

COUNTY: DANE

PLAN OF PROPOSED IMPROVEMENT

STH 113(S) INTERSECTION

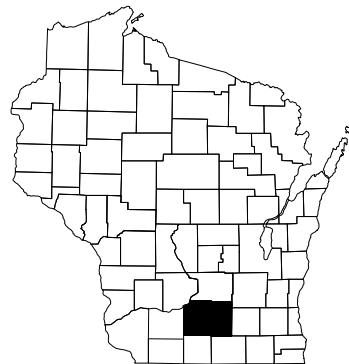
STH 19
DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5290-02-70		

PRELIMINARY
60% REVIEW MEETING DRAFT

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 4	Right of Way Plat
Section No. 5	Plan and Profile
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS =



A.A.D.T.	2018	=	19100
A.A.D.T.	2038	=	22900
D.H.V.		=	2473
D.D.		=	59/41
T.		=	4.6%
DESIGN SPEED		=	60 MPH
ESALS		=	3,900,000

PLAN
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED HIGHWAY EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE

REFERENCE LINE
EXISTING CULVERT
PROPOSED CULVERT
(Box or Pipe)

CAUTION

A diagram of a closed system, represented by a dashed oval. Inside the oval, there are five particles, each depicted as a small circle with a vertical line and a horizontal bar at the top, resembling a stylized 'T' or a particle with a dipole moment. The particles are arranged with three in the top row and two in the bottom row.



PROFILE
 GRADE LINE
 ORIGINAL GROUND
 MARSH OR ROCK PROFILE
 (To be noted as such)
 SPECIAL DITCH

CULVERT (Profile View)

ELECTRIC

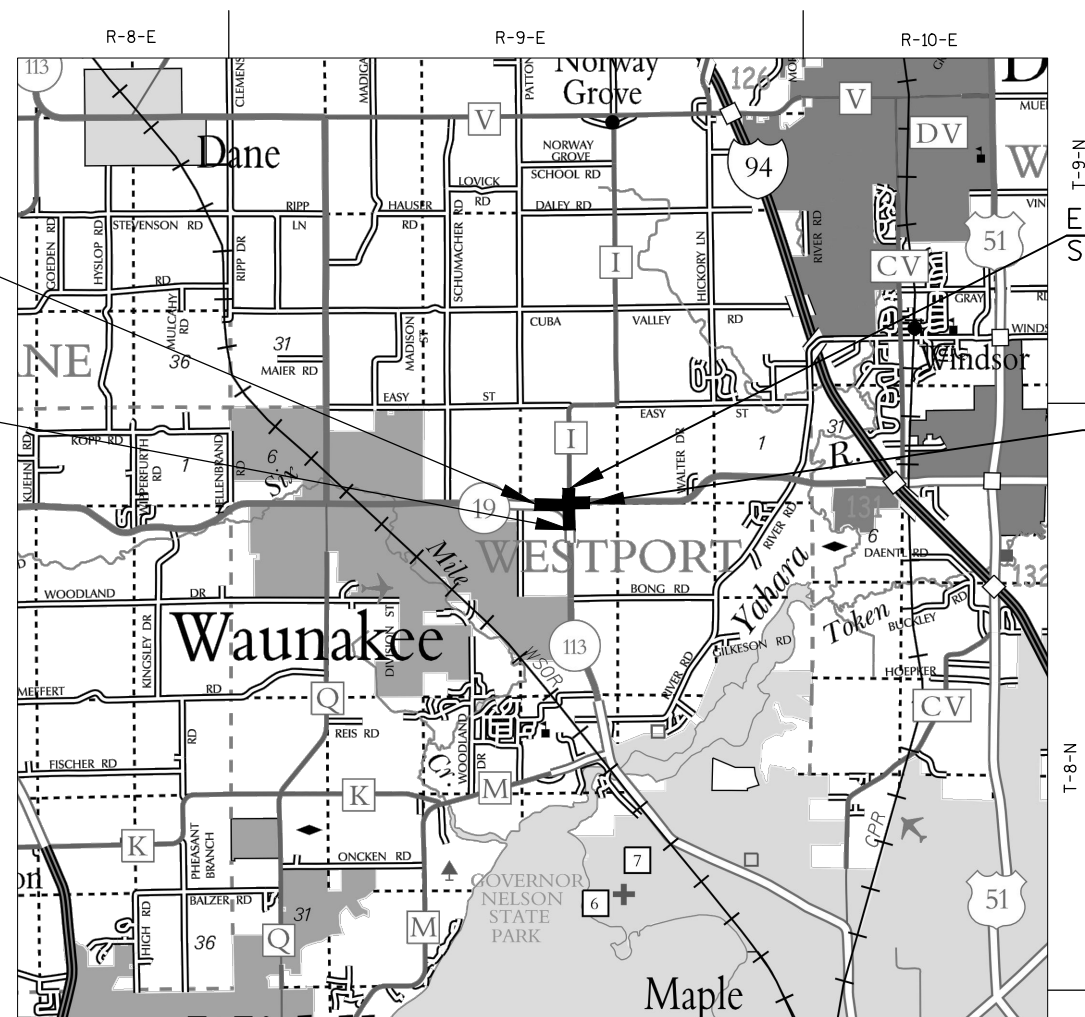
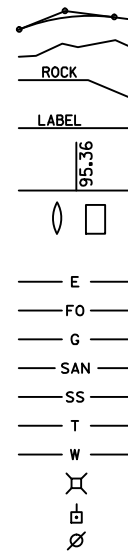
GAS

STORM SEWER

WATER

POWER POLE

TELEPHONE POLE



END CONSTRUCTION
STA. 225+00.00 "SB"

END PROJECT
STA. 136+36.51 "WB"

LAYOUT

SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 1.162

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. VERTICAL DATUM IS NAVD88 (2012).

ORIGINAL PLANS PREPARED BY

WISDOT
SW REGION

(Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor JSD PROFESSIONAL SERVICES, INC

Designer GREGORY PAYNE

Project Manager MATTHEW DAPP

Regional Examiner _____ REGIONAL EXAMINER

Regional Supervisor WILLIAM STROBEL

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signature)

PRE 1

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\010101_TI.DWG
LAYOUT NAME - 010101_TI - TITLE SHEET 1 IN EQ 2 MI

PLOT DATE : 2/15/2016 10:33 AM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

WISDOT/CADDS SHEET 10

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PAVING DETAILS
EROSION CONTROL DETAILS
STORM SEWER DETAILS
PERMANENT SIGNING DETAILS
LIGHTING DETAILS
PAVEMENT MARKING DETAILS
TRAFFIC CONTROL STAGING
ALIGNMENT DETAILS

GENERAL NOTES

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.

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

PLACE 6" HMA PAVEMENT IN THREE LAYERS, 2" UPPER LAYER AND TWO 2" LOWER LAYERS. PLACE 4.5" HMA PAVEMENT IN TWO LAYERS, A 2" UPPER LAYER AND A 2.5" LOWER LAYER. PLACE THE 4" ASPHALTIC SURFACE IN A SINGLE LAYER.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

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

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

EROSION CONTROL ITEMS IN THE MISCELLANEOUS QUANTITIES, TYPICAL SECTIONS, AND EROSION CONTROL PLANS ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE TOPSOILED, FERTILIZED, AND SEEDED AS DIRECTED BY THE ENGINEER.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

CURB AND GUTTER GRADES ARE MEASURED AT THE FLANGE LINE.

CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE LINE.

THE LOCATION OF STORM SEWER STRUCTURES REFERS TO THE CENTER OF THE STRUCTURE.

STANDARD ABBREVIATIONS

AGG	AGGREGATE	PROJ	PROJECT
AADT	ANNUAL AVERAGE DAILY TRAFFIC	RL	REFERENCE LINE
CL OR C/L	CENTER LINE	R/W	RIGHT OF WAY
CTH	COUNTY TRUNK HIGHWAY	RD	ROAD
CY	CUBIC YARD	RDWY	ROADWAY
DHV	DESIGN HOUR VOLUME	SHLDR	SHOULDER
EB	EASTBOUND	S	SOUTH
FE	FIELD ENTRANCE	SPECS	SPECIFICATIONS
FT	FOOT	SF	SQUARE FOOT
IN DIA	INCH DIAMETER	SY	SQUARE YARD
LIN FT OR LF	LINEAR FOOT	SDD	STANDARD DETAIL DRAWING
OH	OVERHEAD	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
PAVT	PAVEMENT	TEL	TELEPHONE
LB	POUND	UG	UNDERGROUND
PSI	POUNDS PER SQUARE INCH	W	WEST
		WB	WESTBOUND

UTILITY CONTACTS

STEVE BISHOP
CENTURY LINK
PO BOX 49
BARABOO, 53913
608-355-7501
STEVE.BISHOP@CENTURYLINK.COM

MIKE OLSEN
ATC MANAGEMENT, INC. - ELECTRICITY
801 O'KEEFE RD
P.O. BOX 6113
DE PERE, WI 54115-6113
(920) 338-6582
MOLSEN@ATCLLC.COM

TIM STATZ
MADISON GAS AND ELECTRIC COMPANY - GAS/PETROLEUM
P.O. BOX 1231
MADISON, WI 53701-1231
(608) 252-4727
TSTATZ@MGE.COM

JERRY MYERS
TDS TELECOM - COMMUNICATION LINE
525 JUNCTION RD
MADISON, WI 53717
(608) 664-4404
JERRY.MYERS@TDSTELECOM.COM

DAVE DRESEN
WAUNAKEE UTILITIES - ELECTRICITY
322 MORAVIAN VALLEY RD
P.O. BOX 70
WAUNAKEE, WI 53597
(608) 850-5450
DDRESEN@WPPENERGY.ORG

JASON HOGAN
ALLIANT ENERGY - ELECTRICITY
SUITE 1000
4902 N BILTMORE LANE
MADISON, WI 53718
(608) 458-4871
JASONHOGAN@ALLIANTENERGY.COM

DAVID DRYER
CITY OF MADISON ENGINEERING - STREET LIGHTING
215 MARTIN LUTHER KING JR BLVD
P.O. BOX 2986
MADISON, WI 53701-2986
(608) 266-6546

DENOTES UTILITIES THAT ARE **NOT DIGGERS HOTLINE MEMBERS



OTHER CONTACTS

AIRPORT CONTACT

JUSTIN HETLAND
AIRSPACE SAFETY PROGRAM MANAGER
DEPARTMENT OF
TRANSPORTATION/DTIM/AERONAUTICS
4802 SHEBOYGAN AVE ROOM 701
MADISON, WI 53707
608-267-5018

DNR CONTACT

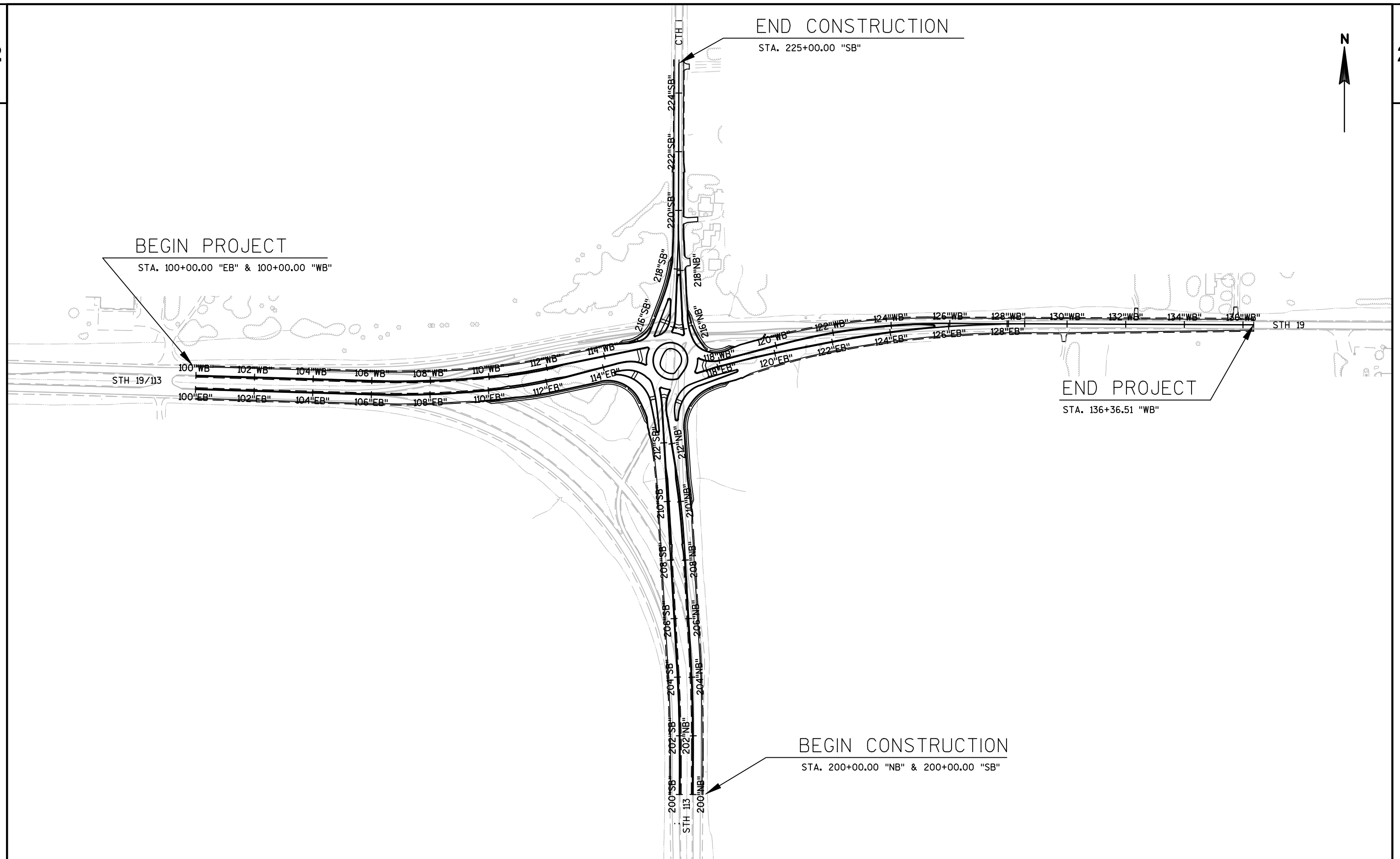
ERIC HEGGELUND
3911 FISH HATCHERY RD
FITCHBURG, WI 53711
(608) 275-3301
ANDREW.BARTA@WISCONSIN.GOV

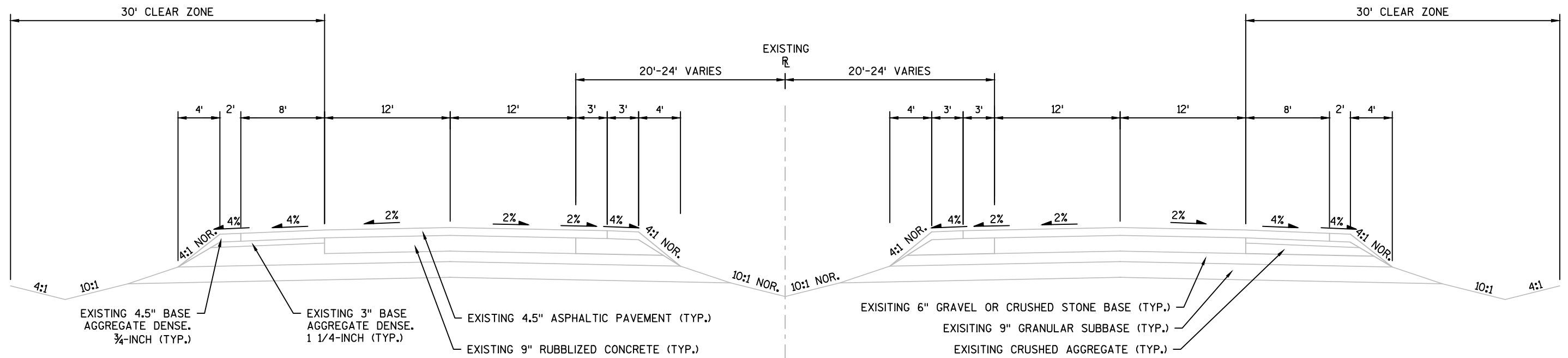
DESIGNER

GREGORY PAYNE
2101 WRIGHT ST
MADISON, WI 53704
(608) 516-4106
GREGORY.PAYNE@DOT.WI.GOV

PROJECT MANAGER

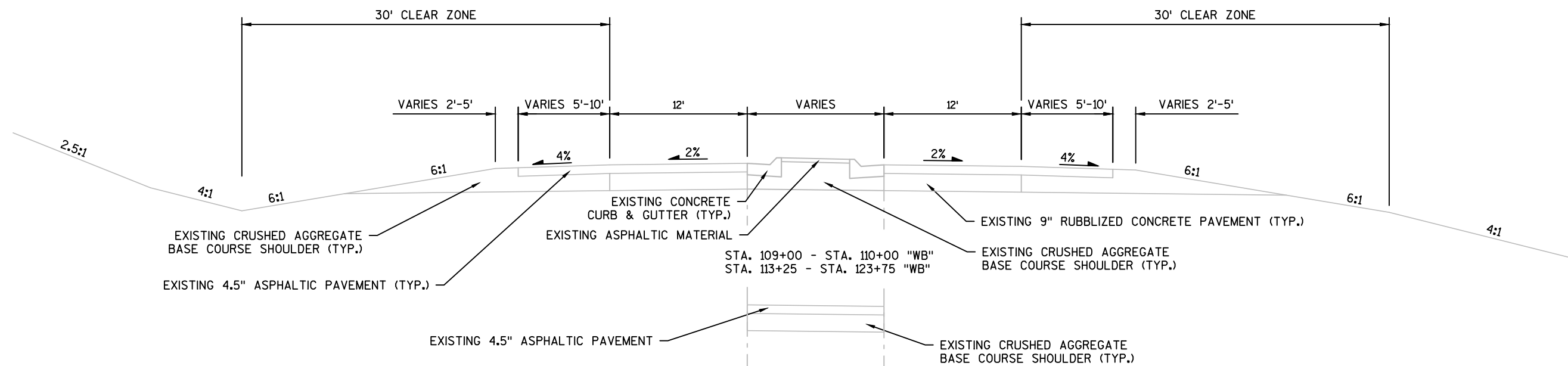
MATTHEW DAPP
2101 WRIGHT ST
MADISON, WI 53704
(608) 246-5353
MATTHEW.DAPP@DOT.WI.GOV





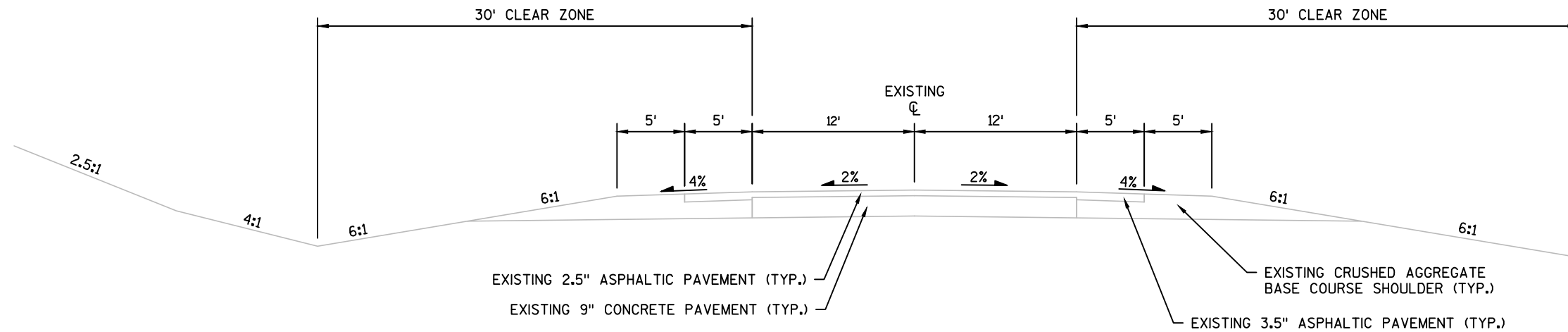
STH 19/ 113 EXISTING TYPICAL SECTION

STA. 100+00 - 109+00 "WB"
STA. 200+00 - 208+00 "SB"

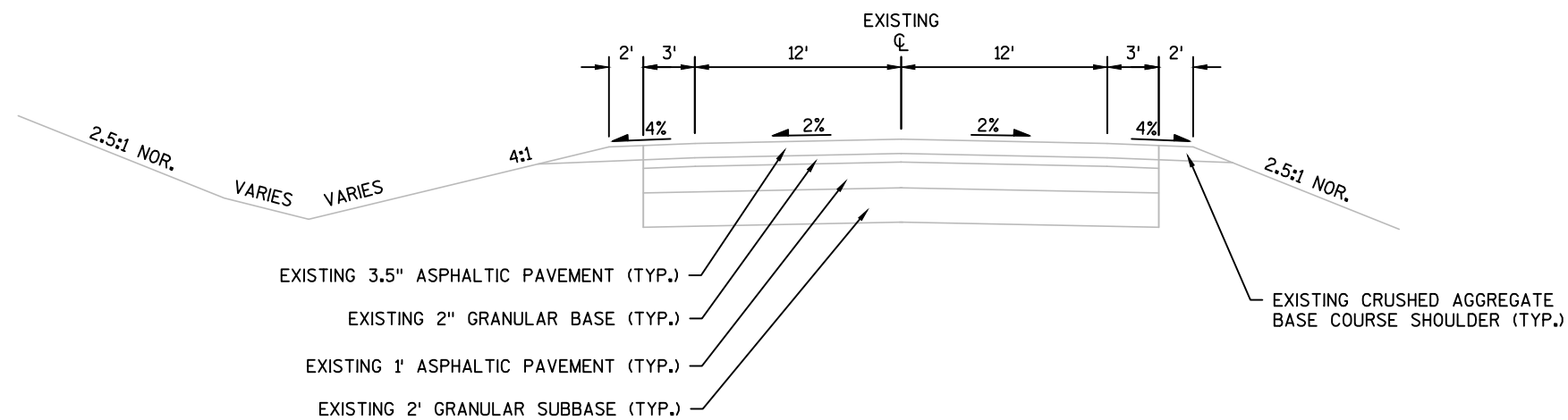


STH 19 EXISTING TYPICAL SECTION

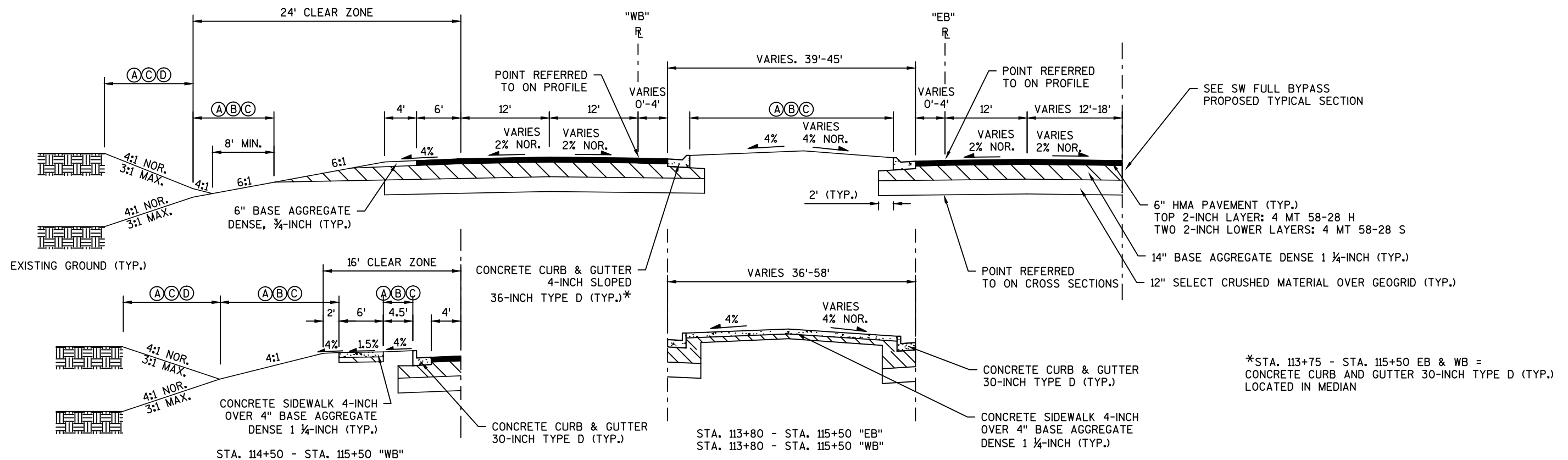
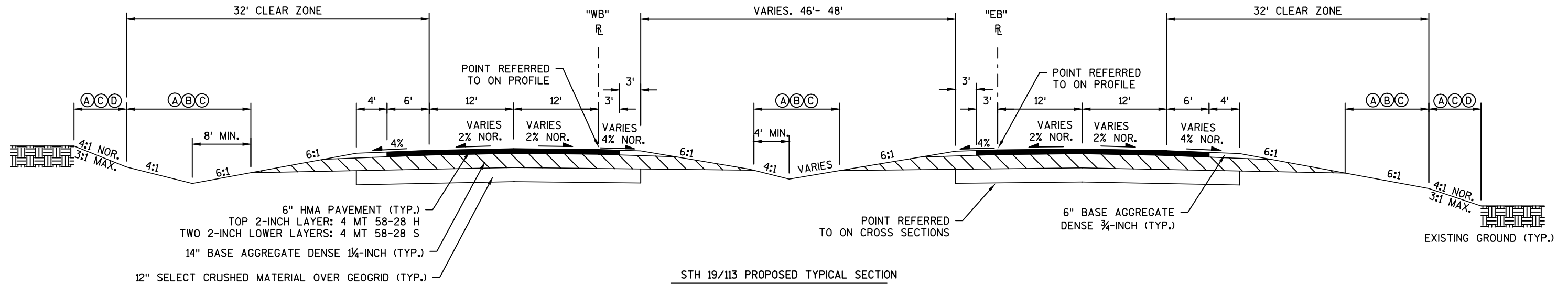
STA. 109+00 - STA. 127+50 "WB"



STH 19 EXISTING TYPICAL SECTION
STA. 127+50 - STA. 136+36.51 "WB"



CTH 1 EXISTING TYPICAL SECTION
STA. 215+50 - STA. 225+00.00 "SB"

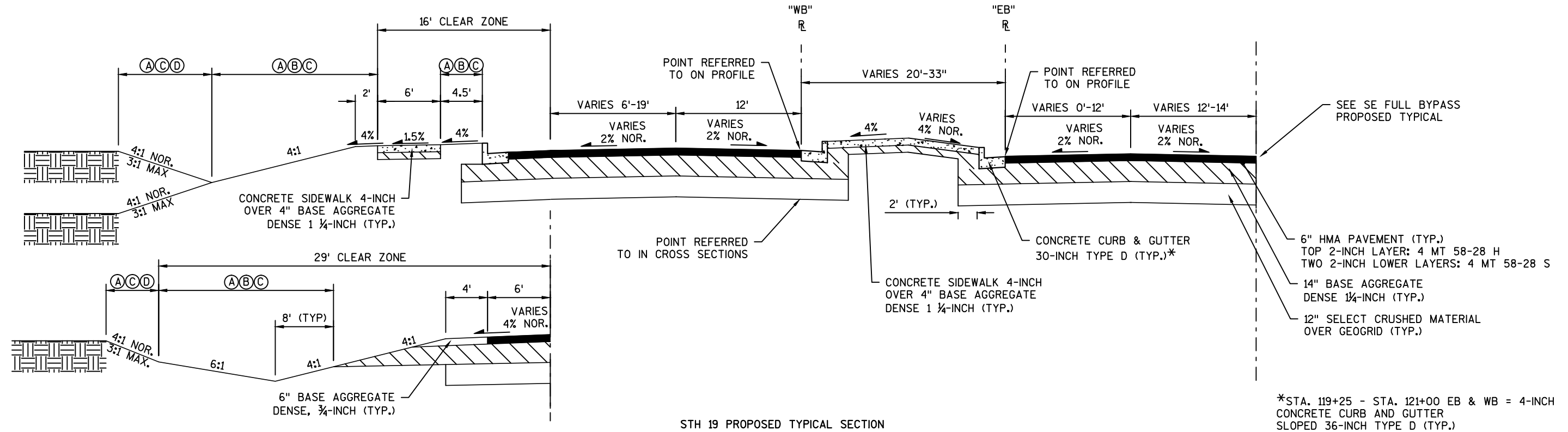


LEGEND

- (A) SEEDING MIXTURE #20, SEEDING TEMPORARY, AND FERTILIZER TYPE B
- (B) MULCHING
- (C) SALVAGED TOPSOIL
- (D) EROSION MAT, CLASS I TYPE B

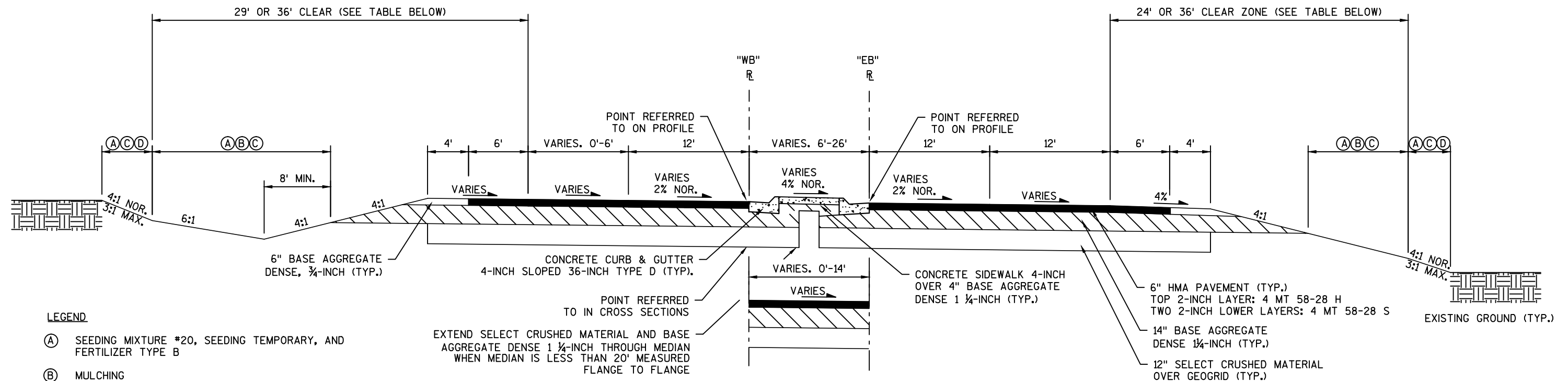
STH 19/113 PROPOSED TYPICAL SECTION

STA. 109+75 - STA. 115+50 "EB"
STA. 110+75 - STA. 115+50 "WB"



STH 19 PROPOSED TYPICAL SECTION

STA. 117+00 - STA. 121+00 "EB"
STA. 117+00 - STA. 121+00 "WB"



LEGEND

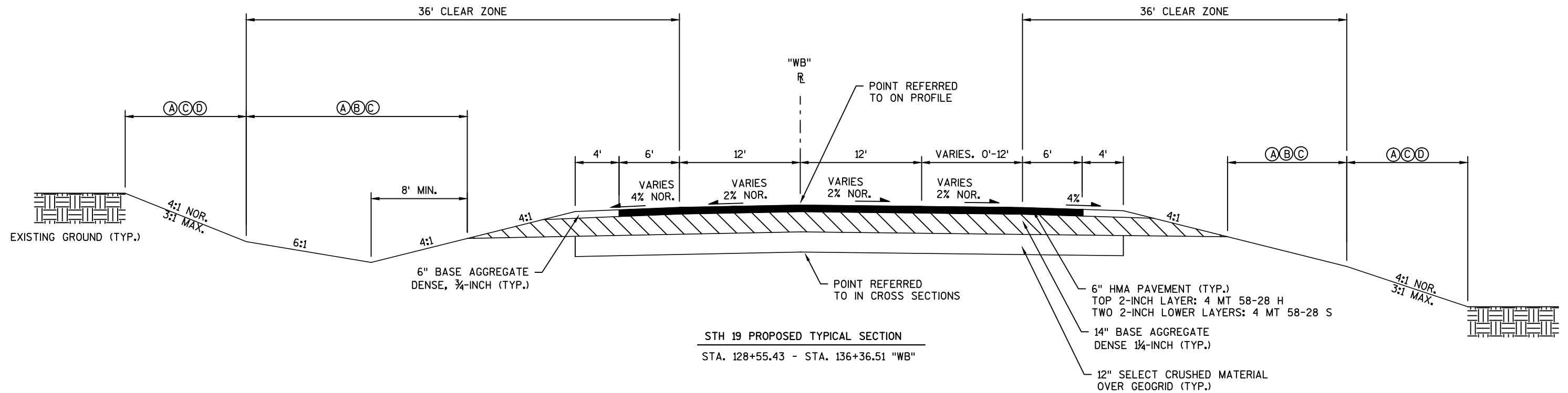
- (A) SEEDING MIXTURE #20, SEEDING TEMPORARY, AND FERTILIZER TYPE B
- (B) MULCHING
- (C) SALVAGED TOPSOIL
- (D) EROSION MAT, CLASS I TYPE B

STA. 125+50 - STA. 128+59.85 "EB"
STA. 125+50 - STA. 128+55.43 "WB"

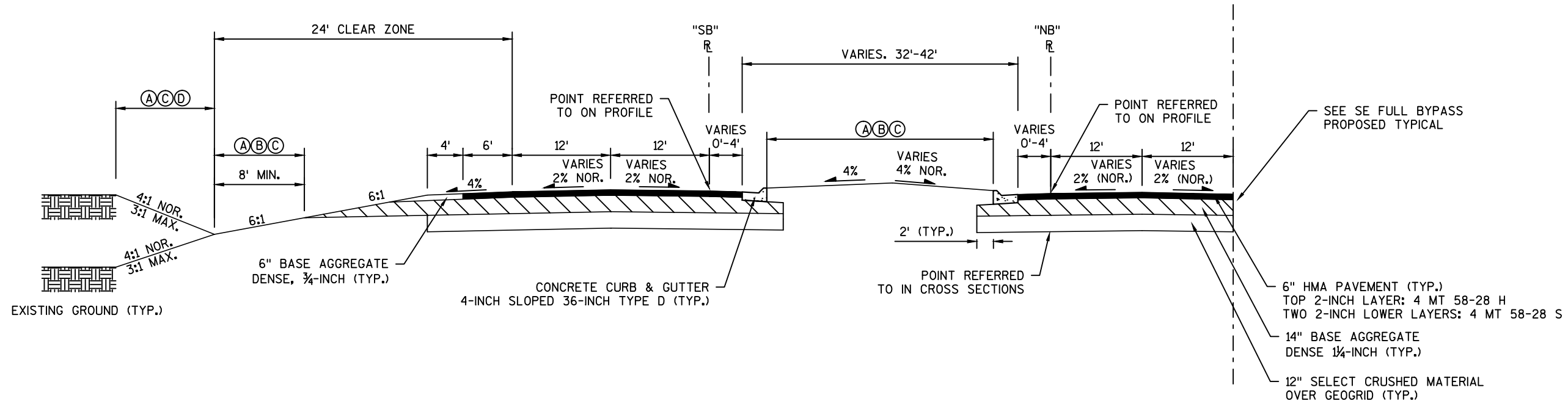
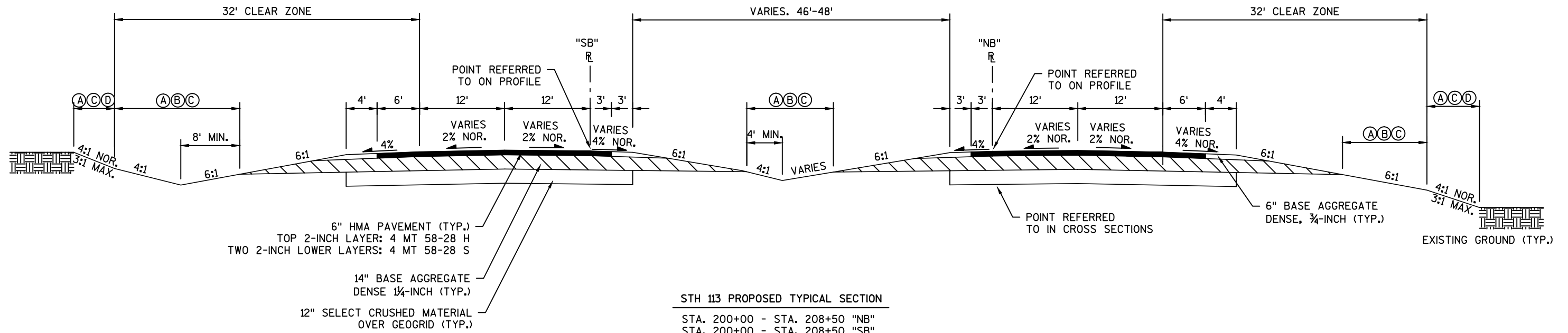
STH 19 PROPOSED TYPICAL SECTION

STA. 121+00 - STA. 128+59.85 "EB"
STA. 121+00 - STA. 128+55.43 "WB"

CLEAR ZONE	
STA. 121+00.00 - STA. 125+50.00 "EB"	24' CLEAR ZONE
STA. 125+50.00 - STA. 128+59.85 "EB"	36' CLEAR ZONE
STA. 121+00.00 - STA. 125+50.00 "WB"	29' CLEAR ZONE
STA. 125+50.00 - STA. 128+55.43 "WB"	36' CLEAR ZONE

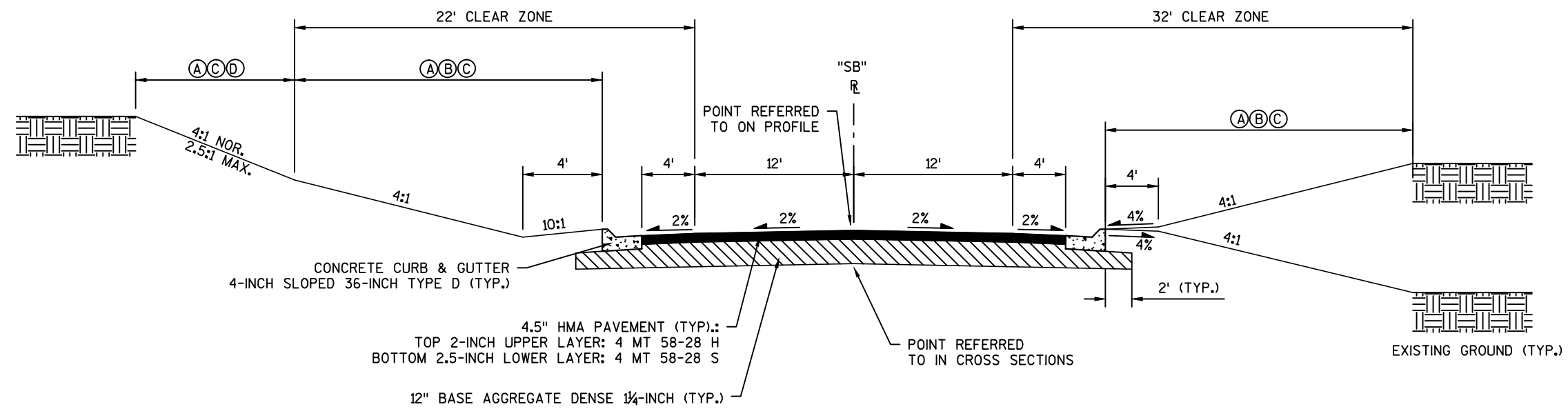
**LEGEND**

- (A) SEEDING MIXTURE #20, SEEDING TEMPORARY, AND FERTILIZER TYPE B
- (B) MULCHING
- (C) SALVAGED TOPSOIL
- (D) EROSION MAT, CLASS I TYPE B

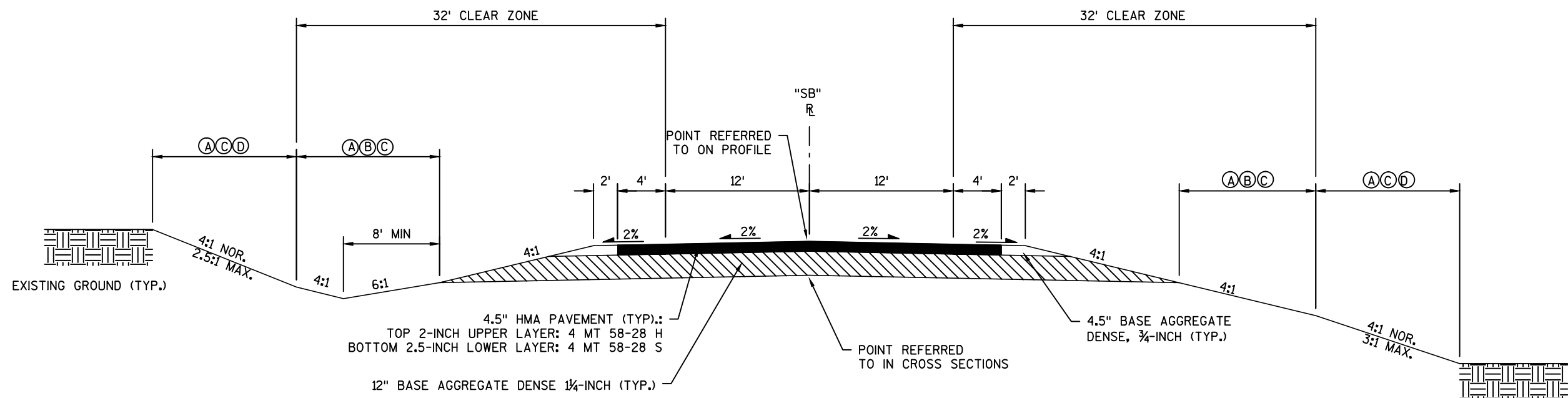


LEGEND

- (A) SEEDING MIXTURE #20, SEEDING TEMPORARY, AND FERTILIZER TYPE B
- (B) MULCHING
- (C) SALVAGED TOPSOIL
- (D) EROSION MAT, CLASS I TYPE B



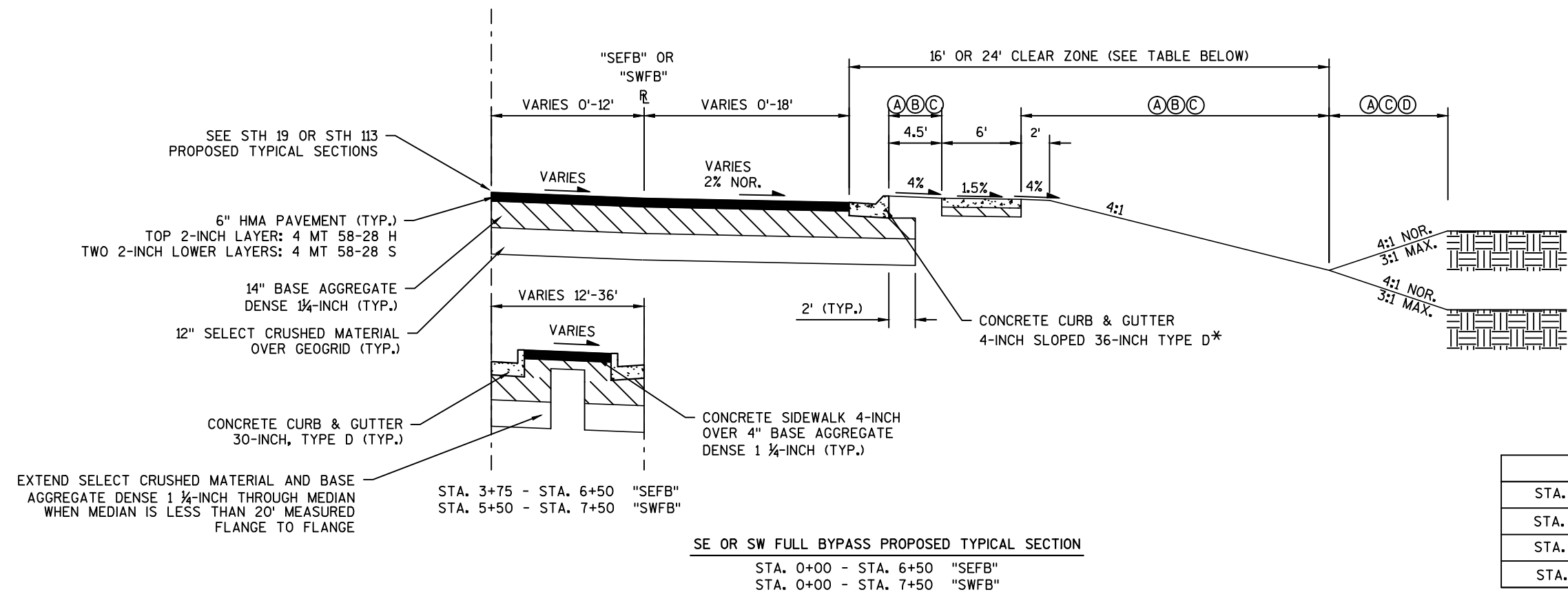
CTH I PROPOSED TYPICAL SECTION
STA. 219+51.29 - STA. 221+75 "SB"



CTH I PROPOSED TYPICAL SECTION
STA. 221+75 - STA. 225+00.00 "SB"

LEGEND

- (A) SEEDING MIXTURE #20, SEEDING TEMPORARY, AND FERTILIZER TYPE B
- (B) MULCHING
- (C) SALVAGED TOPSOIL
- (D) EROSION MAT, CLASS I TYPE B



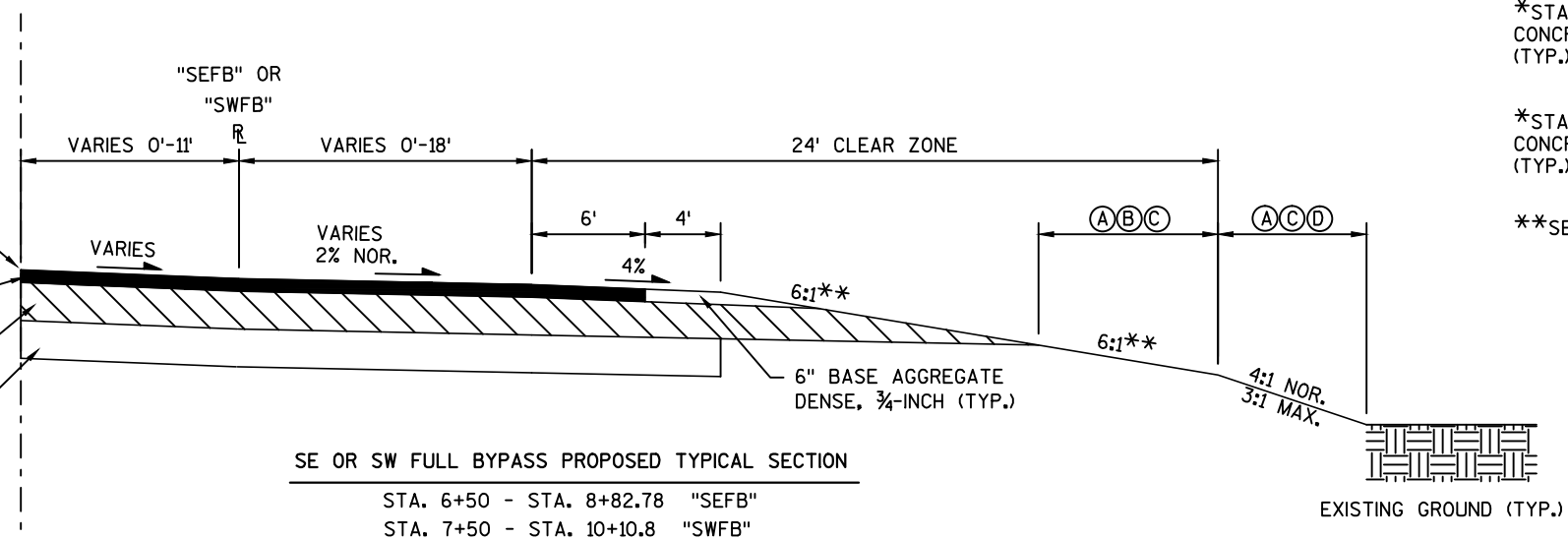
*STA. 2+00 - STA. 6+50 "SEFB" =
CONCRETE CURB AND GUTTER 30-INCH TYPE D
(TYP.)

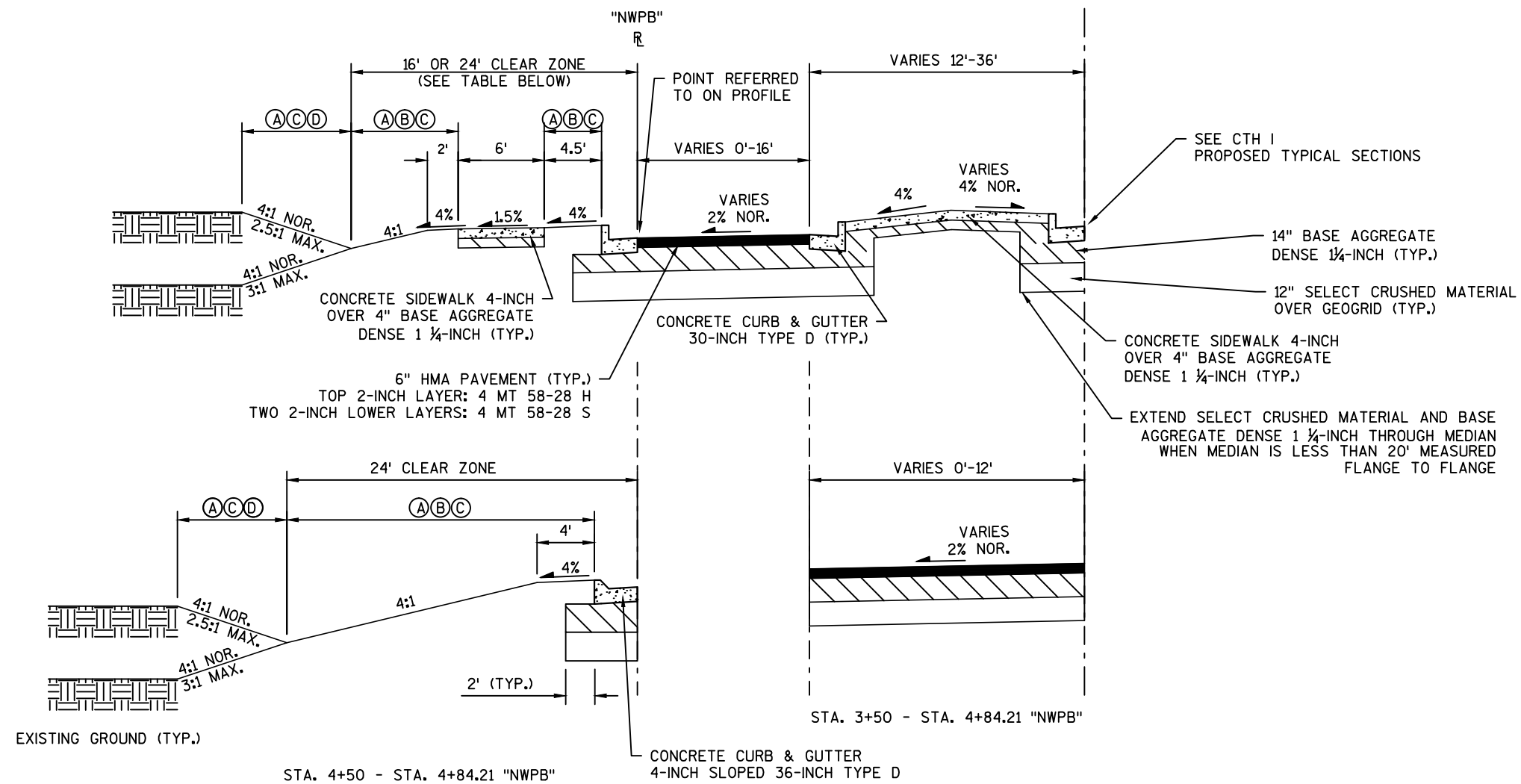
*STA. 5+50 - STA. 7+50 "SWFB" =
CONCRETE CURB AND GUTTER 30-INCH TYPE D
(TYP.)

**SEFB = 4:1 SLOPES; SWFB = 6:1 SLOPES

LEGEND

- (A) SEEDING MIXTURE *20, SEEDING TEMPORARY, AND
FERTILIZER TYPE B
- (B) MULCHING
- (C) SALVAGED TOPSOIL
- (D) EROSION MAT, CLASS I TYPE B





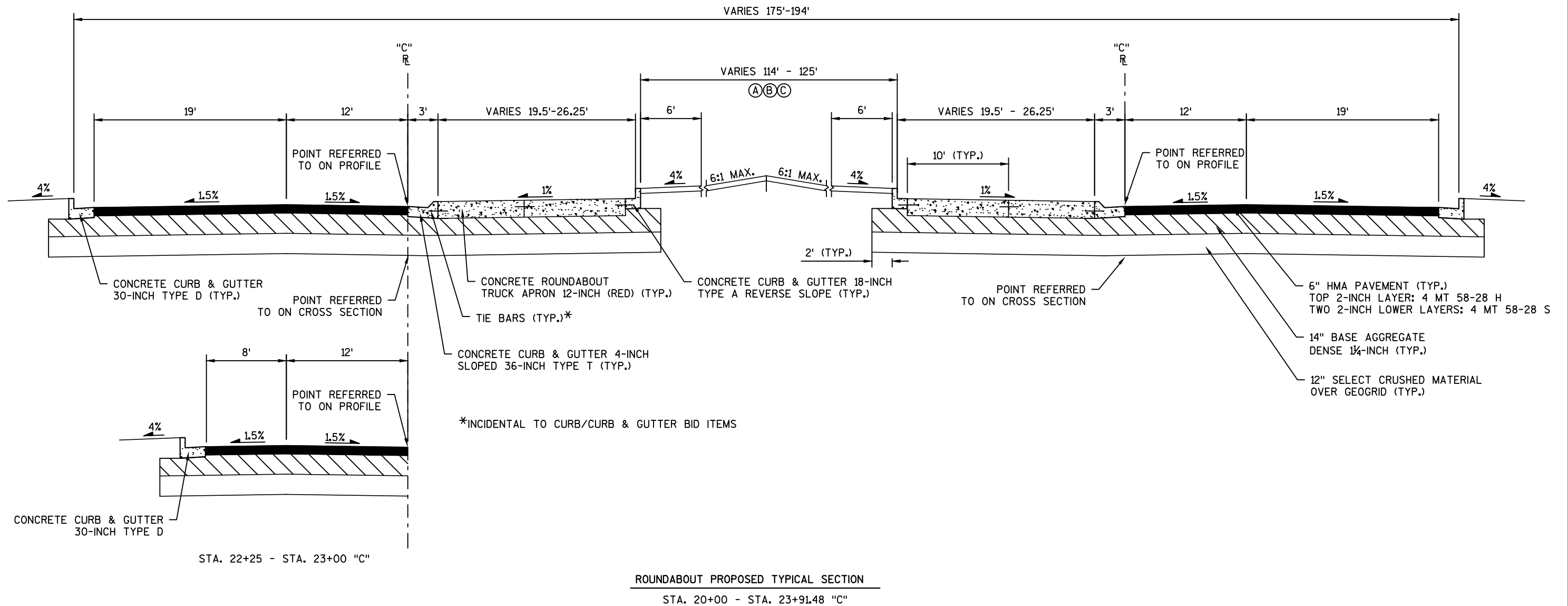
NW PARTIAL BYPASS PROPOSED TYPICAL SECTION

STA. 1+85.00 - STA. 4+84.21 "NWPB"

LEGEND

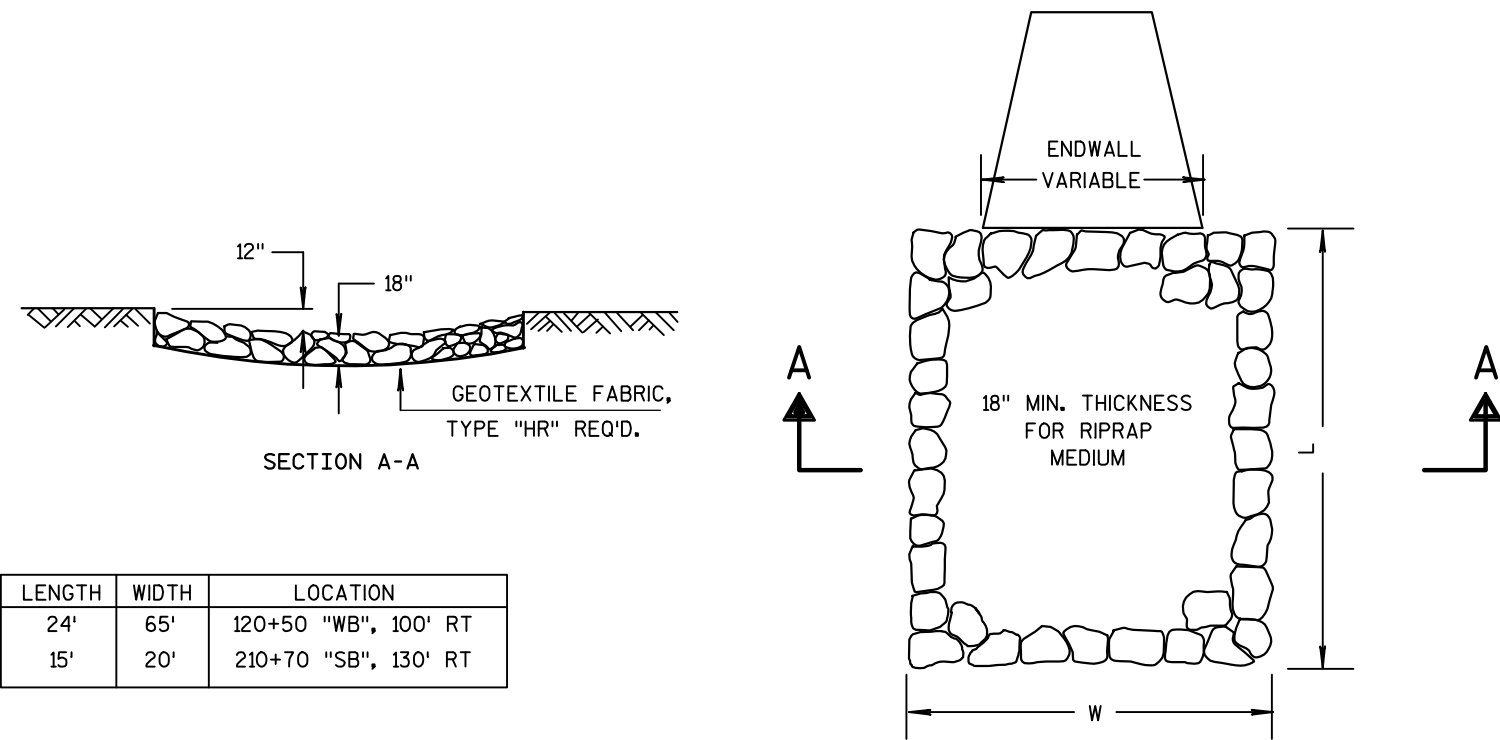
- ① SEEDING MIXTURE #20, SEEDING TEMPORARY, AND FERTILIZER TYPE B
- ② MULCHING
- ③ SALVAGED TOPSOIL
- ④ EROSION MAT, CLASS I TYPE B

CLEAR ZONE	
STA. 1+85 - STA. 3+50 "NWPB"	16' CLEAR ZONE
STA. 3+50 - STA. 4+50 "NWPB"	24' CLEAR ZONE



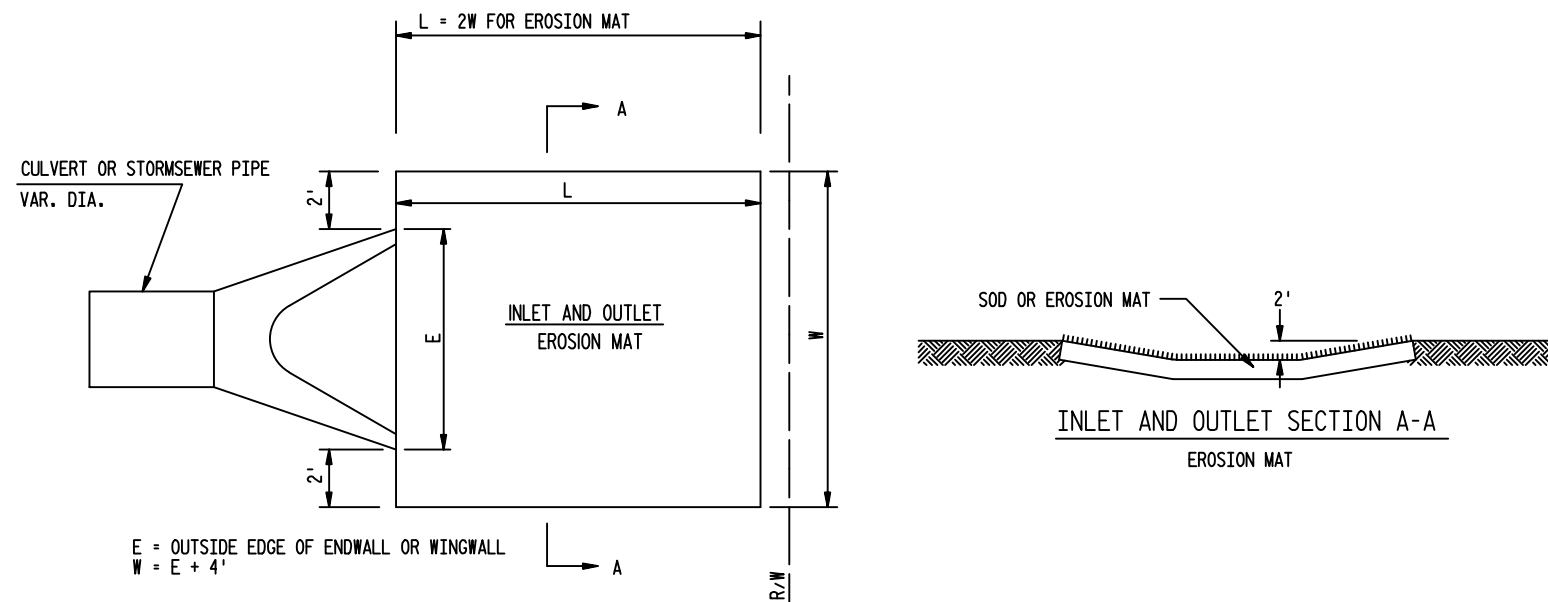
LEGEND

- (A) SEEDING MIXTURE *20, SEEDING TEMPORARY, AND FERTILIZER TYPE B
- (B) MULCHING
- (C) SALVAGED TOPSOIL
- (D) EROSION MAT, CLASS I TYPE B

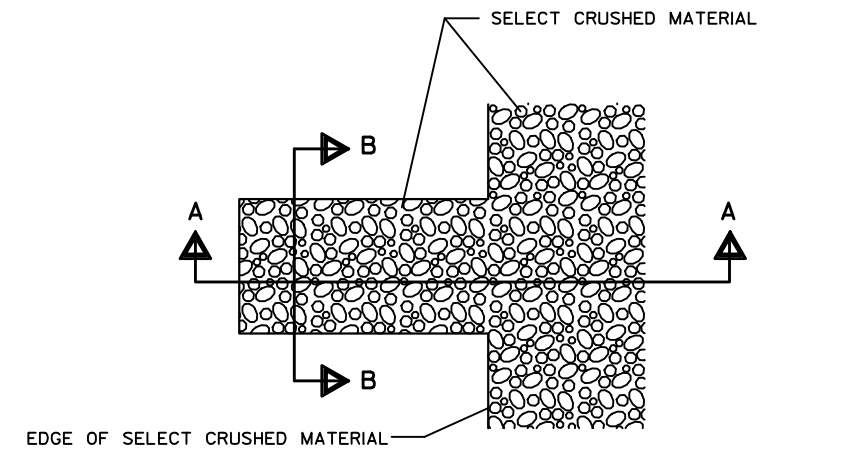
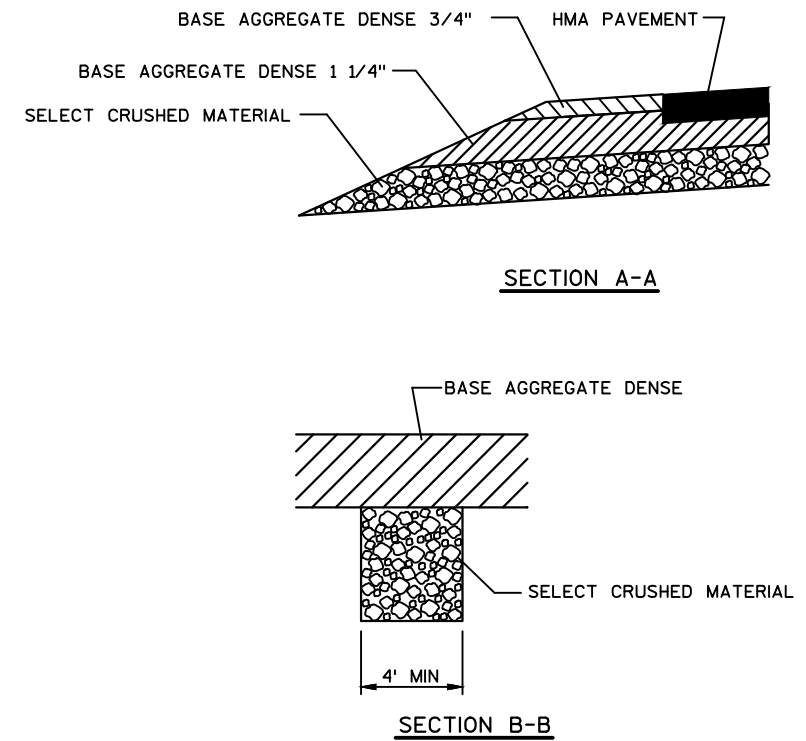


LENGTH	WIDTH	LOCATION
24'	65'	120+50 "WB", 100' RT
15'	20'	210+70 "SB", 130' RT

RIPRAP MEDIUM TREATMENT AT ENDWALLS



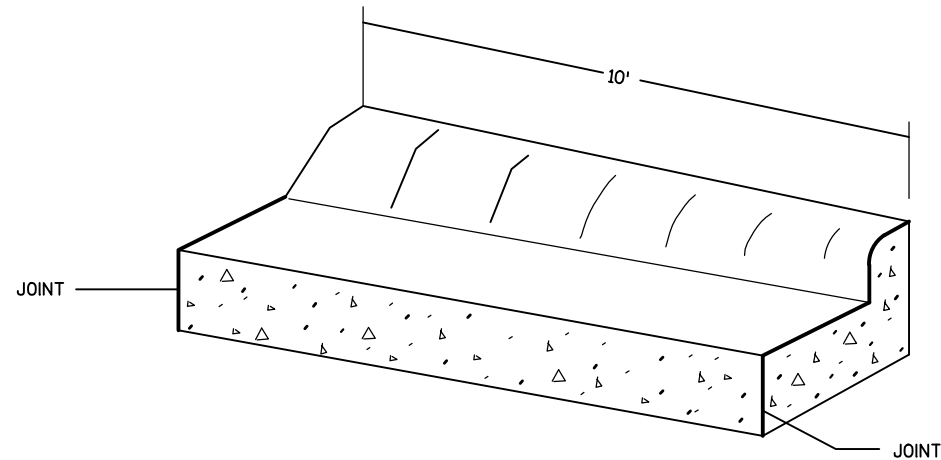
DETAIL FOR EROSION CONTROL AT CULVERT OR STORMSEWER PIPE ENDS
SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS



DETAIL FOR FRENCH DRAINS

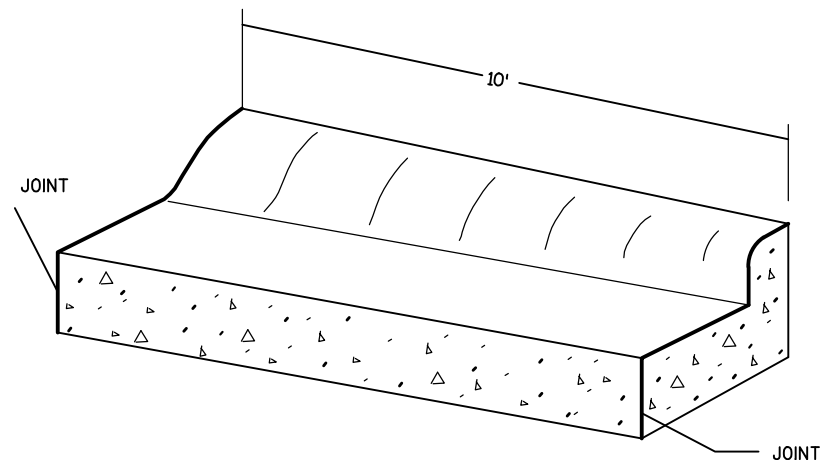
DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICLE CURVE IN THE PROFILE.
(LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

2



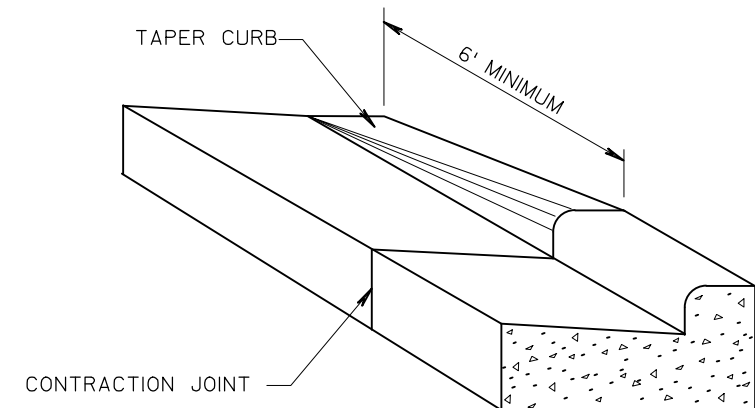
TYPE D TRANSITION DETAIL

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D TO
CONCRETE CURB & GUTTER 30-INCH TYPE D (TO BE MEASURED AND PAID
FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D)

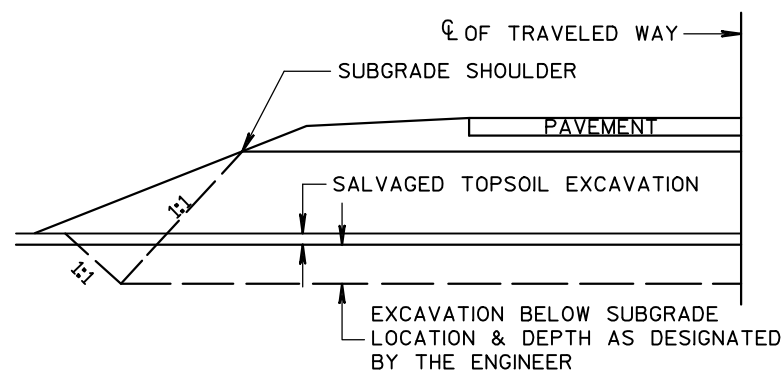


TYPE T TRANSITION DETAIL

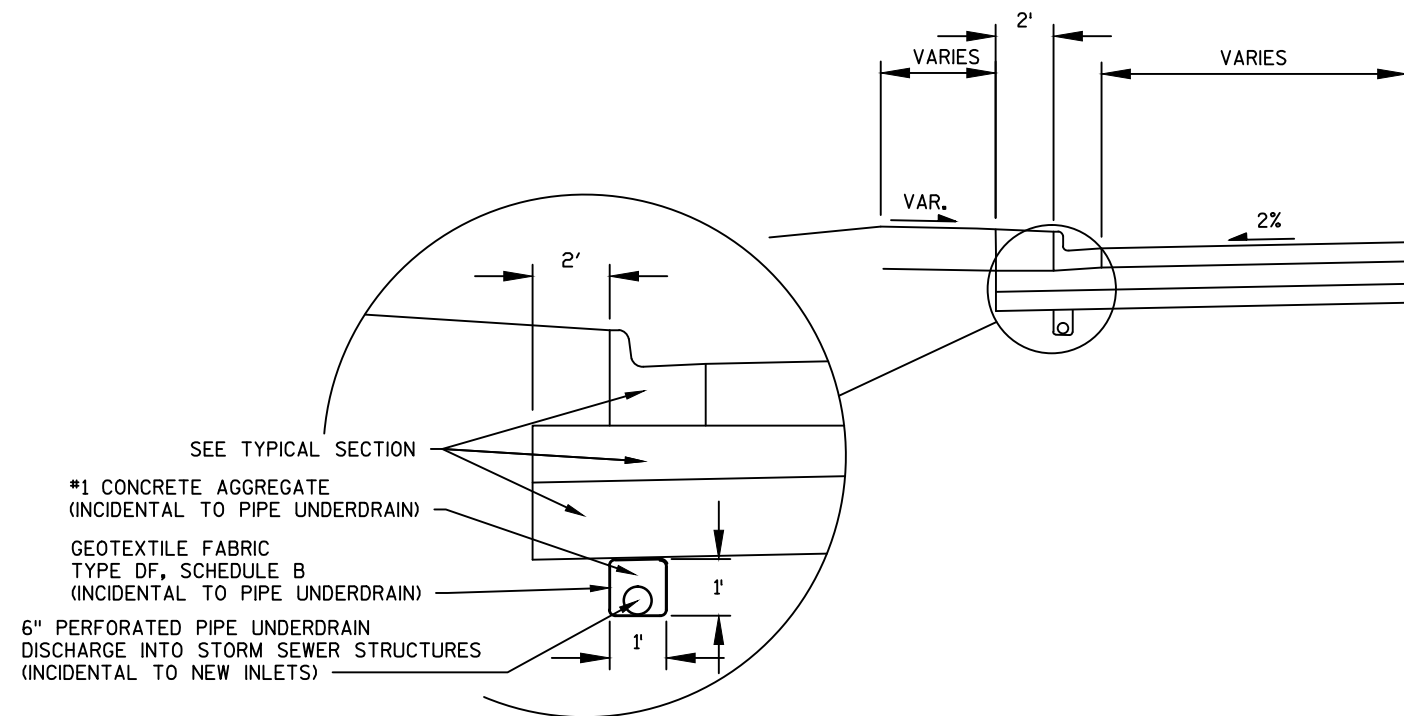
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T TO
CONCRETE CURB & GUTTER 30-INCH TYPE D (TO BE MEASURED AND PAID
FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T)



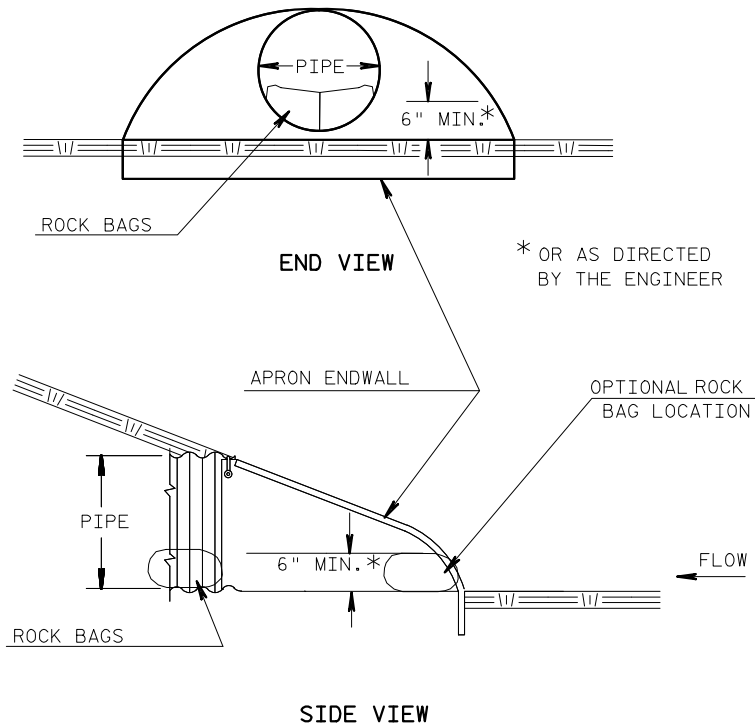
DETAIL OF CURB & GUTTER TERMINI



DETAIL FOR EXCAVATION BELOW SUBGRADE



6" PERFORATED PIPE UNDERDRAIN (TYP.)



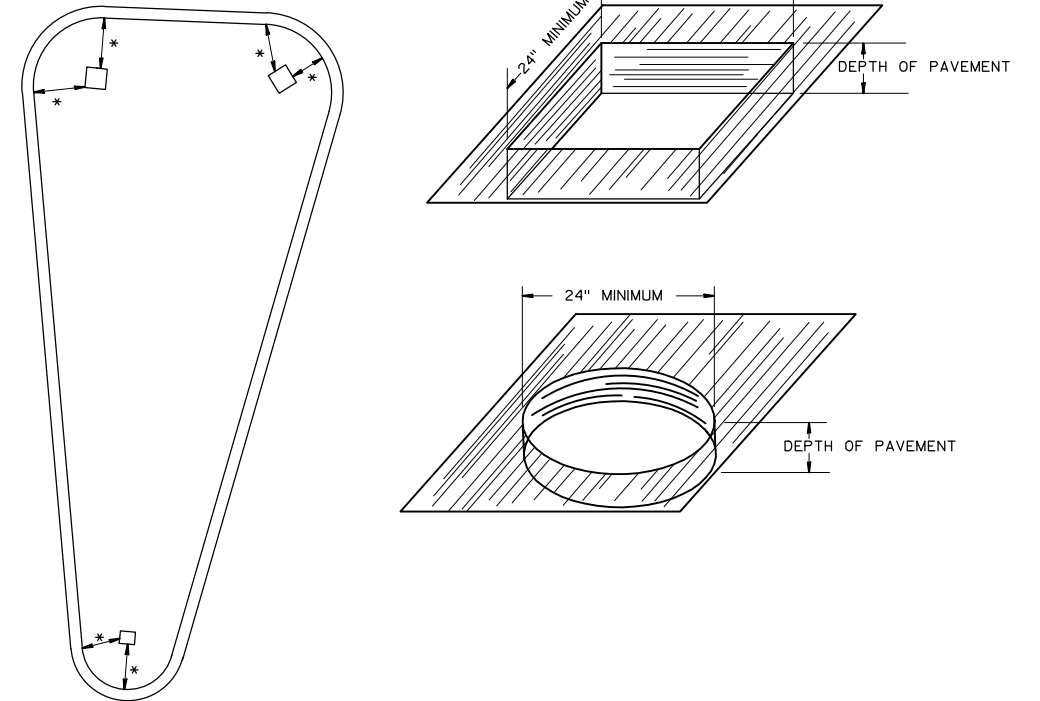
CULVERT PIPE CHECKS
(INSTALL ON INLET END ONLY)

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
15"	2
18"	2
21"	3
14" X 23"	3
24"	3
27"	4
30"	5
19" X 30"	5
36"	7
24" X 38"	8
42"	8
29" X 45"	10
48"	10
34" X 53"	10
38" X 60"	13
60"	13
66"	15
53" X 83"	19

RUNOFF COEFFICIENT TABLE

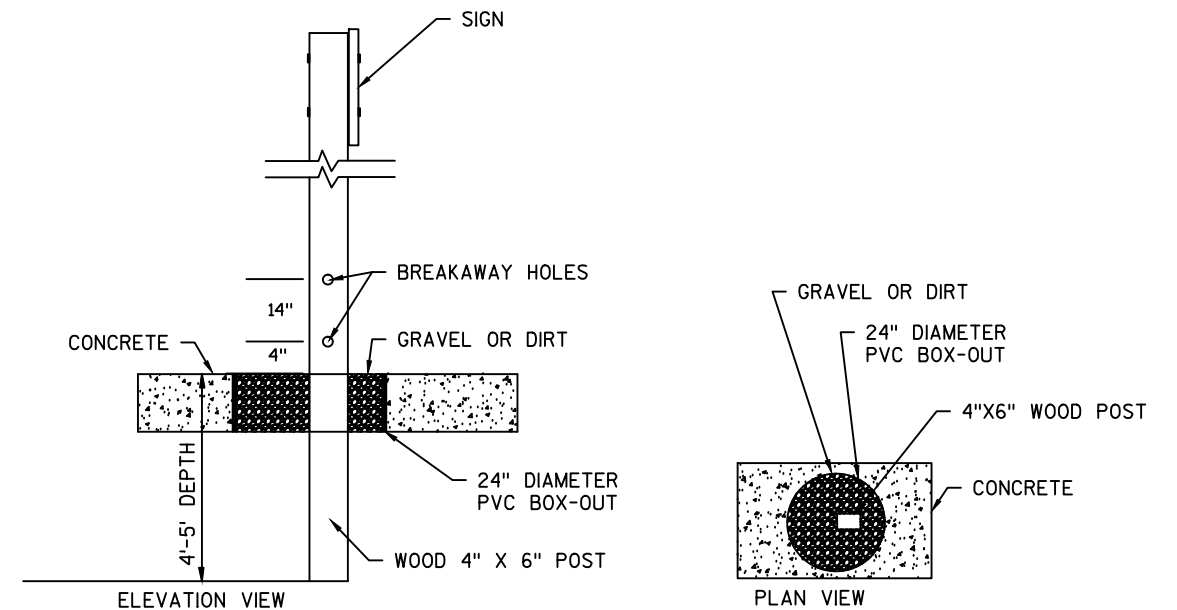
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34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

TOTAL PROJECT AREA =32.0 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES =28.0 ACRES



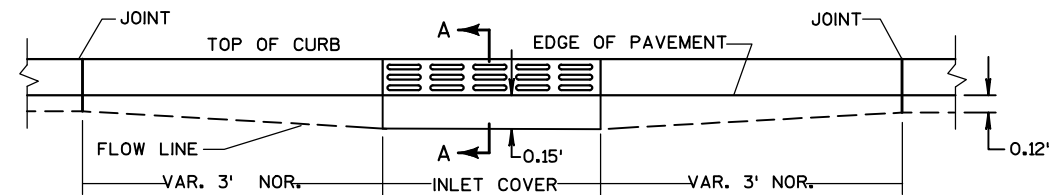
DETAIL OF OPENINGS IN ISLAND FOR SIGN PLACEMENT

* NOTE: ALL OPENINGS IN ISLAND FOR SIGN PLACEMENTS SHALL BE DETERMINED BY POST SIZE. A 2' MINIMUM FROM BACK OF CURB IS REQUIRED.

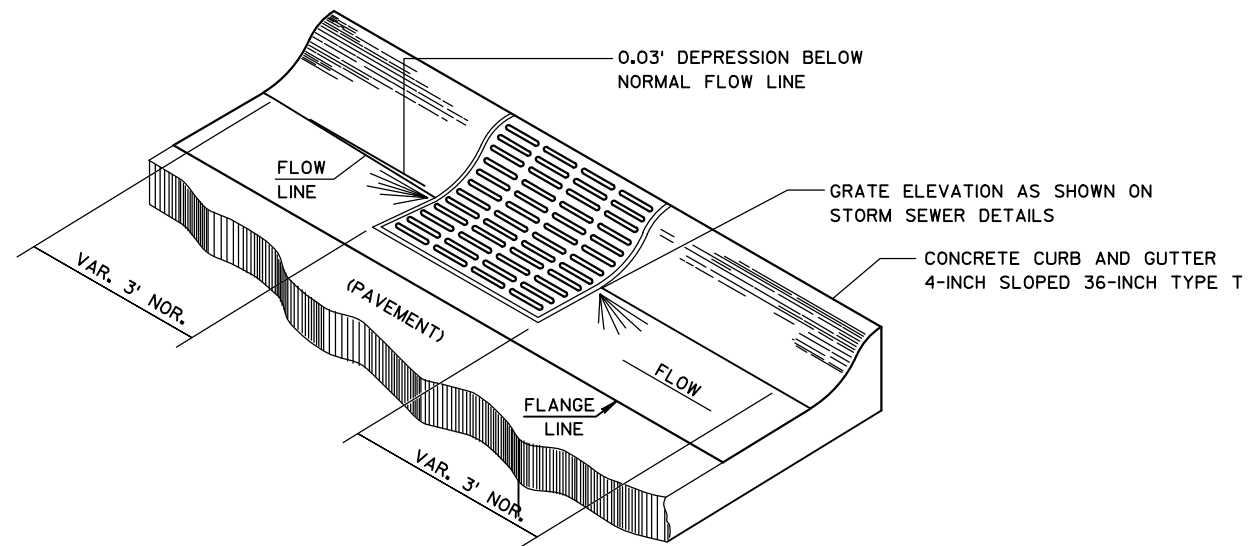


DETAIL OF WOOD 4" X 6" SIGN POST IN BOX-OUT

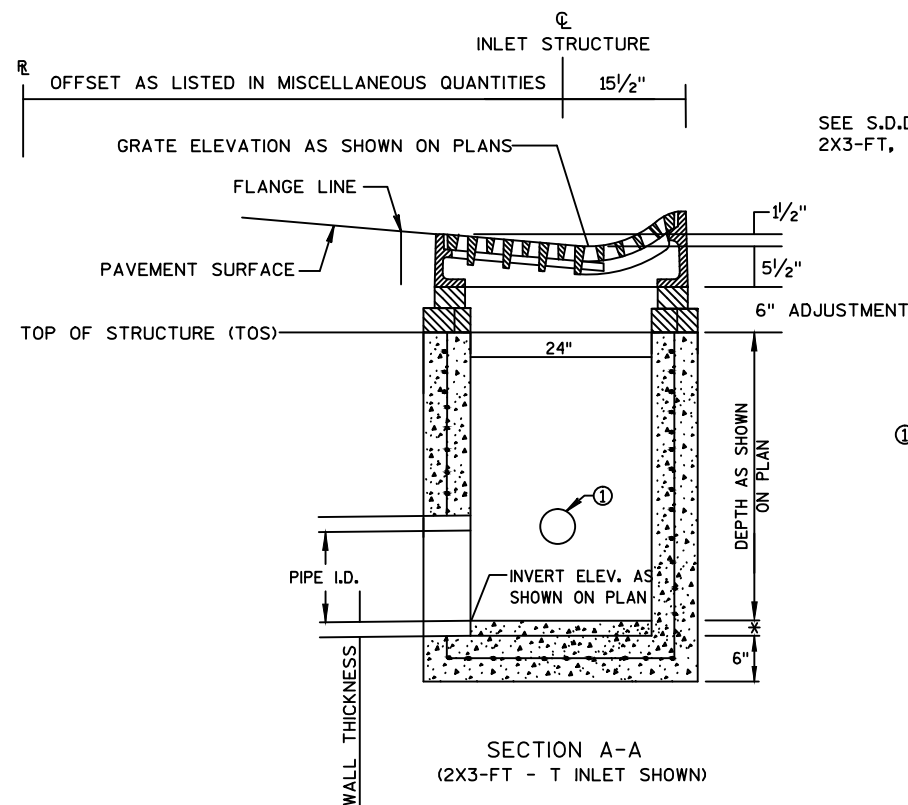
NOTES: 1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION.
2. 24 INCH X 24 INCH SQUARE BOX-OUTS MAY BE USED.



ELEVATION

DETAIL OF CURB AND GUTTER AT INLETS

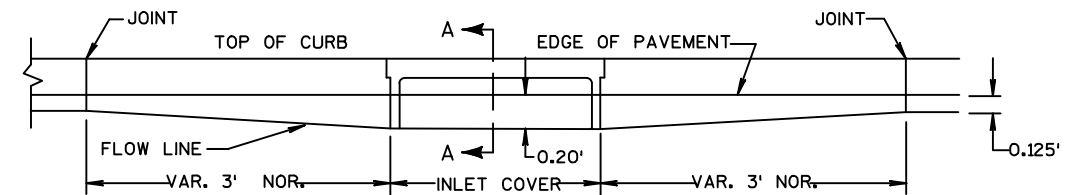
(2x3-FT - T INLET SHOWN)



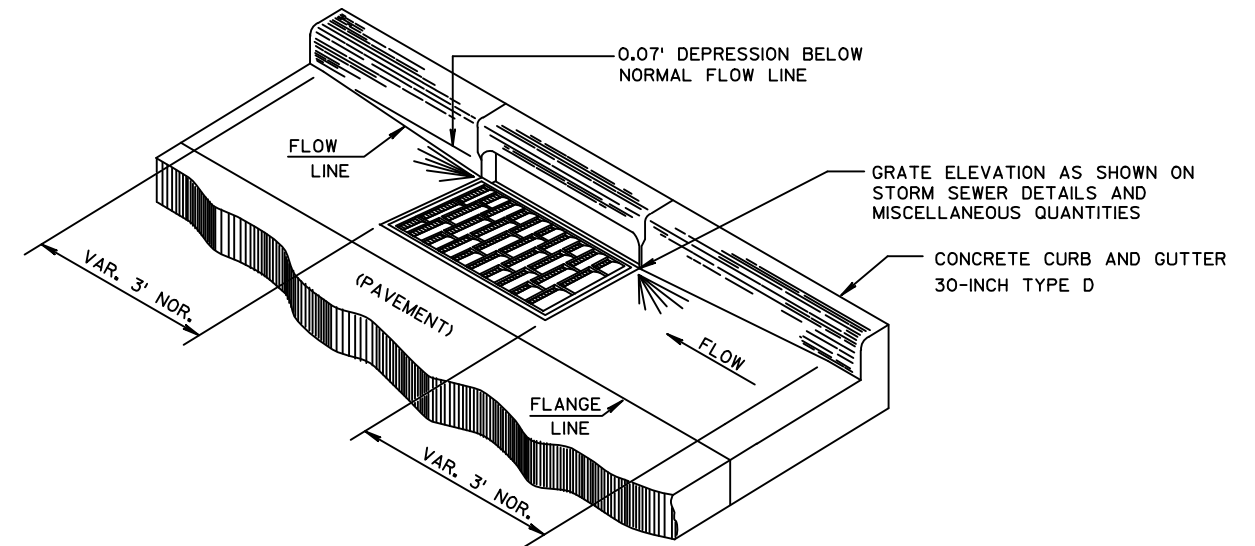
SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

① PIPE UNDERDRAIN 6-INCH
SEE MISCELLANEOUS QUANTITIES
FOR EXACT LOCATIONS.

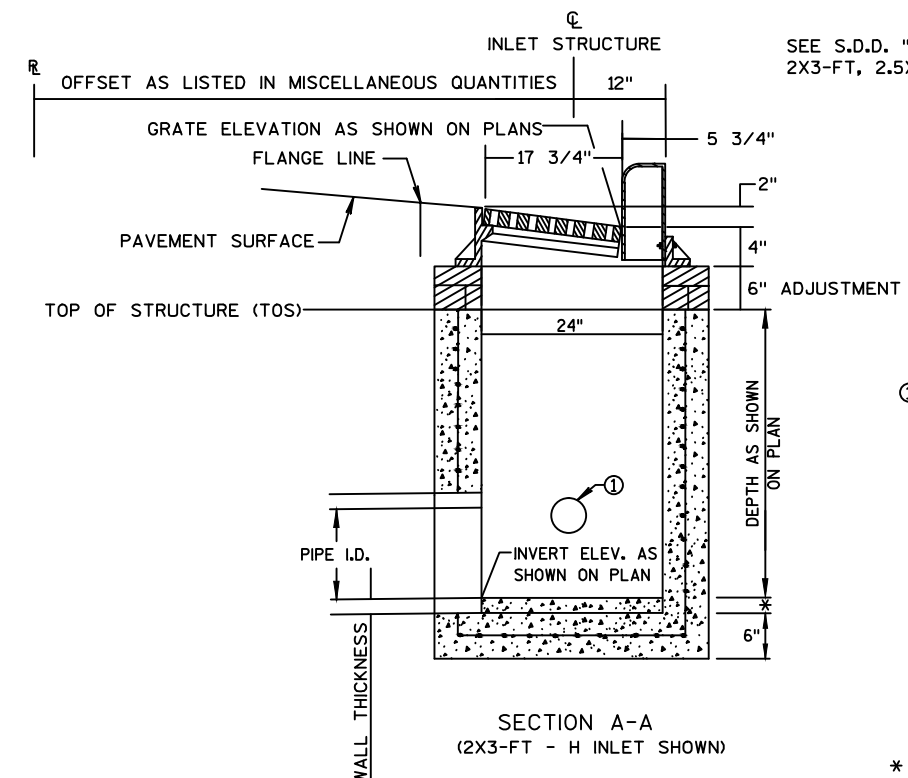
* PIPE WALL THICKNESS

DETAIL OF CONCRETE CURB AND GUTTER 36-INCH TYPE T AT INLETS

ELEVATION

DETAIL OF CURB AND GUTTER AT INLETS

(2x3-FT - H INLET SHOWN)

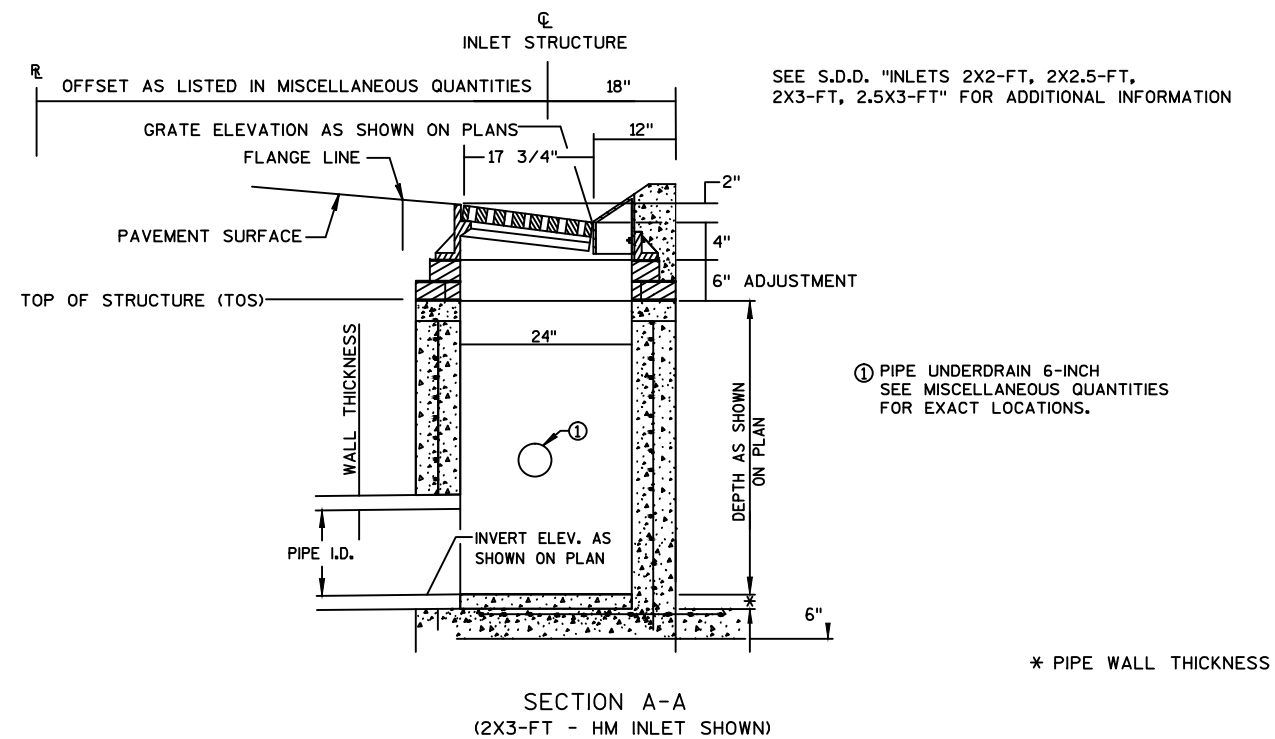
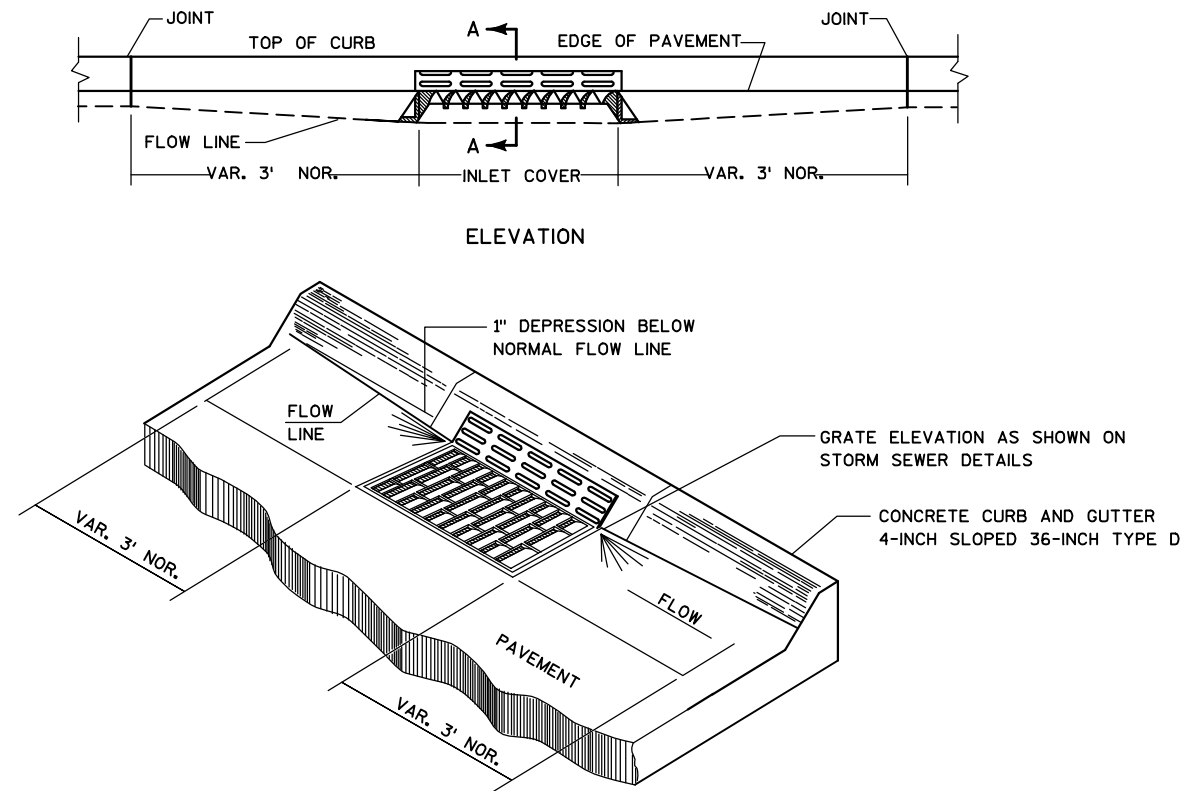


SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

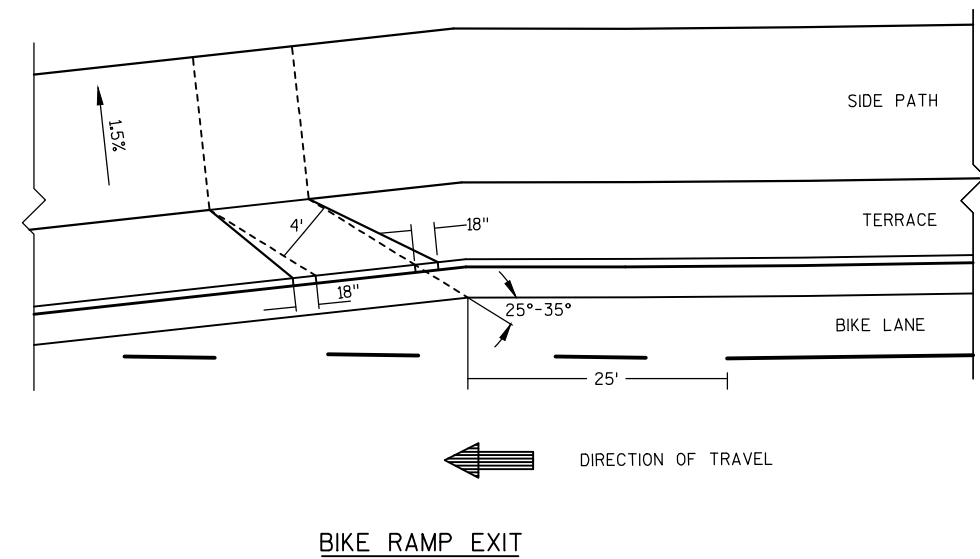
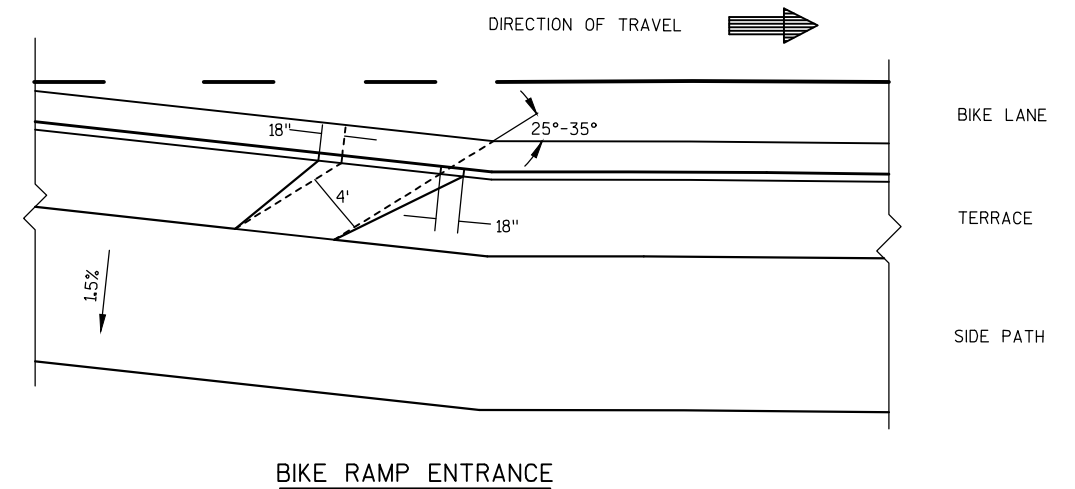
① PIPE UNDERDRAIN 6-INCH
SEE MISCELLANEOUS QUANTITIES
FOR EXACT LOCATIONS.

* PIPE WALL THICKNESS

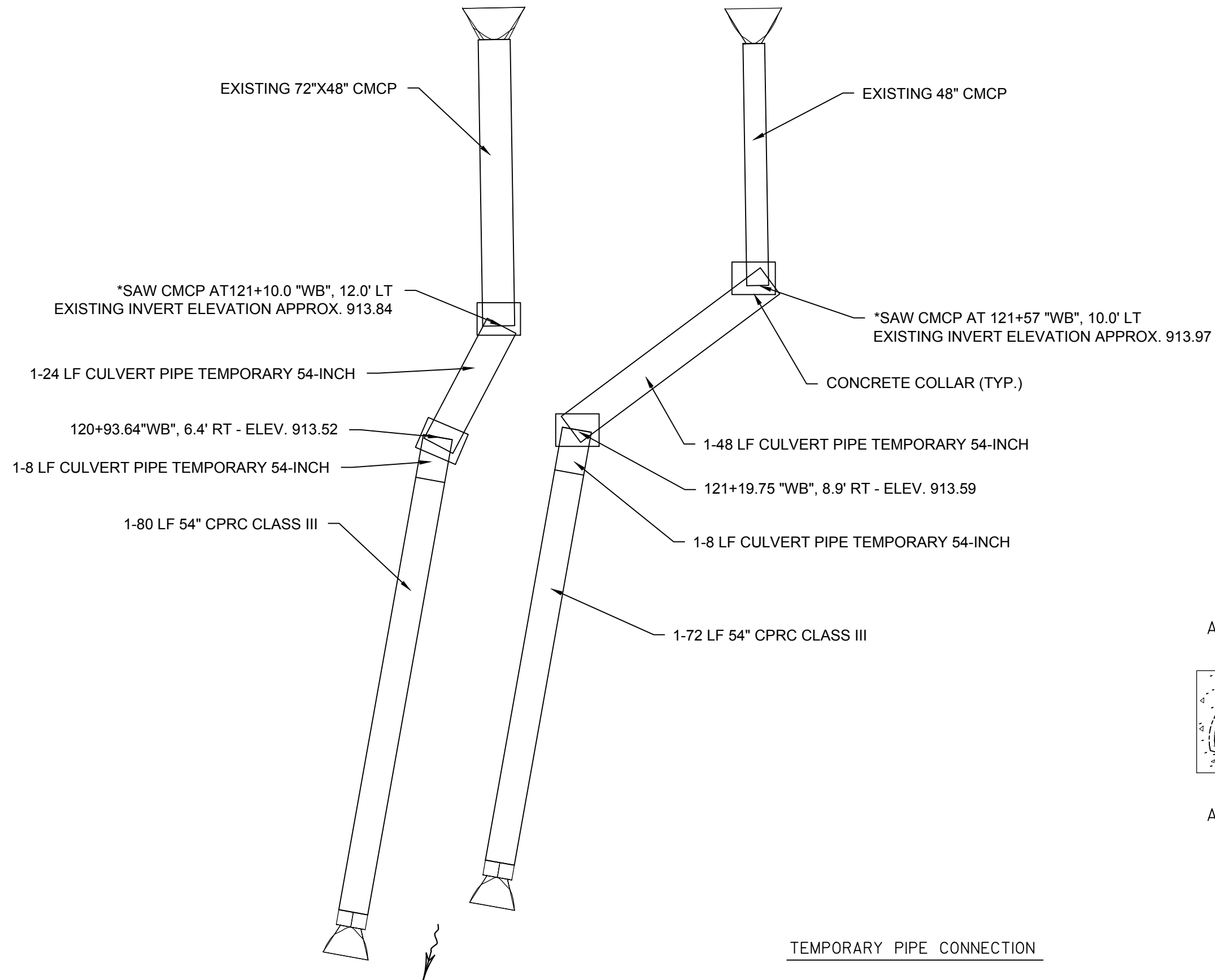
DETAIL OF CONCRETE CURB AND GUTTER 30-INCH TYPE D AT INLETS



CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D AT INLETS

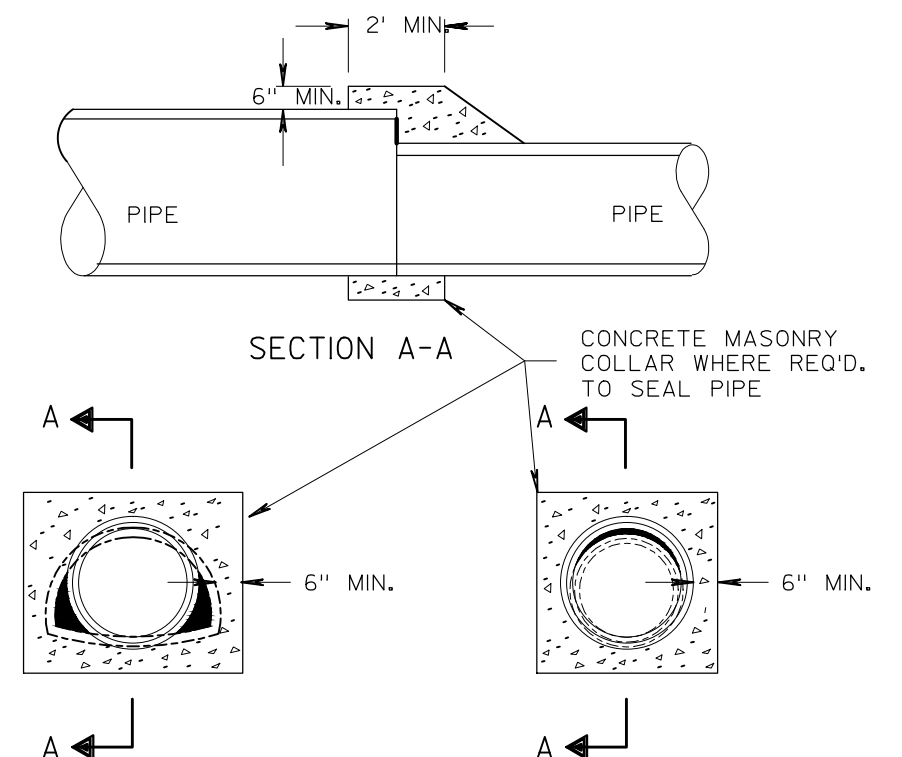


BIKE RAMP ENTRANCE AND EXIT



NOTES

* SAWING OF CMCP INCIDENTAL TO
CULVERT PIPE TEMPORARY 54-INCH



CONCRETE COLLAR DETAIL

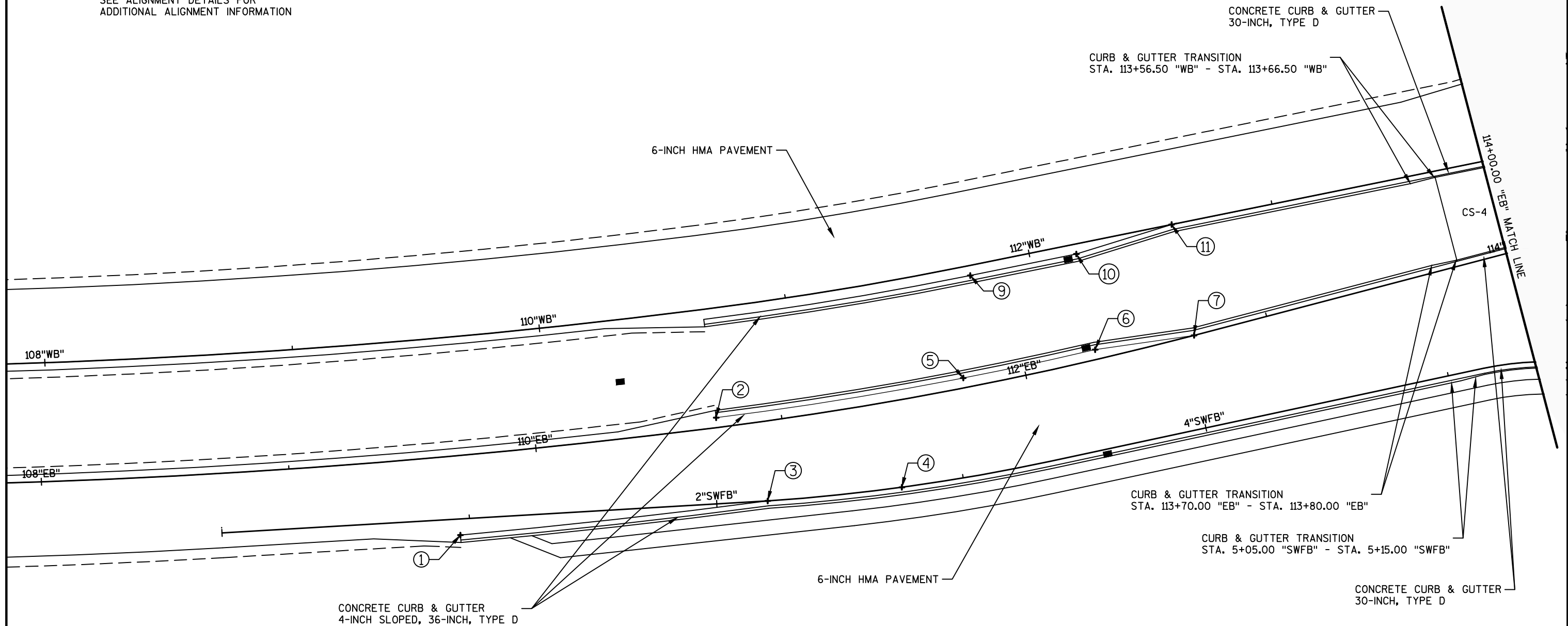
LEGEND

- PROPOSED INLET
● PROPOSED MANHOLE
③ DATA POINT
CS-4 CONCRETE SIDEWALK 4-INCH
CR-X CURB RAMP - TYPE
CRTA CONCRETE ROUNDABOUT TRUCK
APRON 12-INCH (RED)

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE
LINE

SEE ALIGNMENT DETAILS FOR
ADDITIONAL ALIGNMENT INFORMATION







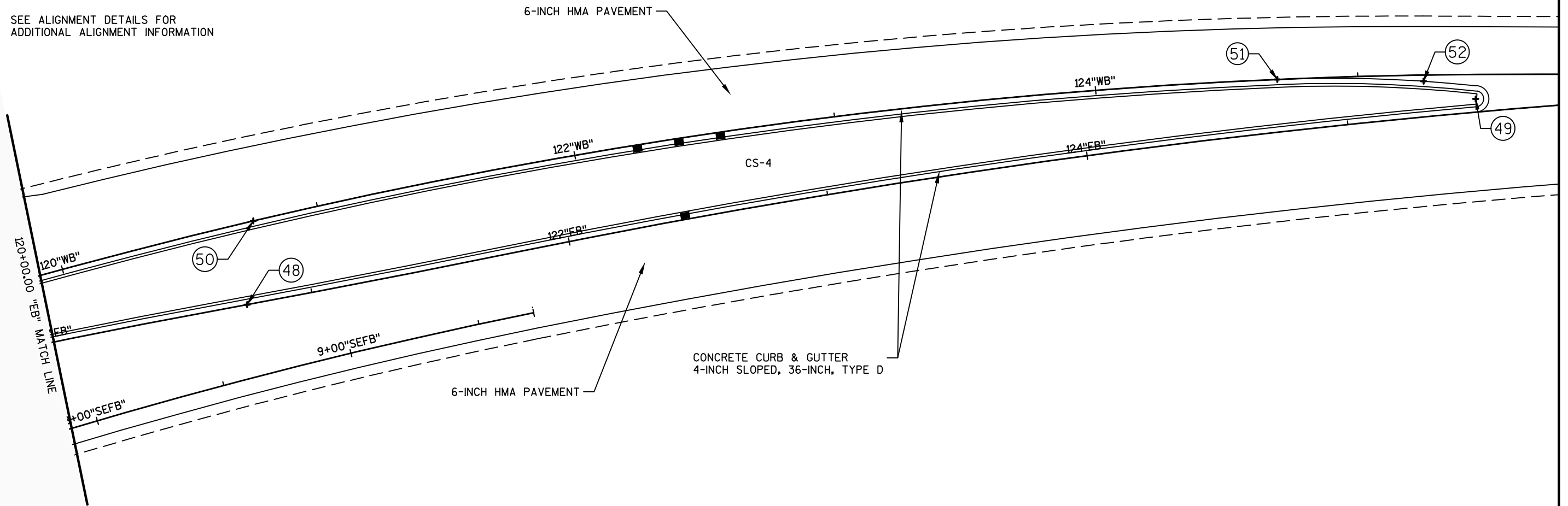
LEGEND

- | | |
|------|--|
| ■ | PROPOSED INLET |
| ● | PROPOSED MANHOLE |
| ③ | DATA POINT |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| CR-X | CURB RAMP - TYPE |
| CRTA | CONCRETE ROUNDABOUT TRUCK
APRON 12-INCH (RED) |

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE
LINE

SEE ALIGNMENT DETAILS FOR
ADDITIONAL ALIGNMENT INFORMATION



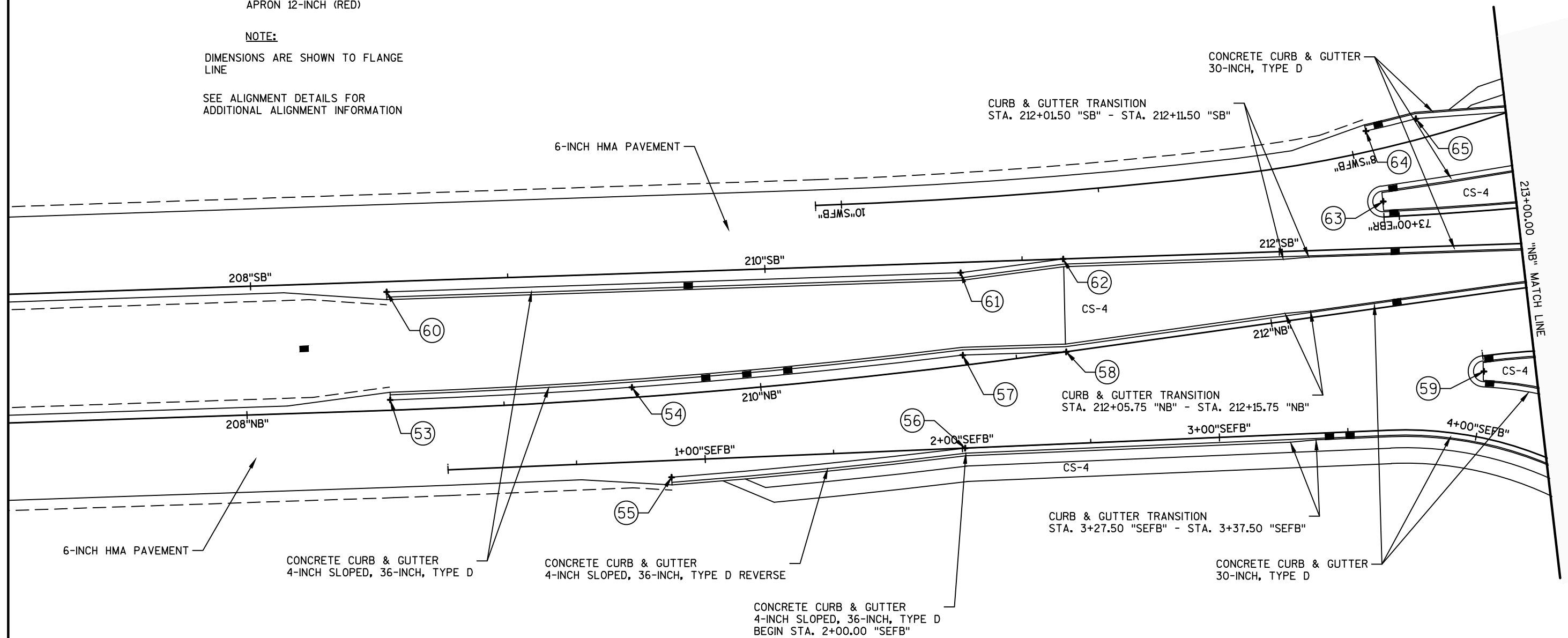
LEGEND

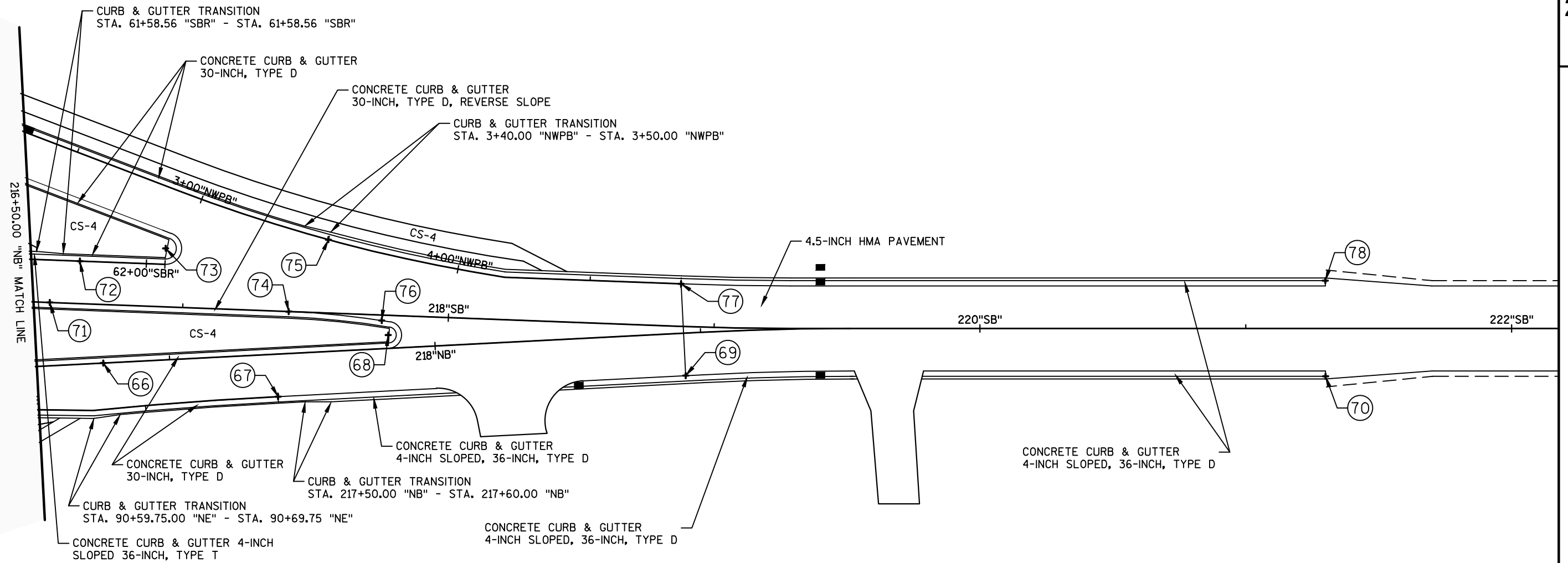
- PROPOSED INLET
● PROPOSED MANHOLE
③ DATA POINT
CS-4 CONCRETE SIDEWALK 4-INCH
CR-X CURB RAMP - TYPE
CRTA CONCRETE ROUNDABOUT TRUCK
APRON 12-INCH (RED)

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE
LINE

SEE ALIGNMENT DETAILS FOR
ADDITIONAL ALIGNMENT INFORMATION





LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE
- ③ DATA POINT
- CS-4 CONCRETE SIDEWALK 4-INCH
- CR-X CURB RAMP - TYPE
- CRTA CONCRETE ROUNDABOUT TRUCK
APRON 12-INCH (RED)

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE
LINE

SEE ALIGNMENT DETAILS FOR
ADDITIONAL ALIGNMENT INFORMATION



LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE
- ③ DATA POINT
- CS-4 CONCRETE SIDEWALK 4-INCH
- CR-X CURB RAMP - TYPE
- CRTA CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE LINE

SEE ALIGNMENT DETAILS FOR ADDITIONAL ALIGNMENT INFORMATION

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	0+95.99 "SWFB"	6.50 RT	525357.67	813104.47	
2	110+73.74 "EB"	4.00 LT	525405.05	813207.65	
3	2+20.58 "SWFB"	0.00	525371.44	813228.47	
4	2+75.00 "SWFB"	0.00	525376.96	813282.59	
5	111+75.00 "EB"	4.00 LT	525421.09	813307.35	
6	112+29.59 "EB"	4.00 LT	525432.52	813360.57	
7	112+69.75 "EB"	0.00	525438.29	813400.47	
9	111+75.00 "WB"	4.00 RT	525462.45	813310.19	
10	112+18.67 "WB"	4.00 RT	525471.13	813352.98	
11	112+58.67 "WB"	0.00	525483.01	813391.39	
12	5+50.00 "SWFB"	0.00	525427.22	813552.49	
13	114+25.00 "EB"	0.00	525477.67	813550.64	
14	114+37.71 "EB"	30.05 RT	525451.82	813570.55	6-FT
16	115+49.25 "EB"	3.81 LT	525482.52	813672.19	4-FT
17	7+37.51 "SWFB"	0.00	525302.31	813676.28	
18	213+25.00 "SB"	0.00	525339.55	813725.51	
19	213+86.41 "SB"	5.46 RT	525399.16	813723.43	6-FT
20	22+36.53 "C"	60.00 LT	525497.78	813755.78	
21	20+48.03 "C"	53.50 LT	525495.30	813761.78	
22	213+25.00 "NB"	0.00	525335.95	813741.96	
23	213+84.67 "NB"	3.87 LT	525394.29	813751.81	4-FT
24	81+50.00 "NBR"	0.00	525418.08	813830.10	
25	117+22.74 "EB"	5.40 LT	525457.05	813843.81	6-FT
26	5+52.96 "SEFB"	0.00	525405.67	813895.82	
27	118+25.00 "EB"	0.00	525479.52	813941.11	
28	6+39.18 "SEFB"	8.00 RT	525430.78	813978.50	

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
29	118+59.93 "EB"	28.64 RT	525460.60	813981.98	5-FT
30	6+59.44 "SEFB"	8.00 RT	525437.91	813997.38	
31	0+00.00	0.00	525544.30	813532.47	
32	114+25.00 "WB"	0.00	525516.09	813554.40	
33	0+20.00 "NWPB"	0.00	525548.27	813552.07	
34	0+84.00 "NWPB"	0.00	525553.06	813615.89	
35	1+17.90 "NWPB"	0.00	525560.52	813648.96	
36	115+52.60 "WB"	5.50 RT	525535.12	813678.30	6-FT
37	1+50.00 "NWPB"	0.00	525576.64	813676.19	
38	60+57.63 "SBR"	4.00 LT	525580.18	813703.11	4-FT
39	215+83.77 "SB"	3.84 RT	525592.50	813763.09	4-FT
40	216+25.00 "SB"	0.00	525632.58	813770.96	
41	215+81.24 "NB"	5.60 LT	525585.61	813796.95	6-FT
42	216+25.00 "NB"	0.00	525627.65	813797.75	
43	117+28.56 "WB"	3.91 RT	525500.12	813850.75	4-FT
44	92+25.00 "NE"	0.00	525533.41	813860.88	
45	118+75.00 "WB"	0.00	525514.66	813994.06	
46	93+64.88 "NE"	0.00	525547.77	813993.85	
47	0+00.00	0.00	525567.86	814067.79	
48	120+75.00 "EB"	0.00	525534.03	814185.02	
49	125+49.39 "EB"	5.00 LT	525612.44	814652.96	5-FT
50	120+75.00 "WB"	0.00	525565.94	814187.36	
51	124+69.29 "WB"	0.00	525619.89	814577.36	
52	125+25.00 "WB"	2.37 RT	525619.21	814633.08	500-FT
53	208+55.82 "NB"	4.00 LT	524870.79	813798.73	
54	209+50.00 "NB"	4.00 LT	524964.54	813791.53	

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
55	0+86.66 "SEFB"	6.52 RT	524980.81	813826.10	
56	2+01.12 "SEFB"	0.00	525094.58	813812.01	
57	210+79.39 "NB"	4.00 LT	525092.75	813775.89	
58	211+19.45 "NB"	0.00	525132.92	813773.65	
59	212+79.17 "NB"	30.01 RT	525295.39	813777.29	6-FT
60	208+52.79 "SB"	4.00 RT	524868.36	813756.80	
61	210+75.93 "SB"	4.00 RT	525091.13	813743.90	
62	211+15.93 "SB"	0.00	525130.84	813737.59	
63	212+41.04 "SB"	18.16 LT	525254.69	813712.23	6-FT
64	7+93.15 "SWFB"	8.00 RT	525247.26	813685.03	
65	7+72.80 "SWFB"	8.00 RT	525266.58	813679.77	
66	216+75.00 "NB"	0.00	525677.57	813794.95	
67	0+00.00	0.00	525743.31	813807.77	
68	217+82.61 "NB"	5.00 LT	525784.81	813784.73	5-FT
69	218+93.56 "NB"	16.00 RT	525896.65	813800.33	
70	221+30.00 "SB"	18.00 RT	526137.29	813801.28	
71	216+50.00 "SB"	0.00	525657.56	813772.10	
72	61+75.00 "SBR"	0.00	525668.93	813756.55	
73	216+92.75 "SB"	22.00 LT	525701.17	813751.86	6-FT
74	217+39.89 "SB"	0.00	525747.37	813775.77	
75	3+50.00 "NWPB"	0.00	525762.39	813748.77	
76	217+75.00 "SB"	2.06 RT	525782.37	813779.26	300-FT
77	0+00.00	0.00	525894.97	813765.79	
78	221+29.90 "SB"	18.00 LT	526137.30	813765.28	

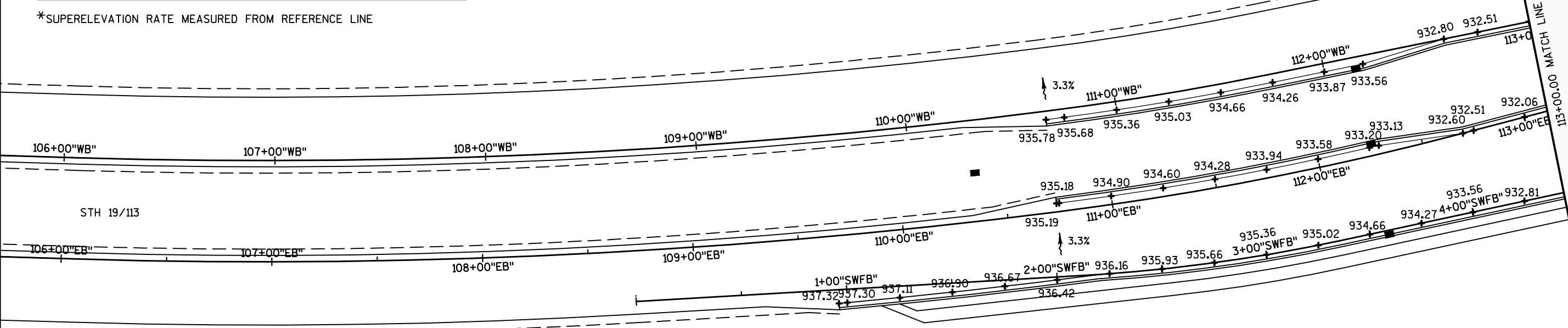


LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE

SUPERELEVATION TABLE WB ALIGNMENT		
INSIDE LANE RATE %	OUTSIDE LANE RATE %	WB STH 19 STATION
2.0	-2.0	104+39.45
0.0	-2.0	105+19.45
-2.0	-2.0	105+99.45
-3.3	-3.3	106+51.36
-3.3	-3.3	111+37.73
-2.0	-2.0	111+80.73

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE



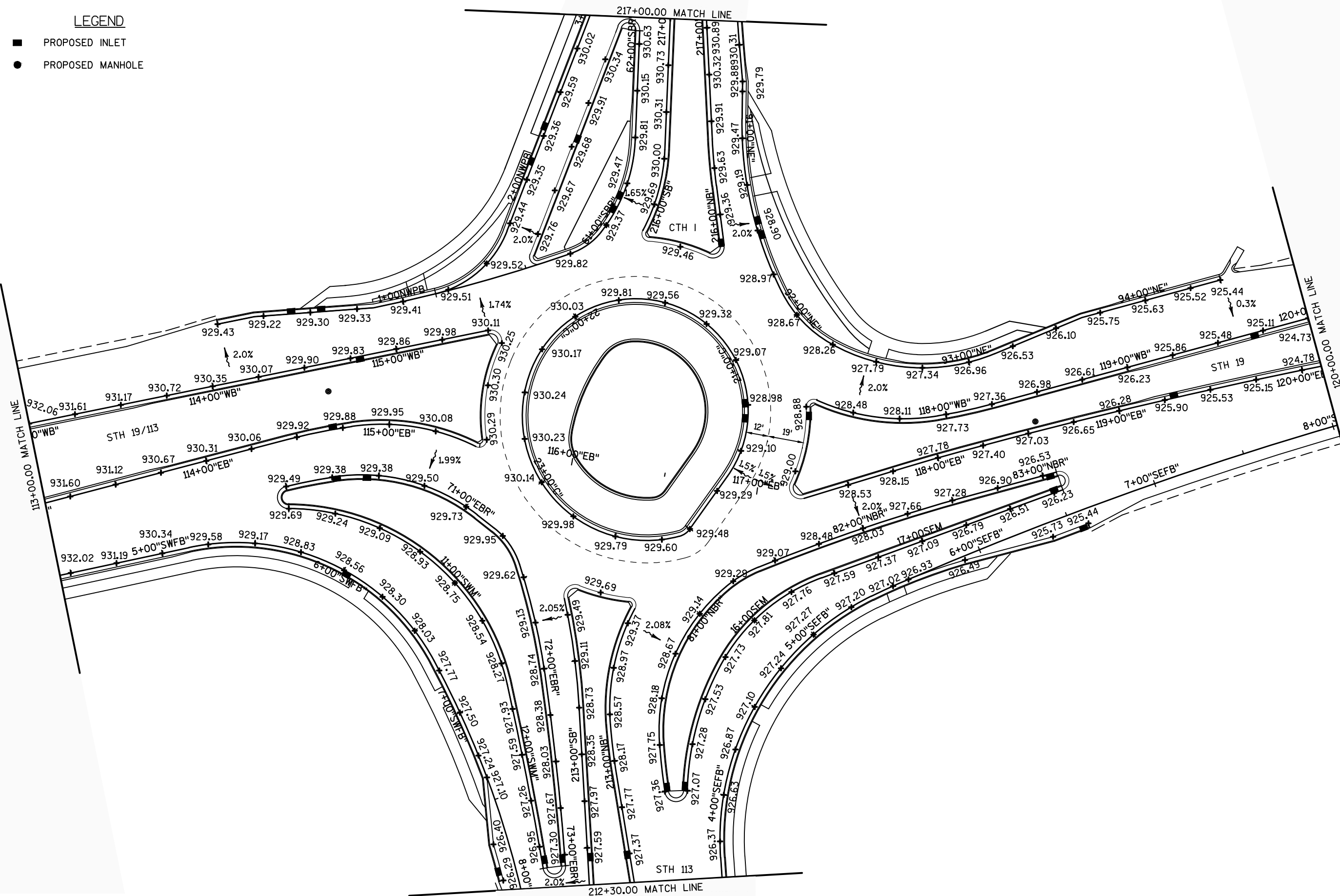
SUPERELEVATION TABLE EB ALIGNMENT			
INSIDE LANE RATE %	OUTSIDE LANE RATE %	BYPASS LANE RATE %	EB STH 19 STATION
2.0	-2.0	N/A	104+39.45
2.0	0.0	N/A	105+19.45
2.0	2.0	N/A	105+99.45
3.3	3.3	N/A	106+51.36
3.3	3.3	3.3	112+39.08
2.0	2.0	2.0	112+75.08
0.0	0.0	0.0	113+31.08
-2.0	-2.0	-2.0	113+87.08

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE



LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE



PROJECT NO:5290-02-70

HWY: STH 19

COUNTY: DANE

PAVING DETAIL

SHEET

PRE_28

E

FILE NAME : N:\PDS\C3D\52900200\SHEETSP\PLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021201B_PD

PLOT DATE : 2/15/2016 10:36 AM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDs SHEET 42



LEGEND

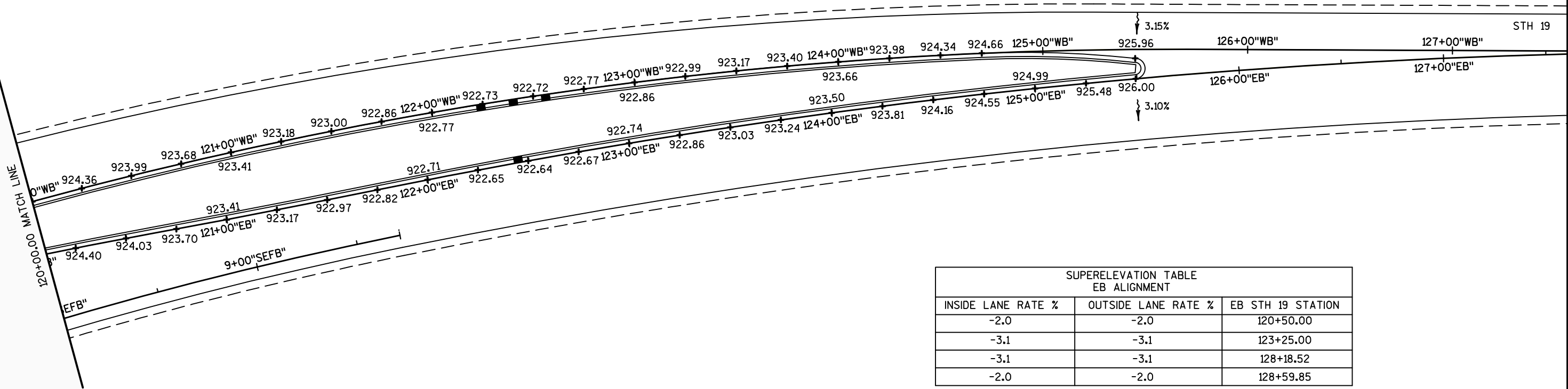
- PROPOSED INLET
- PROPOSED MANHOLE

SUPERELEVATION TABLE WB ALIGNMENT		
INSIDE LANE RATE %	OUTSIDE LANE RATE %	WB STH 19 STATION
-2.0	-2.0	118+87.52
0.0	0.0	119+49.52
2.0	2.0	120+11.52
2.6	2.6	120+30.52
3.8	N/A	123+30.52
3.8	N/A	125+19.14
2.0	N/A	125+91.14
0.0	N/A	126+71.14
-2.0	N/A	127+51.14

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE

SUPERELEVATION TABLE EB ALIGNMENT		
INSIDE LANE RATE %	OUTSIDE LANE RATE %	EB STH 19 STATION
-2.0	-2.0	120+50.00
-3.1	-3.1	123+25.00
-3.1	-3.1	128+18.52
-2.0	-2.0	128+59.85

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE



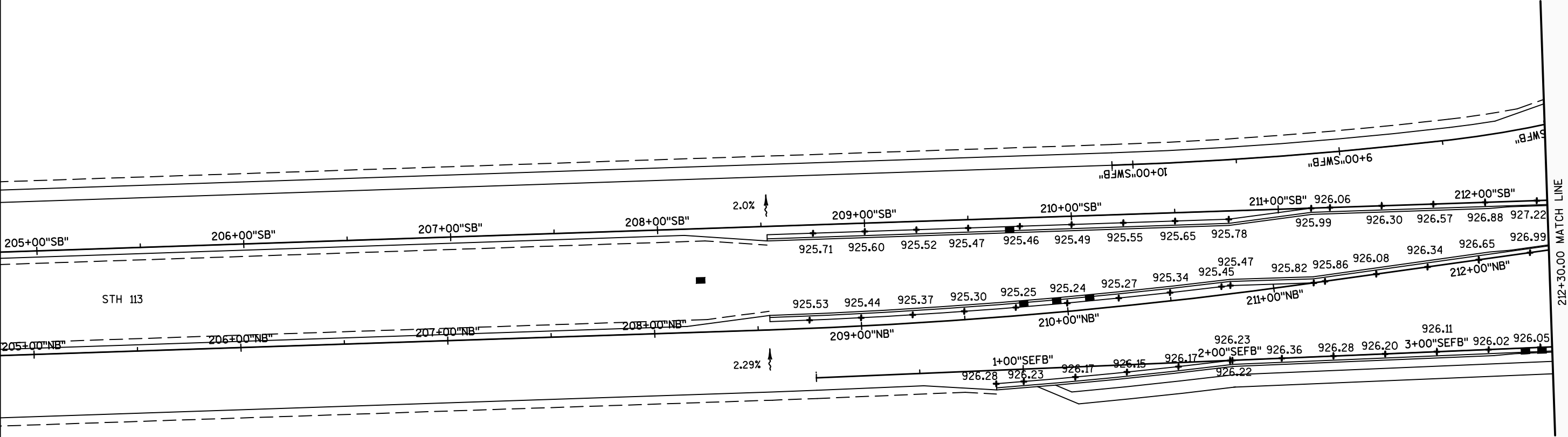


LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE

SUPERELEVATION TABLE WB ALIGNMENT		
INSIDE LANE RATE %	OUTSIDE LANE RATE %	WB STH 19 STATION
-1.6	0.0	200+00.00
-2.0	-2.0	201+01.02
-2.5	-2.5	201+26.28
-2.5	-2.5	203+83.13
-2.0	-2.0	204+03.13

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE



SUPERELEVATION TABLE EB ALIGNMENT			
INSIDE LANE RATE %	OUTSIDE LANE RATE %	BYPASS LANE RATE %	EB STH 19 STATION
2.0	-2.0	N/A	200+06.79
2.0	0.0	N/A	200+86.79
2.0	2.0	N/A	201+66.79
2.6	2.6	N/A	201+90.79
2.6	2.6	N/A	204+34.98
2.0	2.0	N/A	204+58.98
2.0	2.0	N/A	208+50.82
3.2	3.2	N/A	208+96.82
2.0	2.0	2.0	211+00.17
0.0	0.0	0.0	211+58.17
-2.0	-2.0	-2.0	212+16.17

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE

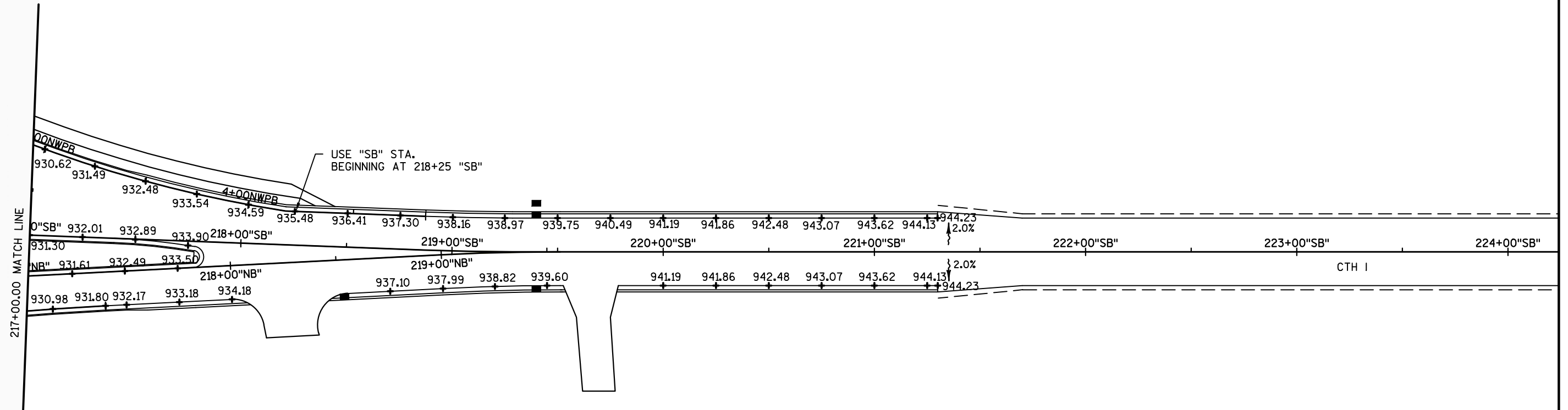
2

2 |



LEGEND

-  PROPOSED INLET
 PROPOSED MANHOLE



PROJECT NO:5290-02-70

HWY:STH 19

COUNTY: DANE

PAVING DETAIL

SHEET PRE_31

3

FILE NAME : N:\PDS\C3D\52900200\SHEETSP\PLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021201E_PD

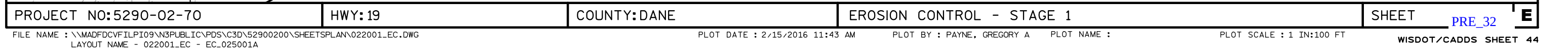
PLOT DATE : 2/15/2016 10:36 AM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

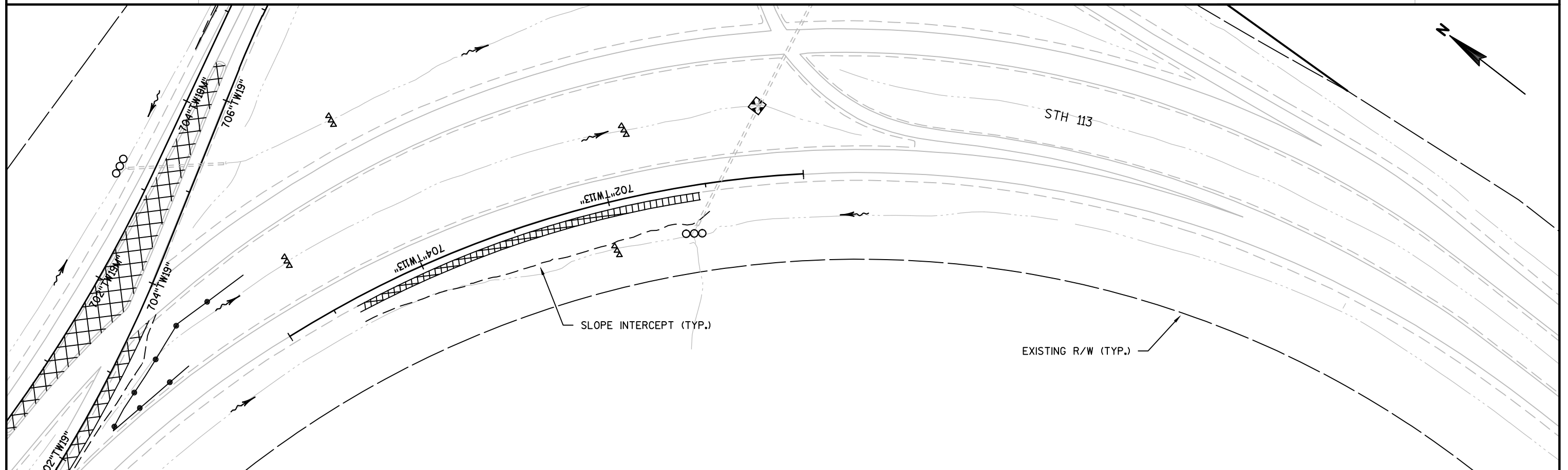
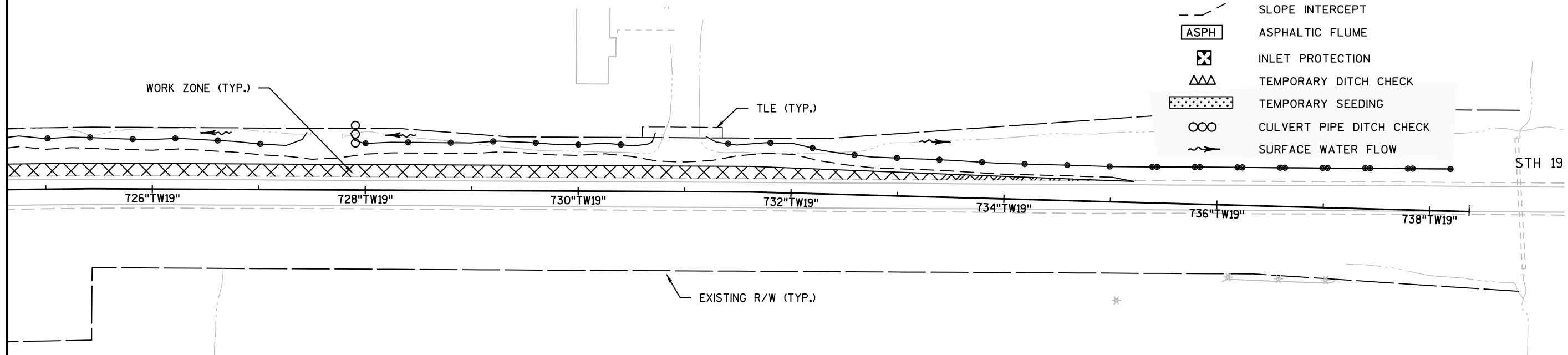
WISDOT/CADDS SHEET 42

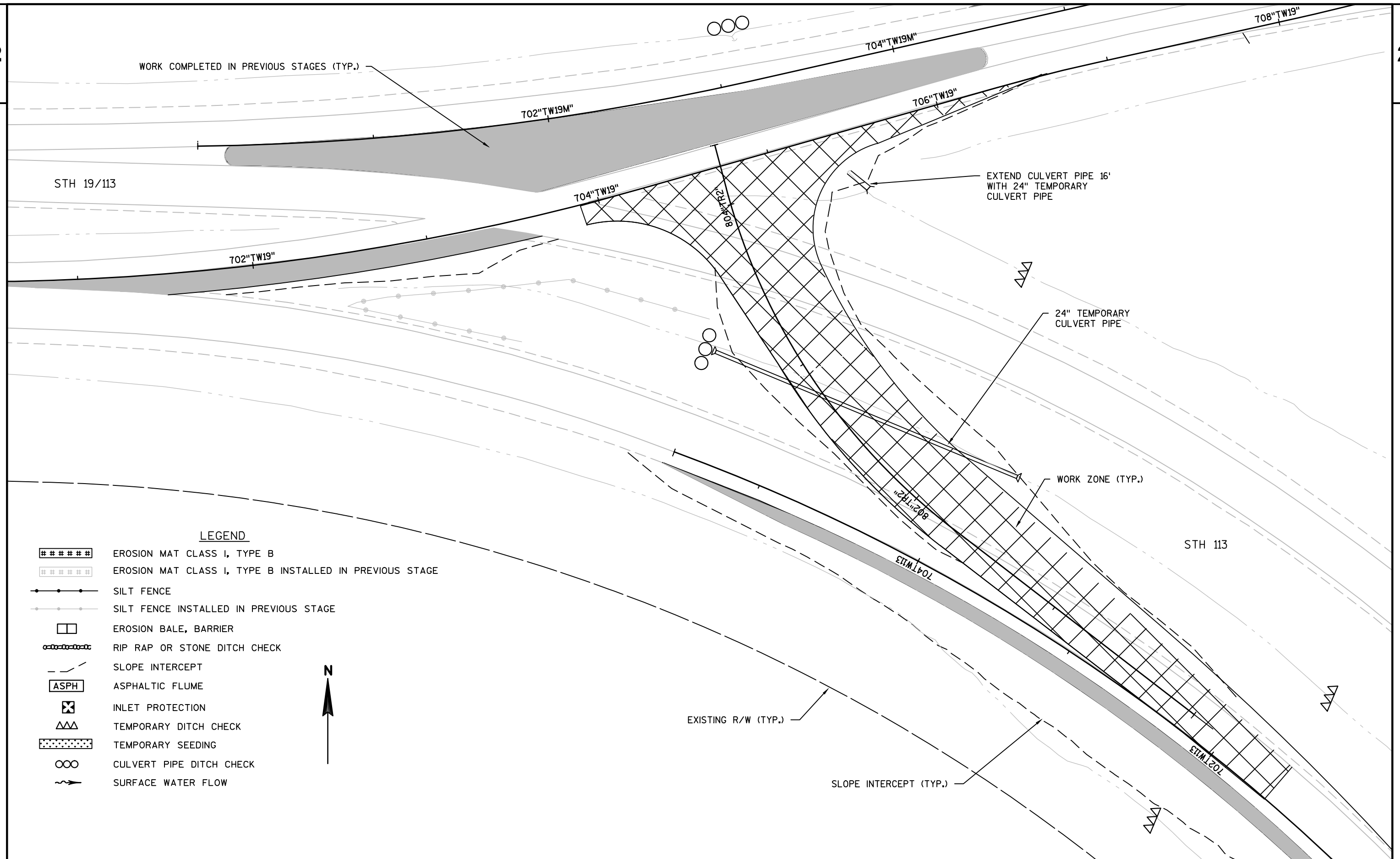


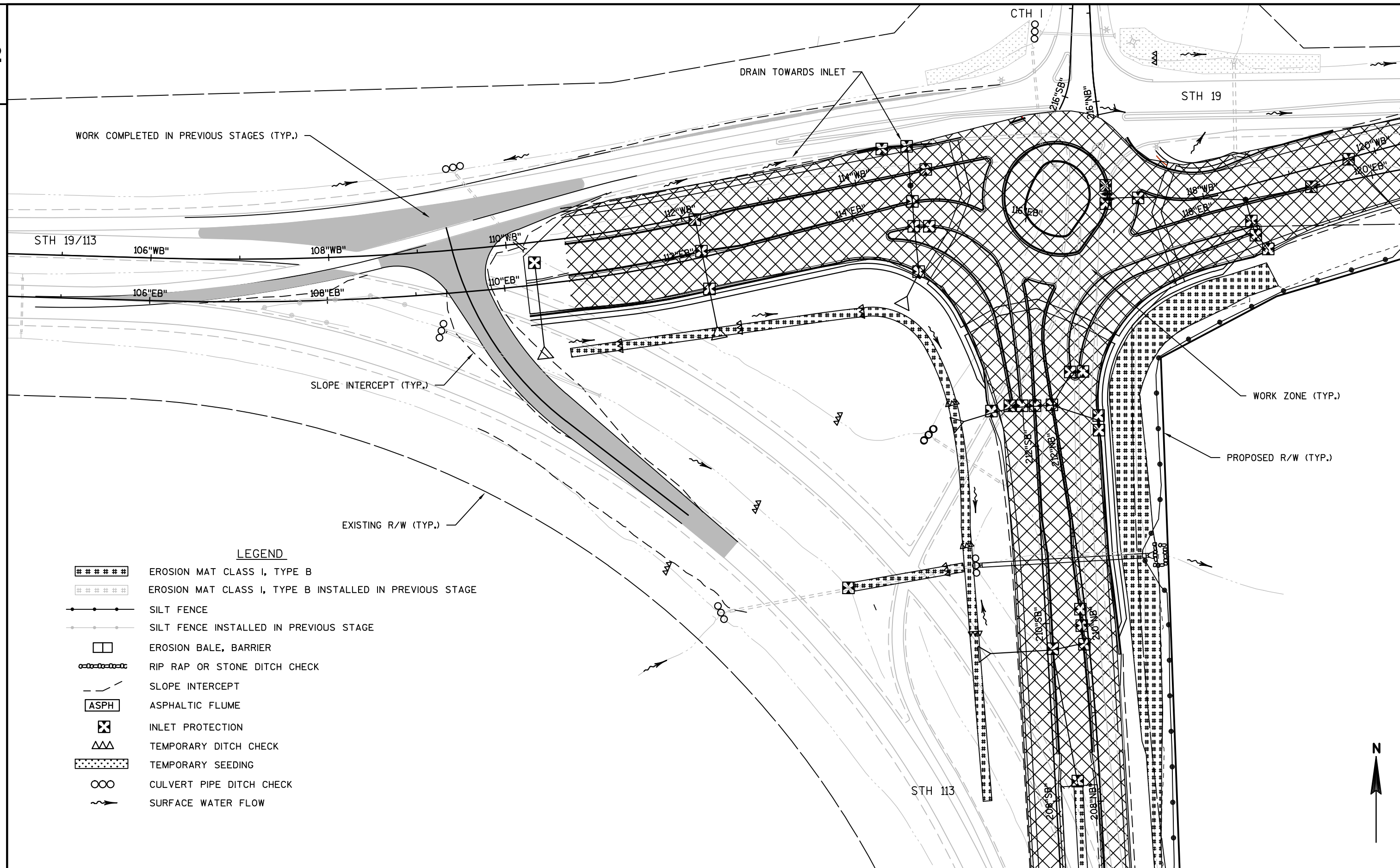


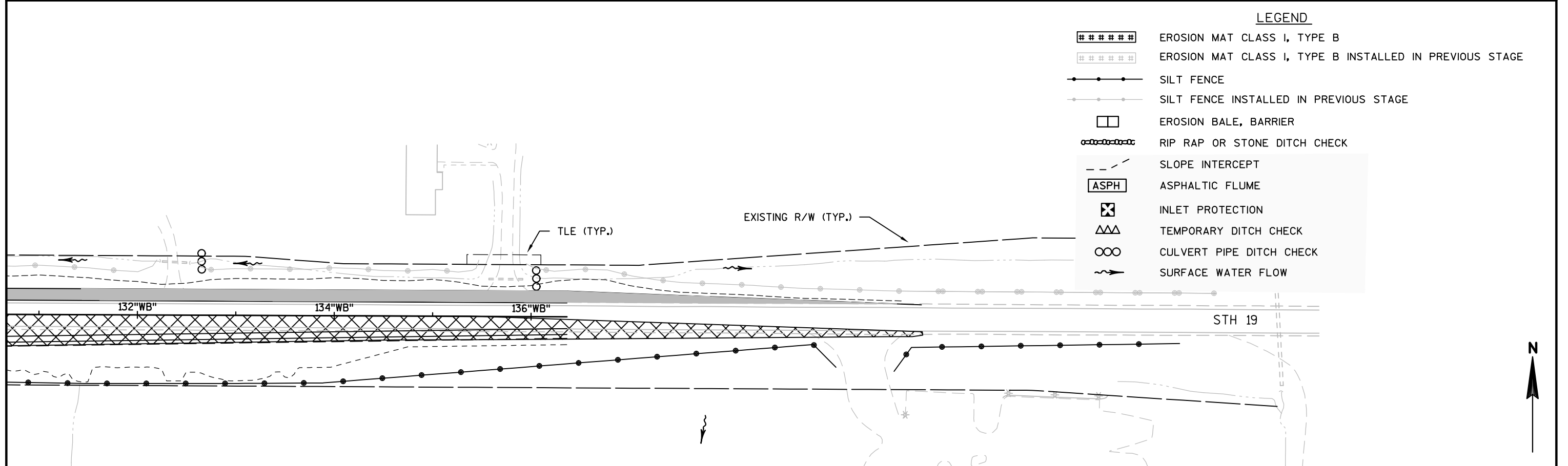
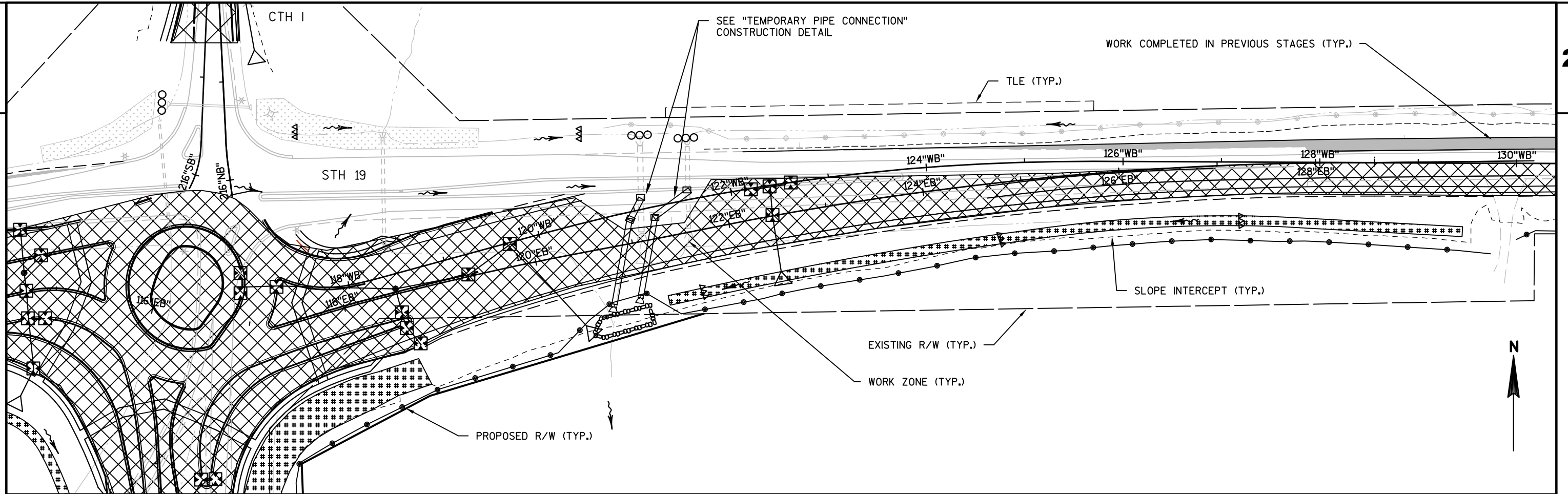
LEGEND

- ##### EROSION MAT CLASS I, TYPE B
- ##### EROSION MAT CLASS I, TYPE B INSTALLED IN PREVIOUS STAGE
- SILT FENCE
- SILT FENCE INSTALLED IN PREVIOUS STAGE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- / — SLOPE INTERCEPT
- ASPH ASPHALTIC FLUME
- ⊗ INLET PROTECTION
- △△△ TEMPORARY DITCH CHECK
- ▨ TEMPORARY SEEDING
- CULVERT PIPE DITCH CHECK
- ~> SURFACE WATER FLOW



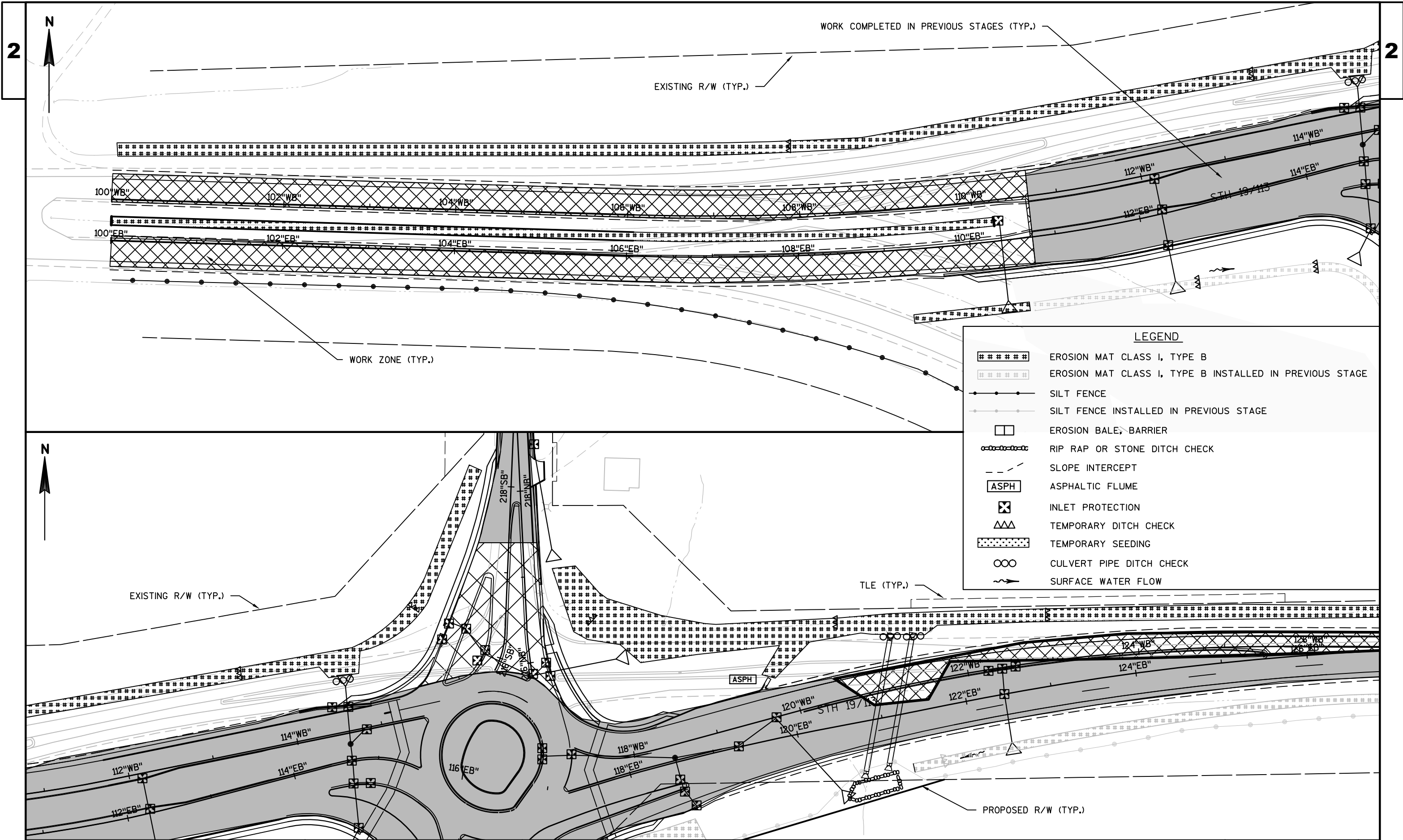






LEGEND

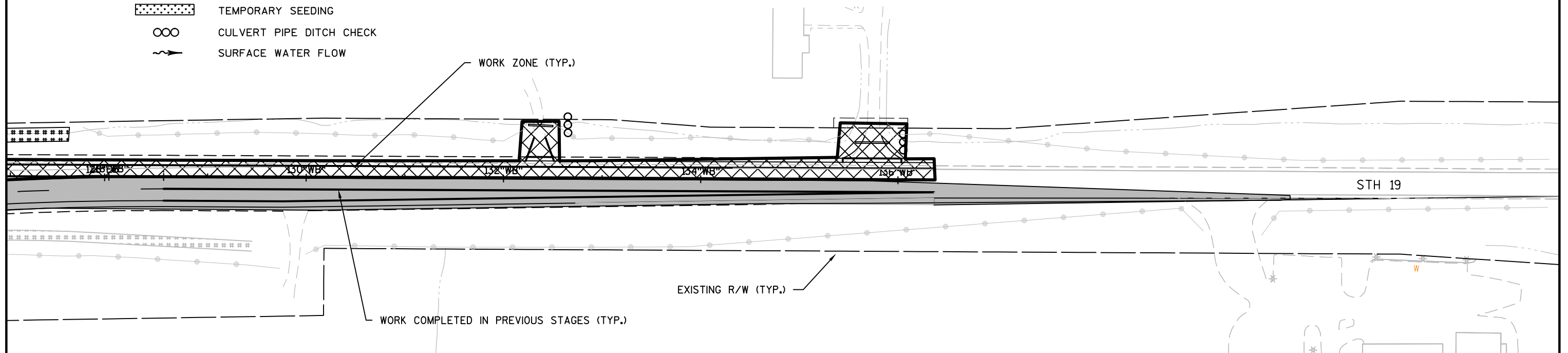
- ##### EROSION MAT CLASS I, TYPE B
- ##### EROSION MAT CLASS I, TYPE B INSTALLED IN PREVIOUS STAGE
- SILT FENCE
- SILT FENCE INSTALLED IN PREVIOUS STAGE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPH ASPHALTIC FLUME
- ⊗ INLET PROTECTION
- △△ TEMPORARY DITCH CHECK
- OOO CULVERT PIPE DITCH CHECK
- ~ SURFACE WATER FLOW

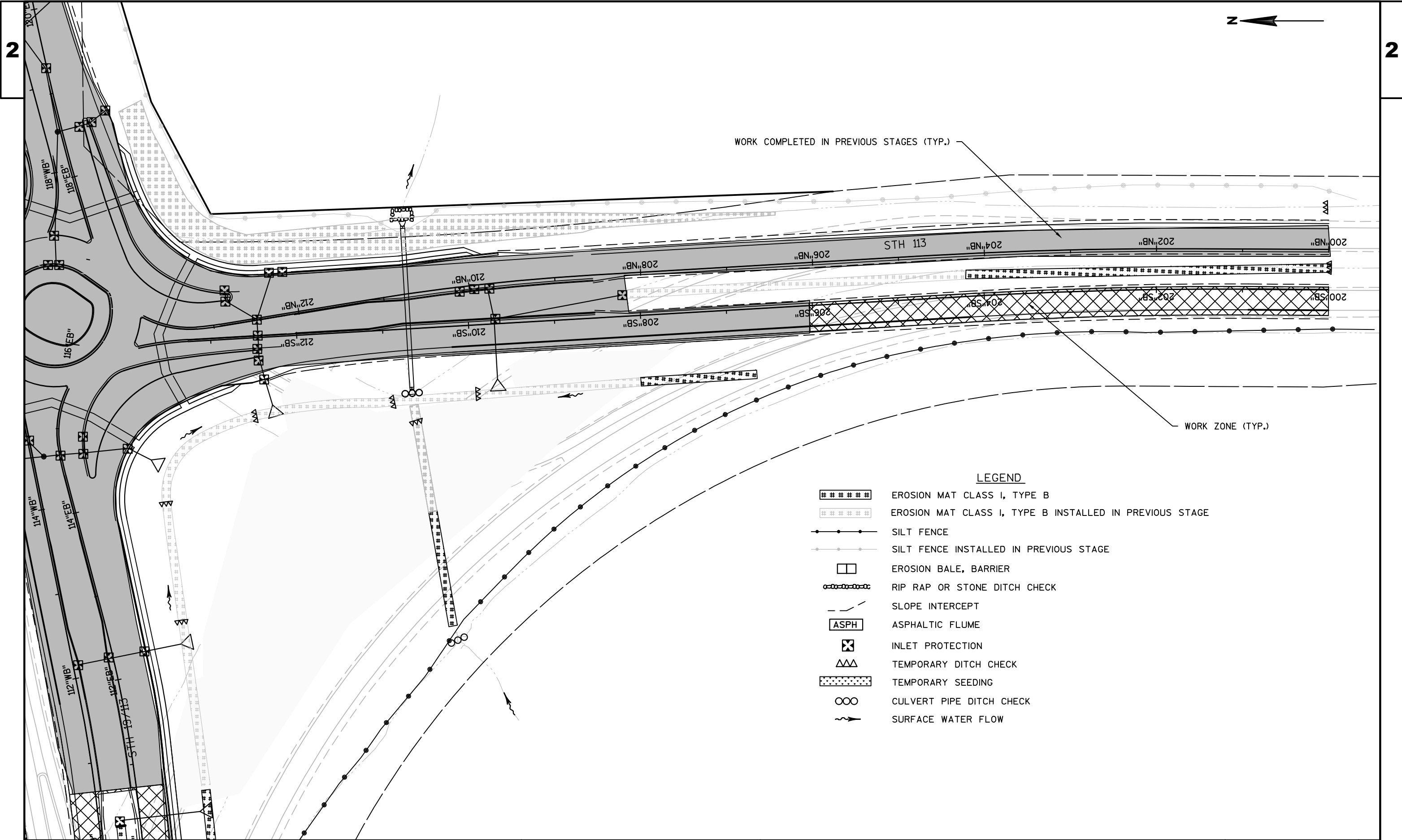


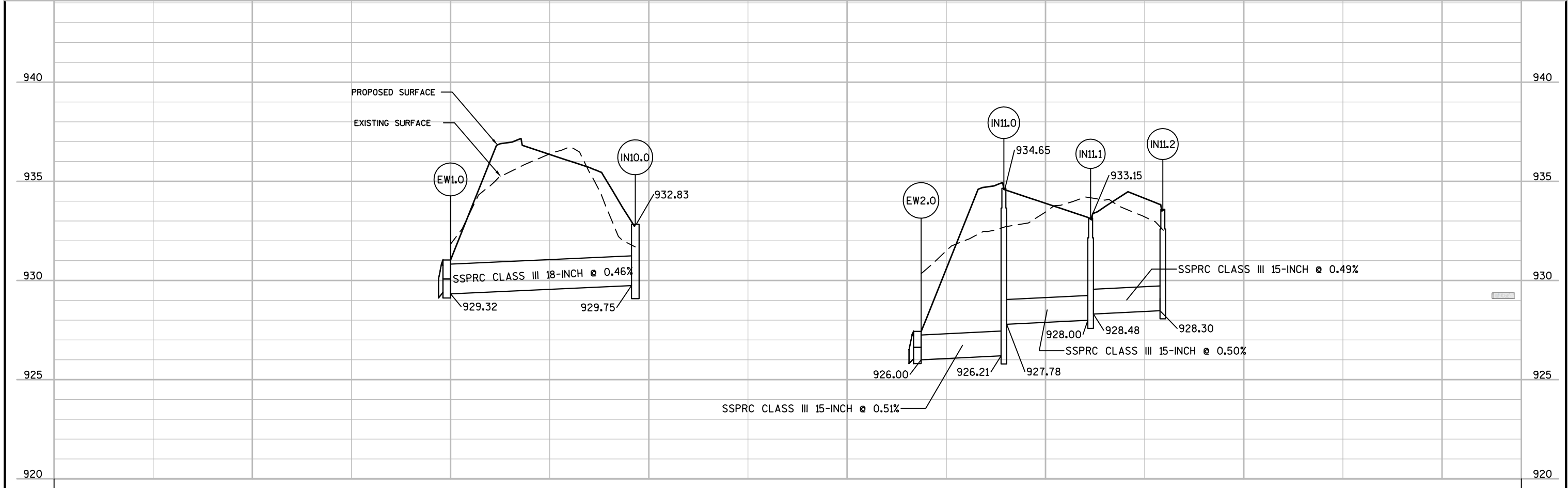
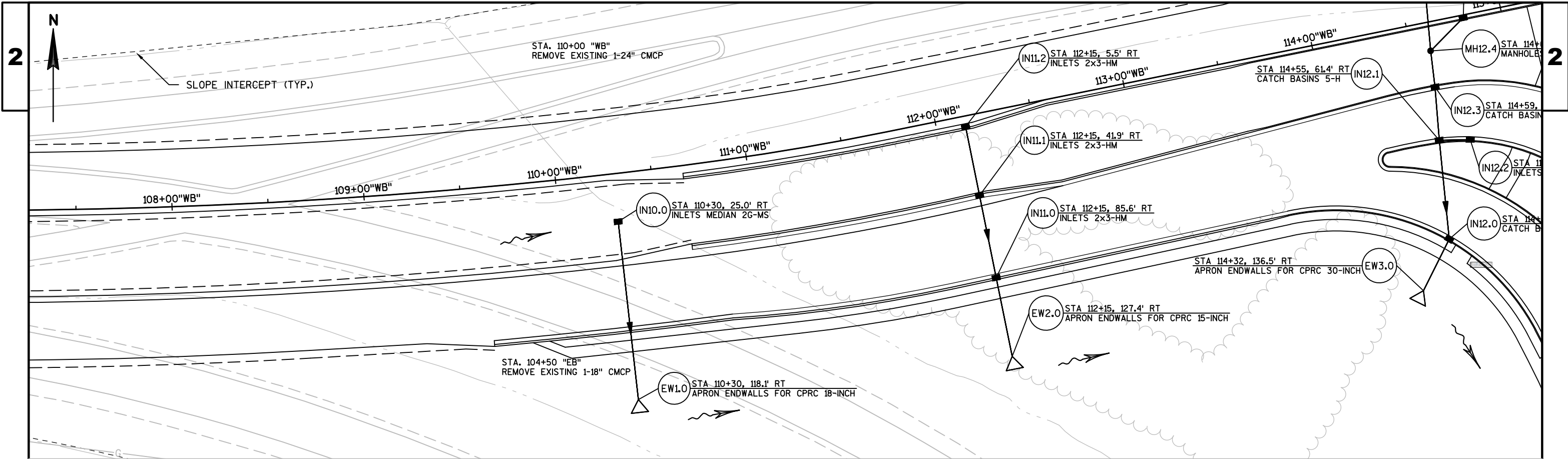


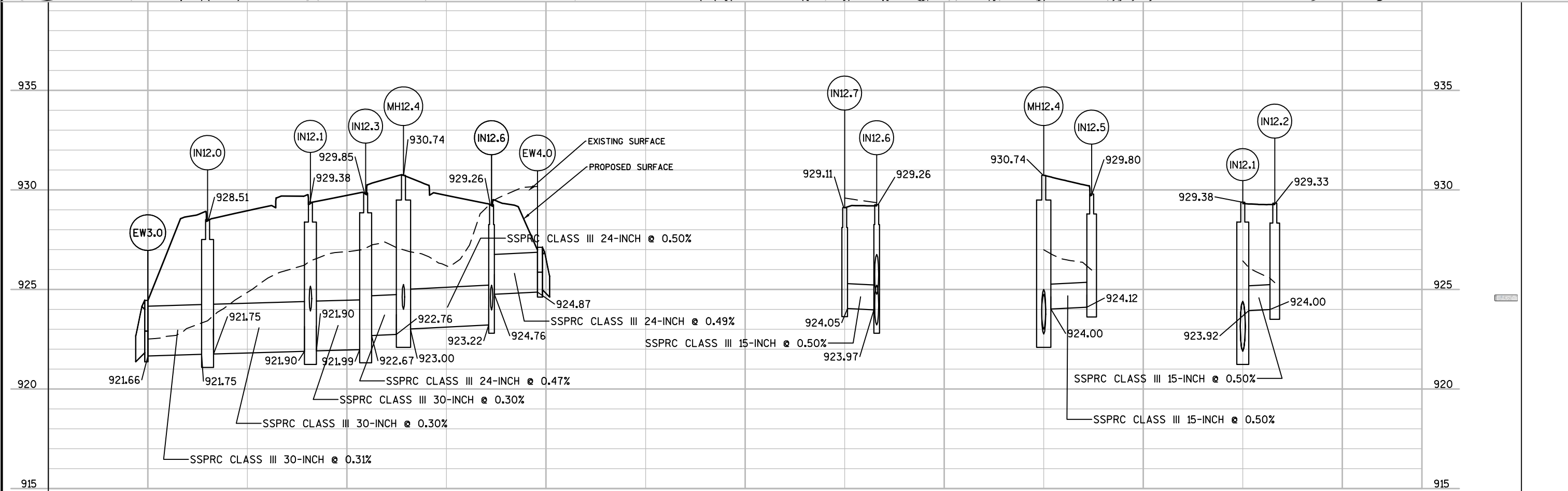
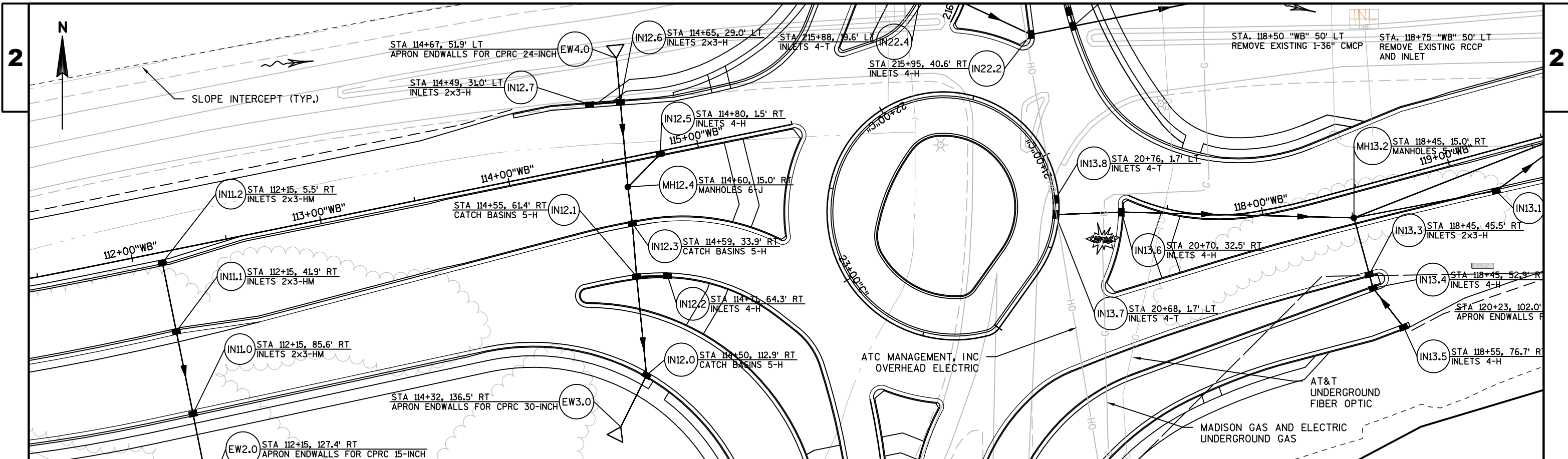
LEGEND

- ##### EROSION MAT CLASS I, TYPE B
- ##### EROSION MAT CLASS I, TYPE B INSTALLED IN PREVIOUS STAGE
- SILT FENCE
- SILT FENCE INSTALLED IN PREVIOUS STAGE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- - - SLOPE INTERCEPT
- ASPH ASPHALTIC FLUME
- ⊠ INLET PROTECTION
- △△△ TEMPORARY DITCH CHECK
- TEMPORARY SEEDING
- CULVERT PIPE DITCH CHECK
- ~> SURFACE WATER FLOW









PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

STORM SEWER

SHEET

PRE_42

E

FILE NAME : \\MADFCV\FIL\PI09\N3PUBLIC\PD\N3\52900200\SHETSPLAN\022501_SS BACK.DWG
LAYOUT NAME - 022501_SS - 022502

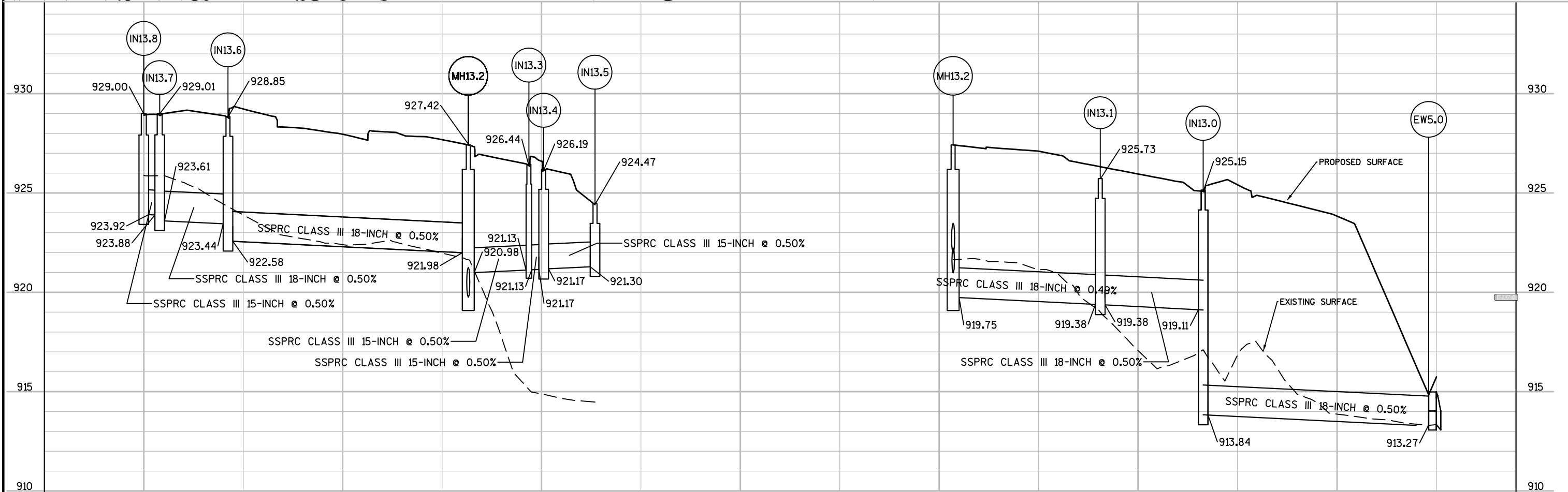
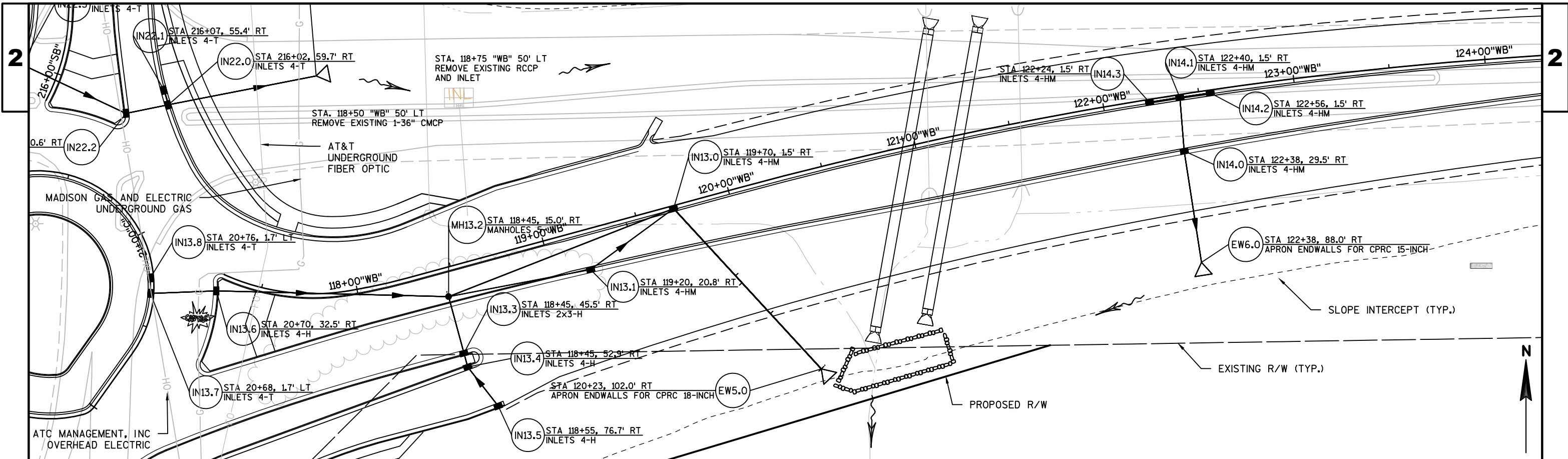
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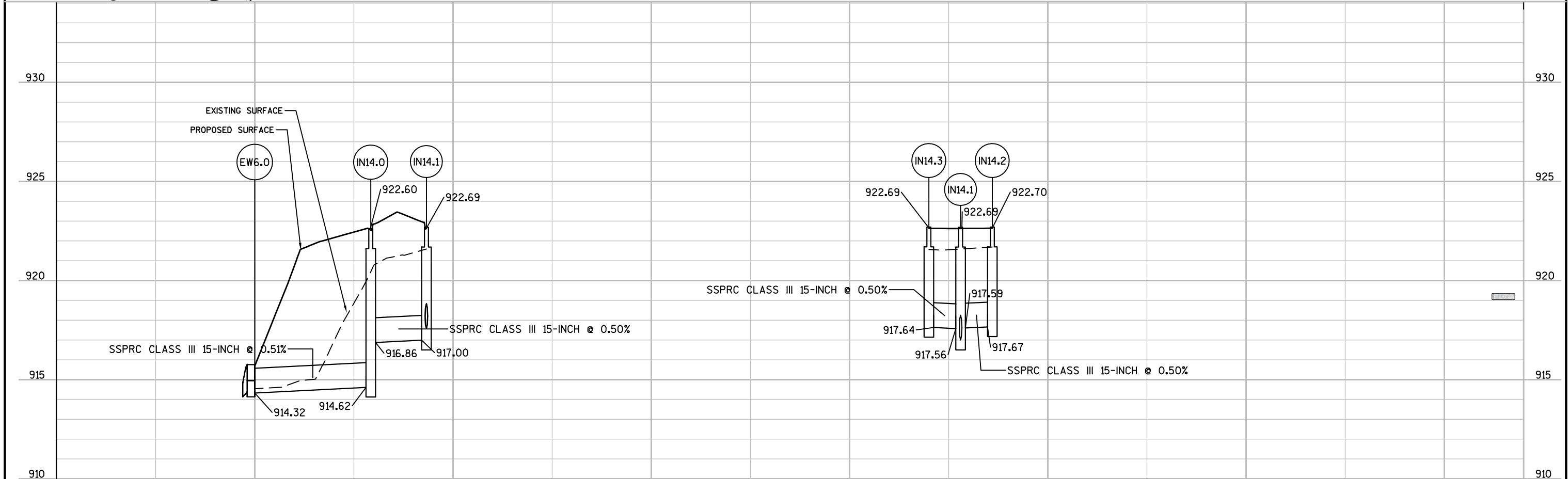
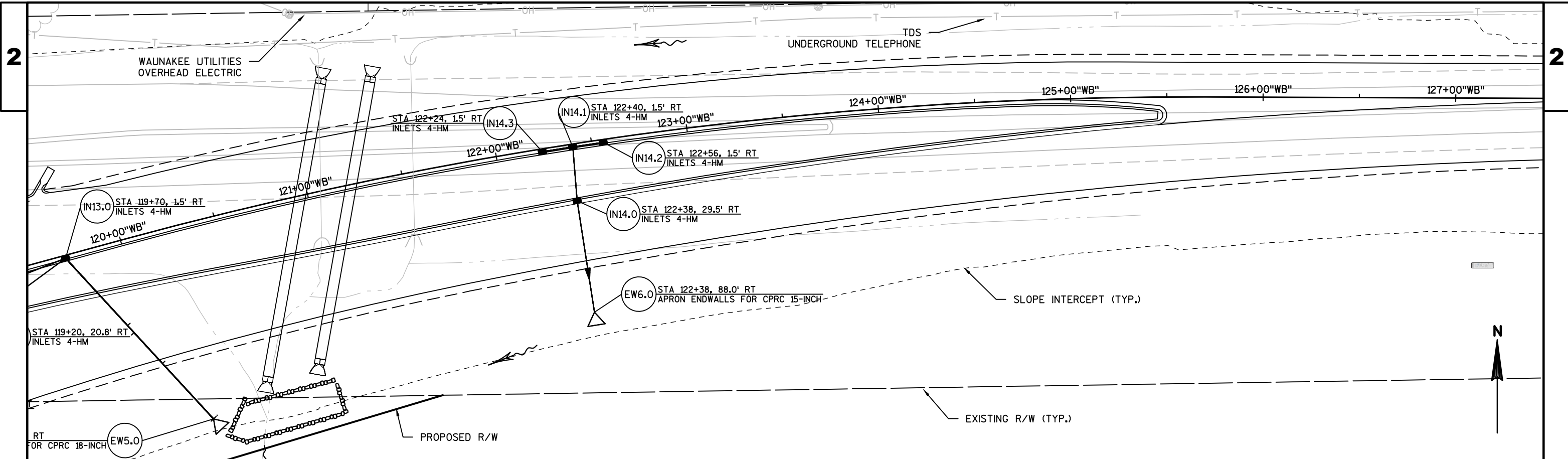
PLOT BY : PAYNE, GREGORY A

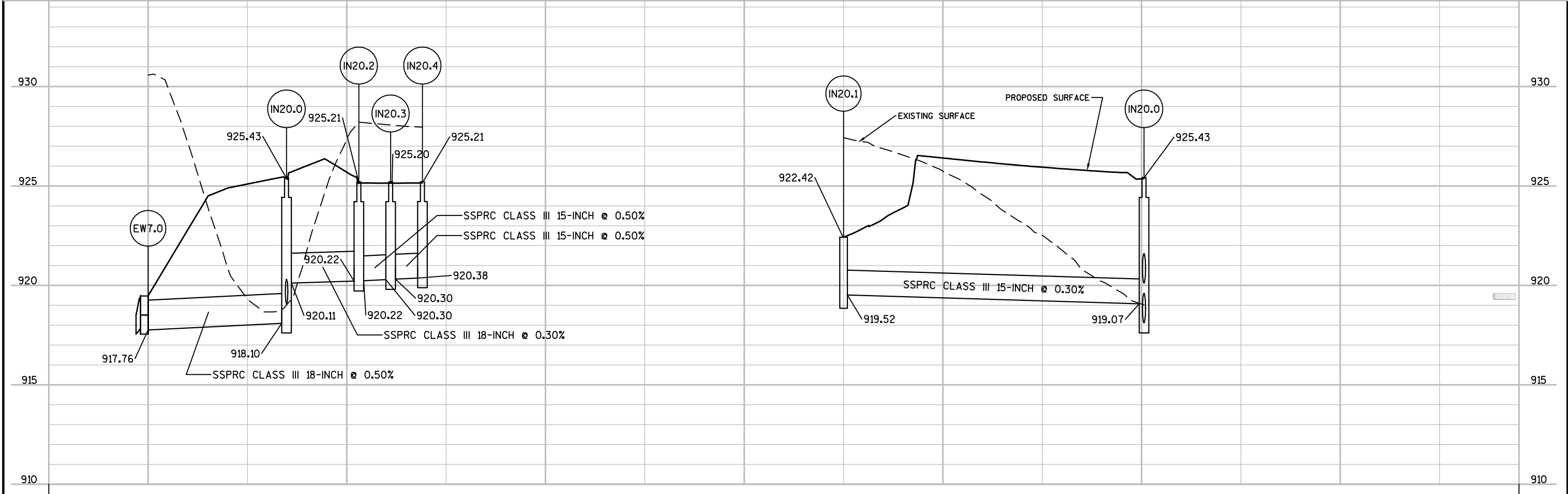
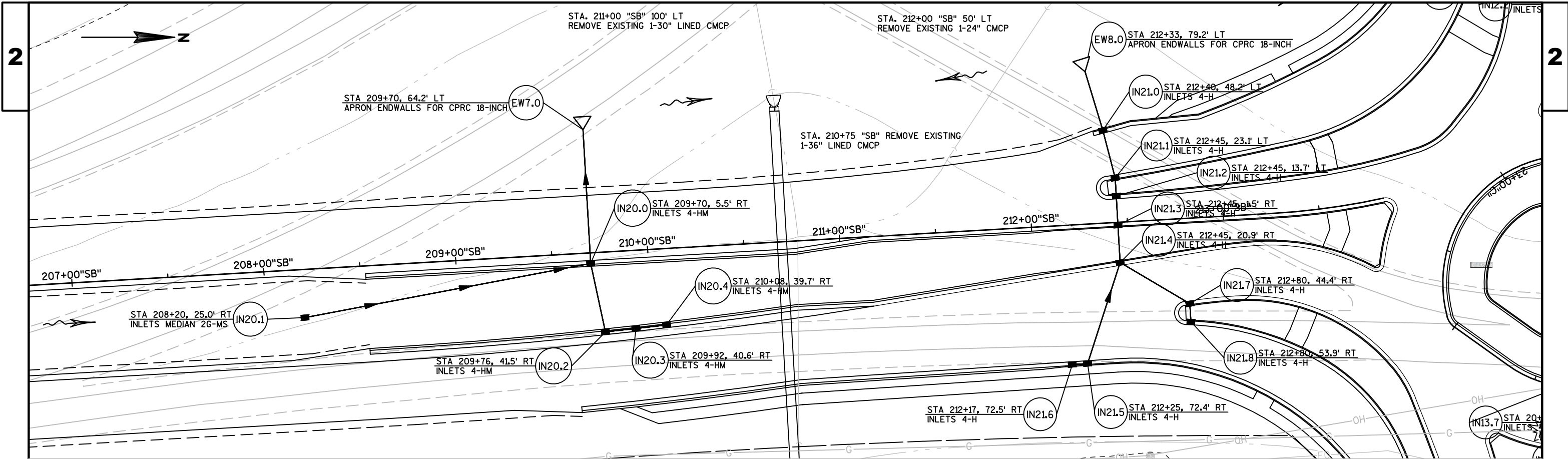
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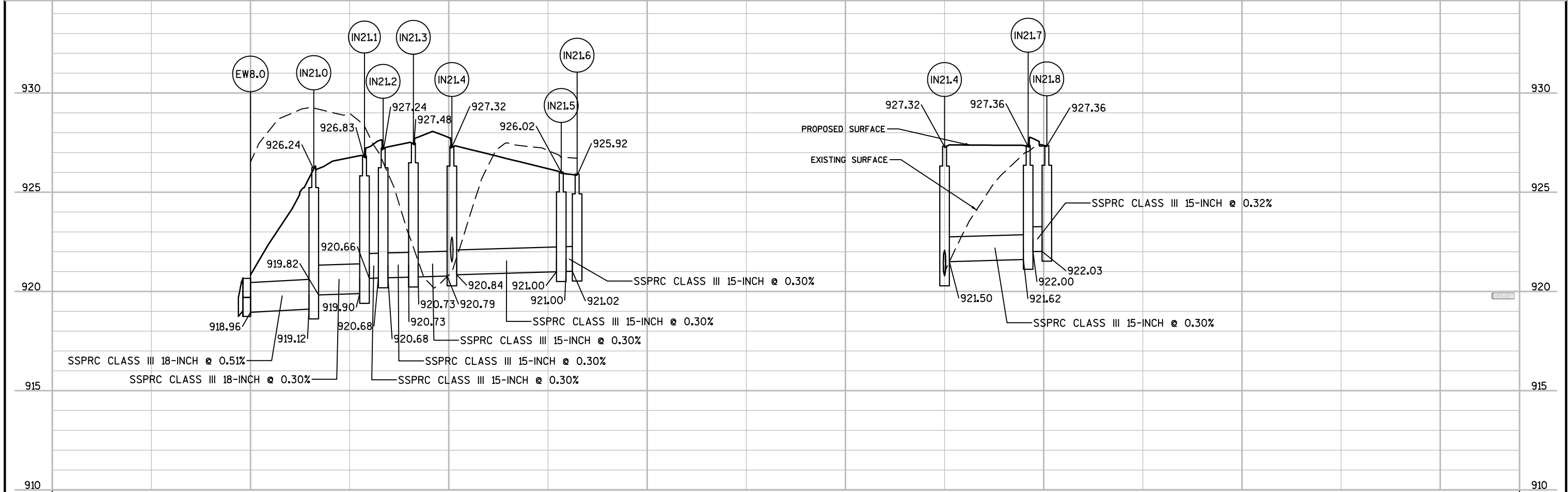
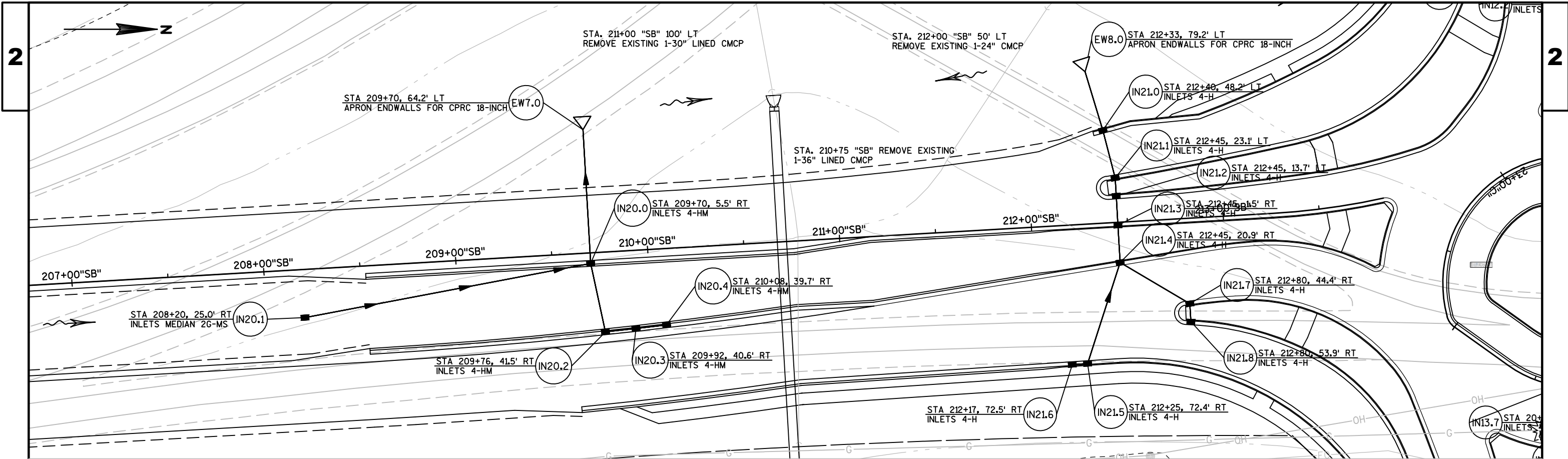
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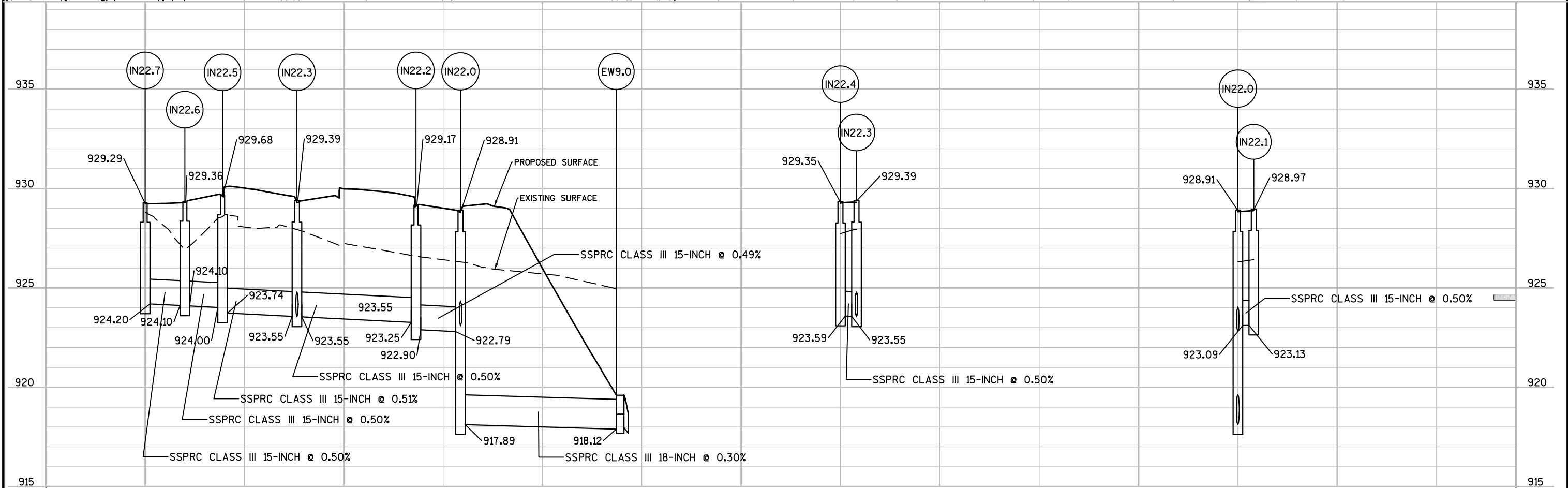
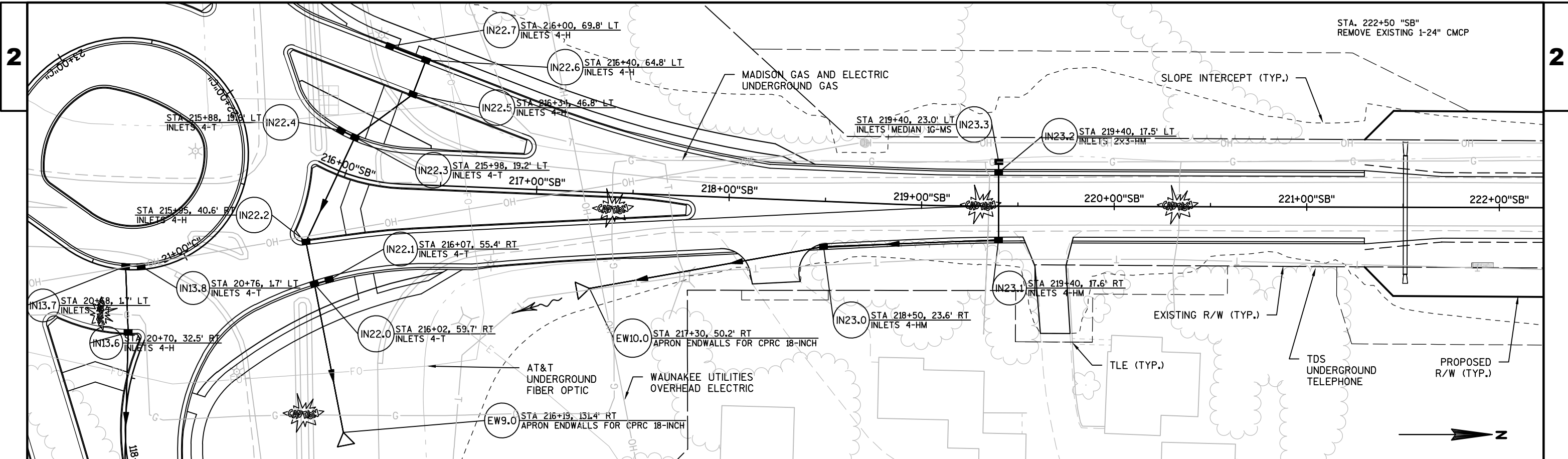
WISDOT/CADDs SHEET 41

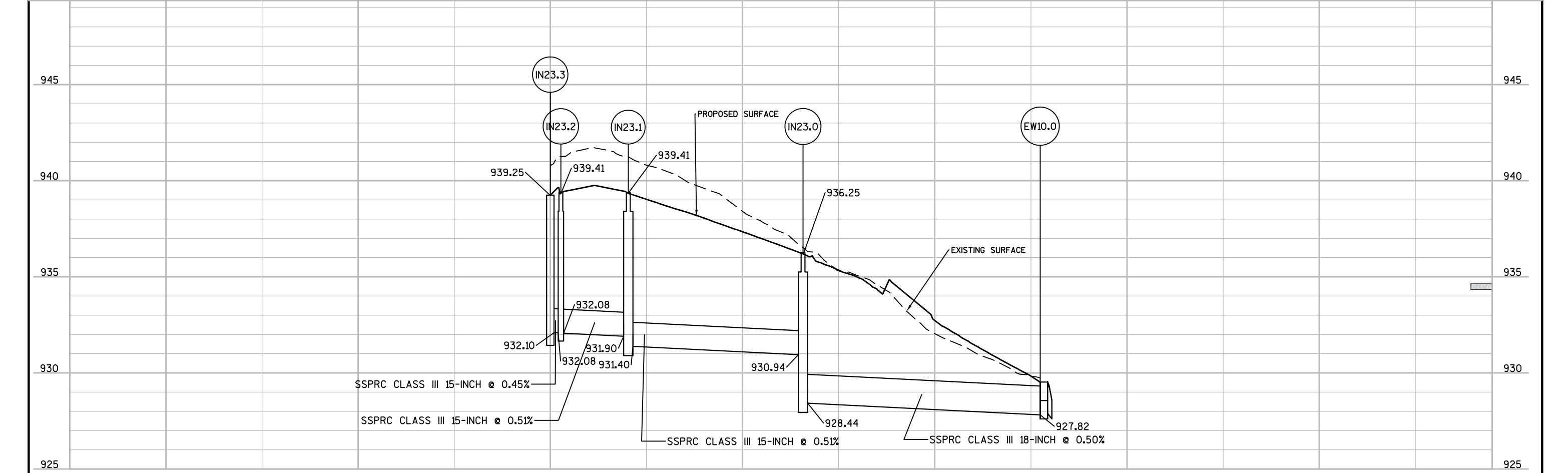
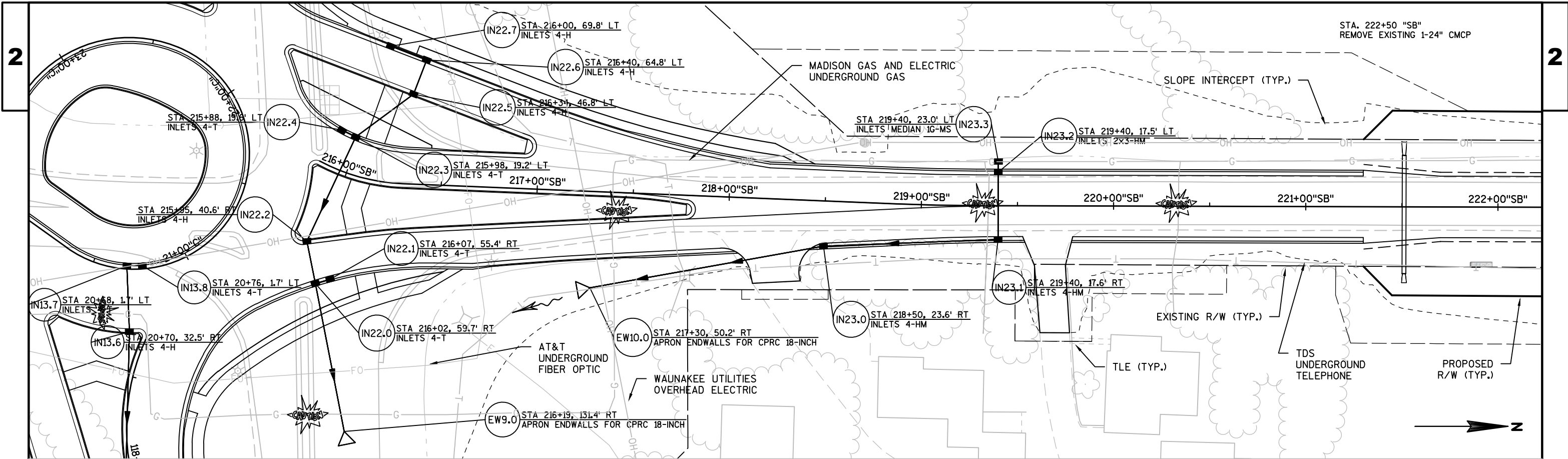








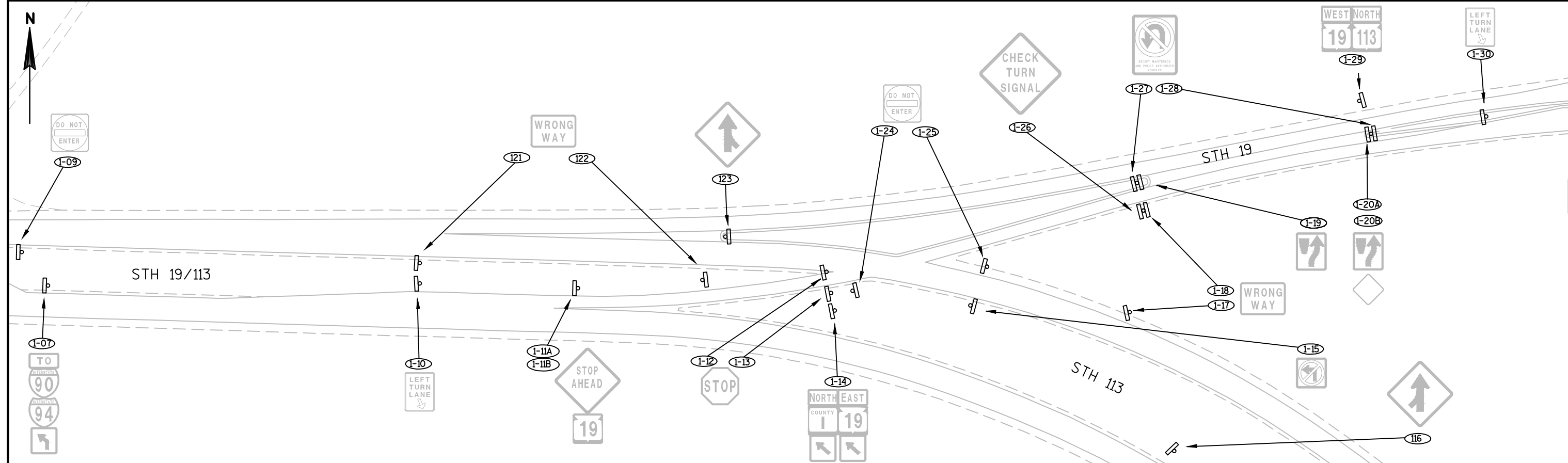
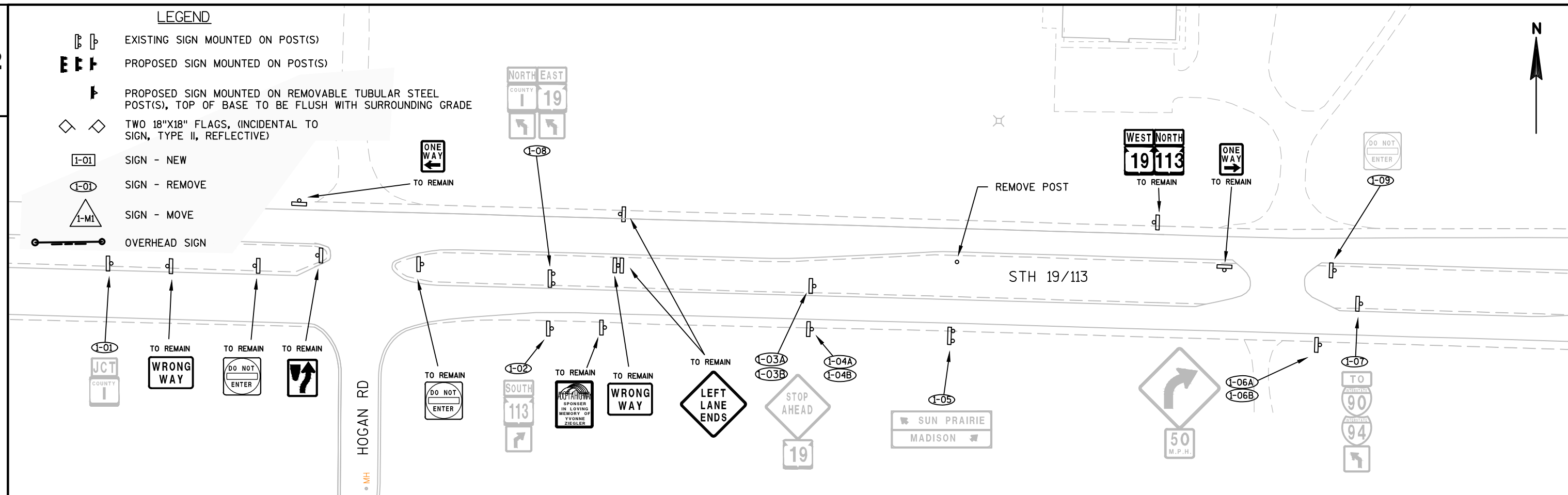


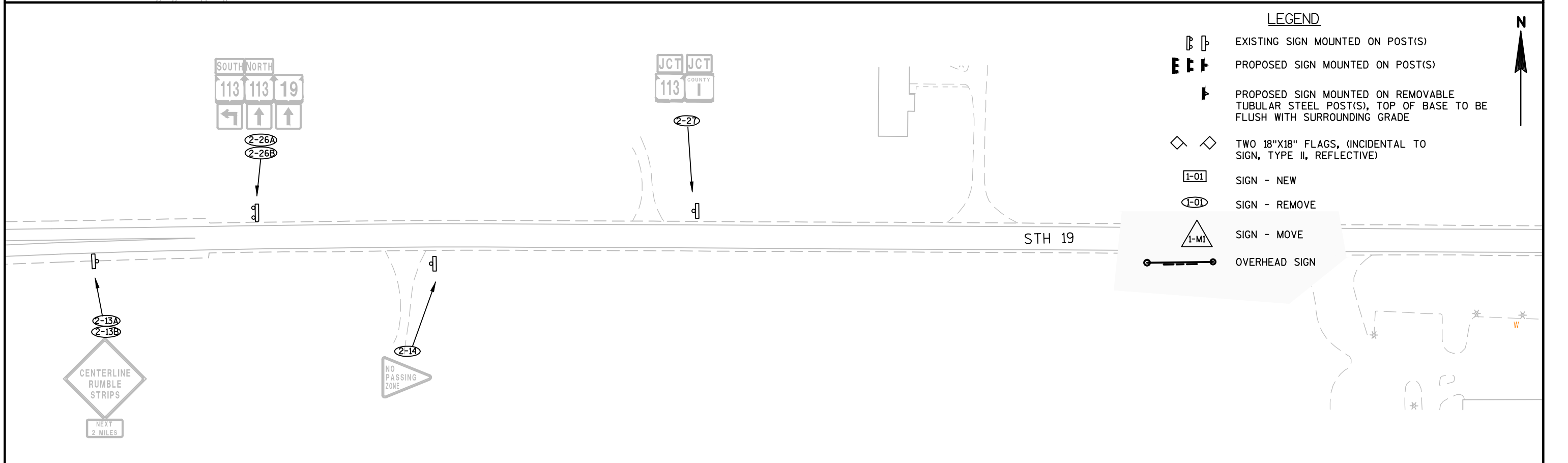
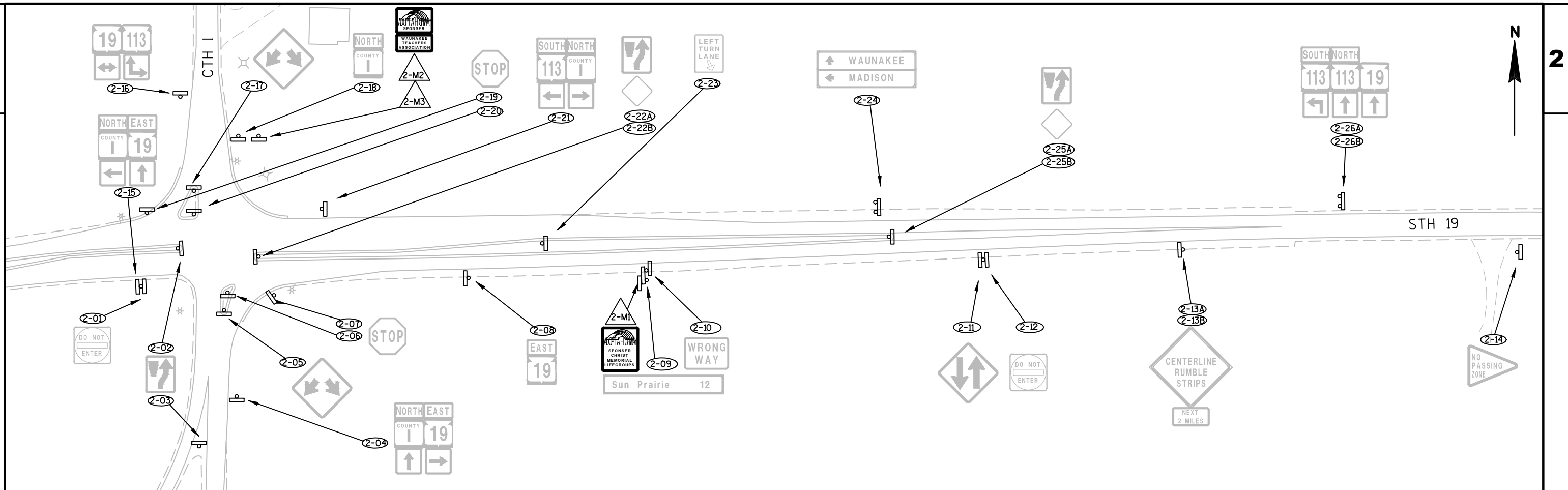


STORM SEWER STRUCTURES																				
				522.1015	522.1018	522.1024	522.1030	611.0530	611.0624	611.0627	611.0642	611.0652	611.2005	611.2006	611.3004	611.3230	611.3901	611.3902	650.4000	
				Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch EACH	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch EACH	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch EACH	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch EACH	Manhole Covers Type J EACH	Inlet Covers Type H EACH	Inlet Covers Type HM EACH	Inlet Covers Type MS EACH	Inlet Covers Type T EACH	Manholes 5-FT Diameter EACH	Manholes 6-FT Diameter EACH	Inlets 4-FT Diameter EACH	Inlets 2x3- FT EACH	Inlets Median 1 Grate EACH	Inlets Median 2 Grate EACH	Construction Staking Storm Sewer EACH	RIM ELEVATION
STRUCTURE	STATION	OFFSET*	LOCATION																	INVERT** ELEVATION
																				DEPTH** FT
EW1.0	110+30	118.1' RT	STH19-WB		1														1	931.03
EW2.0	112+15	127.4' RT	STH19-WB	1															1	927.44
EW3.0	114+32	136.5' RT	STH19-WB				1												1	924.45
EW4.0	114+67	51.9' LT	STH19-WB			1													1	927.12
EW5.0	120+23	102' RT	STH19-WB		1														1	914.98
EW6.0	122+38	88' RT	STH19-WB	1															1	915.76
EW7.0	209+70	64.2' LT	STH113-SB		1														1	919.47
EW8.0	212+33	79.2' LT	STH113-SB		1														1	920.66
EW9.0	216+19	131.4' RT	STH113-SB		1														1	919.60
EW10.0	217+30	50.2' RT	STH113-SB		1														1	929.53
IN10.0	110+30	25' RT	STH19-WB								1						1		1	932.83 929.75 3.29
IN11.0	112+15	85.6' RT	STH19-WB							1						1			1	934.65 926.21 7.63
IN11.1	112+15	41.9' RT	STH19-WB							1						1			1	933.15 928.00 4.34
IN11.2	112+15	5.5' RT	STH19-WB							1						1			1	933.59 928.48 4.30
IN12.0	114+50	112.9' RT	STH19-WB						1				1						1	928.51 921.75 5.75
IN12.1	114+55	61.4' RT	STH19-WB						1				1						1	929.38 921.90 6.48
IN12.2	114+71	64.3' RT	STH19-WB						1						1				1	929.33 924.00 4.52
IN12.3	114+59	33.9' RT	STH19-WB						1				1						1	929.85 921.99 6.86
IN12.5	114+80	1.5' RT	STH19-WB						1						1				1	929.80 924.12 4.86
IN12.6	114+65	29' LT	STH19-WB						1							1			1	929.26 923.22 5.29
IN12.7	114+49	31' LT	STH19-WB						1							1			1	929.11 924.05 4.25
IN13.0	119+70	1.5' RT	STH19-WB							1					1				1	925.15 913.84 10.52
IN13.1	119+20	20.8' RT	STH19-WB							1					1				1	925.73 919.38 5.56
IN13.3	118+45	45.5' RT	STH19-WB						1							1			1	926.44 921.13 4.49
IN13.4	118+45	52.9' RT	STH19-WB						1						1				1	926.19 921.17 4.21
IN13.5	118+55	76.7' RT	STH19-WB						1						1				1	925.36 921.30 3.24
IN13.6	20+70	32.5' RT	CIRCULATORY ROADWAY						1						1				1	928.85 922.58 5.48
IN13.7	20+68	1.7' LT	CIRCULATORY ROADWAY										1		1				1	929.01 923.61 4.53
IN13.8	20+76	1.7' LT	CIRCULATORY ROADWAY										1		1				1	929.00 923.92 4.18
IN14.0	122+38	29.5' RT	STH19-WB							1					1				1	922.60 914.62 7.17
IN14.1	122+40	1.5' RT	STH19-WB							1					1				1	922.69 917.00 4.87
IN14.2	122+56	1.5' RT	STH19-WB							1					1				1	922.70 917.67 4.22
IN14.3	122+24	1.5' RT	STH19-WB							1					1				1	922.69 917.64 4.24
IN20.0	209+70	5.5' RT	STH113-SB							1					1				1	925.43 918.10 6.53
IN20.1	208+20	25' RT	STH113-SB								1						1		1	922.42 919.52 3.09
IN20.2	209+76	41.5' RT	STH113-SB							1		1			1				1	925.21 920.22 4.18
IN20.3	209+92	40.6' RT	STH113-SB							1					1				1	925.20 920.30 4.09
IN20.4	210+08	39.7' RT	STH113-SB							1					1				1	925.21 920.38 4.02
IN21.0	212+40	48.2' LT	STH113-SB						1						1				1	926.24 919.12 6.32
IN21.1	212+45	23.1' LT	STH113-SB						1						1				1	926.83 919.90 6.13
IN21.2	212+45	13.7' LT	STH113-SB						1						1				1	927.24 920.68 5.74
IN21.3	212+45	1.5' RT	STH113-SB						1						1				1	927.48 920.73 5.94
IN21.4	212+45	20.9' RT	STH113-SB						1						1				1	927.32 920.79 5.72
IN21.5	212+25	72.4' RT	STH113-SB						1						1				1	926.02 921.00 4.21
IN21.6	212+17	72.5' RT	STH113-SB						1						1				1	925.92 921.02 4.08
IN21.7	212+80	44.4' RT	STH113-SB						1						1				1	927.36 921.62 4.93
IN21.8	212+80	53.9' RT	STH113-SB						1						1				1	927.36 922.03 4.52
IN22.0	216+02	59.7' RT	STH113-SB									1			1				1	928.91 918.12 9.92
IN22.1	216+07	55.4' RT	STH113-SB									1			1				1	928.97 923.13 4.94
IN22.2	215+95	40.6' RT	STH113-SB						1						1				1	929.17 922.90 5.45
IN22.3	215+98	19.2' LT	STH113-SB									1			1				1	929.39 923.55 4.94
IN22.4	215+88	19.6' LT	STH113-SB									1			1				1	929.35 923.59 4.86
IN22.5	216+34	46.8' LT	STH113-SB								1				1				1	929.68 923.74 5.12
IN22.6	216+40	64.8' LT	STH113-SB								1				1				1	929.36 924.10 4.44
IN22.7	216+00	69.8' LT	STH113-SB								1				1				1	929.29 924.20 4.28
IN23.0	218+50	23.6' RT	STH113-SB							1					1				1	936.25 928.44 7.02
IN23.1	219+40	17.6' RT	STH113-SB								1				1				1	939.41 931.40 7.19
IN23.2	219+40	17.5' LT	STH113-SB								1					1			1	939.41 932.08 6.52
IN23.3	219+40	23' LT	STH113-SB										1				1		1	939.25 932.10 7.33
MH12.4	114+60	15' RT	STH19-WB					1						1					1	930.74 922.76 6.99
MH13.2	118+45	15' RT	STH19-WB					1						1					1	927.42 919.75 6.64
TOTALS				2	6	1	1	2	24	16	3	6	4	1	36	7	1	2	61	
REMARKS * STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE ** FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE *** DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6 - INCH ADJUSTMENT RING HEIGHT																				

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)
SIGN - NEW
SIGN - REMOVE
SIGN - MOVE
OVERHEAD SIGN





LEGEND

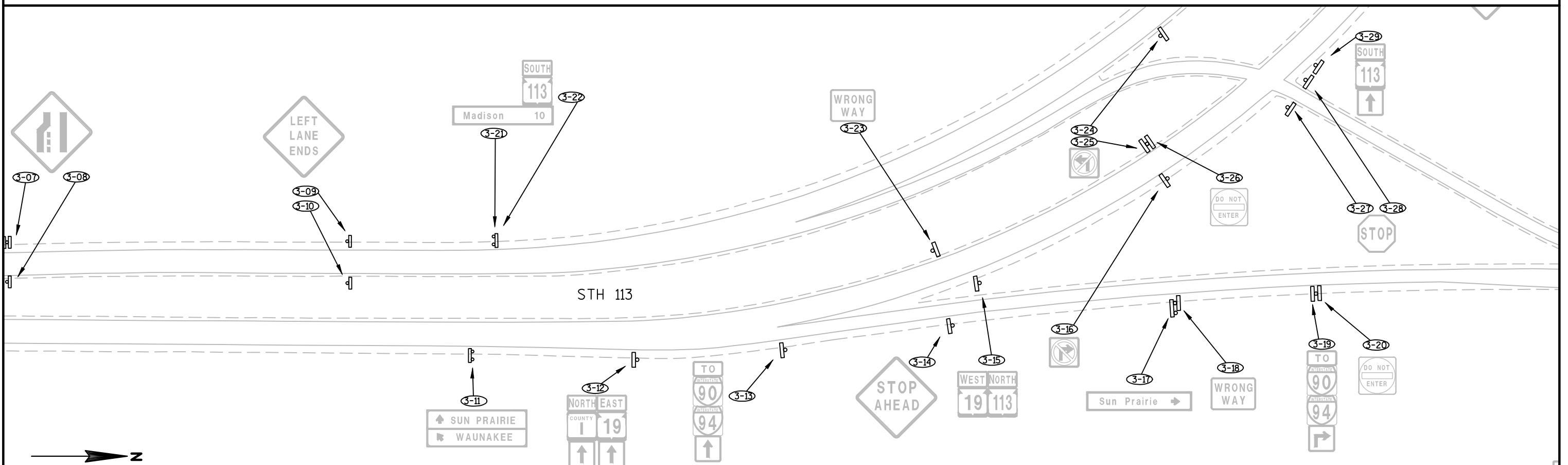
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)
- SIGN - NEW
- SIGN - REMOVE
- SIGN - MOVE
- OVERHEAD SIGN

LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON POST(S)
 PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
 TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)
 SIGN - NEW
 SIGN - REMOVE
 SIGN - MOVE
 OVERHEAD SIGN



STH 113



PROJECT NO:5290-02-70

HWY:STH 19

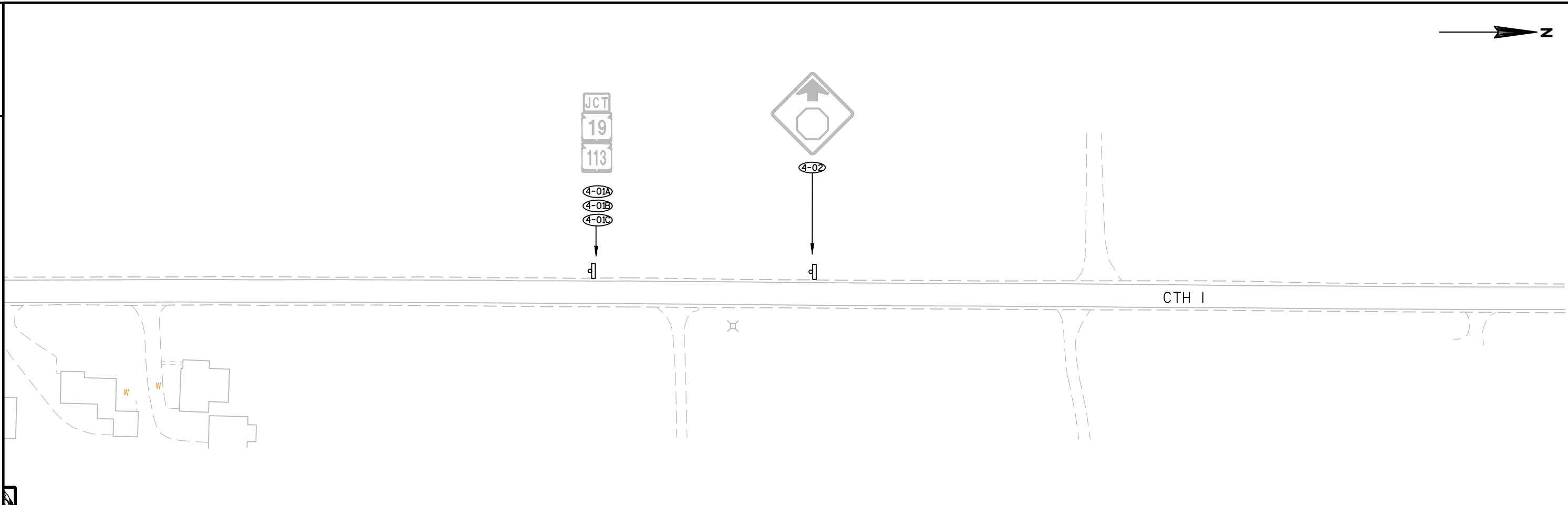
COUNTY:DANE

SIGN REMOVALS

SHEET

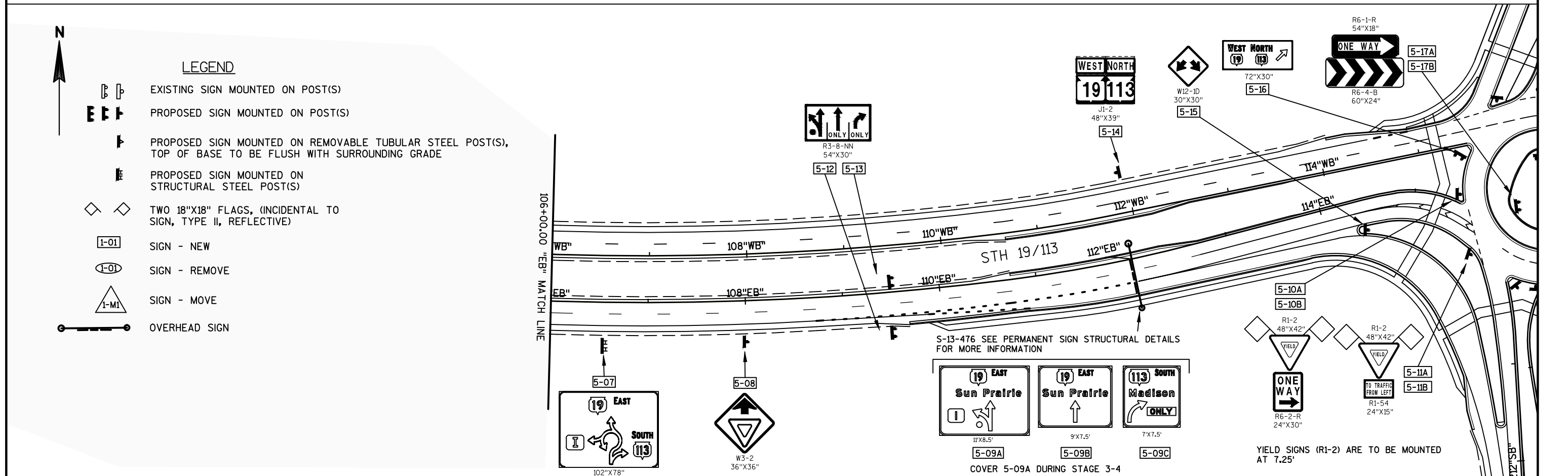
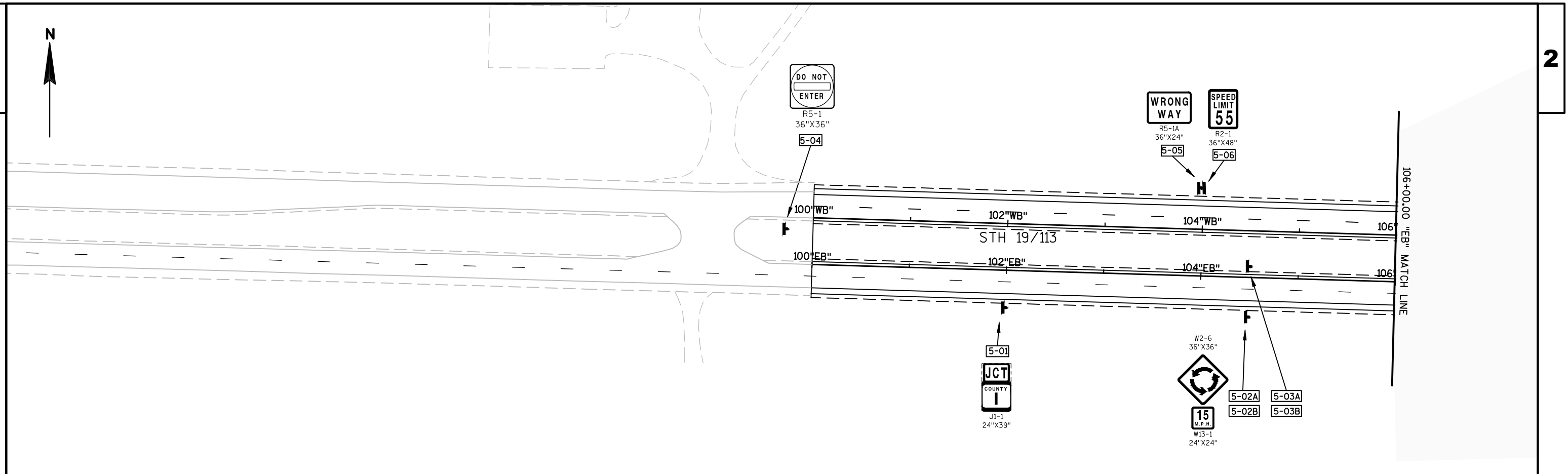
PRE_52

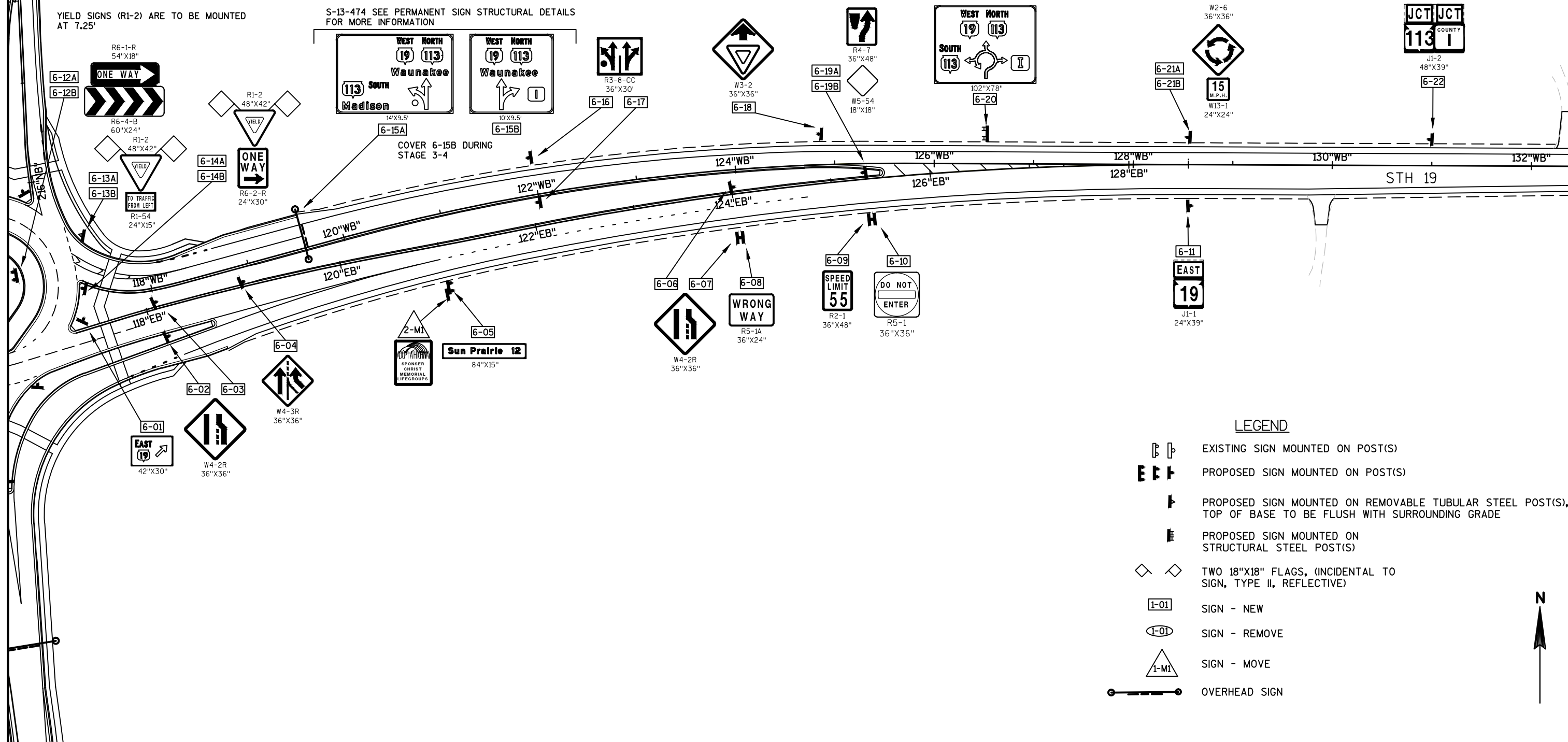
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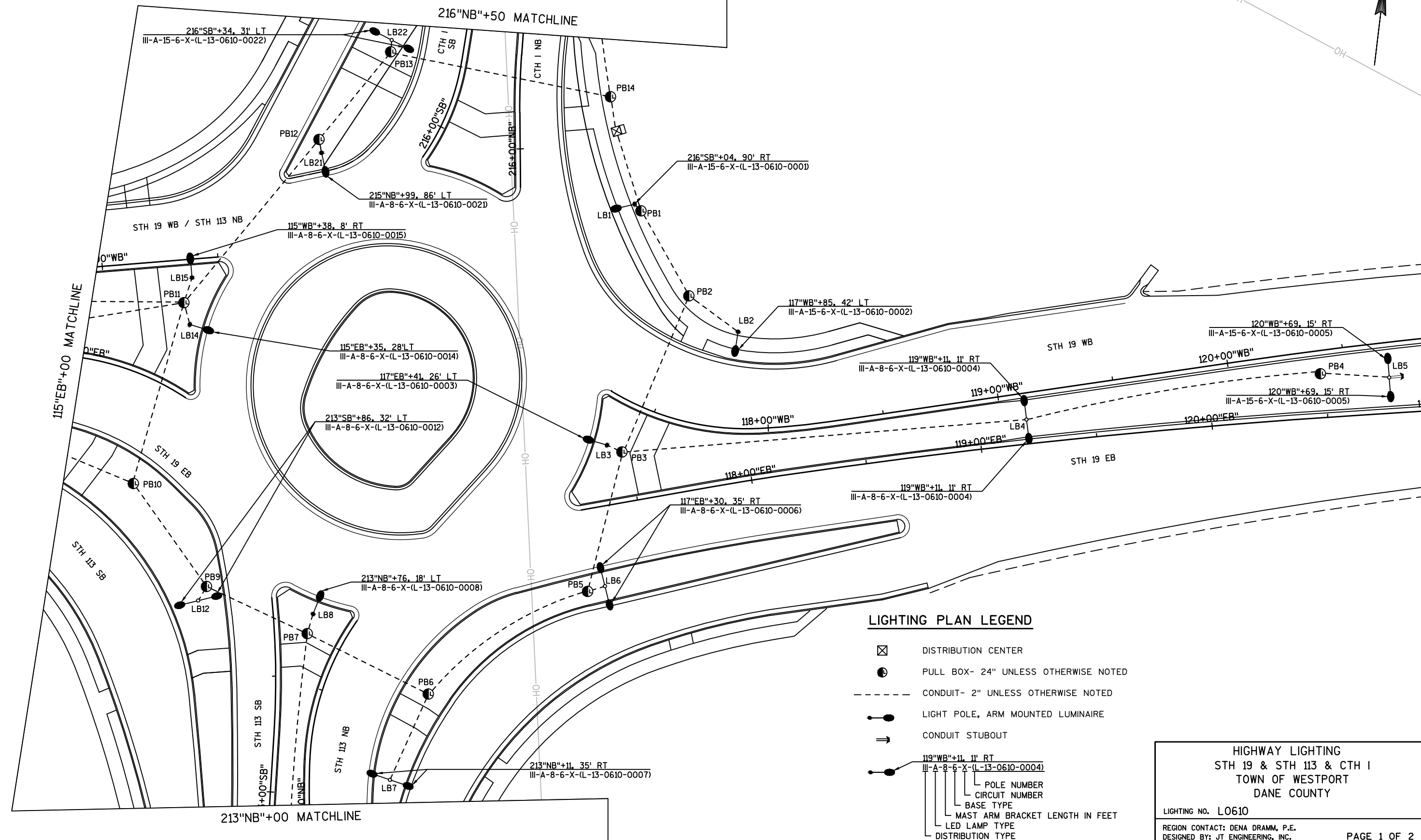


LEGEND

-  EXISTING SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON POST(S)
-  PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
-  TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)
-  SIGN - NEW
-  SIGN - REMOVE
-  SIGN - MOVE
-  OVERHEAD SIGN





**LIGHTING PLAN LEGEND**

- DISTRIBUTION CENTER
- PULL BOX- 24" UNLESS OTHERWISE NOTED
- CONDUIT- 2" UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- CONDUIT STUBOUT
- 119"WB"+11, 11' RT

III-A-8-6-X-(L-13-0610-0004)

├── POLE NUMBER

├── CIRCUIT NUMBER

├── BASE TYPE

├── MAST ARM BRACKET LENGTH IN FEET

├── LED LAMP TYPE

└── DISTRIBUTION TYPE

HIGHWAY LIGHTING
STH 19 & STH 113 & CTH 1
TOWN OF WESTPORT
DANE COUNTY

LIGHTING NO. L0610

REGION CONTACT: DENA DRAMM, P.E.
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PAGE 1 OF 2

PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

LIGHTING PLAN

SHEET

PRE_58

FILE NAME : \\MADFCV\FILP\I09\N3PUBLIC\PD\N3\52900200\SHETSPLAN\023501_LP.DWG
LAYOUT NAME - 023501_LP

PLOT DATE : 2/23/2016 7:51 AM

PLOT BY : PAYNE, GREGORY A

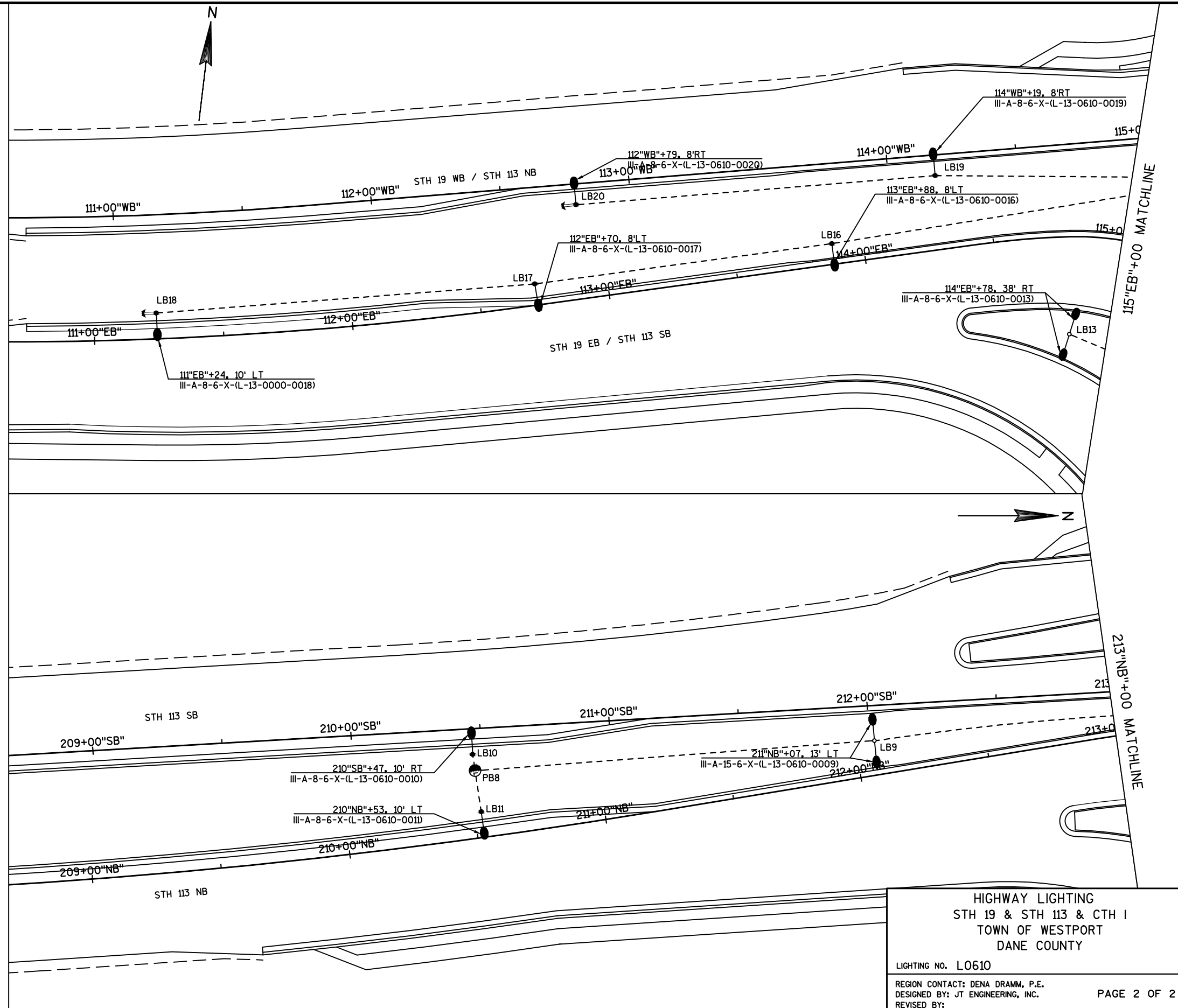
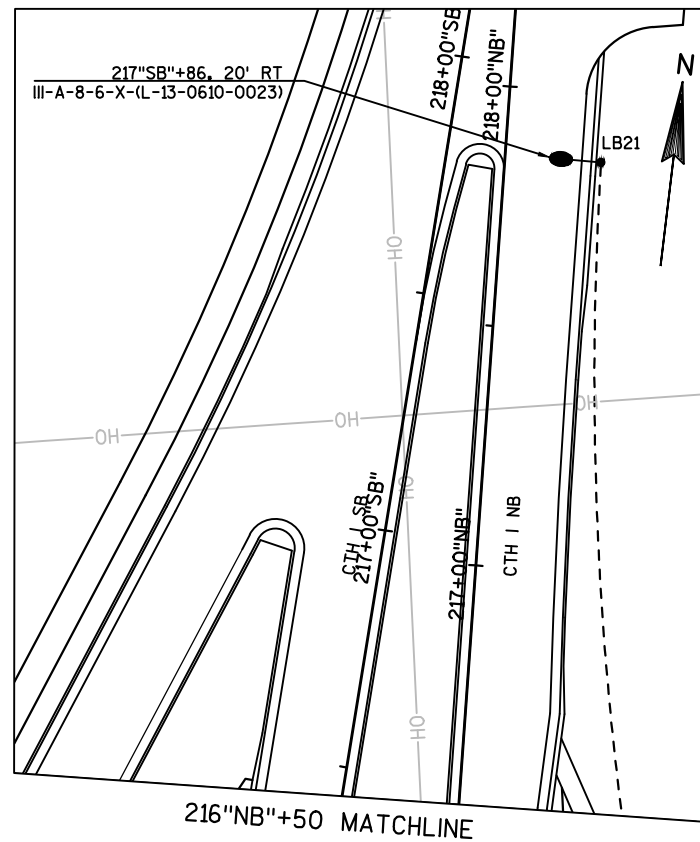
PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDs SHEET 42

LIGHTING PLAN LEGEND

- CONDUIT - 2" UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- ⇒ CONDUIT STUBOUT
- 119"WB"+11, 11' RT
III-A-8-6-X-(L-13-0610-0004)
- POLE NUMBER
CIRCUIT NUMBER
BASE TYPE
MAST ARM BRACKET LENGTH IN FEET
LED LAMP TYPE
DISTRIBUTION TYPE



HIGHWAY LIGHTING
STH 19 & STH 113 & CTH 1
TOWN OF WESTPORT
DANE COUNTY

LIGHTING NO. L0610

REGION CONTACT: DENA DRAMM, P.E.
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 5290-02-70

HWY: STH 19

COUNTY: DANE

LIGHTING PLAN

SHEET

PRE_59

FILE NAME : \\MAD\DCV\FIL\PI09\N3PUBLIC\PD\N3\52900200\SHETSPLAN\023501_LP.DWG
LAYOUT NAME - 023502_LP

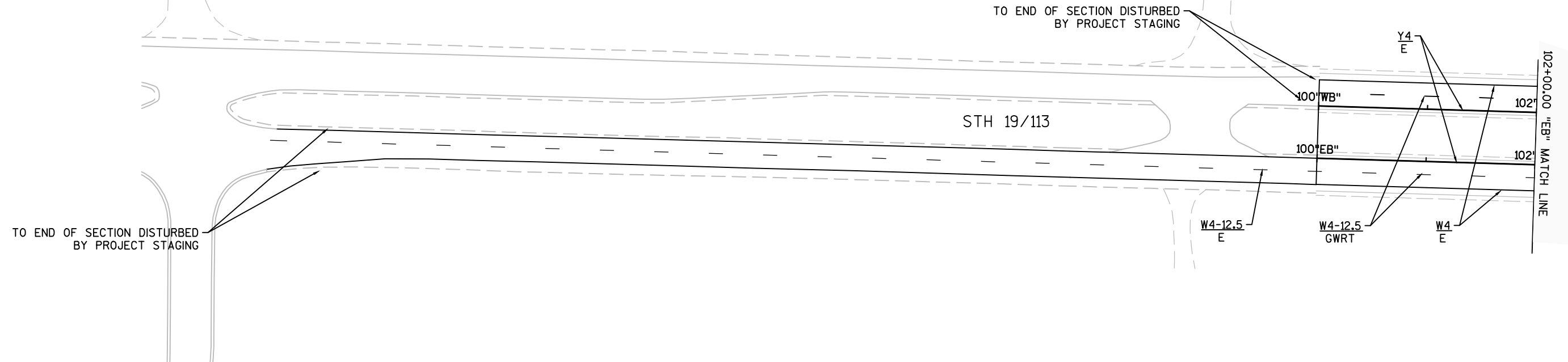
PLOT DATE : 2/23/2016 7:55 AM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : *****

WISDOT/CADDs SHEET 42

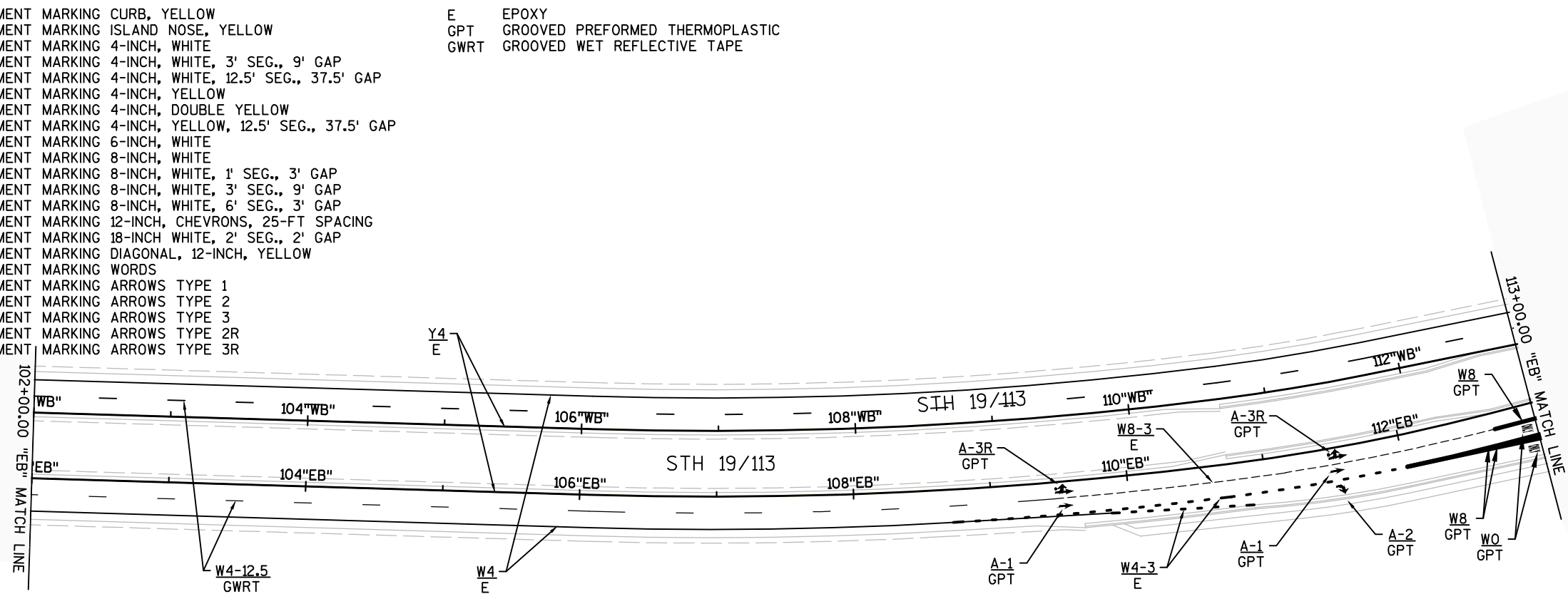


MARKING

CBY	PAVEMENT MARKING CURB, YELLOW
INY	PAVEMENT MARKING ISLAND NOSE, YELLOW
W4	PAVEMENT MARKING 4-INCH, WHITE
W4-3	PAVEMENT MARKING 4-INCH, WHITE, 3' SEG., 9' GAP
W4-12.5	PAVEMENT MARKING 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
Y4	PAVEMENT MARKING 4-INCH, YELLOW
DY4	PAVEMENT MARKING 4-INCH, DOUBLE YELLOW
Y4-12.5	PAVEMENT MARKING 4-INCH, YELLOW, 12.5' SEG., 37.5' GAP
W6	PAVEMENT MARKING 6-INCH, WHITE
W8	PAVEMENT MARKING 8-INCH, WHITE
W8-1	PAVEMENT MARKING 8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	PAVEMENT MARKING 8-INCH, WHITE, 3' SEG., 9' GAP
W8-6	PAVEMENT MARKING 8-INCH, WHITE, 6' SEG., 3' GAP
W12	PAVEMENT MARKING 12-INCH, CHEVRONS, 25-FT SPACING
W18-2	PAVEMENT MARKING 18-INCH WHITE, 2' SEG., 2' GAP
DY12	PAVEMENT MARKING DIAGONAL, 12-INCH, YELLOW
W0	PAVEMENT MARKING WORDS
A-1	PAVEMENT MARKING ARROWS TYPE 1
A-2	PAVEMENT MARKING ARROWS TYPE 2
A-3	PAVEMENT MARKING ARROWS TYPE 3
A-2R	PAVEMENT MARKING ARROWS TYPE 2R
A-3R	PAVEMENT MARKING ARROWS TYPE 3R

MATERIAL

E	EPOXY
GPT	GROOVED PREFORMED THERMOPLASTIC
GWRT	GROOVED WET REFLECTIVE TAPE

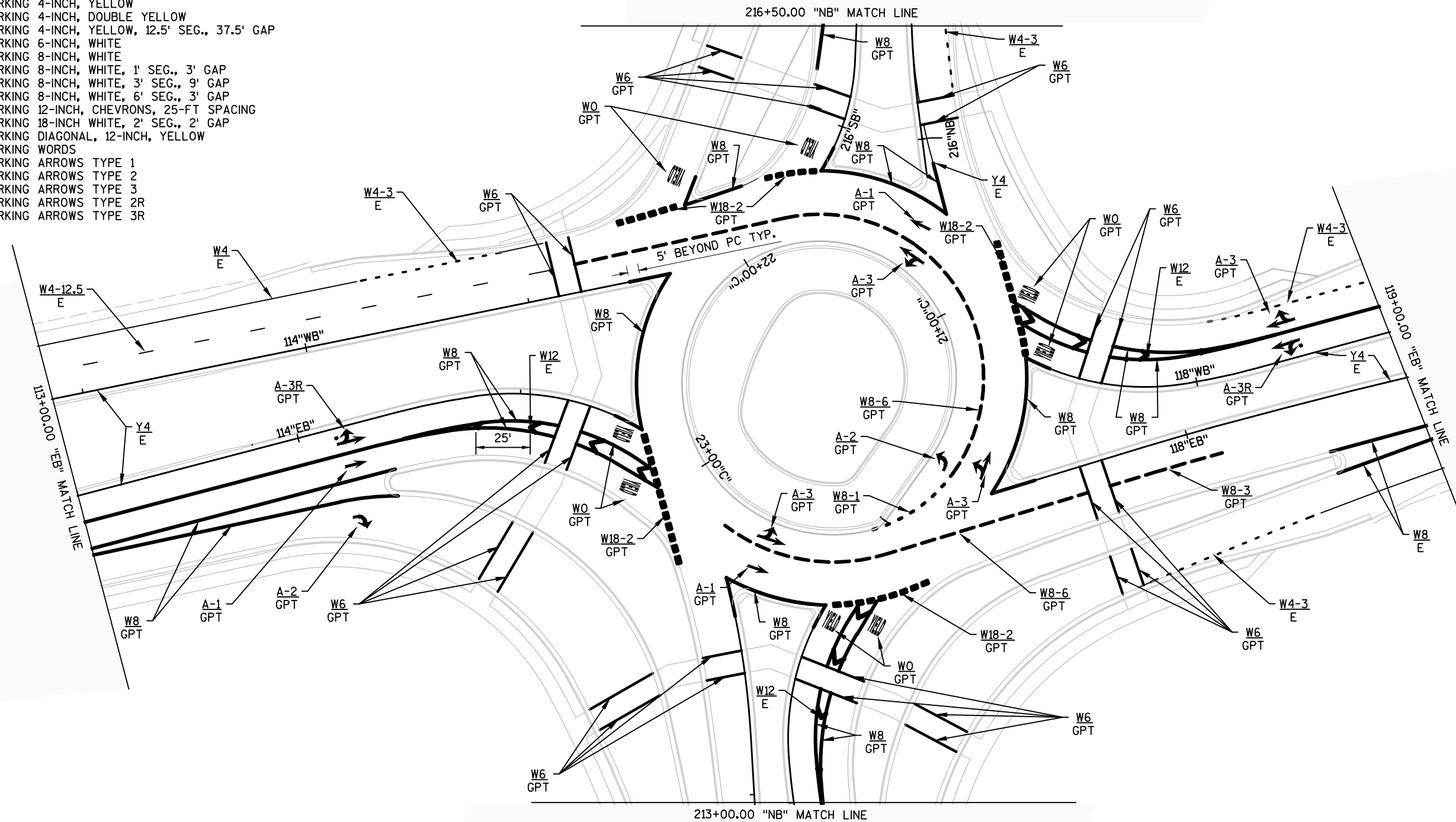


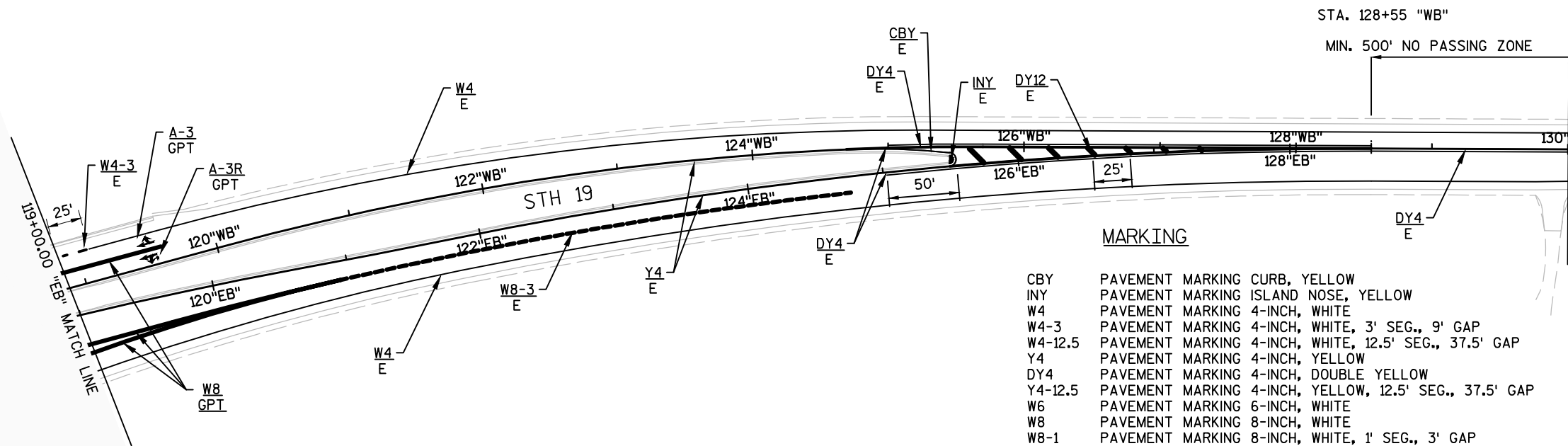
MARKING

CBY	PAVEMENT MARKING CURB, YELLOW
INY	PAVEMENT MARKING ISLAND NOSE, YELLOW
W4	PAVEMENT MARKING 4-INCH, WHITE
W4-3	PAVEMENT MARKING 4-INCH, WHITE, 3' SEG., 9' GAP
W4-12.5	PAVEMENT MARKING 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
Y4	PAVEMENT MARKING 4-INCH, YELLOW
DY4	PAVEMENT MARKING 4-INCH, DOUBLE YELLOW
Y4-12.5	PAVEMENT MARKING 4-INCH, YELLOW, 12.5' SEG., 37.5' GAP
W6	PAVEMENT MARKING 6-INCH, WHITE
W8	PAVEMENT MARKING 8-INCH, WHITE
W8-1	PAVEMENT MARKING 8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	PAVEMENT MARKING 8-INCH, WHITE, 3' SEG., 9' GAP
W8-6	PAVEMENT MARKING 8-INCH, WHITE, 6' SEG., 3' GAP
W12	PAVEMENT MARKING 12-INCH, CHEVRONS, 25-FT SPACING
W18-2	PAVEMENT MARKING 18-INCH WHITE, 2' SEG., 2' GAP
DY12	PAVEMENT MARKING DIAGONAL, 12-INCH, YELLOW
W0	PAVEMENT MARKING WORDS
A-1	PAVEMENT MARKING ARROWS TYPE 1
A-2	PAVEMENT MARKING ARROWS TYPE 2
A-3	PAVEMENT MARKING ARROWS TYPE 3
A-2R	PAVEMENT MARKING ARROWS TYPE 2R
A-3R	PAVEMENT MARKING ARROWS TYPE 3R

MATERIAL

E	EPOXY
GPT	GROOVED PREFORMED THERMOPLASTIC
GWRT	GROOVED WET REFLECTIVE TAPE

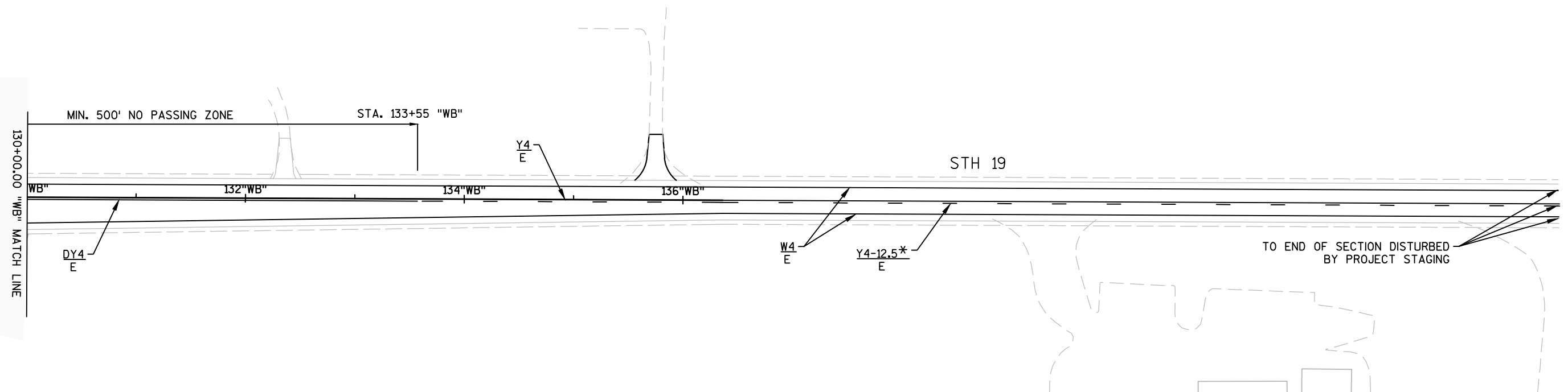




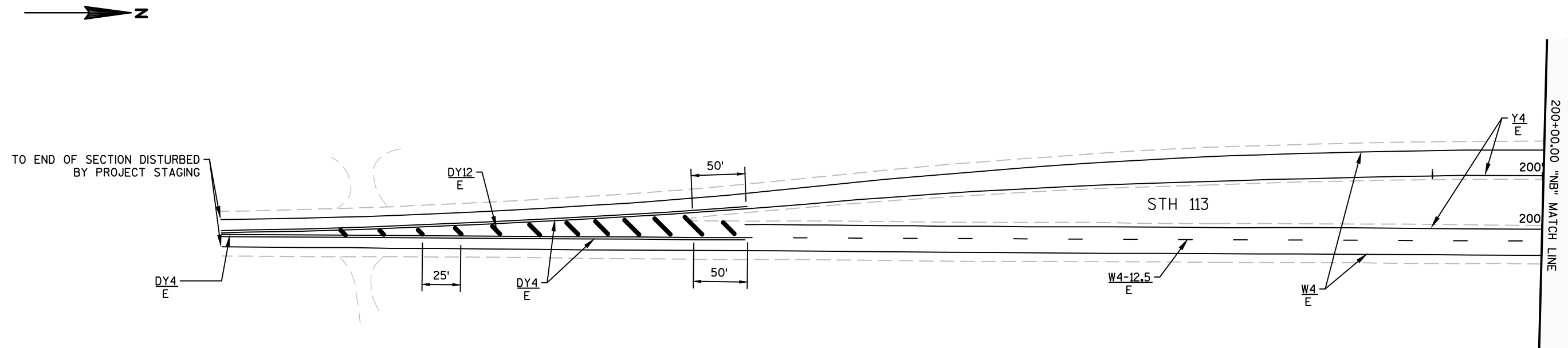
MARKING		
CBY	PAVEMENT MARKING	CURB, YELLOW
INY	PAVEMENT MARKING	ISLAND NOSE, YELLOW
W4	PAVEMENT MARKING	4-INCH, WHITE
W4-3	PAVEMENT MARKING	4-INCH, WHITE, 3' SEG., 9' GAP
W4-12.5	PAVEMENT MARKING	4-INCH, WHITE, 12.5' SEG., 37.5' GAP
Y4	PAVEMENT MARKING	4-INCH, YELLOW
DY4	PAVEMENT MARKING	4-INCH, DOUBLE YELLOW
Y4-12.5	PAVEMENT MARKING	4-INCH, YELLOW, 12.5' SEG., 37.5' GAP
W6	PAVEMENT MARKING	6-INCH, WHITE
W8	PAVEMENT MARKING	8-INCH, WHITE
W8-1	PAVEMENT MARKING	8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	PAVEMENT MARKING	8-INCH, WHITE, 3' SEG., 9' GAP
W8-6	PAVEMENT MARKING	8-INCH, WHITE, 6' SEG., 3' GAP
W12	PAVEMENT MARKING	12-INCH, CHEVRONS, 25-FT SPACING
W18-2	PAVEMENT MARKING	18-INCH WHITE, 2' SEG., 2' GAP
DY12	PAVEMENT MARKING	DIAGONAL, 12-INCH, YELLOW
W0	PAVEMENT MARKING	WORDS
A-1	PAVEMENT MARKING	ARROWS TYPE 1
A-2	PAVEMENT MARKING	ARROWS TYPE 2
A-3	PAVEMENT MARKING	ARROWS TYPE 3
A-2R	PAVEMENT MARKING	ARROWS TYPE 2R
A-3R	PAVEMENT MARKING	ARROWS TYPE 3R

MATERIAL

E	EPOXY
GPT	GROOVED PREFORMED THERMOPLASTIC
GWRT	GROOVED WET REFLECTIVE TAPE



*CONFIRM BY LOCATING NO PASSING ZONES

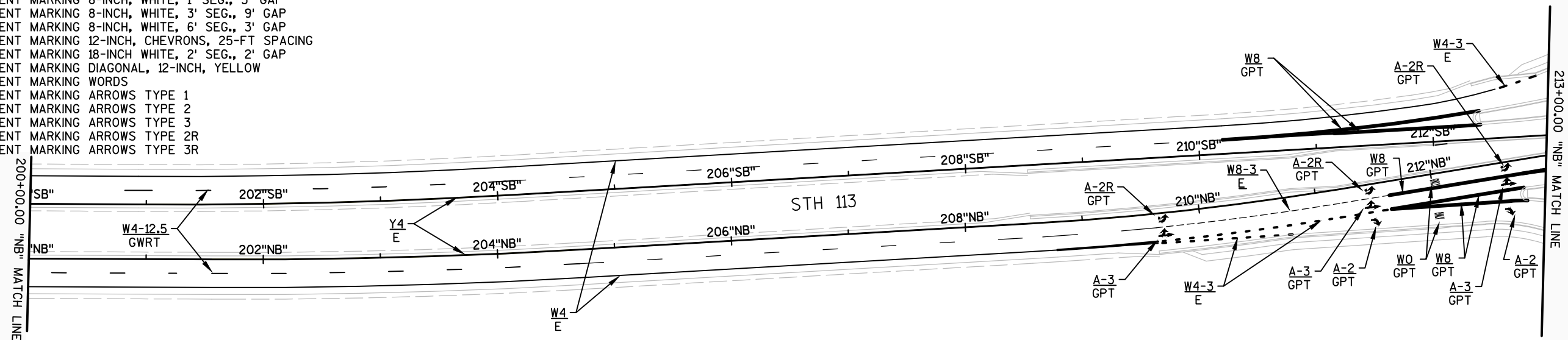


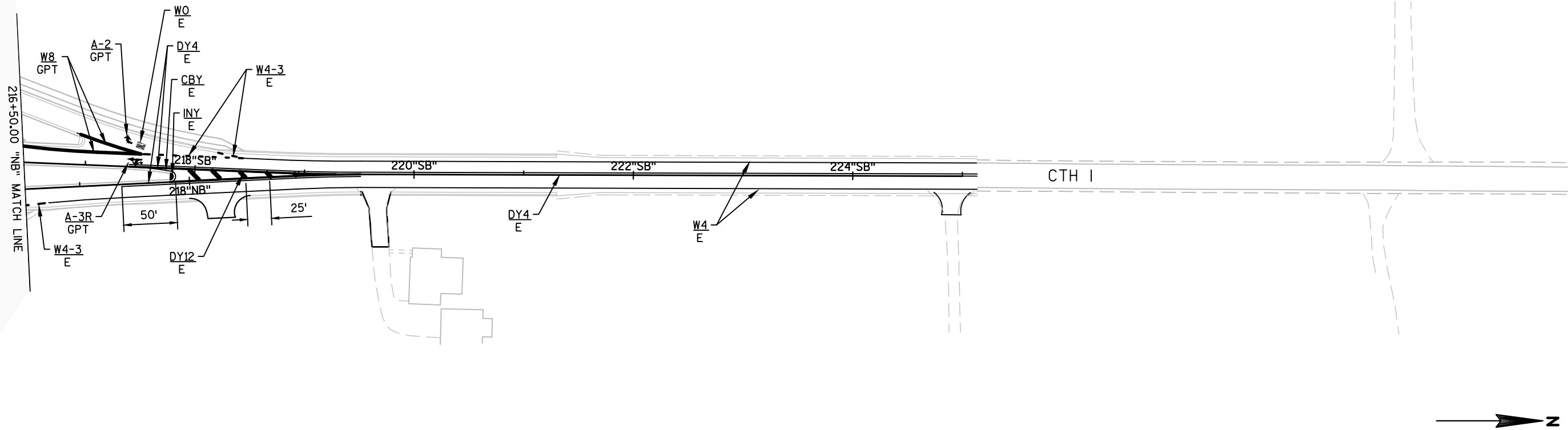
MARKING

MATERIAL

CBY	PAVEMENT MARKING CURB, YELLOW
INY	PAVEMENT MARKING ISLAND NOSE, YELLOW
W4	PAVEMENT MARKING 4-INCH, WHITE
W4-3	PAVEMENT MARKING 4-INCH, WHITE, 3' SEG., 9' GAP
W4-12.5	PAVEMENT MARKING 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
Y4	PAVEMENT MARKING 4-INCH, YELLOW
DY4	PAVEMENT MARKING 4-INCH, DOUBLE YELLOW
Y4-12.5	PAVEMENT MARKING 4-INCH, YELLOW, 12.5' SEG., 37.5' GAP
W6	PAVEMENT MARKING 6-INCH, WHITE
W8	PAVEMENT MARKING 8-INCH, WHITE
W8-1	PAVEMENT MARKING 8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	PAVEMENT MARKING 8-INCH, WHITE, 3' SEG., 9' GAP
W8-6	PAVEMENT MARKING 8-INCH, WHITE, 6' SEG., 3' GAP
W12	PAVEMENT MARKING 12-INCH, CHEVRONS, 25-FT SPACING
W18-2	PAVEMENT MARKING 18-INCH WHITE, 2' SEG., 2' GAP
DY12	PAVEMENT MARKING DIAGONAL, 12-INCH, YELLOW
W0	PAVEMENT MARKING WORDS
A-1	PAVEMENT MARKING ARROWS TYPE 1
A-2	PAVEMENT MARKING ARROWS TYPE 2
A-3	PAVEMENT MARKING ARROWS TYPE 3
A-2R	PAVEMENT MARKING ARROWS TYPE 2R
A-3R	PAVEMENT MARKING ARROWS TYPE 3R

E	EPOXY
GPT	GROOVED PREFORMED THERMOPLASTIC
GWRT	GROOVED WET REFLECTIVE TAPE





MARKING

MATERIAL

CBY	PAVEMENT MARKING CURB, YELLOW
INY	PAVEMENT MARKING ISLAND NOSE, YELLOW
W4	PAVEMENT MARKING 4-INCH, WHITE
W4-3	PAVEMENT MARKING 4-INCH, WHITE, 3' SEG., 9' GAP
W4-12.5	PAVEMENT MARKING 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
Y4	PAVEMENT MARKING 4-INCH, YELLOW
DY4	PAVEMENT MARKING 4-INCH, DOUBLE YELLOW
Y4-12.5	PAVEMENT MARKING 4-INCH, YELLOW, 12.5' SEG., 37.5' GAP
W6	PAVEMENT MARKING 6-INCH, WHITE
W8	PAVEMENT MARKING 8-INCH, WHITE
W8-1	PAVEMENT MARKING 8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	PAVEMENT MARKING 8-INCH, WHITE, 3' SEG., 9' GAP
W8-6	PAVEMENT MARKING 8-INCH, WHITE, 6' SEG., 3' GAP
W12	PAVEMENT MARKING 12-INCH, CHEVRONS, 25-FT SPACING
W18-2	PAVEMENT MARKING 18-INCH WHITE, 2' SEG., 2' GAP
DY12	PAVEMENT MARKING DIAGONAL, 12-INCH, YELLOW
WO	PAVEMENT MARKING WORDS
A-1	PAVEMENT MARKING ARROWS TYPE 1
A-2	PAVEMENT MARKING ARROWS TYPE 2
A-3	PAVEMENT MARKING ARROWS TYPE 3
A-2R	PAVEMENT MARKING ARROWS TYPE 2R
A-3R	PAVEMENT MARKING ARROWS TYPE 3R

E	EPOXY
GPT	GROOVED PREFORMED THERMOPLASTIC
GWRT	GROOVED WET REFLECTIVE TAPE

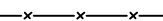
GENERAL NOTES FOR TRAFFIC CONTROL

- 1) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- 2) CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- 3) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.
- 4) ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- 5) FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE "C" WARNING LIGHT.
- 6) ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.
- 7) ALL TEMPORARY PAVEMENT SHALL CONSIST OF 3 INCHES OF ASPHALTIC SURFACE TEMPORARY, ON 6 INCHES OF BASE AGGREGATE DENSE.
- 8) ALL TEMPORARY PAVEMENT MARKINGS ON PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE.
- 9) ALL TEMPORARY STOP SIGNS SHALL HAVE TWO FLAGS MOUNTED ABOVE THE SIGN.
- 10) "WD" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- 11) BARRICADE STRIPES ARE TO BE SLOPED DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
- 12) ALL TRAFFIC CONTROL DRUMS AND TUBULAR MARKERS ARE SPACED AT 50-FEET UNLESS OTHERWISE NOTED.
- 13) SEE STORM SEWER PLANS FOR STORM SEWER STAGING INFORMATION.

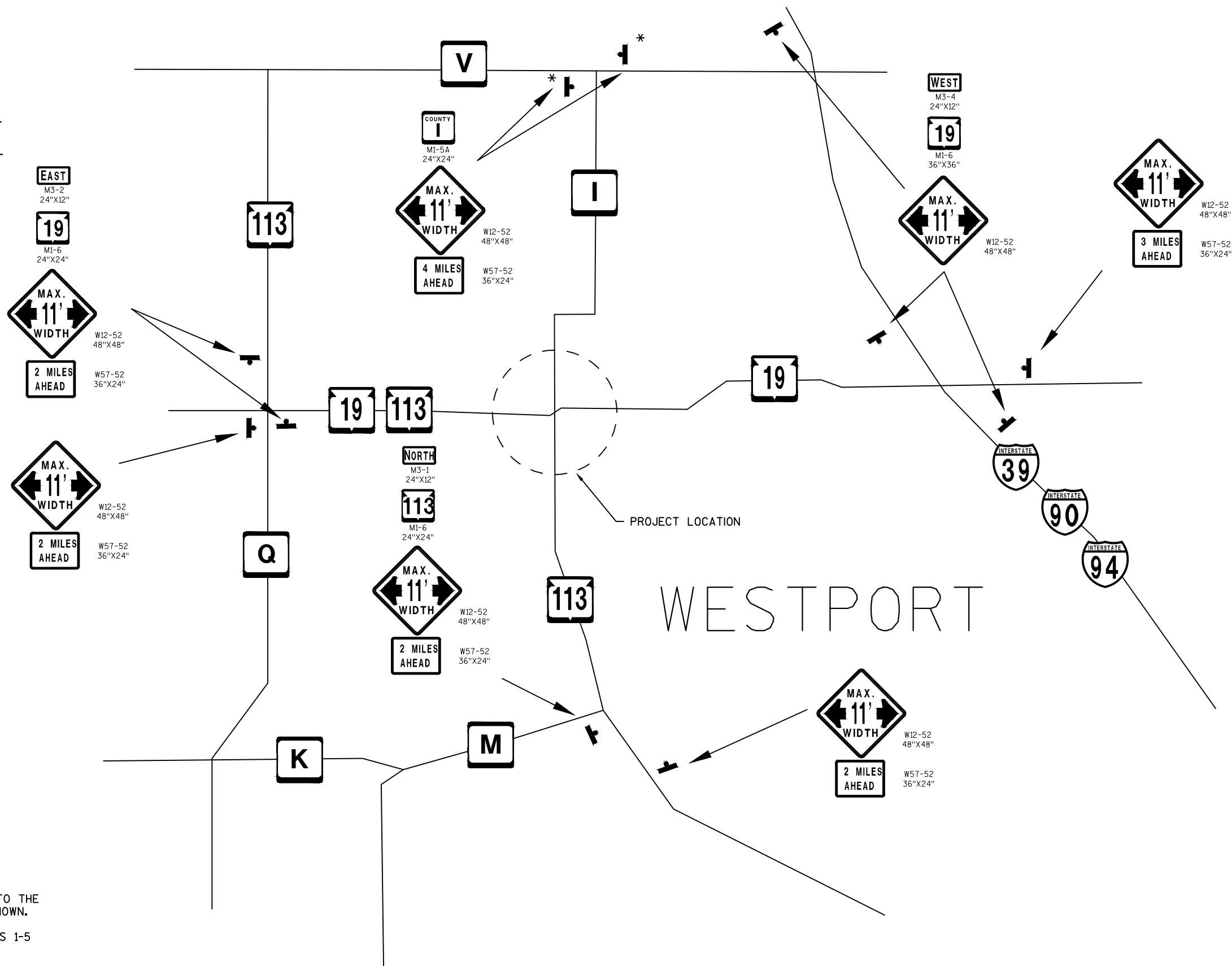
WORK ZONE PAVEMENT MARKINGS

	CONTINUOUS DOUBLE YELLOW, 4-INCH	TPM	TEMPORARY PAVEMENT MARKING, PAINT
	CONTINUOUS WHITE, 4-INCH	TPMRT	TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE
	STOP BAR, WHITE, 12-INCH	RPM	REMOVE PAVEMENT MARKING

LEGEND

	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	FLASHING ARROW BOARD
	SIGN ON PERMANENT SUPPORT
	SIGN ON TEMPORARY SUPPORT
	DELINEATOR FLEXIBLE/TUBULAR MARKER
	TYPE A WARNING LIGHT (FLASHING)
	TYPE B WARNING LIGHT (HIGH INTENSITY FLASHING)
	TYPE C WARNING LIGHT (STEADY BURN)
	CONCRETE BARRIER TEMPORARY PRECAST WITH GAWK SCREEN
	WORK AREA
	TEMPORARY RAISED PAVEMENT MARKER (ONE WAY REFLECTOR)
	TEMPORARY RAISED PAVEMENT MARKER (TWO WAY REFLECTOR)
	FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
	DIRECTION OF TRAFFIC
	PORTABLE CHANGEABLE MESSAGE BOARD
	REMOVE PAVEMENT MARKING
	TEMPORARY CRASH CUSHION

WAUNAKEE

**NOTES:**

PLACE ADVANCED SIGNING PRIOR TO THE INTERSECTION/INTERCHANGE AS SHOWN.

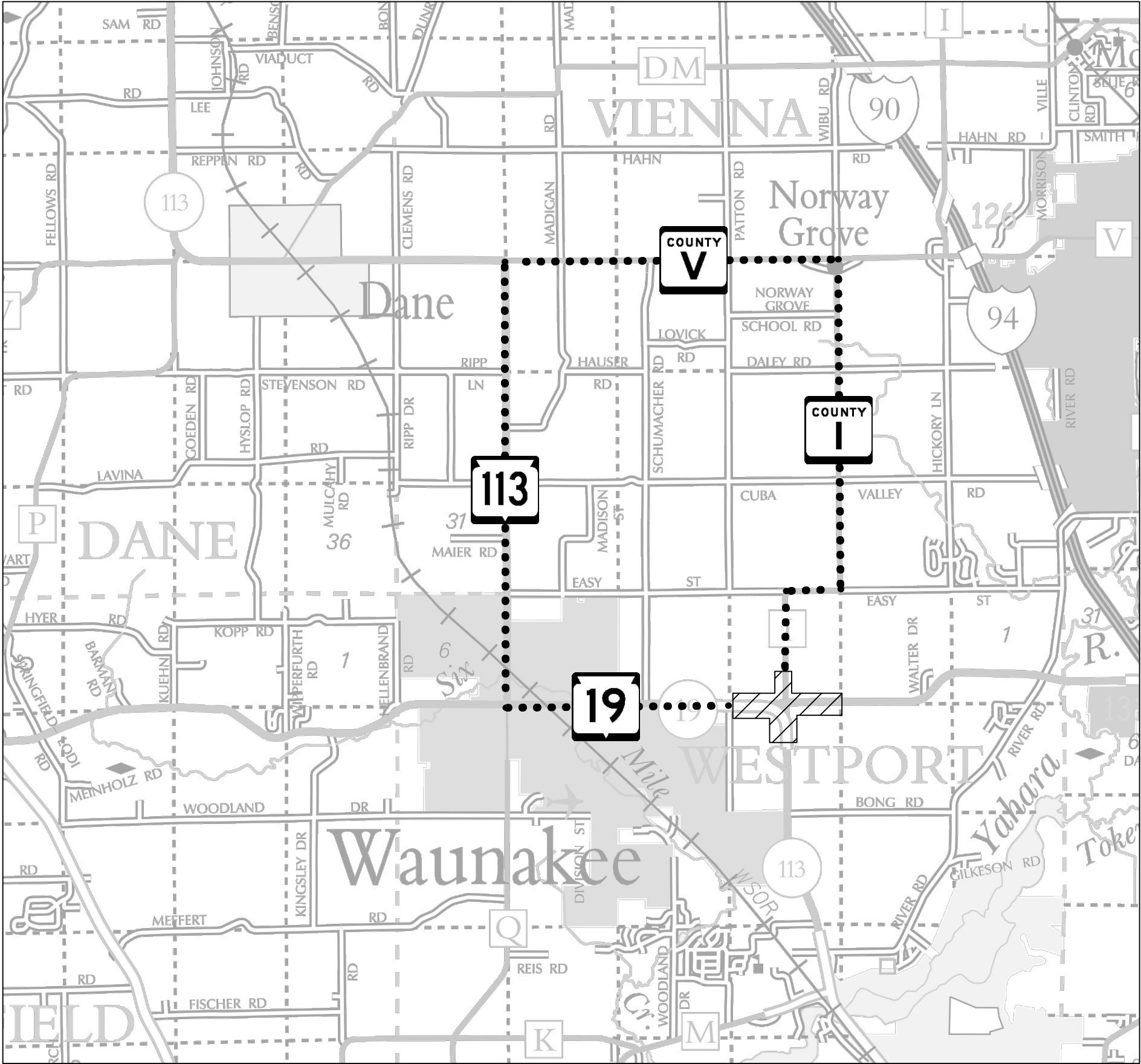
MAINTAIN SIGNING THROUGH STAGES 1-5 OF CONSTRUCTION.

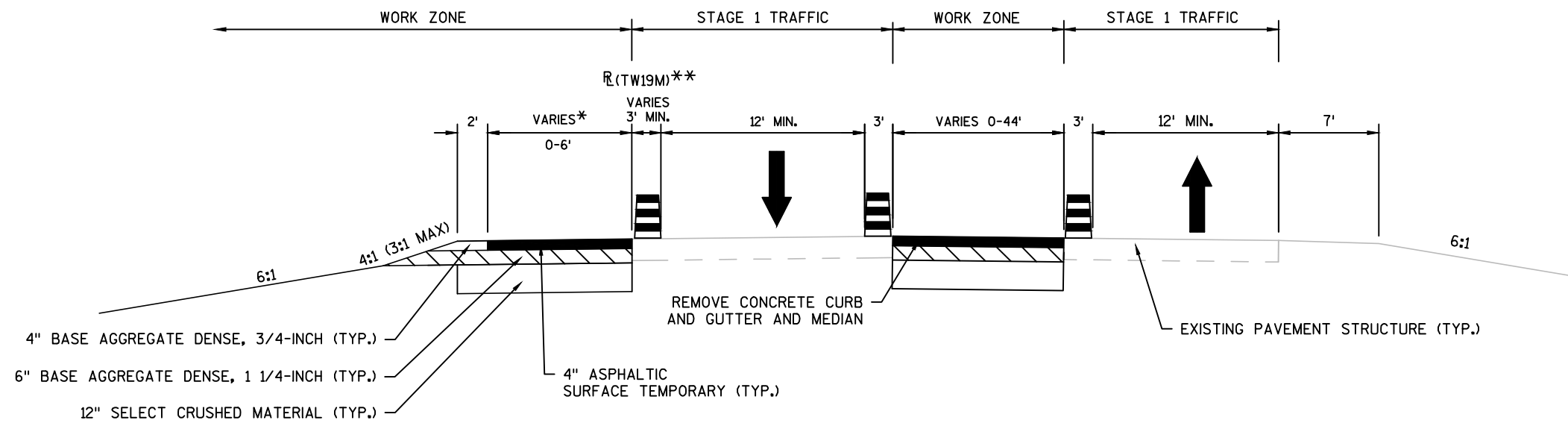
* REMOVE SIGNS DURING CTH I DETOUR

LEGEND

- DETOUR ROUTE
- ▨ WORK AREA

DETOUR CTH I FOR STAGES 3 AND 4.

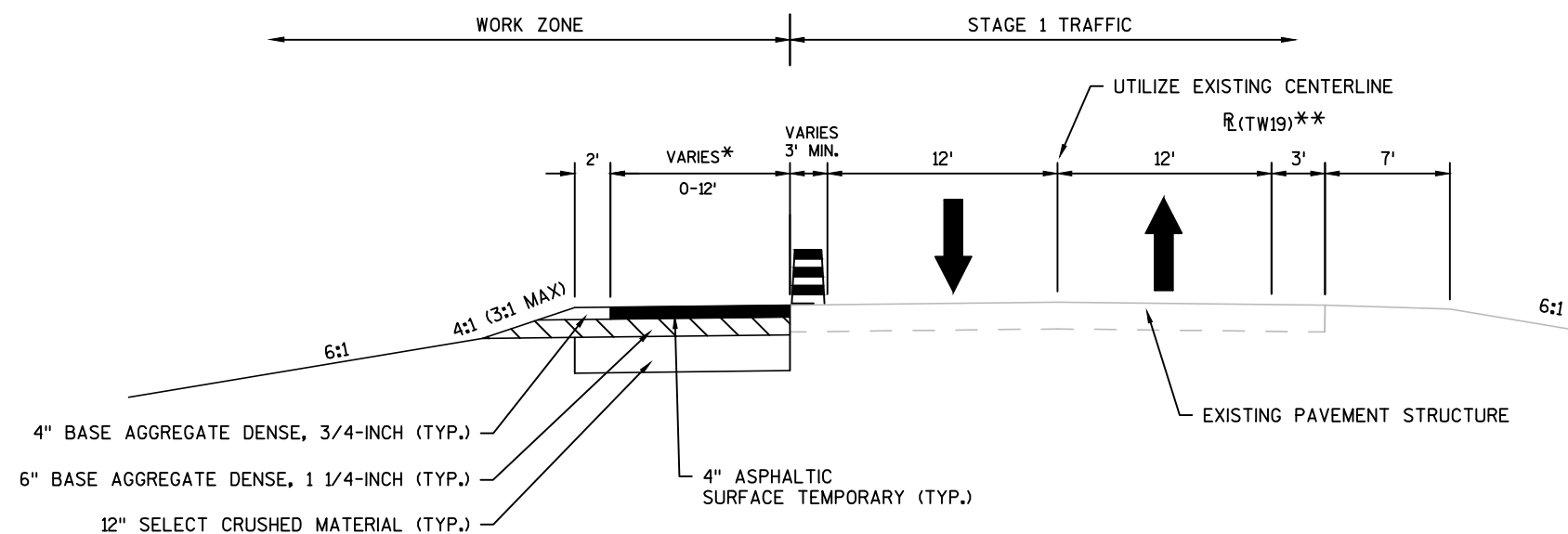




STAGE 1 TYPICAL SECTION

STH 19 MEDIAN SECTION
STA. 704+50 - 709+36 "TW19M"

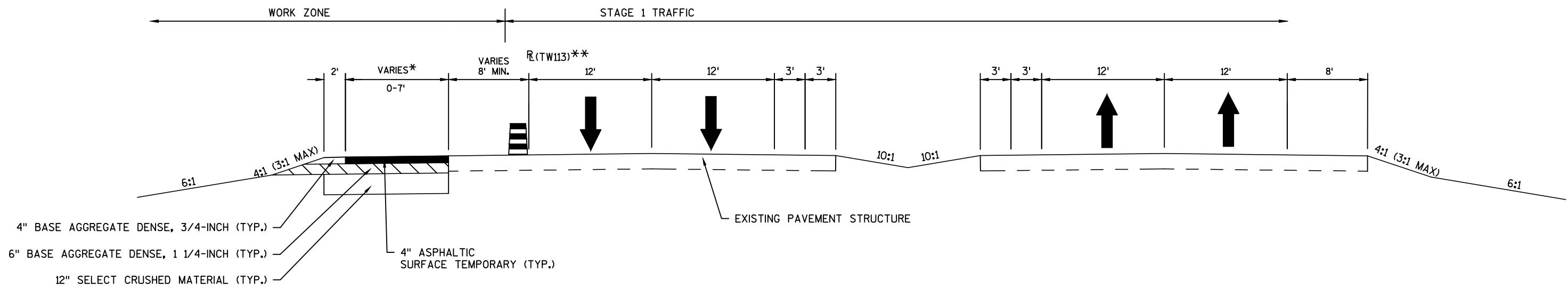
*SEE CROSS SECTIONS - TEMPORARY ASPHALT WIDTHS SHOWN ON TW19M CROSS SECTIONS
** SEE STAGE 1-TW19M TEMPORARY WIDENING ALIGNMENT DATA



STAGE 1 TYPICAL SECTION

STH 19
STA. 716+00 - 737+00 "TW19"

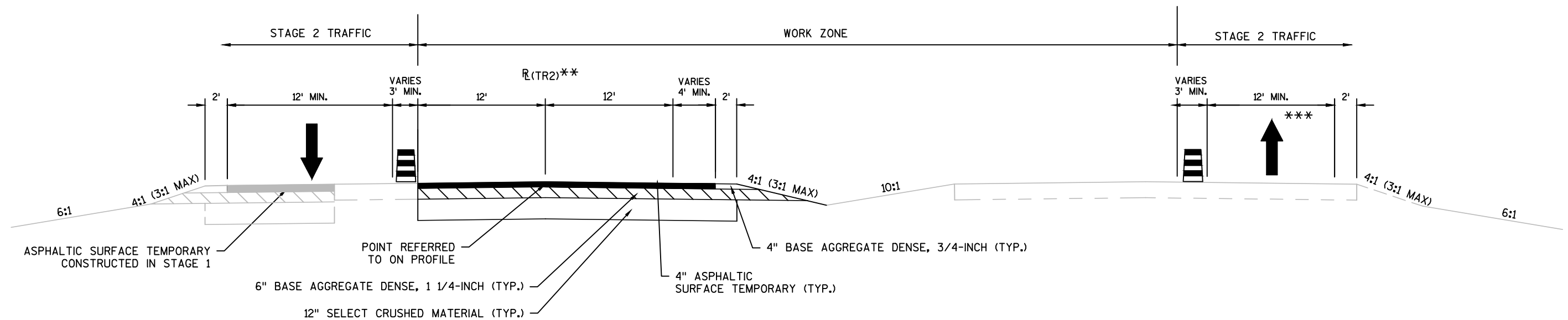
* SEE CROSS SECTIONS - TEMPORARY ASPHALT WIDTHS SHOWN ON TW19 CROSS SECTIONS
** SEE STAGE 1-TW19 TEMPORARY WIDENING ALIGNMENT DATA



STAGE 1 TYPICAL SECTION

STH 113
STA. 701+00 - 705+00 "TW113"

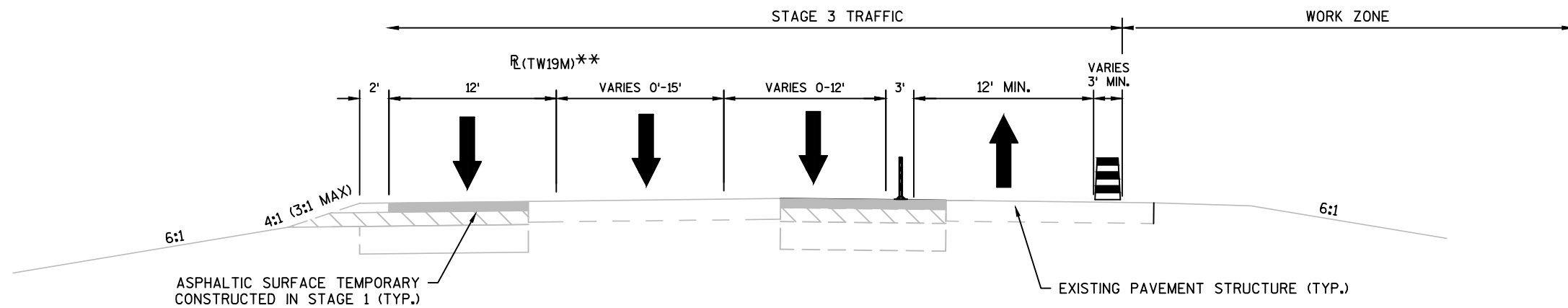
* SEE CROSS SECTIONS - TEMPORARY ASPHALT WIDTHS SHOWN ON TW113 CROSS SECTIONS
** SEE STAGE 1-TW113 TEMPORARY WIDENING ALIGNMENT DATA



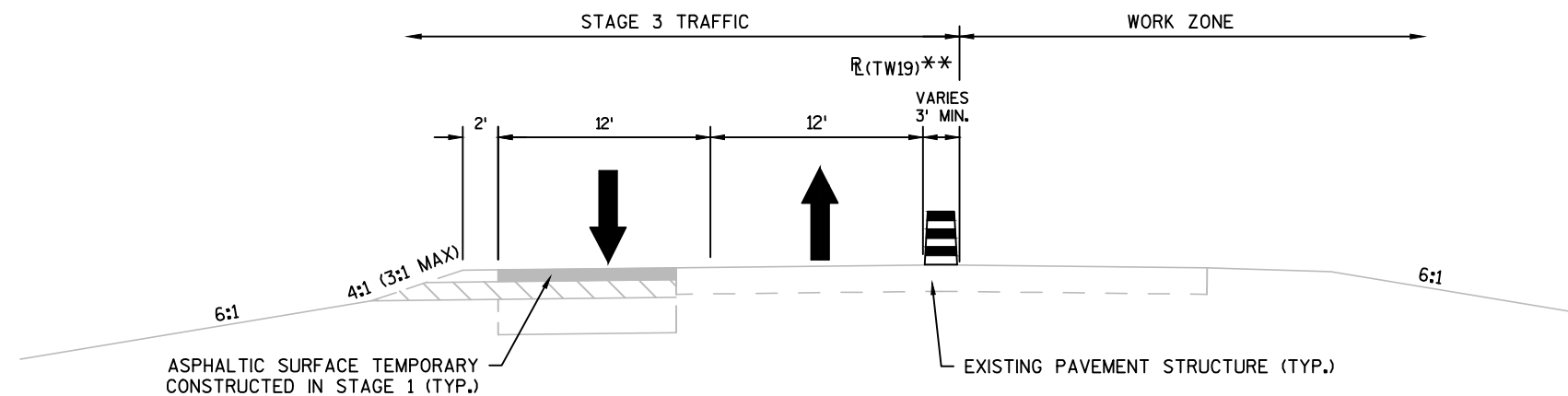
STAGE 2A AND 2B TYPICAL SECTION

STH 113

* SEE CROSS SECTIONS - TEMPORARY ASPHALT WIDTHS SHOWN ON TR2 CROSS SECTIONS
** SEE STAGE 2 TEMPORARY ROADWAY ALIGNMENT AND PROFILE DATA
*** SHIFT NB TRAFFIC AS NECESSARY TO CONSTRUCT TEMPORARY ROADWAY. MAINTAIN 12' DRIVING LANE.



STAGE 3 TYPICAL SECTION
STH 19/113
STA. 700+00 - 709+36 "TW19M"



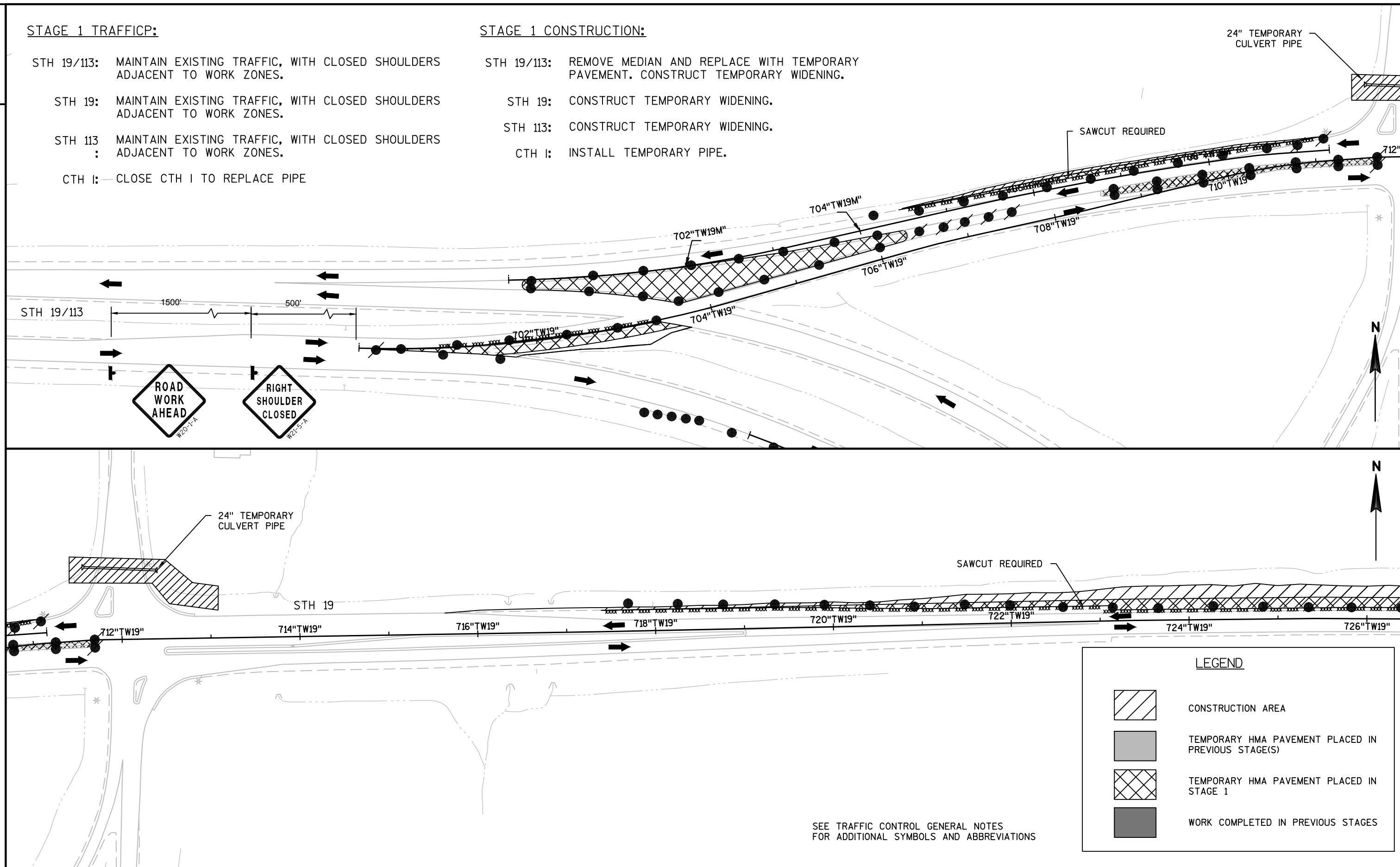
STAGE 3 TYPICAL SECTION
STH 19
STA. 711+16 - 738+37 "TW19"

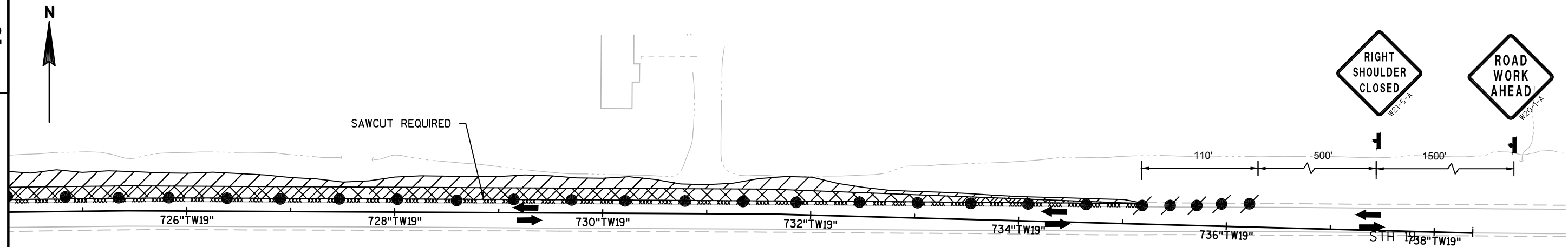
STAGE 1 TRAFFIC:

- STH 19/113: MAINTAIN EXISTING TRAFFIC, WITH CLOSED SHOULDERS ADJACENT TO WORK ZONES.
- STH 19: MAINTAIN EXISTING TRAFFIC, WITH CLOSED SHOULDERS ADJACENT TO WORK ZONES.
- STH 113 : MAINTAIN EXISTING TRAFFIC, WITH CLOSED SHOULDERS ADJACENT TO WORK ZONES.
- CTH I: — CLOSE CTH I TO REPLACE PIPE

STAGE 1 CONSTRUCTION:

- STH 19/113: REMOVE MEDIAN AND REPLACE WITH TEMPORARY PAVEMENT. CONSTRUCT TEMPORARY WIDENING.
- STH 19: CONSTRUCT TEMPORARY WIDENING.
- STH 113: CONSTRUCT TEMPORARY WIDENING.
- CTH I: INSTALL TEMPORARY PIPE.

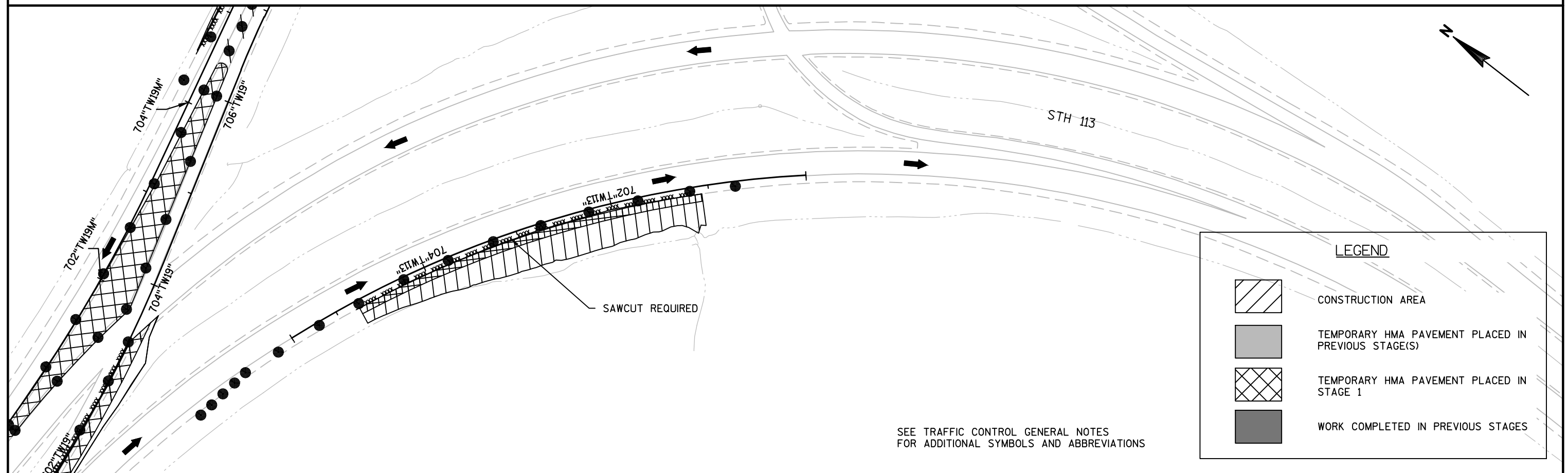


**STAGE 1 TRAFFIC:**

- STH 19/113: MAINTAIN EXISTING TRAFFIC, WITH CLOSED SHOULDERS ADJACENT TO WORK ZONES.
- STH 19: MAINTAIN EXISTING TRAFFIC, WITH CLOSED SHOULDERS ADJACENT TO WORK ZONES.
- STH 113 : MAINTAIN EXISTING TRAFFIC, WITH CLOSED SHOULDERS ADJACENT TO WORK ZONES.
- CTH I: CLOSE CTH I FOR TO INSTALL TEMPORARY CULVERT PIPE.

STAGE 1 CONSTRUCTION:

- STH 19/113: REMOVE MEDIAN AND REPLACE WITH TEMPORARY PAVEMENT. CONSTRUCT TEMPORARY WIDENING.
- STH 19: CONSTRUCT TEMPORARY WIDENING.
- STH 113: CONSTRUCT TEMPORARY WIDENING.
- CTH I: INSTALL TEMPORARY CULVERT PIPE.



PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

TRAFFIC CONTROL - STAGE 1

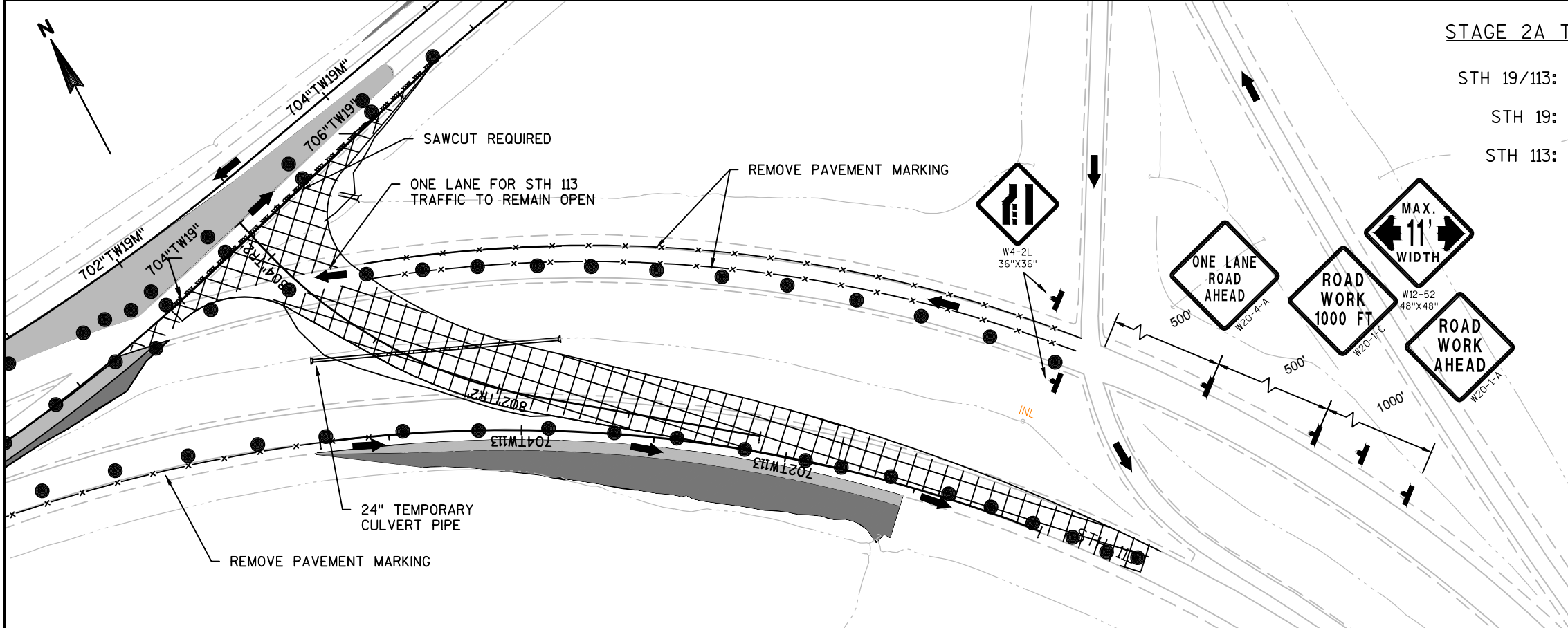
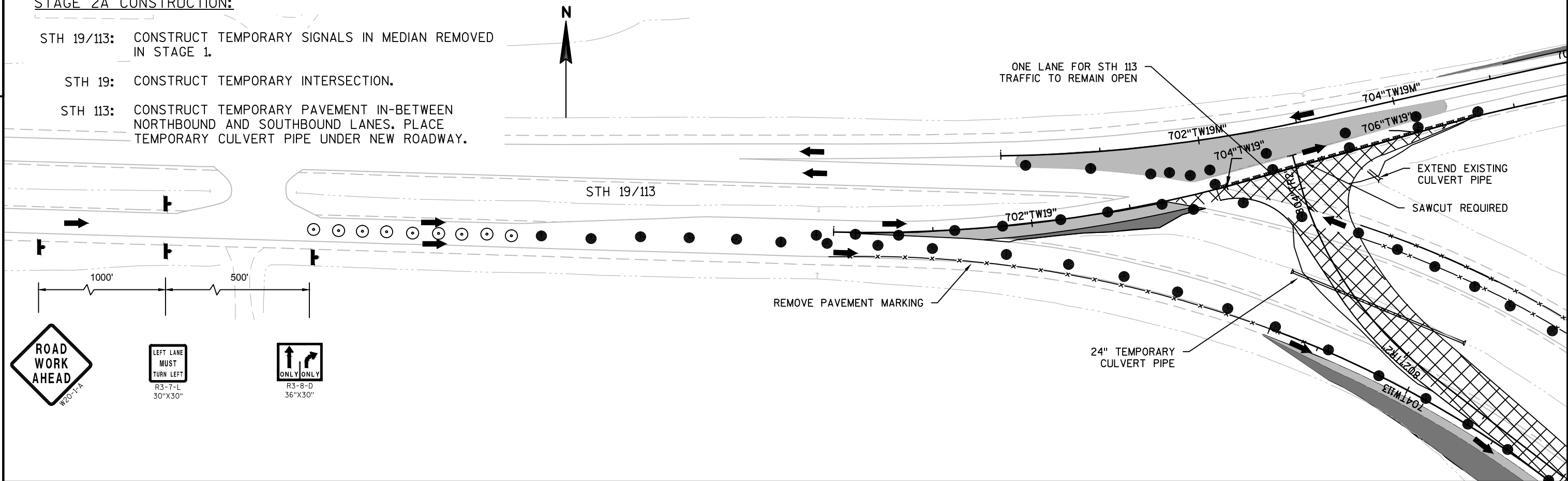
SHEET

PRE_72

E

STAGE 2A CONSTRUCTION:

- STH 19/113: CONSTRUCT TEMPORARY SIGNALS IN MEDIAN REMOVED IN STAGE 1.
- STH 19: CONSTRUCT TEMPORARY INTERSECTION.
- STH 113: CONSTRUCT TEMPORARY PAVEMENT IN-BETWEEN NORTHBOUND AND SOUTHBOUND LANES. PLACE TEMPORARY CULVERT PIPE UNDER NEW ROADWAY.



STAGE 2A TRAFFIC:

- STH 19/113: MAINTAIN TRAFFIC AT EXISTING LOCATION.
- STH 19: MAINTAIN TRAFFIC AT EXISTING LOCATION.
- STH 113: UTILIZE SINGLE LANE CLOSURE TO SHIFT NORTHBOUND STH 113 TRAFFIC TO CONSTRUCT NEW INTERSECTION AS NECESSARY. SHIFT SOUTHBOUND STH 113 TRAFFIC TO TEMPORARY WIDENING.

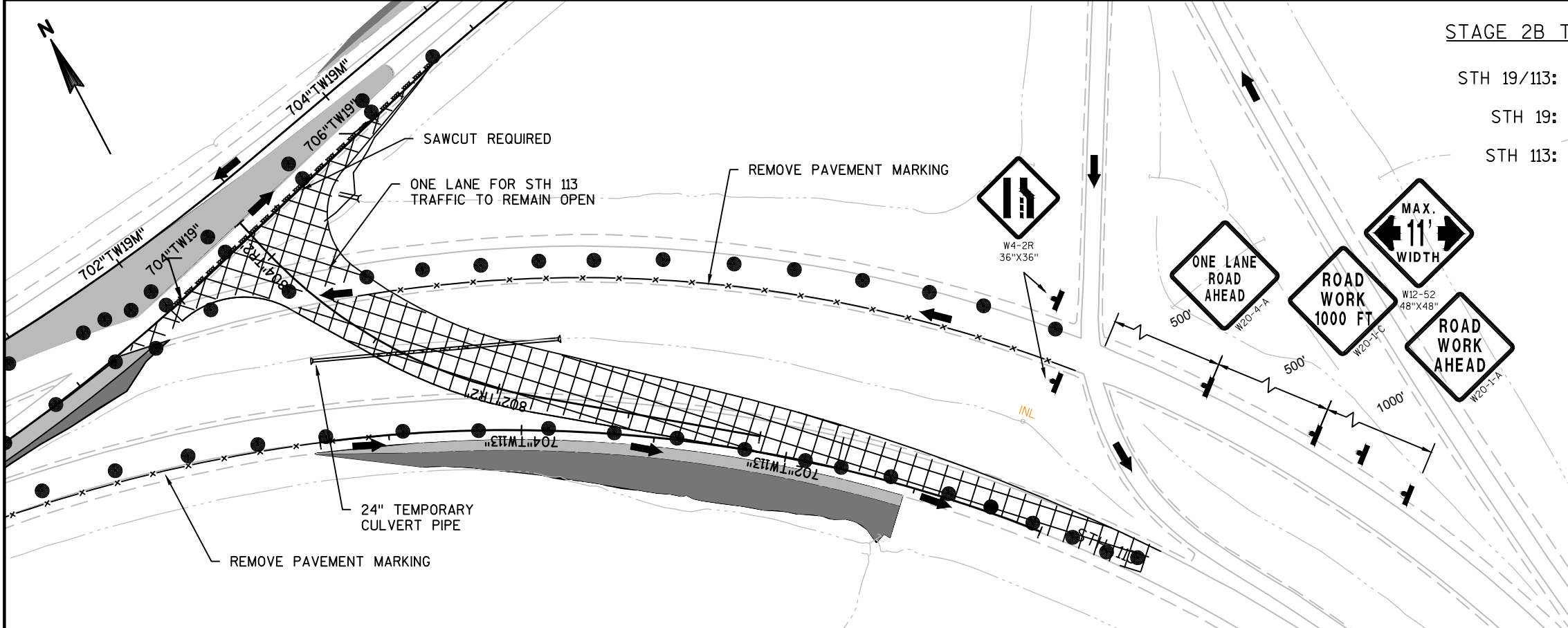
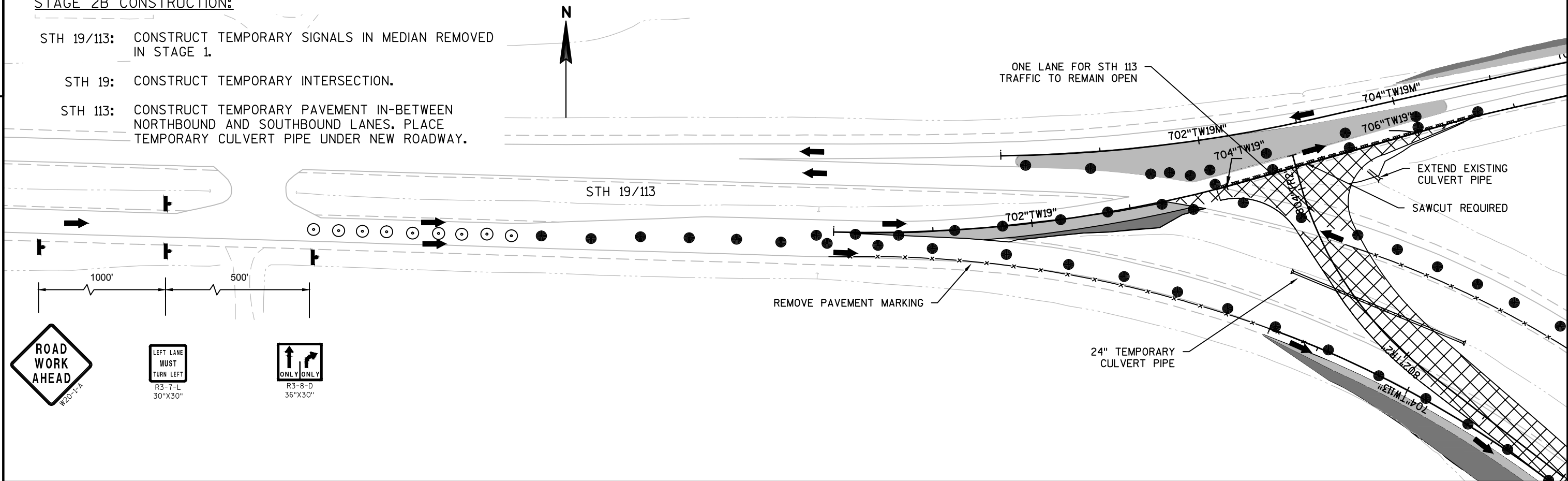
LEGEND

	CONSTRUCTION AREA
	TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
	TEMPORARY HMA PAVEMENT PLACED IN STAGE 2A
	WORK COMPLETED IN PREVIOUS STAGES

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

STAGE 2B CONSTRUCTION:

- STH 19/113: CONSTRUCT TEMPORARY SIGNALS IN MEDIAN REMOVED IN STAGE 1.
- STH 19: CONSTRUCT TEMPORARY INTERSECTION.
- STH 113: CONSTRUCT TEMPORARY PAVEMENT IN-BETWEEN NORTHBOUND AND SOUTHBOUND LANES. PLACE TEMPORARY CULVERT PIPE UNDER NEW ROADWAY.



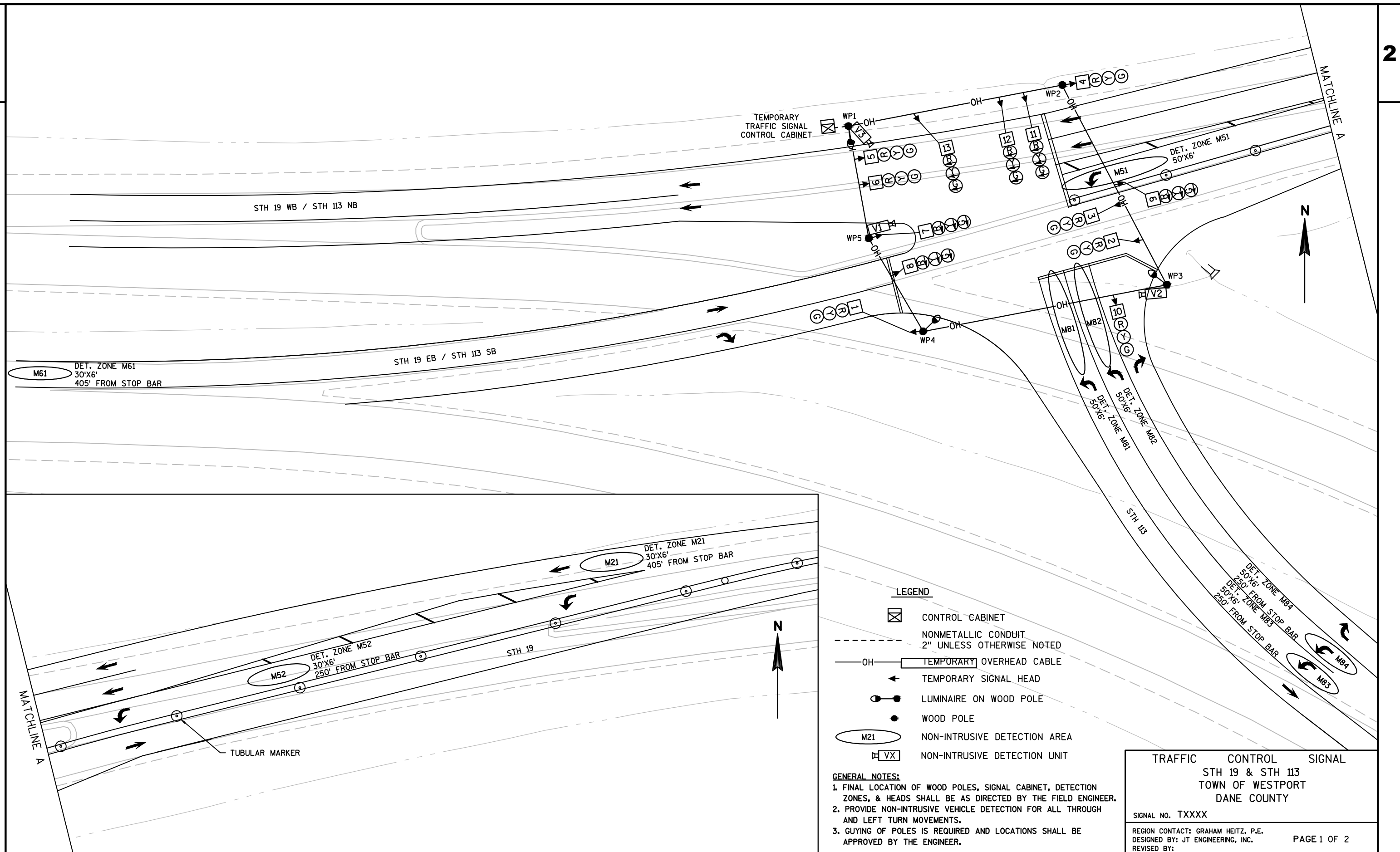
STAGE 2B TRAFFIC:

- STH 19/113: MAINTAIN TRAFFIC AT EXISTING LOCATION.
- STH 19: MAINTAIN TRAFFIC AT EXISTING LOCATION.
- STH 113: UTILIZE SINGLE LANE CLOSURE TO SHIFT NORTHBOUND STH 113 TRAFFIC TO CONSTRUCT NEW INTERSECTION AS NECESSARY. SHIFT SOUTHBOUND STH 113 TRAFFIC TO TEMPORARY WIDENING.

LEGEND

	CONSTRUCTION AREA
	TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
	TEMPORARY HMA PAVEMENT PLACED IN STAGE 2B
	WORK COMPLETED IN PREVIOUS STAGES

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS



PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

TRAFFIC CONTROL - TEMPORARY SIGNAL DETAIL

SHEET

PRE_75

E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4-6	R
Ø3		
Ø4		
Ø5	7-9	R
Ø6	1-3	R
Ø7		
Ø8	10-13	R/R

NOT USED	←
Ø1	Ø2

NOT USED	NOT USED
Ø3	Ø4

↶	→
Ø5	Ø6

NOT USED	↑
Ø7	Ø8

BARRIER



CONTROLLER LOGIC

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

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM NO: SS-	

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

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

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTION	

DETECTOR LOGIC

DETECTOR INPUT
PLAN LOOP DETECTOR(S)
CALLED PHASE
CALL OPTION
DELAY TIME
EXTENSION OPTION
EXTEND TIME
USE ADDED INITIAL
CROSS SWITCH PHASE

3	1	7	5	11	9	15	13
M21	M51	M52	M61				
2	5	5	6				
CALL	CALL	CALL	CALL				
STD	STD	STD	STD				
3.0		3.0	3.0				
Y			Y				

DETECTOR INPUT
PLAN LOOP DETECTOR(S)
CALLED PHASE
CALL OPTION
DELAY TIME
EXTENSION OPTION
EXTEND TIME
USE ADDED INITIAL
CROSS SWITCH PHASE

4	2	8	6	12	10	16	14
M81	M82	M83	M83				
8	8	8	8				
CALL	CALL	CALL	CALL				
STD	STD	STD	STD				
		3.0	3.0				

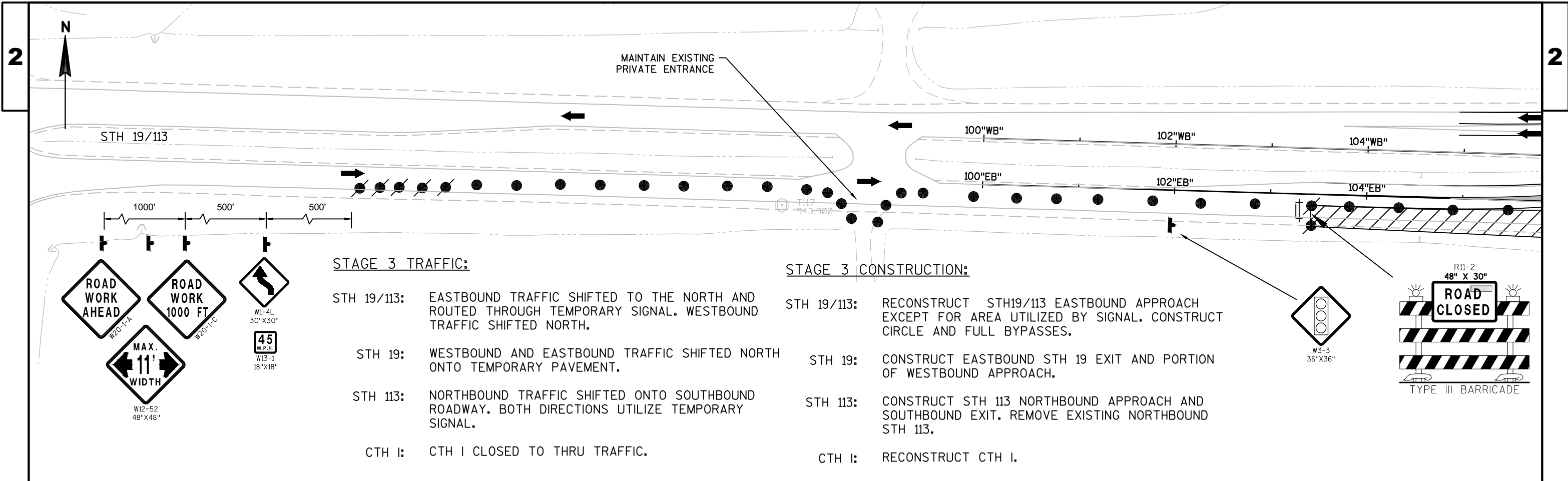
19	17	23	21	27	25	31	29

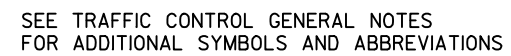
DETECTOR INPUT
PLAN LOOP DETECTOR(S)
CALLED PHASE
CALL OPTION
DELAY TIME
EXTENSION OPTION
EXTEND TIME
USE ADDED INITIAL
CROSS SWITCH PHASE

20	18	24	22	28	26	32	30

DETECTOR INPUT
PLAN LOOP DETECTOR(S)
CALLED PHASE
CALL OPTION
DELAY TIME
EXTENSION OPTION
EXTEND TIME
USE ADDED INITIAL
CROSS SWITCH PHASE

TRAFFIC CONTROL SIGNAL
STH 19 & STH 113
TOWN OF WESTPORT
DANE COUNTY
SIGNAL NO. TXXXX
REGION CONTACT: GRAHAM HEITZ, P.E. DESIGNED BY: JT ENGINEERING, INC. REVISED BY:
PAGE 2 OF 2





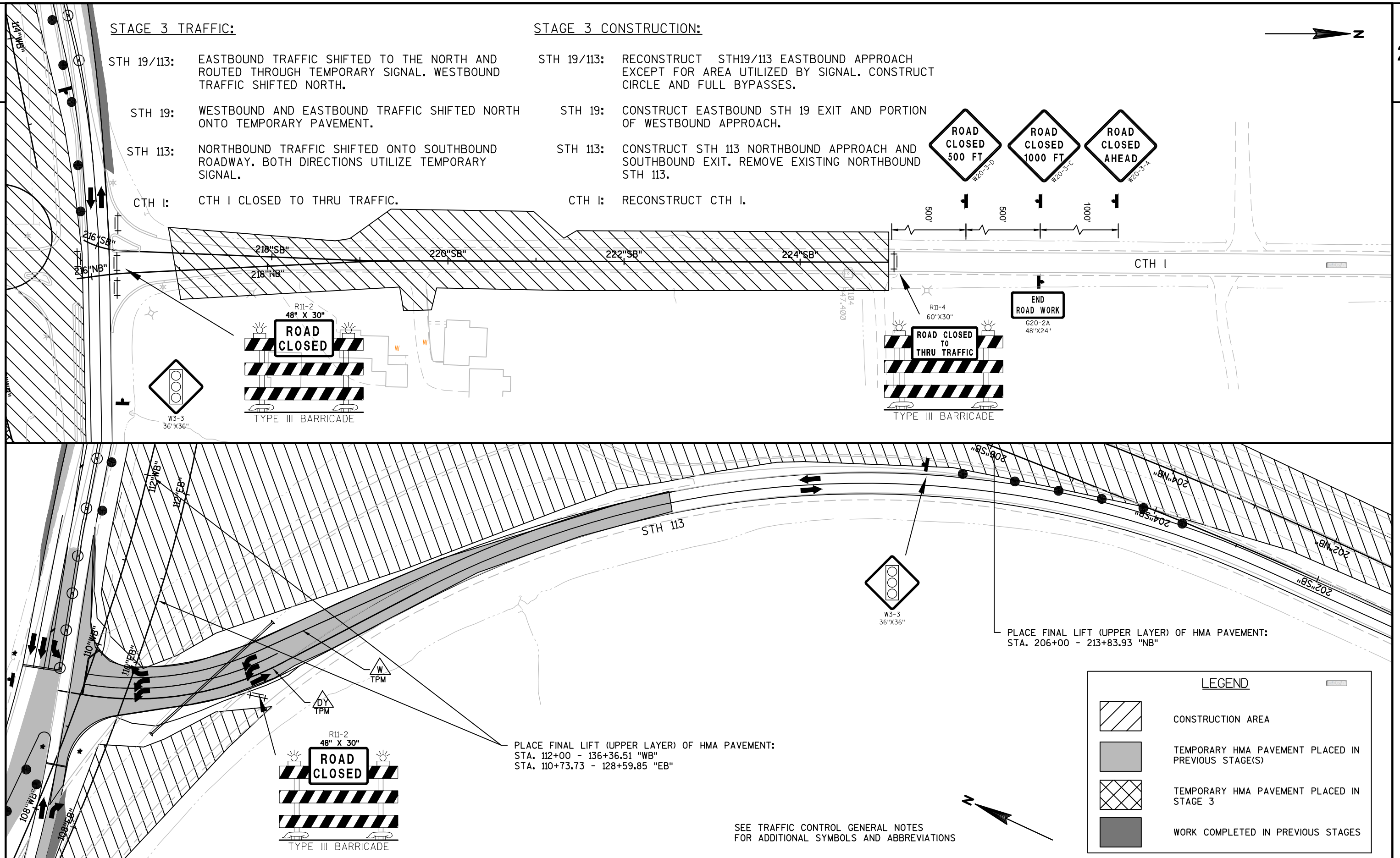
STH 19

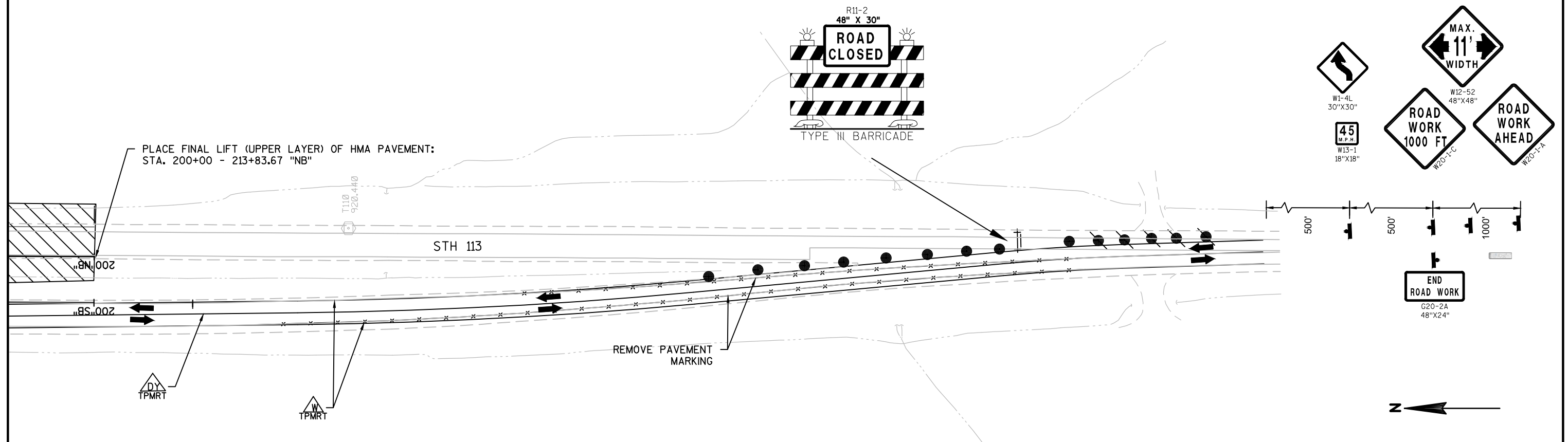
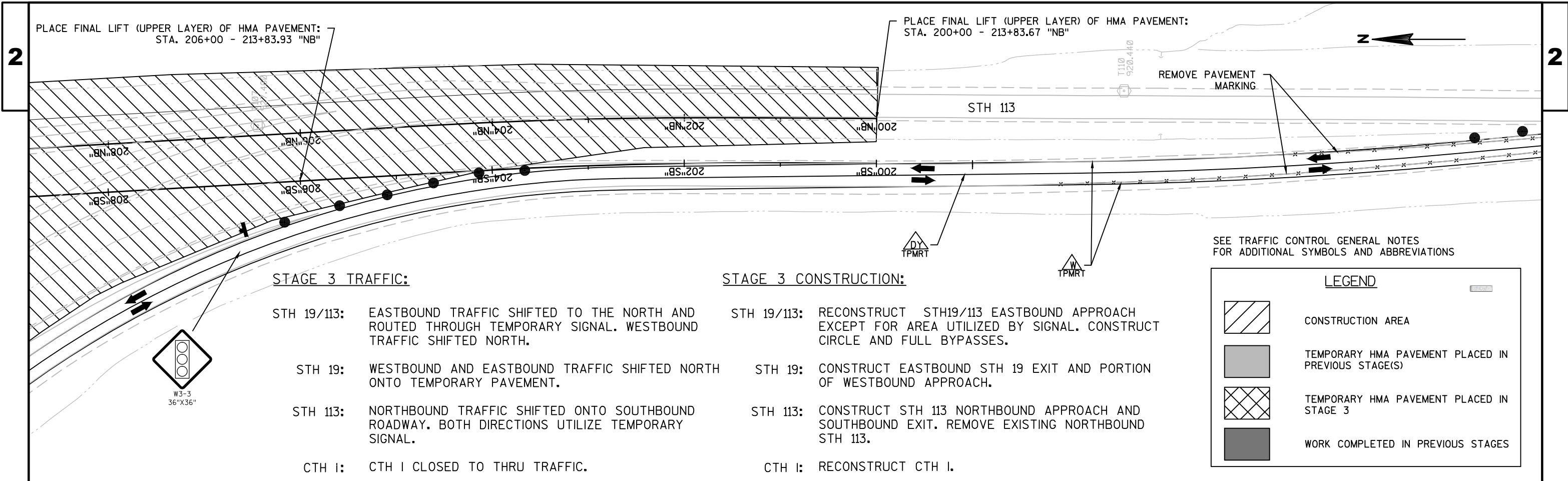
STAGE 3 TRAFFIC:

- STH 19/113: EASTBOUND TRAFFIC SHIFTED TO THE NORTH AND ROUTED THROUGH TEMPORARY SIGNAL. WESTBOUND TRAFFIC SHIFTED NORTH.
- STH 19: WESTBOUND AND EASTBOUND TRAFFIC SHIFTED NORTH ONTO TEMPORARY PAVEMENT.
- STH 113: NORTHBOUND TRAFFIC SHIFTED ONTO SOUTHBOUND ROADWAY. BOTH DIRECTIONS UTILIZE TEMPORARY SIGNAL.
- CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 3 CONSTRUCTION:

- STH 19/113: RECONSTRUCT STH19/113 EASTBOUND APPROACH EXCEPT FOR AREA UTILIZED BY SIGNAL. CONSTRUCT CIRCLE AND FULL BYPASSES.
- STH 19: CONSTRUCT EASTBOUND STH 19 EXIT AND PORTION OF WESTBOUND APPROACH.
- STH 113: CONSTRUCT STH 113 NORTHBOUND APPROACH AND SOUTHBOUND EXIT. REMOVE EXISTING NORTHBOUND STH 113.
- CTH I: RECONSTRUCT CTH I.



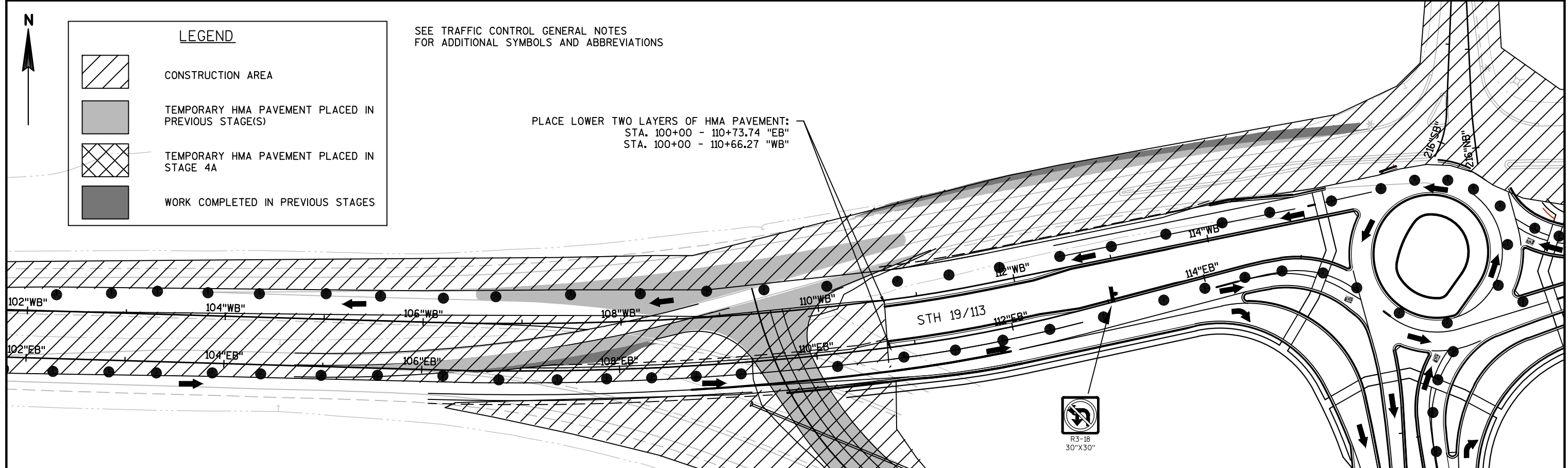
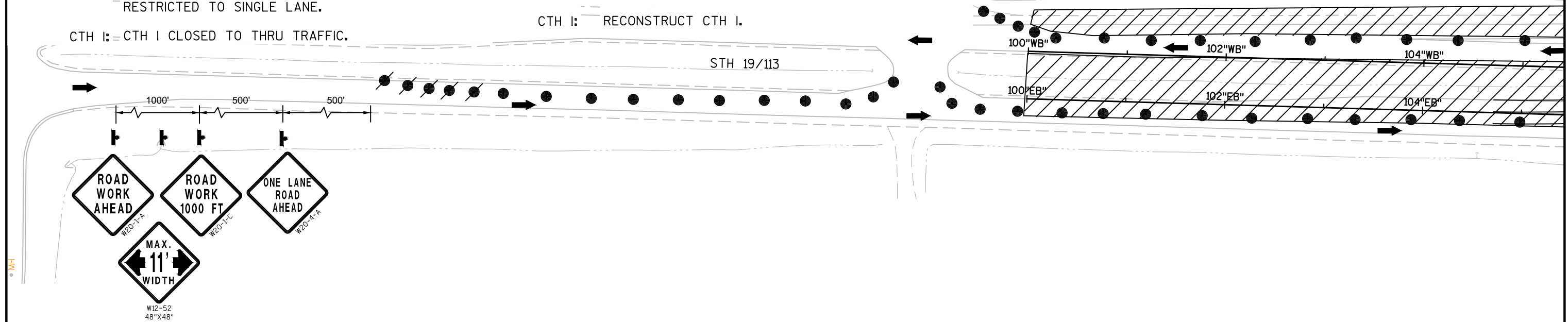


STAGE 4A TRAFFIC:

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND SHIFTED SOUTH AND CROSS MEDIAN TO ENTER ROUNDABOUT. EASTBOUND EXITING SHIFTED SOUTH. BOTH MOVEMENTS RESTRICTED TO ONE LANE.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 4A CONSTRUCTION:

- STH 19/113: REMOVE TEMPORARY SIGNAL AND UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT ENTRY AND EXIT FROM ROUNDABOUT UNDER TRAFFIC.
- STH 19: CONSTRUCT WESTBOUND APPROACH.
- STH 113: UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT SOUTHBOUND EXIT.
- CTH I: RECONSTRUCT CTH I.

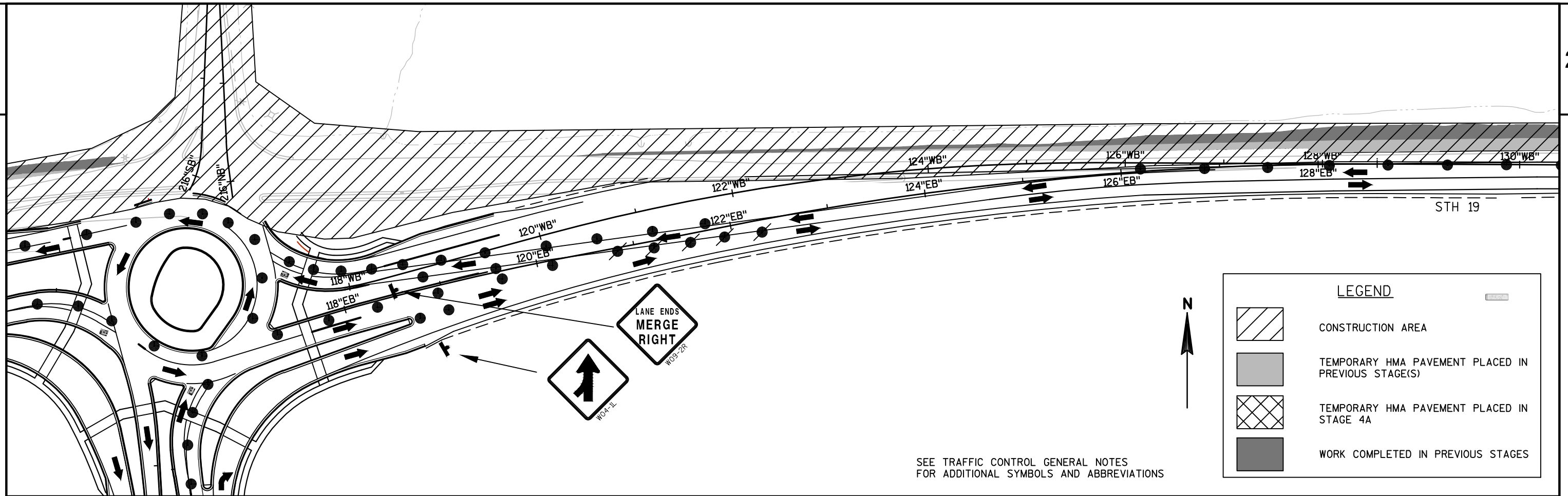


LEGEND

- CONSTRUCTION AREA
- TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN STAGE 4A
- WORK COMPLETED IN PREVIOUS STAGES

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

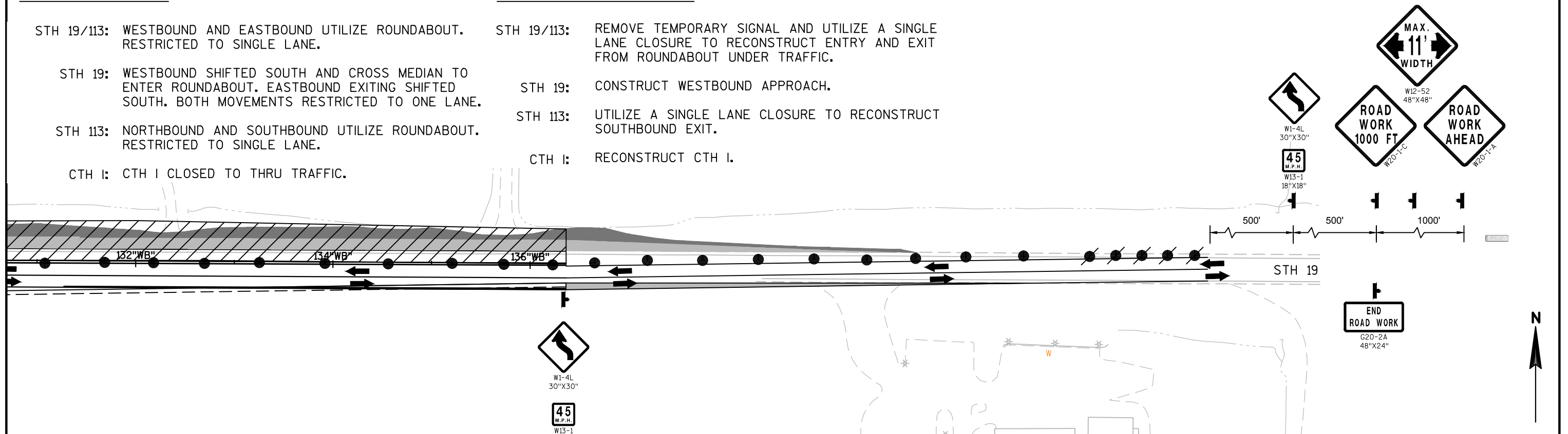
PLACE LOWER TWO LAYERS OF HMA PAVEMENT:
STA. 100+00 - 110+73.74 "EB"
STA. 100+00 - 110+66.27 "WB"

**STAGE 4A TRAFFIC:**

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND SHIFTED SOUTH AND CROSS MEDIAN TO ENTER ROUNDABOUT. EASTBOUND EXITING SHIFTED SOUTH. BOTH MOVEMENTS RESTRICTED TO ONE LANE.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 4A CONSTRUCTION:

- STH 19/113: REMOVE TEMPORARY SIGNAL AND UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT ENTRY AND EXIT FROM ROUNDABOUT UNDER TRAFFIC.
- STH 19: CONSTRUCT WESTBOUND APPROACH.
- STH 113: UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT SOUTHBOUND EXIT.
- CTH I: RECONSTRUCT CTH I.

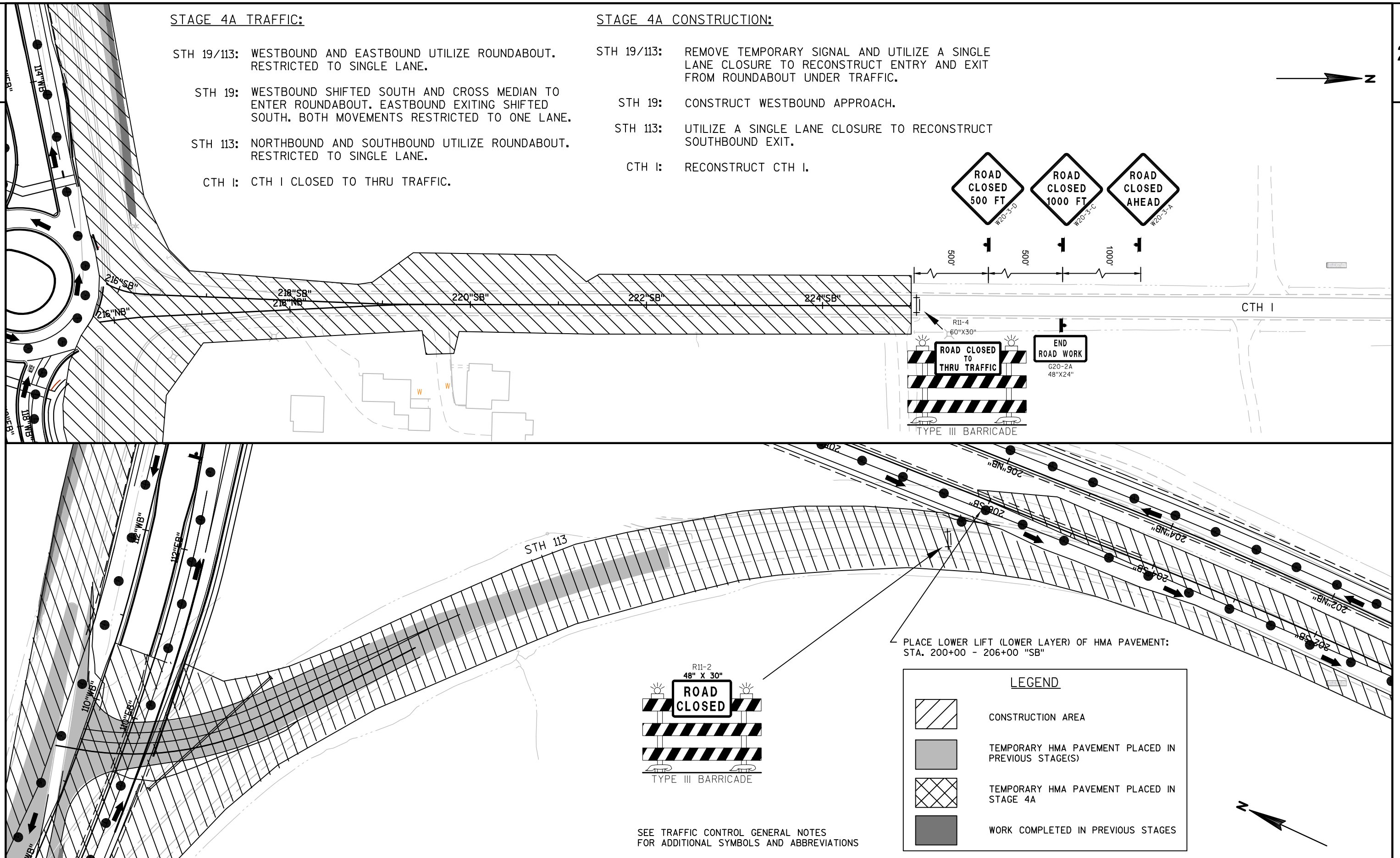


STAGE 4A TRAFFIC:

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND SHIFTED SOUTH AND CROSS MEDIAN TO ENTER ROUNDABOUT. EASTBOUND EXITING SHIFTED SOUTH. BOTH MOVEMENTS RESTRICTED TO ONE LANE.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 4A CONSTRUCTION:

- STH 19/113: REMOVE TEMPORARY SIGNAL AND UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT ENTRY AND EXIT FROM ROUNDABOUT UNDER TRAFFIC.
- STH 19: CONSTRUCT WESTBOUND APPROACH.
- STH 113: UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT SOUTHBOUND EXIT.
- CTH I: RECONSTRUCT CTH I.

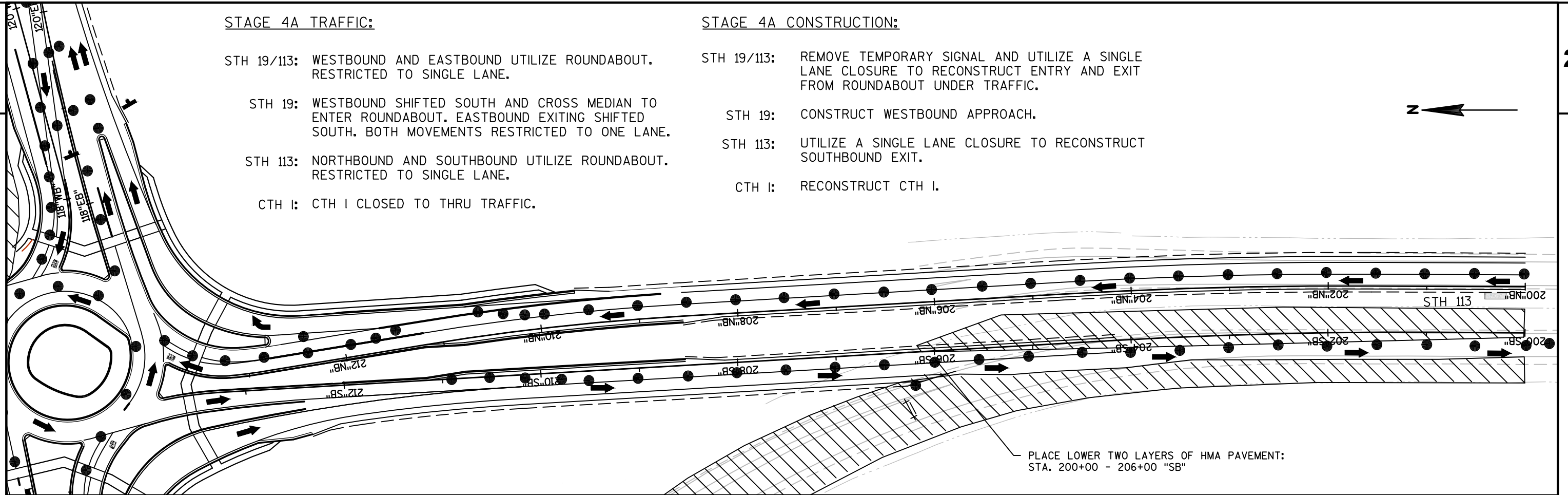


STAGE 4A TRAFFIC:

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND SHIFTED SOUTH AND CROSS MEDIAN TO ENTER ROUNDABOUT. EASTBOUND EXITING SHIFTED SOUTH. BOTH MOVEMENTS RESTRICTED TO ONE LANE.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 4A CONSTRUCTION:

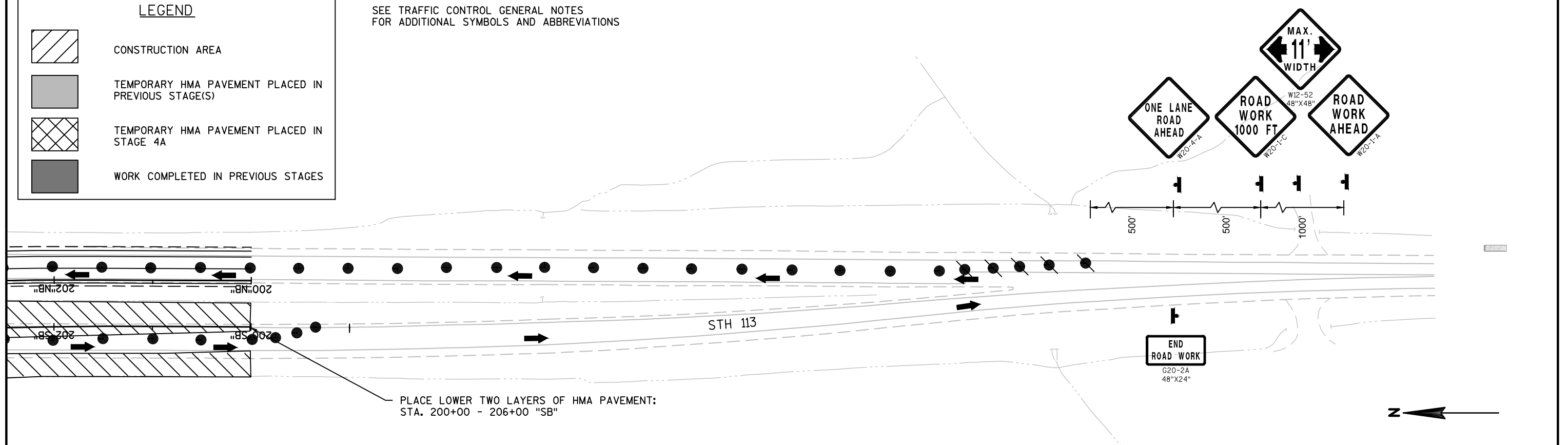
- STH 19/113: REMOVE TEMPORARY SIGNAL AND UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT ENTRY AND EXIT FROM ROUNDABOUT UNDER TRAFFIC.
- STH 19: CONSTRUCT WESTBOUND APPROACH.
- STH 113: UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT SOUTHBOUND EXIT.
- CTH I: RECONSTRUCT CTH I.



LEGEND

- CONSTRUCTION AREA
- TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN STAGE 4A
- WORK COMPLETED IN PREVIOUS STAGES

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

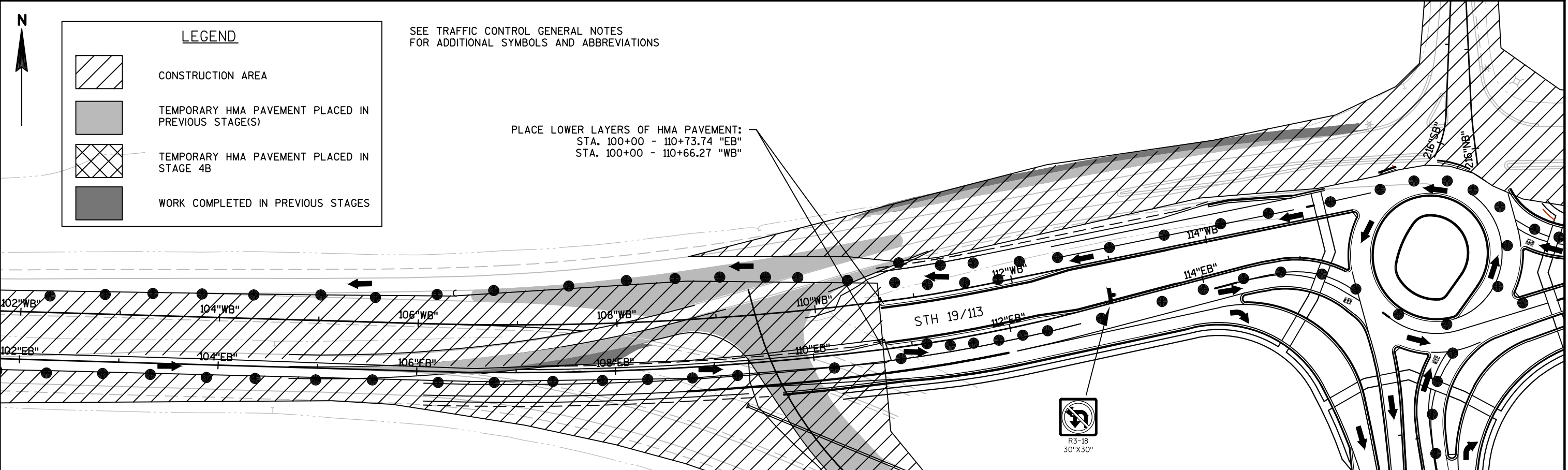
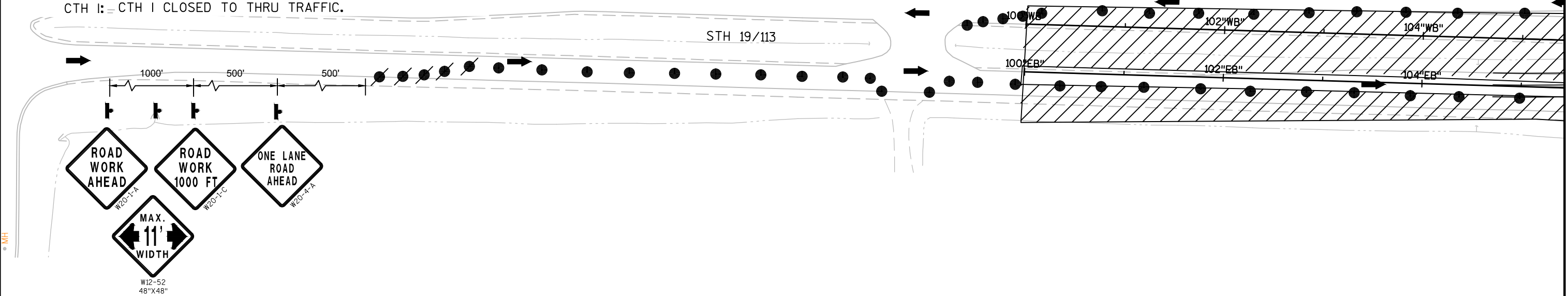


STAGE 4B TRAFFIC:

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND SHIFTED SOUTH AND CROSS MEDIAN TO ENTER ROUNDABOUT. EASTBOUND EXITING SHIFTED SOUTH. BOTH MOVEMENTS RESTRICTED TO ONE LANE.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 4B CONSTRUCTION:

- STH 19/113: REMOVE TEMPORARY SIGNAL AND UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT ENTRY AND EXIT FROM ROUNDABOUT UNDER TRAFFIC.
- STH 19: CONSTRUCT WESTBOUND APPROACH.
- STH 113: UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT SOUTHBOUND EXIT.
- CTH I: RECONSTRUCT CTH I.



2

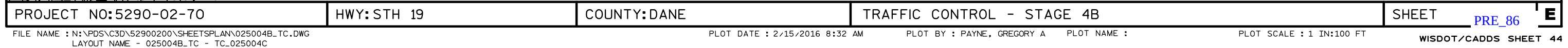
STAGE 4B CONSTRUCTION:

STH 19/113: REMOVE TEMPORARY SIGNAL AND UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT ENTRY AND EXIT FROM ROUNDABOUT UNDER TRAFFIC.

STH 19: CONSTRUCT WESTBOUND APPROACH.

STH 113: UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT SOUTHBOUND EXIT.

CTH 1: RECONSTRUCT CTH 1.

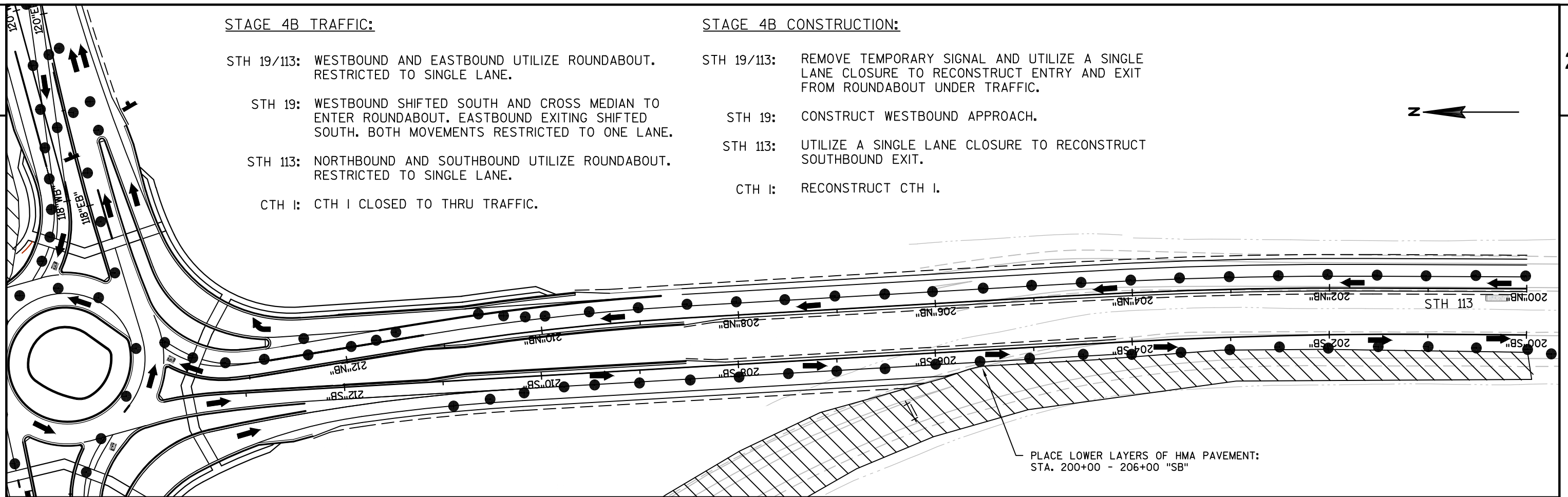
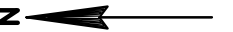


STAGE 4B TRAFFIC:

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND SHIFTED SOUTH AND CROSS MEDIAN TO ENTER ROUNDABOUT. EASTBOUND EXITING SHIFTED SOUTH. BOTH MOVEMENTS RESTRICTED TO ONE LANE.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 4B CONSTRUCTION:

- STH 19/113: REMOVE TEMPORARY SIGNAL AND UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT ENTRY AND EXIT FROM ROUNDABOUT UNDER TRAFFIC.
- STH 19: CONSTRUCT WESTBOUND APPROACH.
- STH 113: UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT SOUTHBOUND EXIT.
- CTH I: RECONSTRUCT CTH I.

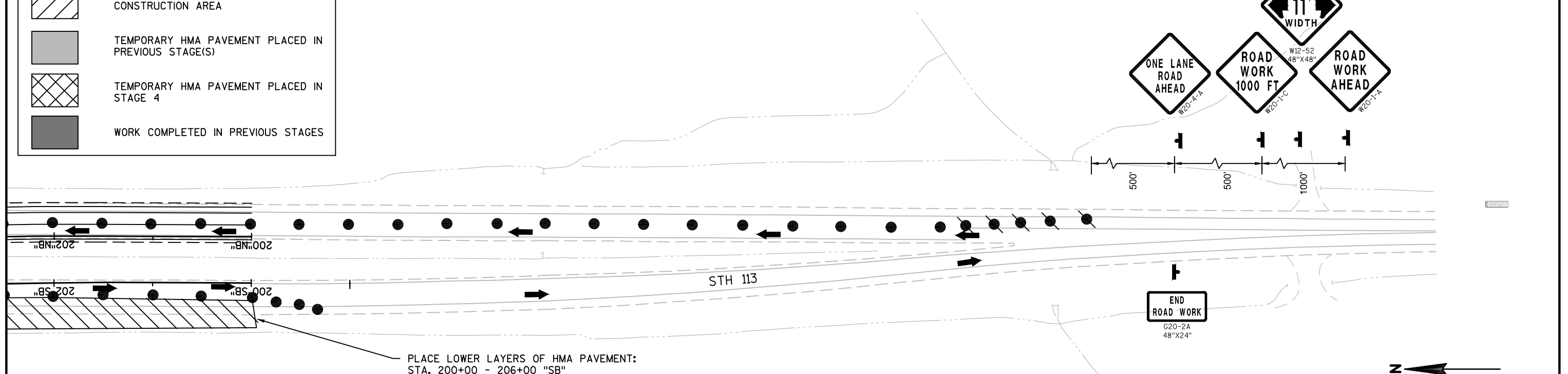


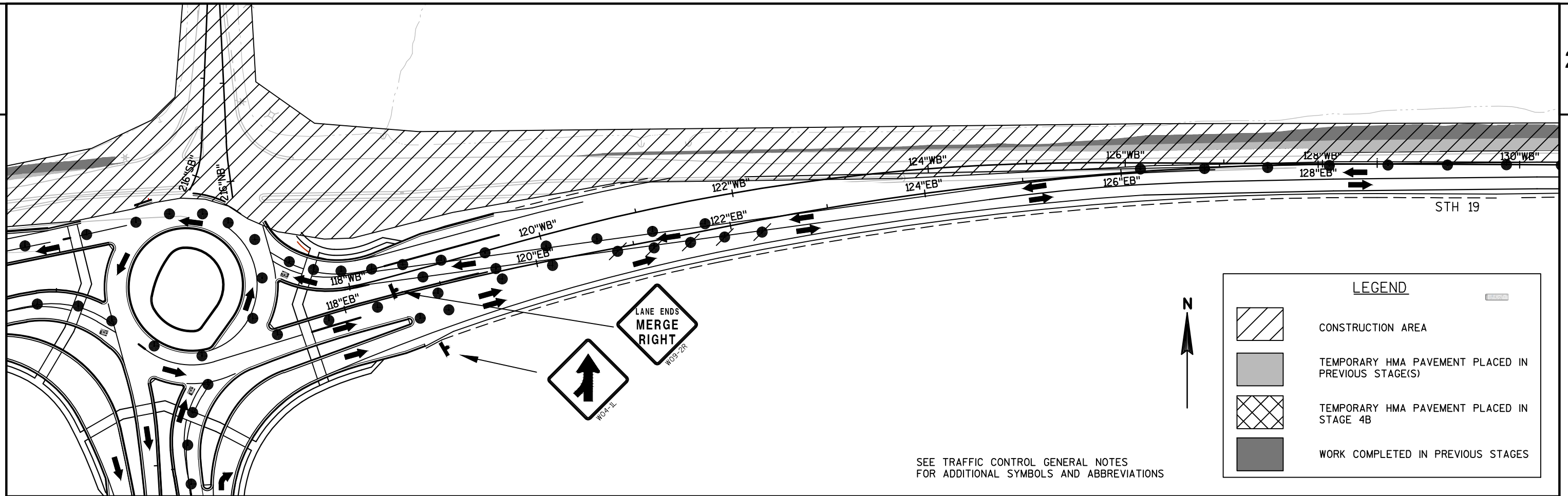
PLACE LOWER LAYERS OF HMA PAVEMENT:
STA. 200+00 - 206+00 "SB"

LEGEND

-  CONSTRUCTION AREA
-  TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
-  TEMPORARY HMA PAVEMENT PLACED IN STAGE 4
-  WORK COMPLETED IN PREVIOUS STAGES

SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

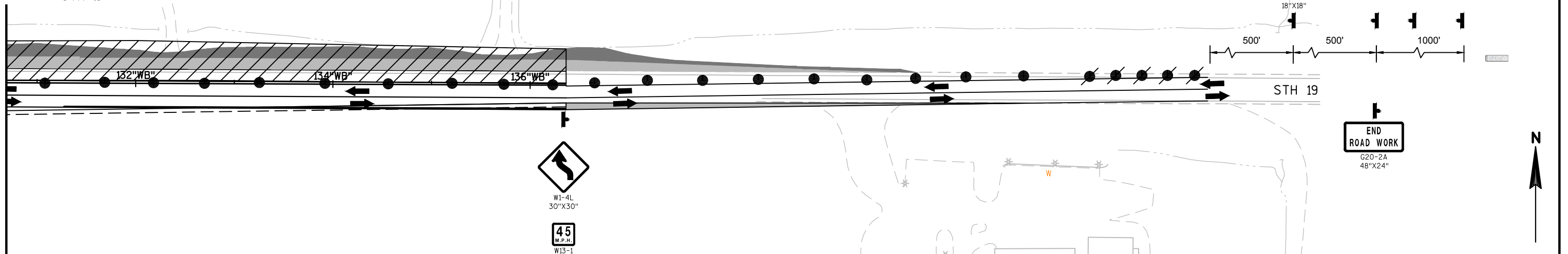


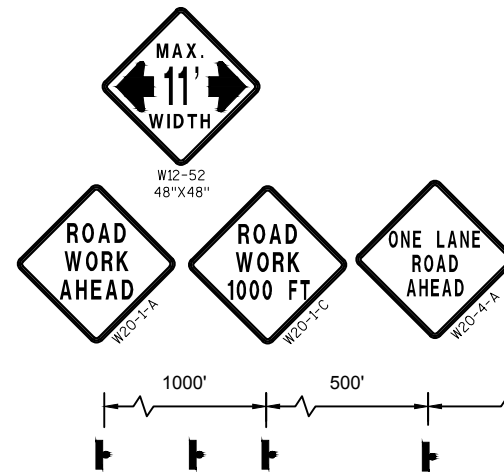
**STAGE 4B TRAFFIC:**

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND SHIFTED SOUTH AND CROSS MEDIAN TO ENTER ROUNDABOUT. EASTBOUND EXITING SHIFTED SOUTH. BOTH MOVEMENTS RESTRICTED TO ONE LANE.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.
- CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 4B CONSTRUCTION:

- STH 19/113: REMOVE TEMPORARY SIGNAL AND UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT ENTRY AND EXIT FROM ROUNDABOUT UNDER TRAFFIC.
- STH 19: CONSTRUCT WESTBOUND APPROACH.
- STH 113: UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT SOUTHBOUND EXIT.
- CTH I: RECONSTRUCT CTH I.



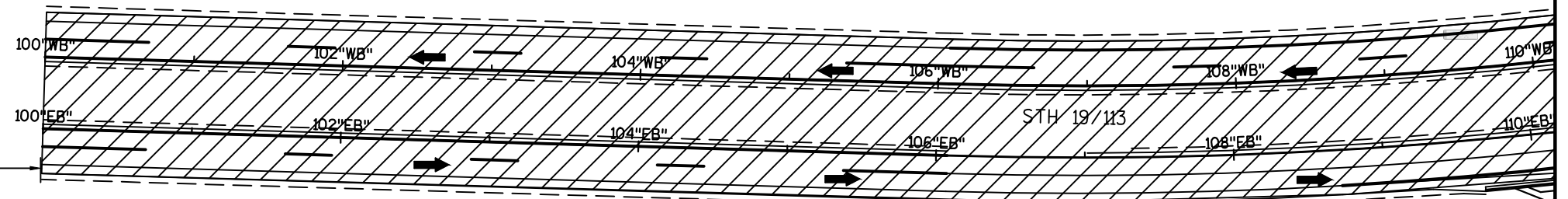


STAGE 5 TRAFFIC:

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT.
EASTBOUND RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT.
EASTBOUND RESTRICTED TO SINGLE LANE. WESTBOUND
RESTRICTED TO SINGLE LANE UNTIL ROUNDABOUT.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT.
SOUTHBOUND RESTRICTED TO A SINGLE LANE.
- CTH I: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT.
USE FLAGGERS AS NECESSARY

STAGE 5 CONSTRUCTION:

- STH 19/113: PLACE FINAL LIFT (UPPER LAYER) OF HMA PAVEMENT
ON STH 19/113 THAT WAS NOT COMPLETED IN STAGE
4.
- STH 19: REMOVE TEMPORARY WIDENING AND TEMPORARY
PAVEMENT IN MEDIAN AND FINISH INSTALLING THE
MEDIAN AND CURB & GUTTER.
- STH 113: PLACE FINAL LIFT (UPPER LAYER) OF HMA PAVEMENT
ON STH 113 THAT WAS NOT COMPLETED IN STAGE 4.
- CTH I: NONE.

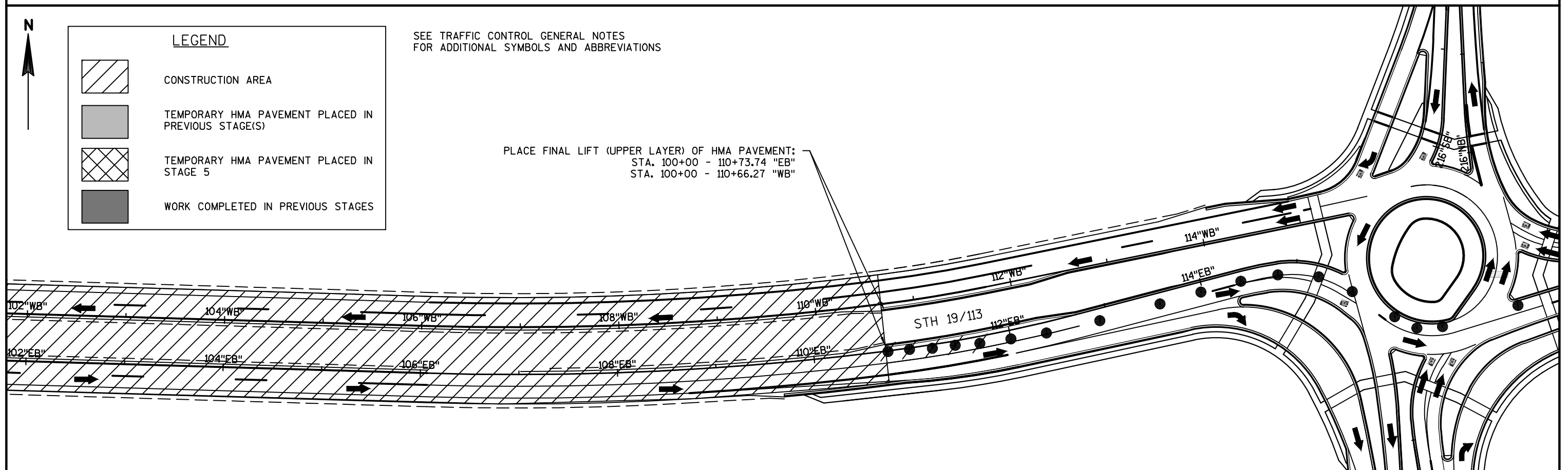


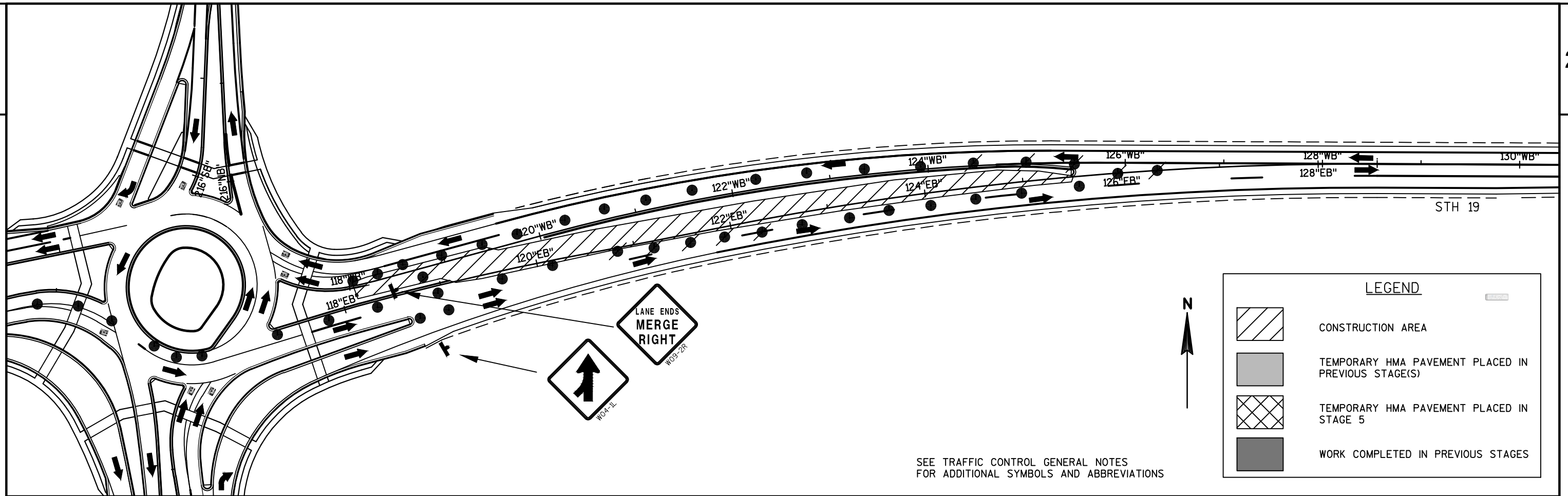
LEGEND

- CONSTRUCTION AREA
- TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN STAGE 5
- WORK COMPLETED IN PREVIOUS STAGES

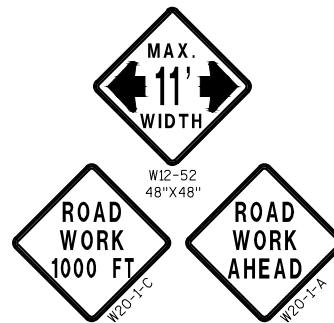
SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

PLACE FINAL LIFT (UPPER LAYER) OF HMA PAVEMENT:
STA. 100+00 - 110+73.74 "EB"
STA. 100+00 - 110+66.27 "WB"

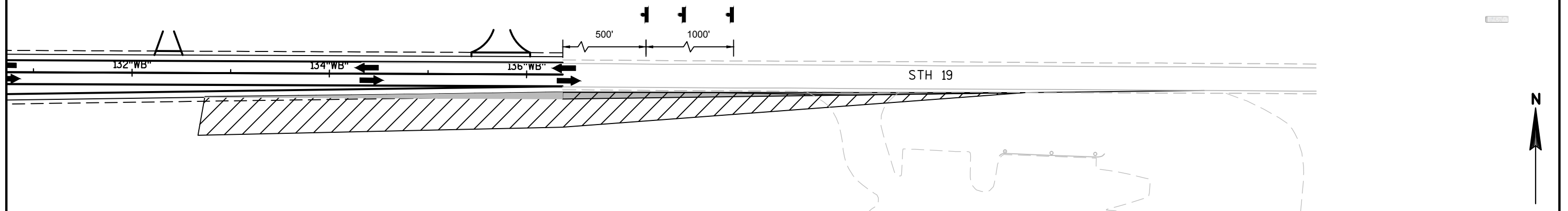


**STAGE 5 TRAFFIC:**

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. EASTBOUND RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. EASTBOUND RESTRICTED TO SINGLE LANE. WESTBOUND RESTRICTED TO SINGLE LANE UNTIL ROUNDABOUT.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. SOUTHBOUND RESTRICTED TO A SINGLE LANE.
- CTH I: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT.
- USE FLAGGERS AS NECESSARY

**STAGE 5 CONSTRUCTION:**

- STH 19/113: PLACE FINAL LIFT (UPPER LAYER) OF HMA PAVEMENT ON STH 19/113 THAT WAS NOT COMPLETED IN STAGE 4.
- STH 19: REMOVE TEMPORARY WIDENING AND TEMPORARY PAVEMENT IN MEDIAN AND FINISH INSTALLING THE MEDIAN AND CURB & GUTTER.
- STH 113: PLACE FINAL LIFT (UPPER LAYER) OF HMA PAVEMENT ON STH 113 THAT WAS NOT COMPLETED IN STAGE 4.
- CTH I: NONE.

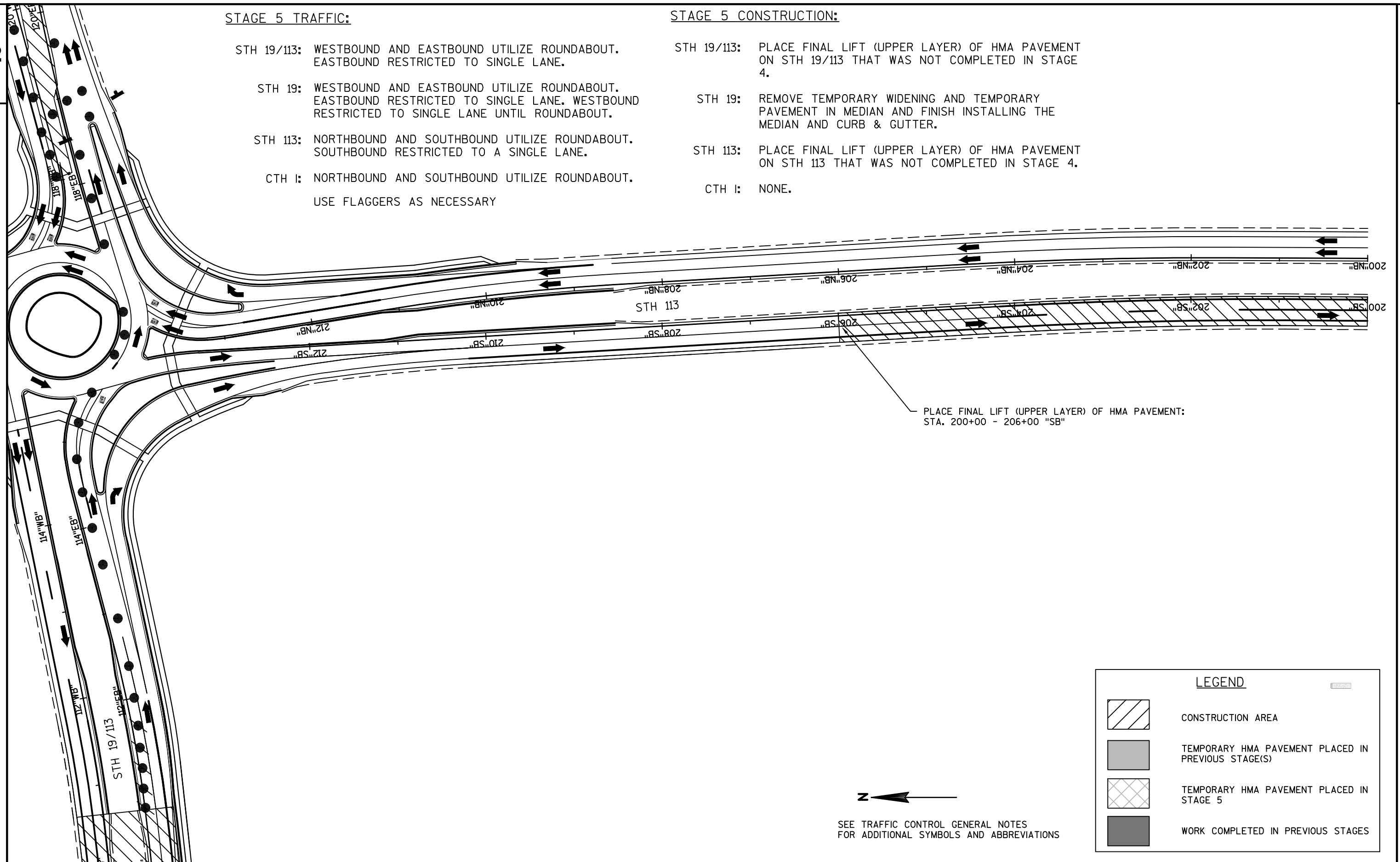


STAGE 5 TRAFFIC:

- STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT.
EASTBOUND RESTRICTED TO SINGLE LANE.
- STH 19: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT.
EASTBOUND RESTRICTED TO SINGLE LANE. WESTBOUND
RESTRICTED TO SINGLE LANE UNTIL ROUNDABOUT.
- STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT.
SOUTHBOUND RESTRICTED TO A SINGLE LANE.
- CTH I: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT.
USE FLAGGERS AS NECESSARY

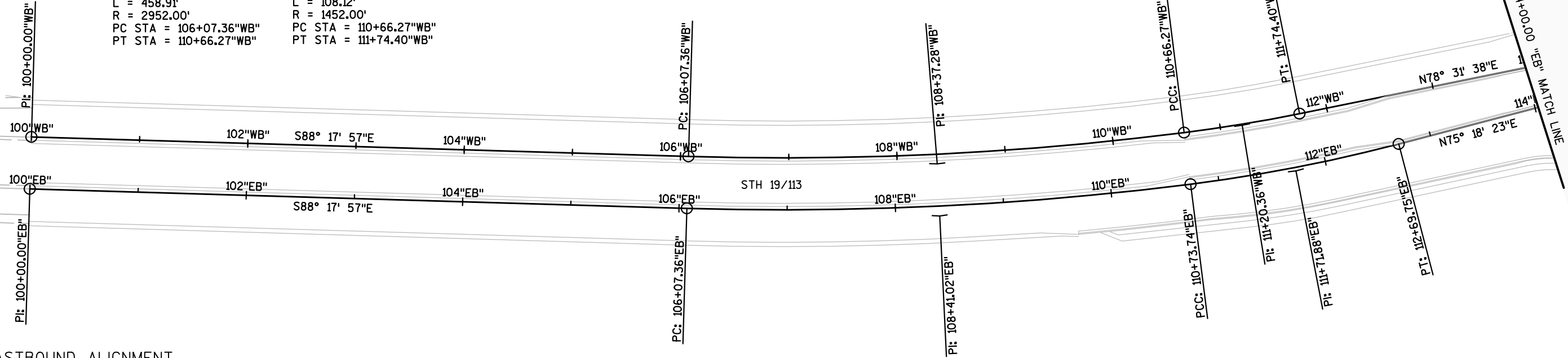
STAGE 5 CONSTRUCTION:

- STH 19/113: PLACE FINAL LIFT (UPPER LAYER) OF HMA PAVEMENT
ON STH 19/113 THAT WAS NOT COMPLETED IN STAGE
4.
- STH 19: REMOVE TEMPORARY WIDENING AND TEMPORARY
PAVEMENT IN MEDIAN AND FINISH INSTALLING THE
MEDIAN AND CURB & GUTTER.
- STH 113: PLACE FINAL LIFT (UPPER LAYER) OF HMA PAVEMENT
ON STH 113 THAT WAS NOT COMPLETED IN STAGE 4.
- CTH I: NONE.



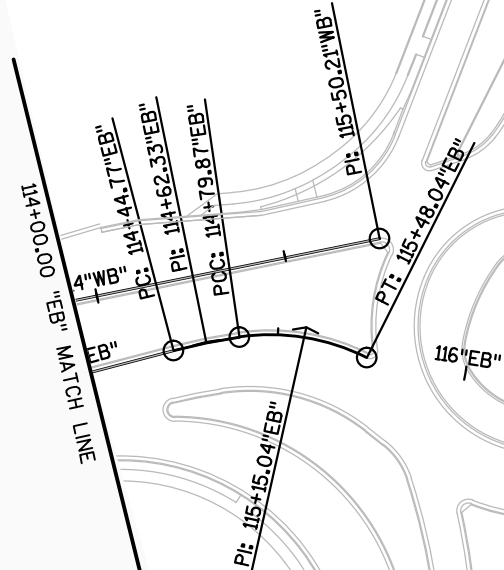
WESTBOUND ALIGNMENT

PI STA = 108+37.28"WB"	PI STA = 111+20.36"WB"
Y = 525419.864	Y = 525455.490
X = 812974.033	X = 813255.794
DELTA = 8°54'25"	DELTA = 4°15'59"
D = 1°56'27"	D = 3°56'46"
T = 229.92'	T = 54.09'
L = 458.91'	L = 108.12'
R = 2952.00'	R = 1452.00'
PC STA = 106+07.36"WB"	PC STA = 110+66.27"WB"
PT STA = 110+66.27"WB"	PT STA = 111+74.40"WB"



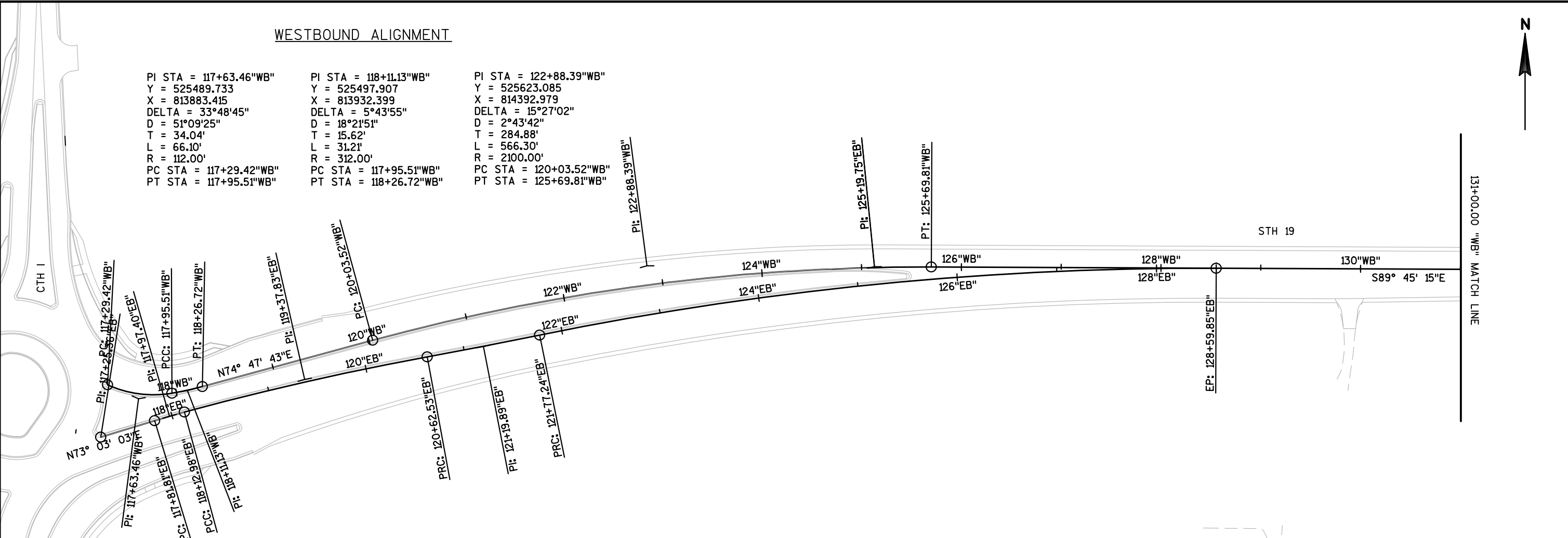
EASTBOUND ALIGNMENT

PI STA = 108+41.02"EB"	PI STA = 111+71.88"EB"	PI STA = 114+62.33"EB"	PI STA = 115+15.04"EB"
Y = 525371.774	Y = 525413.396	Y = 525487.139	Y = 525494.706
X = 812976.345	X = 813305.528	X = 813586.751	X = 813638.952
DELTA = 8°54'25"	DELTA = 7°29'14"	DELTA = 6°26'45"	DELTA = 34°52'23"
D = 1°54'35"	D = 3°49'11"	D = 18°21'51"	D = 51°09'25"
T = 233.66'	T = 98.15'	T = 17.57'	T = 35.18'
L = 466.37'	L = 196.01'	L = 35.10'	L = 68.17'
R = 3000.00'	R = 1500.00'	R = 312.00'	R = 112.00'
PC STA = 106+07.36"EB"	PC STA = 110+73.74"EB"	PC STA = 114+44.77"EB"	PC STA = 114+79.87"EB"
PT STA = 110+73.74"EB"	PT STA = 112+69.75"EB"	PT STA = 114+79.87"EB"	PT STA = 115+48.04"EB"



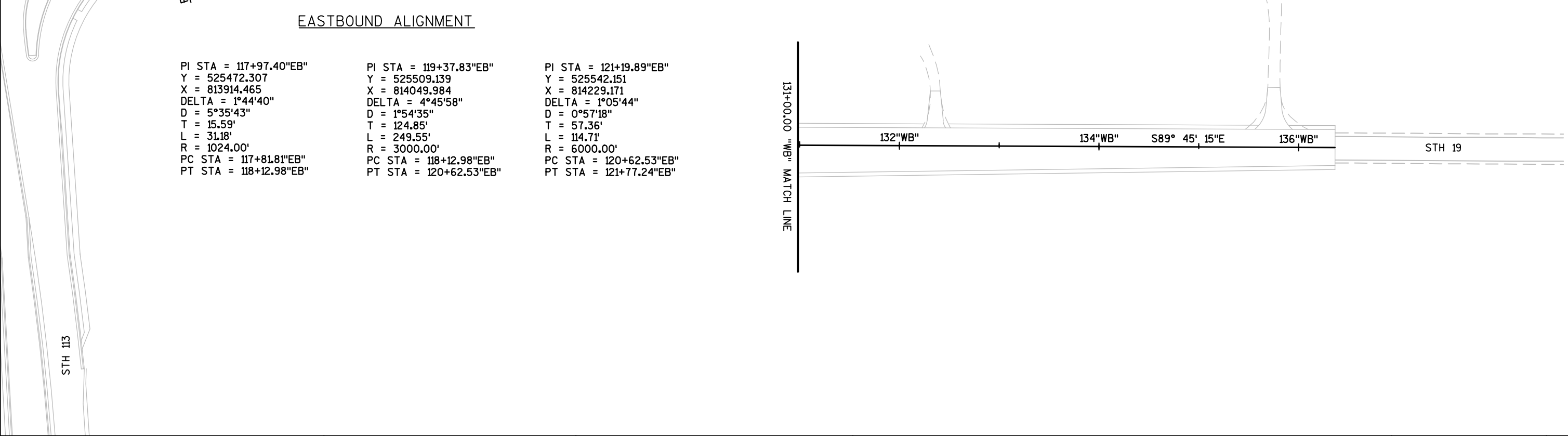
WESTBOUND ALIGNMENT

PI STA = 117+63.46"WB"	PI STA = 118+11.13"WB"	PI STA = 122+88.39"WB"
Y = 525489.733	Y = 525497.907	Y = 525623.085
X = 813883.415	X = 813932.399	X = 814392.979
DELTA = 33°48'45"	DELTA = 5°43'55"	DELTA = 15°27'02"
D = 51°09'25"	D = 18°21'51"	D = 2°43'42"
T = 34.04'	T = 15.62'	T = 284.88'
L = 66.10'	L = 31.21'	L = 566.30'
R = 112.00'	R = 312.00'	R = 2100.00'
PC STA = 117+29.42"WB"	PC STA = 117+95.51"WB"	PC STA = 120+03.52"WB"
PT STA = 117+95.51"WB"	PT STA = 118+26.72"WB"	PT STA = 125+69.81"WB"



EASTBOUND ALIGNMENT

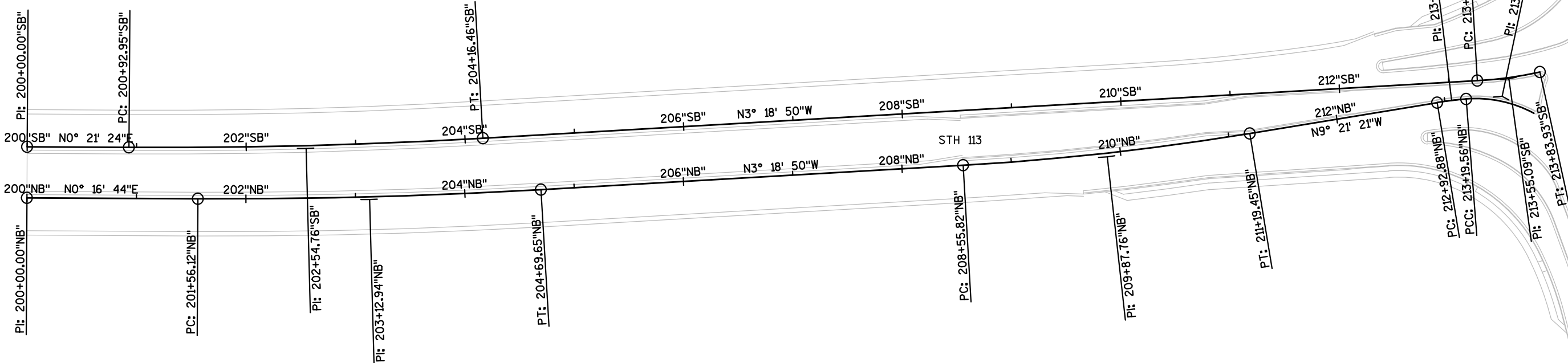
PI STA = 117+97.40"EB"	PI STA = 119+37.83"EB"	PI STA = 121+19.89"EB"
Y = 525472.307	Y = 525509.139	Y = 525542.151
X = 813914.465	X = 814049.984	X = 814229.171
DELTA = 1°44'40"	DELTA = 4°45'58"	DELTA = 1°05'44"
D = 5°35'43"	D = 1°54'35"	D = 0°57'18"
T = 15.59'	T = 124.85'	T = 57.36'
L = 31.18'	L = 249.55'	L = 114.71'
R = 1024.00'	R = 3000.00'	R = 6000.00'
PC STA = 117+81.81"EB"	PC STA = 118+12.98"EB"	PC STA = 120+62.53"EB"
PT STA = 118+12.98"EB"	PT STA = 120+62.53"EB"	PT STA = 121+77.24"EB"





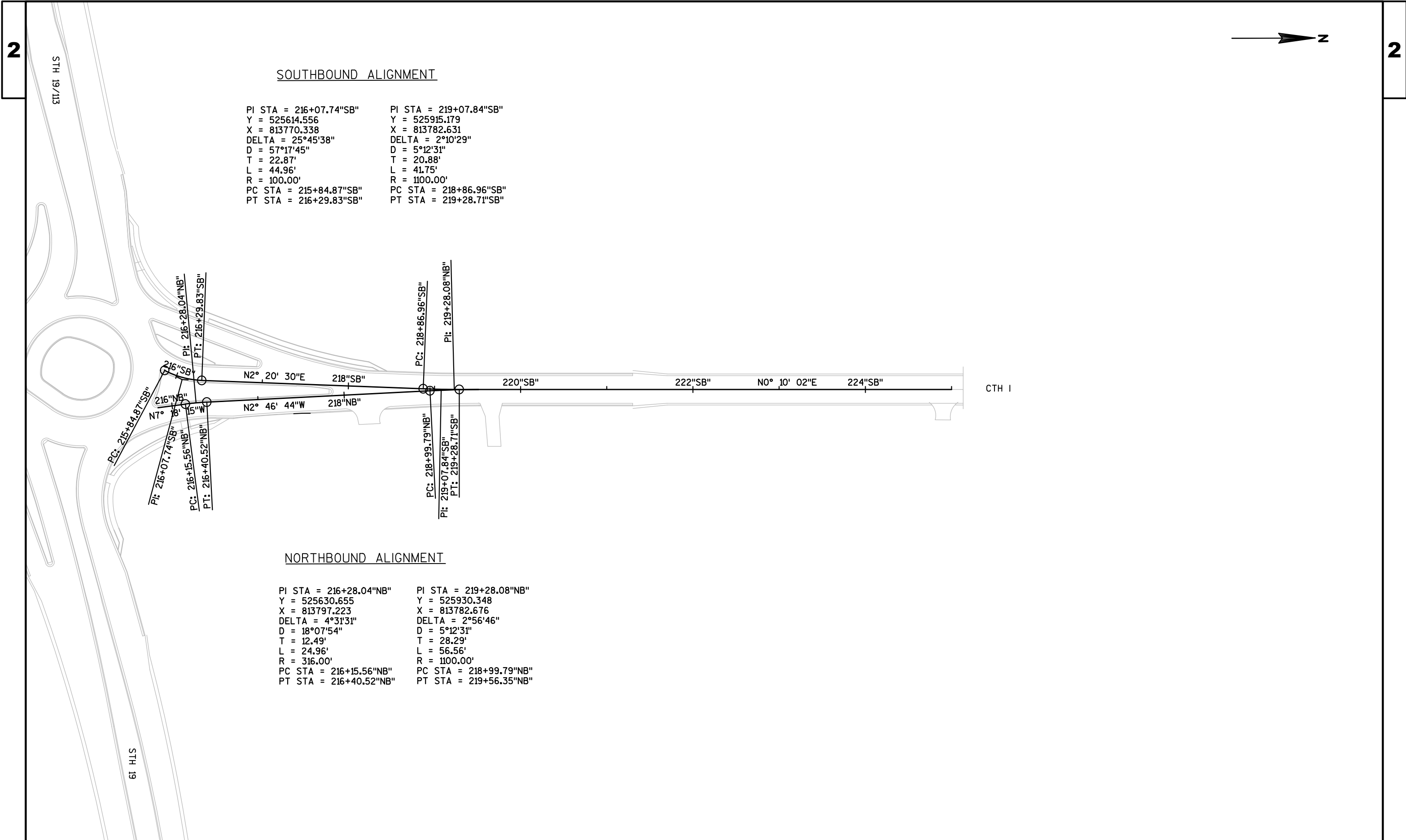
SOUTHBOUND ALIGNMENT

PI STA = 202+54.76"SB"	PI STA = 213+55.09"SB"
Y = 524270.989	Y = 525369.590
X = 813787.381	X = 813723.770
DELTA = 3°40'14"	DELTA = 9°02'55"
D = 1°08'04"	D = 15°39'17"
T = 161.81'	T = 28.96'
L = 323.51'	L = 57.80'
R = 5050.00'	R = 366.00'
PC STA = 200+92.95"SB"	PC STA = 213+26.13"SB"
PT STA = 204+16.46"SB"	PT STA = 213+83.93"SB"



NORTHBOUND ALIGNMENT

PI STA = 203+12.94"NB"	PI STA = 209+87.76"NB"	PI STA = 213+06.23"NB"	PI STA = 213+52.52"NB"
Y = 524328.946	Y = 525002.740	Y = 525317.217	Y = 525363.381
X = 813834.109	X = 813795.095	X = 813743.283	X = 813739.685
DELTA = 3°35'34"	DELTA = 6°02'31"	DELTA = 4°53'58"	DELTA = 32°47'36"
D = 1°08'45"	D = 2°17'31"	D = 18°21'51"	D = 51°09'25"
T = 156.82'	T = 131.94'	T = 13.35'	T = 32.96'
L = 313.53'	L = 263.63'	L = 26.68'	L = 64.10'
R = 5000.00'	R = 2500.00'	R = 312.00'	R = 112.00'
PC STA = 201+56.12"NB"	PC STA = 208+55.82"NB"	PC STA = 212+92.88"NB"	PC STA = 213+19.56"NB"
PT STA = 204+69.65"NB"	PT STA = 211+19.45"NB"	PT STA = 213+19.56"NB"	PT STA = 213+83.67"NB"





NORTHWEST PARTIAL BYPASS ALIGNMENT

PI STA = 1+00.95"NWPB"	PI STA = 1+46.54"NWPB"	PI STA = 3+54.59"NWPB"
Y = 525556.440	Y = 525567.405	Y = 525765.714
X = 813632.503	X = 813676.755	X = 813753.165
DELTA = 2°25'41"	DELTA = 55°00'41"	DELTA = 12°07'01"
D = 7°09'43"	D = 104°10'27"	D = 9°32'57"
T = 16.95'	T = 28.64'	T = 63.68'
L = 33.90'	L = 52.81'	L = 126.89'
R = 800.00'	R = 55.00'	R = 600.00'
PC STA = 0+84.00"NWPB"	PC STA = 1+17.90"NWPB"	PC STA = 2+90.91"NWPB"
PT STA = 1+17.90"NWPB"	PT STA = 1+70.71"NWPB"	PT STA = 4+17.80"NWPB"

NORTHEAST CURB RETURN ALIGNMENT

PI STA = 90+34.83"NE"	PI STA = 91+38.48"NE"	PI STA = 92+05.21"NE"	PI STA = 92+72.57"NE"
Y = 525708.522	Y = 525605.027	Y = 525543.734	Y = 525509.912
X = 813809.462	X = 813811.830	X = 813842.677	X = 813902.249
DELTA = 2°40'04"	DELTA = 27°29'44"	DELTA = 33°41'57"	DELTA = 52°02'28"
D = 3°49'48"	D = 28°38'52"	D = 88°08'50"	D = 57°17'45"
T = 34.83'	T = 48.93'	T = 19.69'	T = 48.82'
L = 69.65'	L = 95.98'	L = 38.23'	L = 90.83'
R = 1496.00'	R = 200.00'	R = 65.00'	R = 100.00'
PC STA = 90+00.00"NE"	PC STA = 90+89.55"NE"	PC STA = 91+85.52"NE"	PC STA = 92+23.75"NE"
PT STA = 90+69.65"NE"	PT STA = 91+85.52"NE"	PT STA = 92+23.75"NE"	PT STA = 93+14.58"NE"

SOUTHWEST FULL BYPASS ALIGNMENT

PI STA = 2+78.16"SWFB"	PI STA = 6+04.68"SWFB"
Y = 525375.335	Y = 525443.874
X = 813285.916	X = 813605.365
DELTA = 8°14'01"	DELTA = 73°48'49"
D = 7°09'43"	D = 47°44'47"
T = 57.58'	T = 90.12'
L = 114.96'	L = 154.59'
R = 800.00'	L = 120.00'
PC STA = 2+20.58"SWFB"	PC STA = 5+14.56"SWFB"
PT STA = 3+35.54"SWFB"	PT STA = 6+69.16"SWFB"

PI STA = 7+58.44"SWFB"	PI STA = 9+28.01"SWFB"
Y = 525285.902	Y = 525116.159
X = 813690.409	X = 813714.404
DELTA = 20°14'59"	DELTA = 4°43'56"
D = 11°27'33"	D = 2°52'55"
T = 89.29'	T = 82.14'
L = 176.71'	L = 164.19'
R = 500.00'	R = 1988.00'
PC STA = 6+69.16"SWFB"	PC STA = 8+45.87"SWFB"
PT STA = 8+45.87"SWFB"	PT STA = 10+10.06"SWFB"

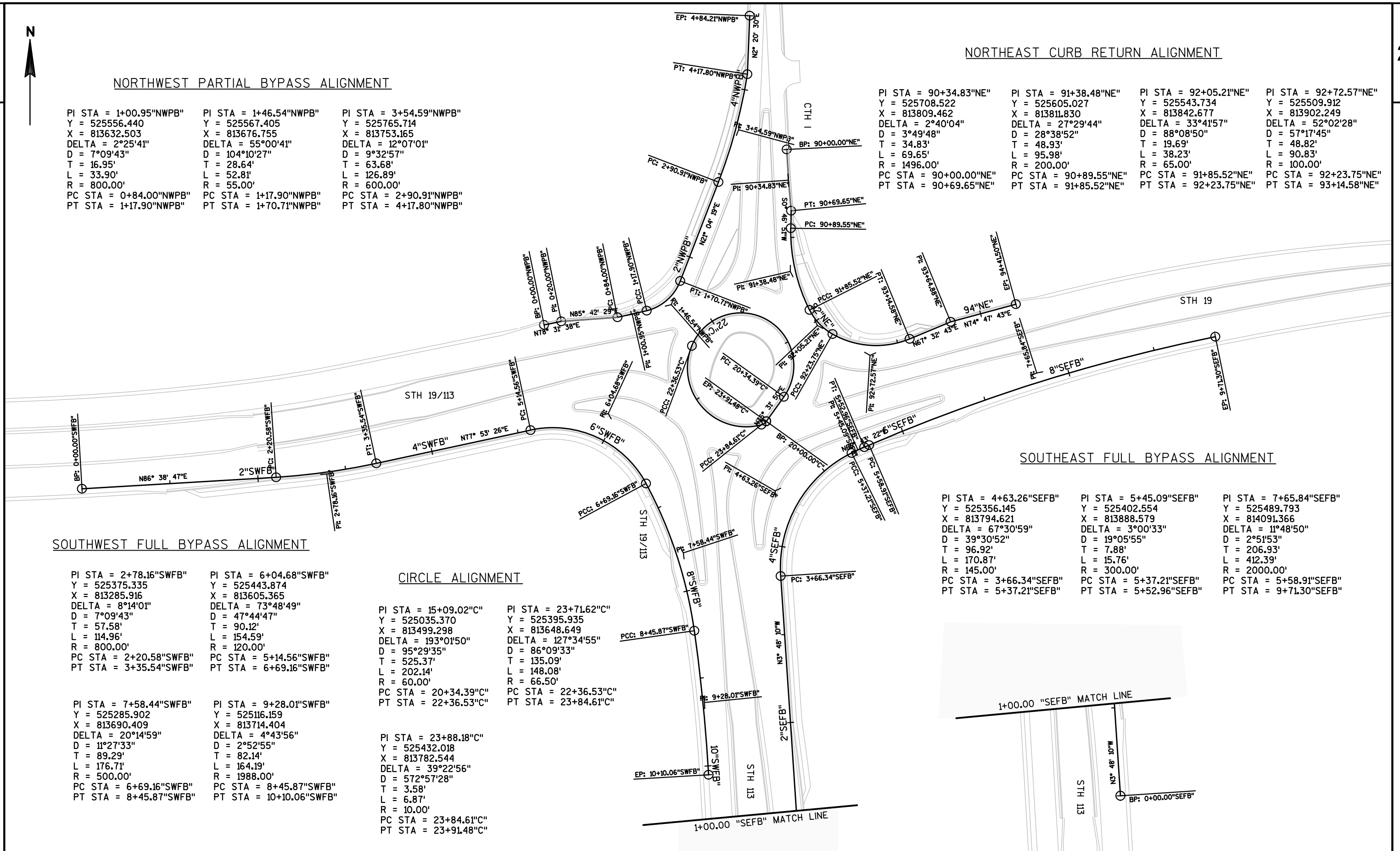
CIRCLE ALIGNMENT

PI STA = 15+09.02"C"	PI STA = 23+71.62"C"
Y = 525035.370	Y = 525395.935
X = 813499.298	X = 813648.649
DELTA = 193°01'50"	DELTA = 127°34'55"
D = 95°29'35"	D = 86°09'33"
T = 525.37'	T = 135.09'
L = 202.14'	L = 148.08'
R = 60.00'	R = 66.50'
PC STA = 20+34.39"C"	PC STA = 22+36.53"C"
PT STA = 22+36.53"C"	PT STA = 23+84.61"C"

PI STA = 23+88.18"C"
Y = 525432.018
X = 813782.544
DELTA = 39°22'56"
D = 572°57'28"
T = 3.58'
L = 6.87'
R = 10.00'
PC STA = 23+84.61"C"
PT STA = 23+91.48"C"

SOUTHEAST FULL BYPASS ALIGNMENT

PI STA = 4+63.26"SEFB"	PI STA = 5+45.09"SEFB"	PI STA = 7+65.84"SEFB"
Y = 525356.145	Y = 525402.554	Y = 525489.793
X = 813794.621	X = 813888.579	X = 814091.366
DELTA = 67°30'59"	DELTA = 3°00'33"	DELTA = 11°48'50"
D = 39°30'52"	D = 19°05'55"	D = 2°51'53"
T = 96.92'	T = 7.88'	T = 206.93'
L = 170.87'	L = 15.76'	L = 412.39'
R = 145.00'	R = 300.00'	R = 2000.00'
PC STA = 3+66.34"SEFB"	PC STA = 5+37.21"SEFB"	PC STA = 5+58.91"SEFB"
PT STA = 5+37.21"SEFB"	PT STA = 5+52.96"SEFB"	PT STA = 9+71.30"SEFB"



SOUTHBOUND RIGHT CURB RETURN

PI STA = 60+37.84"SBR"	PI STA = 60+85.80"SBR"	PI STA = 61+22.97"SBR"
Y = 525569.618	Y = 525585.515	Y = 525615.134
X = 813685.689	X = 813730.998	X = 813754.348
DELTA = 5°24'59"	DELTA = 32°25'02"	DELTA = 35°54'29"
D = 7°09'43"	D = 163°42'08"	D = 67°24'24"
T = 37.84'	T = 10.17'	T = 27.54'
L = 75.63'	L = 19.80'	L = 53.27'
R = 800.00'	R = 35.00'	R = 85.00'
PC STA = 60+00.00"SBR"	PC STA = 60+75.63"SBR"	PC STA = 60+95.43"SBR"
PT STA = 60+75.63"SBR"	PT STA = 60+95.43"SBR"	PT STA = 61+48.70"SBR"

EASTBOUND RIGHT CURB RETURN

PI STA = 70+12.82"EBR"	PI STA = 70+68.90"EBR"
Y = 525460.672	Y = 525469.171
X = 813581.603	X = 813637.048
DELTA = 4°53'40"	DELTA = 46°47'49"
D = 19°05'55"	D = 57°17'45"
T = 12.82'	T = 43.27'
L = 25.63'	L = 81.68'
R = 300.00'	R = 100.00'
PC STA = 70+00.00"EBR"	PC STA = 70+25.63"EBR"
PT STA = 70+25.63"EBR"	PT STA = 71+07.30"EBR"

PI STA = 71+31.17"EBR"	PI STA = 71+72.87"EBR"
Y = 525427.759	Y = 525387.413
X = 813689.897	X = 813702.972
DELTA = 33°57'43"	DELTA = 9°51'43"
D = 143°14'22"	D = 16°22'13"
T = 12.21'	T = 30.20'
L = 23.71'	L = 60.24'
R = 40.00'	R = 350.00'
PC STA = 71+18.96"EBR"	PC STA = 71+42.67"EBR"
PT STA = 71+42.67"EBR"	PT STA = 72+02.91"EBR"

PI STA = 72+54.44"EBR"
Y = 525306.508
X = 813714.477
DELTA = 3°56'04"
D = 3°49'11"
T = 51.52'
L = 103.00'
R = 1500.00'
PC STA = 72+02.91"EBR"
PT STA = 73+05.92"EBR"

SOUTHWEST BYPASS MEDIAN

PI STA = 10+95.88"SWM"	PI STA = 12+11.78"SWM"
Y = 525445.390	Y = 525302.970
X = 813666.408	X = 813697.955
DELTA = 77°15'03"	DELTA = 2°51'49"
D = 47°44'47"	D = 2°51'53"
T = 95.88'	T = 49.99'
L = 161.79'	L = 99.96'
R = 120.00'	R = 2000.00'
PC STA = 10+00.00"SWM"	PC STA = 11+61.79"SWM"
PT STA = 11+61.79"SWM"	PT STA = 12+61.75"SWM"

PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

ALIGNMENT DETAIL

SHEET

PRE_97

E



NORTHBOUND RIGHT CURB RETURN

PI STA = 80+13.13"NBR"	PI STA = 80+77.07"NBR"
Y = 525307.726	Y = 525371.544
X = 813769.306	X = 813765.050
DELTA = 5°00'40"	DELTA = 53°53'25"
D = 19°05'55"	D = 57°17'45"
T = 13.13'	T = 50.83'
L = 26.24'	L = 94.06'
R = 300.00'	R = 100.00'
PC STA = 80+00.00"NBR"	PC STA = 80+26.24"NBR"
PT STA = 80+26.24"NBR"	PT STA = 81+20.29"NBR"

PI STA = 81+30.47"NBR"	PI STA = 81+75.18"NBR"
Y = 525410.696	Y = 525427.605
X = 813811.833	X = 813853.398
DELTA = 17°47'19"	DELTA = 3°58'29"
D = 88°08'50"	D = 5°43'46"
T = 10.17'	T = 34.70'
L = 20.18'	L = 69.37'
R = 65.00'	R = 1000.00'
PC STA = 81+20.29"NBR"	PC STA = 81+40.47"NBR"
PT STA = 81+40.47"NBR"	PT STA = 82+09.85"NBR"

PI STA = 82+35.66"NBR"
Y = 525446.466
X = 813910.896
DELTA = 2°57'25"
D = 5°43'46"
T = 25.81'
L = 51.61'
R = 1000.00'
PC STA = 82+09.85"NBR"
PT STA = 82+61.46"NBR"

SOUTHEAST BYPASS MEDIAN

PI STA = 15+35.75	PI STA = 16+08.14"SEM"
Y = 525330.913	Y = 525395.785
X = 813784.247	X = 813819.240
DELTA = 26°48'28"	DELTA = 41°34'31"
D = 38°11'50"	D = 57°17'45"
T = 35.75'	T = 37.96'
L = 70.18'	L = 72.56'
R = 150.00'	R = 100.00'
PC STA = 15+00.00	PC STA = 15+70.18"SEM"
PT STA = 15+70.18	PT STA = 16+42.74"SEM"

PARTIAL BYPASS TRUCK APRON

PI STA = 45+47.75"PBTA"
Y = 525569.329
X = 813661.366
DELTA = 41°48'54"
D = 45°50'12"
T = 47.75'
L = 91.23'
R = 125.00'
PC STA = 45+00.00"PBTA"
PT STA = 45+91.23"PBTA"

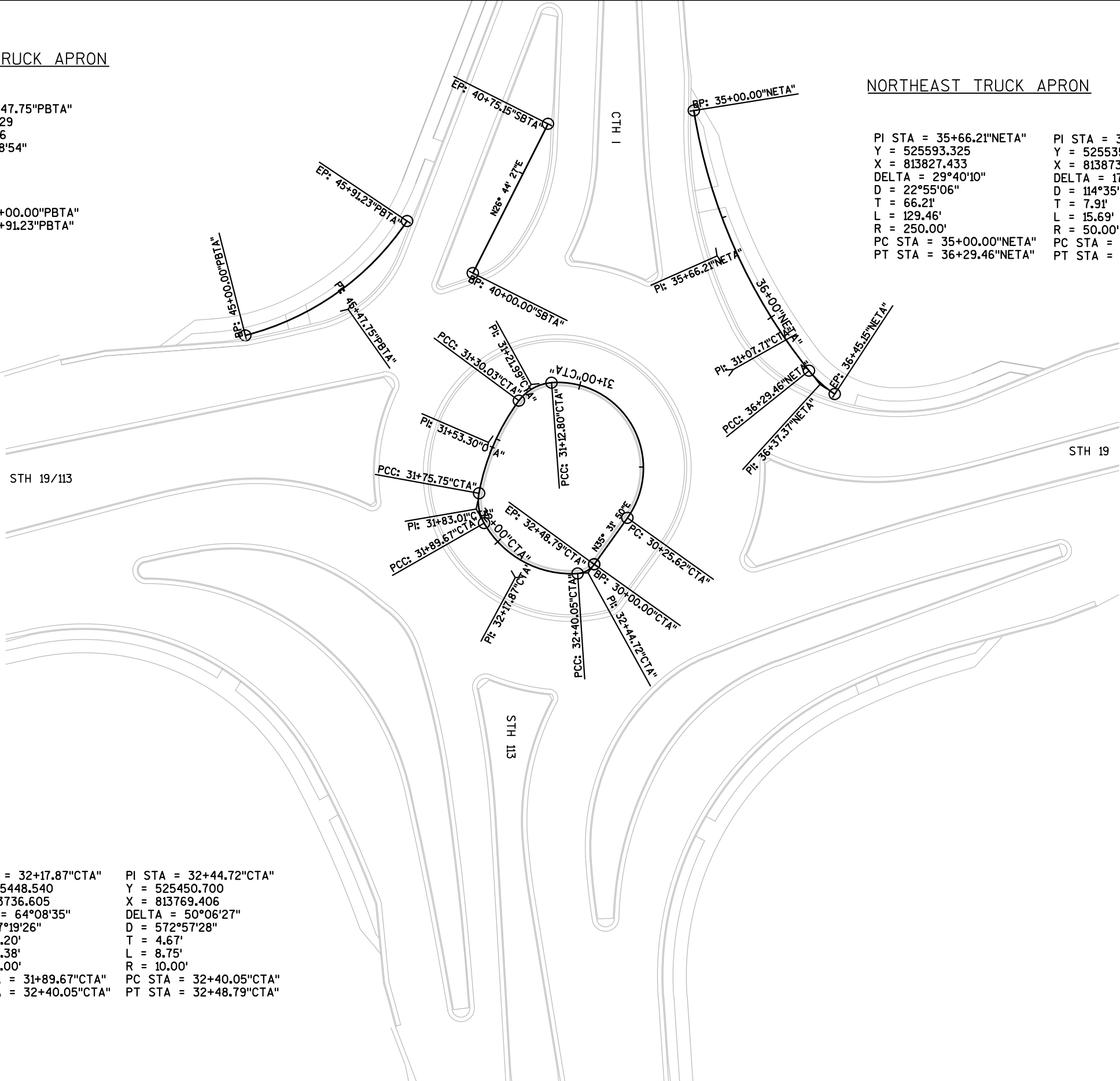
NORTHEAST TRUCK APRON

PI STA = 35+66.21"NETA" Y = 525593.325 X = 813827.433 DELTA = 29°40'10" D = 22°55'06" T = 66.21' L = 129.46' R = 250.00' PC STA = 35+00.00"NETA" PT STA = 36+29.46"NETA"	PI STA = 36+37.37"NETA" Y = 525535.487 X = 813873.795 DELTA = 17°58'54" D = 114°35'30" T = 7.91' L = 15.69' R = 50.00' PC STA = 36+29.46"NETA" PT STA = 36+45.15"NETA"
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CIRCLE TRUCK APRON

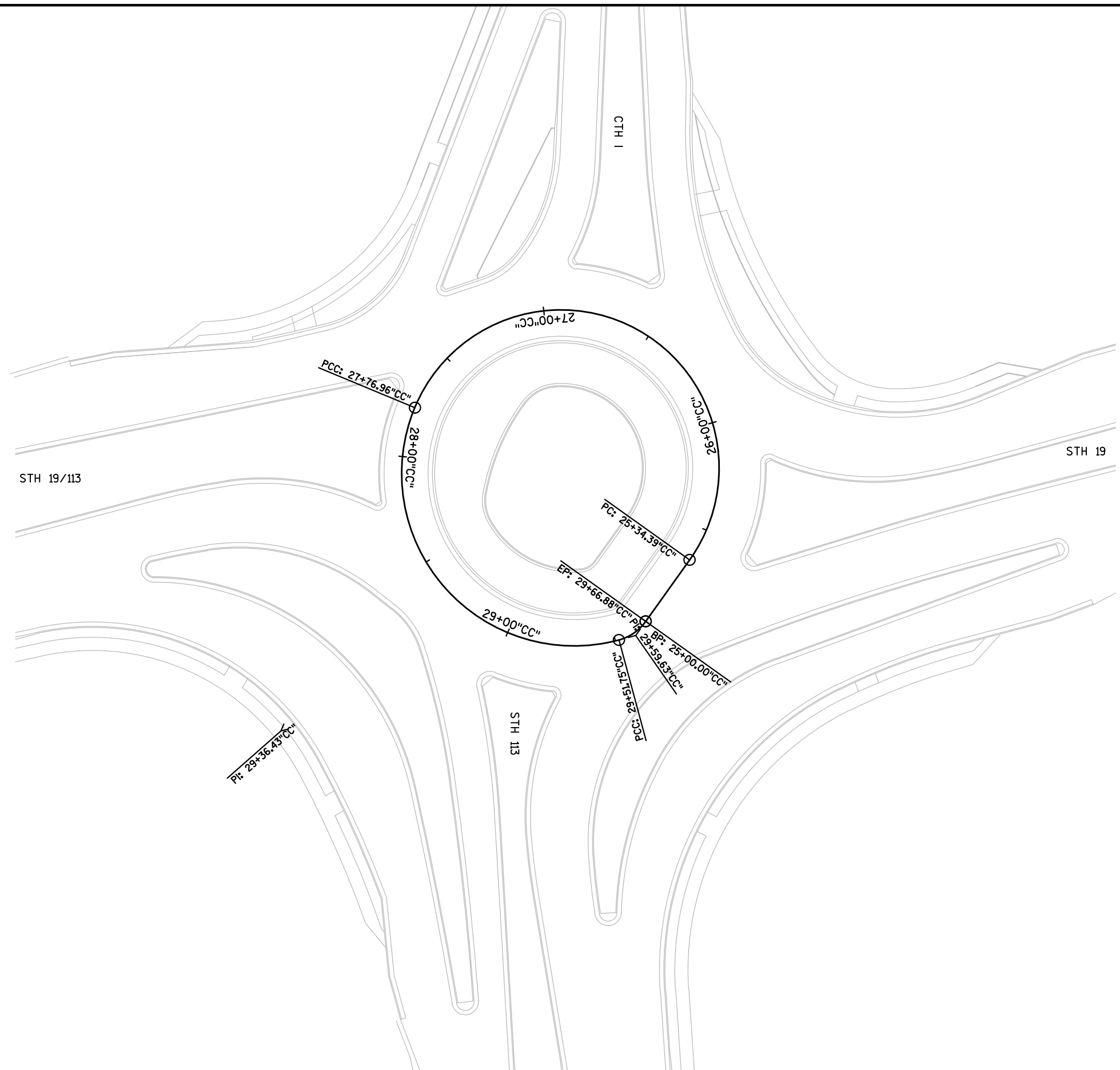
PI STA = 31+07.71"CTA" Y = 525542.217 X = 813834.818 DELTA = 129°44'55" D = 148°49'13" T = 82.09' L = 87.18' R = 38.50' PC STA = 30+25.62"CTA" PT STA = 31+12.80"CTA"	PI STA = 31+21.99"CTA" Y = 525535.503 X = 813743.786 DELTA = 49°20'37" D = 286°28'44" T = 9.19' L = 17.22' R = 20.00' PC STA = 31+12.80"CTA" PT STA = 31+30.03"CTA"
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PI STA = 31+83.01"CTA" Y = 525479.356 X = 813719.082 DELTA = 39°51'52" D = 286°28'44" T = 7.25' L = 13.92' R = 20.00' PC STA = 31+75.75"CTA" PT STA = 31+89.67"CTA"	PI STA = 31+53.30"CTA" Y = 525509.392 X = 813724.508 DELTA = 26°11'55" D = 57°17'45" T = 23.27' L = 45.73' R = 100.00' PC STA = 31+30.03"CTA" PT STA = 31+75.75"CTA"	PI STA = 32+17.87"CTA" Y = 525448.540 X = 813736.605 DELTA = 64°08'35" D = 127°19'26" T = 28.20' L = 50.38' R = 45.00' PC STA = 31+89.67"CTA" PT STA = 32+40.05"CTA"	PI STA = 32+44.72"CTA" Y = 525450.700 X = 813769.406 DELTA = 50°06'27" D = 572°57'28" T = 4.67' L = 8.75' R = 10.00' PC STA = 32+40.05"CTA" PT STA = 32+48.79"CTA"
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CIRCLE ROADWAY CROWN

PI STA = 29+36.43"CC"	PI STA = 29+59.63"CC"
Y = 525378.006	Y = 525421.548
X = 813628.235	X = 813789.813
DELTA = 127°34'54"	DELTA = 39°23'01"
D = 72°59'18"	D = 260°26'07"
T = 159.47'	T = 7.87'
L = 174.80'	L = 15.12'
R = 78.50'	R = 22.00'
PC STA = 27+76.96"CC"	PC STA = 29+51.75"CC"
PT STA = 29+51.75"CC"	PT STA = 29+66.88"CC"



4

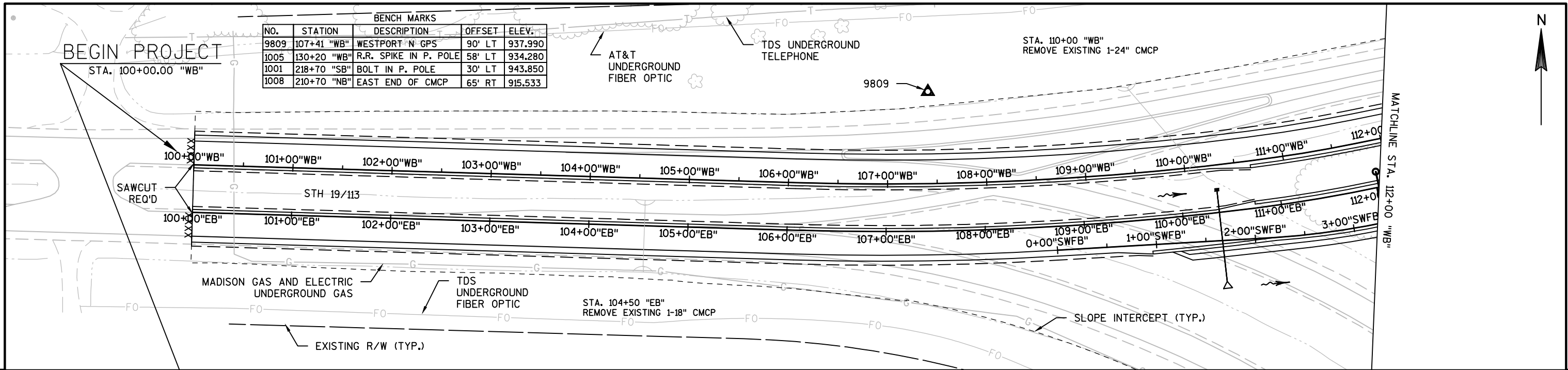


EXISTING ACCESS CONTROL ALONG STH 19 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECTS 5291-1-21 AND T0219(2).

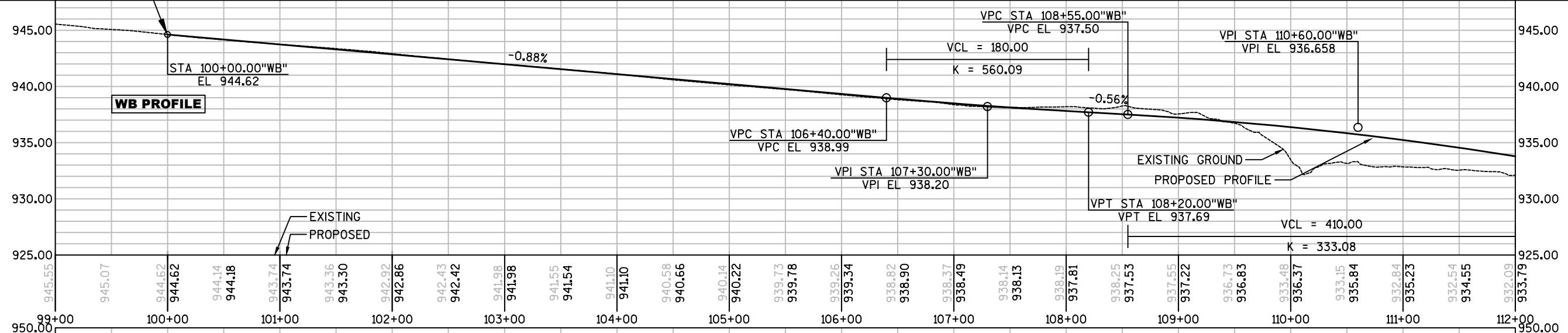
R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

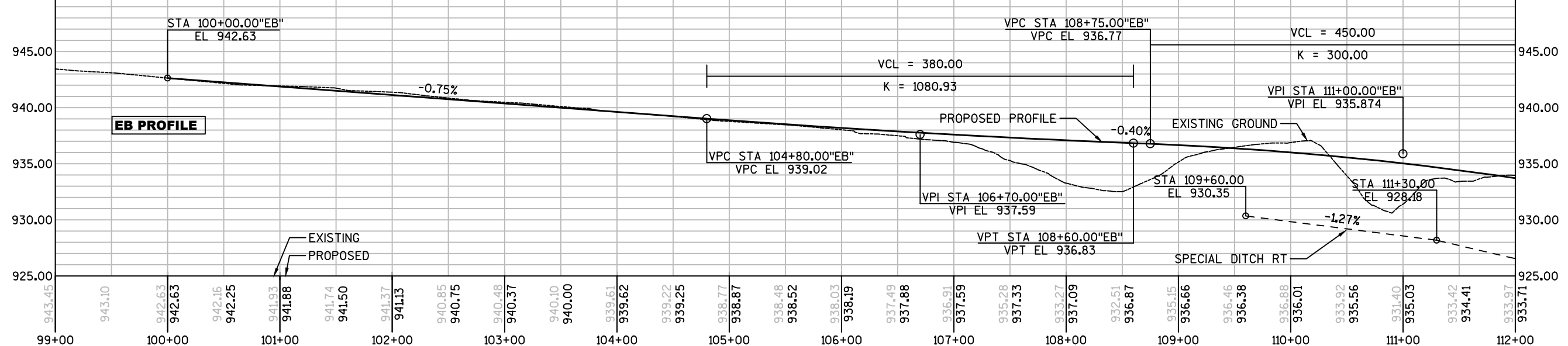
R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
POINT	Y	X
100	525,624.069	813,254.487
101	525,680.163	813,573.545
102	525,868.774	813,746.572
103	526,137.524	813,748.252
104	526,152.508	813,733.354
105	526,492.614	813,735.648
106	526,507.442	813,750.563
107	526,507.300	813,816.563
108	526,492.256	813,831.470
109	526,152.237	813,829.345
110	526,137.381	813,814.252
111	525,966.315	813,813.183
112	525,966.225	813,826.572
113	525,786.323	813,826.380
114	525,785.881	813,908.816
115	525,663.188	814,033.971
116	525,680.325	815,126.788
117	525,678.769	815,417.638
118	525,671.234	815,517.593
119	525,669.629	815,817.589
120	525,544.631	815,816.920
121	525,548.327	815,126.118
122	525,480.282	815,125.620
123	525,467.053	814,282.040
124	525,383.667	814,003.943
125	525,314.562	813,873.643
126	524,591.810	813,900.007

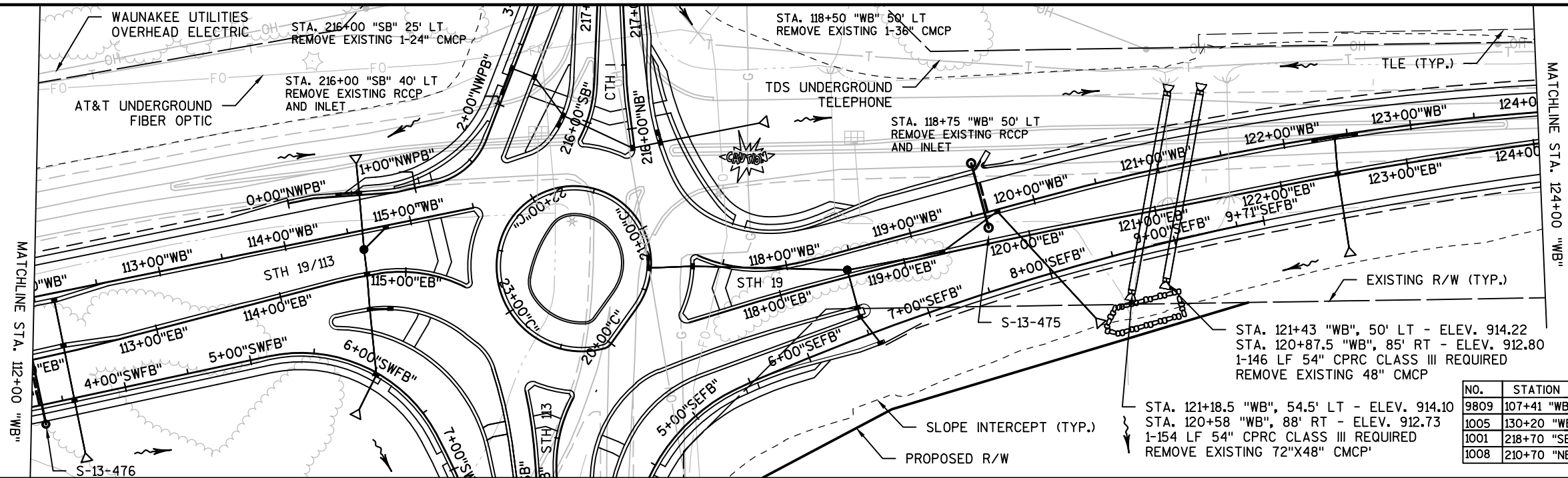


WB PROFILE



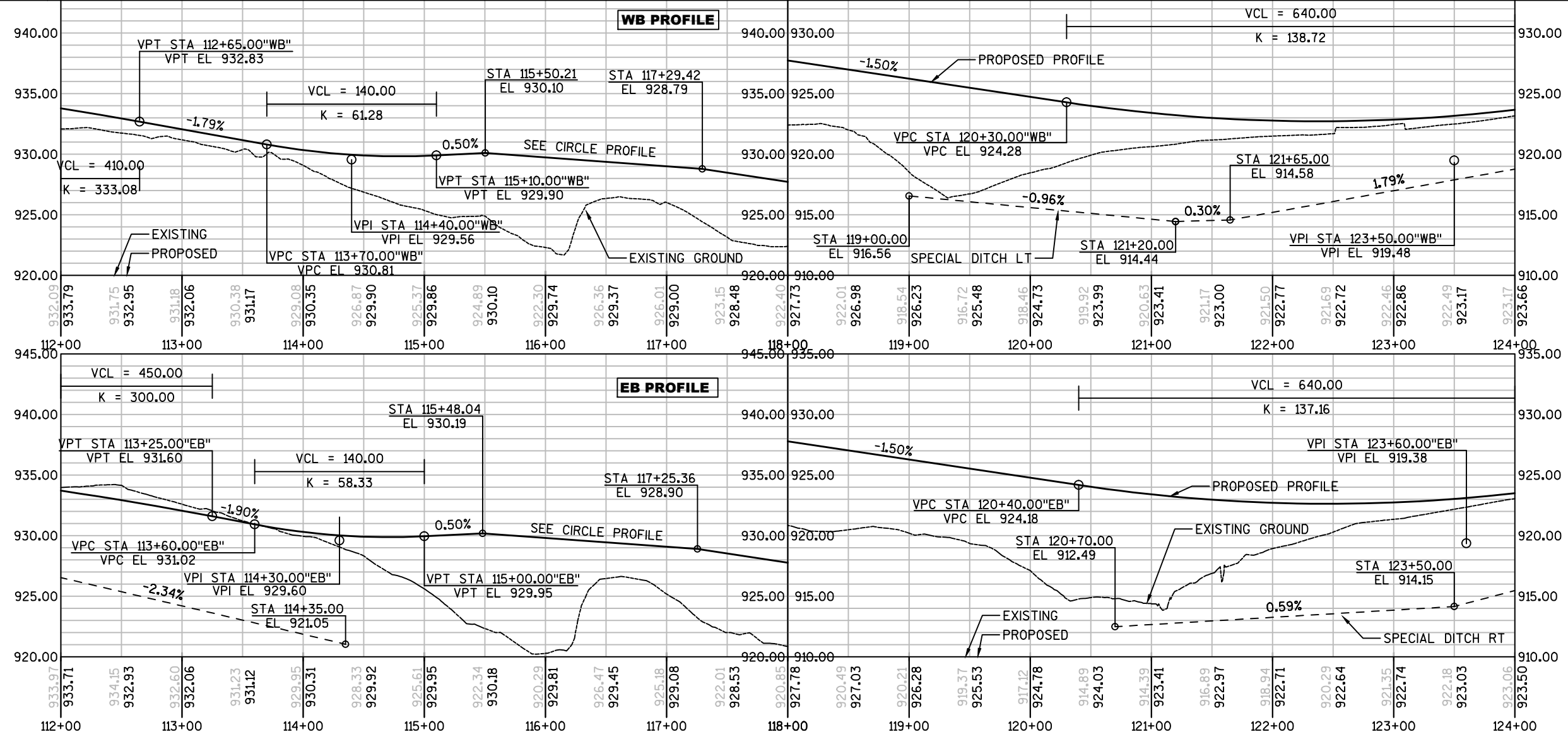
EB PROFILE





BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533



PROJECT NO: 5290-02-70

HWY: STH 19

COUNTY: DANE

PLAN AND PROFILE: STH 19 EB & WB

SHEET

PRE_104

E

FILE NAME : N:\PDS\C3D\52900200\SHSHEETPLAN\PLAN AND PROFILE MAINLINE.DWG
LAYOUT NAME - PLAN AND PROFILE MAINLINE - EB AND WB SHEET 2

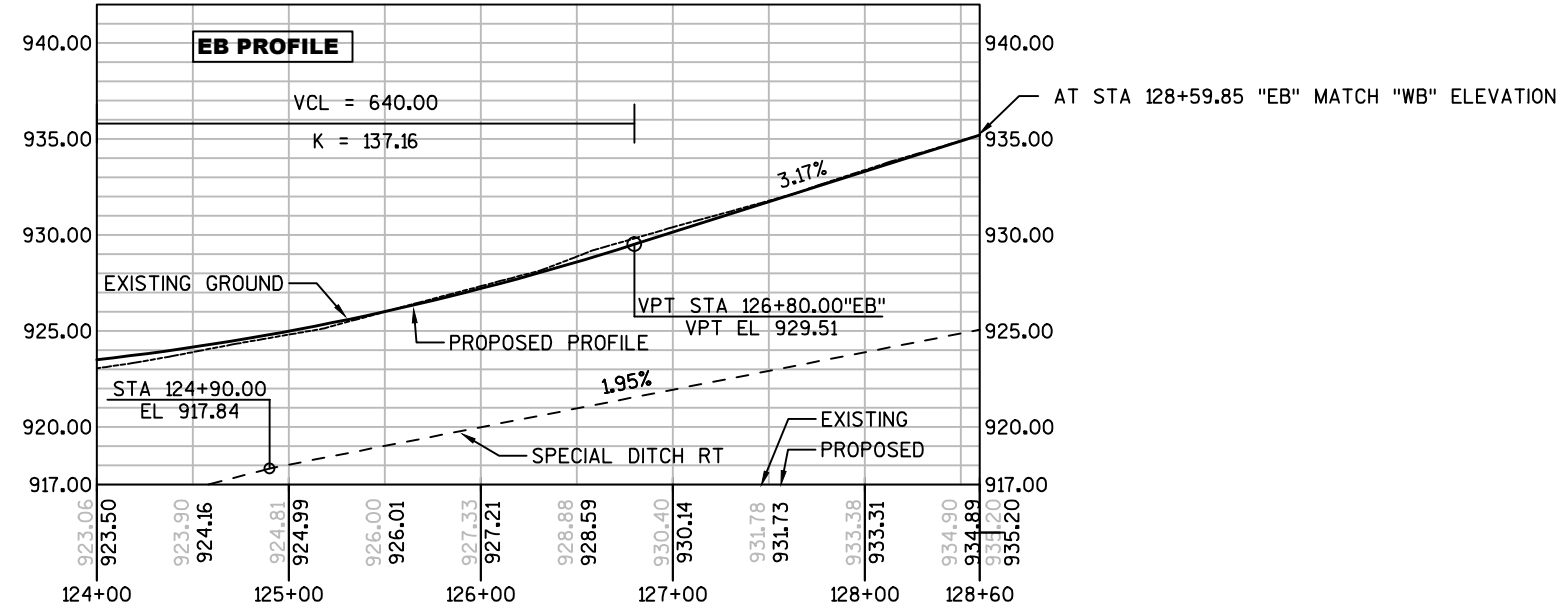
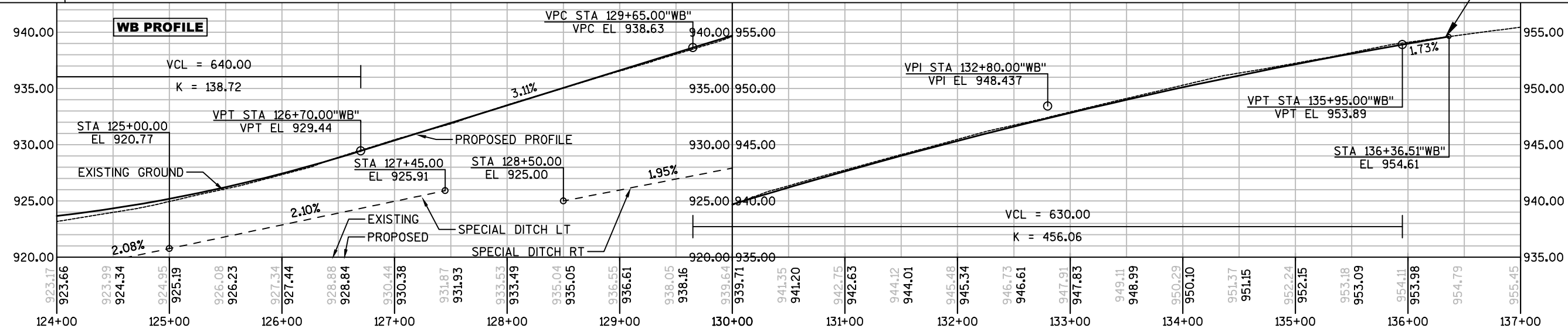
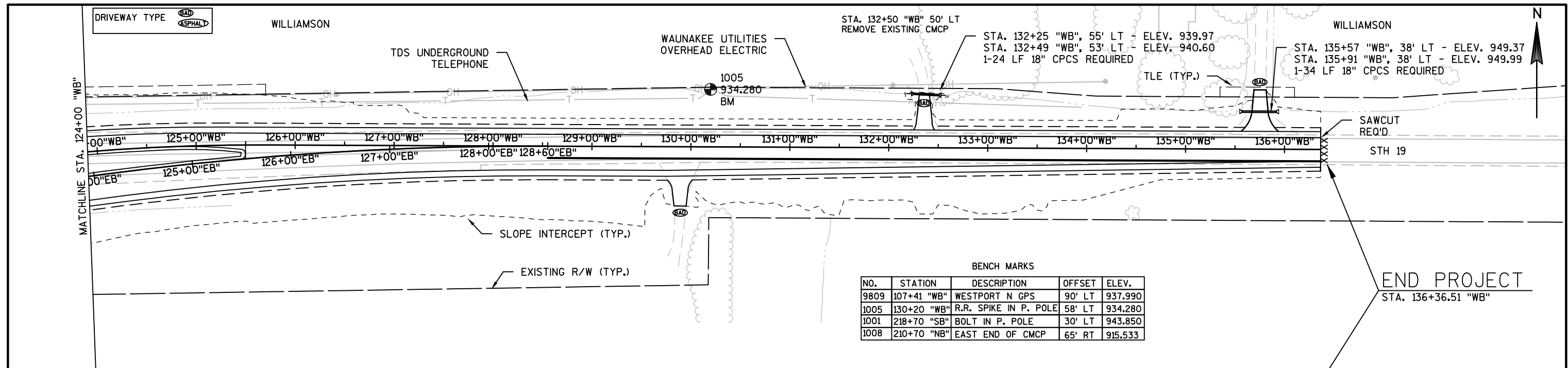
PLOT DATE : 2/22/2016 1:21 PM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADS SHEET 44



PROJECT NO: 5290-02-70

HWY: STH 19

COUNTY: DANE

PLAN AND PROFILE: STH 19 EB & WB

SHEET PRE_105 E

FILE NAME : N:\PDS\C3D\52900200\SHEETS\PLAN\PLAN AND PROFILE MAINLINE.DWG
LAYOUT NAME - PLAN AND PROFILE MAINLINE - EB AND WB SHEET 3

PLOT DATE : 2/22/2016 1:21 PM

PLOT BY : PAYNE, GREGORY A

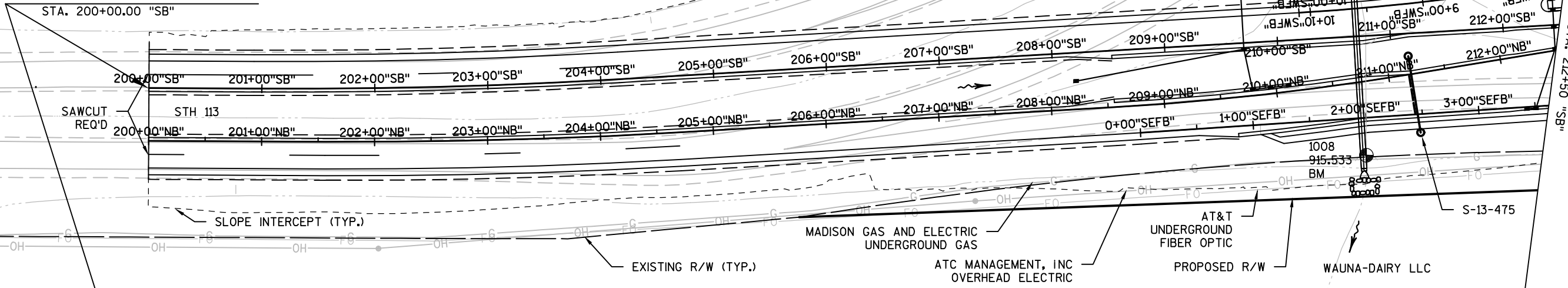
PLOT NAME :

PLOT SCALE : 1 IN:100 FT

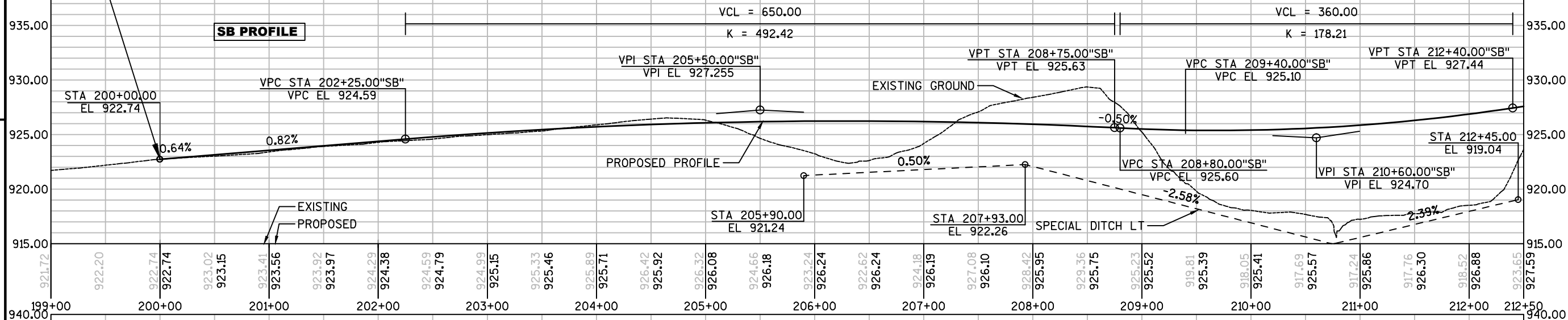
WISDOT/CADS SHEET 44

BENCH MARKS				
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533

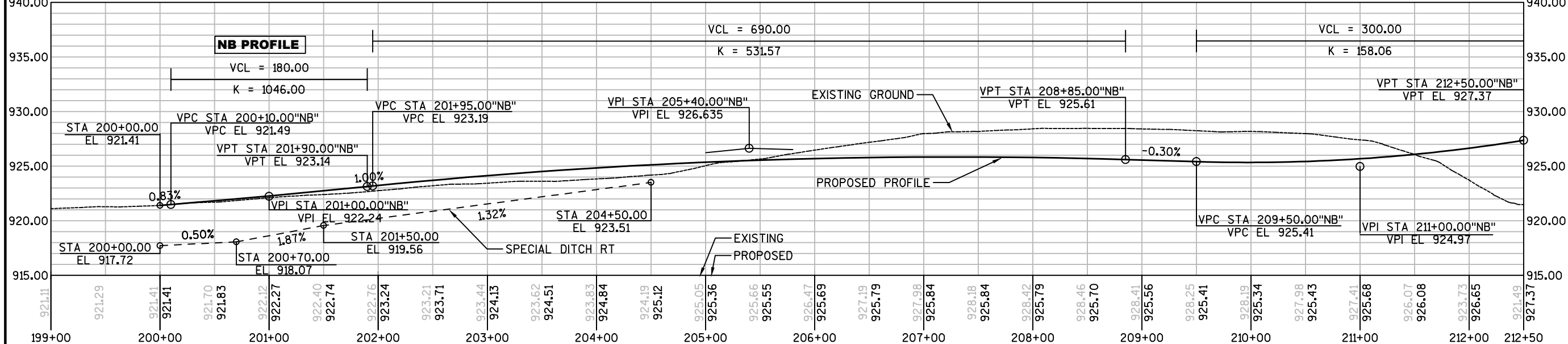
BEGIN CONSTRUCTION



SB PROFILE



NB PROFILE



PROJECT NO:5290-02-70

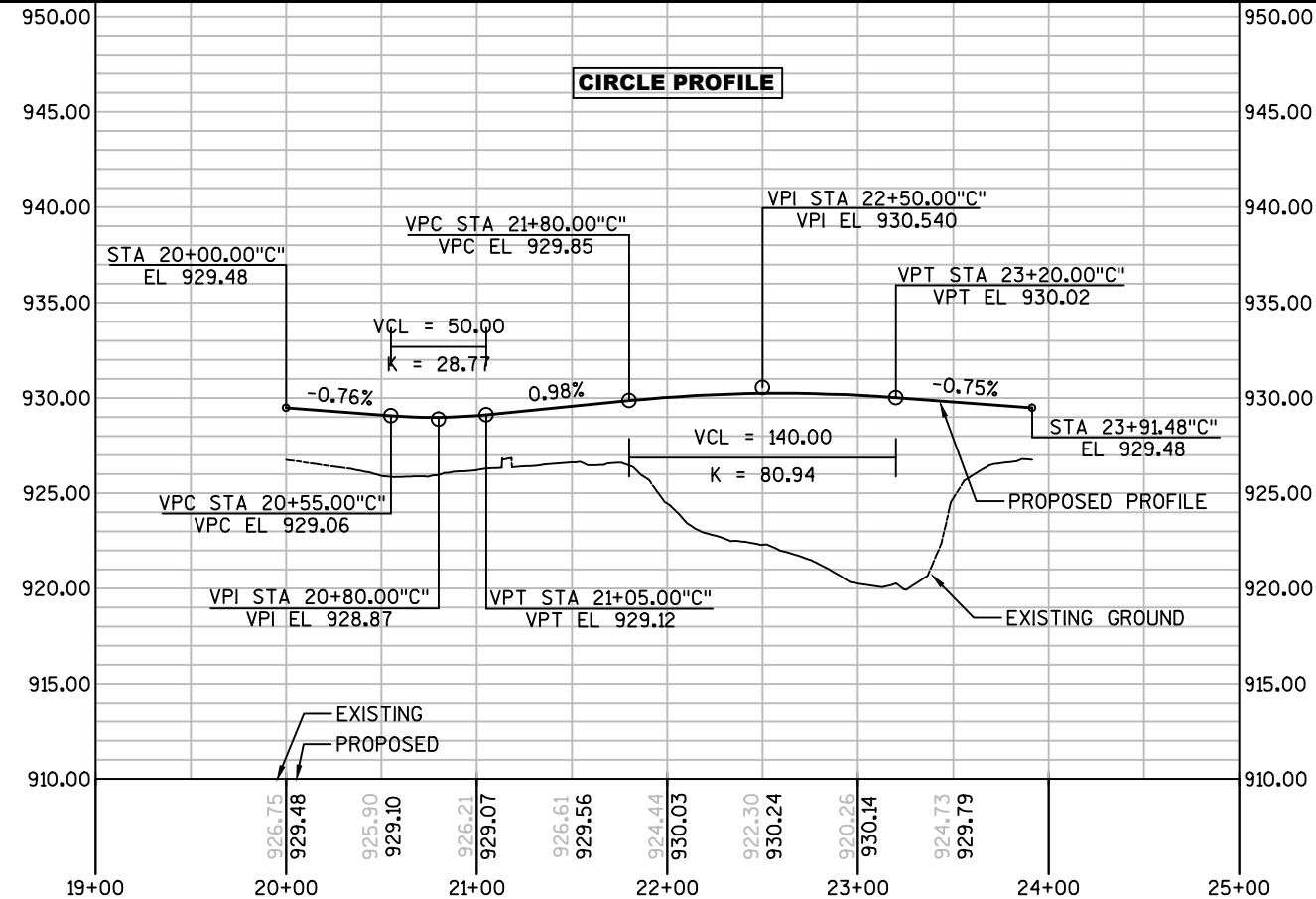
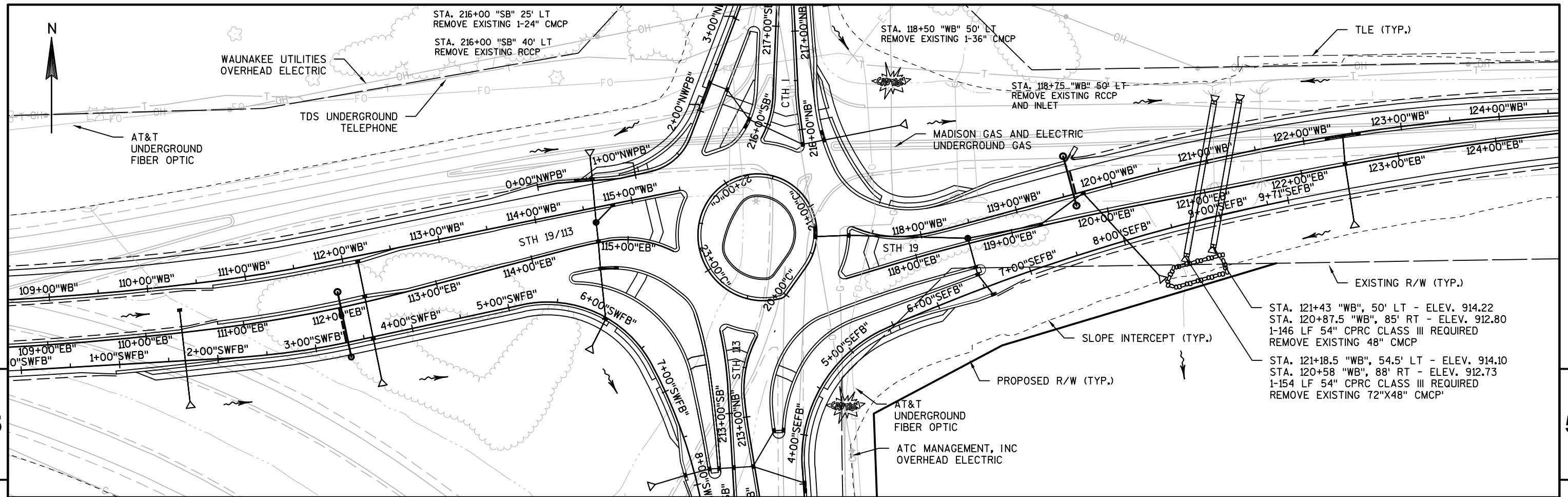
HWY:STH 19

COUNTY:DANE

PLAN AND PROFILE: STH 113 NB & SB

SHEET

PRE_106



BENCH MARKS				
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533

PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

PLAN AND PROFILE: ROADWAY CIRCLE

SHEET PRE_108 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSP\PLAN AND PROFILE MAINLINE.DWG
LAYOUT NAME - PLAN AND PROFILE MAINLINE - CIRCLE SHEET

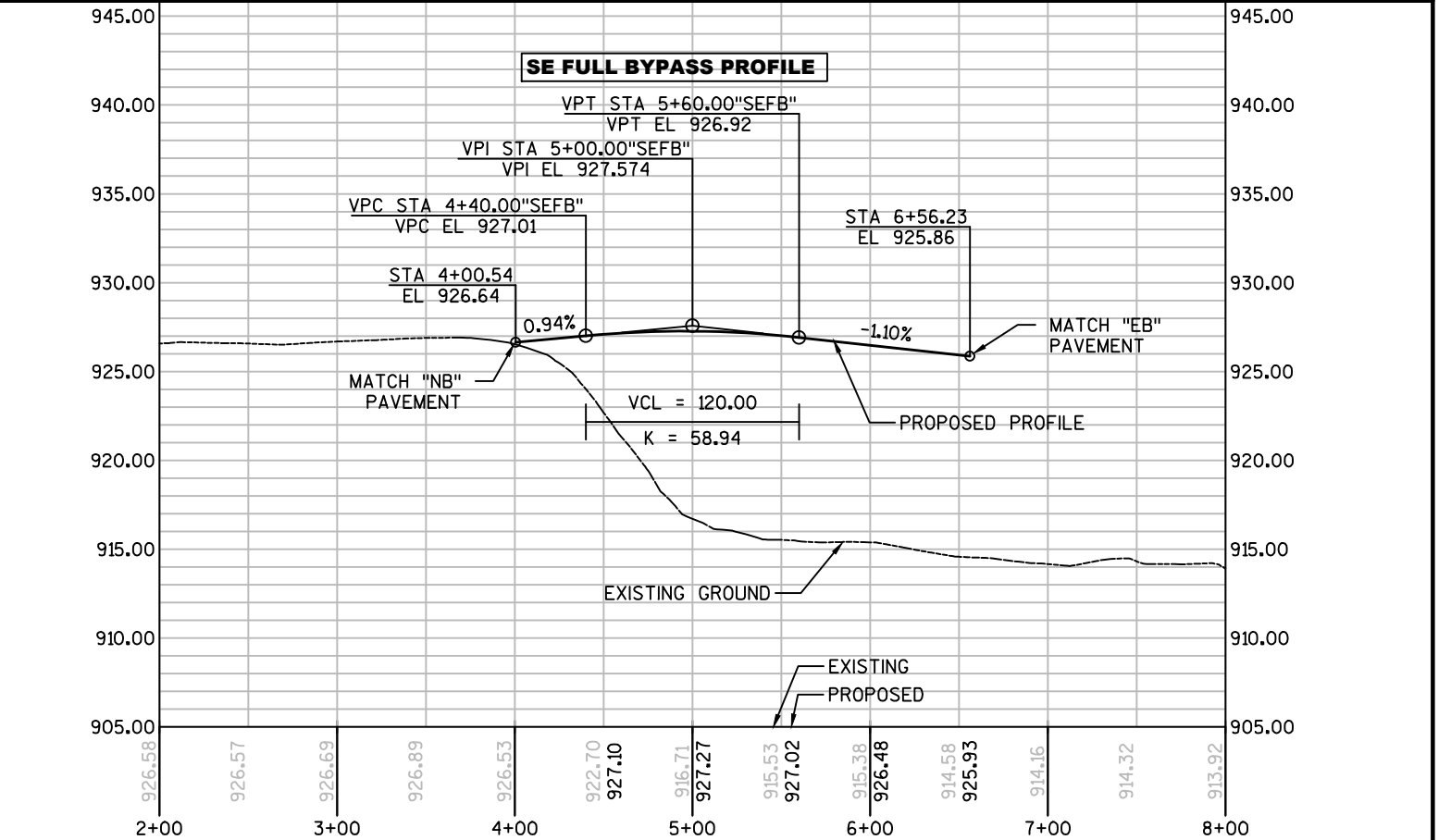
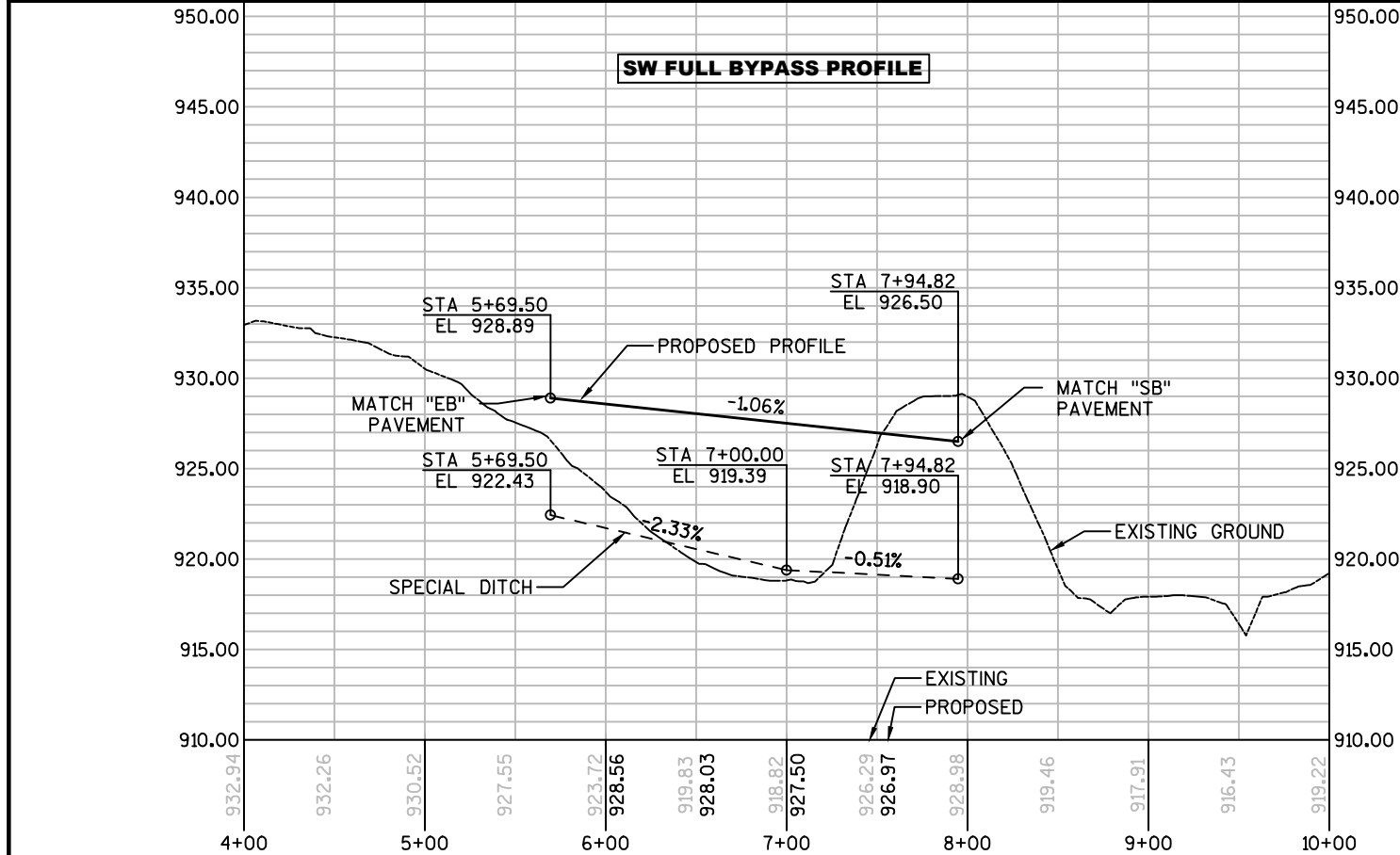
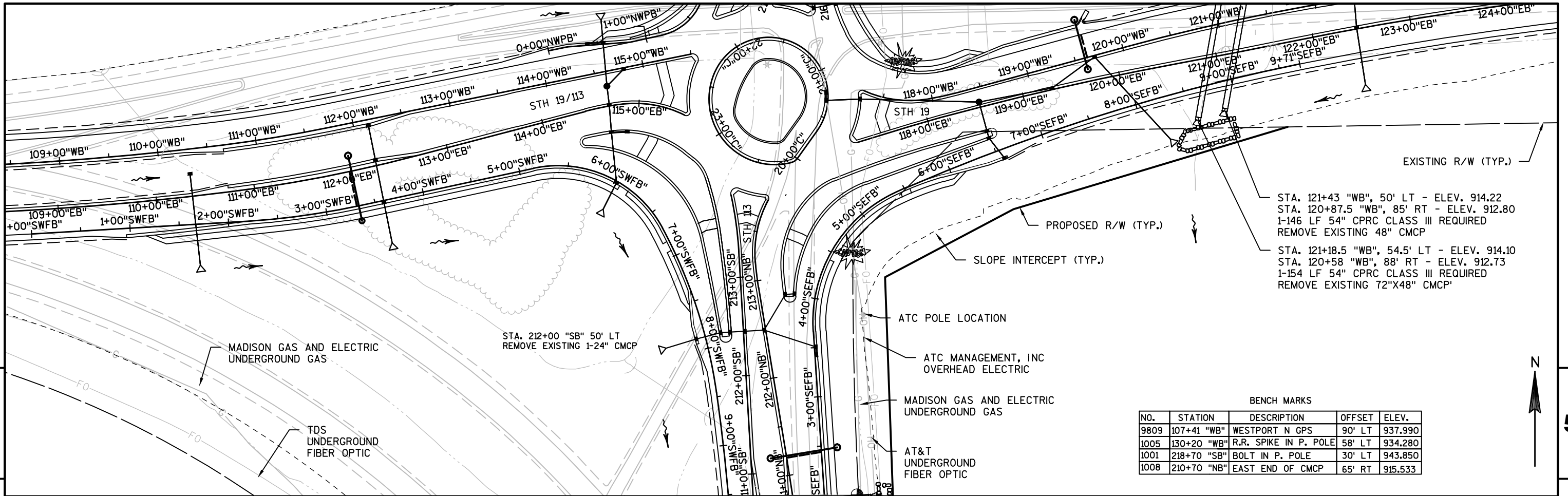
PLOT DATE : 2/22/2016 1:21 PM

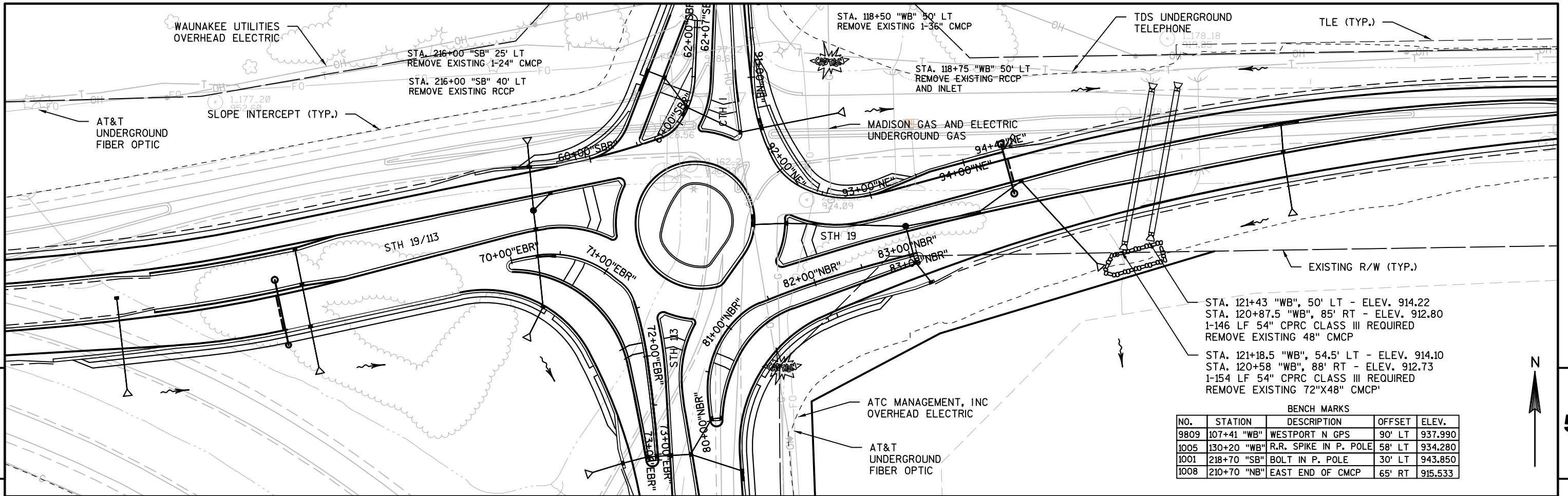
PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

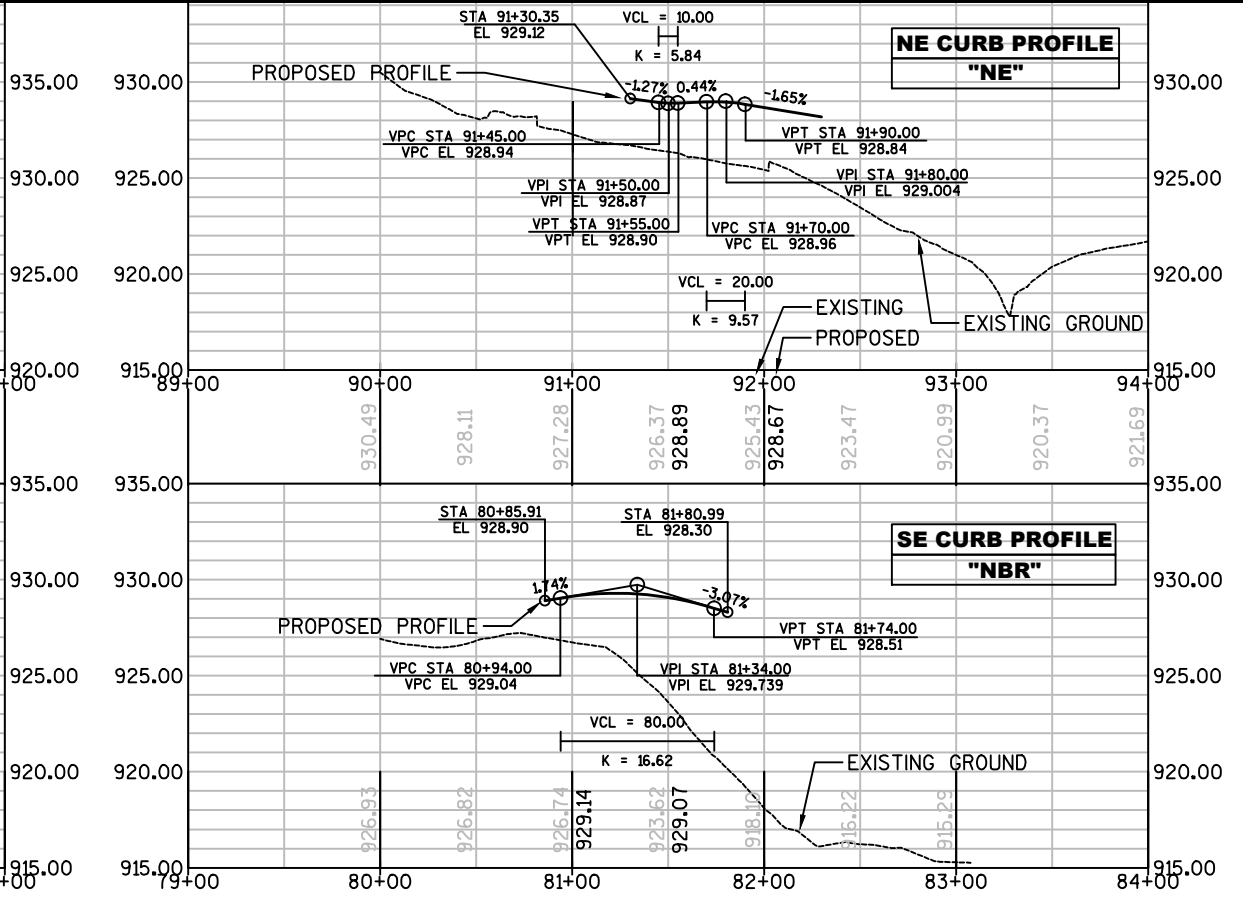
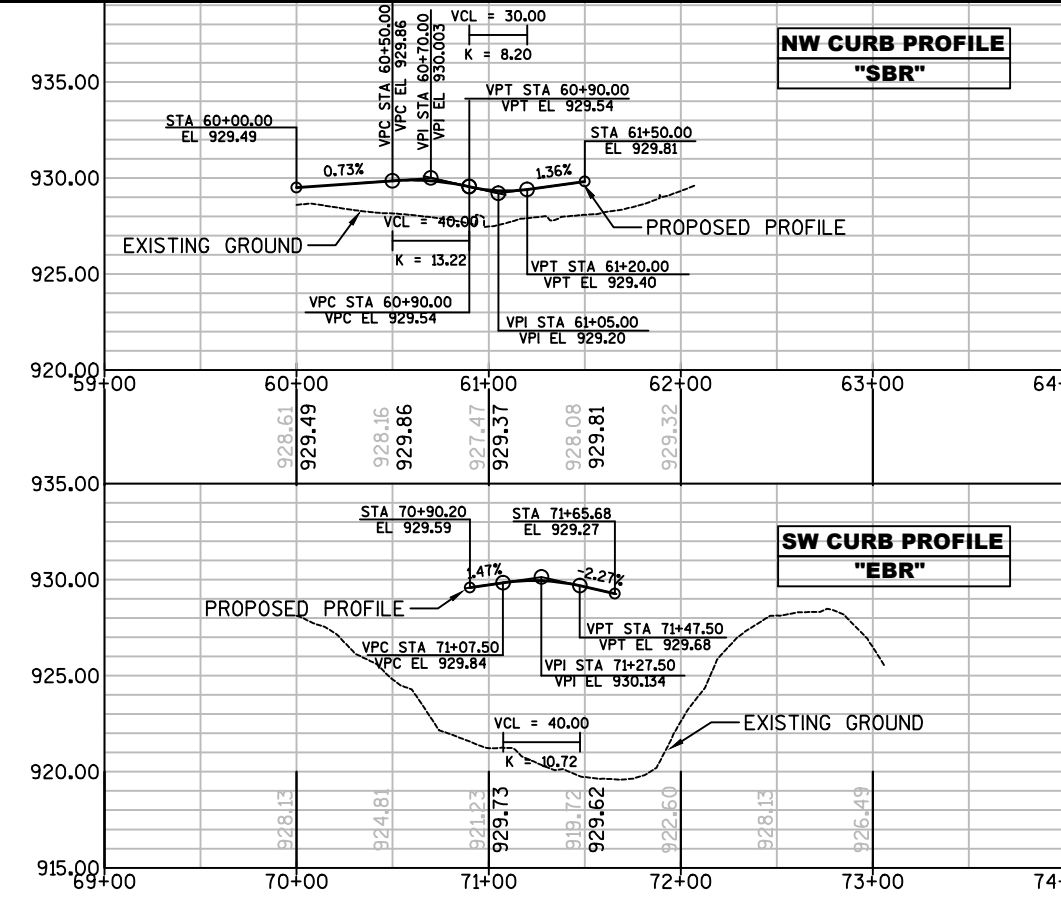
WISDOT/CADS SHEET 44

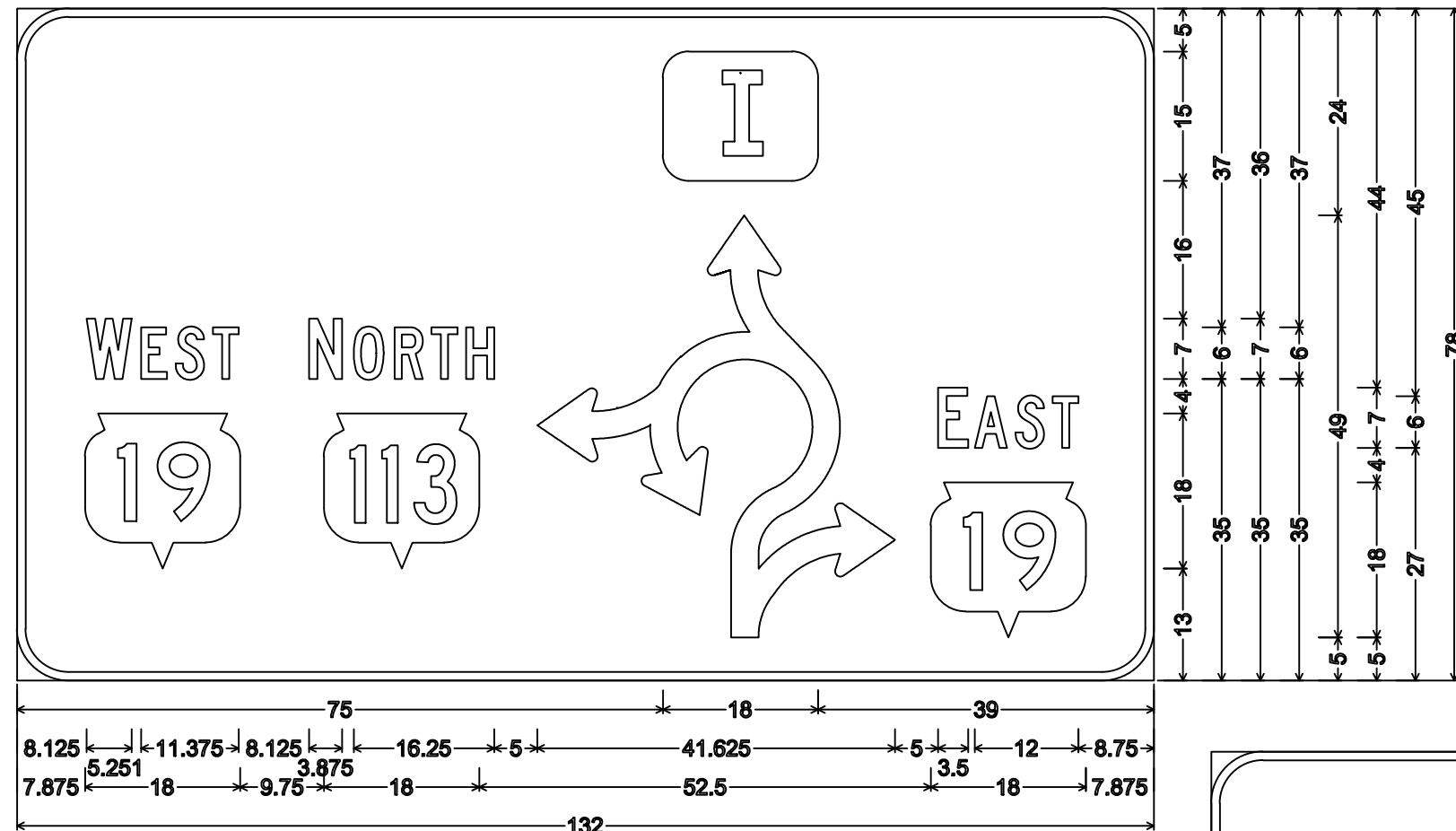




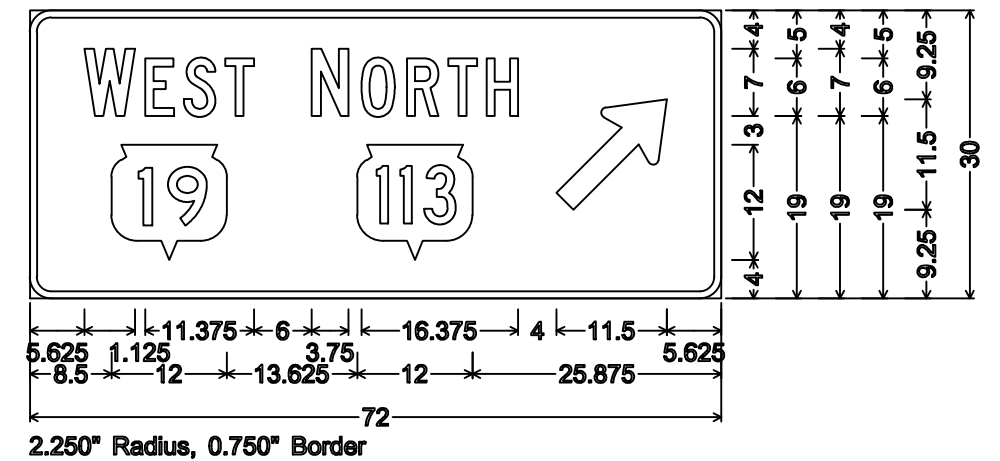
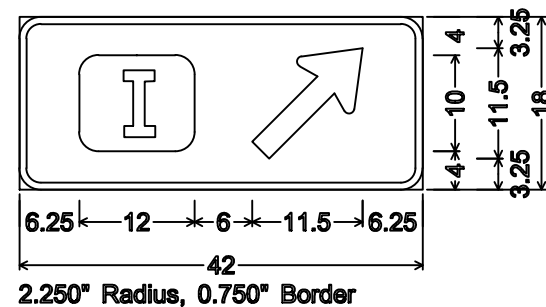
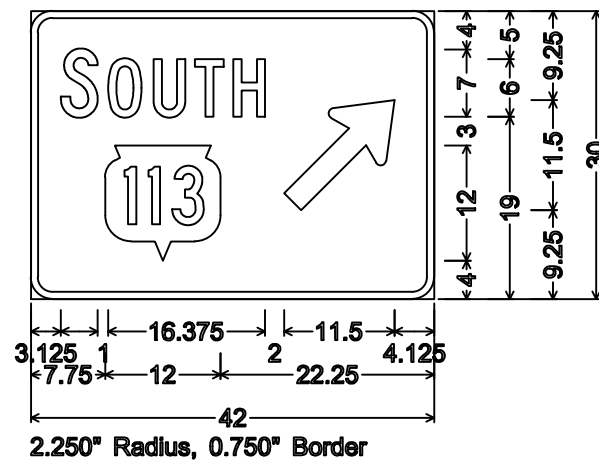
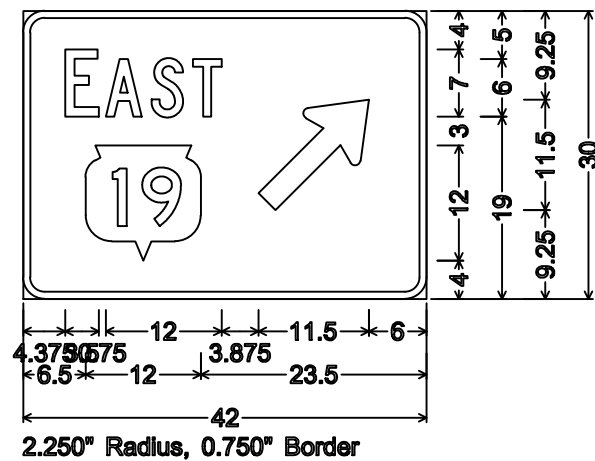
BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533



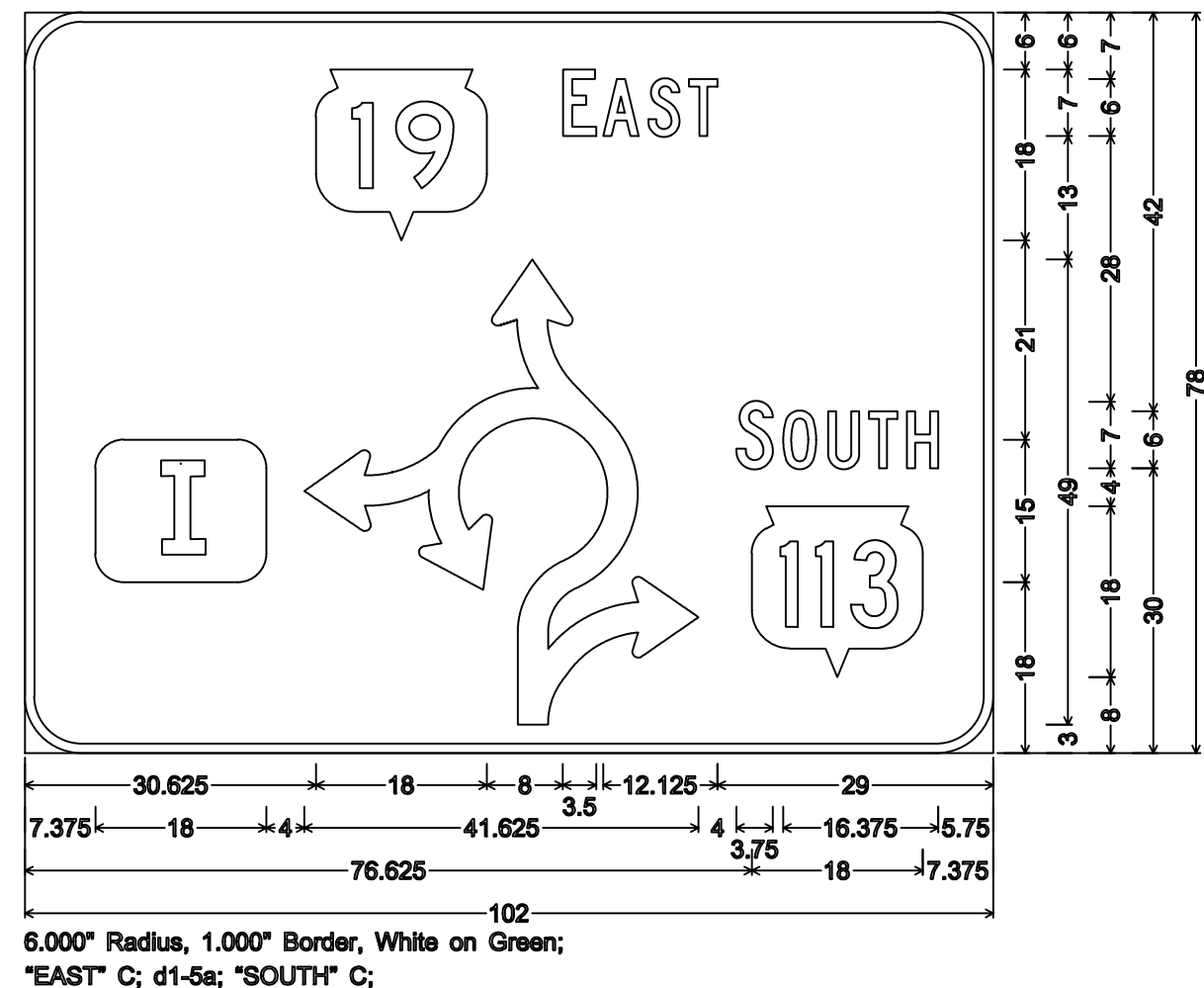


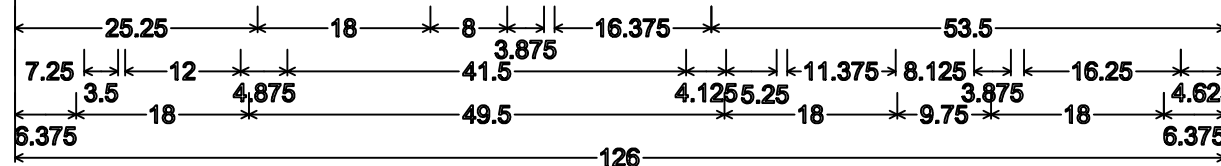
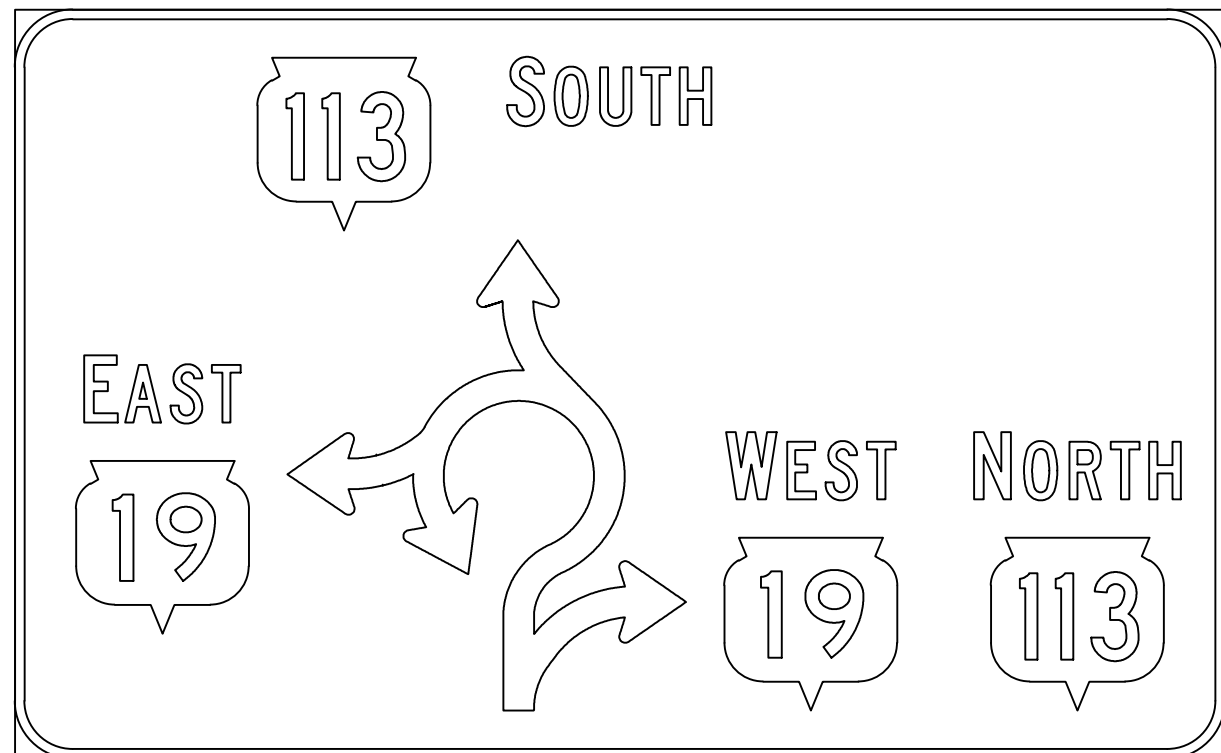
**6.000" Radius, 1.000" Border, White on Green;
"WEST" C; "NORTH" C; d1-5a; "EAST" C**



NOTES

1. All Signs are Type II- Type H Reflective
2. Color:
Background - Green
Message - White
3. Message Series - C except as noted

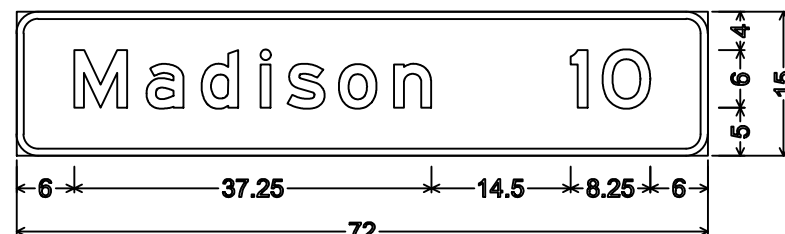




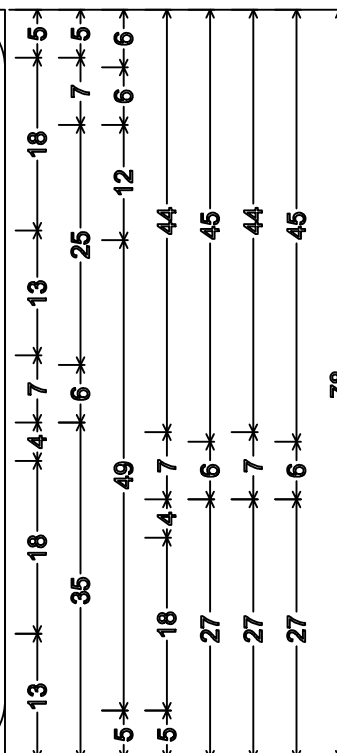
6.000" Radius, 1.000" Border, White on Green;
 "SOUTH" C; "EAST" C; d1-5a; "WEST" C; "NORTH" C;



D2-1; 2.250" Radius, 0.750" Border
 "Sun" E; "Prairie" E; "12" E;

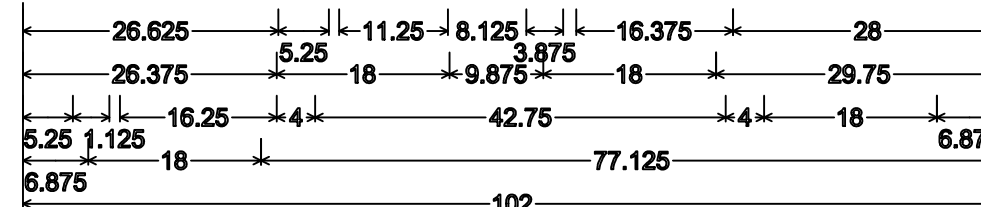
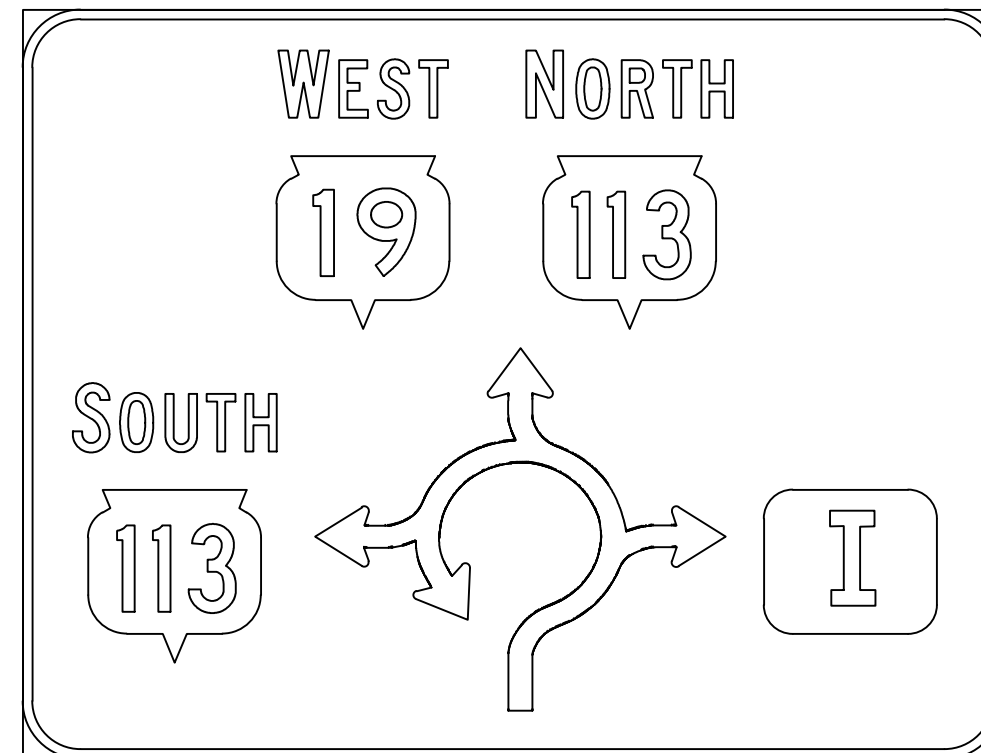


D2-1; 2.250" Radius, 0.750" Border
 "Madison" E; "10" E;

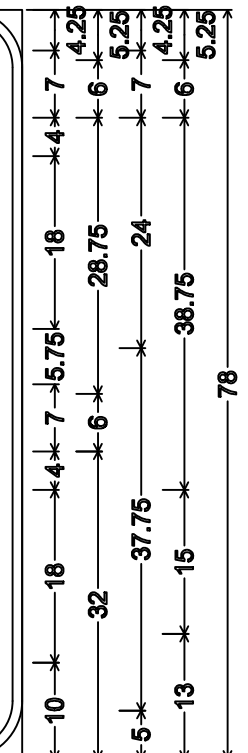


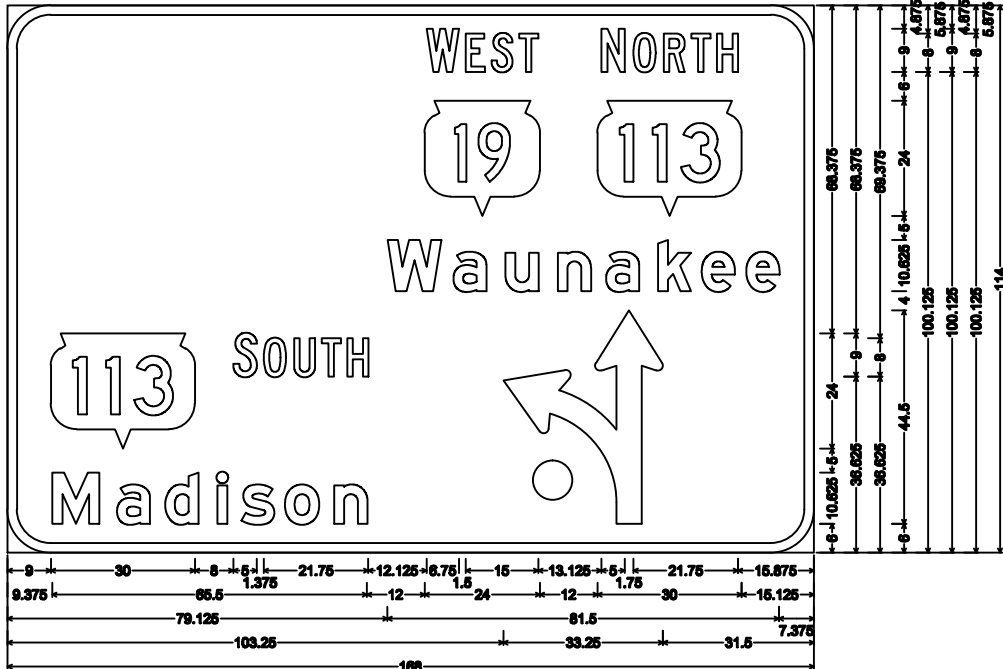
NOTES

1. All Signs are Type II- Type H Reflective
2. Color:
 Background - Green
 Message - White
3. Message Series - C except as noted

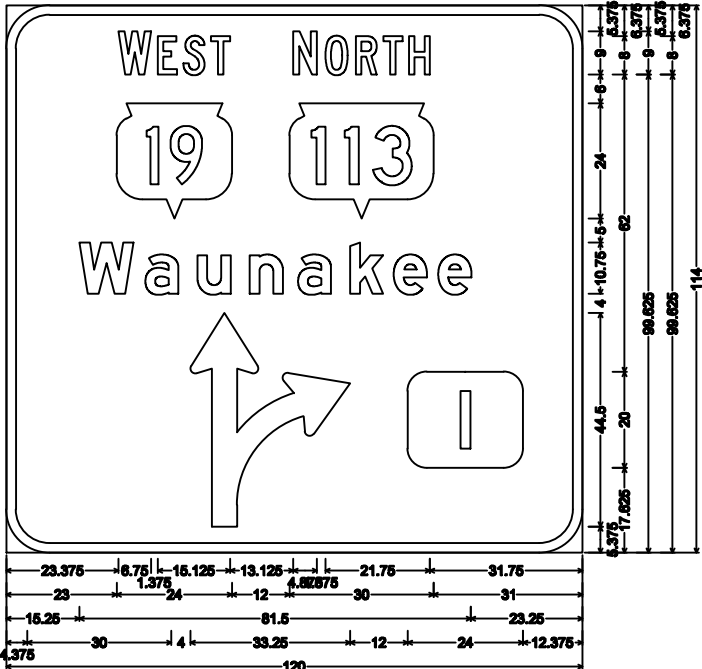


6.000" Radius, 1.000" Border

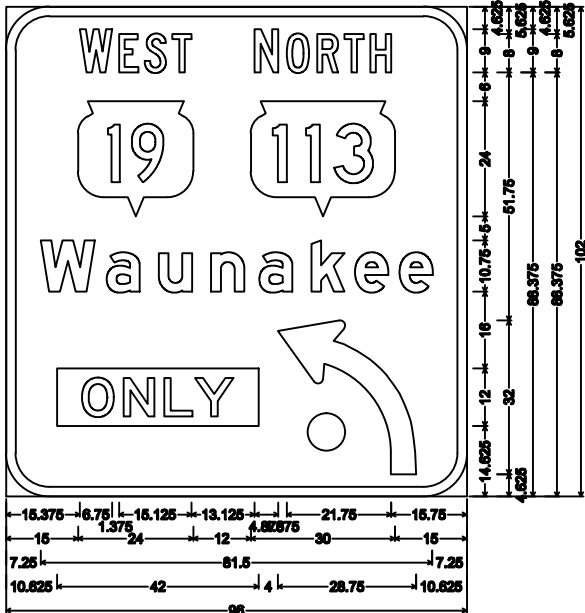




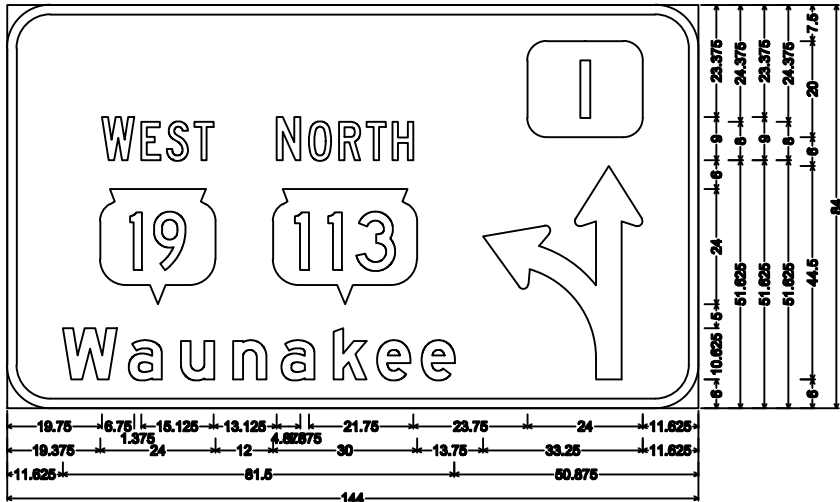
9,000" Radius, 2,000" Border, White on Green;
State Highway 113 M1-58A; "SOUTH" C; "Madison" E Mod; "WEST" C; "NORTH" C; State Highway 19 M1-58;
State Highway 113 M1-58A; "Waunakee" E Mod; R3-6L left double headed arrow l=14.5, s=3.5;



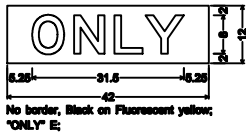
9,000" Radius, 2,000" Border, White on Green;
"WEST" C; "NORTH" C; State Highway 19 M1-58; State Highway 113 M1-58A;
"Waunakee" E Mod; Rectangle Green; R3-6L left double headed arrow l=14.5, s=3.5;
Square County I M1-55-1;



9,000" Radius, 2,000" Border, White on Green;
"WEST" C; "NORTH" C; State Highway 19 M1-58;
State Highway 113 M1-58A; "Waunakee" E Mod;
Rectangle Fluorescent yellow;
R3-6L left double headed arrow l=14.5, s=3.5;



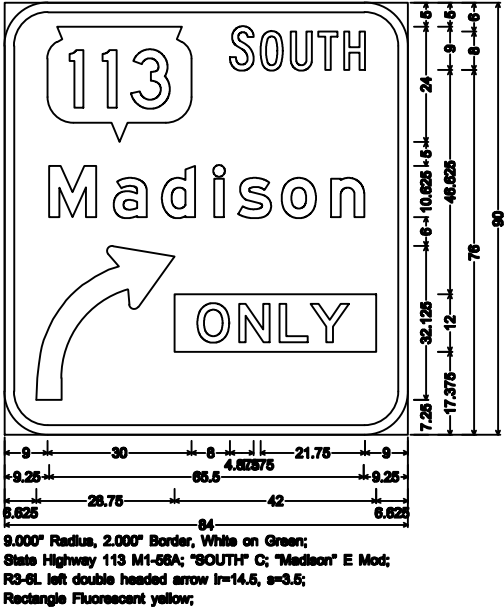
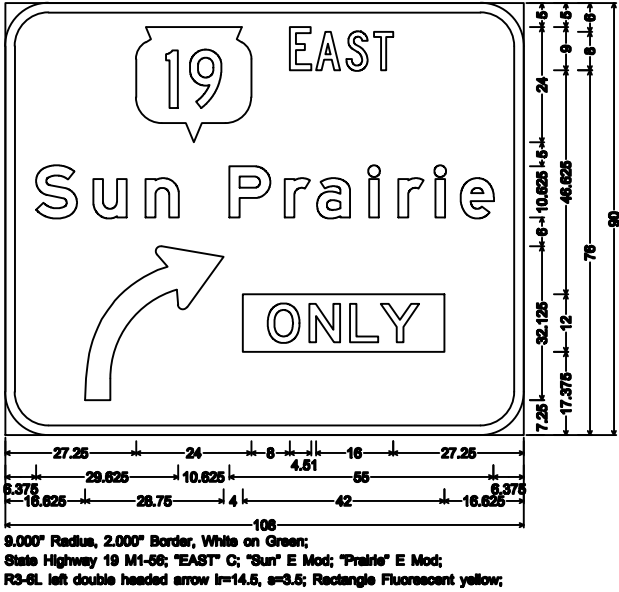
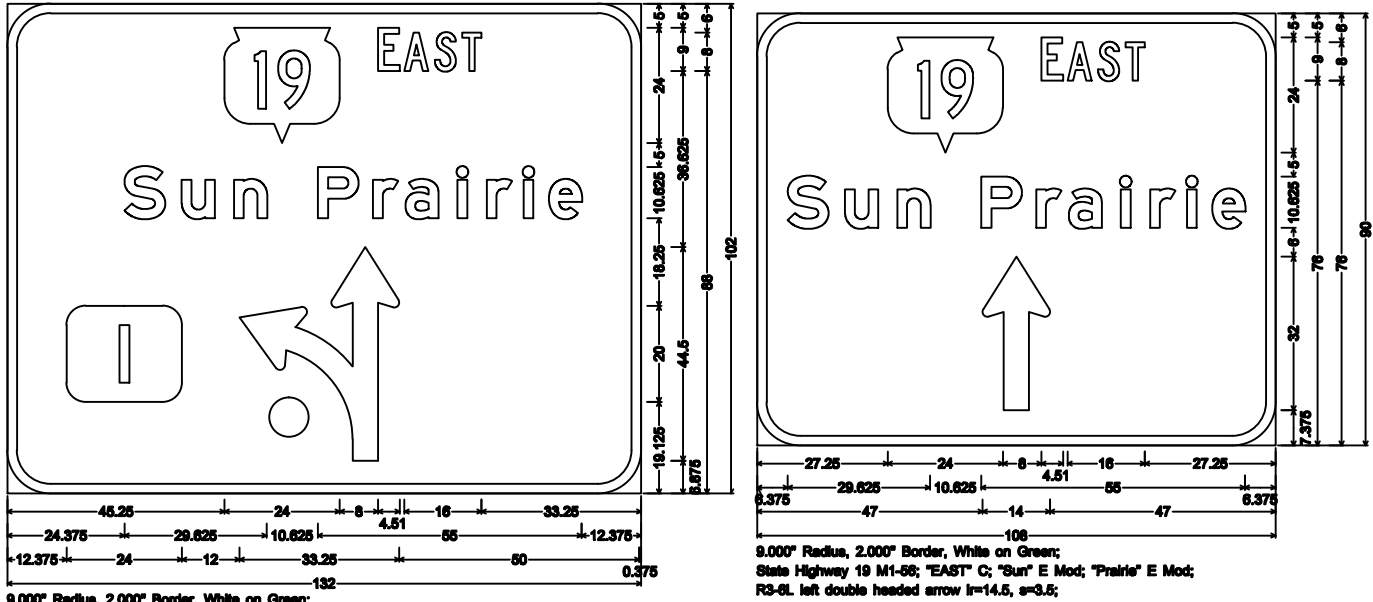
9,000" Radius, 2,000" Border, White on Green;
"WEST" C; "NORTH" C; State Highway 19 M1-58; State Highway 113 M1-58A; "Waunakee" E Mod;
Square County I M1-55-1; R3-6L left double headed arrow l=14.5, s=3.5;



No border, Black on Fluorescent yellow;
"ONLY" E;

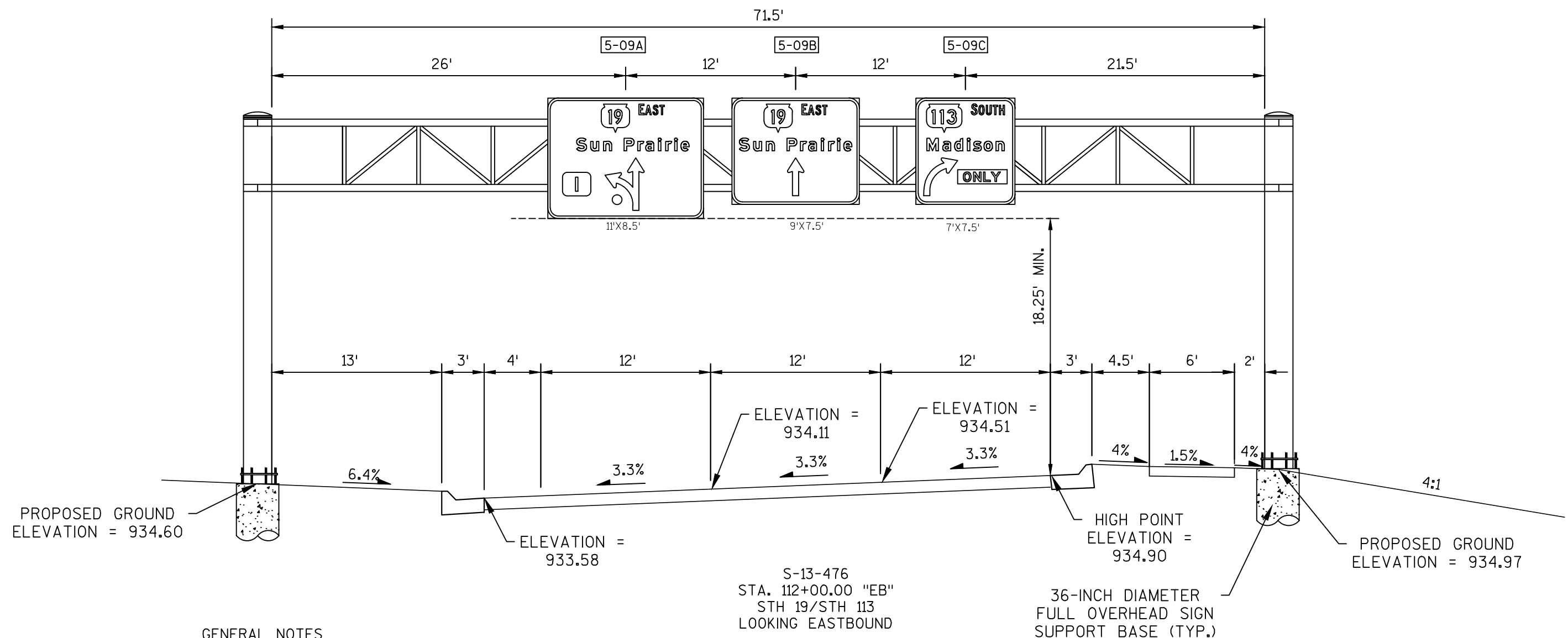
NOTES

1. All Signs are Type I- Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except as noted
4. ONLY plaque background is Type F Sheeting



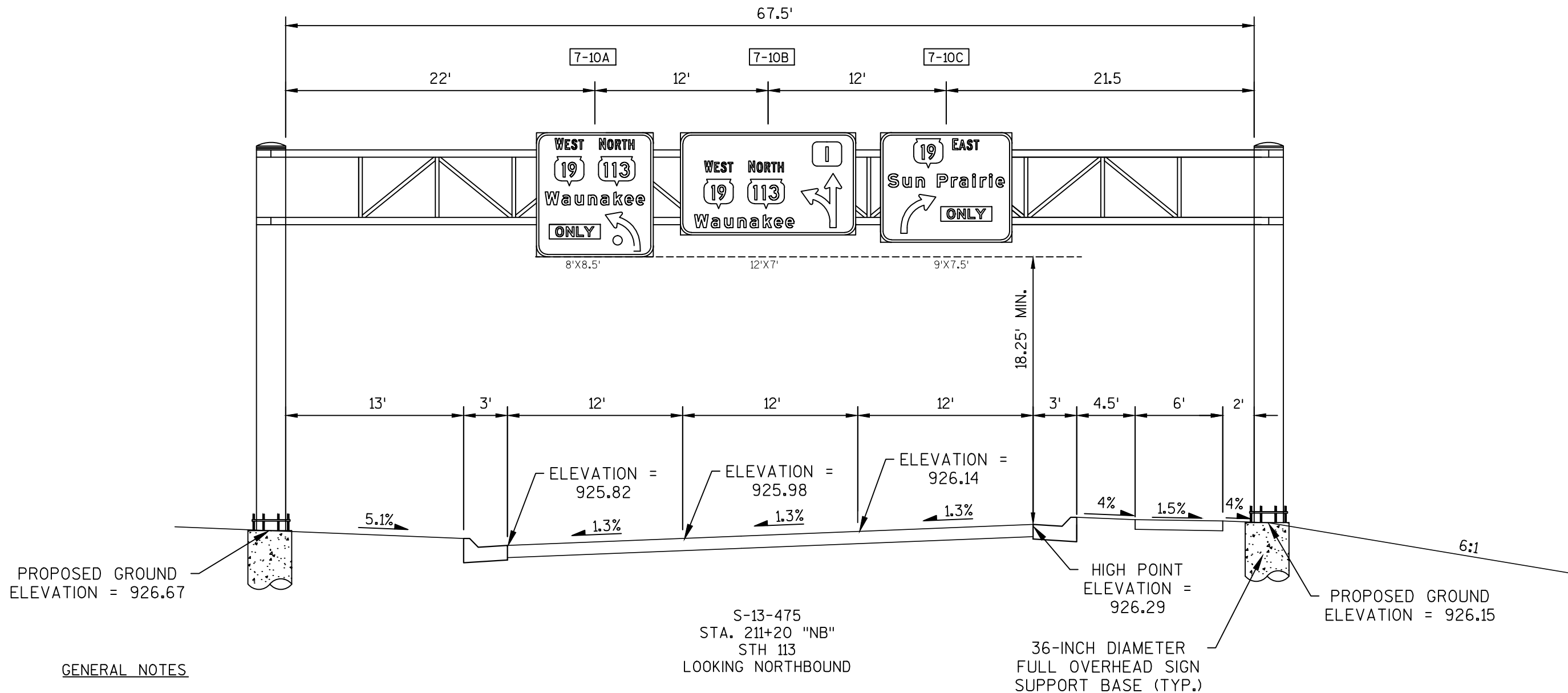
NOTES

1. All Signs are Type I- Type SH Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E Modified except as noted
4. ONLY plaque background is Type F Sheeting



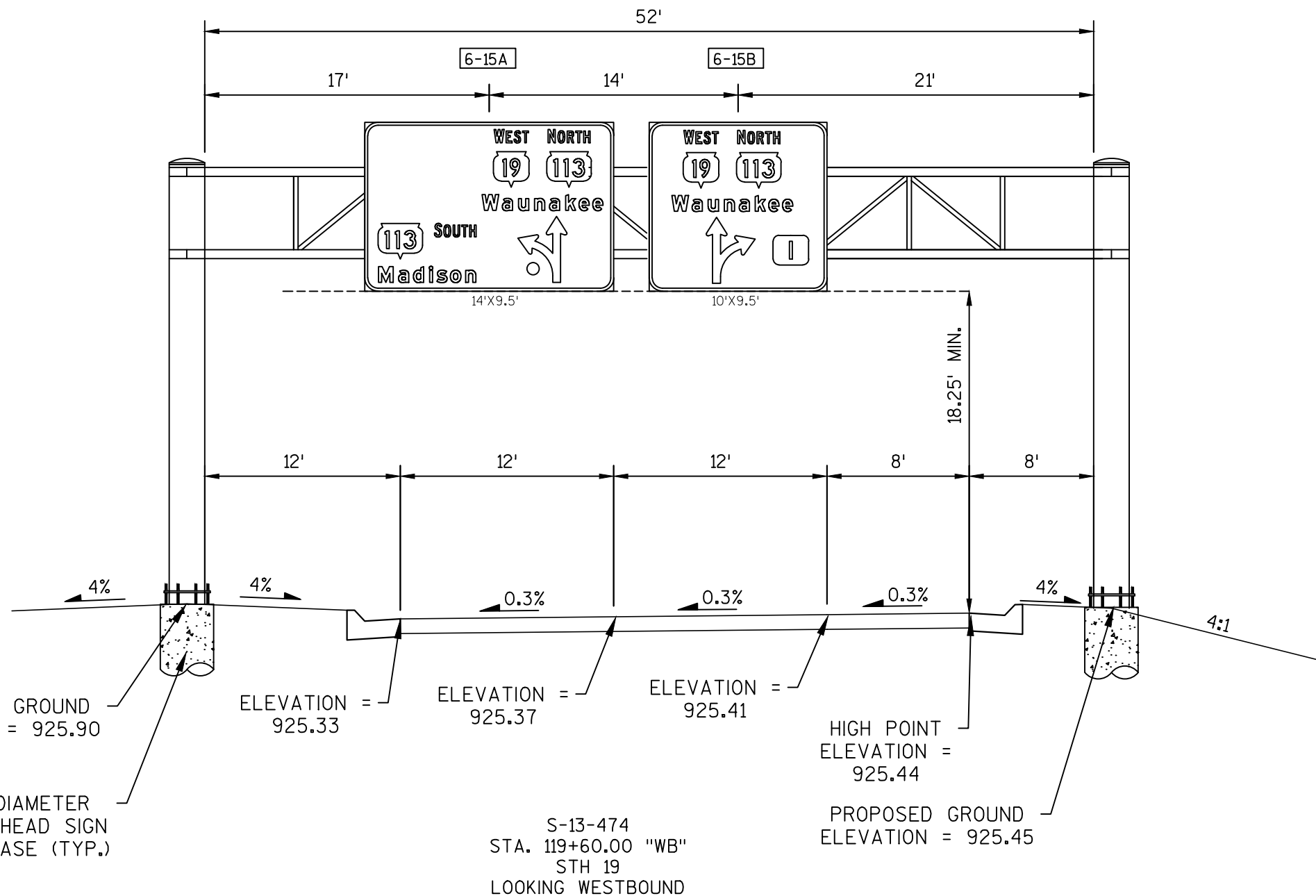
GENERAL NOTES

- 1) DRAWINGS NOT TO SCALE
- 2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."
- 3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".
- 4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.
- 5) PROVIDE DESIGN CALCULATIONS.
- 6) DESIGN WIND VELOCITIES SHALL BE PER WISDOT SPECS.
- 7) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.
- 8) MINIMUM OF SIX(6) ANCHOR RODS SHALL BE USED PER STANDARD DETAIL DRAWING.



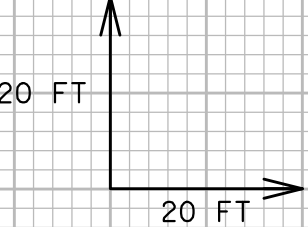
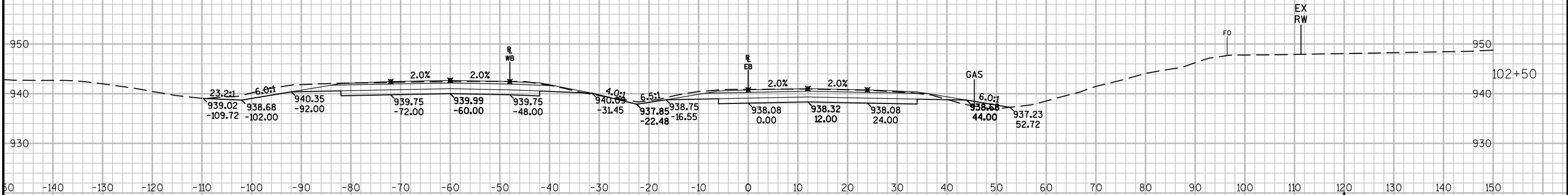
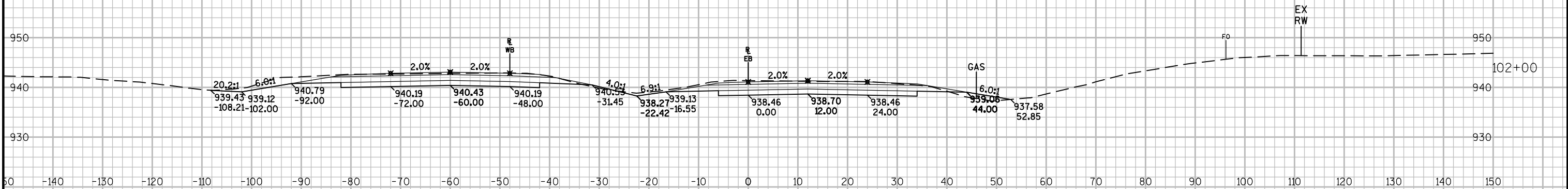
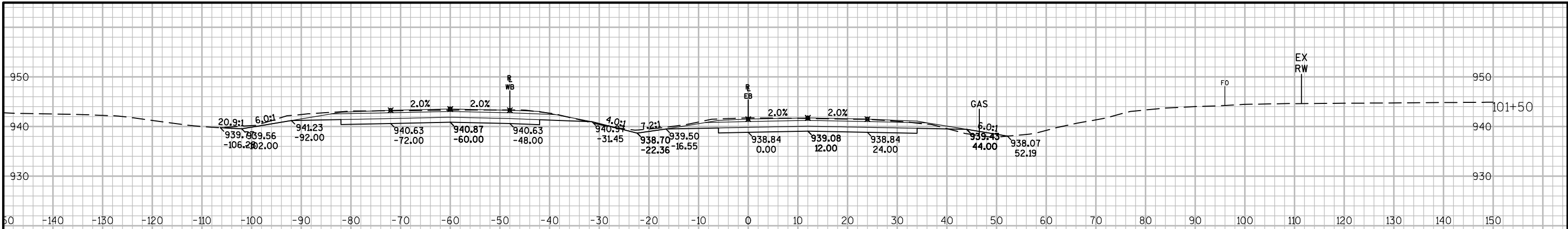
GENERAL NOTES

- 1) DRAWINGS NOT TO SCALE
- 2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."
- 3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".
- 4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.
- 5) PROVIDE DESIGN CALCULATIONS.
- 6) DESIGN WIND VELOCITIES SHALL BE PER WISDOT SPECS.
- 7) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.
- 8) MINIMUM OF SIX(6) ANCHOR RODS SHALL BE USED PER STANDARD DETAIL DRAWING.



GENERAL NOTES

- 1) DRAWINGS NOT TO SCALE
- 2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."
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- 5) PROVIDE DESIGN CALCULATIONS.
- 6) DESIGN WIND VELOCITIES SHALL BE PER WISDOT SPECS.
- 7) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.
- 8) MINIMUM OF SIX(6) ANCHOR RODS SHALL BE USED PER STANDARD DETAIL DRAWING.



9

9

PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

CROSS SECTIONS: STH 19 WEST LEG

SHEET PRE_120

E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090202_XS

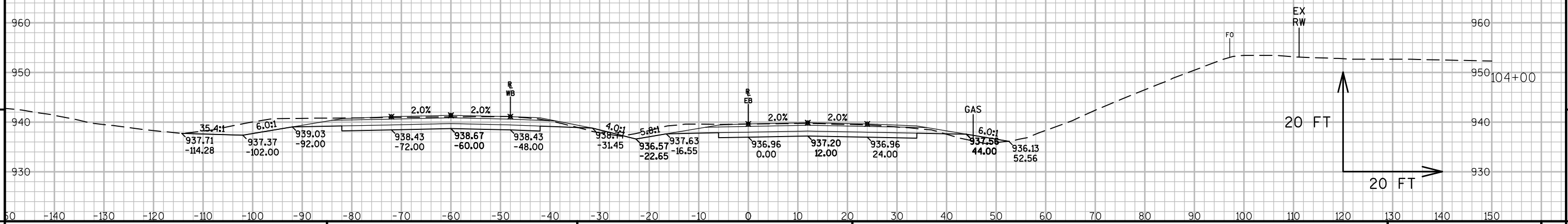
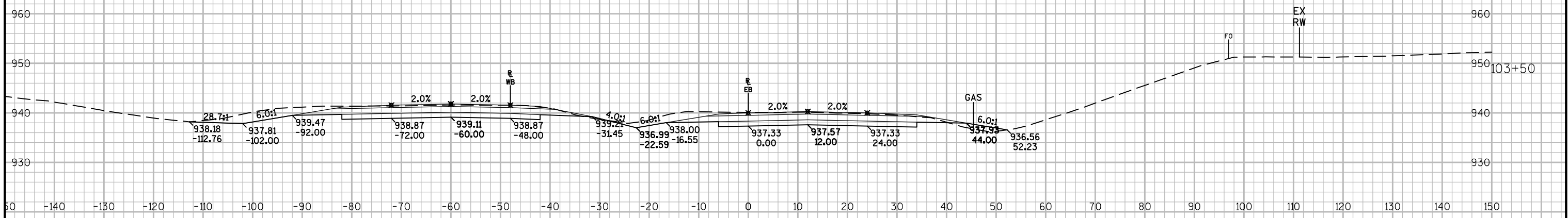
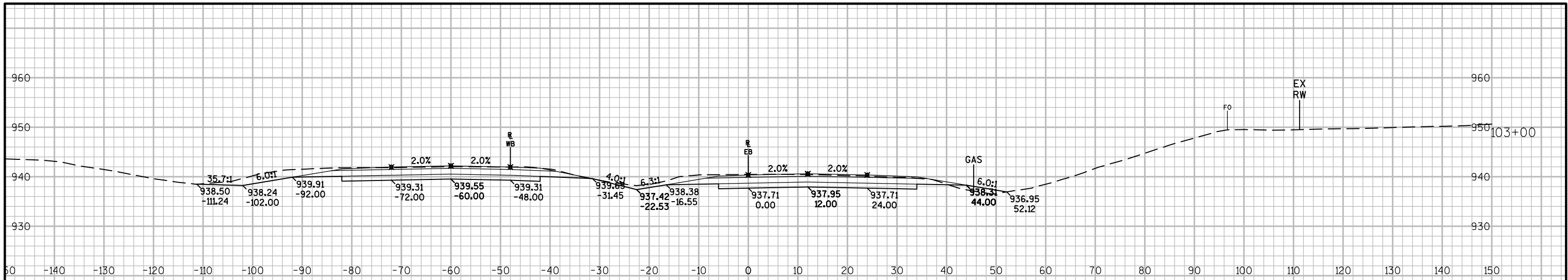
PLOT DATE : 2/23/2016 11:56 AM

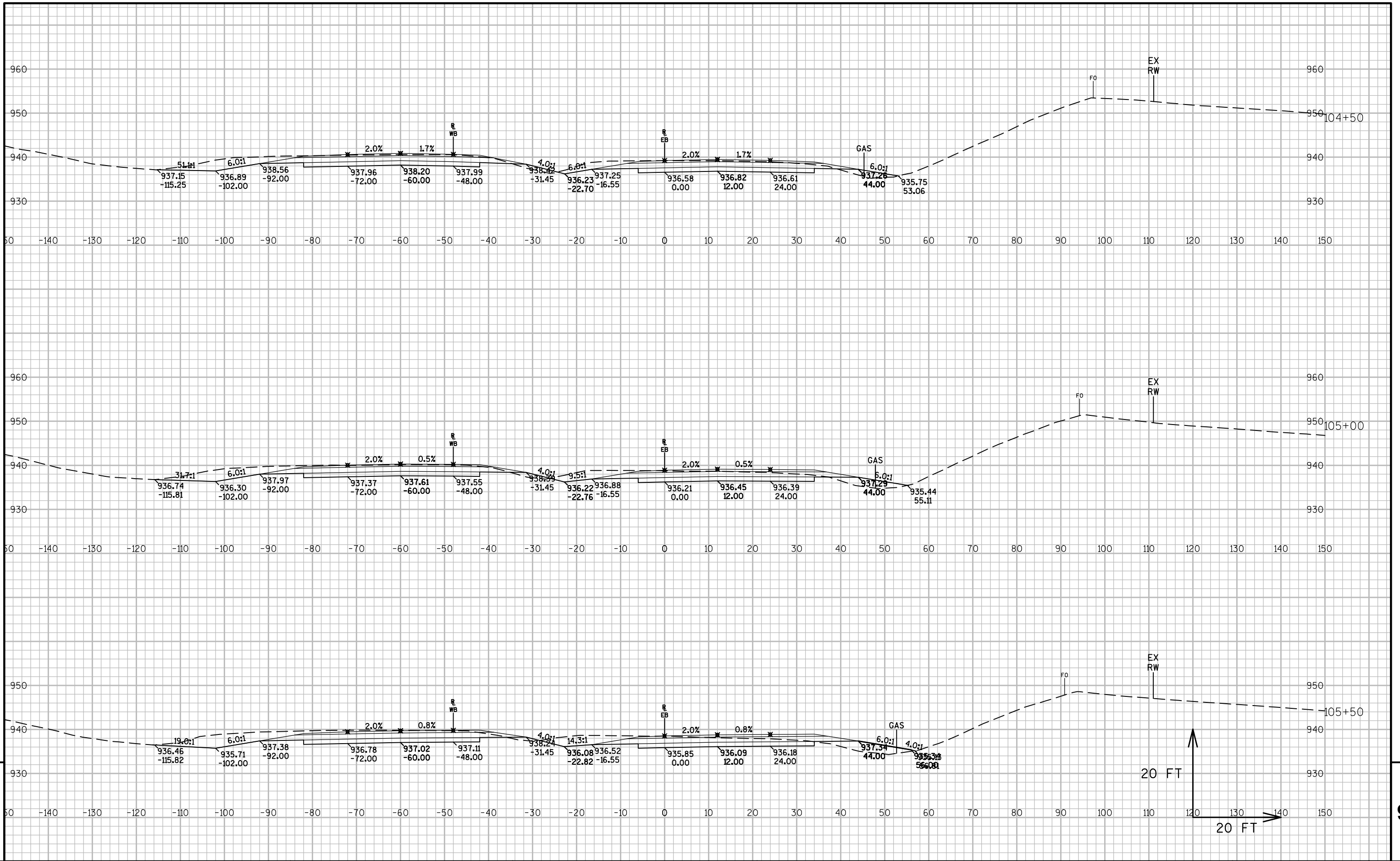
PLOT BY : PAYNE, GREGORY A

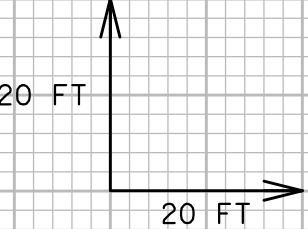
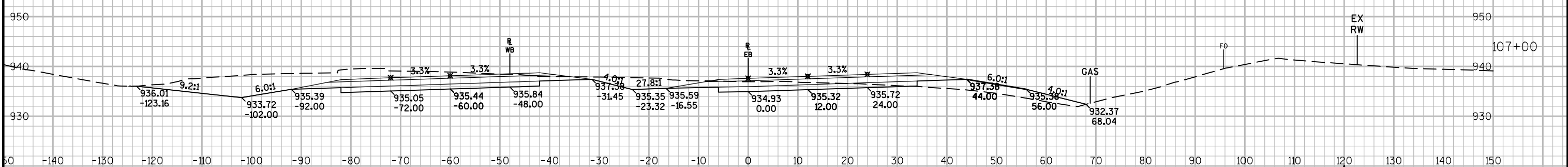
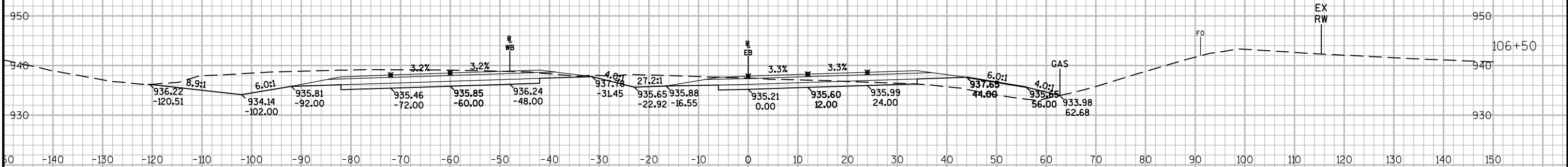
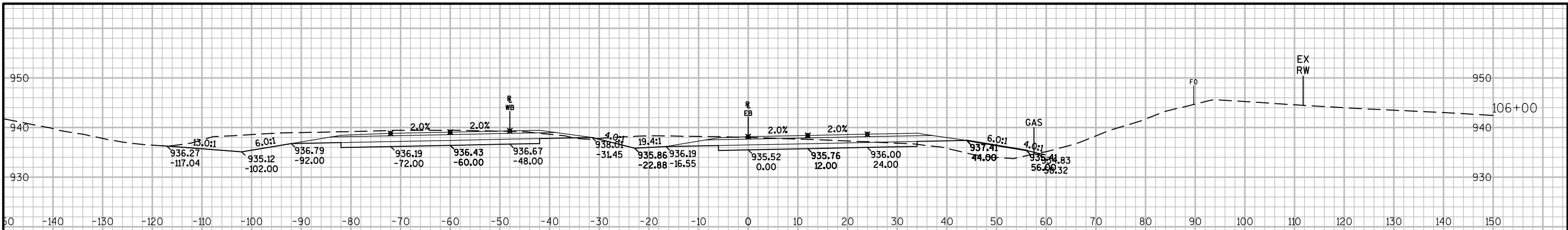
PLOT NAME :

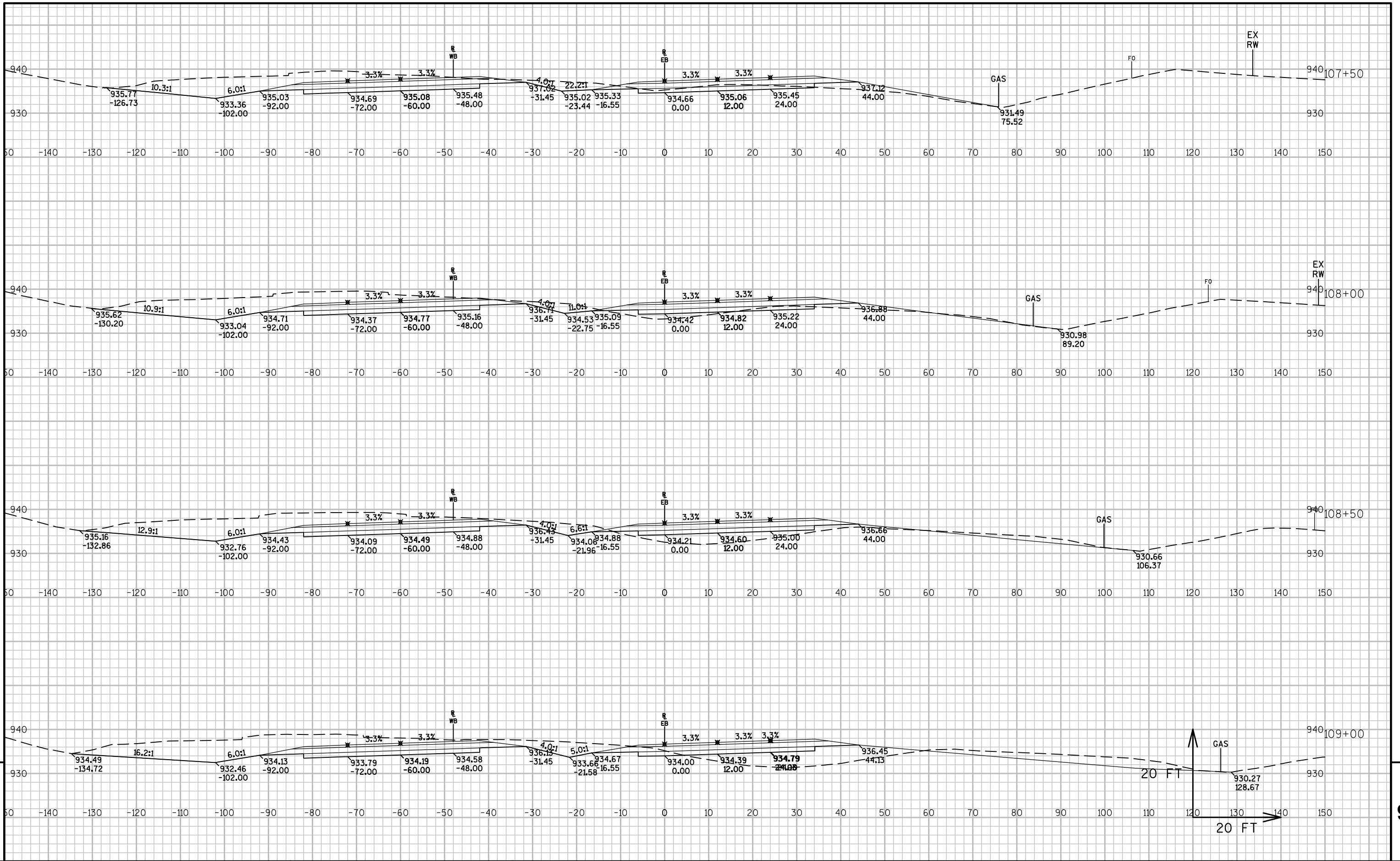
PLOT SCALE : 1 IN:20 FT

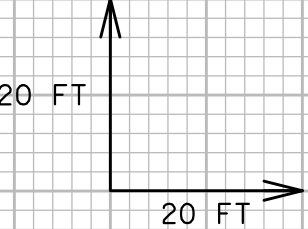
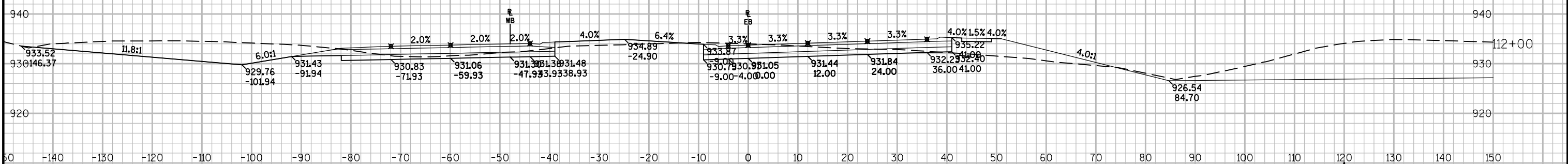
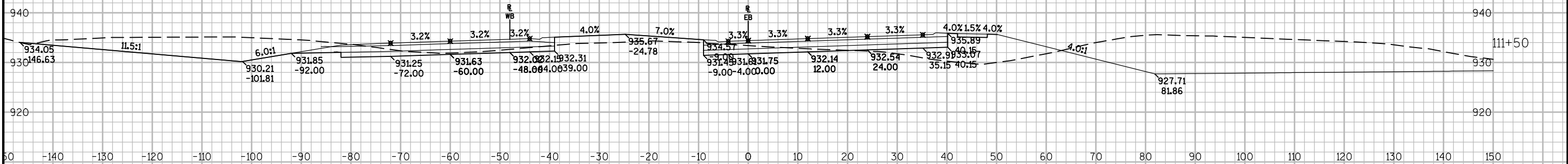
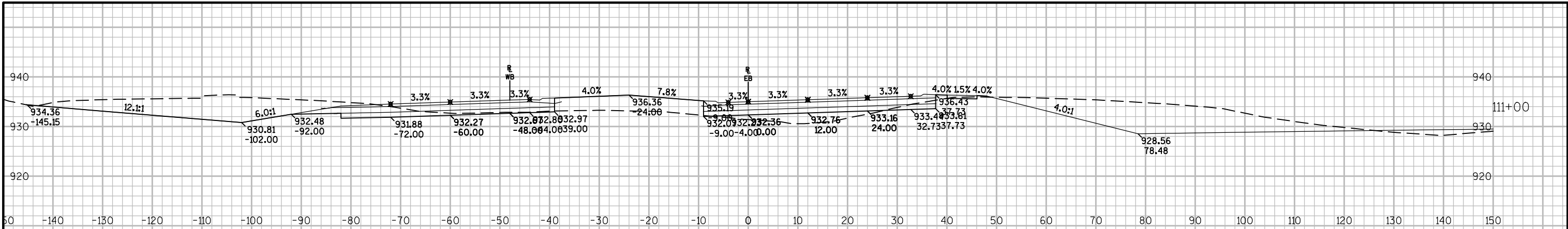
WISDOT/CADDs SHEET 49











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9

PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

CROSS SECTIONS: STH 19 WEST LEG

SHEET PRE_126

E

FILE NAME : N:\PDS\C3D\52900200\SHEETS\PLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090208_XS

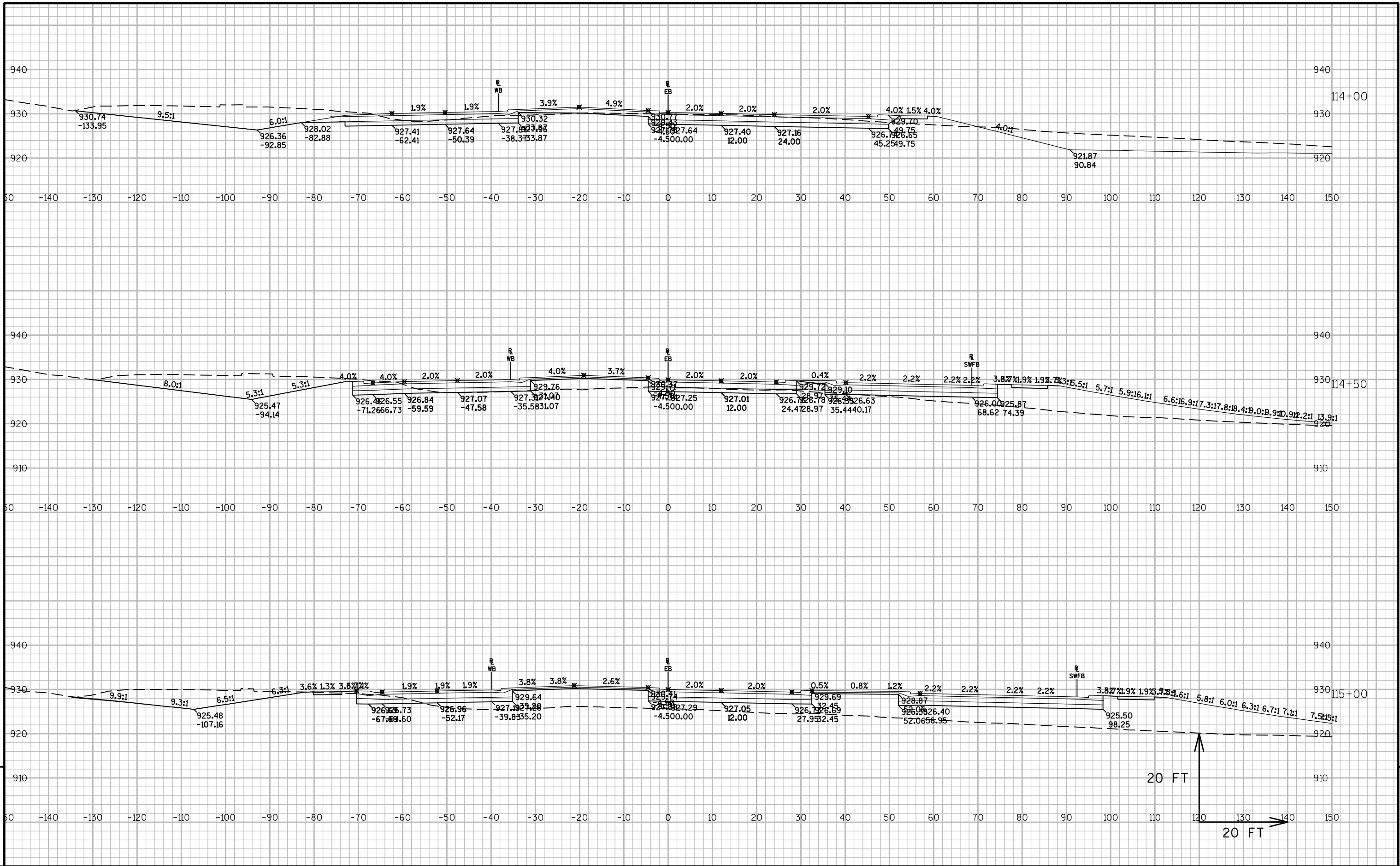
PLOT DATE : 2/23/2016 11:58 AM

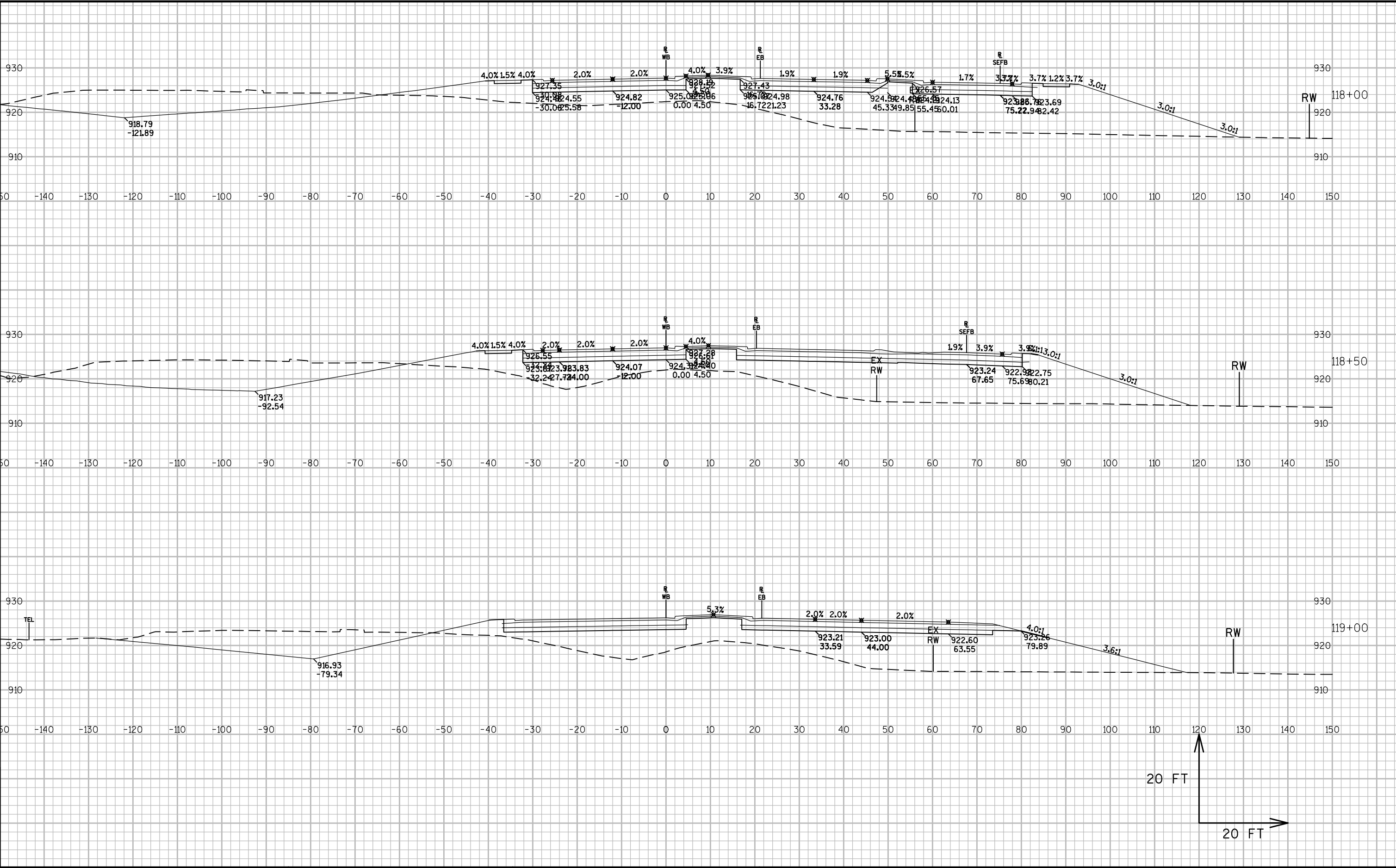
PLOT BY : PAYNE, GREGORY A

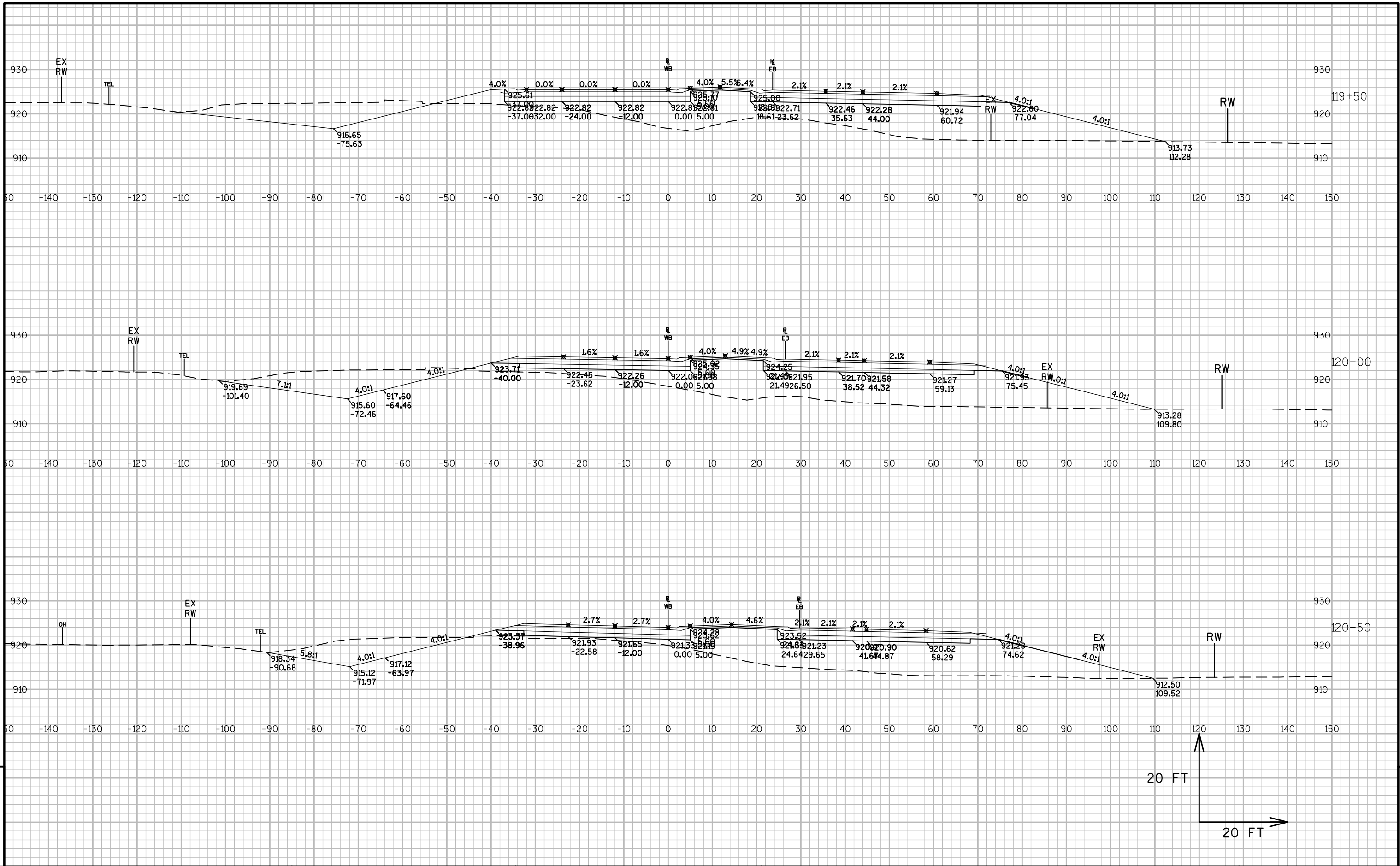
PLOT NAME :

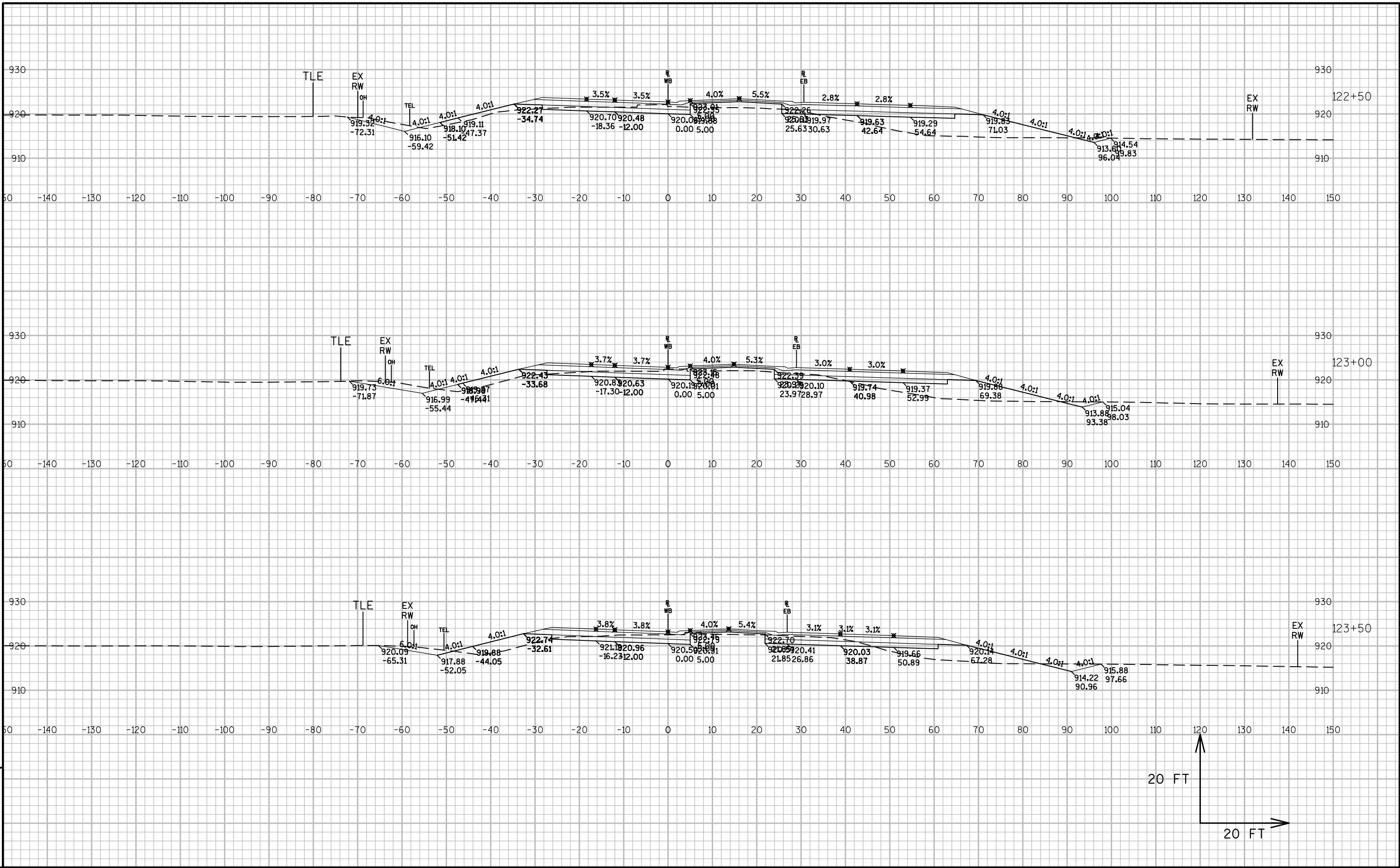
PLOT SCALE : 1 IN:20 FT

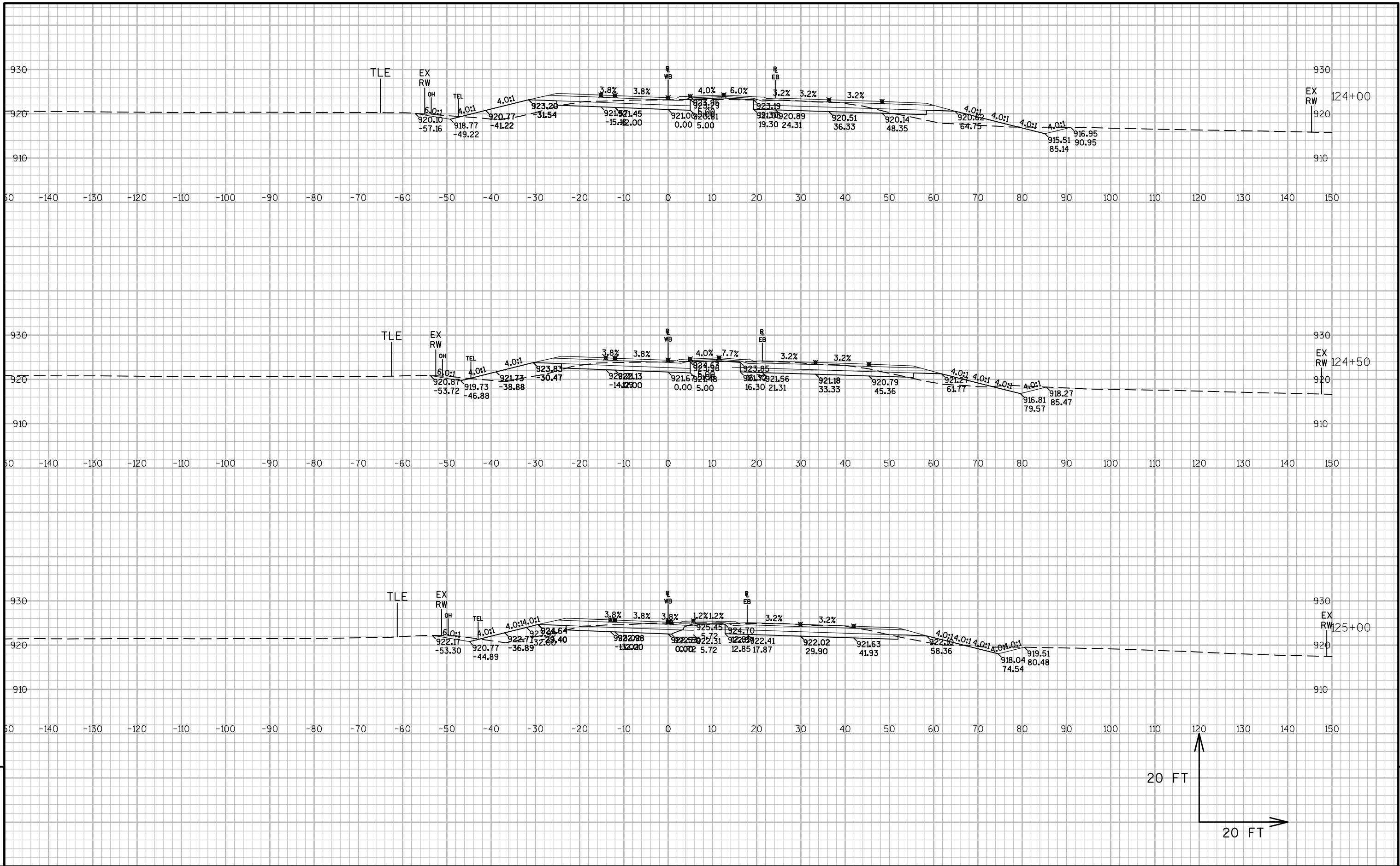
WISDOT/CADDs SHEET 49

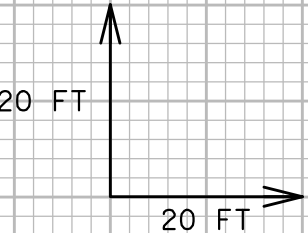
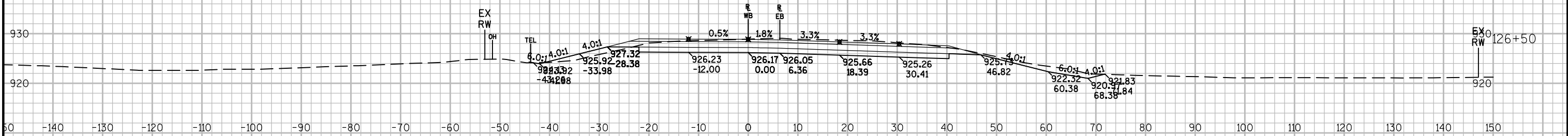
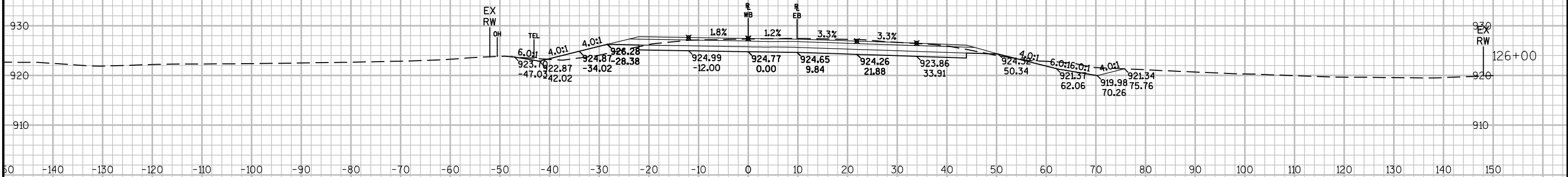
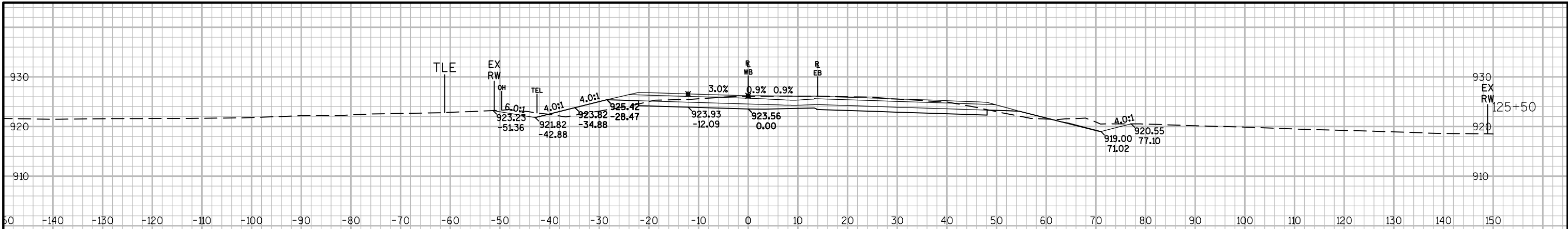






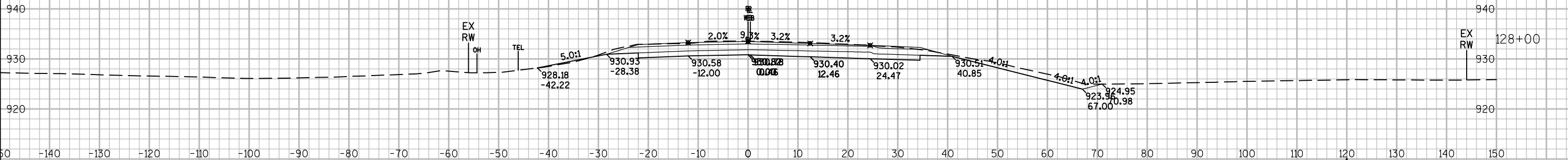
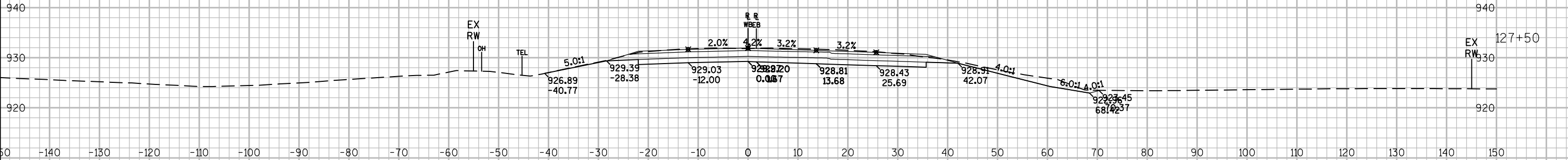
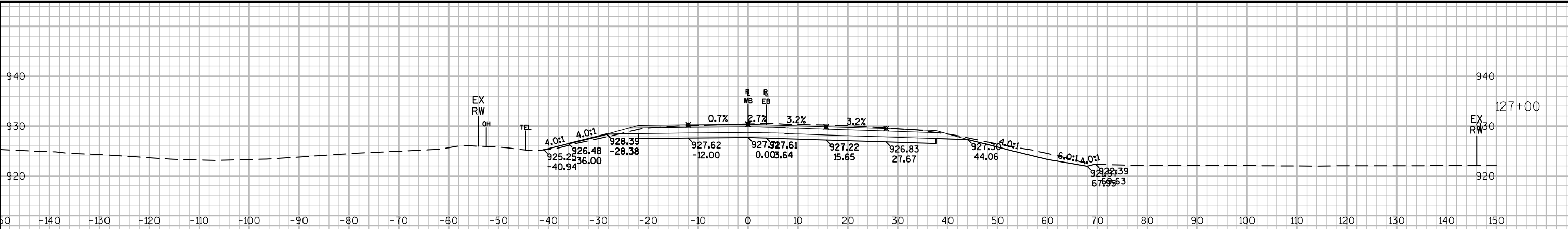


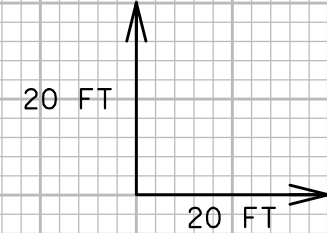
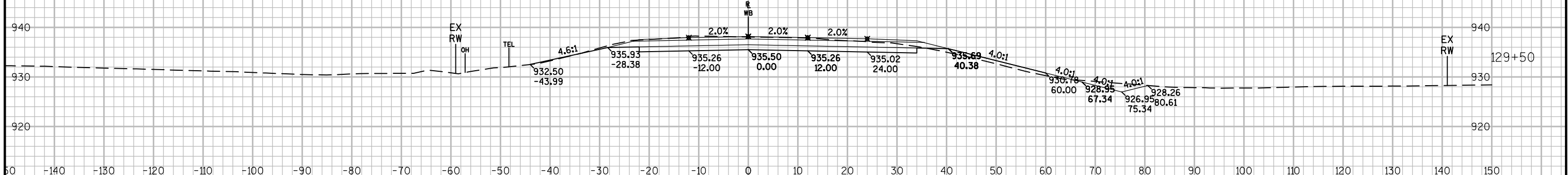
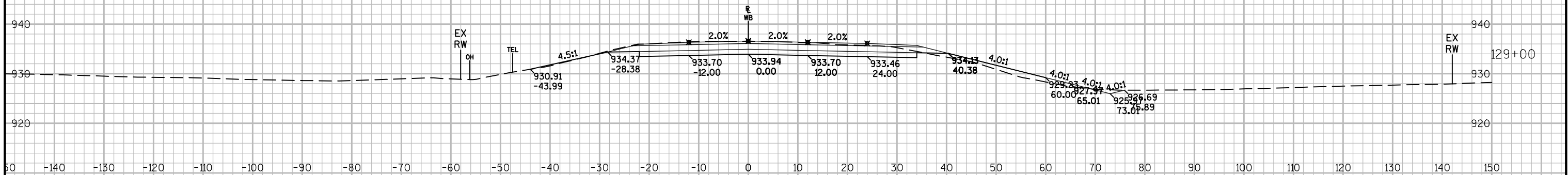
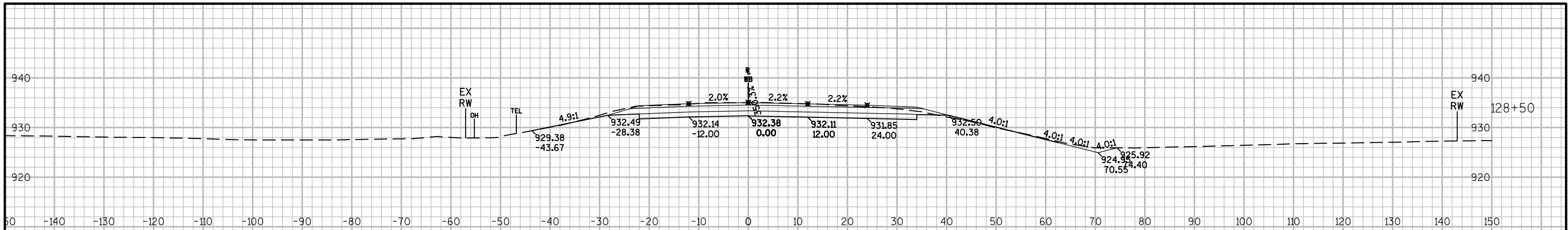


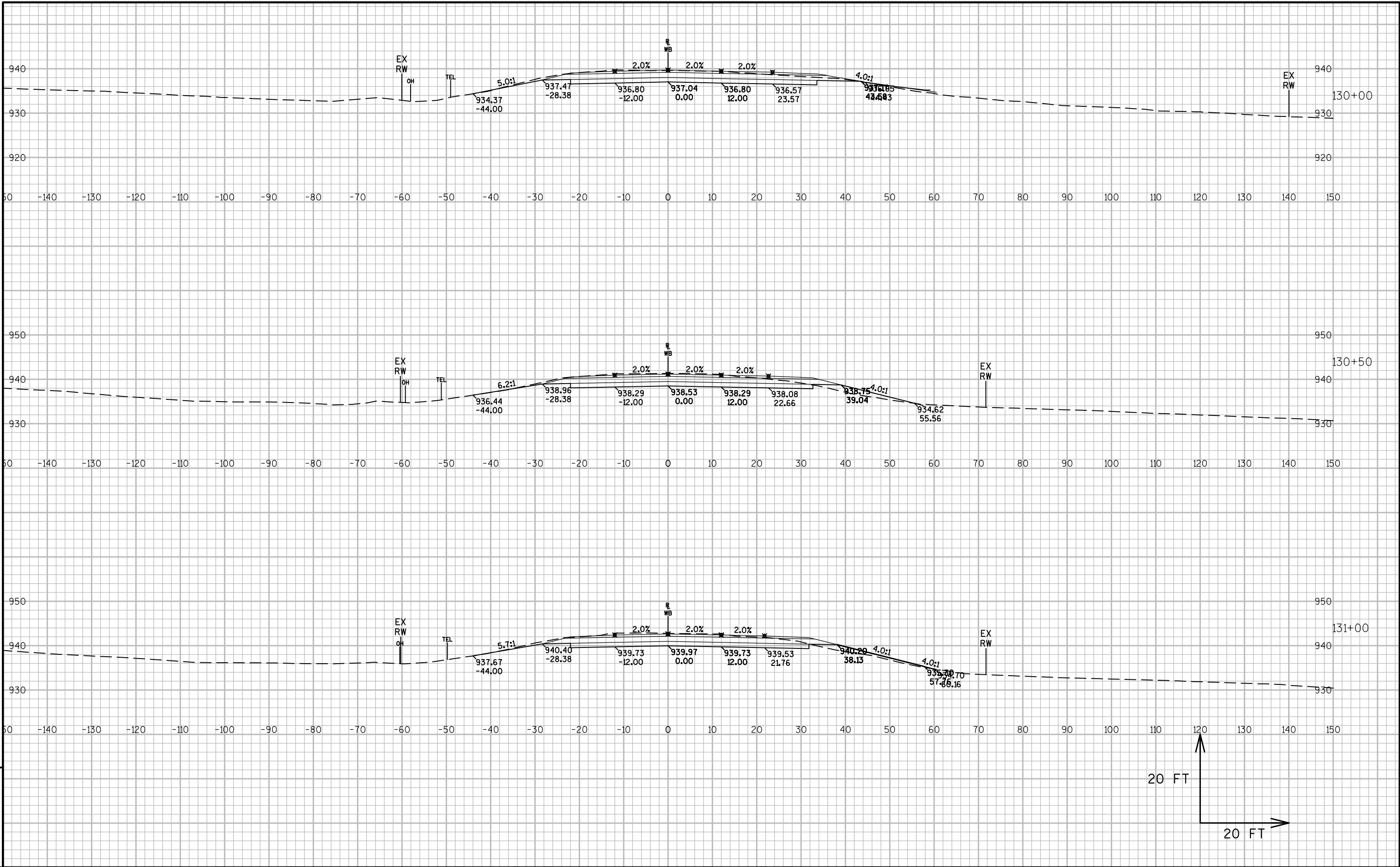


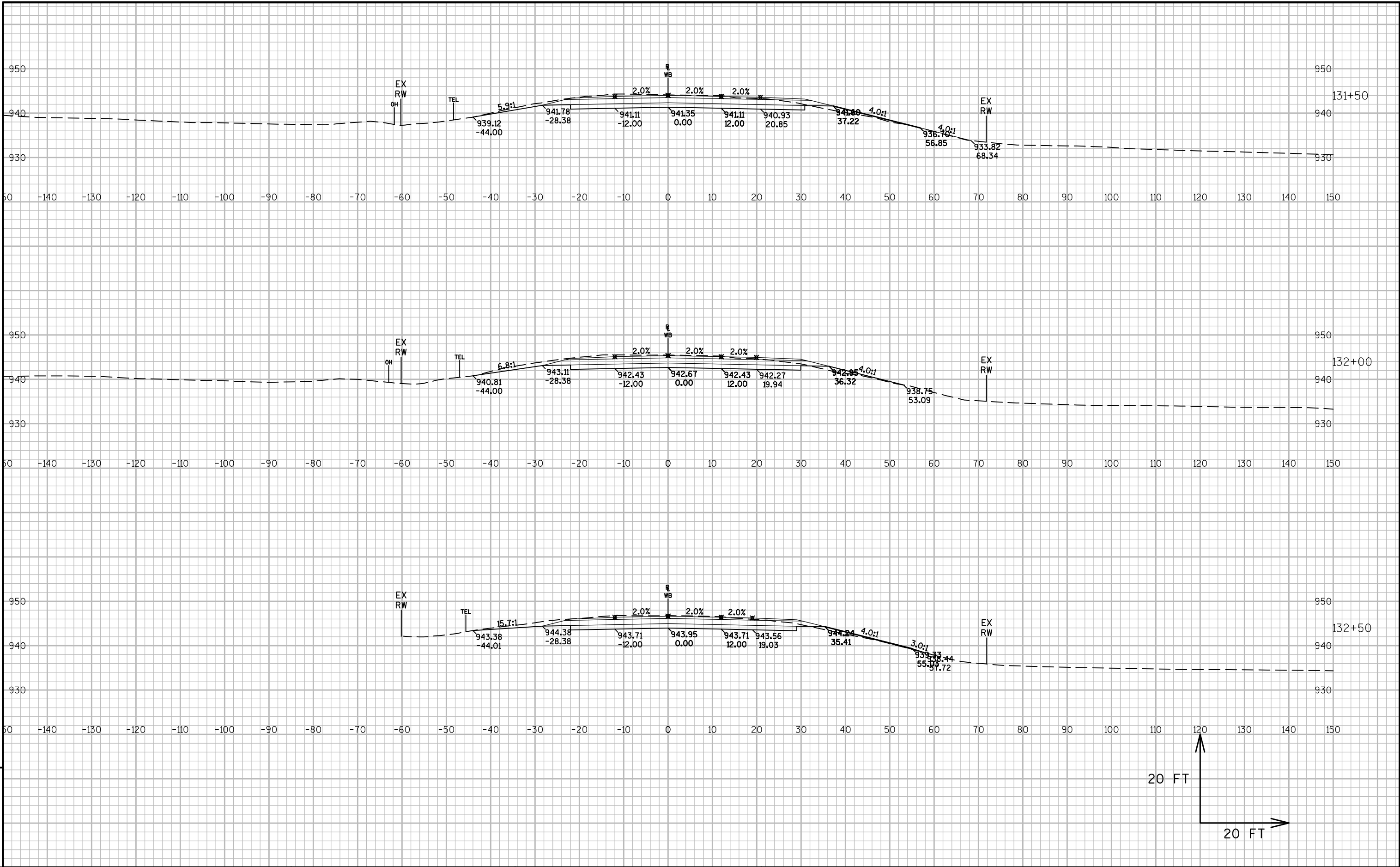
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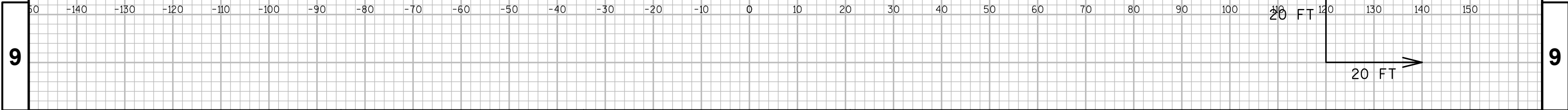
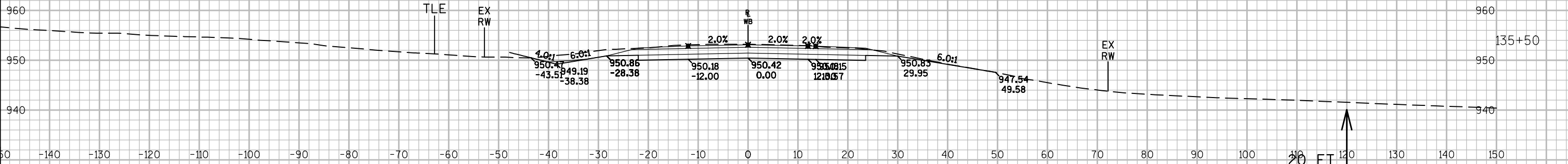
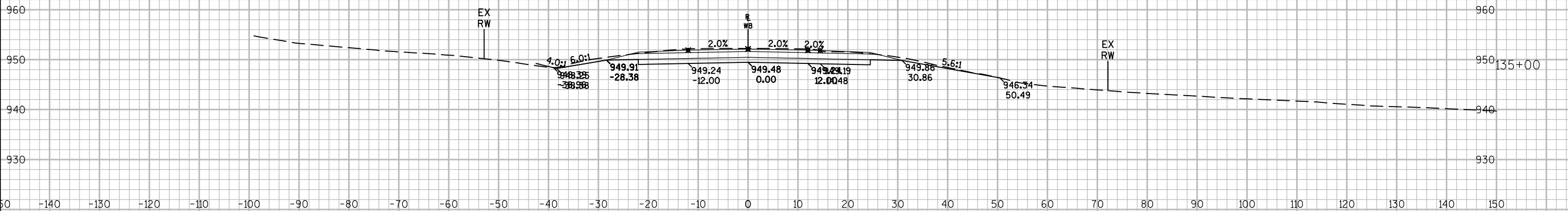
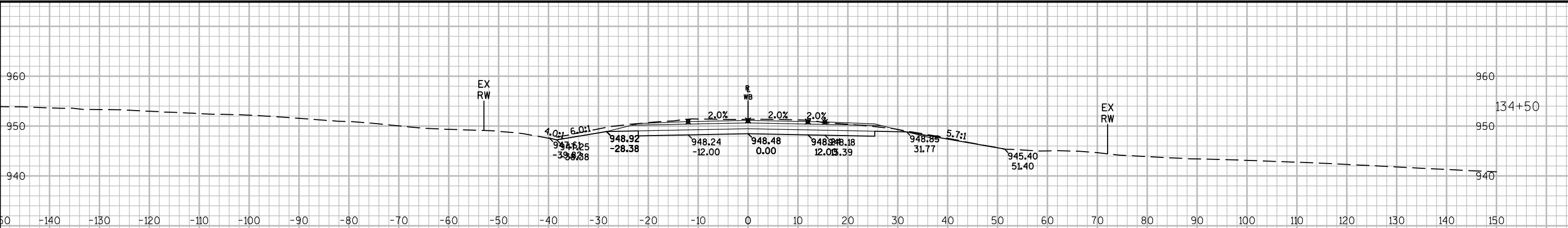
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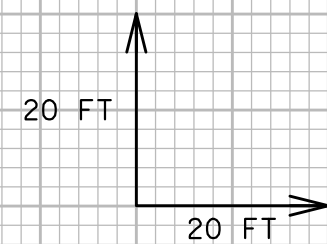
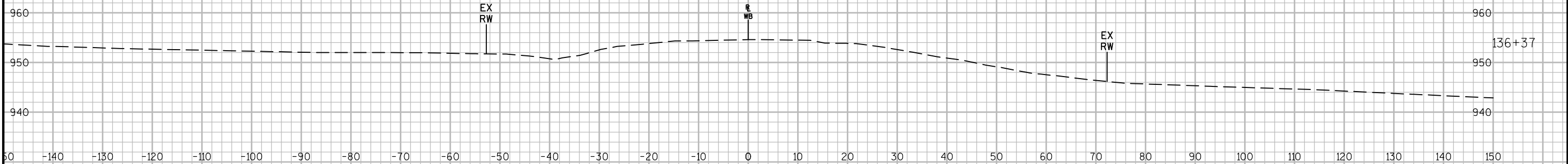
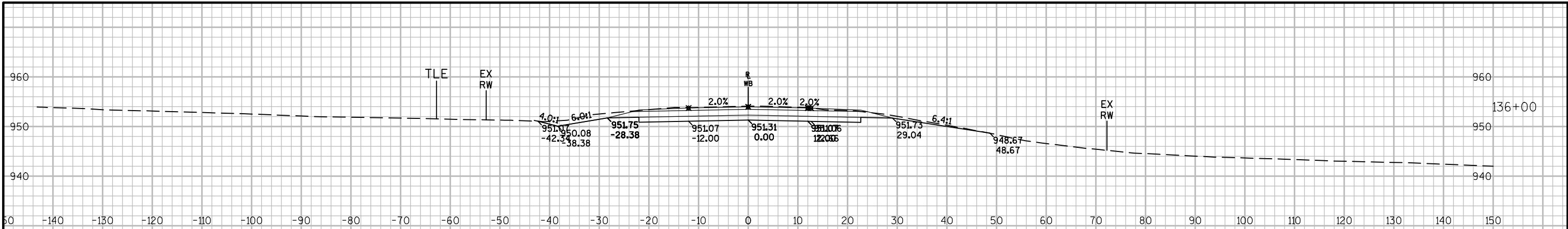






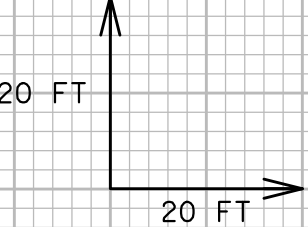
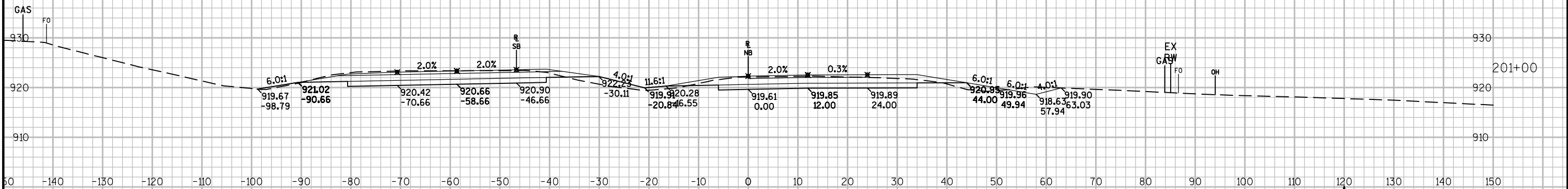
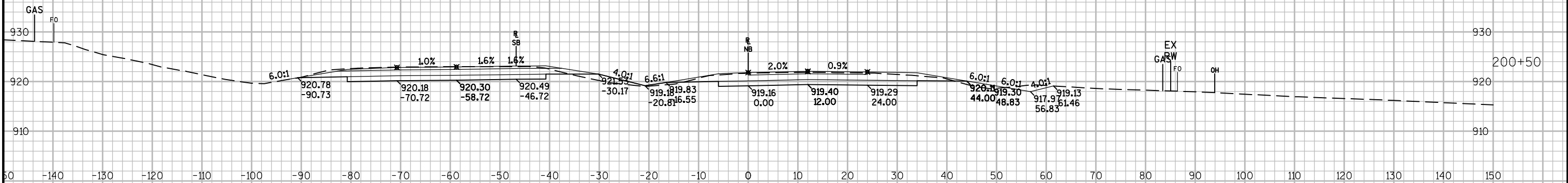
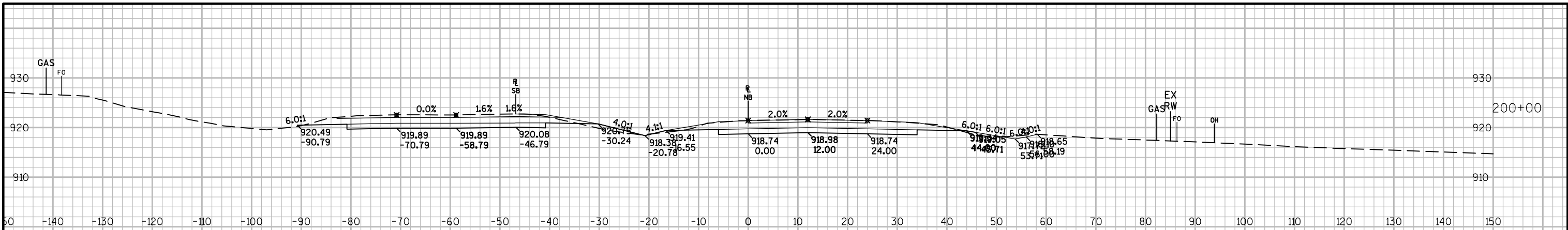






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PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

CROSS SECTIONS: STH 113 SOUTH LEG

SHEET PRE_142

E

FILE NAME : N:\PDS\C3D\52900200\SHEETSP\AN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090241_XS

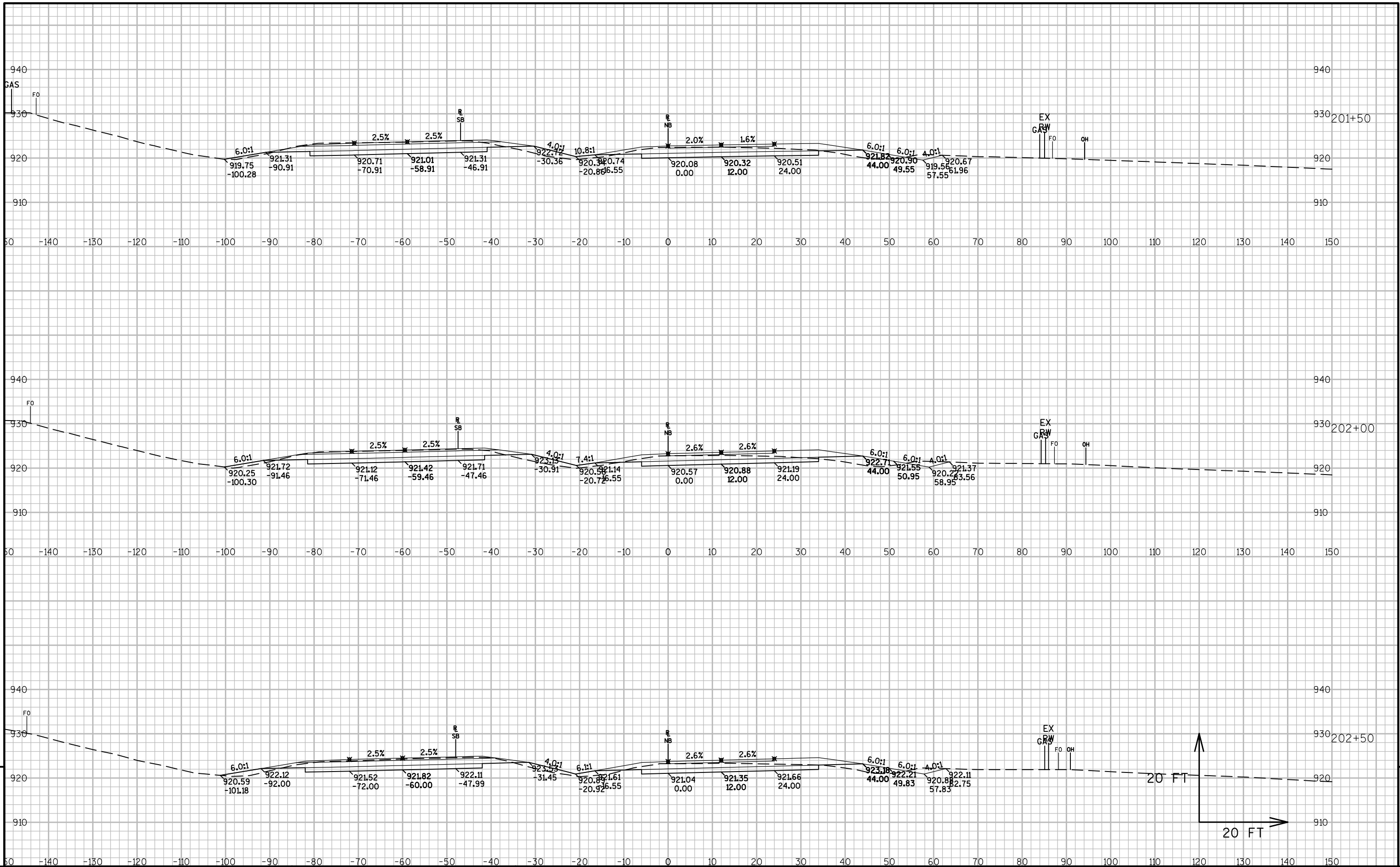
PLOT DATE : 2/23/2016 12:02 PM

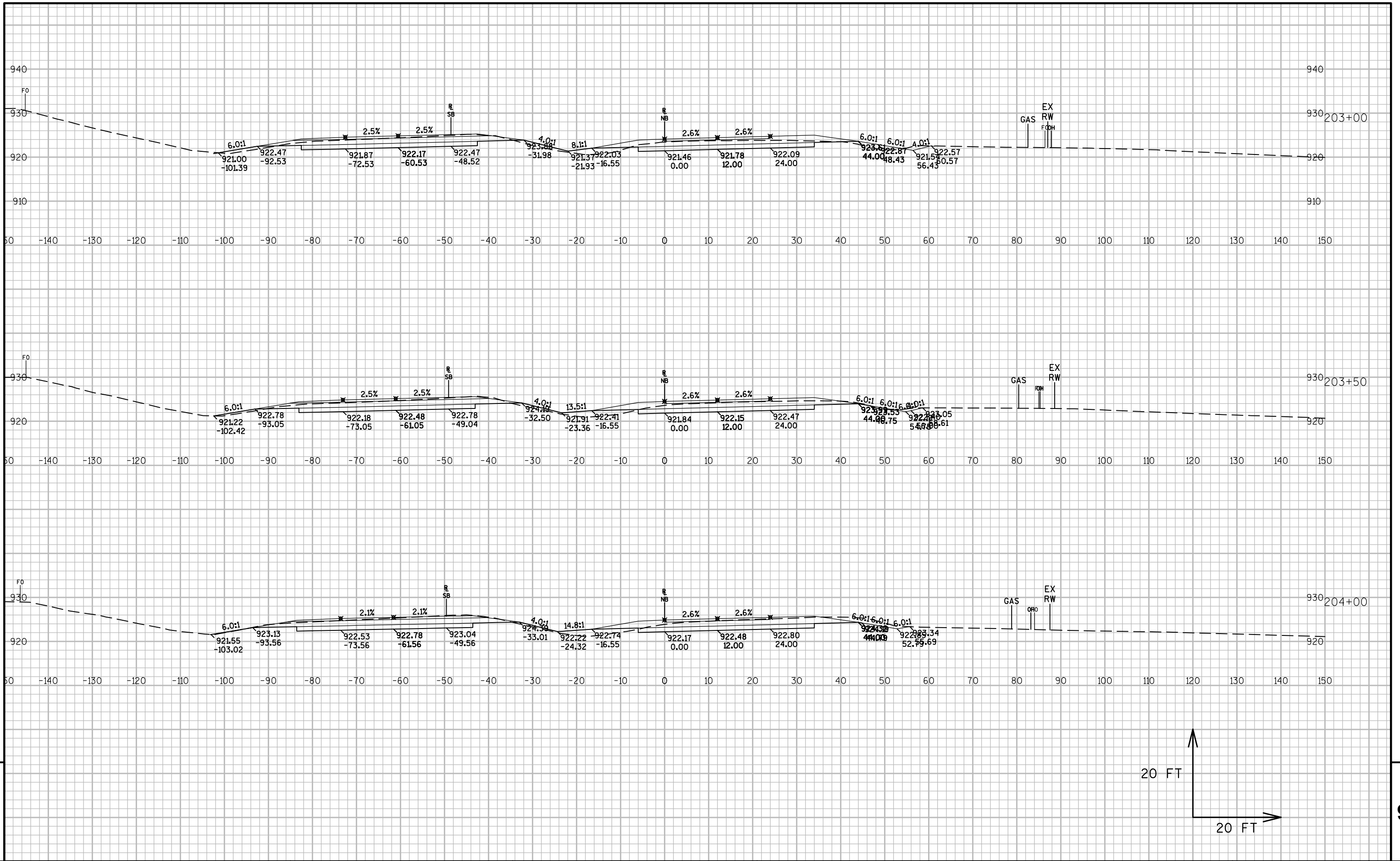
PLOT BY : PAYNE, GREGORY A

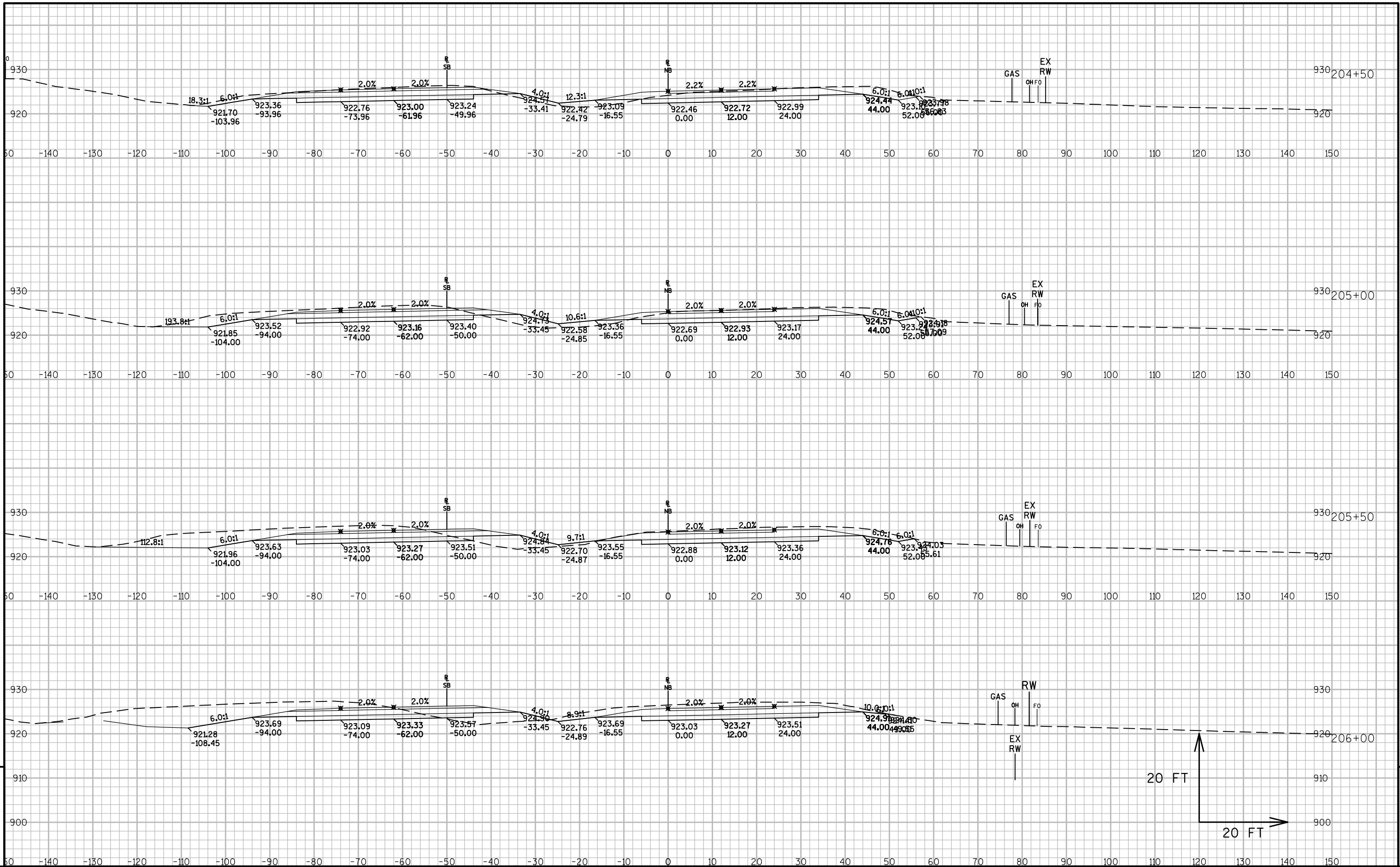
PLOT NAME :

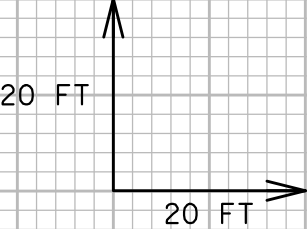
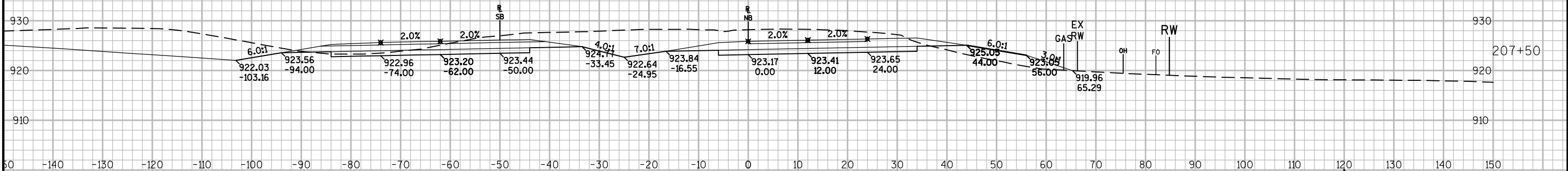
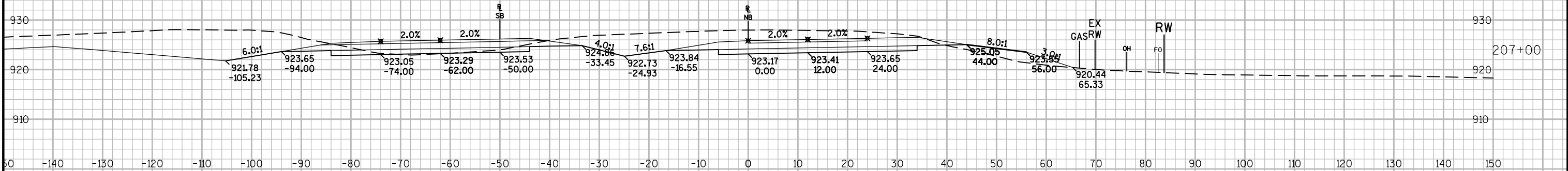
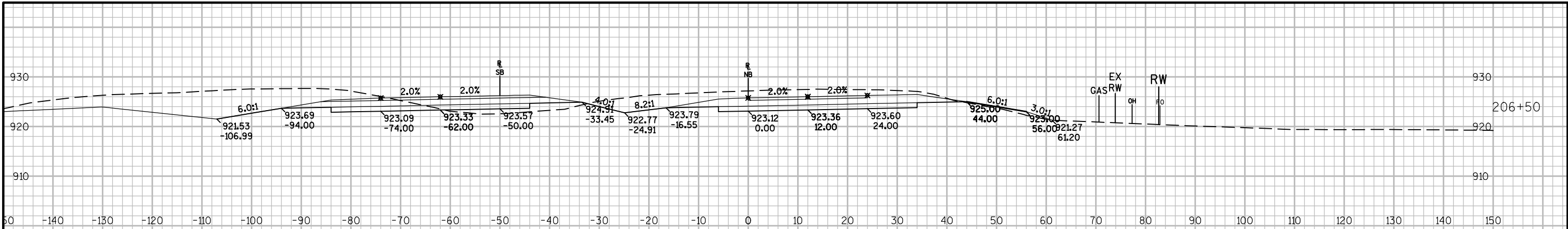
PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49









9

9

PROJECT NO:5290-02-70

HWY:STH 19

COUNTY:DANE

CROSS SECTIONS: STH 113 SOUTH LEG

SHEET PRE_146

E

FILE NAME : N:\PDS\C3D\52900200\SHETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - 090245_XS

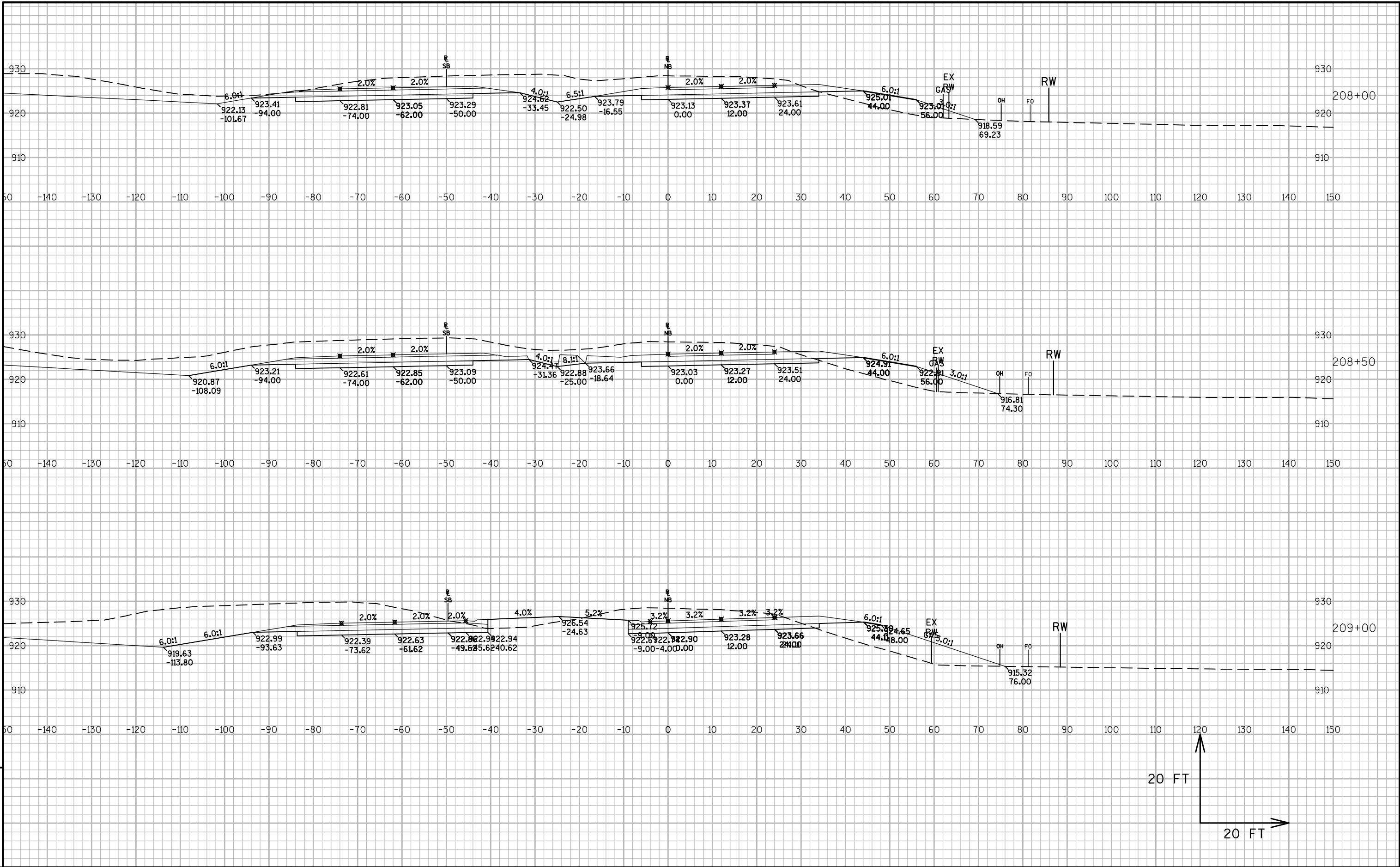
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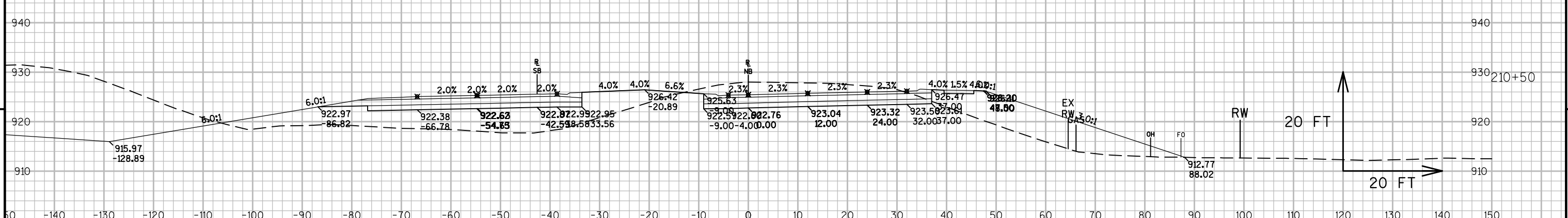
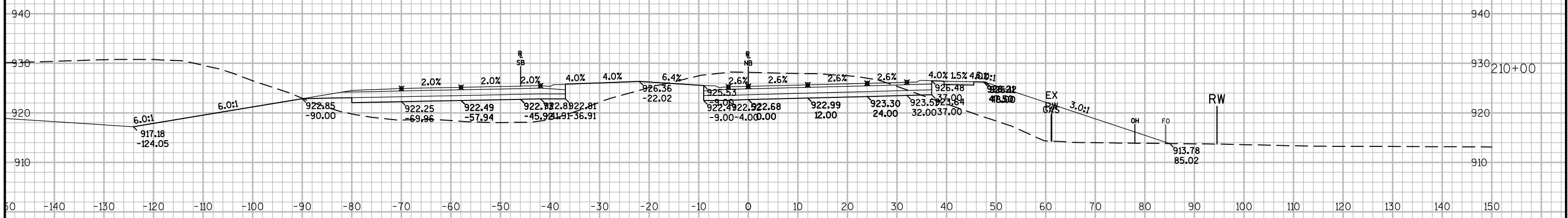
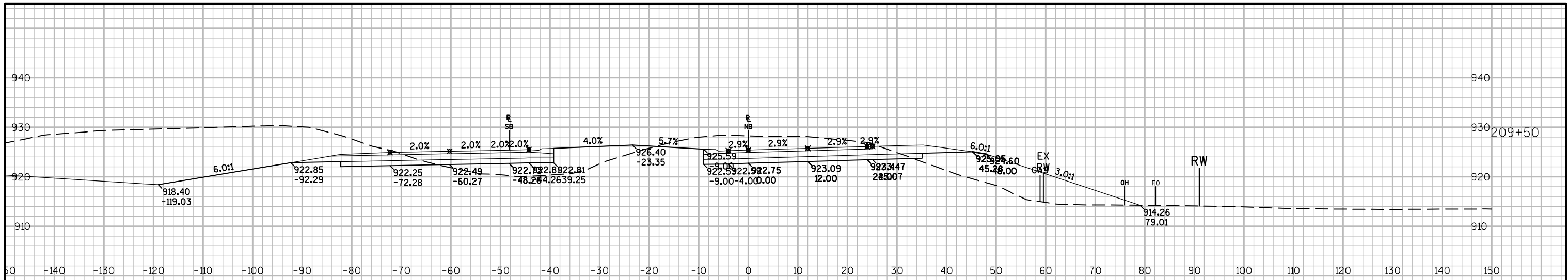
PLOT BY : PAYNE, GREGORY A

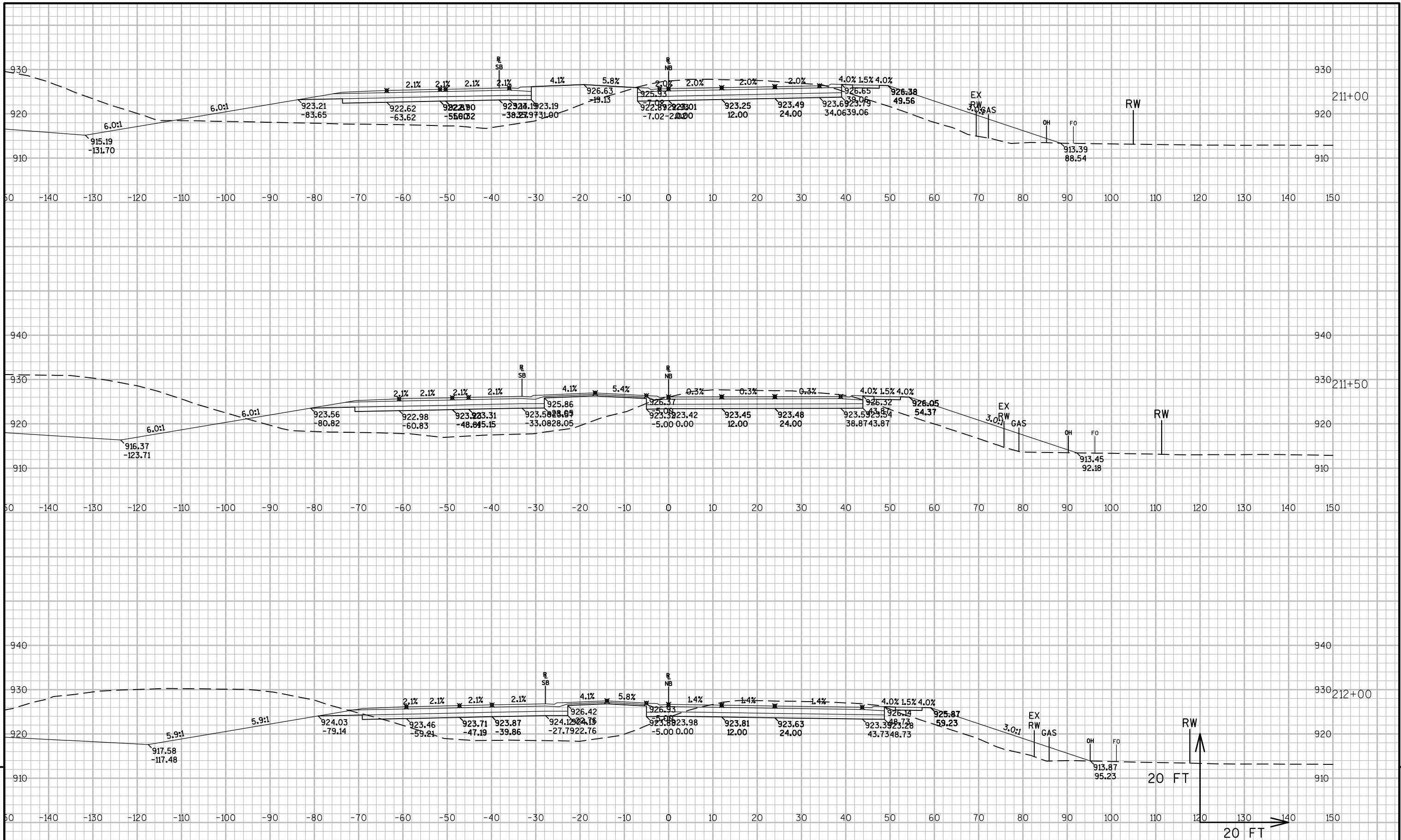
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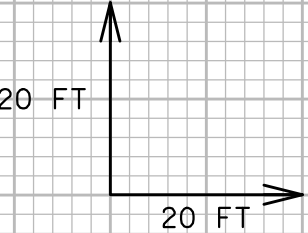
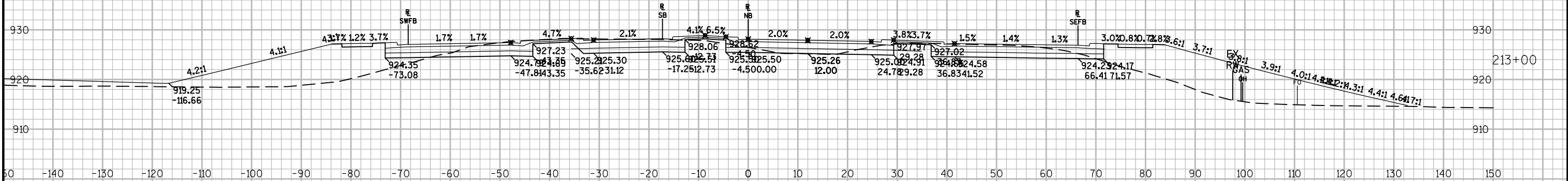
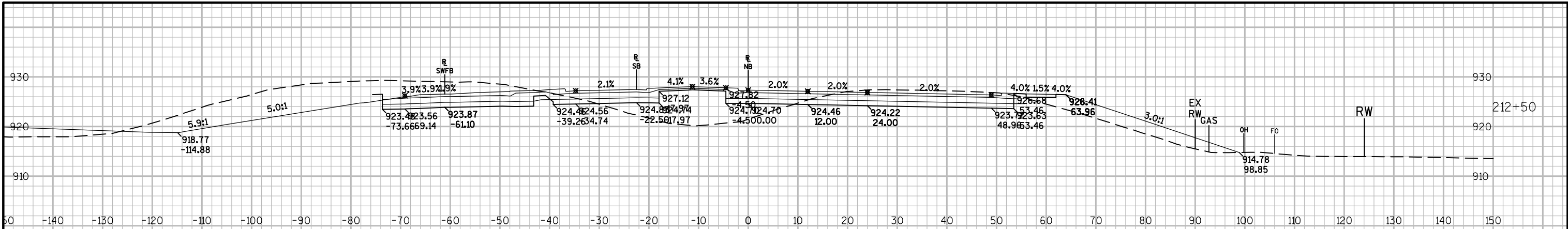
PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 49



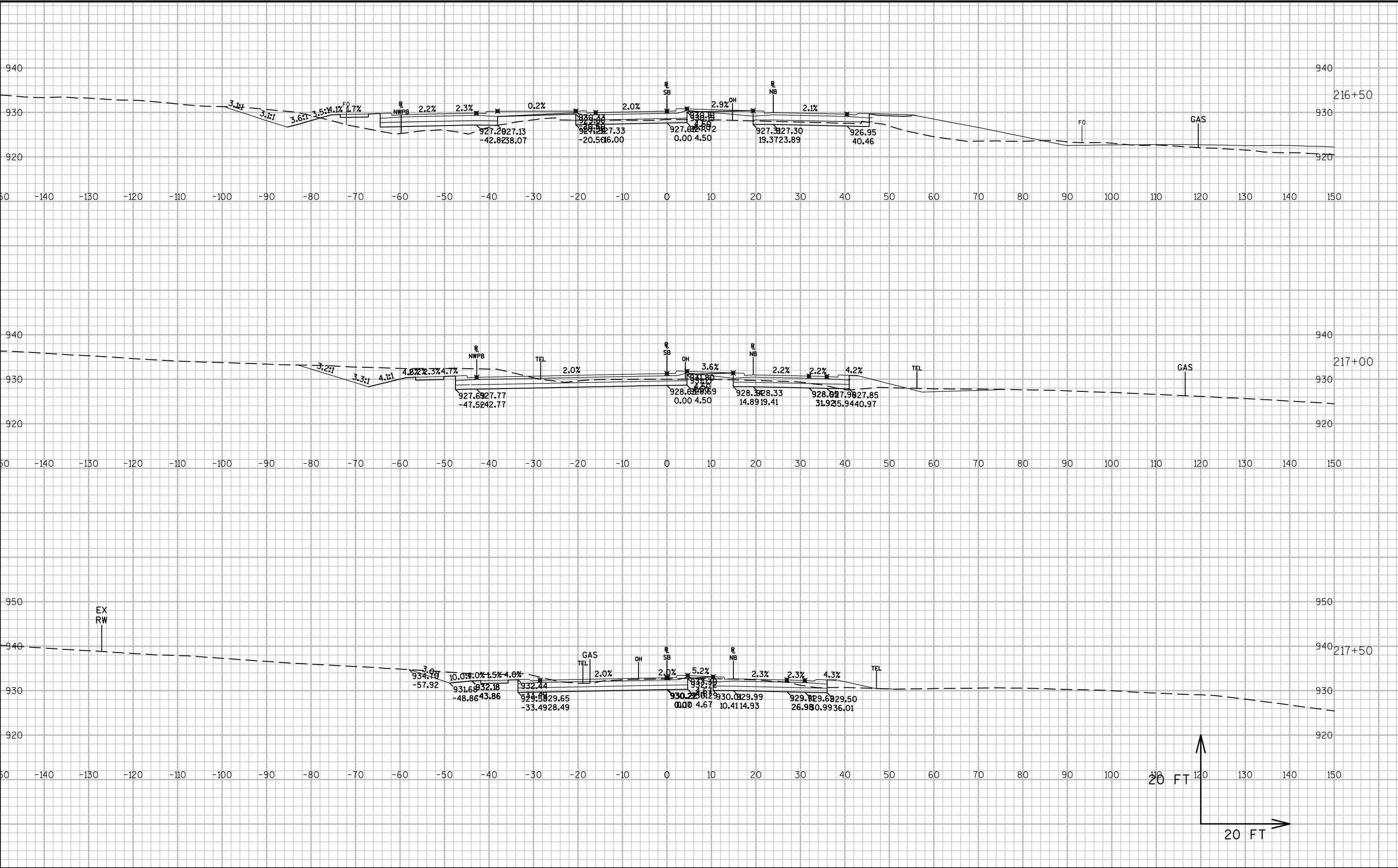


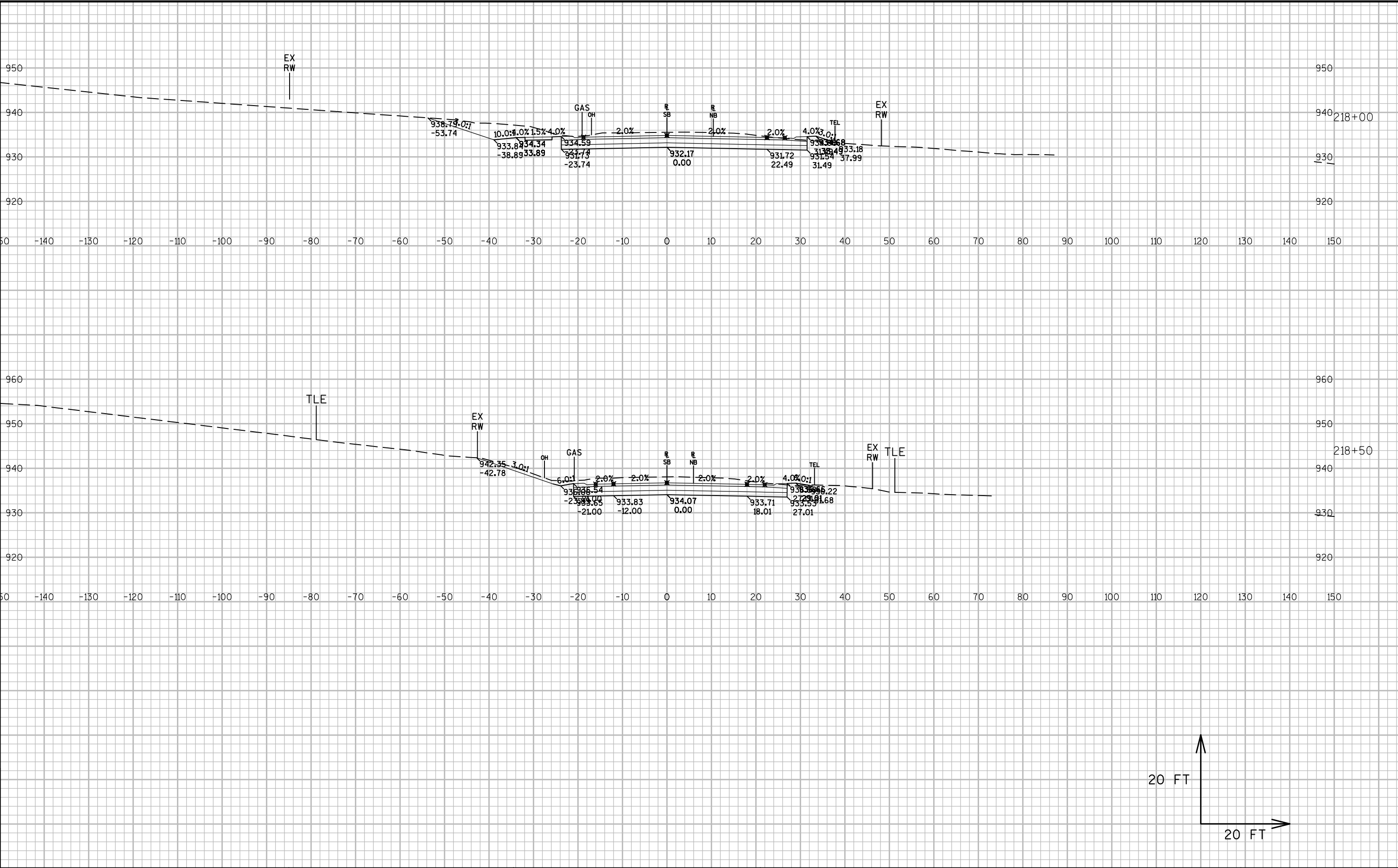


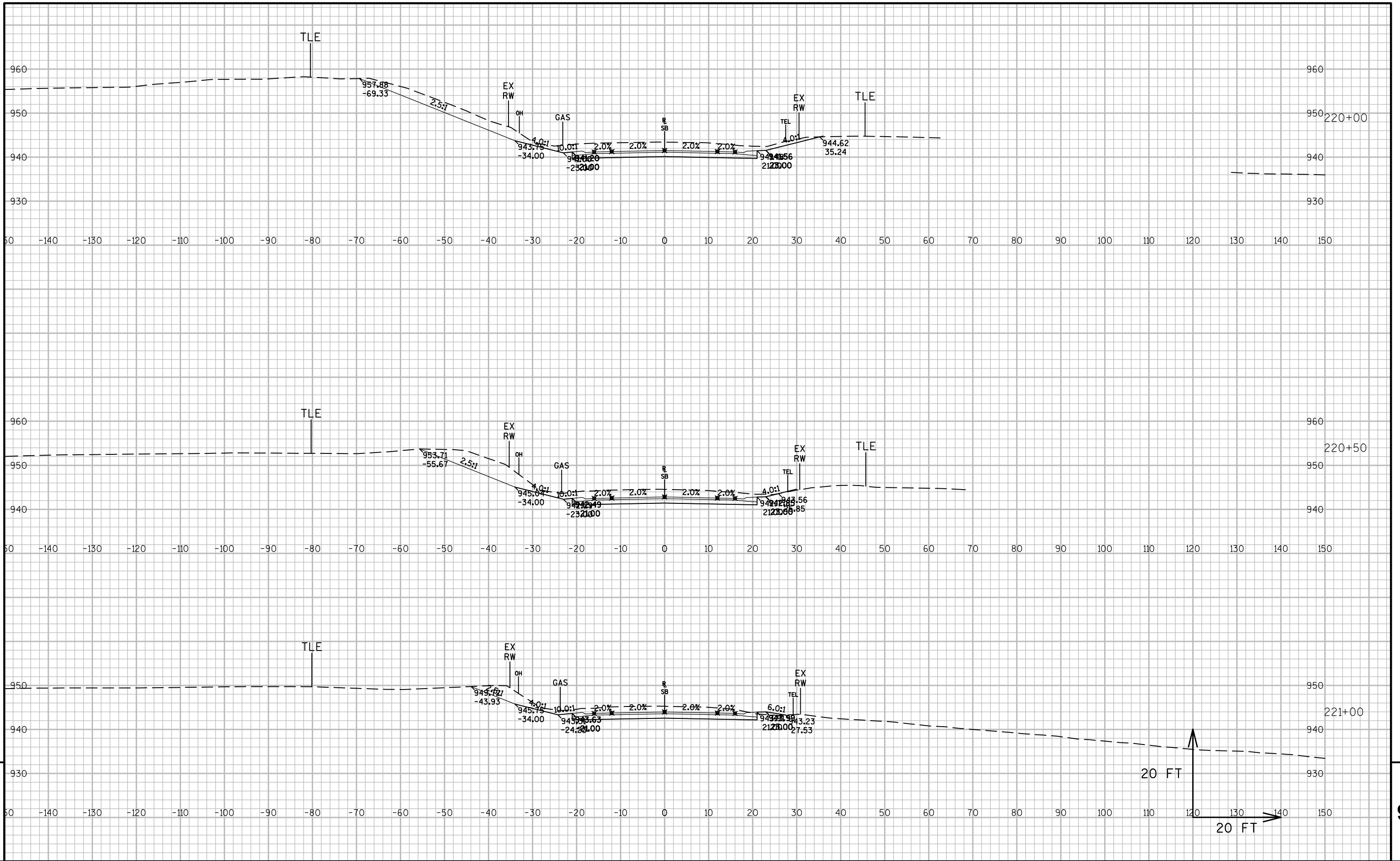


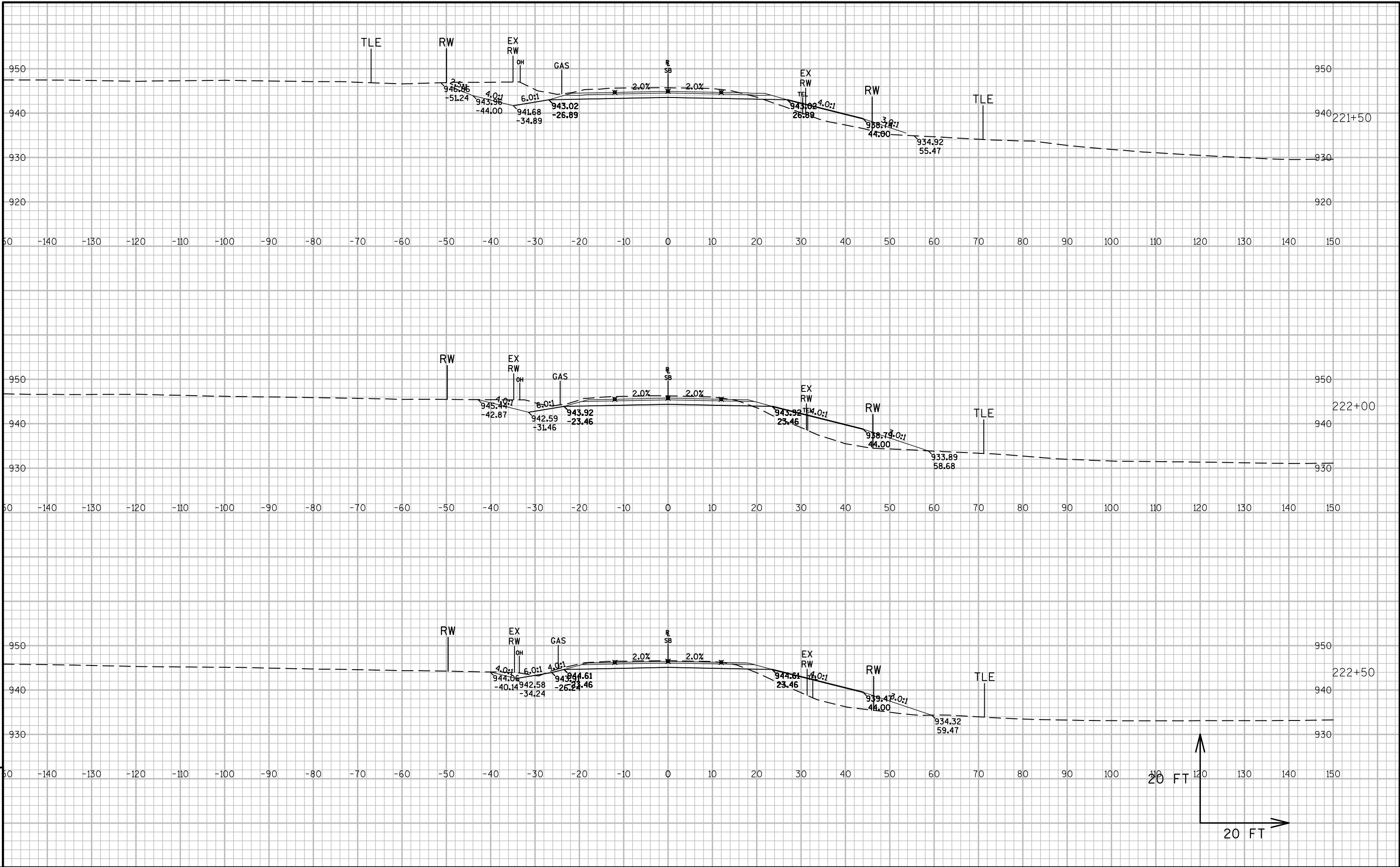
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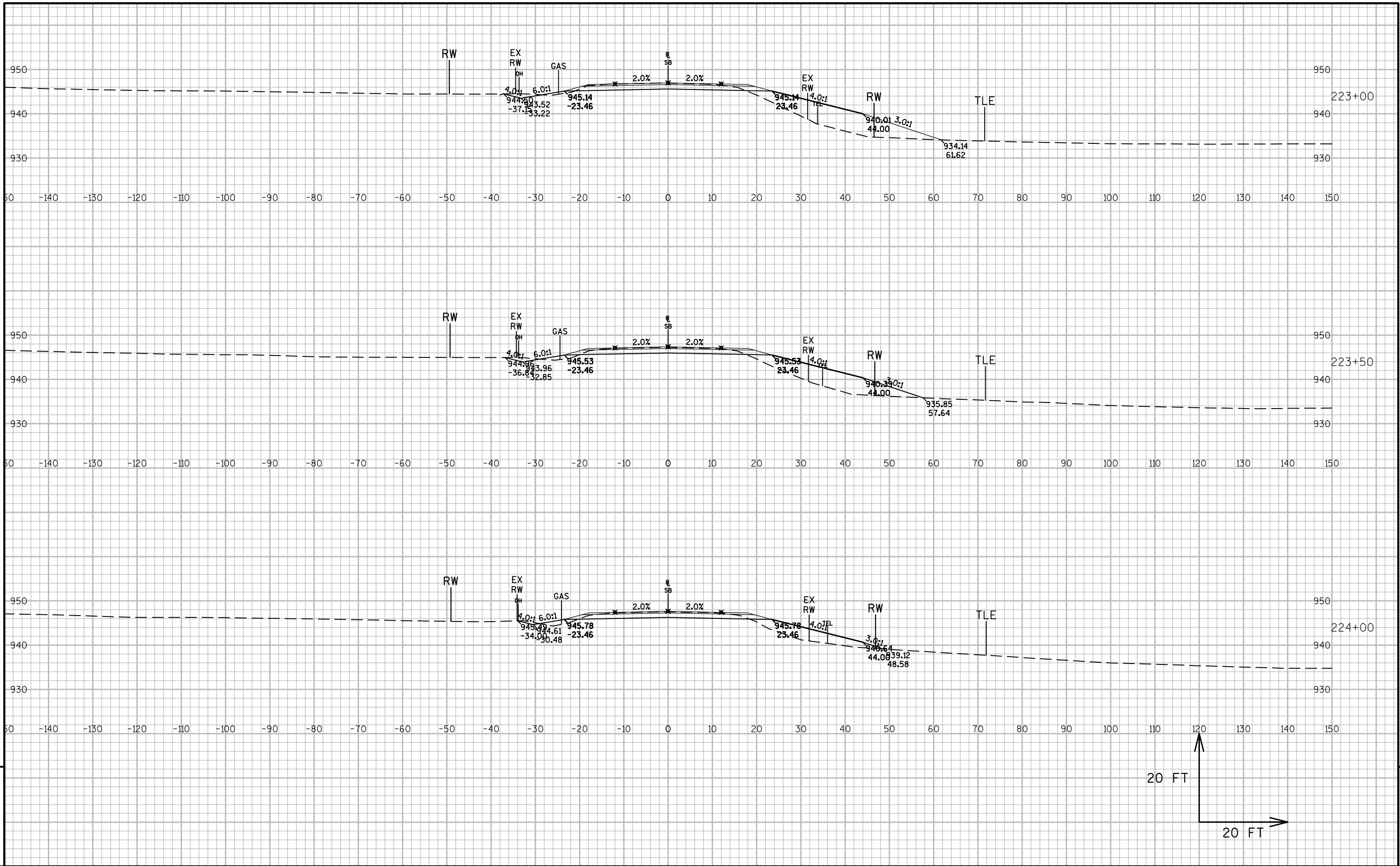
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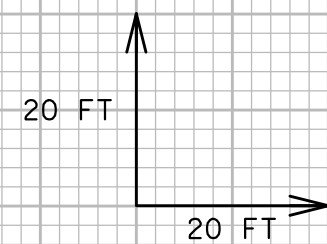
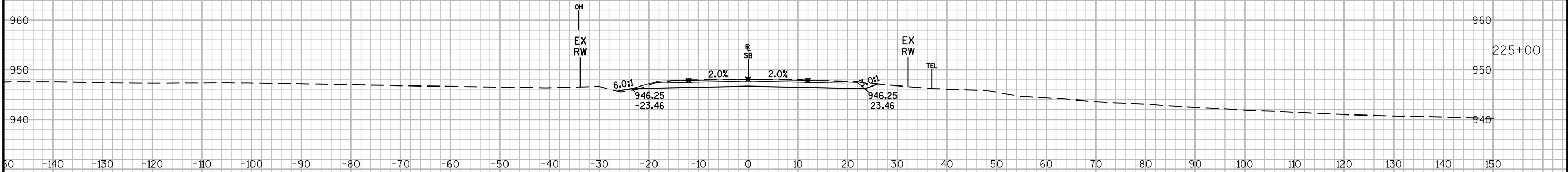
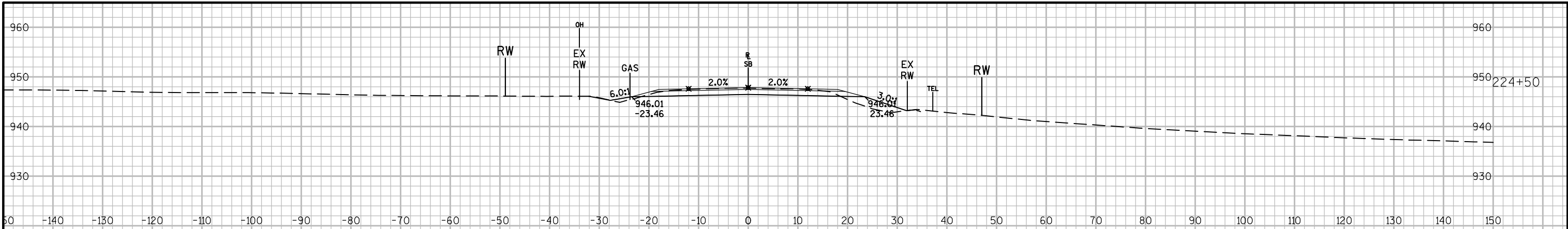












9

9

EPlans Preliminary Sheet Numbering Tool

This sheet: ftp://ftp.dot.state.wi.us/transp/roads/eplans/prelim_sheet_numbers.pdf

Notes

- Acrobat 5 or higher is required to use this tool.
- The Bureau of Highway Construction places sheet numbers in the final plan.
- This sheet is for placing preliminary sheet numbers with a "PRE_" prefix.
- If a plan contains multiple projects, number each plan individually.
- Leave this sheet in the plan.

TO ADD PRELIMINARY SHEET NUMBERS

- 1. Insert this sheet at the end of the plan**
 - a. With the plan open in Acrobat, select Document > Insert Pages.
 - b. In the Select File to Insert dialog box, select this file (prelim_sheet_numbers.pdf)
 - c. In the Insert dialog box, choose After for Location and Last page for Page.
 - d. Click OK.
- 2. Click the Place Preliminary Sheet Numbers button**
 - a. Go to the last sheet of the plan.
 - b. Click the Place Preliminary Sheet Numbers button once.
(The preliminary sheet number appears in the bottom right corner of the sheets.
The number should match te page number in the Acrobat Status bar).
- 3. Re-Save the PDF**
 - a. Select File > Save As and save the PDF.



TO REMOVE PRELIMINARY SHEET NUMBERS

