

FILE COPY

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TOTAL SHEETS = 99



STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 PLAN OF PROPOSED IMPROVEMENT

8th. AVE., CITY OF BARABOO

(W. CORP. LIMITS - ASH STREET)

S.T.H. 33

SAUK COUNTY

State Project Number

5092-00-72

BROADWAY ST., CITY OF BARABOO

(FIFTH AVENUE - EIGHTH AVENUE)

S.T.H. 113

SAUK COUNTY

State Project Number

5620-00-71

AS BUILT PLAN

Work Type: Grading, Storm Sewer, Base Course,
 Concrete Pavement, Base Patching,
 and Bituminous Pavement.

Contractor: Streu Construction Co.

Project Engineer: D. Acker

Year Constructed: May 15, 1989-Sept. 21, 1989

BEGIN PROJECT

5092-00-72

STA. 21+00

Y 537,600 ± 100'

X 2,063,500 ± 100'

EQUATION: 24+06.44 BK.
24+18.27 AH.

END PROJECT

5092-00-72

STA. 76+50

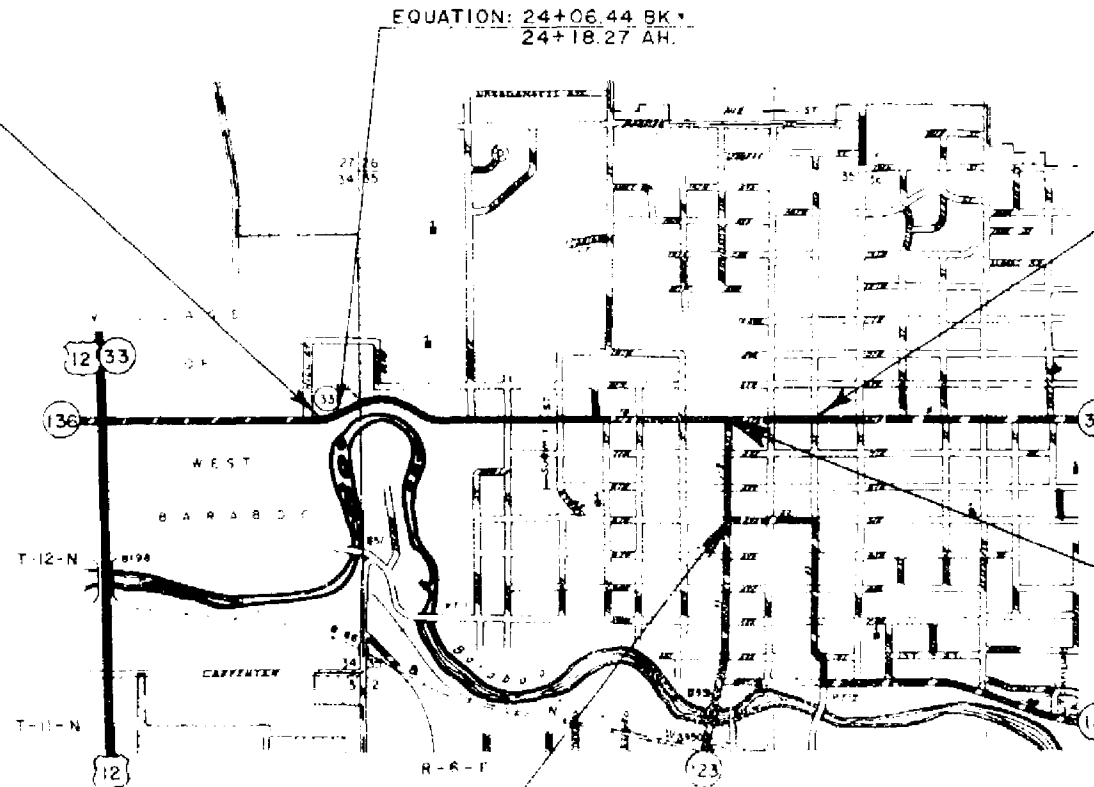
DESIGN DESIGNATION 5092-00-72 5620-00-71

A.D.T. 1990 = 16770 9600
 A.D.T. 2010 = 22070 11830
 D.H.V. = (11.3%) 2450 (11.5%) 1360
 G. = 60-40 60-40
 T. (ADT) = 8.6% 8.1%
 V. = 25 mph 25 mph

CONVENTIONAL SIGNS

COUNTY LINE
 CORPORATE LIMITS
 PROPERTY LINE
 LOT LINE
 LIMITED HIGHWAY EASEMENT
 EXISTING RIGHT OF WAY
 NEW RIGHT OF WAY
 REFERENCE LINE
 SLOPE INTERLUPT
 ORIGINAL GRADE
 MARSH OR RUCK PROFILE
 CULVERT IN PLACE
 CULVERT REQUIRED
 CULVERT REQUIRED (PROPOSED)

CONCRETE PILES
 UNDER STRUCTURES
 UNDERGROUND UTILITIES
 GAS
 ELECTRIC
 TELEPHONE
 SERVICE PROTECT
 CABLE MARKER
 POWER POLE
 TELEPHONE POLE
 GATE ROADS
 MARSH
 WOODED AREA



BEGIN PROJECT

5620-00-71

STA. 118+00

Y 535,550 (+/- 50')

X 2,067,900 (+/- 50')

SCALE
 0 1000 2000
 FEET

NET LENGTH OF CENTERLINE = 1.049 MI URSAN 5092-00-72
 NET LENGTH OF CENTERLINE = 0.193 MI URSAN 5620-00-71
 TOTAL NET LENGTH OF CENTERLINE = 1.242 MI

Coordinates Scaled From USGS Topographic Map, Baraboo West
 Wisconsin, Quadrangle For Identification Only

PLANS APPROVED FOR
CITY OF BARABOO

DATE: 1/10/89 *Dennis D. Howard*
 MAYOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Surveyor S.M. District Checker J.C.M./DDM
 Designer R.E.S. C.O. Checker PLS
 District Supervisor KGB C.O. Coordinator HKA

APPROVED:

DATE: 11/23/88 *Wm. T. Wambach, Jr.*
 DISTRICT TRANSPORTATION DIRECTOR

APPROVED:

DATE: 12/21/88 *James Smith*
 STATE DESIGN ENGINEER FOR HWYS.

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

APPROVED:

DATE: _____
 DIVISION ADMINISTRATOR

GENERAL NOTES

DISTURBED AREAS ARE TO BE FERTILIZED AND SODDED AS DIRECTED BY THE ENGINEER.

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

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

THE 3.5-INCH BITUMINOUS PAVEMENT SHALL CONSIST OF A 1.5 INCH SURFACE COURSE AND A 2-INCH BINDER COURSE.

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

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

CONTRACTION JOINT SPACING SHALL HAVE A MAXIMUM SPACING OF 20 FEET EXCEPT AS OTHERWISE NOTED IN THE PLANS.

THE LOCATION 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.

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.

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.

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

* EROSION CONTROL DETAILS ARE SHOWN ON THE PLAN SHEETS.

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

IT IS ESTIMATED THAT THERE ARE APPROXIMATELY 2600 TONS OF SALVAGEABLE BITUMINOUS PAVEMENT ON PROJECT 5092-00-72 WHICH MAY BE REMOVED BY THE CONTRACTOR.

ALL RADIUS 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 VALVES BOXES WILL BE ADJUSTED BY OTHERS.

ELEVATION SHOWN IS TOP OF INLET OR CATCH BASIN 0.92 FT BELOW EDGE OF PAVEMENT ELEVATION FOR "H" OR "H1" COVER, 1.17 FT BELOW PAVEMENT ELEVATION FOR "U" COVER.

STANDARD DETAIL DRAWINGS

8C 5-8C	MANHOLES
8A 5-6A	INLETS
8B 6-3	MANHOLES, TYPE 1
8B 7-3	MANHOLES, TYPE 2 AND 3
8C 1-4	INLETS, TYPES 1,2 AND 3
8D 1-11	CONCRETE CURB, CONCRETE CURB AND GUTTER, AND PAVEMENT TIES
8D 5-8	CURB RAMPS
8F 1-100	APRON ENDWALLS
8E 9-3	SILT FENCE
9B 2-4	CONDUIT
9B 3-5	CONCRETE BASES
9B 9-2	CONCRETE CONTROL CABINET BASES
9B 10-2	PULL BOXES
13C 1-7	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C 4-9	TRANSVERSE JOINTS IN NON-REINFORCED CONCRETE PAVEMENT (20' NORMAL TRANSVERSE JOINTS) (FOR JOINT SPACING ONLY)
13C 11-1	TRANSVERSE JOINTS IN DOWELED NON-REINFORCED CONCRETE PAVEMENT
14B 2-8 A&B	CLASS "A" STEEL PLATE BEAM GUARD
15C 1-7	CONSTRUCTION BARRICADES AND STANDARD SIGNS
15C 3-1	TRAFFIC CONTROL FOR TEMPORARY ROAD CLOSURES
15C 8-1	PAVEMENT MARKING

UTILITIES

BARABOO CITY WATER AND SEWER
ATTN: TERRY KRAMER, CITY ENG.
135 4TH ST. - MUNICIPAL BLDG.
BARABOO, WI 53913
(608) 356-8361

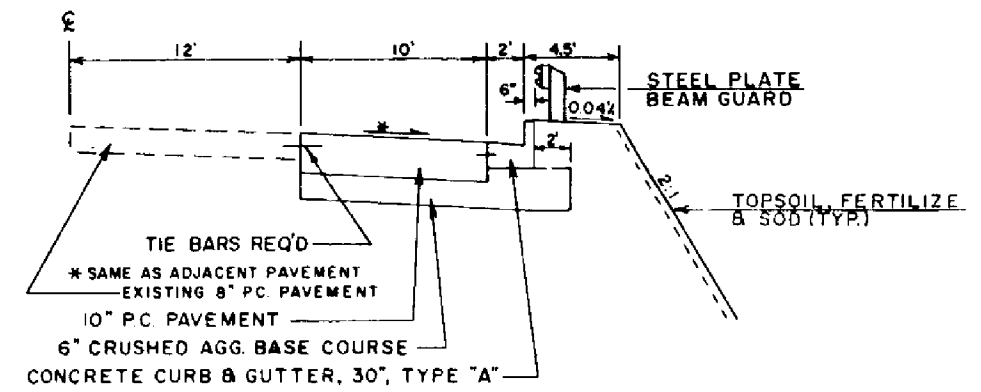
HERITAGE CABLEVISION
ATTN: TOM MADLAND
413 OAK STREET
BARABOO, WI 53913
(608) 356-4836

WISCONSIN BELL, INC.
ATTN: JIM BARDEN
316 W. WASHINGTON AVENUE
MADISON, WI 53703
(608) 252-2727

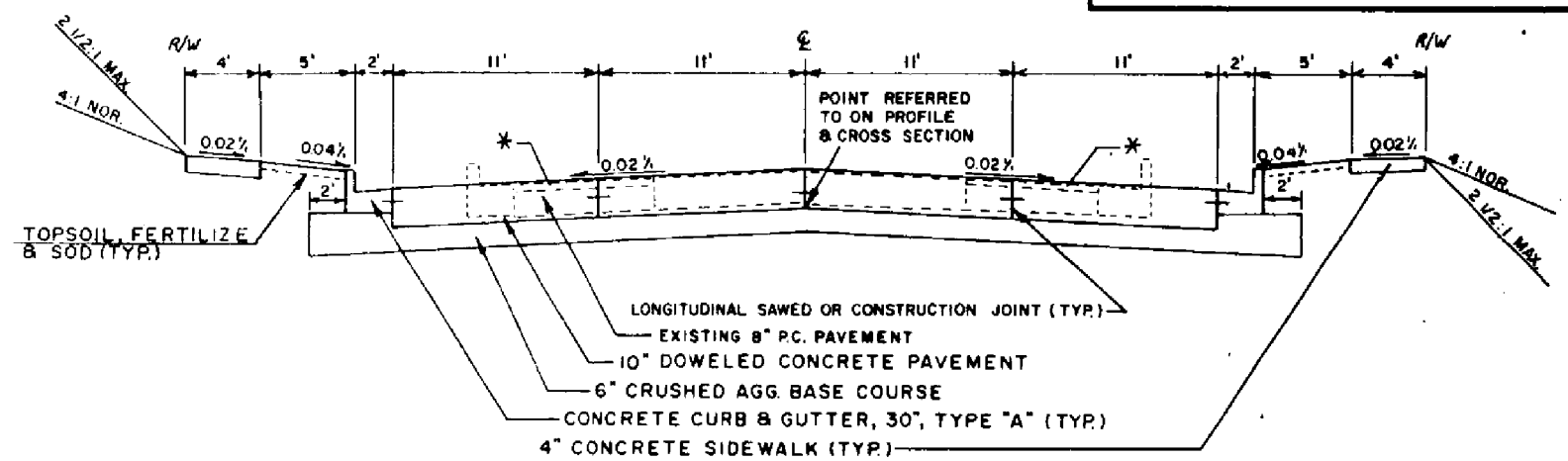
WISCONSIN POWER AND LIGHT
ATTN: JIM DRYSEN
222 W. WASHINGTON AVENUE
MADISON, WI 53703
(608) 252-3053

VILLAGE OF WEST BARABOO WATER & SEWER
ATTN: TOM GOETHEL
500 CEDAR ST.
WEST BARABOO, WI 53913
(608) 356-8344

STATE PROJECT NUMBER	SHEET NO.
5092-00-72	2,1
TYPICAL FINISHED SECTIONS	

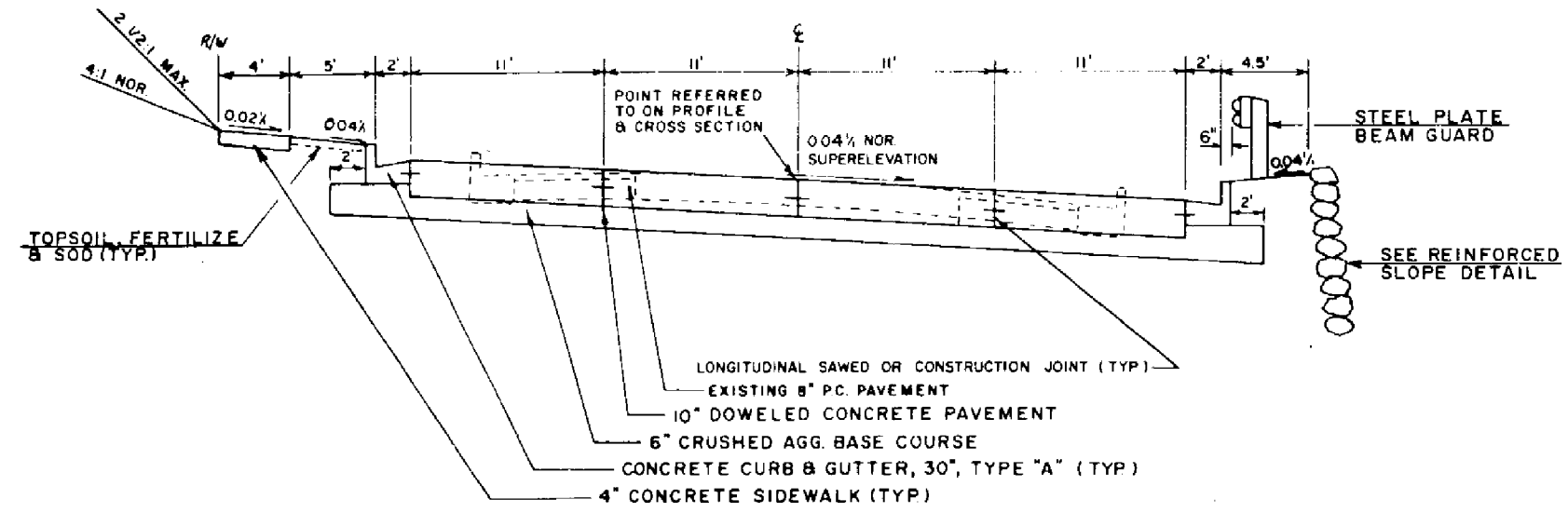


TYPICAL HALF SECTION
STA. 21+00 - STA. 26+72

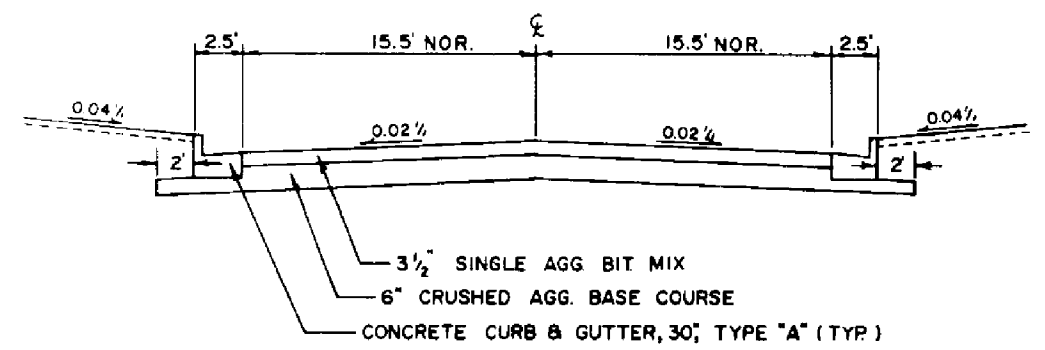


TYPICAL FINISHED SECTION

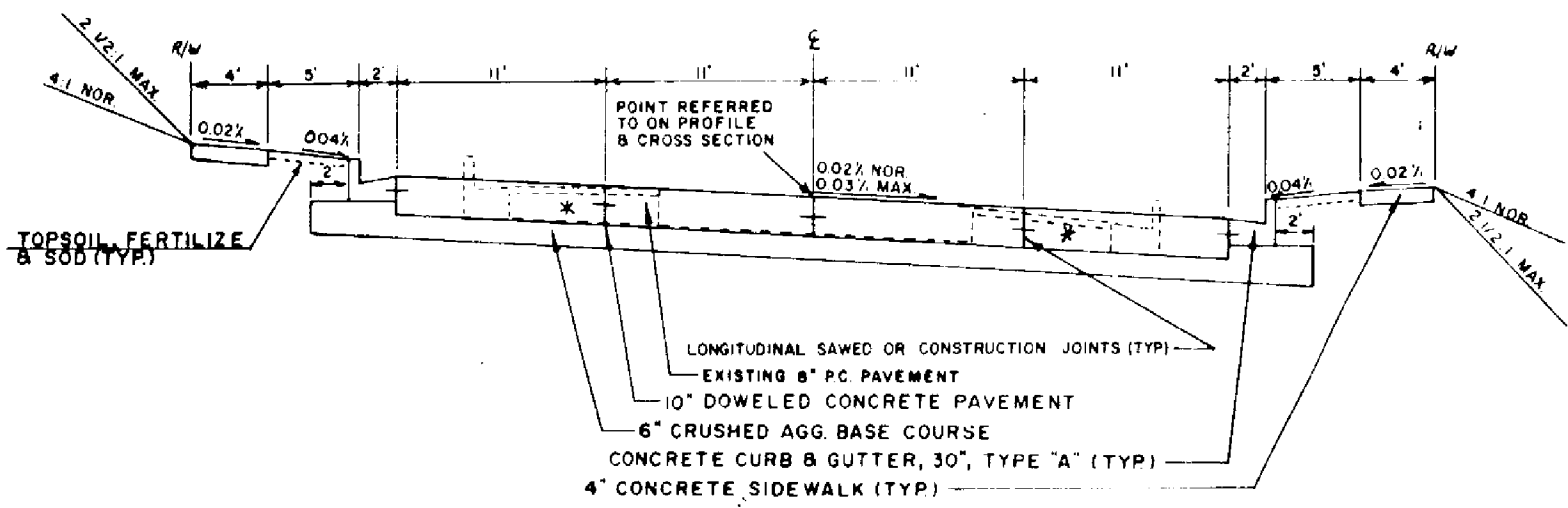
* STA. 37+00 - 47+86.5 (EXIST. WIDENING IN THIS AREA IS BIT. OVER AGG.)
STA. 47+86.5 - 52+00
STA. 72+50 - 76+50



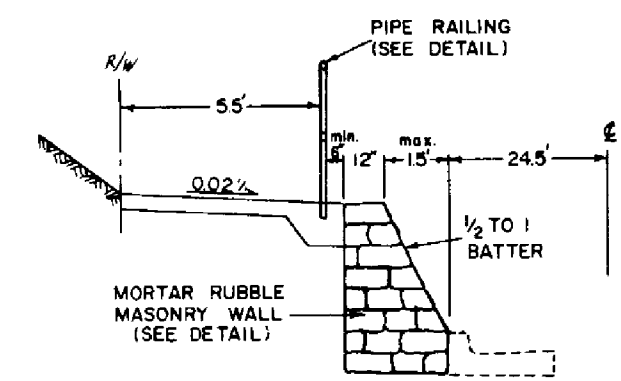
TYPICAL FINISHED SECTION
STA. 26+72 - STA. 33+00



TYPICAL SIDE ROAD SECTION

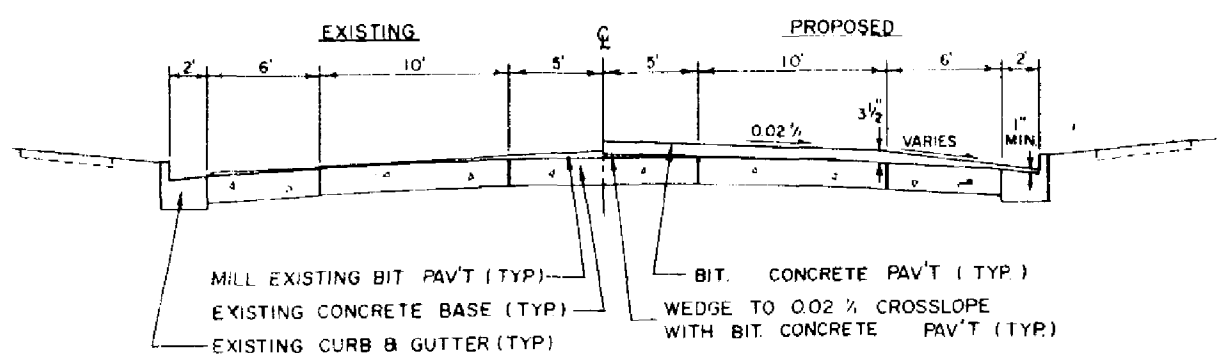


TYPICAL FINISHED SECTION
* STA. 33+00 - STA. 37+00
STA. 52+00 - STA. 72+50



TYPICAL HALF SECTION

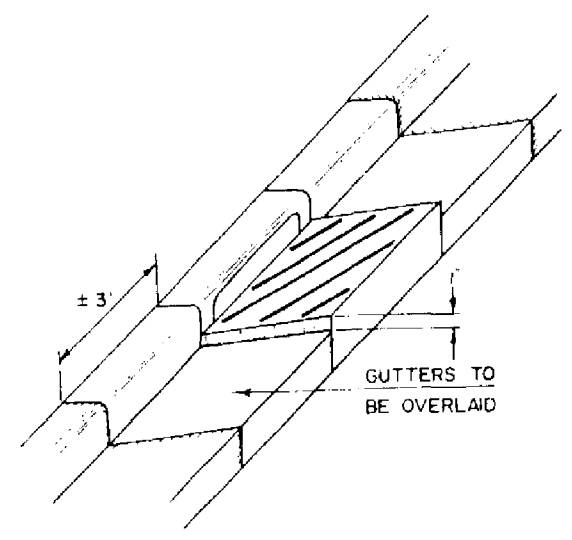
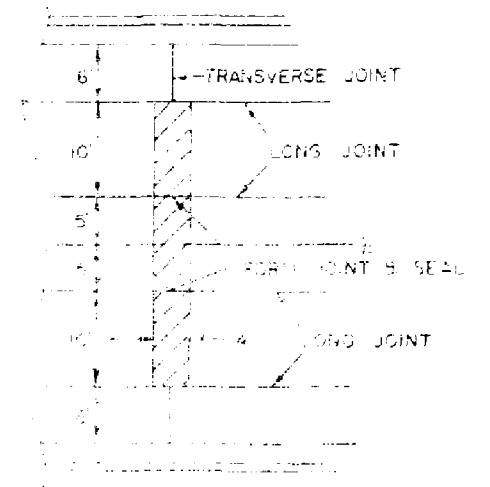
STA 59+95 - 61+28 LT
STA 61+93 - 63+90 LT
STA 61+93 - 63+25 RT



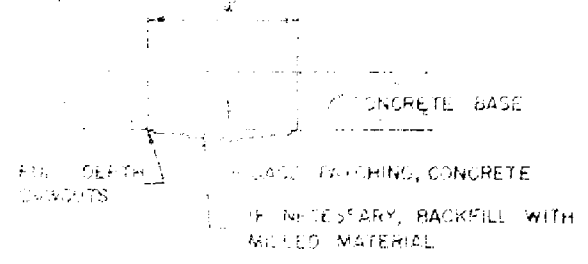
TYPICAL FINISHED SECTION
BROADWAY STREET
1" B" + 00 - 11" B" + 20

CORE LOG

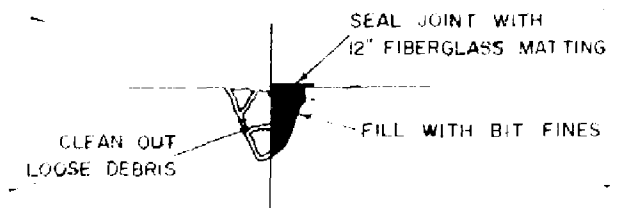
STA	LOC	COMPOSITION
5100	5' RT	2" B.T. + 8 1/2" PCC
6100	12' LT	1/2" BIT / 7" PCC
10100	3' RT	1/2" BIT / 7" PCC



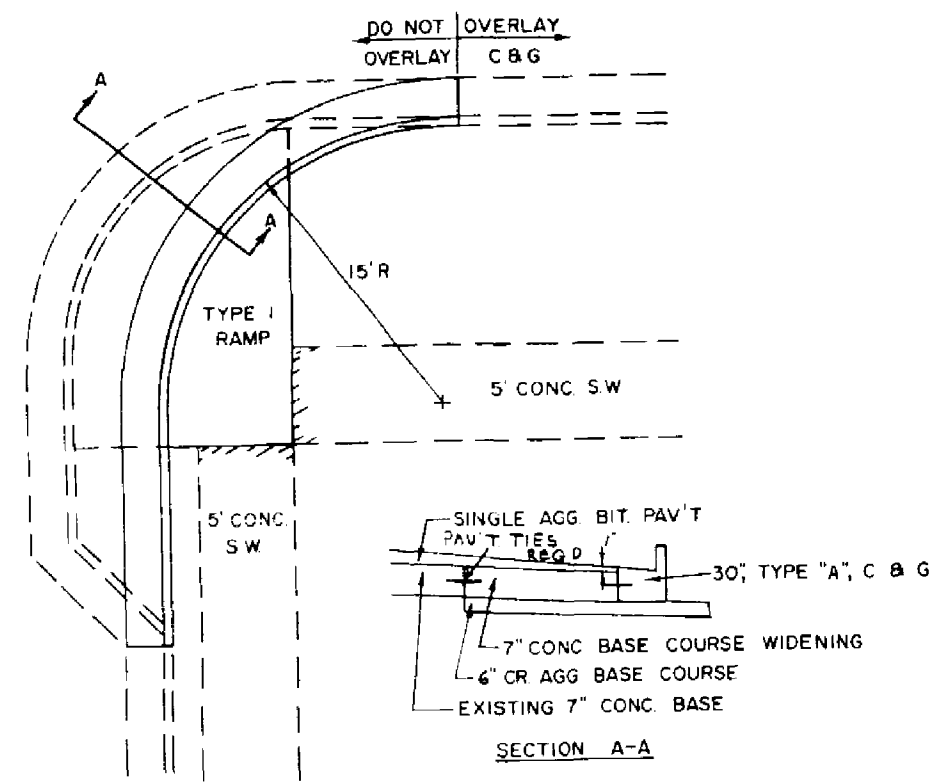
ADJUSTING INLETS DETAIL



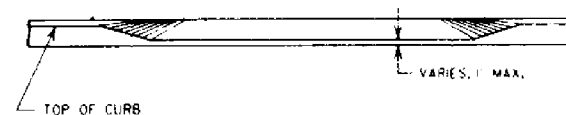
CONCRETE BASE PATCHING AT JOINTS



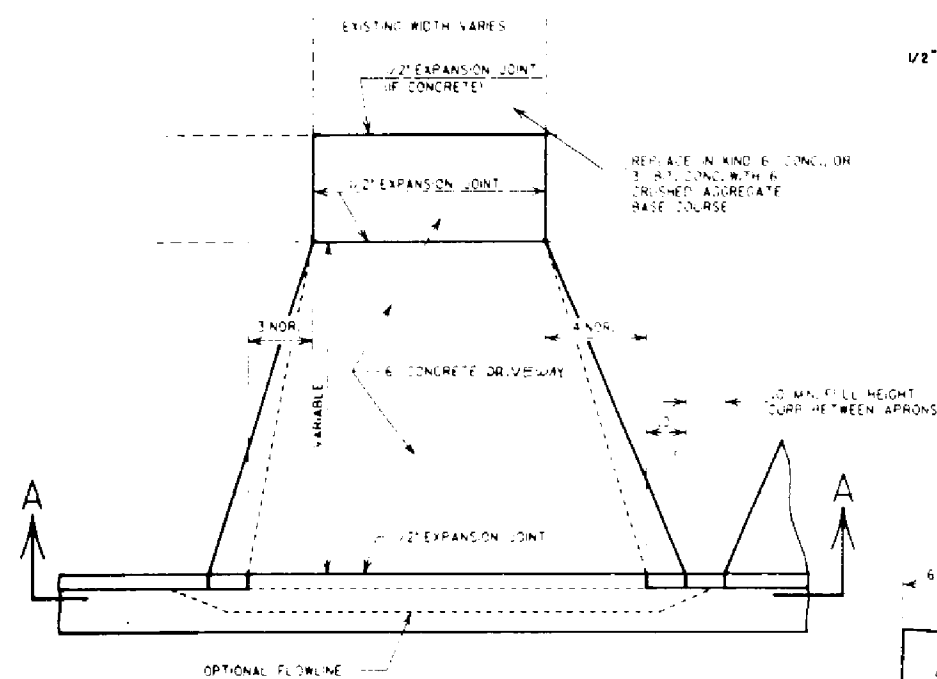
JOINT REPAIR LONGITUDINAL JOINT DETAIL



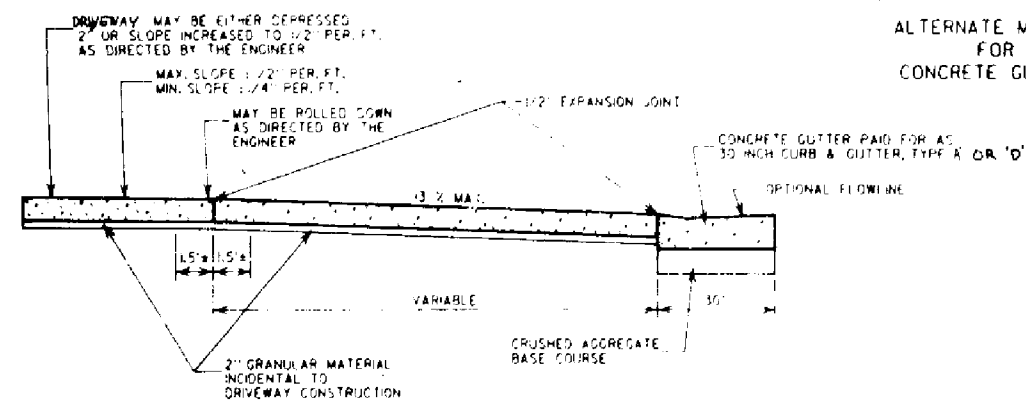
RADIUS DETAIL
AT BROADWAY & 5TH AVE.



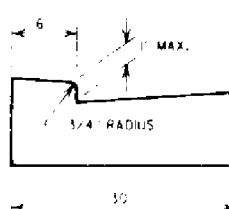
SECTION A-A



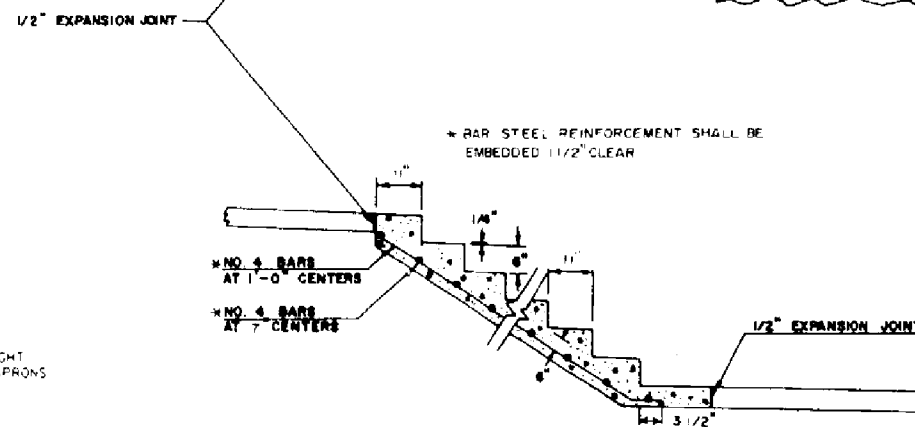
PLAN



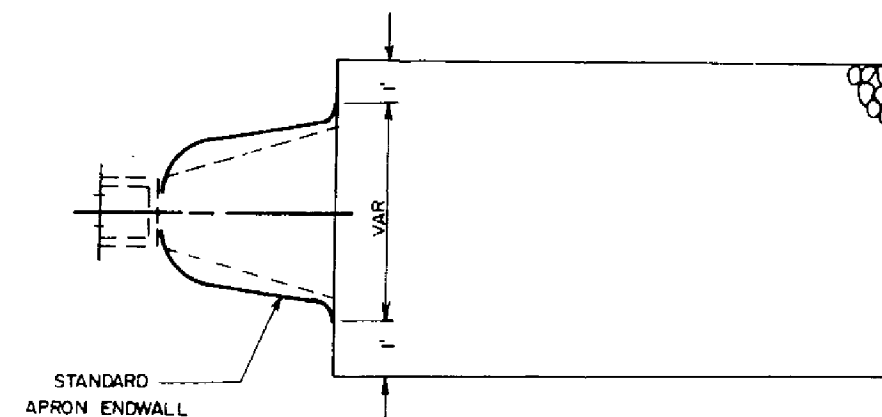
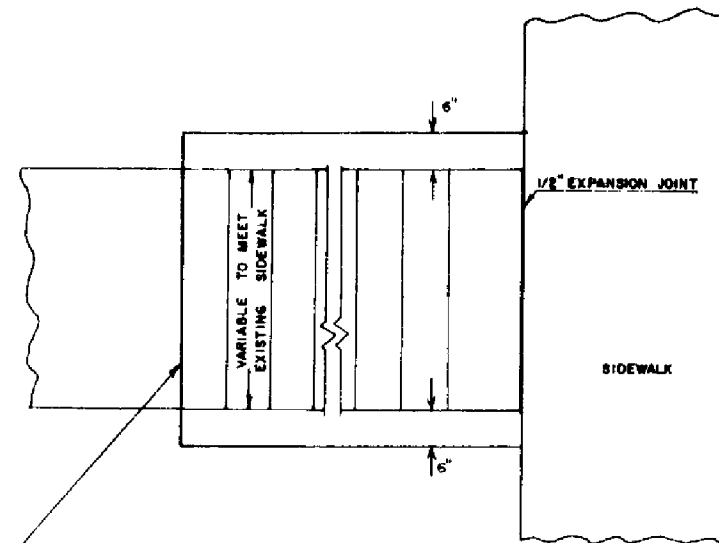
PROFILE
DRIVEWAY DETAIL



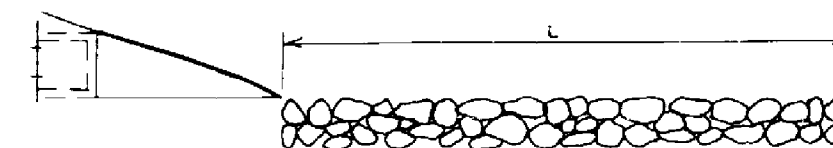
ALTERNATE METHOD
FOR
CONCRETE GUTTER



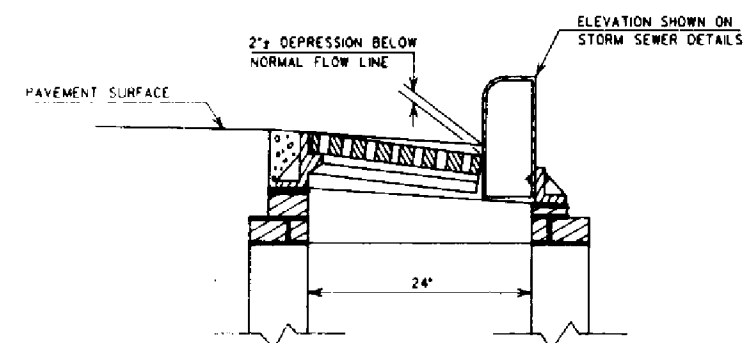
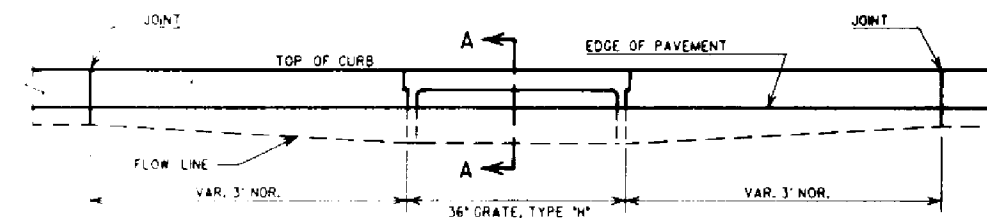
CONCRETE STEP DETAIL



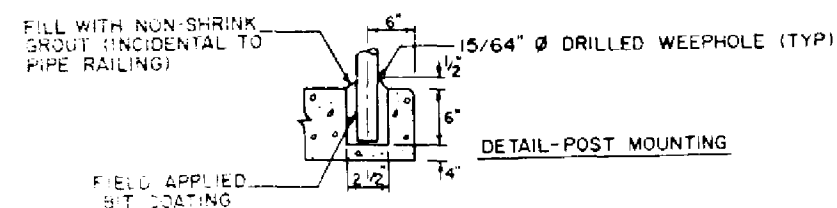
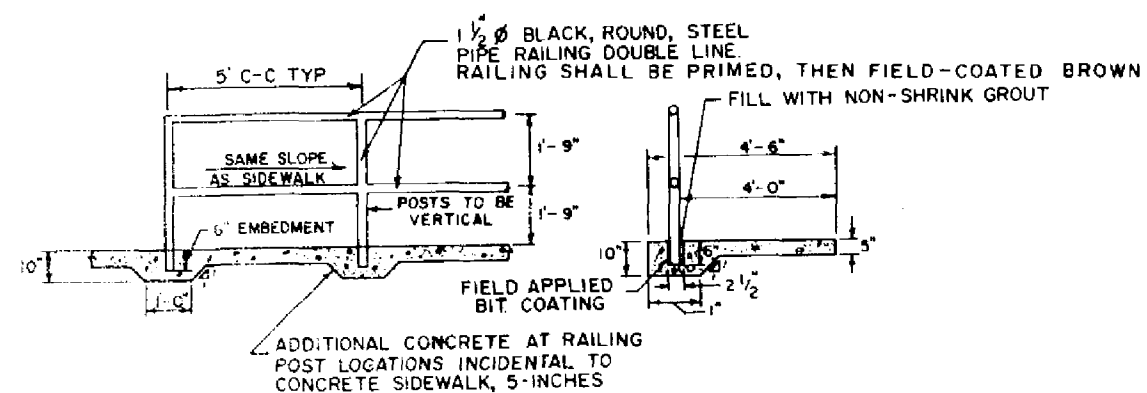
L = TO BE DETERMINED BY THE ENGINEER
IN THE FIELD TYPICALLY 2X WIDTH



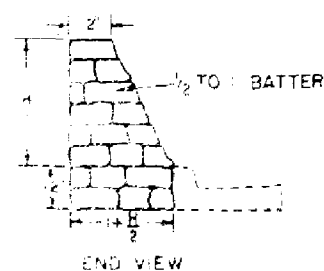
RIPRAP DISCHARGE APRON



SECTION A-A
DETAIL OF CURB AND GUTTER AT INLETS

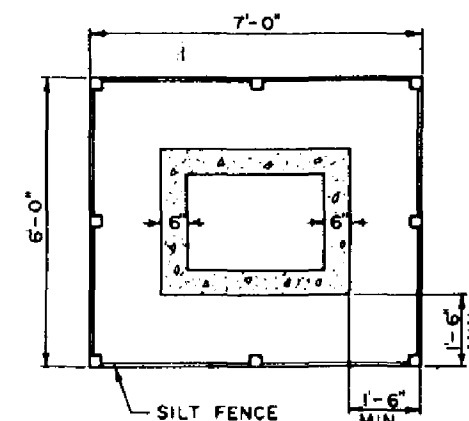


PIPE RAILING DETAIL



DETAIL OF MORTAR RUBBLE
MASONRY WALL

STA 48+90 - 49+24 33' LT
STA 50+95 - 61+28 245' LT
STA 61+93 - 65+00 245' LT
STA 61+93 - 63+25 33' LT
STA 61+93 - 63+25 245' RT

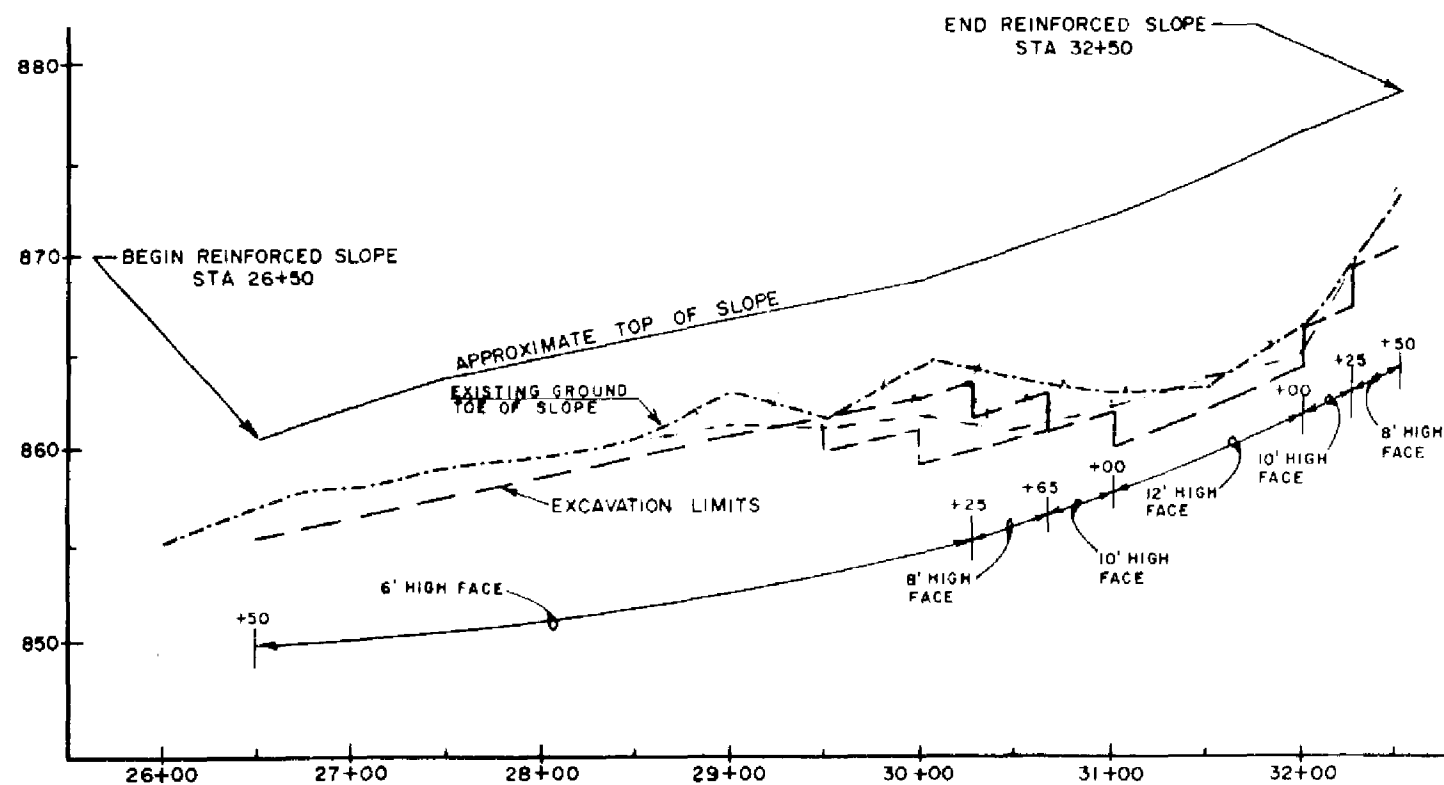


INLET TYPE	SILT FENCE/LF
3	26

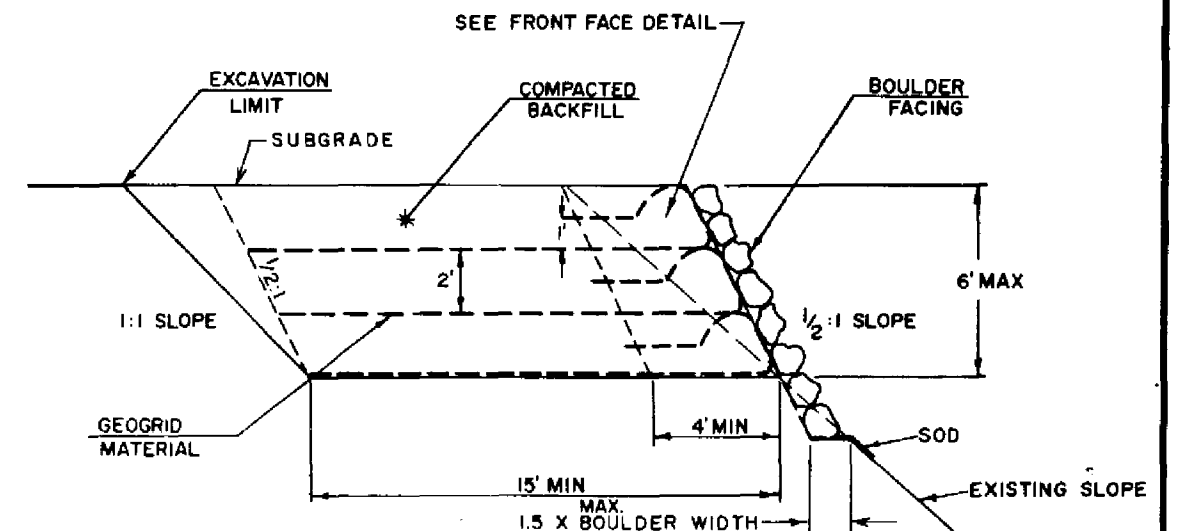
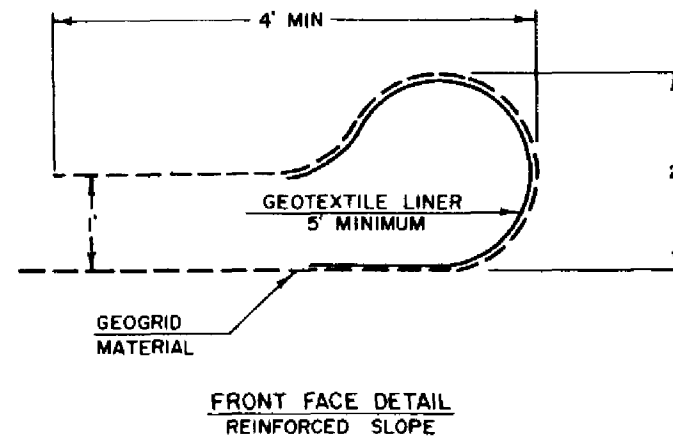
DETAIL FOR SILT FENCE
AT INLETS

STATION	SLOPE HEIGHT	EXCAVATION ELEVATION
26+50	6'	855.5
27+00	6'	856.5
+50	6'	857.6
28+00	6'	858.6
+50	6'	859.7
29+00	6'	860.7
+50	6'	861.8
30+00	6'	862.9
+25	6'	863.7
+25	8'	861.7
+50	8'	862.7
+65	8'	863.2
+65	10'	861.2
31+00	10'	862.6
+00	12'	860.6
+50	12'	862.5
32+00	12'	864.6
+00	10'	866.6
+25	10'	867.8
+25	10'	869.8
+50	8'	870.8

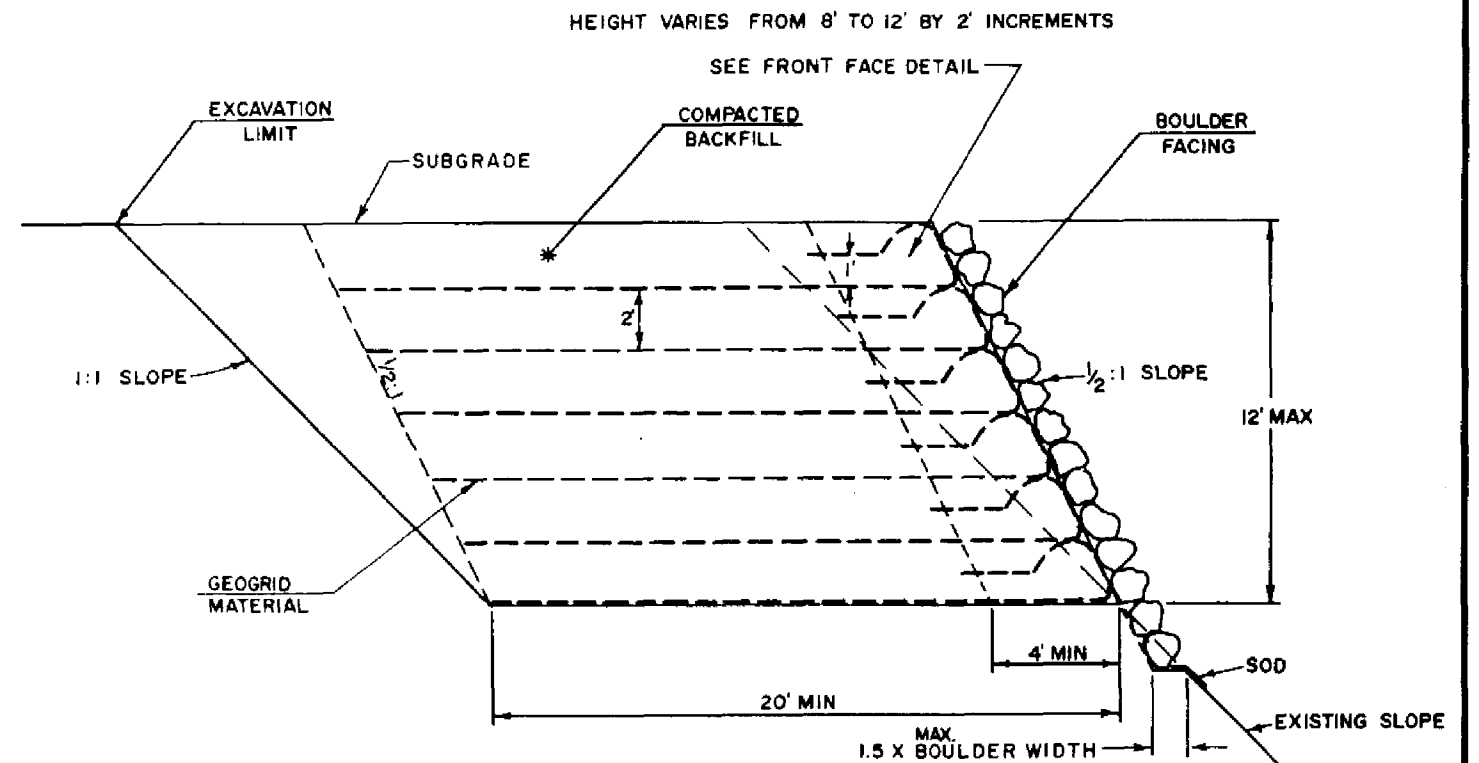
REINFORCED SLOPE GRADES & LIMITS



REINFORCED SLOPE EXCAVATION DETAIL



REINFORCED SLOPE
STA 23+50 - STA 30+25



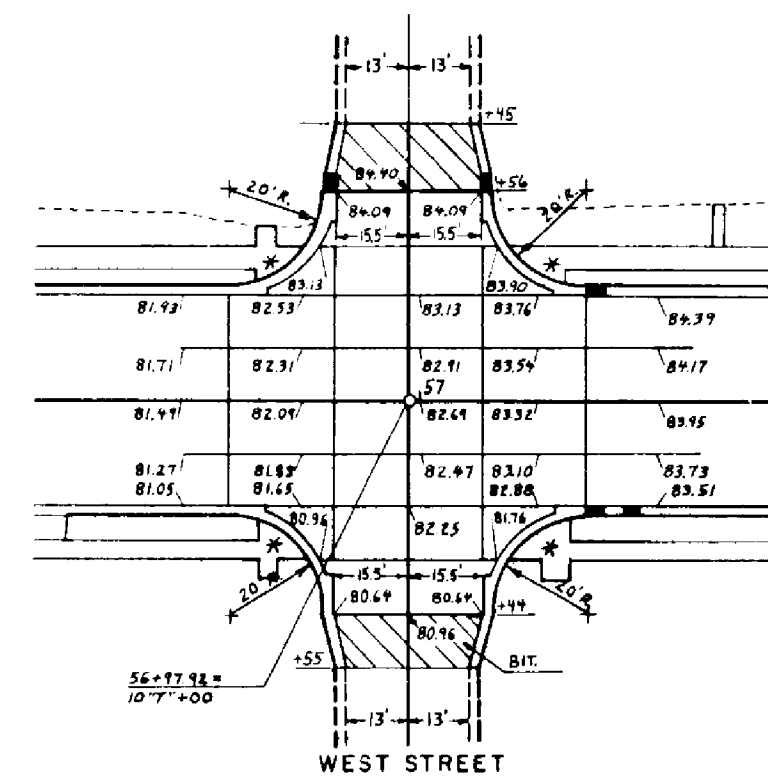
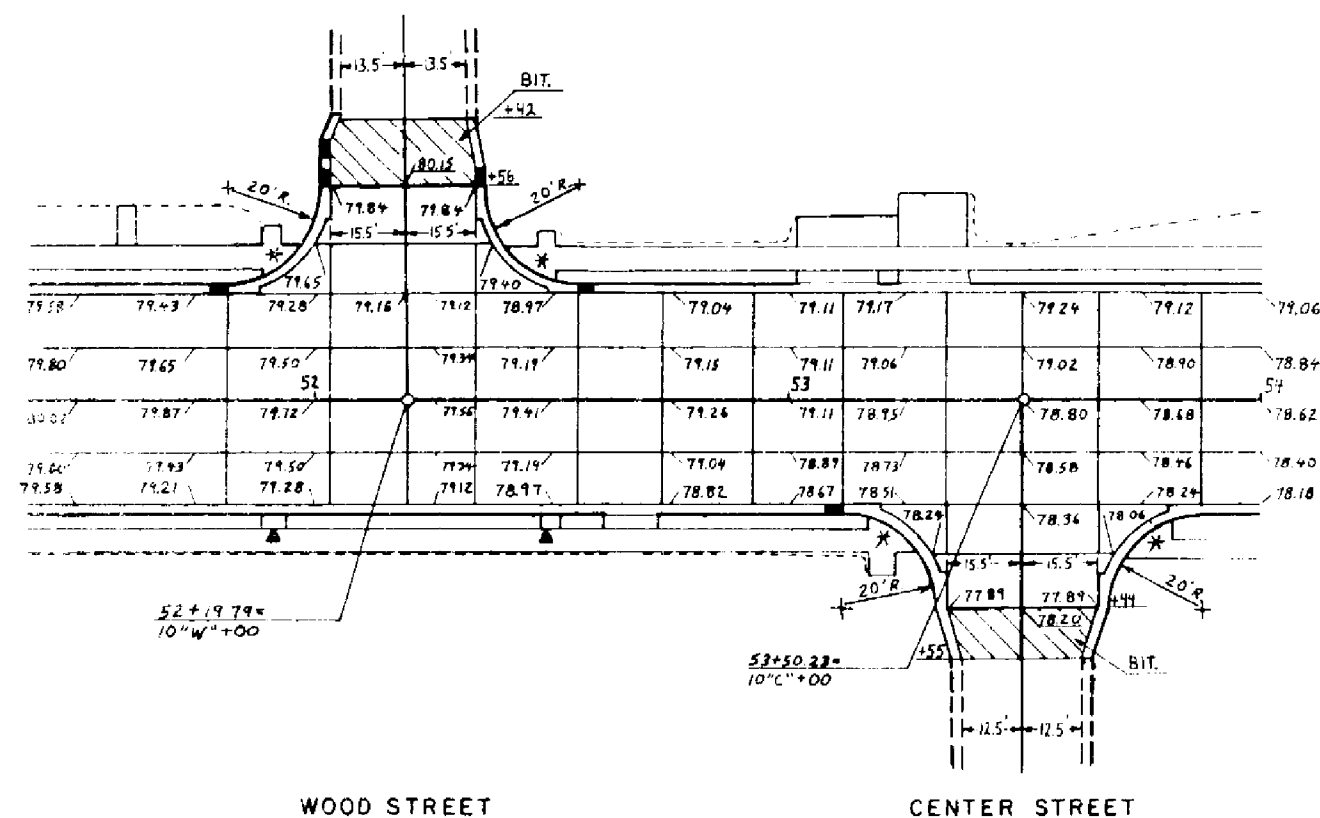
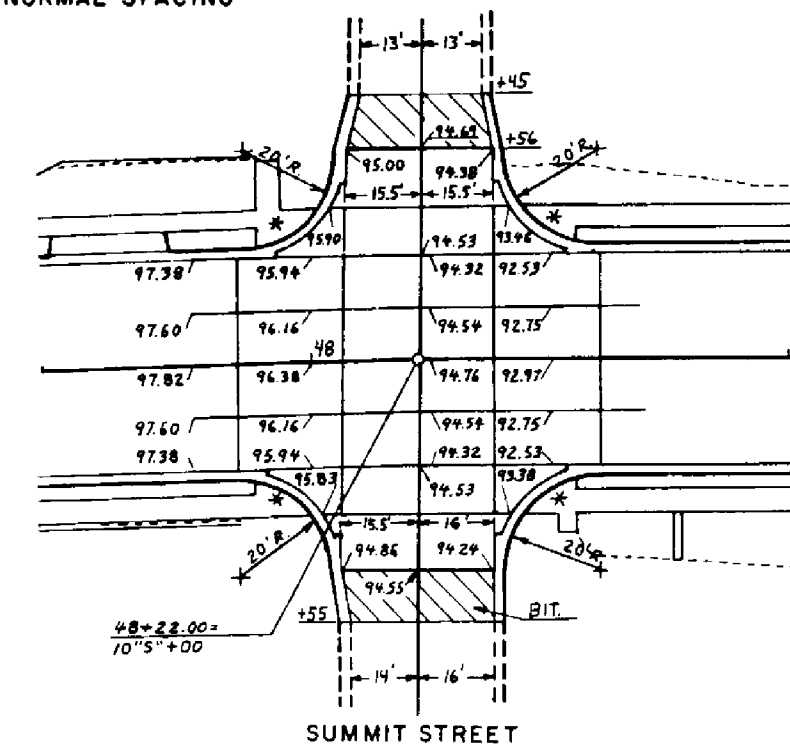
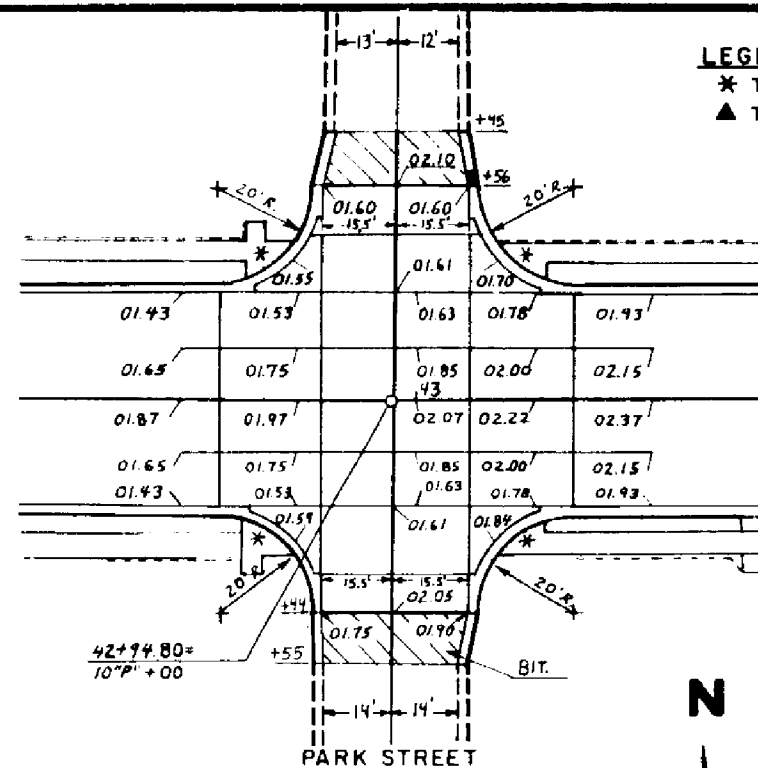
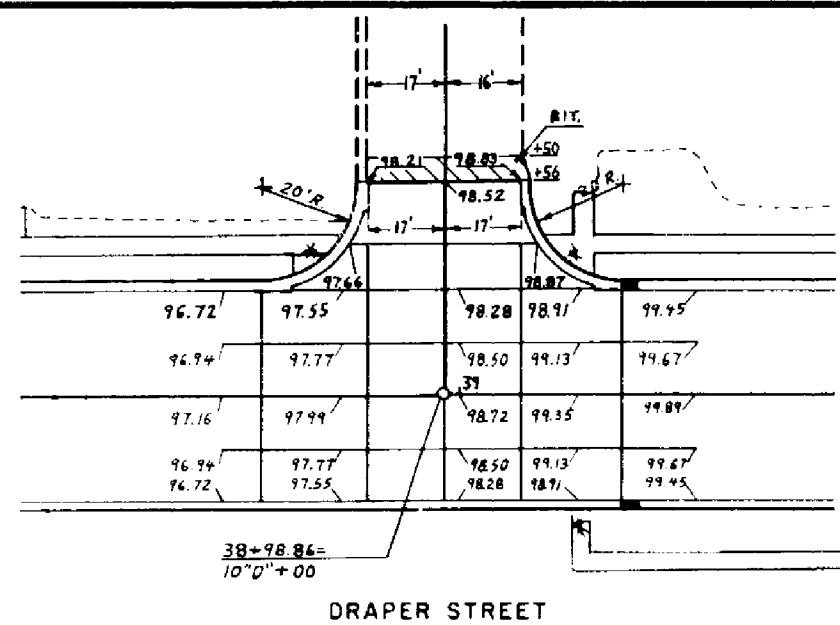
REINFORCED SLOPE
STA 30+25 - STA 32+50

STATE PROJECT NUMBER	SHEET NO.
5092-00-72	2.5
REINFORCED SLOPE DETAILS	
STH. 33	SAUK CO.

LEGEND

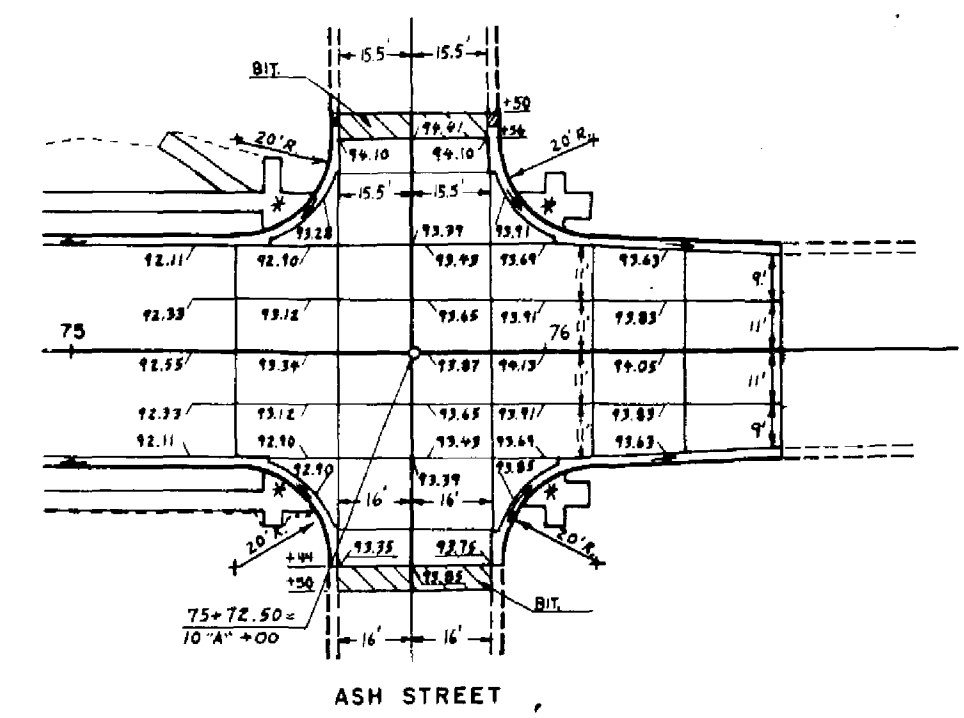
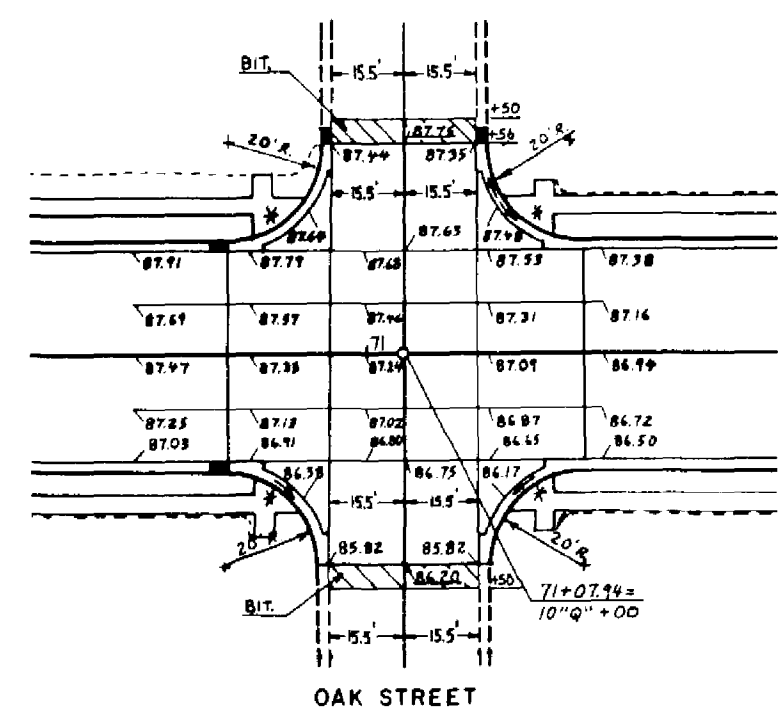
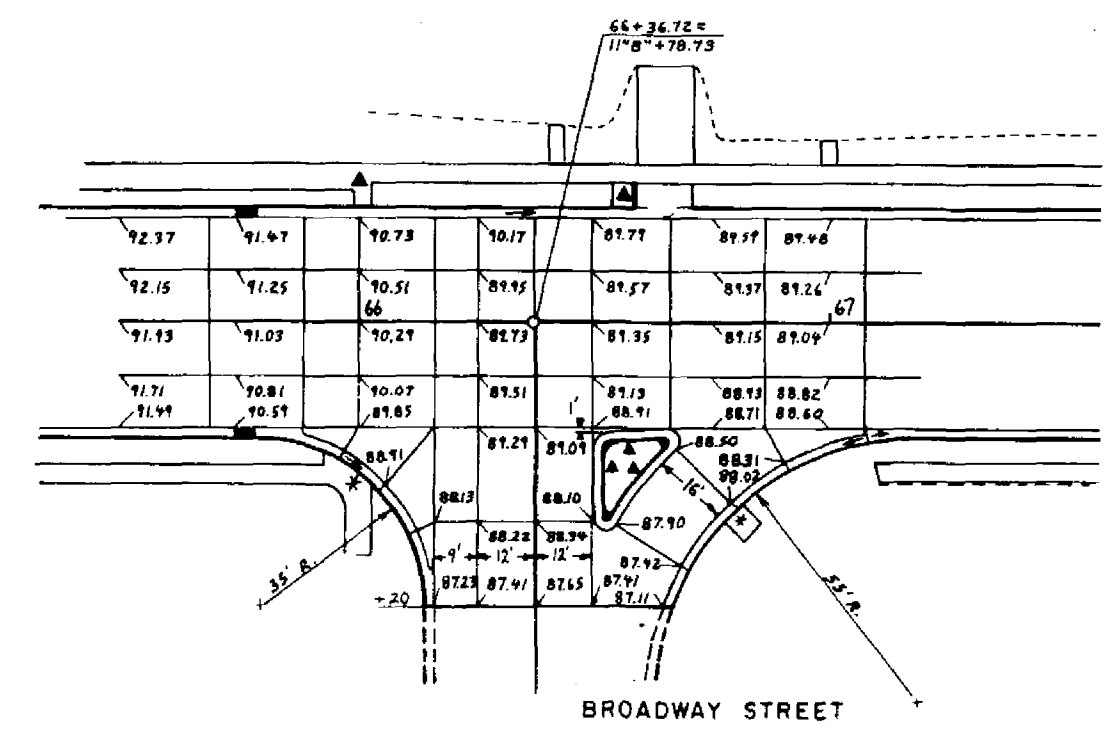
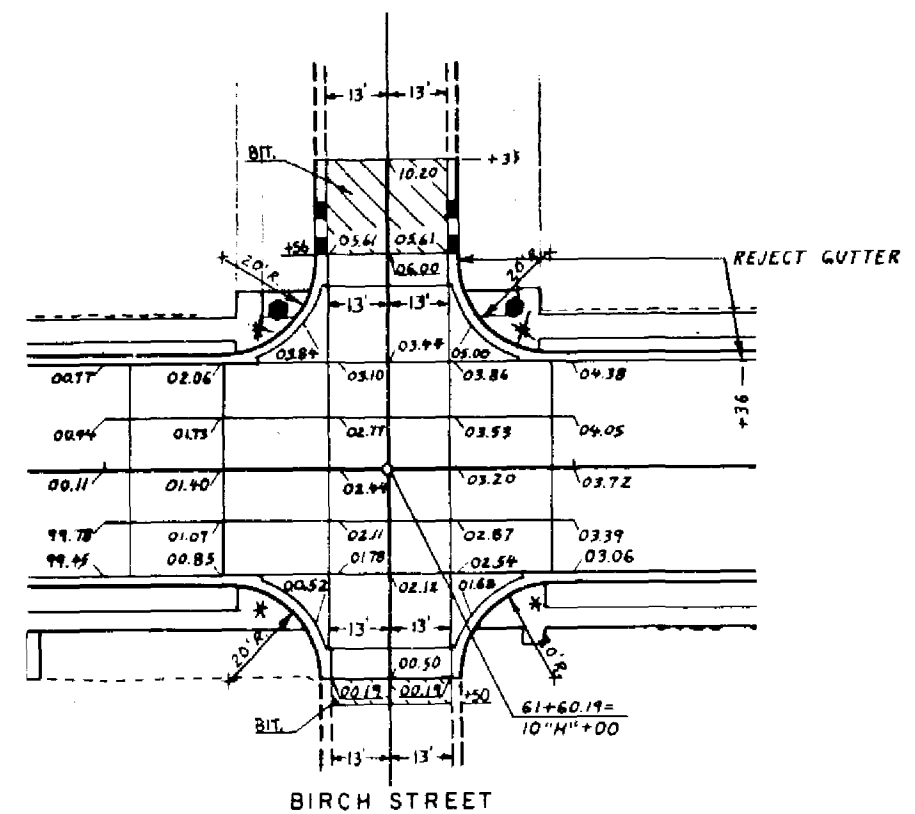
* TYPE 1 CURB RAMP

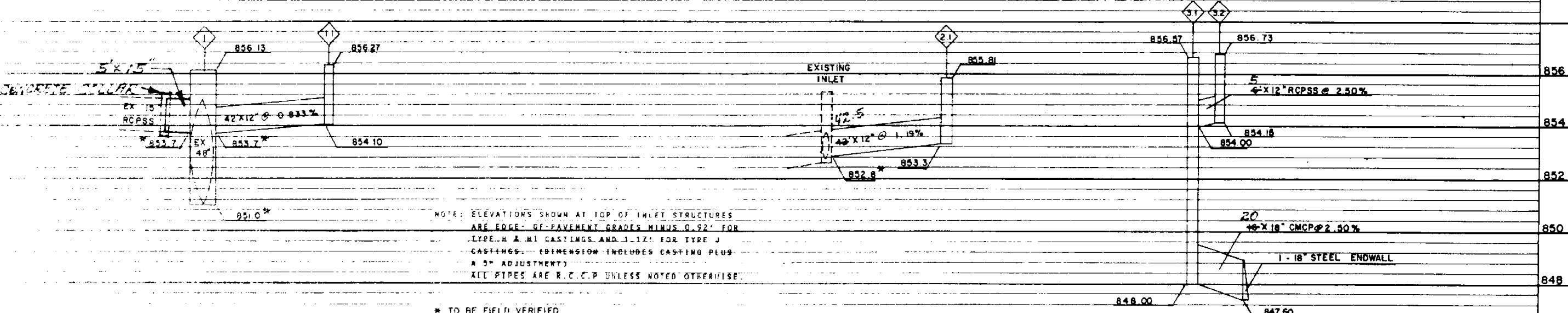
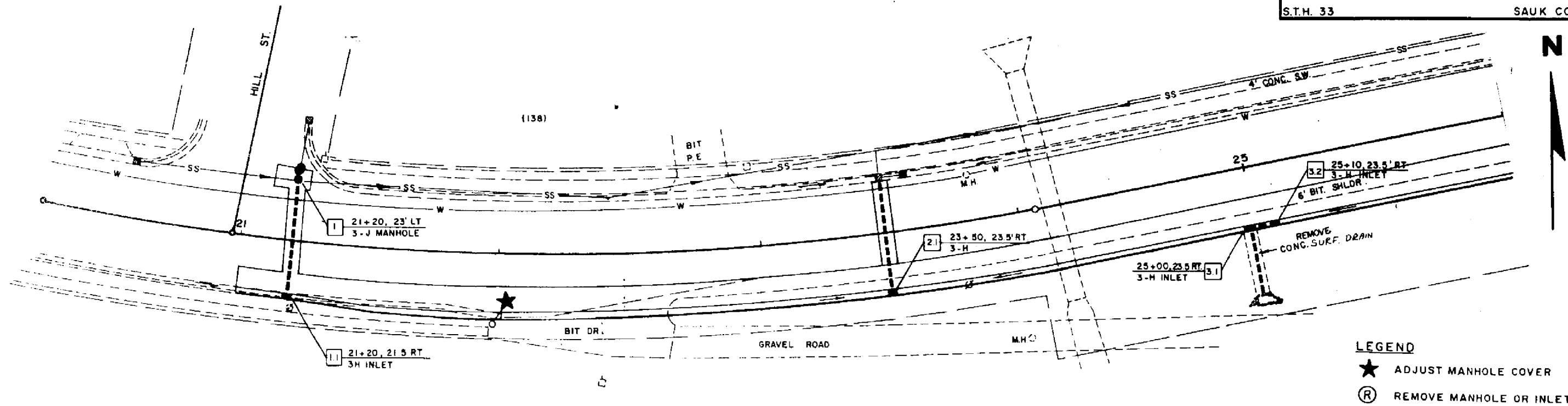
▲ TYPE 2 CURB RAMP

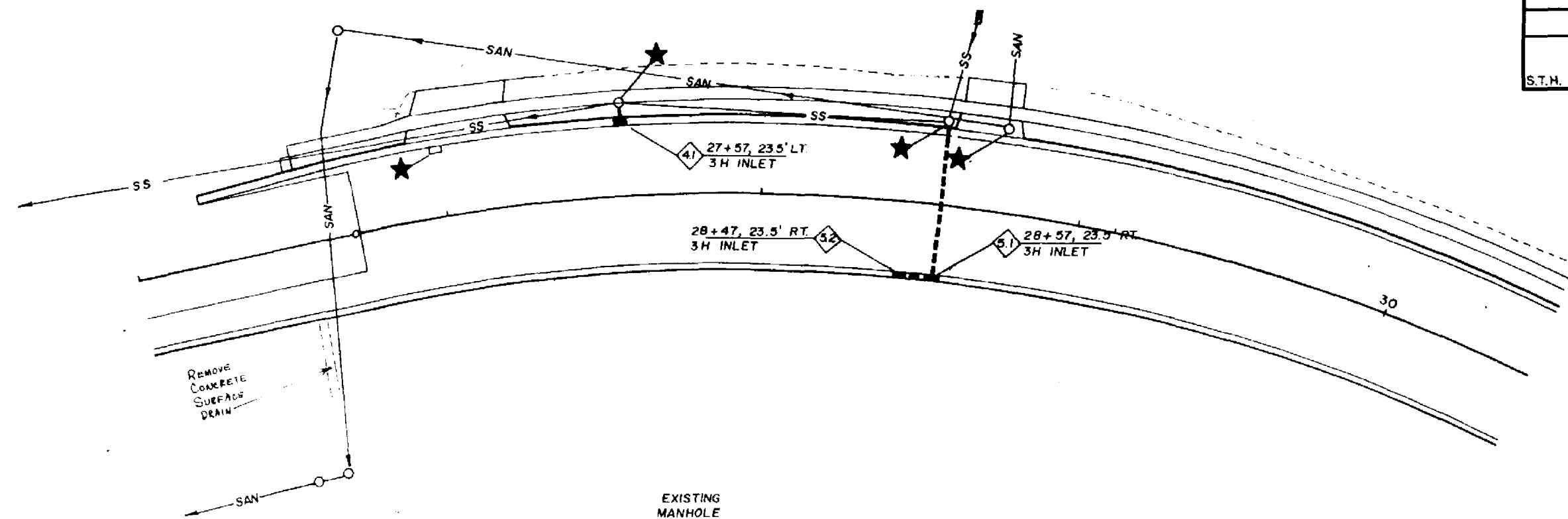
NOTE: ALL TRANSVERSE JOINTS NOT SHOWN ARE
AT 20' NORMAL SPACING

- LEGEND**
- * TYPE 1 CURB RAMP
 - ▲ TYPE 2 CURB RAMP
 - TYPE 3 CURB RAMP

NOTE: ALL TRANSVERSE JOINTS NOT SHOWN ARE AT 20' NORMAL SPACING







LEGEND

★ ADJUST MANHOLE COVER

Ⓡ REMOVE MANHOLE OR INLET

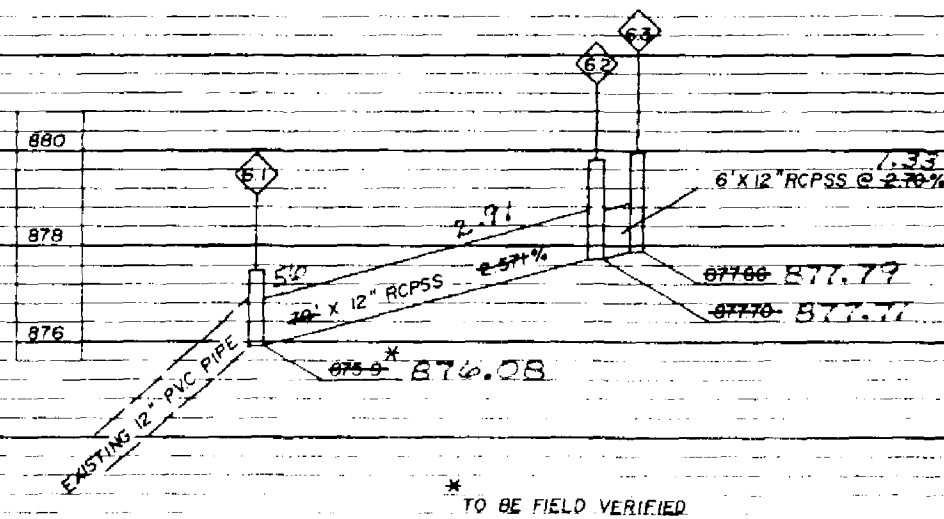
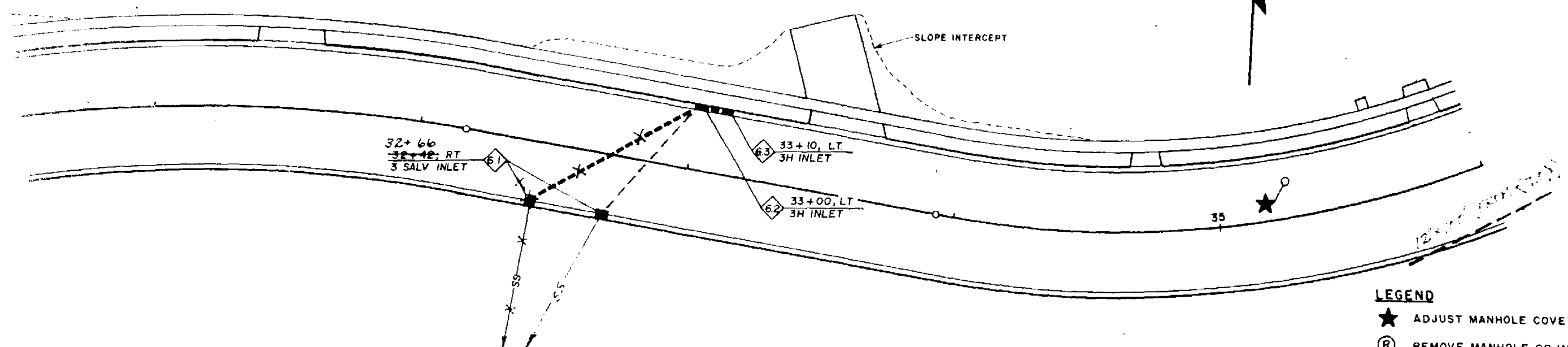
866		866
	564.65	864.91
864		864.70
		863.04
862	4' X 12" RCPSS @ 1.00%	862.70
		862.78
860		863.07
	859.93	860

868		868
	867.14	
866	866.70	866
	865.75	865.16
864	865.27	865.09
	865.14	865.14
862	864.85	863.12
	862.30	862.00
	862.77	862.77
	862.81	

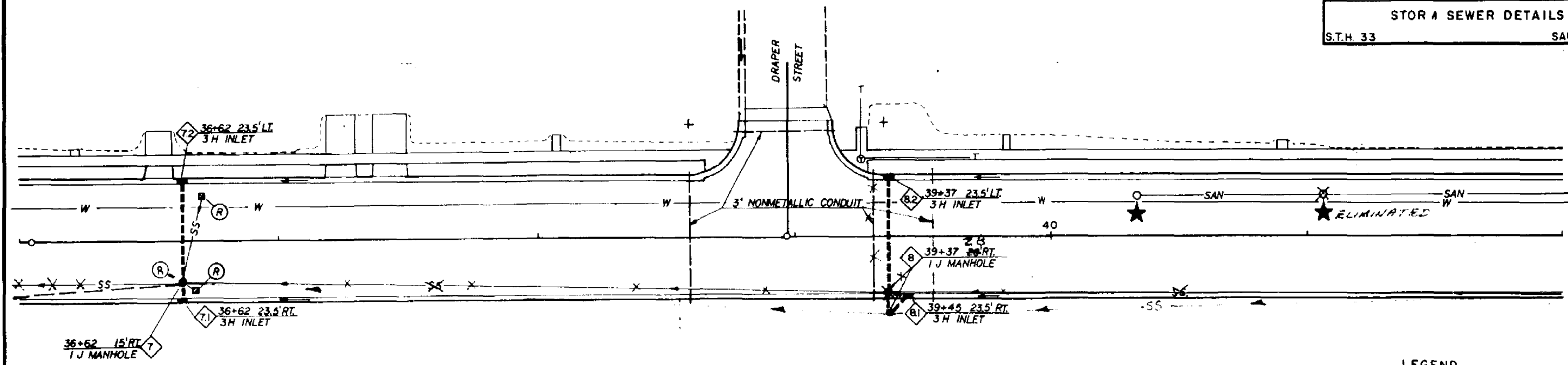
NOTE: ELEVATIONS SHOWN AT TOP OF INLET STRUCTURES ARE EDGE-OF-PAYMENT GRADES MINUS 0.92' FOR TYPE H & H1 CASTINGS AND 1.17' FOR TYPE J CASTINGS. (DIMENSION INCLUDES CASTING PLUS 0.5" ADJUSTMENT)

ALL PIPES ARE R.C.C.P. UNLESS NOTED OTHERWISE

N

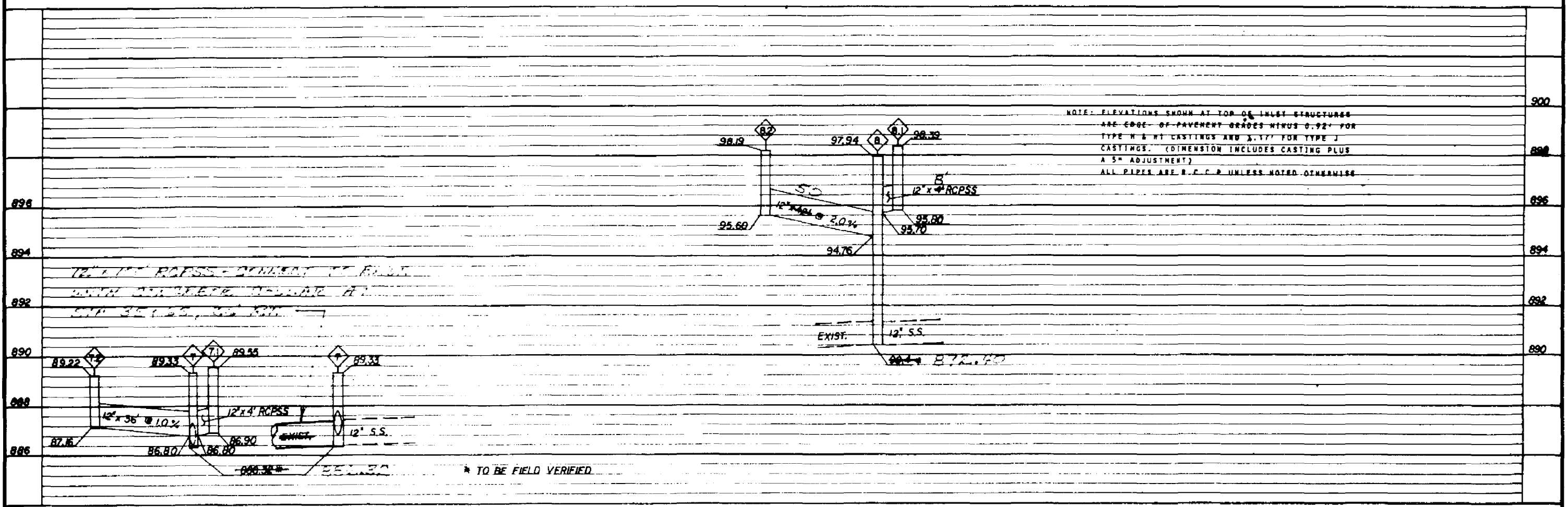


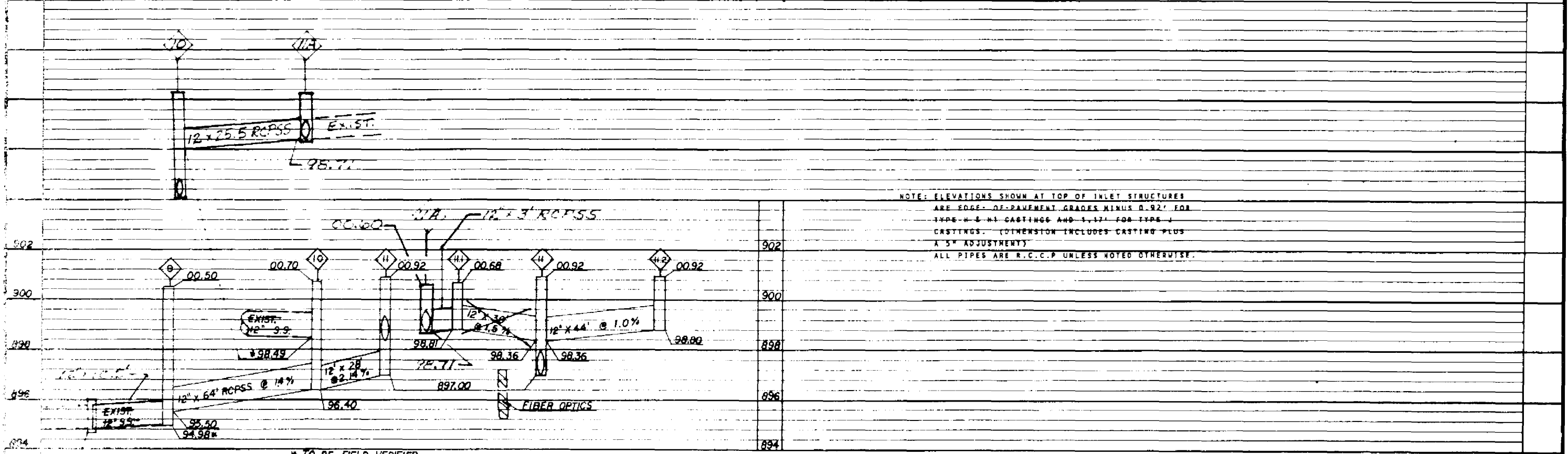
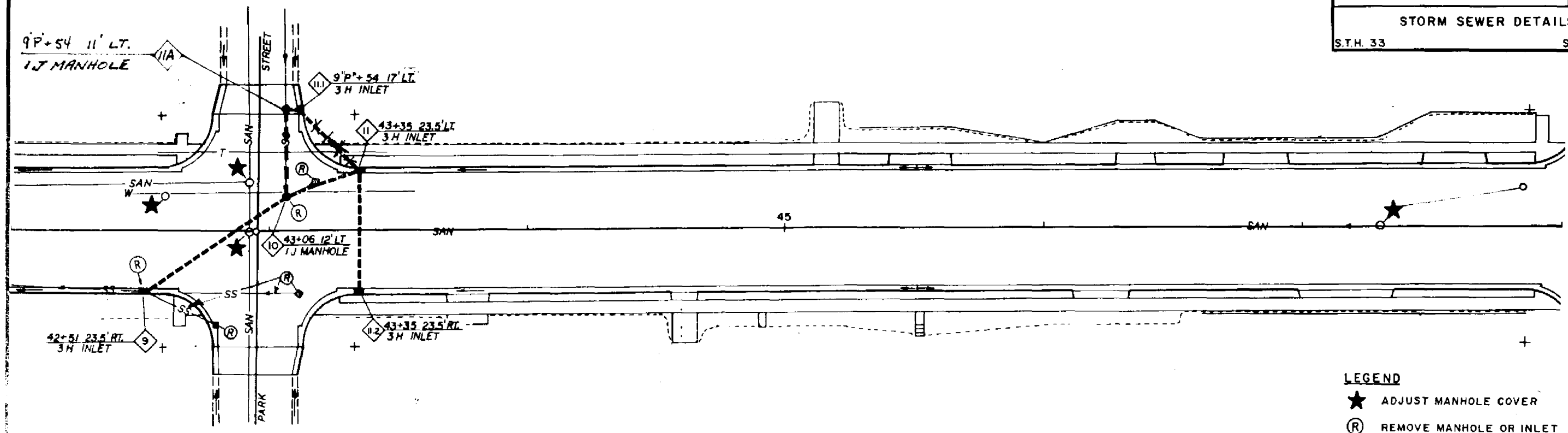
NOTE: ELEVATIONS SHOWN AT TOP OF INLET STRUCTURES ARE EDGE-OF-PAVEMENT GRADES MINUS 0.92' FOR TYPE H & H-1 CASTINGS AND 1.17' FOR TYPE J CASTINGS. (DIMENSION INCLUDES CASTING PLUS A 5" ADJUSTMENT)
ALL PIPES ARE R.C.C.P. UNLESS NOTED OTHERWISE



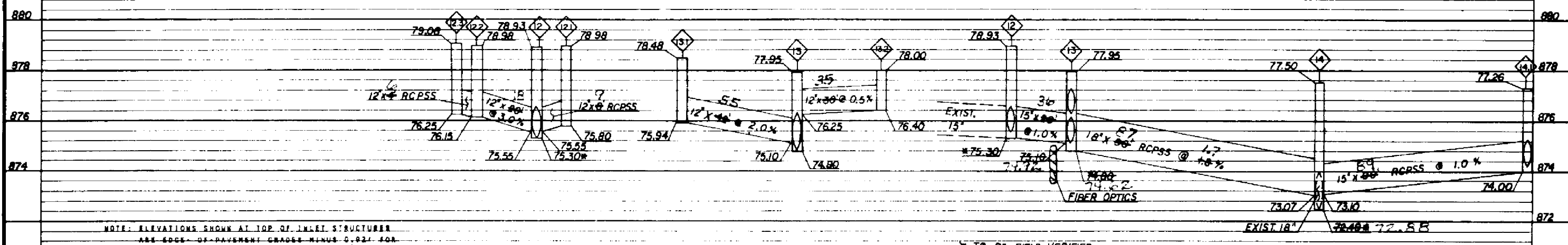
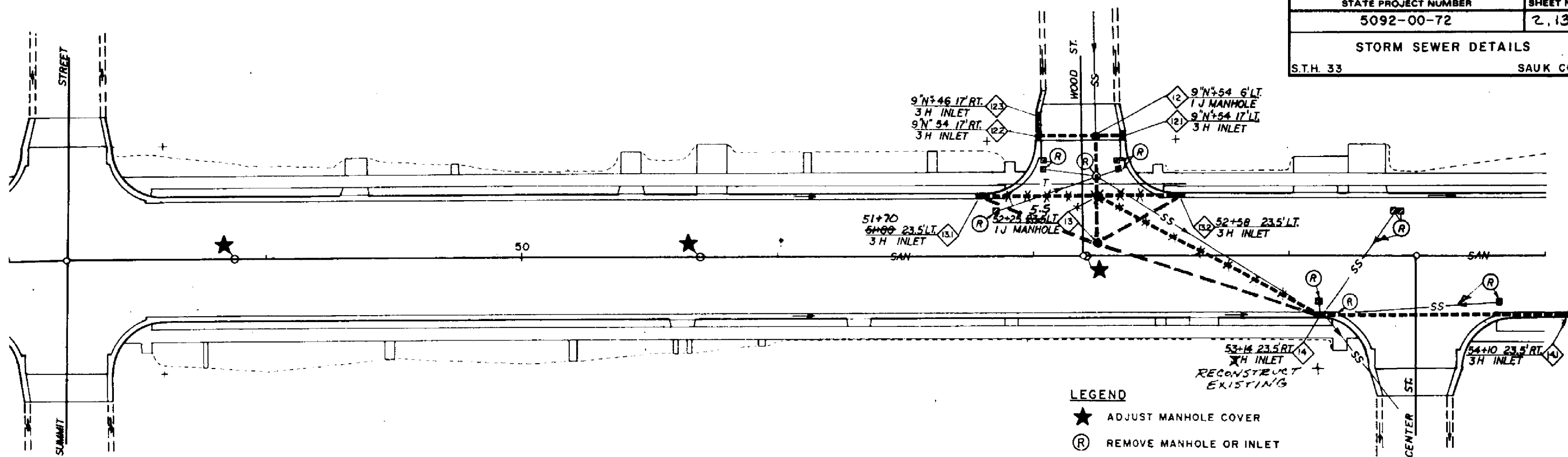
LEGEND

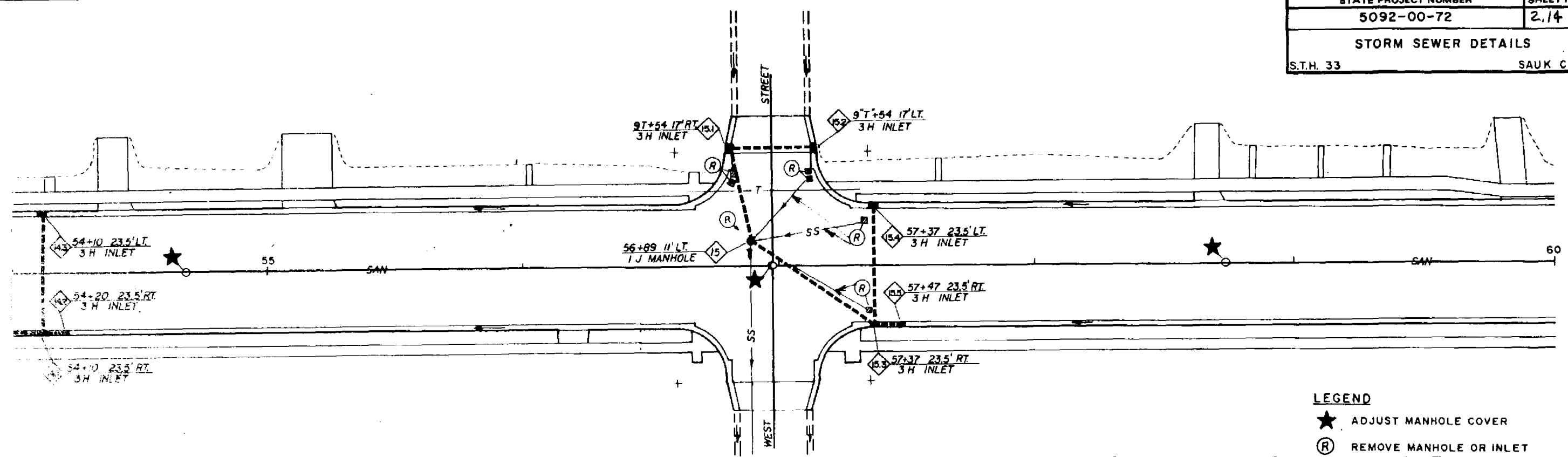
- ★ ADJUST MANHOLE COVER
- Ⓡ REMOVE MANHOLE OR INLET





STATE PROJECT NUMBER	SHEET NO.
5092-00-72	2.13
STORM SEWER DETAILS	
S.T.H. 33	SAUK CO.

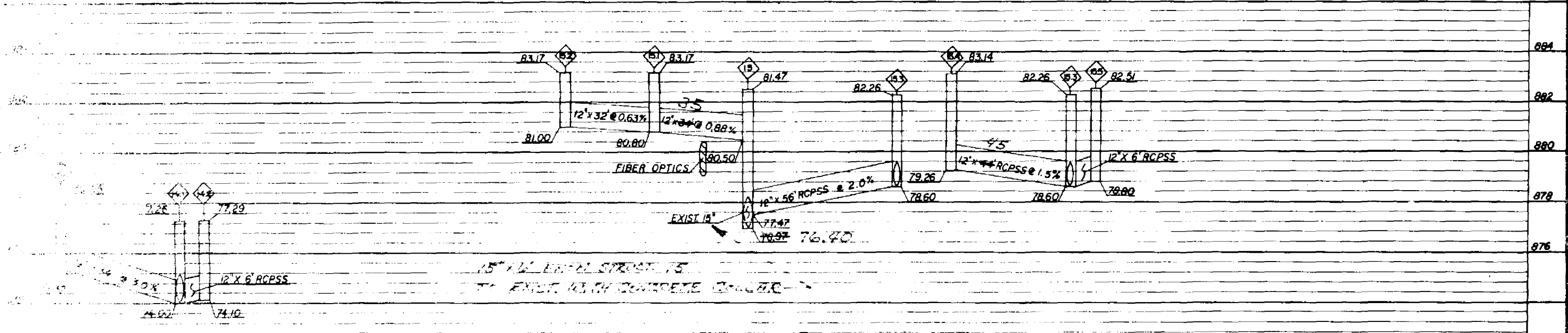




LEGEND

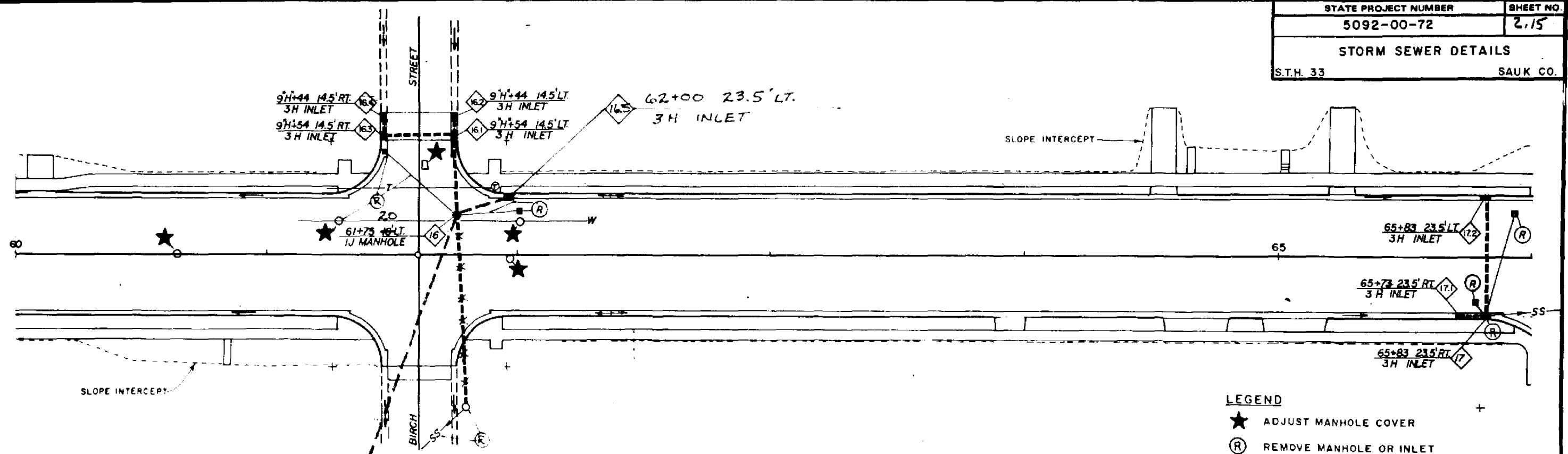
★ ADJUST MANHOLE COVER

Ⓡ REMOVE MANHOLE OR INLET

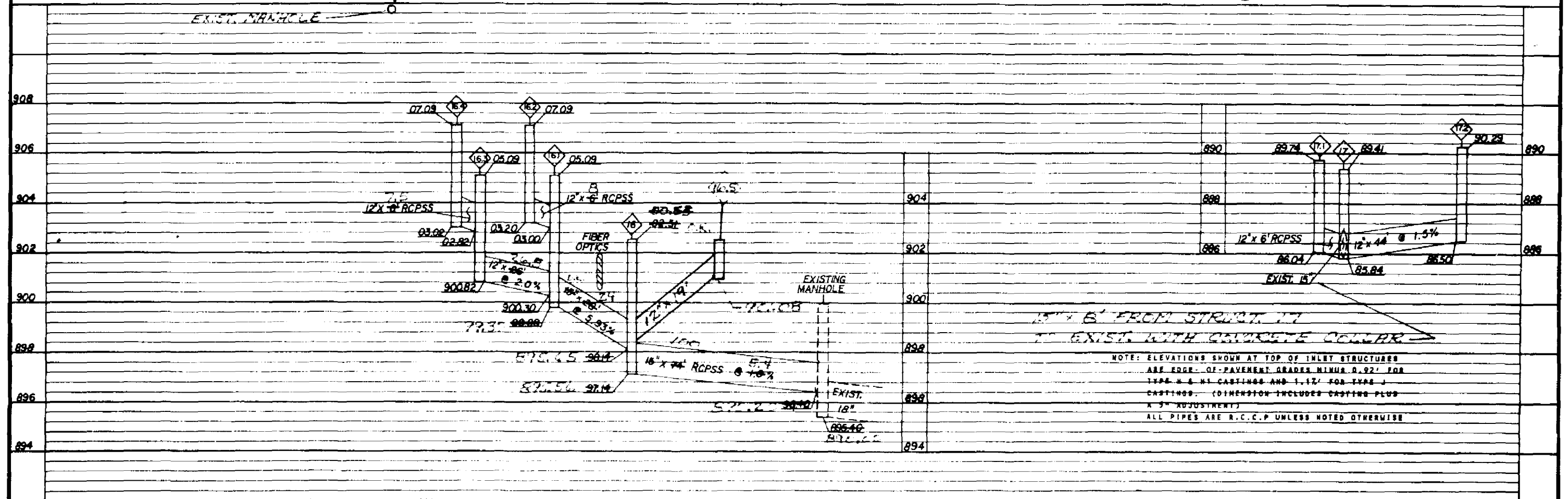


NOTE: ELEVATIONS SHOWN AT TOP OF INLET STRUCTURES ARE EDGE-OF-PAVEMENT GRADES MINUS 0.92' FOR TYPE M & H1 CASTINGS AND 1.17' FOR TYPE J CASTINGS. (DIMENSION INCLUDES CASTING PLUS 3\"

STATE PROJECT NUMBER	SHEET NO.
5092-00-72	2.15
STORM SEWER DETAILS	
S.T.H. 33	SAUK CO.

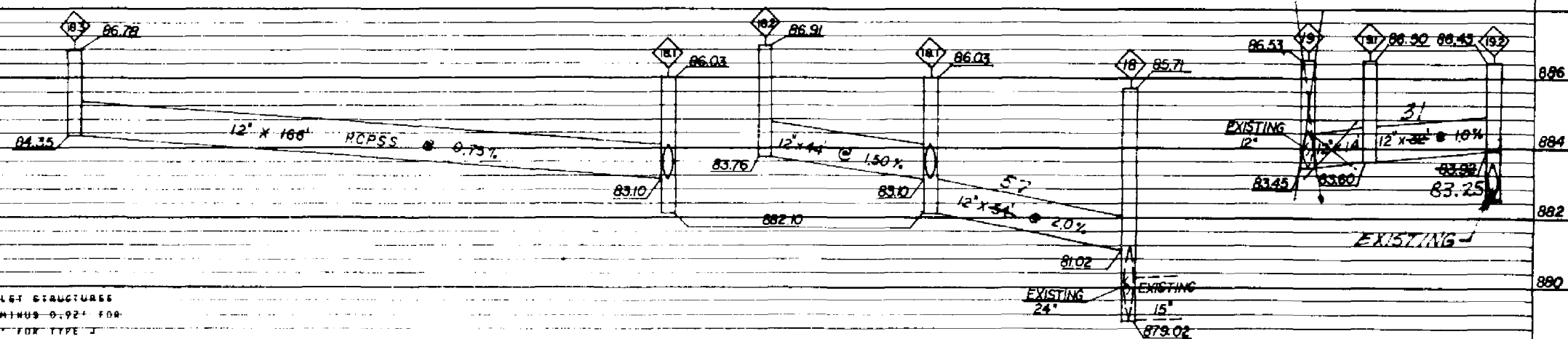


- LEGEND**
- ★ ADJUST MANHOLE COVER
 - (R) REMOVE MANHOLE OR INLET

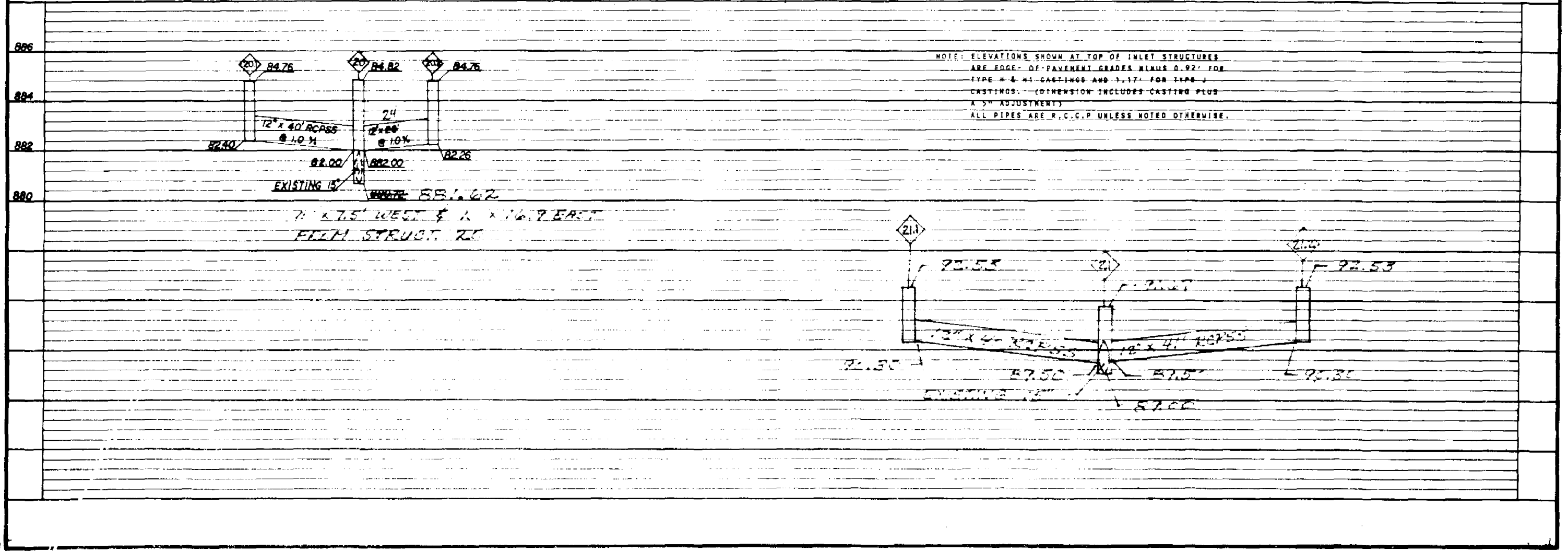
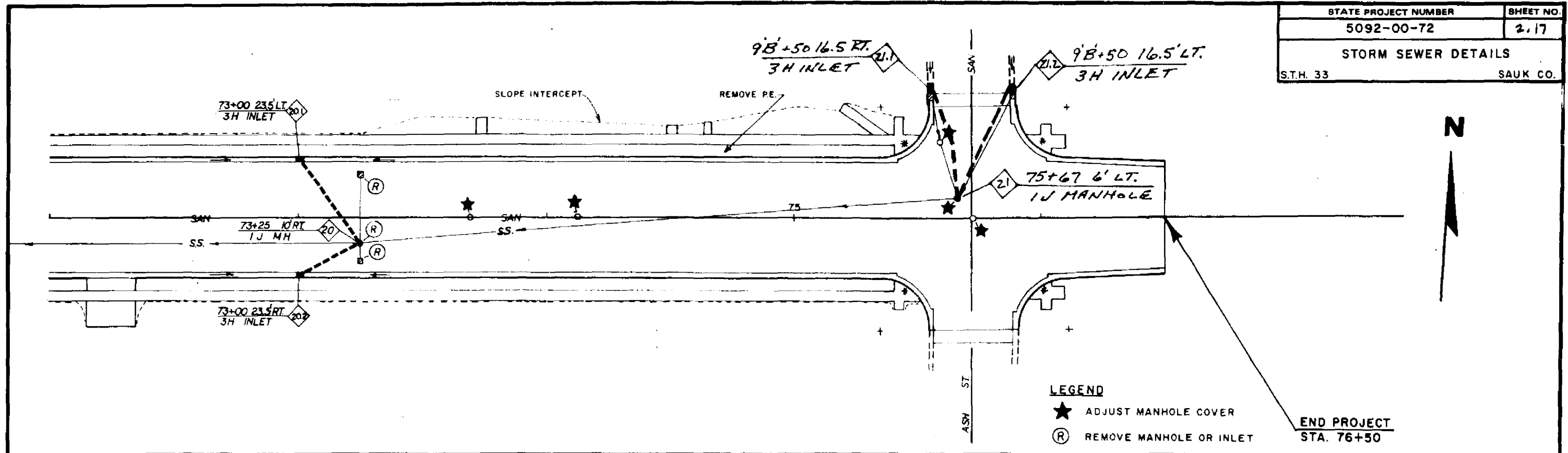


NOTE: ELEVATIONS SHOWN AT TOP OF INLET STRUCTURES ARE EDGE-OF-PAVEMENT GRADES MINUS 0.92' FOR TYPE A & H1 CASTINGS AND 1.12' FOR TYPE J CASTINGS. (DIMENSION INCLUDES CASTING PLUS A 5" ADJUSTMENT)
ALL PIPES ARE R.C.C.P UNLESS NOTED OTHERWISE

STATE PROJECT NUMBER	SHEET NO.
5092-00-72	216
STORM SEWER DETAILS	
S.T.H. 33	SAUK CO.



Cat. No. 2130 - DM2



STATE PROJECT NUMBER	SHEET NO.
5092-00-72	2.18
DETECTOR LOOP DETAILS	

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

CURB AND GUTTER OR
SHOULDER AS APPROPRIATE

HOME-RUN
CONDUIT

45° ELBOW

90° ELBOW

CENTER OF DETECTED
LANE OR LANES
TYPICAL

1" PVC CONDUIT

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

EDGE OF PAVEMENT

HOME-RUN
CONDUIT

PULL BOX

1" PVC CONDUIT

90° ELBOW

CENTER OF DETECTED
LANE OR LANES
(TYPICAL)

CURB AND GUTTER OR
SHOULDER AS APPROPRIATE

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 MANUF'D BY LED PLATE,
LPS 100, LUBRIPLATE OR APPROVED EQUAL.

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

CONDUIT TO BE PLACED PRIOR TO PLACING CONCRETE
SUPPORTING PIN TO HOLD
CONDUIT DURING POUR (SEE DETAIL)
NOTE: MAXIMUM OF 24" C-C
BETWEEN SUPPORT PINS

SECTION A-A (NEW CONCRETE PAVEMENT)

PITCH TO DRAIN
(1" GALVAN STEEL CONDUIT NIPPLE
LEACH JUNCTION BOX)

BASE COURSE
DRAIN SUMP (1" Ø OR 1.5" Ø MIN DEEP) - FILL
WITH WASHED NO. 2 COARSE AGGREGATE

2" MIN

30" MIN (TYP)

3" MIN

PCC

5" MIN

5" MAX

1" PVC CONDUIT

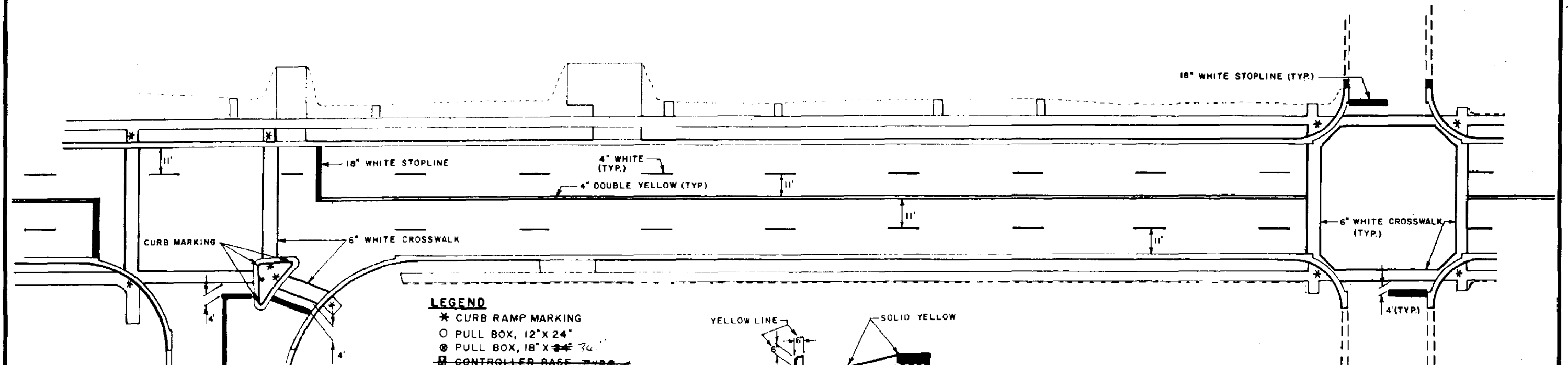
E PLACED PRIOR TO
BITUMINOUS SURFACE

5 1/2"
3 3/4"
5 1/2"
3 3/4"
1" PVC, 90°
ELBOW
6" RADIUS

CORNER SAW SLOT DETAIL (TOP VIEW)

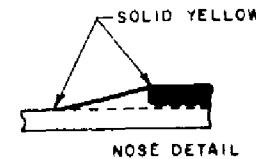
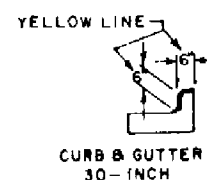
MIN
3/8" MIN (TYP)

DETAIL FOR MIN.
HOLD DOWN PIN
NORMAL TO CONDUIT



LEGEND

- * CURB RAMP MARKING
- PULL BOX, 12" X 24"
- ⊗ PULL BOX, 18" X 36"
- CONTROLLER BASE, TYPE 2
- 2, 3 NEW CONDUIT
- CONCRETE BASE, TYPE 1
- CONCRETE BASE, TYPE 2



CURB MARKING DETAIL

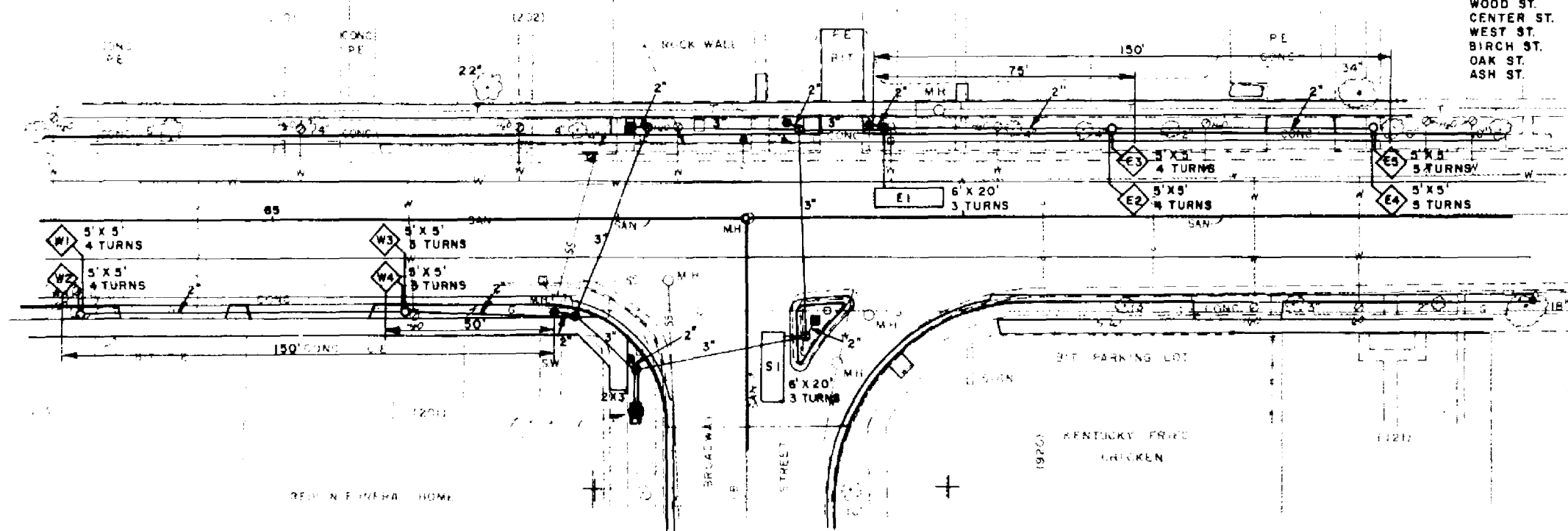
ISLAND NOSE MARKING DETAIL

TYPICAL PAVEMENT MARKING INTERSECTION DETAIL

DRAPER ST.
PARK ST.
SUMMIT ST.
WOOD ST.
CENTER ST.
WEST ST.
BIRCH ST.
OAK ST.
ASH ST.

PAVEMENT MARKING DETAIL

8TH AVE. & BROADWAY ST. INT.



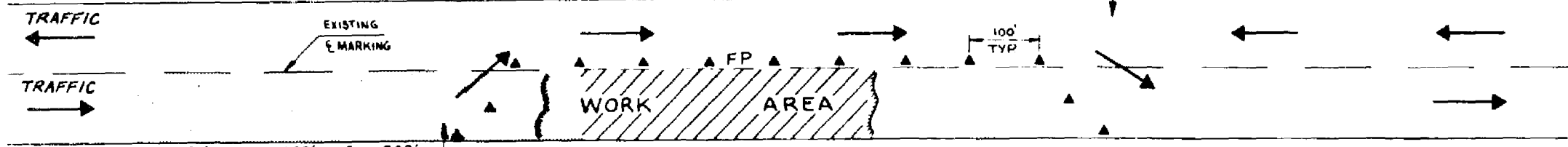
TRAFFIC SIGNAL DETAIL

8TH AVE. & BROADWAY ST. INT.

DAYTIME LANE RESTRICTIONS

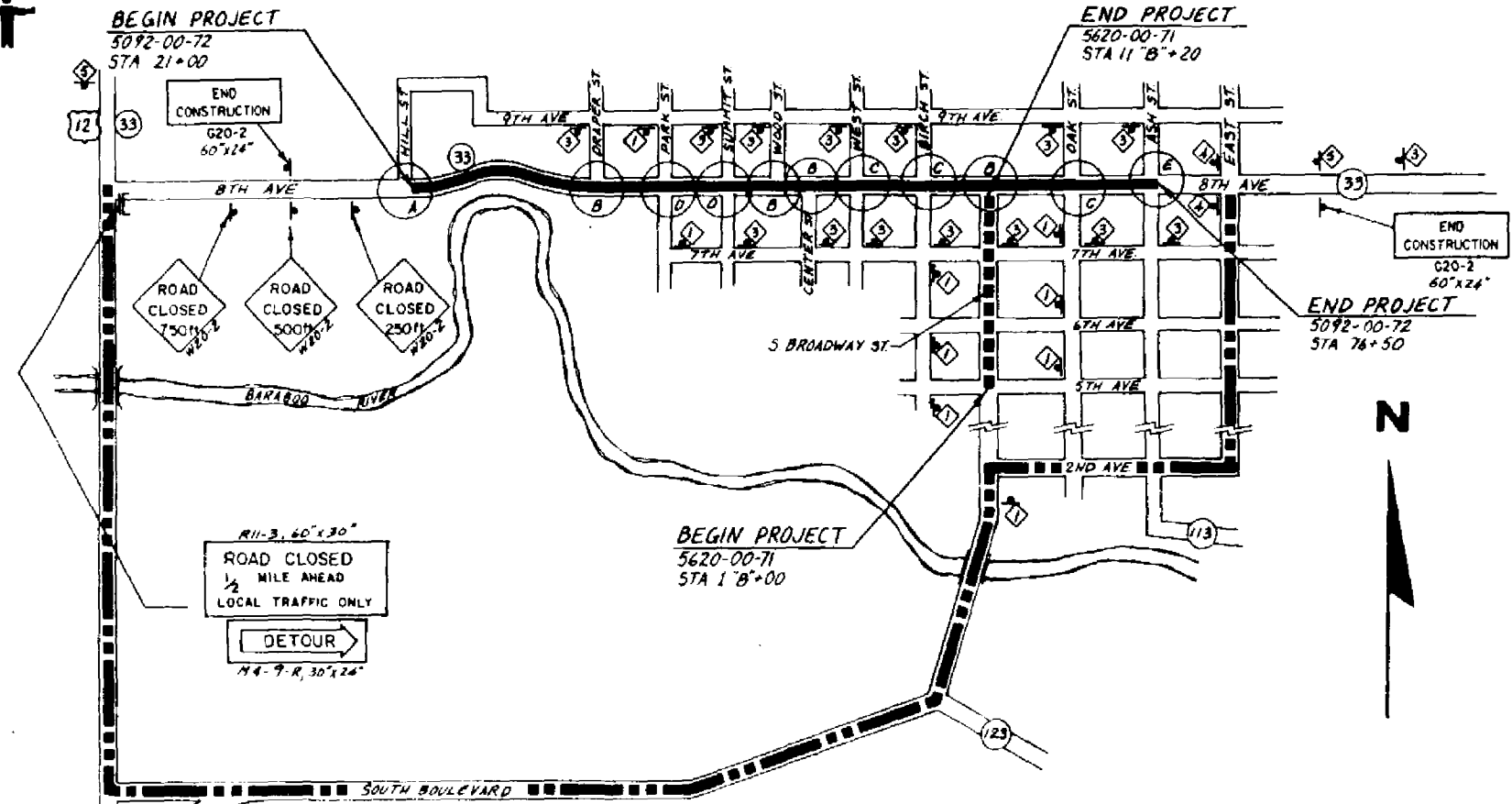
FOR LOCAL BUSINESS AND RESIDENT TRAFFIC
ON BROADWAY STREET

STATE PROJECT NUMBER	SHEET NO
5092-00-72, 5620-00-71	2.20
TRAFFIC CONTROL & DETOUR PLAN	



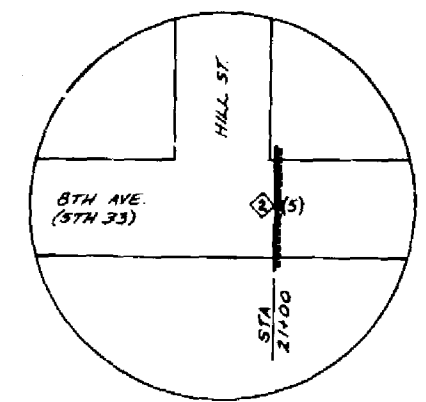
LEGEND

- TYPE III BARRICADE (WITH / WITHOUT STANDARD SIGN)
- PROJECT ROUTE 5092-00-72
- PROJECT ROUTE 5620-00-71
- DETOUR ROUTE (ROUTE MARKERS TO BE CREATED BY DOT, FORCES)
- TYPE 'A' WARNING LIGHT (REQD)
- (#) NUMBER OF BARRICADES
- CONES & POST MOUNTED SIGNS
- FLAG PERSON
- STANDARD SIGN W20-1 48" x 48"
- STANDARD SIGN R11-2 48" x 30"
- STANDARD SIGN W20-3 36" x 48"
- STANDARD SIGN R11-1 36" x 30"
- STANDARD SIGN W20-2 45" x 48"
- ROAD CLOSED
- ROAD CLOSED TO THROUGH TRAFFIC
- DETOUR AHEAD

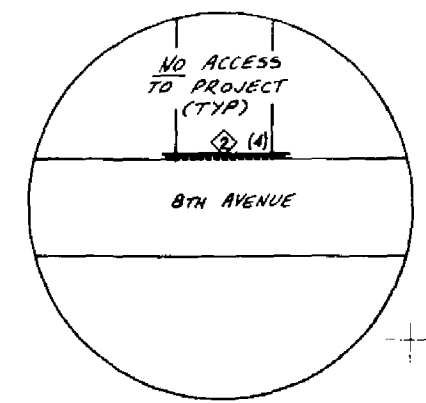


NOTES:

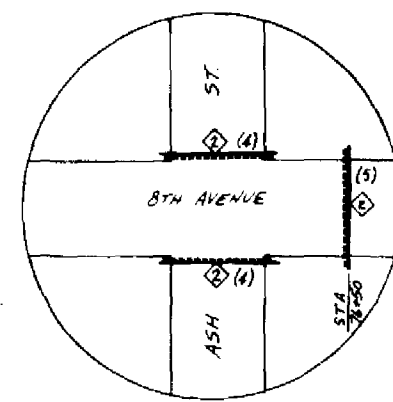
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS UNLESS OTHERWISE PROVIDED IN THE PLAN.
- ALL BARRICADES SHALL BE CONSTRUCTED AND LIGHTED IN ACCORDANCE WITH STANDARD DETAIL DRAWINGS.
- SIGN SPACING MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- W20 IS TYPE W SIGN WITH REFLECTIVE ORANGE BACKGROUND.
- BARRICADE STRIPES TO SLOPE DOWNWARD IN DIRECTION OF TRAFFIC FLOW.
- ALL EXISTING SIGN MESSAGES WHICH CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED.



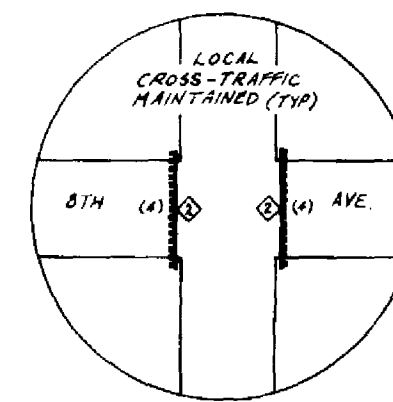
DETAIL A



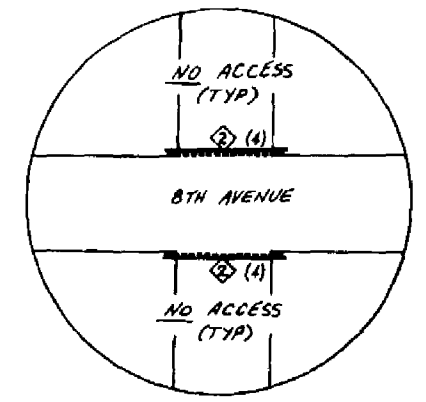
DETAIL B



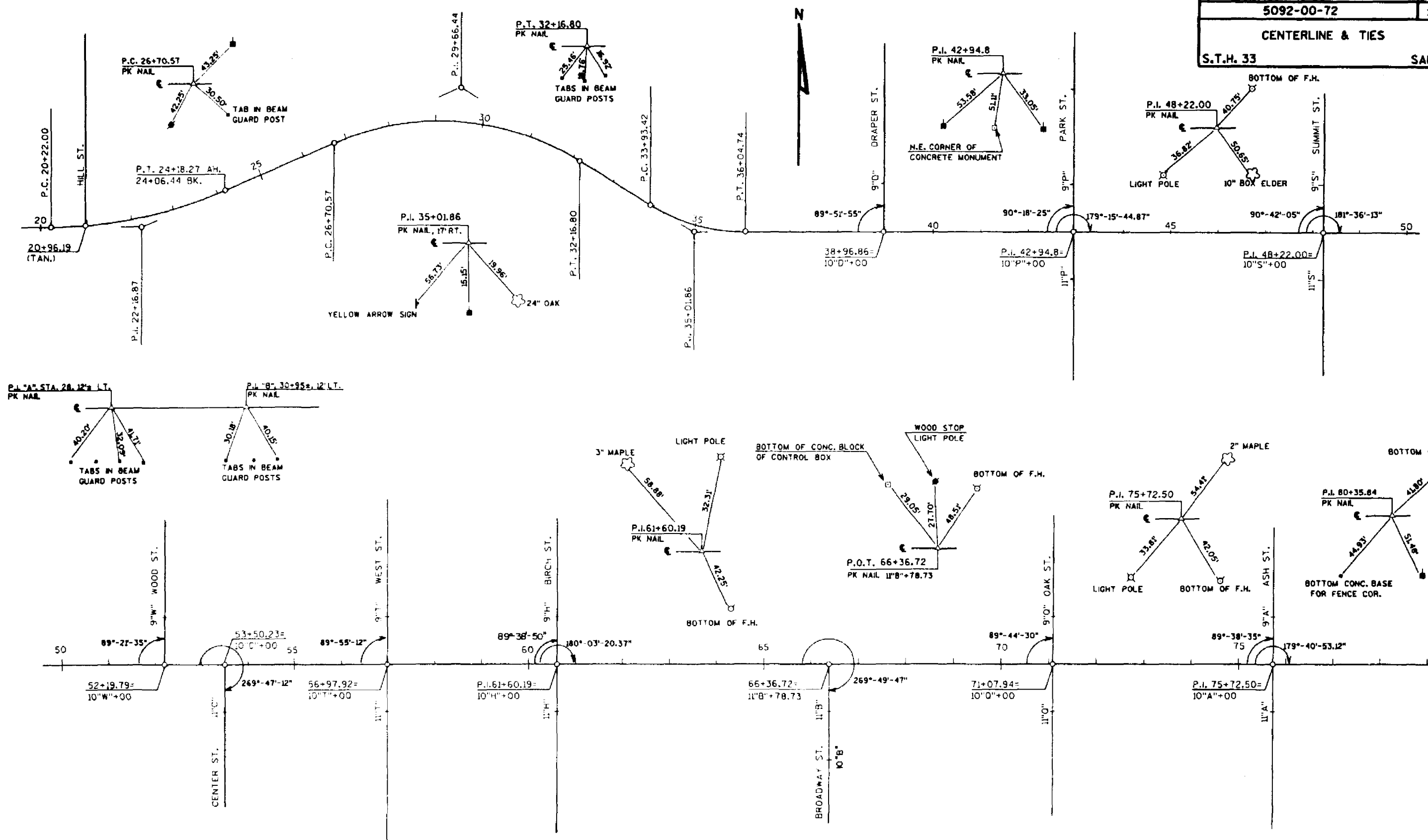
DETAIL E



DETAIL D



DETAIL C



DATE 01/24/89

ESTIMATE OF QUANTITIES

C.C.C.

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5092-00-72 QUANTITY	5620-00-71 QUANTITY
20102	CLEARING	I.D.	415.00	415.00	
20105	GRUBBING	I.D.	415.00	415.00	
20401	REMOVING PAVEMENT	S.Y.	17,826.00	17,826.00	
20405	REMOVING CURB AND GUTTER	L.F.	3,502.00	3,268.00	234.00
20406	REMOVING CONCRETE SIDEWALK	S.Y.	4,509.00	4,457.00	52.00

20408	REMOVING MASONRY	C.Y.	138.00	138.00	
20409	REMOVING SURFACE DRAINS	EACH	2.00	2.00	
20411	REMOVING GUARDRAIL	L.F.	569.00	569.00	
20414	REMOVING MANHOLES	EACH	11.00	11.00	
20416	REMOVING INLETS	EACH	26.00	26.00	

20503	UNCLASSIFIED EXCAVATION	C.Y.	21,580.00	21,580.00	
20310	GRAVELLIER BACKFILL	C.Y.	2,000.00	2,000.00	
21302	FINISHING ROADWAY, PROJECT 5092-00-72	L.S.	1.00	1.00	

21303	FINISHING ROADWAY, PROJECT 5620-00-71	L.S.	1.00		1.00
30404	CRUSHED AGGREGATE BASE COURSE	TON	4,110.00	4,100.00	4.00
30751	CONCRETE BASE COURSE WIDENING	S.Y.	18.00		18.00

30820	BASE PATCHING, CONCRETE	S.Y.	462.00		462.00
40204	BITUMINOUS MATERIAL FOR TACK COAT	GAL.	147.00		147.00
40402	BITUMINOUS MATERIAL FOR SURFACE COURSE	TON	32.00		32.00
40701	BITUMINOUS CONCRETE PAVEMENT	TON	521.00		521.00

40910	CONCRETE PAVEMENT, 10-INCH	S.Y.	26,782.00	26,782.00	
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40931	CONCRETE DRIVEWAY	S.Y.	872.00	872.00	
51801	MORTAR RUBBLE MASONRY	C.Y.	80.00	80.00	

52105	CORRUGATED STEEL CULVERT PIPE, 18-INCH	L.F.	16.00	16.00	
52147	STEEL APRON ENDWALLS FOR CULVERT PIPE, 18-INCH	EACH	1.00	1.00	

60123	CONCRETE CURB AND GUTTER, 30-INCH, TYPE A	L.F.	10,718.00	10,681.00	37.00
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60133	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D	L.F.	189.00		189.00
60204	CONCRETE SIDEWALK, 4-INCH	S.F.	30,090.00	30,090.00	

SHEET 3

C.I.C. #	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5092-00-72 QUANTITY	5620-00-71 QUANTITY
	60205	CONCRETE SIDEWALK, 5-INCH	S.F.	640.00	169.00	471.00
	60215	CONCRETE STEPS	S.F.	291.00	291.00	
	60601	RIPRAP	C.Y.	1.00	1.00	
	60825	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 12-INCH	L.F.	1,236.00	1,236.00	
	60826	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 15-INCH	L.F.	212.00	212.00	
	60827	REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 18-INCH	L.F.	96.00	96.00	
	61110	MANHOLES, TYPE 1	EACH	5.00 10.00	5.00 10.00	
	61112	MANHOLES, TYPE 3	EACH	1.00	1.00	
	61122	INLETS, TYPE 3	EACH	46.00	46.00	
	61151	RECASTING MANHOLES MANHOLE COVERS, TYPE J	EACH	5.00 11.00	5.00 11.00	
	61167	INLET COVERS, TYPE H	EACH	45.00	45.00	
	61182	ADJUSTING MANHOLE COVERS	EACH	45.00	35.00	10.00
	61183	ADJUSTING INLET COVERS	EACH	8.00		8.00
	61334	NONMETALLIC CONDUIT, 2-INCH	L.F.	343.00	295.00	48.00
	61336	NONMETALLIC CONDUIT, 3-INCH	L.F.	400.00	400.00	
	61406	ANCHORAGES FOR STEEL PLATE BEAM GUARD	EACH	1.00	1.00	
	61408	STEEL PLATE BEAM GUARD, CLASS A	L.F.	1,028.00	1,028.00	
	61910	MOBILIZATION	L.S.	1.00	.95	.05
	62301	CALCIUM CHLORIDE SURFACE TREATMENT	TON	40.00	40.00	
	62501	TOPSOIL	S.Y.	8,450.00	8,450.00	
	62902	FERTILIZER, TYPE A	CWT.	6.00	6.00	
	63101	SODDING	S.Y.	8,450.00	8,450.00	
	64202	FIELD OFFICE, TYPE B	L.S.	1.00	1.00	
	64210	FIELD LABORATORY	L.S.	1.00	1.00	
	64302	TRAFFIC CONTROL, PROJECT 5092-00-72	L.S.	1.00	1.00	
	64303	TRAFFIC CONTROL, PROJECT 5620-00-71	L.S.	1.00		1.00
	64406	PAVEMENT MARKING, EPOXY, 4-INCH	L.F.	12,337.00	10,687.00	1,650.00
	64437	PAVEMENT MARKING, STOP LINE, EPOXY, 18-INCH	L.F.	406.00	288.00	118.00

SHEET 3.1

2.2.0.4

ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5092-00-72 QUANTITY	5620-00-71 QUANTITY
64457	PAVEMENT MARKING, CROSSWALK, EPOXY, 6-INCH	L.F.	3,802.00	2,826.00	974.00
64493	PAVEMENT MARKING, CURB RAMP, EPOXY	L.F.	806.00	519.00	288.00
64495	PAVEMENT MARKING, CURB, EPOXY	L.F.	50.00	50.00	
64496	PAVEMENT MARKING, ISLAND NOSE, EPOXY	S.F.	25.00	25.00	
90001	GEOTGRID REINFORCED SLOPE	S.F.	5,410.00	5,410.00	

4 90002 JUNT REPAIR ~~L.F.~~ ~~4,910.00~~ ~~4,910.00~~

90311	REMOVING CONCRETE BASES	EACH	6.00	6.00	
90314	REMOVING BITUMINOUS SURFACE, MILLING	TON	465.00		465.00
90359	BREAKER RUN STONE	TON	2,100.00	2,100.00	
90379	SINGLE AGGREGATE BITUMINOUS MIX	TON	128.00	128.00	

90448	PAVEMENT TIES	EACH	304.00	304.00	
90480	PIPE RAILING	L.F.	590.00	590.00	
90591	SALVAGED INLET COVERS	EACH	1.00	1.00	
90646	SILT FENCE, DELIVERED	L.F.	2,278.00	2,278.00	
90647	SILT FENCE, INSTALLED	L.F.	2,278.00	2,278.00	

90648	SILT FENCE MAINTENANCE	L.F.	2,278.00	2,278.00	
90782	CONCRETE CONTROL CABINET BASE, TYPE 6	EACH	1.00	1.00	
90787	CONCRETE BASE, TYPE 1	EACH	4.00	4.00	
90788	CONCRETE BASE, TYPE 2	EACH	2.00	2.00	
90792	PULL BOXES, 12X24-INCH	EACH	4.00	4.00	

90794	PULL BOXES, 10X24-INCH	EACH	6.00	6.00	
90799	JUNCTION BOXES, 8X8X8-INCH	EACH	10.00	10.00	
90871	LOOP DETECTOR CONDUIT, 1-INCH	L.F.	405.00	405.00	
90872	LOOP DETECTOR WIRE	L.F.	1,236.00	1,236.00	
90873	LOOP DETECTOR LEAD-IN CABLE	L.F.	1,765.00	1,765.00	

90882	SAVING EXISTING PAVEMENT	L.F.	2,321.00	1,967.00	354.00
90883	FULL DEPTH SAWCUTS	L.F.	2,243.00	243.00	2,000.00
1 90003	ABANDONING STORM SEWER,	L.F.	285.00	285.00	
1 90004	CONCRETE COLLARS	EACH	12.00	12.00	
3 90005	BITUMINOUS BASE COURSE, SPECIAL	TON	5000.00	5000.00	
4 90006	BASE COURSE WIDENING, 8-INCH	S.Y.	1000.00	1000.00	
5 90007	STONE WALL, SPECIAL	C.Y.	85.00	85.00	

SHEET 3.2

7	90008	BEAM GUARD ANCHOR	L.S.	1.00	1.00
4	90448	PAVEMENT TIES	EACH	1000.00	1000.00
8	90581	GEOTEXTILE FABRIC, TYPE 5A5	S.Y.	1000.00	1000.00
6	90795	FULL BOXES, 18x36-INCH	EACH	6.00	6.00

CLEARING/GRUBBING		
STATION	LOC.	I.D.
33+32	22' LT.	10"
34+33	26' LT.	14"
43+50	23' LT.	8"
49+72	20' RT.	15"
50+93	21' LT.	24"
51+30	23' LT.	12"
54+17	21' RT.	24"
54+42	22' RT.	18"
55+06	24' RT.	8"
55+37	25' RT.	9"
55+37	22' LT.	8"
56+05	23' RT.	18"
56+45	24' RT.	7"
57+46	24' RT.	15"
58+04	24' RT.	36"
58+81	25' RT.	7"
59+52	25' RT.	7"
63+45	24' RT.	9"
64+17	22' RT.	15"
64+31	25' LT.	9"
64+45	23' RT.	18"
68+55	24' LT.	10"
68+62	25' RT.	18"
68+94	24' LT.	7"
70+21	25' RT.	7"
70+60	26' RT.	7"
72+06	21' RT.	24"
73+44	22' RT.	36"
73+62	24' LT.	7"
75+04	25' RT.	8"

REMOVING CURB & GUTTER CONT'D.		
STA. - STA.	LOC.	L.F.
WOOD ST.	LT. & RT.	40
CENTER ST.	LT. & RT.	40
WEST ST.	LT. & RT.	80
BIRCH ST.	LT. & RT.	100
BROADWAY ST.	LT. & RT.	50
67+22 - 69+50	RT.	228
OAK ST.	LT. & RT.	80
ASH ST.	LT. & RT.	80

REMOVING SIDEWALK CONT'D.		
STA. - STA.	LOC.	S.Y.
56+18	RT.	10
56+68	LT.	6
56+68	RT.	2
57+13 - 61+45	RT.	240
57+13 - 59+97	LT.	158
57+28	LT.	3
57+29	RT.	8
57+62	RT.	4
57+63	LT.	4
58+84	LT.	5
58+85	RT.	2
59+10	LT.	3
59+26	RT.	4
59+36	LT.	6
59+62	RT.	4
60+17 - 61+44	LT.	71
60+17	RT.	2
60+85	RT.	3
61+30	LT.	3
61+77 - 66+05	RT.	238
61+80 - 70+87	LT.	504
61+90	LT.	4
61+92	RT.	6
62+35	RT.	4
63+63	RT.	4
63+80	LT.	3
63+95	RT.	11
64+17	LT.	6
64+32	RT.	4
64+65	LT.	3
65+03	LT.	6
65+73	LT.	4
66+02	LT.	6
66+02	RT.	14
66+42	LT.	9
66+55	RT.	10
66+64	LT.	13
66+72 - 67+09	RT.	25
66+75	LT.	4
66+80	RT.	3
67+00	LT.	5
67+09 - 70+82	RT.	207
67+78	RT.	15
67+98	LT.	22
68+18	LT.	7
68+23	RT.	3
68+43	RT.	1
68+62	LT.	7
68+87	RT.	2
69+27	LT.	5
69+68	LT.	5
70+77	LT.	4
70+78	RT.	6
71+27 - 75+50	LT.	235
71+29 - 75+53	RT.	236
71+37	LT.	5
71+38	RT.	5
71+76	LT.	4
72+25	RT.	21
72+41	LT.	4
73+05	LT.	4
73+06	RT.	3
73+74	LT.	4
73+81	RT.	5
74+48	LT.	2
74+64	LT.	2
75+25	LT.	9
75+43	LT.	7
75+43	RT.	5
75+93 - 76+10	LT.	9
75+94 - 76+10	RT.	9
76+02	RT.	5
76+03	LT.	3

REMOVING PAVEMENT		
STA. - STA.	LOC.	S.Y.
21+00 - 22+20	M.L.	140
22+20 - 23+00	M.L.	47
26+72 - 47+91	M.L.	4709
47+91 - 76+06	M.L.	11573
76+06 - 76+50	M.L.	220
SUMMIT ST.	INT.	138
WOOD ST.	INT.	69
CENTER ST.	INT.	69
WEST ST.	INT.	138
BIRCH ST.	INT.	138
OAK ST.	INT.	151
ASH ST.	INT.	151
BROADWAY ST.	INT.	283

REMOVING CURB & GUTTER		
STA. - STA.	LOC.	L.F.
21+00 - 22+00	RT.	100
26+22 - 26+72	LT.	50
31+46 - 42+62	RT.	1017
42+42 - 33+37	LT.	95
33+77 - 36+73	LT.	296
9'D'+56 - 9'D'+74	RT.	18
32+40	LT.	25
33+40	LT.	35
39+15 - 39+30	LT.	20
40+62 - 42+62	LT.	200
42+62 - 9'P'+44	RT.	19
43+19 - 44+56	RT.	137
43+20 - 45+11	LT.	191
47+37 - 47+90	RT.	53
PARK ST.	LT. & RT.	234
SUMMIT ST.	LT. & RT.	80

REMOVING SIDEWALK		
STA. - STA.	LOC.	S.Y.
26+52	LT.	2
27+28 - 28+61	LT.	52
35+15 - 38+78	LT.	202
35+65	LT.	1
38+08	LT.	6
39+16	LT.	4
39+25	LT.	9
39+28 - 42+80	LT.	196
39+82	LT.	6
40+92	LT.	5
41+47	LT.	3
42+65	RT.	7
42+68	LT.	4
43+12 - 48+05	LT.	274
43+12 - 43+24	RT.	7
43+24 - 43+70	RT.	56
44+23 - 46+76	RT.	141
44+40	LT.	3
44+91	RT.	5
45+52	RT.	5
46+00	LT.	7
46+14	LT.	6
46+27 - 46+95	LT.	49
46+58	RT.	5
47+36 - 48+04	RT.	38
47+61	LT.	22
47+93	LT.	8
48+40 - 53+34	RT.	268
48+42 - 52+03	LT.	201
48+53	RT.	6
48+72	RT.	2
49+48	RT.	3
49+74	LT.	4
50+21	RT.	2
50+61	RT.	9
50+75	LT.	20
50+94	RT.	4
51+12	LT.	4
51+48	RT.	2
51+60	LT.	4
51+92	RT.	4
51+93	LT.	7
52+35 - 56+82	LT.	248
52+47	LT.	2
52+65	RT.	9
53+11	LT.	13
53+20	RT.	7
53+26	LT.	12
53+48	LT.	4
53+62 - 56+83	RT.	178
54+15	LT.	6
54+25	RT.	3
54+71	RT.	2
54+42	LT.	13
55+12	RT.	3
55+44	RT.	3
55+96	LT.	4
56+03	LT.	2

LEVELS ON -

STATE PROJECT NUMBER	SHEET NO.
5092 - 00 - 72	3B
MISCELLANEOUS QUANTITIES	
S.T.H. 33	SAUK COUNTY

REMOVING MASONRY			
STA. - STA.	LOC.	C.Y.	REMARKS
32+54 - 33+00	RT.	6	MORTARED ROCK WALL
45+66 - 45+90	RT.	2	"
48+95 - 49+24	LT.	5	"
49+24	LT.	2	"
60+15 - 60+30	LT.	3	"
61+93 - 62+17	33' LT.	7	"
62+00 - 66+58	19' LT.	96	"
62+18 - 63+26	19' RT.	15	"
65+95	RT.	1	"
66+72	LT.	1	"

REMOVING CONCRETE SURFACE DRAINS		
STATION	LOC.	EACH
25+00	RT.	1
26+60	RT.	1

REMOVING GUARDRAIL		
STA. - STA.	LOC.	L.F.
26+68 - 32+37	RT.	569

REMOVING MANHOLES		
STATION	LOC.	EACH
36+64	15' RT.	1
42+50	23' RT.	1
43+08	12' LT.	1
52+24	30' LT.	1
53+15	22' RT.	1
56+89	11' LT.	1
65+85	23' RT.	1
70+90	30' LT.	1
70+90	20' RT.	1
71+27	10' RT.	1
73+25	10' RT.	1

EARTHWORK SUMMARY				
STA. - STA.	UNCL. EXCAV. C.Y.	FILL C.Y.	E.B.S. C.Y.	WASTE C.Y.
21+00 - 76+50	20580	2153	1000	18612

CRUSHED AGGREGATE BASE COURSE		
STA. - STA.	LOC.	TONS
26+72 - 76+06	M.L.	10200
INTERSECTIONS	RT. & LT.	600
P.R.E.'S & C.E.'S	RT. & LT.	300

REMOVING INLETS		
STATION	LOC.	EACH
36+67	RT.	1
36+71	LT.	1
42+78	RT.	1
43+12	RT.	1
43+16	LT.	1
51+85	LT.	1
52+06	LT.	1
52+37	LT.	1
53+14	RT.	1
53+41	LT.	1
53+83	RT.	1
56+82	LT.	1
57+12	LT.	1
57+33	LT.	1
57+33	RT.	1
61+47	LT.	1
61+75	LT.	1
61+99	LT.	1
65+77	RT.	1
65+94	LT.	1
70+69	LT.	1
70+69	RT.	1
70+90	LT.	1
71+28	LT.	1
73+25	RT.	1
73+26	LT.	1

CONCRETE PAVEMENT, 10-INCH		
STA. - STA.	LOC.	S.Y.
21+00 - 26+72	12' RT.	636
26+72 - 76+50	M.L.	24337
21+10 - 21+20	LT.	12
21+17 - 21+23	RT.	21
23+46 - 23+52	RT.	21
DRAPER ST. INT.		100
PARK ST.	INT.	200
SUMMIT ST.	INT.	200
WOOD ST.	INT.	100
CENTER ST.	INT.	100
WEST ST.	INT.	200
BIRCH ST.	INT.	200
BROADWAY ST.	INT.	255
OAK ST.	INT.	200
ASH ST.	INT.	200

MORTAR RUBBLE MASONRY		
STA. - STA.	LOC.	C.Y.
33+00	RT.	1
45+54 - 45+90	RT.	5
48+85 - 49+23	LT.	6
59+95 - 61+25	26' LT.	19
61+95 - 63+25	33'-45' LT.	38
61+95 - 63+25	26' RT.	19
61+95 - 64+46	26' LT.	47
64+60 - 65+18	26' LT.	9
65+32 - 65+97	26' LT.	9
65+95	33' RT.	2

CONCRETE DRIVEWAYS 6-INCH		
STATION	LOC.	S.Y.
27+10	LT.	30
28+70	LT.	17
31+45	LT.	33
33+60	LT.	26
34+75	LT.	10
35+90	LT.	10
36+55	LT.	10
37+24	LT.	13
37+44	LT.	13
43+80	RT.	14
44+61	RT.	9
45+17	LT.	26
45+50	LT.	33
46+20	RT.	21
46+37	LT.	33
46+83	LT.	33
47+20	RT.	33
47+60	LT.	82
49+35	LT.	9
50+75	LT.	11
51+32	RT.	9
52+66	RT.	10
53+10	LT.	28
53+32	LT.	33
54+40	LT.	39
55+17	LT.	19
58+67	LT.	9
59+84	LT.	11
63+95	RT.	11
64+55	LT.	38
64+65	RT.	24
65+05	RT.	33
66+65	LT.	11
67+77	RT.	24
67+96	LT.	88
72+25	RT.	19

CORRUGATED STEEL CULVERT PIPE, 18-INCH		
STATION	LOC.	L.F.
25+00	RT.	16

STEEL APRON ENDWALLS FOR CULVERT PIPE, 18-INCH		
STATION	LOC.	EACH
25+00	RT.	1

CONCRETE CURB & GUTTER, TYPE A, 30-INCH

STA. - STA.	LOC.	L.F.
21+00 - 42+63	RT.	2163
26+24 - 38+65	LT.	1241
DRAPER ST.	INT.	64
39+35 - 42+63	LT.	328
PARK ST.	INT.	176
43+35 - 47+85	LT.	450
43+35 - 47+85	RT.	450
SUMMIT ST.	INT.	176
48+57 - 51+82	LT.	325
48+57 - 53+12	RT.	455
WOOD ST.	INT.	104
CENTER ST.	INT.	88
52+53 - 56+60	LT.	407
53+88 - 56+60	RT.	272
WEST ST.	INT.	176
57+32 - 61+25	LT.	393
57+32 - 61+25	RT.	393
BIRCH ST.	INT.	148
61+97 - 70+72	LT.	875
61+97 - 65+82	RT.	385
BROADWAY ST.	INT.	141
67+17 - 70+72	RT.	355
OAK ST.	INT.	128
71+45 - 75+35	LT.	390
71+45 - 75+35	RT.	390
ASH ST.	INT.	128
76+10 - 76+50	LT.	40
76+10 - 76+50	RT.	40

CONCRETE SIDEWALK, 4-INCH

STATION	LOC.	S.F.
26+53	LT.	12
26+55 - 38+75	LT.	4128
35+62	LT.	16
36+20	LT.	9
38+07	LT.	21
38+65	LT.	14
39+15 - 42+73	LT.	1432
39+25	LT.	64
39+20 - 42+73	RT.	1412
39+83	LT.	21
40+91	LT.	16
42+66	LT.	32
42+66	RT.	20
43+17 - 48+02	RT.	1588
43+17 - 48+02	LT.	1328
44+91	RT.	15
45+52	RT.	30
47+93	LT.	52
48+44 - 51+98	LT.	1272
48+44 - 53+28	RT.	1792
48+53	RT.	28
48+77	RT.	20
49+48	RT.	28
49+74	LT.	12
50+20	RT.	21
50+93	RT.	9
51+12	LT.	21
51+61	LT.	28
51+92	LT.	20
51+92	LT.	16
52+41 - 56+75	LT.	1448
52+50	RT.	12
52+50	LT.	20
53+22	LT.	16
53+20	RT.	25
53+80	LT.	20
53+72 - 56+75	LT.	1164

CONCRETE SIDEWALK, 4-INCH, CONT'D.

STATION	LOC.	S.F.
54+15	LT.	24
56+03	LT.	16
56+68	LT.	28
56+68	RT.	28
57+20 - 61+45	LT.	1596
57+63	LT.	20
57+28	RT.	32
58+85	LT.	30
59+12	LT.	30
59+35	LT.	36
60+85	RT.	30
61+33	LT.	32
61+33	RT.	20
61+81 - 70+87	LT.	3400
61+81 - 66+04	RT.	1404
61+92	LT.	32
61+92	RT.	32
64+64	LT.	30
65+04	LT.	24
66+02	LT.	16
66+05	RT.	60
66+43	LT.	24
66+56	LT.	20
67+00	LT.	12
67+10 - 70+87	RT.	1396
68+18	LT.	24
68+63	LT.	18
69+26	LT.	28
69+69	LT.	21
70+77	LT.	32
70+77	RT.	32
71+29 - 75+59	LT.	1700
71+29 - 75+59	RT.	1620
71+37	LT.	28
71+37	RT.	28
75+30	LT.	60
75+43	LT.	40
75+43	RT.	28
75+93 - 76+09	LT.	64
75+93 - 76+09	RT.	64
76+02	RT.	28
76+02	LT.	28
57+20 - 61+43	RT.	1693

CONCRETE SIDEWALK, 5-INCH

STATION	LOC.	S.F.
66+05	RT.	41
66+60	ISLAND	104
66+80	RT.	24

RIPRAP

STATION	LOC.	C.Y.
25+00	RT.	1

CONCRETE STEPS

STATION	LOC.	S.F.
38+06	LT.	6
39+81	LT.	6
40+88	LT.	8
45+50	RT.	18
48+70	RT.	12
49+47	RT.	16
50+18	RT.	18
51+10	LT.	9
51+59	LT.	12
54+12	LT.	12
56+02	LT.	6
57+62	LT.	8
58+84	LT.	10
59+35	LT.	24
60+16	RT.	9
60+83	RT.	15
62+17	LT.	24
64+63	LT.	15
65+00	LT.	12
66+39	LT.	15
66+98	LT.	9
68+16	LT.	8
68+62	LT.	6
69+25	LT.	7
69+67	LT.	6

MANHOLES

STATION	LOC.	STR.	M.H. TYPE	COVER TYPE	DEPTH (FT.)
21+20	23 LT.	1	3	J	5.13
36+62	15 RT.	7	1	J	2.53
39+37	20 RT.	8	1	J	7.54
43+06	12 LT.	10	1	J	4.30
9+N+54	6 LT.	12	1	J	3.63
52+25	23.5 LT.	13	1	J	3.15
56+89	11 LT.	15	1	J	4.50
61+75	16 LT.	16	1	J	5.37
71+27	10 RT.	18	1	J	6.69
70+93	30 RT.	19	1	J	3.08
73+25	10 RT.	20	1	J	4.21

REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER

STA. - STA.	LOC.	STR. - STR.	12" L.F.	15" L.F.	18" L.F.
21+20	21.5 RT. - 23 LT.	1.1 - 1	42		
23+50	23.5 RT.	2.1-EXIST INLET	42		
25+00 - 25+10	23.5 RT. - 23.5 LT.	3.1 - 3.2	6		
27+57	23.5 LT.	4.1-EXIST.MH.	4		
28+47 - 28+57	23.5 RT. - 23.5 RT.	5.1 - 5.2	6		
28+57	23.5 LT.	5.1 - EXIST.MH.	48		
32+42 - 33+00	23.5 RT. - 23.5 LT.	6.1 - 6.2	70		
33+00 - 33+10	23.5 LT. - 23.5 LT.	6.2 - 6.3	6		
36+62	15 RT. - 23.5 RT.	7 - 7.1	4		
36+62	15 RT. - 23.5 LT.	7 - 7.2	36		
39+37 - 39+45	20 RT. - 23.5 RT.	8 - 8.1	4		
39+37	20 RT. - 23.5 LT.	8 - 8.2	42		
42+51 - 43+06	23.5 RT. - 12 LT.	9 - 10	64		
43+06 - 43+35	12 LT. - 23.5 LT.	10 - 11	28		
43+35	23.5 LT. - 23.5 RT.	11 - 11.2	44		
9'P'+54 - 43+35	17 LT. - 23.5 LT.	11.1 - 11	30		
9'N'+54	6 LT. - 17 LT.	12 - 12.1	8		
9'N'+54	6 LT. - 17 RT.	12 - 12.2	20		
9'N'+54 - 9'N'+46	17 RT. - 17 RT.	12.2 - 12.3	4		
9'N'+54 - 52+25	6 LT. - 23.5 LT.	12 - 13		20	
52+25 - 51+80	23.5 LT. - 23.5 LT.	13 - 13.1	42		
52+25 - 53+14	23.5 LT. - 23.5 RT.	13 - 14			96
53+14 - 54+10	23.5 RT. - 23.5 RT.	14 - 14.1		90	
54+10 - 54+20	23.5 RT. - 23.5 RT.	14.1 - 14.2	6		
54+10	23.5 RT. - 23.5 LT.	14.1 - 14.3	44		
9'T'+54	17 RT. - 17 LT.	15.1 - 15.2	32		
9'T'+54-56+89	17 RT. - 11 LT.	15.1 - 15	34		
56+89 - 57+37	11 LT. - 23.5 RT.	15 - 15.3	56		
57+37	23.5 RT. - 23.5 LT.	15.3 - 15.4	44		
57+37 - 57+47	23.5 RT. - 23.5 RT.	15.3 - 15.5	6		
9'H'+44-9'H'+54	14.5 RT. - 14.5 RT.	16.4 - 16.3	6		
9'H'+54	14.5 RT. - 14.5 RT.	16.3 - 16.1	26		
9'H'+54-9'H'+44	14.5 LT. - 14.5 LT.	16.1 - 16.2	6		
9'H'+54-61+75	14.5 LT. - 16 LT.	16.1 - 16		28	
61+75 - 61+79	16 LT. - 59 RT.	16 - EXIST. MH		74	
65+83	23.5 RT. - 23.5 LT.	17 - 17.2	44		
65+83 - 65+83	23.5 RT. - 23.5 RT.	17.1 - 17	6		
69+00 - 70+66	23.5 RT. - 23.5 RT.	18.3 - 18.1	166		
70+66	23.5 RT. - 23.5 LT.	18.1 - 18.2	44		
70+66 - 71+27	23.5 RT. - 10 RT.	18.1 - 18	54		
70+93 - 9'Q'+54	30 LT. - 17 RT.	19 - 19.1	14		
9'Q'+54	17 RT. - 17 LT.	19.1 - 19.2	32		
73+00 - 73+25	23.5 RT. - 10 RT.	20.2 - 20	26		
73+00 - 73+25	23.5 LT. - 10 RT.	20.1 - 20	40		

INLETS

STATION	LOC.	STR. #	INLET TYPE	COVER TYPE	DEPTH (FT.)
21+20	21.5 RT.	1.1	3	H - LT.	2.22
23+50	23.5 RT.	2.1	3	H - 1	2.51
25+00	23.5 RT.	3.1	3	H - RT.	8.57
25+10	23.5 RT.	3.2	3	H - RT.	2.58
27+57	23.5 LT.	4.1	3	H - LT.	2.00
28+47	23.5 RT.	5.2	3	H - RT.	2.19
28+57	23.5 RT.	5.1	3	H - RT.	2.50
32+42	23.5 RT.	6.1	3	SALVAGE	1.61
33+00	23.5 LT.	6.2	3	H - LT.	2.09
33+10	23.5 LT.	6.3	3	H - LT.	2.10
36+62	23.5 RT.	7.1	3	H - RT.	2.65
36+62	23.5 LT.	7.2	3	H - LT.	2.06
39+37	23.5 LT.	8.2	3	H - LT.	2.59
39+45	23.5 RT.	8.1	3	H - RT.	2.59
42+51	23.5 RT.	9	3	H - RT.	5.52
43+06	23.5 LT.	11	3	H - LT.	3.20
43+35	23.5 RT.	11.2	3	H - 1	2.12
9'P'+54	17 LT.	11.1	3	H - RT.	1.87
9'N'+54	17 LT.	12.1	3	H - RT.	3.18
9'N'+54	17 RT.	12.2	3	H - LT.	2.83
9'N'+46	17 RT.	12.3	3	H - LT.	2.83

INLETS, CONT'D.

STATION	LOC.	STR. #	INLET TYPE	COVER TYPE	DEPTH (FT.)
51+80	23.5 LT.	13.1	3	H - RT.	2.54
52+58	23.5 LT.	13.2	3	H - RT.	1.60
53+14	23.5 RT.	14	3	H - LT.	5.01
54+10	23.5 RT.	14.1	3	H - 1	3.26
54+20	23.5 RT.	14.2	3	H - RT.	3.19
54+10	23.5 LT.	14.3	3	H - 1	3.74
9'T'+54	17 RT.	15.1	3	H - LT.	2.37
9'T'+54	17 LT.	15.2	3	H - RT.	2.17
57+37	23.5 RT.	15.3	3	H - RT.	3.66
57+37	23.5 LT.	15.4	3	H - LT.	3.88
57+47	23.5 RT.	15.5	3	H - RT.	3.71
9'H'+54	14.5 LT.	16.1	3	H - RT.	5.29
9'H'+44	14.5 LT.	16.2	3	H - RT.	3.89
9'H'+54	14.5 RT.	16.3	3	H - LT.	4.27
9'H'+44	14.5 RT.	16.4	3	H - LT.	4.27
65+73	23.5 RT.	17.1	3	H - LT.	3.70
65+83	23.5 RT.	17	3	H - LT.	3.57
65+83	23.5 LT.	17.2	3	H - RT.	3.79
69+00	23.5 RT.	18.3	3	H - 1	2.43
70+66	23.5 LT.	18.2	3	H - LT.	3.15
70+66	23.5 RT.	18.1	3	H - LT.	3.93
9'Q'+54	17 RT.	19.1	3	H - LT.	2.90
9'Q'+54	17 RT.	19.2	3	H - RT.	2.51
73+00	23.5 LT.	20.1	3	H - 1	2.36
73+00	23.5 RT.	20.2	3	H - 1	2.50

ADJUSTING MANHOLES

STATION	LOC.	EACH
21+84	25' RT.	1
27+00	20' LT.	1 *
27+60	28' LT.	1
28+58	25' LT.	1
28+75	25' LT.	1 *
35+25	12' LT.	1 *
40+35	16' LT.	1 *
41+07	16' LT.	1 *
42+59	12' LT.	1 *
42+92	19' LT.	1 *
42+92	C/L	1 *
47+31	C/L	1 *
48+88	C/L	1 *
50+70	C/L	1 *
52+22	C/L	1 *
54+68	C/L	1 *
56+96	C/L	1 *
58+75	C/L	1 *
60+63	C/L	1 *
61+30	12' LT.	1 *
61+62	35' LT.	1 *
61+95	C/L	1 *
61+97	10' LT.	1 *
66+15	16' RT.	1 *
66+36	C/L	1 *
66+61	42' RT.	1 *
66+72	26' RT.	1 *
69+60	C/L	1 *
70+70	14' LT.	1 *
71+08	C/L	1 *
73+70	C/L	1 *
74+13	C/L	1 *
75+60	31' LT.	1 *
75+67	8' LT.	1 *
75+73	C/L	1 *

* NON PARTICIPATING

STATE PROJECT NUMBER	SHEET NO.
5092 - 00 - 72	3D
MISCELLANEOUS QUANTITIES	
S.T.H. 33	SAUK COUNTY

NON-METALLIC CONDUIT

STATION	LOC.	2-INCH L.F.	3-INCH L.F.
38+60	INT.		50
39+31	INT.		50
9'Q'+60	INT.		40
65+82 - 65+89	RT.	4	
65+89 - 66+04	RT.		21
65+89 - 66+08	RT. - LT.		55
66+00 - 66+08	LT.	2	
66+04	RT.		16
66+04 - 66+52	RT. - ISLAND		48
66+08 - 66+52	LT.		41
66+50 - 66+52	LT.	2	
66+52 - 66+72	LT.		18
66+52 - 66+54	ISLAND	3	
66+52	ISLAND - LT.		57
64+45 - 65+40	RT.	94	
65+40 - 65+90	RT.	48	
66+75 - 66+77	LT.	2	
66+77 - 67+43	LT.	64	
67+43 - 68+18	LT.	74	
66+04 - 66+05	RT.	2	

ANCHORAGES FOR STEEL PLATE BEAM GUARD

STATION	LOC.	EACH
22+72	RT.	1

STEEL PLATE BEAM GUARD

STA. - STA.	LOC.	L.F.
22+72 - 33+00	RT.	1028

CALCIUM CHLORIDE SURFACE TREATMENT

STA. - STA.	LOC.	TON
26+72 - 76+50	M.L.	40

EROSION CONTROL

STA. - STA.	LOC.	SODDING S.Y.	TOP SOIL S.Y.	FERTILIZER CWT.
21+00 - 76+50	RT. & LT.	8450	8450	6

STATE PROJECT NUMBER					SHEET NO.	
5092 - 00 - 72					3E	
MISCELLANEOUS QUANTITIES						
S.T.H. 33			SAUK COUNTY			

PAVEMENT MARKING, 4" EPOXY			
STA. - STA.	LOC.	DOUBLE YELLOW L.F.	DASH WHITE L.F.
21+00 - 26+25	RT.		131
26+25 - 38+59	M.L.	2468	617
39+33 - 42+58	M.L.	650	163
43+33 - 47+87	M.L.	908	227
48+60 - 51+82	M.L.	644	161
52+56 - 53+12	M.L.	112	28
53+89 - 56+60	M.L.	542	136
57+35 - 61+25	M.L.	780	195
61+95 - 65+81	M.L.	772	193
67+17 - 70+70	M.L.	706	176
71+44 - 75+35	M.L.	782	196
76+10 - 76+50	M.L.	80	20

PAVEMENT MARKING, EPOXY				
INTERSECTION	CROSSWALKS, 6" L.F.	CURB RAMPS L.F.	STOP BARS, 18" L.F.	CURB L.F.
DRAPER ST.	172	28	16	
PARK ST.	256	56	27	
SUMMIT ST.	336	56	31	
WOOD ST.	344	28	13	
CENTER ST.	168	28	13	
WEST ST.	336	56	26	
BIRCH ST.	336	56	26	
BROADWAY ST.	206	98	73	50
OAK ST.	336	56	30	
ASH ST.	336	56	33	

GEOGRID REINFORCED SLOPE					
STA. - STA.	GEOGRID S.Y.	GEOTEXTILE S.Y.	BOULDER FACING S.F.	BACKFILL & EXCAVATION C.Y.	PAY QUANTITY S.F.
26+50-32+50	*6150	*1139	*5410	*2716	5410
*QUANTITIES FOR INFORMATIONAL PURPOSES					

PIPE RAILING		
STA.- STA.	LOC	L.F.
60+05 - 61+20	LT.	115
62+00 - 63+20	RT.	120
62+00 - 64+45	LT.	245
64+65 - 65+15	LT.	50
65+35 - 65+95	LT.	60

REMOVING CONCRETE BASES				
STATION	LOC.	EACH		
65+90	RT.	1		
66+10	LT.	1		
66+10	RT.	1		
66+65	RT.	1		
66+20	LT.	1		
66+80	LT.	1		

BREAKER RUN STONE				
STA. - STA.	LOC.	TON		
21+00 - 76+50	EBS AREAS	2100		

SINGLE AGGREGATE BITUMINOUS MIX				
STA. - STA.	LOC.	TON		
27+05 - 75+89	SIDE STREETS	128		

PAVEMENT TIES				
STATION	LOC.	EACH		
21+00	RT.	3		
21+00 - 21+18	RT.	7		
21+20	RT.	32		
21+24 - 23+46	RT.	89		
23+48	RT.	21		
23+52 - 26+72	RT.	128		
26+72	RT.	11		
76+50	M.L.	13		

SILT FENCE (SILTY)				
STA. - STA.	LOC.	L.F.		
22+70 - 26+50	RT.	385		
26+50 - 32+55	RT.	605		
INLETS	RT. & LT.	1288		

PULL BOXES			
		12"x24" EACH	18"x24" EACH
64+45	RT.	1	
65+40	RT.	1	
65+90	RT.		1
66+05	LT.		1
66+07	RT.		1
66+55	RT.		1
66+50	LT.		1
66+77	LT.		1
67+43	LT.	1	
68+18	LT.	1	

LOOP DETECTORS					
STA.	NO.	CONDUIT, 1" L.F.	WIRE L.F.	LEAD-IN CABLE L.F.	8X8X8 JUNCTION BOX EACH
64+40	W1	40	120	180	1
64+40	W2	30	100	180	1
65+32	W3	40	100	90	1
65+32	W4	30	80	90	1
11" B" + 36	S1	57	166	65	1
66+84	E1	68	190	150	1
67+48	E2	40	120	215	1
67+48	E3	30	100	215	1
68+23	E4	40	140	290	1
68+23	E5	30	120	290	1

SAWING EXISTING PAVEMENT			
STA. - STA.	LOC.	L.F.	
21+04	LT.	8	
26+95 - 27+25	LT.	30	
28+59 - 28+77	LT.	18	
30+70 - 32+35	LT.	165	
33+43 - 33+70	LT.	25	
34+68 - 34+81	LT.	10	
38+76 - 39+18	LT.	35	
42+73 - 43+18	LT.	31	
42+73 - 43+18	RT.	34	
43+68 - 43+85	RT.	16	
44+55 - 44+66	RT.	10	
45+29 - 47+90	LT.	265	
46+61 - 47+87	RT.	126	
48+00 - 48+45	LT.	31	
48+00 - 48+45	RT.	36	
50+68 - 50+80	LT.	12	
51+97 - 52+41	LT.	32	
53+00 - 53+22	LT.	22	
53+22 - 53+37	LT.	15	
53+38 - 53+71	RT.	31	
54+34 - 54+46	LT.	12	
55+06 - 55+26	LT.	20	
56+12 - 56+24	LT.	12	
56+77 - 57+19	LT.	32	
56+77 - 57+19	RT.	32	
58+61 - 58+73	LT.	10	
59+79 - 59+90	LT.	10	
60+06 - 60+16	LT.	10	
61+41 - 61+81	LT.	32	
61+41 - 61+81	RT.	31	
63+90 - 64+02	RT.	12	
64+55 - 64+81	RT.	24	
64+50 - 64+60	LT.	10	
64+95 - 65+28	RT.	33	
65+20 - 65+30	LT.	10	
66+59 - 66+71	LT.	12	
64+81 - 64+95	RT.	14	
65+28 - 65+55	RT.	27	
66+03 - 66+76	RT.	48	
67+63 - 67+88	RT.	25	
70+86 - 71+30	LT.	30	
67+76 - 68+06	LT.	30	
70+86 - 71+30	RT.	32	
72+15 - 72+35	RT.	20	
75+51 - 75+94	LT.	31	
75+51 - 75+94	RT.	32	
P.E.'S & C.E.'S	RT. & LT.	424	

FULL DEPTH SAWCUT			
STA. - STA.	LOC.	L.F.	
21+17 - 21+23	M.L.	103	
23+46 - 23+52	M.L.	64	
26+72	LT.	36	
76+50	M.L.	40	

CONCRETE BASES			
STA.	LOC.	TYPE	EACH
65+80	RT.	2	
66+03	LT.	1	
66+04	RT.	1	
66+04	RT.	6	
66+48	LT.	1	
66+56	RT.	2	
66+72	LT.	1	

(CONTROL CABINET)			
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STATE PROJECT NUMBER	SHEET NO.
5620-00-71	3F
MISCELLANEOUS QUANTITIES	
S.T.H. 113	SAUK COUNTY

PAVEMENT MARKING, CURB RAMP, EPOXY		
STATION	LOC	L.F.
1+10	23' RT	16
1+60	23' RT	16
4+45	23' LT	16
4+45	23' RT	16
4+63	36' LT	16
4+63	36' RT	16
4+99	36' LT	16
4+99	36' RT	16
5+10	23' LT	16
5+10	23' RT	16
8+00	23' LT	16
8+00	23' RT	16
8+12	36' LT	16
8+12	36' RT	16
8+47	36' LT	16
8+47	36' RT	16
8+60	23' LT	16
8+60	23' RT	16

SAWING EXISTING PAVEMENT			
STA. - STA.	LOC.	L.F.	REMARKS
1+00	21' LT.- 21' RT	42	
1+10 - 1+56	43' LT	44	
1+15 - 1+51	43' RT	36	
1+10	35' RT	18	S.W.
1+60	35' RT	10	S.W.
4+45	35' LT	5	S.W.
4+45	35' RT	5	S.W.
4+63 - 4+95	43' LT	32	
4+63 - 4+95	43' RT	32	
5+10	35' LT	5	S.W.
5+10	35' RT	5	S.W.
8+00	35' LT	5	S.W.
8+00	35' RT	5	S.W.
8+10 - 8+40	43' LT	30	
8+10 - 8+40	43' RT	30	
8+60	35' LT	5	S.W.
8+60	35' RT	5	S.W.
INLETS		40	C & G

LEVELS

CURB AND GUTTER					
STA - STA	LOC	REMOVAL L.F.	TYPE A L.F.	TYPE D L.F.	
1+59 - 1+75	RT	45	37		
2+85 - 2+94	LT	9		9	
2+85 - 2+94	RT	9		9	
3+14 - 3+23	LT	9		9	
3+14 - 3+23	RT	9		9	
4+40 - 4+50	LT	10		10	
4+40 - 4+50	RT	10		10	
4+99 - 5+15	LT	20		20	
4+99 - 5+15	RT	20		20	
7+91 - 8+01	LT	10		10	
7+91 - 8+01	RT	10		10	
8+48 - 8+62	LT	20		20	
8+48 - 8+62	RT	20		20	
10+18 - 10+22	LT & RT	8		8	
UNDISTRIBUTED		25		25	

CONCRETE SIDEWALK				
STATION	LOC	REMOVAL S.Y.	5-INCH S.Y.	
1+10	RT	5	45	
1+60	RT	7	66	
4+45	LT	5	45	
4+45	RT	5	45	
5+10	LT	5	45	
5+10	RT	5	45	
8+00	LT	5	45	
8+00	RT	5	45	
8+60	LT	5	45	
8+60	RT	5	45	

CONCRETE BASE COURSE WIDENING			CR. AGG. BASE COURSE
STATION	LOC	S.Y.	TONS
1+66	RT	18	4

ADJUSTING MANHOLE COVERS		
STATION	LOC	EACH
1+20	15' RT	1
1+33*	CL	1
3+07*	CL	1
3+07	18' LT	1
4+71	21' LT	1
4+81*	CL	1
5+02	18' LT	1
8+30*	CL	1
8+50	18' LT	1
10+81	18' LT	1
* NON PARTICIPATING		

BASE PATCHING, CONCRETE FULL DEPTH SAWCUTS		
STATION	S.Y.	L.F.
2+00	14	68
2+30	14	68
2+60	14	68
2+90	14	68
3+20	14	68
3+50	14	68
3+80	14	68
4+10	14	68
4+40	14	68
5+20	14	68
5+50	14	68
5+80	14	68
6+10	14	68
6+40	14	68
6+70	14	68
7+00	14	68
7+30	14	68
7+60	14	68
7+90	14	68
8+70	14	68
9+00	14	68
9+30	14	68
9+60	14	68
9+90	14	68
10+20	19	92
10+50	14	68
10+80	14	68
11+10	14	68
UTILITY PATCHES	40	
UNDISTRIBUTED	25	72

BITUMINOUS PAVEMENT SUMMARY				
STA - STA	MILLING TONS	BITUMINOUS CONC. PAV'T. TONS	BIT. MATL. SURF. COURSE TONS	BIT. MATL. TACK COAT GAL
1+00 - 11+20	406	425	26	130
5TH ST. INT.	22	36	2	7
6TH ST. INT.	19	30	2	5
7TH ST. INT.	18	30	2	5

ADJUSTING INLET COVERS		
STATION	LOC	EACH
2+89	23' LT	1
2+89	23' RT	1
3+18	23' LT	1
3+18	23' RT	1
5+01	28' LT	1
5+02	27' RT	1
8+50	28' LT	1
8+50	32' RT	1

PAVEMENT MARKING, EPOXY, 4 - INCH			
STA - STA	LOC	L.F.	COMM.
1+60 - 4+40	CL	560	DBL. YELLOW
5+10 - 7+95	CL	570	DBL. YELLOW
8+60 - 11+20	CL	520	DBL. YELLOW

PAVEMENT MARKING, STOPLINE, EPOXY, 18-INCH		
STA - STA	LOC	L.F.
1+05 - 1+29	45' LT	24
1+29 - 1+53	45' RT	24
4+60 - 4+78	45' LT	18
4+78 - 4+96	45' RT	18
8+14 - 8+31	45' LT	17
8+31 - 8+48	45' RT	17

PAVEMENT MARKING, CROSSWALK, EPOXY, 6-INCH		
STA - STA	LOC	L.F.
1+00	21' LT - 21' RT	84
1+05 - 1+53	40' LT	96
1+05 - 1+53	40' RT	96
1+60	21' LT - 21' RT	84
4+40	21' LT - 21' RT	84
4+60 - 4+96	40' LT	72
4+60 - 4+96	40' RT	72
4+78	21' LT - 21' RT	84
7+95	21' LT - 21' RT	84
8+14 - 8+48	40' LT	68
8+14 - 8+48	40' RT	68
8+60	21' LT - 21' RT	84

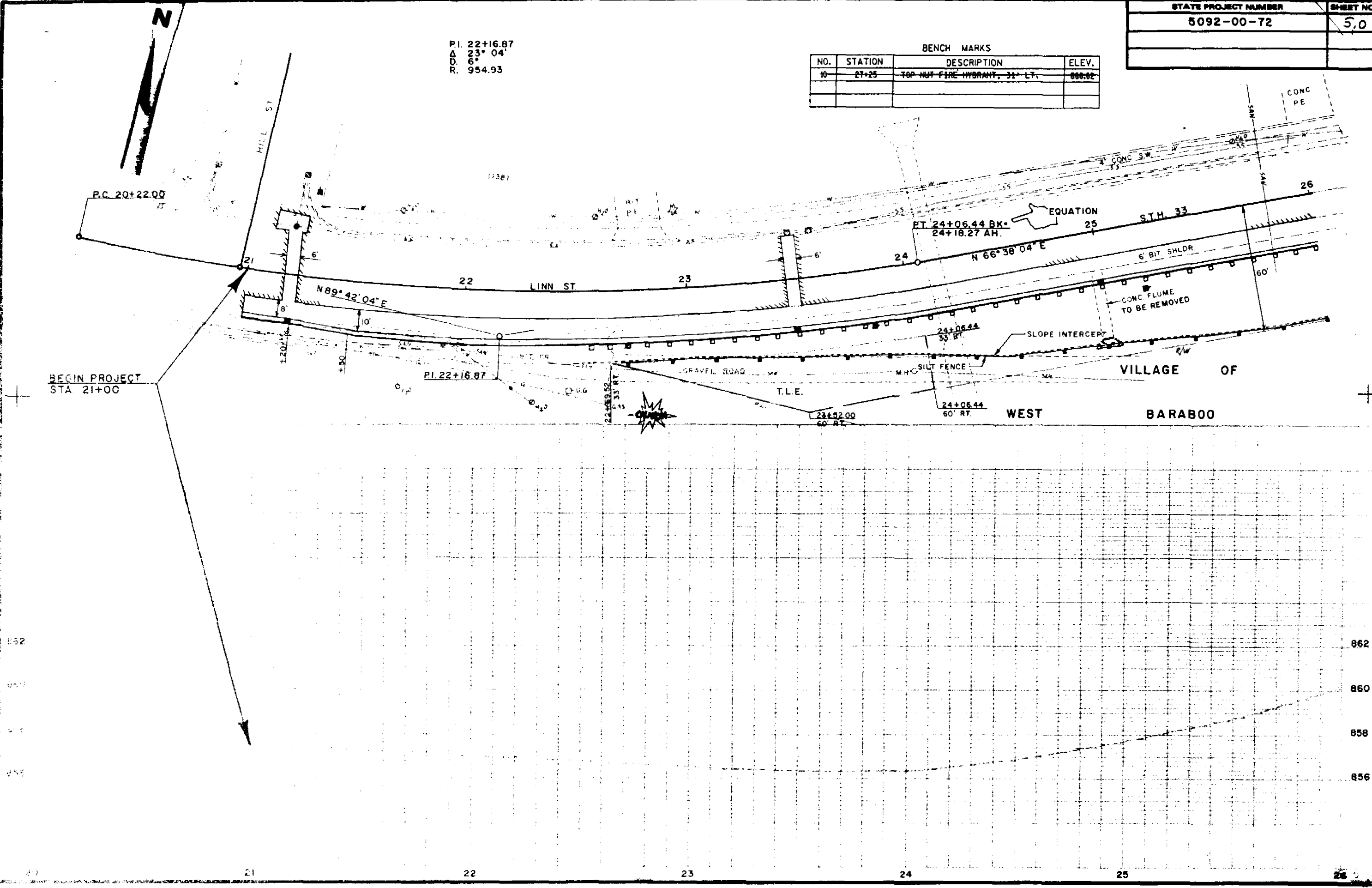
JOINT REPAIR		
STA - STA	LOC	L.F.
1+65 - 11+20	5' LT	955
1+65 - 11+20	5' RT	955

NON METALLIC CONDUIT, 2-INCH	
STATION	L.F.
10+20	48

STATE PROJECT NUMBER	SHEET NO.
5092-00-72	5.0

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
10	27+25	TOP NUT FIRE HYDRANT, 31" LT.	888.82

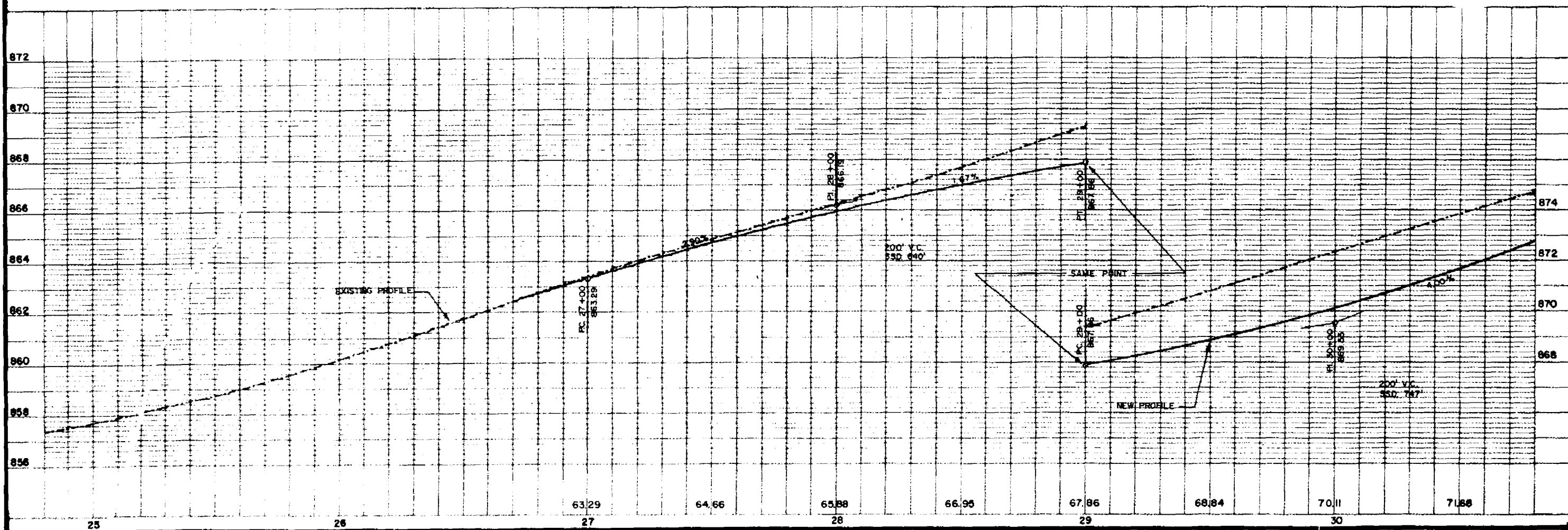
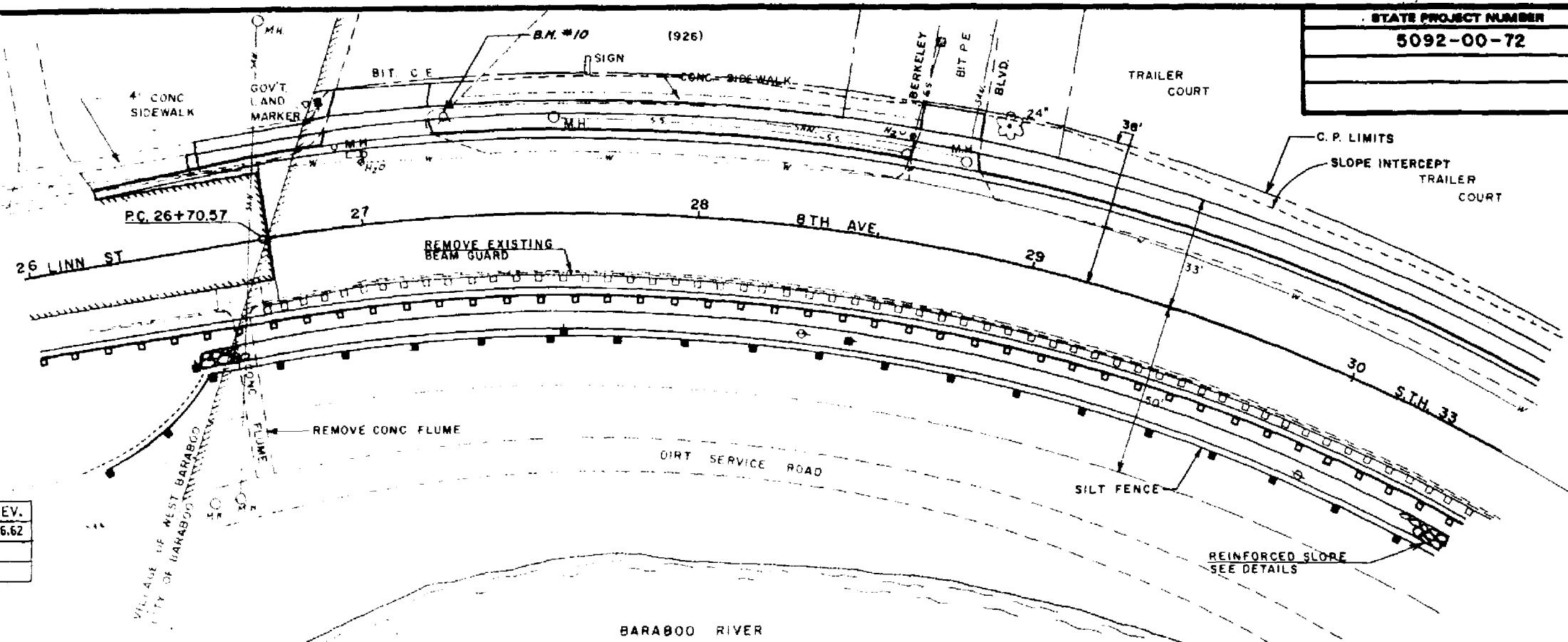
P.I. 22+16.87
 Δ 23° 04'
 D. 6'
 R. 954.93



STATE PROJECT NUMBER	SHEET NO.
5092-00-72	5.1

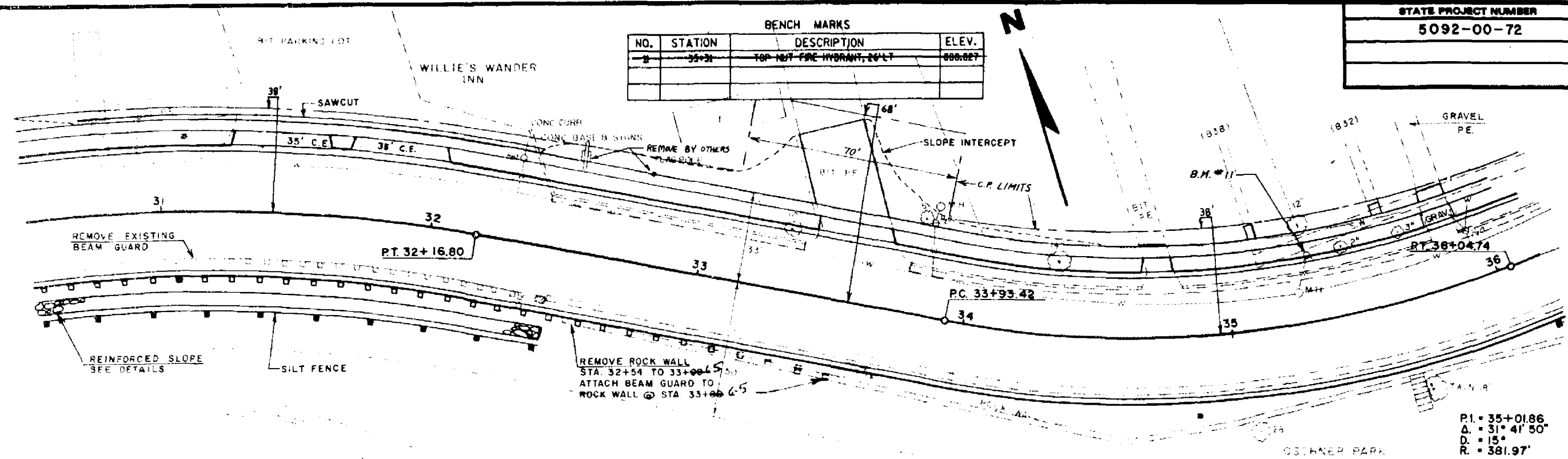
P.I. = 29+66.44
 A = 54° 37' 21"
 D = 10°
 R = 572.96

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
10	27+25	TOP NUT FIRE HYDRANT, 3" LT.	866.62

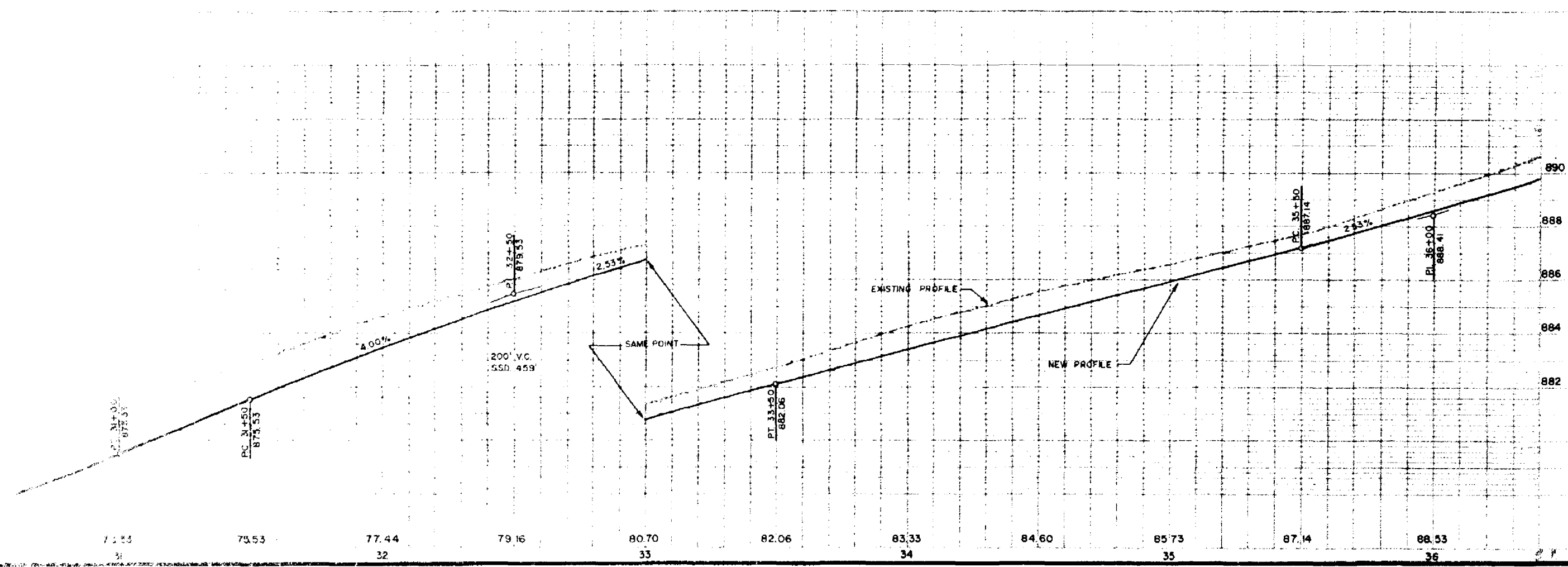


BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	35+31	TOP OF FIRE HYDRANT, 20' LT	886.827

STATE PROJECT NUMBER	SHEET NO.
5092-00-72	5.2

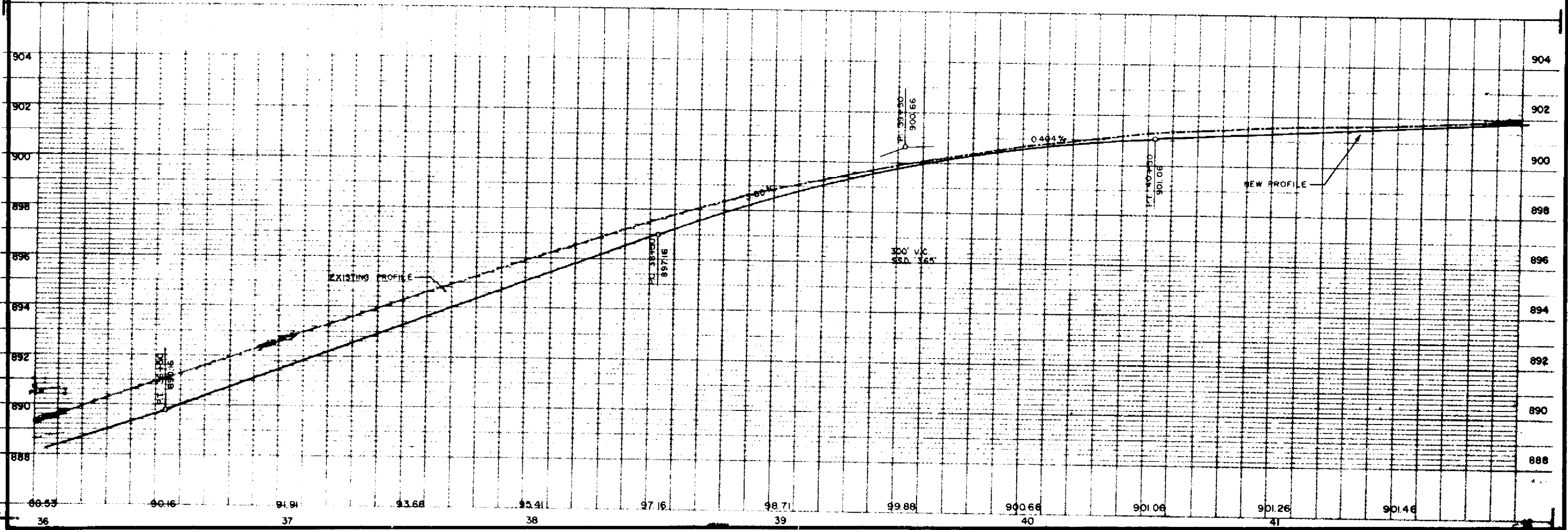
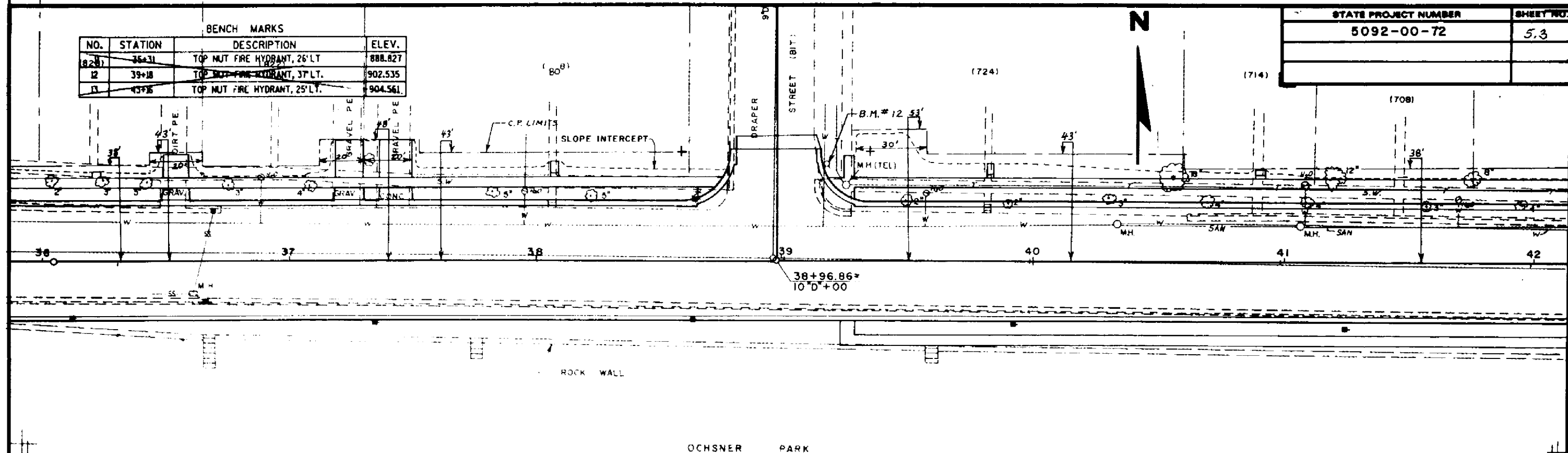


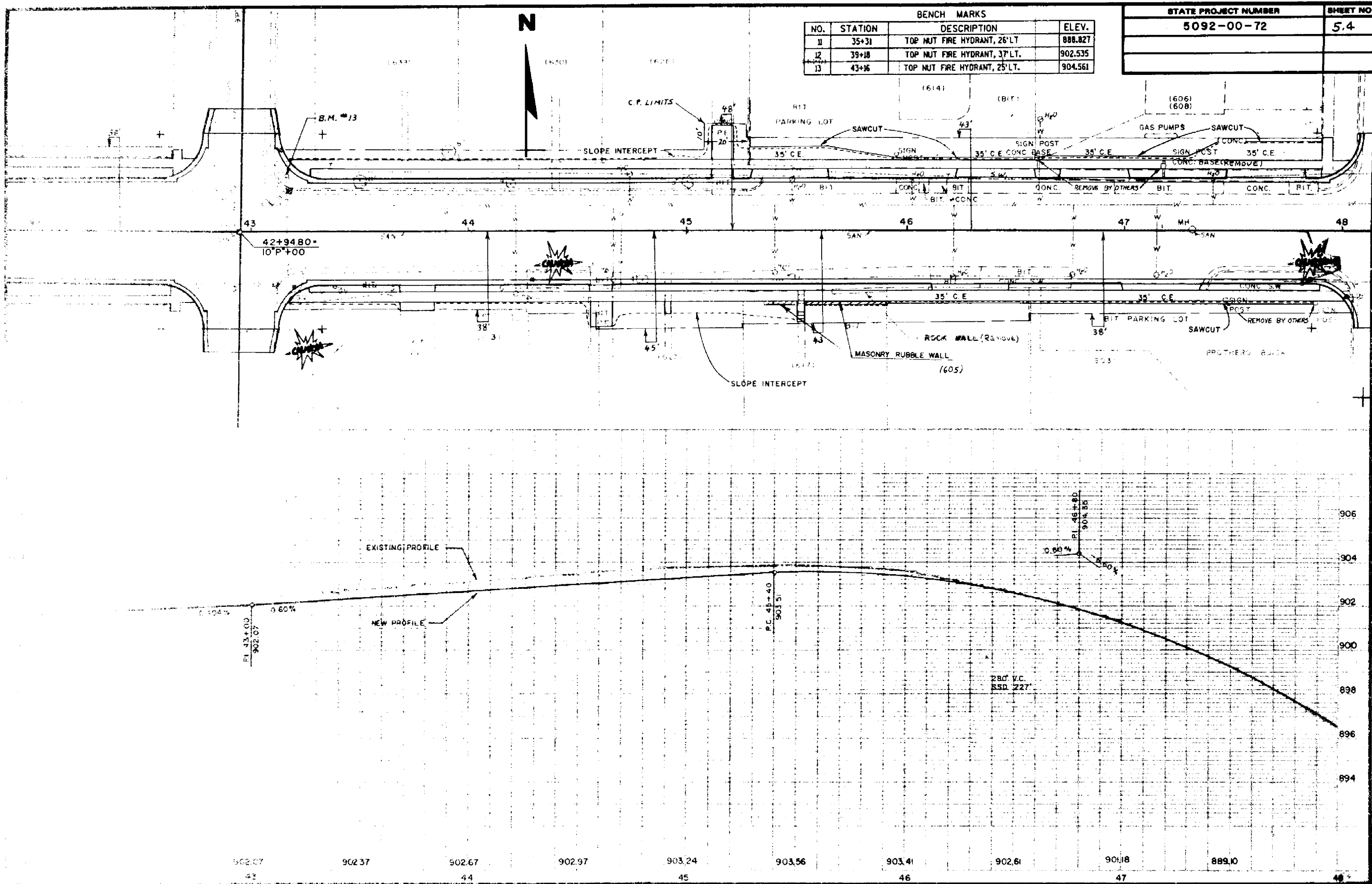
P.I. = 35+01.86
 Δ = 31° 41' 50"
 D = 15°
 R = 381.97'



BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
11	35+31	TOP MUT FIRE HYDRANT, 25' LT.	888.827
12	39+18	TOP MUT FIRE HYDRANT, 37' LT.	902.535
13	43+35	TOP MUT FIRE HYDRANT, 25' LT.	904.561

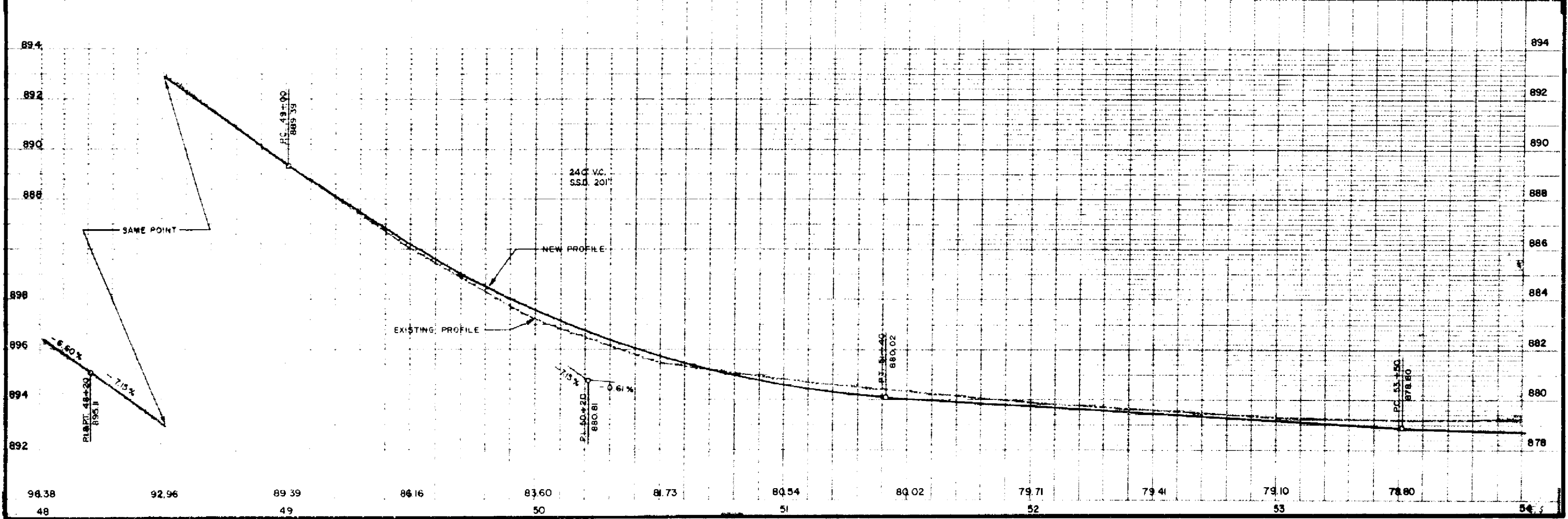
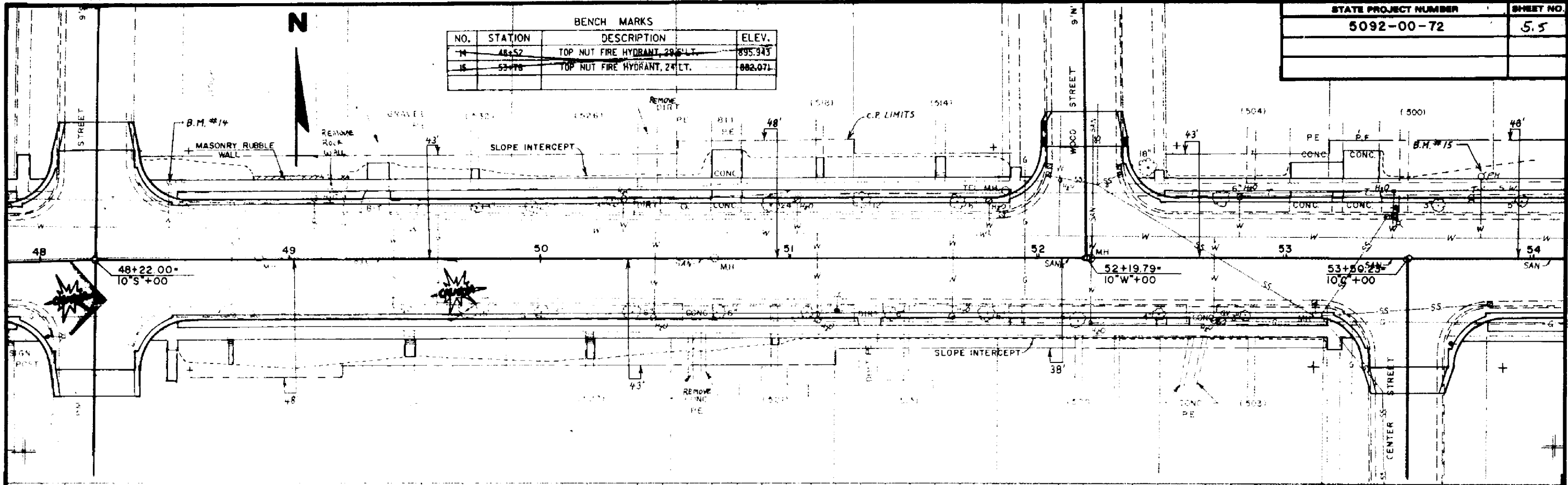
STATE PROJECT NUMBER	SHEET NO.
5092-00-72	5.3





BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
14	48+52	TOP NUT FIRE HYDRANT, 28" LT.	895.945
15	53+78	TOP NUT FIRE HYDRANT, 28" LT.	882.071

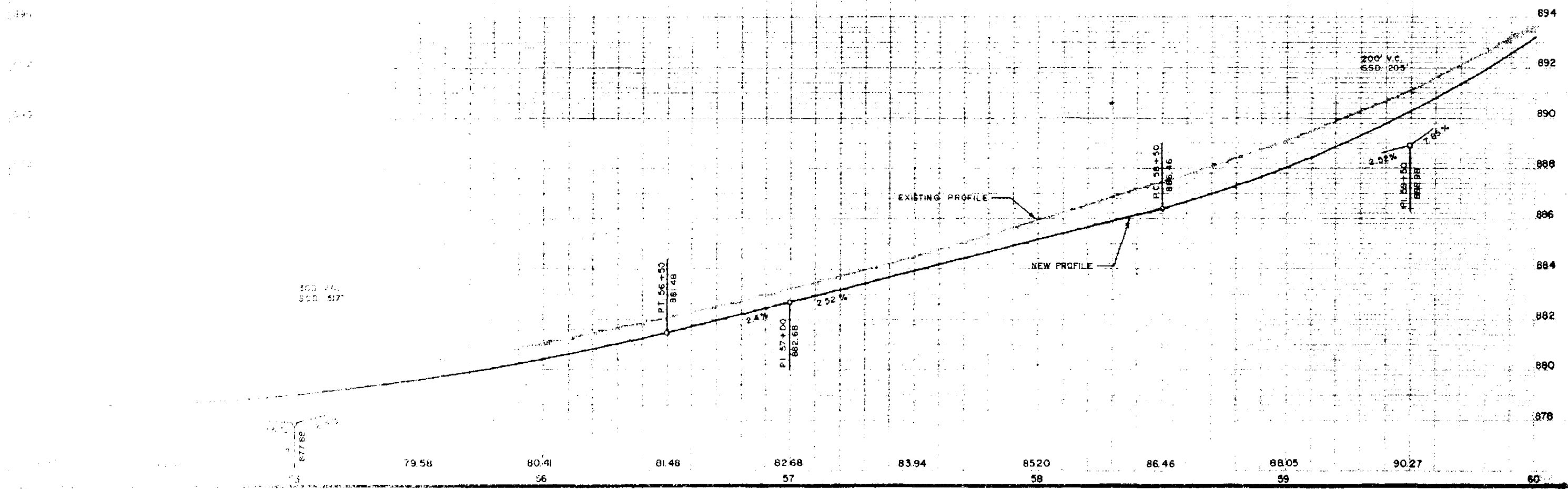
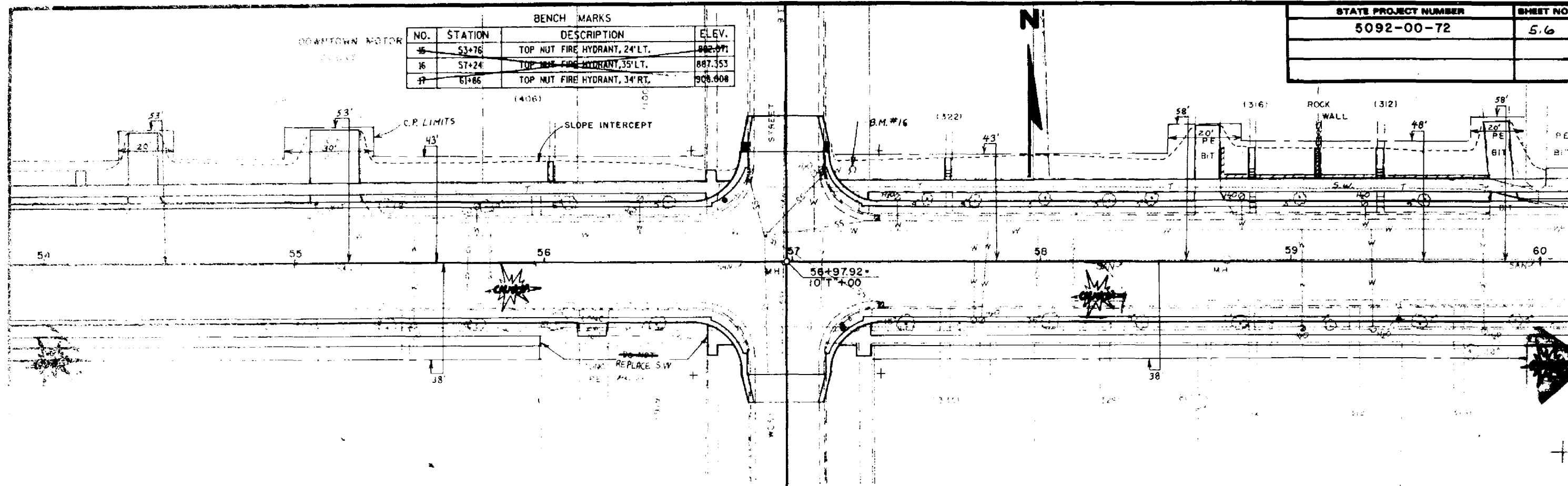
STATE PROJECT NUMBER	SHEET NO.
5092-00-72	5.5



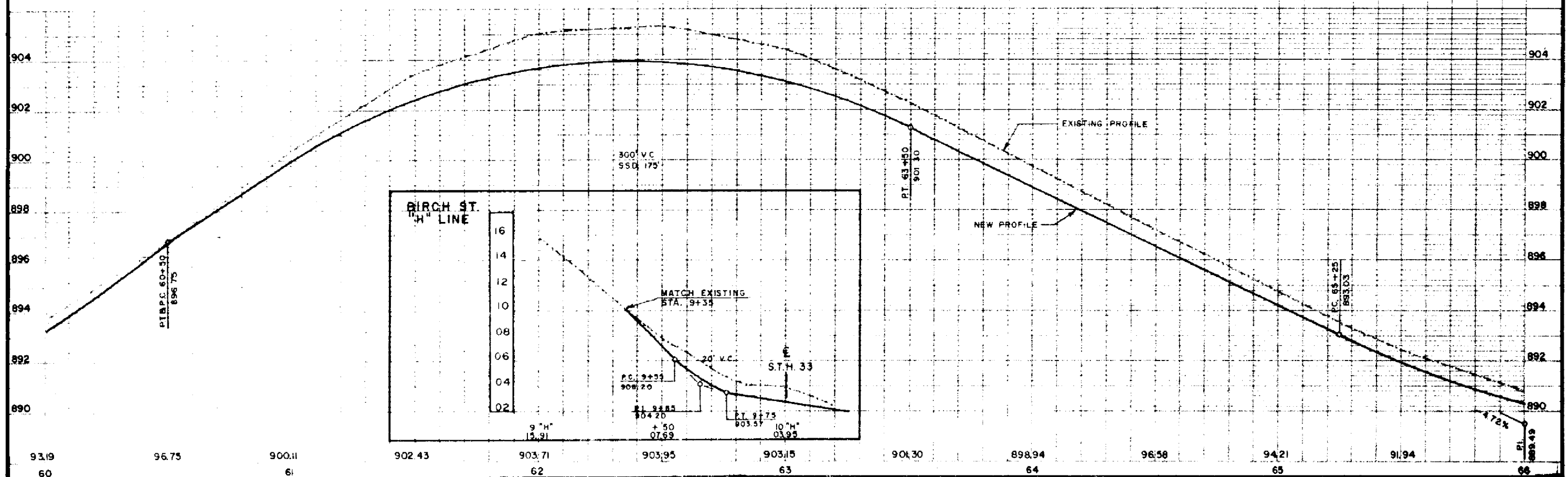
DOWNTOWN MOTOR
AVENUE

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
16	53+76	TOP NUT FIRE HYDRANT, 24' LT.	882.071
16	57+24	TOP NUT FIRE HYDRANT, 35' LT.	887.353
17	61+66	TOP NUT FIRE HYDRANT, 34' RT.	908.808

STATE PROJECT NUMBER	SHEET NO.
5092-00-72	5.6

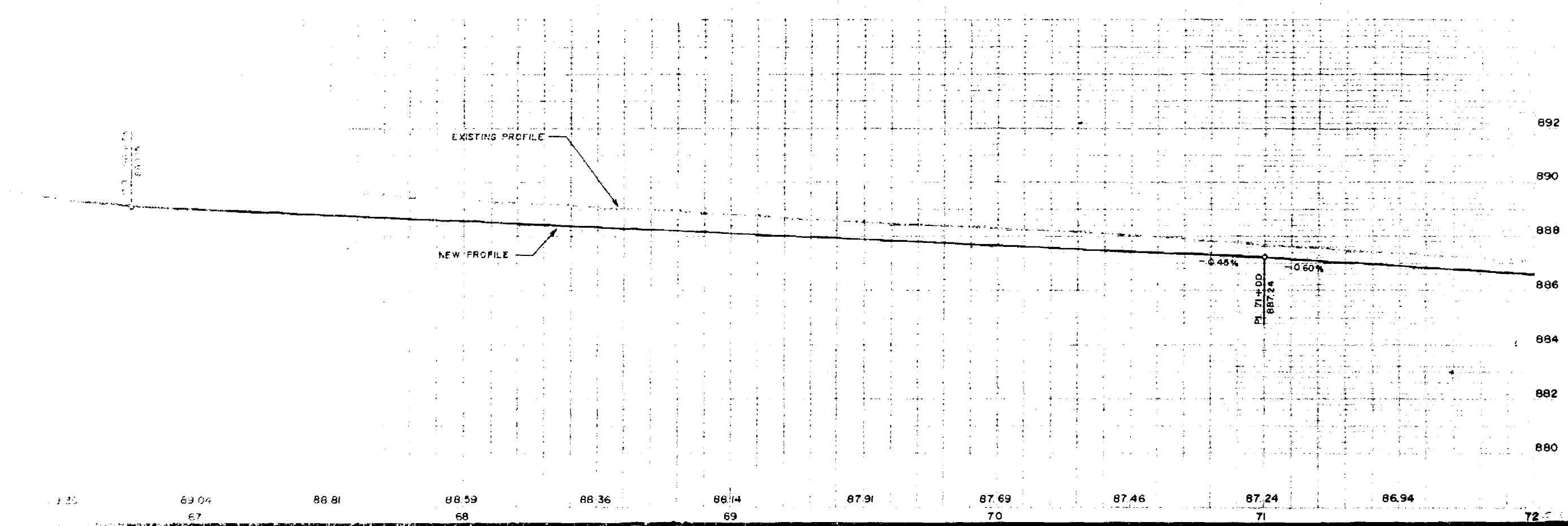
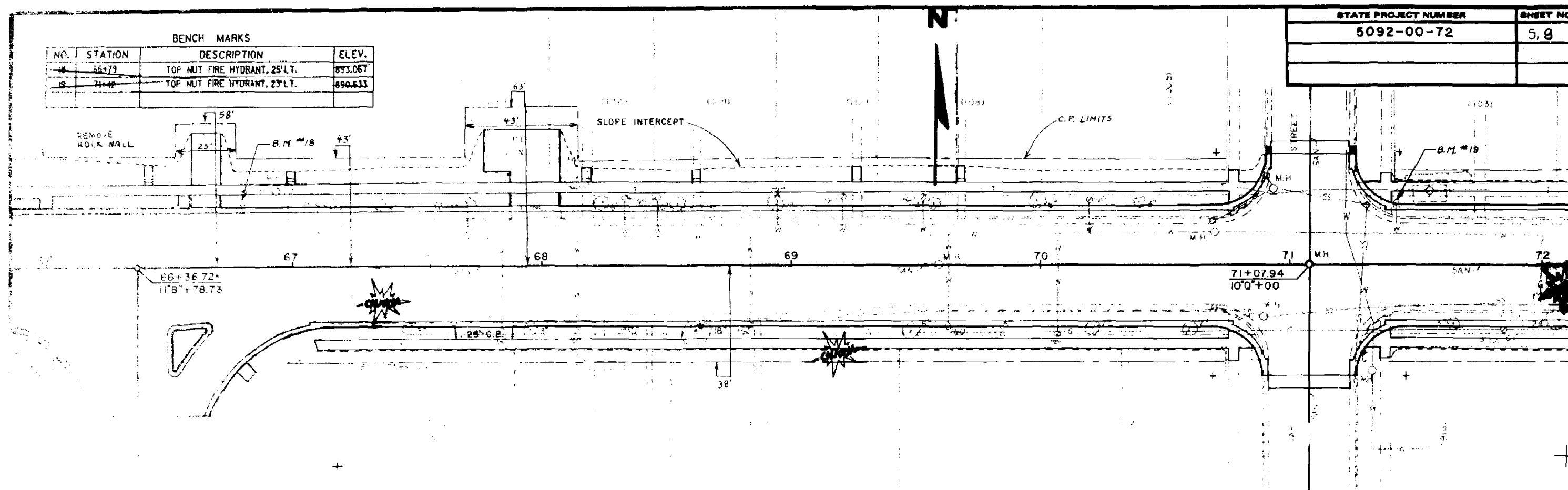


STATE PROJECT NUMBER	SHEET NO.
5092-00-72	5.7



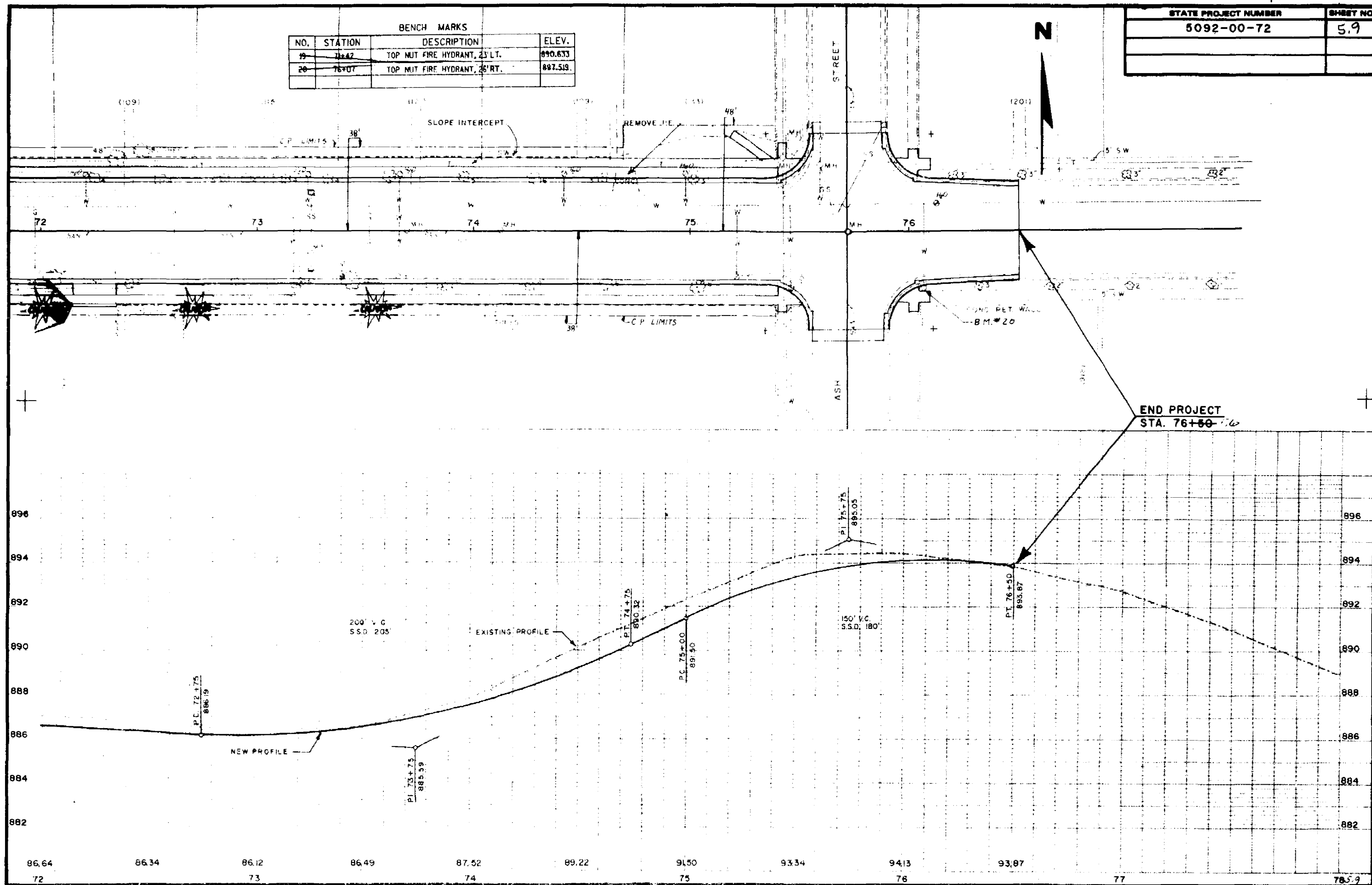
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
18	65+79	TOP MUT FIRE HYDRANT, 25' LT.	893.067
19	71+42	TOP MUT FIRE HYDRANT, 23' LT.	890.633

STATE PROJECT NUMBER	SHEET NO.
5092-00-72	5.8

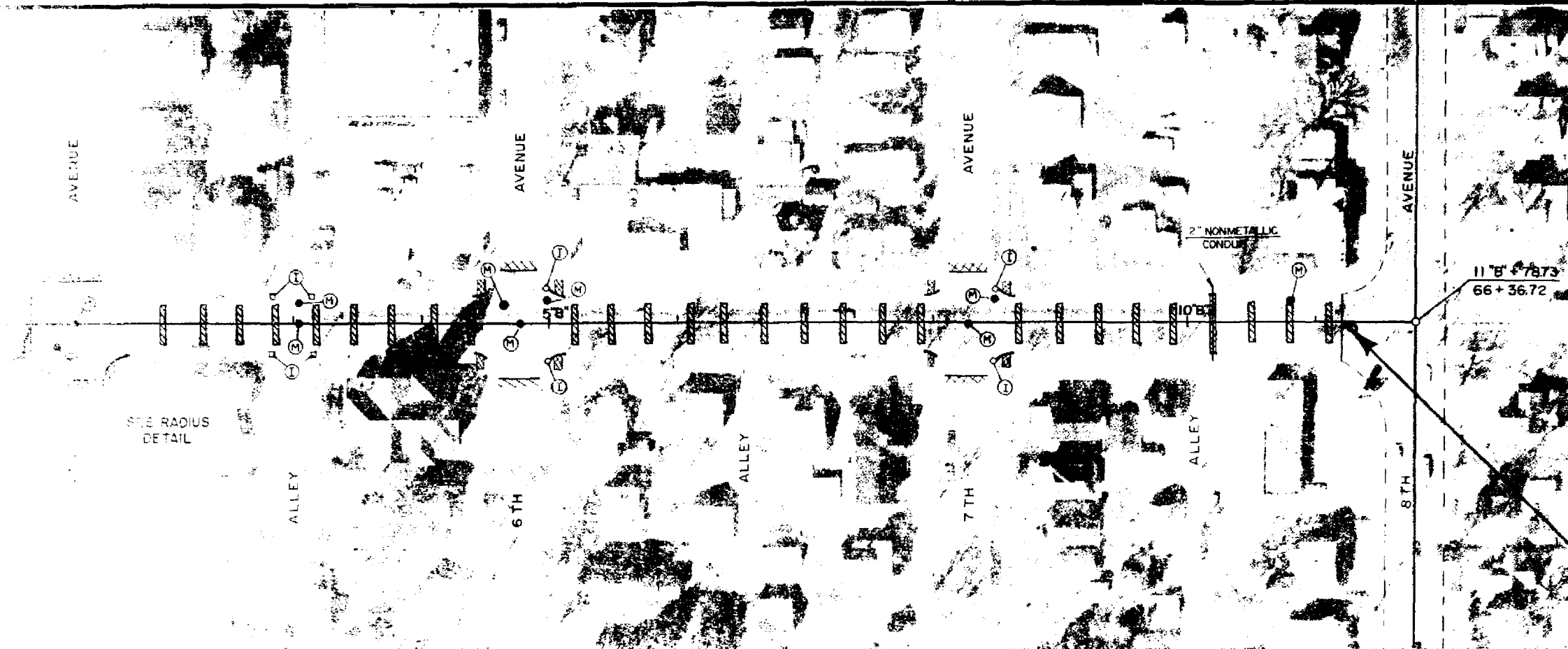


BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
19	72+42	TOP NUT FIRE HYDRANT, 23' LT.	890.633
20	76+07	TOP NUT FIRE HYDRANT, 26' RT.	897.519

STATE PROJECT NUMBER	SHEET NO.
5092-00-72	5.9



STATE PROJECT NUMBER	SHEET NO.
5620-00-71	510
PLAN & PROFILE	
BROADWAY ST. SAUK COUNTY	



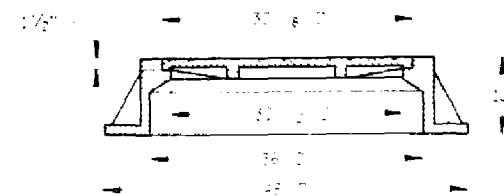
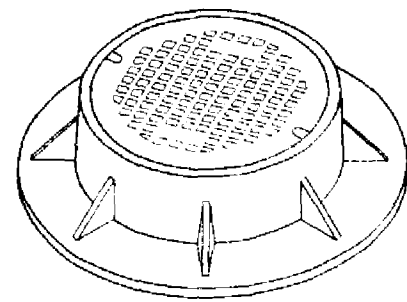
LEGEND:

- TYPE 2 CURB RAMP
- BASE PATCHING
- INLET
- MANHOLE
- CURB & GUTTER REPLACEMENT
- SAW EXISTING PAVEMENT

END PROJECT
STA. 11" B + 20

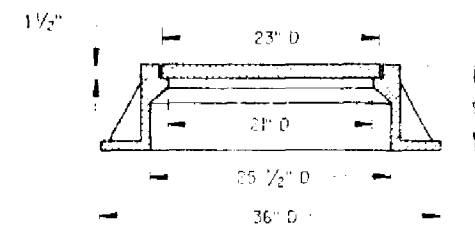
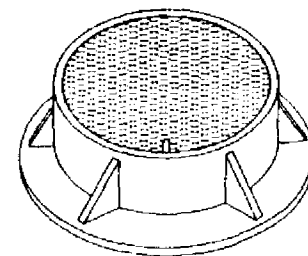
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886
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874

4 5 6 7 8 9 10 11



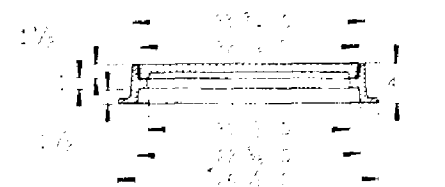
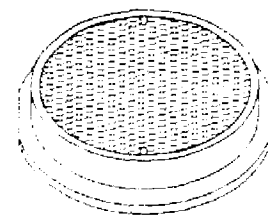
TYPE "K"

(APPROXIMATE WEIGHT 170 LBS.)



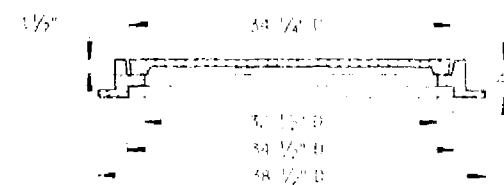
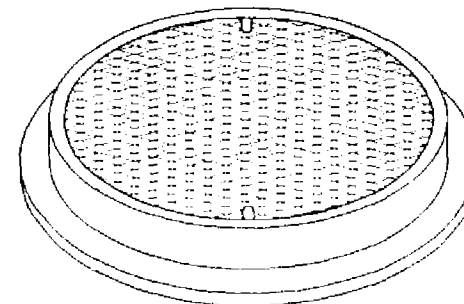
TYPE "J"

(APPROXIMATE WEIGHT 395 LBS.)



TYPE "L"

(APPROXIMATE WEIGHT 170 LBS.)



TYPE "M"

(APPROXIMATE WEIGHT 385 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.

MANHOLE COVERS

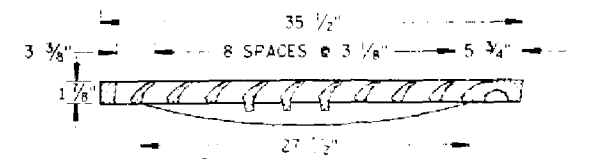
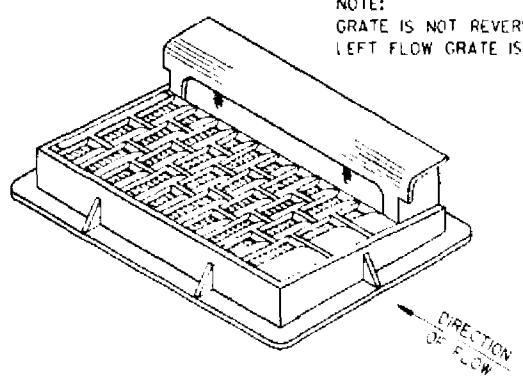
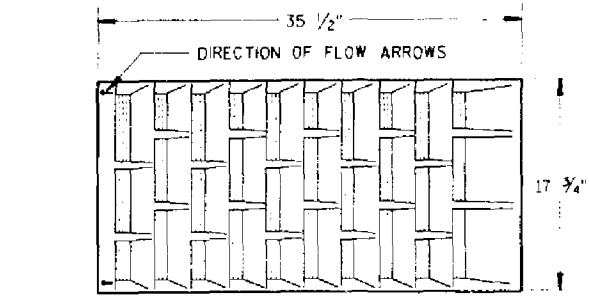
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-11-88
DATE

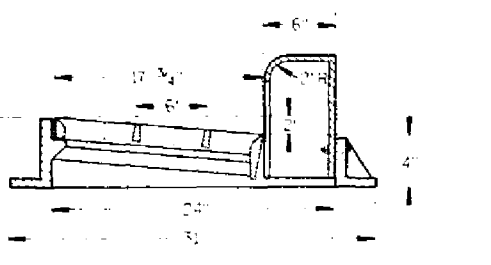
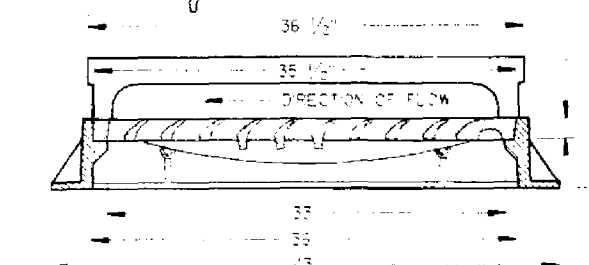
[Signature]
STATE DESIGN ENGINEER FOR HWYS

FHWA

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

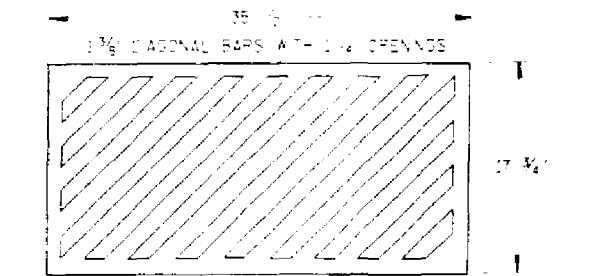


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



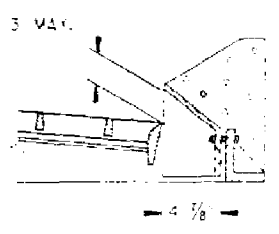
TYPE "H"

(APPROXIMATE WEIGHT 510 LBS.)

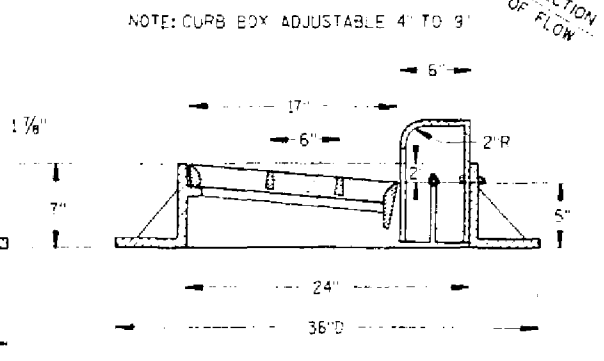
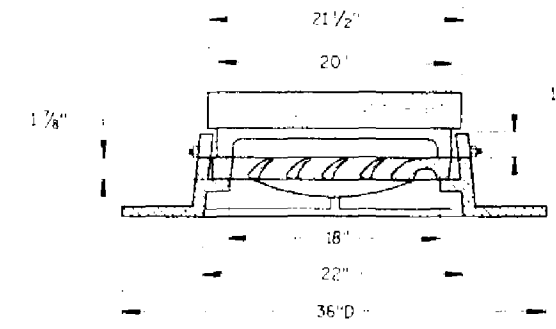
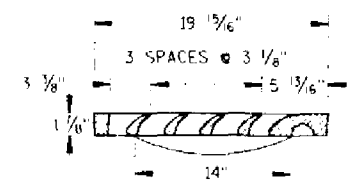
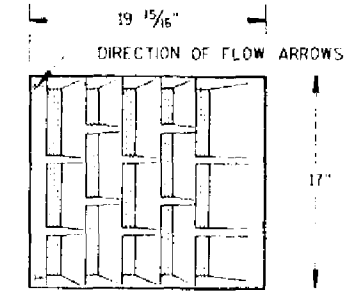


SPECIAL GRATE NO. 1

(APPROXIMATE WEIGHT 175 LBS.)
(NOTE AS TYPE A1 ON DRAINAGE TABLE)



MOUNTABLE CURB BOX FOR TYPES "A" & "H" COVERS



TYPE "A"

(APPROXIMATE WEIGHT 410 LBS.)

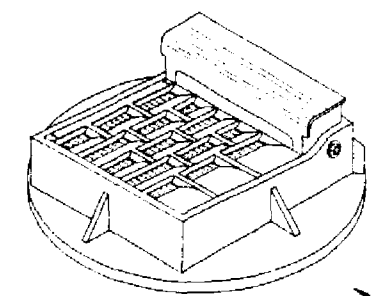
GENERAL NOTES

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

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

ALL CATCH BASIN, MANHOLE AND INLET COVERS WHICH ARE PLACED IN VEHICULAR TRAFFIC AREAS SHALL BE "NON-ROCKING" TYPE.

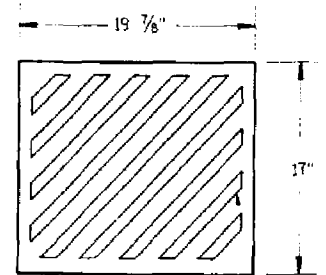
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.



NOTE:
GRATE IS NOT REVERSIBLE
LEFT FLOW GRATE IS SHOWN

NOTE: CURB BOX ADJUSTABLE 4" TO 9"

1" DIAGONAL BARS
WITH 1 1/2" OPENINGS

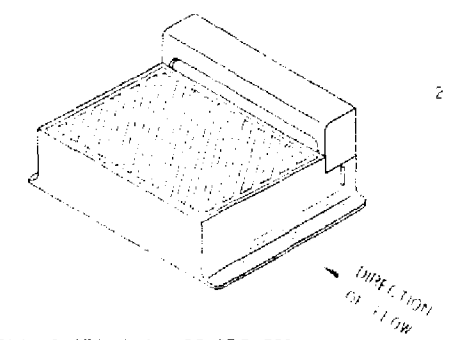


SPECIAL GRATE NO. 1

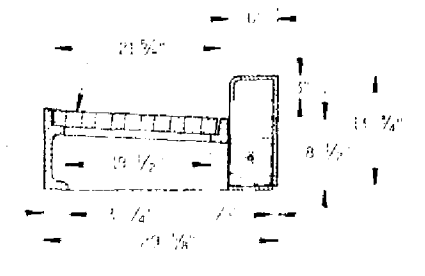
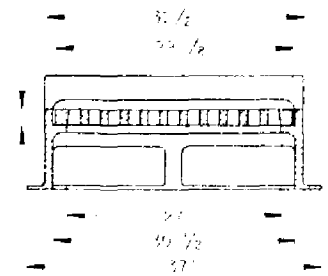
(APPROXIMATE WEIGHT 85 LBS.)

(NOTE AS TYPE A1 ON DRAINAGE TABLE)

1" DIAGONAL BARS WITH
1 1/2" OPENINGS



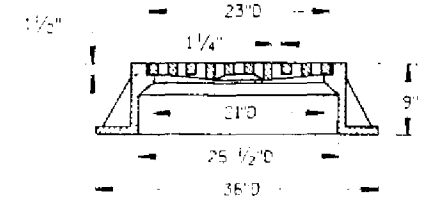
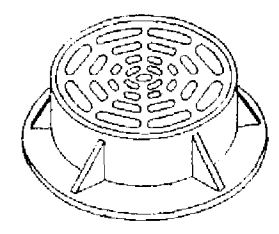
DIAGONAL SLOTS SHALL BE ORIENTED
TO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 465 LBS.)



TYPE "C"

(APPROXIMATE WEIGHT 365 LBS.)

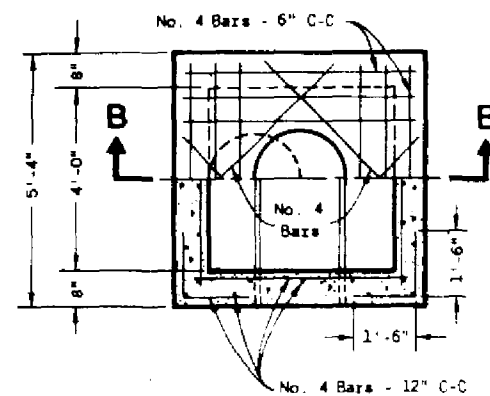
INLET COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

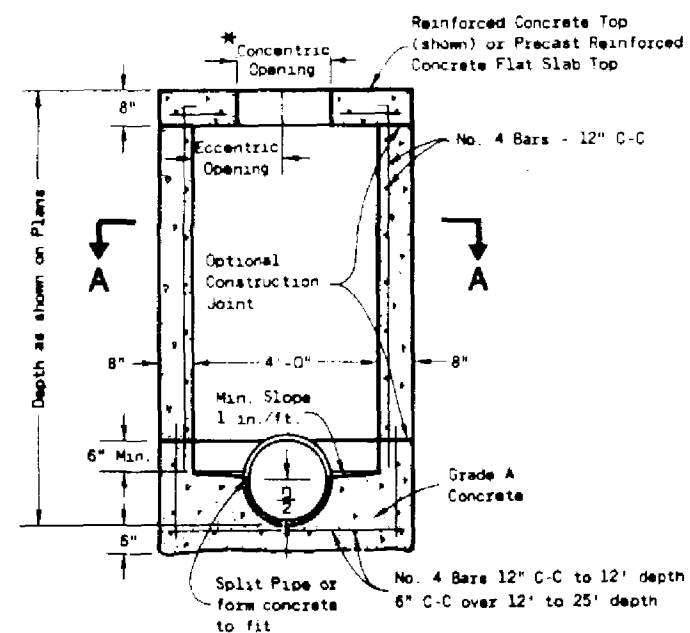
APPROVED
8-11-88
DATE

[Signature]
STATE DESIGN ENGINEER FOR HWYS

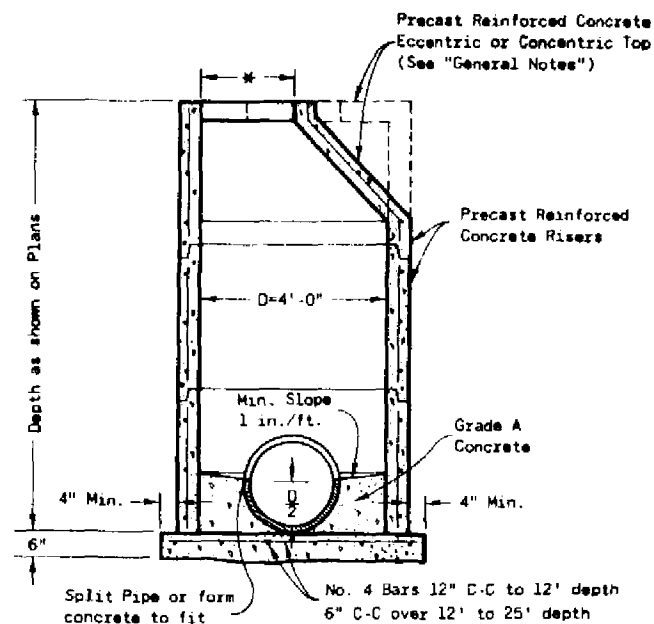
FHWA



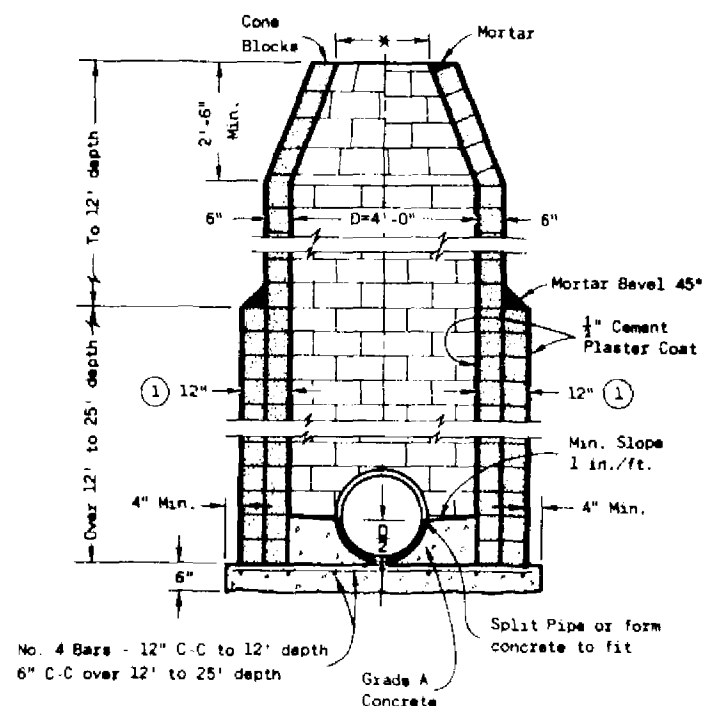
HALF SECTION A-A



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.

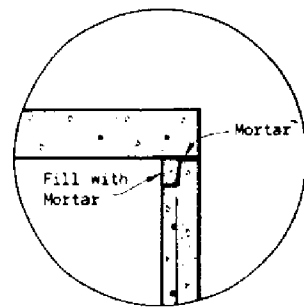
Solid Aluminum steps shall have a minimum cross sectional dimension of 0.75 inch. Aluminum surfaces to be embedded in concrete shall be given one coat of suitable quality paint, such as zinc chromate primer conforming to Federal Specification TT-P-645 or equivalent. Steps of approved Polypropylene plastic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

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

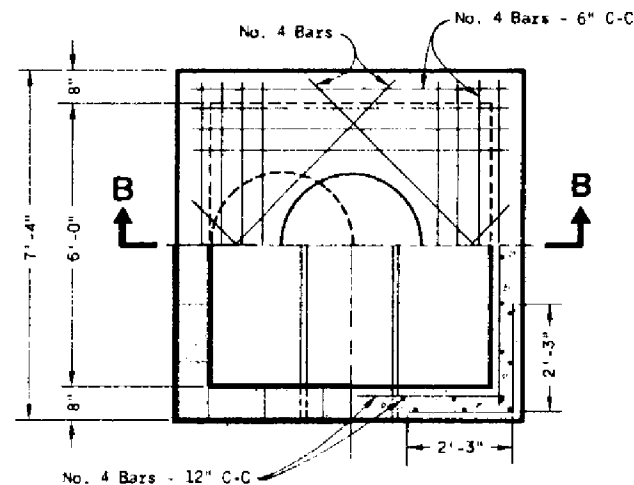
Precast Reinforced Concrete Risers may be placed with tongue up or down.

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

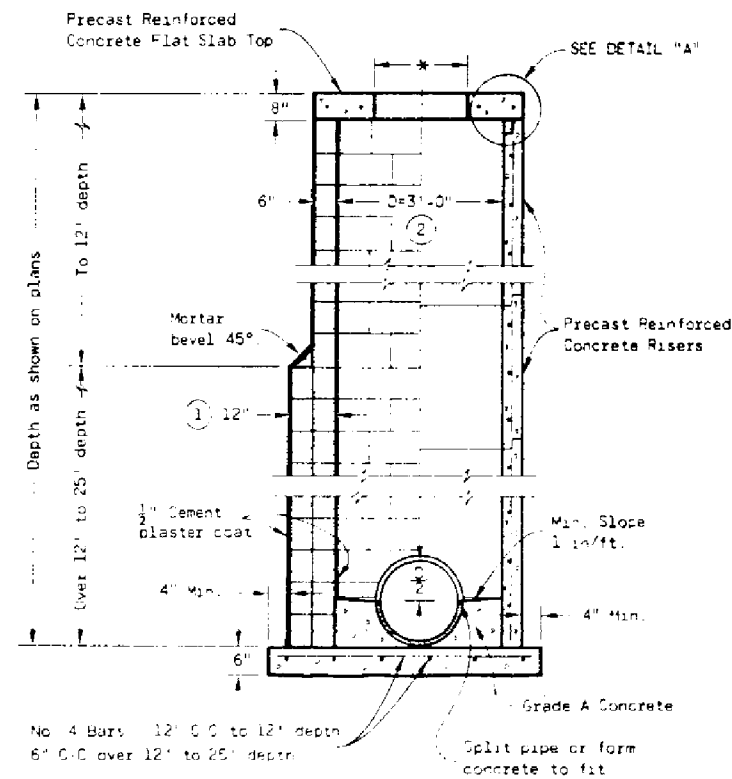
- * Use 2'-0" diameter opening with Type "C", "L" and "J" covers, or 3'-0" diameter with Type "K" and "M" covers.
- ① 2 courses 6" block.



DETAIL "A"

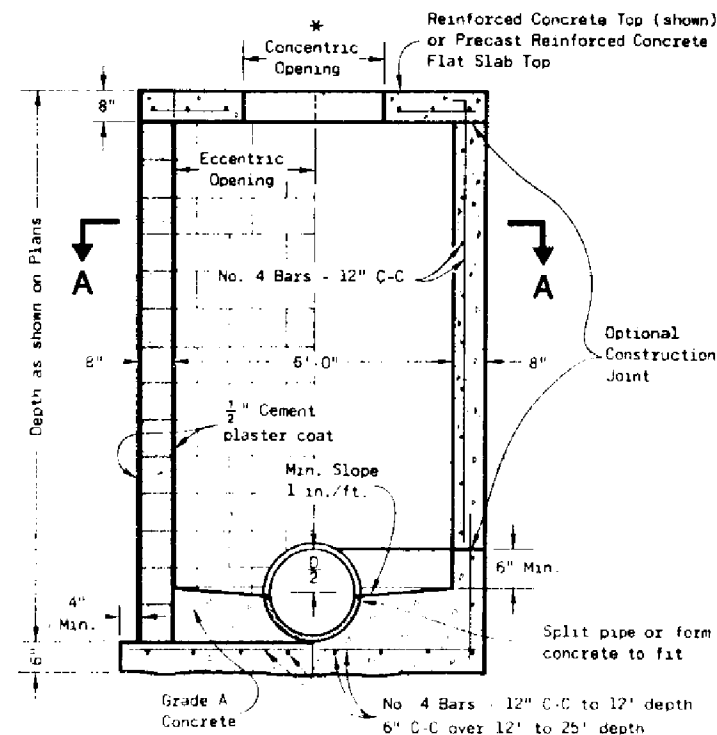


HALF SECTION A-A



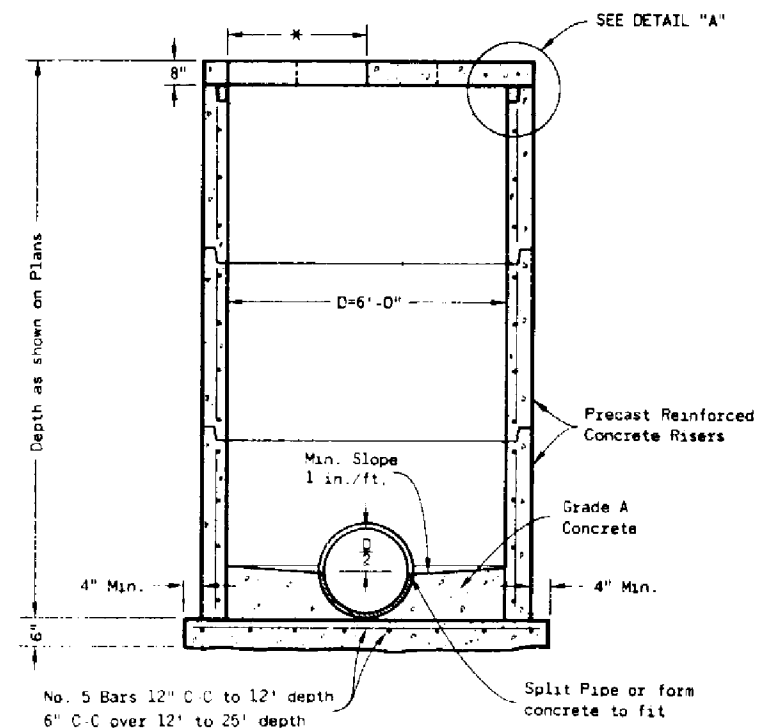
CONCRETE BLOCK
② PRECAST REINFORCED CONCRETE

MANHOLES TYPE 2



SECTION B-B
CONCRETE BLOCK REINFORCED CONCRETE

MANHOLES TYPE 3



PRECAST REINFORCED CONCRETE

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 1-8", "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" 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.

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 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 are acceptable.

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.

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.

② When connecting pipes are 24" or larger the Precast Manholes may be increased to 42" diameter.

MANHOLES TYPE 2 & 3

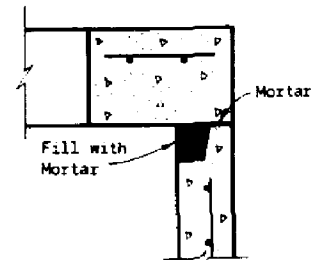
State of Wisconsin
Department of Transportation

APPROVED
4-13-82
DATE

D. J. Strand
CHIEF DESIGN ENGINEER

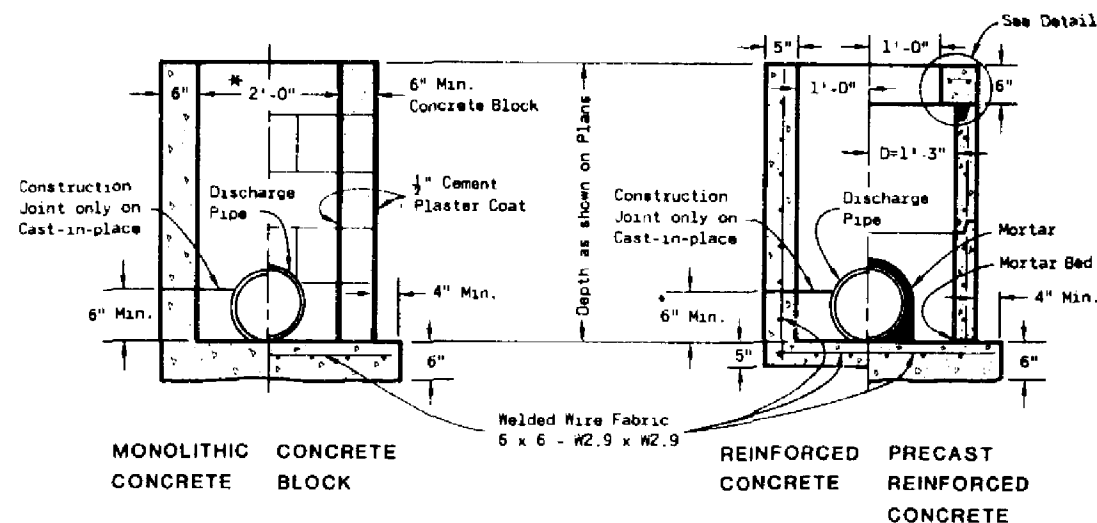
FHWA

S.D.D. 8 B 7-3



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.

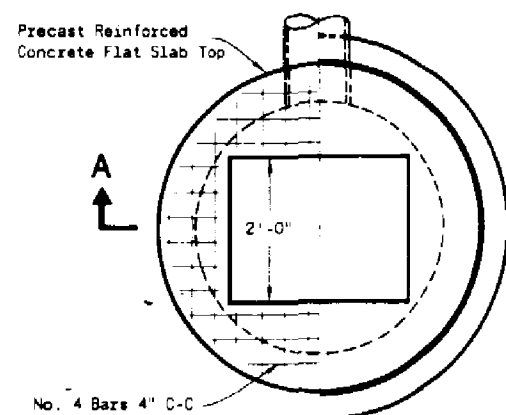
Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

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

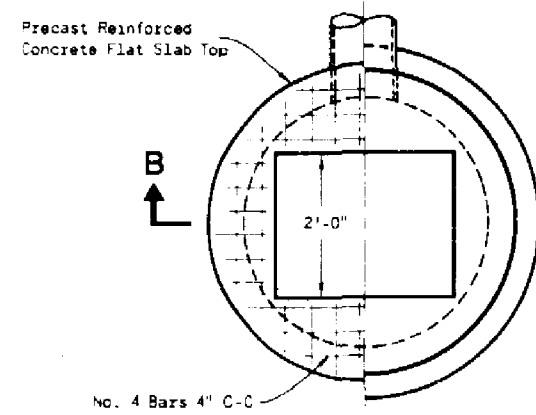
All Bar Steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

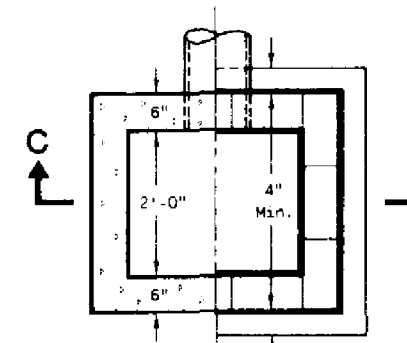
① Use 2'-6" opening for Type 2 Inlets and 3'-0" opening for Type 3 Inlets.



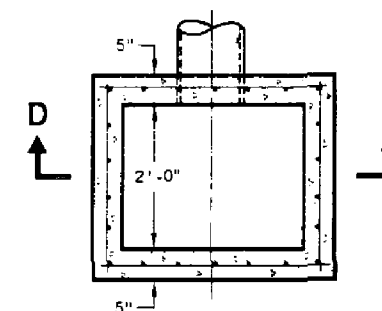
PLAN VIEW



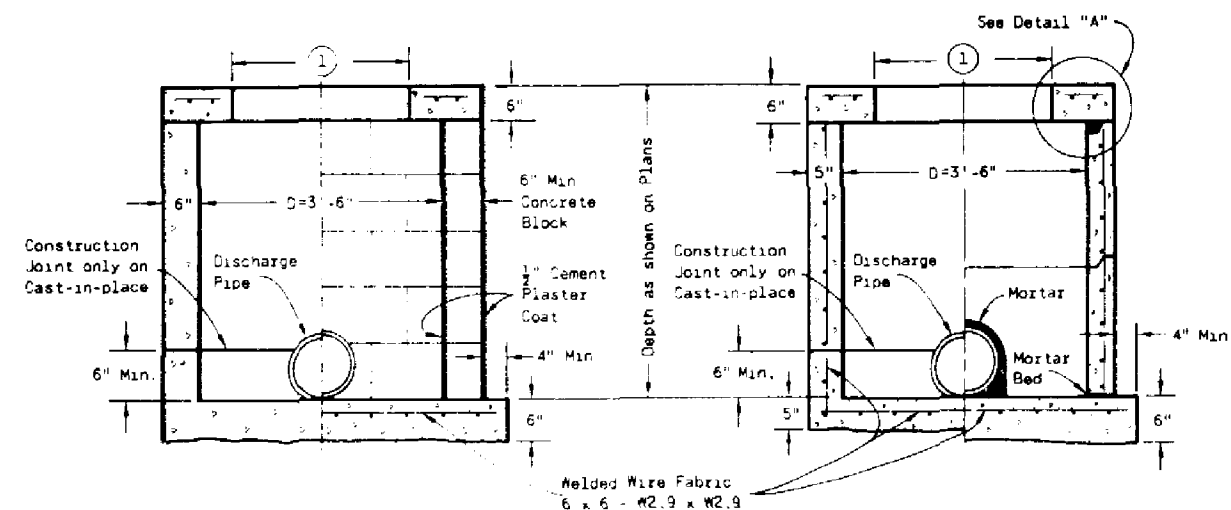
PLAN VIEW



PLAN VIEW

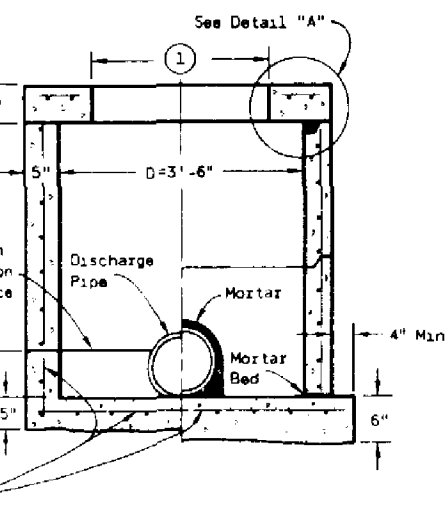


PLAN VIEW



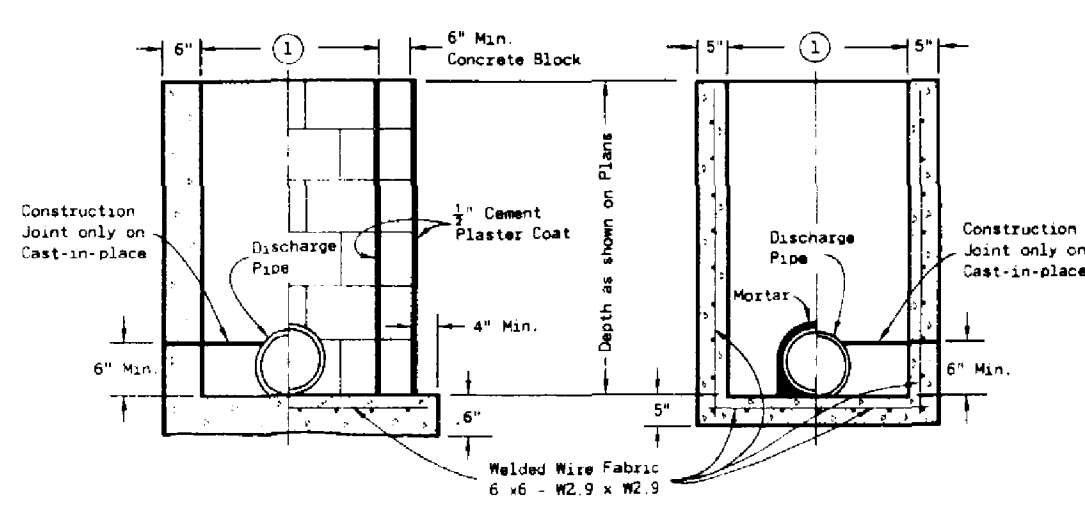
MONOLITHIC CONCRETE
CONCRETE BLOCK

SECTION A-A



REINFORCED CONCRETE
PRECAST REINFORCED CONCRETE

SECTION B-B



MONOLITHIC CONCRETE
CONCRETE BLOCK

SECTION C-C

PRECAST REINFORCED CONCRETE
REINFORCED CONCRETE

SECTION D-D

INLETS TYPE 2 & 3

INLETS TYPE 1, 2 & 3

State of Wisconsin
Department of Transportation

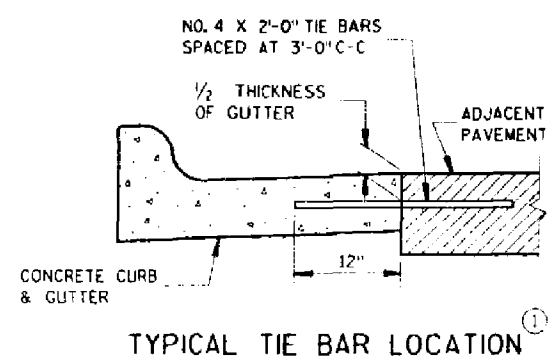
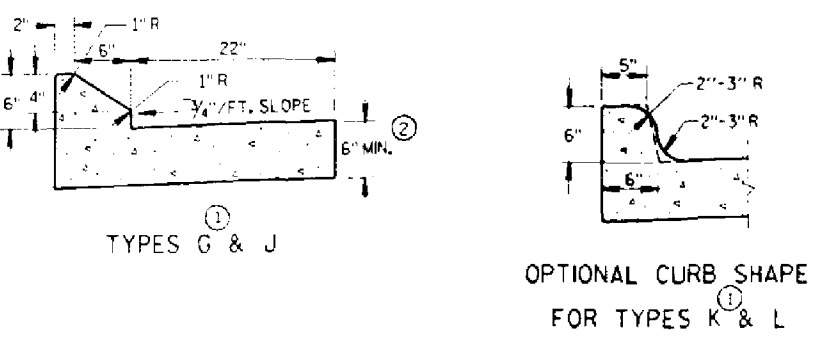
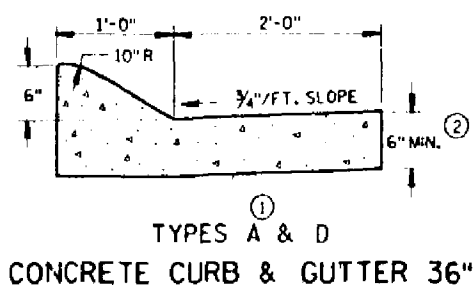
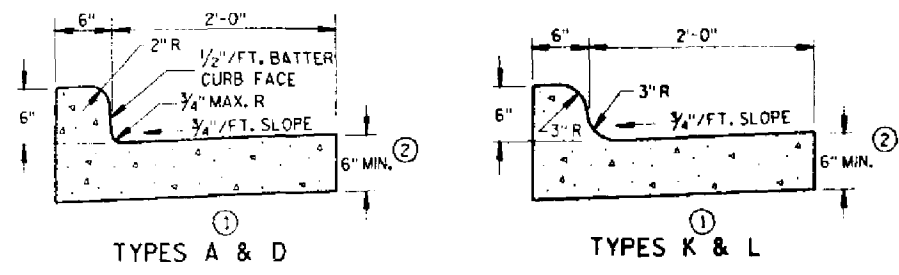
APPROVED
4-13-82
DATE

CHIEF DESIGN ENGINEER

FHWA

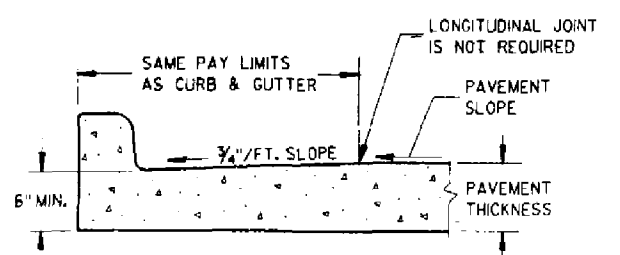
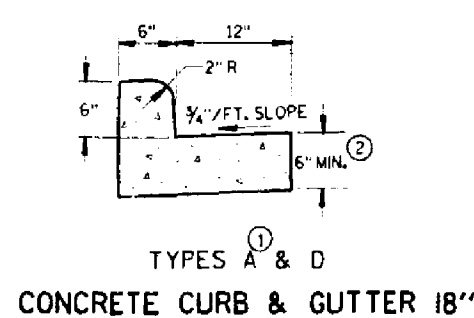
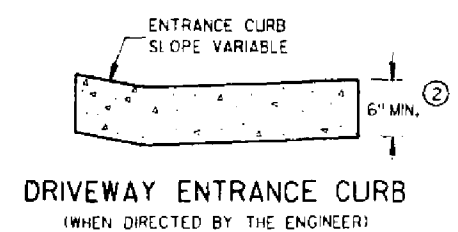
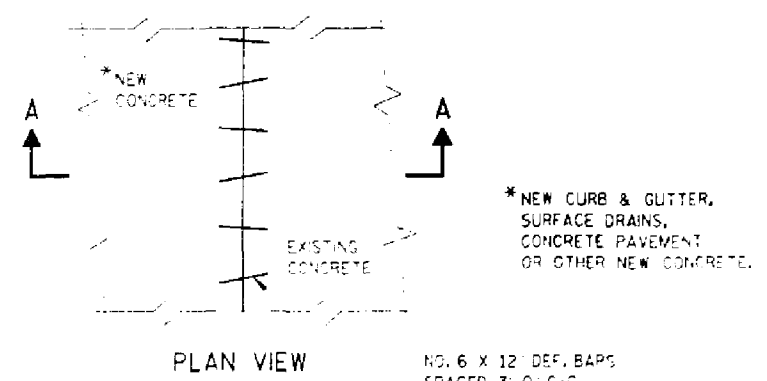
GENERAL NOTES

- 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.

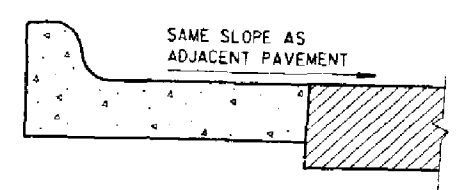


CONCRETE CURB & GUTTER 30"

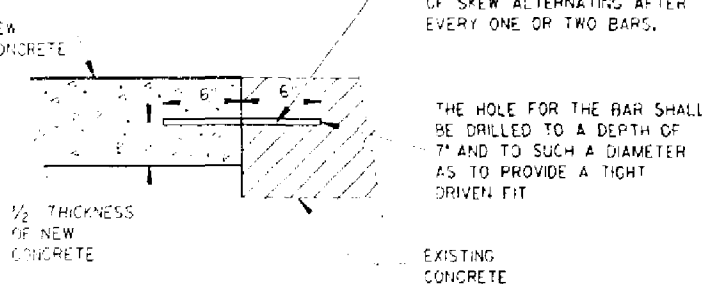
TYPICAL TIE BAR LOCATION



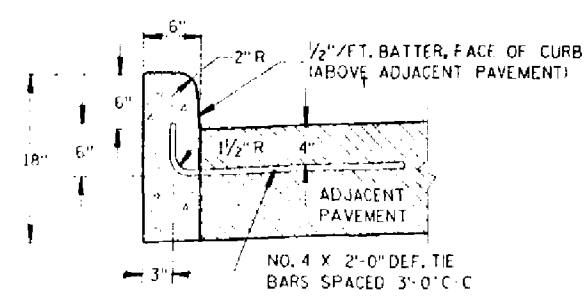
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



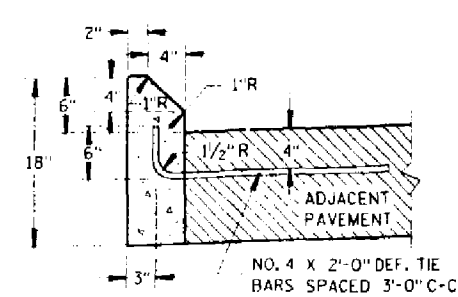
REVERSE SLOPE GUTTER (TYPICAL FOR ALL CURB & GUTTER TYPES)



SECTION A-A PAVEMENT TIES



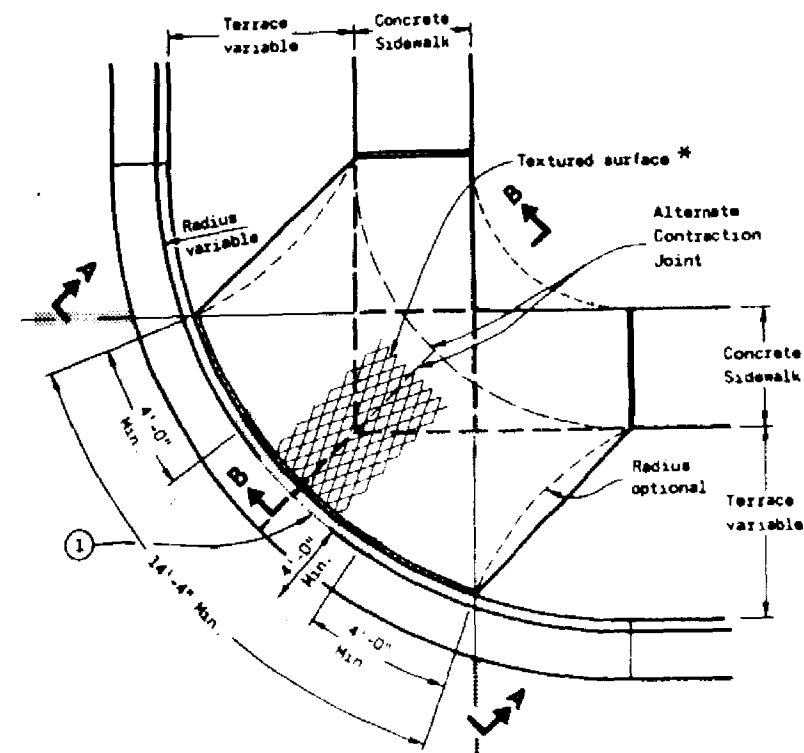
TYPES A & D



TYPES G & J

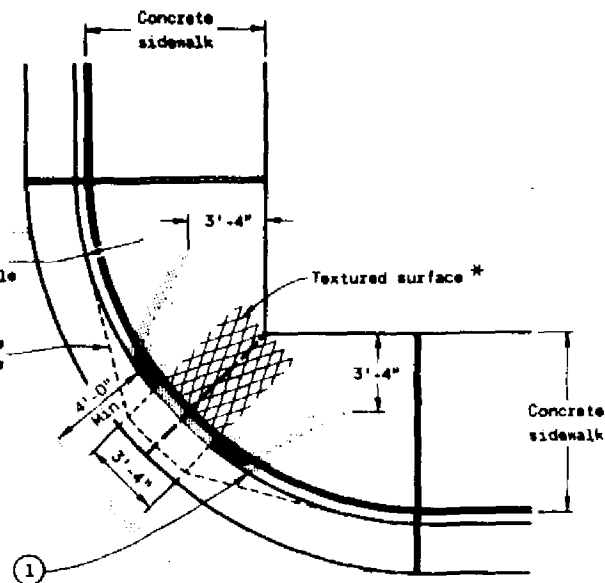
CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10-23-86 DATE	 STATE DESIGN ENGINEER FOR HWYS
FHWA	

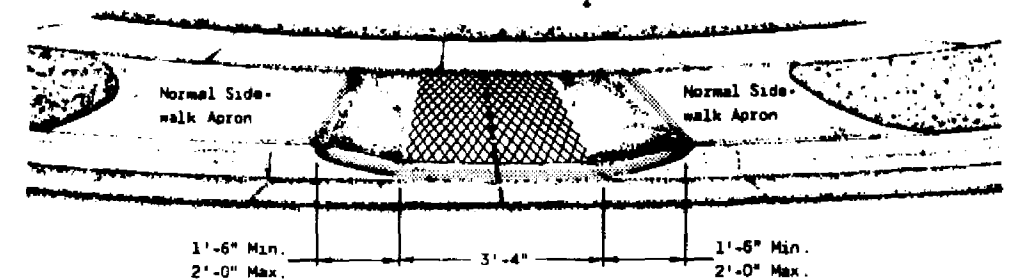


PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)

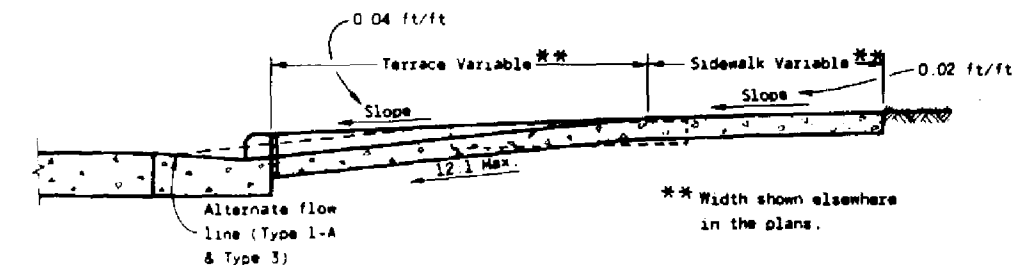
1" ——— EXPANSION JOINTS - SIDEWALK
 --- CONTRACTION JOINTS
 Location of joints may be varied from those shown to better fit site conditions and/or local government preference.



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)



VIEW A-A



SECTION B-B

GENERAL NOTES

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

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.

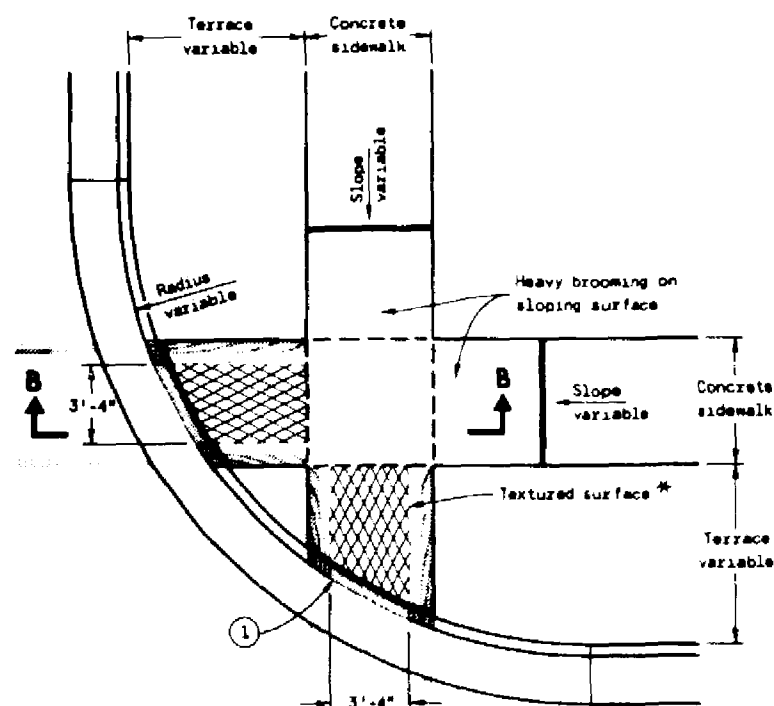
Type 1 or Type 1-A Ramps shall have a normal sidewalk apron and curb on both sides of ramp.

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

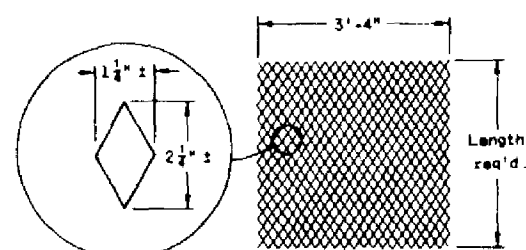
Surface texturing shall consist of linear impressions approximately $\frac{1}{4}$ inch to $\frac{1}{2}$ inch in depth and width, oriented to provide a uniform pattern of diamond shapes measuring approximately $1\frac{1}{2}$ inches in width by $2\frac{1}{2}$ inches in length, with the length being parallel 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.

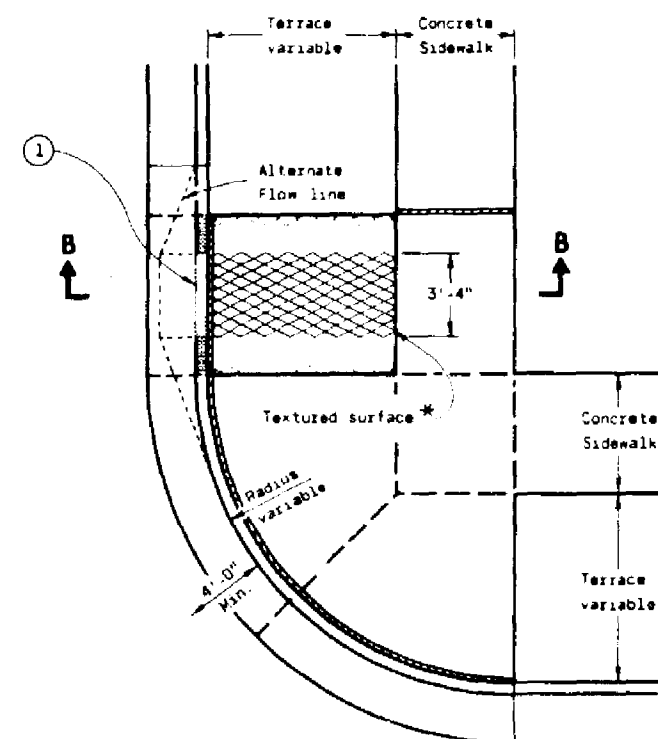
If a municipality requires the brick alternate, special details and provisions are shown elsewhere in the plans.



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

DD Strand
CHIEF DESIGN ENGINEER

FWW

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		
12	.064	.060	6	6	6	21	12	17 1/2	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 3/8	2 1/2 to 1	1 Pc.
24	.079	.075	10	13	6	41	18	37 1/4	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	2 1/2 to 1	1 Pc.
36	.109	.105	14	19	9	60	24	59 3/4	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	2 1/2 to 1	3 Pc.
54	.109	.105	16	30	12	84	30	85 1/2	2 1/2 to 1	3 Pc.
60	.109	.105	18	33	12	87	—	114	2 to 1	3 Pc.
66	.109	.105	18	36	12	87	—	120	2 to 1	3 Pc.
72	.109	.105	18	39	12	87	—	126	2 to 1	3 Pc.
78	.109	.105	18	42	12	87	—	132	1 1/2 to 1	3 Pc.
84	.109	.105	18	45	12	87	—	138	1 1/2 to 1	3 Pc.
90	.109	.105	15	37	12	87	—	144	1 1/2 to 1	3 Pc.
96	.109	.105	15	35	12	87	—	150	1 1/2 to 1	3 Pc.

EXCEPT CENTER PANEL
SEE GENERAL NOTES

REINFORCED CONCRETE APRON ENDWALLS										
PIPE DIA. (IN.)	DIMENSIONS (Inches)							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 3/4	73 1/2	60	3 1/2	3 to 1		
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1		
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1		
48	5	24	72	26	98	84	5	3 to 1		
54	5 1/2	27	65	33 1/4-35	98 1/4-100	90	5 1/2	2 3/4 to 1		
60	6	30-35	60	39	99	96	5	2 to 1		
66	6 1/2	30-33	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		

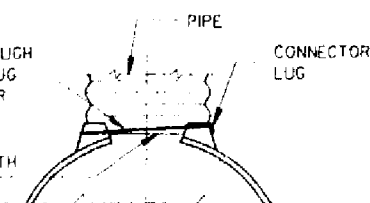
* MINIMUM
** MAXIMUM

1" WIDE, 12 GA. (0.109"
THICK) GALVANIZED STRAP
WITH STANDARD 6" X 1/2"
BAND BOLT AND NUT

ALTERNATE FOR TYPE 1 CONNECTION END SECTION CONNECTOR STRAP

THREADED 3/8" DIA. ROD
AROUND CULVERT & THROUGH
TANK TYPE CONNECTOR LUG
OR ALTERNATE CONNECTOR
STRAP (SEE DETAIL)

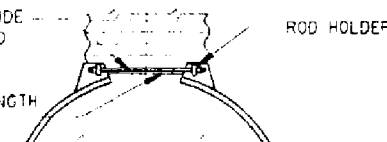
MEASURED LENGTH
OF CULVERT



TYPE 1
FOR 12" THRU 24" CORR. PIPE

THREADED 3/8" DIA. ROD
OVER TOP OF APRON, SIDE
LUGS TO BE RIVETED TO
APRON

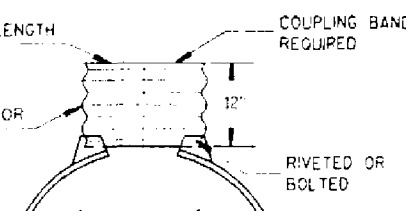
MEASURED LENGTH
OF CULVERT



TYPE 2
FOR 30" THRU 96" CORR. PIPE

MEASURED LENGTH
OF CULVERT

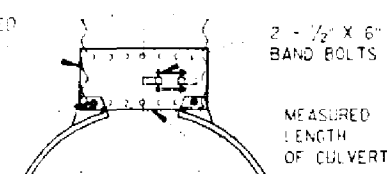
CONNECTOR SECTION
TO BE PAID FOR AS
PART OF END SECTION



TYPE 3
FOR 42" THRU 96" CORR. PIPE

DIMPLED OR CORRUGATED
COUPLING BAND

RIVETED OR BOLTED AT
DIMPLES 16" C-C FOR
CORRUGATED BAND



TYPE 5

ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

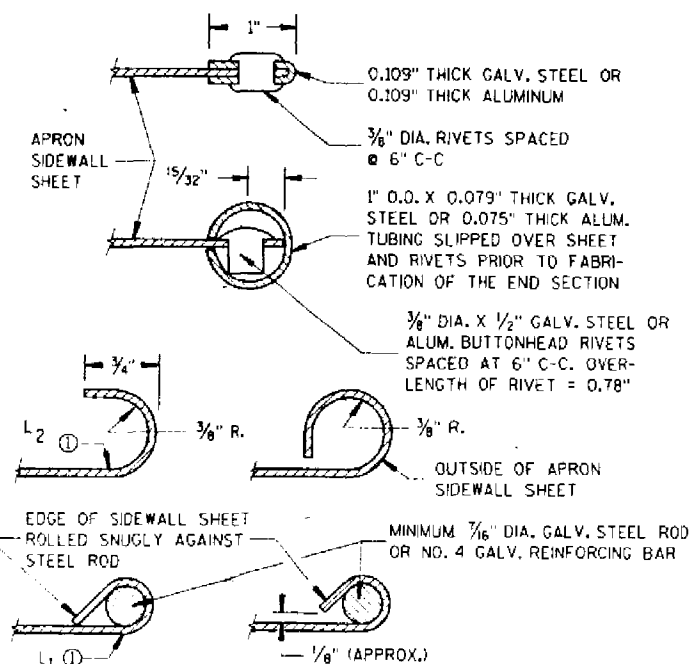
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL,
AND CORRUGATED BAND FITS INSIDE ENDWALL.
DIMPLED BAND MAY BE USED WITH HELICALLY
CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE
ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5
AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL
CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO
CIRCUMFERENTIAL CORRUGATIONS AT EACH END
USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL
OR ALUMINUM CULVERT PIPE OR VICE 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.

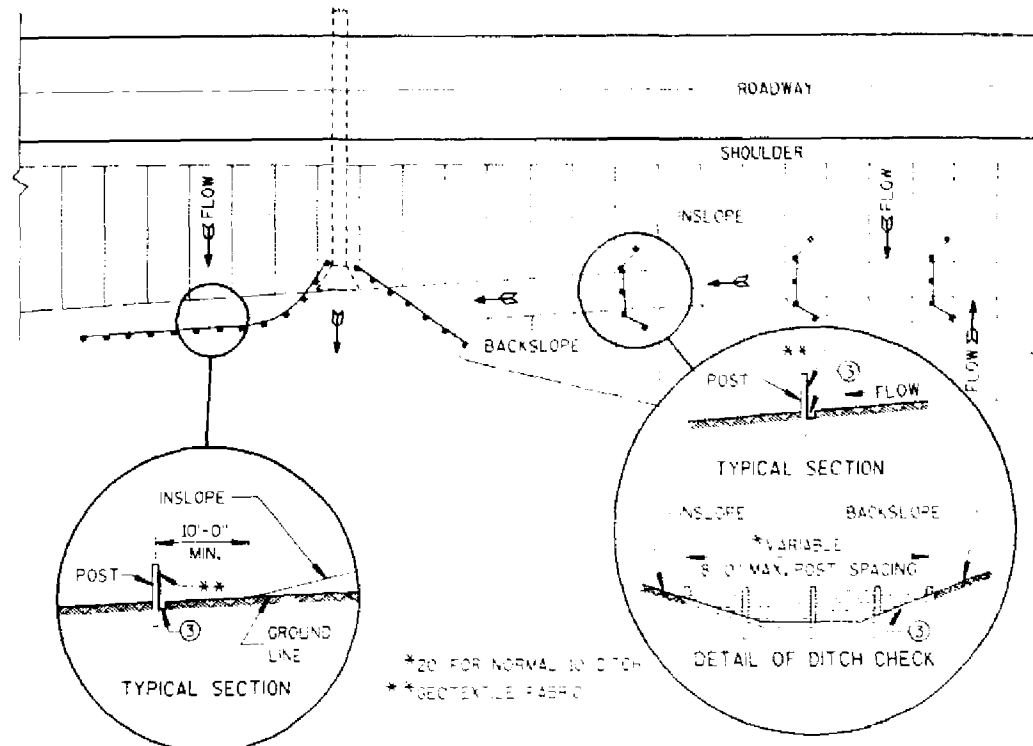
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED
INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

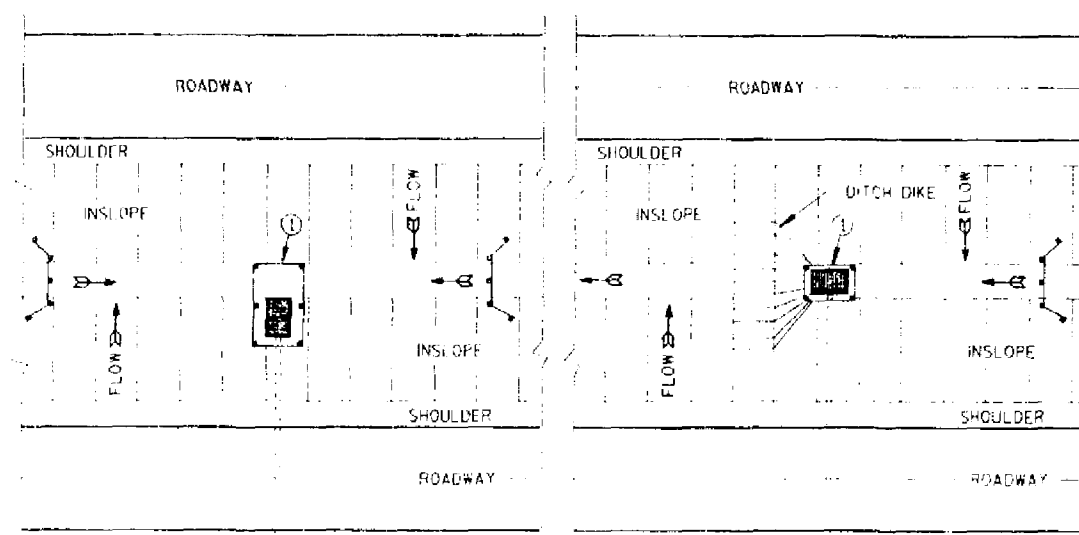
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/87
DATE

STATE DESIGN ENGINEER FOR HWYS
FWHA



PLAN VIEW
TYPICAL APPLICATIONS OF SILT FENCE



SITUATION 1
SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

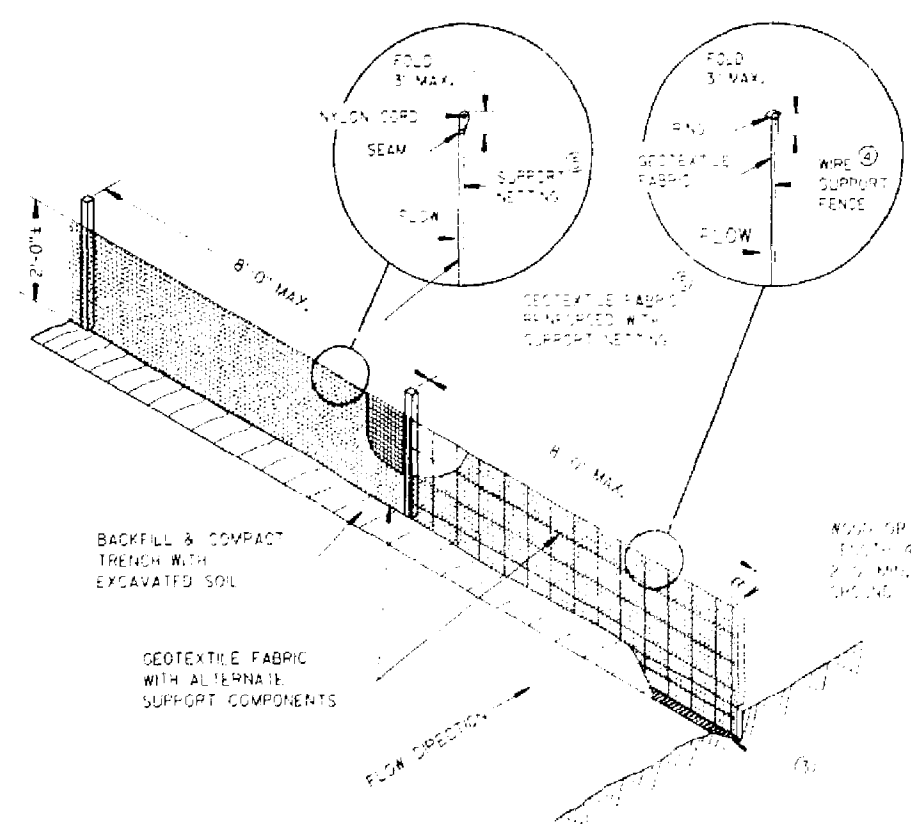
GENERAL NOTES

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.

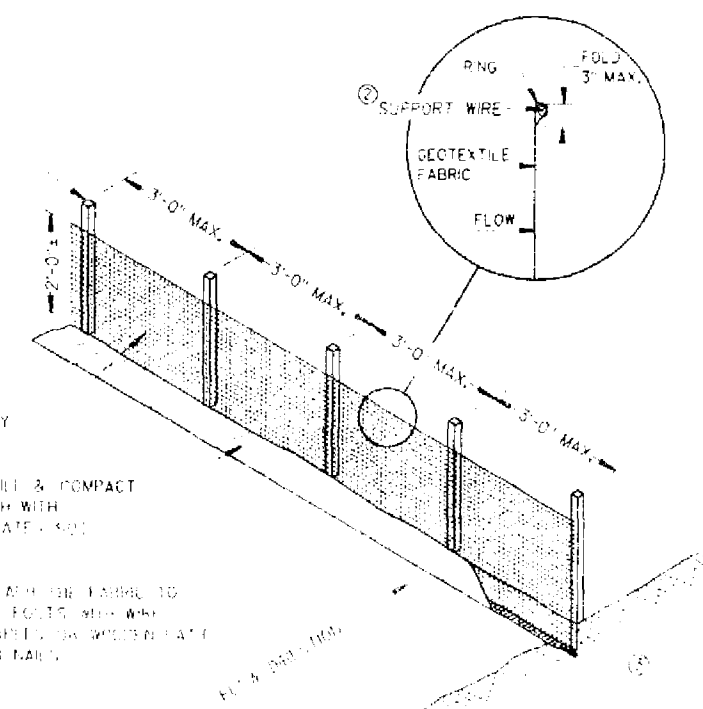
- ① CROSS BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.
- ② MINIMUM 14 GAGE WIRE REQUIRED, FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C-C.
- ③ EXCAVATE A TRENCH A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. 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 128 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.

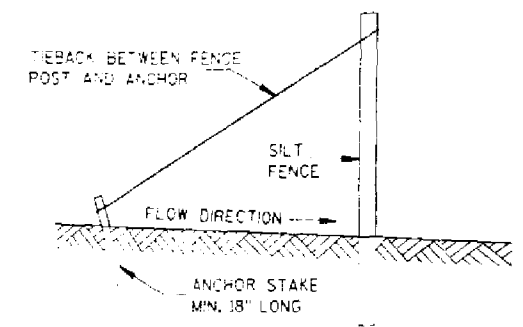


ALTERNATE "A"

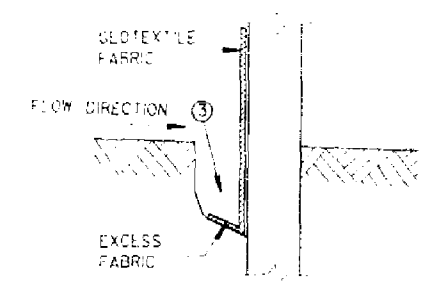
WOOD POSTS ①
LENGTH 4'-0" MIN.
2'-0" MIN. DEPTH
IN GROUND



ALTERNATE "B"



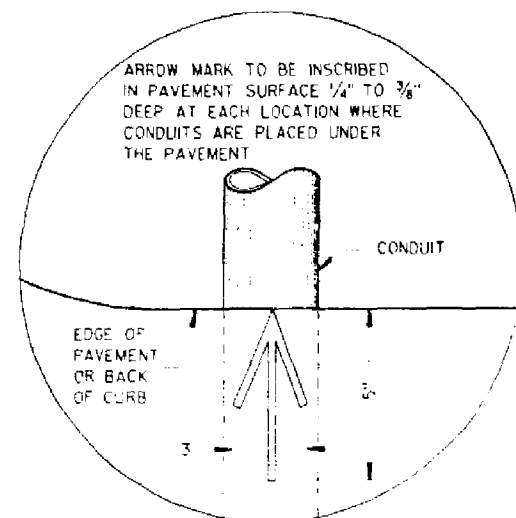
SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)



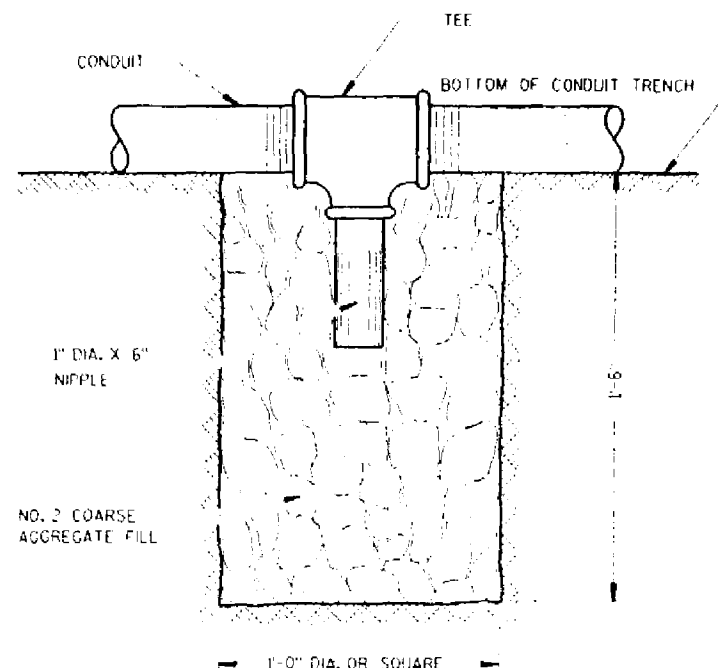
TRENCH DETAIL

SILT FENCE

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8-31-88 DATE	STATE DESIGN ENGINEER FOR HWYS
FHWA	

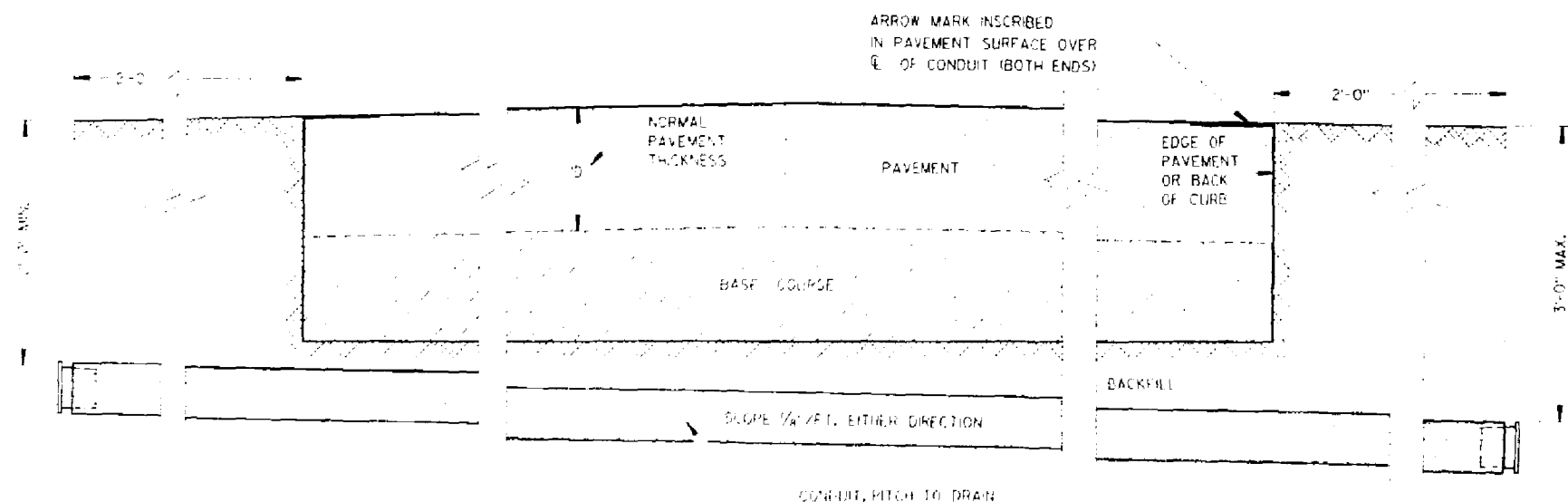


PLAN VIEW
ARROW MARK



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

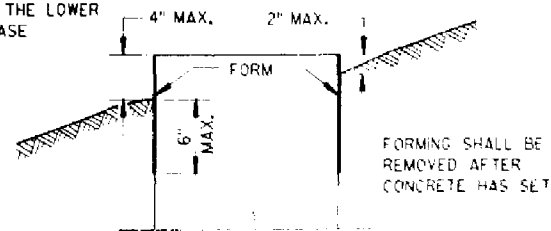
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-29-88
DATE

STATE TRAFFIC ENGINEER FOR HWYS

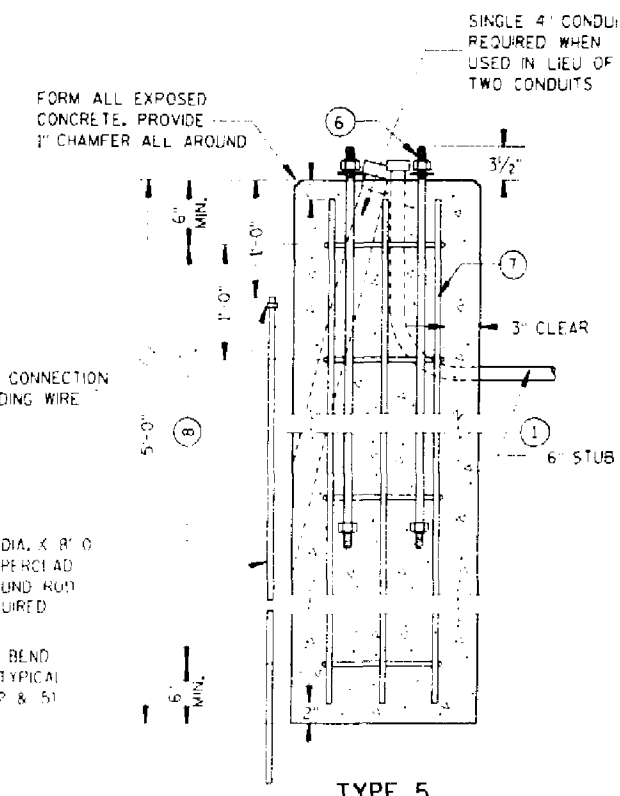
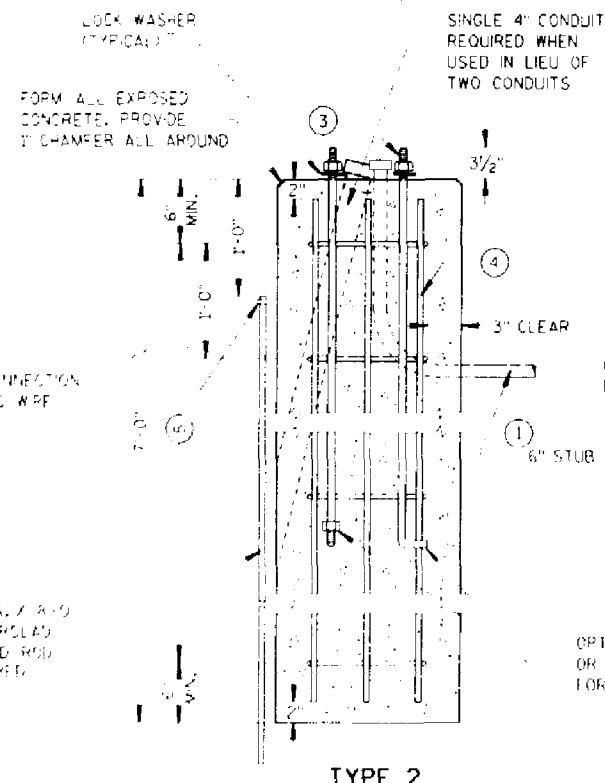
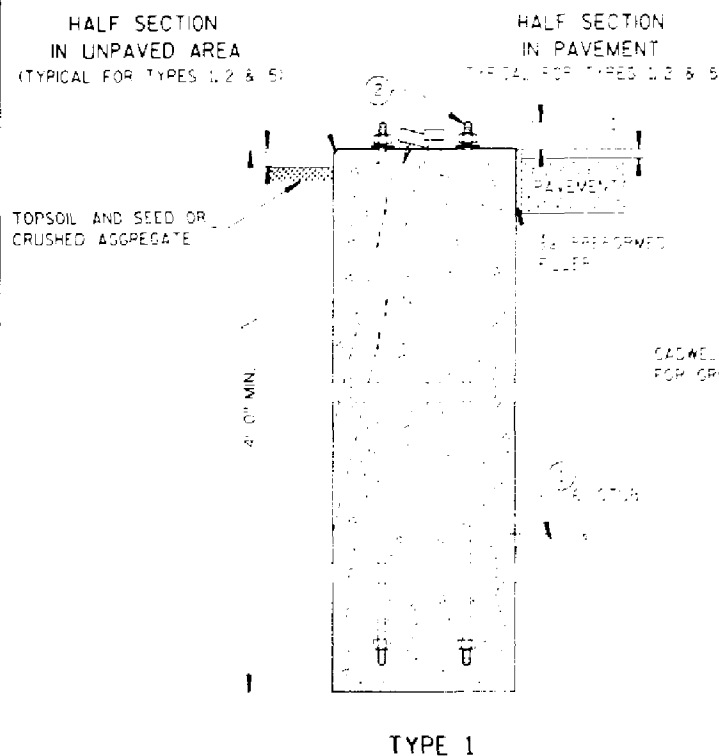
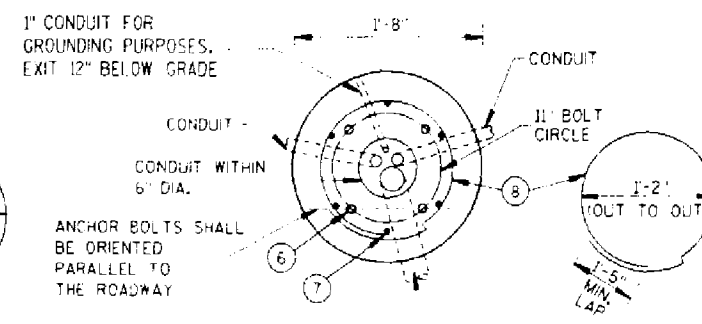
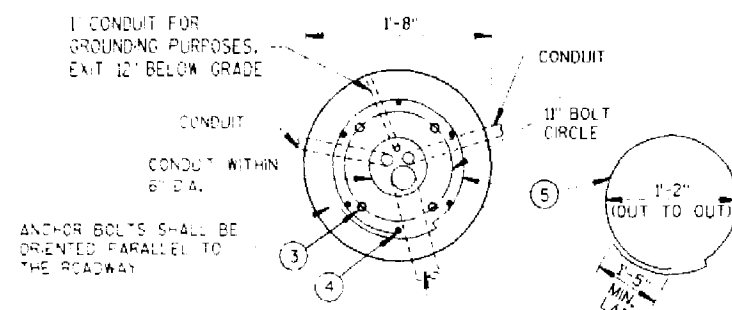
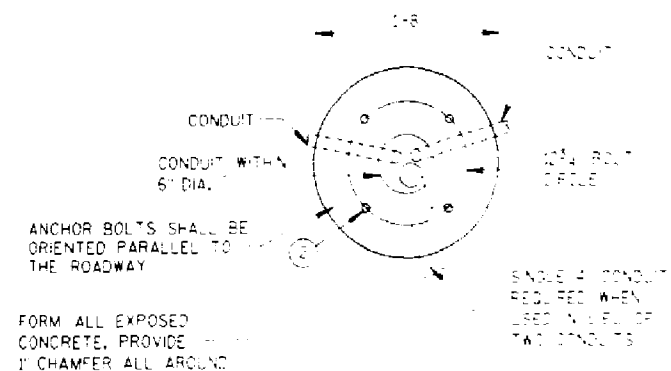
FHWA

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



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) 1/2" DIA. X 3'-6" ANCHOR BOLTS.

3 (4) 1/2" 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) 1/2" 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
1-22-88
DATE

STATE TRAFFIC ENGINEER FOR HWYS

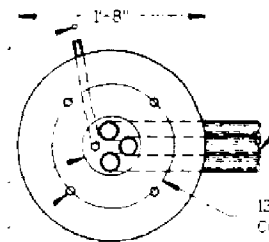
FHWA

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.

5/8" DIA. X 8'-0"
COPPERCLAD
GROUND ROD
(1 OF 2, 6' APART)

ALL CONDUITS WITHIN
6" DIA. CIRCLE



3 - 6" CONDUIT STUBS

12 3/4" BOLT
CIRCLE

FORM ALL EXPOSED
CONCRETE. PROVIDE
1" CHAMFER ALL AROUND

HALF SECTION
IN UNPAVED AREA

HALF SECTION
IN PAVED AREA

TOPSOIL AND FILL
OR CRUSHED AGGREGATE

1" CONDUIT - 6" STUB
FOR GROUNDING WIRE
ENTRANCE

CADWELDED CONNECTION
TO GROUNDING WIRE
(1 OF 2 CONNECTIONS)

1" GROUNDING
GROUND ROD

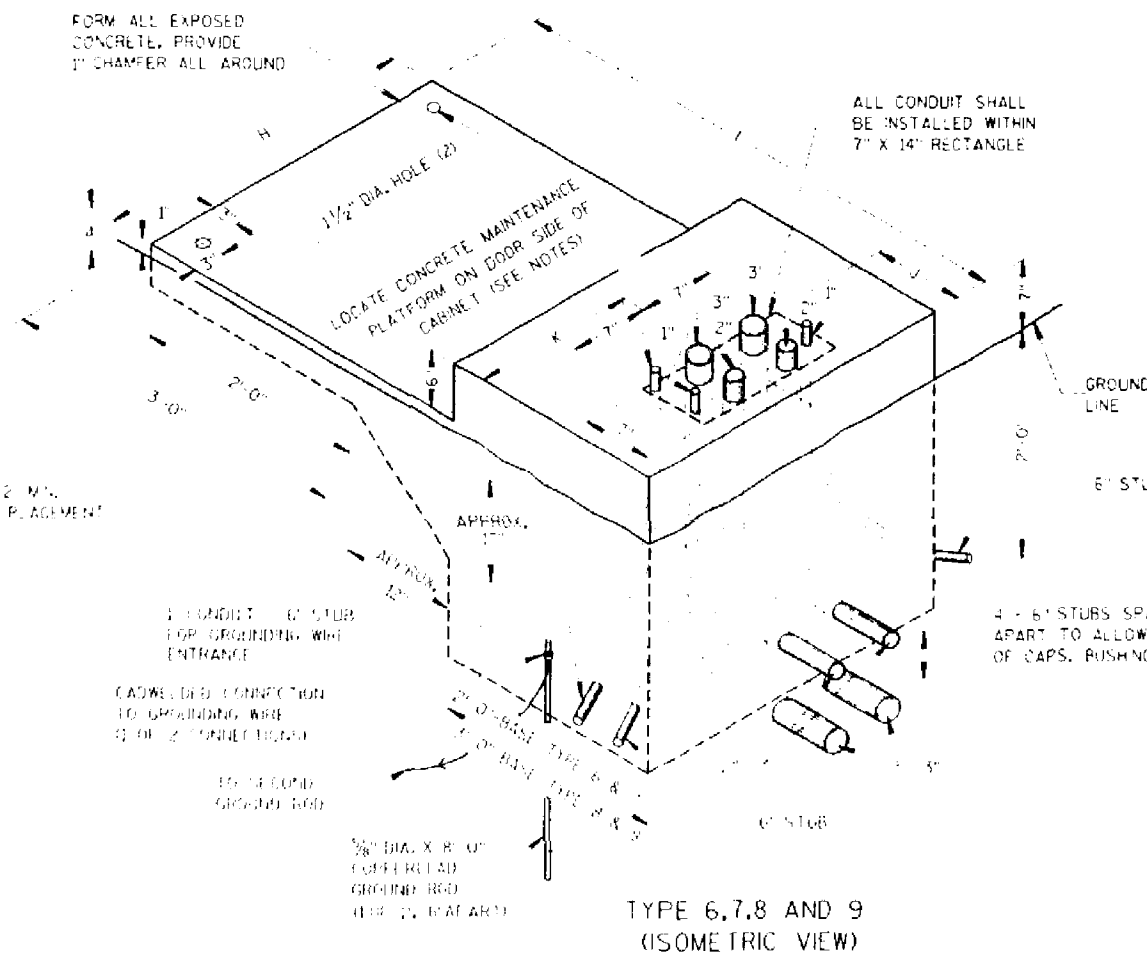
5/8" DIA. X 8'-0"
COPPERCLAD
GROUND ROD
(1 OF 2, 6' APART)

ALTERNATE
4" L BEND OR
ONE HEX NUT

TYPE 10

FORM ALL EXPOSED
CONCRETE. PROVIDE
1" CHAMFER ALL AROUND

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



TYPE 6, 7, 8 AND 9
(ISOMETRIC VIEW)

CONCRETE CONTROL CABINET BASES

GENERAL NOTES

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

INSTALL FOUR 1/2" INCH MINIMUM DIAMETER X 4" INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR BOLTS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

WHEN ANCHOR BOLTS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR BOLT BAR LENGTH.

① FOUR (4) ANCHOR BOLTS, 1" DIA. X 3'-6"

CONCRETE CONTROL CABINET
BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1-29-88
DATE

STATE TRAFFIC ENGINEER FOR HWYS

FHWA

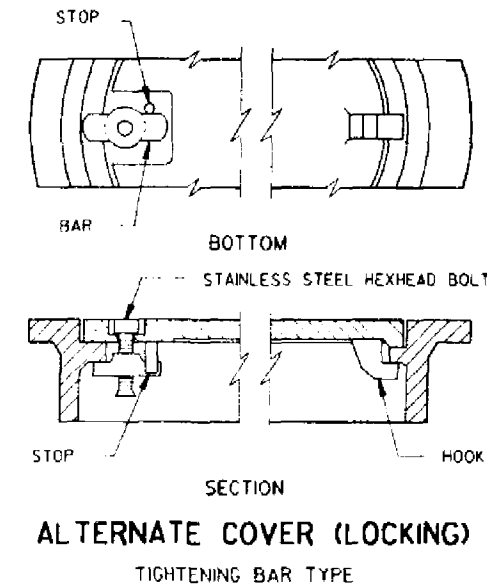
S.D.D. 9 B 9-2

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		TYPE OF PIPE						POLYETHYLENE SDR 32.5
		CORRUGATED STEEL						
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.

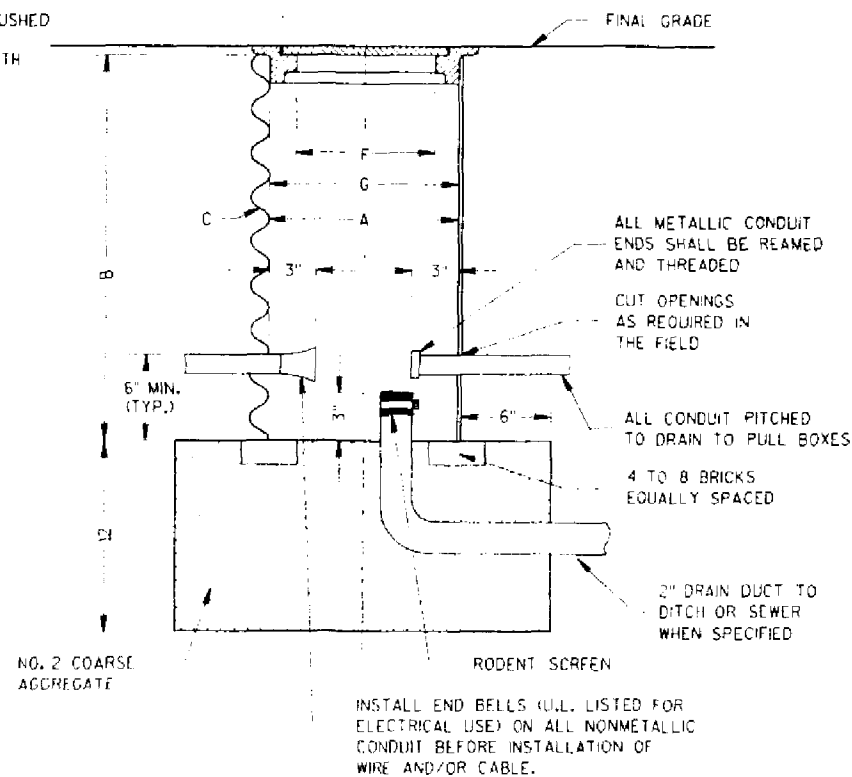


HEAVY DUTY FRAME
AND COVER

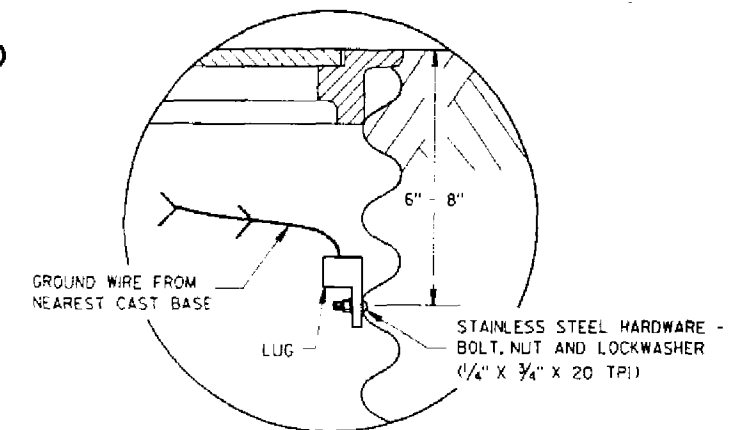
HALF SECTION
CORRUGATED STEEL PIPE

HALF SECTION
POLYETHYLENE PIPE
(NON TRAFFIC AREAS ONLY)

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



GROUNDING LUG
AND LOCATION IN
STEEL PULL BOXES

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 THE INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE FULLY 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\".

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

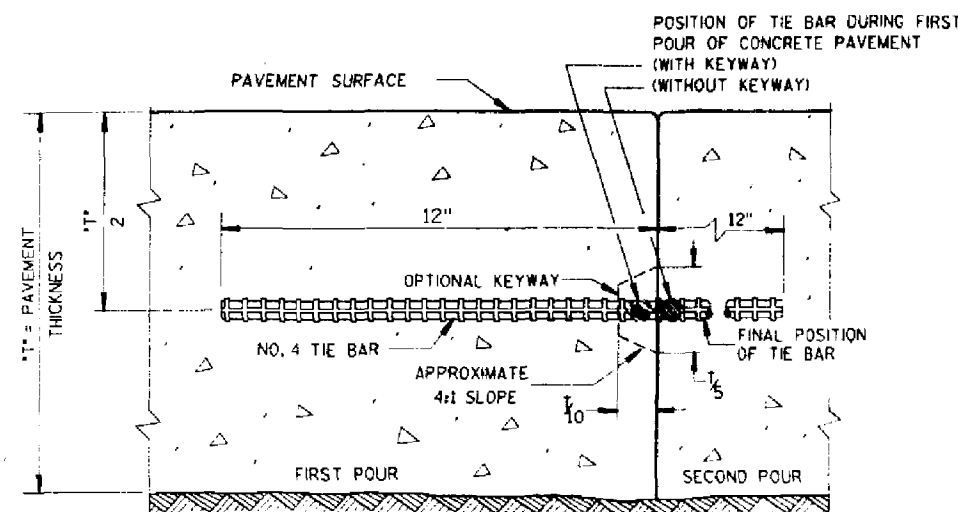
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

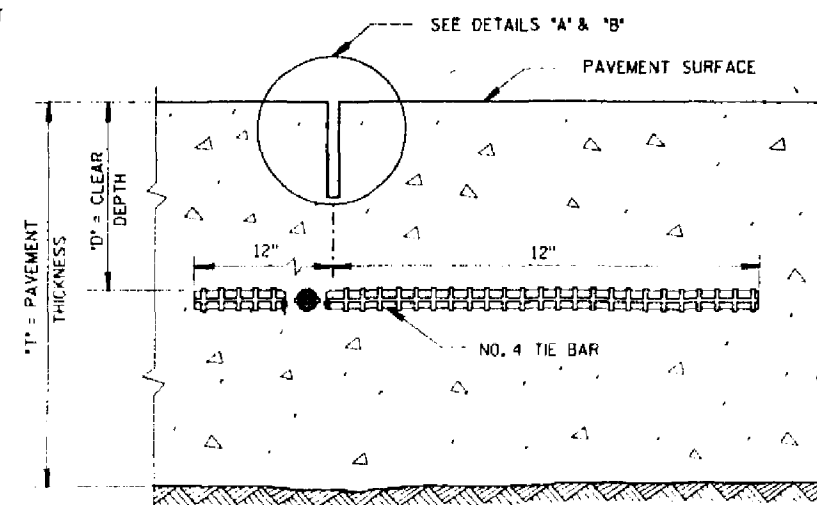
APPROVED
1-29-88
DATE

STATE TRAFFIC ENGINEER FOR HWYS

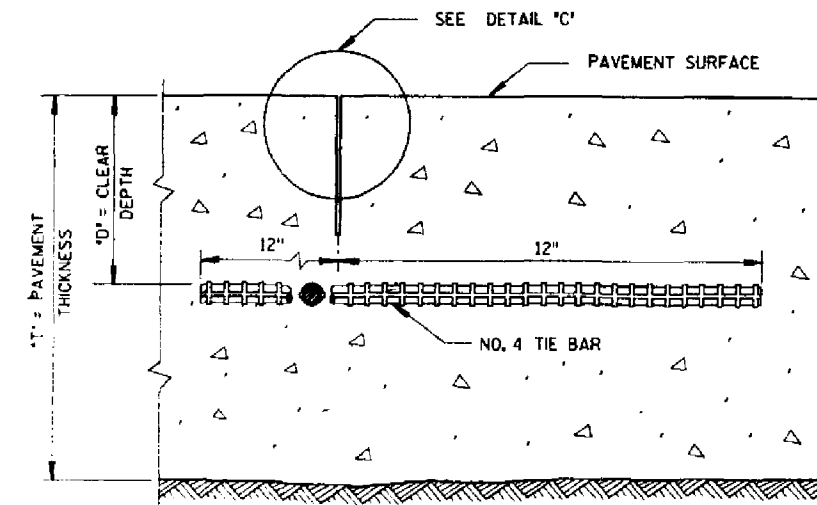
FHWA



CONSTRUCTION JOINT



SAWED JOINT



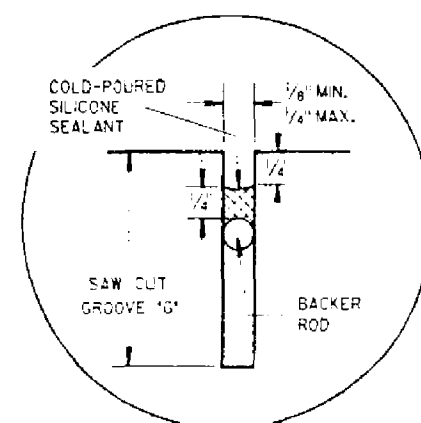
RIBBON JOINT

GENERAL NOTES

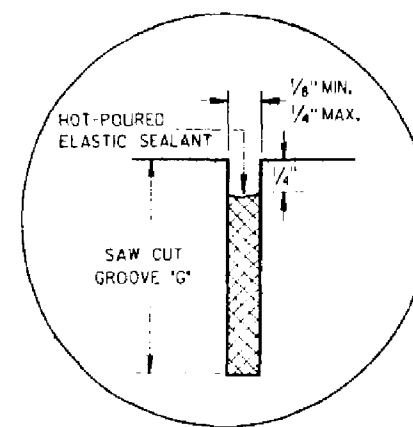
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

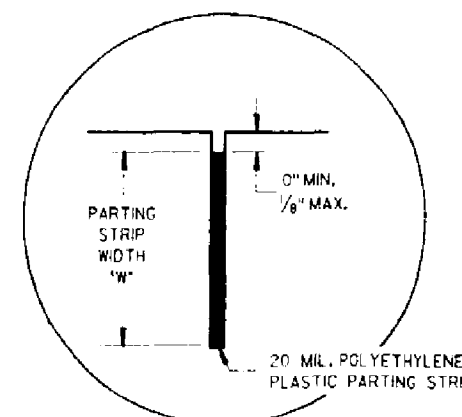
TIE BARS AND PAVEMENT TIES SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 605.2.4 OF THE STANDARD SPECIFICATIONS.



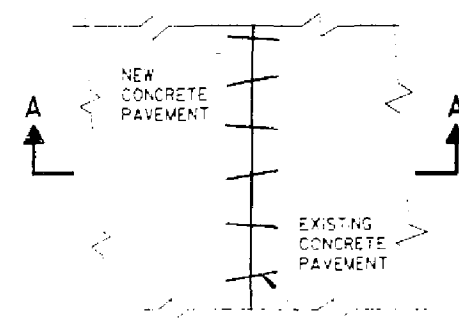
DETAIL 'A'



DETAIL 'B'

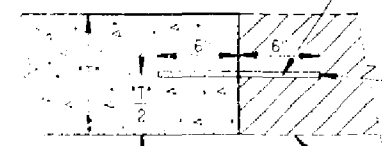


DETAIL 'C'



PLAN VIEW

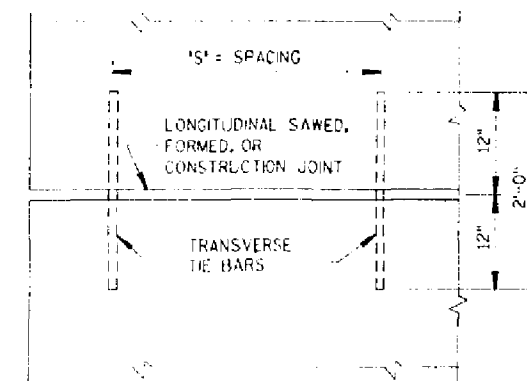
NO. 6 TIE BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.



SECTION A-A
PAVEMENT TIES

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.

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 1/4" + 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 1/2" + 1"	3"	24"	4"



PLAN VIEW
SHOWING LOCATION OF TIE BARS

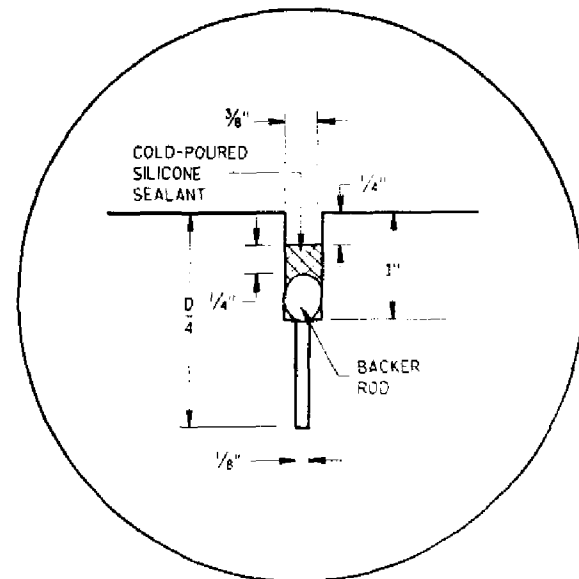
CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

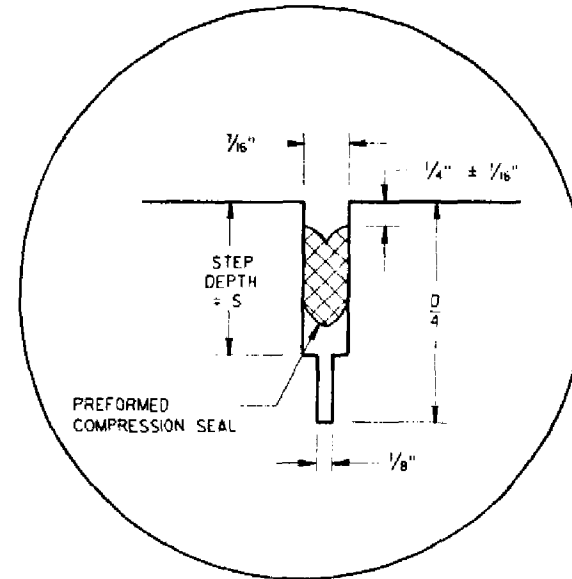
APPROVED
3-7-86
DATE

R. D. Strand
STATE DESIGN ENGINEER FOR HWYS

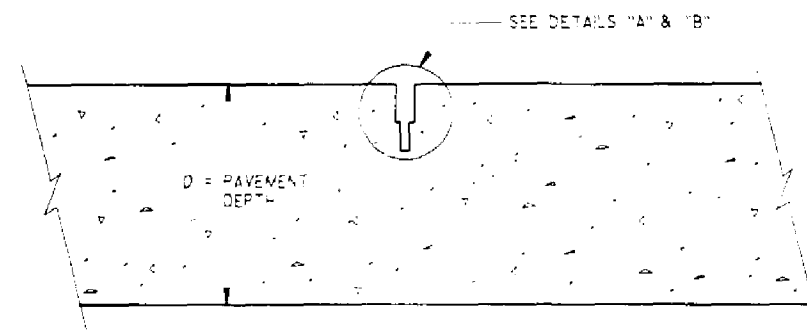
FHWA



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 5/16"	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.

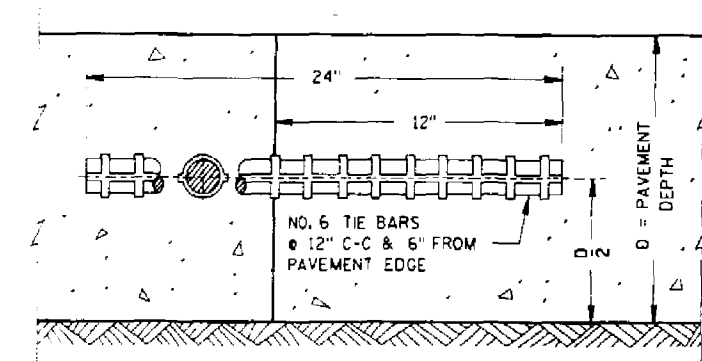
THE FIRST SAWCUT SHALL BE TO A DEPTH OF D/4 AND THE WIDTH OF 1/8 INCH. DETAILS "A" AND "B" ARE EQUAL ALTERNATES.

CONSTRUCTION JOINTS

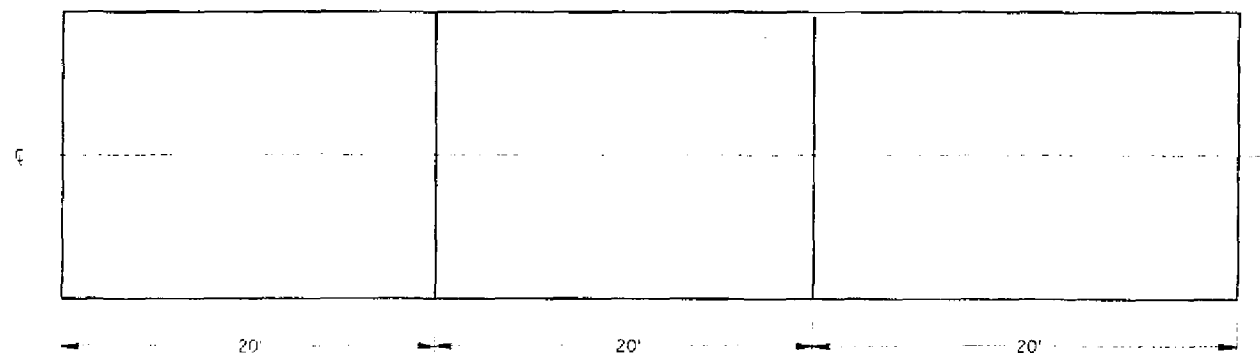
CONSTRUCTION JOINTS SHALL BE LOCATED A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT.

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

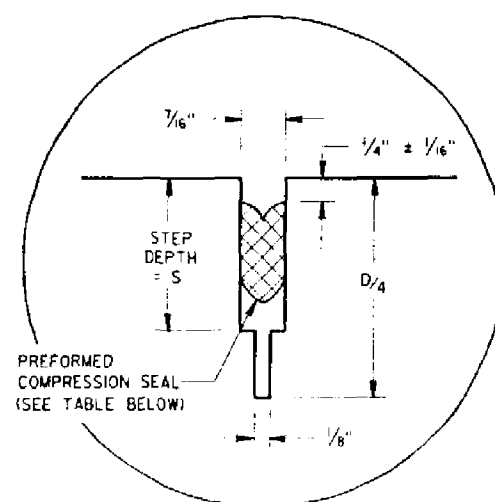
FHWA



SKEWED CONTRACTION JOINT DOWEL ASSEMBLY

DOWEL BAR SIZE TABLE

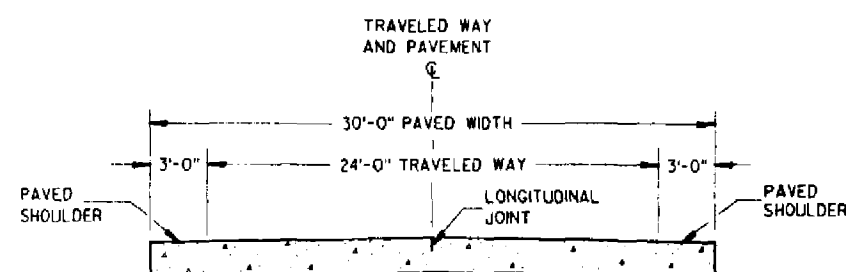
PAVEMENT DEPTH	DOWEL BAR DIAMETER
9"	1 ¹ / ₈ "
10"	1 ³ / ₄ "
11"	1 ³ / ₈ "
12"	1 ¹ / ₂ "
13"	1 ⁵ / ₈ "



PREFORMED ELASTOMERIC
COMPRESSION JOINT SEAL
AND SAW CUT DETAIL

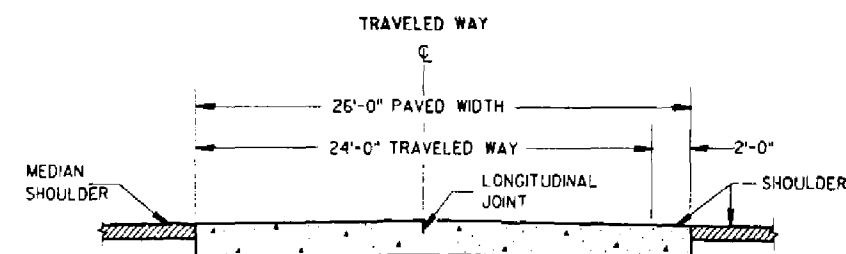
SEAL DIMENSIONS (UNCOMPRESSED)		STEP DEPTH S (MIN.)
WIDTH ①	HEIGHT ②	
$1\frac{3}{16}$ "	$1\frac{5}{16}$ "	1 $\frac{7}{16}$ "

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

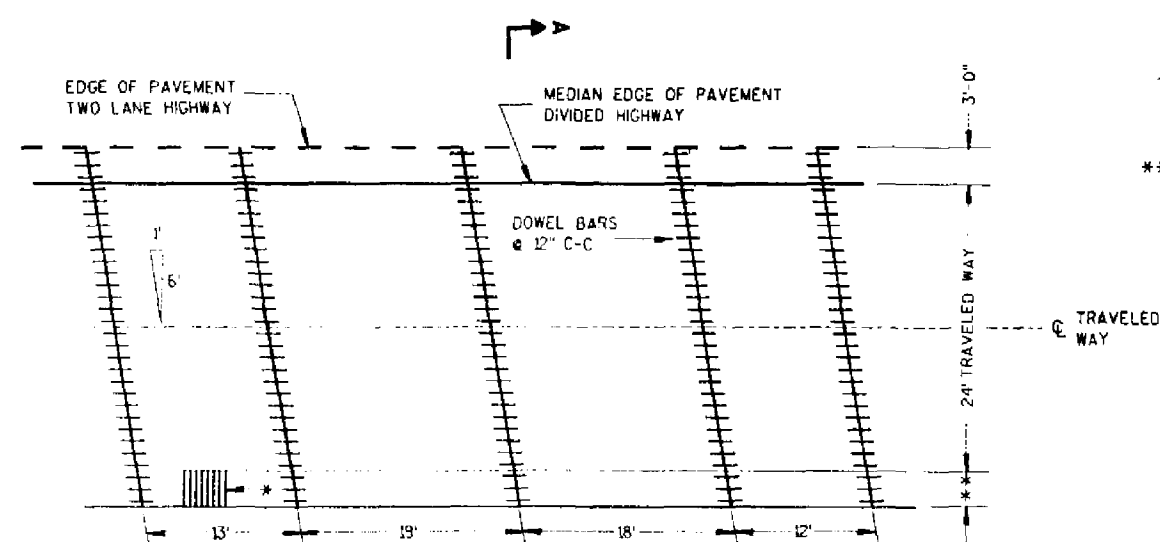


SECTION A-A
TWO-LANE TWO-WAY HIGHWAY ***

*** REFER TO TYPICAL CROSS SECTIONS
FOR ADDITIONAL DETAILS



SECTION A-A
DIVIDED HIGHWAY ***



CONTRACTION JOINT LOCATIONS

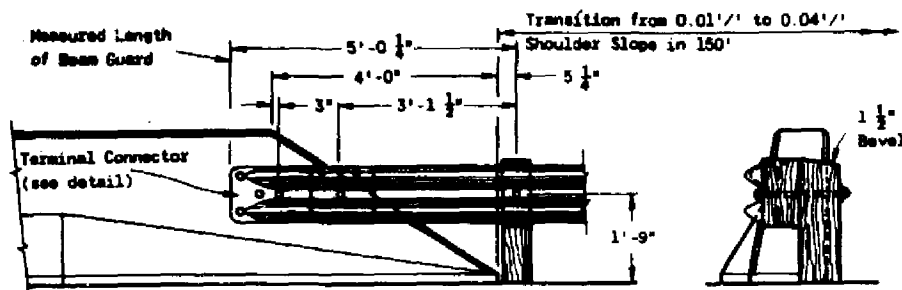
- * SHOULDER CORRUGATIONS REQUIRED FOR
DIVIDED HIGHWAYS. SPACING AND DETAILS
SHOWN ELSEWHERE IN PLAN.
- ** 2'-0" DIVIDED HIGHWAYS
3'-0" TWO-LANE TWO-WAY HIGHWAYS
SEE SECTION A-A

TRANSVERSE JOINTS IN DOWELED
NON-REINFORCED CONCRETE
PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/14/87
DATE

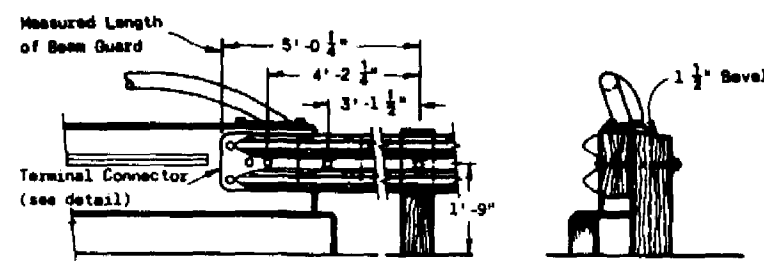

ACTING
STATE DESIGN ENGINEER FOR HWYS



FRONT VIEW

END VIEW

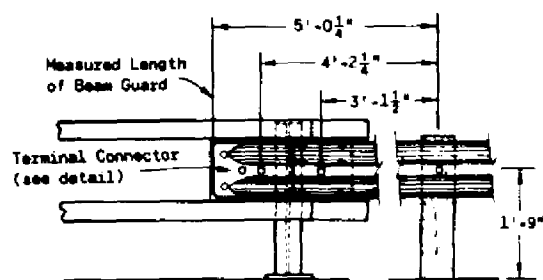
SLOPED FACE PARAPET



FRONT VIEW

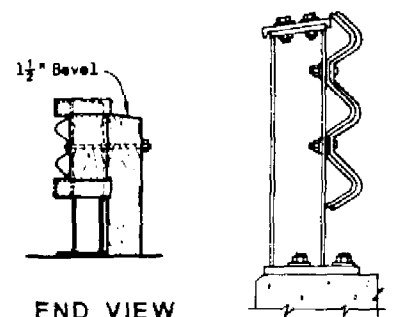
END VIEW

VERTICAL FACE PARAPET



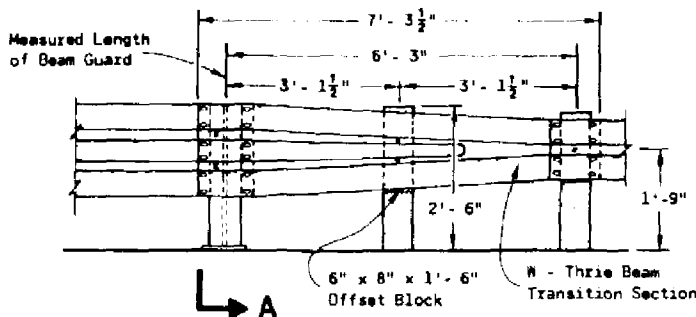
FRONT VIEW

RAILING TYPE 'F'



END VIEW

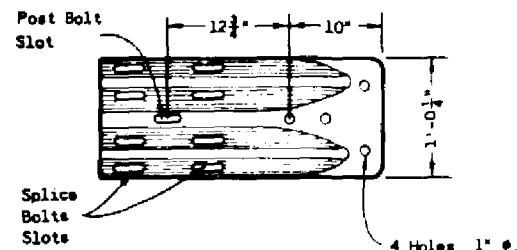
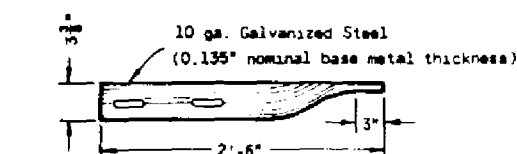
SECTION A-A



FRONT VIEW

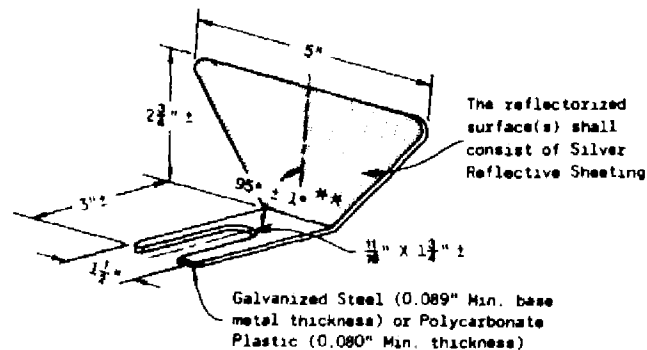
RAILING TYPE 'W'

STRUCTURE MOUNTING DETAILS



NOTE:
1\"/>

TERMINAL CONNECTOR

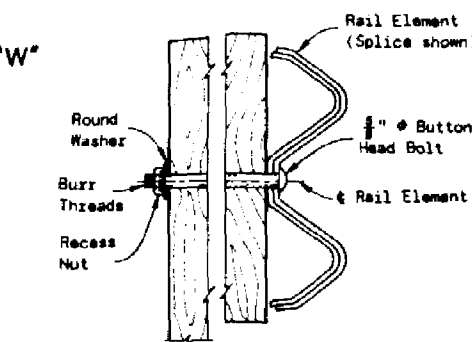


REFLECTOR SPACING

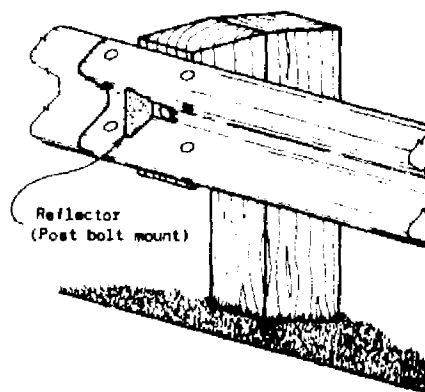
	Beam Guard Length	Reflector Spacing	No. Surfaces Reflectorized	Min. No. Reflectors
One Way Traffic	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
Two Way Traffic	< 200'	25' C-C	1 *	6
	> 200'	50' C-C	1 *	
Two Way Traffic	< 200'	50' C-C	2 **	3
	> 200'	100' C-C	2 **	

* 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° ± 1° for two-sided reflectors.

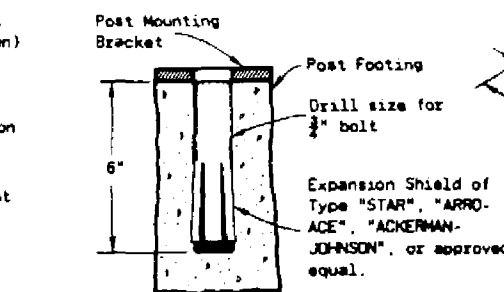
REFLECTOR DETAIL



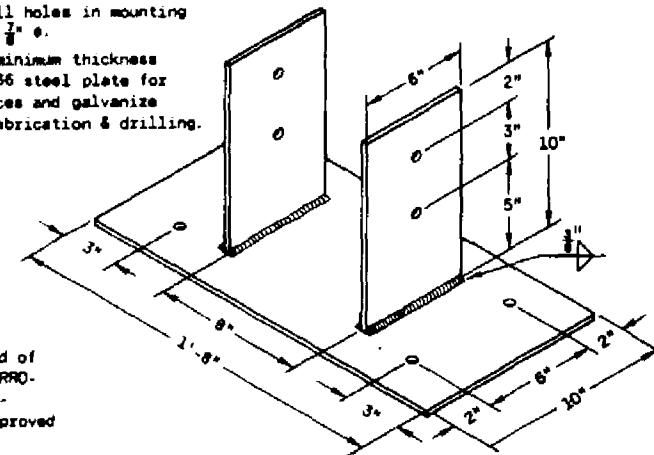
BUTTON HEAD BOLT DETAIL



TYPICAL INSTALLATION

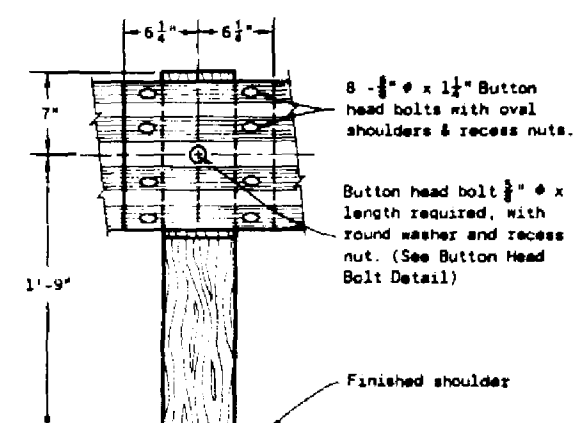


EXPANSION SHIELD DETAIL



POST MOUNTING BRACKET

POST FOOTING DETAIL AT PIERS



RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL

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.

- 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-1 1/2 inches C-C.
- This section shall include at least one 12'-6" Rail Element and a Terminal Connector or W-Three Beam Transition Section as required for structure mounting.

NOTE:

Drill all holes in mounting bracket 3/8\"/>

NOTE:

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

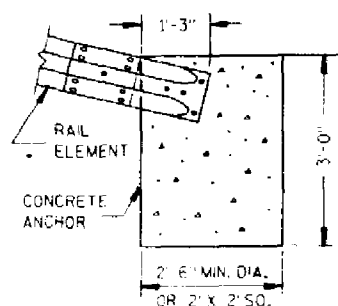
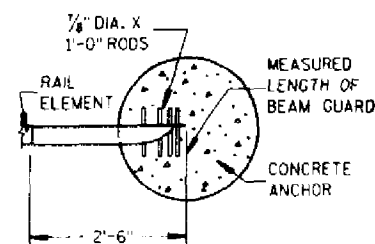
CAUTION: WHEN SPECIAL ANCHORAGES ARE SPECIFIED, SHEET Bc IS ALSO REQUIRED

CLASS 'A' STEEL PLATE BEAM GUARD

State of Wisconsin
Department of Transportation

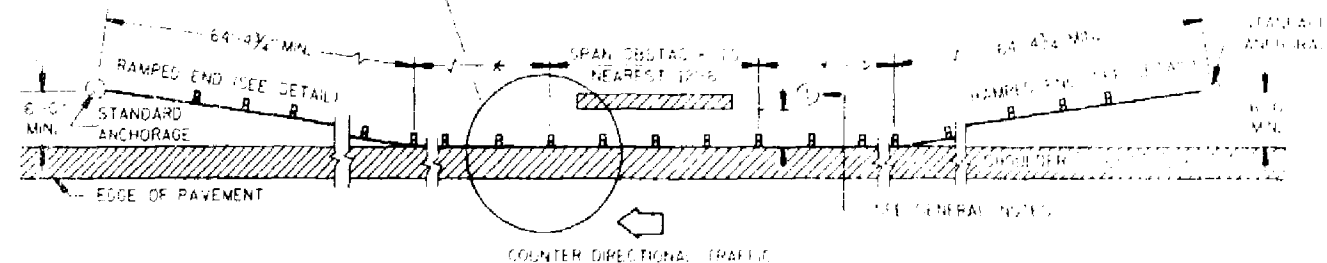
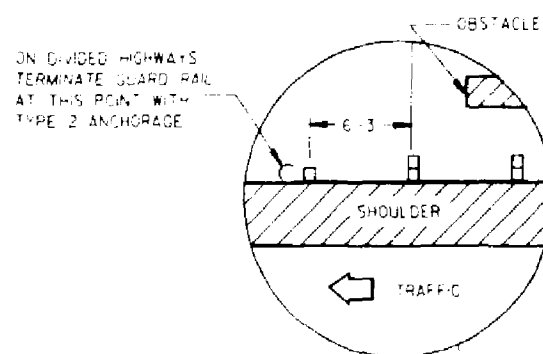
APPROVED
1-31-85
DATE

DD [Signature]
CHIEF DESIGN ENGINEER

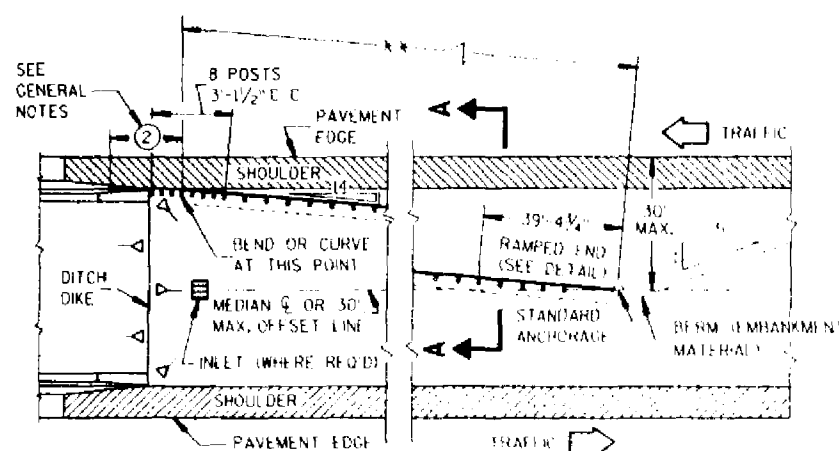


STANDARD SPECIFICATION ITEM "ANCHORAGE
FOR STEEL PLATE BEAM GUARD"

ON DIVIDED HIGHWAYS
TERMINATE GUARD RAIL
AT THIS POINT WITH
TYPE 2 ANCHORAGE

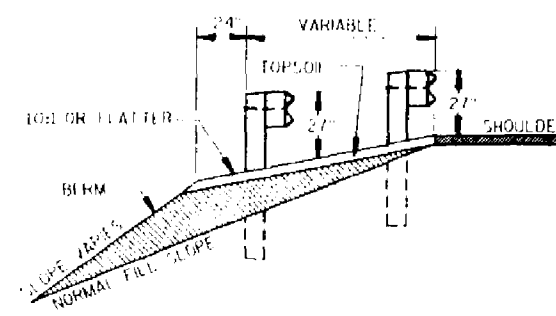


TYPICAL INSTALLATION AT OBSTACLES

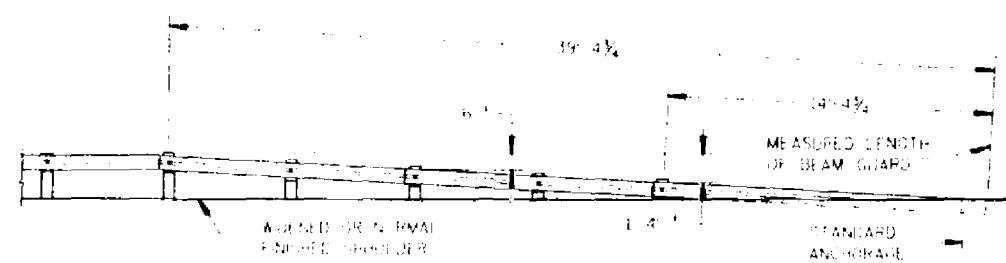


PLAN VIEW

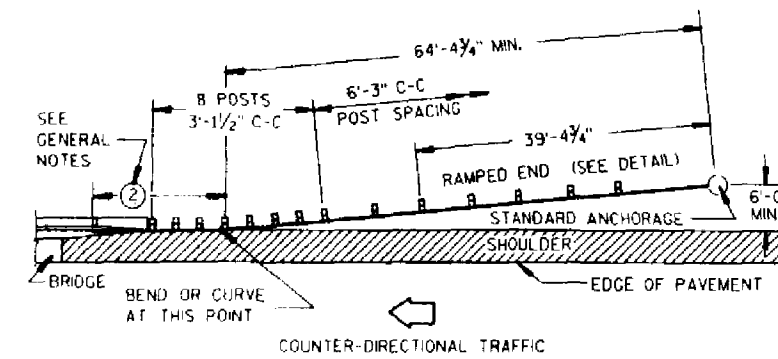
TYPICAL MEDIAN INSTALLATION AT STRUCTURES



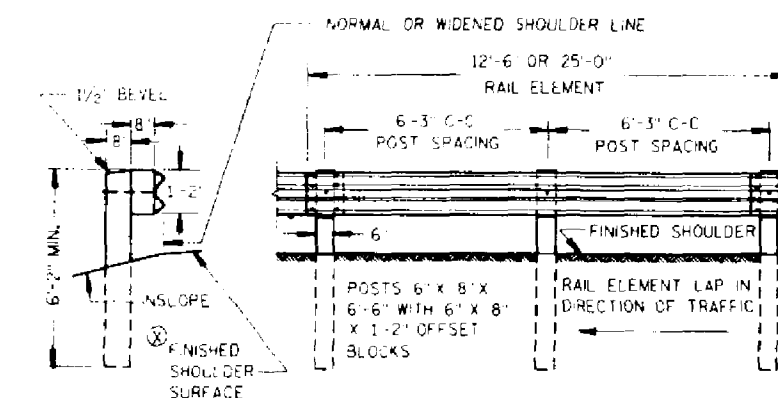
SECTION A-A



FRONT VIEW
TYPICAL RAMPED END



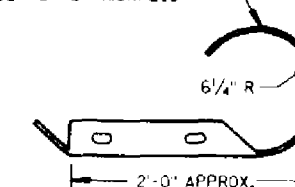
TYPICAL INSTALLATION AT FULL WIDTH STRUCTURES



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)

CLASS "A"
STEEL PLATE BEAM GUARD

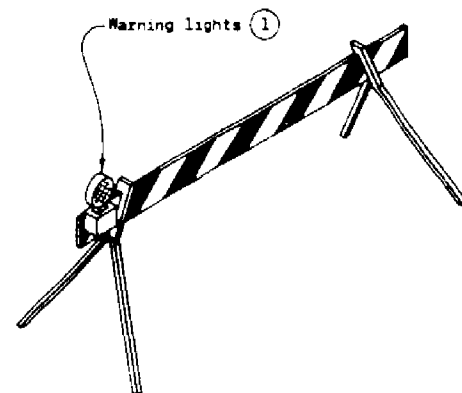
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14B 2-8b

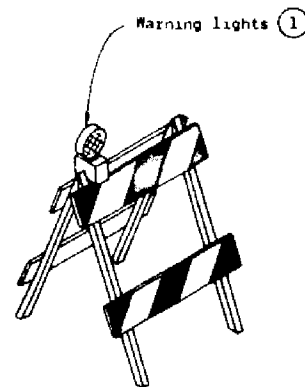
TABLE OF BARRICADE CHARACTERISTICS

BARRICADE TYPE	I	II	III
Height	3' Minimum		5' Minimum
*Rail Width	8" Minimum to 12" Maximum		
Rail Length	2' Minimum		4' Minimum
**Stripe Width	6" at 45° Angle		
Stripe Colors	Reflectorized Orange & White		

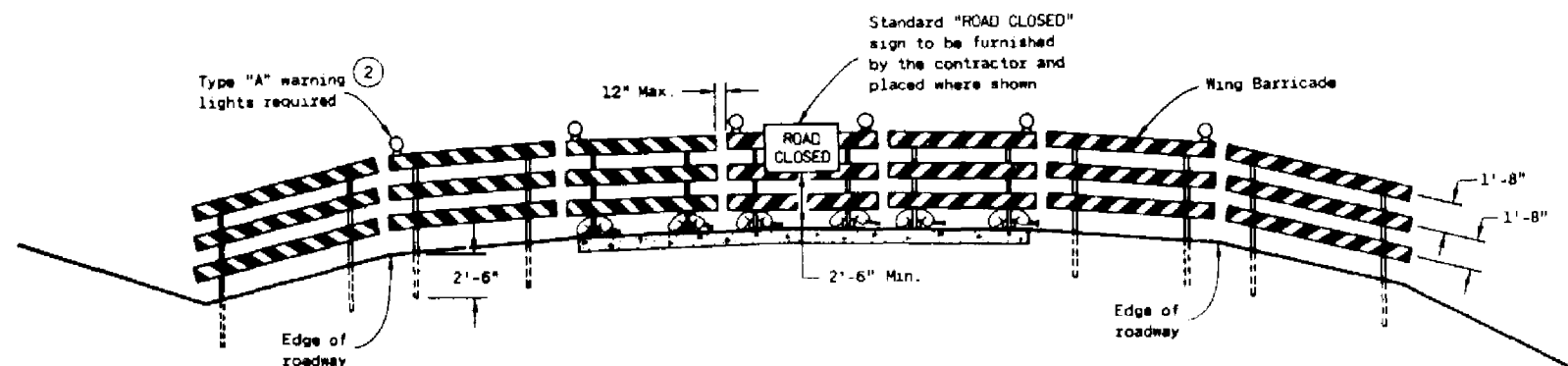
* Nominal dimensions when barricade is constructed of lumber.
 ** Shall be 4" for rail lengths less than 3'.



TYPICAL TYPE I BARRICADE



TYPICAL TYPE II BARRICADE



TYPICAL INSTALLATION SHOWING TYPE III BARRICADE
 CONSTRUCTION BARRICADES



R11-2
 48" x 30"

Black Lettering on Reflective
 White Background
 Letter Series "D"
 Letter height 8"



W20-3
 48" x 48"

Black Lettering on Reflective
 Orange Background
 Letter Series "D"
 Letter height 7"

STANDARD SIGNS - TYPE II

GENERAL NOTES

The contractor shall furnish, erect and maintain barricades and signs. Details regarding location, spacing, dimensions, fabrication, material, sign lettering, lighting devices and color of barricades and signs shall conform to this drawing, the Manual On Uniform Traffic Control Devices, the Standard Specifications, Special Provisions and/or plans.

Type III Barricades and Signs shall be erected at the termini of projects and at other road or street locations where it is necessary to control or eliminate public access to the construction area.

Type I and II Barricades shall be used on projects when traffic is to be maintained through the construction area.

The actual field location of barricade installations and advance signs shall be as directed by the Engineer.

Each barricade shall have the name and telephone number of a person responsible for 24 hour emergency service printed in letters at least 1/4 inch in height on the barricade rails. Prior to May 1, 1983, such information may be shown on either front or back faces of the barricade rails. After May 1, 1983, all printed information or identification markings shall be shown only on the back side of barricade rails.

Type I Barricades may include other unstriped horizontal panels necessary to provide stability.

On high speed expressways or in other situations where barricades may be susceptible to overturning in the wind, sandbags should be used for ballasting. Sandbags may be placed on lower parts of the frame or stays to provide the required ballast but shall not be placed on top of any striped rail.

- Unless otherwise provided elsewhere in the contract, warning lights are required on all barricades which will be located near traffic operations during periods of inclement weather or hours of darkness. Barricades used to shield isolated hazards shall be equipped with Type "A" (low intensity - flashing) lights unless Type "B" (high intensity) - flashing lights are specified elsewhere in the contract documents. Barricades used for channelization or delineation of the travel path shall be equipped with Type "C" (steady burn) lights except for the initial barricade(s) in sequence, which shall be equipped with Type "A" or "B" lights as previously noted.
- 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.

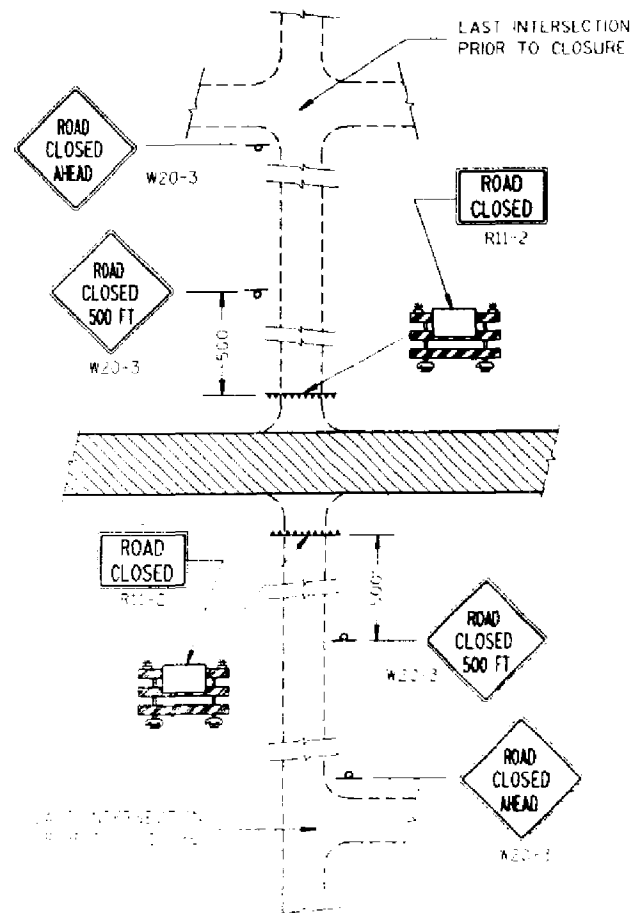
CONSTRUCTION BARRICADES & STANDARD SIGNS

State of Wisconsin
 Department of Transportation

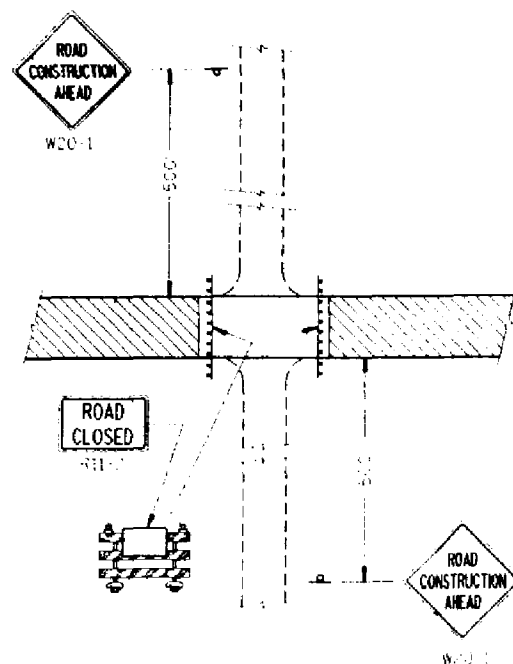
APPROVED
 9-14-81
 DATE

[Signature]
 CHIEF DESIGN ENGINEER

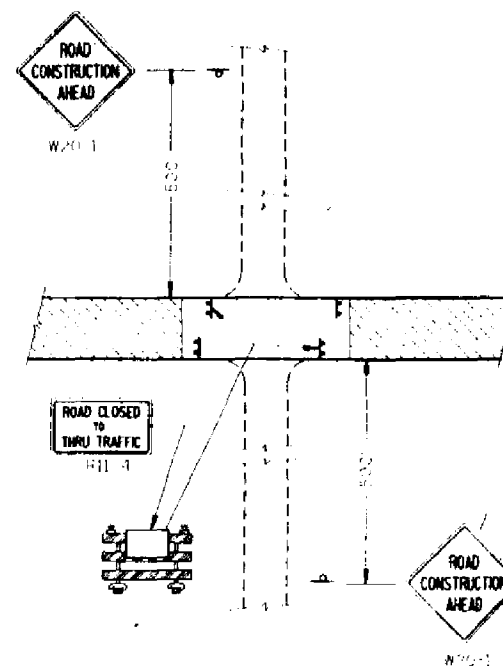
PHWA



DETAIL 1
(NO ACCESS TO PROJECT)



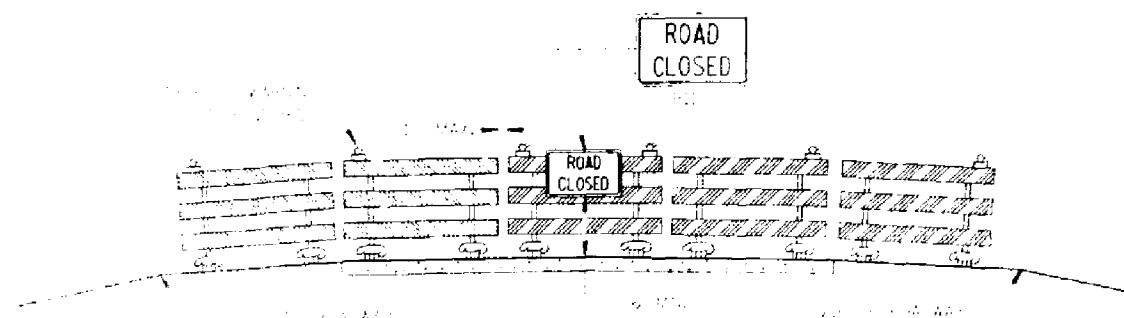
DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).



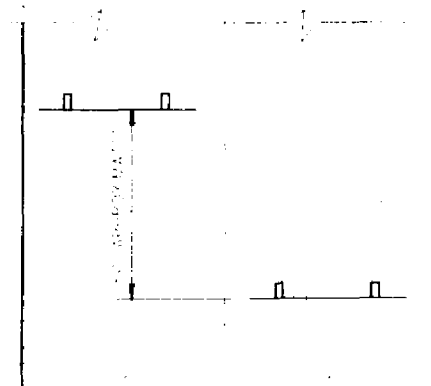
DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR,
LOCAL BUSINESS AND RESIDENT ACCESS).

LEGEND

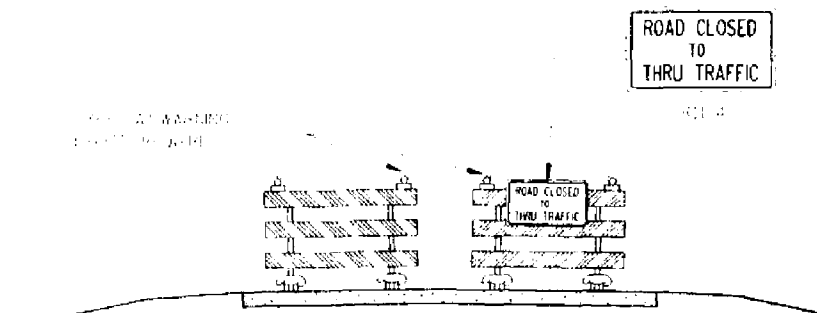
- ▶ ADVANCE WARNING AREA
- ▶ BARRICADE
- LOW INTENSITY FLASHING WARNING LIGHT
- APPROACH VIEW



APPROACH VIEW
ROAD CLOSURE BARRICADE



PLAN VIEW



APPROACH VIEW
LANE CLOSURE BARRICADES

GENERAL NOTES

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

- 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 LANE CLOSURE BARRICADES AS APPLIED IN DETAIL 3 SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES WITH STRIPES PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

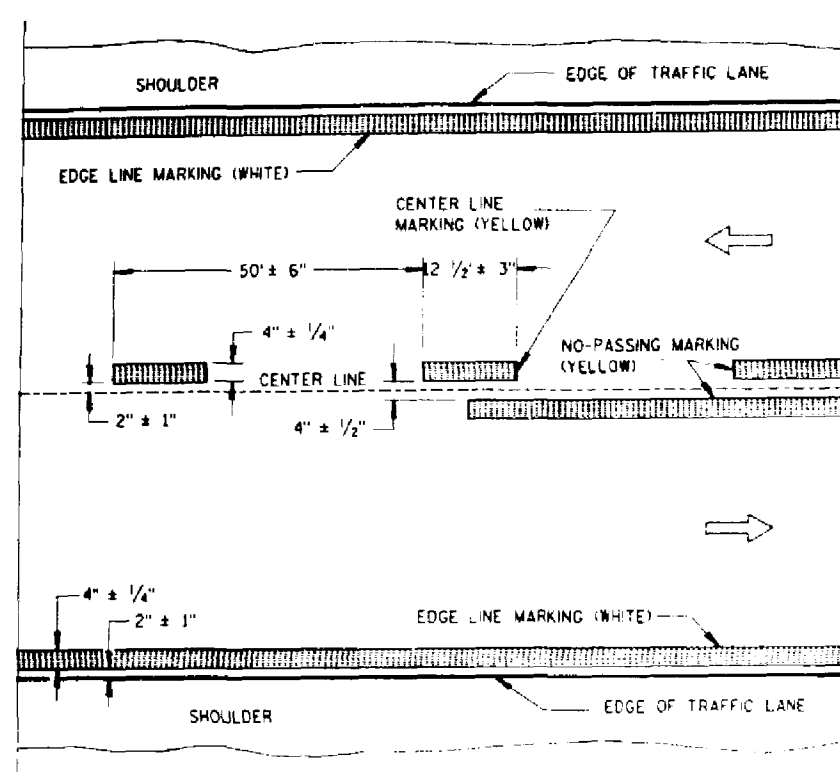
TRAFFIC CONTROL FOR TEMPORARY ROAD
CLOSURES IN RURAL AREAS
(HIGHWAY UNDER CONSTRUCTION
CLOSED TO TRAFFIC)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

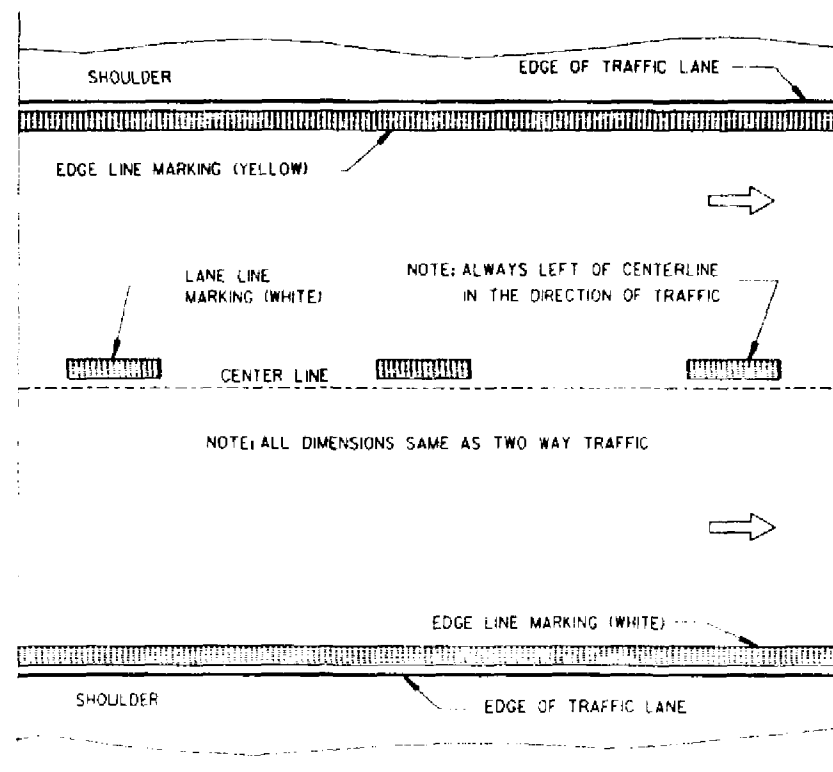
APPROVED
6-5-85
DATE

CHIEF TRAFFIC ENGINEER

FHWA

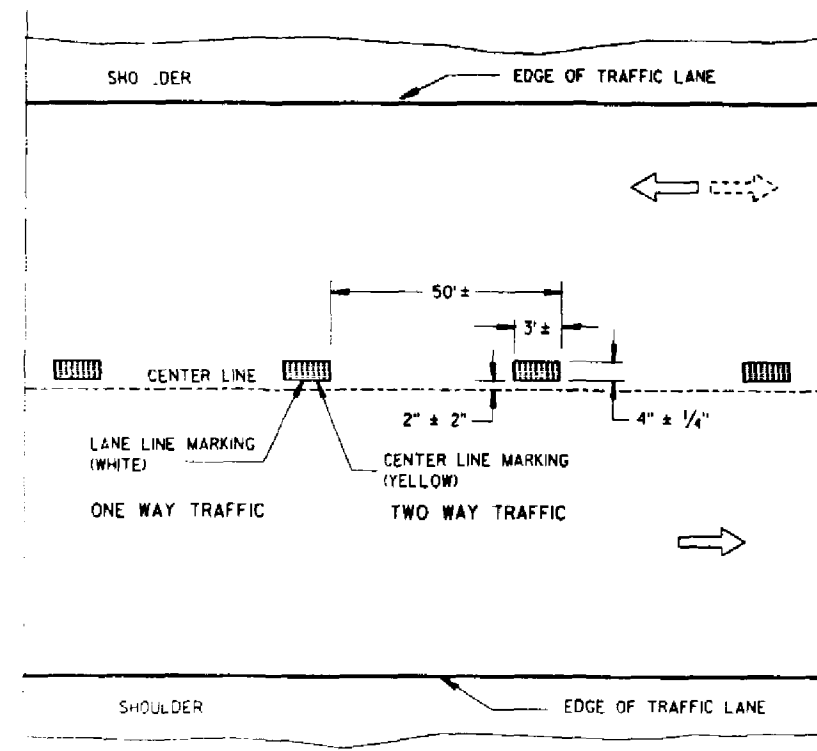


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TEMPORARY PAVEMENT MARKING

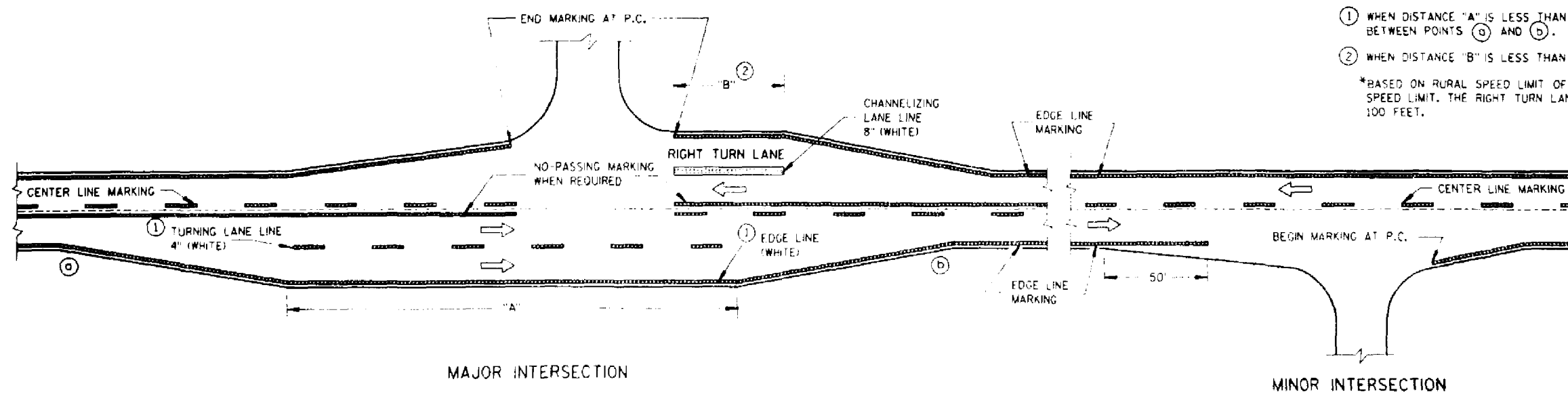
GENERAL NOTES

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 AND EDGE LINE BETWEEN POINTS (a) AND (b).
- ② WHEN DISTANCE "B" IS LESS THAN 150 * FEET, OMIT CHANNELIZING LANE LINE.

*BASED ON RURAL SPEED LIMIT OF 55 MPH. REDUCE VALUES IN PROPORTION TO POSTED SPEED LIMIT. THE RIGHT TURN LANE SHOULD HAVE A DESIRABLE MINIMUM LENGTH OF 100 FEET.



MAJOR INTERSECTION

MINOR INTERSECTION

TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-23-86
DATE

STATE TRAFFIC ENGINEER FOR HWYS

FHWA