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TOTAL SHEETS = 102



DESIGN DESIGNATION

A.D.T. (1990)	11,610
A.D.T. (2010)	16,380
D.H.V.	11.8%
D.	60-40
T.	9.2%
V.	35 mph

Conventional Signs

PLAN

Corporate Limits	////
Property Line	----
Lot Line	----
Limited Highway Easement	----
Existing Right of Way	----
New Right of Way	----
Slope Intercept	----
Drain Tile	----
Reference Line	----
Culvert in Place	----
Culvert Required	----
Driveway / Culvert - Proposed	----

UNDERGROUND UTILITIES

Gas	G
Electric	E
Telephone	T
Service Pedestal	⊠
Cable Marker	⊐
Power Pole	⊕
Telephone Pole	⊖

PROFILE

Grade Line	----
Original Ground	----
Marsh or Rock Profile	----
Special Ditch	----
Profile Existing Travelway	----
Grade Elevation	----
Culvert	----

EROSION CONTROL DEVICES

Silt Fence	----
Intercepting Embankment	----
Erosion Bales	----
Erosion Mat	----
Ditch Dike	----
Inlet / Discharge	----
Aprons, Flumes, etc.	----

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LINN STREET, VILLAGE OF WEST BARABOO (U.S.H. 12 - MULBERRY STREET) (U.S.H. 12 INTERSECTION)

S.T.H. 33, S.T.H. 136

S.T.H. 33

SAUK COUNTY

SAUK COUNTY

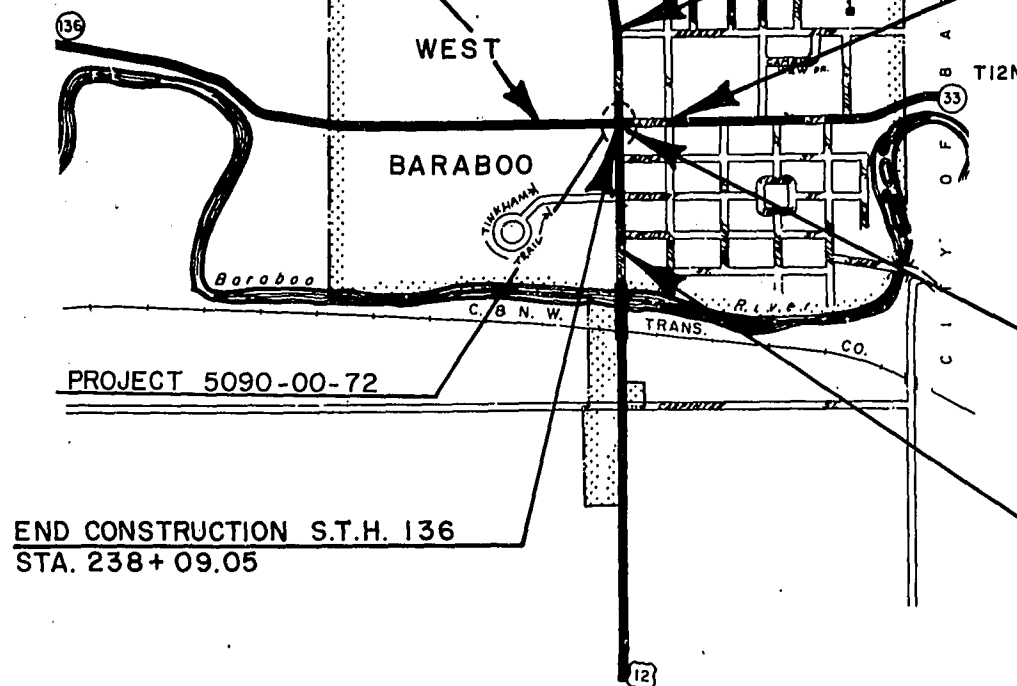
STATE PROJECT NUMBER
5090-00-71

STATE PROJECT NUMBER
5090-00-72

BEGIN CONSTRUCTION S.T.H. 136
STA. 231+00
N = 537,650 (±200')
E = 2,059,400 (±200')

END CONSTRUCTION U.S.H. 12, S.T.H. 33
STA. 64+50

END PROJECT 5090-00-71
STA. 4+66.57



END CONSTRUCTION S.T.H. 136
STA. 238+09.05

BEGIN PROJECT 5090-00-71, S.T.H. 33
STA. 0+00
N = 537,600 (±200')
E = 2,061,300 (±200')

BEGIN CONSTRUCTION U.S.H. 12
STA. 41+50

LAYOUT
0 500 1000 2000 3000 FEET

COORDINATES SCALED FROM U.S.G.S. TOPOGRAPHIC MAP,
NORTH FREEDOM, WISCONSIN QUADRANGLE. FOR
INFORMATION ONLY.

TOTAL NET LENGTH OF CENTERLINE = 0.088 MI. PROJECT 5090-00-71
0.000 MI. PROJECT 5090-00-72

STATE PROJECT

5090-00-71
5090-00-72

FEDERAL PROJECT

PROJECT

MAF 0172(3)
HES 0172(1)

CONTRACT

1
1

AS BUILT CONSTRUCTION PLAN

CONC. PAVT., C.F.G., SDWK.

WORK TYPE GRADING, STORM SEWER, BASE

CONTRACTOR TRIERWEILER CONST.

PROJECT MANAGER D. ACKER

WORK START-COMPLETED 11-16-90
5-16-90

PLANS AND GRADES WITHIN THE VILLAGE OF WEST BARABOO

APPROVED:

9/25/89 Mark J. Hill
9/25/89 Thomas J. Harold Vill. Engr.
DATE SIGNATURE & TITLE

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

Surveyor K.H.H. District Checker J.C.H.
Designer H.R./R.E.S. C.O. Plan Examiner P.D.
District Supervisor K.G.B. C.O. Coordinator H.E.A.

APPROVED:

DATE: 9-18-89 Fred R. Pass
DISTRICT DIRECTOR
APPROVED: [Signature]
DATE: 9-28-89 [Signature]
STATE TRAFFIC ENGINEER FOR HWYS.
APPROVED: [Signature]
DATE: 11/9/89 [Signature]
STATE DESIGN ENGINEER FOR HWYS.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION REGION 5 WISCONSIN DIVISION

APPROVED:

DATE: [Signature]
DIVISION ADMINISTRATOR

WISDOT/VEHICLE

STATE PROJECT NUMBER	SHEET NO.
5090-00-71, 72	20
NOTES	
S.T.H. 33	SAUK COUNTY

STANDARD DETAIL DRAWINGS

8A5-7a&b	INLET COVERS
8A5-7c	MANHOLE COVERS
8B6-3	MANHOLES, TYPE 1
8C1-4	INLETS, TYPES 1, 2 AND 3
8C5-1	INLETS, TYPES 8, 9, 10 AND 11
8D1-11	CONCRETE CURB, CONCRETE CURB AND GUTTER, OR INTEGRAL CURB & PAVEMENT TIES
8D5-8	CURB RAMPS
8E4-2	SOD OR MASONRY AND SOD DITCH CHECKS
8E7-1	EROSION MAT
8E8-1	TYPICAL INSTALLATIONS OF EROSION BALES
8E9-3	SILT FENCE
8F1-10A	APRON ENDWALLS FOR CULVERT PIPE
9B2-4	CONDUIT
9B3-5	CONCRETE BASES
9B9-2	CONCRETE CONTROL CABINET BASES
9B10-2	PULL BOX
9C1-1	CONDUIT FOR MAGNETIC DETECTOR
13C1-7	CONCRETE PAVEMENT, LONGITUDINAL JOINTS AND PAVEMENT TIES
13C4-9	TRANSVERSE JOINTS IN NON-REINFORCED CONCRETE PAVEMENT (20' NORMAL TRANSVERSE JOINTS)
14B2-8A&B	CLASS "A" STEEL PLATE BEAM GUARD (TWO SHEETS)
15C2-2	BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES
15C7-1	PAVEMENT MARKING SYMBOLS
15C8-3	PAVEMENT MARKING
16A1-4	LANDMARK REFERENCE MONUMENTS AND COVERS

UTILITIES

CABLE TV
HERITAGE CABLEVISION
MR. TOM MADLAND
413 OAK STREET
BARABOO, WI 53913
PHONE: 608-356-4836

MUNICIPALITIES & ELECTRIC
WISCONSIN POWER & LIGHT COMPANY
MR. HANK RATHJEN
125 VINE STREET
BARABOO, WI 53913
PHONE: 608-356-5537

TELEPHONE
WISCONSIN BELL, INC.
MS. JANET L. HAUPT
WEST WASHINGTON AVENUE, ROOM 601
MADISON, WI 53703
PHONE: 608-252-2204

WATER
VILLAGE OF W. BARABOO
MR. MAX HILL
P.O. BOX 261
BARABOO, WI 53913

GENERAL NOTES

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

SHRINKAGE VARIABLE, UNCLASSIFIED. ESTIMATED AT 30%.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS UNCLASSIFIED EXCAVATION. THE LOCATION FOR EBS WILL BE DETERMINED BY THE ENGINEER.

THE REMOVAL OF CONCRETE DRIVEWAYS SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH THE ITEM OF REMOVING CONCRETE SIDEWALK.

CONTRACTION JOINT SPACING SHALL HAVE A MAXIMUM SPACING OF 20 FEET OR AS OTHERWISE NOTED ON PLANS.

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALTIC CONCRETE DRIVEWAYS, SIDEWALKS OR SIDE STREETS SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY 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.

DISTURBED AREAS WITHIN THE RIGHT OF WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED AND SODDED AS DIRECTED BY THE ENGINEER.

EXACT LOCATION OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL RADIUS POINTS IN THE CURB AND GUTTER.

CONSTRUCTION PERMITS AND RIGHT-OF-WAY HAVE BEEN ACQUIRED WHERE NECESSARY.

ALL MANHOLE CASTINGS IN THE PAVED PORTION OF THE STREET SHALL BE NON-ROCKING TYPE. THE EXISTING CASTINGS THAT ARE REPLACED SHALL BE PLACED ON THE RIGHT-OF-WAY FOR REMOVAL BY OTHERS.

LOCATION OF TRAFFIC SIGNAL FOUNDATIONS, PULL BOXES, AND DUCTS AS SHOWN ARE APPROXIMATE. EXACT LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

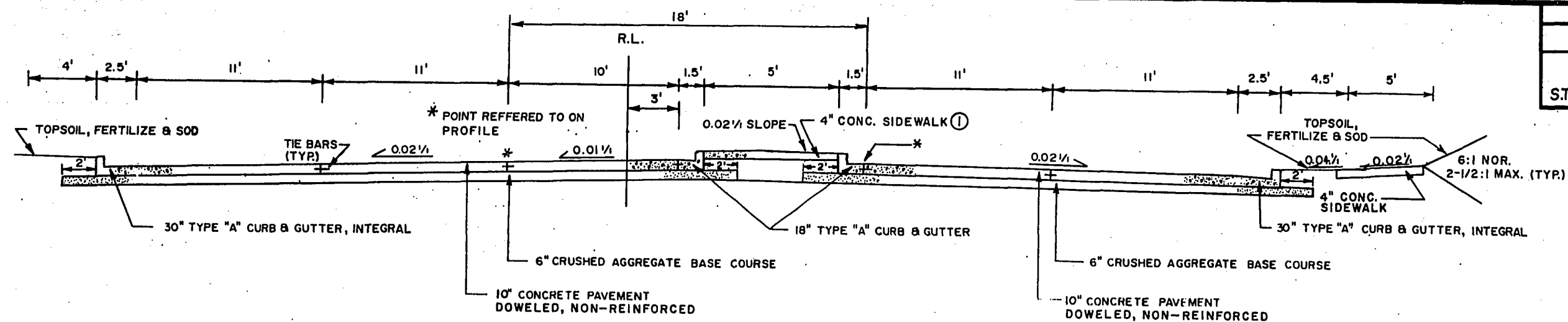
EROSION CONTROL DETAILS ARE SHOWN ON THE PLAN SHEETS.

THE EROSION CONTROL FEATURES AS SHOWN IN THE ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL RADII ARE MEASURED TO FACE OF CURB UNLESS OTHERWISE NOTED.

ALL PRIVATE UTILITIES ARE TO BE ADJUSTED BY THE UTILITY CONCERNED. MUNICIPAL SANITARY MANHOLES WILL BE ADJUSTED AND PAID FOR UNDER THIS CONTRACT (NON-PARTICIPATING). FIRE HYDRANTS AND WATER VALVE BOXES WILL BE ADJUSTED BY OTHERS.

ELEVATION SHOWN IS TOP OF INLET OR MANHOLE 1.00 FT. BELOW EDGE OF PAVEMENT ELEVATION FOR "H" OR "H1" COVERS AND 1.25 FT. BELOW EDGE OF PAVEMENT ELEVATION FOR "J" COVERS.

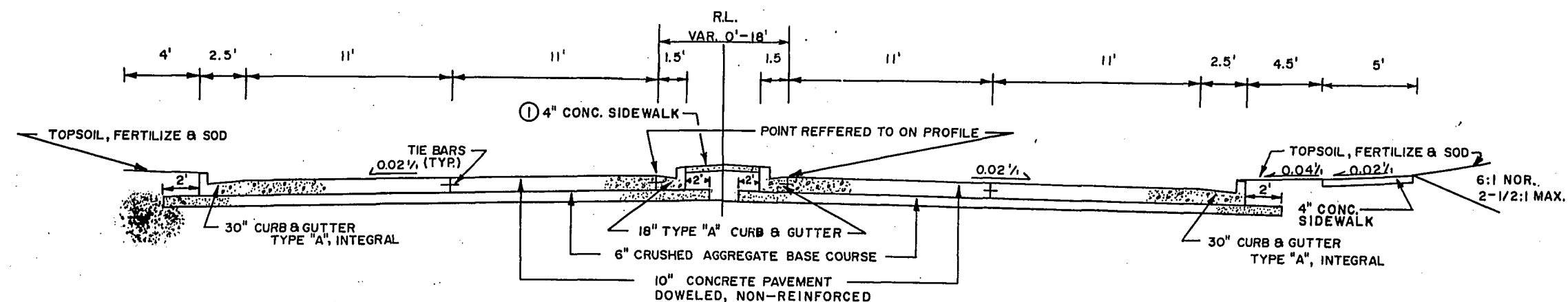


STATE PROJECT NUMBER	SHEET NO.
5090-00-71	2.1
TYPICAL SECTION	
S.T.H. 33	SAUK CO.

TYPICAL ROADWAY CROSS SECTION, S.T.H. 33

STA. 0+40-2+40

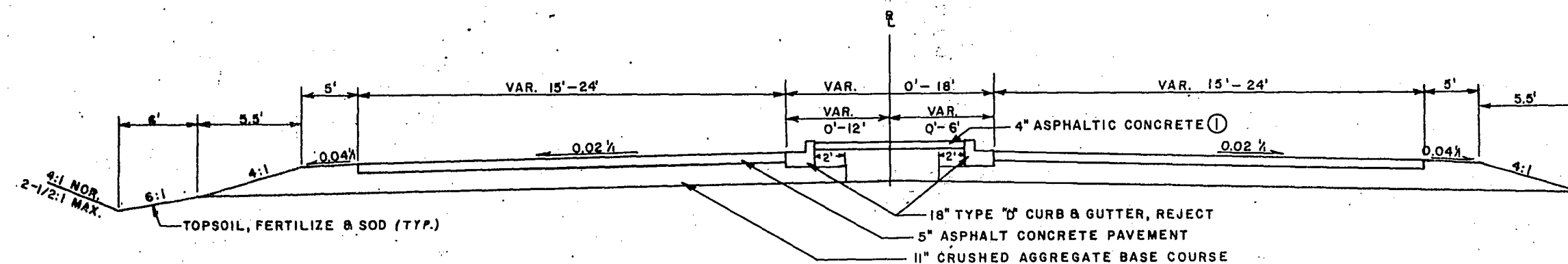
① ALL MEDIAN SIDEWALKS TO BE OVER A MIN. OF 4" CRUSHED AGGREGATE BASE.



TYPICAL ROADWAY CROSS SECTION, S.T.H. 33

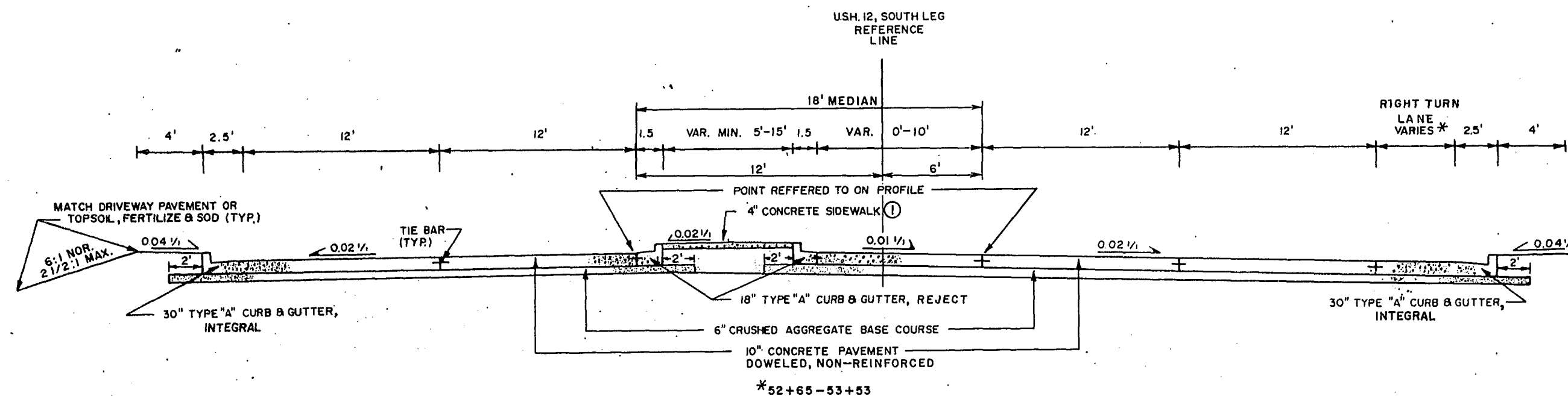
STA. 2+40-4+67

STATE PROJECT NUMBER	SHEET NO.
5090-00-71	2.2
TYPICAL SECTIONS	
U.S.H. 12	SAUK CO.

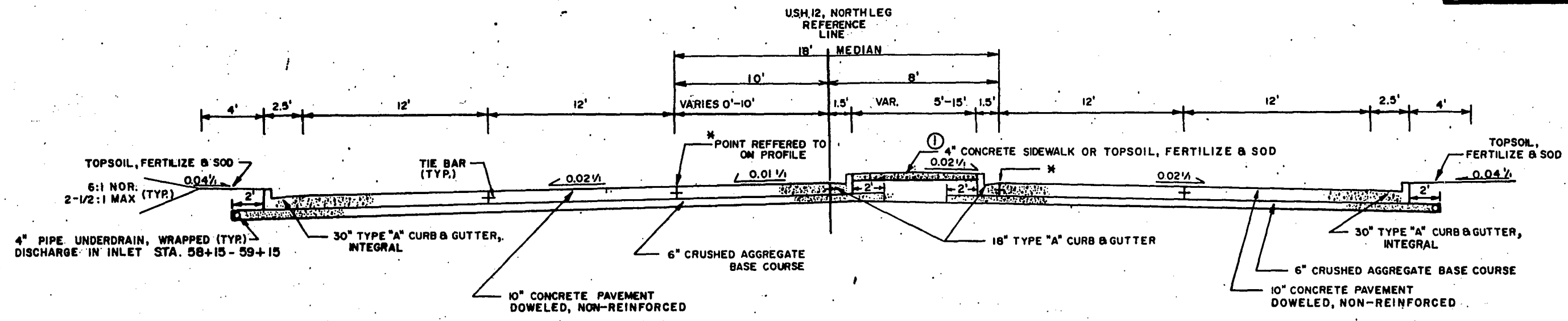


TYPICAL ROADWAY CROSS SECTION, U.S.H. 12
STA. 41+50-44+00

① ALL MEDIAN SURFACES TO BE OVER A 4" CRUSHED AGGREGATE BASE.



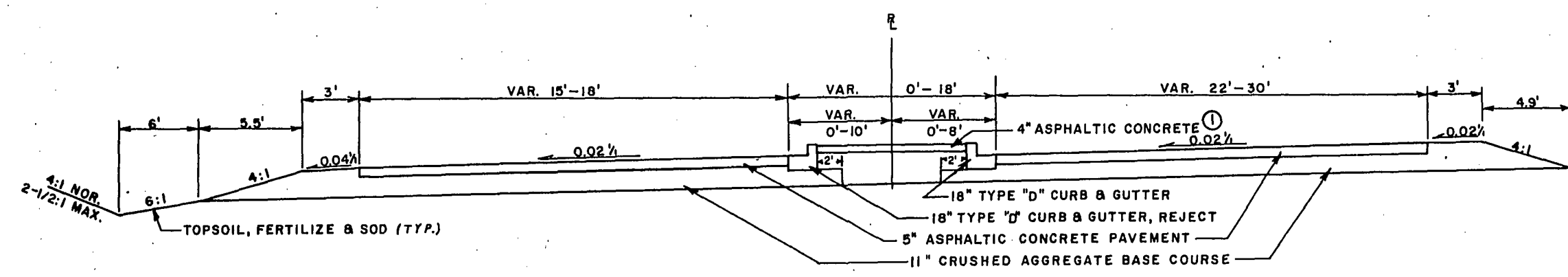
TYPICAL ROADWAY CROSS SECTION, U.S.H. 12
STA. 44+00-53+53



TYPICAL ROADWAY CROSS SECTION, U.S.H. 12

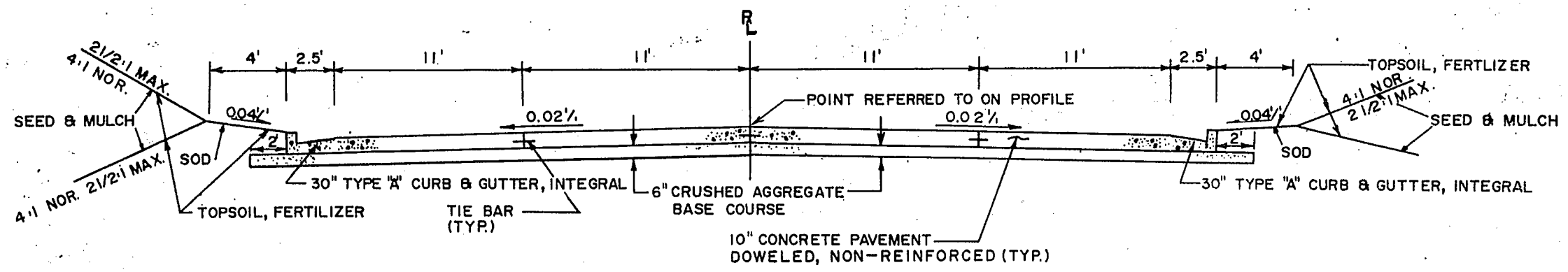
STA. 54+34 - 61+80

① ALL MEDIAN SURFACES TO BE OVER A MIN. OF 4" CRUSHED AGGREGATE BASE.

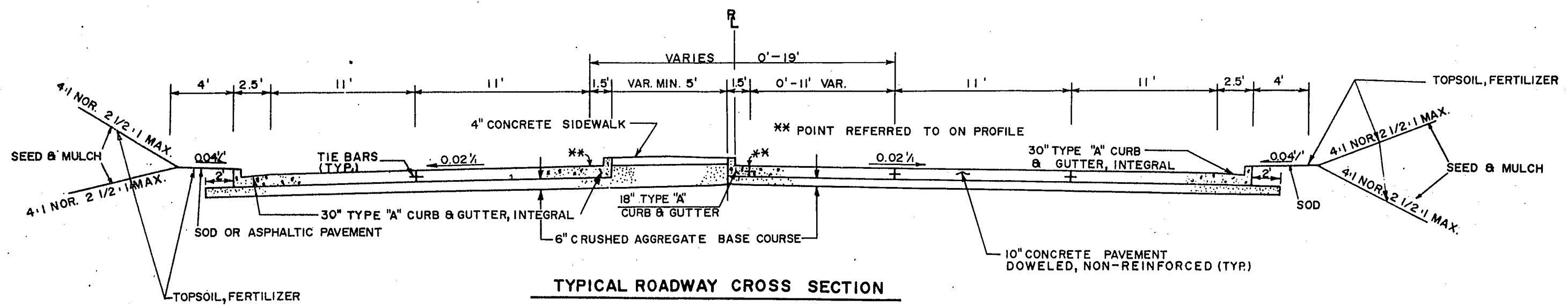


TYPICAL ROADWAY CROSS SECTION, U.S.H. 12

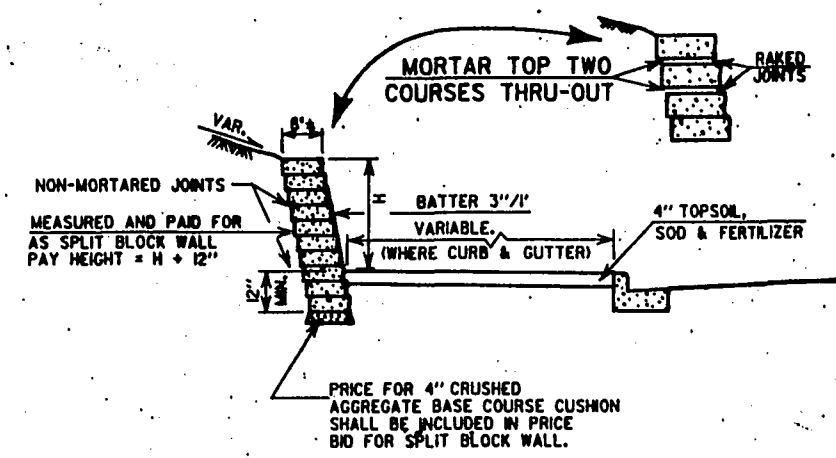
STA. 61+80 - 64+50



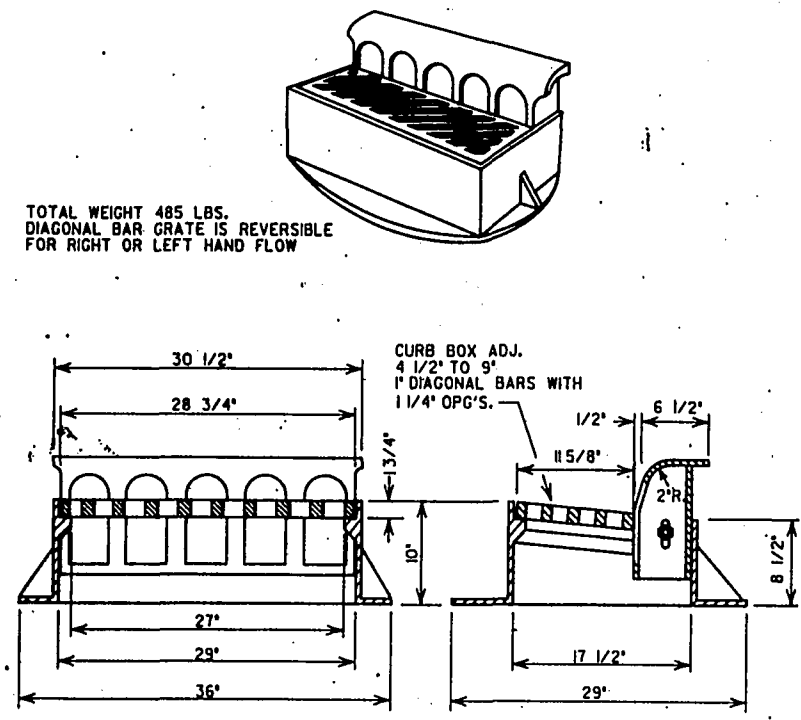
TYPICAL ROADWAY CROSS SECTION
STA. 231+00 TO STA. 234+30



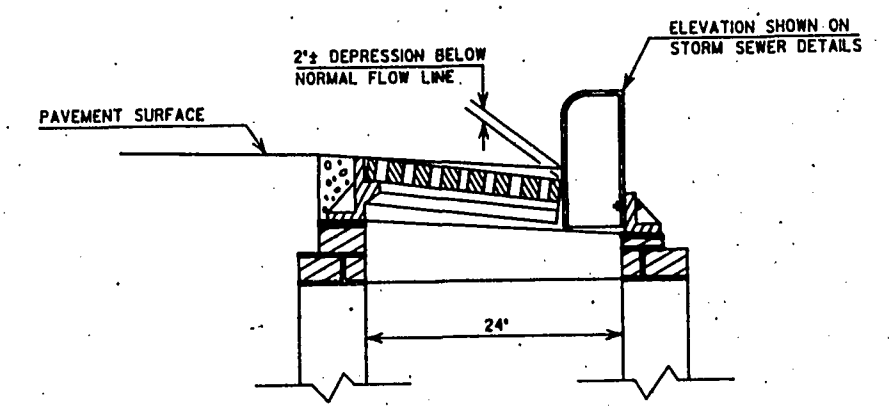
TYPICAL ROADWAY CROSS SECTION
STA. 234+30 TO STA. 237+73



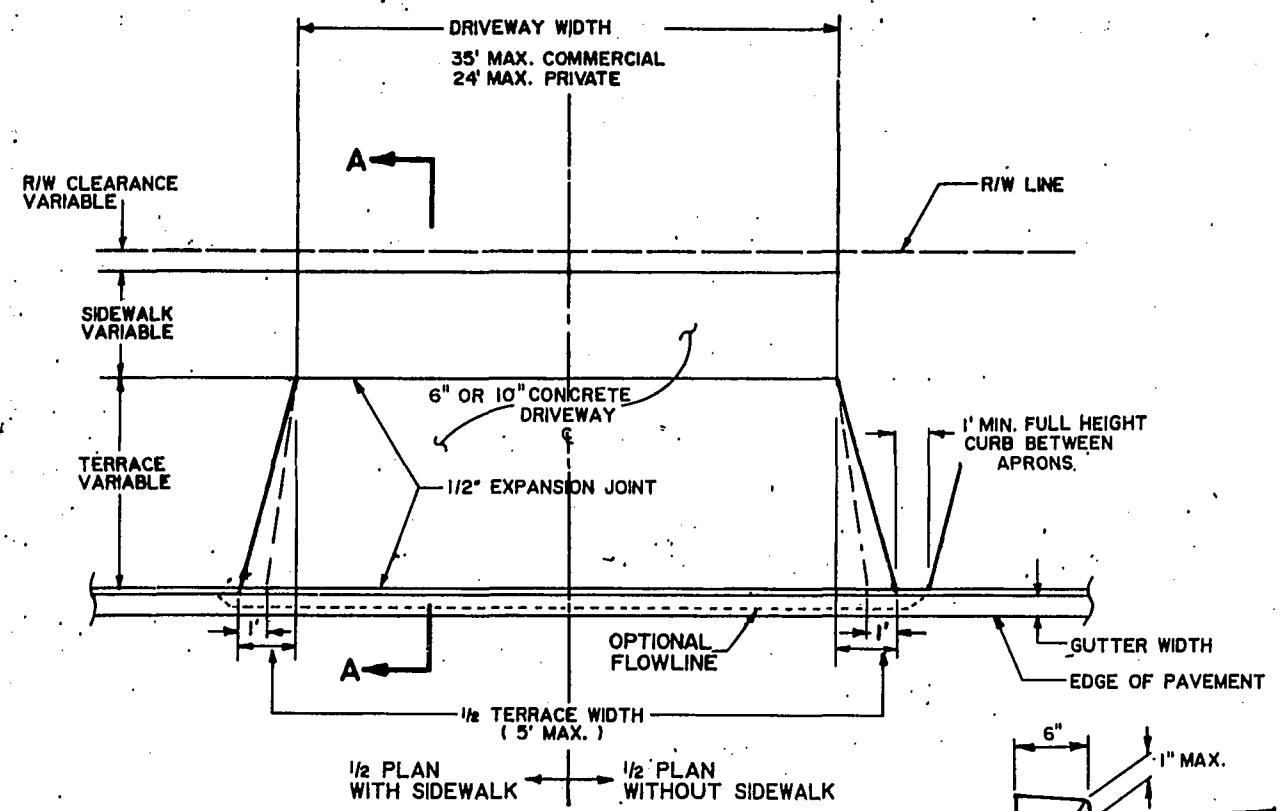
DETAIL FOR SPLIT BLOCK RETAINING WALL



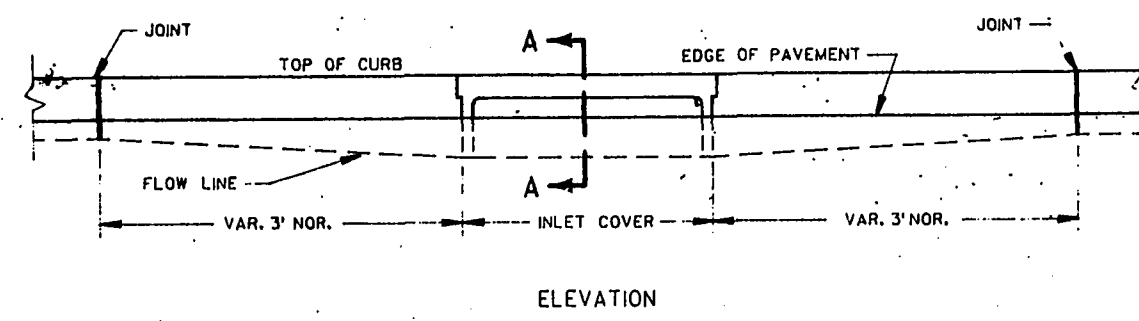
INLET COVER, TYPE SPECIAL



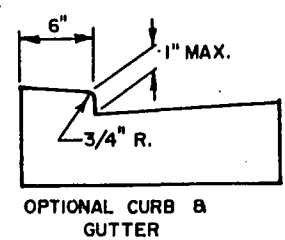
SECTION A-A
DETAIL OF CURB AND GUTTER AT INLETS



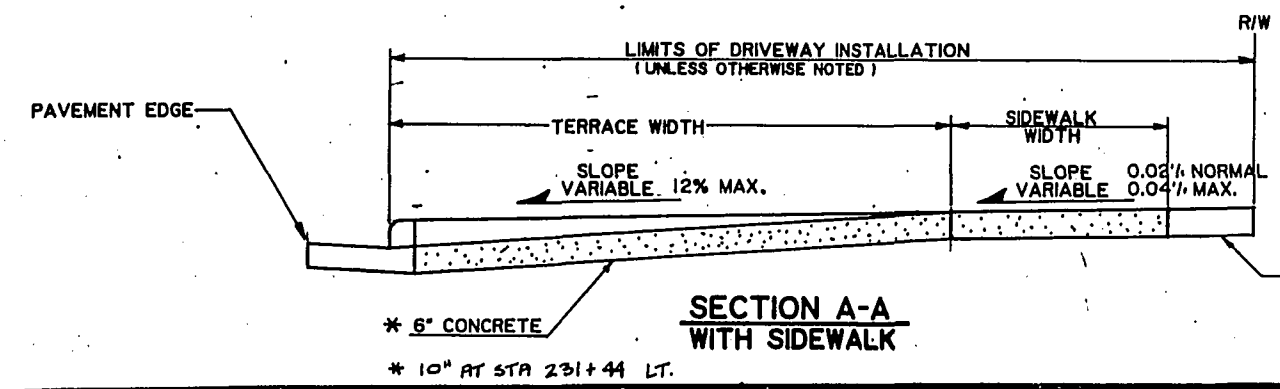
TYPICAL DRIVEWAY DETAIL



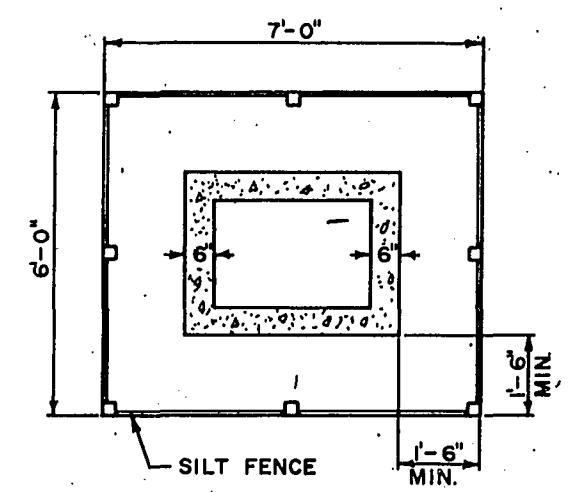
ELEVATION



OPTIONAL CURB & GUTTER

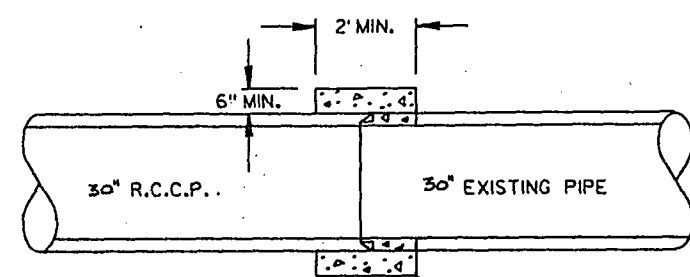


SECTION A-A
WITH SIDEWALK



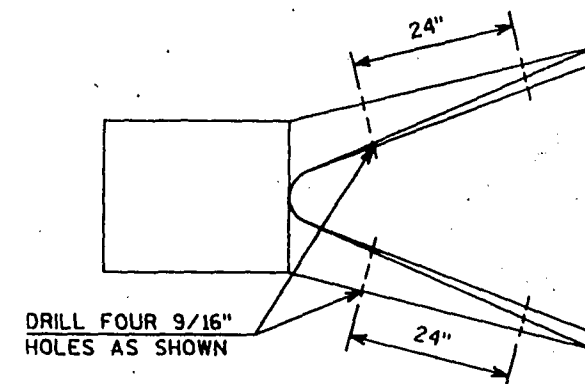
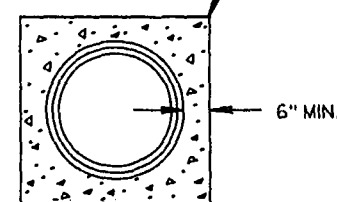
INLET TYPE	SILT FENCE/LF
3	26

DETAIL FOR SILT FENCE
AT INLETS

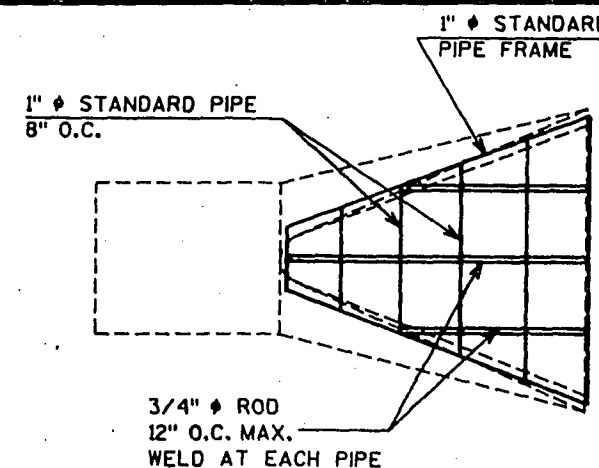


SECTION A-A

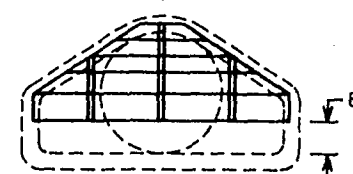
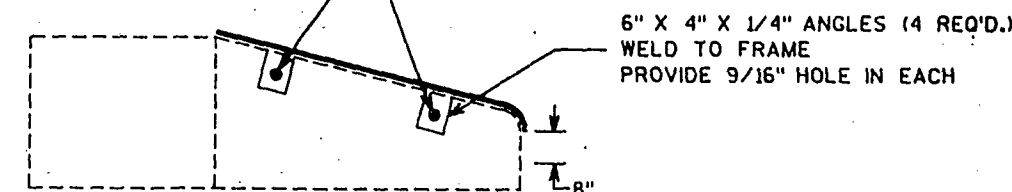
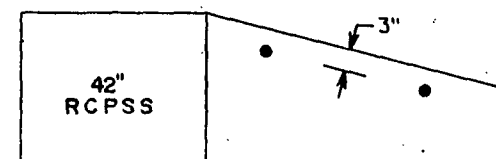
CONCRETE MASONRY COLLAR WHERE REQ'D. TO SEAL PIPE



DRILL FOUR 9/16" HOLES AS SHOWN

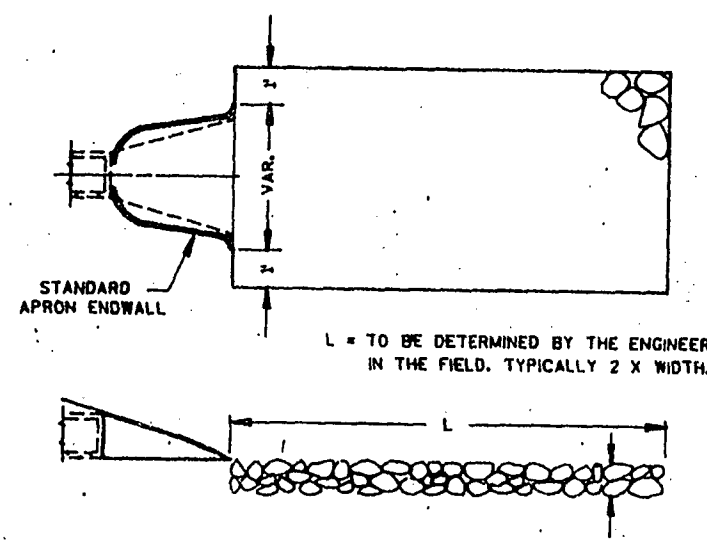


BOLT GATE TO CONCRETE ENDWALL WITH FOUR 1/2" X 6" MACHINE BOLTS. PLACE NUTS TO INSIDE

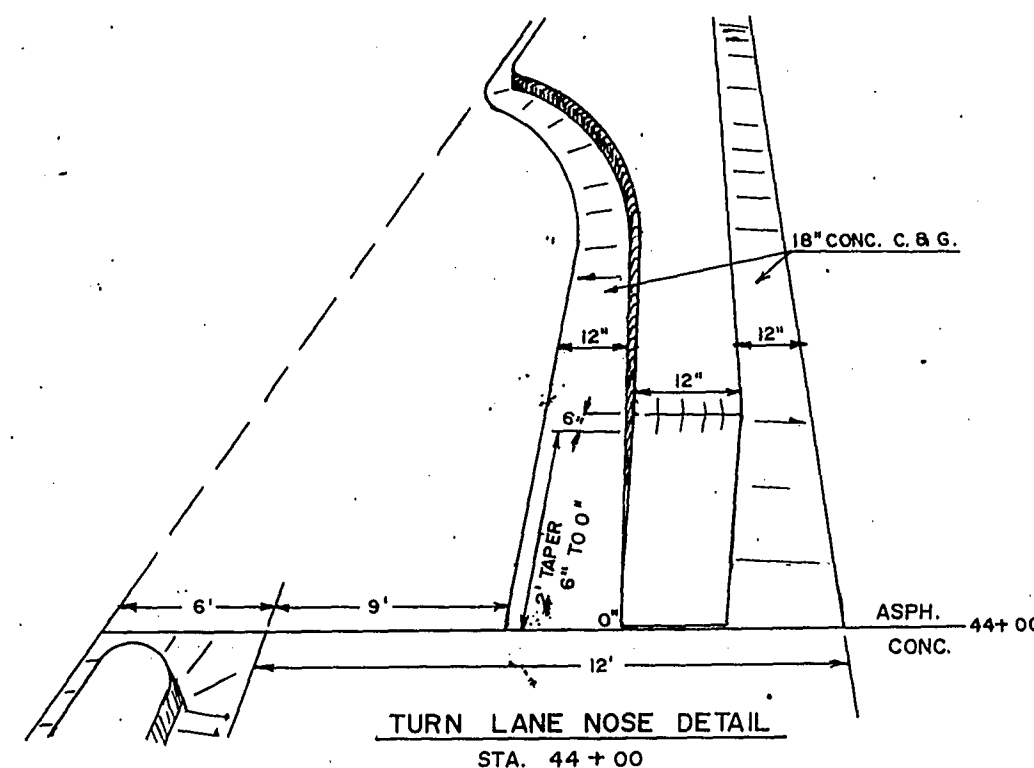


CONC. COLLAR DETAIL, R.C.C.P. TO EXISTING PIPE

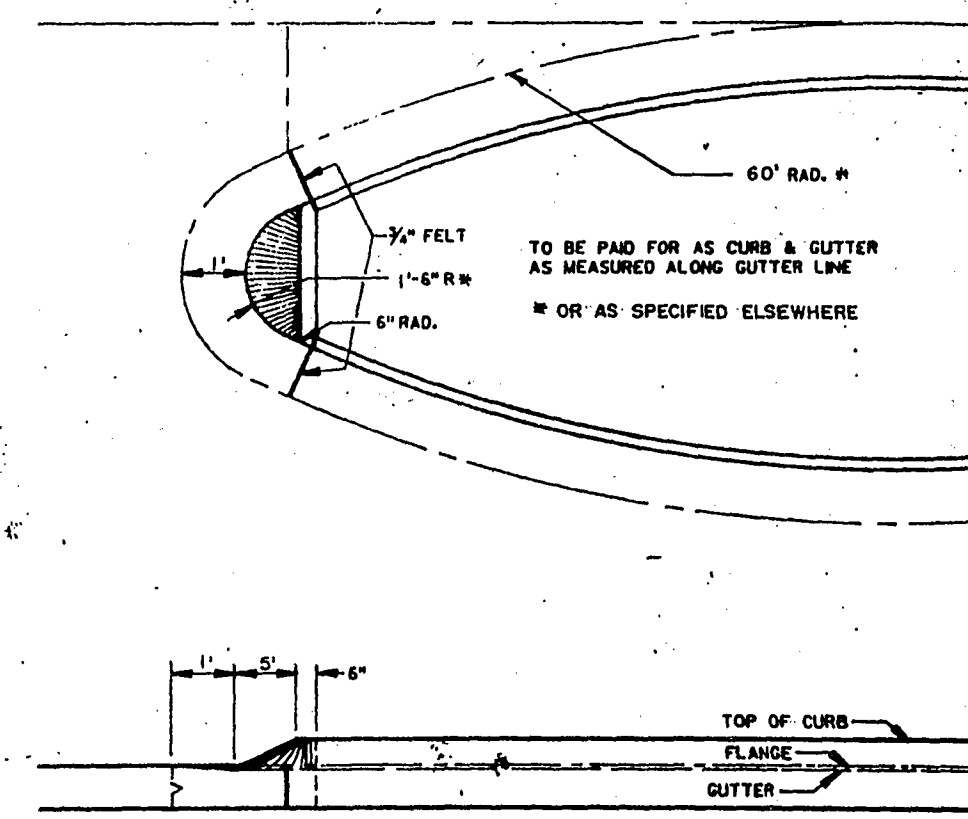
PIPE GRATE DETAIL
STA. 234 + 25 (LT)



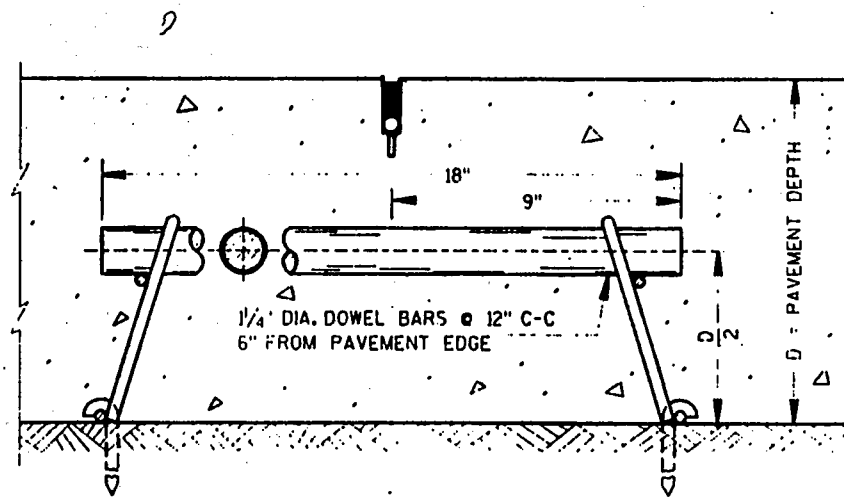
RIPRAP DISCHARGE APRON



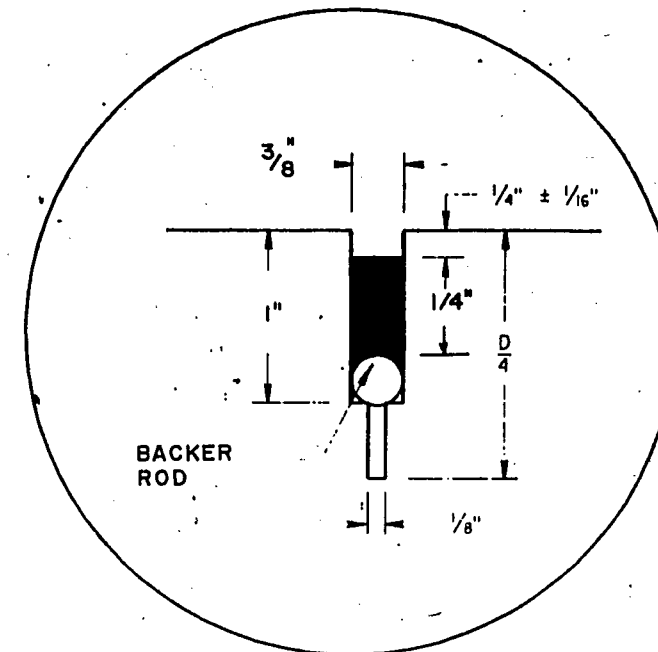
TURN LANE NOSE DETAIL
STA. 44 + 00



DETAIL OF ISLAND NOSE
(TO BE USED FOR ALL ISLAND NOSE RADII)



CONTRACTION JOINT



DETAIL
COLD-POURED SILICONE TYPE
JOINT SEALER

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 LOCATED AT A UNIFORM SPACING OF 20' (±1'). EXCEPTIONS SHALL BE AS DIRECTED BY THE ENGINEER.

THE FIRST SAWCUT SHALL BE TO A DEPTH OF D/4 AND THE WIDTH OF 1/8" INCH.

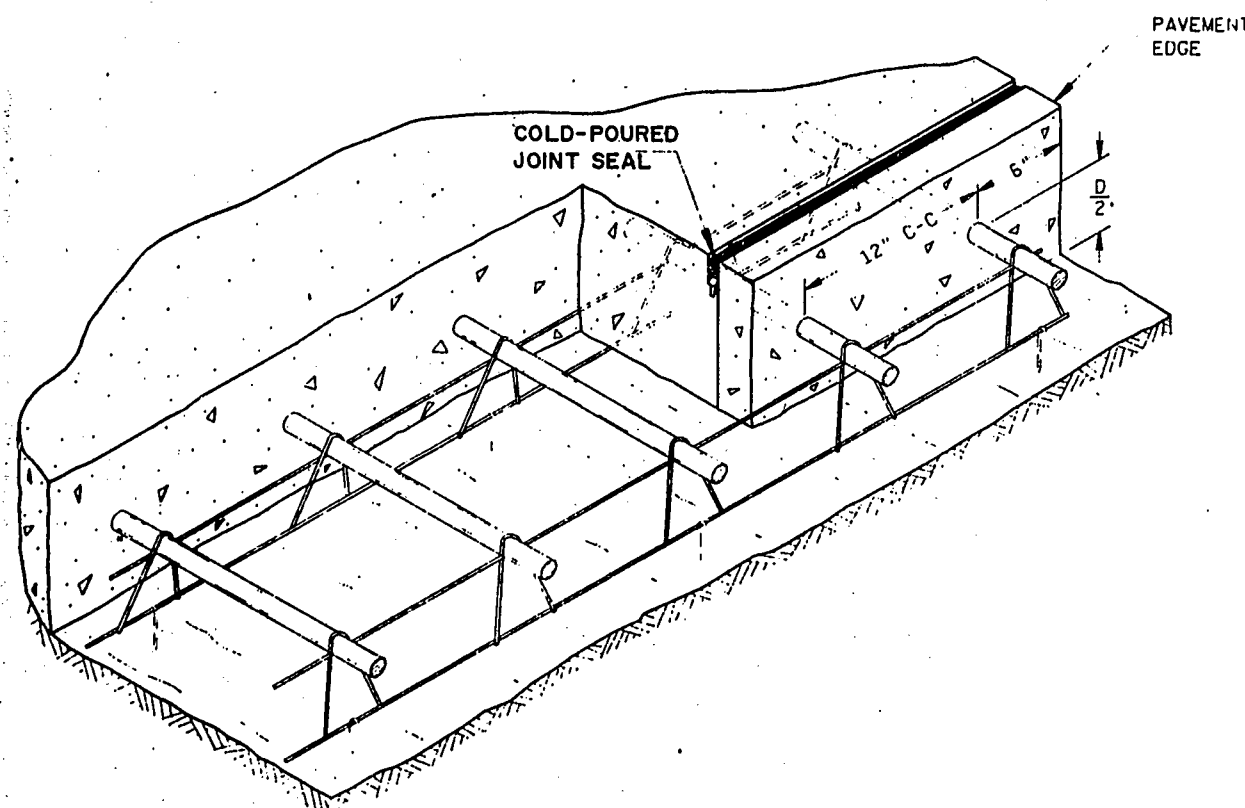
CONSTRUCTION JOINTS

CONSTRUCTION JOINTS SHALL BE LOCATED A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT.

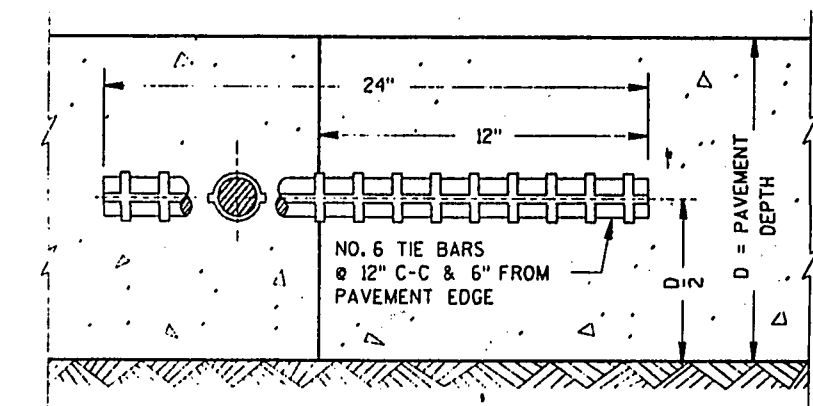
TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN POURED.

TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

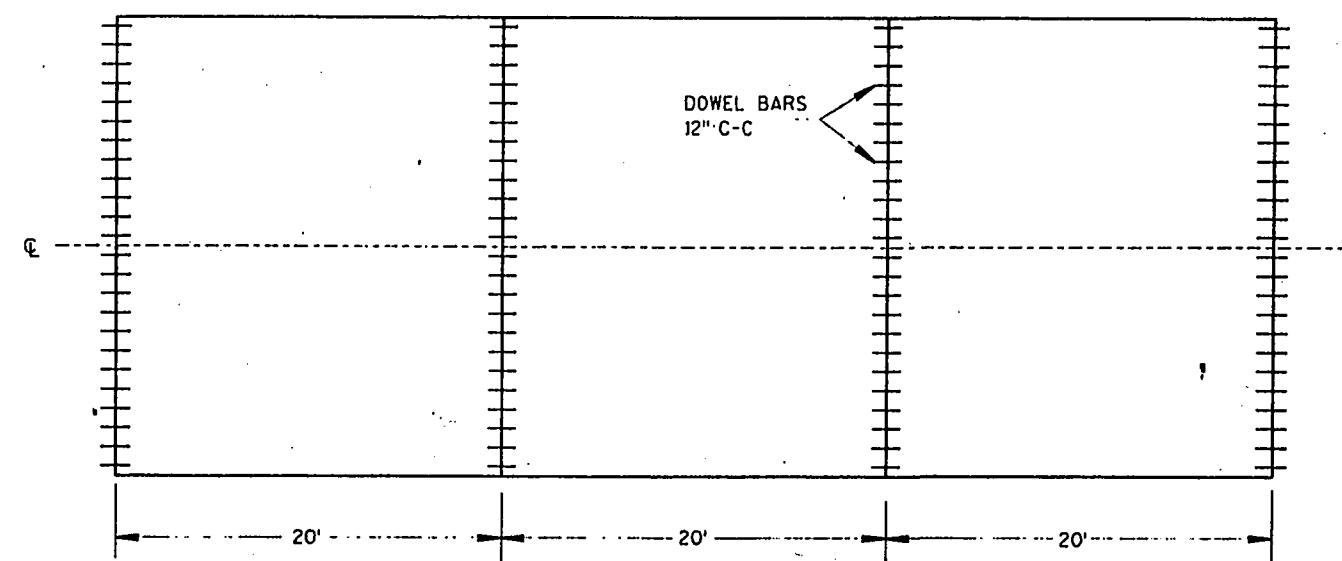
③ ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY MAY BE USED WHEN APPROVED BY THE ENGINEER.



INSTALLING DEVICE FOR DOWEL BARS ③



CONSTRUCTION JOINT

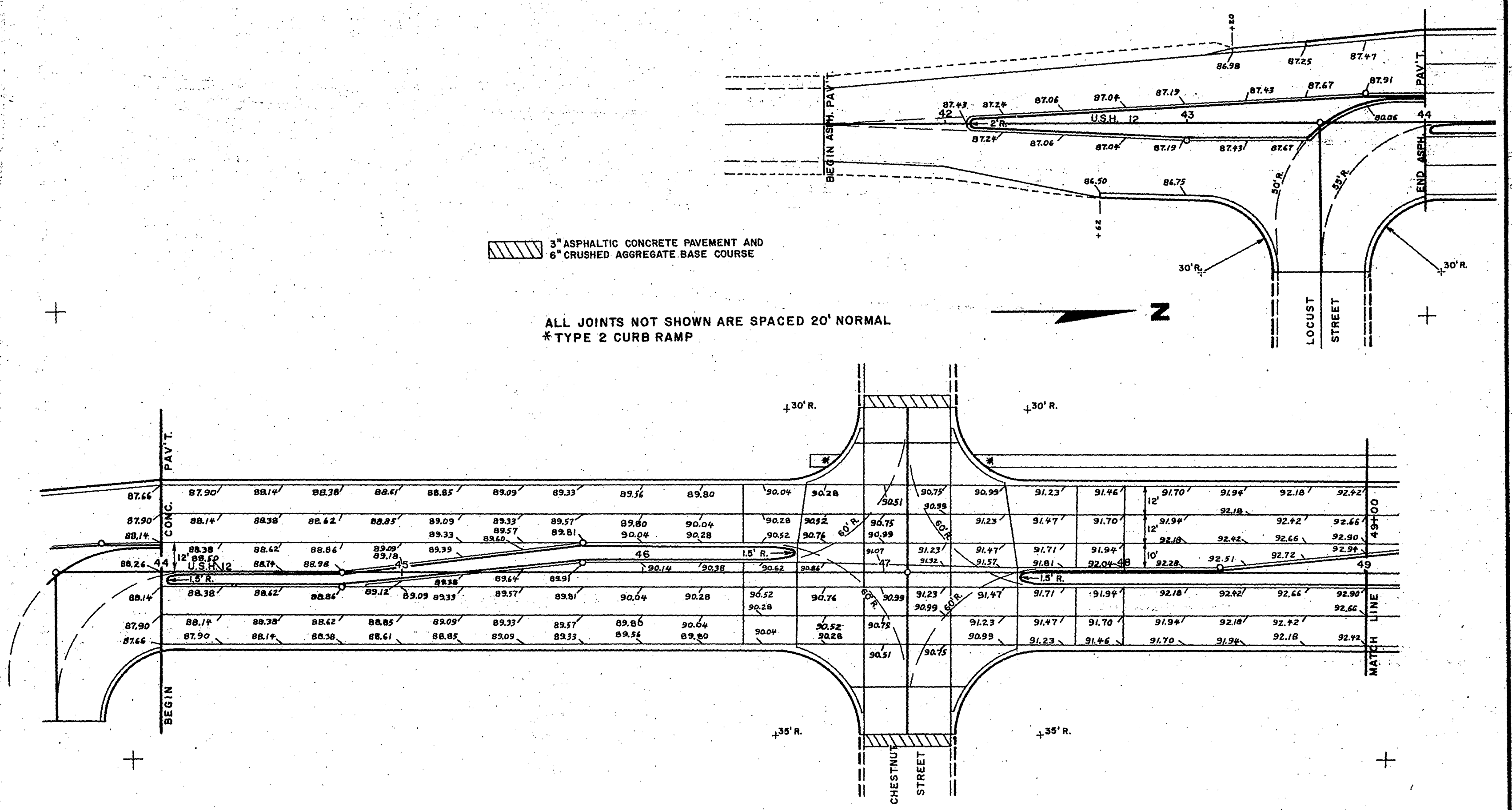


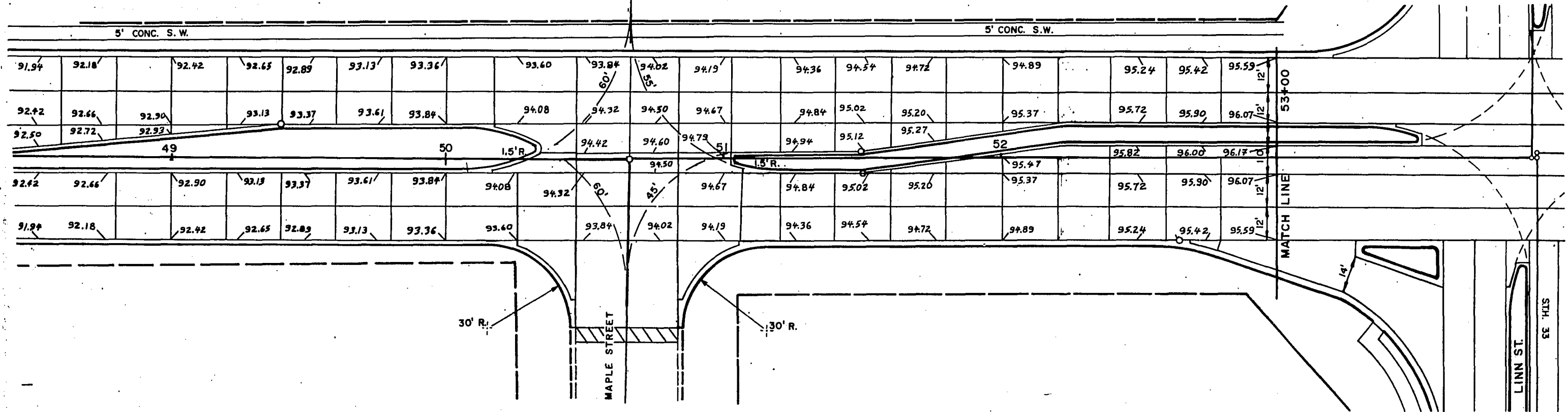
CONTRACTION JOINT LOCATIONS

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

3" ASPHALTIC CONCRETE PAVEMENT AND
6" CRUSHED AGGREGATE BASE COURSE

ALL JOINTS NOT SHOWN ARE SPACED 20' NORMAL
* TYPE 2 CURB RAMP

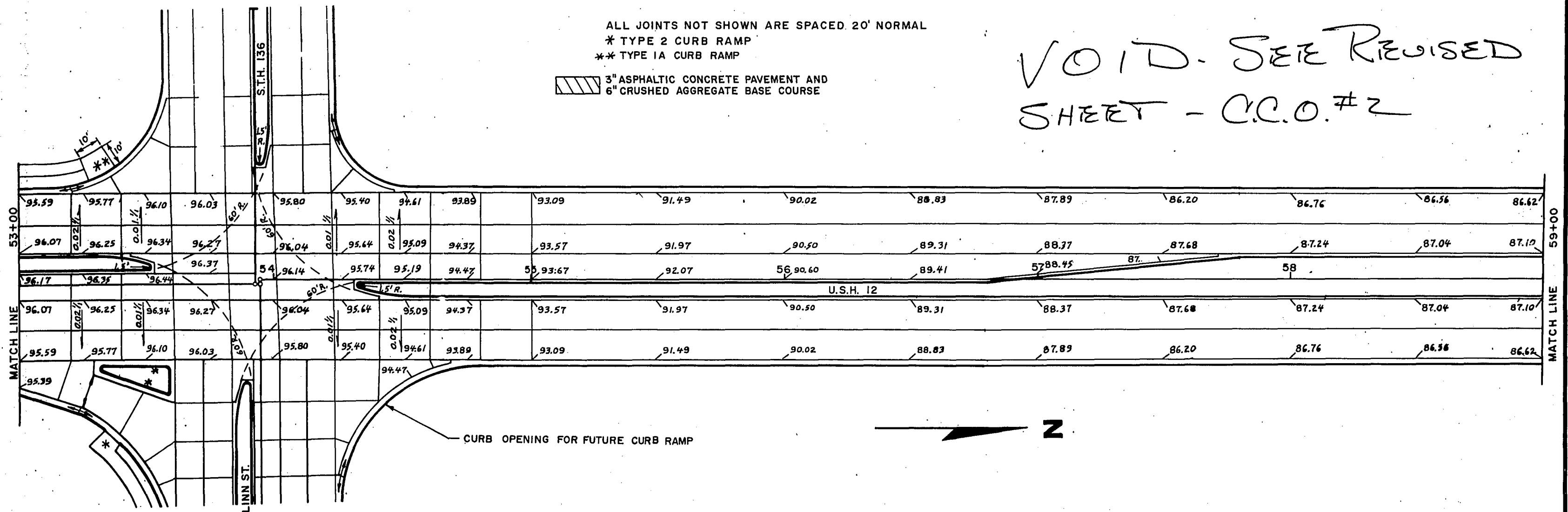


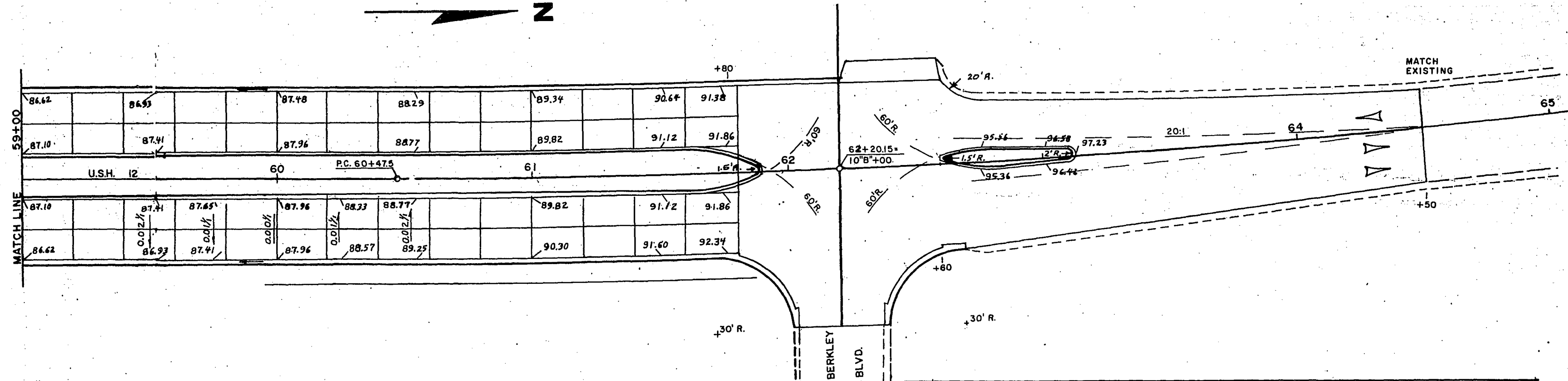


ALL JOINTS NOT SHOWN ARE SPACED 20' NORMAL
 * TYPE 2 CURB RAMP
 ** TYPE 1A CURB RAMP

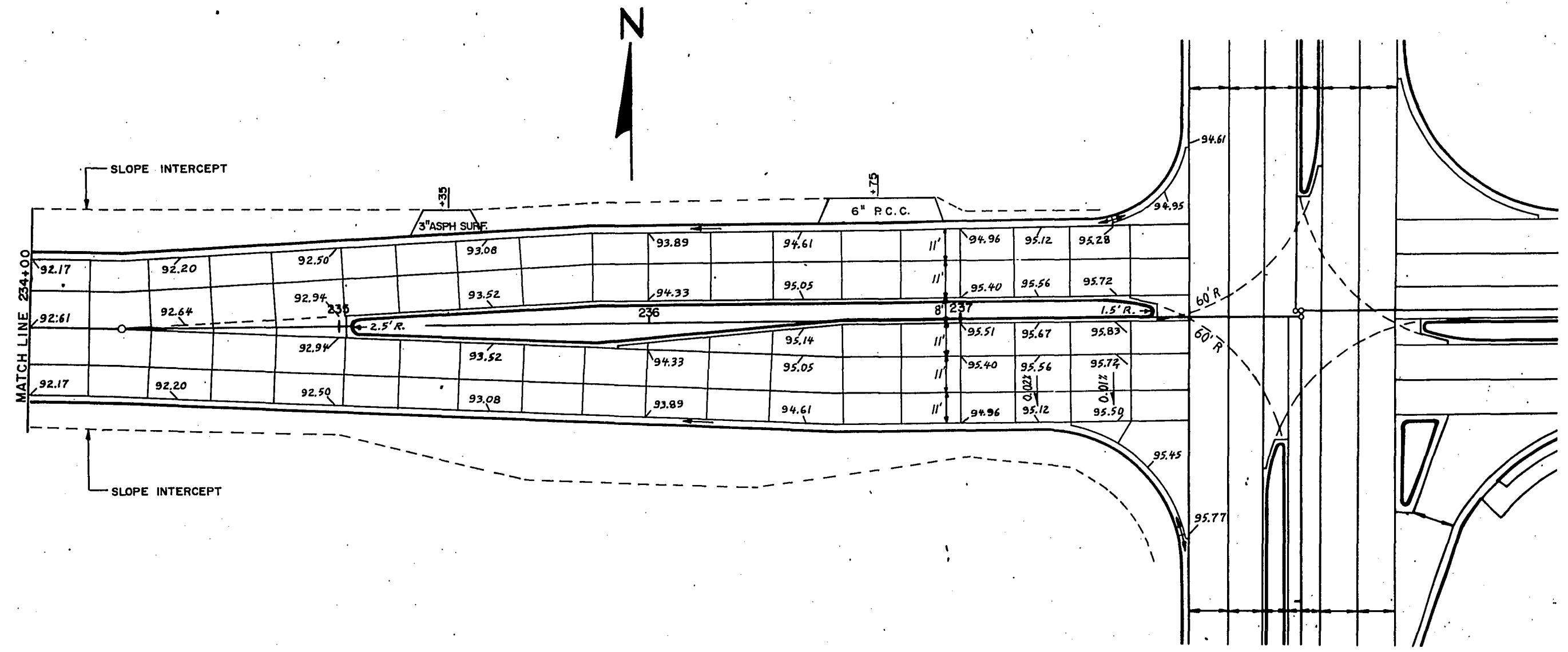
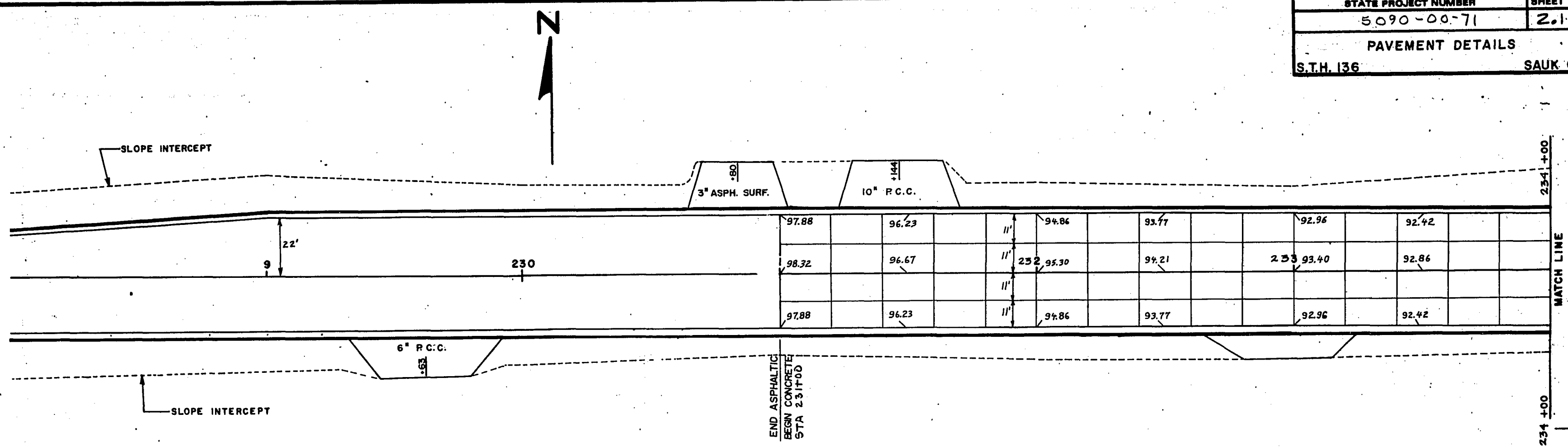
3" ASPHALTIC CONCRETE PAVEMENT AND
 6" CRUSHED AGGREGATE BASE COURSE

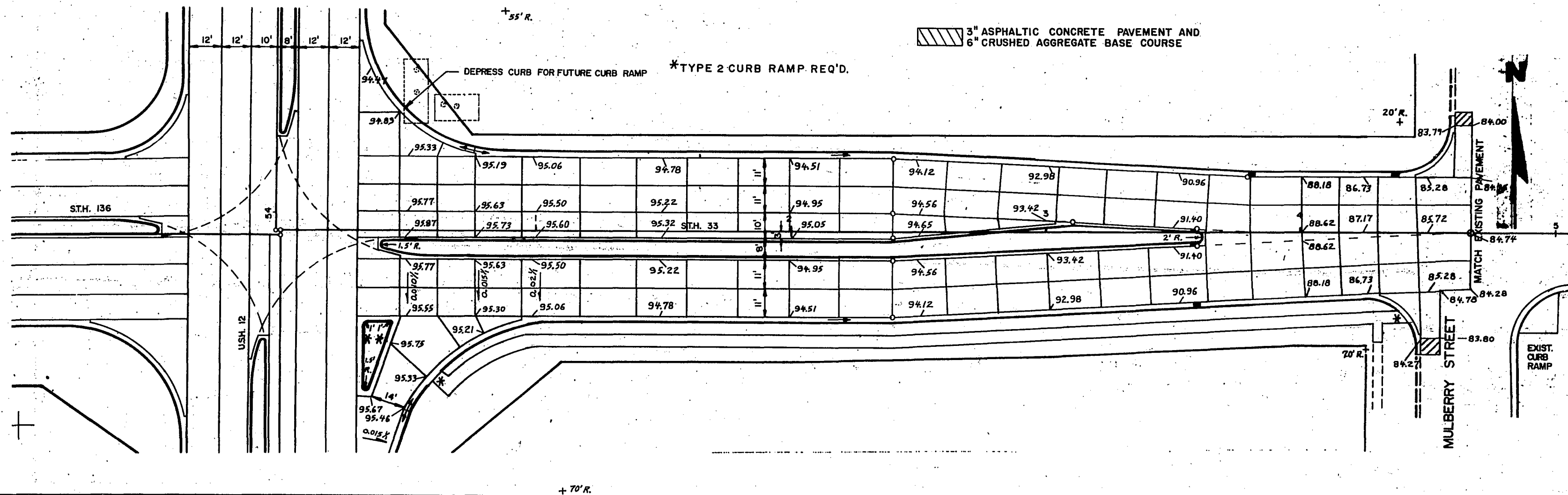
VOID - SEE REVISED
 SHEET - C.C.O. #2

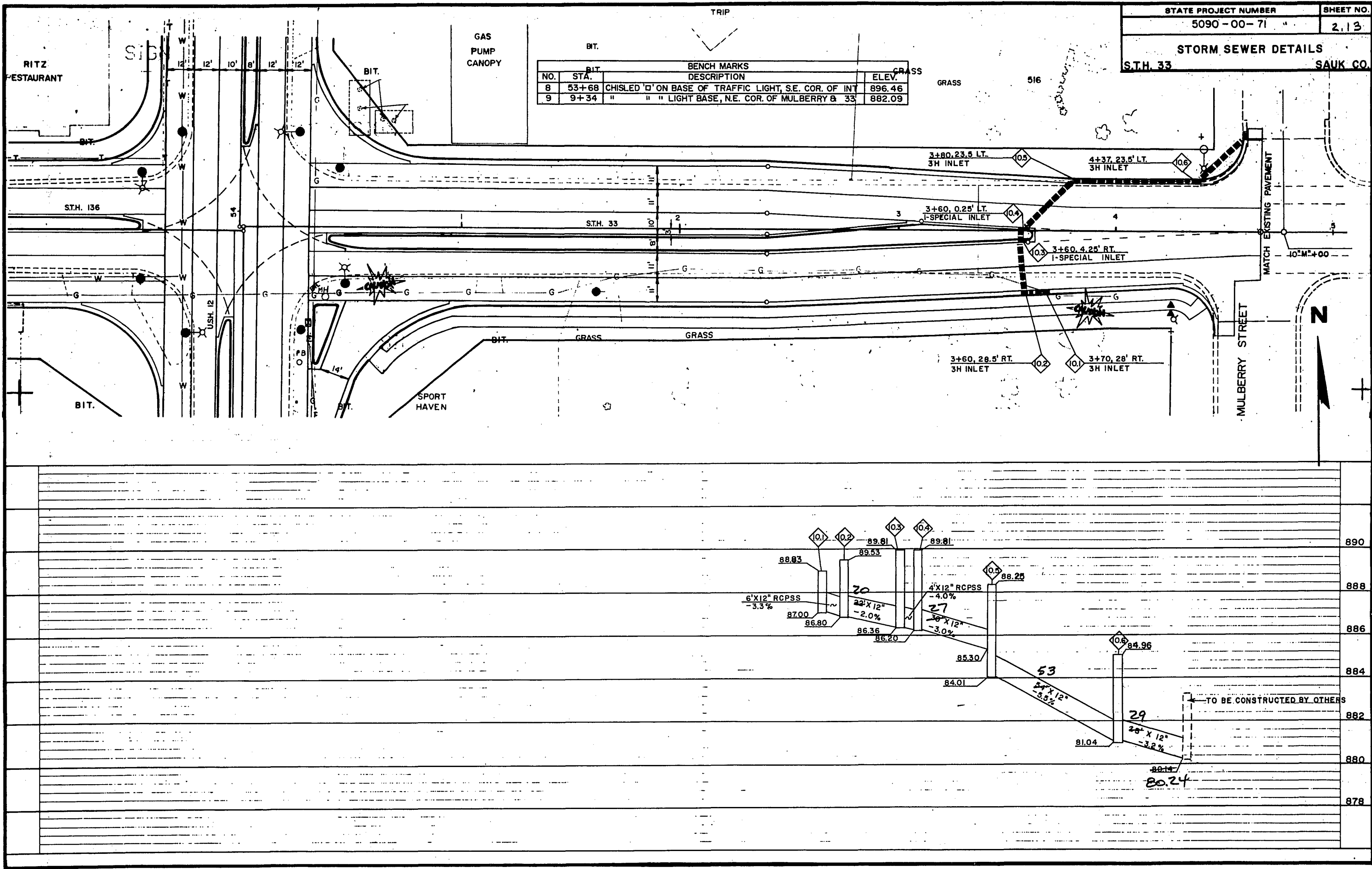


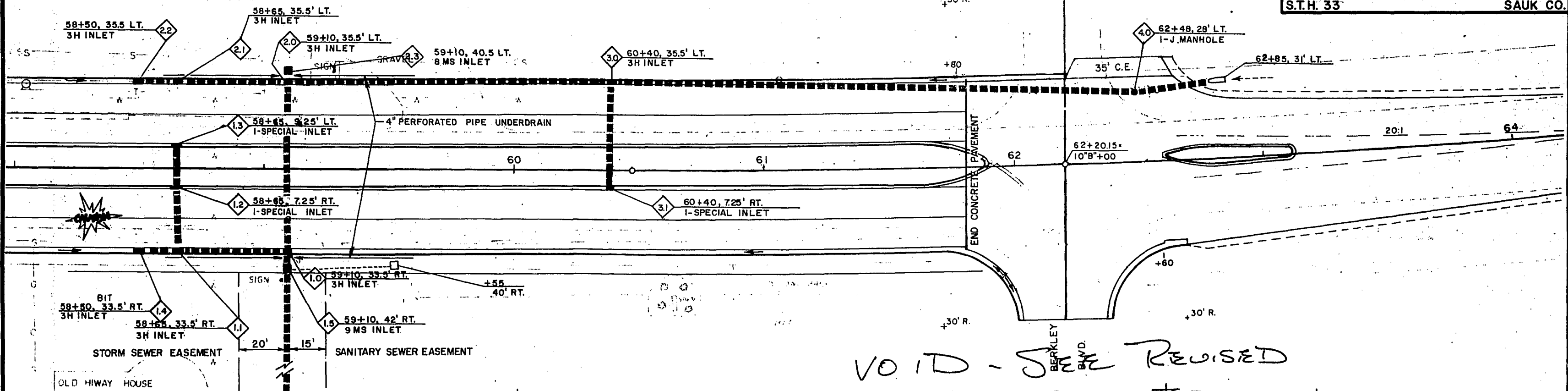


VOID - SEE REVISED
SHEET - C.C.O. #2

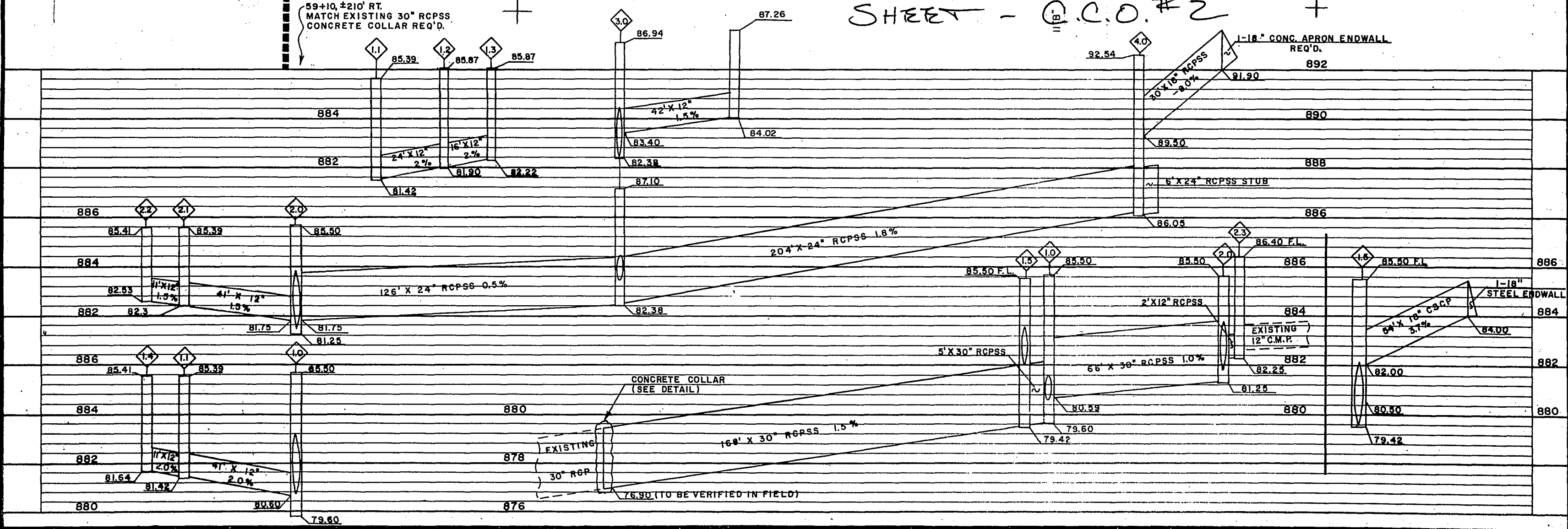


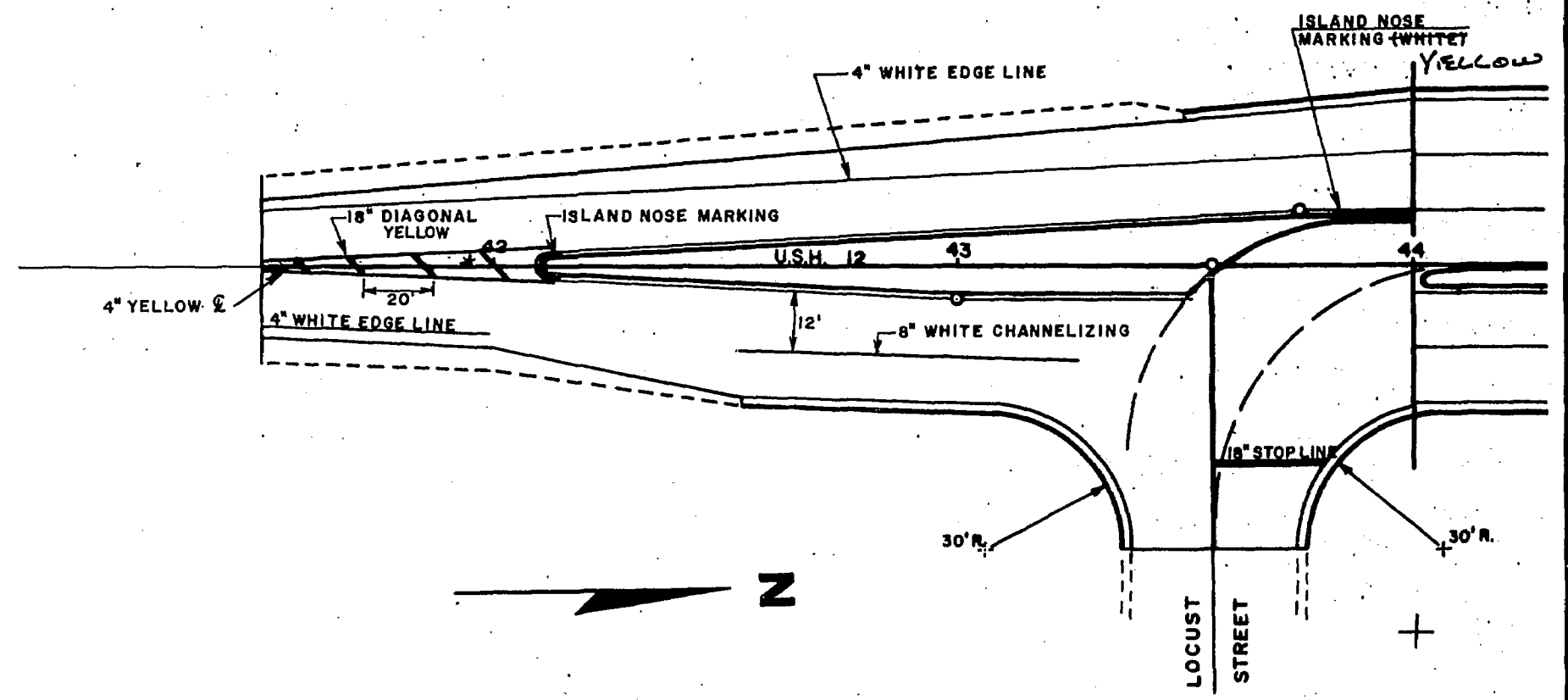




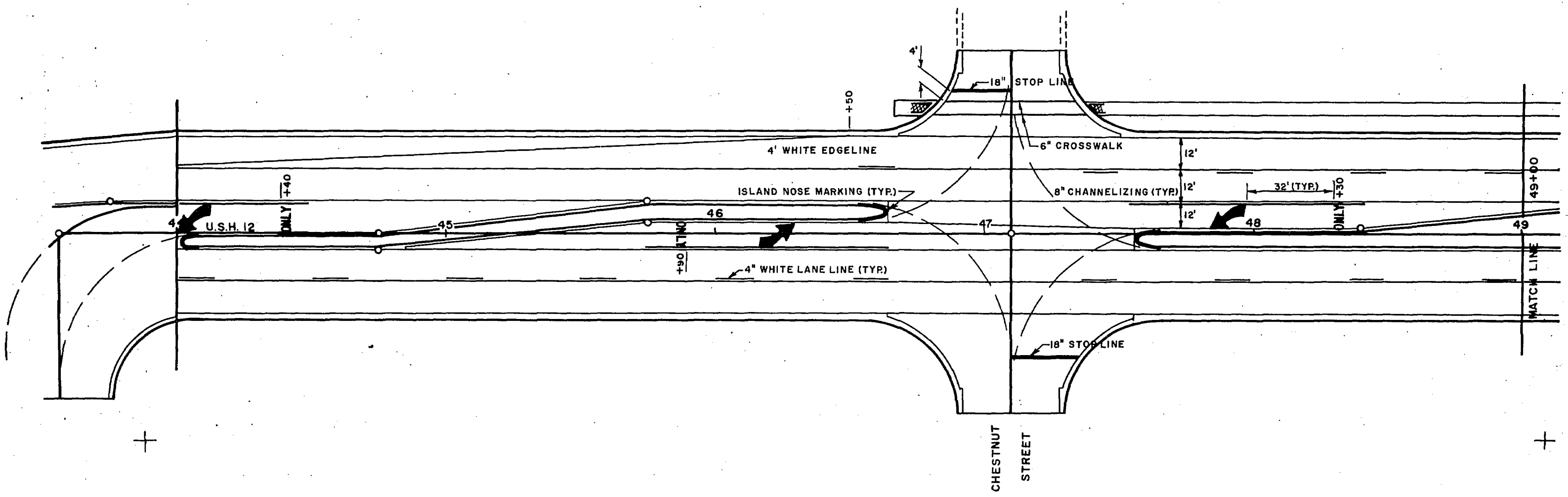


VOID - SEE REVISED
SHEET - C.C.O. #2





* 45° ∠ (TYP.)

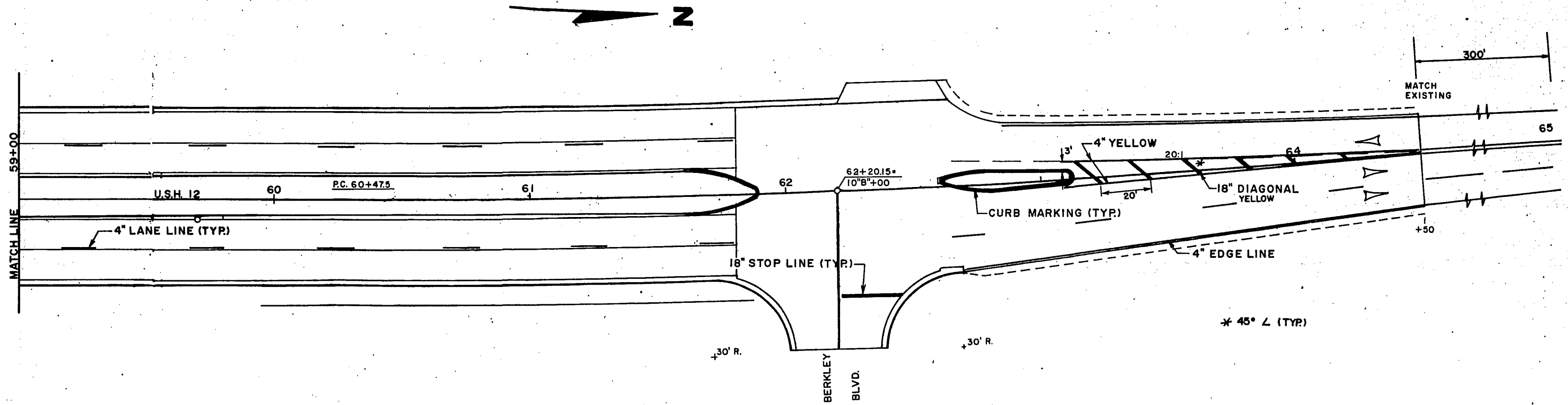


S.T.H. 33

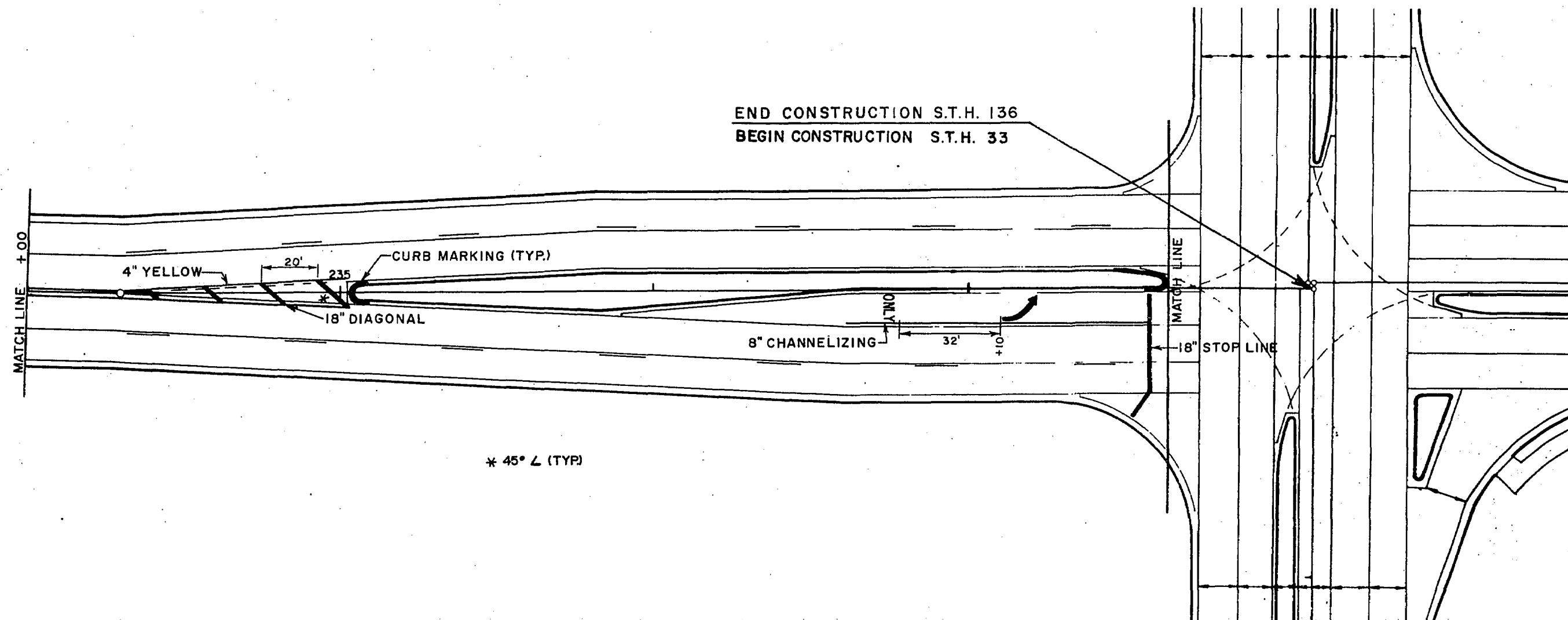
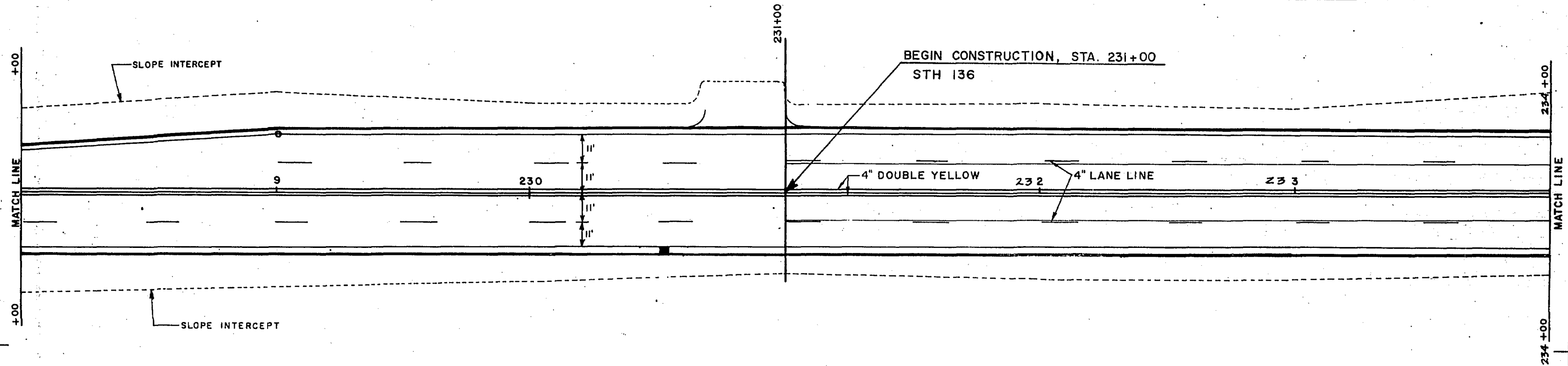
SAUK CO.

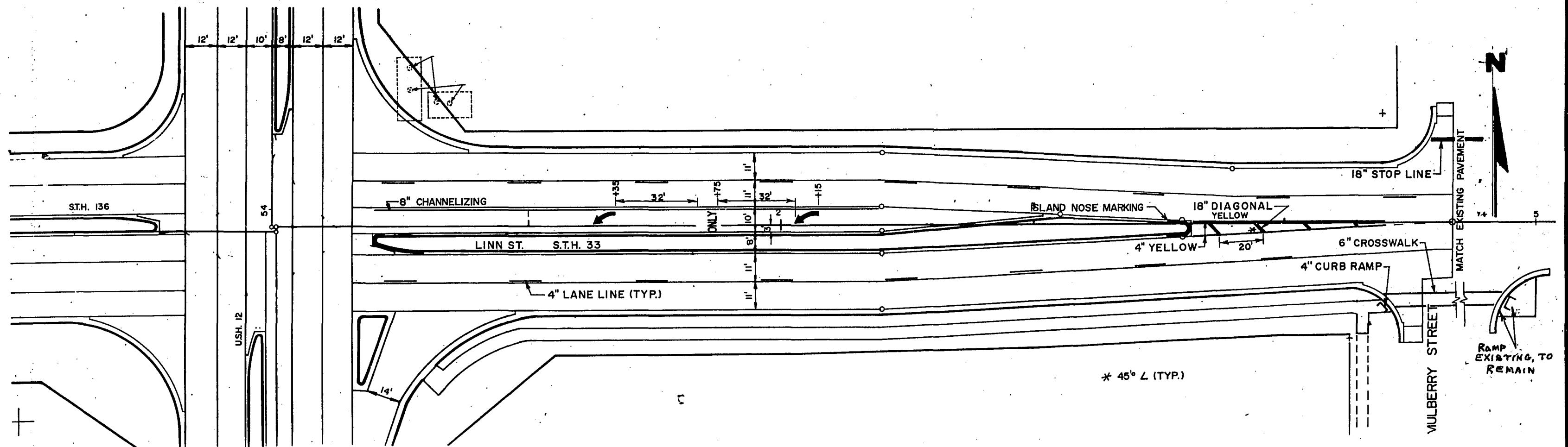


STATE PROJECT NUMBER	SHEET NO.
5090-00-71	2.17
PAVEMENT MARKING DETAILS	
S.T.H. 33	SAUK CO.



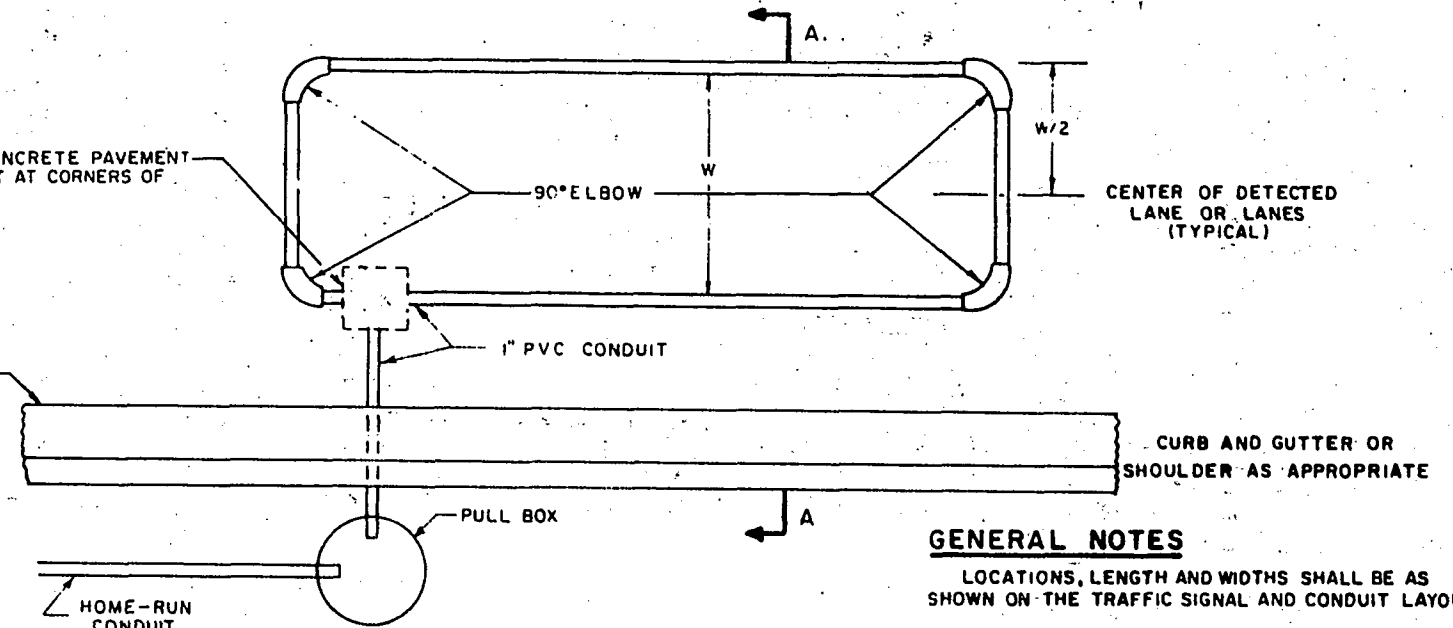
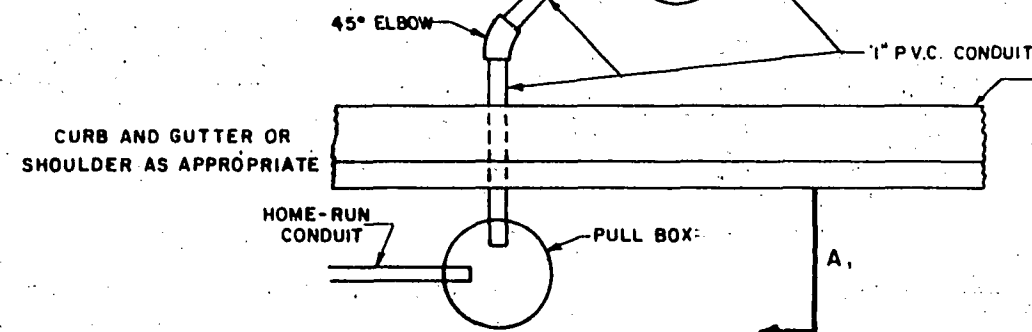
STATE PROJECT NUMBER	SHEET NO.
5090-00-71	218
PAVEMENT MARKING DETAILS	
S.T.H. 136	SAUK CO.





PLACE 8"x8"x8" JUNCTION BOX IN CONCRETE PAVEMENT
LOCATE OUT OF WHEEL TRACK, BUT NOT AT CORNERS
OF CONDUIT

PLACE 8"x8"x8" JUNCTION BOX IN CONCRETE PAVEMENT
LOCATE OUT OF WHEEL TRACK, BUT NOT AT CORNERS OF
CONDUIT



GENERAL NOTES

LOCATIONS, LENGTH AND WIDTHS SHALL BE AS SHOWN ON THE TRAFFIC SIGNAL AND CONDUIT LAYOUT PLAN SHEETS.

ALL THREAD ASSEMBLIES OF METALLIC PARTS SHALL BE PROTECTED FROM RUST, CORROSION, AND ANTI-SEIZE BY COATING THE MATING SURFACES WITH AN APPROVED COMPOUND

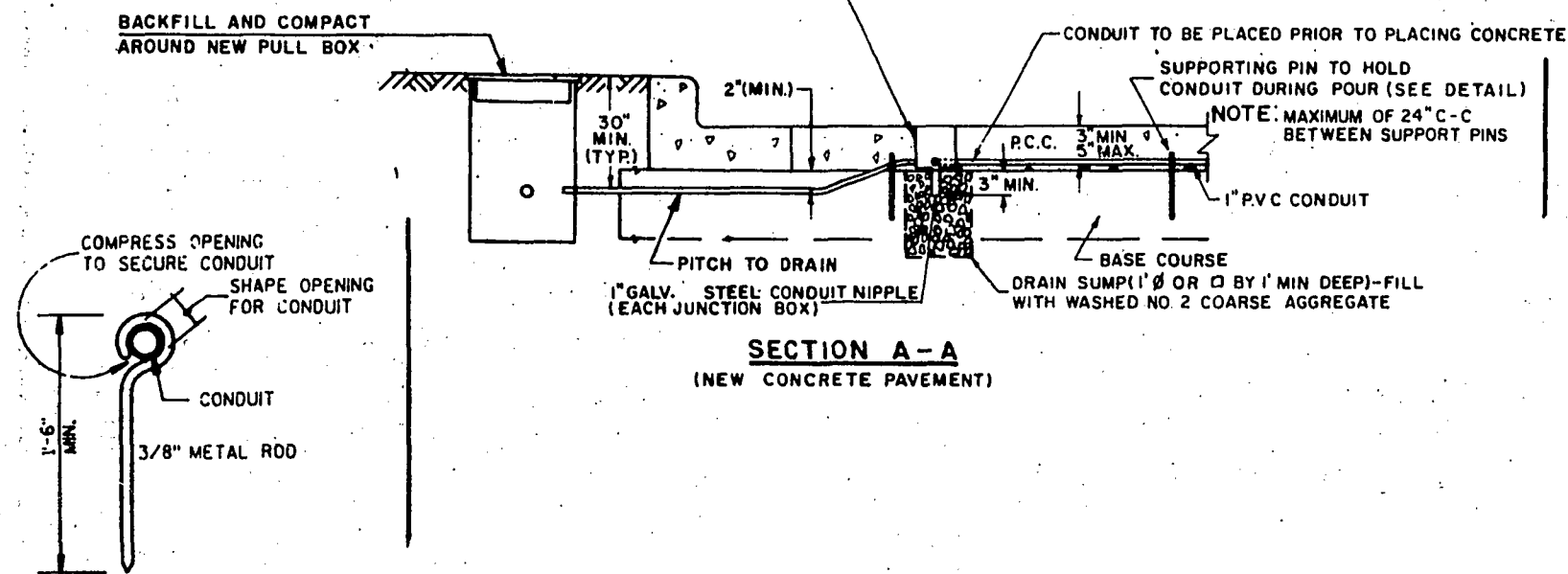
ALL CONNECTIONS SHALL BE WATER TIGHT.

8"x8"x8" JUNCTION BOX (SEPARATE ITEM)

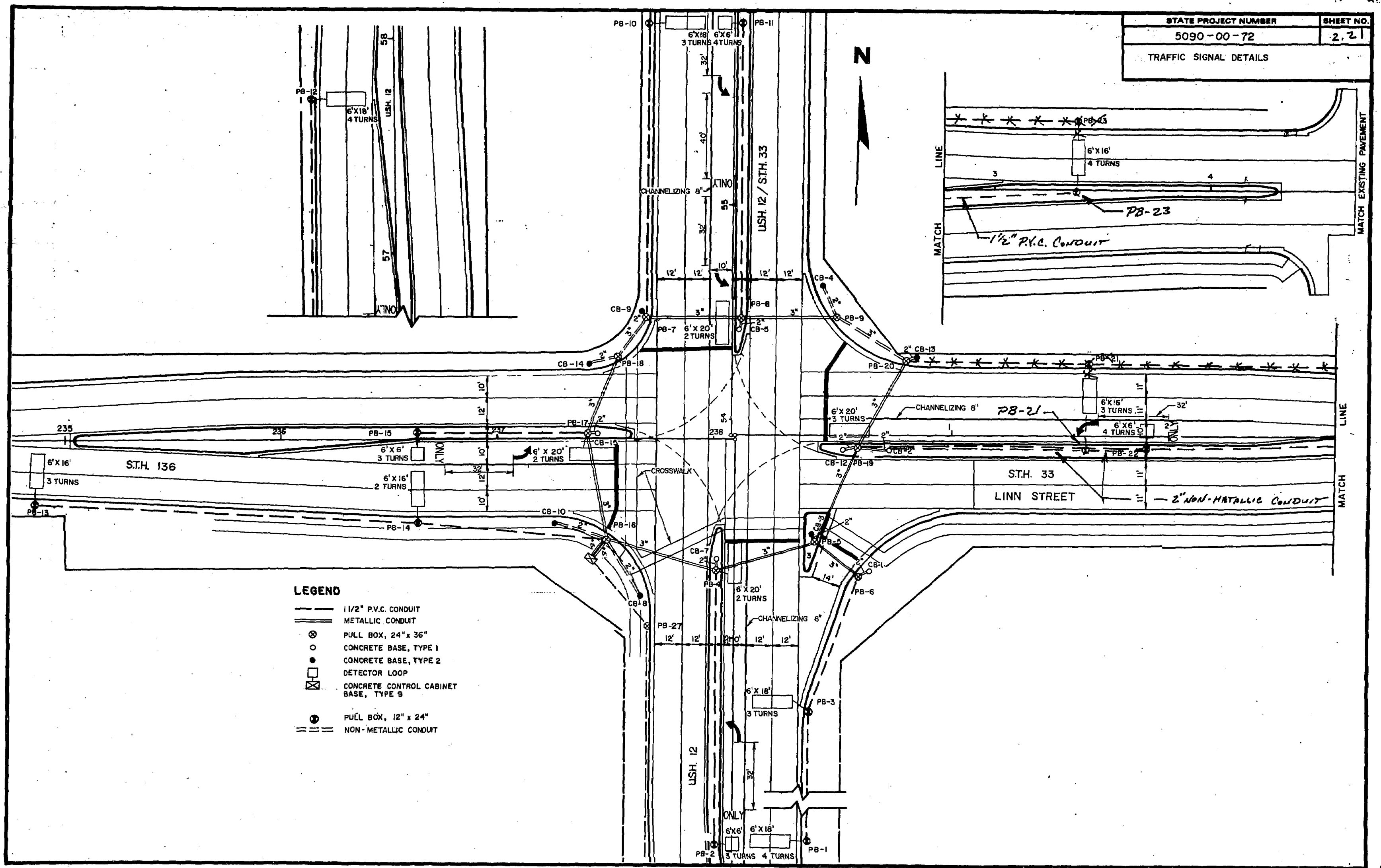
THE COVER PLATE SHALL BE CHECKERED STEEL, SUITABLE FOR VEHICULAR TRAFFIC, HEAVY DUTY, HOT-DIPPED GALVANIZED WITH GASKET TO MAKE WATER TIGHT. ATTACH COVER WITH RECESSED, HEX HEAD STAINLESS STEEL MACHINE BOLTS.

BACKFILL AND COMPACT AROUND NEW PULL BOX

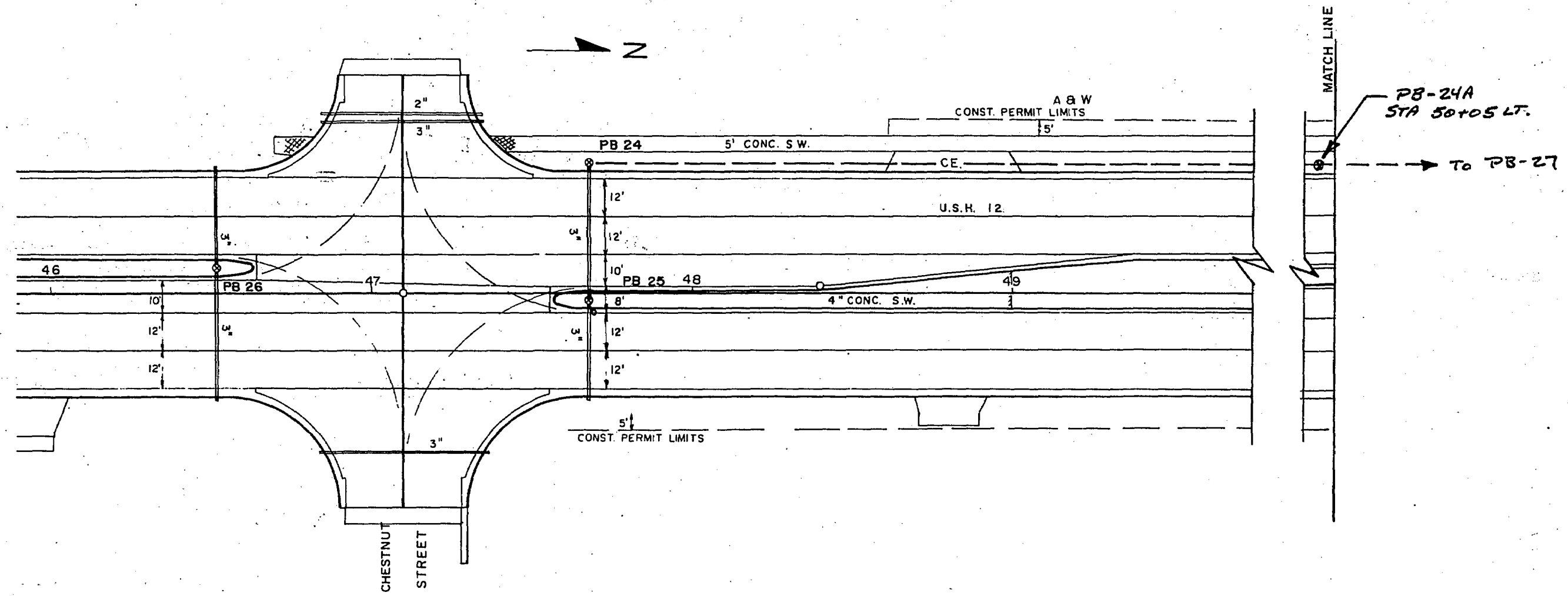
TYPICAL PLAN VIEWS OF DETECTOR LOOP INSTALLED (SEE REQUIRED SECTION FOR FINISHED PAVEMENT "STRUCTURE" IN AREA)



DETAIL FOR MIN. HOLD DOWN PIN
(INCIDENTAL TO CONDUIT)



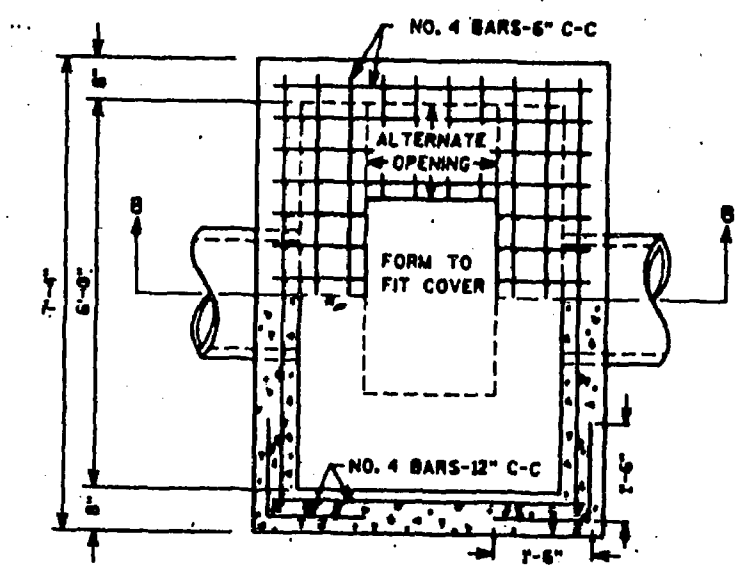
- LEGEND**
- 1 1/2" P.V.C. CONDUIT
 - ==== METALLIC CONDUIT
 - ⊗ PULL BOX, 24" x 36"
 - CONCRETE BASE, TYPE 1
 - CONCRETE BASE, TYPE 2
 - DETECTOR LOOP
 - ⊠ CONCRETE CONTROL CABINET BASE, TYPE 9
 - ⊙ PULL BOX, 12" x 24"
 - == NON-METALLIC CONDUIT



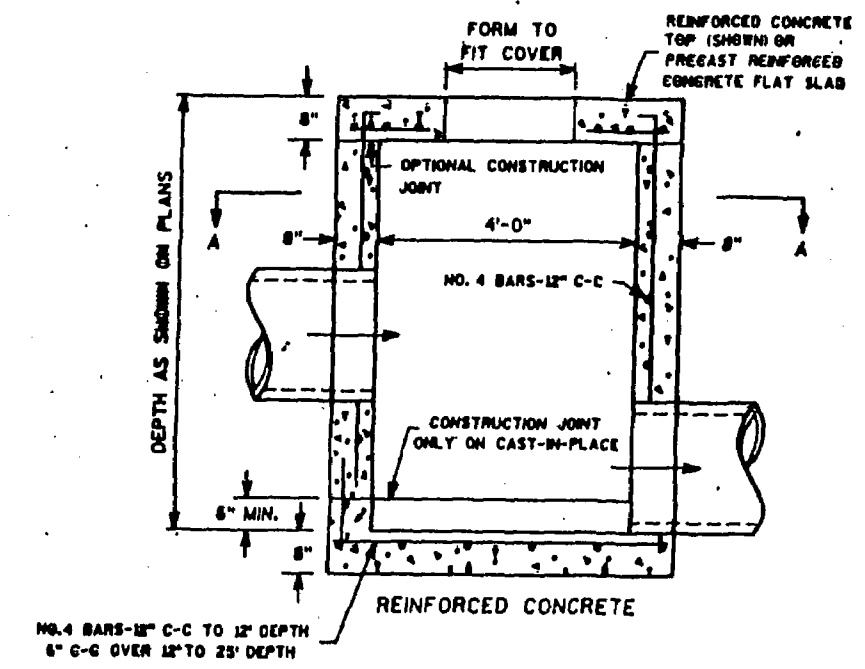
LEGEND

- 1 1/2" NONMETALLIC
- * METALLIC CONDUIT
- ⊗ PULL BOX, 24" x 36"
- CONCRETE BASE, TYPE 1
- CONCRETE BASE, TYPE 2
- DETECTOR LOOP
- ⊠ CONCRETE CONTROL CABINET BASE, TYPE 9
- ⊕ PULL BOX, 12" x 24"
- == * NON-METALLIC CONDUIT
- * SIZE AS NOTED

STATE PROJECT NUMBER	SHEET NO.
5090-00-71	2.23
SPECIAL INLET DETAILS	
U.S.H. 12	SAUK CO.



SECTION A-A



SECTION B-B

INLET, TYPE SPECIAL
NOT USED

LEGEND

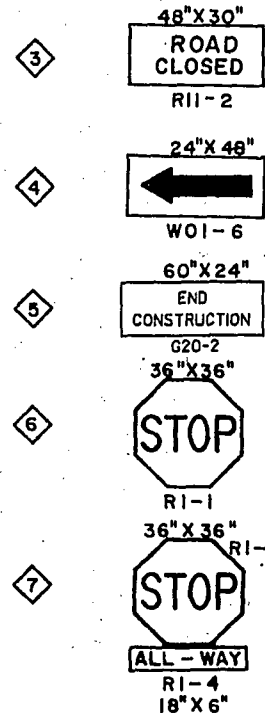
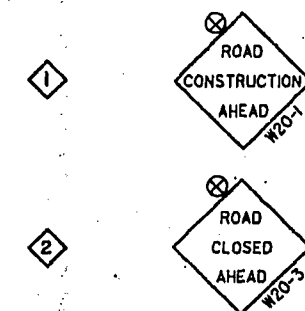
TYPE III BARRICADE W/TYPE "A" FLASHING LIGHTS (W/WO STANDARD SIGN)

TRAFFIC CONTROL DRUMS W/ TYPE "C" STEADY BURN LIGHT

TYPE "A" FLASHING LIGHT

POST-MOUNTED SIGNS

WORK ZONE



GENERAL TRAFFIC CONTROL NOTES

THE CONTRACTOR WILL COORDINATE ALL TRAFFIC CONTROL WORK WITH SIMILAR WORK ON PROJECT 5573-03-71

SIGN SPACING MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.

ALL EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THE NEW WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER.

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

WO IS TYPE W SIGN WITH REFLECTIVE ORANGE BACKGROUND.

BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.

SEE STANDARD DETAIL DRAWINGS FOR SIGN LAYOUT ON SIDE ROADS.

TYPE "A" FLASHING LIGHTS SHALL BE PLACED ON ALL ADVANCE WARNING SIGNS.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

STATE PROJECT NUMBER

5090-00-71

SHEET NO.

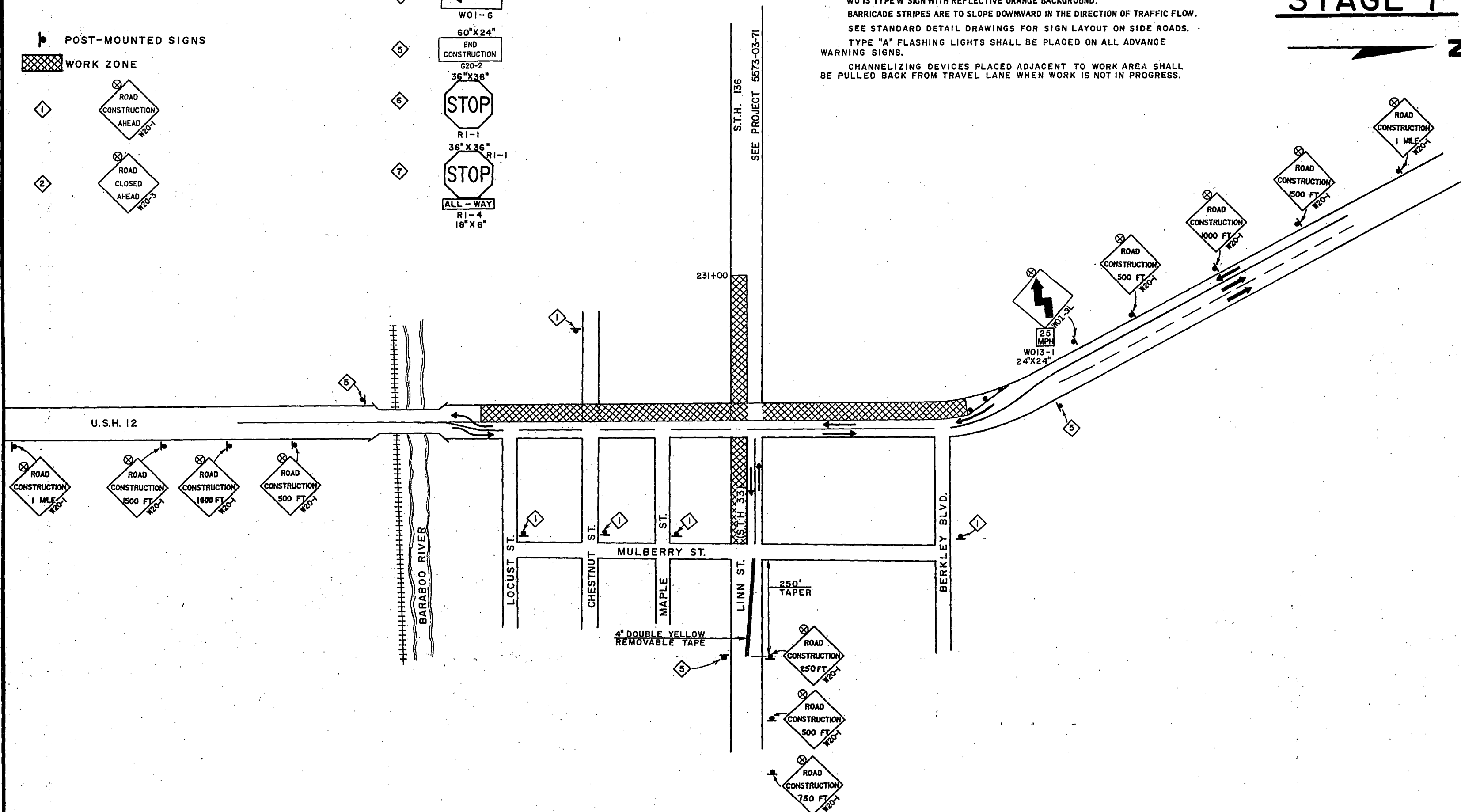
2.24

TRAFFIC CONTROL

S.T.H. 33

SAUK CO.

STAGE I



STAGE 1

STATE PROJECT NUMBER

5090-00-71

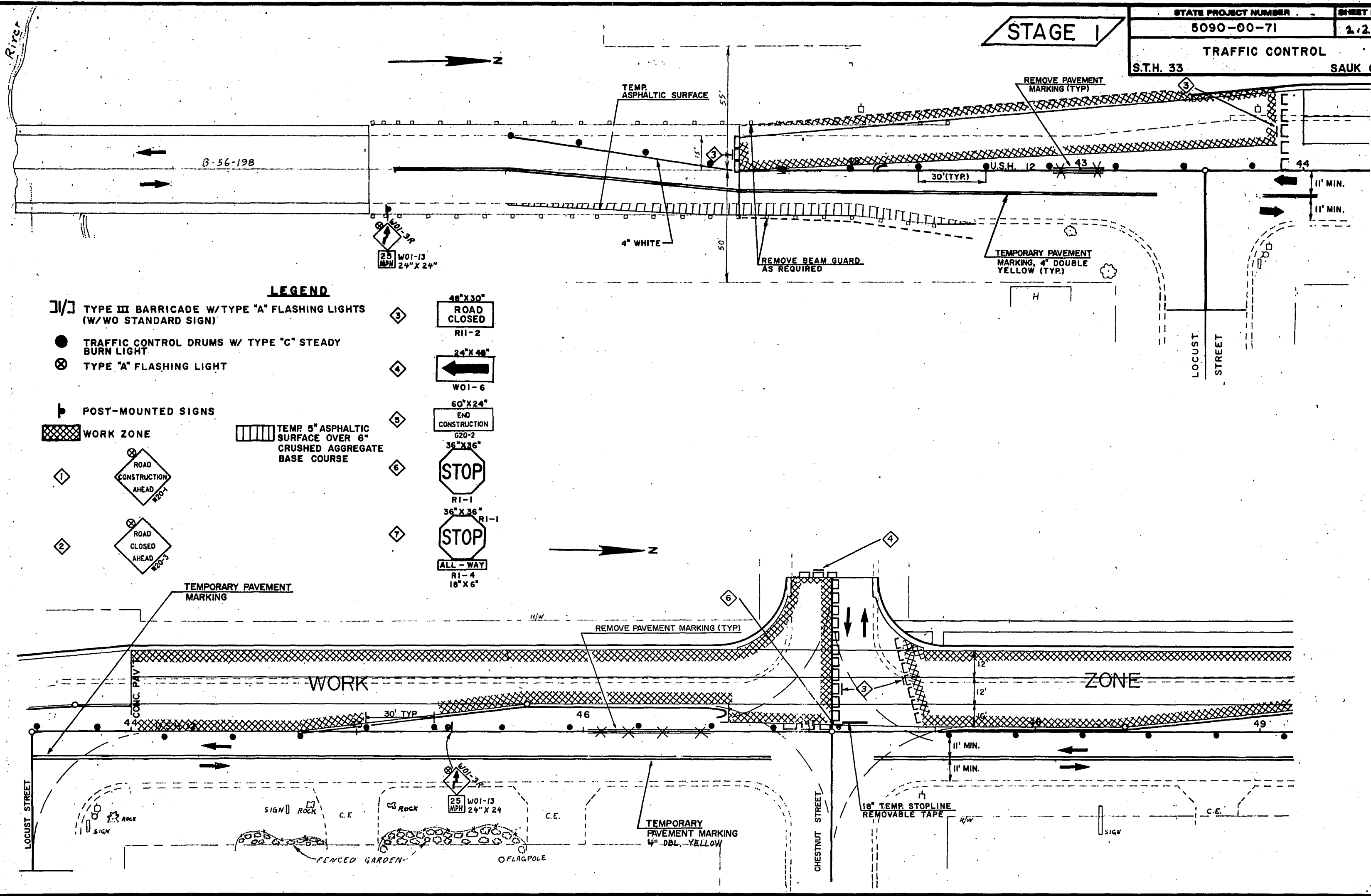
SHEET NO.

2125

TRAFFIC CONTROL

S.T.H. 33

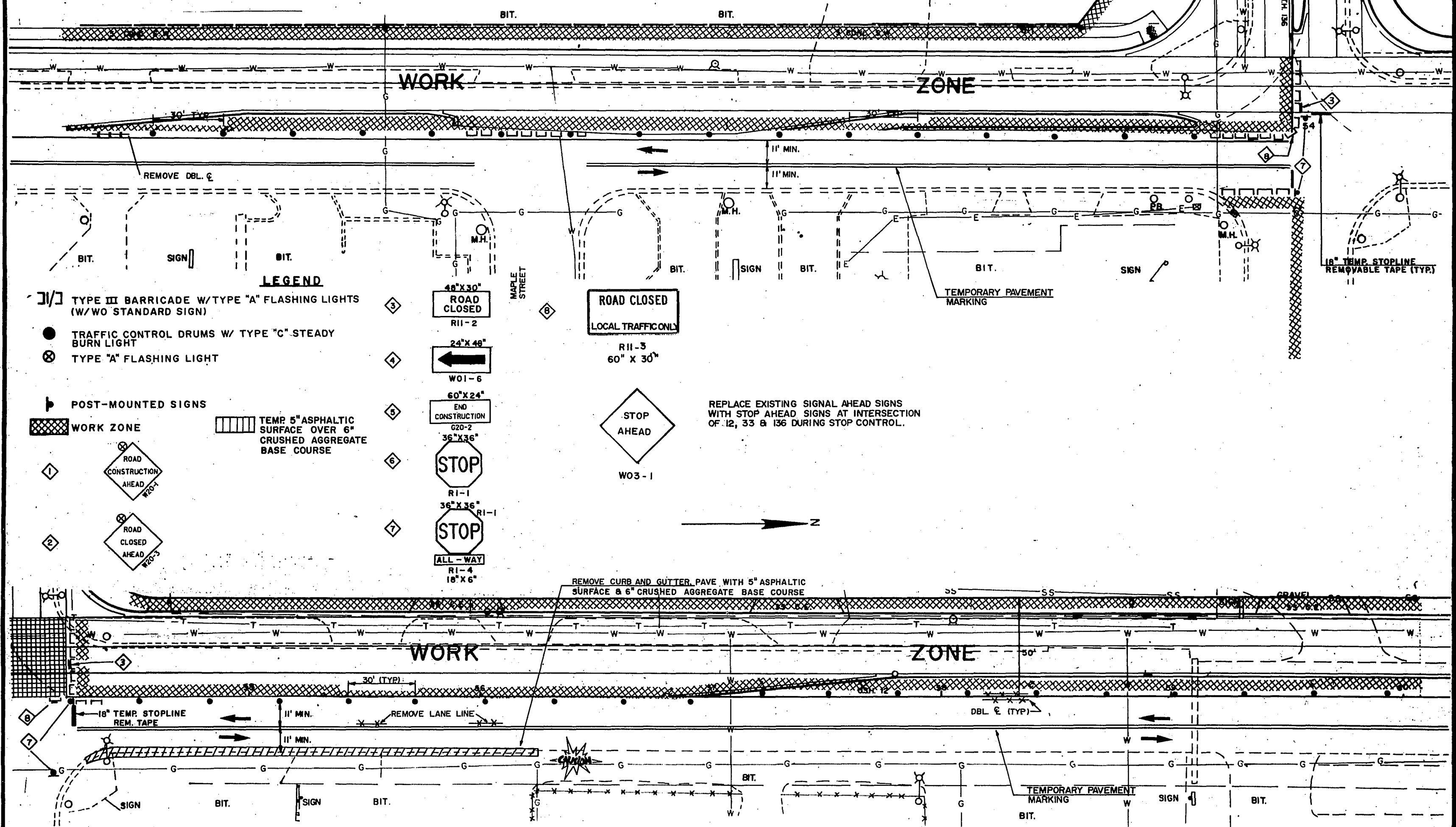
SAUK CO.

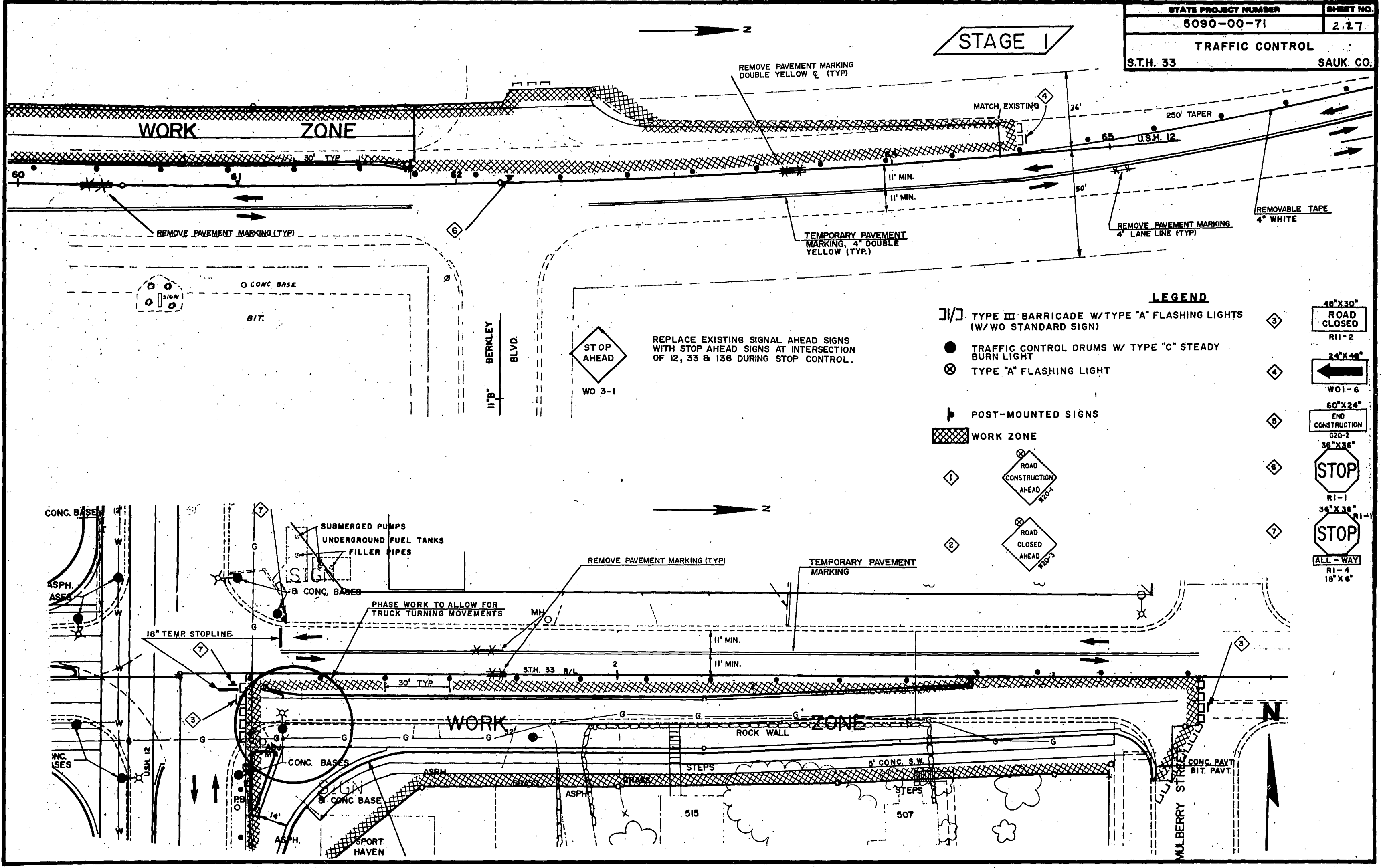


LEGEND

- TYPE III BARRICADE W/TYPE "A" FLASHING LIGHTS (W/NO STANDARD SIGN)
- TRAFFIC CONTROL DRUMS W/ TYPE "C" STEADY BURN LIGHT
- TYPE "A" FLASHING LIGHT
- POST-MOUNTED SIGNS
- WORK ZONE
- TEMP 5" ASPHALTIC SURFACE OVER 6" CRUSHED AGGREGATE BASE COURSE
- 48"X30" ROAD CLOSED R11-2
- 24"X48" W01-6
- 60"X24" END CONSTRUCTION G20-2
- 36"X36" STOP R1-1
- 36"X36" STOP R1-1
- ALL-WAY R1-4 18"X6"
- ROAD CONSTRUCTION AHEAD W20-1
- ROAD CLOSED AHEAD W20-2

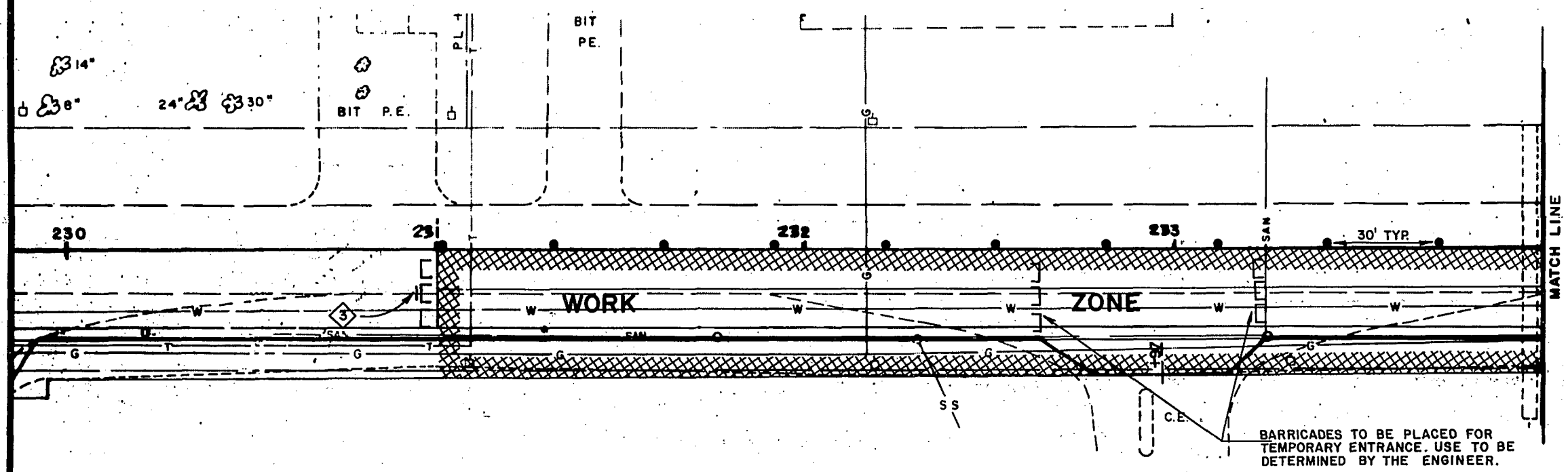
STAGE 1





- LEGEND**
- TYPE III BARRICADE W/TYPE "A" FLASHING LIGHTS (W/NO STANDARD SIGN)
 - TRAFFIC CONTROL DRUMS W/ TYPE "C" STEADY BURN LIGHT
 - TYPE "A" FLASHING LIGHT
 - POST-MOUNTED SIGNS
 - WORK ZONE
 - ROAD CONSTRUCTION AHEAD W20-1
 - ROAD CLOSED AHEAD W20-3
 - 48"x30" ROAD CLOSED R11-2
 - 24"x48" ROAD CLOSED W01-6
 - 60"x24" END CONSTRUCTION G20-2
 - 36"x36" STOP R1-1
 - 36"x36" STOP R1-1
 - ALL-WAY STOP R1-4 18"x6"

STAGE I



STOP
AHEAD
W03-1

REPLACE SIGNAL AHEAD SIGNS WITH
STOP AHEAD SIGNS AT INTERSECTION
OF 12, 33 & 136 DURING STOP CONTROL.

LEGEND

- TYPE III BARRICADE W/TYPE "A" FLASHING LIGHTS (W/WO STANDARD SIGN)
- TRAFFIC CONTROL DRUMS W/ TYPE "C" STEADY BURN LIGHT
- TYPE "A" FLASHING LIGHT
- POST-MOUNTED SIGNS
- WORK ZONE
- TEMP 8" ASPHALTIC SURFACE OVER 6" CRUSHED AGGREGATE BASE COURSE

ROAD CLOSED
R11-2
48" X 30"

ROAD CLOSED
W01-6
24" X 48"

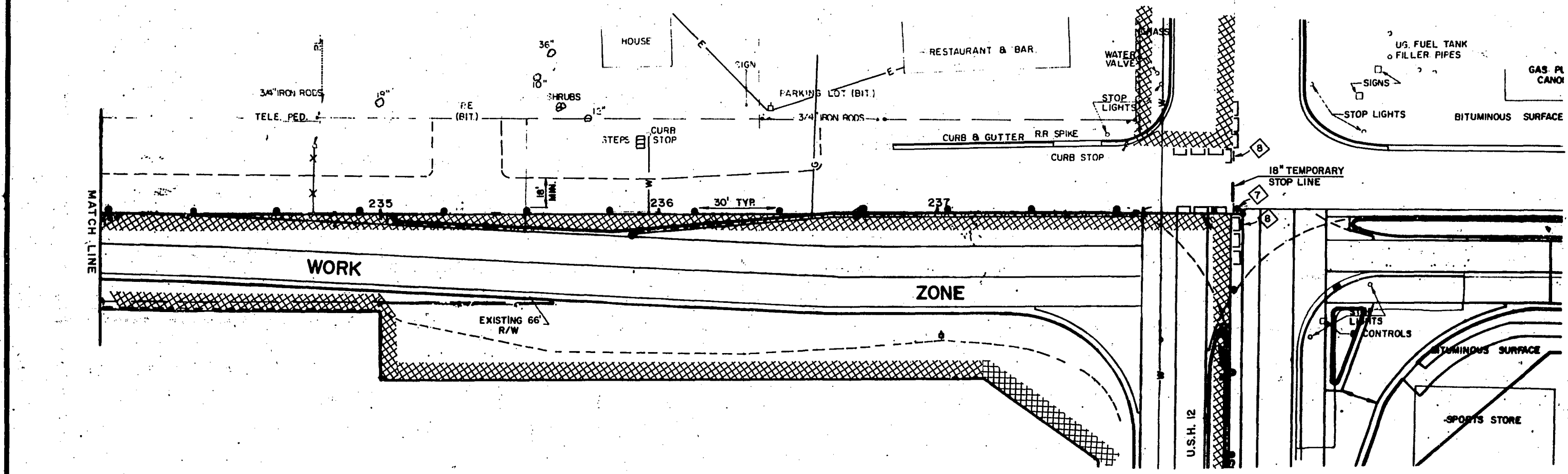
END CONSTRUCTION
G20-2
60" X 24"

STOP
R1-1
36" X 36"

STOP
R1-1
36" X 36"

ALL-WAY
R1-4
18" X 6"

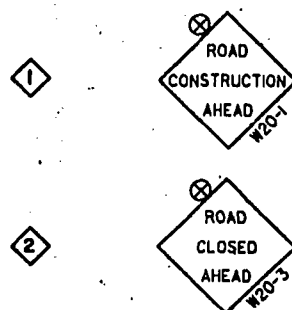
ROAD CLOSED
LOCAL TRAFFIC ONLY
R11-3 60" X 30"



TYPE III BARRICADE W/TYPE "A" FLASHING LIGHTS
(W/WO STANDARD SIGN)

⊗ TYPE "A" FLASHING LIGHT.

POST-MOUNTED SIGNS

 WORK ZONE

48" X 30"
ROAD
CLOSED
RII - 2

24" X 48"
←
WOI-6

60"X24"
END
CONSTRUCTION

36" X 36"



R1-1
36" X 36"



ALL - WAY
R1-4
18" X 6"

4" DOUBLE YELLOW
REMOVABLE TAPE

S.T.H 136

SEE PROJECT 5573-03-71

GENERAL TRAFFIC CONTROL NOTES

THE CONTRACTOR WILL COORDINATE ALL TRAFFIC CONTROL WORK WITH
SIMILAR WORK ON PROJECT 5573-03-71

SIGN SPACING MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.

ALL EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THE NEW WORK SHALL BE COVERED
AS DIRECTED BY THE ENGINEER.

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

WO IS TYPE W SIGN WITH REFLECTIVE ORANGE BACKGROUND.

BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.

SEE STANDARD DETAIL DRAWINGS FOR SIGN LAYOUT ON SIDE ROADS.

TYPE "A" FLASHING LIGHTS SHALL BE PLACED ON ALL ADVANCE WARNING SIGNS.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

STATE PROJECT NUMBER

SHEET NO.

5090-00-71

2.29

TRAFFIC CONTROL

S.T.H. 33

SAUK CO.

STAGE 2

U.S.H. 12

LOCUST ST.

CHESNUT ST.

MULBERRY ST.

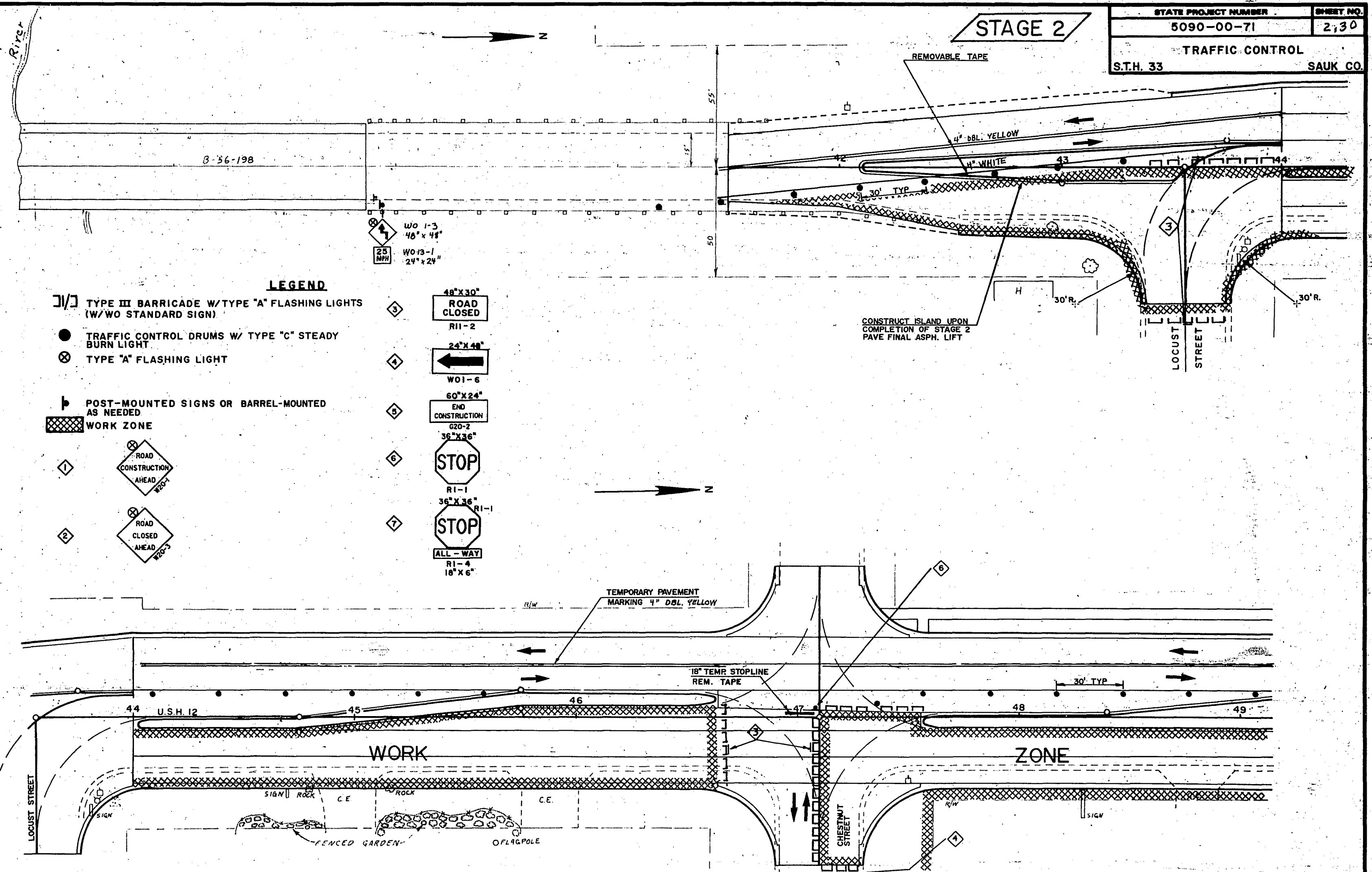
BE

1

BERKLEY BLVD

LINN STREE
(S.T.H. 33)

TELETYPE UNIT 142304



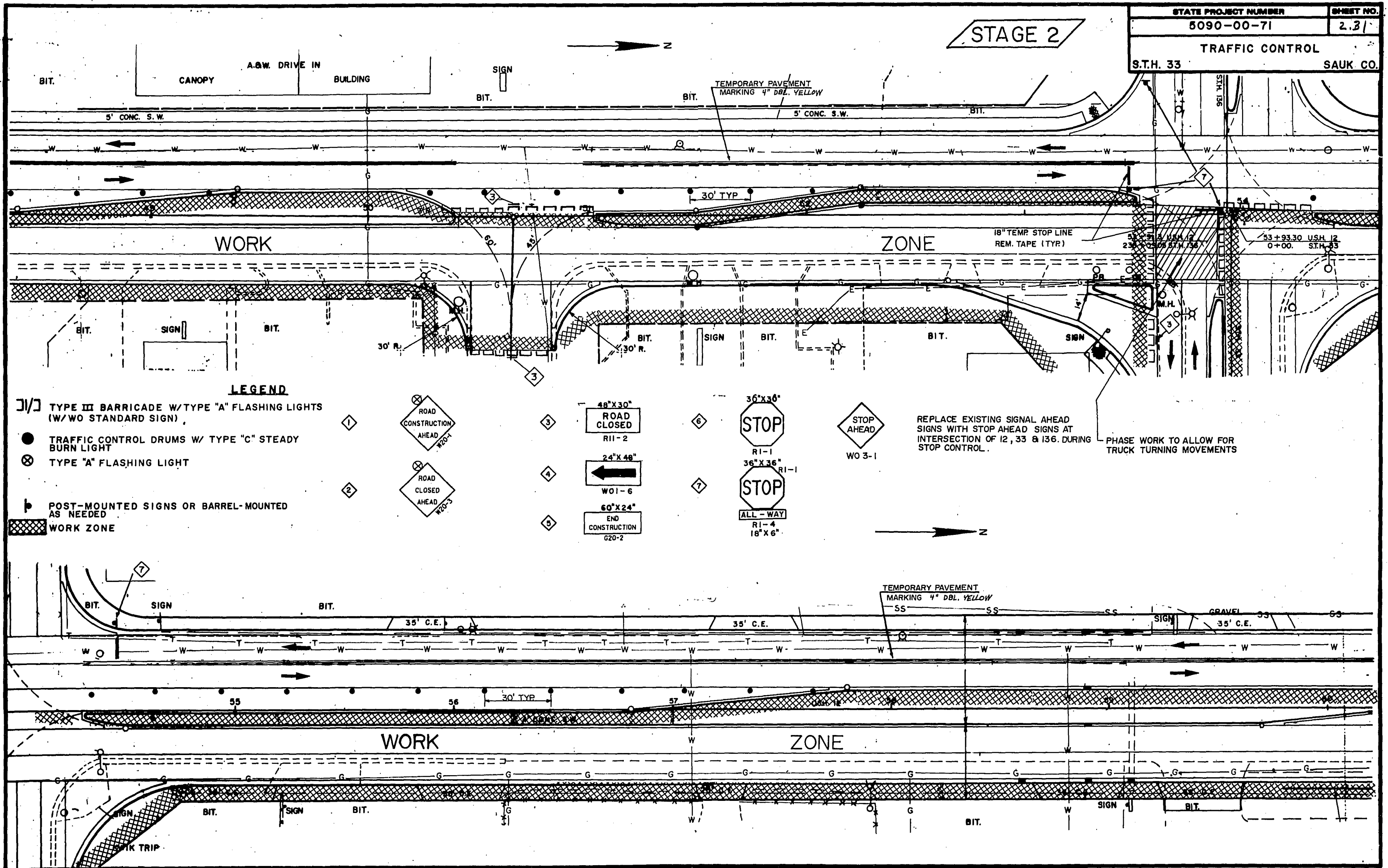
STATE PROJECT NUMBER	SHEET NO.
5090-00-71	2,30
TRAFFIC CONTROL	
S.T.H. 33	SAUK CO.

STAGE 2

LEGEND

- 1/3 TYPE III BARRICADE W/TYPE "A" FLASHING LIGHTS (W/WO STANDARD SIGN)
- TRAFFIC CONTROL DRUMS W/ TYPE "C" STEADY BURN LIGHT
- ⊗ TYPE "A" FLASHING LIGHT
- POST-MOUNTED SIGNS OR BARREL-MOUNTED AS NEEDED
- WORK ZONE
- 1 ROAD CONSTRUCTION AHEAD #20-1
- 2 ROAD CLOSED AHEAD #20-3
- 3 48"X30" ROAD CLOSED R11-2
- 4 24"X48" W01-6
- 5 60"X24" END CONSTRUCTION G20-2
- 6 36"X36" STOP R1-1
- 7 36"X36" STOP R1-1
- ALL-WAY R1-4 18"X6"

STAGE 2



LEGEND

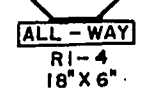
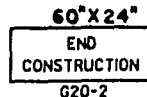
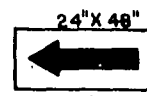
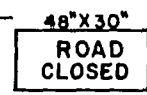
1/1 TYPE III BARRICADE W/TYPE "A" FLASHING LIGHTS (W/NO STANDARD SIGN)

● TRAFFIC CONTROL DRUMS W/ TYPE "C" STEADY BURN LIGHT

⊗ TYPE "A" FLASHING LIGHT

POST-MOUNTED SIGNS OR BARREL-MOUNTED AS NEEDED

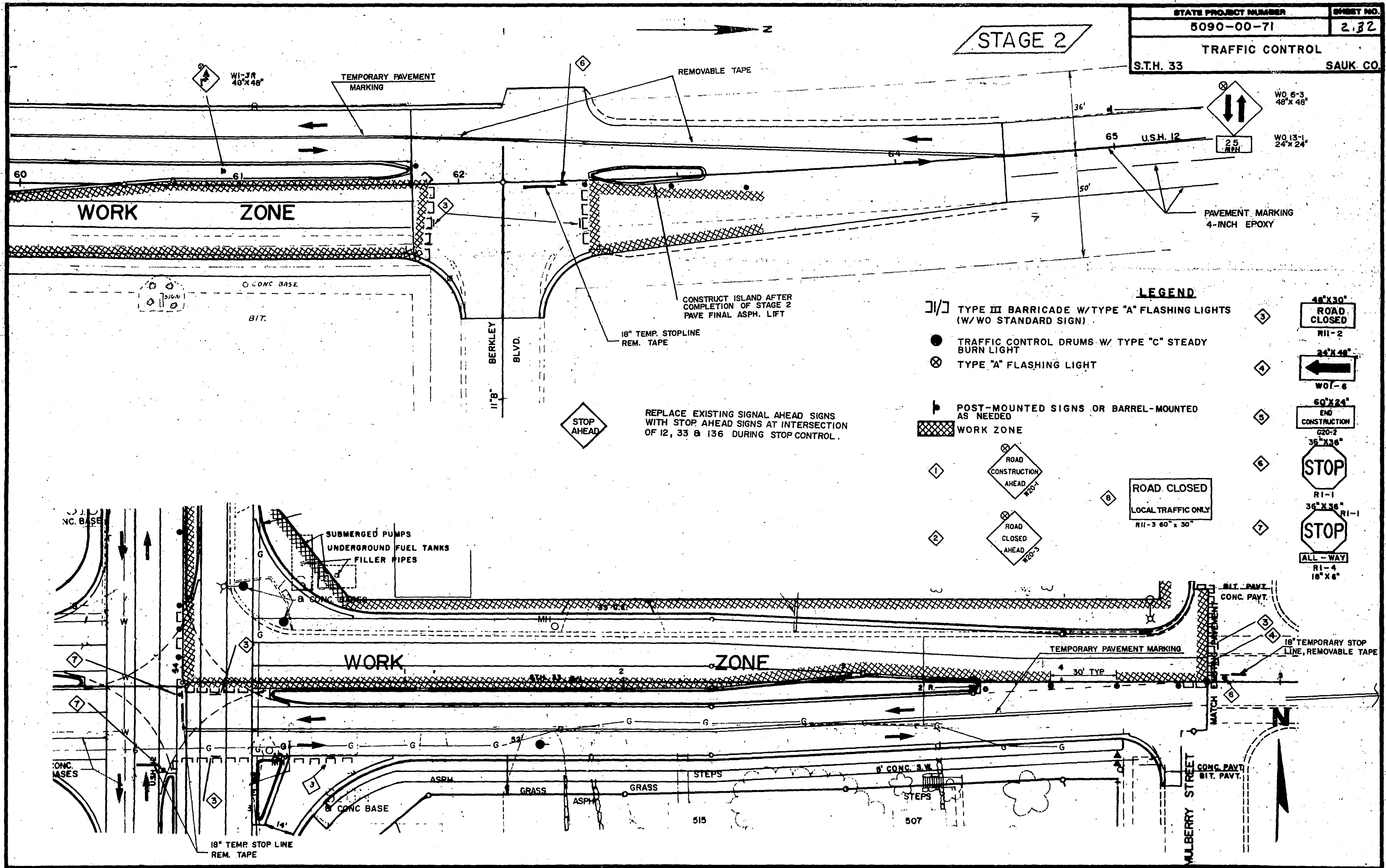
WORK ZONE



REPLACE EXISTING SIGNAL AHEAD SIGNS WITH STOP AHEAD SIGNS AT INTERSECTION OF 12, 33 & 136. DURING STOP CONTROL.

PHASE WORK TO ALLOW FOR TRUCK TURNING MOVEMENTS

STAGE 2



LEGEND

- TYPE III BARRICADE W/TYPE "A" FLASHING LIGHTS (W/ WO STANDARD SIGN)
- TRAFFIC CONTROL DRUMS W/ TYPE "C" STEADY BURN LIGHT
- TYPE "A" FLASHING LIGHT
- POST-MOUNTED SIGNS OR BARREL-MOUNTED AS NEEDED
- WORK ZONE
- ROAD CLOSED
R11-2
48"X30"
- END CONSTRUCTION
G20-2
36"X36"
- STOP
R1-1
36"X36"
- ALL-WAY
R1-4
18"X6"
- ROAD CLOSED
LOCAL TRAFFIC ONLY
R11-3 60" X 30"

LEGEND

 TYPE III BARRICADE W/TYPE "A" FLASHING LIGHTS (W/ WO STANDARD SIGN)

 TRAFFIC CONTROL DRUMS W/ TYPE "C" STEADY BURN LIGHT

 TYPE "A" FLASHING LIGHT

 POST-MOUNTED SIGNS OR BARREL-MOUNTED AS NEEDED

 WORK ZONE

36" X 36" R1-1

STOP

ALL-WAY R1-4 18" X 6"

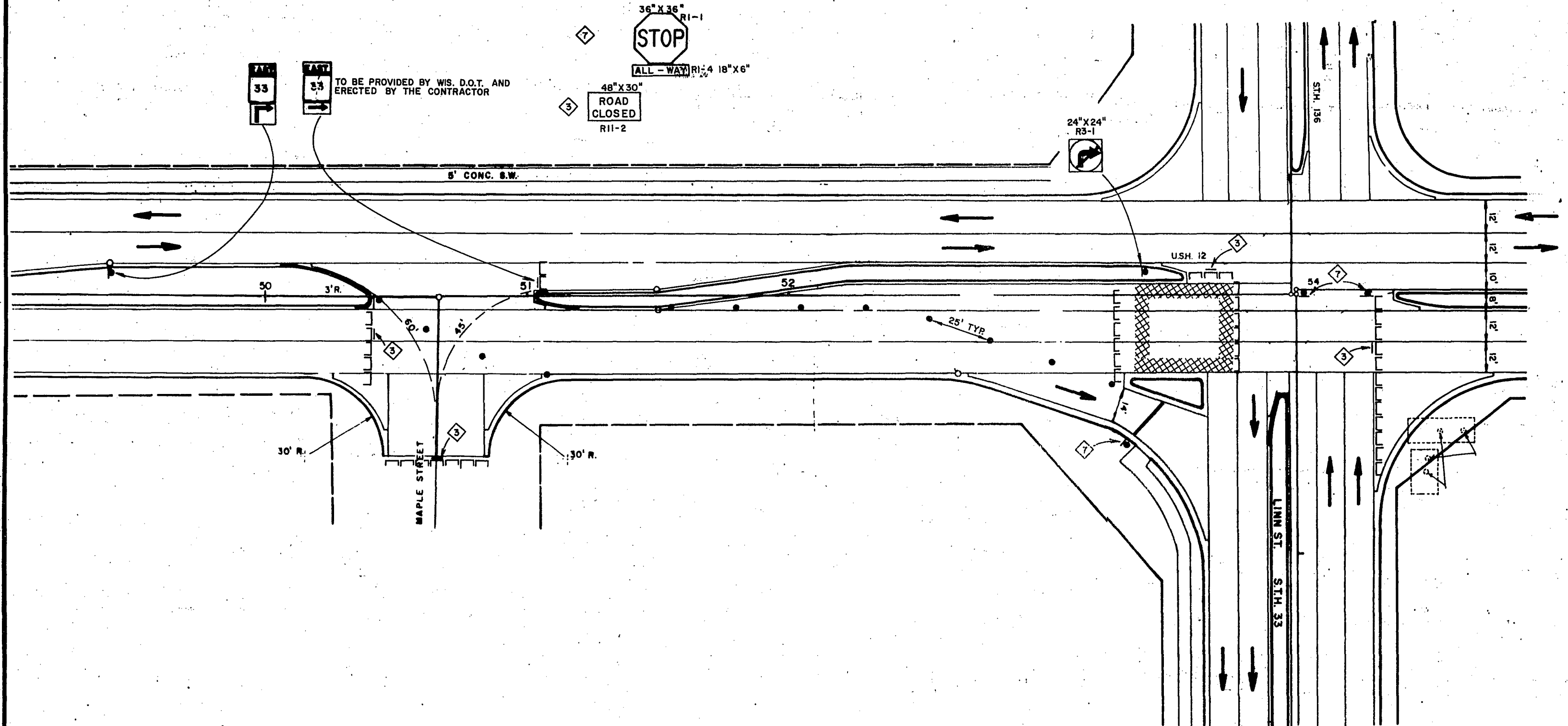
48" X 30" R11-2

ROAD CLOSED

R11-2

TO BE PROVIDED BY WIS. D.O.T. AND ERECTED BY THE CONTRACTOR

STAGE 3



DATE 01/25/90

ESTIMATE OF QUANTITIES

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5090-00-71 QUANTITY	5090-00-72 QUANTITY
20102	CLEARING	I.D.	28.00	28.00	
20105	GRUBBING	I.D.	28.00	28.00	
20401	REMOVING PAVEMENT	S.Y.	8,558.00	8,558.00	
20403	REMOVING CURB	L.F.	577.00	577.00	
20405	REMOVING CURB AND GUTTER	L.F.	3,930.00	3,930.00	

20406	REMOVING CONCRETE SIDEWALK	S.Y.	42.00	42.00	
20409	REMOVING SURFACE DRAINS	EACH	2.00	2.00	
20416	REMOVING INLETS	EACH	2.00	2.00	
20422	REMOVING CONCRETE BASES	EACH	15.00	15.00	
20460	REMOVING BUILDING, STATION STA 53+00 RT	L.S.	~~0.00~~ 4.00	~~0.00~~ 4.00	

20503	UNCLASSIFIED EXCAVATION	C.Y.	14,362.00	14,362.00	
21302	FINISHING ROADWAY, PROJECT 5090-00-71	L.S.	1.00	1.00	
30404	CRUSHED AGGREGATE BASE COURSE	TON	10,024.00	10,024.00	
40501	ASPHALTIC MATERIAL FOR PLANT MIXES	TON	50.00	50.00	
40701	ASPHALTIC CONCRETE PAVEMENT	TON	835.00	835.00	

41101	ASPHALTIC SURFACE	TON	15.00	15.00	
41510	CONCRETE PAVEMENT, 10-INCH	S.Y.	~~17,876.00~~ 17,876.00	~~17,876.00~~ 17,876.00	
41520	H.E.S. CONCRETE PAVEMENT, 10-INCH	S.Y.	302.00	302.00	
41531	CONCRETE DRIVEWAY	S.Y.	873.00	873.00	
41571	PAVEMENT TIES	EACH	28.00	28.00	

52003	CULVERT PIPE, CLASS III, 18-INCH	L.F.	30.00	30.00	
52061	APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	2.00	2.00	
52105	CORRUGATED STEEL CULVERT PIPE, 18-INCH	L.F.	68.00	68.00	
52147	STEEL APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	2.00	2.00	
52262	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	1.00	1.00	

52268	REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 42-INCH	EACH	1.00	1.00	
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Sheet 3

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5090-00-71 QUANTITY	5090-00-72 QUANTITY
60119	CONCRETE CURB AND GUTTER, 18-INCH, TYPE A	L.F.	4,303.00	4,303.00	
60120	CONCRETE CURB AND GUTTER, 18-INCH, TYPE D	L.F.	491.00	491.00	
60123	CONCRETE CURB AND GUTTER, 30-INCH, TYPE A	L.F.	5,732.00 ~~5,702.00~~	5,732.00 ~~5,702.00~~	
60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	197.00	197.00	
60204	CONCRETE SIDEWALK, 4-INCH	S.F.	16,053.00 ~~13,443.00~~	16,053.00 ~~13,443.00~~	

60601	RIPRAP	C.Y.	1.00	1.00	
60825	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 12-INCH	L.F.	566.00 ~~582.00~~	566.00 ~~582.00~~	
60827	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 18-INCH	L.F.	75.00 ~~48.00~~	75.00 ~~48.00~~	
60829	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 24-INCH	L.F.	330.00	330.00	
60831	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 30-INCH	L.F.	371.00	371.00	

60834	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 42-INCH	L.F.	85.00	85.00	
61110	MANHOLES, TYPE 1	EACH	1.00	1.00	
61121	INLETS, TYPE 1	EACH	5.00	5.00	
61122	INLETS, TYPE 3	EACH	18.00	18.00	
61123	INLETS, TYPE 8	EACH	1.00	1.00	

61124	INLETS, TYPE 9	EACH	1.00	1.00	
61151	MANHOLE COVERS, TYPE J	EACH	1.00	1.00	
61167	INLET COVERS, TYPE H	EACH	20.00	20.00	
61170	INLET COVERS, TYPE MS	EACH	3.00	3.00	
61182	ADJUSTING MANHOLE COVERS	EACH	10.00	10.00	

61235	PIPE UNDERDRAIN, WRAPPED, 4-INCH	L.F.	200.00	200.00	
61313	METALLIC CONDUIT, 2-INCH	L.F.	141.00 ~~91.00~~	141.00 ~~91.00~~	141.00 ~~91.00~~
61315	METALLIC CONDUIT, 3-INCH	L.F.	898.00 ~~652.00~~	898.00 ~~652.00~~	898.00 ~~652.00~~
61316	METALLIC CONDUIT, 4-INCH	L.F.	20.00	20.00	20.00
61333	NONMETALLIC CONDUIT, 1 1/2-INCH	L.F.	2,432.00 ~~2,034.00~~	2,432.00 ~~2,034.00~~	2,432.00 ~~2,034.00~~

Sheet 3.1

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5090-00-71 QUANTITY	5090-00-72 QUANTITY
61334	NONMETALLIC CONDUIT, 2-INCH	L.F.	100.00		100.00
61336	NONMETALLIC CONDUIT, 3-INCH	L.F.	61.00		61.00
61406	ANCHORAGES FOR STEEL PLATE BEAM GUARD	EACH	2.00	2.00	
61416	SALVAGED GUARD FENCE, STEEL BEAM TYPE	L.F.	250.00	250.00	
61802	MAINTENANCE AND REPAIR OF HAUL ROADS, PROJECT 5090-00-71	L.S.	1.00	1.00	

61910	MOBILIZATION	L.S.	1.00	.95	.05
62101	LANDMARK REFERENCE MONUMENTS	EACH	4.00	4.00	
62111	LANDMARK REFERENCE MONUMENTS AND CAST IRON COVERS	EACH	1.00	1.00	
62401	WATER	MGAL	45.00	45.00	
62501	TOPSOIL	S.Y.	8,531.00 ~~5,003.00~~	8,531.00 ~~5,003.00~~	

62703	MULCHING	TON	.90	.90	
62803	EROSION MAT, DELIVERED	S.Y.	307.00	307.00	
62804	EROSION MAT, INSTALLED	S.Y.	307.00	307.00	
62815	SILT FENCE, DELIVERED	L.F.	947.00	947.00	
62816	SILT FENCE, INSTALLED	L.F.	947.00	947.00	

62817	SILT FENCE MAINTENANCE	L.F.	847.00	847.00	
62905	FERTILIZER, TYPE B	CWT.	5.40 ~~5.70~~	5.40 ~~5.70~~	
63002	SEEDING	LB.	32.00	32.00	
63101	SODDING	S.Y.	7,547.00 ~~6,049.00~~	7,547.00 ~~6,049.00~~	
64012	CONCRETE BASES, TYPE 1	EACH	6.00		6.00

64013	CONCRETE BASES, TYPE 2	EACH	7.00		7.00
64202	FIELD OFFICE, TYPE B	L.S.	1.00	1.00	
64210	FIELD LABORATORY	L.S.	1.00	1.00	
64302	TRAFFIC CONTROL, PROJECT 5090-00-71	L.S.	1.00	1.00	
64304	TRAFFIC CONTROL, PROJECT 5090-00-72	L.S.	1.00		1.00

64406	PAVEMENT MARKING, EPOXY, 4-INCH	L.F.	4,410.00	4,410.00	
64414	PAVEMENT MARKING, CHANNELIZING, EPOXY, 8-INCH	L.F.	1,024.00	1,024.00	

Sheet 32

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5090-00-71 QUANTITY	5090-00-72 QUANTITY
64437	PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH	L.F.	318.00	318.00	
64457	PAVEMENT MARKING, CROSSWALK, EPOXY, 6-INCH	L.F.	576.00	576.00	
64472	PAVEMENT MARKING, ARROWS, EPOXY, TYPE 2	EACH	10.00	10.00	
64479	PAVEMENT MARKING, WORDS, EPOXY	EACH	9.00	9.00	
64481	TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE	L.F.	2,900.00	2,900.00	

64484	TEMPORARY PAVEMENT MARKING	L.F.	9,532.00	9,532.00	
64487	REMOVING PAVEMENT MARKINGS	L.F.	5,327.00	5,327.00	
64491	PAVEMENT MARKING, DIAGONAL, EPOXY, 18-INCH	L.F.	132.00	132.00	
64493	PAVEMENT MARKING, CURB RAMP, EPOXY	L.F.	128.00	128.00	
64495	PAVEMENT MARKING, CURB, EPOXY	L.F.	497.00	497.00	

64496	PAVEMENT MARKING, ISLAND NOSE, EPOXY	S.F.	335.00	335.00	
64601	SAWING EXISTING PAVEMENT	L.F.	2,288.00	2,288.00	
64602	SAWING CONCRETE PAVEMENT, FULL DEPTH	L.F.	189.00	189.00	
90001	CONCRETE DRIVEWAY, 10-INCH	S.Y.	90.00	90.00	
90002	REMOVING EXISTING STORM SEWER, 24-INCH	L.F.	100.00	100.00	

90003	INLETS, TYPE SPECIAL	EACH	2.00	2.00	
90004	TRAFFIC MANAGEMENT	HRS.	130.00	130.00	
90005	INLET COVERS, SPECIAL	EACH	5.00	5.00	
90006	CONCRETE PAVEMENT GAPS	S.Y.	416.00	416.00	
90359	BREAKER RUN STONE	TON	1,350.00	1,350.00	

90533	SPLIT CONCRETE BLOCK RETAINING WALL	S.F.	600.00	600.00	
90590	PIPE GRATES	EACH	1.00	1.00	
90770	TEMPORARY PAVEMENT MARKING, STOP LINE, REMOVABLE TAPE, 18-INCH	L.F.	130.00	130.00	
90785	CONCRETE CONTROL CABINET BASE, TYPE-9	EACH	1.00	1.00	
90792	PULL BOXES, 12X24-INCH	EACH	14.00 ~~42.00~~	14.00 ~~42.00~~	

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5090-00-71 QUANTITY	5090-00-72 QUANTITY
90797	PULL BOXES, 24X36-INCH	EACH	16.00		16.00
90799	JUNCTION BOXES, 8X8X8-INCH	EACH	16.00		16.00
90871	LOOP DETECTOR CONDUIT, 1-INCH	L.F.	784.00		784.00
90872	LOOP DETECTOR WIRE	L.F.	2,213.00		2,213.00

Sheet 33

20460-1	REMOVING BUILDING, L.S. STATION 53+00 RT.	1.00	1.00
20483	ABANDON WELLS EACH	1.00	1.00
61911	MOBILIZATION, L.S. PROJECT, SPECIAL	1.00	1.00
64329	TRAFFIC CONTROL, EACH FLEXIBLE TUBULAR MARKER POSTS	40.00	40.00
64333	TRAFFIC CONTROL, EACH FLEXIBLE TUBULAR MARKER BASES	40.00	40.00
90007	CONSTRUCTION EACH SIGNS AND FLAGS	3.00	3.00
90008	RESET FLEXIBLE EACH TUBULAR MARKER POSTS	30.00	30.00
90009	RESET FLEXIBLE EACH TUBULAR MARKER BASES	30.00	30.00
61235-1	PIPE UNDERDRAIN L.F. WRAPPED, 4-IN.	300.00	300.00
90010	PEA GRAVEL C.Y.	25.00	25.00
90011	RESET SPLIT BLOCK S.F. RETAINING WALL	275.00	275.00
90012	SPLIT BLOCK WALL L.S. RECONSTRUCTION	1.0	1.0
90013	METALLIC CONDUIT, L.F. 3-INCH, BORED	42.00	42.00

LINN STREET BENCHMARK LIST
5090-00-71 & 72

NO.	STATION	DESCRIPTION	ELEVATION
23-A	229+90, 27'RT	RR SPK IN P/P	902.92
1	235+52, 145'RT	MARKER SQUARE N.SIDE L/P BASE K-MART P-LOT	890.18
2	54+70, 100'RT	MARKER SQUARE NEAR CENTER SET OF GAS PUMPS AT KWIK TRIP	897.55
3	5+34, LT	CHIS. SQUAR. ON S/SIDE L/POLE BASE AT NE QUAD. OF MULBERRY AND STH 33	882.19
4	5+00, 42'LT	TOP OF SW BOLT OF HYD	897.80
5	49+00, 70'LT	MARKER SQUAR. AT SW CORNER OF CONC. PAD SOUTH SIDE OF "A&W"	893.66
6	46+20, 125'LT	MARKER SQUAR. E/SIDE OF L/POLE BASE NEAR NE CORNER OF WALMART'S PARKING LOT	884.72
7	44+04, 90'RT	TOP OF SW BOLT OF L/POLE BASE NEAR SW CORNER OF MCDONALD'S PARKING LOT	887.96
8	58+50, 90'LT	MARKER SQUAR. AT NE CORNER OF CONC STOOP AT OLD BERNING MOTORS	889.37
9	61+00, 50'LT	TOP OF SE BOLT OF HARDEE'S SIGN	892.82
10	234+80, 35'LT	60d SPK IN P/P	892.72
11	237+40, 35'LT	BLACK SQUARE TOP OF CUB FOR PLANT BOX @ MORGAN'S	896.58
12	60+00, 100'RT	BLACK SQUARE @ INTERSECTION OF BOW SOUTH SIDE OF PAPA'S PLACE	888.14

13 52+05, 60'RT Top N.W. Bolt 897.61
OF LIGHT POLE
BASE.

CLEARING & GRUBBING

GROUP CODE	STATION	LOC	CLEARING IN.DIAM.	GRUBBING IN.DIAM.
020	42+96	RT	5	5
	43+92	RT	3	3
	47+57	RT	8	8
010	238+75	LT	12	12

REMOVING PAVEMENT

GROUP CODE	STATION - STATION	LOCATION	S.Y.
010	51+00 - 51+63	MAINLINE	141
	51+63 - 53+73	MAINLINE	723
	53+73 - 58+43	MAINLINE	2089
	58+43 - 58+93	MAINLINE	167
	58+93 - 60+00	MAINLINE	238
	0+20 - 4+66	MAINLINE	1985
	4+45	LT & RT	62
	4+54 - 4+66	RT	5
	0+40	LT	21
	0+40	RT	16
020	41+50 - 51+00	MAINLINE	2111
	60+00 - 64+50	MAINLINE	1000

REMOVING CURB

GROUP CODE	STATION - STATION	LOCATION	L.F.
010	51+10	RT	30
	51+47	RT	27
	51+70	RT	27
	52+00	RT	29
	55+80 - 55+37	LT	120
	55+68 - 56+06	LT	55
	56+30 - 57+25	LT	200
020	49+45	RT	30
	50+00	RT	59

REMOVING CONCRETE SIDEWALK

GROUP CODE	STATION	LOC.	S.Y.
010	2+25	RT	19
	4+40	RT	13
	3+40	RT	8
020	49+35	RT	2

REMOVING CURB & GUTTER

GROUP CODE	STATION - STATION	LOCATION	L.F.
010	51+08 - 53+47	RT	238
	47+50 - 53+46	LT	596
	RADII STH 136 & 33	RT	83
	RADII STH 136 & 33	LT	58
	0+51 - 4+38	LT	387
	0+49 - 4+25	RT	376
	RADII MULBERRY ST	LT & RT	63
	54+47 - 56+24	RT	177
	54+42 - 58+46	LT	404
	238+88 - 237+73	LT	105
	238+85 - 237+73	LT	88
020	42+54 - 43+07	RT	53
	RADIUS LOCUST ST	RT	55
	RADIUS LOCUST ST	RT	48
	43+67 - 44+00	LT	33
	44+00 - 46+70	LT & RT	540
	4 RADII CHESTNUT ST	LT & RT	126
	TANGENTS CHESTNUT	LT & RT	96
	47+50 - 50+25	RT	275
	RADII MAPLE ST	RT	69
	RADII BERKLEY BLVD	RT	60

REMOVING SURFACE DRAINS

GROUP CODE	STATION - STATION	LOC.	EACH
020	41+90	LT & RT	2

REMOVING INLETS

GROUP CODE	STATION	LOC.	EACH
010	53+70	RT	1
	59+10	RT	1

REMOVING EXISTING 24-INCH STORM SEWER

GROUP CODE	STATION	LOC.	L.F.
010	53+70	LT & RT	100

REMOVING CONCRETE BASES

GROUP CODE	STATION	LOC.	EACH
010	54+40	RT	1
	54+40	RT	1
	54+70	LT	1
	56+00	LT	1
	56+10	LT	1
	56+75	LT	1
	57+60	LT	1
	53+45	LT & RT	2
	53+70	RT	1
	54+20	RT	1
	54+40	LT & RT	2
020	44+68	RT	1
	47+54	RT	1

REMOVING BUILDINGS

GROUP CODE	STATION	LOCATION	EACH	DESCRIPTION
010	53+00	RT	1	SPORT HAVEN

EARTHWORK SUMMARY

GROUP CODE	STATION - STATION	UNCL. C.Y.	FILL* C.Y.	E.B.S.** C.Y.
010	51+00 - 60+00	4548	77	227
	0+30 - 4+67	2478	0	124
	231+00 - 237+73	1000	600	-
020	41+50 - 51+00	4064	424	203
	60+00 - 64+50	1636	50	82

*EXPANDED 30%.
**ESTIMATED AT 5% OF UNCLASSIFIED EXCAVATION.

CRUSHED AGGREGATE BASE COURSE

GROUP CODE	STATION - STATION	LOCATION	BASE TON
010	51+00 - 60+00	ML	2508
	0+35 - 2+40	ML	566
	2+40 - 4+66	ML	542
	NW RADII LT	LT	23
	SW RADII RT	RT	38
	MULBERRY ST RADII	LT & RT	19
020	41+50 - 42+00	ML	175
	42+00 - 42+50	ML	232
	42+54 - 44+00	ML	744
	LOCUST ST	RT	61
	44+00 - 51+00	ML	2042
	CHESTNUT ST	RT	76
	CHESTNUT ST	LT	61
	MAPLE ST	RT	61
	60+00 - 62+60	ML	955
	BERKLEY RD	RT	59
	BERKLEY RD	LT	40
	BERKLEY RD	LT	17
	BERKLEY RD	LT	5
	BERKLEY RD	LT	3
010	62+60 - 64+50	ML	727
	231+00 - 234+00	ML	440
	234+00 - 237+73	ML	630

ASPHALTIC MATERIAL FOR PLANT MIXES

GROUP CODE	STATION - STATION	TON
010	51+30 - 59+60	.5
	1+80 - 1+93	
020	41+50 - 44+00	49.5
	61+80 - 64+50	

ASPHALTIC SURFACE

GROUP CODE	STATION - STATION	LOC.	TON
020	40+50 - 42+50	RT.	10
010	54+30 - 56+25	RT.	5

LEVELS ON -

ASPHALTIC CONCRETE PAVEMENT

GROUP CODE	STATION - STATION	LOCATION	TON
010	51+30	RT	.5
	51+85	RT	.5
	52+50	RT	.6
	51+75	LT	.6
	55+00	RT	.6
	56+00	LT & RT	1.2
	57+20	RT	.5
	57+40	LT	.6
	58+90	RT	.6
	59+40	RT	.6
	59+60	LT	.6
	1+93	LT	.6
	1+80	RT	.2
020	41+50 - 42+00	ML	51
	42+00 - 42+54	ML	73
	42+54 - 44+00	ML	263
	40+50 - 42+50	RT (TEMP TAPER)	10
	40+50 - 43+50	LT (TEMP TAPER)	10
	LOCUST ST	RT	49
	61+80 - 64+50	ML	336.3
	62+60	LT	8
	BERKLEY RD	LT & RT	10
	CHESTNUT ST	LT & RT	11
	MAPLE ST	RT	6

CONCRETE PAVEMENT (DOWELED)

GROUP CODE	STATION - STATION	LOC.	10-INCH S.Y.
010	51+00 - 60+00	LT & RT	4800
	51+00 - 51+50	LT	56
	51+50 - 52+25	LT	42
	51+50 - 52+25	RT	42
	52+25 - 54+37	RT	47
	53+49 - 56+80	LT	198
	56+80 - 57+71	LT	51
	59+80 - 60+00	RT	3
	0+30 - 2+40	LT & RT	1260
	2+40 - 4+67	LT & RT	1110
	4+45 - 4+66	LT	26
	4+32 - 4+56	RT	38
	0+30 - 0+74	LT	78
	0+30 - 1+10	RT	101
	52+69 - 52+89	ML	9
	3+63 - 4+57	RT	31
	0+30 - 0+42	ML	11
	2+40 - 3+03	LT	36
	231+00 - 237+73	MAINLINE	3571
020	44+00 - 51+00	LT & RT	3733
	44+00 - 44+75	LT	83
	44+75 - 45+75	LT	56
	44+85 - 45+75	RT	50
	45+75 - 47+55	RT	200
	46+64 - 48+40	LT	196
	46+61 - 47+61	RT	226
	48+40 - 49+40	LT	56
	50+18 - 50+42	LT	16
	46+60 - 47+60	LT	177
	50+42 - 51+00	LT	57
	50+16 - 51+15	RT	177
	60+00 - 61+80	LT & RT	541

INCLUDES 302 S.Y. OF H.E.S. CONC. PAVT.

CONCRETE DRIVEWAY, 6-INCH

GROUP CODE	STATION	LOC.	S.Y.
010	51+25	RT	51
	51+65	LT	40
	51+80	RT	51
	52+45	RT	56
	55+55	LT	25
	55+00	RT	29
	56+00	RT	29
	57+20	RT	29
	57+40	LT	25
	58+85	RT	29
	59+40	RT	29
	59+60	LT	25
	55+45	LT	25
	56+45	LT	25
020	43+55	LT	98
	45+00	RT	49
	45+90	RT	55
	48+80	RT	23
	48+80	LT	44
	49+65	RT	39
	50+60	LT	44

PAVEMENT TIES

GROUP CODE	STATION	LOC.	EACH
010	4+50	RT	6
	4+66.57	LT & RT	22

CORRUGATED STEEL CULVERT PIPE

GROUP CODE	STATION - STATION	LOCATION	18-INCH L.F.	THICKNESS INCHES
010	59+10 - 59+50	RT	54	.064
020	43+25	LT	14	.064

STEEL APRON ENDWALLS FOR CULVERT PIPE

GROUP CODE	STATION	LOC.	18-INCH EACH
010	59+50	RT	1-INLET
020	43+25	LT	1-DISCH.

REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE

GROUP CODE	STATION	LOCATION	18-INCH EACH
020	62+85	LT	1-INLET

CONCRETE PAVEMENT GAP

GROUP CODE	LOC.	STATION - STATION	S.Y.
010	HWY 12 S.B.	53+90 - 54+20 LT	113
	HWY 12 N.B.	53+40 - 53+90 RT	189
	HWY 12 S.B.	50+65 - 50+80 LT	57
	HWY 12 S.B.	56+50 - 56+65 LT	57

TO BE "HIGH EARLY STRENGTH CONC. PAVT"

CONCRETE DRIVEWAY, 10-INCH

GROUP CODE	STATION	LOCATION	S.Y.
010	231+44	LT	90

CONCRETE CURB & GUTTER, TYPE A

GROUP CODE	STATION - STATION	LOCATION	18-INCH L.F.	30-INCH L.F.
010	51+02 - 53+53	MEDIAN	507	-
	54+32 - 60+00	MEDIAN	1144	-
	0+38 - 3+63	MEDIAN	657	-
	51+16 - 52+65	RT	-	149
	RADII STH 33	RT	-	63
	RADII STH 33	RT	-	75
	RADII STH 33	RT	-	86
	ISLAND	RT	-	81
	54+54 - 60+00	LT	-	646
	54+80 - 60+00	RT	-	620
	0+87 - 4+38	LT	-	351
	1+12 - 4+25	RT	-	313
	RADII MULBERRY ST	LT & RT	-	63
020	44+00 - 46+65	MEDIAN	532	-
	47+56 - 50+42	MEDIAN	578	-
	60+00 - 61+78	MEDIAN	361	-
	60+00 - 61+71	RT	-	71
	RADII BERKLEY	LT & RT	-	141
	60+00 - 60+74	LT	-	74
	44+00 - 46+60	LT	-	260
	RADII CHESTNUT ST	LT	-	94
	44+00 - 46+55	RT	-	255
	RADII CHESTNUT ST	RT	-	110
	47+61 - 53+21	LT	-	560
	47+66 - 50+16	RT	-	250
	RADII MAPLE ST	RT	-	94
010	231+00 - 237+73	RT	-	673
	231+00 - 237+73	LT	-	673
	235+02 - 237+64	MEDIAN	524	-

CONCRETE CURB & GUTTER, TYPE D

GROUP CODE	STATION - STATION	LOC.	18-INCH L.F.	30-INCH L.F.
020	42+54 - 43+40	RT	-	100
	43+90	RT	-	47
	43+50 - 44+00	LT	-	50
	42+10 - 44+00	MEDIAN	387	-
	62+60 - 63+10	MEDIAN	104	-

CONCRETE SIDEWALK

GROUP CODE	STATION - STATION	LOC.	4-INCH S.F.
010	51+05 - 53+51	MEDIAN	1240
	53+30	LT RAMP	100
	53+50	RT ISLAND	135
	54+32 - 57+00	MEDIAN	1340
	54+40	LT RAMP	100
	0+40 - 3+62	RT	1610
	0+50 - 4+40	RT	1974
020	44+02 - 46+64	MEDIAN	1310
	47+57 - 48+40	MEDIAN	415
	48+40 - 49+40	MEDIAN	950
	49+40 - 50+40	MEDIAN	1260
* 030	46+66 - 46+82	LT	54
	47+37 - 53+28	LT	2955

* NON PARTICIPATING

STATE PROJECT NUMBER	SHEET NO.
5090-00-71	38
MISCELLANEOUS QUANTITIES	
S.T.H. 33	SAUK COUNTY

REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER

STATE PROJECT NUMBER	SHEET NO.
5090-00-71	36
MISCELLANEOUS QUANTITIES	
S.T.H. 33	SAUK COUNTY

GROUP CODE	STATION - STATION	STR.NO. - STR.NO.	LINEAR FEET					APRON ENDWALL EACH
			12-IN.	18-IN.	24-IN.	30-IN.	42-IN.	
010	59+10 - 58+65	1.0 - 1.1	41	-	-	-	-	
	58+65 - 58+50	1.1 - 1.4	11	-	-	-	-	
	58+65	1.1 - 1.2	24	-	-	-	-	
	58+65	1.2 - 1.3	16	-	-	-	-	
	59+10 - 58+65	2.0 - 2.1	41	-	-	-	-	
	58+65 - 58+50	2.1 - 2.2	11	-	-	-	-	
	59+10	EXIST - 1.5	-	-	-	*300	-	
	59+10	1.5 - 1.0	-	-	-	5	-	
	59+10	1.0 - 2.0	-	-	-	66	-	
	59+10 - 60+00	2.0 - GROUP CODE 020	-	-	88	-	-	
	10" M" - 60 - 4+37	10.7 - 10.6	28	-	-	-	-	
	4+37 - 3+80	10.6 - 10.5	54	-	-	-	-	
	3+80 - 3+60	10.5 - 10.4	30	-	-	-	-	
	3+60	10.4 - 10.3	4	-	-	-	-	
	3+60	10.3 - 10.2	22	-	-	-	-	
	3+60 - 3+70	10.2 - 10.1	6	-	-	-	-	
020	43+25	0.0 - ENDWALL	-	18	-	-	-	
	60+40	3.0 - 3.1	42	-	-	-	-	
	60+00 - 60+40	GROUP CODE 010 - 3.0	-	-	-	38	-	
	60+40 - 62+48	3.0 - 4.0	-	-	204	-	-	
	62+48 - 62+85	4.0 - ENDWALL	-	30	-	-	-	
010	234+12 - 234+22	2.1 - 2.2	10	-	-	-	-	
	234+22 - 234+32	2.2 - 2.3	10	-	-	-	-	
	234+22 - 234+08	2.2 - 2.4	-	-	-	-	48	
	234+22 - 234+26, 40' LT.	2.2 - EXISTING	-	-	-	-	10	(INLET WITH
	234+08 - 234+00, 50' RT.	2.4 -	-	-	-	-	27	PIPE GRATE)
	234+08 - 234+18	2.4 - 2.5	-	10	-	-	-	
	234+18 - 234+28	2.5 - 2.6	-	10	-	-	-	
	234+28 - 236+00	2.6 - 2.7	172	-	-	-	-	
	236+00 - 236+00	2.7 - 2.8	60	-	-	-	-	

* CONC. COLLAR REQ'D.

MANHOLES & MANHOLE COVERS

GROUP CODE	STATION	LOCATION	M.H. TYPE	COVER TYPE
020	62+48	28.0' LT.	1	J

ADJUSTING MANHOLE COVERS

GROUP CODE	STATION	LOCATION	TYPE	EACH
030	62+20	LT.	SAN.	1
	42+12	RT.	SAN.	1
	43+56	RT.	SAN.	1
	46+06	RT.	SAN.	1
	46+12	RT.	SAN.	1
	47+40	RT.	SAN.	1
	50+40	RT.	SAN.	1
	51+46	RT.	SAN.	1
	53+62	RT.	SAN.	1
	236+32	RT.	SAN.	1

PIPE UNDERDRAIN, WRAPPED, 4-INCH

GROUP CODE	STATION - STATION	LOC.	L.F.
010	58+15 - 59+15	LT & RT	200

INLETS & INLET COVERS

GROUP CODE	STATION	LOCATION	STR. NO.	TYPE	COVER TYPE & DIR.	COVER EA.
010	58+65	7.25 RT.	1.2	1	SPECIAL	1
	58+65	9.25 LT	1.3	1	"	1
	3+60	0.25 LT	10.4	1	"	1
	3+60	4.25 RT	10.3	1	"	1
	58+50	33.50 RT	1.4	3	H-LT	1
	58+50	35.50 LT	2.2	3	H-RT	1
	58+65	33.50 RT	1.1	3	H1-RT	1
	58+65	35.50 LT	2.1	3	H1-LT	1
	59+10	33.50 RT	1.0	3	H-RT	1
	59+10	35.50 LT	2.0	3	H-LT	1
	3+60	28.50 RT	10.2	3	H-LT	1
	3+70	28.00 RT	10.1	3	H-LT	1
	3+80	23.50 LT	10.5	3	H-RT	1
	4+37	23.50 LT	10.6	3	H-RT	1
	59+10	40.50 LT	2.3	8	MS	1
	59+10	42.00 RT	1.5	9	MS	2
020	43+25	31.20 LT	0.0	3	H-LT	1
	60+40	7.25 RT	3.1	1	SPECIAL	1
	60+40	35.50 LT	3.0	3	H-LT	1
010	234+08	23.00 RT	2.4	SPECIAL	H-RT	1
	234+12	23.00 LT	2.1	3	H-LT	1
	234+22	23.00 LT	2.2	SPECIAL	H-RT	1
	234+32	23.00 LT	2.3	3	H-RT	1
	234+18	23.00 RT	2.5	3	H-RT	1
	234+28	23.00 RT	2.6	3	H-LT	1
	236+00	32.00 RT	2.7	3	H-LT	1
	236+00	30.50 LT	2.8	3	H-RT	1

RIPRAP

GROUP CODE	STATION	LOC.	RIPRAP C.Y.
020	43+25	LT.	1.0

SALVAGED GUARD FENCE, STEEL BEAM TYPE, & ANCHORAGES

GROUP CODE	STATION - STATION	LOC	L.F.	ANCHORS EACH
020	41+17 - 42+42	LT	125	1
	41+11 - 42+36	RT	125	1

LEVEL ON -

LANDMARK REFERENCE MONUMENTS & COVERS

GROUP CODE	STATION	LOCATION	MONUMENT EACH	MONUMENT AND COVER EACH
010	53+93	ML	4	1

WATER

GROUP CODE	STATION - STATION	LOCATION	MGAL.
010	51+00 - 60+00	MAINLINE	17
	0+30 - 4+67	MAINLINE	6
020	41+50 - 51+00	MAINLINE	22

TOPSOIL, FERTILIZER & SODDING

GROUP CODE	STATION - STATION	TOPSOIL S.Y.	FERTILIZER TYPE B CWT.	SOD S.Y.	SEED LB.	MULCH TON
010	51+00 - 61+85	2647	1.7	2647	-	-
	0+30 - 4+66.57	-	1.1	-	-	-
	231+00 - 237+50	1772	-	788	32	0.9
020	41+50 - 44+00	4584	2.9	4584	-	-
	60+00 - 64+50	-	-	-	-	-

EROSION MAT

GROUP CODE	STATION - STATION	LOCATION	DELIVERED S.Y.	INSTALLED S.Y.
020	62+85 - 64+00	LT	307	307

SILT FENCE

GROUP CODE	STATION	LOCATION	DELIVERED L.F.	INSTALLED L.F.	MAINTENANCE L.F.
010	58+50	LT&RT	52	52	52
	58+65	LT,RT&RT	78	78	78
	59+10	LT,RT&RT	52	52	52
	3+60	LT,RT	78	78	78
	3+70	RT	26	26	26
	3+80	LT	26	26	26
	4+37	LT	26	26	26
	"M"LINE	LT	26	26	26
	59+10 (MS)	LT,RT	70	70	70
020	41+50-43+10	LT	170	170	170
	41+50-42+80	RT	135	135	135
	43+25	LT	26	26	26
	60+40	LT,RT	52	52	52
	62+90	LT	30	30	30
	UNDISTRIBUTED		100	100	-

* ASSUME SILTY SOILS

SAWING EXISTING PAVEMENT

GROUP CODE	STATION	LOCATION	L.F.
010	MAPLE ST.	RT.	42
	48+65 - 50+80	LT.	222
	51+30	RT.	25
	51+90	RT.	25
	51+65	LT.	35
	52+70	RT.	123
	54+20 - 59+60	RT.	487
	59+45	RT.	35
	54+20 - 59+15	LT.	505
	59+50	LT.	45
	1+80	RT.	15
	0+75 - 2+80	LT.	205
	231+44	LT.	25
	232+97	RT.	45
	235+35	LT.	35
	236+75	LT.	35
020	LOCUST ST.	RT.	41
	41+50	RT.	23
	45+90	RT.	26
	CHESTNUT ST.	RT.	80
	48+80	RT.	20
	49+90	RT.	86
	48+80	LT.	32
	BERKLEY BLVD.	LT.	76

SAWING CONCRETE PAVEMENT, FULL DEPTH

GROUP CODE	STATION	LOCATION	L.F.
010	4 + 66.57	ML	122
020	41 + 50	ML	30
	64+50	ML	37

MINOR SIDE ROAD, PRIVATE ENTRANCE & FIELD PIPES

GROUP CODE	STATION	LOCATION	DIA. INCH	LENGTH L.F.	TYPE	MINIMUM CONC.	THICKNESS STEEL	CLASS (INCH) ALUM.	ENDWALL EACH
010	231+44	P.E.,LT	18"	30'	CP	III	0.064	0.060	2

STATE PROJECT NUMBER	SHEET NO.
5090-00-71	30
MISCELLANEOUS QUANTITIES	
S.T.H. 33	SAUK COUNTY

PAVEMENT MARKING, EPOXY

REMOVING PAVEMENT MARKING

GROUP CODE	STATION - STATION	LOCATION	DIAGONAL 18-INCH L.F.	CURB RAMP L.F.	CURB MARKING L.F.	ISLAND NOSE L.F.
010	3+68 - 4+30	MAINLINE	19	-	-	-
	53+34	LT	-	16	-	-
	54+33	LT	-	16	-	-
	53+53	RT	-	16	-	-
	4+39	RT	-	16	-	-
	0+65	RT	-	16	-	-
	53+55	RT	-	16	-	-
	53+30 - 53+60	RT	-	-	72	-
	51+02 - 51+20	MAINLINE	-	-	-	25
	53+30 - 53+53	MAINLINE	-	-	-	30
	54+30 - 54+50	MAINLINE	-	-	-	32
	0+40 - 0+51	MAINLINE	-	-	-	30
	3+55 - 3+62	MEDIAN	-	-	-	18
	234+35 - 235+05	MEDIAN	35	-	-	-
	235+05 - 237+63	MEDIAN	-	-	320	-
	41+50 - 42+04	MAINLINE	24	-	-	-
	63+12 - 64+21	MAINLINE	54	-	-	-
	62+60 - 63+12	MAINLINE	-	-	105	-
	42+08 - 42+15	MAINLINE	-	-	-	13
	43+83 - 44+00	MAINLINE	-	-	-	51
020	44+01 - 44+08	MAINLINE	-	-	-	13
	46+53 - 46+65	MAINLINE	-	-	-	22
	47+55 - 47+65	MAINLINE	-	-	-	20
	50+07 - 50+41	MAINLINE	-	-	-	45
	61+60 - 61+80	MAINLINE	-	-	-	36
	46+73 - 46+80	MAINLINE	-	16	-	-
	47+39 - 47+44	MAINLINE	-	16	-	-
030						

GROUP CODE	STATION - STATION	L.F.
010	51+00 - 54+25	650
	56+75 - 60+00	650
	51+50 - 53+60	210
	53+60	22
	0+40	22
	0+40 - 2+90	150
	54+40 - 61+00	163
020	41+50 - 42+35	85
	41+50 - 51+00	1900
	60+00 - 67+00	1400
	61+00 - 67+00	75

SPLIT BLOCK RETAINING WALL

GROUP CODE	STATION - STATION	LOC.	S.F.
020	59+70 - 61+70	RT	600

BREAKER RUN STONE

GROUP CODE	STATION - STATION	LOC	TON
010	UNDISTRIBUTED	ML	675
020	UNDISTRIBUTED	ML	675

* USE TO CORRECT SUBGRADE, ESTIMATED AT 2 TONS/C.Y. E.B.S.
⊗ NON-PARTICIPATING

TEMPORARY PAVEMENT MARKING & REMOVABLE TAPE

GROUP CODE	STATION - STATION	LOCATION	PAV'T. MARKING L.F.	REMOVABLE TAPE L.F.	REMOVABLE TAPE, 18-INCH STOP LINE L.F.	STAGE
010	51+00 - 54+00	MAINLINE	600	-	-	1
	54+25 - 61+00	MAINLINE	1350	-	-	1
	0+30 - 4+65	MAINLINE	870	-	-	1
	5+00 - 7+50	MAINLINE	-	500	-	1
	51+00 - 53+50	MAINLINE	500	-	-	2
	54+30 - 60+00	MAINLINE	1140	-	-	2
	0+30 - 4+65	MAINLINE	872	-	-	2
	5+00 - 7+50	MAINLINE	-	500	-	2
	54+10	LT	-	-	10	1
	54+30	LT	-	-	10	1
	53+90	RT	-	-	10	1
	0+35	LT	-	-	10	1
	62+30	LT	-	-	10	1
	53+85	RT	-	-	10	2
	53+60	LT	-	-	10	2
	54+35	LT	-	-	10	2
020	41+50 - 51+00	MAINLINE	1900	-	-	1
	61+00 - 64+50	MAINLINE	700	-	-	1
	64+50 - 68+00	MAINLINE	-	700	-	1
	44+00 - 46+90	MAINLINE	580	-	-	2
	47+10 - 50+50	MAINLINE	680	-	-	2
	60+00 - 61+70	MAINLINE	340	-	-	2
	41+50 - 43+25	MAINLINE	-	350	-	2
	41+50 - 43+25	MAINLINE	-	350	-	2
	61+70 - 62+30	MAINLINE	-	120	-	2
	62+60 - 64+50	MAINLINE	-	380	-	2
	47+10	LT	-	-	10	1
	62+30	RT	-	-	10	2
	43+70	LT	-	-	10	2
	47+05	RT	-	-	10	2
	50+80	RT	-	-	10	2

LEVELS ON

PAVEMENT MARKING, EPOXY

GROUP CODE	STATION - STATION	LOCATION	YELLOW 4-INCH L.F.	WHITE EDGELINE 4-INCH L.F.	WHITE LANE LINE 4-INCH L.F.	WHITE CHANNEL-IZATION 8-INCH L.F.	WHITE STOP LINE 18-INCH L.F.	CROSS-WALK 6-INCH L.F.	ARROWS EACH	WORDS EACH
010	51+00 - 60+00	RT	-	-	213	-	-	-	-	-
	51+00 - 60+00	LT	-	-	213	-	-	-	-	-
	0+42 - 4+03	RT	-	-	100	-	-	-	-	-
	0+42 - 4+58	LT	-	-	113	-	-	-	-	-
	231+00 - 273+73	RT	-	-	170	-	-	-	-	-
	231+00 - 273+73	LT	-	-	170	-	-	-	-	-
	3+64 - 4+40	MAINLINE	152	-	-	-	-	-	-	-
	231+00 - 235+00	MAINLINE	800	-	-	-	-	-	-	-
	51+00 - 51+50	LT	-	-	-	50	-	-	-	-
	52+19 - 53+45	RT	-	-	-	126	-	-	-	-
	54+35 - 56+82	LT	-	-	-	247	-	-	-	-
	0+41 - 2+39	MAINLINE	-	-	-	200	-	-	-	-
	236+60 - 237+60	RT	-	-	-	100	-	-	-	-
	53+45	RT	-	-	-	-	35	-	-	-
	54+35	LT	-	-	-	-	38	-	-	-
	0+45 - 0+58	RT	-	-	-	-	18	-	-	-
	4+59 - 4+79	LT	-	-	-	-	20	-	-	-
	4+43 - 0+52	MAINLINE	-	-	-	-	47	-	-	-
	237+46	MAINLINE	-	-	-	-	40	-	-	-
	53+20 - 53+25	MAINLINE	-	-	-	-	-	180	-	-
	53+35 - 54+34	LT	-	-	-	-	-	186	-	-
	4+40 - 4+72	MAINLINE	-	-	-	-	-	105	-	-
	51+14	LT	-	-	-	-	-	-	1	-
	52+73	RT	-	-	-	-	-	-	1	-
	55+13	LT	-	-	-	-	-	-	1	-
	56+23	LT	-	-	-	-	-	-	1	-
	1+30	LT	-	-	-	-	-	-	1	-
	2+20	LT	-	-	-	-	-	-	1	-
	237+15	RT	-	-	-	-	-	-	1	-
	51+47	LT	-	-	-	-	-	-	-	1
	52+30	RT	-	-	-	-	-	-	-	1
	55+54	LT	-	-	-	-	-	-	-	1
	56+59	LT	-	-	-	-	-	-	-	1
	1+73	LT	-	-	-	-	-	-	-	1
	236+75	RT	-	-	-	-	-	-	-	1
020	41+50 - 42+13	MAINLINE	126	-	-	-	-	-	-	-
	63+08 - 64+50	MAINLINE	284	-	-	-	-	-	-	-
	64+50 - 67+50	MAINLINE	600	-	-	-	-	-	-	-
	41+50 - 42+00	RT	-	50	-	-	-	-	-	-
	41+50 - 46+50	LT	-	502	-	-	-	-	-	-
	44+00 - 51+00	RT	-	-	163	-	-	-	-	-
	46+53 - 51+00	LT	-	-	113	-	-	-	-	-
	62+68 - 64+50	RT	-	182	-	-	-	-	-	-
	62+66 - 64+50	LT	-	184	-	-	-	-	-	-
	60+00 - 67+50	RT	-	-	225	-	-	-	-	-
	60+00 - 61+82	LT	-	-	50	-	-	-	-	-
	42+53 - 43+28	RT	-	-	-	75	-	-	-	-
	45+75 - 46+65	RT	-	-	-	90	-	-	-	-
	47+55 - 48+43	LT	-	-	-	88	-	-	-	-
	44+00 - 44+50	LT	-	-	-	50	-	-	-	-
	60+70 - 61+80	RT	-	-	-	110	-	-	-	-
	43+55 - 43+80	RT	-	-	-	-	25	-	-	-
	46+88 - 47+10	LT	-	-	-	-	22	-	-	-
	47+10 - 47+35	RT	-	-	-	-	25	-	-	-
	50+67 - 50+92	RT	-	-	-	-	25	-	-	-
	62+22 - 62+45	RT	-	-	-	-	23	-	-	-
	44+06	LT	-	-	-	-	-	-	1	-
	46+23	RT	-	-	-	-	-	-	1	-
	47+90	LT	-	-	-	-	-	-	1	-
	61+23	RT	-	-	-	-	-	-	1	-
	44+41	LT	-	-	-	-	-	-	-	1
	45+88	RT	-	-	-	-	-	-	-	1
	48+32	LT	-	-	-	-	-	-	-	1
	60+86	RT	-	-	-	-	-	-	-	1
030	46+81 - 47+32	LT	-	-	-	-	-	105	-	-

PULL BOX, 12 X 24-INCH			
GROUP CODE	STATION	LOC.	EACH
010	3+38	LT.	1
	52+05	RT.	1
	52+03	LT.	1
	52+66	RT.	1
	55+85	LT.	1
	55+85	RT.	1
	57+72	LT.	1
	234+86	RT.	1
	236+63	RT.	1
	236+63	LT.	1
	1+64	RT.	1
	1+90	RT.	1

PULL BOX, 24 X 36-INCH			
GROUP CODE	STATION	LOC.	EACH
010	53+31	LT.	1
	53+45	RT.	1
	53+29	RT.	1
	54+47	LT.	1
	54+47	RT.	1
	54+47	RT.	1
	237+51	RT.	1
	237+42	LT.	1
	237+56	LT.	1
	0+57	RT.	1
	0+79	LT.	1
	47+67	LT.	1
	47+67	RT.	1
	46+52	LT.	1
	53+05	LT.	1
	50+00	LT.	1

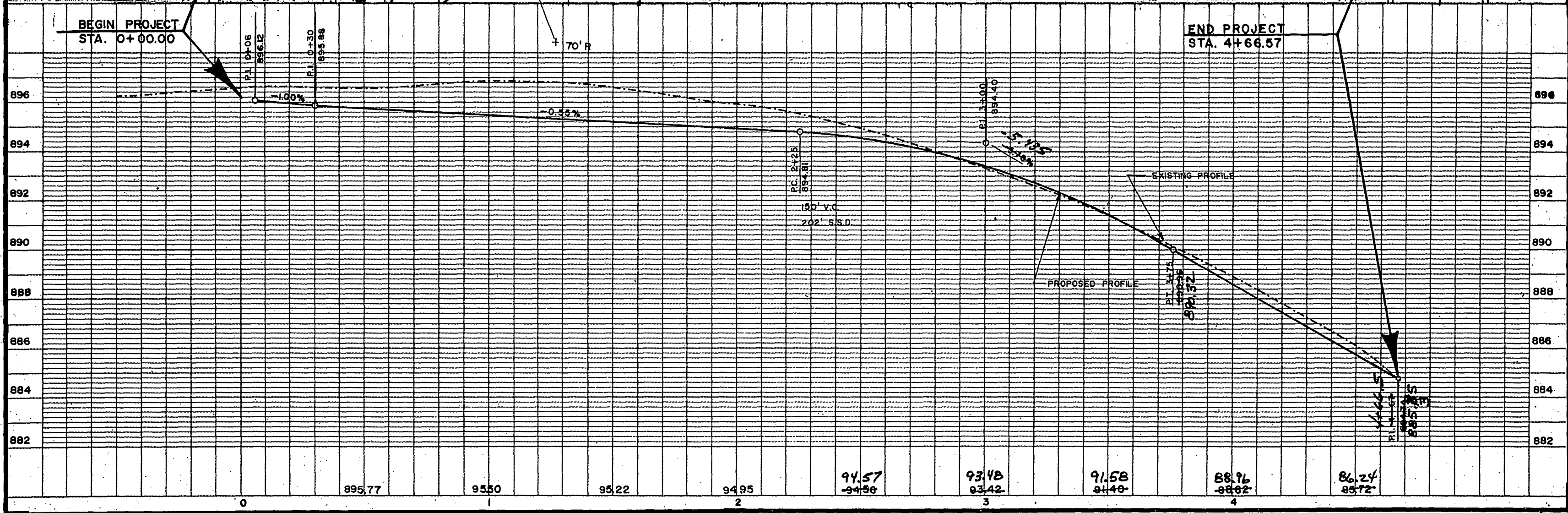
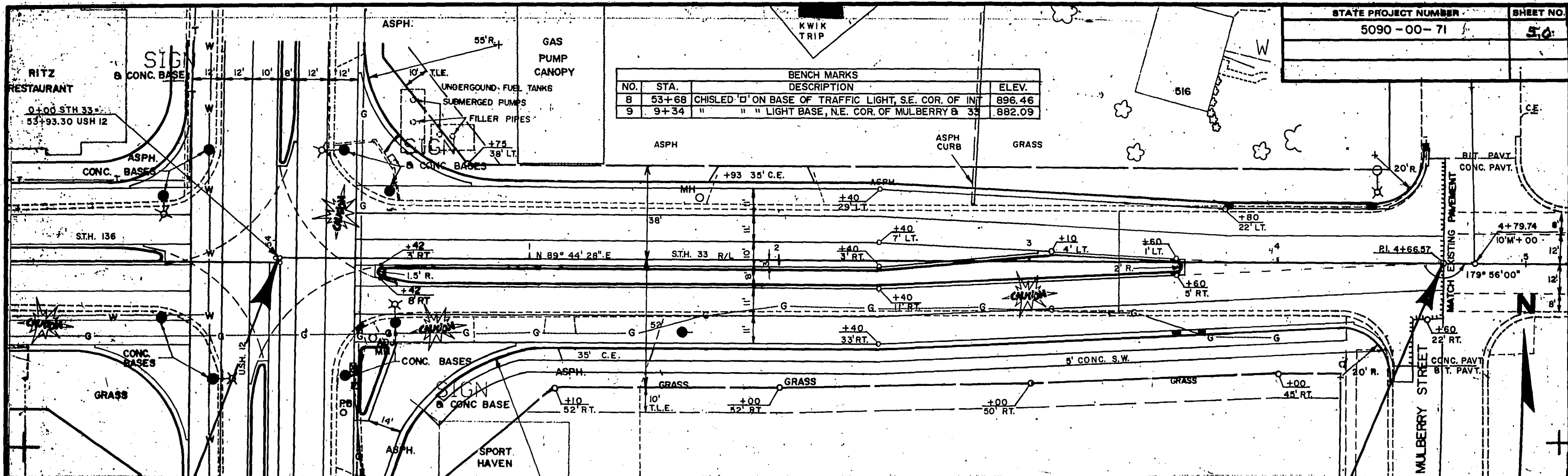
CONCRETE CONTROL CABINET BASE				
GROUP CODE	STATION	LOC.	TYPE	EACH
010	237+42	RT	9	1

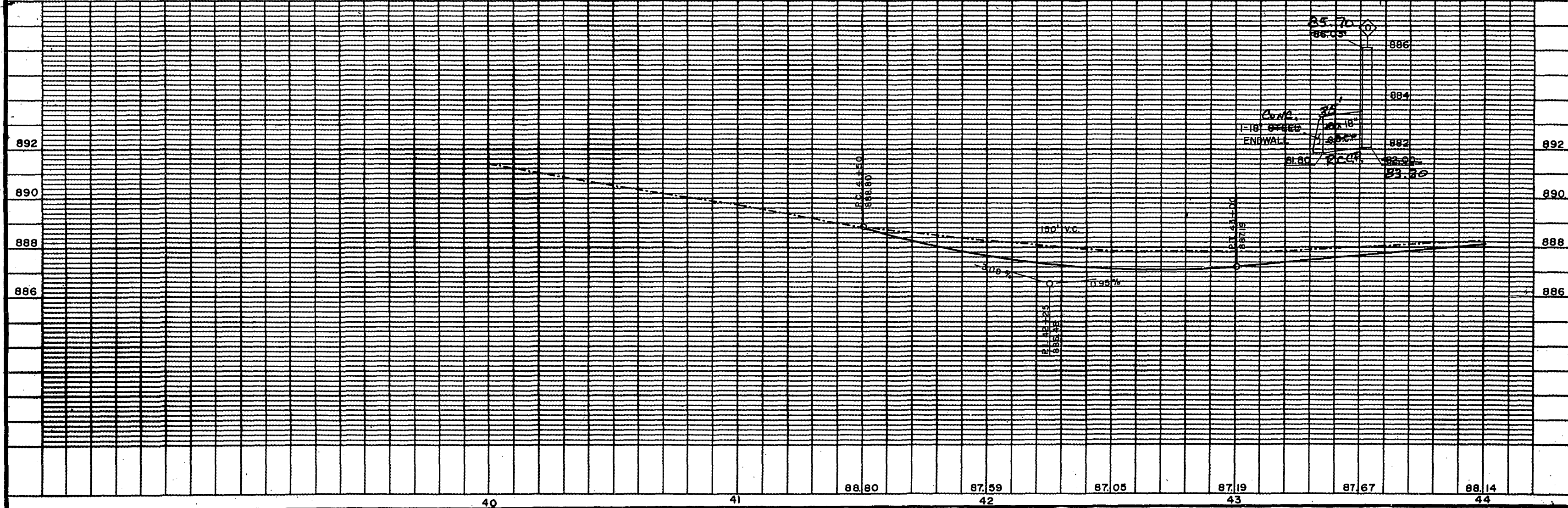
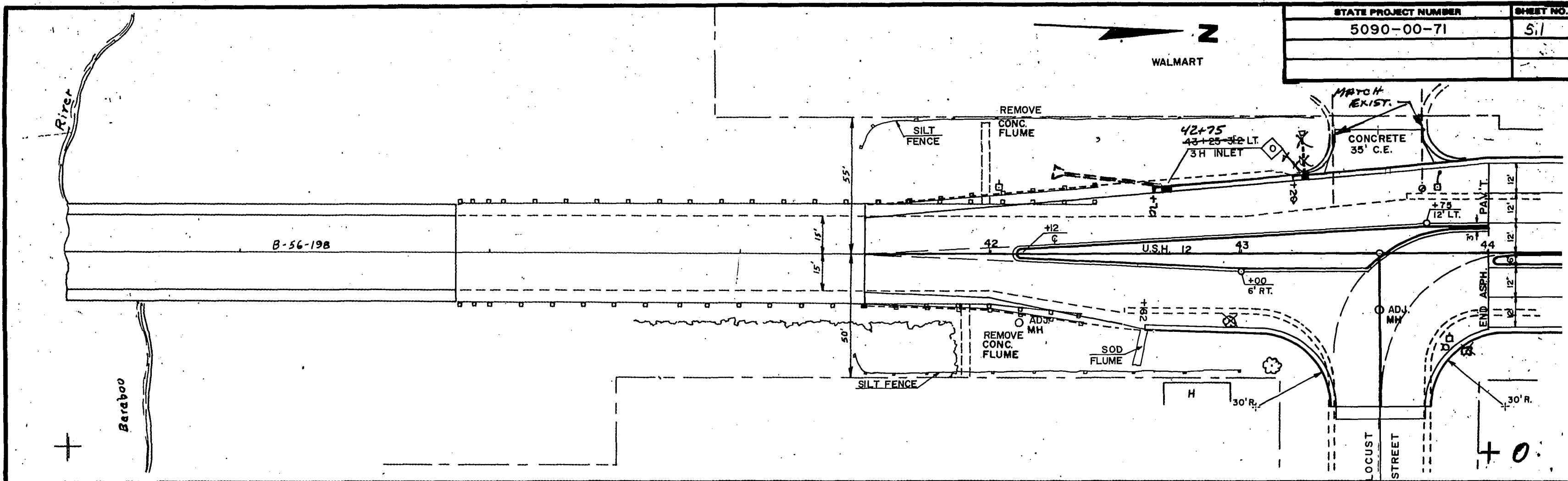
CONCRETE BASES					
GROUP CODE	STATION	LOC.	TYPE	STUBS REQUIRED	EACH
010	53+32	RT	1	102"	1
	0+71	RT	1	102"	1
	54+42	RT	1	102"	1
	53+37	LT	1	102"	1
	0+50	RT	1	102"	1
	237+47	RT	1	102"	1
	53+49	RT	2	102"	1
	54+63	RT	2	102"	1
	53+20	LT	2	102"	1
	54+50	LT	2	102"	1
	237+26	RT	2	102"	1
	0+84	LT	2	102"	1
	237+43	LT	2	102"	1

METALLIC CONDUIT					
GROUP CODE	STA. - STA.	LOC.	2-INCH L.F.	3-INCH L.F.	4-INCH L.F.
010	237+42 - 237+47	MEDIAN	5	-	-
	53+31 - 53+37	MEDIAN	6	-	-
	53+45 - 53+37	ISLAND	5	-	-
	0+50 - 0+57	MEDIAN	7	-	-
	0+57 - 0+71	MEDIAN	14	-	-
	54+42 - 54+47	MEDIAN	6	-	-
	237+42 - 237+56	LT	-	38	-
	237+42 - 237+51	RT	-	51	-
	237+51 - 53+31	RT	-	52	-
	47+67 - 47+67	LT&RT	-	75	-
	53+31 - 53+45	RT	-	47	-
	53+29 - 53+45	RT	-	26	-
	53+45 - 0+57	RT	-	48	-
	0+57 - 0+79	LT	-	46	-
	54+47 - 54+47	LT&RT	-	88	-
	247+42 - 237+51	RT	-	-	20

NONMETALLIC CONDUIT					
GROUP CODE	STA. - STA.	LOC.	1 1/2-INCH L.F.	2-INCH L.F.	3-INCH L.F.
010	234+85 - 237+55	RT	265	-	-
	236+64 - 237+44	MEDIAN	80	-	-
	237+42 - 237+70	RT	40	-	-
	47+67 - 53+05	LT	538	-	-
	52+03 - 53+31	MEDIAN	128	-	-
	52+05 - 52+66	RT	61	-	-
	52+66 - 53+29	RT	67	-	-
	0+57 - 1+90	MEDIAN	133	-	-
	0+79 - 3+38	LT	259	-	-
	54+47 - 55+85	MEDIAN	138	-	-
	54+47 - 57+72	LT	328	-	-
	237+50 - 237+67	RT	-	30	-
	237+25 - 237+50	RT	-	25	-
	237+42 - 237+55	LT	-	13	-
	54+47 - 54+63	RT	-	16	-
	54+47 - 54+50	LT	-	4	-
	53+29 - 53+32	RT	-	6	-
	0+79 - 0+84	LT	-	6	-
	237+55 - 237+69	LT	-	-	23
	54+47 - 0+79	RT<	-	-	38

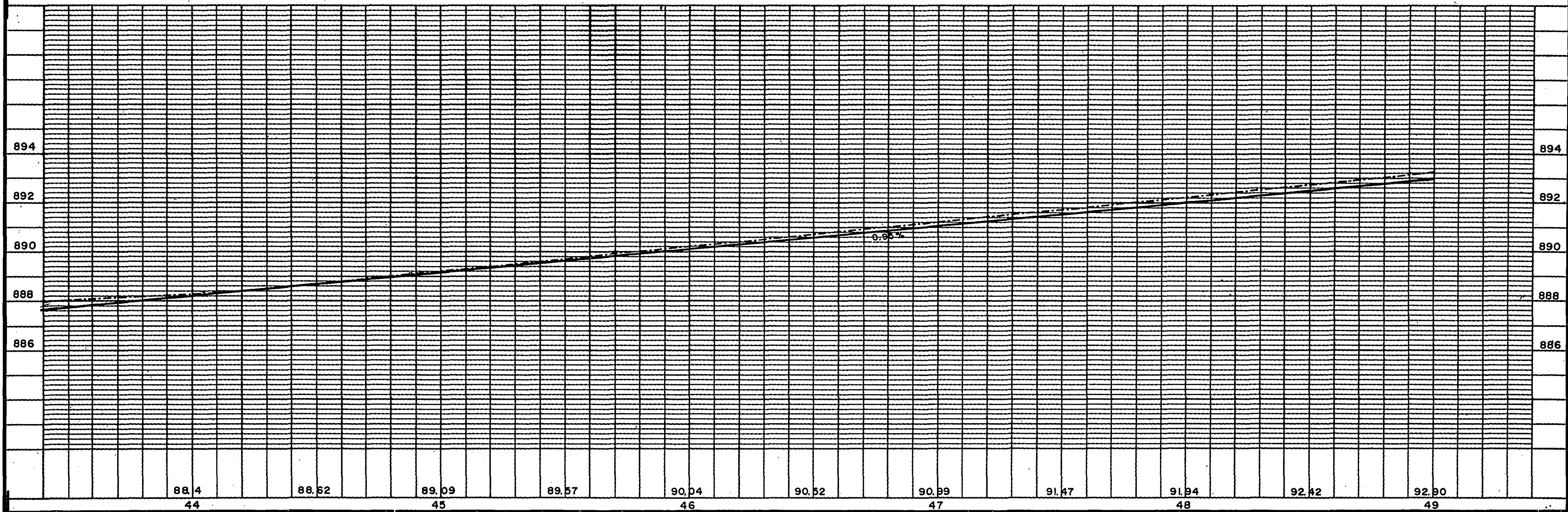
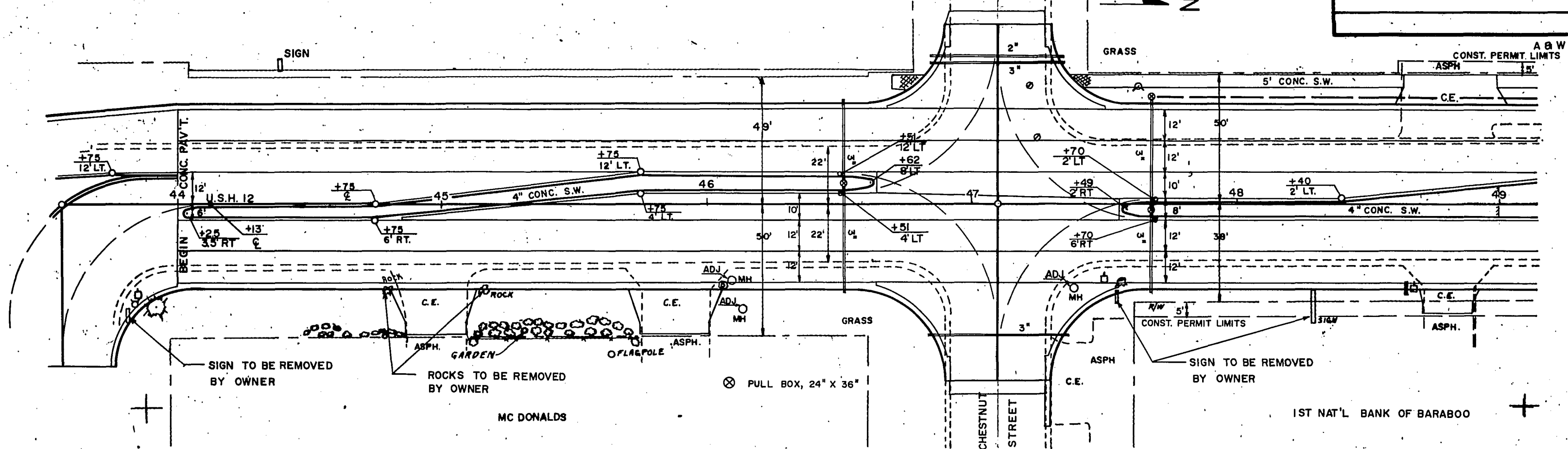
LOOP DETECTOR CONDUIT, 1-INCH AND LOOP DETECTOR WIRE							
GROUP CODE	STATION	LOC.	TURNS	SIZE	CONDUIT (L.F.)	WIRE (L.F.)	JUNCTION BOXES 8"X8"X8" EACH
010	235+86	RT	3	6'X16'	52	145	1
	236+64	RT	2	6'X16'	52	100	1
	236+64	RT	3	6'X6'	32	84	1
	237+45	RT	2	6'X20'	60	116	1
	0+56	LT	3	6'X20'	58	168	1
	1+63	LT&RT	3	6'X16'	51	146	1
	1+90	LT	4	6'X6'	29	106	1
	3+38	LT	4	6'X16'	52	192	1
	51+56	LT&RT	4	6'X18'	56	208	1
	52+04	LT	3	6'X6'	29	82	1
	52+67	LT&RT	3	6'X18'	57	162	1
	53+32	LT	2	6'X6'	58	116	1
	54+50	LT	2	6'X20'	58	116	1
	55+85	LT&RT	3	6'X18'	56	160	1
	55+85	LT	4	6'X6'	29	106	1
	57+73	LT&RT	4	6'X18'	55	206	1

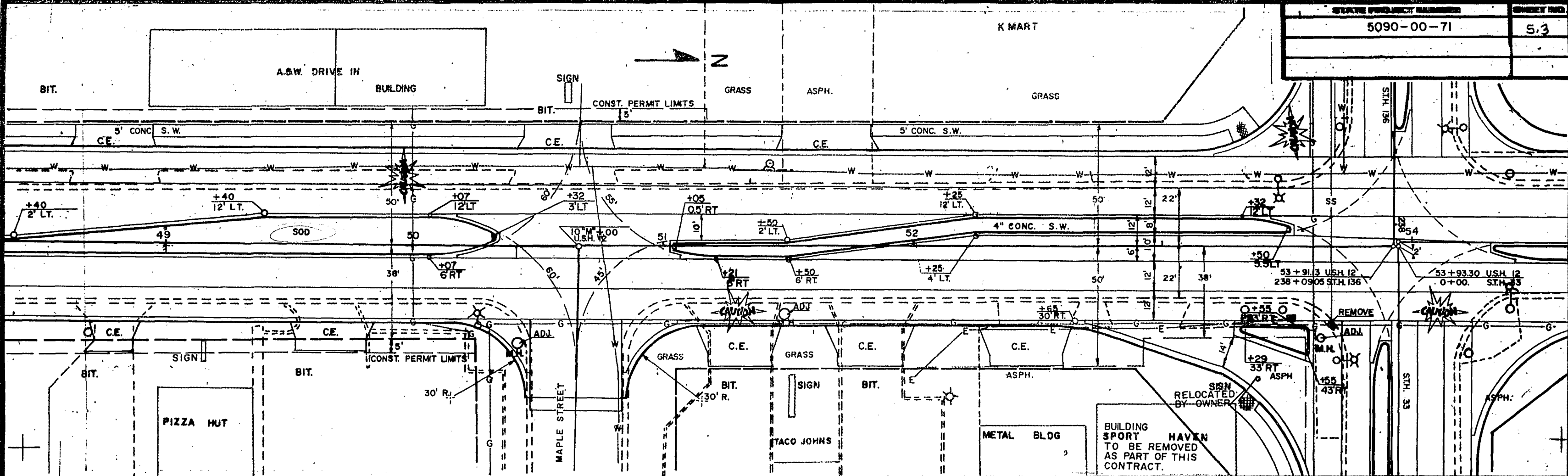




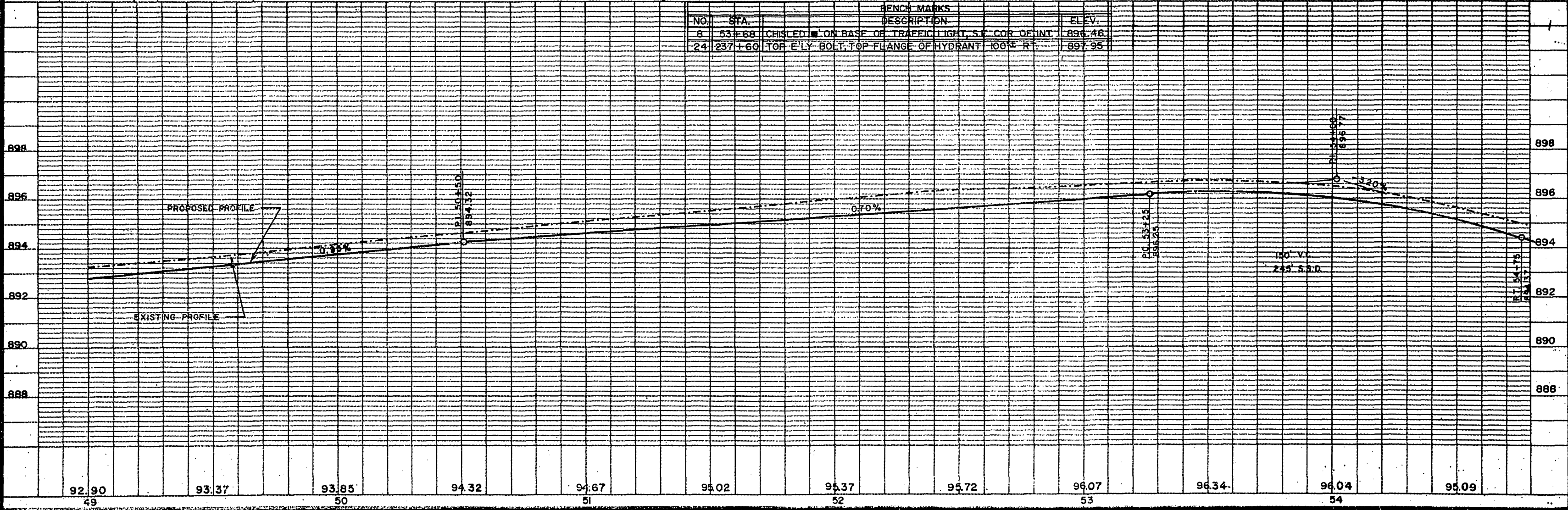
3" METALLIC CONDUIT
WALMART PROPERTY INC.

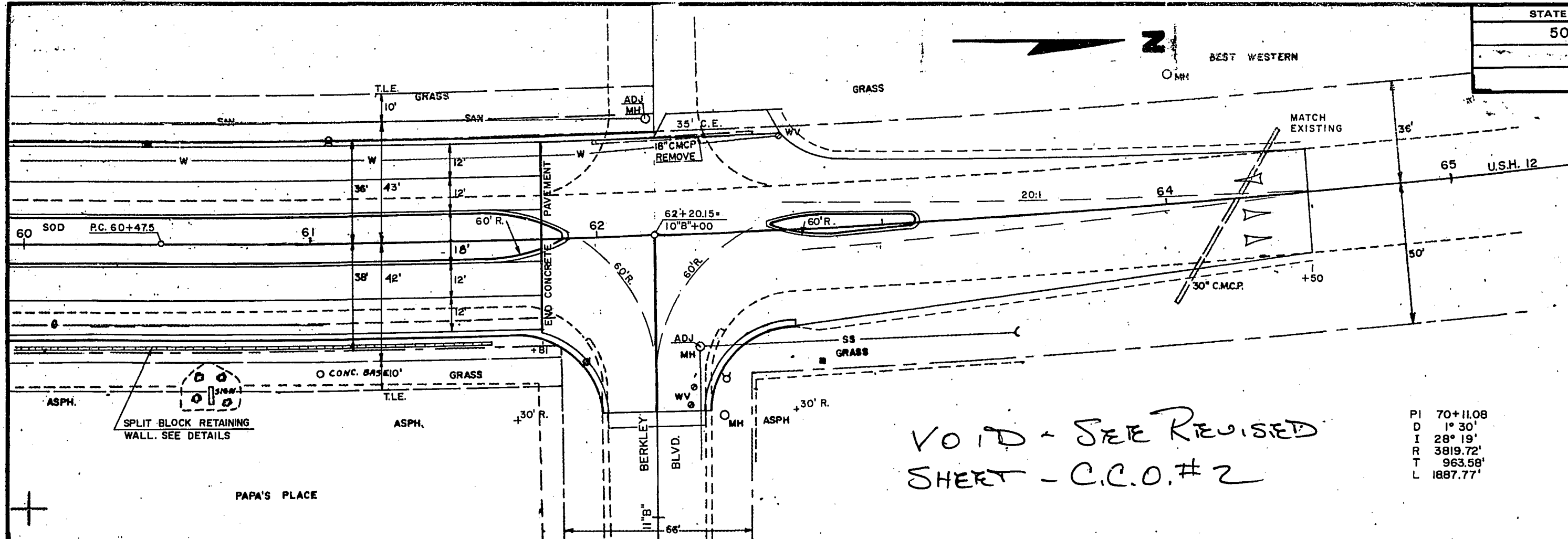
STATE PROJECT NUMBER	SHEET NO.
5090-00-71	5.2





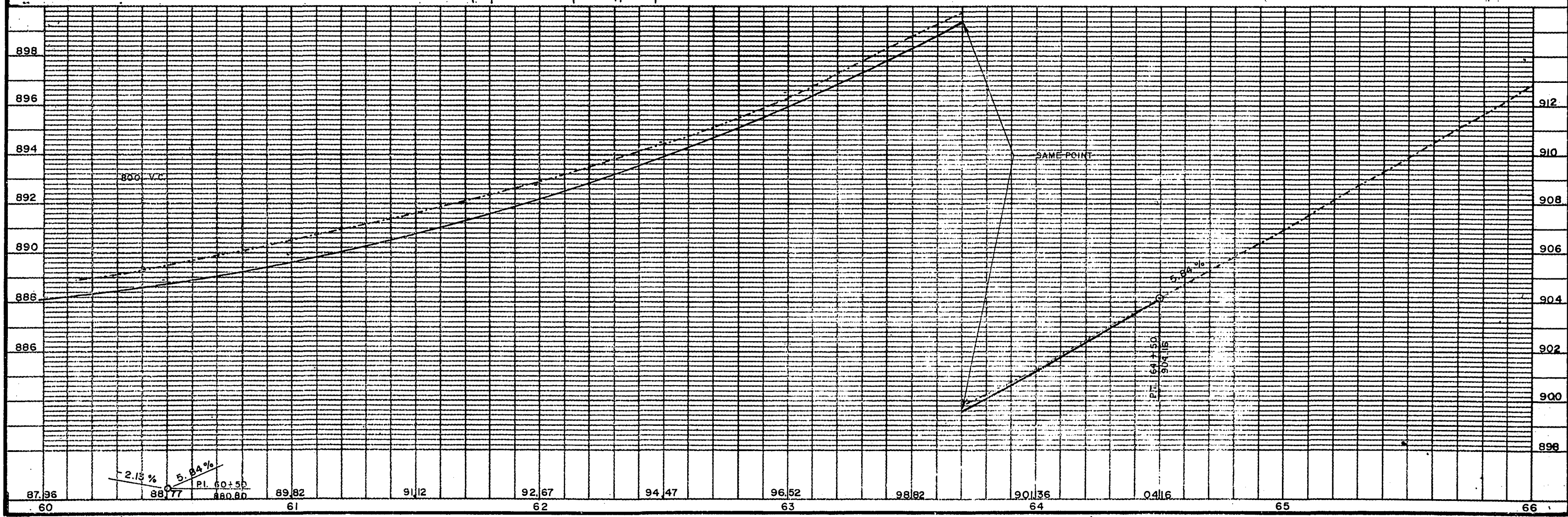
BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
8	53+68	CHISEL N ON BASE OF TRAFFIC LIGHT, S.E. COR. DE INT.	896.46
24	237+60	TOP E'LY BOLT, TOP FLANGE OF HYDRANT 100' RT.	897.95



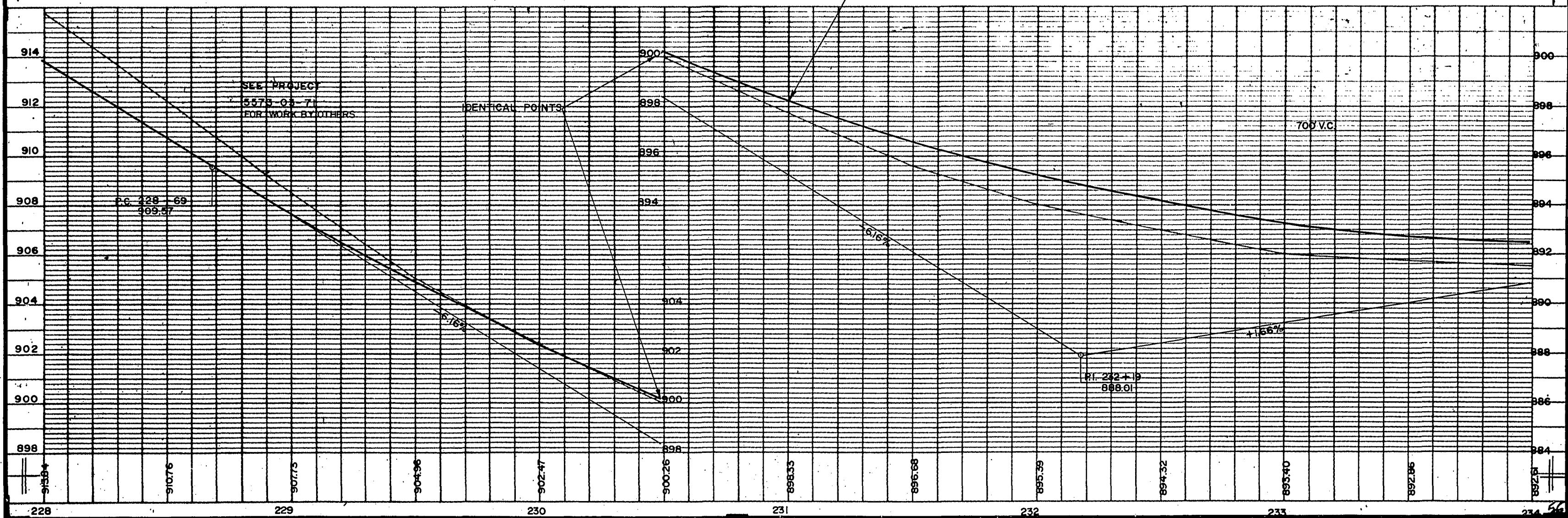


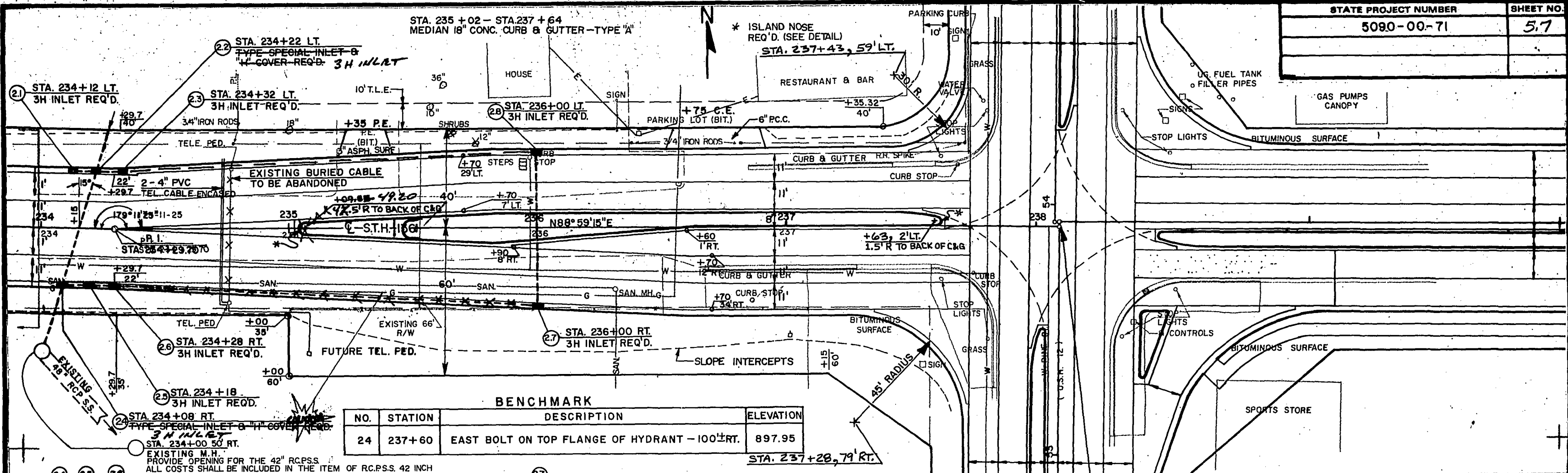
VOID - SEE REVISED
SHEET - C.C.O.#2

PI 70+11.08
D 1° 30'
I 28° 19'
R 3819.72'
T 963.58'
L 1887.77'

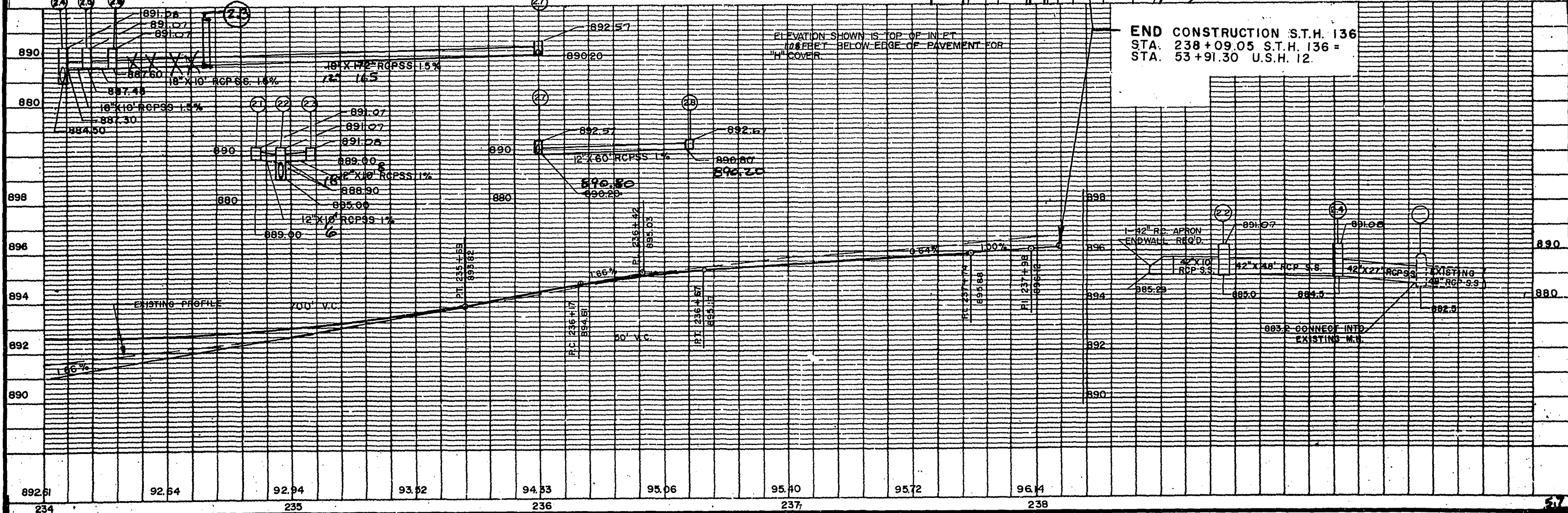


STATE PROJECT NUMBER	SHEET NO.
5090 -00- 71	5.6

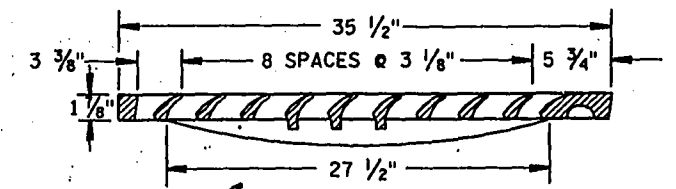
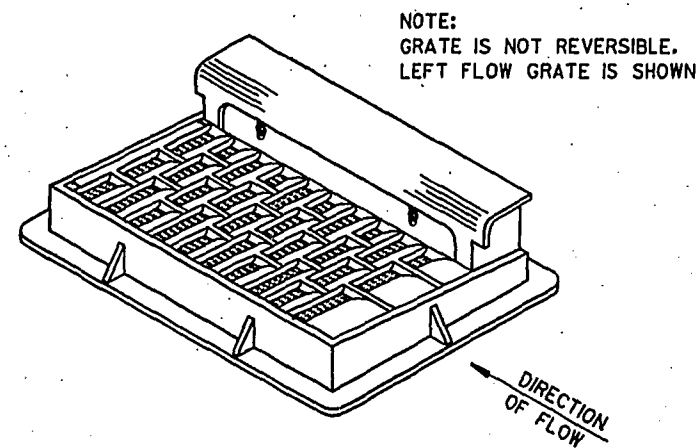
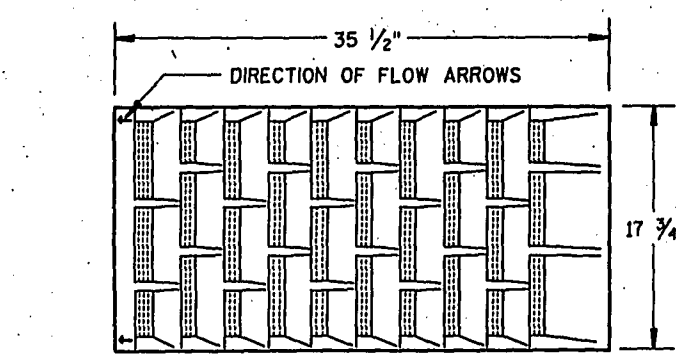




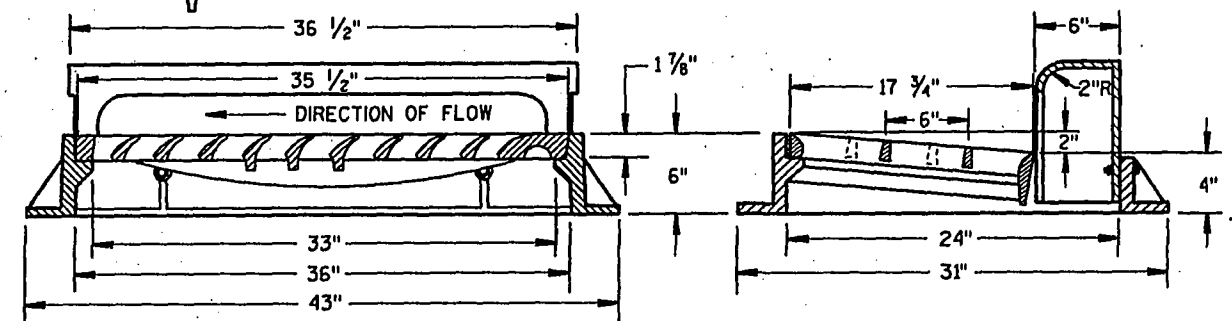
NO.	STATION	DESCRIPTION	ELEVATION
24	237+60	EAST BOLT ON TOP FLANGE OF HYDRANT - 100' RT.	897.95



END CONSTRUCTION S.T.H. 136
 STA. 238+09.05 S.T.H. 136 =
 STA. 53+91.30 U.S.H. 12.

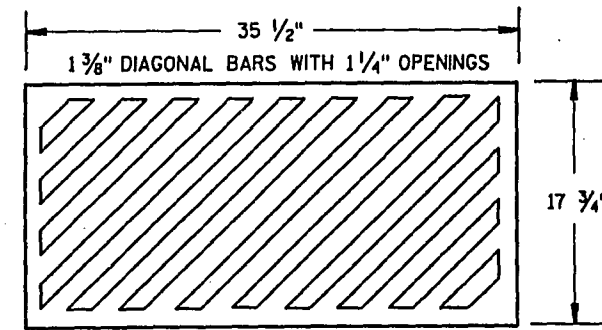


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



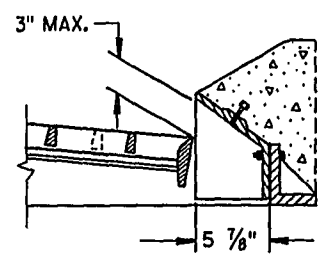
TYPE "H"

(APPROXIMATE WEIGHT 510 LBS.)



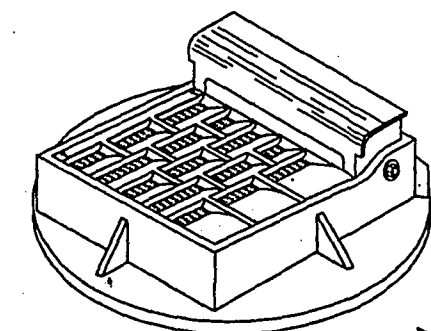
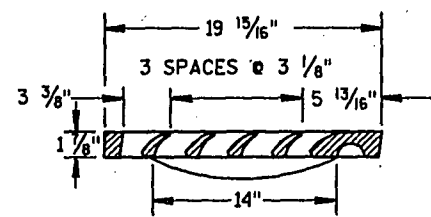
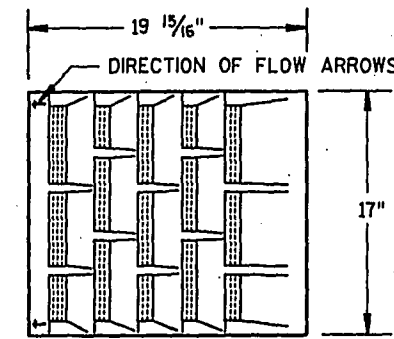
SPECIAL GRATE NO. 1

(APPROXIMATE WEIGHT 175 LBS.)
(NOTE AS TYPE H1 ON DRAINAGE TABLE)

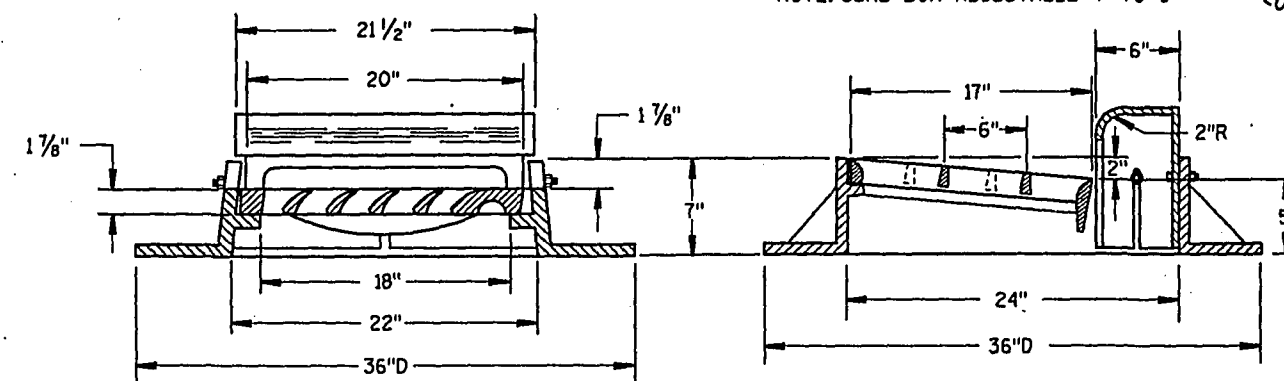


MOUNTABLE CURB BOX FOR TYPE "H" COVER

(FOR USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH)



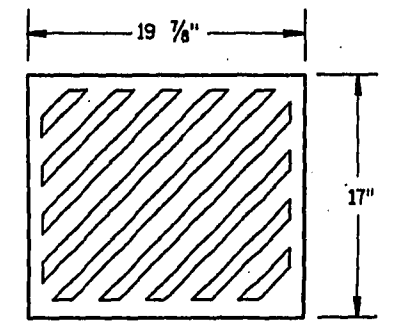
NOTE: GRATE IS NOT REVERSIBLE. LEFT FLOW GRATE IS SHOWN



TYPE "A"

(APPROXIMATE WEIGHT 410 LBS.)

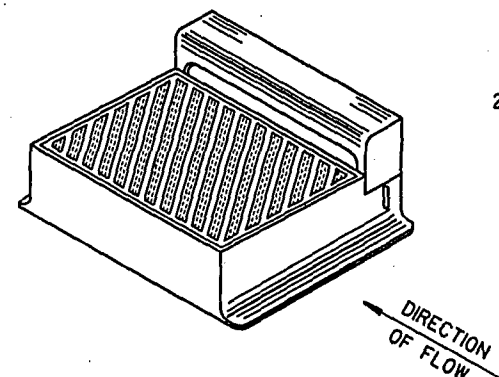
1" DIAGONAL BARS WITH 1 1/2" OPENINGS



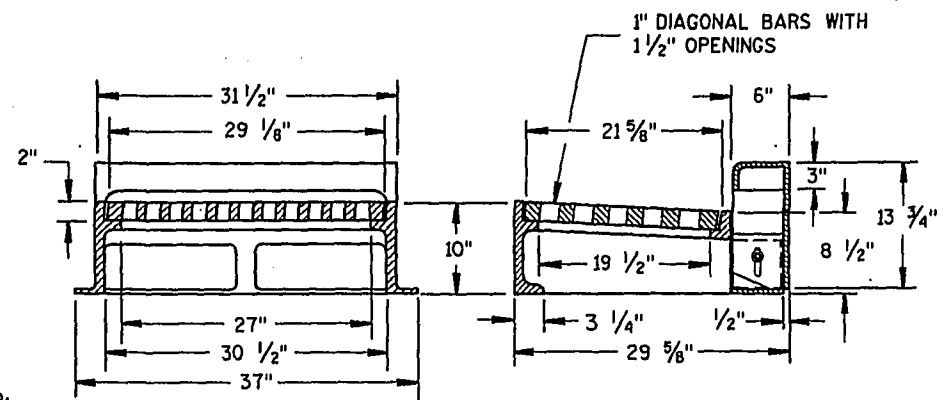
SPECIAL GRATE NO. 1

(APPROXIMATE WEIGHT 85 LBS.)

(NOTE AS TYPE A1 ON DRAINAGE TABLE)



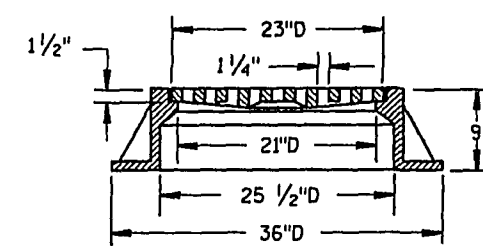
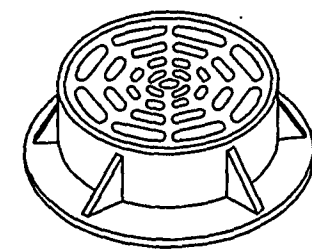
DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 650 LBS.)



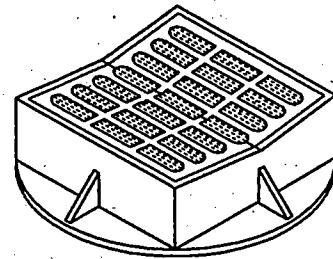
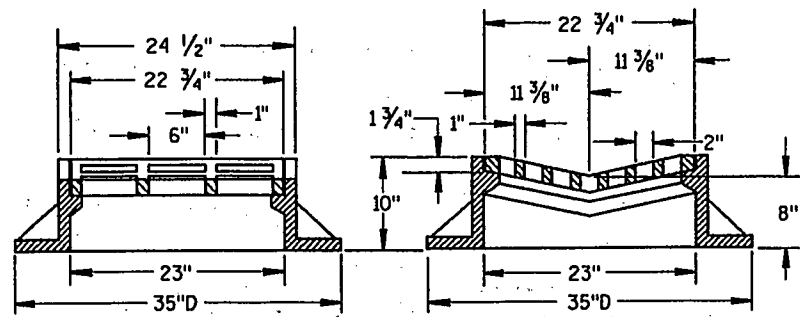
TYPE "C"

(APPROXIMATE WEIGHT 365 LBS.)

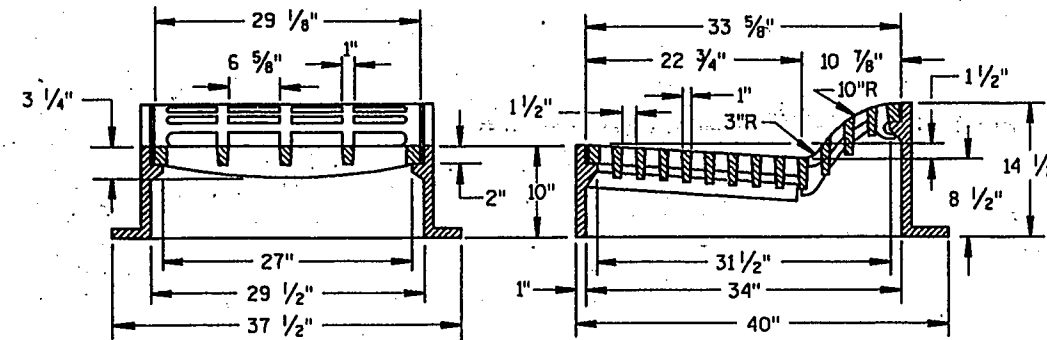
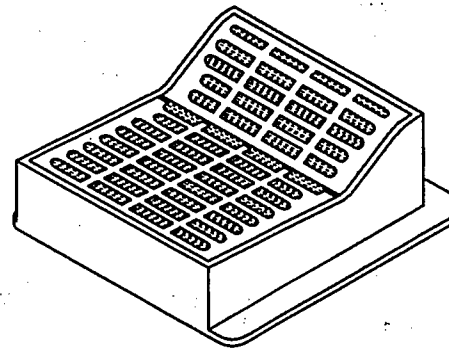
INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

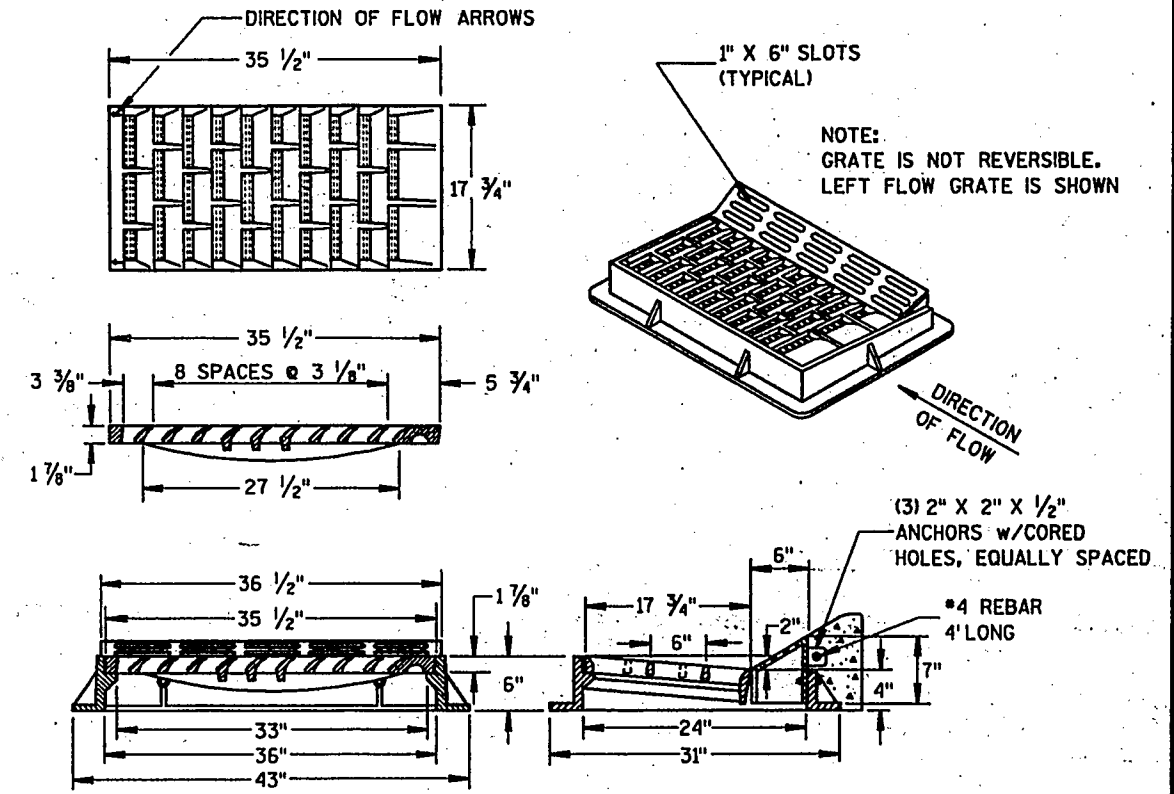
APPROVED
DATE 10/23/09
STATE DESIGN ENGINEER FOR HWYS
FHWA



TYPE "B"
(APPROXIMATE WEIGHT 400 LBS.)

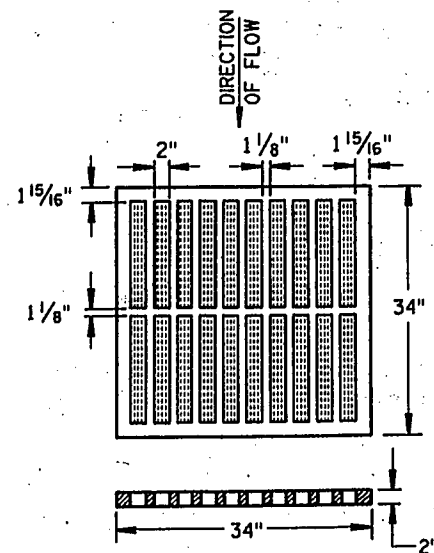


TYPE "F"①
(APPROXIMATE WEIGHT 835 LBS.)

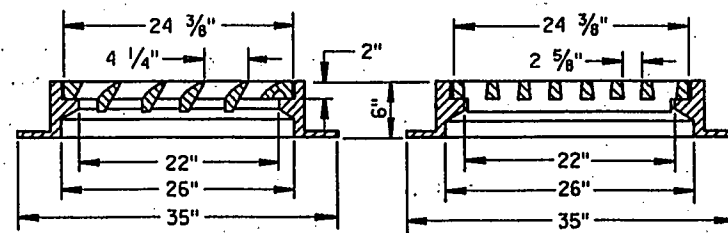
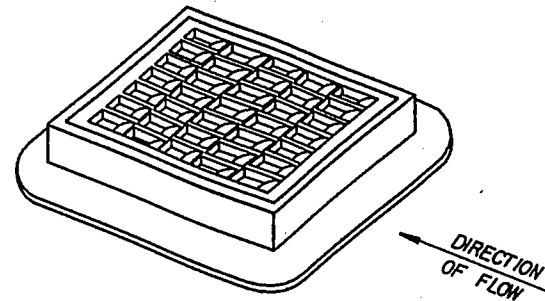


TYPE "HM"①
(APPROXIMATE WEIGHT 510 LBS.)

NOTE:
SPECIAL GRATE NO.1 FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER

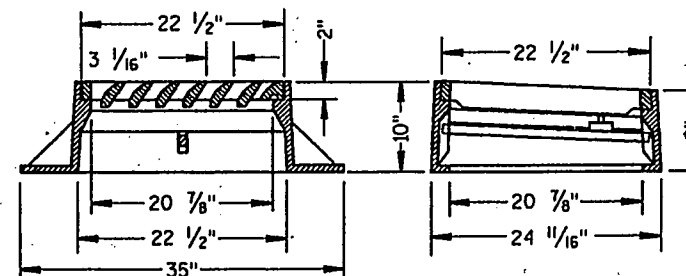
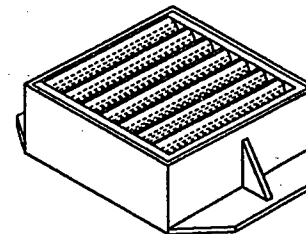


TYPE "MS"
(APPROXIMATE GRATE WEIGHT 285 LBS.)



TYPE "S"
(APPROXIMATE WEIGHT 400 LBS.)

DIRECTION
OF FLOW



TYPE "V"
(APPROXIMATE WEIGHT 400 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 INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL COVERS PLACED IN VEHICULAR TRAFFIC AREAS SHALL BE "NON-ROCKING" TYPE.

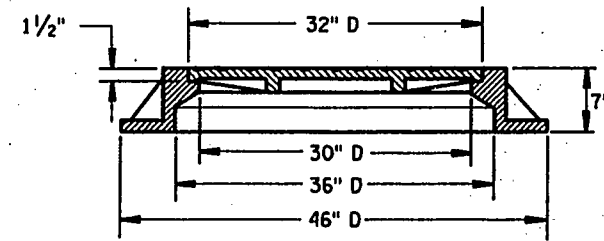
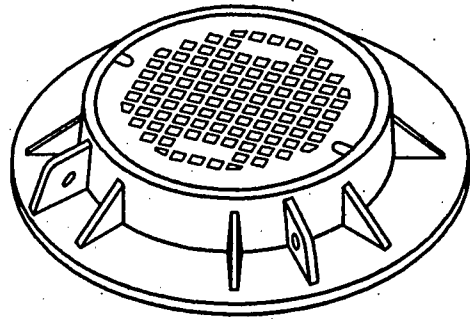
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

① FOR USE WITH CONCRETE CURB & GUTTER, 36 INCH.

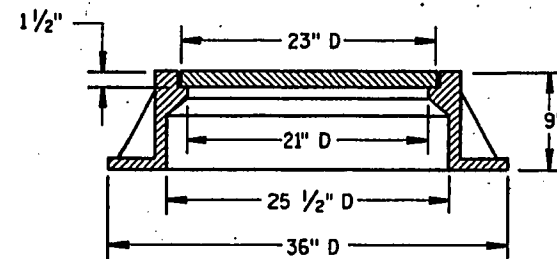
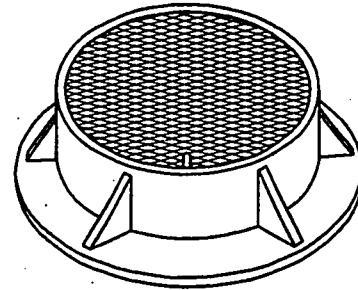
INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/23/09
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA



TYPE "K"
(APPROXIMATE WEIGHT 550 LBS.)



TYPE "J"
(APPROXIMATE WEIGHT 395 LBS.)

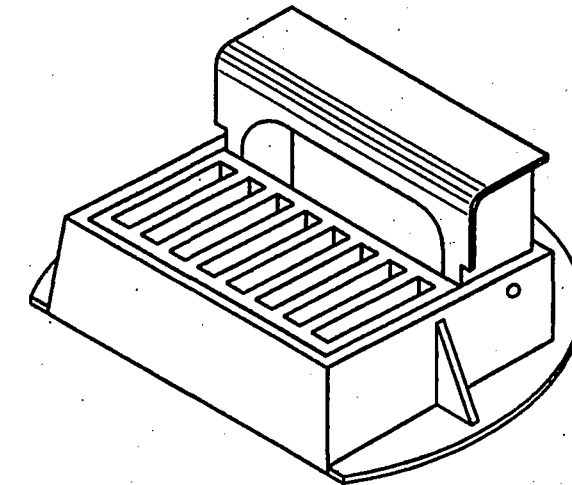
GENERAL NOTES

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.

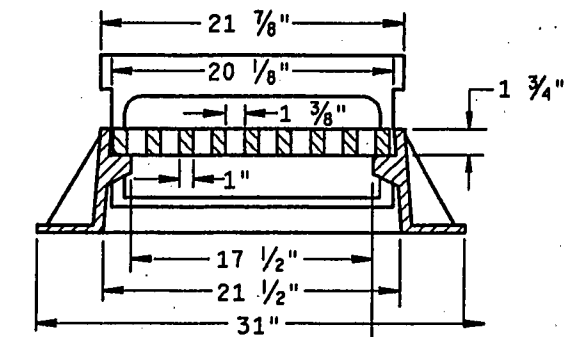
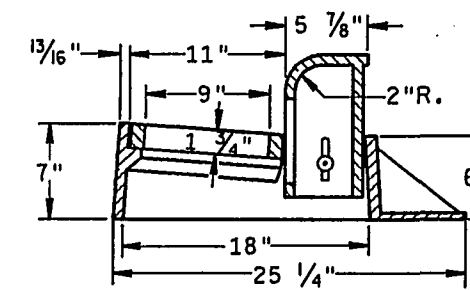
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL COVERS PLACED IN VEHICULAR TRAFFIC AREAS SHALL BE "NON-ROCKING" TYPE.

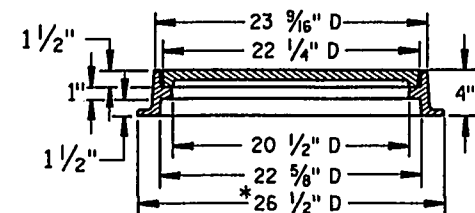
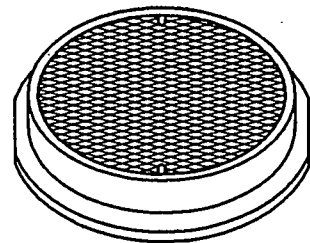
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



CURB BOX ADJUSTABLE 4" TO 10"

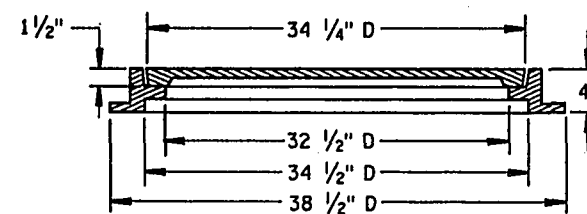
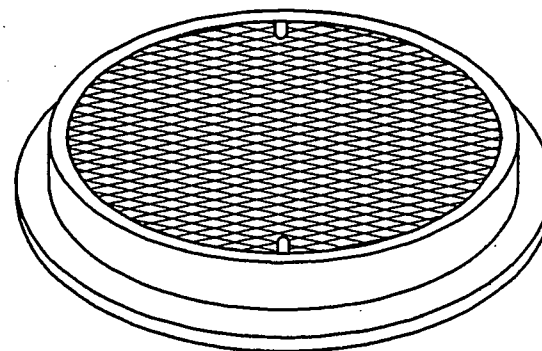


INLET COVER TYPE "Z"
(APPROXIMATE WEIGHT 270 LBS.)



*THIS DIMENSION IS 25 1/2" ON BEVELED SIDE

TYPE "L"
(APPROXIMATE WEIGHT 146 LBS.)



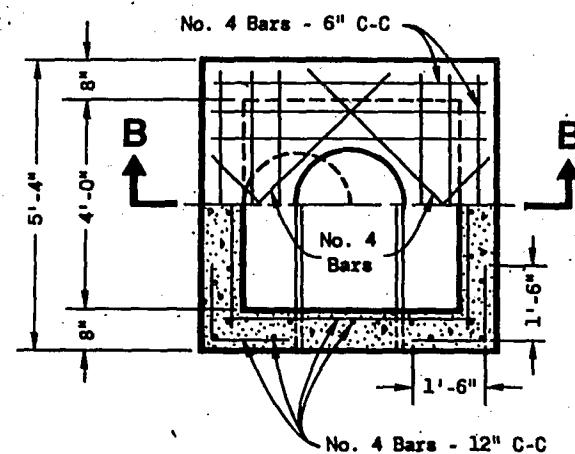
TYPE "M"
(APPROXIMATE WEIGHT 385 LBS.)

INLET AND MANHOLE COVERS

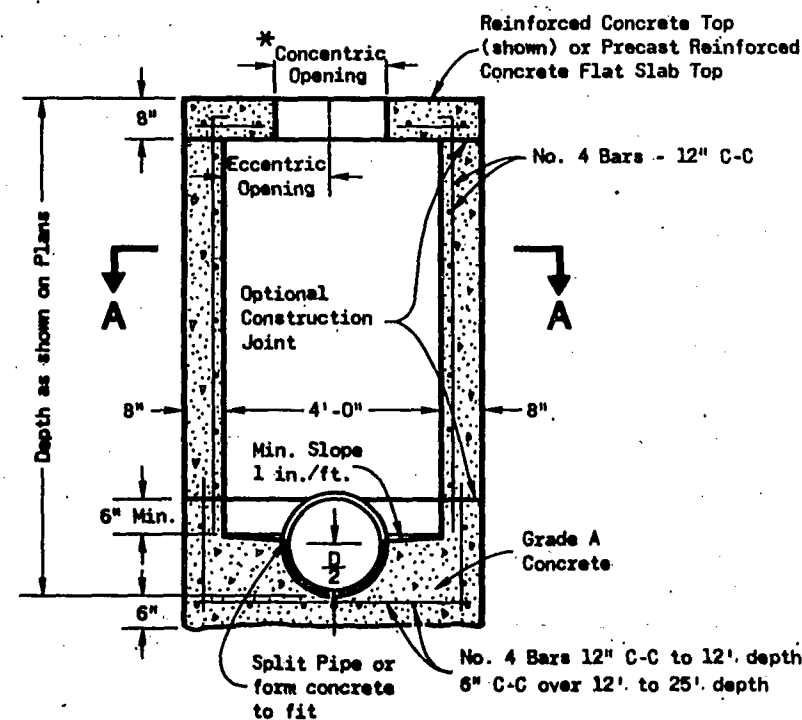
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/23/07
DATE
FHWA

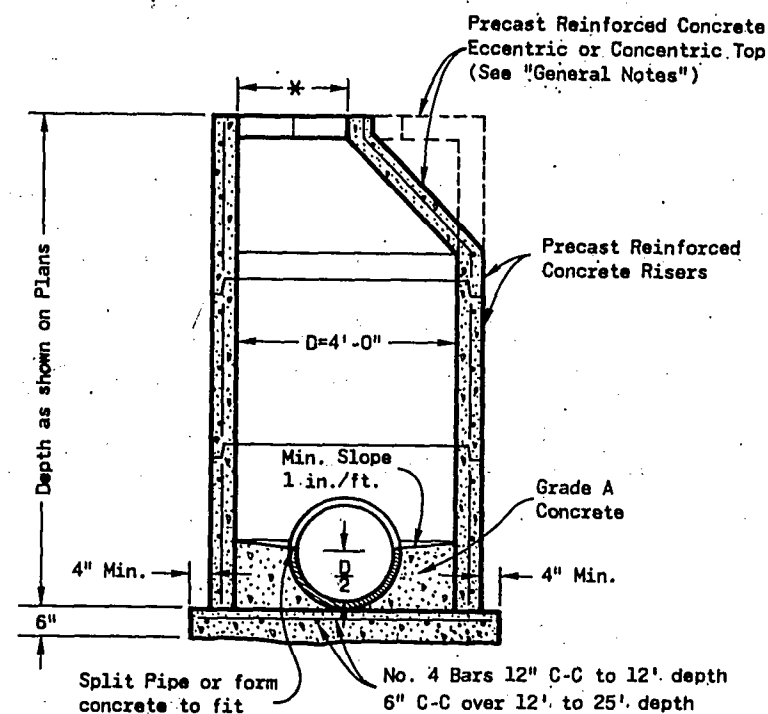
[Signature]
STATE DESIGN ENGINEER FOR HWYS



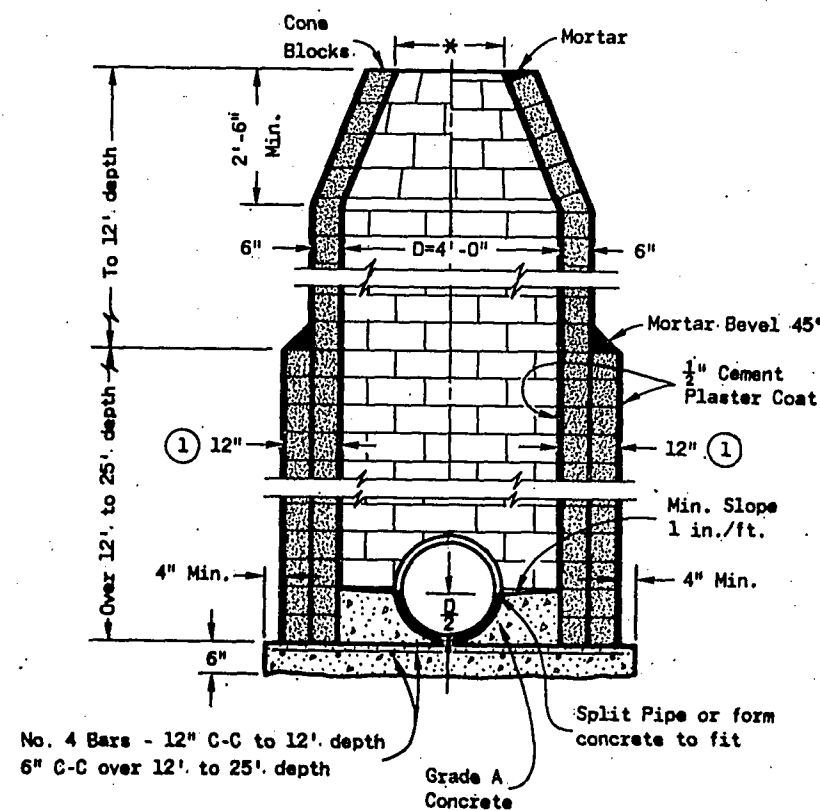
HALF SECTION A-A



SECTION B-B
REINFORCED CONCRETE



PRECAST REINFORCED CONCRETE



CONCRETE BLOCK

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 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 for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Cone Tops (Eccentric or Concentric) may be used on concrete block structures. The Cone Tops shall be installed on a bed of mortar.

Eccentric Cone Tops may be used on all structures, and Concentric Cone Tops shall be used only on structures 5 feet or less in depth, unless otherwise directed by the Engineer.

Steps meeting the following requirements shall be installed in all structures over 5 feet in depth: 16 inch C-C maximum spacing; project a minimum clear distance of 4 inches from the wall at the point of embedment; minimum length of 10 inches; minimum wall embedment of 3 inches; and be capable of supporting a concentrated load of 300 lbs. Ferrous metal steps not painted or treated to resist corrosion shall have a minimum cross sectional dimension of 1 inch.

Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to Federal Specification TT-P-645 or equivalent. Steps of approved Polypropylene plastic coated reinforcement bar will be acceptable.

All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers may be placed with tongue up or down.

All Precast Inlet Units shall conform to the pertinent requirements of AASHTO Designation M 199.

* Use 2'-0" diameter opening with Type "C", "L" and "J" covers, or 3'-0" diameter with Type "K" and "M" covers.

① 2 courses 6" block.

MANHOLES TYPE 1

State of Wisconsin
Department of Transportation

APPROVED
4-13-82
DATE

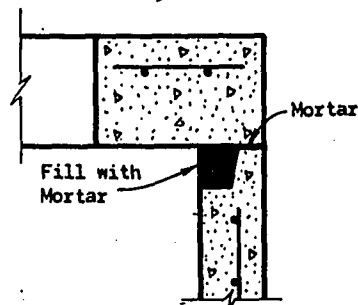
D. J. Schaefer
CHIEF DESIGN ENGINEER

FWW

S.D.D. 8 B 6-3

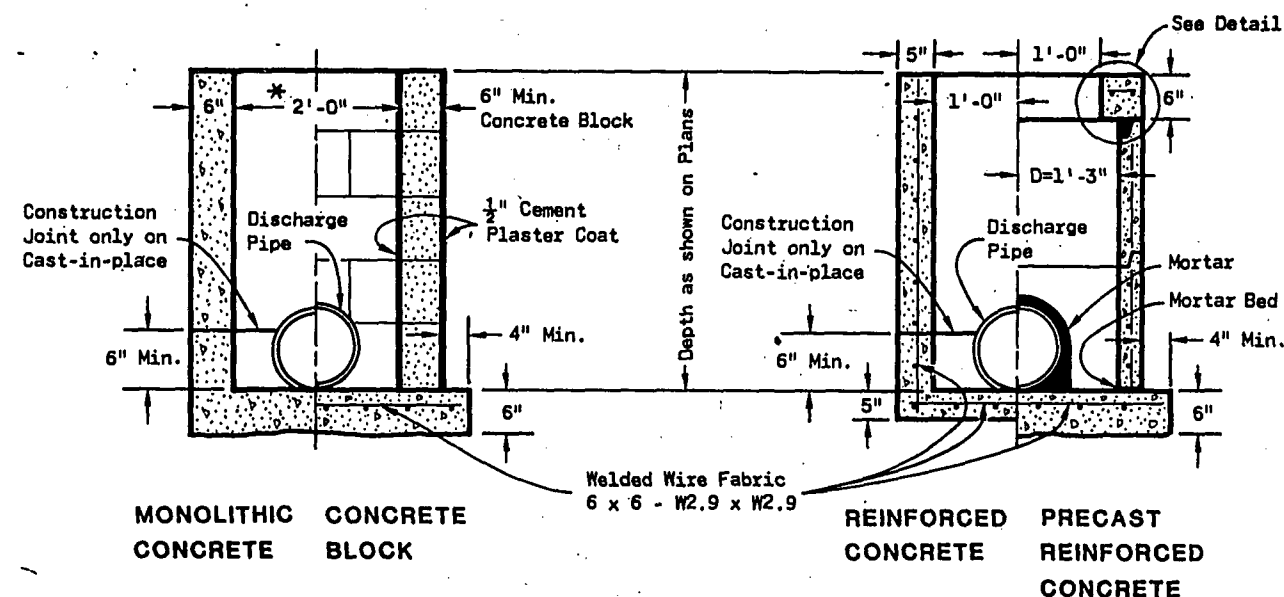
MANHOLES TYPE 1

S.D.D. 8 B 6-3



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.

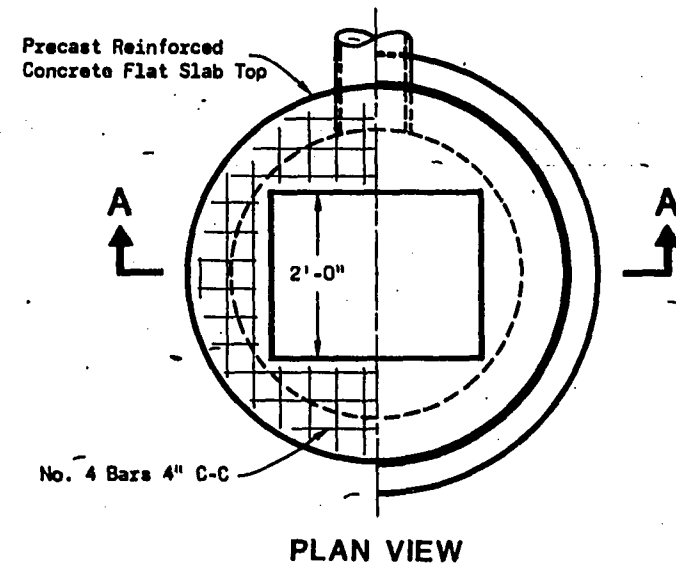
Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

Precast Reinforced Concrete Flat Slab Tops may be used on the structures. The Tops shall be installed on a bed of mortar.

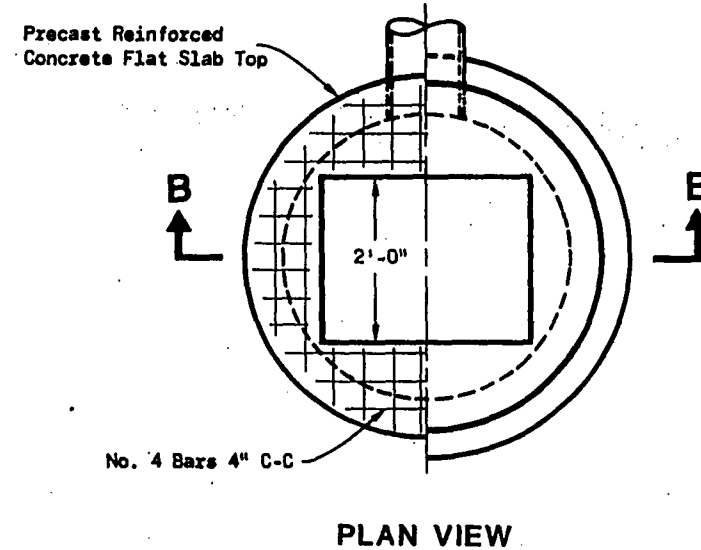
All Bar Steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

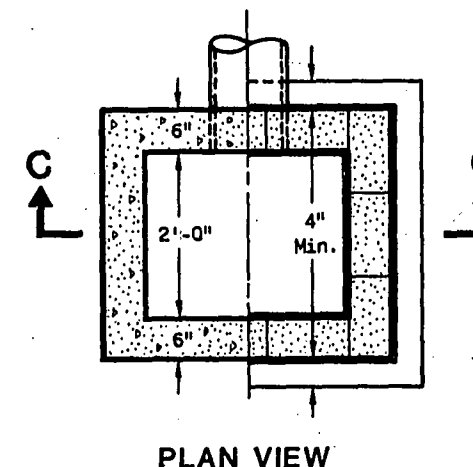
- ① Use 2'-6" opening for Type 2 Inlets and 3'-0" opening for Type 3 Inlets.



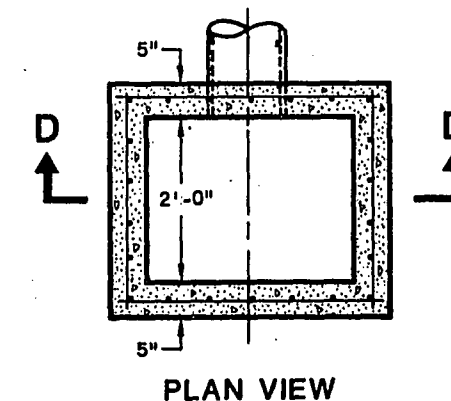
PLAN VIEW



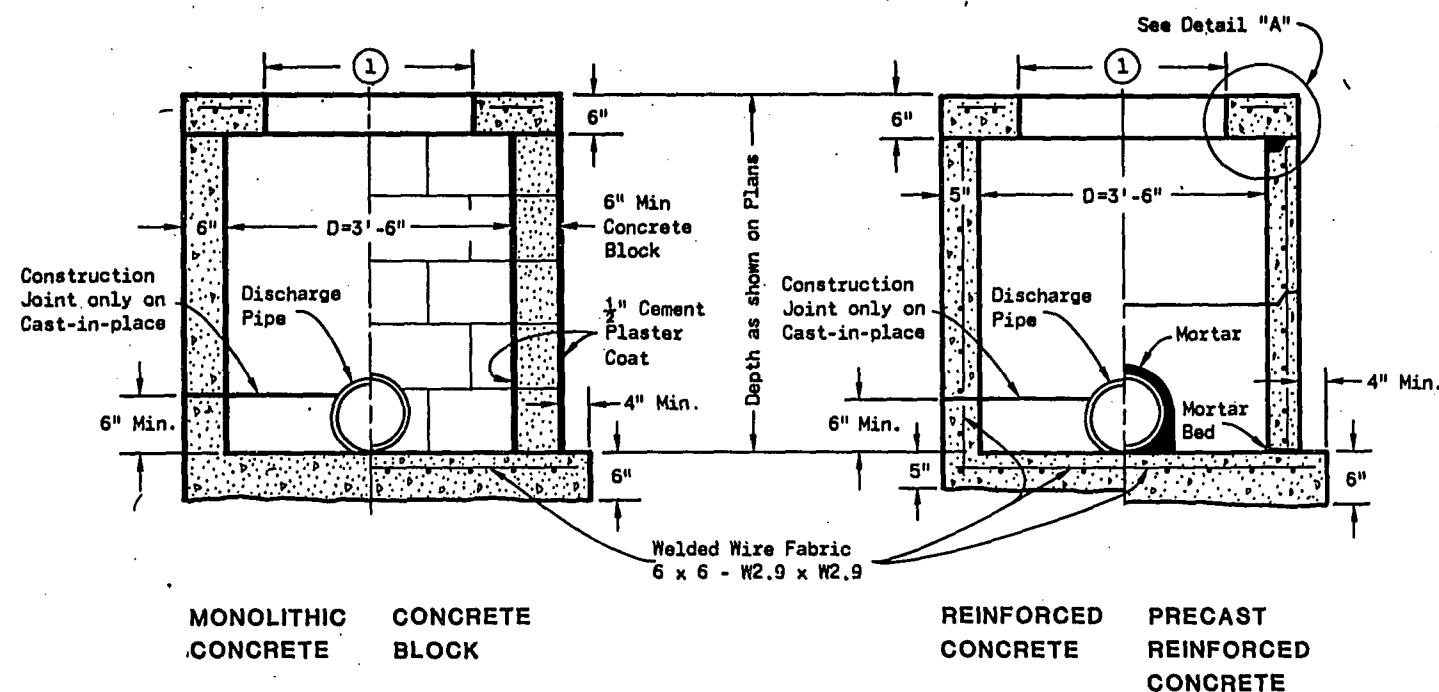
PLAN VIEW



PLAN VIEW

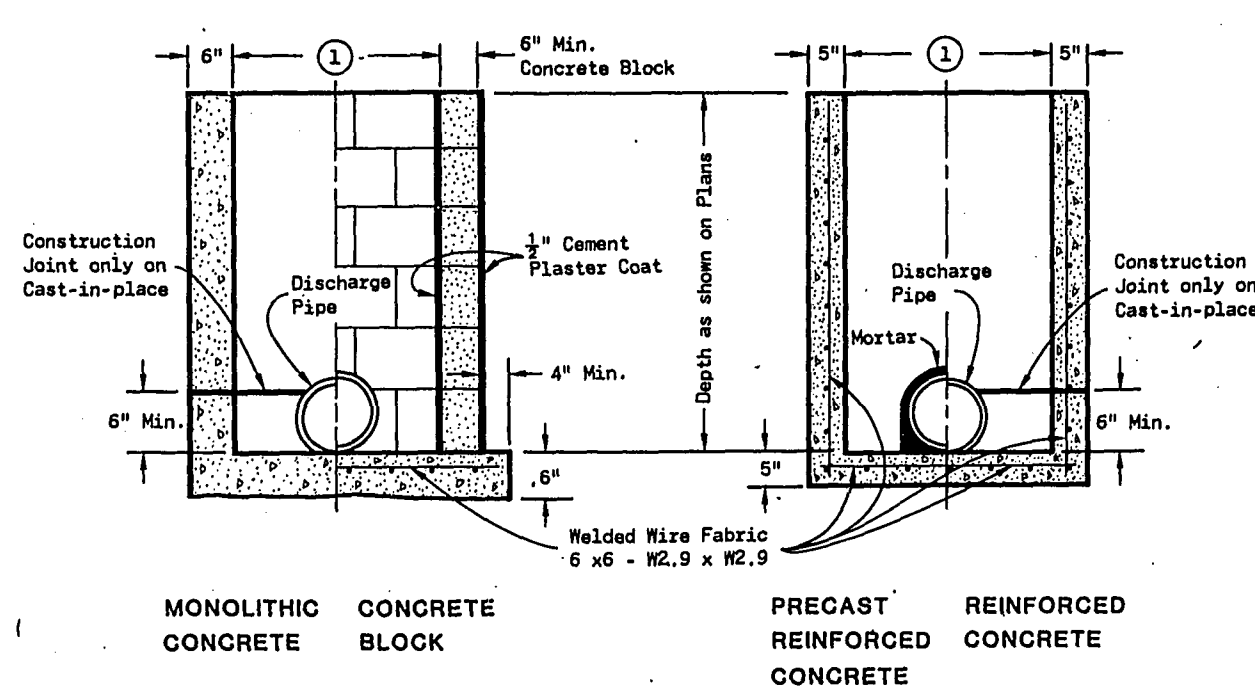


PLAN VIEW



SECTION A-A

SECTION B-B



SECTION C-C

SECTION D-D

INLETS TYPE 2 & 3

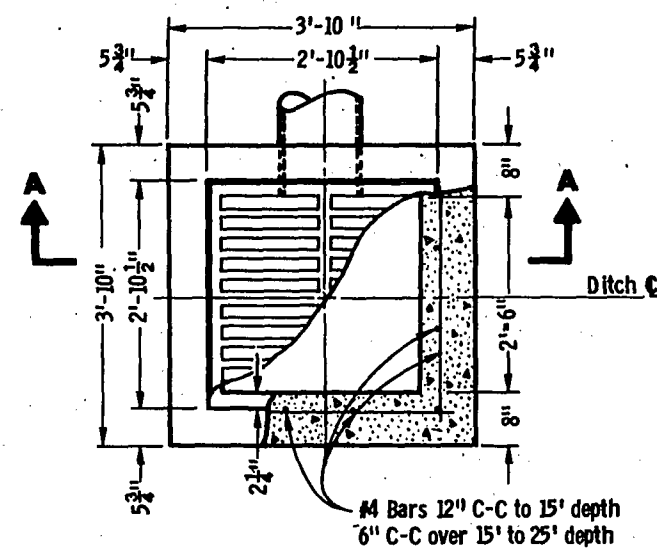
INLETS TYPE 1, 2 & 3

State of Wisconsin
Department of Transportation

APPROVED
4-13-82
DATE

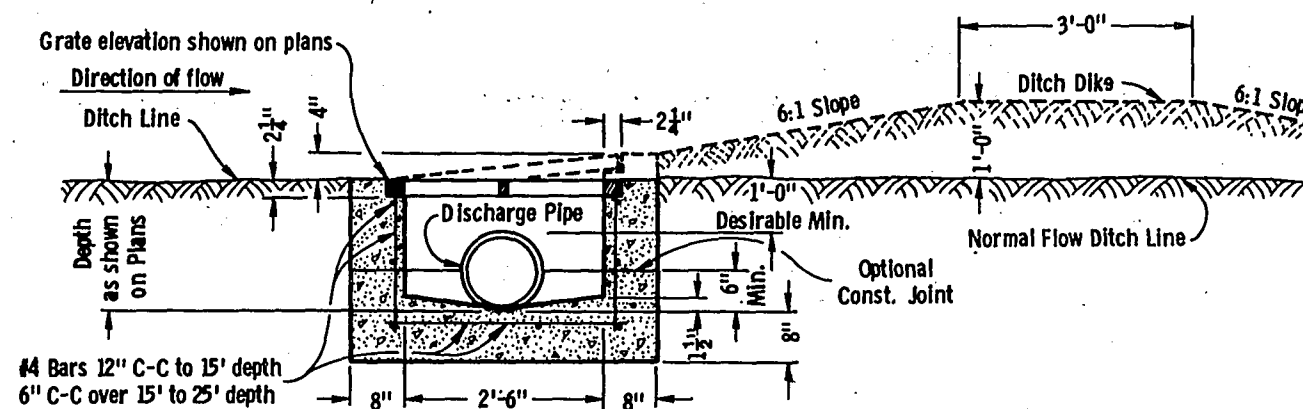
CHIEF DESIGN ENGINEER

S.D.D. 8 C 1-4

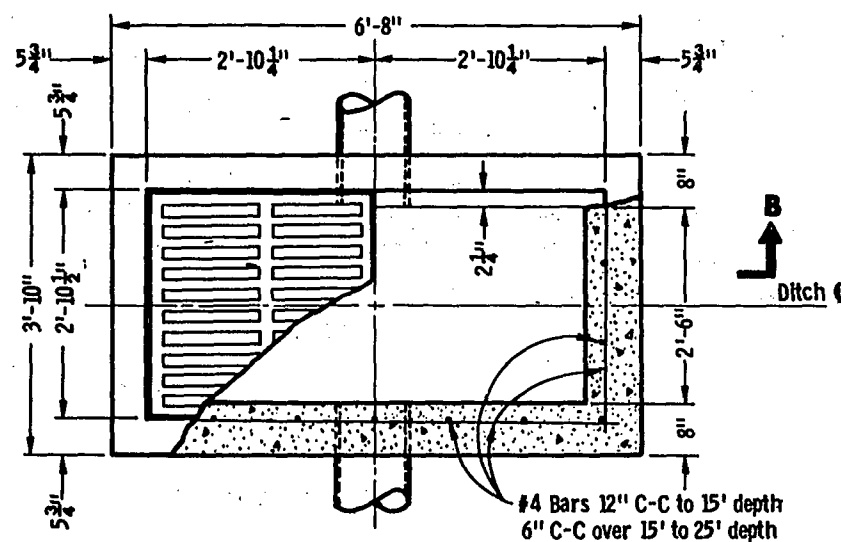


PLAN VIEW

INLET TYPE 8
REINFORCED CONCRETE

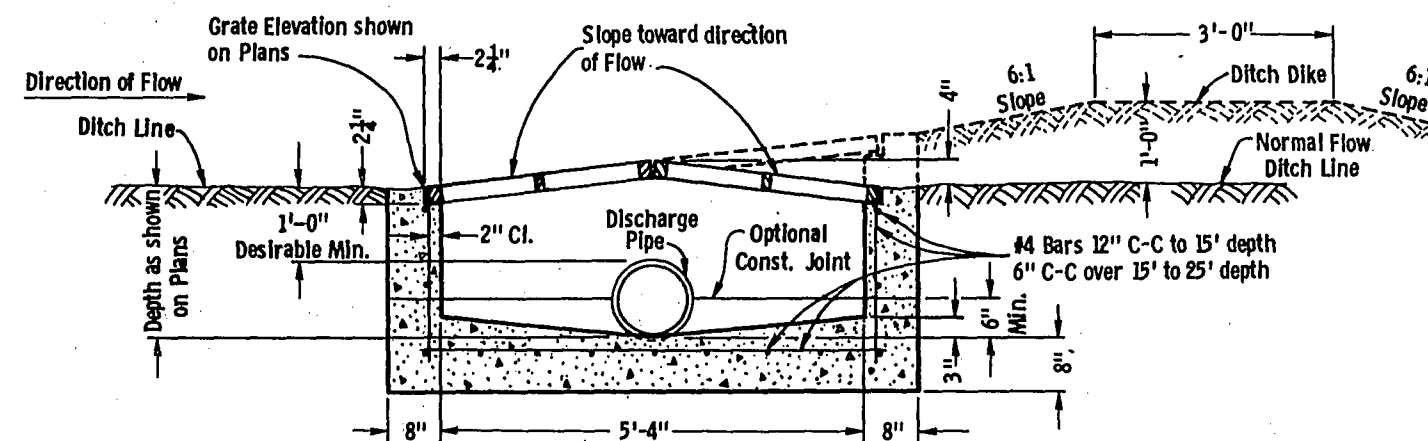


SECTION A-A

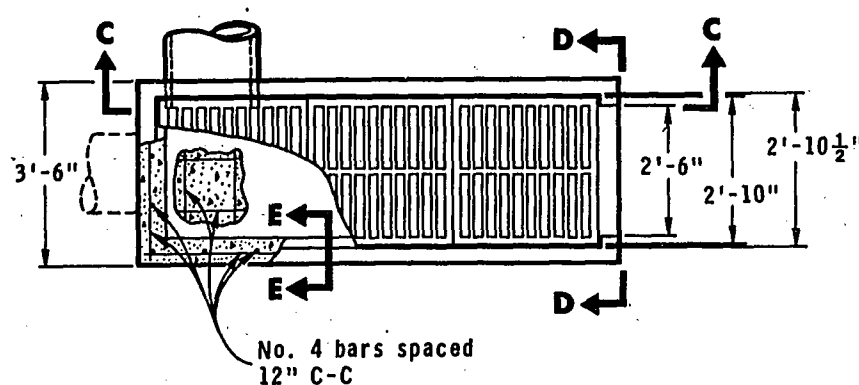


PLAN VIEW

INLET TYPE 9
REINFORCED CONCRETE

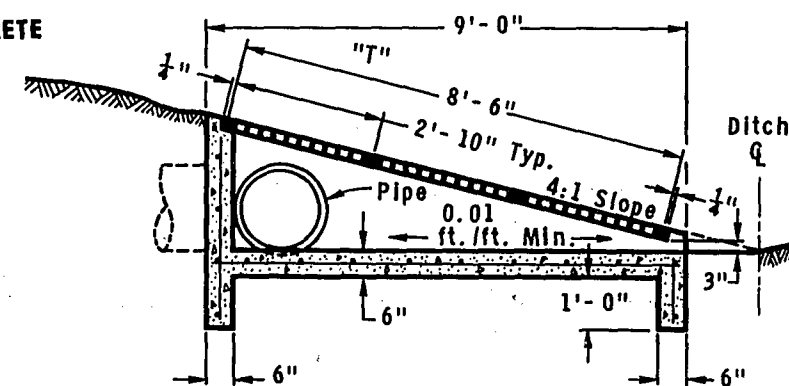


SECTION B-B

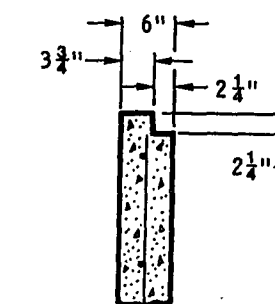


PLAN VIEW

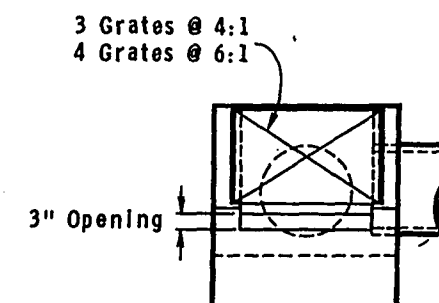
INLET TYPE 10
REINFORCED CONCRETE



SECTION C-C



SECTION E-E



VIEW D-D

GENERAL NOTES

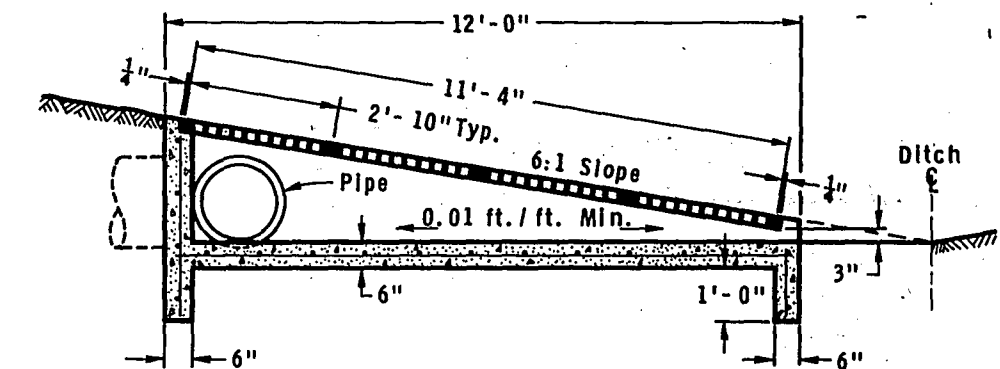
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

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.

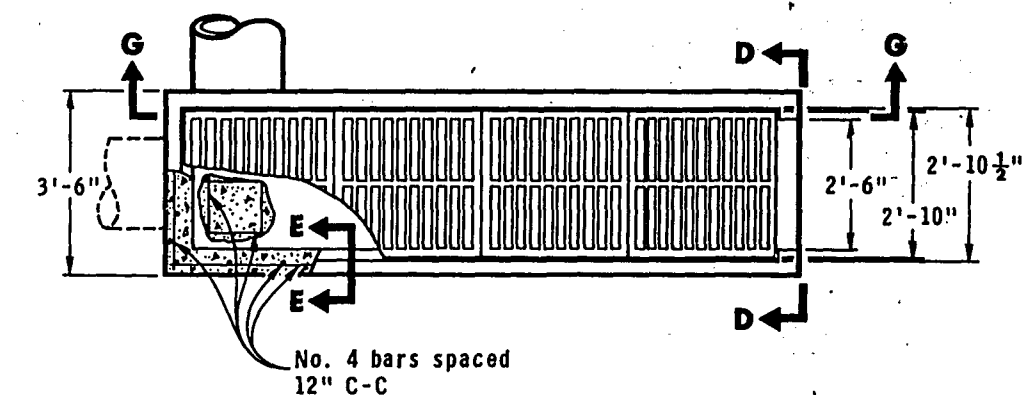
Precast reinforced concrete inlet units, if used, shall conform to the requirements of the Catch Basins, Manholes and Inlets Section of the Standard Specification's.

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 G-G



PLAN VIEW
INLET TYPE 11
REINFORCED CONCRETE

INLETS TYPE 8, 9, 10 and 11

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL:

4-30-74
DATE

APPROVED
5-02-74
DATE

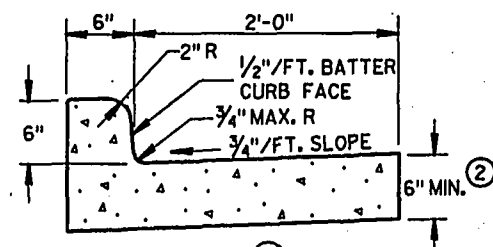
DATE

Chief of Facilities Development

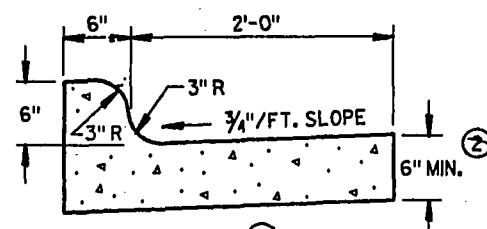
State Highway Engineer

DATE

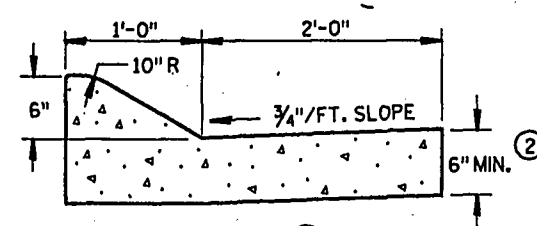
S.D.D. 8C5-1



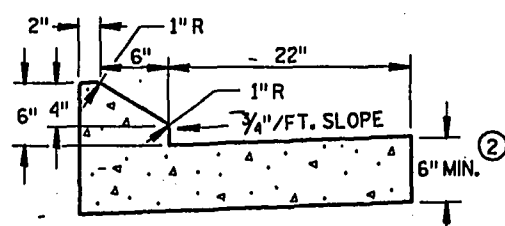
TYPES A & D



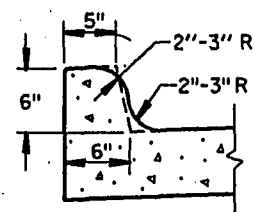
TYPES K & L



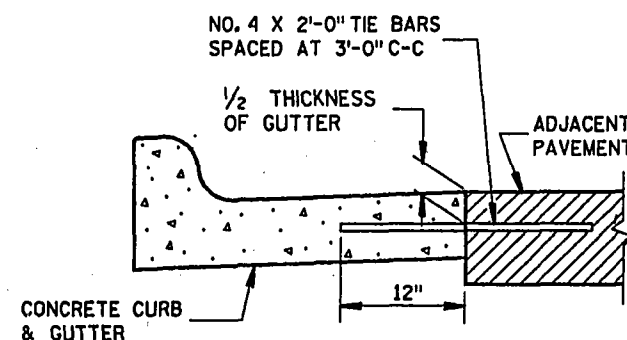
TYPES A & D
CONCRETE CURB & GUTTER 36"



TYPES G & J

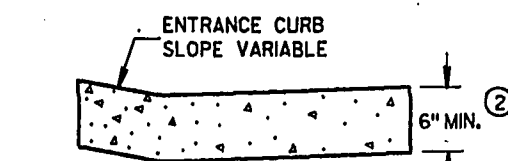


OPTIONAL CURB SHAPE
FOR TYPES K & L

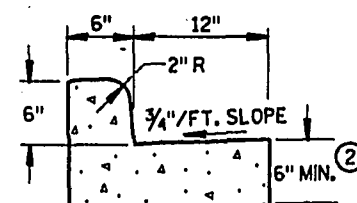


TYPICAL TIE BAR LOCATION

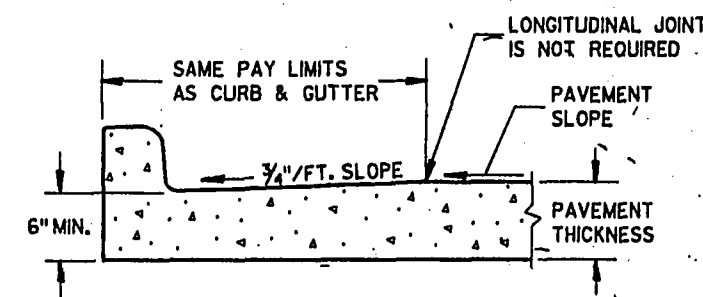
CONCRETE CURB & GUTTER 30"



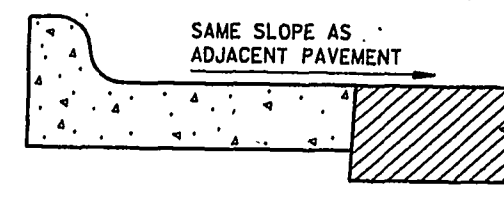
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



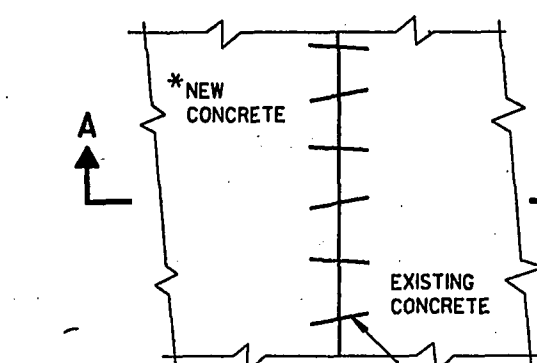
TYPES A & D
CONCRETE CURB & GUTTER 18"



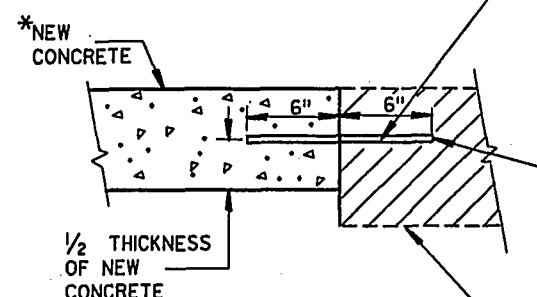
PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



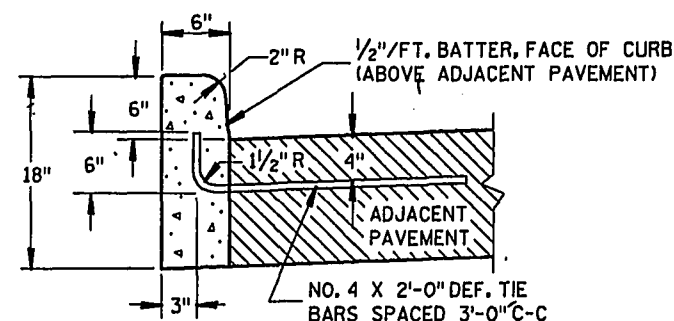
REVERSE SLOPE GUTTER
(TYPICAL FOR ALL CURB & GUTTER TYPES)



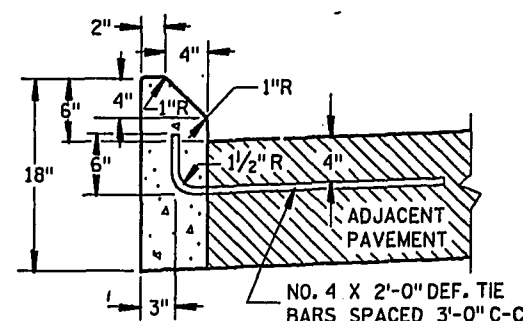
PLAN VIEW



SECTION A-A
PAVEMENT TIES



TYPES A & D



TYPES G & J

CONCRETE CURB

GENERAL NOTES

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

SEALANT IS NOT REQUIRED IN THE JOINTS OF CONCRETE CURB OR CONCRETE CURB & GUTTER EXCEPT AS REQUIRED FOR INTEGRAL GUTTER.

PAVEMENT TIES ARE REQUIRED, WHEN INCLUDED IN THE CONTRACT, WHERE CONCRETE CURB, CONCRETE CURB AND GUTTER OR CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. TIE BARS AND A LONGITUDINAL CONSTRUCTION JOINT ARE NOT REQUIRED WITH THIS ALTERNATE.

PAVEMENT JOINTS SHALL BE EXTENDED THROUGH INTEGRAL CURB & GUTTER. JOINTS IN INTEGRAL GUTTER SHALL HAVE THE SAME DIMENSIONS AS THE JOINTS IN THE ADJACENT PAVEMENT. JOINTS IN INTEGRAL CURB SHALL BE 1/8" WIDE.

JOINTS IN INTEGRAL CURB & GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME SEALANT SPECIFIED FOR THE PAVEMENT JOINT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB & GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE TWO FEET 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 LOCATIONS WILL BE SHOWN ELSEWHERE IN THE PLAN.

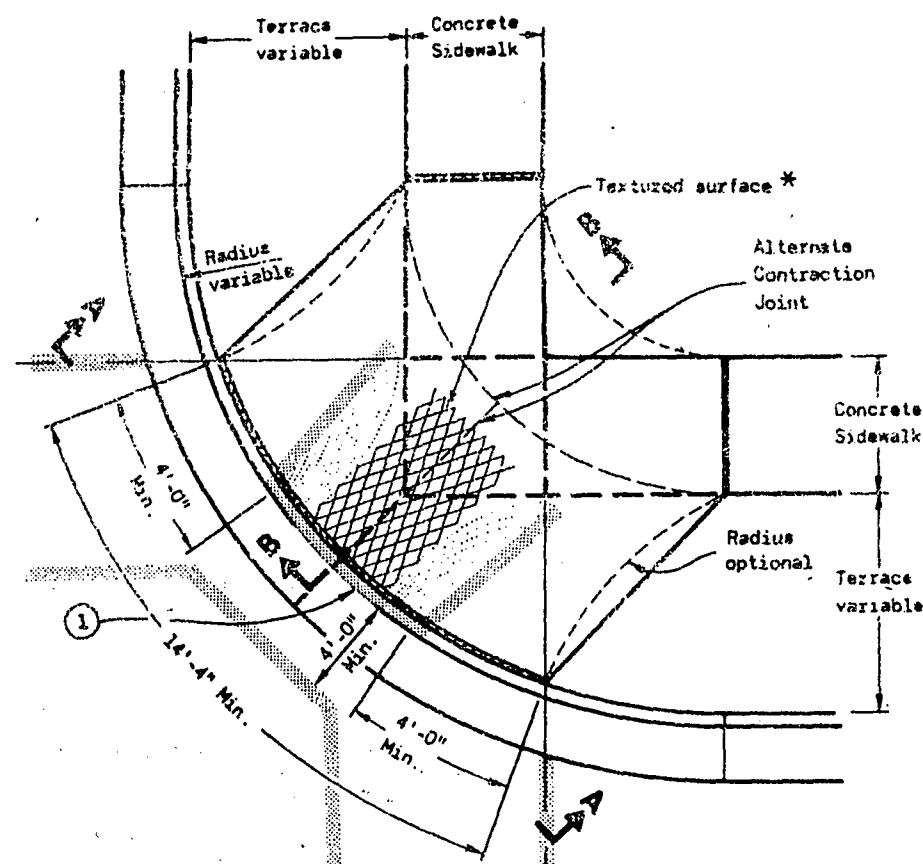
CONCRETE CURB, CONCRETE
CURB & GUTTER AND
PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

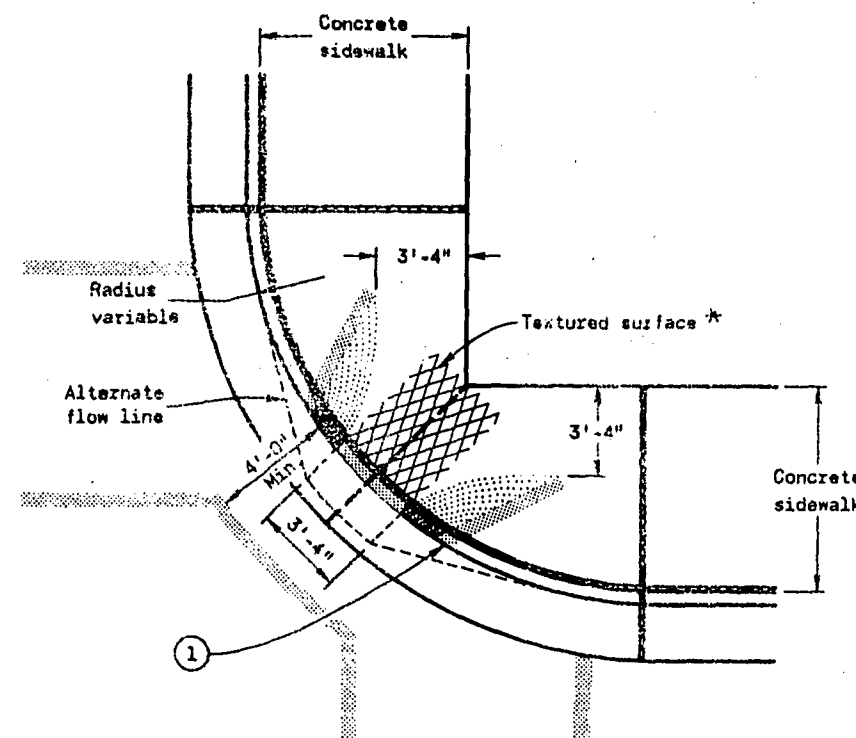
APPROVED
10-23-86
DATE

STATE DESIGN ENGINEER FOR HWYS

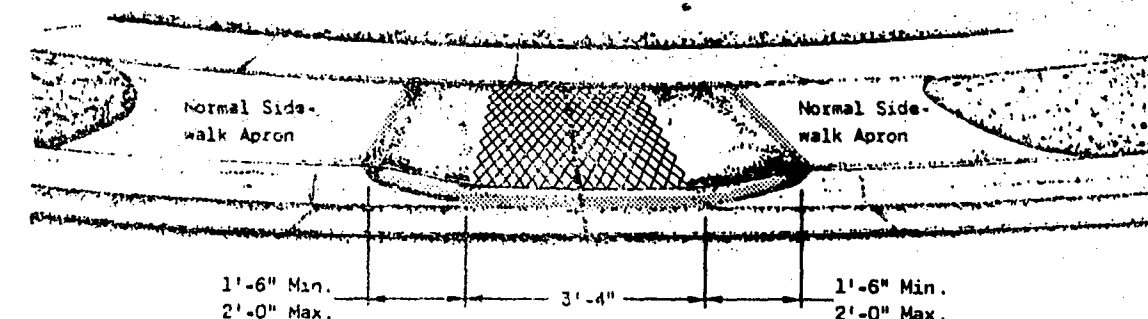
FWHA



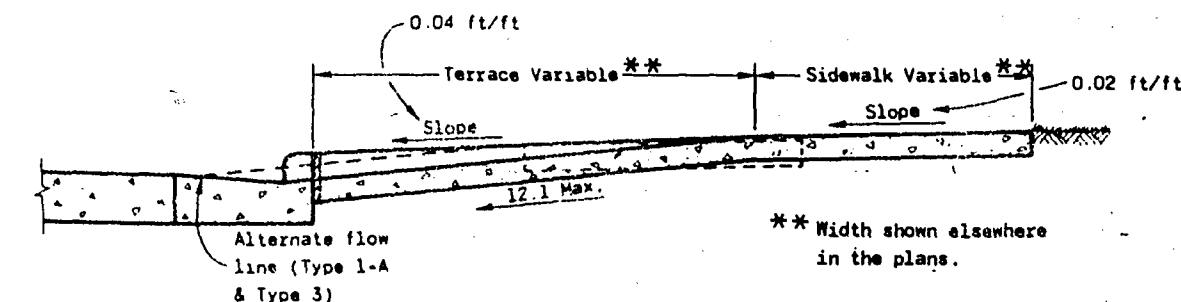
PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)



VIEW A-A



SECTION B-B

1/2" EXPANSION JOINTS - SIDEWALK
CONTRACTION JOINTS
Location of joints may be varied from those shown to better fit site conditions and/or local government preferences.

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.

Ramps shall be built at 12:1 or flatter. When necessary, the sidewalk elevation may be lowered to meet the high point on the ramp.

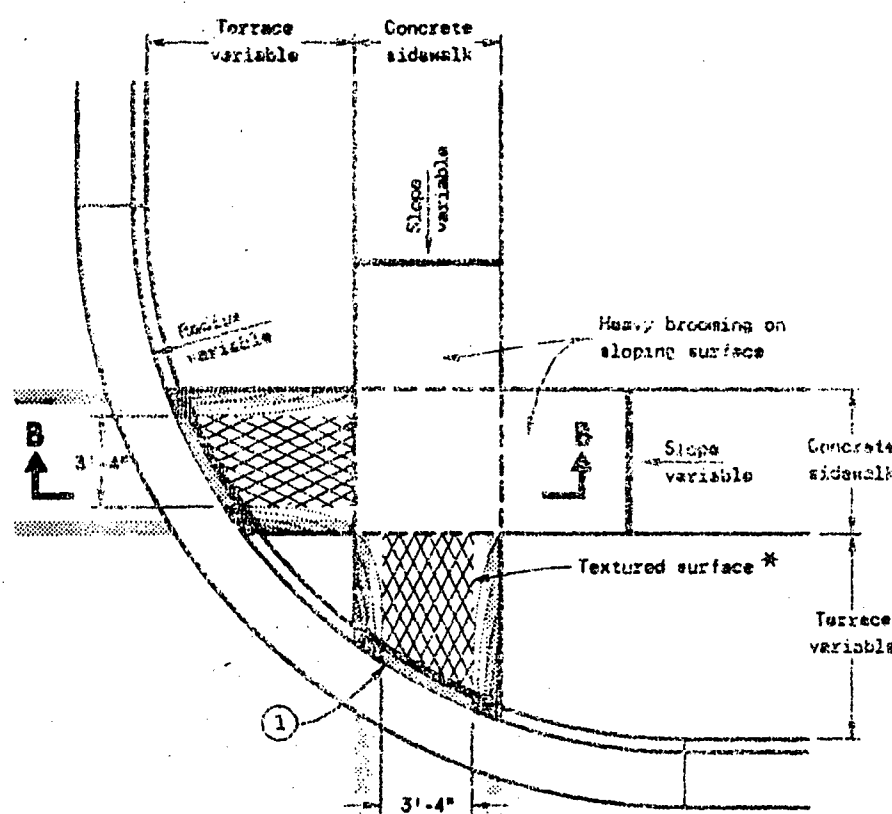
Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp.

Curb ramps shall be measured and paid for as Concrete Sidewalk and Concrete Curb and Gutter.

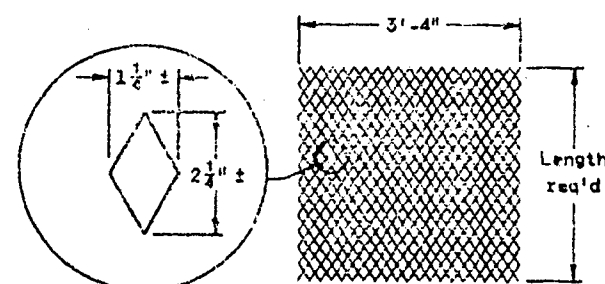
Surface texturing shall consist of linear impressions approximately 1/4 inch to 1/2 inch in depth and width, oriented to provide a uniform pattern of diamond shapes measuring approximately 1 1/2 inches in width by 2 1/4 inches in length, with the length being parallel to the direction of pedestrian movement. This surface texture may be achieved by impressing and removing a piece of expanded metal regular industrial mesh into the surface of the ramp while the concrete is in a plastic state.

① The ramp shall be bordered on both sides and on the curb line with a 4 inch wide yellow stripe or with brick of a contrasting color. Normally the paint stripe alternate will be used. The municipality or the department will apply this striping unless otherwise specified in the contract.

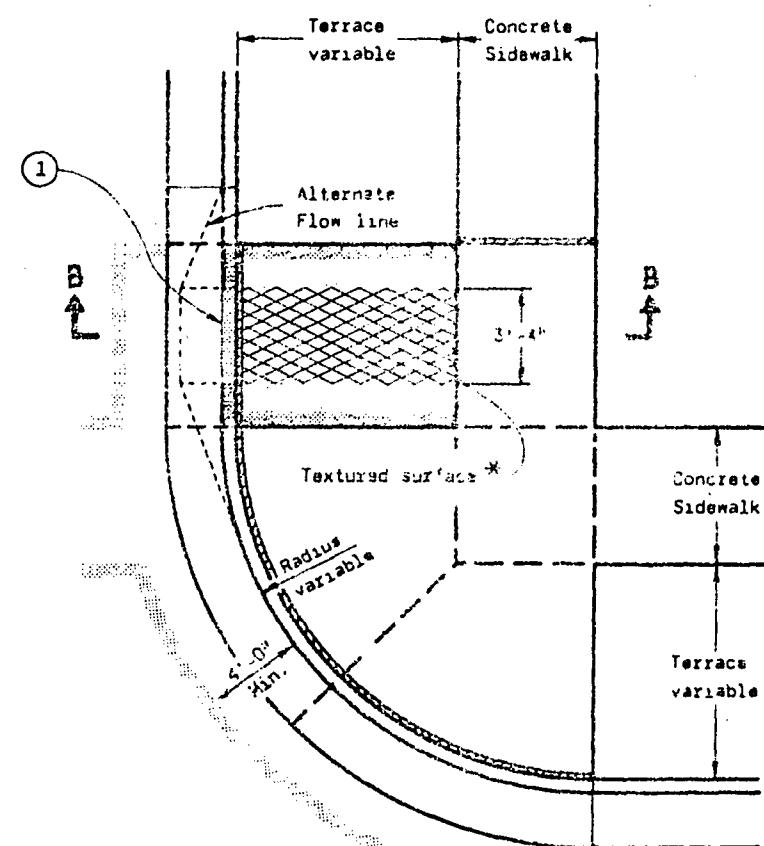
If a municipality requires the brick alternate, special details and provisions are shown elsewhere in the plans.



PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)



DETAIL OF DIAMOND PATTERN *



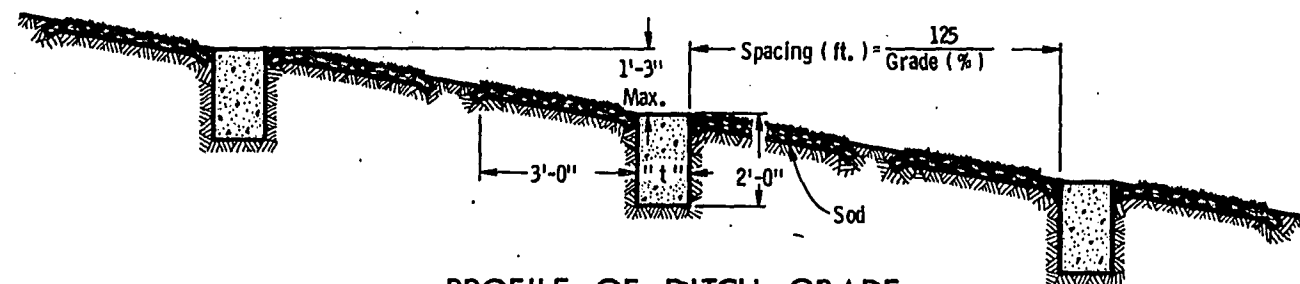
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS

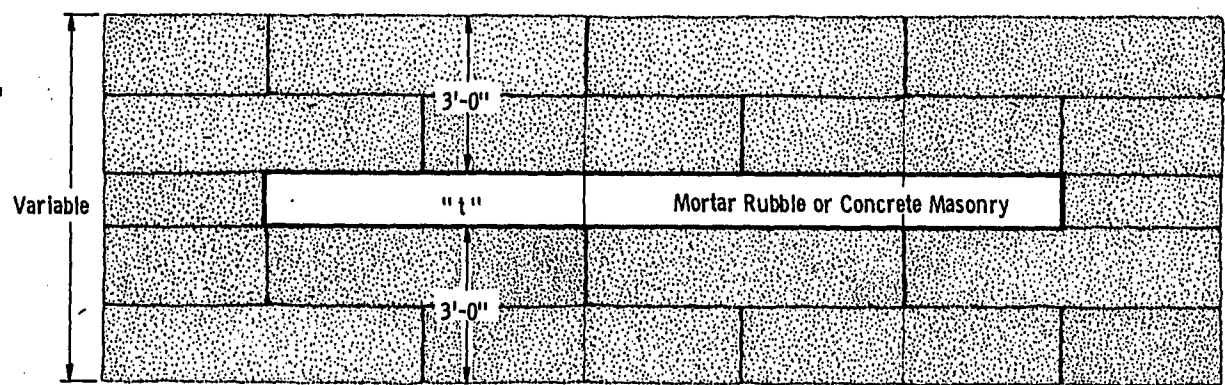
State of Wisconsin
Department of Transportation

APPROVED
10-23-84
DATE

CHIEF DESIGN ENGINEER

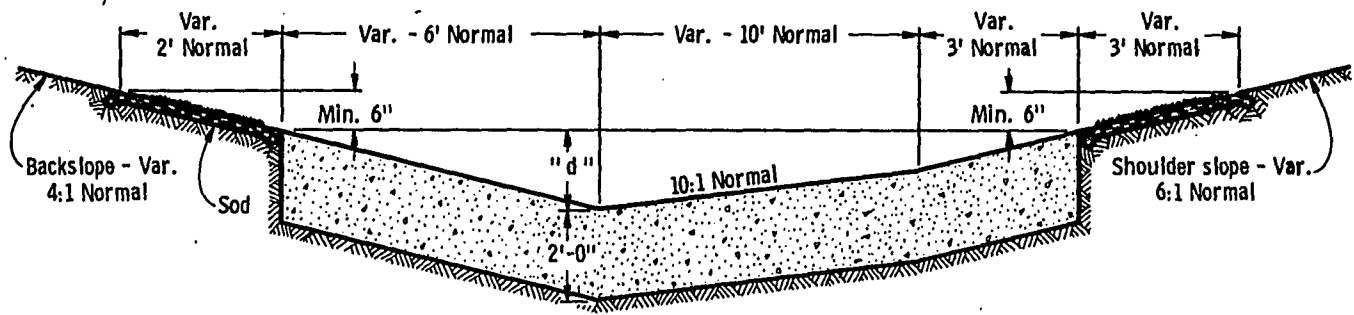


PROFILE OF DITCH GRADE

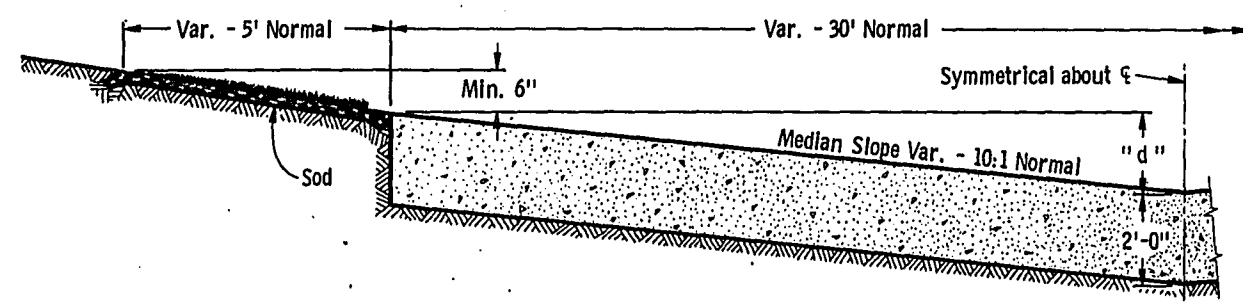


PLAN VIEW SHOWING MASONRY AND SOD

"t" - Masonry thickness shall be 0'-9" for concrete and 1'-0" for mortar rubble.



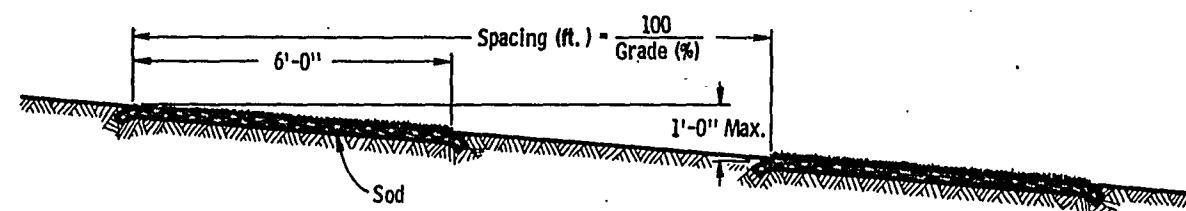
SIDE DITCH CROSS SECTION



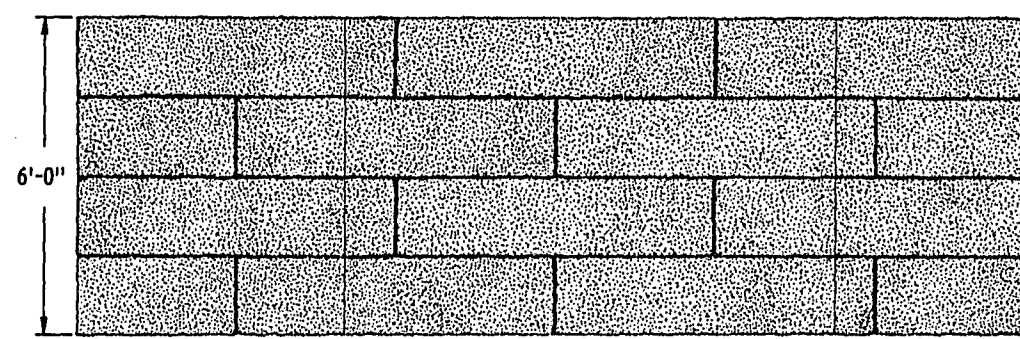
MEDIAN DITCH CROSS SECTION

"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".

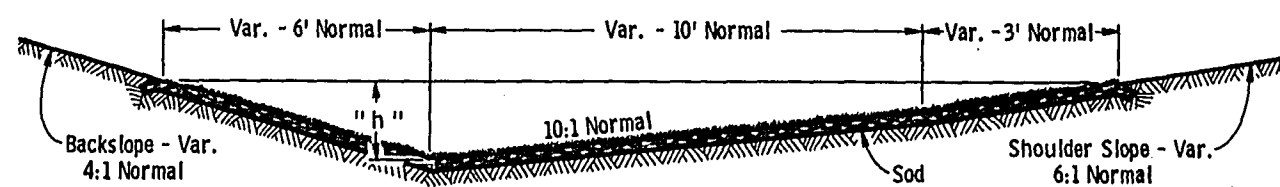
MASONRY AND SOD DITCH CHECKS



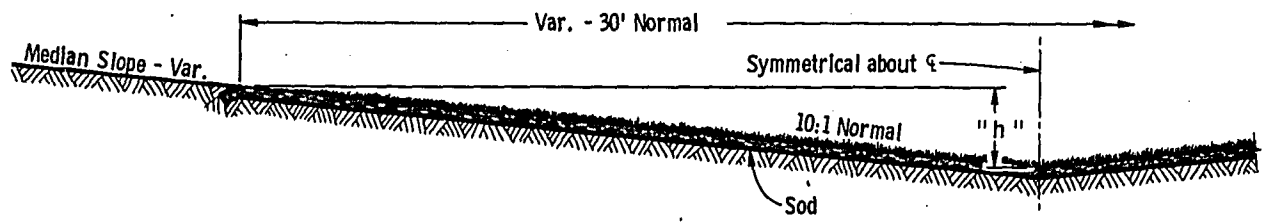
PROFILE OF DITCH GRADE



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.

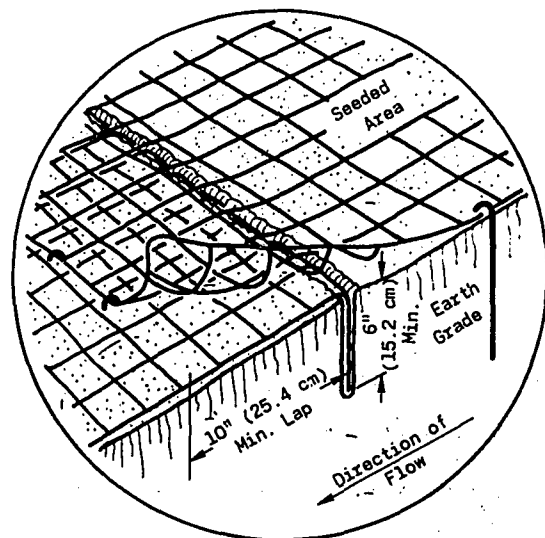
SOD OR MASONRY AND SOD DITCH CHECKS

State of Wisconsin
Department of Transportation
Division of Highways

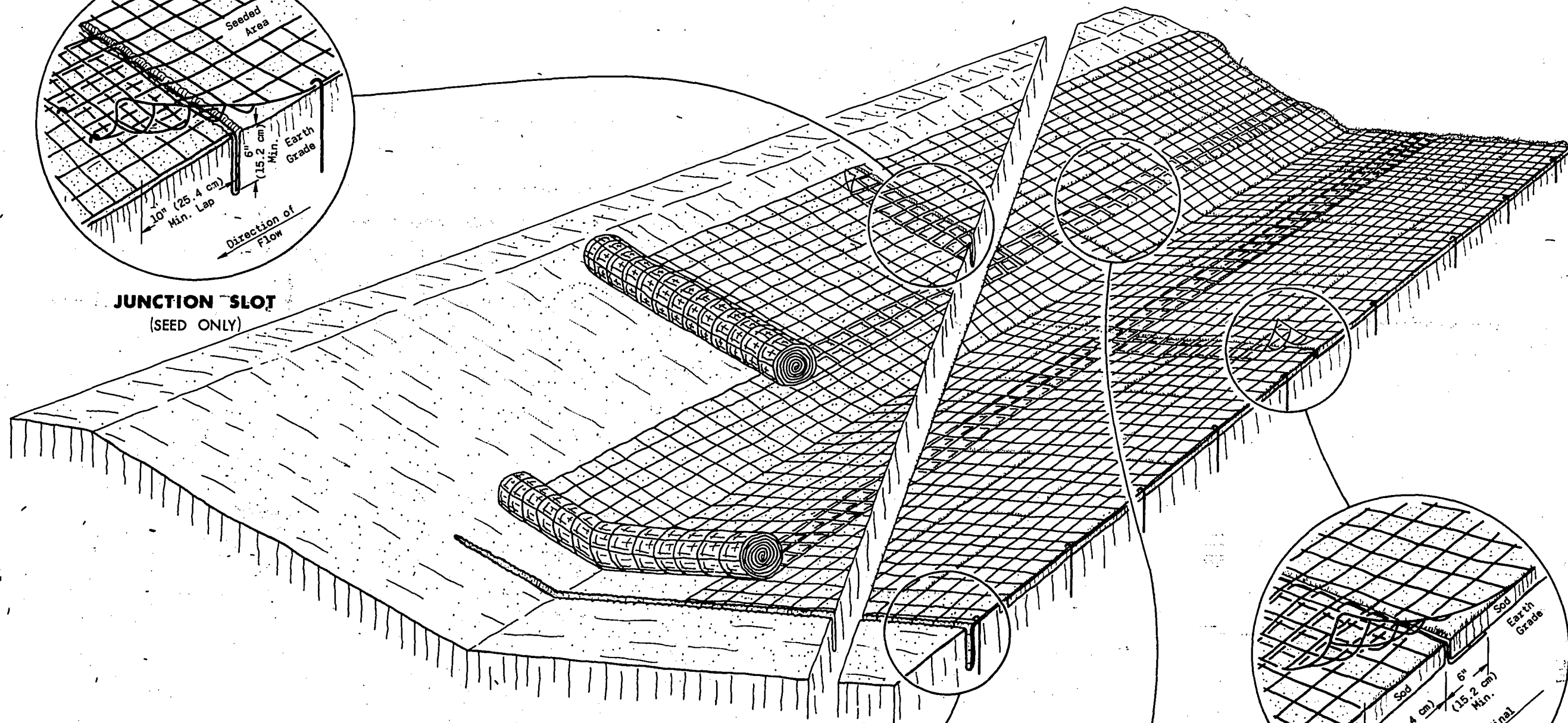
RECOMMENDED FOR APPROVAL:
DATE 9/7/71
APPROVED:
DATE 9/7/71

L. C. Hennel
ACTING CHIEF DESIGN ENGINEER

H. J. Dammister
STATE HIGHWAY ENGINEER

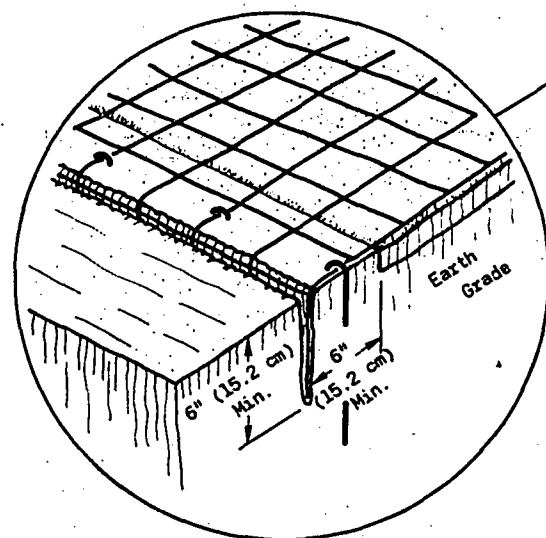


JUNCTION SLOT
(SEED ONLY)

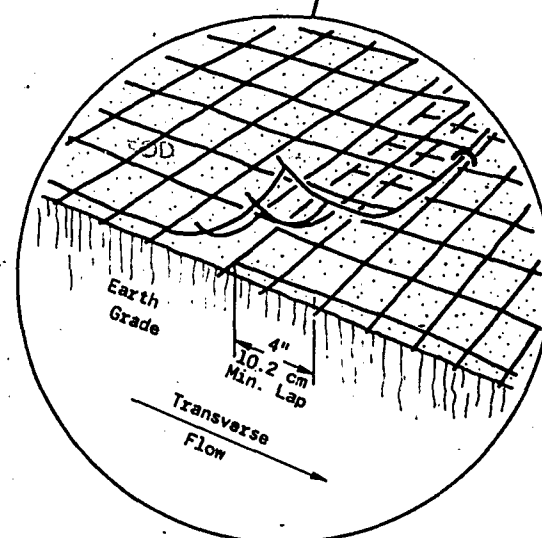


**DETAIL OF
TYPICAL STAPLE**

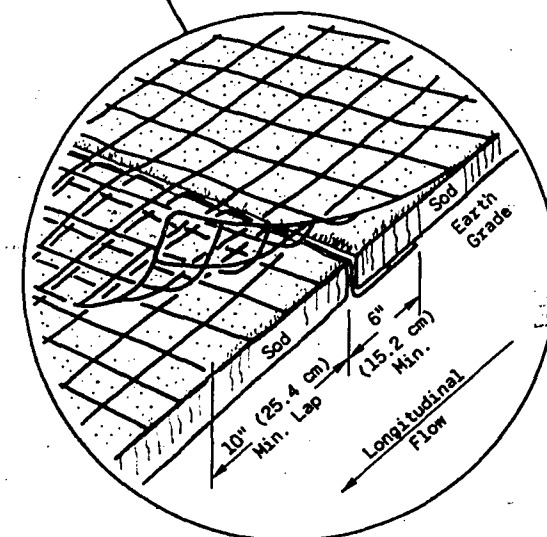
- * 6" (15.2 cm) Min. for firm soils
- 12" (30.5 cm) Min. for loose soils
- 8" (20.3 cm) Min. where both sod and mats are being used.



ANCHOR SLOT
AT BEGINNING AND END OF EROSION MAT
(SEED AND SOD)



LAP JOINT
(SEED AND SOD)



JUNCTION SLOT
(SOD ONLY)

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.

Variations in the dimensions or materials shown hereon shall be permitted if they provide equivalent protection and material strength and if prior approval of the Engineer is obtained.

Lap Joints shall not be placed in the bottom of V-shaped ditches.

Junction Slots on adjacent strips of Matting shall be staggered a minimum of 4 feet (1.219 m) apart.

Edges of the Erosion Mat shall be impressed in the soil.

Erosion Mat shall be measured and paid for in accordance with the Standard Specifications.

EROSION MAT OVER SOD

- a. Only Jute Fabric will be permitted over sod.
- b. Wood Stakes for Sod may be omitted by the Engineer if the existing slope and soil conditions so warrant.
- c. The width of Erosion Mat shall always equal the Sod width.
- d. Sod strips may be placed either longitudinally or transversely to the flow line of the Ditch.

EROSION MAT OVER SEEDING

Junction or Anchor Slots shall be at minimum intervals of 100 feet (30.48 m) on grades up to and including 3 percent, and 50 feet (15.24 m) on grades exceeding 3 percent.

METHOD OF DIMENSIONING	
1'-0" (30.5 cm)	
1'-0" (30.5 cm)	
BASIS: 1 in. = EXACTLY 25.4 mm	

EROSION MAT

State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL

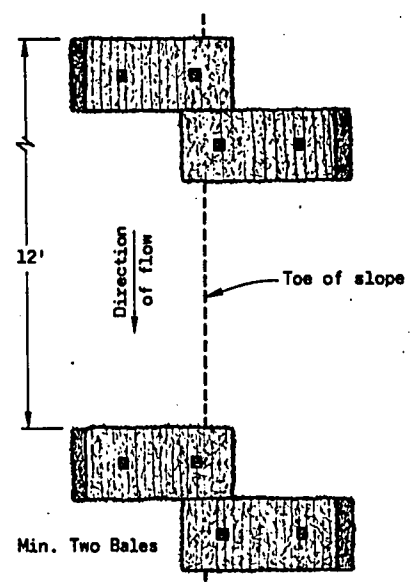
12-3-73
DATE

APPROVED

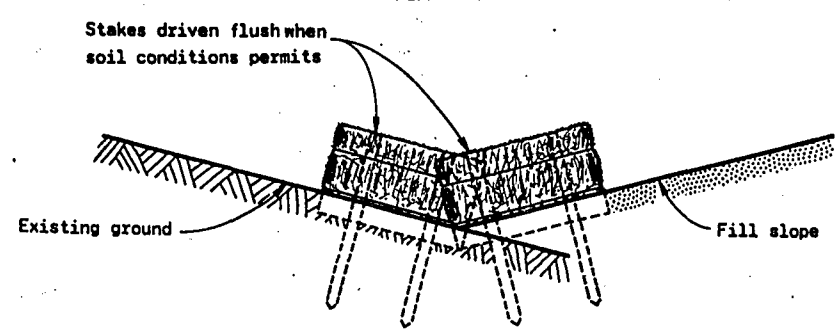
1-15-74
DATE

L. C. H. H. H.
CHIEF OF FACILITIES DEVELOPMENT

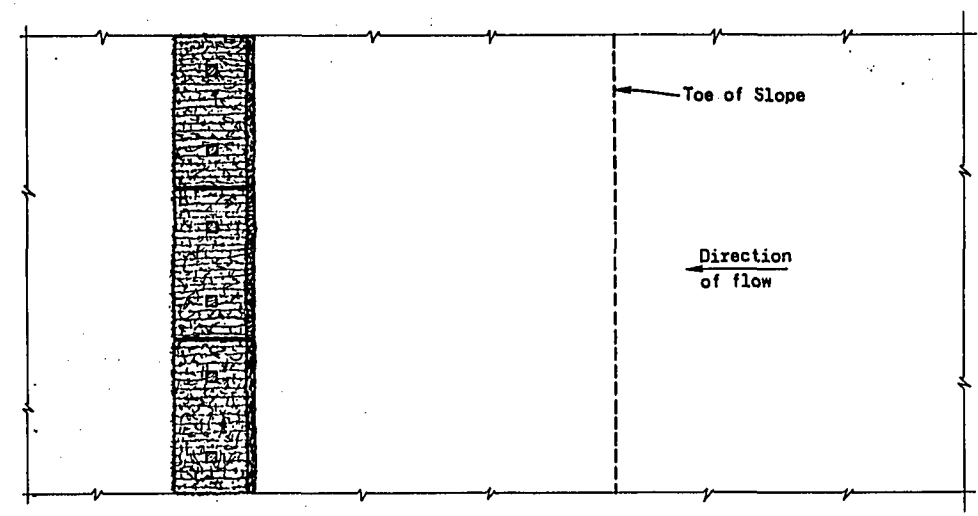
H. J. S. S.
STATE HIGHWAY ENGINEER



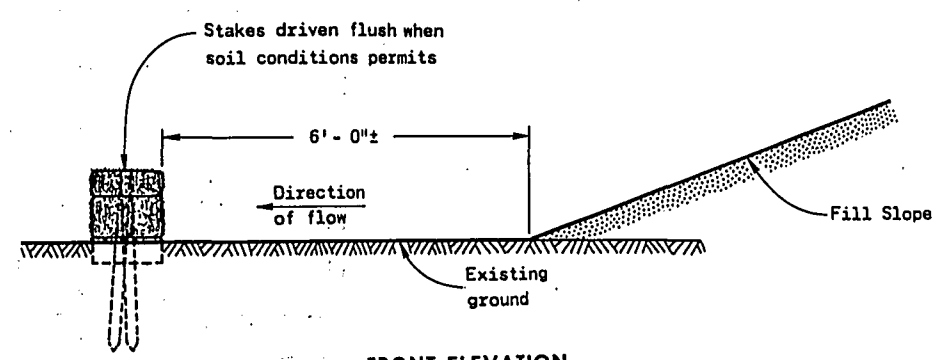
PLAN VIEW



FRONT ELEVATION
WHEN EXISTING GROUND
SLOPES TOWARD FILL SLOPE

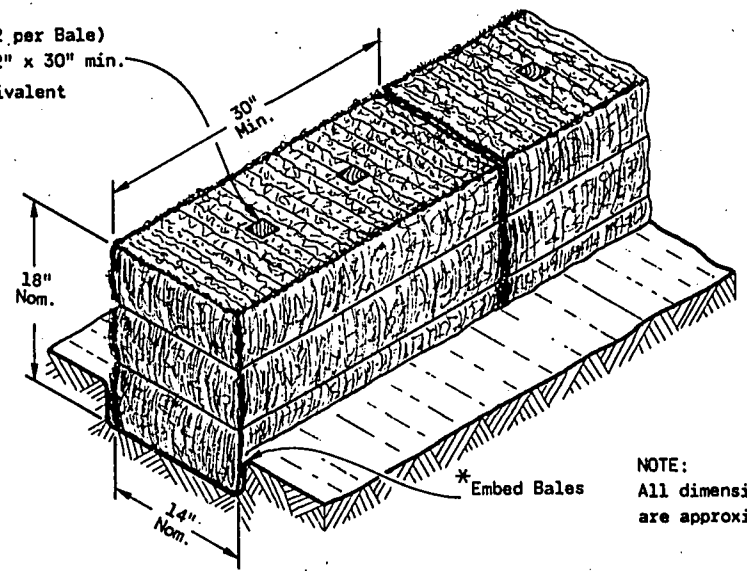


PLAN VIEW

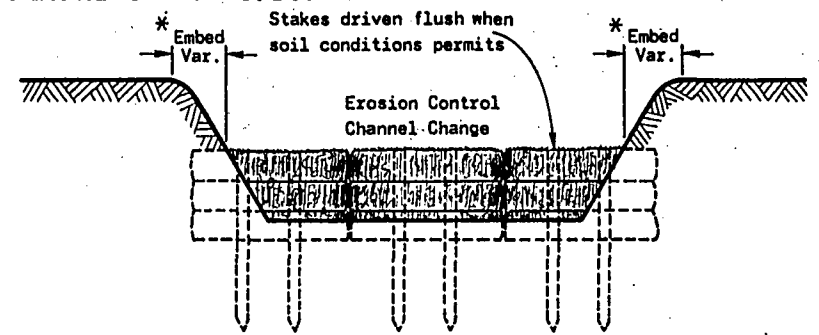


FRONT ELEVATION
EROSION BALES AT TOE OF SLOPE
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

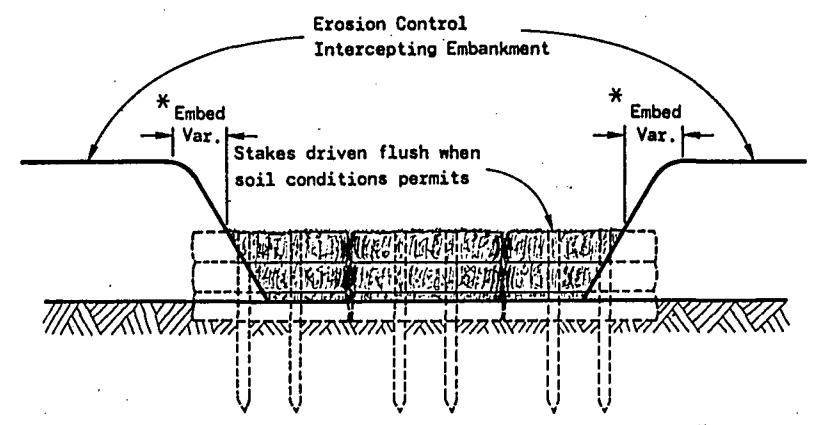
Wood Stakes (2 per Bale)
Nominal 2" x 2" x 30" min.
length or equivalent



DETAIL OF EROSION BALE INSTALLATION



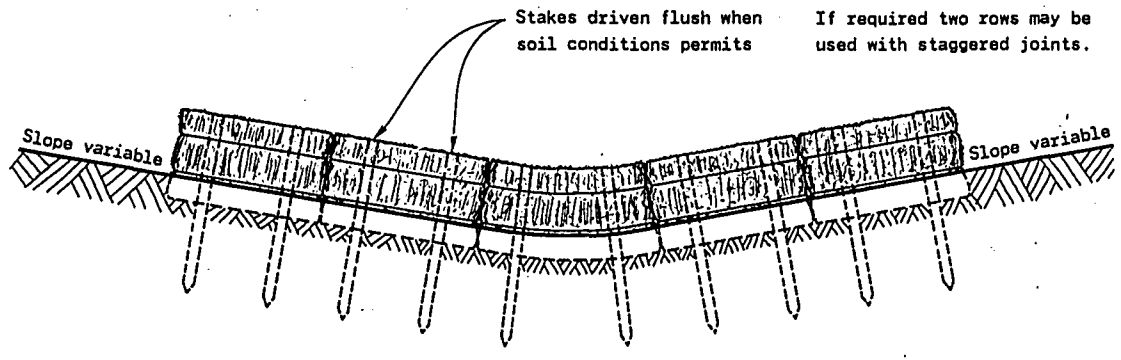
EROSION CONTROL CHANNEL CHANGE



EROSION CONTROL INTERCEPTING EMBANKMENT



PLAN VIEW



FRONT ELEVATION
EROSION BALES ACROSS DITCH BOTTOM

GENERAL NOTES

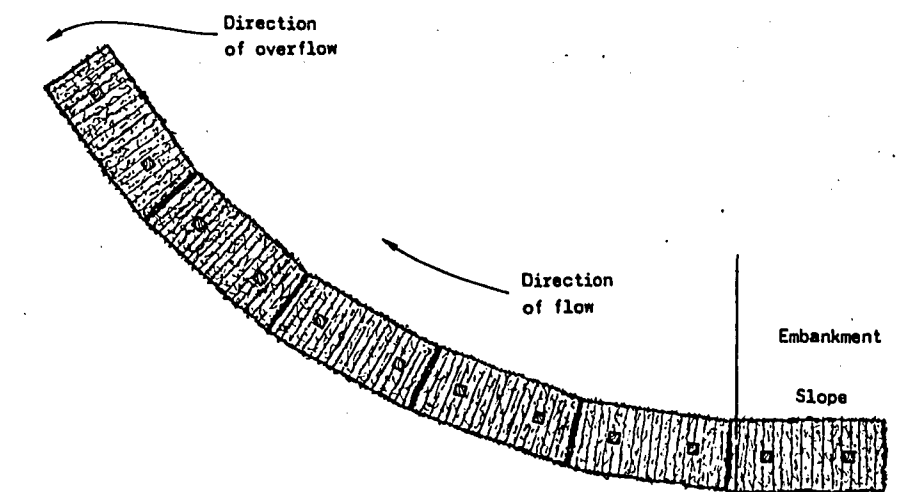
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Bales shall be placed end to end or overlapping at right angles to the direction of flow and far enough up the sides of the ditch to prevent eroding around ends.

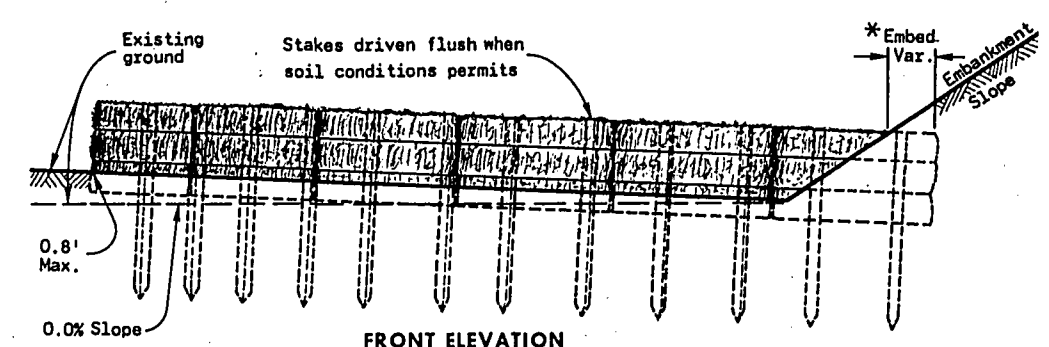
Bales shall be placed with twine or tie wires parallel to the ground.

Stakes to be battered in opposite directions.

* As determined by the Engineer.



PLAN VIEW



FRONT ELEVATION

EROSION BALES AT TOE OF SLOPE

TYPICAL INSTALLATIONS OF EROSION BALES

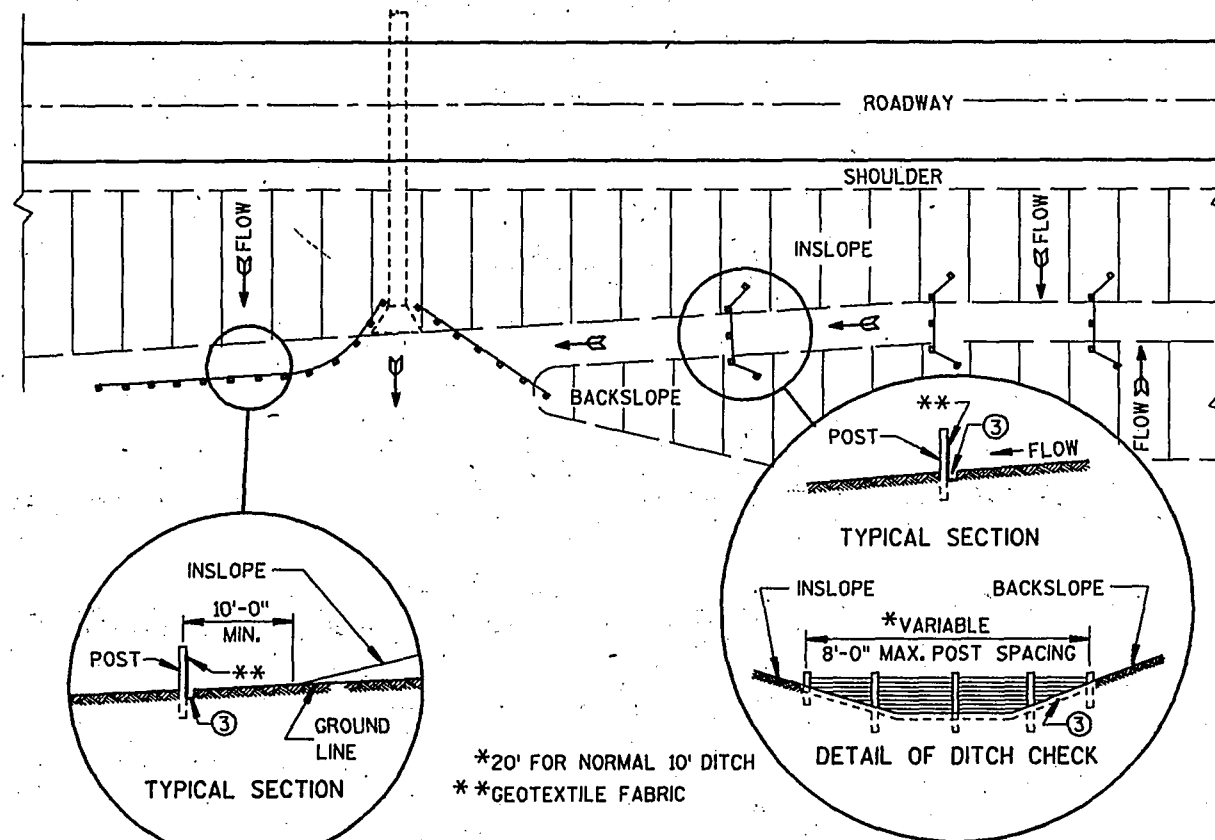
State of Wisconsin
Department of Transportation
Division of Highways

RECOMMENDED FOR APPROVAL
DATE 10/14/75

CHIEF OF FACILITIES DEVELOPMENT

APPROVED
DATE 10/16/75

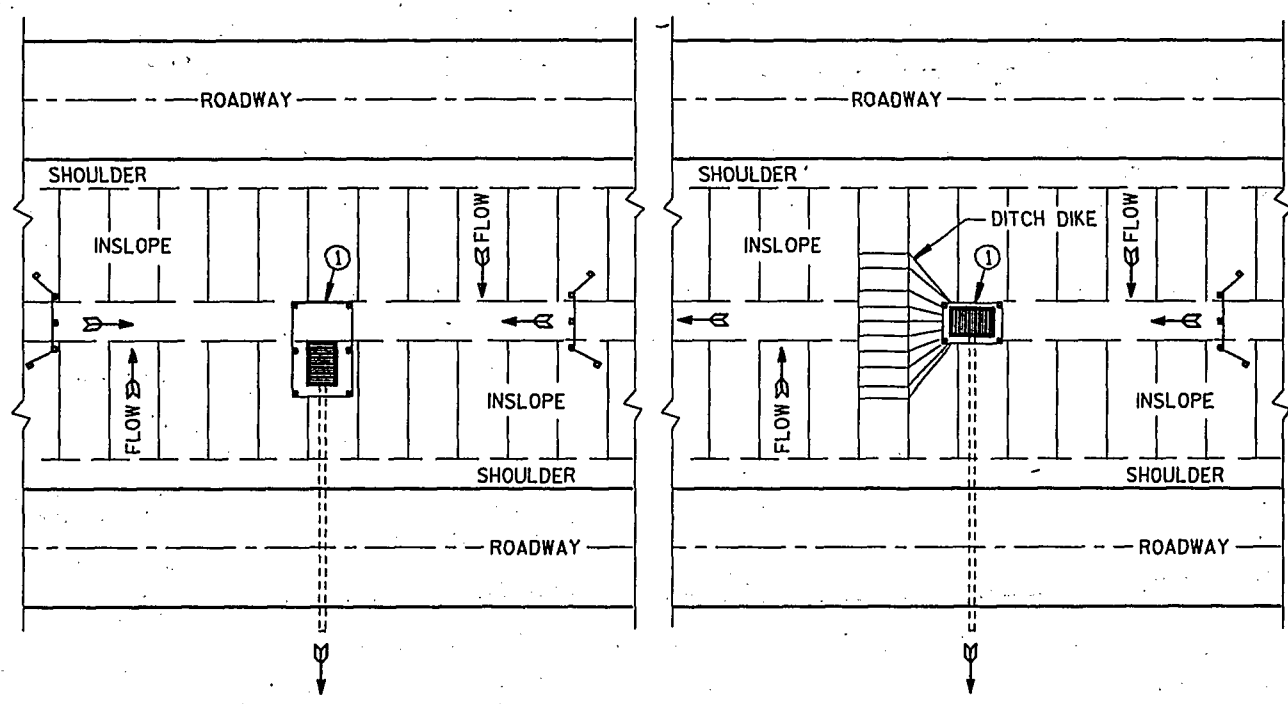
STATE HIGHWAY ENGINEER



*20' FOR NORMAL 10' DITCH
**GEOTEXTILE FABRIC

PLAN VIEW

TYPICAL APPLICATIONS OF SILT FENCE



SITUATION 1

SITUATION 2

PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

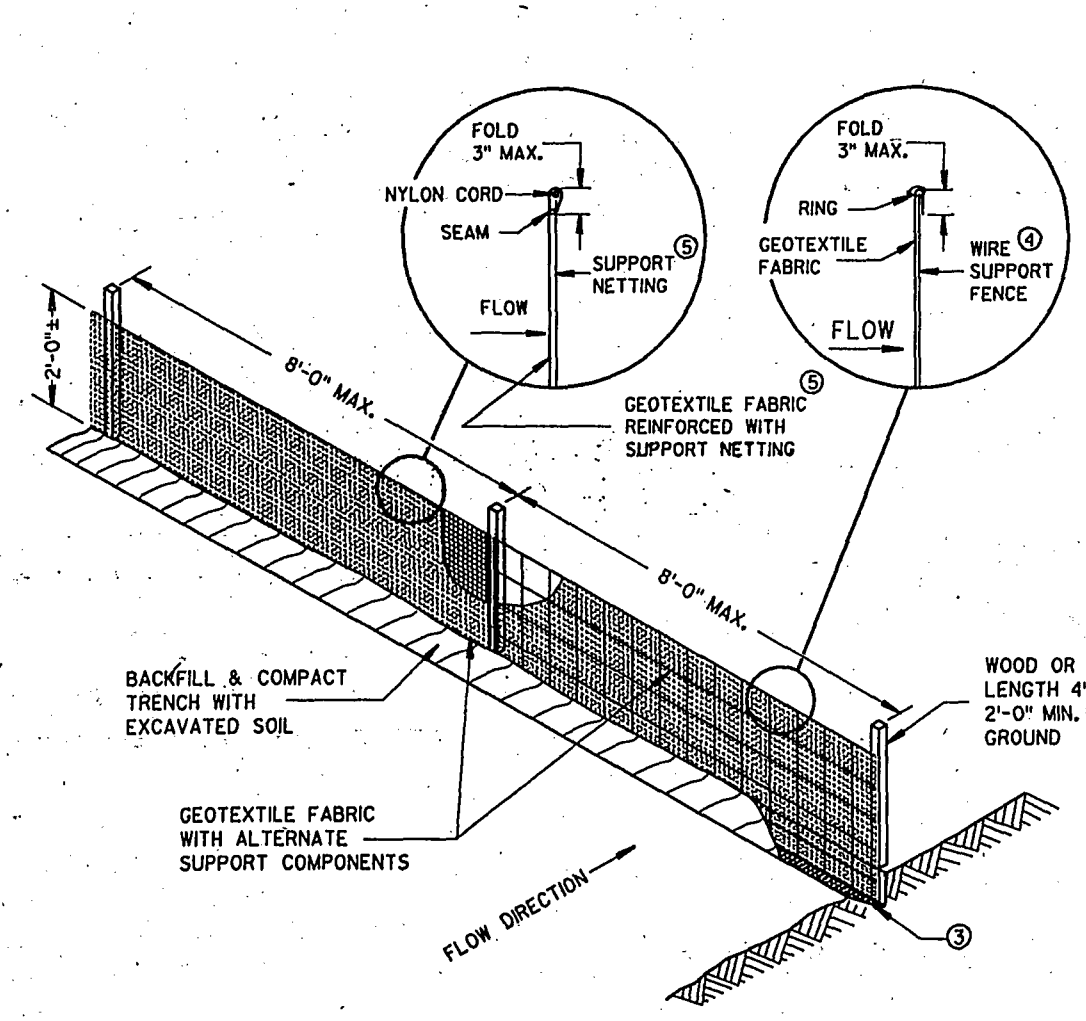
GENERAL NOTES

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

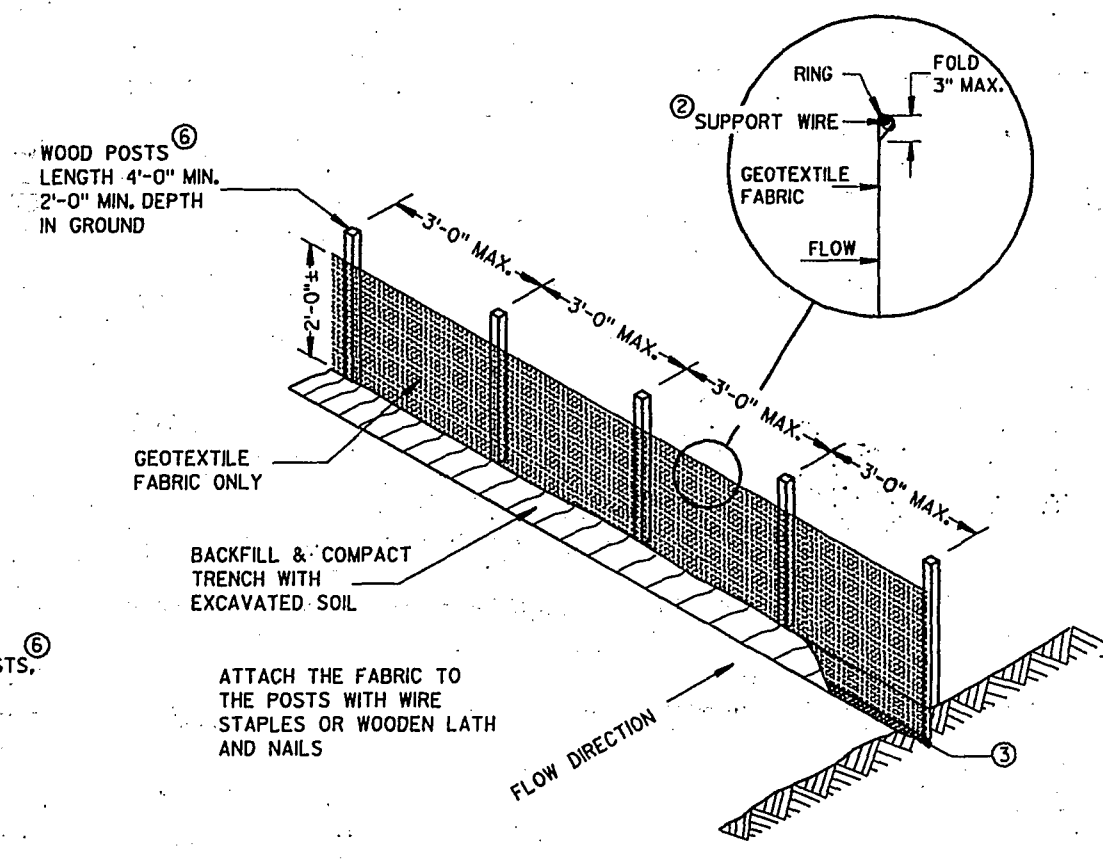
WHEN POSSIBLE THE SILT FENCE SHOULD BE CONSTRUCTED IN AN ARC OR HORSESHOE SHAPE, WITH THE ENDS POINTING UPSLOPE TO MAXIMIZE BOTH STRENGTH AND EFFECTIVENESS.

- ① CROSS BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.
- ② MINIMUM 14 GAGE WIRE REQUIRED; FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C-C.
- ③ EXCAVATE A TRENCH 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.
- ④ WIRE SUPPORT FENCE SHALL BE 14 GAGE MINIMUM WOVEN WIRE WITH A MAXIMUM MESH SPACING OF 6". SECURE TOP OF GEOTEXTILE FABRIC TO TOP OF FENCE WITH STAPLES OR WIRE RINGS AT 12" C-C.
- ⑤ GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE NETTING WITH A MAXIMUM MESH SPACING OF 3/4" OR EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVALENT IS REQUIRED.
- ⑥ STEEL POSTS SHALL BE STUDDED "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 1.28 LBS/LINEAL FOOT (WITHOUT ANCHOR). FIN ANCHORS SUFFICIENT TO RESIST POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE A MINIMUM SIZE OF 4" DIA. OR 1 1/2" X 3 1/2" EXCEPT WOOD POSTS FOR GEOTEXTILE FABRIC REINFORCED WITH NETTING SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OAK OR HICKORY.

ALTERNATES A & B ARE EQUAL AND EITHER MAY BE USED.



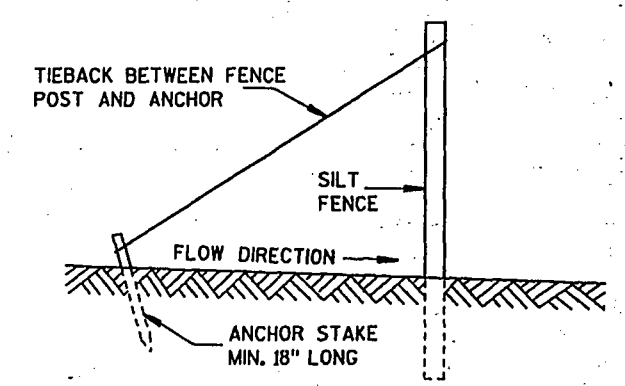
ALTERNATE "A"



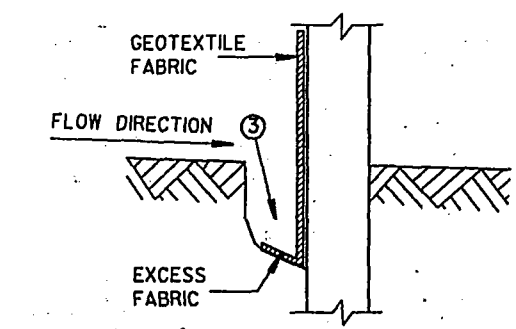
ALTERNATE "B"

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

SILT FENCE



SILT FENCE TIE BACK (WHEN REQUIRED BY THE ENGINEER)



TRENCH DETAIL

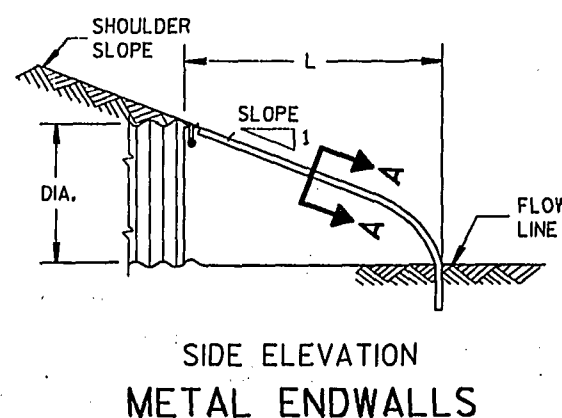
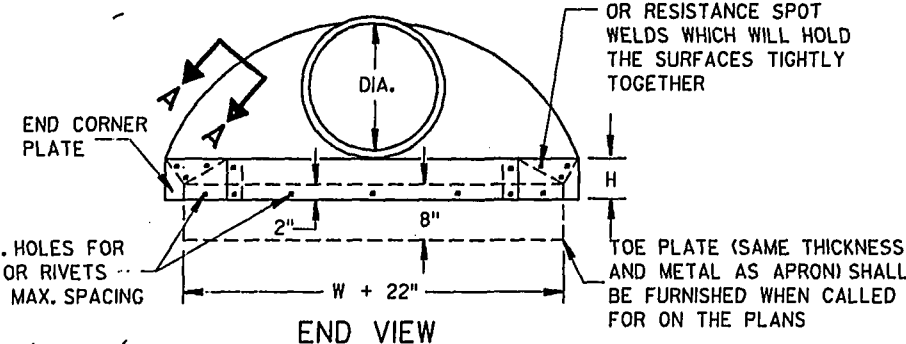
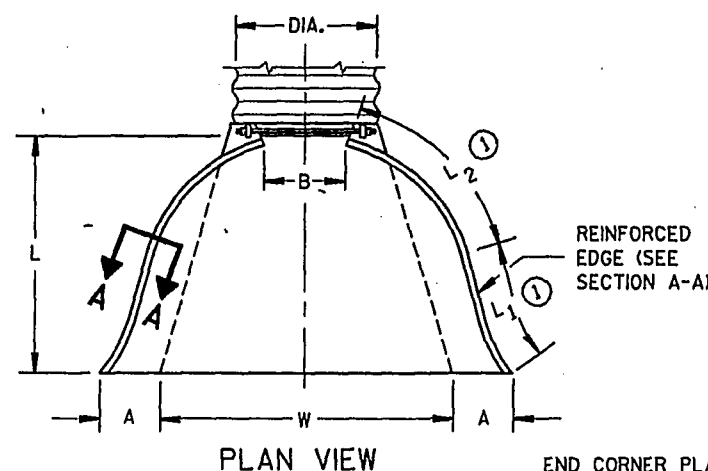
SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-31-88
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY	
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L ₁ ①	L ₂ ①	W (±2")			
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	.079	.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	.109	.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 1/2 to 1	3 Pc.	
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.	
60	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.	
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.	
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.	
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.	
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.	
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.	
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.	

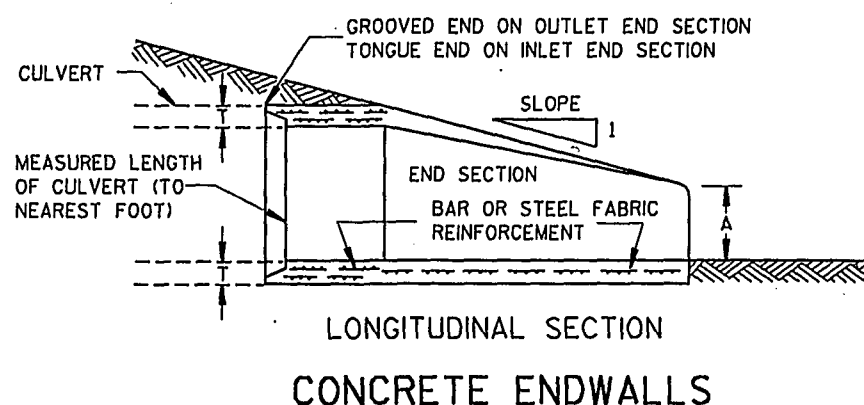
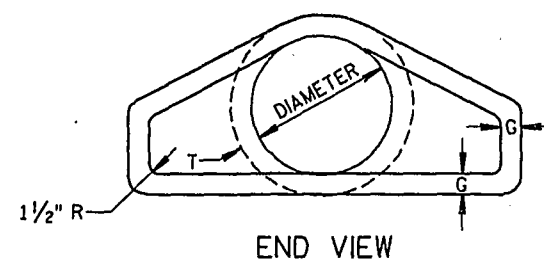
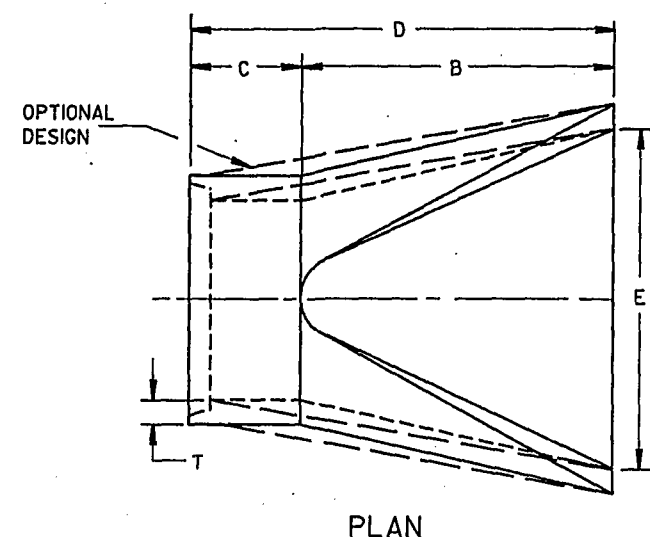
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



SIDE ELEVATION
METAL ENDWALLS

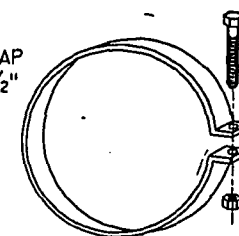
REINFORCED CONCRETE APRON ENDWALLS								
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
12	2	4	24	48 ¹ / ₈	72 ¹ / ₈	24	2	3 to 1
15	2 ¹ / ₄	6	27	46	73	30	2 ¹ / ₄	3 to 1
18	2 ¹ / ₂	9	27	46	73	36	2 ¹ / ₂	3 to 1
21	2 ³ / ₄	9	36	37 ¹ / ₂	73 ¹ / ₂	42	2 ³ / ₄	3 to 1
24	3	9 ¹ / ₂	43 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 ¹ / 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 ¹ / ₂ to 1
60	6	30-35	60	39	99	96	5	2 to 1
66	6 ¹ / ₂	34-36	72-78	21-27	99	102	5 ¹ / ₂	2 to 1
72	7	34-36	78	21	99	108	6	2 to 1
78	7 ¹ / ₂	34-36	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

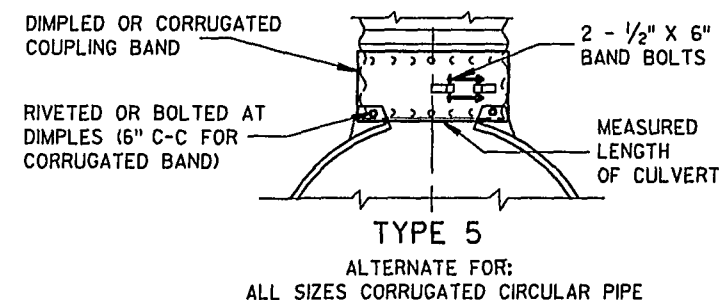
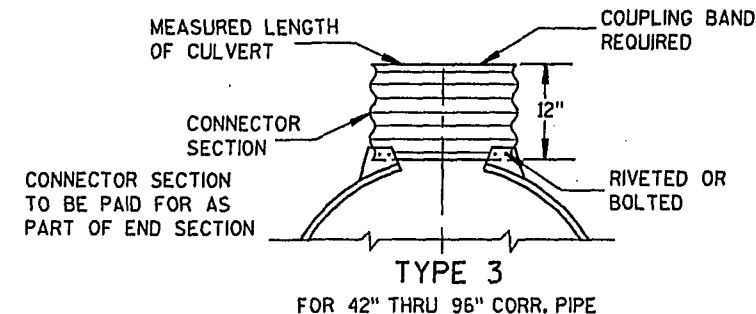
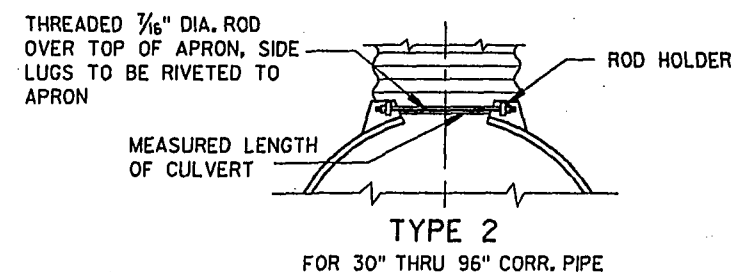
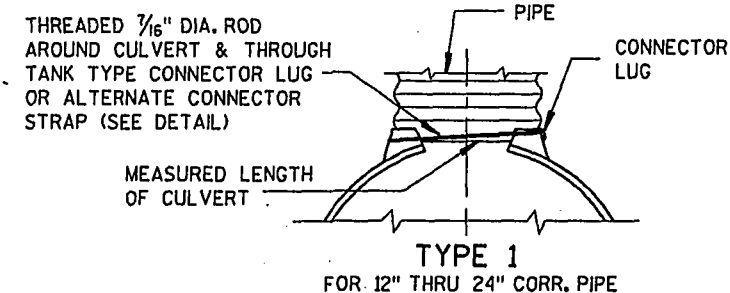


LONGITUDINAL SECTION
CONCRETE ENDWALLS

1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 5" X 1/2" BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



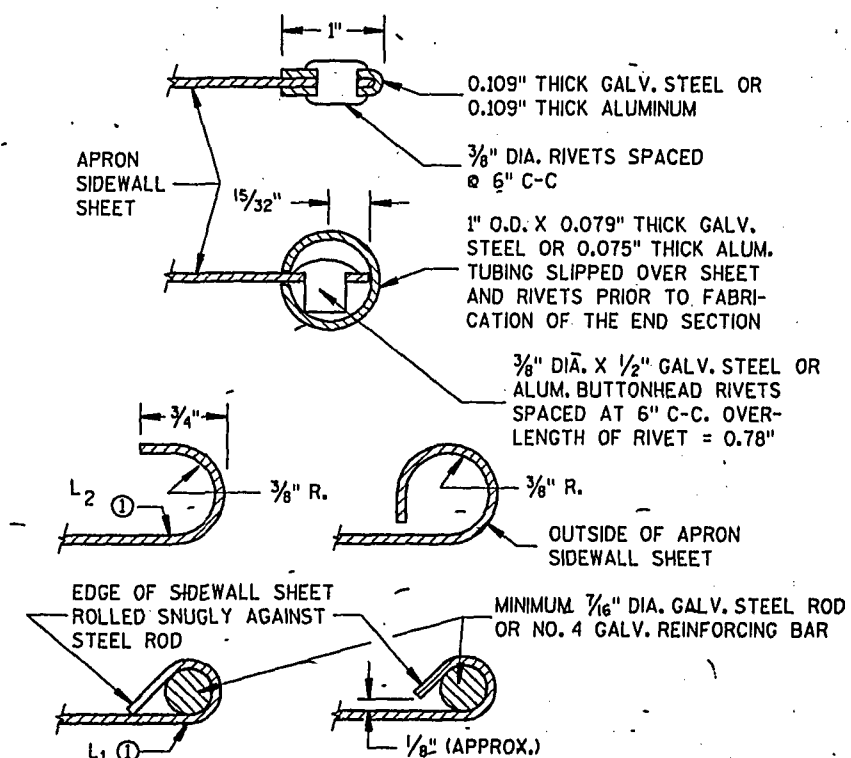
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

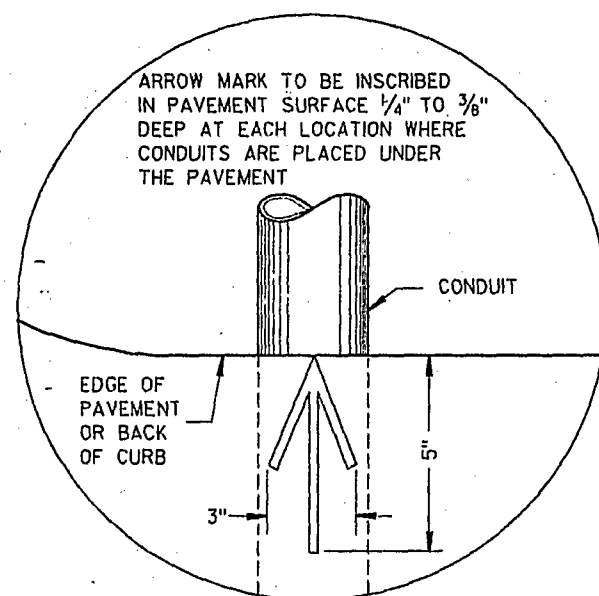
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

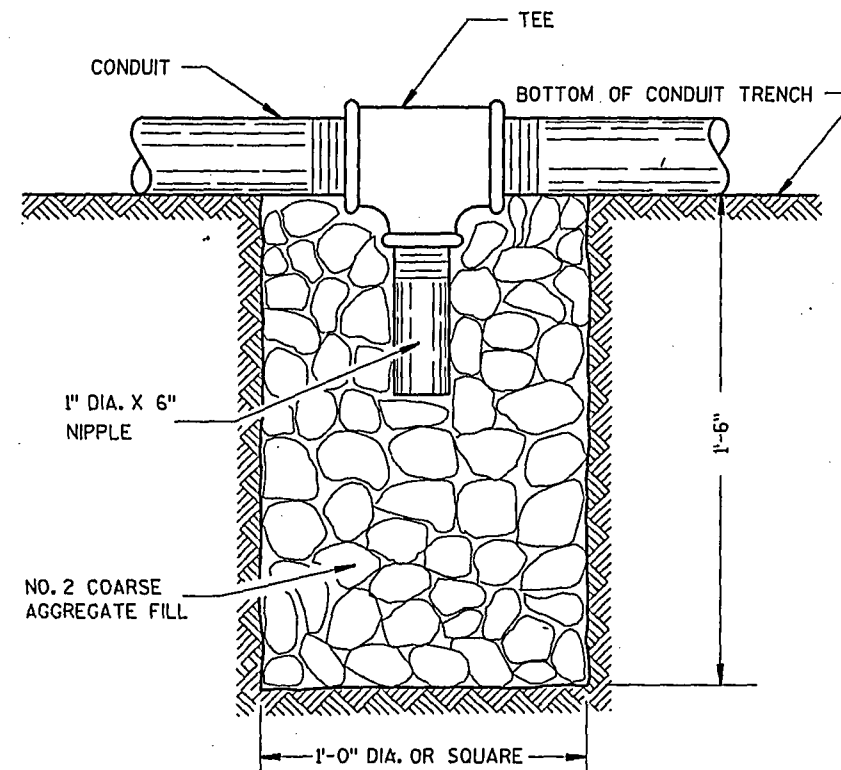
APPROVED
12/17/87
DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

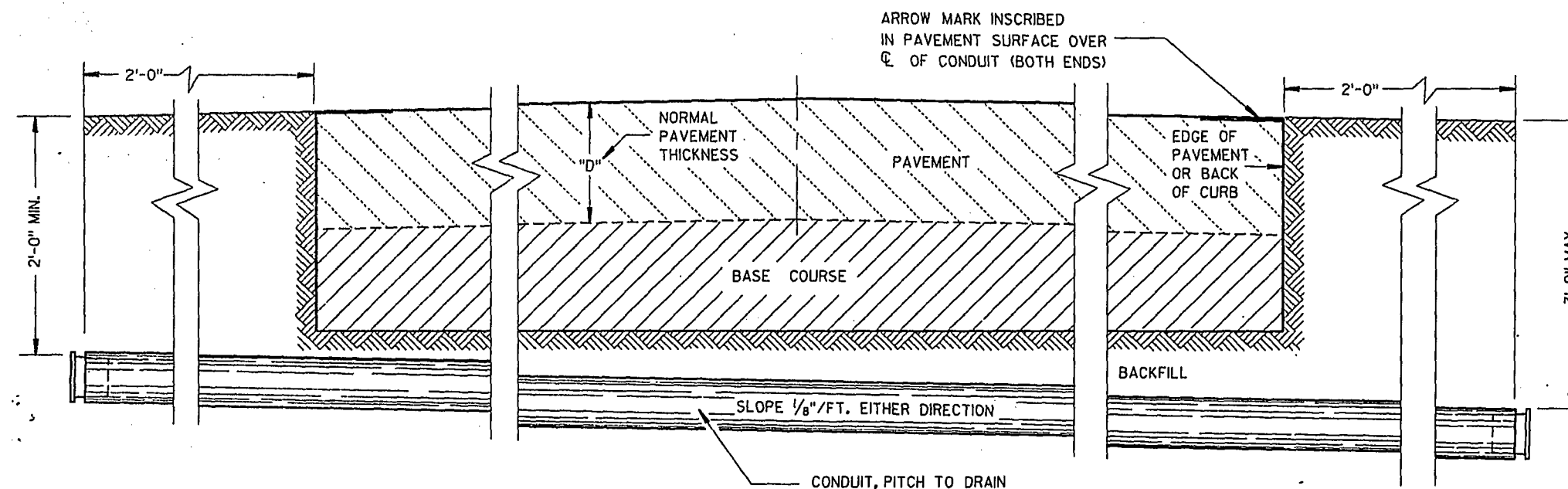


PLAN VIEW
ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR CONDUIT



SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 613) OR NONMETALLIC (STANDARD SPECIFICATION 613) 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.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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 ASSURE 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 PIPE FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX).

A #12 GAUGE, GALVANIZED PULL WIRE SHALL BE INSTALLED IN EACH RUN OF CONDUIT THAT DOES NOT RECEIVE CABLE OR WIRE UNDER THIS CONTRACT. THE PULL WIRE SHALL BE DOUBLED BACK 2 FEET AT EACH END CAP OF THE CONDUIT RUN.

CONDUIT

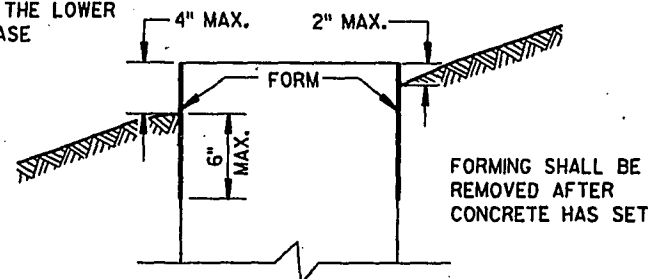
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-29-88
DATE

STATE TRAFFIC ENGINEER FOR HWYS

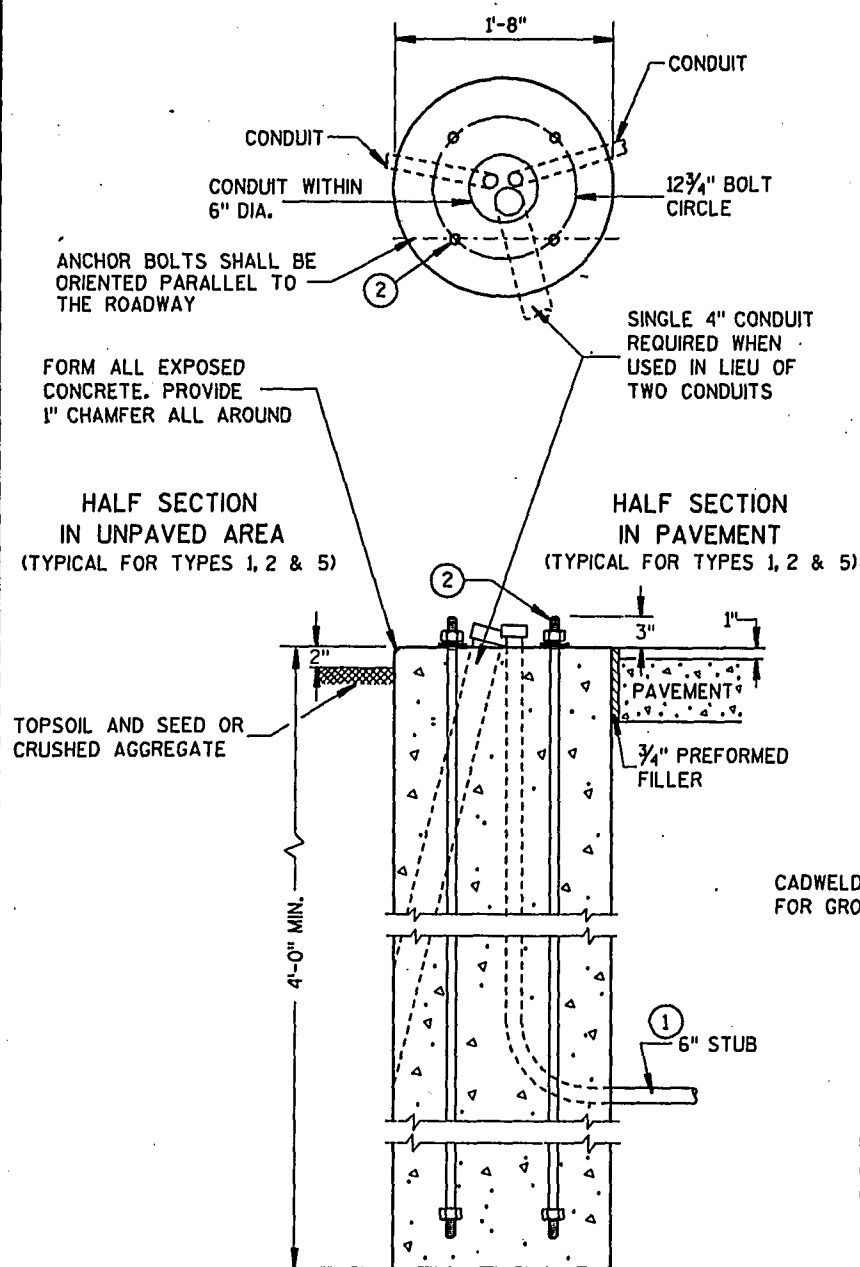
FHWA

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE

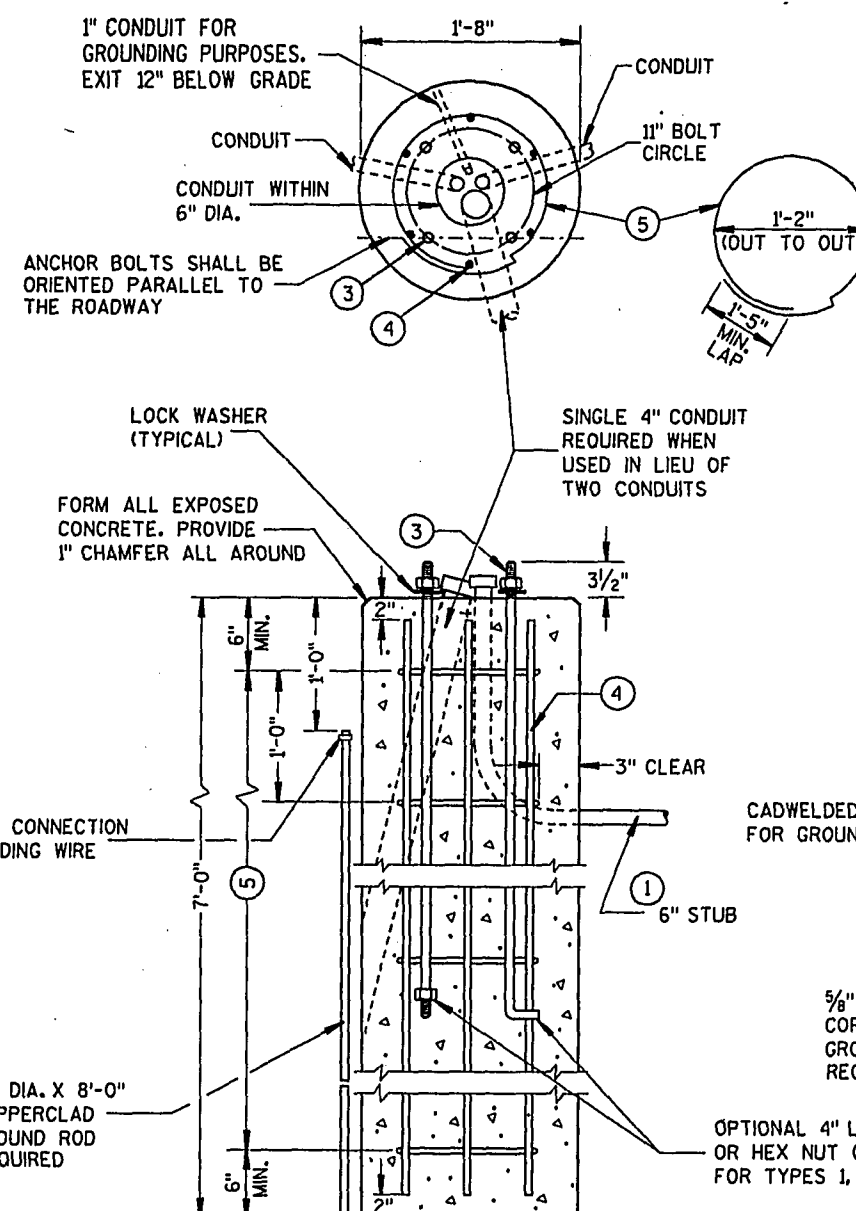


FORMING DETAIL

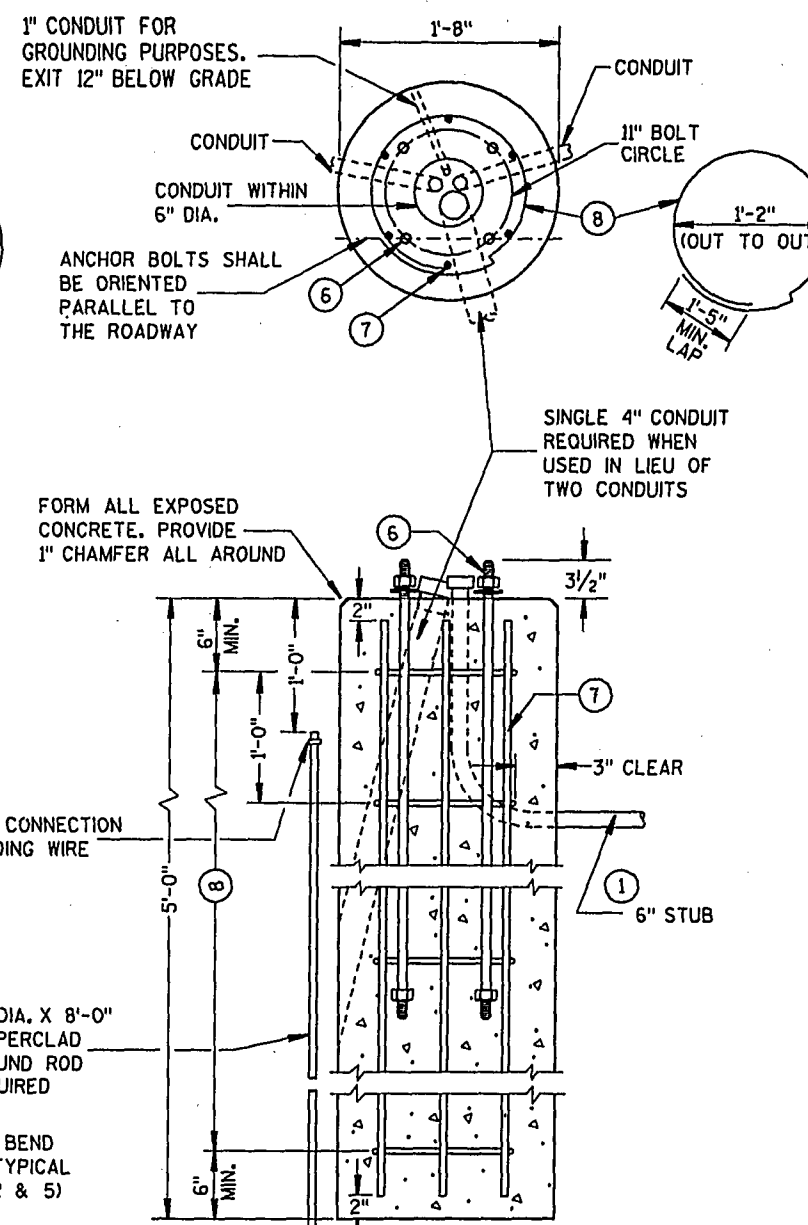
QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	.32	.57	.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18



TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

GENERAL NOTES

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

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED.

ALL NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL BE PLUGGED.

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.

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. 6 AWG, STRANDED COPPER GROUNDING WIRE SHALL BE CADWELDED TO THE GROUND ROD FOR TYPE 2 AND TYPE 5 BASES.

THE GROUNDING WIRE 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 GROUNDING WIRE SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WHEN ANCHOR BOLTS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR BOLT BAR LENGTH.

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 BOLTS.
- ③ (4) 1" DIA. X 5'-0" ANCHOR BOLTS.
- 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 BOLTS.
- 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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

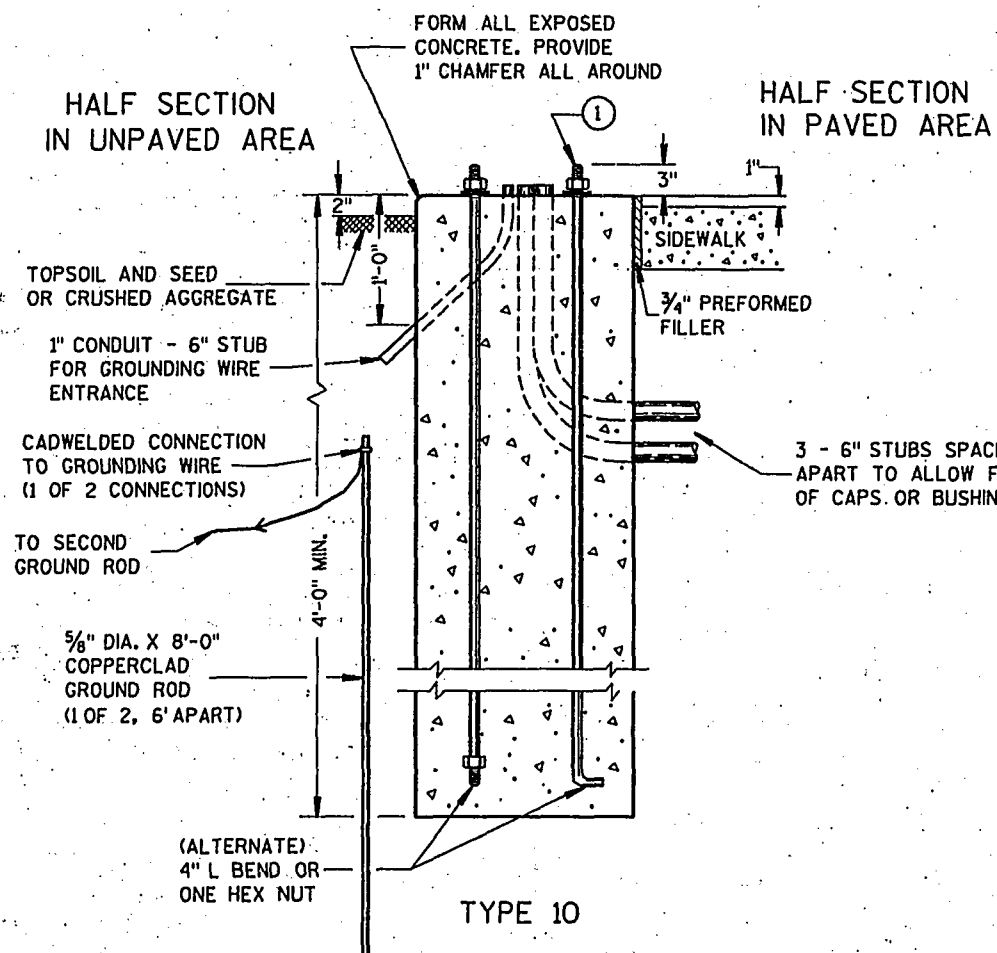
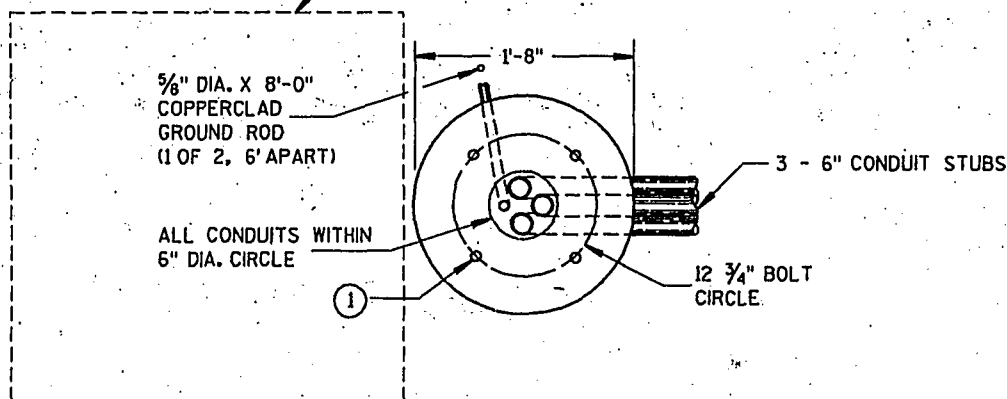
1-29-88
DATE

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STATE TRAFFIC ENGINEER FOR HWYS

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	20"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.32

TYPICAL 3'-0" X 3'-0"
MAINTENANCE PLATFORM.
LOCATION TO BE DETERMINED
IN THE FIELD.



CONDUIT LOCATIONS IN 24" X 36" PULL BOX (LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)

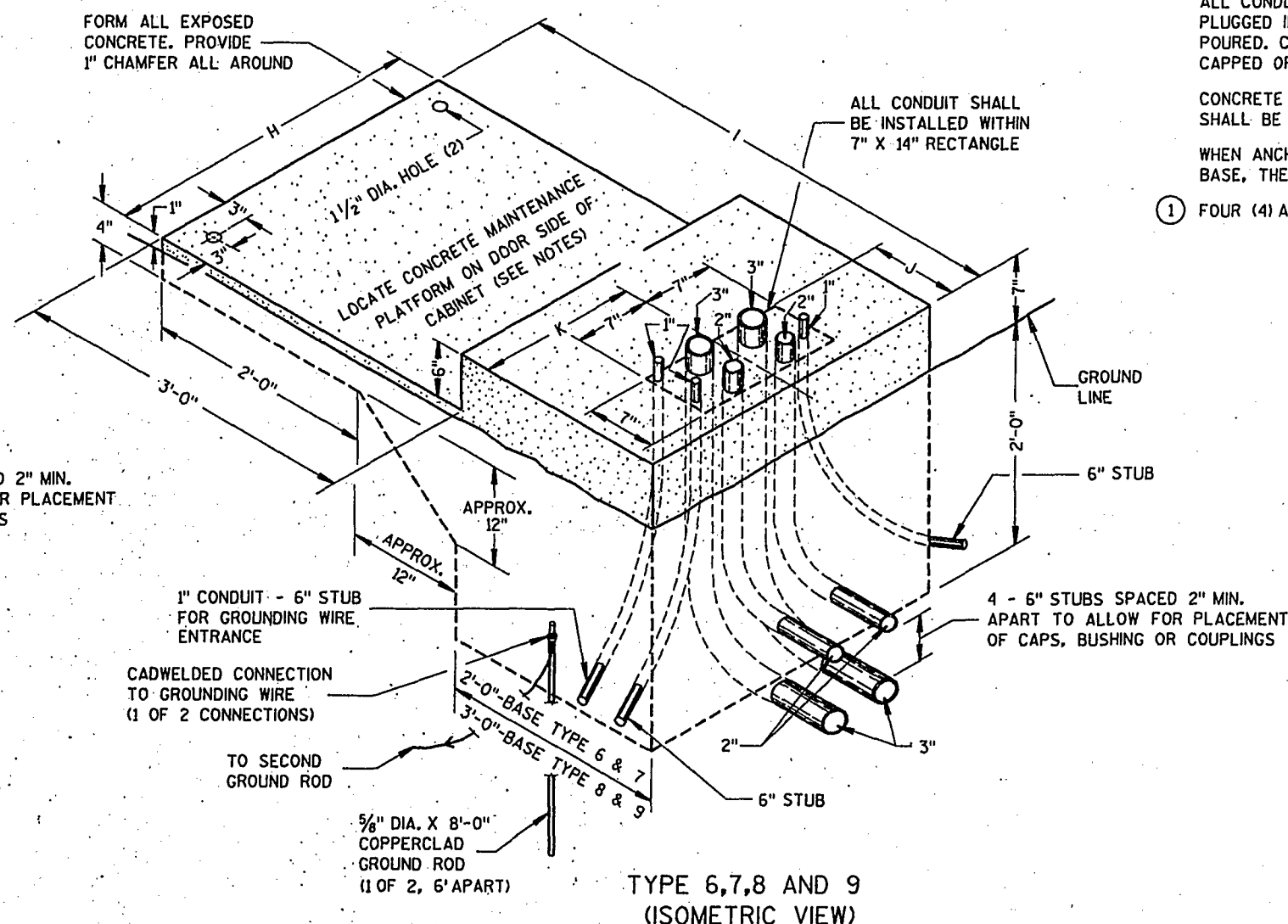


TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		TYPE OF PIPE						
		CORRUGATED STEEL						POLYETHYLENE SDR 32.5
PIPE DIAMETER (INSIDE)	A	12	12	18	18	24	24	12
PIPE LENGTH **	B	24	36	24	36	24	36	24
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.4
COVER	D	10 1/4	10 1/4	16 1/4	16 1/4	22 1/4	22 1/4	10 1/4
FRAME	E	14 1/2	14 1/2	20 1/2	20 1/2	26 1/2	26 1/2	14 1/2
FRAME	F	8 1/2	8 1/2	14 1/2	14 1/2	20 1/2	20 1/2	8 1/2
FRAME	G	11 1/2	11 1/2	17 1/2	17 1/2	23 1/2	23 1/2	11 1/2
WEIGHT IN POUNDS *								
FRAME AND COVER		60	60	110	110	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.

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. LOCKING TYPE COVERS ARE NOT REQUIRED UNLESS SPECIFIED IN THE CONTRACT.

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.

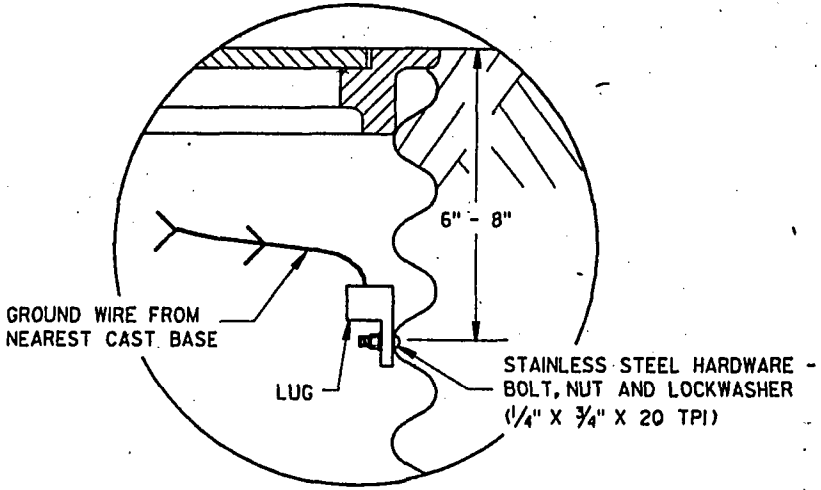
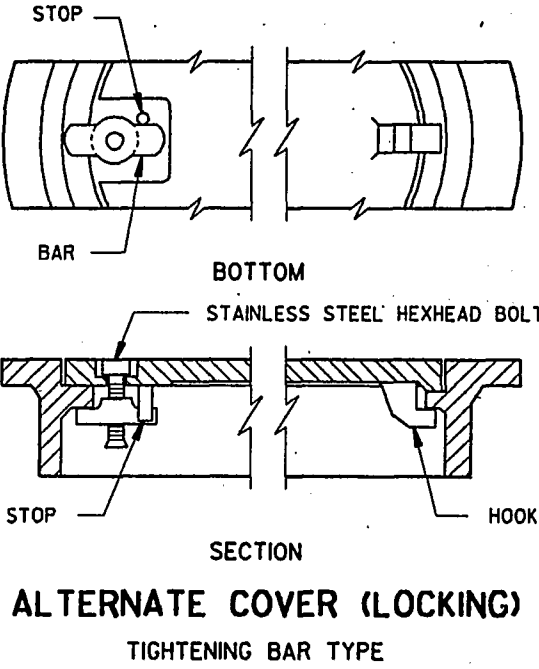
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

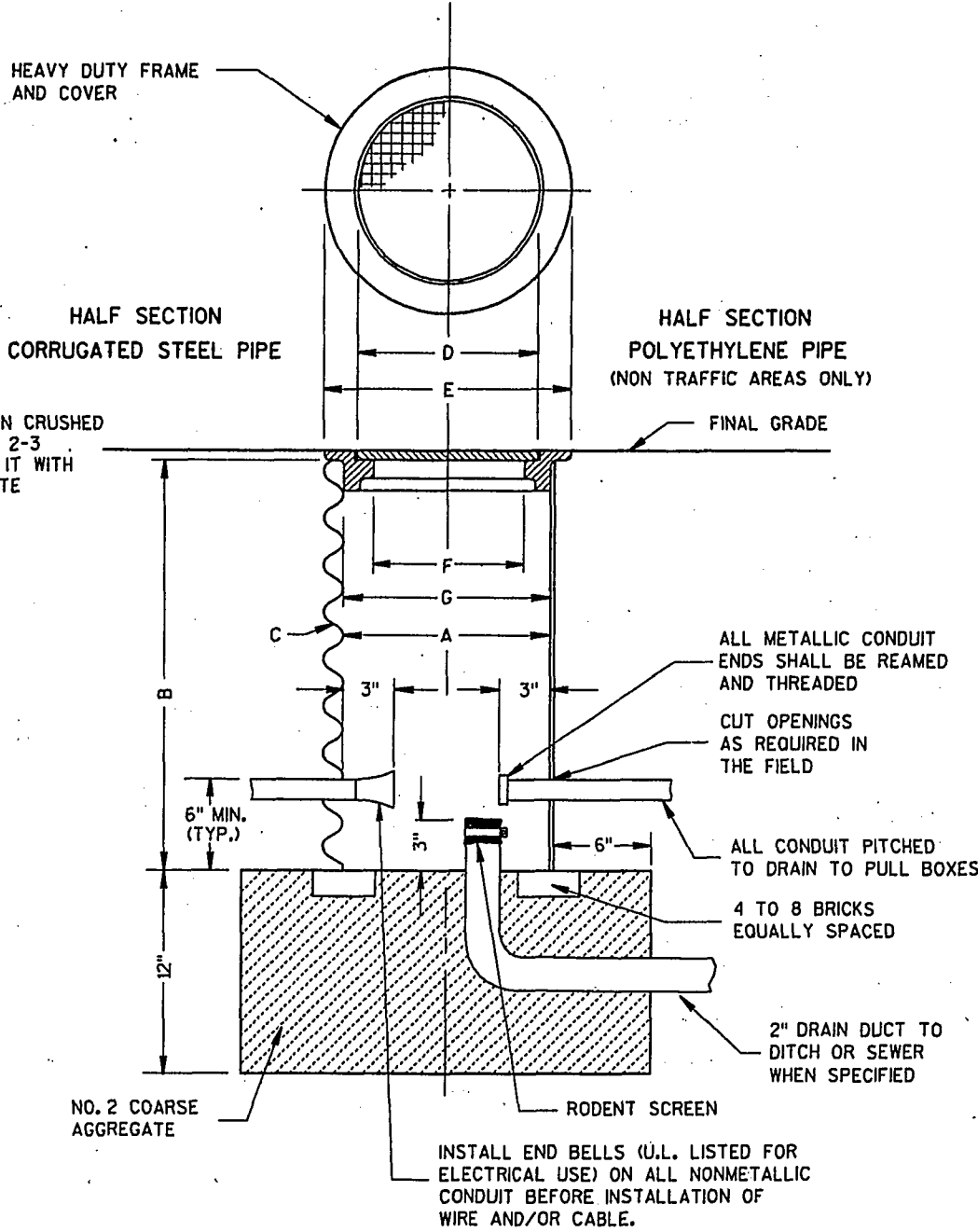
DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

RODENT SCREEN SHALL BE 1/8" GALVANIZED 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.

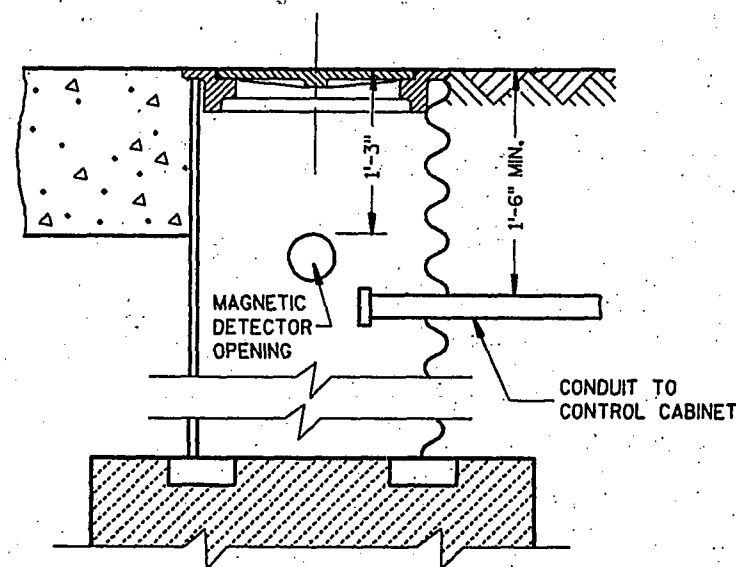


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

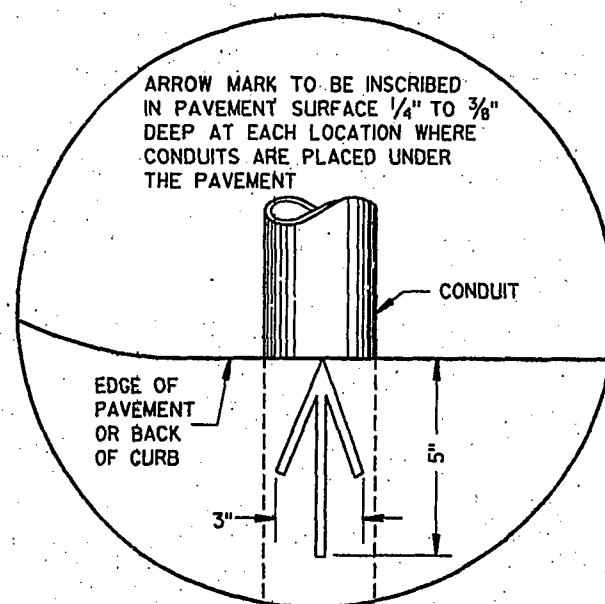


PULL BOX

PULL BOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 1-29-88 DATE	STATE TRAFFIC ENGINEER FOR HWYS
FHWA	



DETECTOR INSTALLATION
AT PULL BOX



PLAN VIEW
ARROW MARK

GENERAL NOTES

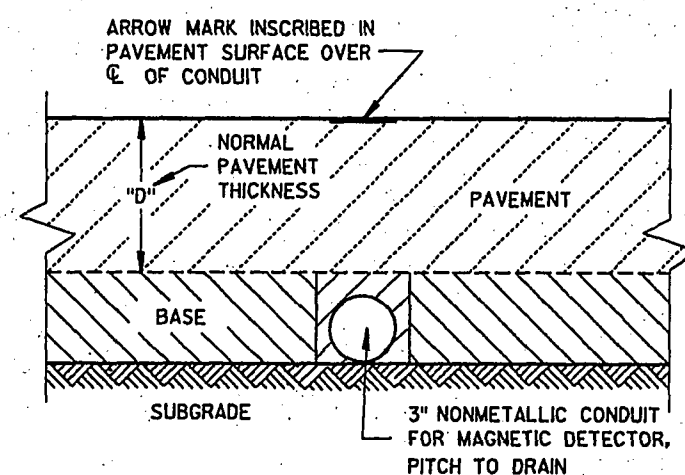
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ONLY NONMETALLIC CONDUIT SHALL BE FURNISHED AND SHALL BE PLACED AS SHOWN.

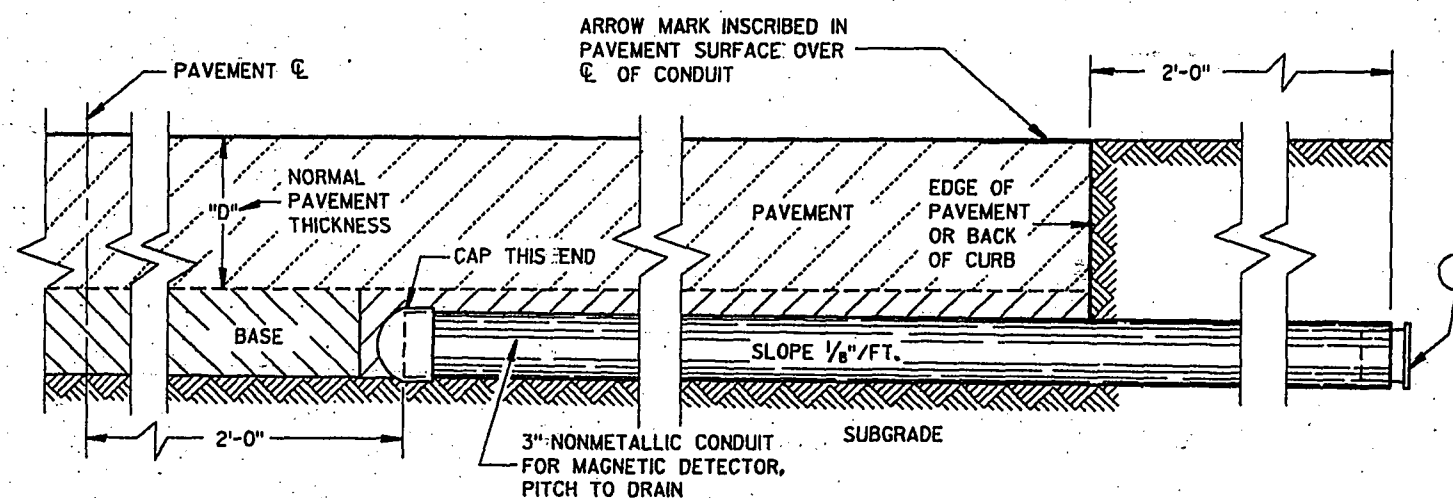
NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION.

- ① PRIOR TO BACKFILLING, THE CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN REINSTALLED TO ASSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

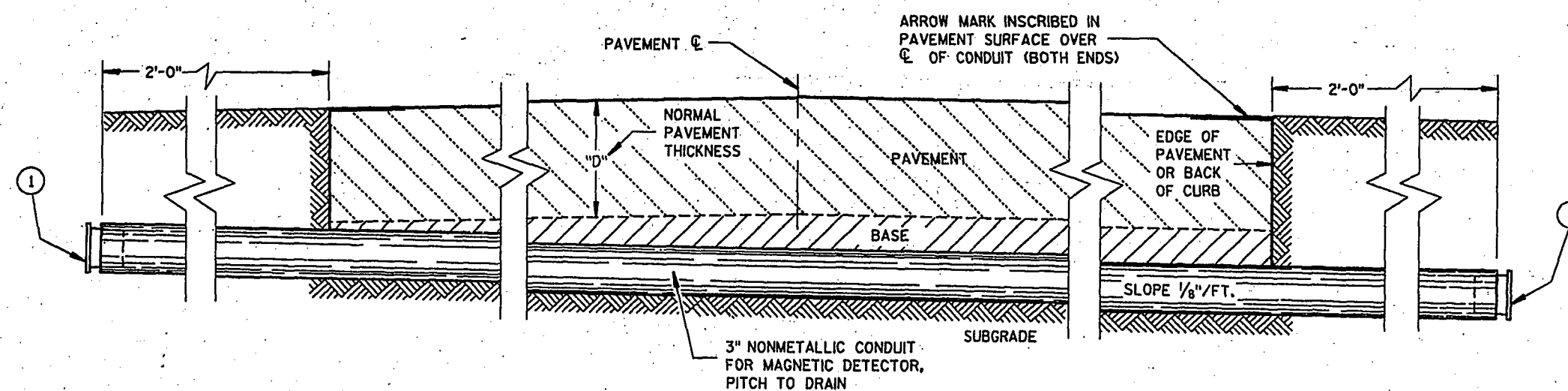
PRIOR TO INSTALLATION OF A MAGNETIC DETECTOR, THE PLUG OR CAP SHALL BE REMOVED AND AN END BELL INSTALLED (U.L. LISTED FOR ELECTRICAL USE).



END ELEVATION
MAGNETIC DETECTOR CONDUIT



SIDE ELEVATION
MAGNETIC DETECTOR CONDUIT FOR UNDIVIDED HIGHWAYS



SIDE ELEVATION
MAGNETIC DETECTOR CONDUIT FOR DIVIDED HIGHWAYS

CONDUIT FOR
MAGNETIC DETECTOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

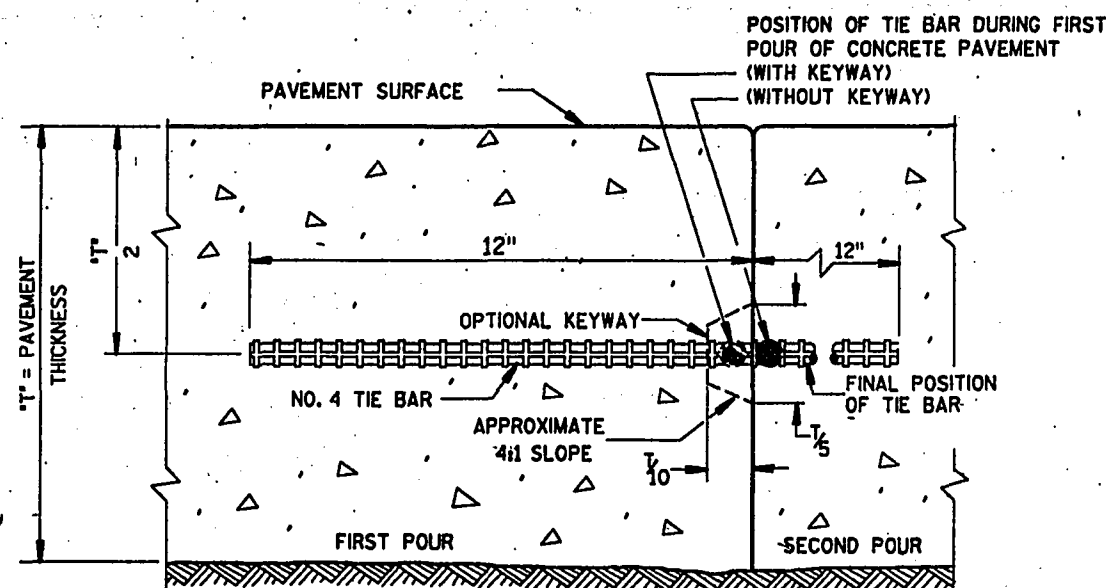
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7-7-86

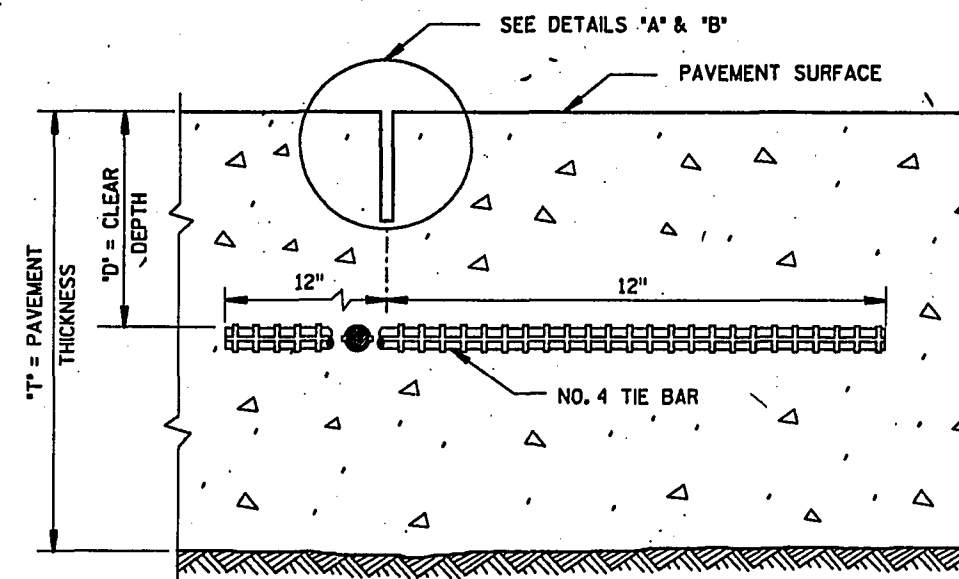
DATE

FHWA

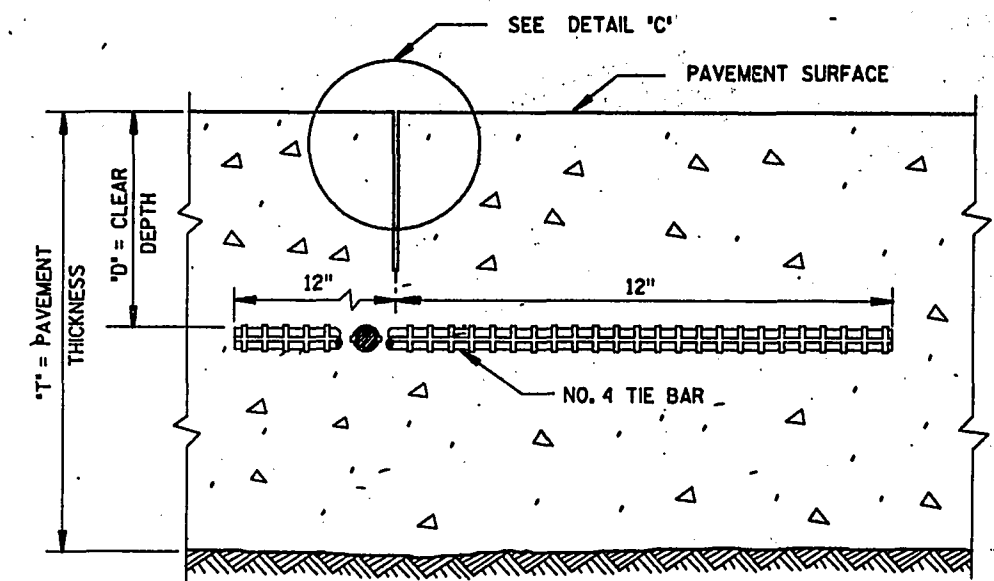
STATE TRAFFIC ENGINEER FOR HWYS



CONSTRUCTION JOINT



SAWED JOINT



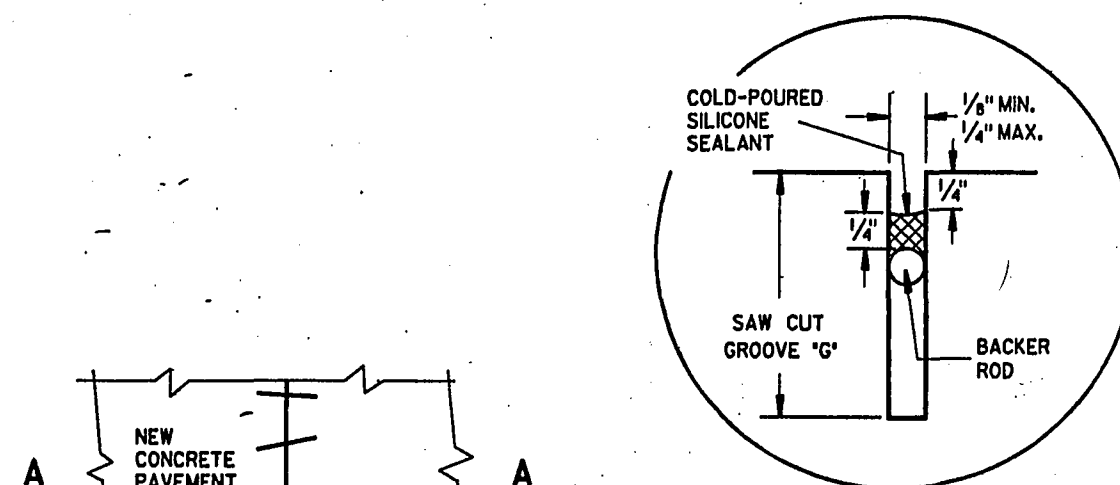
RIBBON JOINT

GENERAL NOTES

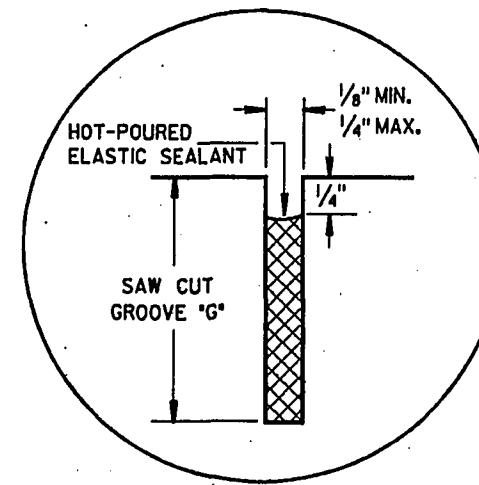
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAILS 'A', 'B' AND 'C' ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED ELSEWHERE IN THE CONTRACT.

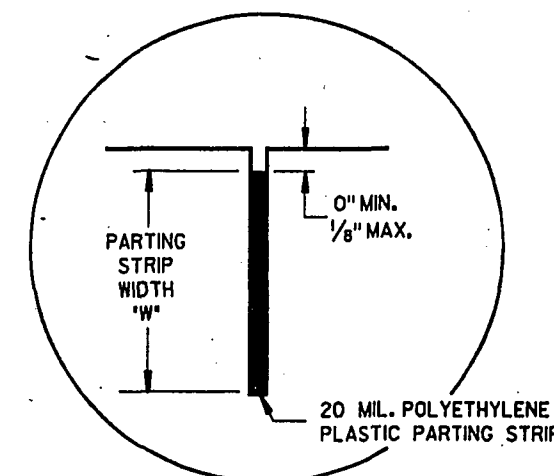
TIE BARS AND PAVEMENT TIES SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



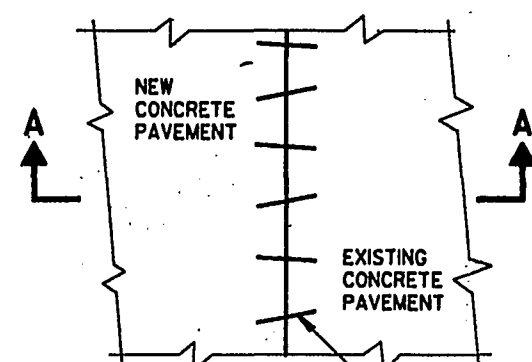
DETAIL 'A'



DETAIL 'B'

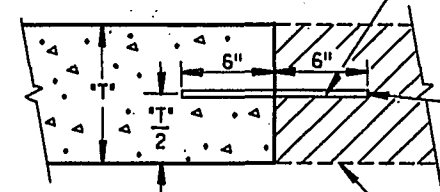


DETAIL 'C'



PLAN VIEW

NO. 6 TIE BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.

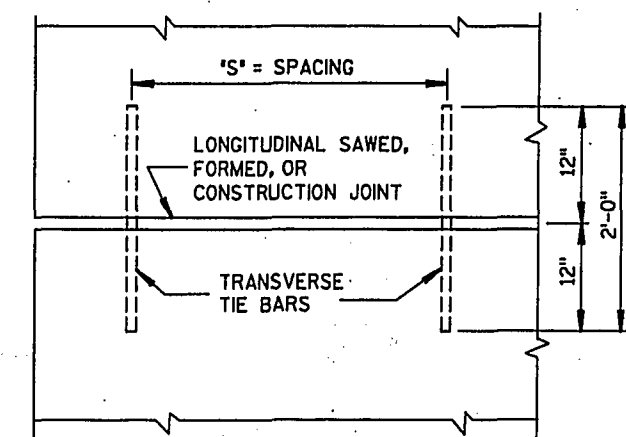


THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

EXIST. CONC. PAVEMENT

SECTION A-A
PAVEMENT TIES

PAVEMENT THICKNESS 'T'	CLEAR DEPTH 'D'	SAW CUT GROOVE 'G'	MAXIMUM TIE BAR SPACING 'S'	PARTING STRIP WIDTH 'W'
6"	3"±1/2"	1 1/2"	30"	2"
7"	3 1/4"±1"	1 3/4"	30"	2 1/4"
8"	3 3/4"±1"	2"	30"	2 1/2"
9"	4 1/4"±1"	2 1/4"	30"	3"
10"	4 3/4"±1"	2 1/2"	30"	3 1/4"
11"	5 1/4"±1"	2 3/4"	24"	3 3/4"
12"	5 3/4"±1"	3"	24"	4"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

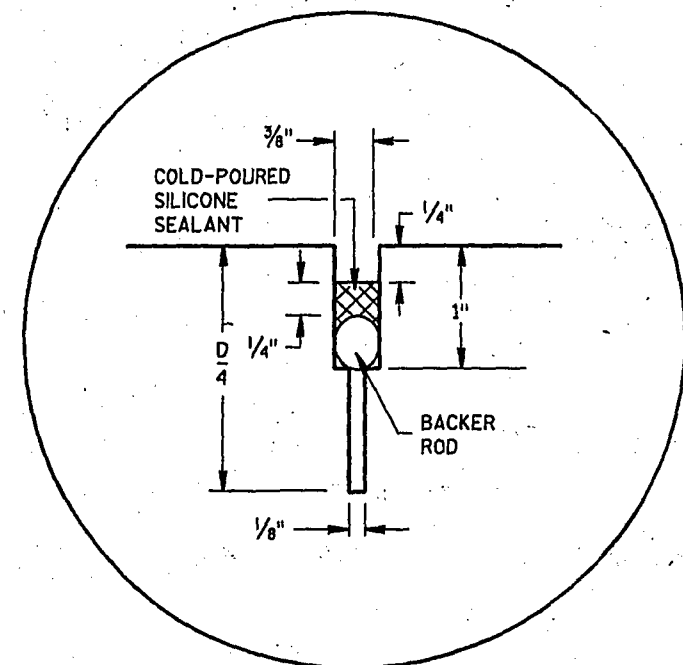
CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

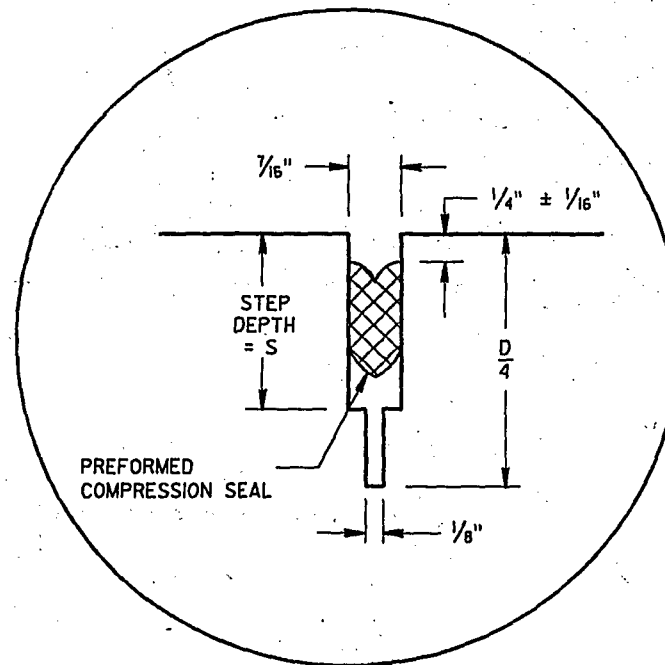
APPROVED
3-7-86
DATE

STATE DESIGN ENGINEER FOR HWYS

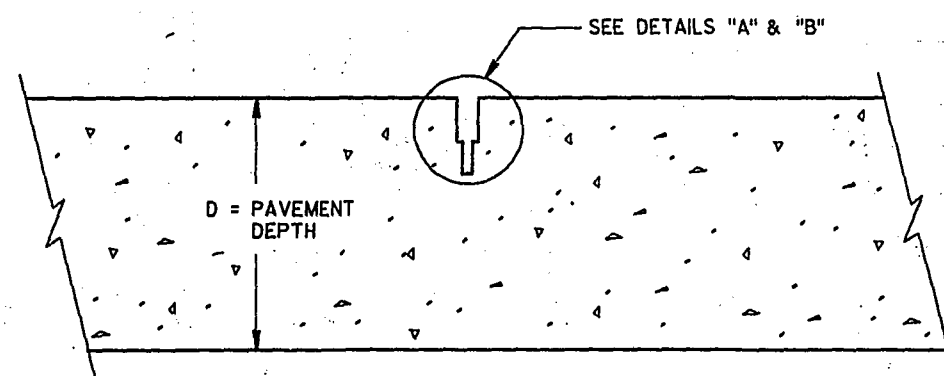
FHWA



DETAIL "A"
COLD-POURED SILICONE TYPE
JOINT SEALER



DETAIL "B"
PREFORMED ELASTOMERIC
COMPRESSION JOINT SEAL



CONTRACTION JOINT

SEAL DIMENSIONS (UNCOMPRESSED)		STEP DEPTH S (MIN.)
WIDTH ①	HEIGHT ②	
1 3/16"	1 5/16"	1 7/16"

- ① TOLERANCE PLUS 1/16 INCH AND MINUS ZERO INCH.
② SEALS WITH GREATER HEIGHTS MAY BE USED. STEP DEPTH SHALL THEN BE INCREASED AN EQUAL AMOUNT.

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 LOCATED AT A UNIFORM SPACING OF 20' (±1'). EXCEPTIONS SHALL BE AS DIRECTED BY THE ENGINEER.

THE FIRST SAWCUT SHALL BE TO A DEPTH OF D/4 AND THE WIDTH OF 1/8 INCH.

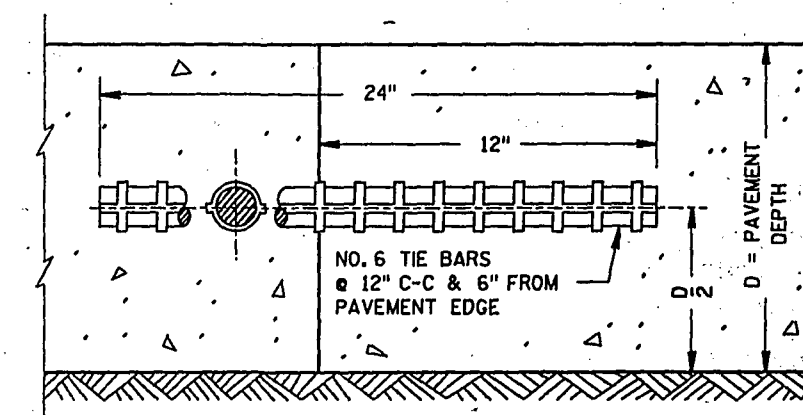
DETAILS "A" AND "B" ARE EQUAL ALTERNATES.

CONSTRUCTION JOINTS

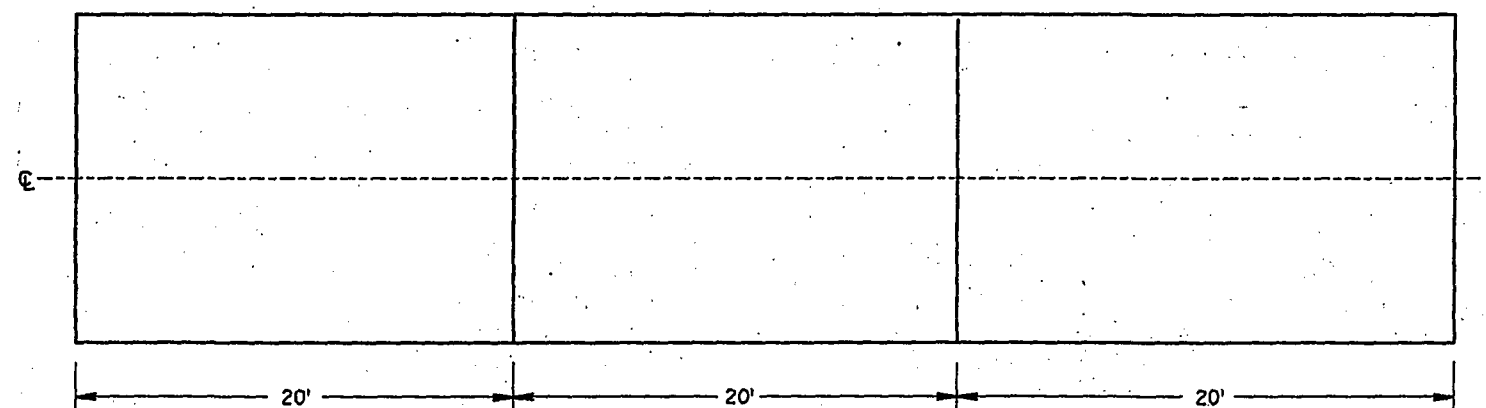
CONSTRUCTION JOINTS SHALL BE LOCATED A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT.

TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN POURED.

TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

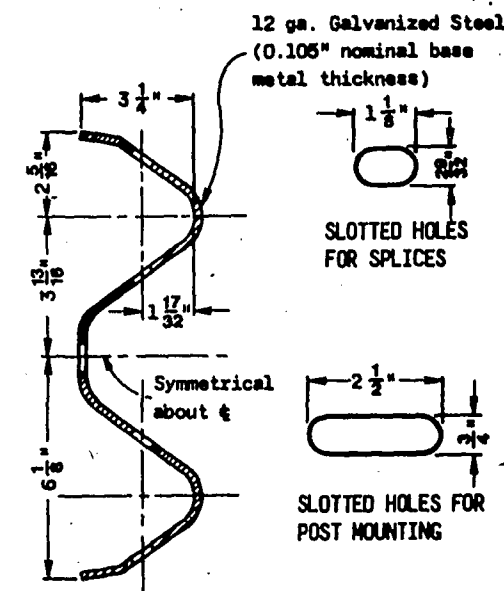
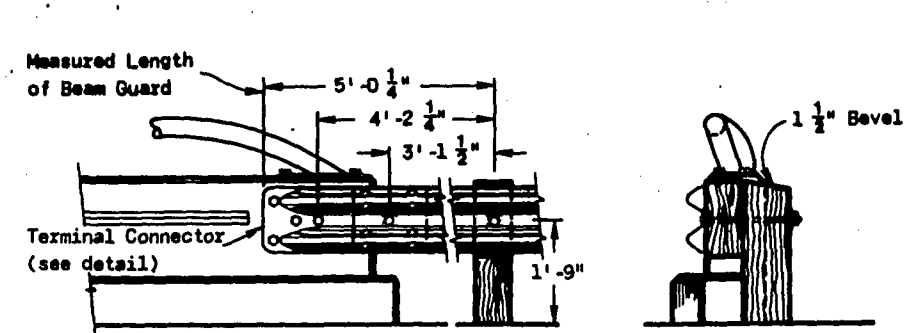
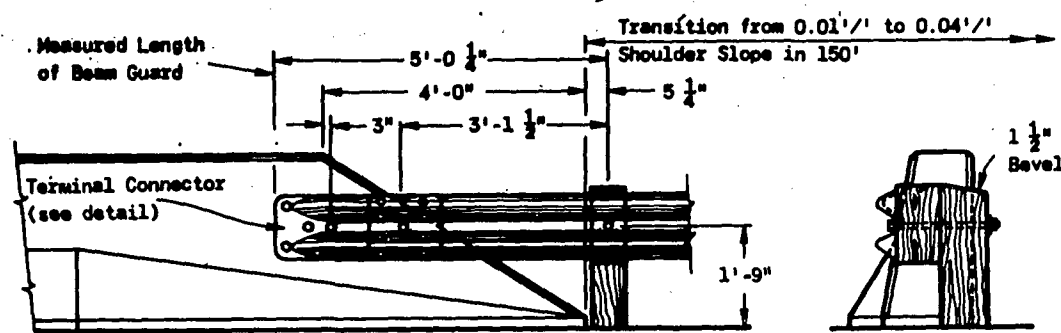


CONSTRUCTION JOINT



CONTRACTION JOINT LOCATIONS

TRANSVERSE JOINTS IN NON-REINFORCED CONCRETE PAVEMENT (20' NORMAL TRANSVERSE JOINTS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5-28-86 DATE	STATE DESIGN ENGINEER FOR HWYS
FHWA	



GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, the applicable Special Provisions

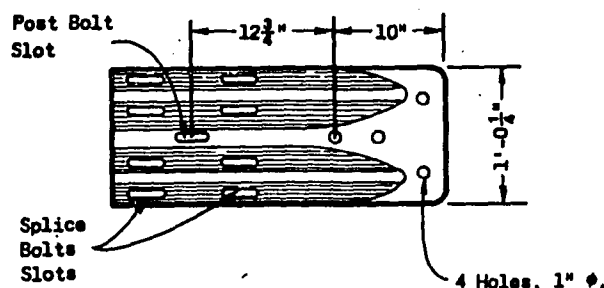
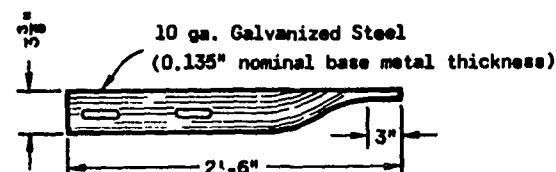
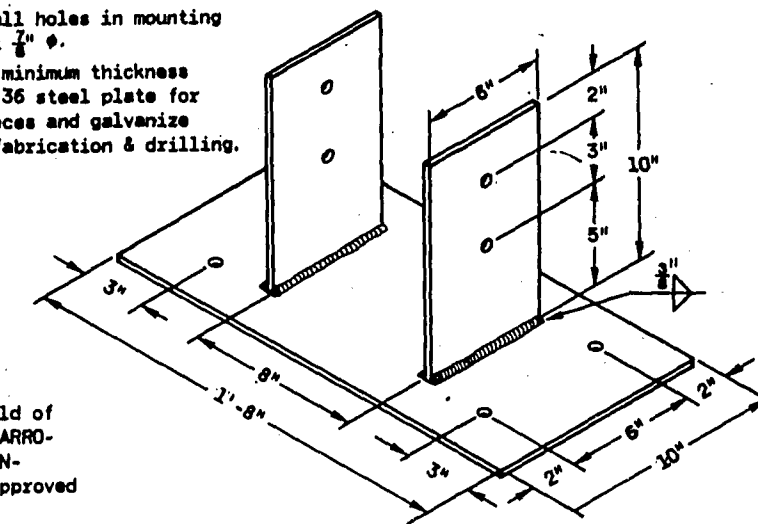
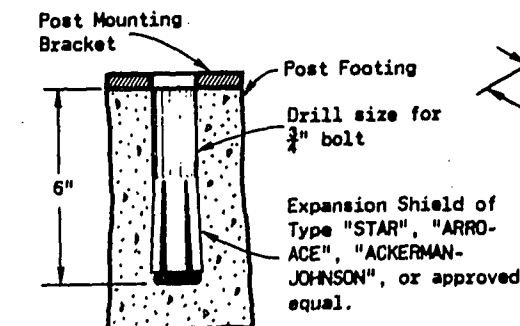
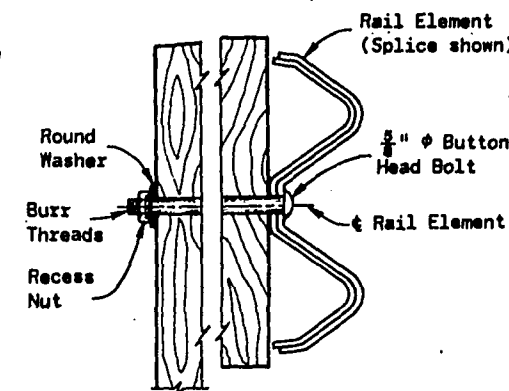
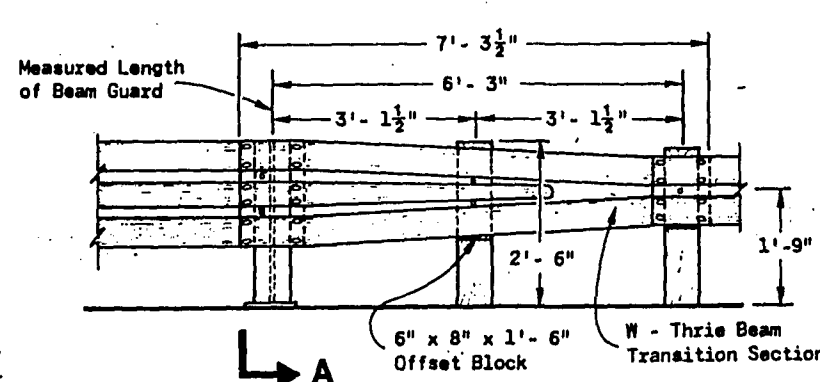
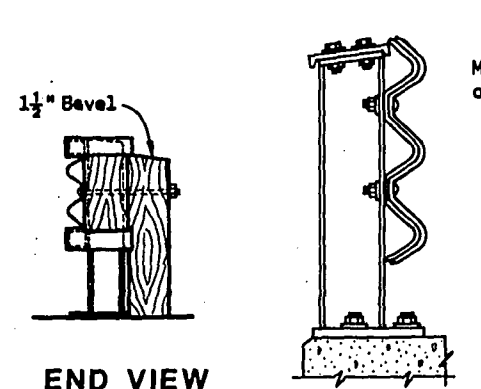
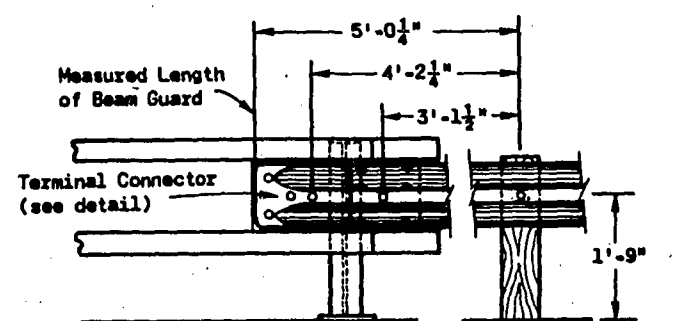
The type of anchorage and the exact location of the beginning and end of each beam guard installation shall be as shown on the plans or as directed by the Engineer.

Shoulder widening to accommodate the anchored end of the beam guard shall be accomplished at a rate of widening not to exceed 5 to 1.

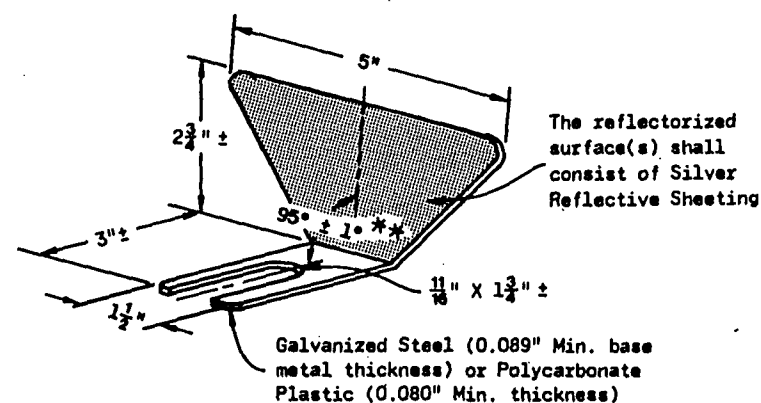
Standard Anchorages - Upon approval of the Engineer, the 6 foot offset may be reduced to nothing where existing conditions will not permit the desirable offset. However, when no offset greater than or equal to 3 feet can be provided, the minimum length of guardrail in advance of an obstacle (obstacle to anchor) shall be 150 feet.

The "Post Footing Details at Piers" shall be used when beam guard posts are over structure footings and less than 3 feet-6 inches of earth is provided over the top of the footing.

- ① The minimum clearance from the front face of beam guard to obstacle shall be 4 feet unless otherwise shown on contract plans. When clearance is less than 4 feet, post spacing shall be reduced to 3 feet-1½ inches C-C.
- ② This section shall include at least one 12'-6" Rail Element and a Terminal Connector or W-Thrie Beam Transition Section as required for structure mounting.



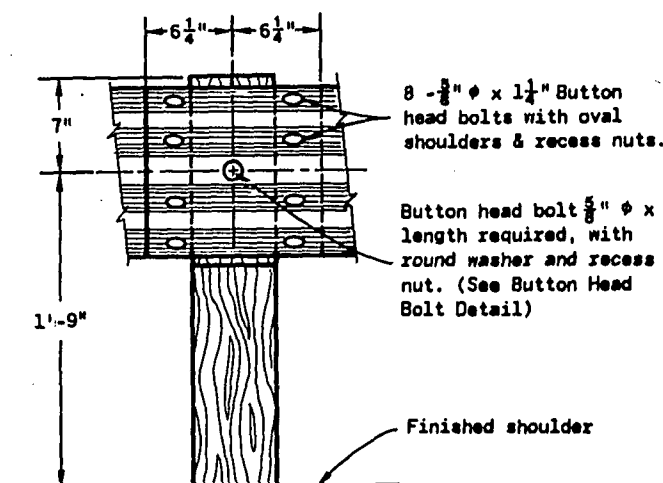
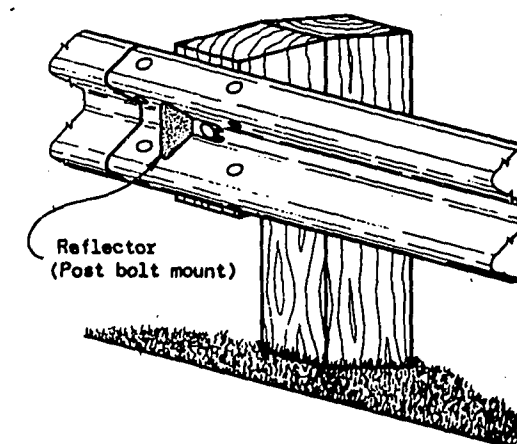
NOTE:
1" I.D., 2" O.D. (0.134" Nominal
thickness) galvanized metal washer
required under the head of splice
bolts used in the Terminal Connector
only.



	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 *	6
	> 200' *	50' C-C	1 *	
Two Way Traffic	< 200'	50' C-C	2 **	3
	> 200'	100' C-C	2 **	

* Every other reflector reversed for 2-way visibility.
Contractor may furnish two-sided reflectors in lieu
of one-sided reflectors.

Angle of bend to be $90^\circ \pm 1^\circ$ for two-sided reflectors.



NOTE:
THIS STANDARD DETAIL DRAWING CONSISTS OF TWO
SHEETS AND BOTH SHEETS ARE REQUIRED WHEN THIS
DRAWING IS CALLED FOR IN CONTRACT PLANS.

CAUTION: WHEN SPECIAL ANCHORAGES ARE SPECIFIED,
SHEET 8c IS ALSO REQUIRED.

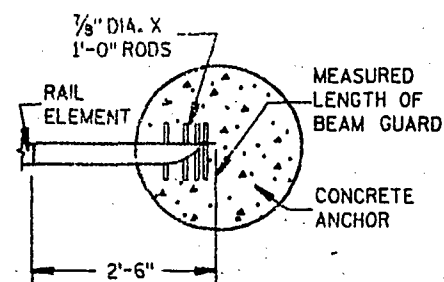
CLASS "A"
STEEL PLATE BEAM GUARD

State of Wisconsin
Department of Transportation

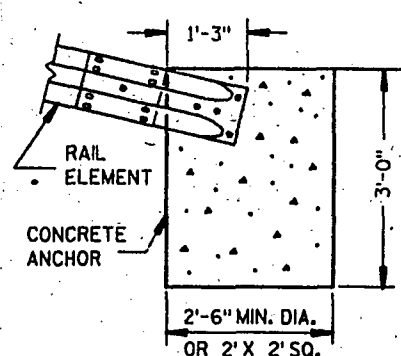
APPROVED
1-31-85

D. J. [Signature]
CLASS DESIGN ENGINEER

• **1. Introduction**

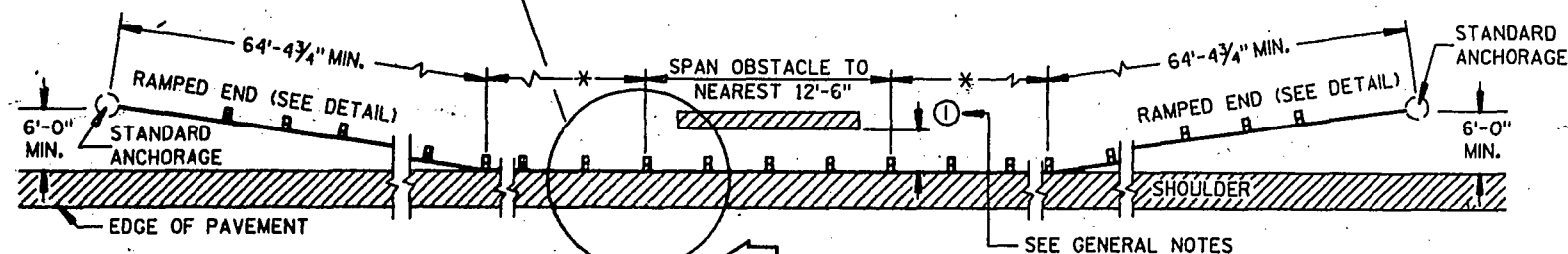
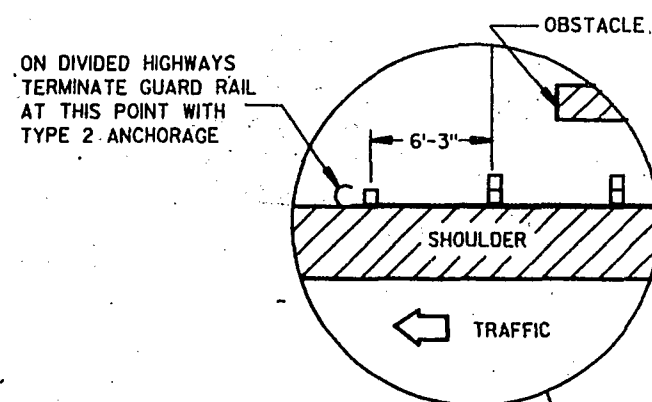


PLAN VIEW IN SECTION



FRONT VIEW IN SECTION
STANDARD ANCHORAGE DETAIL

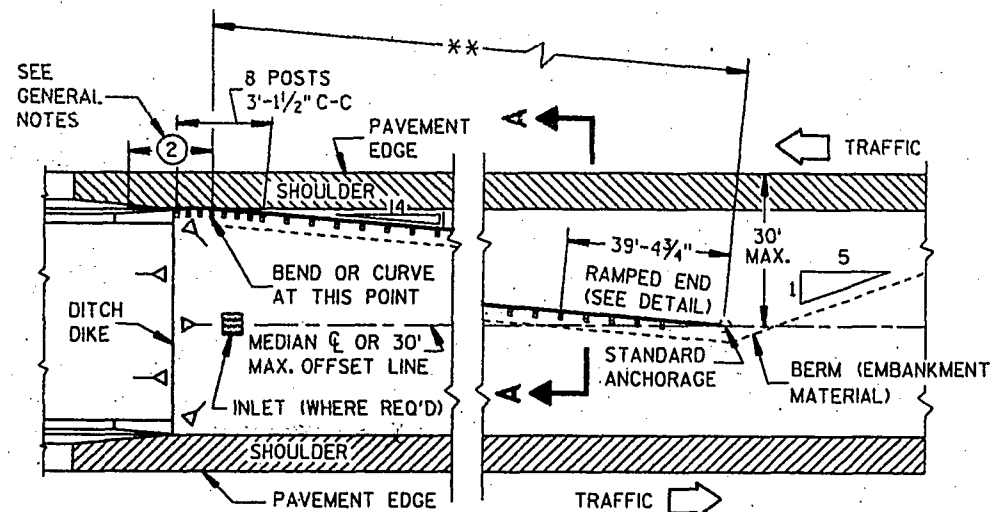
(STANDARD SPECIFICATION ITEM "ANCHORAGE FOR STEEL PLATE BEAM GUARD")



* VARIABLE BASED ON SIZE AND LOCATION OF OBSTACLE

PLAN VIEW

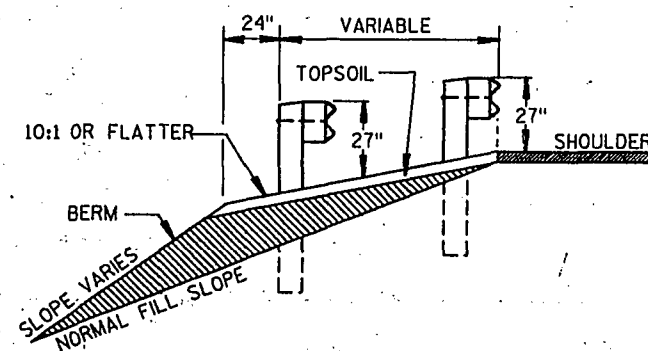
TYPICAL INSTALLATION AT OBSTACLES



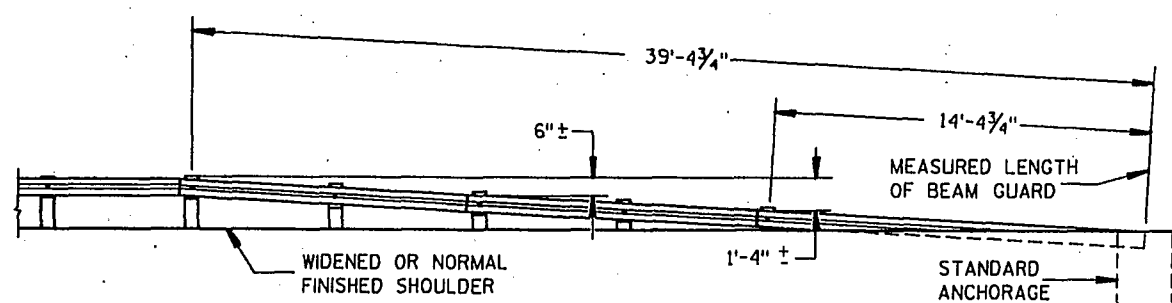
** VARIABLE BASED ON MEDIAN WIDTH OR 30' MAX. OFFSET

PLAN VIEW

TYPICAL MEDIAN INSTALLATION AT STRUCTURES

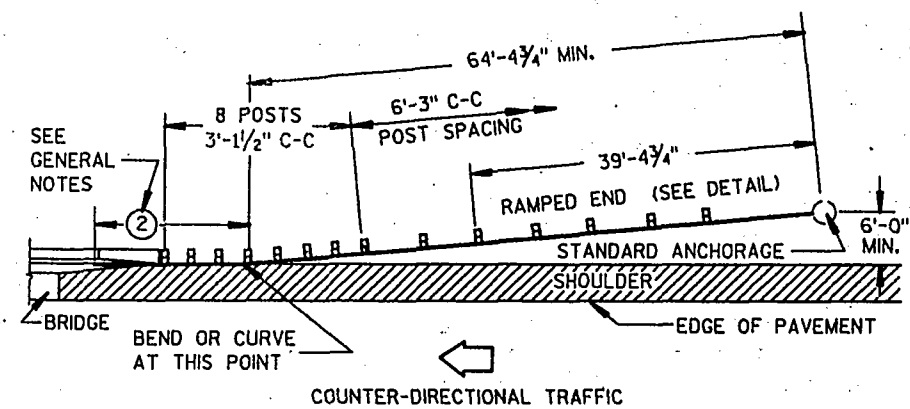


SECTION A-A



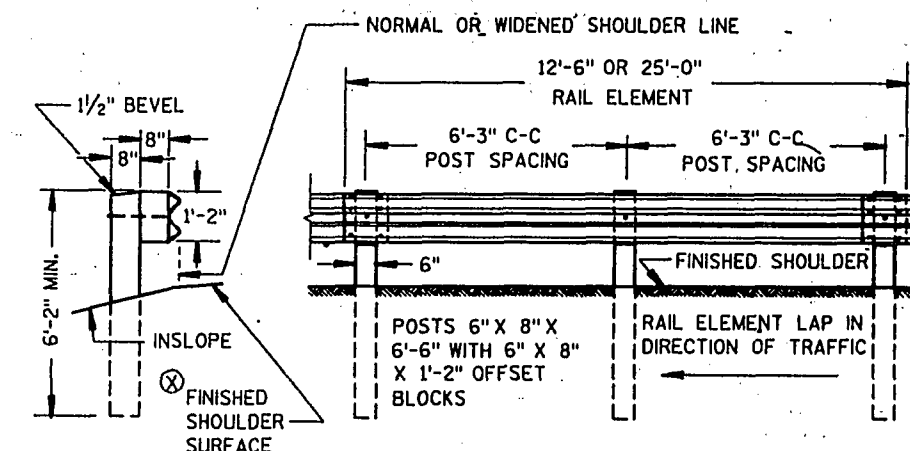
FRONT VIEW

TYPICAL RAMPED END



PLAN VIEW

TYPICAL INSTALLATION AT FULL WIDTH STRUCTURES



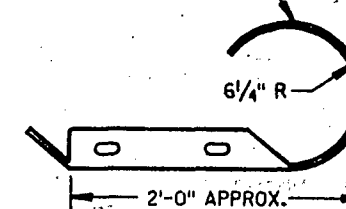
END VIEW

FRONT VIEW

TYPICAL STEEL PLATE BEAM GUARD INSTALLATION

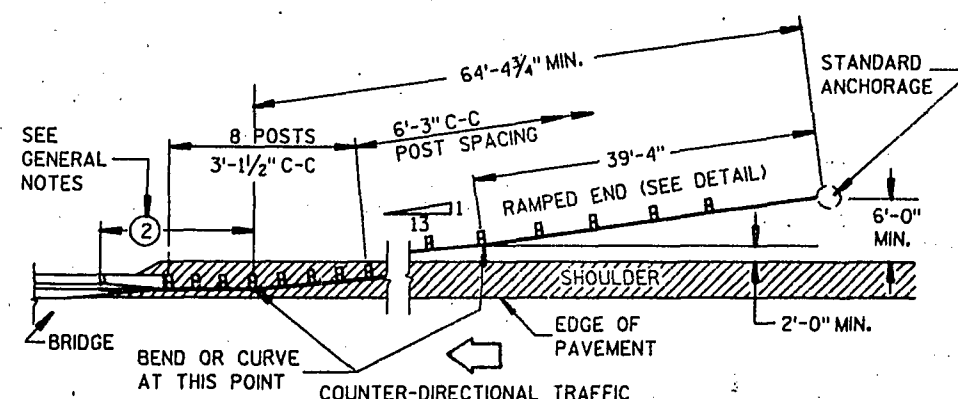
⊗ SHOULDER OR EMBANKMENT SLOPE IN FRONT OF BEAM GUARD SHALL BE 10:1 OR FLATTER

12 GA. STEEL (0.105" NOMINAL BASE METAL THICKNESS)



PLAN VIEW

END SECTION (ROUNDED)

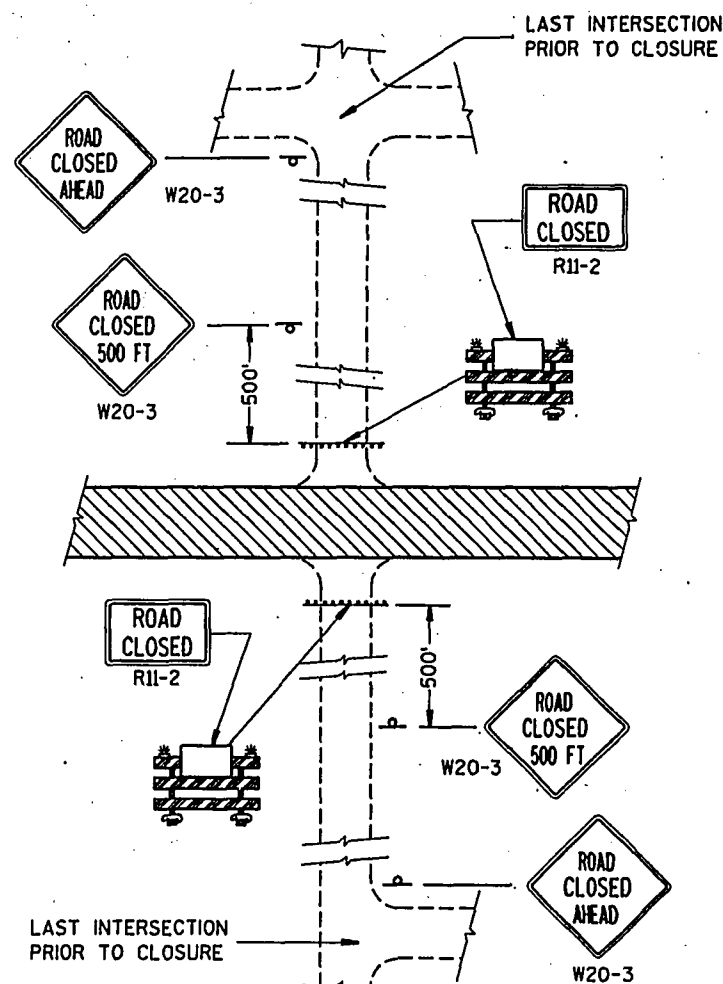


PLAN VIEW

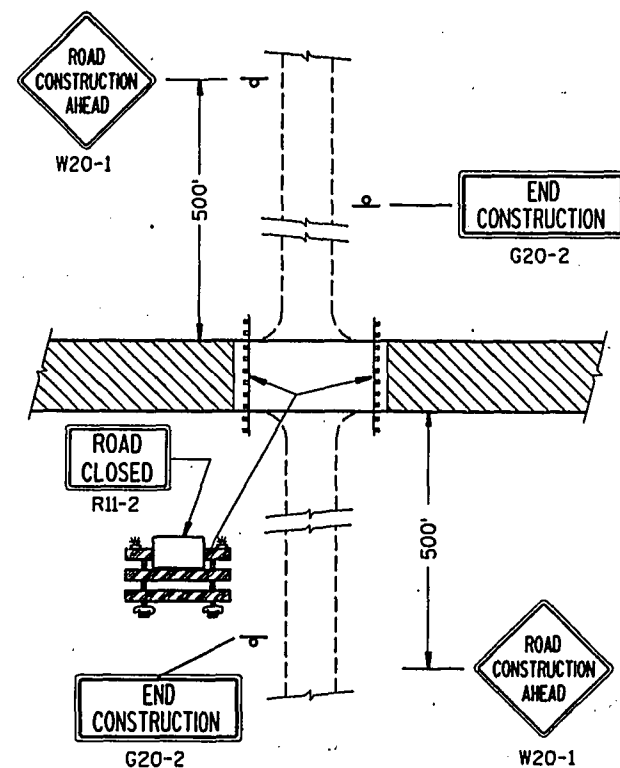
TYPICAL INSTALLATION AT NARROW STRUCTURES

CLASS "A"
STEEL PLATE BEAM GUARD

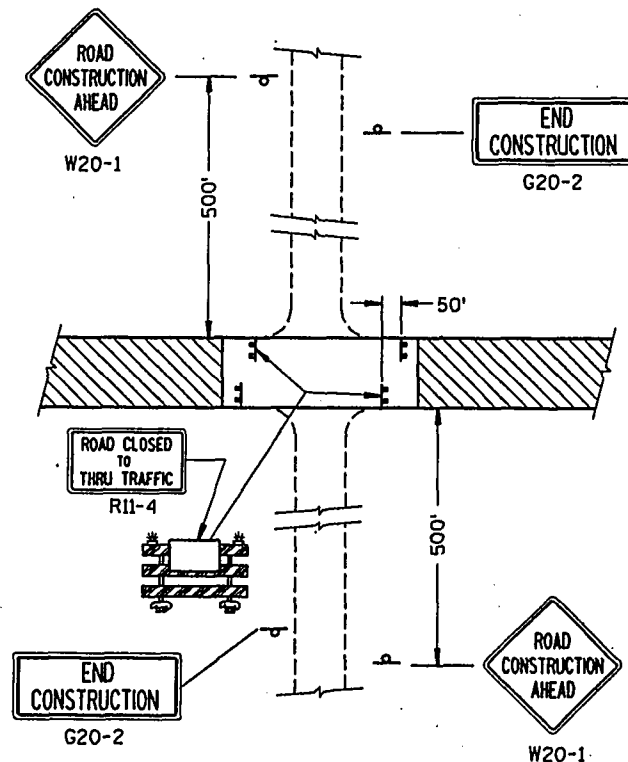
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL 1
(NO ACCESS TO PROJECT)

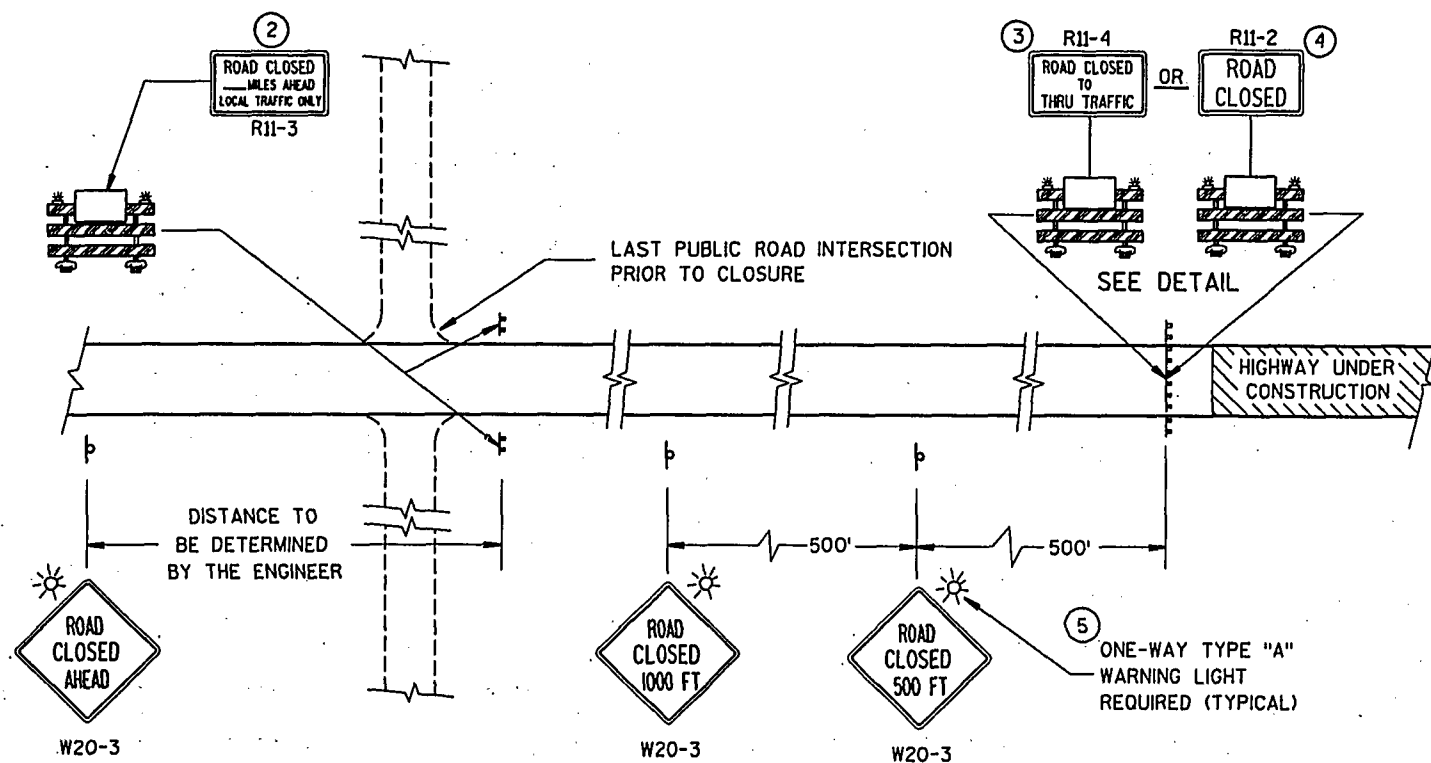


DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).

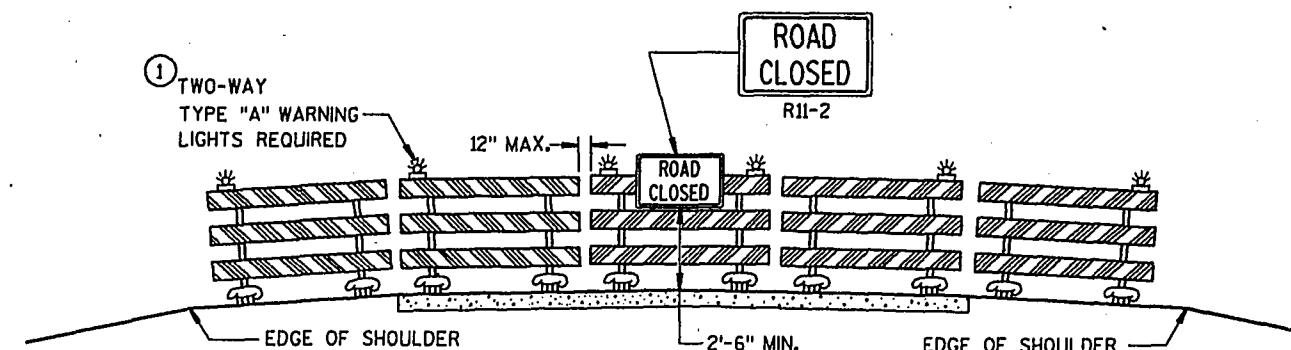


DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR,
LOCAL BUSINESS AND RESIDENT ACCESS).

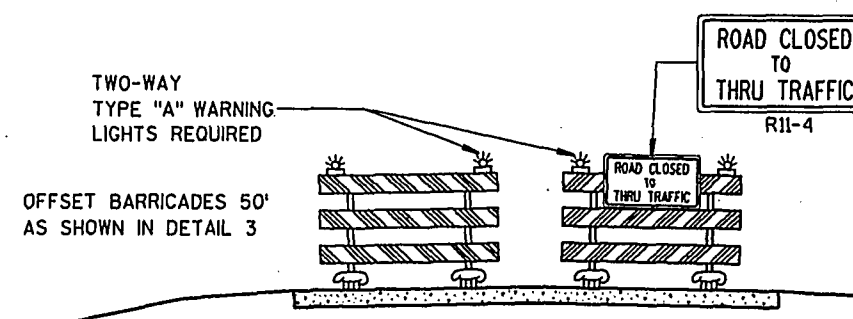
SIDEROAD CLOSURES



MAINLINE CLOSURE



ROAD CLOSURE BARRICADE DETAIL



LANE CLOSURE BARRICADE DETAIL

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE THE WORK. THE SIGNS MUST THEN BE IMMEDIATELY REESTABLISHED.

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 FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE ROAD CLOSED SIGN (R11-2), ROAD CLOSED _____ MILES AHEAD SIGN (R11-3) AND THE ROAD CLOSED TO THRU TRAFFIC SIGN (R11-4) SHALL BE ATTACHED ONLY TO THE TOP RAIL OF THE TYPE III BARRICADE. THE SIGNS SHALL NOT COVER MIDDLE RAIL.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES, TYPE I, II AND III, AND ON ALL R11-2, R11-3 AND R11-4 SIGNS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".

R11-3, AND R11-4 SIGNS SHALL BE 60" X 30".

G20-2 SIGNS SHALL BE 60" X 24".

- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST 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.
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- 3 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL.
- 4 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.
- 5 ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

LEGEND

- POST MOUNTED WARNING SIGN
- TYPE III BARRICADES WITH TYPE "H" REFLECTIVE SHEETING
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK AREA

BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES

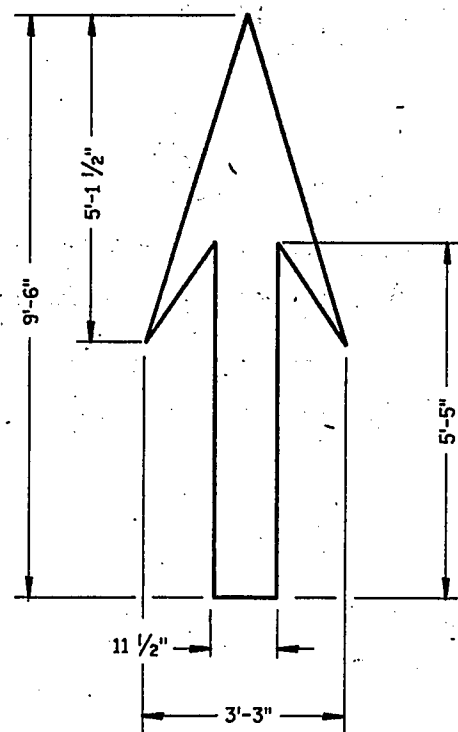
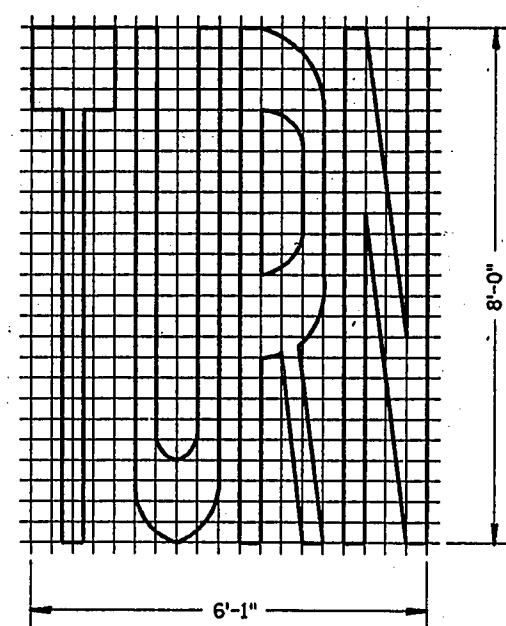
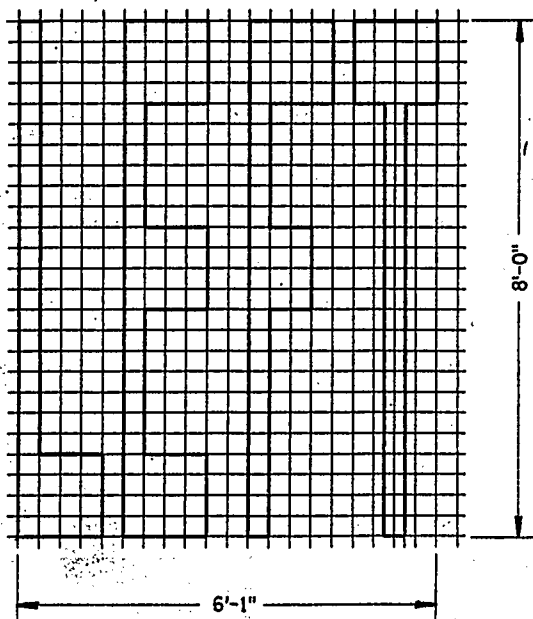
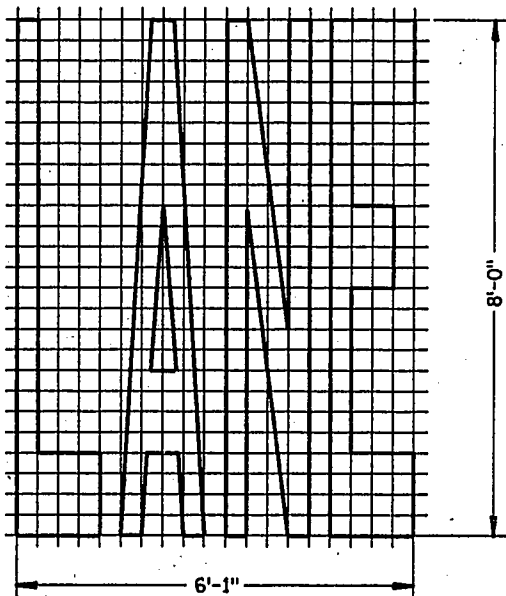
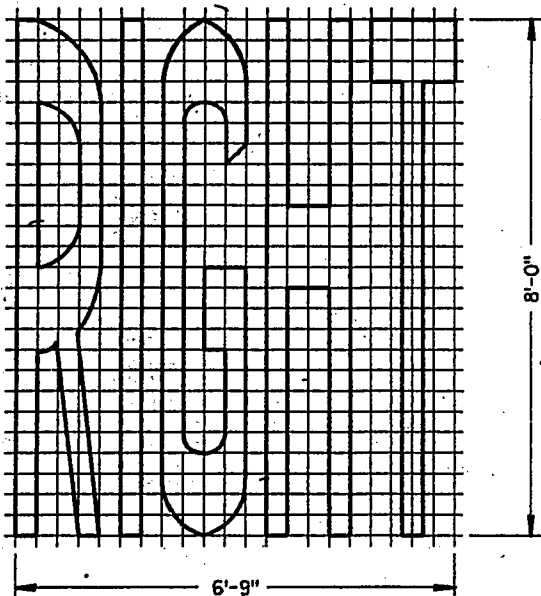
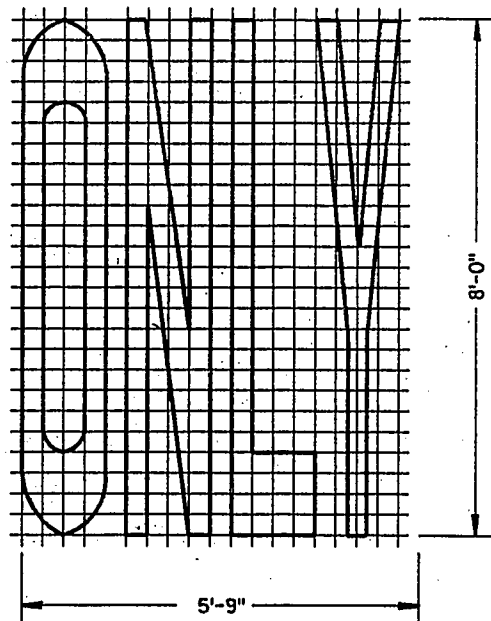
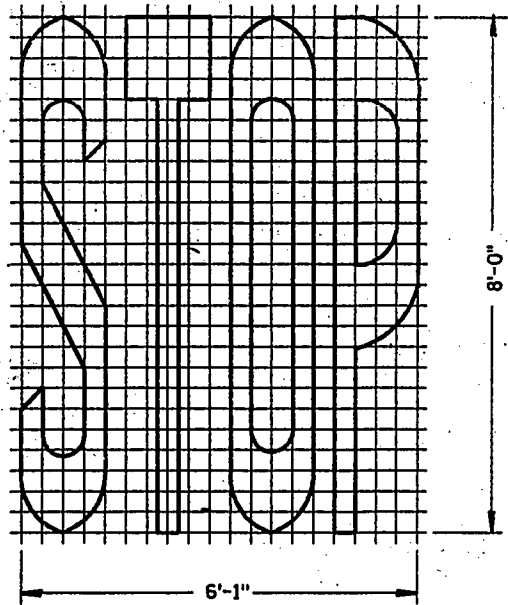
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-31-89
DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

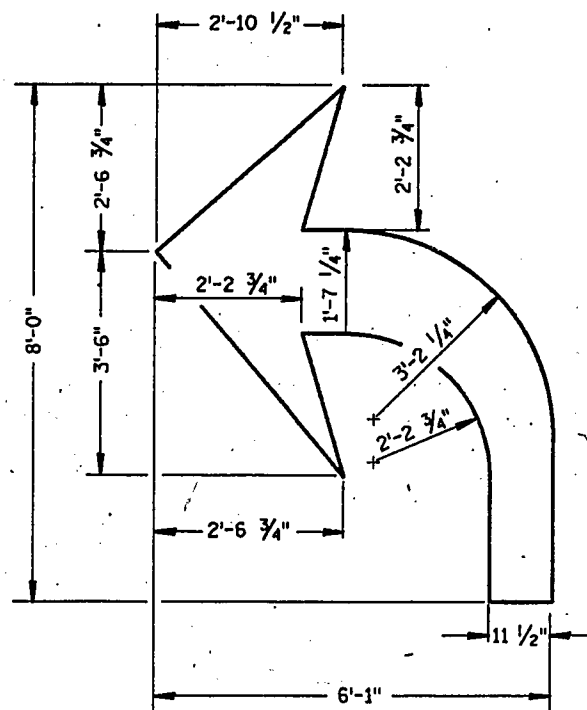
GENERAL NOTES

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.

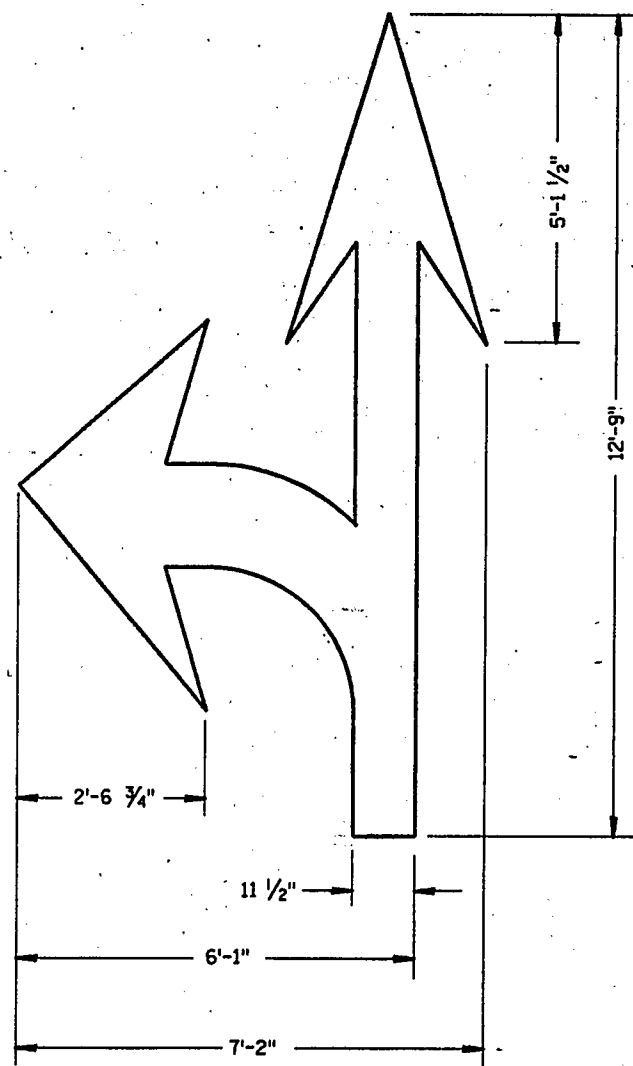
ALL LETTERS AND ARROWS SHALL BE WHITE AND REFLECTORIZED.



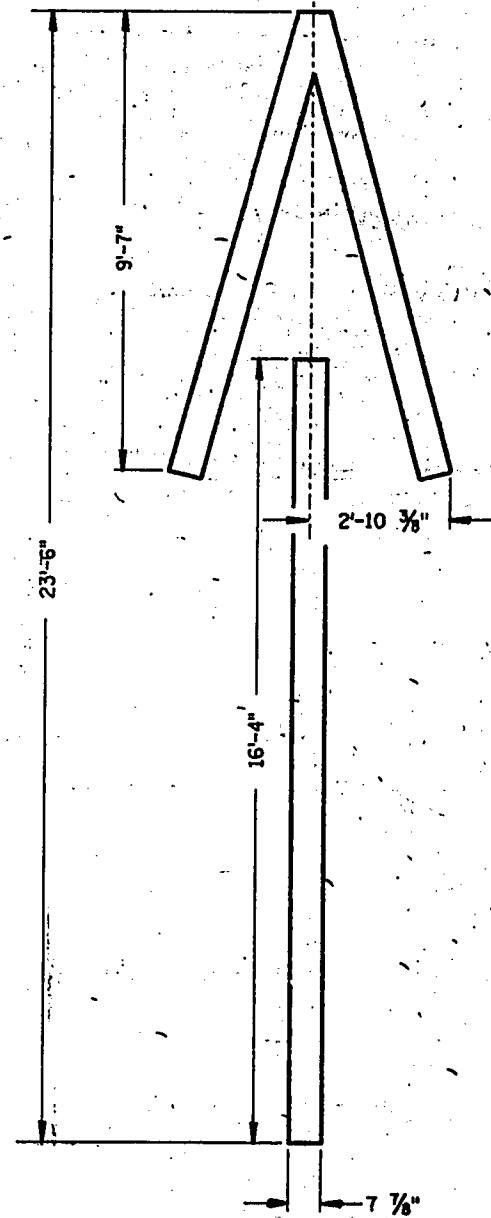
TYPE 1



TYPE 2



TYPE 3



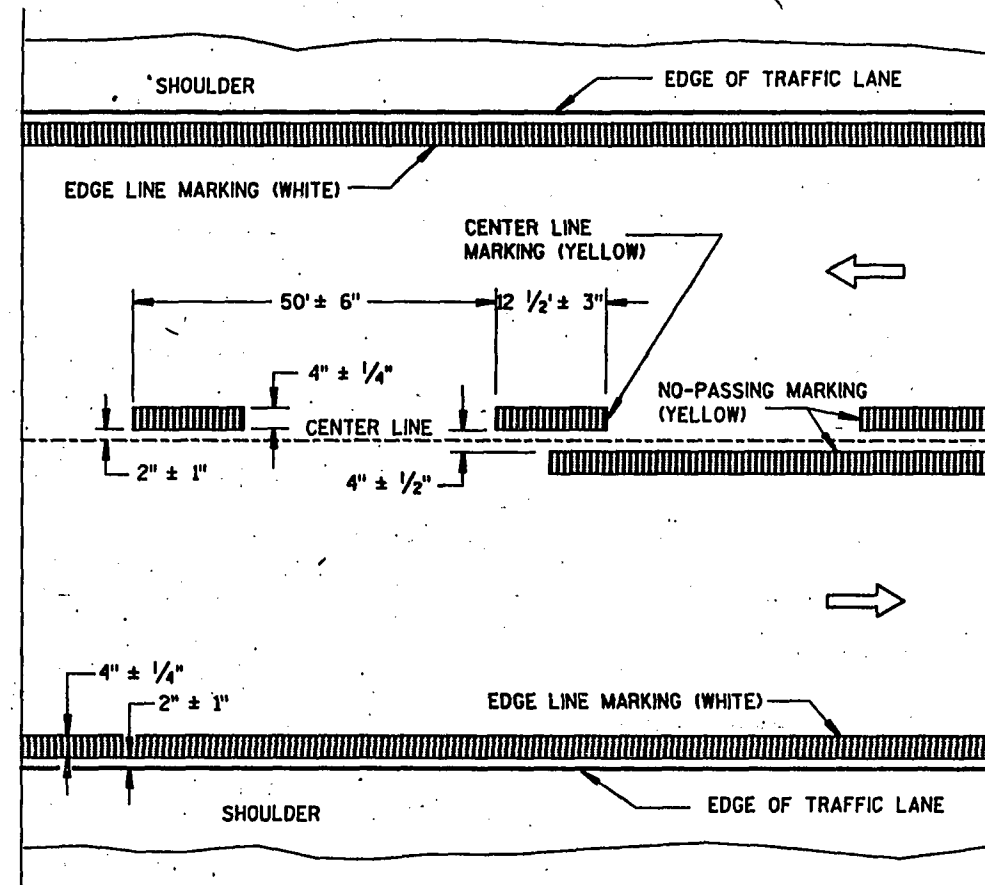
TYPE 4

PAVEMENT MARKING SYMBOLS

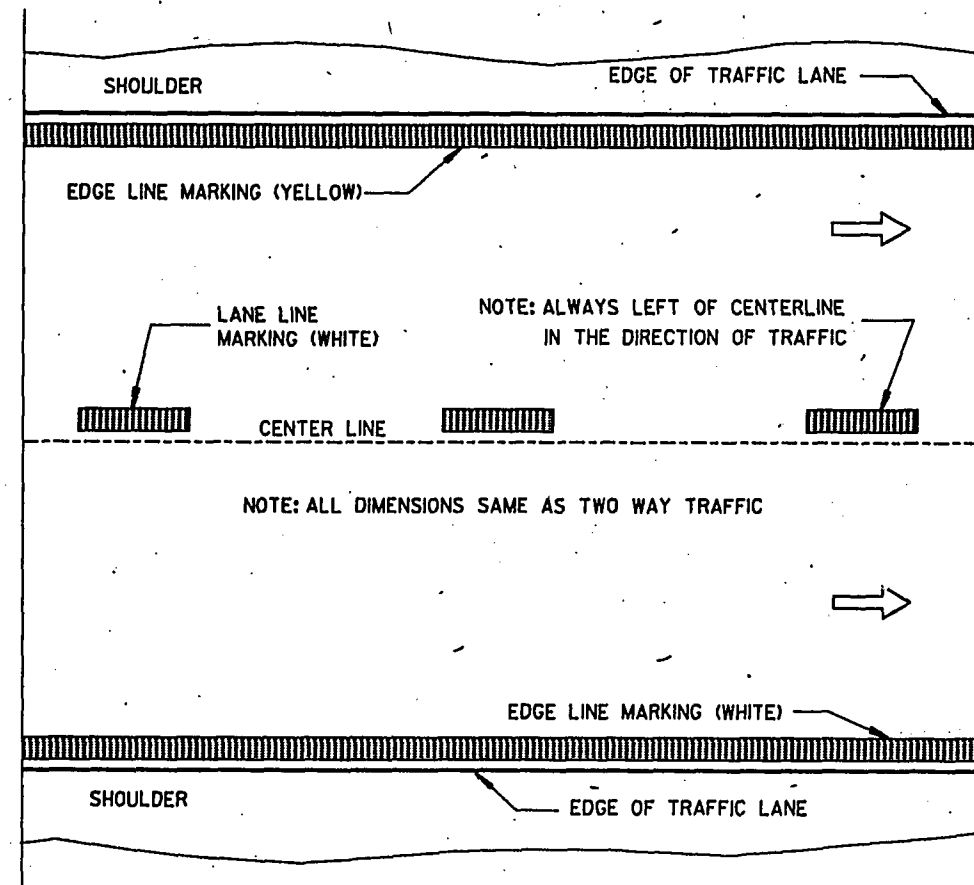
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-23-86
DATE
FHWA

STATE TRAFFIC ENGINEER FOR HWYS

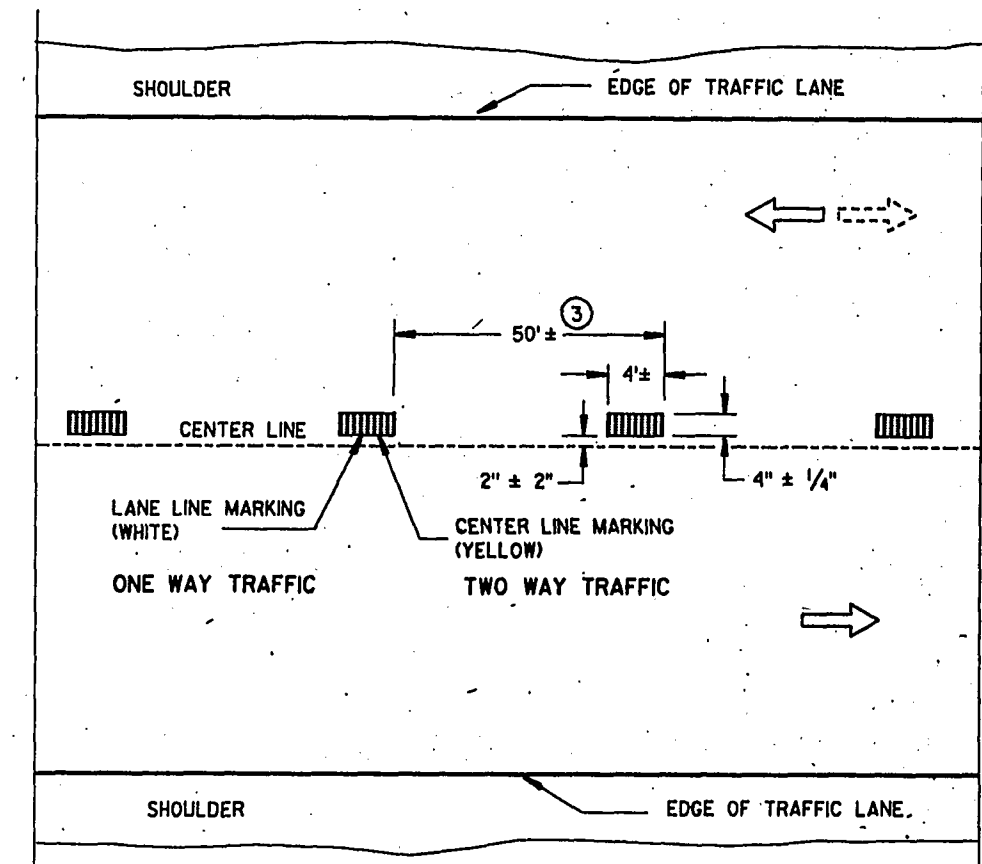


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



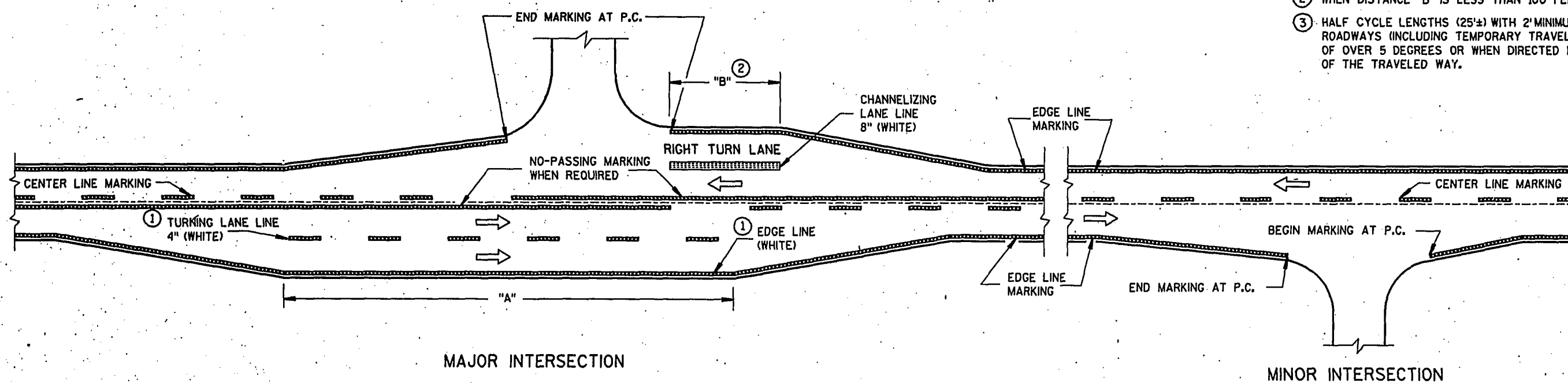
TEMPORARY PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT TURNING LANE MARKING.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ 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.

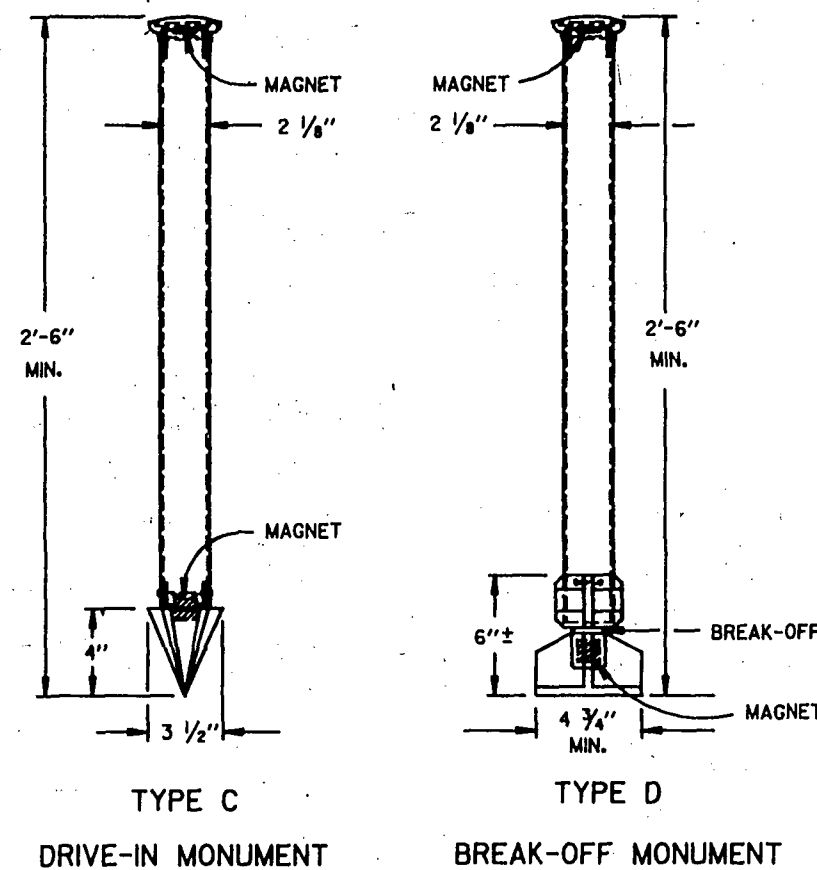
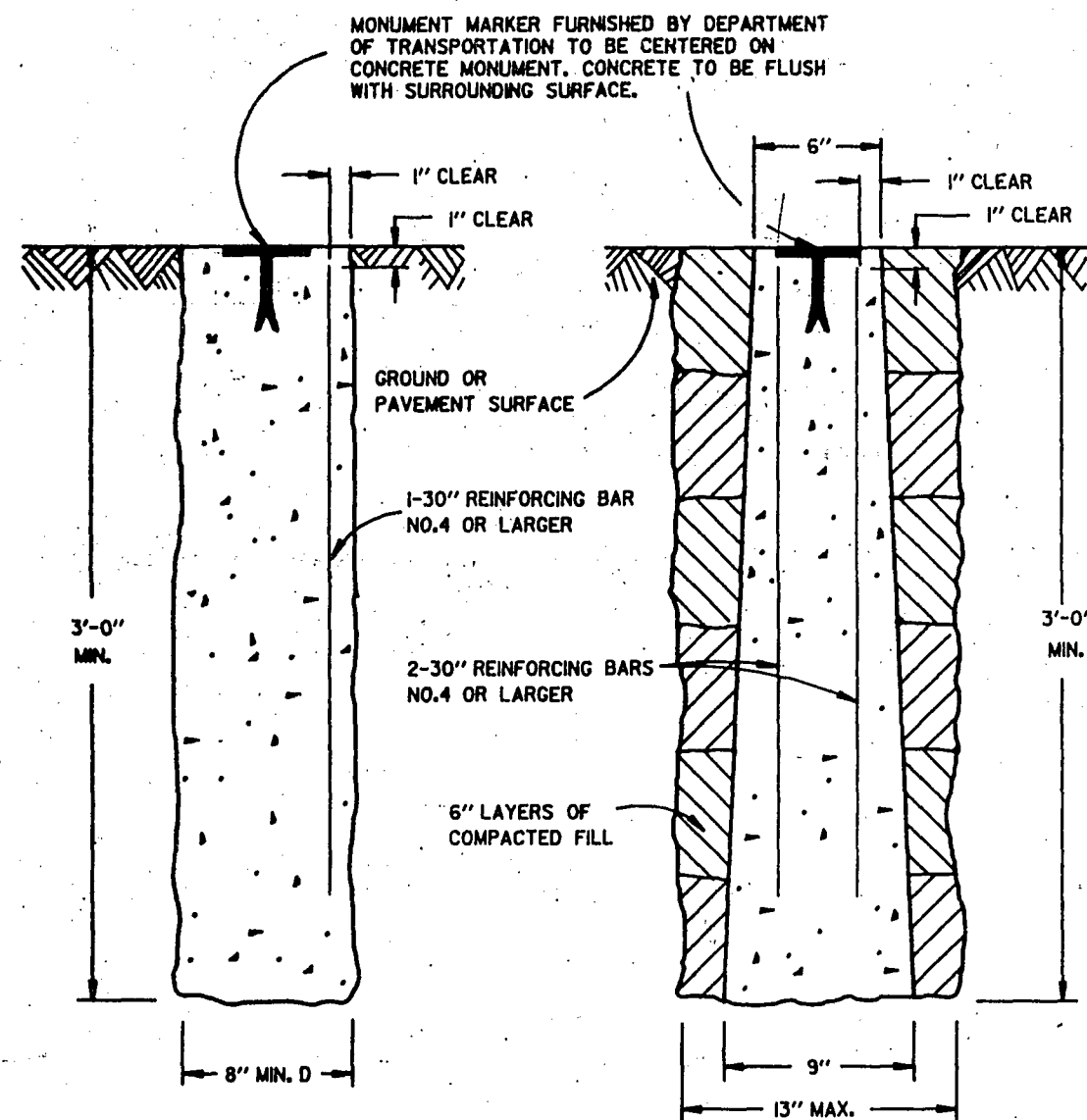


TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-10-89
DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA



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.

THE INSTALLED METAL MONUMENT MUST BE EASILY DETECTED WITH A DIP NEEDLE. INERT 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.

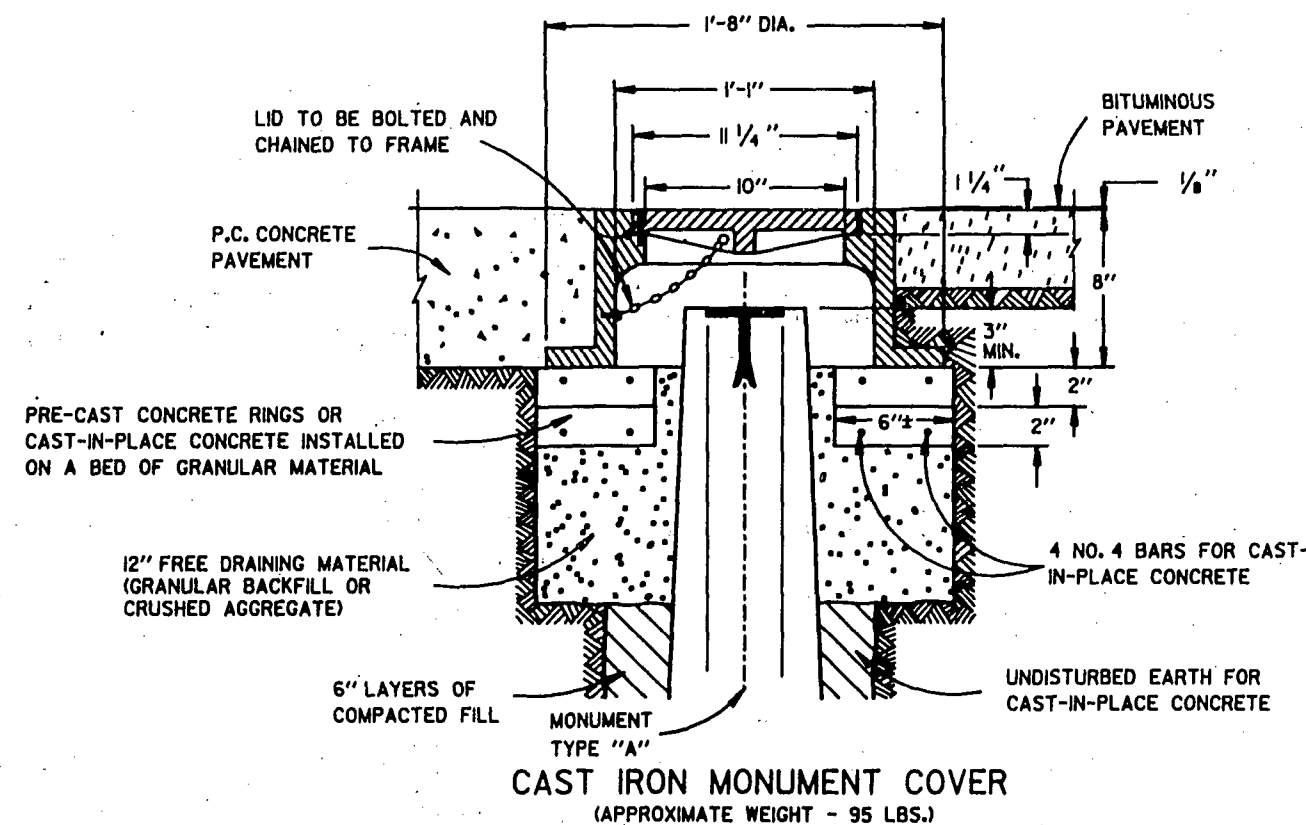
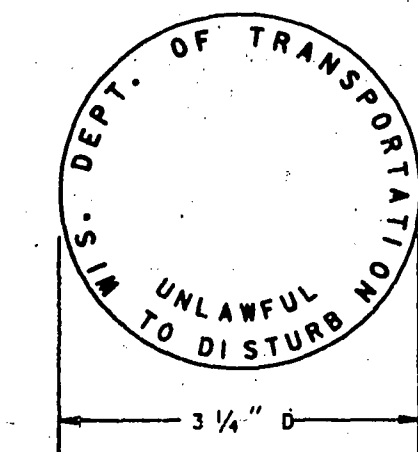
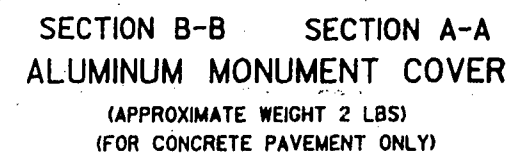
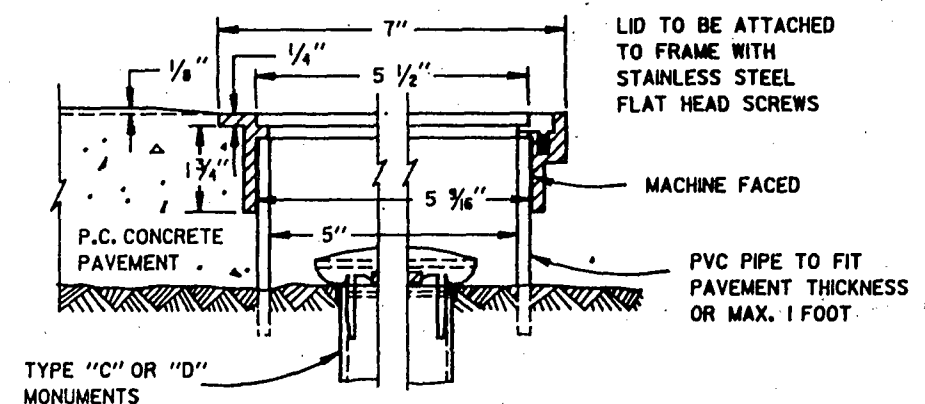
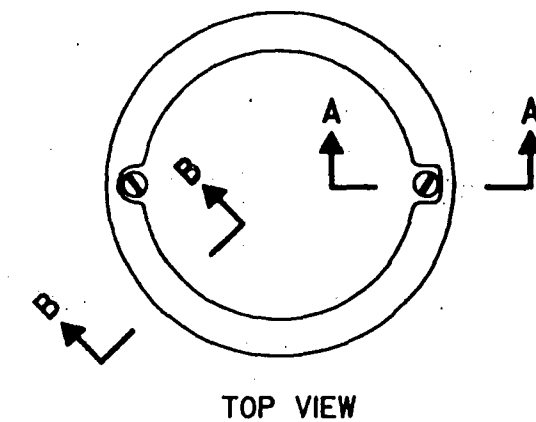
TYPE A AND TYPE D MONUMENTS ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED.

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.



LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

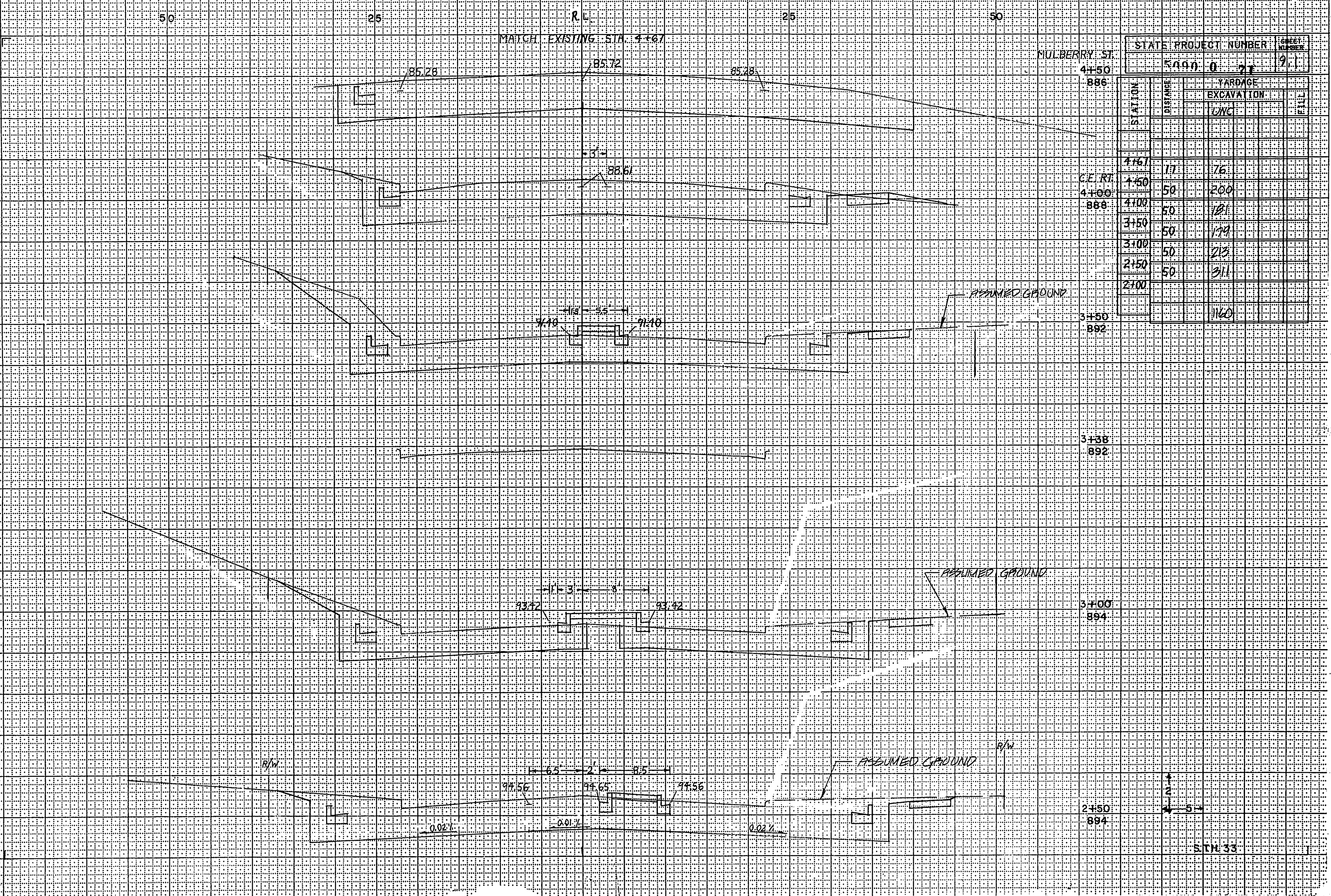
APPROVED
6-10-84
DATE

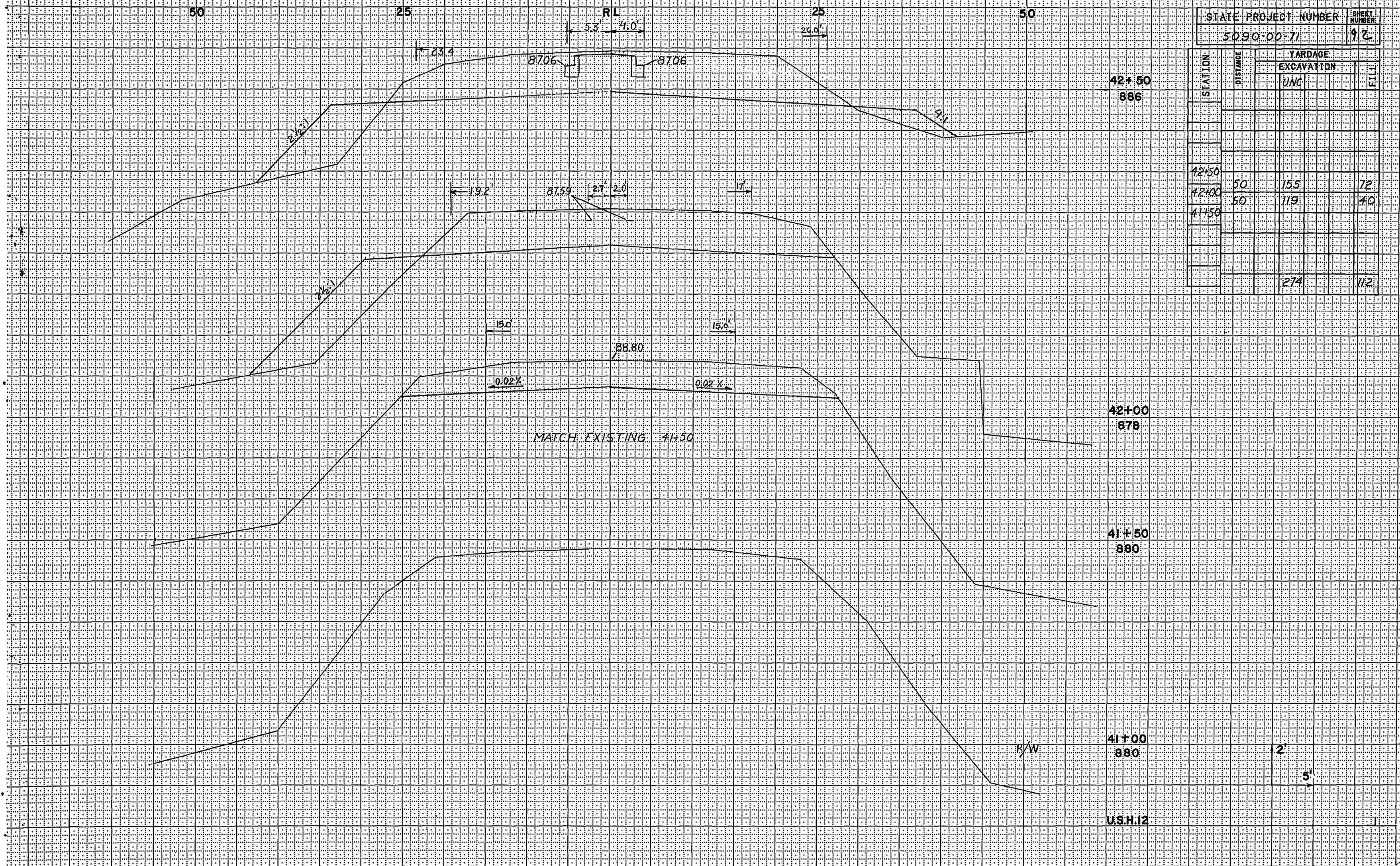
D. J. Starn
CHIEF DESIGN ENGINEER

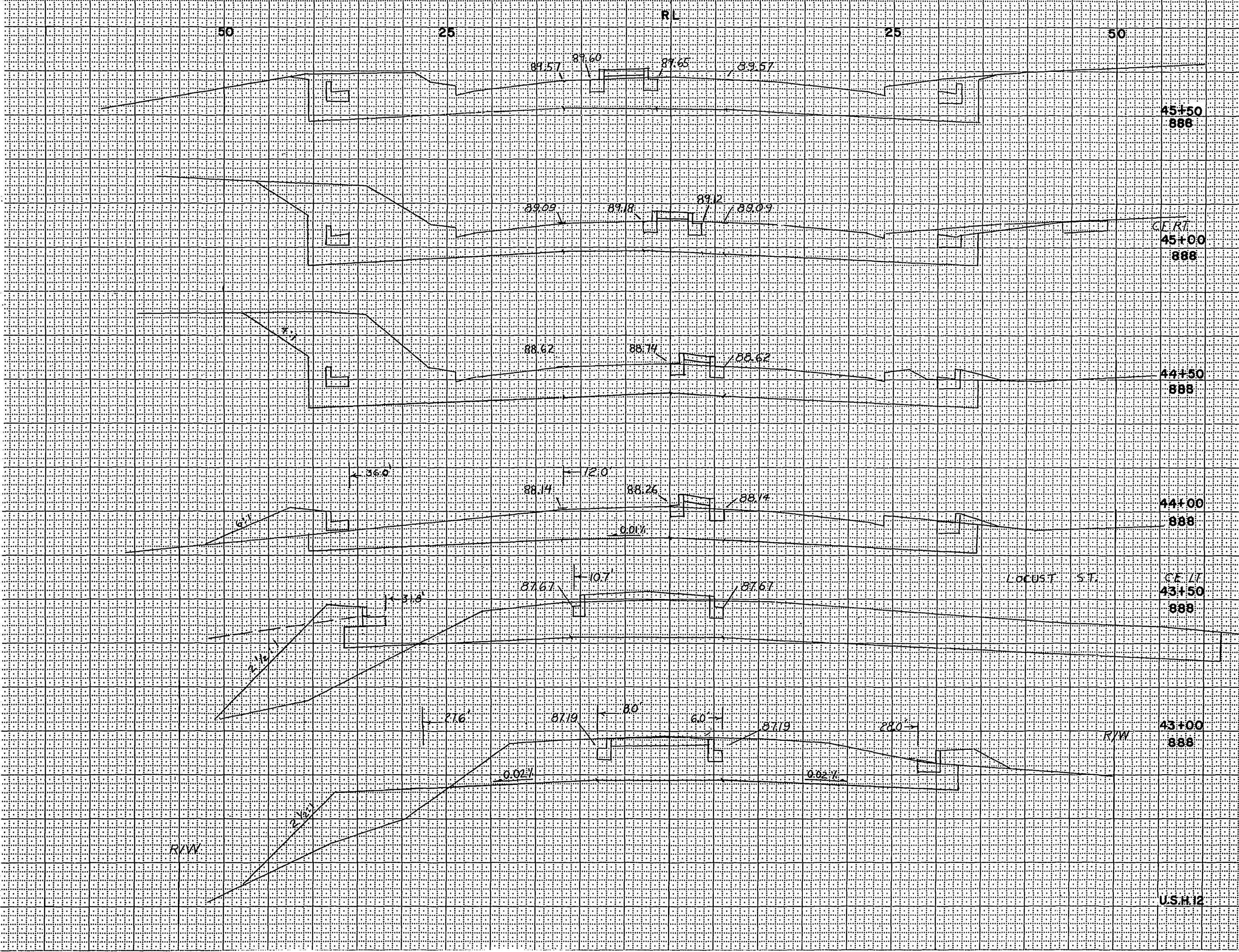
FWBA

STATE PROJECT NUMBER	SHEET NUMBER
5090 0 71	20

STATION	DISTANCE	YARDAGE		FILL
		EXCAVATION		
		UNC		
2+00	50	372		
1+50	50	390		
1+00	50	399		
0+50	20	157		
0+30				
		1318		







STATE PROJECT NUMBER					SHEET NUMBER	
5090-00-71					1.3	
STATION	DISTANCE	YARDAGE				FILL
		EXCAVATION				
		UNC				
45+50	50	224				
45+00	50	247				4
44+50	50	211				17
44+00	50	208				63
43+50	50	211				101
43+00	50	179				84
42+50						
		1280				269

U.S.H. 12

50

25

CL

25

50

STATE PROJECT NUMBER			SHEET NUMBER
5090	0	71	9.4

STATION	DISTANCE	YARDAGE		TOTAL
		EXCAVATION	FILL	
48+50				
892				
48+50	50	210		
48+00	50	221		
47+50	50	249		
47+00	50	288		
46+50	50	184		
46+00	50	196		
45+50		1348		

92.42

92.51

92.42

48+50

892

48+50

50

210

48+00

50

221

47+50

50

249

47+00

50

288

46+50

50

184

46+00

50

196

45+50

1348

48+00

890

0.02%

0.01%

0.02%

91.94

92.04

91.94

R/W

C.P.

91.47

91.57

91.47

RADIUS

40.97

47+50

890

CHESTNUT ST.

90.57

91.05

91.15

91.05

90.57

47+05

890

0.02%

0.01%

0.01%

0.02%

90.52

90.62

90.52

46+50

890

R/W

90.04

90.14

90.04

R/W

C.E. RT.

46+00

890

0.02%

0.01%

0.02%

50

25

25

25

50

U.S.H. 12

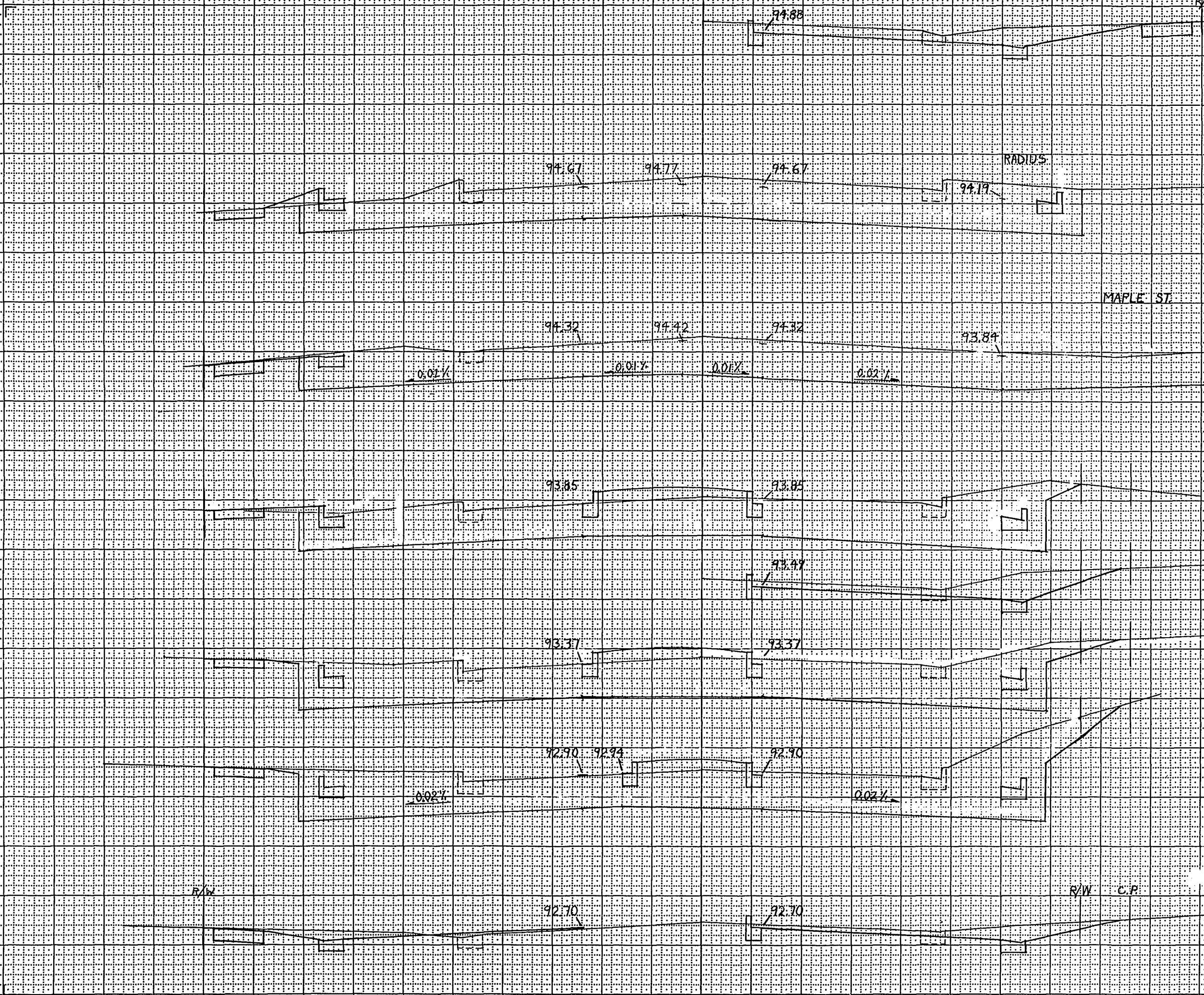
50

25

RL

25

50
R/W

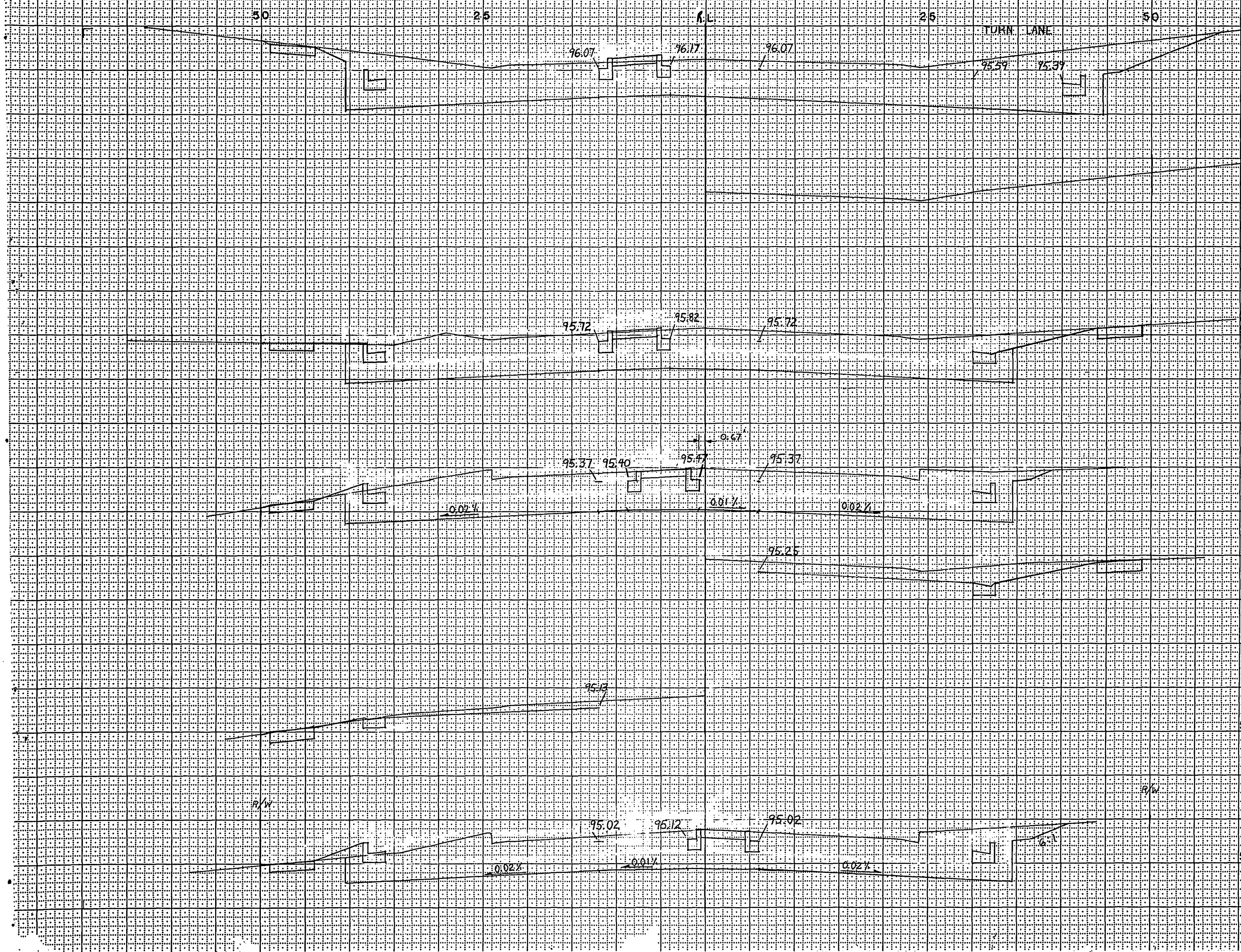


(CE)		STATE	PROJECT	NUMBER	SHEET
51+30		5090	0	71	9.5

STATION	DISTANCE	YARDAGE		CUT
		EXCAVATION	UNC	
51+00	50	247		
50+50	50	245		0
50+00	50	229		16
49+50	50	233		13
49+00	50	211		6
48+50				
C.E. LT				
50+50		1162		43

894				
50+00				
894				
C.E.				
49+63				
894				
49+50				
894				
49+00				
892				
48+00				
892				
C.E. LT+RT				
48+00				
892				

U.S.H. 12



STATE PROJECT NUMBER				SHEET NUMBER
5090 0 21				9.6
STATION	DISTANCE	YARDAGE		TOTAL
		EXCAVATION		
		UNC		
53+00				
52+50	50	298		
52+00	50	263		2
51+50	50	255		7
51+00	50	233		5
		1049		14

50

25

R.L.

25

50

R/W

R/W

C.E. RT.
56+00
892

STATE PROJECT NUMBER			SHEET NUMBER
5090	0	71	97

STATION	DISTANCE	YARDAGE				CUT
		EXCAVATION				
		UNC				
6+00						
	50	271				
5+50	50	274				
5+00	50	293				
4+50	50	259				
4+00	50	304				
3+50	50	364				
3+00						
		1765				

C.E. LT.
55+50
892

C.E. RT.
55+00
894

54+50
896

LINW. ST.
54+00
896

53+50
896

U.S.H. 12

90.50

90.50

91.97

91.97

93.57

93.57

95.09

95.09

97.61

STH 136

95.80

96.04

96.14

96.04

95.80

STH 33

4' SHIFTS 2' LEFT 53+78.3

96.10

96.34

96.44

96.34

96.10

95.75

2

5

50

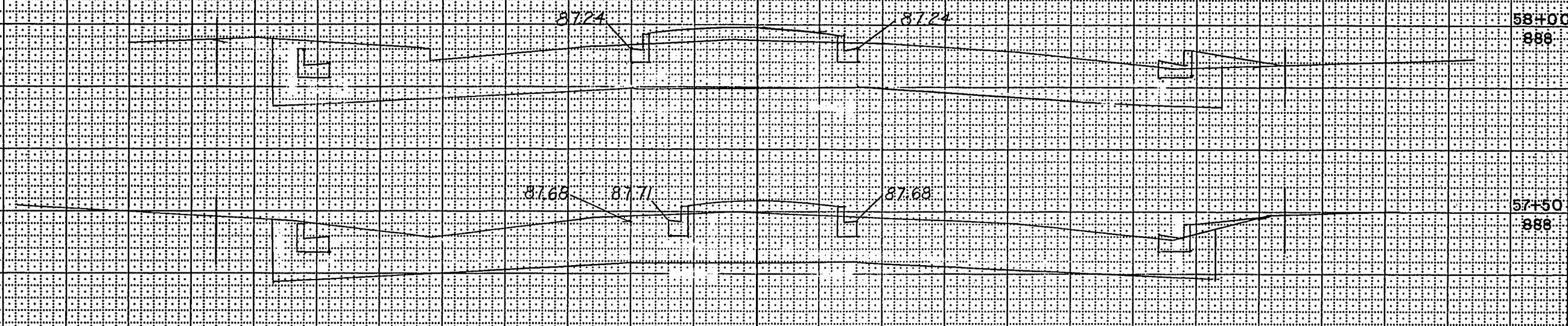
25

R/L

25

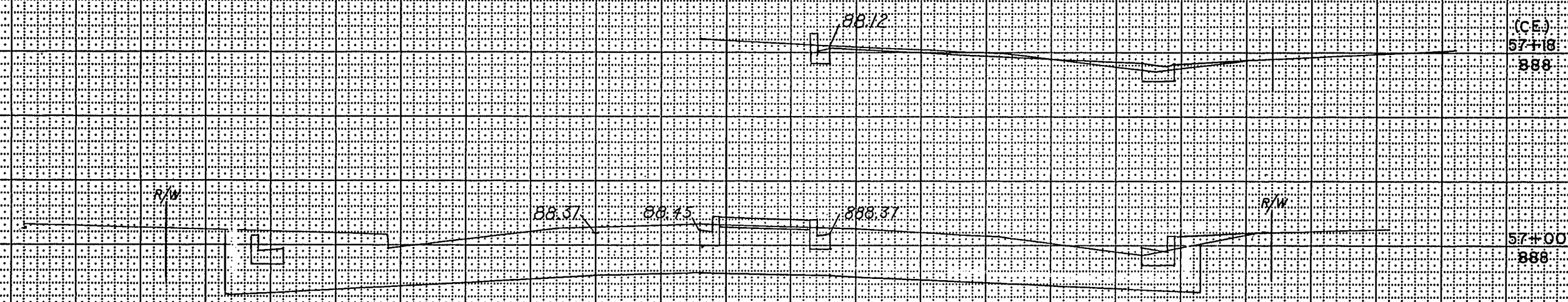
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STATE PROJECT NUMBER			SHEET NUMBER
5090	0	71	9.8

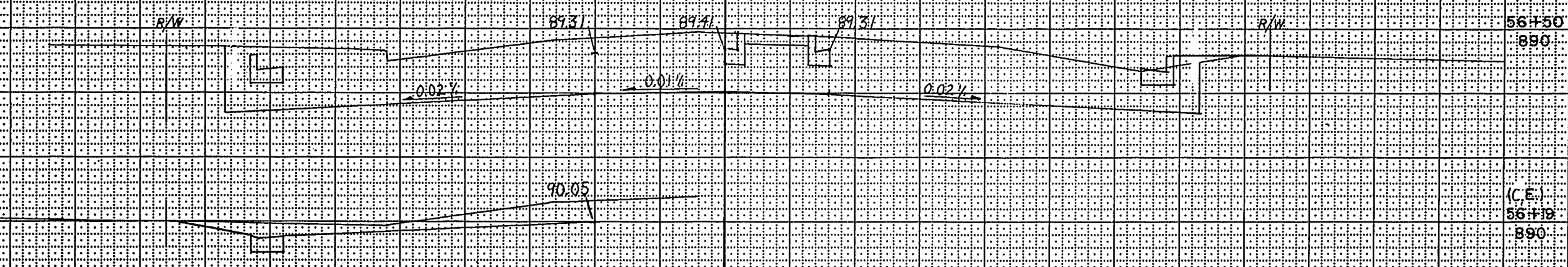


STATION	DISTANCE	YARDAGE		TOTAL
		EXCAVATION	UNDER	
58+00	50	205		16
57+50	50	202		7
57+00	50	217		2
56+50	50	253		1
56+00				
(C.E.) 57+38		87.7		26

VOID - SEE REUSED
SHEET - C.C.O. #2



(C.E.) 57+18				
888				
57+00				
888				



56+50				
890				
(C.E.) 56+19				
890				
U.S.M. 12				

VOID - SEE REVISSED
SHEET - C.C.O. #2

STATE PROJECT NUMBER		SHEET NUMBER		
5090-0-71		97		
STATION	DISTANCE	YARDAGE		FILL
		EXCAVATION		
		UNC		
61+00	50	248		12
60+50	50	240		8
60+00	50	241		2
59+50	50	241		8
59+00	50	198		13
58+50	50	207		14
58+00				
		1345		57

89.82 89.62 89.82

61+00
890

88.77 88.61 88.77
0.02%

60+50
890

87.96 87.96 87.96

60+00
888

0.00%

87.41 87.41

C.E. LT.
C.E. RT.
59+50
886

87.10 87.10

C.E. RT.
59+00
886

R/W

87.04 87.04
0.02% 0.02%

58+50
886

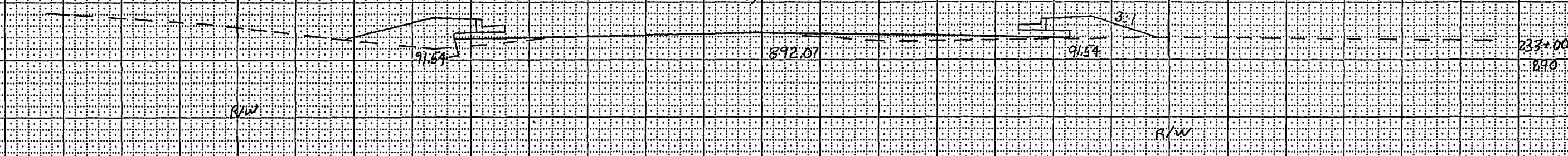
R/W

U.S.M. 12

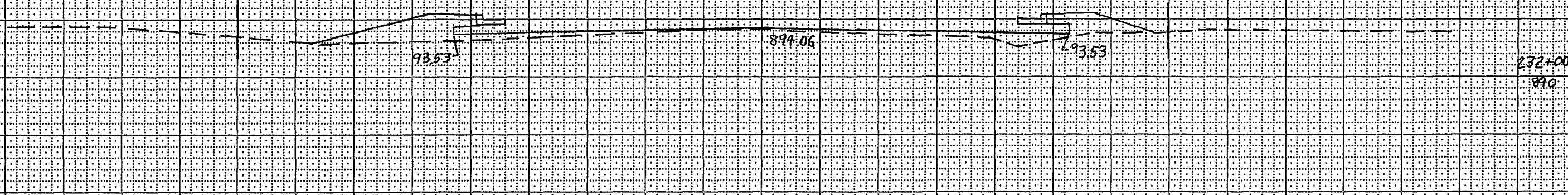
50' R/W 25' R/L 25' R/W 50'

STATE PROJECT NUMBER
50-90-00-71

SHEET NUMBER
911

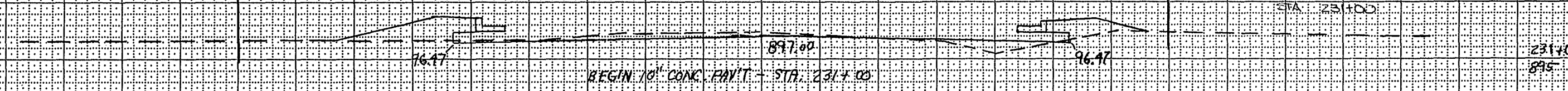


STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
233+00	00	11	159
232+00	00	19	137
231+00	00		
230+00	00		
229+00	00		
228+00	00		
227+00	00		
226+00	00		
225+00	00		
224+00	00		
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1+00	00		
0+00	00		



R/W R/W

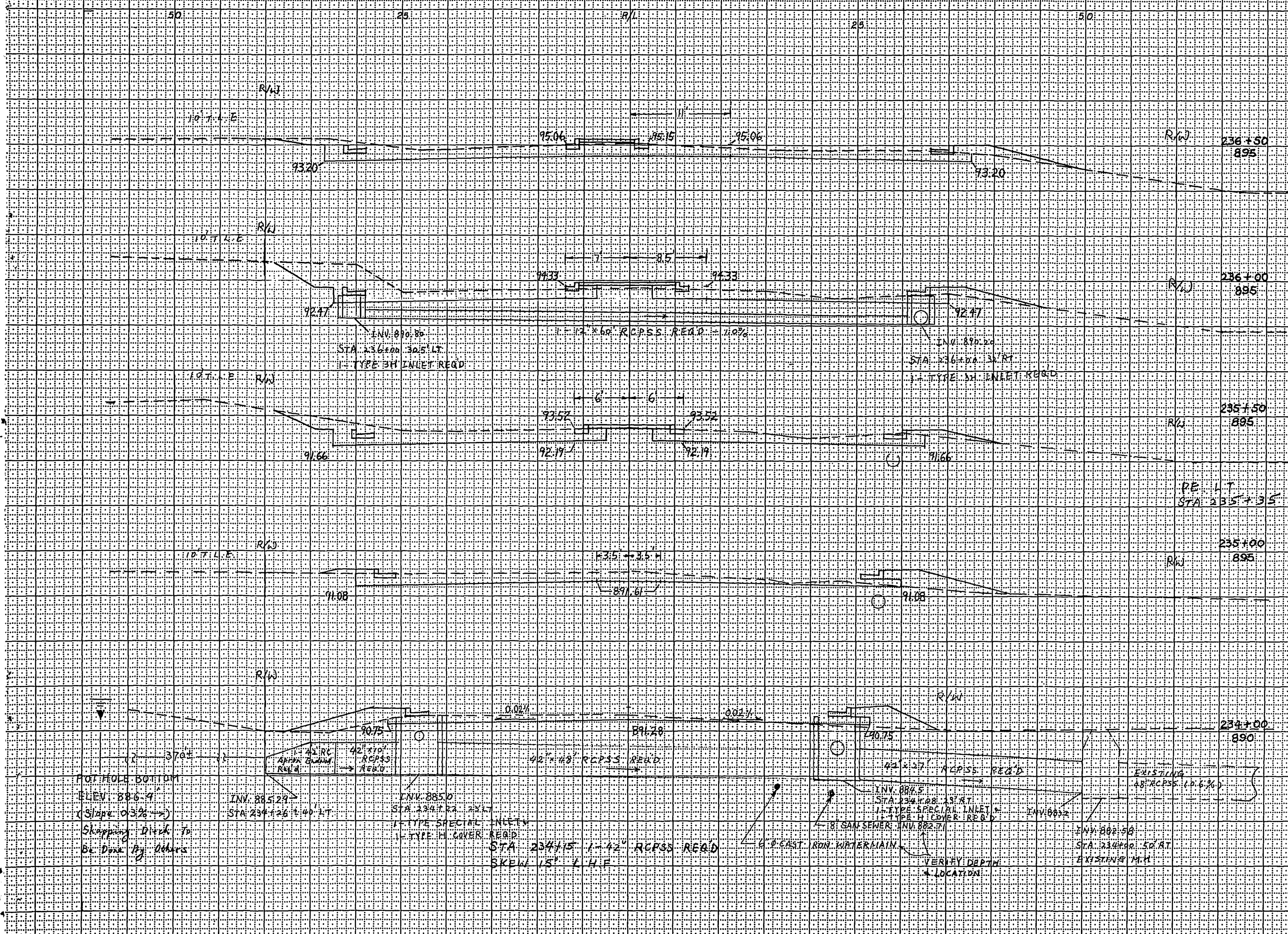
BEGIN ABSEPT
STA 231+00



PROJECT 5090-0-71

PROJECT 5573-7-71

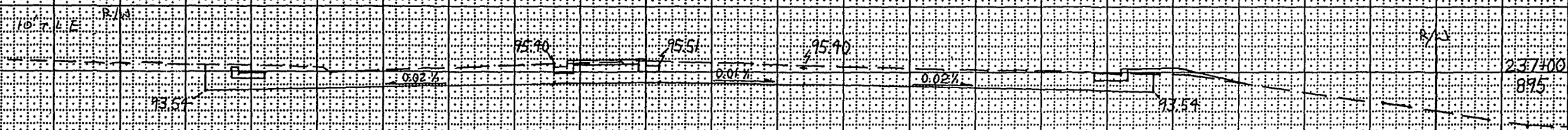
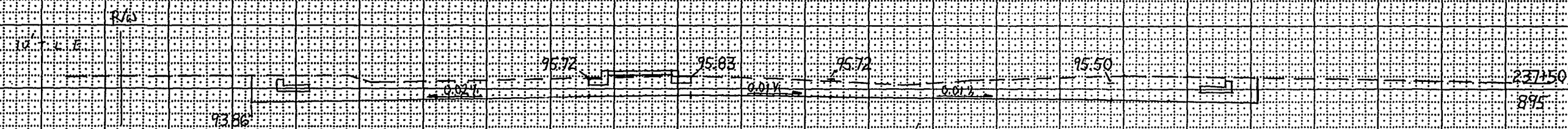
STATION	DISTANCE	YARDAGE		FTLL
		EXCAVATION		
		U/C		
236+50	50	120		17
236+00	50	120		13
235+50	50	107		16
235+00	100	111		67
234+00	100	37		96
233+00				
		495		211



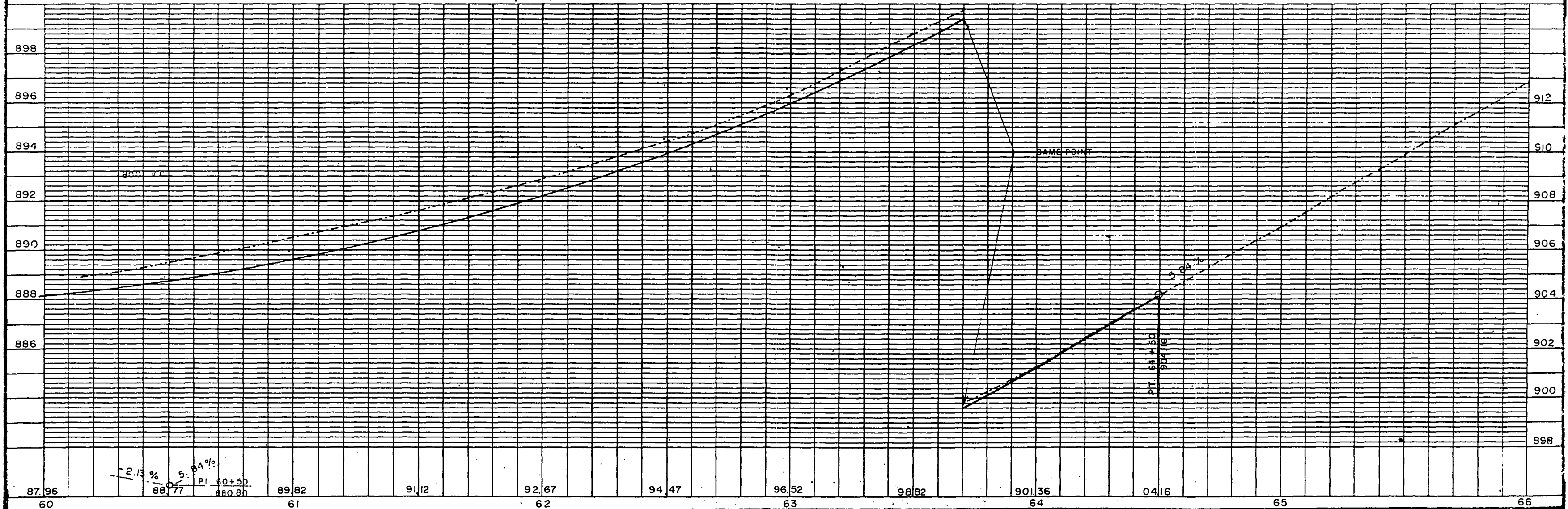
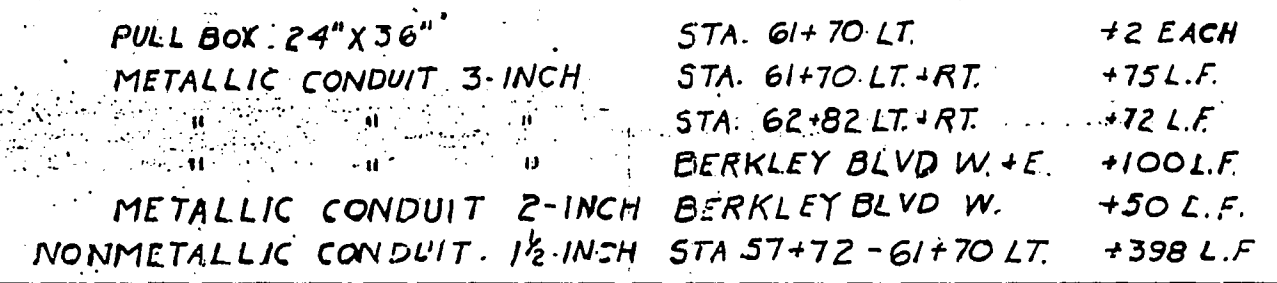
STATE PROJECT NUMBER	SHEET NUMBER
5090-00-71	913

[illegible]

END PROJECT - STA. 237+73

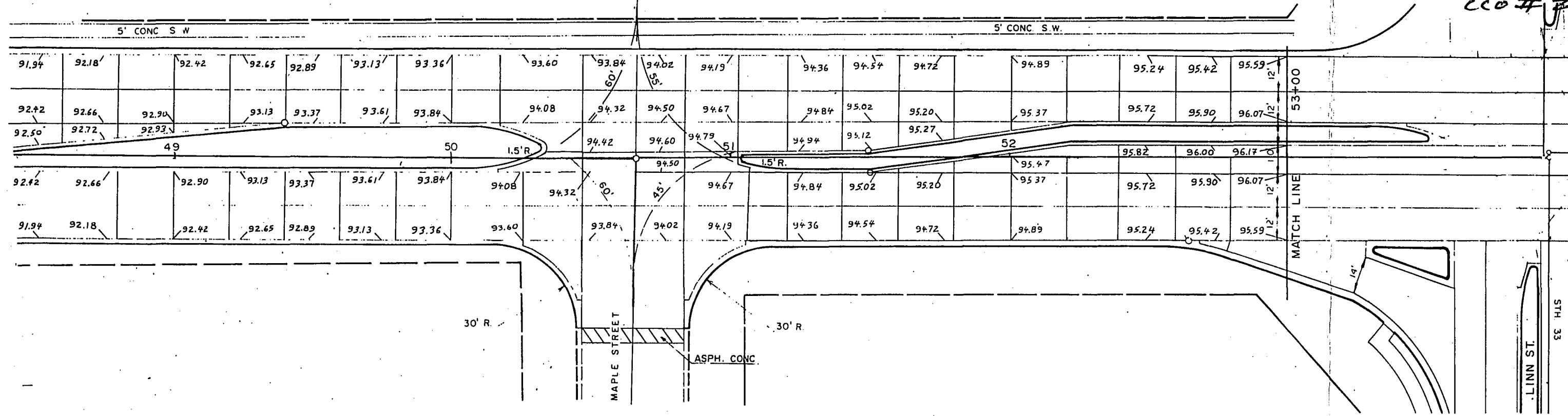


C.F.L.T. (35' ENT.)
STA. 236+73

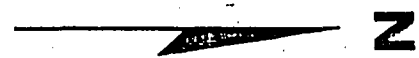
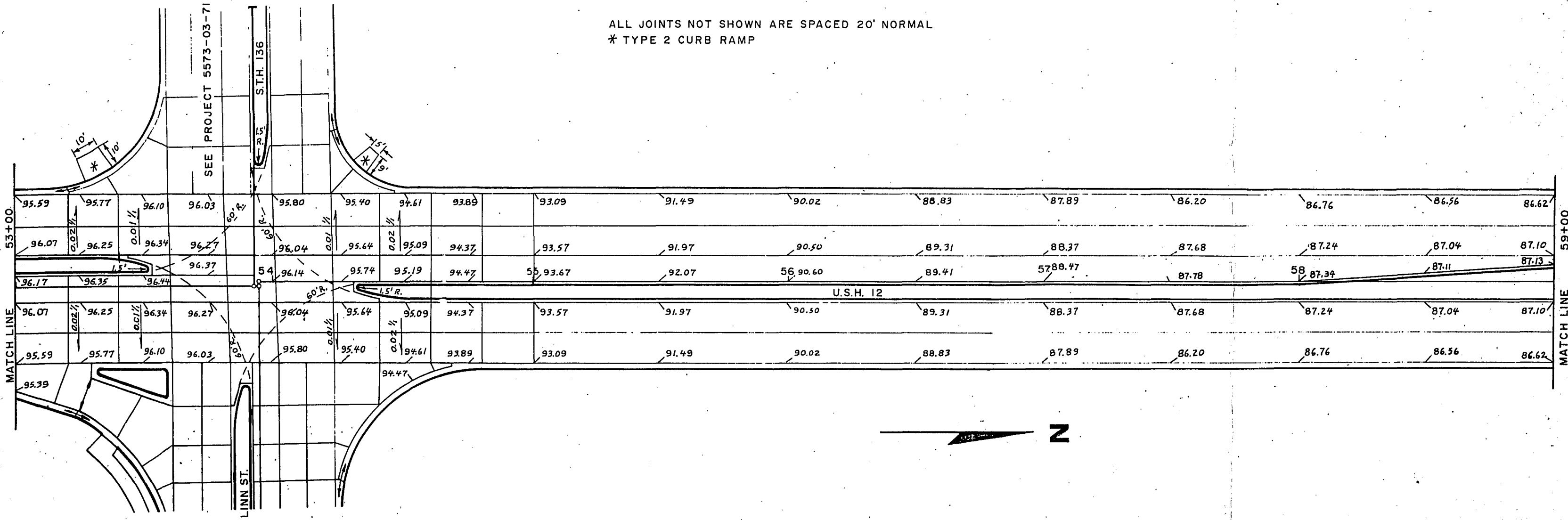


C.C.O. #2

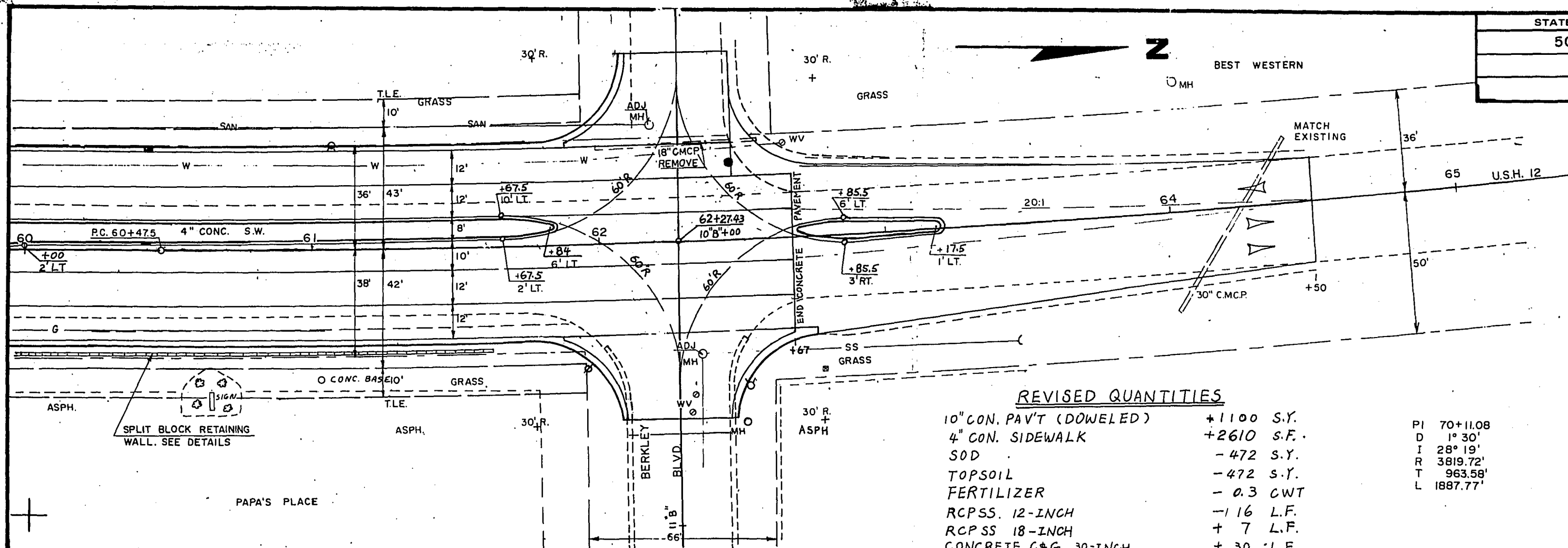
STATE PROJECT NUMBER	SHEET NO.
5090-00-71	
PAVEMENT DETAILS	
S.T.H. 33	SAUK CO.



ALL JOINTS NOT SHOWN ARE SPACED 20' NORMAL
* TYPE 2 CURB RAMP



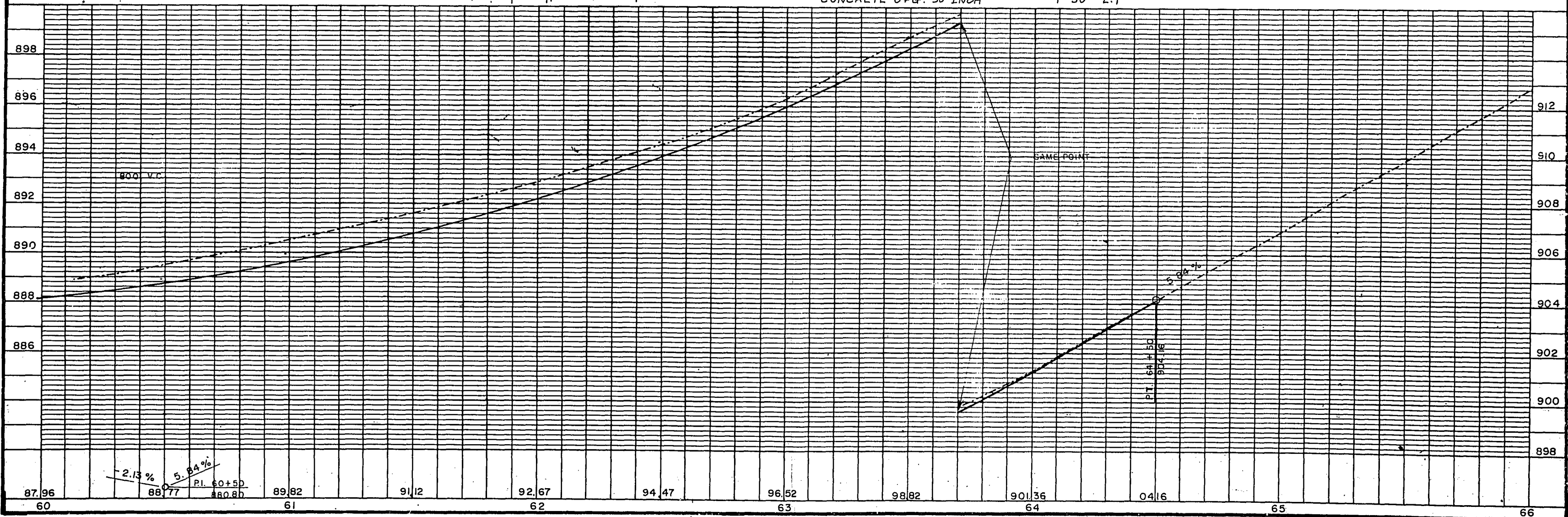
C.C.O.#2

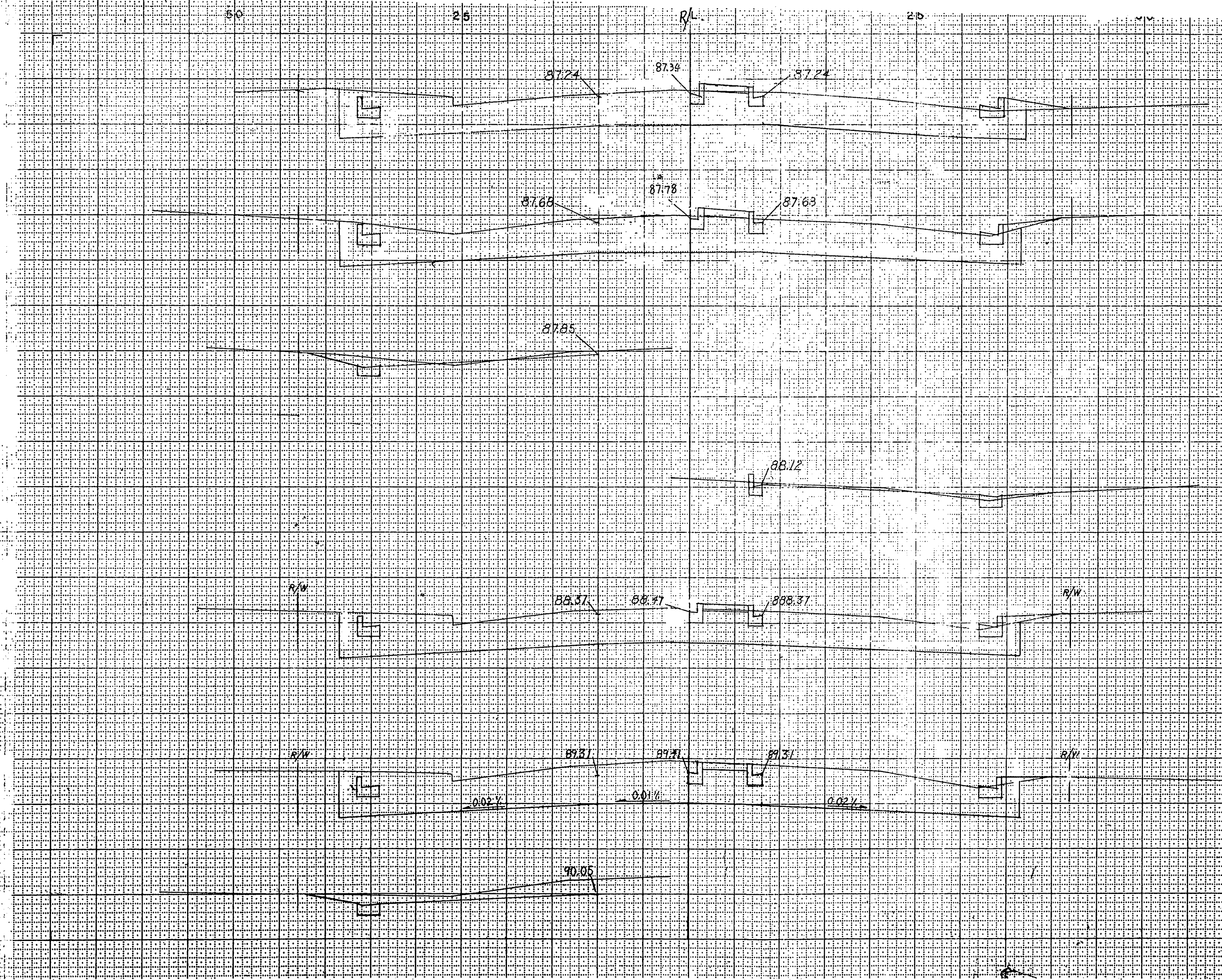


REVISED QUANTITIES

10" CON. PAV'T (DOWELED)	+1100 S.Y.
4" CON. SIDEWALK	+2610 S.F.
SOD	-472 S.Y.
TOPSOIL	-472 S.Y.
FERTILIZER	-0.3 CWT
RCPSS. 12-INCH	-116 L.F.
RCPSS 18-INCH	+7 L.F.
CONCRETE C+G. 30-INCH	+30 L.F.

PI	70+11.08
D	1° 30'
I	28° 19'
R	3819.72'
T	963.58'
L	1887.77'





STATE PROJECT NUMBER				SHEET NUMBER
5090 0 71				
58+00				
888				
S T A T I O N	D I S T A N C E	Y A R D A G E		F E E T
		E X C A V A T I O N		
		U N C		
58+00	50	205		16
57+50	50	202		7
57+00	50	247		2
56+50	50	253		1
56+00				
(C.E.)				
57+38		877		26
888	C.C.O.#2			
				</

STATE PROJECT NUMBER				SHEET NUMBER
5090-0-71				
STATION	DISTANCE	YARDAGE		FILL
		EXCAVATION		
		UNC		
61+00	50	248		12
60+50	50	240		8
60+00	50	241		2
59+50	50	211		8
59+00	50	198		13
58+50	50	207		14
58+00				
		1345		57

C.C.O. #2

61+00
890

60+50
890

60+00
888

C.E. LT
C.E. RT
59+50
886

C.E. RT
58+00
886

58+50
886

1
2
5

U.S.H. 12

89.82 89.62 89.82

88.77 88.57

88.77
0.02%

87.96 87.86

0.00%

87.41 87.35 87.41

87.10 87.10 87.10

87.04 87.11 87.04

0.02%

0.02%

R/W

R/W

7
1