AS-BUILT PLAN (CHANGES ONLY)

May 05

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 = 389

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1410-04-70		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ADDISON TO ALLENTON ROAD

S.T.H. 175 TO ROCK RIVER

PROJECT ENGINEER: TRACI GENGLER STH 33

STAFF: JIM SCHUETZ WASHINGTON COUNTY

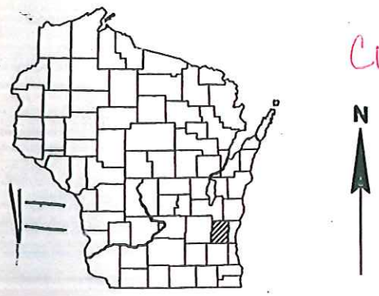
DAWN JOHNSON

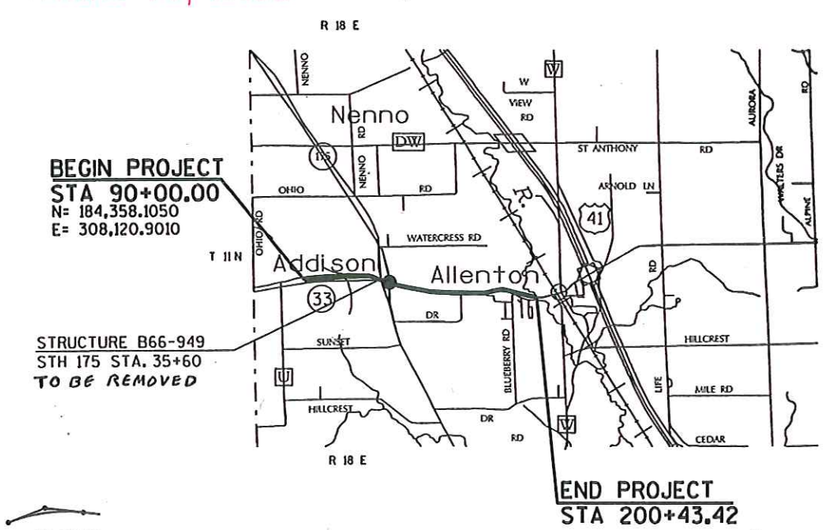
CONSTRUCTION: APRIL 25, 2005 - APRIL 19, 2006

STATE PROJECT NUMBER
1410-04-70

PRIME CONTRACTOR: WONDRA EXCAVATING, INC.

SUBCONTRACTORS:
MICHELS - AGGREGATE
PAYNE & DOLAN - ASPHALT
MATTISON - LANDSCAPING & SIGNS
BARRICADE FLASHER - TRAFFIC CONTROL
OUTDOOR LIGHTING - FLASHING BEACONS
CENTURY FENCE - PAVEMENT MARKING
BADGER STATE SITE PREP - CLEARING & GRUBBING
INTERSTATE SAWING - SAWING
PHEIFER BROS - REMOVE STRUCTURE
PTASCHINSKI - CONCRETE CURB & GUTTER





BEGIN PROJECT
STA 90+00.00
N= 184,358.1050
E= 308,120.9010

STRUCTURE B66-949
STH 175 STA. 35+60
TO BE REMOVED

END PROJECT
STA 200+43.42

DESIGN DESIGNATION

A.A.D.T. (2003)	=	7000
A.A.D.T. (2023)	=	9100
D.H.V. (2023)	=	(602)
D.D.	=	62 - 38%
T. % A.D.T.)	=	11.9%
DESIGN SPEED	=	60 MPH STA. 95+00 TO STA. 174+75
	=	50 MPH STA. 174+75 TO STA. 197+00
	=	35 MPH STA. 197+00 TO STA. 200+43
ESALS	=	2,336,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.091 MI. (RURAL)

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Washington County, NAD 83 (1991). Elevations shown on this plan are referenced to the National Geodetic Vertical Datum of 1929.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	N. YANG
Project Manager	M. HOSSAIN
District Examiner	M. HOSSAIN
District Supervisor	A. ALEIOW
C.O. Examiner	C. BUJANOWSKI

APPROVED FOR DISTRICT OFFICE
DATE: 9/30/04 (Signature)

E

PROJECT ID: 1410-04-70
DESIGN ID: 1410-04-00
WTRS: 1010-03-00/12-03-01
#50 D
COUNTY: WASHINGTON

FILE NAME : J:\projects\d2_14100433\010101_TI.DGN PLOT DATE : 30-SEP-2004 07:33 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 200:1

WISDOT/CADDS SHEET 10

GENERAL NOTES

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

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

ALL PRIVATE EXISTING UTILITIES ARE TO BE ADJUSTED BY THE UTILITIES CONCERNED.

EXCEPT STRUCTURE B-66-949, ALL HOLES OR TRENCHES BELOW SUBGRADE RESULTING FROM ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE FILLED WITH GRANULAR BACKFILL, UP TO THE LOWER OF EXISTING GROUND OR PROPOSED SUBGRADE, AND BETWEEN 1:1 SLOPES EXTENDED FROM SUBGRADE SHOULDER POINTS. STRUCURE B-66-949 SHALL BE BACKFILLED WITH EXCAVATION COMMON OR BORROW.

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS SUPERELEVATION WHEN SUPERELEVATION IS GREATER THAN 4%. IF SUPERELEVATION IS LESS THAN OR EQUAL TO 4% THEN LOW SIDE SHOULDER SLOPE IS 4%.

WHEN THE QUANTITY OF HMA PAVEMENT OR BASE COURSE IS MEASURED FOR PAYMENT BY THE TON THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

REINFORCED CONCRETE APRON ENDWALLS AND ADJOINING TWO SECTIONS OF CONCRETE PIPE SHALL BE TIED TOGETHER AS SHOWN ON THE STANDARD DETAIL DRAWINGS AND AS LOCATED IN THE MISCELLANEOUS QUANTITIES. JOINT TIES SHALL BE INCIDENTAL ITEMS INCLUDED IN THE COST OF THE CULVERT PIPE REINFORCED CONCRETE.

CURB HEIGHTS AT THE END OF CURB AND GUTTER SHALL BE TAPERED FROM 0" TO 4" IN 3 FEET.

CURB AND GUTTER GRADES ARE GIVEN TO THE FLANGE LINE. CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE.

EXISTING DRIVEWAYS AND FIELD ENTRANCES SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF SALVAGED TOPSOIL WHERE REQUIRED. SALVAGED TOPSOIL SHALL BE PLACED WITH 4" MINIMUM DEPTH.

THE QUANTITY OF SALVAGED TOPSOIL IS COMPUTED FROM MEASUREMENTS BETWEEN THE FINISHED SUBGRADE POINTS AND THE SLOPE INTERCEPTS AS SHOWN ON THE CROSS SECTIONS PLUS 5 FEET PER STATION FOR ROUNDING.

SIGNS TO BE MOVED WILL BE STORED AND PROTECTED BY THE CONTRACTOR, FREE FROM DAMAGE, UNTIL SUCH TIME AS THEY ARE RE-INSTALLED.

REMOVAL OF EROSION CONTROL DEVICES WILL BE INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

TACKIFIER SHALL NOT BE USED ON AREAS OF SEEDING MIXTURE NO. 75.

STANDARD ABBREVIATIONS

AEW	APRON ENDWALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
C&G	CURB & GUTTER
CE	COMMERCIAL ENTRANCE
CL	CENTER LINE
CONC	CONCRETE
COR	CORNER
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
DISCH	DISCHARGE
EBS	EXCAVATION BELOW SUBGRADE
EX	EXISTING
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALTIC
INV	INVERT
LHF	LEFT HAND FORWARD
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
M/L	MAINLINE
MON	MONUMENT
NC	NORMAL CROWN
NOR	NORMAL
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PLE	PERMANENT LIMITED EASEMENT
PP	POWER POLE
R	RADIUS OF CURVE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
R/L	REFERENCE LINE
RT	RIGHT
R/W	RIGHT OF WAY
SALV	SALVAGED
SE	SUPER ELEVATION
SI	SLOPE INTERCEPT
TLE	TEMPORARY LIMITED EASEMENT

UTILITIES

MR. STEVE FERRELL
WE ENERGIES (ELECTRIC)
920 S INDIANA AVE
WEST BEND, WI 53095
PHONE: (262) 338-7627

MR. BOB JANKOWSKI
WISC. GAS D/B/A WE ENERGIES
5400 N GREEN BAY AVE
MILWAUKEE, WI 53209
PHONE: (414) 540-5318
CELL: (414) 333-4172

MR. THOMAS C. GURECKI
ALLENTON SANITARY DIST. #1
750 STH 33 W PO BOX 293
ALLENTON, WI 53002 1293
PHONE: (262) 629-5761
CELL: (262) 689-5159

MR. STEVE MAREK, CONST SUP
VERIZON NORTH, INC
7502 SUNSET DRIVE
TWO RIVERS, WI 54241
PHONE: (920) 737-3897

MR. TOM HARYCKI
CHARTER COMMUNICATIONS
2313 CONTINENTAL DRIVE
WEST BEND, WI 53095
PHONE: (262) 306-8756 EXT.206
CELL: (920) 960-3699
tharycki@chartercom.com

MR. ANDREW DIRKS
WISDOT SIGNALS
141 NW BARSTOW PO BOX 798
WAUKESHA, WI 53187-0798
PHONE: (262) 521-5353

MR. CHARLES LANDEY
WISDOT TRAFFIC LIGHTING
141 NW BARSTOW PO BOX 798
WAUKESHA, WI 53187-0798
PHONE: (262) 521-5346

MR. ANDY EBERHARDT, RE/ROW REP
ATC MANAGEMENT, INC.
PO BOX 47
N19 W23993 RIDGEVIEW PKWY W.
WAUKESHA, WI 53187 0047
PHONE: (262) 506-6864
CELL: (262) 424-9354
aeberhardt@atcllc.com

OTHER CONTACTS

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900 LANG ST.
WEST BEND, WI 53095
PHONE: (262) 335-4437
FAX: (262) 335-4439
hwyken@co.washington.wi.us

MAUREEN MILLMANN
DNR LIAISON
PO BOX 12436
2300 N. DR.ML KING JR. DR.
MILWAUKEE, WI 53212
PHONE: (414) 263-8613

MR. ROBERT BINGEN
PLAN COMMISSION CHAIRMAN
TOWN OF ALLENTON
127 FIRST STREET, PO BOX 481
ALLENTON, WI 53002
PHONE: (262) 629-5420

DIGGERS HOTLINE

Toll Free (800) 242-8511
Milwaukee Area (414) 259-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

STATE PROJECT NO: 1410-04-70	**HWY: STH 33**	**COUNTY: WASHINGTON**	**CONTACTS LIST**	**SHEET NO: 3** E

SDD NO.	TITLE
08A5-16B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A5-16C	INLET COVERS TYPE F, HM, HM-S, S, V, HM-GJ, & HM-GJ-S
08C1-5	INLETS TYPE 1, 2, 3 & 4
08C5-2	INLETS TYPE 8, 9, 10, AND 11
08D1-13	CONCRETE CURB, CONCRETE CURB AND GUTTER & PAVEMENT TIES
08D4-3	CONCRETE SURFACE DRAIN & ASPHALTIC FLUME
08E4-2	SOD OR MASONRY AND SOD DITCH CHECKS
08E8-3	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E9-5	SILT FENCE
08E10-2	INLET PROTECTION TYPE A, B, C AND D
08F1-11	APRON ENDWALLS FOR CULVERT PIPE
08F2-1	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F4-5	JOINT TIES FOR CONCRETE PIPE
08F7-3	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SIDE DRAINS SLOPED SECTION
08F8-1	SLOPED STEEL ENDWALLS FOR CULVERT PIPE AND PIPE ARCH CROSS DRAINS
08F10-1	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09A1-12A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A1-12B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B2-7	CONDUIT
09B4-5	PULL BOX
09C2-3	CONCRETE BASES, TYPES 1, 2 & 5
09C3-2	TRANSFORMER/PEDESTAL BASES
09E6-1	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E7-2	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
13B2-4	CONCRETE PAVEMENT APPROACH SLAB
13C1-11	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C11-7A	RURAL DOWELED CONCRETE PAVEMENT
13C11-7B	RURAL DOWELED CONCRETE PAVEMENT
13C16-1	CONCRETE JOINT DETAIL FOR TEE INTERSECTION BYPASS LANE AND RIGHT TURN LANE
14B7-10A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-10B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-10C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" BENDING DIAGRAM
14B7-10D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" ANCHORING DETAIL AND CRASH CUSHION
14B7-10E	CONCRETE BARRIER TEMPORARY PRECAST, 10'-0"
14B7-10F	CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" AND PORTABLE CRASH CUSION
14B15-4A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-4B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-4C	STEEL PLATE BEAM GUARD, CLASS "A", POST MOUNTING ON PIER FOOTINGS AND CULVERTS
14B18-4A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B24-4A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-4B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-4C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B25-1	STEEL PLATE BEAM GUARD, CLASS "A", OVER LOW FILL CULVERTS

SDD NO.	TITLE
15A1-9	MARKER POST FOR RIGHT-OF-WAY
15A3-1	MARKER POSTS, FLEXIBLE, FOR CULVERT END
15C2-4A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C3-1	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C4-1	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C5-1	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C7-7A	PAVEMENT MARKING SYMBOLS
15C8-9A	PAVEMENT MARKING (MAINLINE)
15C8-9B	PAVEMENT MARKING (INTERSECTIONS)
15C8-9C	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C11-5	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-2	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15D28-1	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-1	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
16A1-6	LANDMARK REFERENCE MONUMENTS AND COVERS

LEGEND

- ROADWAY ON NEW ALIGNMENT
- ROADWAY TO BE REMOVED
- RECONSTRUCT ROADWAY ON EXISTING ALIGNMENT
- PAVEMENT REPLACEMENT
- MILL AND OVERLAY

N

BEGIN PROJECT
1410-04-70
STA 90+00.00

END CONSTRUCTION
STH 175
STA. 42+00

STA. 37+00.00

STH 175, STA. 35+60
B-66-09-49
TO BE REMOVED

SCHELLINGER ST.

STA. 95+00.00

STH 33, STA. 105+38.98
OLD 33 W,
STA. 10+00.00

STH 33, STA 123+16.68
STH 175, STA. 28+74.93

BEGIN CONSTRUCTION
STH 175, STA. 16+25.00

SUNSET DR

SUNSET DR

WATERCRESS RD

ADDISON

175

FRONTAGE RD

STA. 68+00

BACK 68+49.161
AHEAD 8+15.236

STA. 12+00.00

ADDISON WAY

33

STH 33, STA. 133+49.78
OLD 33 E, STA. 20+00.00

BEGIN CONSTRUCTION
STA. 8+50.00

SUNSET DR

STA. 196+50.00

STH 33, STA. 188+22.36
BLUEBERRY ROAD, STA. 10+00.00

STH 33, STA. 174+64.96
HILLTOP DRIVE, STA. 10+00.00

STH 33, STA. 161+56.97
SUNSET DRIVE, STA. 10+00.00

BEGIN CONSTRUCTION
STA. 8+32.00

HILLTOP DR

BEGIN CONSTRUCTION
STA. 8+66.00

CHERRY ST

BLUEBERRY RD

ELDER LN

NEW PLAT ST

ROCK RIVER DR

ROCK RIVER

WEIS ST

41

END PROJECT
1410-04-70
STA. 200+43.42

B66-00-16
EXISTING STRUCTURE
TO REMAIN

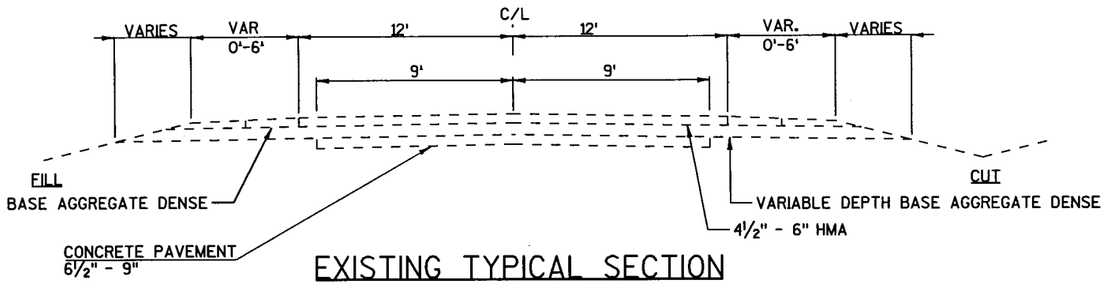
ALLENTON

W

SOO LINE RR

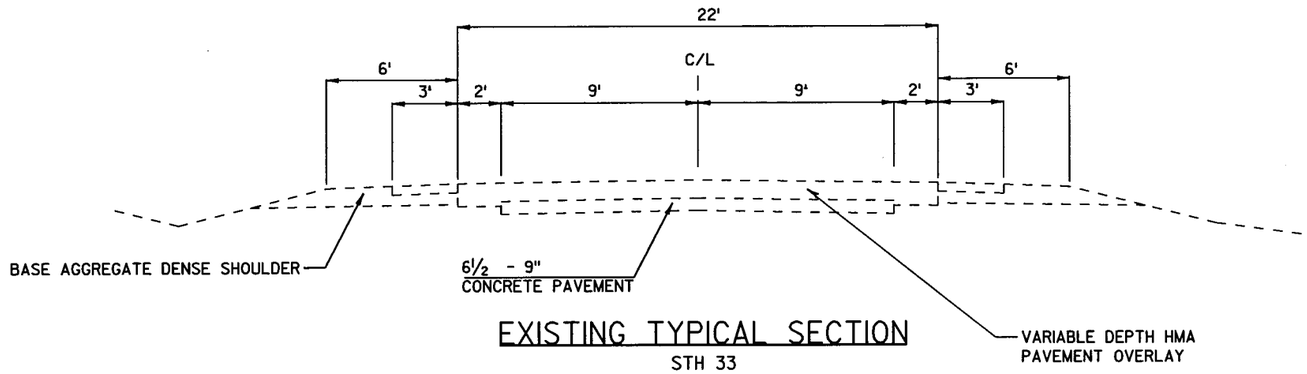
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PROJECT OVERVIEW	SCALE, FEET 0	SHEET NO: 5	E



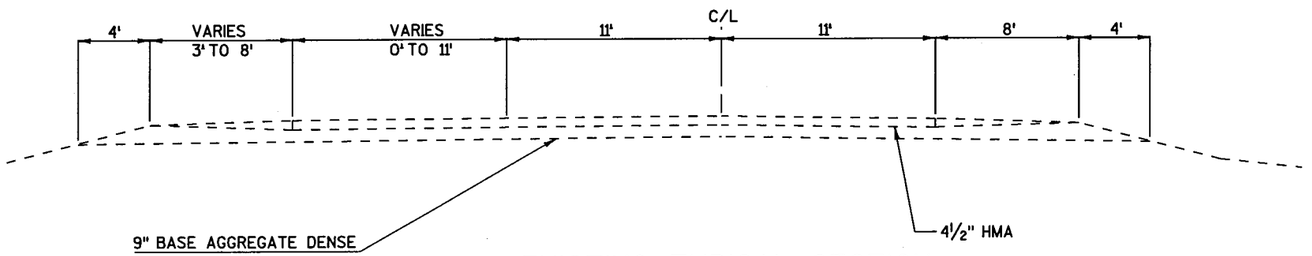
EXISTING TYPICAL SECTION

STH 33
STA. 90+00.00 TO STA. 133+50
STA. 153+46 TO STA. 160+14



EXISTING TYPICAL SECTION

STH 33
STA. 133+50 TO STA. 153+46
STA. 189+61 TO STA. 200+43.42

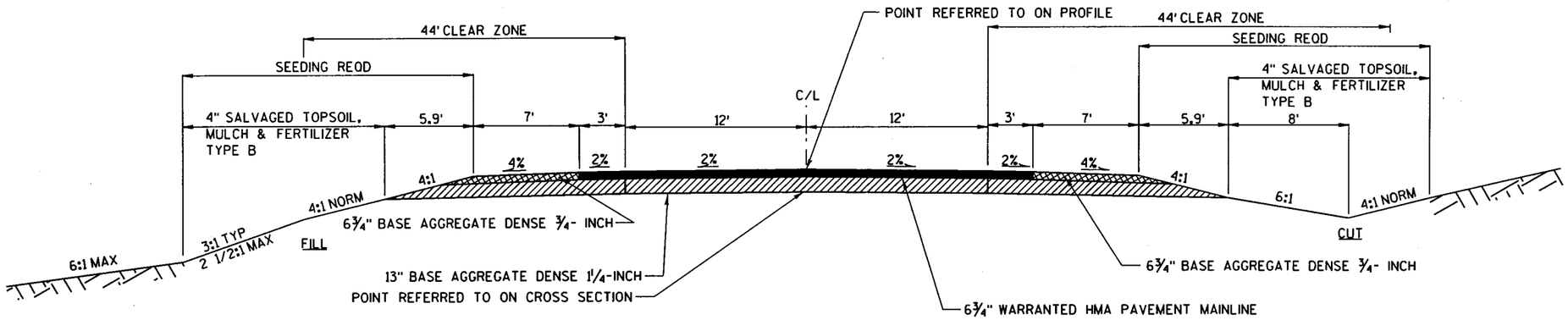


EXISTING TYPICAL SECTION

STH 33
STA. 160+14 TO STA. 189+61

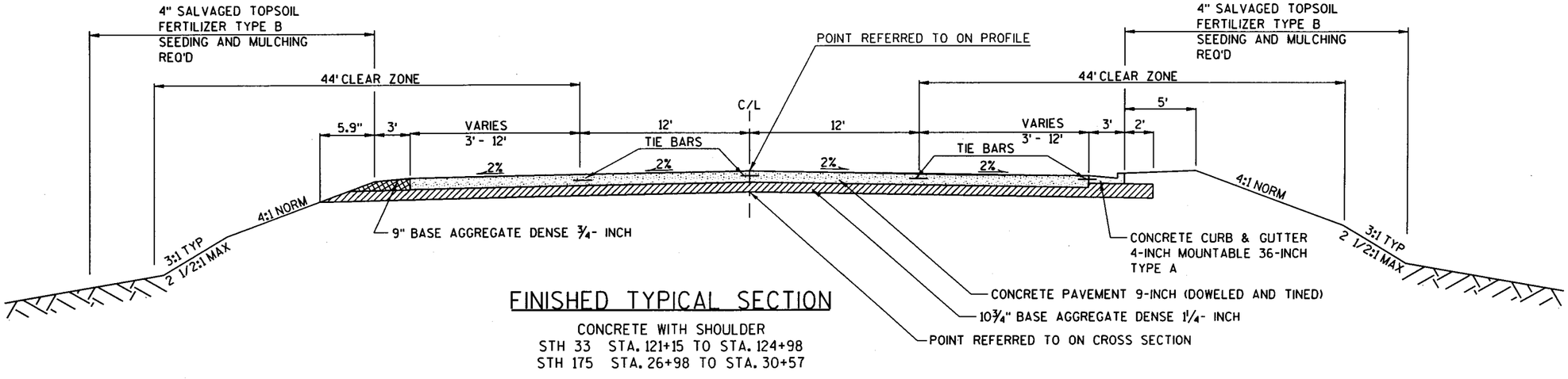
STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SCALE, FEET 0	SHEET NO: 6	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63



FINISHED TYPICAL SECTION

STH 33
STA. 95+00.00 TO STA. 121+15
STA. 124+98 TO STA. 154+94.7

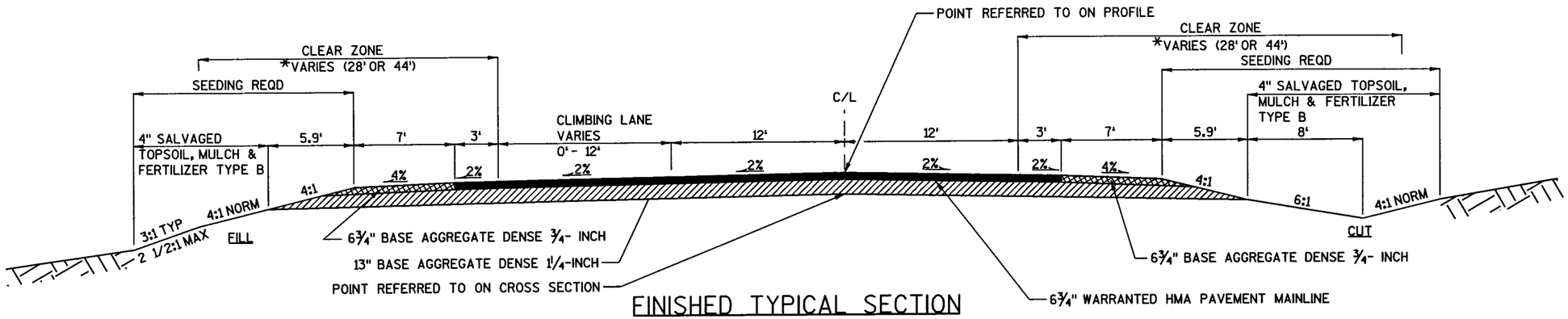


FINISHED TYPICAL SECTION

CONCRETE WITH SHOULDER
STH 33 STA. 121+15 TO STA. 124+98
STH 175 STA. 26+98 TO STA. 30+57

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SCALE, FEET	SHEET NO: 7	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63
FILE NAME : J:\projects\d2_14100433\020301_TS.DGN
PLOT DATE : 20-DEC-2004 10:08
PLOT BY : DOTJQP
PLOT NAME :
PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

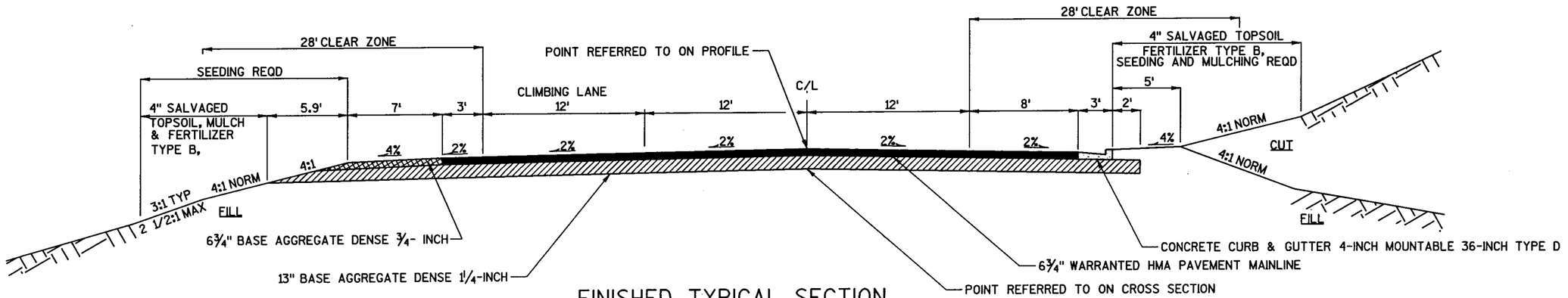


FINISHED TYPICAL SECTION

STH 33
STA 154+94.7 TO STA 175+60.00
STA 180+50.00 TO STA 189+37.00
STA 192+25.00 TO STA 196+50.00

* NOTES:

CLEAR ZONE = 44' FOR STA. 160+54.50 TO STA. 174+64.00
CLEAR ZONE = 28' FOR STA. 174+64.00 TO STA. 196+50.00



FINISHED TYPICAL SECTION

STH 33
STA 175+60.00 TO STA 180+50.00
STA 189+37.00 TO STA 192+25.00

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SCALE, FEET 0	SHEET NO: 8	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

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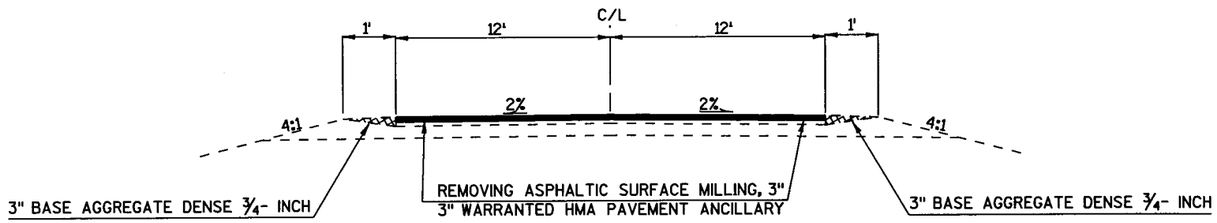
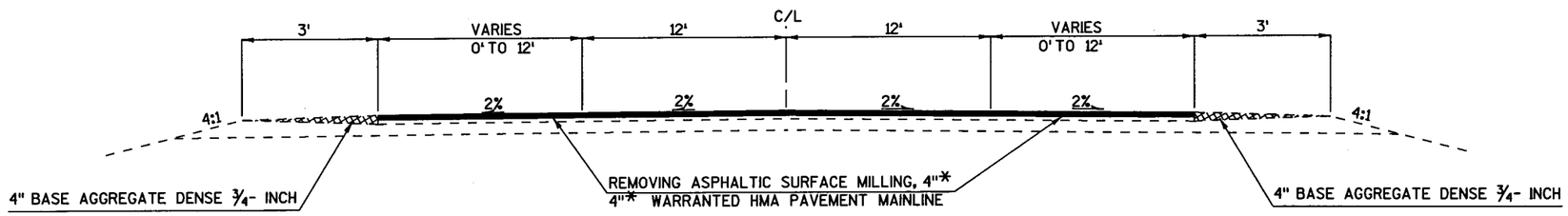
PLOT DATE : 19-OCT-2004 16:39
PLOT BY : DOTC1R
PLOT NAME :
PLOT SCALE : 39.879518:1.000000
WISDOT/CADDS SHEET 42



FINISHED MILL & OVERLAY TYPICAL SECTION

ADDISON WAY
STA. 51+88 TO STA. 68+00



FINISHED MILL & OVERLAY TYPICAL SECTION

STH 33
STA. 90+00 TO STA. 95+00*
STA. 196+50 TO STA. 200+18
STH 175
STA. 37+00 TO STA. 42+00

* MILL & OVERLAY, 2"

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SCALE, FEET 0	SHEET NO: 9	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

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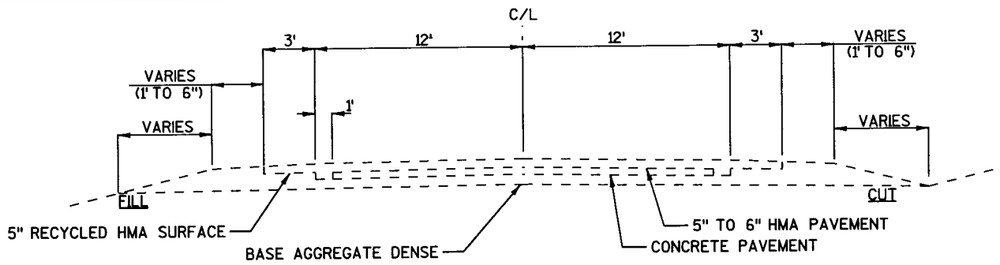
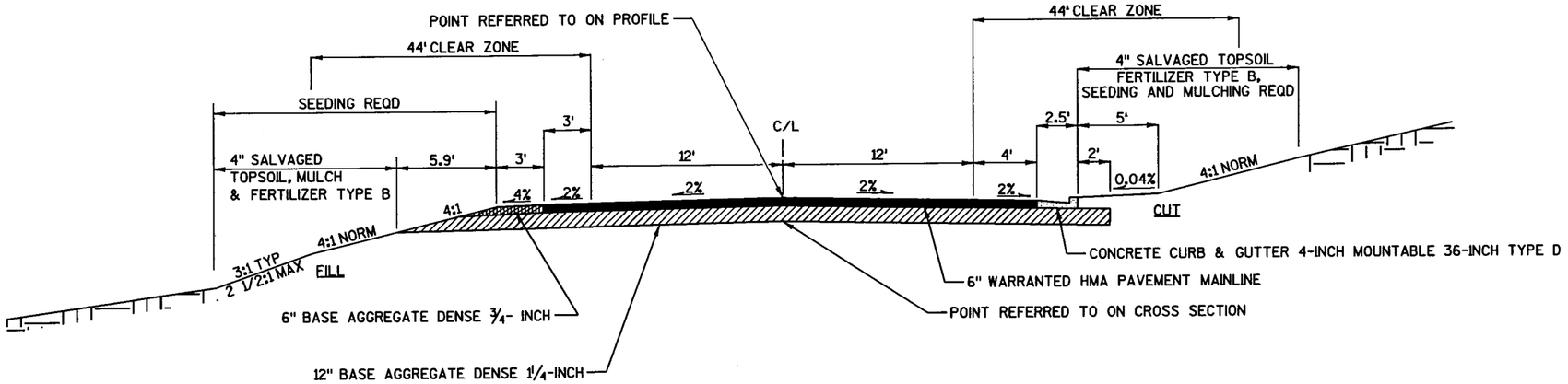


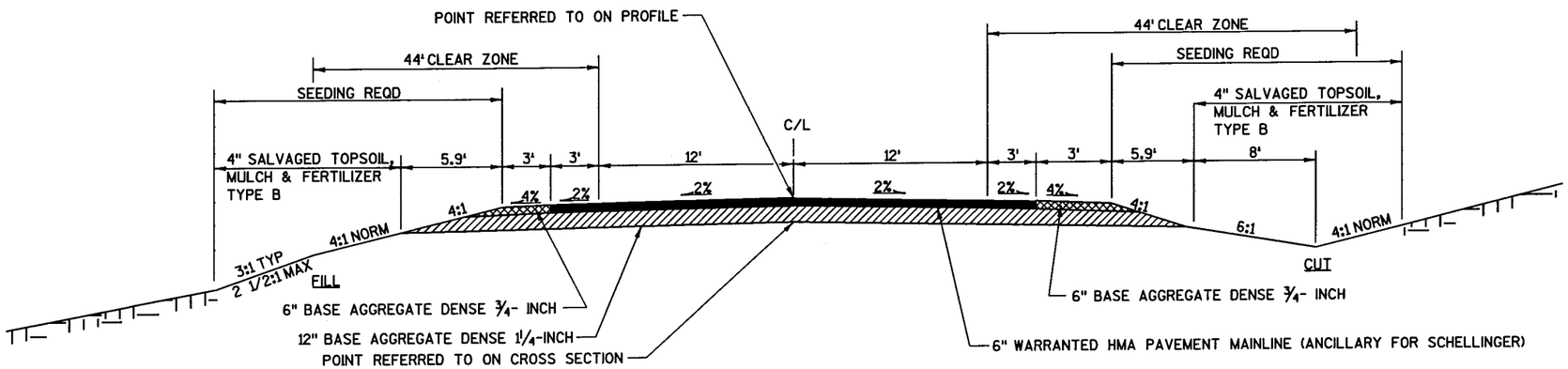
EXISTING TYPICAL SECTION

STH 175
N. FRONTAGE RD.
S. FRONTAGE RD.



FINISHED TYPICAL SECTION

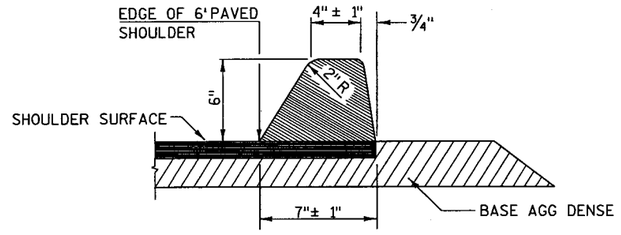
STH 175
STA 16+50.00 TO STA 22+50.00



FINISHED TYPICAL SECTION

STH 175
STA 16+25.00 TO STA 16+50.00
STA 22+50.00 TO STA 26+98.00
*STA 30+57.00 TO STA 37+00.00

SCHELLINGER ST.
STA. 10+00.00 TO STA. 14+60.00
STA. 21+45.00 TO STA. 22+40.00



*ASPHALTIC CURB DETAIL

STH 175
STA. 30+55 - 37+00, RT

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SCALE, FEET 0	SHEET NO: 10	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

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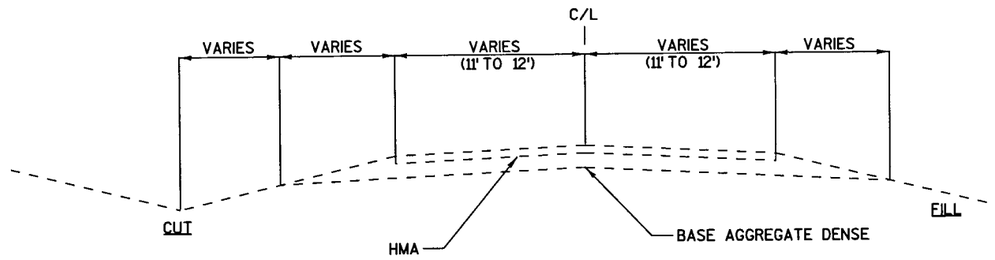
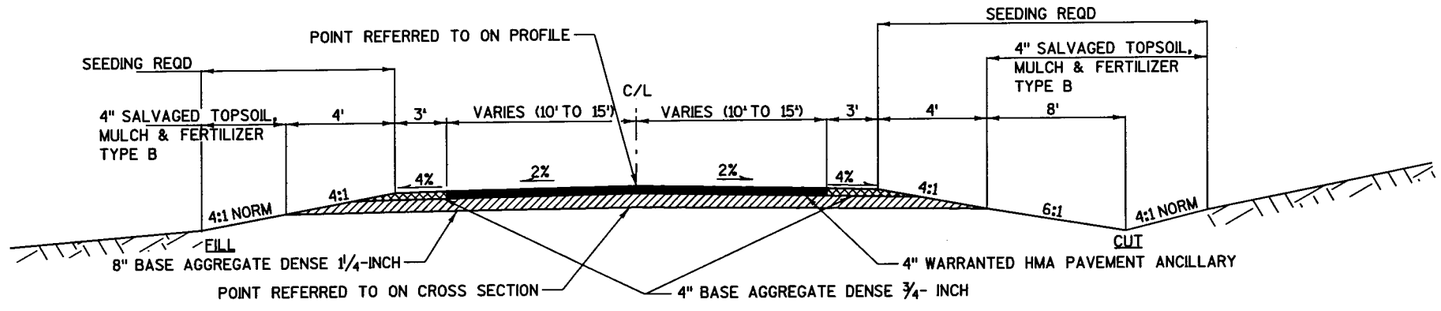
PLOT DATE : 19-OCT-2004 16:40
PLOT BY : DOTC1R
PLOT NAME :
PLOT SCALE : 39.879518:1.000000
WISDOT/CADDS SHEET 42



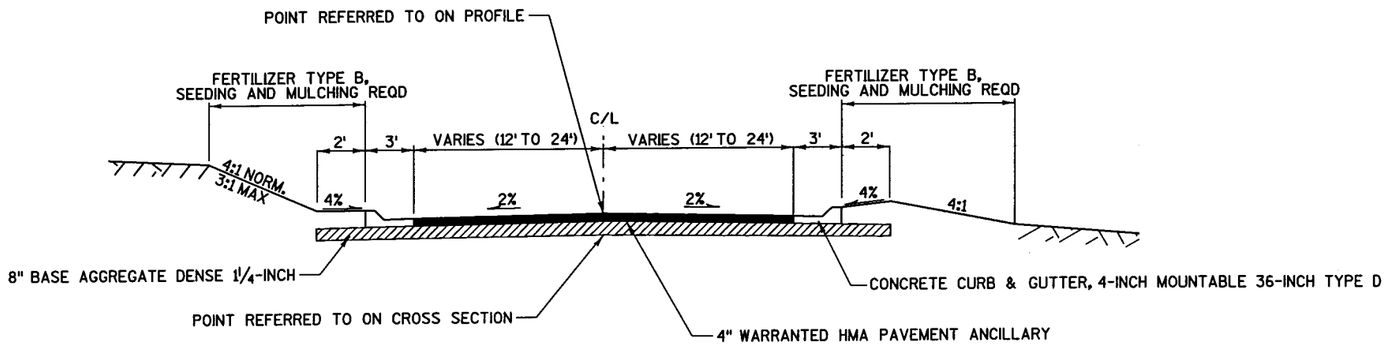
EXISTING TYPICAL SECTION

MINOR SIDE ROADS



FINISHED TYPICAL SECTION

MINOR SIDE ROADS: SUNSET DRIVE, HILLTOP DRIVE
ADDISON WAY
STA. 12+00 TO STA. 19+75
STA. 50+12 TO STA. 51+88



FINISHED TYPICAL SECTION

ADDISON WAY
STA. 68+00 TO STA. 12+00

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SCALE, FEET 0	SHEET NO: 11	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

FILE NAME : \\wke31fp1\cadds\projects\d2_14100433\020303_TS.DGN
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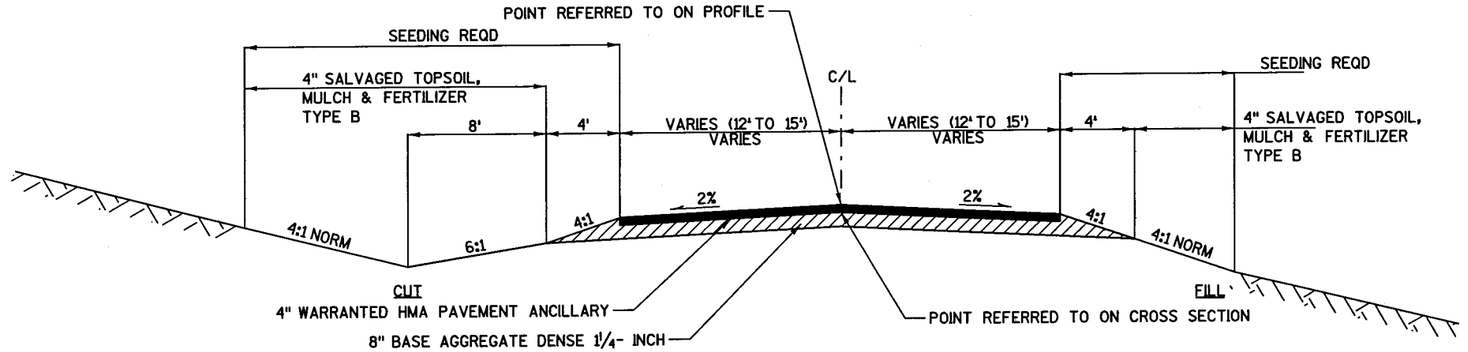
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION

BLUEBERRY ROAD

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TYPICAL SECTIONS	SCALE, FEET 0	SHEET NO: 12	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : \\wke31fp1\cadds\projects\d2_14100433\020303_TS.DGN

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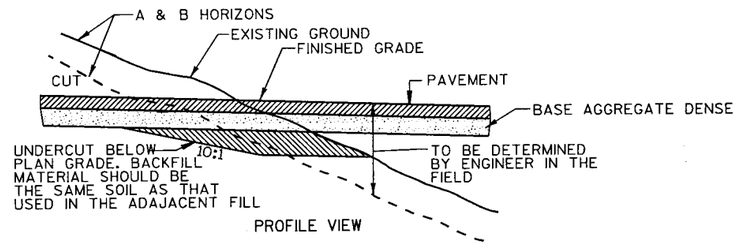
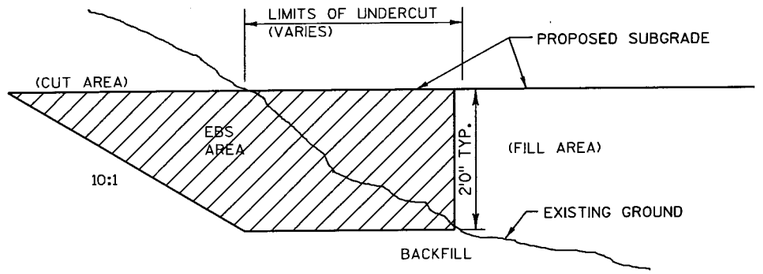
WISDOT/CADDS SHEET 42

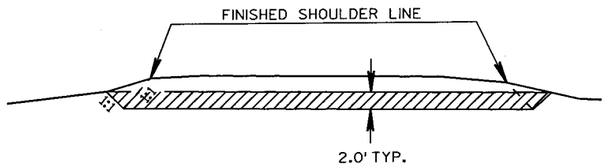
2



SUBGRADE UNDERCUTTING AT CUT-TO-FILL TRANSITION



LONGITUDINAL SECTION FOR UNDERCUT AREAS (EBS)
AND MARSH EXCAVATION



CROSS SECTION SHOWING UNDERCUT

CROSS SECTION

EXACT LOCATIONS OF EXCAVATION BELOW SUBGRADE (EBS) SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

EBS AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER.

THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL EBS IS COMPLETED. LATERAL LIMITS OF EXCAVATION SHALL BE THE SUBGRADE SHOULDER POINTS.

EXCAVATION BELOW SUBGRADE (EBS)

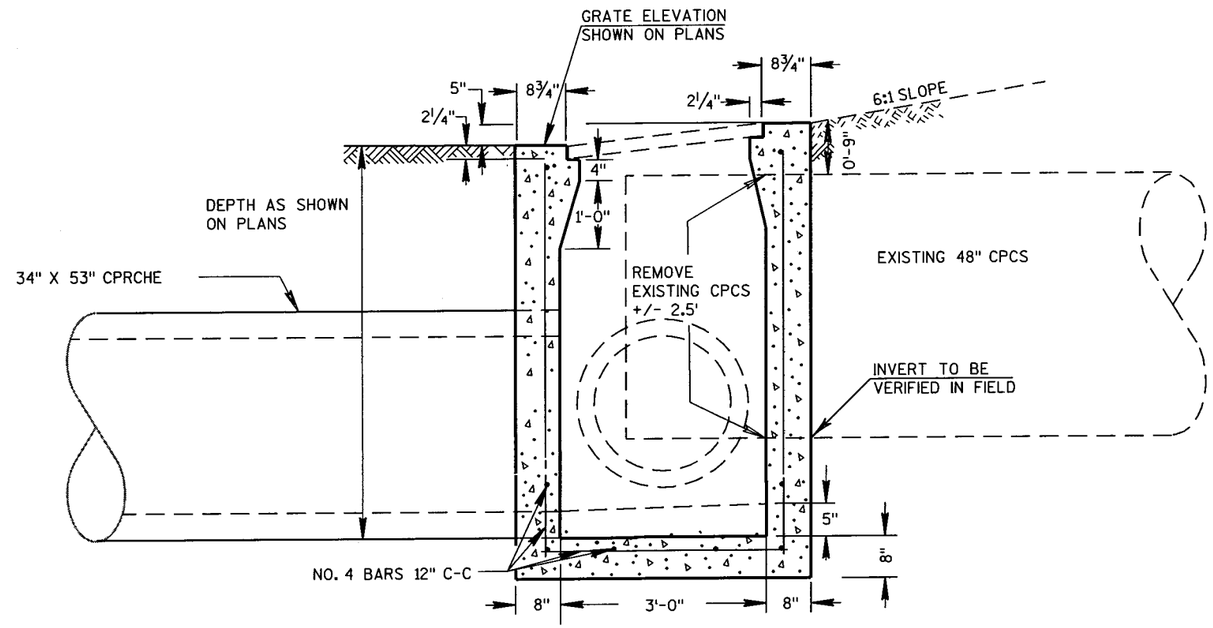
GENERAL NOTES

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

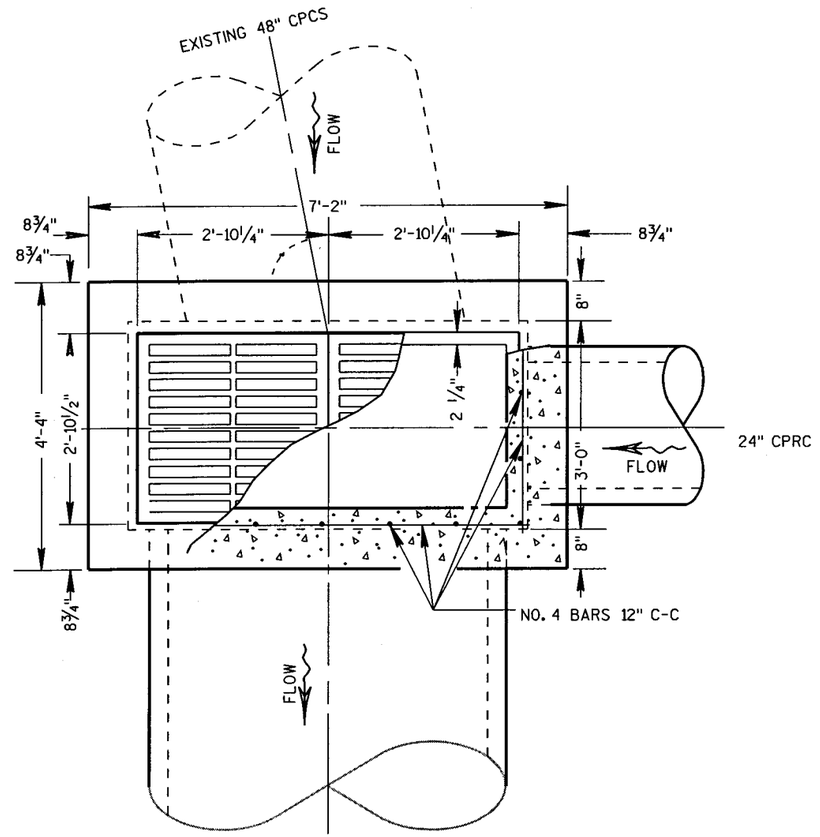
DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

PRECAST REINFORCED CONCRETE INLET UNITS, IF USED, SHALL CONFORM TO THE REQUIREMENTS OF THE CATCH BASINS, MANHOLES AND INLETS SECTION OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A CORRECTED LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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



SIDE VIEW



PLAN VIEW

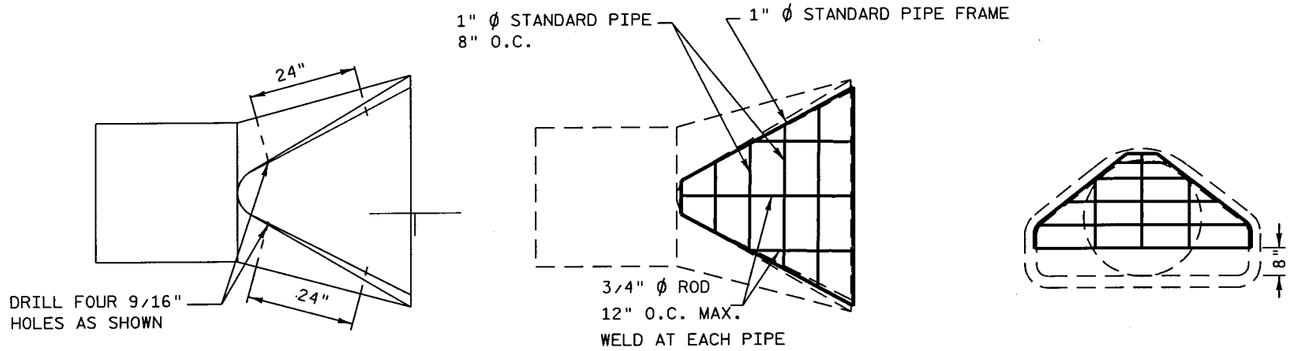
NOTE: REMOVING EXISTING CPCS TO MATCH INLET, INCIDENTAL TO ITEM INLETS TYPE 9 SPECIAL.
FOR INLET & RIM. ELEVATIONS, SEE SS DETAIL SHEET

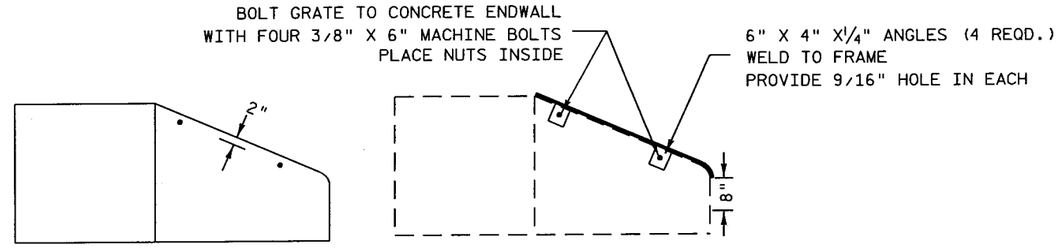
INLET TYPE 9, SPECIAL

(STATION 191+82, 35' RT.)

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CONSTRUCTION DETAIL	SHEET NO: 14	E

2

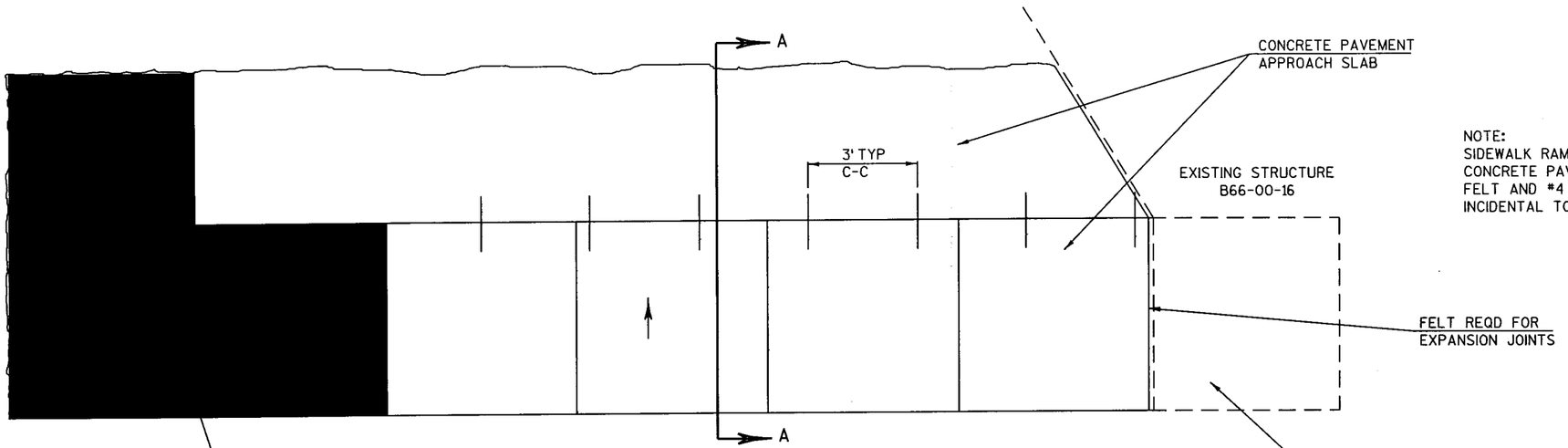




PIPE GRATE DETAIL

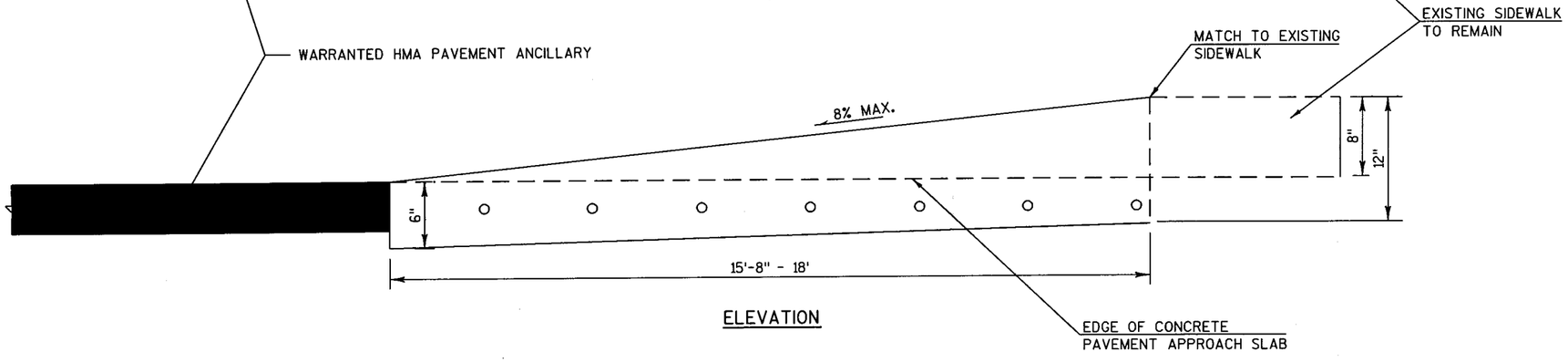
STH 33 STA. 192+00, LT

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CONSTRUCTION DETAIL	SHEET NO: 15	E

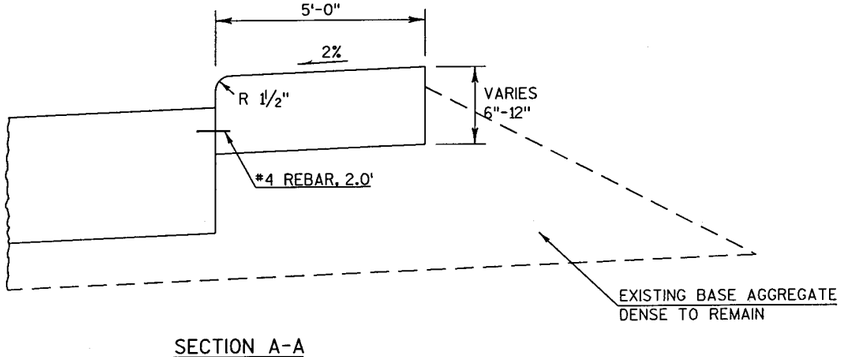


NOTE:
SIDEWALK RAMP WILL BE PAID AS CONCRETE PAVEMENT APROACH SLAB. FELT AND #4 REBAR ARE INCIDENTAL TO THIS WORK.

SIDEWALK RAMP
PLAN VIEW
STA. 200+30, 26'LT
STA. 200+45, 26'RT

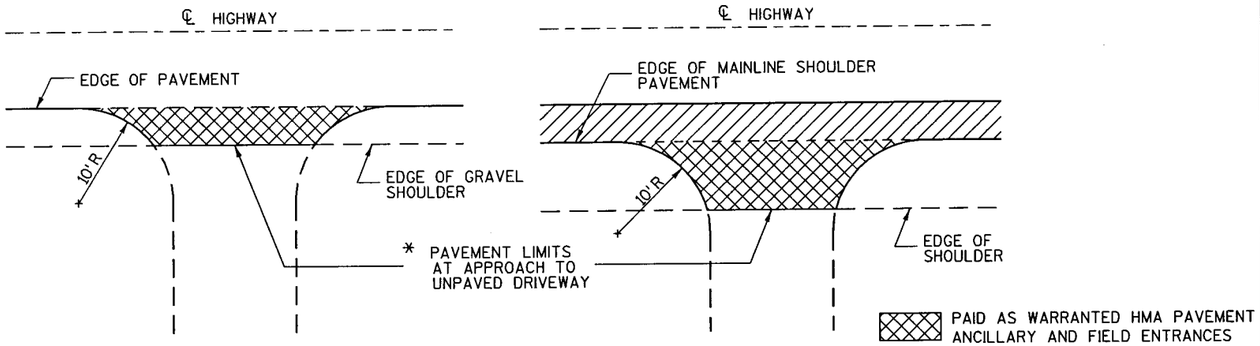


ELEVATION



SECTION A-A

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CONSTRUCTION DETAIL	SHEET NO: 16	E

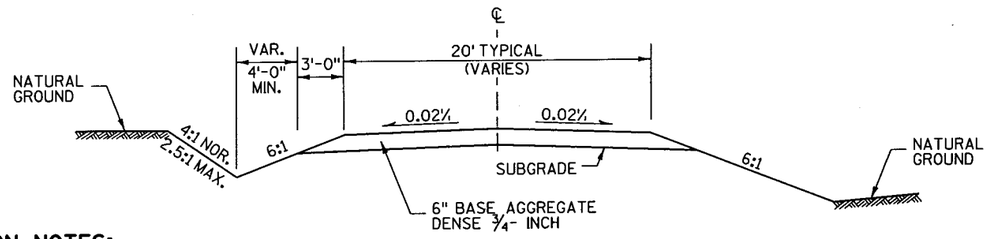


* WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

PLAN VIEW

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL



IN CUT IN FILL

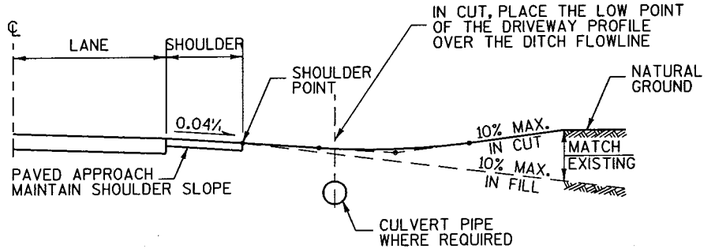
TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE

COMMERCIAL WIDTH	24' MIN.	35' MAX.	
NON-COMMERCIAL WIDTH	12' MIN.	24' MAX.	20' DESIREABLE

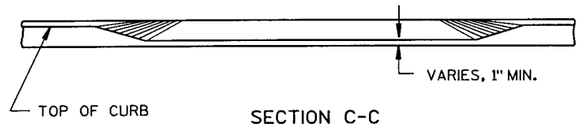
DRIVEWAY CONSTRUCTION NOTES:

CONSTRUCT DRIVEWAY TO MATCHLINE PER PLAN OR AS DIRECTED BY THE ENGINEER.

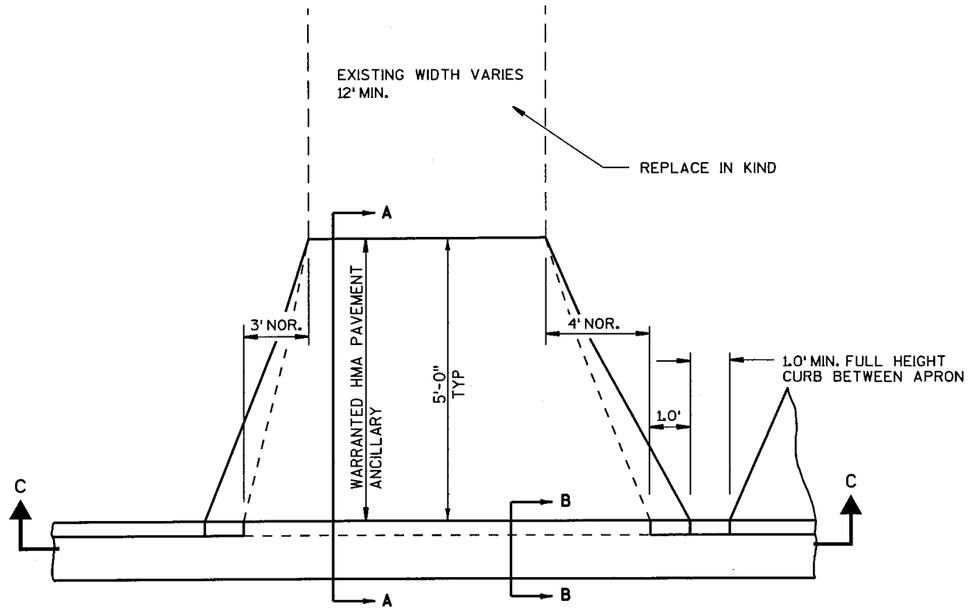
DRIVEWAY SURFACE TO BE SAME AS EXISTING: HMA - 4-INCH, E-3 OVER 6-INCH BASE AGGREGATE DENSE ¾- INCH



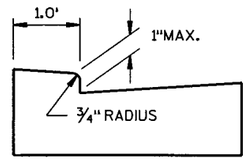
TYPICAL RURAL DRIVEWAY PROFILES



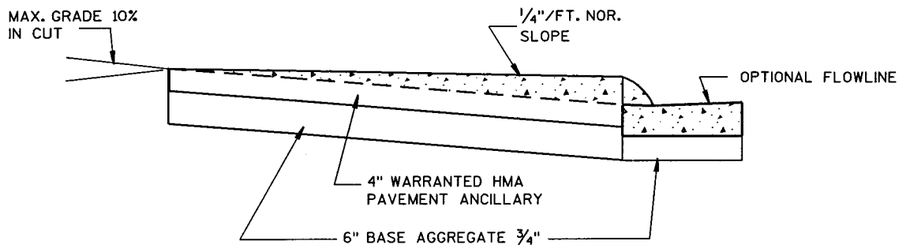
SECTION C-C



PLAN



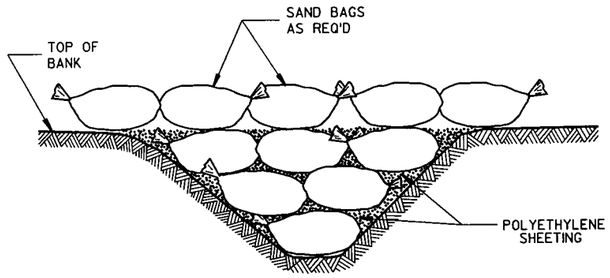
SECTION B-B



SECTION A-A

URBAN DRIVEWAY DETAIL

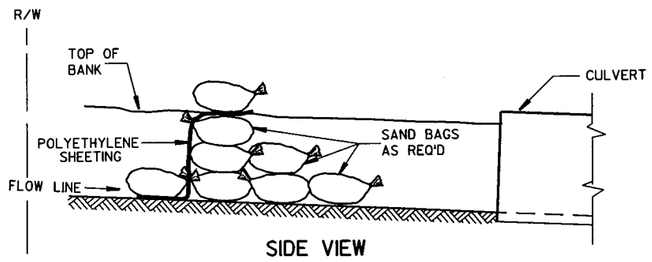
PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CONSTRUCTION DETAIL	SHEET NO: 17	E



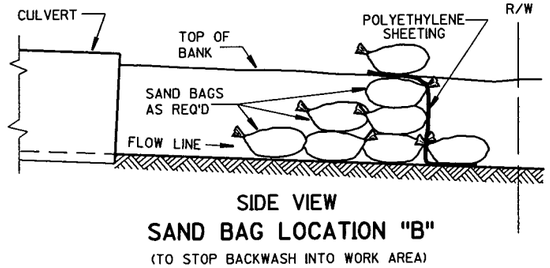
TYPICAL SAND BAG INSTALLATION IN EXISTING CHANNEL

(LOCATION "A" LOOKING UPSTREAM)

PAYMENT FOR SAND BAG INSTALLATION IN EXISTING CHANNEL SHALL BE INCIDENTAL TO CULVERT PIPE INSTALLATIONS.

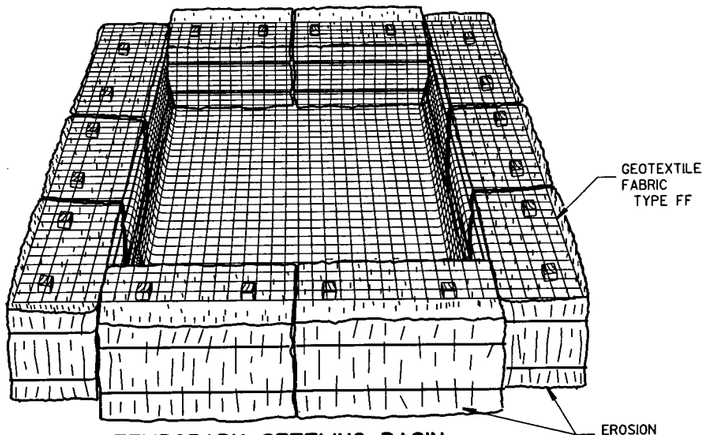


SIDE VIEW
SAND BAG LOCATION "A"
(TO STOP FLOW INTO WORK AREA)



SIDE VIEW
SAND BAG LOCATION "B"
(TO STOP BACKWASH INTO WORK AREA)

SAND BAG LOCATION "B" CAN BE OMITTED IN AREAS WHERE STREAM BOTTOM GRADIENT ELIMINATES BACKWASH.



TEMPORARY SETTLING BASIN

(SIZE TO BE DETERMINED IN FIELD AS INDICATED BELOW:)

STORAGE VOLUME (C.F.) = 16 X GPM (PUMP RATE)

EXAMPLE:
CONTRACTOR INDICATES PUMP CAPABLE OF 50 GPM
HEIGHT OF BALES = 1.5 FT.

SOLUTION:
SV (C.F.) = 16 X 50
SV = 800 C.F.

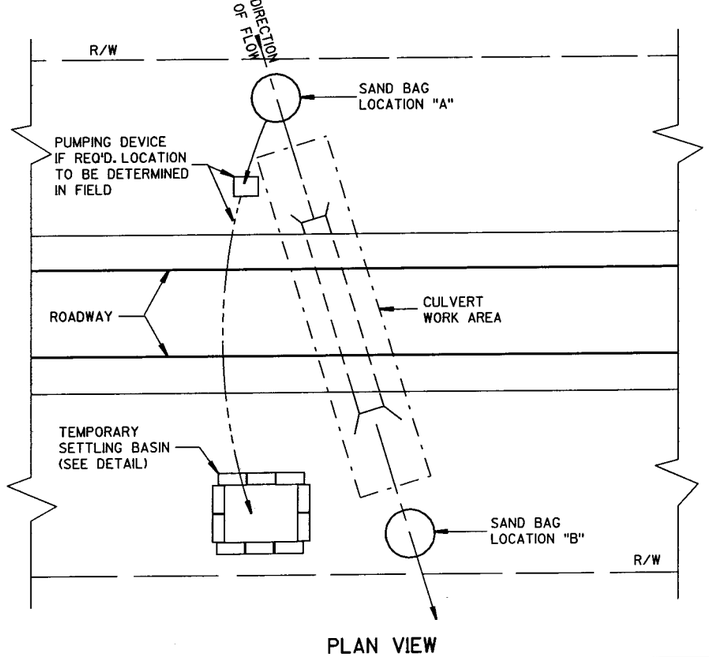
$\frac{800 \text{ C.F.}}{1.5 \text{ FT.}}$ = 533 S.F.

USE A 20 FT. X 27 FT. BASIN

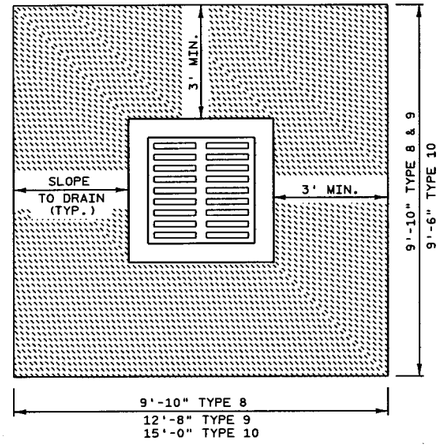
GEOTEXTILE FABRIC SHALL BE REPLACED AS NEEDED. USED GEOTEXTILE FABRIC AND SEDIMENTS SHALL BE DISPOSED OF IN AREAS WHICH WILL PREVENT FURTHER INTRUSION INTO WATERWAYS OR WETLANDS.

PUMP INTAKES SHALL BE PLACED IN A MANNER WHICH WILL NOT DISTURB THE EXISTING STREAM BOTTOM.

GEOTEXTILE FABRIC, TYPE FF AND EROSION BALES TO BE PAID FOR UNDER RESPECTIVE ITEMS.



PLAN VIEW

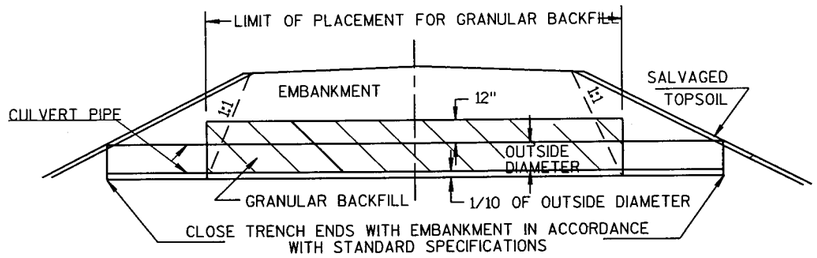


SOD AT FIELD INLETS

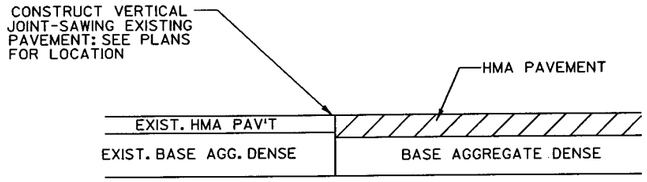
STA. 173+75, 42' RT.

EROSION CONTROL DETAILS
IN CULVERT WORK AREAS

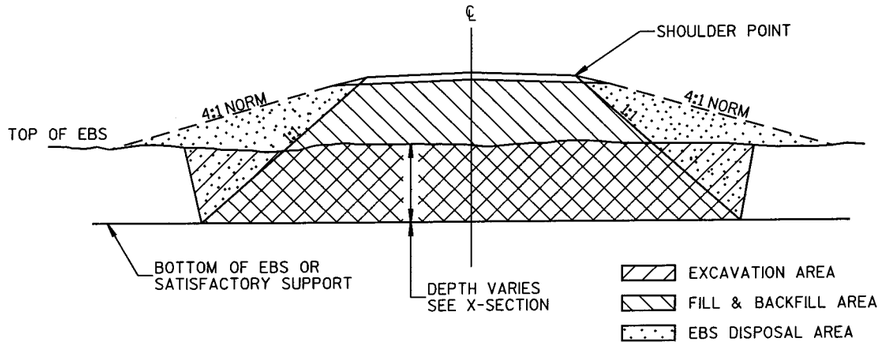
FOR
ELIMINATION OF EXCAVATION IN LIVE WATERWAYS
AND
PREVENTION OF SEDIMENTS ENTERING STREAM



CULVERT BACKFILL DETAIL

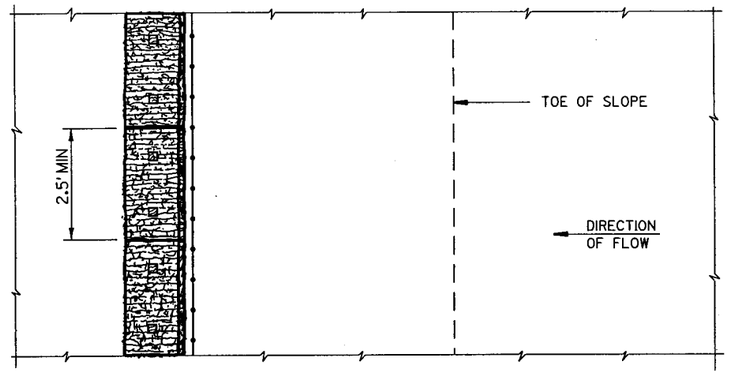


TYPICAL CONSTRUCTION MATCH DETAIL

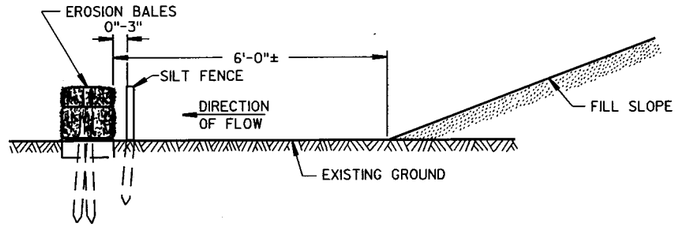


TYPICAL EBS EXCAVATION SECTION

STH 33
STA. 99+00 TO STA. 116+00

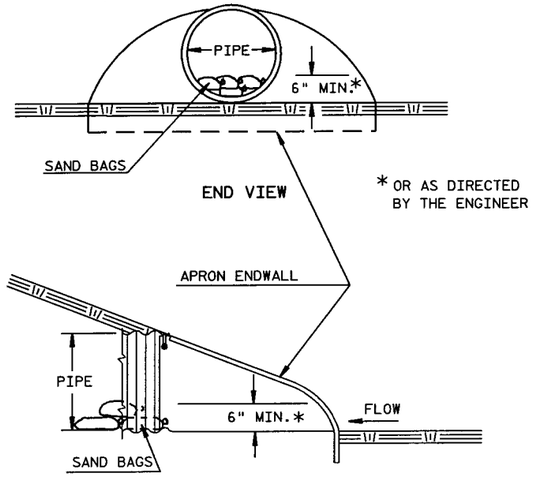


PLAN VIEW



FRONT ELEVATION

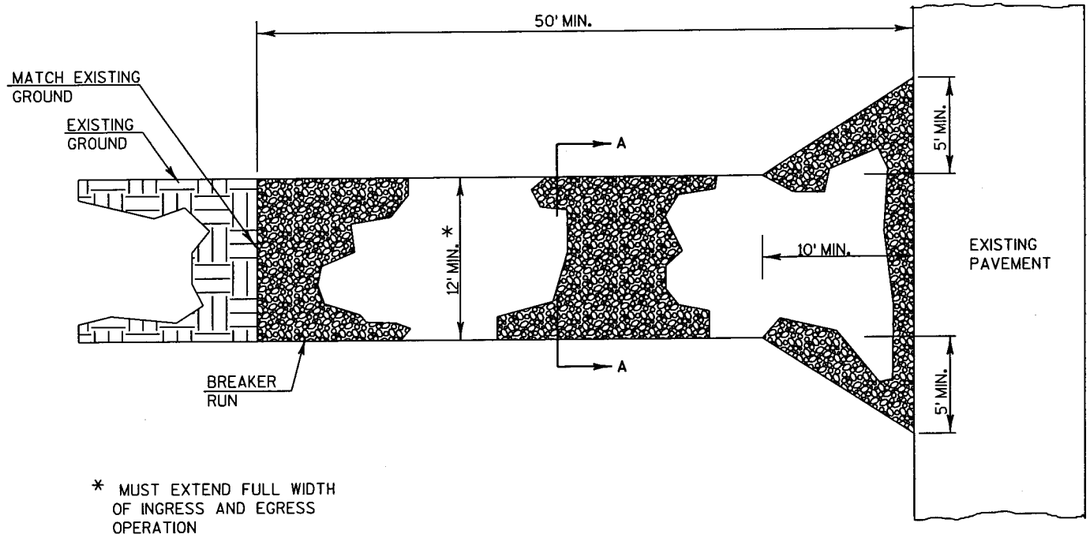
EROSION BALES AND SILT FENCE FOR SHEET FLOW
SEE EROSION CONTROL PLAN FOR LOCATION



SIDE VIEW

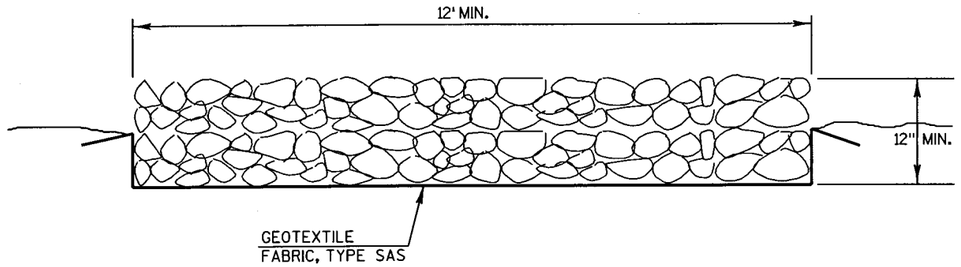
CULVERT PIPE DITCH CHECK

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CONSTRUCTION DETAIL	SHEET NO: 17	E



* MUST EXTEND FULL WIDTH OF INGRESS AND EGRESS OPERATION

PLAN VIEW



SECTION A-A

NOTE:

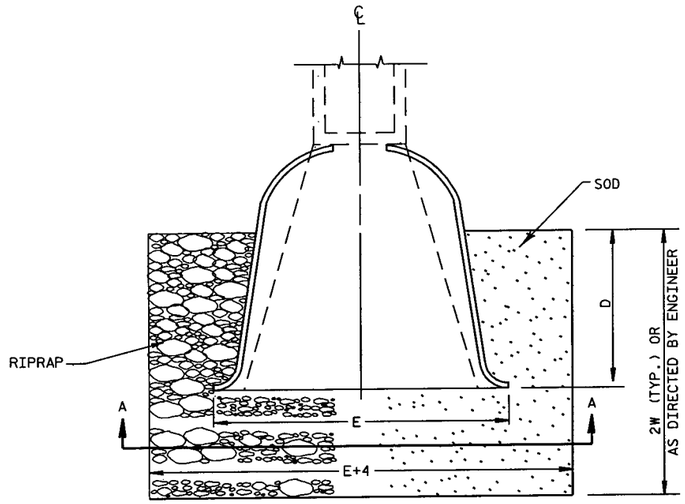
1) TRACKING MATS SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

2) TRACKING MATS ARE REQUIRED AT EGRESS POINTS FOR WETLAND CONSTRUCTION AND NEW CONSTRUCTION SECTION.

3) EXACT LOCATION WILL BE DETERMINED BY THE ENGINEER.

TRACKING MAT

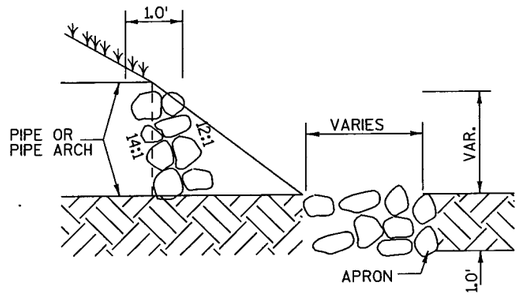
FOR CONSTRUCTION EGRESS POINTS



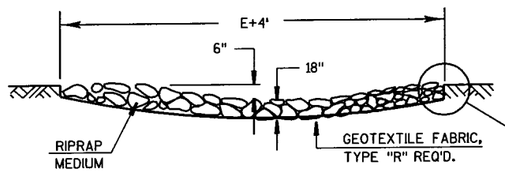
PLAN VIEW

D= NOMINAL PIPE DIAMETER

W= E+4

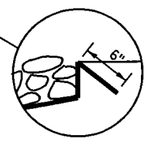


SIDE VIEW

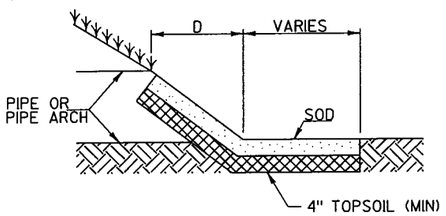


RIPRAP MEDIUM TREATMENT

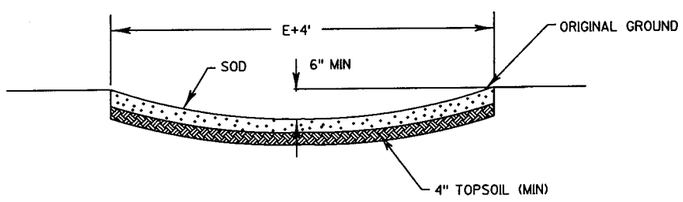
SECTION A-A



BURY EDGES OF FABRIC THROUGH
INTERCEPTING DITCHES



SIDE VIEW

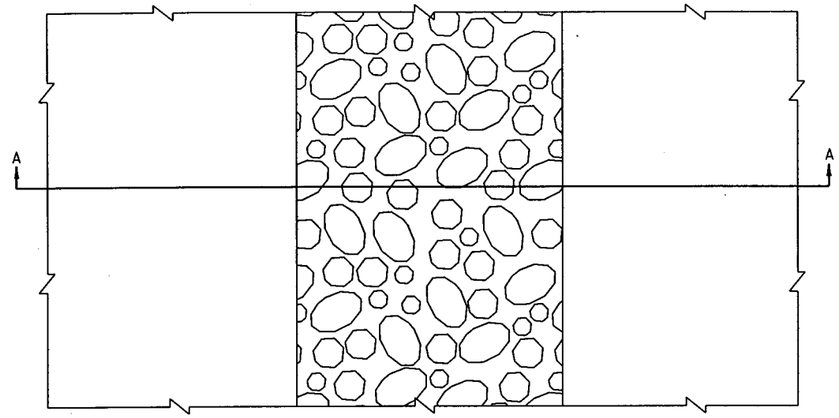


SOD TREATMENT

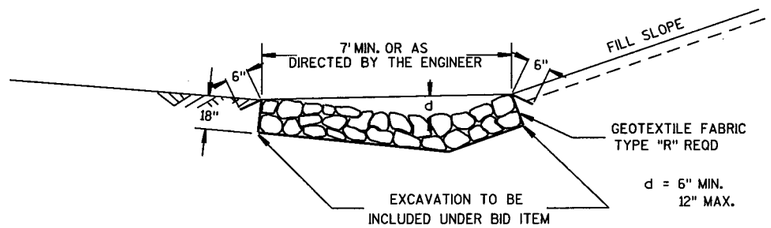
SECTION A-A

SOD OR RIPRAP AT OUTFALLS

SEE EROSION CONTROL PLANS FOR LOCATIONS

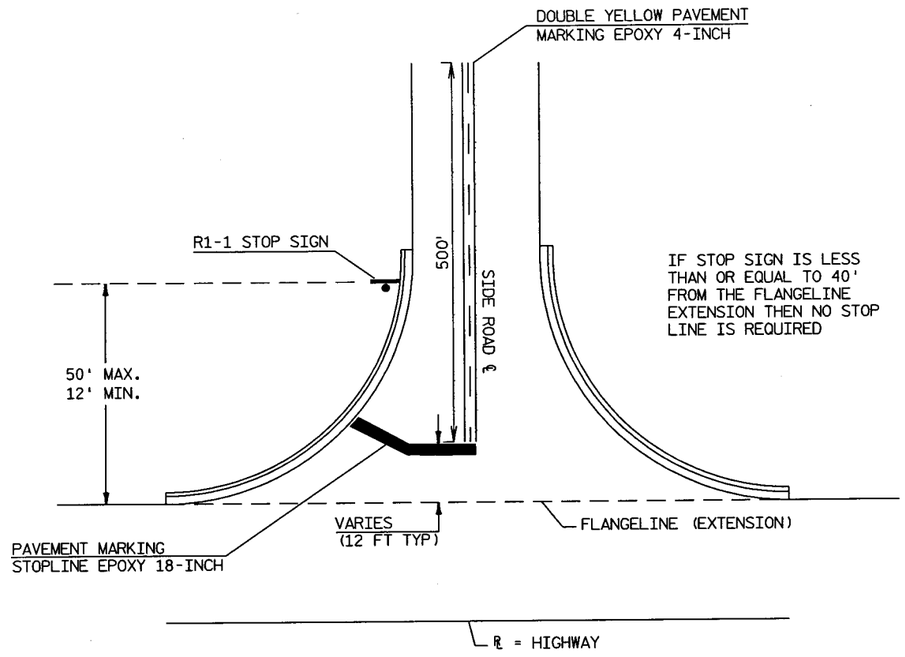


PLAN VIEW



RIPRAP MEDIUM IN DITCH

SECTION A-A



TYPICAL PAVEMENT MARKING FOR SIDEROADS

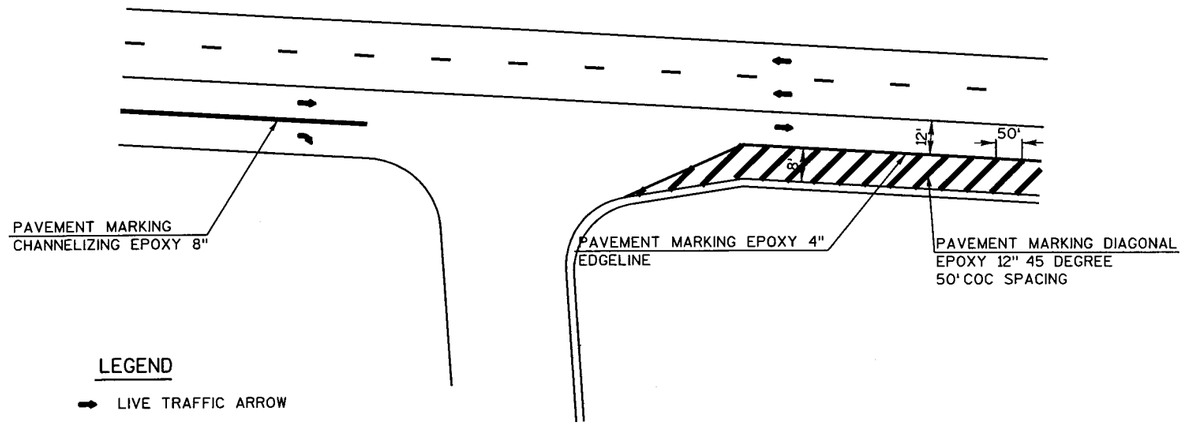
APPLICATION	
SCHELLINGER STREET (OLD 33 EAST)	STA. 105+39
ADDISON WAY	STA. 133+50
SUNSET DRIVE	STA. 161+57
HILLTOP DRIVE	STA. 174+65
BLUEBERRY ROAD	STA. 188+22
NEW PLAT STREET	STA. 197+13

NOTES:
18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

STOP LINES REQUIRED WHERE:

- LARGE RADII
- OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.

NOTE: PAVEMENT MARKING DIAGONAL EPOXY TO END AT END OF CURB.

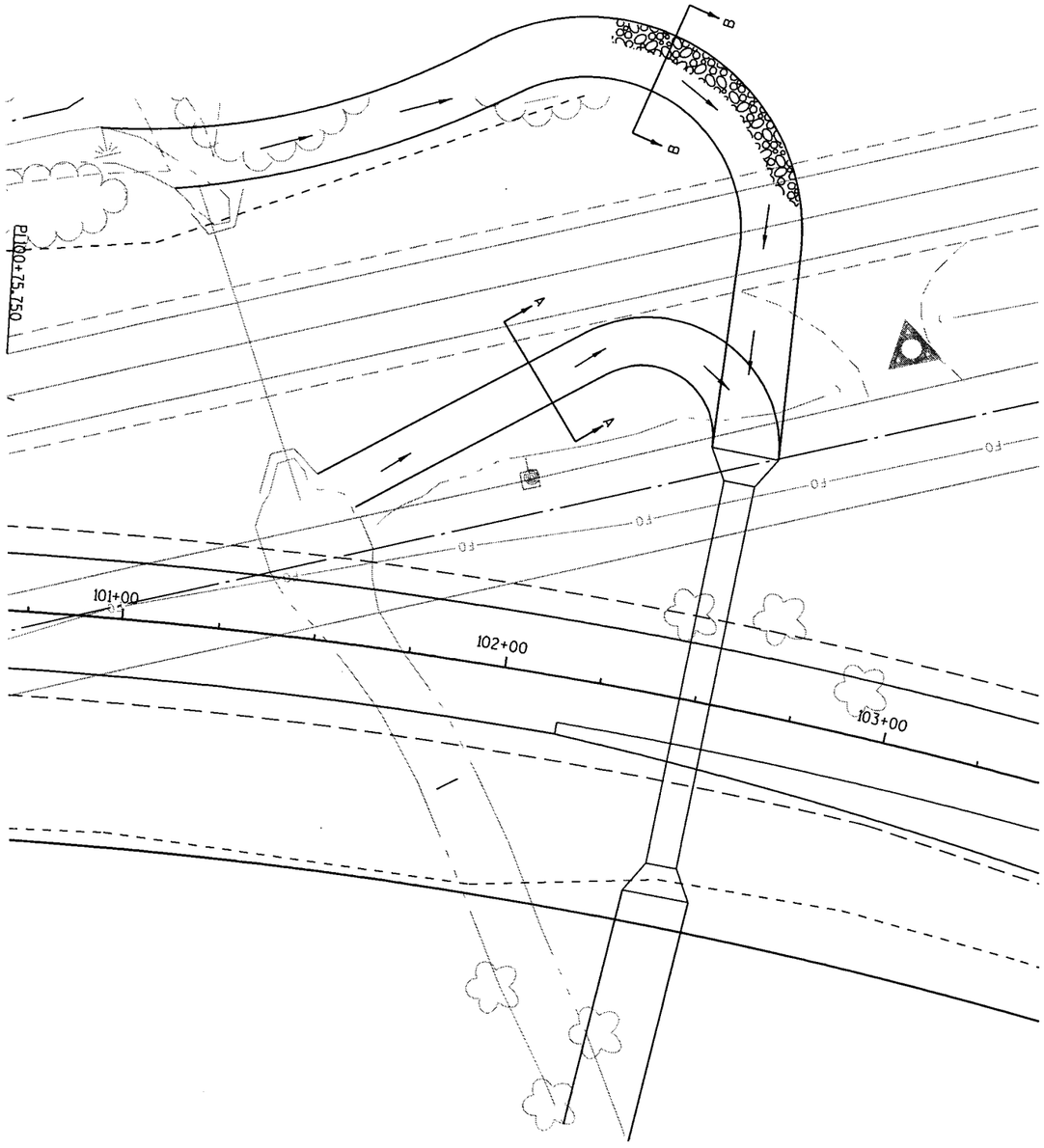


LEGEND

➡ LIVE TRAFFIC ARROW

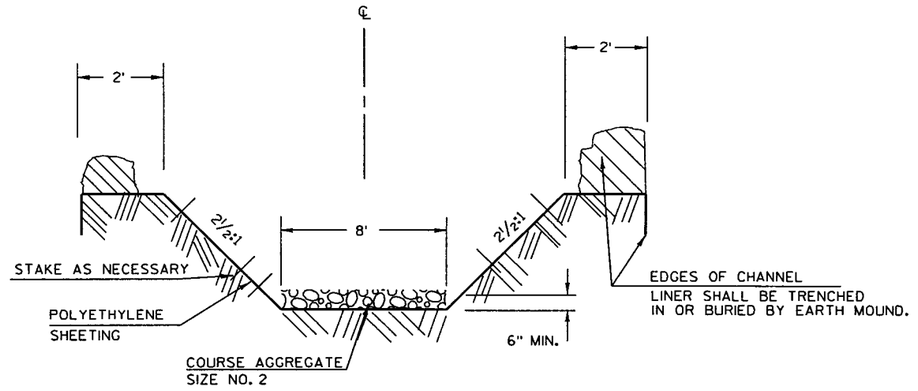
DIAGONAL PAVEMENT MARKING DETAIL

HILLTOP DRIVE
BLUEBERRY ROAD



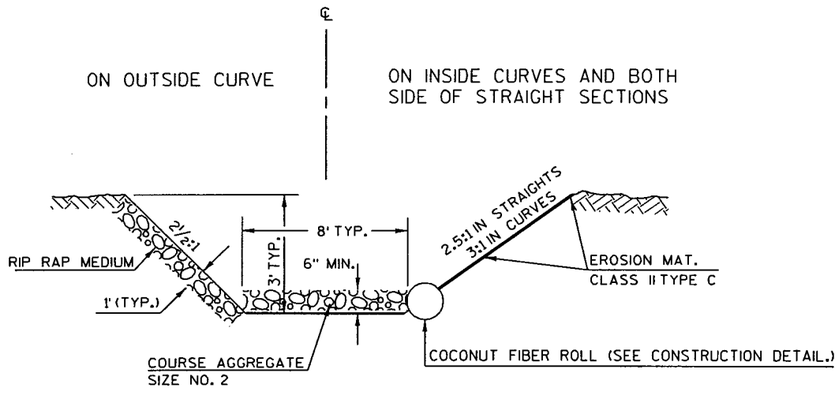
P101 STA. 102+50

PLAN VIEW
NOT TO SCALE



TYPICAL SECTION OF TEMPORARY DIVERSION CHANNEL

SECTION A-A

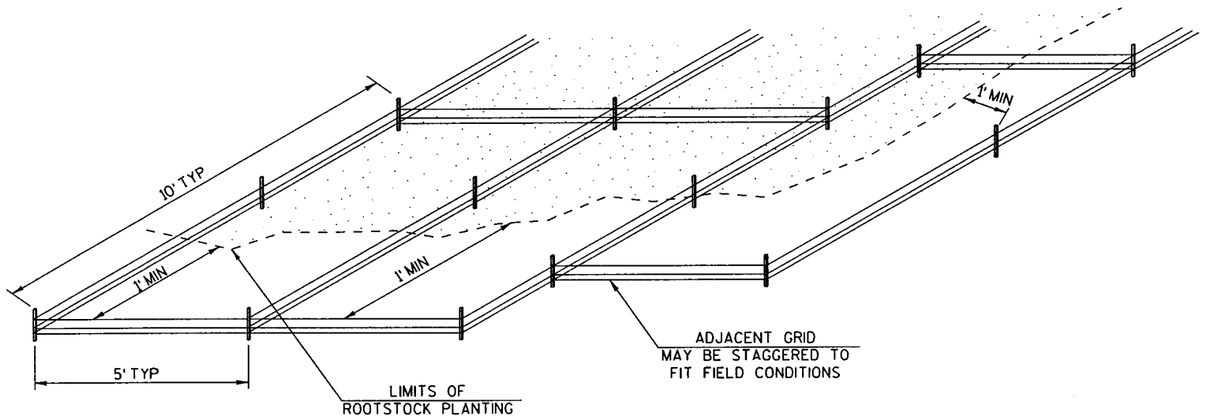


TYPICAL SECTION OF PERMANENT CHANNEL

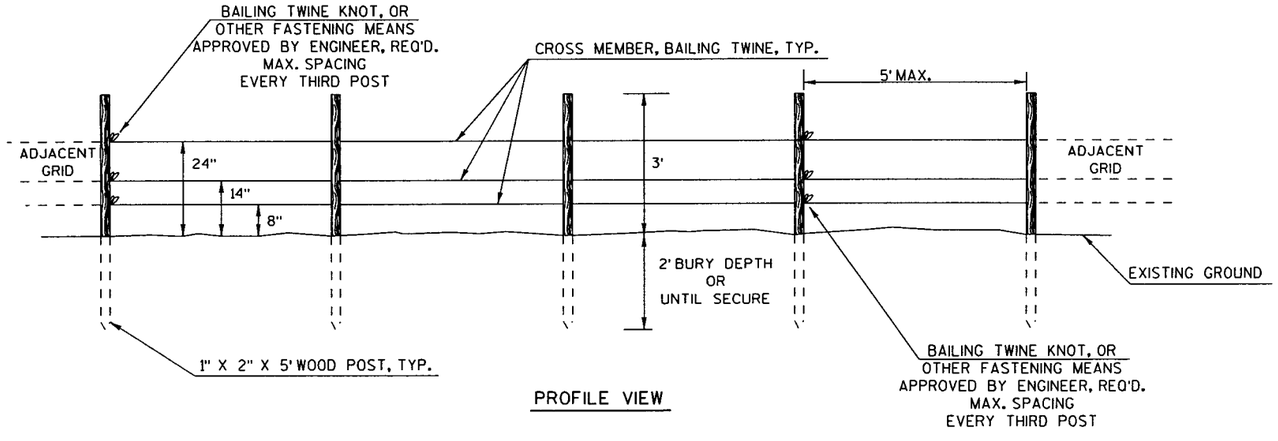
SECTION B-B

NOTE: PERMANENT CHANNEL ALIGNMENT, NEW STREAM BANK AND FLOOD PLAIN PLANTING ZONES WILL BE DETERMINED BY ENGINEER.

EXISTING PIPE AND TEMPORARY DIVERSION CHANNEL SHALL REMAIN IN PLACE UNTIL VEGETATION IS ESTABLISHED IN PERMANENT CHANNEL AS DETERMINED BY ENGINEER.

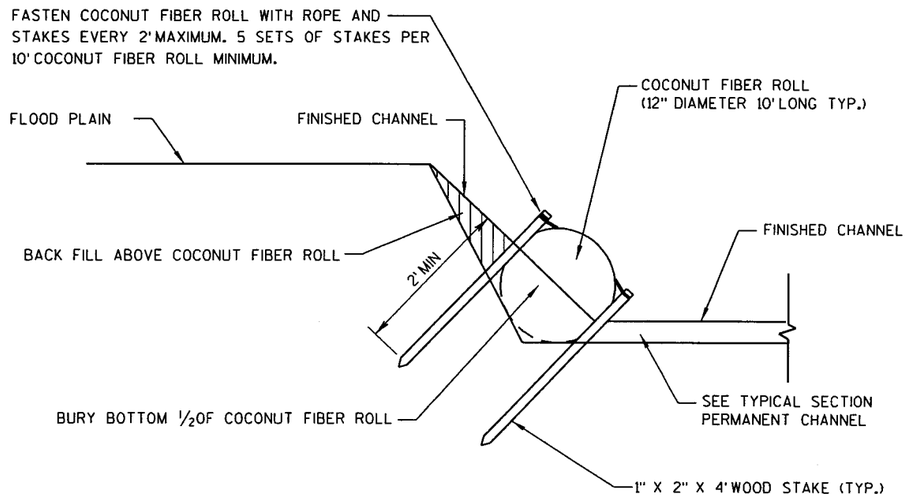


ISOMETRIC VIEW

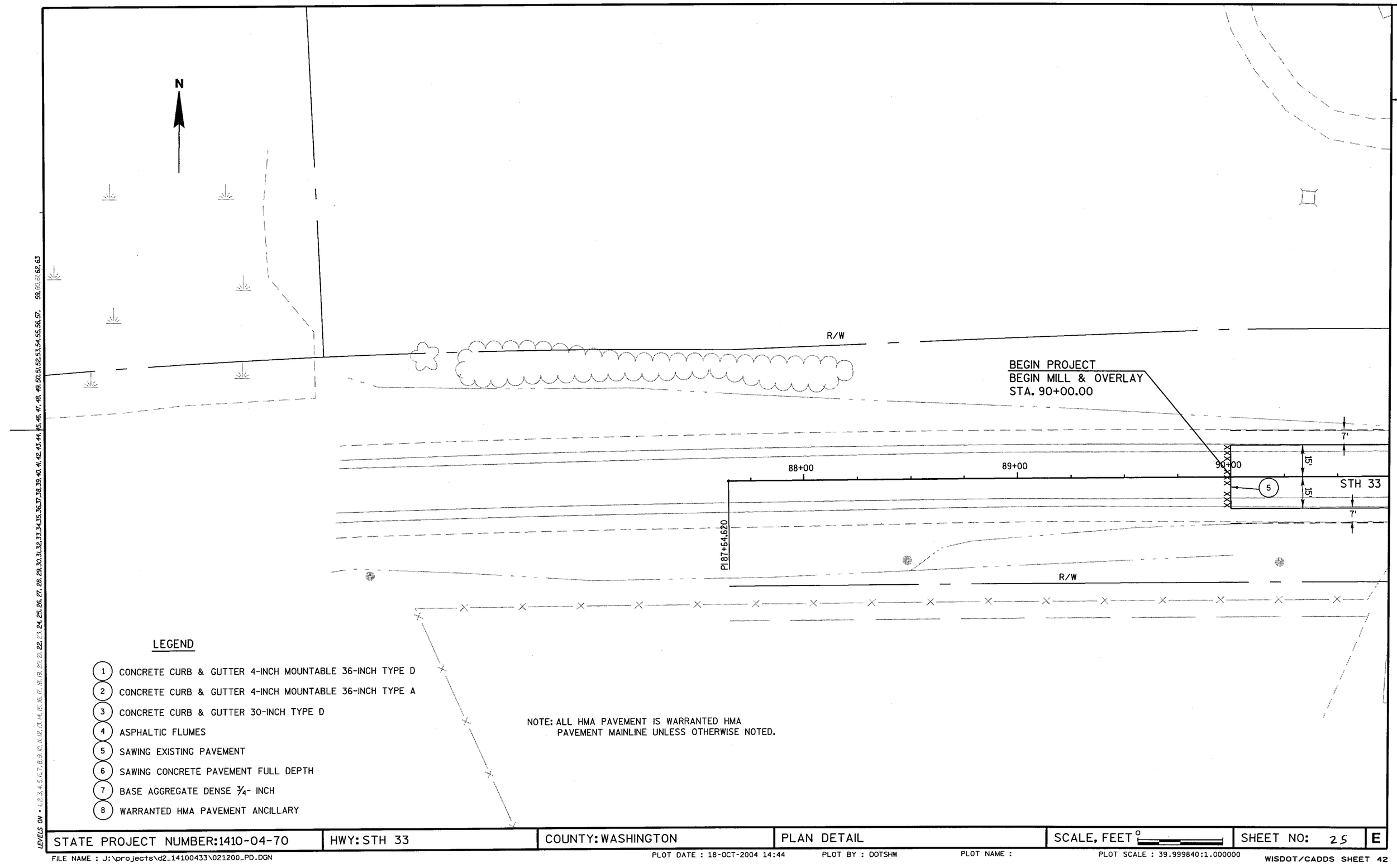


PROFILE VIEW

ROOTSTOCK PROTECTION



COCONUT FIBER ROLL DETAIL



LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 25	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

N

R/W

END MILL & OVERLAY
BEGIN RECONSTRUCTION
STA. 95+00.00

91+00 92+00 93+00 94+00 95+00 96+00

S.T.H. 33

STH 33

P193+64.074

SIGN

TO

TOO

SI

7'
15'
15'
7'

8 6

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 26	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\021201_PD.DGN PLOT DATE : 18-OCT-2004 14:44 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000031:1.000000

WISDOT/CADDS SHEET 42

REMOVING OLD STRUCTURE
STA. 101+50 STH 33

N

R/W

10'

PI 100+75.750

7

18'

8

7'

15'

15'

7'

99+00

100+00

101+00

102+00

98+00

97+00

STH 33

PC 96+84.120

+15.70
15.00' RT

TLE

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 27	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\021202_PD.DGN
PLOT DATE : 21-DEC-2004 14:10 PLOT BY : DOTJQP PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

N

STA. 102+80
REMOVING SMALL PIPE CULVERT

SCHELLINGER ST.

12+00

PC 11+57.843

3'

15'

+17
15' RT

11+00

+87

1016.68

STA. 106+17.30, 84.00' LT =
STA. 10+86.98, 75.00' RT

60' R

STA. 104+86.41, 64.02' LT =
STA. 10+61.93, 55.02' LT

+62

1016.51

40' R

1016.78

1016.34

+86

1017.05

+10
15' LT

1015.96

+17
24' LT

R/W

7'

104+00

℄ STH 33

105+00

106+00

107+00

108+00

10+00

PI 10+00.000

12'

13'

STA. 105+38.98 =
STA. 10+00.00

+15.70
15' RT

+86
25' RT

PT 104+48.400

SI

+39
25' RT

5'

2'

18'

TLE

STH 33 & SCHELLINGER ST.
TYPE D INTERSECTION

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 28	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,60,61,62,63,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50

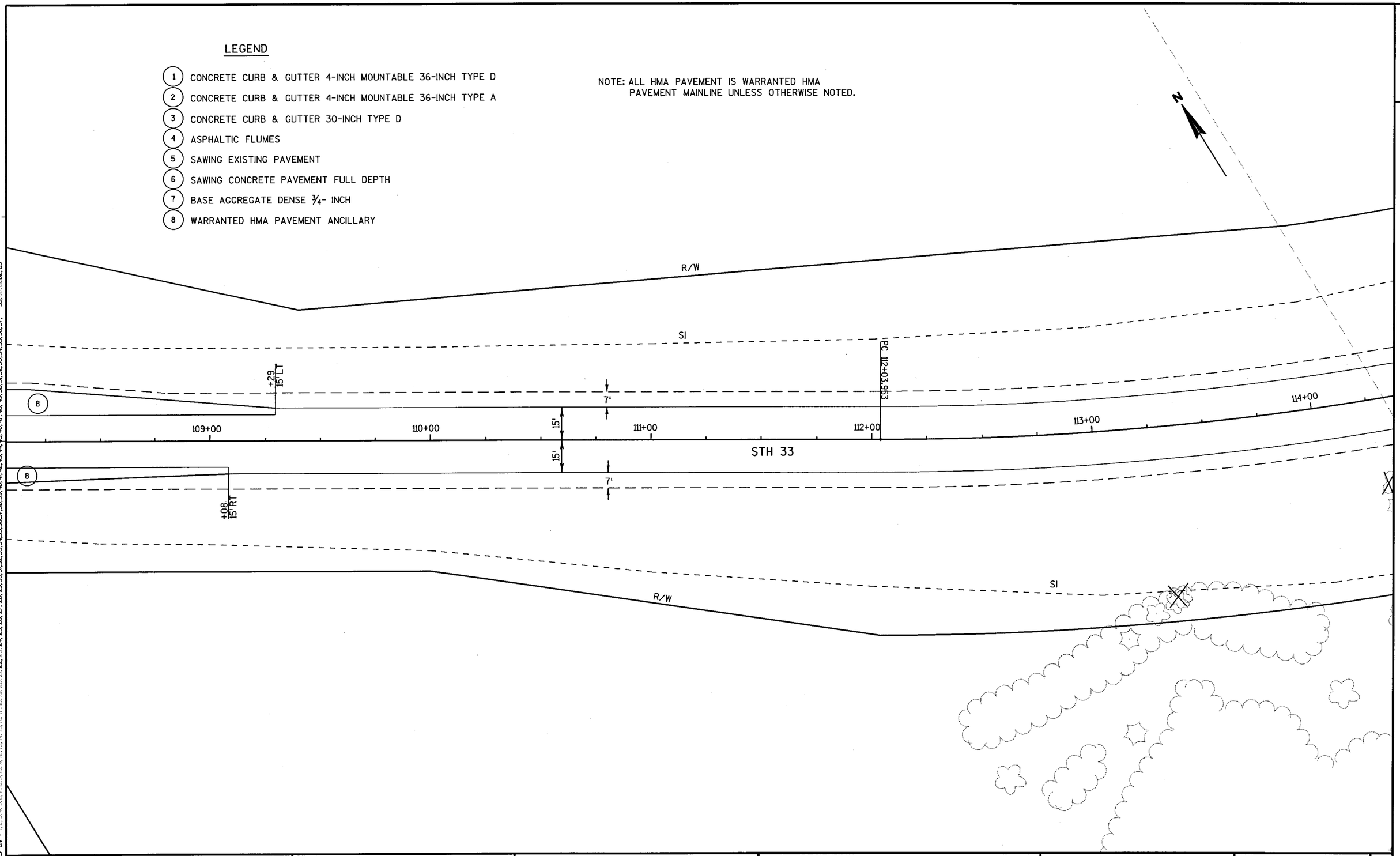
FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\021101_ID.DGN

PLOT DATE : 02-DEC-2004 11:14 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 39.879551:1.000000

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.



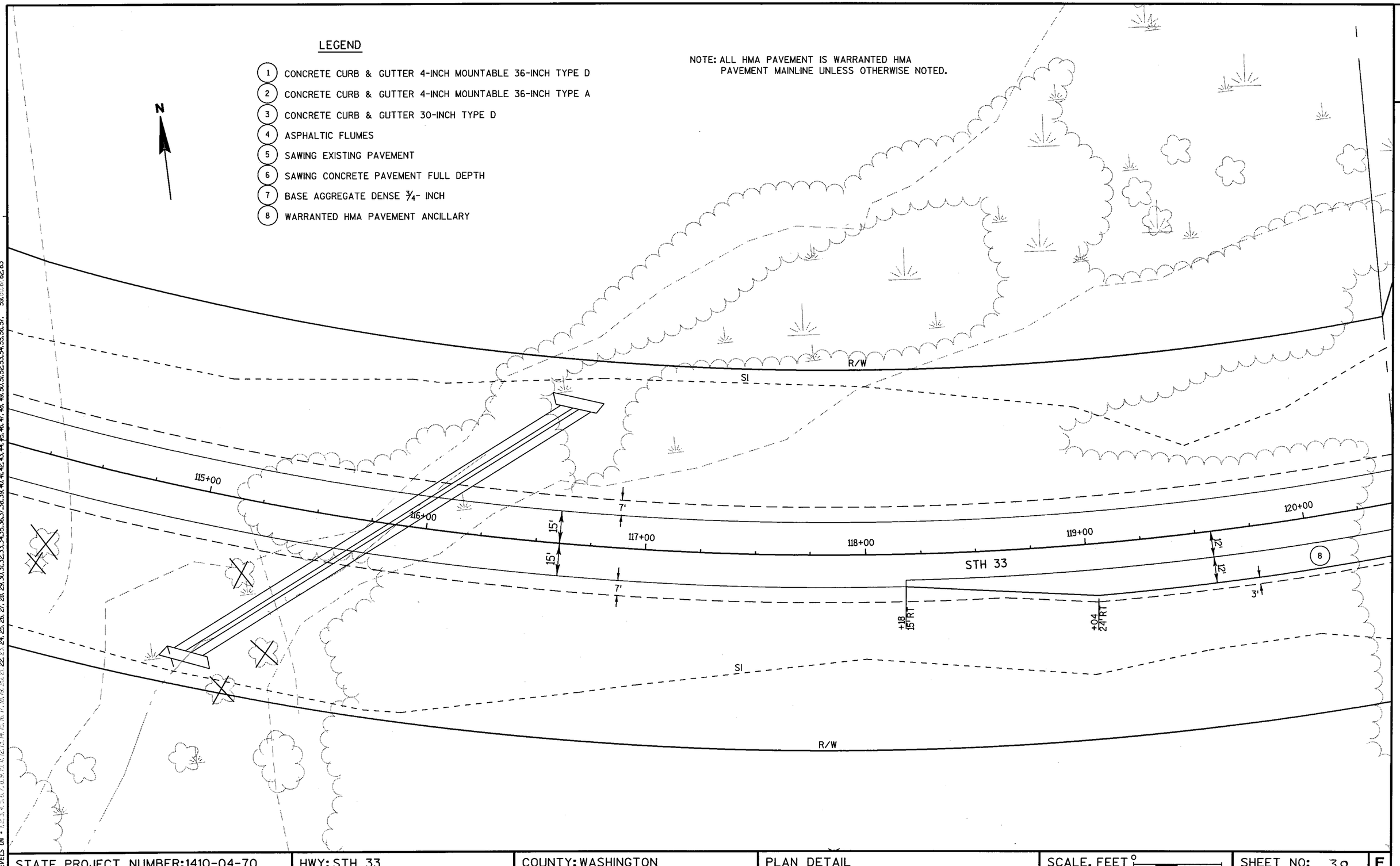
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 29	E

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.



LEVELS ON • 1,2,3,4,5,6,7,8,9,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 30	E

N

R/W

SI

STEEL PLATE BEAM GUARD
ENERGY ABS TERMINAL
STA. 30+05, 24' LT

STH 33 STA. 122+36.22, 74.02' LT =
STH 175 STA. 29+55.30, 74.00' LT

+15 BEGIN CONCRETE
PAVEMENT 9-INCH

+57 END CONCRETE
PAVEMENT 9-INCH

PAVE TO FACE
OF GUARDRAIL

STEEL PLATE BEAM GUARD
ENERGY ABS TERMINAL
STA. 30+05, 27' RT

REMOVING OLD STRUCTURE
STA. 30+41 RAMP

OBLITERATE OLD ROAD

STH 33 STA. 123+89.93, 74.00' LT =
STH 175 STA. 29+46.90, 74.00' RT

STH 33 STA. 122+50.75, 74.02' RT =
STH 175 STA. 28+05.36, 74.00' LT

STH 33 STA. 123+90.75, 74.00' RT =
STH 175 STA. 28+00, 74.00' RT

REMOVING PAVEMENT
STA. 27+08, 18'-130' LT

REMOVING SMALL PIPE CULVERT
STA. 27+08, 30' LT

REMOVING SMALL PIPE CULVERT
STA. 27+92, 108' RT

+98 BEGIN CONCRETE
PAVEMENT 9-INCH

+98 END CONCRETE
PAVEMENT 9-INCH

℄ STH 33

℄ STH 175

50' R

R/W

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE ¾- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

STH 33 & STH 175
TYPE A INTERSECTION

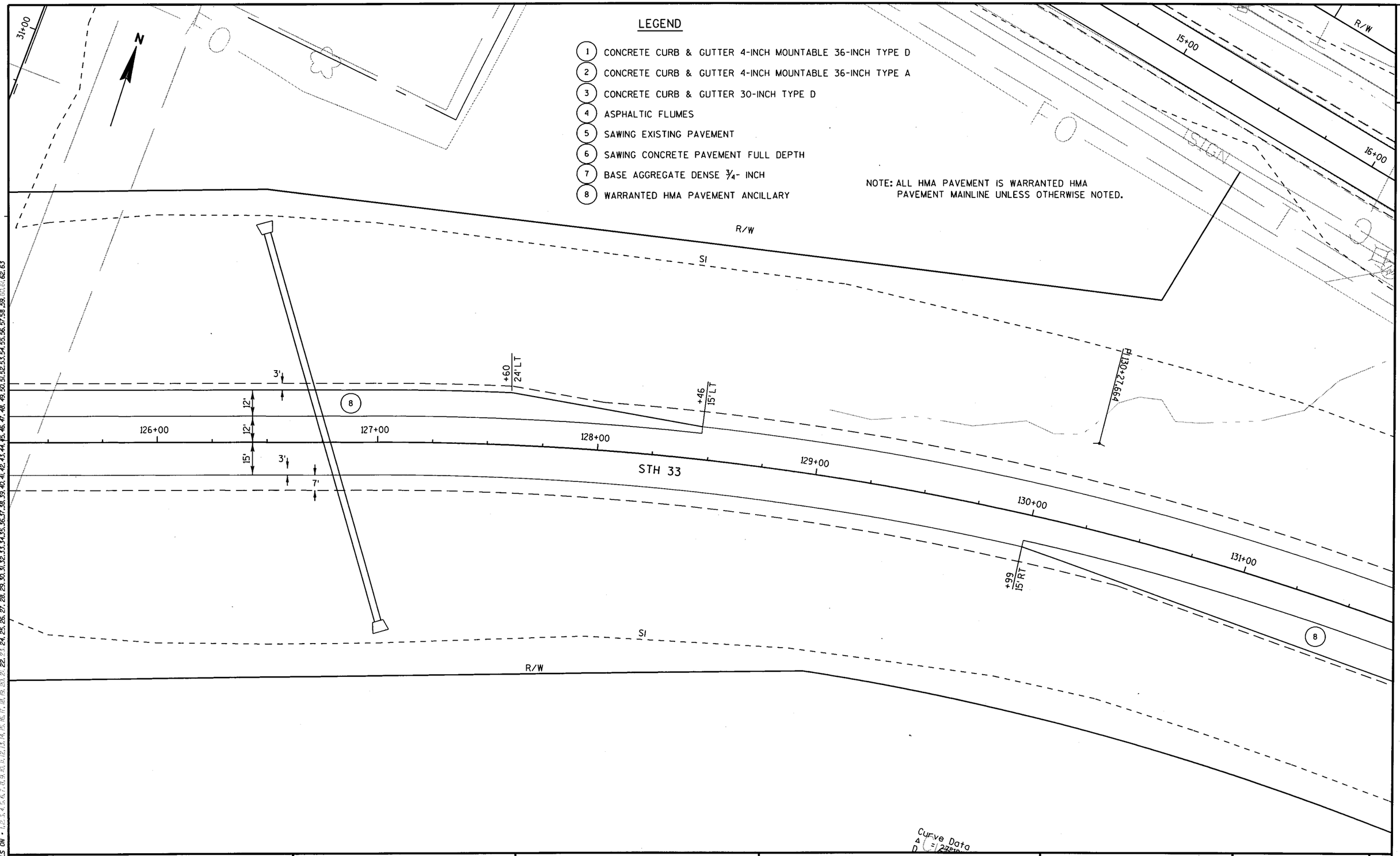
STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 31

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.



LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 32	E

FILE NAME : j:\projects\d2_14100433\021205_PD.DGN PLOT DATE : 02-DEC-2004 10:29 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

N

R/W

TLE

ISIGN

16+00

17+00

18+00

REMOVE F.E.

CAUTION

STA. 16+34, 27'LT
REMOVING SMALL PIPE CULVERT

REMOVING OLD STRUCTURE
STA. 16+60 ADDISON

SI

STA. 132+96.72, 64.00'LT =
STA. 19+31.24, 55.00'RT

40'R

PI 18+84.80

IP

R/W

STA. 134+22.92, 84.00'LT =
STA. 19+26.83, 75.00'LT

60'R

ADDISON WAY

℄ STH 33

130+27.66

130+00

131+00

132+00

133+00

134+00

135+00

STA. 133+49.77 =
STA. 20+00.00

13'

FIELD ENTRANCE

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE ¾- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

STH 33 & ADDISON WAY
TYPE B INTERSECTION

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 33	E

...14100433\021104_10.DGN
PLOT DATE : 21-DEC-2004 14:13
PLOT BY : DOTJOP
PLOT NAME :
PLOT SCALE : 40.000024:1
WISDOT/CADDS SHEET 42

STA. 139+53, 140' LT
REMOVING SMALL
PIPE CULVERT

12'

N

R/W

P

DRIVEWAY
PAVED (ASPHALT)

+23
24' LT

+35
15' LT

16'

7'

136+00 137+00 138+00 139+00 140+00 141+00 142+00

15'

15'

STH 33

+00
15' RT

18'

PI 140+61.358

R/W

SI

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYP
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYP
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO

N

R/W

R/W

S.T.H. 33

GUY POLE

7'

142+00

143+00

144+00

145+00

15'

15'

146+00

STH 33

147+00

GUY POLE

GUY

7'

SI

R/W

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 35	E

FILE NAME : J:\projects\d2_14100433\021207_PD.DGN PLOT DATE : 18-OCT-2004 14:44 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000061:1.000000

WISDOT/CADDS SHEET 42

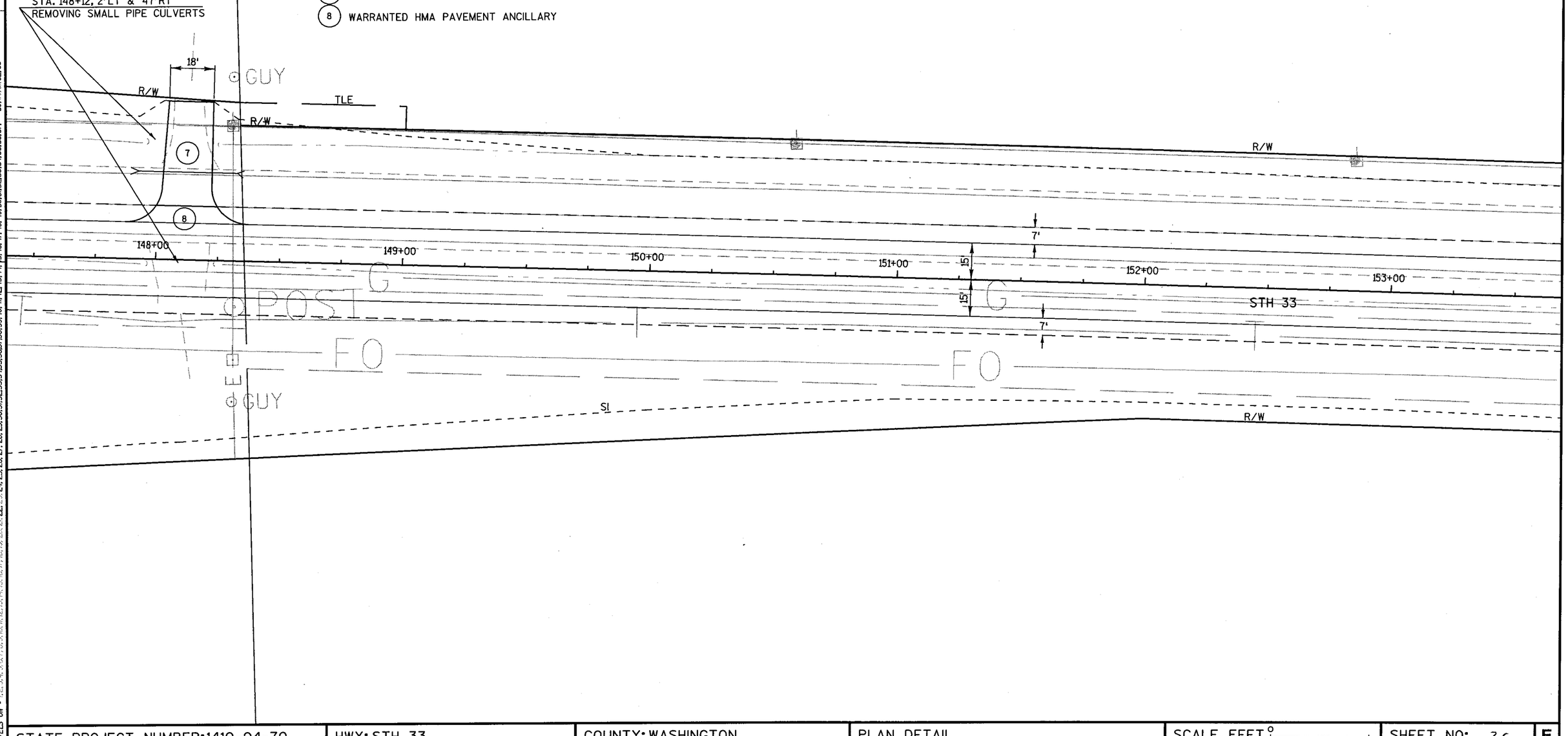
LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

N

STA. 148+12, 2'LT & 47'RT
REMOVING SMALL PIPE CULVERTS



LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,60,61,62,63

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 36	E

FILE NAME : J:\projects\d2_14100433\021208_PD.DGN
PLOT DATE : 18-OCT-2004 14:45
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 40.000061:1.000000
WISDOT/CADDS SHEET 42

N

STA. 155+00, 45'LT & 4'RT
REMOVING SMALL PIPE CULVERTS

TLE

STA. 154+94.88, 12'LT
BEGIN CLIMBING LANE

35'

7'

15'

15'

7'

154+00

155+00

STH 33

156+00

157+00

158+00

159+00

+00

WORK TO BE ACCOMPLISHED UNDER
CONSTRUCTION PERMIT

POWER POLES TO REMAIN

R/W

SI

REMOVING SMALL PIPE CULVERT
STA. 159+00

12'

12'

+74
15'RT

+86
24'RT

R/W

SI

TLE

18'

TLE

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 37	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

N

STA. 161+40, 49'LT
REMOVING SMALL PIPE CULVERT

WORK TO BE ACCOMPLISHED UNDER
CONSTRUCTION PERMIT

BASE AGGREGATE DENSE 3/4-INCH

TLE

R/W

+55
24'LT

7'

27'

12'

12'

3'

160+00

161+00

CAUTION

STA. 161+57.11 =
STA. 10+00.00

162+00

163+00

℄ STH 33

164+00

165+00

+96
15'RT

+86

1068.86

1068.41

1069.16

+16

1068.52

40'R

60'R

STA. 162+15.60, 64.00'RT =
STA. 9+32.97, 55.00'RT

STA. 160+86.49, 84.00'RT =
STA. 9+19.89, 75.00'LT

15'

+33

1067.88

+20

1067.93

9+00

℄ SUNSET DRIVE

CAUTION

+50

XXX
11'

XXX
11'

8+00

R/W

R/W

R/W

R/W

STH 33 & SUNSET DRIVE
TYPE B INTERSECTION

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 38	E

FILE NAME : j:\projects\d2_14100433\021105_ID.DGN PLOT DATE : 02-DEC-2004 15:06 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40:1

N

STA. 169+42, 55'LT
REMOVING SMALL PIPE CULVERT

TLE

R/W

STA. 165+82, 57'LT
REMOVING SMALL PIPE CULVERT

SI

XXX
15'

XXX
18'

5

8

7'

27'

15'

PC 169+33.330

166+00 167+00 168+00 169+00 170+00 171+00

STH 33

7

20'

STA. 165+82, 5'RT
REMOVING SMALL PIPE CULVERT

STA. 170+46, 9'RT
REMOVING SMALL PIPE CULVERT

PI 171+01.320
+96
19' RT

TLE

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. ~~SAWING CONCRETE PAVEMENT FULL DEPTH~~
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 39	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,61,62,63

FILE NAME : J:\projects\d2_14100433\021210_PD.DGN PLOT DATE : 18-OCT-2004 14:45 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000005:1.000000

WISDOT/CADDS SHEET 42

N

R/W

TLE

SI

STA. 174+60, 54' LT

GUY

PI 172+62.392

STA. 174+64.96 =
STA. 10+00.00

STA. 175+16, 35' LT,
REMOVING SMALL PIPE CULVERT
MOVE EXISTING F.E. WEST TO
SKEWED STA 174+60, LT

172+00 173+00 ℄ STH 33 174+00 175+00 176+00 ℄ STH 33 177+00

PI 0+00.000

7'
27'
12'
12'
3'

+82 24' RT

1048.70 +90

1049.34

1044.84

1042.40 +20

1040.21 +60

1037.84 1035.15 1032.33 1029.39

24'
20'

CAUTION

TYPE 8 INL

60' R

40' R

℄ HILLTOP DRIVE

STA. 175+00, 33' RT
REMOVING SMALL
PIPE CULVERT

STA. 175+19.96, 64.00' RT =
STA. 9+36.00, 55.00' RT

15' 1046.96 +36

R/W

STA. 173+89.96, 84.00' RT =
STA. 9+16.00, 75.00' LT

+16 1047.97 15'

8+00

PT 8+96.388

+58

PI 8+65.597

+61 10' RT

RC 8+34.638

3' 10' 10' 3'

XXX XXX

+32

8+00

PI 7+96.599

R/W

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE ¾- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

STH 33 & HILLTOP DRIVE
TYPE B INTERSECTION, MODIFIED

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 40	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

R/W

F O

GUY

S.T.H. 33

STH 33

7'

27'

20'

7+00

177+00

178+00

179+00

180+00

181+00

182+00

2.33

1035.15

1032.33

1029.39

1026.34

1023.04

1019.73

1016.56

1012.38

1010.32

PC 178+75.56

+50 20' RT

+51 15' RT

18'

10'

IP

R/W

STA. 182+12, 43' LT
REMOVING SMALL PIPE CULVERT

CURB & GUTTER EXTEND TO DRIVEWAY

8 flume relocated

STA. 181+30, 29' RT
REMOVING SMALL PIPE CULVERT

GUY POLE

TLE

DOCK

5-INCH TYPE D

5-INCH TYPE A

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

SHEET NO:	PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 41	E

PLOT DATE : 18-OCT-2004 14:48 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000100:1.000000

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

N

STA. 182+12, 43' LT
REMOVING SMALL PIPE CULVERT

PI 183+35.183'

R/W

GUY

REMOVE GUARDRAIL

STH 33

181+00 182+00 183+00 184+00 185+00 186+00

27' 15' 7' 12' 3'

+32 15' RT

+57 24' RT

+45 15' RT

+50 20' RT

1010.32

STA. 181+30, 29' RT
REMOVING SMALL PIPE CULVERT

R/W

TLE

GUY POLE

DOCK

STA. 186+12, 42' RT
REMOVING SMALL PIPE CULVERT

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 42	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\021212_PD.DGN
PLOT DATE : 18-OCT-2004 14:48
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 40.000281:1.000000
WISDOT/CADDS SHEET 42

N

R/W

STA. 187+60, 40'LT
REMOVING SMALL PIPE CULVERTS

STA. 188+50, 27'LT
REMOVING SMALL PIPE CULVERTS

STA. 191+40, 24'LT
REMOVING SMALL PIPE CULVERT

TLE

CAUTION

STA. 188+22.36 =
STA. 10+00.00

℄ STH 33

187+00 188+00 189+00 190+00 191+00 192+00

961.09 958.83 957.21 955.75 954.44 953.28 952.77

968.16 966.58 963.38 962.38

PT 187+76.58

STA. 186+12, 42'RT
REMOVING SMALL PIPE CULVERT

STA. 187+59.83, 94.00'RT =
STA. 9+26.35, 85.00'LT

REMOVING SMALL PIPE CULVERT
STA. 9+70

RDE

REMOVING STORM SEWER 18-INCH
STA. 9+25

STA. 188+96.57, 64.00'RT =
STA. 9+17.99, 54.96'RT

REMOVING STORM SEWER 18-INCH
STA. 9+25, 35'RT

REMOVING INLET

REMOVING SMALL PIPE CULVERTS
STA. 192+00 ℄

BLUEBERRY ROAD

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

STH 33 & BLUEBERRY ROAD
TYPE B INTERSECTION, MODIFIED

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 43	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : j:\projects\d2_14100433\021107_ID.DGN
PLOT DATE : 02-DEC-2004 09:44
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

FOOTBRIDGE

STA. 192+74, 21'LT
REMOVING SMALL PIPE CULVERT

R/W

TLE

SI

R/W

END RECONSTRUCTION | BEGIN MILL & OVERLAY
STA. 196+50

193+00 194+00 195+00 ℄ STH 33 196+00 197+00 198+00

P110+00.000

CURB + GUTTER REMAIN IN GOOD SHAPE

949.79

948.85

946.08

651'R

+47 +36 +21

IP

SIGN

STA. 193+42, 25'RT
REMOVING SMALL PIPE CULVERT

STH 33 STA. 196+50.30, 88.93'RT =
NEW PLAT ST. STA. 9+32.00, 84.44'LT

EXISTING CURB & G
TO REMAIN

℄ NEW PLAT STREET

9+00

8+00

PLATE BEAM GUAR
ABS TERMINAL
199+39

BC 198+92.751

199+

EL PLATE BEAM GUARD
RGY ABS TERMINAL
. 199+36

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE ¾- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

STH 33 & NEW PLAT STREET
TYPE B INTERSECTION

LEVELS ON 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET: 0	SHEET NO:

FILE NAME : J:\projects\d2_14100433\021108_ID.DGN
PLOT DATE : 19-OCT-2004 07:01 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000076:1.000000
WISDOT/CAI

ROJECT NUMBER:
\projects\d2_14100433\D

STEEL PLATE BEAM GUARD
ENERGY ABS TERMINAL
STA. 199+39

END MILL & OVERLAY
STA. 200+18

END PROJECT
STH 33, STH 200+43.42

199+00
200+00
201+00
202+00
203+00
204+00

℄ STH 33

R/W
+39
PC 198+82.761
3'
27'
24'

R/W
+36
SIGN

SIDEWALK RAMP
SEE CONSTRUCTION
DETAIL

CONCRETE APPROACH
SLAB

STEEL PLATE BEAM GUARD
ENERGY ABS TERMINAL
STA. 199+36

POST
POST
POST
MH
MH
CANOPY

PI 202+31.730

N

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE ¾- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 45	E

FILE NAME : J:\projects\d2_14100433\021213_PD.DGN PLOT DATE : 18-OCT-2004 14:48 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000167:1.000000

N

R/W

3'

15'

15'

15+00 16+00 17+00 18+00 19+00 STH 175 20+00

1050.61 1052.48 1054.58 1056.49 1057.92 1059.15 1060.20 1061.08 1061.77

18'

22'

+25

STA. 18+15, 27' RT
REMOVING SMALL PIPE CULVERT

STA. 20+50, 27' RT
REMOVING SMALL PIPE CULVERT

STA. 19+33, 27' RT
REMOVING SMALL PIPE CULVERT

TLE

W

W

W

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE ¾- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL (STH 175)	SCALE, FEET 0	SHEET

PLOT DATE : 18-OCT-2004 14:48 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000065:1.000000

2

N

STA. 22+25, 53' LT
REMOVING SMALL PIPE CULVERT

5

XXX

12'

R/W

18'

GUY

8

7

22+00

23+00 ℄ STH 175

24+00

25+00

26+00

27+00

SIGN I

3'

12'

1062.62

1062.77

1062.75

+50 16' RT

+54 16' RT

+50 24' RT

PI 24+43.44

PI 25+76.873

1054.2

1054.4

1054.7

1054.9

HSE

SEPV

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE ¾- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL (STH 175)	SCALE, FEET 0	SHEET NO: 41

J:\pwrk\pwrk\d2_14100433\d21215_PD.DGN
PLOT DATE : 18-OCT-2004 14:48 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000009:1.000000
WISDOT/CADDS SHEET 42

2

N

R/W

IP

STA. 24+82, SCHELLINGER
REMOVING SMALL PIPE CULVERT

REMOVE GUARDRAIL

+57' END CONCRETE PAVEMENT 9-INCH

1049.05
1049.23
1049.41
1049.72

31+00
32+00
33+00
34+00
35+00
36+00

STH 175

+05 24' LT
+99 18' LT
+53 18' RT

15'
12'
18'

PAVE TO FACE
OF GUARDRAIL

REMOVING OLD STRUCTURE
STA. 30+94 STH 175

STA. 36+00, STH 175
ABANDONING CULVERT PIPE

REMOVING OLD STRUCTURE
STA. 35+60 STH 175
B66-949
SINGLE SPAN DECK GIRDER
57' OVERALL LENGTH
44' OVERALL WIDTH

REMOVING SMALL PIPE CULVERT
STA. 34+90, 172' RT

24+00
23+00
00+32
27+00

R/W

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE ¾- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL (STH 175)	SCALE, FEET 0	SHEET NO: 48	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\021216_PD.DGN
PLOT DATE : 21-DEC-2004 14:16 PLOT BY : DOTJQP PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

N

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

R/W

BEGIN MILL & OVERLAY
STA. 37+00

STH 175

37+00 XXX 6

38+00

39+00

40+00

41+00

42+00

STEEL PLATE BEAM GUARD
ENERGY ABS TERMINAL

+40

+90

18'

END MILL & OVERLAY
STA. 42+00

+00

15'

XXX XXX

PAVE TO FACE
OF GUARDRAIL

30'

+43

+93

LIMIT OF CLEARING

STEEL PLATE BEAM GUARD
ENERGY ABS TERMINAL

EXTEND MILL & OVERLAY AREA ~~EAST~~ PAST 35+00 on SCHELLINGER

STA. 36+00
ABANDONING

OLD STRUCTU
GO STH 175

SPAN DECK GIRD
ALL LENGTH
ALL WIDTH

PROJECT NUMBER:1410-04-70 | HWY: STH 33 | COUNTY: WASHINGTON | PLAN DETAIL (STH 175) | SCALE, FEET 0 | SHEET NO: 19 | E

SHEET NO

WISDOT/

14100433\021217_PD.DGN

PLOT DATE : 18-OCT-2004 14:49 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000119:1.000000

WISDOT/CADDS SHEET 42

MILL & OVERLAY
EXTEND TO SCHELLINGER
COURT

N

SIGN

PI 13+15.264

8

14+00

13+00

15+00

16+00

17+00

18+00

SCHELLINGER ST.

5

+60

9'

15'

15'

9'

XXX

XXX

SIGN

PP 0L 18

R/W

R/W

R/W

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

LEVELS ON • 1.2.3.4.5.6.7.8.9.10.11.12.13.14.15.16.17.18.19.20.21.22.23.24.25.26.27.28.29.30.31.32.33.34.35.36.37.38.39.40.41.42.43.44.45.46.47.48.49.50.51.52.53.54.55.56.57.59.60.61.62.63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL SCHELLINGER ST.	SCALE, FEET 0	SHEET NO: ROJECT N

FILE NAME : J:\projects\d2_14100433\021217B_PD.DGN
PLOT DATE : 18-OCT-2004 14:49
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 40.000035:1.000000
WISDOT/CAD \projects\d2_

2

N

GUY

R/W

GUY POLE

STA. 21+48.52, 46.54' LT

35' R

3%

P122+61.493

GUY

STA. 22+00

OBLITERATING
OLD ROAD

19+00

20+00

SCHELLINGER ST.

21+00

22+00

35' R

23+00

24+00

+45

35' R

R/W

STA. 21+46.27, 46.05' RT

SIGN

NOTE: ALL HMA PAVEMENT IS WARRANTED HMA PAVEMENT MAINLINE UNLESS OTHERWISE NOTED.

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL SCHELLINGER ST.	SCALE, FEET 0	SHEET NO: 5 1	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,61,62,63

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE ¾- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY

MILL & OVERLAY CONTINUE PAST KREILKAMP PROPERTIES

REMOVING SMALL PIPE CULVERT STA. 50+30

STH 175 STA. 52+75.13, 49.00' RT =
ADDISON WAY STA. 50+81.65, 45.69' RT
STH 175 STA. 52+47.05, 40.91' RT =
ADDISON WAY STA. 51+11.80, 71.71' RT

POWER POLE TO REMAIN

BEGIN MILL & OVERLAY STA. 51+88

STH 175 STA. 52+68.76, 142.99' RT =
ADDISON WAY STA. 51+46.86, 34.68' LT

CONCRETE BOX CULVERT TO REMAIN

STH 175 STA. 53
ADDISON WAY S

STH 175 & ADDISON WAY INTERSEC
TYPE B2 INTERSECTION, MODIFIED

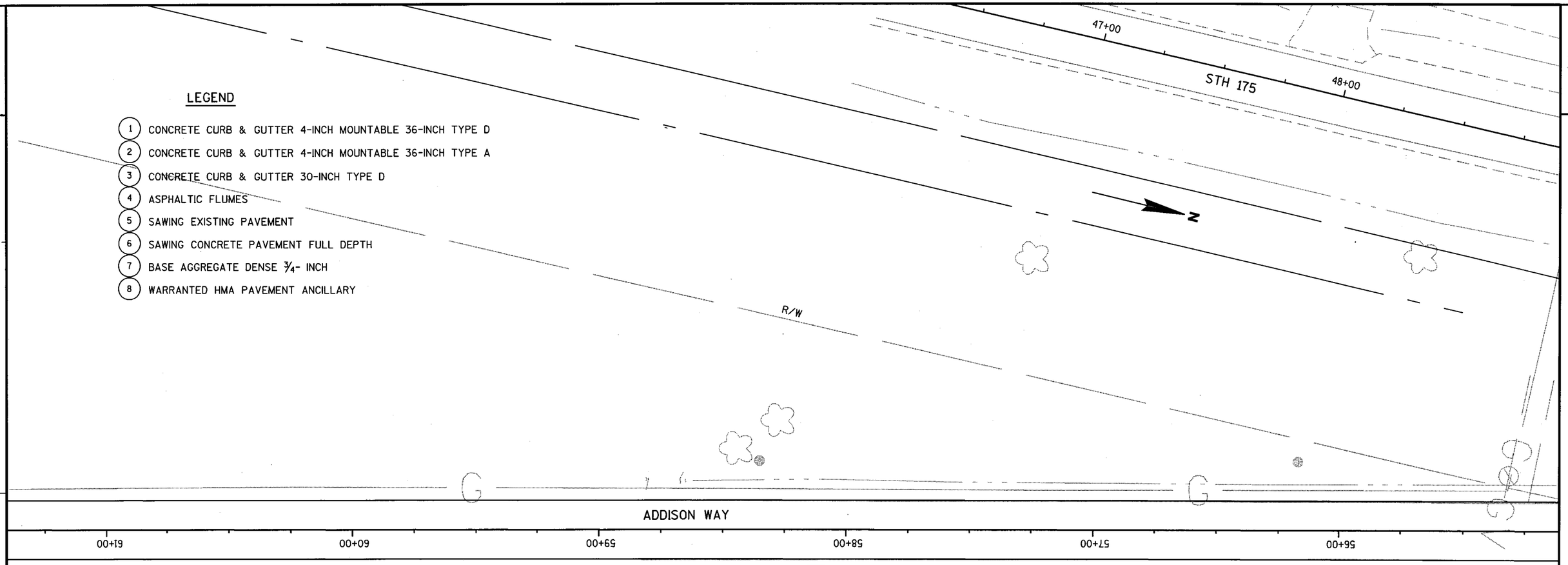
PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL STH 175	SCALE, FEET	SHEET

FILE NAME : j:\projects\d2_14100433\021110_ID.DGN
PLOT DATE : 02-DEC-2004 10:24
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 40:1

2

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY



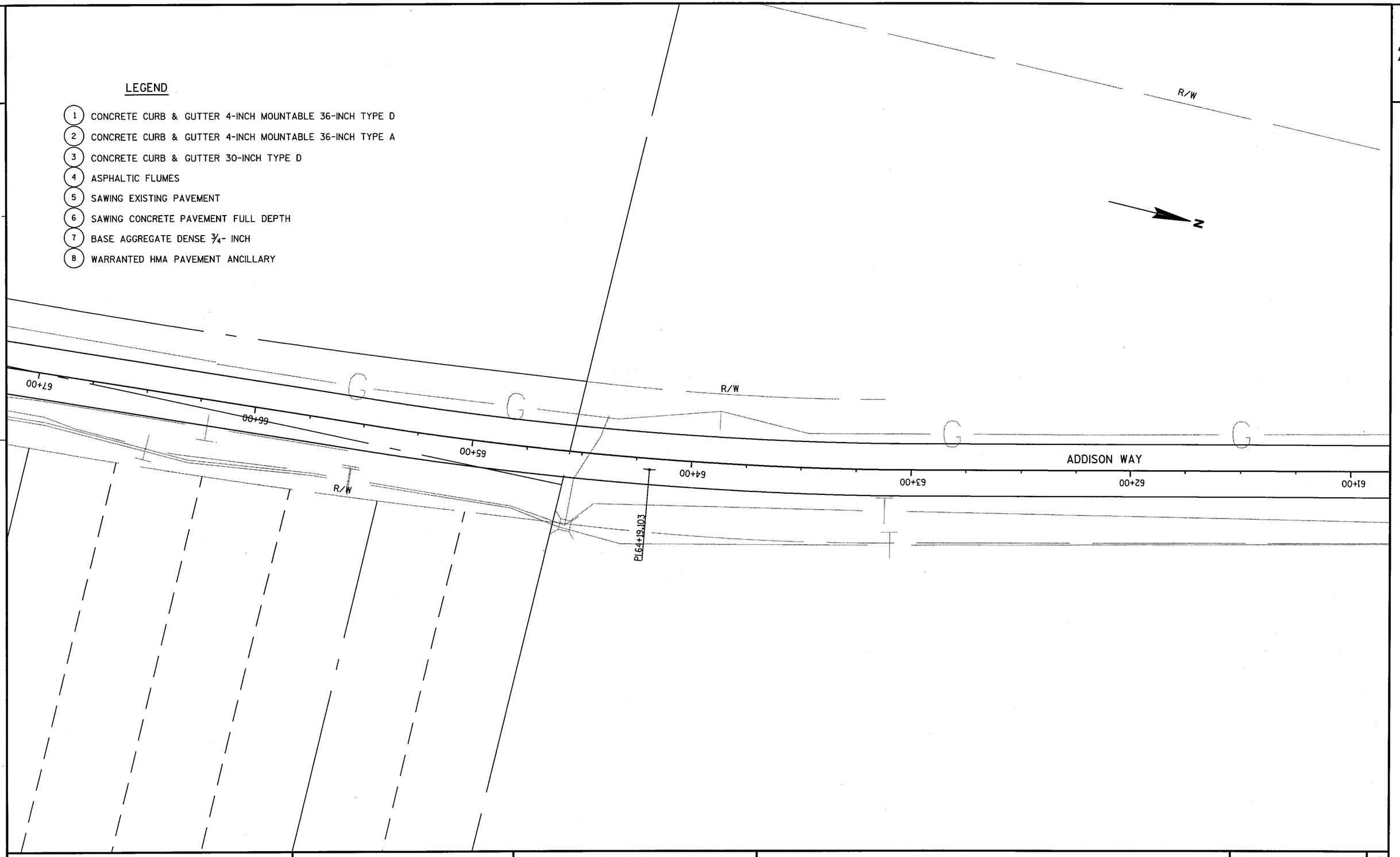
2

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 53	E

2

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SHEET 59	E

LEGEND

1. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D
2. CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A
3. CONCRETE CURB & GUTTER 30-INCH TYPE D
4. ASPHALTIC FLUMES
5. SAWING EXISTING PAVEMENT
6. SAWING CONCRETE PAVEMENT FULL DEPTH
7. BASE AGGREGATE DENSE 3/4- INCH
8. WARRANTED HMA PAVEMENT ANCILLARY
9. CONCRETE SIDEWALK 5-INCH

END MILL & OVERLAY
BEGIN PAVEMENT REPLACEMENT

ADDISON WAY

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

3" WARRANTED HMA PAVEMENT ANCILLARY

A-A

EXISTING GROUND

CONCRETE SURFACE DRAINS

SUBSTATION

ABANDONING INLETS AND STORM SEWER

STA. 9+63.87, 63.61'LT

ADD ANOTHER STEP DUE TO DIFFERENCE IN GRADE

STA. 10+10.52, 8.88'LT

ADDISON WAY

RETAINING WALL TO REMAIN

STA. 13+53, 22'LT
REMOVING SMALL PIPE CULVERTS

HIGHWAY EASEMENT

OLD 33 E R

ADDISON WAY

CT NO:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN DETAIL	SCALE, FEET 0	SHEET NO: 55	E

PLOT DATE : 19-OCT-2004 07:01 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40.000084:1.000000

2

N

LEGEND

- EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

NOTE:
STA. 96+00 - 98+00 LT TEMPORARY SLOPES TO BE COVERED DURING STAGE 1A

88 90 92 94 96 98 100

S.T.H. 33

PI 87+64.620

PI 93+64.074

PC 96+84.120

SIGN

TO

PROJECT NO: 1410-04-00	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SHEET 56	E

FILE NAME : J:\projects\d2_14100433\022001_EC.DGN PLOT DATE : 18-OCT-2004 14:52 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000108:1.000000 WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

PI 13+15.25.4

PI 14+47.88

PC 11+57.83

PI 10+00.000

PI 100+15.50

PT 104+46.00

PC 18+83.06

PC 112+03.95

N

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET	SHEET NO: 57	E

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\022002_EC.DGN
PLOT DATE : 02-DEC-2004 11:04 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698832:1.000000
WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

LEGEND

- EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

N

Pl 118+24.885

Pl 130+21.66

Pl 129+19.873

Pl 124+49.44

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET 0	SHEET NO: 58

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : j:\projects\d2_14100433\022003_EC.DGN PLOT DATE : 02-DEC-2004 10:37 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

N

CORN CRIBS

ISIGN

PL18+84.480

PL140+61.358

S.T.H. 33

HP

HP

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET	SHEET NO: 59	E

FILE NAME : J:\projects\d2_14100433\022004_EC.DGN PLOT DATE : 18-OCT-2004 14:52 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 99.999958:1.000000

2

LEGEND

- ####### EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- F EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

N

CORN CRIB

GUY

HP

GUY POLE

146 148 150 152 154 156 158 160

FO

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET 0	SHEET NO: 60

FILE NAME : j:\projects\d2_14100433\022005_EC.DGN PLOT DATE : 02-DEC-2004 14:56 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

N

S.T.H. 33

SUNSET DRIVE

HILLTOP DRIVE

PC 169+33.330

PL10+00.000

PL18+00.000

PL17+01.320

INLET PROTECTION
TYPE A & B

PT 8+96.538

PC 8+34.638

PL18+65.597

PL17+96.599

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET 0	SHEET NO: 61

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\022006_EC.DGN

PLOT DATE : 02-DEC-2004 11:27 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698881:1.000000

WISDOT/CADDS SHEET 42

LEGEND

- EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

N

STH 33

PI 183+35.483

PI 10+00.000

PI 16+21.982

BLUEBERRY ROAD

INLET PROTECTION TYPE A & C

POOL

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET 0	SHEET NO: 42

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\022007_EC.DGN
PLOT DATE : 02-DEC-2004 11:35 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698821:1.000000
WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

LEGEND

- EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

INLET PROTECTION TYPE A & C

INLET PROTECTION TYPE A & B

FOOTBRIDGE

FOOTBRIDGE

PC 198+82.781

PI 200+00.000

PI 202+37.730

PI 205+78.679

PI 207+22.110

N

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET 0	SHEET NO: 63	E

N

LEGEND

- EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

S.T.H. 175

S.T.H. 175

CONC.

SIGN

ANT.

HSE

SEPV

PL 23+76.873

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET 0	SHEET NO: 69

FILE NAME : J:\projects\d2_14100433\022010_EC.DGN PLOT DATE : 18-OCT-2004 14:53 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000157:1.000000

LEGEND

- EROSION MAT CLASS I TYPE B
- SOD LAWN
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECKS
- EROSION CONTROL FILTER BAGS
- CULVERT PIPE DITCH CHECKS
- SURFACE WATER FLOW
- EROSION BALES

N

RIPRAP MEDIUM

P122+64.983

P123+76.873

P135+00.000

P100+42.334

AHEAD 166.075
BACK 68+00.000

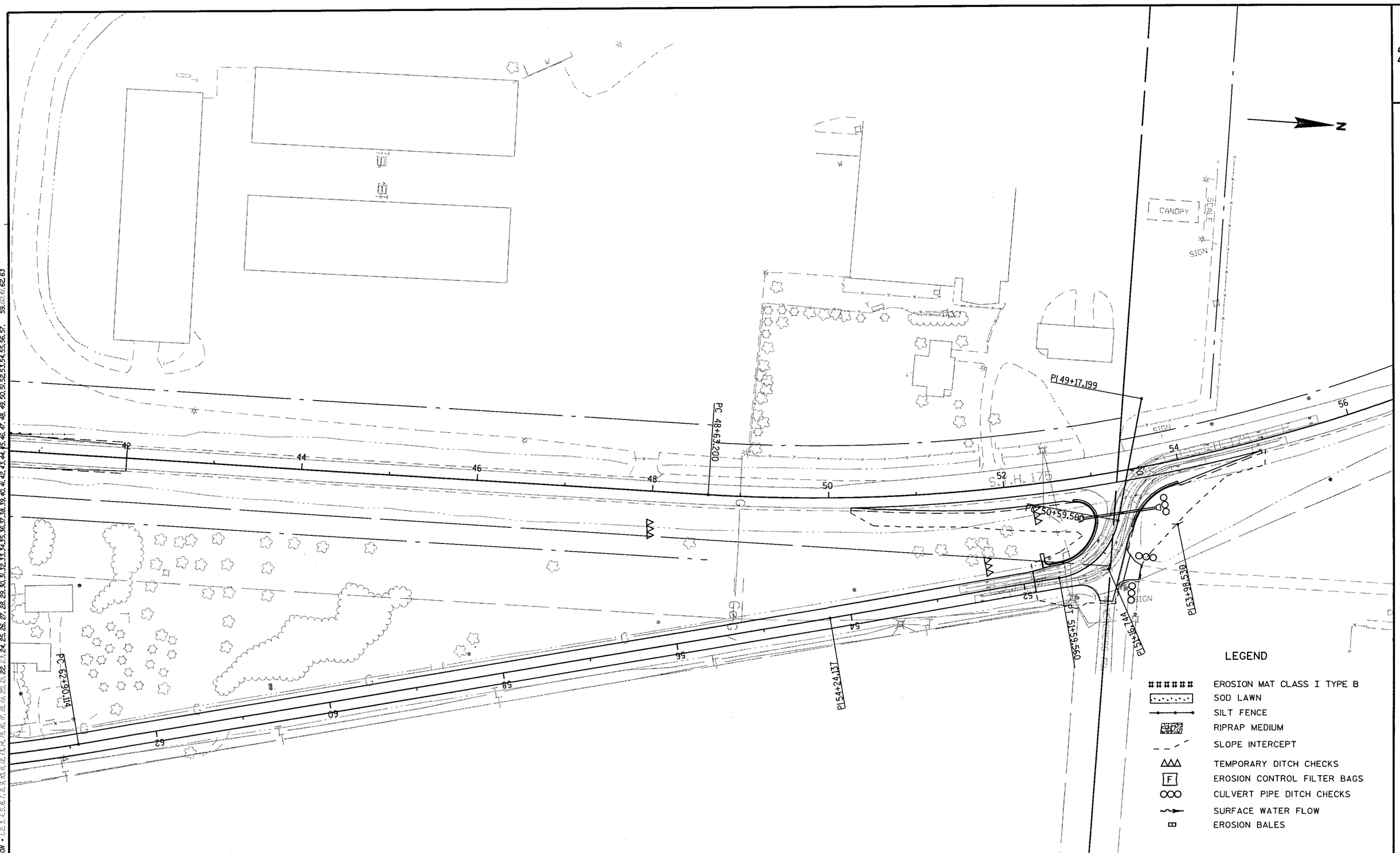
PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET	SHEET NO: 65

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\022011_EC.DGN

PLOT DATE : 02-DEC-2004 11:02 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698801:1.000000

WISDOT/CADDS SHEET 42



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	EROSION CONTROL	SCALE, FEET 0	SHEET NO: 66

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\022012_EC.DGN
PLOT DATE : 02-DEC-2004 12:39
PLOT BY : DOTNVY
PLOT NAME :
PLOT SCALE : 99.698849:1.000000
WISDOT/CADDS SHEET 42

NOTES:

1) THE OFFSETS SHOWN ARE TO THE CENTER OF STRUCTURE

2) FINISHED GRATE ELEVATIONS ARE TO THE CENTER OF CASTINGS FOR MANHOLE COVERS AND TO THE FLOWLINES FOR PIPE INVERTS OR GUTTERS.

(14) STA. 187+88.00, 55' RT
APRON ENDWALL REQ'D

(15) STA. 190+00.00, 21.00' RT
3HM INLETS

(16) STA. 191+90.00, 21.00' RT
3HM INLETS

(17) STA. 191+82.00, 35.00' RT
INLET TYPE 9, SPECIAL

(18) STA. 192+20.00, 48.00' LT
APRON ENDWALL REQD

℄ STH 33

℄ BLUEBERRY ROAD

℄ NEW PLAT STREET

PT 187+78.58

PC 198+82.76

955.20 — 953.38

EXISTING 48" CMPSS TO REMAIN

950.65

948.00

84" X 34" X 53" RCPESS
0.59%

947.50

960.50

212' X 24" RCPSS
@ 2.83%

954.50

958.71

182' X 24" RCPSS @ 2.84%

955.50

949.33

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	STORM SEWER	SHEET NO: 67	E

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\022503_SS.DGN

PLOT DATE : 02-DEC-2004 12:41 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698852:1.000000

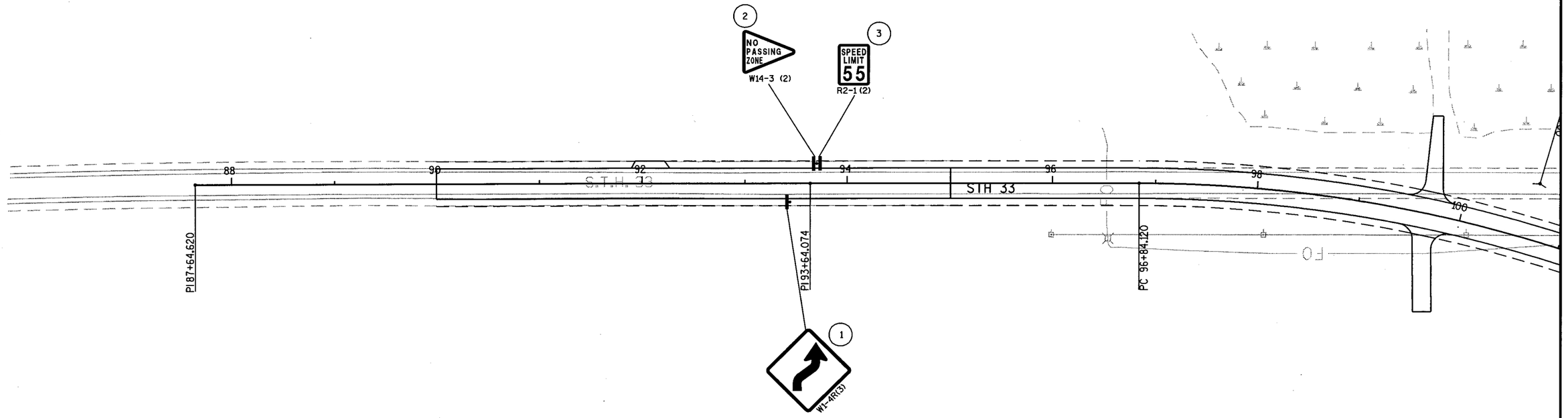
WISDOT/CADDS SHEET 40

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE



4 5

NO PASSING ZONE
W14-3 (2)

INCIDENTAL FOR PLACING AT NO PASSING ZONES. TURN OVER EXCESS TO SIGN SHOP

SHEET 1 OF 12

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET 0	SHEET NO: 68	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

SHELLINGER DR.

(19) STOP AHEAD W3-1(2)

P 13+15.264

(20) (21) NO PASSING ZONE W14-3

W1-6(2)

PC 11+57.843

(17) DEAD END W14-1(2)

(18) STOP R1-1(3)

PI 14+47.188

ADDISON UNINCORPORATED
REMOVE
12-3
(16)

(15) STOP AHEAD W3-1(2) REMOVE

PC 18+83.108

W5-56A(2)
QTY=3
3' MOUNTING HEIGHT
(12) (13) (14)

(11) (10) STOP AHEAD W3-1(2)
WITH LED YELLOW BEACON ON EACH SIGN

PC 112+03.953

PI 10+00.000

PI 15+00.750

(6) JCT 175 REMOVE J1-1

(7) NO PASSING ZONE W14-3(2)
LOCATE BASED ON NO PASSING ZONE MARKING

PT 104+46.400

JCT 175 J1-1(2) (8)

ADDISON UNINCORPORATED
12-3
(9)

STH 33

SHEET 2 OF 12

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET 0	SHEET NO: 69	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

FILE NAME : \\wke31fp1\cadds\projects\d2_14100433\023202_PS.DGN

PLOT DATE : 20-DEC-2004 12:55 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 99.698832:1.000000

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

SIGNALS WERE ADDED TO THE INTERSECTION OF HWY 33 + 175

52 J4-1(2) WEST 33

51 HORICON 13 / BEAVER DAM 24 — D2-2

50 EAST 33 / WEST 33 — J3-1(2)

48 STOP R1-1(3) ALL WAY / 49 R1-4(2)

47 W1-2R(3)

45 NORTH 175 — J4-1(2)

215 SOUTH 175 / NORTH 175 — J3-2(2)

44 STOP R1-1(3) ALL WAY / R1-4(2) / 43

70 D1-2 REMOVE: HORICON ← / ALLENTON →

71 NO PASSING ZONE — W14-3

40 D1-3: HORICON ↑ / SLINGER ← / THERESA

LOCATE BASED ON PAVEMENT MARKING NO PASSING ZONES

39 SPEED LIMIT 55 — R2-1(2)

37 J4-1(2) EAST 33 / 38

34 WEST 33 / EAST 33 — J3-2(2)

ALLENTON 1 / WEST BEND 9 — D2-2

35 STOP R1-1(3) ALL WAY / R1-4(2) / 36

22 NORTH 175 / SOUTH 175 — J2-2(2)

23 D1-3: ALLENTON ↑ / THERESA ← / SLINGER →

24 W1-4R(3)

25 STOP R1-1(3) ALL WAY / 26 R1-4(2)

214 NORTH 175 / SOUTH 175 — J3-2(2)

54 33 — J3-1 REMOVE

REMOVE SOUTH 175 / J4-1(2) SOUTH 175 — 55

53 SCHOOL BUS STOP AHEAD — S3-2

SCHOOL BUS STOP AHEAD — S3-1 REMOVE

56 D2-2: SLINGER 8 / MILWAUKEE 31; SLINGER 8 / MILWAUKEE 31

64 33 — IN GORE J3-1 REMOVE

ADDISON-UNINCORPORATED — I2-3 — 27

59 ADDISON UNINCORP — I2-

57 33 — J3-1 REMOVE

58 SPEED LIMIT 55 — R2-

D1-3: THERESA ↑ / HORICON ← / ALLENTON → — 28

STH 175 — STH 33 — OLD STH 33

PI 29+65.640 — PI 10+14.233 — PC 31+85.594 — PT 30+88.878 — PI 30+06.382 — PT 123+91.123 — PI 118+24.885 — PI 127+99.752 — PT 26+61.036 — PI 25+76.873 — PI 24+48.144

SEPV — SEPC — GUY POLE — GUY — WELL — FO — GV — POST

STATE PROJECT NUMBER:1410-04-70 | HWY: STH 33 | COUNTY: WASHINGTON | PERMANENT SIGNING | SCALE, FEET 0

PLOT DATE : 20-DEC-2004 12:56 | PLOT BY : DOTC1R | PLOT NAME : | PLOT SCALE : 99.698755:1.000000

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

PI 30+06.392

PT 123+61.723

PI 27+99.752

PC 126+00.30

PI 20+00.001

PT 133+42.837

STH 33

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

69 R3-1 SOUTH 175 REMOVE

66 R5-1 DO NOT ENTER REMOVE

67 W1-6 REMOVE

68 R1-1 STOP REMOVE

65 R5-1A WRONG WAY REMOVE

PI 26+61.036

63 W3-1 STOP AHEAD REMOVE

PI 25+76.813

STH 175

PI 24+45.144

PC 22+28.216

60 R2-1 SPEED LIMIT 55 REMOVE

32 W3-1(2) STOP AHEAD 16X16 ORANGE FLAGS

33 W3-1(2) STOP AHEAD 16X16 ORANGE FLAGS

PI 19+75.000

PC 20+63.326

31 W3-1(2) STOP AHEAD 16X16 ORANGE FLAGS

ETR S3-1(2) SCHOOL BUS STOP AHEAD

62 D1-3 THERESA HORICON ALLENTON REMOVE

PI 16+24.999

61 J2-2 NORTH 175 TO 33 REMOVE

30 J2-2(2) WEST 33 EAST 33

SUNSET DR.

STA. 10+50

29 J1-1(2) JCT 33

STH 175

SHEET 4 OF 12

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET	SHEET NO: 7/	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\023204_PS.DGN

PLOT DATE : 02-DEC-2004 12:49 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698804:1.000000

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

STA. 44+00
REPLACE SAME LOCATION
122 W1-2L(3)
TRUCK ENTRANCE W54-57 REMOVE
119 TRUCK ENTRANCE W54-57
118 SPEED LIMIT 55 R2-1(2)
123 JCT 33 J1-1(2)
120 33 J2-1(2) REMOVE
124 STOP AHEAD W3-1(2) 16X16
208 ORANGE FLAGS
W5-52R REMOVE
125 W1-6(2)
74 W5-52L REMOVE
REMOVE J4-1 WEST 33
116
117 HORICON 13 BEAVER DAM 24 D2-2 REMOVE
110 STOP AHEAD W3-1 REMOVE
108 W1-1L(2)
109 10 M.P.H. W13-1(3)
81 STOP R1-1(3) R1-3(2) REMOVE
J3-2 EAST 33 WEST 33 REMOVE
AHEAD 68+00.000 BACK 7+66.075
112 SPEED LIMIT 55 R2-1 REMOVE
W1-1L ESTR
111 STOP AHEAD W3-1 REMOVE
SPEED LIMIT 35 R2-1 ESTR
104 SOUTH 175 NORTH 175 J3-2 REMOVE
BACKSIDE STOP 107 R1-1 REMOVE
REMOVE STOP 105 106 R1-1 R1-4
103 I2-3 ADDISON UNINCORPORATED REMOVE
100 STOP AHEAD W3-1 REMOVE
98 W1-3R(2)
99 10 M.P.H. W13-1(3)
97 SPEED LIMIT 25 R2-1(2)
N
S.T.H. 33
OLD STH 33
213 STOP AHEAD
P135+15.90 W3-1(2) 16X16 ORANGE FLAGS
73 ALLENTON THERESA SLINGER D1-3 REMOVE
114 STOP AHEAD W3-1 REMOVE
115
84 NO PASSING ZONE W14-3 REMOVE
P10+14.33
89 90 91 W1-8(2) 4' MOUNTABLE HEIGHT
76 W5-52R REMOVE
113 W1-6(2)
87 W1-3R(2)
86 10 M.P.H. W13-1(3)
93 J4-1 EAST 33 REMOVE
92 WEST BEND 9 D2-1 REMOVE
102 STOP AHEAD W3-1 REMOVE
P130+27.664
94 STOP AHEAD W3-1(2)
101 STOP AHEAD W3-1 REMOVE
95 STOP R1-1(3)
96 33 J3-1(2)
72 STOP AHEAD W3-1(2) 16X16 ORANGE FLAGS
75 W5-52L REMOVE
78 EAST 33 WEST 33 J2-2(2)
77 ALLENTON HORICON D1-2
STH 33

SHEET 5 OF 12

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET	SHEET NO: 72	E

FILE NAME : j:\projects\d2_14100433\023205_PS.DGN
PLOT DATE : 02-DEC-2004 10:35 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100:1
WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

ID
MOUNTED ON POST(S)
MOUNTED ON BRIDGE OR S
MOUNTED ON POST(S)
MOUNTED ON BRIDGE OR
NUMBER
TO REMAIN
OR SIGNAL POLE

97 SPEED LIMIT 25 R2-1(2)

STOP AHEAD W3-1 REMOVE

STOP R1-1(3)

83 STOP R1-1 R1-4 REMOVE

79 NORTH 175 SOUTH 175 J3-2 REMOVE

80 STOP R1-1 BACKSIDE REMOVE

88 NO PASSING ZONE W14-3 REMOVE

82 STOP R1-1 R1-4 REMOVE

85 W1-1R REMOVE

J3-2 EAST 33 WEST 33 210 REMOVE

209 STOP AHEAD W3-1 REMOVE

S.T.H. 33

OLD STH 33

STH 33

PI 18+84.480

PI 30+27.654

PI 25+76.873

YELLOWSTONE TRAIL

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

SHEET 6 OF 12

SHEET NO:	PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET 0
	I:\projects\d2_14100433\023206_PS.DGN		PLOT DATE : 02-DEC-2004 10:35	PLOT BY : DOTSHW	SHEET NO: 2 3 F

N

TO SOUTH 33 175 ESTR
133 NEW M6-1(2) STA. 64+00

132 JCT 33 J1-1 REMOVE STA. 70+00

131 I2-3 ADDISON UNINCORPORATED STA. 61+50

THERESA 7
FOND DU LAC 25
D2-2 ESTR STA. 65+00

REMOVE
SLINGER
ALLENTON
HORICON
D1-3

134 SLINGER ALLENTON HORICON D1-3

YELLOWSTONE TRAIL

REMOVE TO SOUTH 33 175
135 TO SOUTH 33 175 J3-2(2)

REMOVE SOUTH 175 J4-1(2)
138 SOUTH 175 J4-1(2)

REMOVE SPEED LIMIT 35
136 SPEED LIMIT 35 R2-1(2)

NORTH 175 130 MOVE J4-1

ADOPT A HIGHWAY 211 MOVE

STA. 48+00
33 126 J2-1 REMOVE

STOP R1-1(3)
129 STOP REMOVE
175 128 J3-1 MOVE

REMOVE

127 W1-6(2)

REMOVE
139 ALLENTON HORICON D1-2

REMOVE
137 TO 33 J3-1

STOP AHEAD W3-1 ETR

S.T.H. 175
STH 175
C.T.H. "T"
MARCELS RD.
PLSTA 98+530
PLSTA 98+714

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

SHEET

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET 0	SHEET NO:

FILE NAME : \\wke31fp1\cadds\projects\d2_14100433\023207_PS.DGN PLOT DATE : 20-DEC-2004 12:56 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 99.698832:1.000000

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

WISDOT/CADDS

N

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

D1-3
HORICON
SLINGER
THERESA
146
REMOVE

REMOVE
JCT
175
145
J1-1

PC 17+90.409

PI 18+84.480

OLD STH 33

J1-1(2)
JCT
175
142

144
REMOVE
STOP
AHEAD
W3-1

W1-2L(3)
143

PT 19+41.380

PI 20+00.001

PC 139+82.417

PT 141+40.120

S.T.H. 33

PI 133+42.837

PI 140+61.358

140
141
STOP
AHEAD
W3-1(2)

LED BEACON
ON EACH SIGN
(SEE ELECTRICAL DRAWING)

41
Addison
UNINCORPORATED
I2-3

Δ = 4°14'60.0"
R = 327.634
L = 342.806
T = 39.241
E = 1348.136
DA = 636.734' 27.3" E
DB = N 85°47'52.6" E
CB = N 72°01'52.0" E
C = S 80°32'58.0" E

SHEET 8 OF 12

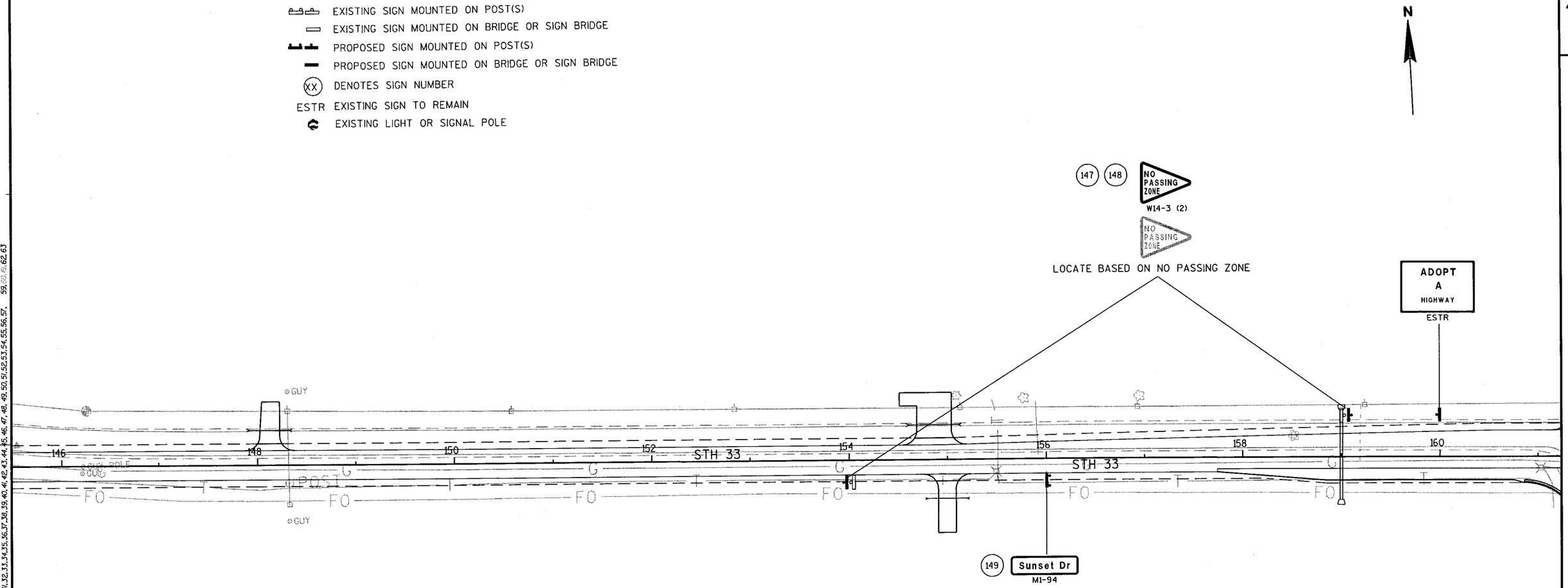
STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET 0	SHEET NO: 75	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\023208_PS.DGN
PLOT DATE : 18-OCT-2004 14:57
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 99.999958:1.000000
WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE



SHEET 9 OF 12

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET 0	SHEET NO: 76	E

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\023209_PS.DGN

PLOT DATE : 02-DEC-2004 13:04 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698737:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

N

STH 33

SUNSET DR.

HILLTOP DR.

PT 112+87.352

PC 169+33.330

PT 8+96.338

PC 8+34.638

PI 10+00.000

PI 8+65.597

PI 7+96.599

PI 11+01.320

162 W4-2R (2) REMOVE

163 Sunset Dr M1-94

157 MAIN HILLTOP DR. ST STREET NAME SIGN MOVE D3

161 SPEED LIMIT 55 R2-1 (2)

SPEED LIMIT 55 REMOVE

150 STOP R1-1 (3)

STOP REMOVE

151 HWY SUNSET DR. 33 STREET NAME SIGN MOVE D3

152 153 W1-4L(3)

45 M.P.H. W13-1 (3)

45 M.P.H. REMOVE

154 155 REDUCED SPEED AHEAD R2-5A

45 M.P.H. W13-1W REMOVE

SPEED LIMIT 45 W3-5 (2)

156 ONCOMING TRAFFIC uses CENTER LANE R3-72 MOVE

158 Hilltop Dr M1-94

159 STOP R1-1 (3)

STOP REMOVE

160 SPEED LIMIT 45 R2-1 (2)

SPEED LIMIT 45 REMOVE

SHEET 10 OF 12

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET	SHEET NO: 77	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\023210_PS.DGN PLOT DATE : 18-OCT-2004 15:01 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000058:1.000000

N

165
SPEED LIMIT 45
R2-1 (2)
SPEED LIMIT 45
REMOVE

164
Hilltop Dr
M1-94

166
STOP
R1-1
MOVE

167
SLOWER TRAFFIC KEEP RIGHT
R4-3 (2)
SLOWER TRAFFIC KEEP RIGHT
REMOVE

168
W1-4L(3)
REMOVE

169
SPEED LIMIT 45
R2-1 (2)
SPEED LIMIT 45
REMOVE

PI 187+35.483

STH 33

PC 178+75.53

PT 187+78.58

BLUEBERRY RD

PI 10+00.000

PI 6+21.982

174
SPEED LIMIT 45
R2-1 (2)
SPEED LIMIT 45
REMOVE

173
PARKING RESTRICTION
MOVE 3 SIGNS

172
STOP
R1-1(3)
STOP

171
MAIN ST
BLUEBERRY RD
D3 STREET NAME SIGN MOVE

170
SPEED LIMIT 30
W3-5(2)

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

SHEET 11 OF 12

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET 0	SHEET NO: 78	E

FILE NAME : J:\projects\d2_14100433\023211_PS.DGN
PLOT DATE : 18-OCT-2004 15:01 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000059:1.000000
WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (XX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN
- EXISTING LIGHT OR SIGNAL POLE

N

2

176 STOP R1-1 (3) STOP REMOVE

186 NO PARKING ANY TIME R7-1L (2) NO PARKING ANY TIME REMOVE

178 Allenton UNINCORPORATED I2-3 Allenton UNINCORPORATED REMOVE

182 183 W5-52L (2) REMOVE

PT 205+78.679

206

204

202

200

198

196

194

192

STH 33

PC 198+82.761

PI 200+00.000

FO

POST

SIGN

175 SPEED LIMIT 30 R2-1 (2)

NEW PLAT ST

177 MAIN ST NEW PLAT ST D3 STREET NAME SIGN MOVE

PI 202+37.730

PI 197+22.110

184 185 W5-52R (2) REMOVE

SHEET 12 OF 12

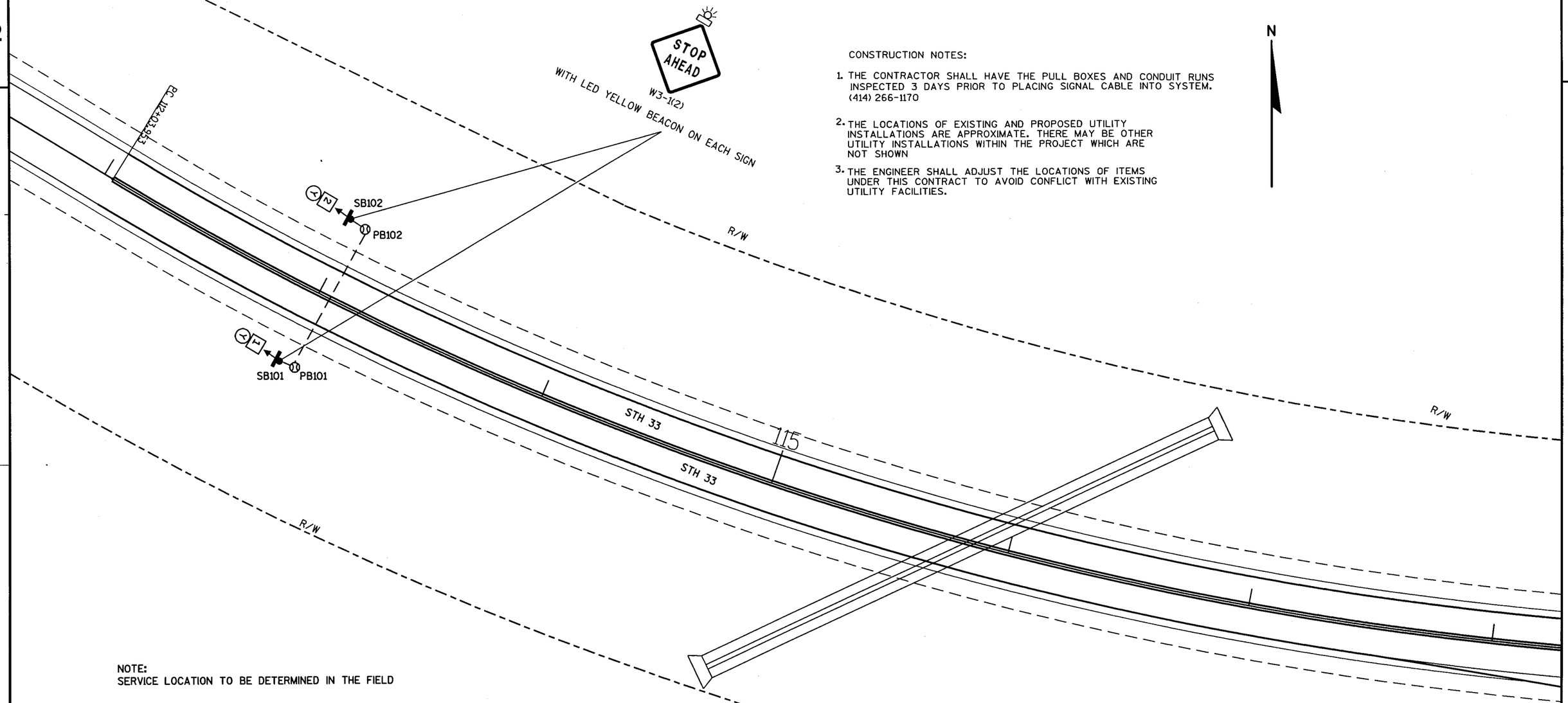
STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PERMANENT SIGNING	SCALE, FEET 0	SHEET NO: 79	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\023212_PS.DGN PLOT DATE : 18-OCT-2004 15:01 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 99.999857:1.000000

WISDOT/CADDS SHEET 42

2



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. (414) 266-1170
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN
3. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

NOTE:
SERVICE LOCATION TO BE DETERMINED IN THE FIELD

LEGEND

- LED YELLOW FLASHER, 8-INCH LENS
- PULL BOX, 24" X42"
- NONMETALLIC CONDUIT, 2" UNLESS SPECIFIED OTHERWISE
- [8] SIGNAL HEAD NUMBER
- (Y) YELLOW INDICATOR, 8" LED

NOTE: GRAY REPRESENTS EXISTING

TRAFFIC CONTROL SIGNAL
STH 33 & STH 175 SB
WASHINGTON COUNTY

SIGNAL NO. F434 SCALE 0 20

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 6/29/04
DISTRICT TRAFFIC ENGINEER

APPROVED
Date
STATE TRAFFIC ENGINEER

DISTRICT CONTACT:
DESIGNED BY:

PAGE 1 OF 1

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	FLASHER PLAN	SHEET 80	E

2

2

PT 19+41.380

+00.001

PT 133+42.837

PB2

SB2

135

PB1

SB1

N

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. (414) 266-1170
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN
3. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

NOTE:
SERVICE LOCATION TO BE DETERMINED IN THE FIELD

LEGEND

- LED YELLOW FLASHER, 8-INCH LENS
- PULL BOX, 24" X42"
- NONMETALLIC CONDUIT, 2" UNLESS SPECIFIED OTHERWISE
- [8] SIGNAL HEAD NUMBER
- (Y) YELLOW INDICATOR, 8" LED

NOTE: GRAY REPRESENTS EXISTING

STOP AHEAD

W3-1(2)

WITH LED YELLOW BEACON ON EACH SIGN

TRAFFIC CONTROL SIGNAL
STH 33 & STH 175 NB
WASHINGTON COUNTY

SIGNAL NO. F433 SCALE 0 20

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 6/29/04
DISTRICT TRAFFIC ENGINEER

APPROVED
Date
STATE TRAFFIC ENGINEER

DISTRICT CONTACT:
DESIGNED BY:

PAGE 1 OF 1

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	FLASHER PLAN	SHEET 81	E

FILE NAME : \\wke31fp1\cadds\projects\d2_si_14100470\F433.dgn PLOT DATE : 19-OCT-2004 16:56 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 39.879518:1.000000

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH (WHITE)
2. PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
3. PAVEMENT MARKING CHANNELIZING EPOXY 8-INCH
4. PAVEMENT MARKING STOP LINE EPOXY 18-INCH*
5. PAVEMENT MARKING ARROW EPOXY TYPE 2
6. PAVEMENT MARKING WORDS EPOXY
7. PAVEMENT MARKING EPOXY 8-INCH (DOT PATTERN, 3 FT LINE, 12 FT SPACE)

* SEE CONSTRUCTION DETAIL FOR STOP LINE PLACEMENT DETAILS.

NOTES:

1.) SEE MISCELLANEOUS QUANTITIES, STANDARD DETAIL DRAWINGS & CONSTRUCTION DETAILS FOR OTHER INTERSECTIONS AND MAINLINE PAVEMENT MARKINGS.

2.) MINIMUM 200' CHANNELIZING FOR ALL APPROACHES.

N

2

PI 130+27.664

PI 30+88.878

PI 30+06.392

PC 31+98.594

PC 9+90.761

PI 29+65.640

PI 10+14.233

PI 123+61.723

PI 27+99.752

PI 26+61.036

PI 128+15.873

PI 24+46.144

PI 118+24.885

SUBSTATION

WALLS

GUY POLE

SEPC

STATE PROJECT NUMBER:1410-04-70 | HWY: STH 33 | COUNTY: WASHINGTON | PAVEMENT MARKING | SCALE, FEET 0 | SHEET NO: 82 | E

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\024503_PM.DGN | PLOT DATE : 02-DEC-2004 13:04 | PLOT BY : DOTNVY | PLOT NAME : | PLOT SCALE : 99.698755:1.000000 | WISDOT/CADDS SHEET 42

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

LEGEND

TRAFFIC CONTROL SIGN MOUNTED ON POST

SEE SDDs TC, ADVANCE WARNING SIGNS 40 MPH OR LESS AND 45 MPH OR GREATER, TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC FOR DETAILS AND GENERAL NOTES.

*REPLACE WITH W20-3, ROAD CLOSED 1000 FT, 500 FT, AND AHEAD FOR STAGE 3.

**COVER W013-1 45 MPH AND 30 MPH FOR STAGE 2.

N

ROAD WORK 1000 FT W20-1*
ROAD WORK AHEAD W20-1*
30 M.P.H. W013-1** 24" X 24"
45 M.P.H. W013-1** 24" X 24"
4000'
ROAD WORK 500 FT W20-1*
500'
500'
END ROAD WORK G20-2A 48" X 24"
ROAD WORK AHEAD W20-1
500'
WATERCRESS RD
BEGIN PROJECT 1410-04-70 STA 90+00
END ROAD WORK G20-2A 48" X 24"
END ROAD WORK G20-2A 48" X 24"
175
FRONTAGE RD
ADDISON
1000' 500' 500'
33
ROAD WORK AHEAD W20-1
ROAD WORK 1000 FT W20-1
ROAD WORK 500 FT W20-1
END ROAD WORK G20-2A 48" X 24"
SUNSET DR
500'
SUNSET DR
END ROAD WORK G20-2A 48" X 24"
500' 500' 4000'
ROAD WORK 500 FT W20-1*
ROAD WORK 1000 FT W20-1*
ROAD WORK AHEAD W20-1*
END ROAD WORK G20-2A 48" X 24"
SUNSET DR
END PROJECT 1410-04-70 STA 196+75
SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4
STOP R1-1 36" X 36"
MOVE TO TEMPORARY SUPPORT
SEE SDD BARRICADES AND SIGNS FOR SIDEROAD CLOSURES, DETAIL 4
STOP R1-1 36" X 36"
MOVE TO TEMPORARY SUPPORT
END ROAD WORK G20-2A 48" X 24"
END ROAD WORK G20-2A 48" X 24"
HILLTOP DR
CHERRY ST
BLUEBERRY RD
ELDER LN
NEW PLAT ST
ROCK RIVER DR
ROCK RIVER
WEIS ST
41
W
ALLENTON
SOO LINE RR

NOTE:
ADVANCE WARNING SIGNS EAST OF THE ROCK RIVER WILL BE PAID UNDER I.D. 1412-02-70

ADVANCE WARNING SIGNS

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL	SCALE, FEET 0	SHEET NO: 83	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\025000_TC.DGN
PLOT DATE : 20-OCT-2004 09:08
PLOT BY : DOTNVY
PLOT NAME :
PLOT SCALE : 39.879518:1.000000
WISDOT/CADDS SHEET 42

LEGEND

CONSTRUCTION AREA

TRAFFIC FLOW

N

BEGIN PROJECT
1410-04-70
STA 95+00.00

TEMPORARY NORTH FRONTAGE RD.
INTERSECTION WIDENING
COMPLETE PRIOR TO STH 175 CLOSURE
SEE TRAFFIC CONTROL STAGE 1A AND
CROSS SECTIONS FOR DETAILS.

WATERCRESS RD

ADDISON

STH 175, STA. 35+60
B-66-09-49
TO REMAIN

175

FRONTAGE RD

STA. 121+00

STH 33, STA. 188+22.36

STH 33, STA. 174+64.96

STH 33, STA. 161+56.97

ROCK RIVER

WEIS ST

41

END PROJECT
1410-04-70
STA. 200+43.00

B66-00-16
EXISTING STRUCTURE
TO REMAIN

STH 33, STA. 105+38.98
SCHELLINGER ST.

33

HILLTOP DR

ALLENTON

STH 33, STA. 133+49.78
ADDISON WAY

STH 33, STA 123+16.68
STH 175, STA. 28+74.93

TEMPORARY SOUTH
FRONTAGE RD. INTERSECTION
WIDENING COMPLETE
PRIOR TO STH 175 CLOSURE.
SEE TRAFFIC CONTROL
STAGE 1A AND CROSS SECTIONS
FOR DETAILS.

SUNSET DR

SUNSET DR

CHERRY ST

ELDER LN

NEW PLAT ST

ROCK RIVER DR

W

BLUEBERRY RD

SOO LINE RR

CONSTRUCT STH 33 TEMP BY-PASS
SEE TRAFFIC CONTROL STAGE 1A AND 1
SHEETS AND CROSS SECTIONS FOR DETAILS.

SUNSET DR

STAGE 1

STH 33 DETOUR BEGINS. STH 33 CLOSED EAST OF FRONTAGE RD TO USH 41 (EAST CONSTRUCTION LIMITS OF WIS DOT PROJ ID 1412-02-70). STH 175 CLOSED SOUTH OF EXISTING BRIDGE TO SOUTH FRONTAGE RD INTERSECTION. DETOURED STH 33 TRAFFIC AND STH 175 TRAFFIC ARE DIVERTED ONTO FRONTAGE ROAD.

CONSTRUCTION BEGINS ON NEW ALIGNMENTS AND CLOSED PORTIONS OF STH 33. PARTIALLY CONSTRUCT STH 33 (EB LANE AND EXTRA WIDE SHOULDER), STA 95+00 TO 105+00 RT. FULLY CONSTRUCT STH 33, STA 105+00 TO 124+00 AND STH 175, STA 27+00 TO 35+00. CONSTRUCT TEMPORARY PAVEMENT CONNECTIONS AT STH 175 STA 24+00 TO 27+00 AND 35+00 TO BRIDGE. EXISTING BRIDGE B66 09 49 TO REMAIN. CONSTRUCT SCHELLINGER ST AND ADDISON WAY CONNECTIONS TO NEW STH 33.

STAGE 1A

CONSTRUCT STH 33 TEMPORARY BYPASS AND WIDENING AT BOTH NORTH AND SOUTH INTERSECTIONS OF FRONTAGE RD WITH STH 175 UNDER SHOULDER CLOSURES.

STAGE 1

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL OVERVIEW	SCALE, FEET 0	SHEET NO: 84	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : \\wke31fp1\cadds\projects\d2_14100433\025001_TC.DGN

PLOT DATE : 19-OCT-2004 16:44 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 39.879518:1.000000

WISDOT/CADDS SHEET 42

LEGEND

CONSTRUCTION AREA

TRAFFIC FLOW

N

WATERCRESS RD

ADDISON

ROCK RIVER

WEIS ST

41

175

FRONTAGE RD

STA. 121+00

STH 175, STA. 35+60
B-66-09-49
TO REMAIN

STH 33, STA. 188+22.36

STH 33, STA. 174+64.96

STH 33, STA. 161+56.97

END PROJECT
1410-04-70
STA. 200+43.00

B66-00-16
EXISTING STRUCTURE
TO REMAIN

STH 33, STA. 105+38.98
SCHELLINGER ST.

33

STH 33, STA. 133+49.78
ADDISON WAY

HILLTOP DR

ALLENTON

STH 33, STA 123+16.68
STH 175, STA. 28+74.93

SUNSET DR

SUNSET DR

ROCK RIVER DR

CHERRY ST

ELDER LN

NEW PLAT ST

W

SEE TRAFFIC CONTROL TYPICALS, STAGE 2
DETAIL SHEETS, AND CROSS SECTIONS FOR DETAILS.

SUNSET DR

BLUEBERRY RD

SOO LINE RR

STAGE 2

STH 33 DETOUR CONTINUES. STH 33 ON NEW ALIGNMENT WEST OF STH 175 AND EXISTING STH 175 OPEN TO TRAFFIC INCLUDING NEW INTERSECTION OF STH 33 WITH STH 175 (EXCEPT EAST LEG). FRONTAGE ROAD AND OLD 33 CLOSED TO THROUGH TRAFFIC.

COMPLETE CONSTRUCTION ON STH 33, STA 95+00 TO 105+00 AND STA 124+00 TO 200+43 INCLUDING REMOVAL OF SOUTH PORTION OF FRONTAGE RD. CONSTRUCT CUL DE SAC FOR FUTURE SCHELLINGER STREET AND OBLITERATE OLD STH 33 WEST OF FRONTAGE ROAD. FINISH CONSTRUCTION ON ADDISON WAY FROM STA 12+00 TO 20+00 UNDER LOCAL TRAFFIC. EXISTING BRIDGE B66 09 49 TO REMAIN.

STAGE 2

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL OVERVIEW	SCALE, FEET 0	SHEET NO: 85	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

FILE NAME : \\wke31fp1\cadds\projects\d2_14100433\025002_TC.DGN

PLOT DATE : 19-OCT-2004 16:44 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 39.879518:1.000000

WISDOT/CADDS SHEET 42

LEGEND

CONSTRUCTION AREA

TRAFFIC FLOW

N

WATERCRESS RD

STH 175, STA. 35+60
B-66-09-49
TO BE REMOVED

175

(FRONTAGE RD)

ADDISON WAY

ADDISON

STH 33, STA. 105+38.98
SCHELLINGER ST.

33

STH 33, STA. 133+49.78
ADDISON WAY

SUNSET DR

SUNSET DR

SUNSET DR

STH 33, STA. 188+22.36

STH 33, STA. 174+64.96

STH 33, STA. 161+56.97

ROCK RIVER

WEIS ST

41

B66-00-16
EXISTING STRUCTURE
TO REMAIN

HILLTOP DR

ROCK RIVER DR

ALLENTON

CHERRY ST

ELDER LN

NEW PLAT ST

W

BLUEBERRY RD

SOO LINE RR

STAGE 3

NEWLY CONSTRUCTED STH 33 OPEN TO TRAFFIC. STH 175 DETOUR BEGINS. SCHELLINGER ST AND ADDISON WAY OPEN TO TRAFFIC.

RECONSTRUCT STH 175 STA 16+25 TO 27+00 AND STA 35+00 TO STA 37+00. REMOVE BRIDGE B66 09 49.

STAGE 3

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL OVERVIEW	SCALE, FEET 0	SHEET NO: 86	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : \\wke31fp1\cadds\projects\d2_14100433\025003_TC.DGN

PLOT DATE : 19-OCT-2004 16:48 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 39.879518:1.000000

WISDOT/CADDS SHEET 42

LEGEND

CONSTRUCTION AREA

TRAFFIC FLOW

N

SEE SDD BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAIL 4.

WATERCRESS RD

LOCAL TRAFFIC ONLY

STH 175, STA. 35+60
B-66-09-49
TO BE REMOVED

175

FRONTAGE RD

ADDISON WAY

ADDISON

SEE SDD BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES, DETAIL 4.

STH 33, STA. 188+22.36

STH 33, STA. 174+64.96

STH 33, STA. 161+56.97

ROCK RIVER

WEIS ST

41

B66-00-16
EXISTING STRUCTURE
TO REMAIN

STH 33, STA. 105+38.98
SCHELLINGER ST.

33

STH 33, STA. 133+49.78
ADDISON WAY

HILLTOP DR

ALLENTON

SUNSET DR

SUNSET DR

CHERRY ST

ELDER LN

NEW PLAT ST

ROCK RIVER DR

W

BLUEBERRY RD

SOO LINE RR

SUNSET DR

STAGE 4

STH 33 AND STH 175 OPEN TO TRAFFIC. ADDISON WAY INTERSECTION WITH STH 175 CLOSED.

RECONSTRUCT ADDISON WAY INTERSECTION WITH STH 175 AND ADDISON WAY STA 7+66.075 TO STA 12+00. MILL AND OVERLAY ADDISON WAY STA 51+88 TO STA 68+00.

STAGE 4

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL OVERVIEW	SCALE, FEET 0	SHEET NO: 67	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\025004_TC.DGN

PLOT DATE : 19-OCT-2004 16:06 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

NOTE: ALSO SEE SDD, TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

N

ASPHALTIC CURB, REQ'D

STH 33 ℄

PI 93+64.074

PC 96+84.120

PI 100+75.150

PT 104+16.400

25' 25'

ROAD CLOSED AHEAD W20-3

NOTE: SEE TC, STAGE 1, PARTIAL CONSTRUCTION SHEETS AND CROSS SECTIONS FOR DETAILS.

ASPHALTIC CURB DETAIL
STA 92+25 TO STA 93+50 LT
ASPHALTIC CURB WILL BE PAID AS ASPHALTIC SURFACE TEMPORARY

4:1 11" 1' 1' 5"
ASPHALTIC SURFACE TEMPORARY
12" BASE AGGREGATE DENSE 1¼ INCH

CONSTRUCTION AREA
EXISTING ℄ STH 33
STH 33 ℄
0'- 25'
15' EX WB TRAFFIC
15' EX EB TRAFFIC
VARIES
VARIES 0'- 215'
2%
MATCH EXISTING EDGE OF SHOULDER
4:1 NORMAL 2.5:1 MAX
5", ASPHALTIC SURFACE TEMPORARY
12", BASE AGGREGATE DENSE 1¼INCH

TEMPORARY BY-PASS TYPICAL
STH 33
STA. 90+00 TO STA. 104+00 LT

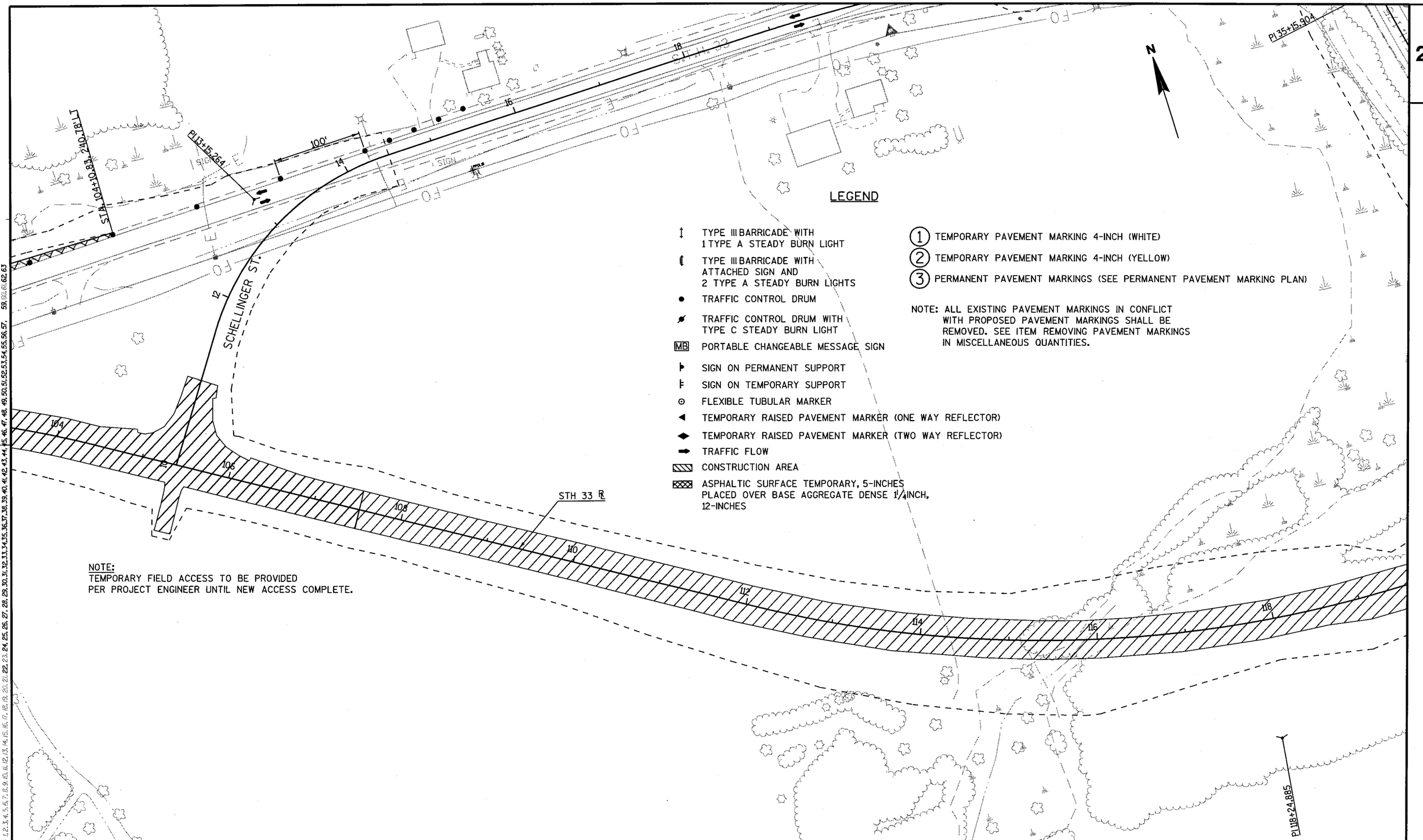
STH 33 TEMPORARY BY-PASS

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1A	SCALE, FEET 0	SHEET NO: 88	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026001_S1A.DGN PLOT DATE : 18-OCT-2004 15:01 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 99.999973:1.000000

WISDOT/CADDS SHEET 42



LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1 1/4 INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

NOTE:
TEMPORARY FIELD ACCESS TO BE PROVIDED PER PROJECT ENGINEER UNTIL NEW ACCESS COMPLETE.

STH 33 TEMPORARY BY-PASS

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1A	SCALE, FEET 0	SHEET NO: 89	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

ROAD WORK 500 FT W20-1

RIGHT SHOULDER CLOSED W21-5A

ROAD WORK AHEAD W20-1

ROAD WORK AHEAD W20-1

SHOULDER WORK W21-5

WO1-6 48" X 24"

NOTE: SEE TC TEMP SOUTH FRONTAGE RD WIDENING SHEETS FOR MORE DETAIL.

STH 33 R

STH 175 R

OLD 33 E R

Pl22+61.493

Pl35+15.904

Pl10+14.233

Pl33+02.477

Pl31+87.678

Pl30+45.262

Pl27+99.752

Pt 26+61.036

Pl25+75.973

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

STH 33 TEMPORARY BY-PASS

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1A	SCALE, FEET	SHEET NO: 90	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026003_S1A.DGN PLOT DATE : 18-OCT-2004 15:01 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000074:1.000000

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N

S.T.H. 175

STH 175 ℄

SUNSET DR.

CORN CRIB

ANT.

PL 12+00.000

PL 16+24.999

PL 19+75.000

PC 20+63.326

SHOULDER WORK
W21-5

NOTE:
ALSO SEE SDD, TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY.

TEMPORARY SOUTH FRONTAGE RD. WIDENING

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1A - STH 175	SCALE, FEET 0	SHEET NO: 21	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026005_S1A.DGN
PLOT DATE : 18-OCT-2004 15:04 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000066:1.000000
WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N

STH 33 R

STH 175 R

W01-6 48" X 24"

W01-1R

25 M.P.H. W013-1

SHOULDER WORK W21-5

ROAD WORK AHEAD W20-1

PC 22+28.216

PI 24+45.147

PI 25+76.873

PT 26+61.036

PI 27+99.152

PI 30+95.262

PI 31+87.678

PI 32+44.233

PI 33+02.477

PI 35+15.904

AHEAD 37+66.075
BACK 68+00.000

RAMP R

EXTEND EXISTING 18" CPCS CULVERT PIPE TEMPORARY 18-INCH REQ'D

EX ℄ STH 175

RAMP R VARIES

14'

11' - 15'

EX. NB TRAFFIC

VARIES

4:1 MAX

VARIES

5" ASPHALTIC SURFACE TEMPORARY

12", BASE AGGREGATE DENSE

MATCH EXISTING EDGE OF PAVEMENT

TEMPORARY SOUTH FRONTAGE RD WIDENING
RAMP STA. 23+75 TO STA. 28+00 LT

TEMPORARY SOUTH FRONTAGE RD WIDENING

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1A - STH 175	SCALE, FEET 0	SHEET NO: 92	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026006_S1A.DGN

PLOT DATE : 18-OCT-2004 15:04 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000108:1.000000

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB — PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N

W01-1L

15 M.P.H. W013-1

SHOULDER WORK W21-5

RIGHT SHOULDER CLOSED W21-5A

ROAD WORK AHEAD W20-1

PC 48+63.200

PT 38+39.744

PC 62+90.114

PT 65+47.535

AHEAD 7+66.075
BACK 68+00.000

P167+22.612

P164+19.103

P154+24.137

30' 50'

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1A - STH 175	SCALE, FEET 0	SHEET NO: 93	E

FILE NAME : J:\projects\d2_14100433\026007_S1A.DGN
PLOT DATE : 18-OCT-2004 15:05 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000108:1.000000
WISDOT/CADDS SHEET 42

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

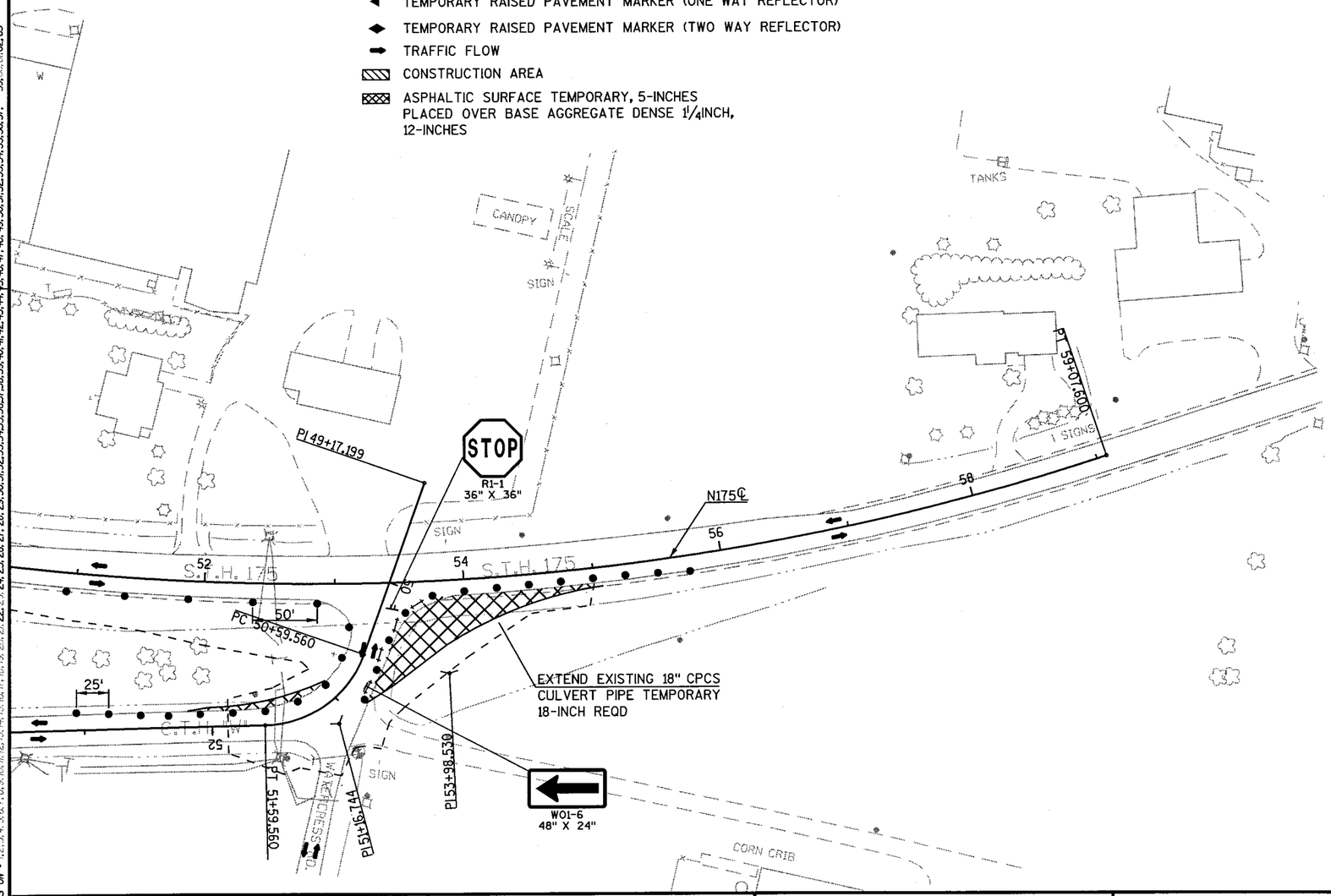
LEGEND

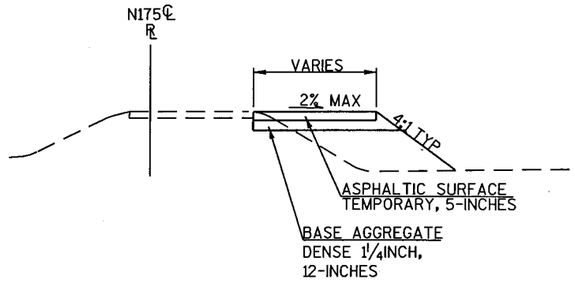
- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N





STAGE 1A - STH 175
TEMPORARY NORTH FRONTAGE RD WIDENING
N175℄ STA. 53+25 TO STA. 55+00 RT

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1A - STH 175	SCALE, FEET 0	SHEET NO: 94	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,57,58,59,60,61,62,63
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PLOT DATE : 18-OCT-2004 15:05 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000108:1.000000
WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

① TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
② TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
③ PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N

BEGIN TEMP. PAVEMENT MARKING

100'

50'

300'

W01-4L
45 M.P.H.
W013-1
24" X 24"

W06-3
DO NOT PASS
R4-1
24" X 30"

W01-6
48" X 24"

STA. 94+00, 24' RT
MATCH EX. WIDENED SHOULDER

PI 93+64.074

96+00
30' RT

PC 96+84.120

W01-4R
45 M.P.H.
W013-1
24" X 24"

W01-4L
45 M.P.H.
W013-1
24" X 24"

DOUBLE ②

①

PI 100+75.160

ROAD CLOSED AHEAD
W20-3

100+00
30' RT

STH 33 ℄

STA. 103+50
END ASPHALTIC SURFACE TEMPORARY

PT 104+46.400

TEMP ℄

15' WB TRAFFIC | 15' EB TRAFFIC

CONSTRUCTION AREA

STH 33 ℄

EDGE LINE 3' | EDGE LINE 3'

VARIES | 2' | 15' (VARIES IN TAPER) | VARIES 0'- 15'

VARIES

POINT REFERRED TO ON CROSS SECTIONS

5", ASPHALTIC SURFACE TEMPORARY

COLD VERTICAL JOINT NO TACK COAT

WARRANTED HMA PAVEMENT (DO NOT PLACE FINAL LAYER)

13" BASE AGGREGATE DENSE 1¼INCH

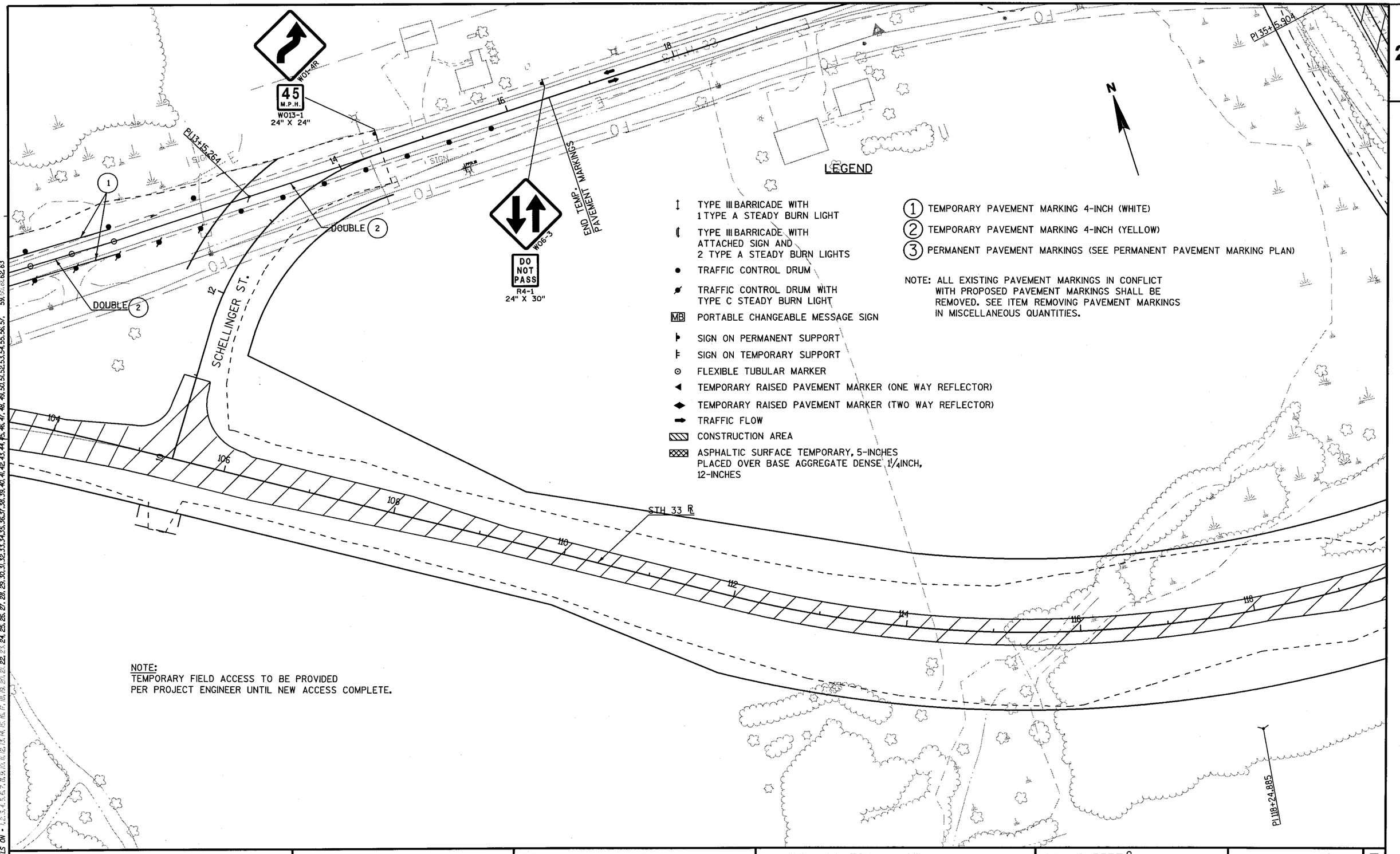
STAGE 1
TRAFFIC CONTROL TYPICAL
PARTIAL CONSTRUCTION
STH 33
STA. 90+00 TO STA. 103+50 RT
SEE STH 33 STAGE 1 & 2
CROSS SECTIONS FOR DETAILS.

NOTE: FINAL 3' PAVED SHOULDER SHALL BE 6¾INCH WARRANTED HMA PAVEMENT MAINLINE FOR STATIONS 95+00 TO 103+50 RT.

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SCALE, FEET 0	SHEET NO: 95	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026101_S1.DGN
PLOT DATE : 18-OCT-2004 15:05 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 99.999973:1.000000
WISDOT/CADDS SHEET 42



STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SCALE, FEET 0	SHEET NO: 96	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

ROAD WORK 500 FT W20-1

ROAD WORK AHEAD W20-1

ROAD CLOSED 500 FT W20-3

ROAD CLOSED TO THRU TRAFFIC R11-4 60" X 30"

P122+91.493

P135+15.904

P110+44.233

P125+15.873

STH 175 ℄

STH 33 ℄

SUBSTATION

SEE TC STAGE 1 STH 175 SHEETS FOR MORE DETAIL

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)

(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)

(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1	SCALE, FEET 0	SHEET NO: 97	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026103_S1.DGN PLOT DATE : 18-OCT-2004 15:05 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000074:1.000000

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N

BEGIN TEMP PAVEMENT MARKINGS

PC 20+63.326

RAMP

STH 175

S.T.H. 175

SUNSET DR.

CORN CRIB

ANT.

DOUBLE (2)

PI 12+00.000

PI 16+24.999

PI 19+75.000

W01-4R

45 M.P.H.
W013-1
24" X 24"

W06-3

DO NOT PASS
R4-1
24" X 30"

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1 - STH 175	SCALE, FEET	SHEET NO: 98	E

FILE NAME : J:\projects\d2_14100433\026105_S1.DGN
PLOT DATE : 18-OCT-2004 15:05
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 100.000066:1.000000
WISDOT/CADDS SHEET 42

CONSTRUCTION AREA

EDGE LINE 3' | RAMP ℄ | 11' SB TRAFFIC | 11' NB TRAFFIC | EDGE LINE 3'

EX ℄ STH 175

VARIES

STAGE 1
TRAFFIC CONTROL TYPICAL
TEMPORARY SOUTH FRONTAGE RD WIDENING
RAMP R STA. 23+75 TO STA. 28+00 LT

STH 33 R

PI 35+15.904

ROAD CLOSED
R11-2
48" X 30"

SAWCUT MATCH EXISTING PAVEMENT

W01-6
48" X 24"

PI 24+45.14

SIGN 1

PC 22+28.216

PI 25+76.873

PT 26+61.036

50'

ROAD CLOSED
R11-2
48" X 30"

PI 27+99.152

DOUBLE (2)

(1)

W06-3

DO NOT PASS
R4-1
24" X 30"

PI 30+45.262

RAMP R

PI 31+87.628

SHOULDER WORK
W21-5

PI 10+14.233

ROAD WORK AHEAD
W20-1

AHEAD 7+66.075
BACK 68+00.000

PI 33+02.477

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

END TEMP PAVEMENT MARKINGS

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1 - STH 175	SCALE, FEET	SHEET NO: 99	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026106_S1.DGN
PLOT DATE : 18-OCT-2004 15:05 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000108:1.000000
WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) *
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N

ROAD CLOSED
R11-2
48" X 30"

W01-3L

15 M.P.H.
W013-1

P122+61.493
PT 38+39.744
PC 48+63.200
AHEAD 7+66.075
BACK 66+00.000
PT 65+47.535
PC 62+09.414
P167+22.612
P164+19.103
P154+24.137

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1 - STH 175	SCALE, FEET 0	SHEET NO: 100	E

FILE NAME : J:\projects\d2_14100433\026107_S1.DGN
PLOT DATE : 18-OCT-2004 15:06 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000108:1.000000
WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

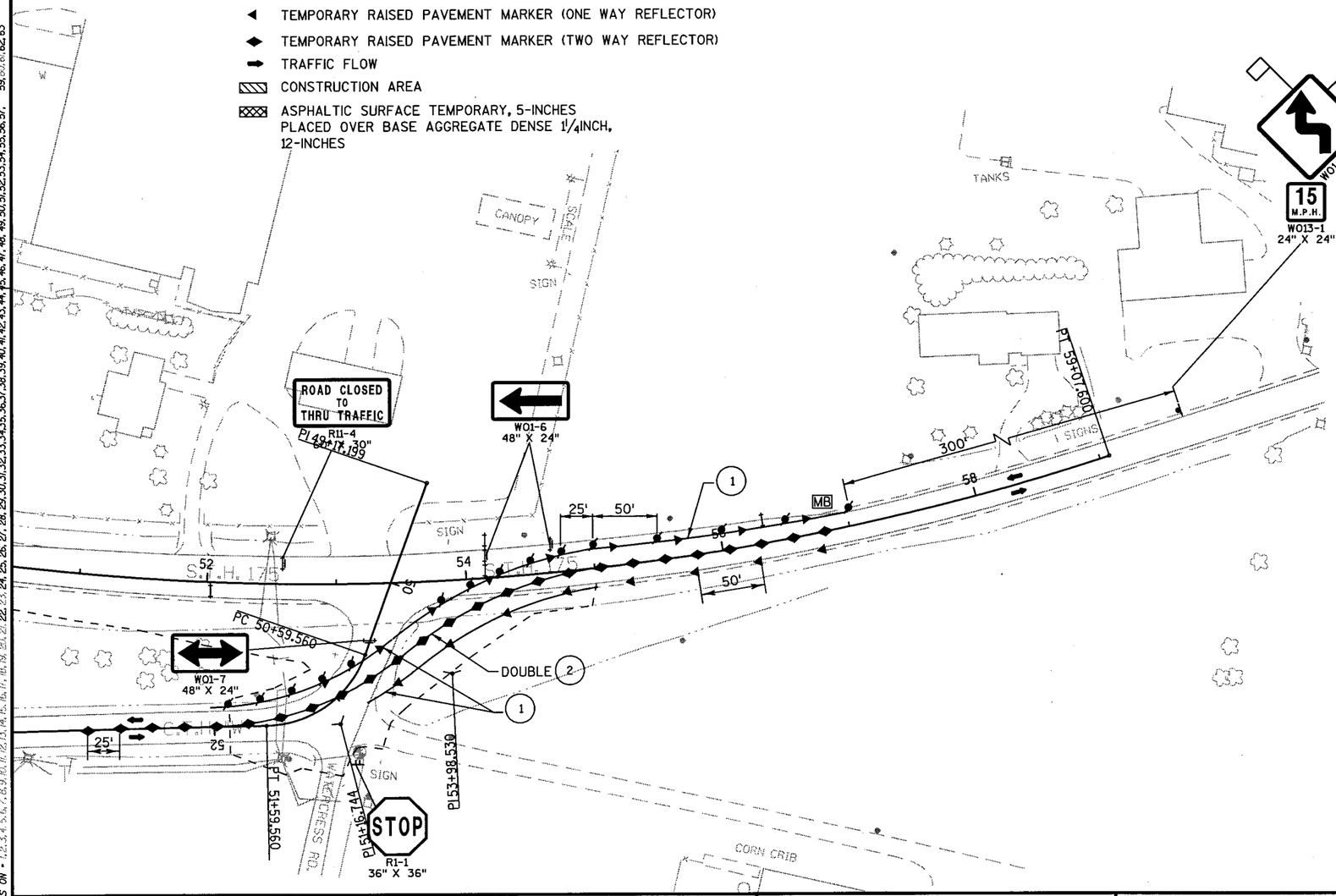
(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)

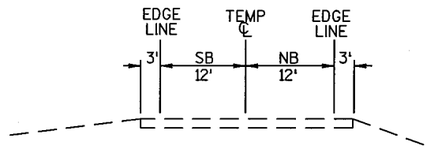
(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)

(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N





STAGE 1 - STH 175
TEMPORARY NORTH FRONTAGE RD WIDENING
TRAFFIC CONTROL TYPICAL

STA. 57+00 STH 175 TO
STA. 53+00 ADDISON WAY

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 1 - STH 175	SCALE, FEET 0	SHEET NO: 101	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026108_S1.DGN

PLOT DATE : 18-OCT-2004 15:06 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000108:1.000000

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1 1/4 INCH, 12-INCHES

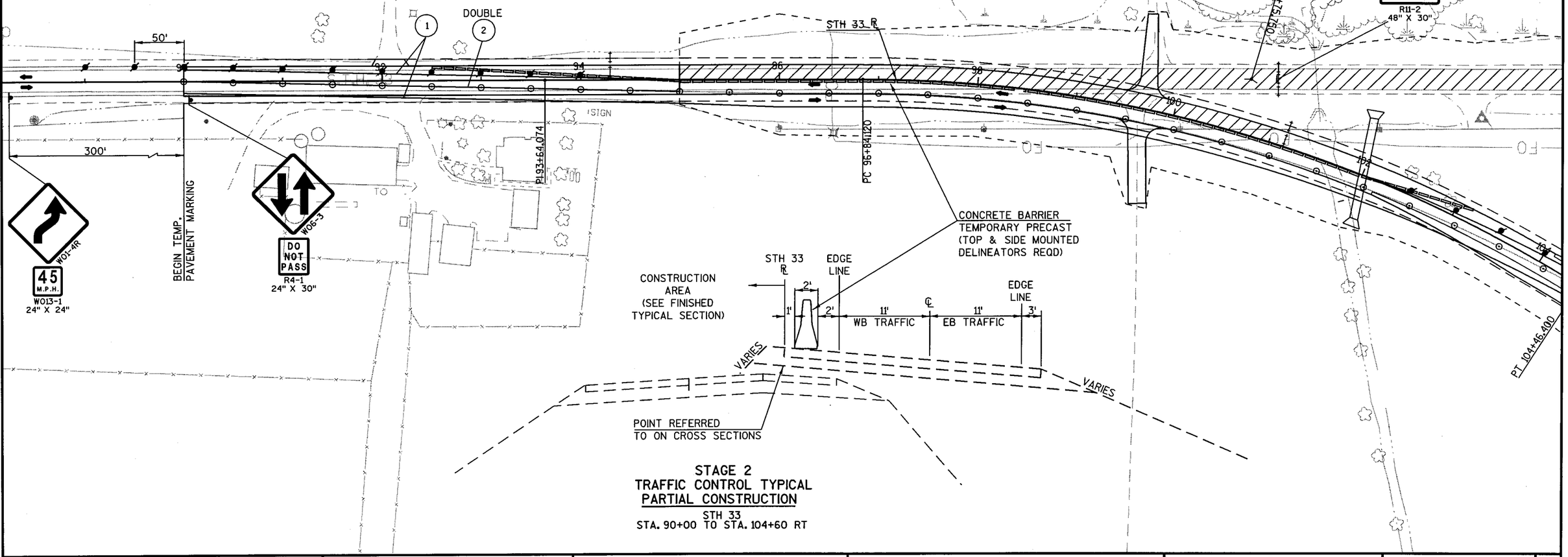
(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)

(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)

(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

NOTE: FOR FINAL PAVEMENT LAYER, EB SHOULDER CONSTRUCTION AND PERMANENT PAVEMENT MARKINGS, STH 33, STA. 90+00 TO STA. 105+00 SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) AND TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY.



STAGE 2
TRAFFIC CONTROL TYPICAL
PARTIAL CONSTRUCTION
STH 33
STA. 90+00 TO STA. 104+60 RT

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SCALE, FEET 0	SHEET NO: 102	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026201_S2.DGN
PLOT DATE : 18-OCT-2004 15:08
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 99.999973:1.000000
WISDOT/CADDS SHEET 42

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

PI 13+15.264

PI 35+15.904

NOTE: ACCESS TO PROPERTIES SHALL REMAIN OPEN AT ALL TIMES VIA CONNECTION TO NEW STH 33 OR OLD STH 33.

OLD 33 WEST

DOUBLE (2)

(1)

(3)

END TEMP PAVEMENT MARKINGS

W01-4L

45 M.P.H.
W013-1
24" X 24"

STH 33

N

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)

(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)

(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

PI 118+24.885

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL STAGE 2	SCALE, FEET 0	SHEET NO: 103	E

NOTE: ACCESS TO PROPERTY SHALL REMAIN OPEN AT ALL TIMES VIA CONNCECTION TO NEW STH 33 OR OLD STH 33

PI 22+61.493

BRIDGE TO REMAIN

PI 35+15.904

PI 10+41.233

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

SEE SDD BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL D

STH 175 R

STH 33 R

SUBSTATION

NOTE: DO NOT PLACE PERMANENT CHANNELIZING LINE

DOUBLE

PI 25+19.872

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)

(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)

(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2	SCALE, FEET 0	SHEET NO: 104	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\026203_S2.DGN

PLOT DATE : 02-DEC-2004 11:06 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698819:1.000000

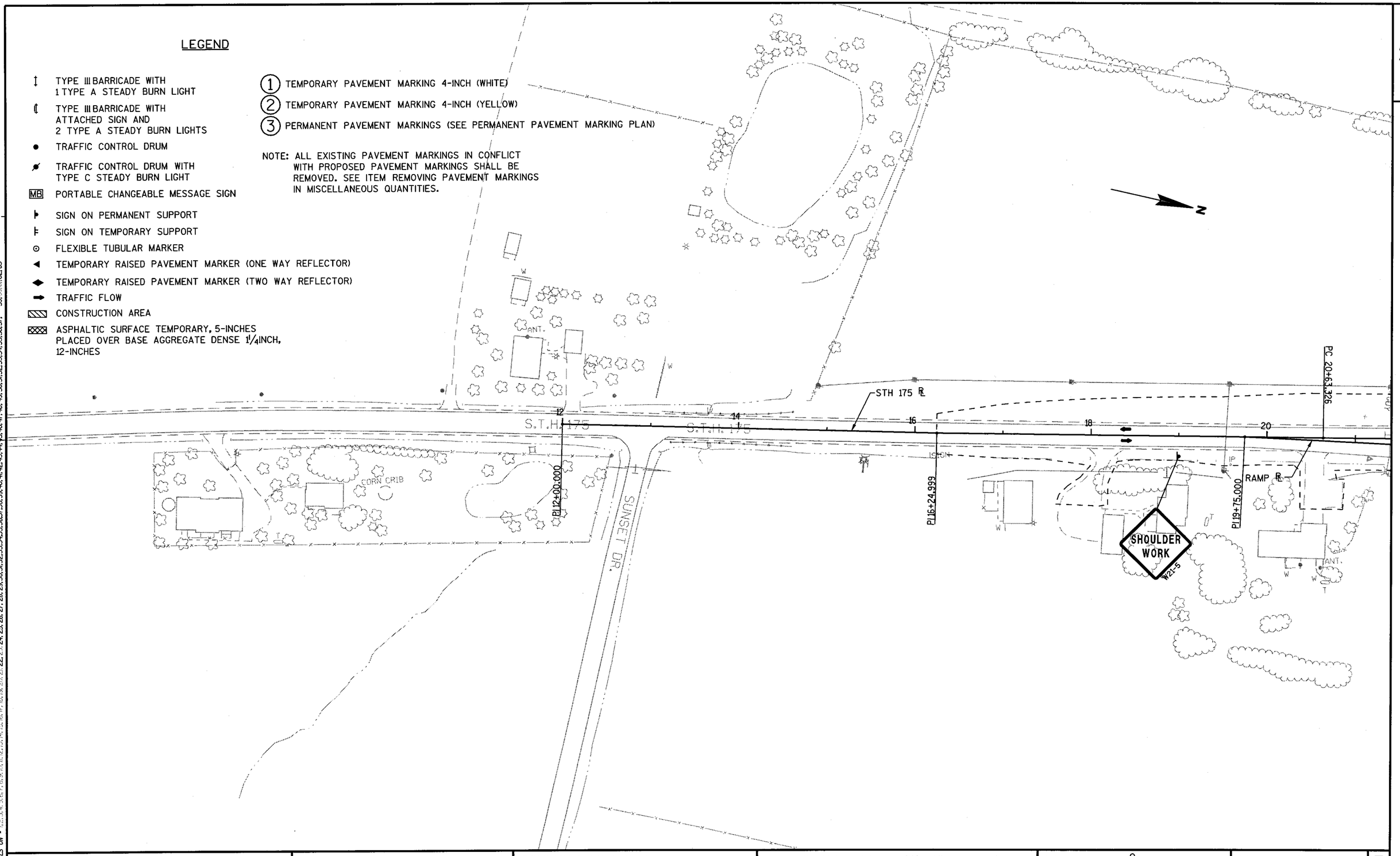
WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

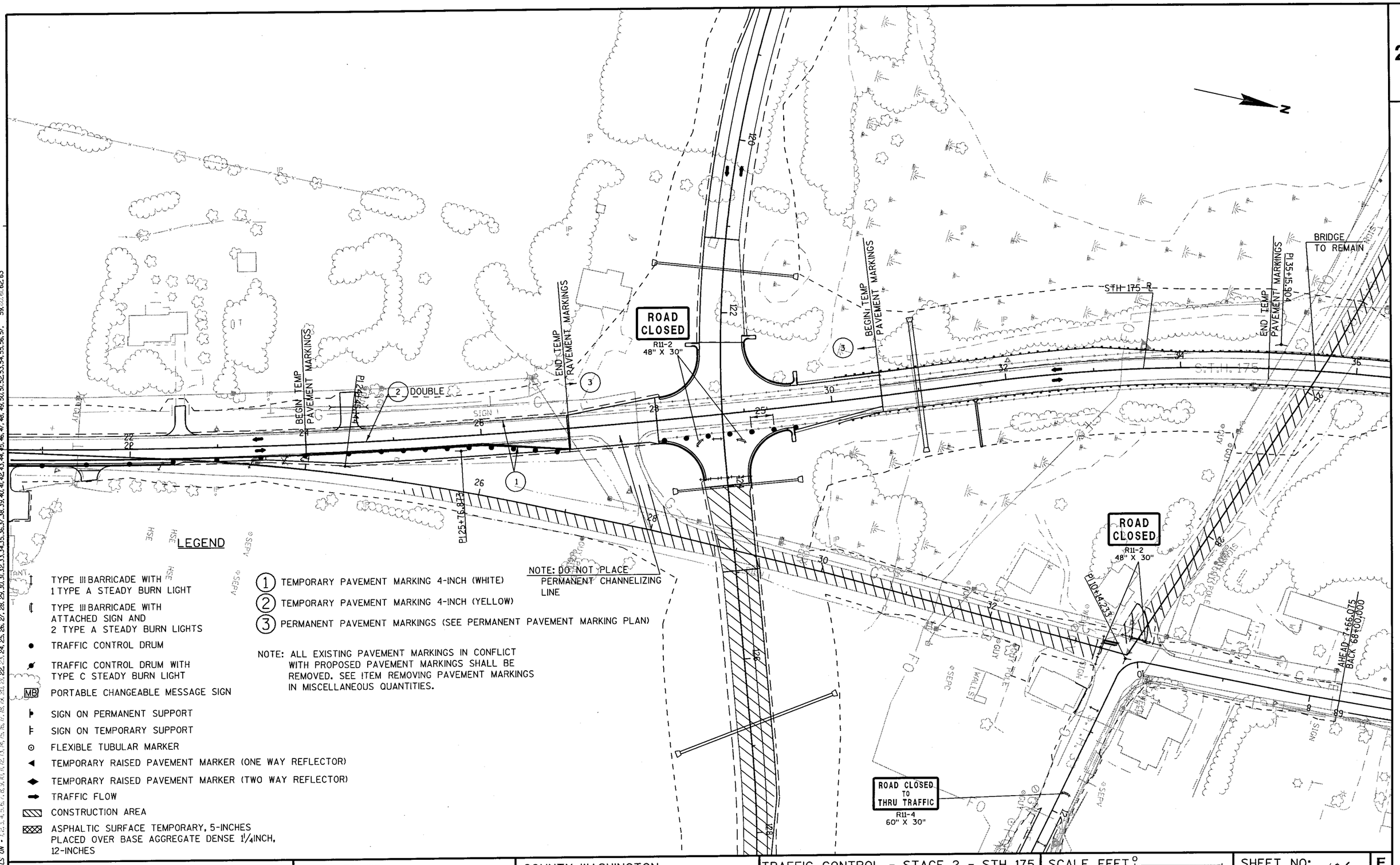


PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2 - STH 175	SCALE, FEET 0	SHEET NO: 105	E

FILE NAME : J:\projects\d2_14100433\026205_S2.DGN PLOT DATE : 18-OCT-2004 15:09 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000066:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63



LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: DO NOT PLACE PERMANENT CHANNELIZING LINE

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2 - STH 175	SCALE, FEET 0	SHEET NO: 106	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\026206_S2.DGN

PLOT DATE : 02-DEC-2004 11:06 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698835:1.000000

WISDOT/CADDS SHEET 42

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N

PI 22+61.493
PT 38+39.744
PC 48+63.200
AHEAD 7+66.975
BACK 68+00.000
PT 65+47.535
PC 62+90.114
PI 67+22.612
PI 64+19.103
PI 54+24.137
W01-1L
15 M.P.H.
W013-1

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,61,62,63

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2 - STH 175	SCALE, FEET	SHEET NO: 107	E

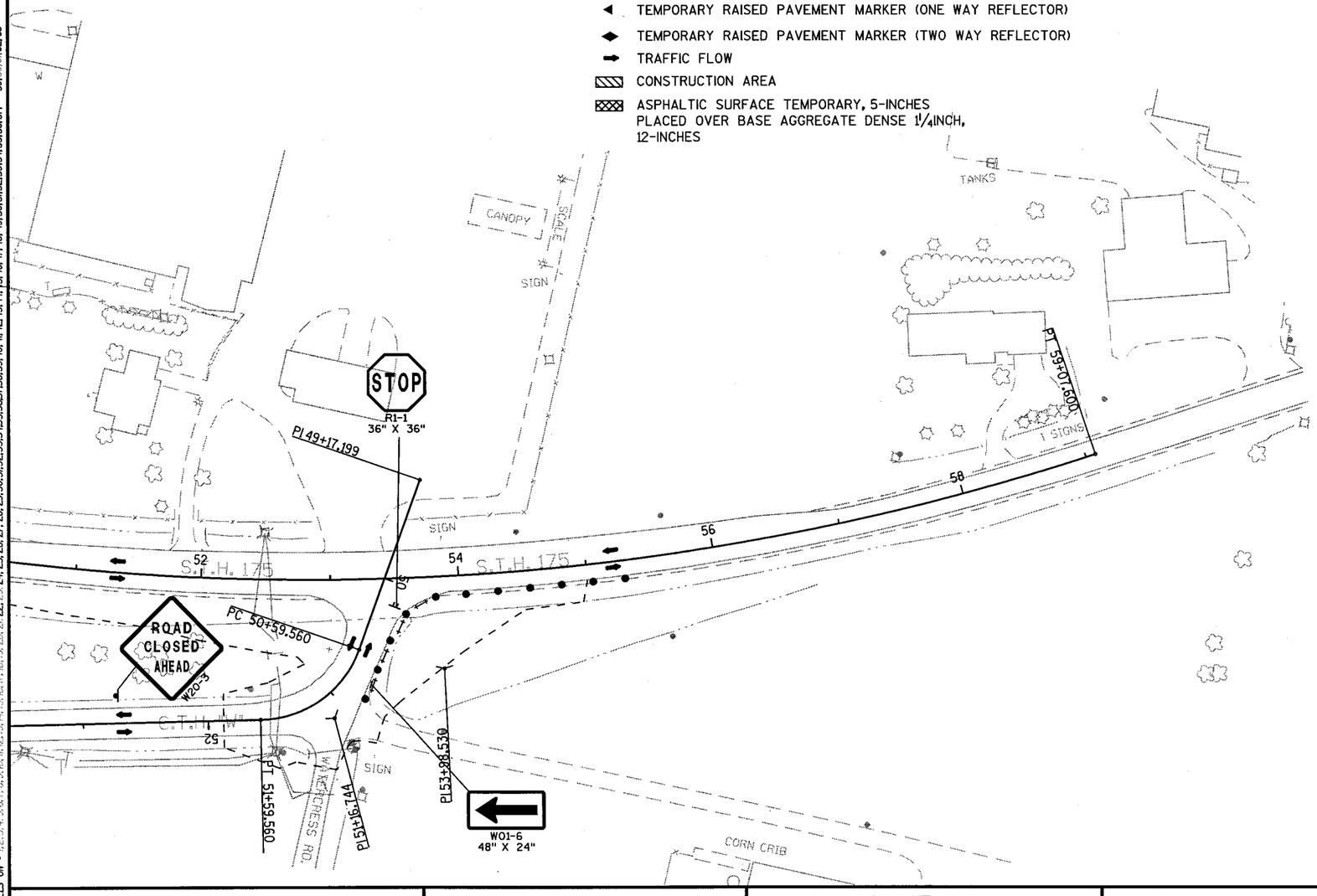
LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

(1) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
(2) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
(3) PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 2 - STH 175	SCALE, FEET 0	SHEET NO: 108	E

FILE NAME : J:\projects\d2_14100433\026208_S2.DGN
PLOT DATE : 18-OCT-2004 15:09 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000108:1.000000
WISDOT/CADDS SHEET 42
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N

STH 175 ℄

S.T.H. 175

PC 20+63.326

Pl 12+00.000

Pl 16+24.999

Pl 19+75.000

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

SUNSET DR.

CORN CRIB

ANT.

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,60,61,62,63

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3 - STH 175	SCALE, FEET 0	SHEET NO: 109	E

FILE NAME : J:\projects\d2_14100433\026305_S3.DGN PLOT DATE : 18-OCT-2004 15:09 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000066:1.000000

STH 33

STH 175

BRIDGE OUT
R11-2M
48" X 30"

BRIDGE OUT
R11-2M
48" X 30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

PI 35+15.904

PI 10+44.233

AHEAD 7+66.075
BACK 66+00.000

PI 25+16.813

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3 - STH 175	SCALE, FEET 0	SHEET NO: 110	E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

LEGEND

- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1 1/4 INCH, 12-INCHES

1. TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
3. PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N

BRIDGE OUT
R11-2M
48" X 30"

STH 175 ℄

BRIDGE OUT
R11-2M
48" X 30"

15 M.P.H.
W013-1

PI 22+61.493
PI 38+39.744
PC 48+63.200
AHEAD 1+66.975
BACK 68+00.000
PT 65+47.535
PC 62+90.114
PI 67+22.612
PI 64+19.103
PI 54+24.137

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3 - STH 175	SCALE, FEET 0	SHEET NO: 111	E

FILE NAME : J:\projects\d2_14100433\026307_S3.DGN PLOT DATE : 18-OCT-2004 15:10 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000108:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

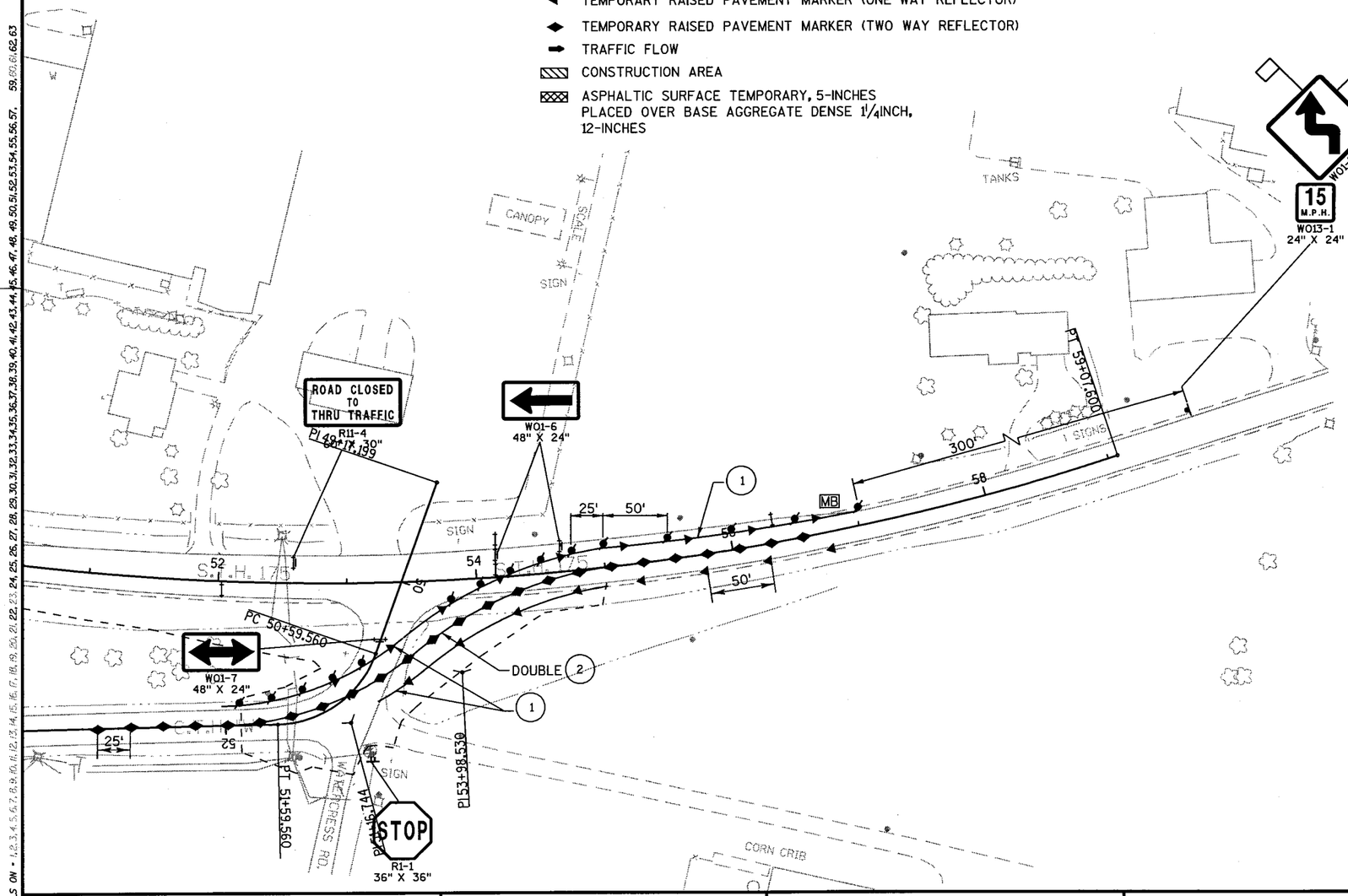
LEGEND

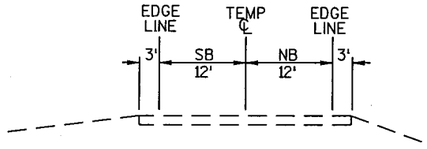
- TYPE III BARRICADE WITH 1 TYPE A STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN AND 2 TYPE A STEADY BURN LIGHTS
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- MB PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- FLEXIBLE TUBULAR MARKER
- TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
- TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
- TRAFFIC FLOW
- CONSTRUCTION AREA
- ASPHALTIC SURFACE TEMPORARY, 5-INCHES PLACED OVER BASE AGGREGATE DENSE 1¼INCH, 12-INCHES

① TEMPORARY PAVEMENT MARKING 4-INCH (WHITE)
② TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)
③ PERMANENT PAVEMENT MARKINGS (SEE PERMANENT PAVEMENT MARKING PLAN)

NOTE: ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS SHALL BE REMOVED. SEE ITEM REMOVING PAVEMENT MARKINGS IN MISCELLANEOUS QUANTITIES.

N



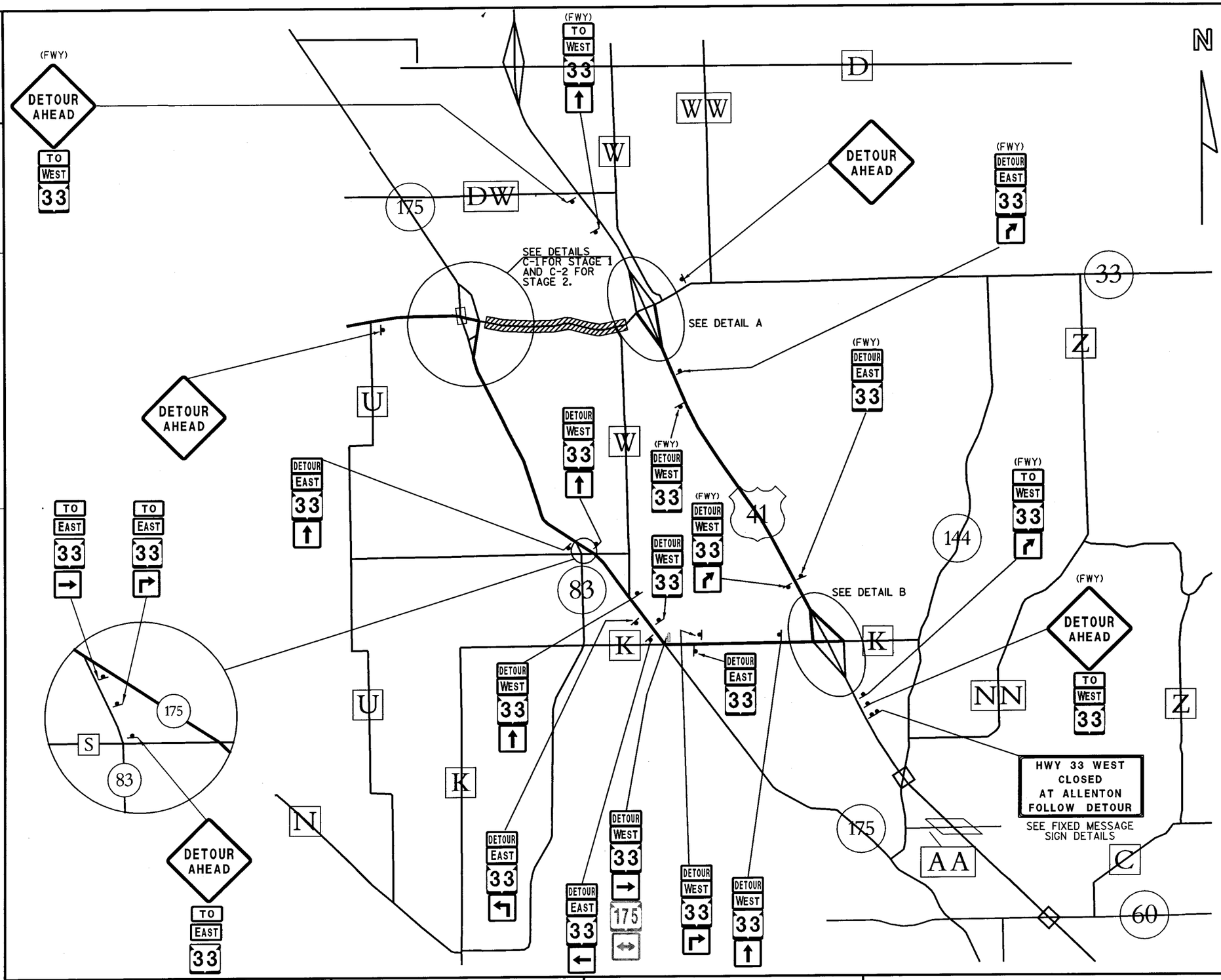


STAGE 3
TEMPORARY NORTH FRONTAGE RD WIDENING
TRAFFIC CONTROL TYPICAL
STA. 57+00 STH 175 TO
STA. 53+00 ADDISON WAY

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TRAFFIC CONTROL - STAGE 3 - STH 175	SCALE, FEET 0	SHEET NO: 112	E

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\026308_S3.DGN
PLOT DATE : 18-OCT-2004 15:10
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 100.000108:1.000000
WISDOT/CADDS SHEET 42



N

LEGEND

- TRAFFIC CONTROL DETOUR SIGNS
- EXISTING SIGN TO BE MODIFIED AS SHOWN
- TRAFFIC CONTROL SIGNS FIXED MESSAGE
- WORK ZONE

SIGN KEY

DETOUR AHEAD W20-2 48" X 48"	END DETOUR M4-8A 24" X 18"	DETOUR M4-8 24" X 12" 30" X 15" (FWY)
EAST M3-2 24" X 12" 30" X 15" (FWY)	WEST M3-4 24" X 12" 30" X 15" (FWY)	33 M1-6 24" X 24" 36" X 36" (FWY)
M06-1 21" X 21" 30" X 30" (FWY)	M06-1 21" X 21"	M06-1 21" X 21"
M05-1L 21" X 21"	M05-1R 21" X 21"	M06-2 30" X 30" (FWY)
M05-2R 30" X 30" (FWY)	TO M04-5 24" X 12" 30" X 15" (FWY)	

DETOUR GENERAL NOTES

ALL SIGNS ARE STANDARD SIZE UNLESS NOTED AS FREEWAY (FWY) SIZE.

SIGNS DESIGNATED AS "MO" ARE THE SAME AS "M" EXCEPT THE BACKGROUND IS ORANGE.

EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNING SHALL BE COVERED.

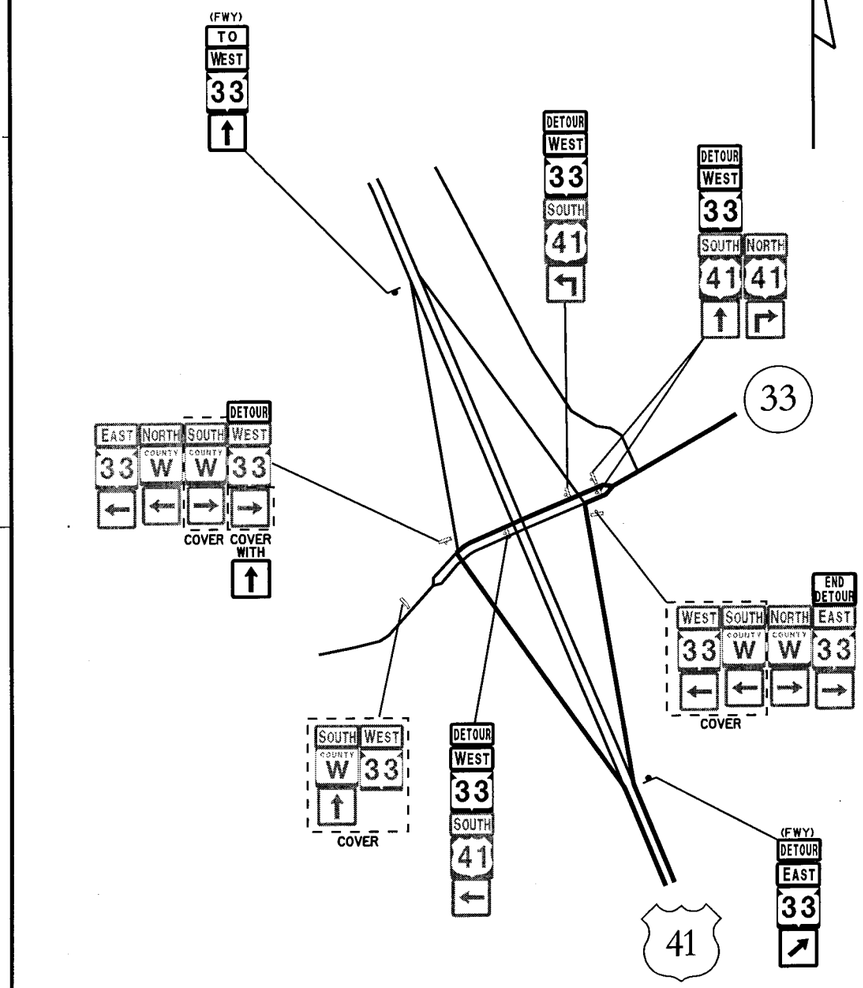
LOCATIONS OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATION OF ALL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ON THIS SHEET TO BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" EXCEPT FOR "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

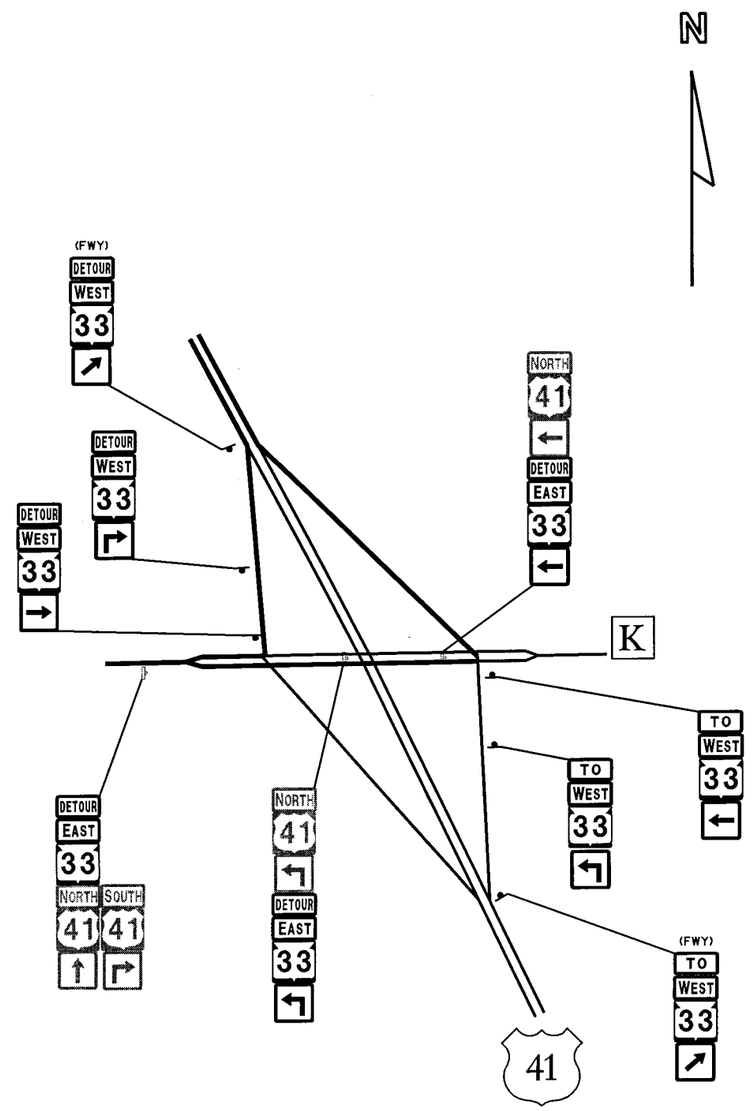
COVERING SIGNS IS INCIDENTAL TO TRAFFIC CONTROL SIGNS AND TRAFFIC CONTROL DETOUR SIGNS. COVER DETOUR SIGNS WHEN NOT IN USE.

2

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	DETOUR PLAN STAGE 1 & 2 (STH 33)	SHEET 113	E



DETAIL A



DETAIL B

LEGEND

- TRAFFIC CONTROL DETOUR SIGNS
- EXISTING SIGN TO BE MODIFIED AS SHOWN
- TRAFFIC CONTROL SIGNS FIXED MESSAGE
- WORK ZONE

SIGN KEY

48" X 48"

M4-8A
24" X 18"

M4-8
24" X 12"
30" X 15" (FWY)

M3-2
24" X 12"
30" X 15" (FWY)

M3-4
24" X 12"
30" X 15" (FWY)

M1-6
24" X 24"
36" X 36" (FWY)

MO6-1
21" X 21"
30" X 30" (FWY)

MO6-1
21" X 21"

MO6-1
21" X 21"

MO5-1L
21" X 21"

MO5-1R
21" X 21"

MO6-2
30" X 30" (FWY)

MO5-2R
30" X 30" (FWY)

MO4-5
24" X 12"
30" X 15" (FWY)

DETOUR GENERAL NOTES

ALL SIGNS ARE STANDARD SIZE UNLESS NOTED AS FREEWAY (FWY) SIZE.

SIGNS DESIGNATED AS "MO" ARE THE SAME AS "M" EXCEPT THE BACKGROUND IS ORANGE.

EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNING SHALL BE COVERED.

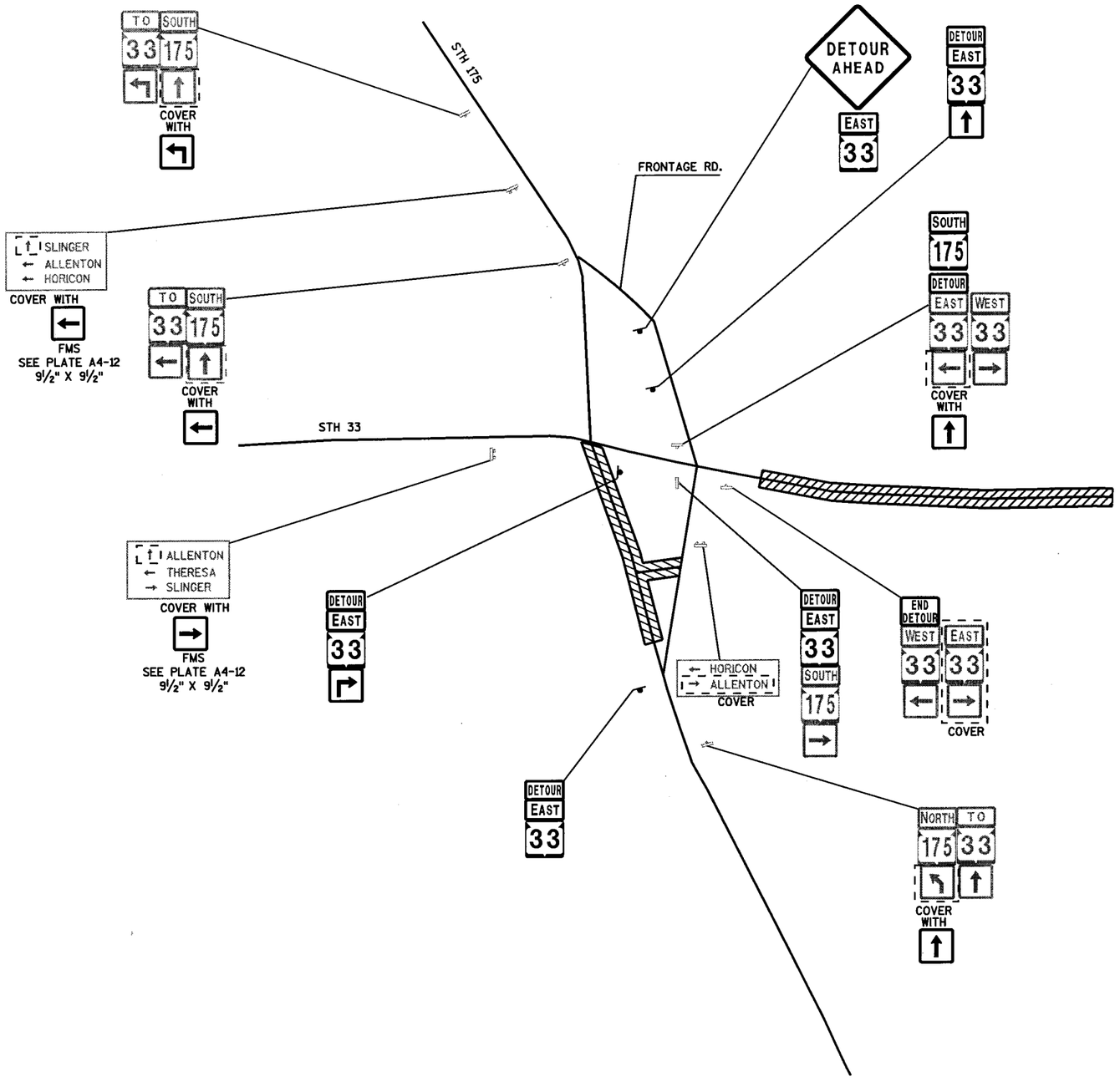
LOCATIONS OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATION OF ALL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ON THIS SHEET TO BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" EXCEPT FOR "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

COVERING SIGNS IS INCIDENTAL TO TRAFFIC CONTROL SIGNS AND TRAFFIC CONTROL DETOUR SIGNS. COVER DETOUR SIGNS WHEN NOT IN USE.

2

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	DETOUR PLAN STAGE 1& 2 (STH 33)	SHEET 11 of 14	E



DETAIL C-1
FOR STAGE 1

N

LEGEND

- TRAFFIC CONTROL DETOUR SIGNS
- EXISTING SIGN TO BE MODIFIED AS SHOWN
- TRAFFIC CONTROL SIGNS FIXED MESSAGE
- WORK ZONE

SIGN KEY

DETOUR AHEAD W20-2 — 48" X 48"

END DETOUR M4-8A — 24" X 18"

DETOUR M4-8 — 24" X 12", 30" X 15" (FWY)

EAST M3-2 — 24" X 12", 30" X 15" (FWY)

WEST M3-4 — 24" X 12", 30" X 15" (FWY)

33 M1-6 — 24" X 24", 36" X 36" (FWY)

MO6-1 — 21" X 21", 30" X 30" (FWY)

MO6-1 — 21" X 21"

MO6-1 — 21" X 21"

MO5-1L — 21" X 21"

MO5-1R — 21" X 21"

MO6-2 — 30" X 30" (FWY)

MO5-2R — 30" X 30" (FWY)

TO MO4-5 — 24" X 12", 30" X 15" (FWY)

DETOUR GENERAL NOTES

ALL SIGNS ARE STANDARD SIZE UNLESS NOTED AS FREEWAY (FWY) SIZE.

SIGNS DESIGNATED AS "MO" ARE THE SAME AS "M" EXCEPT THE BACKGROUND IS ORANGE.

EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNING SHALL BE COVERED.

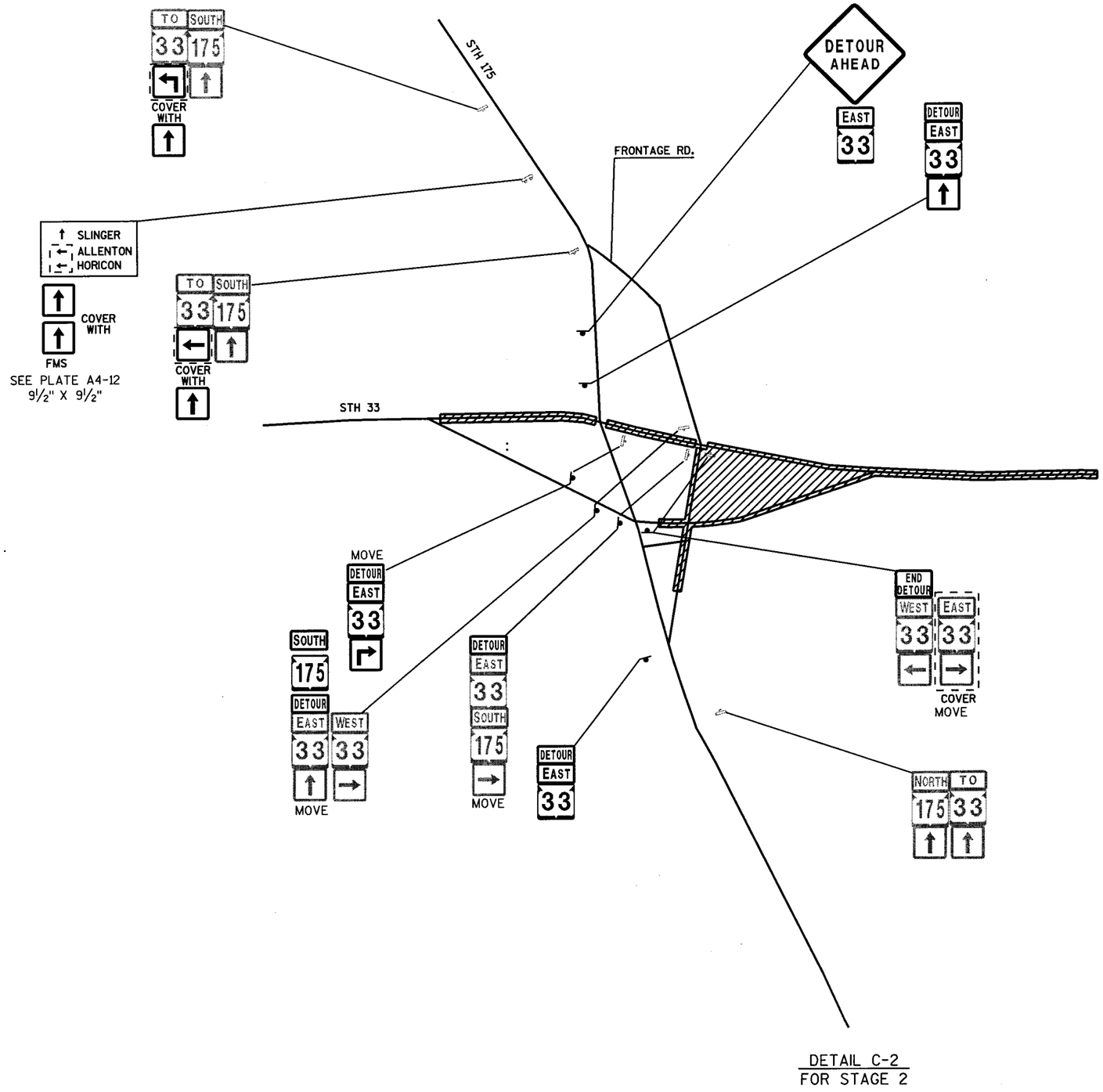
LOCATIONS OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATION OF ALL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ON THIS SHEET TO BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" EXCEPT FOR "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

COVERING SIGNS IS INCIDENTAL TO TRAFFIC CONTROL SIGNS AND TRAFFIC CONTROL DETOUR SIGNS. COVER DETOUR SIGNS WHEN NOT IN USE.

2

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	DETOUR PLAN STAGE 1 (STH 33)	SHEET 115	E



DETAIL C-2
FOR STAGE 2

N

LEGEND

- TRAFFIC CONTROL DETOUR SIGNS
- EXISTING SIGN TO BE MODIFIED AS SHOWN
- TRAFFIC CONTROL SIGNS FIXED MESSAGE
- WORK ZONE

SIGN KEY

DETOUR AHEAD W20-2 — 48" X 48"

END DETOUR — M4-8A — 24" X 18"

DETOUR — M4-8 — 24" X 12" / 30" X 15" (FWY)

EAST — M3-2 — 24" X 12" / 30" X 15" (FWY)

WEST — M3-4 — 24" X 12" / 30" X 15" (FWY)

33 — M1-6 — 24" X 24" / 36" X 36" (FWY)

M06-1 — 21" X 21" / 30" X 30" (FWY)

M06-1 — 21" X 21"

M06-1 — 21" X 21"

M05-1L — 21" X 21"

M05-1R — 21" X 21"

M06-2 — 30" X 30" (FWY)

M05-2R — 30" X 30" (FWY)

TO — M04-5 — 24" X 12" / 30" X 15" (FWY)

DETOUR GENERAL NOTES

ALL SIGNS ARE STANDARD SIZE UNLESS NOTED AS FREEWAY (FWY) SIZE.

SIGNS DESIGNATED AS "MO" ARE THE SAME AS "M" EXCEPT THE BACKGROUND IS ORANGE.

EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNING SHALL BE COVERED.

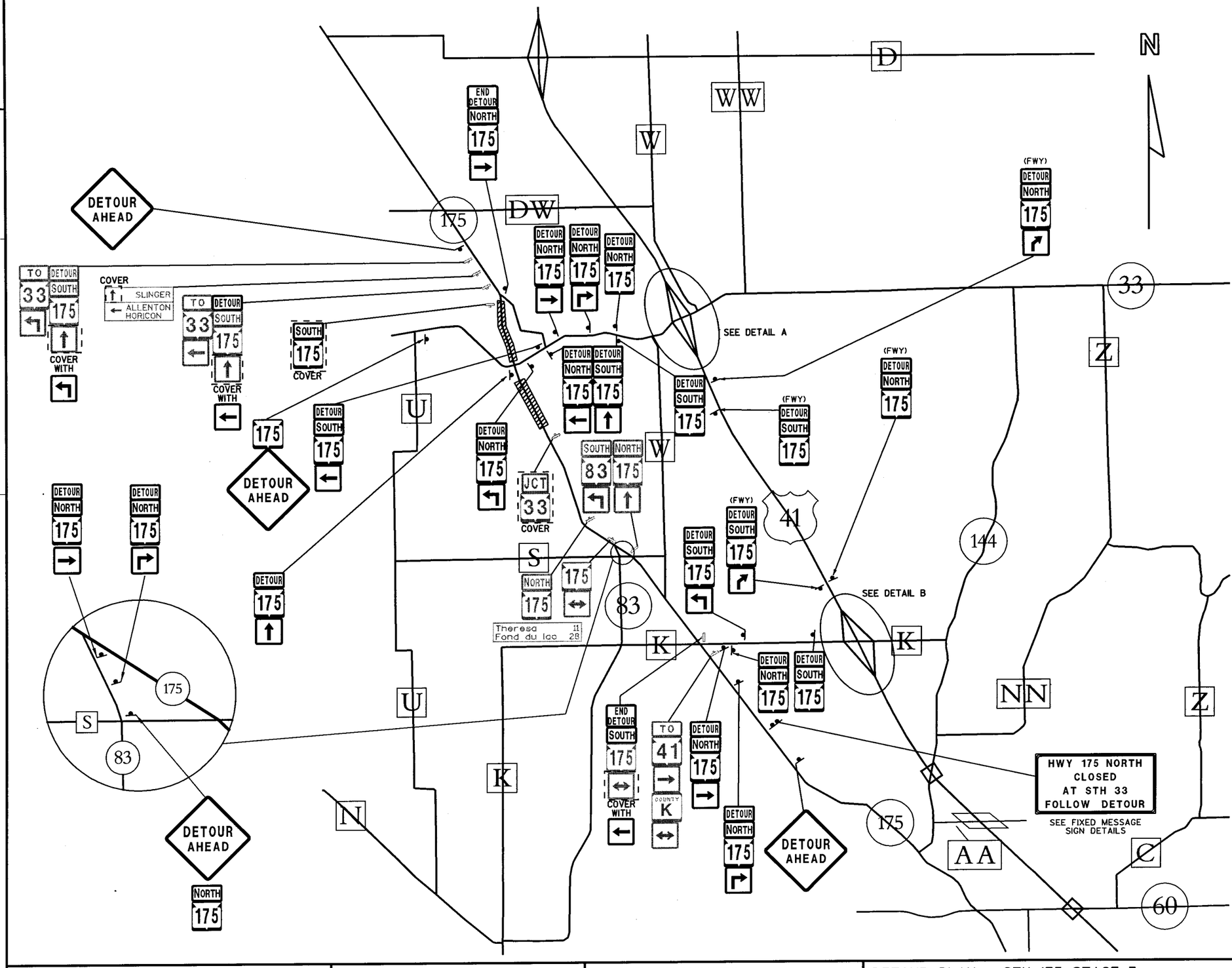
LOCATIONS OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATION OF ALL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ON THIS SHEET TO BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" EXCEPT FOR "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

COVERING SIGNS IS INCIDENTAL TO TRAFFIC CONTROL SIGNS AND TRAFFIC CONTROL DETOUR SIGNS. COVER DETOUR SIGNS WHEN NOT IN USE.

2

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	DETOUR PLAN STAGE 2 (STH 33)	SHEET 116	E



LEGEND

- TRAFFIC CONTROL DETOUR SIGNS
- EXISTING SIGN TO BE MODIFIED AS SHOWN
- TRAFFIC CONTROL SIGNS FIXED MESSAGE
- WORK ZONE

SIGN KEY

DETOUR AHEAD W20-2 — 48" X 48"

END DETOUR M4-8A — 24" X 18"

DETOUR M4-8 — 24" X 12" / 30" X 15" (FWY)

EAST M3-2 — 24" X 12" / 30" X 15" (FWY)

WEST M3-4 — 24" X 12" / 30" X 15" (FWY)

33 M1-6 — 24" X 24" / 36" X 36" (FWY)

M06-1 — 21" X 21" / 30" X 30" (FWY)

M06-1 — 21" X 21"

M06-1 — 21" X 21"

M05-1L — 21" X 21"

M05-1R — 21" X 21"

M06-2 — 30" X 30" (FWY)

M05-2R — 30" X 30" (FWY)

TO M04-5 — 24" X 12" / 30" X 15" (FWY)

DETOUR GENERAL NOTES

ALL SIGNS ARE STANDARD SIZE UNLESS NOTED AS FREEWAY (FWY) SIZE.

SIGNS DESIGNATED AS "MO" ARE THE SAME AS "M" EXCEPT THE BACKGROUND IS ORANGE.

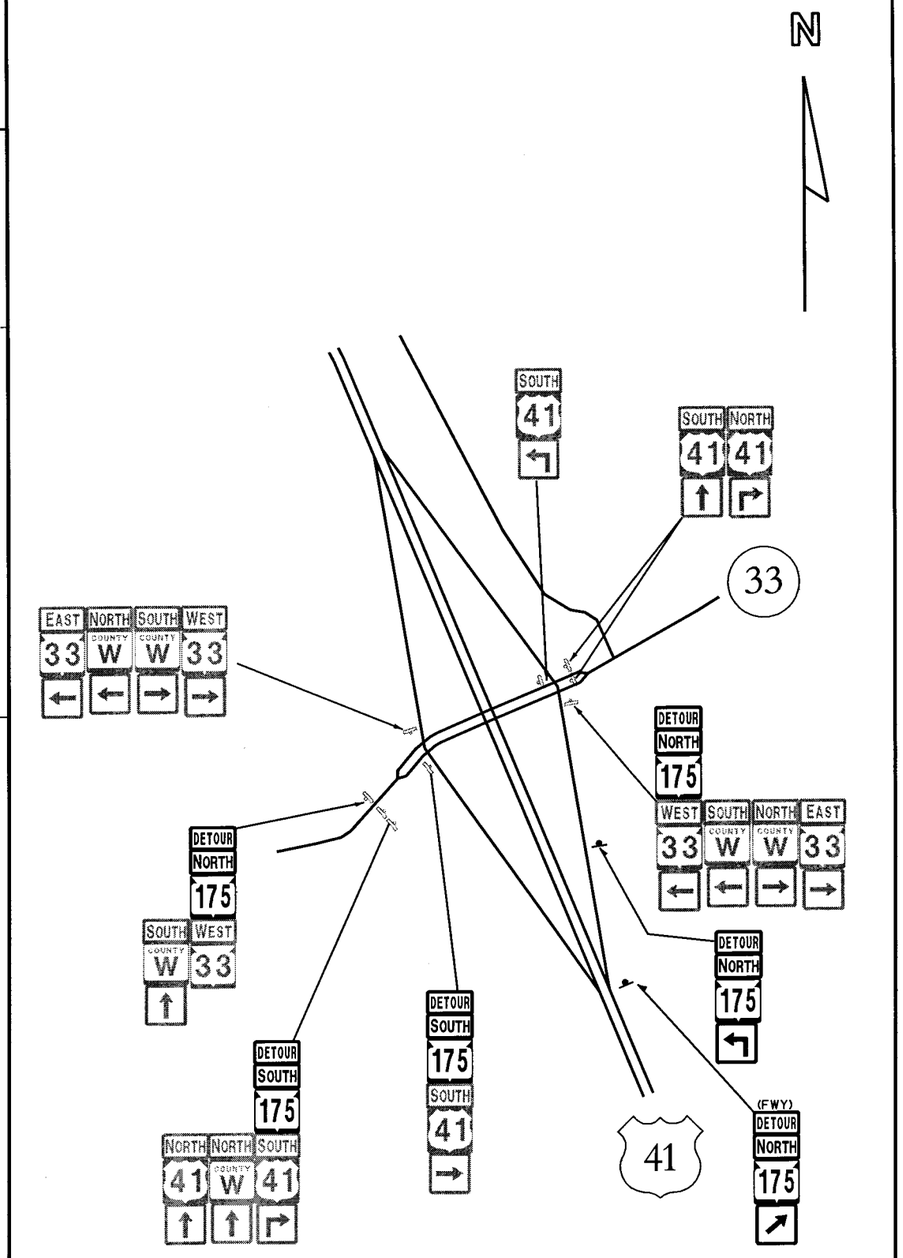
EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNING SHALL BE COVERED.

LOCATIONS OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATION OF ALL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

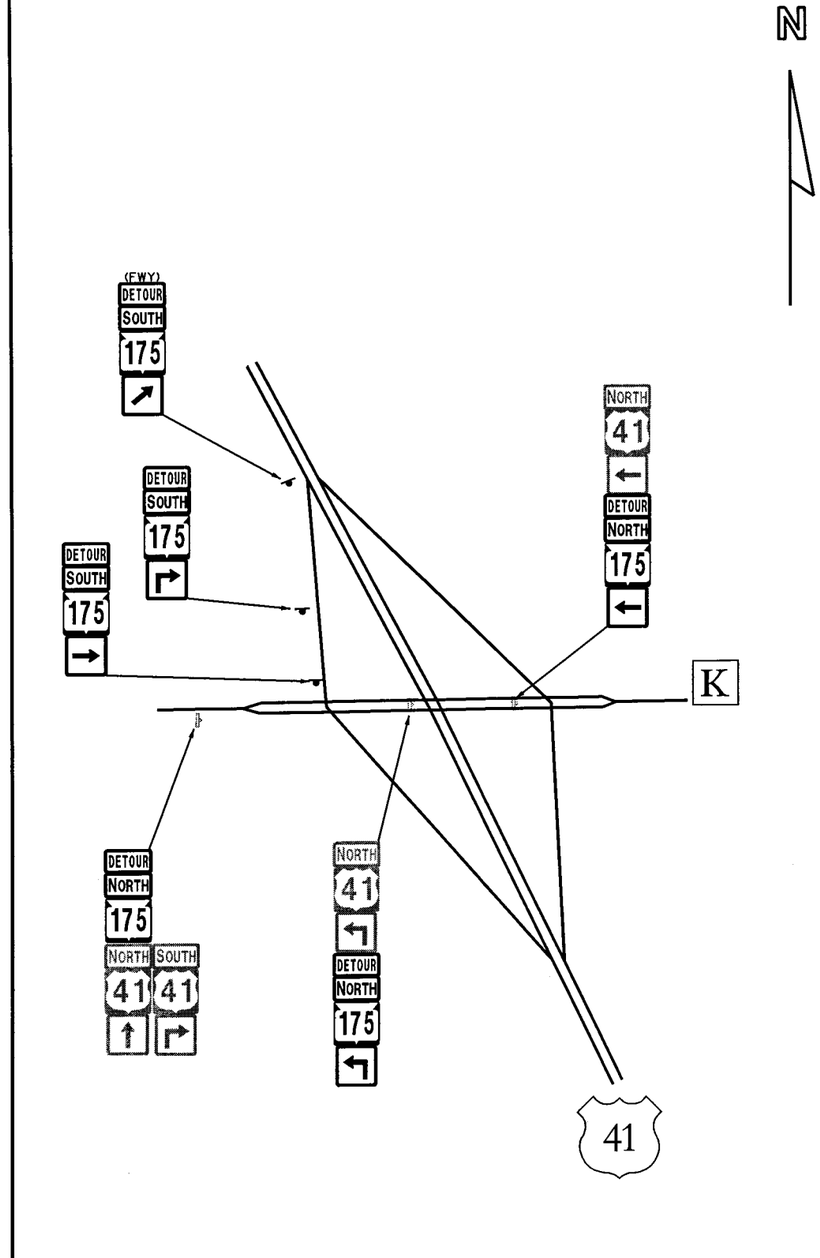
ALL SIGNS ON THIS SHEET TO BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" EXCEPT FOR "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

COVERING SIGNS IS INCIDENTAL TO TRAFFIC CONTROL SIGNS AND TRAFFIC CONTROL DETOUR SIGNS. COVER DETOUR SIGNS WHEN NOT IN USE.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	DETOUR PLAN - STH 175 STAGE 3	SHEET 117	E



DETAIL A



DETAIL B

LEGEND

- TRAFFIC CONTROL DETOUR SIGNS
- EXISTING SIGN TO BE MODIFIED AS SHOWN
- TRAFFIC CONTROL SIGNS FIXED MESSAGE
- WORK ZONE

SIGN KEY

48" X 48"

M4-8A
24" X 18"

M4-8
24" X 12"
30" X 15" (FWY)

M3-2
24" X 12"
30" X 15" (FWY)

M3-4
24" X 12"
30" X 15" (FWY)

M1-6
24" X 24"
36" X 36" (FWY)

M06-1
21" X 21"
30" X 30" (FWY)

M06-1
21" X 21"

M06-1
21" X 21"

M05-1L
21" X 21"

M05-1R
21" X 21"

M06-2
30" X 30" (FWY)

M05-2R
30" X 30" (FWY)

M04-5
24" X 12"
30" X 15" (FWY)

DETOUR GENERAL NOTES

ALL SIGNS ARE STANDARD SIZE UNLESS NOTED AS FREEWAY (FWY) SIZE.

SIGNS DESIGNATED AS "MO" ARE THE SAME AS "M" EXCEPT THE BACKGROUND IS ORANGE.

EXISTING SIGNS THAT CONFLICT WITH DETOUR SIGNING SHALL BE COVERED.

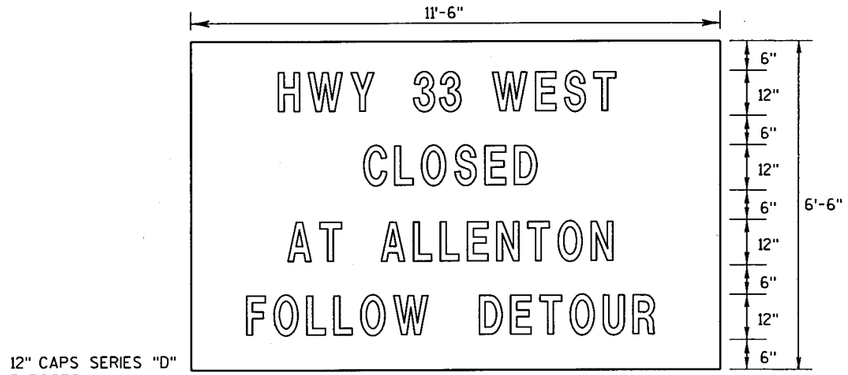
LOCATIONS OF TRAFFIC CONTROL DEVICES ARE APPROXIMATE. THE EXACT LOCATION OF ALL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ON THIS SHEET TO BE PAID FOR AS "TRAFFIC CONTROL DETOUR SIGNS" EXCEPT FOR "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

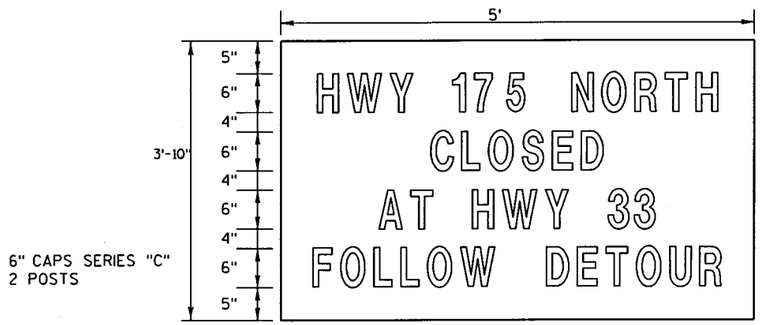
COVERING SIGNS IS INCIDENTAL TO TRAFFIC CONTROL SIGNS AND TRAFFIC CONTROL DETOUR SIGNS. COVER DETOUR SIGNS WHEN NOT IN USE.

2

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	DETOUR PLAN STAGE 3 (STH 175)	SHEET 118	E



12" CAPS SERIES "D"
3 POSTS



6" CAPS SERIES "C"
2 POSTS

GENERAL NOTES:

1. ALL SIGNS TYPE II - REFLECTIVE WISDOT STANDARD SPECIFICATION FOR HIGHWAYS AND STRUCTURE CONSTRUCTION, LATEST EDITION.

2. AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE WISDOT SIGNING AND MARKING SUPERVISOR WILL VERIFY EACH SIGN LOCATION.

3. SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND.

4. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.

5.) SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2.

6.) SIGNS ON THIS SHEET WILL BE PAID UNDER THE ITEM "TRAFFIC CONTROL SIGNS FIXED MESSAGE".

7.) ALL SIGNS TO BE MOUNTED ON WOODEN POST SUPPORTS (4" X 6") THE NUMBER OF POSTS REQUIRED FOR EACH LAYOUT IS SHOWN.

8.) CONTRACTOR SHOULD LOCATE FIXED MESSAGE SIGNS A MINIMUM OF 400 FT FROM ANY EXISTING TYPE I SIGN.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	FIXED MESSAGE SIGN DETAILS	SHEET NO: 113	E

NEW ALIGNMENT

N

SCHELLINGER STREET

Curve Data
N = S1RL1
Δ = 55°22'35.1" (RT)
D = 19°05'54.9"
T = 157.425
L = 289.950
E = 38.796
R = 300.000
C = 278.796
CB = N 61°30'26.8" E
DB = N 33°49'09.2" E
DA = N 89°11'44.3" E
PISTA = 13+15.268
PIX = 309784.4650
PIY = 184381.4927

Curve Data
N = S1RL2
Δ = 22°24'46.8" (RT)
D = 2°59'60.0"
T = 378.388
L = 747.100
E = 37.123
R = 1909.860
C = 742.346
CB = S 79°35'52.4" E
DB = N 89°11'44.2" E
DA = S 68°23'29.0" E
PISTA = 22+61.493
PIX = 310755.4943
PIY = 184395.1258

STH 175

Curve Data
N = 175RL2
Δ = 19°37'28.3" (RT)
D = 3°00'00.0"
T = 330.311
L = 654.150
E = 28.353
R = 1909.859
C = 650.958
CB = N 9°59'18.0" W
DB = N 19°48'02.1" W
DA = N 0°10'33.8" W
PISTA = 35+15.904
PIX = 311032.1520
PIY = 184225.7750

STH 33

Curve Data
N = 33RL1
Δ = 32°23'48.7" (RT)
D = 4°14'60.0"
T = 391.630
L = 762.279
E = 55.732
R = 1348.136
C = 752.165
CB = S 74°36'24.9" E
DB = N 89°11'40.7" E
DA = S 58°24'30.5" E
PISTA = 100+75.750
PIX = 309196.5453
PIY = 184373.2252

Curve Data
N = 33RL2
Δ = 49°27'36.8" (LT)
D = 4°14'60.0"
T = 620.932
L = 1163.770
E = 136.124
R = 1348.136
C = 1127.971
CB = S 83°08'18.9" E
DB = S 58°24'30.5" E
DA = N 72°07'52.6" E
PISTA = 118+24.885
PIX = 310704.3369
PIY = 183445.9333

BEGIN PROJECT 1410-04-70
STA 95+00.00 "STH 33"
N = 184,365.14
E = 308,621.03

STA 105+38.98 "STH 33"
STA 10+00.00 SCHELLINGER
N = 184,119.57
E = 309,609.00

STA 123+16.68 "STH 33"
STA 28+74.93 "STH 175"
N = 183,621.72
E= 311,246.45

AHEAD 7+66.075
BACK 68+00.000

PI93+64.074
PC 96+84.120
PI100+75.750
PT 104+46.400
PI110+00.000
PC 112+03.953
PI118+24.885
PC 11+57.843
PT 14+47.788
PI13+15.264
PC 18+83.106
PI22+61.493
PI35+15.904
PC 9+90.767
PI11234
PT 26+30.206
PC 31+85.594
PI29+65.640
PT 30+88.878
PT 123+67.723
PI30+06.392
PI27+99.752
PT 26+61.036
PI25+76.873
PI24+45.144
POT1220
PC 62+90.114
PI64+19.10
PT 65+47.535
PT 38+39.744
PI10+14.233
PI

N 89°11'41" E
N 89°11'44" E
S 58°24'31" E
S68°23'29"E
N 72°07'53" E
N33°49'09"E
92°13'41"
87°46'19"
91°24'34"
88°35'26"

X1230
X9232
X1068
X1214

33RL1
33RL2
S1RL1
S1RL2
175RL2
STH 175
STH 33
RAMP RL
ADDISON WAY

95 100 105 110 115 120 15 20 25 30 35 40 65

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT PLAN	SCALE, FEET 0	SHEET NO: 12A	E

FILE NAME : j:\projects\d2_14100433\027201_AD.DGN
PLOT DATE : 09-MAR-2005 08:58 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

LEVELS ON • 1,2 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

NEW ALIGNMENT

N

ADDISON WAY

Curve Data
N = FRRL3
Δ = 76°03'52.2" (LT)
D = 190°59'09.4"
T = 23.466
L = 39.827
E = 8.087
R = 30.000
C = 36.966
CB = S 39°01'03.4" E
DB = S 0°59'07.3" E
DA = S 77°02'59.5" E
PISTA = 10+14.233
PIX = 311423.4888
PIY = 184131.2530

Curve Data
N = FRRL4
Δ = 86°30'01.0" (RT)
D = 57°17'44.8"
T = 94.071
L = 150.971
E = 37.293
R = 100.000
C = 137.037
CB = S 33°47'59.0" E
DB = S 77°02'59.5" E
DA = S 9°27'01.5" W
PISTA = 18+84.480
PIX = 312278.5250
PIY = 183934.6360

PI 67+22.612
PI 8+15.236
S00°59'07"E
FRRL3
PI 10+14.233
PT 10+30.595
PI1234
ADDISON WAY
S77°03'00"E
PI 33+61.639
PC 17+90.409
PI 18+84.480
FRRL4
PI 30+27.664
89°59'59"
90°00'01"
PT 19+41.380
RAMP R
PI 30+06.392
33RL3
PI 20+00.001
N09°02'58"E
PC 139+82.417
PT 141+40.120
POT1235
S80°32'58"E
33RL4
STH 33
PI1236
S87°15'07"E
N 72°07'53" E
PC 20+00.001
PT 133+42.837
PI 140+61.358
PI 27+99.752
N00°17'42"W
PT 26+61.036
PI 25+76.873
X1069
X1214
RAMP1
PC 22+28.216
N09°59'16"W
POT1212
PI 19+75.000

NOTE: RAMP R FOR TEMPORARY CONSTRUCTION ONLY.

RAMP1

Curve Data
N = RAMP1
Δ = 9°41'34.3" (RT)
D = 2°14'22.1"
T = 216.927
L = 432.819
E = 9.180
R = 2558.453
C = 432.304
CB = N 5°08'29.1" W
DB = N 9°59'16.2" W
DA = N 0°17'41.9" W
PISTA = 24+45.144
PIX = 311395.4833
PIY = 183215.3468

STH 33

Curve Data
N = 33RL3
Δ = 27°19'09.4" (RT)
D = 4°14'60.0"
T = 327.634
L = 642.806
E = 39.241
R = 1348.136
C = 636.734
CB = N 85°47'27.3" E
DB = N 72°07'52.6" E
DA = S 80°32'58.0" E
PISTA = 130+27.664
PIX = 311923.4239
PIY = 183838.9526

Curve Data
N = 33RL4
Δ = 6°42'08.6" (LT)
D = 4°14'60.0"
T = 78.942
L = 157.703
E = 2.309
R = 1348.136
C = 157.613
CB = S 83°54'02.3" E
DB = S 80°32'58.0" E
DA = S 87°15'06.6" E
PISTA = 140+61.358
PIX = 312955.3810
PIY = 183667.1775

121A

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT PLAN	SCALE, FEET 0	SHEET NO: E

FILE NAME : j:\projects\d2_14100433\027202_AD.DGN PLOT DATE : 09-MAR-2005 09:04 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 200:1 WISDOT/CADDS SHEET 42

NEW ALIGNMENT

2

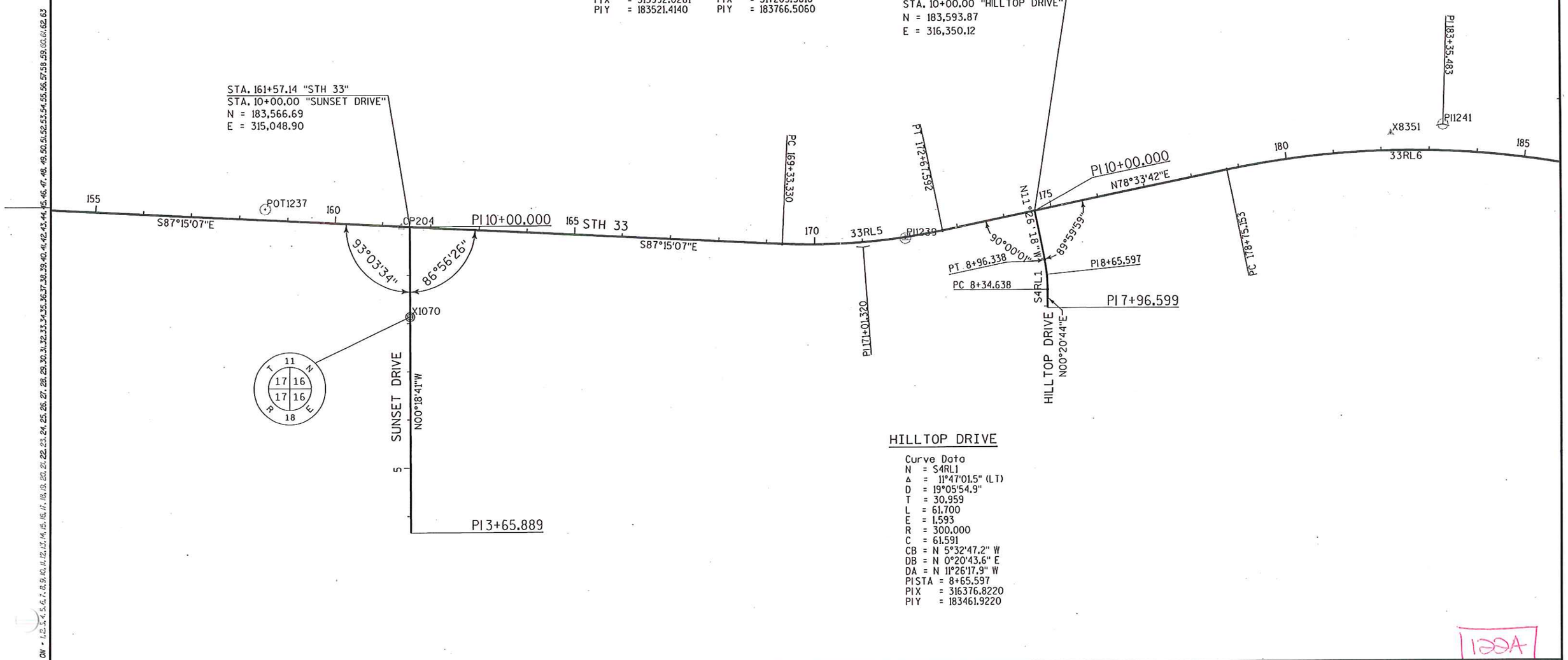
STH 33

Curve Data
N = 33RL5
Δ = 14°11'11.5" (LT)
D = 4°14'38.9"
T = 167.990
L = 334.262
E = 10.412
R = 1350.000
C = 333.409
CB = N 85°39'17.7" E
DB = S 87°15'06.6" E
DA = N 78°33'41.9" E
PISTA = 171+01.320
PIX = 315992.0261
PIY = 183521.4140

Curve Data
N = 33RL6
Δ = 27°06'10.2" (RT)
D = 2°59'60.0"
T = 460.330
L = 903.428
E = 54.693
R = 1909.860
C = 895.029
CB = S 87°53'13.0" E
DB = N 78°33'41.9" E
DA = S 74°20'07.9" E
PISTA = 183+35.483
PIX = 317203.3610
PIY = 183766.5060

STA. 161+57.14 "STH 33"
STA. 10+00.00 "SUNSET DRIVE"
N = 183,566.69
E = 315,048.90

STA. 174+64.96 "STH 33"
STA. 10+00.00 "HILLTOP DRIVE"
N = 183,593.87
E = 316,350.12



HILLTOP DRIVE

Curve Data
N = S4RL1
Δ = 11°47'01.5" (LT)
D = 19°05'54.9"
T = 30.959
L = 61.700
E = 1.593
R = 300.000
C = 61.591
CB = N 5°32'47.2" W
DB = N 0°20'43.6" E
DA = N 11°26'17.9" W
PISTA = 8+65.597
PIX = 316376.8220
PIY = 183461.9220

1200A

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT PLAN	SCALE, FEET 0	SHEET NO: ~~233~~	E

FILE NAME : j:\projects\d2_14100433\027203_AD.DGN
PLOT DATE : 09-MAR-2005 09:05
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

N

STH 33

Curve Data
N = 33RL6
Δ = 27°06'10.2" (RT)
D = 2°59'60.0"
T = 460.330
L = 903.428
E = 54.693
R = 1909.860
C = 895.029
CB = S 87°53'13.0" E
DB = N 78°33'41.9" E
DA = S 74°20'07.9" E
PISTA = 183+35.483
PIX = 317203.3610
PIY = 183766.5060

NEW ALIGNMENT

PI 183+35.483

P11241

STA. 188+22.36 "STH 33"
STA. 10+00.00 "BLUEBERRY ROAD"
N = 182,588.40
E = 314,811.74

END PROJECT 1410-04-70
STA. 196+75.00 "STH 33"
N = 182,358.15
E = 315,632.81

STA. 197+12.32 "STH 33"
STA. 10+00.00 "NEW PLAT STREET"
N = 182,348.10
E = 315,668.66

33RL6

185

POT8200 PI 10+00.000

190

105°53'39"

PT 187+78.581

74°07'21"

S74°20'08"E

STH 33

195

POT1243

PI 10+00.000

106°15'26"

73°44'34"

PI 198+82.161

X8352

CP1301

N00°12'47"W

BLUEBERRY ROAD

PI 6+21.982

N00°35'34"W

NEW PLAT STREET

PI 7+22.110

128A

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT PLAN	SCALE, FEET 0	SHEET NO: 128A	E

FILE NAME : j:\projects\d2_14100433\027204_AD.DGN
PLOT DATE : 28-MAR-2005 08:56
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

NEW ALIGNMENT

STH 175

Curve Data
N = 175RL1
Δ = 7°41'29.9" (LT)
D = 0°45'00.0"
T = 513.547
L = 1025.552
E = 17.242
R = 7639.437
C = 1024.782
CB = N 15°57'17.1" W
DB = N 12°06'32.2" W
DA = N 19°48'02.1" W
PISTA = 25+76.873
PIX = 311350.7690
PIY = 183340.8103

Curve Data
N = 175RL2
Δ = 19°37'28.3" (RT)
D = 3°00'00.0"
T = 330.311
L = 654.150
E = 28.353
R = 1909.859
C = 650.958
CB = N 9°59'18.0" W
DB = N 19°48'02.1" W
DA = N 0°10'33.8" W
PISTA = 35+15.904
PIX = 311032.1520
PIY = 184225.7750

SCHELLINGER STREET

Curve Data
N = S1RL2
Δ = 22°24'46.8" (RT)
D = 2°59'60.0"
T = 378.388
L = 747.100
E = 37.123
R = 1909.860
C = 742.346
CB = S 79°35'52.4" E
DB = N 89°11'44.2" E
DA = S 68°23'29.0" E
PISTA = 22+61.493
PIX = 310755.4943
PIY = 184395.1258

STA. 123+16.68 "STH 33"
STA. 28+74.93 "STH 175"
N = 183,621.72
E = 311,246.45

END PROJECT 1410-04-70
STA. 37+00.00 "STH 175"
N = 184,416.48
E = 311,036.68

BEGIN PROJECT 1410-04-70
STA. 16+25.00 "STH 175"
N = 182,410.12
E = 311,550.44

NOTE: RAMP R FOR TEMPORARY CONSTRUCTION ONLY.

RAMP 1

Curve Data
N = RAMP1
Δ = 9°41'34.3" (RT)
D = 2°14'22.1"
T = 216.927
L = 432.819
E = 9.180
R = 2558.453
C = 432.304
CB = N 5°08'29.1" W
DB = N 9°59'16.2" W
DA = N 0°17'41.9" W
PISTA = 24+45.144
PIX = 311395.4833
PIY = 183215.3468

STH 33

Curve Data
N = 33RL2
Δ = 49°27'36.8" (LT)
D = 4°14'60.0"
T = 620.932
L = 1163.770
E = 136.124
R = 1348.136
C = 1127.971
CB = S 83°08'18.9" E
DB = S 58°24'30.5" E
DA = N 72°07'52.6" E
PISTA = 118+24.885
PIX = 310704.3369
PIY = 183445.9333

Curve Data
N = 33RL3
Δ = 27°19'09.4" (RT)
D = 4°14'60.0"
T = 327.634
L = 642.806
E = 39.241
R = 1348.136
C = 636.734
CB = N 85°47'27.3" E
DB = N 72°07'52.6" E
DA = S 80°32'58.0" E
PISTA = 130+27.664
PIX = 311923.4239
PIY = 183838.9526

ADDISON WAY

Curve Data
N = FRRL3
Δ = 76°03'52.2" (LT)
D = 190°59'09.4"
T = 23.466
L = 39.827
E = 8.087
R = 30.000
C = 36.966
CB = S 39°01'03.4" E
DB = S 0°59'07.3" E
DA = S 77°02'59.5" E
PISTA = 10+14.233
PIX = 311423.4888
PIY = 184131.2530

Curve Data
N = FRRL2
Δ = 9°13'05.5" (RT)
D = 3°34'51.6"
T = 128.989
L = 257.421
E = 5.191
R = 1600.000
C = 257.143
CB = S 8°48'28.7" E
DB = S 13°25'01.5" E
DA = S 4°11'55.9" E
PISTA = 64+19.103
PIX = 311391.7080
PIY = 184759.8730

124A

STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT PLAN	SCALE, FEET	SHEET NO: ~~125A~~	E

FILE NAME : j:\projects\d2_14100433\027205_AD.DGN
PLOT DATE : 09-MAR-2005 09:06
PLOT BY : DOTSHW
PLOT NAME :
PLOT SCALE : 200:1
WISDOT/CADDS SHEET 42

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

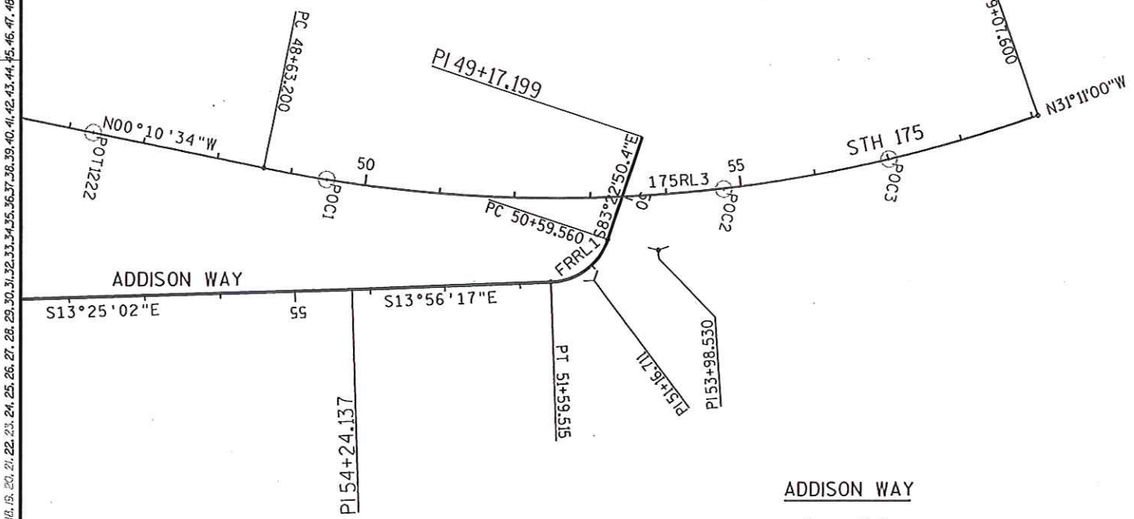
NEW ALIGNMENT

N

4CP207

STH 175

Curve Data
N = 175RL3
Δ = 31°00'26.2" (LT)
D = 2°58'08.1"
T = 535.330
L = 1044.400
E = 72.872
R = 1929.861
C = 1031.702
CB = N 15°40'46.9" W
DB = N 0°10'33.8" W
DA = N 31°11'00.0" W
PISTA = 53+98.530
PIX = 311026.3472
PIY = 186114.8624



ADDISON WAY

Curve Data
N = FRRL1
Δ = 69°26'33.3" (RT)
D = 69°28'25.1"
T = 57.151
L = 99.955
E = 17.867
R = 82.471
C = 93.949
CB = S 48°39'33.8" E
DB = S 83°22'50.4" E
DA = S 13°56'17.1" E
PISTA = 51+16.711
PIX = 311083.3317
PIY = 186039.9813

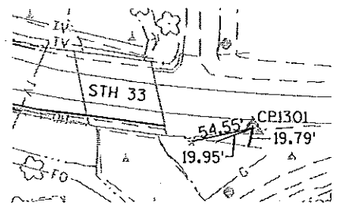
1254

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	ALIGNMENT PLAN	SCALE, FEET 0	SHEET NO: ~~1254~~ E

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

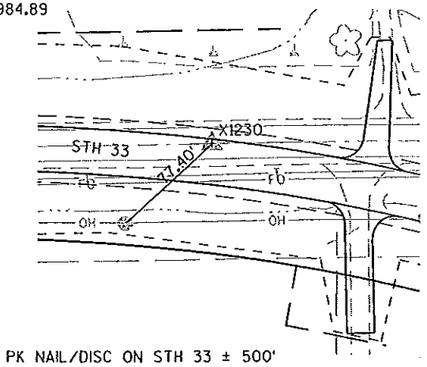
2

N = 183,273.4620
E = 319,017.3200



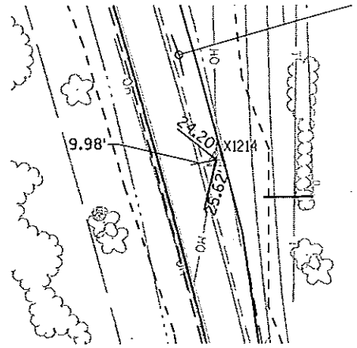
CP1301 IS A PK NAIL AT EAST END OF BRIDGE ON WEST SIDE OF ALLENTON
R1 DBL HEAD NAIL/DISC IN LIGHT POLE *95-01670 SW 54.55'
R2 DBL HEAD NAIL/DISC IN GUARD RAIL POST SSW 19.95'
R3 DBL HEAD NAIL/DISC IN GUARD RAIL POST SSW 19.79'

N = 184,370.25
E = 308984.89



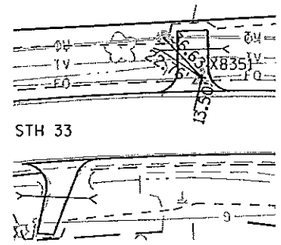
CP1230 IS A PK NAIL/DISC ON STH 33 ± 500' EAST OF LARGE BRICK HOUSE *6985
R1 DBL HEAD NAIL IN PP *E64-17919 40-5
± 6' ABOVE GROUND SW 77.40'

N = 183,271.264
E = 311375.808



CP1214 IS A 5/8" RE-BAR/CAP ± 10' EAST OF STH 175 EP AND ± 1100' 0' SOUTH OF STH 33
R1 PK NAIL/DISC NW 24.20'
R2 PK NAIL/DISC W 9.98'
R3 PK NAIL/DISC SW 25.62'

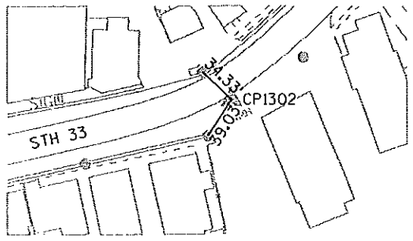
N = 183,748.583
E = 317,094.632



CP8351 IS A 5/8" RE-BAR/CAP ON THE NORTH SIDE OF STH 33 ± 1800' WEST OF THE ROCK RIVER IN ALLENTON
R1 DBL HEAD NAIL/DISC PP *71-6212 NW 36.63'
R2 PK NAIL WEST END OF 18" CMCP NNW 22.76'
R3 PK NAIL IN PAV'T S 13.50'

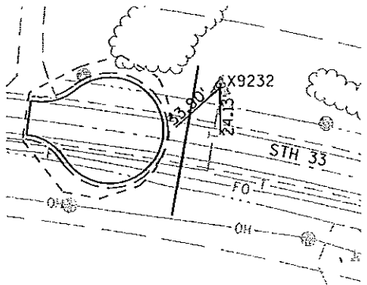
2

N = 183,561.3820
E = 320,503.2930



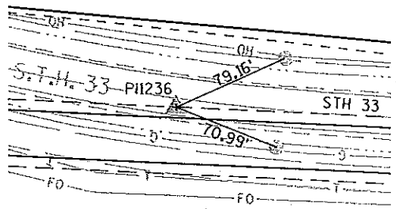
CP1302 IS A PK NAIL ON SOUTH SIDE OF STH 33 NEAR MAIN ST. MART IN ALLENTON
R1 DBL HEAD NAIL IN PP *68-31510 N 34.33'
R2 DBL HEAD NAIL IN PP *E54-10876 SW 39.03'

N = 184,395.28
E = 310,765.49



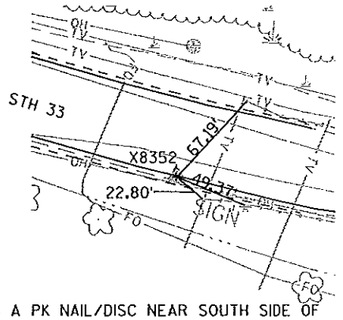
CP9232 IS A 5/8" RE-BAR & CAP ON NORTH SIDE OF STH 33 ± 250' WEST OF STH 175 BRIDGE OVER "33"
R1 DBL HEAD NAIL IN PP*97-03934 N 5.20'
R2 PK NAIL/DISC SW 33.90'
R3 PK NAIL/DISC S 24.13'

N = 183,665.515
E = 313,448.861



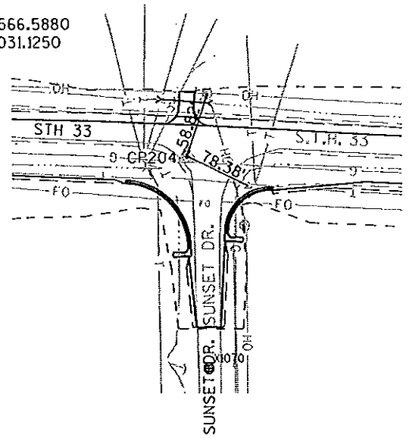
CP1236 IS A PK NAIL/DISC ON STH 33 ± 2000' EAST OF ADDISON
R1 DBL HEAD NAIL/DISC PP *71-6280 50-2 NE 79.16'
R2 DBL HEAD NAIL/DISC GUY POLE ± 4' ABOVE GROUND SSE 70.99'

N = 183,311.795
E = 318,736.83



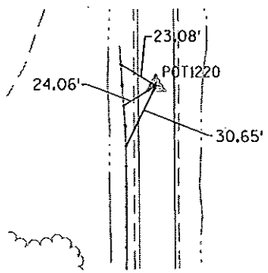
CP8352 IS A PK NAIL/DISC NEAR SOUTH SIDE OF STH 33 AND ± 150' EAST OF NEW PLAT ST. IN ALLENTON
R1 DBL HEAD NAIL ON TOP OF GUARD RAIL POST NE 67.19'
R2 DBL HEAD NAIL/DISC IN GUARD RAIL POST SE 22.80'
R3 DBL HEAD NAIL/DISC IN PP *95-01678 ESE 49.37'

N = 183,566.5880
E = 315,031.1250



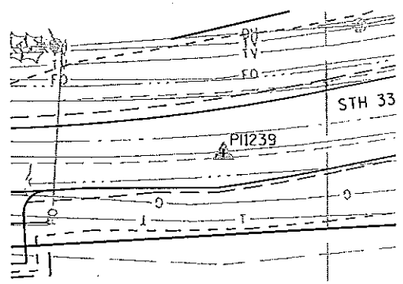
CP204 IS A PK NAIL AT THE SW CORNER OF STH 33 AND SUNSET DR. GO EAST FROM STH 175 ALONG STH 33 ± 4000'
DBL HEAD NAIL IN PP *71-6223 50-3 NE 58.82'
DBL HEAD NAIL IN PP *71-5757 40-5 SE 78.38'

N = 184,829.571
E = 311030.297



CP1220 IS A PK NAIL/DISC ON STH 175 ± 500' NORTH OF STH 33
R1 DBL HEAD NAIL/DISC IN TOP OF GUARD RAIL POST NW 23.08'
R2 DBL HEAD NAIL/DISC IN TOP OF GUARD RAIL POST W 24.06'
R3 DBL HEAD NAIL/DISC IN TOP OF GUARD RAIL POST SW 30.65'

N = 183,539.216
E = 316,080.011



CP1239 IS A PK NAIL/DISC NEAR SOUTH EP OF STH 33 AND WEST OF HILLTOP DR.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	TIE SHEET	SHEET 10b A	E

DATE 03JAN05

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1410-04-70 QUANTITY
0010	201.0105	CLEARING	STA	32.000	32.000
0020	201.0120	CLEARING	ID	35.000	35.000
0030	201.0205	GRUBBING	STA	29.000	29.000
0040	201.0220	GRUBBING	ID	35.000	35.000
0050	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	38.000	38.000
0060	203.0200	REMOVING OLD STRUCTURE (STATION) 01. STA 101+50, STH 33	LS	1.000	1.000
0070	203.0200	REMOVING OLD STRUCTURE (STATION) 02. STA 30+41, RAMP	LS	1.000	1.000
0080	203.0200	REMOVING OLD STRUCTURE (STATION) 03. STA 30+94, STH 175	LS	1.000	1.000
0090	203.0200	REMOVING OLD STRUCTURE (STATION) 04. STA 35+60, STH 175	LS	1.000	1.000
0100	203.0200	REMOVING OLD STRUCTURE (STATION) 05. STA 16+60, ADDISON	LS	1.000	1.000
0110	204.0100	REMOVING PAVEMENT	SY	16,400.000	16,400.000
0120	204.0110	REMOVING ASPHALTIC SURFACE	SY	2,300.000	2,300.000
0130	204.0125	REMOVING ASPHALTIC SURFACE MILLING	TON	2,020.000	2,020.000
0140	204.0150	REMOVING CURB & GUTTER	LF	245.000	245.000
0150	204.0155	REMOVING CONCRETE SIDEWALK	SY	6.000	6.000
0160	204.0165	REMOVING GUARDRAIL	LF	3,800.000	3,800.000
0170	204.0170	REMOVING FENCE	LF	145.000	145.000
0190	204.0220	REMOVING INLETS	EACH	1.000	1.000
0220	204.0245	REMOVING STORM SEWER (SIZE) 03. 18-INCH	LF	115.000	115.000
0250	204.0260	ABANDONING INLETS	EACH	2.000	2.000
0260	204.0270	ABANDONING CULVERT PIPES	EACH	2.000	2.000
0280	205.0100	EXCAVATION COMMON	CY	124,554.000	124,554.000
0290	205.0400	EXCAVATION MARSH	CY	33,808.000	33,808.000
0300	208.0100	BORROW	CY	127,785.000	127,785.000
0310	208.1100	SELECT BORROW	CY	43,950.000	43,950.000
0320	209.0100	BACKFILL GRANULAR	CY	965.000	965.000
0330	211.0400	PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS	STA	10.000	10.000
0340	213.0100	FINISHING ROADWAY (PROJECT) 01. 1410-04-70	EACH	1.000	1.000
0360	214.0100	OBLITERATING OLD ROAD	STA	7.000	7.000
0370	301.0100.S	QMP BASE AGGREGATE	TON	76,700.000	76,700.000
0380	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	8,300.000	8,300.000
0390	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	68,400.000	68,400.000
0410	311.0110	BREAKER RUN	TON	150.000	150.000
0420	415.0090	CONCRETE PAVEMENT 9-INCH	SY	3,800.000	3,800.000
0460	416.0050	CONCRETE PAVEMENT APPROACH SLAB	SY	145.000	145.000
0480	416.1010	CONCRETE SURFACE DRAINS	CY	5.500	5.500
0540	460.1905.S	WARRANTED HMA PAVEMENT MAINLINE	TON	18,550.000	18,550.000
0550	460.1955.S	WARRANTED HMA PAVEMENT ANCILLARY	TON	5,770.000	5,770.000
0580	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	1,655.000	1,655.000
0590	465.0310	ASPHALTIC CURB	LF	645.000	645.000
0600	465.0315	ASPHALTIC FLUMES	SY	400.000	400.000
0610	504.0900	CONCRETE MASONRY ENDWALLS	CY	8.500	8.500
0620	520.4018	CULVERT PIPE TEMPORARY 18-INCH	LF	125.000	125.000
0630	521.0118	CULVERT PIPE CORRUGATED STEEL 18-INCH	LF	490.000	490.000
0640	521.0124	CULVERT PIPE CORRUGATED STEEL 24-INCH	LF	288.000	288.000
0650	521.0130	CULVERT PIPE CORRUGATED STEEL 30-INCH	LF	28.000	28.000
0660	521.1018	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	EACH	26.000	26.000

DATE 03JAN05 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1410-04-70 QUANTITY
0670	521.1024	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH	EACH	10.000	10.000
0680	521.1030	APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH	EACH	2.000	2.000
0690	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	570.000	570.000
0700	522.0130	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	166.000	166.000
0710	522.0136	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	184.000	184.000
0720	522.0154	CULVERT PIPE REINFORCED CONCRETE CLASS III 54-INCH	LF	512.000	512.000
0730	522.0172	CULVERT PIPE REINFORCED CONCRETE CLASS III 72-INCH	LF	140.000	140.000
0740	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	1.000	1.000
0750	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	11.000	11.000
0760	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	4.000	4.000
0770	522.1036	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH	EACH	2.000	2.000
0780	522.1054	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH	EACH	2.000	2.000
0790	522.1072	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 72-INCH	EACH	2.000	2.000
0800	523.0163	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 63X98-INCH	LF	104.000	104.000
0820	523.0534	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34X53-INCH	EACH	1.000	1.000
0830	523.0563	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 63X98-INCH	EACH	2.000	2.000
0870	601.0552	CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A	LF	355.000	355.000
0880	601.0554	CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D	LF	3,370.000	3,370.000
0900	602.0410	CONCRETE SIDEWALK 5-INCH	SF	36.000	36.000
0930	603.0500	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR FURNISHED & DELIVERED	LF	1,075.000	1,075.000
0940	603.0801	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR INSTALLED	LF	1,075.000	1,075.000
0960	606.0200	RIPRAP MEDIUM	CY	840.000	840.000
0980	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	88.000	88.000
0990	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	394.000	394.000
1040	610.0134	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 34X53-INCH	LF	84.000	84.000
1070	611.0303	INLETS TYPE 3	EACH	2.000	2.000
1080	611.0305	INLETS TYPE 8	EACH	1.000	1.000
1120	611.0627	INLET COVERS TYPE HM	EACH	2.000	2.000
1140	611.0642	INLET COVERS TYPE MS	EACH	3.000	3.000
1170	611.9800.S	PIPE GRATES	EACH	1.000	1.000
1200	612.0700	DRAIN TILE EXPLORATION	LF	500.000	500.000

DATE 03JAN05

E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1410-04-70 QUANTITY
1220	614.0305	STEEL PLATE BEAM GUARD CLASS A	LF	1,900.000	1,900.000
1230	614.0370	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	EACH	6.000	6.000
1240	614.0605	MARKER POSTS RIGHT-OF-WAY	EACH	60.000	60.000
1250	614.0620.S	MARKER POSTS CULVERT END FLEXIBLE	EACH	28.000	28.000
1260	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1410-04-70	EACH	1.000	1.000
1280	619.1000	MOBILIZATION	EACH	0.720	0.720
1290	621.0100	LANDMARK REFERENCE MONUMENTS	EACH	17.000	17.000
1310	624.0100	WATER	MGAL	766.000	766.000
1330	625.0500	SALVAGED TOPSOIL	SY	150,000.000	150,000.000
1340	627.0200	MULCHING	SY	142,700.000	142,700.000
1350	628.1105	EROSION BALES DELIVERED	EACH	2,480.000	2,480.000
1360	628.1110	EROSION BALES INSTALLED	EACH	2,480.000	2,480.000
1370	628.1505	SILT FENCE DELIVERED	LF	21,700.000	21,700.000
1380	628.1510	SILT FENCE INSTALLED	LF	21,700.000	21,700.000
1390	628.1520	SILT FENCE MAINTENANCE	LF	5,400.000	5,400.000
1400	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	6.000	6.000
1410	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	7.000	7.000
1420	628.2010	EROSION MAT DELIVERED CLASS I TYPE B	SY	30,000.000	30,000.000
1430	628.2035	EROSION MAT DELIVERED CLASS II TYPE C	SY	300.000	300.000
1440	628.3010	EROSION MAT INSTALLED CLASS I TYPE B	SY	30,000.000	30,000.000
1450	628.3035	EROSION MAT INSTALLED CLASS II TYPE C	SY	300.000	300.000
1460	628.5505	POLYETHYLENE SHEETING	SY	300.000	300.000
1480	628.7005	INLET PROTECTION TYPE A	EACH	4.000	4.000
1490	628.7010	INLET PROTECTION TYPE B	EACH	2.000	2.000
1500	628.7015	INLET PROTECTION TYPE C	EACH	2.000	2.000
1520	628.7505	TEMPORARY DITCH CHECKS DELIVERED	LF	875.000	875.000
1530	628.7510	TEMPORARY DITCH CHECKS INSTALLED	LF	875.000	875.000
1540	628.7550	CULVERT PIPE DITCH CHECKS	EACH	41.000	41.000
1550	629.0210	FERTILIZER TYPE B	CWT	95.000	95.000
1560	630.0130	SEEDING MIXTURE NO. 30	LB	2,390.000	2,390.000
1590	630.0175	SEEDING MIXTURE NO. 75	LB	200.000	200.000
1600	630.0200	SEEDING TEMPORARY	LB	1,270.000	1,270.000
1610	630.0300	SEEDING BORROW PIT	LB	450.000	450.000
1620	630.0400	SEEDING NURSE CROP	LB	120.000	120.000
1630	631.0300	SOD WATER	MGAL	180.000	180.000
1640	631.1000	SOD LAWN	SY	7,400.000	7,400.000
1740	634.0412	POSTS WOOD 4X4-INCH X 12-FT	EACH	4.000	4.000
1760	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	120.000	120.000
1770	634.0620	POSTS WOOD 4X6-INCH X 20-FT	EACH	2.000	2.000
1810	637.0202	SIGNS REFLECTIVE TYPE II	SF	974.760	974.760
1820	638.2102	MOVING SIGNS TYPE II	EACH	22.000	22.000
1830	638.2602	REMOVING SIGNS TYPE II	EACH	98.000	98.000
1840	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	104.000	104.000
1860	642.5400	FIELD OFFICE TYPE D (PROJECT) 01. 1410-04-70 & 1412-02-70	EACH	0.660	0.660
1870	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1410-04-70	EACH	1.000	1.000
1890	643.0300	TRAFFIC CONTROL DRUMS	DAYS	14,400.000	14,400.000
1900	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAYS	6,500.000	6,500.000
1910	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	90.000	90.000
1920	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	115.000	115.000

DATE 03JAN05 — E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1410-04-70 QUANTITY
1930	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAYS	9,600.000	9,600.000
1940	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAYS	7,400.000	7,400.000
1960	643.0900	TRAFFIC CONTROL SIGNS	DAYS	12,160.000	12,160.000
1970	643.1000	TRAFFIC CONTROL SIGNS FIXED MESSAGE	SF	96.440	96.440
1980	643.1050.S	TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE	DAY	175.000	175.000
1990	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 1410-04-70	EACH	1.000	1.000
2000	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAYS	28,670.000	28,670.000
2020	645.0130	GEOTEXTILE FABRIC TYPE R	SY	2,570.000	2,570.000
2030	645.0140	GEOTEXTILE FABRIC TYPE SAS	SY	300.000	300.000
2040	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	60,450.000	60,450.000
2050	646.0226	PAVEMENT MARKING CHANNELIZING EPOXY 8-INCH	LF	2,020.000	2,020.000
2060	646.0406	PAVEMENT MARKING SAME DAY EPOXY 4-INCH	LF	1,000.000	1,000.000
2070	646.0600	REMOVING PAVEMENT MARKINGS	LF	10,425.000	10,425.000
2090	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	8.000	8.000
2110	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	8.000	8.000
2120	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	345.000	345.000
2140	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	256.000	256.000
2160	648.0100	LOCATING NO-PASSING ZONES	MI	3.480	3.480
2170	649.0100	TEMPORARY PAVEMENT MARKING 4-INCH	LF	34,220.000	34,220.000
2180	649.2100	TEMPORARY RAISED PAVEMENT MARKERS	EACH	90.000	90.000
2190	650.4000	CONSTRUCTION STAKING STORM SEWER SYSTEM	EACH	7.000	7.000
2200	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	18,125.000	18,125.000
2210	650.5000	CONSTRUCTION STAKING BASE	LF	17,385.000	17,385.000
2220	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	3,370.000	3,370.000
2230	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	12.000	12.000
2240	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	745.000	745.000
2250	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	120.000	120.000
2260	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	4.000	4.000
2270	654.0101	CONCRETE BASES TYPE 1	EACH	4.000	4.000
2280	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	LF	200.000	200.000
2350	690.0100	SAWING EXISTING PAVEMENT	LF	2,485.000	2,485.000
2360	690.0200	SAWING CONCRETE PAVEMENT FULL DEPTH	LF	136.000	136.000
2380	SPV.0060	SPECIAL 01. INLET TYPE 9 SPECIAL	EACH	1.000	1.000
2390	SPV.0060	SPECIAL 02. MARKER POST FLEXIBLE FOR GUARDRAIL TERMINAL	EACH	6.000	6.000
2400	SPV.0060	SPECIAL 03. EROSION CONTROL FILTER BAGS DELIVERED	EACH	700.000	700.000
2410	SPV.0060	SPECIAL 04. EROSION CONTROL FILTER BAGS INSTALLED	EACH	700.000	700.000
2420	SPV.0060	SPECIAL 05. EROSION CONTROL FILTER BAGS MAINTAINED	EACH	175.000	175.000
2470	SPV.0085	SPECIAL 01. SEED MIX SPECIAL	LB	68.500	68.500
2490	SPV.0090	SPECIAL 02. ROOTSTOCK PROTECTION	LF	700.000	700.000
2500	SPV.0090	SPECIAL 03. COCONUT FIBER ROLL DELIVERED	LF	180.000	180.000
2510	SPV.0090	SPECIAL 04. COCONUT FIBER ROLL INSTALLED	LF	180.000	180.000
2530	SPV.0105	SPECIAL 01. TRAFFIC FLASHING BEACONS, STH 33 & STH 175 NB	LS	1.000	1.000
2540	SPV.0105	SPECIAL 02. TRAFFIC FLASHING BEACONS, STH 33 & STH 175 SB	LS	1.000	1.000
2570	SPV.0170	SPECIAL 01. TEST ROLLING	STA	140.000	140.000

DATE 03JAN05 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1410-04-70 QUANTITY
2580	SPV.0180	SPECIAL 01. GEOTEXTILE FABRIC TYPE FF	SY	3,225.000	3,225.000
2590	SPV.0180	SPECIAL 02. SEED BED PREPARATION	SY	6,800.000	6,800.000
2600	SPV.0180	SPECIAL 03. SEEDING SPECIAL	SY	6,800.000	6,800.000
2610	SPV.0180	SPECIAL 04. MULCHING SPECIAL	SY	6,800.000	6,800.000
2620	SPV.0195	SPECIAL 01. COARSE AGGREGATE SIZE NO 2	TON	40.000	40.000

STATION	LOCATION	CLEARING 201.0105 STATION	CLEARING 201.0120 ID	GRUBBING 201.0205 STATION	GRUBBING 201.0220 ID	REMARKS
STH 33						
102+00 - 103+00	LT	1	–	1	–	
113+00 - 114+00	RT	1	–	1	–	
114+31	50' RT	–	5	–	5	
115+00 - 123+00	LT/RT	8	–	8	–	
155+00 - 157+00	LT	2	–	2	–	
158+51	LT	–	4	–	4	
178+86	42' RT	–	10	–	10	
183+82	55' LT	–	9	–	9	
184+00 - 189+00	LT/RT	5	–	5	–	
189+10	60' LT	–	7	–	7	
190+00 - 191+00	LT	1	–	1	–	
194+00 - 196+00	LT	2	–	2	–	
STH 175						
26+00 - 27+00	LT	1	–	1	–	
29+00 - 37+00	LT/RT	8	–	8	–	
37+00 - 40+00	RT	3	–	–	–	CLEAR TO 30 FT BEHIND GUARDRAIL
	TOTALS	32	35	29	35	

STATION	LOCATION	REMOVING SMALL PIPE CULVERTS 203.0100 EACH	BACKFILL GRANULAR* 209.0100 CY	REMARKS
STH 33				
102+80	100' LT	1	–	18" CMP
139+53	140' LT	1	–	18" CMP
148+10	2' RT	1	–	18" CMP
148+12	47' LT	1	–	18" CMP
155+00	4' RT	1	3	12" CMP
155+00	45' LT	1	–	18" CMP
159+20	R/L	1	–	30" CMP
161+40	49' LT	1	–	18" CMP
165+82	5' RT	1	–	18" CMP
165+82	57' LT	1	–	18" CMP
169+42	55' LT	1	–	18" CMP
170+46	9' RT	1	–	18" CMP
175+00	33' RT	1	7	24" CMP
175+16	35' LT	1	–	18" CMP
181+30	29' RT	1	–	24" CMP
182+12	43' LT	1	–	24" CMP
186+12	42' RT	1	–	30" CMP
187+60	40' LT	2	–	18" CMP
188+50	27' LT	2	–	18" CMP
191+40	24' LT	2	–	18" CMP
192+00	R/L	1	–	24"X30" CMP
192+74	21' LT	1	–	12" CMP
193+42	25' RT	1	–	18" CMP
STH 175				
18+15	27' RT	1	–	
19+33	27' RT	1	–	18" CMP
20+50	27' RT	1	–	18" CMP
22+25	53' LT	1	–	18" CMP
27+08	30' LT	1	–	18" CMP
27+92	108' RT	1	–	18" CMP
34+90	172' RT	1	–	18" CMP
ADDISON WAY				
13+53	22' LT	1	–	18" CMP
16+34	27' LT	1	–	30" CMP
50+30	R/L	1	10	18" CMP
SCHELLINGER ST				
24+80	R/L	1	–	30" CMP
BLUEBERRY ROAD				
9+70	R/L	1	–	30" CMP
	TOTAL	38	20	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

3

3

STATION	LOCATION	REMOVING OLD STRUCTURE STA 101+50 STH 33 203.0200.01 LS	STA 30+41 RAMP 203.0200.02 LS	STA 30+94 STH 175 203.0200.03 LS	STA 35+60 STH 175 203.0200.04 LS	STA 16+60 ADDISON 203.0200.05 LS	REMARKS
101+50	STH 33 LT	1	–	–	–	–	86 FEET OF 72" RCCP
30+41	RAMP R/L	–	1	–	–	–	4' X 4' BOX
30+94	STH 175 R/L	–	–	1	–	–	3.5' X 6' BOX
35+60	STH 175 R/L	–	–	–	1	–	B-66-949, SINGLE SPAN DECK GIRDER
16+60	ADDISON WAY R/L	–	–	–	–	1	3' X 3' BOX WITH 54" EXTENSION
	TOTALS	1	1	1	1	1	

STATION	REMOVING PAVEMENT 204.0100 SY
STH 33	
95+00 - 108+34	2,700
116+70 - 160+14	8,315
189+61 - 196+75	1,430
STH 175	
16+25 - 24+00	1,900
27+00 - 27+20	290
30+75 - 31+25	125
33+00 - 37+00	840
ADDISON WAY	
7+66 - 10+00	470
50+25 - 51+88	330
TOTAL	16,400

LOCATION	REMOVING ASPHALTIC SURFACE 204.0110 SY
STH 33 TEMPORARY WIDENINGS	
STA 90+00 TO 95+00 LT	500
STA 90+00 TO 103+50 RT	1;800
TOTAL	2,300

STATION	LOCATION	REMOVING ASPHALTIC SURFACE MILLING 204.0125 TON
90+00 - 95+00	STH 33	200
196+50 - 200+18	STH 33	490
37+00 - 42+00	STH 175	370
51+88 - 68+00	ADDISON WAY	960
	TOTAL	2,020

3

STATION	LOCATION	REMOVING CURB & GUTTER 204.0150 LF	REMOVING CONCRETE SIDEWALK 204.0155 SY
9+35 LT	ADDISON WAY	–	6
9+70 LT/RT	ADDISON WAY	160	–
196+90 RT	STH 33	85	–
	TOTALS	245	6

STATION	LOCATION	REMOVING GUARDRAIL 204.0165 LF
STH 33		
182+80 - 187+50	LT	510
199+36 - 199+86	RT	50
199+49 - 200+00	LT	50
STH 175		
27+38 - 41+40	LT	1,405
28+09 - 39+06	RT	1,100
SCHELLINGER		
24+24 - 27+30	LT	310
24+15 - 27+90	RT	375
	TOTAL	3,800

STATION	REMOVING FENCE 204.0170 LF
STH 33	
157+00 - 158+00 LT	145
TOTAL	145

3

STATION	LOCATION	REMOVING INLETS 204.0220 EACH	REMOVING STORM SEWER 18-INCH 204.0245 LF	ABANDONING INLETS 204.0260 EACH	ABANDONING CULVERT PIPES 204.0270 EACH	BACKFILL GRANULAR* 209.0100 CY	REMARKS
36+00 LT/RT	STH 175	–	–	–	1	–	18"CMP
9+25 LT/ RT	BLUEBERRY RD	1	115	–	–	5	
9+80 18' RT	ADDISON WAY	–	–	1	–	–	
9+85 18' LT	ADDISON WAY	–	–	1	–	–	
10+30 80'RT	ADDISON WAY	–	–	–	1	–	18" CMP OUTFALL
	TOTALS	1	115	2	2	5	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

STATION	RL	OBLITERATING OLD ROAD 214.0100 STA	REMARKS
22+50 - 24+80	SCHELLINGER	3	OLD STH 33
26+60 - 29+20	SCHELLINGER	4	OLD STH 33
	TOTAL	7	

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES	SHEET: 134	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

EARTHWORK SUMMARY CHART

STAGE	STATION TO STATION	EXCAVATION COMMON 205.0100 CY	(3) USEABLE MATERIAL CY	EXPANDED FILL CY	BORROW 208.0100 CY	SELECT BORROW 208.1100 CY	(4) SUITABLE WASTE CY	(5) UNSUITABLE WASTE CY	EXCAVATION MARSH 205.0400 CY	(6) EXCAVATION BELOW SUBGRADE CY
1A										
STH 33	90+00 - 104+00	915	915	2,657	1,742	0	0	0	0	0
STH 175	24+00 - 27+75	265	265	47	0	0	218	0	0	0
STH 175	49+75 - 50+75	260	260	6	0	0	254	0	0	0
	STAGE 1A TOTALS	1,440	1,440	2,710	1,742	0	472	0	0	0
1										
STH 33	95+00 - 105+00	7,218	7,218	8,868	1,650	12,735	0	9,796	9,796	0
STH 33	105+00 - 124+00	600	233	68,578	68,345	31,215	0	24,379	24,012	367
P101 TEMP & PERM CHANNELS		330	0	0	0	0	0	330	0	330
	STAGE 1 TOTALS	7,818	7,451	77,446	69,995	43,950	0	34,175	33,808	367
2										
STH 33	124+00 - 196+50*	101,894	95,153	104,835	9,682	0	0	6,741	0	6,741
STH 175	24+00 - 28+38	3	3	11,115	11,112	0	0	0	0	0
STH 175	29+16 - 35+00	398	220	26,469	26,249	0	0	178	0	178
	SCHELLINGER	742	742	1,666	924	0	0	0	0	0
	ADDISON	1,115	1,115	8,026	6,911	0	0	0	0	0
	SWALE ON S RAMP	1,796	1,796	0	0	0	1,796	0	0	0
	SUNSET -	154	154	48	0	0	106	0	0	0
	HILLTOP	533	533	6	0	0	527	0	0	0
	BLUEBERRY	141	141	21	0	0	120	0	0	0
	STAGE 2 TOTALS	106,776	99,857	152,186	54,878	0	2,549	6,919	0	6,919
3										
STH 175	16+25 - 24+00 &									
STH 175	35+00 - 37+00	7,235	7,235	8,405	1,170	0	0	0	0	0
	STAGE 3 TOTALS	7,235	7,235	8,405	1,170	0	0	0	0	0
4										
STH 175	50+25 - 54+95	469	469	236	0	0	233	0	0	0
	WATERCRESS	158	158	97	0	0	61	0	0	0
	ADDISON	658	658	28	0	0	630	0	0	0
	STAGE 4 TOTALS	1,285	1,285	361	0	0	924	0	0	0
	GRAND TOTALS	**124,554**	117,268	241,108	**127,785**	**43,950**	3,945	41,094	**33,808**	7,286

(1) HMA PAVEMENT IS INCLUDED IN THE QUANTITY OF EXCAVATION COMMON. HMA PAVEMENT IS CONSIDERED USEABLE MATERIAL FOR EMBANKMENT CONSTRUCTION.

(2) CONCRETE PAVEMENT IS INCLUDED IN THE QUANTITY OF EXCAVATION COMMON. CONCRETE PAVEMENT IS CONSIDERED USEABLE FILL MATERIAL FOR EMBANKMENT CONSTRUCTION.

(3) USEABLE MATERIAL = EXCAVATION COMMON - EBS

(4) SUITABLE WASTE = USEABLE MATERIAL - EXPANDED FILL

(5) UNSUITABLE WASTE = EBS + EXCAVATION MARSH

(6) EXCAVATION BELOW SUBGRADE IS NOT USED TO BALANCE EARTHWORK. QUANTITY IS INCLUDED AND PAID FOR IN THE ITEM OF EXCAVATION COMMON.

* UNDISTRIBUTED 5,000 CY FOR EBS OF EXISTING DITCH INCLUDED.

STATION	LOCATION	BASE AGGREGATE DENSE 3/4 -INCH 305.0110 TON	BASE AGGREGATE DENSE 1-1/4 -INCH 305.0120 TON	PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS 211.0400 STA	QMP BASE AGGREGATE 301.0100.S TON	WATER 624.0100 MGAL	TEST ROLLING SPV.0170.01 STA
90+00 TO 95+00	STH 33	140	–	–	140	1	–
95+00 TO 102+16	STH 33	277	2,450	–	2,727	27	7
102+16 TO 121+15	STH 33	1,160	8,580	–	9,740	97	19
121+15 TO 124+98	STH 33	220	3,120	–	3,340	33	4
124+98 TO 137+35	STH 33	610	5,810	–	6,420	64	12
137+35 TO 154+95	STH 33	1,360	7,400	–	8,760	88	18
154+95 TO 162+96	STH 33	490	4,010	–	4,500	45	8
162+96 TO 175+20	STH 33	840	6,570	–	7,410	74	12
175+20 TO 184+32	STH 33	480	4,840	–	5,320	53	9
184+32 TO 196+50	STH 33	600	6,830	–	7,430	74	13
196+50 TO 200+18	STH 33	22	–	–	22	–	–
16+25 TO 26+98	STH 175	225	3,960	–	4,185	42	11
30+57 TO 37+00	STH 175	–	2,280	–	2,280	23	7
37+00 TO 42+00	STH 175	8	–	10	8	–	–
	SCHELLINGER ST	150	2,060	–	2,210	22	–
50+25 TO 51+88	ADDISON WAY	88	1,000	–	1,088	11	–
51+88 TO 68+00	ADDISON WAY	30	–	–	30	–	–
7+66 TO 20+00	ADDISON WAY	131	2,500	–	2,631	26	–
	SUNSET DRIVE	14	353	–	367	4	–
	HILLTOP DRIVE	17	379	–	396	4	–
	BLUEBERRY ROAD	–	311	–	311	3	–
	NEW PLAT STREET	–	24	–	24	–	–
	D/W STH 33	690	218	–	908	9	–
	D/W SCHELLINGER	–	12	–	12	–	–
	D/W STH 175	116	118	–	234	2	–
	D/W ADDISON WAY	132	57	–	189	2	–
STAGE 1A							
90+00 TO 104+10 LT	STH 33	–	1,925	–	1,925	19	9
	NORTH RAMP WIDENING	–	231	–	231	2	–
	SOUTH RAMP WIDENING	–	567	–	567	6	–
STAGE 1							
94+00 TO 104+50 RT	STH 33	500	1,205	–	1,705	17	11
24+00 TO 27+10	STH 175	–	719	–	719	7	–
35+00 TO 35+50	STH 175	–	71	–	71	1	–
RESIDENTIAL ACCESS ON CLOSED ROADWAY		–	800	–	800	8	–
	TOTALS	8,300	68,400	10	76,700	766	140

LOCATION	BREAKER RUN 311.0110 TON	GEOTEXTILE FABRIC TYPE SAS 645.0140 SY
UNDISTRIBUTED TRACKING MATS	150	300

STATION	LOCATION	CONCRETE PAVEMENT 9-INCH 415.0090 SY	CONCRETE PAVEMENT APPROACH SLAB 416.0050 SY	CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE A 601.0552 LF	CONCRETE CURB & GUTTER 4-INCH MOUNTABLE 36-INCH TYPE D 601.0554 LF	CONCRETE SIDEWALK 5-INCH 602.0410 SF
104+86 - 106+17 LT	INT STH 33/SCHELLINGER	–	–	–	156	–
132+97 - 134+23 LT	INT STH 33/ADDISON	–	–	–	161	–
160+86 - 162+16 RT	INT STH 33/SUNSET	–	–	–	155	–
173+90 - 175+20 RT	INT STH 33/HILLTOP	–	–	–	156	–
175+20 - 180+50 RT	STH 33	–	–	–	530	–
187+60 - 188+97 RT	INT STH 33/BLUEBERRY	–	–	–	182	–
188+97 - 192+00 RT	STH 33	–	–	–	305	–
196+90, RT	INT STH 33/NEW PLAT	–	–	–	85	–
200+18 - 200+43 LT/RT	STH 33	–	145	–	–	–
121+15 - 124+98	INT STH 33/STH 175	2,090	–	355	–	–
16+50 - 22+50 RT	STH 175	–	–	–	600	–
26+98 - 28+51	INT STH 33/STH 175	843	–	–	–	–
28+99 - 30+57	INT STH 33/STH 176	867	–	–	–	–
7+66 - 12+00 LT/RT	ADDISON WAY	–	–	–	830	36
50+00 - 51+45, LT/RT	INT STH 175/ADDISON	–	–	–	210	–
	TOTALS	3,800	145	355	3,370	36

STATION	LOCATION		CONCRETE SURFACE DRAINS 416.1010 CY	ASPHALTIC FLUMES 465.0315 SY
105+80	STH 33	65' LT	–	20
106+17	STH 33	22' LT	–	15
122+34	STH 33	24' LT	–	40
122+43	STH 33	24' RT	–	40
133+70	STH 33	27' LT	–	30
180+50	STH 33	20' RT	–	15
192+25	STH 33	20' RT	–	12
196+90	STH 33	35' RT	–	15
16+45	STH 175	12' RT	–	10
29+47	STH 175	25' RT	–	40
29+55	STH 175	24' LT	–	45
SIDEROADS:				
9+20	SUNSET DR	15' RT	–	15
9+33	SUNSET DR	15' LT	–	15
9+16	HILLTOP	15' LT	–	13
9+26	BLUEBERRY RD	75' RT	–	10
7+74	ADDISON WAY	12' RT	0.8	–
7+84	ADDISON WAY	16' LT	2.6	–
10+15	ADDISON WAY	RT	2.1	
12+00	ADDISON WAY	12' LT	–	10
12+00	ADDISON WAY	12' RT	–	10
19+27	ADDISON WAY	15' RT	–	45
		TOTALS	5.5	400

3

STATION	LOCATION	WARRANTED HMA PAVEMENT MAINLINE 460.1905.S TON	WARRANTED HMA PAVEMENT ANCILLARY 460.1955.S TON	ASPHALTIC CURB 465.031 LF	REMARKS
90+00 TO 95+00	STH 33	235	–	–	MILL &OVERLAY
95+00 TO 102+16	STH 33	970	–	–	
102+16 TO 121+15	STH 33	2,367	698	–	
124+98 TO 137+35	STH 33	1,462	725	–	
137+35 TO 154+95	STH 33	2,381	–	–	
154+95 TO 162+96	STH 33	1,255	250	–	
162+96 TO 175+20	STH 33	2,330	142	–	
175+20 TO 184+32	STH 33	1,860	–	–	
184+32 TO 196+50	STH 33	2,570	152	–	
196+50 TO 200+18	STH 33	520	–	–	MILL &OVERLAY
16+25 TO 26+98	STH 175	1,280	148	–	
30+57 TO 37+00	STH 175	845	189	645	
37+00 TO 42+00	STH 175	475	–	–	
	SCHELLINGER ST	–	695	–	
50+25 TO 51+88	ADDISON WAY	–	252	–	WATERCRESS INT
51+88 TO 68+00	ADDISON WAY	–	774	–	MILL & OVERLAY
7+66 TO 20+00	ADDISON WAY	–	850	–	
	SUNSET DRIVE	–	130	–	
	HILLTOP DRIVE	–	135	–	
	BLUEBERRY ROAD	–	120	–	
	NEW PLAT STREET	–	90	–	
	D/W STH 33	–	270	–	
	D/W SCHELLINGER	–	10	–	
	D/W STH 175	–	90	–	
	D/W ADDISON WAY	–	50	–	
	TOTALS	18,550	5,770	645	

LOCATION	ASPHALTIC SURFACE TEMPORARY 465.0125 TONS
STAGE 1A	
STH 33, STA 90+00 TO 104+10 LT	667
NORTH RAMP WIDENING	104
SOUTH RAMP WIDENING	200
STAGE 1	
STH 33, STA 94+00 TO 104+50 RT	375
STH 175, STA 24+00 TO 27+10	277
STH 175, STA 35+00 TO 35+50	32
TOTAL	1655

LOCATION	CULVERT PIPE TEMPORARY 18-INCH 520.4018 LF	CULVERT PIPE DITCH CHECKS* 628.7550 EACH
STAGE 1A		
RAMP RL STA 27+65 LT	25	1
ADDISON WAY STA 10+25 LT	100	1
UNDISTRIBUTED	–	8
TOTAL	125	10

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES	SHEET: 138	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

LOCATION		PIPE NUMBER	INVERT ELEV.	DISCH. ELEV.	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH 522.0124 LF	30-INCH 522.0130 LF	36-INCH 522.0136 LF	54-INCH 522.0154 LF	72-INCH 522.0172 LF	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 63 X 98-INCH 523.0163 LF	JOINT TIES FOR CONCRETE PIPE**
102+00	STH 33	P101	1008.00	1007.50	–	–	–	–	–	104	8
107+50	STH 33	P102	1011.45	1010.90	–	72	–	–	–	–	8
115+84	STH 33	P103	1021.50	1016.00	–	–	–	448	–	–	16
121+50	STH 33	P104	1037.50	1030.00	152	–	–	–	–	–	8
124+00	STH 33	P105	1040.50	1034.00	152	–	–	–	–	–	8
126+75	STH 33	P106	1029.80	1029.20	–	–	184	–	–	–	8
138+25	STH 33	P107	1060.40	1059.60	67	–	–	–	–	–	8
159+20	STH 33	P109	1062.50	1062.15	–	94	–	–	–	–	8
31+00	STH 175	P110	1028.00	1027.00	–	–	–	–	140	–	8
16+60	ADDISON	P108	1035.50	1034.50	–	–	–	64	–	–	8
19+19	ADDISON	P111	1042.50	1036.20	115	–	–	–	–	–	8
50+50	ADDISON	P112	1092.00	1091.20	84	–	–	–	–	–	8
				TOTALS	570	166	184	512	140	104	104

**JOINT TIES ARE INCIDENTAL TO ALL REINFORCED CONCRETE CULVERT PIPES.

LOCATION		PIPE NUMBER	BACKFILL GRANULAR* 209.0100 CY	CONCRETE MASONRY ENDWALLS 504.0900 CY	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH 522.1024* EACH	30-INCH 522.1030 EACH	36-INCH 522.1036 EACH	54-INCH 522.1054 EACH	72-INCH 522.1072 EACH	HORIZONTAL ELLIPTICAL 63X98-INCH 523.0563 EACH	CULVERT PIPE DITCH CHECKS* 628.7550 EACH	CONSTRUCTION STAKING PIPE CULVERTS 650.6000 EACH	MARKER POSTS FOR CULVERT END FLEXIBLE * 614.0620.S Each
102+00	STH 33	P101	165	–	–	–	–	–	–	2	1	1	2
107+50	STH 33	P102	32	–	–	2	–	–	–	–	1	1	2
115+84	STH 33	P103	266	8.5	–	–	–	–	–	–	1	1	2
121+50	STH 33	P104	40	–	2	–	–	–	–	–	1	1	2
124+00	STH 33	P105	41	–	2	–	–	–	–	–	1	1	2
126+75	STH 33	P106	64	–	–	–	2	–	–	–	1	1	2
138+25	STH 33	P107	36	–	2	–	–	–	–	–	1	1	2
159+20	STH 33	P109	42	–	–	2	–	–	–	–	1	1	2
31+00	STH 175	P110	133	–	–	–	–	–	2	–	1	1	2
16+60	ADDISON	P108	49	–	–	–	–	2	–	–	1	1	2
19+19	ADDISON	P111	31	–	2	–	–	–	–	–	1	1	2
50+50	ADDISON	P112	41	–	2	–	–	–	–	–	1	1	2
	TOTALS		940	8.5	10	4	2	2	2	2	12	12	24

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

PIPE NO.	STATION	OFFSET	INLET ELEV	DISCH ELEV	CULVERT PIPE CORRUGATED STEEL 18-INCH 521.0118 L.F.	CULVERT PIPE CORRUGATED STEEL 24-INCH 521.0124 L.F.	CULVERT PIPE CORRUGATED STEEL 30-INCH 521.0130 L.F.	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH 521.1018 EACH	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH 521.1024 EACH	APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH 521.1030 EACH	CULVERT PIPE DITCH CHECKS* 628.7550 EACH
STH 33											
D102	139+53	36.3 LT	1064.8	1064.2	42	–	–	2	–	–	1
D103	148+12	36.3 LT	1071.8	1071.6	38	–	–	2	–	–	1
D103A	148+12	36.3 RT	1071.8	1071.6	44	–	–	2	–	–	1
D104	155+00	43.4 LT	1067.4	1066.8	48	–	–	2	–	–	1
D105	155+00	42.0 RT	1065.4	1064.8	42	–	–	2	–	–	1
D106	165+82	48.3 LT	1062.9	1062.7	30	–	–	2	–	–	1
D107	165+82	36.3 RT	1063.1	1062.9	30	–	–	2	–	–	1
D108	169+42	51.2 LT	1057.8	1056.7	38	–	–	2	–	–	1
D109	170+46	40.3 RT	1057.7	1057.4	30	–	–	2	–	–	1
D110	174+60	49.3 LT	1041.9	1040.3	44	–	–	2	–	–	1
D111	181+22	38.4 RT	1003.3	1000.0	–	44	–	–	2	–	1
D112	182+15	54.3 LT	998.6	994.1	–	46	–	–	2	–	1
D113	186+15	49.5 RT	971.7	969.8	–	30	–	–	2	–	1
D114	187+56	65.3 LT	964.4	958.9	–	142	–	–	2	–	1
D115	191+41	48.3 LT	951.5	951.0	–	26	–	–	2	–	1
D116	193+43	41.9 RT	947.8	947.4	36	–	–	2	–	–	1
ADDISON WAY											
D117	13+55	23.1 LT	1038.1	1037.8	24	–	–	2	–	–	1
D118	16+35	39.6 LT	1036.5	1036.4	–	–	28	–	–	2	1
STH 175											
D119	24+50	38.0 LT	1056.6	1055.7	44	–	–	2	–	–	1
				TOTALS	490	288	28	26	10	2	19

STATION	LOCATION		RIPRAP MEDIUM 606.0200 CY	GEOTEXTILE FABRIC, TYPE R 645.0130 SY
102+00	PERM CHANNEL	P101	10	–
107+50	STH 33	P102	6	28
115+84	STH 33	P103	15	54
121+50	STH 33	P104	5	23
124+00	STH 33	P105	5	23
126+50	STH 33	P106	7	33
138+25	STH 33	P107	5	23
159+20	STH 33	P109	6	28
173+75	STH 33	SS	4	19
174+00 TO 187+50	STH 33	DITCHES	600	1,735
192+00	STH 33	SS	8	35
31+00	STH 175	P110	13	52
16+60	ADDISON	P108	10	42
19+19	ADDISON	P111	5	23
50+50	ADDISON	P112	5	23
UNDISTRIBUTED			138	429
		TOTALS	840	2,570

STATION	LOCATION	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR FURNISHED & DELIVERED 603.0500 LF	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR INSTALLED 603.0801 LF
92+50 - 103+25	STH 33	1,075	1,075
	TOTALS	1,075	1,075

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES	SHEET: 140	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STORM SEWERS

STR. NO.	STA.	GRATE ELEV.	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH 522.1018 EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH 522.1024* EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZ. ELLIP. CLASS HE-III 34x53 INCH 523.0534 EACH	INLETS TYPE 3 611.0303 EACH	INLETS TYPE 9 SPECIAL SPV.0060.01 EACH	INLETS TYPE 8 611.0305 EACH	INLET COVERS TYPE HM 611.0627 EACH	INLET COVERS TYPE MS 611.0642 EACH	PIPE GRATES 611.9800.S EACH	CONSTRUCTION STAKING STORM SEWER SYSTEM 650.4000 EACH
10(2)	173+75, RT	1046.52	1	–	–	–	–	1	–	1	–	2
14	187+88, RT	963.50	–	1	–	–	–	–	–	–	–	1
15(2)	190+00, RT	958.71	–	–	–	1	–	–	1	–	–	1
17	191+82, RT	955.20	–	–	1	–	1	–	–	2	1	2
16(1)	192+00, RT	853.38	–	–	–	1	–	–	1	–	–	1
	TOTALS		1	1	1	2	1	1	2	3	1	7

PIPE	FROM	TO	INLET	DISCH.	STORM SEWER PIPE REINFORCED CONCRETE 18-INCH 608.0318 L.F.	STORM SEWER PIPE REINFORCED CONCRETE 24-INCH 608.0324 L.F.	STORM SEWER PIPE REINFORCED CONCRETE HORIZ. ELLIP. CLASS HE-III 34x53 INCH 610.0134 L.F.	MARKER POSTS FOR CULVERT END FLEXIBLE * 614.0620.S EACH	**JOINT TIES REQD
P110	10	AEW	1044.00	1043.50	88	–	–	2	4
SS15A	14(AEW)	15	960.50	954.50	–	212	–	1	4
SS15B	15	17	954.50	949.33	–	182	–	—	—
SS17A	17	18(AEW)	948.00	947.50	–	–	84	1	4
				TOTALS	88	394	84	4	12

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.
**JOINT TIES ARE INCIDENTAL TO ALL REINFORCED CONCRETE STORM SEWER PIPES.
(1)CONSTRUCT TYPE 3 INLET OVER PIPE SS17A.
(2) CONSTRUCT SUMP 1.5 FEET BELOW LOWEST INVERT.

LOCATION	DRAIN TILE EXPLORATION 612.0700 LF
UNDISTRIBUTED	500

STATION	LOCATION	MARKER POSTS FOR RIGHT OF WAY 614.0605 EACH
96+84.12	STH 33	1
104+46.40	STH 33	1
105+94.31	STH 33	1
107+51.04	STH 33	1
109+40.02	STH 33	1
110+00.00	STH 33	1
112+03.95	STH 33	1
114+00.00	STH 33	1
120+53.32	STH 33	1
121+31.20	STH 33	1
124+12.09	STH 33	1
124+72.56	STH 33	1
126+50.00	STH 33	1
129+08.41	STH 33	1
130+32.10	STH 33	1
130+49.61	STH 33	1
133+42.84	STH 33	1
138+00.00	STH 33	1
141+83.56	STH 33	1
143+87.54	STH 33	1
145+00.00	STH 33	1
148+32.33	STH 33	1
148+32.85	STH 33	1
152+00.00	STH 33	1
154+40.00	STH 33	1
157+00.00	STH 33	1
157+64.45	STH 33	1
161+30.44	STH 33	1
161+96.35	STH 33	1
165+13.27	STH 33	1
166+30.92	STH 33	1
169+64.22	STH 33	1
171+65.00	STH 33	1
174+02.06	STH 33	1
	SUBTOTAL	34

STATION	LOCATION	MARKER POSTS FOR RIGHT OF WAY 614.0605 EACH
176+50.00	STH 33	1
178+75.15	STH 33	1
182+50.00	STH 33	1
185+03.99	STH 33	1
186+08.55	STH 33	1
188+22.09	STH 33	1
188+60.00	STH 33	1
188+96.29	STH 33	1
191+00.00	STH 33	1
192+00.00	STH 33	1
192+75.00	STH 33	1
194+40.00	STH 33	1
194+70.20	STH 33	1
194+71.61	STH 33	1
194+75.75	STH 33	1
24+63.94	STH 175	1
26+40.56	STH 175	1
31+46.44	STH 175	1
31+85.59	STH 175	2
34+63.19	STH 175	1
35+57.92	STH 175	1
14+12.86	ADDISON WAY	1
18+38.48	ADDISON WAY	1
8+09.58	HILLTOP DRIVE	1
9+01.31	BLUEBERRY RD	1
	SUBTOTAL	26
	TOTAL	60

STATION	STEEL PLATE BEAM GUARD CLASS A 614.0305 L.F.	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL 614.0370 EACH	MARKER POST FLEXIBLE FOR GUARD RAIL TERMINAL SPV.0060.02 EACH
STH 33			
199+36 - 199+86, LT	–	1	1
199+39 - 199+89, RT	–	1	1
STH 175			
30+05 - 30+55, RT	–	1	1
30+55 - 39+48, RT	905	–	–
39+48 - 39+98, RT	–	1	1
30+05 - 30+55, LT	–	1	1
30+55 - 40+40, LT	995	–	–
40+40 - 40+90, LT	–	1	1
TOTALS	1,900	6	6

LOCATION	STATION		LANDMARK REFERENCE MONUMENTS 621.0100 EACH
STH 33	96+84.12	P.C	1
	104+46.40	P.T.	1
	112+03.95	P.C	1
	123+67.72	P.T.	1
	127+00.03	P.C	1
	133+42.84	P.T.	1
	139+82.42	P.C	1
	141+40.12	P.T.	1
	169+33.33	P.C	1
	172+67.59	P.T.	1
	178+75.15	P.C	1
	187+78.58	P.T.	1
	198+82.76	P.C	1
STH 175	20+63.33	P.C	1
	30+88.88	P.T.	1
	31+85.59	P.C	1
	38+39.74	P.T.	1
	TOTAL		17

LOCATION		SALVAGED TOPSOIL 625.0500 SY	MULCHING 627.0200 SY	FERTILIZER, TYPE B 629.0210 CWT	SEEDING MIXTURE NO. 30 630.0130 LB	SEEDING MIXTURE NO. 75 630.0175 LB	SEEDING TEMPORARY 630.0200 LB	SEEDING BORROW PIT 630.0300 LB	SEEDING NURSE CROP 630.0400 LB	SOD LAWN 631.1000 SY	SOD WATER 631.0300 MGAL
STH 33											
90+00 - 105+39	LT	12,000	12,000	8	216	--	71	--	--	--	--
105+39 - 123+17	LT	6,600	6,600	4	119	25	47	--	29	--	--
123+17 - 133+50	LT	8,000	8,000	5	144	50	64	--	57	--	--
133+50 - 161+57	LT	20,200	19,365	13	349	--	115	--	--	835	20
161+57 - 174+65	LT	4,800	4,800	3	86	--	29	--	--	--	--
174+65 - 188+22	LT	7,300	7,300	5	131	--	43	--	--	--	--
188+22 - 197+12	LT	2,000	630	1	11	--	4	--	--	1,370	34
90+00 - 105+39	RT	2,300	2,300	1	41	--	14	--	--	--	--
105+39 - 123+17	RT	8,500	8,500	5	153	6	52	--	7	--	--
123+17 - 133+50	RT	7,300	7,300	5	131	24	51	--	27	--	--
133+50 - 161+57	RT	15,800	15,800	10	284	--	94	--	--	--	--
161+57 - 174+65	RT	4,280	4,280	3	77	--	25	--	--	--	--
174+65 - 188+22	RT	3,500	2,600	2	47	--	15	--	--	900	22
188+22 - 197+12	RT	1,920	420	1	8	--	2	--	--	1,500	36
STH 175										--	--
13+25 - 37+00	LT	10,100	10,000	6	180	45	74	--	--	100	2
13+25 - 37+00	RT	10,400	10,175	7	183	50	77	--	--	225	5
51+00 - 57+00	LT	1,000	1,000	1	18	--	6	--	--	--	--
ADDISON WAY											
7+66 - 19+50	LT/RT	7,000	5,800	4	104	--	34	--	--	1,200	30
50+12 - 51+88	LT & RT	700	700	--	13	--	4	--	--	--	--
SCHELLINGER CT	LT & RT	2,000	1,530	2	28	--	9	--	--	470	11
SUNSET DRIVE	LT & RT	450	450	--	8	--	3	--	--	--	--
HILLTOP DRIVE	LT & RT	550	550	--	10	--	3	--	--	--	--
BLUEBERRY RD	LT & RT	300	300	--	5	--	2	--	--	--	--
OBLITERATED AREAS	--	3,000	2,300	2	43	--	14	--	--	700	17
BORROW PIT	--	10,000	10,000	6	--	--	149	450	--	--	--
FLUMES	--	--	--	1	--	--	--	--	--	100	2
UNDISTRIBUTED	--	--	--	--	--	--	267	--	--	--	--
TOTALS		150,000	142,700	95	2,390	200	1,270	450	120	7,400	180

LOCATION	STATION	EROSION MAT CLASS II TYPE C DELIVERED 628.2035 SY	EROSION MAT CLASS II TYPE C INSTALLED 628.3035 SY	POLYETHYLENE SHEETING 628.5505 SY	ROOTSTOCK SPV.0060.09 EACH	SEED MIX SPECIAL SPV.0085.01 LB	ROOTSTOCK PROTECTION SPV.0090.02 LF	COCONUT FIBER ROLL DELIVERED SPV.0090.03 LF	COCONUT FIBER ROLL INSTALLED SPV.0090.04 LF	SEED BED PREPARATION SPV.0180.02 SY	SEEDING SPECIAL SPV.0180.03 SY	MULCHING SPECIAL SPV.0180.04 SY	COARSE AGGREGATE SIZE NO 2 SPV.0195.01 TON
PERMANENT CHANNEL	102+00 LT	250	250	--	300	68.5	700	180	180	6800	6800	6800	18
TEMPORARY CHANNEL	102+00 LT	--	--	245	--	--	--	--	--	--	--	--	17
UNDISTRIBUTED		50	50	55	--	--	--	--	--	--	--	--	5
TOTALS		300	300	300	300	68.5	700	180	180	6800	6800	6800	40

LOCATION		SILT FENCE DELIVERED 628.1505 LF	SILT FENCE INSTALLED 628.1510 LF	SILT FENCE MAINTENANCE 628.1520 LF	EROSION BALES DELIVERED 628.1105 EACH	EROSION BALES INSTALLED 628.1110 EACH	GEOTEXTILE FABRIC TYPE FF SPV.0180.01 SY
STH 33							
95+00 - 99+50	LT	450	450	113	–	–	–
96+00 - 105+40	RT	920	920	230	–	–	–
99+70 - 105+10	LT	720	720	180	290	290	–
105+60 - 120+00	RT	1,440	1,440	360	–	–	–
117+00 - 122+20	LT	520	520	130	44	44	–
124+00 - 131+00	LT	700	700	175	280	280	–
124+00 - 137+90	RT	1,390	1,390	348	528	528	–
148+25 - 154+50	LT	625	625	156	–	–	–
153+00 - 159+20	RT	595	595	149	–	–	–
155+00 - 159+00	LT	400	400	100	–	–	–
167+00 - 170+20	RT	320	320	80	–	–	–
171+00 - 180+00	LT	900	900	225	–	–	–
180+00 - 182+00	LT	200	200	50	–	–	–
182+30 - 187+30	LT	500	500	125	–	–	–
183+00 - 183+00	RT	300	300	75	–	–	–
187+70 - 188+10	LT	40	40	10	–	–	–
188+60 - 191+40	LT	280	280	70	–	–	–
193+00 - 200+30	LT	730	730	183	–	–	–
197+80 - 200+60	RT	280	280	70	–	–	–
STH 175							–
16+25 - 22+50	LT	625	625	156	–	–	–
22+50 - 28+00	RT	550	550	138	16	16	–
29+50 - 37+00	LT	850	850	238	260	260	–
29+50 - 37+00	RT	970	970	250	190	190	–
30+00 - 34+00	RT	320	320	80	128	128	
ADDISON WAY							
12+00 - 16+50	RT	450	450	113	–	–	–
16+00 - 18+00	LT	200	200	50	–	–	–
SCHELLINGER ST							
10+50 - 14+75	RT	425	425	106	–	–	–
BORROW PIT		2,000	2,000	500	–	–	–
SETTLEMENT BASINS		–	–	–	250	250	2,580
UNDISTRIBUTED		4,000	4,000	942	494	494	645
TOTALS		21,700	21,700	5,400	2,480	2,480	3,225

	MOBILIZATION EROSION CONTROL 628.1905 EACH	MOBILIZATION EMERGENCY EROSION CONTROL 628.1910 EACH
STAGE 1A	1	1
STAGE 1	1	2
STAGE 2	2	2
STAGE 3	1	1
STAGE 4	1	1
TOTALS	6	7

LOCATION	INLET PROTECTION TYPE A 628.7005 EACH	INLET PROTECTION TYPE B 628.7010 EACH	INLET PROTECTION TYPE C 628.7015 EACH
STH 33			
STA 173+75 RT	1	1	–
STA 190+00 RT	1	–	1
STA 191+82 RT	1	–	–
STA 191+90 RT	1	1	1
TOTALS	4	2	2

3

	EROSION CONTROL FILTER BAGS		
	DELIVERED SPV.0060.03 EACH	INSTALLED SPV.0060.04 EACH	MAINTAINED SPV.0060.05 EACH
STH 33			
STA 176+00 TO 191+00 LT&RT	700	700	175
TOTALS	700	700	175

LOCATION	TEMPORARY DITCH CHECKS DELIVERED 628.7505 LF	TEMPORARY DITCH CHECKS INSTALLED 628.7510 LF
STH 33		
STA 101+00 TO 126+00 LT&RT	255	255
STA 126+00 TO 151+00 LT&RT	110	110
STA 151+00 TO 176+00 LT&RT	100	100
STA 176+00 TO 178+00 LT&RT	70	70
STH 175 LT&RT	145	145
ADDISON WAY	20	20
UNDISTRIBUTED	175	175
TOTALS	875	875

	LOCATION		EROSION MAT CLASS I TYPE B DELIVERED 628.2010 SY	EROSION MAT CLASS I TYPE B INSTALLED 628.3010 SY
STH 33	96+00 - 98+00	RT	180	180
	113+80 - 117+00	RT	290	290
	120+00 - 122+50	RT	450	450
	138+25 - 142+00	RT	350	350
	151+00 - 162+50	RT	1,050	1,050
	166+00 - 170+10	RT	370	370
	170+50 - 179+00	RT	1,050	1,050
	183+00 - 184+50	RT	1,200	1,200
	110+00 - 114+00	LT	1,130	1,130
	115+00 - 119+00	LT	360	360
	131+00 - 133+00	LT	180	180
	135+00 - 142+00	LT	650	650
	151+00 - 154+00	LT	275	275
	157+00 - 160+50	LT	320	320
	166+00 - 173+70	LT	700	700
	174+00 - 180+00	LT	2,700	2,700
	183+00 - 187+50	LT	1,750	1,750
STH 175	16+50 - 18+00	RT	140	140
	18+25 - 20+40	RT	200	200
	20+70 - 22+50	RT	160	160
	23+25 - 28+50	RT	475	475
	29+50 - 36+50	RT	4,250	4,250
	17+25 - 19+50	LT	200	200
	24+50 - 28+00	LT	325	325
	29+50 - 36+50	LT	5,500	5,500
ADDISON HILLTOP	12+00 - 16+60	LT	425	425
	8+25 - 9+25	LT & RT	200	200
	UNDISTRIBUTED		5,120	5,120
	TOTALS		30,000	30,000

3

	TRAFFIC CONTROL									
			FLEXIBLE TUBULAR MARKER		WARNING LIGHTS			SIGNS PORTABLE CHANGEABLE	TEMPORARY RAISED PAVEMENT MARKERS	
LOCATION	DRUMS 643.0300 DAYS	BARRICADES TYPE III 643.0420 DAYS	POSTS 643.0500 EACH	BASES 643.0600 EACH	TYPE A 643.0705 DAYS	TYPE C 643.0715 DAYS	SIGNS 643.0900 DAYS	MESSAGE 643.1050.S DAYS	(WHITE ONE-WAY REFLECTOR) 649.2100 EACH	(YELLOW TWO-WAY REFLECTOR)
STAGE 1A	1,230	255	–	–	345	–	720	–	–	–
STAGE 1	9,100	2,850	55	70	4,200	5,470	6,643	91	20	25
STAGE 2	3,500	2,255	35	45	3,505	1,375	2,805	45	–	–
STAGE 3	570	1,040	–	–	1,406	555	1,739	39	20	25
STAGE 4	–	100	–	–	144	–	253	–	–	–
SUBTOTALS									40	50
TOTALS	14,400	6,500	90	115	9,600	7,400	12,160	175	90	

	TRAFFIC CONTROL	
	SIGNS FIXED MESSAGE 643.1000	DETOUR SIGNS 643.3000
LOCATION	SF	EACH
DETOUR		
STAGE 1	–	14,580
STAGE 2	–	8,690
STAGE 3	–	5,400
STH 33	74.75	–
STH 175	19.17	–
ARROWS	2.52	–
TOTALS	96.44	28,670

LOCATION	MOVING SIGNS TYPE II 638.2102* EACH	REMARKS
SUNSET	1	STOP SIGN
HILTOP	1	STOP SIGN
BLUEBERRY	1	STOP SIGN
NEW PLAT	1	STOP SIGN
FRONTAGE RD (ADDISON)	2	STOP SIGN, ARROW
TOTAL	6	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES	SHEET: 146	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

		PAVEMENT MARKING								
		EPOXY 4-INCH		SAME DAY EPOXY 4-INCH	ARROWS EPOXY TYPE 2	WORDS EPOXY	CHANNELIZING EPOXY 8-INCH	STOP LINE EPOXY 18-INCH	DIAGONAL EPOXY 12-INCH	LOCATING NO PASSING ZONES
		(WHITE)	(YELLOW)	646.0406	647.0166	647.0356	646.0226	647.0566	647.0726	648.0100
STATION	LOCATION	646.0106 LF		LF	EACH	EACH	LF	LF	LF	MI
90+00 - 105+39	STH 33	3,025	2,000	1,000		–	–	–	–	0.29
105+39 - 123+17	STH 33	4,955	2,526	–	2	2	698	34	–	0.34
123+17 - 133+50	STH 33	3,680	1,764	–	2	2	–	45	–	0.20
133+50 - 161+57	STH 33	4,945	1,266	–	–	–	202	–	–	0.53
161+57 - 174+65	STH 33	5,475	2,189	–	–	–	192	–	–	0.25
174+65 - 188+22	STH 33	755	2,665	–	–	–	374	–	160	0.26
188+22 - 197+12	STH 33	1,240	2,247	–	–	–	–	–	96	0.17
197+12 - 201+24	STH 33	200	1,690	–	–	–	–	–	–	0.08
13+25 - 28+75	STH 175	2,950	3,040	–	2	2	260	37	–	0.30
28+75 - 42+00	STH 175	2,650	2,650	–	2	2	294	36	–	0.54
10+27 - 21+66	SCHELLINGER ST	–	2,278	–	–	–	–	27	–	–
50+25 - 68+00	ADDISON WAY	–	3,390	–	–	–	–	30	–	0.29
7+66 - 19+70	ADDISON WAY	–	2,870	–	–	–	–	27	–	0.23
9+67, RT	SUNSET DR	–	–	–	–	–	–	27	–	–
9+66, RT	HILLTOP RD	–	–	–	–	–	–	22	–	–
9+64, RT	BLUEBERRY RD	–	–	–	–	–	–	30	–	–
9+64, RT	NEW PLAT ST	–	–	–	–	–	–	30	–	–
	SUBTOTALS	29,875	30,575							
	TOTALS	60,450		1,000	8	8	2,020	345	256	3.48

	REMOVING PAVEMENT MARKINGS	TEMPORARY PAVEMENT MARKING 4-INCH	
		(WHITE)	(YELLOW)
LOCATION	646.0600 LF	649.0100 LF	
STAGE 1A	–	–	–
STAGE 1			
STH 33 TEMP BYPASS	2,690	3,000	3,000
RAMP WIDENING	2,450	950	1,900
FRONTAGE RD WIDENING	675	750	1,300
STAGE 2			
STH 33 TEMP BYPASS	1,500	3,000	3,000
RAMP WIDENING	925	2,450	2,450
FRONTAGE RD WIDENING	920	–	–
STAGE 3			
STH 175	–	5,750	5,750
FRONTAGE RD WIDENING	675	680	240
STA 200+43 LT/RT BRIDGE	590	–	–
SUBTOTALS		16,580	17,640
TOTALS	10,425	34,220	

STATION	LOCATION	CONSTRUCTION STAKING SUBGRADE 650.4500 LF	BASE 650.5000 LF	CURB, GUTTER, & CURB & GUTTER 650.5500 LF	CONCRETE PAVEMENT 650.7000 LF
95+00 - 105+50	STH 33	1,050	1,050	63	–
105+50 - 123+00	STH 33	1,750	1,565	93	185
123+00 - 133+50	STH 33	1,050	852	75	198
133+50 -161+50	STH 33	2,800	2,800	177	–
161+50 - 174+75	STH 33	1,325	1,325	160	–
174+75 - 188+50	STH 33	1,375	1,375	685	–
188+50 - 196+50	STH 33	800	800	393	–
196+50 - 200+18	STH 33	–	–	84	–
16+25 - 28+50	STH 175	1,225	1,075	600	202
29+00 - 37+00	STH 175	850	643	–	160
10+22-14+60	SCHELLINGER ST	450	450	–	–
21+45-22+44	SCHELLINGER ST	100	100	–	–
51+12 - 51+88	ADDISON WAY	150	150	210	–
ADDISON WAY	ADDISON WAY	1,200	1,200	830	–
SUNSET DRIVE	SUNSET DRIVE	150	150	–	–
HILLTOP DRIVE	HILLTOP DRIVE	150	150	–	–
BLUEBERRY ROAD	BLUEBERRY ROAD	100	100	–	–
NEW PLAT STREET	NEW PLAT STREET	100	100	–	–
STAGE 1A					
90+00 - 104+00	STH 33	1,400	1,400	–	–
24+00 - 28+00	STH 175	400	400	–	–
51+00 - 55+00	STH 175	400	400	–	–
STAGE 1					
94+50 - 104+50	STH 33	1,000	1,000	–	–
24+00 - 27+00	STH 175	300	300	–	–
	TOTALS	18,125	17,385	3,370	745

STATION		LOCATION	SAWING EXISTING PAVEMENT 690.0100 LF	SAWING CONCRETE PAVEMENT FULL DEPTH 690.0200 LF
90+00		STH 33	30	–
95+00		STH 33	12	18
90+00 - 95+00	LT	TEMP RD	500	–
95+00 - 103+50	RT	TEMP RD	850	–
165+82	LT	STH 33	14	–
169+42	LT	STH 33	17	–
181+30	RT	STH 33	12	–
187+60	LT	STH 33	20	–
188+50	LT	STH 33	39	–
191+40	LT	STH 33	22	–
193+42	RT	STH 33	18	–
196+47 - 197+10	RT	STH 33	90	–
196+50		STH 33	46	–
200+18		STH 33	55	–
16+25		STH 175	12	18
20+50	RT	STH 175	22	–
22+25	LT	STH 175	10	–
37+00		STH 175	18	18
51+26 - 54+95	RT	STH 175	369	–
57+00		STH 175	30	–
14+60		SCHELLINGER	12	18
21+45		SCHELLINGER	12	18
7+66		ADDISON WAY	6	18
8+00	RT	ADDISON WAY	35	–
9+00	LT	ADDISON WAY	32	–
9+40	RT	ADDISON WAY	–	10
10+00	RT	ADDISON WAY	24	–
11+25	LT	ADDISON WAY	22	–
51+88		ADDISON WAY	6	18
51+25	LT	ADDISON WAY	16	–
8+50		SUNSET DRIVE	22	–
8+32		HILLTOP DRIVE	20	–
8+66		BLUEBERRY	24	–
9+25	RT	BLUEBERRY	30	–
9+21		NEW PLAT	38	–
		TOTALS	2,485	136

3

PERMANENT TYPE II SIGNS STH 33 — CATEGORY CODE 0010 — 1410-04-70

SIGN NO.	SIGN CODE (SIZE CODE)	SIGN SIZE (W X H) INCHES	637.0202 SIGNS TYPE II REFL. S.F.	634.0616 WOOD POST 4 X 6 X 16 EA	634.0620 WOOD POST 4 X 6 X 20 EA	634.0412 WOOD POST 4 X 4 X 12 EA	638.2602 REM SIGNS TYPE II EA.	638.3000 REM SMALL SIGN SUPP. EA.	638.2102 MOVING * SIGNS TYPE II EA	MOUNT ON SAME POST AS SIGN NO	REMARKS
1	W1-4R (3)	36 X 36	9	1							
2	W14-3 (2)	48 X 36	6	1							
3	R2-1 (2)	24 X 30	5						3		
4	W14-3 (2)	48 X 36	6	1							
5	W14-3 (2)	48 X 36	6	1							
6	J1-1						1	1			
7	W14-3 (2)	48 X 36	6	1							
8	J1-1(2)			1							
	M2-1	24 X 12	2								
	M1-6	24 X 24	4								
9	I2-3	54 X 24	9	2							
10	W3-1(2)	36 X 36	9	1							
11	W3-1(2)	36 X 36	9	1							
12	W5-56A (2)	18 X 18	2.25			1					
13	W5-56A (2)	18 X 18	2.25			1					
14	W5-56A (2)	18 X 18	2.25			1					
15	W3-1						2	2			
16	I2-3						1	2			
17	W14-1(2)	30 X 30	6.25	1							
18	R1-1(3)	36 X 36	7.46	1							
19	W3-1(2)	36 X 36	9	1							
20	W14-3						1	1			
21	W14-3						1				SAME POST AS SIGN #6
22	J2-2(2)			1							
	M3-4	24 X 12	2								
	M3-3	24 X 12	2								
	M1-6	24 X 24	4								
	M1-6	24 X 24	4								
	M1-5L	21 X 21	3.06								
	M1-5R	21 X 21	3.06								
23	D1-3	72 X 48	24	2							
24	W1-4R (3)	36 X 36	9	1							

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES - SIGNING	SHEET 149	E

FILE NAME : \\wke31fp1\cadds\projects\d2_SIGNING_MS\d2_s_14100470\STH33sign.dgn PLOT DATE : 19-OCT-2004 16:52 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 199.397590:1.000000 WISDOT/CADDS SHEET 43

PERMANENT TYPE II SIGNS STH 33 — CATEGORY CODE 0010 — 1410-04-70

SIGN NO.	SIGN CODE (SIZE CODE)	SIGN SIZE (W X H) INCHES	637.0202 SIGNS TYPE II REFL. S.F.	634.0616 WOOD POST 4 X 6 X 16 EA	634.0620 WOOD POST 4 X 6 X 20 EA	634.0412 WOOD POST 4 X 4 X 12 EA	638.2602 REM SIGNS TYPE II EA.	638.3000 REM SMALL SIGN SUPP. EA.	638.2102 MOVING * SIGNS TYPE II EA	MOUNT ON SAME POST AS SIGN NO	REMARKS
25	R1-1(3)	36 X 36	7.46	1							
26	R1-4(2)	18 X 6	0.75							25	
27	I2-3	54 X 24	9	2			1	2			
28	D1-3	72 X 48	24	2							
29	J1-1(2)			1							
	M2-1	24 X 12	2								
	M1-6	24 X 24	4								
30	J2-2(2)			1							
	M3-4	24 X 12	2								
	M3-2	24 X 12	2								
	M1-6	24 X 24	4								
	M1-6	24 X 24	4								
	M1-5L	21 X 21	3.06								
	M1-5R	21 X 21	3.06								
31	W3-1(2)	36 X 36	9	1							
32	W3-1(2)	36 X 36	9	1							
33	W3-1(2)	36 X36	9	1							
34	J3-2(2)			1							
	M3-4	24 X 12	2								
	M3-2	24 X 12	2								
	M1-6	24 X 24	4								
	M1-6	24 X 24	4								
	M6-1	21 X 21	3.06								
	M6-1	21 X 21	3.06								
35	R1-1(3)	36 X 36	7.46	1							
36	R1-4(2)	18 X 6	0.75							35	
37	J4-1(2)									38	
	M3-2	24 X 12	2								
	M1-6	24 X 24	4								
38	D2-2	78 X 30	16.25	2							
39	R2-1(2)	24 X 30	6.25	1							
40	D1-3	66 X 48	22	2							

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

FILE NAME : \\wke31fp1\cadds\projects\d2_SIGNING_MS\d2_s_14100470\STH33sign.dgn PLOT DATE : 19-OCT-2004 16:56 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 199.397590:1.000000 WISDOT/CADDS SHEET 43

PERMANENT TYPE II SIGNS STH 33 — CATEGORY CODE 0010 — 1410-04-70

SIGN NO.	SIGN CODE (SIZE CODE)	SIGN SIZE (W X H) INCHES	637.0202 SIGNS TYPE II REFL. S.F.	634.0616 WOOD POST 4 X 6 X 16 EA	634.0620 WOOD POST 4 X 6 X 20 EA	634.0412 WOOD POST 4 X 4 X 12 EA	638.2602 REM SIGNS TYPE II EA.	638.3000 REM SMALL SIGN SUPP. EA.	638.2102 MOVING * SIGNS TYPE II EA	MOUNT ON SAME POST AS SIGN NO	REMARKS
41	I2-3	54 X 24	9	2							
42	J2-2(2)			1							
	M3-3	24 X 12	2								
	M3-1	24 X 12	2								
	M1-6	24 X 24	4								
	M1-6	24 X 24	4								
	M1-5L	21 X 21	3.06								
	M1-5L	21 X 21	3.06								
43	R1-4(2)	18 X 6	0.75							44	
44	R1-1(3)	36 X 36	7.46	1							
45	J4-1(2)			1							
	M3-1	24 X 12	2								
	M1-6	24 X 24	4								
46	W13-1(3)	24 X 24	4							47	
47	W1-2R(3)	36 X 36	9	1							
48	R1-1(3)	36 X 36	7.46	1							
49	R1-4(2)	18 X 6	0.75							48	
50	J3-1(2)			1							
	M3-2	24 X 12	2								
	M3-4	24 X 12	2								
	M1-6	24 X 24	4								
	M1-6	24 X 24	4								
	M6-1	21 X 21	3.06								
	M6-1	21 X 21	3.06								
51	D2-2	90 X 30	18.75	2							
52	J4-1(2)									51	
	M3-4	24 X 12	2								
	M1-6	24 X 24	4								
53	S3-1(2)	30 X 30	6.25	1			1	1			
54	J3-1						1	1			
55	J4-1(2)						1			56	
	M3-3	24 X 12	2								
	M1-6	24 X 24	4								

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

FILE NAME : \\wke31fp1\cadds\projects\d2_SIGNING_MS\d2_s_14100470\STH33sign.dgn PLOT DATE : 19-OCT-2004 16:56 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 199.397590:1.000000 WISDOT/CADDS SHEET 43

PERMANENT TYPE II SIGNS STH 33 — CATEGORY CODE 0010 — 1410-04-70

SIGN NO.	SIGN CODE (SIZE CODE)	SIGN SIZE (W X H) INCHES	637.0202 SIGNS TYPE II REFL. S.F.	634.0616 WOOD POST 4 X 6 X 16 EA	634.0620 WOOD POST 4 X 6 X 20 EA	634.0412 WOOD POST 4 X 4 X 12 EA	638.2602 REM SIGNS TYPE II EA.	638.3000 REM SMALL SIGN SUPP. EA.	638.2102 MOVING * SIGNS TYPE II EA	MOUNT ON SAME POST AS SIGN NO	REMARKS
56	D2-2	78 X 30	16.25	2			1	2			
57	J3-1						1	1			
58	R2-1						1	1			
59	I2-3						1	2			
60	R2-1						1	1			
61	J2-2						1	1			
62	D1-3						1	2			
63	W3-1						1	1			
64	J3-1						1	1			
65	R5-1A						1				
66	R5-1						1	1			
67	W1-6						1	1			
68	R1-1						1	1			
69	J3-1						1	1			
70	D1-2						1	2			
71	W14-3(2)	48 X 36	6	1							
72	W3-1(2)	36 X 36	9	1							
73	D1-3						1	2			
74	W5-52L(2)						1	1			
75	W5-52L(2)						1	1			
76	w5-52R(2)						1	1			
77	D1-2	72 X 30	15	2							
78	J2-2(2)			1							
	M3-2	24 X 12	2								
	M3-4	24 X 12	2								
	M1-6	24 X 24	4								
	M1-6	24 X 24	4								
	M1-5L	21 X 21	3.06								
	M1-5R	21 X 21	3.06								
79	J3-2						1	1			
80	R1-1						1	1			

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	MISCELLANEOUS QUANTITIES - SIGNING	SHEET 152	E

FILE NAME : \\wke31fp1\cadds\projects\d2_SIGNING_MS\d2_s_14100470\STH33sign.dgn
PLOT DATE : 19-OCT-2004 16:56 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 199.397590:1.000000
WISDOT/CADDS SHEET 43

PERMANENT TYPE II SIGNS STH 33 — CATEGORY CODE 0010 — 1410-04-70

SIGN NO.	SIGN CODE (SIZE CODE)	SIGN SIZE (W X H) INCHES	637.0202 SIGNS TYPE II REFL. S.F.	634.0616 WOOD POST 4 X 6 X 16 EA	634.0620 WOOD POST 4 X 6 X 20 EA	634.0412 WOOD POST 4 X 4 X 12 EA	638.2602 REM SIGNS TYPE II EA.	638.3000 REM SMALL SIGN SUPP. EA.	638.2102 MOVING * SIGNS TYPE II EA	MOUNT ON SAME POST AS SIGN NO	REMARKS
81	R1-1						2	1			
	R1-4										
82	R1-1						2	1			
	R1-4										
83	R1-1						2	1			
	R1-4										
84	W14-3						1	1			
85	W1-1R						1	1			
86	W13-1(3)	24 X 24	4							87	
87	W1-1R(2)	36 X 36	9	1							
88	W14-3						1	1			
89	W1-8(2)	18 X 24	3	1							
90	W1-8(2)	18 X 24	3	1							
91	W1-8(2)	18 X 24	3	1							
92	D2-1						1	2			
93	J4-1						1				
94	W3-1(2)	36 X 36	9	1							
95	R1-1(3)	36 X 36	7.46	1							
96	J3-1(2)			1							
	M1-6	24 X 24	4								
	M6-4	21 X 21	3.06								
97	R2-1(2)	24 X 30	6.25	1							
98	W1-1R(2)	36 X 36	9	1							
99	W13-1(3)	24 X 24	4							98	
100	W3-1						1	1			
101	W3-1						1	1			
102	W3-1						1	1			
103	I2-3						1	2			
104	J3-2						1	1			
105	R1-1						1	1			
106	R1-4						1				
107	R1-1						1	1			

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

PERMANENT TYPE II SIGNS STH 33 — CATEGORY CODE 0010 — 1410-04-70

SIGN NO.	SIGN CODE (SIZE CODE)	SIGN SIZE (W X H) INCHES	637.0202 SIGNS TYPE II REFL. S.F.	634.0616 WOOD POST 4 X 6 X 16 EA	634.0620 WOOD POST 4 X 6 X 20 EA	634.0412 WOOD POST 4 X 4 X 12 EA	638.2602 REM SIGNS TYPE II EA.	638.3000 REM SMALL SIGN SUPP. EA.	638.2102 MOVING * SIGNS TYPE II EA	MOUNT ON SAME POST AS SIGN NO	REMARKS
108	W1-1L (2)	36 X 36	9	1							
109	W13-1(3)	24 X 24	4							108	
110	W3-1						1	1			
111	W3-1						1	1			
112	R2-1						1	1			
113	W1-6(2)	48 X 24	8	1							
114	W3-1						1	1			
115	W3-1						1	1			
116	J4-1						1				
117	D2-2						1	2			
118	R2-1(2)	24' X 30	6.25	1							
119	W54-57(2)	30X 30	6.25	1			1	1			
120	J2-1						1	1			
121	NOT USED										
122	W1-2L(3)	36 X 36	9	1							
123	J1-1(2)			1							
	M2-1	24 X 12	2								
	M1-6	24 X 24	4								
124	W3-1(2)	36 X 36	9	1							
125	W1-6(2)	48 X 24	8	1							
126	J2-1						1	1			
127	W1-6(2)	48 X 24	8	1			1	1			
128	J3-1			1			1		1		
129	R1-1(3)	36 X 36	7.46	1			1	1			
130	J4-1			1				1	1		
131	I2-3	54 X 24	5	2							
132	J1-1			1				1	1		
133	M6-1(2)	21 X 21	3.06								COVER EXISTING ARROW
134	D1-3	72 X 36	18	2							
135	J3-2 (2)			1			1	1			

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

SHEET 6 OF 9

PERMANENT TYPE II SIGNS STH 33 — CATEGORY CODE 0010 — 1410-04-70

SIGN NO.	SIGN CODE (SIZE CODE)	SIGN SIZE (W X H) INCHES	637.0202 SIGNS TYPE II REFL. S.F.	634.0616 WOOD POST 4 X 6 X 16 EA	634.0620 WOOD POST 4 X 6 X 20 EA	634.0412 WOOD POST 4 X 4 X 12 EA	638.2602 REM SIGNS TYPE II EA.	638.3000 REM SMALL SIGN SUPP. EA.	638.2102 MOVING * SIGNS TYPE II EA	MOUNT ON SAME POST AS SIGN NO	REMARKS
	M4-5	24 x 12	2								
	M1-6	24 X 24	4								
	M3-3	24 X 12	2								
	M1-6	24 X 24	4								
	M6-1	21 X 21	3.06								
	M6-1	21 X 21	3.06								
136	R2-1(2)	24 X 30	6.25	1			1	1			
137	J3-1						1	1			
138	J4-1(2)			1			1	1			
	M3-3	24 X 12	2								
	M1-6	24 X 24	4								
139	D1-2						1	2			
140	W3-1(2)	36 X 36	9		1						LED BEACON - SEE ELEC
141	W3-1(2)	36 X 36	9		1						LED BEACON - SEE ELEC
142	J1-1(2)			1							
	M2-1	24 X 12	2								
	M1-6	24 X 24	4								
143	W1-2L(3)	36 X 36	9	1							
144	W3-1						1	1			
145	J1-1						1	1			
146	D1-3						1	2			
147	W14-3(2)	36 X 48	6	1			1	1			
148	W14-3 (2)	36 X 48	6	1			1	1			
149	M1-94	60 X 15	6.25	2							
150	R1-1(3)	36 X 36	7.46	1			1	1			
151	D3								1		
152	W1-4L(3)	36 X 36	9	1			1	1			
153	W13-1(3)	24 X 24	4				1				
154	W3-5(2)	36 X 36	9	1			1	1			
155	W13-1W						1				
156	R3-72			1				1	1		

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

FILE NAME : \\wke31fp1\cadds\projects\d2_SIGNING_MS\d2_s_14100470\STH33sign.dgn PLOT DATE : 19-OCT-2004 16:53 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 199.397590:1.000000 WISDOT/CADDS SHEET 43

PERMANENT TYPE II SIGNS STH 33 — CATEGORY CODE 0010 — 1410-04-70

SIGN NO.	SIGN CODE (SIZE CODE)	SIGN SIZE (W X H) INCHES	637.0202 SIGNS TYPE II REFL. S.F.	634.0616 WOOD POST 4 X 6 X 16 EA	634.0620 WOOD POST 4 X 6 X 20 EA	634.0412 WOOD POST 4 X 4 X 12 EA	638.2602 REM SIGNS TYPE II EA.	638.3000 REM SMALL SIGN SUPP. EA.	638.2102 MOVING * SIGNS TYPE II EA	MOUNT ON SAME POST AS SIGN NO	REMARKS
157	D3								1		
158	M1-94	60 X 15	6.25	2							
159	R1-1(3)	36 X 36	7.46	1			1	1			
160	R2-1(2)	24 X 30	6.25	1			1	1			
161	R2-1(2)	24 X 30	6.25	1			1	1			
162	W4-2R(2)	36 X 36	9	1			1	1			
163	M1-94	60 X 15	6.25	2							
164	M1-94	60 X 15	6.25	2							
165	R2-1(2)	24 X 30	6.25	1			1	1			
166	R1-1			1				1	1		
167	R4-3(2)	24 X 30	6.25	1			1	1			
168	W1-4L(2)	36 X 36	9	1			1	1			
169	R2-1(2)	24 X 30	6.25	1			1	1			
170	W3-5(2)	36 X 36	9	1							
171	D3								1		
172	R1-1(3)	36 X 36	7.46	1			1	1			
173	PARKING RESTRIC								3		
174	R2-1(2)	24 X 30	6.25	1			1	1			
175	R2-1(2)	24 X 30	6.25	1							
176	R1-1(3)	36 X 36	7.46	1			1	1			
177	D3								1		
178	I2-3	54 X 24	9	2			1	2			
179	NOT USED										
180	NOT USED										
181	NOT USED										
182	W5-52L(2)	12 X 36	3	1			1	1			4 FOOT MOUNTING HEIGHT
183	W5-52L(2)	12 X 36	3	1			1	1			4 FOOT MOUNTING HEIGHT
184	W5-52R(2)	12 X 36	3	1			1	1			4 FOOT MOUNTING HEIGHT
185	W5-52R(2)	12 X 36	3	1			1	1			4 FOOT MOUNTING HEIGHT
186	R7-1L(2)	18 X 24	3			1	1	1			

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

FILE NAME : \\wke31fp1\cadds\projects\d2_SIGNING_MS\d2_s_14100470\STH33sign.dgn PLOT DATE : 19-OCT-2004 16:53 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 199.397587:1.000000 WISDOT/CADDS SHEET 43

PERMANENT TYPE II SIGNS STH 33 — CATEGORY CODE 0010 — 1410-04-70

SIGN NO.	SIGN CODE (SIZE CODE)	SIGN SIZE (W X H) INCHES	637.0202 SIGNS TYPE II REFL. S.F.	634.0616 WOOD POST 4 X 6 X 16 EA	634.0620 WOOD POST 4 X 6 X 20 EA	634.0412 WOOD POST 4 X 4 X 12 EA	638.2602 REM SIGNS TYPE II EA.	638.3000 REM SMALL SIGN SUPP. EA.	638.2102 MOVING * SIGNS TYPE II EA	MOUNT ON SAME POST AS SIGN NO	REMARKS
187-207	NOT USED										
208	W5-52R(2)					1	1				
209	W3-1						1	1			
210	J3-2						1	1			
211	ADOPT A HIGHWAY			1				1	1		
212	W1-6(2)	48 X 24	8	1							
213	W3-1(2)	36 X 36	9	1							
214	J3-2(2)										
	M3-1	24 X 12	2	2							
	M3-3	24 X 12	2								
	M1-6	24 X 24	4								
	M1-6	24 X 24	4								
	M6-1	21 X 21	3.06								
	M6-1	21 X 21	3.06								
215	J3-2(2)										
	M3-1	24 X 12	2	2							
	M3-3	24 X 12	2								
	M1-6	24 X 24	4								
	M1-6	24 X 24	4								
	M6-1	21 X 21	3.06								
	M6-1	21 X 21	3.06								
TOTAL			974.76	120	2	4	98	104	16		

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE IN PLAN.

FILE NAME : \\wke31fp1\cadds\projects\d2_SIGNING_MS\d2_s_14100470\STH33sign.dgn
PLOT DATE : 19-OCT-2004 16:53 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 199.397590:1.000000
WISDOT/CADDS SHEET 43

STH 33 & STH 175 NB

SPV.0105.01 SUMMARY OF STATE FURNISHED MATERIALS
TRAFFIC FLASHING BEACONS,STH 33 & STH 175 NB
1 - LUMP SUM

QUANT. EACH	DESCRIPTION
2	PEDESTAL BASES
2	TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13'
2	TRAFFIC SIGNAL FACES, 8", LED MODULES•
1	TRAFFIC SIGNAL MOUNTING HARDWARE, STH 33 & STH 175 NB

NOTE: THIS TABLE IS FOR INFORMATION ONLY

TRAFFIC SIGNAL FACES, 1-8" INCH, LED MODULES•

SIG. HEAD NO.	SIG. BASE NO.	8" FACE
1	SB1	1
2	SB2	1
TOTAL•		2

• INCIDENTAL TO ITEM TRAFFIC FLASHING BEACONS, STH 33 & STH 175 NB

NOTE: THIS TABLE IS FOR INFORMATION ONLY

PEDESTAL BASES•
TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13-FOOT•

SIG. BASE NO.	PED. BASE EACH	13-FOOT STAND. EACH
1	1.0	1.0
2	1.0	1.0
TOTAL	2.0	2.0

• INCIDENTAL TO ITEM TRAFFIC FLASHING BEACONS, STH 33 & STH 175 NB

652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

LOC.	TO LOC.	NONMET. 2-INCH LF
PB1	TO PB2	60.0
	TOTAL••	60.0

655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG

LOC.	TO LOC.	NONMET. 2-INCH LF
PB1	TO PB2	100.0
	TOTAL••	100.0

653.0140 PULL BOXES STEEL 24X42-INCH

PULL BOX NO.	LOCATION•	24"x42" EACH
1	134+94, 32'R	1.0
2	134+94, 32' LT	1.0
	TOTAL•	2.0

• FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

654.0101 CONCRETE BASES, TYPE 1

SIGNAL BASE NO.	LOCATION•	TYPE 1 EACH
1	135+00, 35'	1.0
2	135+00, 35' LT	1.0
	TOTAL ••	2.0

• FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

STH 33 & STH 175 SB

SPV.0105.02 SUMMARY OF STATE FURNISHED MATERIALS
TRAFFIC FLASHING BEACONS,STH 33 & STH 175 SB
1 - LUMP SUM

QUANT. EACH	DESCRIPTION
2	PEDESTAL BASES
2	TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13'
2	TRAFFIC SIGNAL FACES, 8", LED MODULES•
1	TRAFFIC SIGNAL MOUNTING HARDWARE, STH 33 & STH 175 SB

NOTE: THIS TABLE IS FOR INFORMATION ONLY

TRAFFIC SIGNAL FACES, 1-8" INCH, LED MODULES•

SIG. HEAD NO.	SIG. BASE NO.	8" FACE
1	SB10	1
2	SB10	1
TOTAL•		2

• INCIDENTAL TO ITEM TRAFFIC FLASHING BEACONS, STH 33 & STH 175 SB

NOTE: THIS TABLE IS FOR INFORMATION ONLY

PEDESTAL BASES•
TRAFFIC SIGNAL STANDARDS, ALUMINUM, 13-FOOT•

SIG. BASE NO.	PED. BASE EACH	13-FOOT STAND. EACH
101	1.0	1.0
102	1.0	1.0
TOTAL	2.0	2.0

• INCIDENTAL TO ITEM TRAFFIC FLASHING BEACONS, STH 33 & STH 175 SB

652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

LOC.	TO LOC.	NONMET. 2-INCH LF
PB1	TO PB2	60.00
	TOTAL••	60.0

655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG

LOC.	TO LOC.	NONMET. 2-INCH LF
PB1	TO PB2	100.0
	TOTAL••	100.0

653.0140 PULL BOXES STEEL 24X42-INCH

PULL BOX NO.	LOCATION•	24"x42" EACH
101	113+05, 32'R	1.0
102	113+05, 32' LT	1.0
	TOTAL•	2.0

• FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

654.0101 CONCRETE BASES, TYPE 1

SIGNAL BASE NO.	LOCATION•	TYPE 1 EACH
101	113+00, 35'	1.0
102	113+00, 35' LT	1.0
	TOTAL ••	2.0

• FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

•• QUANTITIES LOCATED ELSEWHERE ON PLAN

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHNGTON	MISCELLANEOUS QUANTITIES	SHEET 158	E

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
1410-04-20		
FEDERAL PROJECT NUMBER	4.1	

PLAT OF RIGHT-OF-WAY REQUIRED FOR

STH 33

STH 175 TO ROCK RIVER

STH 33 WASHINGTON COUNTY

CONSTRUCTION PROJECT NUMBER

1410-04-70

CONVENTIONAL ABBREVIATIONS

ACCESS POINT	AP	LAND CONTRACT	LC
ACCESS RIGHTS	AR	LENGTH OF CURVE	L
ACRES	AC.	LONG CHORD	LCH
AHEAD	AH	LONG CHORD BEARING	LCB
AND OTHERS	ET. AL.	MONUMENT	MON.
BACK	BK	OUTLOT	OL
BARN	B	PAGE	P.
CENTERLINE	℄	PROPERTY LINE	PL
CENTRAL ANGLE OR DELTA	DELTA	QUIT CLAIM DEED	QCD
CERTIFIED SURVEY MAP	C.S.M.	RADIUS	R
COMMERCIAL	C	REFERENCE LINE = ℄ OF PROPOSED ROAD (NO MEDIAN)	℄
CONSTRUCTION PERMIT	CP	REMAINING	REM.
CORNER	COR.	RIGHT-OF-WAY	R/W
DEED	(D)	SECTION	SEC.
DEGREE OF CURVE	D	SEVERED	SEV.
DIST. BETWEEN SECTION CORNERS	(DIST)	SHED	S
DOCUMENT	DOC.	STATION	STA.
EASEMENT	EASE.	TANGENT	TAN
ESTATE	EST	TEMPORARY LIMITED EASEMENT	TLE
GARAGE	G	TRANSIT LINE	℄
HOUSE	H	VOLUME	V.

CONVENTIONAL SYMBOLS

BRIDGE		STATE LINE, COUNTY LINE, TOWN/RANGE LINE	
BUILDING		SECTION LINE	
FOUND 1" IRON PIPE/PIN UNLESS NOTED	⌀	QUARTER LINE	
R/W MONUMENT	●	SIXTEENTH LINE	
R/W STANDARD	▲	PROPOSED REFERENCE LINE	
GAS PUMP ISLAND	G.P.	EXISTING CENTERLINE	
WELL	⊙WELL	PROPOSED R/W LINE	
SEPTIC PUMP	⊙SP	EXISTING R/W LINE	
SEPTIC TANK	⊙ST	PROPERTY LINE	
SEPTIC VENT	⊙SEPV	LOT & TIE LINES	
SIGN	SIGN	SLOPE INTERCEPTS	
		EXISTING EASEMENT	
FEE (HATCHING)		UTILITY EASEMENT	
		CORPORATE LIMITS	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
PERMANENT LIMITED EASEMENT		NO ACCESS (BY ACQUISITION)	
PARALLEL OFFSET		NO ACCESS (BY STATUTORY AUTHORITY)	
		ROAD OBLITERATION LINE	

CONVENTIONAL UTILITY SYMBOLS

			COMPENSABLE		NON-COMPENSABLE
WATER	W	POWER POLE		OR	
GAS	G	TELEPHONE POLE		OR	
TELEPHONE	T	LIGHT POLE		OR	
OVERHEAD TRANSMISSION LINES	OH	UTILITY PEDESTAL	(LABEL)	OR	
ELECTRIC	E				
CABLE TELEVISION	TV				
FIBER OPTIC	FO	ELECTRIC TOWER		OR	
SANITARY SEWER	SAN				
STORM SEWER	SS				

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WASHINGTON ZONE), NAD 1983(91).

THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT ARE:
1) WEST BEND
2) FOND DU LAC
3) DODGE 1675 AND 1695

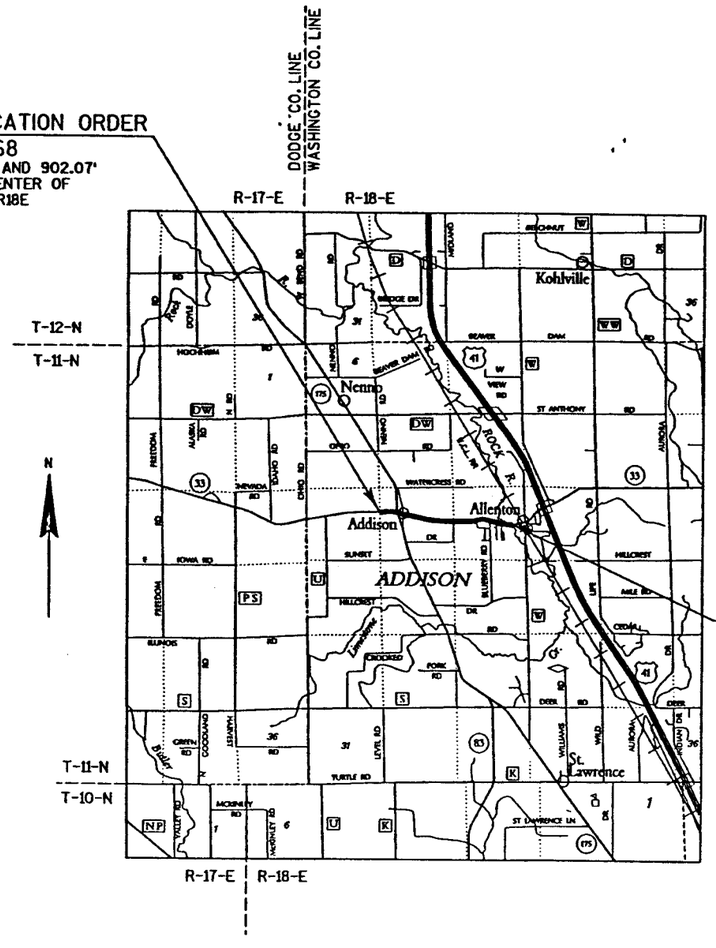
RIGHT OF WAY MONUMENTS ARE TYPE 2 AND ARE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER, BY WISCONSIN D.O.T. DISTRICT 2 SURVEY.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

BEGIN RELOCATION ORDER

STA. 93+22.68

1307.83' EAST OF AND 902.07' NORTH OF THE CENTER OF SECTION 18, T11N, R18E



END RELOCATION ORDER

STA. 199+93.22

1428.66' WEST OF AND 22.26' NORTH OF THE EAST 1/4 CORNER OF SECTION 16, T11N, R18E

LAYOUT

SCALE 0 1 MILE

TOTAL NET LENGTH OF CENTERLINE STH 33 = 2.021 MILE

The most current Right of Way information should be viewed in DOTView using the Real Estate project ID. The plat information contained in this as-built plan may not be the final record.

ORIGINAL PLANS PREPARED BY

KAPUR & ASSOCIATES, INC.
CONSULTING ENGINEERS
MILWAUKEE, WISCONSIN
414.351.6668

WISCONSIN
ANTHONY J. GROMACKI
S-2220
JACKSON
WI

1/31/03 (Date)

(Signature)

REVISION DATE
MAR. 19, 2004
DEC. 7, 2004

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR DISTRICT OFFICE

DATE: Jan 31, 2003 (Signature)

E

FILE NAME : E:\DOT2\754STH33\SURVEY\dgn\754_040101_RT.DGN PLOT DATE : 01/31/2003

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

(C) CALCULATED
* RESTRICTED DEVELOPMENT EASEMENT

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST REQUIRED	TOTAL ACRES	R/W REQUIRED ACRES NEW	R/W REQUIRED ACRES EXISTING	R/W REQUIRED ACRES TOTAL	TOTAL REMAINING ACRES	T.L.E. TEMP. ACRES	*R.D.E. PERM. ACRES	PARCEL NUMBER
1(2)		ELIMINATED									1
2	4.4	RONALD J. AND RENEE K. STEGER	FEE,AR,TLE	14.51	0.08		0.08	14.43	0.06		2
3(2)	4.4,4.5	RICHARD G. AND MARY ANN SCHELLINGER	FEE,AR,TLE	39.91(C)	8.19		8.19	31.72	0.04		3
4(2)	4.5,4.6	ALLEN H. GROSS	FEE,AR	3.25	1.52		1.52	1.73			4
5(2)	4.5	DAVID S. AND JANE M. TOLONEN	FEE,AR	1.44	0.18		0.18	1.26			5
6(2)	4.5	JEROME DIETERICH	TLE						0.02		6
7(2)	4.5-4.7	SUNSET FARMS, INC.	FEE,AR	338.35	9.47	2.09	11.56	326.79			7
8	4.5	WISCONSIN ELECTRIC POWER CO.	HE	0.69	0.06		0.06	0.69			8
9(2)	4.5	GARY B. KAEHNE	FEE,TLE	9.31	0.16	0.35	0.51	8.80	0.10		9
10(2)		ELIMINATED									10
11(2)	4.6	PAUL K. AND LINDA D. HAUTALA	TLE						0.07		11
12(2)	4.6	ALAN C. AND DONNA G. KANAS	TLE						0.08		12
13(3)	4.7,4.8	ROGER J. AND ANNETTE J. GUNDRUM	FEE,TLE	87.95	3.08	2.66	5.74	82.21	0.24		13
14(3)	4.8	DAVID P. SAUER, CYNTHIA G. LATTER AND JUDITH M. COLLEGNON	FEE,TLE	61.95	0.31	0.39	0.70	61.25	0.03		14
15(2)	4.8	IWISH FAMILY LLC	FEE,TLE	21.28	0.66		0.66	20.62	0.01		15
16	4.8	ALLENTON SANITARY DISTRICT NO. 1	FEE,TLE	4.95	0.03		0.03	4.92	0.01		16
17	4.8	STATE OF WISCONSIN, DEPARTMENT OF NATURAL RESOURCES	HE		0.03		0.03				17
18(2)		ELIMINATED									18
19	4.8	THOMAS D. AND KATHY K. THIELKE	TLE						0.02		19
20	4.8	RALPH AND LAURA HAGNER	FEE	3.92	0.12		0.12	3.80			20
21(3)	4.8	KENNETH A. AND JOANNE M. HABECK	FEE, RDE	1.00	0.05	0.29	0.34	0.66		0.07	21
22	4.9	RICHARD J. GROSS	FEE,TLE	1.03	0.17	0.11	0.28	0.75	0.01		22
23	4.9	FRANK AND LOIS M. VERHUNCE	FEE	25.73	0.34	0.29	0.63	25.10			23
24	4.9	TOWN OF ADDISON	TLE						0.06		24
25(2)	4.9	M&I FIRST NATIONAL BANK	FEE,TLE	1.08	0.07		0.07	1.01	0.03		25
26	4.9	RITA D. MOSER	FEE,TLE	1.87	0.12	0.21	0.33	1.54	0.04		26
27	4.9	WILLIAM D. AND PATRICIA C. HART	TLE						0.02		27
60	4.5-4.8	WE ENERGIES	CONVEYANCE OF RIGHTS								60
61(3)	4.4-4.9	VERIZON NORTH INC	CONVEYANCE OF RIGHTS								61
62	4.8	ATC MANAGEMENT	CONVEYANCE OF RIGHTS								62

4

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

REVISION DATE
MARCH 19, 2004
DECEMBER 7, 2004

DATE JANUARY 31, 2003

HWY: STH 33
COUNTY: WASHINGTON

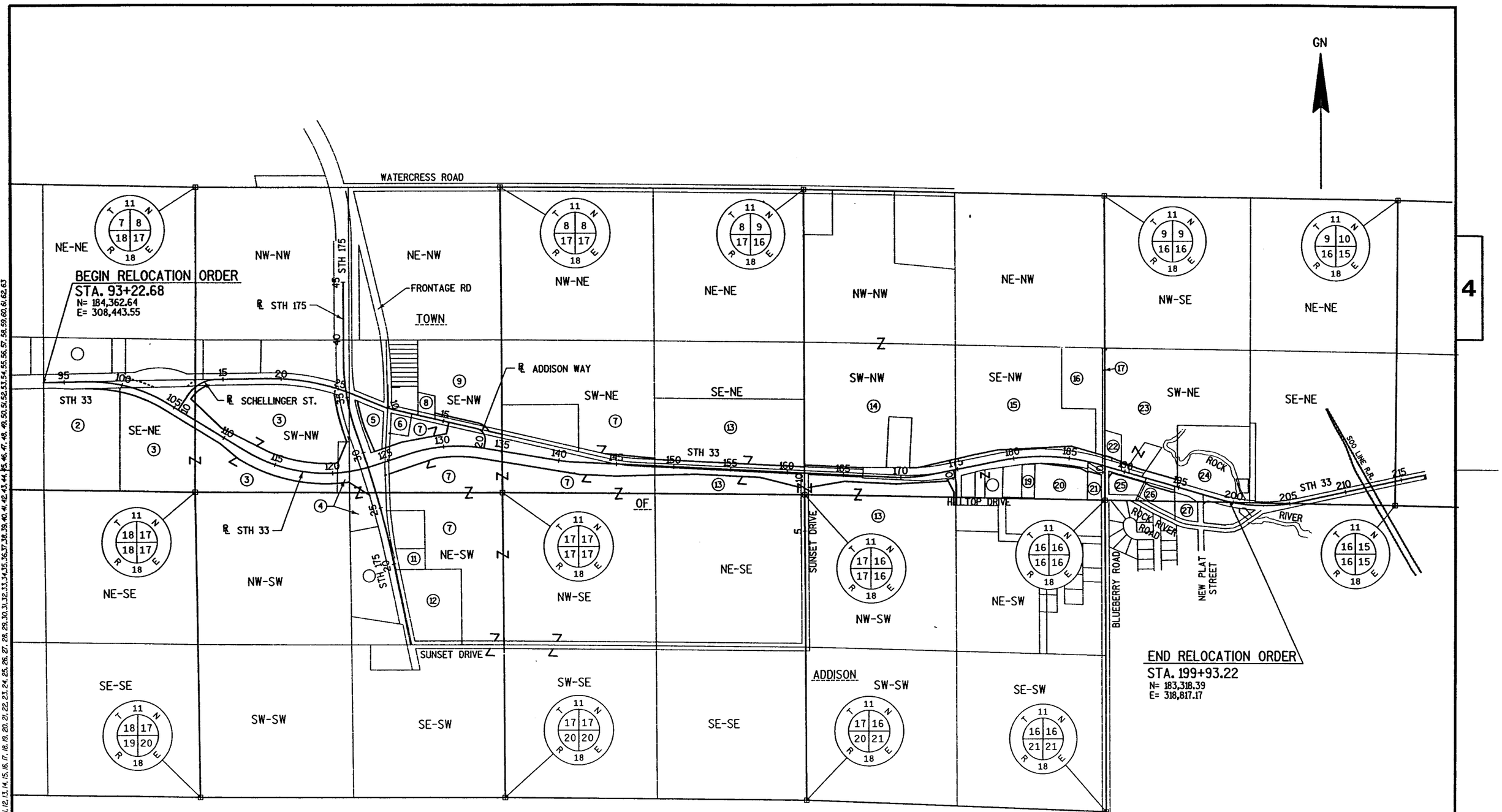
STATE R/W PROJECT NUMBER 1410-04-20
CONSTRUCTION PROJECT NUMBER 1410-04-70

PLAT SHEET NO: 4.2
PS&E SHEET NO: 160

E

FILE NAME : e:\DOT2\754STH33\SURVEY\dgn\754_040201_RS.DGN PLOT DATE : 12/08/2004

WISDOT/CADDS SHEET 60



4

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

REVISION DATE MARCH 19, 2004 DECEMBER 7, 2004	DATE JANUARY 31, 2003	1" = 400'	HWY: STH 33	STATE R/W PROJECT NUMBER 1410-04-20	PLAT SHEET NO: 4.3
			COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 1410-04-70	PS&E SHEET NO: 41 E

FILE NAME : e:\DOT2\754STH33\SURVEY\dgn\754_040304_RL.DGN PLOT DATE : 12/08/2004

WISDOT/CADDS SHEET 70

BEARING BASIS:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WASHINGTON ZONE), NAD 1983(91).

THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) WEST BEND
2) FOND DU LAC
3) DODGE 1675 AND 1695

NOTE: STH 33 ℄ = ℄ OF PROPOSED ROADWAY

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
STH 33	PREVIOUS PLAT 1412-01-21	VARIES	1993
STH 33	CSM 4510 (V30/P133)	70'	1995

3" IRON PIPE
WASHINGTON COUNTY CAP
N= 186,100.21
E= 307,120.16

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 186,041.92
E= 309,762.51

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 183,460.57
E= 307,135.72

3" IRON PIPE
WASHINGTON COUNTY CAP
N= 183,408.43
E= 309,753.77

NW-NE

NE-NE

SW-NE

SE-NE

TOWN

OF

ADDISON

LOT 1 CSM 4510 (V30/P133)

LOT 2 CSM 4510 (V30/P133)

LOT 3 CSM 4510 (V30/P133)

2AP V.1496, P.181 DOC. 688758

1 AP V.1419, P. 599 DOC. 665285

1 AP V.1419, P. 602 DOC. 665286

BEGIN RELOCATION ORDER
STA. 93+22.68
N= 184,362.64
E= 308,443.55

50'X50' COMMON DRIVE EASEMENT PER CSM 4510 V.30, P.133 DOC. 693532

ACCESS CONTROL PROJECT 1412-01-21

STH 33

℄ EXISTING STH 33

ROAD TO BE OBLITERATED

PC 96+84.12

PT 104+46.40

PI 100+75.75

PC 11+57.84

SEE SHEET 4.5 FOR ACCESS (3 AP)

0.02 ACRE REMAINING NORTH OF RELOCATED STH 33

STA. 105+38.98 ℄ STH 33 = STA. 10+00 ℄ SCHELLINGER ST.

16.5' TELEPHONE EASEMENT

TLE DRIVE

SLOPE INTERCEPTS

(2) STEGER

3 AP V.1496, P.181 DOC. 688758

(61) VERIZON NORTH INC.
PARCEL 2 V.1621, P.348 DOC. 725150
PARCEL 3 V.1621, P.348 DOC. 725150

(3) SCHELLINGER
10.95 ACRES REMAINING SOUTH OF RELOCATED STH 33
DOC. NO.1066115 10/18/04

PRIVATE ACCESS EASEMENT 33' WIDE V700/P427 DOC. 414801

CURVE C1 PROP. R/W	CURVE C2 PROP. R/W	CURVE C3 PROP. R/W	CURVE C4 EXISTING STH 33 R/W	CURVE C5 ℄
L = 296.49'	L = 431.87'	L = 60.63'	L = 460.93'	L = 280.88'
R = 1288.14'	R = 1288.14'	R = 1288.14'	R = 950.00'	R = 1348.14'
LCH = 295.83'	LCH = 429.85'	LCH = 60.62'	LCH = 456.42'	LCH = 280.37'
LCB = N84°12'41"W	LCB = N68°00'47"W	LCB = S78°57'59"E	LCB = S88°17'38"E	LCB = S78°52'04"E

R/L CURVE DATA
PI = 100+75.75
N = 184,373.23
E = 309,196.55
DELTA = 32°23'48"
D = 4°15'00"
TAN = 391.63'
LCH = 752.17'
LCB = S74°36'25"E
L = 762.28'
R = 1348.14'
PC = 96+84.12
PT = 104+46.40

CURVE C6 ℄	CURVE C7 PROP. R/W	CURVE C8 PROP. R/W
L = 310.30'	L = 86.26'	L = 272.72'
R = 1348.14'	R = 350.00'	R = 1418.136'
LCH = 309.62'	LCH = 86.04'	LCH = 272.30'
LCB = S77°37'03"E	LCB = N50°14'15"E	LCB = S71°35'25"E

REVISION DATE MARCH 19, 2004 DECEMBER 7, 2004	DATE JANUARY 31, 2003	SCALE, FEET 0 100 200	HWY: STH 33	STATE R/W PROJECT NUMBER 1410-04-20	PLAT SHEET NO: 4.4
	GRID FACTOR		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 1410-04-70	PS&E SHEET NO: 162 E

FILE NAME : E:\DOT2\754STH33\SURVEY\dgn\754_040401_RP.DGN PLOT DATE : 12/08/2004

WISDOT/CADDS SHEET 75

LEVELS ON : 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

BEARING BASIS:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WASHINGTON ZONE), NAD 1983(91).

THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) WEST BEND
2) FOND DU LAC
3) DODGE 1675 AND 1695

NOTE: STH 33 & STH 175 ℄ = ℄ OF PROPOSED ROADWAY

T 11 N, R 18 E — 7, 8, 18, 17

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 186,041.92
E= 309,762.51

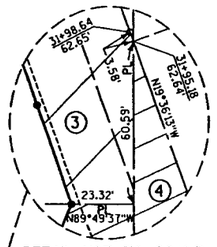
BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
STH 33	PREVIOUS R/W PLAT 1412-01-21	VARIES	1993
STH 33	CSM 1983 (V10/P166)	40'	1978
STH 175	PREVIOUS R/W PLAT 1412-01-21	65'	1993
STH 175	CSM 1983 (V10/P166)	33'	1978
STH 175	CSM 1984 (V26/P108)	65'	1993
STH 175	PREVIOUS R/W PLAT 304 DIVISION NO. 2993	130',150'	1931
"OLD 41" FRONTAGE ROAD	PREVIOUS PLAN AND PROFILE DIVISION NO. 2417	66'	1922

CURVE DATA

PARCEL	CURVE NO.	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
3	C13	241.63'	250.00'	232.33'	S61°30'26"W
3	C14	612.12'	1263.14	606.15'	S80°37'25"E
3	C15	887.13'	1438.14	873.13'	N76°04'49"W
3	C16	392.79'	2014.86'	392.17'	N14°12'57"W
3	C17	45.98'	1859.86'	45.98'	S72°22'33"E
3	C18	350.84'	1974.86'	350.38'	S14°30'51"E
5	C22	263.83'	1844.86'	263.61'	N15°30'25"W
5	C23	265.97'	1829.86	265.74'	S15°38'12"E
5	C24	205.52'	3819.67'	205.49'	N01°04'58"E
5	C25	90.96'	7704.44'	90.96'	N19°15'56"W
9	C26	126.17'	150.00'	122.48'	S52°57'23"E
6	C27	405.43'	1258.14	403.68'	N89°46'51"W
4	C28	406.74'	7574.44'	406.69'	N18°03'55"W
7	C29	355.00'	3819.67'	354.87'	N00°02'18"W
5	C30	339.50'	7639.44'	339.47'	N17°45'23"W
4	C31	102.01'	1438.14'	101.99'	S84°12'57"W
EX. R/W	C32	222.36'	1959.86'	222.24'	S76°39'43"E
EX. R/W	C33	266.63'	1859.86'	267.40'	S75°47'24"E
EX. ℄	C39	908.85'	3819.67'	906.71'	N04°11'33"W

DETAIL FOR PARCELS 3 & 4



DETAIL NOT TO SCALE

SCHELLINGER STREET CURVE DATA
PI = 13+15.26
N = 184,381.49
E = 309,784.46
DELTA = 55°22'32"(RT)
D = 19°05'55"
TAN = 157.42'
LCH = 278.79'
LCB = N61°30'25"E
L = 289.95'
R = 300.00'
PC = 11+57.84
PT = 14+47.79

SCHELLINGER STREET CURVE DATA
PI = 22+71.49
N = 184,395.28
E = 310,765.49
DELTA = 22°46'16"(RT)
D = 3°00'00"
TAN = 384.59'
LCH = 754.05'
LCB = S79°25'11"E
L = 759.03'
R = 1909.86'
PC = 18+86.90
PT = 26+45.93

℄ STH 175 CURVE DATA
PI = 35+15.90
N = 184,225.78
E = 311,032.15
DELTA = 19°37'28"(RT)
D = 03°00'00"
TAN = 330.31'
LCH = 650.96'
LCB = N09°59'18"W
L = 654.15'
R = 1909.86'
PC = 31+85.59
PT = 38+39.74
STA. 25+71.23 ℞ SCHELLINGER STREET=
STA. 35+60.61 ℞ STH 175

℄ STH 175 CURVE DATA
PI = 35+22.85, 26.59'LT
N = 184,236.26
E = 311,032.12
DELTA = 19°25'39"
D = 03°00'00"
TAN = 326.93'
LCH = 644.49'
LCB = N09°53'24"W
L = 647.58'
R = 1909.86'
PC = 31+98.86, 2.35'RT
PT = 38+46.84, 0.00'RT

℞ ADDISON WAY CURVE DATA
PI = 10+14.23
N = 184,131.25
E = 311,423.49
DELTA = 76°03'52"
D = 190°59'09"
TAN = 23.47'
LCH = 36.97'
LCB = S39°01'03"E
L = 39.83'
R = 30.00'
PC = 9+90.77
PT = 10+30.59

℞ ADDISON WAY CURVE DATA
PI = 18+84.48
N = 183,934.64
E = 312,278.53
DELTA = 86°30'01"(RT)
D = 57°17'45"
TAN = 94.07'
LCH = 137.04'
LCB = S33°47'59"E
L = 150.97'
R = 100.00'
PC = 17+90.41
PT = 19+41.38

T 11 N, R 18 E — 8, 8, 17, 17

CONCRETE MONUMENT
BRASS CAP
N= 186,041.82
E= 312,396.72

(60) WE ENERGIES
PARCEL 4
VOL.540 PG.194
DOC. 341761

PARCEL 7
VOL.503 PG.248
DOC. 324338(BLANKET)

PARCEL 9
VOL.504 PG.66
DOC. 324701(BLANKET)

(61) VERIZON NORTH INC.
PARCEL 3
VOL.1621 PG.348
DOC. 725150

PARCEL 4
VOL.472 PG.55
DOC. 310560
VOL.540 PG.194
DOC. 341761

PARCEL 5
VOL.472 PG.55
DOC. 310560
VOL.1696 PG.33
DOC. 746147

PARCEL 7
VOL.472 PG.73
DOC. 310578
VOL.1696 PG.33
DOC. 746147
VOL.503 PG.316
DOC. 324391

4

TOWN
SE-NW
SW-NW
OF GROSS
ADDISON
SCHELLINGER
3 AP V.1568, P.105 DOC. 709854
14.41 ACRES REMAINING NORTH OF RELOCATED STH 33
6.34 ACRES REMAINING SOUTH OF RELOCATED STH 33 DOC. NO. 1066115 10/18/04
1 AP V.1431, P.545 DOC. 668924
TOLONEN
0.15 ACRE REMAINING NORTH OF RELOCATED STH 33 Doc. No. 1060026 8/19/2004
DIETERICH
126+48.65
289.50'
TLE DRIVE
N81°16'00"W
SUNSET FARMS, INC.
1.59 ACRES REMAINING NORTH OF RELOCATED STH 33
SUNSET FARMS, INC.
6.19 ACRES REMAINING SOUTH OF RELOCATED STH 33
1096.28'
WEPCO SUBSTATION
KAEHNE
461.30'
TLE SLOPES & DRIVE
POOL
SLOPE INTERCEPTS
ENCROACHMENT
ACCESS CONTROL PROJECT 1412-01-21
ROAD TO BE OBLITERATED
16.5' TELEPHONE EASEMENT
33' TELEPHONE EASEMENT
HIGHWAY EASEMENT
OLD USH 41/FRONTAGE ROAD
SIXTEENTH LINE
℄ STH 175
℄ STH 33
℄ = ℞ SCHELLINGER STREET
℄ = ℞ ADDISON WAY
CSM 1983 V.10,P.166 49.5' TELEPHONE EASEMENT
CSM 4057 V.26, P.108
LANDLOCKED
DETAIL FOR STH 175
DETAIL NOT TO SCALE
SEE DETAIL FOR STH 175
MATCH LINE SEE SHEET 4.7
MATCH LINE SEE SHEET 4.6
STA. 123+16.68 ℞ STH 33= STA. 28+74.93 ℞ STH 175
STA. 133+49.78 ℞ STH 33 = STA. 20+00.00 ℞ ADDISON WAY

T 11 N, R 18 E — 18, 17, 18, 17

3" IRON PIPE
WASHINGTON COUNTY CAP
N= 183,408.43
E= 309,753.77

T 11 N, R 18 E — 17, 17, 17, 17

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 183,400.41
E= 312,410.79

REVISION DATE	DATE JANUARY 31, 2003	SCALE, FEET	HWY: STH 33	STATE R/W PROJECT NUMBER 1410-04-20	PLAT SHEET NO: 4.5	
MARCH 19, 2004 DECEMBER 7, 2004	GRID FACTOR	0 100 200	COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 1410-04-70	PS&E SHEET NO: 163	E

FILE NAME : e:\DOT2\754STH33\SURVEY\dgn\754_040402_RP.DGN PLOT DATE : 12/08/2004

WISDOT/CADDS SHEET 75

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

SW-NW

SE-NW

S89°49'37"E
1560.74'
(2657.03')
PL
1094.98'
(2633.74')
1316.61'
(2633.22')
S00°47'56"E
S00°25'26"E
338.00'
N00°36'39"W

MATCH LINE SEE SHEET 4.5

27+15.11
222.19'
26+64.27
58.73'
25+37.97
℄ STH 175
N58°08'47"W
42.92'
26+40.56
58.71'
PI 25+76.87
152.55'
33'
C39(TOTAL)
HIGHWAY EASEMENT TO REMAIN
S89°34'34"W
24+63.94'
78.69'
22+96.55
54.71'
LOT 1
CSM 3985
V.25,P.252
SLOPE INTERCEPTS
33' HIGHWAY EASEMENT EXTENDS EAST OF THE WEST LINE OF THE CSM 3985 AND CSM 1873
21+01.80
40.61'
20+92.40
85.54'
S89°33'54"W
PC ℄
20+76.73
10.66'RT
20+75.04
43.86'
PC 20+63.33
℄=℞ 20+16.63
TLE FOR DRIVE
LOT 1
CSM 1873
V.9,P.361
20+21.38
84.81'
PC ℄
19+30.01
1.17'LT
19+31.16
61.16'
20+30.66
39.90'
18+27.49
38.87'
18+26.66
81.86'
SLOPE INTERCEPTS
LOT 1
CSM 4048
V.26,P.81
N11°00'32"W
182.24'
TLE FOR DRIVE
17+46.68'
80.32'
17+47.50
37.35'
BEGIN PROJECT 16+25
N= 182,410.12
E= 311,550.45
SEE DETAIL
N11°00'32"W
33' TELEPHONE EASEMENT
S81°05'03"E
SIXTEENTH LINE
N89°49'48"W
S89°49'48"E
805.06'
814.24'
SUNSET DRIVE

CURVE C38 EXISTING STH 175 R/W
L = 23.53'
R = 7579.44'
LCH = 23.53'
LCB = S16°25'36"E

CURVE C39 ℄ "OLD 41" TOTAL
L = 908.85'
R = 3819.67'
LCH = 906.71'
LCB = N04°11'33"W

℞ STH 175 CURVE DATA
PI = 25+76.87
N = 183,340.81
E = 311,350.77
DELTA = 07°41'30"(LT)
D = 00°45'00"
TAN = 513.55'
LCH = 1024.78'
LCB = N15°57'17"W
L = 1025.55'
R = 7639.44
PC = 20+63.33
PT = 30+88.88

℄ STH 175 CURVE DATA
PI = 24+95.79
N = 183,271.59
E = 311,375.69
DELTA = 08°35'41"
D = 00°45'00"
TAN = 574.06'
LCH = 1144.89'
LCB = N15°18'23"W
L = 1145.96'
R = 7639.44
PC = 19+21.73
PT = 30+67.70

3" IRON PIPE
WASHINGTON COUNTY CAP
N= 183,408.43
E= 309,753.77

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 183,400.40
E= 312,410.79

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 180,774.95
E= 309,790.50

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 180,767.25
E= 312,430.26

T 11 N
R 18 E
18 | 17
18 | 17
17 | 17
17 | 17
19 | 20
20 | 20

TOWN

GN

BEARING BASIS:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WASHINGTON ZONE), NAD 1983(91).

THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) WEST BEND
2) FOND DU LAC
3) DODGE 1675 AND 1695

NOTE: STH 175 ℞ = ℄ OF PROPOSED ROADWAY

OF

NW-SW

SW-SW

SE-SW

NE-SW

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
STH 175	CSM 3985 (V25/P252)	33'	1993
STH 175	CSM 4048 (V26/P81)	60'	1993
STH 175	CSM 1873 (V9/P361)	33'	1978
STH 175	PREVIOUS R/W PLAT 304 DIVISION NO.2993	60'	1931
"OLD 41" FRONTAGE ROAD AND STH 175	PREVIOUS PLAN AND PROFILE DIVISION NO. 2417	33'	1922

DETAIL NOT TO SCALE

BEGIN PROJECT 16+25
℞ STH 175
L97'
℄ OLD USH 41
330.35'
TO THE SOUTH LINE OF NE/4OF THE SW1/4
℄ STH 175

④ GROSS
10' ELECTRIC/ TELEPHONE EASE.

⑦ SUNSET FARMS, INC.

⑪ HAUTALA

⑫ KANAS

ADDISON

⑥⓪ WE ENERGIES
PARCEL 4
83/12 DOC. 114600
83/13 DOC. 114601
83/437 DOC. 119007
540/194 DOC. 341761

PARCEL 12
83/13 DOC. 324392

⑥① VERIZON NORTH INC.
PARCEL 4
540/194 DOC. 341761

PARCEL 11
503/316 DOC. 324391

PARCEL 12
503/317 DOC. 324392

OLD USH 41
℄ STH 175
℄ OLD USH 41
SIXTEENTH LINE
SUNSET DRIVE

4

REVISION DATE MARCH 19, 2004 DECEMBER 7, 2004	DATE JANUARY 31, 2003	SCALE, FEET 0 100 200	HWY: STH 33	STATE R/W PROJECT NUMBER 1410-04-20	PLAT SHEET NO: 4.6
	GRID FACTOR		COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 1410-04-70	PS&E SHEET NO: 164 E

FILE NAME : e:\DOT2\754STH33\SURVEY\dgn\754_040403_RP.DGN PLOT DATE : 12/08/2004

WISDOT/CADDS SHEET 75

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

BEARING BASIS:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WASHINGTON ZONE), NAD 1983(91).

THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) WEST BEND
2) FOND DU LAC
3) DODGE 1675 AND 1695
NOTE: STH 33 ℄ = ℄ OF PROPOSED ROADWAY

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
STH 33	CSM 2031(V10/P278)	33'	1978
SUNSET DRIVE	TOWN ORDER	66'	1861

CONCRETE MONUMENT
BRASS CAP
N= 186,041.82
E= 312,396.72

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 186,020.24
E= 315,040.29

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 183,400.41
E= 312,410.79

CAST IRON PLUG
N= 183,380.23
E= 315,049.40

SW-NE

SE-NE

NW-SE

NE-SE

TOWN

ADDISON

℄ STH 33 CURVE DATA

PI	= 140+61.36
N	= 183,667.18
E	= 312,955.38
DELTA	= 06°42'09"(LT)
D	= 04°15'00"
TAN	= 78.94'
LCH	= 157.61'
LCB	= S83°54'02"E
L	= 157.70'
R	= 1348.14'
PC	= 139+82.42
PT	= 141+40.12

EXIST STH 33 CURVE DATA

PI	= 145+77.54
N	= 183,666.06
E	= 313,448.94
DELTA	= 09°42'43"(LT)
D	= 03°48'30"
TAN	= 127.82'
LCH	= 254.72'
LCB	= S83°01'24"E
L	= 255.02'
R	= 1504.56'
PC	= 144+28.33
PT	= 146+82.02

CURVE 41

R	= 1537.56'
L	= 260.61'
LCH	= 260.30'
LCB	= S82°09'03"E

CURVE 42

R	= 1471.56'
L	= 249.42'
LCH	= 248.98'
LCB	= S82°09'03"E

⑦ SUNSET FARMS, INC.
23.35 ACRES REMAINING
NORTH OF RELACATED STH 33

⑦ SUNSET FARMS, INC.
5.58 ACRES REMAINING
SOUTH OF RELOCATED STH 33

⑬ GUNDRUM

⑬ GUNDRUM

⑥⓪ WE ENERGIES
PARCEL 7
VOL. 503 PG. 248
DOC. 324338(BLANKET)

⑥① VERIZON NORTH INC.
PARCEL 7
VOL. 1696 PG. 33
DOC. 746147
PARCEL 13
VOL. 1696 PG. 27
DOC. 746141

LOT 1
CSM 2031
(V10/P271)

MATCH LINE SEE SHEET 4.5

SLOPE INTERCEPTS

TLE FOR SLOPES

TLE FOR SLOPES & DRIVE

FO POST

16.5' TELEPHONE EASEMENT

33' TELEPHONE EASEMENT

EXISTING STH 33

SUNSET DRIVE

STA. 161+56.97 ℄ STH 33

PL

CORN CRIBS

REVISION DATE
MARCH 19, 2004
DECEMBER 7, 2004

DATE JANUARY 31, 2003

GRID FACTOR

SCALE, FEET
0 100 200

HWY: STH 33

COUNTY: WASHINGTON

STATE R/W PROJECT NUMBER 1410-04-20

CONSTRUCTION PROJECT NUMBER 1410-04-70

PLAT SHEET NO: 4.7

PS&E SHEET NO: 165

E

FILE NAME : e:\DOT2\754STH33\SURVEY\dgn\754_040404_RP.DGN

PLOT DATE : 12/08/2004

WISDOT/CADDS SHEET 75

4

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WASHINGTON ZONE), NAD 1983(91).

THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WERE:
1) WEST BEND
2) FOND DU LAC
3) DODGE 1675 AND 1695
NOTE: STH 33 ℄ = ℄ OF PROPOSED ROADWAY

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
STH 33	STATE PRJ I.D. 1412-1-21	VARIES	1971
STH 33	CSM 3249 (V19/P131)	50'	1988
STH 33	CSM 2862 (V16/P62)	65'	1985
BLUEBERRY ROAD	TOWN RECORDS	66'	1855
HILLTOP DRIVE	R/W PLAT 1412-1-21	49.5'	1971
SUNSET DRIVE	TOWN ORDER	66'	1861
BLUEBERRY ROAD	GUNDRUM HEIGHTS	33'	1971

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 186,020.24
E= 315,040.29

℄ STH 33
CURVE DATA
PI = 171+01.32
N = 183,521.41
E = 315,992.03
DELTA = 14°11'11"(LT)
D = 04°14'39"
TAN = 167.99'
LCH = 333.41'
LCB = N85°39'18"E
L = 334.26
R = 1350.00'
PC = 169+33.33
PT = 172+67.59

℄ STH 33
CURVE DATA
PI = 183+35.48
N = 183,766.51
E = 317,203.36
DELTA = 27°06'10"(RT)
D = 03°00'00"
TAN = 460.33'
LCH = 895.03'
LCB = S87°53'13"E
L = 903.43'
R = 1909.86'
PC = 178+75.15
PT = 187+78.58

HILLTOP DRIVE
CURVE DATA
PI = 8+65.60
N = 183,461.92
E = 316,376.82
DELTA = 11°47'02"
D = 19°05'55"
TAN = 30.96'
LCH = 61.59'
LCB = N05°32'47"W
L = 61.70'
R = 300.00'
PC = 8+34.64
PT = 8+96.34

CURVE C43
L = 222.87'
R = 1572.02
LCH = 222.68'
LCB = S82°37'23"W

CURVE C44
L = 876.54'
R = 1974.86'
LCH = 869.36'
LCB = N88°43'24"W

CURVE C45
L = 57.64'
R = 1974.86
LCH = 57.64'
LCB = N75°10'18"W

CURVE C46
L = 117.67'
R = 1849.86
LCH = 117.65'
LCB = S86°15'52"W

CURVE C47
L = 416.04'
R = 1849.86
LCH = 415.16'
LCB = S83°45'00"E

CURVE C49
L = 389.23'
R = 1572.02
LCH = 388.24'
LCB = N85°39'17"E

CURVE C50
L = 90.27'
R = 1350.00
LCH = 90.26'
LCB = S89°10'03"E

(60) WE ENERGIES
PARCEL 13
VOL.486 PG.637
DOC. 317040
VOL.83 PG.1
DOC. 114576(BLANKET)
PARCEL 14
VOL.83 PG.1
DOC. 114576(BLANKET)
VOL.486 PG.634
DOC. 317039
VOL.504 PG.68
DOC.324702
PARCEL 15
VOL.504 PG.73
DOC. 324705
PARCEL 16
VOL.912 PG.648
DOC. 499887

(62) ATC MANAGEMENT
PARCEL 13
PARCEL 14

(61) VERIZON NORTH INC.
PARCEL 13
VOL.1696 PG.27
DOC. 746141
VOL.472 PG.61
DOC. 310566
PARCEL 14
VOL.1696 PG.26
DOC.746140
PARCEL 15
PARCEL 16
VOL.1696 PG.25
DOC. 746139
PARCEL 19
VOL.499 PG.432
DOC. 322575
PARCEL 20
VOL.499 PG.430
DOC. 322574
VOL.499 PG.432
DOC. 322575
PARCEL 21
VOL.499 PG.429
DOC. 322576

DETAIL FOR PARCELS 15, 16 & 17
NOT TO SCALE

DETAIL FOR PARCELS 20 & 21

REVISION DATE MARCH 19, 2004 DECEMBER 7, 2004	DATE JANUARY 31, 2003 GRID FACTOR	SCALE, FEET 0 100 200	HWY: STH 33 COUNTY: WASHINGTON	STATE R/W PROJECT NUMBER 1410-04-20 CONSTRUCTION PROJECT NUMBER 1410-04-70	PLAT SHEET NO: 4.8 PS&E SHEET NO: 166 E

FILE NAME : e:\DOT2\754STH33\SURVEY\dgn\754_040405_RP.DGN PLOT DATE : 12/08/2004

WISDOT/CADDS SHEET 75

4

BEARING BASIS:

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WASHINGTON ZONE), NAD 1983(91).

THE HIGH ACCURACY REFERENCE NETWORK (HARN) POINTS USED ON PROJECT WHERE:
1) WEST BEND
2) FOND DU LAC
3) DODGE 1675 AND 1695
NOTE: STH 33 ℞ = ℄ OF PROPOSED ROADWAY

T 11 N R 18 E — 9 9 16 16

3" IRON PIPE
WASHINGTON COUNTY CAP
N= 185,970.04
E= 317,680.07

BASIS OF EXISTING RIGHT-OF-WAY

HIGHWAY	RECORD	WIDTH	DATE
NEW PLAT STREET	CSM 248 (V2/P13)	50'	1969
NEW PLAT STREET	PREVIOUS R/W PLAT 1410-02-20	50'	1993
BLUEBERRY ROAD	TOWN RECORDS	33'	1855
BLUEBERRY ROAD	RIVER VIEW ESTATES	33'	1971
BLUEBERRY ROAD	CSM 2138 (V11/P111)	33'	1978
S.T.H. 33	PREVIOUS PLAT 1410-02-20	VARIES	1993
NEW PLAT STREET	TOWN ORDER	50'	1993

T 11 N R 18 E — 9 10 16 15

BRASS PLUG
IN CONCRETE
N= 185,937.09
E= 320,268.94

℞ STH 33
CURVE DATA
PI = 202+37.73
N = 183,248.24
E = 319,051.55
DELTA = 27°50'12"(LT)
D = 04°00'00"
TAN = 354.97'
LCH = 689.09'
LCB = S88°15'14"E
L = 695.92'
R = 1432.39'
PC = 198+82.76
PT = 205+78.68

END RELOCATION ORDER
STA. 199+93.22
N= 183,318.39
E= 318,617.17

T 11 N R 18 E — 16 16 16 16

STEEL PLUG
(STA.7+05.55)
N= 183,335.95
E= 317,689.85

T 11 N R 18 E — 16 16 21 21

CONCRETE MONUMENT
WASHINGTON COUNTY CAP
N= 180,641.21
E= 317,704.39

T 11 N R 18 E — 16 15 16 15

BRASS PLUG
IN CONCRETE
N= 183,296.13
E= 320,245.83

TOWN OF ADDISON

VERIZON NORTH, INC.

PARCEL 22
V1696/P24 DOC. 746138

PARCEL 23
V1696/P23 DOC. 746137

PARCEL 24

PARCEL 25

PARCEL 26
V1410/P632 DOC. 662616

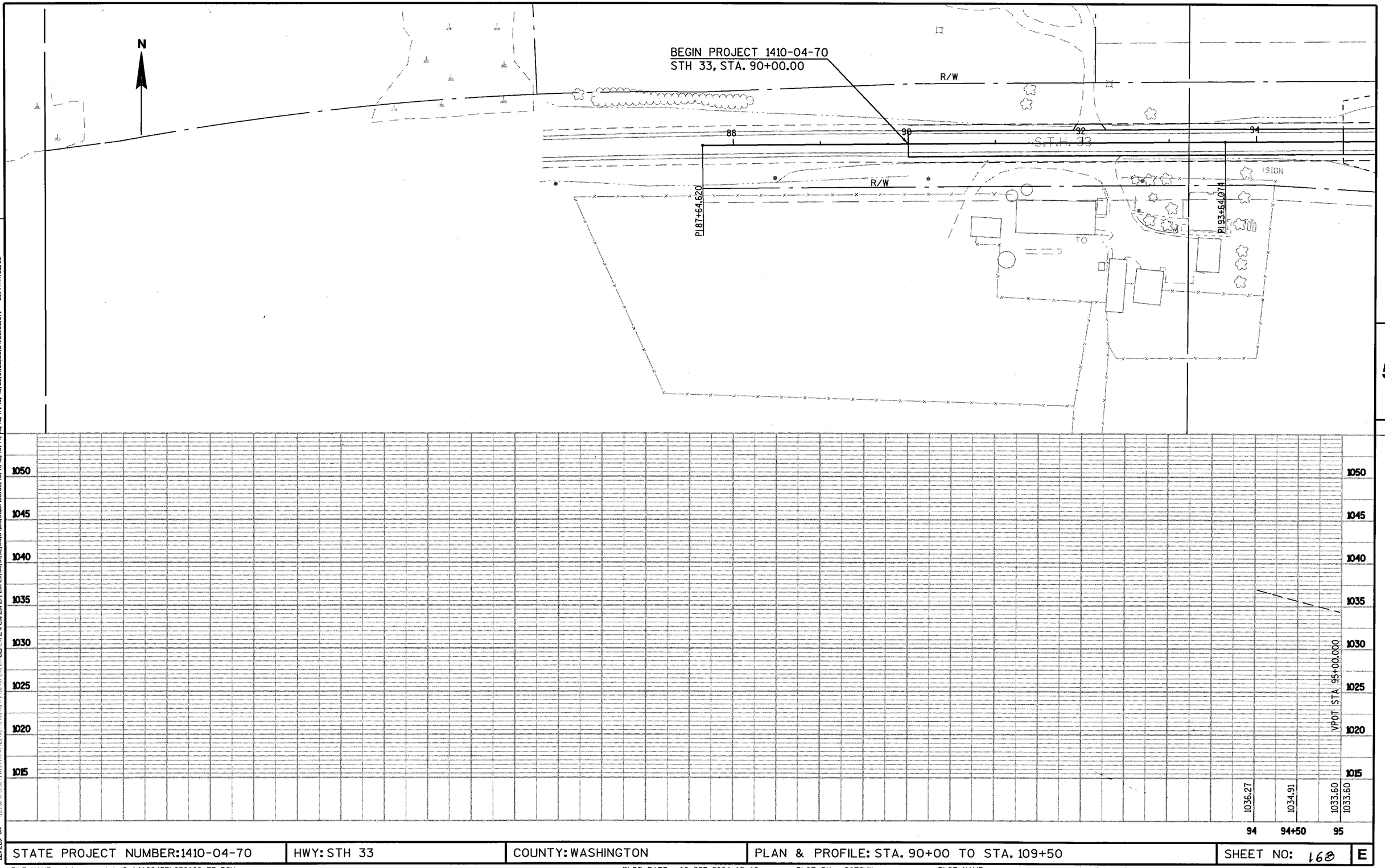
DETAIL FOR PARCEL 25 & 26
NOT TO SCALE

REVISION DATE MARCH 19, 2004 DECEMBER 7, 2004	DATE JANUARY 31, 2003 GRID FACTOR	SCALE, FEET 0 100 200	HWY: STH 33	STATE R/W PROJECT NUMBER 1410-04-20	PLAT SHEET NO: 4.9
			COUNTY: WASHINGTON	CONSTRUCTION PROJECT NUMBER 1410-04-70	PS&E SHEET NO: 167 E

FILE NAME : e:\DOT2\754STH33\SURVEY\dgn\754_040406_RP.DGN PLOT DATE : 12/08/2004

WISDOT/CADDS SHEET 75

4



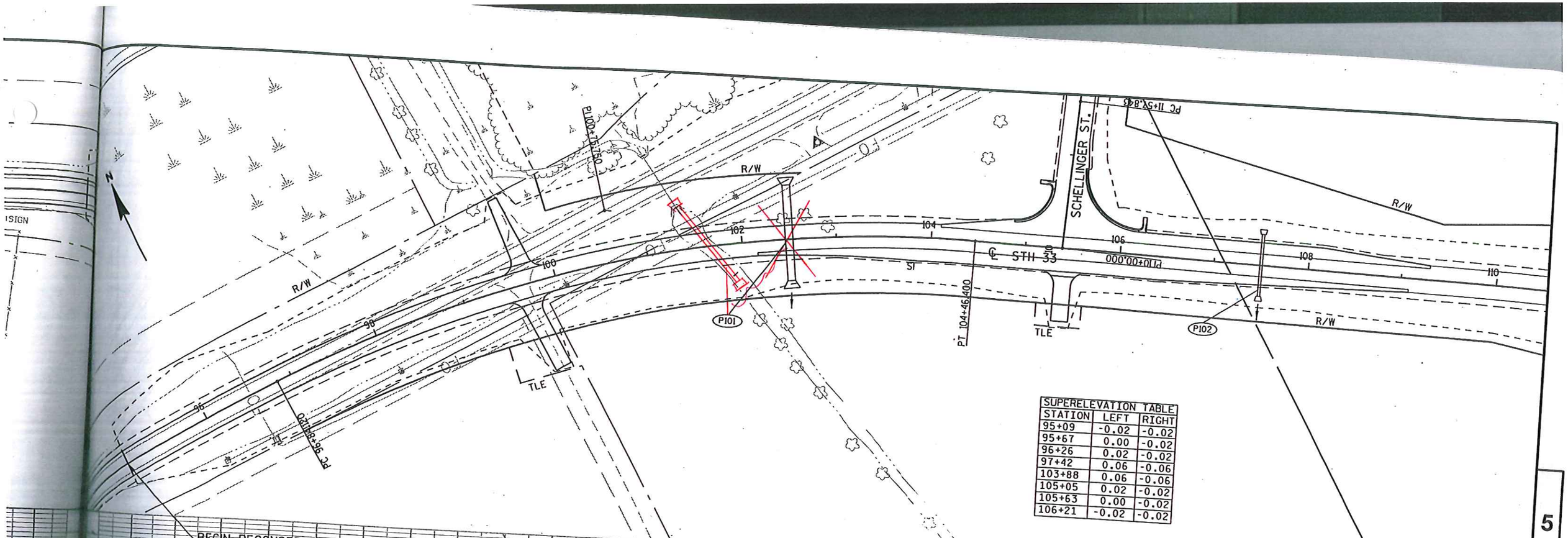
STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN & PROFILE: STA. 90+00 TO STA. 109+50	SHEET NO: 168	E

5

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\050100_PP.DGN PLOT DATE : 18-OCT-2004 15:12 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000074:1.000000

WISDOT/CADDS SHEET 40



PROJECT NUMBER:1410-04-70 | HWY: STH 33 | COUNTY: WASHINGTON | PLAN & PROFILE: STA 95+00 TO STA

J:\projects\02_14100433\050101_PP.DGN

5

SUPERELEVATION TABLE		
STATION	LEFT	RIGHT
110+29	-0.02	-0.02
110+87	-0.02	0.00
111+46	-0.02	0.02
112+62	-0.06	0.06

SEE X-SECTIONS FOR SUPERELEVATION FROM STA. 121+50 TO 128+00

N

℄ STH 33

℄ STH 175

P103

P104

P105

PC 112+03.93

R/W

SI

67.723

27+99.752

C/L STH 175

PVI STA. 122+92.265
PVI EL 1054.75

PVC STA. 119+42.265
PVC EL 1045.57

K = 142.55
450.00'VC

K = 200.78
VCL 700.00

+2.62 %

FINISHED PROFILE ON C/L

EXISTING GROUND

EXCAVATION MARSH PROFILE

PVT STA. 110+40.00
PVT EL 1021.90

STA 115+83.9
2-54" CPRC REQD
SKEW= 39° LHF
2 CONCRETE MASONRY ENDWALLS REQD

STA 121+50
1-24" CPRC REQD
2-APRON ENDWALLS REQD

STA 124+00
1-24" CPRC REQD
2-APRON ENDWALLS REQD

EXISTING GROUND ELEVATION

FINISHED ELEVATION ON C/L

| | | |

STA. 16+34, 27'LT
REMOVING SMALL CULVERTS

P108
1-54" CPCR CROSS CULVERT
AT STA 16+60

P111
1-24" CPCR CROSS CULVERT
AT STA 19+18.7

P106

P107

D102

D118

D119

CAUTION

TLE

SIGN

GUY

GUY POLE

WALLS

OBLITERATING
OLD ROAD

CONTRACTOR FILLED
PER AGREEMENT W/ PROPERTY
OWNER. DRIVEWAY NEEDED
AT ACCESS PARCEL

DRAIN TILE
SUNSET FARMS FIELD

EXISTING STH 33

ADDISON WAY

℄ STH 33

R/W

SI

PI 130+27.664

PI 134+44.480

BM = 8A

STA. 139+53, 140'LT

CORN
CRIBS

EBS - CUT TO FILL

TRANSITION

BORROW PIT - SUNSET FARMS

N

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
8A	135+50, 175'LT	RR SPIKE IN PP. NO. 71-6286	1041.853

SUPERELEVATION TABLE

STATION	LEFT	RIGHT
132+84	0.06	-0.06
134+01	0.02	-0.02
134+59	0.00	-0.02
135+18	-0.02	-0.02

SEE X-SECTIONS FOR SUPERELEVATION FROM STA. 121+50 TO 128+00

VPT STA 126+42.255
VPT EL 1051.73

K = 228.7
1040.00' VC

STA 126+75
1-36" CPRC REOD
SKEW = 16° RHF
2-APRON ENDWALLS REOD

VPC STA 129+15.000
VPC EL 1049.37

VPT STA 131+90.000
VPT EL 1047.00

VCL 550.00
K = 145.20

FINISHED PROFILE ON C/L

-0.86 %

+2.92 %

PVC STA. 137+00.00
PVC EL 1061.92

1100.00' VC
K = 322.01

STA 138+25
1-24" CPRC REOD
2-APRON ENDWALLS REOD

VPT STA 134+65.000
VPT EL 1055.04

EXISTING GROUND

EXISTING GROUND ELEVATION

FINISHED ELEVATION ON C/L

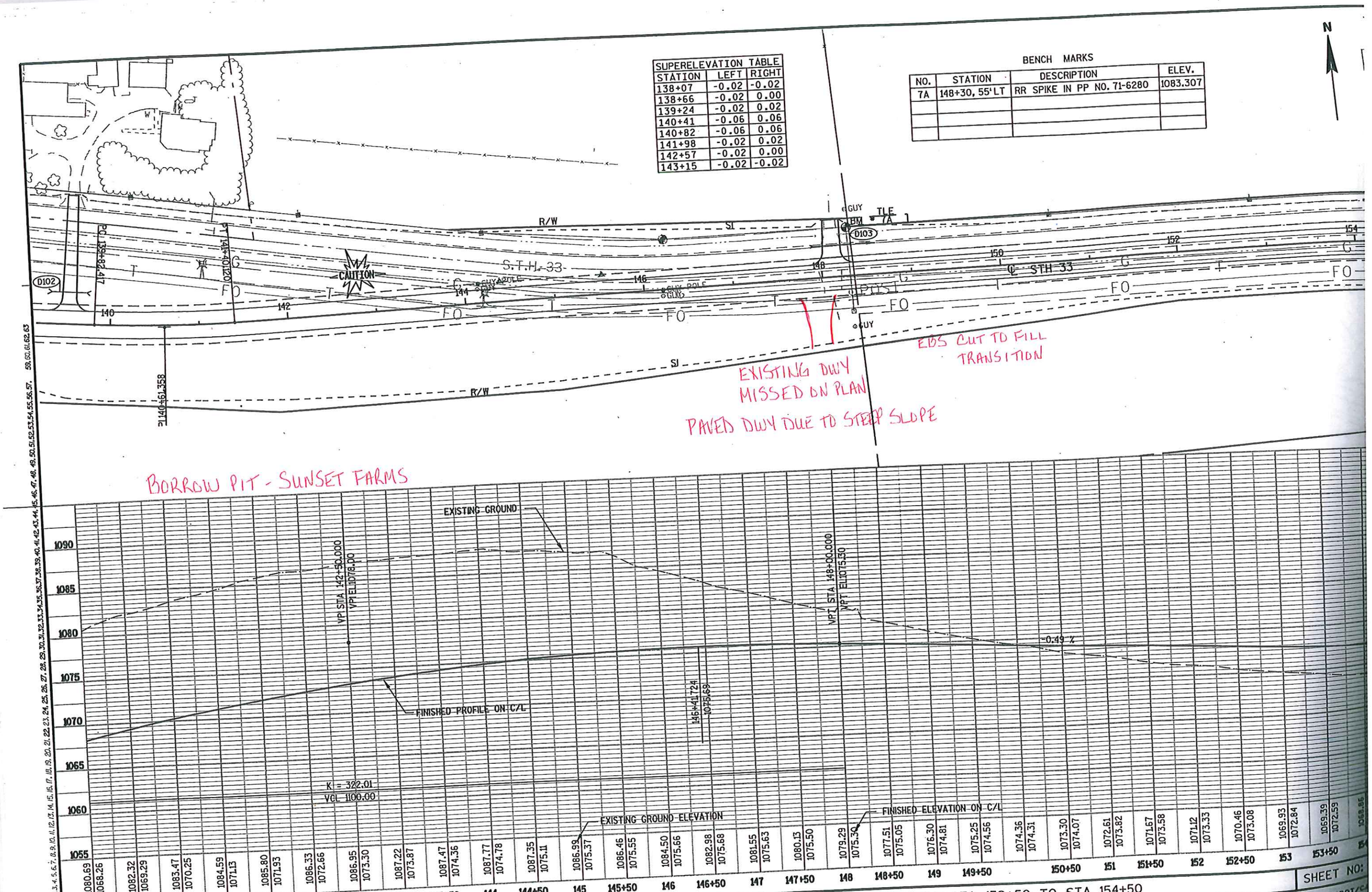
| | | |

SUPERELEVATION TABLE		
STATION	LEFT	RIGHT
138+07	-0.02	-0.02
138+66	-0.02	0.00
139+24	-0.02	0.02
140+41	-0.06	0.06
140+82	-0.06	0.06
141+98	-0.02	0.02
142+57	-0.02	0.00
143+15	-0.02	-0.02

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
7A	148+30, 55' LT	RR SPIKE IN PP NO. 71-6280	1083.307

N



PLAN & PROFILE: STA 139+50 TO STA 154+50

SHEET NO:

PLOT SCALE : 100.000141:1.000000 WISDOT/CA

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
6	161+60, 55'LT	RR SPIKE IN POP NO. 71-6223	1068.997

N

TLE

D104

D105

CAUTION

R/W

P109

154 156 158 160 162 164 166 168

S.T.H. 33

CUY

BM # 6

D106

SI

D107

STH 33

SUNSET DRIVE

ADD DWY

ADD DWY

VARIOUS SMALL EBS AREAS FROM SUNSET TO HILLTOP

FINISHED PROFILE ON C/L

-0.49 %

-0.49 %

EXISTING GROUND

STA 159+20
1-30" CPRC REQD
2-APRON ENDWALLS REQD

EXISTING GROUND ELEVATION

FINISHED ELEVATION ON C/L

VPC STA 166+25.000
VPC ELI 1066.33

| | | |

SUPERELEVATION TABLE		
STATION	LEFT	RIGHT
167+58	-0.02	-0.02
168+17	-0.02	0.00
168+75	-0.02	0.02
169+92	-0.06	0.06
172+09	-0.06	0.06
173+26	-0.02	0.02
173+84	-0.02	0.00
174+43	-0.02	-0.02

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
5A	174+50, 58'LT	RR SPIKE IN PP NO. 71-6216	1050.484

SUPERELEVATION TABLE		
STATION	LEFT	RIGHT
176+95	-0.02	-0.02
177+58	0.00	-0.02
178+22	0.02	-0.02
179+33	0.055	-0.055
187+20	0.055	-0.055
188+32	0.02	-0.02
188+95	0.00	-0.02
189+59	-0.02	-0.02

PVI STA. 172+00.00
PVI EL 1063.50
K = 204.07
VCL 1150.00
STA 173+75
1-24" CPRC REQD
1-APRON ENDWALL REQD
1-INLET TYPE 8 REQ'D
FINISHED PROFILE ON C/L
EXISTING GROUND
EXISTING GROUND ELEVATION
VPT STA 177+75.000
VPT EL 1028.27
FINISHED ELEVATION ON C/L
-6.13 %

| | | |

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
4A	188+70, 90' RT	RR SPIKE IN PP NO. 71-6210	962.618

N

STH 33

BLUEBERRY ROAD

NEW PLAT STREET

FOOTBRIDGE

FOOTBRIDGE

CAUTION

CAUTION

CAUTION

BM 4A

(POOL)

SIGN

SIGN

SIGN

SIGN

END RECONSTRUCTION
STH 33, STA 196+50.00

NOTE: END PROJECT 1410-04-70
STH 33, STA. 200+43.42

EBS AREA 2-3 FEET BREAKER RUN

VCL 1220.00
K = 160.98

VPC STA 185+60.000
VPC EL 980.17

FINISHED PROFILE ON C/L

EXISTING GROUND

STA 192+00
1-34" X 53" SSPRCHE REQD
SKEW=19° LHF
1-APRON ENDWALL

PVI STA. 191+70.00
PVI EL 942.80

EXISTING GROUND ELEVATION

FINISHED ELEVATION ON C/L

195+46.280
949.96

VPT STA 197+80.000
VPT EL 951.66

+1.45 %

VPC STA 199+10.000
VPC EL 953.54

K = VCL

| | | |

SUPERELEVATION TABLE		
STATION	LEFT	RIGHT
17+80	-0.02	-0.02
19+47	-0.02	0.00
21+13	-0.02	0.02
21+22	-0.021	0.021
28+00	-0.021	0.021

SEE X-SECTIONS FOR SUPERELEVATION FROM STA. 28+00 TO 31+00

N

℄ STH 175

S.T.H. 175

R/W

SI

TLE

ANT.

HSE

D19

SIGN

RAMP ℞ FOR TEMPORARY WIDENING

R/24+19.873

BEGIN CONSTRUCTION
STH 175, STA 16+25.00

VPDT STA 16+25.000
VPDT EL1050.000

+3.74 %

VPC STA 17+00.000
VPC EL1052.80

VPI STA 21+00.000
VPI EL1067.75

EXISTING GROUND

22+17.005
1062.46

K = 138.35
VCL 800.00

VPT STA 25+00.000
VPT EL1059.57

FINISHED PROFILE ON C/L

EXISTING GROUND ELEVATION

FINISHED ELEVATION ON C/L

	12	12+50	13	13+50	14	14+50	15	15+50	16	16+50	17	17+50	18	18+50	19	19+50	20	20+50	21	21+50	22	22+50	23	23+50	24	24+50	25	25+50	26	26+50
EXISTING GROUND ELEVATION	1047.85	1047.00	1046.61	1046.60	1046.63	1046.72	1047.10	1047.77	1049.30	1051.00	1050.93	1053.32	1052.80	1055.39	1054.58	1057.58	1056.18	1059.85	1057.59	1061.92	1058.83	1063.69	1059.89	1064.93	1060.76	1065.77	1061.45	1066.20	1061.97	1066.15	1062.30	1065.61	1062.45	1064.68	1062.42	1063.30	1062.21	1061.45	1061.82	1059.22	1061.25	1056.91	1060.50	1055.08	1059.57	1052.94	1058.55	1050.83	1057.52	1048.88	1056.50
FINISHED ELEVATION ON C/L																																																		

STATE PROJECT NUMBER:1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	PLAN & PROFILE: STA 12+00 TO STA 26+50

SHEET NO: 176 E

5

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME : J:\projects\d2_14100433\050108_PP.DGN PLOT DATE : 18-OCT-2004 15:14 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000000:1.000000

WISDOT/CADDS SHEET 40

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
359A	36+40, 90'LT	RR SPIKE IN A 28" ELM	1032.17

SUPERELEVATION TABLE

STATION	LEFT	RIGHT
31+33	0.02	-0.02
32+44	0.055	-0.055
37+81	0.055	-0.055
38+93	0.02	-0.02
39+56	0.00	-0.02
40+20	-0.02	-0.02

BM # 359A

℄ STH 175

℄ STH 33

R/W

OBLITERATING OLD ROAD

PT 123+67.72

P110

P105

ADDISON WAY

AHEAD 37+56.075
BACK 36+00.000

EBS AREA

EBS AREA

VCL 650.00
K = 140.77

VPI STA 31+62.939
1048.95

VPI STA 32+00.000
VPI EL 1045.25

VPC STA 28+75.000
VPC EL 1051.90

+2.57 %

FINISHED PROFILE ON C/L

EXISTING GROUND

STA. 31+00
1-72" CPRC REQD
2-APRON ENDWALLS REQD

VPI STA 35+25.000
VPI EL 1053.61

VPOT STA 37+00.000
VPOT EL 1058.11

EXISTING GROUND ELEVATION

FINISHED ELEVATION ON C/L

| | | |

OLD STH 33 WEST

STH 33

PT 104+46.400

PC 113+32.848

PT 14+47.788

PC 18+83.106

PC 24+61.493

TLE

TLE

R/W

R/W

R/W

SIGN

SIGN

GUY POLE

P102

OBLITERATING
OLD ROAD

N

POT STA 10+00.00
POT EL 1016.39

PC STA 12+25.00
PC EL 1017.96

PI STA 13+25.00
PI EL 1018.66

PT STA 14+25.00
PT EL 1020.85

POT STA 14+60.00
POT EL 1021.61

+0.70 %

200.00' VC
K = 134.73

2.18 %

1011.74 1016.39 | 1012.38 1016.74 | 1012.79 1017.09 | 1013.14 1017.44 | 1013.49 1017.79 | 1014.66 1018.16 | 1015.81 1018.69 | 1018.87 1019.42 | 1020.24 1020.32 | 1021.36 1021.39 | 1022.65 | 1023.77 | 1024.85 | 1025.91 | 1027.06 | 1028.33 | 1029.53

10 | 10+50 | 11 | 11+50 | 12 | 12+50 | 13 | 13+50 | 14 | 14+50 | 15 | 15+50 | 16 | 16+50 | 17 | 17+50 | 18

1050 1040 1030 1020 1010 1000 990 980

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN & PROFILE SCHELLINGER ST.	SHEET NO: 178

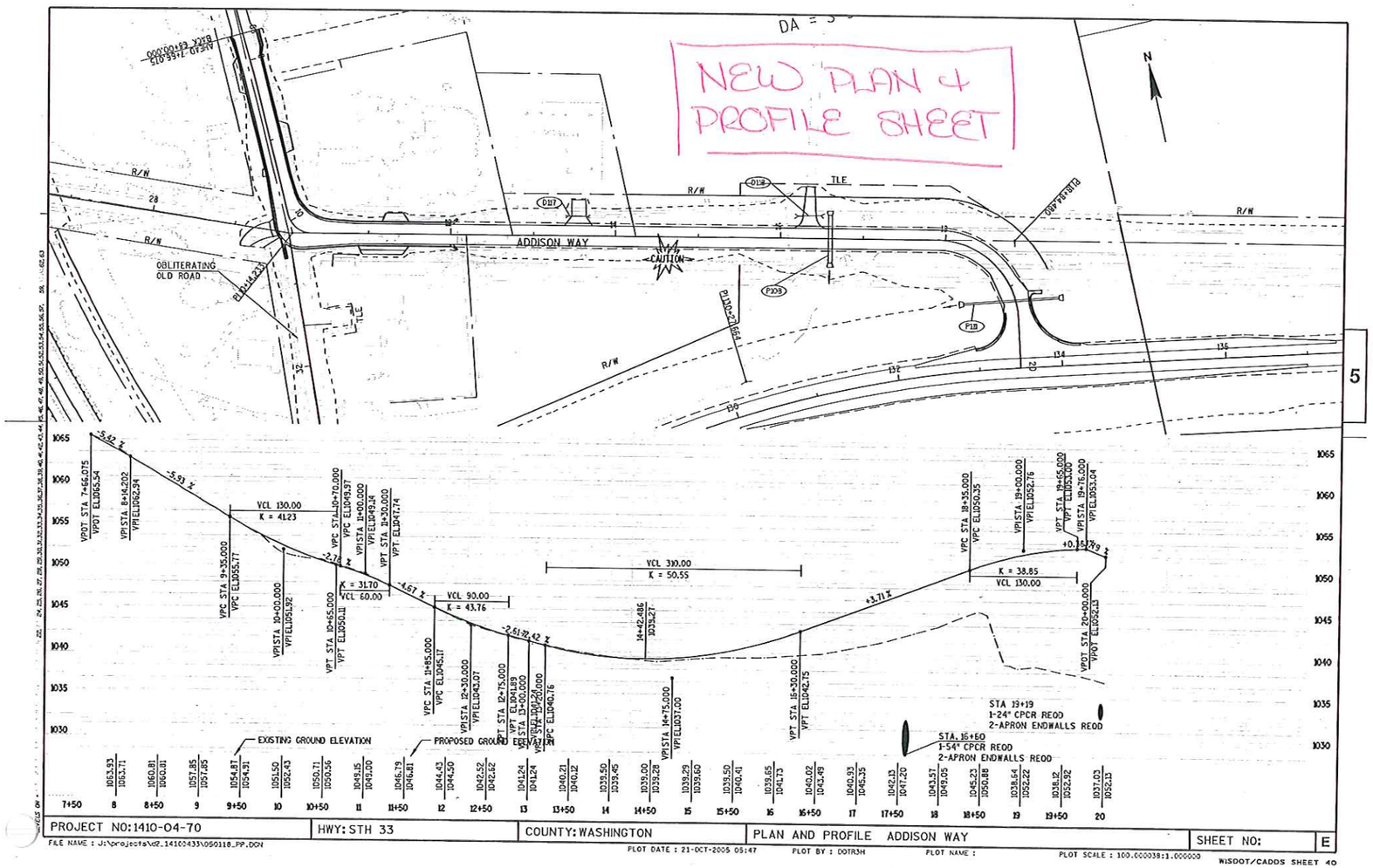
FILE NAME : J:\projects\d2_14100433\050113_PP.DGN

PLOT DATE : 18-OCT-2004 15:17 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000093:1.000000

WISDOT/CADDS SHEET 40

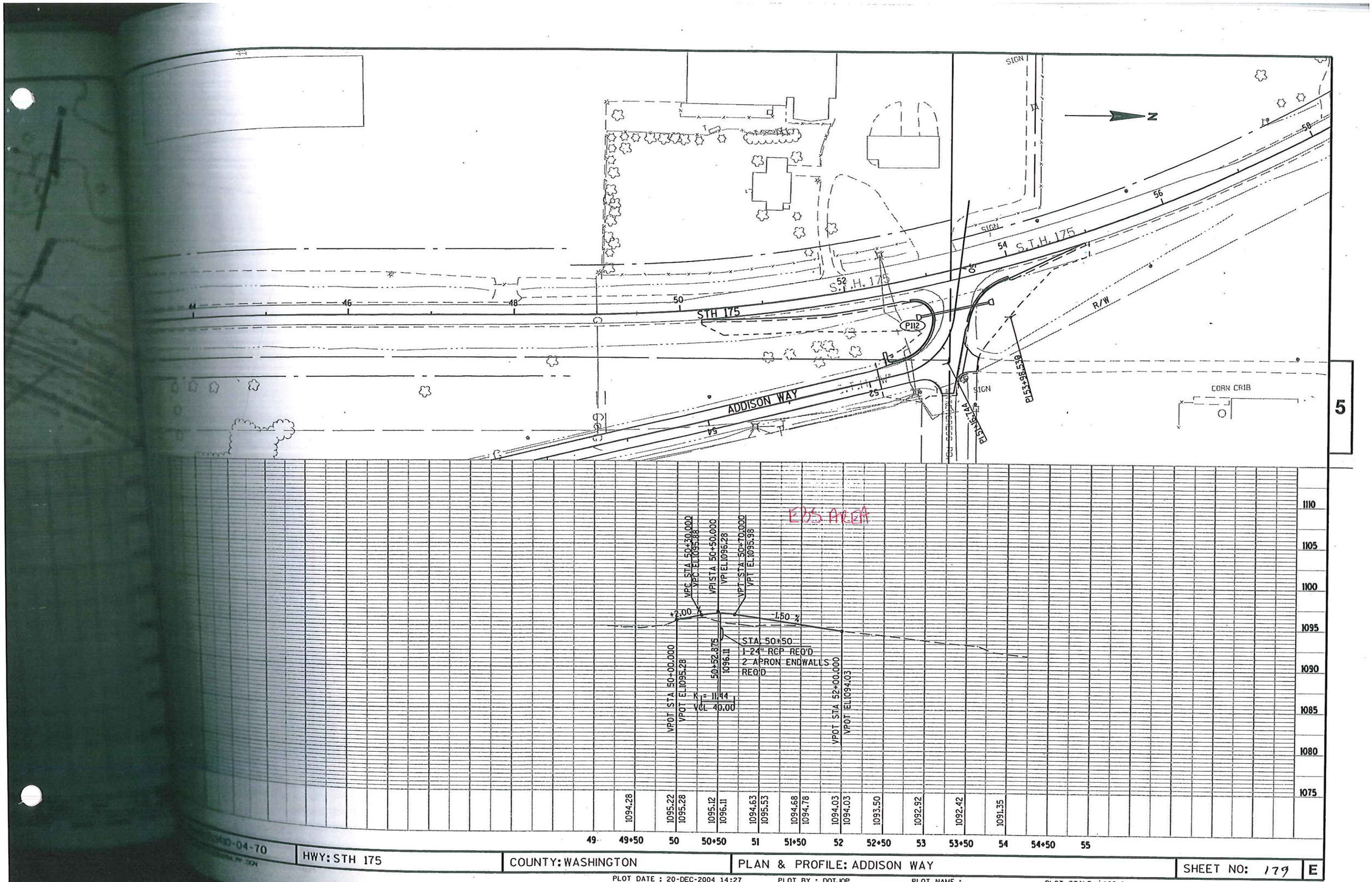
LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

NEW PLAN & PROFILE SHEET



PROJECT NO:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN AND PROFILE ADDISON WAY	SHEET NO: E

FILE NAME : J:\projects\02_1410\433\050118_PP.DGN
PLOT DATE : 21-OCT-2005 05:47 PLOT BY : DOTRSH PLOT NAME : PLOT SCALE : 100.000038:1.000000
WISDOT/CADDS SHEET 40

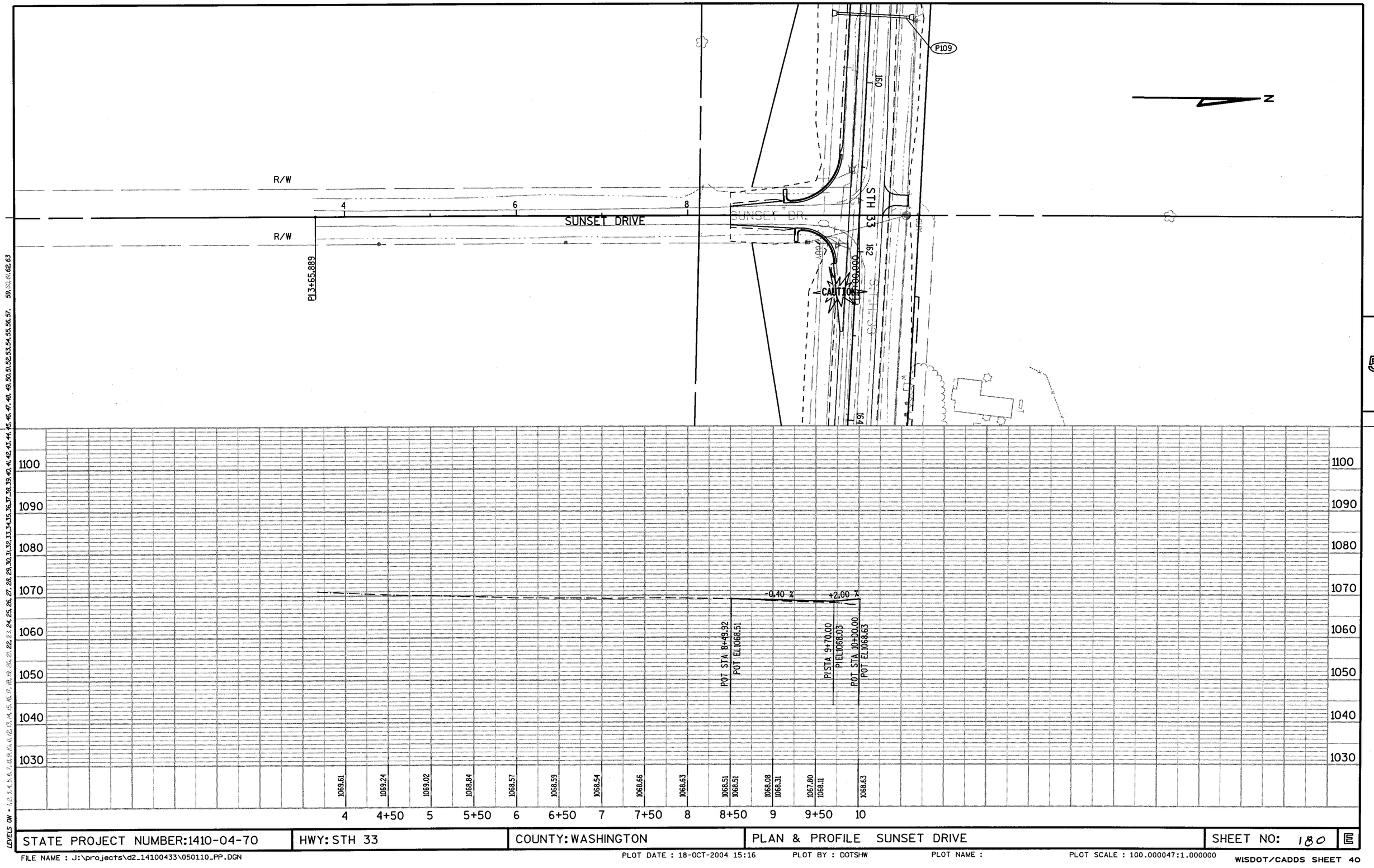


5

HWY: STH 175 | COUNTY: WASHINGTON | PLAN & PROFILE: ADDISON WAY | SHEET NO: 179 E

PLOT DATE : 20-DEC-2004 14:27 PLOT BY : DOTJOP PLOT NAME : PLOT SCALE : 100:1

WISDOT/CADDS SHEET 40



5

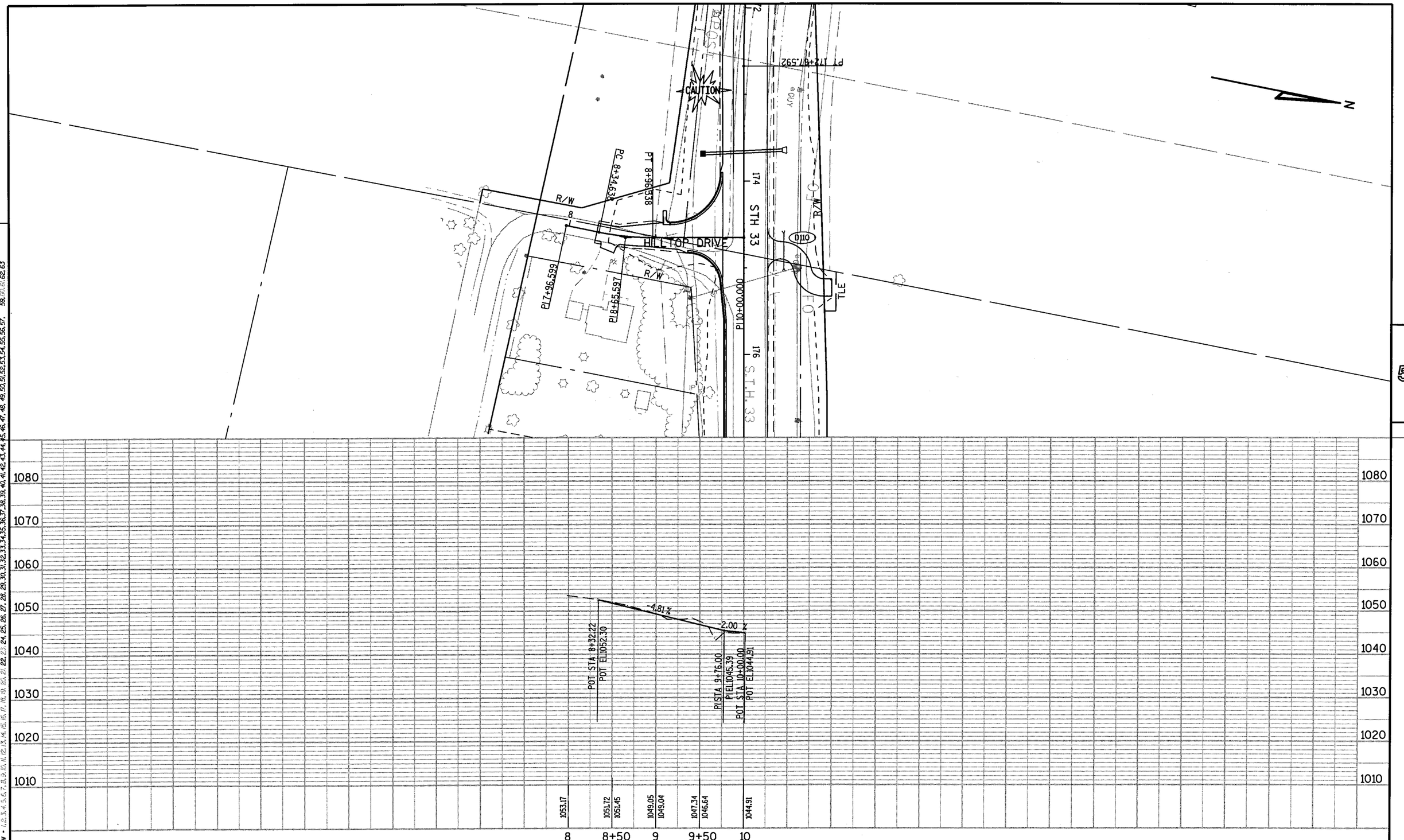
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63

STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN & PROFILE SUNSET DRIVE	SHEET NO: 180	E

FILE NAME : J:\projects\d2_14100433\050110_PP.DGN PLOT DATE : 18-OCT-2004 15:16 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000047:1.000000

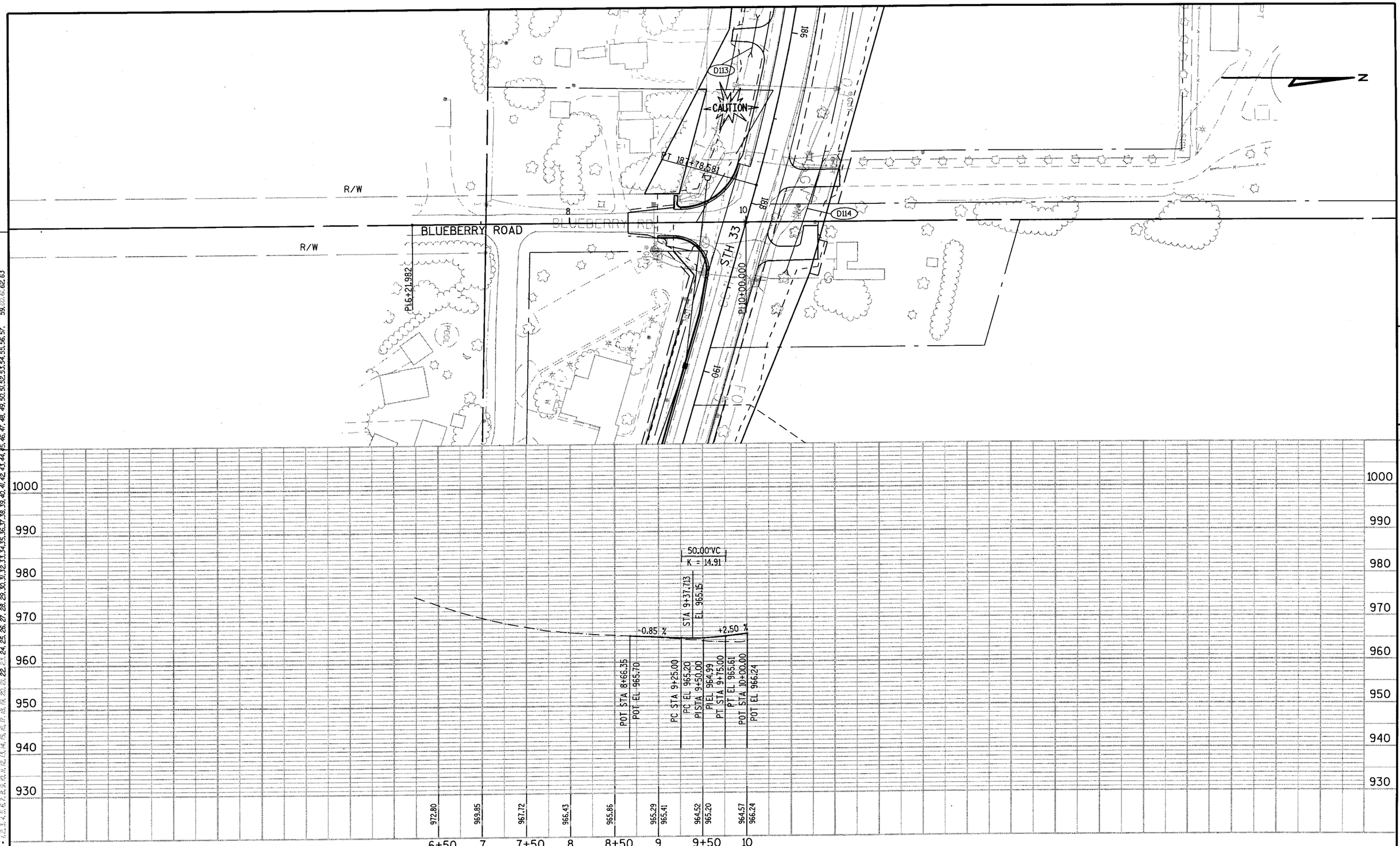
WISDOT/CADDS SHEET 40

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63



STATE PROJECT NUMBER: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN & PROFILE HILLTOP DRIVE	SHEET NO: 181

FILE NAME : J:\projects\d2_14100433\050111_PP.DGN PLOT DATE : 18-OCT-2004 15:17 PLOT BY : DOTSHW PLOT NAME : PLOT SCALE : 100.000017:1.000000



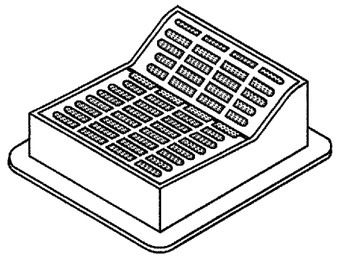
STATE PROJECT NUMBER:1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	PLAN & PROFILE BLUEBERRY DRIVE	SHEET NO: 182

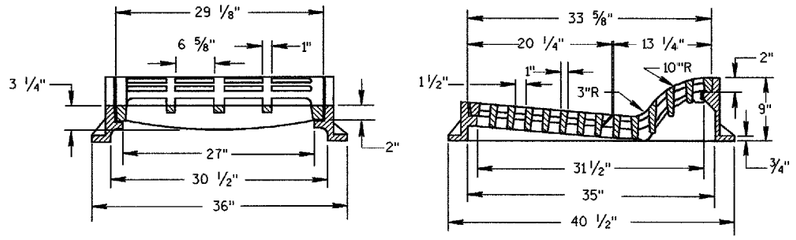
FILE NAME : \\wke31fp1\CADDS\projects\d2_14100433\050112_PP.DGN

PLOT DATE : 02-DEC-2004 13:04 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 99.698845:1.000000

WISDOT/CADDS SHEET 40

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57, 59,60,61,62,63



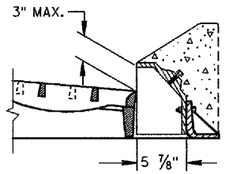


TYPE "F"

(APPROXIMATE WEIGHT 645 LBS.)

FRAME.....300 LBS.
GRATE.....165 LBS.
GRATE.....180 LBS.

USE WITH CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT 79 LBS.)
CURB BOX.....79 LBS.

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

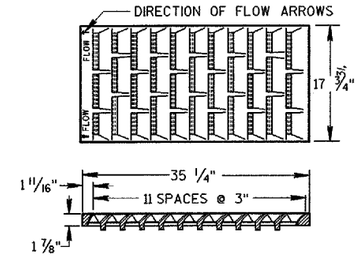
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

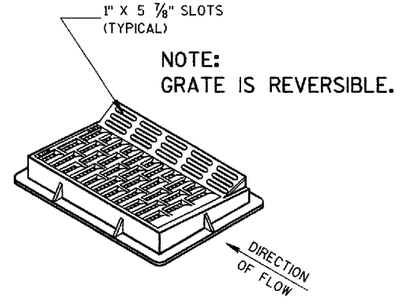
GENERAL NOTES

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.

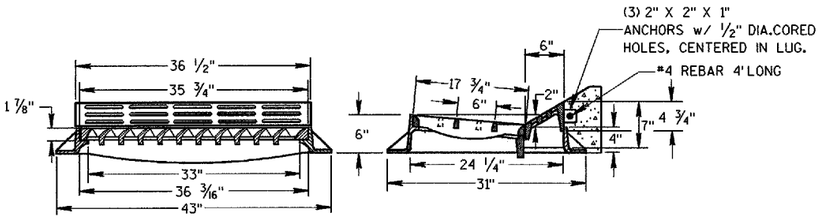
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.





NOTE:
GRATE IS REVERSIBLE.

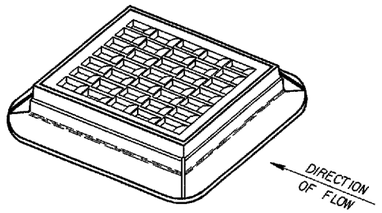


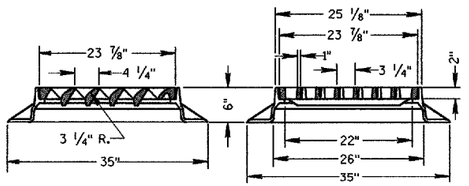
TYPE "HM"

(APPROXIMATE WEIGHT 375 LBS.)
FRAME.....175 LBS.
GRATE.....138 LBS.
CURB BOX..... 62 LBS.

USE WITH 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

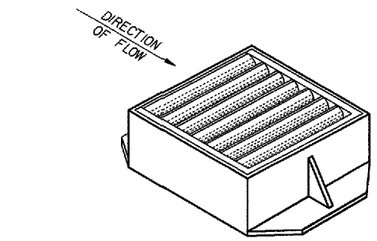


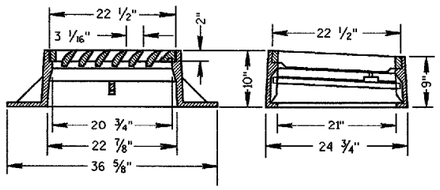


TYPE "S"

(APPROXIMATE WEIGHT 334 LBS.)

FRAME.....165 LBS.
GRATE.....169 LBS.





TYPE "V"

(APPROXIMATE WEIGHT 405 LBS.)

FRAME.....270 LBS.
GRATE.....130 LBS.
SAFETY BAR..... 5 LBS.

INLET COVERS
TYPE F, HM, HM-S, S, V,
HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

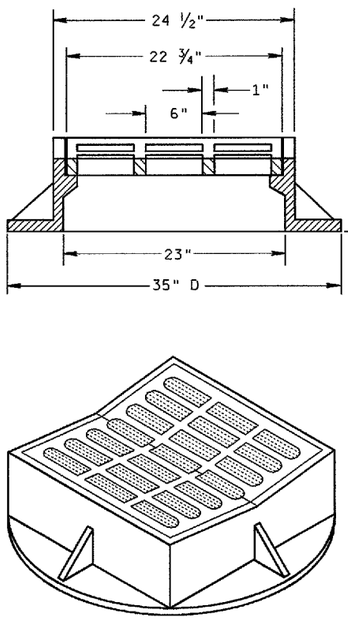
APPROVED
10/04/99
DATE

Tony L. Runcorn
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 A 5-16c

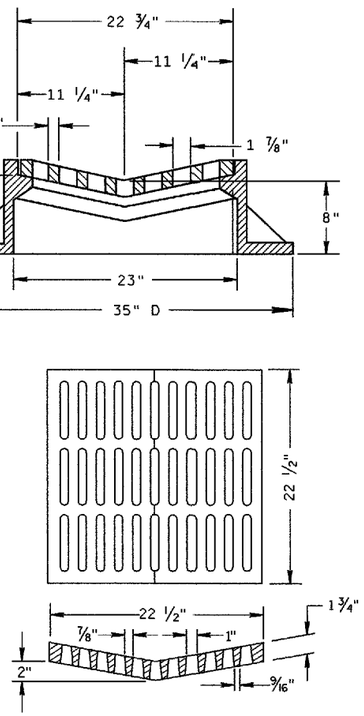
S.D.D. 8 A 5-16c



TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

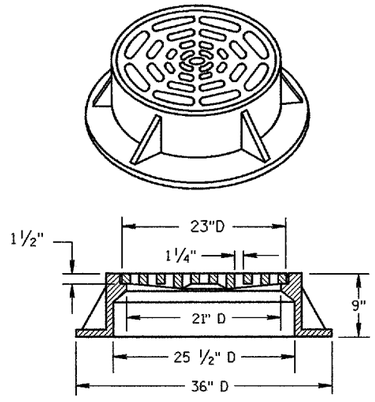


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE.....125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

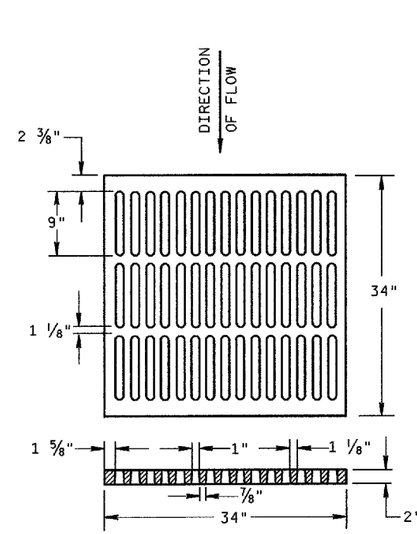
GENERAL NOTES

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

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.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

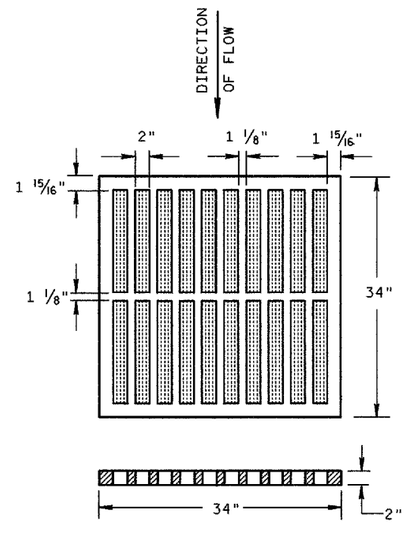


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE.....365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

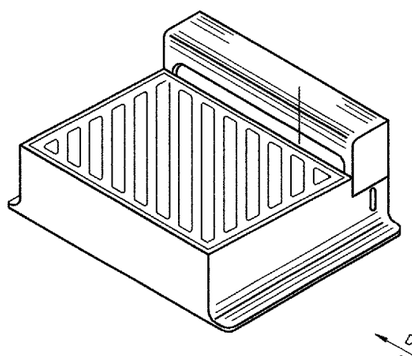


TYPE "MS"

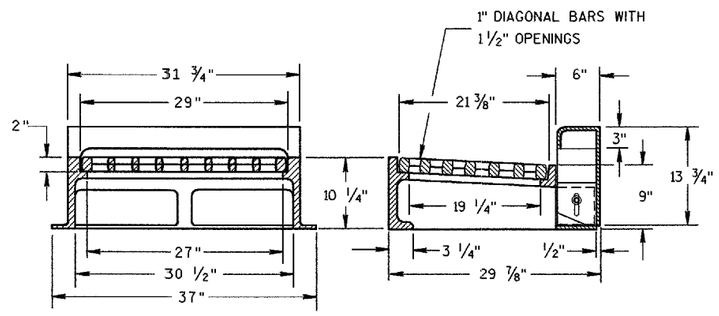
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

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"

(APPROXIMATE WEIGHT 670 LBS.)

FRAME..... 360 LBS.
GRATE..... 160 LBS.
CURB BOX..... 150 LBS.

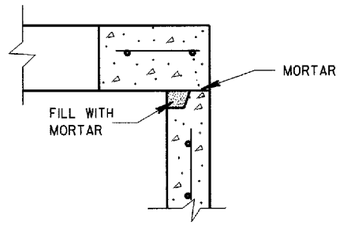
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 10/04/99 (DATE)
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

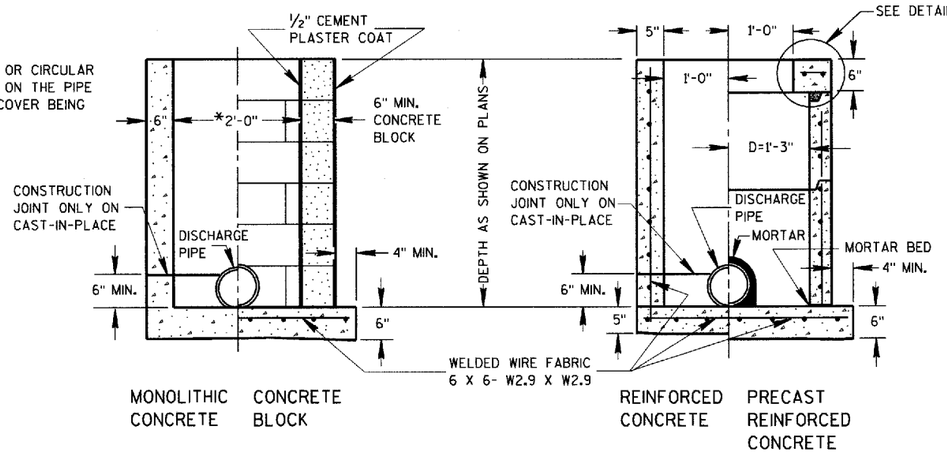
S.D.D. 8 A 5-16b

S.D.D. 8 A 5-16b



DETAIL "A"

*SELECTION OF SQUARE OR CIRCULAR DESIGN WILL BE BASED ON THE PIPE SIZES AND THE INLET COVER BEING UTILIZED



INLETS TYPE 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.

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 AASHTO DESIGNATION M 199.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

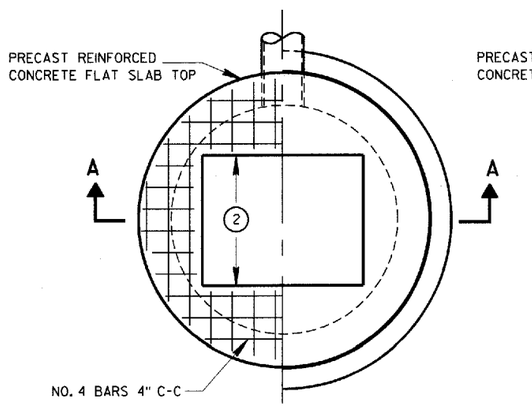
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

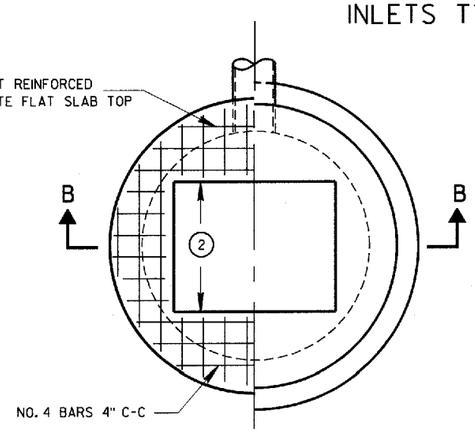
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

(1) USE 2'-6" OPENING FOR TYPE 2 INLETS, 3'-0" OPENING FOR TYPE 3 INLETS, AND 2'-11" FOR TYPE 4 INLETS.

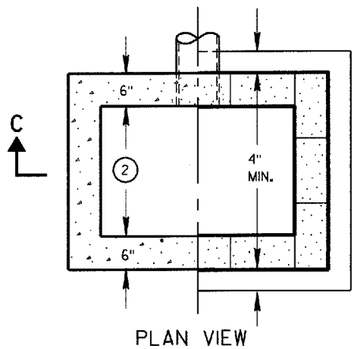
(2) USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6½" OPENING FOR TYPE 4 INLETS.



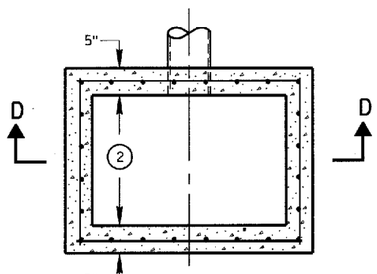
PLAN VIEW



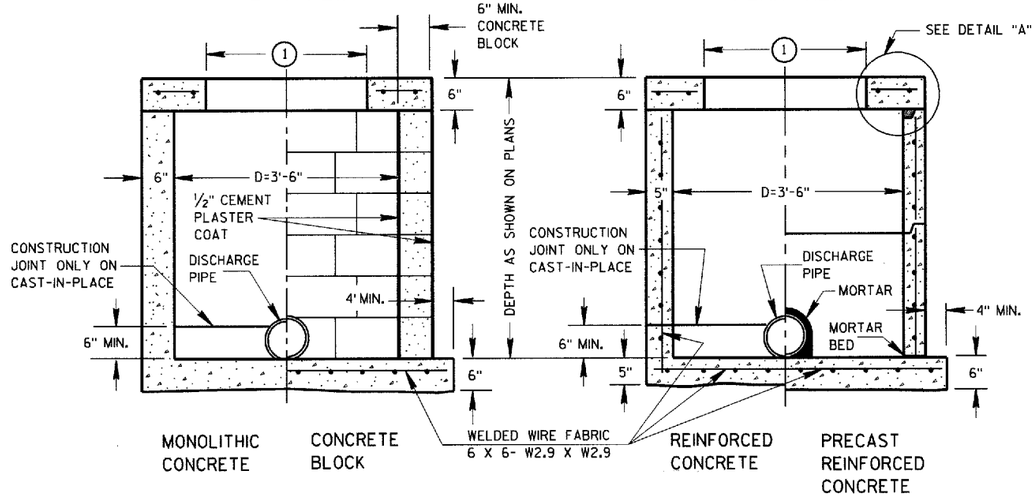
PLAN VIEW



PLAN VIEW

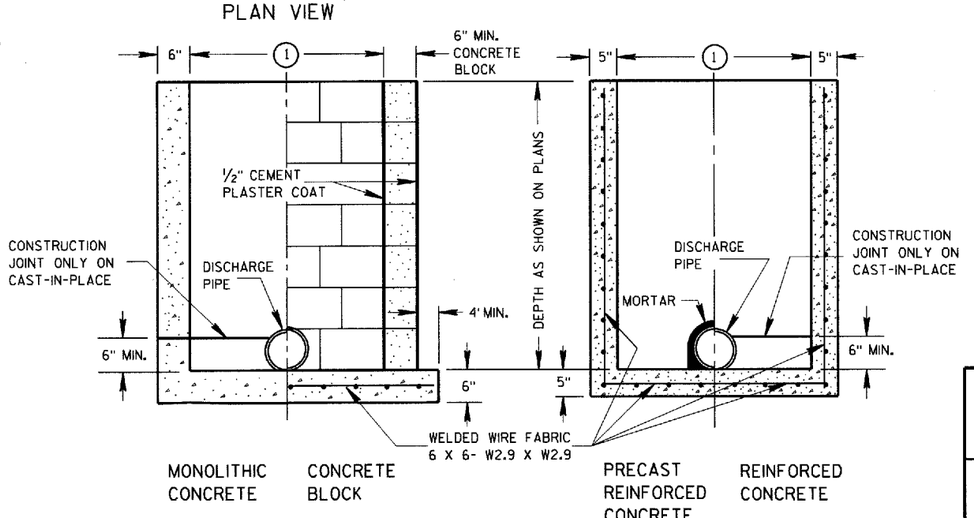


PLAN VIEW



SECTION A-A

SECTION B-B



SECTION C-C

SECTION D-D

INLETS TYPE 2, 3 & 4

INLETS TYPE 1, 2, 3 & 4

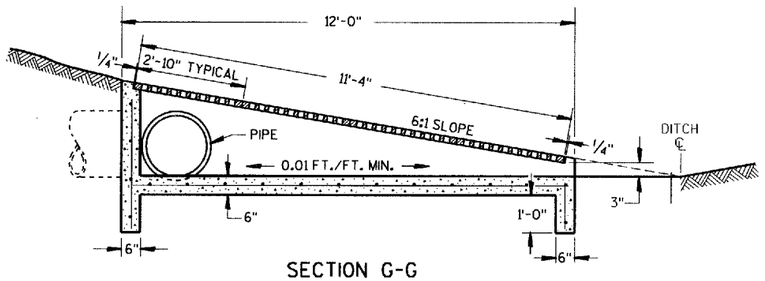
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8/26/94 DATE
Roy L. Shimeall
CHIEF ROADWAY DEVELOPMENT ENGINEER

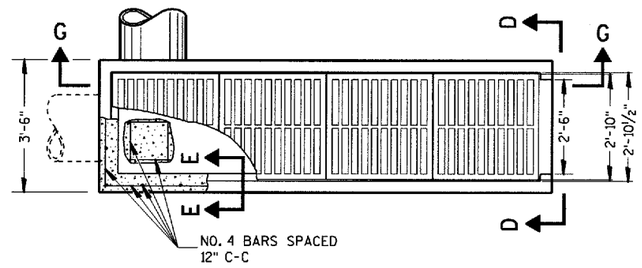
FHWA

S.D.D. 8 C 1-5

S.D.D. 8 C 1-5

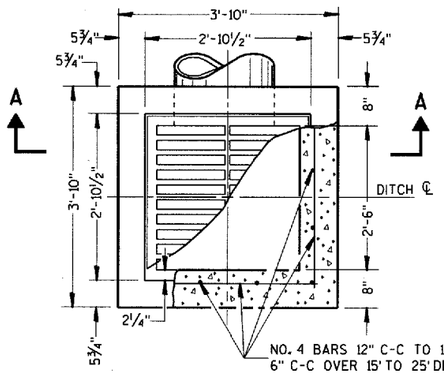


SECTION G-G

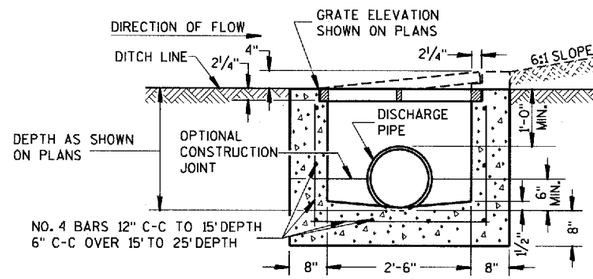


PLAN VIEW

REINFORCED CONCRETE INLET TYPE 11

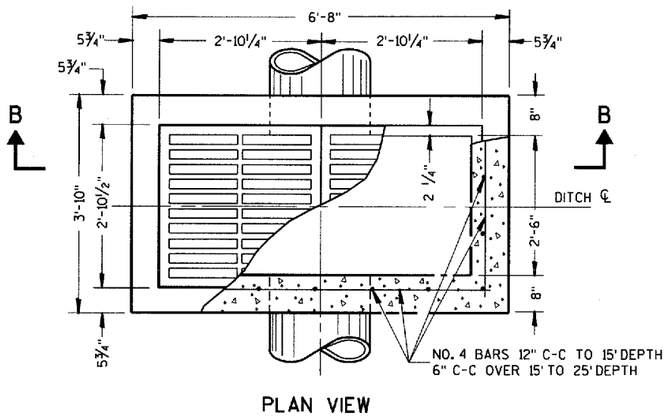


PLAN VIEW

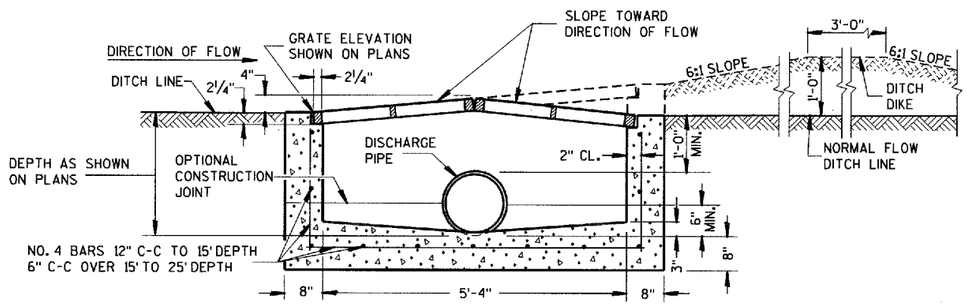


SECTION A-A

REINFORCED CONCRETE INLET TYPE 8

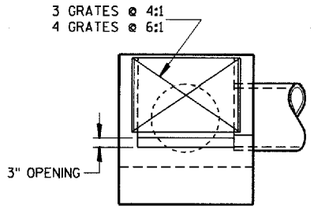


PLAN VIEW



SECTION B-B

REINFORCED CONCRETE INLET TYPE 9



SECTION D-D

GENERAL NOTES

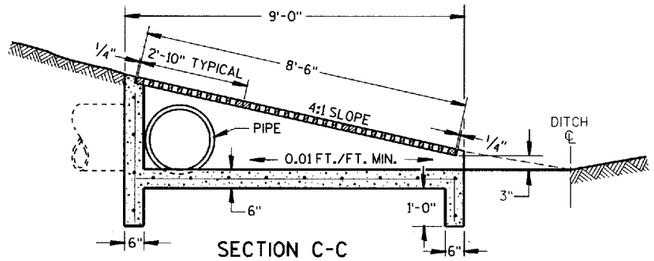
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAILED DRAWINGS 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.

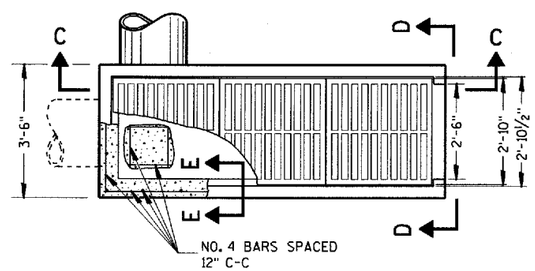
PRECAST REINFORCED CONCRETE INLET UNITS, IF USED, SHALL CONFORM TO THE REQUIREMENTS OF THE CATCH BASINS, MANHOLES AND INLETS SECTION OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A CORRECTED LIST OF SIZES IS FURNISHED BY THE ENGINEER.

ALL INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 8-MS", ETC. THIS DESIGNATION IS INTERPRETED TO MEAN THAT THE NUMBER, OR FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER OR IRON CASTING TO BE USED THEREWITH TO COMPRISE THE COMPLETE UNIT.

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

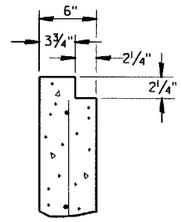


SECTION C-C



PLAN VIEW

REINFORCED CONCRETE INLET TYPE 10



SECTION E-E

INLETS TYPE 8, 9, 10 AND 11

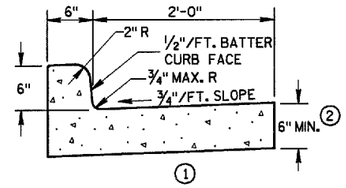
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/10/94
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

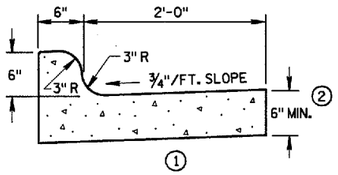
S.D.D. 8 C 5-2

S.D.D. 8 C 5-2



1

TYPES A & D



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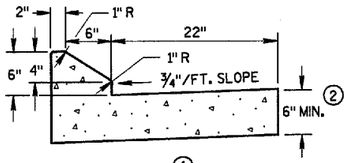
TYPES K & L



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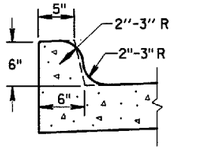
TYPES G & J

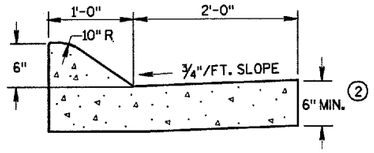


OPTIONAL CURB SHAPE

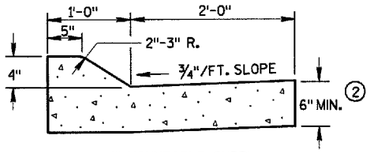
1

FOR TYPES K & L

CONCRETE CURB & GUTTER 30"



(6" MOUNTABLE CURB)



(4" MOUNTABLE CURB)

1

TYPES A & D

CONCRETE CURB & GUTTER 36"

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. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

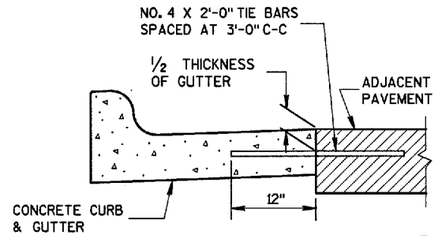
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

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

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

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



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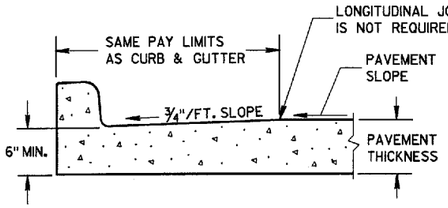
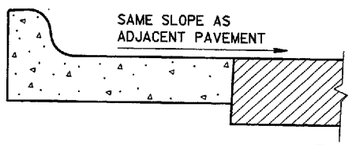
TYPICAL TIE BAR LOCATION



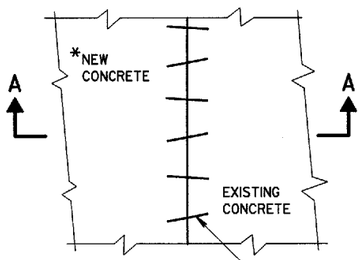
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



3

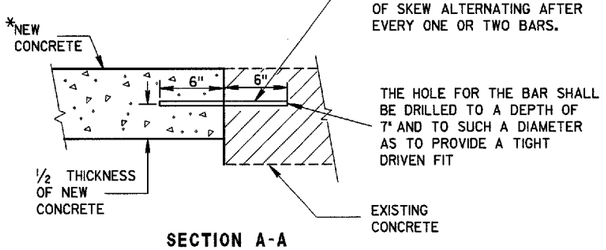
REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



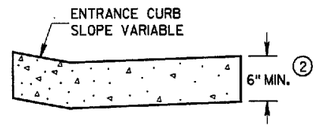
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.



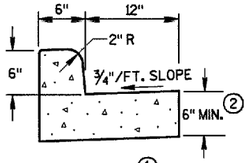
SECTION A-A

PAVEMENT TIES



DRIVEWAY ENTRANCE CURB

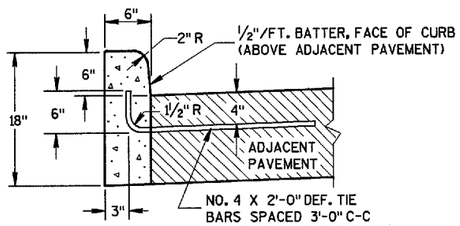
(WHEN DIRECTED BY THE ENGINEER)



1

TYPES A & D

CONCRETE CURB & GUTTER 18"



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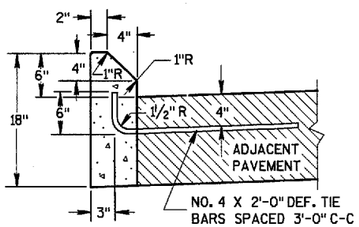
TYPES A & D



1

TYPES G & J

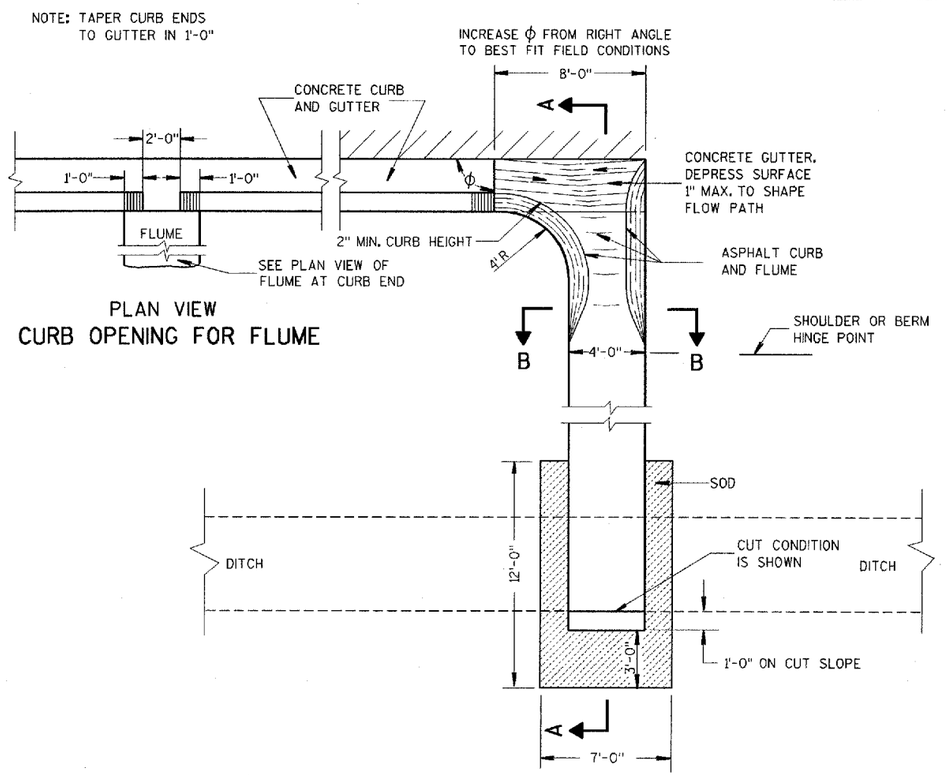
CONCRETE CURB

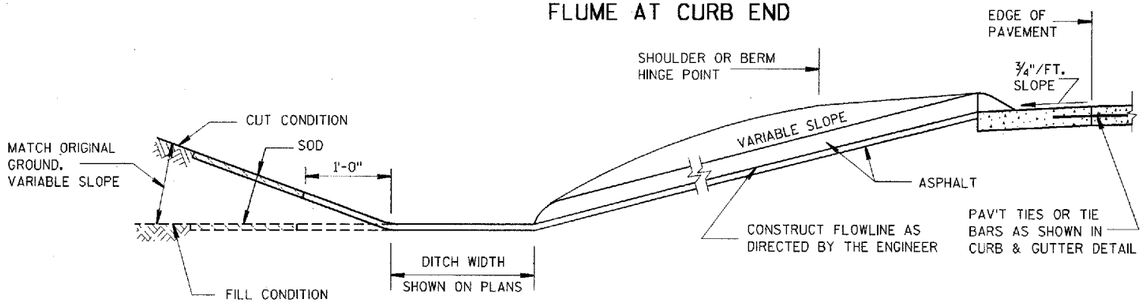
CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 04/16/99 DATE — Roy L. Thompson, CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

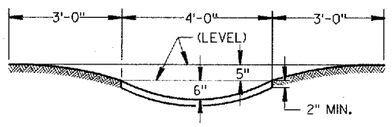
S.D.D. 8 D 1-13

S.D.D. 8 D 1-13

ASPHALTIC FLUME







GENERAL NOTES

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

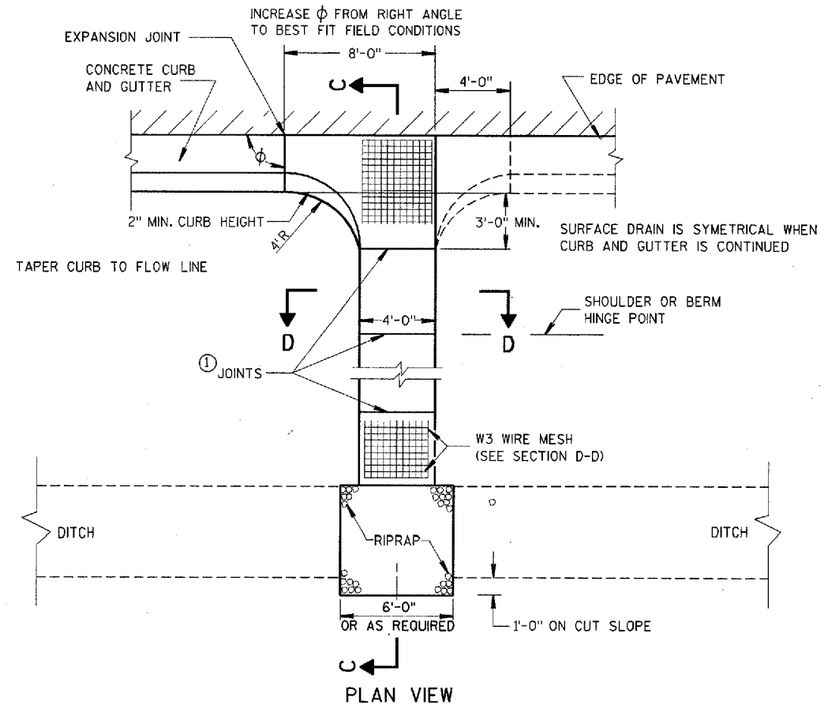
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

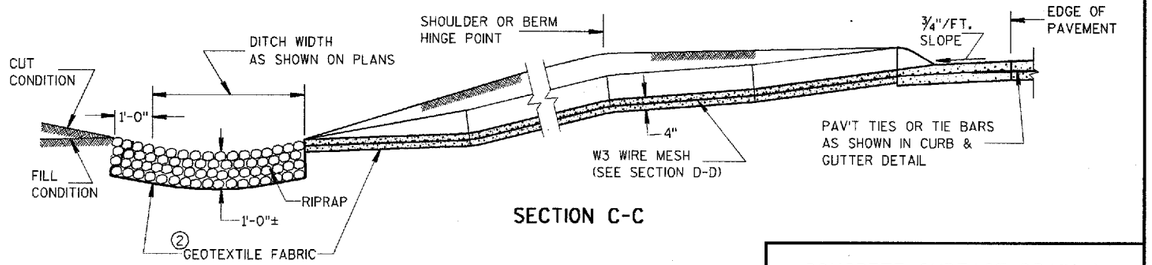
① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

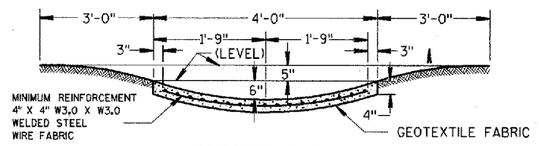
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

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

③ CONCRETE SURFACE DRAIN







CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

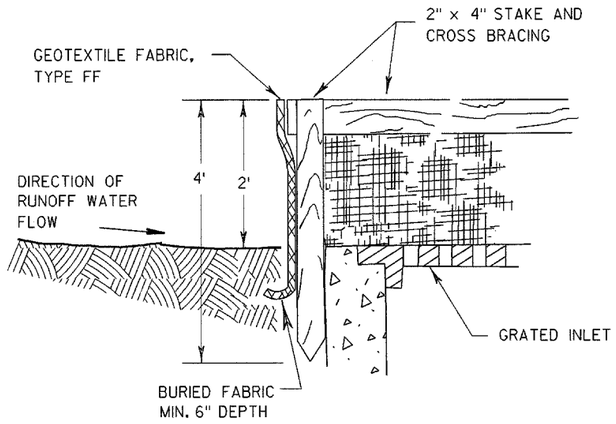
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

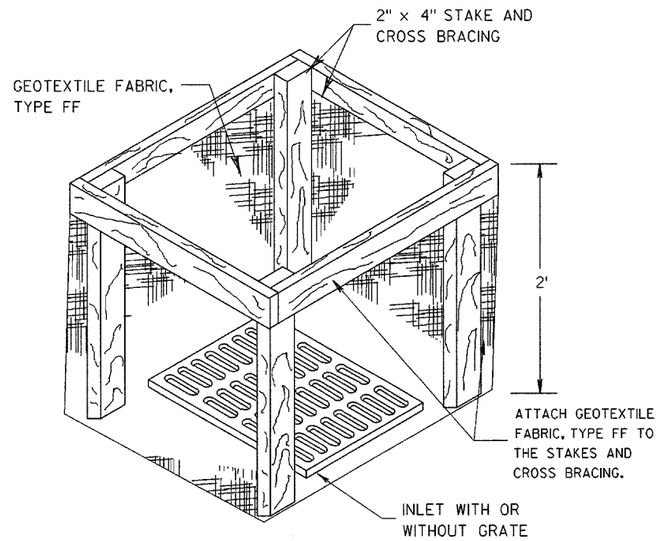
APPROVED 10/23/09
DATE
FHWA

STATE DESIGN ENGINEER FOR HWYS

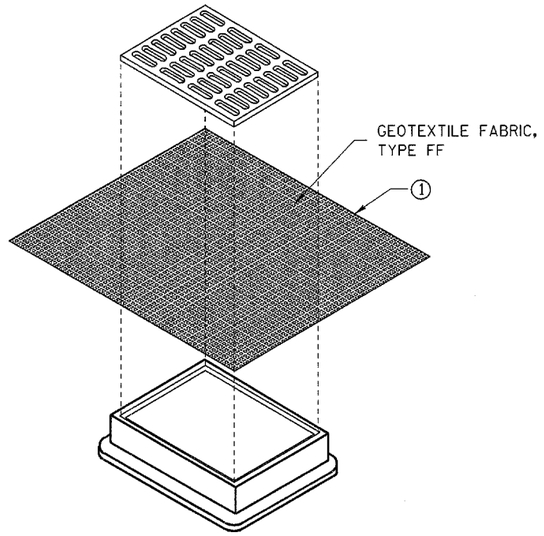
S.D.D. 8 D 4-3

S.D.D. 8 D 4-3



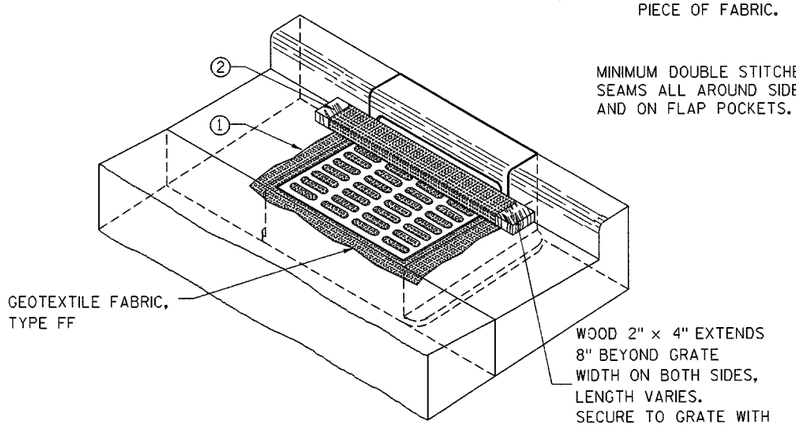


INLET PROTECTION, TYPE A

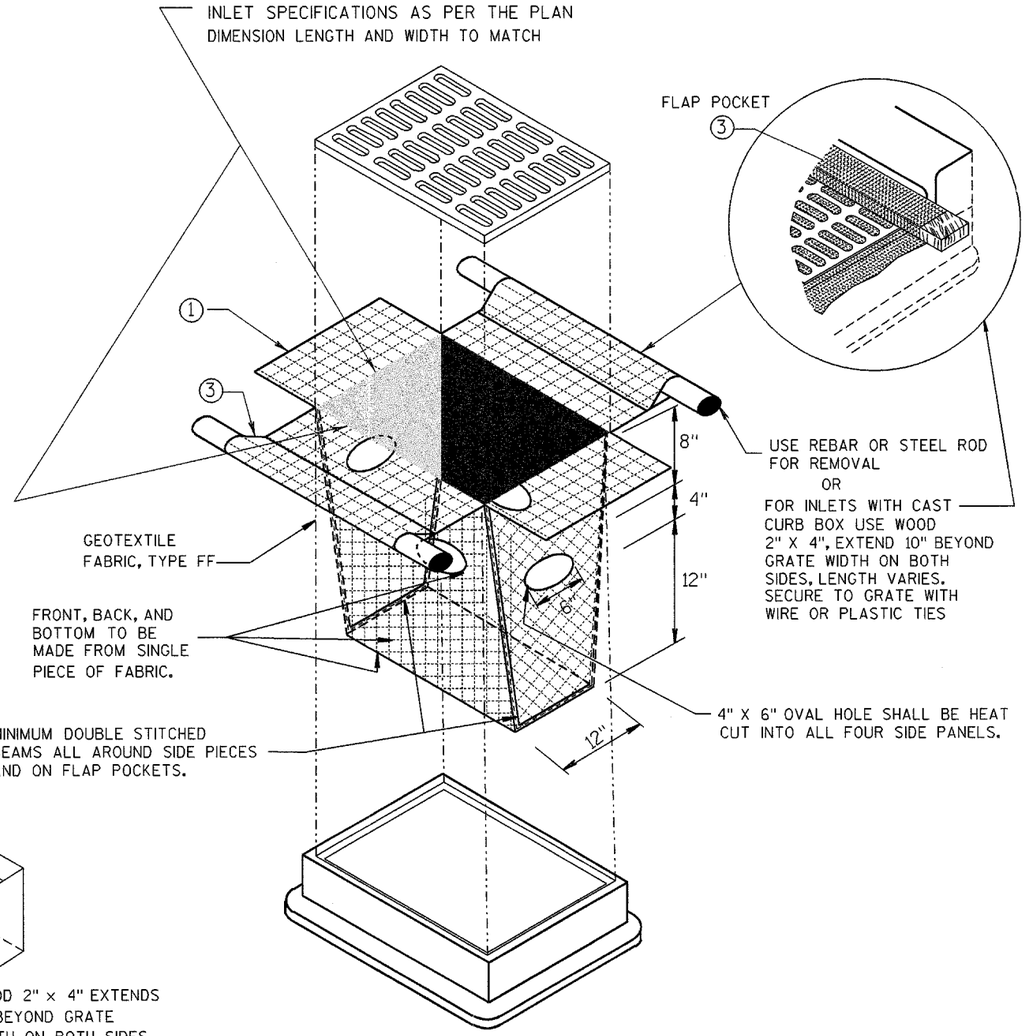


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

(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.

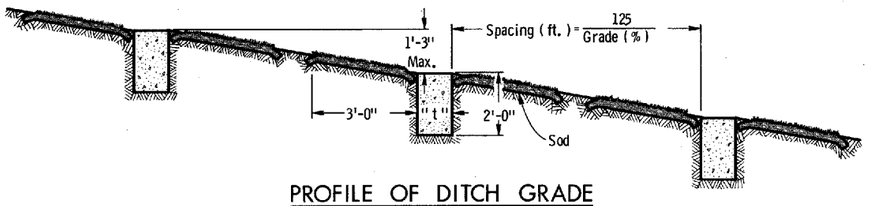
INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

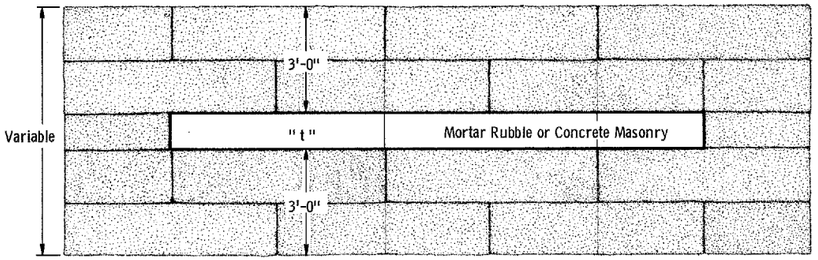
APPROVED
10/16/02
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



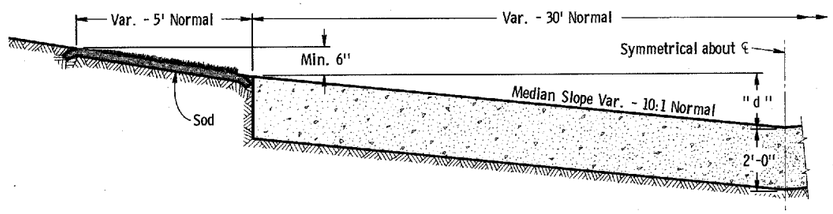
PROFILE OF DITCH GRADE



PLAN VIEW SHOWING MASONRY AND SOD

" t " - Masonry thickness shall be 0'-9" for concrete and 1'-0" for mortar rubble.

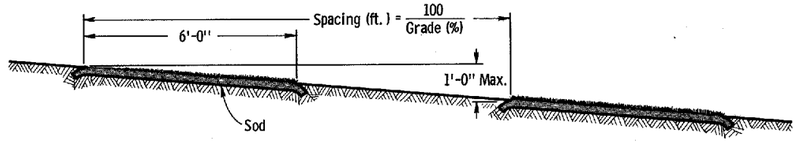
SIDE DITCH CROSS SECTION



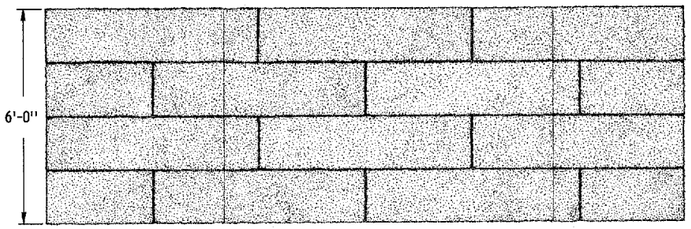
MEDIAN DITCH CROSS SECTION

" d " - The minimum depth of the masonry portion of the ditch checks shall be equal to the maximum depth of flow. The normal " d " will be 1'-6".

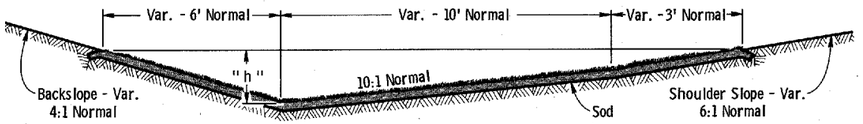
MASONRY AND SOD DITCH CHECKS



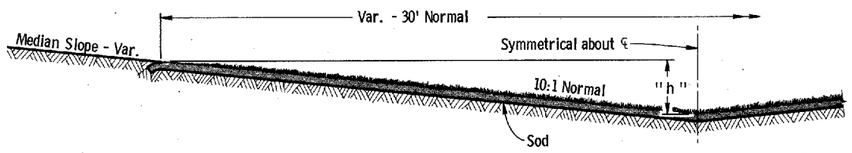
PROFILE OF DITCH GRADE



PLAN VIEW SHOWING SOD



SIDE DITCH CROSS SECTION



MEDIAN DITCH CROSS SECTION

" h " - The minimum height of ditch to be sodded shall be equal to the maximum depth of flow plus 6". The normal " h " will be 1'-6".

SOD DITCH CHECKS

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.

Alternate designs for ditch checks, of the material or combination of materials shown hereon, may be used upon written permission of the Engineer.

Sod strips for ditch checks may be placed either transversely or longitudinally to the direction of water flow.

SOD OR MASONRY AND SOD DITCH CHECKS

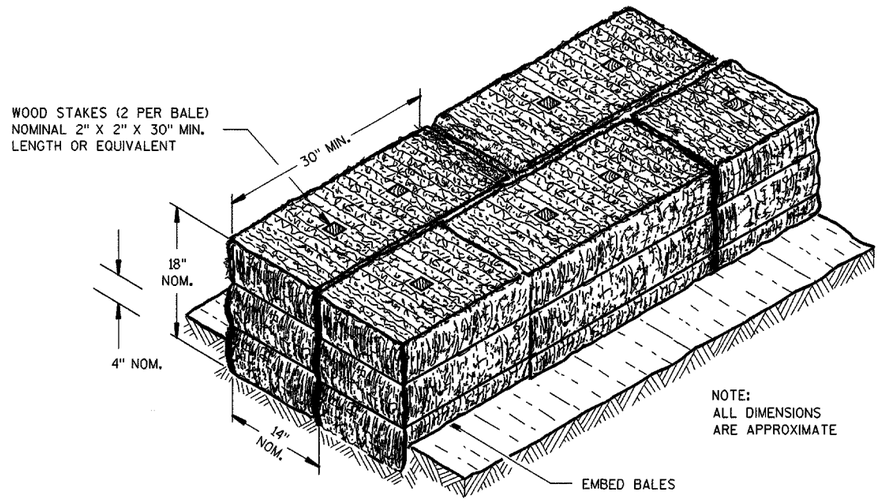
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:
9/7/71 — DATE
L. C. Hamel — ACTING CHIEF DESIGN ENGINEER

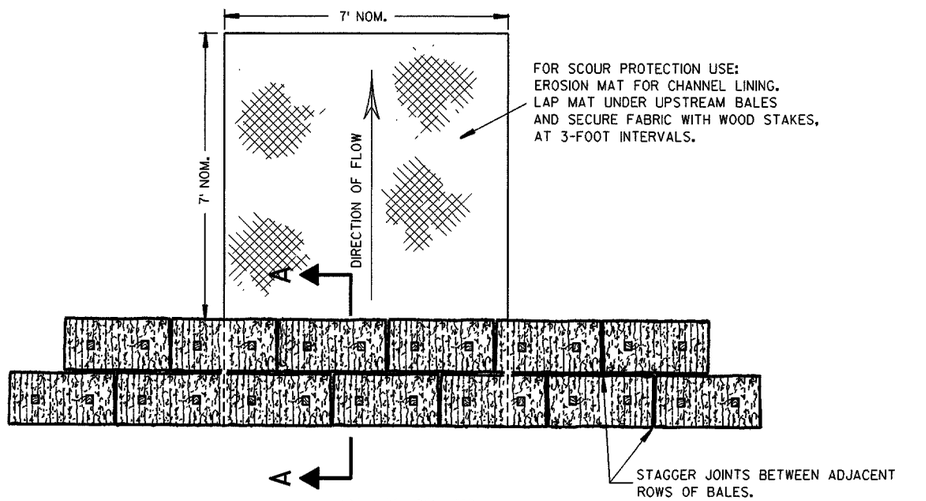
APPROVED:
9/7/71 — DATE
W. J. Sumnicht — STATE HIGHWAY ENGINEER

S.D.D. 8E4-2

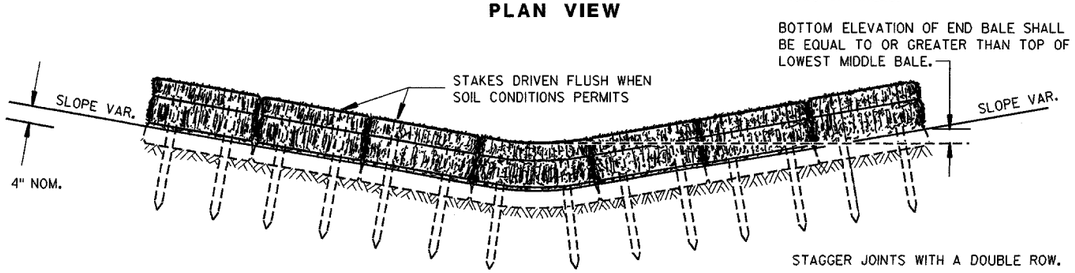
S.D.D. 8E4-2



SECTION A-A



PLAN VIEW



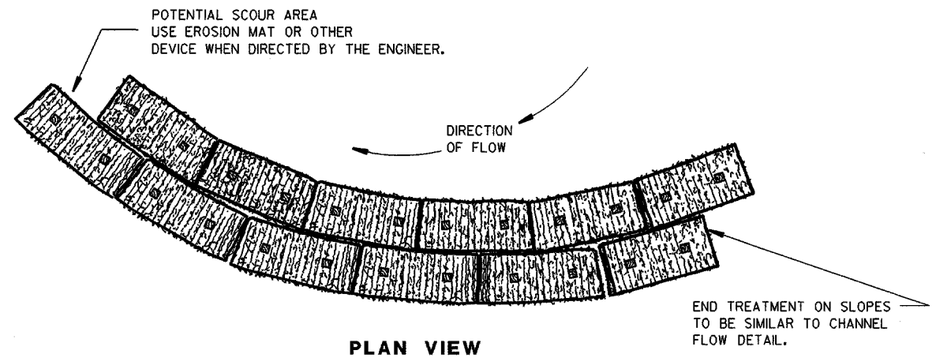
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

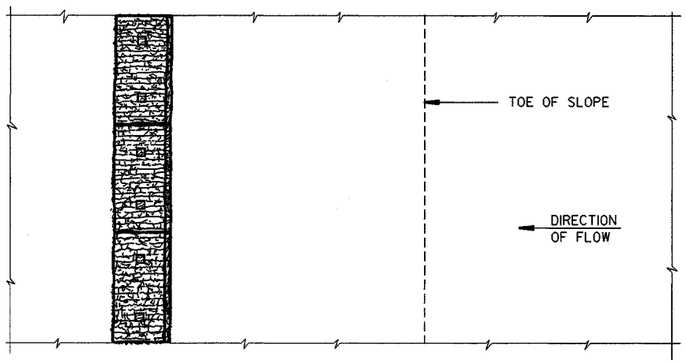
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

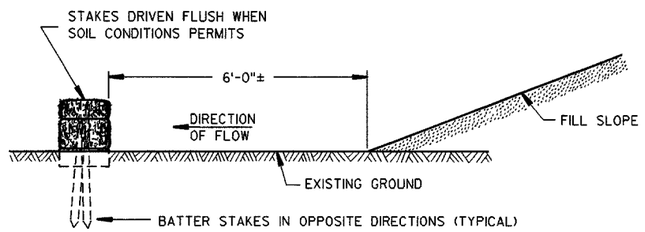


PLAN VIEW

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

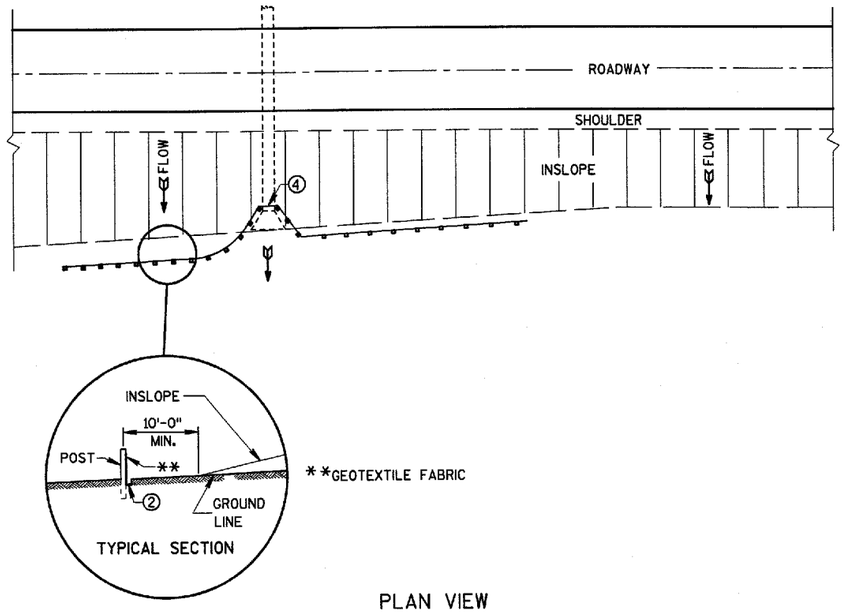
APPROVED
6/4/02
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

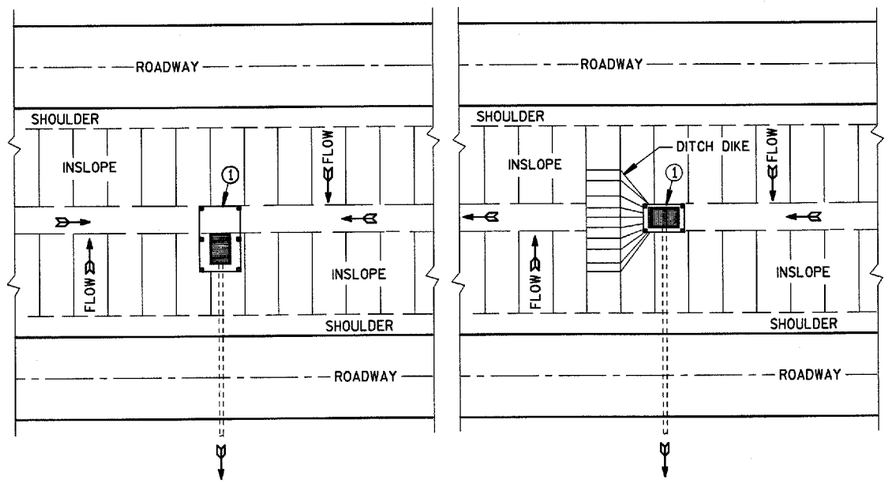
S.D.D. 8 E 8-3

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

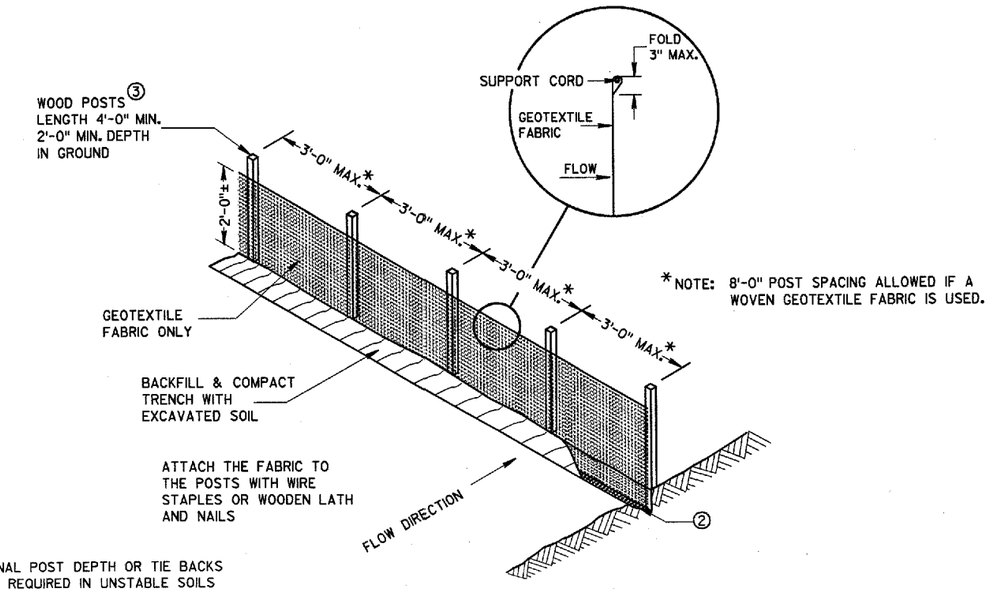
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② 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.

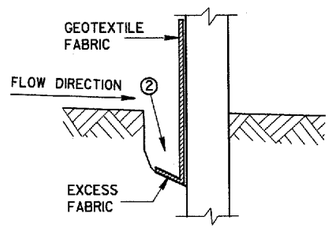
④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.



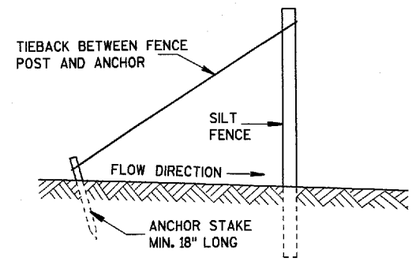
*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

SILT FENCE



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 03/06/00 DATE

Doug L. Thiessen
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 E 9-5

S.D.D. 8 E 9-5

METAL APRON ENDWALLS

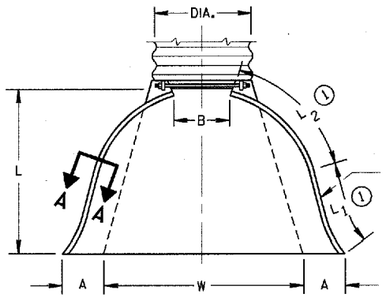
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

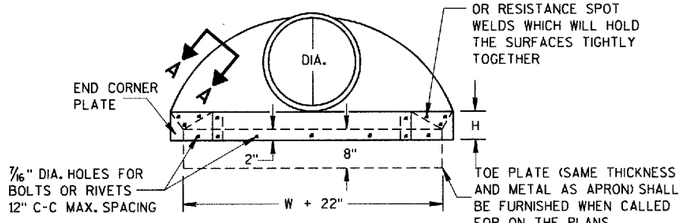
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 1/8	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

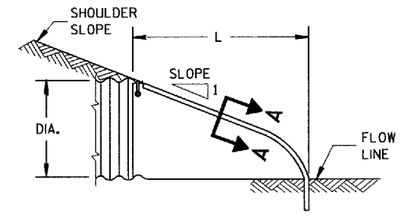
*MINIMUM
**MAXIMUM



PLAN VIEW

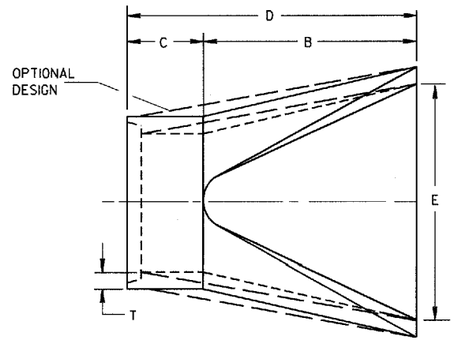


END VIEW

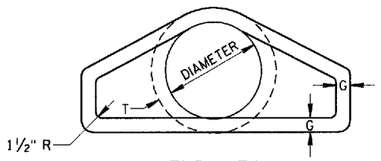


SIDE ELEVATION

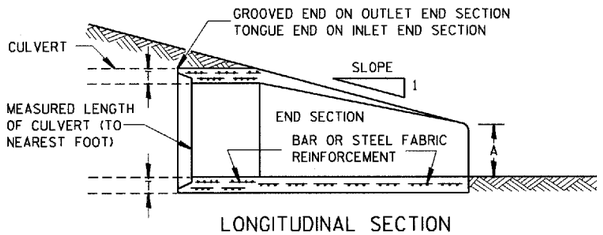
METAL ENDWALLS



PLAN

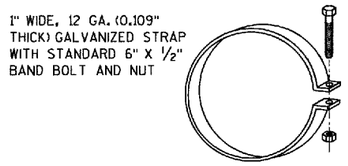


END VIEW



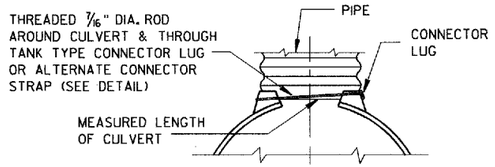
LONGITUDINAL SECTION

CONCRETE ENDWALLS

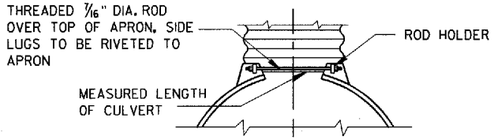


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

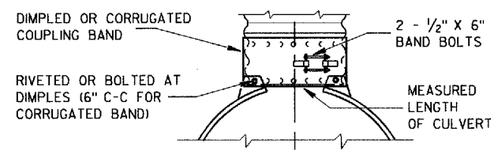


TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

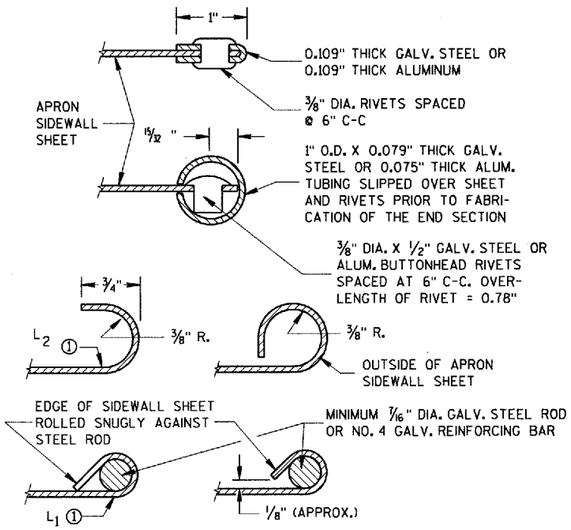
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

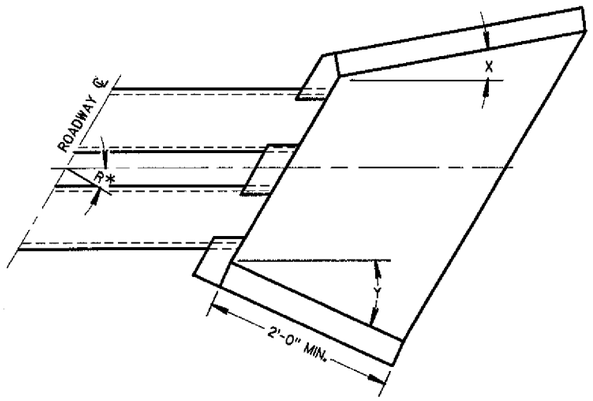
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 11/30/94 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 F 1-11

S.D.D. 8 F 1-11



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

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.

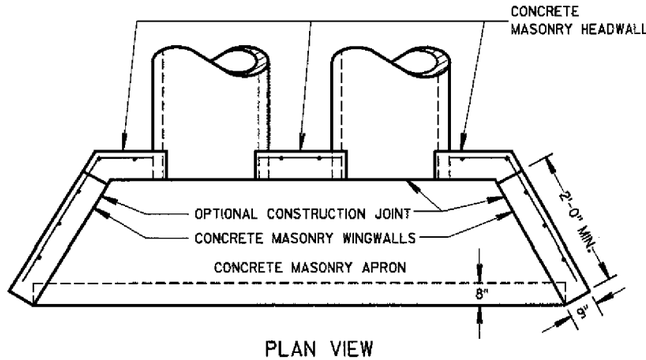
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

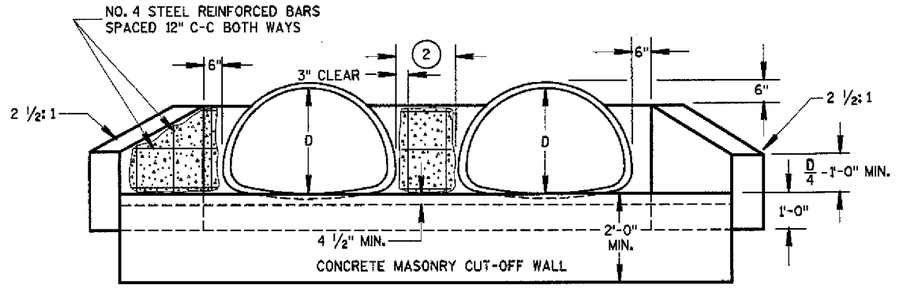
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



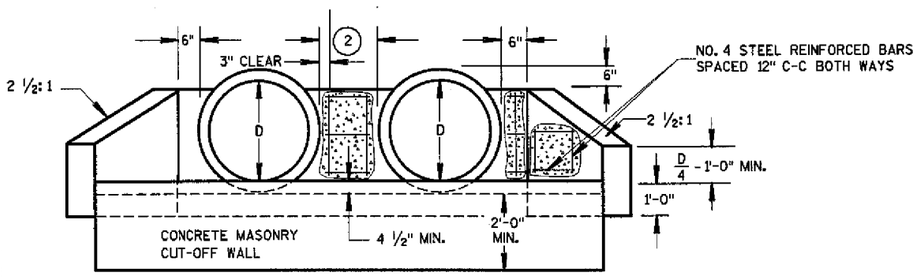
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



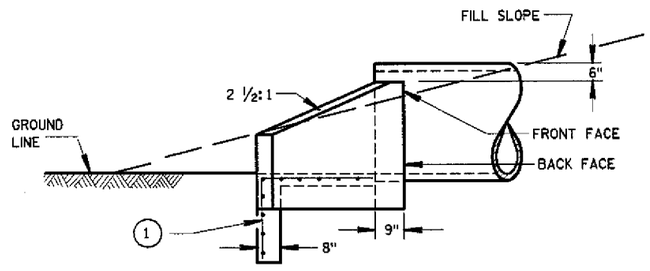
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

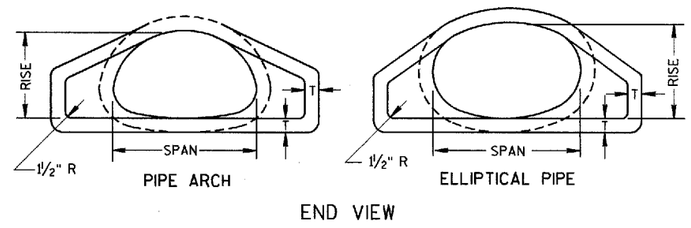
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 9/14/98 DATE — Tony L. Kinnard — CHIEF ROADWAY DEVELOPMENT ENGINEER

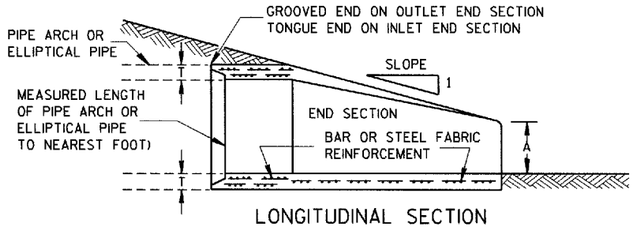
FHWA

S.D.D. 8 F 10-1

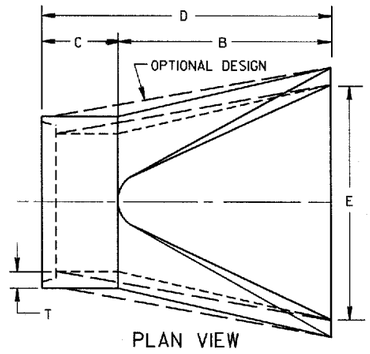
S.D.D. 8 F 10-1



END VIEW

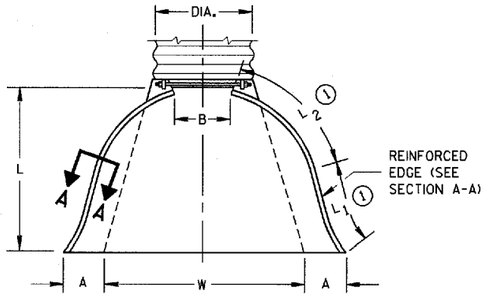


LONGITUDINAL SECTION

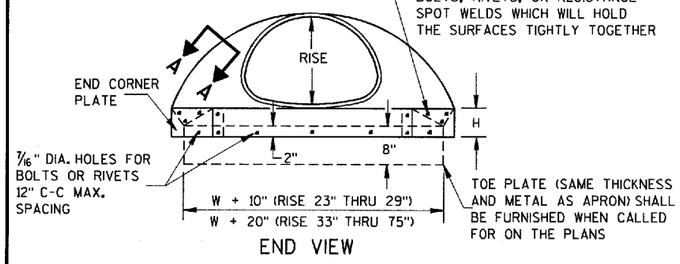


PLAN VIEW

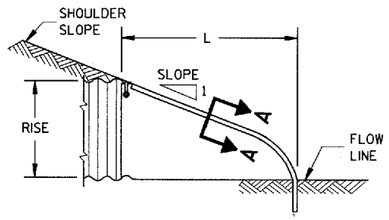
CONCRETE ENDWALLS



PLAN VIEW

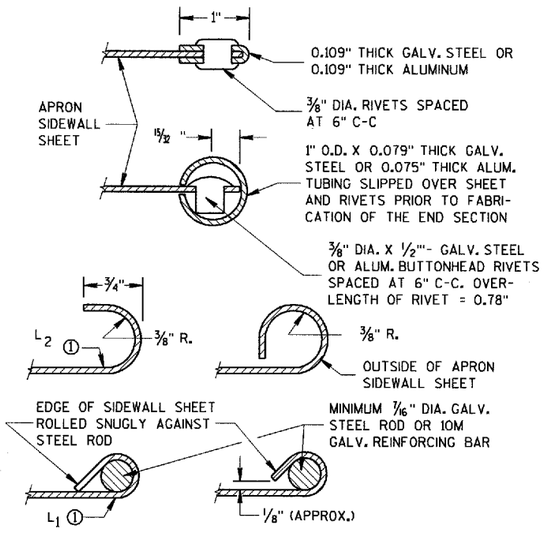


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19 3/8	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21 3/4	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37 5/8	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54 3/4	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72 3/4	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72 3/4	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11 1/8	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11 1/8	60	24	84	72	2½ to 1
42	53	34	5	15 3/4	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE

GENERAL NOTES

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

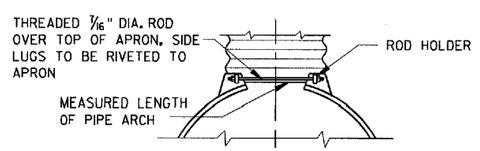
CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

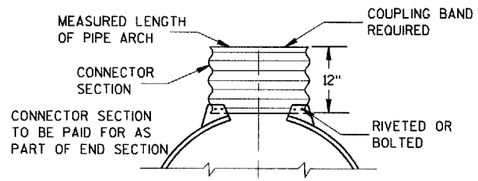
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.



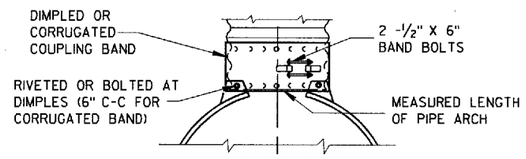
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

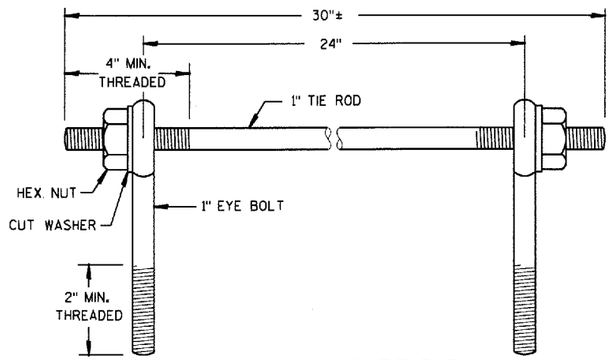
APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

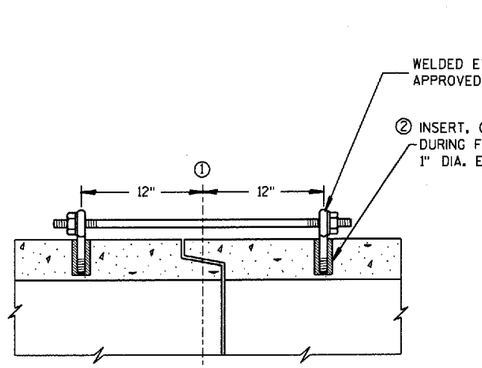
APPROVED
11/30/94 DATE
Roy D. Thompson CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 F 2-1

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

CONCRETE CULVERT PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED ON 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 CULVERT PIPE AS INDICTED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO CILVERT PIPE, REINFORCED CONCRETE CULVERT PIPE, OR REINFORCED CONCRETE PIPE CATTLE PASS.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

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.

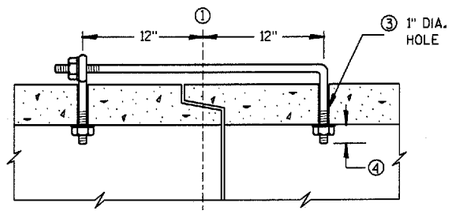
③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12" FROM ℄ OF TONGUE AND GROOVE.

④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2".

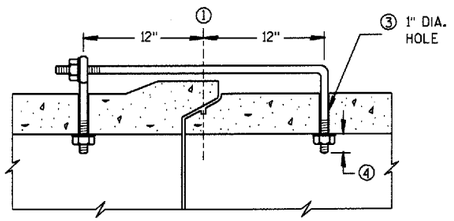
⑤ ROD DIAMETER + 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

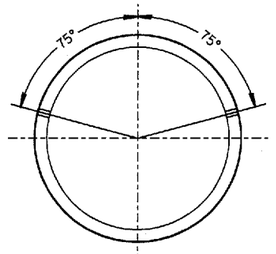
EYE BOLT DIMENSION TABLE

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"	

ADJUSTABLE TIE ROD TABLE

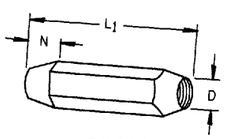
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES

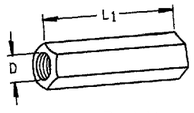


PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



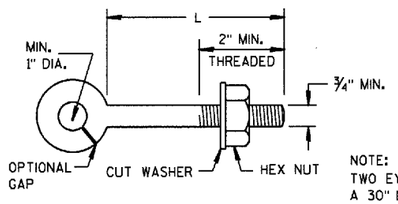
TAPERED



PLAIN

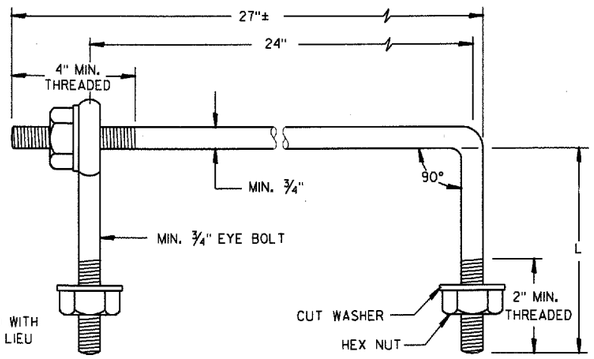
RIGHT AND LEFT THREADS

SLEEVE NUTS



EYE BOLT

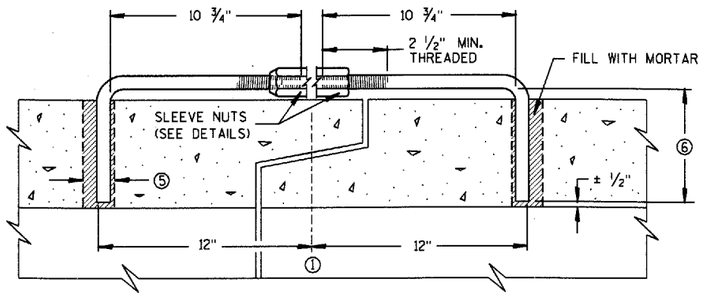
NOTE:
TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)



LONGITUDINAL SECTION

(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

JOINT TIES FOR CONCRETE PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

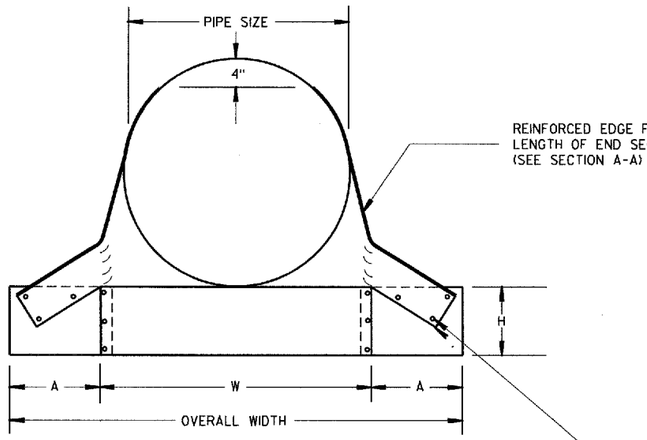
APPROVED
9/18/92
DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

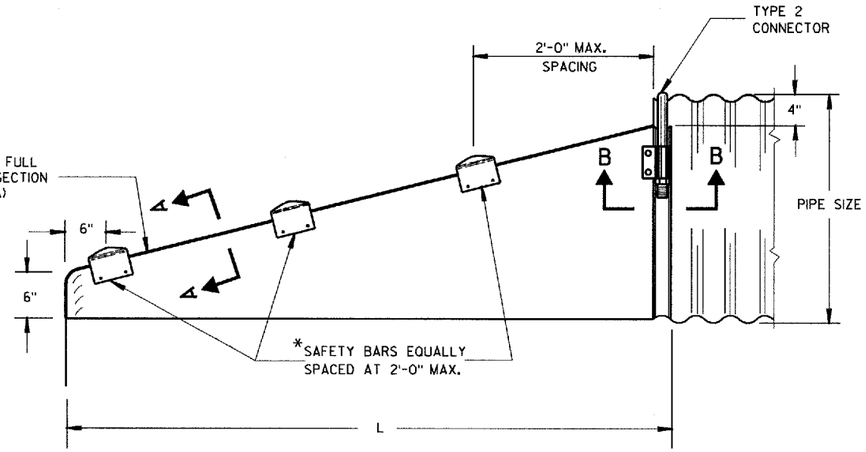
S.D.D. 8 F 4-5

S.D.D. 8 F 4-5



FRONT VIEW

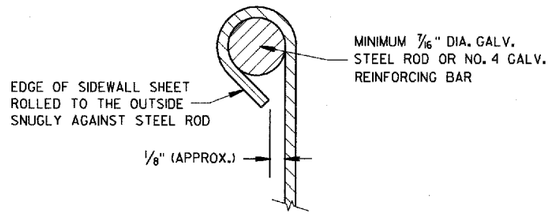
BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



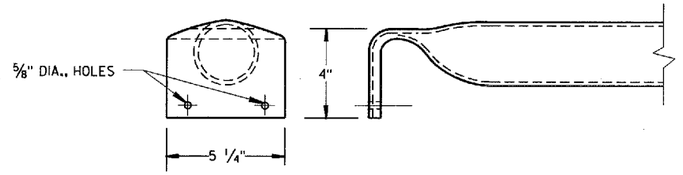
SIDE VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

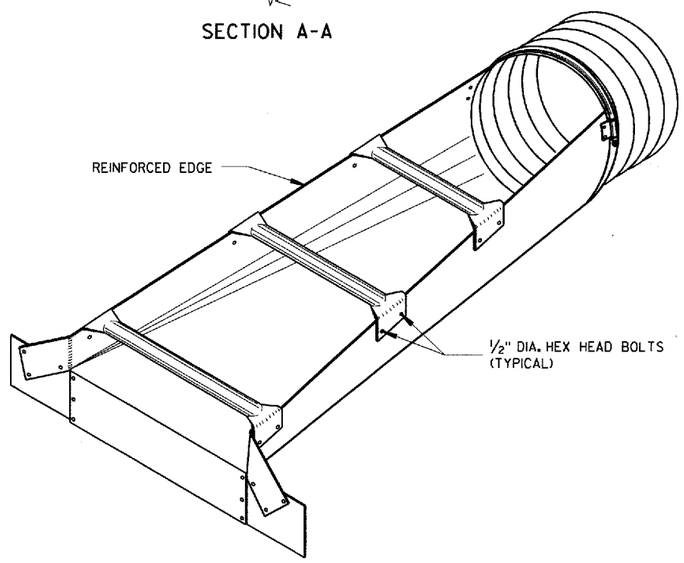
3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



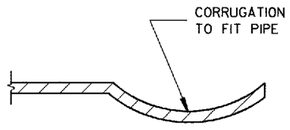
SECTION A-A



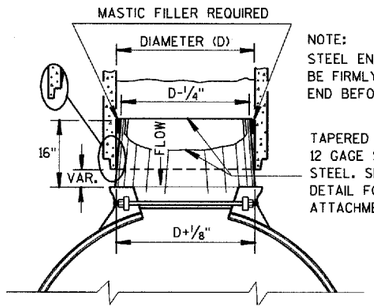
DETAIL OF SAFETY BAR



ISOMETRIC VIEW



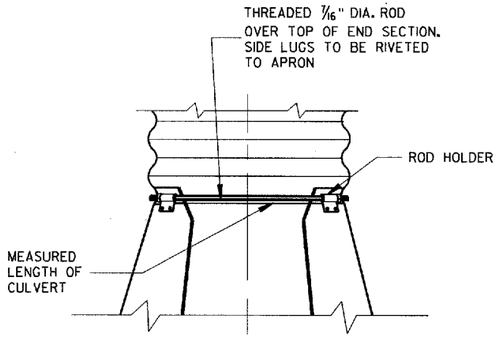
SECTION B-B



NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

TAPERED SLEEVE TO BE 12 GAGE SMOOTH GALVANIZED STEEL. SEE SECTION B-B DETAIL FOR END SECTION ATTACHMENT.

STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2 CONNECTION 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.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE

PIPE DIA. (IN.)	MIN. THICK. (inches)	DIMENSIONS (inches)				L DIMENSIONS	
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	6:1	30
18	.064	8	6	24	40	6:1	48
21	.064	8	6	27	43	6:1	66
24	.064	8	6	30	46	6:1	84
30	.109	12	9	36	60	6:1	120
36	.109	12	9	42	66	6:1	156
42	.109	16	12	48	80	5.63 TO 1	180
48	.109	16	12	54	86	4.74 TO 1	180
54	.109	16	12	60	92	——	——

STEEL APRON ENDWALLS FOR PIPE ARCH

EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS	
	SPAN	RISE		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	17	13	.064	8	6	23	39	6:1	18
18	21	15	.064	8	6	27	43	6:1	30
21	24	18	.064	8	6	30	46	6:1	48
24	28	20	.064	8	6	34	50	6:1	60
30	35	24	.079	12	9	41	65	6:1	84
36	42	29	.109	12	9	48	72	6:1	114
42	49	33	.109	16	12	55	87	6:1	138
48	57	38	.109	16	12	63	95	6:1	168
54	64	43	.109	16	12	70	102	5.45 TO 1	180

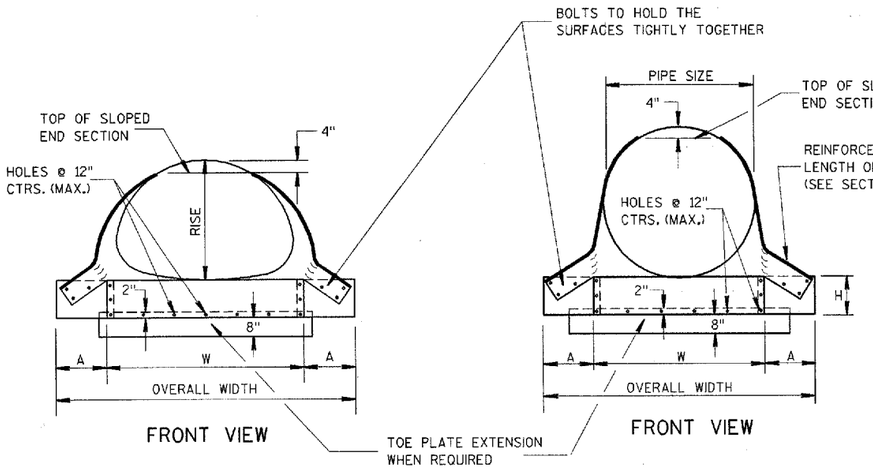
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SIDE DRAINS SLOPED SECTION

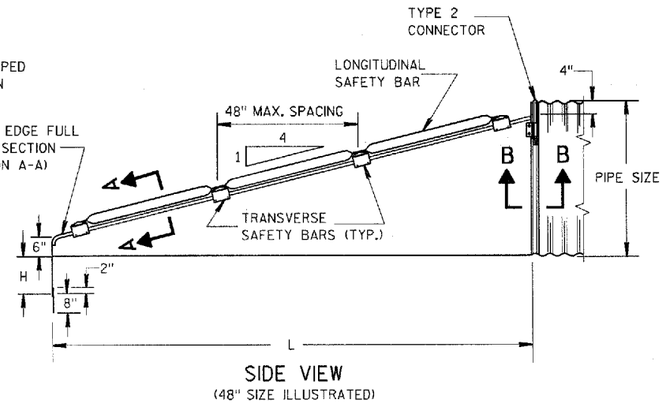
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 4/17/95 DATE
Roy L. Thimsen
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 F 7-3

S.D.D. 8 F 7-3





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.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

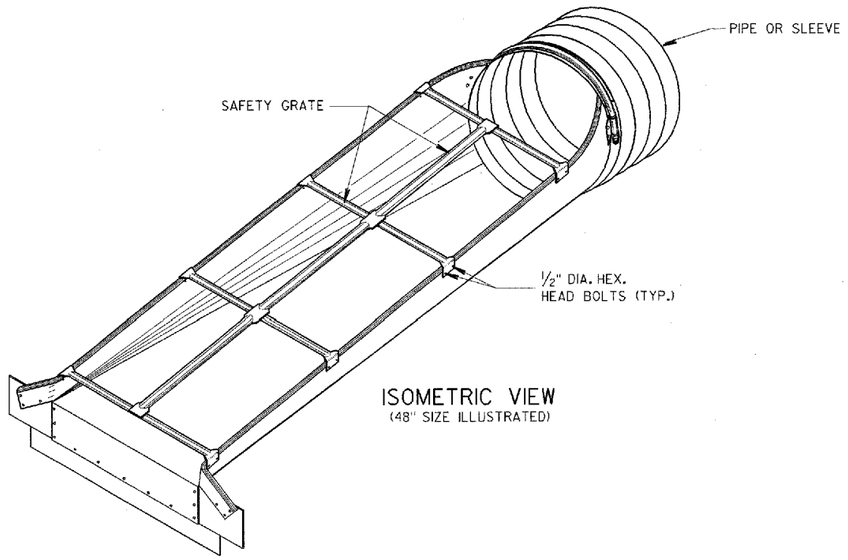
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

SLOPED STEEL ENDWALLS FOR CULVERT PIPE CROSS DRAINS

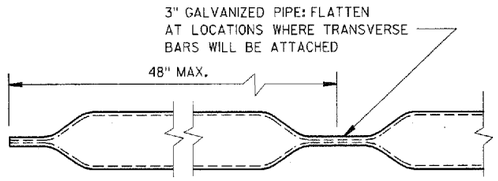
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS	
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104
42	.109	12	16	12	48	80	4:1	128
48	.109	12	16	12	54	86	4:1	152
54	.109	12	16	12	60	92	4:1	176
60	.109	12	16	12	66	98	4:1	200

SLOPED STEEL ENDWALLS FOR PIPE ARCH CROSS DRAINS

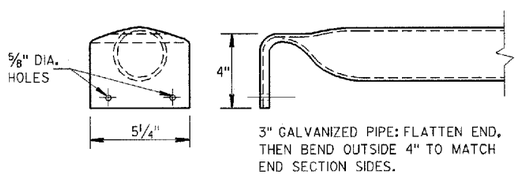
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS	
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
36	42	29	.079	12	12	9	48	72	4:1	76
42	49	33	.109	12	16	12	55	87	4:1	92
48	57	38	.109	12	16	12	63	95	4:1	112
54	64	43	.109	12	16	12	70	102	4:1	132
60	71	47	.109	12	16	12	77	109	4:1	148



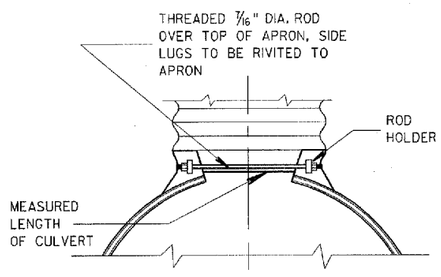
ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



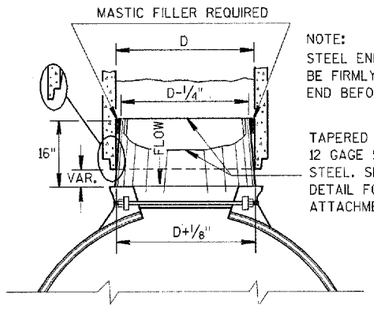
LONGITUDINAL SAFETY BAR



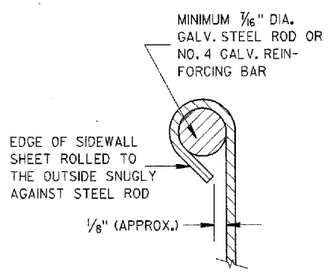
TRANSVERSE SAFETY BAR



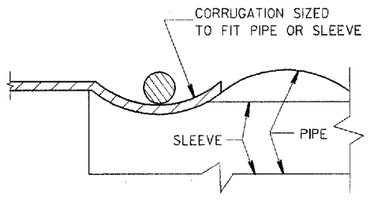
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

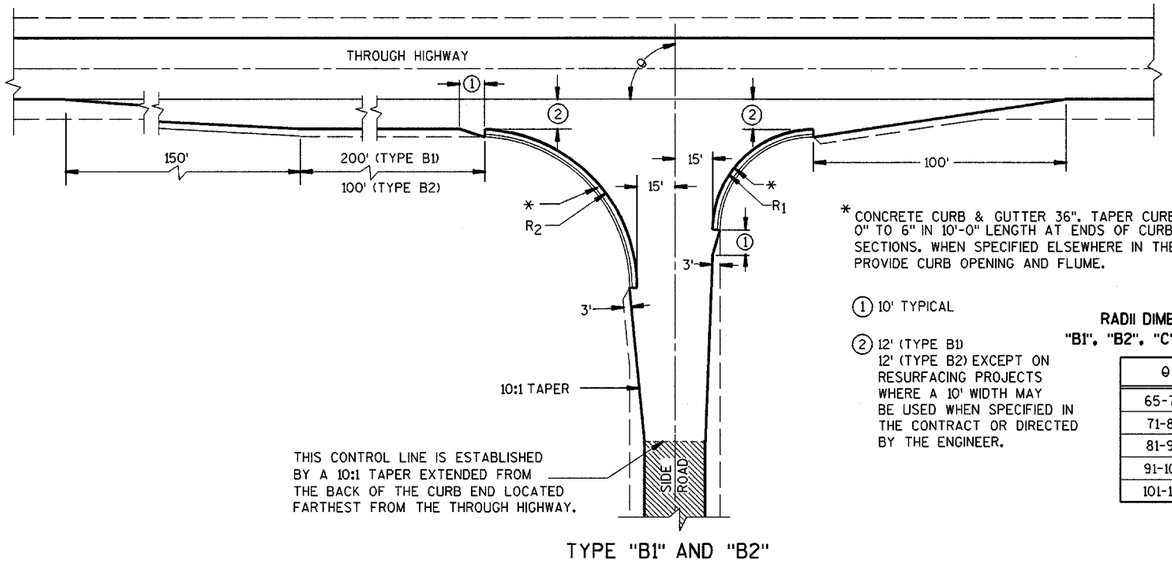
SLOPED STEEL ENDWALLS FOR CULVERT PIPE AND PIPE ARCH CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 7/6/90
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 8 F 8-1

S.D.D. 8 F 8-1



TYPE "B1" AND "B2"

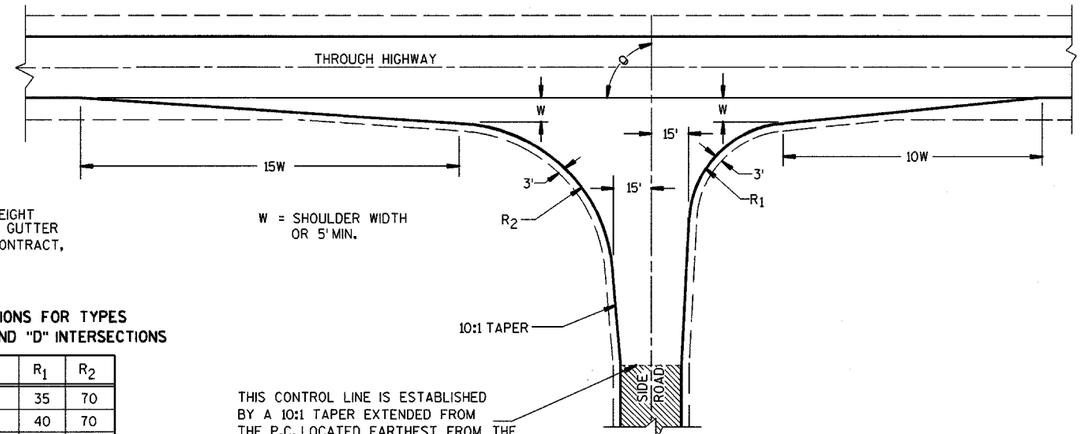
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL

② 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

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"

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.

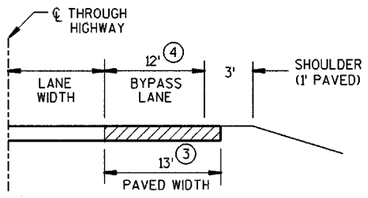
SIDE ROAD SURFACING NOTE

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.

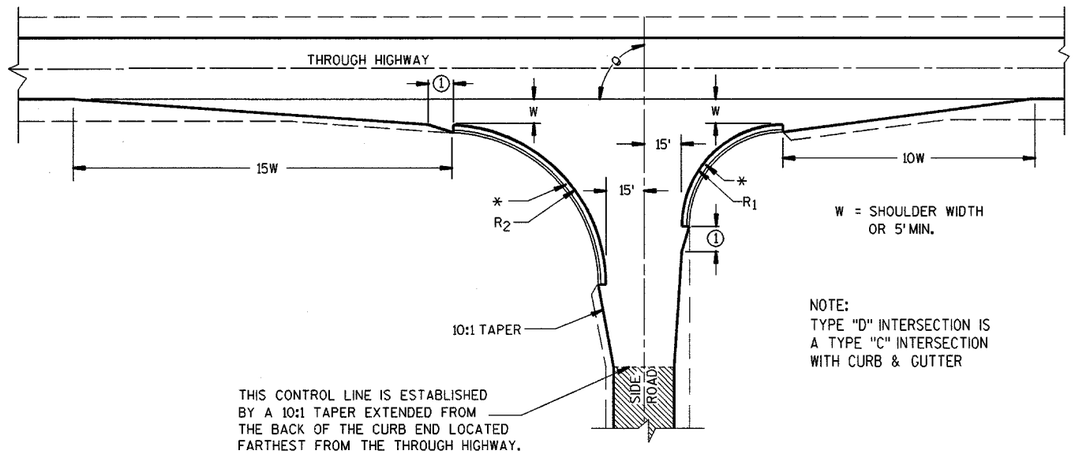
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

▨ EXISTING SURFACE

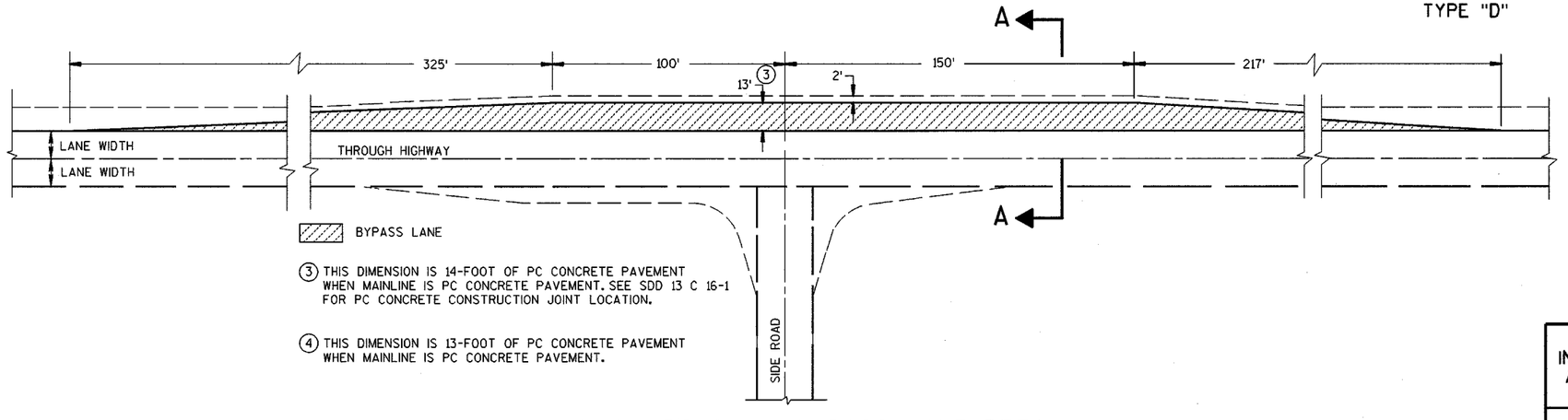


SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TYPE "D"

NOTE:
TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER



③ THIS DIMENSION IS 14-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT. SEE SDD 13 C 16-1 FOR PC CONCRETE CONSTRUCTION JOINT LOCATION.

④ THIS DIMENSION IS 13-FOOT OF PC CONCRETE PAVEMENT WHEN MAINLINE IS PC CONCRETE PAVEMENT.

TEE INTERSECTION BYPASS LANE DETAIL

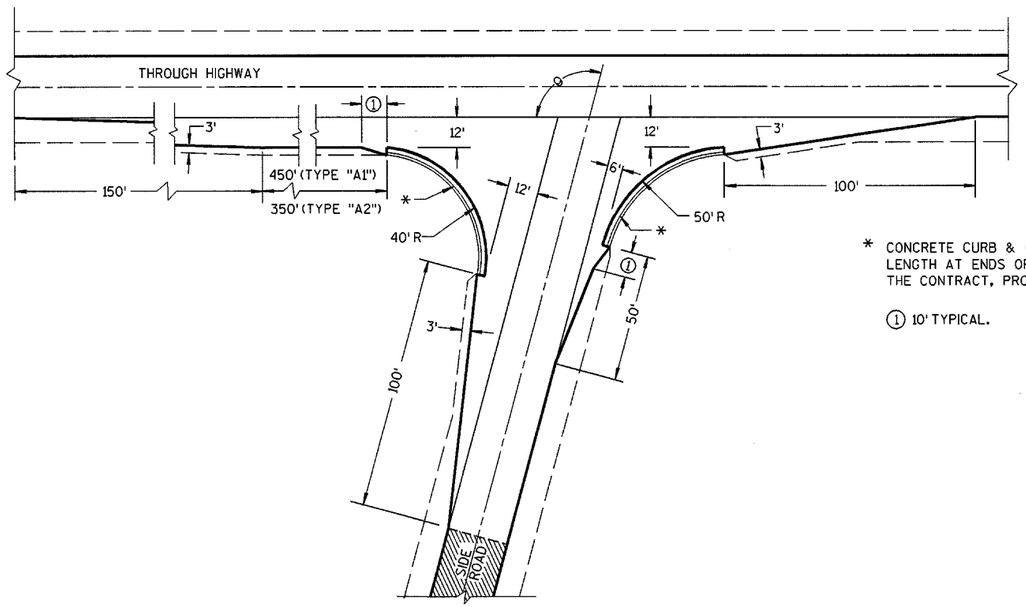
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

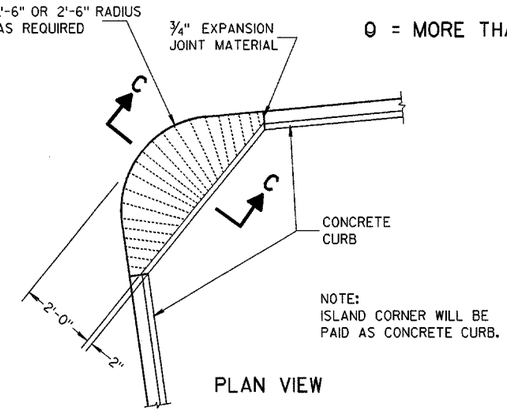
6

S.D.D. 9 A 1-12a

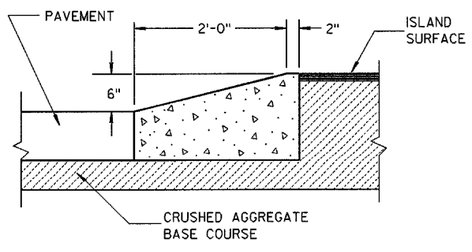
S.D.D. 9 A 1-12a



θ = MORE THAN 80°



PLAN VIEW



SECTION C-C

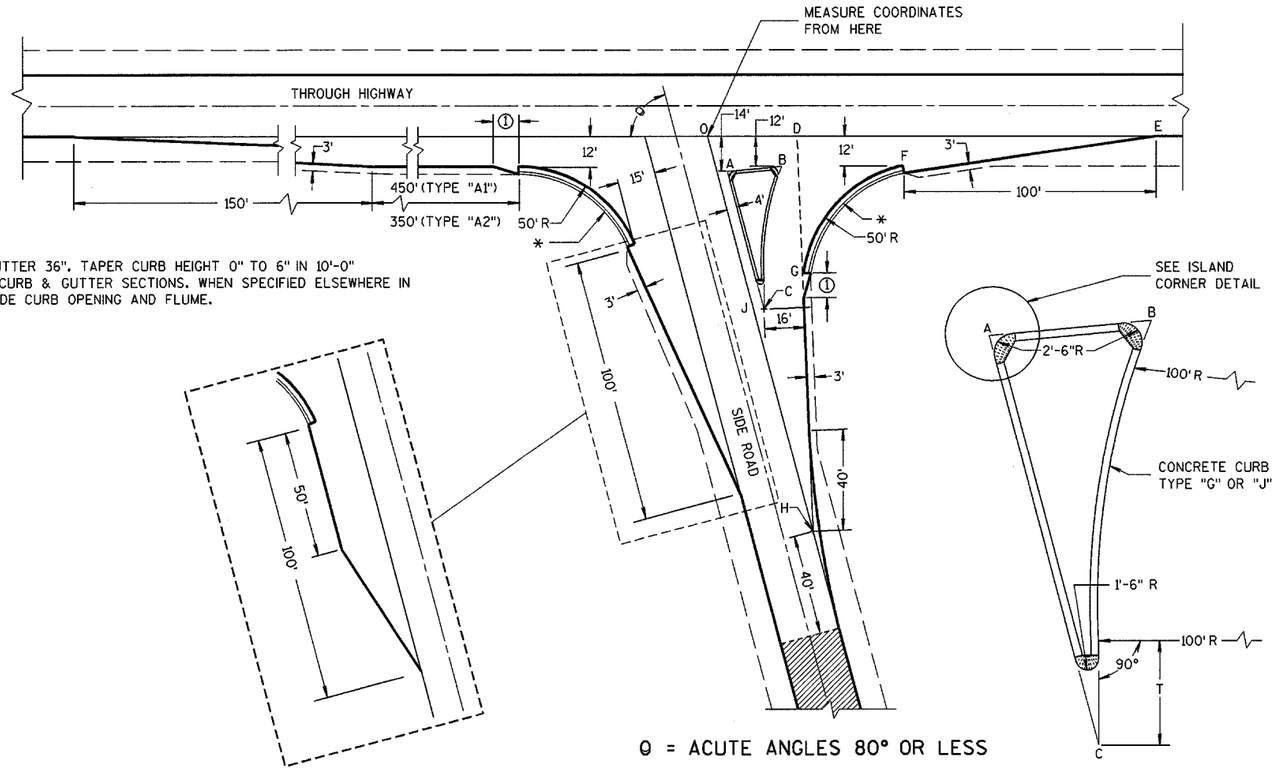
ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

EXISTING SURFACE

* 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.

① 10' TYPICAL.



θ = ACUTE ANGLES 80° OR LESS

SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

AT-GRADE SIDE ROAD
INTERSECTION, TYPE "A1" & "A2"

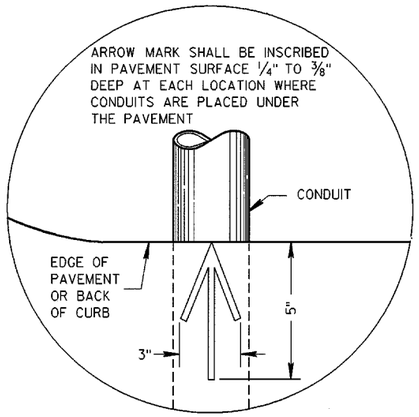
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 12/17/62
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

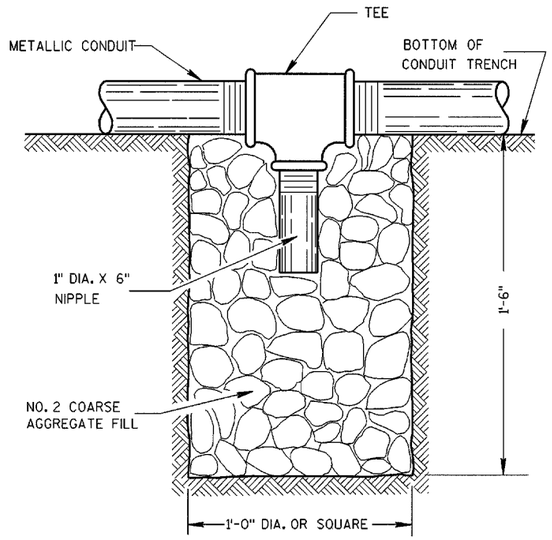
6

S.D.D. 9 A 1-12b

S.D.D. 9 A 1-12b

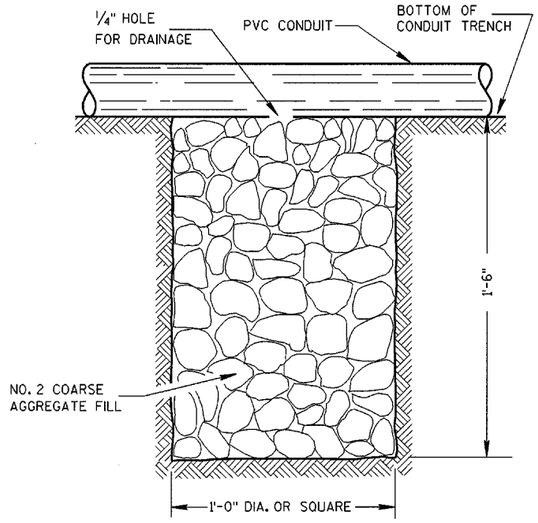


PLAN VIEW
ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

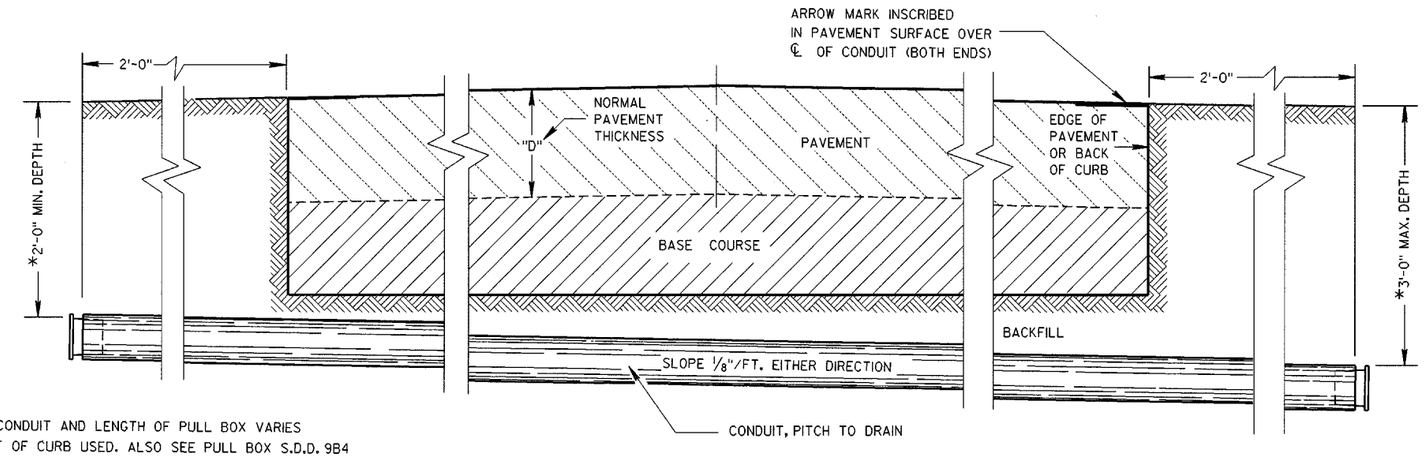
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

6

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/23/03
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 B 2-7

S.D.D. 9 B 2-7

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		TYPE OF PIPE									
		CORRUGATED STEEL									POLYETHYLENE SDR 32.5
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24	12
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48	24
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.4
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4	10 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2	14 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	8 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2	11 1/2
WEIGHT IN POUNDS *											
FRAME AND COVER		60	60	60	110	110	110	155	155	155	60

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

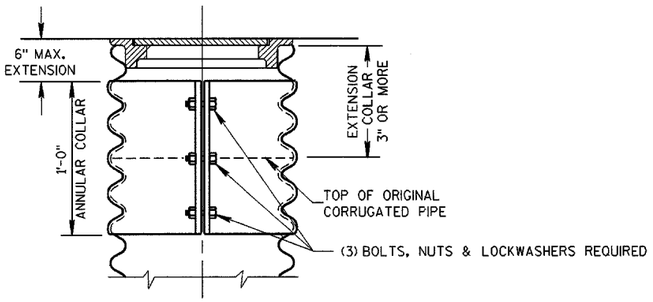
RODENT WIRE SCREEN SHALL BE 1/8" STAINLESS STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8'-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.



CORRUGATED PIPE EXTENDER

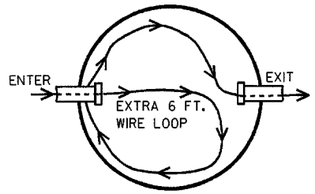
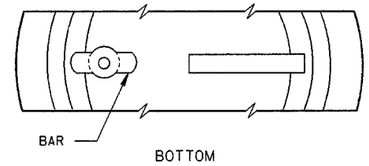
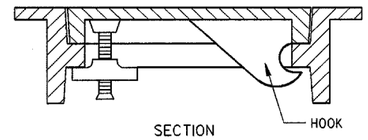


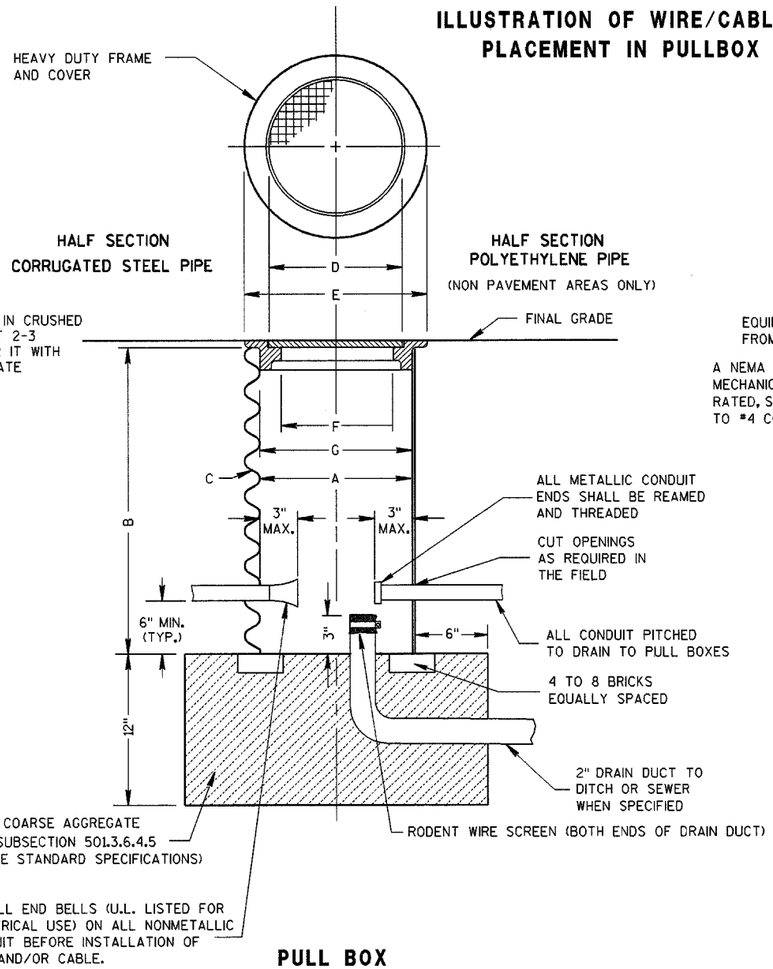
ILLUSTRATION OF WIRE/CABLE PLACEMENT IN PULLBOX



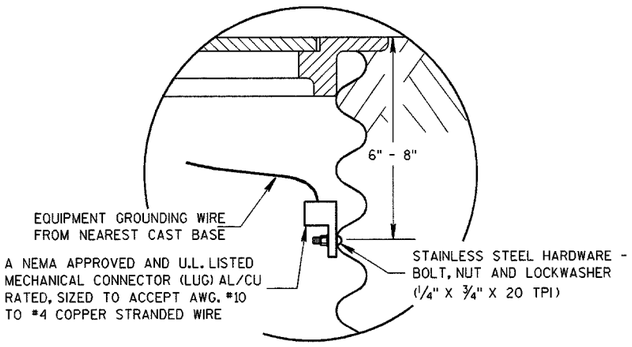


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

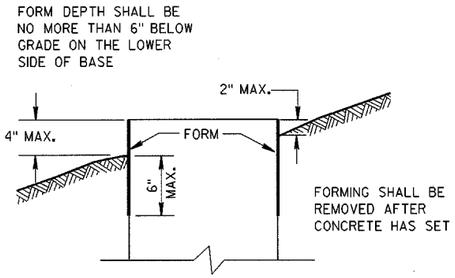
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 2/11/02
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 B 4-5

S.D.D. 9 B 4-5



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD, ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

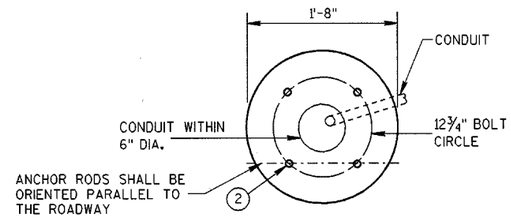
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

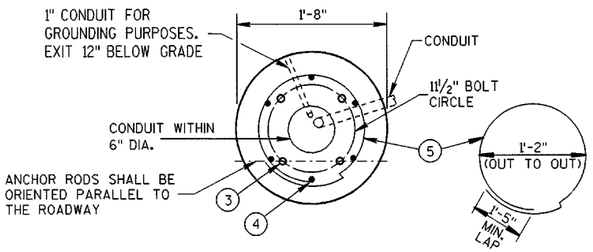
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

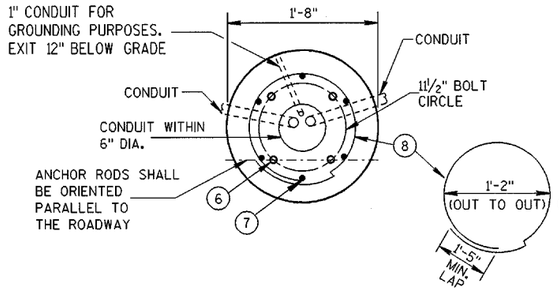
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

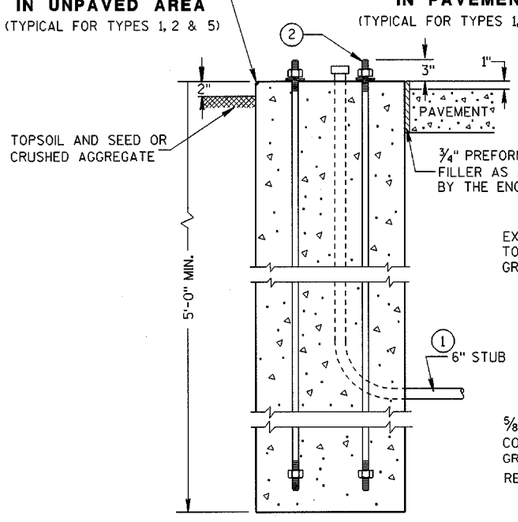
(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT

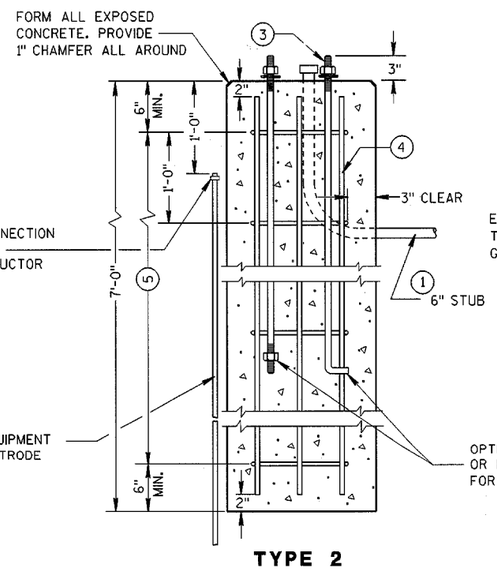
(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

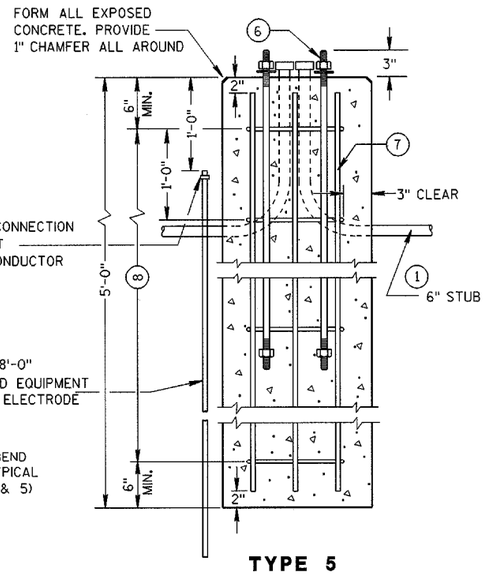












CONCRETE BASES

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/20/03
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

6

S.D.D. 9 C 2-3

S.D.D. 9 C 2-3

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

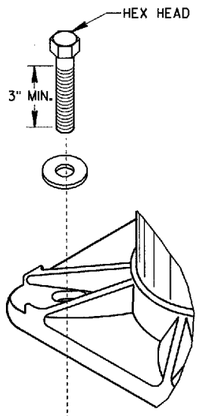
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

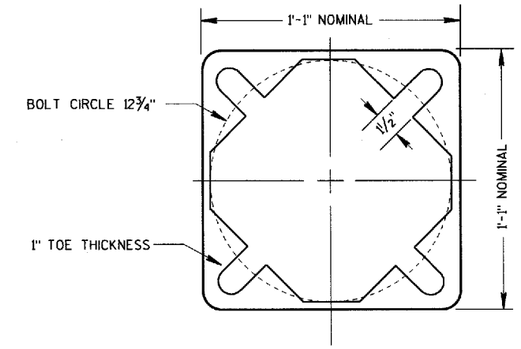
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

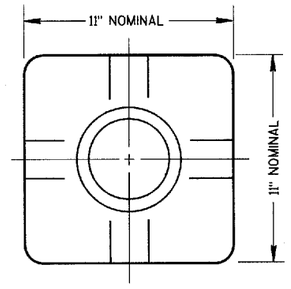
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



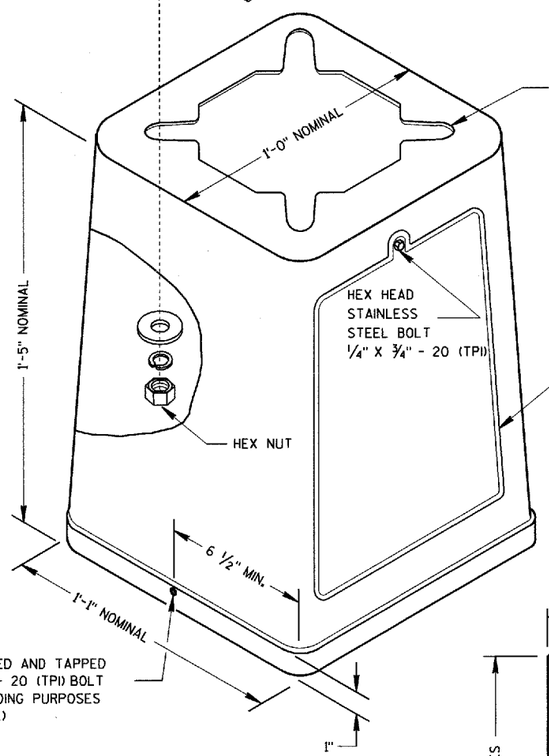


BOTTOM VIEW
(PEDESTAL BASE)

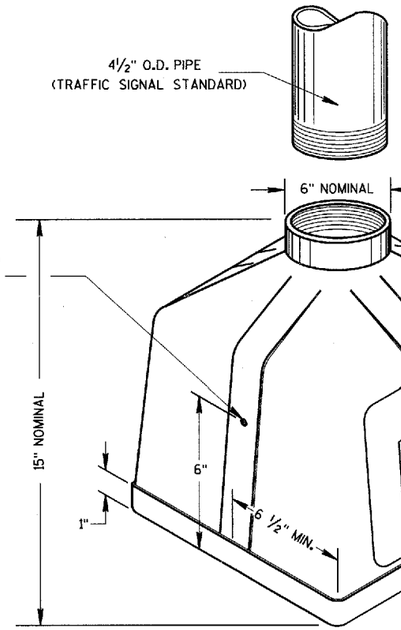


TOP VIEW
(PEDESTAL BASE)

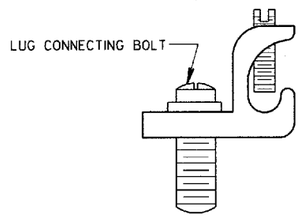
BOTTOM VIEW
(TRANSFORMER BASE)



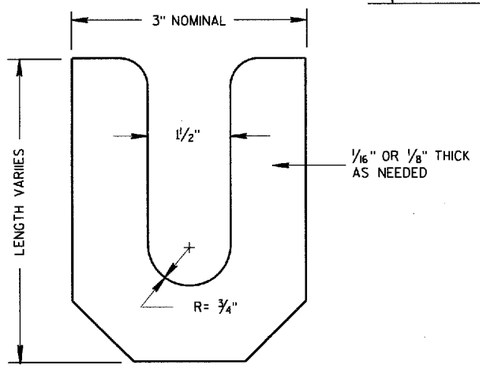
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE



LEVELING SHIM

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

TRANSFORMER/PEDESTAL BASES

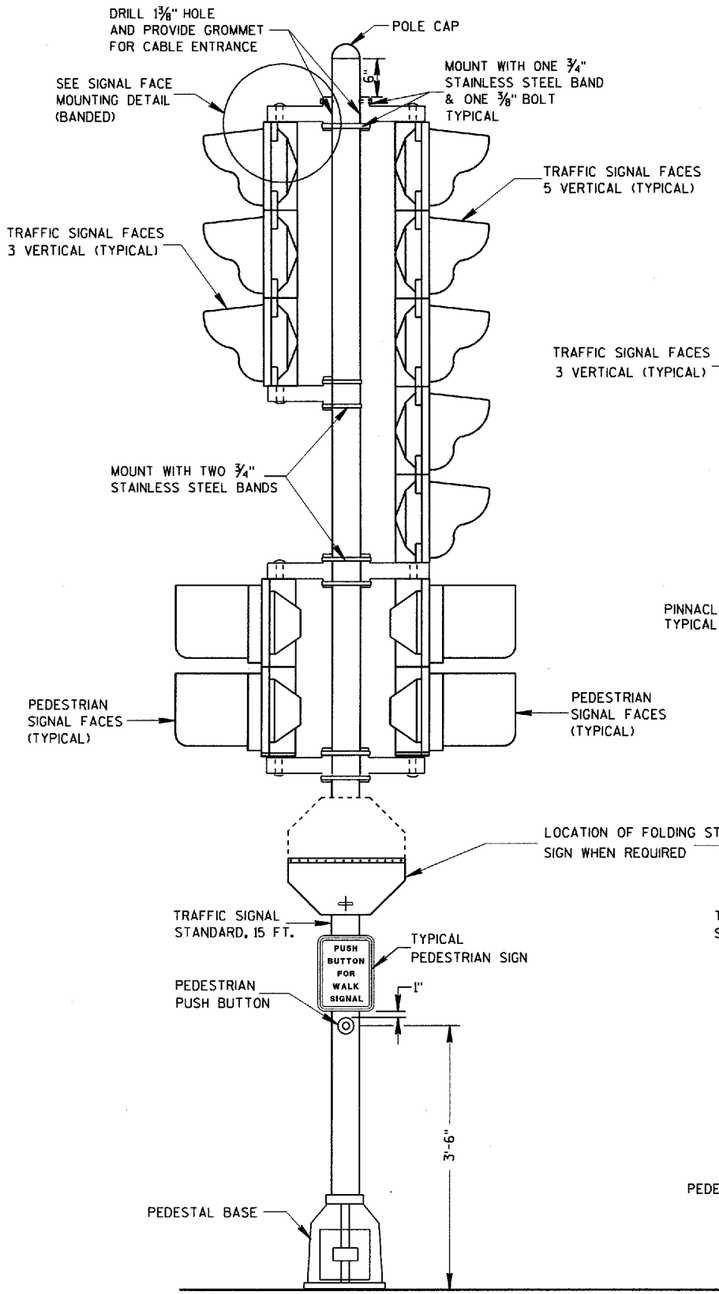
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

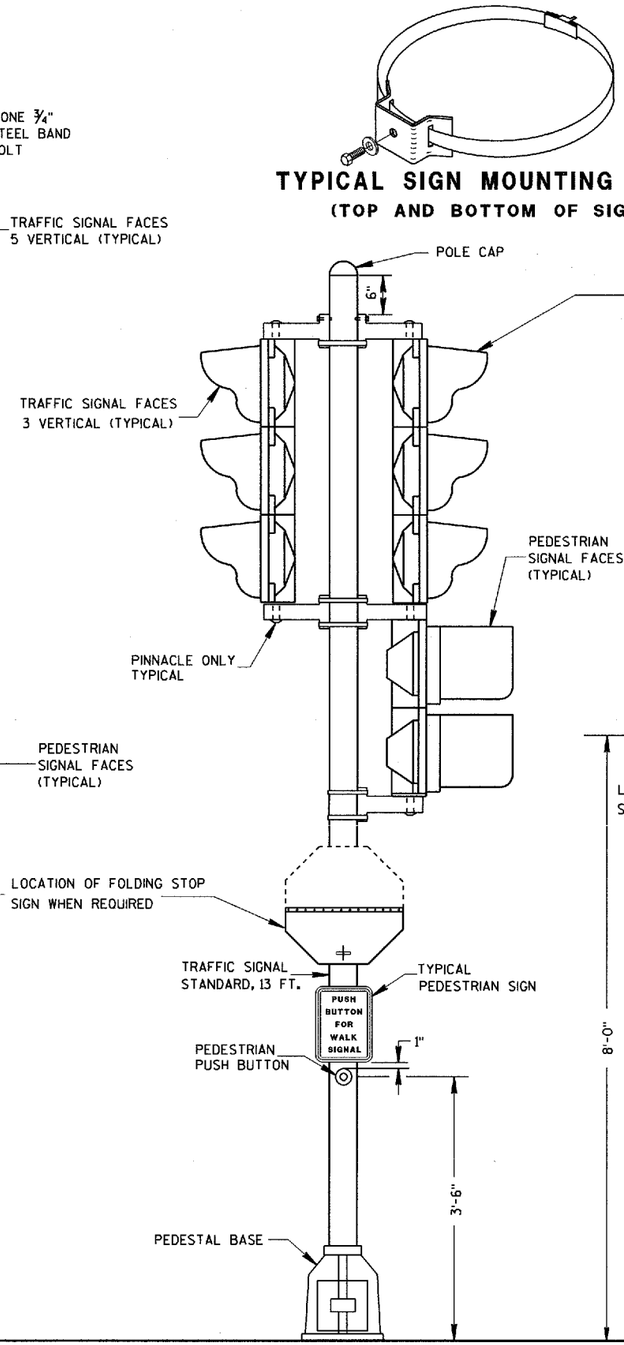
FHWA

S.D.D. 9 C 3-2

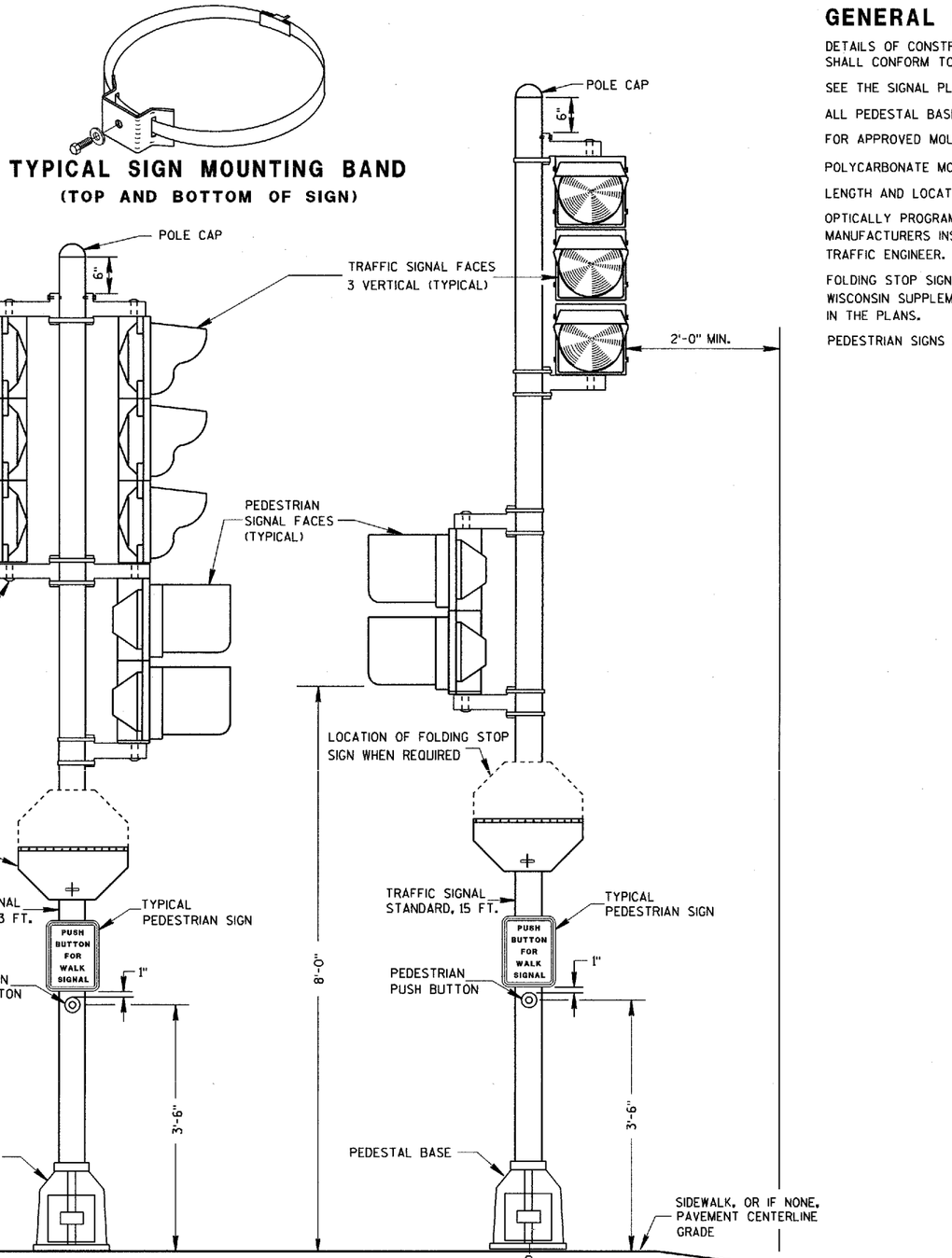
S.D.D. 9 C 3-2



TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

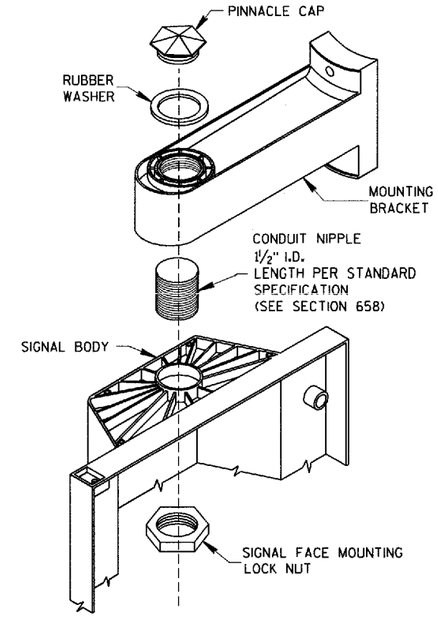
POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE DISTRICT TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

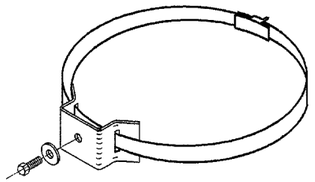
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS (TYPICAL)
13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

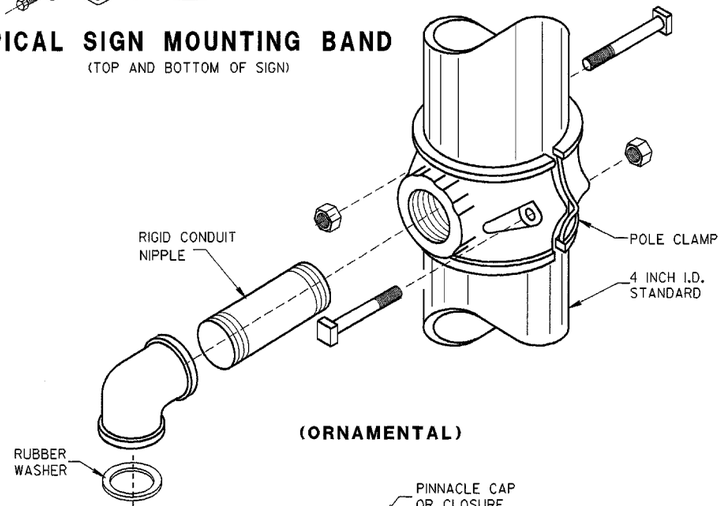
S.D.D. 9 E 6-1

S.D.D. 9 E 6-1

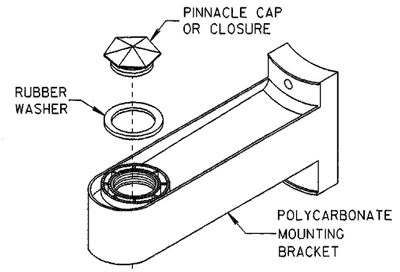


TYPICAL SIGN MOUNTING BAND

(TOP AND BOTTOM OF SIGN)



(ORNAMENTAL)



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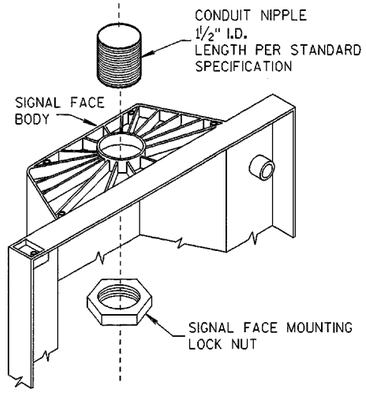
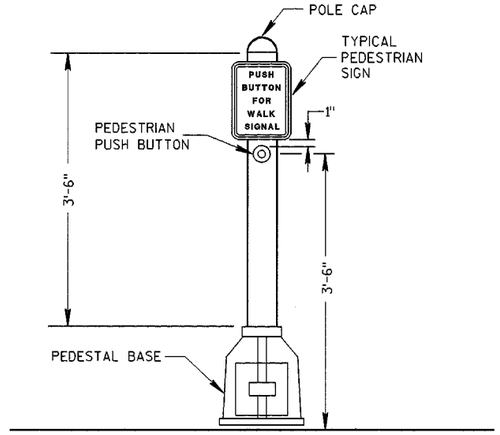


SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

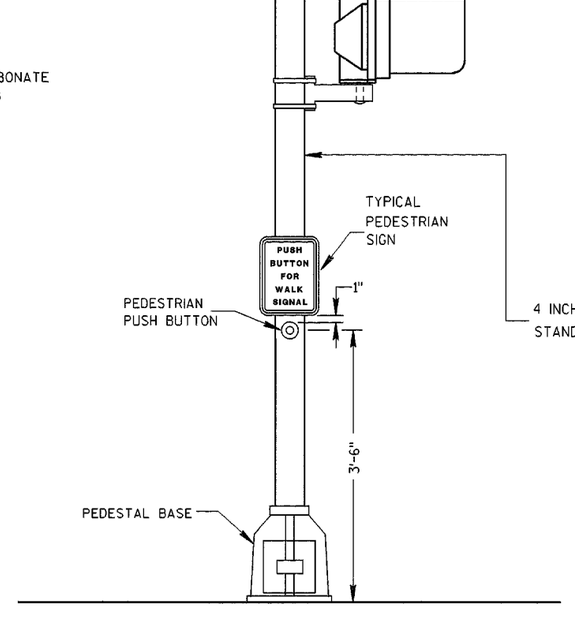
FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

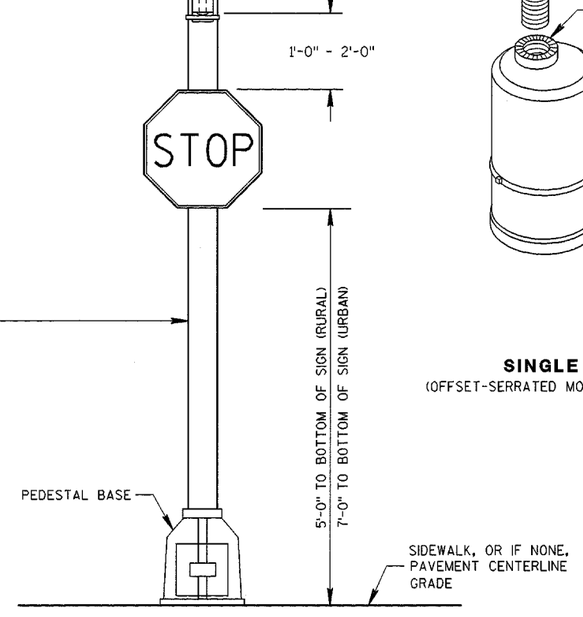
MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.



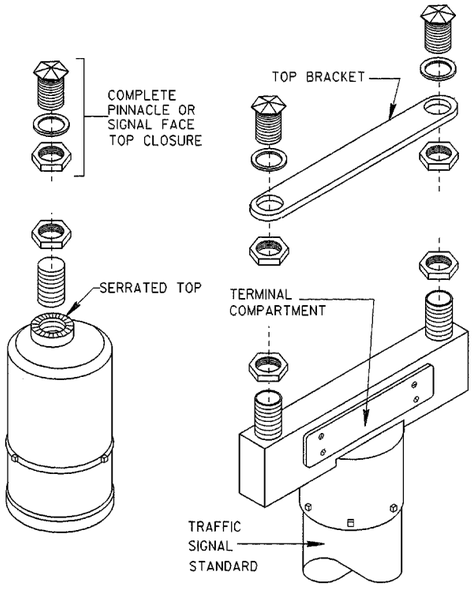
PEDESTRIAN FACE STANDARD-10 FT.

(WALK-DON'T WALK)



STANDARD FLASHER.

10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD
PEDESTRIAN AND FLASHER
TYPICAL MOUNTING DETAILS

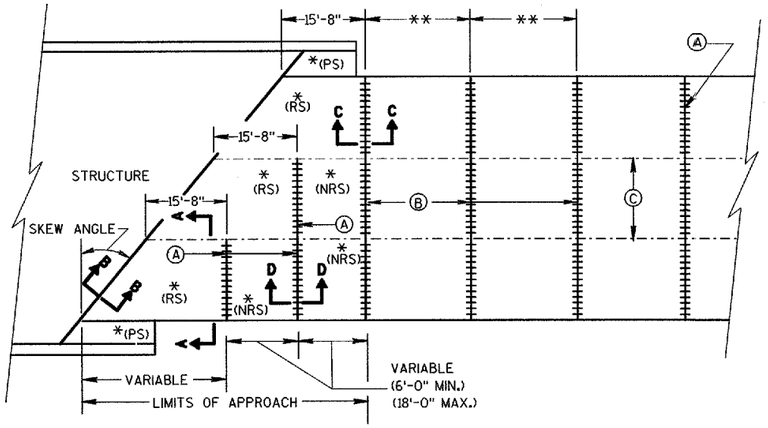
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/03
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

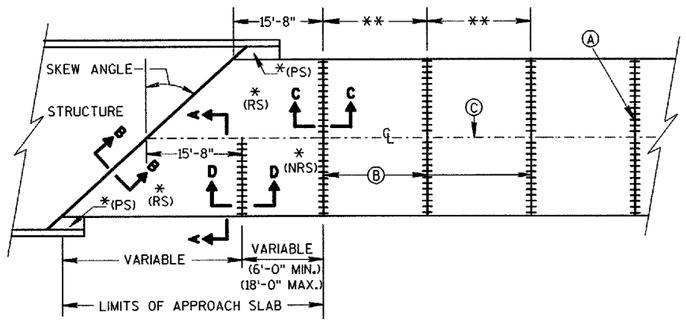
6

S.D.D. 9 E 7-2

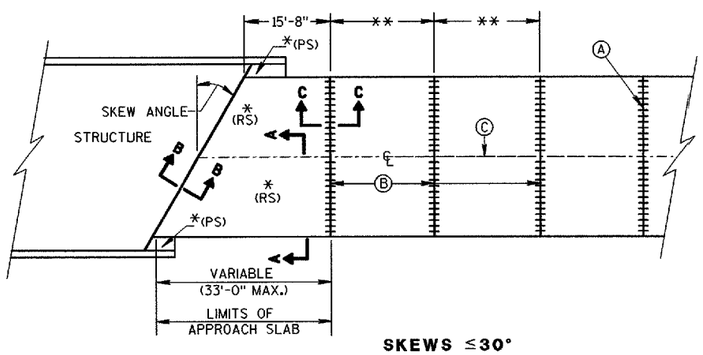
S.D.D. 9 E 7-2



SKEWED PAVEMENT
MORE THAN 2 LANES



SKEWS >30°
(PAVEMENT WIDTH ≤30')



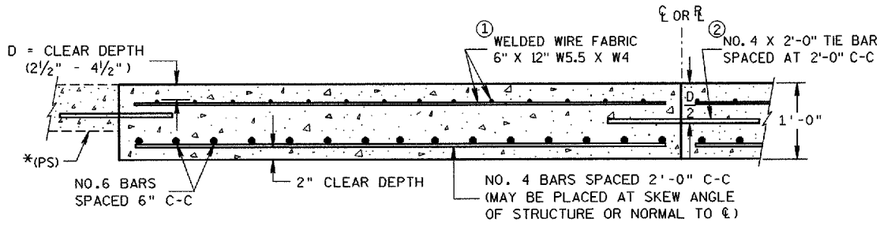
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

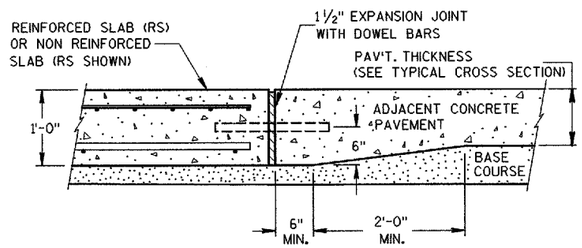
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C11 & SDD 13C12)

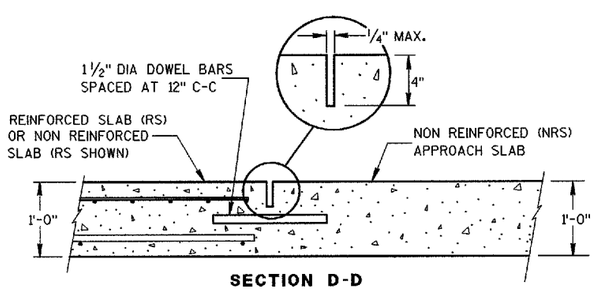
(A) STANDARD CONTRACTION JOINT NORMAL OR SKEWED TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL OR SKEWED TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

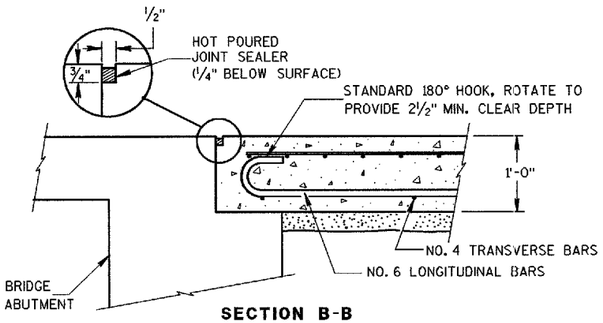
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

DOWEL BARS ARE NOT REQUIRED WHEN THE APPROACH SLAB ABUTS AN ASPHALT PAVEMENT OVER BASE COURSE.

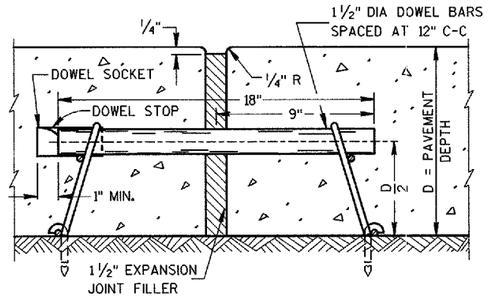
SPLICING OF NO. 6 BARS IN THE APPROACH SLAB IS PERMITTED FOR SKEWED STRUCTURES ONLY. SPLICES SHALL BE STAGGERED, WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP SHALL BE 20 INCHS.

① NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS MAY BE USED FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② TIE BARS BETWEEN REINFORCED SLABS MAY BE OMITTED WHERE SLAB REINFORCEMENT EXTEND ACCROSS THE CENTERLINE OR REFERENCE LINE.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT

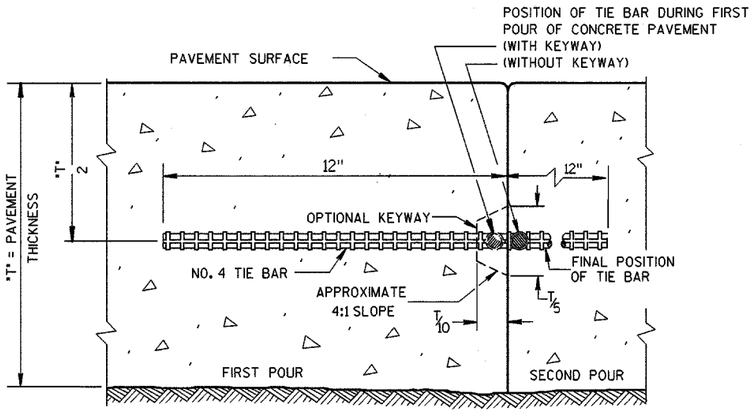
CONCRETE PAVEMENT
APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

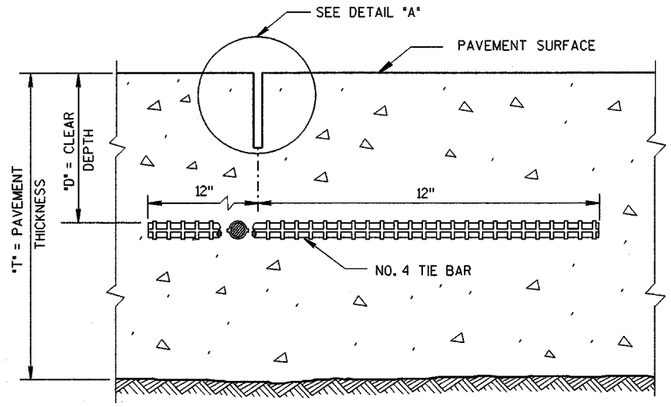
APPROVED
10-14-99
DATE
CHIEF PAVEMENTS & RESEARCH ENGINEER
FHWA

S.D.D. 13 B 2-4

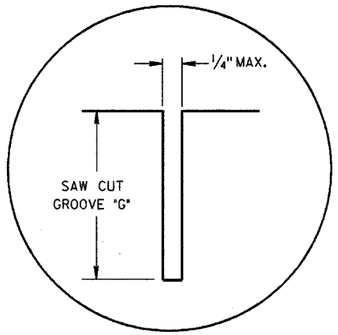
S.D.D. 13 B 2-4



CONSTRUCTION JOINT



SAWED JOINT



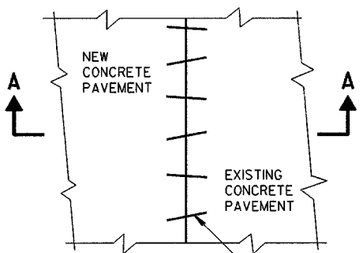
DETAIL "A"

GENERAL NOTES

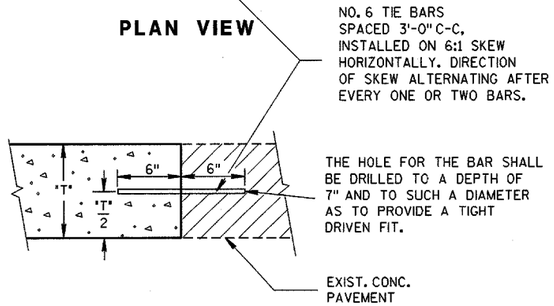
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.

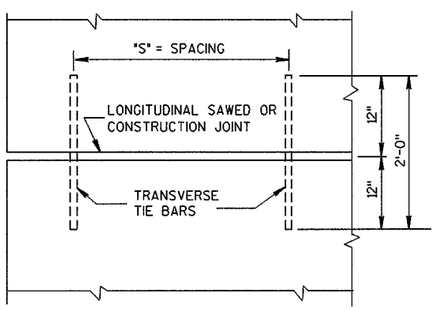


PLAN VIEW



SECTION A-A
PAVEMENT TIES

PAVEMENT THICKNESS "T"	CLEAR DEPTH "D"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S"	
			PAVEMENT WIDTH	
			24' OR 26'	30'
6, 6 1/2"	3"±1/2"	2"	48"	42"
7, 7 1/2"	3 1/4"±1"	2 1/4"	45"	36"
8, 8 1/2"	3 3/4"±1"	2 1/2"	39"	30"
9, 9 1/2"	4 1/4"±1"	3"	33"	27"
10, 10 1/2"	4 3/4"±1"	3 1/4"	30"	24"
11, 11 1/2"	5 1/4"±1"	3 3/4"	27"	21"
12"	5 3/4"±1"	4	24"	21"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

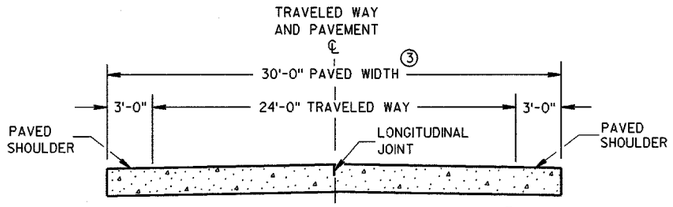
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/6/02 DATE
Bill Duckett PAVEMENT ENGINEER
FHWA

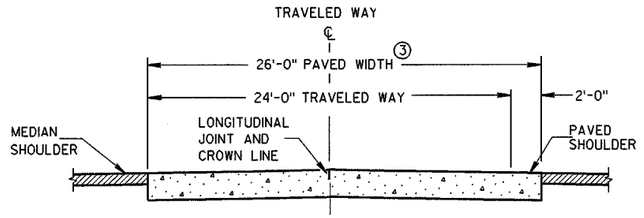
S.D.D. 13 C 1-11

S.D.D. 13 C 1-11

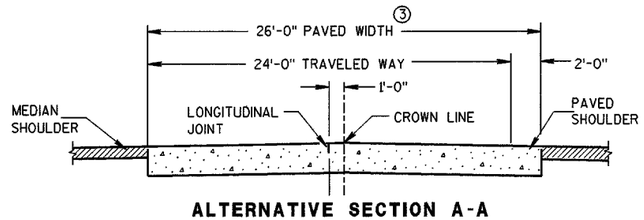


SECTION A-A ②

TWO-LANE TWO-WAY HIGHWAY



SECTION A-A



ALTERNATIVE SECTION A-A

②

DIVIDED HIGHWAY

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

CONTRACTION JOINTS

CONTRACTION JOINTS SHALL BE NORMAL TO THE CENTERLINE. THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

DOWEL BARS SHALL BE PARALLEL TO THE PAVEMENT CENTERLINE AND SURFACE.

CONSTRUCTION JOINTS

CONSTRUCTION JOINTS SHALL BE A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGNED EITHER PARALLEL TO THE CONTRACTION JOINTS OR AT 90° TO THE CENTERLINE.

TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY MAY BE USED WHEN APPROVED BY THE ENGINEER. MECHANICAL DOWEL BAR IMPLANTERS MAY BE USED INSTEAD OF DOWEL ASSEMBLIES.

② REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

③ THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER WILL BE MEASURED AS CONCRETE PAVEMENT.

④ 2'-0" DIVIDED HIGHWAYS
3'-0" TWO-LANE TWO-WAY HIGHWAYS
SEE SECTION A-A

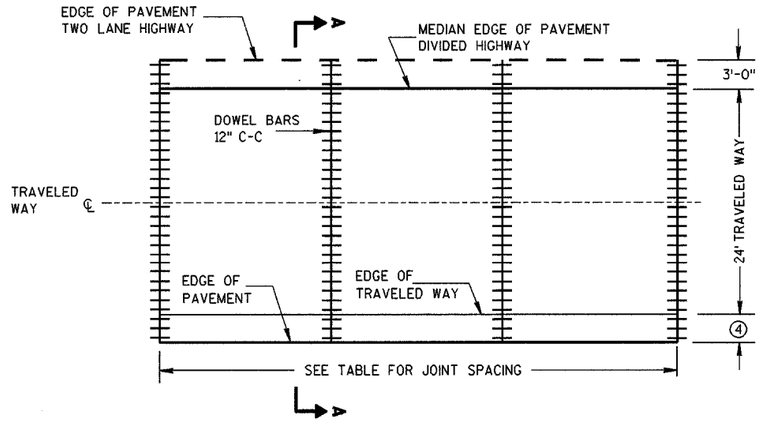
⑤ DOWEL BARS SHALL BE ANCHORED INTO DRILL HOLES WITH AN APPROVED EPOXY GROUT.

⑥ THE FREE END OF DOWEL BARS SHALL RECEIVE A THIN UNIFORM COATING OF BOND BREAKING GREASE.

⑦ DOWEL BARS INSTALLED BY DRILLING SHALL BE SPACED 1'-3" ON CENTER. THE GROUPING OF DOWEL BARS SHALL BE CENTERED INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.

THE CLEAR DISTANCE FROM THE EDGE OF PAVEMENT OR LONGITUDINAL JOINT TO THE NEAR EDGE OF DOWEL BAR NEAREST THAT EDGE OR JOINT SHALL BE A MINIMUM OF 6 INCHES AND A MAXIMUM OF 14 INCHES.



CONTRACTION JOINT LOCATIONS

DOWEL BAR SIZE & JOINT SPACING TABLE

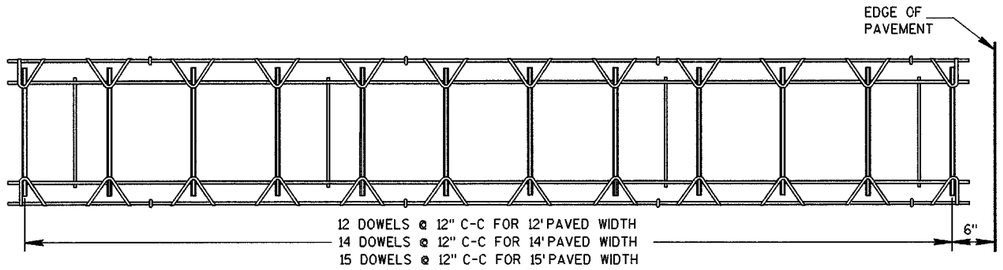
PAVEMENT DEPTH	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
9 1/2" OR LESS	1 1/4"	15'
MORE THAN 9 1/2"	1 1/2"	18'

RURAL DOWELED
CONCRETE PAVEMENT

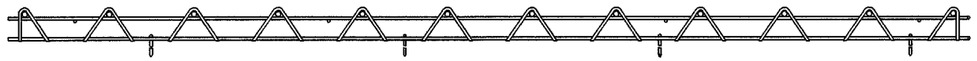
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 13 C 11-7a

S.D.D. 13 C 11-7a



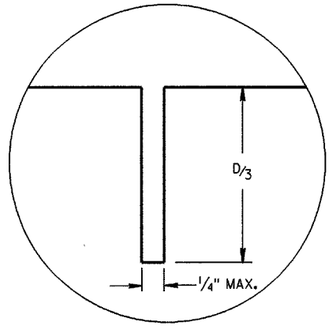
PLAN VIEW



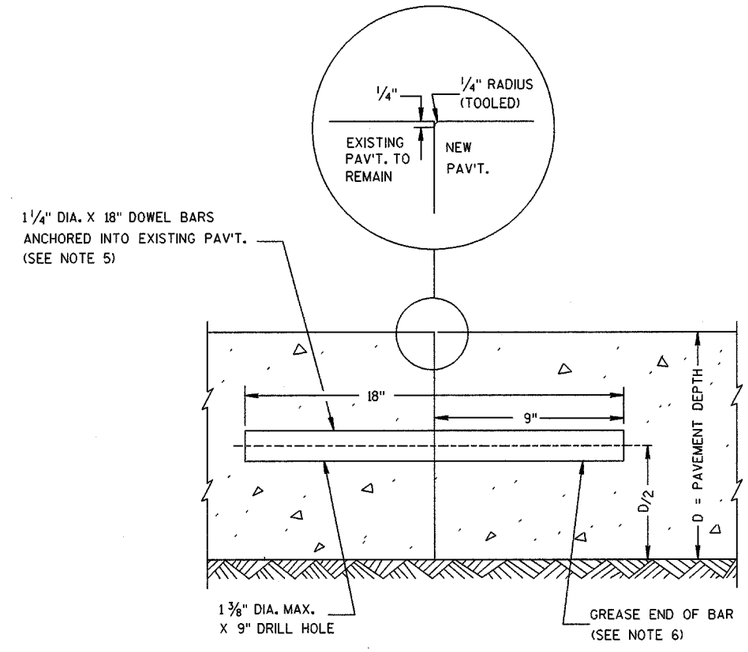
SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①

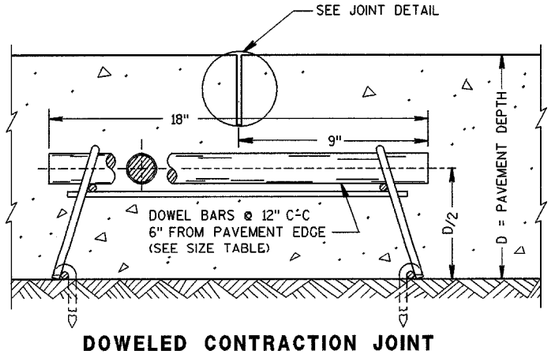


JOINT DETAIL

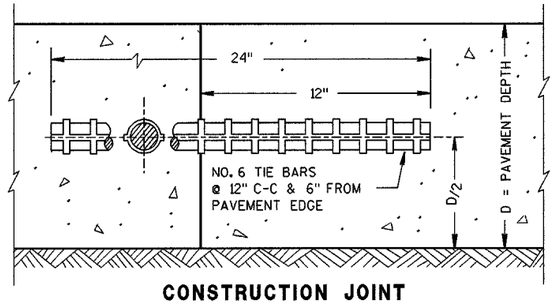


TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

⑦ **DOWEL BAR DETAIL**



DOWELED CONTRACTION JOINT



CONSTRUCTION JOINT

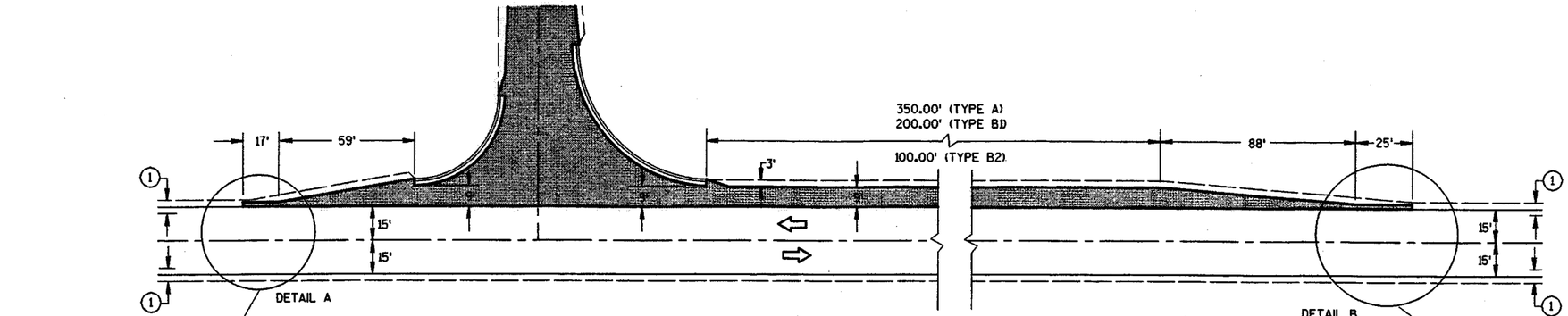
RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

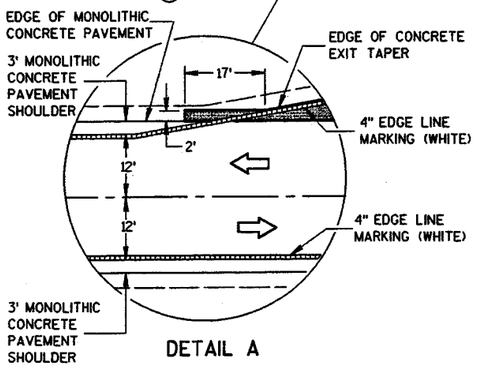
APPROVED
6/6/02
DATE
Bill Ducket
PAVEMENT ENGINEER
FHWA

S.D.D. 13 C 11-7b

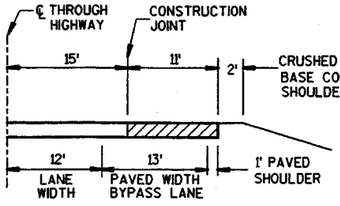
S.D.D. 13 C 11-7b



RIGHT TURN LANE AND EXIT TAPER

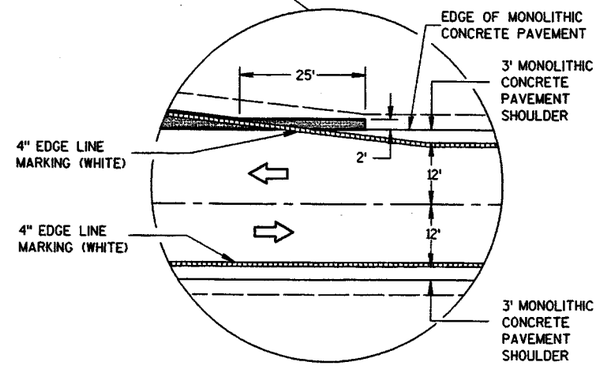


DETAIL A

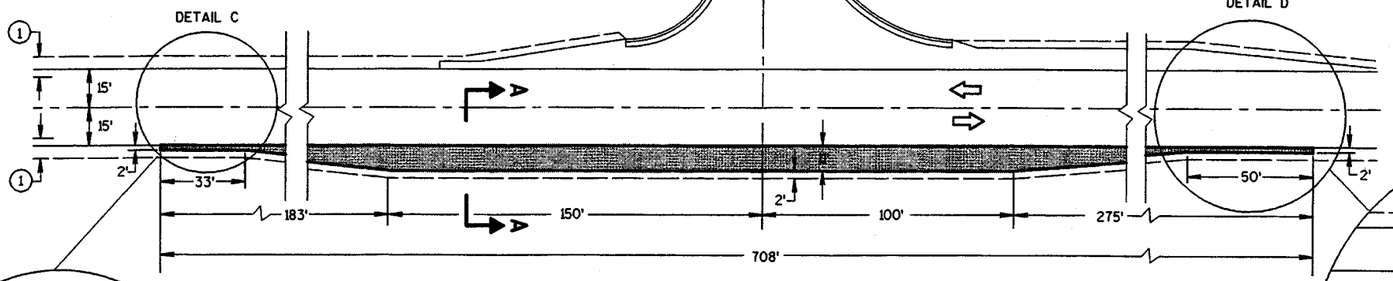


SECTION A-A

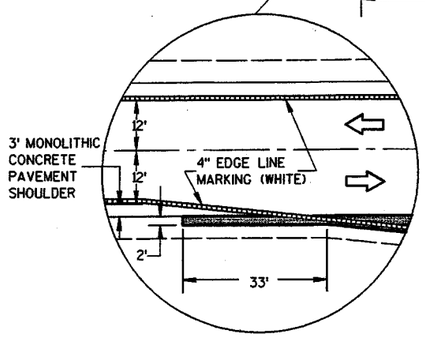
(SHOWING BYPASS LANE AND SHOULDER)



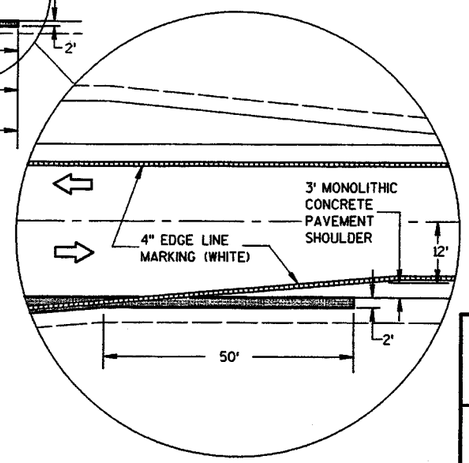
DETAIL B



TWO LANE UNDIVIDED HIGHWAY TEE INTERSECTION BYPASS LANE



DETAIL C



DETAIL D

CONCRETE PAVEMENT JOINT DETAILS

GENERAL NOTES

CONTINUE SAW CUT CONTRACTION JOINT ACROSS TURN LANE, EXIT TAPER AND PASSING LANE.

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SHOULDER WIDTH TABLE (1)		
DESIGN CLASS	PAVED	TOTAL
A1	3 ft.	6 ft.
C3, L4	3 ft.	6 ft.
A2	3 ft.	10 ft.
C4, L5	3 ft.	8 ft.

CONCRETE JOINT DETAIL FOR TEE INTERSECTION BYPASS LANE AND RIGHT TURN LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 05/27/98 DATE

Roy D. Thompson
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 13 C 16-1

S.D.D. 13 C 16-1

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) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO AASHTO M183. GALVANIZE ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

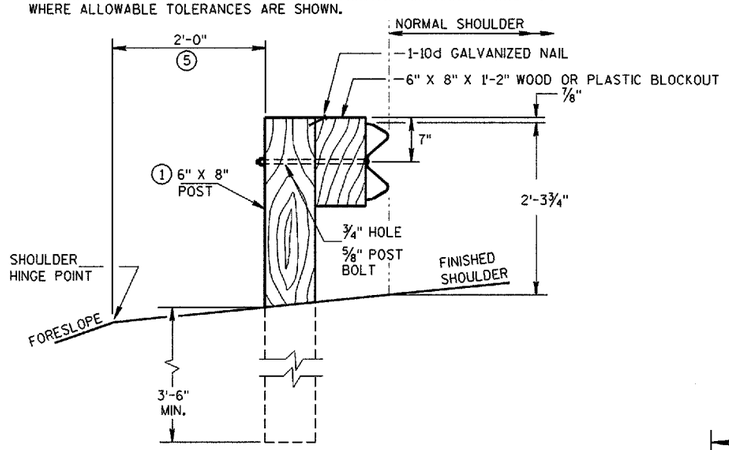
(5) WHEN SPECIFIED IN THE PLANS, THE 2-FOOT MINIMUM TO HINGE POINT MAY BE REDUCED OR ELIMINATED IF EXISTING CONDITIONS DO NOT PERMIT THE DESIRABLE EARTHWORK.

INCREASE POST LENGTH TO PROVIDE A MINIMUM EMBEDMENT OF 3'-6" IF THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.

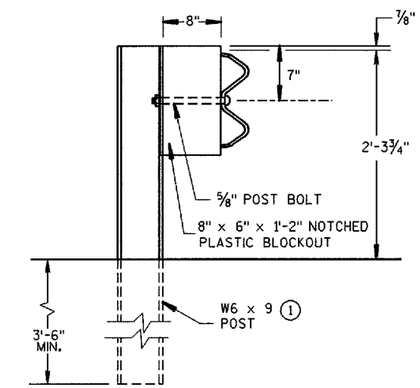
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

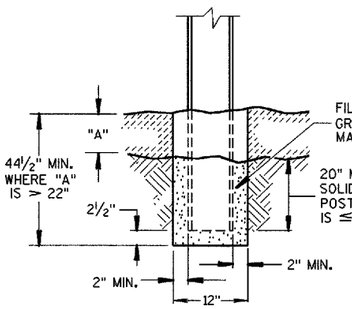
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



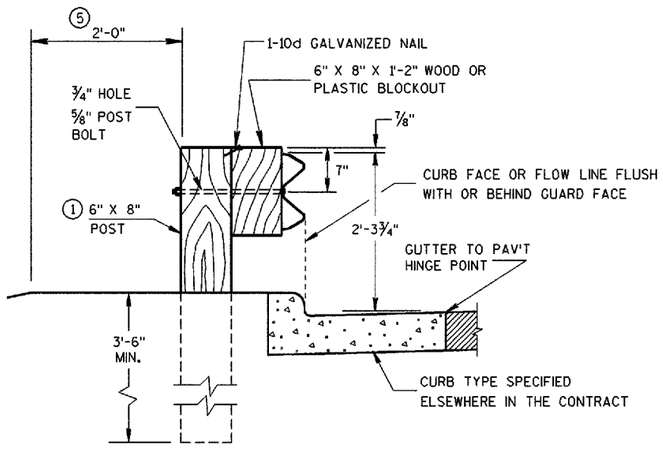
END VIEW
LOCATED ALONG A ROADWAY SHOULDER



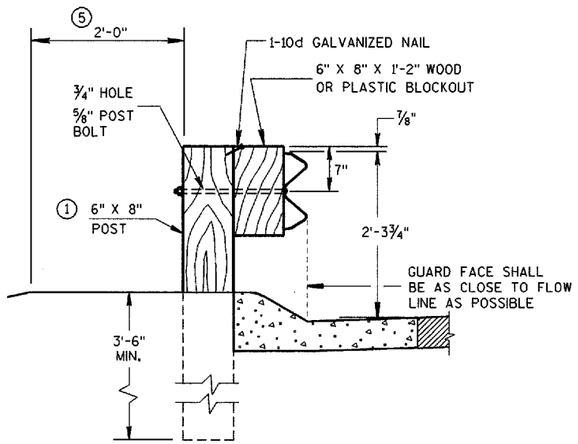
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE



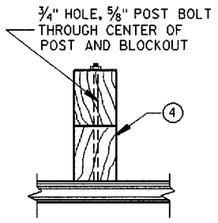
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



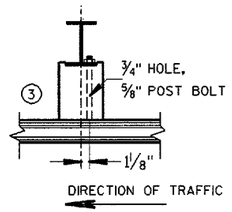
END VIEW
LOCATED ALONG A CURBED ROADWAY



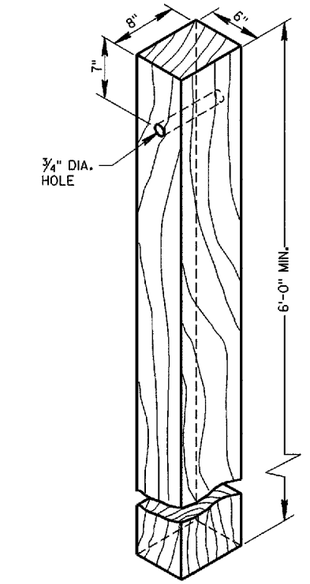
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY



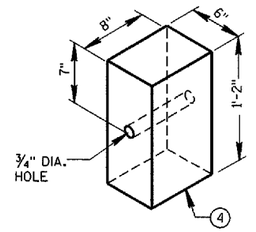
PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



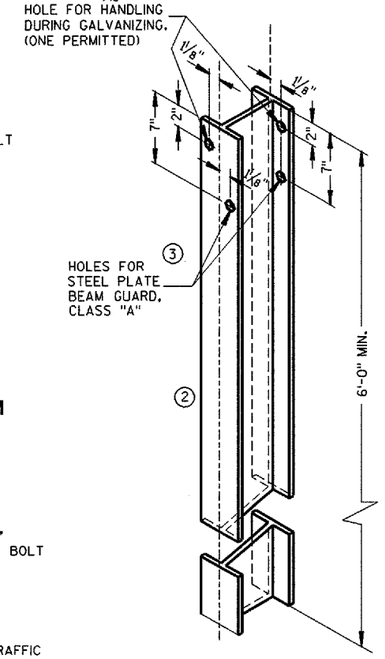
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



WOOD POST
(6"X8") NOMINAL

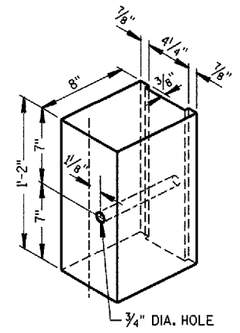


WOOD OR PLASTIC
BLOCKOUT FOR WOOD POSTS



STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



NOTCHED PLASTIC BLOCKOUT
FOR STEEL POSTS

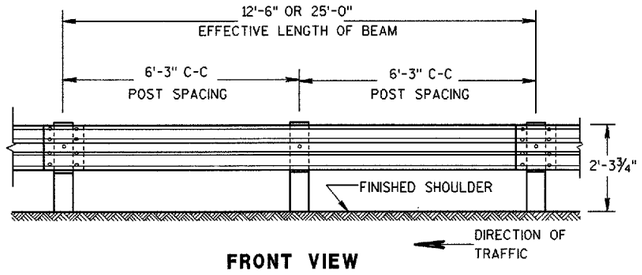
STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

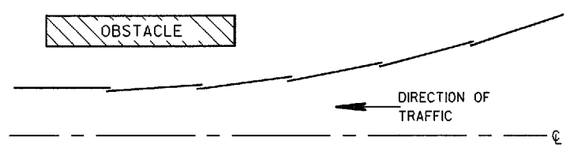
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

S.D.D. 14 B 15-4a

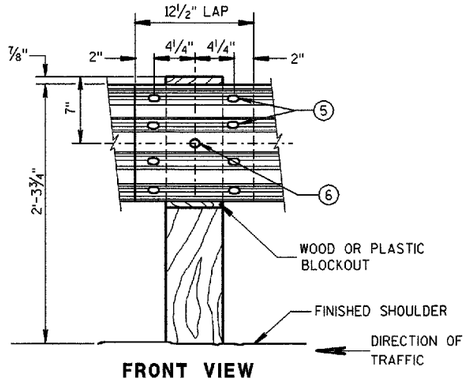
S.D.D. 14 B 15-4a



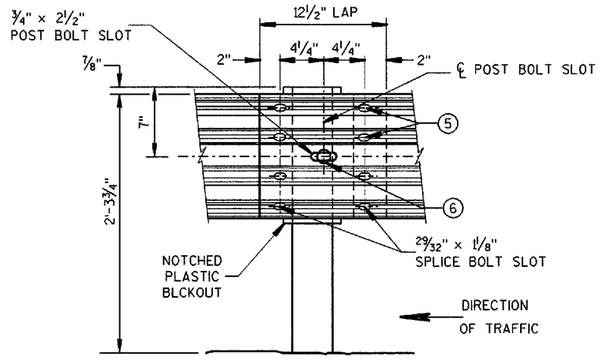
FRONT VIEW



PLAN VIEW
BEAM LAPPING DETAIL



FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL



FRONT VIEW
BEAM SPLICE AT STEEL POST

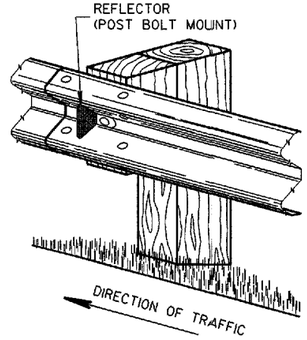
TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

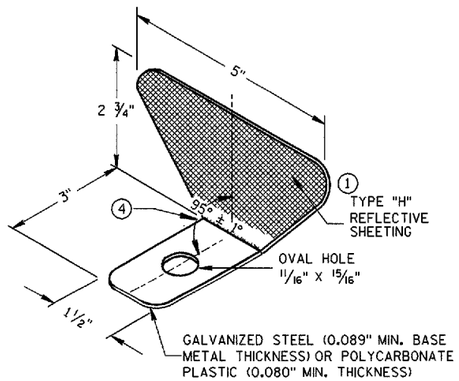
GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 8 -⅝" ϕ X 1¼" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
6. ⅝" ϕ X 1'-6" BUTTON HEAD BOLT AND AND RECESS NUT WITH ROUND WASHER UNDER NUT.

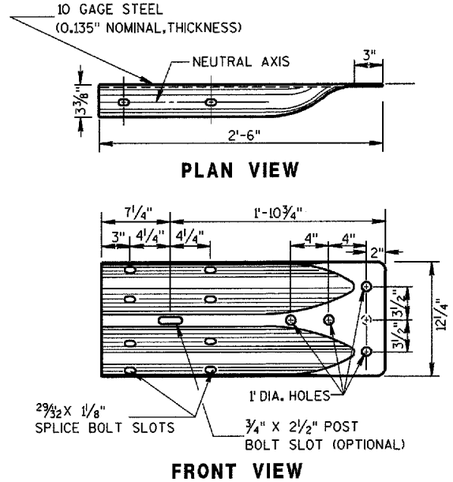
REFLECTOR SPACING (2)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (3)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (4)	

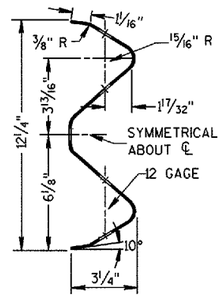




ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (1)



W BEAM TERMINAL CONNECTOR
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



SECTION THRU W BEAM

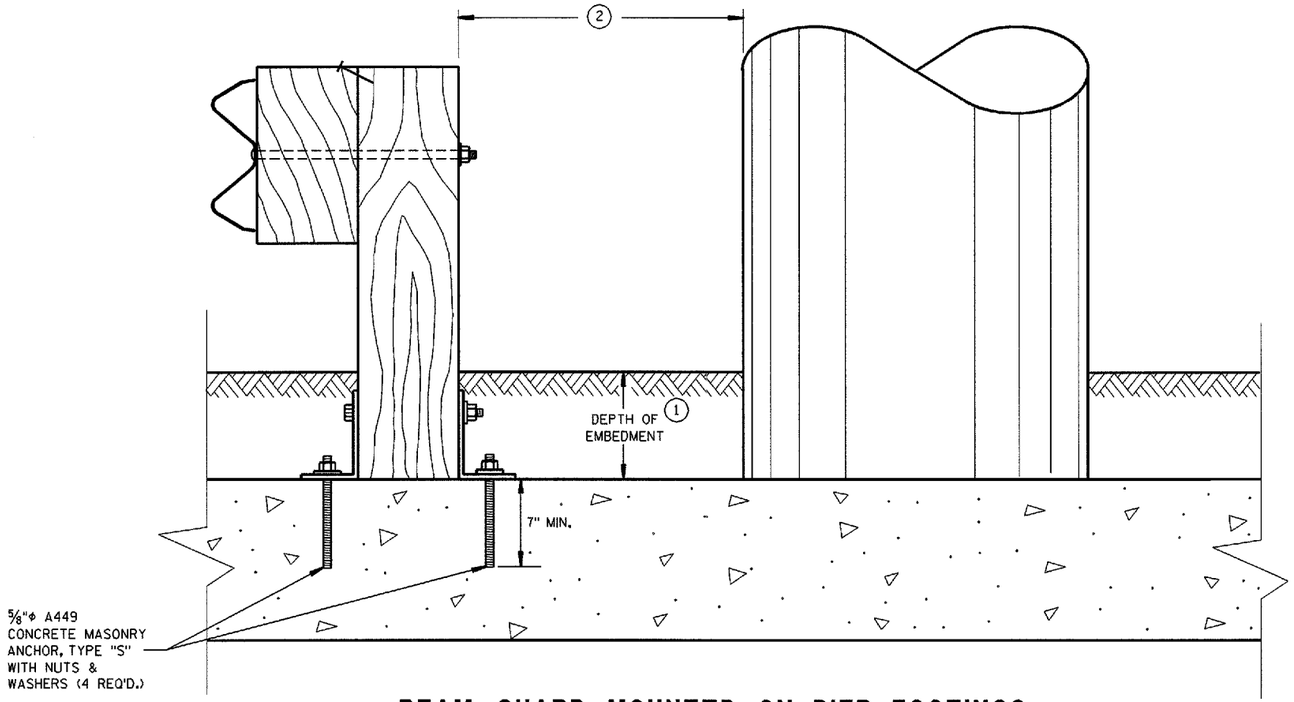
STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/08/00
DATE
John Haverberg
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 15-4b

S.D.D. 14 B 15-4b



BEAM GUARD MOUNTED ON PIER FOOTINGS

GENERAL NOTES

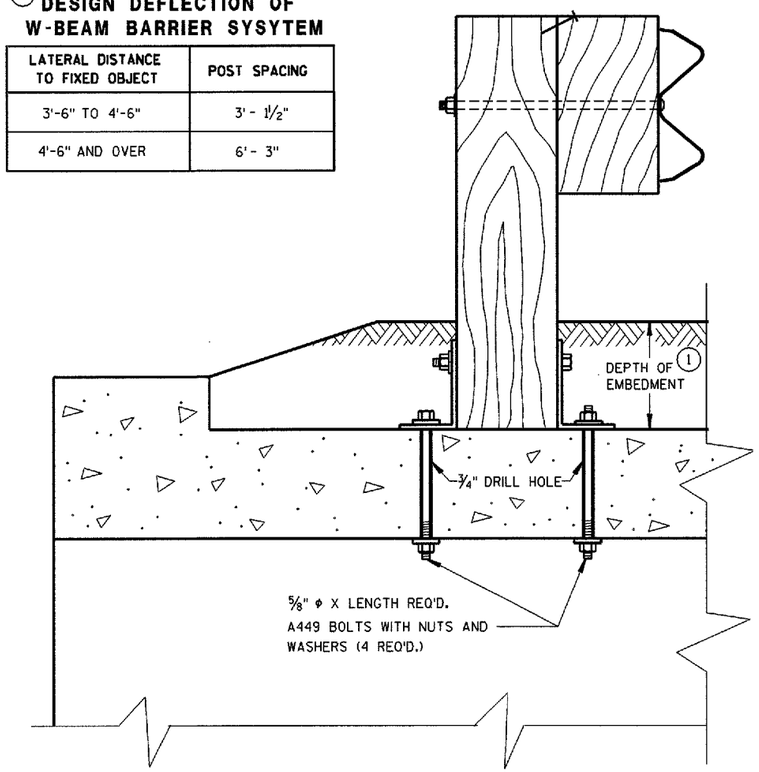
CONCRETE MASONRY ANCHORS SHALL BE CERTIFIED TO PROVIDE A MINIMUM PULLOUT STRENGTH OF 16,000 LBS.

INCLUDE PAYMENTS FOR MISCELLANEOUS HARDWARE WITH THE ITEM STEEL PLATE BEAM GUARD, CLASS "A".

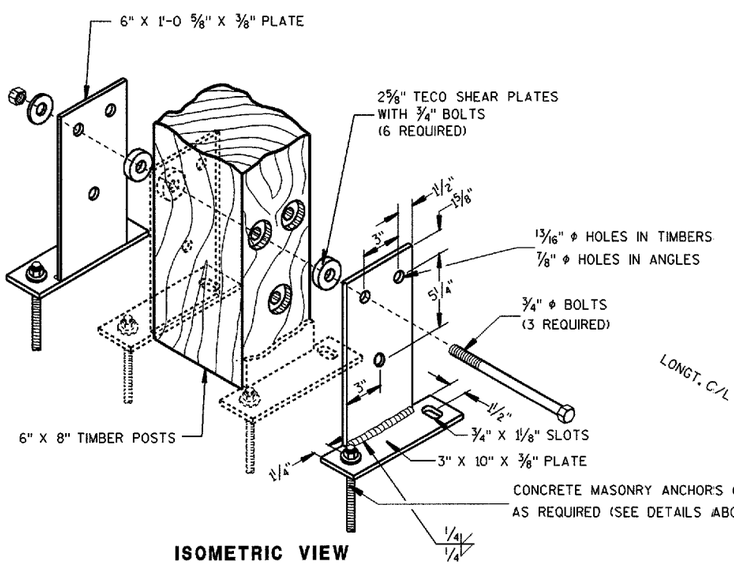
(1) USE WHEN EMBANKMENT DEPTH IS 3'-6" OR LESS.

(2) DESIGN DEFLECTION OF W-BEAM BARRIER SYSYTEM

LATERAL DISTANCE TO FIXED OBJECT	POST SPACING
3'-6" TO 4'-6"	3' - 1½"
4'-6" AND OVER	6' - 3"



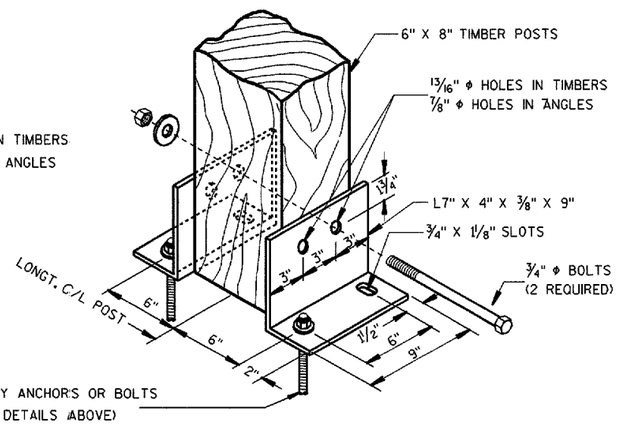
BEAM GUARD MOUNTED ON EXISTING BOX CULVERTS



ISOMETRIC VIEW

TIMBER GUARD
RAIL POST ANCHORS, TYPE 1

(POSTS EMBEDDED 2'-0" OR LESS)



ISOMETRIC VIEW

TIMBER GUARD
RAIL POST ANCHORS, TYPE 2

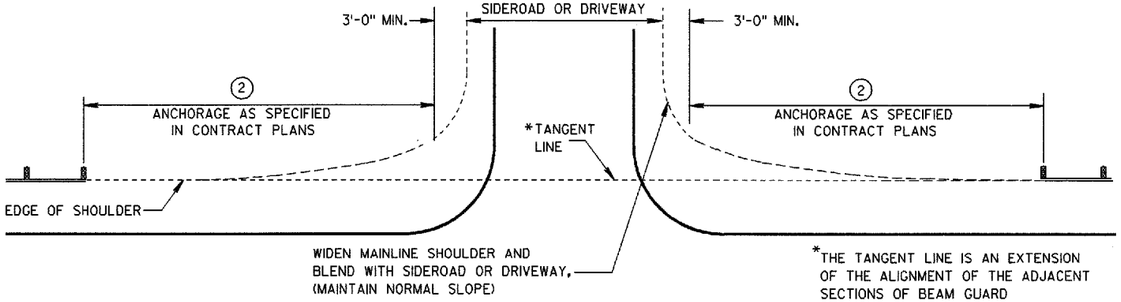
(POSTS EMBEDDED OVER 2'-0" BUT LESS THAN 3'-6")

POST MOUNTING DETAILS

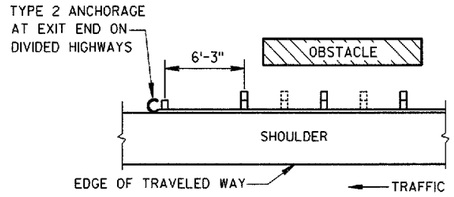
STEEL PLATE BEAM GUARD, CLASS "A", POST MOUNTING ON PIER FOOTINGS AND CULVERTS
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 12/08/00 DATE John Haverberg CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA

S.D.D. 14 B 15-4c

S.D.D. 14 B 15-4c



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

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.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

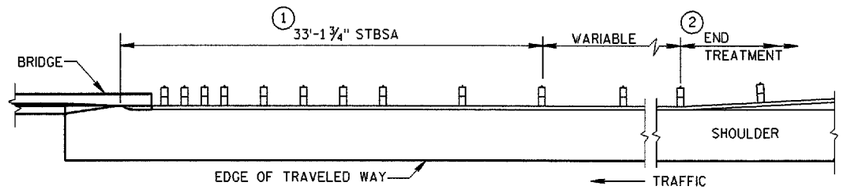
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) USE STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA).

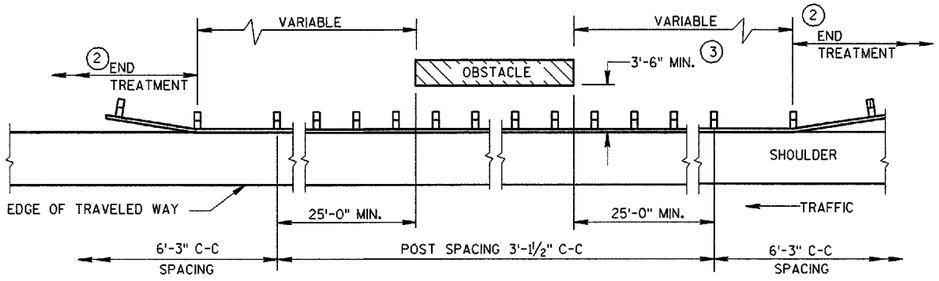
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3) DESIGN DEFLECTION OF W-BEAM BARRIER SYSYTEM

LATERAL DISTANCE TO FIXED OBJECT	POST SPACING
3'-6" TO 4'-6"	3' - 1½"
4'-6" AND OVER	6' - 3"

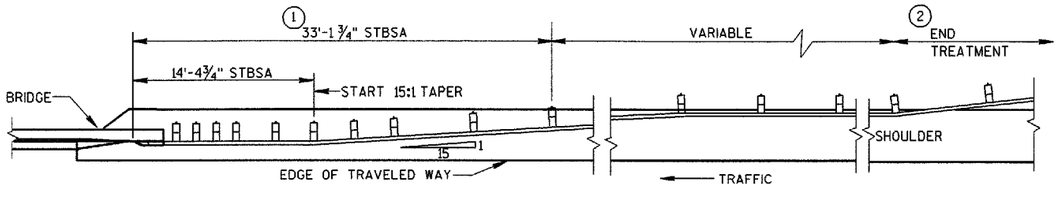


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OSBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES

(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

STEEL PLATE BEAM GUARD, CLASS 'A' (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 12/08/00 (DATE)
John Haverberg
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 18-4a

S.D.D. 14 B 18-4a

BILL OF MATERIALS

NOTE NO.	QTY.	DESCRIPTION
(1)	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
(2)	4	STEEL TUBE: TS 8" X 6" X 0.188", 4'-6" LONG
(3)	4	SOIL PLATE: 2'-0" X 1'-6" X ¼"
(4)	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
(5)	6	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
(6)	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
(7)	1	BEARING PLATE
(8)	1	BCT CABLE ASSEMBLY
(9)	1	CABLE ANCHOR BOX
(10)	1	STRUT & YOKE
(11)	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350, ET-2000 AND ET-2000 PLUS
(12)	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
(13)	1	ET-2000/ET-2000 PLUS GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
(14)	1	REFLECTIVE SHEETING: 18" X 18"

GENERAL NOTES

(A) USE 3:1 OR FLATTER SLOPE FOR INSTALLATION ON EXISTING HIGHWAYS.

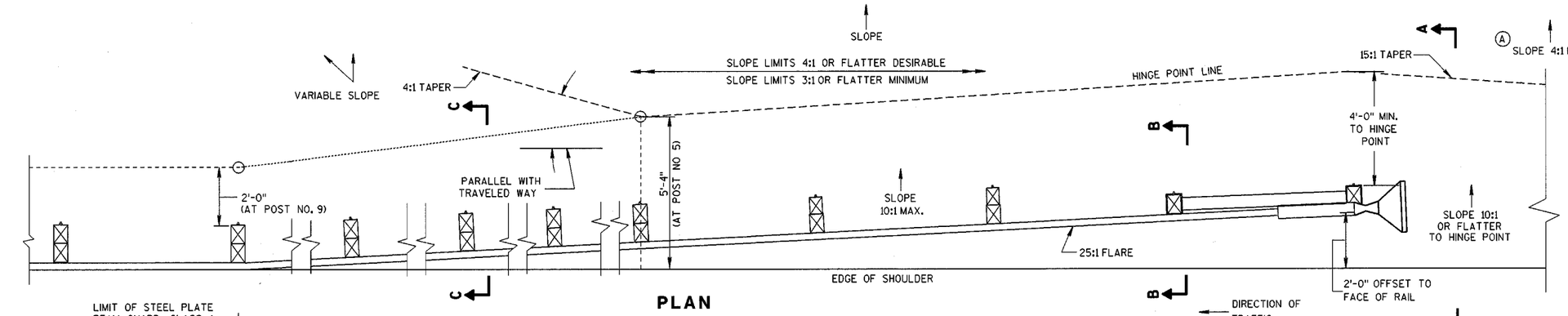
(B) DO NOT ATTACH GUARDRAIL TO POST BLOCKS AT POSTS NO. 3, 5 & 7.

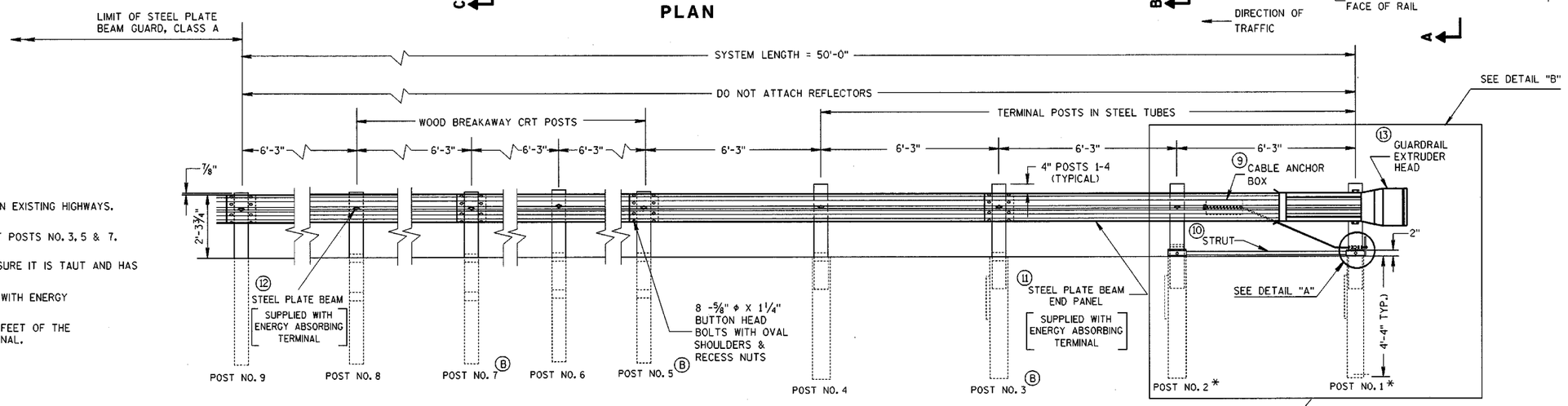
(C) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

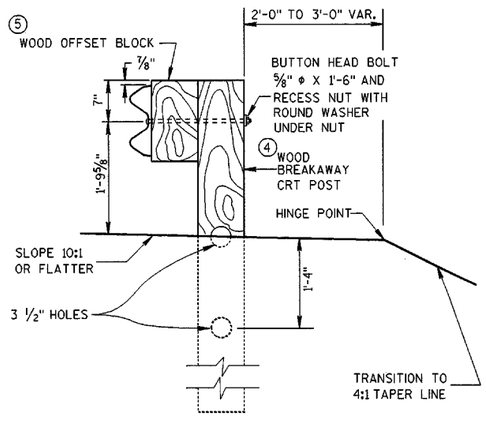
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

*DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.



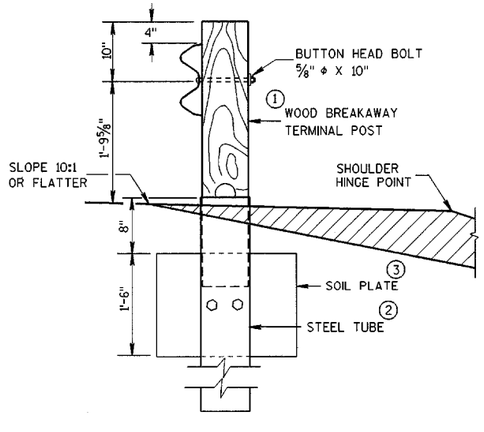


ELEVATION



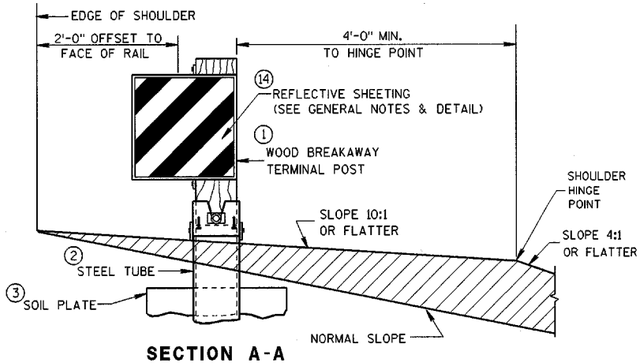
SECTION C-C

TYPICAL AT POST NOS. 4, 6, 8



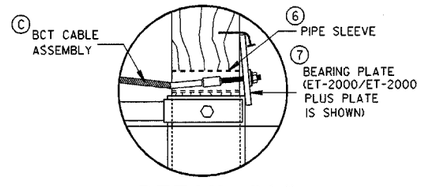
SECTION B-B

TYPICAL AT POST NO. 2*

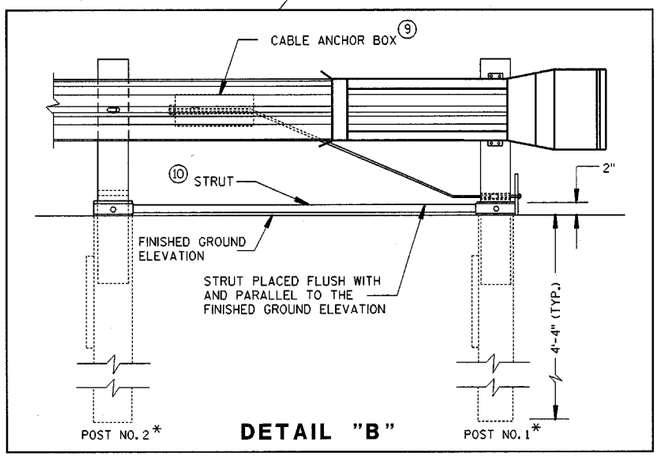


SECTION A-A

TYPICAL AT POST NO. 1*



DETAIL "A"



DETAIL "B"

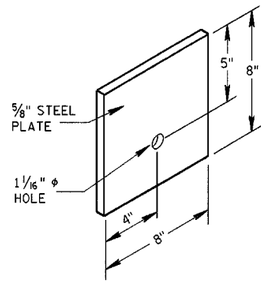
STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

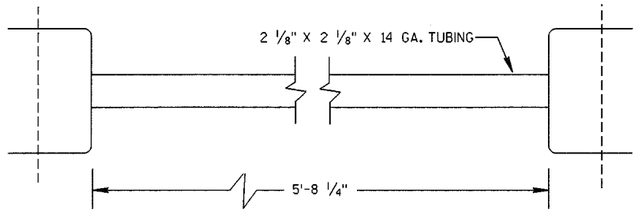
S.D.D. 14 B 24-4a

6

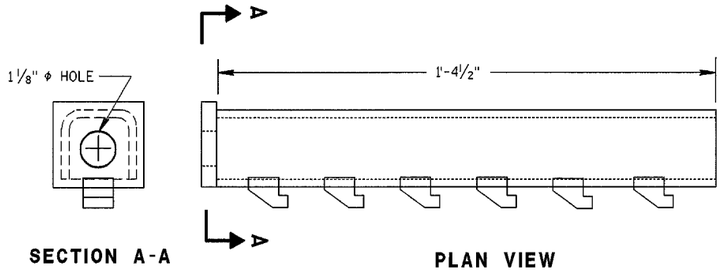
S.D.D. 14 B 24-4a



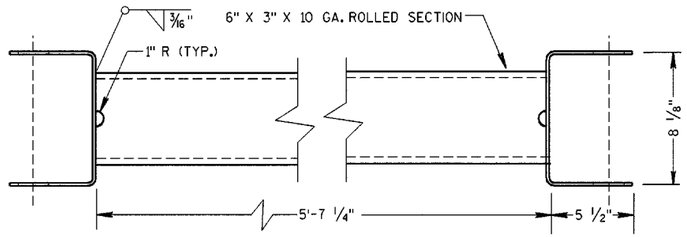
STEEL BEARING PLATE (SKT-350)



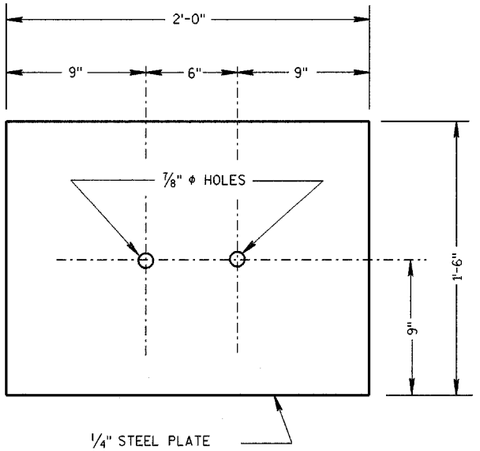
STRUT DETAIL (SKT-350)



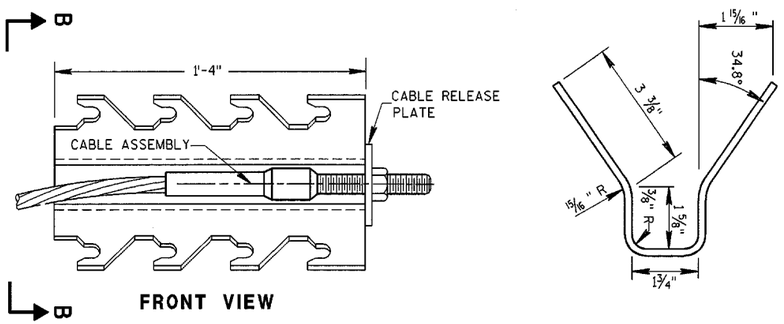
CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



STRUT DETAIL (ET-2000/ET-2000 PLUS)

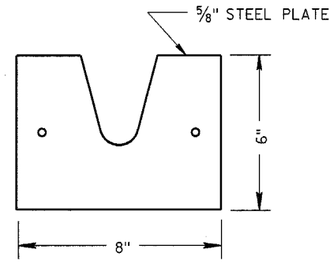


SOIL PLATE
(SKT-350, ET-2000/ET-2000 PLUS)

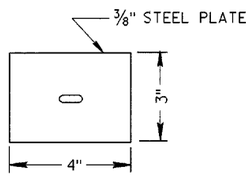


CABLE ANCHOR BOX (SKT-350)

(SKT-350)



STEEL BEARING PLATE
(ET-2000/ET-2000 PLUS)



BEARING PLATE WASHER
(ET-2000/ET-2000 PLUS)

(ET-2000/ET-2000 PLUS)

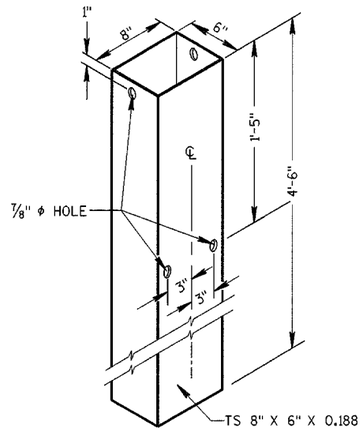
STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 24-4b

S.D.D. 14 B 24-4b

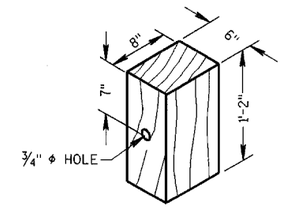


STEEL TUBE

(POSTS NO. 1-4

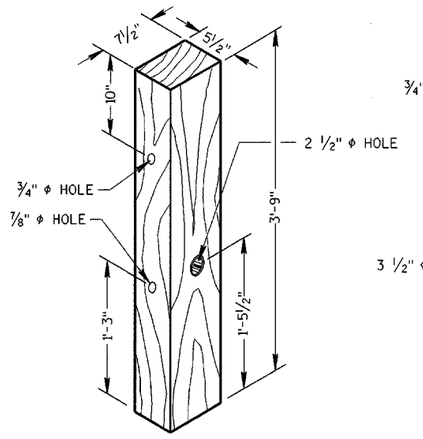
THE STEEL TUBE SHALL CONFORM

TO REQUIREMENTS OF ASTM A500



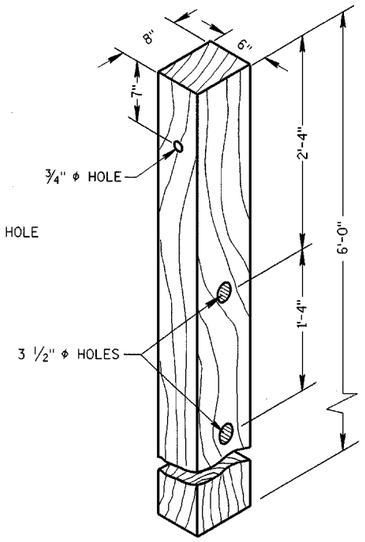
WOOD OFFSET BLOCK

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



TERMINAL POST

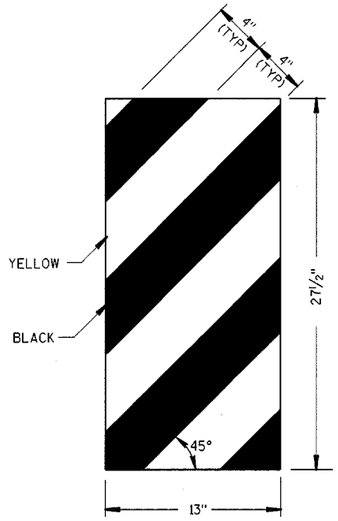
(POSTS NO. 1-4



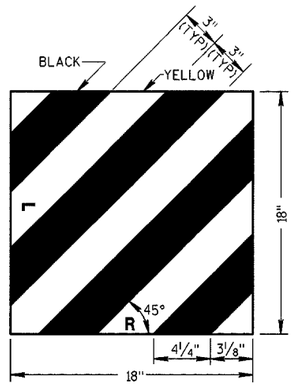
CRT POST

(POSTS NO'S 5-8

WOOD BREAKAWAY POSTS



ET-2000 PLUS ONLY



ET-2000 AND SKT-350

REFLECTIVE SHEETING DETAILS

GENERAL NOTES

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

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL SHALL BE EITHER THE EXTRUDER TERMINAL (ET-2000), OR THE SEQUENTIAL KINKING TERMINAL (SKT-350). THE CONTRACTOR SHALL NOT INTERMIX PROPRIATERY PRODUCT MATERIALS.

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH SHALL INCLUDE HARDWARE, STEEL PLATE BEAM GUARD, POSTS, REFLECTIVE SHEETING AND INSTALLATION AS SHOWN.

REFLECTIVE SHEETING - SHALL CONFORM TO ASTM SPECIFICATION D4956-94, REFLECTIVE SHEETING TYPE III, BACKING CLASS 4, PERFORMANCE REQUIREMENT TYPE III. THE MESSAGE AND LINES SHALL BE APPLIED TO THE SIGNS BY THE SILK SCREEN STENCIL PROCESS USING A BLACK OR DARK STENCIL PASTE AS A TYPE APPROVED BY THE MANUFACTURER OF THE FACE MATERIAL TO WHICH IT IS TO BE APPLIED. MESSAGE UNITS CUT FROM NONREFLECTIVE SHEETING AND APPLIED TO THE SIGN FACE ARE NOT ACCEPTABLE. AFTER THE APPROACH END OF THE STEEL PLATE BEAM GUARD INSTALLATION IS COMPLETE, CLEAN THE AREA WHERE THE REFLECTIVE SHEETING WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION. ONCE CLEAN, APPLY REFLECTIVE SHEETING DIRECTLY TO THE STEEL PLATE BEAM GUARD AS SHOWN. THE CONTRACTOR SHALL TURN OVER THE MANUFACTURERS WARRANTY FOR THE REFLECTIVE SHEETING TO THE DEPARTMENT FOR POTENTIAL DEALING WITH THE MANUFACTURER. PAYMENT OF REFLECTIVE SHEETING IS INCIDENTAL TO STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL.

WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

6

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

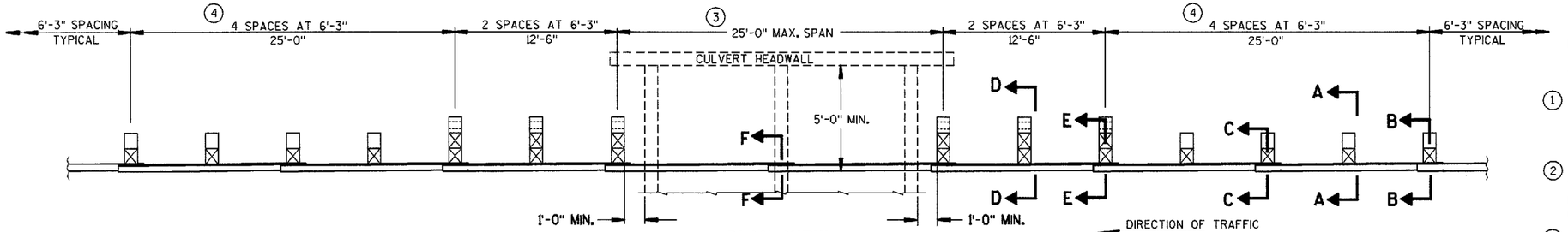
APPROVED 6/25/03
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

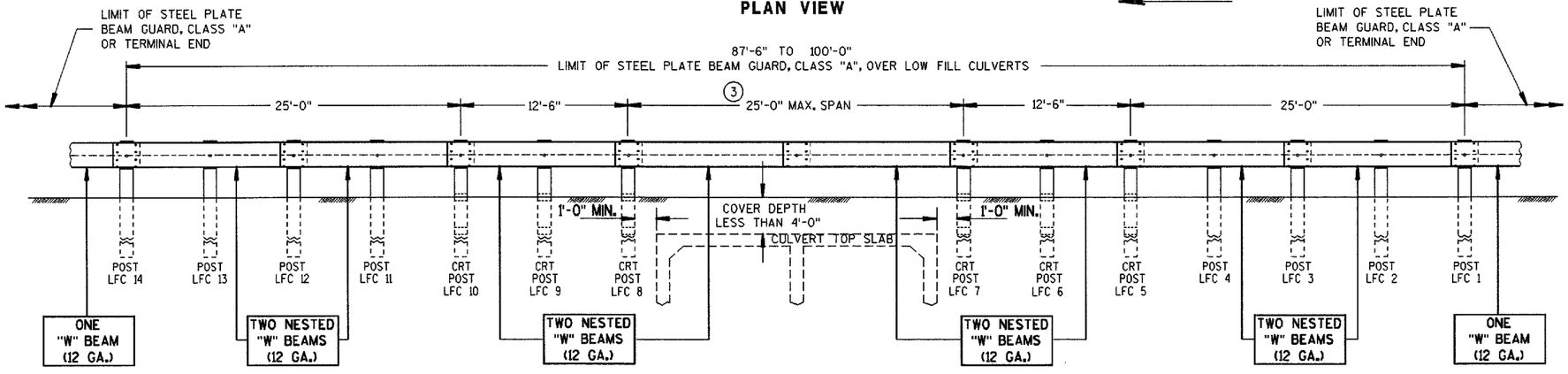
FHWA

S.D.D. 14 B 24-4c

S.D.D. 14 B 24-4c



PLAN VIEW



FRONT VIEW

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD OVER LOW FILL CULVERTS

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.

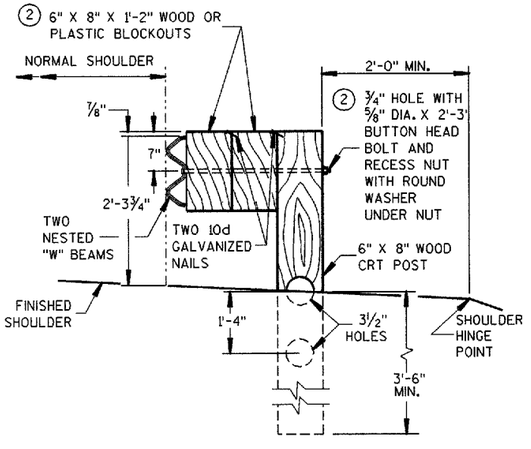
(1) MAINTAIN THE NESTING OF EACH NESTED PAIR OF "W" BEAM SECTIONS THROUGH SPLICES. ORIENTATE NESTED "W" BEAM SPLICES IN THE DIRECTION OF TRAFFIC AS THE PLAN VIEW SHOWS. SEE S.D.D. 14 B 15 FOR SPLICE INSTALLATION.

(2) THE CONTRACTOR MAY USE APPROVED PLASTIC BLOCKOUTS IN LIEU OF WOOD BLOCKOUTS. SEE S.D.D. 14 B 15 FOR TYPICAL BLOCKOUT, SPLICE AND REFLECTOR INSTALLATIONS. USE BOLT SIZES AND LENGTHS AS SHOWN ON THIS DETAIL.

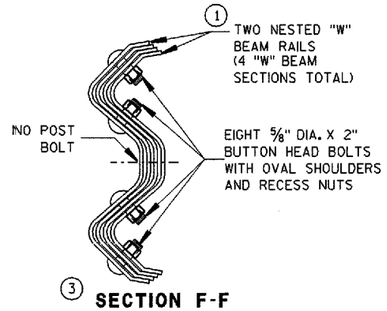
(3) PROVIDE 12'-6", 18'-9" AND 25'-0" SPANS ONLY. USE A MAXIMUM OF ONE SPLICE LOCATED ANYWHERE WITHIN THE SPAN SECTION. LOCATE ALL OTHER SPLICES AT BEAM GUARD POSTS.

(4) IN THE FIRST AND LAST 25 FOOT SECTIONS (POSTS LFC 1-4 & LFC 11-14), THE CONTRACTOR MAY USE W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS OR 6" X 8" WOOD POSTS WITH EITHER WOOD OR PLASTIC BLOCKOUTS. DO NOT MIX STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS AND WOOD POSTS WITH EITHER WOOD OR PLASTIC BLOCKOUTS IN THE SAME INSTALLATION.

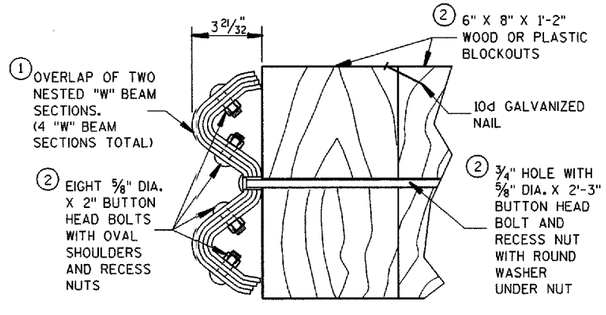
(5) WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK, THE PLAN TYPICAL SECTIONS OR DETAILS MAY SHOW, OR THE ENGINEER MAY ALLOW, THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. BUILD AS THE PLAN SHOWS OR ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST SOIL DEPTH TO 4'-6" OR MORE.



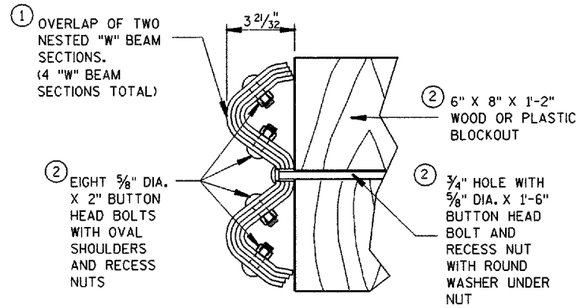
SECTION D-D
TYPICAL CRT POST LFC 6 AND 9



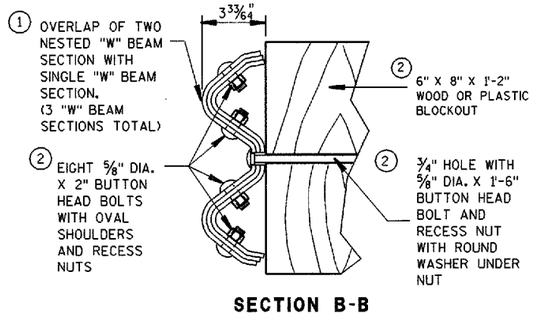
SECTION F-F
BEAM SPLICE IN SPAN OVER CULVERT



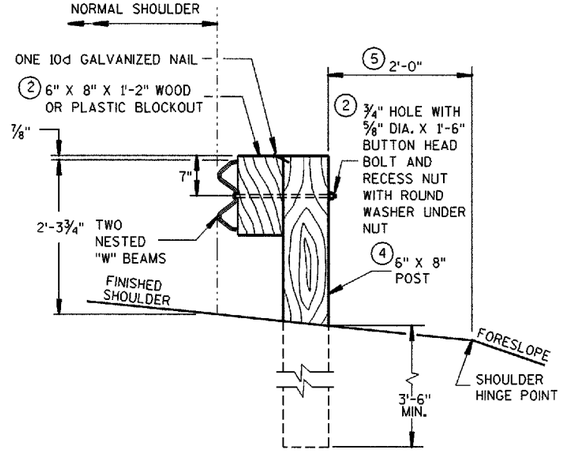
SECTION E-E
TYPICAL CRT POST LFC 5, 7, 8 AND 10



SECTION C-C
TYPICAL AT POSTS LFC 3 AND 12



SECTION B-B
TYPICAL AT POSTS LFC 1 AND 14



SECTION A-A
TYPICAL AT POST LFC 2,4,11,13

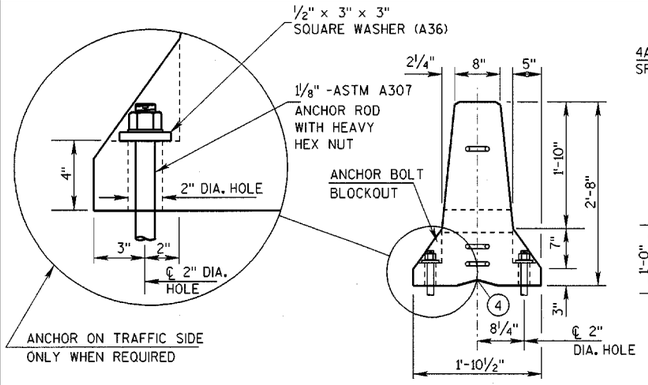
STEEL PLATE BEAM GUARD, CLASS "A", OVER LOW FILL CULVERTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

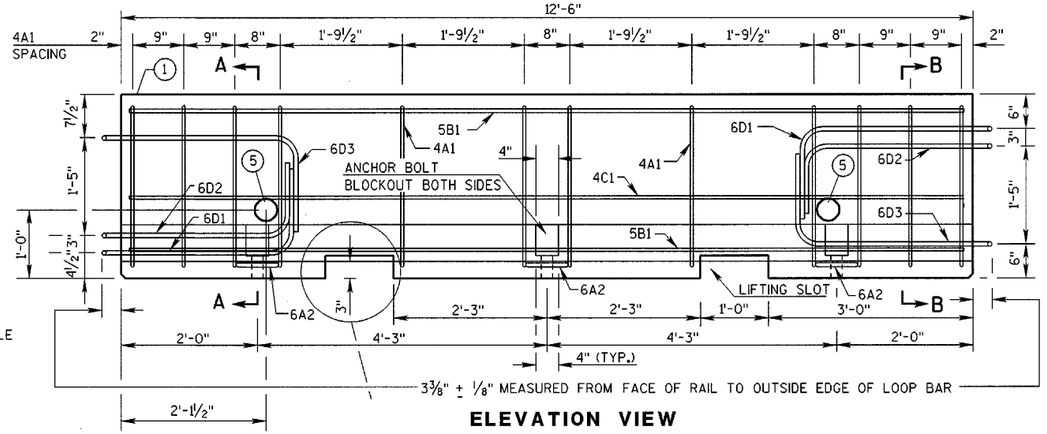
APPROVED
12/08/00
DATE
CHIEF, ROADWAY DEVELOPMENT ENGINEER
FHWA

S.D.D. 14 B 25-1

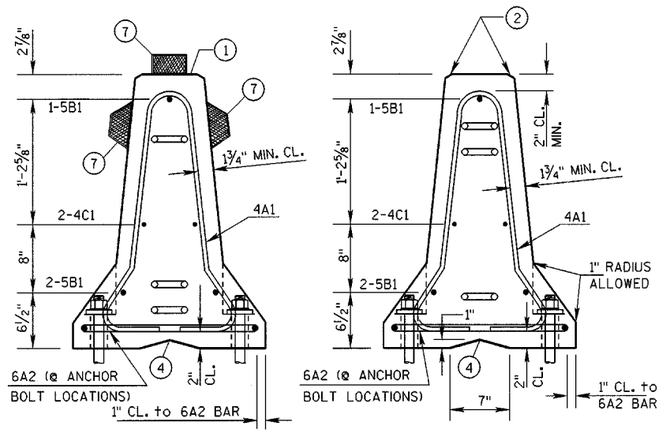
S.D.D. 14 B 25-1



END VIEW



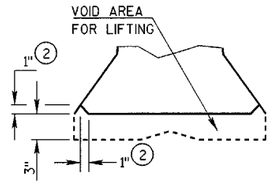
ELEVATION VIEW



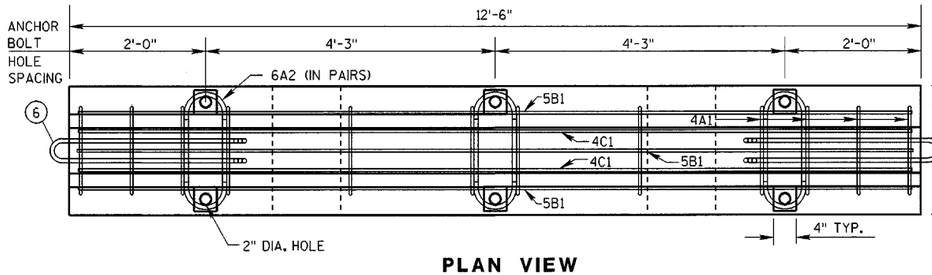
SECTION A-A
(STIRRUP PLACEMENT)

SECTION B-B
(STIRRUP PLACEMENT)

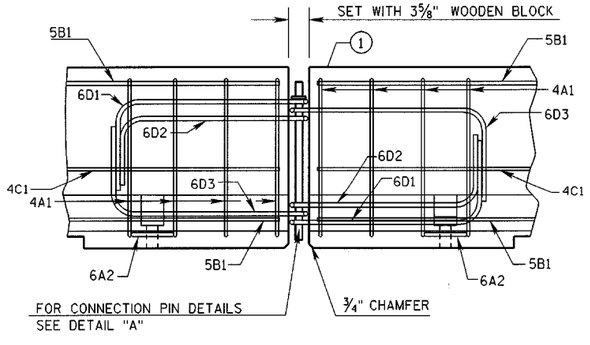
DETAILS OF BARRIER SECTION



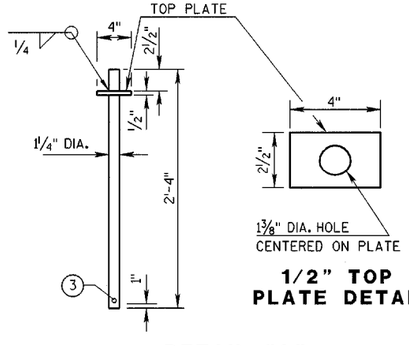
DETAIL "B"
LIFTING SLOT DETAIL



PLAN VIEW



DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN

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. THESE ARE TYPICAL DETAILS FOR THE FABRICATION AND INSTALLATION OF CONCRETE BARRIER TEMPORARY PRECAST, 12'-6".

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR CONCRETE REINFORCEMENT, EXCEPT FOR THE LOOP BARS (6D1, 6D2 AND 6D3).

USE ASTM A-615, GRADE 60, ¾" SMOOTH STEEL BARS FOR THE LOOP BARS (6D1, 6D2 AND 6D3) 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 3½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

USE EITHER S.D.D. 14 B 7-10 (a-d) OR S.D.D. 14 B 7-10 (e & f). ALL NEW BARRIERS MANUFACTURED AFTER JUNE 2003, MUST CONFORM TO S.D.D. 14 B 7-10 (a-d).

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" NEEDS TO BE ANCHORED IF THE DISTANCE TO THE DROPOFF OR EDGE OF BRIDGE DECK IS LESS THAN 2 FEET AND THE DROPOFF EXCEEDS 2 FEET.

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.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY STAMPING OR FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) THE CONTRACTOR SHALL PROVIDE A ⅜" HOLE IN THE CONNECTION PIN.

(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.

IMPORTANT:
DO NOT INTERMIX 12'-6" CONCRETE BARRIER WITH 10'-0" CONCRETE BARRIER IN ANY SINGLE RUN OR INSTALLATION.

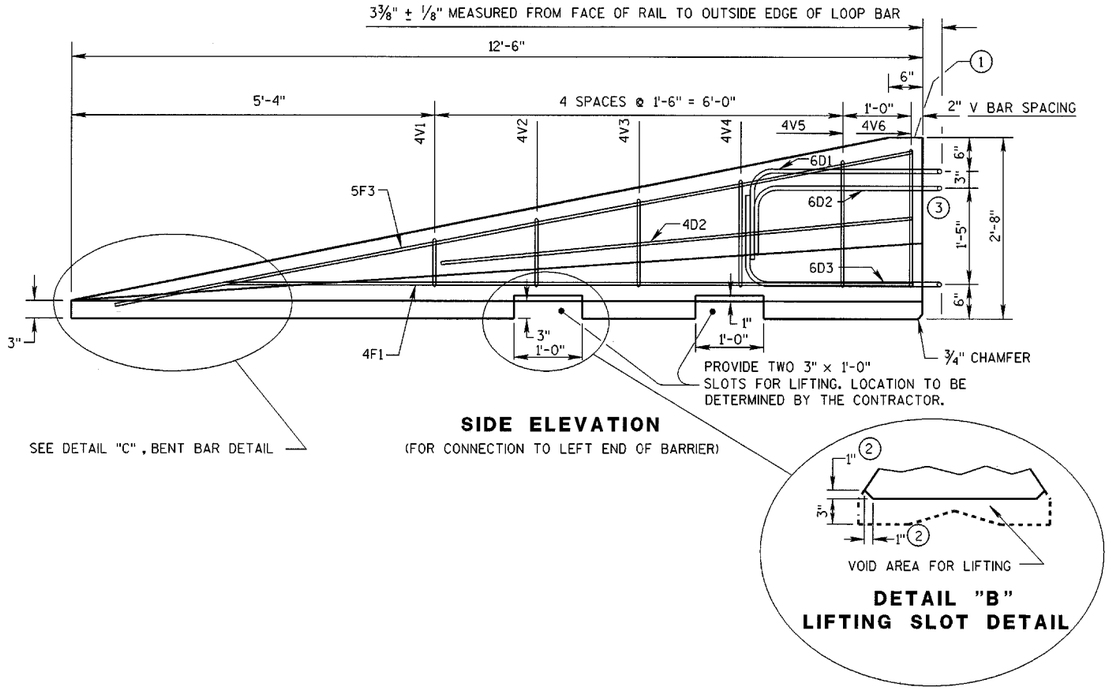
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

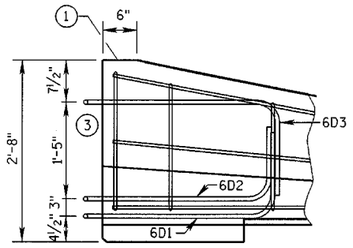
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 7-10a

S.D.D. 14 B 7-10a





SIDE ELEVATION

LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

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. THESE ARE TYPICAL DETAILS FOR THE FABRICATION AND INSTALLATION OF CONCRETE BARRIER TEMPORARY PRECAST.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR CONCRETE REINFORCEMENT, EXCEPT FOR THE LOOP BARS (6D1, 6D2 AND 6D3).

USE ASTM A-615, GRADE 60, ¾" SMOOTH STEEL BARS FOR THE LOOP BARS (6D1, 6D2 AND 6D3) 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 3½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

USE EITHER S.D.D. 14 B 7-10 (a-d) OR S.D.D. 14 B 7-10 (e & f). ALL NEW BARRIERS MANUFACTURED AFTER JUNE 2003, MUST CONFORM TO S.D.D. 14 B 7-10 (a-d).

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY STAMPING OR FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:

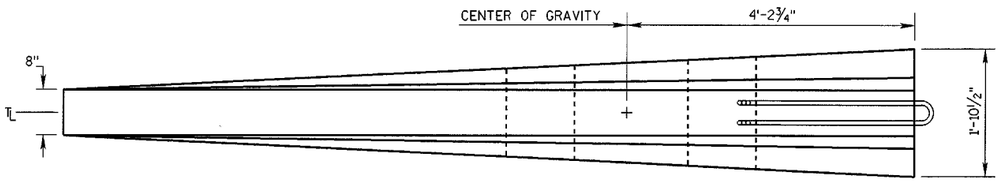
a. TYPE CBTP
b. MANUFACTURER
c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

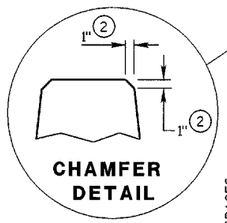
(3) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

IMPORTANT:

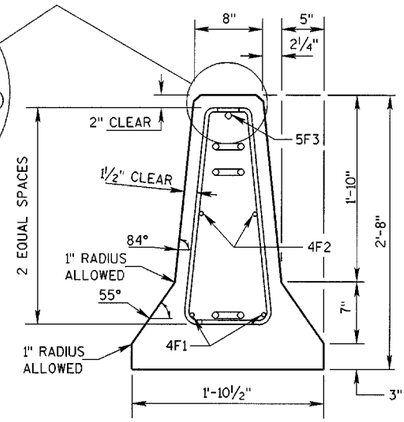
DO NOT INTERMIX 12'-6" CONCRETE BARRIER WITH 10'-0" CONCRETE BARRIER IN ANY SINGLE RUN OR INSTALLATION.



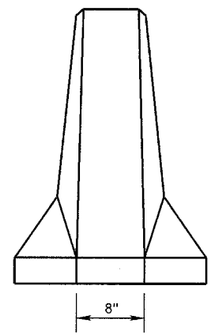
PLAN VIEW



CHAMFER DETAIL



END SECTION



FRONT ELEVATION

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

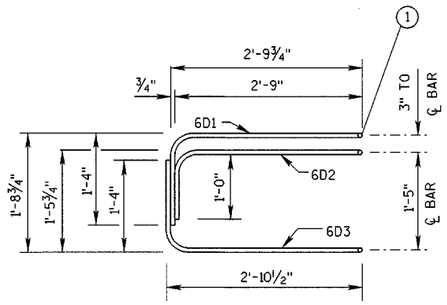
S.D.D. 14 B 7-10b

S.D.D. 14 B 7-10b

BARRIER TAPER SECTION BILL OF MATERIALS

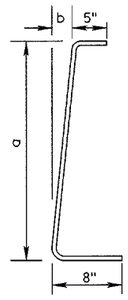
(PER 12'-6" BARRIER TAPER SECTION)

REINFORCING A615 Gr. 60			
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

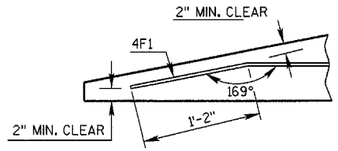
LOOP BAR ASSEMBLY



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



DETAIL "C"
BENT BAR DETAIL

TAPER BARRIER SECTION

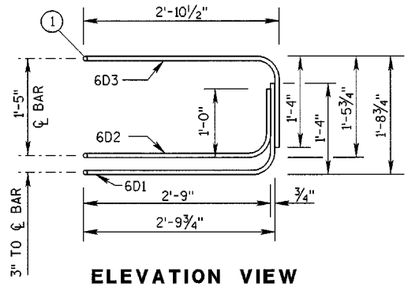
GENERAL NOTES

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.

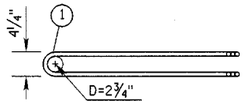
USE EITHER S.D.D. 14 B 7-10 (a-d) OR S.D.D. 14 B 7-10 (e & f). ALL NEW BARRIERS MANUFACTURED AFTER JUNE 2003, MUST CONFORM TO S.D.D. 14 B 7-10 (a-d).

① NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

IMPORTANT:
DO NOT INTERMIX 12'-6" CONCRETE BARRIER WITH 10'-0" CONCRETE BARRIER IN ANY SINGLE RUN OR INSTALLATION.

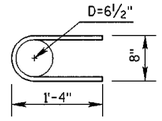


ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY

(MARKED END SHOWN, INVERT FOR OTHER END)

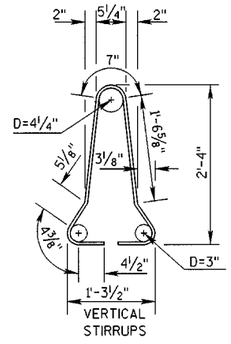


6A2

BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

REINFORCING A615 Gr. 60			
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"



4A1

BARRIER SECTION

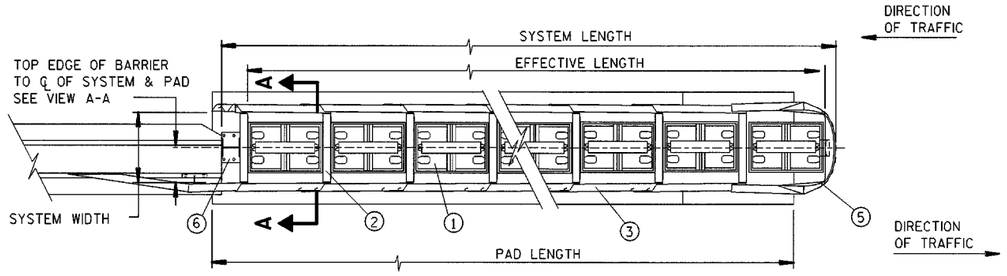
6

S.D.D. 14 B 7-10c

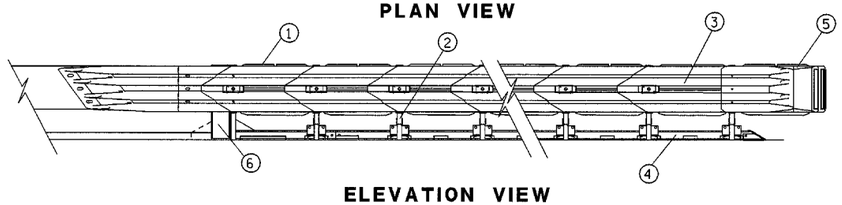
S.D.D. 14 B 7-10c

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"
BENDING DIAGRAM

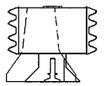
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW



ELEVATION VIEW



VIEW A-A

TYPICAL CRASH CUSHION

1. QUADGUARD CARTRIDGE
2. DIAPHRAGM
3. FENDER PANEL
4. MONORAIL
5. NOSE ASSEMBLY
6. BACKUP

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.

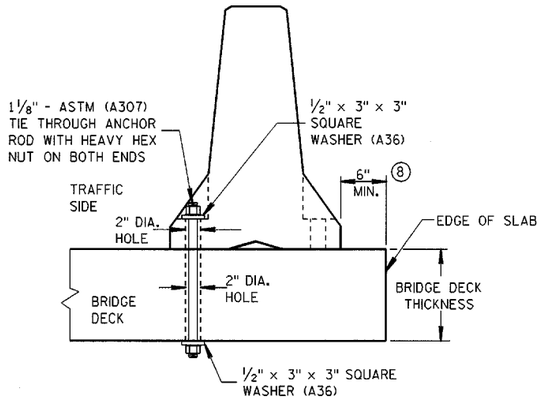
THE CRASH CUSHION SHALL BE MANUFACTURED, ASSEMBLED AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS DETAILED ELSEWHERE IN THE PLANS OR AS SHOWN ON THE APPROVED SHOP DRAWINGS. ANCHORING OF BARRIER IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

USE EITHER S.D.D. 14 B 7-10 (a-d) OR S.D.D. 14 B 7-10 (e & f). ALL NEW BARRIERS MANUFACTURED AFTER JUNE 2003, MUST CONFORM TO S.D.D. 14 B 7-10 (a-d).

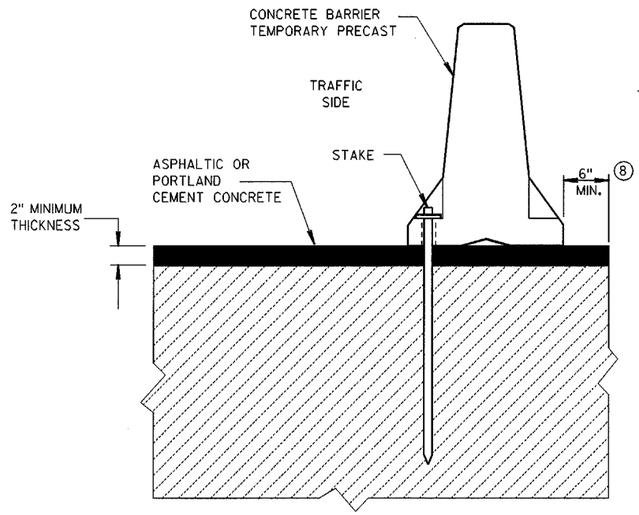
(7) PLACE TRANSITION SECTION IN A TANGENT SECTION OF BARRIER PARALLEL TO ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.

(8) CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" NEEDS TO BE ANCHORED IF THE DISTANCE TO THE DROPOFF OR EDGE OF BRIDGE DECK IS LESS THAN 2 FEET AND THE DROPOFF EXCEEDS 2 FEET.

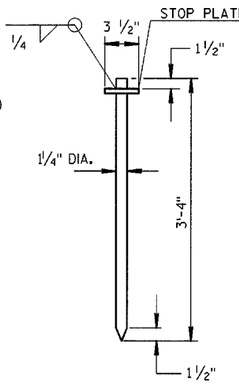
IMPORTANT:
DO NOT INTERMIX 12'-6" CONCRETE BARRIER WITH 10'-0" CONCRETE BARRIER IN ANY SINGLE RUN OR INSTALLATION.



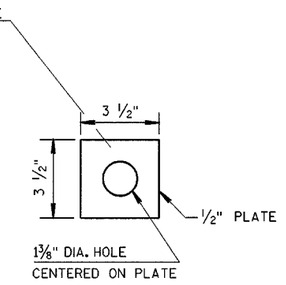
ANCHOR DETAIL FOR INSTALLATION ON BRIDGE DECK



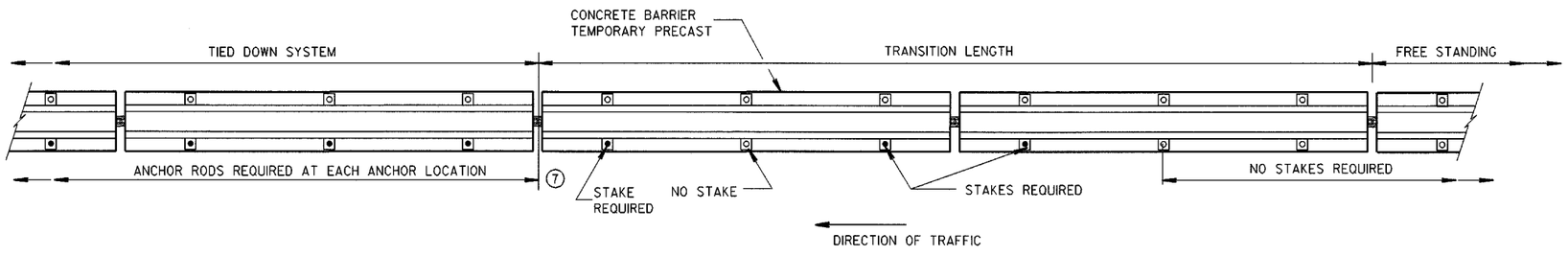
STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE



STAKE



STOP PLATE



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" ANCHORING DETAIL AND CRASH CUSHION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 9/11/03 DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

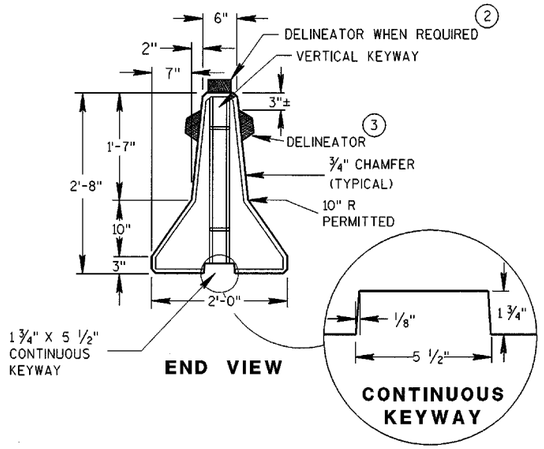
6

S.D.D. 14 B 7-10d

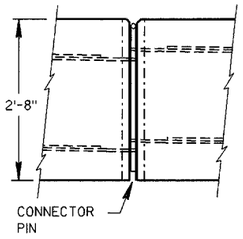
S.D.D. 14 B 7-10d

DESCRIPTION	SIZE	NO. REQ'D	LENGTH
TOP CONNECTOR WIRE ROPE (1)	1/2"	2	6'-0"
BOTTOM CONN. WIRE ROPE (1)	1/2"	2	6'-0"
TOP CONNECTOR STEEL BAR	NO. 4	1	9'-0"
BOTTOM CONN. STEEL BAR	NO. 4	1	9'-0"
STEEL CONNECTING PIN	1 1/4" DIA.	1	2'-6"
BOTTOM TIE BARS	NO. 4	5	1'-8"
VERTICAL STEEL BAR	NO. 4	10	2'-1"
HORIZONTAL STEEL BAR	NO. 5	4	9'-4"

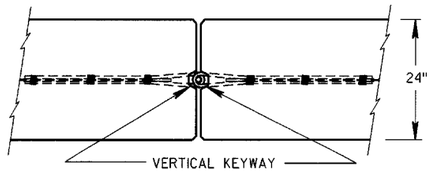
BILL OF MATERIALS



END VIEW



SIDE VIEW



PLAN VIEW

PIN & LOOP CONNECTION DETAILS

GENERAL NOTES

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

THIS S.D.D. IS ONLY VALID FOR EXISTING STOCK OF 10'-0" NEW JERSEY BARRIER. DAMAGED NEW JERSEY BARRIERS MUST BE REPLACED WITH BARRIER FROM S.D.D. 14 B 7-10 (a-d).

BARRIERS SHALL BE REINFORCED WITH EITHER BAR STEEL REINFORCEMENT AS DETAILED ON THIS DRAWING OR WELDED STEEL WIRE FABRIC ADEQUATE TO ASSURE SAFE HANDLING STRENGTH.

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

WIRE ROPE SHALL BE ZINC-COATED 6 X 19 CLASS 2 IWRC WITH A MINIMUM BREAKING STRENGTH OF 20,000 LBS. AND SHALL CONFORM TO FEDERAL SPECIFICATION RR-W-410. THE ZINC COATING SHALL CONFORM TO TABLE II OF THE FEDERAL SPECIFICATIONS.

DELINEATORS SHALL CONFORM TO SECTION 633 OF THE STANDARD SPECIFICATIONS EXCEPT THE SHAPE SHALL BE AS SHOWN ON THIS DRAWING. ALTERNATIVE SHAPES MAY BE USED WHEN APPROVED BY THE ENGINEER. CONCRETE SURFACE PREPARATION, ADHESIVE AND METHOD OF APPLICATION SHALL BE AS RECOMMENDED BY THE DELINEATOR MANUFACTURER. THE COLOR OF REFLECTORS SHALL BE YELLOW WHEN LOCATED TO THE LEFT OF TRAFFIC AND WHITE WHEN LOCATED TO THE RIGHT OF TRAFFIC. MAXIMUM SPACING SHALL BE 20 FEET.

(1) CONNECTOR ASSEMBLIES MAY, AT THE CONTRACTORS OPTION, BE FORMED FROM A CONTINUOUS SECTION OF 1/2 INCH WIRE ROPE (16'-6" MIN. LENGTH). THE NO 4 CONNECTOR STEEL BARS MAY THEN BE OMITTED.

(2) TOP MOUNTED DELINEATORS SHALL BE PROVIDED IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON CURVED ALIGNMENT LONGER THAN 200 FT.

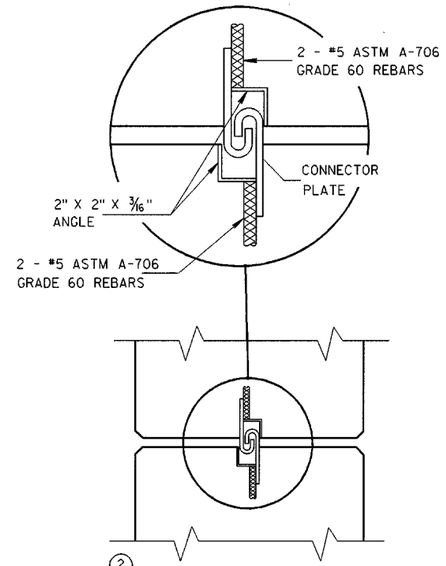
(3) BARRIERS USED TO SEPARATE OPPOSING TRAFFIC SHALL HAVE DELINEATORS ON BOTH SIDES. TOP MOUNTED DELINEATORS SHALL BE DOUBLE FACED FOR THIS CONDITION.

IMPORTANT:

DO NOT INTERMIX 12'-6" CONCRETE BARRIER WITH 10'-0" CONCRETE BARRIER IN ANY SINGLE RUN OR INSTALLATION.

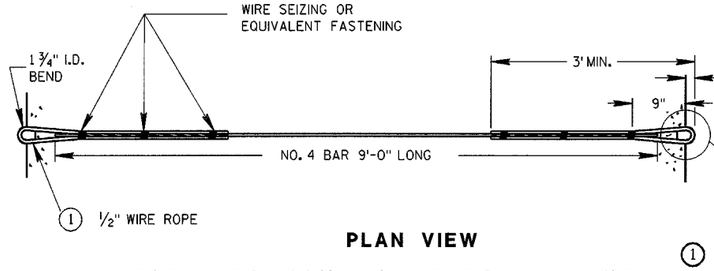
ALTERNATE DESIGN

J-J HOOKS PORTABLE CONCRETE BARRIER BY EASI-SET INDUSTRIES MAY BE FURNISHED INSTEAD OF THE BARRIER DETAILED ON THIS DRAWING. CONTACT INFORMATION : EASI SET INDUSTRIES, P.O. BOX 300, MIDLAND, VIRGINIA 22728, TELEPHONE (703) 439-8911.



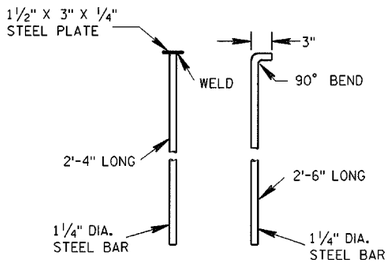
(2) **J-J HOOK CONNECTOR**

(ALTERNATIVE TO PIN & LOOP CONNECTOR)

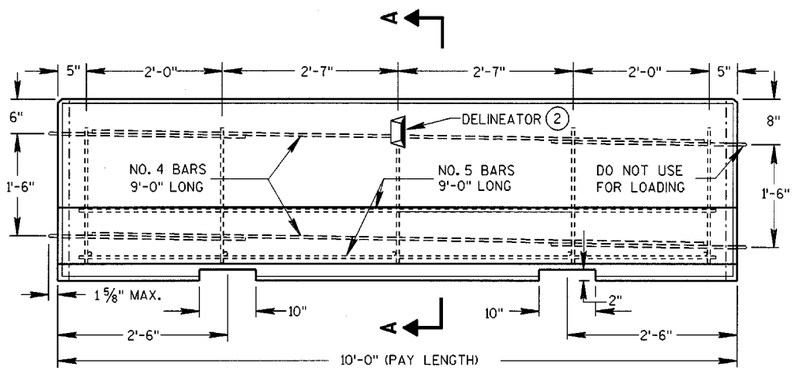


PLAN VIEW

TOP & BOTTOM CONNECTOR ASSEMBLY (1)

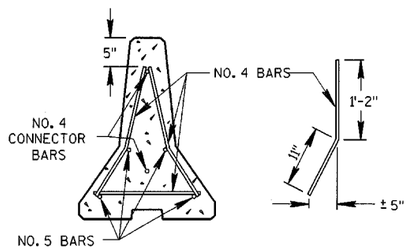


ALTERNATE CONNECTING PINS



SIDE VIEW

LOCATION OF REINFORCEMENT STEEL



SECTION A-A

BAR STEEL REINFORCEMENT

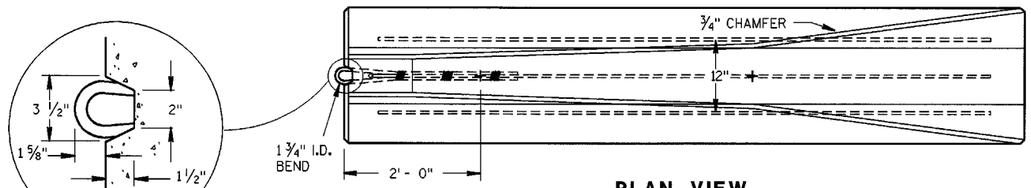
CONCRETE BARRIER
TEMPORARY PRECAST, 10'-0"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

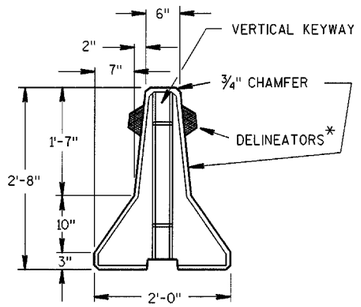
6

S.D.D. 14 B 7-10e

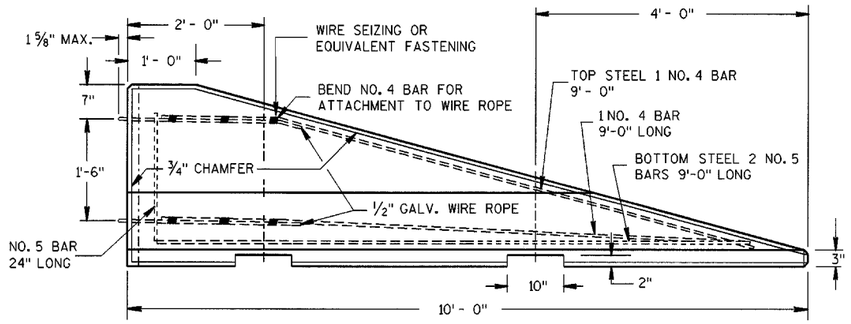
S.D.D. 14 B 7-10e



PLAN VIEW



END VIEW



SIDE VIEW

END SECTION FOR TEMPORARY PRECAST CONCRETE BARRIER

GENERAL NOTES

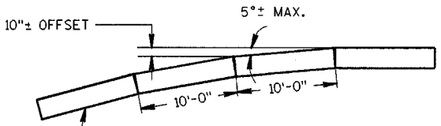
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

THIS S.D.D. IS ONLY VALID FOR EXISTING STOCK OF 10'-0" NEW JERSEY BARRIER. DAMAGED NEW JERSEY BARRIERS MUST BE REPLACED WITH BARRIER FROM S.D.D. 14 B 7-10 (a-d).

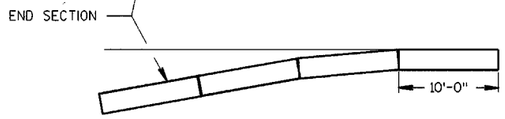
THE CRASH CUSHION SHALL BE MANUFACTURED, ASSEMBLED AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS DETAILED ELSEWHERE IN THE PLANS OR AS SHOWN ON THE APPROVED SHOP DRAWINGS. THE CRASH CUSHION PLATFORM SHALL BE ANCHORED TO EITHER 6 INCH MINIMUM CONCRETE PAVEMENT OR 3 INCH MINIMUM ASPHALTIC SURFACES THAT HAVE A PREPARED COMPACTED SUBBASE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

* WHEN BARRIERS ARE USED TO SEPARATE OPPOSING TRAFFIC, DELINEATORS ARE REQUIRED ON BOTH SIDES.

IMPORTANT:
DO NOT INTERMIX 12'-6" CONCRETE BARRIER WITH 10'-0" CONCRETE BARRIER IN ANY SINGLE RUN OR INSTALLATION.



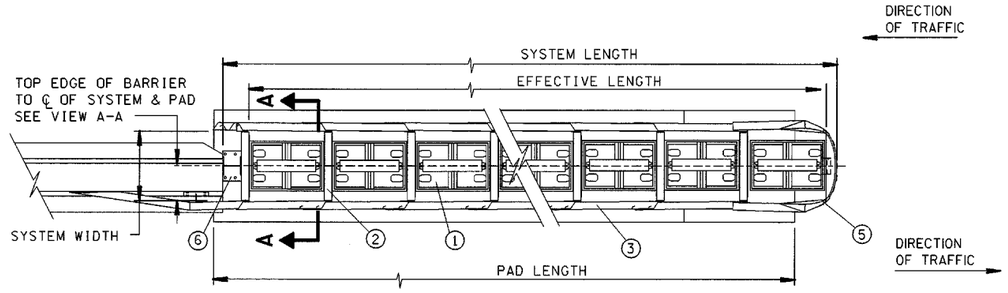
BARRIER ON CURVE



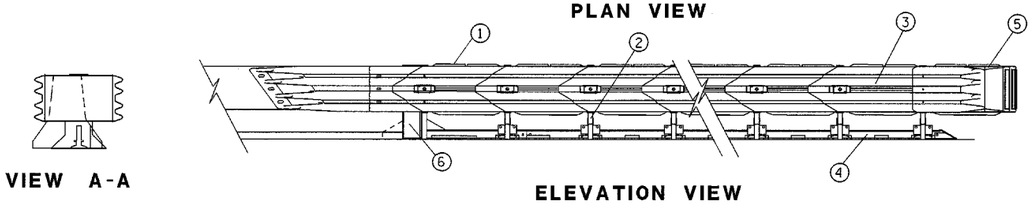
FLARE AT BARRIER END

OPERATING SPEED, MPH	FLARE RATE
40 OR LESS	10 : 1
50 OR MORE	15 : 1

① QUADGUARD CARTRIDGE
② DIAPHRAGM
③ FENDER PANEL
④ MONORAIL
⑤ NOSE ASSEMBLY
⑥ BACKUP



PLAN VIEW



ELEVATION VIEW

VIEW A-A

TYPICAL CRASH CUSHION

CONCRETE BARRIER TEMPORARY PRECAST END SECTION, 10'-0" AND PORTABLE CRASH CUSHION

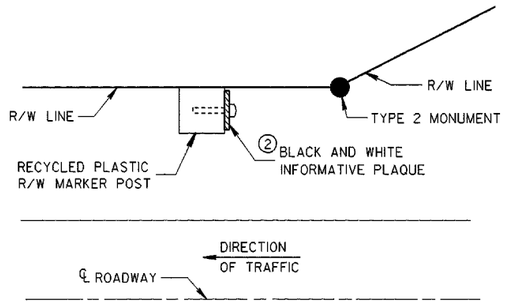
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/11/03
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

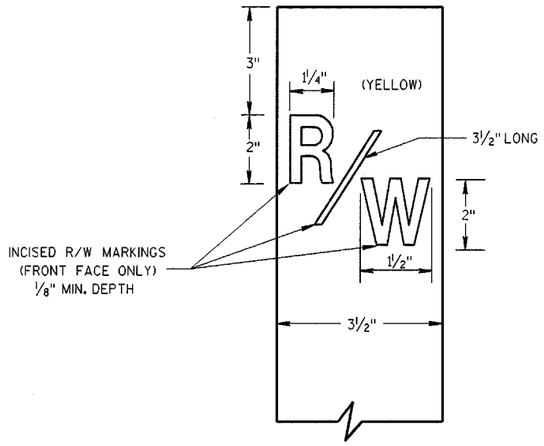
S.D.D. 14B 7-10f

S.D.D. 14B 7-10f

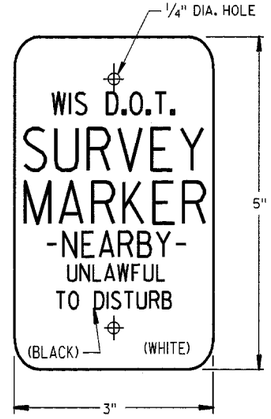


PLAN VIEW

TYPICAL LOCATION ②



RECYCLED PLASTIC
RIGHT-OF-WAY MARKER POST
FRONT FACE



INFORMATIVE PLAQUE ③

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.

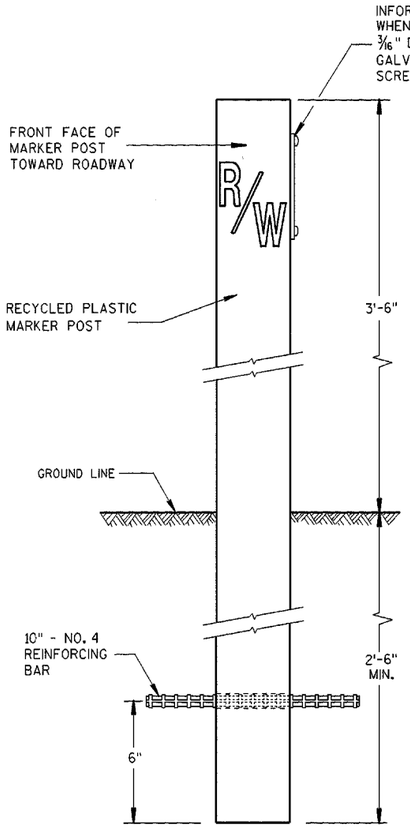
① POSTS SHALL BE ANCHORED AND SET INTO EXCAVATED HOLES AS ILLUSTRATED OR MAY BE DRIVEN AND ANCHORED INTO THE GROUND BY ALTERNATE DEVICES APPROVED BY THE ENGINEER.

② A MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED ADJACENT TO EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

③ INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION AND BE PLACED ON THE SIDE OF THE POST FACING THE TYPE 2 MONUMENT.

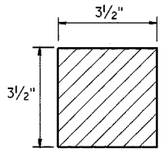
④ IN AREAS OF SOLID ROCK, DRILL A 1½" MIN. BORE HOLE INTO THE ROCK TO A DEPTH OF 12". CUT THE POST SO THAT A LENGTH OF 3'-6" PROTRUDES ABOVE THE GROUND. DRILL A ⅝" PILOT HOLE 1FOOT INTO THE BOTTOM OF THE POST. DRIVE A 2 FOOT PIECE OF NO. 6 REINFORCING BAR INTO THE POST. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH EPOXY, CONCRETE CEMENT OR EQUIVALENT. PLACE THE POST WITH THE EXTENDED REINFORCING BAR INTO THE BORE HOLE WITH ADHESIVE. DEPENDING ON THE STABILITY OF THE ROCK, DEPTH OF THE BORE HOLE AND REINFORCING BAR MAY BE INCREASED AT THE DIRECTION OF THE ENGINEER.

MARKING & SIGNING DETAILS

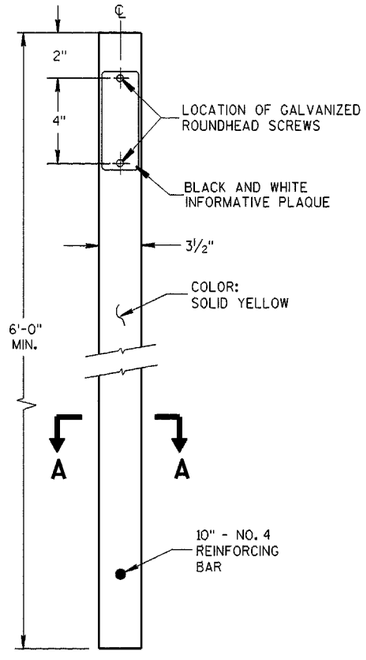


FRONT VIEW

TYPICAL INSTALLATION ①

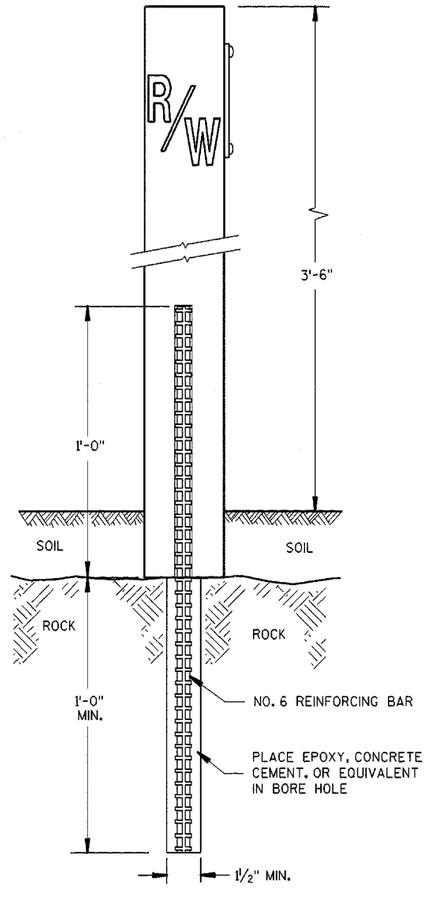


SECTION A-A



SIDE VIEW

STANDARD RECYCLED
PLASTIC MARKER POST



FRONT VIEW

ROCK INSTALLATION ④

MARKER POST
FOR RIGHT-OF-WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/3/03
DATE

Kenneth A. Brockman P.E.
CHIEF SURVEYING AND MAPPING ENGINEER

FHWA

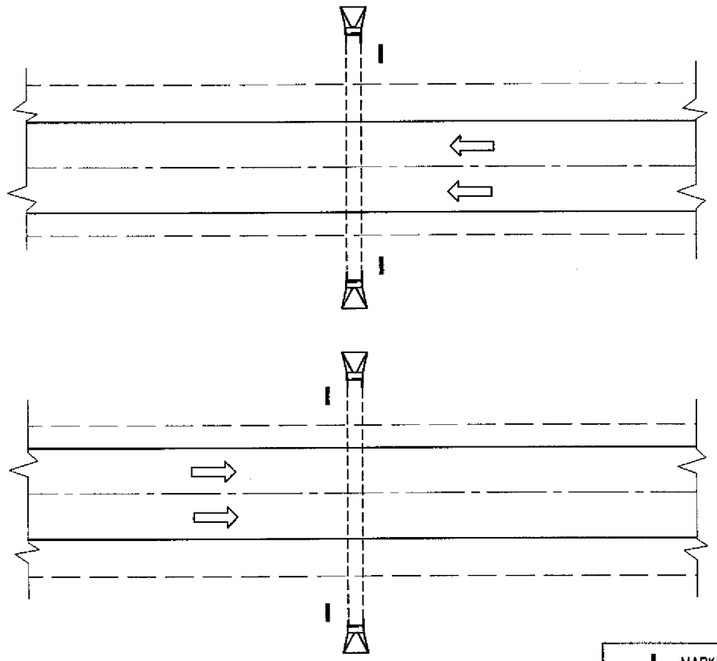
6

S.D.D. 15 A 1-9

S.D.D. 15 A 1-9

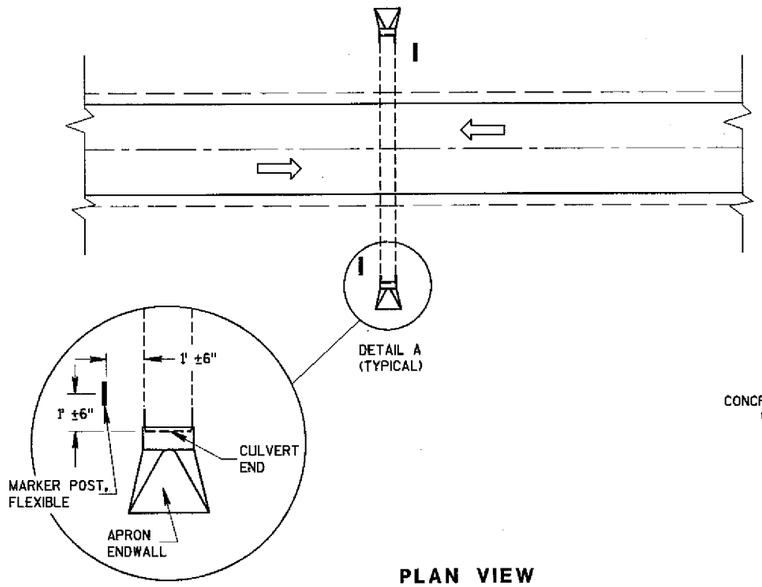
GENERAL NOTES

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



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

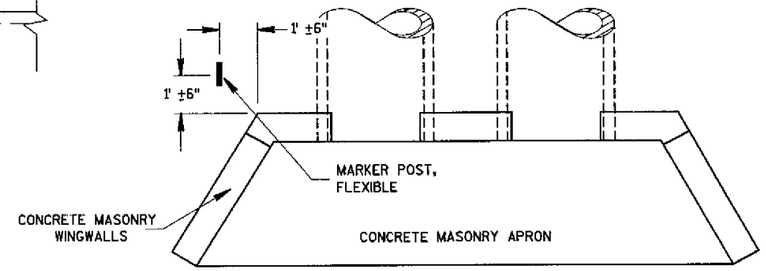
PLAN VIEW

UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

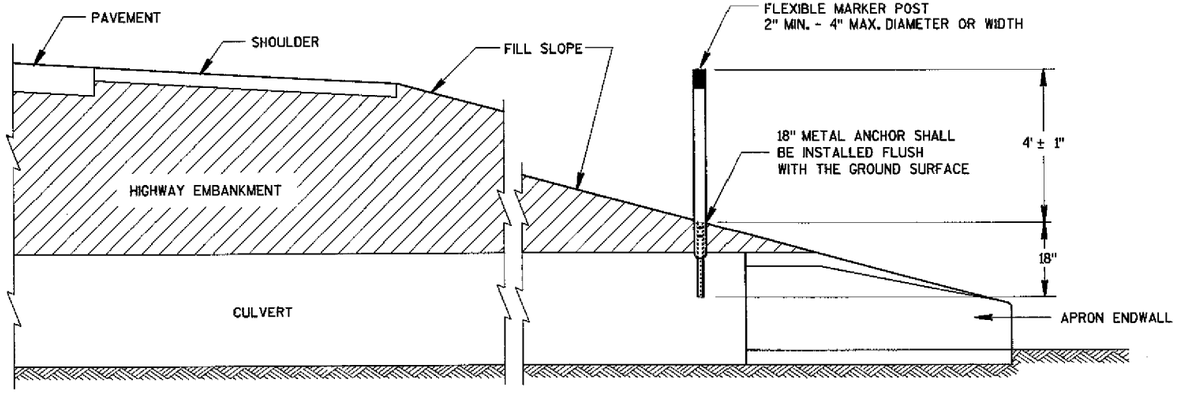
DIRECTION OF TRAFFIC FLOW

FLEXIBLE MARKER POST LOCATION



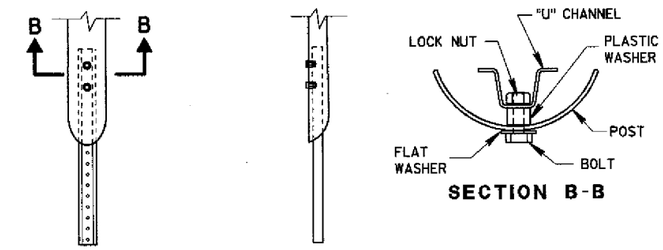
PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH



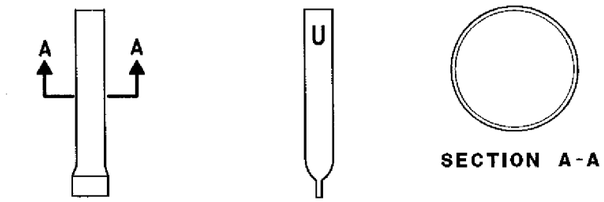
CROSS SECTION

FLEXIBLE MARKER POST



FRONT VIEW SIDE VIEW
CURVED MARKER

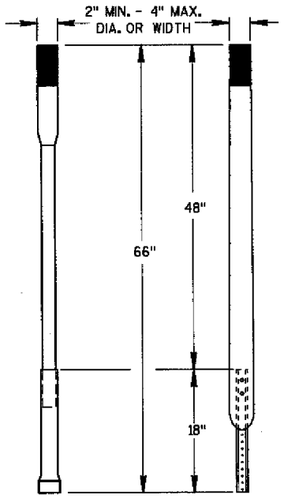
SECTION B-B



FRONT VIEW SIDE VIEW
ROUND MARKER

SECTION A-A

FLEXIBLE MARKER POST ANCHORS



ALTERNATE 1 ALTERNATE 2

FLEXIBLE MARKER POST

MARKER POST, FLEXIBLE, FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

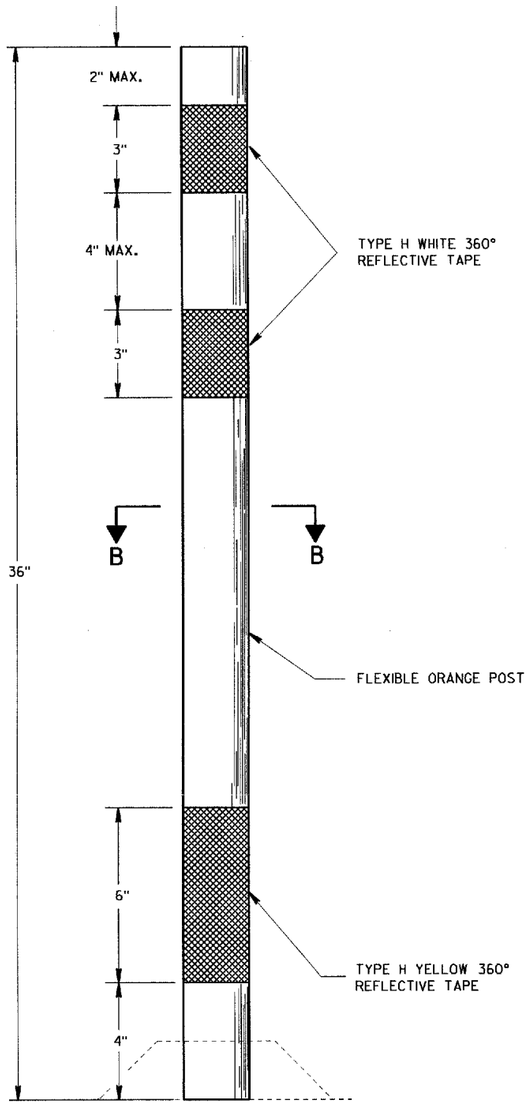
APPROVED 10/01/98
DATE

CHEIF ROADWAY DEVELOPMENT ENGINEER

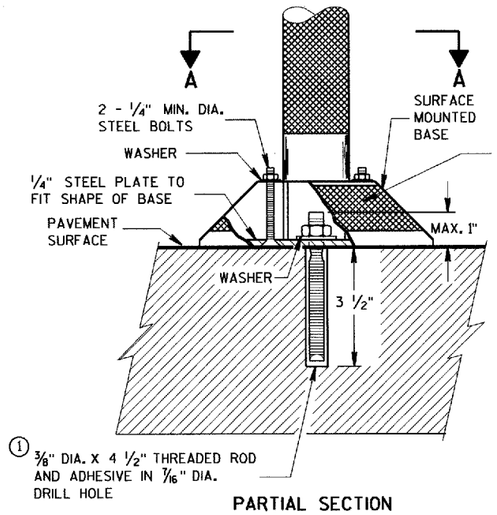
FHWA

S.D.D. 15 A 3-1

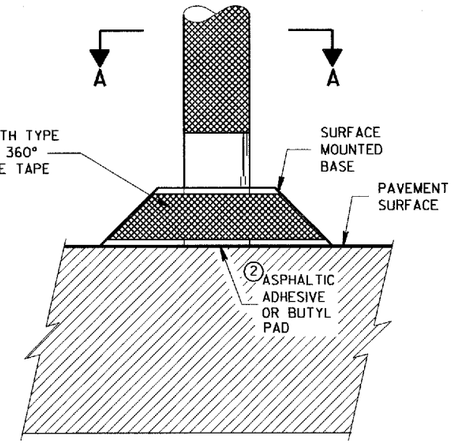
S.D.D. 15 A 3-1



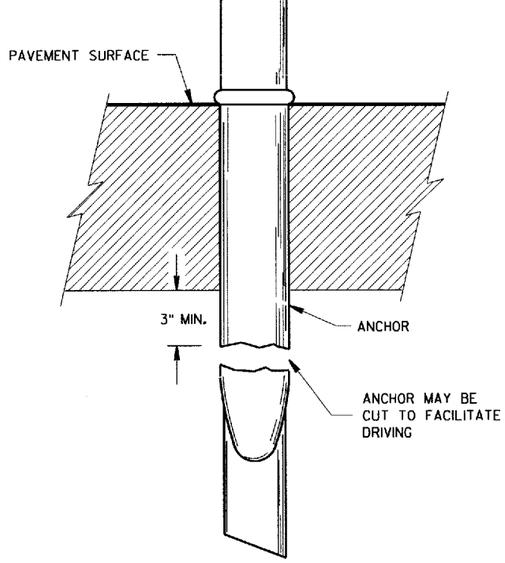
FLEXIBLE TUBULAR MARKER POST

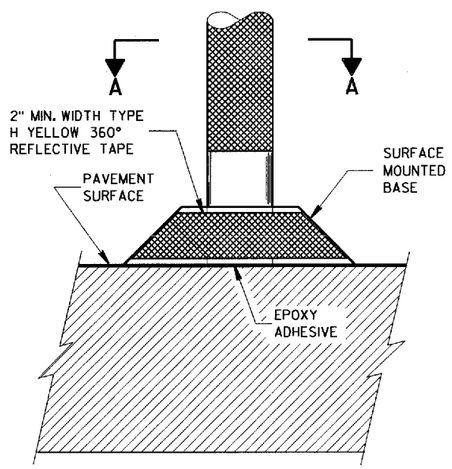


PARTIAL SECTION TO SHOW BOLTS



POST BASES ON NEW OR EXISTING PAVEMENT





POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

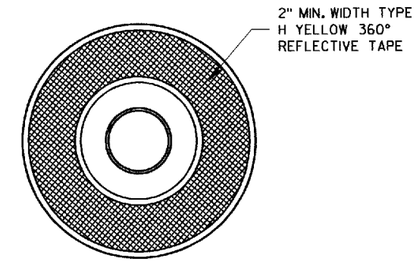
GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

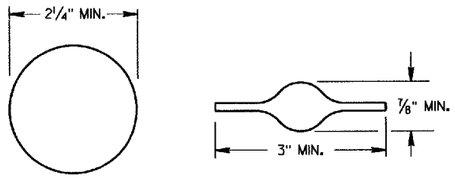
① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.

② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



SECTION A-A

SURFACE MOUNTED BASE



SECTION B-B

ALTERNATIVE SHAPES

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 2/17/94 DATE
Seth T. Rusch
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

S.D.D. 15 C 11-5

S.D.D. 15 C 11-5

TWO-LANE ROADWAY

SYMBOLS

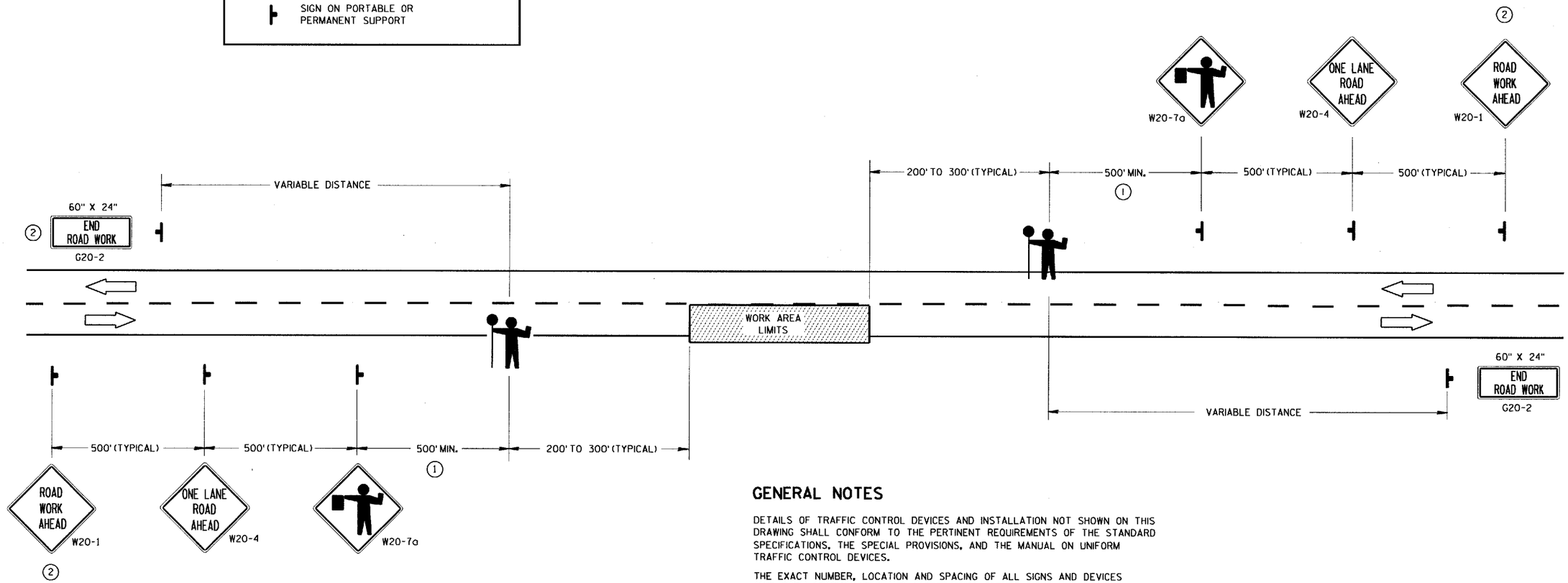
WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT

W20-7b

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.

② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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 DIRECTED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

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, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

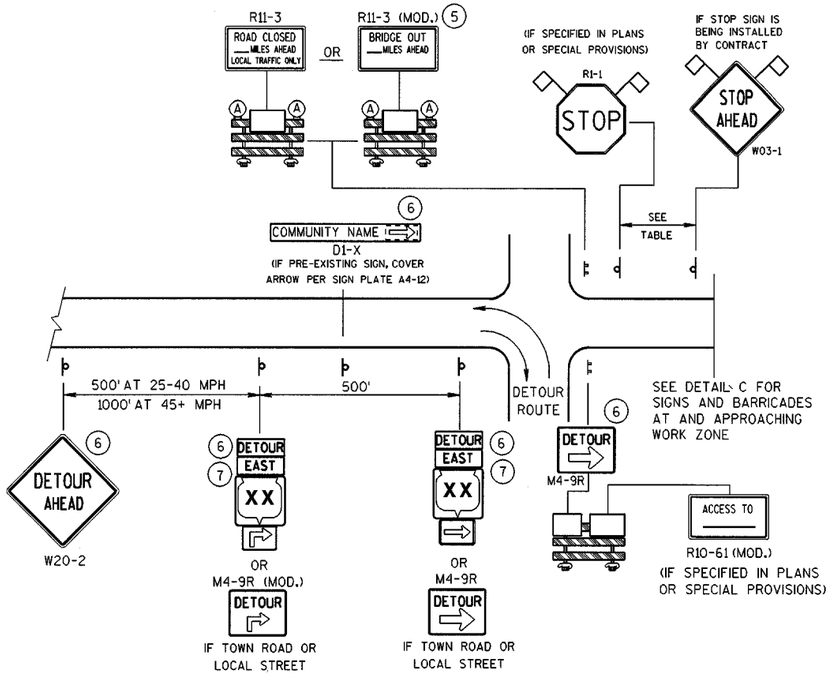
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/17/94 Peter F. Rusch
DATE STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 15 C 12-2

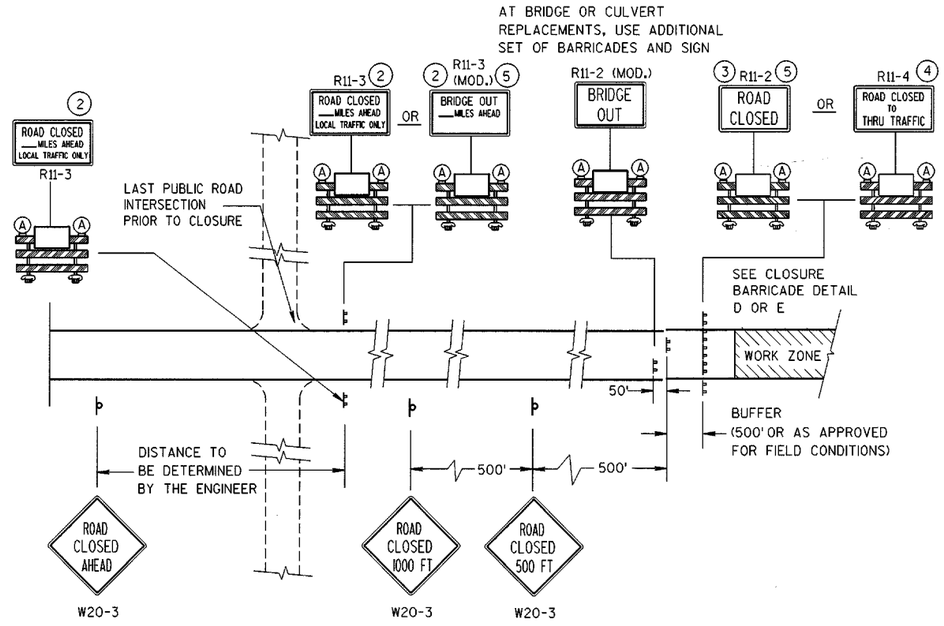
S.D.D. 15 C 12-2



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

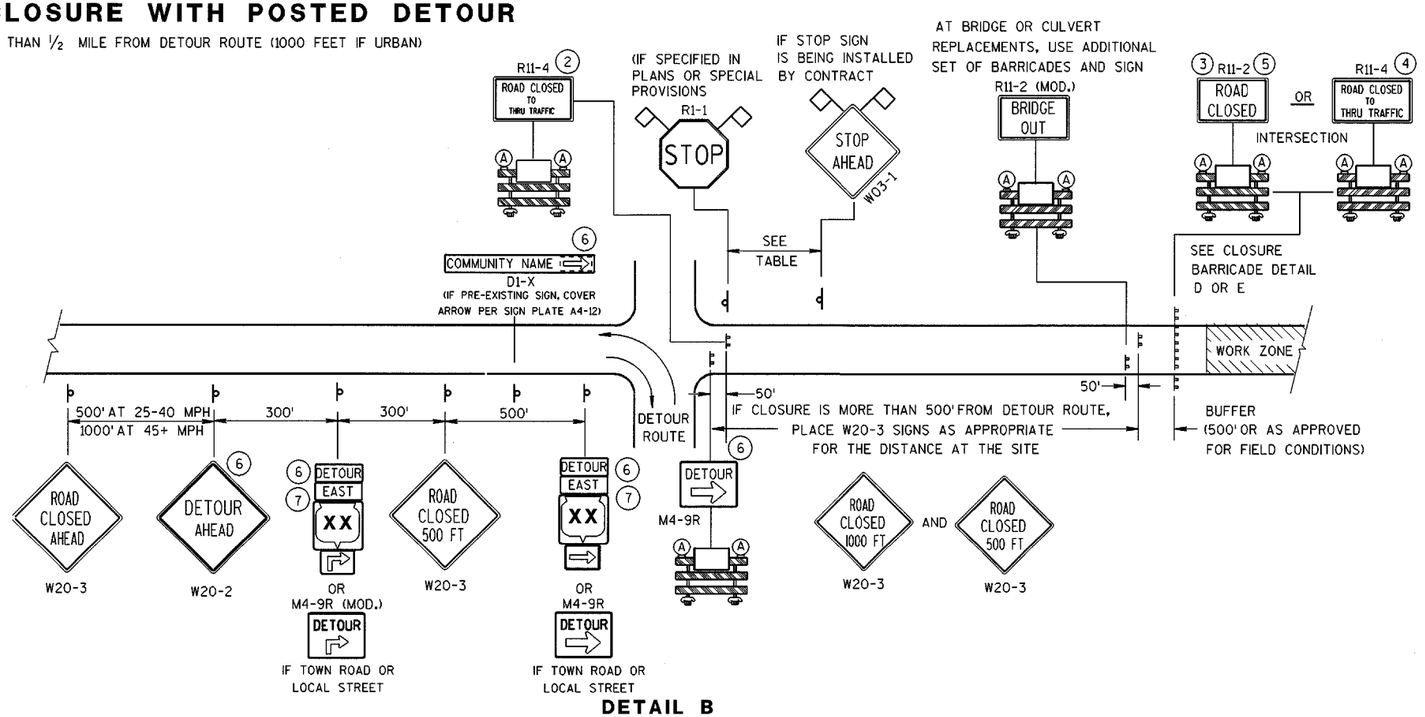


SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SEE SDD 15C2-4b FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

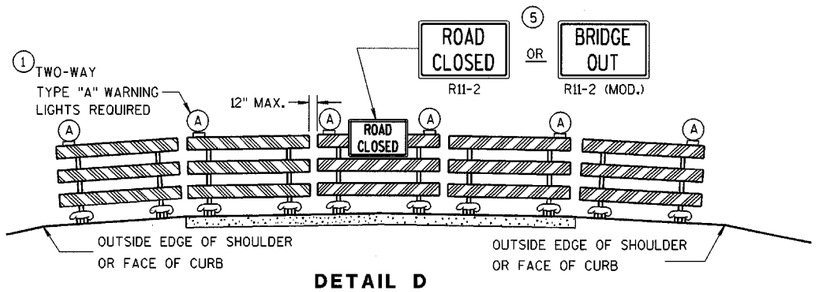
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 2-4a

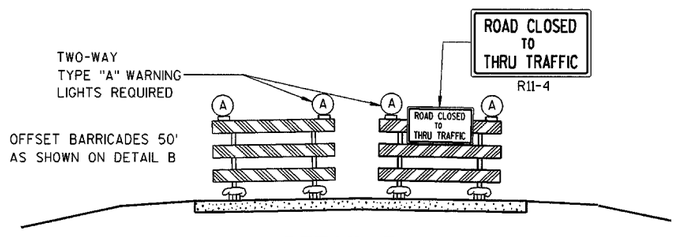
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND 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.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

6

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/16/03
DATE

Thomas N. Notbohm for
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 2-4b

S.D.D. 15 C 2-4b

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.

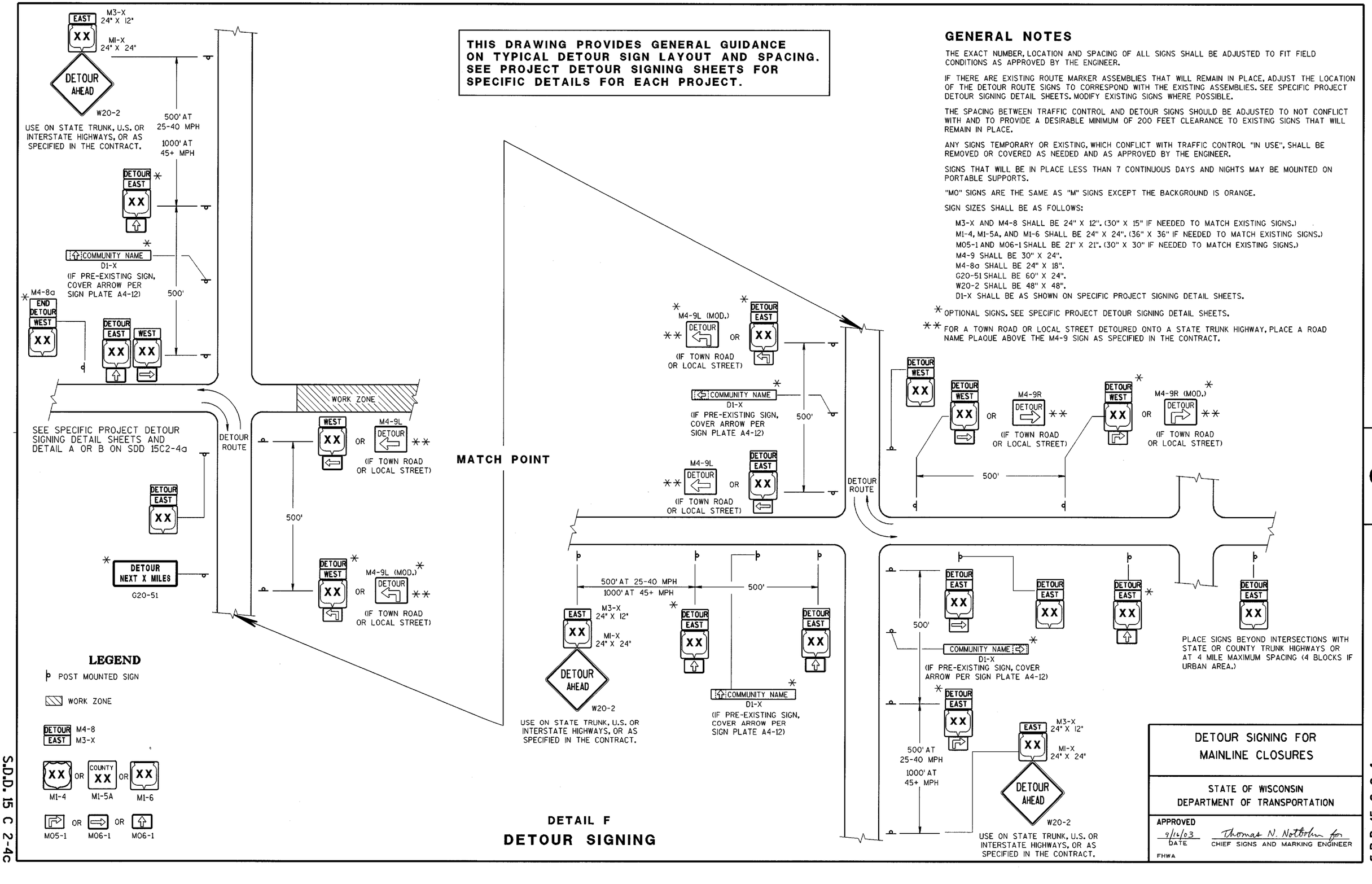
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

M3-X AND 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.)
M05-1 AND M06-1 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.



LEGEND

- POST MOUNTED SIGN
- WORK ZONE
- DETOUR EAST M4-8 / M3-X
- XX OR COUNTY XX OR XX — M1-4, M1-5A, M1-6
- M05-1 OR M06-1 OR M06-1

DETAIL F

DETOUR SIGNING

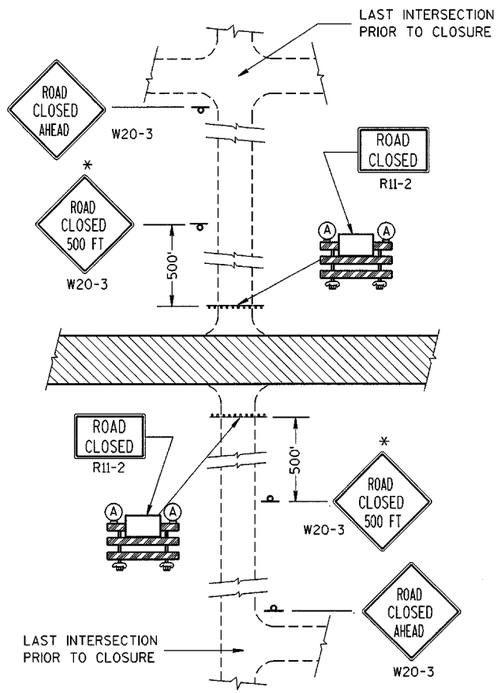
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/16/03 DATE
Thomas N. Nottbusch for CHIEF SIGNS AND MARKING ENGINEER
FHWA

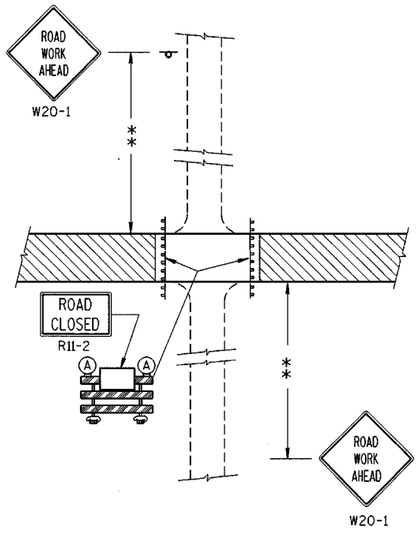
S.D.D. 15 C 2-4c

S.D.D. 15 C 2-4c



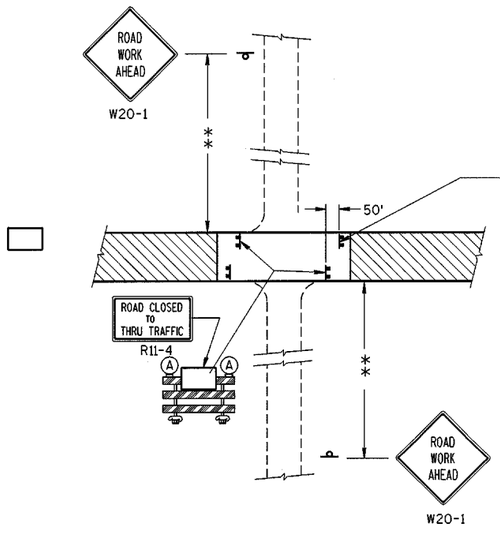
DETAIL 1

(NO ACCESS TO PROJECT)



DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).

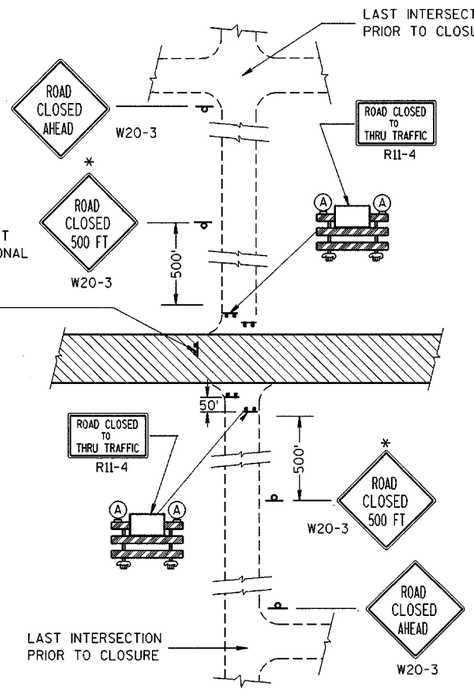


DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR,
LOCAL BUSINESS AND RESIDENT ACCESS).

FOR BRIDGE OR CULVERT REPLACEMENT, USE ADDITIONAL SIGN ON BARRICADE

BRIDGE OUT
XX MILES AHEAD
R11-3 (MOD.)



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

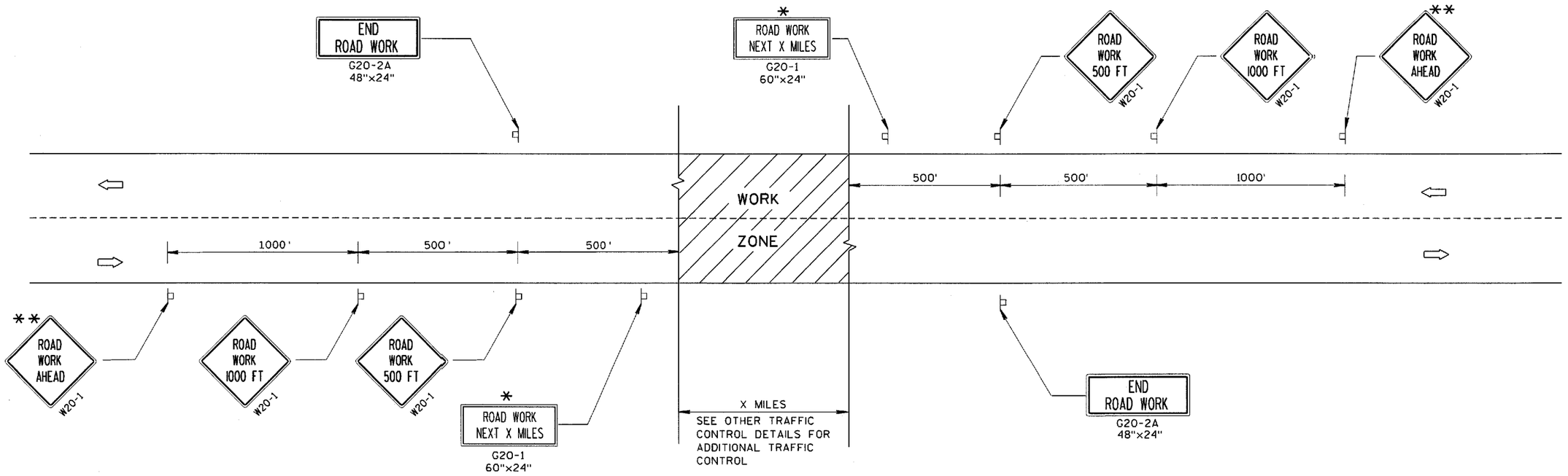
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/16/03 DATE
Thomas N. Notbohm for CHIEF SIGNS AND MARKING ENGINEER
FHWA

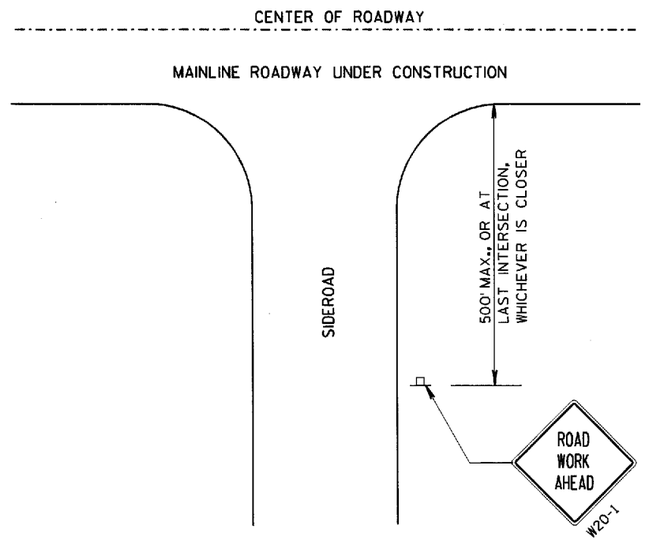
6

S.D.D. 15 C 3-1

S.D.D. 15 C 3-1



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 W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL.
ADVANCE WARNING SIGNS
45 M.P.H. OR GREATER
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

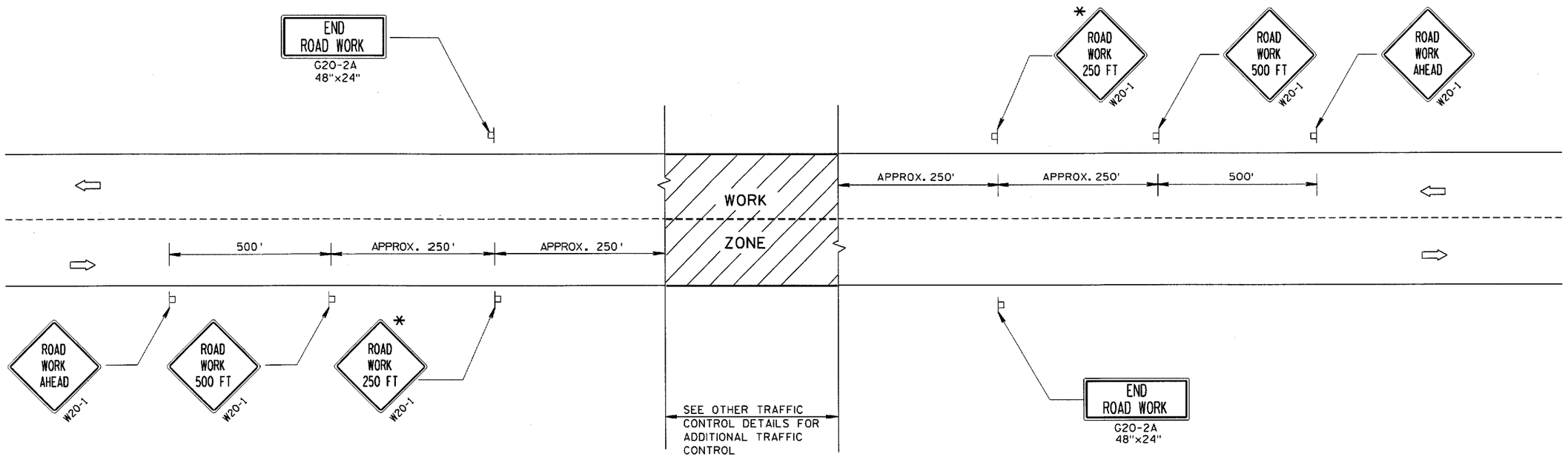
APPROVED
5/23/00
DATE

Chista J. Sprey
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 4-1

S.D.D. 15 C 4-1



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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

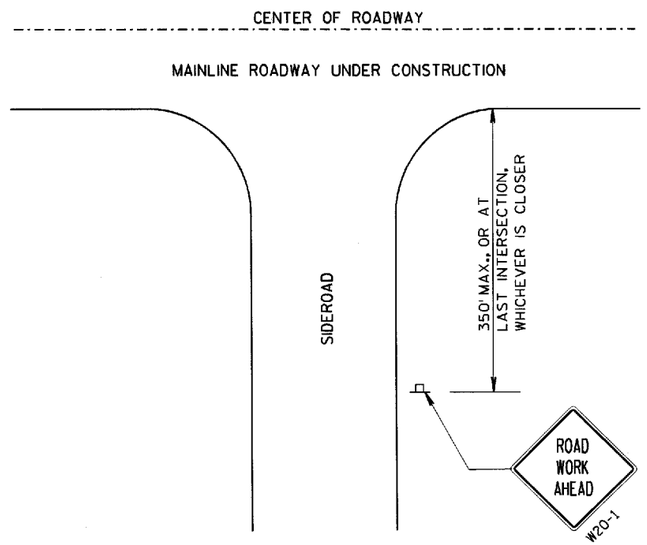
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

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.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL.
ADVANCE WARNING SIGNS
40 M.P.H. OR LESS
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

Chester J. Spang
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 5-1

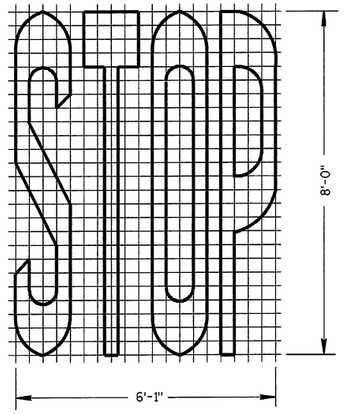
S.D.D. 15 C 5-1

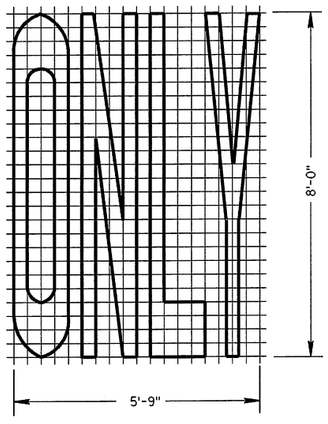
GENERAL NOTES

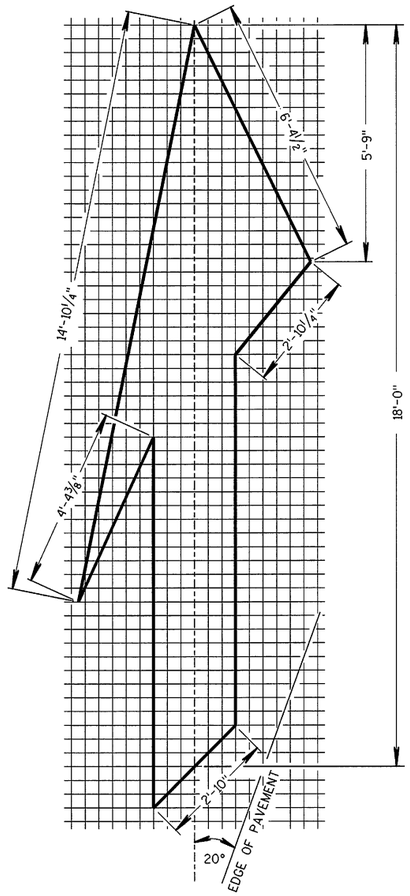
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

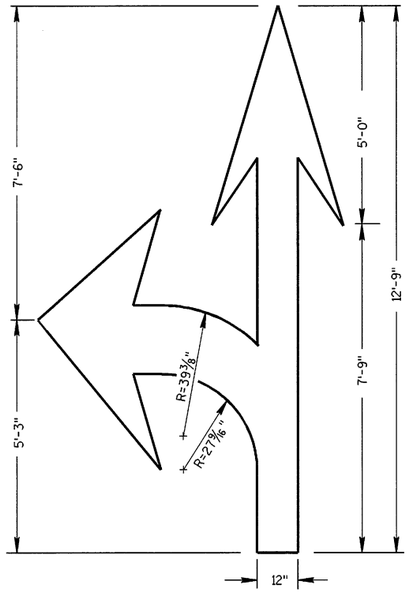
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.





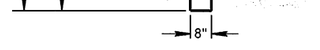


TYPE 5 LANE DROP ARROW

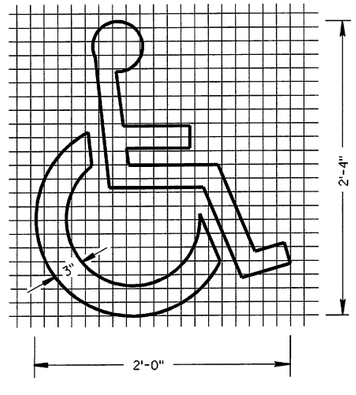


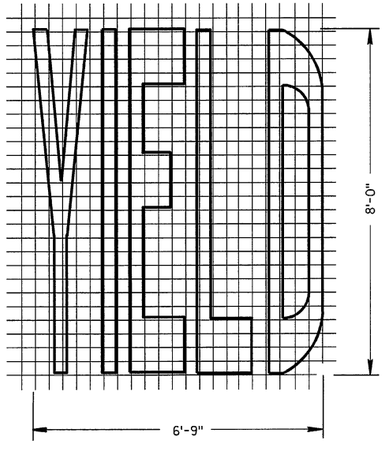
TYPE 3

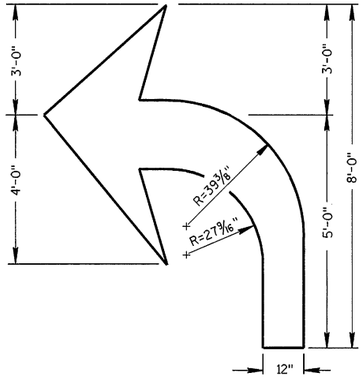
PREFERENTIAL LANE SYMBOL



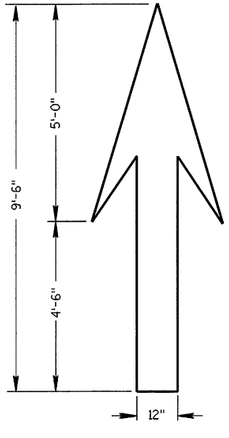
TYPE 4







TYPE 2



TYPE 1

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/04
DATE

Thomas N. Nottbusch
STATE TRAFFIC ENGINEER OF DESIGN

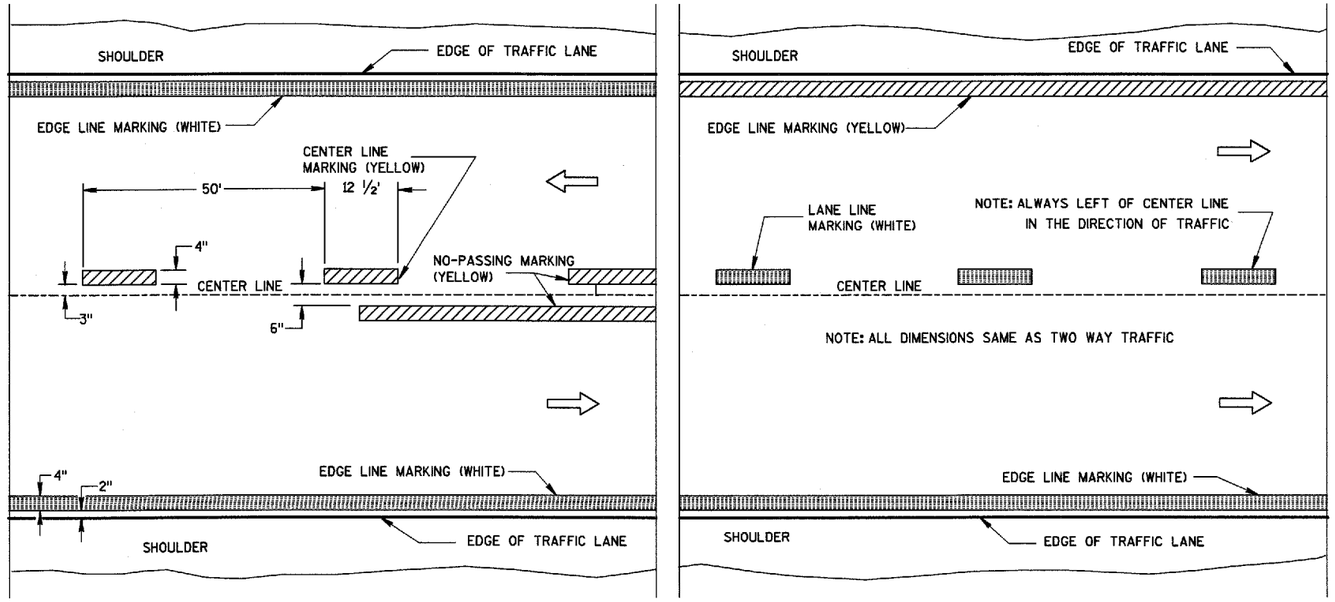
FHWA

6

S.D.D. 15 C 7-7a

6

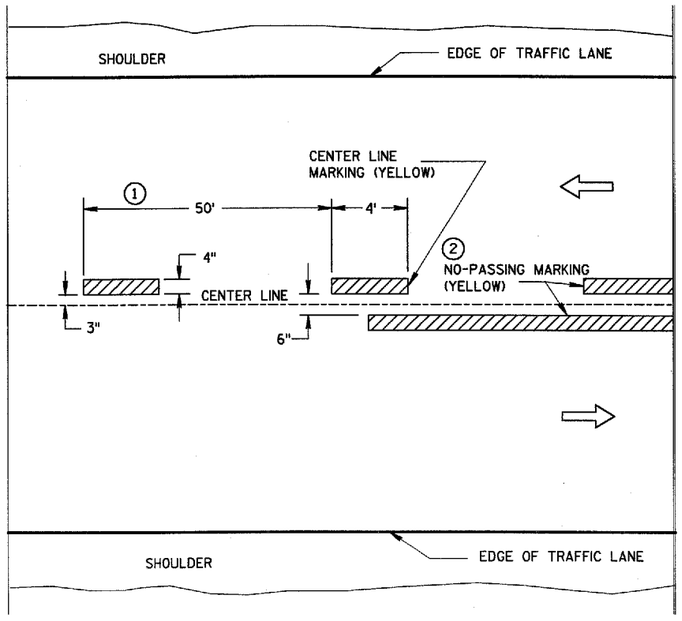
S.D.D. 15 C 7-7a



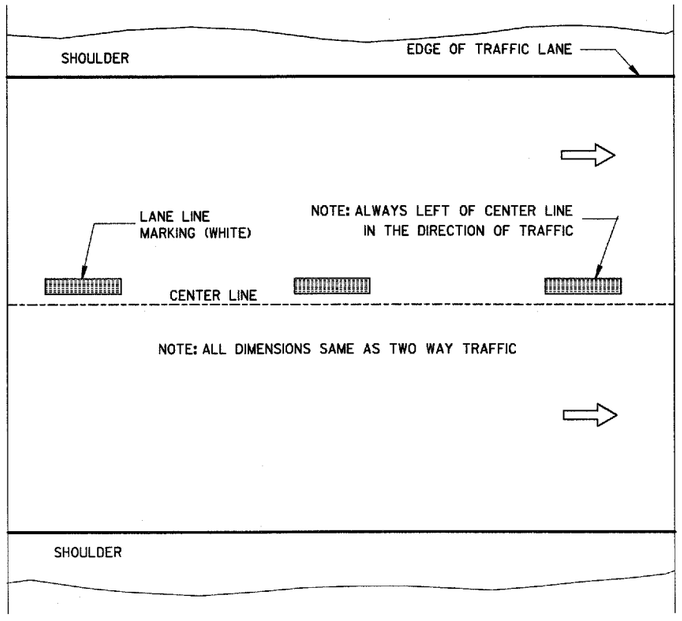
TWO WAY TRAFFIC

ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

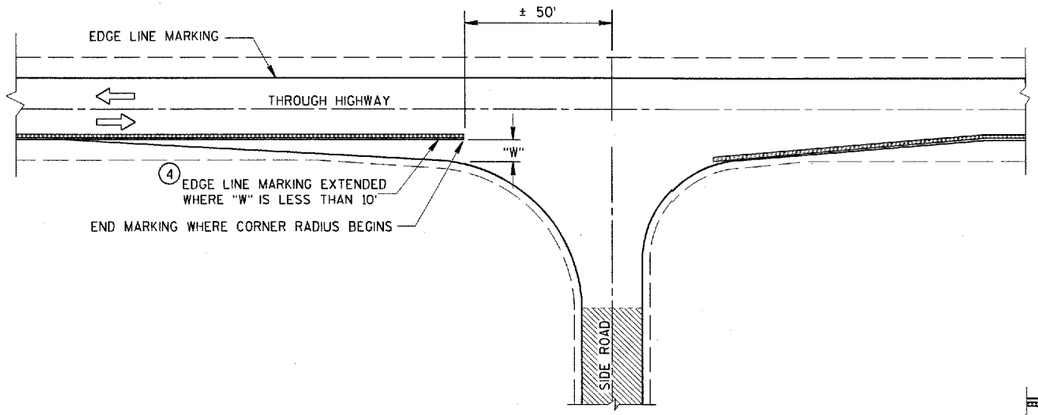
PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-17-00
DATE
Charles I. Spang
CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 C 8-9a

S.D.D. 15 C 8-9a

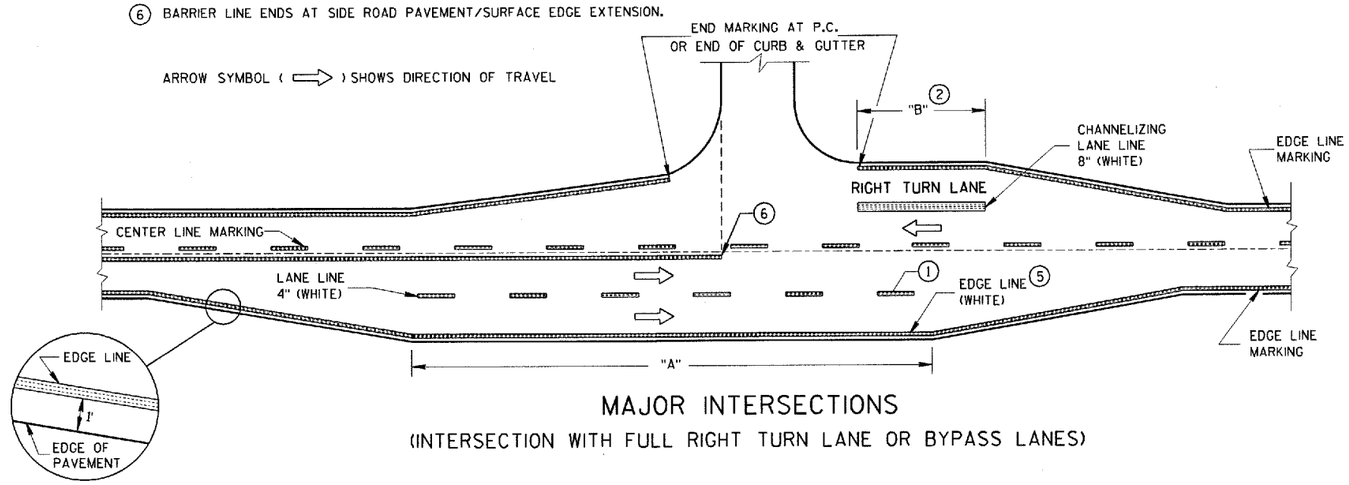


MINOR INTERSECTION WITHOUT CURBS

NOTES

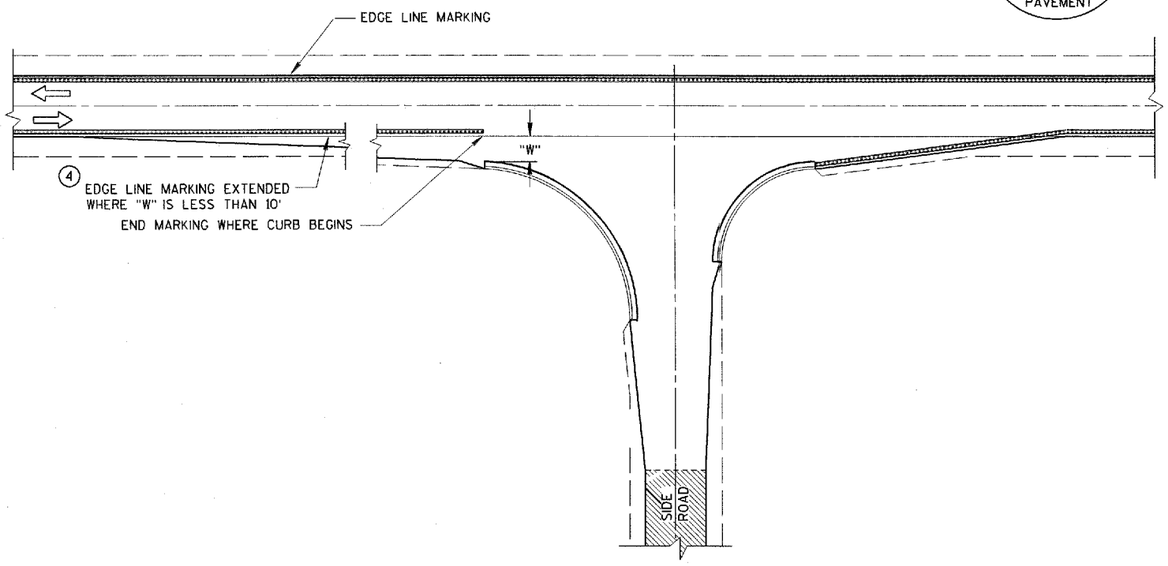
EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

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. ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
4. LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10' OR MORE.
5. THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
6. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.



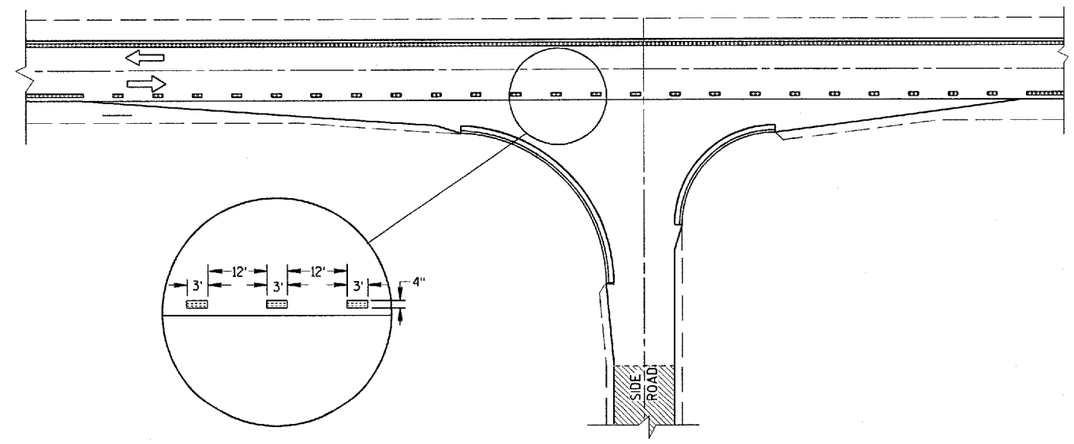
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

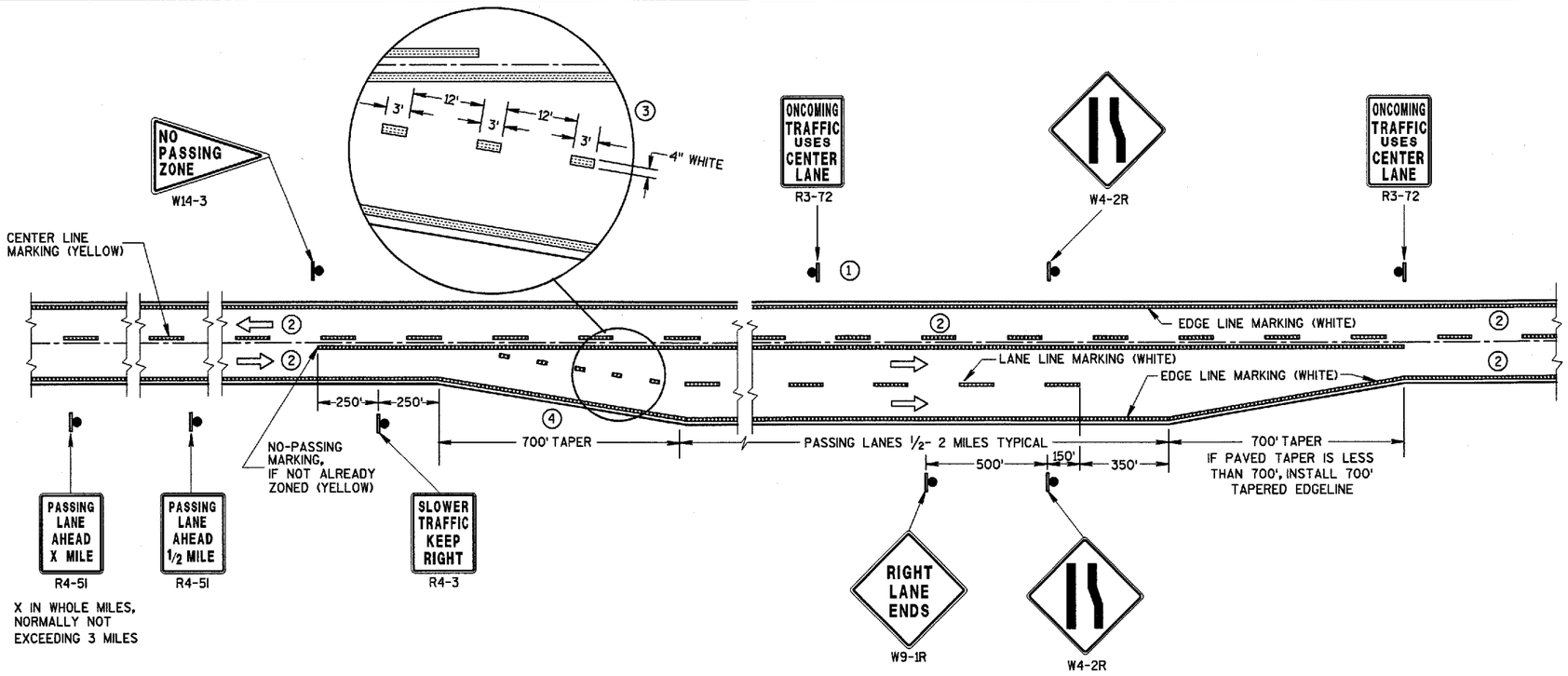
3 (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

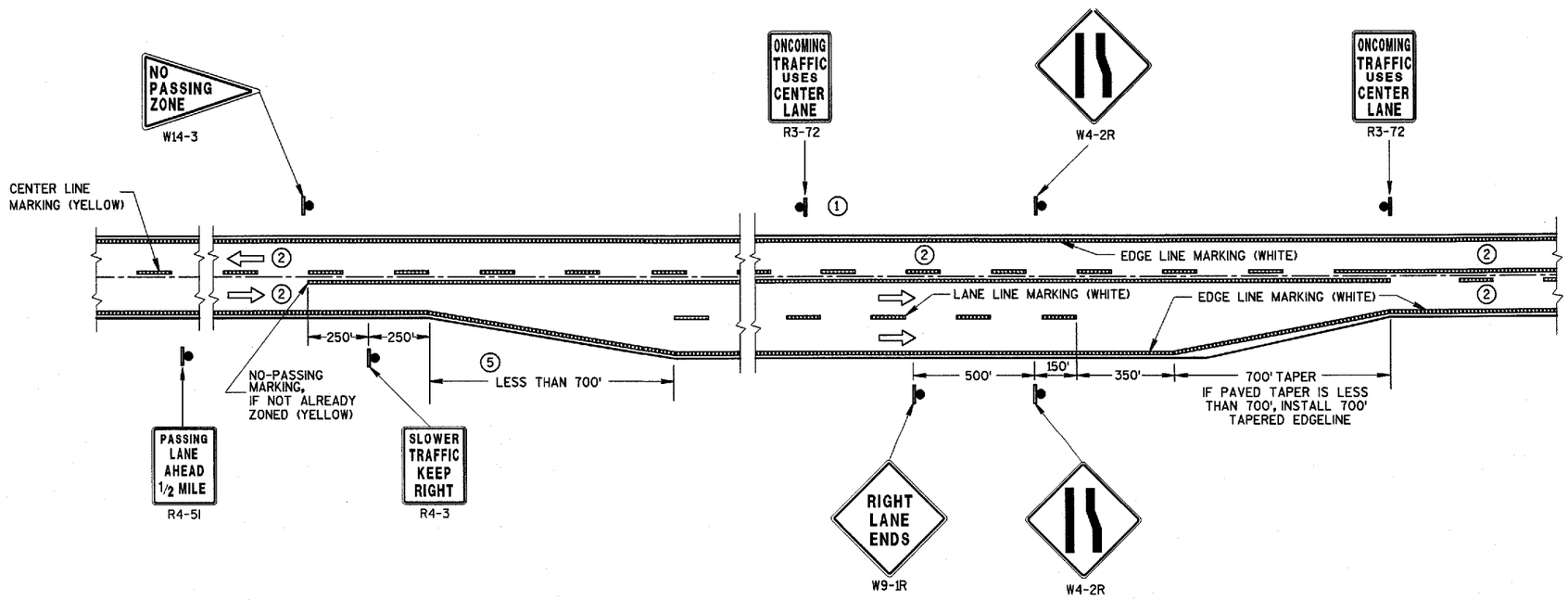
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-9b

S.D.D. 15 C 8-9b



PASSING LANE & CLIMBING LANE



CLIMBING LANE (SHORT ENTRANCE TAPER)

GENERAL NOTES

1. SIGN R3-72 SHALL BE REPEATED AT ½ MILE INCREMENTS WHERE THE ADDED LANE IS LONGER THAN ½ MILE. (NOT NECESSARY IF MARKED NO-PASSING)
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE PAVEMENT MARKING SHALL BE 700 FEET.
4. WHEN THE SHOULDER WIDTH IN THE PASSING LANE OR CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT GUIDE TRAFFIC TO THE RIGHT IN THE ENTRANCE TAPER AREA WITH SKIP-DASH PAVEMENT MARKING.
5. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT GUIDE TRAFFIC TO THE RIGHT IN THE ENTRANCE TAPER AREA WITH SKIP-DASH PAVEMENT MARKING.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(CLIMBING LANE &
PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-9c

S.D.D. 15 C 8-9c

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.

W20-1 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.

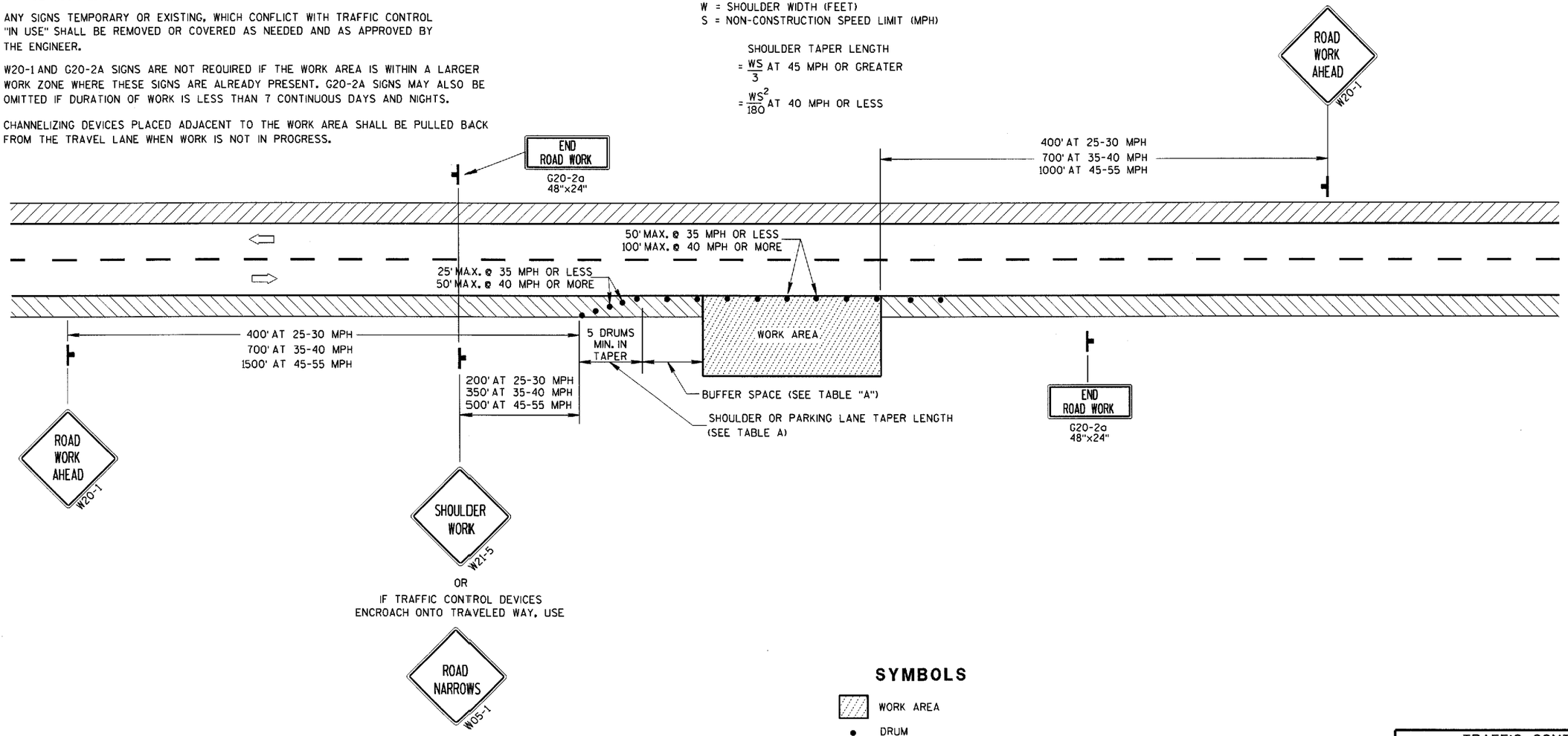
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
$= \frac{WS}{3}$ AT 45 MPH OR GREATER
$= \frac{WS^2}{180}$ AT 40 MPH OR LESS



SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

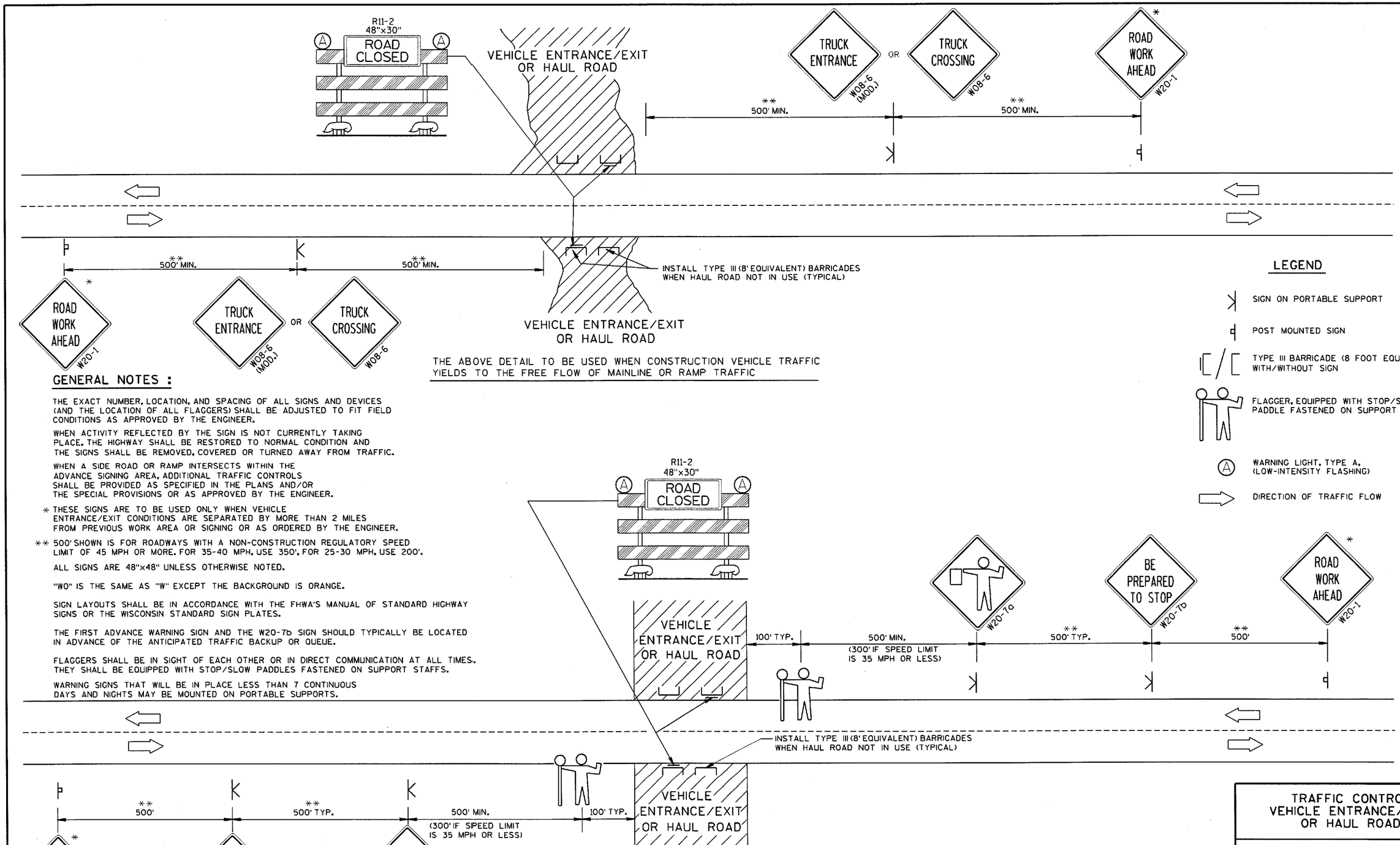
TRAFFIC CONTROL,
WORK ON SHOULDER OR
PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
Chester J. Spears
CHIEF SIGNS AND MARKING ENGINNEER
FHWA

S.D.D. 15 D 28-1

S.D.D. 15 D 28-1



GENERAL NOTES :

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.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS ORDERED BY THE ENGINEER.

** 500' SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350'. FOR 25-30 MPH, USE 200'.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" 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.

THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

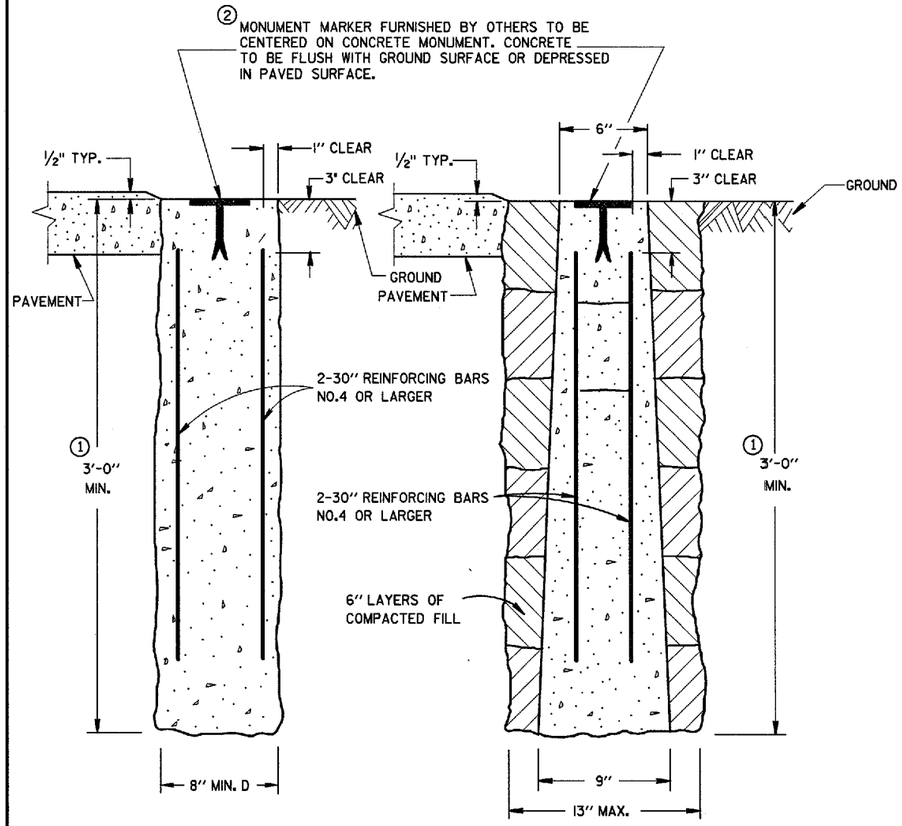
TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
Chester J. Spang CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 D 29-1

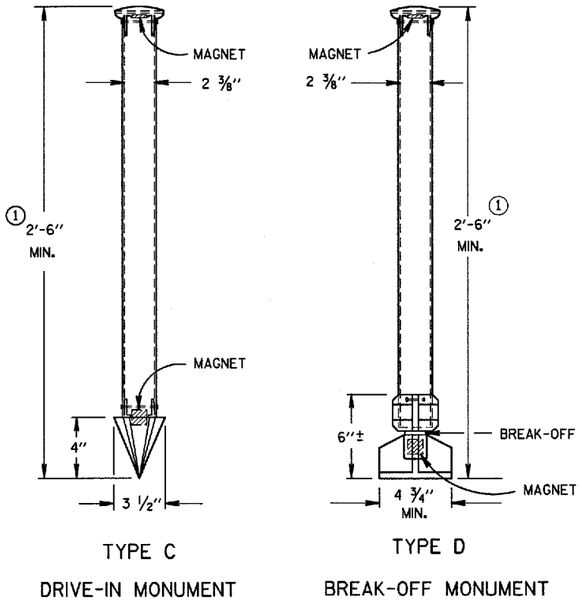
S.D.D. 15 D 29-1



CAST-IN-PLACE PRECAST

CONCRETE MONUMENTS

TYPE A



TYPE C TYPE D

DRIVE-IN MONUMENT BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

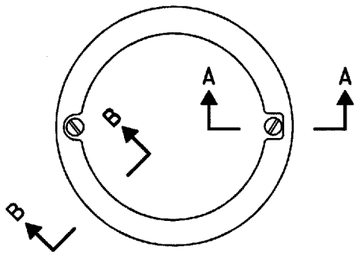
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

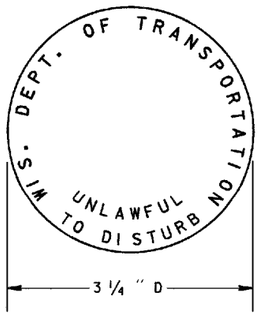
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

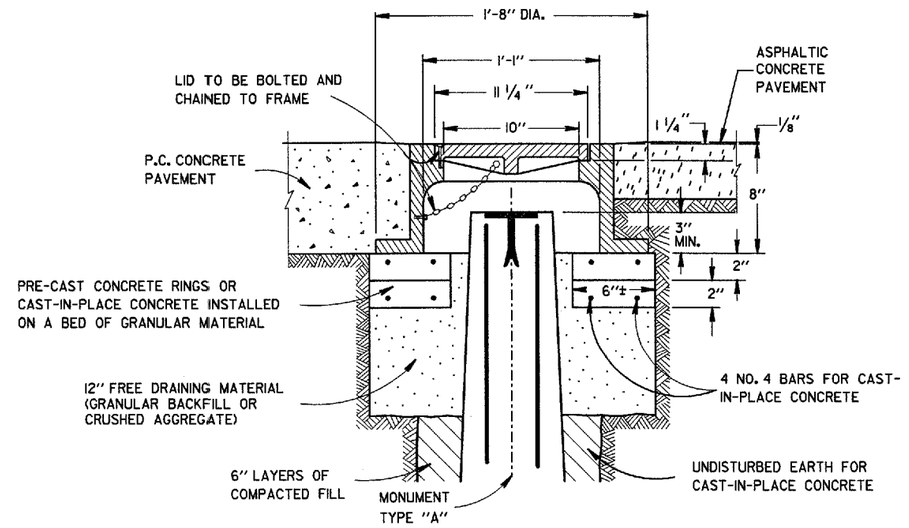


TOP VIEW



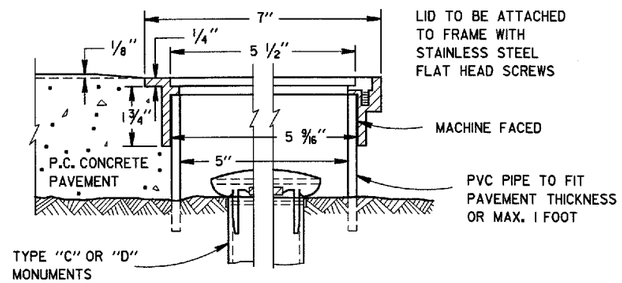
② WIS DOT MONUMENT MARKER LOGO

FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

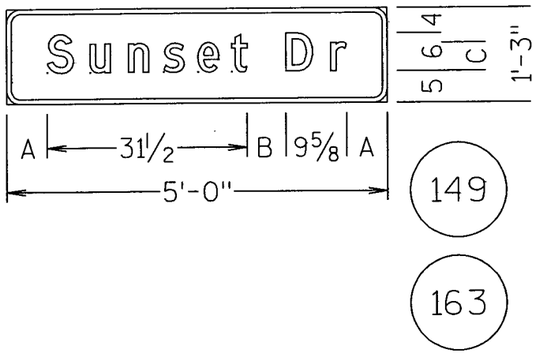
APPROVED 9/22/99 DATE

Roger L. Trinastich
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 16 A 1-6

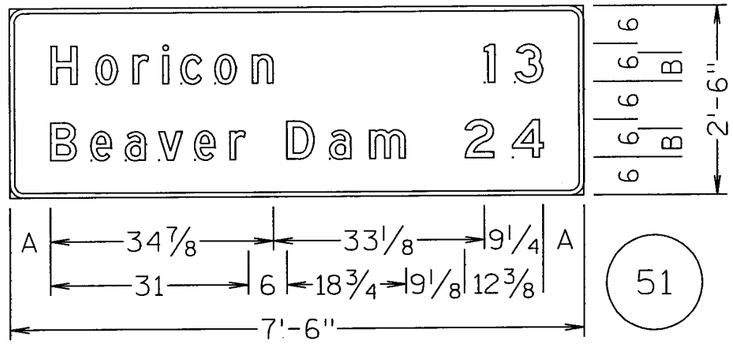
S.D.D. 16 A 1-6



149

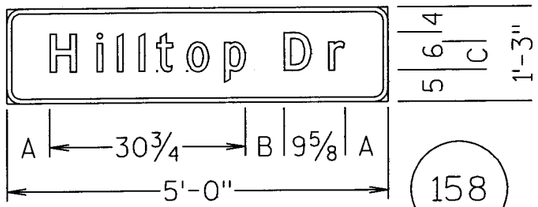
163

3/4" BORDER
2 1/4" RADIUS
M1-94
A= 6 3/8"
B= 6 1/8"
C= 4 1/2"



51

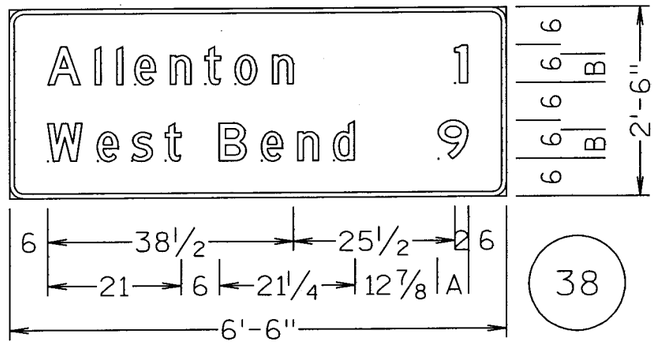
3/4" BORDER
2 1/4" RADIUS
D2-2
A= 6 3/8"
B= 4 1/2"



158

164

3/4" BORDER
2 1/4" RADIUS
M1-94
A= 6 3/4"
B= 6 1/8"
C= 4 1/2"



38

3/4" BORDER
2 1/4" RADIUS
D2-2
A= 4 7/8"
B= 4 1/2"

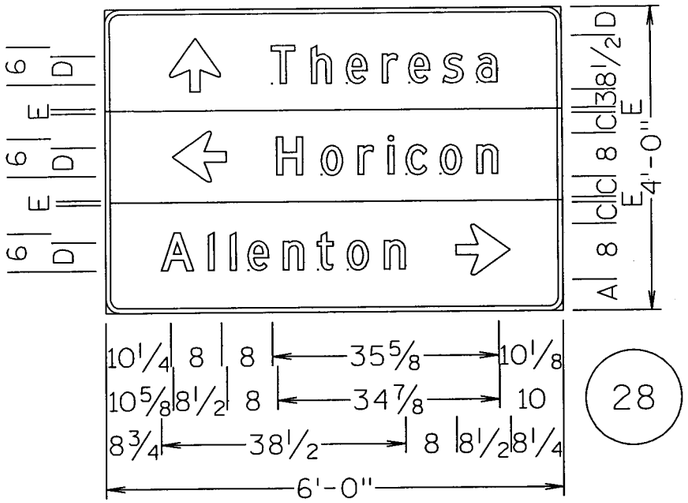
GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIRMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE PLANS.
2. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET ARE "SIGNS, TYPE II".
3. UNLESS OTHERWISE NOTED, TYPE II SIGNS ON THIS SHEET SHALL HAVE "TYPE H REFLECTIVE SHEETING" AND, "TYPE H MESSAGE MATERIAL".
4. UNLESS OTHERWISE NOTED, ALL SIGNS SHOWN ON THIS SHEET SHALL HAVE A GREEN BACKGROUND AND WHITE MESSAGE.
5. ALL UPPER CASE MESSAGE (EXCEPT ON SHIELDS OR WHERE OTHERWISE NOTED) SHALL BE "SERIES E, MODIFIED". ALL LOWERCASE MESSAGE WITH AN INITIAL UPPERCASE LETTER SHALL BE "SERIES E, MODIFIED".
6. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
7. DO NOT SCALE.

7

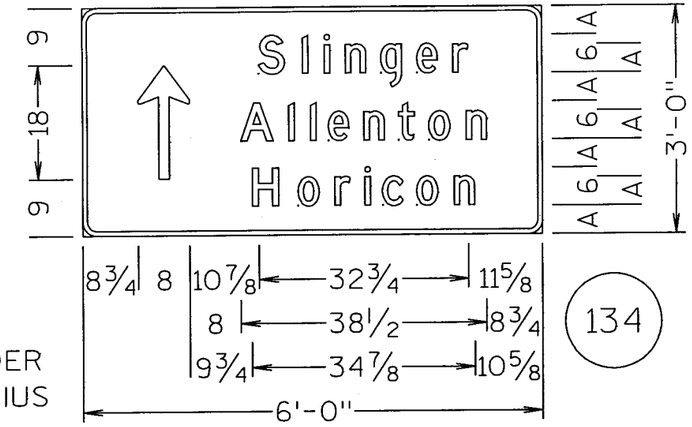
7

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	SIGNING DETAIL - TYPE 1 SIGNS	SCALE: 0 1/2" 1"	SHEET 243	E



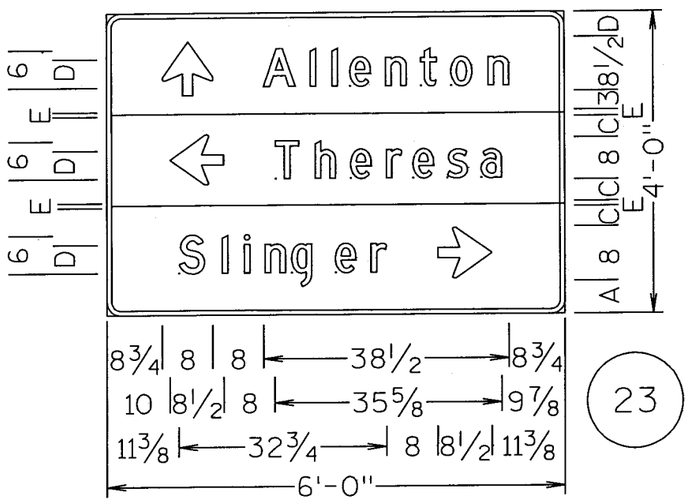
28

3/4" BORDER
2 1/4" RADIUS
D1-3
A= 4 3/4"
C= 3 1/4"
D= 4 1/2"
E= 3/4"



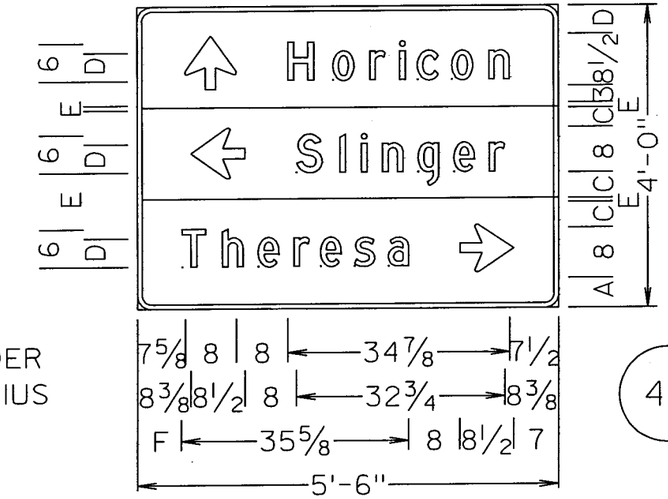
134

3/4" BORDER
2 1/4" RADIUS
D1-3
A= 4 1/2"



23

3/4" BORDER
2 1/4" RADIUS
D1-3
A= 4 3/4"
C= 3 1/4"
D= 4 1/2"
E= 3/4"



40

3/4" BORDER
2 1/4" RADIUS
D1-3
A= 4 3/4"
C= 3 1/4"
D= 4 1/2"
E= 3/4"
F= 6 7/8"

GENERAL NOTES:

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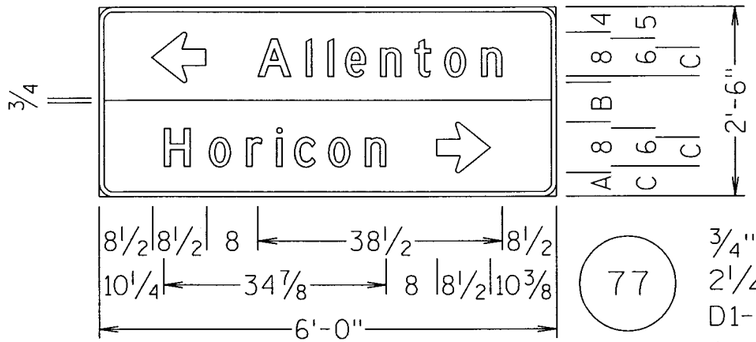
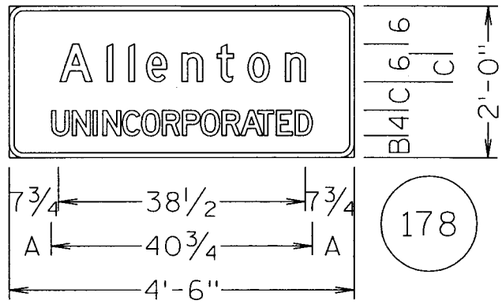
6. THE SIGN NUMBER IS DENOTED IN THE CIRCLE NEAR EACH DETAIL.
7. DO NOT SCALE.



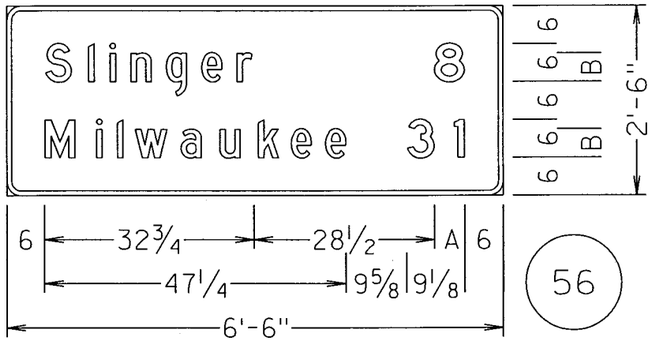
77

3/4" BORDER
2 1/4" RADIUS
D1-2
A= 3 3/4"
B= 6 1/4"
C= 4 1/2"



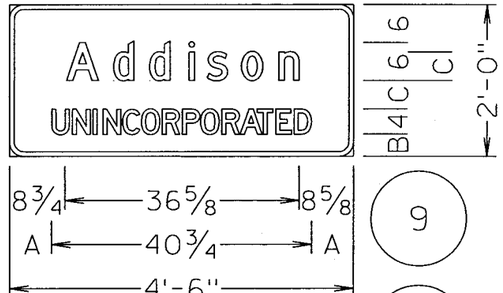
178

3/4" BORDER
2 1/4" RADIUS
12-3
A= 6 5/8"
B= 3 1/2"
C= 4 1/2"



56

3/4" BORDER
2 1/4" RADIUS
D2-2
A= 4 3/4"
B= 4 1/2"



9
27
41
131

3/4" BORDER
2 1/4" RADIUS
12-3
A= 6 5/8"
B= 3 1/2"
C= 4 1/2"

GENERAL NOTES:

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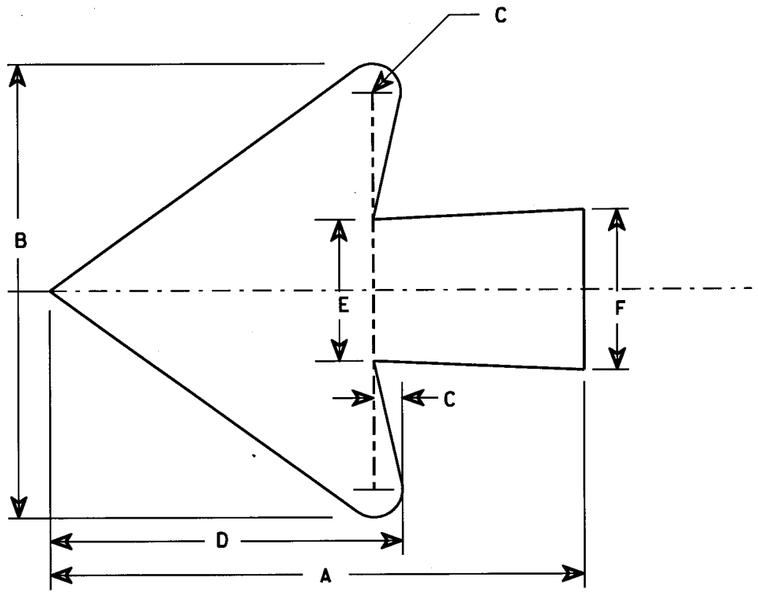
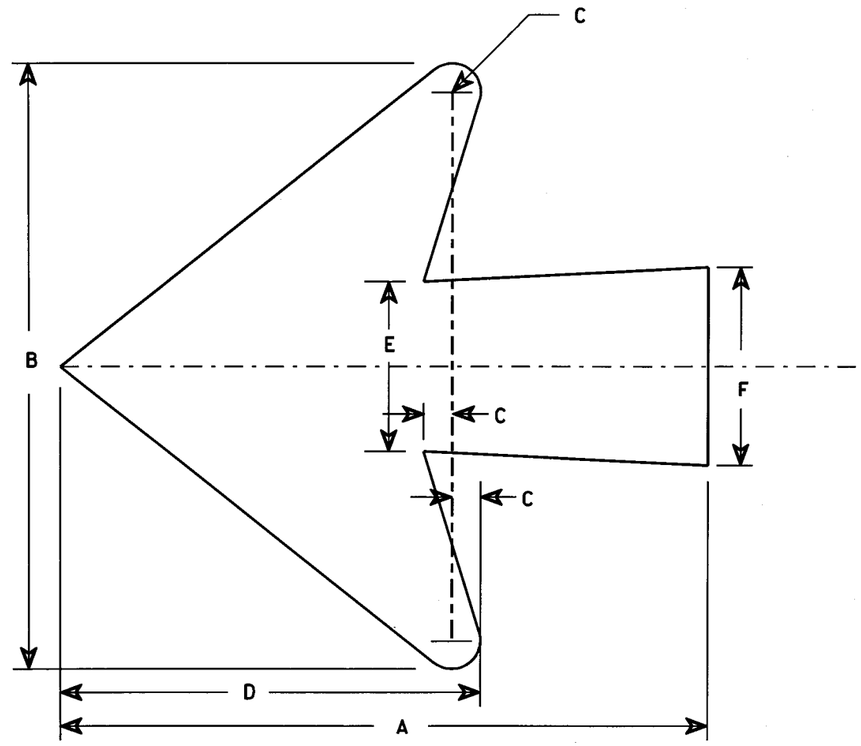
7. DO NOT SCALE.



Lower Case Copy Size	Right or Left	A * 2 Town	A * 3 Town	B	C	D	E	F
3¾ Series C	7	11	18	6	⅜	4⅝	1⅞	2⅛

* Indicates Ahead and Tilt for 2 & 3 Town applications.



Lower Case Copy Size	Right or Left	A * 2 Town	A * 3 Town	B	C	D	E	F
4½ Series D&E	8½	11	18	8	⅜	5½	2¼	2⅝
6 Series D&E	12	18	24	10¾	½	7⅜	3¼	3½
8 Series E	15½	24	30	14¼	¾	9¾	4¼	4½

* Indicates Ahead and Tilt for 2 & 3 Town applications.

STANDARD ARROWS FOR D1 GUIDE SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spang for State Traffic Engineer

DATE 8/10/92 PLATE NO. A1-2.3

STATE PROJECT NUMBER: | SHEET NO: 246 | E

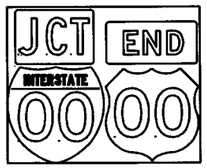
58.59.60. 63
LEVELS ON • 1.2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\A12.DGN PLOT DATE : 01-NOV-2004 13:40 PLOT BY : DOTDZK ORG DATE : 8/10/92 Originator : DON KLUEVER

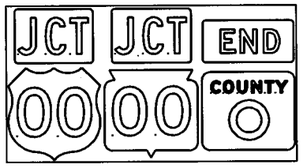
WISDOT/CADDS SHEET 42

TYPICAL ASSEMBLIES

J1-1

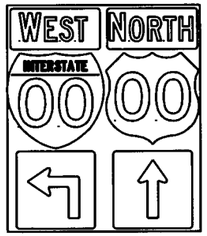


J1-2

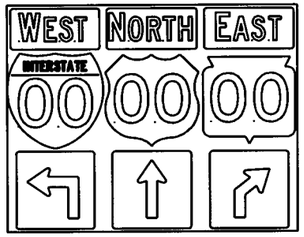


J1-3

J2-1



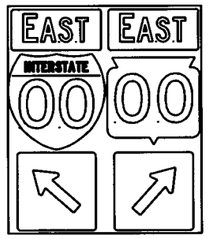
J2-2



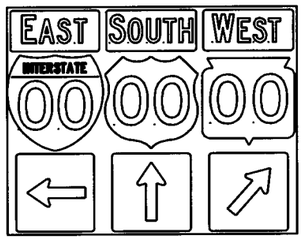
J2-3

JV

J3-1

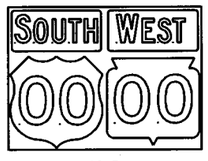


J3-2

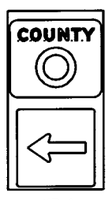


J3-3

J4-1



J4-2



J13-1

J12-1

J32-1

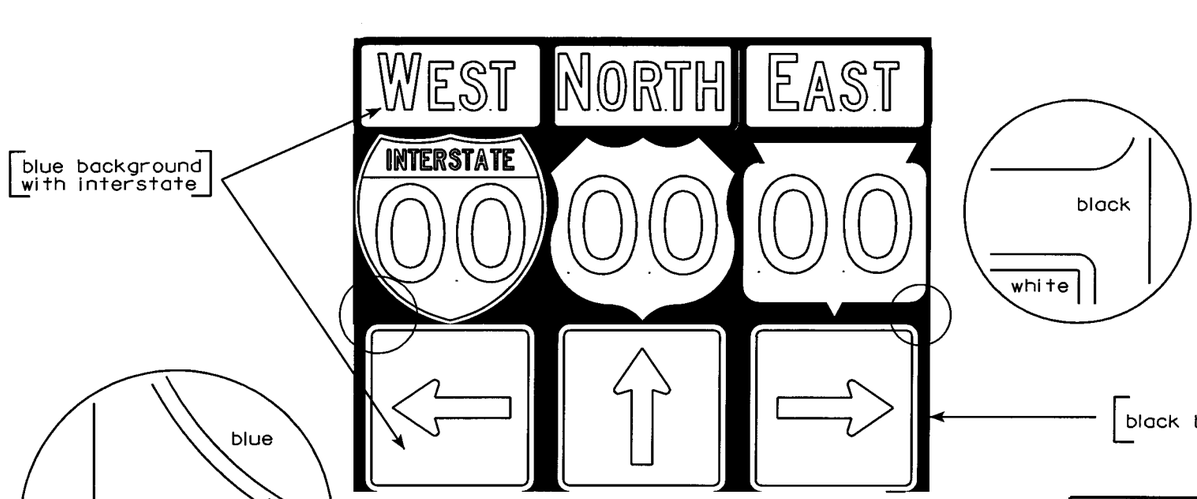
J33-1

J23-1

J22-1

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 since base material is plywood.
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.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/17/02 PLATE NO. A2-1S.3

7

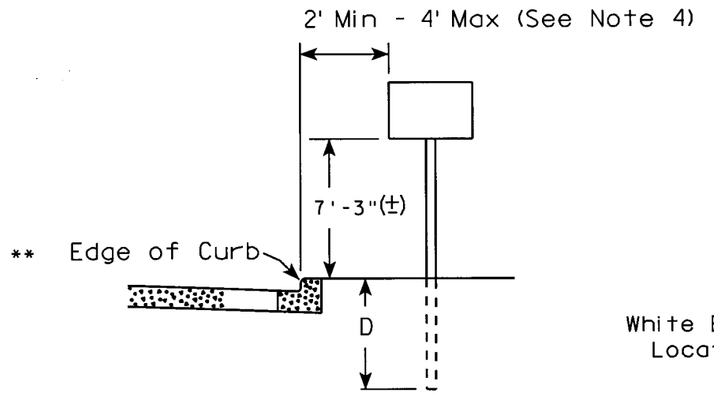
STATE PROJECT NUMBER:

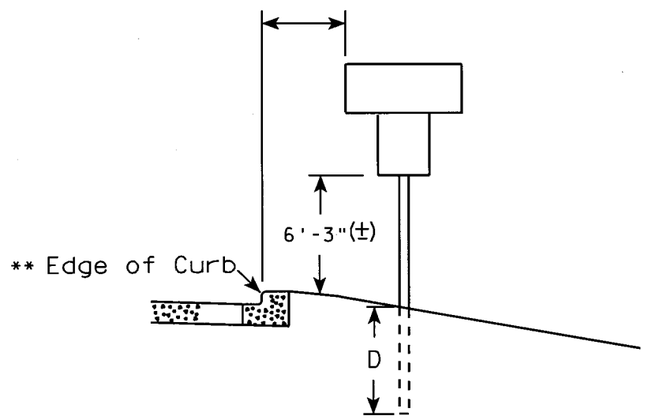
SHEET NO: 247 E

LEVELS ON - 2,3, 5,6, 10.

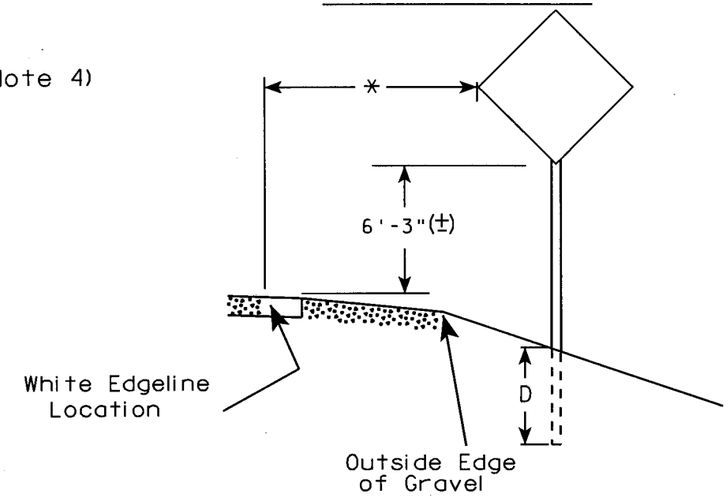
57, 58, 59, 60, 61, 62, 63

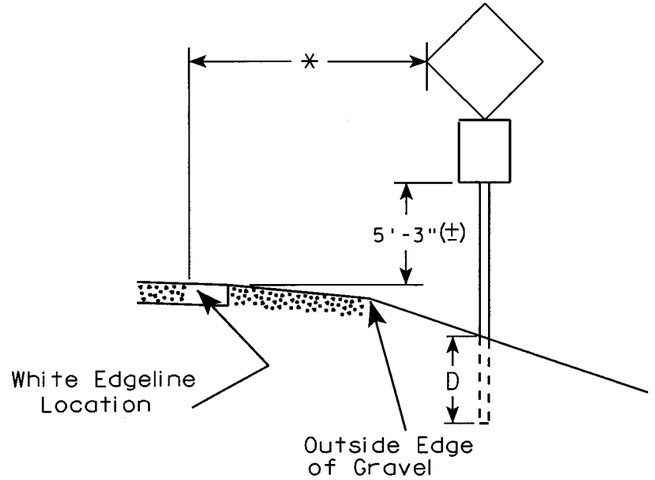
URBAN AREA





RURAL AREA (See Note 2)





GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
3. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically where there is sidewalk adjacent to the roadway or parking is permitted. This same criteria applies to mountable curb as well and measurement shall be taken from flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/20/03 PLATE NO. A4-3.12

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 248 E

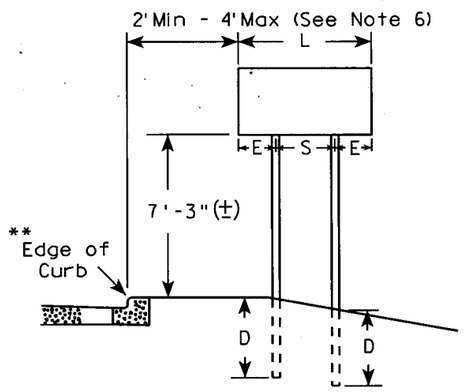
FILE NAME : C:\Users\Projects\tr_stdplate\A43.DGN PLOT DATE : 01-NOV-2004 13:41 PLOT BY : DOTDZK PLOT NAME : REV DATE : 12/20/02 Originator : Sandy Anderson PLOT SCALE : 101.940000:1.000000 WISDOT/CADDS SHEET 42

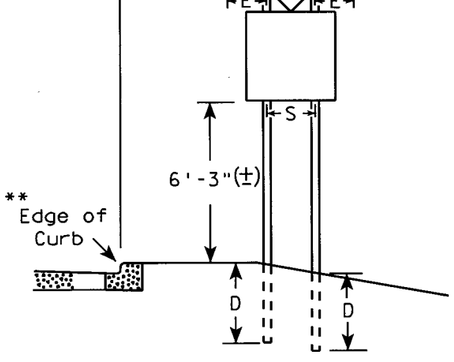
LEVELS ON - 2. 5.6. 10.11.12.13.14.15.16.

50. 57.58.59.60.61.62.63

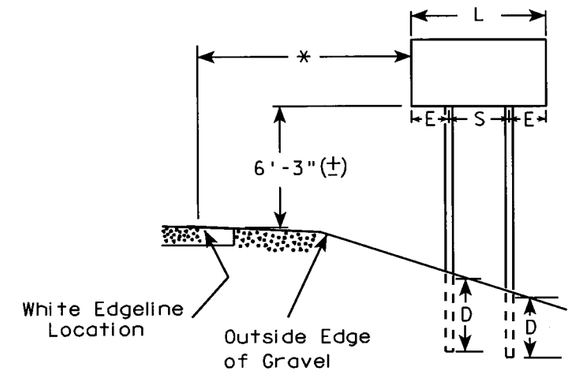
7

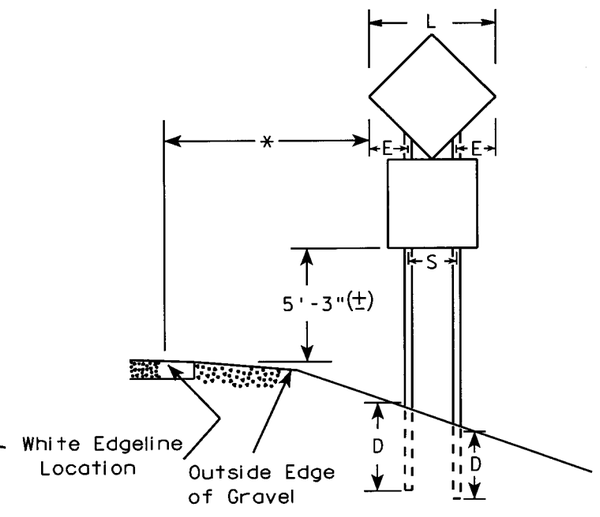
URBAN AREA

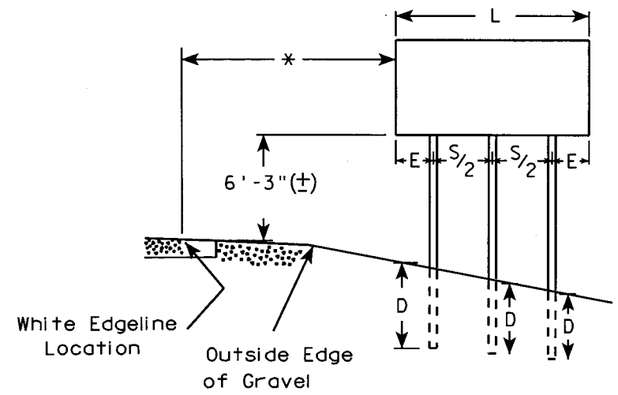




RURAL AREA (See Note 3)







GENERAL NOTES

1. For 3 post installations, spacing is S/2 and S must be greater than 7'-0".
2. For 4 post installations, spacing is S/3 and S must be greater than 10'-6".
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. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.

* 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 where there is sidewalk adjacent to the roadway or parking is permitted. This same criteria applies to mountable curb as well and measurement shall be from the flow line.

DIAMOND SHAPED SIGNS		
L	S	E
Less than 60"	20"	L/2 - 10
60"--72"	32"	L/2 - 16
Greater than 72"	3 L/5	L/5

SIGN SHAPE OTHER THAN DIAMOND (Two Post Installations)		
L	S	E
Less than 60"	L-24"	12"
60" or more	3 L/5	L/5

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 2/20/03 PLATE NO. A4-4.7

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 249	E

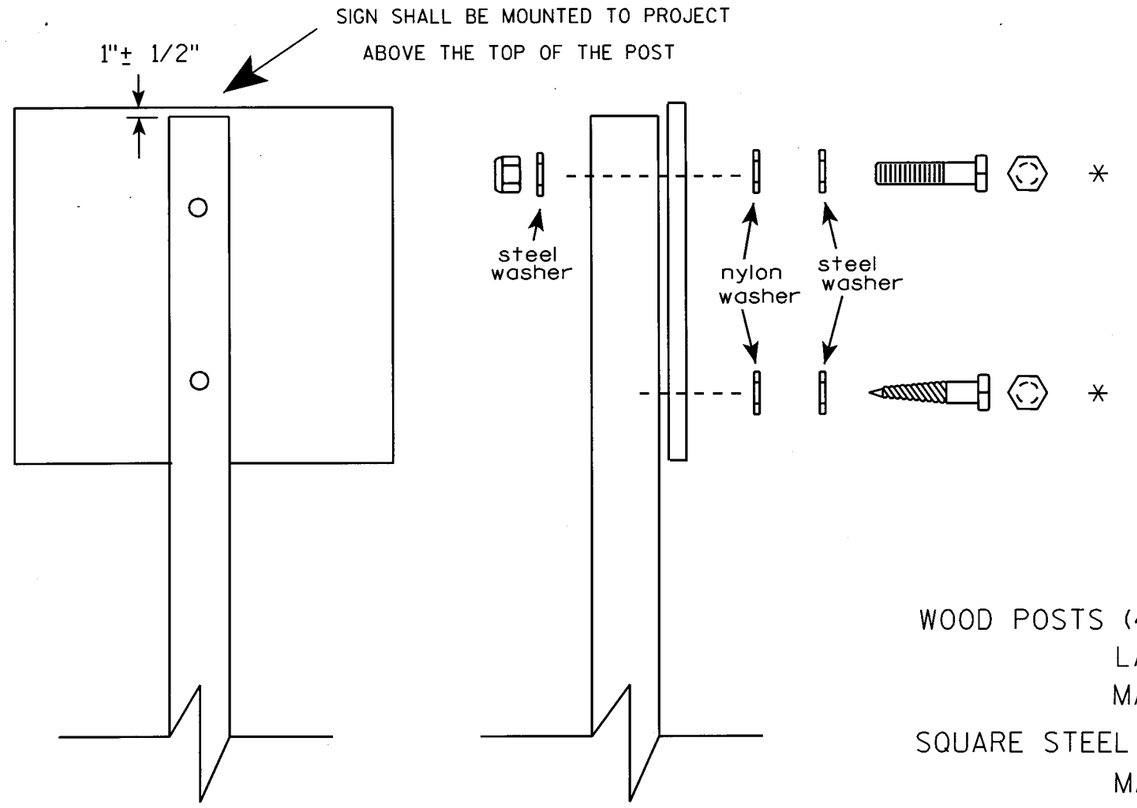
FILE NAME : C:\Users\Projects\tr_stdplate\A44.DGN PLOT DATE : 01-NOV-2004 13:42 PLOT BY : DOTDZK PLOT NAME : ORG DATE : Originator : Sandy Anderson PLOT SCALE : 104.000000:1.000000

WISDOT/CADDS SHEET 42

7

57,58,59,63

LEVELS ON - 1,2,3, 5,6, 10,



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

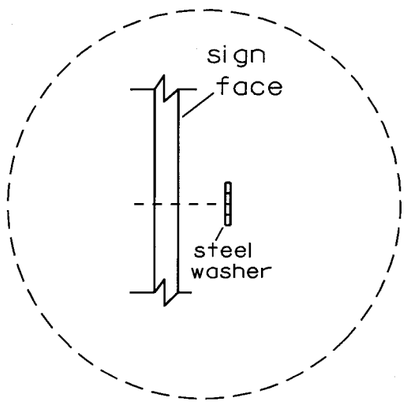
a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

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.



Washer Placement when Sign Has Other Than Type H or Type F Face

* 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 9 sq. ft. or larger require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

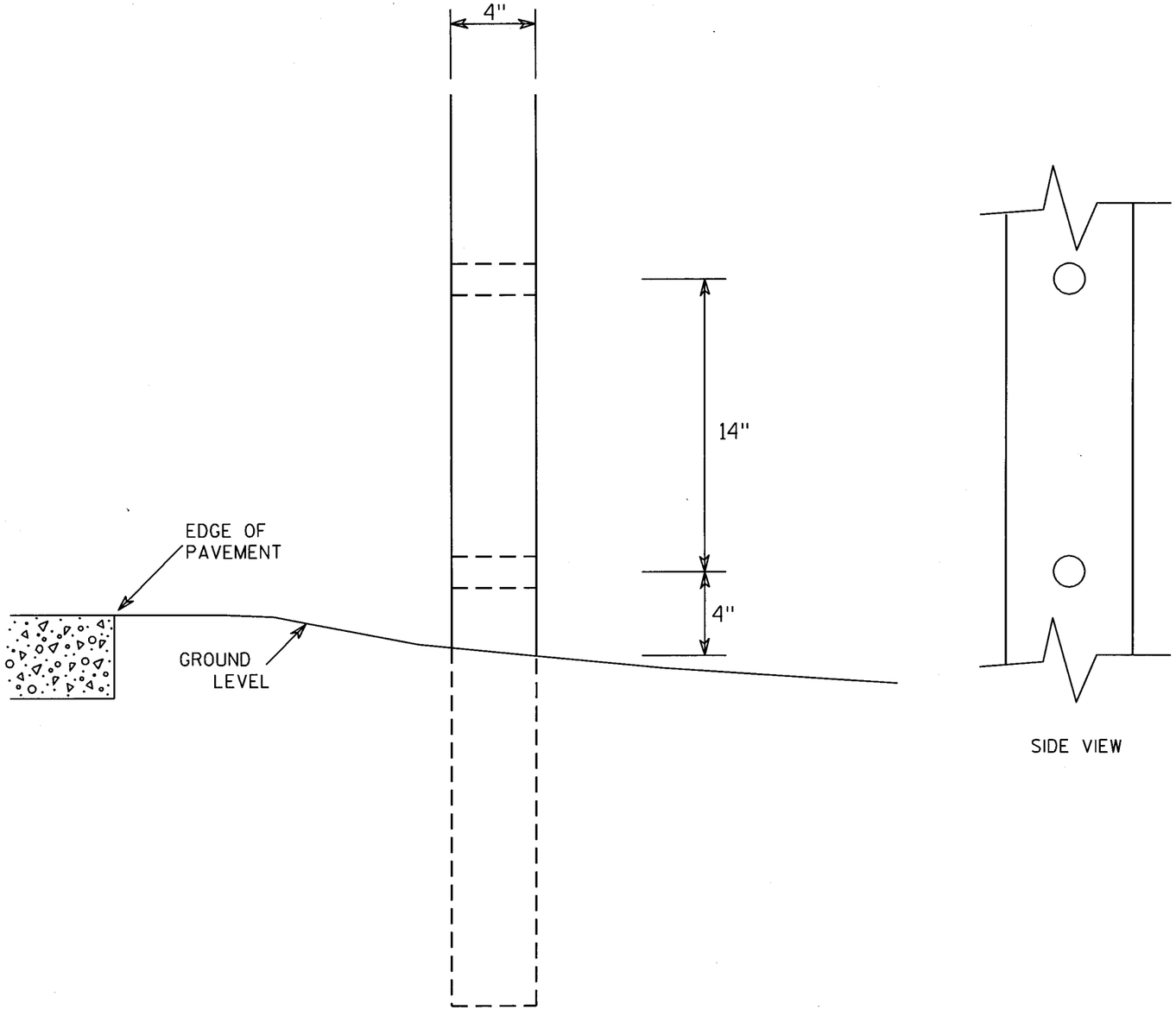
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spange for State Traffic Engineer

DATE 4/03/02 PLATE NO. A4-8.5

7

STATE PROJECT NUMBER: | SHEET NO: 250 | E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

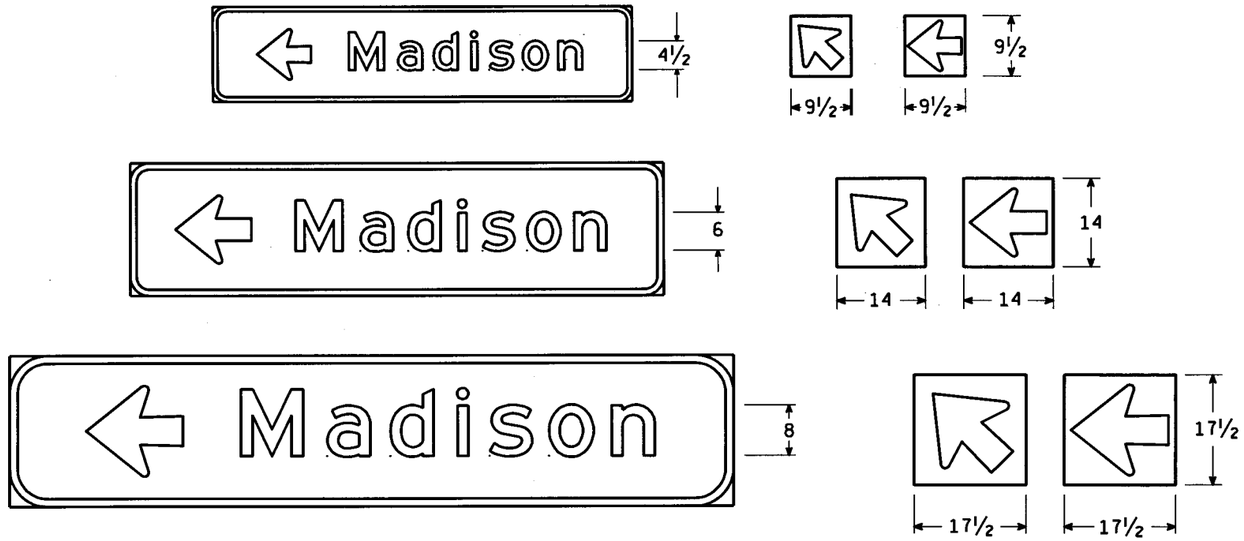
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

STATE PROJECT NUMBER:					SHEET NO: 251	E

57.58.59.60.61.62.63
LEVELS ON • 2.3.4.5.6. 10. 18.
FILE NAME : C:\Users\Projects\tr_stdplate\A411.DGN PLOT DATE : 01-NOV-2004 14:05 PLOT BY : DOTDZK ORG DATE : 3/27/97 Originator : DON KLUEVER
WISDOT/CADDS SHEET 42

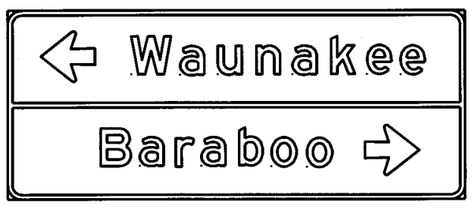
SIGN LAYOUT WITH VARIOUS SIZED MESSAGES



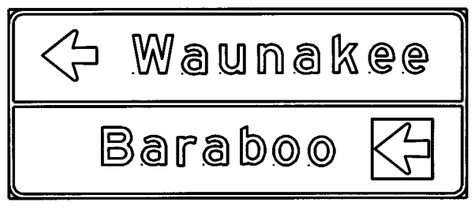
GENERAL NOTES

1. The covers shall be constructed from 0.040 inch thick sheet aluminum conforming to Section 637.2.1.3. The orange reflective sheeting on the cover shall conform to 637.2.2.1 and the black non-reflective arrow shall conform to 637.3.1.5.1.
2. The covers shall be fastened to the main sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minimum of 2 fasteners used per cover to prevent the cover from rotating.
3. There shall be a spacer provided between the back of the cover and the surface of the sign. These shall consist of 2 aluminum washers on each rivet or screw.

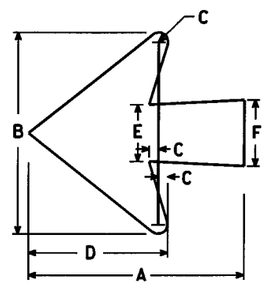
BEFORE



AFTER



Lower Case Copy Size	A	B	C	D	E	F
4 ½	8 ½	8	⅜	5 ½	2 ¼	2 ⅝
6	12	10 ¾	½	7 ⅜	3 ¼	3 ½
8	15 ½	14 ¼	¾	9 ¾	4 ¼	4 ½



SIGN MESSAGE COVERS FOR D1-TYPE SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Sponge for State Traffic Engineer

DATE 3/10/93 PLATE NO. A4-12.1

7

57.58.59.60.61.62.63

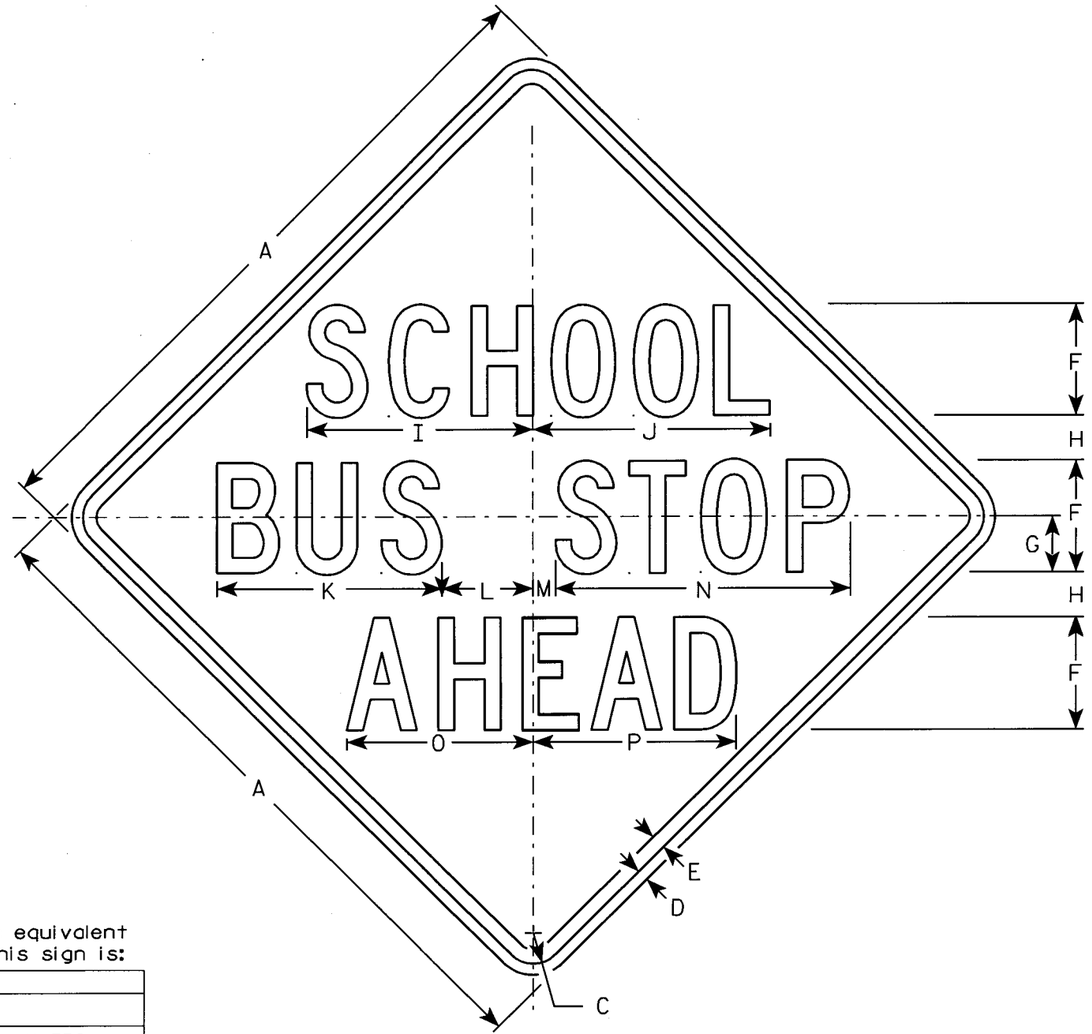
LEVELS ON • 1.2. 5.6. 10.11.

STATE PROJECT NUMBER:

SHEET NO: 252 E

FILE NAME : C:\Users\Projects\tr_stdplate\A412.DGN PLOT DATE : 01-NOV-2004 13:43 PLOT BY : DOTDZK ORG DATE : 3/10/93 Originator : DON KLUEVER

WISDOT/CADDS SHEET 42



S3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30		1 3/8	1/2	5/8	5	2 1/2	2	10	10 1/2	10	4	1	13	8 1/4	9											6.25	0.56
3	36		1 5/8	5/8	3/4	6	3	3	11 3/4	12 3/4	12 1/2	4 1/2	1 1/2	15 1/2	10	11											9.0	0.81
4	48		2 1/4	3/4	1	8	3 1/4	3 1/4	16	17	16	6 3/8	1 5/8	20 7/8	13 1/4	14 1/4											16.0	1.44
5																												

STANDARD SIGN
S3-1

WISCONSIN DEPT OF TRANSPORTATION

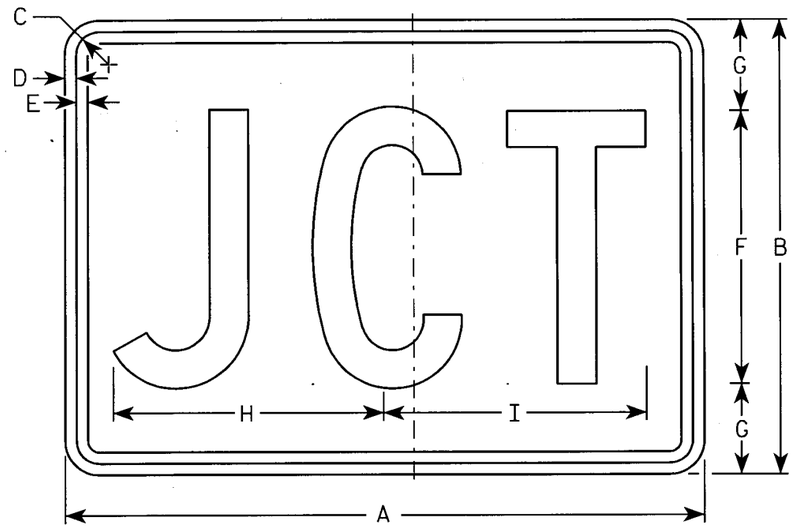
APPROVED Chester J Spang
for State Traffic Engineer

DATE 2/14/02 PLATE NO. S3-1.5

STATE PROJECT NUMBER:

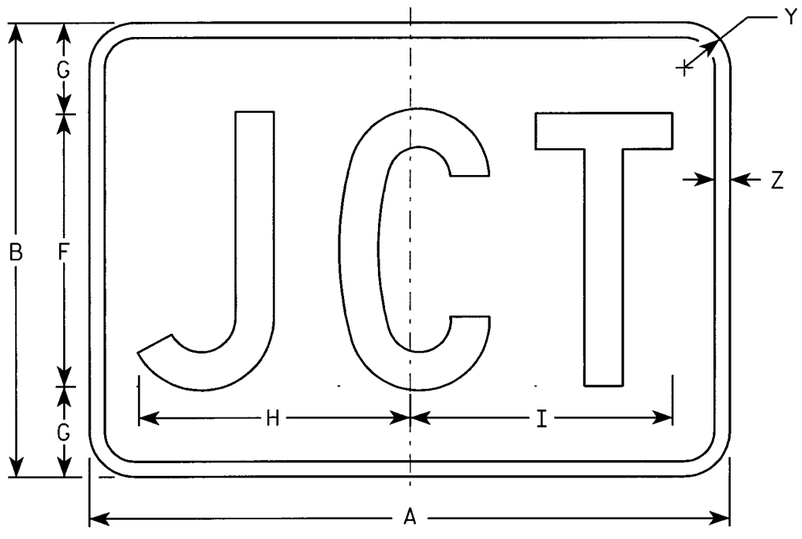
SHEET NO: 253 E

58.59 60 61 62 63
LEVELS ON - 2.3. 5.6. 10.



M2-1
MK2-1
MM2-1*
MR2-1

*See Note 6



MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective
6. Border shall be omitted on MM2-1.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 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	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
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	0.20
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	0.20
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	0.20

STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spay for State Traffic Engineer

DATE 3/20/02 PLATE NO. M2-1.9

STATE PROJECT NUMBER:

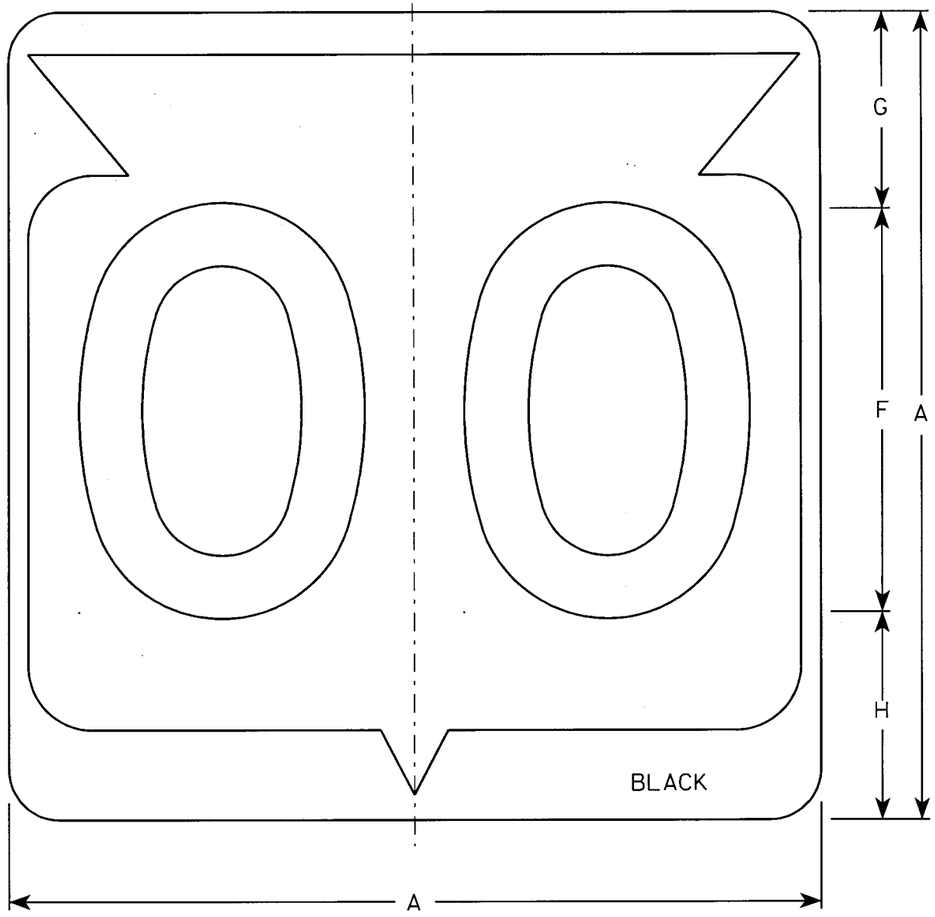
SHEET NO: 254 E

58.59 60.61 62.63

LEVELS ON - 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-NOV-2004 13:46 ORG DATE : 10/19/00 Originator : Sandy Anderson

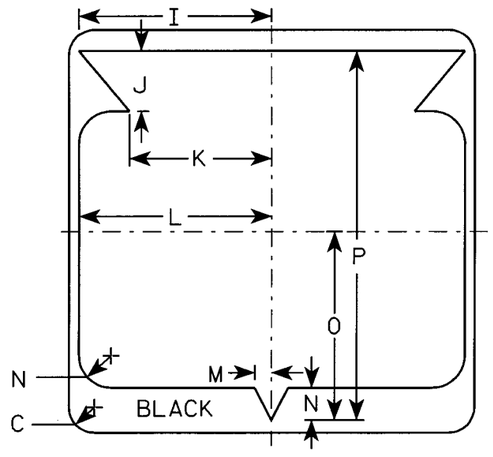
WISDOT/CADDS SHEET 42



M1-6

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 Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



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		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

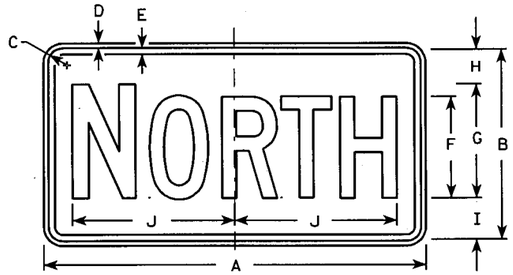
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

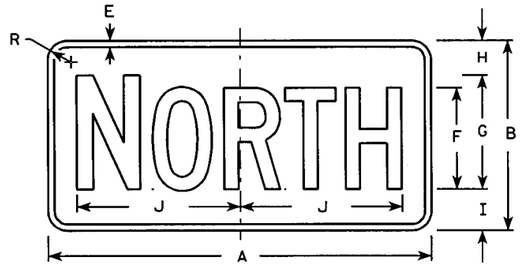
STATE PROJECT NUMBER:

SHEET NO: 255 E

58.59.60.61.62.63
LEVELS ON • 2.3. 5.6. 10.
FILE NAME : C:\Users\Projects\tr_stdplate\M16.DGN
PLOT DATE : 01-NOV-2004 13:46
ORG DATE : 1980
Originator : Sandy Anderson
WISDOT/CADDS SHEET 42



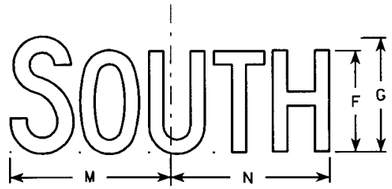
M3-1
MK3-1
MO3-1



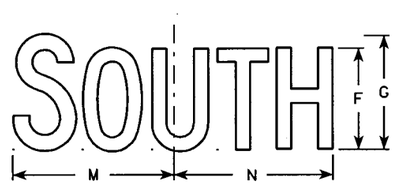
MB3-1
MG3-1
MM3-1*
MN3-1

M3-2
MK3-2
MO3-2

MB3-2
MG3-2
MM3-2*
MN3-2

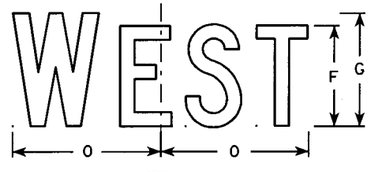


M3-3
MK3-3
MO3-3



MB3-3
MG3-3
MM3-3*
MN3-3

M3-4
MK3-4
MO3-4



MB3-4
MG3-4
MM3-4*
MN3-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 375 mm
4	750 mm X 375 mm
5	750 mm X 375 mm

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective (Detour or temporary signs - Reflective)
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White - Type H Reflective (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green
   Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green
   Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White - Type H Reflective
   MO3-1 thru MO3-4 Background - Orange - Reflective
   Message - Black
6. Border shall be omitted on MM series.
7. Note the first letter of each direction is larger than the remainder of the message.

* See Note 6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	12	1 1/8	3/8	1/2	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	0.18
3	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28
4	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28
5	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

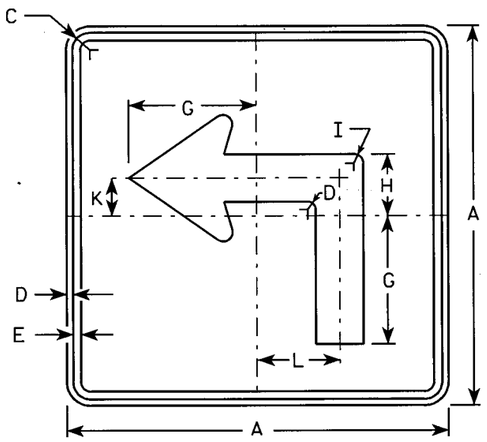
APPROVED Chester J Spong for State Traffic Engineer

DATE 3/20/02 PLATE NO. M3-1.10

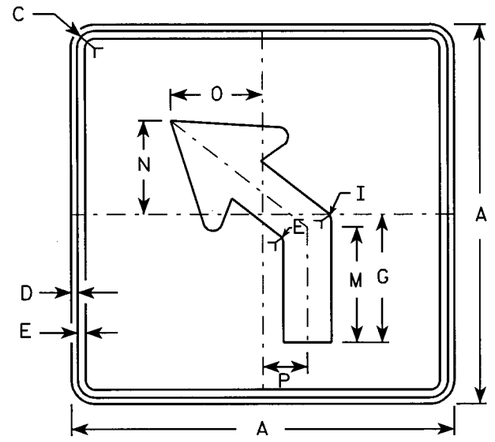
STATE PROJECT NUMBER:

SHEET NO: 256 E

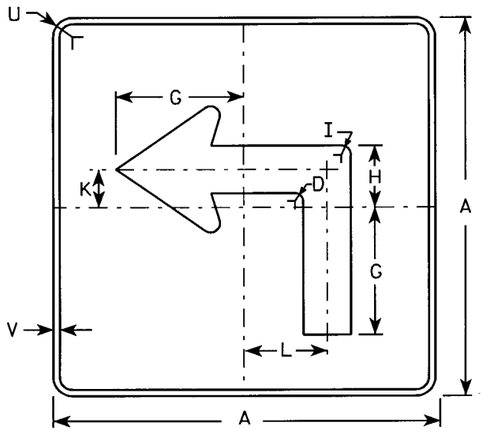
58,59,60,61,62,63
LEVELS ON • 2.3. 5.6. 10.



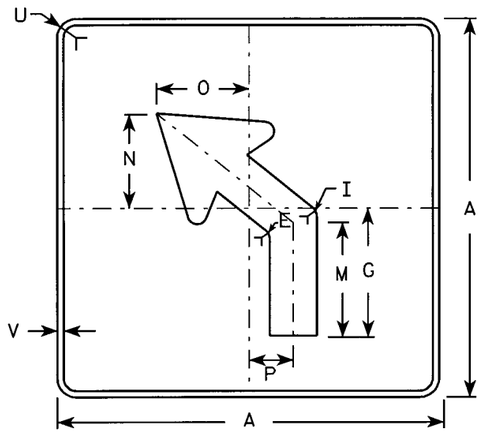
M5-1L
MK5-1L
MM5-1L (See Note 7)
MO5-1L
MR5-1L



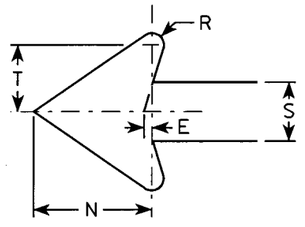
M5-2L
MK5-2L
MM5-2L (See Note 7)
MO5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB5-1 and MB5-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG5-1 and MG5-2 Background - Green Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective Message - Green
   MN5-1 and MN5-2 Background - Brown Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Reflective Message - Black
   MR5-1 and MR5-2 Background - Brown Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.
7. Border shall be omitted on MM series.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 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	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	0.28
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	0.56
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	0.56
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	0.56

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

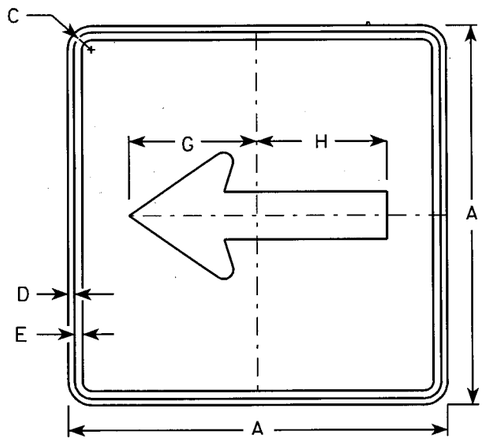
DATE 2/03/03 PLATE NO. M5-1.10

7

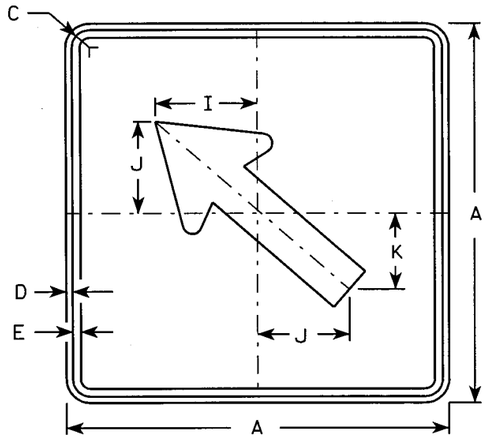
STATE PROJECT NUMBER:

SHEET NO: 257 E

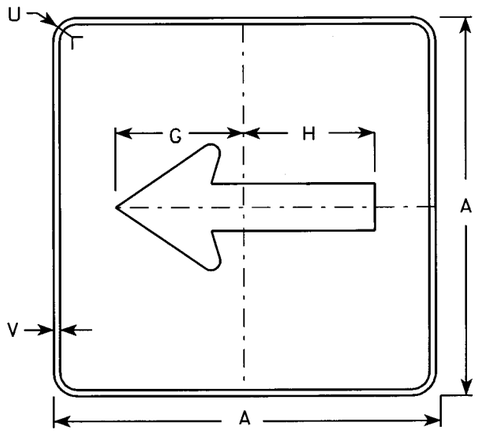
57.58.59.60.61.62.63 LEVELS ON • 2.3. 5.6. 10.



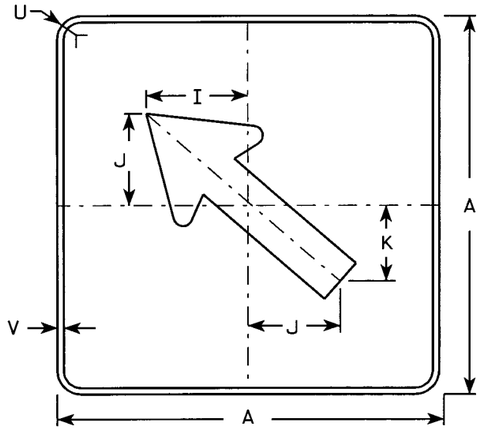
M6-1
MK6-1
MM6-1 (See Note 5)
MO6-1
MR6-1



M6-2
MK6-2
MM6-2 (See Note 5)
MO6-2
MR6-2



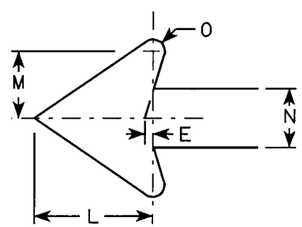
MB6-1
MG6-1
MN6-1



MB6-2
MG6-2
MN6-2

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB6-1 and MB6-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-1 and MG6-2 Background - Green Message - White - Type H Reflective
   MK6-1 and MK6-2 Background - Green Message - White - Type H Reflective
   MM6-1 and MM6-2 Background - White - Type H Reflective Message - Green
   MN6-1 and MN6-2 Background - Brown Message - White - Type H Reflective
   MO6-1 and MO6-2 Background - Orange - Reflective Message - Black
   MR6-1 and MR6-2 Background - Brown Message - Yellow - Type H Reflective
5. Border shall be omitted on MM series.



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 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	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	0.28
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	0.56
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	0.56
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	0.56

STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

DATE 3/20/02 PLATE NO. M6-1.11

STATE PROJECT NUMBER:

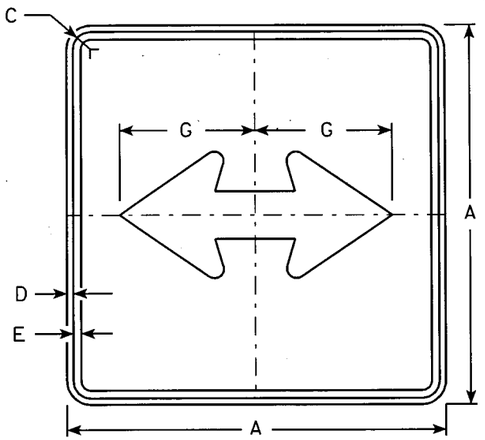
SHEET NO: 258 E

58.59.60.61.62.63

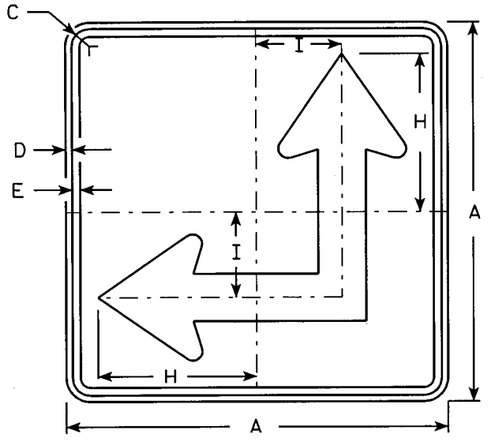
LEVELS ON • 2.3. 5.6. 10.

FILE NAME : C:\Users\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-NOV-2004 13:48 ORG DATE : 1980 Originator : Sandy Anderson

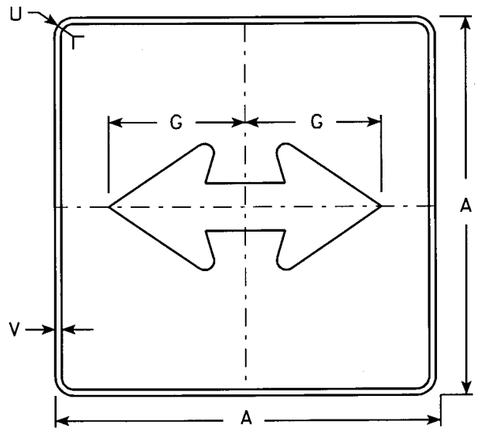
WISDOT/CADDS SHEET 42



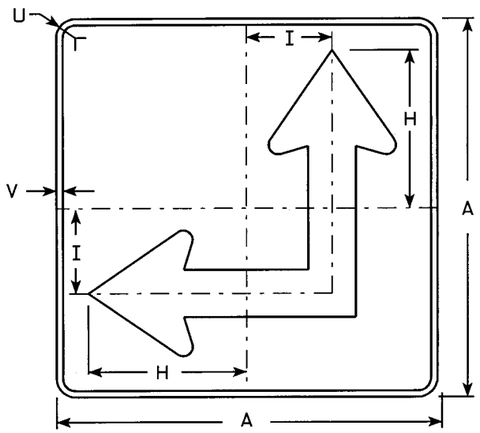
M6-4
MK6-4
MM6-4 (See Note 5)
MO6-4
MR6-4



M6-6
MK6-6
MM6-6 (See Note 5)
MO6-6
MR6-6



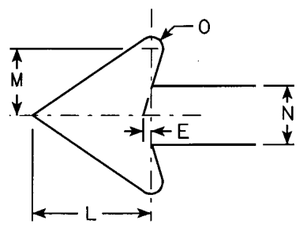
MB6-4
MG6-4
MN6-4



MB6-6
MG6-6
MN6-6

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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. M6-4 and M6-6 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Reflective
   Message - Black
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.
6. Border shall be omitted on MM series.



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 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	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

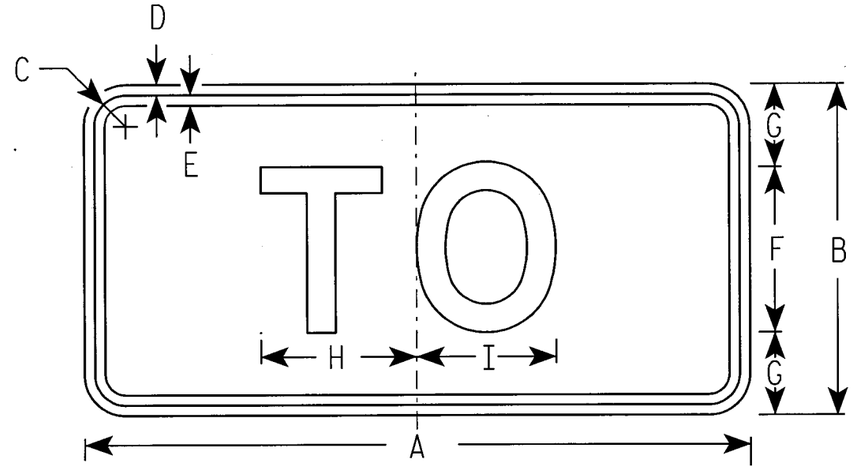
DATE 3/20/02 PLATE NO. M6-4.6

STATE PROJECT NUMBER:

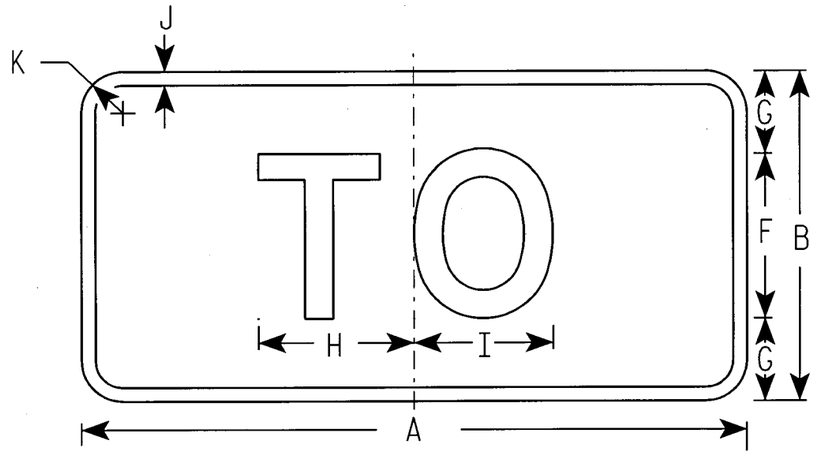
SHEET NO: 259 E

58.59.60.61.62.63

LEVELS ON - 2.3. 5.6. 10.



M4-5
MK4-5
MM4-5 *See Note 6



MB4-5
MG4-5
MN4-5

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB4-5 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG4-5 Background - Green
   Message - White - Type H Reflective
   MK4-5 Background - Green
   Message - White - Type H Reflective
   MM4-5 Background - White - Type H Reflective
   Message - Green
   MN4-5 Background - Brown
   Message - White - Type H Reflective
6. Border shall be omitted on MM series.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 375 mm
4	750 mm X 375 mm
5	750 mm X 375 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	12	1 1/8	3/8	3/8	6	3	5 5/8	5	1/2	1 1/2																2.00	0.18
3	30	15	1 3/8	3/8	1/2	8	3 1/2	7 1/2	6 5/8	1/2	1 1/2																3.13	0.28
4	30	15	1 3/8	3/8	1/2	8	3 1/2	7 1/2	6 5/8	1/2	1 1/2																3.13	0.28
5	30	15	1 3/8	3/8	1/2	8	3 1/2	7 1/2	6 5/8	1/2	1 1/2																3.13	0.28

STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spong for State Traffic Engineer

DATE 3/20/02 PLATE NO. M4-5.4

STATE PROJECT NUMBER:

SHEET NO: 260 E

58.59 6/62.63
LEVELS ON - 2.3. 5.6. 10.

M1-94

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
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. Center shorter destination over or under the longer destination.

* Minimum dimension is normally height of upper case letter.

M1-94

Metric equivalent for this sign is:

SIZE	
1	
2	Varies mm X 375 mm
3	
4	Varies mm X 525 mm
5	Varies mm X 525 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	Varies	15	2 1/4		3/4	4 1/2	6	5	3 1/2	4	4 1/2	14 1/2						24									Varies	Varies
3																												
4	Varies	21	3		1	6	8	7 1/8	6 1/4	6 1/4	7 1/2	21 3/4						36									Varies	Varies
5	Varies	21	3		1	6	8	7 1/8	6 1/4	6 1/4	7 1/2	21 3/4						36									Varies	Varies

STANDARD SIGN
M1-94

WISCONSIN DEPT OF TRANSPORTATION

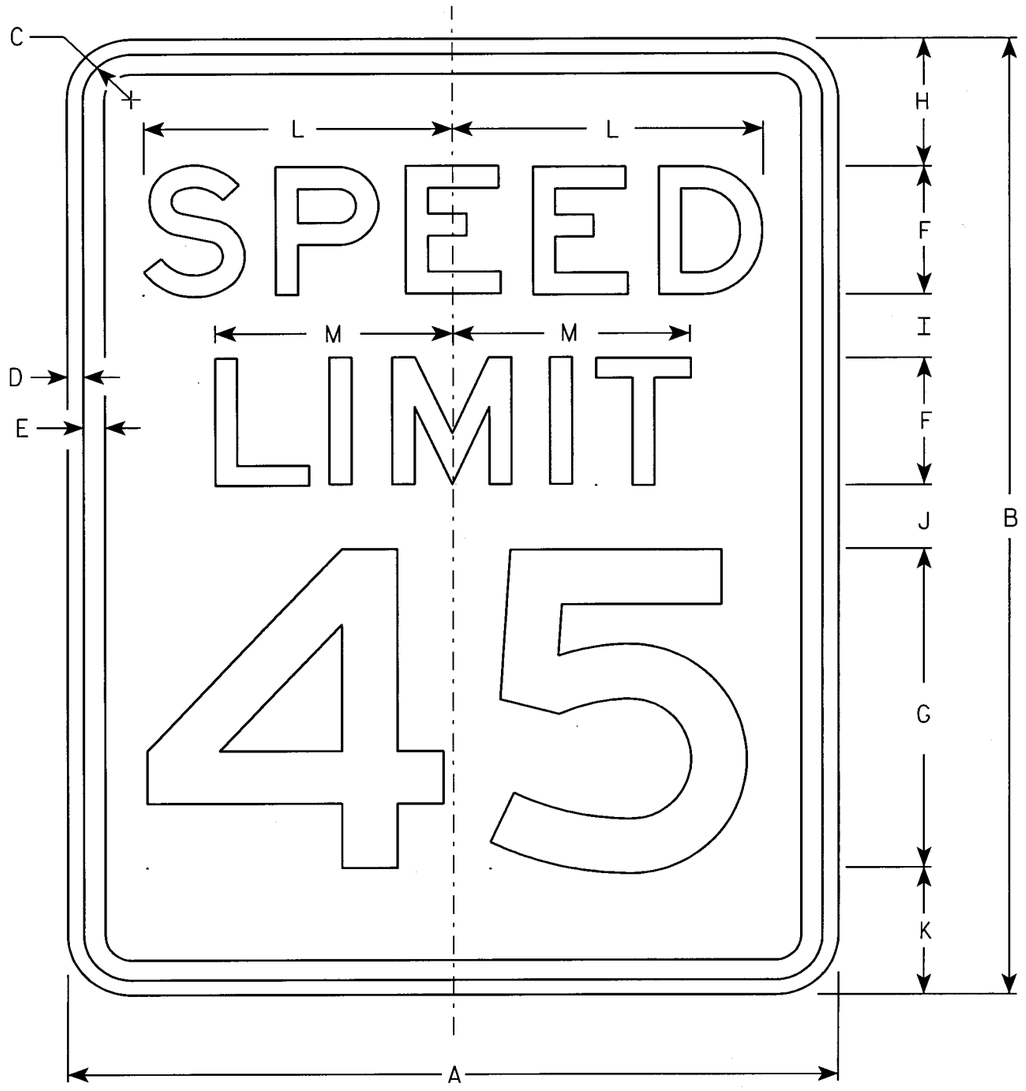
APPROVED Chester J Spange for State Traffic Engineer

DATE 1/30/02 PLATE NO. M1-94.4

STATE PROJECT NUMBER:

SHEET NO: 261 E

58.59.60.61.62.63
LEVELS ON - 2.3. 5.6. 10.



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.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	1200 mm X 1500 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	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0	.28
2	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	.46
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0	1.11
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0	1.11
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	1.86

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

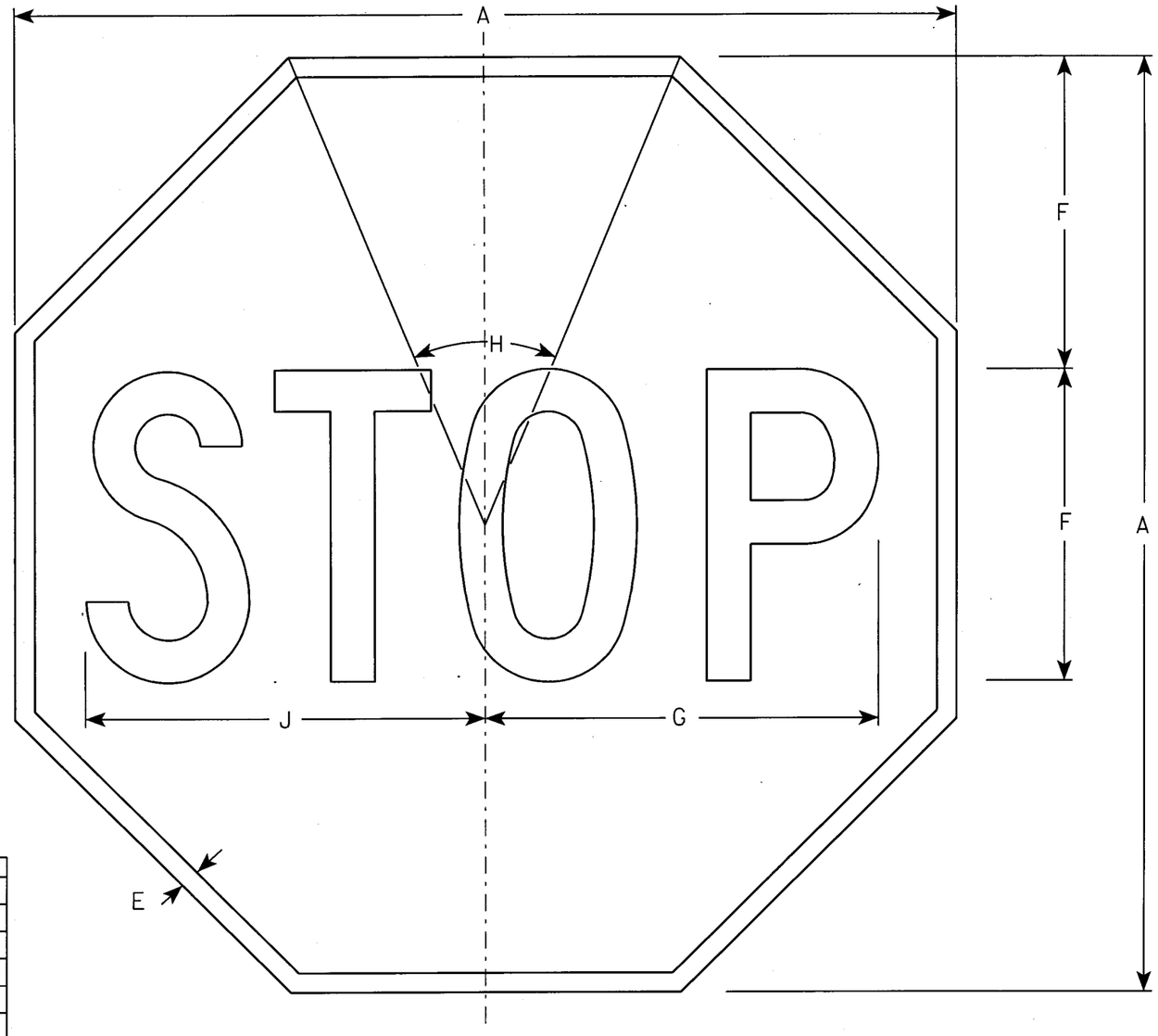
APPROVED Chester J Spang for State Traffic Engineer

DATE 2/01/02 PLATE NO. R2-1.11

STATE PROJECT NUMBER:

SHEET NO: 262 E

58.59.60.61.62.63
LEVELS ON • 2.3. 5.6. 10.



R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm
6	450 mm X 450 mm
7	300 mm X 300 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	24				3/8	8	10	45°		10 1/4																	3.31	0.31
2	30				5/8	10	12 1/2	45°		12 3/4																	5.18	0.48
3	36				3/4	12	15	45°		15 3/8																	7.46	0.69
4	48				1	16	20	45°		20 1/2																	13.25	1.23
5	48				1	16	20	45°		20 1/2																	13.25	1.23
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86	0.17
7	12				1/4	4	5	45°		5 1/8																	0.78	0.07

STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 10/15/98 PLATE NO. R1-1.11

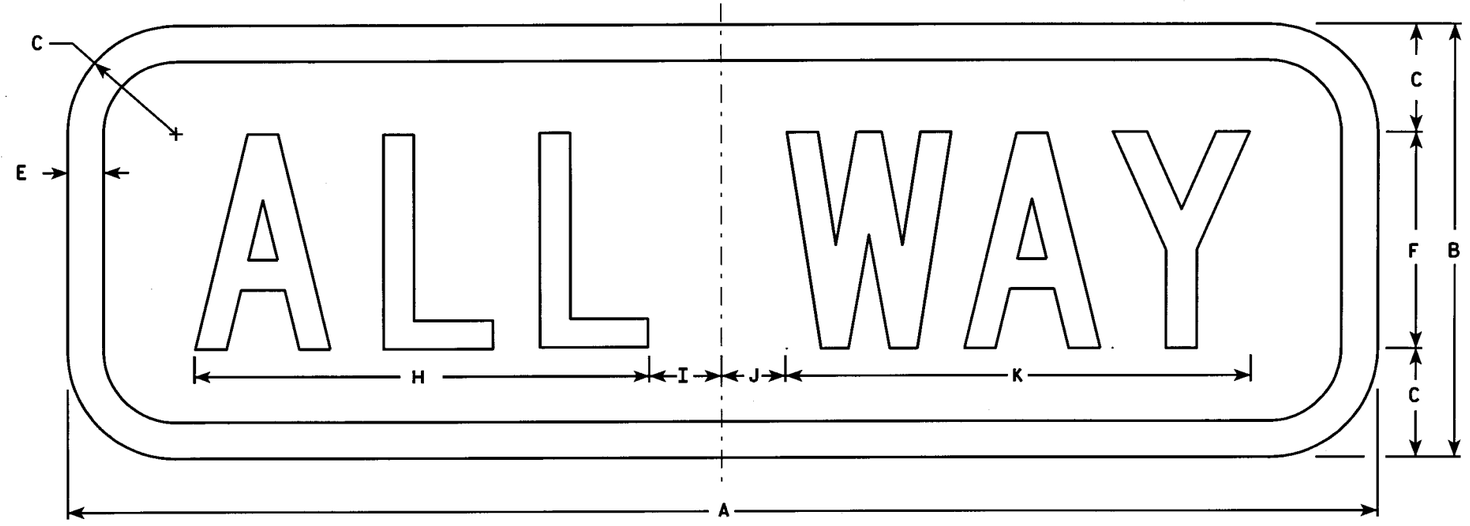
STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 263	E

FILE NAME : C:\Users\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-NOV-2004 13:50 ORG DATE : 1980 PLOT NAME : Originator : Sandy Anderson PLOT SCALE : 4.500000:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON - 2.3. 5.6. 10.

58.59.60.61. 63



R1-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 150 mm
2	450 mm X 150 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	18	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																0.75	0.07
2	18	6	1 ½		½	3		6 ¼	1 ¼	⅞	6 ⅜																0.75	0.07
3																												
4																												
5																												

STANDARD SIGN
R1-4

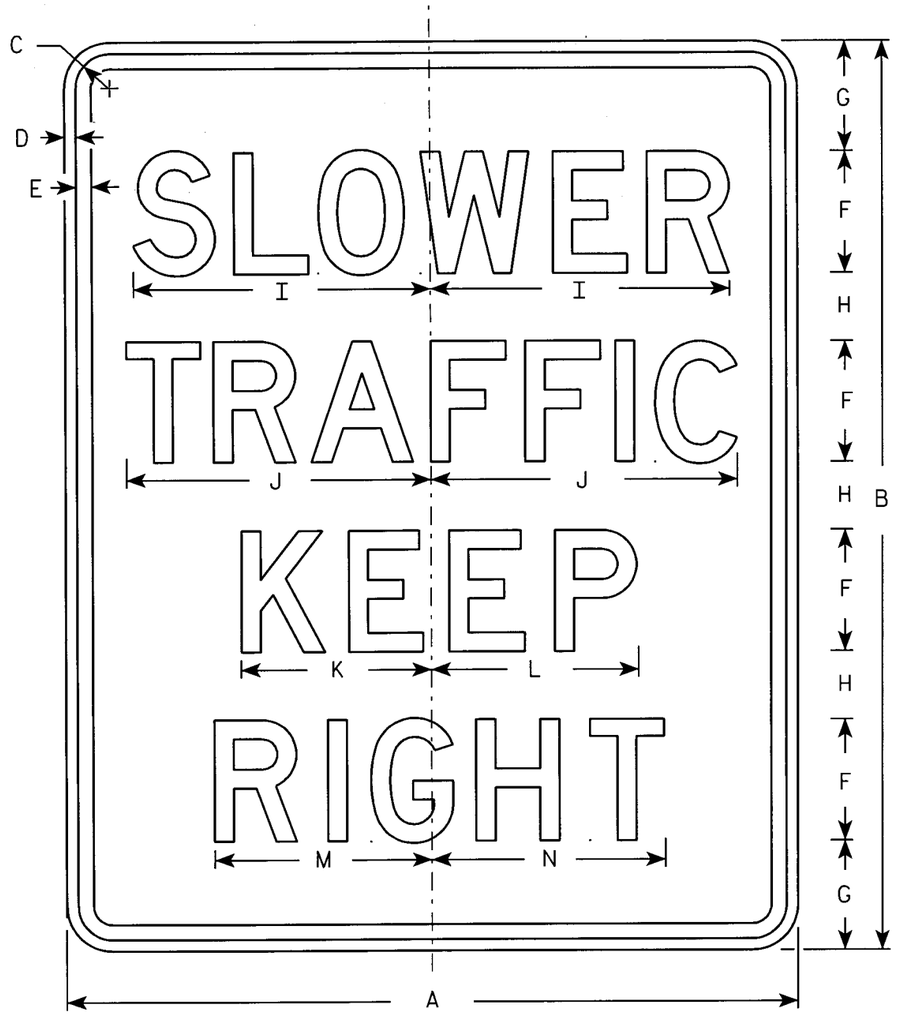
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spay for State Traffic Engineer

DATE 2/4/98 PLATE NO. R1-4.4

SHEET NO: 264 E

58.59.60. 63
LEVELS ON • 2.3. 5.6. 10.



R4-3

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.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	1200 mm X 1500 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	30	1 1/8	3/8	1/2	4	3 5/8	2 1/4	9 3/4	10	6 1/4	6 3/4	7 1/8	7 5/8													5.0	0.45
3	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0	1.08
4	36	48	1 5/8	5/8	3/4	6	6	4	14 5/8	15	9 3/8	10	10 3/4	11 3/8													12.0	1.08
5	48	60	2 1/4	3/4	1	8	7 1/4	4 1/2	19 1/2	20	12 1/2	13 1/2	14 1/4	15 1/4													20.0	1.80

STANDARD SIGN
R4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/01/04 PLATE NO. R4-3.7

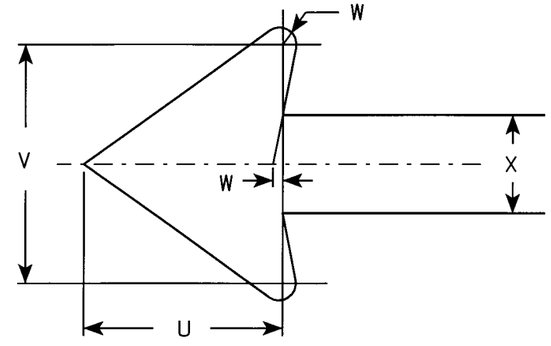
PROJECT NO:

SHEET NO: 265 E

R7-1

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 - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



Metric equivalent for this sign is:

SIZE	
1	300 mm X 450 mm
2	450 mm X 600 mm
3	600 mm X 750 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5	0.14
2	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0	0.27
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0	0.45
4																												
5																												

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spay for State Traffic Engineer

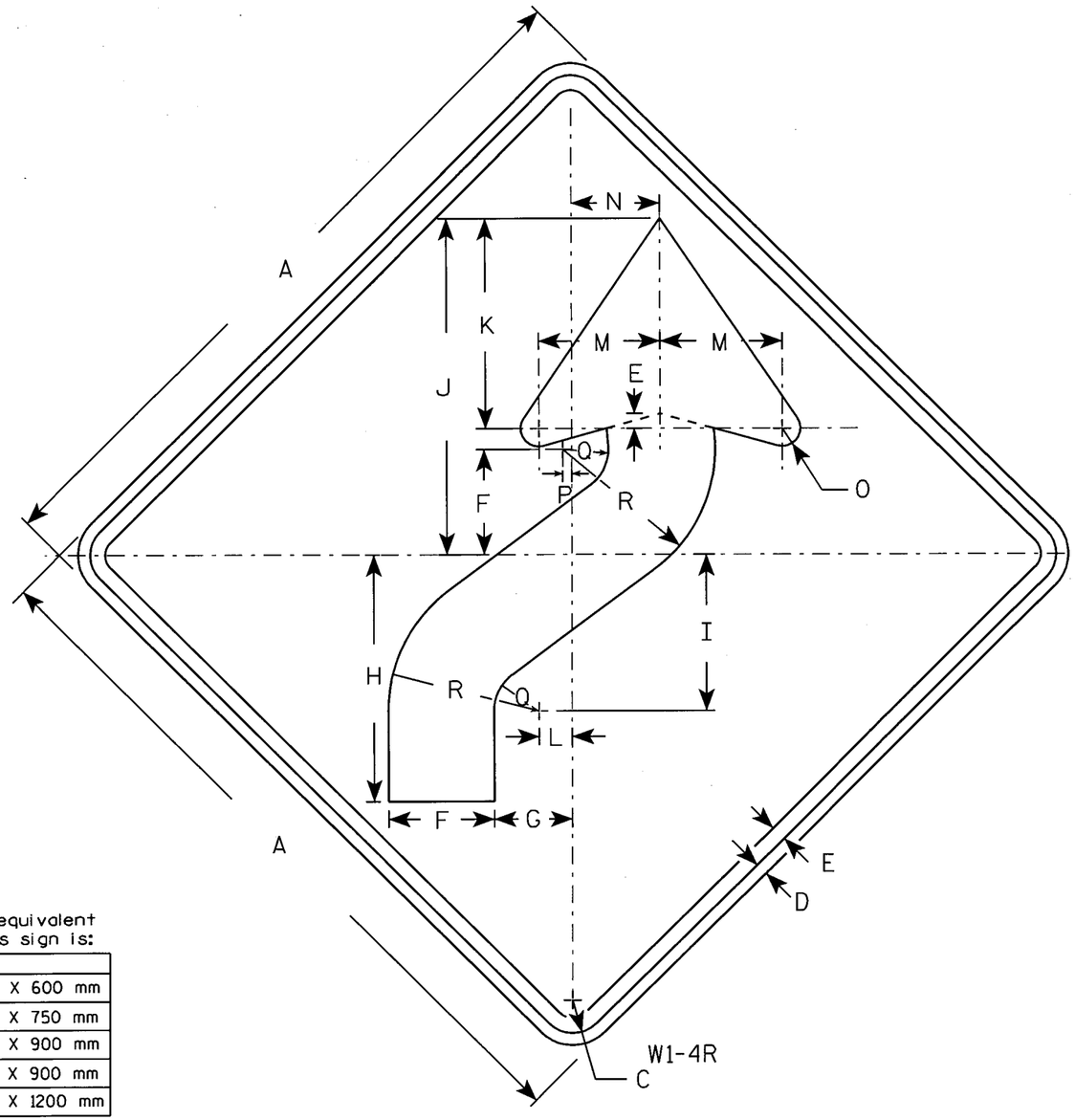
DATE 2/7/02 PLATE NO. R7-1.8

STATE PROJECT NUMBER:

SHEET NO: 266 E

58.59 60 61 62 63

LEVELS ON - 2.5. 5.6. 10.



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 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	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0	0.36
2	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25	0.56
3	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0	0.81
4	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0	0.81
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	1.44

STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Sponge
for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-4.9

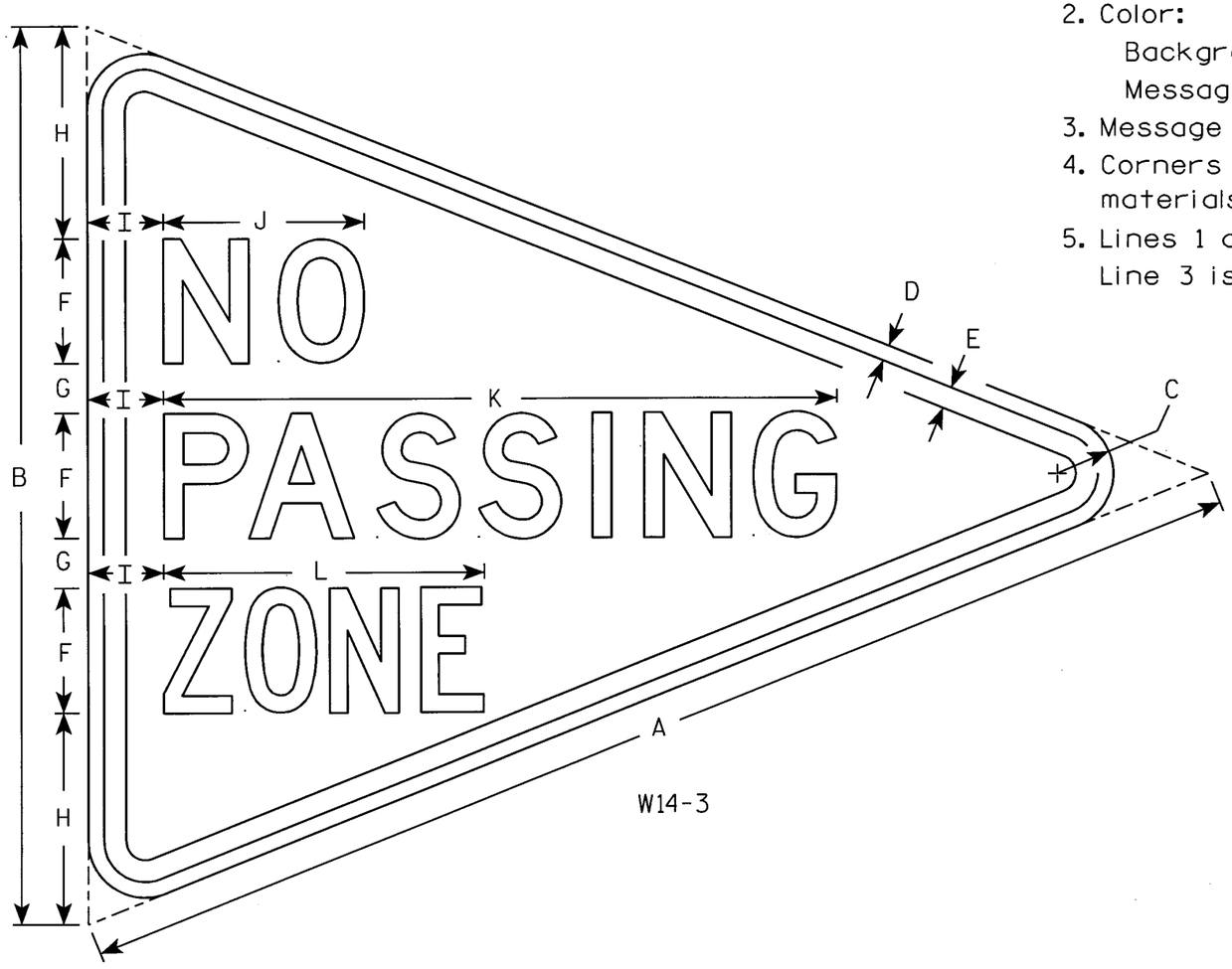
STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 267	E

FILE NAME : C:\Users\Projects\tr_stdplate\W14.DGN PLOT DATE : 01-NOV-2004 13:53 ORG DATE : PLOT NAME : Originator : Artie Noll PLOT SCALE : 6.023810:1.000000 WISDOT/CADDS SHEET 42

LEVELS ON - 1,2,3, 5,6, 12,

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.



W14-3

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 900 mm
3	1600 mm X 1200 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0	.54
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7	.96
4																												
5																												

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

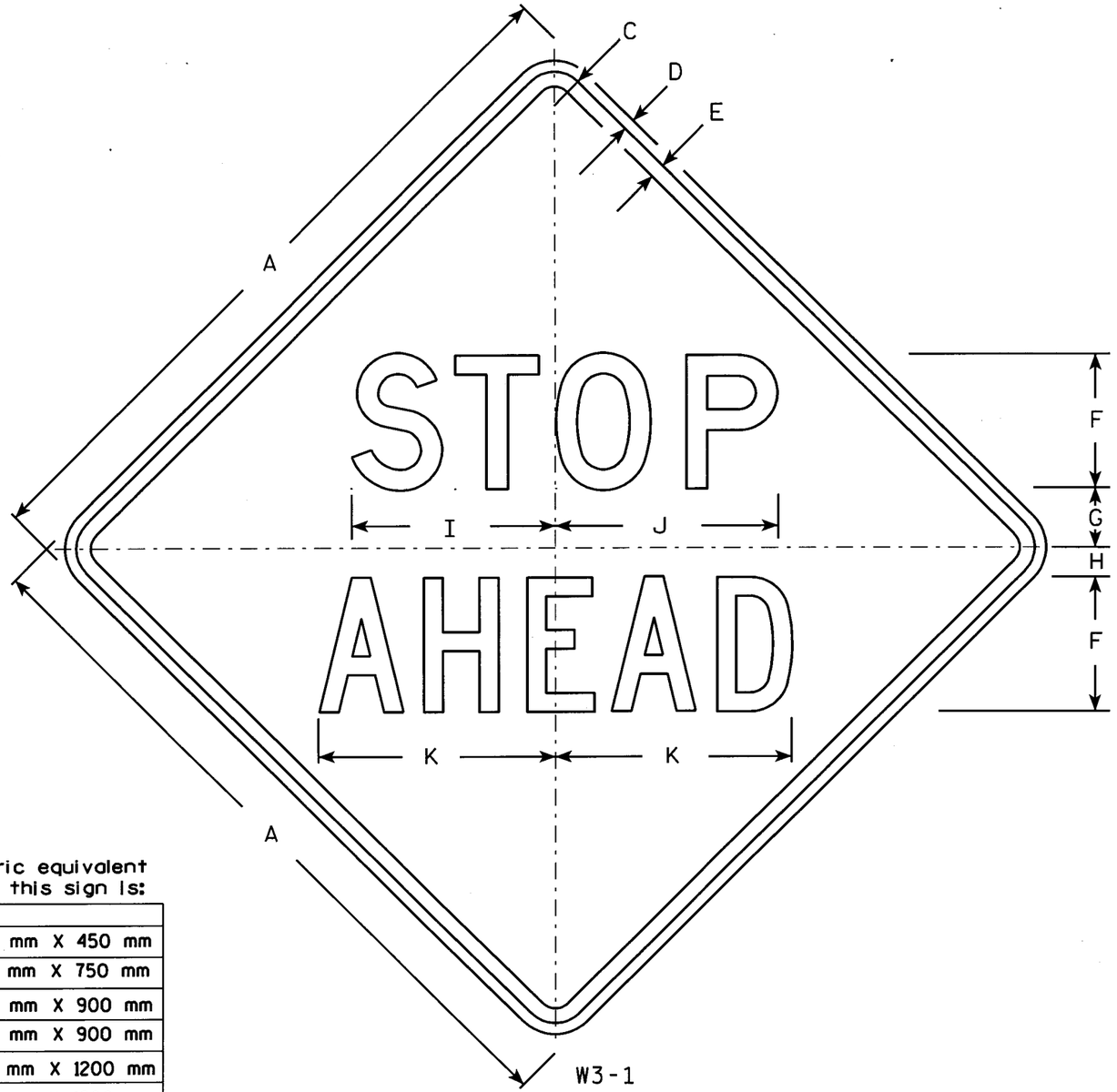
DATE 1/21/98 PLATE NO. W14-3.8

SHEET NO: 268 E

LEVELS ON - 2.3, 5.6, 10.

FILE NAME : C:±Users±Projects±tr_stdplate±W143.DGN PLOT DATE: 01-NOV-2004 13:54 ORG DATE : 1/21/98 Originator : Don Kluever

WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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. STOP is Series D and AHEAD is Series C.

Metric equivalent for this sign is:

SIZE	
BIKE	450 mm X 450 mm
1	750 mm X 750 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 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
BIKE	18		1 1/8	3/8	3/8	3	1 3/4	3/4	4 3/4	5 1/4	5 3/8																2.25	0.20
1	30		1 3/8	1/2	5/8	6	2 1/2	1 1/4	9	9 7/8	10 1/2																6.25	0.56
2	36		1 5/8	5/8	3/4	7	3	1 1/2	10 1/2	11 5/8	12 1/4																9.0	0.81
3	36		1 5/8	5/8	3/4	7	3	1 1/2	10 1/2	11 5/8	12 1/4																9.0	0.81
4	48		2 1/4	3/4	1	9	4	2	13 1/2	14 7/8	15 3/4																16.0	1.44
5	48		2 1/4	3/4	1	9	4	2	13 1/2	14 7/8	15 3/4																16.0	1.44

STANDARD SIGN
W3-1

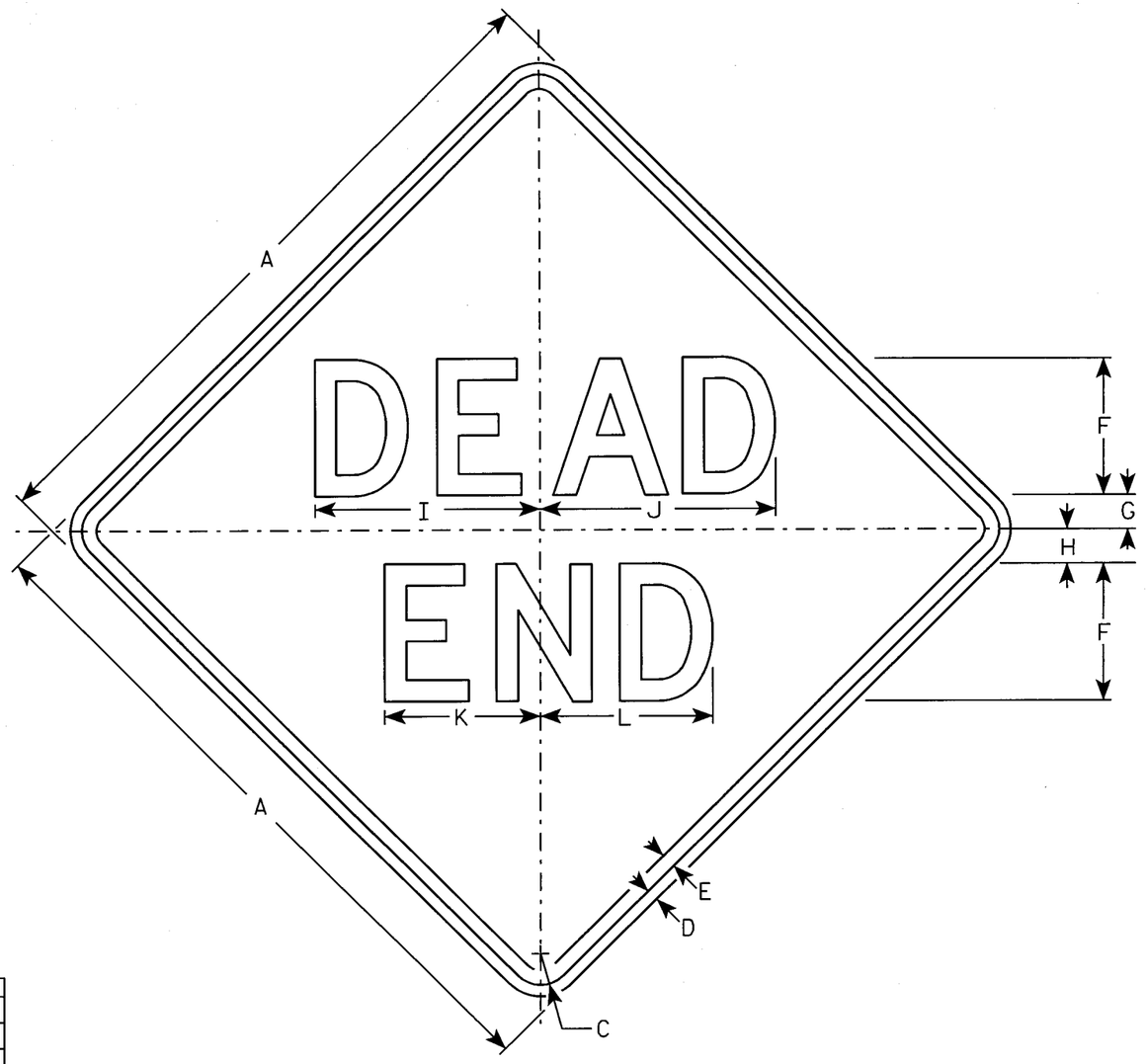
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg
for State Traffic Engineer

DATE 1/25/02 PLATE NO. W3-1.10

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 269	E

58,59,60,61, 63
LEVELS ON : 1,2,3, 5,6, 10.



W14-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0	0.36
2	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25	0.56
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0	0.81
4																												
5																												

STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Sprague for State Traffic Engineer

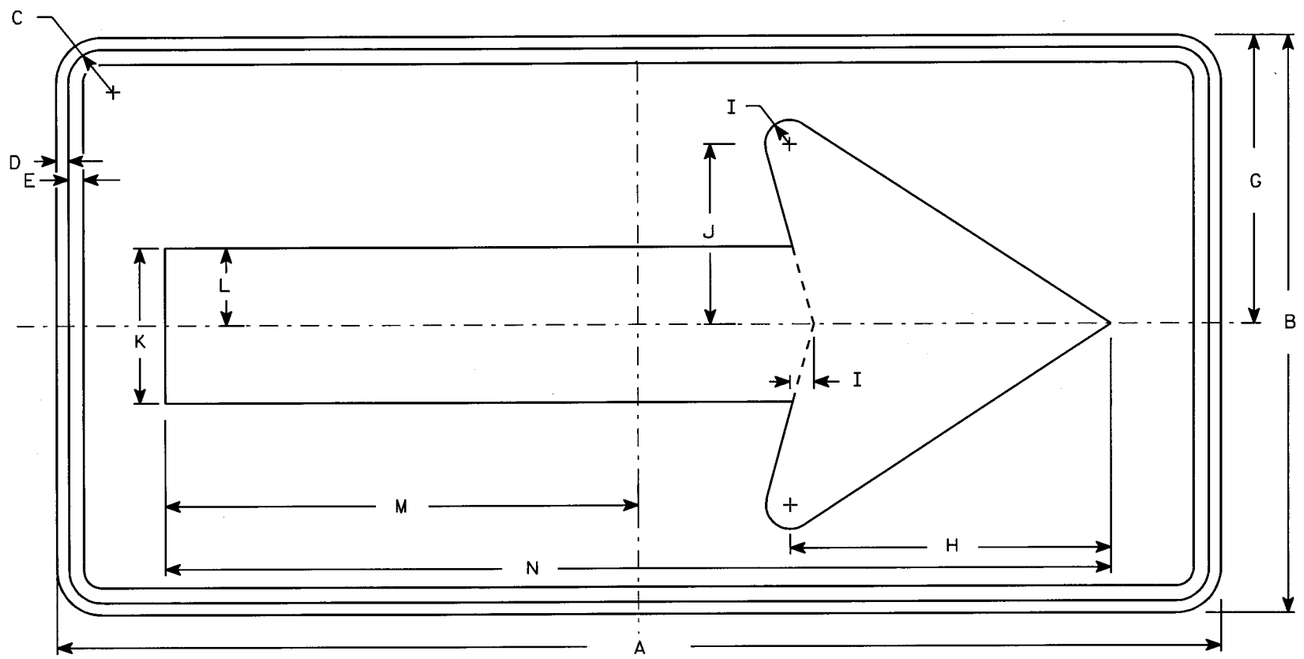
DATE 01/23/02 PLATE NO. W14-1.5

STATE PROJECT NUMBER: | HWY: | COUNTY: | SHEET NO: 270 E

LEVELS ON - 1.2.3. 5.6. 10.
56.59.62. 63

PLOT NAME:
PLOT SCALE: 3 : 1
FILE NAME: W16
ORIGINATOR: FOTH & VAN DYKE
REVISED BY: Sandy Anderson
LEVELS ON · 2. 5. 6.

STATE PROJECT NUMBER	SHEET NO.



W1-6

NOTES

1. Sign is Type II - Type H 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.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1500 mm X 750 mm
4	1500 mm X 750 mm
5	2400 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5	0.41
2	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	0.72
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	1.13
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	1.13
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0	2.88

STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

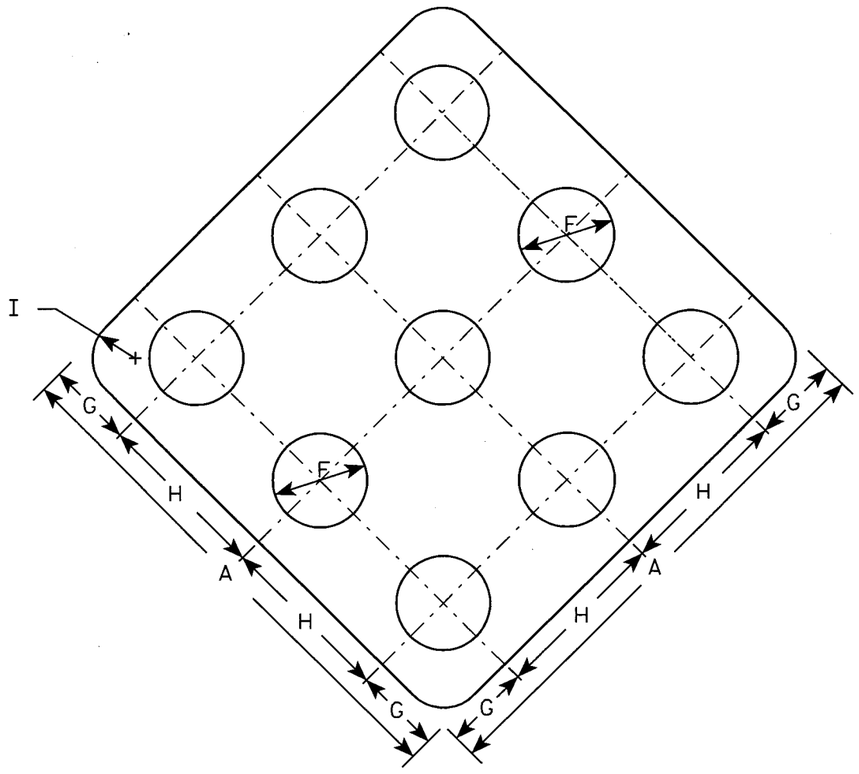
APPROVED Chester J Spange
for State Traffic Engineer

DATE 1/18/97 PLATE NO. W1-6.7

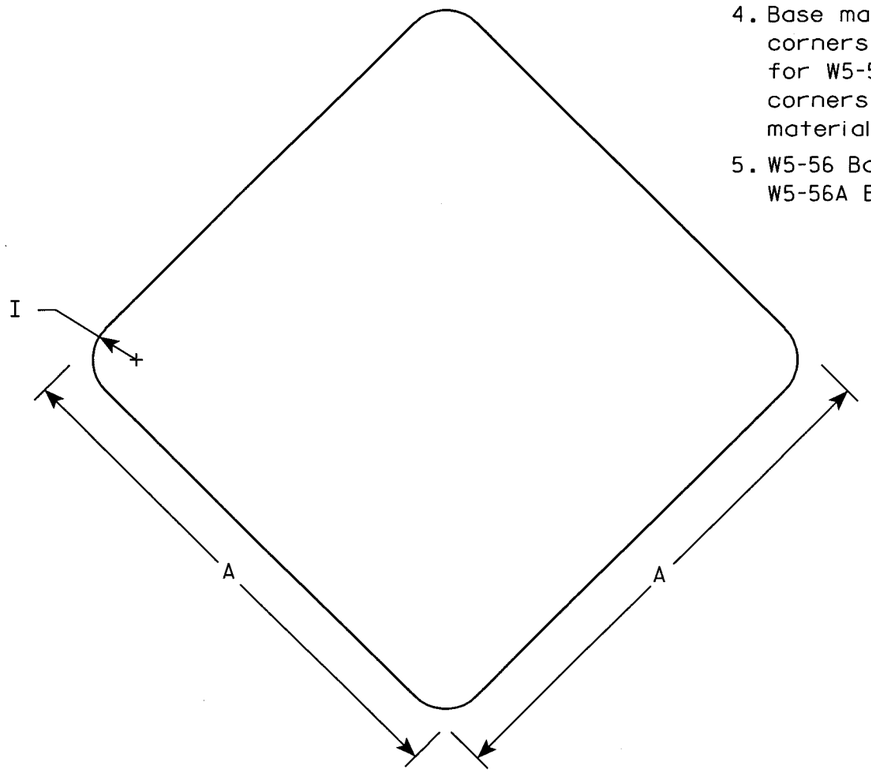
271

FILE NAME: tr_staplate w556.dgn PLOT SCALE: 2½ : 1
ORIGINATOR: Don Kluever
REV. DATE: 01/02/98
LEVELS ON - 1,2,3, 5,6, 63
50.59.60

STATE PROJECT NUMBER	SHEET NO.



W5-56



W5-56A

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red (See Note 5)
   Message - See Note 3
3. W5-56 Message Units are 3" center mount Red delineators as per 633.2.3.
4. Base material for W5-56 shall be metal and corners shall be rounded. Base material for W5-56A may be plywood or metal and corners may be square or rounded when material is plywood but rounded when metal.
5. W5-56 Background is Reflective
   W5-56A Background is Type H Reflective

Metric equivalent for this sign is:

SIZE	
1	300 mm X 300 mm
2	450 mm X 450 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	12					3 1/4	2	4	1																		1.0	0.09
2	18					3 1/4	3	6	1 1/2																		2.25	0.20
3																												
4																												
5																												

STANDARD SIGN
W5-56 & W5-56A

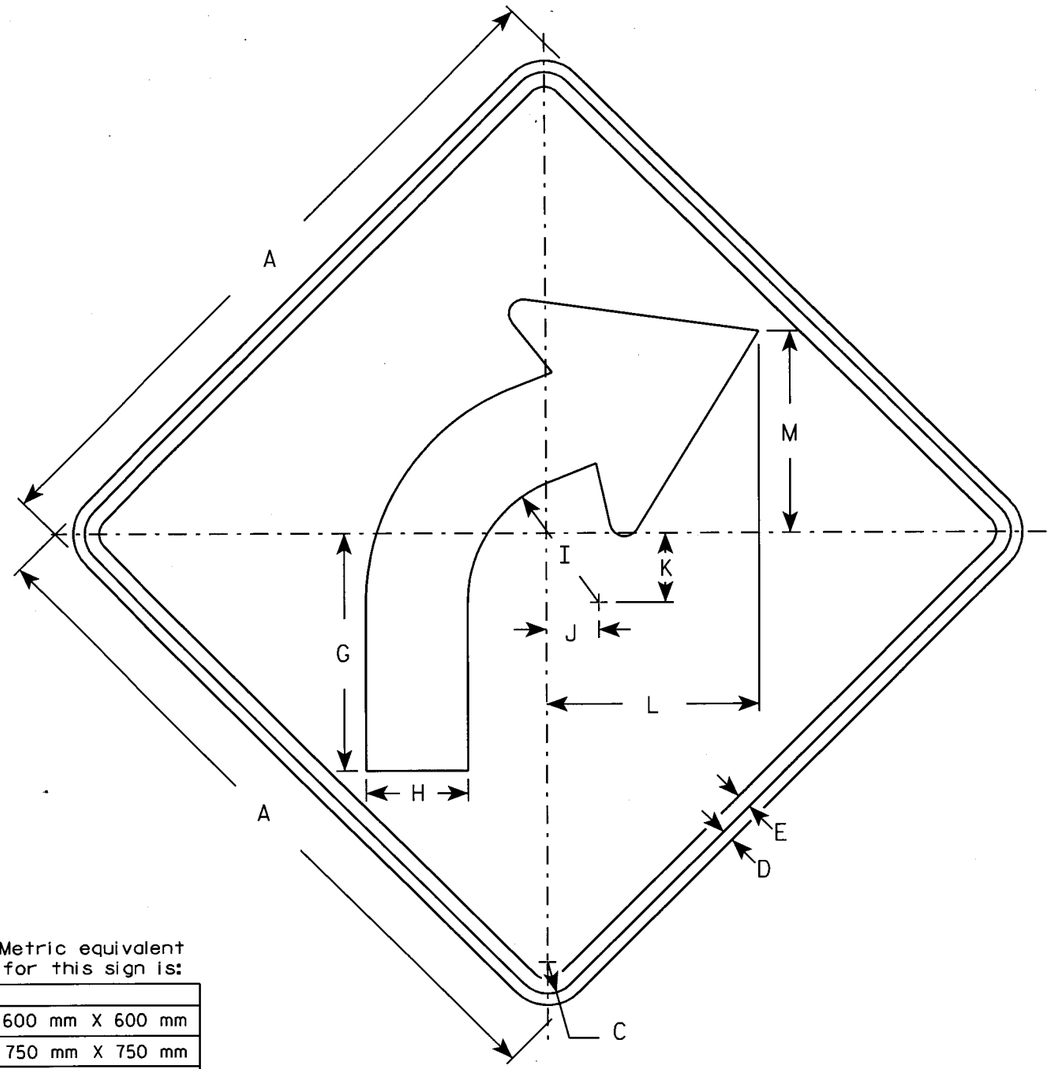
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spange
for State Traffic Engineer

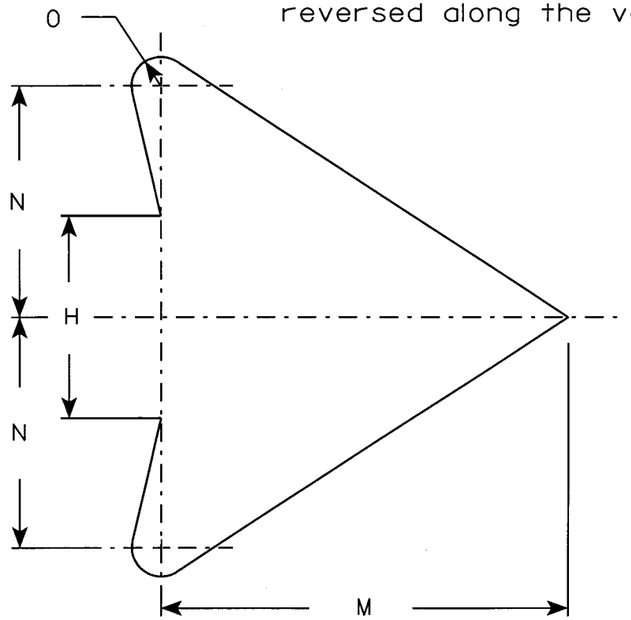
DATE 1/06/98 PLATE NO. W5-56.4 272

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 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	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0	0.36
2	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25	0.56
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0	0.81
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0	0.81
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0	1.44

STANDARD SIGN
W1-2

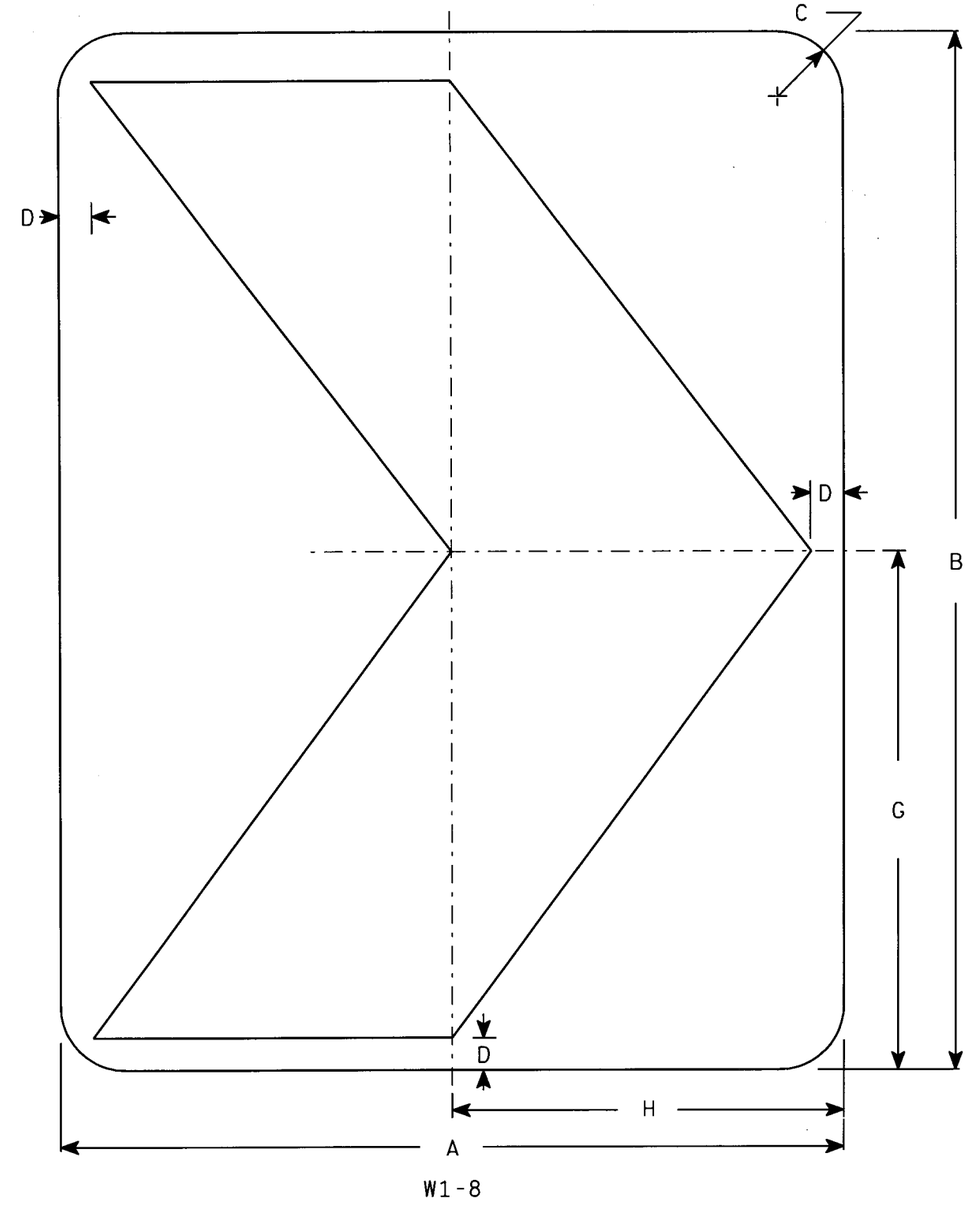
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spange for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-2.8

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 273	E

LEVELS ON - 2.3. 5.6. 10.
58.59 63



W1-8

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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.

Metric equivalent for this sign is:

SIZE	
1	300 mm X 450 mm
2	450 mm X 600 mm
3	600 mm X 750 mm
4	750 mm X 900 mm
5	900 mm X 1200 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	12	18	1 ½	½			9	6																			1.5	0.14
2	18	24	1 ½	¾			12	9																			3.0	0.27
3	24	30	1 ½	⅞			15	12																			5.0	0.45
4	30	36	1 ⅞	1			18	15																			7.5	0.68
5	36	48	2 ¼	1 ⅛			24	18																			12.0	1.08

STANDARD SIGN
W1-8

WISCONSIN DEPT OF TRANSPORTATION

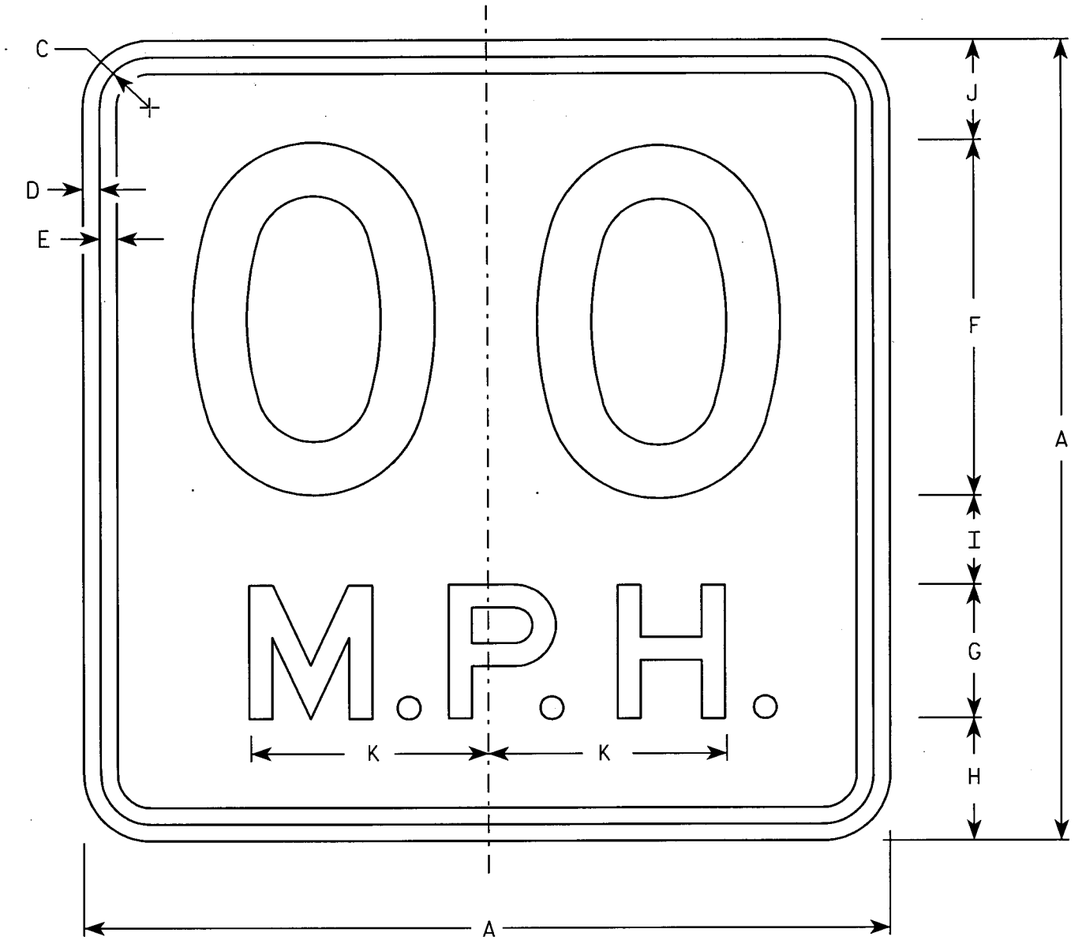
APPROVED Chester J Spong for State Traffic Engineer

DATE 8/20/97 PLATE NO. W1-8.4

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 279	E

FILE NAME : C:\Users\Projects\tr_stdplate\W18.DGN PLOT DATE : 01-NOV-2004 13:58 REV DATE : 11/29/01 PLOT NAME : Originator : Sandy Anderson PLOT SCALE : 3.500000:1.000000 WISDOT/CADDS SHEET 42

LEVELS ON - 2,3, 5,6, 10, 40, 42, 45, 58,59,60,61, 63



W13-1 & W13-1W

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 Note 7
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E
7. W13-1 has a yellow background while W13-1W has a white background.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 450 mm
2	450 mm X 450 mm
3	600 mm X 600 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	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
2	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00	0.36
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81

STANDARD SIGN
W13-1 & W13-1W

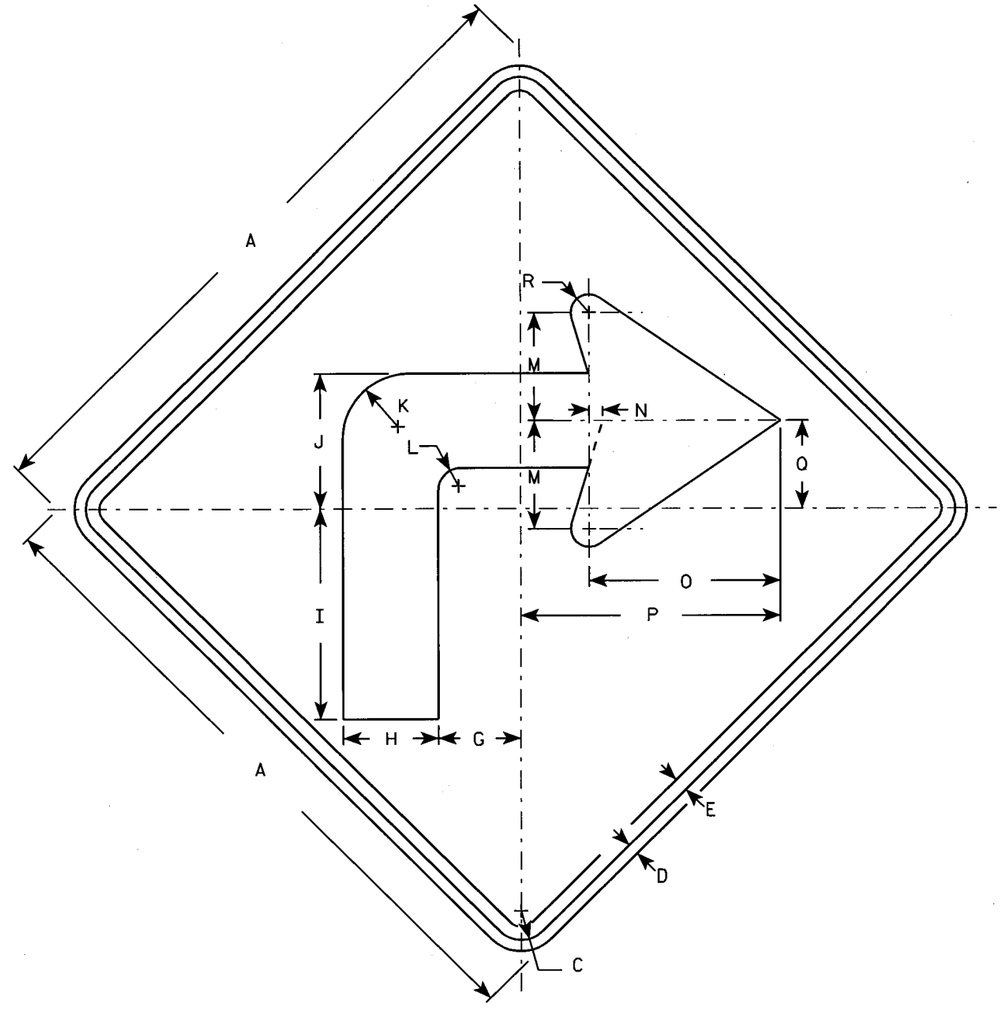
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Charles J Spay for State Traffic Engineer

DATE 01/22/02 PLATE NO. W13-1.11

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 275	E

56.59 63 LEVELS ON - 2.3. 5.6. 10.



W1-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

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.	Area m2
1	24		1 1/8	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2	3 1/4	5/8									4.0	0.36
2	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4	4 7/8	1									9.0	0.81
3	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4	4 7/8	1									9.0	0.81
4	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19	6 1/2	1 1/4									16.0	1.44
5	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19	6 1/2	1 1/4									16.0	1.44

STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg for State Traffic Engineer

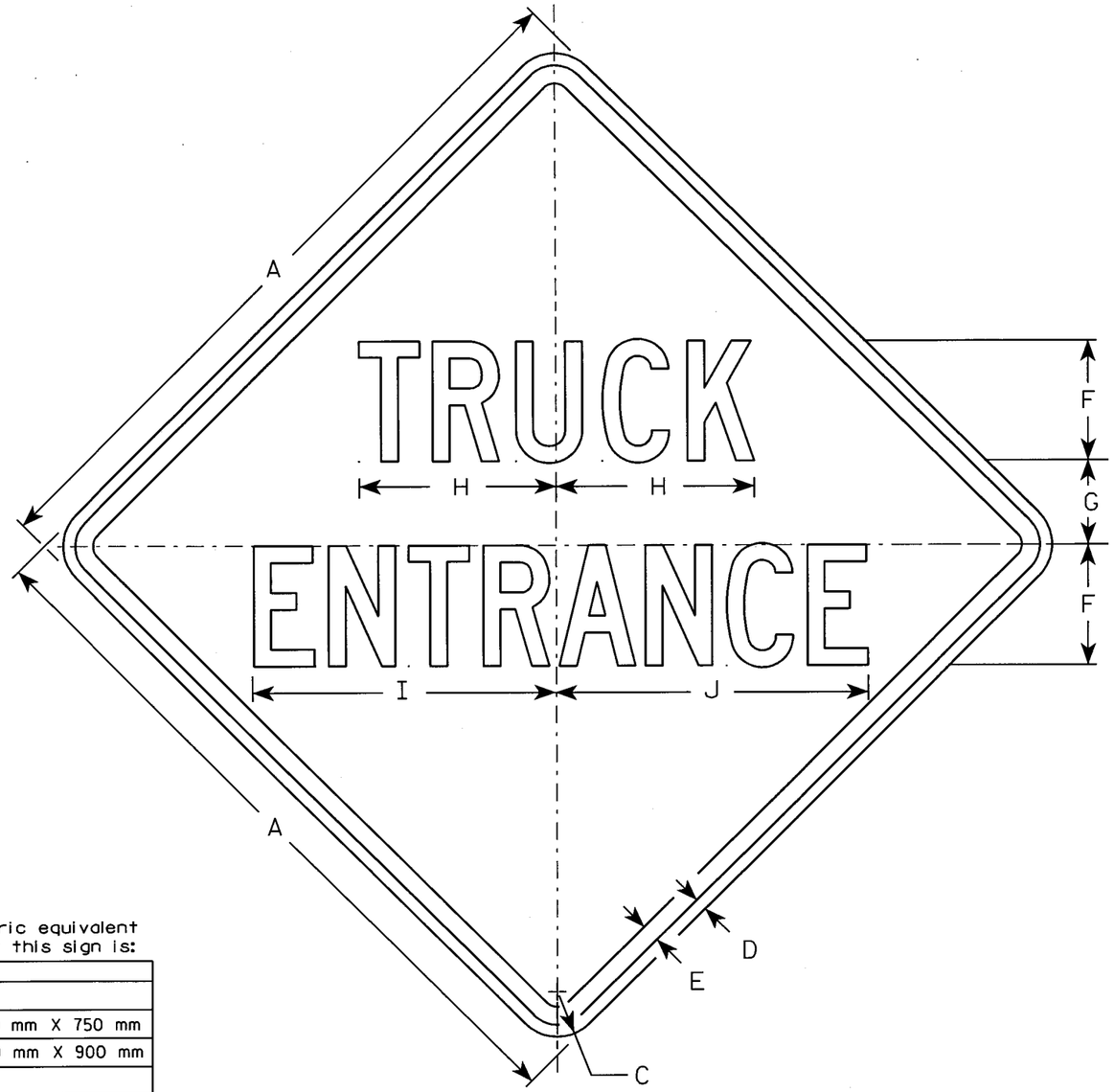
DATE 1/14/02 PLATE NO. W1-1.8

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 276	E

FILE NAME : C:\Users\Projects\tr_stdplate\W11.DGN PLOT DATE : 01-NOV-2004 13:59 ORG DATE : PLOT NAME : Originator : Artie Noll PLOT SCALE : 8.380952:1.000000 WISDOT/CADDS SHEET 42

LEVELS ON • 2.3. 5.6. 10.

58.59.60. 63



W54-57

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	30		1 3/8	1/2	5/8	5	3 1/2	8 1/8	12 1/2	12 7/8																	6.25	0.56
3	36		1 5/8	5/8	3/4	6	4 1/4	9 5/8	15	15 3/8																	9.00	0.81
4																												
5																												

STANDARD SIGN
W54-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 01/23/02 PLATE NO. W54-57.7

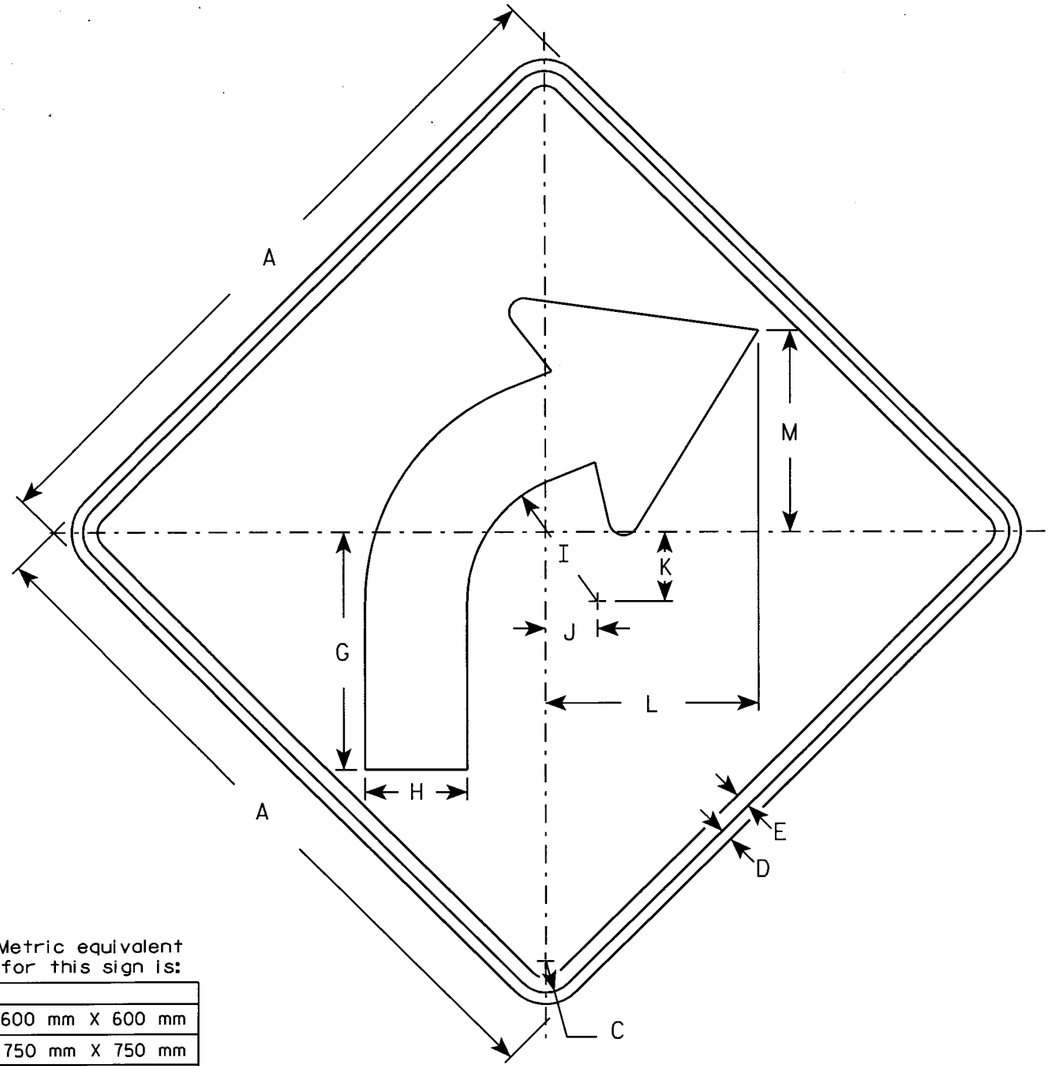
STATE PROJECT NUMBER: | HWY: | COUNTY: | SHEET NO: 277 E

LEVELS ON - 1.2.3. 5.6. 10.
50.59 63

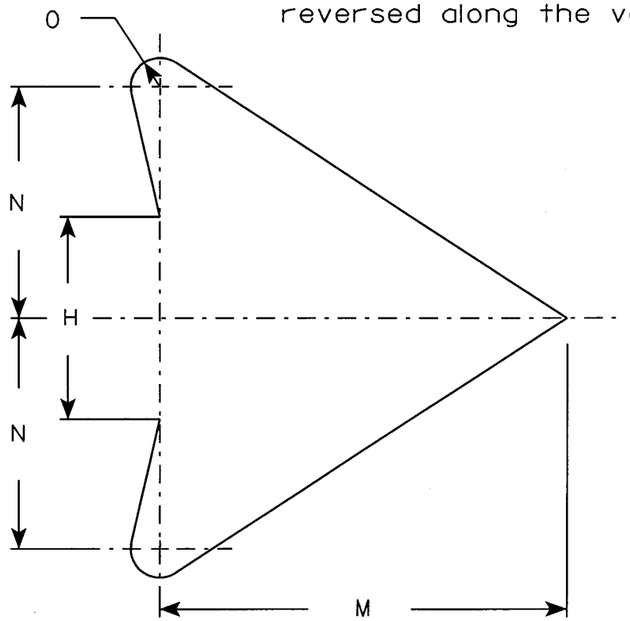
FILE NAME : C:\Users\Projects\tr_stdplote\W5457.DGN PLOT DATE : 01-NOV-2004 14:00 ORG DATE : PLOT NAME : Originator : Dist PLOT SCALE : 6.023810:1.000000
WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 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	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0	0.36
2	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25	0.56
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0	0.81
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0	0.81
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0	1.44

STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

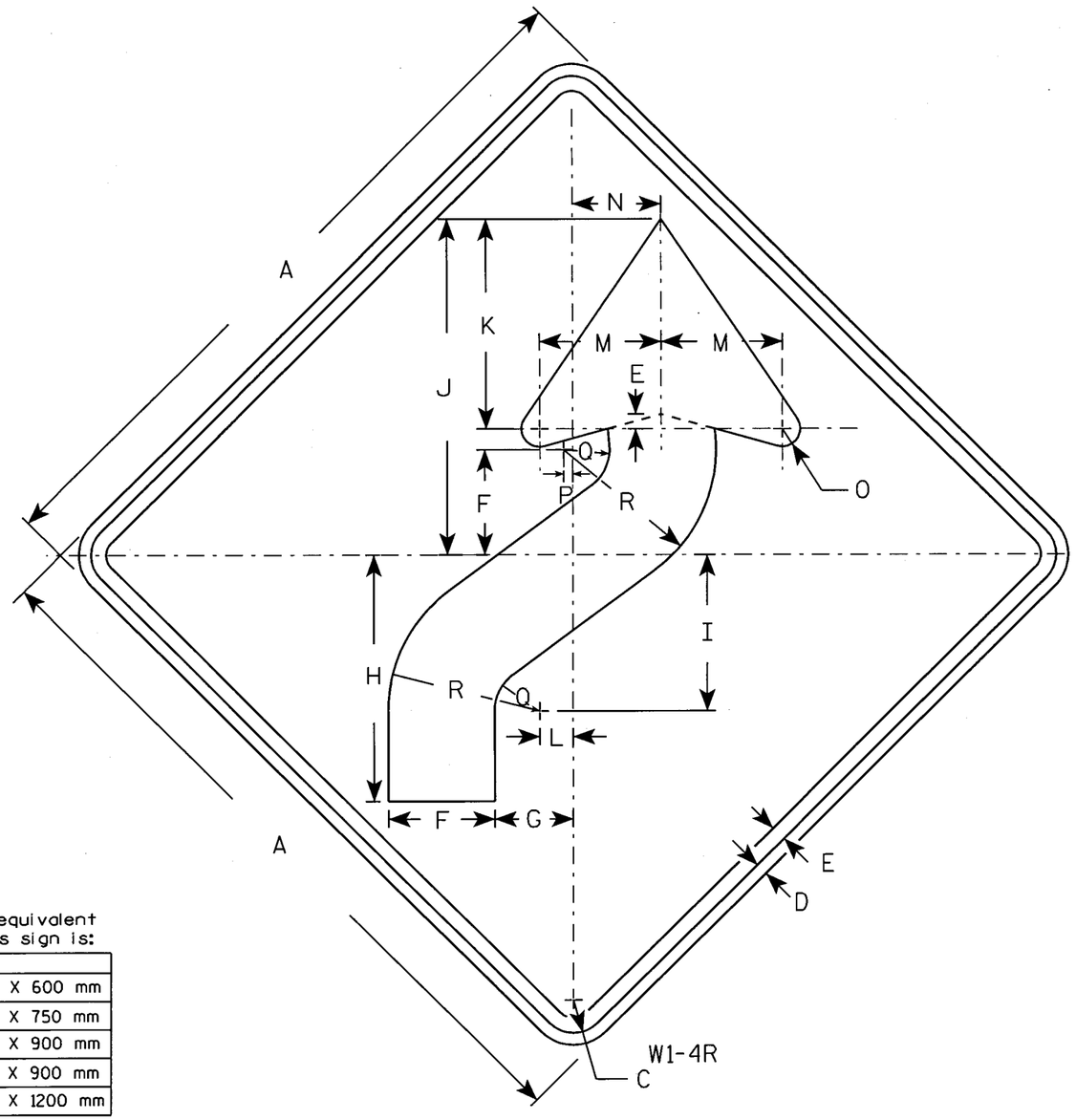
DATE 01/14/02 PLATE NO. W1-2.8

STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 278	E

FILE NAME : C:\Users\Projects\tr_stdplate\W12.DGN PLOT DATE : 01-NOV-2004 14:01 ORG DATE : PLOT NAME : Originator : Artie Noll PLOT SCALE : 6.547619:1.000000
WISDOT/CADDS SHEET 42

LEVELS ON - 2.3. 5.6. 10.

58.59.60. 63



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 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	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0	0.36
2	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25	0.56
3	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0	0.81
4	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0	0.81
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	1.44

STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Sprague
for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-4.9

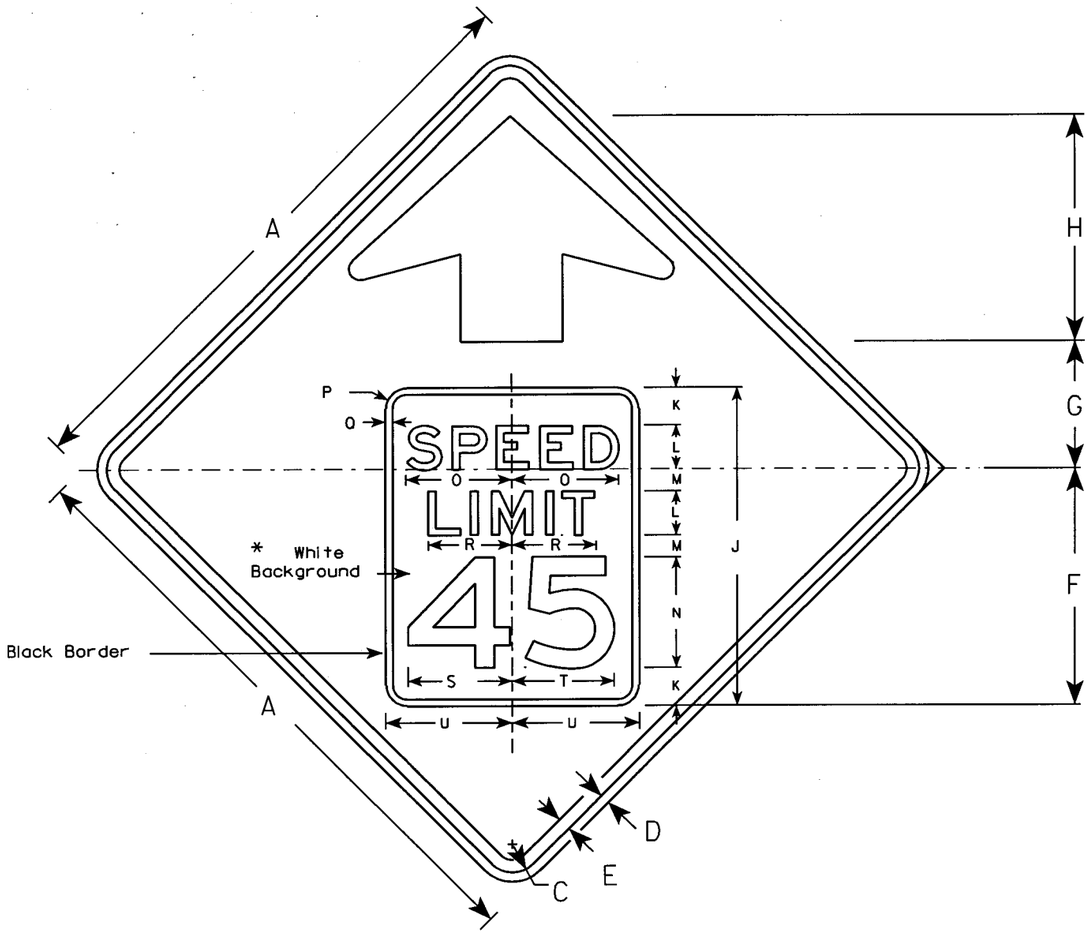
STATE PROJECT NUMBER:	HWY:	COUNTY:			SHEET NO: 279 E

FILE NAME : C:\Users\Projects\tr_stdplate\W14.DGN PLOT DATE : 01-NOV-2004 14:01 ORG DATE : PLOT NAME : Originator : Artie Noll PLOT SCALE : 6.023810:1.000000

WISDOT/CADDS SHEET 42

LEVELS ON - 1,2,3, 5,6, 10,

58.59 63

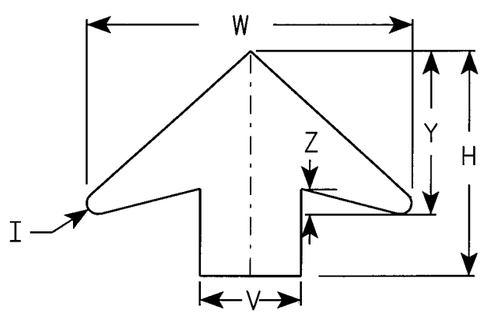


W3-5

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	900 mm X 900 mm
3	1200 mm X 1200 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 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	36		1 5/8	5/8	3/4	14 1/8	7 1/2	13 1/2	5/8	19	2 1/4	2 5/8	1 3/8	6 1/2	6 1/4	1 1/2	3/8	4 7/8	6 1/4	6	7 1/2	6	19 1/4		9 3/4	1 5/8	9.0	0.81
3	36		1 5/8	5/8	3/4	14 1/8	7 1/2	13 1/2	5/8	19	2 1/4	2 5/8	1 3/8	6 1/2	6 1/4	1 1/2	3/8	4 7/8	6 1/4	6	7 1/2	6	19 1/4		9 3/4	1 5/8	9.0	0.81
4	48		2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	7/8	25 1/4	3	3 1/2	1 3/4	8 3/4	8 3/8	1 5/8	1/2	6 5/8	8 1/4	8	10	8	25 5/8		13	2	16.0	1.44
5	48		2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	7/8	25 1/4	3	3 1/2	1 3/4	8 3/4	8 3/8	1 5/8	1/2	6 5/8	8 1/4	8	10	8	25 5/8		13	2	16.0	1.44

STANDARD SIGN
W3-5

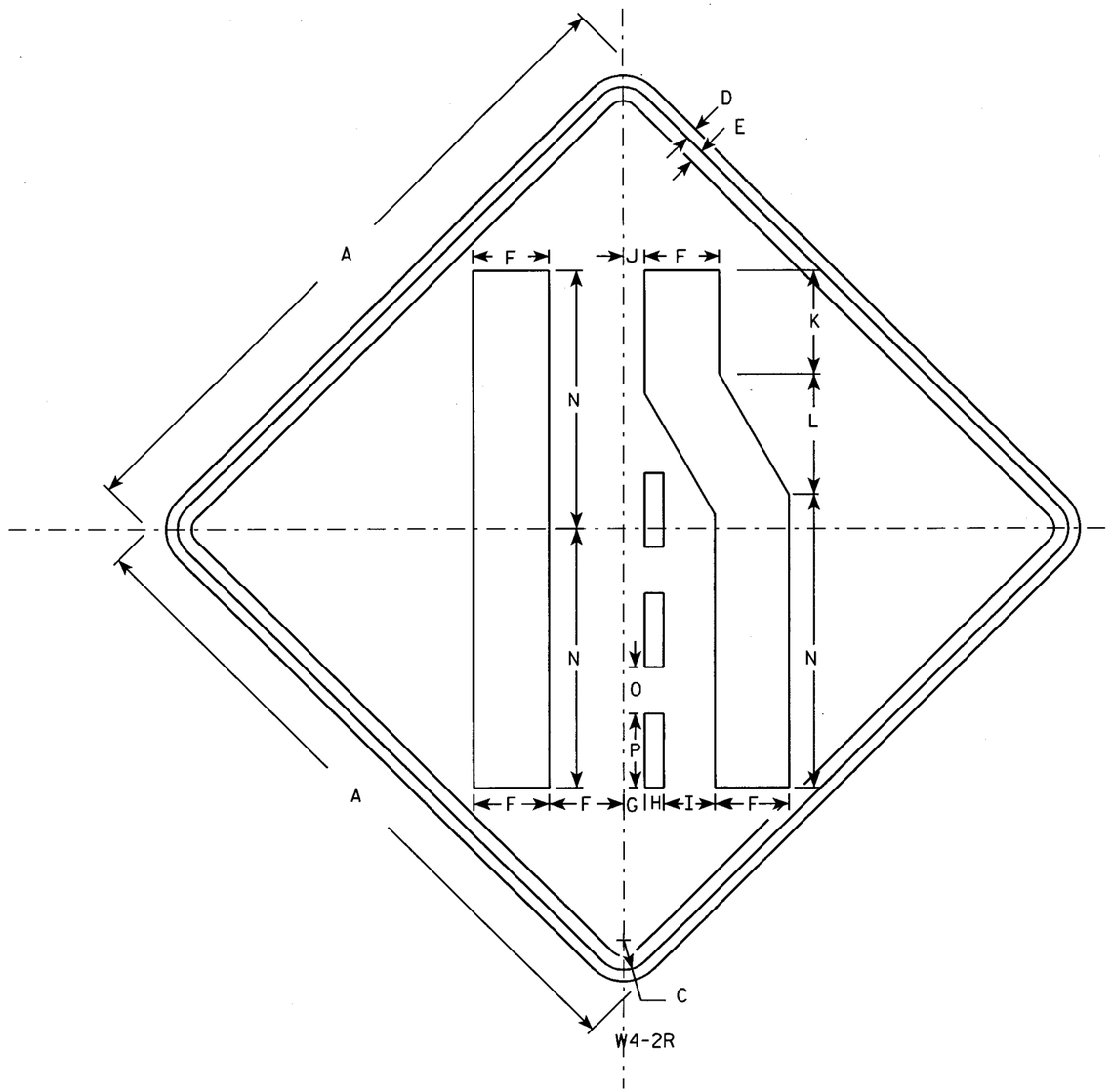
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/18/04 PLATE NO. W3-5.1

PROJECT NO:

SHEET NO: 280 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 - 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 arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	1200 mm X 1200 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 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	30		1 3/8	1/2	5/8	3	7/8	7/8	2 1/4	7/8	4 5/8	4 7/8		13 5/8	2	3 3/8											6.25	0.56
2	36		1 5/8	5/8	3/4	4	1 1/8	1	2 3/4	1 1/8	5 5/8	6 1/2		15 3/4	2 1/2	4											9.0	0.81
3	48		2 1/4	3/4	1	5	1 1/8	1 1/4	3 1/2	1 1/2	8 1/4	7 5/8		21 1/4	4	5											16.0	1.44
4	48		2 1/4	3/4	1	5	1 1/8	1 1/4	3 1/2	1 1/2	8 1/4	7 5/8		21 1/4	4	5											16.0	1.44
5	48		2 1/4	3/4	1	5	1 1/8	1 1/4	3 1/2	1 1/2	8 1/4	7 5/8		21 1/4	4	5											16.0	1.44

STANDARD SIGN
W4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/19/04 PLATE NO. W4-2.10

PROJECT NO:

SHEET NO: 201 E

FILE NAME : C:\Users\Projects\tr_stdplate\W42.DGN PLOT DATE : 01-NOV-2004 14:02 PLOT BY : DOTDZK

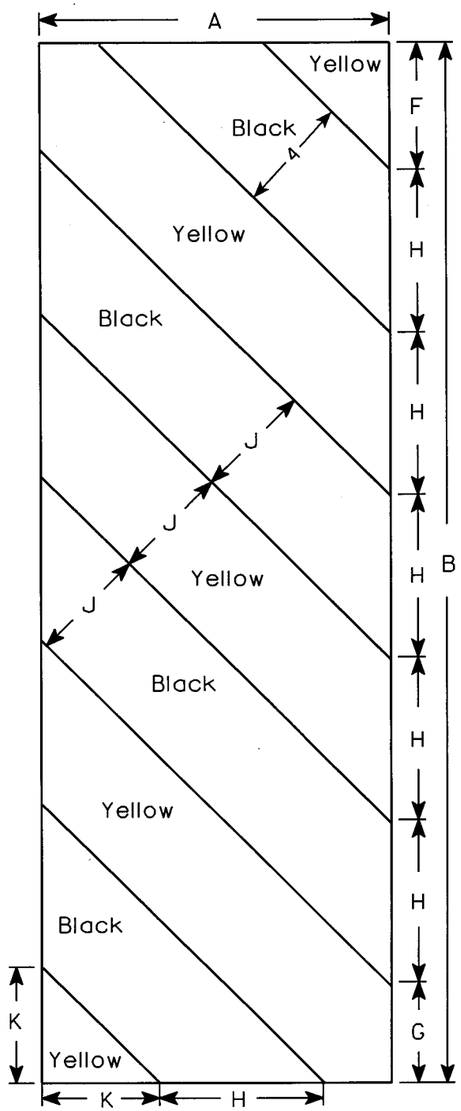
WISDOT/CADDS SHEET 42

7

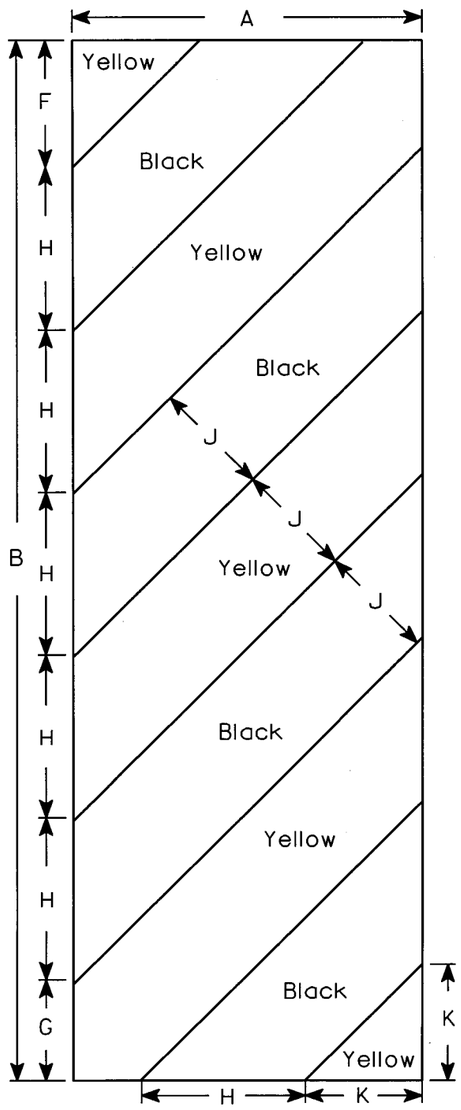
7

FILE NAME: tr_staplate w552.dgn PLOT SCALE: 2½ :1
ORIGINATOR: Sandy Anderson
REV. DATE: 8/12/97
LEVELS ON · 2 5 63

STATE PROJECT NUMBER | SHEET NO.



W5-52L



W5-52R

Metric equivalent for this sign is:

SIZE	
1	
2	300 mm X 900 mm
3	450 mm X 1350 mm
4	
5	

NOTES

1. Sign is Type II - Type H 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. Alternate colors of stripes as shown.

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	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0	0.27
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75	0.61
4																												
5																												

STANDARD SIGN
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J. Spang
for State Traffic Engineer

DATE 8/13/97 PLATE NO. W5-52.7 282

STAGE 1A: STH 33 Temporary Construction Bypass							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT S.F.	FILL S.F.	CUT C.Y.	EXP. FILL C.Y.	CUT C.Y.	EXP. FILL C.Y.	MASS HAUL C.Y.
90+00.00	0	0					
91+00.00	5	0	9	0	9	0	9
92+00.00	17	0	41	0	49	0	49
93+00.00	99	0	215	0	264	0	264
94+00.00	34	0	245	0	509	0	509
95+00.00	11	2	84	4	593	5	588
96+00.00	10	137	40	257	633	314	319
97+00.00	12	189	41	602	674	1037	-362
98+00.00	8	149	37	625	711	1787	-1076
99+00.00	11	50	34	369	745	2229	-1484
99+65.00	16	16	32	80	777	2325	-1547
100+00.00	9	43	16	38	794	2371	-1577
101+00.00	11	15	38	108	831	2500	-1669
101+17.00	8	67	6	26	837	2532	-1694
102+00.00	12	0	29	104	867	2657	-1790
103+00.00	7	0	34	1	901	2657	-1756
104+00.00	1	0	15	0	915	2657	-1742

STAGE 1A: STH 175 Temporary S. Frontage Widening							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT SF	FILL SF	CUT CY	EXP. FILL CY	CUT CY	EXP. FILL CY	MASS HALL CY
24+00.000	19	0					
25+00.000	14	0	61	0	61	0	61
26+00.000	8	7	39	13	100	16	84
27+00.000	33	4	75	20	175	39	135
27+50.000	36	2	64	6	238	46	192
27+75.000	21	0	26	1	265	47	217

STAGE 1A: STH 175 Temporary Watercress Widening							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT S.F.	FILL S.F.	CUT C.Y.	EXP. FILL C.Y.	CUT C.Y.	EXP. FILL C.Y.	MASS HAUL C.Y.
53+25.00	6	0					
53+50.00	85	0	42	0	42	0	42
54+00.00	42	2	118	2	160	2	158
54+50.00	23	1	61	3	221	5	215
55+00.00	19	0	39	1	260	6	253

STAGE 1: STH 33 (EXCAVATION MARSH STA. 99+00 - 116+00)							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT S.F.	FILL S.F.	CUT C.Y.	EXP. FILL C.Y.	CUT C.Y.	EXP. FILL C.Y.	MASH HAUL C.Y.
99+00.00	288	0					
100+00.00	371	0	1221	0	1221	0	1221
101+00.00	394	0	1418	0	2639	0	2639
102+00.00	685	0	1999	0	4638	0	4638
102+50.00	360	0	968	0	5606	0	5606
103+00.00	467	0	766	0	6372	0	6372
103+50.00	430	0	831	0	7203	0	7203
104+00.00	451	0	816	0	8019	0	8019
104+50.00	456	0	840	0	8859	0	8859
105+00.00	557	0	938	0	9796	0	9796
105+50.00	574	0	1047	0	10844	0	10844
106+00.00	455	0	953	0	11796	0	11796
106+50.00	417	0	807	0	12604	0	12604
107+00.00	364	0	723	0	13326	0	13326
107+50.00	478	0	779	0	14106	0	14106
108+00.00	508	0	912	0	15018	0	15018
108+50.00	441	0	878	0	15896	0	15896
109+00.00	463	0	837	0	16733	0	16733
110+00.00	435	0	1663	0	18396	0	18396
111+00.00	567	0	1856	0	20252	0	20252
112+00.00	959	0	2827	0	23079	0	23079
113+00.00	1234	0	4062	0	27141	0	27141
114+00.00	460	0	3137	0	30278	0	30278
115+00.00	561	0	1891	0	32168	0	32168
116+00.00	324	0	1640	0	33808	0	33808

STA. 99+00 - 105+00 = 9796 C.Y.
STA. 105+00 - 116+00 = 24011 C.Y.

3

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	COMPUTER EARTHWORK DATA	SHEET: 283	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

3

STAGE 1: EST. SELECT BORROW FOR MARSH (STA. 99+00 - 116+00)

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
99+00.00	288	0					
100+00.00	371	0	1221	0	1587	0	1587
101+00.00	394	0	1418	0	3430	0	3430
102+00.00	685	0	1999	0	6029	0	6029
102+50.00	360	0	968	0	7287	0	7287
103+00.00	467	0	766	0	8283	0	8283
103+50.00	430	0	831	0	9364	0	9364
104+00.00	451	0	816	0	10425	0	10425
104+50.00	456	0	840	0	11517	0	11517
105+00.00	557	0	938	0	12735	0	12735
105+50.00	574	0	1047	0	14097	0	14097
106+00.00	455	0	953	0	15335	0	15335
106+50.00	417	0	807	0	16385	0	16385
107+00.00	364	0	723	0	17324	0	17324
107+50.00	478	0	779	0	18337	0	18337
108+00.00	508	0	912	0	19524	0	19524
108+50.00	441	0	878	0	20665	0	20665
109+00.00	463	0	837	0	21753	0	21753
110+00.00	435	0	1663	0	23915	0	23915
111+00.00	567	0	1856	0	26328	0	26328
112+00.00	959	0	2827	0	30003	0	30003
113+00.00	1234	0	4062	0	35283	0	35283
114+00.00	460	0	3137	0	39361	0	39361
115+00.00	561	0	1891	0	41819	0	41819
116+00.00	324	0	1640	0	43950	0	43950

STA. 99+00 -105+00 = 12735 C.Y.
STA. 105+00 - 116+00 = 31215 C.Y.

STAGE 1: STH 33 (BEGIN PROJ. TO SCHELLINGER ST.)

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HALL C.Y.
95+00.00	112	0					
96+00.00	20	64	244	119	244	143	102
97+00.00	0	150	36	397	281	619	-338
98+00.00	0	220	0	685	281	1441	-1160
99+00.00	0	289	0	943	281	2572	-2292
100+00.00	124	304	230	1098	511	3890	-3379
101+00.00	190	330	582	1174	1093	5298	-4205
102+00.00	364	168	1026	922	2119	6405	-4286
102+50.00	375	87	685	236	2804	6688	-3884
103+00.00	510	148	820	218	3624	6949	-3325
103+50.00	556	184	988	307	4612	7318	-2706
104+00.00	574	247	1047	398	5658	7796	-2138
104+50.00	467	245	964	455	6622	8342	-1720
105+00.00	177	228	596	438	7218	8868	-1650

STAGE 1: STH 33 (SCHELLINGER ST. TO STH 175)

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
105+00.00	0	272					
105+50.00	0	170	0	410	0	492	-492
106+00.00	0	215	0	357	0	920	-920
106+50.00	1	167	1	354	1	1345	-1345
107+00.00	0	228	1	366	2	1784	-1782
107+50.00	2	266	2	457	3	2332	-2329
108+00.00	0	279	2	505	5	2938	-2933
108+50.00	0	291	0	527	5	3571	-3566
109+00.00	0	310	0	556	5	4238	-4233
110+00.00	0	351	0	1223	5	5706	-5701
111+00.00	0	521	0	1615	5	7644	-7639
112+00.00	0	685	0	2234	5	10325	-10320
113+00.00	0	891	0	2919	5	13828	-13823
114+00.00	0	1012	0	3525	5	18058	-18053
115+00.00	0	1255	0	4199	5	23097	-23092
116+00.00	0	1645	0	5371	5	29542	-29537
117+00.00	0	1249	0	5360	5	35974	-35969
118+00.00	0	753	0	3709	5	40424	-40419
119+00.00	0	456	0	2239	5	43111	-43107
119+50.00	0	192	0	600	5	43831	-43826
120+00.00	0	396	0	544	5	44484	-44479
120+50.00	0	1020	0	1311	5	46056	-46052
121+00.00	0	1643	0	2465	5	49015	-49010
121+50.00	0	1884	0	3265	5	52933	-52928
122+00.00	65	1911	60	3513	64	57149	-57084
122+50.00	0	2092	60	3706	124	61596	-61472
122+77.00	0	1316	0	1704	124	63641	-63517
123+00.00	0	516	0	780	124	64577	-64453
123+50.00	0	845	0	1259	124	66088	-65964
123+55.00	0	1002	0	171	124	66294	-66169
124+00.00	131	1283	109	1904	233	68578	-68345

3

STAGES 1 & 2: STH 33 (STH 175 TO NEW PLAT STREET)

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
124+00.00	131	1283					
124+50.00	0	1463	121	2542	121	3051	-2930
125+00.00	0	1332	0	2588	121	6156	-6035
125+50.00	0	2285	0	3349	121	10175	-10054
126+00.00	0	2692	0	4609	121	15706	-15585
126+50.00	0	2761	0	5049	121	21764	-21643
127+00.00	0	2613	0	4976	121	27735	-27614
128+00.00	0	2172	0	8861	121	38369	-38248
129+00.00	0	1953	0	7638	121	47534	-47413
130+00.00	0	1677	0	6722	121	55601	-55480
130+50.00	0	1604	0	3038	121	59246	-59125
131+00.00	0	1573	0	2941	121	62776	-62655
131+50.00	0	1571	0	2911	121	66269	-66148
132+00.00	0	1609	0	2944	121	69802	-69681
132+50.00	0	1635	0	3004	121	73406	-73286
133+00.00	0	1706	0	3093	121	77118	-76997
133+50.00	0	1452	0	2924	121	80628	-80507
134+00.00	233	1405	216	2646	337	83803	-83466
134+50.00	181	974	383	2203	720	86447	-85727
135+00.00	185	792	338	1635	1058	88409	-87351
135+50.00	184	686	341	1368	1399	90051	-88652
136+00.00	229	631	382	1219	1781	91513	-89732
136+50.00	275	570	467	1112	2248	92847	-90600
137+00.00	328	400	558	898	2806	93924	-91118
138+00.00	918	103	2307	930	5113	95041	-89928
138+25.00	1307	0	1030	48	6143	95098	-88955
139+00.00	2069	0	4689	0	10833	95098	-84265
140+00.00	2367	0	8215	0	19048	95098	-76050
141+00.00	2346	0	8727	0	27775	95098	-67323
142+00.00	2236	0	8486	0	36260	95098	-58838
143+00.00	2156	0	8133	0	44394	95098	-50704
144+00.00	2019	0	7731	0	52125	95098	-42974
145+00.00	1781	0	7036	0	59161	95098	-35937
146+00.00	1453	0	5987	0	65148	95098	-29950
147+00.00	1130	0	4783	0	69931	95098	-25167
148+00.00	815	0	3603	0	73534	95098	-21564
149+00.00	459	0	2360	0	75894	95098	-19204
150+00.00	272	0	1354	0	77248	95098	-17850
151+00.00	128	0	740	1	77988	95099	-17111
152+00.00	60	8	348	16	78336	95114	-16778
153+00.00	28	38	163	86	78499	95201	-16702
154+00.00	20	83	88	224	78587	95425	-16838
155+00.00	32	137	96	408	78683	95833	-17149
156+00.00	24	140	104	514	78788	96347	-17560
157+00.00	30	150	100	537	78888	96884	-17997

STAGES 1 & 2: STH 33 (STH 175 TO NEW PLAT STREET)

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
158+00.00	26	138	104	533	78992	97417	-18425
158+50.00	26	139	48	256	79040	97673	-18633
159+00.00	27	144	49	262	79090	97936	-18846
159+50.00	27	140	50	263	79139	98198	-19059
160+00.00	35	115	57	236	79196	98434	-19238
160+50.00	43	92	72	192	79268	98626	-19358
161+00.00	24	83	62	162	79330	98788	-19458
161+50.00	84	0	100	77	79430	98865	-19435
162+00.00	95	10	165	9	79595	98874	-19279
162+50.00	172	1	247	10	79842	98884	-19042
163+00.00	209	0	353	1	80196	98885	-18690
163+50.00	228	0	405	1	80601	98886	-18285
164+00.00	216	1	411	1	81012	98887	-17875
164+50.00	240	1	422	1	81433	98888	-17455
165+00.00	224	0	430	1	81863	98889	-17026
166+00.00	134	1	664	2	82527	98892	-16365
167+00.00	68	5	375	11	82902	98902	-16000
168+00.00	62	28	242	60	83144	98963	-15818
169+00.00	77	33	258	112	83402	99075	-15673
170+00.00	125	19	374	97	83776	99171	-15396
171+00.00	150	0	509	36	84284	99208	-14923
171+50.00	191	0	315	0	84600	99208	-14608
172+00.00	239	0	398	0	84998	99208	-14210
172+50.00	228	2	433	2	85431	99210	-13779
173+00.00	228	5	422	6	85853	99216	-13363
173+50.00	259	8	451	12	86304	99228	-12924
174+00.00	264	13	485	19	86789	99247	-12459
174+50.00	292	4	515	16	87304	99264	-11960
175+00.00	291	1	540	5	87843	99268	-11425
175+50.00	242	31	494	30	88337	99298	-10961
176+00.00	233	40	440	66	88777	99364	-10587
176+50.00	224	52	423	86	89201	99450	-10249
177+00.00	206	59	398	103	89599	99553	-9954
177+50.00	161	65	340	115	89938	99668	-9729
178+00.00	122	55	261	111	90200	99779	-9579
179+00.00	84	47	381	189	90581	99968	-9387
180+00.00	58	47	263	174	90845	100142	-9298
181+00.00	140	10	366	106	91211	100249	-9038
182+00.00	78	7	404	32	91615	100281	-8666
183+00.00	37	63	214	130	91830	100411	-8582
184+00.00	39	178	141	447	91971	100858	-8888
185+00.00	38	299	141	884	92112	101742	-9630
185+50.00	45	261	77	518	92189	102260	-10072
186+00.00	83	143	119	374	92308	102635	-10327
186+50.00	62	172	134	292	92442	102926	-10484

CONTINUE NEXT PAGE

STAGES 1 & 2: STH 33 (STH 175 TO NEW PLAT STREET)

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
187+00.00	70	126	122	276	92564	103202	-10637
187+50.00	69	74	129	186	92694	103387	-10694
188+00.00	5	200	69	254	92763	103641	-10879
188+50.00	19	137	23	312	92785	103953	-11168
189+00.00	13	88	30	208	92815	104161	-11346
189+50.00	18	58	28	135	92843	104296	-11452
190+00.00	41	45	54	95	92897	104391	-11494
190+50.00	34	34	69	73	92966	104464	-11497
191+00.00	47	25	75	55	93041	104519	-11477
191+50.00	88	25	125	47	93167	104566	-11399
192+00.00	87	16	162	38	93329	104604	-11275
192+75.00	106	9	268	35	93597	104639	-11042
193+00.00	93	5	92	6	93689	104645	-10956
194+00.00	146	17	442	40	94131	104685	-10554
194+50.00	105	21	233	36	94364	104721	-10357
195+00.00	108	16	198	35	94561	104756	-10194
195+50.00	110	14	202	27	94764	104783	-10019
196+00.00	108	12	202	24	94966	104807	-9841
196+50.00	95	18	187	28	95153	104835	-9682

STAGE 1: SUNSET DRIVE

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
8+50.00	35	1					
9+00.00	36	4	66	4	66	5	61
9+50.00	60	35	88	36	154	48	106

STAGE 1: HILLTOP DRIVE

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
8+47.00	23	0					
8+50.00	66	0	5	0	5	0	5
9+00.00	183	0	230	0	235	0	235
9+50.00	139	5	298	5	533	6	527

STAGE 1: BLUEBERRY ROAD

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
9+00.00	51	6					
9+22.00	51	4	42	4	42	5	36
9+50.00	142	21	100	13	141	21	120

STAGE 2: STH 33 & STH 175 INTERSECTION

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
124+00.00	131	1283					
124+50.00	0	1463	121	2542	121	3051	-2930
125+00.00	0	1332	0	2588	121	6156	-6035
125+50.00	0	2285	0	3349	121	10175	-10054
126+00.00	0	2692	0	4609	121	15706	-15585

STAGE 2: STH 175 (SOUTH OF STH 33)

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
24+00.00	0	159					
24+50.00	0	157	0	292	0	350	-350
25+00.00	0	215	0	344	0	763	-763
25+50.00	1	352	1	525	1	1393	-1392
26+00.00	0	504	1	792	3	2344	-2341
26+50.00	0	672	0	1089	3	3650	-3648
27+00.00	0	752	0	1318	3	5232	-5230
27+50.00	0	831	0	1465	3	6990	-6988
28+00.00	0	1234	0	1911	3	9284	-9281
28+38.00	0	935	0	1526	3	11115	-11112

STAGE 2: STH 175 (NORTH OF STH 33)

STATION	CUT S.F.	FILL S.F.	Incremental Vol. CUT C.Y.	Incremental Vol. EXP. FILL C.Y.	Cumulative Vol. CUT C.Y.	Cumulative Vol. EXP. FILL C.Y.	MASS HAUL C.Y.
29+16.00	0	917					
29+50.00	0	1402	0	1460	0	1752	-1752
30+00.00	0	1647	0	2823	0	5140	-5140
30+50.00	0	1623	0	3028	0	8774	-8774
31+00.00	0	1277	0	2685	0	11995	-11995
31+50.00	0	1151	0	2248	0	14693	-14693
32+00.00	0	1038	0	2027	0	17124	-17124
33+00.00	0	831	0	3462	0	21278	-21278
34+00.00	32	490	58	2446	58	24213	-24155
35+00.00	56	525	162	1880	220	26469	-26249

3

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	COMPUTER EARTHWORK DATA	SHEET: 286	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

3

STAGE 2: SCHELLINGER STREET							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT S.F.	FILL S.F.	CUT C.Y.	EXP. FILL C.Y.	CUT C.Y.	EXP. FILL C.Y.	MASS HAUL C.Y.
10+50.00	0	248					
11+00.00	0	169	0	386	0	463	-463
11+50.00	0	144	0	290	0	811	-811
12+00.00	0	142	0	265	0	1129	-1129
12+50.00	0	95	0	220	0	1393	-1393
13+00.00	134	47	124	132	124	1551	-1427
13+50.00	88	11	206	54	330	1616	-1285
14+00.00	66	0	143	10	474	1628	-1154
14+50.00	67	0	124	0	598	1628	-1030

STAGE 2: SCHELLINGER CUL-DE-SAC							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT S.F.	FILL S.F.	CUT C.Y.	EXP. FILL C.Y.	CUT C.Y.	EXP. FILL C.Y.	MASS HAUL C.Y.
21+50.00	41	0					
21+75.00	61	2	47	1	47	1	46
22+00.00	41	17	47	9	94	12	82
22+25.00	34	15	34	15	129	30	98
22+50.00	0	0	16	7	144	38	106

STAGE 2: ADDISON WAY (STA 12+00 TO 19+00)							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT S.F.	FILL S.F.	CUT C.Y.	EXP. FILL C.Y.	CUT C.Y.	EXP. FILL C.Y.	MASS HAUL C.Y.
12+00.00	35	1					
12+50.00	52	0	81	1	81	1	80
13+00.00	54	0	99	0	180	1	179
13+50.00	77	0	121	0	301	1	300
14+00.00	64	0	130	0	431	1	430
14+50.00	66	0	120	0	551	1	551
15+00.00	53	0	110	0	661	1	660
15+50.00	12	1	60	1	721	2	719
16+00.00	12	73	23	68	744	83	660
16+50.00	14	181	24	235	767	365	402
17+00.00	0	221	13	372	780	812	-32
17+50.00	0	380	0	557	780	1480	-700
18+00.00	0	448	0	766	780	2399	-1619
18+50.00	43	520	40	896	820	3474	-2654
18+85.00	289	865	215	897	1035	4551	-3516
19+00.00	0	1001	80	518	1115	5173	-4058
19+50.00	0	1567	0	2378	1115	8026	-6911

STAGE 2: SWALE CONSTRUCTION ON SOUTH RAMP							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT S.F.	FILL S.F.	CUT C.Y	EXP. FILL C.Y.	CUT C.Y.	EXP. FILL C.Y.	MASS HAUL C.Y.
30+10.00	208	0					
30+50.00	235	0	328	0	328	0	328
30+80.00	327	0	312	0	639	0	639
31+00.00	255	0	215	0	855	0	855
31+50.00	142	0	367	0	1222	0	1222
32+00.00	97	0	221	0	1442	0	1442
32+50.00	74	0	158	0	1600	0	1600
33+00.00	69	0	132	0	1732	0	1732
33+50.00	0	0	64	0	1796	0	1796

STAGE 3: STH 175 (SOUTH OF STH 33)							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT S.F.	FILL S.F.	CUT C.Y.	EXP. FILL C.Y.	CUT C.Y.	EXP. FILL C.Y.	MASS HAUL C.Y.
16+25.00	60	0					
16+50.00	68	1	60	1	60	1	59
17+00.00	91	3	147	4	207	6	201
17+50.00	117	4	192	6	399	13	385
18+00.00	155	0	252	4	650	18	632
18+10.00	216	0	69	0	719	18	701
18+50.00	215	0	320	0	1039	18	1021
19+00.00	270	0	450	0	1488	18	1471
19+50.00	321	0	547	0	2036	18	2018
20+00.00	343	0	614	0	2650	18	2632
20+50.00	382	0	671	0	3321	18	3303
20+53.00	444	0	46	0	3367	18	3349
21+00.00	361	0	701	0	4068	18	4050
21+50.00	341	0	651	0	4719	18	4701
22+00.00	284	0	579	0	5298	18	5280
22+50.00	307	0	547	0	5845	18	5827
22+54.00	250	0	41	0	5886	18	5868
23+00.00	202	0	385	0	6271	18	6253
23+50.00	88	1	269	1	6540	19	6521
24+00.00	0	54	81	51	6621	80	6541

STAGE 3: STH 175 (NORTH OF STH 33)							
			Incremental Vol.		Cumulative Vol.		
STATION	CUT S.F.	FILL S.F.	CUT C.Y.	EXP. FILL C.Y.	CUT C.Y.	EXP. FILL C.Y.	MASS HAUL C.Y.
35+00.00	56	525					
35+20.00	266	811	119	495	119	594	-474
35+50.00	93	1871	200	1490	319	2381	-2062
35+75.00	0	1964	43	1776	362	4512	-4150
36+00.00	48	980	22	1363	385	6148	-5763
37+00.00	76	0	230	1814	614	8325	-7711

3

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	COMPUTER EARTHWORK DATA	SHEET: 287	E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

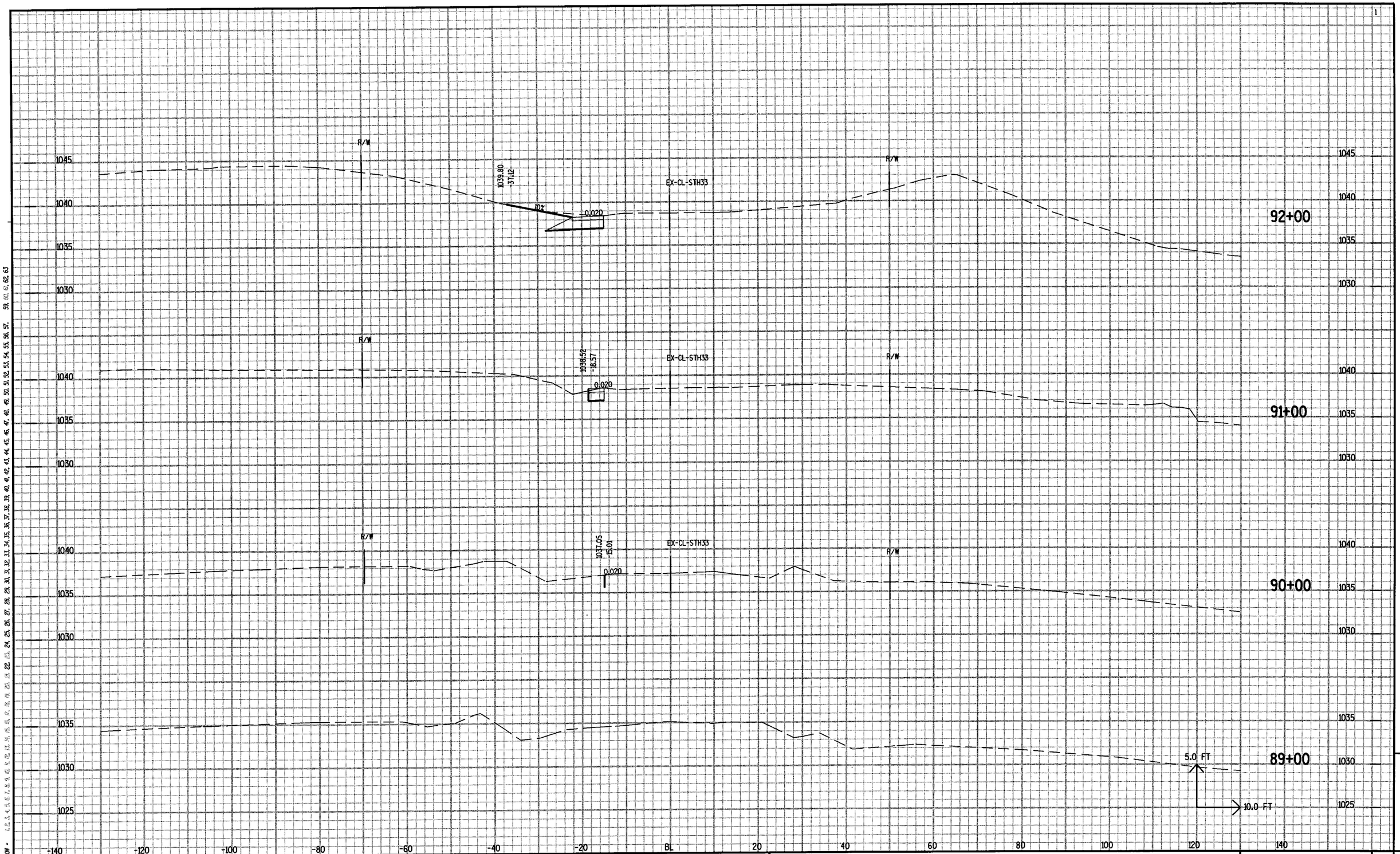
3

3

STAGE 4: STH 175 RIGHT TURN LANE AT WATERCRESS							
			Incremental Vol.		Cumulative Vol.		
	CUT	FILL	CUT	EXP. FILL	CUT	EXP. FILL	MASS HAUL
STATION	S.F.	S.F.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
50+50.00	9	6					
51+00.00	10	15	18	20	18	23	-6
51+50.00	10	21	19	33	37	63	-26
52+00.00	18	18	26	36	62	106	-44
52+50.00	43	10	56	26	118	137	-19
52+75.00	49	21	43	14	161	154	7
53+00.00	18	18	31	18	192	176	16
53+25.00	45	0	29	8	221	186	35
53+50.00	71	23	53	11	275	199	76
54+00.00	48	4	110	25	385	229	156
54+50.00	17	0	61	3	446	233	213
54+95.00	10	3	22	3	468	236	232
55+00.00	0	0	1	0	469	236	232

STAGE 4: ADDISON WAY & WATERCRESS INTERSECTION							
			Incremental Vol.		Cumulative Vol.		
	CUT	FILL	CUT	EXP. FILL	CUT	EXP. FILL	MASS HAUL
STATION	S.F.	S.F.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
50+50.00	64	58					
51+00.00(1)	10	8	69	61	69	73	-5
51+50.00(1)	36	7	43	14	112	91	21
51+88.00(1)	30	0	46	5	158	97	61

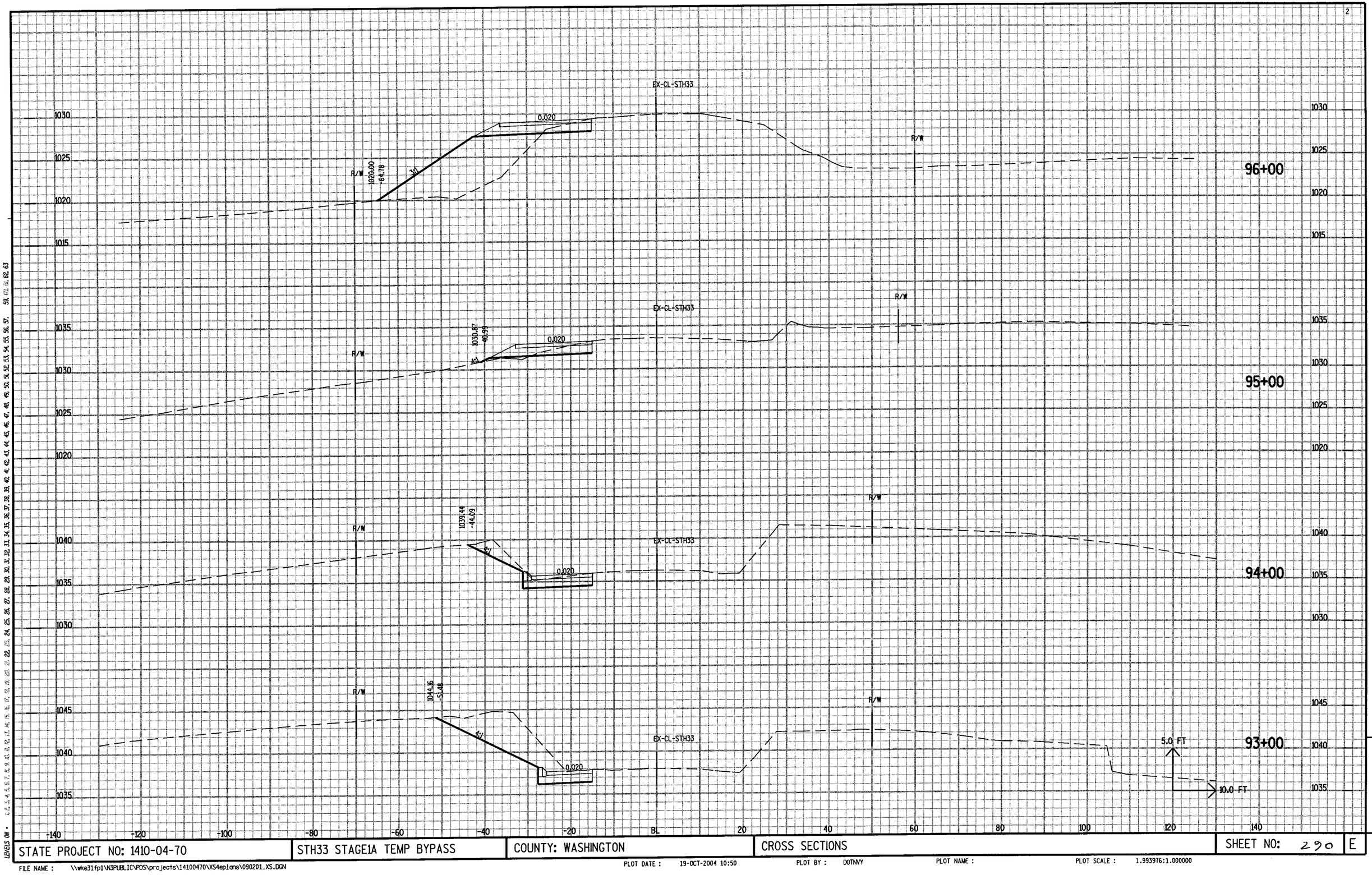
STAGE 4: ADDISON WAY (STA 7+66 TO 12+00)							
			Incremental Vol.		Cumulative Vol.		
	CUT	FILL	CUT	EXP. FILL	CUT	EXP. FILL	MASS HAUL
STATION	S.F.	S.F.	C.Y.	C.Y.	C.Y.	C.Y.	C.Y.
7+66.08	19	1					
8+00.00	51	0	44	0	44	0	43
8+50.00	48	0	92	0	136	0	135
9+00.00	45	0	87	0	222	0	222
9+50.00	43	3	82	2	304	3	301
10+00.00	24	5	62	7	367	11	355
10+50.00	50	1	69	5	435	18	417
11+00.00	40	2	83	3	519	21	497
11+50.00	38	2	72	3	591	25	566
12+00.00	35	1	68	2	658	28	631



STATE PROJECT NO: 1410-04-70	STH33 STAGE1A TEMP BYPASS	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 289	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090201_XS.DGN
PLOT DATE : 19-OCT-2004 10:49
PLOT BY : DOTNVY
PLOT NAME :
PLOT SCALE : 1.993976:1.000000

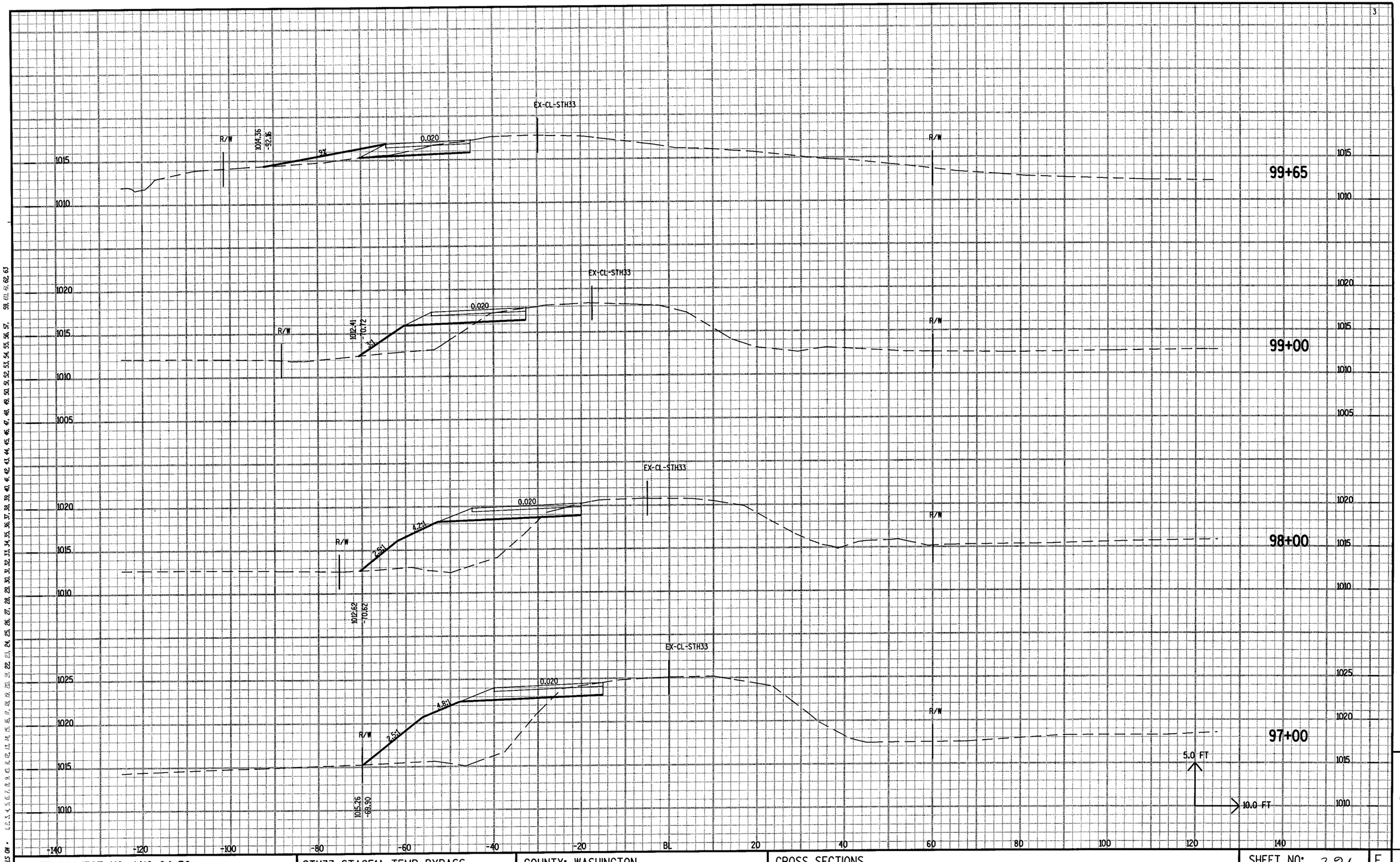
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 61, 62, 63



STATE PROJECT NO: 1410-04-70	STH33 STAGE1A TEMP BYPASS	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 290 E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090201_XS.DGN
PLOT DATE : 19-OCT-2004 10:50 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993976:1.000000

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

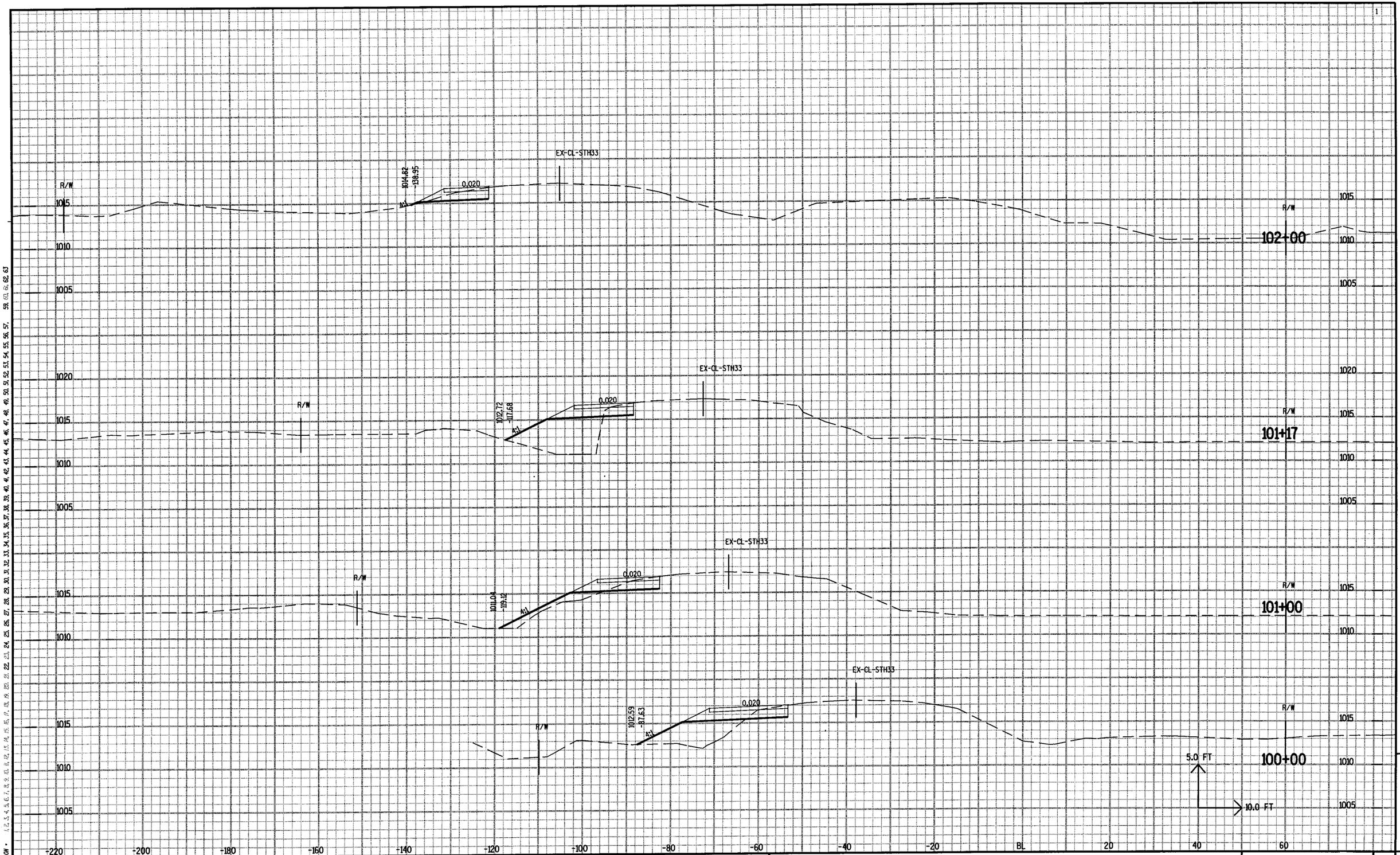


STATE PROJECT NO: 1410-04-70	STH33 STAGE1A TEMP BYPASS	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 29 / E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090201_XS.DGN

PLOT DATE : 19-OCT-2004 10:50 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993976:1.000000

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63



STATE PROJECT NO: 1410-04-70	STH33 STAGE1A TEMP BYPASS	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 292 E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090202_XS.DGN
PLOT DATE : 19-OCT-2004 10:50
PLOT BY : DOTNVY
PLOT NAME :
PLOT SCALE : 1.993976:1.000000

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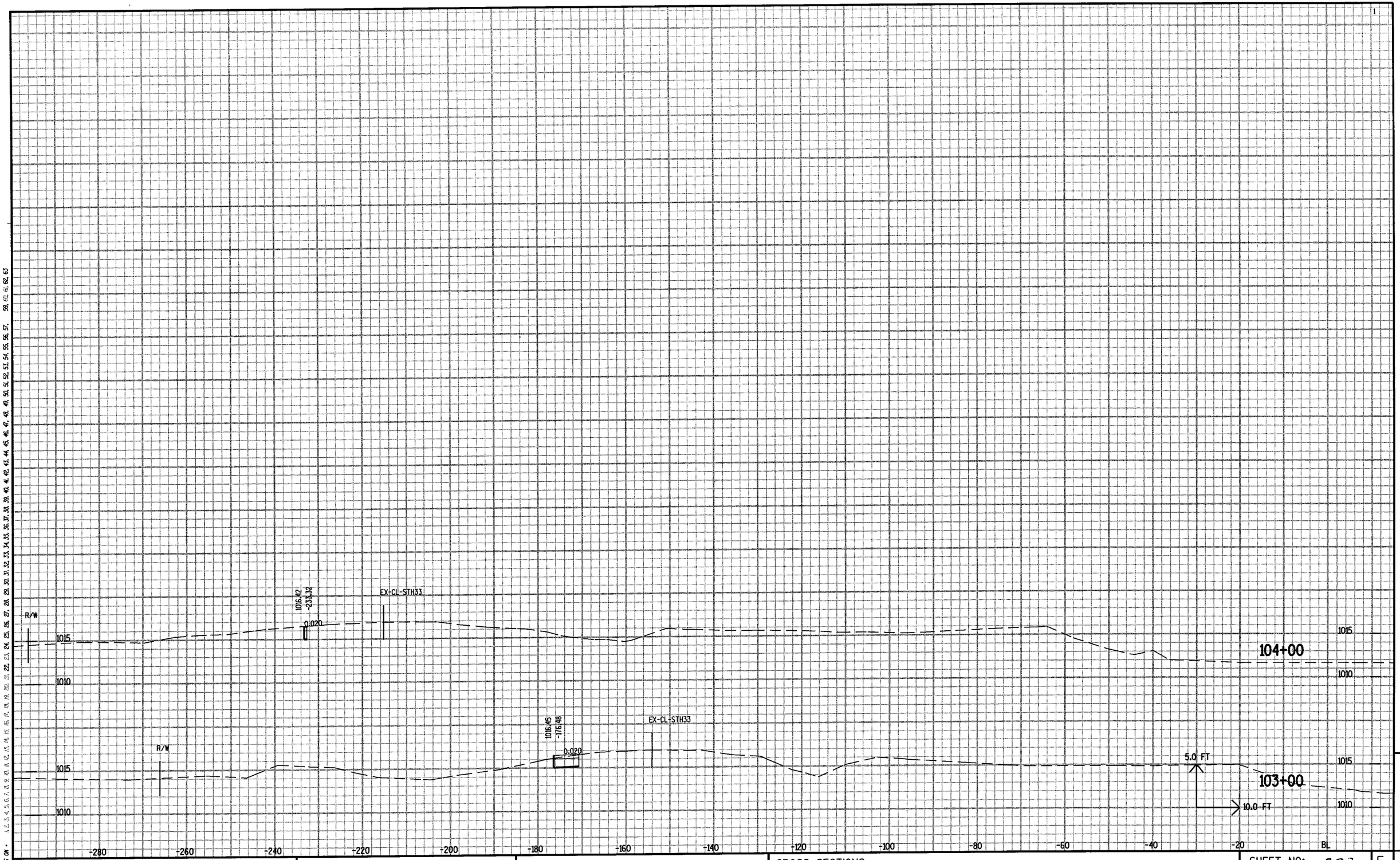


STATE PROJECT NO: 1410-04-70	STH33 STAGE1A TEMP BYPASS	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 293	E

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090203_XS.DGN

PLOT DATE : 19-OCT-2004 10:50 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993976:1.000000

STH-175
RL

1095
1090

1096.15
1094.98
27.36
1096.05
31.64

55+00

STH-175
RL

1095
1090

1095.58
0.015
1094.30
34.84
1095.97
41.53

54+50

STH-175
RL

1095
1090

1094.86
0.015
1093.29
53.98
1095.46
62.67

54+00

STH-175
RL

1095
1090

1093.91
0.015
1092.17
87.88
1095.24
100.15

53+50

STH-175
RL

1095
1090

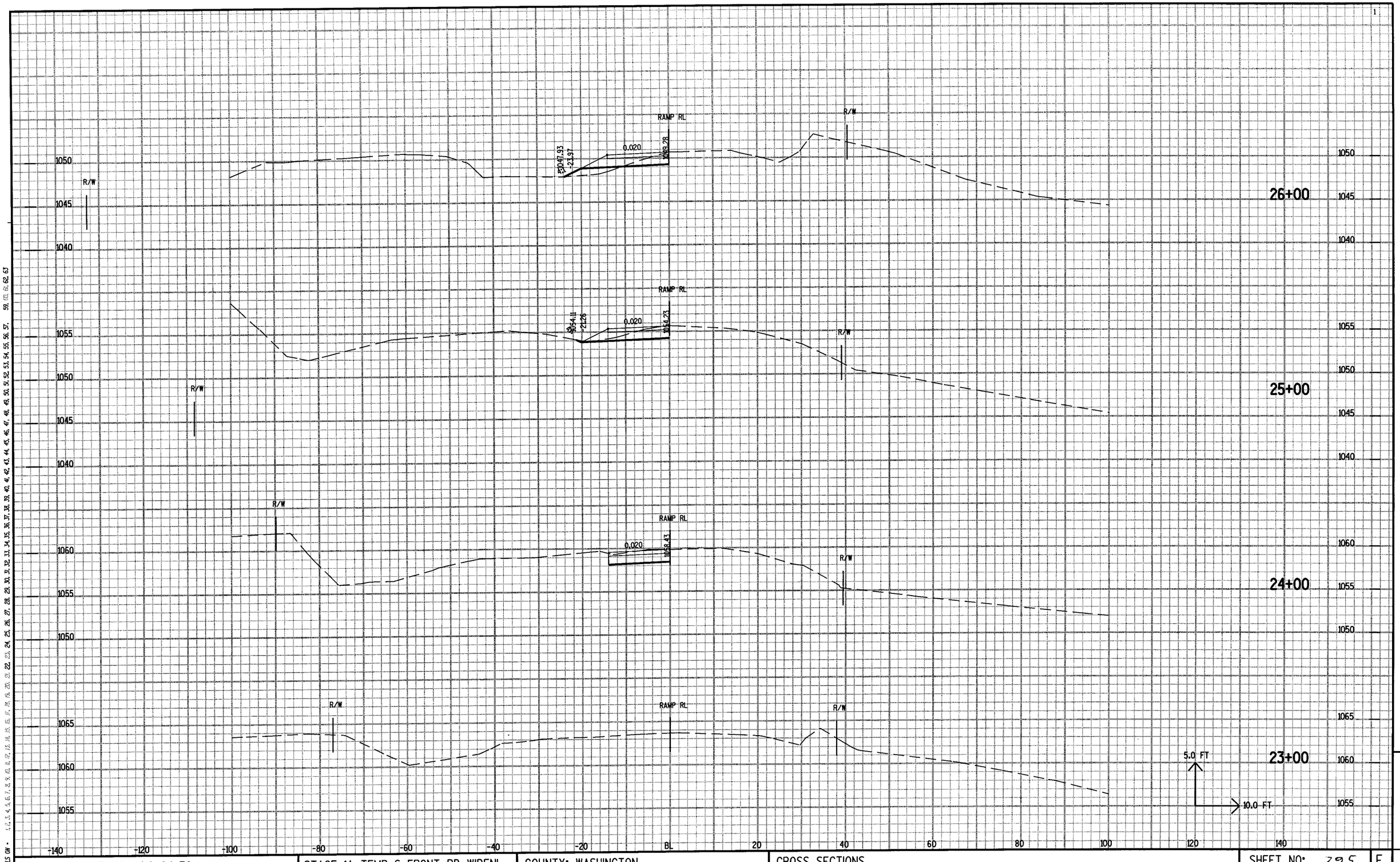
1093.52
5.0 FT
10.0 FT

53+25

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 1410-04-70	STAGE 1A STH 175 WIDENING	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 29	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090204_XS.DGN
PLOT DATE : 19-OCT-2004 10:50
PLOT BY : DOTNVY
PLOT NAME :
PLOT SCALE : 1.993976:1.000000



STATE PROJECT NO: 1410-04-70	STAGE 1A TEMP S FRONT RD WIDENI	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 295 E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090205_XS.DGN
PLOT DATE : 19-OCT-2004 10:50
PLOT BY : DOTNVY
PLOT NAME :
PLOT SCALE : 1.993976:1.000000

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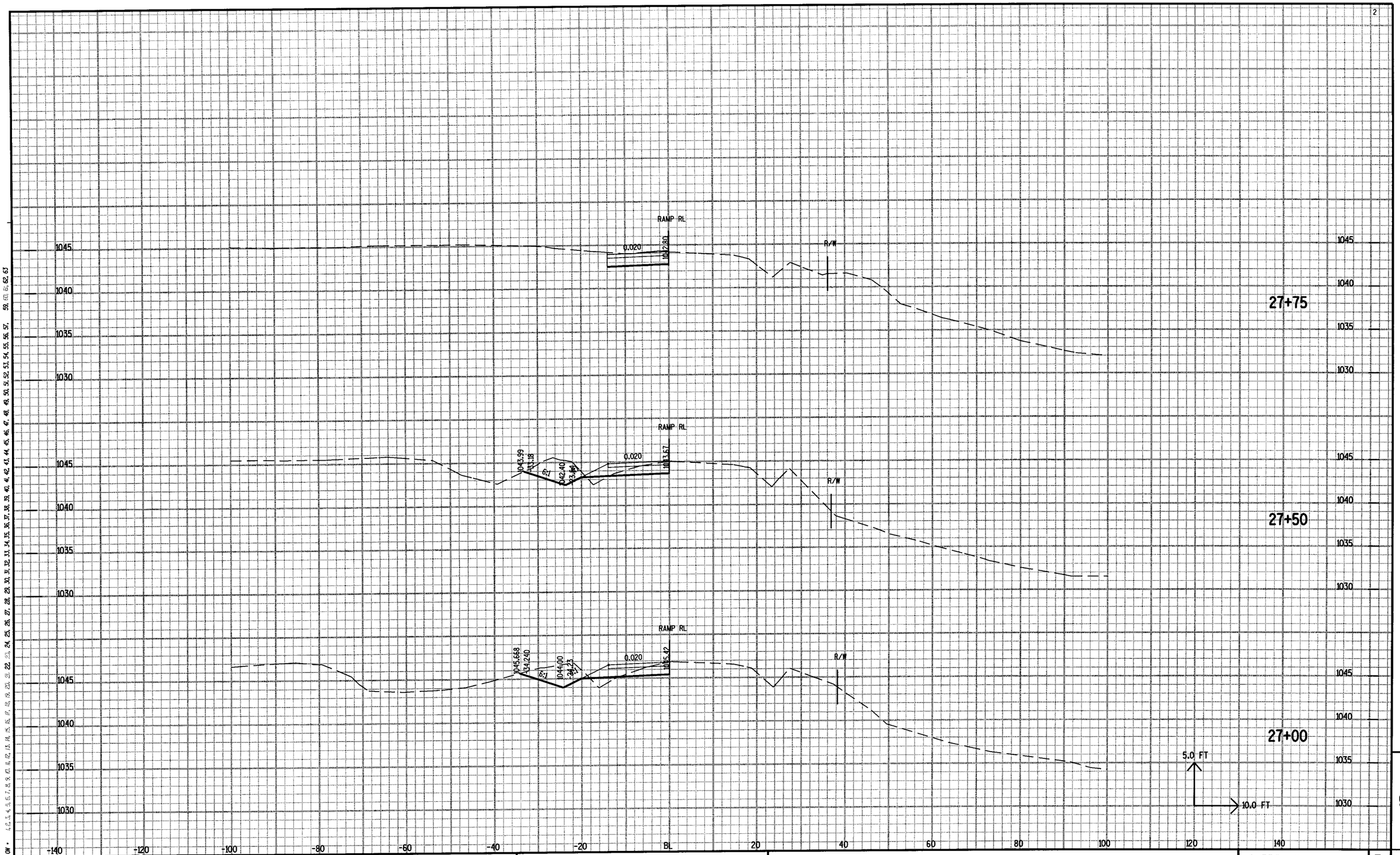
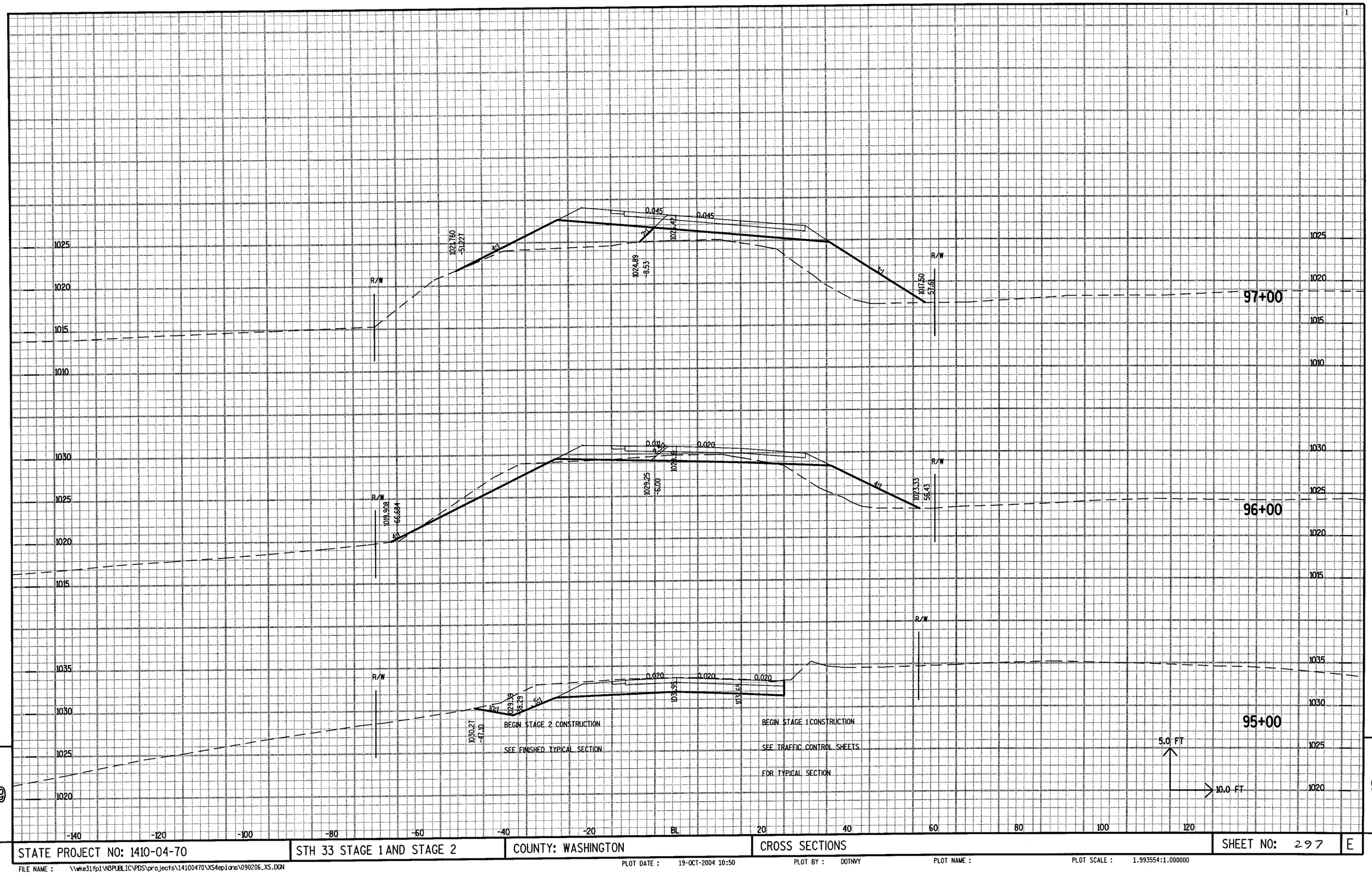
LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 61, 62, 63



STATE PROJECT NO: 1410-04-70	STAGE 1A TEMP S FRONT RD WIDENI	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 296	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090205_XS.DGN

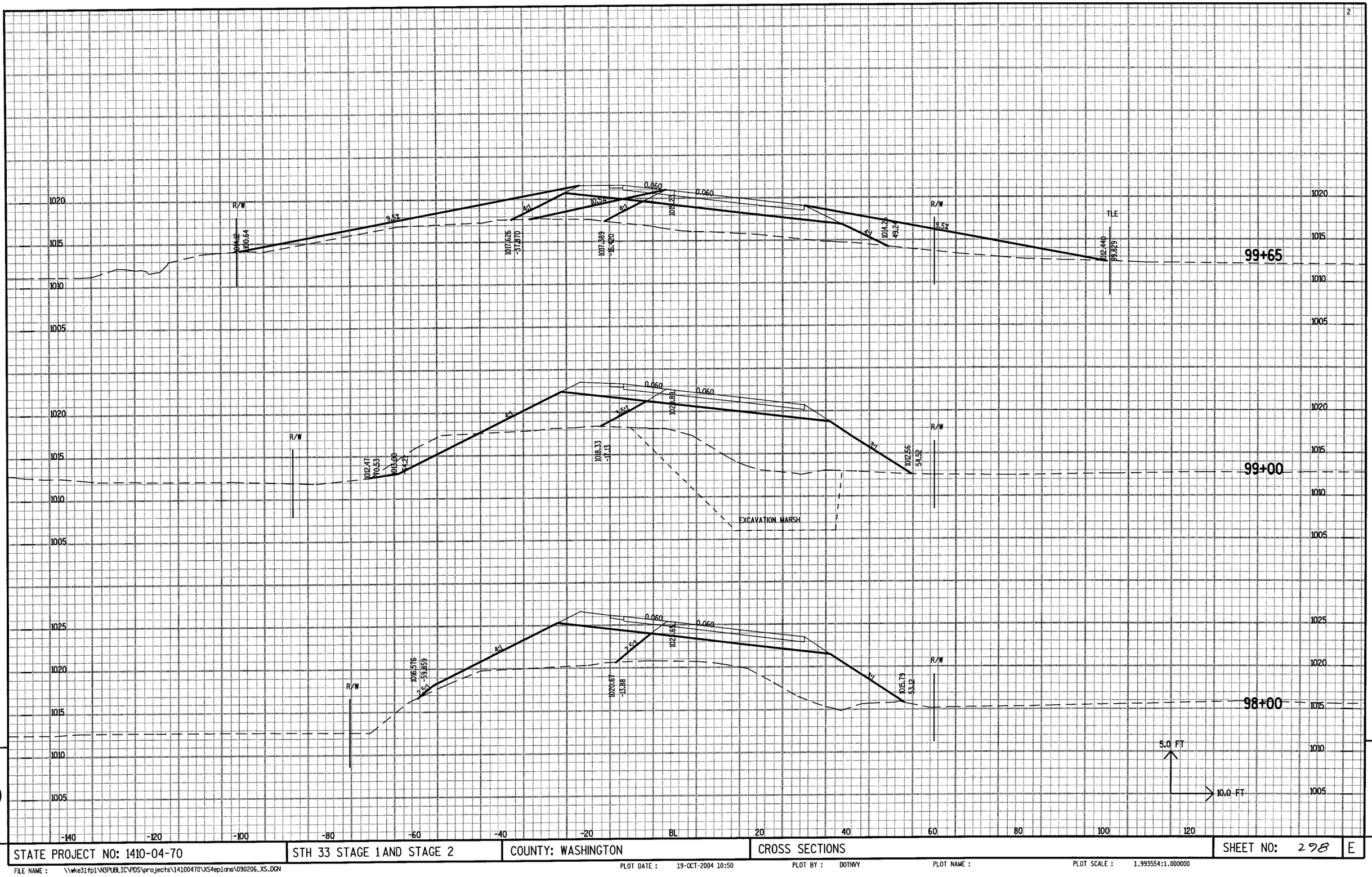
PLOT DATE : 19-OCT-2004 10:50 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993976:1.000000



STATE PROJECT NO: 1410-04-70	STH 33 STAGE 1 AND STAGE 2	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 297	E

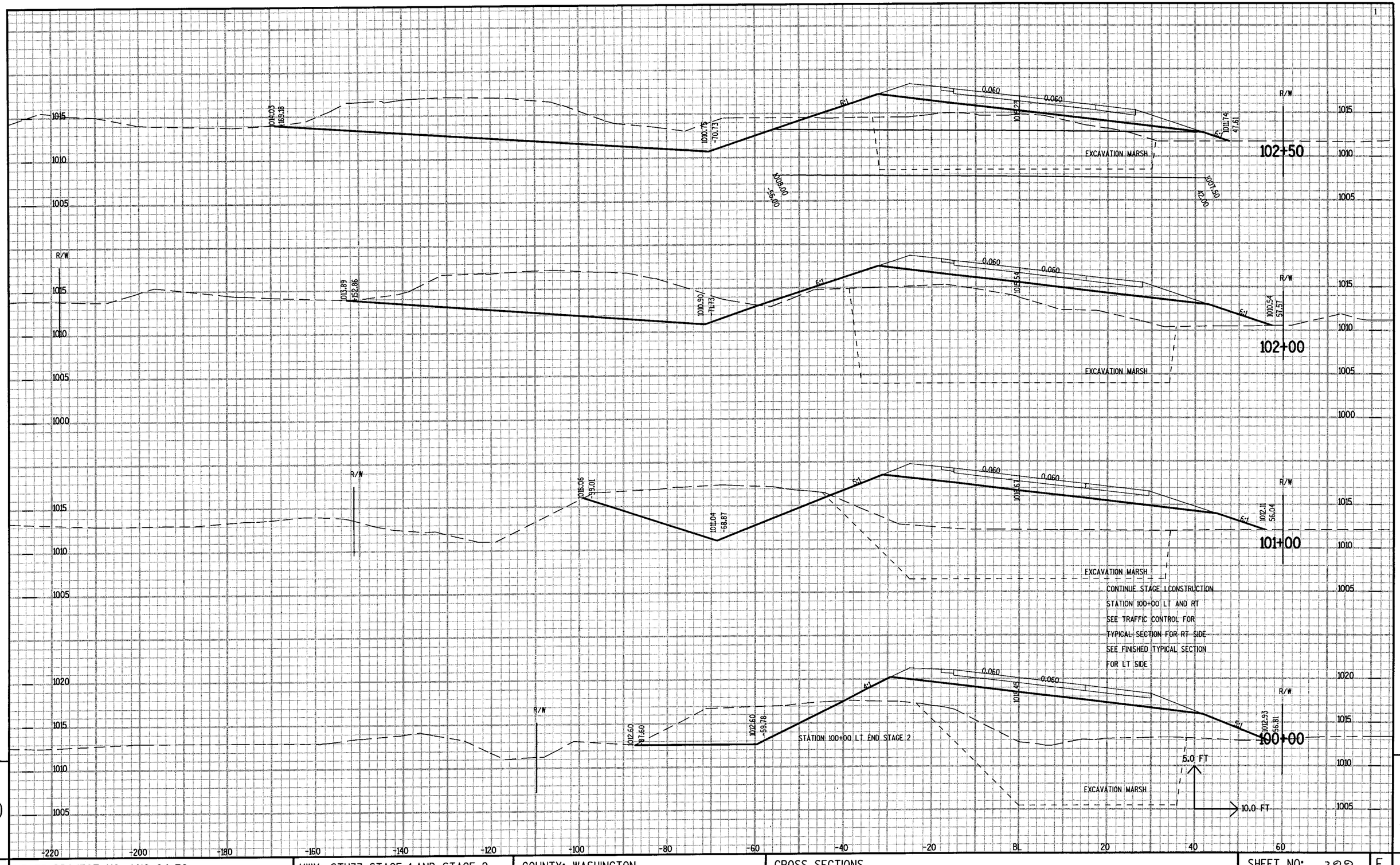
FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090206_XS.DGN

PLOT DATE : 19-OCT-2004 10:50 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000



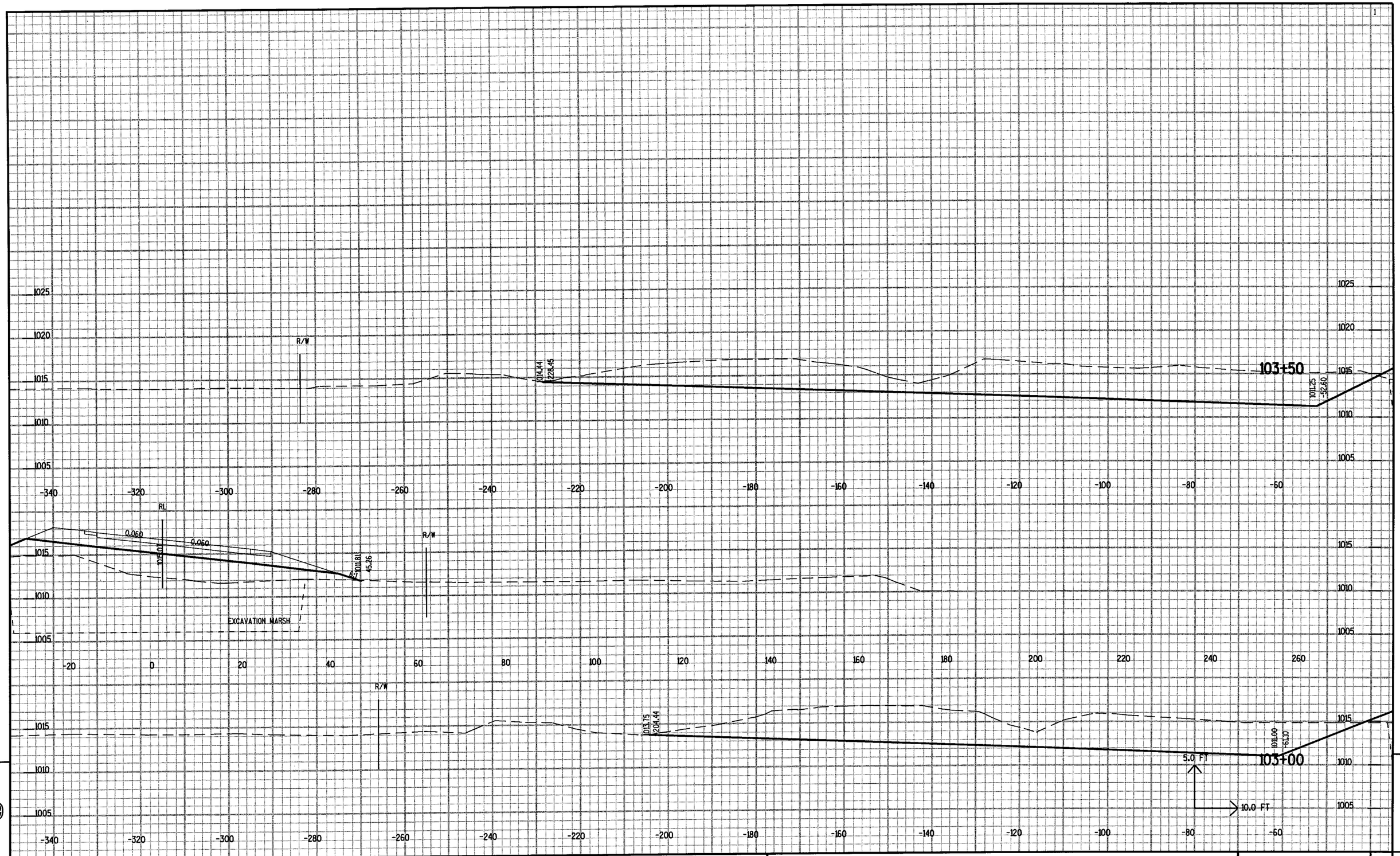
STATE PROJECT NO: 1410-04-70	STH 33 STAGE 1 AND STAGE 2	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 298	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090206_XS.DGN
PLOT DATE : 19-OCT-2004 10:50 PLOT BY : DOTNYY PLOT NAME : PLOT SCALE : 1.993554:1.000000



STATE PROJECT NO: 1410-04-70	HWY: STH33 STAGE 1 AND STAGE 2	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 299	E

FILE NAME : C:\USERS\P\D2\754DKC\TC33WIDE\090207_xs.dgn.DGN PLOT DATE : 03-DEC-2004 12:54 PLOT BY : DOTC1R PLOT NAME : PLOT SCALE : 1.993554:1.000000



STATE PROJECT NO: 1410-04-70	STH 33 STAGE 1 AND STAGE 2	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 300	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090208_XS.DGN

PLOT DATE : 19-OCT-2004 10:50 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000

104+50

1014.69
1253.76

1011.92
-41.2

6:1

RL

0.056

0.056

1014.91

R/W

1011.52
46.53

EXCAVATION MARSH

R/W

1014.69
1269.81

104+00

1011.50
-50.91

STAGE 1 CONSTRUCTION

FOR TRAFFIC CONTROL ENDS

STA 103+50

RL

0.060

0.060

1015.04

R/W

1011.57
46.20

EXCAVATION MARSH

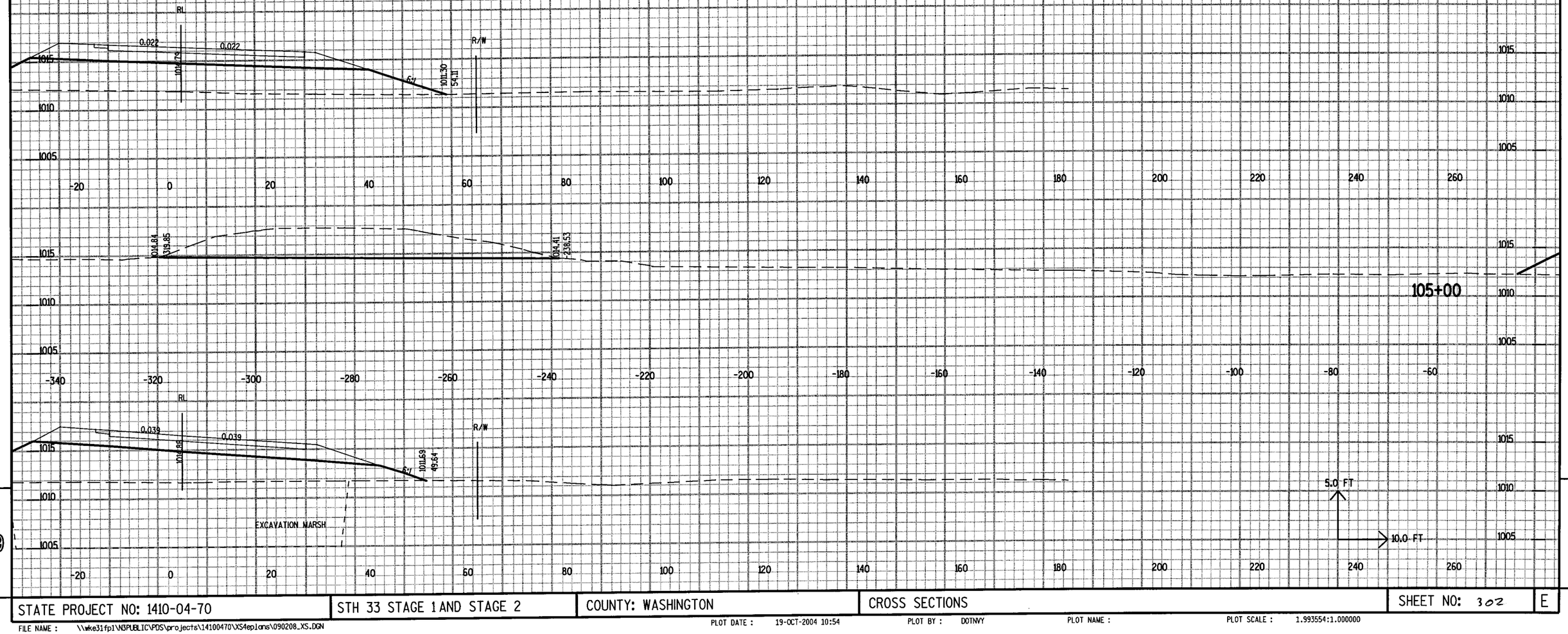
5.0 FT

10.0 FT

STATE PROJECT NO: 1410-04-70	STH 33 STAGE 1 AND STAGE 2	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 301	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090208_XS.DGN

PLOT DATE : 19-OCT-2004 10:54 PLOT BY : DOTNYY PLOT NAME : PLOT SCALE : 1.993554:1.000000



STATE PROJECT NO: 1410-04-70	STH 33 STAGE 1 AND STAGE 2	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 302	E

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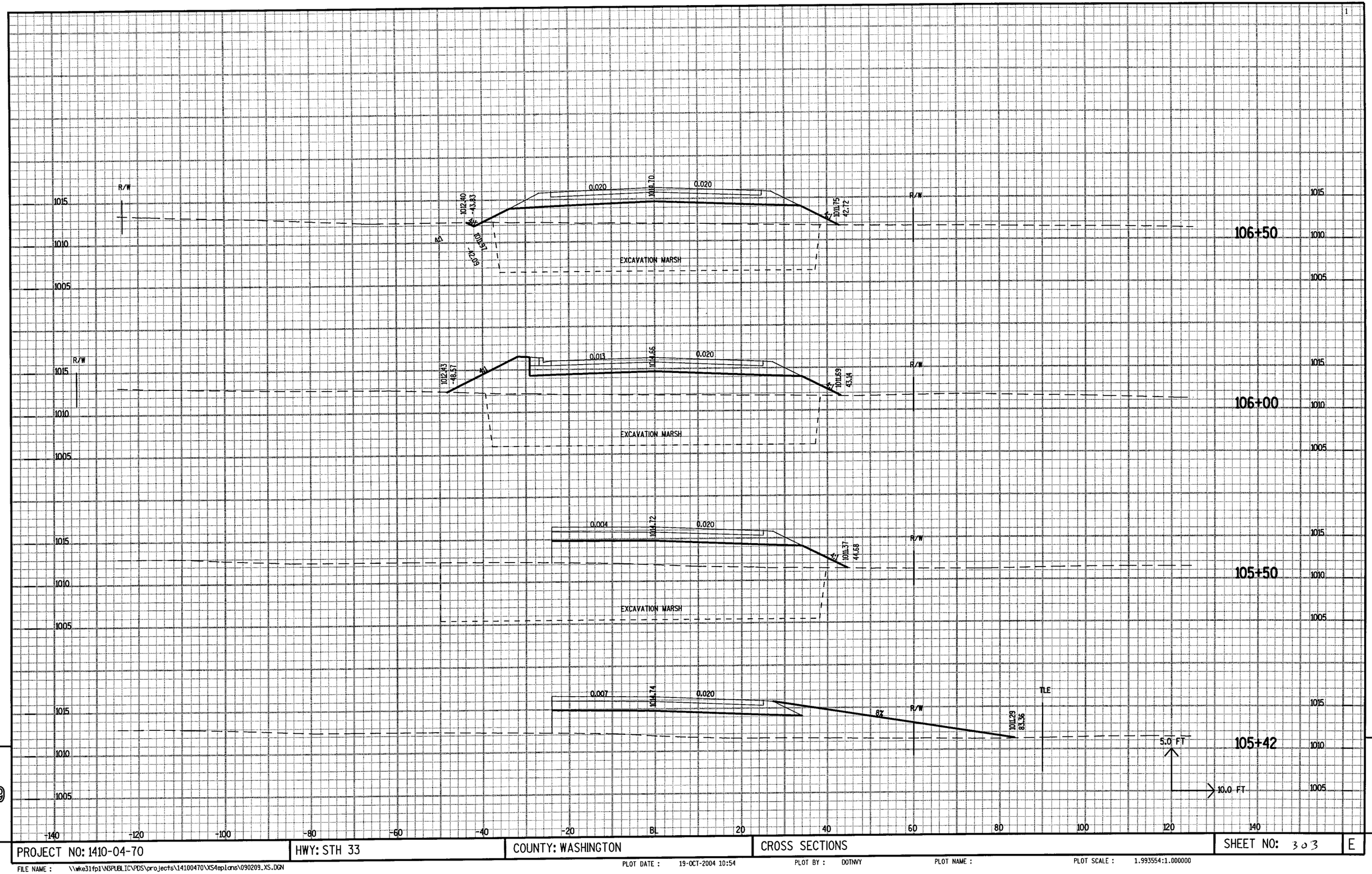
PLOT DATE : 19-OCT-2004 10:54 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 303	E

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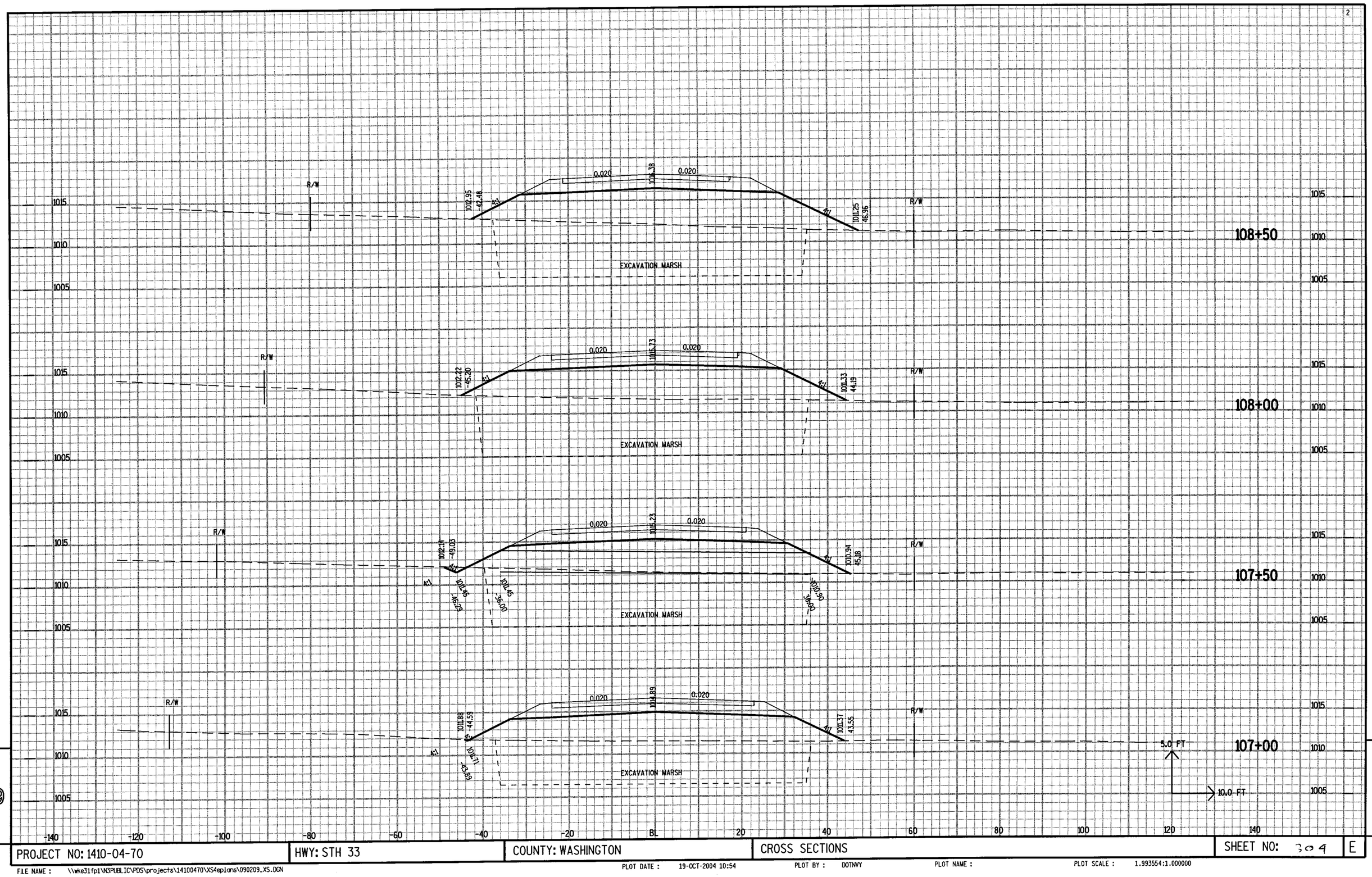

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 304	E

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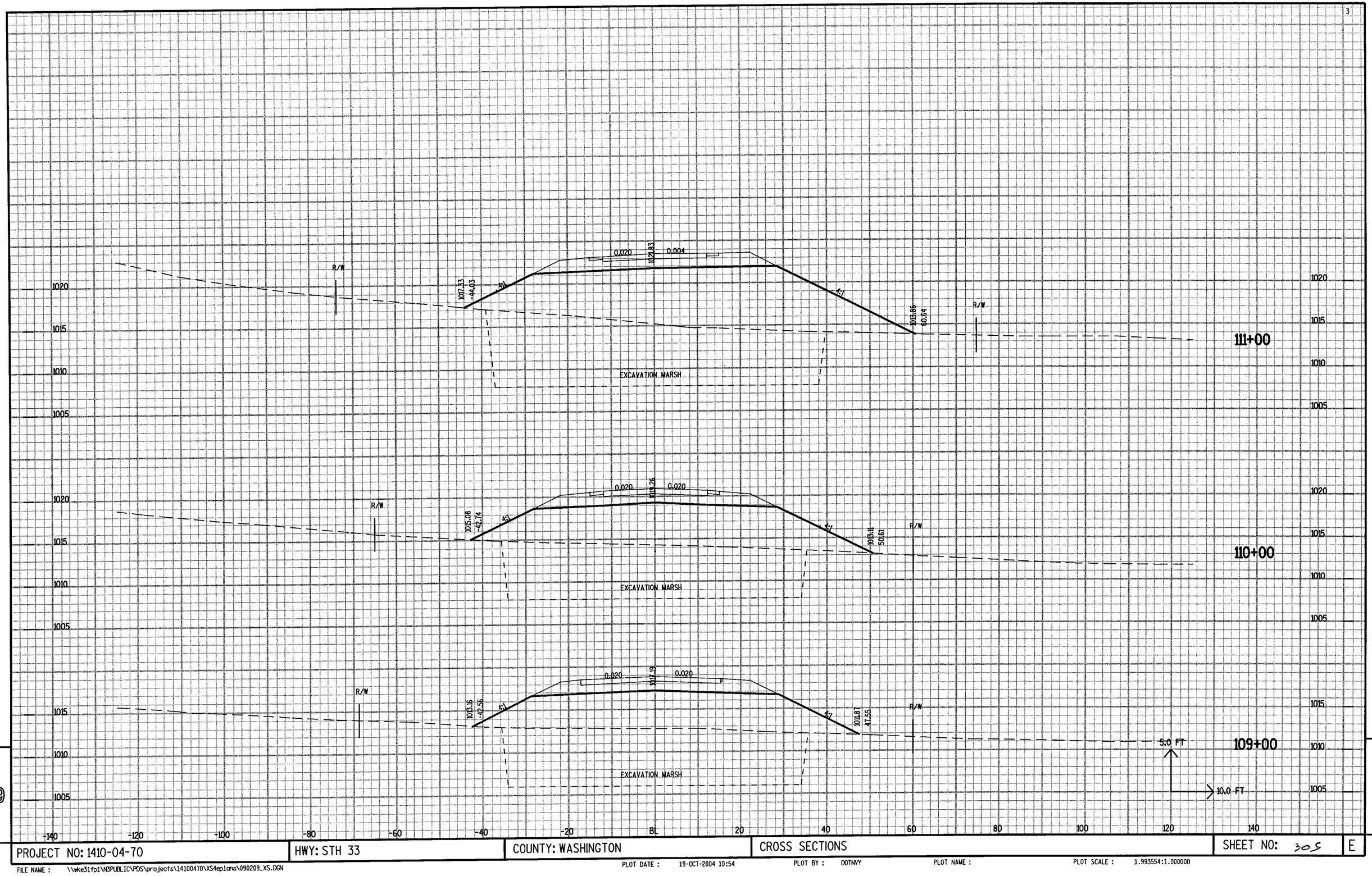

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 305	E

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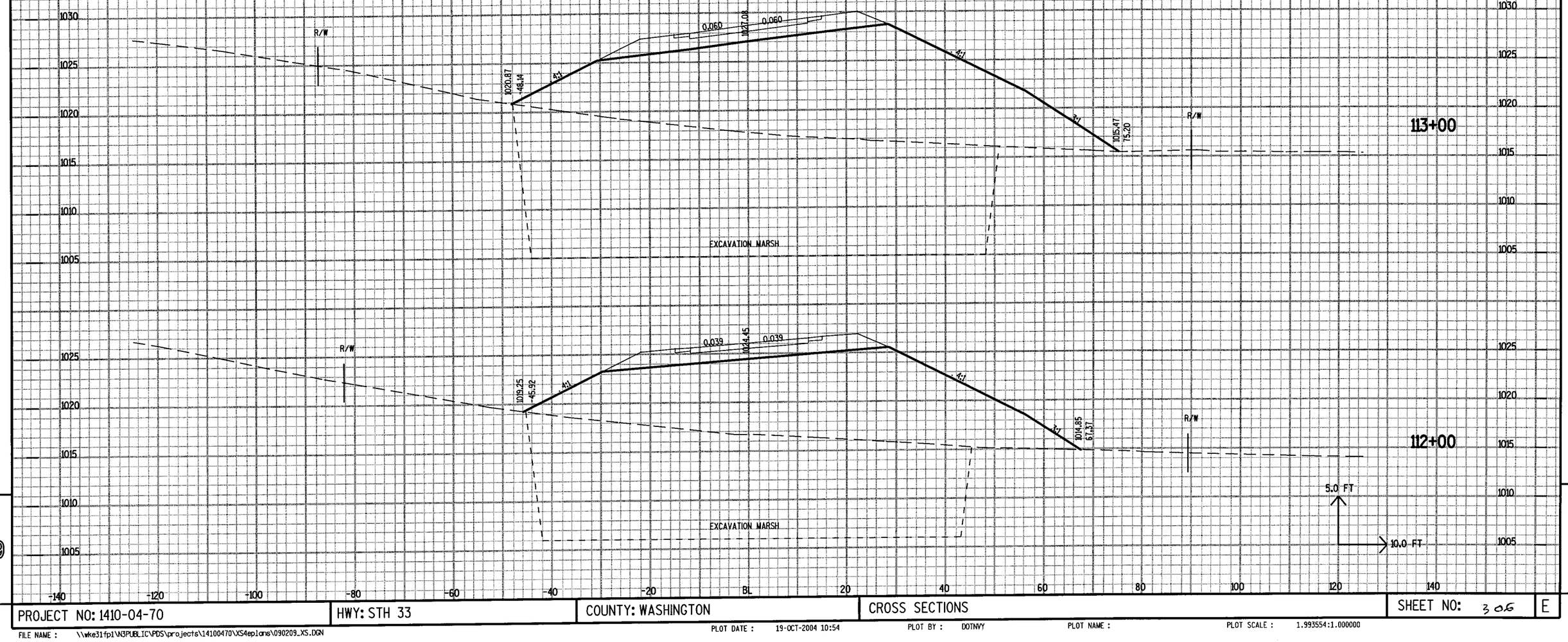

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 306	E

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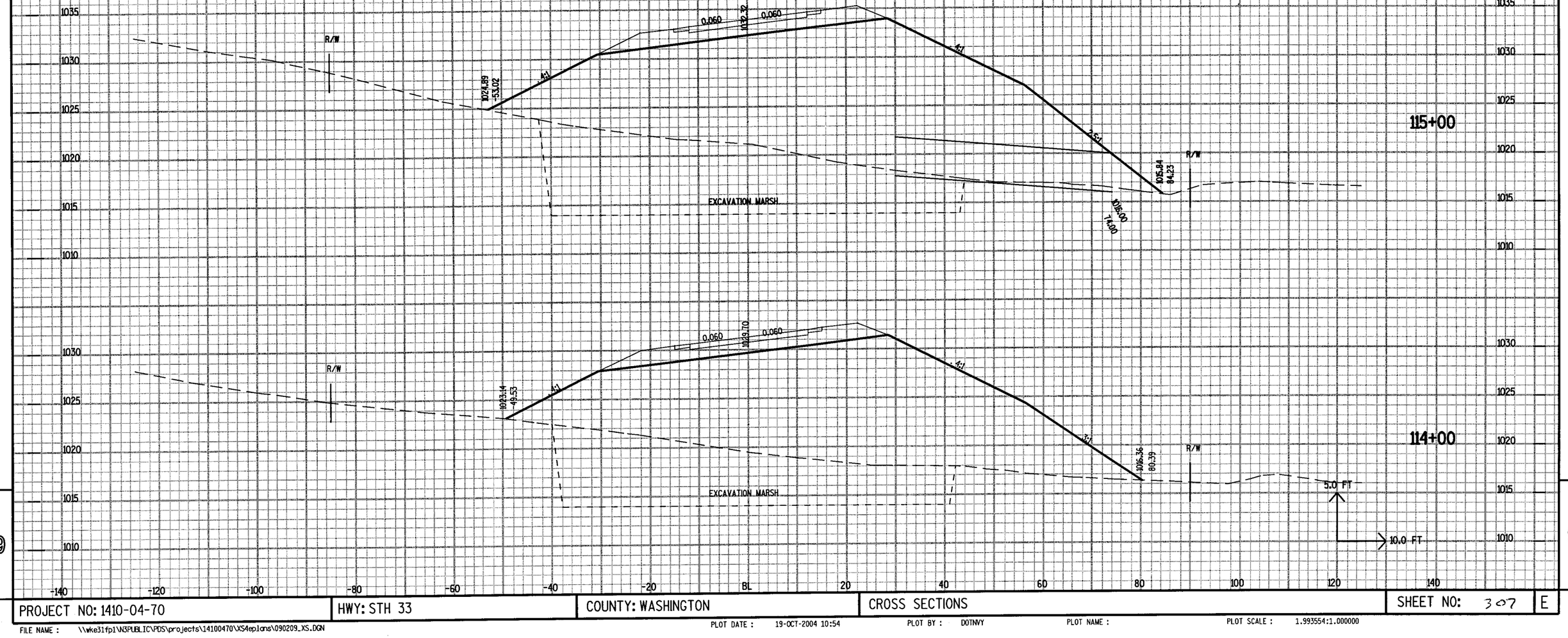

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 307	E

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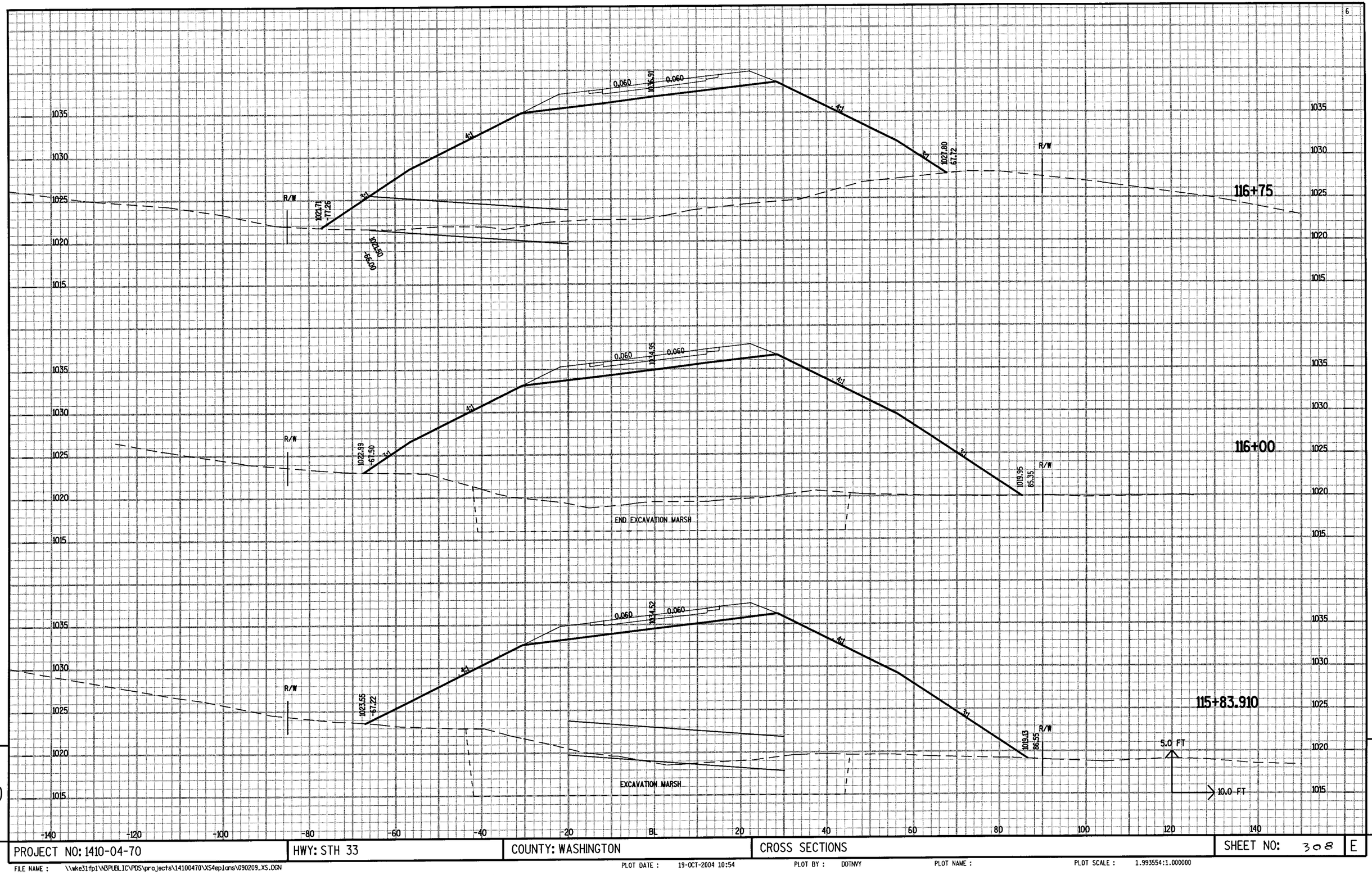

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 308	E

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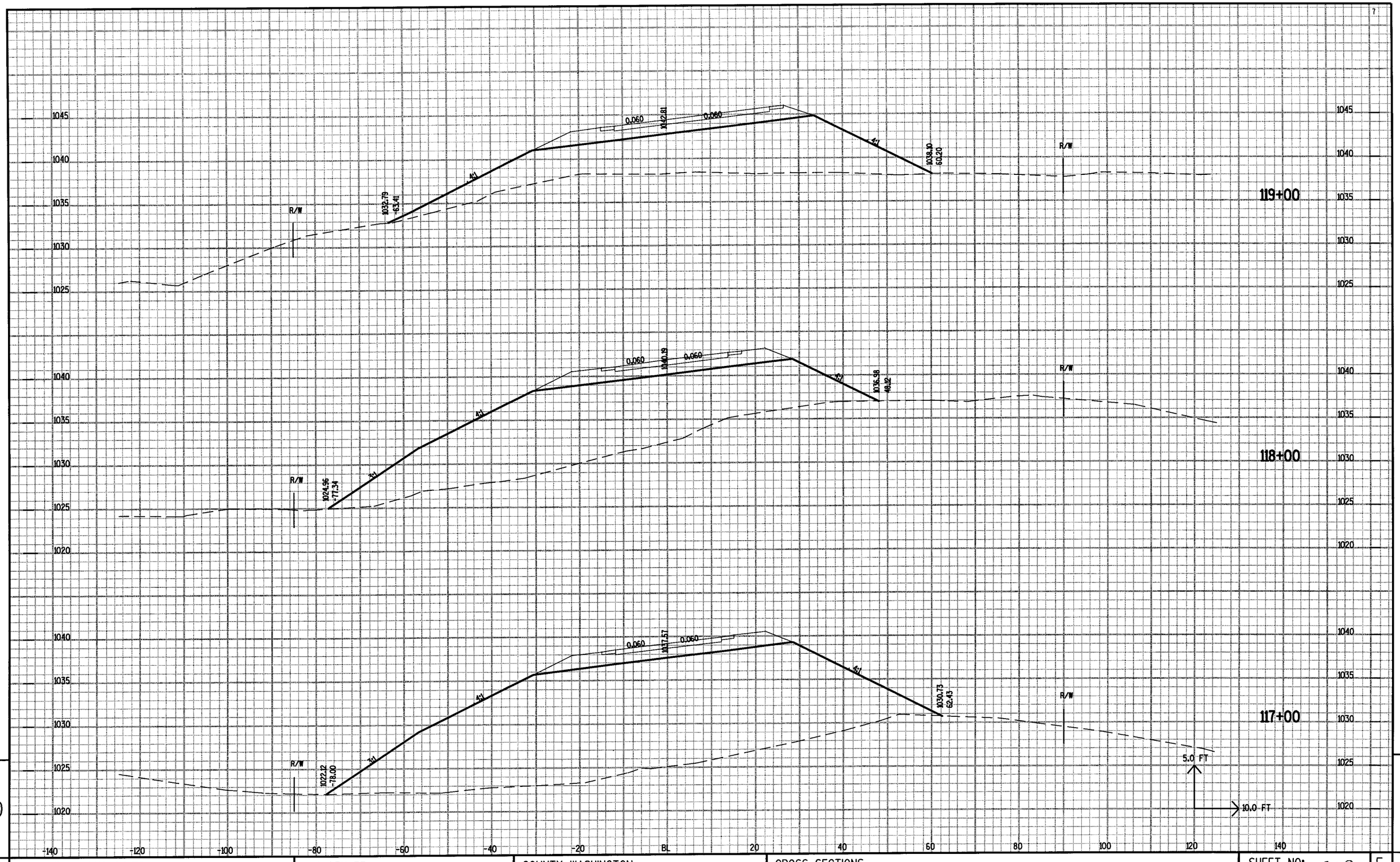

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 309	E

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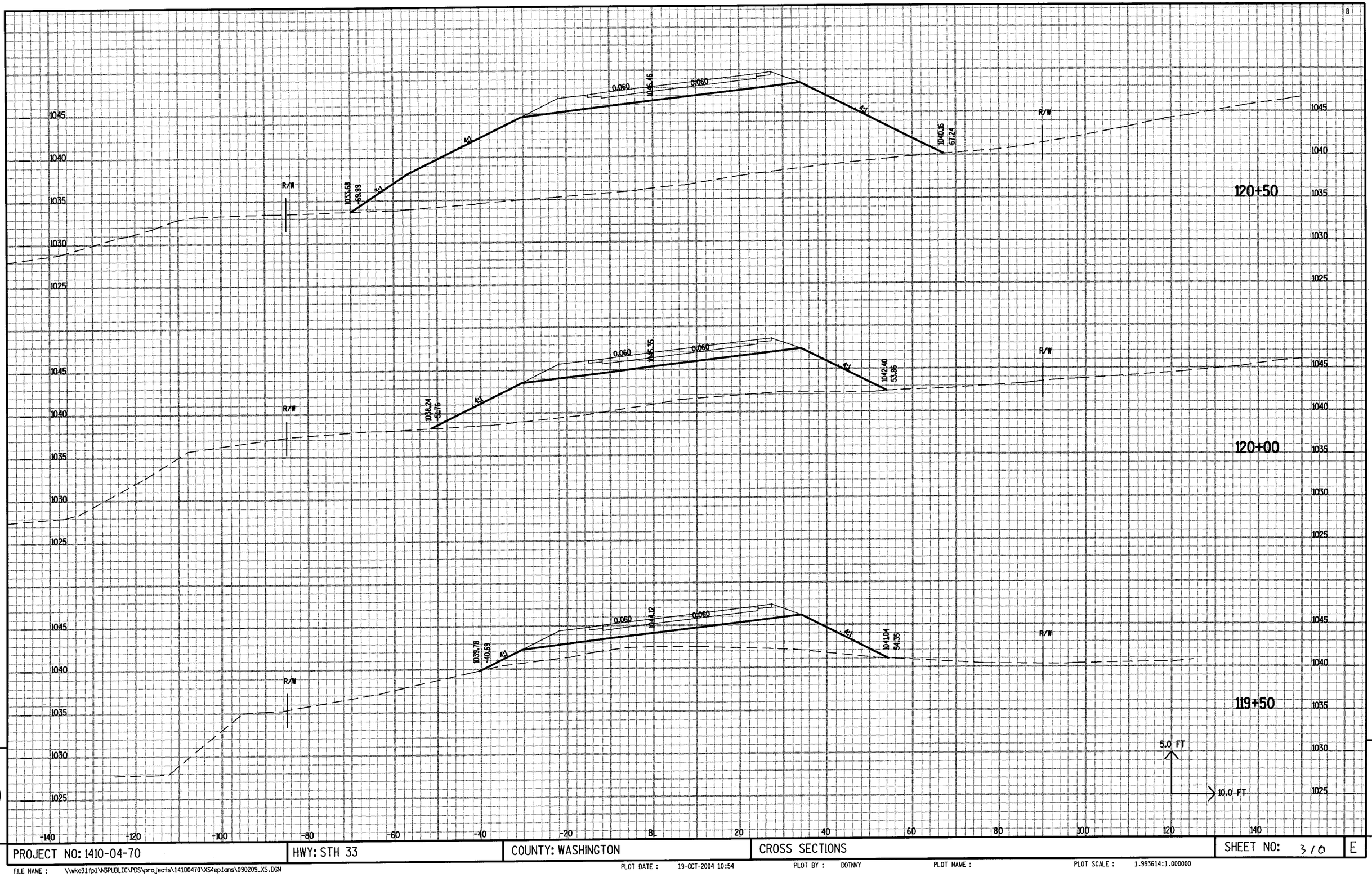

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 / 0	E

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PLOT DATE : 19-OCT-2004 10:54
PLOT BY : DOTNVY
PLOT NAME :
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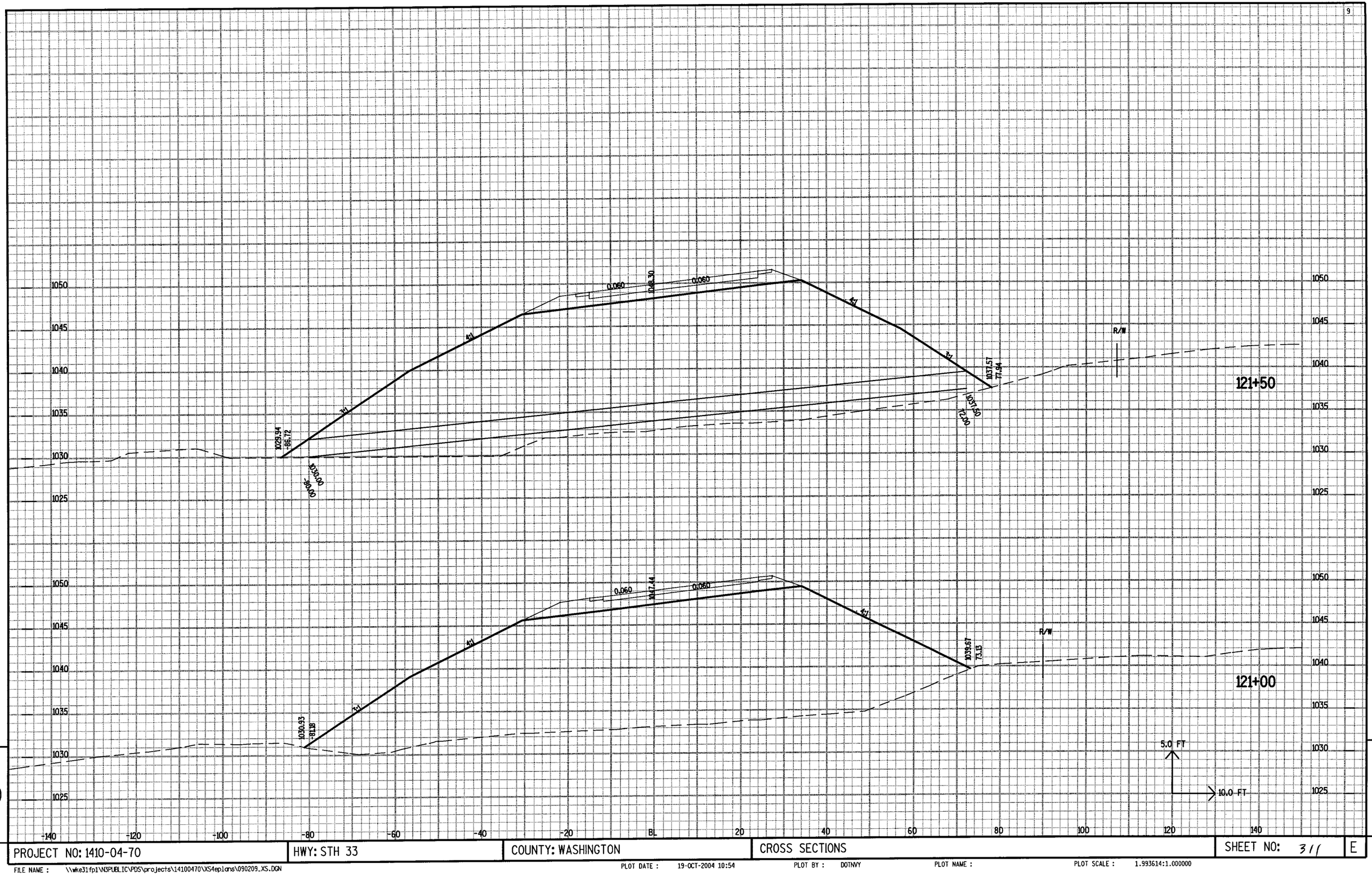

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 311	E

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PLOT DATE : 19-OCT-2004 10:54
PLOT BY : DOTNVY
PLOT NAME :
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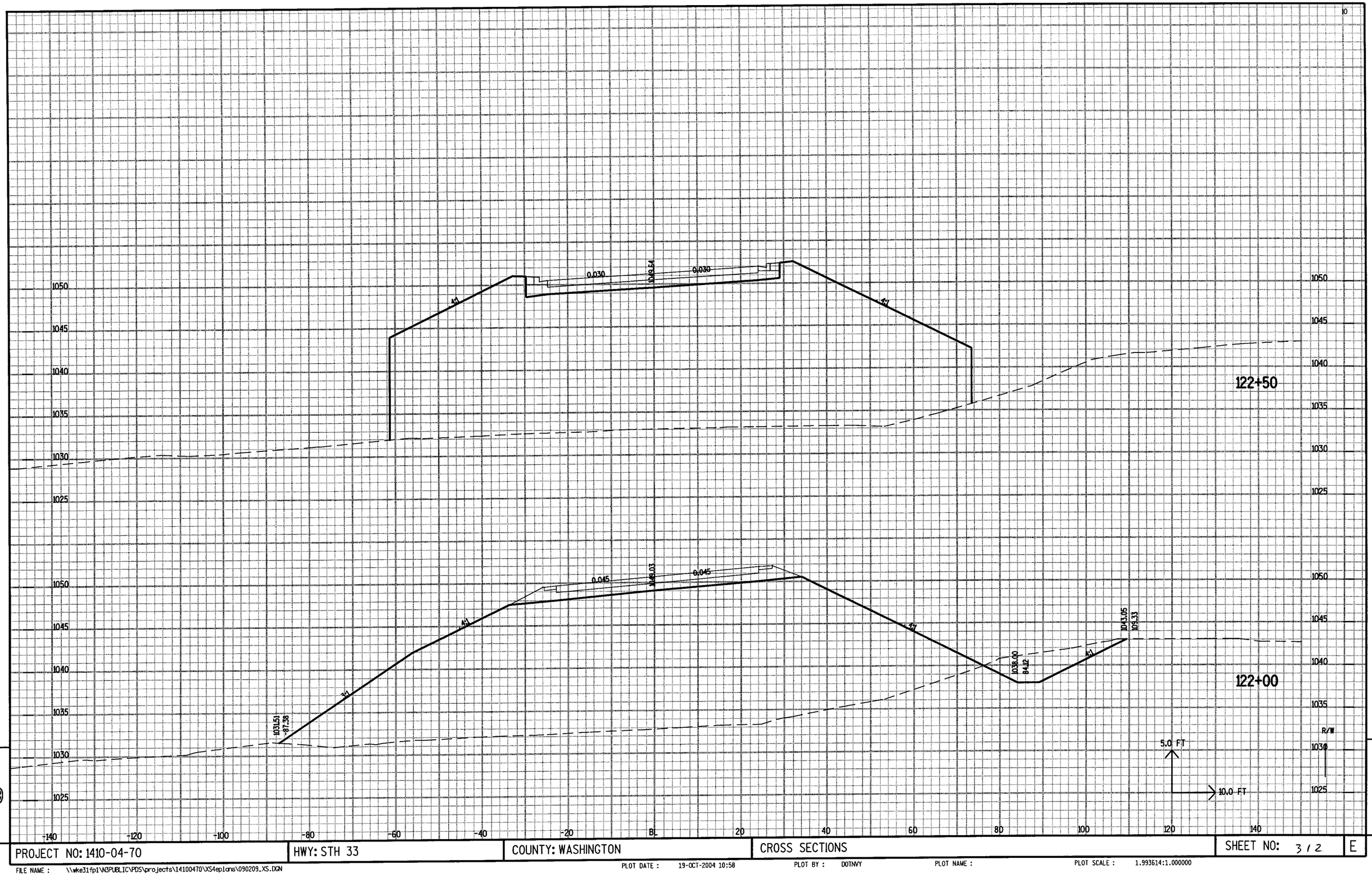

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 1 2	E

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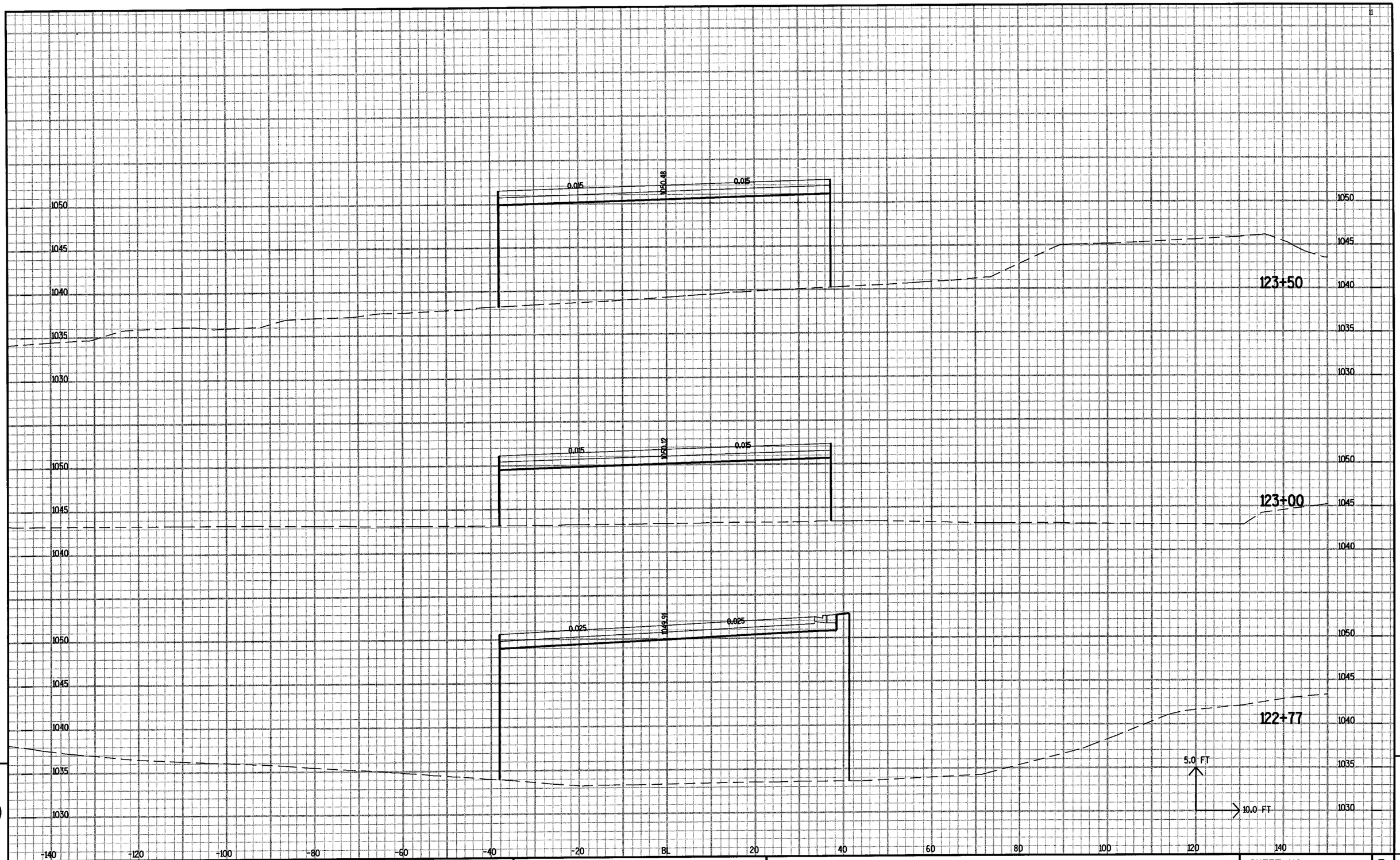

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 313	E

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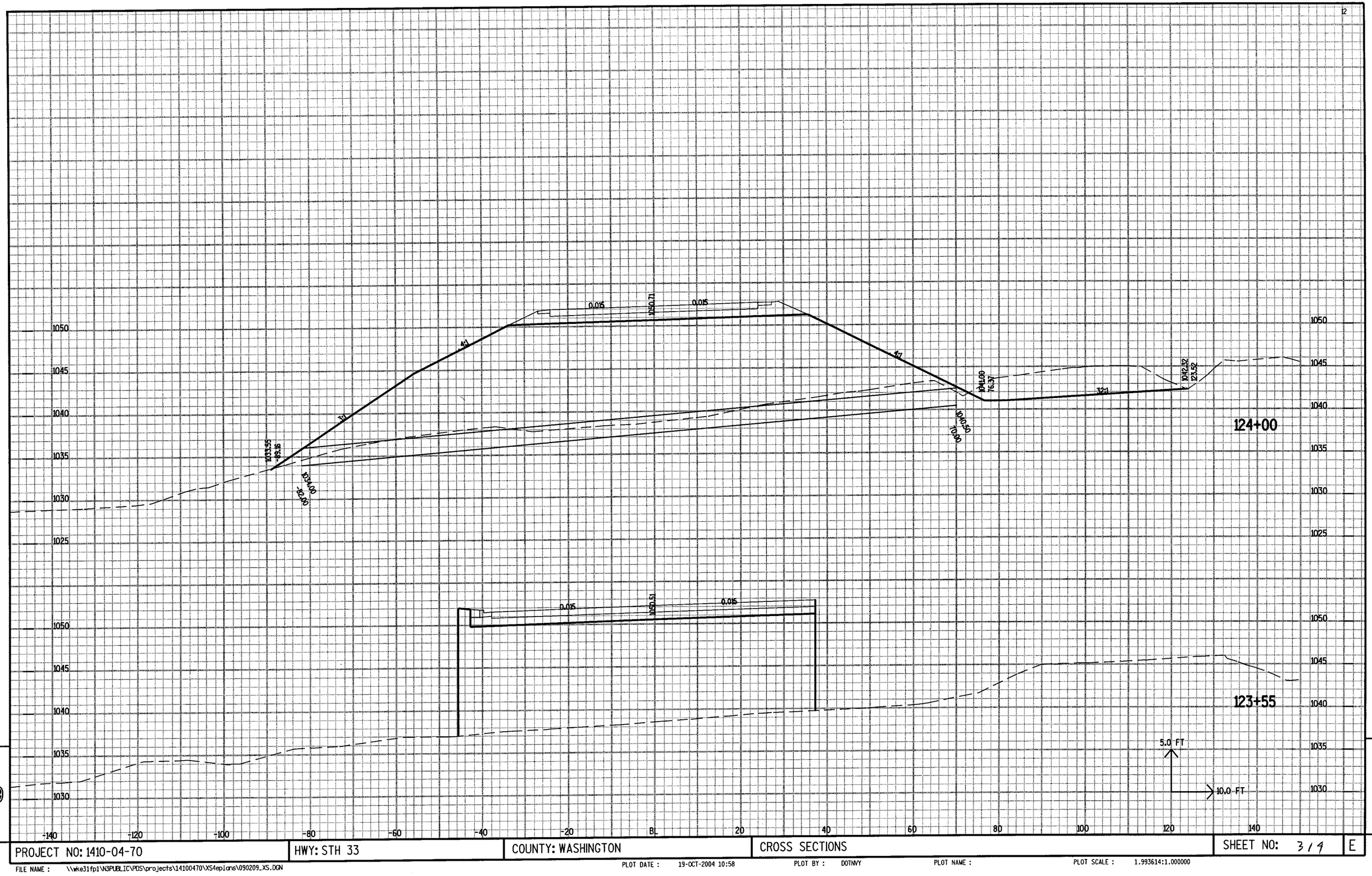

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 1 9	E

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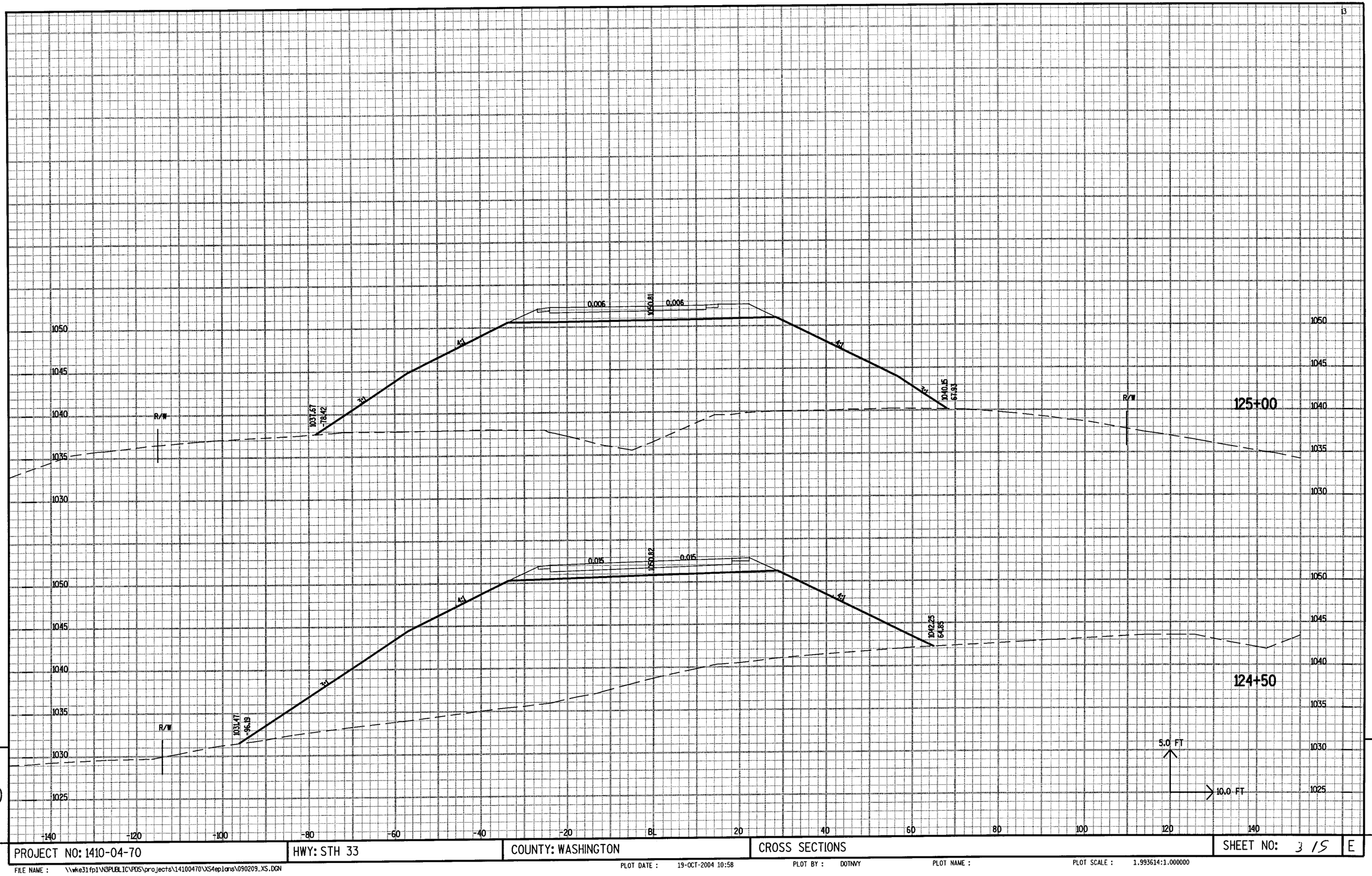

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 15	E

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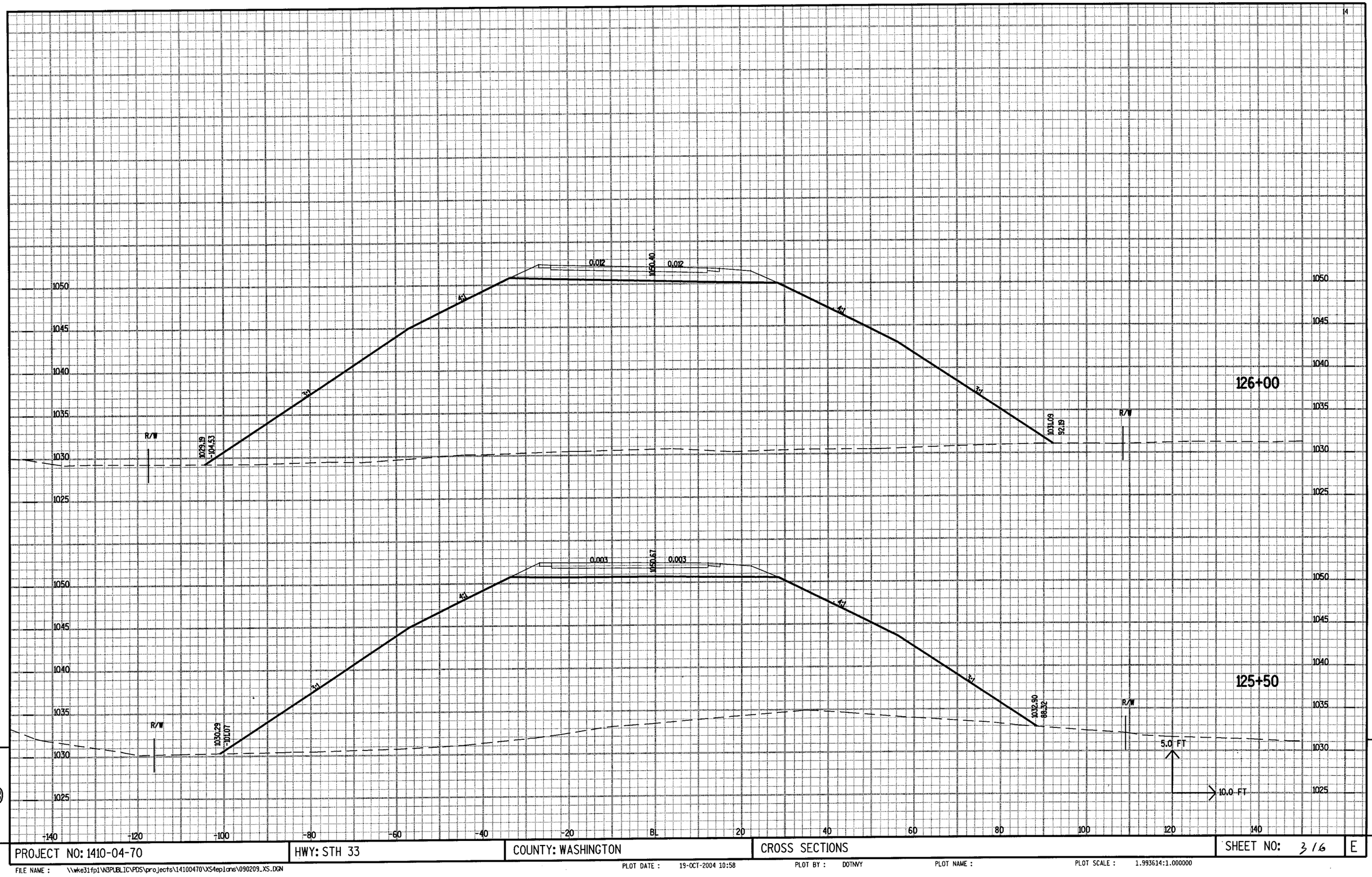
PLOT DATE : 19-OCT-2004 10:58
PLOT BY : DOTNYY
PLOT NAME :
PLOT SCALE : 1.993614:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 16	E

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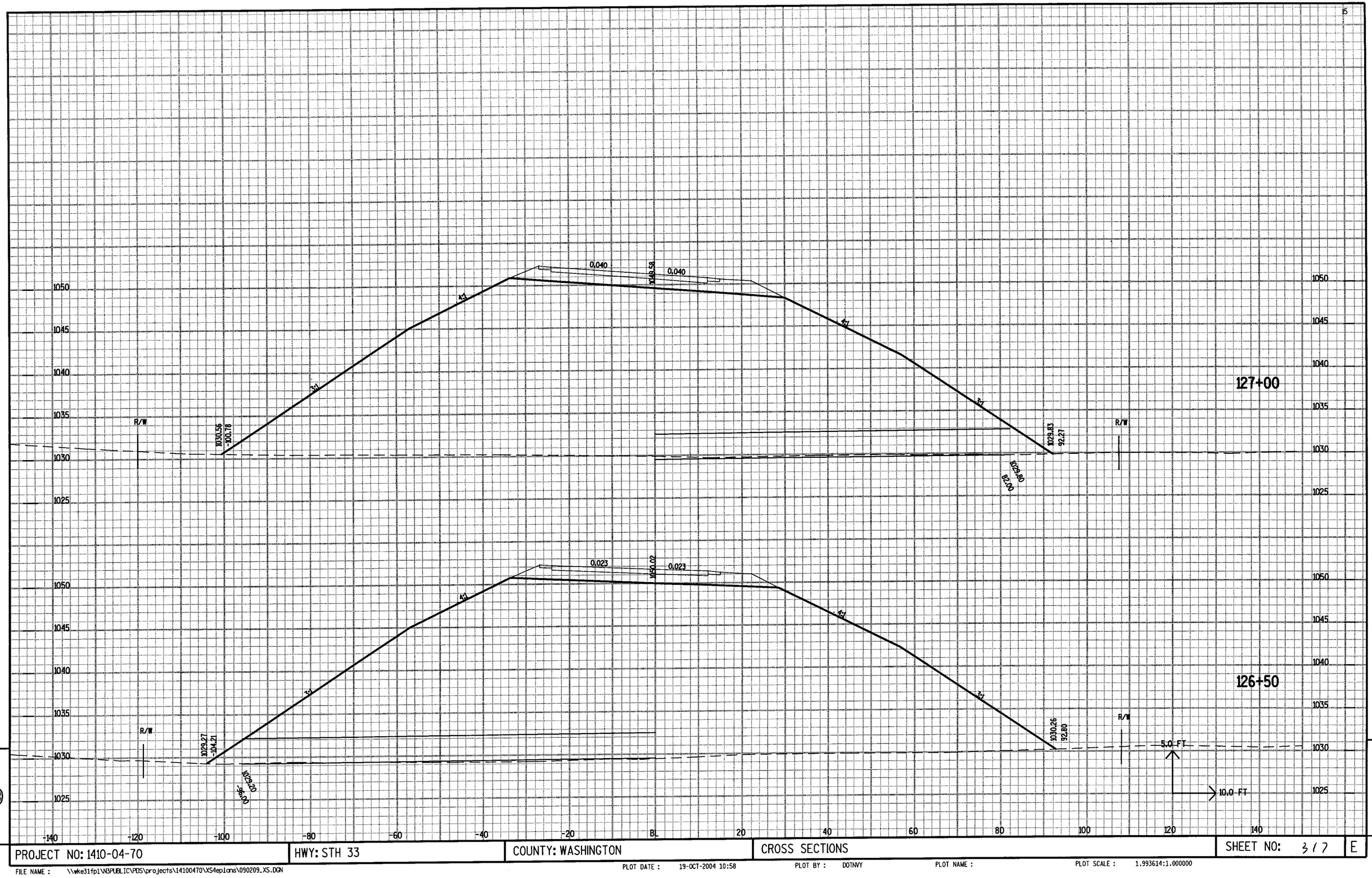

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 1 7	E

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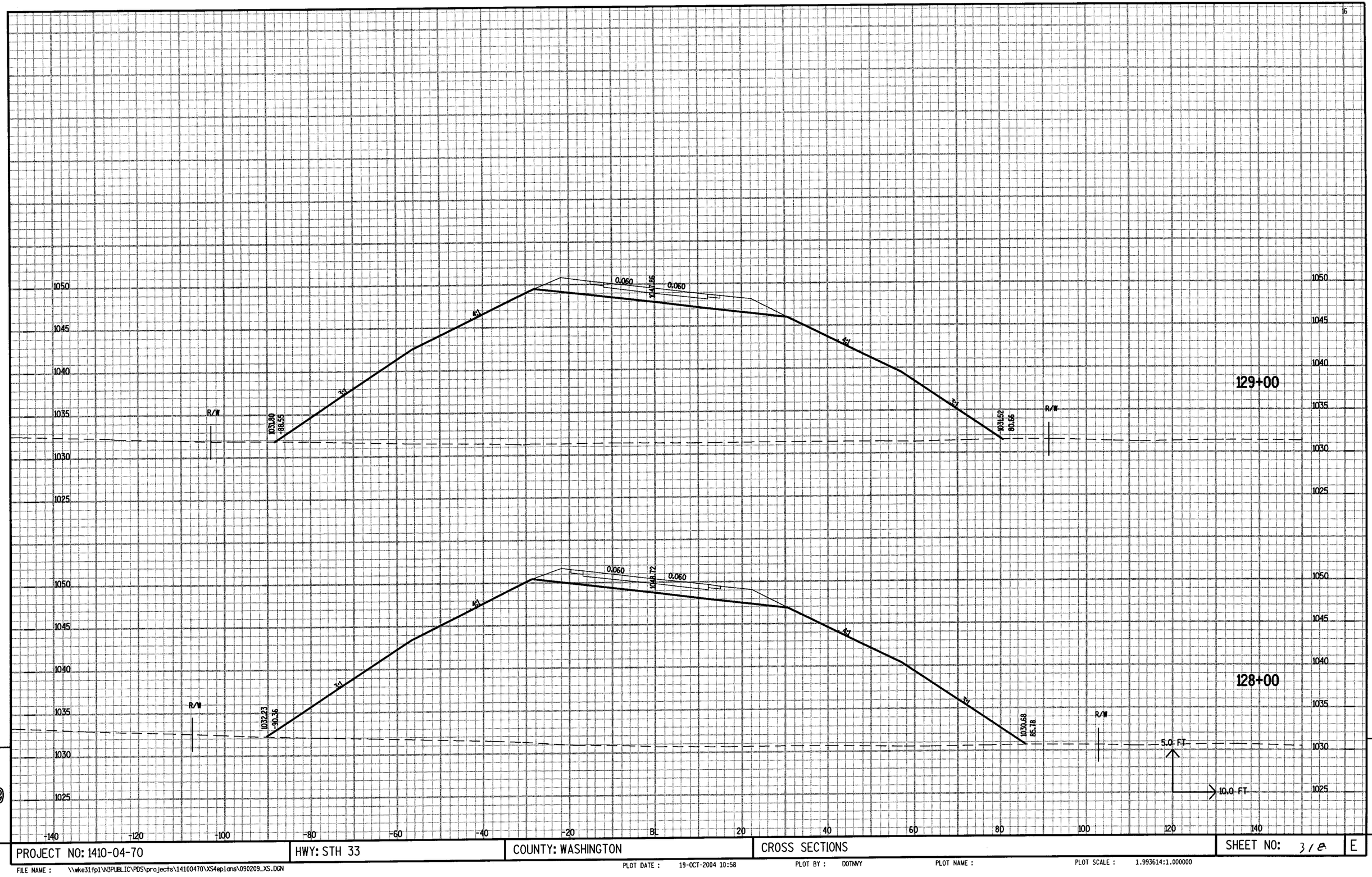

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 / 8	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090209_XS.DGN

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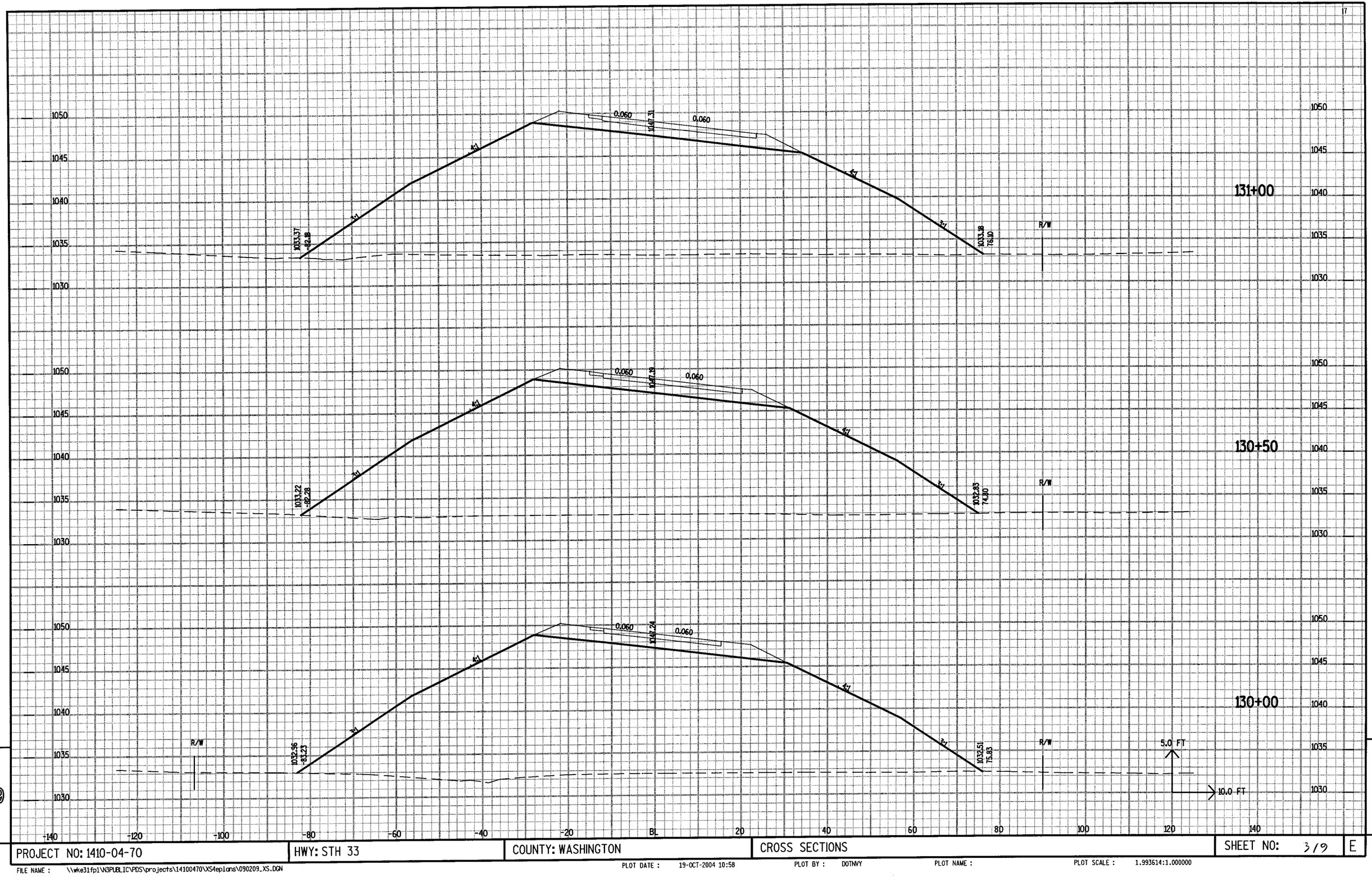

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3/9	E

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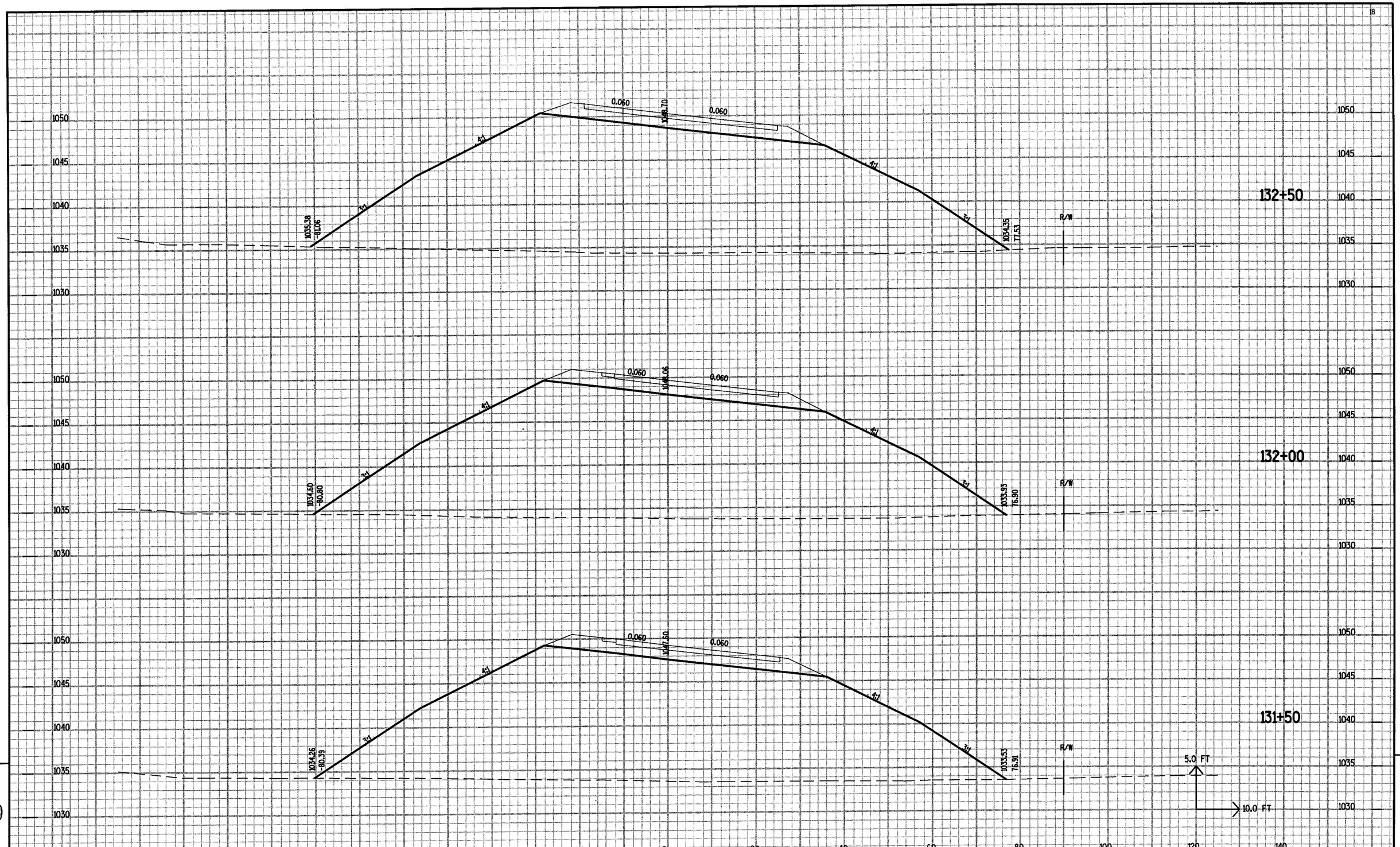

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 320	E

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PLOT DATE : 19-OCT-2004 10:58
PLOT BY : DOTNVY
PLOT NAME :
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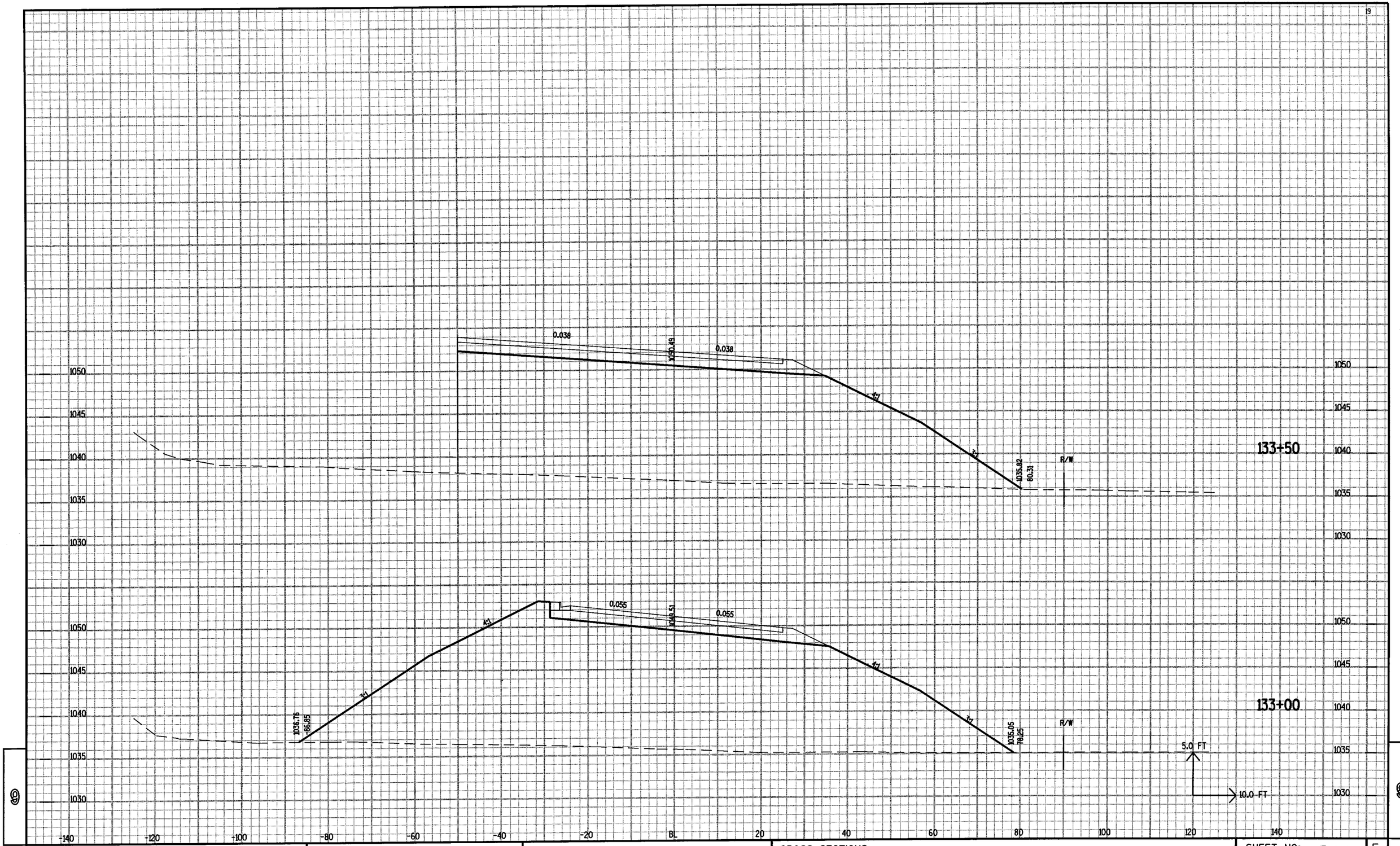

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 321	E

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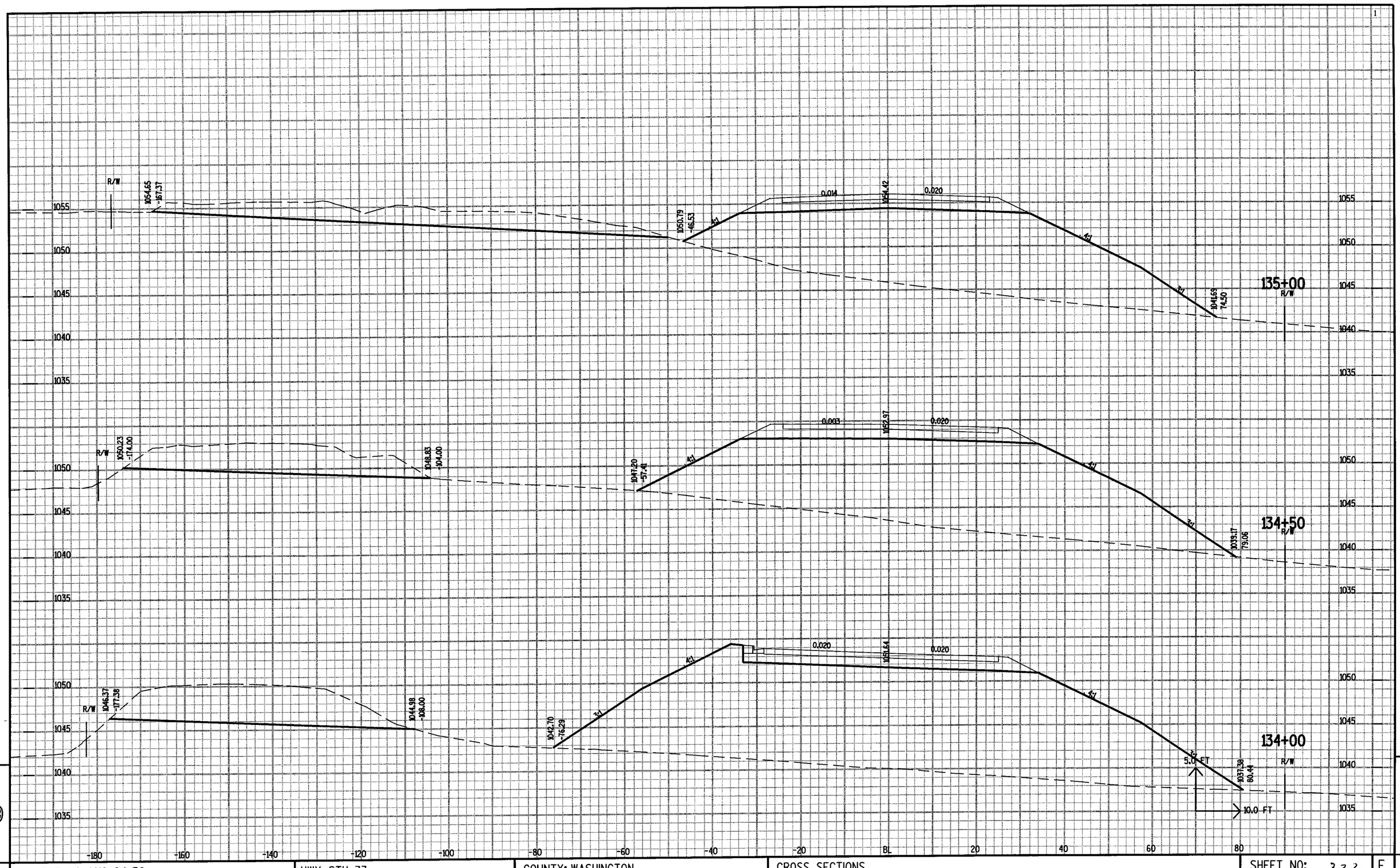

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 322	E

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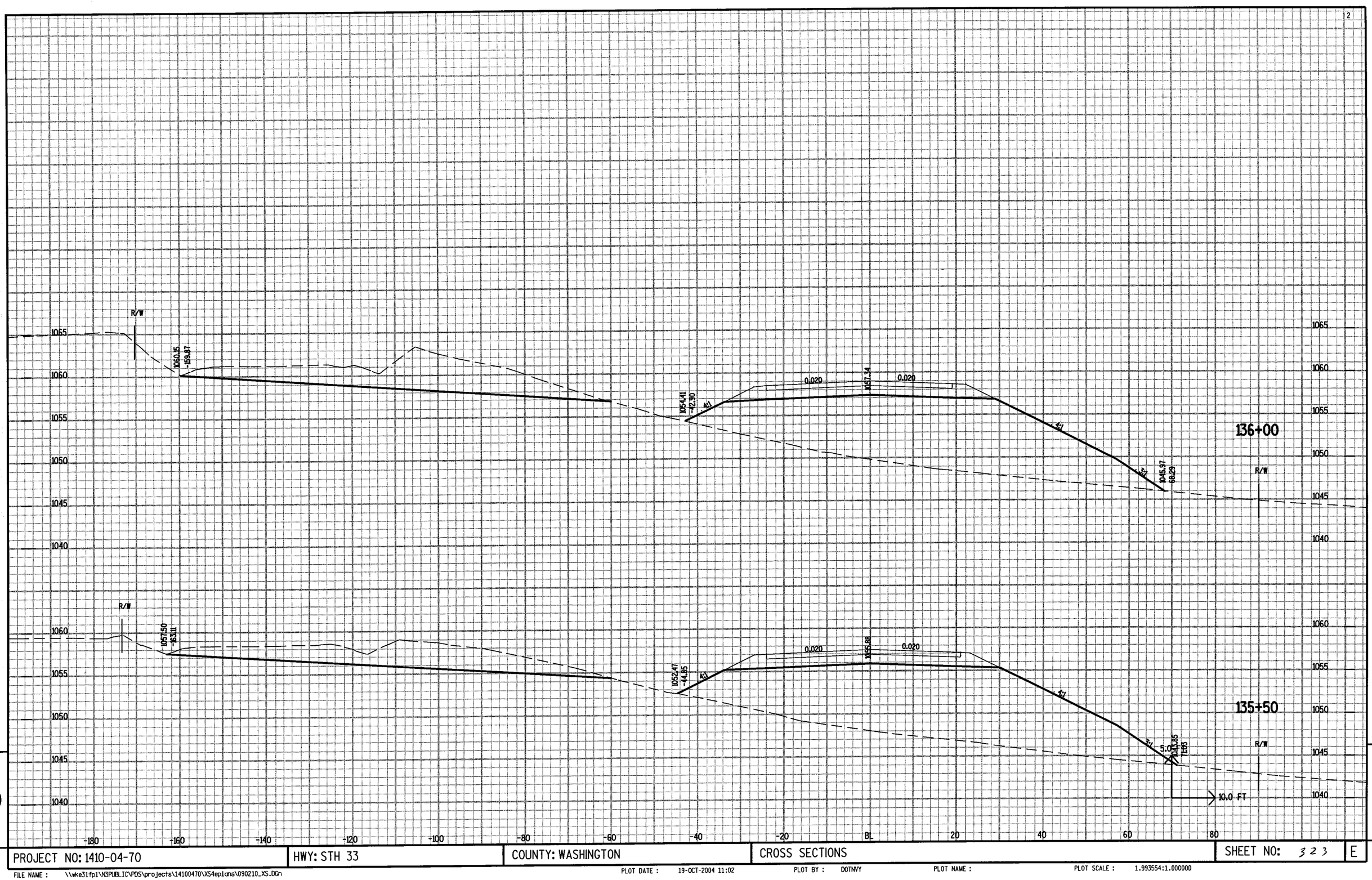
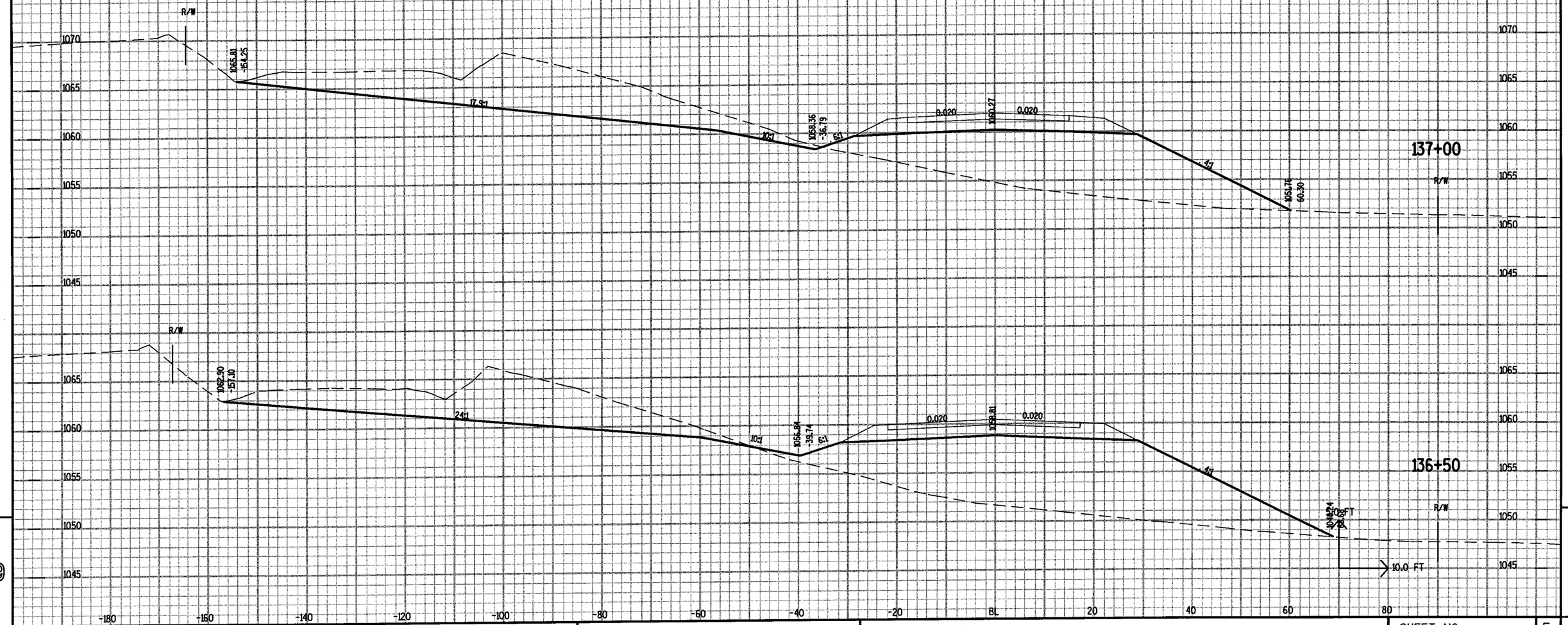


PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 323	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090210_XS.DGn PLOT DATE : 19-OCT-2004 11:02 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 329	E

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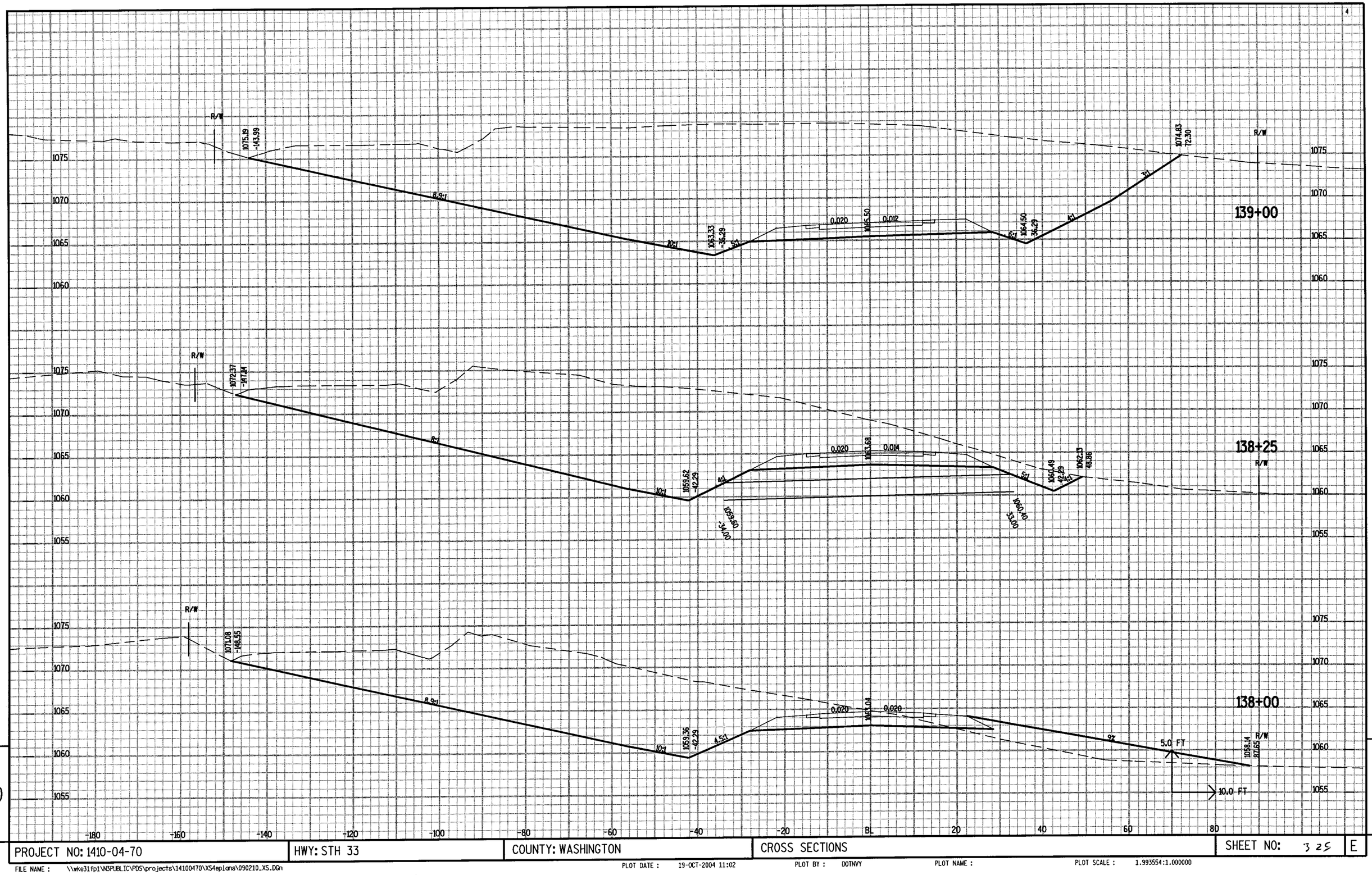
PLOT DATE : 19-OCT-2004 11:02
PLOT BY : DOTNYY
PLOT NAME :
PLOT SCALE : 1.993554:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 25	E

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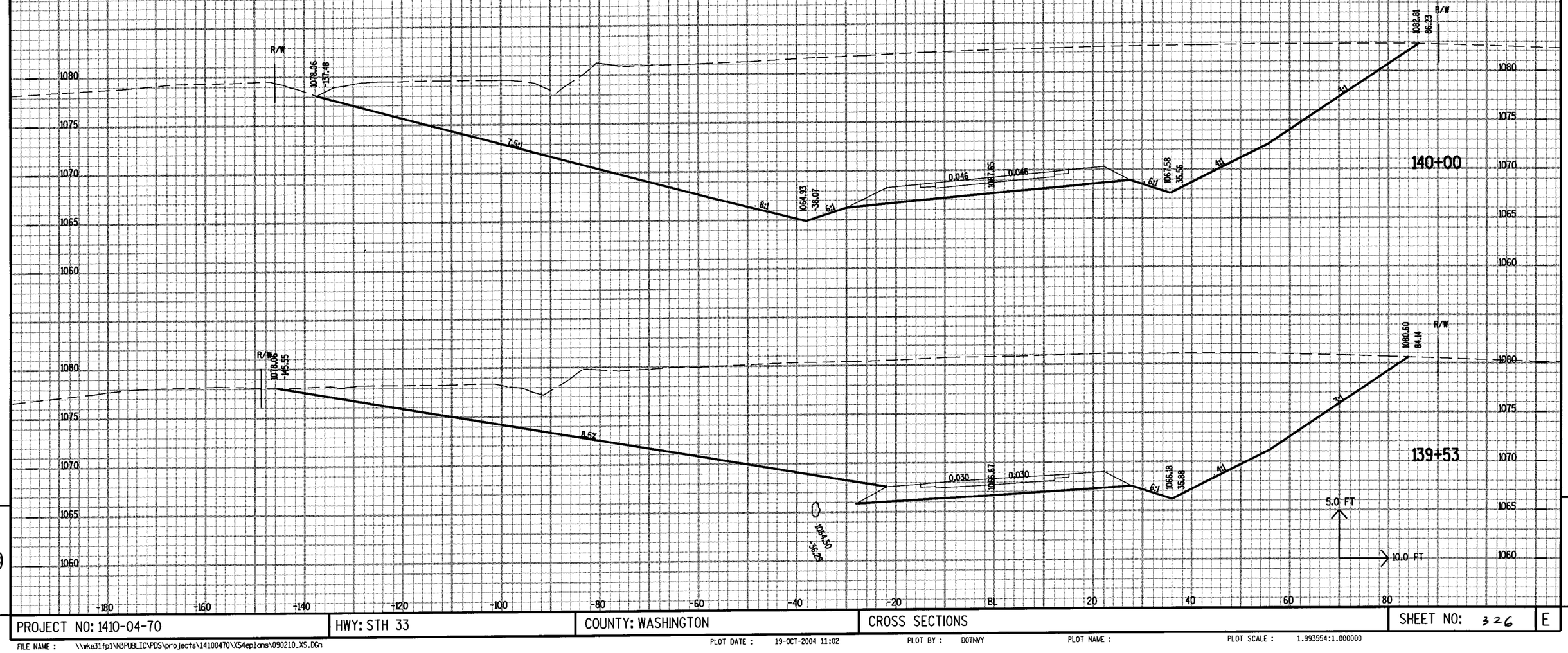

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 326	E

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PLOT NAME :
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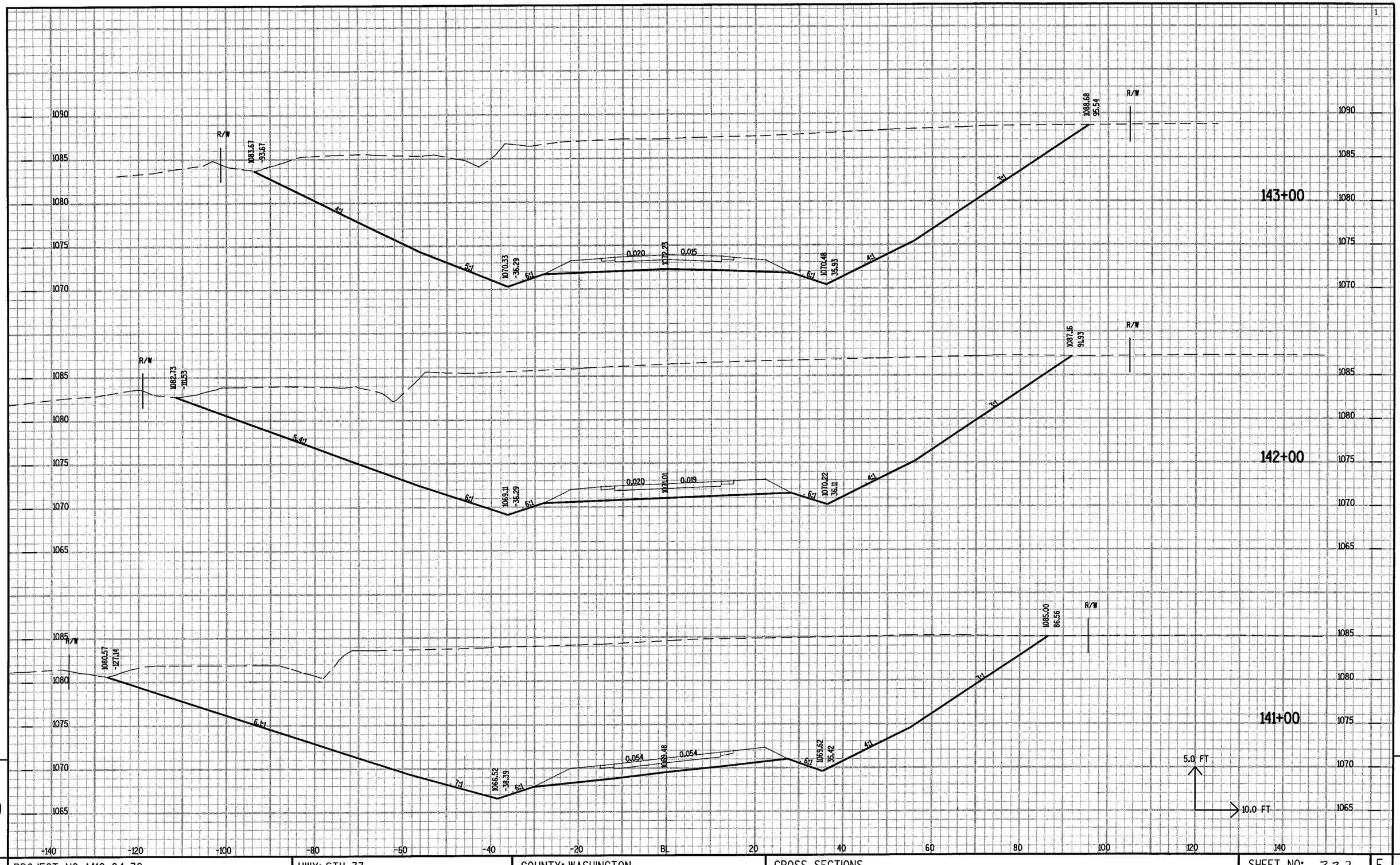
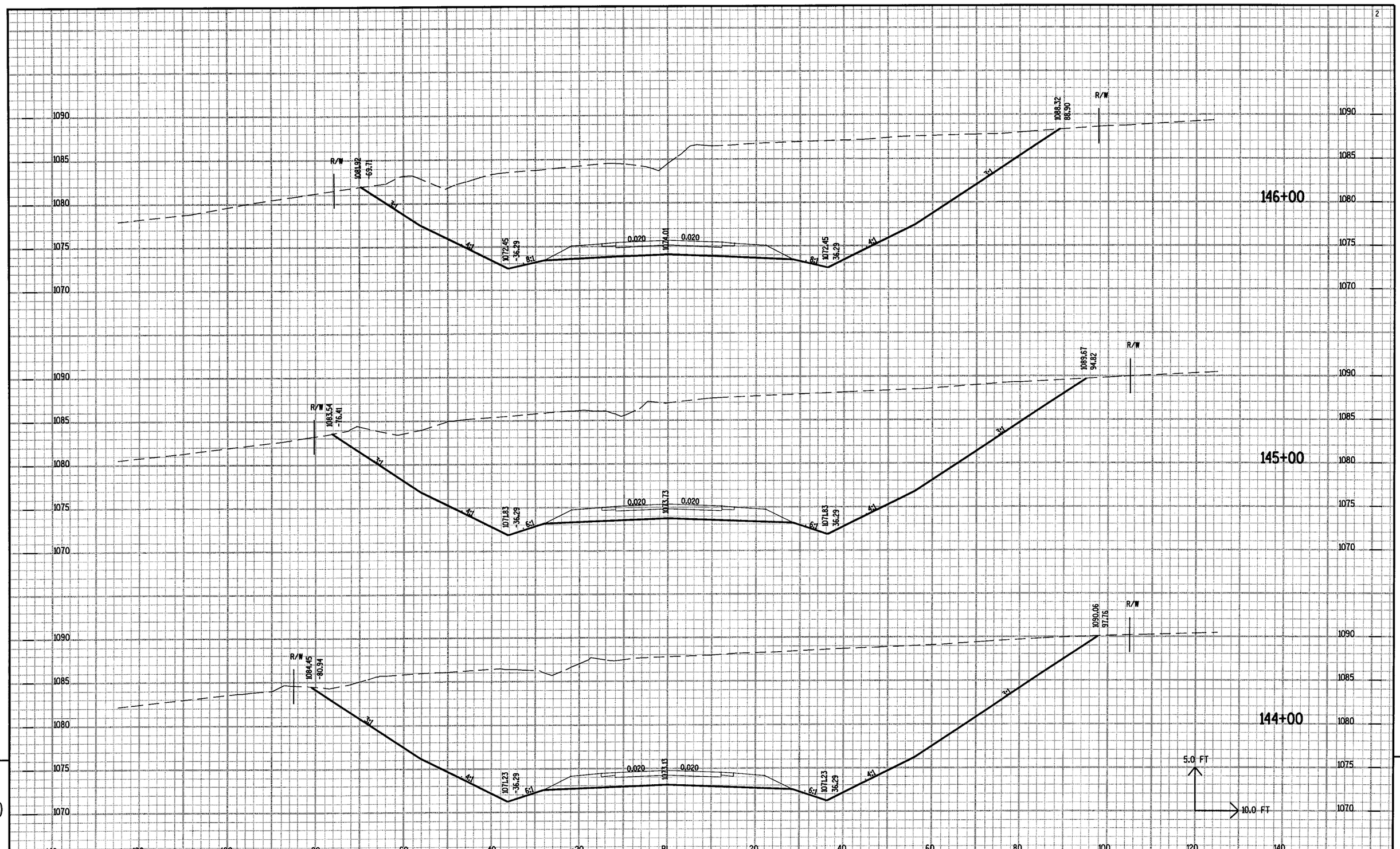


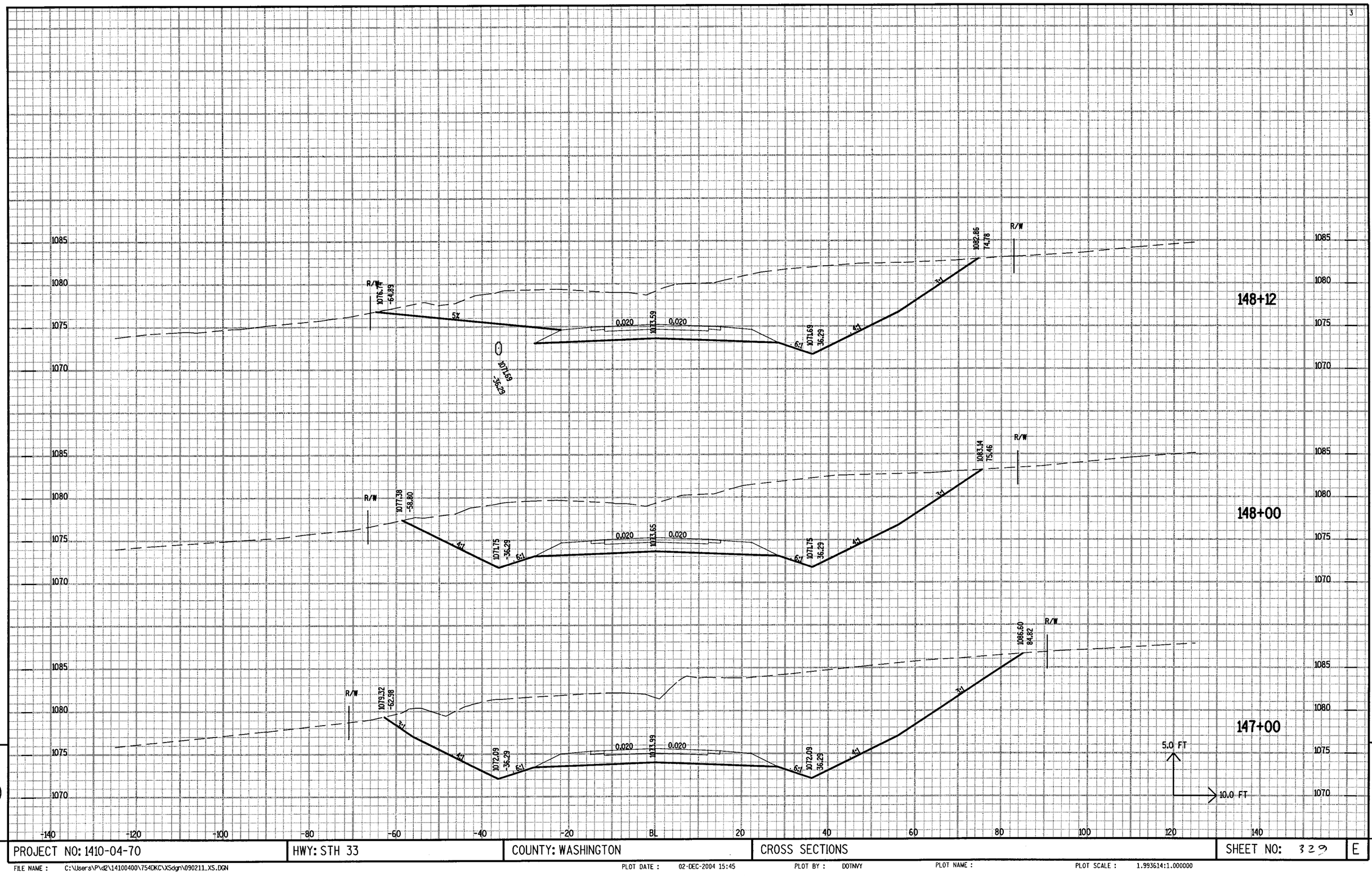
PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 327	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:45 PLOT BY : DOTNYY PLOT NAME : PLOT SCALE : 1.993614:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 32	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:45 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 329	E

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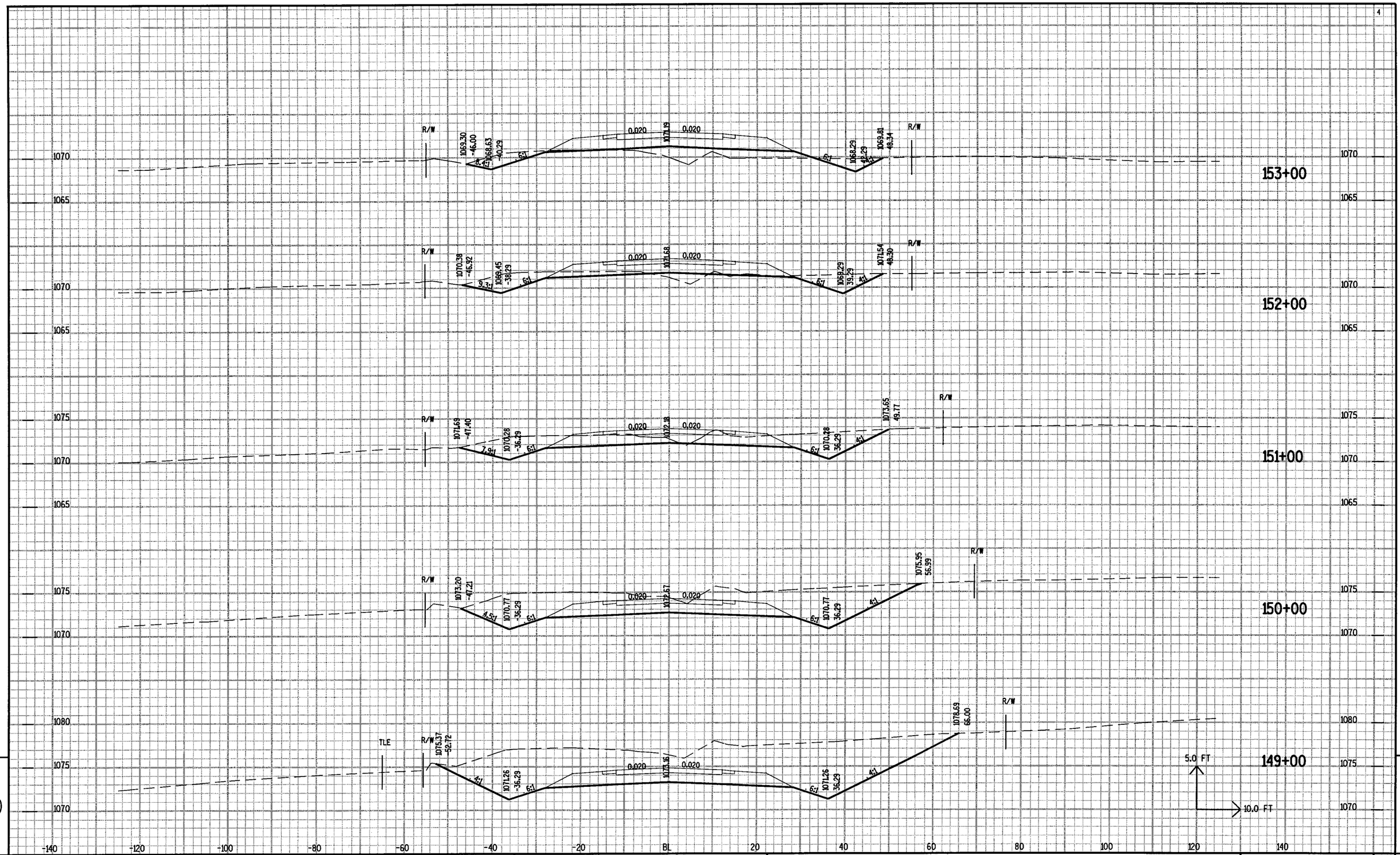

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 330	E

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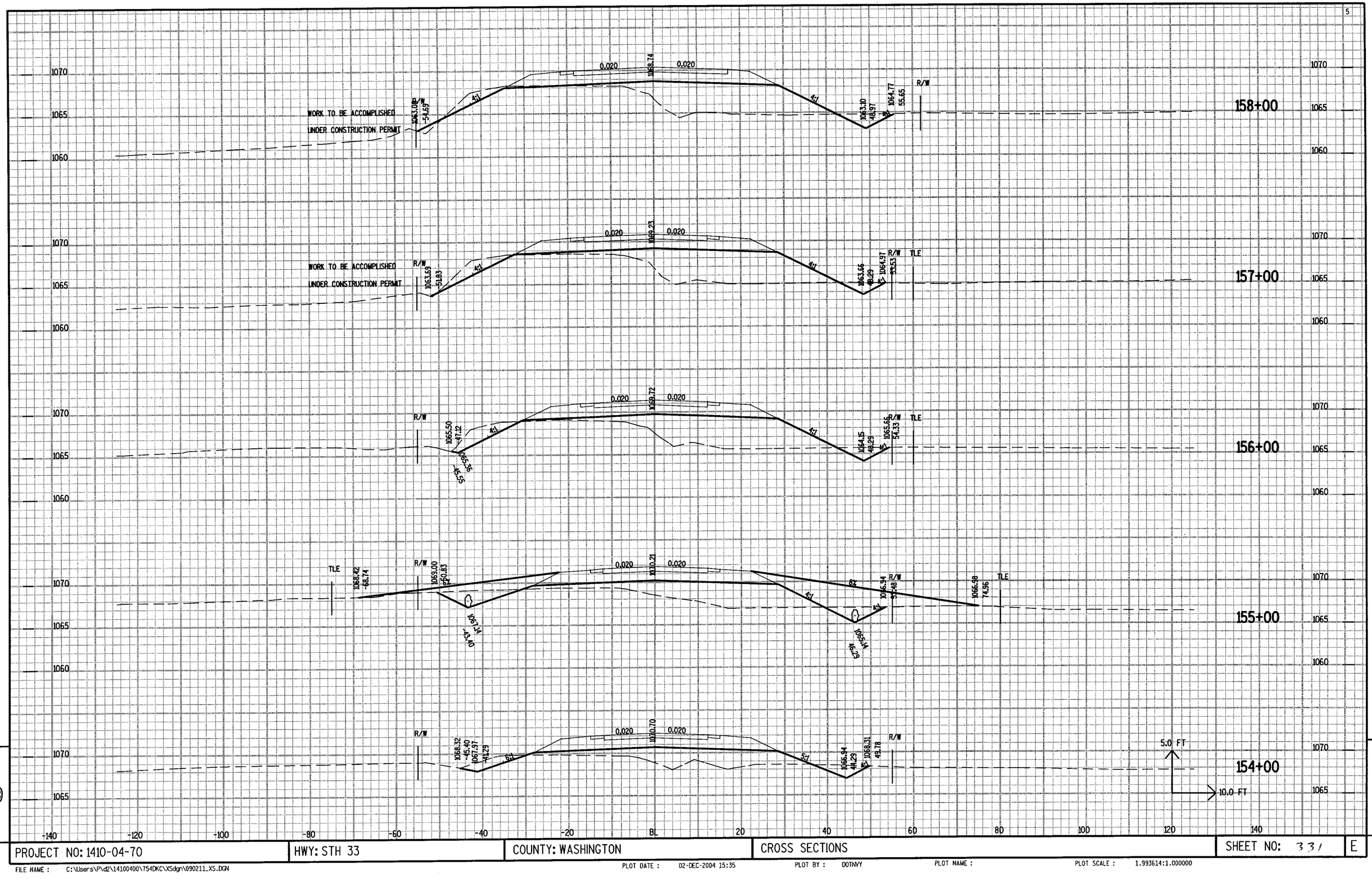

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 33	E

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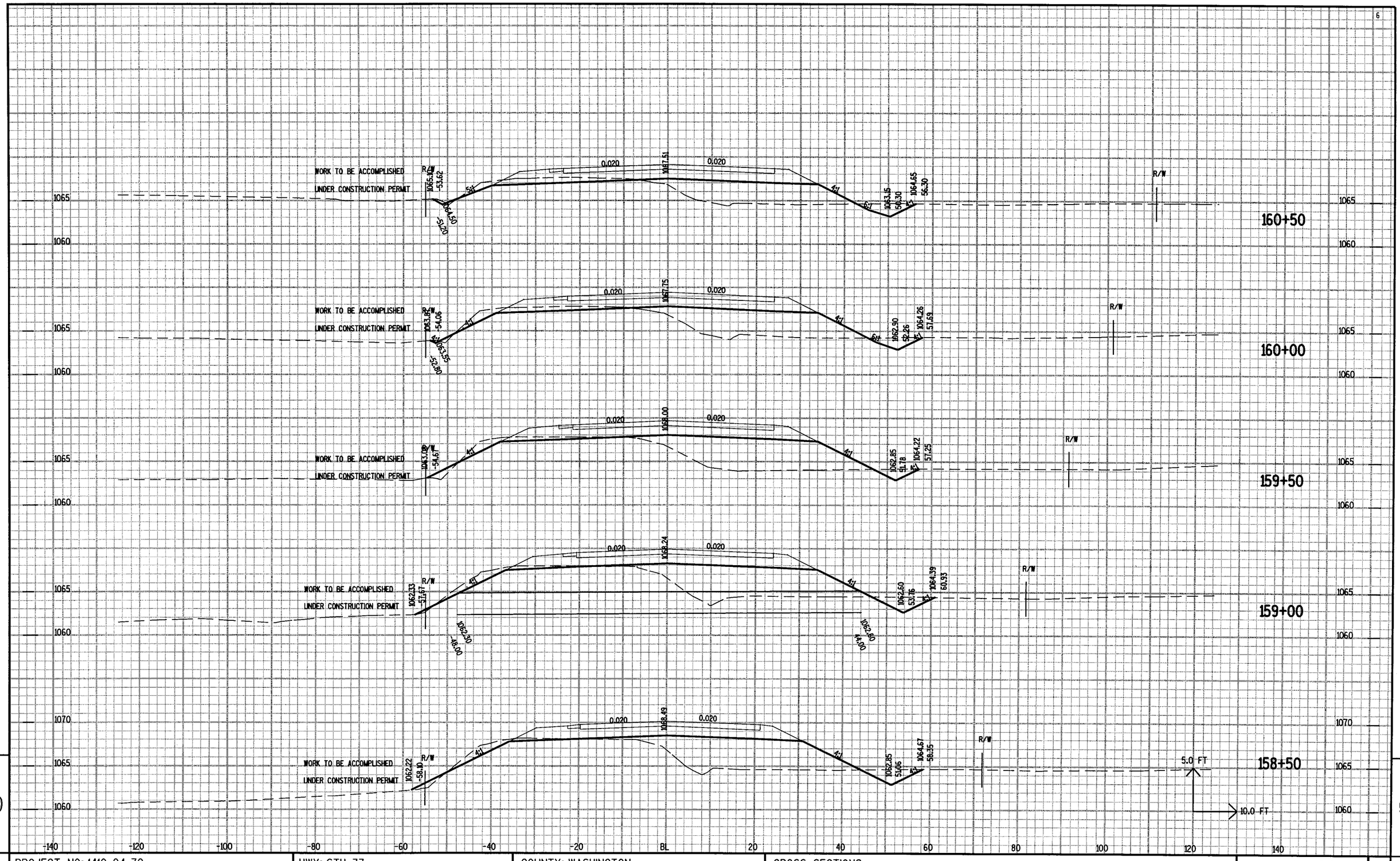

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 33	E

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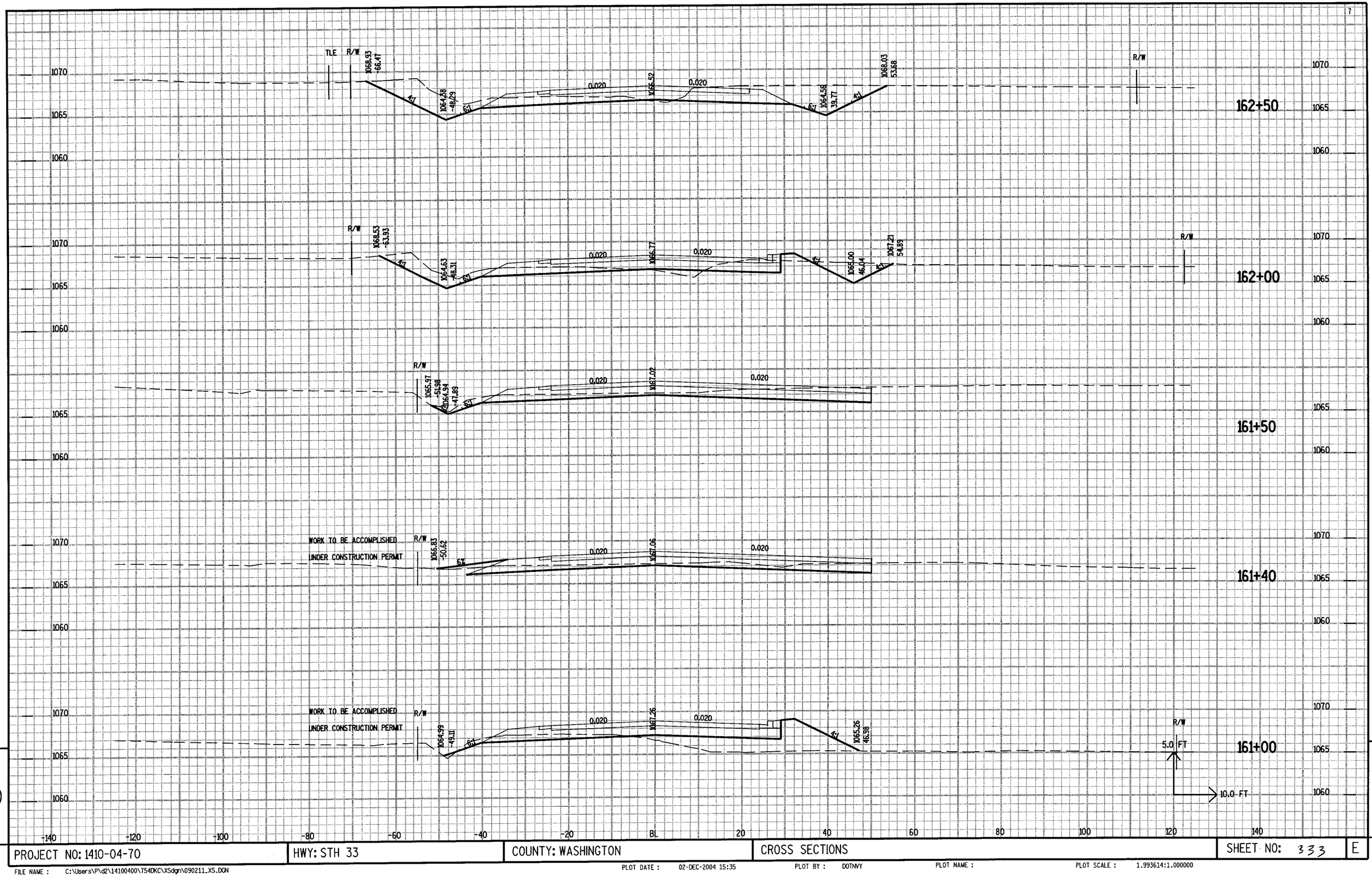

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 333	E

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PLOT DATE : 02-DEC-2004 15:35
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PLOT NAME :
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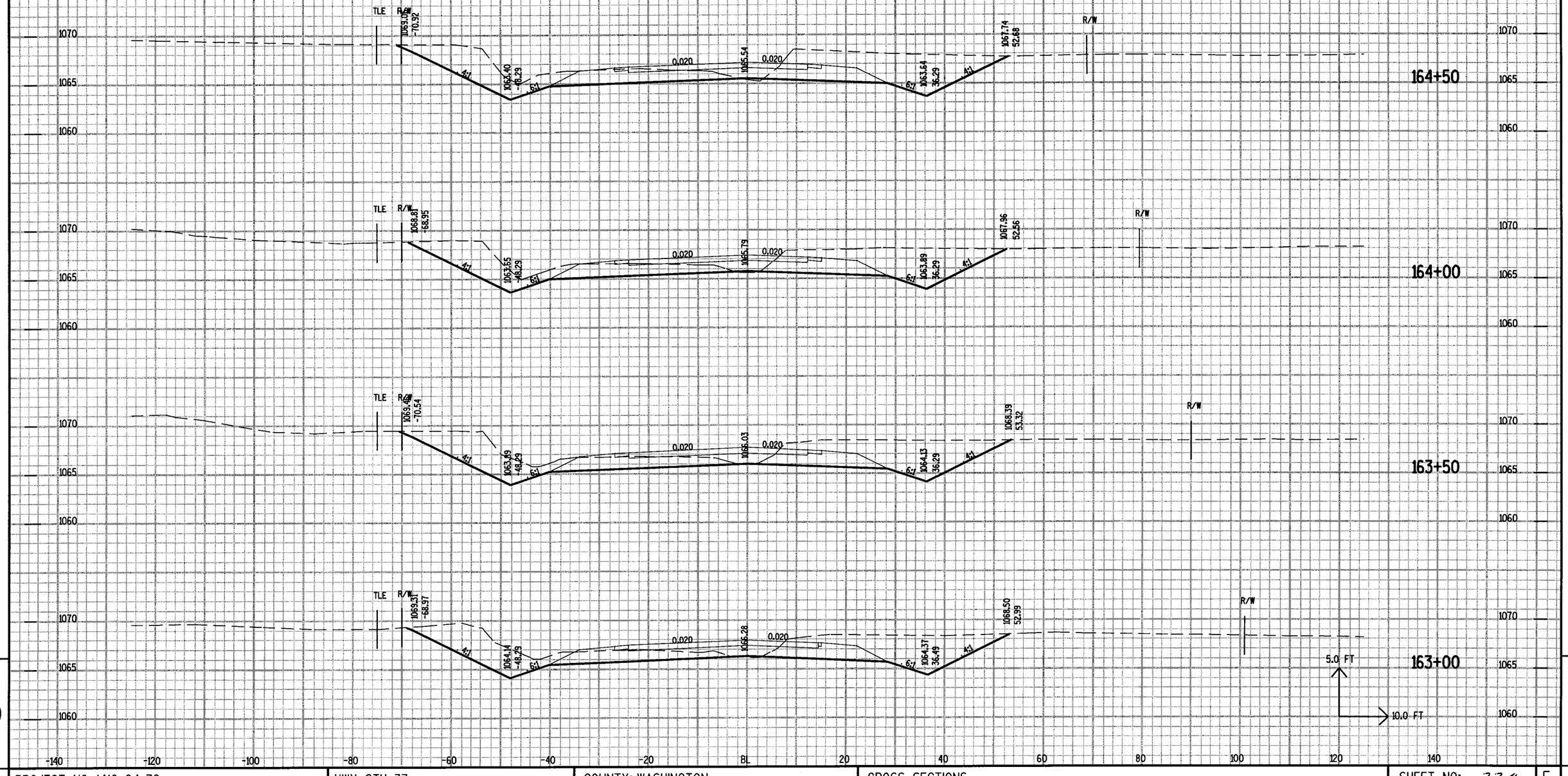
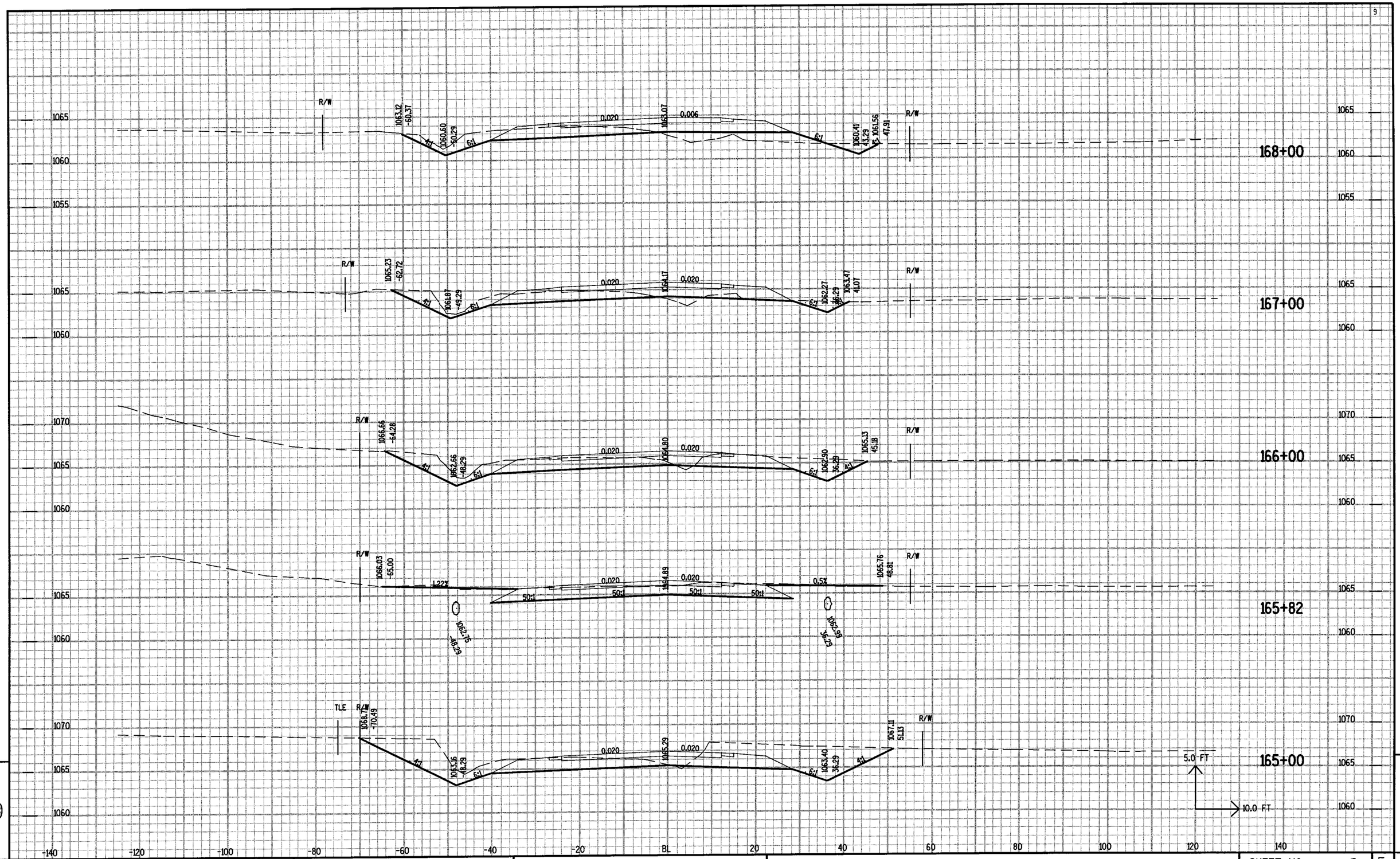


PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 339	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:45 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 335 E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN
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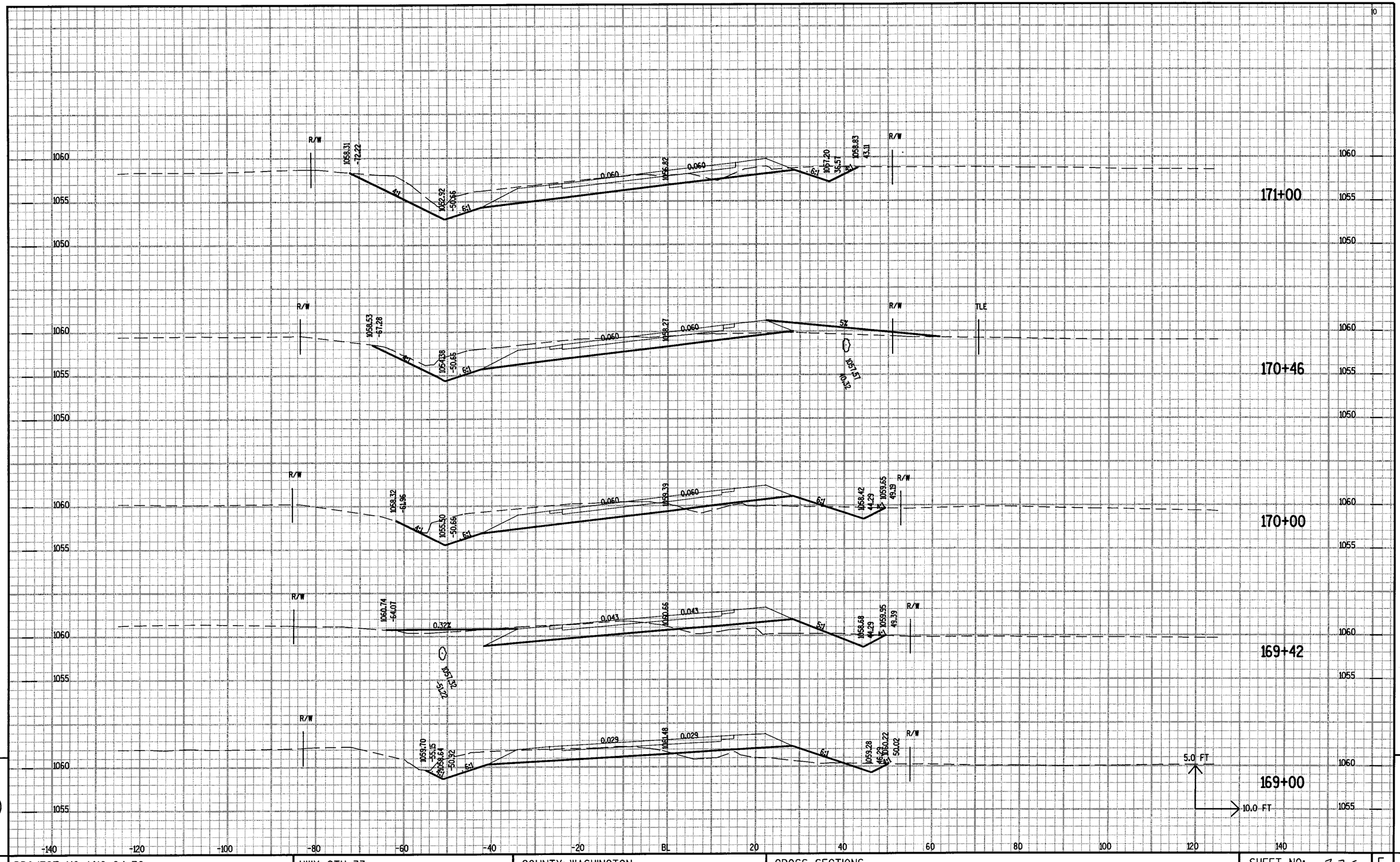
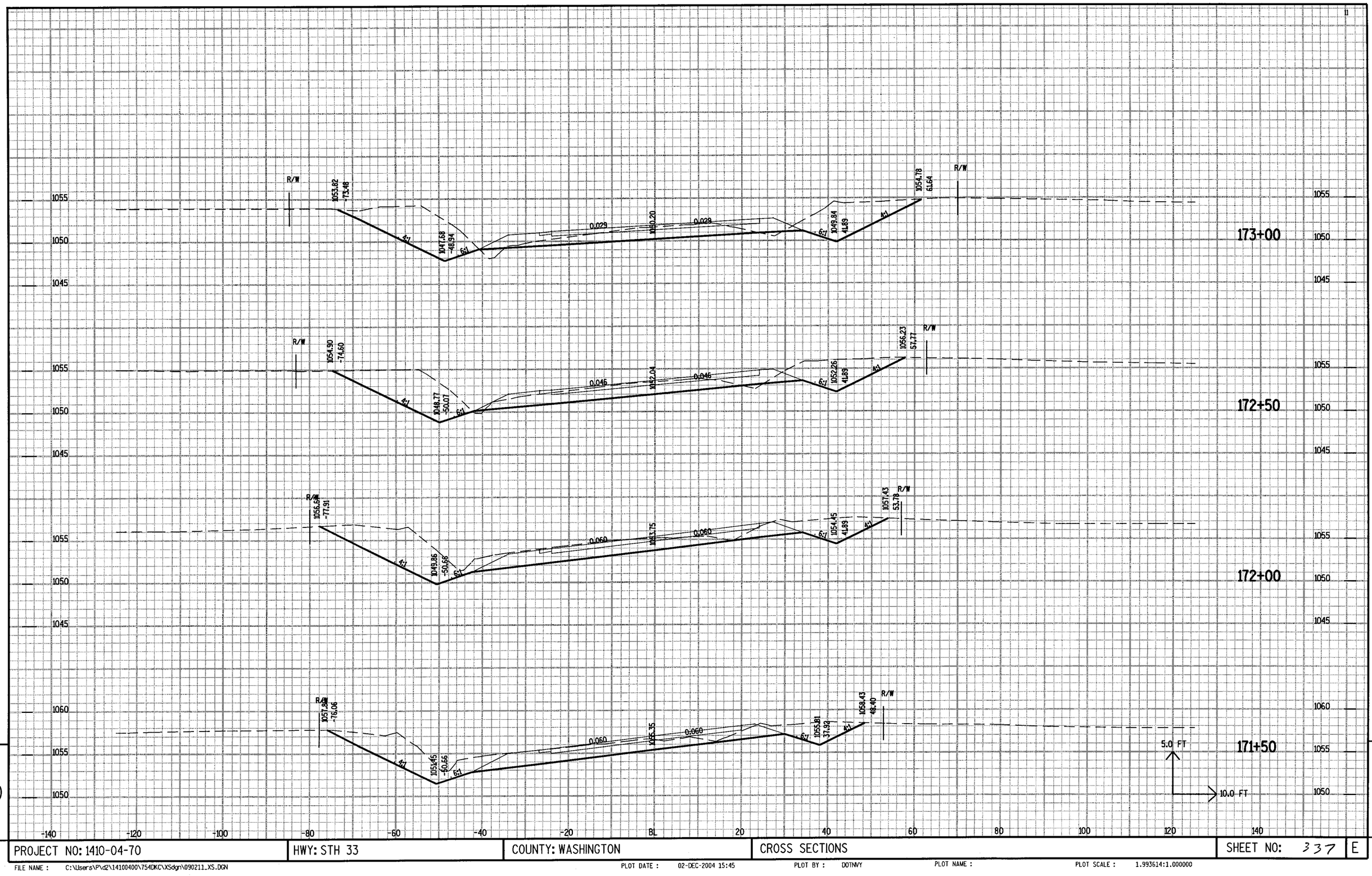


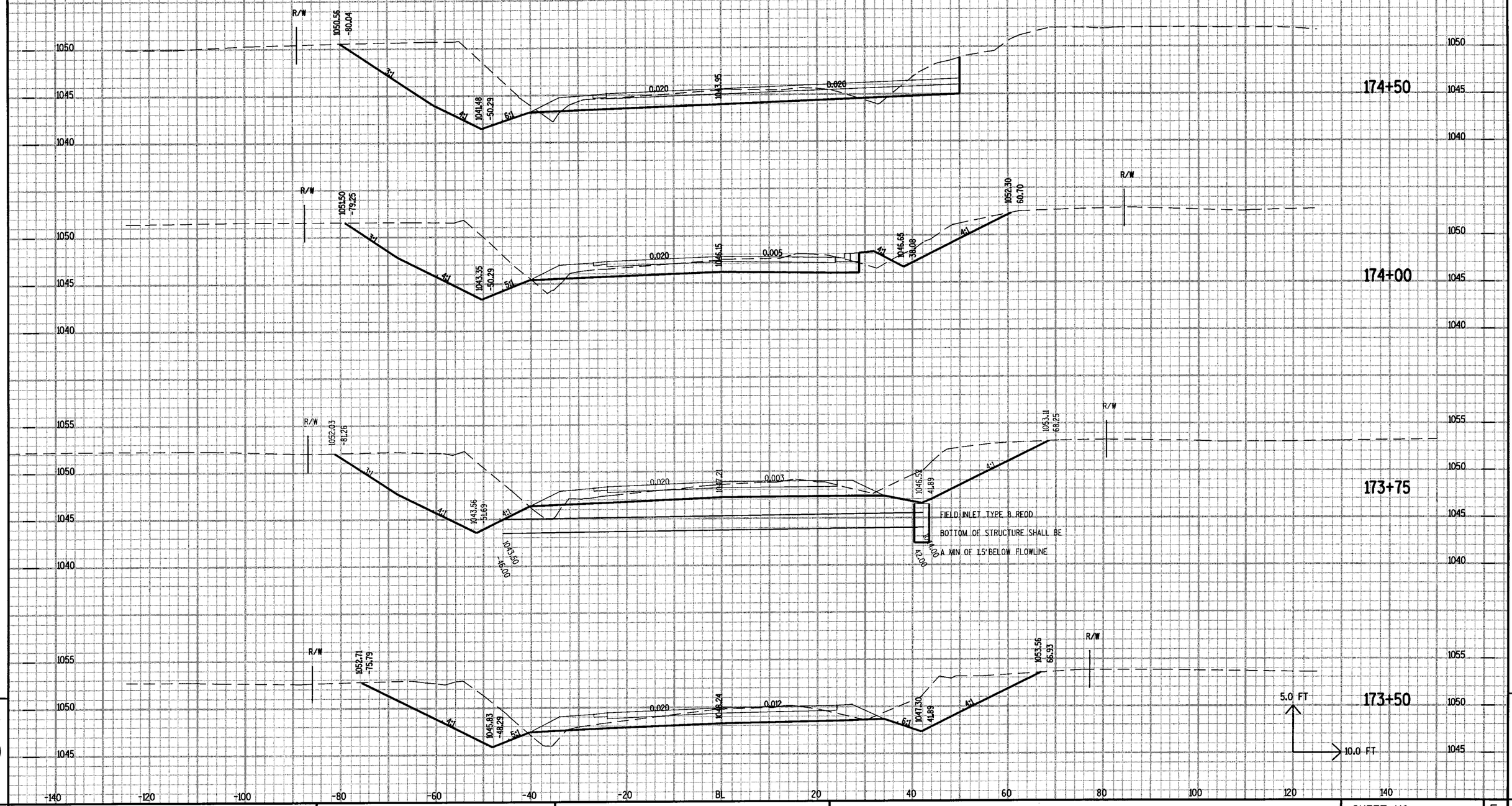
PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 336	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:45 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



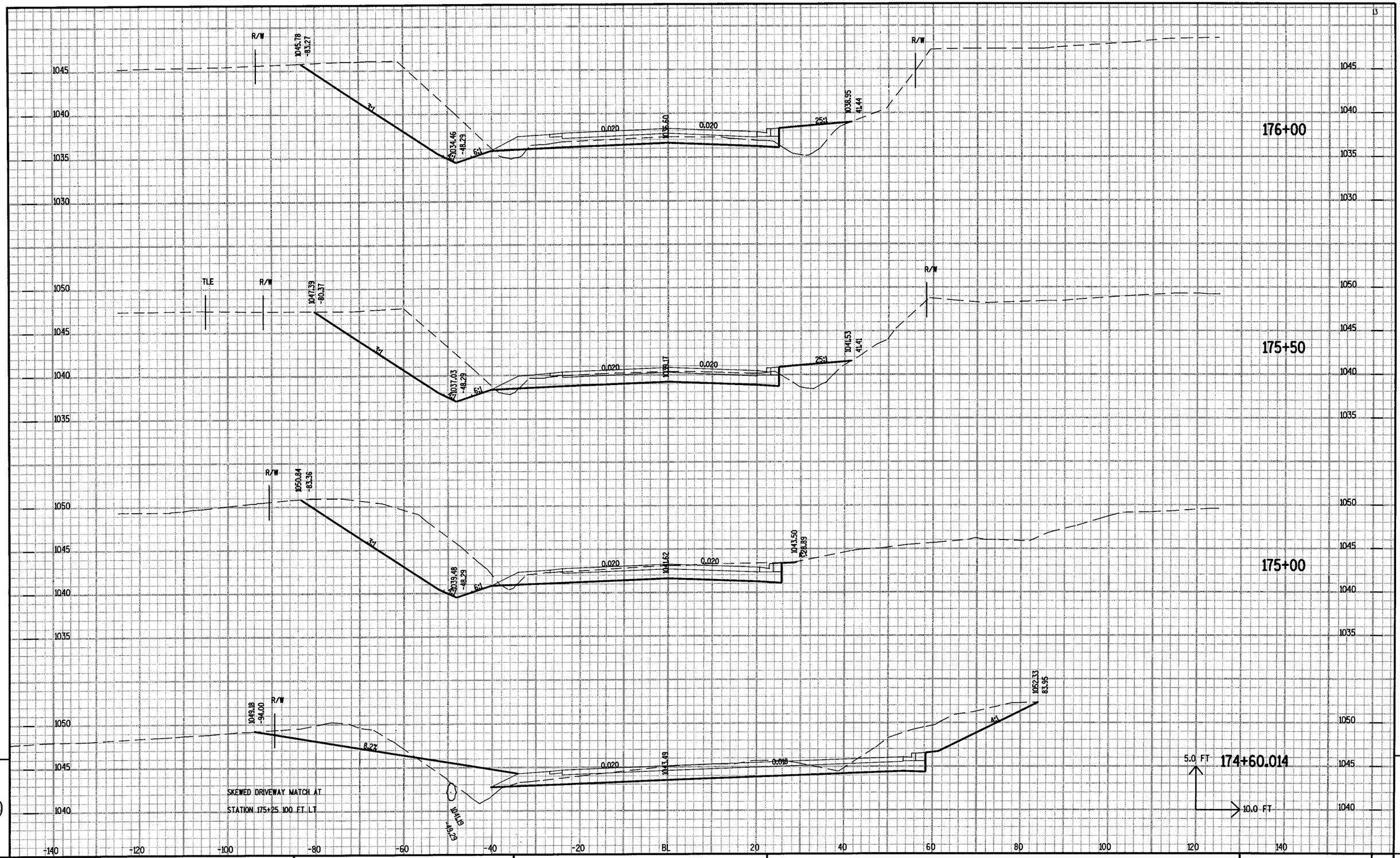
PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 337	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:45 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



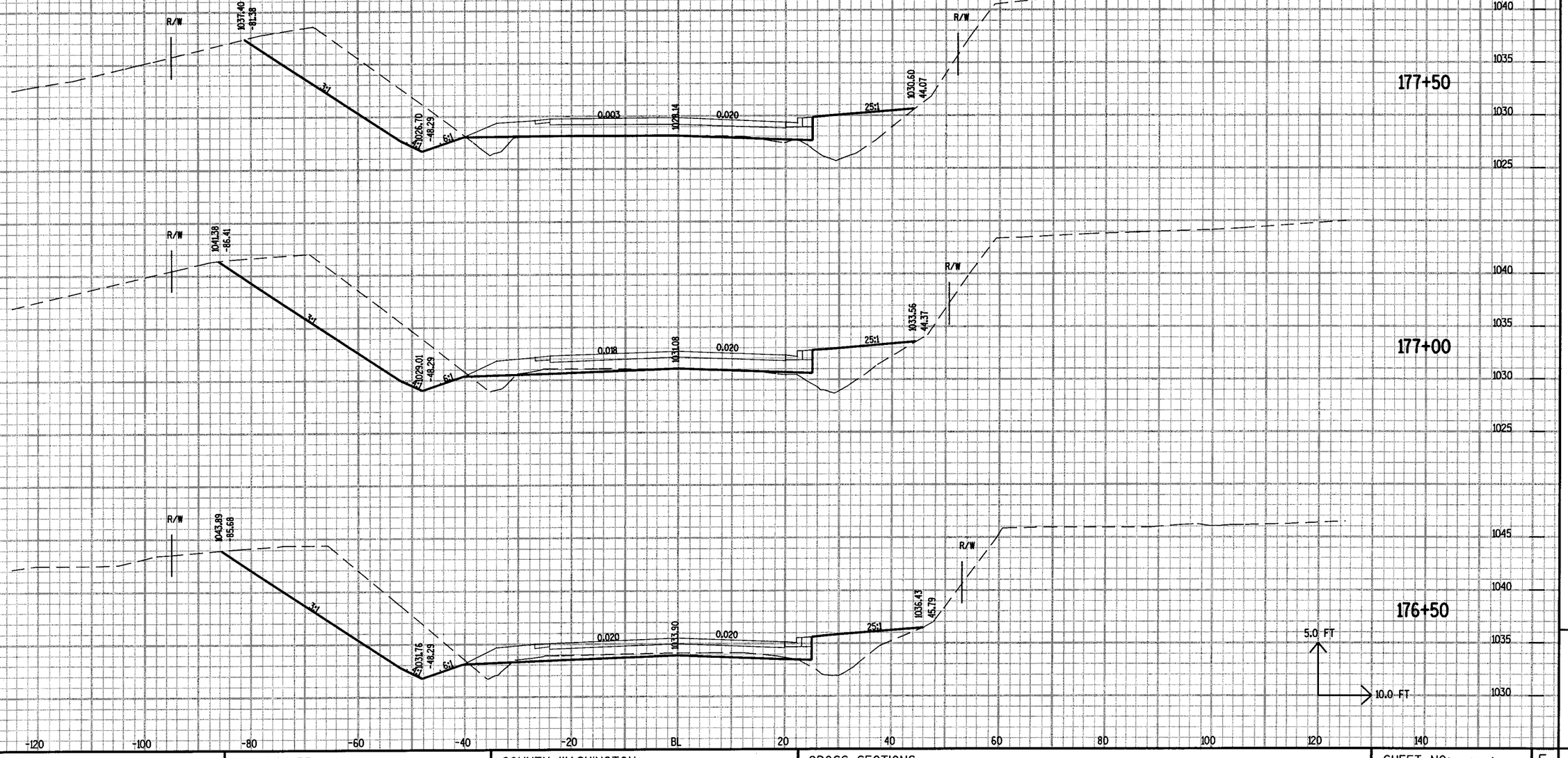
PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 33	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:45 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



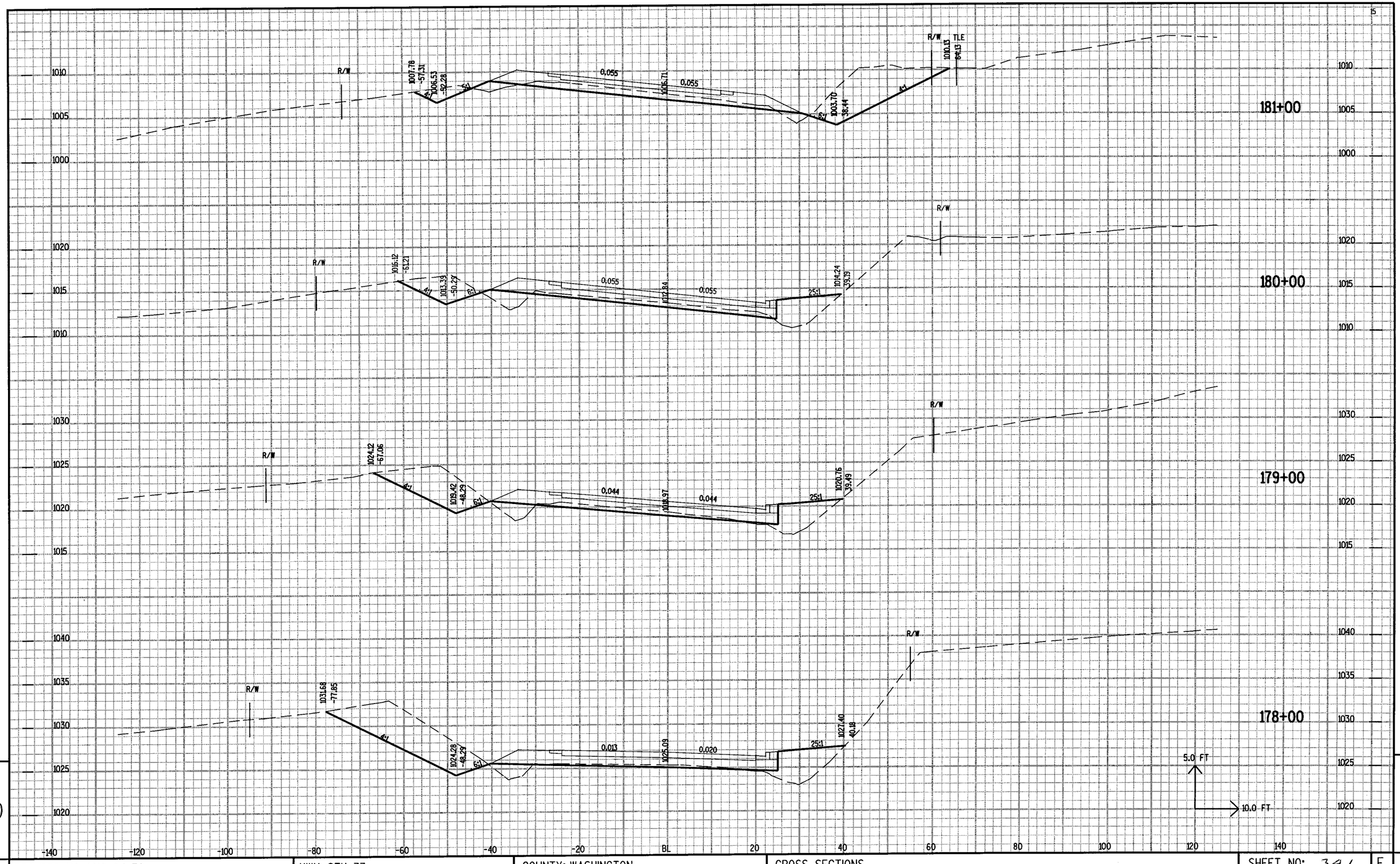
PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 339	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:45 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 340	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:46 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 34	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN
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PLOT NAME :
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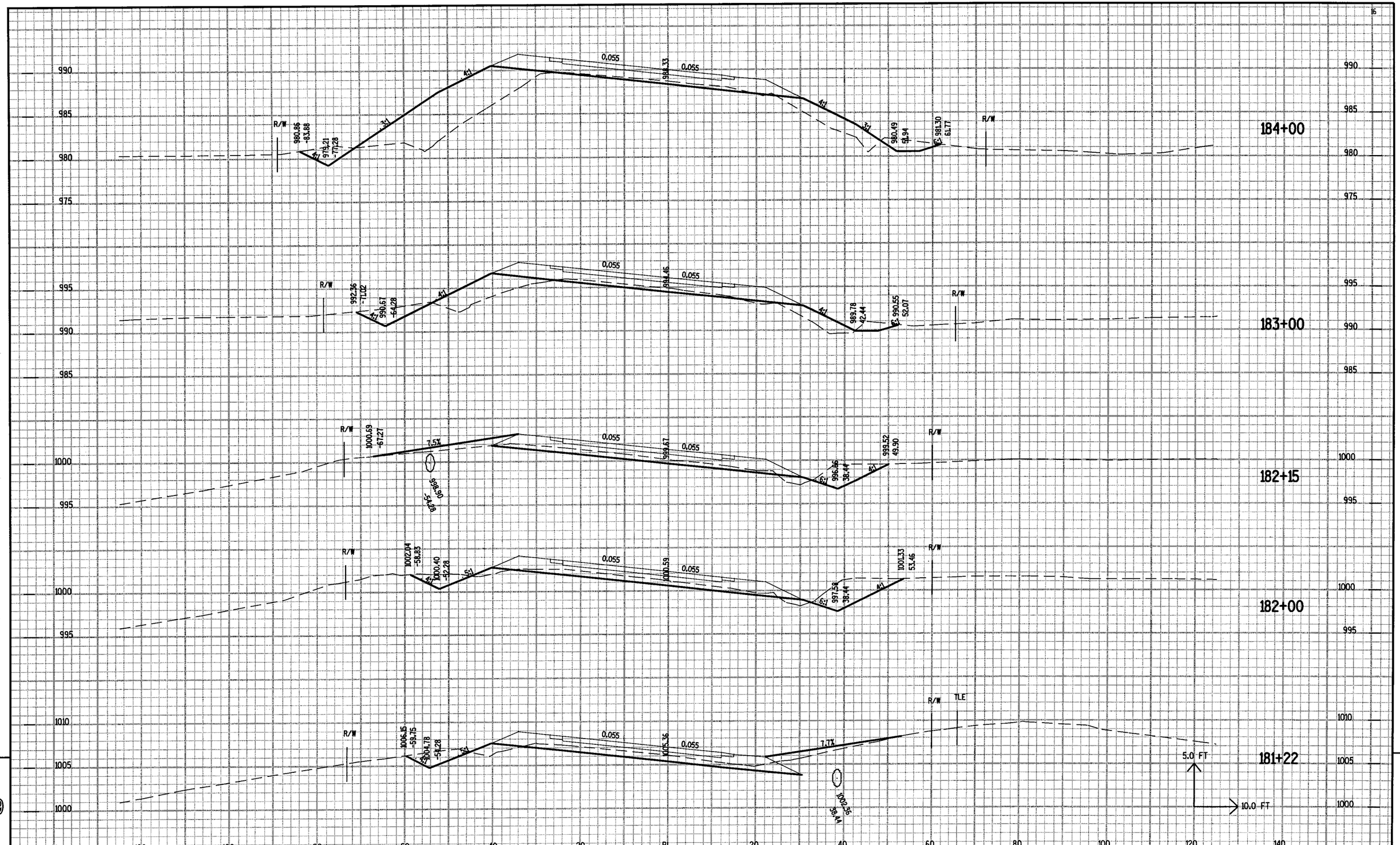

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 342	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN
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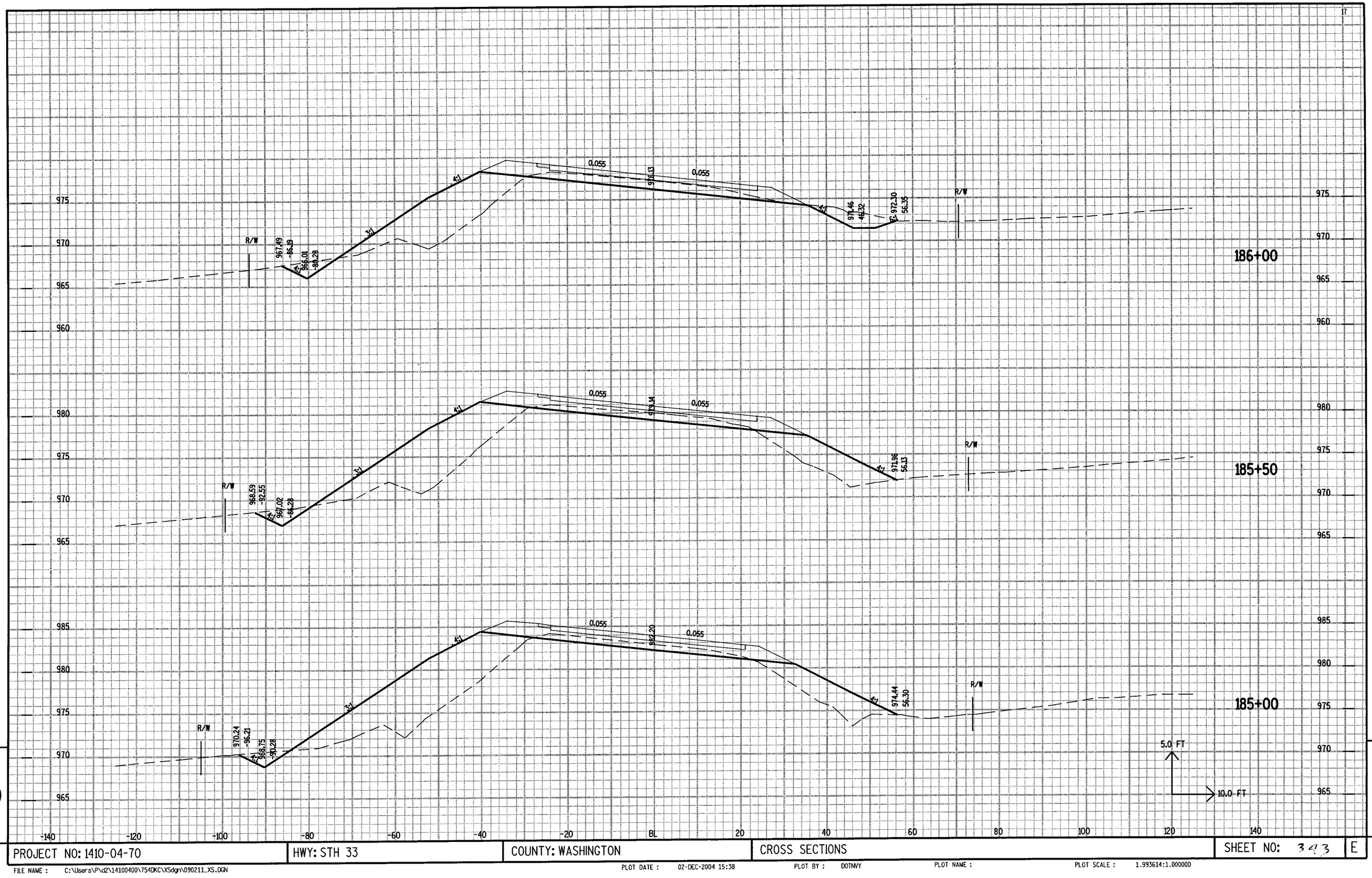
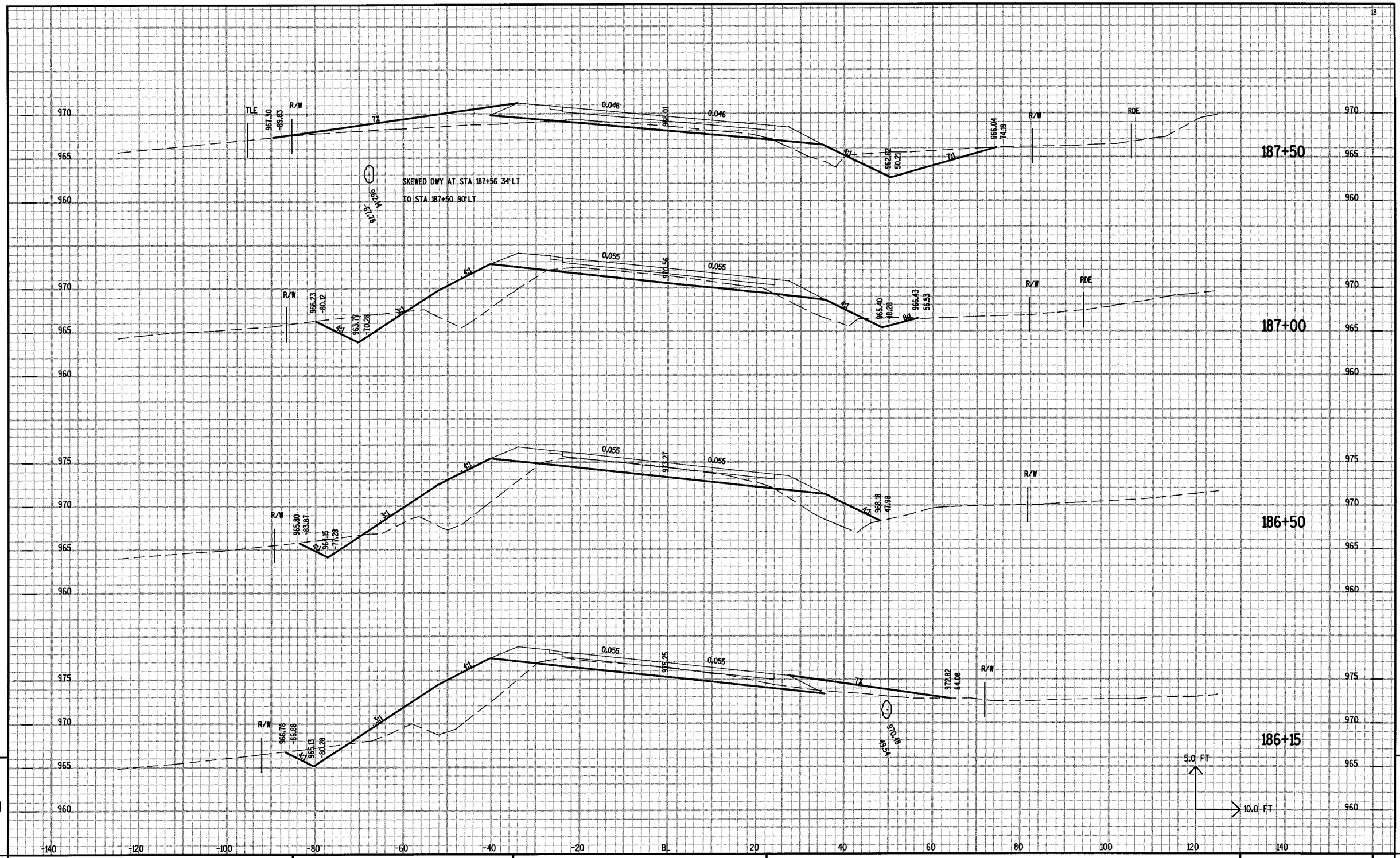


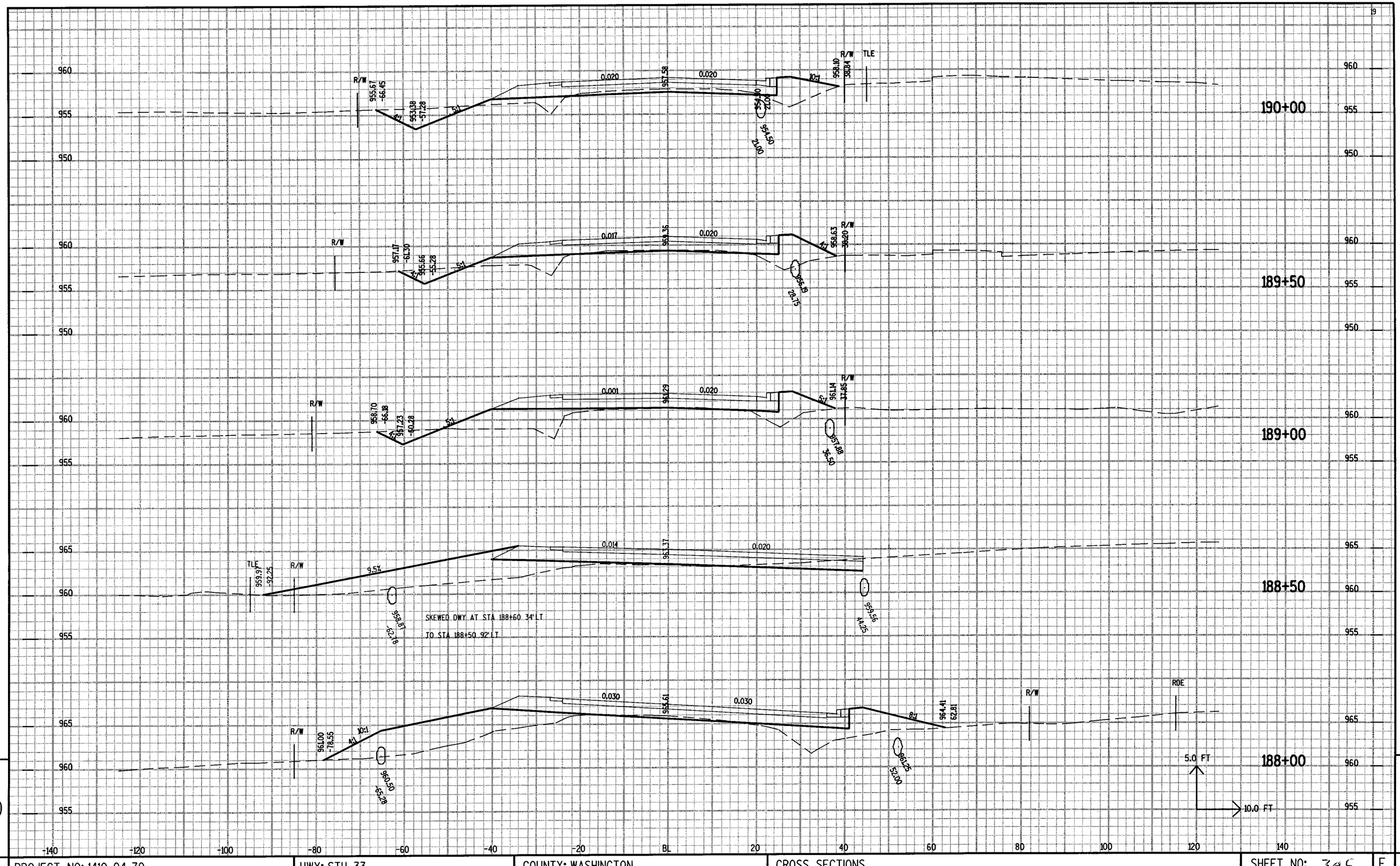
PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 of 3	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:38 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 344	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:38 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 345	E

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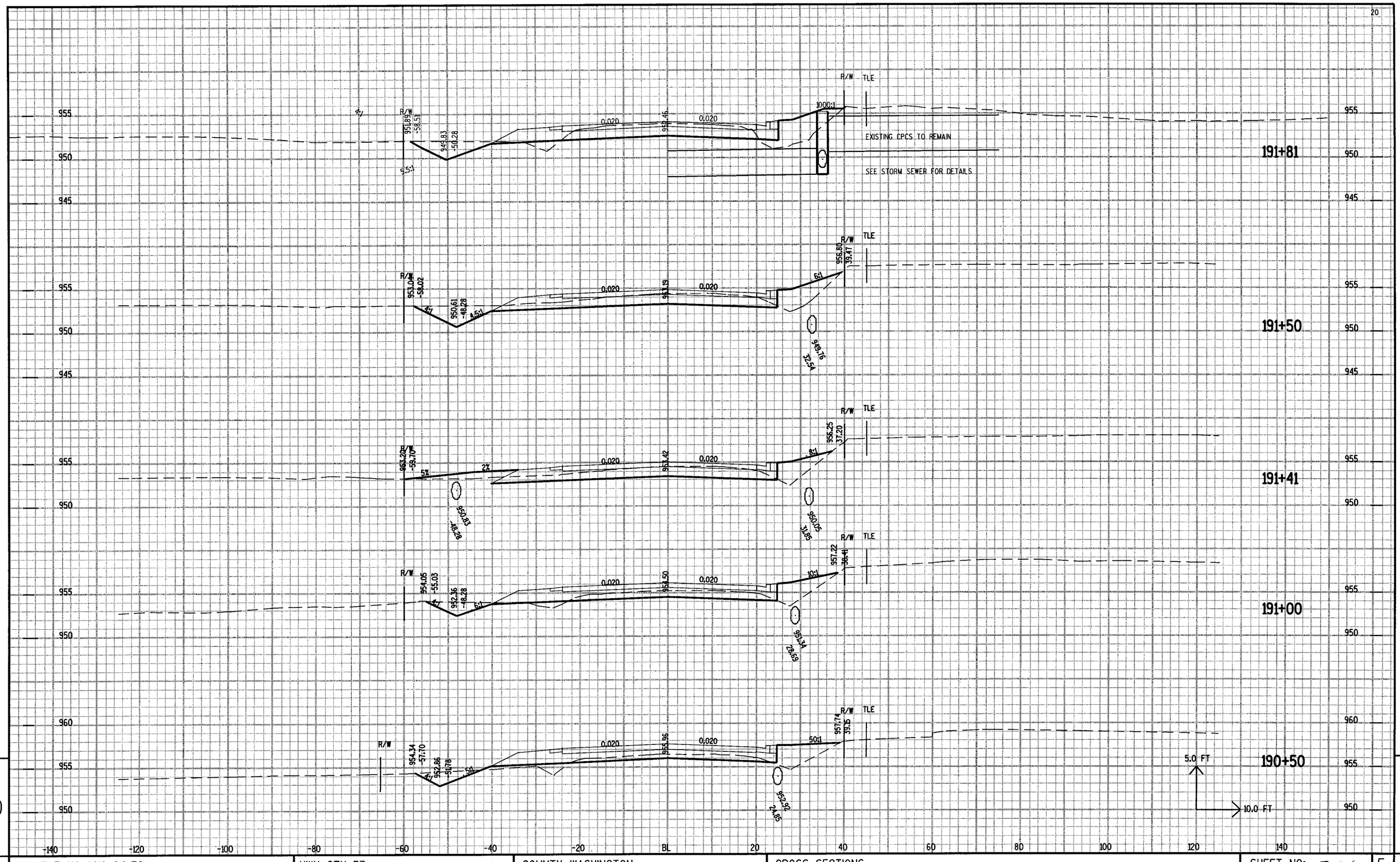
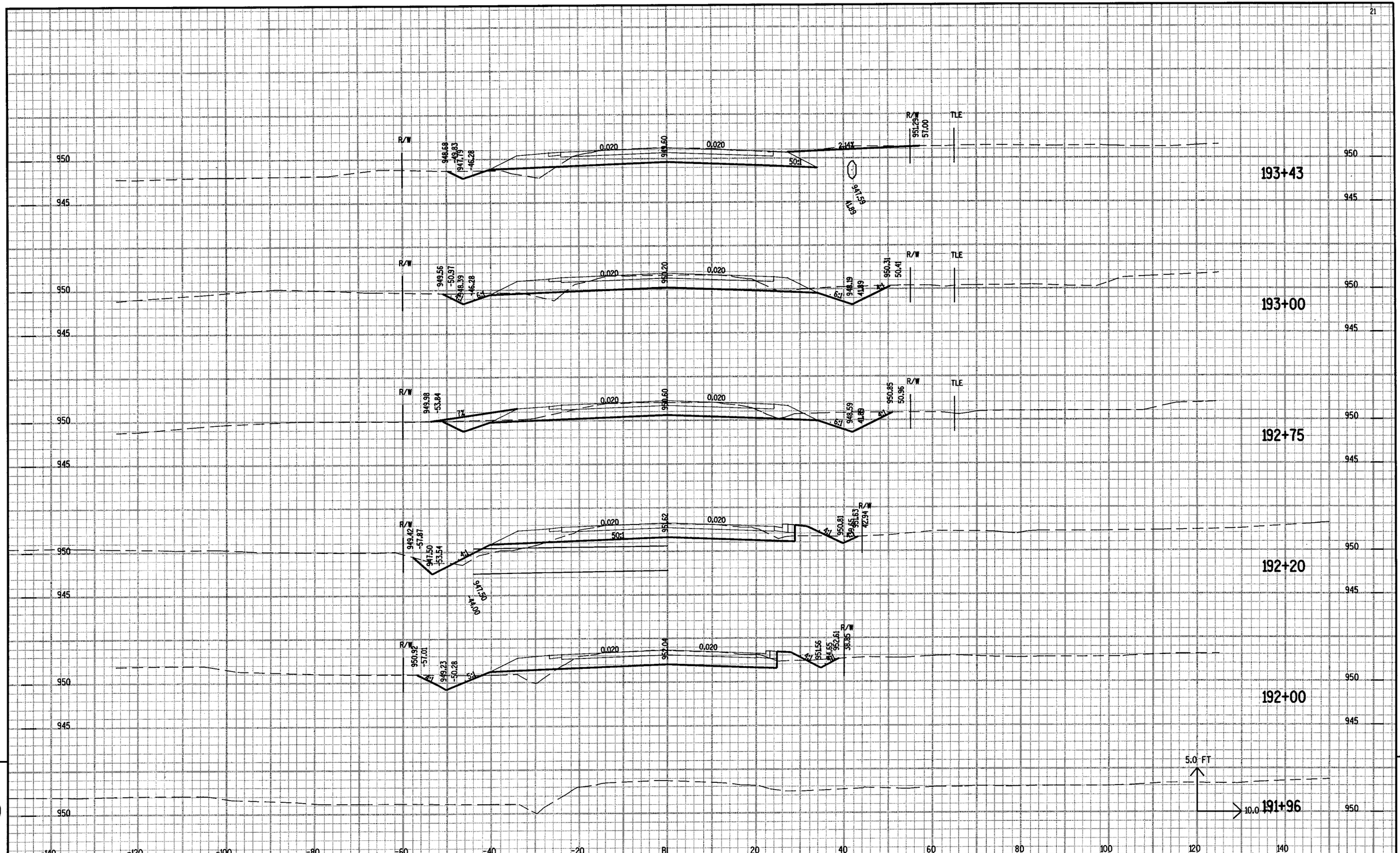


PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 34	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN PLOT DATE : 02-DEC-2004 15:49 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993614:1.000000



PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 4 7	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN
PLOT DATE : 02-DEC-2004 15:49
PLOT BY : DOTNVY
PLOT NAME :
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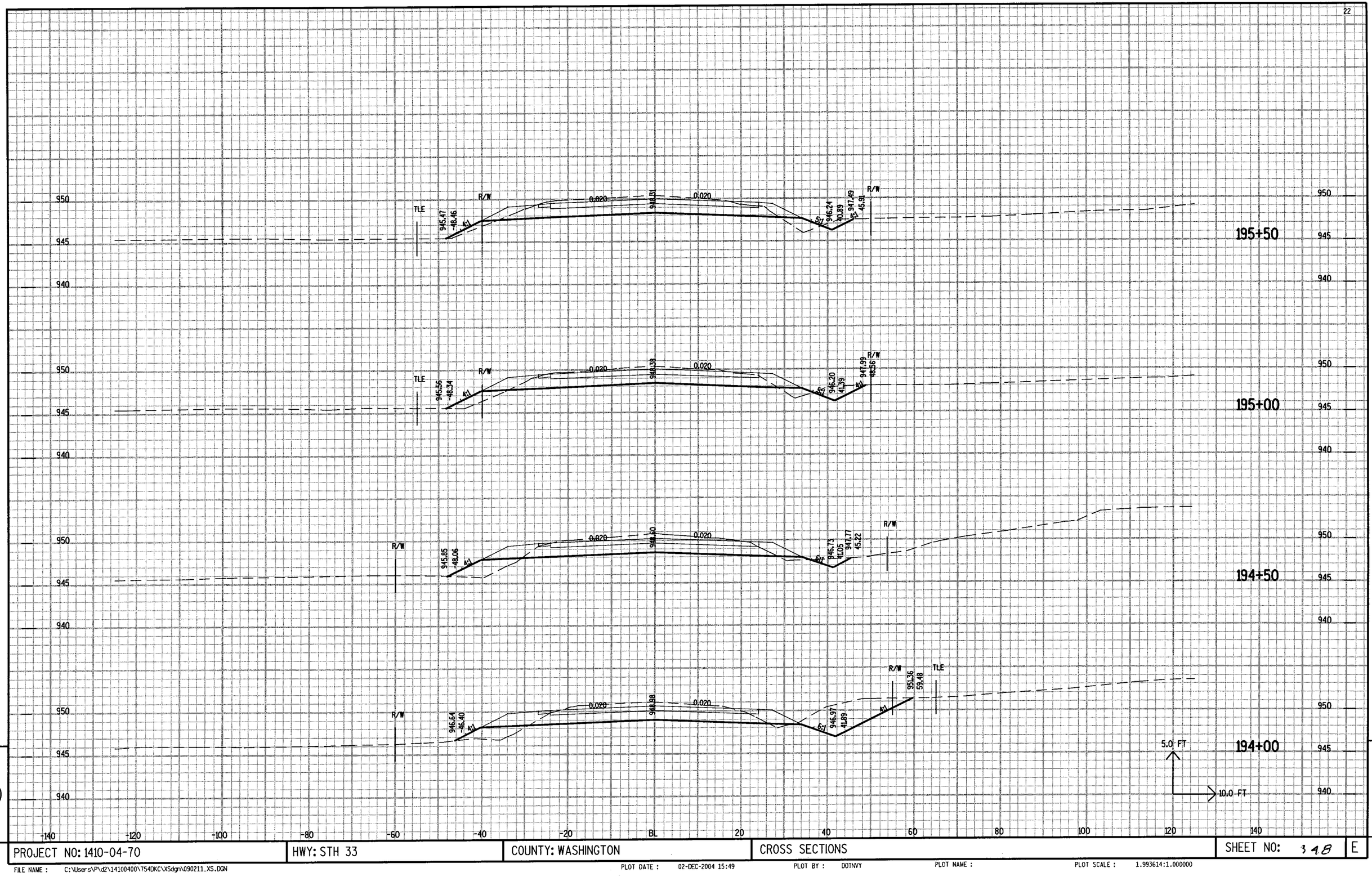

PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 48	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN
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PLOT NAME :
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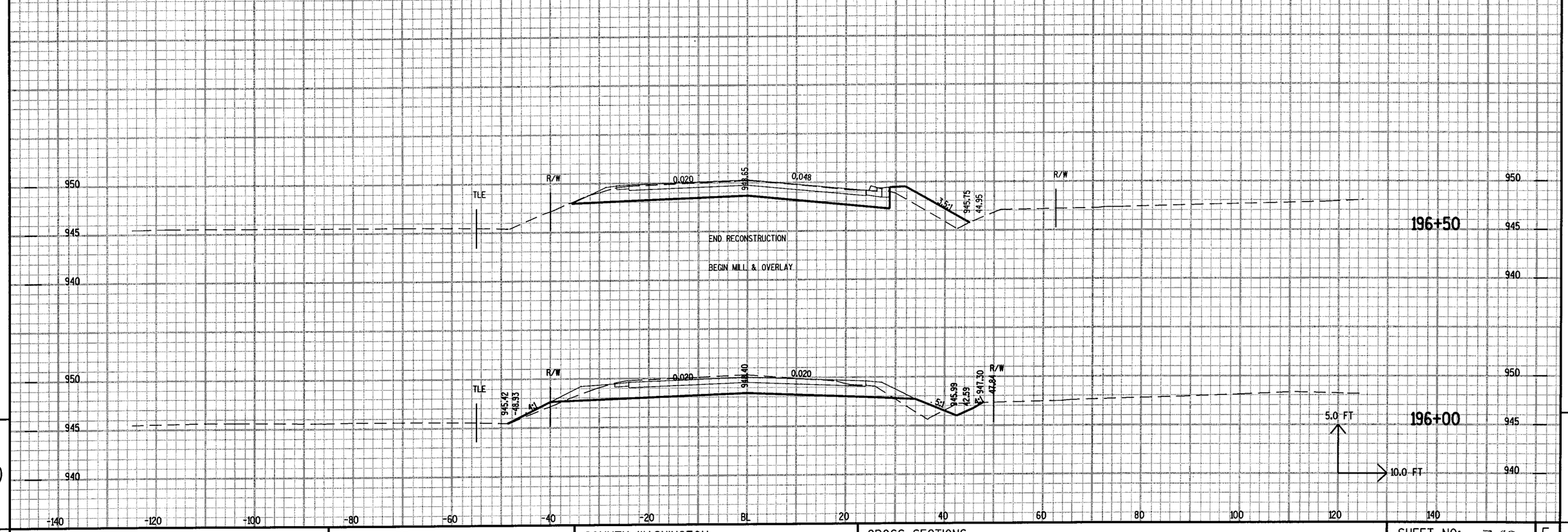


PROJECT NO: 1410-04-70	HWY: STH 33	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 349	E

FILE NAME : C:\Users\P\d2\14100400\754DKC\XSdgn\090211_XS.DGN

PLOT DATE : 02-DEC-2004 15:49 PLOT BY : DOTNYY PLOT NAME : PLOT SCALE : 1.993614:1.000000

R/W

1048.76
25.17

0.020

30.13

0.020

1049.34
24.21

R/W

1050
1045
1040
1035

16+50

R/W

1050.50

0.020

0.020

R/W

BEGIN STAGE 3 CONSTRUCTION

1050
1045
1040
1035

16+25

1050
1045
1040
1035

16+00

5.0 FT

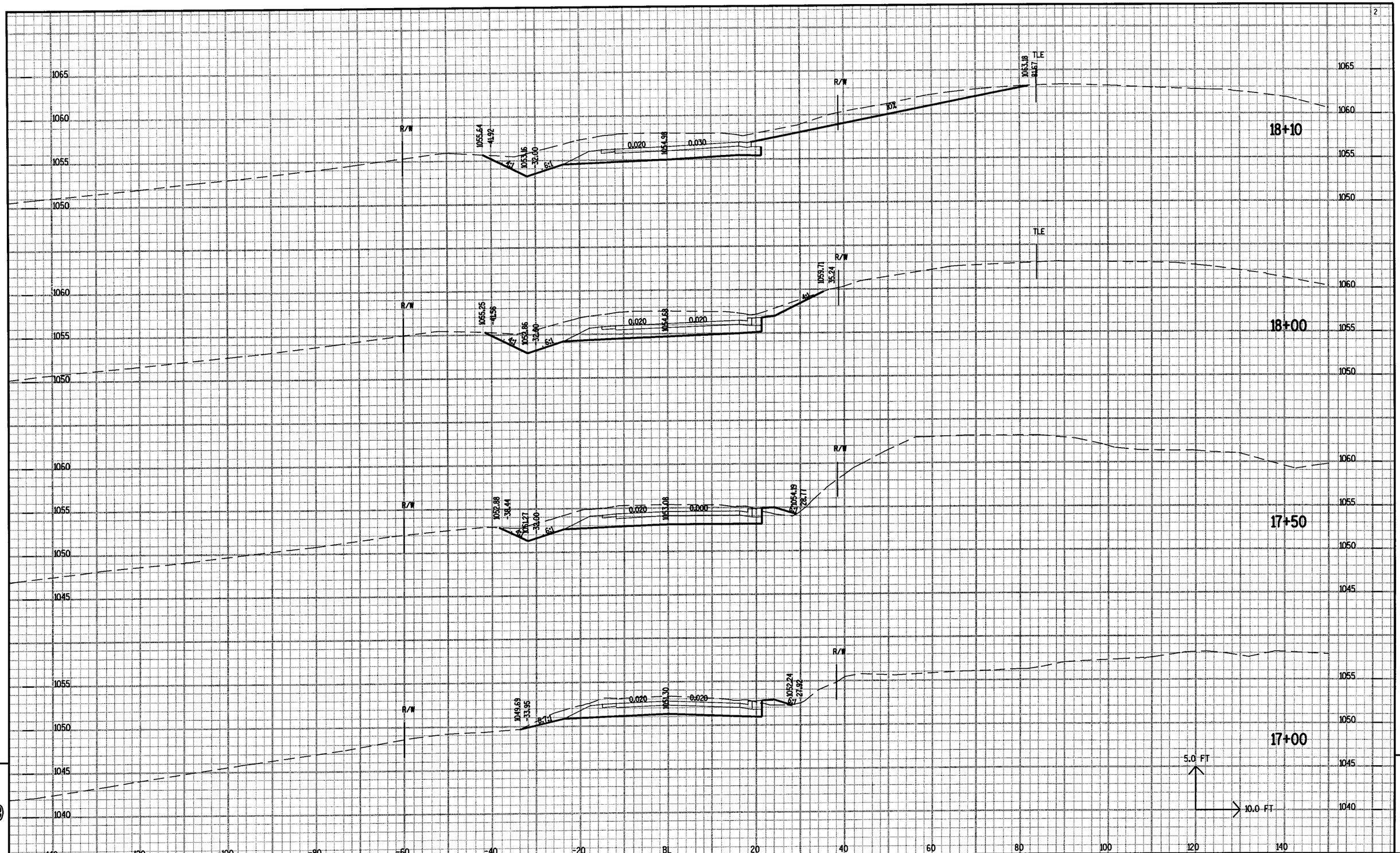
10.0 FT

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 350	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN

PLOT DATE : 19-OCT-2004 11:11 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000



PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 35	E

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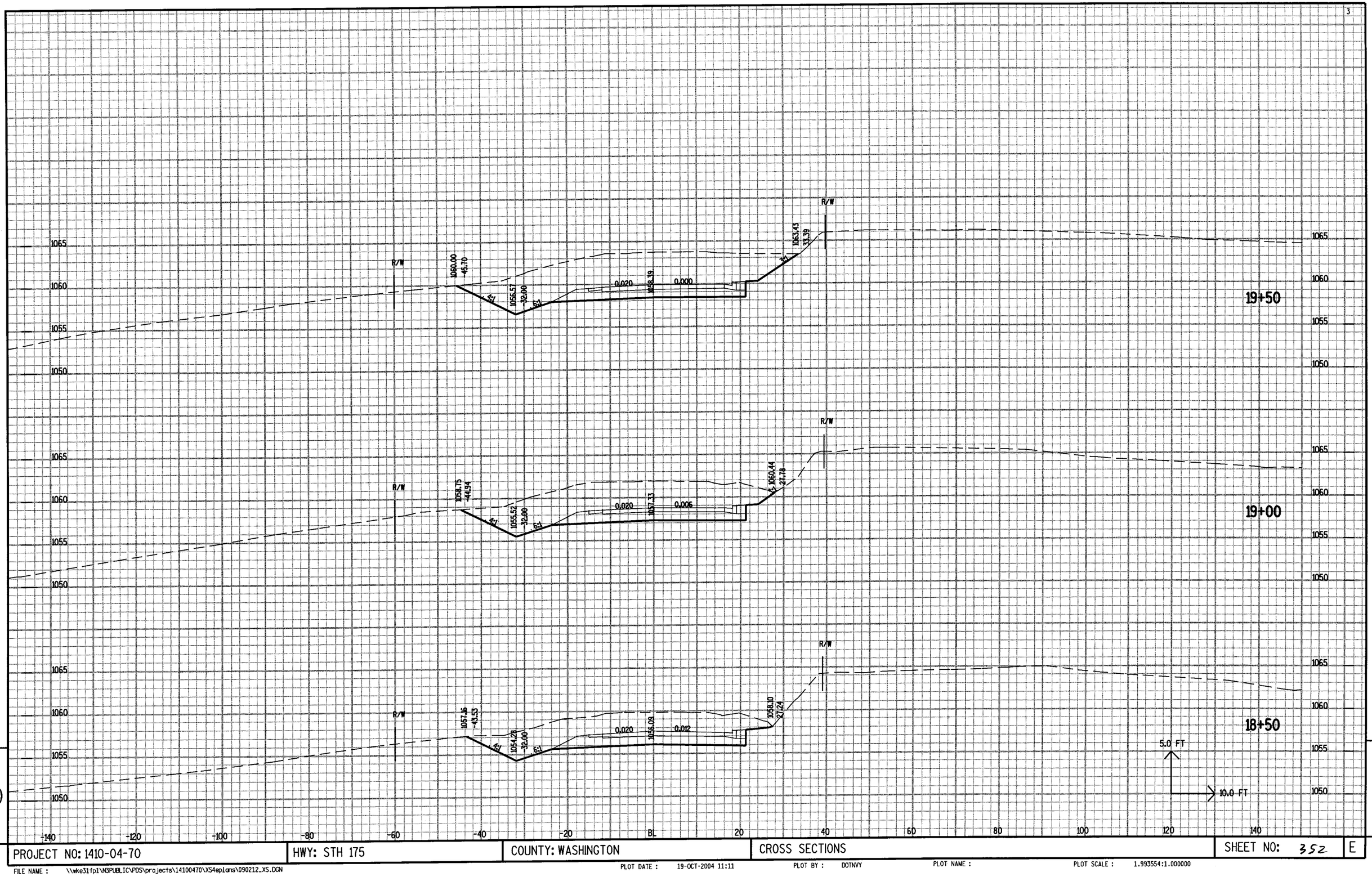

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 352	E

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PLOT NAME :
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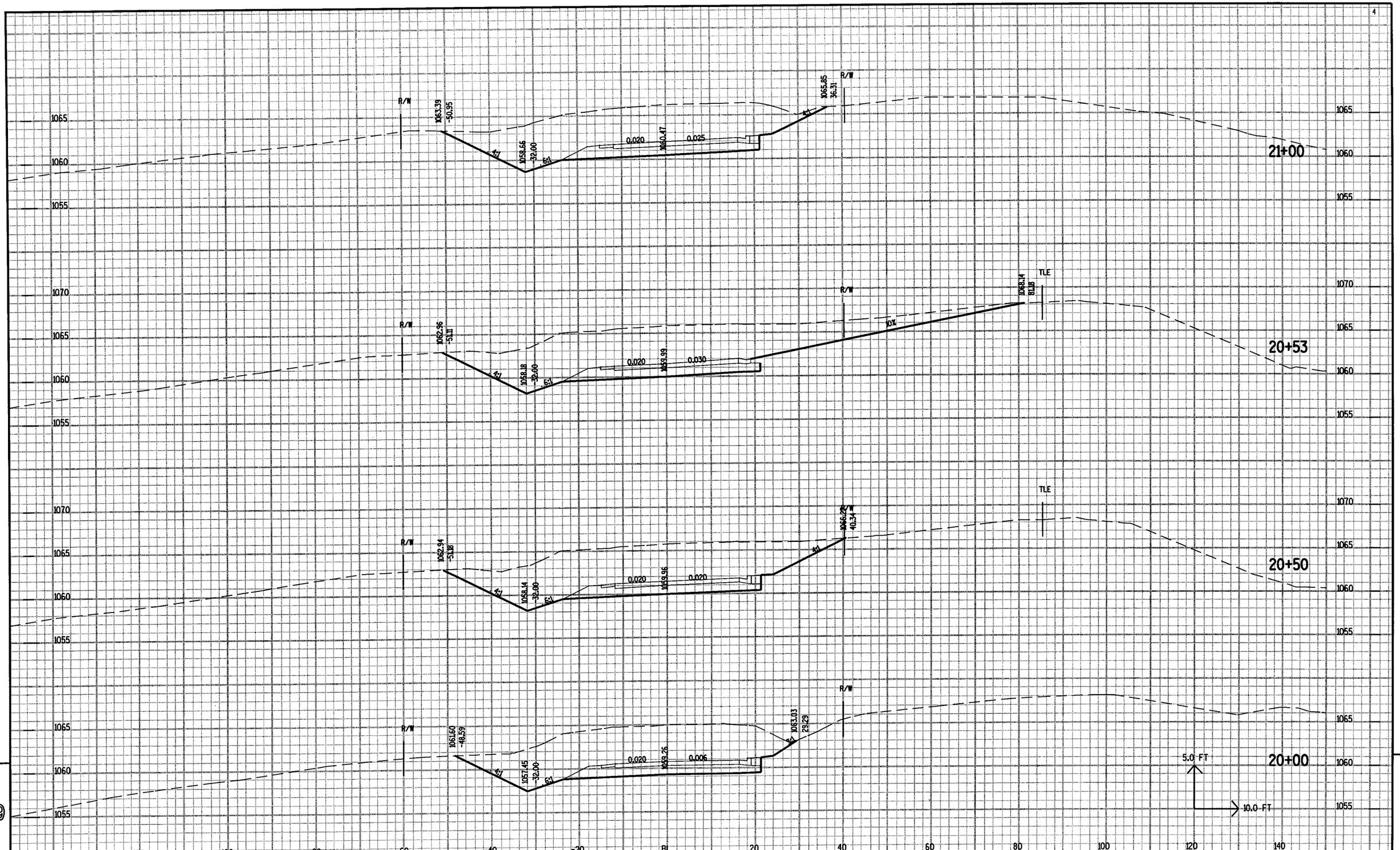

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 353	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN
PLOT DATE : 19-OCT-2004 11:11
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PLOT NAME :
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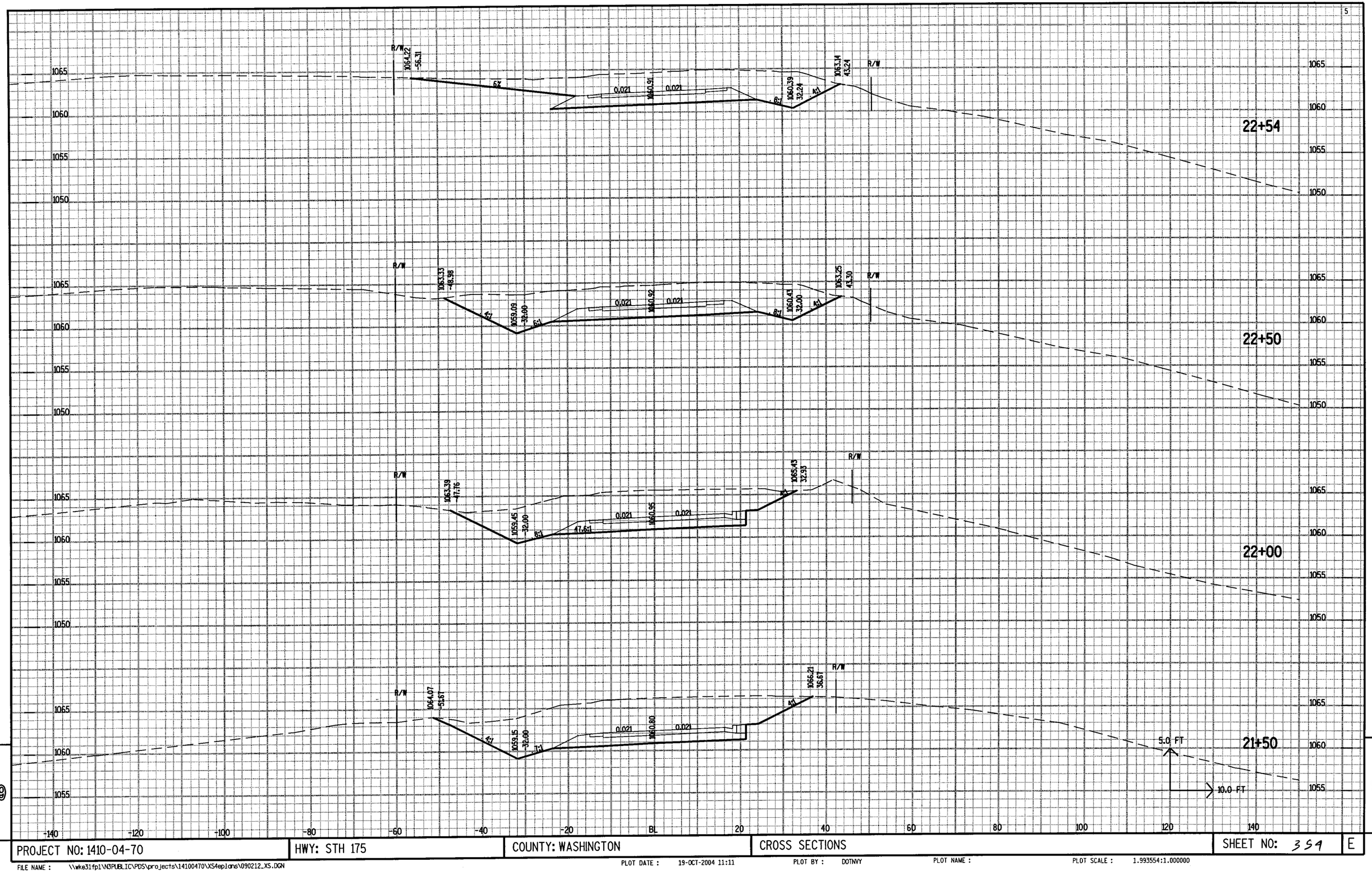

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 359	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN
PLOT DATE : 19-OCT-2004 11:11
PLOT BY : DOTNYY
PLOT NAME :
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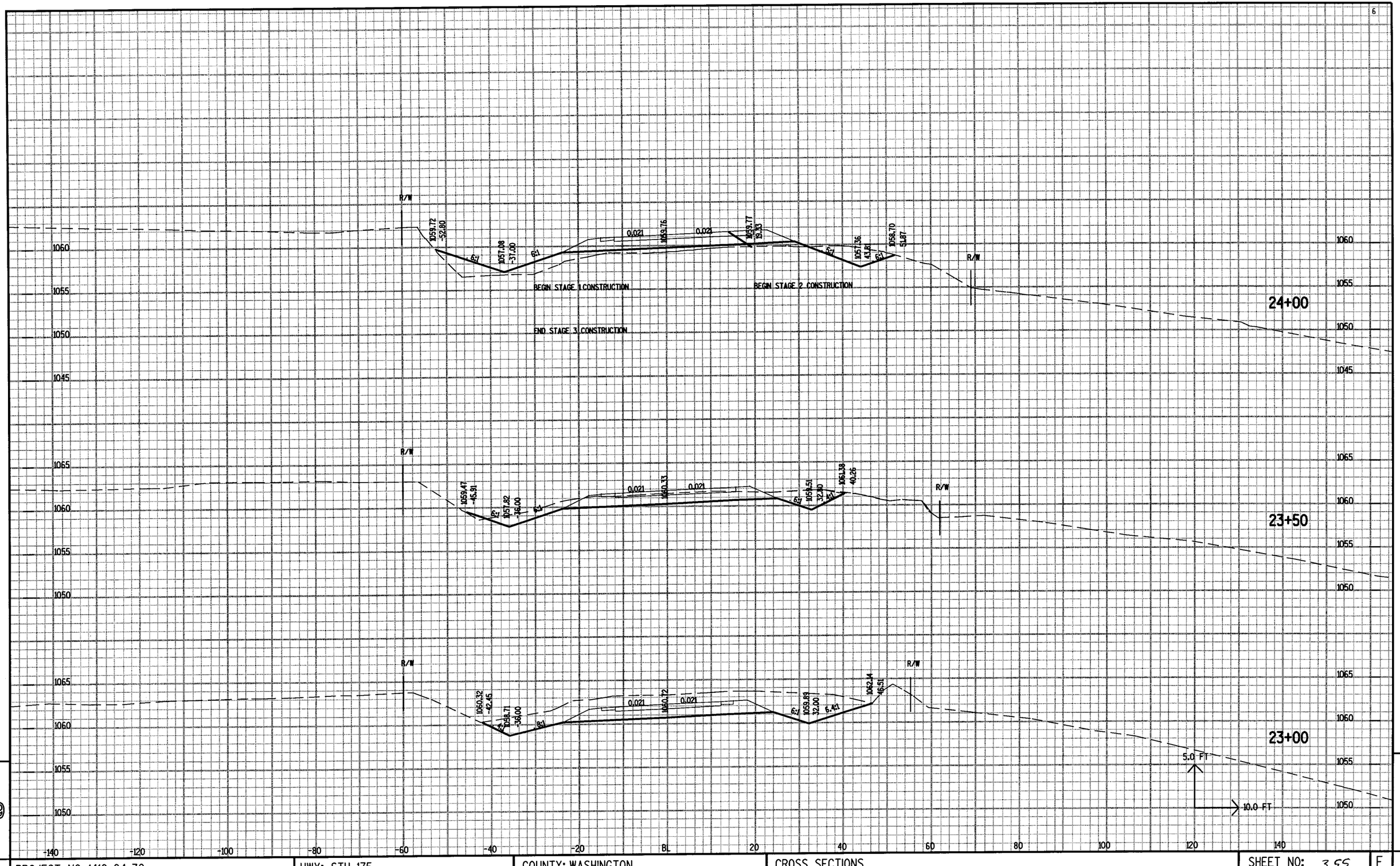

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 355	E

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PLOT NAME :
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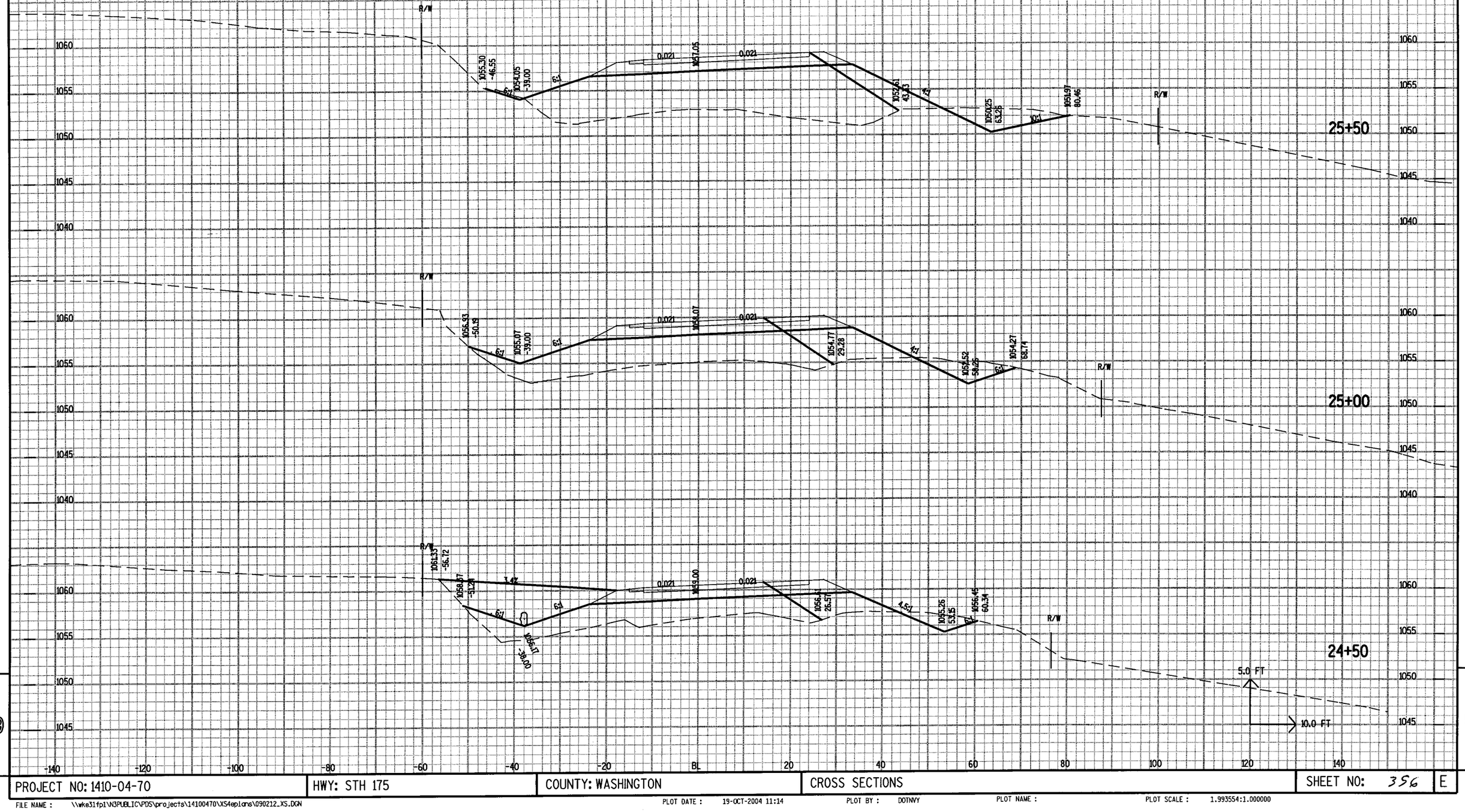

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 356	E

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PLOT DATE : 19-OCT-2004 11:14
PLOT BY : DOTNVY
PLOT NAME :
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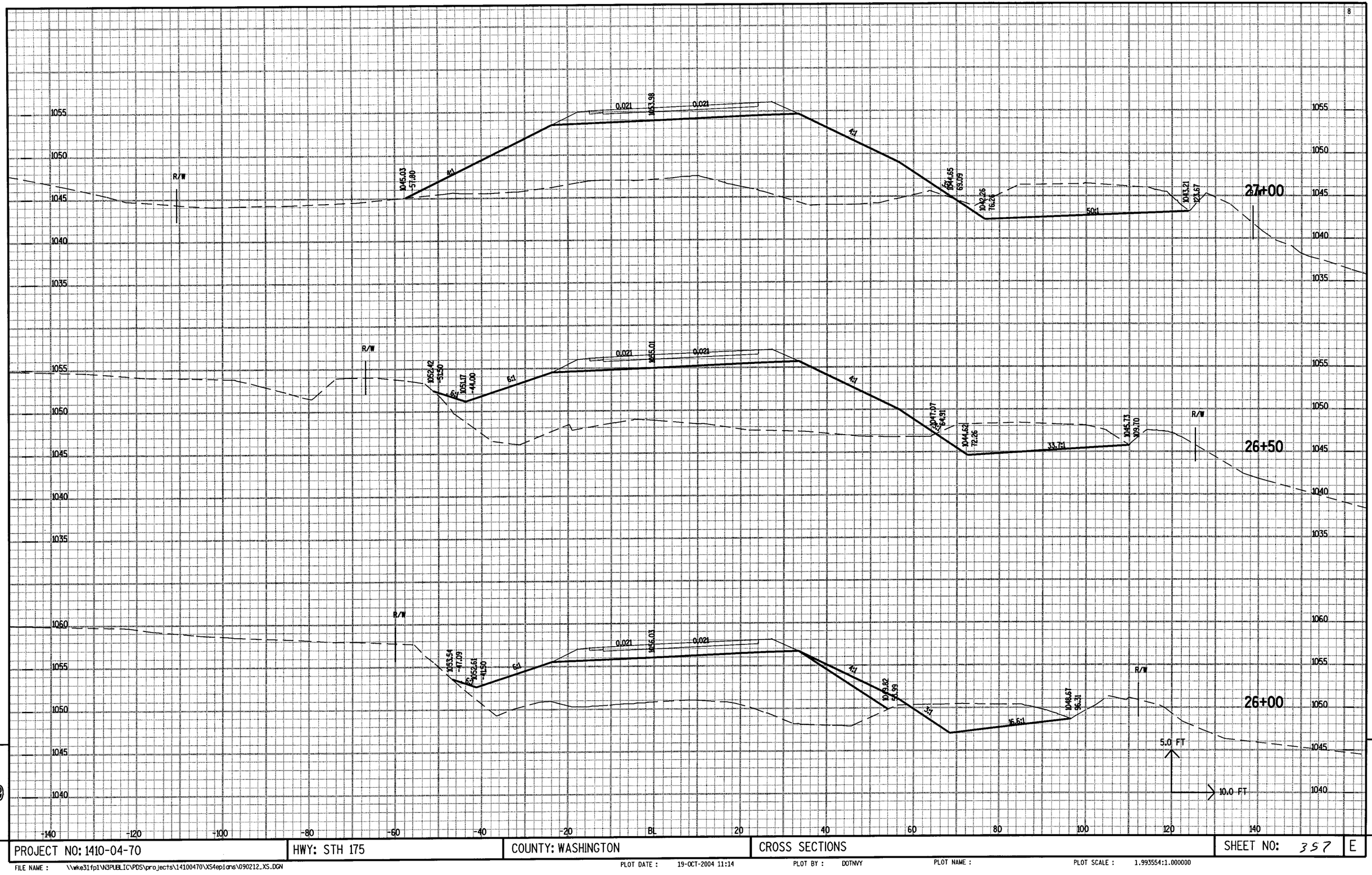

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 357	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN
PLOT DATE : 19-OCT-2004 11:14
PLOT BY : DOTNVY
PLOT NAME :
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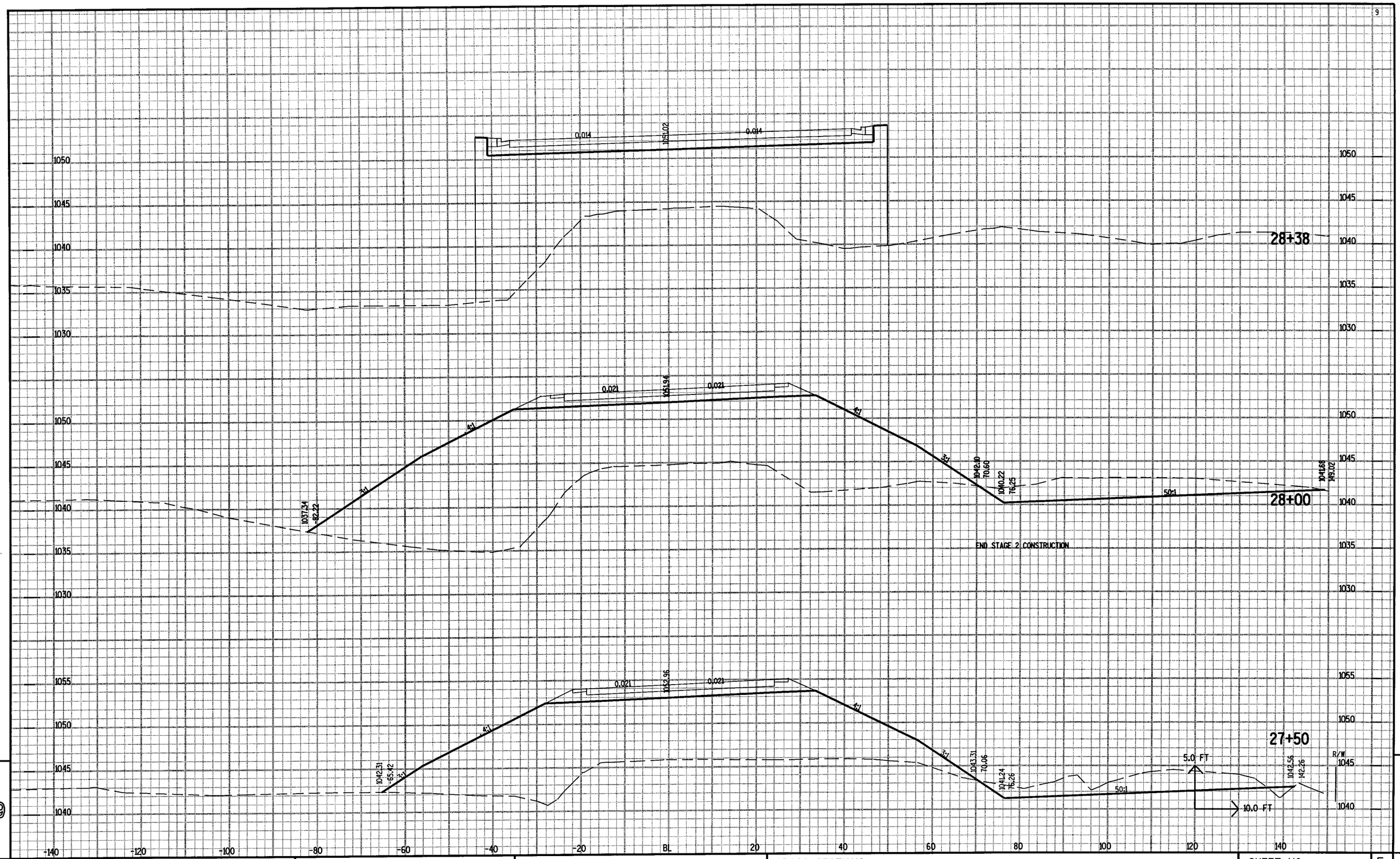

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 358	E

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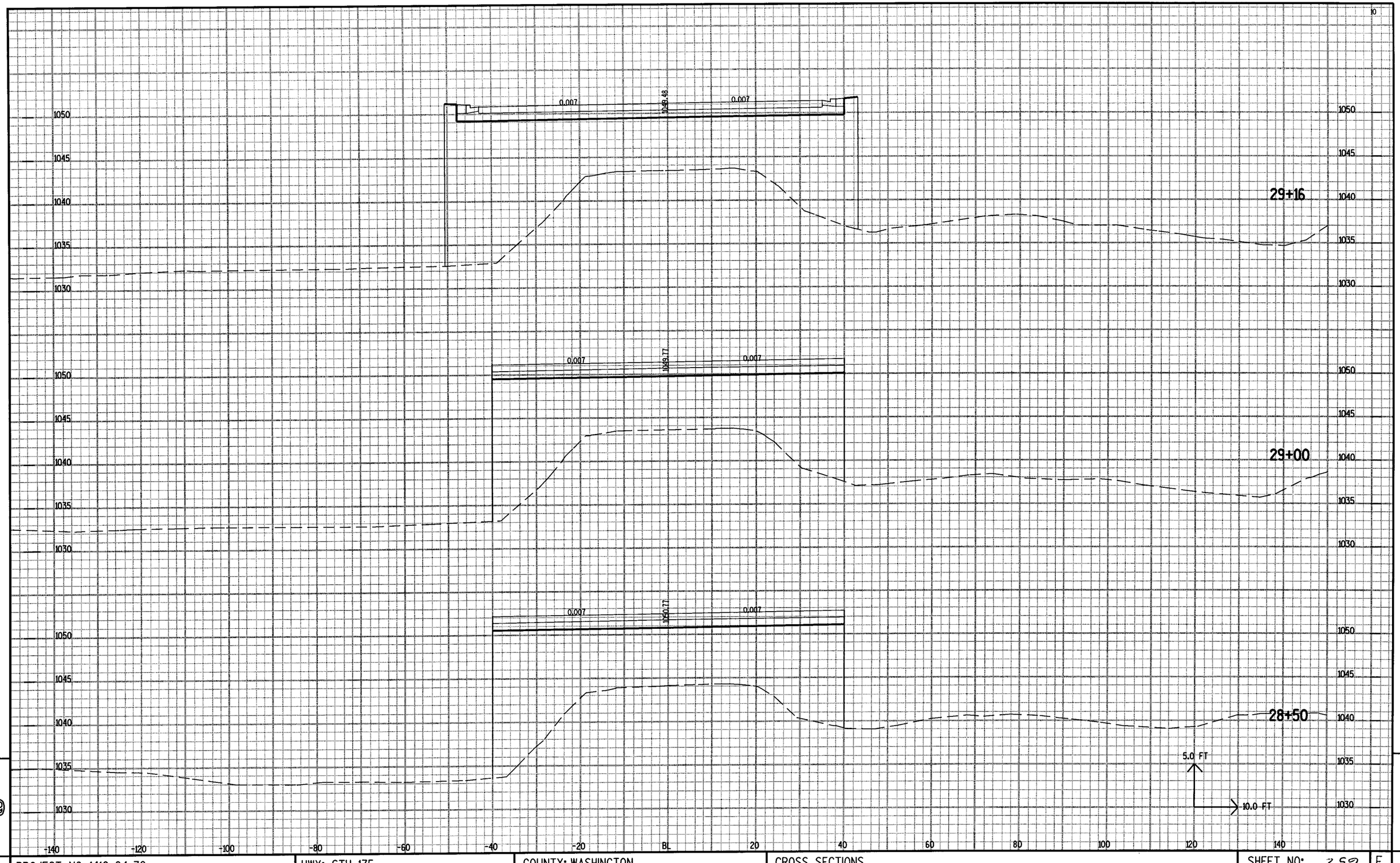
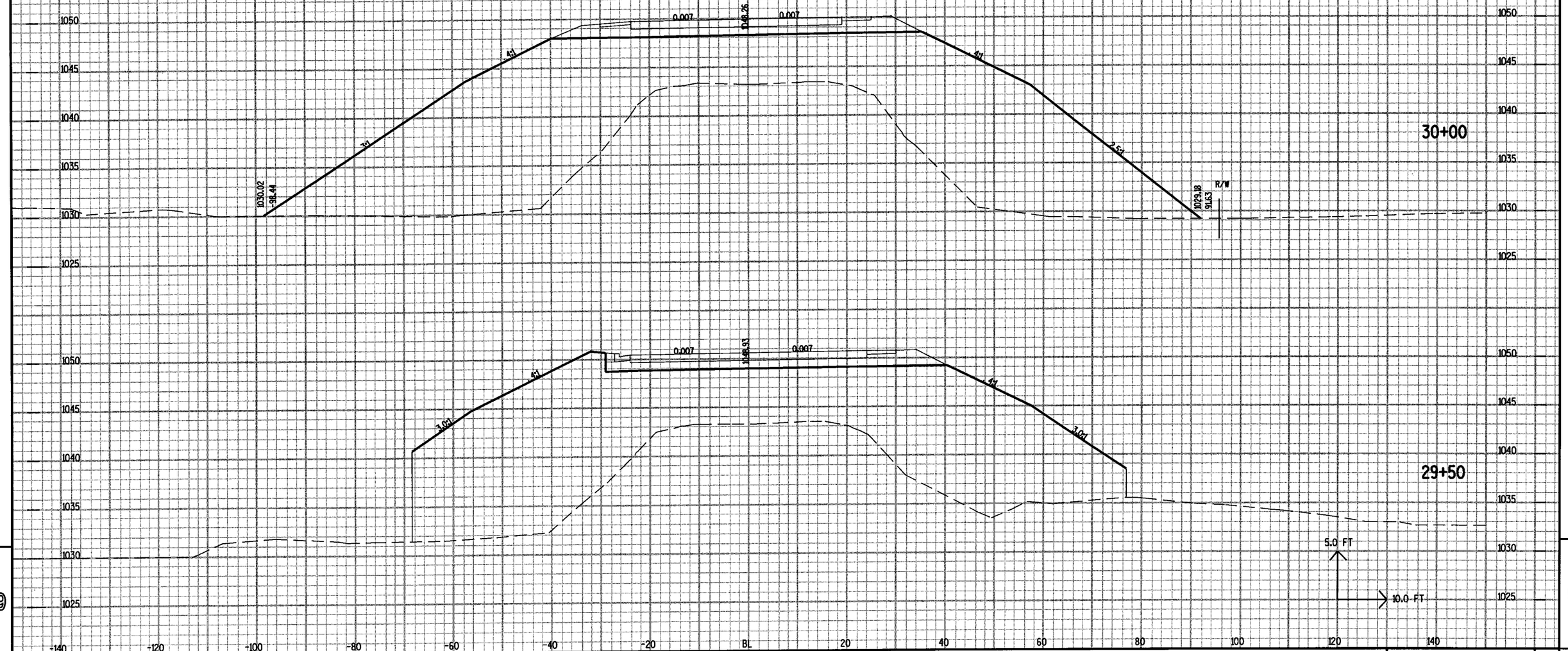


PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 359	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN PLOT DATE : 19-OCT-2004 11:14 PLOT BY : DOTNYY PLOT NAME : PLOT SCALE : 1.993554:1.000000

30+00



29+50

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 360	E

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PLOT NAME :
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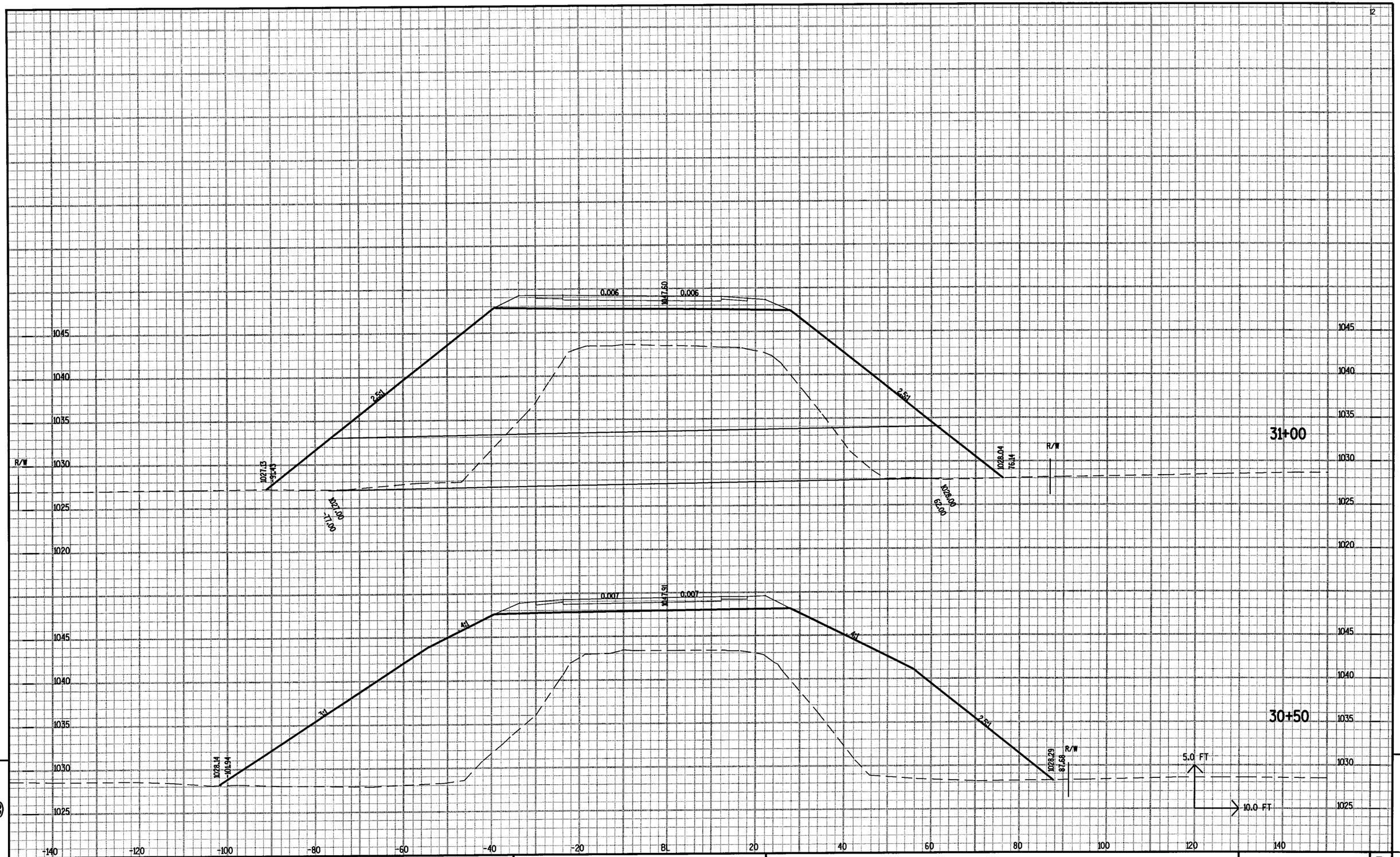
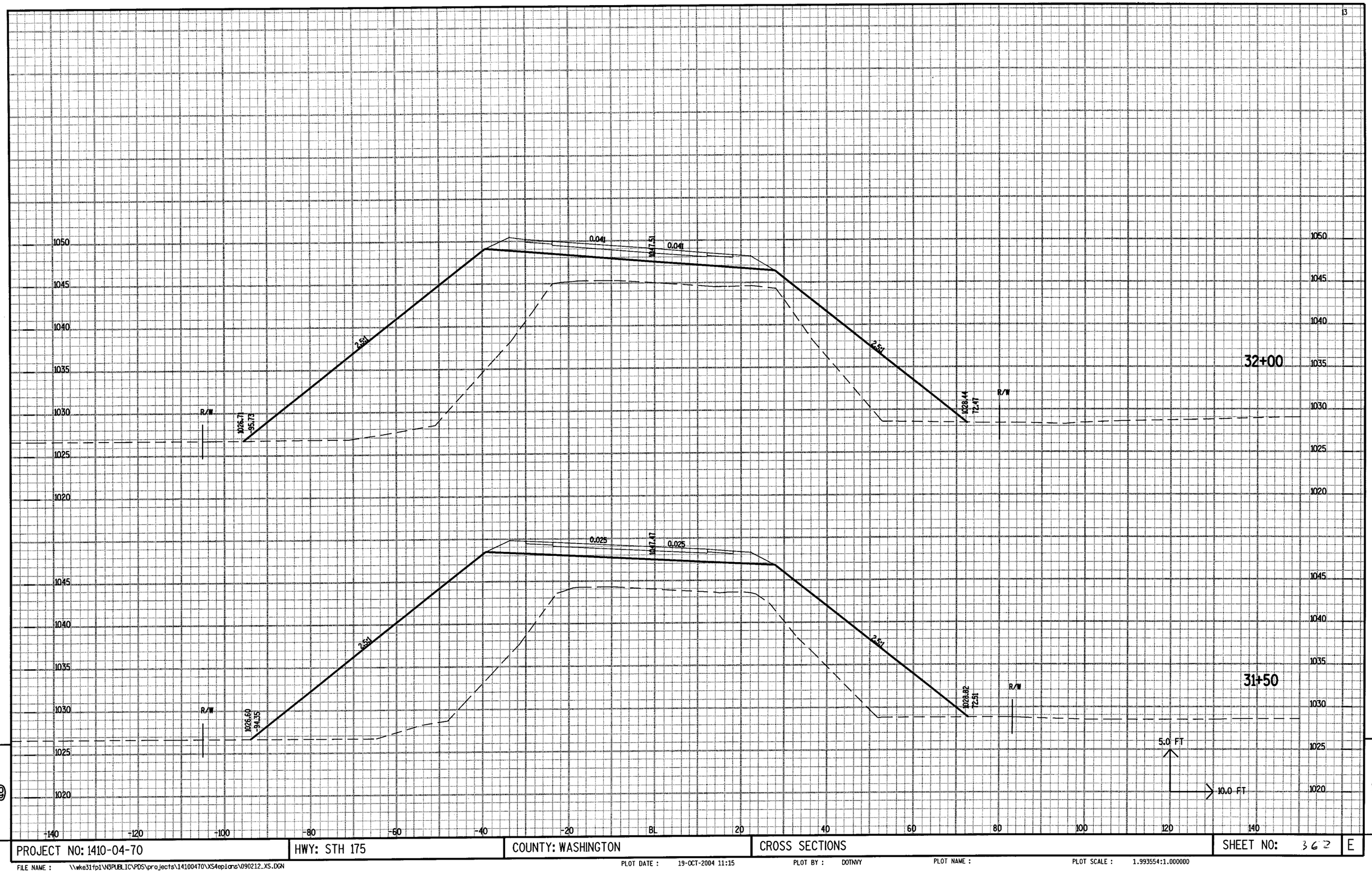


PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 36	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN

PLOT DATE : 19-OCT-2004 11:15 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000



PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 362	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN

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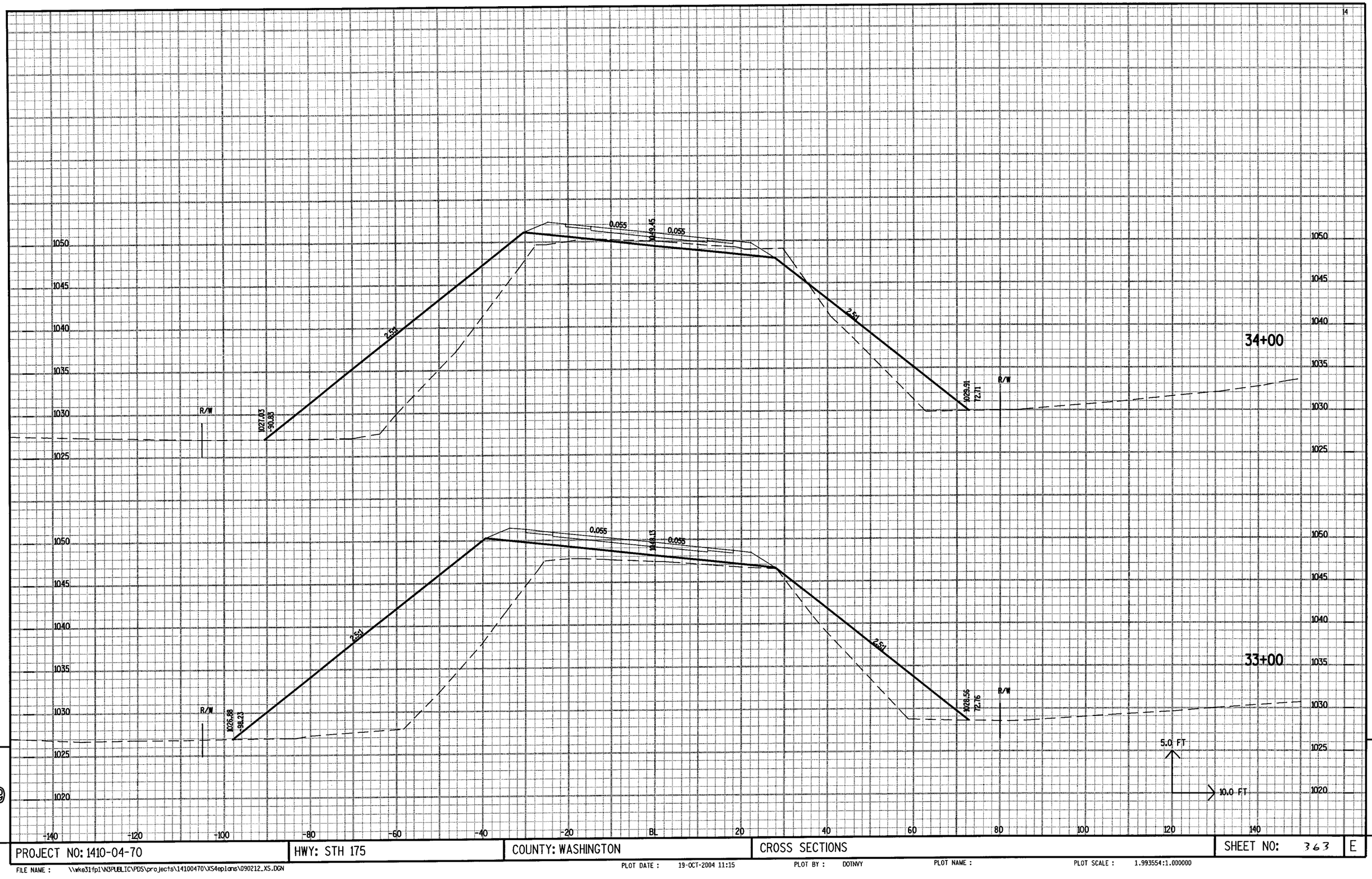

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 363	E

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PLOT DATE : 19-OCT-2004 11:15
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PLOT NAME :
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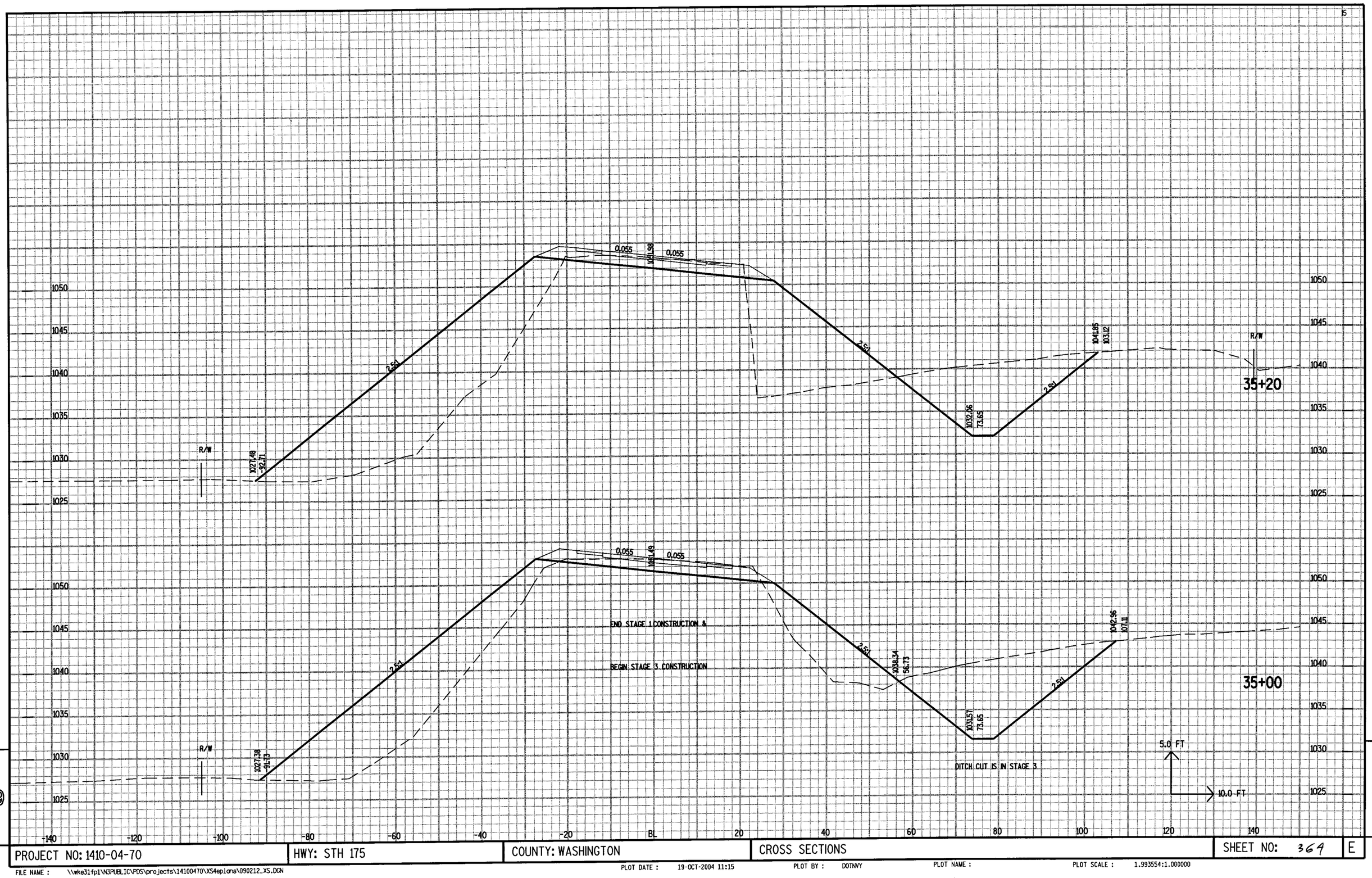

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 364	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN

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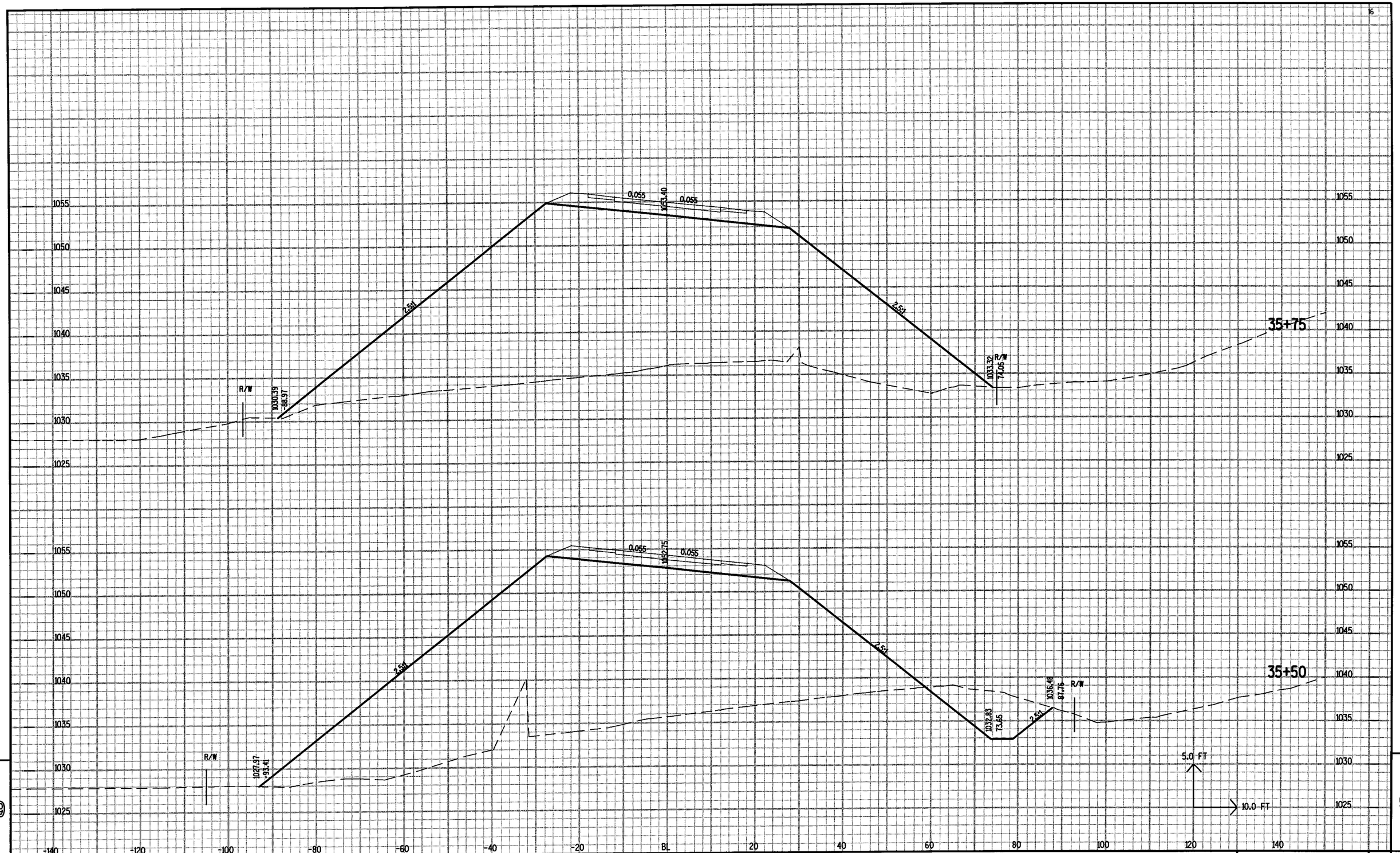

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 365	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN

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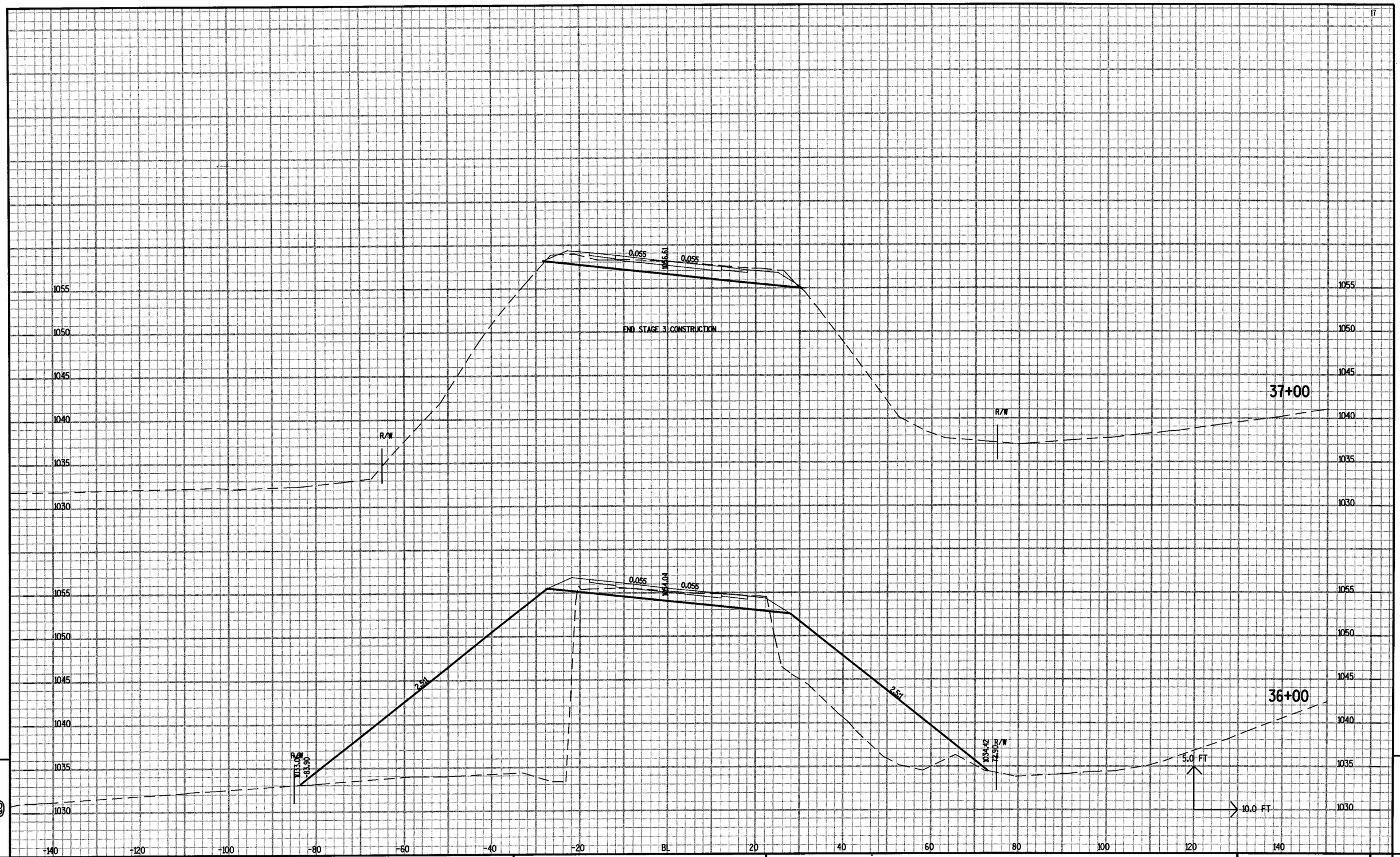


PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 366	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN
PLOT DATE : 19-OCT-2004 11:18
PLOT BY : DOTNVY
PLOT NAME :
PLOT SCALE : 1.993554:1.000000

39+00

38+00

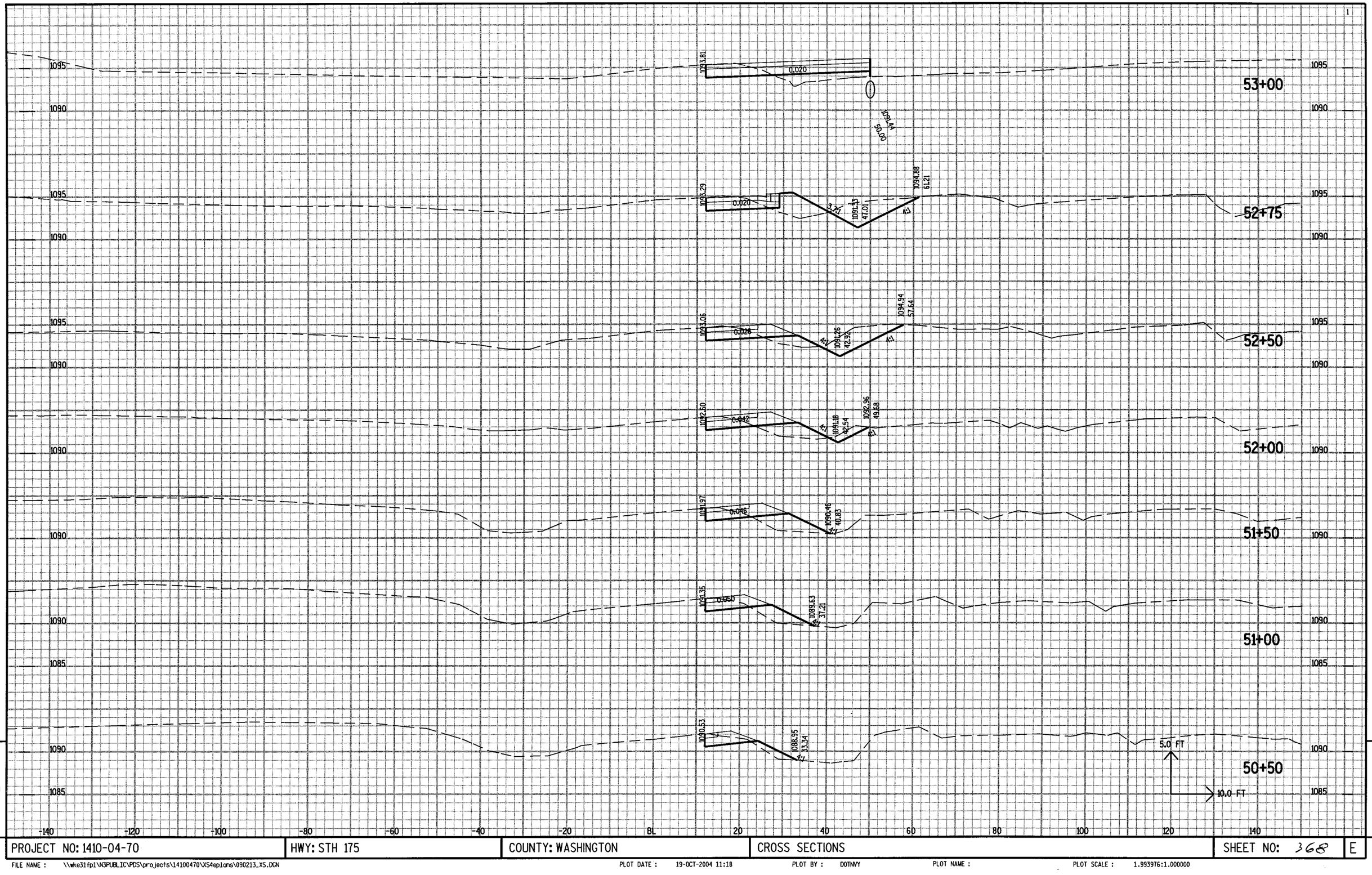
1060
1055
1050
1045
1040
1035

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

5.0 FT
10.0 FT

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 367	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090212_XS.DGN
PLOT DATE : 19-OCT-2004 11:18 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000



PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 368	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090213_XS.DGN PLOT DATE : 19-OCT-2004 11:18 PLOT BY : DOTNYY PLOT NAME : PLOT SCALE : 1.993976:1.000000

55+00

54+95

54+50

54+00

53+50

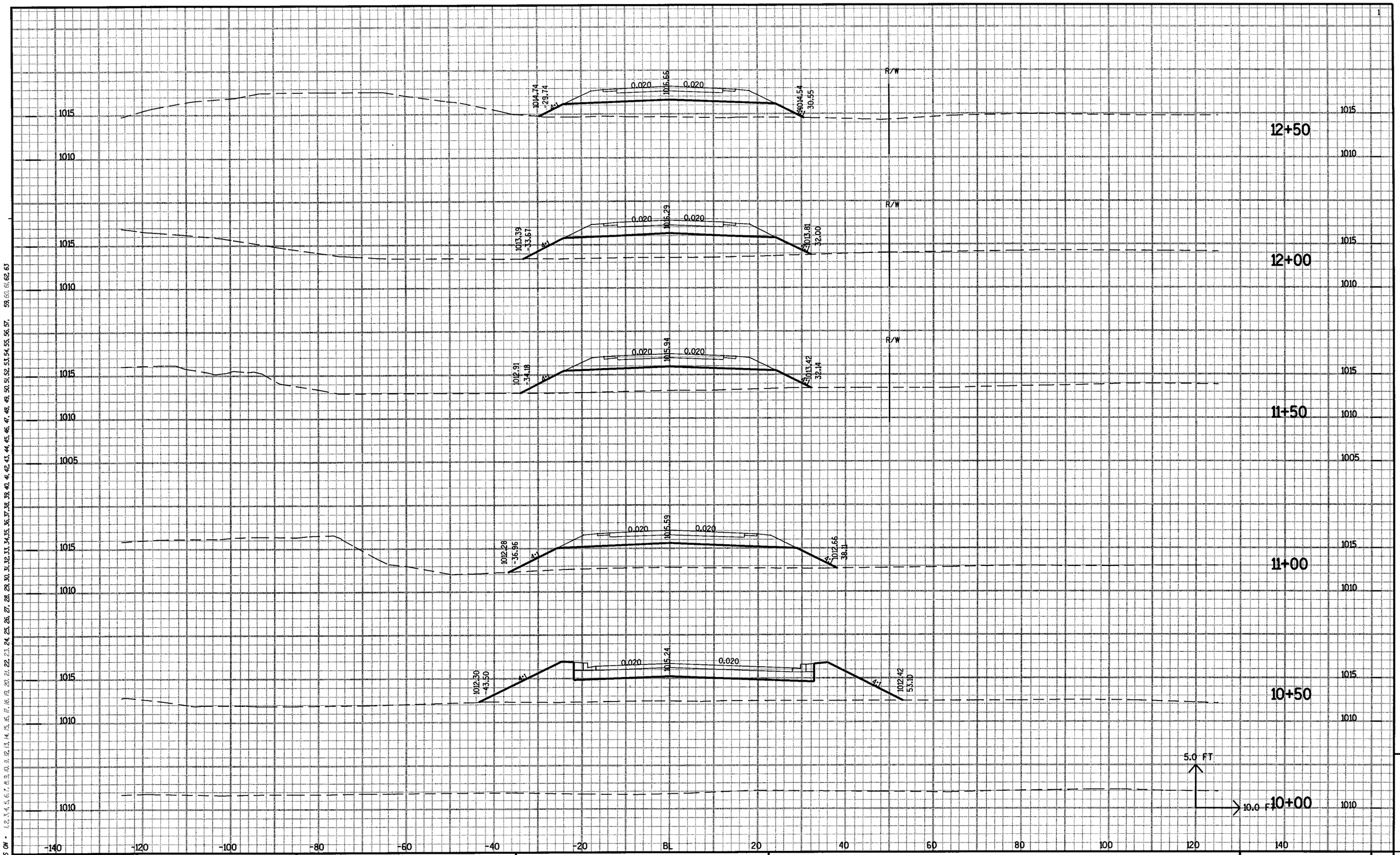
53+25

1095.09
1095.21
23.24
1095.58
0.029
1095.33
30.74
1094.86
0.030
1095.55
46.62
1094.98
50.73
1093.91
0.020
1092.58
70.06
1094.87
98.71
1093.79
0.020
1091.72
50.00
5.0 FT
10.0 FT

1095
1090
-140
-120
-100
-80
-60
-40
-20
BL
20
40
60
80
100
120
140

PROJECT NO: 1410-04-70	HWY: STH 175	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 369	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090213_XS.DGN PLOT DATE : 19-OCT-2004 11:18 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993976:1.000000

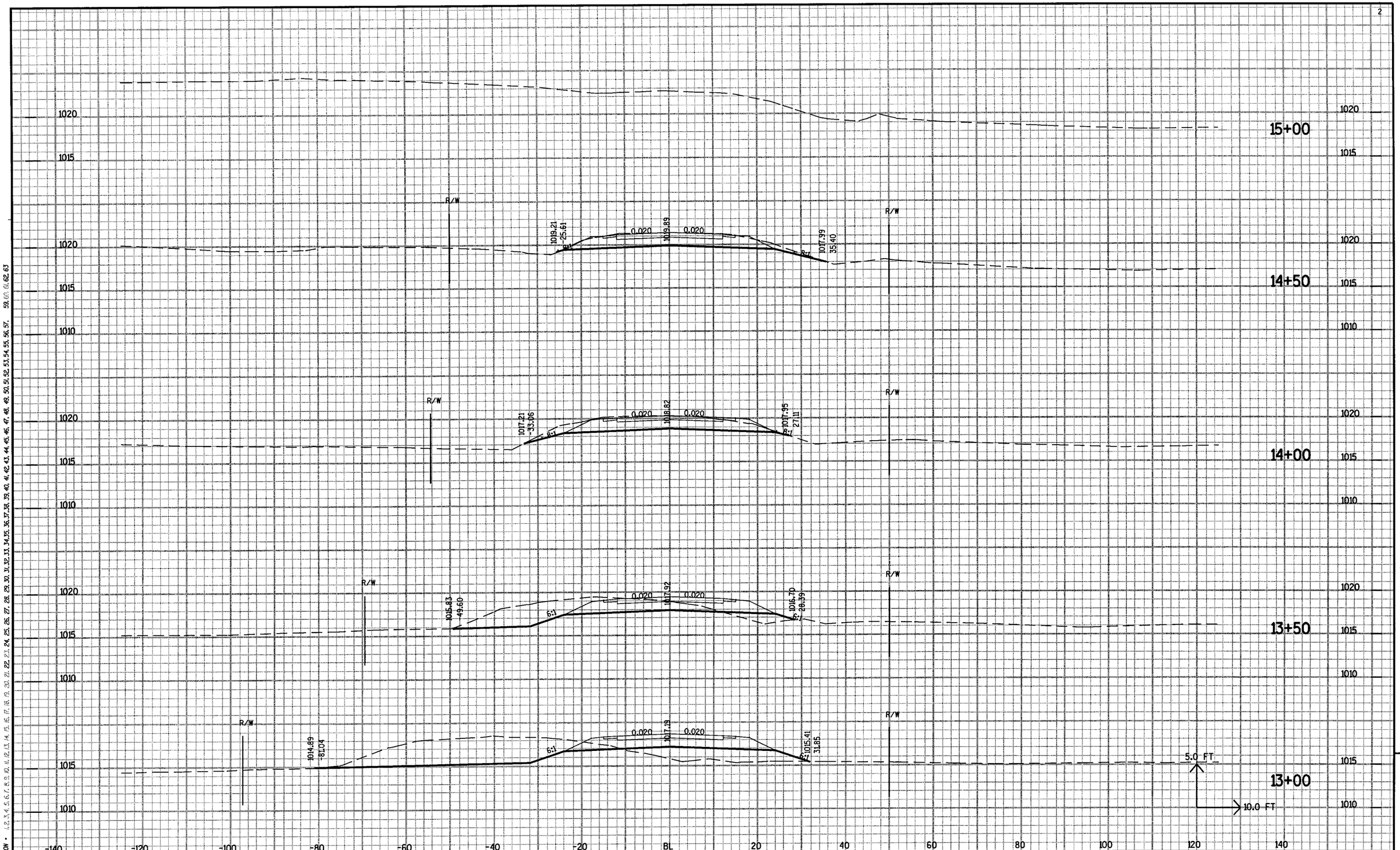


LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63

PROJECT NO: 1410-04-70	HWY: SCHELLINGER ST	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 370	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090214_XS.DGN PLOT DATE : 19-OCT-2004 11:19 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,61 & 62,63



PROJECT NO: 1410-04-70	HWY: SCHELLINGER ST	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 37	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090214_XS.DGN

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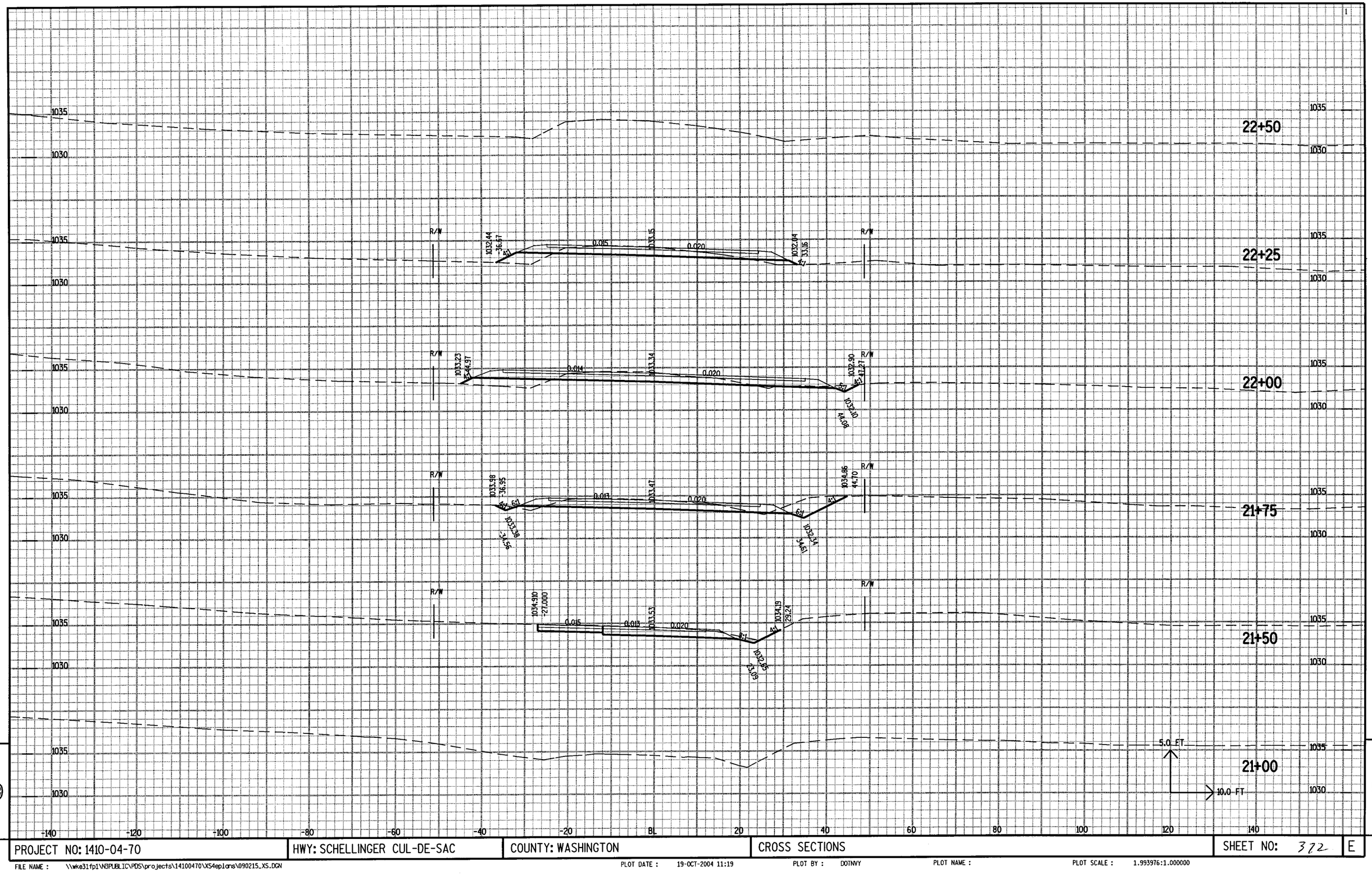
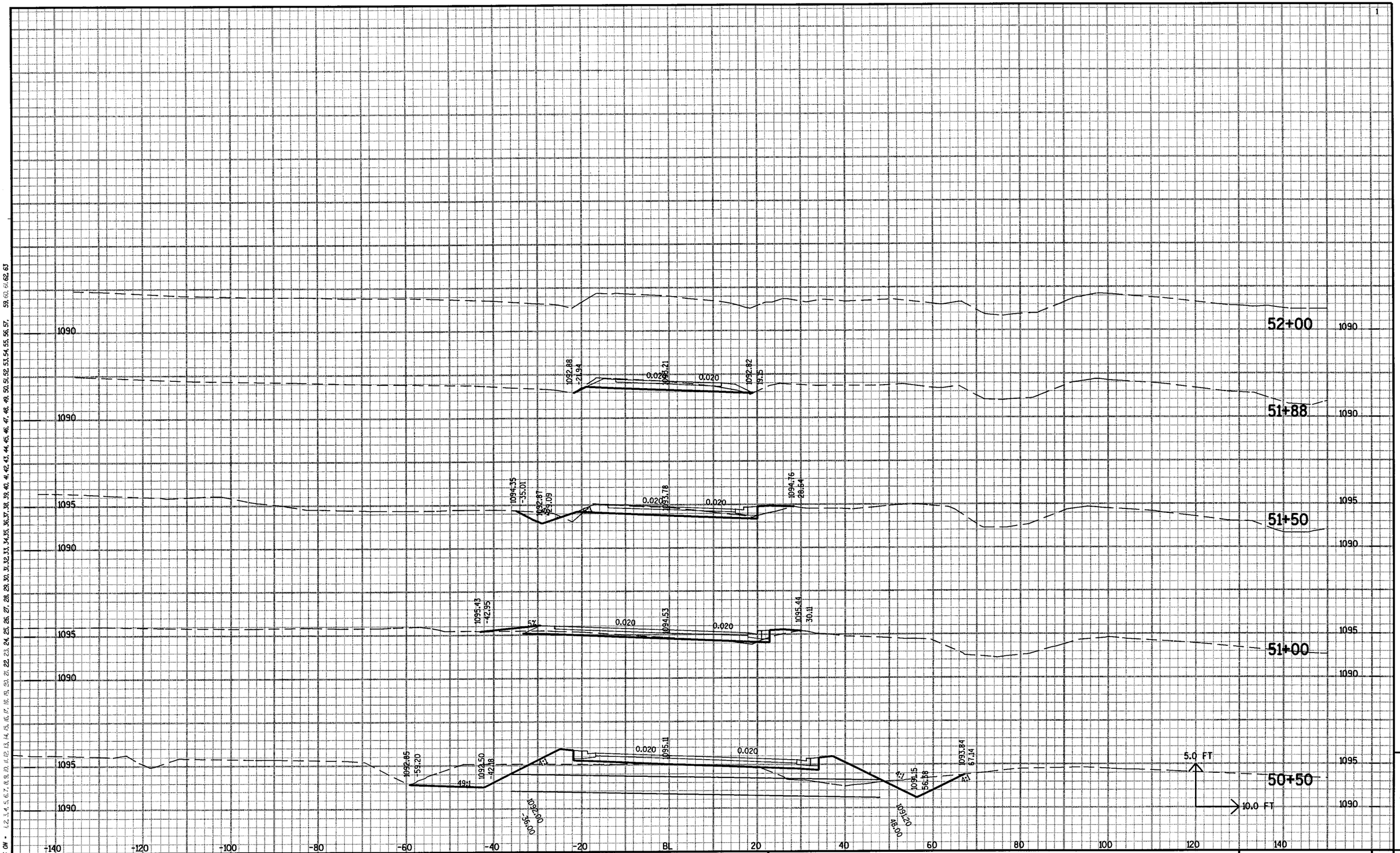


PROJECT NO: 1410-04-70	HWY: SCHELLINGER CUL-DE-SAC	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 372	E

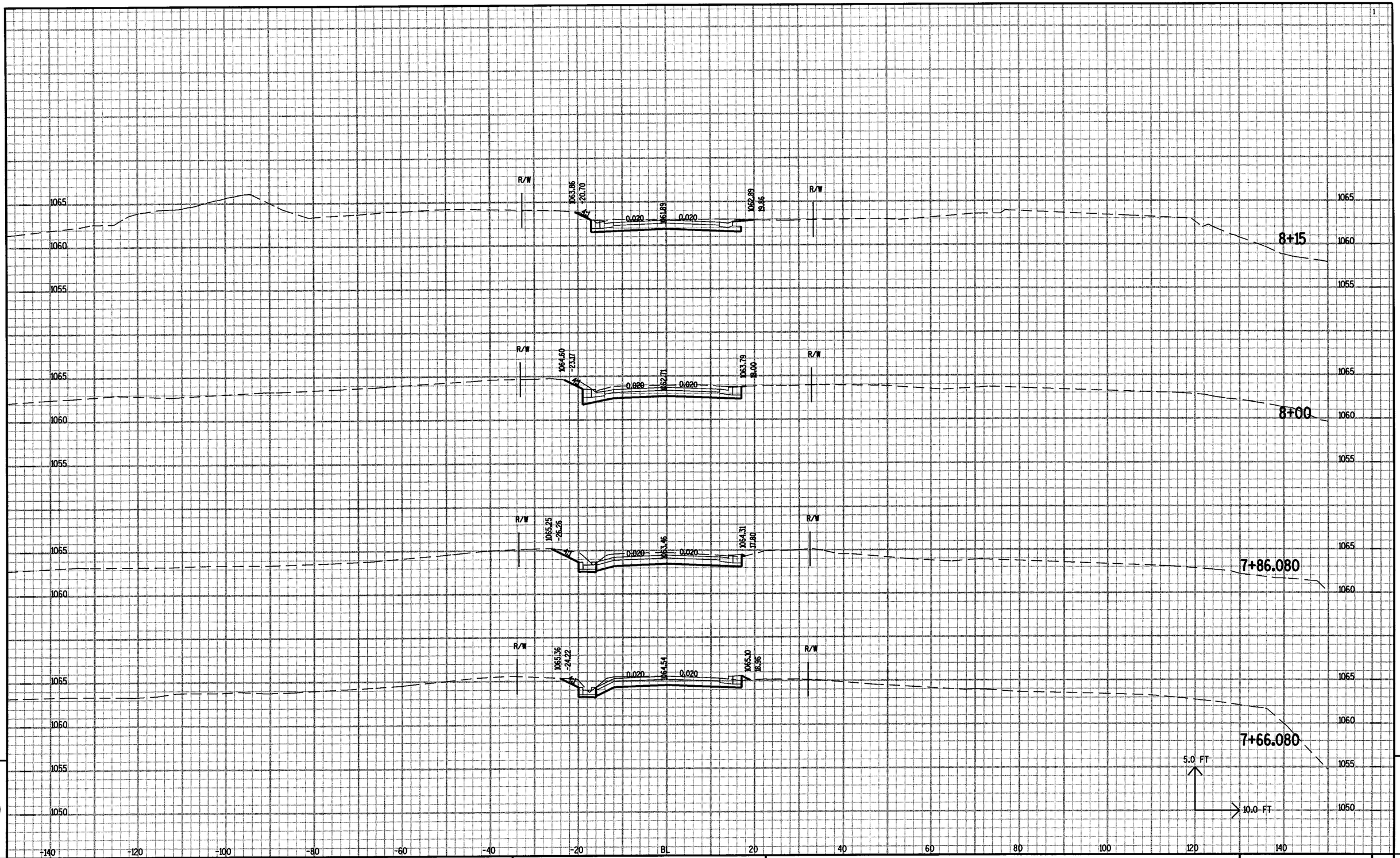
FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090215_XS.DGN PLOT DATE : 19-OCT-2004 11:19 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993976:1.000000

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59,60,61,62,63



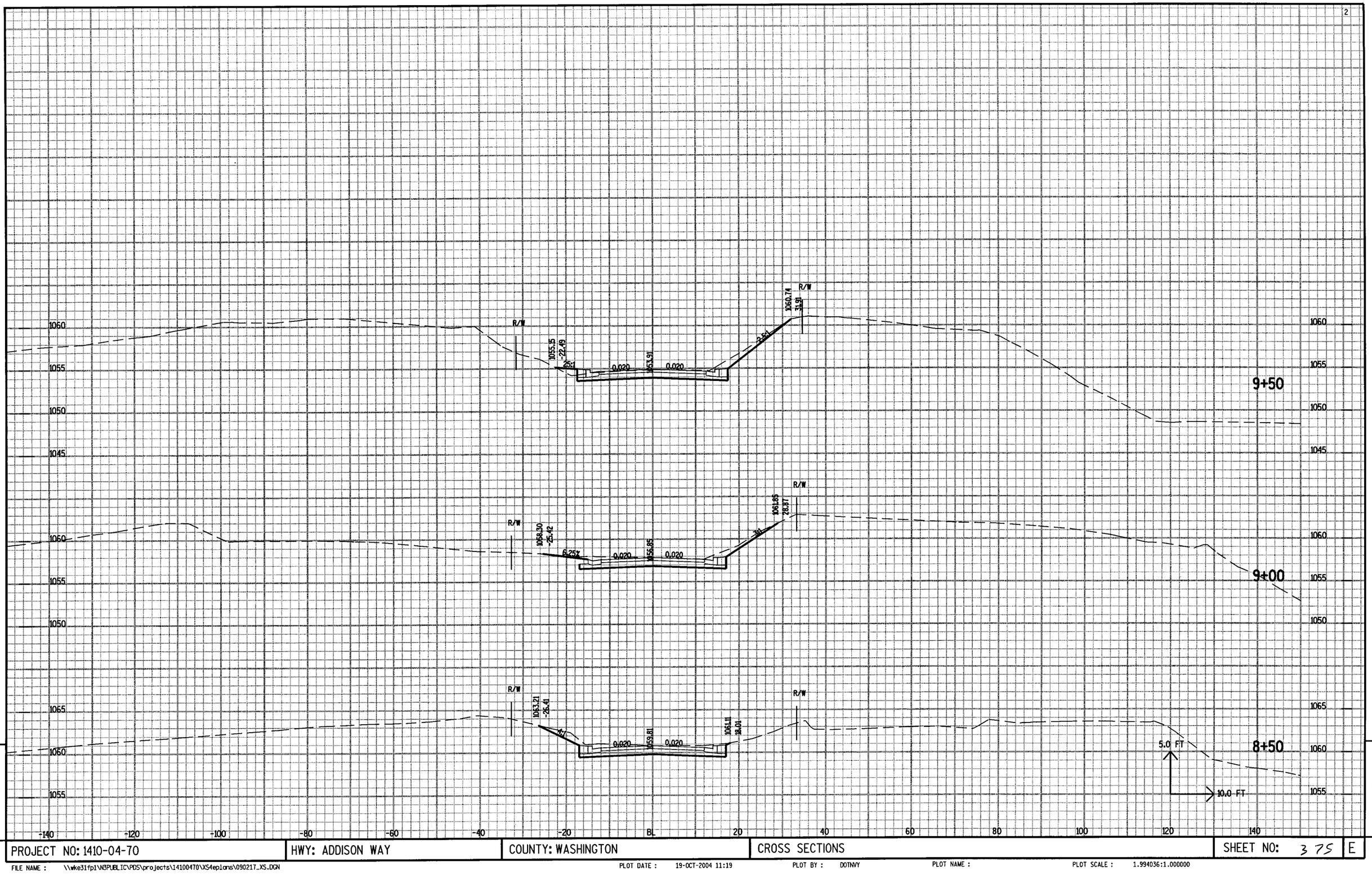
PROJECT NO: 1410-04-70	HWY: WATERCRESS ROAD	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 373	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090216_XS.DGN PLOT DATE : 19-OCT-2004 11:19 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.995542:1.000000



PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 7 9 E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090217_XS.DGN PLOT DATE : 19-OCT-2004 11:19 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.994036:1.000000



PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 375 E

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PLOT BY : DOTNVY
PLOT NAME :
PLOT SCALE : 1.994036:1.000000

11+00

10+50

10+00

R/W

1049.08
-17.77
25:1

0.020

1046.00

0.020

25:1

1049.33
24.03

1051.16
-26.36

2.6%

0.020

1049.56

0.020

1049.87
22.30

1054.05
-34.69

4%

0.020

1051.43

0.020

8%

1051.00
35.46

5.0 FT

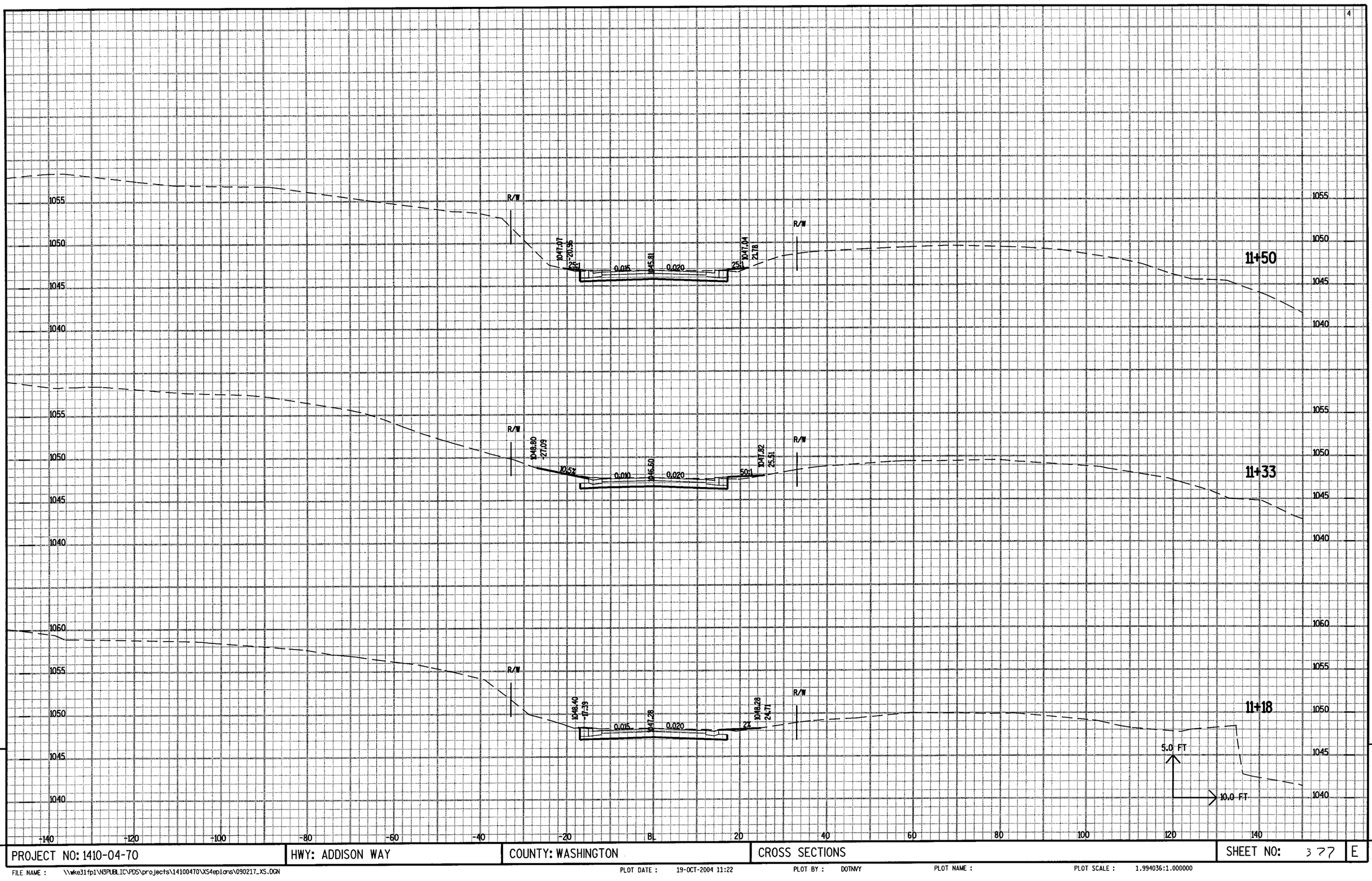
10.0 FT

1060 1055 1050 1045 1040 1035 1030

-140 -120 -100 -80 -60 -40 -20 BL 20 40 60 80 100 120 140

PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 376	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090217_XS.DGN PLOT DATE : 19-OCT-2004 11:19 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.994036:1.000000



PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 377	E

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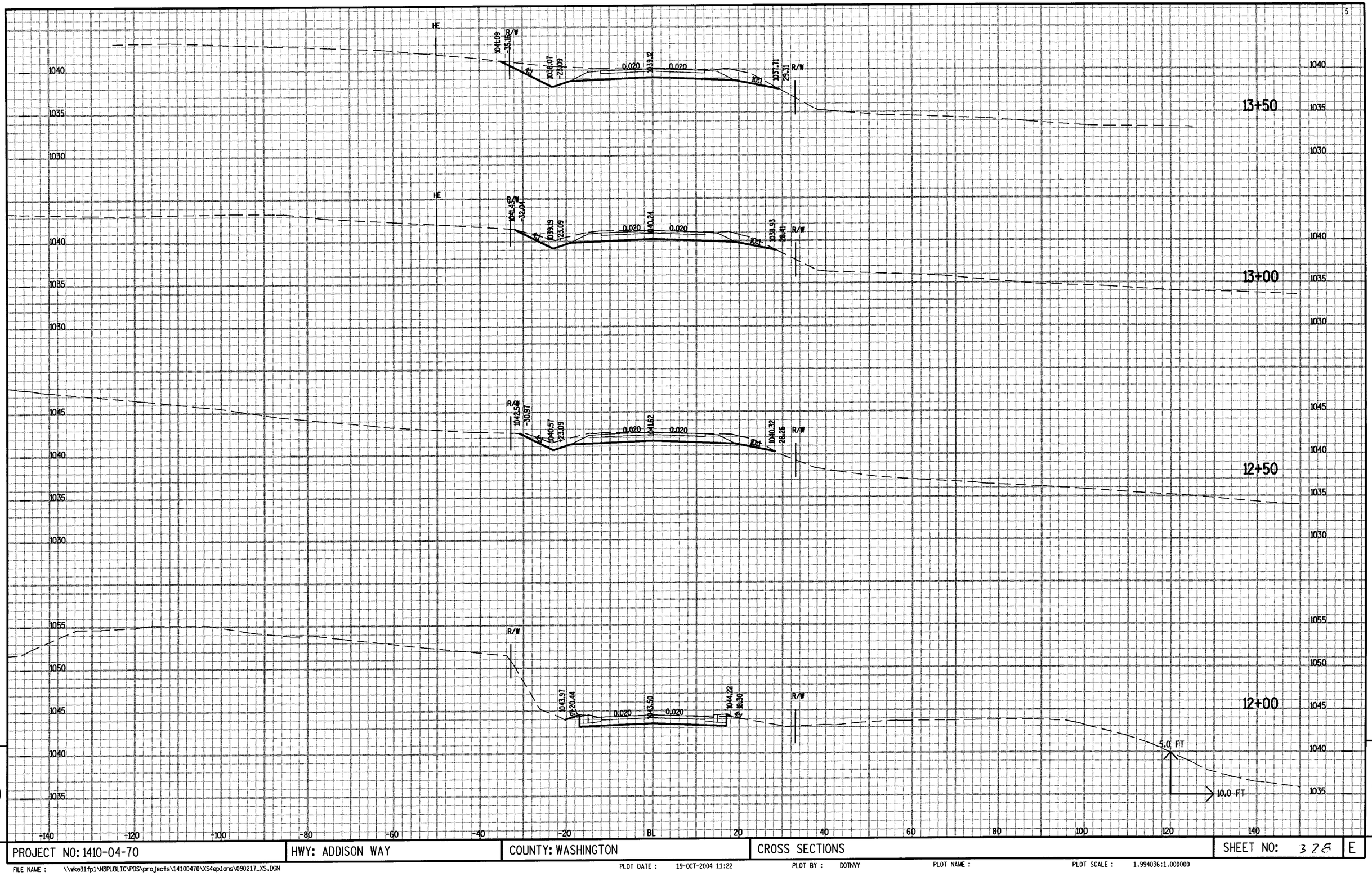

PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 378	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090217_XS.DGN
PLOT DATE : 19-OCT-2004 11:22
PLOT BY : DOTNYY
PLOT NAME :
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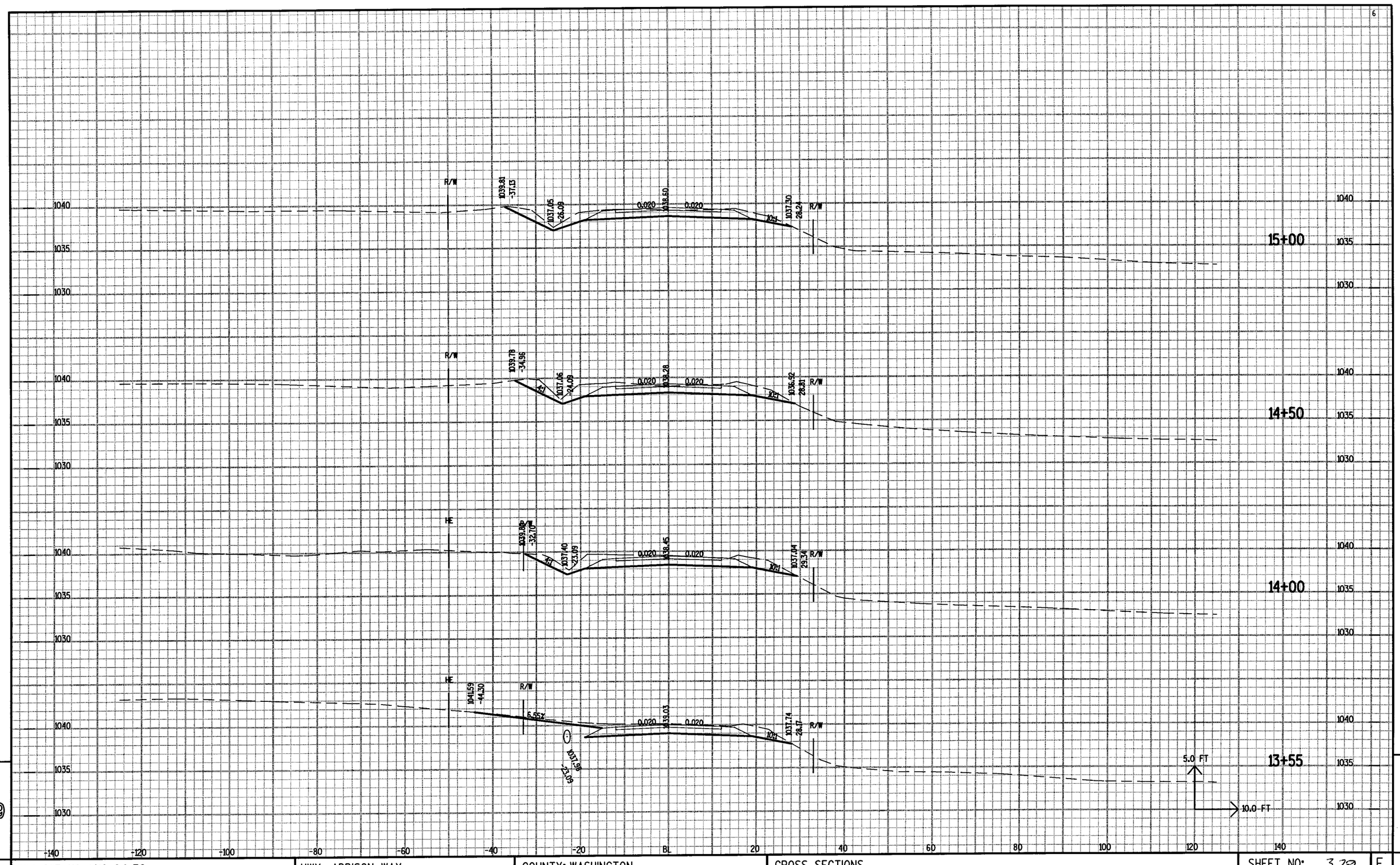

PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 379	E

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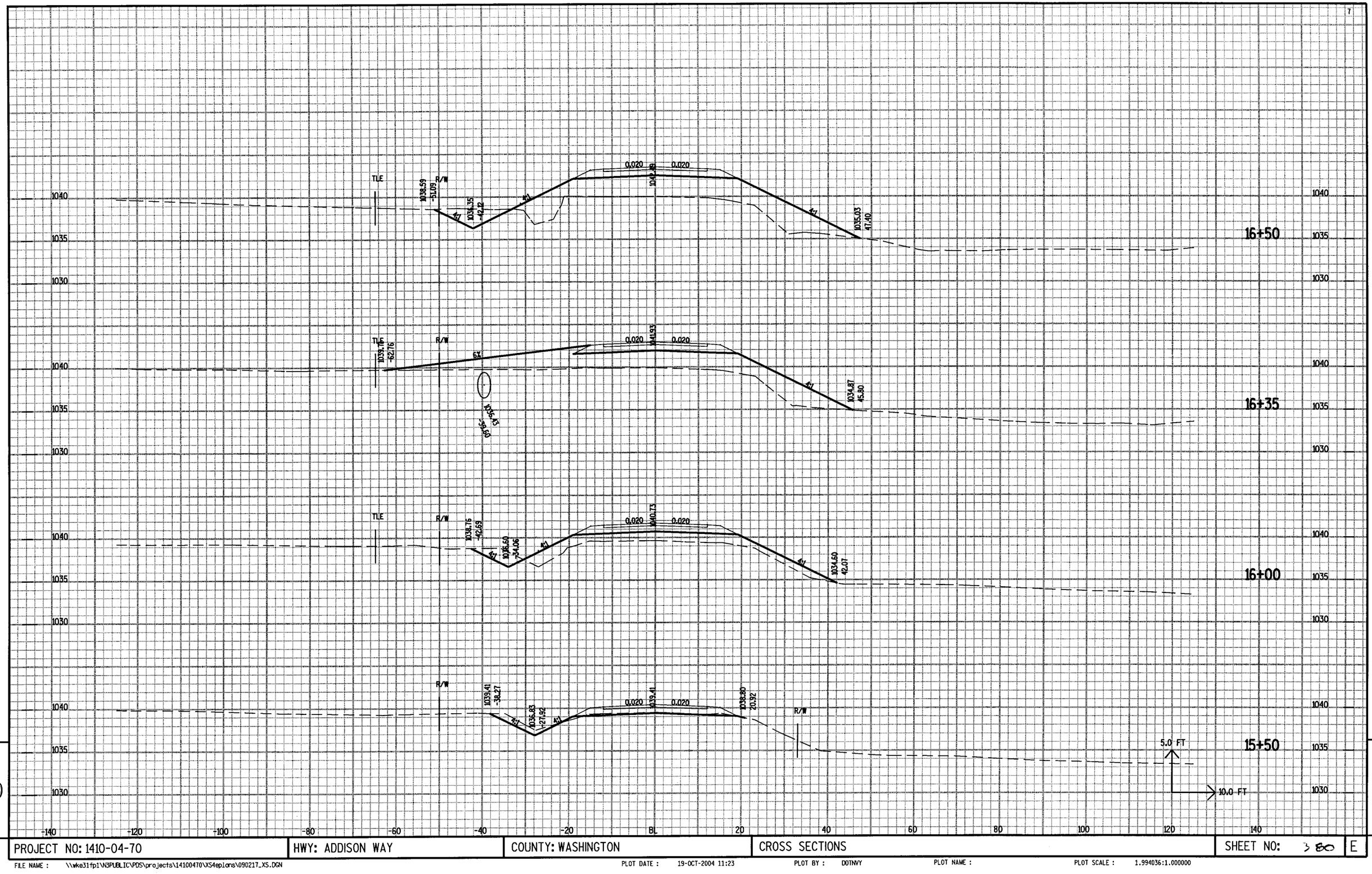
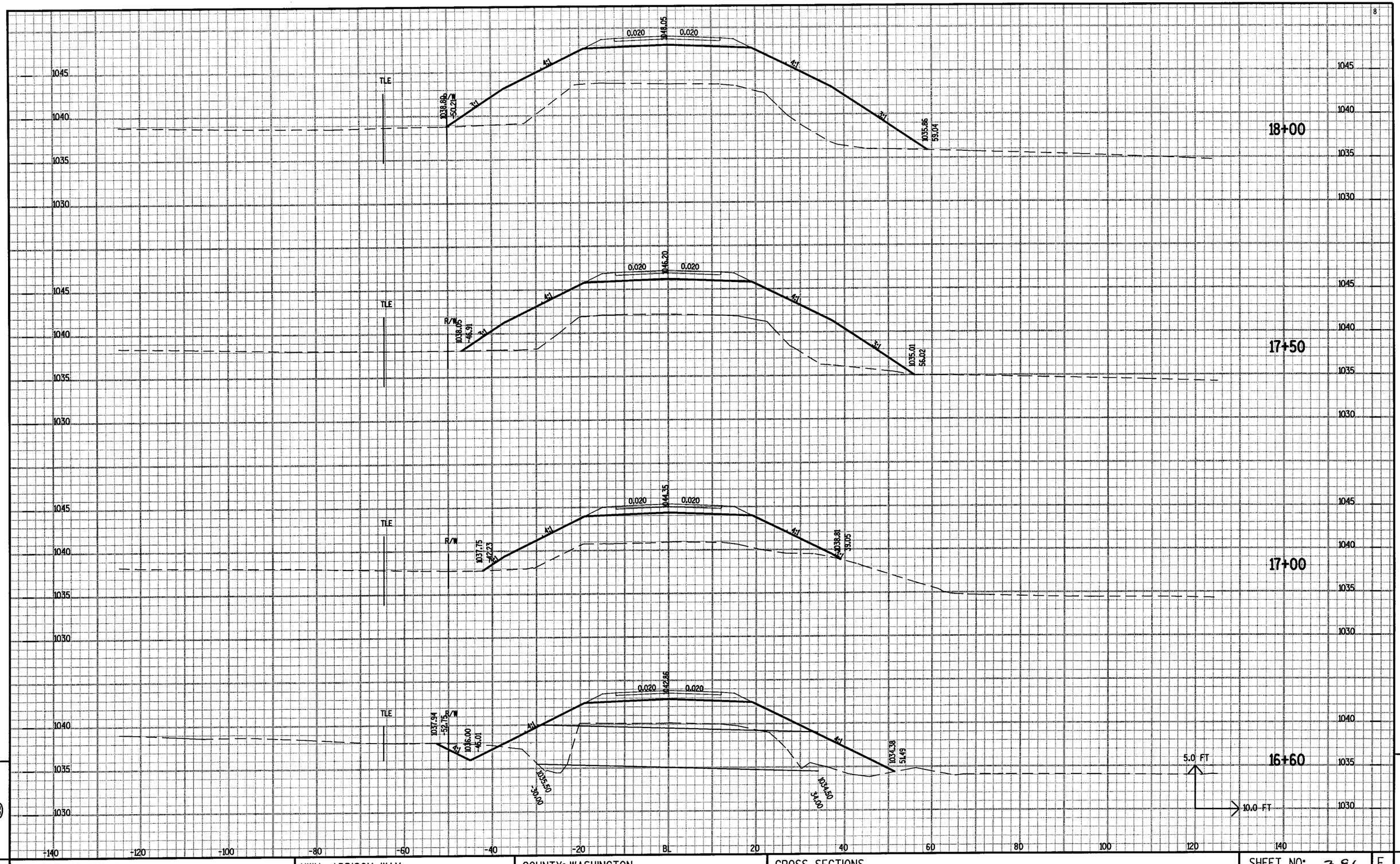


PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 80	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090217_XS.DGN PLOT DATE : 19-OCT-2004 11:23 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.994036:1.000000



PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 38	E

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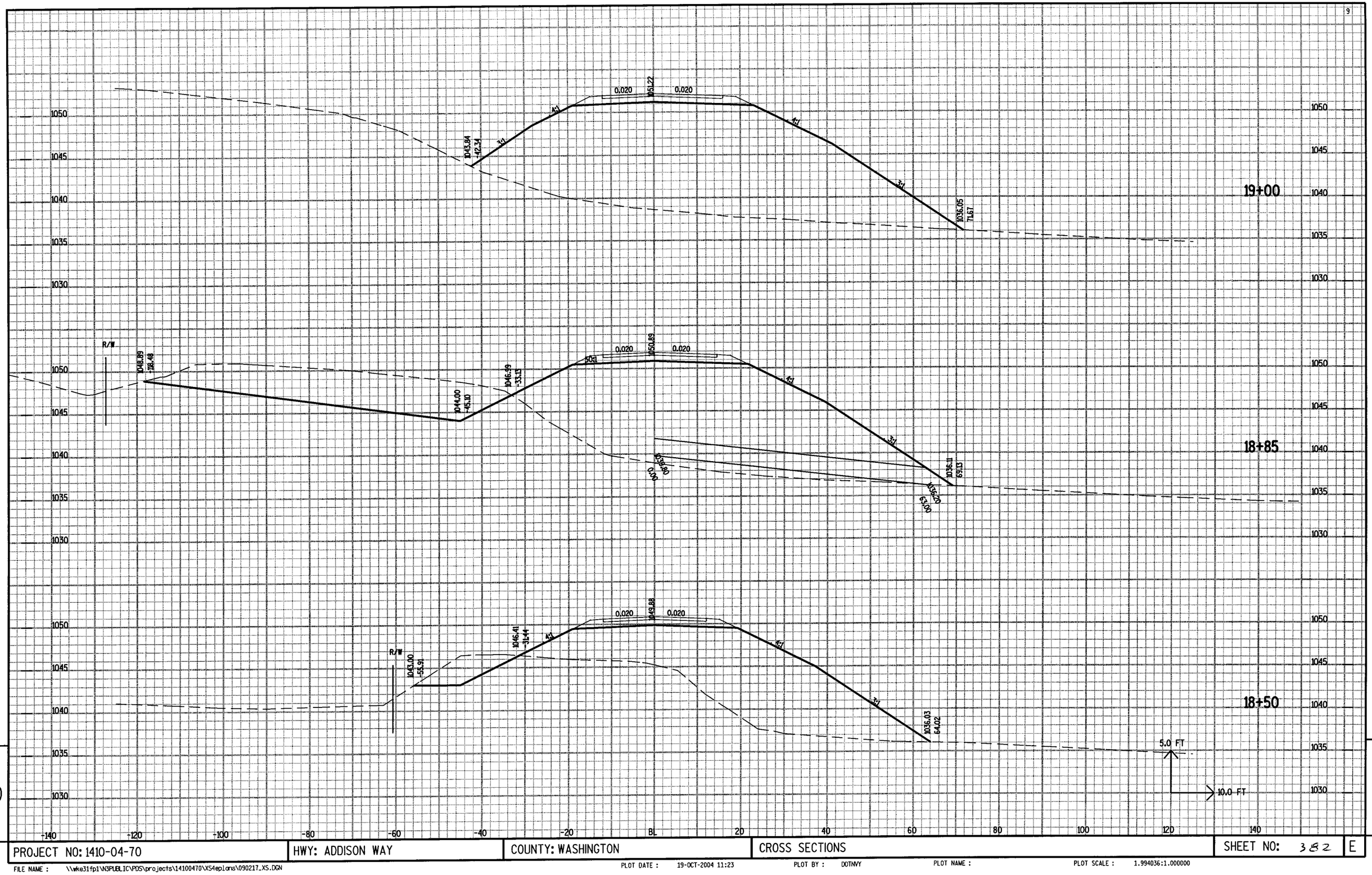

PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 382	E

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PLOT NAME :
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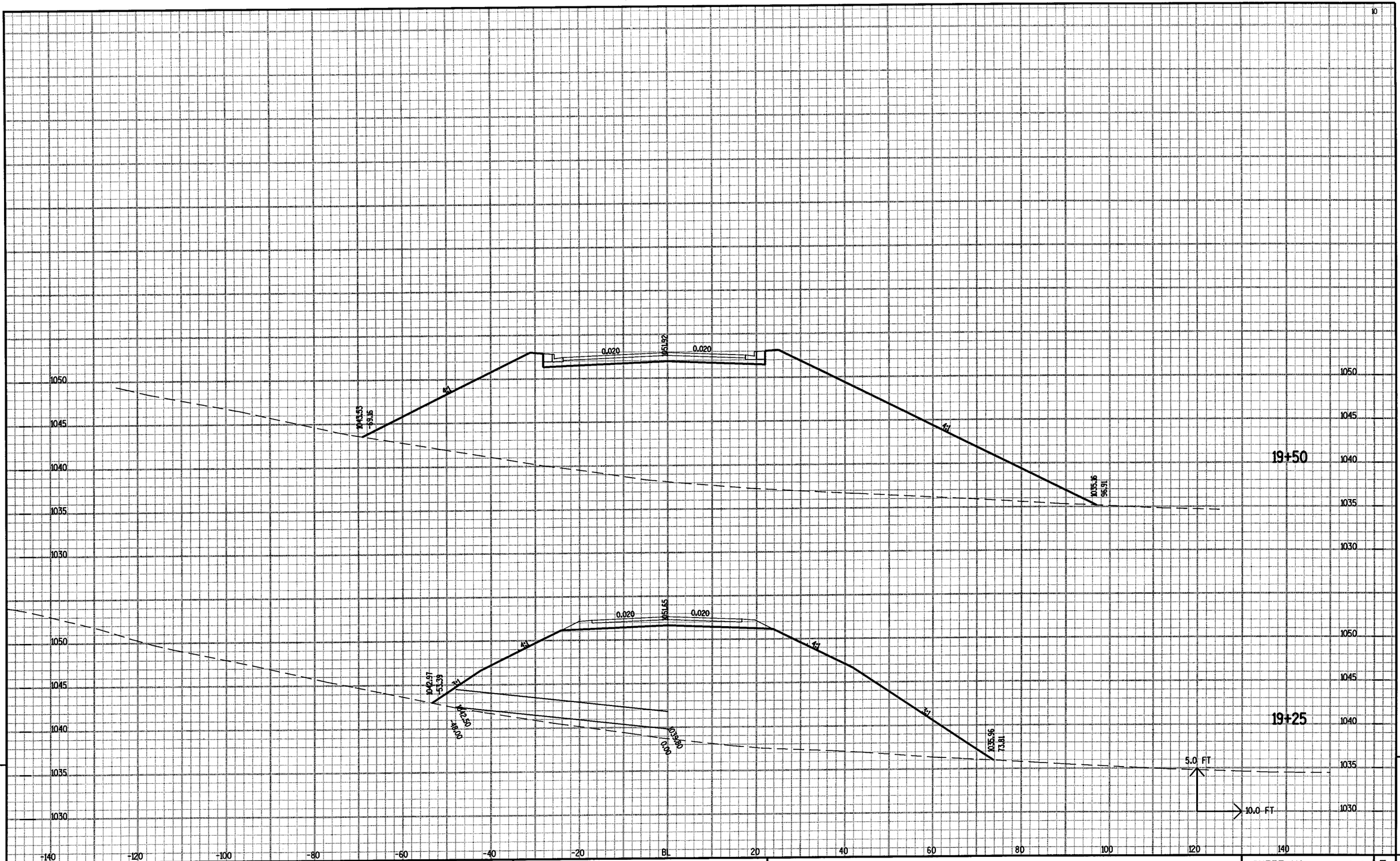

PROJECT NO: 1410-04-70	HWY: ADDISON WAY	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 383	E

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PLOT NAME :
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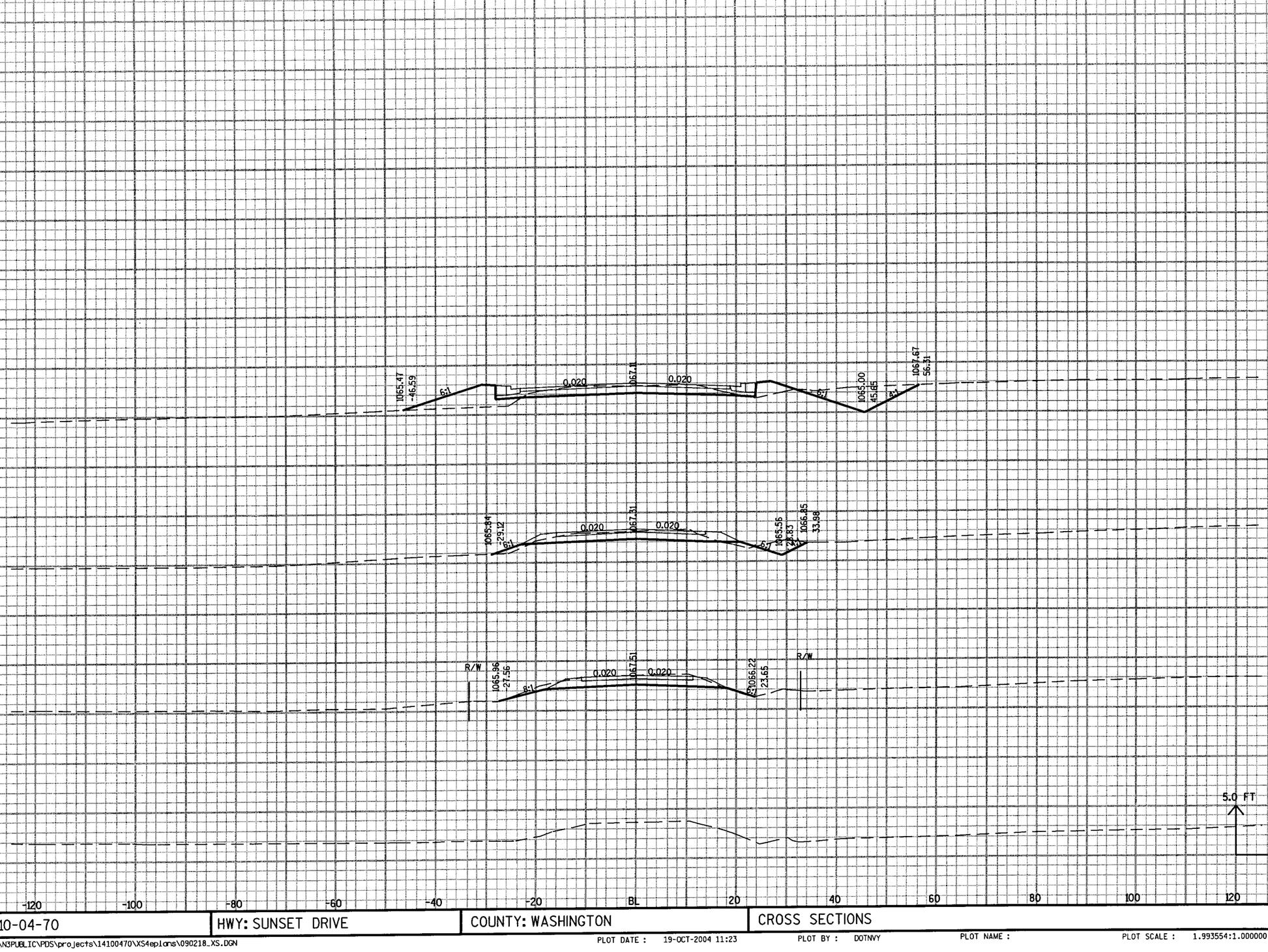


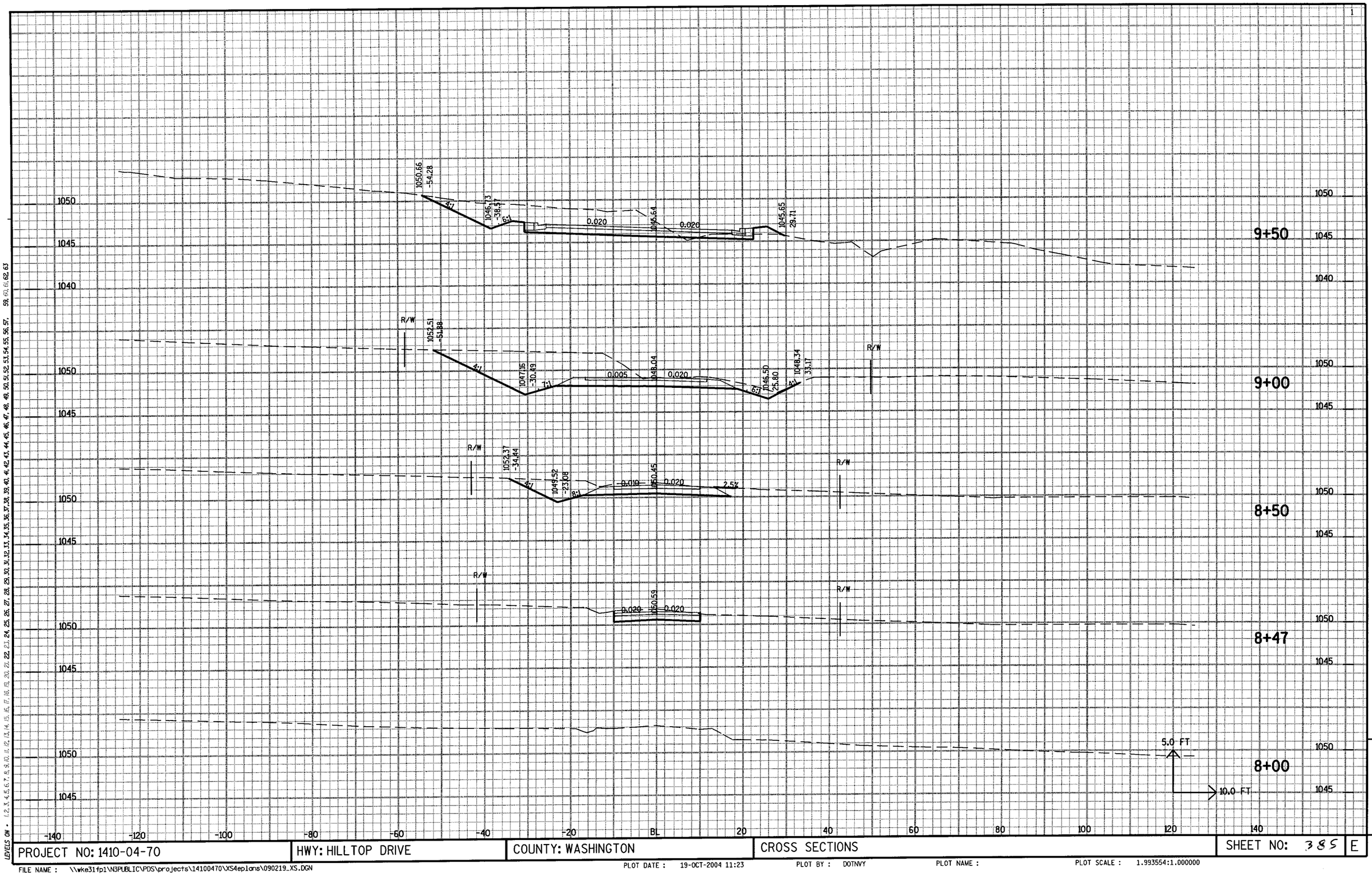
LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 60, 61, 62, 63

PROJECT NO: 1410-04-70	HWY: SUNSET DRIVE	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 384	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090218_XS.DGN

PLOT DATE : 19-OCT-2004 11:23 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000

9



PROJECT NO: 1410-04-70 | HWY: HILLTOP DRIVE | COUNTY: WASHINGTON | CROSS SECTIONS | SHEET NO: 385 | E

9

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090219_XS.DGN

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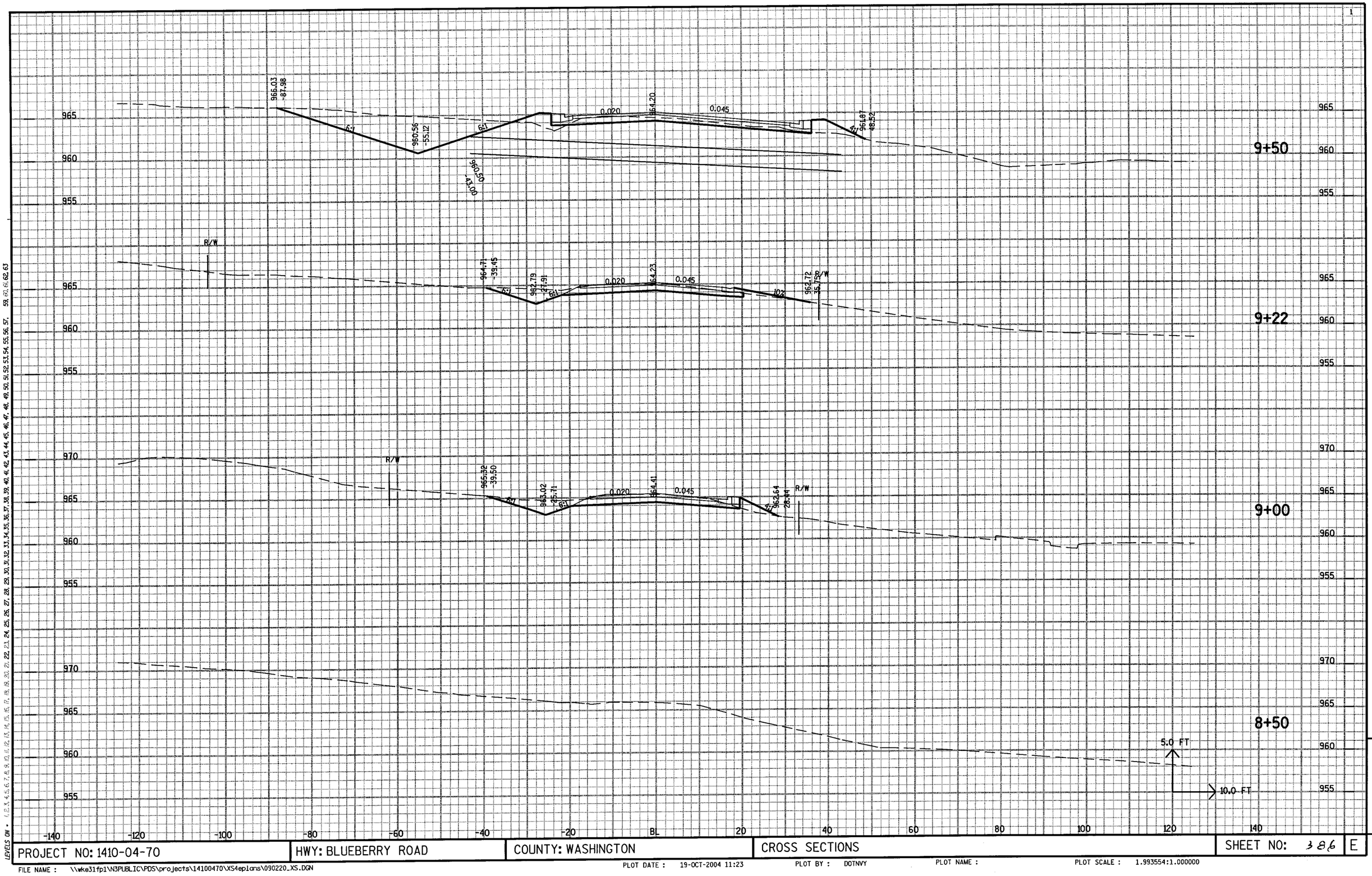

LEVELS ON • 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 59, 62, 63

PROJECT NO: 1410-04-70	HWY: BLUEBERRY ROAD	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 386	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090220_XS.DGN

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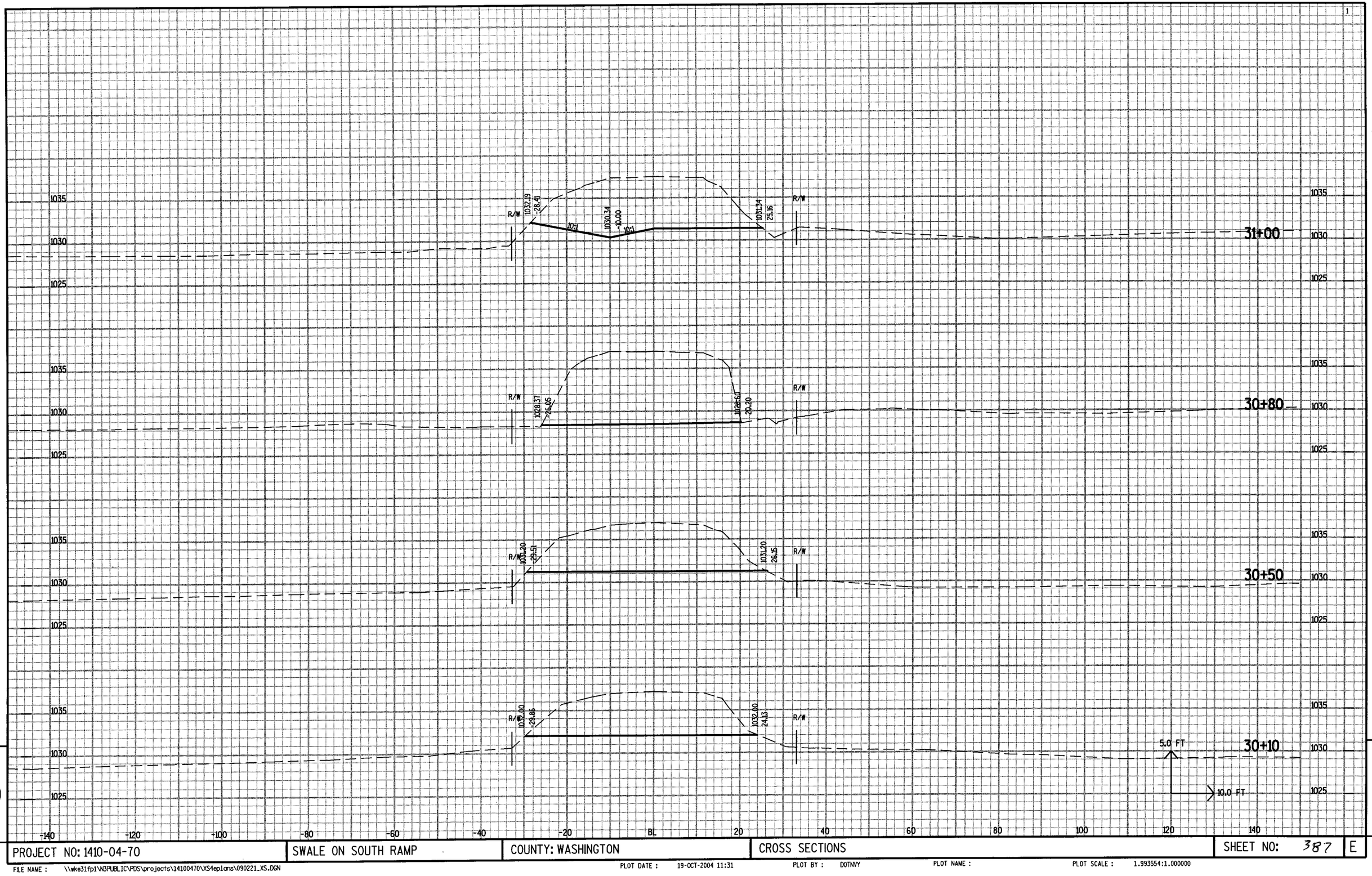
9



PROJECT NO: 1410-04-70	SWALE ON SOUTH RAMP	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 387	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090221_XS.DGN
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PLOT NAME :
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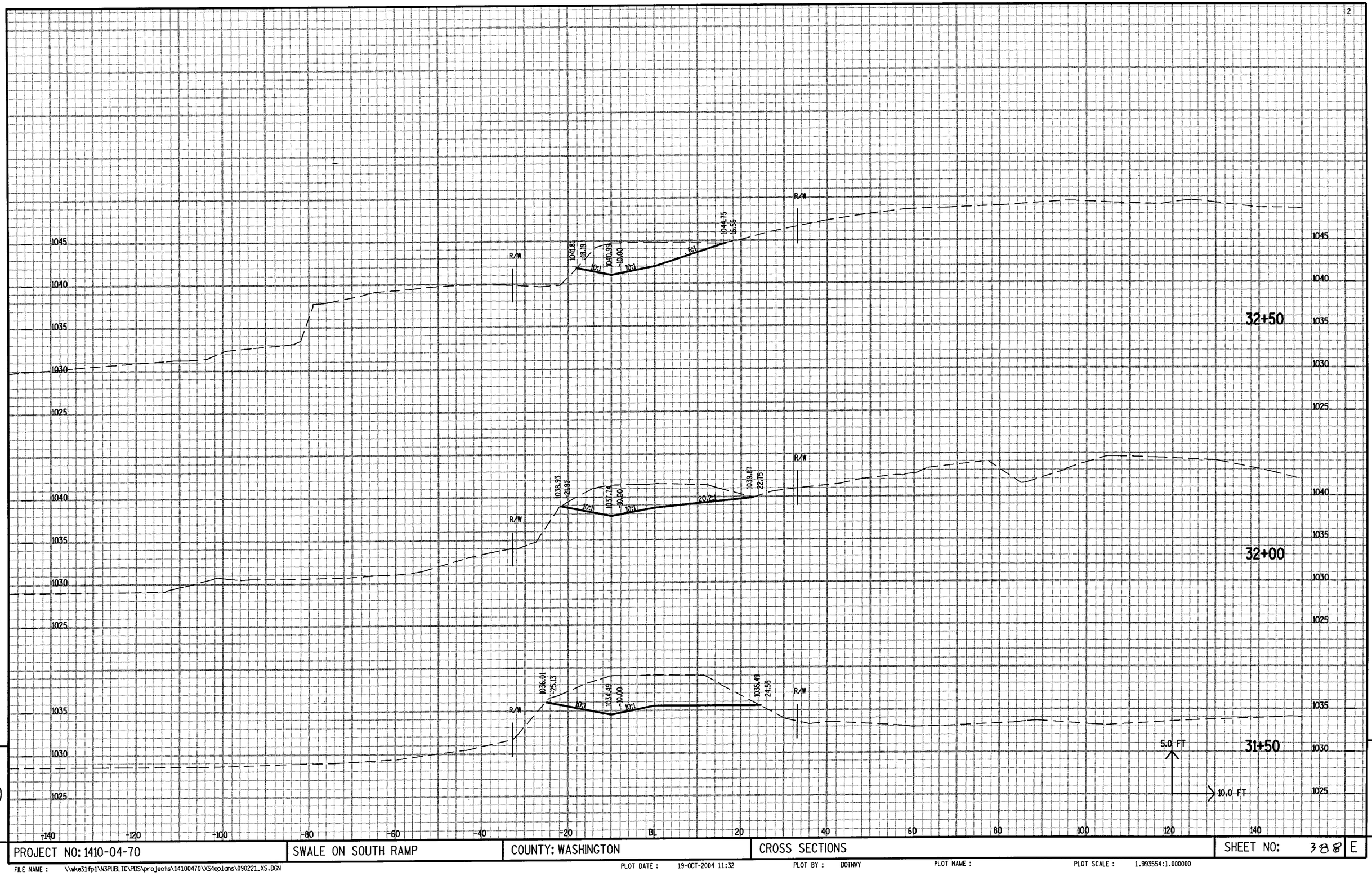

PROJECT NO: 1410-04-70	SWALE ON SOUTH RAMP	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 38 E

FILE NAME : \\wke3ifp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090221_XS.DGN PLOT DATE : 19-OCT-2004 11:32 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000

33+50

33+00

R/W

R/W

1045.22
19.81
10:1
1044.24
10.00
10:1
6:1
1047.77
15.15

5.0 FT
10.0 FT

PROJECT NO: 1410-04-70	SWALE ON SOUTH RAMP	COUNTY: WASHINGTON	CROSS SECTIONS	SHEET NO: 3 of 9	E

FILE NAME : \\wke31fp1\N3PUBLIC\PDS\projects\14100470\XS4eplans\090221_XS.DGN

PLOT DATE : 19-OCT-2004 11:32 PLOT BY : DOTNVY PLOT NAME : PLOT SCALE : 1.993554:1.000000