

PROJECT ID: 5845-01-76
WITH: N/A
COUNTY: DANE

ORDER OF SHEETS

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

TOTAL SHEETS =



DESIGN DESIGNATION

A.A.D.T. (2012)	=	12,700
A.A.D.T. (2042)	=	18,200
D.H.V. (6.5%)	=	1,183
D.D.	=	59/41
T. (DHV)	=	7.6%
DESIGN SPEED	=	40 MPH
ESALS	=	2,400,000

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	
PROPERTY LINE	
LOT LINE	
LIMITED HIGHWAY EASEMENT	
EXISTING RIGHT OF WAY	
PROPOSED OR NEW R/W LINE	
SLOPE INTERCEPT	
REFERENCE LINE	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
OVERHEAD UTILITY	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STOUGHTON - MADISON

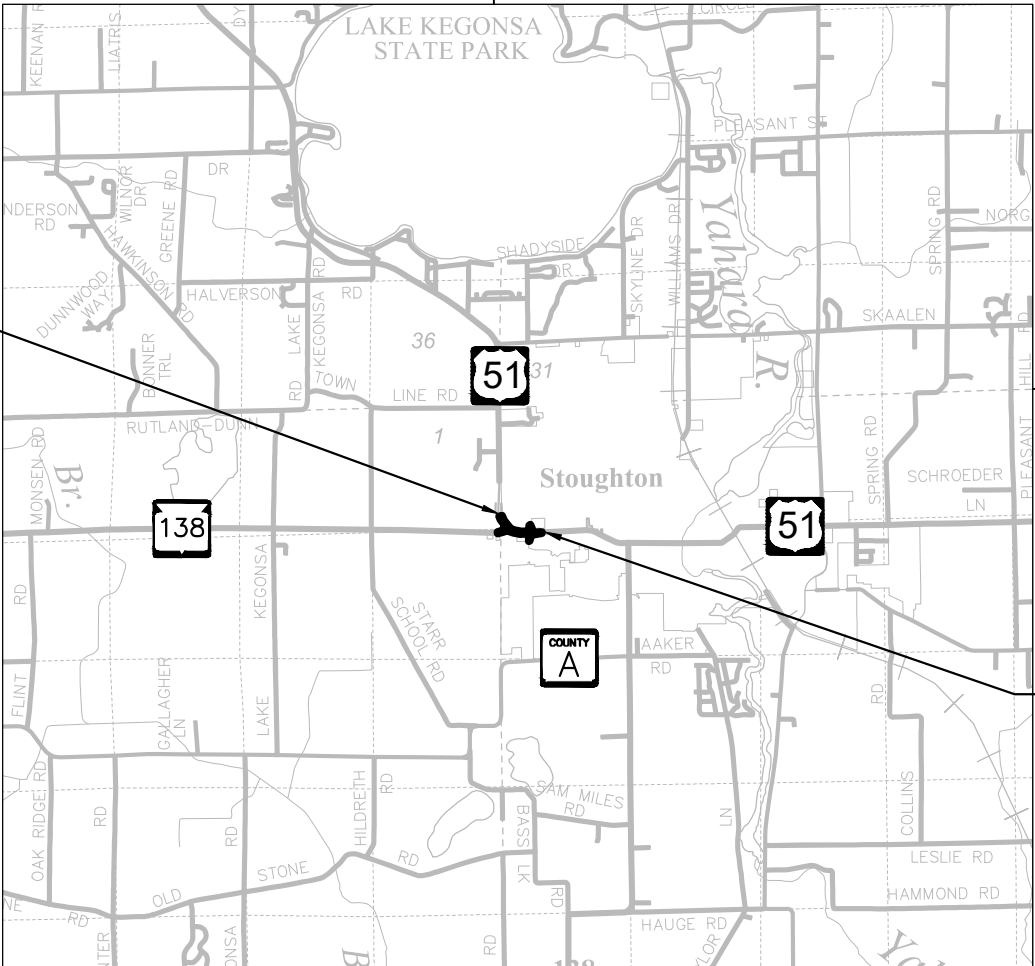
STH 138 INTERSECTION

USH 51

DANE COUNTY

STATE PROJECT NUMBER
5845-01-76

R-10-E R-11-E



T-6-N
T-5-N

BEGIN PROJECT
STA. 10+00.00 A
X=858,720.94
Y=425,822.09

LAYOUT
SCALE 0 1 1/2 MILE
TOTAL NET LENGTH OF CENTERLINE = 0.376 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD88 (2007), IN U.S. SURVEY FEET. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN DATUM OF 2007 (NAVD88). VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5845-01-76		

APPROVED FOR
DESIGN OF UTILITY
ADJUSTMENTS
8/1/2017

ORIGINAL PLANS PREPARED BY:



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	STRAND ASSOCIATES, INC.
Designer	STRAND ASSOCIATES, INC.
Project Manager	CHRIS HODGES, P.E.
Regional Examiner	
Regional Supervisor	KARLA KNORR, P.E.

APPROVED FOR THE DEPARTMENT

DATE: (Signature)

UTI_1

E

GENERAL NOTES

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES. MAINTAIN ALL EROSION CONTROL MEASURES UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEIR REMOVAL OR UNLESS THE ENGINEER APPROVES THEIR REMOVAL.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

THE LOCATION AND WIDTH OF DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

STORM SEWER PIPE ELEVATIONS, LENGTH, AND LOCATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

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

HMA WEIGHT CALCULATIONS BASED ON 112 LBS/SY/IN.

HMA PAVEMENT SUMMARY:

5-INCH HMA PAVEMENT		
LAYER	THICKNESS	HMA TYPE
UPPER	2-INCHES	4 MT 58-28H
LOWER	3-INCHES	3 MT 58-28S

4-INCH HMA PAVEMENT		
LAYER	THICKNESS	HMA TYPE
UPPER	2-INCHES	4 MT 58-28H
LOWER	2-INCHES	3 MT 58-28S

ABBREVIATIONS

B	BARN
BP	BREAK POINT
COR	CORNER
CSCP	CORRUGATED STEEL CONCRETE PIPE
DIM	DIMENSION
E	EXTERNAL DISTANCE
ESAL	EQUIVALENT SINGLE AXLE LOAD
EOP	EDGE OF PAVEMENT
HP	HIGH POINT
D	LANE DISTRIBUTION
LP	LOW POINT
MAX	MAXIMUM
MD	MEDIAN DRAIN
MIN	MINIMUM
NOR	NORMAL
PGL	PROFILE GRADE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
S	SHED
SPBG	STEEL PLATE BEAM GUARD
SLST	SLOPED STEEL

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVING GRADES
EROSION CONTROL
STORM SEWER
PLANTING
PERMANENT SIGNING
ADVANCED WARNING SIGNING
LIGHTING PLAN
TRAFFIC SIGNALS
PAVEMENT MARKING
CONSTRUCTION STAGING
ALIGNMENT DETAILS

UTILITIES

ATT WISCONSIN

CAROL ANASON
316 W WASHINGTON AVENUE
MADISON, WI 53701
PH: (608) 252-2385
ca2624@att.com

ALLIANT ENERGY GAS/PETROLEUM

MIKE BROLIN
4902 N BILTMORE LANE
SUITE 1000
MADISON, WI 53718
PH: (608) 458-4871
MichaelBrolin@alliantenergy.com

CHARTER COMMUNICATIONS

BRANDON STORM
2701 DANIELS STREET
MADISON, WI 53718
PH: (608) 274-3822
brandon.storm@charter.com

CITY OF STOUGHTON
UTILITIES - ELECTRICITY

SEAN GRADY
600 S. 4TH STREET
P.O. BOX 383
STOUGHTON WI, 53589
PH: (608) 873-3379
sogrady@stoughtonutilities.com

CITY OF STOUGHTON
UTILITIES - SEWER

SEAN GRADY
600 S. 4TH STREET
P.O. BOX 383
STOUGHTON WI, 53589
PH: (608) 873-3379
sogrady@stoughtonutilities.com

CITY OF STOUGHTON
UTILITIES - WATER

SEAN GRADY
600 S. 4TH STREET
P.O. BOX 383
STOUGHTON WI, 53589
PH: (608) 873-3379
sogrady@stoughtonutilities.com

OTHER CONTACTS

WISDOT REGION CONTACT

CHRIS HODGES, P.E.
WISDOT SOUTHWEST REGION
MADISON OFFICE
2101 WRIGHT STREET
MADISON, WI 53704
PH: (608) 246-7911
chris.hodges@dot.wi.gov

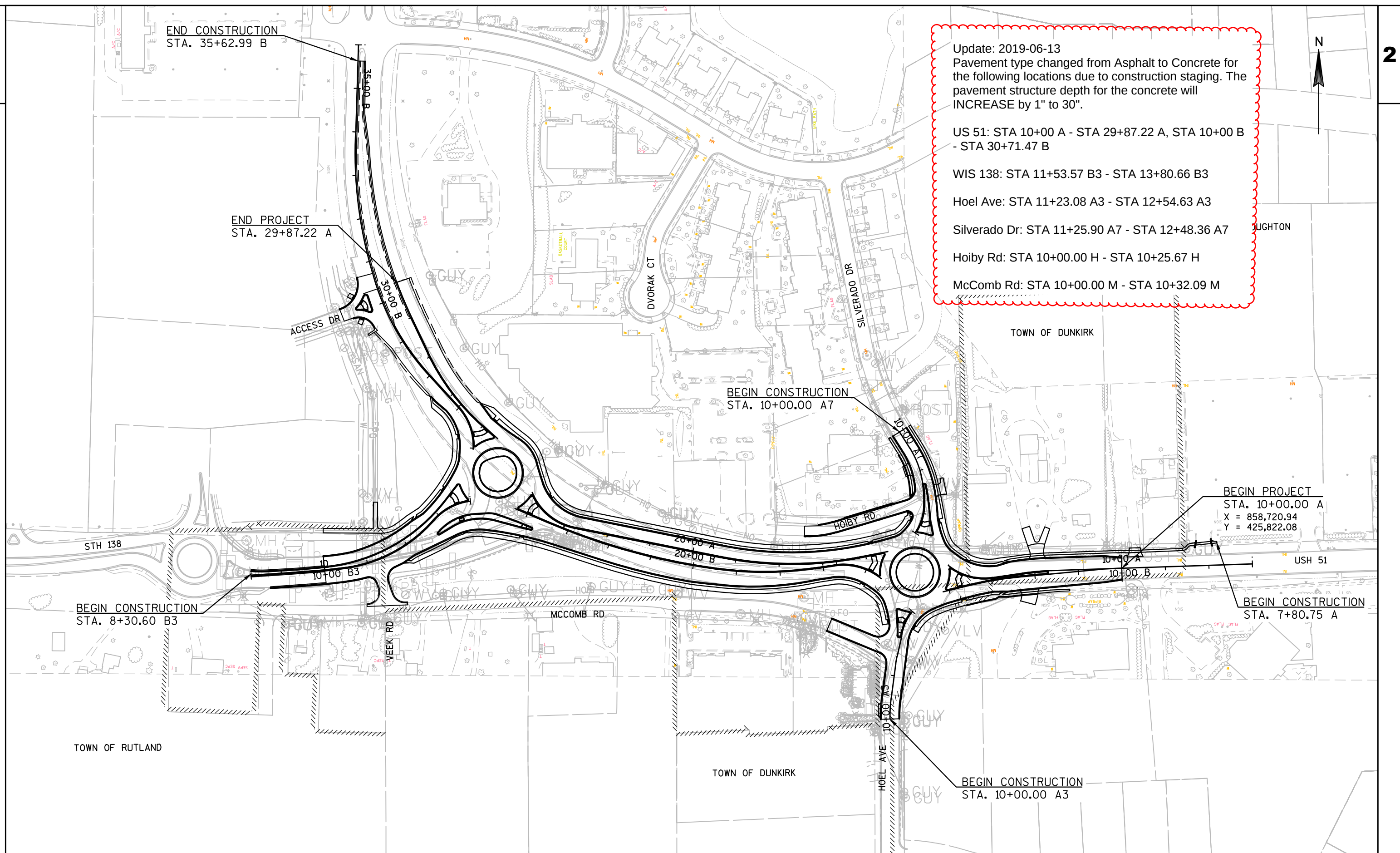
WISDNR CONTACT

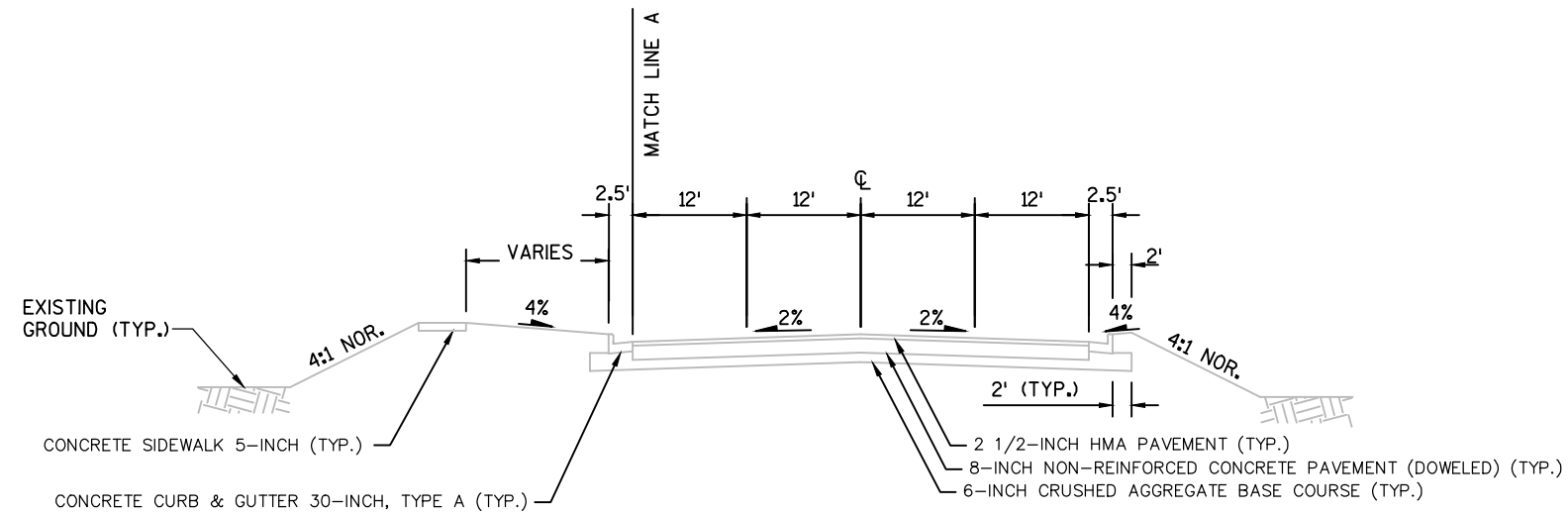
ERIC HEGGELUND
DNR - SOUTH CENTRAL REGION HEADQUARTERS
2911 FISH HATCHERY ROAD
FITCHBURG, WI53711
eric.heggelund@wisconsin.gov

DESIGN CONSULTANT

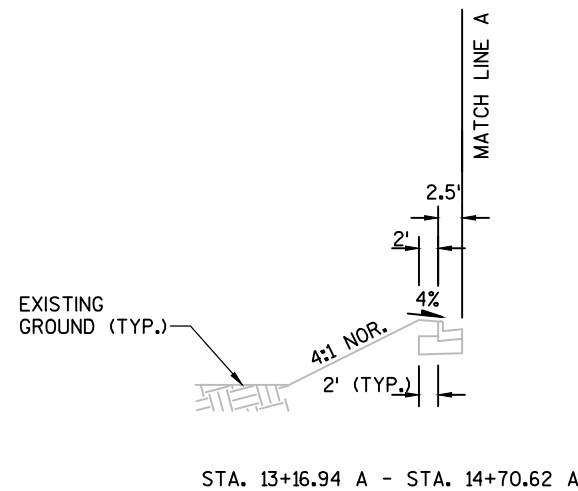
KYLE HENDERSON, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
PH: (414) 251-4843
kyle.henderson@strand.com



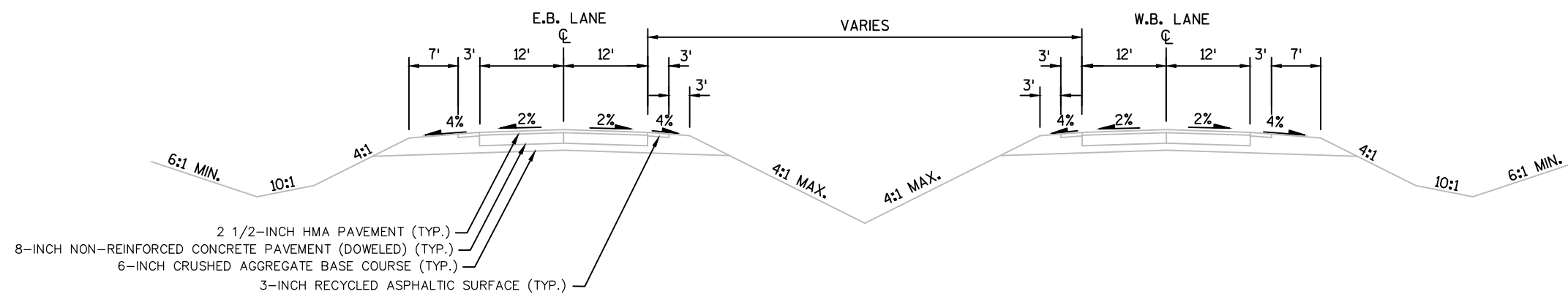




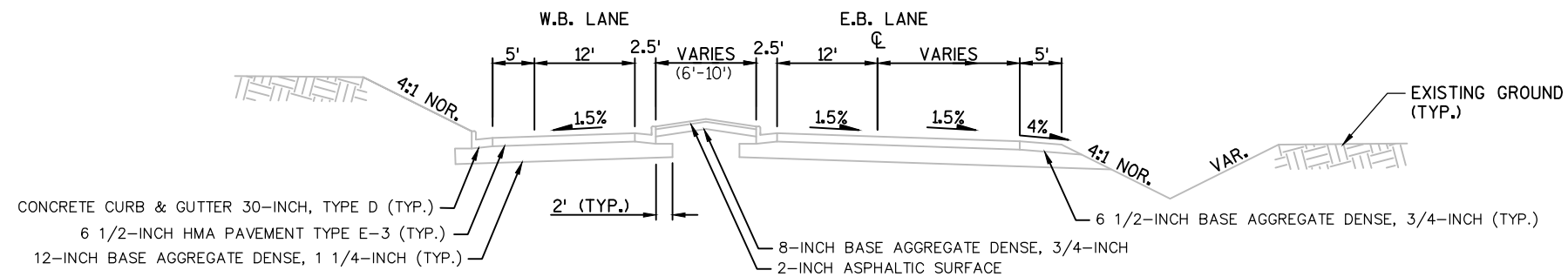
TYPICAL EXISTING SECTION - USH 51
STA. 10+00.00 A - STA. 14+70.62 A



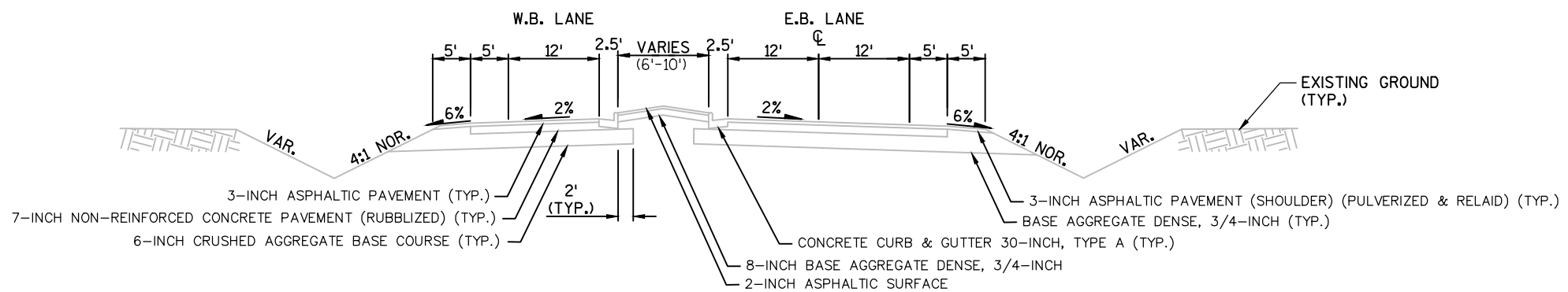
STA. 13+16.94 A - STA. 14+70.62 A



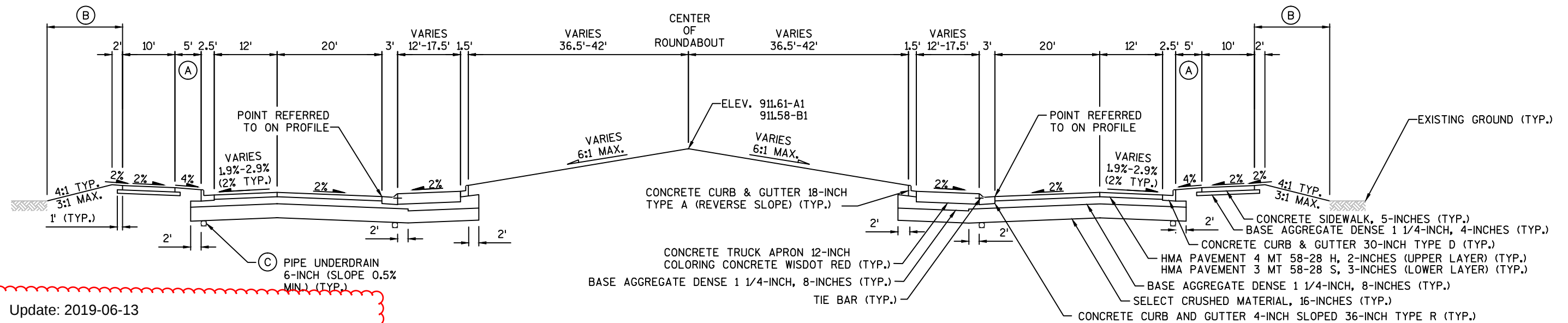
TYPICAL EXISTING SECTION - USH 51
STA. 14+70.62 A - STA. 29+87.22 A



TYPICAL EXISTING SECTION - STH 138
STA. 10+00.00 B3 - STA. 12+07.00 B3



TYPICAL EXISTING SECTION - STH 138
STA. 12+07.00 B3 - STA. 13+80.65 B3



Update: 2019-06-13

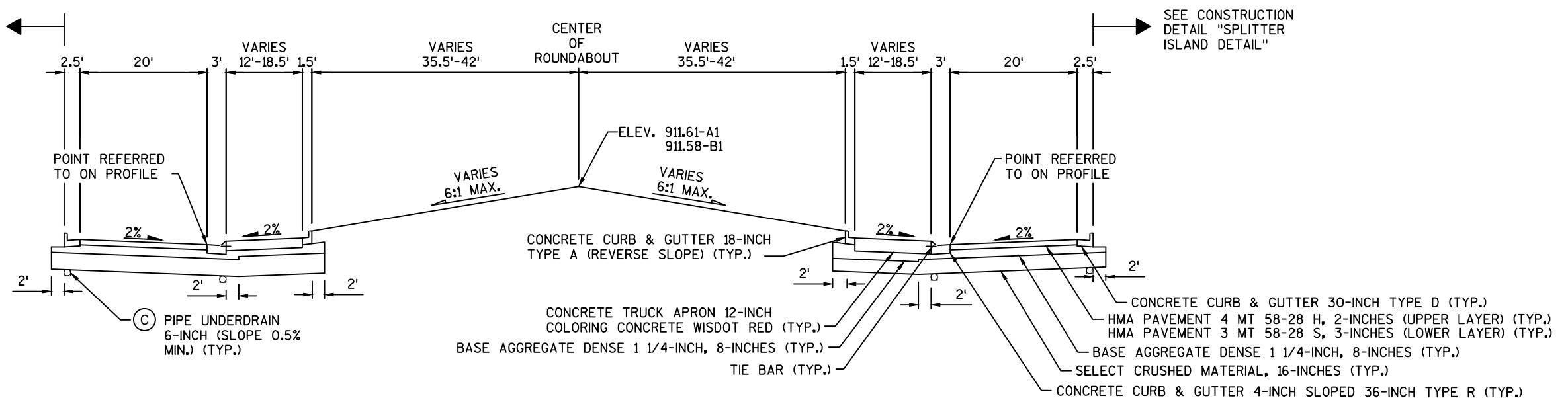
Pavement type changed from Asphalt to Concrete for the following locations due to construction staging. The pavement structure depth for the concrete will INCREASE by 1" to 30".

US 51: STA 10+00 A - STA 29+87.22 A, STA 10+00 B - STA 30+71.47 B

TYPICAL FINISHED SECTION THROUGH ROUNDABOUT

STA. 10+11.60 A1 - STA. 11+45.08 A1
STA. 11+95.01 A1 - STA. 13+32.10 A1
STA. 10+00.00 B1 - STA. 13+18.17 B1

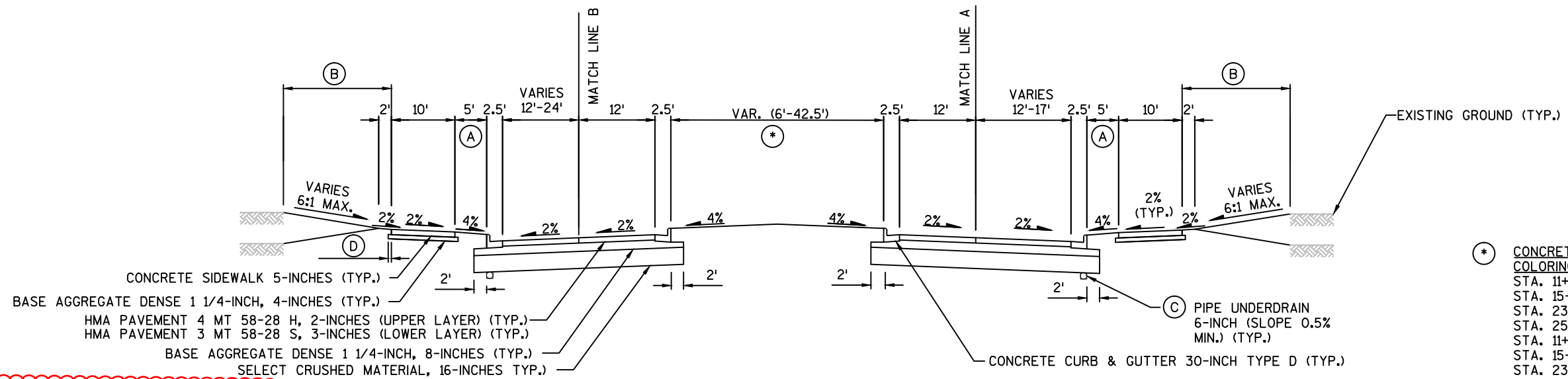
SEE CONSTRUCTION
DETAIL "SPLITTER
ISLAND DETAIL"



TYPICAL FINISHED SECTION THROUGH ROUNDABOUT

STA. 10+00.00 A1 - STA. 10+11.60 A1
STA. 11+45.08 A1 - STA. 11+95.01 A1
STA. 13+32.10 A1 - STA. 13+67.67 A1
STA. 13+18.20 B1 - STA. 13+67.07 B1

- (A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B
- (B) TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A
- (C) INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS



- (*) CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
- STA. 11+72.6 A - 13+97.42 A
- STA. 15+58.01 A - 16+68.94 A
- STA. 23+00.85 A - 24+01.90 A
- STA. 25+63.84 A - 26+69.51 A
- STA. 11+72.00 B - 14+04.98 B
- STA. 15+67.12 B - 16+68.88 B
- STA. 23+11.47 B - 24+22.82 B
- STA. 26+05.05 B - 27+02.69 B

GRASS MEDIAN

STA. 16+68.94 A - 23+00.85 A

STA. 26+69.51 A - 29+87.22 A

STA. 16+68.88 B - 23+11.47 B

STA. 27+02.69 B - 30+71.47 B

TYPICAL FINISHED SECTION - USH 51 ROUNDABOUT APPROACH

STA. 10+00.00 A - STA. 14+05.40 A

STA. 15+48.52 A - STA. 24+08.09 A

STA. 25+54.35 A - STA. 29+88.33 A

STA. 10+00.00 B - STA. 14+14.48 B

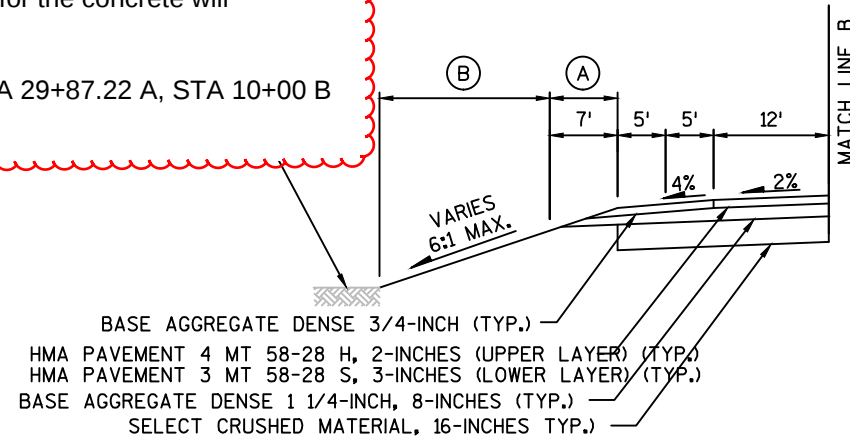
STA. 15+59.13 B - STA. 24+30.83 B

STA. 25+97.04 B - STA. 30+71.47 B

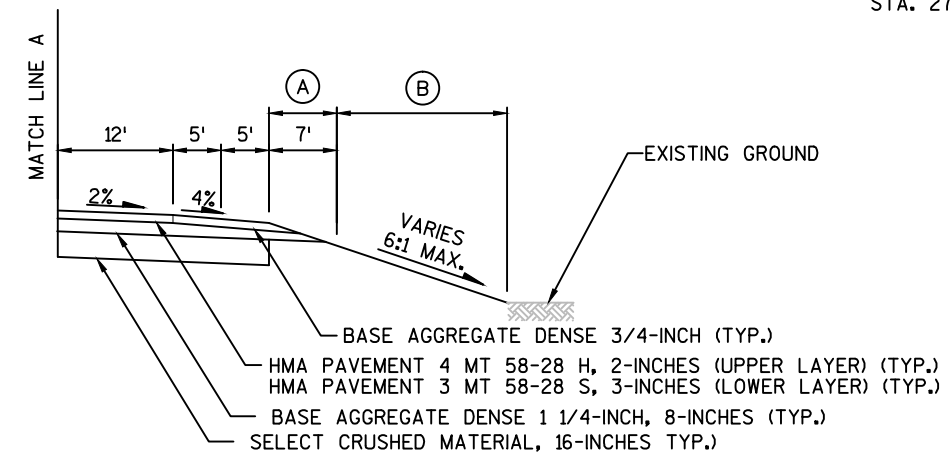
Update: 2019-06-13

Pavement type changed from Asphalt to Concrete for the following locations due to construction staging. The pavement structure depth for the concrete will INCREASE by 1" to 30".

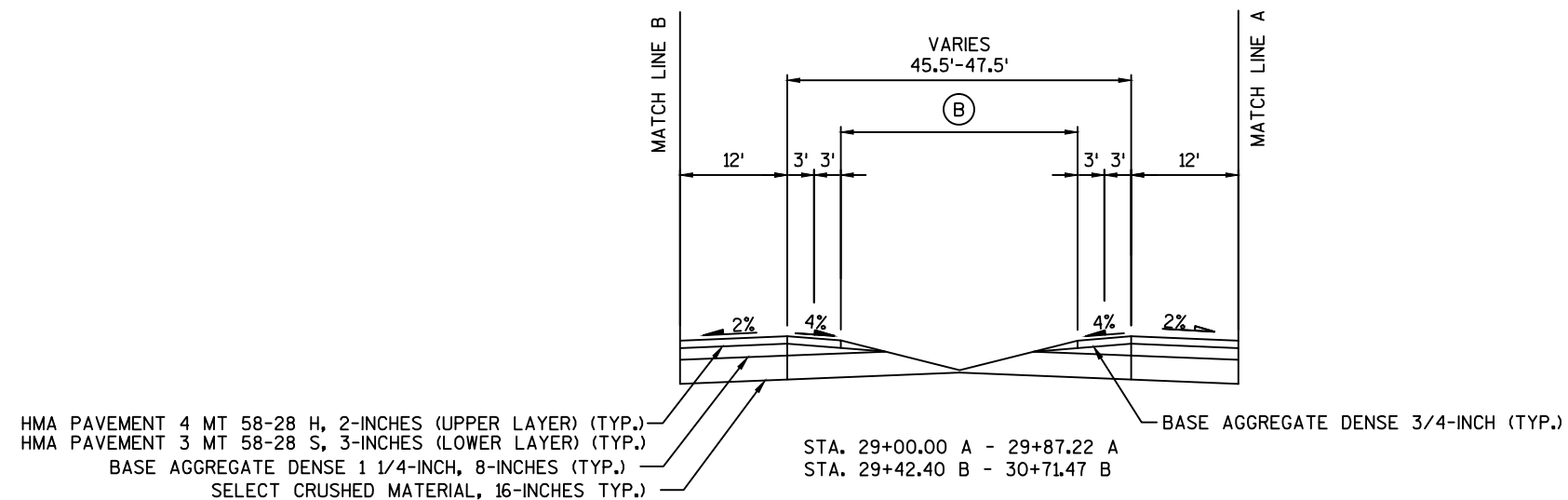
US 51: STA 10+00 A - STA 29+87.22 A, STA 10+00 B - STA 30+71.47 B



STA. 27+62.69 B - 30+71.47 B



STA. 26+39.08 A - STA. 29+87.22 A



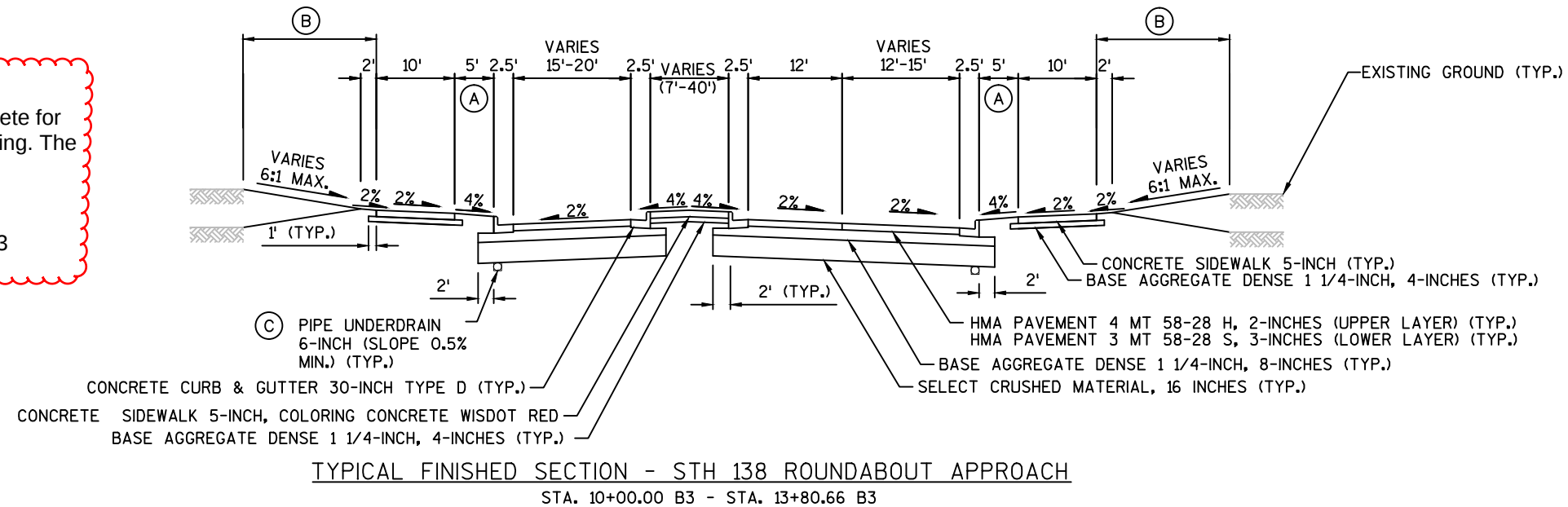
STA. 29+00.00 A - 29+87.22 A

STA. 29+42.40 B - 30+71.47 B

- (A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B
- (B) TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A
- (C) INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS
- (D) .5' FOR 5' WIDE SIDEWALK AND 1' FOR MULTI-USE PATH OVER 5' WIDE

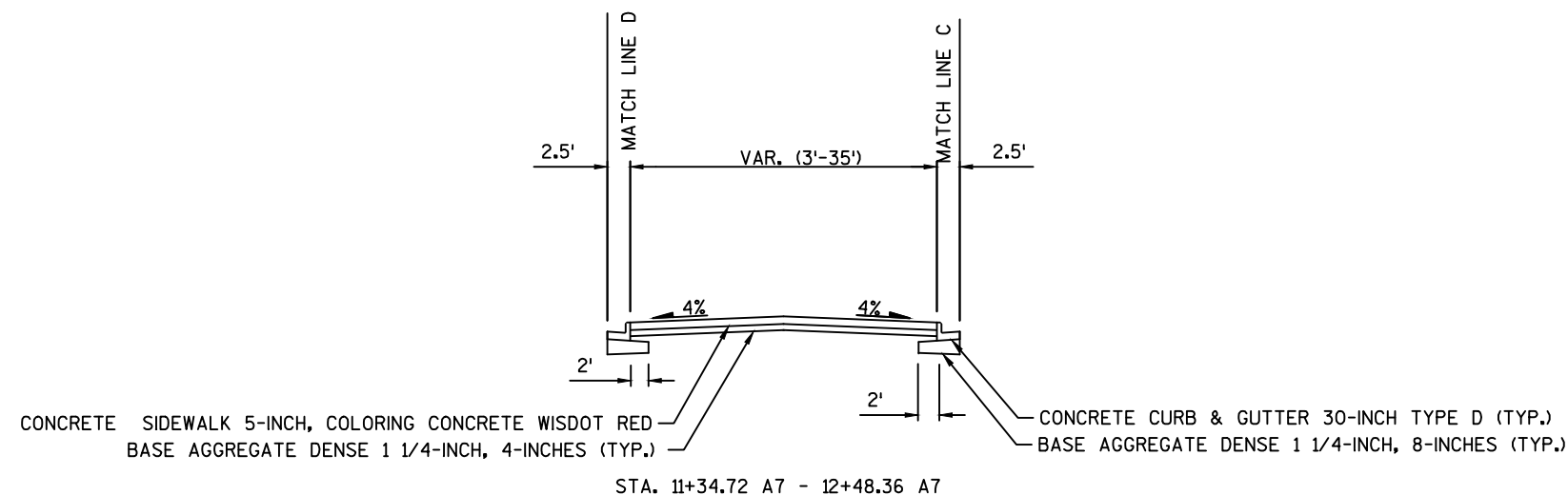
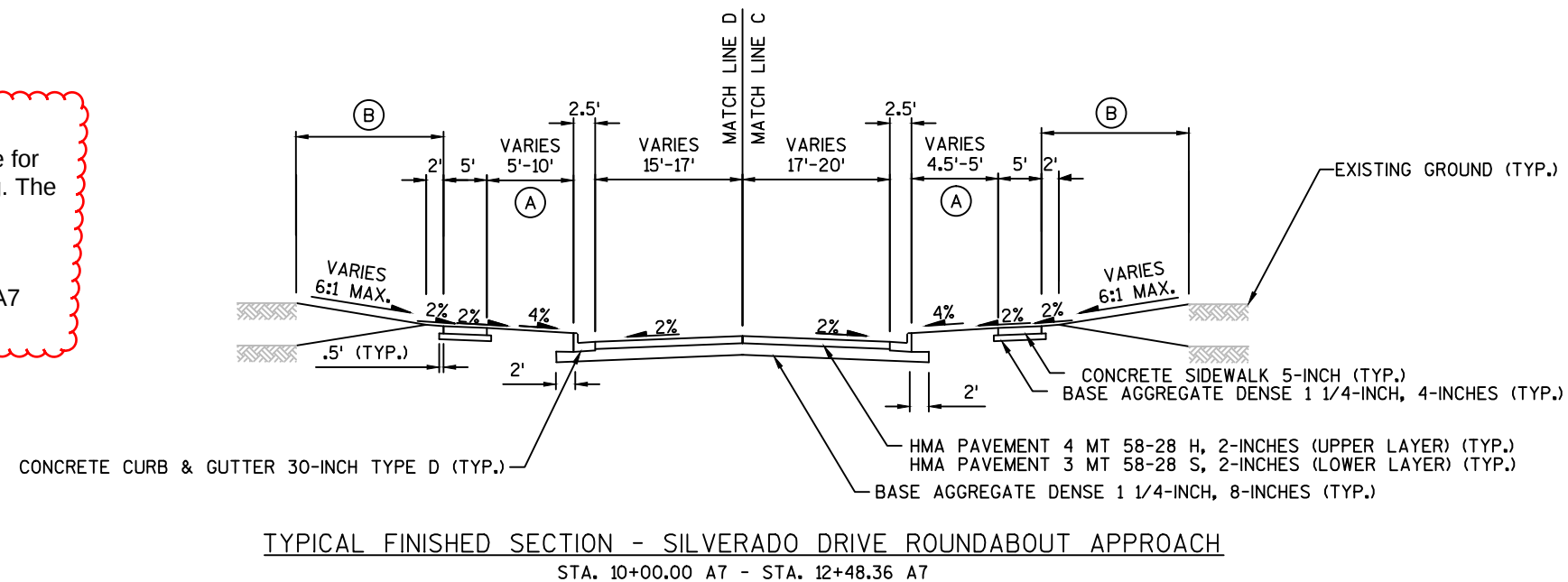
Update: 2019-06-13
Pavement type changed from Asphalt to Concrete for the following locations due to construction staging. The pavement structure depth for the concrete will INCREASE by 1" to 30".

WIS 138: STA 11+53.57 B3 - STA 13+80.66 B3



Update: 2019-06-13
Pavement type changed from Asphalt to Concrete for the following locations due to construction staging. The pavement structure depth for the concrete will INCREASE by 1" to 30".

Silverado Dr: STA 11+25.90 A7 - STA 12+48.36 A7

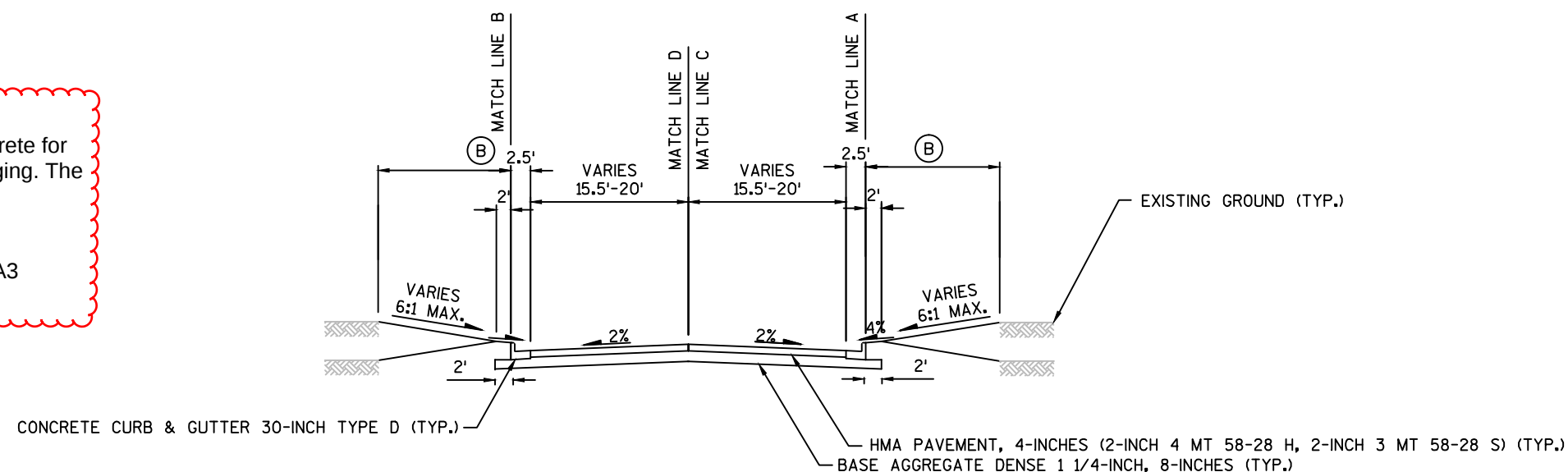


- (A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B
- (B) TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A
- (C) INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS

Update: 2019-06-13

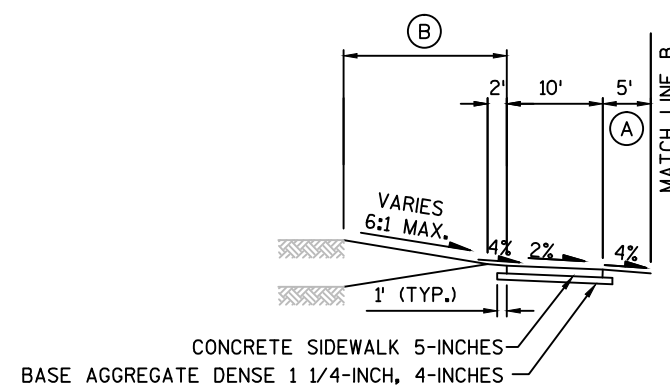
Pavement type changed from Asphalt to Concrete for the following locations due to construction staging. The pavement structure depth for the concrete will INCREASE by 1" to 30".

Hoel Ave: STA 11+23.08 A3 - STA 12+54.63 A3

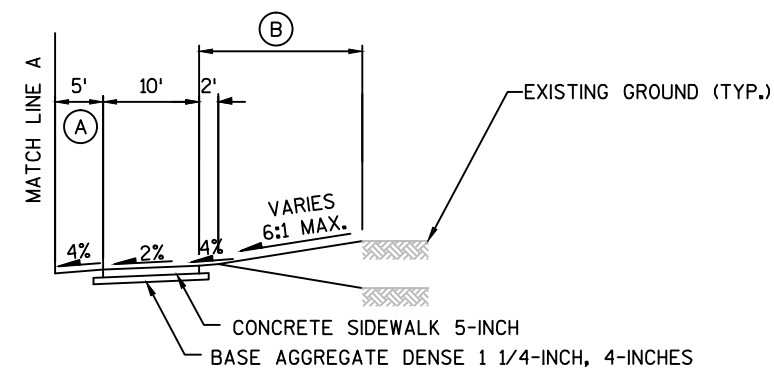


TYPICAL FINISHED SECTION - HOEL AVENUE ROUNDABOUT APPROACH

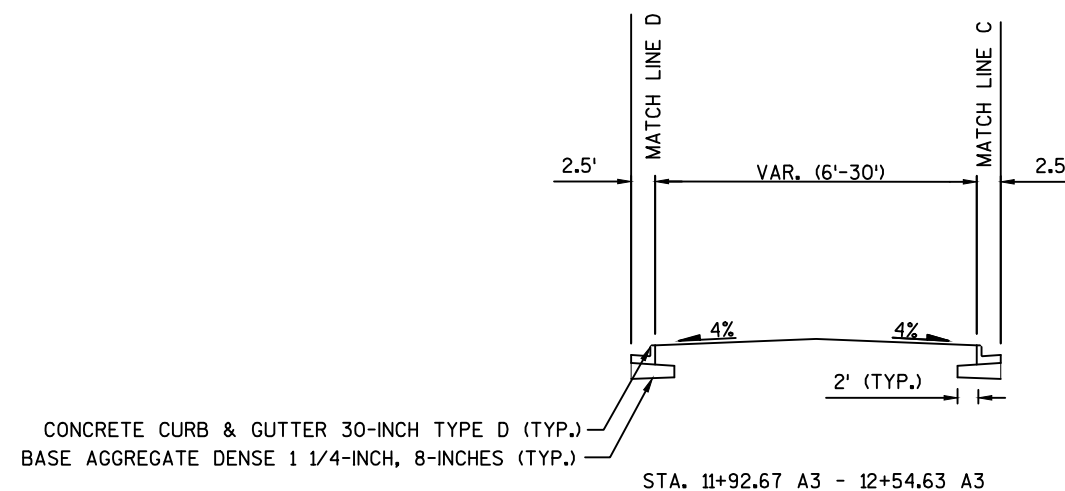
STA. 10+00.00 A3 - STA. 12+54.63 A3



STA. 12+05.98 A3 - 12+54.63 A3

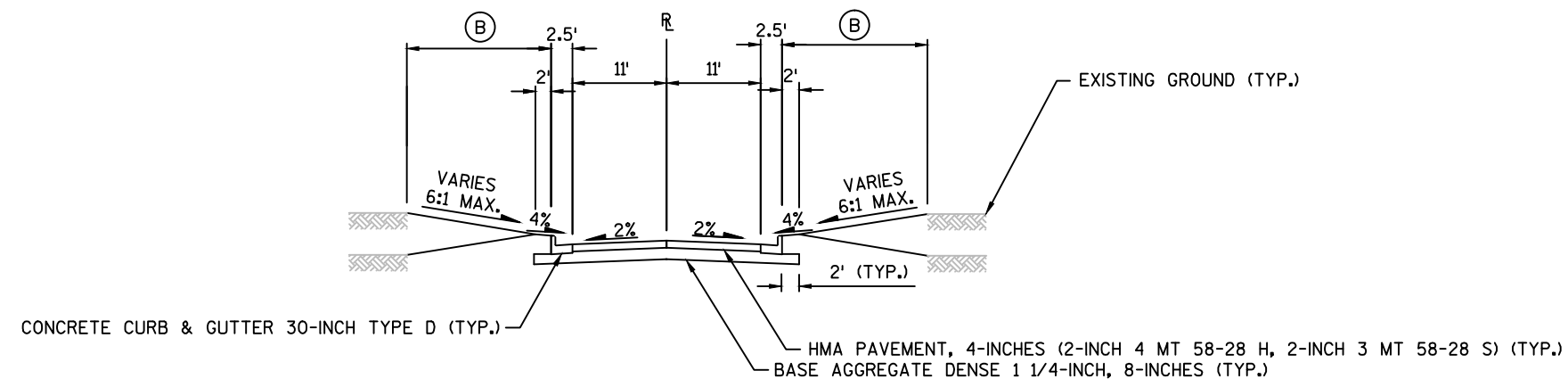


STA. 12+11.88 A3 - 12+54.63 A3



STA. 11+92.67 A3 - 12+54.63 A3

- (A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B
- (B) TOPSOIL, FERTILIZER TYPE B; SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A



TYPICAL FINISHED SECTION - HOIBY ROAD

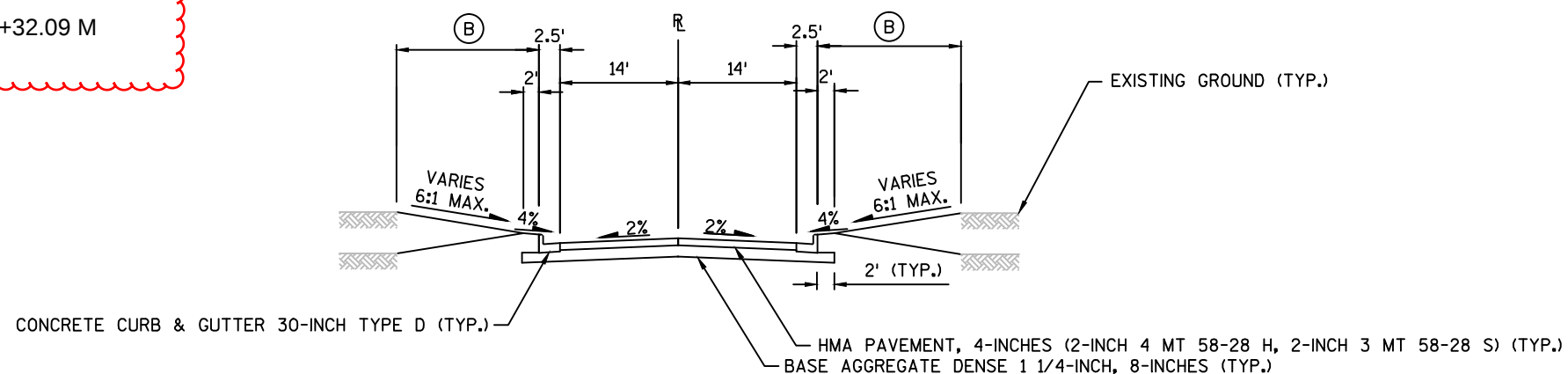
STA. 10+00.00 H - STA. 12+63.41 H

Update: 2019-06-13

Pavement type changed from Asphalt to Concrete for the following locations due to construction staging. The pavement structure depth for the concrete will INCREASE by 1" to 30".

Hoiby Rd: STA 10+00.00 H - STA 10+25.67 H

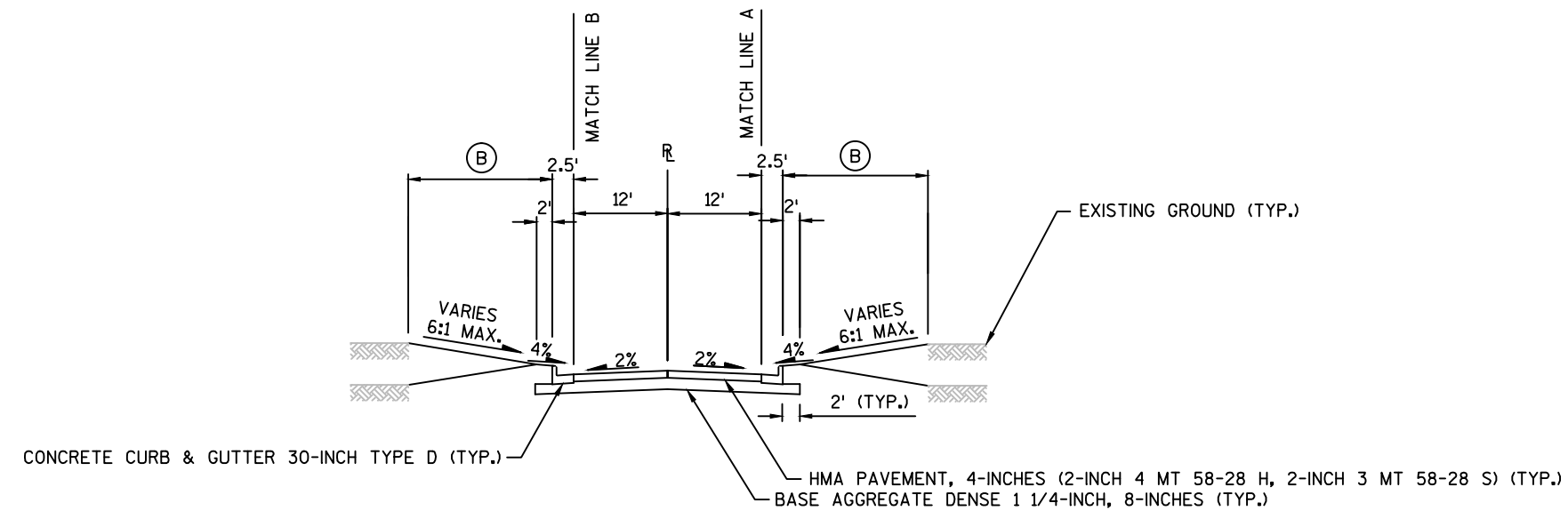
McComb Rd: STA 10+00.00 M - STA 10+32.09 M



TYPICAL FINISHED SECTION - McCOMB ROAD

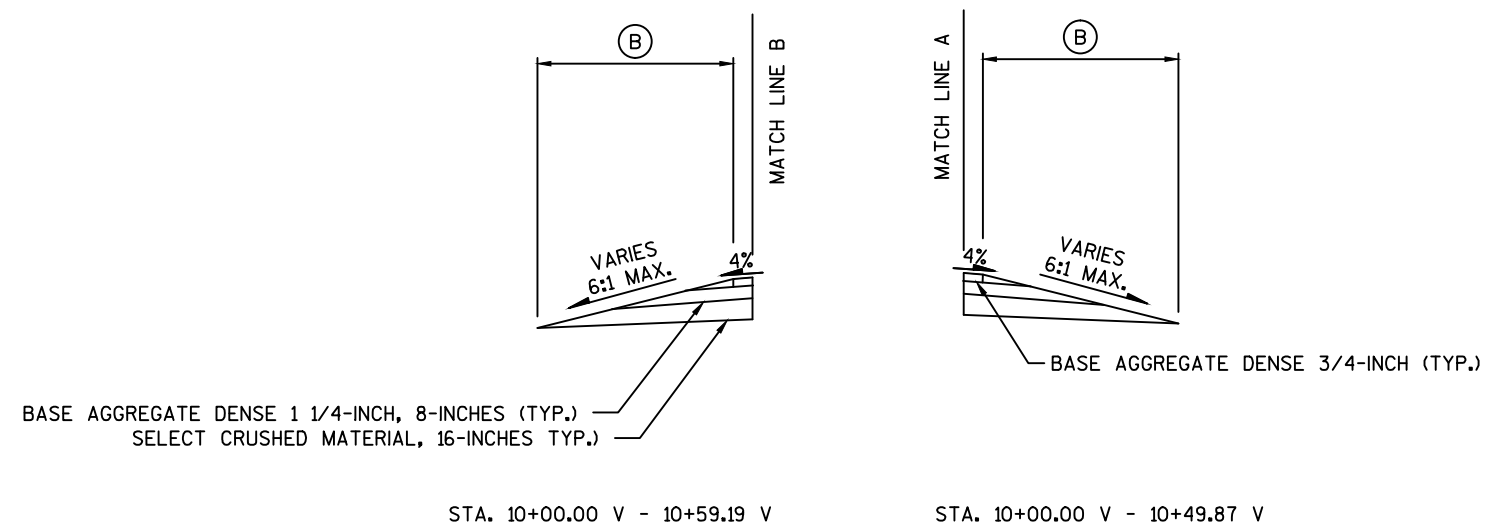
STA. 10+00.00 M - STA. 11+47.51 M

ⓑ TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A

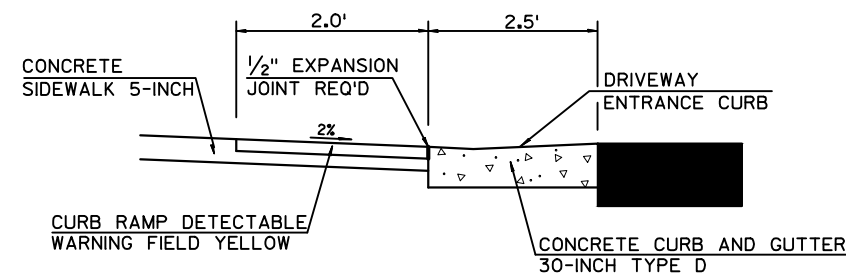


TYPICAL FINISHED SECTION - VEEK ROAD

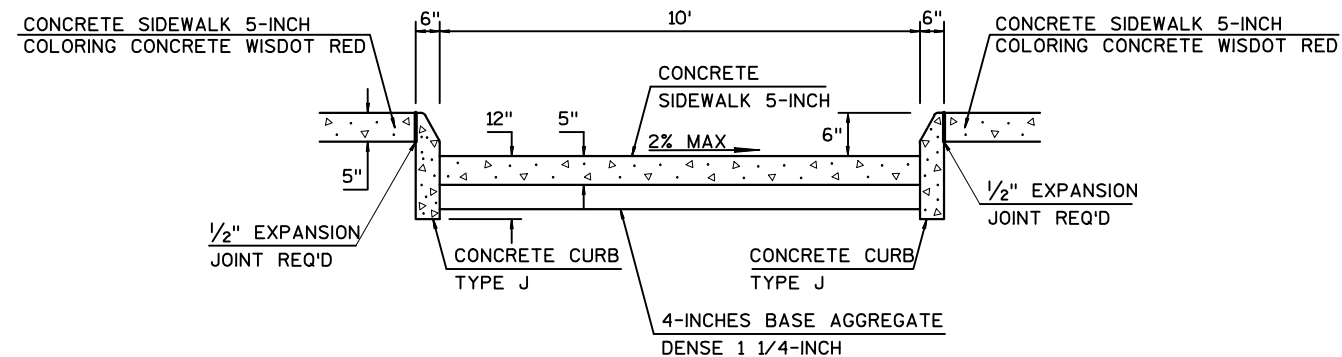
STA. 10+00.00 V - STA. 10+77.87 V



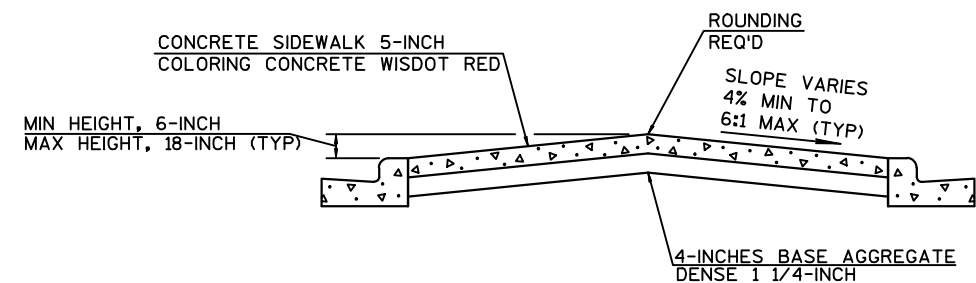
ⓑ TOPSOIL, FERTILIZER TYPE B;
SEEDING MIXTURE NO. 30, AND
EROSION MAT URBAN CLASS 1
TYPE A



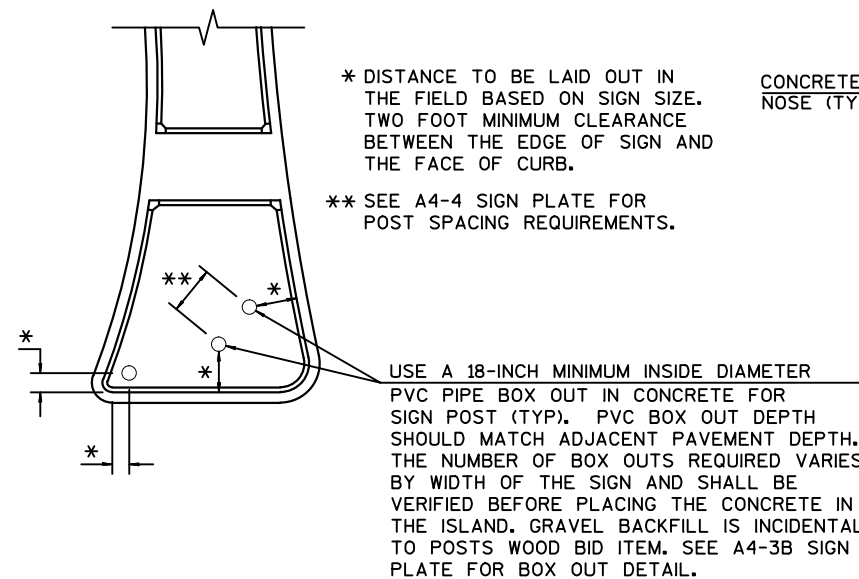
SECTION A-A



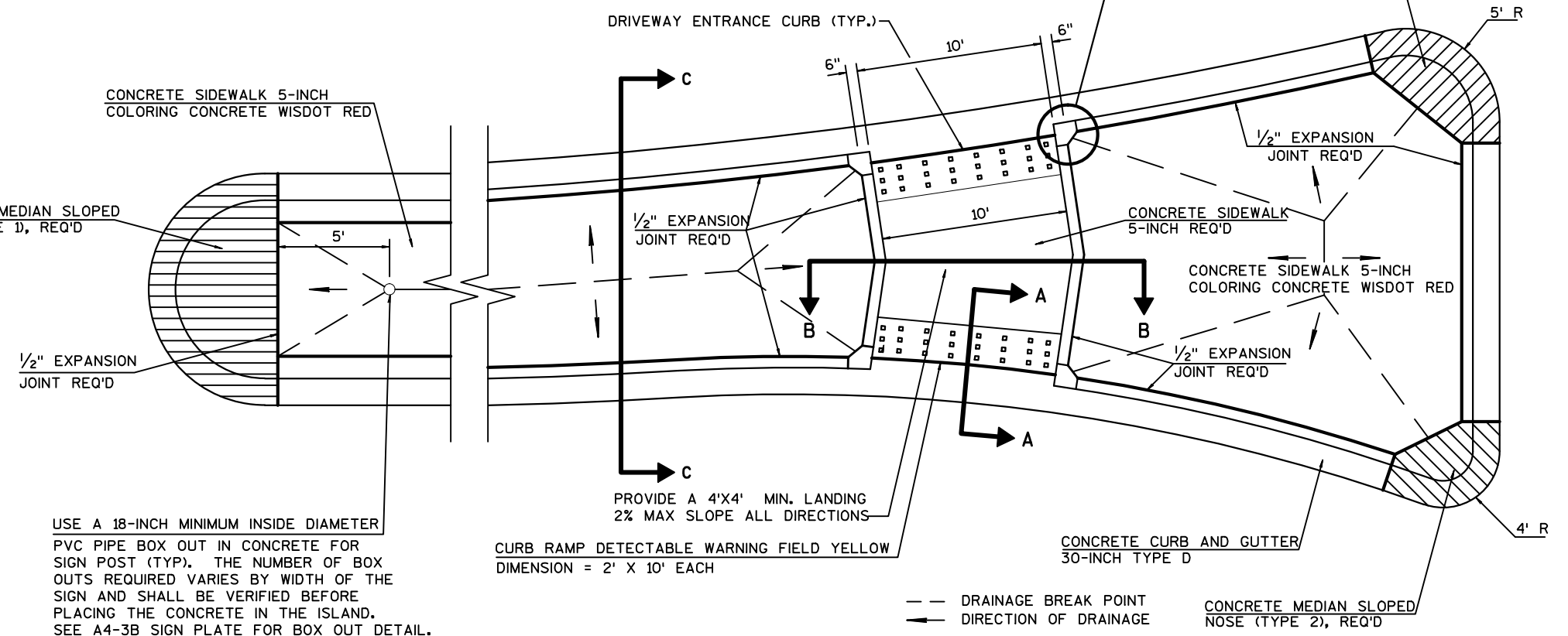
SECTION B-B



SECTION C-C

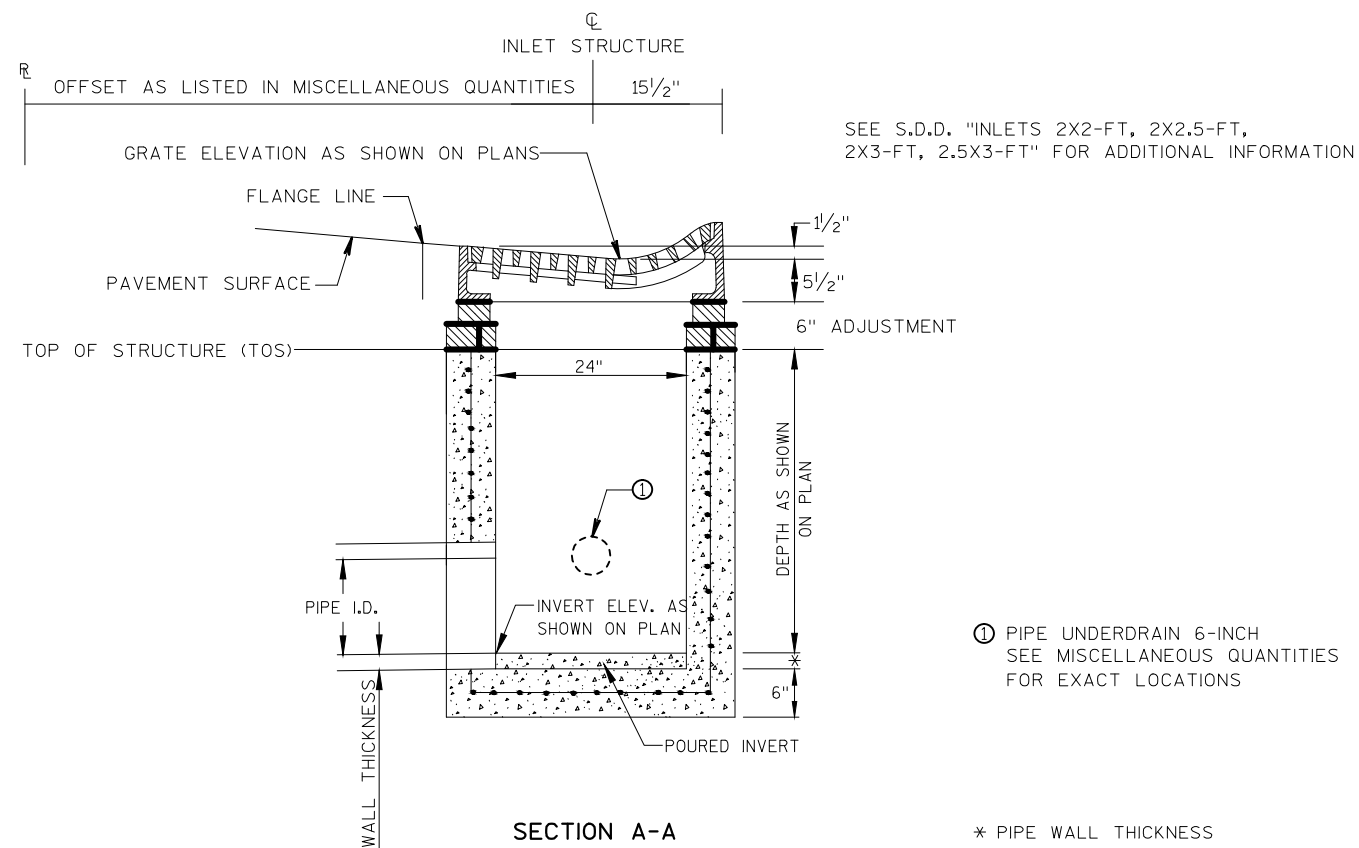
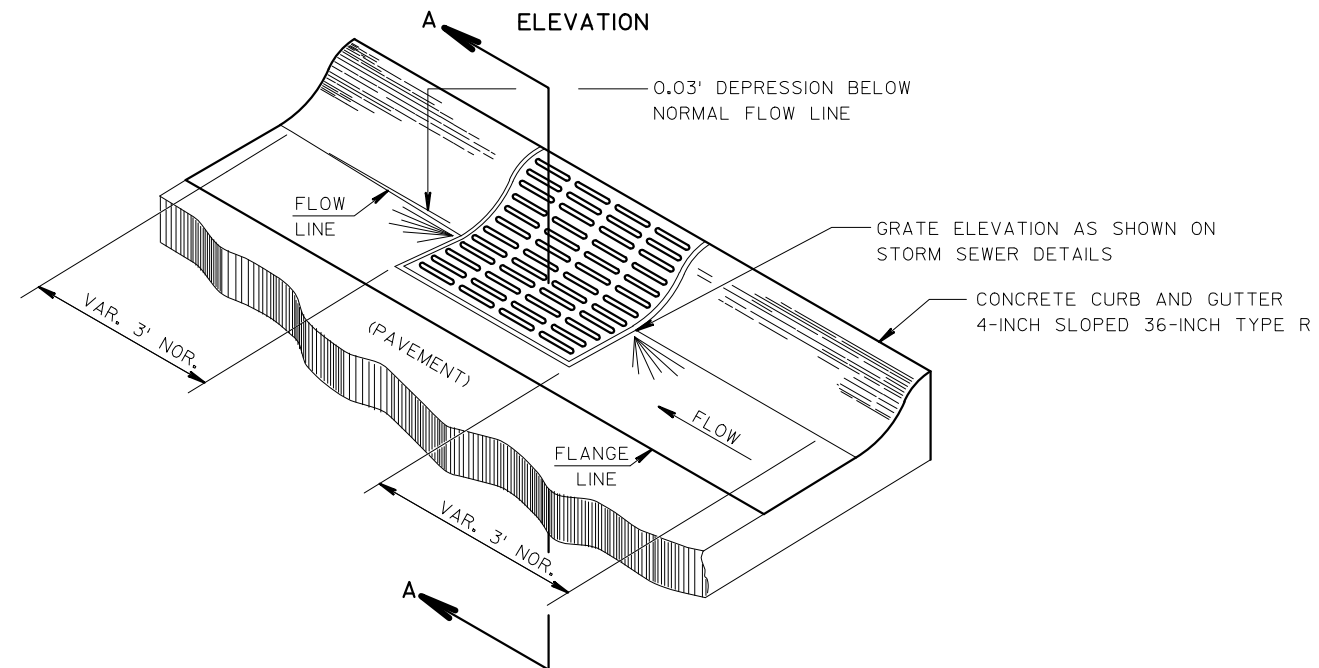
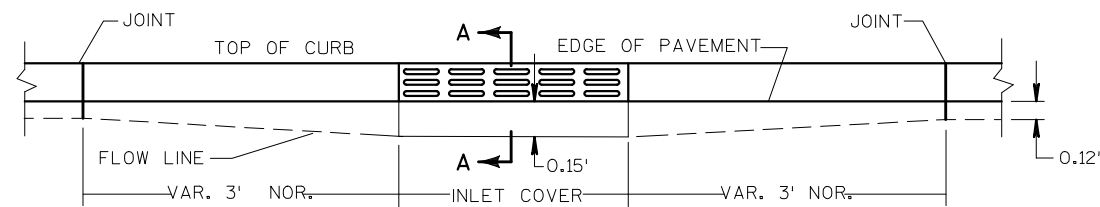


CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)

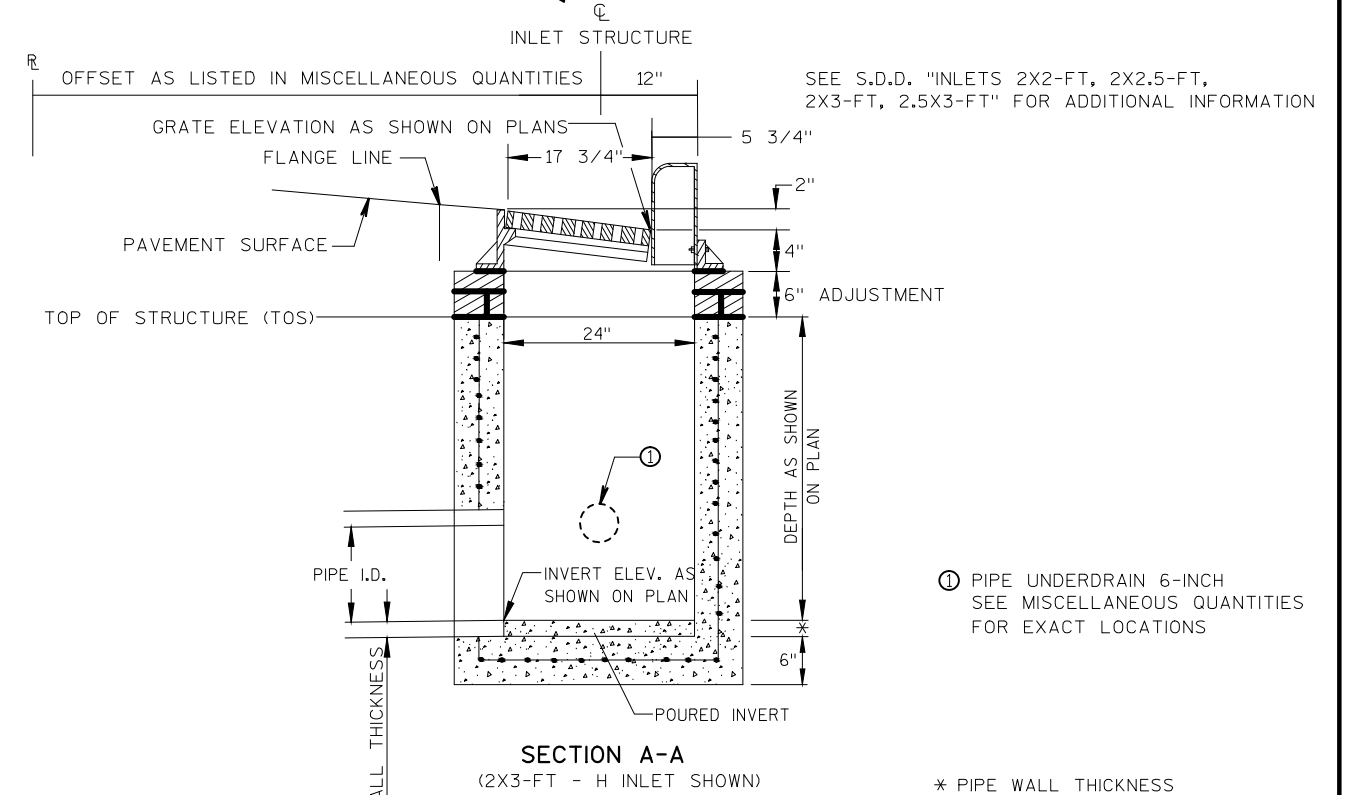
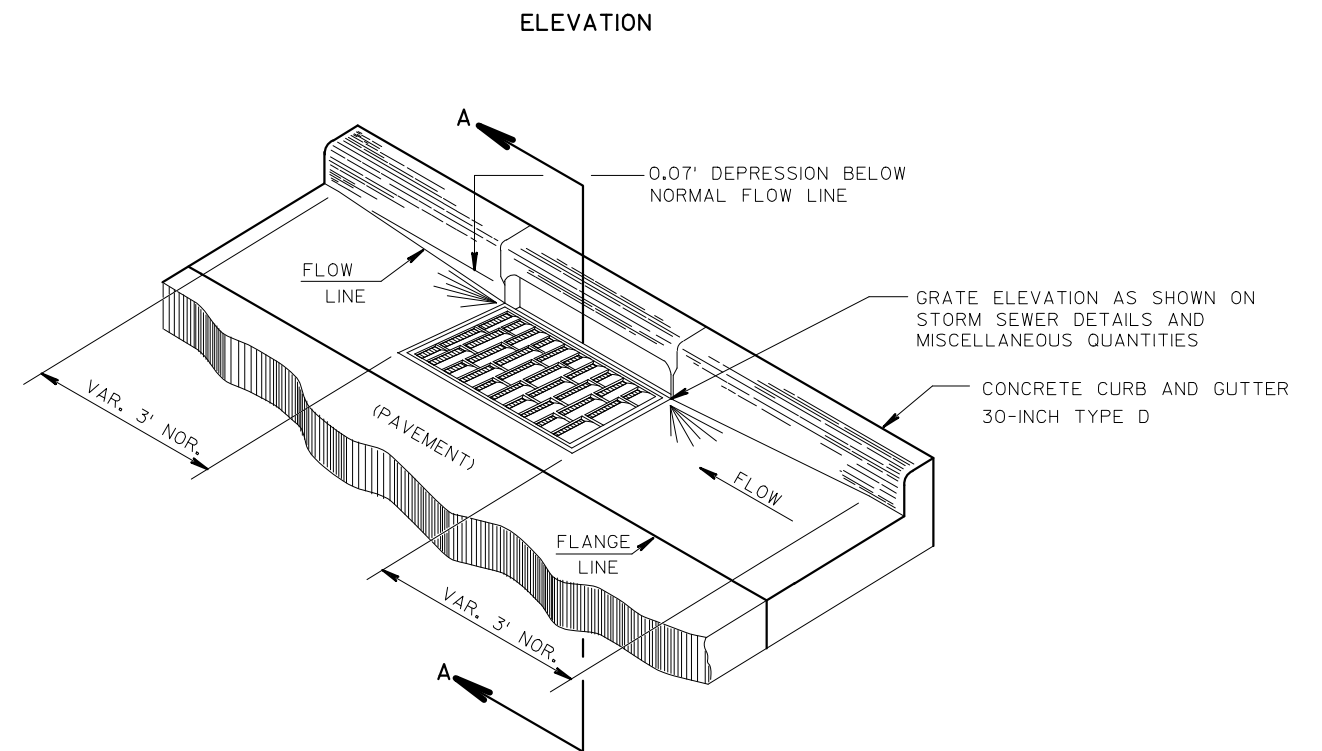
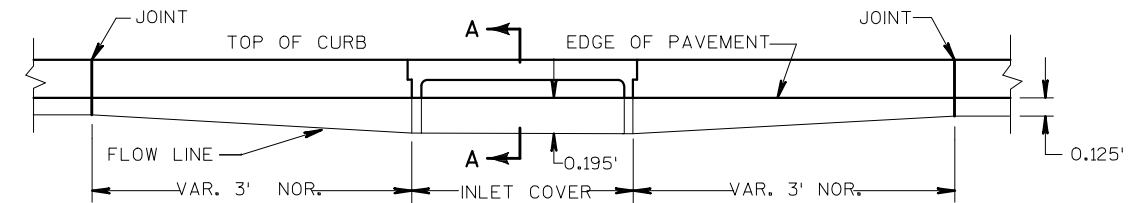


SPLITTER ISLAND DETAIL

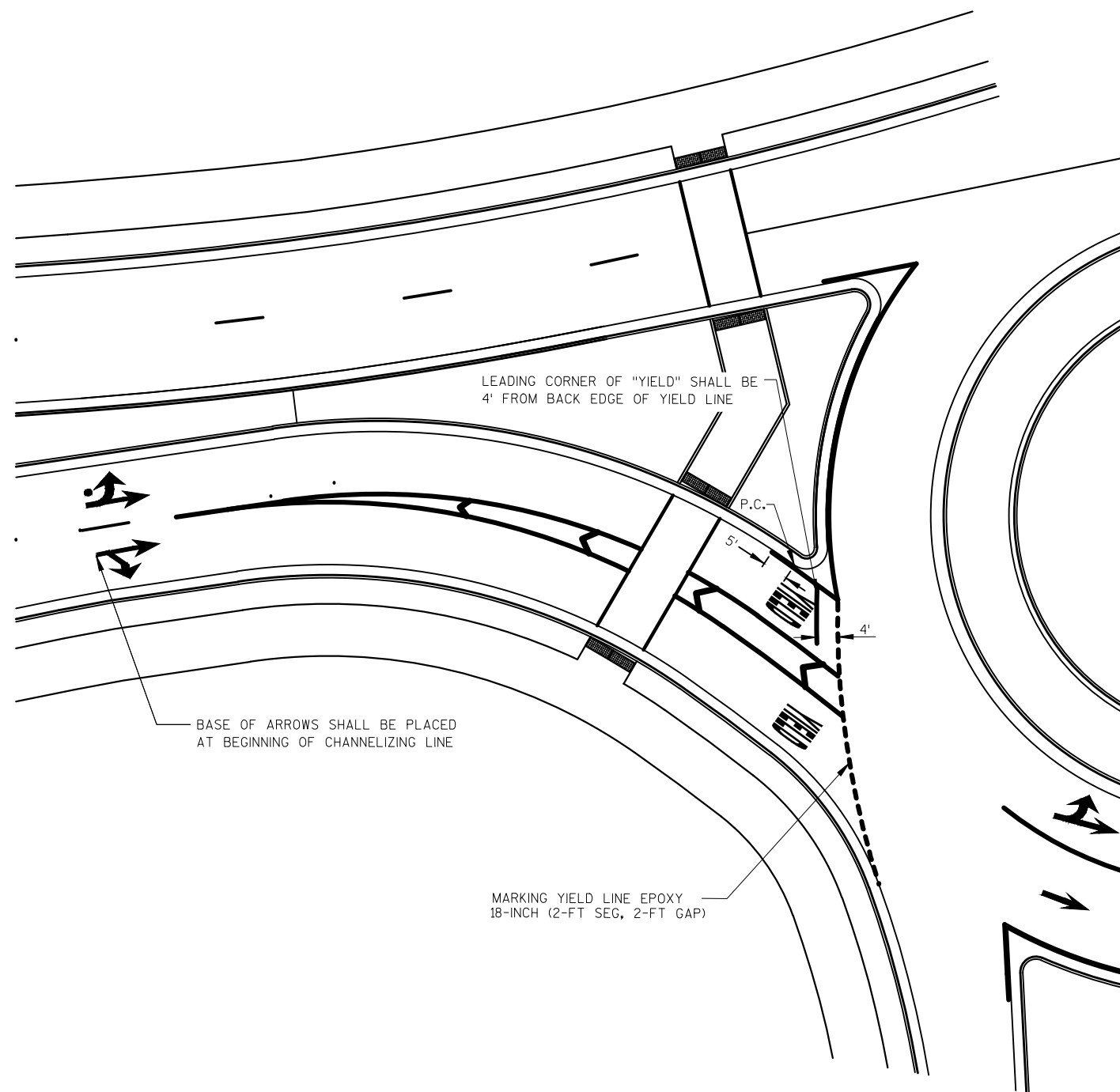
NOTES: INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE. CONTRACTOR TO USE FULL DETECTABLE WARNING FIELD PANELS.



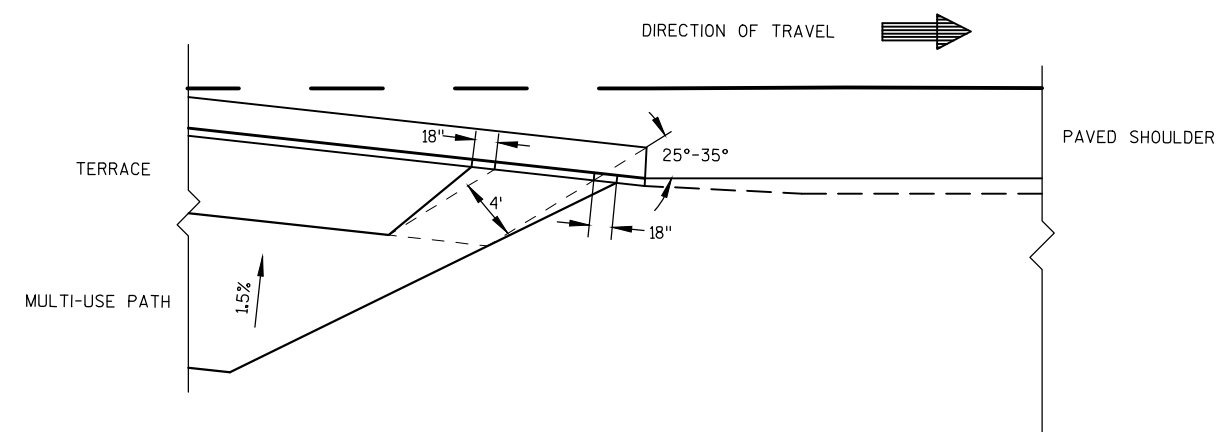
DETAIL OF CONCRETE CURB AND GUTTER 36-INCH TYPE R AT INLETS



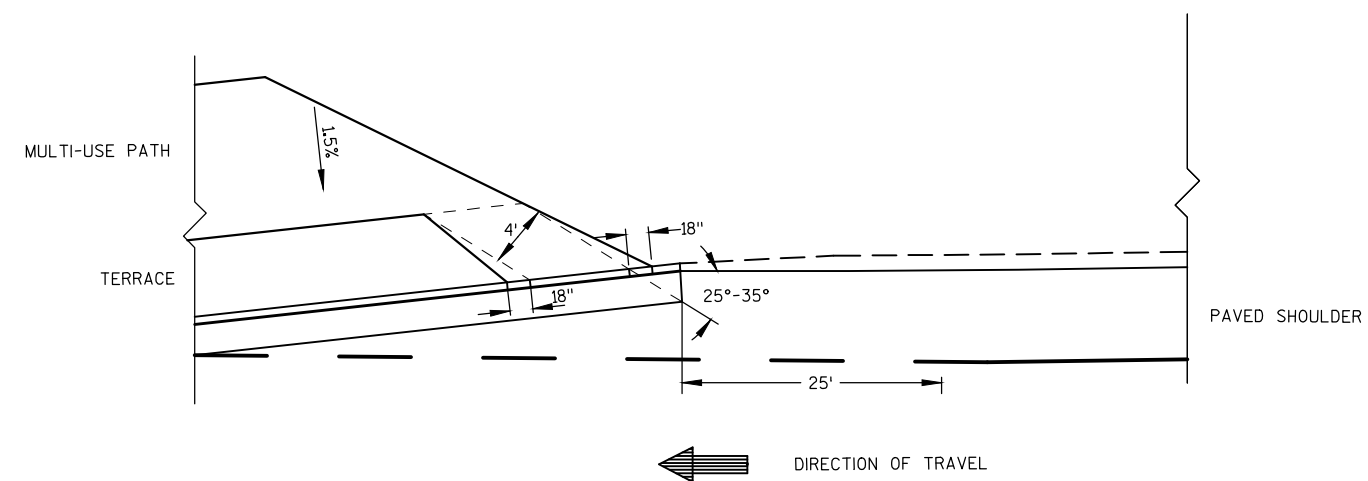
DETAIL OF CONCRETE CURB AND GUTTER 30-INCH TYPE D AT INLETS



ROUNDAABOUT PAVEMENT MARKING DETAILS

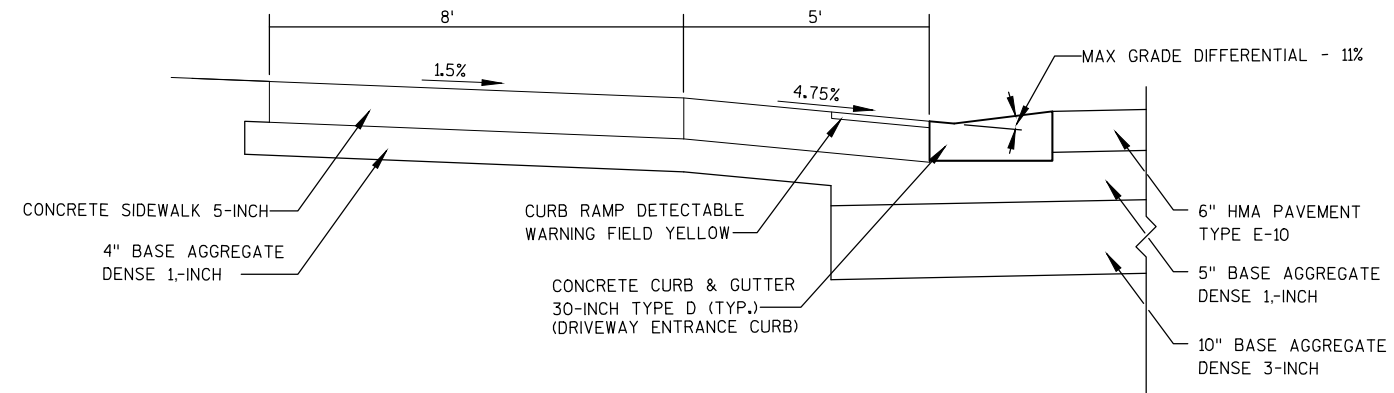
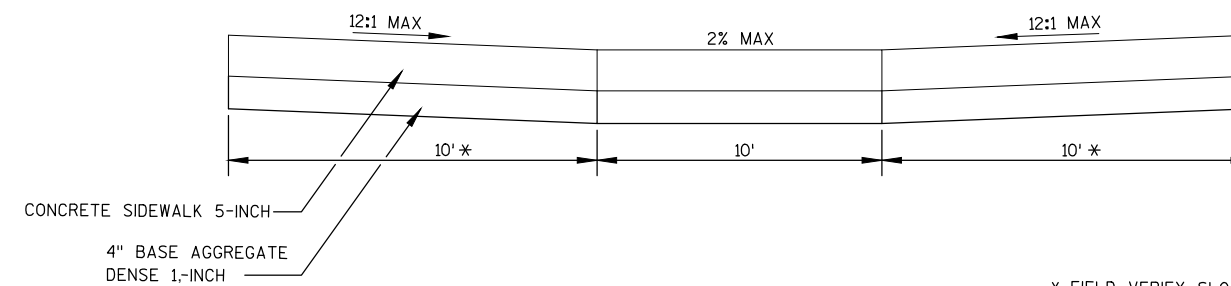


BIKE RAMP ENTRANCE

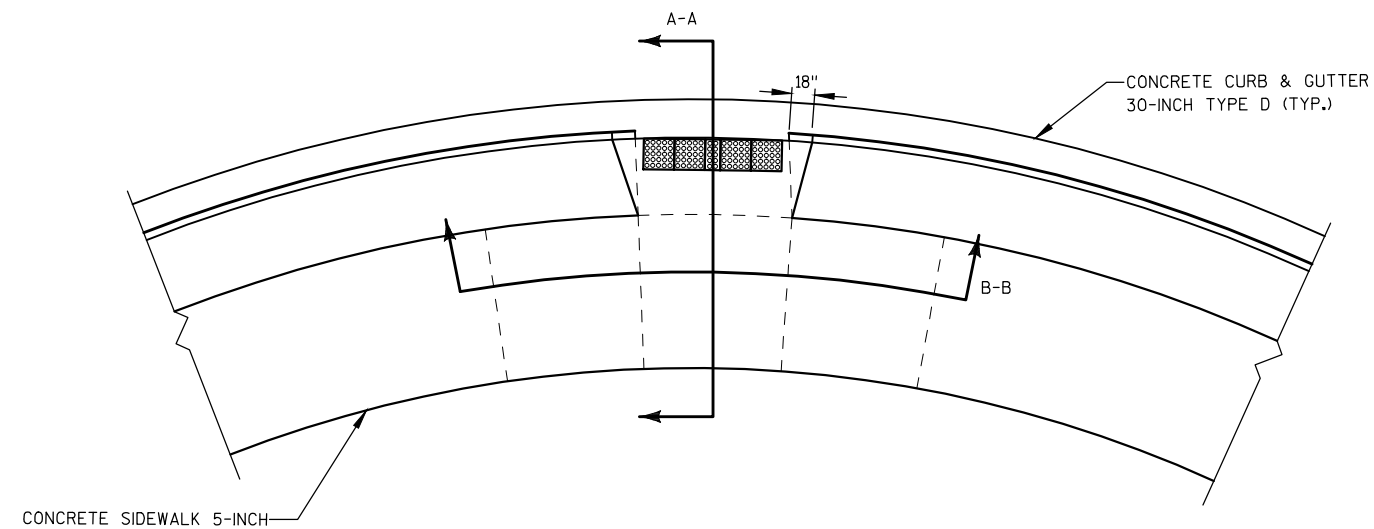


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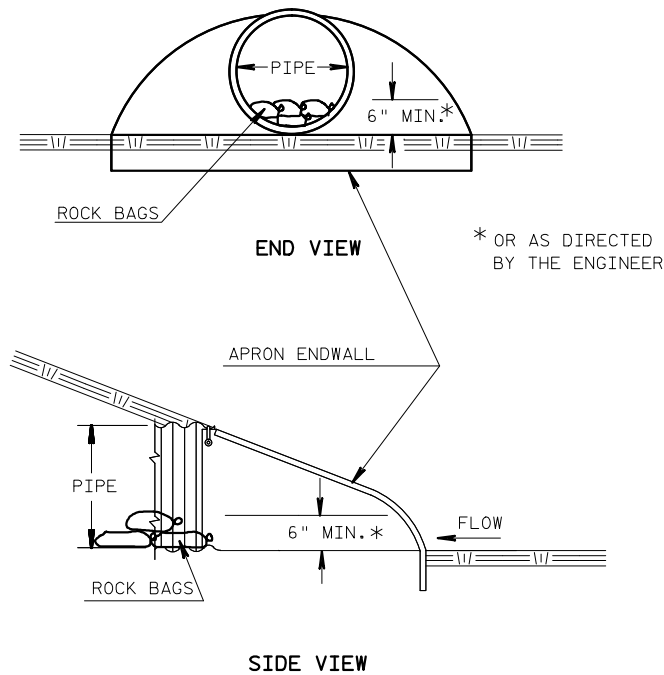
BIKE RAMP ENTRANCE AND EXIT

**CROSS SECTION A-A**

* FIELD VERIFY SLOPE DOES NOT EXCEED 12:1, ADJUST DISTANCE ACCORDINGLY.

CROSS SECTION B-B**CURB RAMP DETAIL**

SEE CURB RAMPS 1-4 S.D.D. FOR ADDITIONAL INFORMATION



ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
18"	2
24"	3
30"	5
48"	10
54"	10
60"	13
72"	16

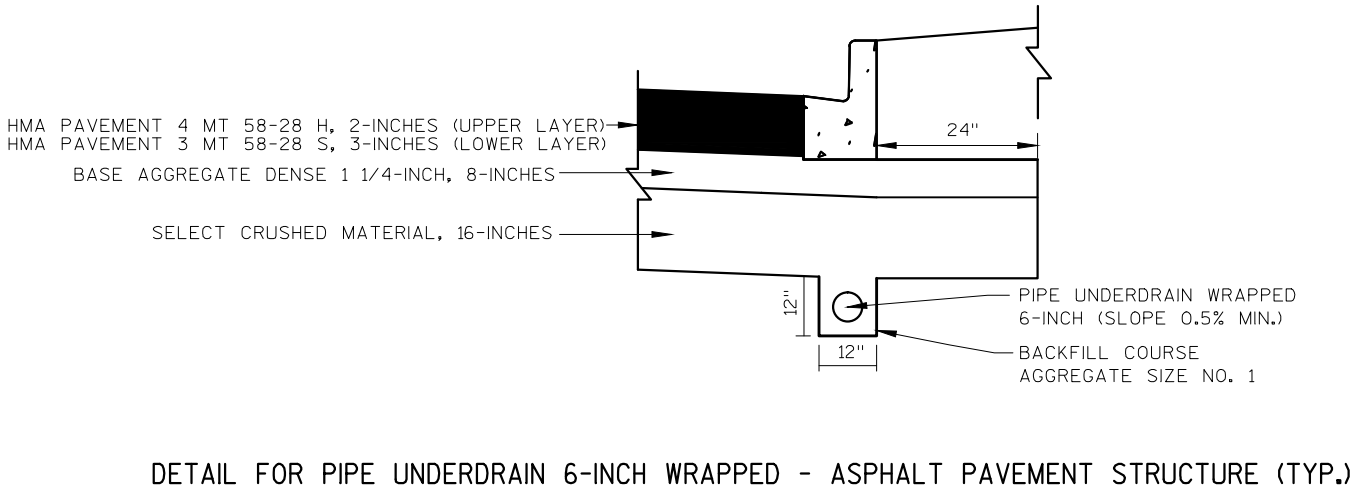
* OR AS DIRECTED BY THE ENGINEER

CULVERT PIPE CHECKS

RUNOFF COEFFICIENT TABLE

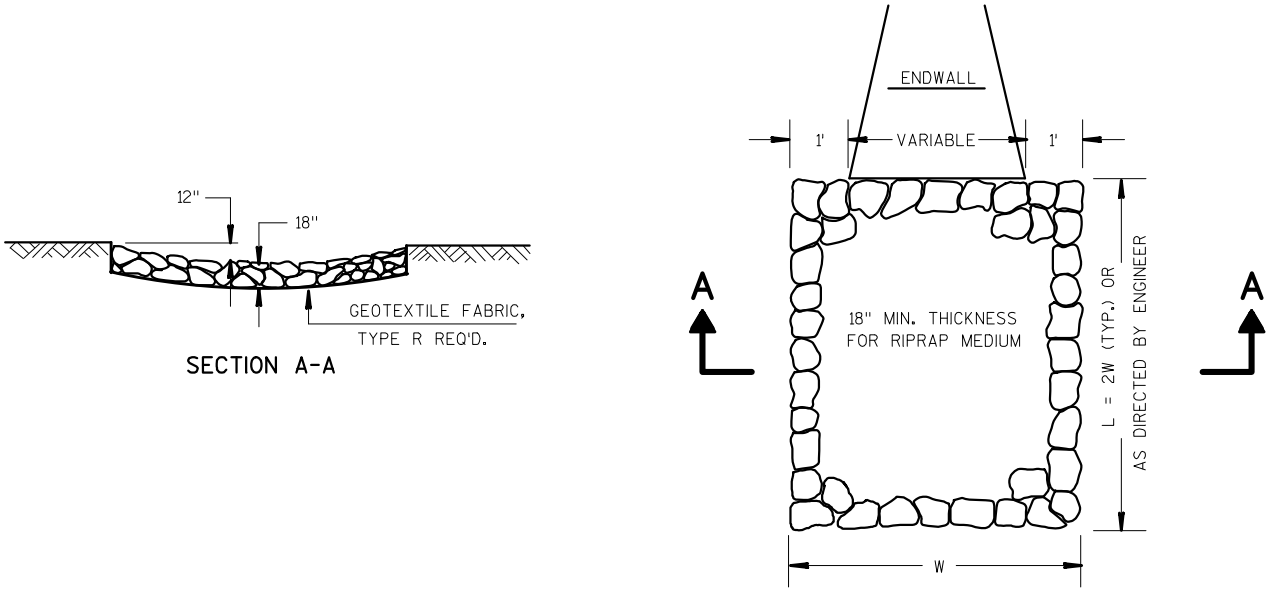
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.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 = _____ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = _____ACRES

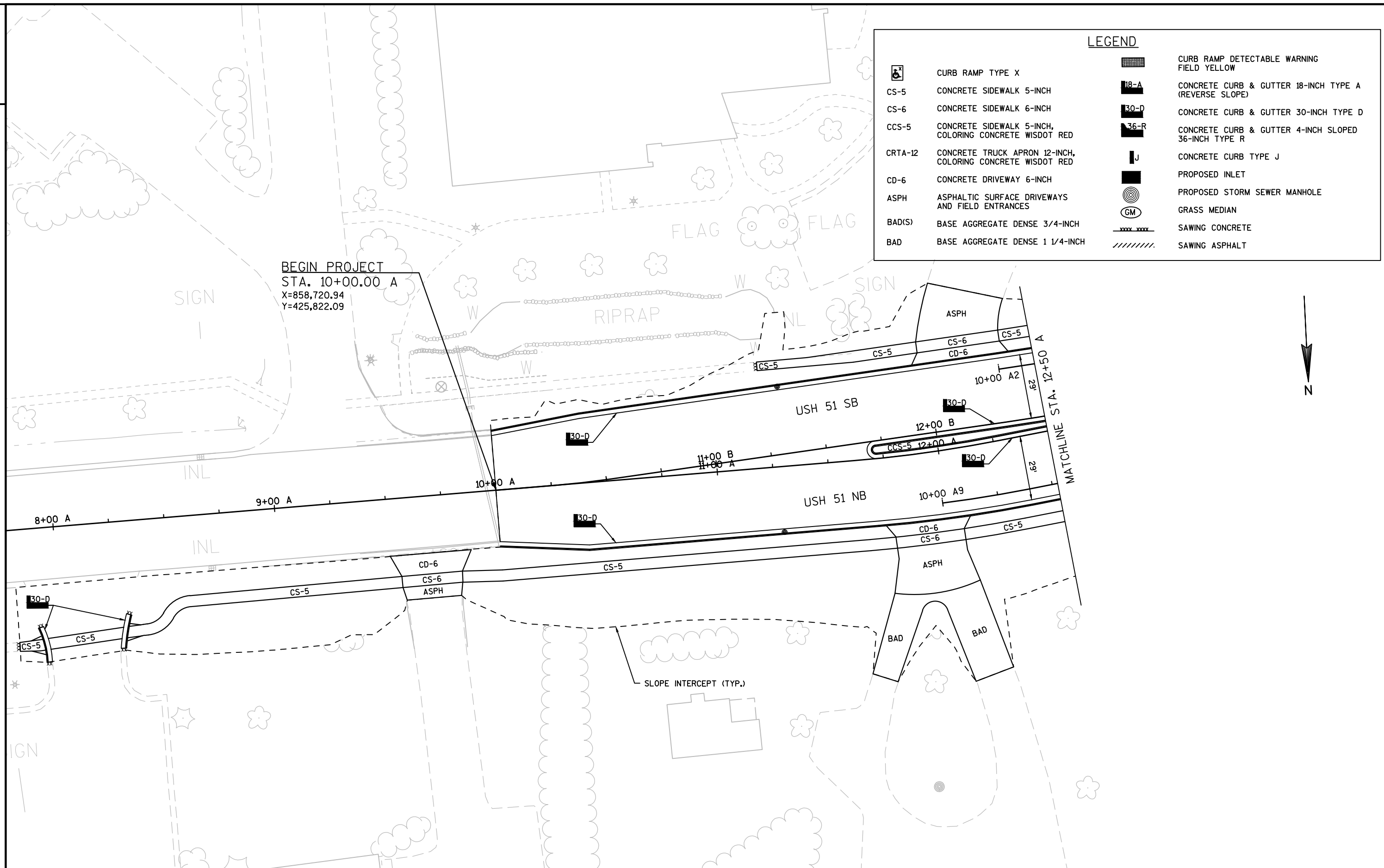


DETAIL FOR PIPE UNDERDRAIN 6-INCH WRAPPED
USH 51 AND STH 138

NOTE: PIPE UNDERDRAIN IS TO BE DISCHARGED INTO THE INLET STRUCTURES.



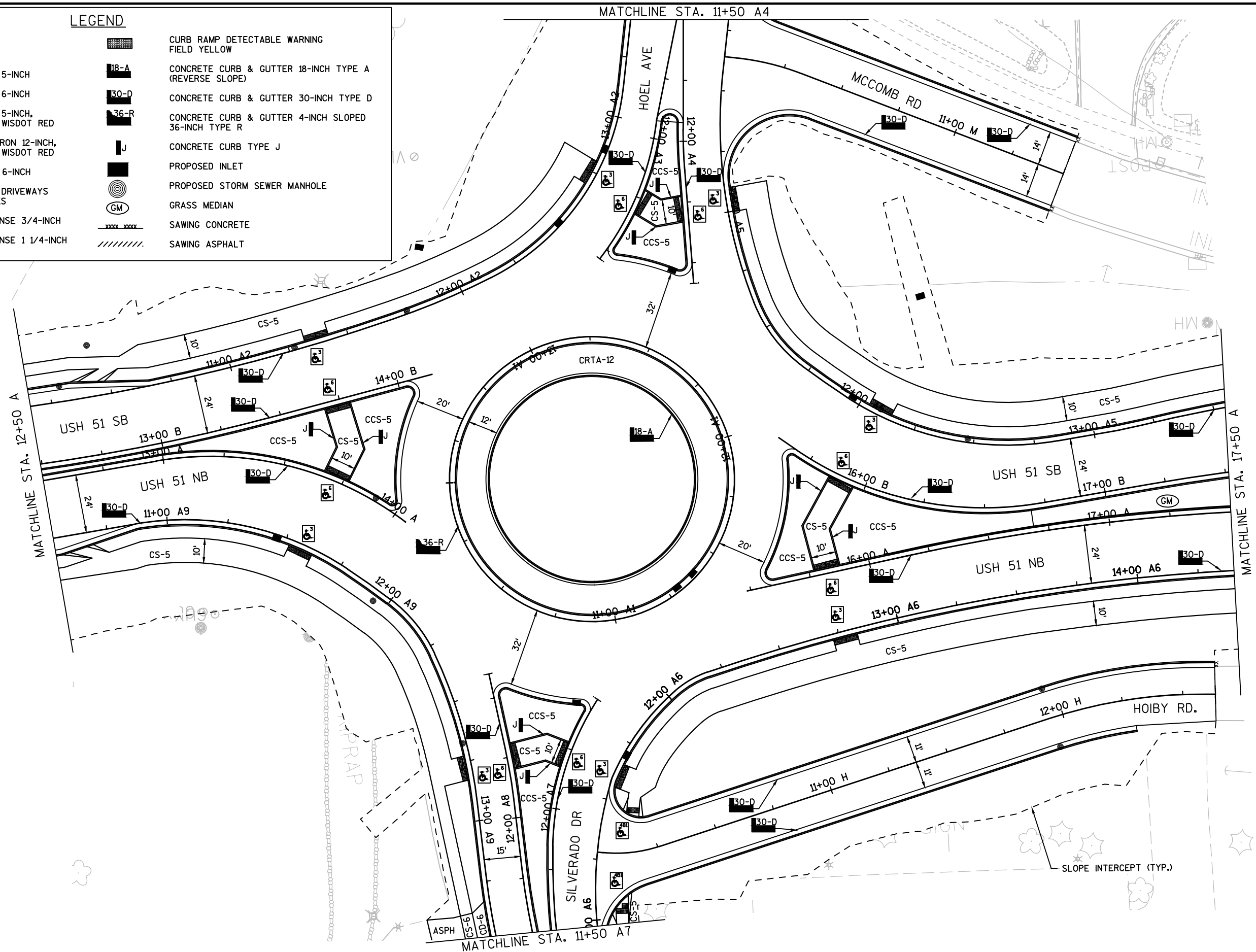
RIPRAP MEDIUM TREATMENT AT STORM SEWER OUTFALLS AND ASPHALTIC FLUMES

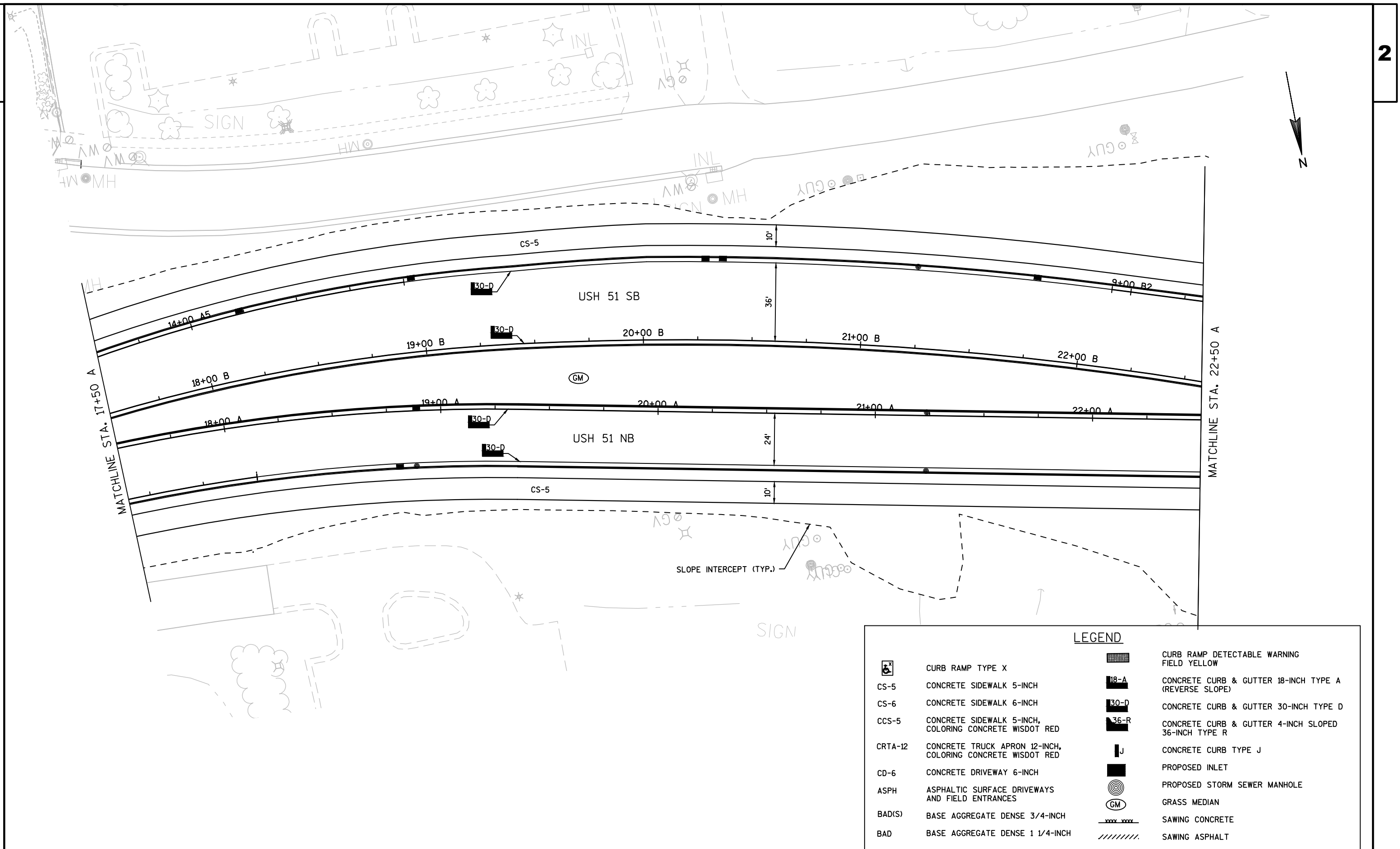


CS-5	CONCRETE SIDEWALK 5-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
CD-6	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH
BAD	BASE AGGREGATE DENSE 1 1/4-INCH

LEGEND

	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)		CONCRETE CURB & GUTTER 30-INCH TYPE D
	CONCRETE CURB & GUTTER 36-INCH TYPE R		CONCRETE CURB TYPE J
	PROPOSED INLET		PROPOSED STORM SEWER MANHOLE
	GRASS MEDIAN		SAWING CONCRETE
	SAWING ASPHALT		





PROJECT NO:5845-01-76

HWY:USH 51

COUNTY:DANE

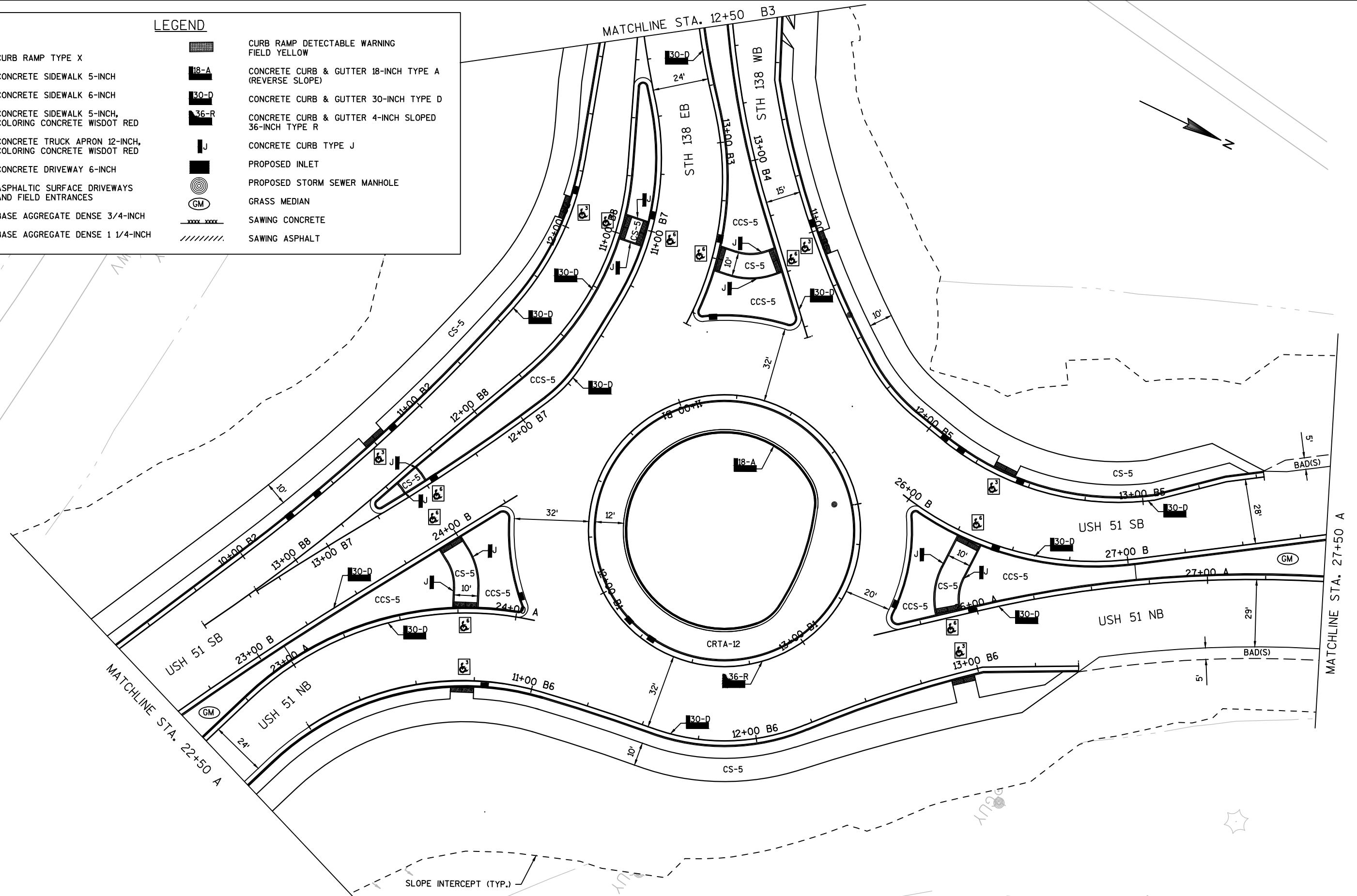
PLAN DETAILS: USH 51

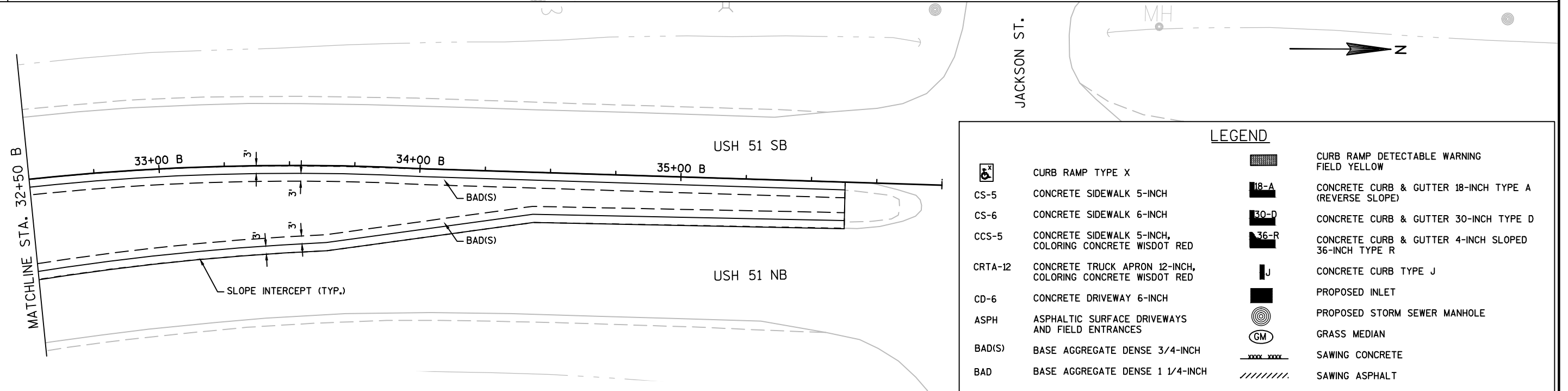
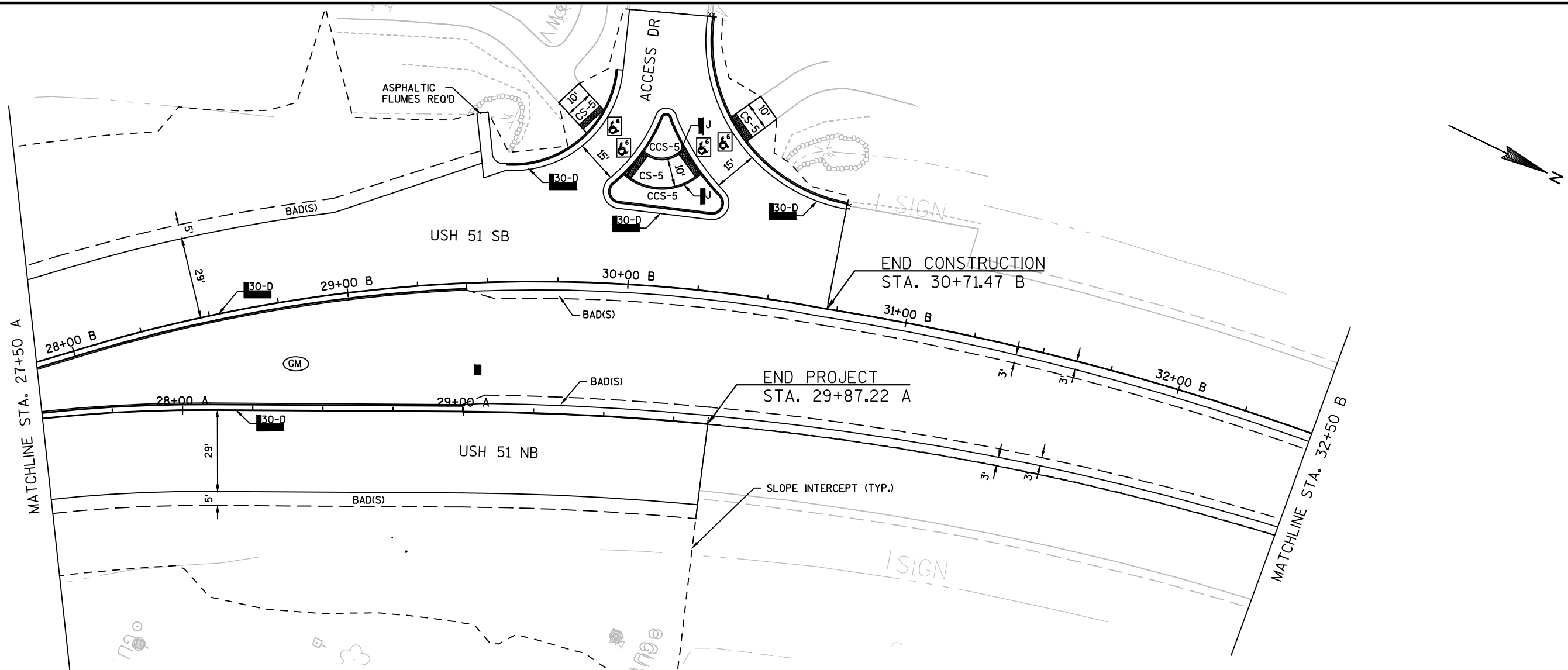
SHEET UTI_19

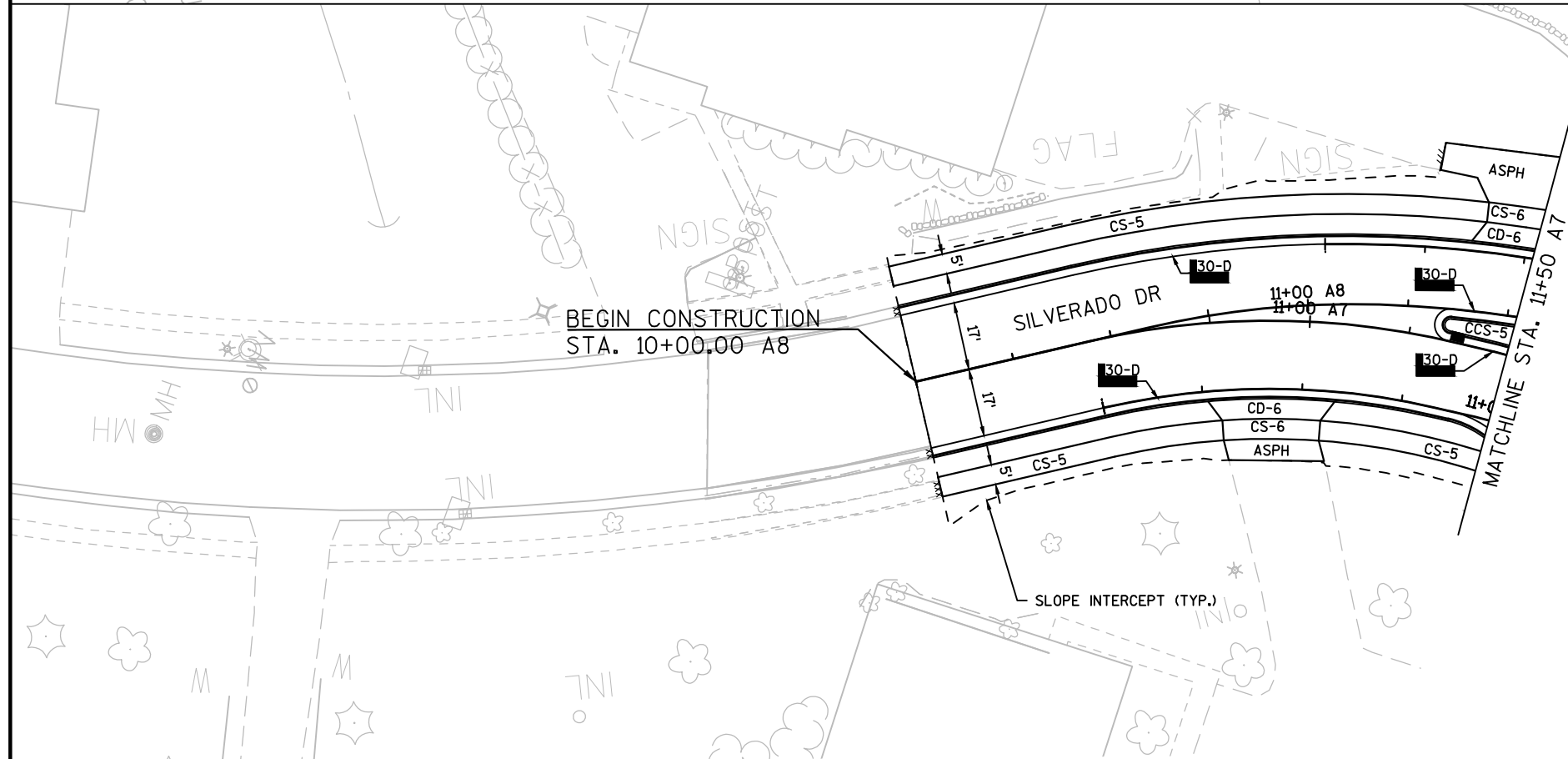
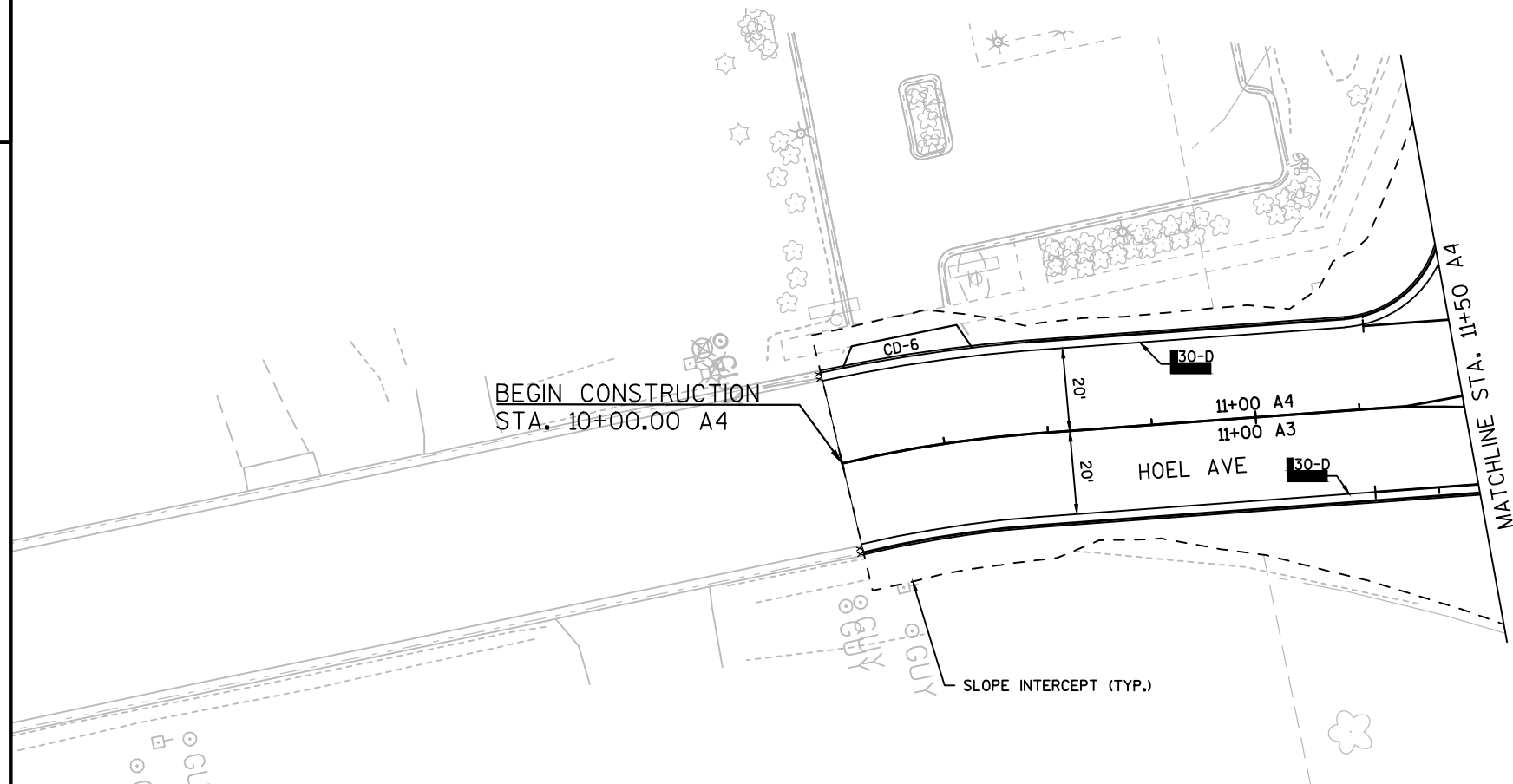
E

LEGEND

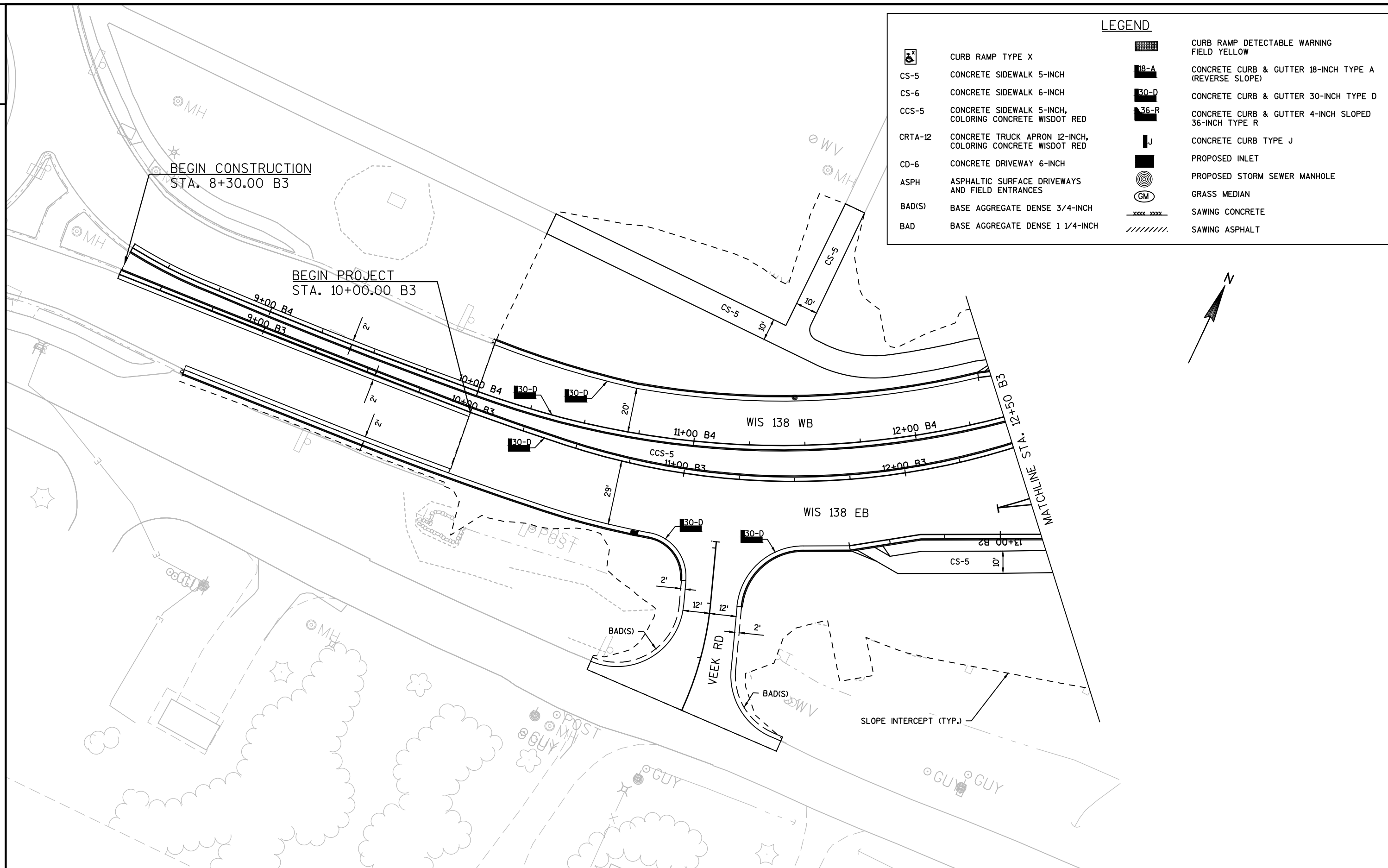
	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH		CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CS-6	CONCRETE SIDEWALK 6-INCH		CONCRETE CURB & GUTTER 30-INCH TYPE D
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB TYPE J
CD-6	CONCRETE DRIVEWAY 6-INCH		PROPOSED INLET
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		PROPOSED STORM SEWER MANHOLE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH		GRASS MEDIAN
BAD	BASE AGGREGATE DENSE 1 1/4-INCH		SAWING CONCRETE
			SAWING ASPHALT



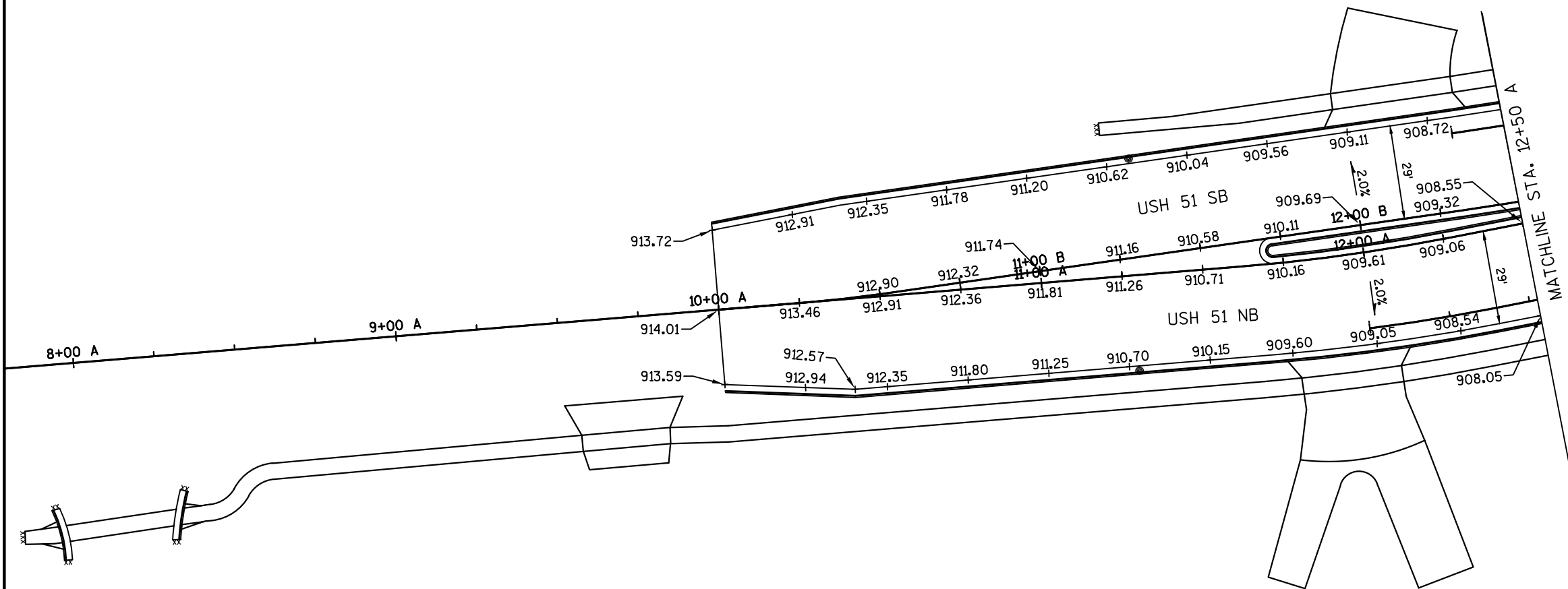




LEGEND	
	CURB RAMP TYPE X
CS-5	CONCRETE SIDEWALK 5-INCH
CS-6	CONCRETE SIDEWALK 6-INCH
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED
CD-6	CONCRETE DRIVEWAY 6-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH
BAD	BASE AGGREGATE DENSE 1 1/4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
18-A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
30-D	CONCRETE CURB & GUTTER 30-INCH TYPE D
36-R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
J	CONCRETE CURB TYPE J
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
GM	GRASS MEDIAN
	SAWING CONCRETE
	SAWING ASPHALT



LEGEND			
	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH		CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CS-6	CONCRETE SIDEWALK 6-INCH		CONCRETE CURB & GUTTER 30-INCH TYPE D
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB TYPE J
CD-6	CONCRETE DRIVEWAY 6-INCH		PROPOSED INLET
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		PROPOSED STORM SEWER MANHOLE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH		GRASS MEDIAN
BAD	BASE AGGREGATE DENSE 1 1/4-INCH		SAWING CONCRETE
			SAWING ASPHALT





CURB RAMP TYPE X

CS-5 CONCRETE SIDEWALK 5-INCH

CS-6 CONCRETE SIDEWALK 6-INCH

CCS-5 CONCRETE SIDEWALK 5-INCH,
COLORING CONCRETE WISDOT REDCRTA-12 CONCRETE TRUCK APRON 12-INCH,
COLORING CONCRETE WISDOT RED

CD-6 CONCRETE DRIVEWAY 6-INCH

ASPH ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

BAD(S) BASE AGGREGATE DENSE 3/4-INCH

BAD BASE AGGREGATE DENSE 1 1/4-INCH

LEGEND

CURB RAMP DETECTABLE WARNING
FIELD YELLOWCONCRETE CURB & GUTTER 18-INCH TYPE A
(REVERSE SLOPE)

CONCRETE CURB & GUTTER 30-INCH TYPE D

CONCRETE CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE R

CONCRETE CURB TYPE J



PROPOSED INLET



PROPOSED STORM SEWER MANHOLE



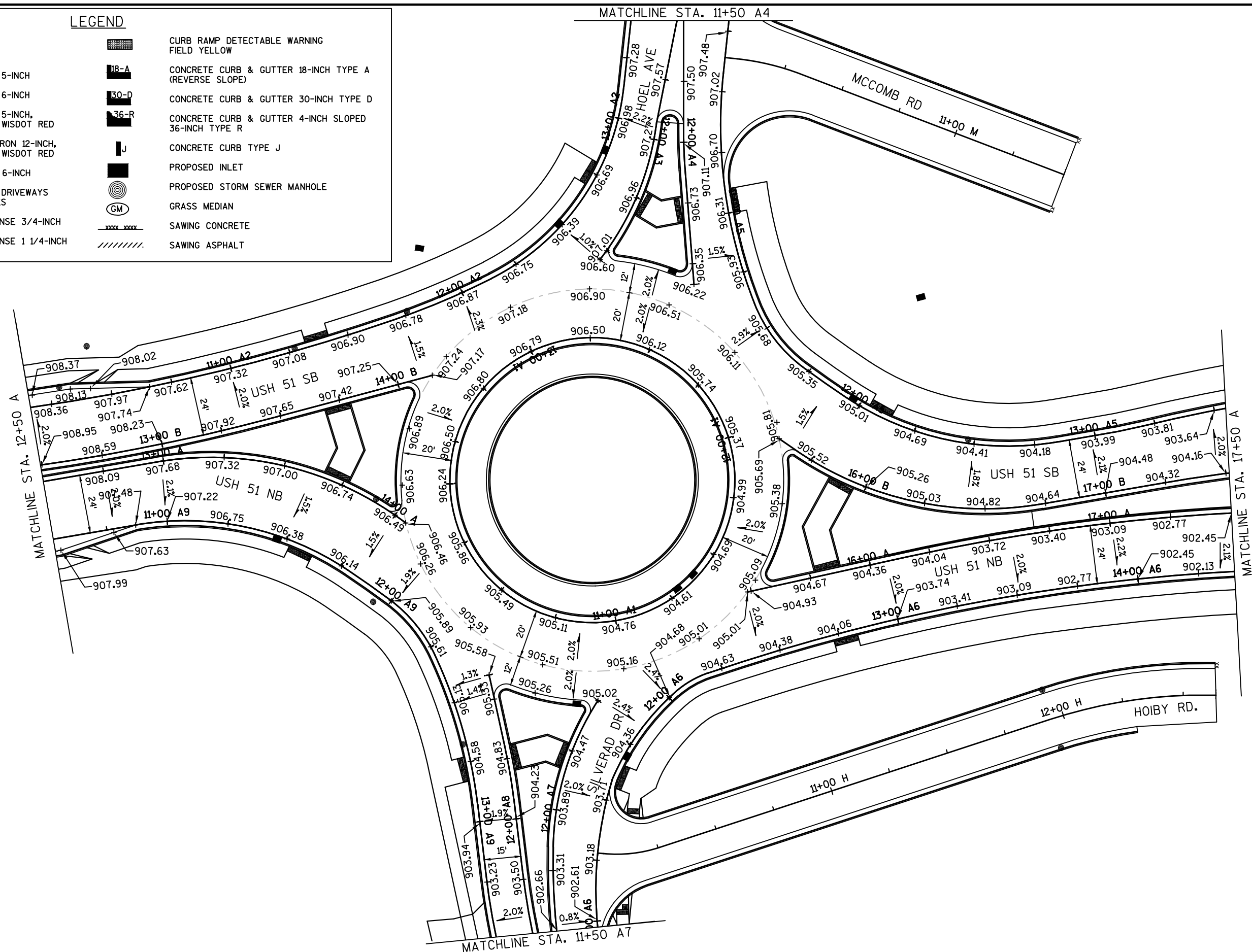
GRASS MEDIAN

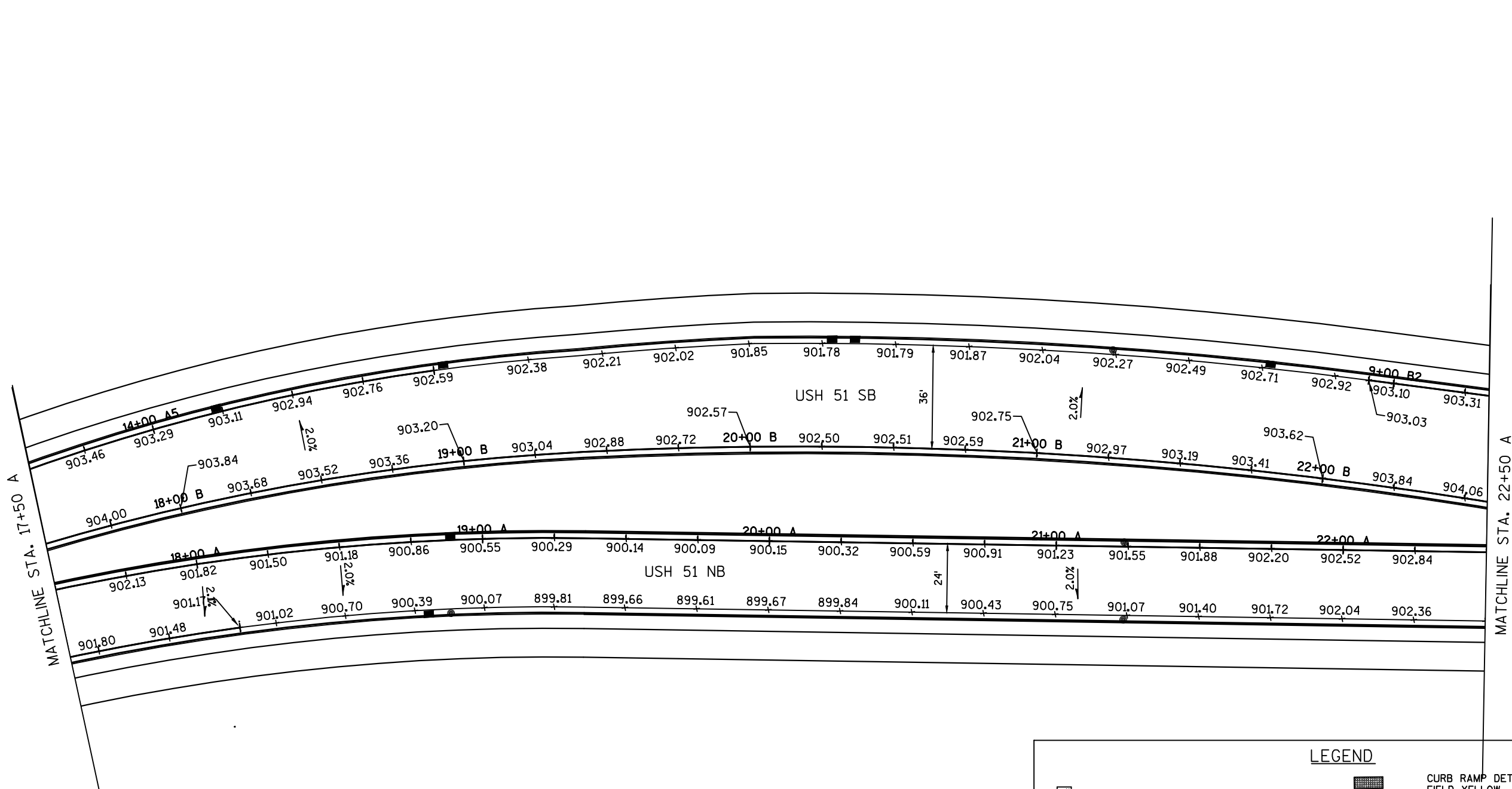


SAWING CONCRETE



SAWING ASPHALT

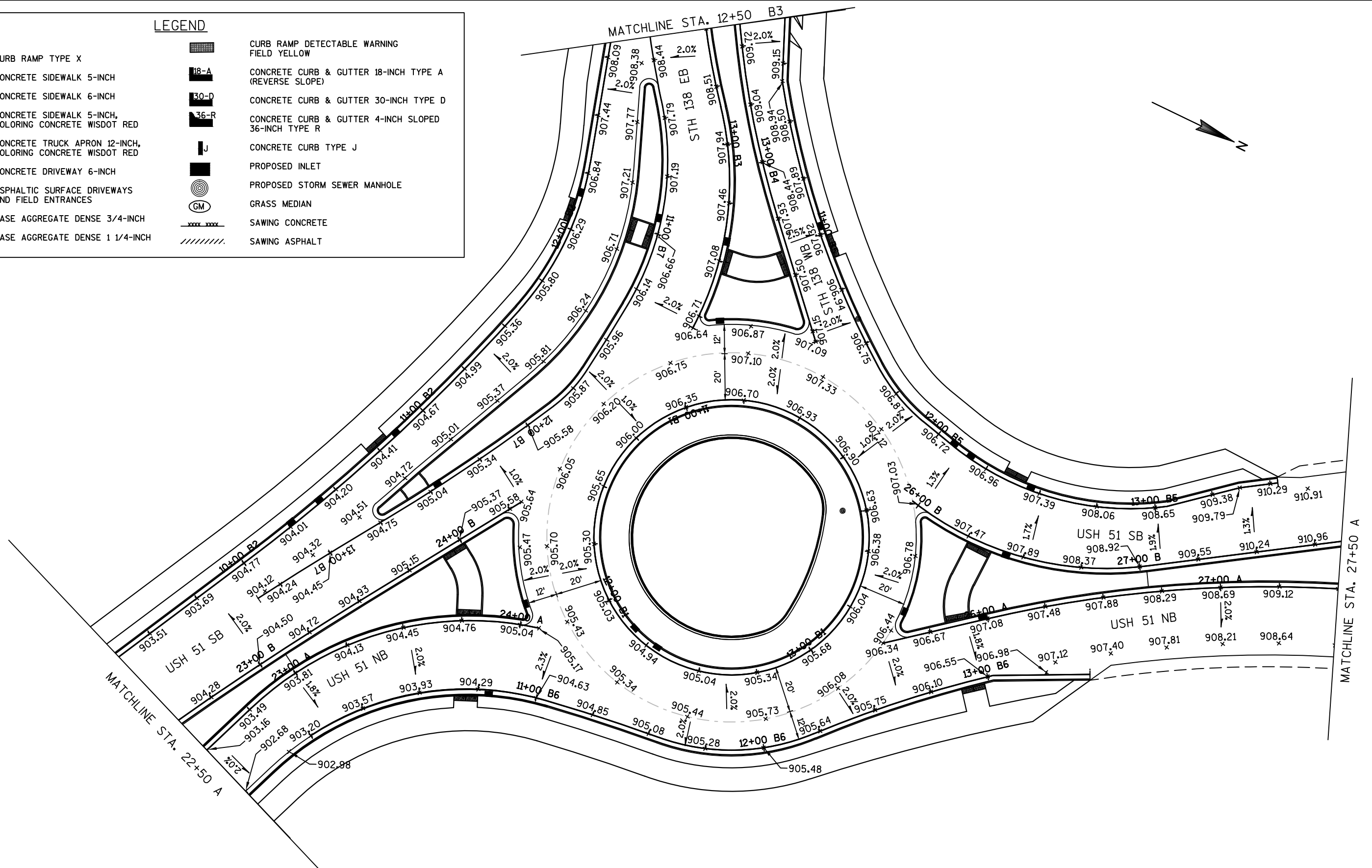


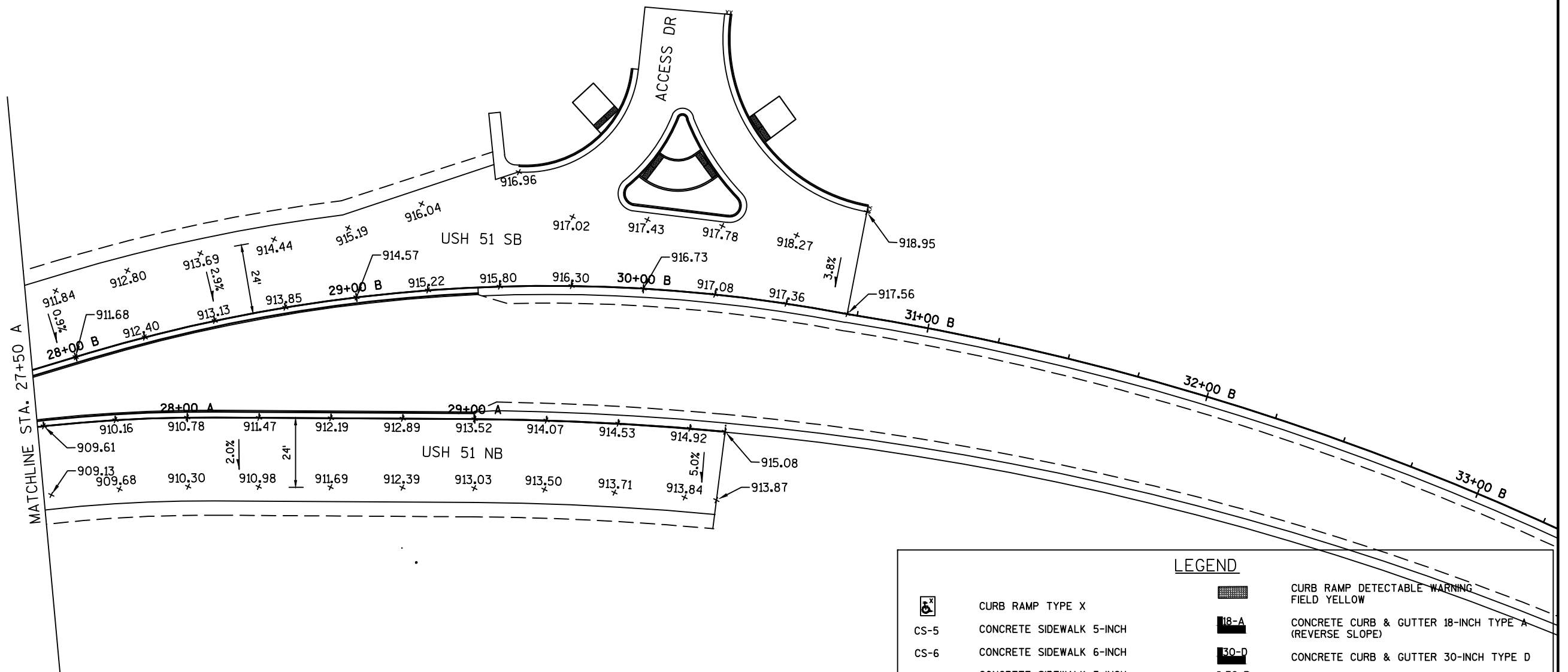


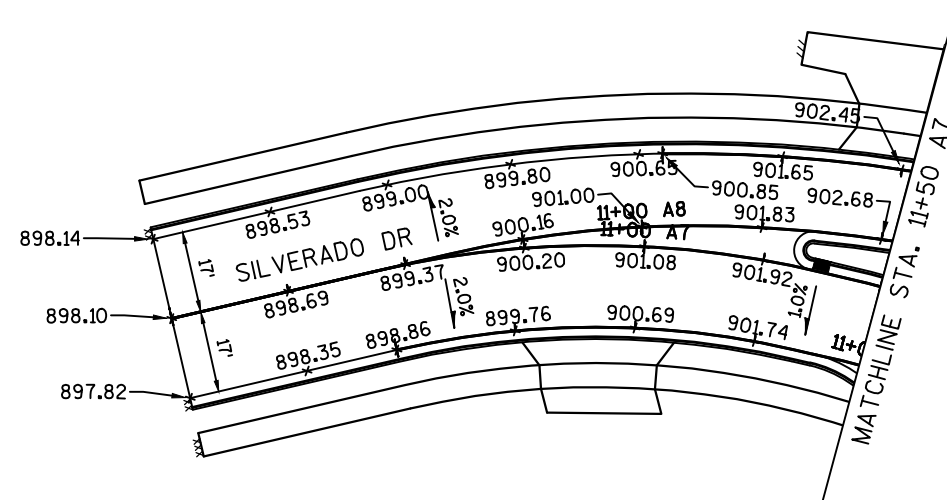
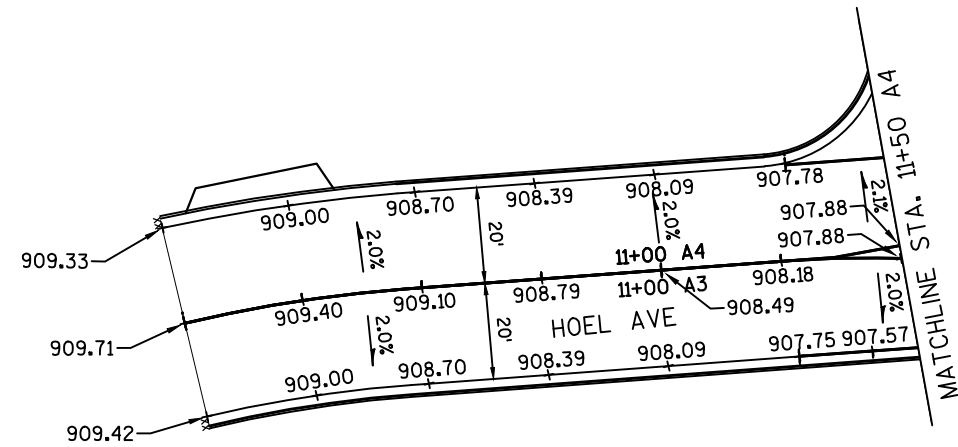
LEGEND			
	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING
CS-5	CONCRETE SIDEWALK 5-INCH		FIELD YELLOW
CS-6	CONCRETE SIDEWALK 6-INCH		CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB & GUTTER 30-INCH TYPE D
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-6	CONCRETE DRIVEWAY 6-INCH		CONCRETE CURB TYPE J
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		PROPOSED INLET
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH		PROPOSED STORM SEWER MANHOLE
BAD	BASE AGGREGATE DENSE 1 1/4-INCH		GRASS MEDIAN
			SAWING CONCRETE
			SAWING ASPHALT

LEGEND

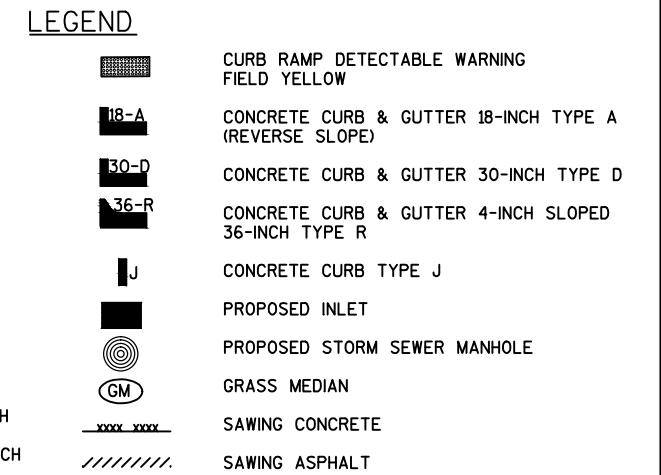
	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH		CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CS-6	CONCRETE SIDEWALK 6-INCH		CONCRETE CURB & GUTTER 30-INCH TYPE D
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB TYPE J
CD-6	CONCRETE DRIVEWAY 6-INCH		PROPOSED INLET
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		PROPOSED STORM SEWER MANHOLE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH		GRASS MEDIAN
BAD	BASE AGGREGATE DENSE 1 1/4-INCH		SAWING CONCRETE
			SAWING ASPHALT

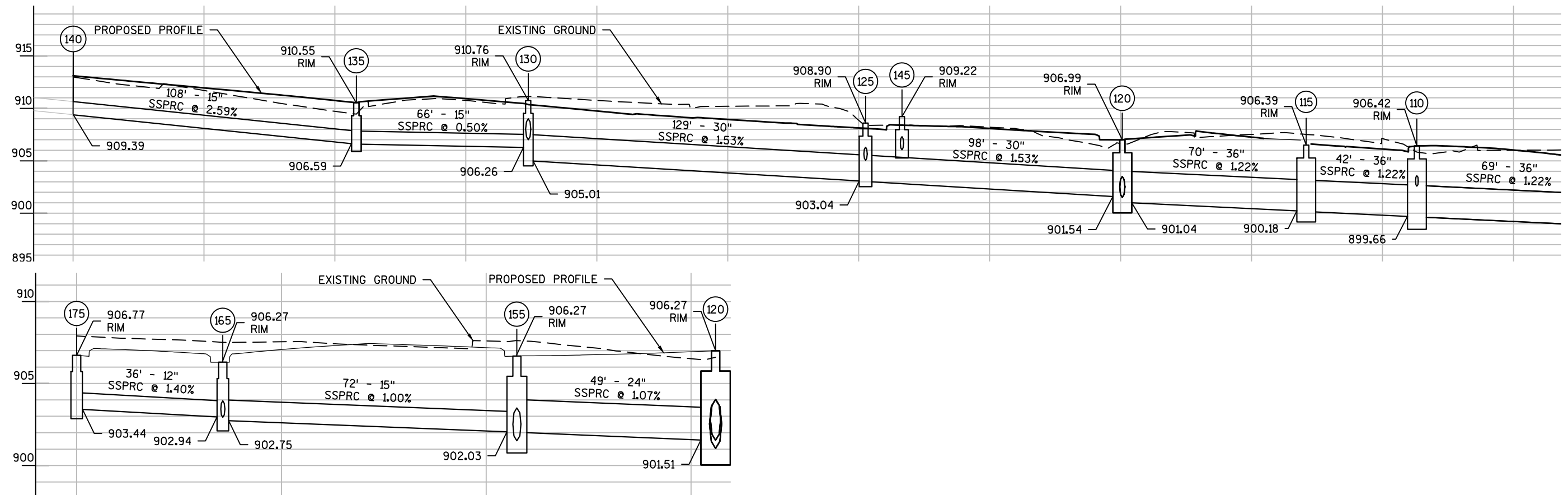
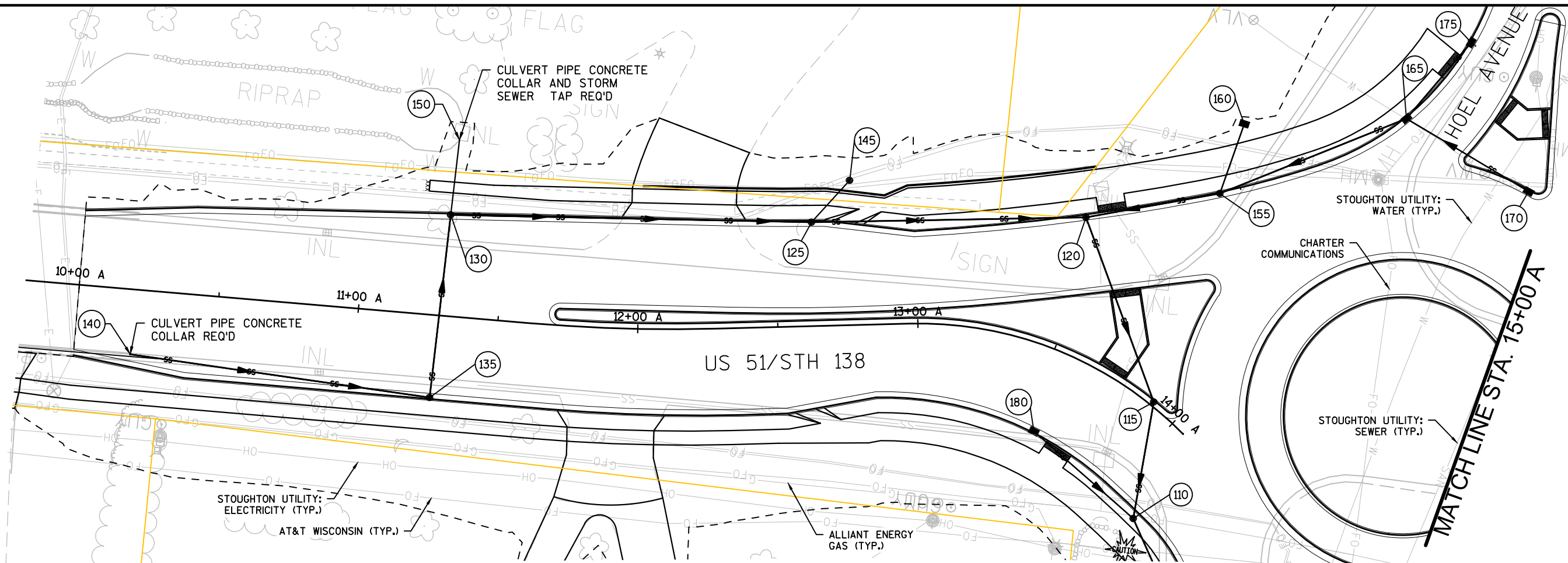


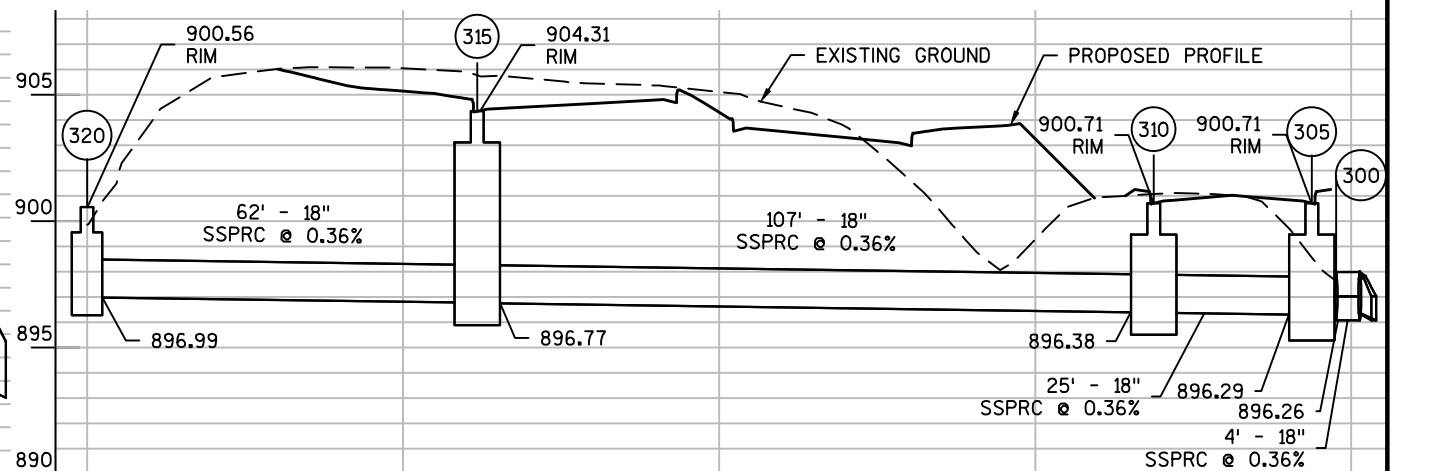
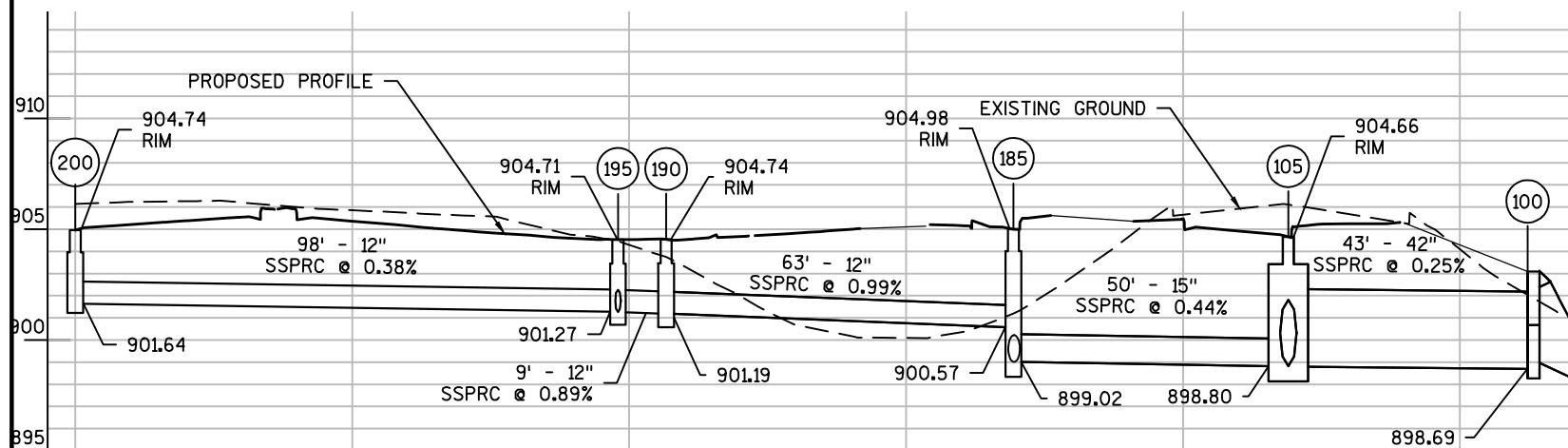
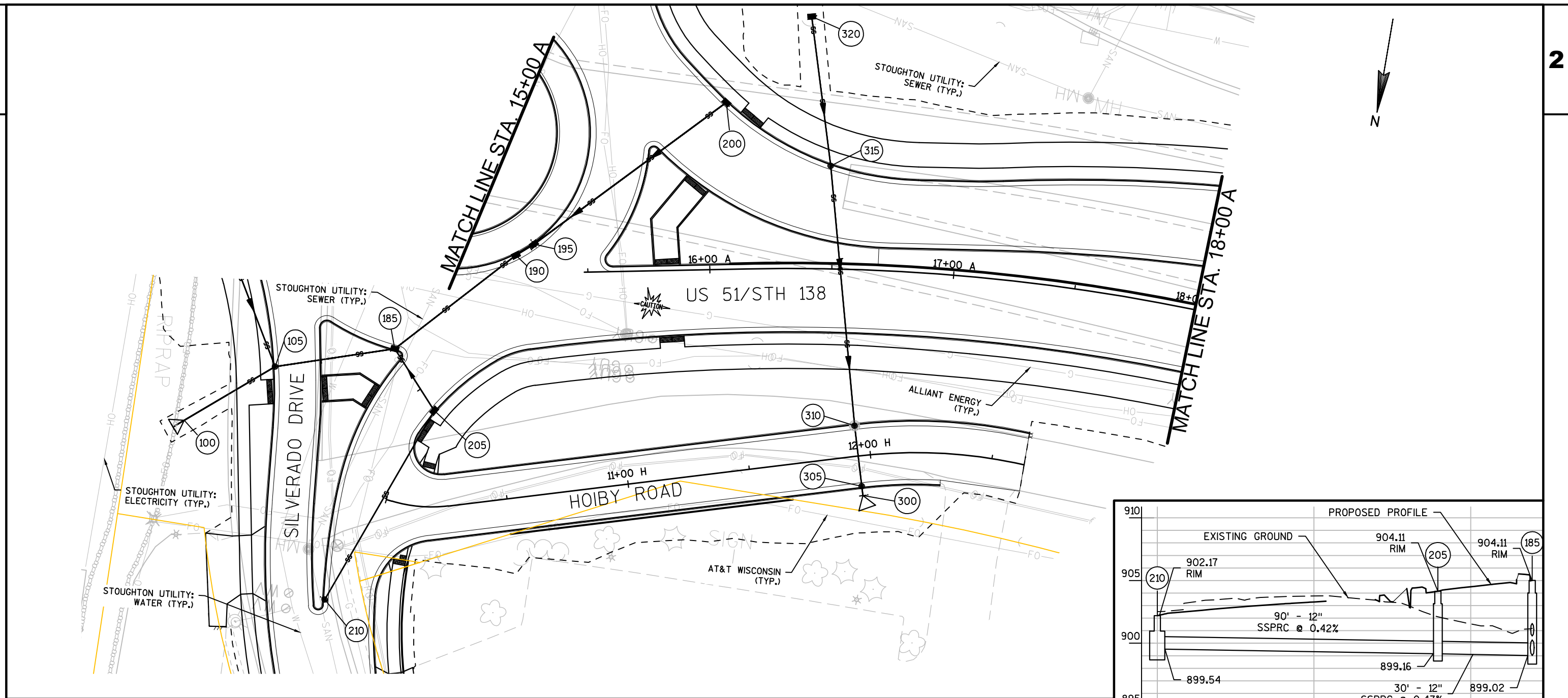


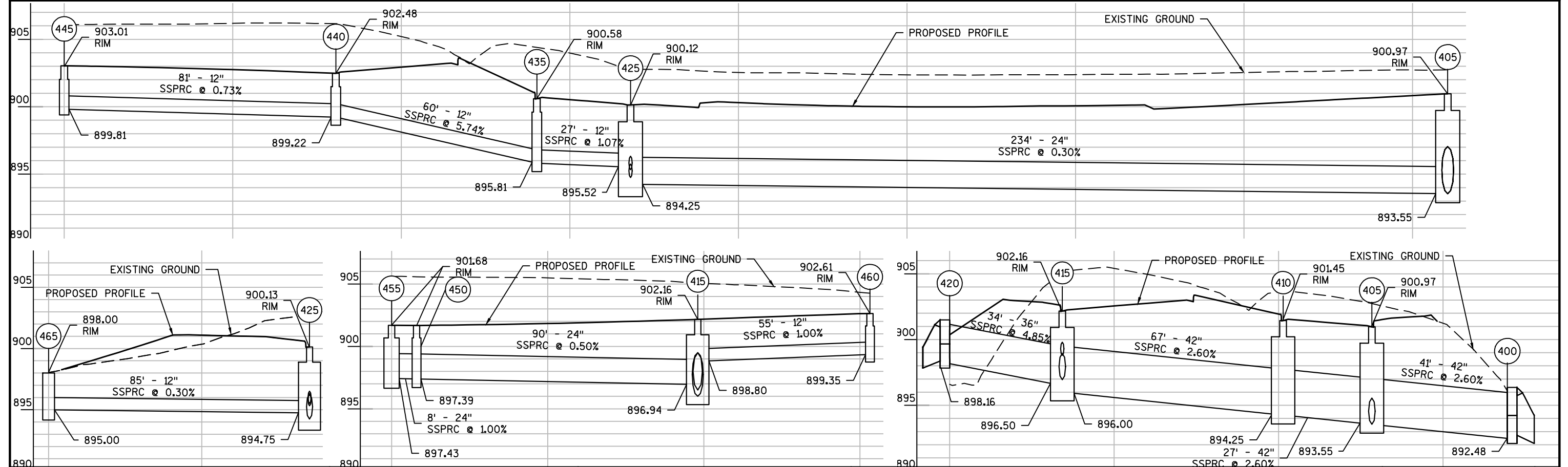
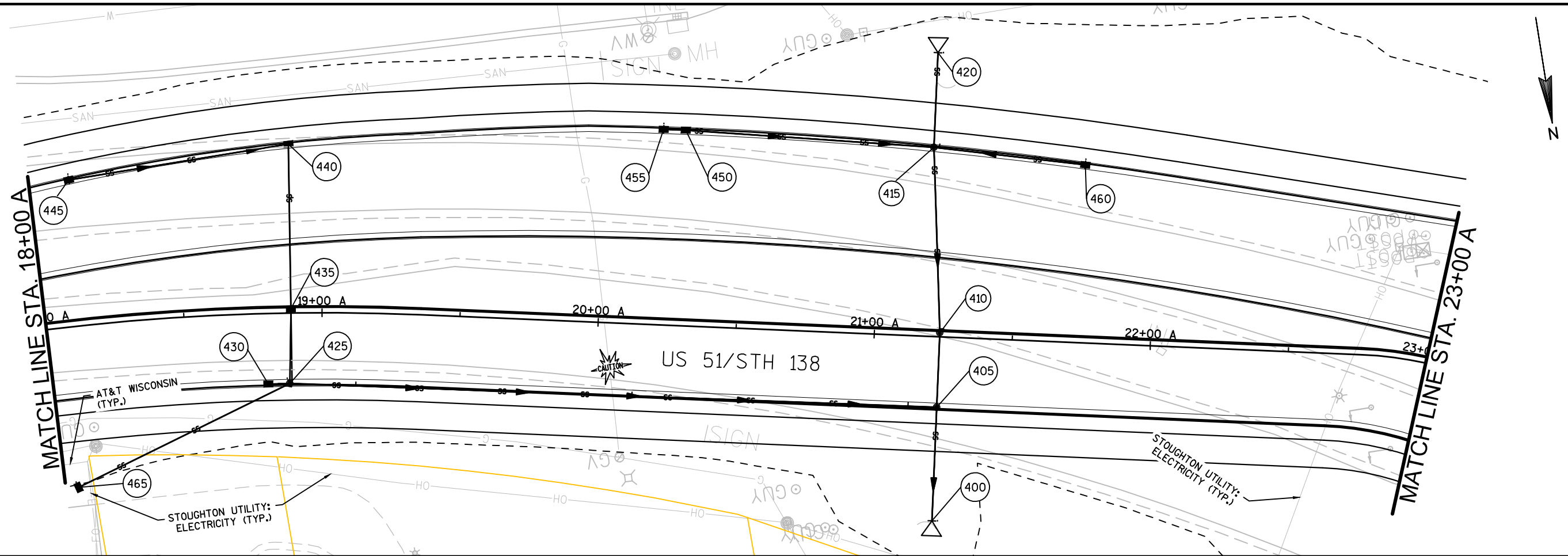


LEGEND			
	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING
CS-5	CONCRETE SIDEWALK 5-INCH		FIELD YELLOW
CS-6	CONCRETE SIDEWALK 6-INCH		CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB & GUTTER 30-INCH TYPE D
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED		CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-6	CONCRETE DRIVEWAY 6-INCH		CONCRETE CURB TYPE J
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		PROPOSED INLET
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH		PROPOSED STORM SEWER MANHOLE
BAD	BASE AGGREGATE DENSE 1 1/4-INCH		GRASS MEDIAN
			SAWING CONCRETE
			SAWING ASPHALT









PROJECT NO: 5845-01-76

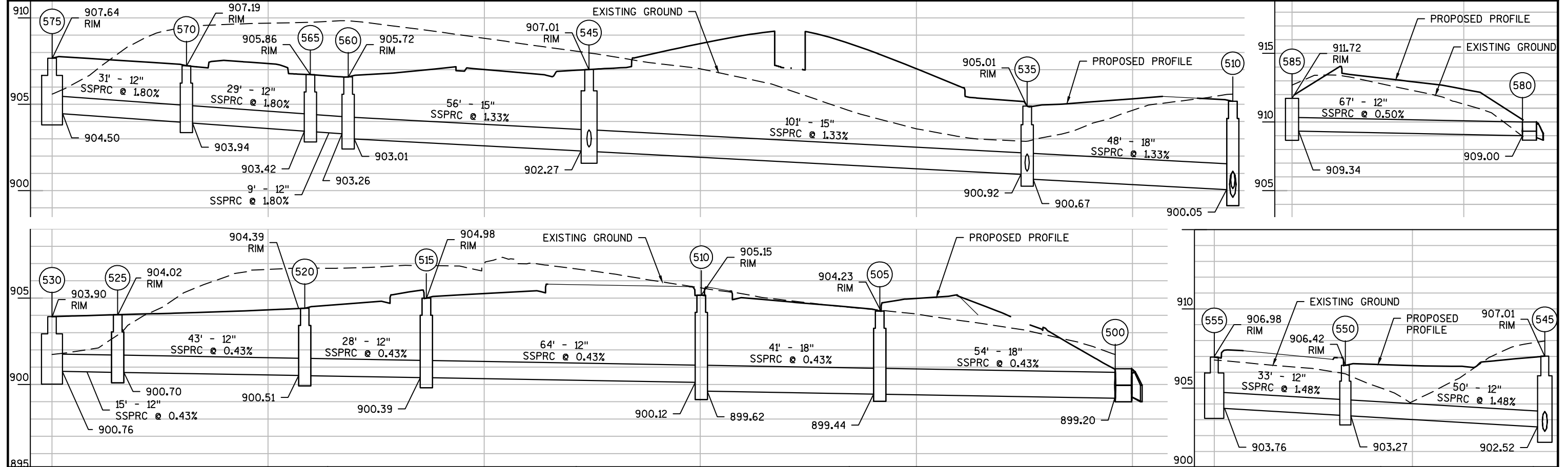
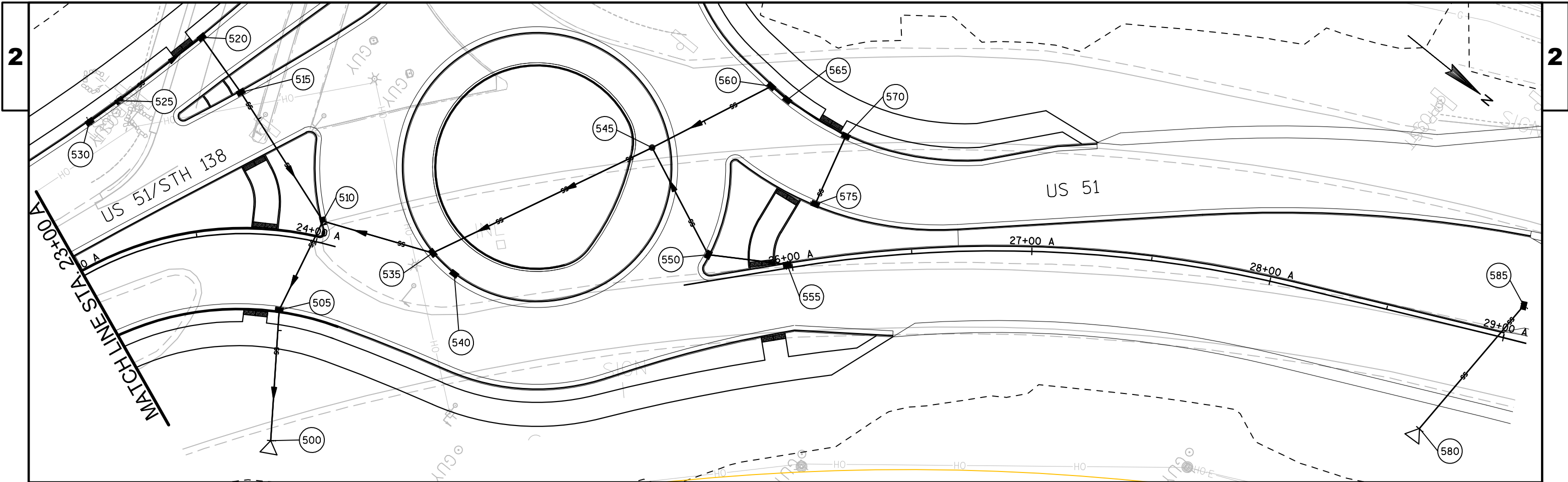
HWY: USH 51

COUNTY: DANE

STORM SEWER: USH 51

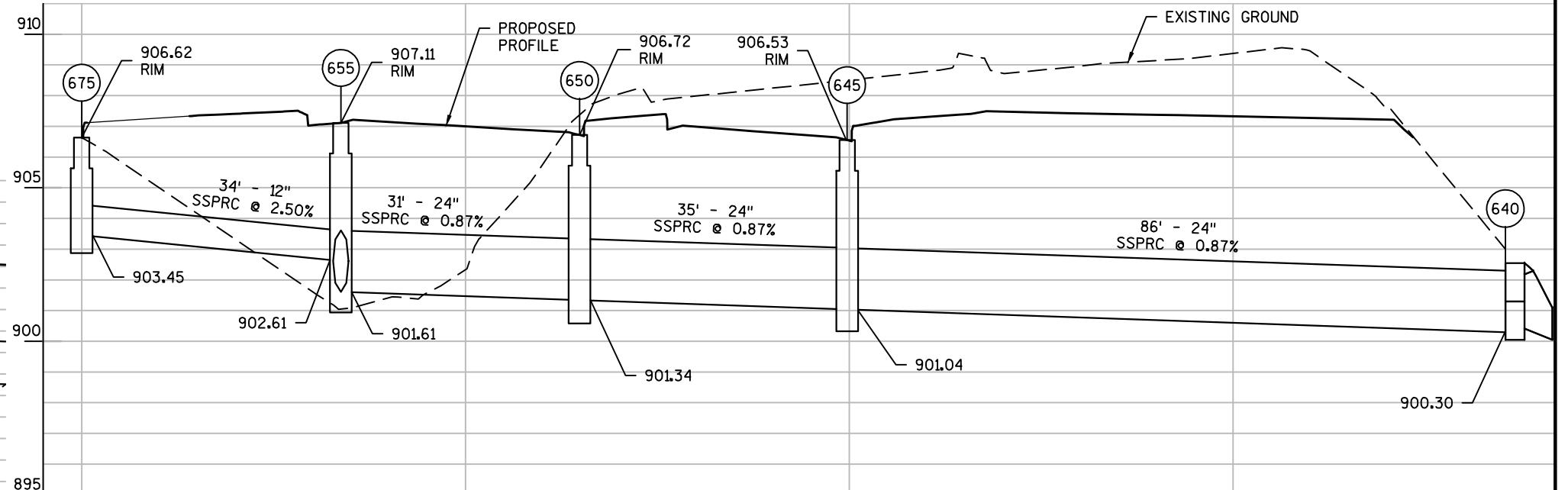
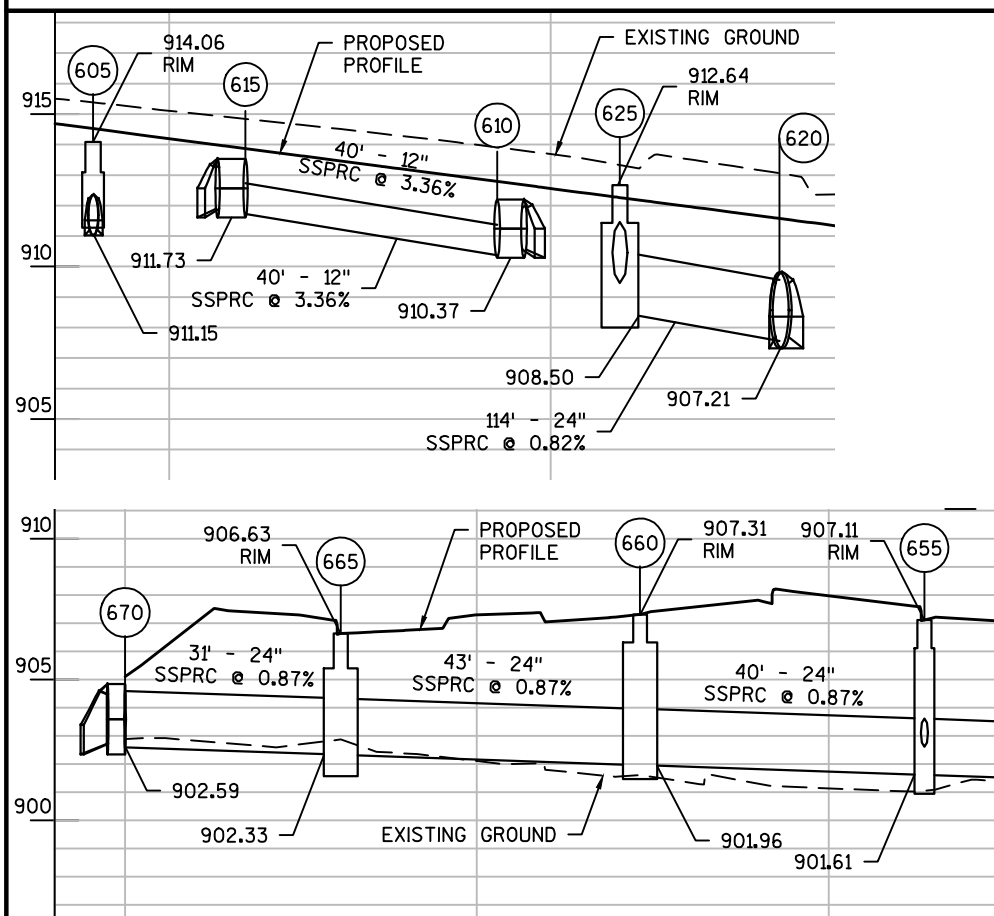
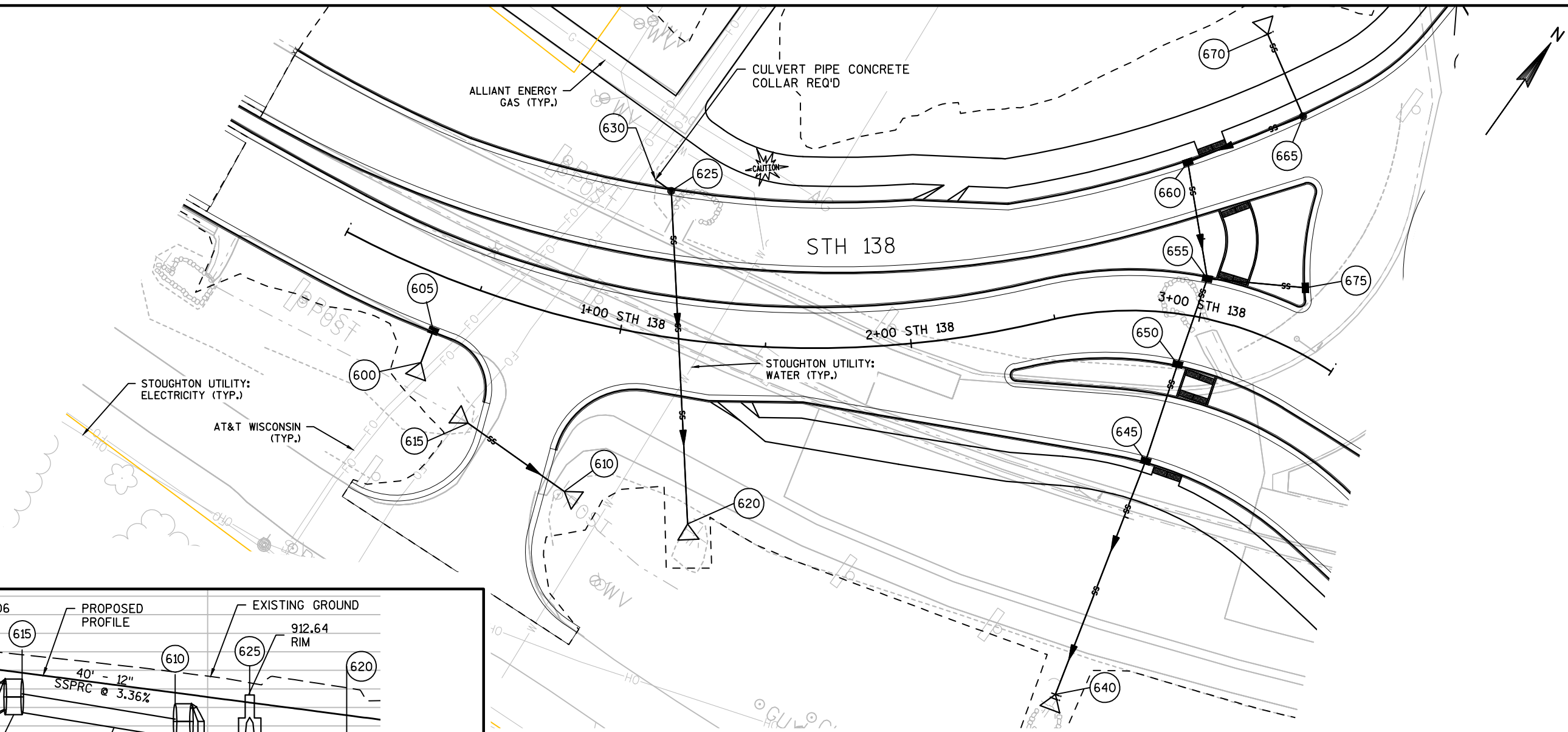
SHEET UTI_33

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2

2



PROJECT NO: 5845-01-76

HWY: USH 51

COUNTY: DANE

STORM SEWER:STH 138

SHEET UTI_35



FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\022501_SS.DWG

PLOT DATE : 7/31/2017 2:54 PM

PLOT BY : THOMPSON, HUNTER

PLOT NAME :

WISDOT/CADDS SHEET 44

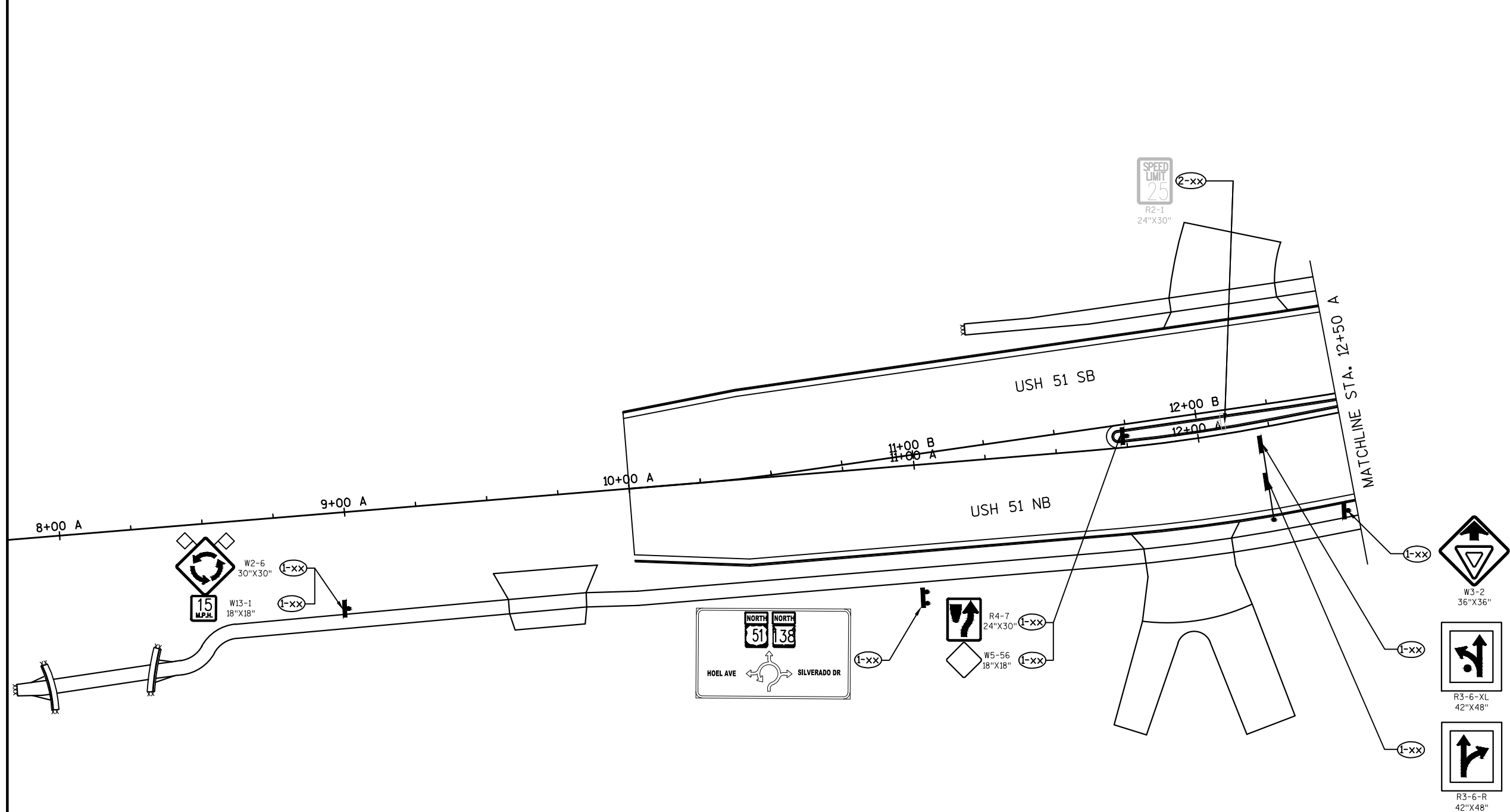
STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
110	14+48.00 A	83.7	' RT	69	105	--	--	X-FOOT	J	904.63	903.38	3.72	36	899.66	898.81	69	1.22%	
115	14+05.41 A	35.0	' RT	42	110	--	H	X-FOOT	--	906.36	905.53	5.36	36	900.17	899.66	42	1.22%	
120	13+90.00 A	1.5	' LT	70	115	--	H	X-FOOT	--	906.93	906.10	5.06	36	901.04	900.18	70	1.22%	
125	12+63.00 A	37.1	' LT	98	120	--	H	X-FOOT	--	908.90	908.07	5.03	30	903.04	901.54	98	1.53%	
130	11+30.00 A	36.1	' LT	129	125	--	H	X-FOOT	--	910.76	909.93	4.92	30	905.01	903.04	129	1.53%	
135	11+28.00 A	29.5	' RT	65	130	--	H	X-FOOT	--	910.55	909.72	3.13	15	906.59	906.26	65	0.50%	
140	10+20.00 A	23.2	' RT	108	135	--	--	--	--	--	--	--	15	909.39	906.59	108	2.59%	
145	12+77.00 A	51.7	' LT	20	125	MEDIAN 1 GRATE	MS	--	--	909.22	909.22	--	15	906.05	905.04	20	5.00%	CULVERT PIPE CONCRETE COLLAR REQ'D
150	11+30.79 A	63.1	' LT	28	135	--	--	--	--	--	--	--	24	908.55	907.01	28	5.50%	STORM SEWER TAP REQ'D; CULVERT PIPE CONCRETE COLLAR REQ'D
155	11+05.00 A	29.5	' RT	49	120	--	H-S	X-FOOT	--	906.65	905.82	3.79	24	902.03	901.51	49	1.06%	
160	13+72.00 A	76.2	' LT	26	155	MEDIAN 1 GRATE	MS	--	--	906.78	906.78	3.17	12	903.61	903.09	26	2.00%	
165	13+69.00 A	102.1	' LT	72	155	2X3-FT	H-S	--	--	906.27	905.44	2.69	15	902.75	902.03	72	1.00%	
170	14+40.00 A	133.6	' LT	51	165	2X3-FT	H-S	--	--	906.69	905.86	2.42	12	903.44	902.94	51	0.98%	
175	14+90.00 A	124.7	' LT	36	165	2X3-FT	H-S	--	--	906.77	905.94	2.50	12	903.44	903.02	36	1.17%	
180	13+55.00 A	30.0	' RT	47	110	2X3-FT	H	--	--	906.32	905.49	2.43	12	903.06	902.58	47	1.02%	

STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
100	14+10.00 A	136.3	' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	APRON ENDWALLS FOR CPRC 48-INCH REQ'D
105	14+48.00 A	83.7	' RT	65	105	--	H	X-FOOT	--	904.63	903.80	5.00	42	898.80	898.69	43	0.25%	
185	13+55.00 A	30.0	' RT	50	105	2X3-FT	H	--	--	904.98	904.15	5.13	15	899.02	898.80	50	0.44%	
190	14+90.00 A	57.2	' RT	63	185	2X2.5-FT	T	--	--	904.74	903.82	2.63	12	901.19	900.57	63	0.98%	
195	15+20.00 A	2.2	' RT	9	190	2X2.5-FT	T	--	--	904.71	903.79	2.52	12	901.27	901.19	9	0.89%	
200	15+25.00 A	4.9	' LT	98	195	2X3-FT	H-S	--	--	904.94	904.11	2.47	12	901.64	901.27	98	0.38%	
205	16+10.00 A	68.4	' LT	30	185	2X3-FT	H	--	--	904.11	903.28	4.12	12	899.16	899.02	30	0.47%	
210	15+15.00 A	74.0	' RT	90	205	--	H-S	X-FOOT	--	902.17	901.34	1.80	12	899.54	899.16	90	0.42%	
300	11+95.00 H	16.3	' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	APRON ENDWALLS FOR CPRCHE 24x38-INCH REQ'D
305	11+95.00 H	12.5	' RT	4	300	--	H	X-FOOT	--	900.67	899.84	3.55	18	896.29	896.28	4	0.36%	
310	11+95.00 H	12.5	' LT	25	305	--	H	X-FOOT	--	900.67	899.84	3.46	18	896.38	896.29	25	0.36%	
315	15+05.00 A	162.9	' RT	107	310	--	H	X-FOOT	--	904.31	903.48	6.49	18	896.77	896.38	107.00	0.36%	
320	16+50.00 A	42.2	' LT	62	315	MEDIAN 1 GRATE	MS	--	--	900.56	900.56	--	18	896.99	896.77	62	0.36%	

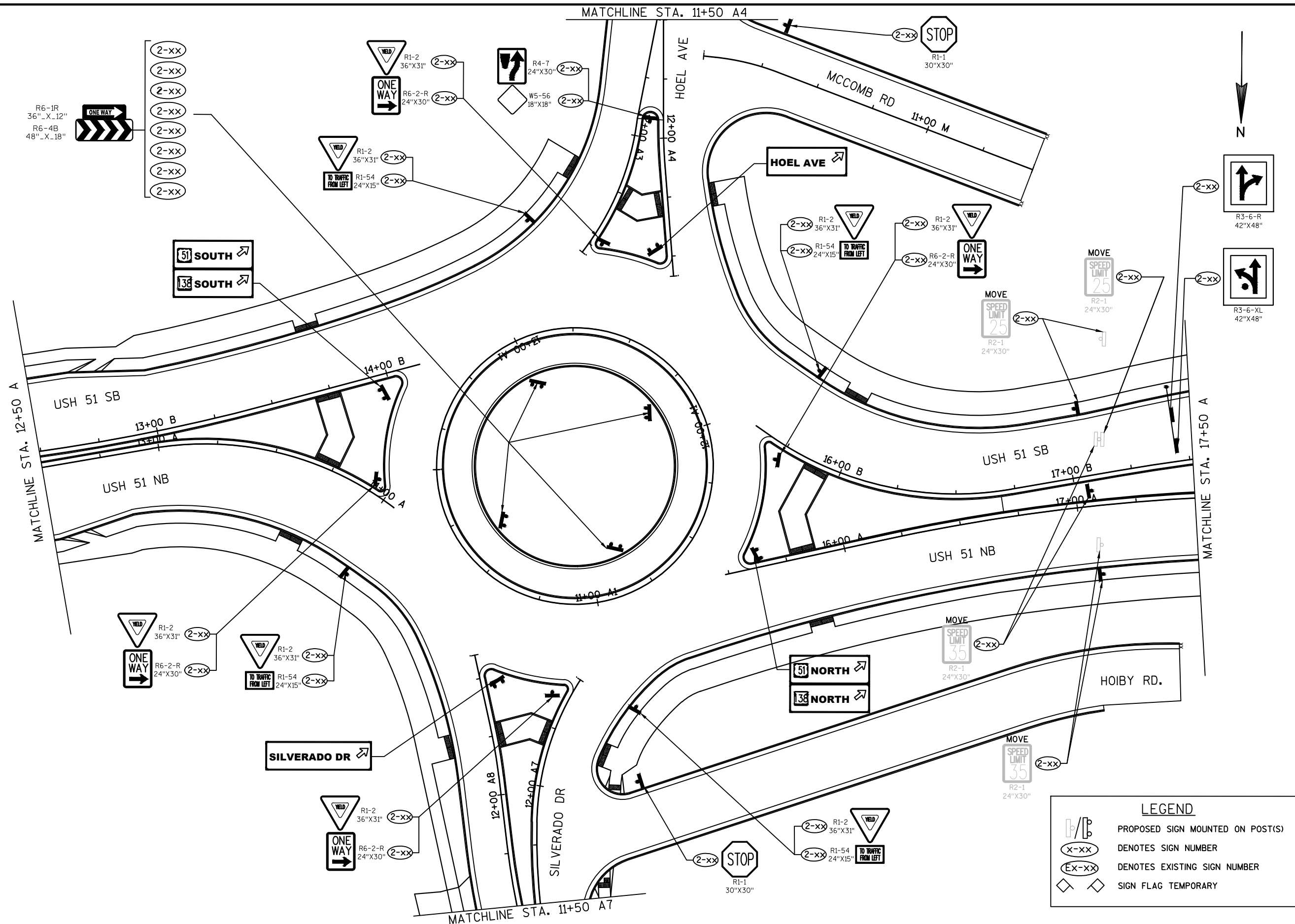
STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
400	16+42.00 A	103.4	' LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	APRON ENDWALLS FOR CPRC 42-INCH REQ'D
405	21+25.00 A	66.7	' RT	41	400	--	H	X-FOOT	--	900.97	900.14	6.59	42	893.55	892.48	41	2.60%	
410	21+25.00 A	25.5	' RT	27	405	--	H	X-FOOT	--	901.45	900.62	6.37	42	894.25	893.55	27	2.60%	
415	21+25.00 A	1.5	' LT	67	410	--	H	X-FOOT	--	902.16	901.33	5.33	42	896.00	894.25	67	2.60%	
420	21+20.00 A	102.7	' LT	34	415	--	--	--	--	--	--	--	36	898.16	896.50	34	4.84%	APRON ENDWALLS FOR CPRC 36-INCH REQ'D
425	18+88.00 A	115.2	' LT	234	405	--	H-S	X-FOOT	--	900.12	899.29	5.04	24	894.25	893.55	234	0.30%	
430	18+80.00 A	25.5	' RT	8	425	2X3-FT	H-S	--	--	900.22	899.39	3.98	12	895.41	895.33	8	1.01%	
435	18+85.00 A	25.5	' RT	27	425	2X3-FT	H-S	--	--	900.58	899.75	3.94	12	895.81	895.52	27	1.07%	
440	18+90.00 A	1.5	' LT	60	435	2X3-FT	H	--	--	902.48	901.65	2.43	12	899.22	895.81	60	5.72%	
445	18+90.00 A	61.1	' LT	81	440	2X3-FT	H	--	--	903.01	902.18	2.37	12	899.81	899.22	81	0.73%	
450	18+15.00 A	52.9	' LT	90	415	2X3-FT	H-S	--	--	901.68	900.85	3.46	24	897.39	896.94	90	0.50%	
455	20+22.00 A	70.8	' LT	8	450	2X3-FT	H-S	--	--	901.68	900.85	3.42	12	897.43	897.39	8	0.50%	
460	20+25.00 A	70.8	' LT	55	405	2X3-FT	H	--	--	902.61	901.78	2.43	12	899.35	898.80	55	1.00%	
465	18+05.00 A	58.0	' RT	85	425	MEDIAN 1 GRATE	MS	--	--	898.00	898.00	3.00	12	895.00	894.75	85	0.30%	

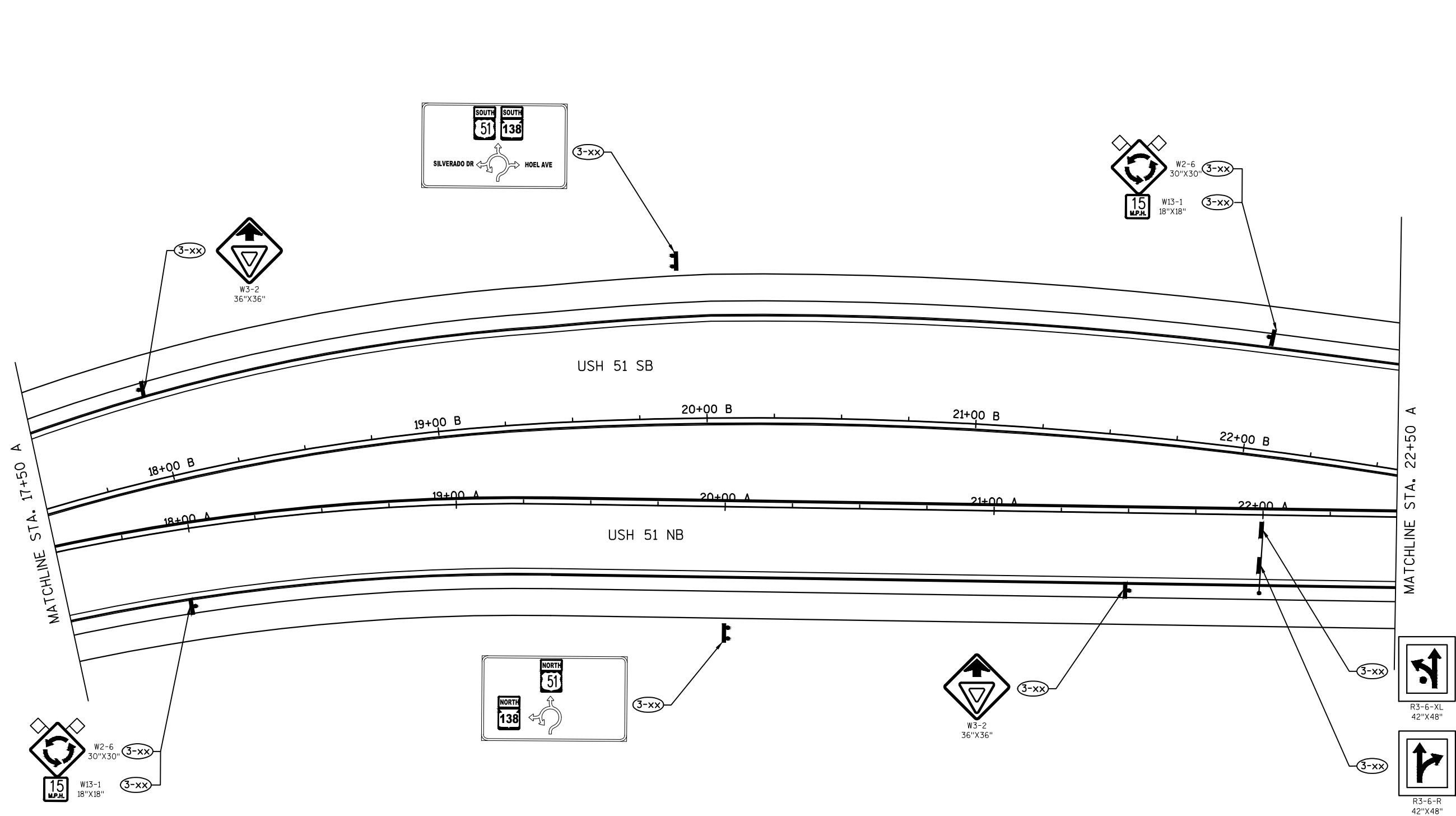
STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
500	24+00.00 A	85.0	' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	APRON ENDWALLS FOR CPRC 18-INCH REQ'D
505	24+09.34 A	97.5	' RT	54	500	2X3-FT	H	--	--	904.23	903.40	3.96	24	899.44	899.20	54	0.43%	
510	23+90.00 A	30.9	' RT	41	505	2X3-FT	H-S	--	--	905.15	904.32	4.70	18	899.62	899.44	41	0.43%	
515	24+02.00 A	9.0	' LT	64	510	2X3-FT	H	--	--	904.98	904.15	--	12	900.39	900.12	64	0.43%	
520	23+70.00 A	58.9	' LT	28	515	2X3-FT	H	--	--	904.39	903.56	--	12	900.51	900.39	28	0.43%	
525	23+60.00 A	82.5	' LT	43	520	2X3-FT	H	--	--	904.02	903.19	2.49	12	900.70	900.51	43	0.43%	
530	23+35.00 A	62.3	' LT	15	525	2X3-FT	H	--	--	903.90	903.07	2.31	12	900.76	900.70	15	0.43%	
535	23+25.00 A	57.6	' LT	46	510	2X2.5-FT	T	--	--	905.01	904.09	3.42	18	900.67	900.04	48	1.33%	
540	24+50.00 A	2.6	' LT	12	535	2X2.5-FT	T	--	--	905.01	904.09	2.90	12	901.19	901.12	12	0.58%	
545	24+60.00 A	4.9	' RT	101	535	--	--	X-FOOT	J-S	907.01	905.76	3.49	15	902.27	900.92	101	1.33%	
550	25+35.00 A	57.8	' LT	50	545	2X3-FT	H	--	--	906.42	905.59	2.32	12	903.27	902.52	50	1.48%	
555	25+69.00 A	11.9	' LT	33	550	2X3-FT	H	--	--	906.98	906.15	2.39	12	903.76	903.27	33	1.48%	
560	26+00.00 A	1.5	' LT	56	545	2X3-FT	H	--	--	906.55	905.72	2.71	15	903.01	902.27	56	1.33%	
565	26+05.00 A	75.9	' LT	9	560	2X3-FT	H	--	--	906.69	905.86	--	12	903.42	903.26	9	1.80%	
570	26+10.00 A	69.2	' LT	29	565	2X3-FT	H	--	--	907.19	906.36	2.42	12	903.94	903.42	29	1.80%	
575	26+30.00 A	51.2	' LT	31	570	2X3-FT	H	--	--	907.64	906.81	2.31	12	904.50	903.94	31	1.80%	
580	28+75.00 A	45.0	' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	APRON ENDWALLS FOR CPRC 18-INCH REQ'D
585	29+05.00 A	15.0	' LT	67	580	MEDIAN 1 GRATE	MS	--	--	911.72	911.72	2.38	12	909.34	909.00	67	0.50%	

STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
600	0+40.00 STH 138	30.1	' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	APRON ENDWALLS FOR CPRC 12-INCH REQ'D
605	0+40.00 STH 138	18.5	' RT	11	600	2X3-FT	H	--	--	914.06	913.23	--	12	911.92	911.15	11	7.00%	
610	0+93.00 STH 138	58.4	' RT	--	--	--	--	--	--	--	--	--	18	--	--	--	--	APRON ENDWALLS FOR CPRC 18-INCH REQ'D
615	0+60.00 STH 138	44.4	' RT	40	610	--	--	--	--	--	--	--	18	911.73	910.37	40	3.40%	APRON ENDWALLS FOR CPRC 18-INCH REQ'D
620	1+30.00 STH 138	62.5	' RT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	APRON ENDWALLS FOR CPRC 24-INCH REQ'D
625	1+09.10 STH 138	49.7	' LT	114	620	2X3-FT	H	--	--	912.64	911.81	3.31	24	908.50	907.21	114	1.13%	
630	1+02.00 STH 138	52.6	' LT	7	625	--	--	--	--	--	--	--	24	909.61	909.46	7	2.14%	CULVERT PIPE CONCRETE COLLAR REQ'D
640	2+26.98 STH 138	127.3	' RT	--	--	--	--	--	--	--	--	--	24	--	--	--	--	APRON ENDWALLS FOR CPRC 24-INCH REQ'D
645	2+85.00 STH 138	51.4	' RT	86	640	2X3-FT	H	--	--	906.53	905.70	4.66	24	901.04	900.30	86	0.87%	
650	2+95.00 STH 138	17.2	' RT	35	645	2X3-FT	H	--	--	906.69	905.86	4.52	24	901.34	901.04	35	0.87%	
655	3+00.00 STH 138	13.5	' LT	31	650	2X3-FT	H	--	--	907.09	906.26	4.65	24	901.61	901.34	31	0.87%	
660	2+90.00 STH 138	51.9	' LT	40	655	2X3-FT	H	--	--	907.28	906.45	4.49	24	901.96	901.61	40	0.87%	
665	3+13.00 STH 138	75.6	' LT	43	660	--	H-S	X-FOOT	--	906.60	905.77	3.44	24	902.33	901.96	43	0.87%	
670	3+00.00 STH 138	105.6	' LT	31	665	--	--	--	--	--	--	--	24	902.59	902.33	31	0.87%	APRON ENDWALLS FOR CPRC 24-INCH REQ'D
675	3+29.00 STH 138	20.9	' LT	34	655	2X3-FT	H-S	--	--	906.62	905.79	2.34	12	903.45	902.61	34	2.50%	

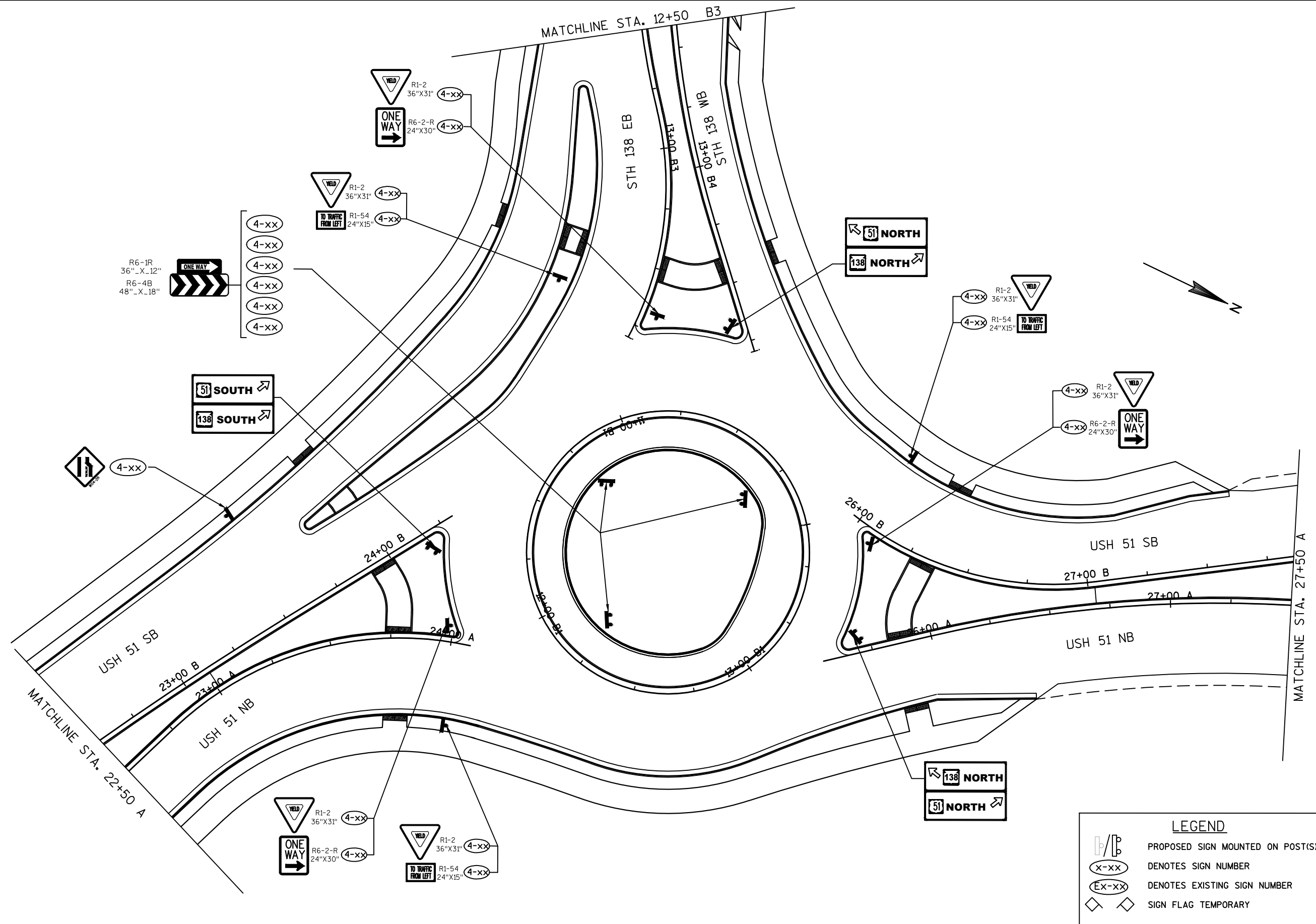


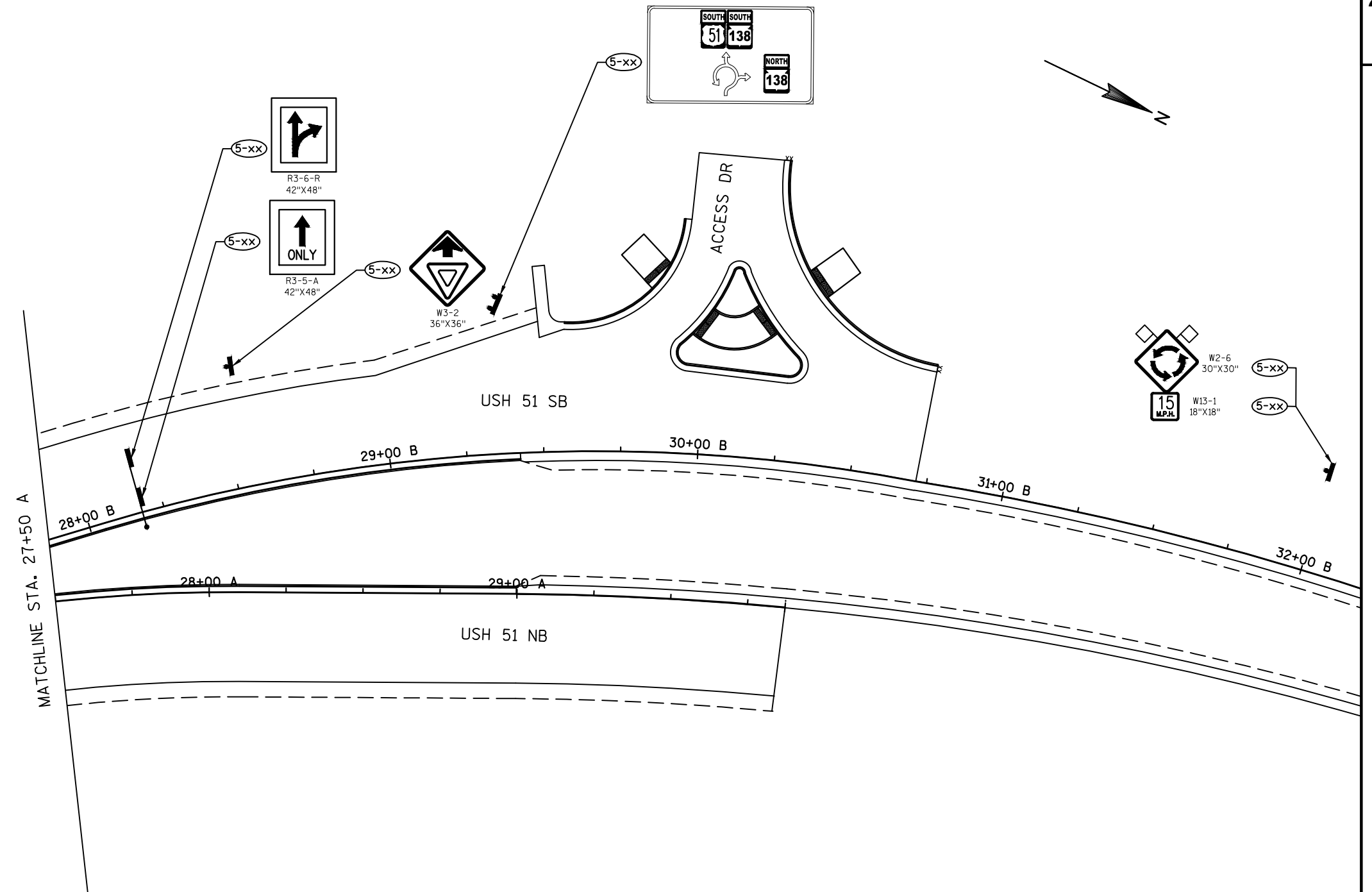
LEGEND	
	PROPOSED SIGN MOUNTED ON POST(S)
	DENOTES SIGN NUMBER
	DENOTES EXISTING SIGN NUMBER
	SIGN FLAG TEMPORARY



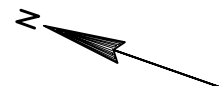
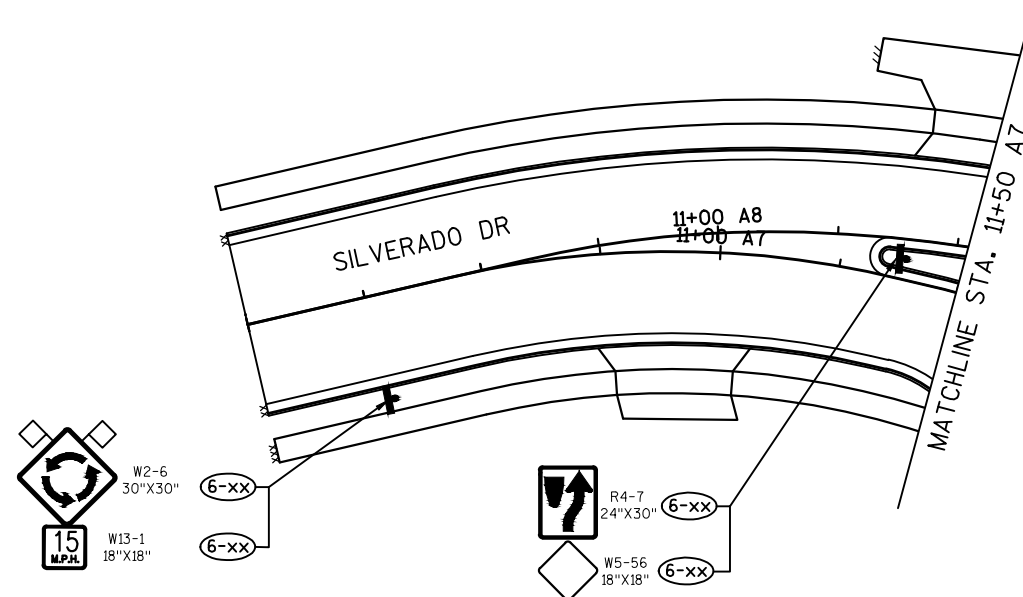
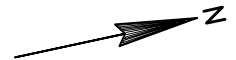
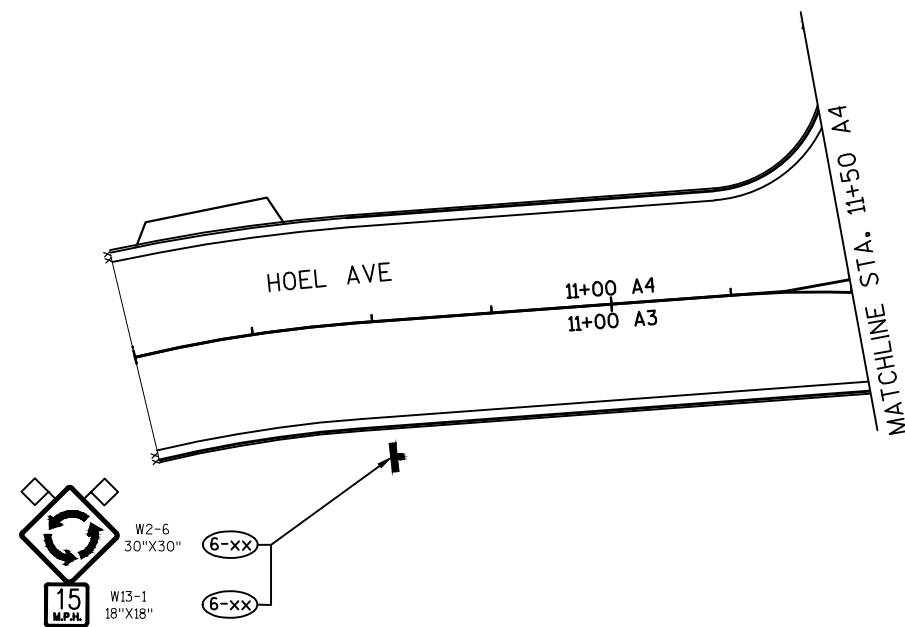


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	PROPOSED SIGN MOUNTED ON POST(S)
	DENOTES SIGN NUMBER
	DENOTES EXISTING SIGN NUMBER
	SIGN FLAG TEMPORARY

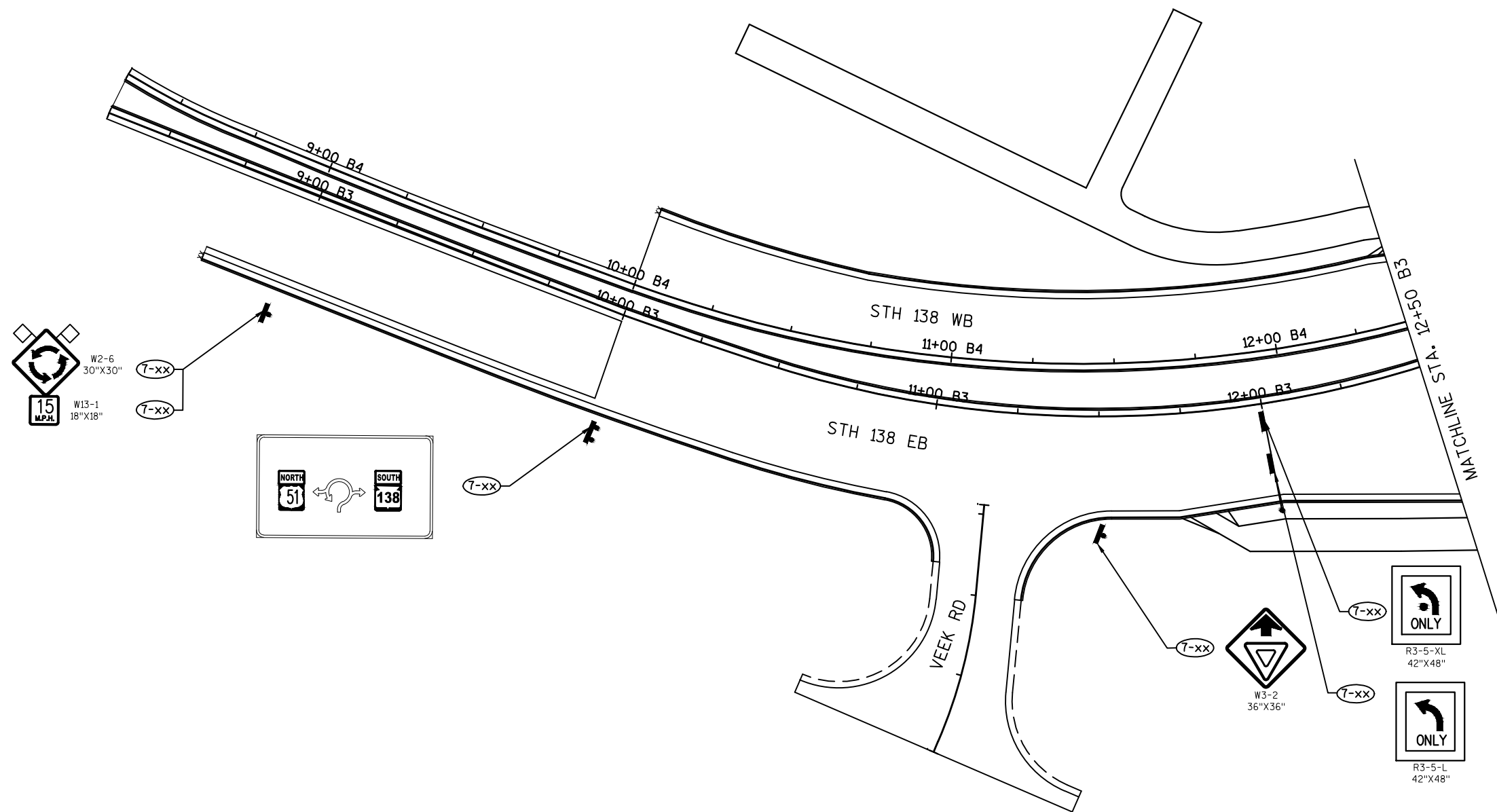




LEGEND	
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	DENOTES SIGN NUMBER
	DENOTES EXISTING SIGN NUMBER
	SIGN FLAG TEMPORARY



LEGEND	
	PROPOSED SIGN MOUNTED ON POST(S)
	DENOTES SIGN NUMBER
	DENOTES EXISTING SIGN NUMBER
	SIGN FLAG TEMPORARY



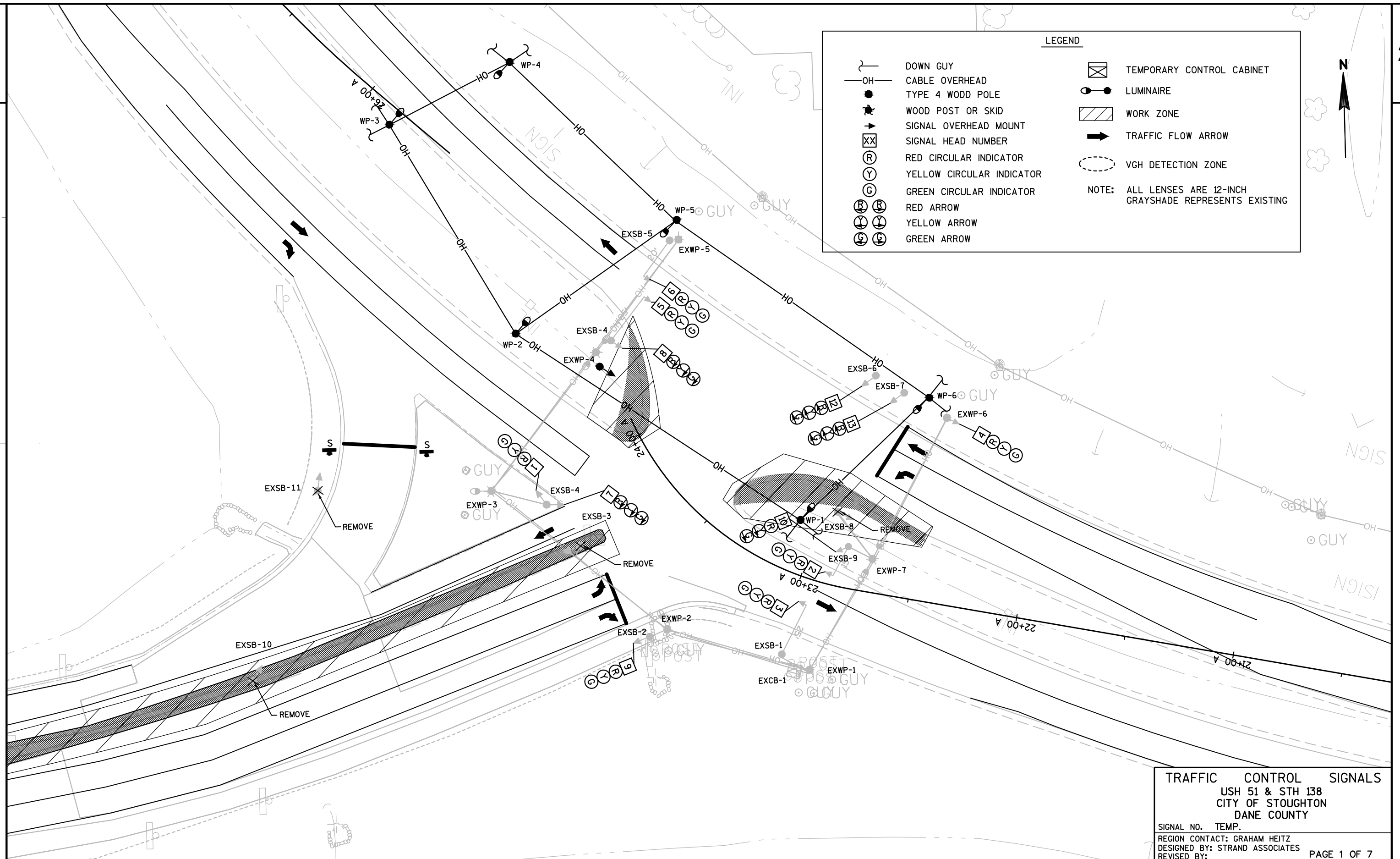
LEGEND

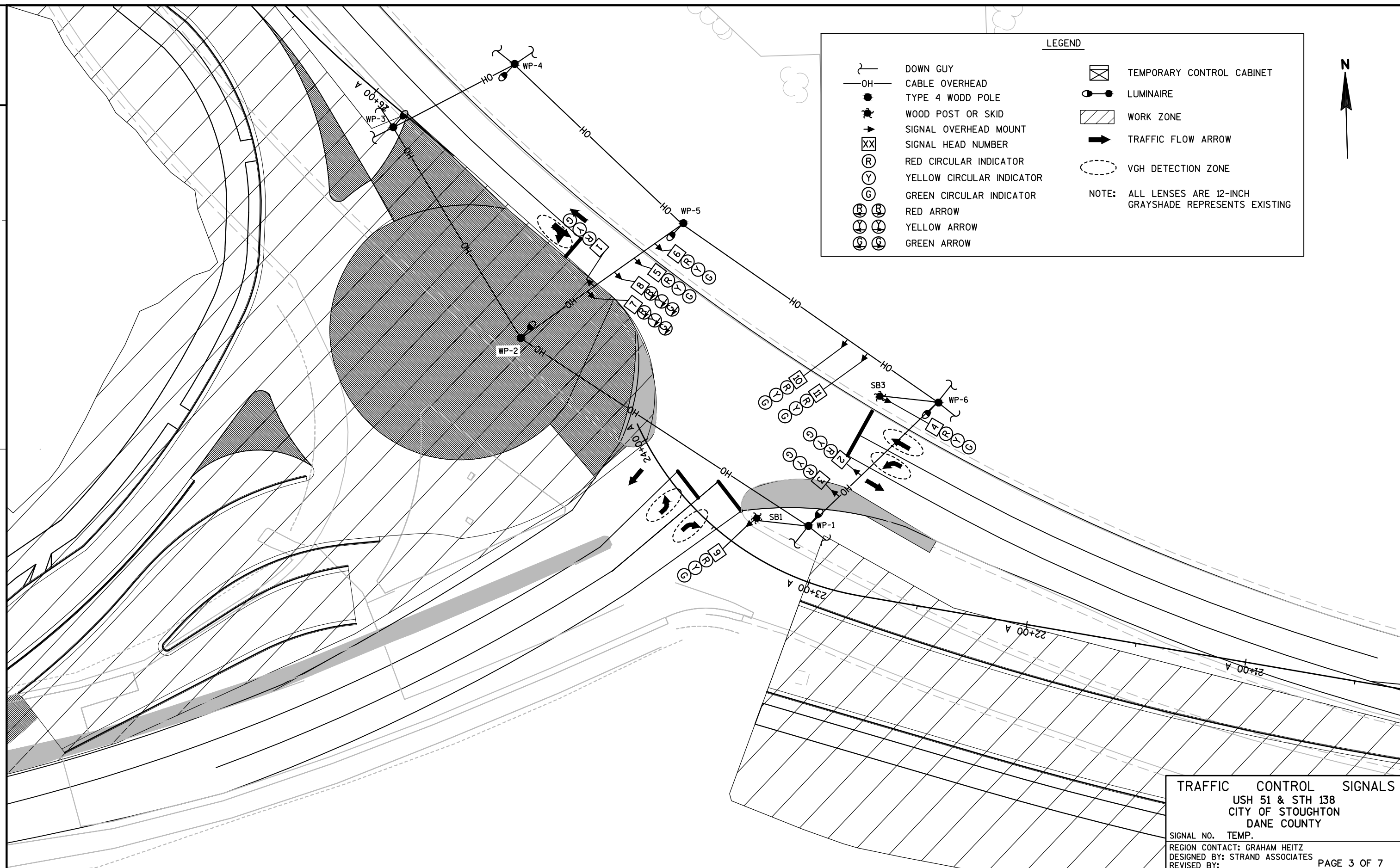
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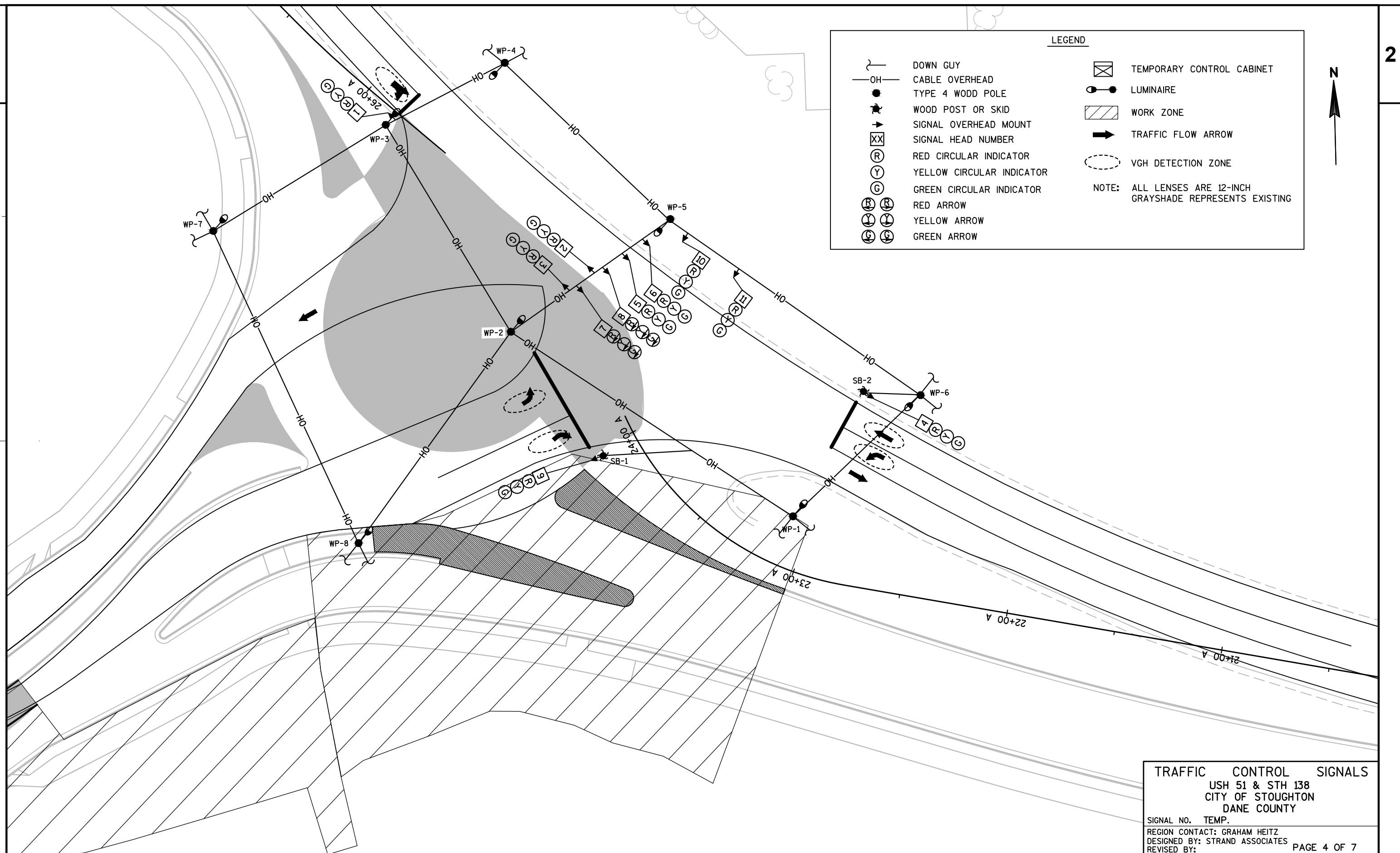
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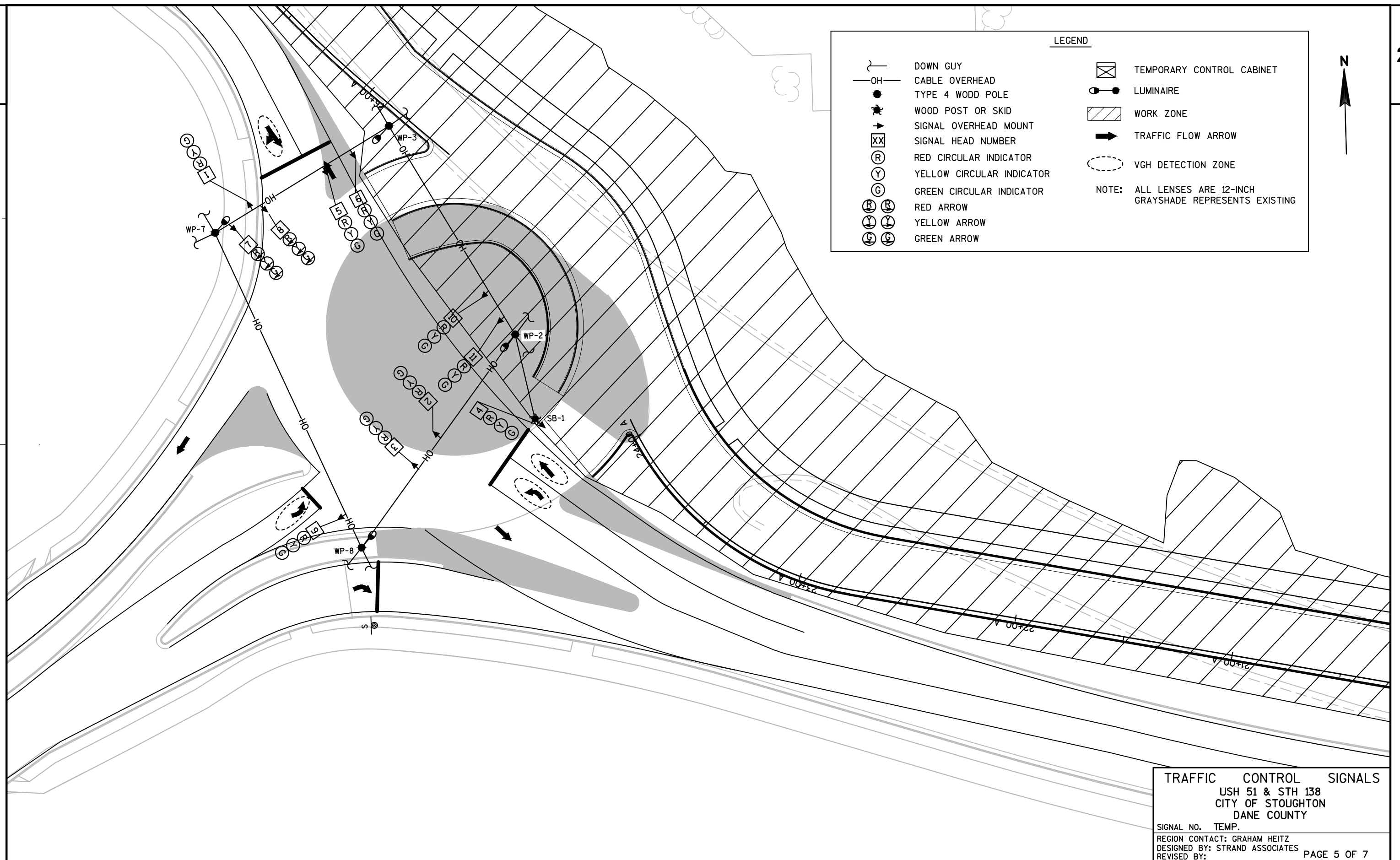
DENOTES EXISTING SIGN NUMBER

SIGN FLAG TEMPORARY









SEQUENCE OF OPERATION

		←								↓							
		02				01				03				04			
		CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO			
		R/W	**			R/W	**			R/W	**			R/W	**		
RING 1	01	7,8	G	Y	R					R	R	R					
	02	1-3	R	R	R					G	Y	R					
	03																
	04	9-11	R	R	R					R	R	R					
	05																
	06	4-6	R	R	R					R	R	R					
	07																
	08																
	01P																
	02P																
	04P																
	06P																
	08P																

FLASH

		NOT USED								↑							
		05				06				07				08			
		CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO			
		R/W	**			R/W	**			R/W	**			R/W	**		
RING 2	01	7,8								R	R	R					
	02	1-3								R	R	R					
	03																
	04	9-11								R	R	R					
	05																
	06	4-6								G	Y	R					
	07																
	08																
	01P																
	02P																
	04P																
	06P																
	08P																

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)
* WHEN CALLED, TIMED STEADY WALK, THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =	
O.L. "B" =	NONE
O.L. "C" =	
O.L. "D" =	

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM #: SS- -	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

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

GENERAL NOTES:

1. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1).

CHART 1

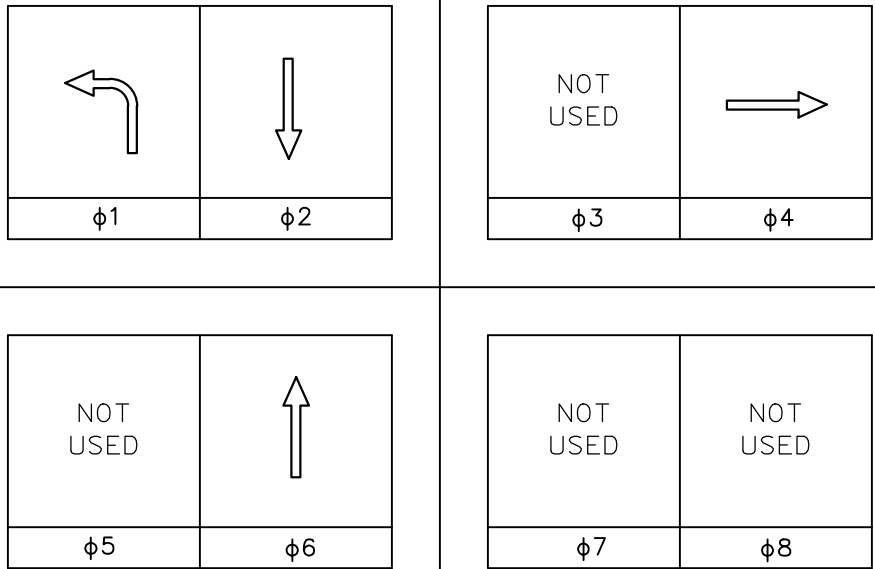
PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6	2,3,4,5
2	5 OR 6	1,3,4
3	NONE	1,2,4,5,6
4	NONE	1,2,5,6,8
5	2	1,3,4,6
6	1 OR 2	3,4,5
7		
8		

USH 51 & STH 138
CITY OF STOUGHTON
DANE COUNTY

SIGNAL NO. TEMP
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

	HEAD NUMBERS	FLASH
φ1	7-8	R
φ2	1-3	R
φ3		
φ4	9-11	R
φ5		
φ6	4-6	R
φ7		
φ8		
φ2 PED		
φ4 PED		
φ6 PED		
φ8 PED		
OLA		
OLB		
OLC		
OLD		
OLE		
OLF		
OLG		
OLH		

O.L. ASSIGNMENTS



BARRIER

CONTROLLER LOGIC

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

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

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

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

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

CENTRAL SYSTEM	
LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM #: SS- -	

USH 51 & STH 138 CITY OF STOUGHTON DANE COUNTY	
SIGNAL NO. TEMP	
REGION CONTACT: GRAHAM HEITZ DESIGNED BY: STRAND ASSOCIATES REVISED BY:	PAGE 7 OF 7

DETECTOR LOGIC

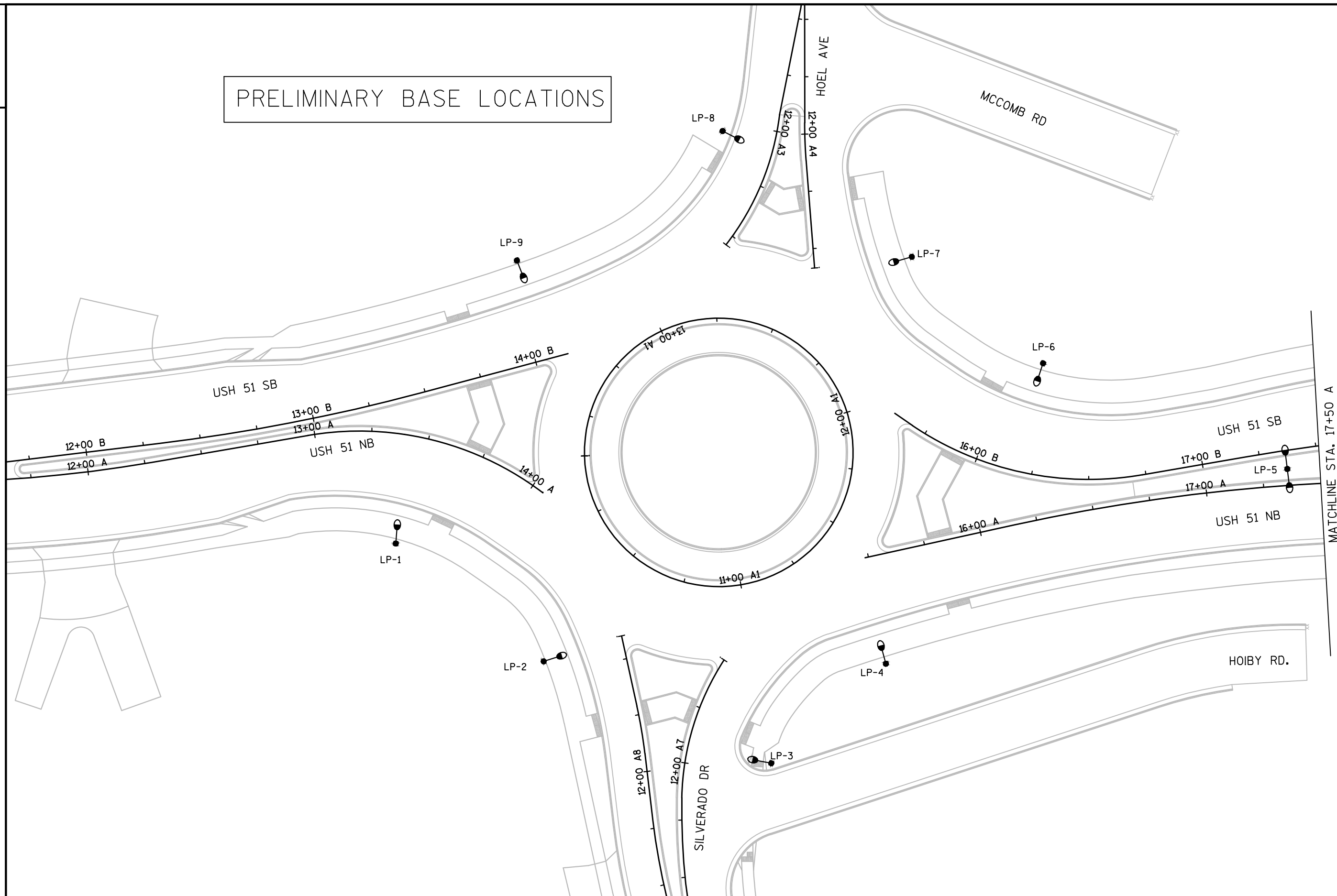
DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR *(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR *(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

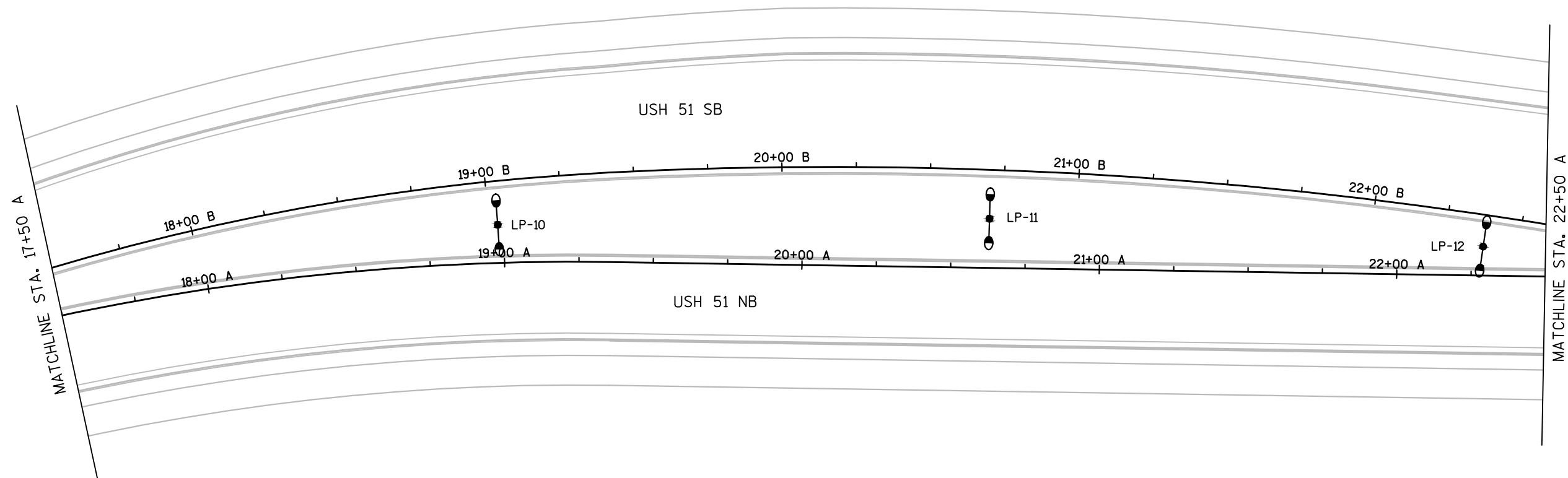
DETECTOR INPUT	19	17	23	21	27	25	31	29
DETECTOR *(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	20	18	24	22	28	26	32	30
DETECTOR *(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

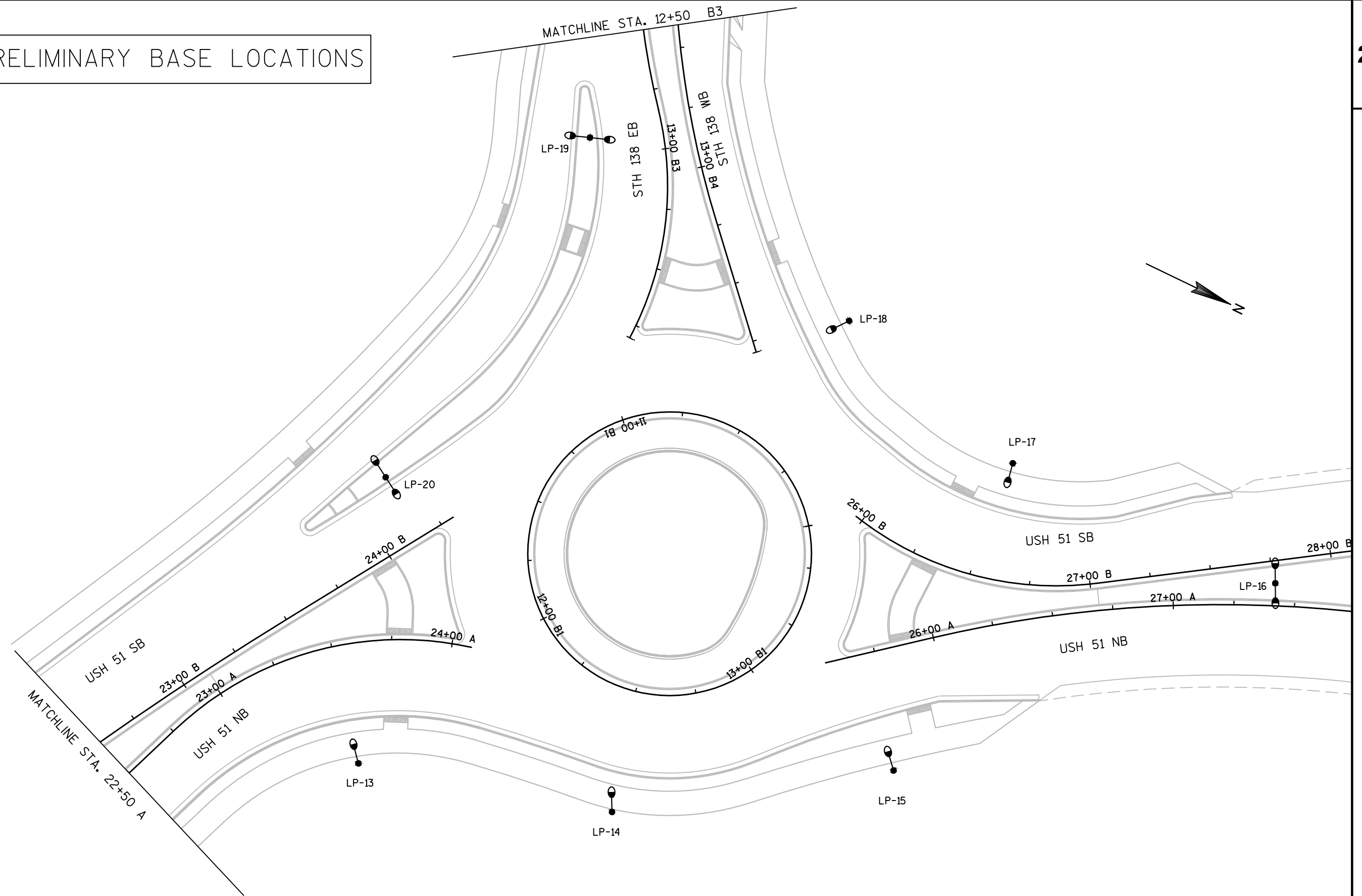
PRELIMINARY BASE LOCATIONS



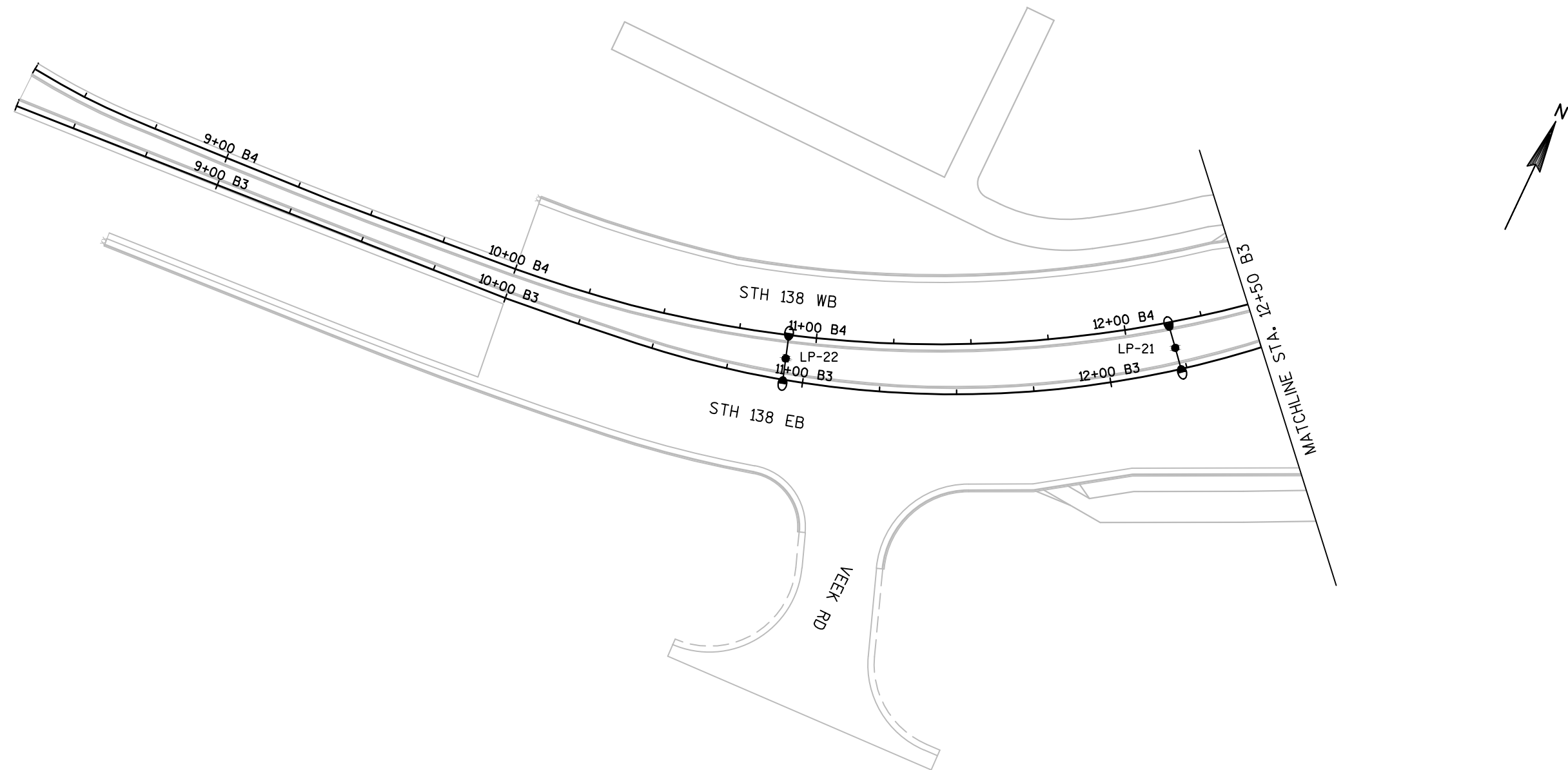
PRELIMINARY BASE LOCATIONS

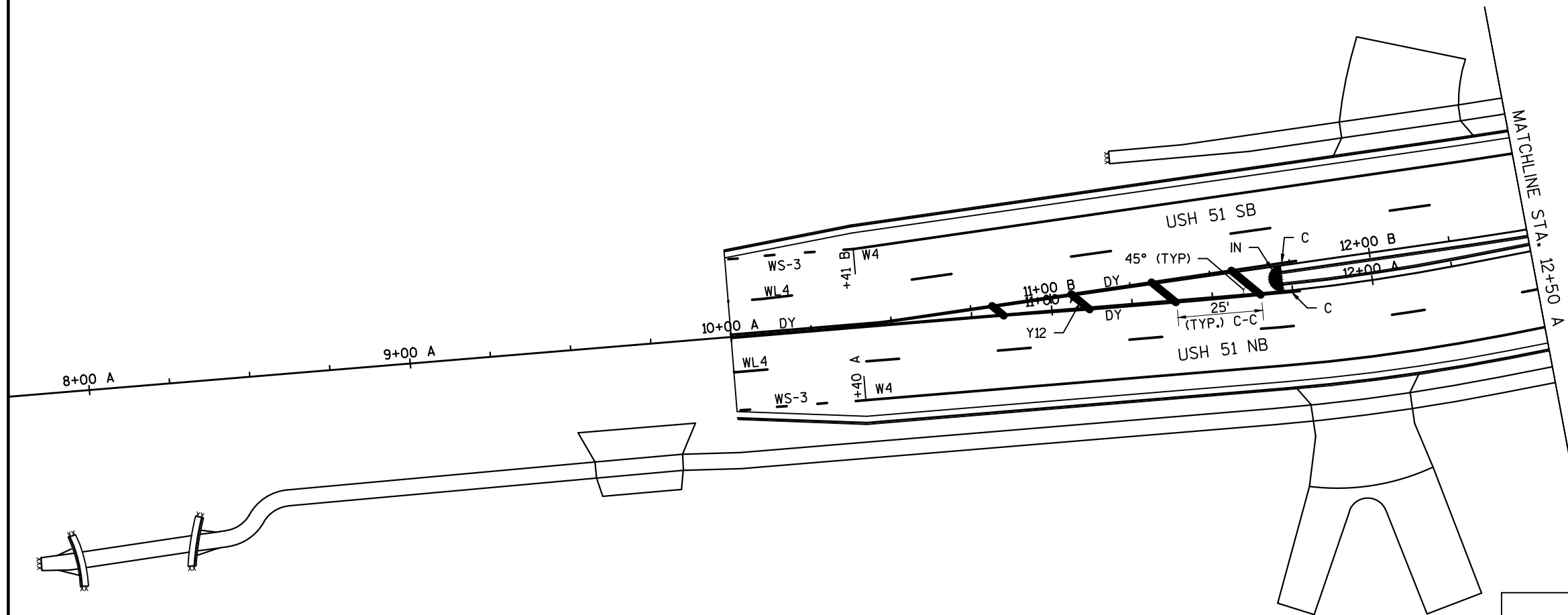


PRELIMINARY BASE LOCATIONS



PRELIMINARY BASE LOCATIONS

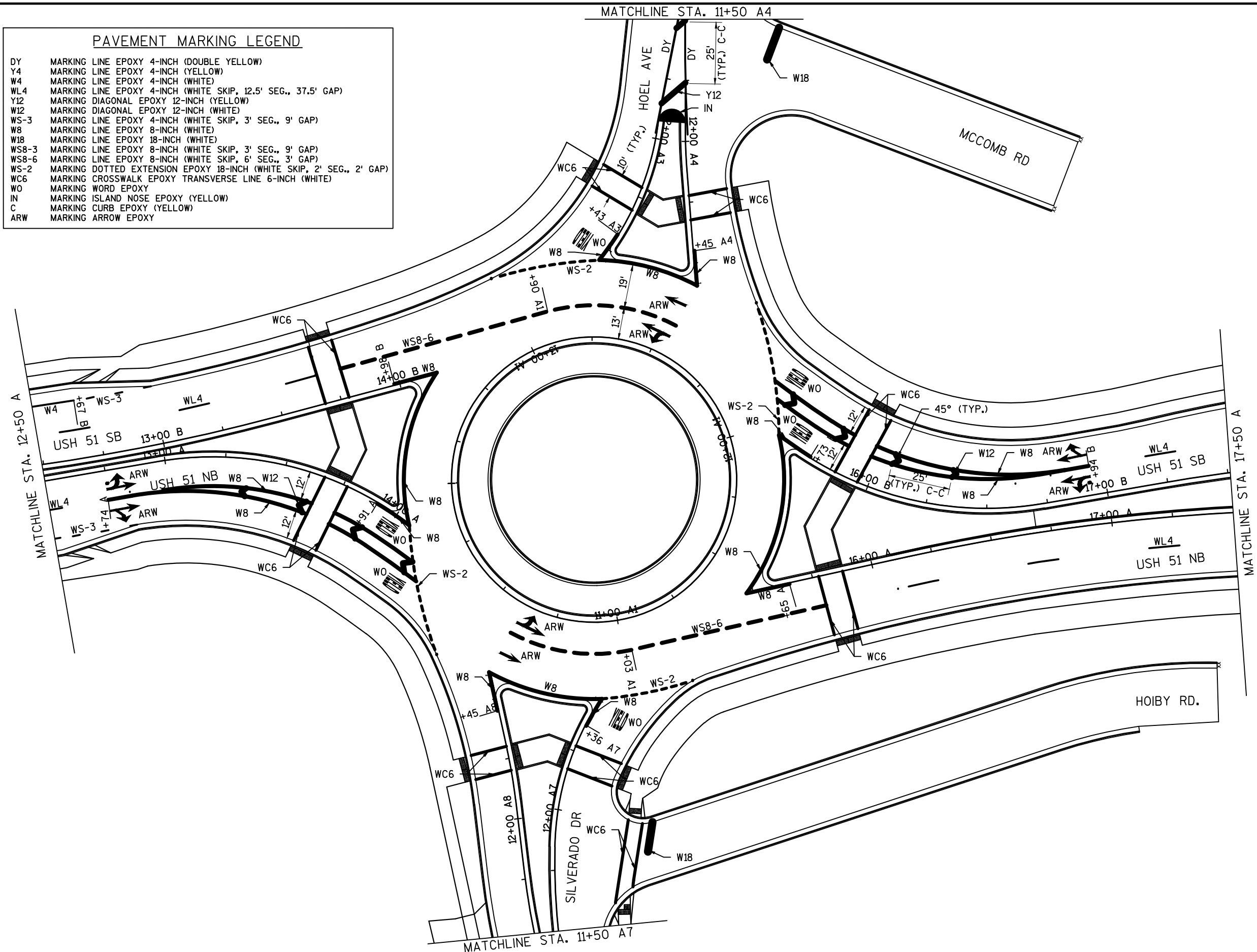


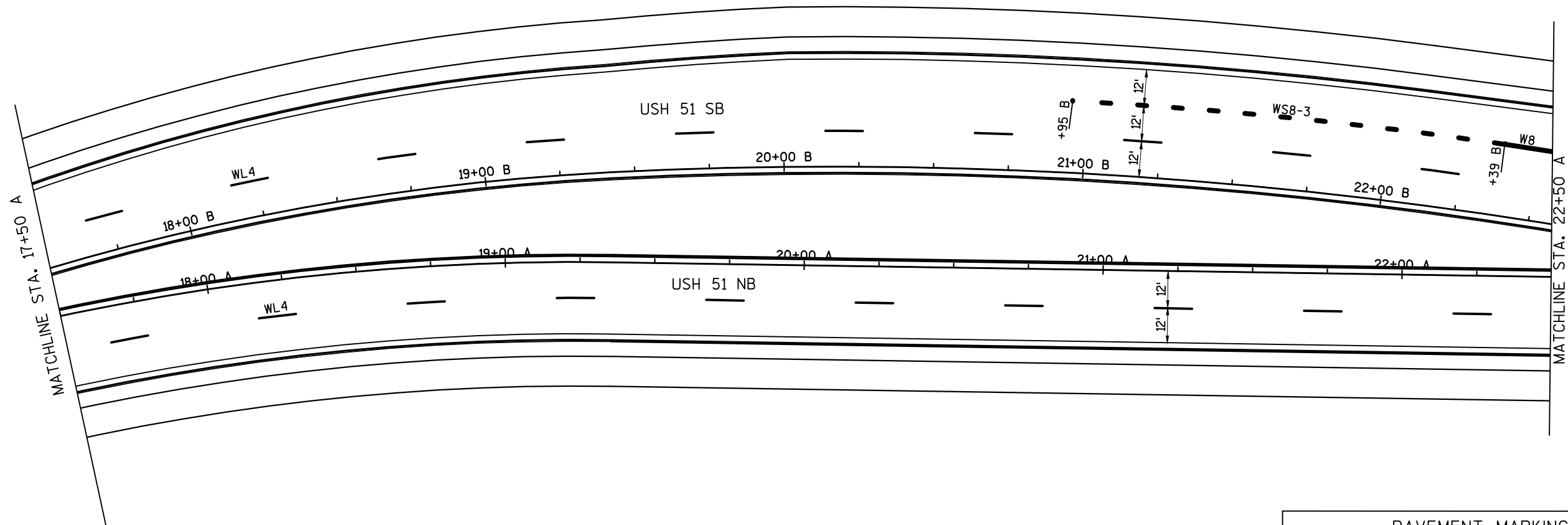


PAVEMENT MARKING LEGEND	
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
Y12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
WO	MARKING WORD EPOXY
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY

PAVEMENT MARKING LEGEND

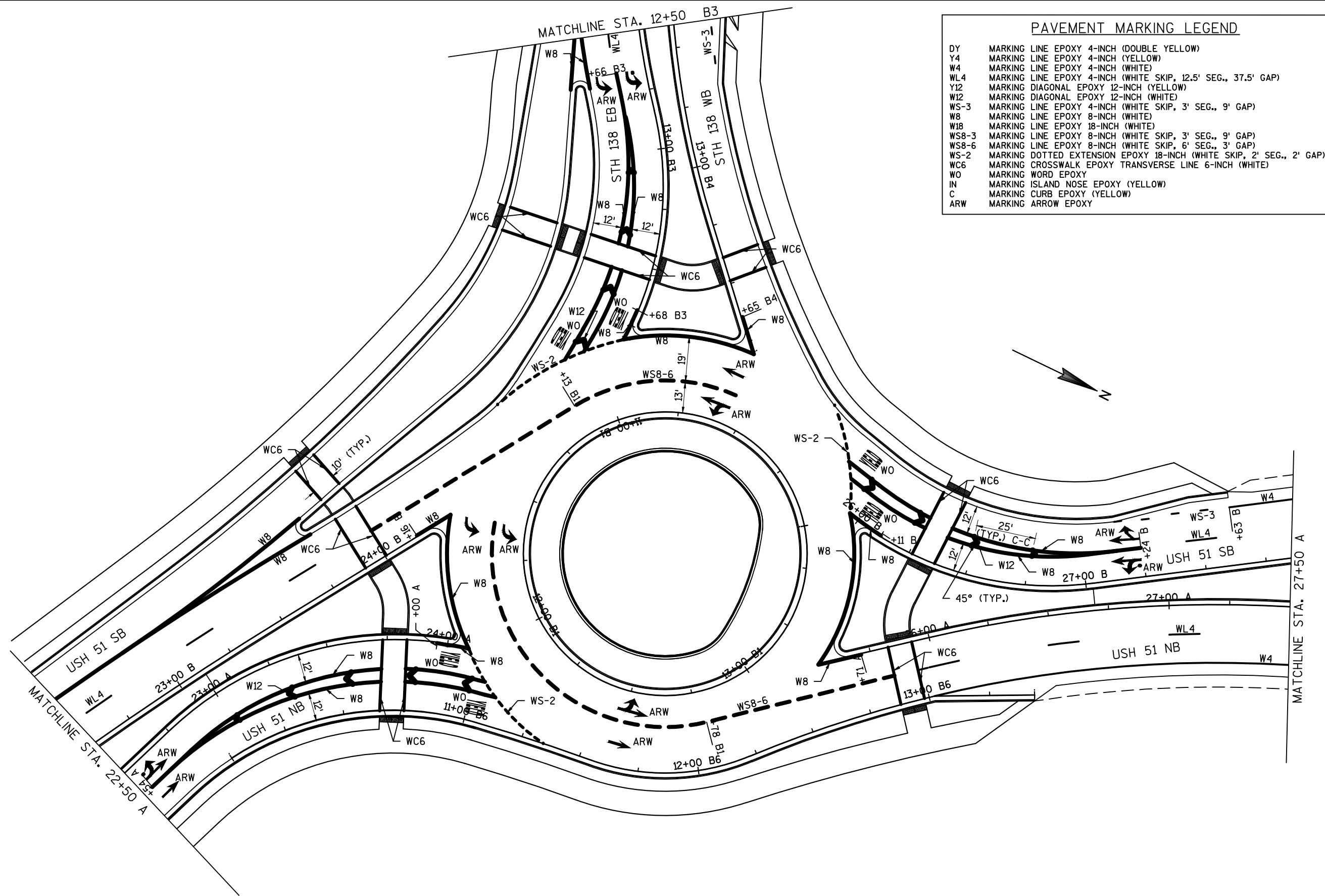
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
WO	MARKING WORD EPOXY
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY

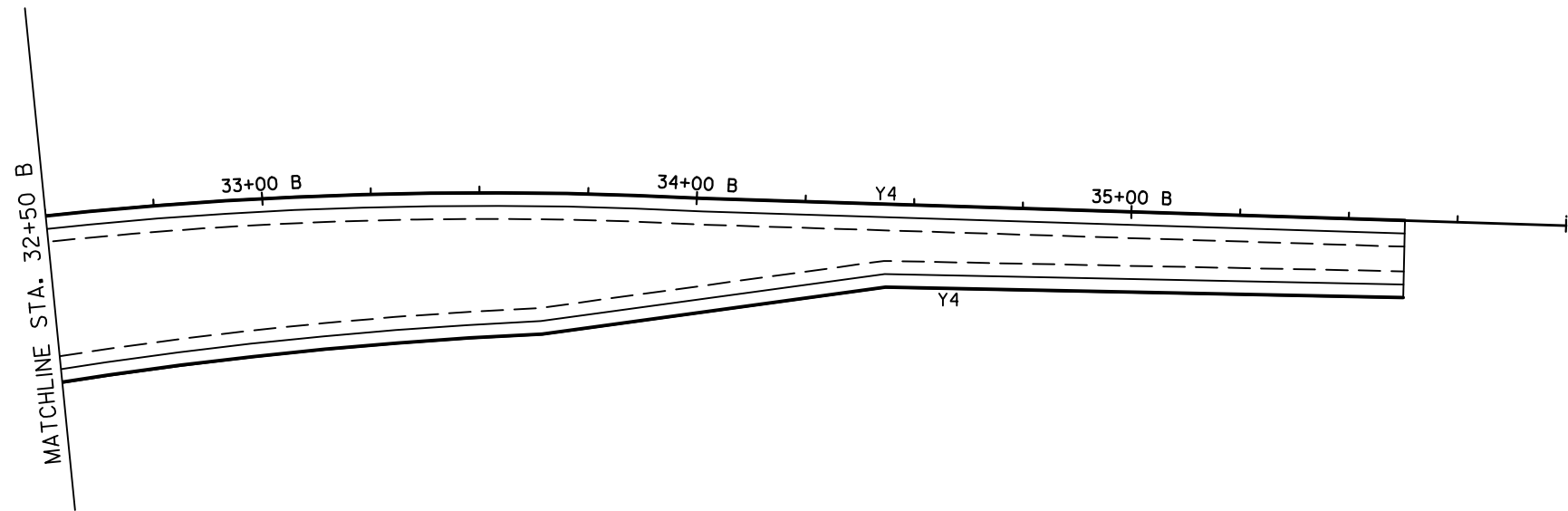
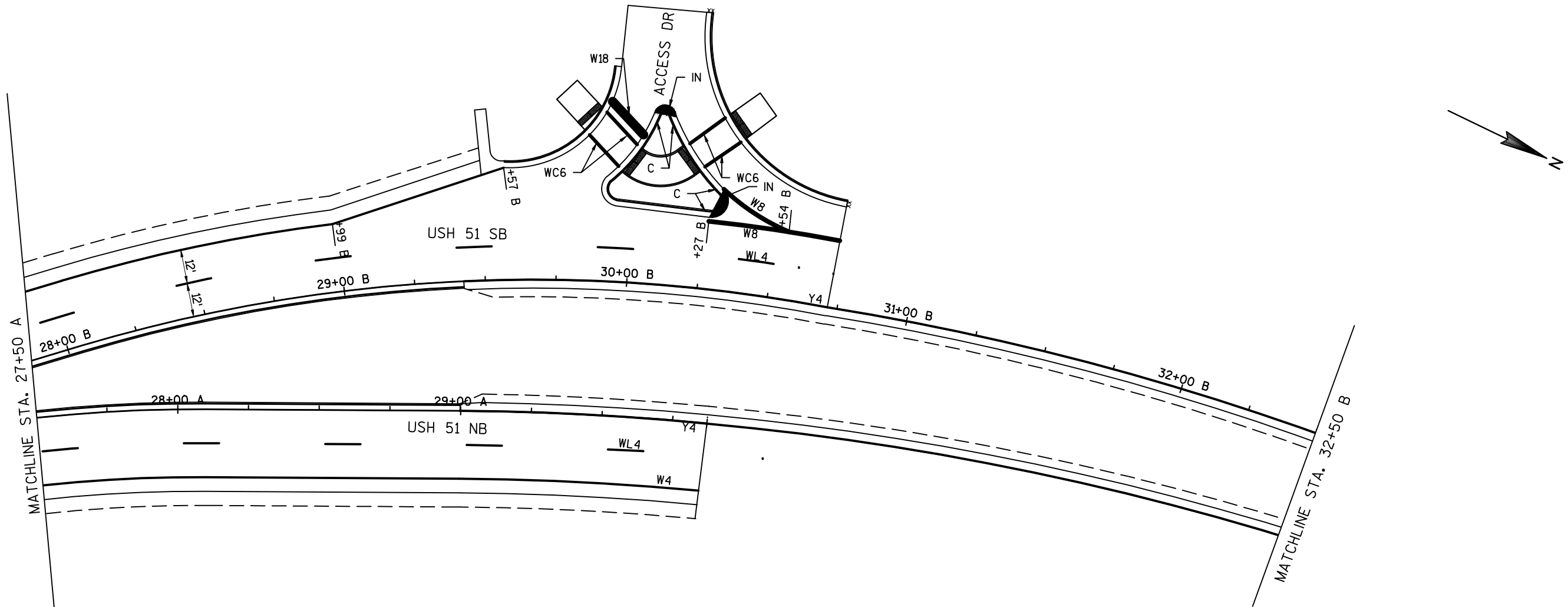




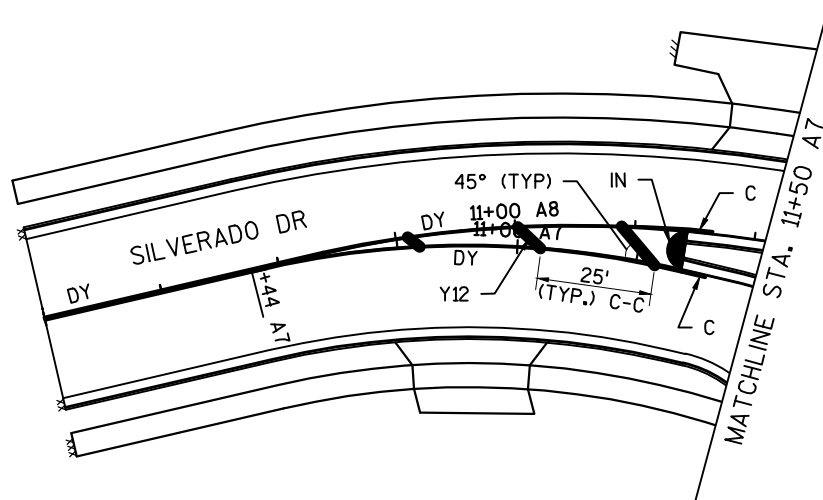
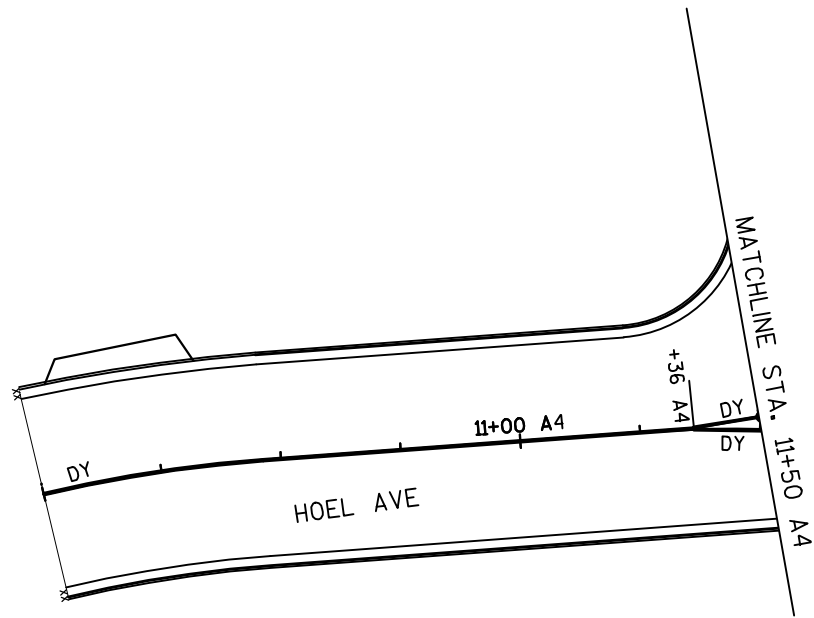
PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
W0	MARKING WORD EPOXY
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY



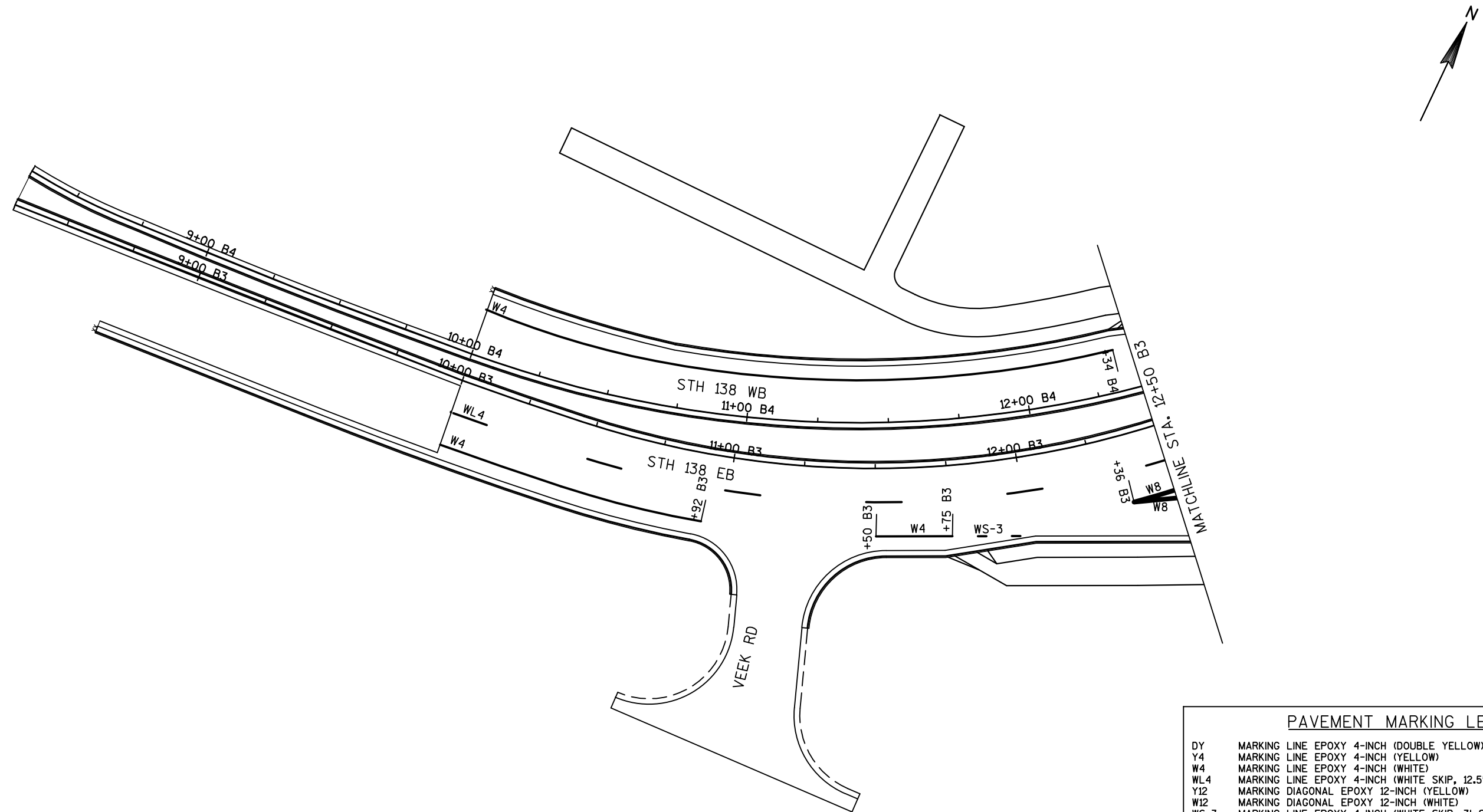


PAVEMENT MARKING LEGEND	
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
W0	MARKING WORD EPOXY
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY

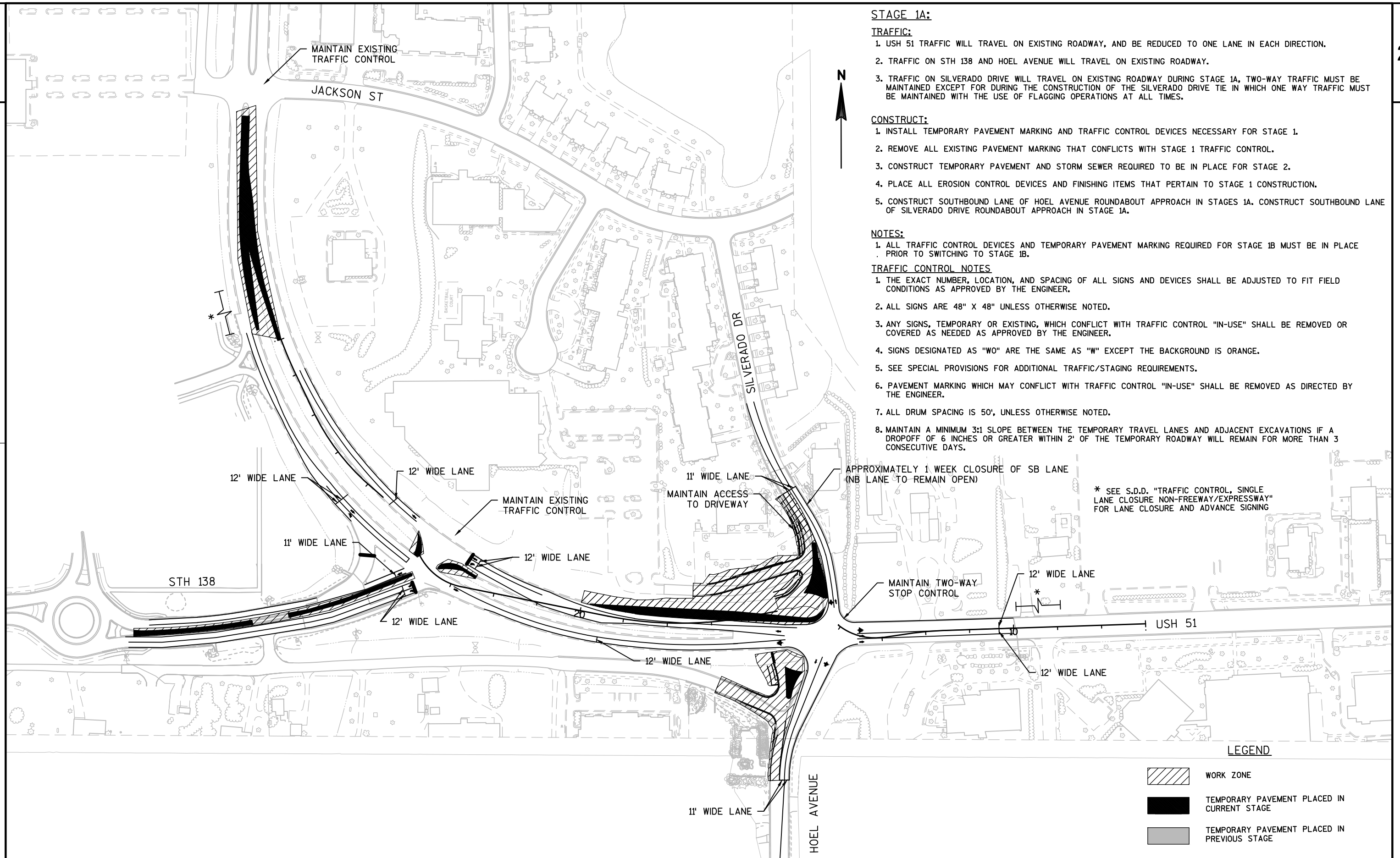


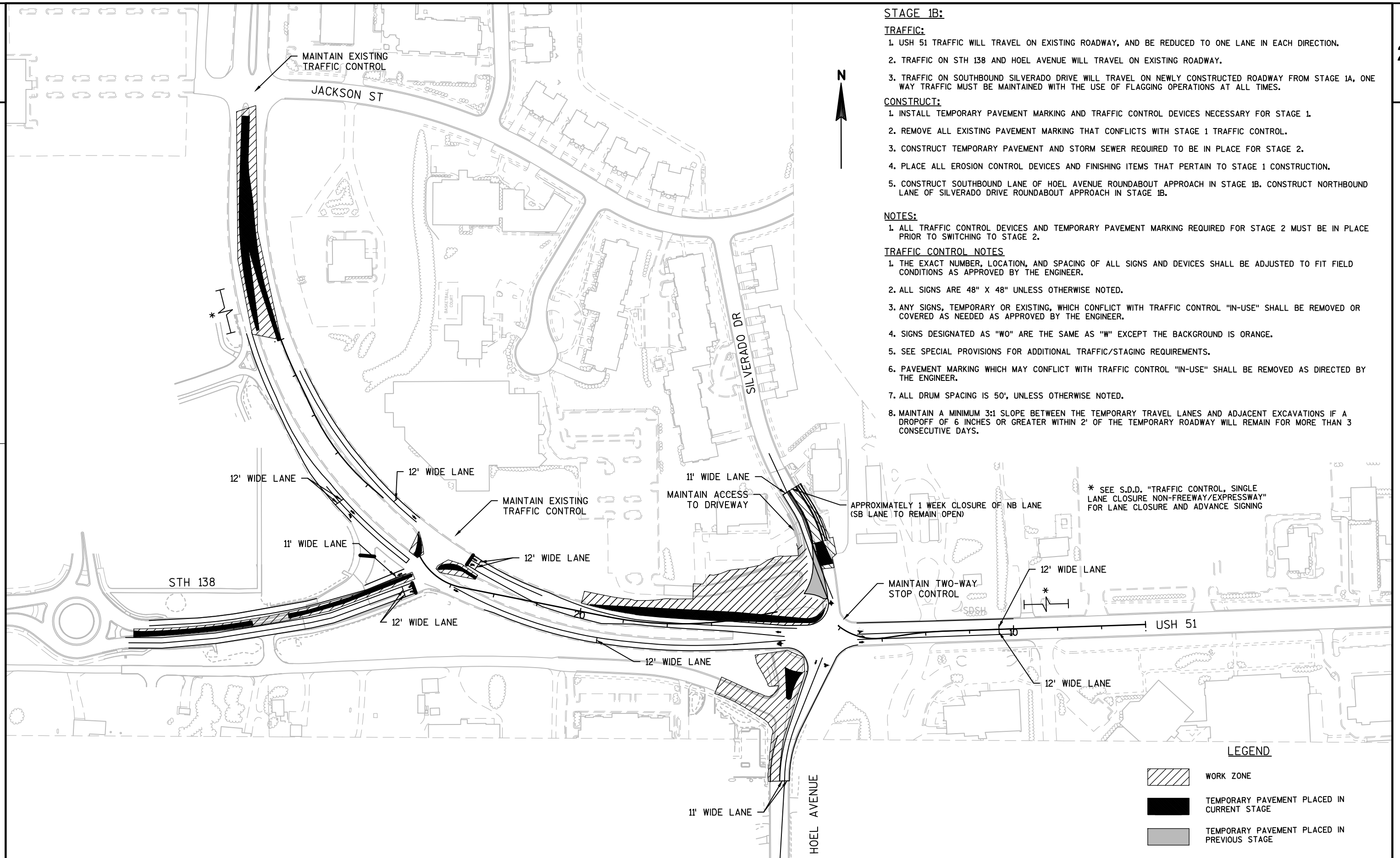
PAVEMENT MARKING LEGEND

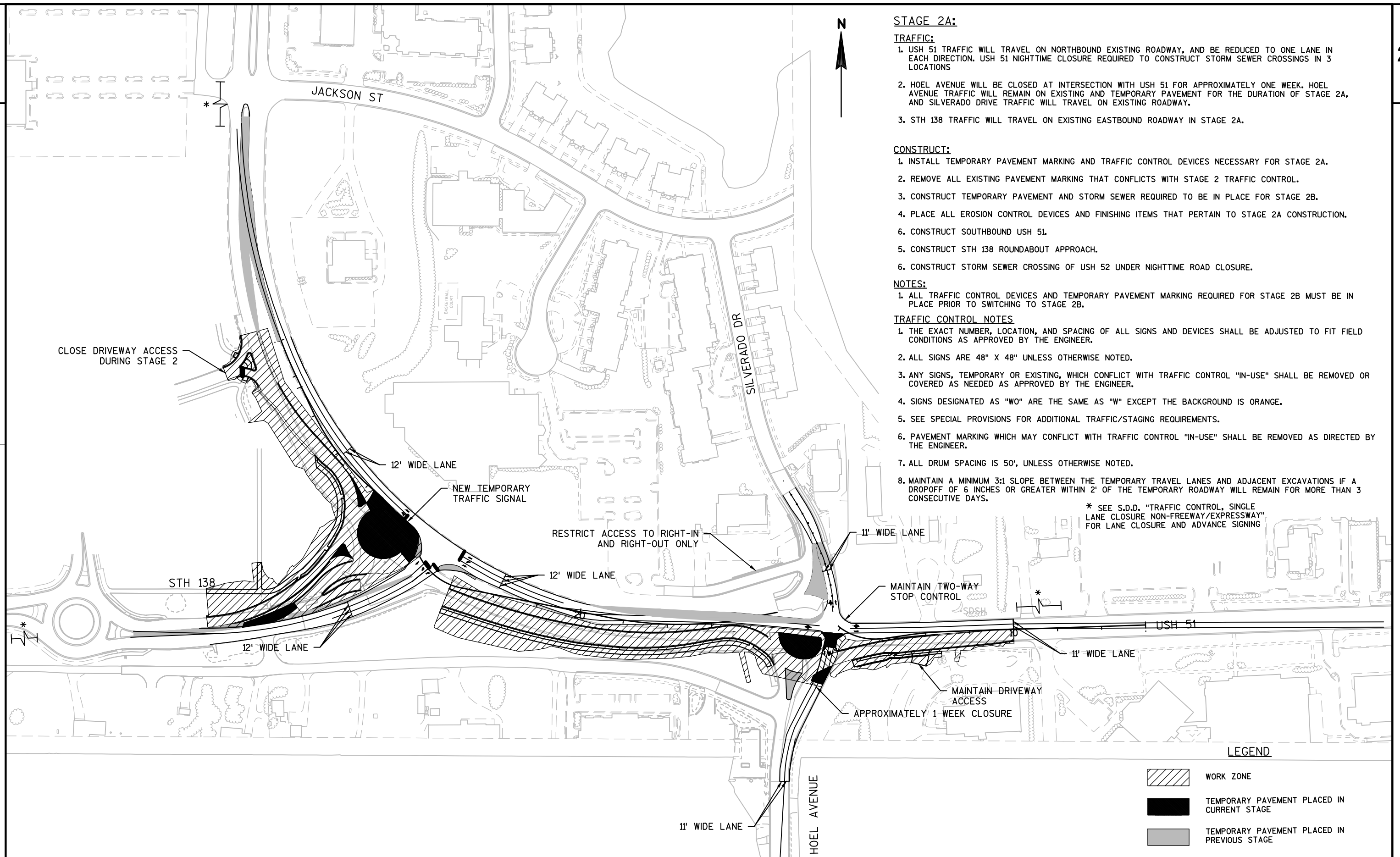
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
WO	MARKING WORD EPOXY
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY

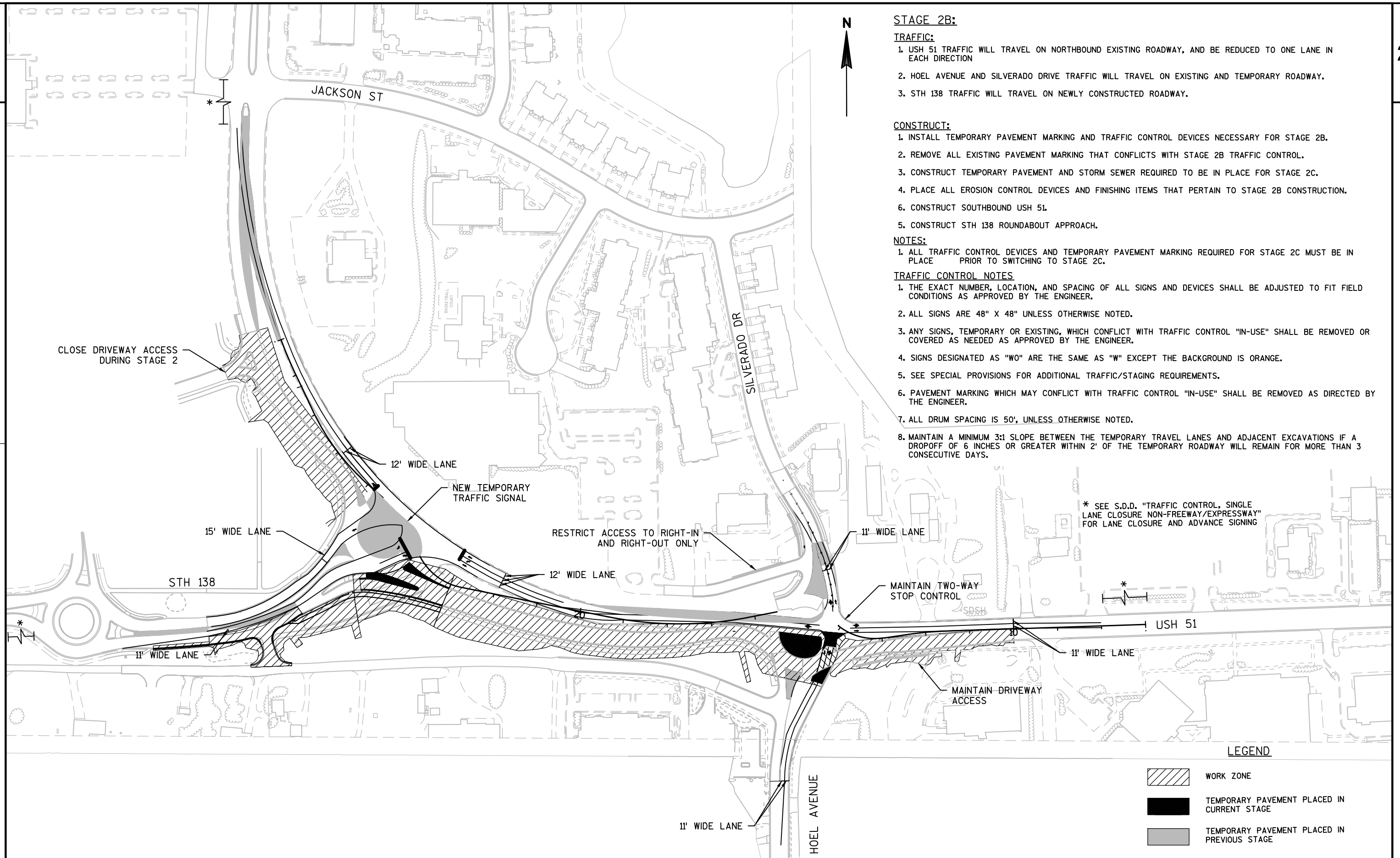


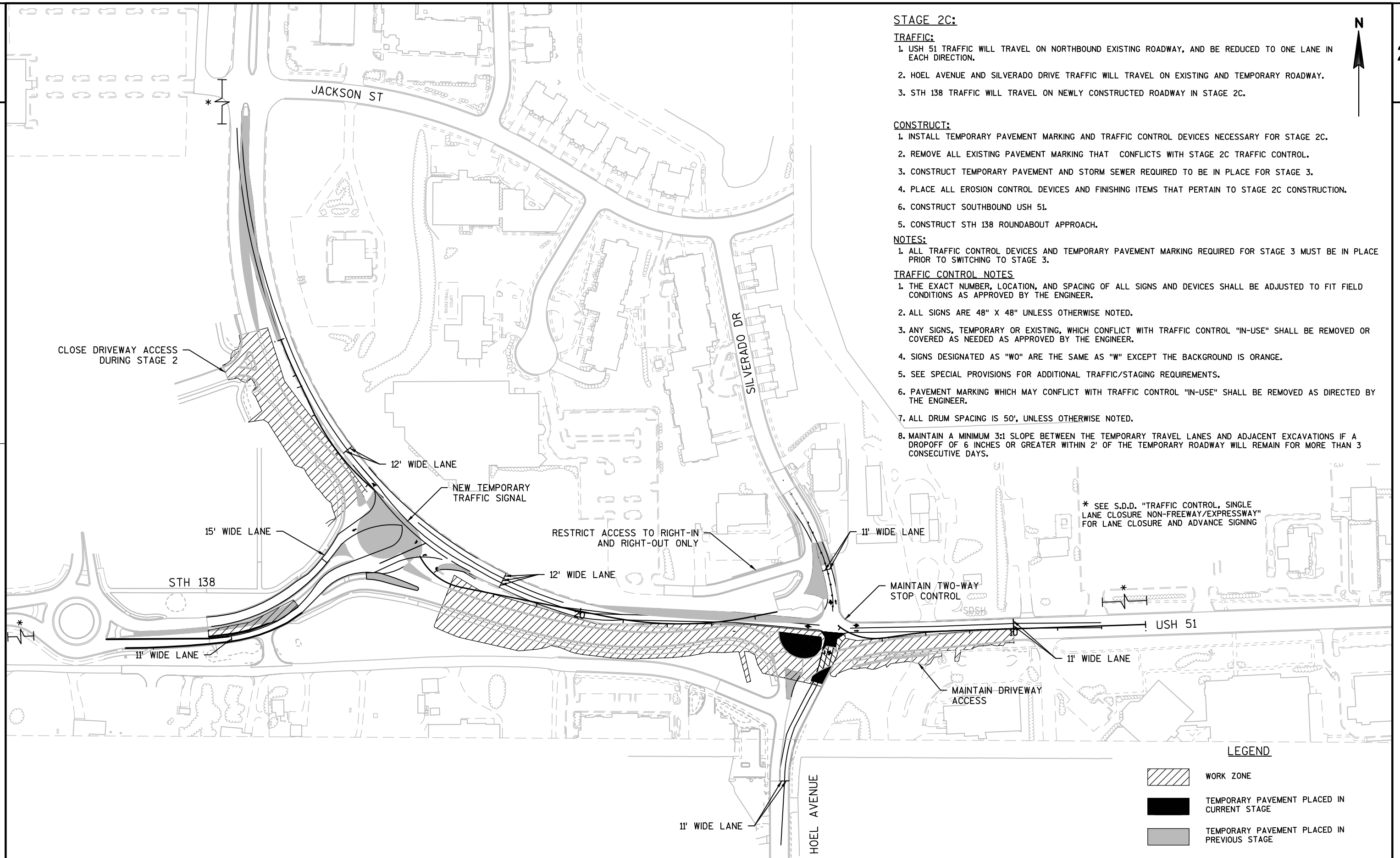
PAVEMENT MARKING LEGEND	
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
WO	MARKING WORD EPOXY
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY









**STAGE 2C:****TRAFFIC:**

1. USH 51 TRAFFIC WILL TRAVEL ON NORTHBOUND EXISTING ROADWAY, AND BE REDUCED TO ONE LANE IN EACH DIRECTION.
2. HOEL AVENUE AND SILVERADO DRIVE TRAFFIC WILL TRAVEL ON EXISTING AND TEMPORARY ROADWAY.
3. STH 138 TRAFFIC WILL TRAVEL ON NEWLY CONSTRUCTED ROADWAY IN STAGE 2C.

CONSTRUCT:

1. INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 2C.
2. REMOVE ALL EXISTING PAVEMENT MARKING THAT CONFLICTS WITH STAGE 2C TRAFFIC CONTROL.
3. CONSTRUCT TEMPORARY PAVEMENT AND STORM SEWER REQUIRED TO BE IN PLACE FOR STAGE 3.
4. PLACE ALL EROSION CONTROL DEVICES AND FINISHING ITEMS THAT PERTAIN TO STAGE 2C CONSTRUCTION.
6. CONSTRUCT SOUTHBOUND USH 51.
5. CONSTRUCT STH 138 ROUNDABOUT APPROACH.

NOTES:

1. ALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKING REQUIRED FOR STAGE 3 MUST BE IN PLACE PRIOR TO SWITCHING TO STAGE 3.

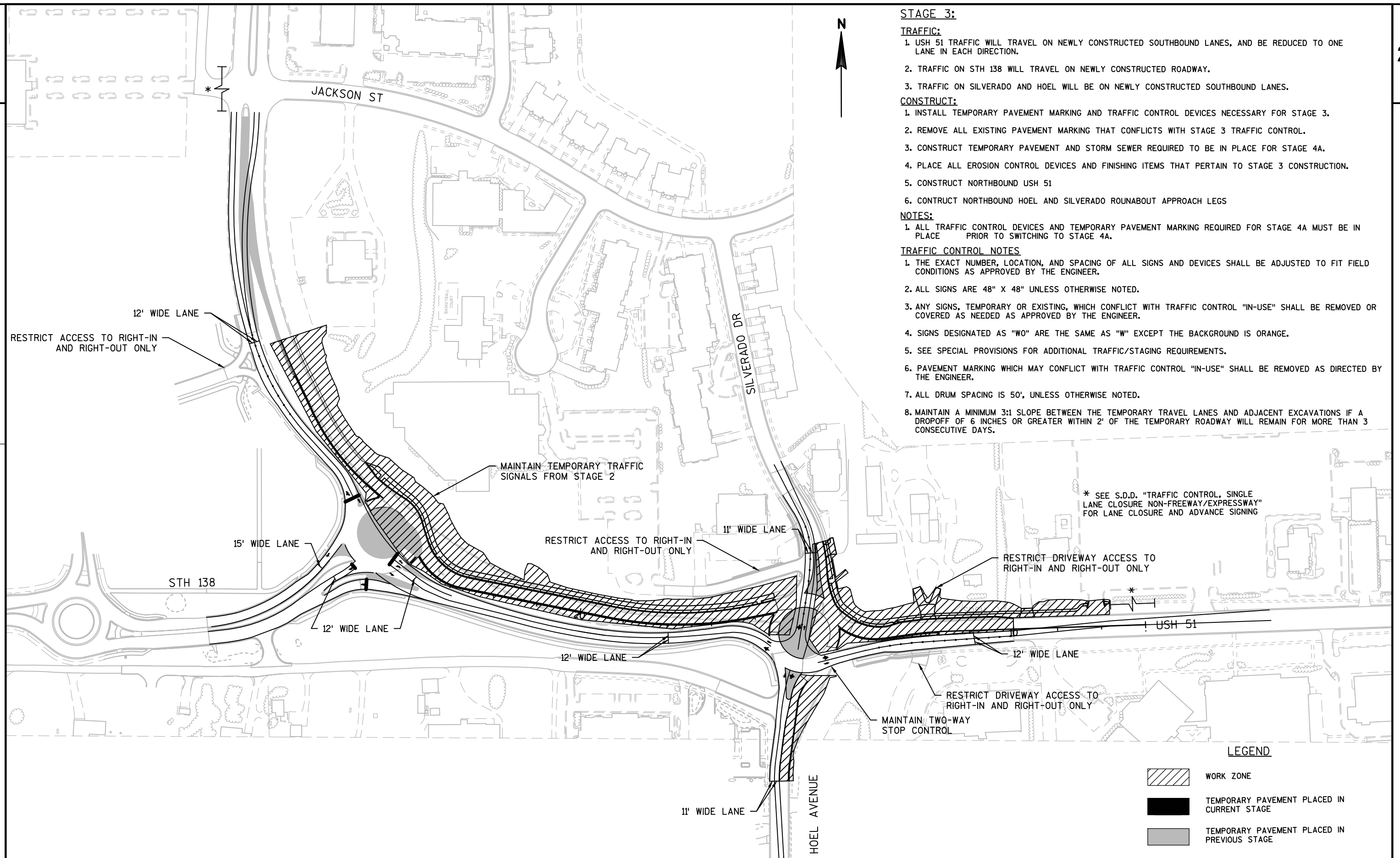
TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. ALL DRUM SPACING IS 50', UNLESS OTHERWISE NOTED.
8. MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY TRAVEL LANES AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6 INCHES OR GREATER WITHIN 2' OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.

* SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CLOSURE NON-FREWAY/EXPRESSWAY" FOR LANE CLOSURE AND ADVANCE SIGNING

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT PLACED IN CURRENT STAGE
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE

**STAGE 3:****TRAFFIC:**

1. USH 51 TRAFFIC WILL TRAVEL ON NEWLY CONSTRUCTED SOUTHBOUND LANES, AND BE REDUCED TO ONE LANE IN EACH DIRECTION.
2. TRAFFIC ON STH 138 WILL TRAVEL ON NEWLY CONSTRUCTED ROADWAY.
3. TRAFFIC ON SILVERADO AND HOEL WILL BE ON NEWLY CONSTRUCTED SOUTHBOUND LANES.

CONSTRUCT:

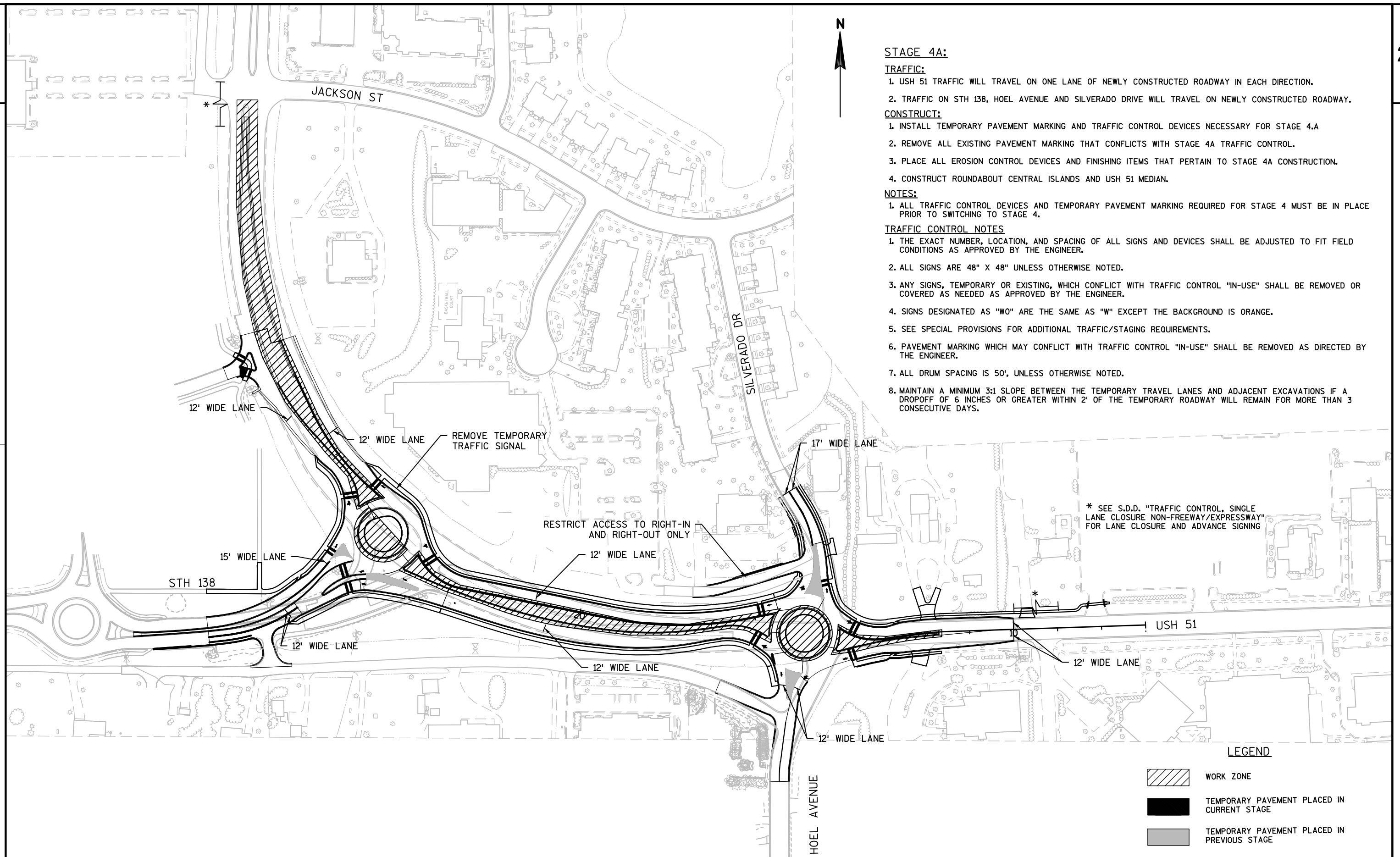
1. INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 3.
2. REMOVE ALL EXISTING PAVEMENT MARKING THAT CONFLICTS WITH STAGE 3 TRAFFIC CONTROL.
3. CONSTRUCT TEMPORARY PAVEMENT AND STORM SEWER REQUIRED TO BE IN PLACE FOR STAGE 4A.
4. PLACE ALL EROSION CONTROL DEVICES AND FINISHING ITEMS THAT PERTAIN TO STAGE 3 CONSTRUCTION.
5. CONSTRUCT NORTHBOUND USH 51
6. CONSTRUCT NORTHBOUND HOEL AND SILVERADO ROUNABOUT APPROACH LEGS

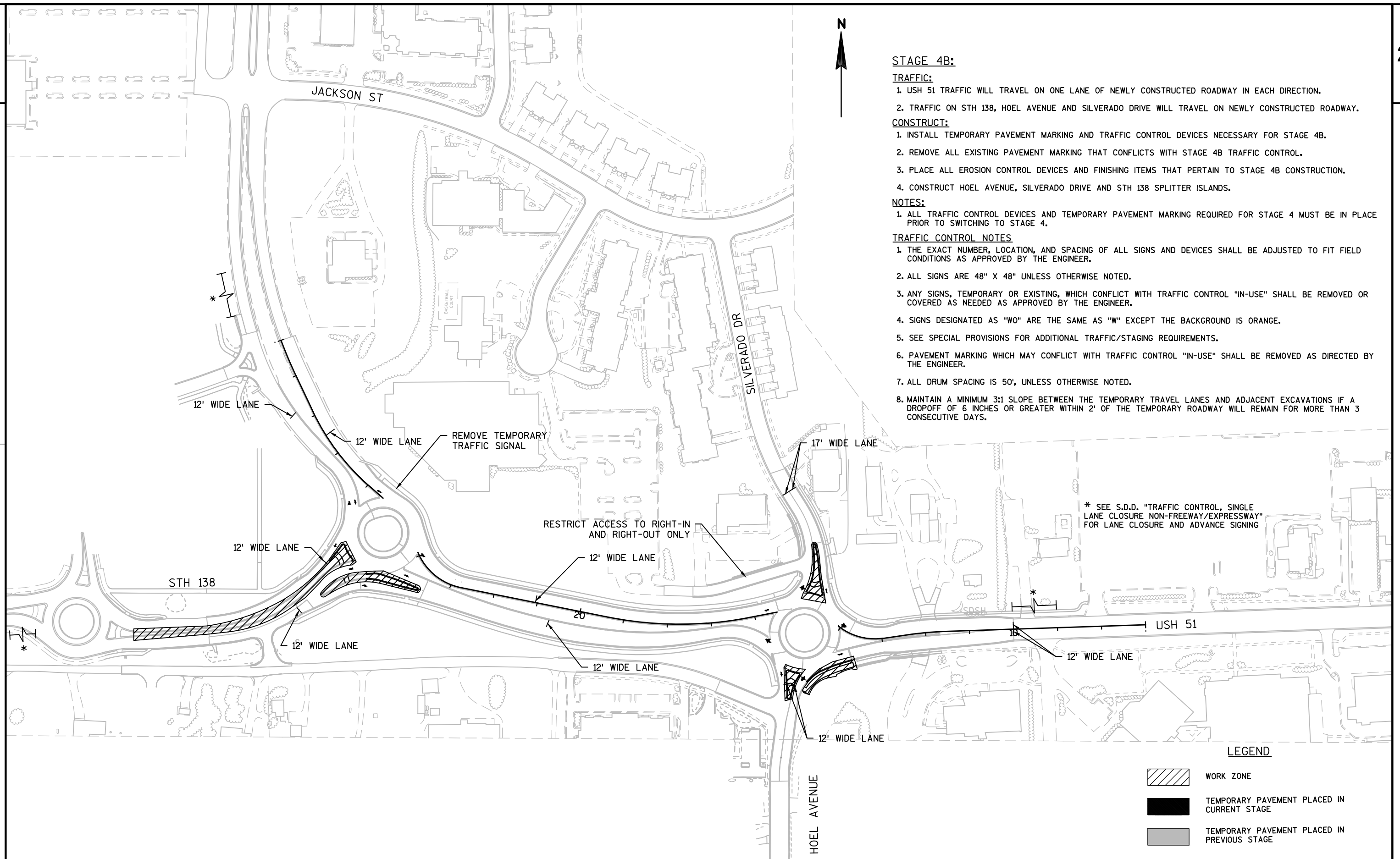
NOTES:

1. ALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKING REQUIRED FOR STAGE 4A MUST BE IN PLACE PRIOR TO SWITCHING TO STAGE 4A.

TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. ALL DRUM SPACING IS 50', UNLESS OTHERWISE NOTED.
8. MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY TRAVEL LANES AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6 INCHES OR GREATER WITHIN 2' OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.





CURVE B-9

PI STA = 32+38.14B
Y = 426658.532
X = 856954.166
DELTA = 19°38'29"
D = 5°57'02"
T = 166.68'
L = 330.08'
R = 962.87'
PC STA = 30+71.47B
PT STA = 34+01.55B

CURVE B-8

PI STA = 29+40.74 B
Y = 426367.527
X = 857037.016
DELTA = 27°23'33"
D = 10°16'22"
T = 135.92'
L = 266.65'
R = 557.74'
PC STA = 28+04.82 B
PT STA = 30+71.47 B

CURVE B-7

PI STA = 26+52.88 B
Y = 426150.658
X = 857235.231
DELTA = 45°33'17"
D = 43°04'46"
T = 55.85'
L = 105.75'
R = 133.00'
PC STA = 25+97.04 B
PT STA = 27+02.78 B

CURVE A-8

PI STA = 29+43.52 A
Y = 426437.309
X = 857072.418
DELTA = 5°00'38"
D = 5°43'45"
T = 43.76'
L = 87.46'
R = 1000.09'
PC STA = 28+99.76 A
PT STA = 29+87.22 A

CURVE A-7

PI STA = 27+05.86 A
Y = 426219.975
X = 857175.503
DELTA = 23°02'43"
D = 10°56'04"
T = 106.82'
L = 210.76'
R = 524.00'
PC STA = 25+99.04 A
PT STA = 28+09.80 A

CURVE A-6

PI STA = 23+48.01 A
Y = 425930.333
X = 857395.635
DELTA = 55°54'32"
D = 42°26'42"
T = 71.64'
L = 131.72'
R = 134.99'
PC STA = 22+76.37 A
PT STA = 24+08.09 A

CURVE A-5

PI STA = 18+23.40 A
Y = 425826.818
X = 857911.384
DELTA = 15°41'42"
D = 6°56'11"
T = 113.85'
L = 226.27'
R = 826.02'
PC STA = 17+09.55 A
PT STA = 19+35.82 A

CURVE A-4

PI STA = 16+62.57 A
Y = 425839.014
X = 858071.854
DELTA = 6°31'31"
D = 6°56'13"
T = 47.08'
L = 94.06'
R = 825.94'
PC STA = 16+15.48 A
PT STA = 17+09.55 A

CURVE A-3

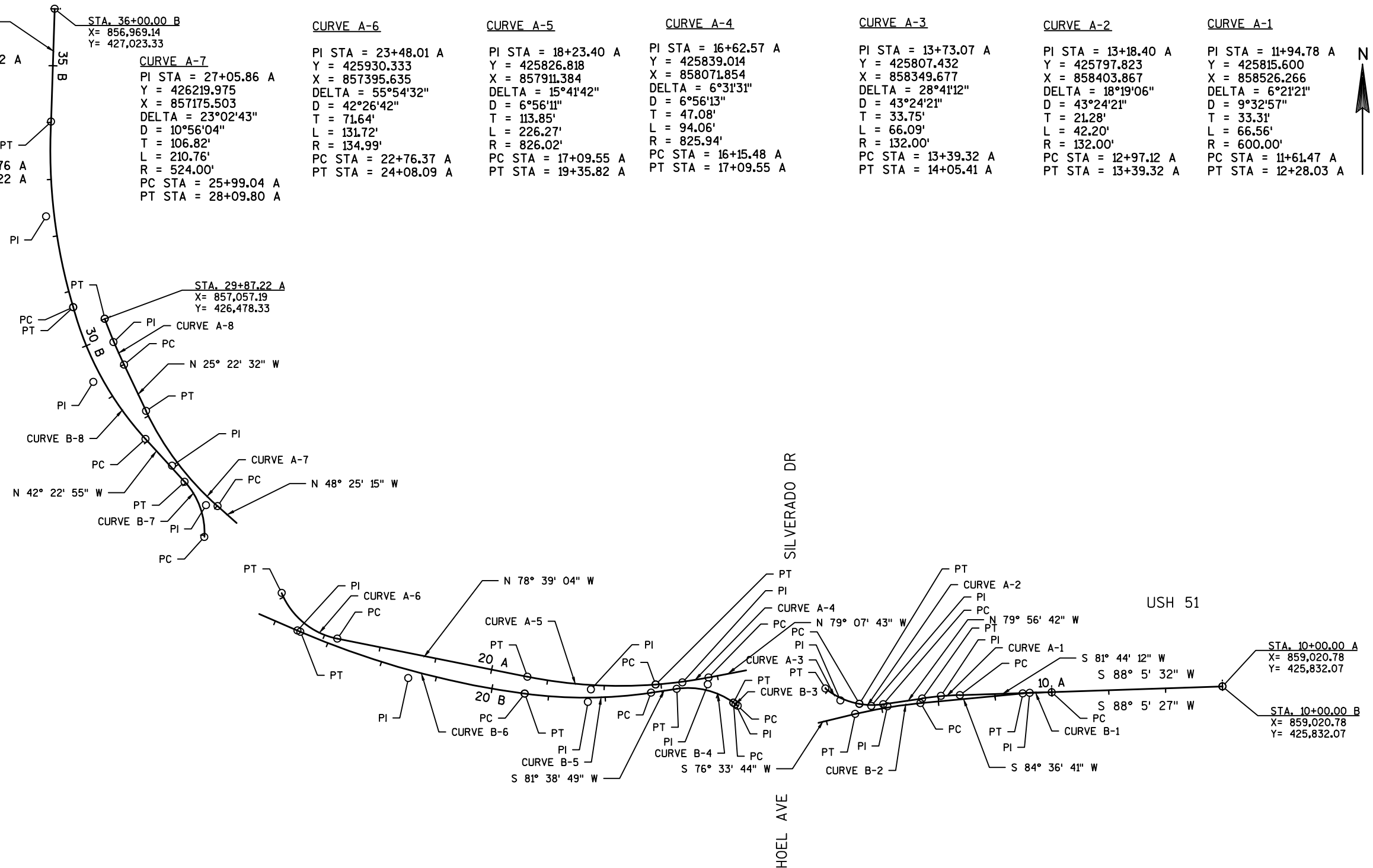
PI STA = 13+73.07 A
Y = 425807.432
X = 858349.677
DELTA = 28°41'12"
D = 43°24'21"
T = 33.75'
L = 66.09'
R = 132.00'
PC STA = 13+39.32 A
PT STA = 14+05.41 A

CURVE A-2

PI STA = 13+18.40 A
Y = 425797.823
X = 858403.867
DELTA = 18°19'06"
D = 43°24'21"
T = 21.28'
L = 42.20'
R = 132.00'
PC STA = 12+97.12 A
PT STA = 13+39.32 A

CURVE A-1

PI STA = 11+94.78 A
Y = 425815.600
X = 858526.266
DELTA = 6°21'21"
D = 9°32'57"
T = 33.31'
L = 66.56'
R = 600.00'
PC STA = 11+61.47 A
PT STA = 12+28.03 A

CURVE B-6

PI STA = 21+48.12 B
Y = 425846.712
X = 857590.503
DELTA = 15°40'12"
D = 3°49'11"
T = 206.41'
L = 410.24'
R = 1500.00'
PC STA = 19+41.72 B
PT STA = 23+51.95 B

CURVE B-5

PI STA = 18+31.19 B
Y = 425804.703
X = 857906.096
DELTA = 15°56'06"
D = 7°09'43"
T = 111.97'
L = 222.50'
R = 800.00'
PC STA = 17+19.22 B
PT STA = 19+41.72 B

CURVE B-4

PI STA = 16+23.74 B
Y = 425835.633
X = 858116.751
DELTA = 43°54'28"
D = 41°49'18"
T = 55.22'
L = 104.99'
R = 137.00'
PC STA = 15+68.51 B
PT STA = 16+73.50 B

CURVE B-3

PI STA = 15+63.82 B
Y = 425800.794
X = 858165.494
DELTA = 1°15'05"
D = 13°20'24"
T = 4.69'
L = 9.38'
R = 429.50'
PC STA = 15+59.13 B
PT STA = 15+68.51 B

CURVE B-2

PI STA = 12+89.94 B
Y = 425797.213
X = 858432.127
DELTA = 8°02'58"
D = 6°57'12"
T = 57.98'
L = 115.76'
R = 824.00'
PC STA = 12+31.96 B
PT STA = 13+47.72 B

CURVE B-1

PI STA = 10+38.84 B
Y = 425820.794
X = 858682.124
DELTA = 3°28'46"
D = 14°19'26"
T = 12.15'
L = 24.29'
R = 400.00'
PC STA = 10+26.69 B
PT STA = 10+50.98 B



CURVE B5-1
PI STA = 10+97.38 B5
Y = 425,991.74
X = 857,164.91
DELTA = 19°20'27"
D = 15°04'40"
T = 64.75'
L = 128.27'
R = 380.00'
PC STA = 10+32.63 B5
PT STA = 11+60.90 B5

CURVE B5-2
PI STA = 11+76.41 B5
Y = 426,063.54
X = 857,200.80
DELTA = 21°56'29"
D = 71°37'11"
T = 15.51'
L = 30.64'
R = 80.00'
PC STA = 11+60.90 B5
PT STA = 11+91.54 B5

CURVE B5-3
PI STA = 12+00.13 B5
Y = 426,087.55
X = 857,202.73
DELTA = 1°13'48"
D = 7°09'43"
T = 8.59'
L = 17.17'
R = 800.00'
PC STA = 11+91.54 B5
PT STA = 12+08.71 B5

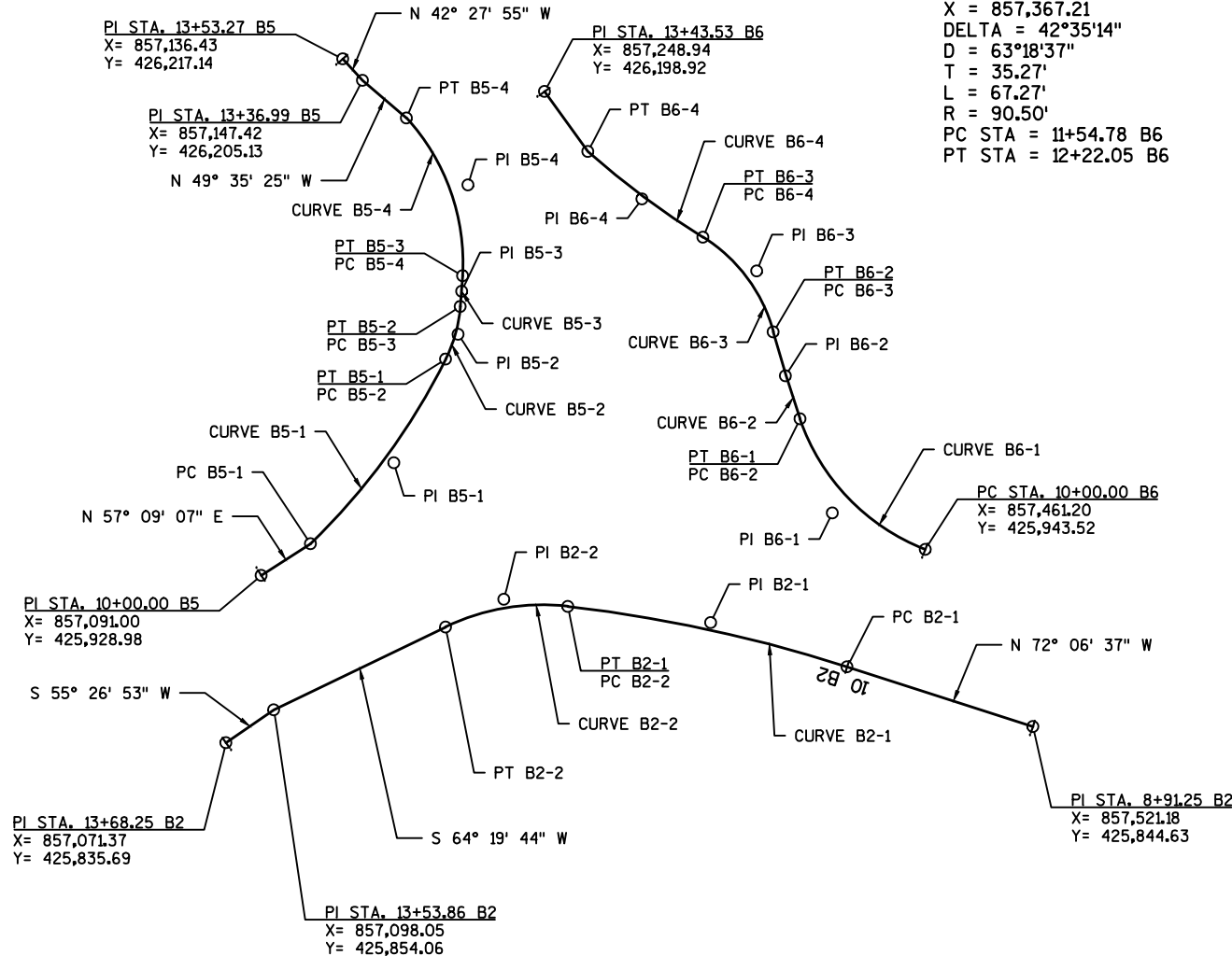
CURVE B5-4
PI STA = 12+59.46 B5
Y = 426,146.79
X = 857,206.24
DELTA = 45°51'01"
D = 47°44'47"
T = 50.75'
L = 96.03'
R = 120.00'
PC STA = 12+08.71 B5
PT STA = 13+04.74 B5

CURVE B6-1
PI STA = 10+55.56 B6
Y = 425,963.78
X = 857,409.46
DELTA = 49°41'32"
D = 47°44'47"
T = 55.56'
L = 104.07'
R = 120.00'
PC STA = 10+00.00 B6
PT STA = 11+04.07 B6

CURVE B6-2
PI STA = 11+29.44 B6
Y = 426,040.33
X = 857,383.21
DELTA = 3°37'54"
D = 7°09'43"
T = 25.36'
L = 50.71'
R = 800.00'
PC STA = 11+04.07 B6
PT STA = 11+54.78 B6

CURVE B6-3
PI STA = 11+90.06 B6
Y = 426,098.82
X = 857,367.21
DELTA = 42°35'14"
D = 63°18'37"
T = 35.27'
L = 67.27'
R = 90.50'
PC STA = 11+54.78 B6
PT STA = 12+22.05 B6

CURVE B6-4
PI STA = 12+62.24 B6
Y = 426,138.94
X = 857,303.30
DELTA = 9°11'26"
D = 11°27'33"
T = 40.19'
L = 80.20'
R = 500.00'
PC STA = 12+22.05 B6
PT STA = 13+02.25 B6



CURVE B2-1
PI STA = 10+80.02 B2
Y = 425,902.62
X = 857,341.54
DELTA = 11°25'25"
D = 7°09'43"
T = 80.02'
L = 159.50'
R = 800.00'
PC STA = 10+00.00 B2
PT STA = 11+59.50 B2

CURVE B2-2
PI STA = 11+95.51 B2
Y = 425,915.68
X = 857,226.26
DELTA = 32°08'15"
D = 45°50'12"
T = 36.01'
L = 70.11'
R = 125.00'
PC STA = 11+59.50 B2
PT STA = 12+29.62 B2



CURVE B7-1

PI STA = 10+18.16 B7
Y = 425,891.70
X = 857,137.99
DELTA = 5°51'56"
D = 16°09'51"
T = 18.16'
L = 36.29'
R = 354.46'
PC STA = 10+00.00 B7
PT STA = 10+36.29 B7

CURVE B7-2

PI STA = 10+39.35 B7
Y = 425,907.06
X = 857,152.63
DELTA = 2°14'50"
D = 36°43'55"
T = 3.06'
L = 6.12'
R = 155.98'
PC STA = 10+36.29 B7
PT STA = 10+42.41 B7

CURVE B7-3

PI STA = 10+90.07 B7
Y = 425,944.45
X = 857,186.90
DELTA = 43°17'42"
D = 47°42'41"
T = 47.66'
L = 90.74'
R = 120.09'
PC STA = 10+42.41 B7
PT STA = 11+33.15 B7

CURVE B7-4

PI STA = 11+49.32 B7
Y = 425,949.09
X = 857,250.57
DELTA = 1°54'09"
D = 5°52'59"
T = 16.17'
L = 32.34'
R = 973.91'
PC STA = 11+33.15 B7
PT STA = 11+65.49 B7

CURVE B7-5

PI STA = 11+76.06 B7
Y = 425,950.22
X = 857,277.29
DELTA = 20°29'39"
D = 97°55'50"
T = 10.58'
L = 20.93'
R = 58.51'
PC STA = 11+65.49 B7
PT STA = 11+86.42 B7

CURVE B7-6

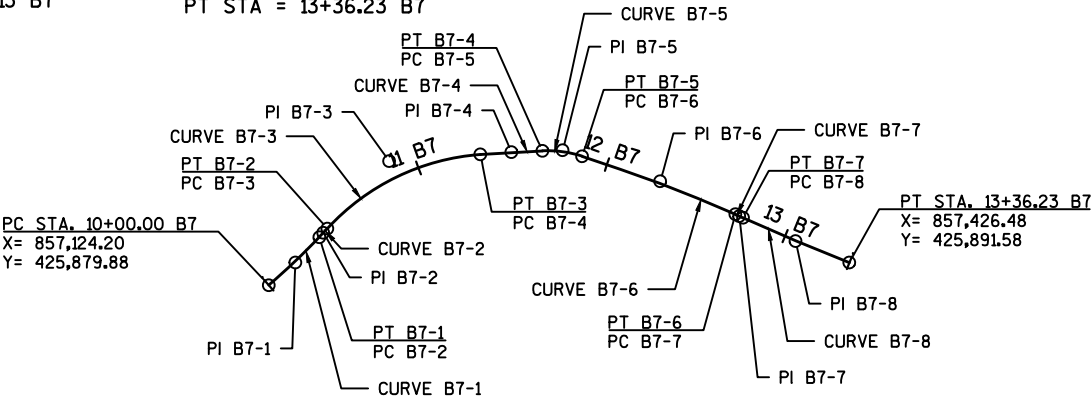
PI STA = 12+29.14 B7
Y = 425,934.00
X = 857,328.06
DELTA = 6°06'13"
D = 7°09'01"
T = 42.72'
L = 85.36'
R = 801.30'
PC STA = 11+86.42 B7
PT STA = 12+71.78 B7

CURVE B7-7

PI STA = 12+73.95 B7
Y = 425,915.87
X = 857,369.13
DELTA = 2°04'16"
D = 47°32'48"
T = 2.18'
L = 4.36'
R = 120.50'
PC STA = 12+71.78 B7
PT STA = 12+76.13 B7

CURVE B7-8

PI STA = 13+06.19 B7
Y = 425,902.76
X = 857,398.58
DELTA = 2°15'29"
D = 3°45'25"
T = 30.06'
L = 60.10'
R = 1525.02'
PC STA = 12+76.13 B7
PT STA = 13+36.23 B7



CURVE A6-1

PI STA = 10+42.51 A6
Y = 426,052.61
X = 858,243.00
DELTA = 26°09'20"
D = 31°18'33"
T = 42.51'
L = 83.54'
R = 183.00'
PC STA = 10+00.00 A6
PT STA = 10+83.54 A6

CURVE A6-2

PI STA = 11+23.69 A6
Y = 425,970.54
X = 858,252.80
DELTA = 25°57'58"
D = 36°23'52"
T = 36.29'
L = 71.34'
R = 157.42'
PC STA = 10+87.40 A6
PT STA = 11+58.74 A6

CURVE A6-3

PI STA = 11+81.44 A6
Y = 425,915.43
X = 858,231.99
DELTA = 25°34'33"
D = 57°17'45"
T = 22.70'
L = 44.64'
R = 100.00'
PC STA = 11+58.74 A6
PT STA = 12+03.38 A6

CURVE A6-4

PI STA = 12+11.36 A6
Y = 425,895.76
X = 858,208.44
DELTA = 22°34'04"
D = 143°14'22"
T = 7.98'
L = 15.76'
R = 40.00'
PC STA = 12+03.38 A6
PT STA = 12+19.13 A6

CURVE A6-5

PI STA = 13+10.27 A6
Y = 425,866.24
X = 858,113.82
DELTA = 13°00'08"
D = 7°09'52"
T = 91.13'
L = 181.48'
R = 799.72'
PC STA = 12+19.13 A6
PT STA = 14+00.62 A6

CURVE A6-6

PI STA = 14+50.30 A6
Y = 425,855.69
X = 857,973.40
DELTA = 6°54'34"
D = 6°57'42"
T = 49.69'
L = 99.25'
R = 823.02'
PC STA = 14+00.62 A6
PT STA = 14+99.87 A6

CURVE A9-1

PI STA = 10+19.82 A9
Y = 425,836.12
X = 858,500.58
DELTA = 3°38'43"
D = 9°11'48"
T = 19.82'
L = 39.64'
R = 623.00'
PC STA = 10+00.00 A9
PT STA = 10+39.64 A9

CURVE A9-2

PI STA = 11+34.84 A9
Y = 425,819.59
X = 858,386.75
DELTA = 43°29'48"
D = 47°44'47"
T = 47.87'
L = 91.10'
R = 120.00'
PC STA = 10+86.97 A9
PT STA = 11+78.07 A9

CURVE A9-3

PI STA = 11+88.73 A9
Y = 425,853.36
X = 858,338.94
DELTA = 3°03'17"
D = 14°19'26"
T = 10.67'
L = 21.33'
R = 400.00'
PC STA = 11+78.07 A9
PT STA = 11+99.39 A9

CURVE A9-4

PI STA = 12+14.40 A9
Y = 425,869.26
X = 858,318.79
DELTA = 28°04'57"
D = 95°29'35"
T = 15.01'
L = 29.41'
R = 60.00'
PC STA = 11+99.39 A9
PT STA = 12+28.80 A9

CURVE A9-5

PI STA = 12+61.07 A9
Y = 425,912.57
X = 858,299.84
DELTA = 18°19'45"
D = 28°38'52"
T = 32.27'
L = 63.98'
R = 200.00'
PC STA = 12+28.80 A9
PT STA = 12+92.78 A9

CURVE A9-6

PI STA = 13+61.43 A9
Y = 426,013.06
X = 858,290.52
DELTA = 14°48'57"
D = 19°05'55"
T = 39.01'
L = 77.58'
R = 300.00'
PC STA = 13+22.42 A9
PT STA = 14+00.00 A9

B7-7

CURVE A5-1

PI STA = 10+91.58 A5
Y = 425,696.18
X = 858,194.69
DELTA = 27°36'54"
D = 28°38'52"
T = 49.15'
L = 96.39'
R = 200.00'
PC STA = 10+42.42 A5
PT STA = 11+38.82 A5

CURVE A5-2

PI STA = 11+55.99 A5
Y = 425,758.50
X = 858,172.00
DELTA = 31°56'14"
D = 95°29'35"
T = 17.17'
L = 33.44'
R = 60.00'
PC STA = 11+38.82 A5
PT STA = 11+72.26 A5

CURVE A5-3

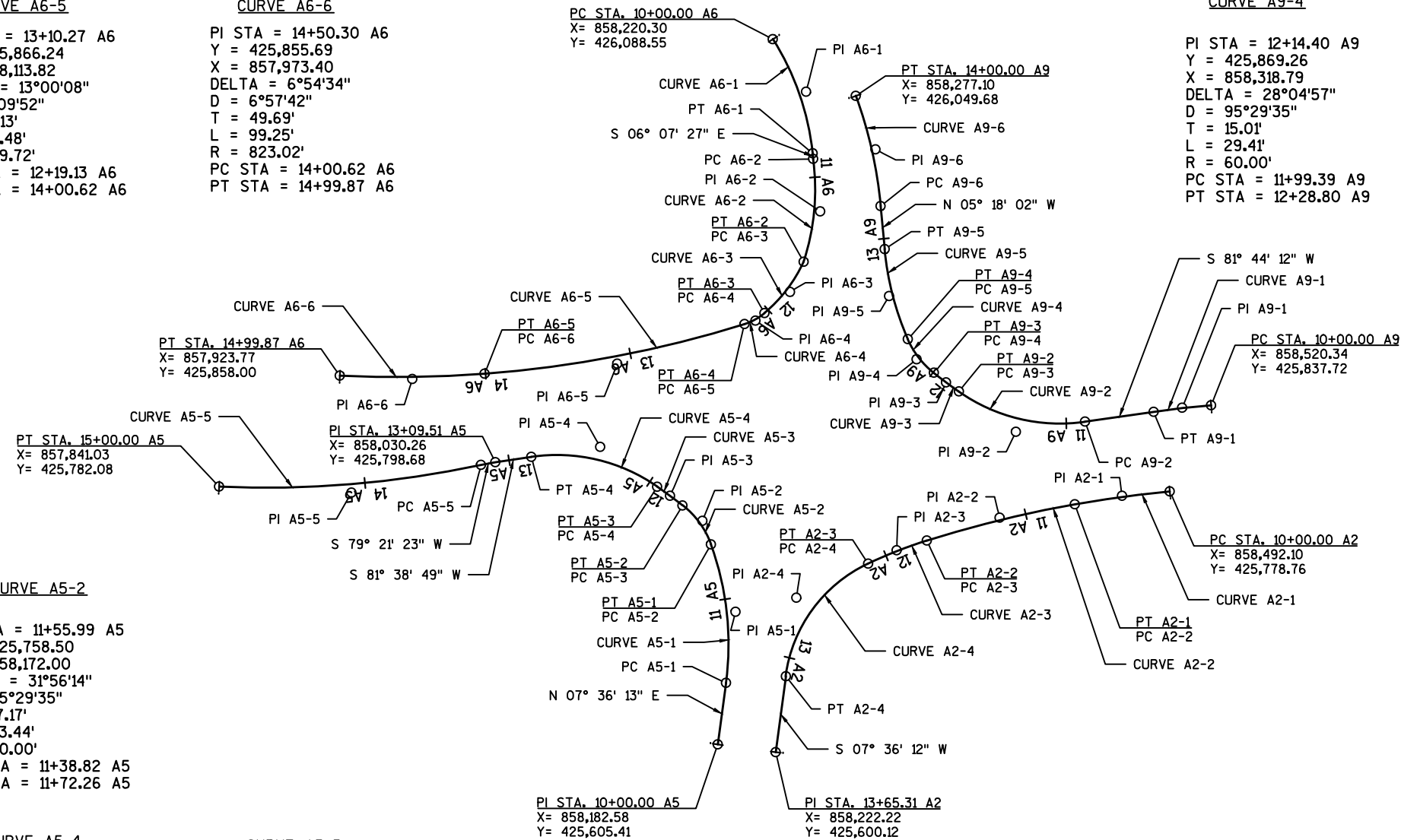
PI STA = 11+83.06 A5
Y = 425,775.73
X = 858,149.98
DELTA = 3°05'29"
D = 14°19'26"
T = 10.79'
L = 21.58'
R = 400.00'
PC STA = 11+72.26 A5
PT STA = 11+93.85 A5

CURVE A5-4

PI STA = 12+41.49 A5
Y = 425,809.22
X = 858,102.08
DELTA = 43°18'46"
D = 47°44'47"
T = 47.65'
L = 90.71'
R = 120.00'
PC STA = 11+93.85 A5
PT STA = 12+84.56 A5

CURVE A5-5

PI STA = 14+10.25 A5
Y = 425,777.91
X = 857,931.68
DELTA = 14°40'06"
D = 8°07'37"
T = 90.74'
L = 180.49'
R = 705.00'
PC STA = 13+19.51 A5
PT STA = 15+00.00 A5



CURVE B4-1

PI STA = 8+49.67 B4
Y = 425,815.64
X = 856,740.60
DELTA = 8°30'49"
D = 25°55'49"
T = 16.45'
L = 32.83'
R = 220.96'
PC STA = 8+33.22 B4
PT STA = 8+66.05 B4

CURVE B4-2

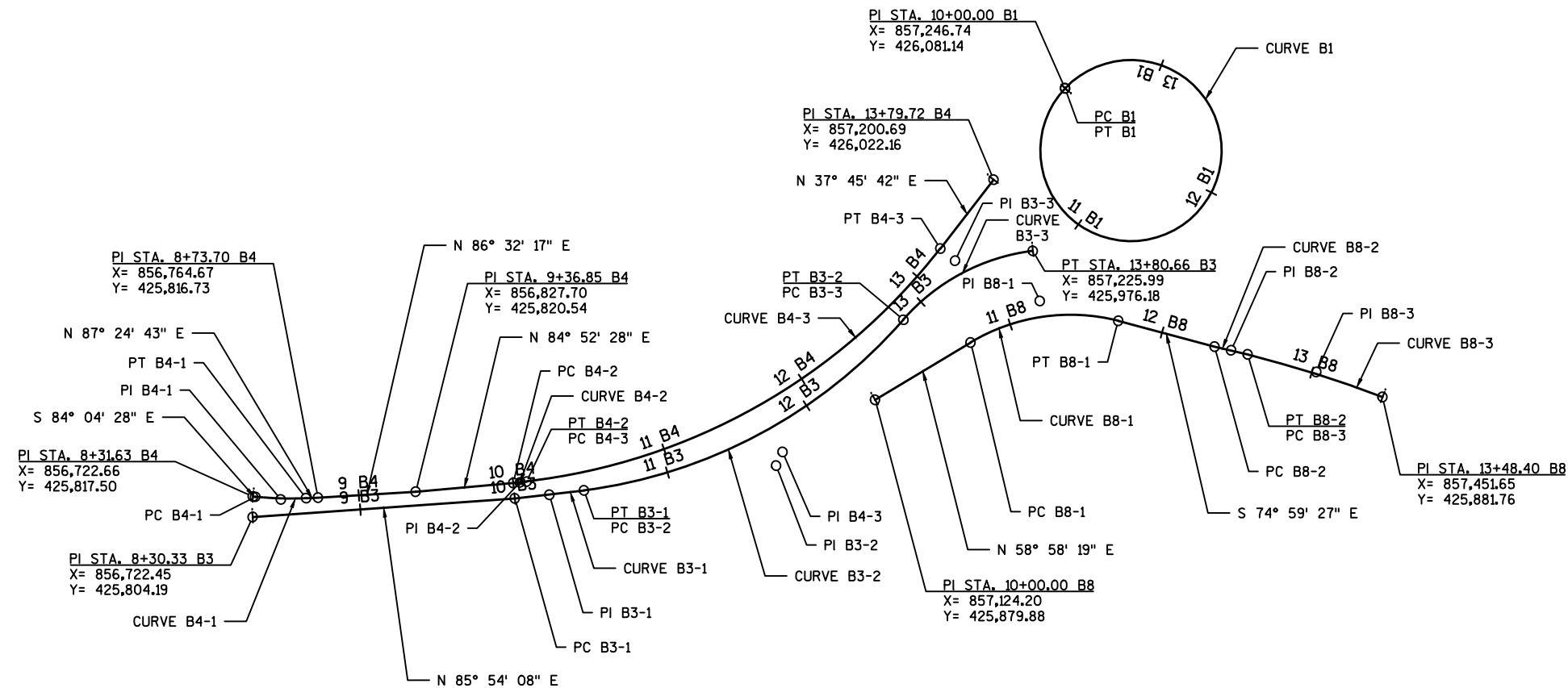
PI STA = 10+04.36 B4
Y = 425,826.66
X = 856,894.94
DELTA = 0°17'00"
D = 3°14'58"
T = 4.36'
L = 8.72'
R = 1763.28'
PC STA = 10+00.00 B4
PT STA = 10+08.72 B4

CURVE B4-3

PI STA = 11+74.97 B4
Y = 425,846.23
X = 857,064.42
DELTA = 45°39'03"
D = 14°30'19"
T = 166.25'
L = 314.72'
R = 395.00'
PC STA = 10+08.72 B4
PT STA = 13+23.44 B4

CURVE B1

PI STA = 10+00.00 B1
Y = 426,081.14
X = 857,246.74
DELTA = 360°00'00"
D = 97°56'29"
T = 0.00'
L = 367.57'
R = 58.50'
PC STA = 10+00.00 B1
PT STA = 13+67.57 B1



CURVE B3-1

PI STA = 10+22.43 B3
Y = 425,818.52
X = 856,914.00
DELTA = 1°43'19"
D = 3°50'21"
T = 22.43'
L = 44.85'
R = 1492.45'
PC STA = 10+00.00 B3
PT STA = 10+44.85 B3

CURVE B3-2

PI STA = 11+69.89 B3
Y = 425,837.48
X = 857,060.24
DELTA = 41°30'11"
D = 17°21'44"
T = 125.04'
L = 239.04'
R = 330.00'
PC STA = 10+44.85 B3
PT STA = 12+83.89 B3

CURVE B3-3

PI STA = 13+34.53 B3
Y = 425,969.83
X = 857,175.75
DELTA = 41°41'17"
D = 43°04'46"
T = 50.64'
L = 96.77'
R = 133.00'
PC STA = 12+83.89 B3
PT STA = 13+80.66 B3

CURVE B8-1

PI STA = 11+24.06 B8
Y = 425,943.83
X = 857,230.51
DELTA = 45°16'25"
D = 45°50'13"
T = 52.13'
L = 98.77'
R = 125.00'
PC STA = 10+71.93 B8
PT STA = 11+70.70 B8

CURVE B8-2

PI STA = 12+46.09 B8
Y = 425,911.95
X = 857,353.96
DELTA = 1°50'53"
D = 8°24'02"
T = 11.00'
L = 22.00'
R = 682.06'
PC STA = 12+35.09 B8
PT STA = 12+57.09 B8

CURVE B8-3

PI STA = 13+02.79 B8
Y = 425,897.98
X = 857,408.92
DELTA = 6°32'20"
D = 7°09'38"
T = 45.71'
L = 91.32'
R = 800.15'
PC STA = 12+57.09 B8
PT STA = 13+48.40 B8

CURVE A7-1

PI STA = 10+91.99 A7
Y = 426,057.21
X = 858,260.19
DELTA = 26°51'50"
D = 28°38'52"
T = 47.76'
L = 93.77'
R = 200.00'
PC STA = 10+44.23 A7
PT STA = 11+38.00 A7

CURVE A7-2

PI STA = 11+61.41 A7
Y = 425,986.41
X = 858,267.43
DELTA = 9°25'30"
D = 20°10'24"
T = 23.41'
L = 46.72'
R = 284.02'
PC STA = 11+38.00 A7
PT STA = 11+84.72 A7

CURVE A7-3

PI STA = 12+17.38 A7
Y = 425,930.40
X = 858,264.79
DELTA = 31°42'17"
D = 49°49'21"
T = 32.66'
L = 63.64'
R = 115.00'
PC STA = 11+84.72 A7
PT STA = 12+48.36 A7

CURVE A8-1

PI STA = 10+88.88 A8
Y = 426,059.84
X = 858,258.53
DELTA = 14°50'06"
D = 25°27'53"
T = 29.29'
L = 58.26'
R = 225.00'
PC STA = 10+59.59 A8
PT STA = 11+17.85 A8

CURVE A8-2

PI STA = 11+26.98 A8
Y = 426,023.18
X = 858,270.04
DELTA = 3°40'15"
D = 20°06'14"
T = 9.13'
L = 18.26'
R = 285.00'
PC STA = 11+17.85 A8
PT STA = 11+36.11 A8

CURVE A8-3

PI STA = 11+57.19 A8
Y = 425,993.83
X = 858,277.24
DELTA = 8°27'51"
D = 20°06'14"
T = 21.09'
L = 42.10'
R = 285.00'
PC STA = 11+36.11 A8
PT STA = 11+78.21 A8

CURVE A8-4

PI STA = 12+18.26 A8
Y = 425,932.95
X = 858,282.88
DELTA = 5°32'42"
D = 26°38'57"
T = 10.41'
L = 20.81'
R = 215.00'
PC STA = 12+07.85 A8
PT STA = 12+28.66 A8

CURVE A1

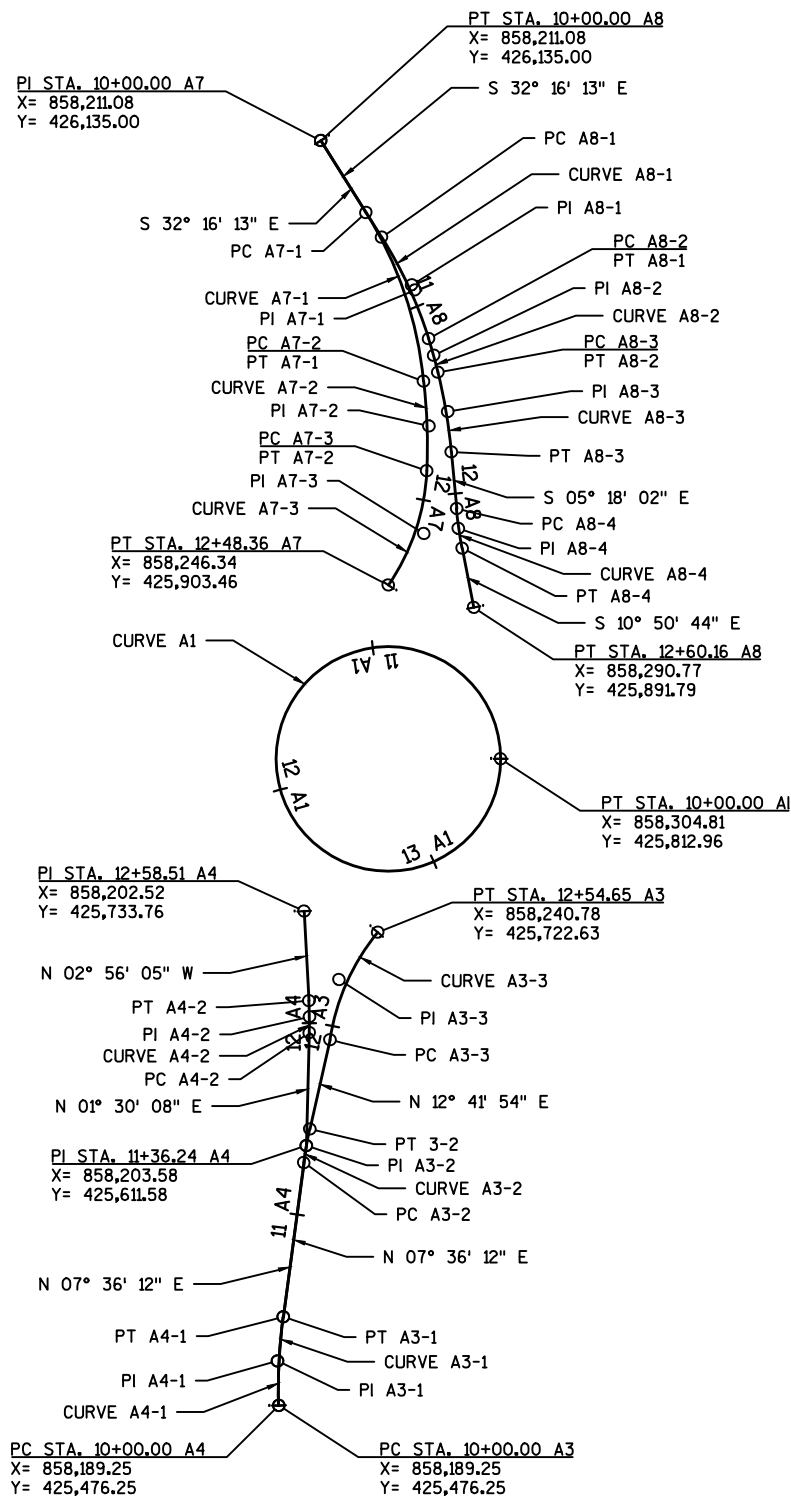
PI STA = 10+00.00 A1
Y = 425,812.96
X = 858,304.81
DELTA = 360°00'00"
D = 97°56'37"
T = 0.00'
L = 367.56'
R = 58.50'
PC STA = 10+00.00 A1
PT STA = 13+67.56 A1

CURVE A4-1

PI STA = 10+23.19 A4
Y = 425,499.42
X = 858,188.61
DELTA = 9°11'38"
D = 19°52'06"
T = 23.19'
L = 46.27'
R = 288.38'
PC STA = 10+00.00 A4
PT STA = 10+46.27 A4

CURVE A4-2

PI STA = 12+03.41 A4
Y = 425,678.73
X = 858,205.34
DELTA = 4°26'14"
D = 26°38'57"
T = 8.33'
L = 16.65'
R = 215.00'
PC STA = 11+95.08 A4
PT STA = 12+11.73 A4



TRANSPORTATION PROJECT PLAT NO: 5845-01-22 - 4.01

THAT PART OF LOTS 4, 5, & 6 OF DVORAK'S ADDITION IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, AND THAT PART OF LOT 1 OF CSM 5317 IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, AND THAT PART OF LOT 1 OF CSM 12301 IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, AND THAT PART OF LOT 1 OF CSM 12301 IN THE NORTHEAST 1/4 OF SECTION 7, AND THAT PART OF NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, AND THAT PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 5 NORTH, RANGE 11 EAST, IN THE CITY OF STOUGHTON, AND THAT PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 5 NORTH, RANGE 11 EAST, IN THE TOWN OF DUNKIRK, ALL IN DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 STOUGHTON - MADISON (SILVERADO DR/HOEL AVE INTERSECTION)

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

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

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

EXISTING R/W FOR USH 51 BASED ON PREVIOUS PROJECT: T 0250(1), 450-A, 5998-01-01, PLAT OF DVORAK'S ADDITION, CSM 5317, CSM 12150, CSM 12301, PLAT OF SURVEY 2000-00586.

EXISTING R/W FOR HOEL AVENUE BASED ON PREVIOUS PROJECT: T 0250(1), CSM 6509, CSM11597, PLAT OF SURVEY 97-00100.

EXISTING R/W FOR MCCOMB ROAD BASED ON PREVIOUS PROJECT: T 0250(1), CSM 11597, CSM 4659, MCCOMB PLACE CONDOMINIUM.

EXISTING R/W FOR SILVERADO DRIVE BASED ON PLAT OF DVORAK'S ADDITION.

EXISTING ACCESS CONTROL ON USH 51 BASED ON PREVIOUS PROJECT: T 0250(1)

N 87°24'18" E, 667.18' SEC. COR. TO TRAV.

FOUND ALUM. CAP
Y=425729.977
X=857030.940

COURSE	BEARING	DIST.
100-101	S 63° 11' 35" E	3.86' (3.86')
106-107	N 62° 51' 34" E	45.58'
107-108	N 01° 33' 56" E	41.49'
108-109	N 22° 37' 17" W	54.45'
109-110	N 32° 13' 40" W	44.00'
111-112	S 32° 13' 33" E	71.48'
112-113	SEE CURVE 3 DATA	
113-114	N 89° 22' 57" E	40.51' (S 89° 00' 30" W) (40.48')
119-120	S 84° 36' 25" W	51.32'
120-121	S 80° 19' 52" W	112.38'

LOT 2
CSM 4659
V.20, P.2238-239
DOC.1880544

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	ACRES EXISTING	ACRES REQUIRED TOTAL	TLE AC.
1	MERITER MEDICAL GROUP, INC.	FEE,TLE	0.035	---	0.035	0.121
2	MARK A. & CONNIE K. KOTLOWSKI	TLE	---	---	---	0.026
3	IDA WEIGEL	TLE	---	---	---	0.136
4	MICHAEL A. & THERESA R. PETERSON	TLE	---	---	---	0.023
5	PETERSON STOUGHTON PROPERTY LLC.	TLE	---	---	---	0.020
6	STOUGHTON PICK LLC.	TLE	---	---	---	0.008
7	UNIVERSAL SILENCER PROPERTIES I, LLC.	FEE,TLE	0.014	---	0.014	0.088
8	FOUR LAKES HOLDINGS LLC.	FEE,TLE	0.008	---	0.008	0.020
9	STOUGHTON SWAC, LLC	TLE	---	---	---	0.004

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	AT&T WISCONSIN	RELEASE OF RIGHTS
101	ALLIANT ENERGY-GAS	RELEASE OF RIGHTS
102	CITY OF STOUGHTON-STORM	RELEASE OF RIGHTS

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

POINT #	STATION	OFFSET
100	20+56.51	68.29'
101	20+52.79	67.26'
102	18+09.83	47.13'
103	18+14.59	112.7'
104	16+61.82	98.87'
105	16+31.61	95.08'
106	11+70.98 A8	90.38'
107	11+51.94 A8	47.12'
108	11+05.00 A8	35.00'
109	10+44.00 A8	29.73'
110	10+00.00 A8	29.70'
111	10+00.00 A8	30.30'
112	10+70.06 A8	30.52'
113	11+65.46 A8	41.31'
114	11+69.43 A8	81.54'
115	14+04.65	61.95'
116	08+20.00	54.25'
118	08+20.00	46.34'
119	11+81.72	50.35'
120	12+36.90	49.41'
121	13+33.53	59.41'
122	10+30.30 A3	32.39'
123	10+00.00 A3	33.09'
124	10+00.00 A3	32.94'
125	11+88.88 A3	45.50'
126	16+40.84	228.29'
127	18+69.61	134.02'
128	20+08.46	154.58'

POINT #	STATION	OFFSET
TLE100	18+47.35	49.78'
TLE101	18+10.43	56.07'
TLE102	17+05.98	103.43'
TLE103	16+97.95	111.58'
TLE104	11+37.47 A8	48.31'
TLE105	10+87.81 A8	42.30'
TLE106	10+15.32 A8	37.48'
TLE107	10+00.00 A8	43.70'
TLE108	10+00.00 A8	36.00'
TLE109	10+65.00 A8	36.00'
TLE110	11+25.00 A8	40.00'
TLE111	11+25.00 A8	46.00'
TLE112	11+66.60 A8	52.00'
TLE114	12+38.49	69.20'
TLE115	12+31.70	114.96'
TLE116	11+58.00	107.00'

POINT #	STATION	OFFSET
TLE117	11+58.00	80.00'
TLE118	11+00.00	75.00'
TLE119	08+65.00	65.00'
TLE120	08+20.00	62.00'
TLE121	11+62.58	50.45'
TLE122	11+62.62	58.21'
TLE123	12+09.05	80.10'
TLE124	13+15.00	75.00'
TLE125	13+39.21	78.00'
TLE126	10+35.80 A3	35.05'
TLE127	10+00.00 A3	37.00'
TLE128	11+36.54	50.14'
TLE129	11+26.54	50.02'
TLE130	11+26.30	70.00'
TLE131	11+36.30	70.00'

PLOT DATE : 5/26/2017 9:48 AM

PLOT BY : BARTELT, HEATHER

PLOT NAME :

PLOT SCALE : *****

USH 51 5845-01-22-4.01

TRANSPORTATION PROJECT PLAT NO: 5845-01-22 - 4.02

THAT PART LOT 7 OF CSM 14058 IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 10 EAST, AND THAT PART OF LOT 1 OF CSM 12150 IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 5 NORTH, RANGE 11 EAST, ALL IN THE CITY OF STOUGHTON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 STOUGHTON - MADISON (SILVERADO DR/HOEL AVE INTERSECTION)

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

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

PI STA = 23+48.01
Y = 425930.333
X = 857395.635
DELTA = 55°54'32" RT
D = 42°26'42"
T = 71.64'
L = 131.72'
R = 134.99'
PC STA = 22+76.37
PT STA = 24+08.09
BK = N78°39'04"W
AH = N22°44'32"W

PI STA = 27+05.86
Y = 426219.975
X = 857175.503
DELTA = 23°02'43" RT
D = 10°56'04"
T = 106.82'
L = 210.76'
R = 524.00'
PC STA = 25+99.04
PT STA = 28+09.80
BK = N48°25'15"W
AH = N25°22'32"W

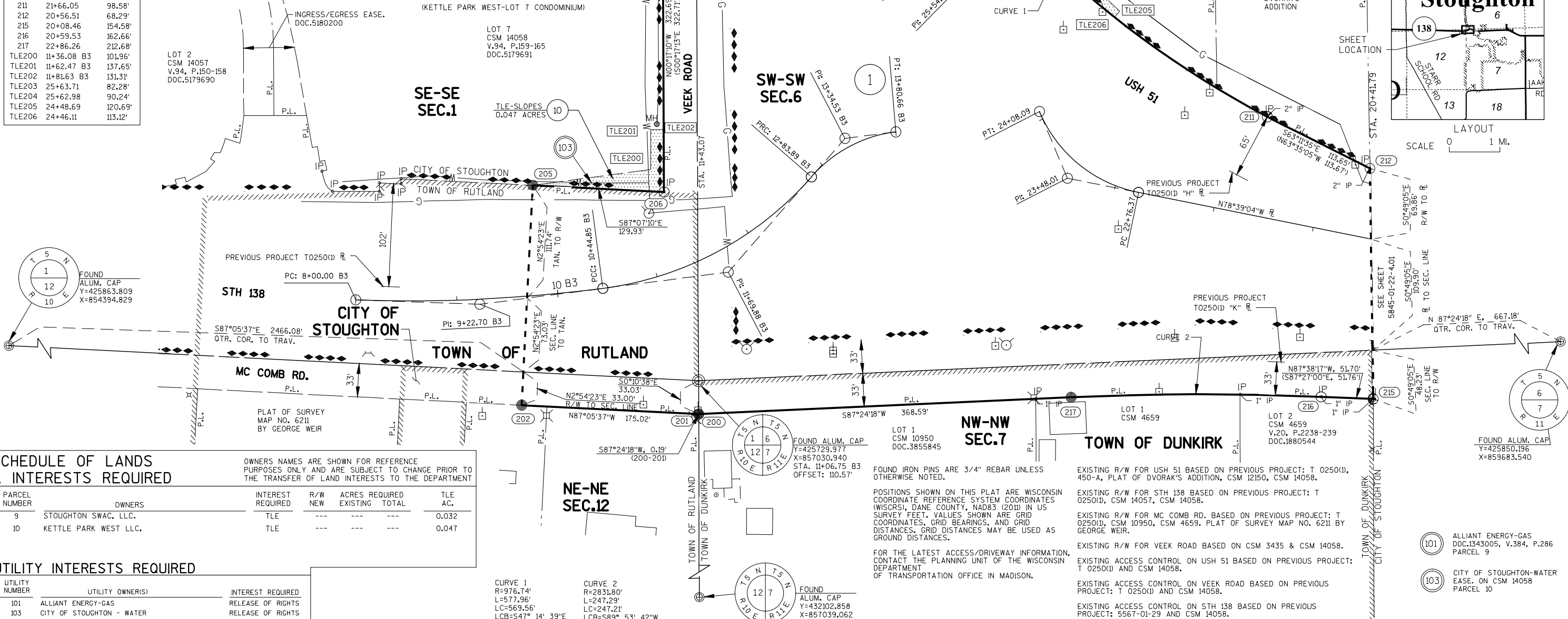
PI STA = 29+43.52
Y = 426437.309
X = 857072.418
DELTA = 5°00'38" RT
D = 5°43'45"
T = 43.76'
L = 87.46'
R = 1000.09'
PC STA = 28+99.76
PT STA = 29+87.22
BK = N25°22'32"W
AH = N20°21'56"W

PI STA = 9+22.70 B3
Y = 425805.635
X = 856814.560
DELTA = 9°23'59" LT
D = 3°50'21"
T = 122.70'
L = 244.85'
R = 1492.45'
PC STA = 8+00.00 B3
PT STA = 10+44.85 B3
BK = S87°59'05"E
AH = N82°36'56"E

PI STA = 11+69.88 B3
Y = 425837.475
X = 857060.240
DELTA = 41°30'11" LT
D = 17°21'44"
T = 125.04'
L = 239.04'
R = 330.00'
PC STA = 10+44.85 B3
PT STA = 12+83.89 B3
BK = N82°36'56"E
AH = N41°06'46"E

PI STA = 13+34.53 B3
Y = 425969.832
X = 857175.753
DELTA = 41°41'17" RT
D = 43°04'46"
T = 50.64'
L = 96.77'
R = 133.00'
PC STA = 12+83.89 B3
PT STA = 13+80.66 B3
BK = N41°06'46"E
AH = N82°48'02"E

POINT	STATION	OFFSET
200	10+99.63 B3	142.10'
201	10+99.50 B3	142.05'
202	9+56.74 B3	107.11'
205	9+85.00 B3	108.83'
206	11+40.30 B3	76.25'
207	28+00.56	154.61'
210	28+18.73	88.36'
211	21+66.05	98.58'
212	20+56.51	68.29'
215	20+08.46	154.58'
216	20+59.53	162.66'
217	22+86.26	212.68'
TLE200	11+36.08 B3	101.96'
TLE201	11+62.47 B3	137.65'
TLE202	11+81.63 B3	131.31'
TLE203	25+63.71	82.28'
TLE204	25+62.98	90.24'
TLE205	24+48.69	120.69'
TLE206	24+46.11	113.12'



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	ACRES REQUIRED EXISTING	TOTAL	TLE AC.
9	STOUGHTON SWAC, LLC.	TLE	---	---	---	0.032
10	KETTLE PARK WEST LLC.	TLE	---	---	---	0.047

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
101	ALLIANT ENERGY-GAS	RELEASE OF RIGHTS
103	CITY OF STOUGHTON - WATER	RELEASE OF RIGHTS

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\RW\DWG\040101_RP.DWG
APPRAISAL PLAT DATE : 5/26/17

PLOT DATE : 5/26/2017 9:48 AM

PLOT BY : BARTELT, HEATHER

PLOT NAME :

PLOT SCALE : *****

USH 51 5845-01-22-4.02

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

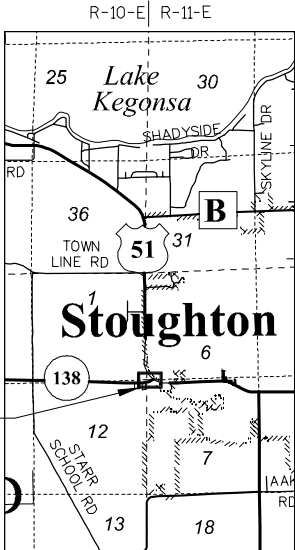
I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



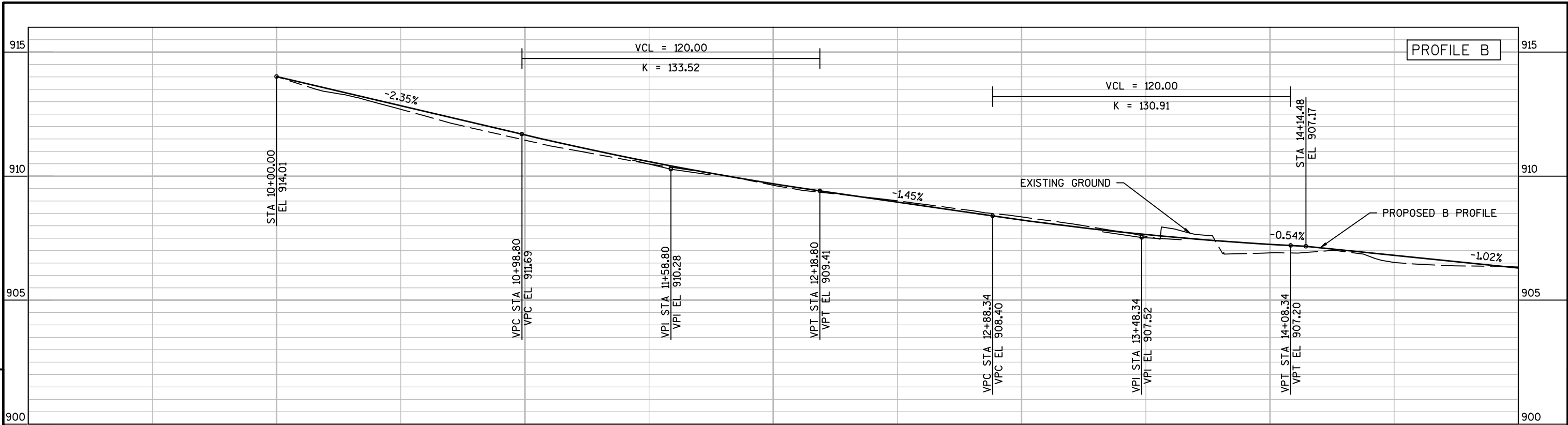
SIGNATURE: *Heather S. Bartelt* DATE: 5/26/17
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.
SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5845-01-22 -4.02
AMENDMENT NO:...

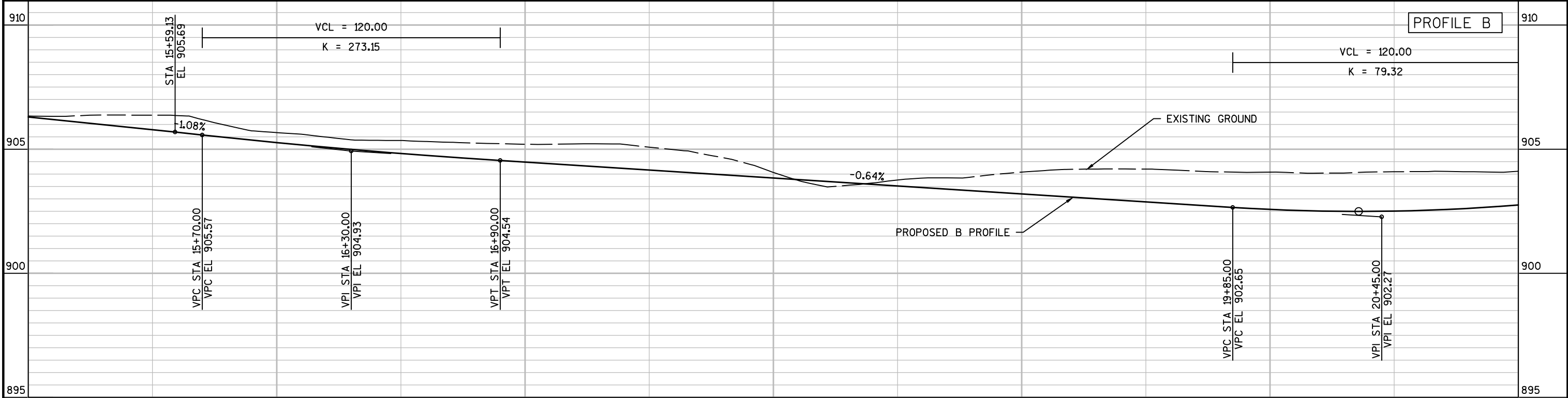


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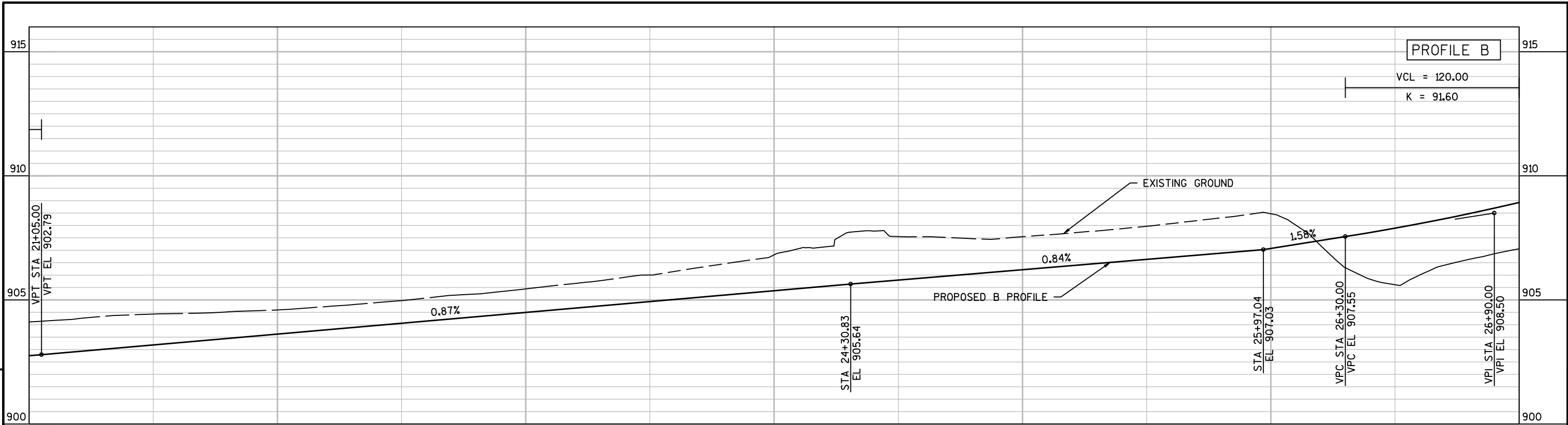
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				909.00 908.95	908.36 908.23	907.57 907.65
					906.90 907.25	906.52 906.81
						906.34 906.29

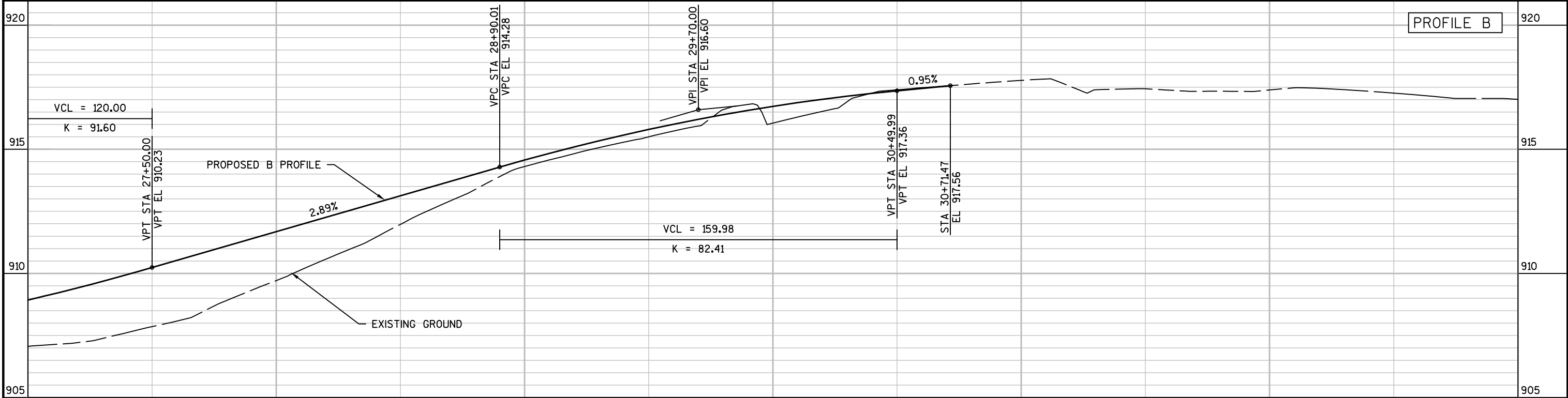


15+00	16+00	17+00	18+00	19+00	20+00	21+00
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				903.76 903.52	904.07 903.20	904.20 902.88
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						904.11 902.75

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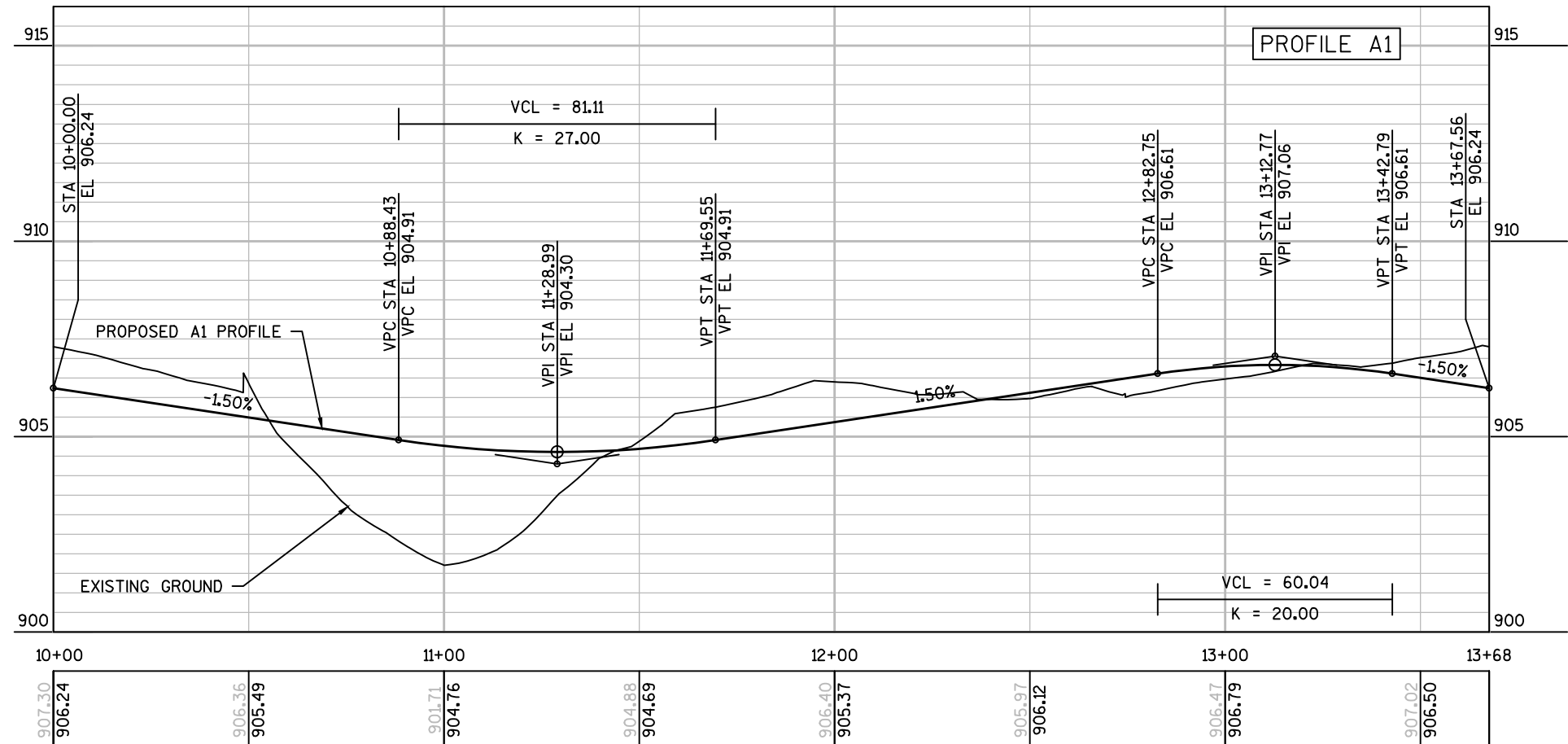
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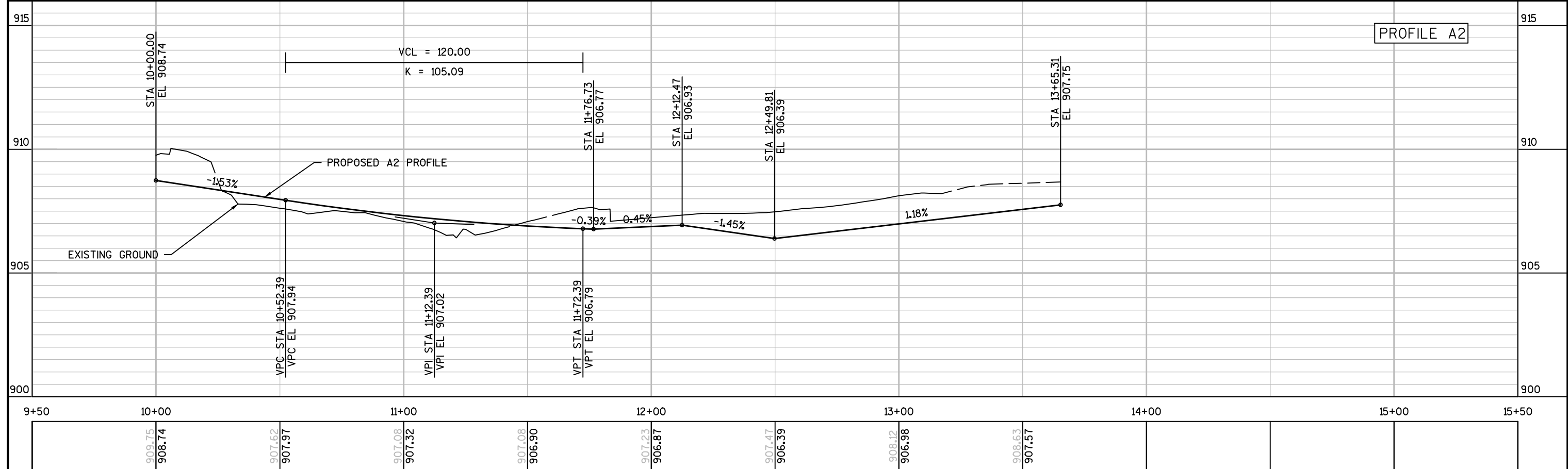
27+00	28+00	29+00	30+00	31+00	32+00	33+00
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908.93	910.23	911.68	913.13	915.80	917.39	

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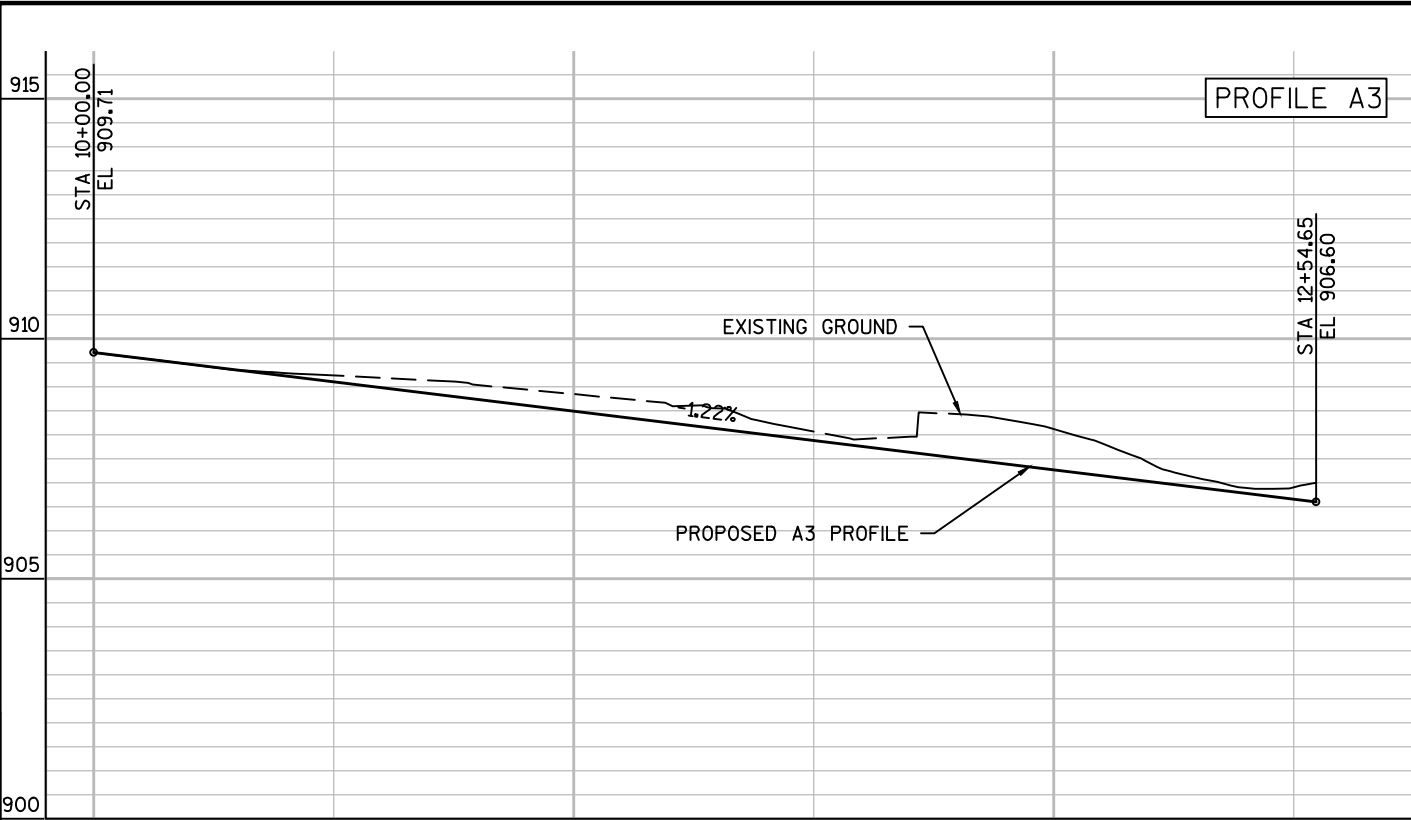
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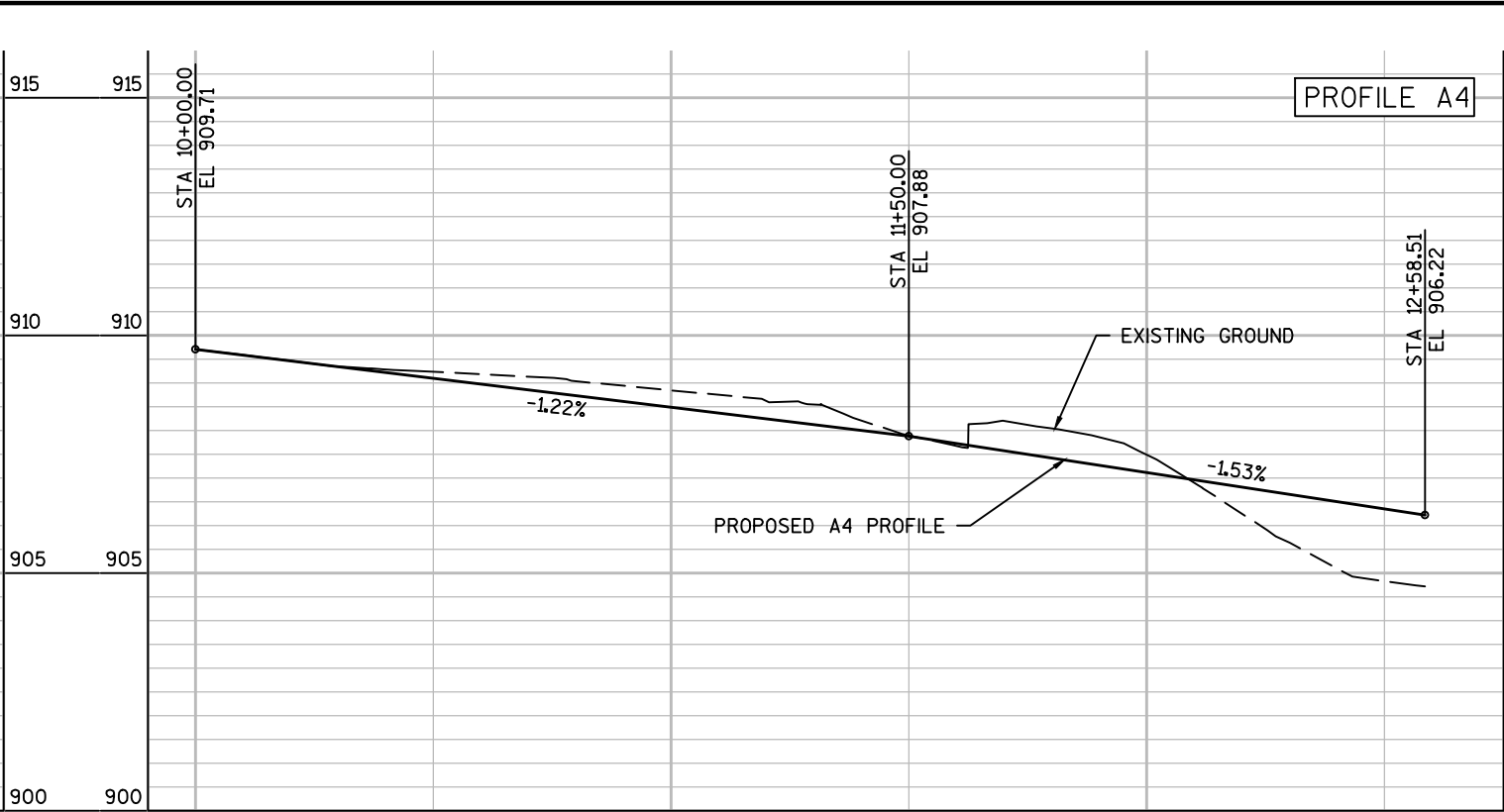
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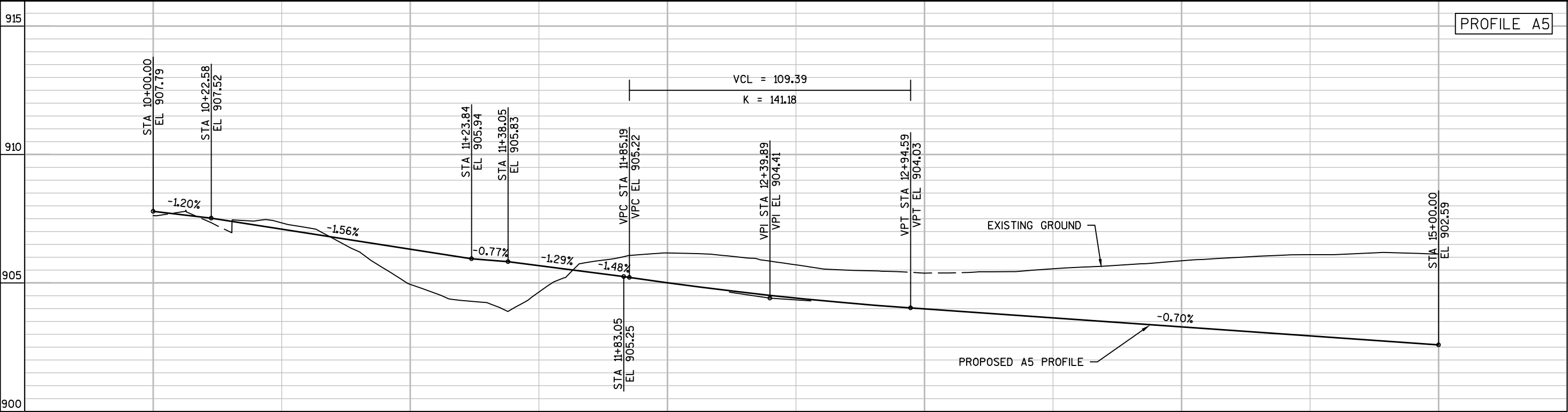


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				906.66 906.66



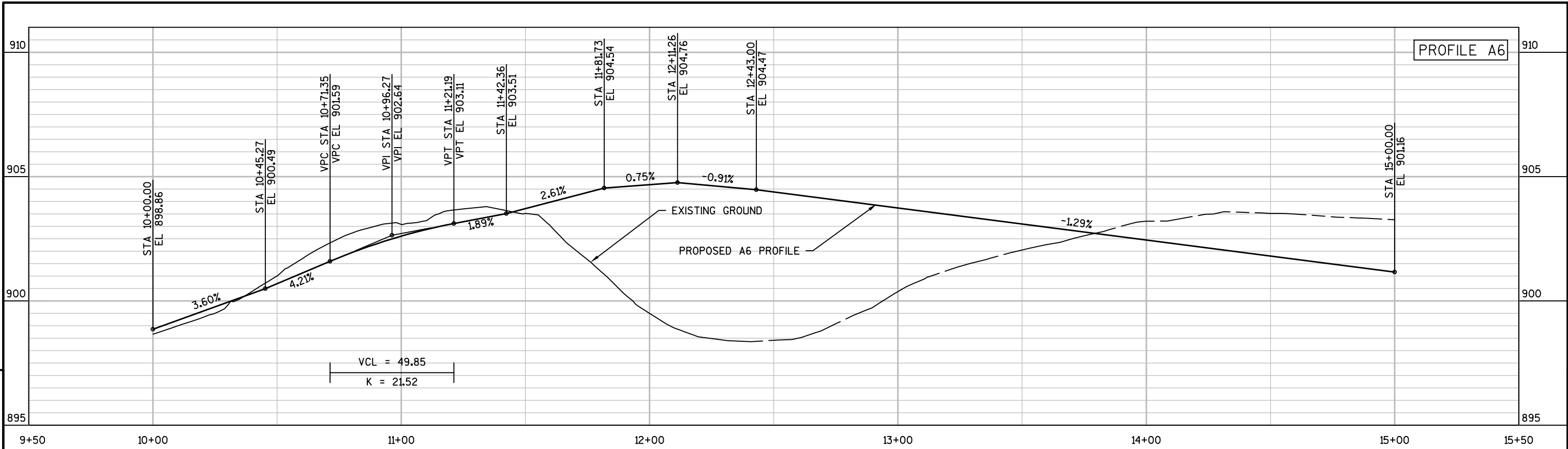
9+90	10+00	11+00	12+00	12+75
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				904.83 906.35

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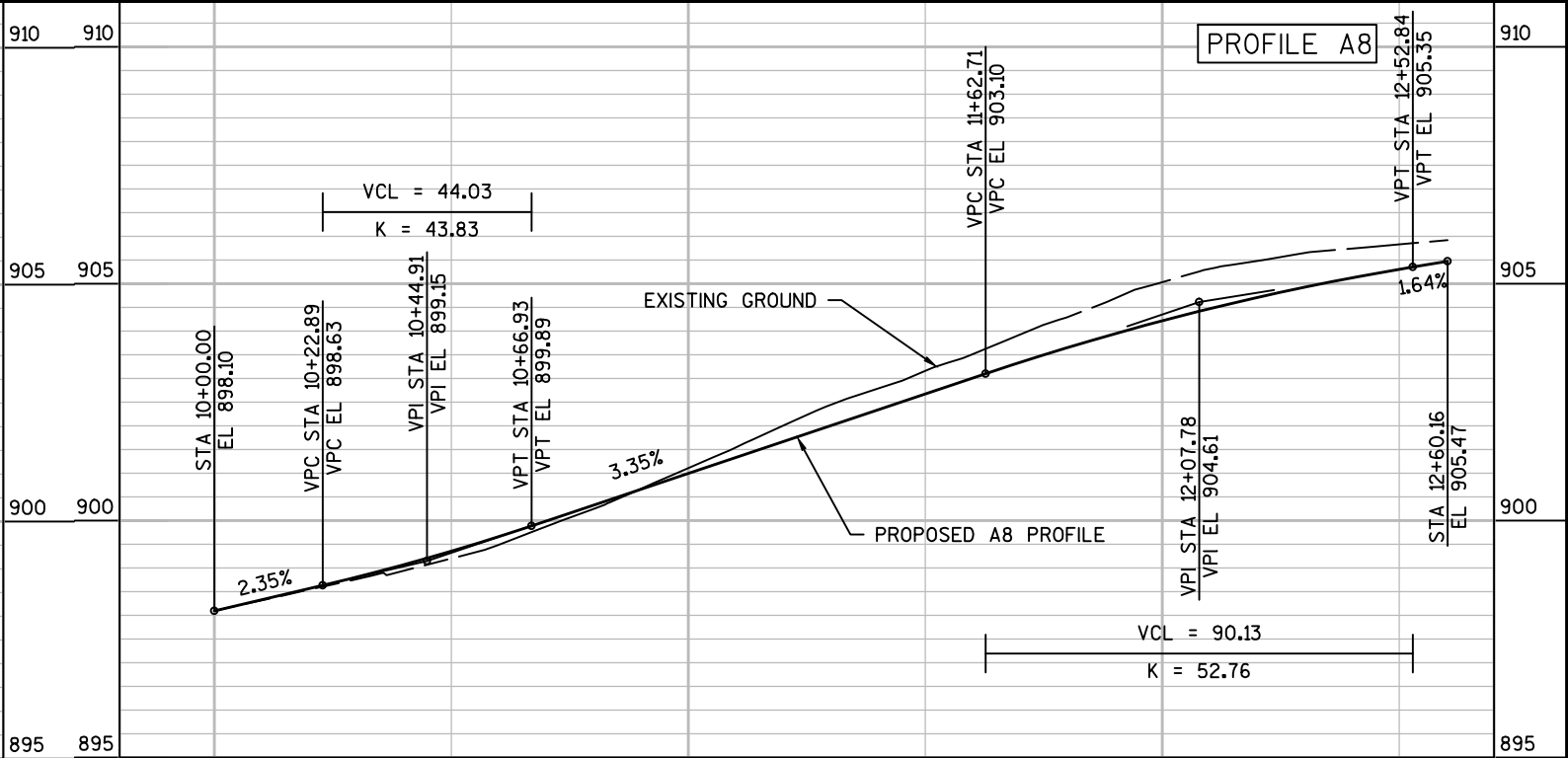
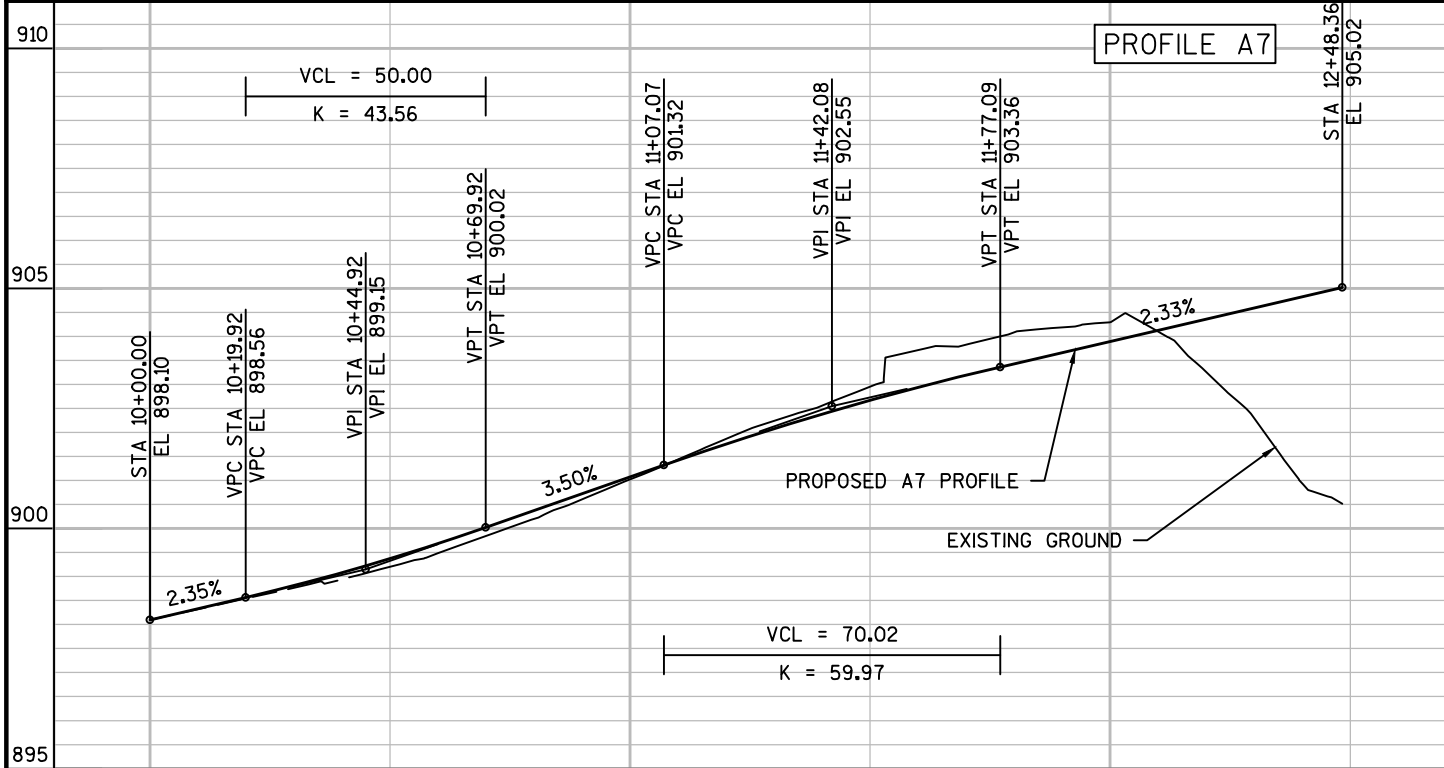
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					905.55 903.64	905.87 903.29	906.10 902.94
							906.13 902.59

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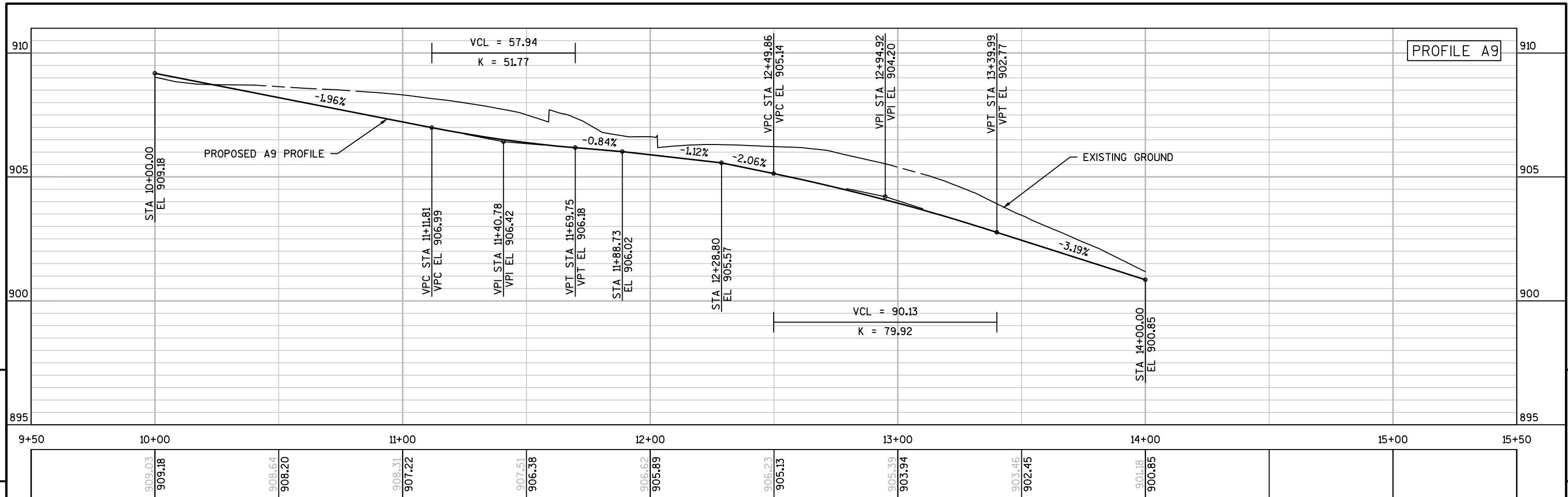
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898.67	898.86	901.00	900.69	903.08	902.61	903.52	903.71
			899.50	904.68	898.42	904.38	900.37
				903.74	902.05	903.09	903.20
					902.45	903.52	901.80
							901.16



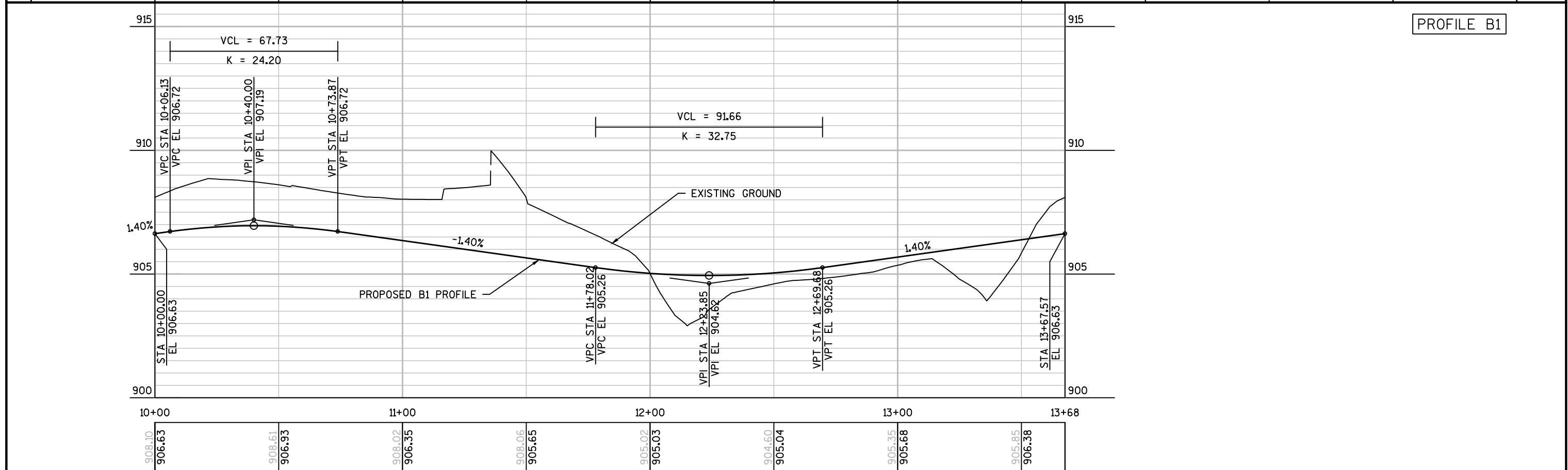
9+80	10+00	11+00	12+00	12+70	9+80	10+00	11+00	12+00	12+70
898.10	898.10	899.37	899.37	901.08	901.08	902.67	902.67	903.89	903.89
					898.10	898.10	899.20	899.35	901.11
									901.00
									903.16
									902.67
									905.03
									904.22
									905.83
									905.30

PROJECT NO:5845-01-76	HWY:USH 51	COUNTY:DANE	PROFILE:HOEL AVE/SILVERADO DR ROUNDABOUT	SHEET UTI_83	E
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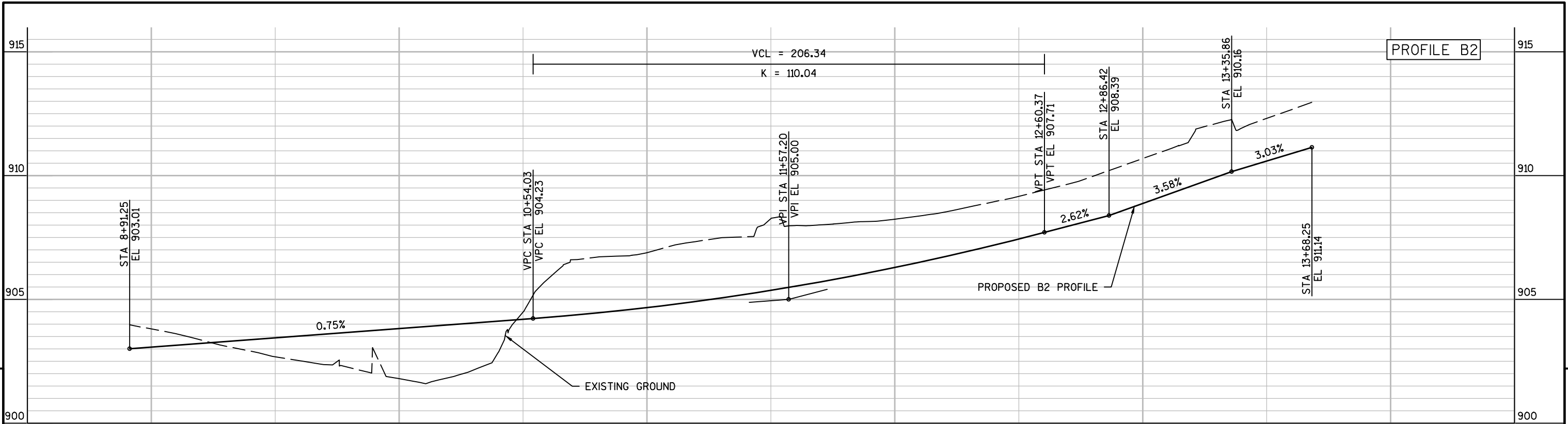


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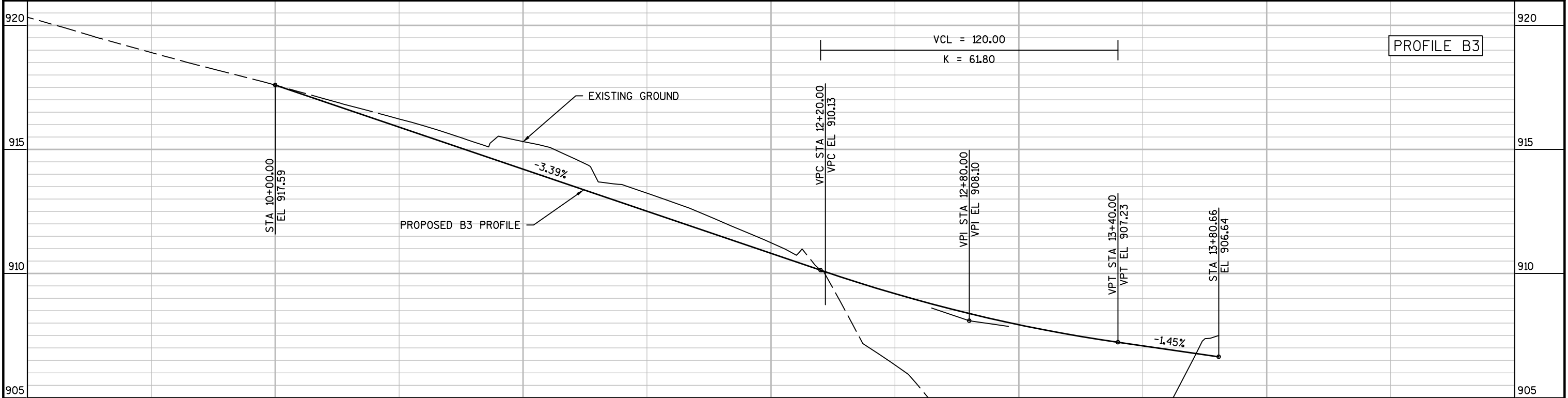
PROJECT NO:5845-01-76	HWY:USH 51	COUNTY:DANE	PROFILE:HOEL/SILVERADO AND STH 138 ROUNDABOUT	SHEET UTI_84	E
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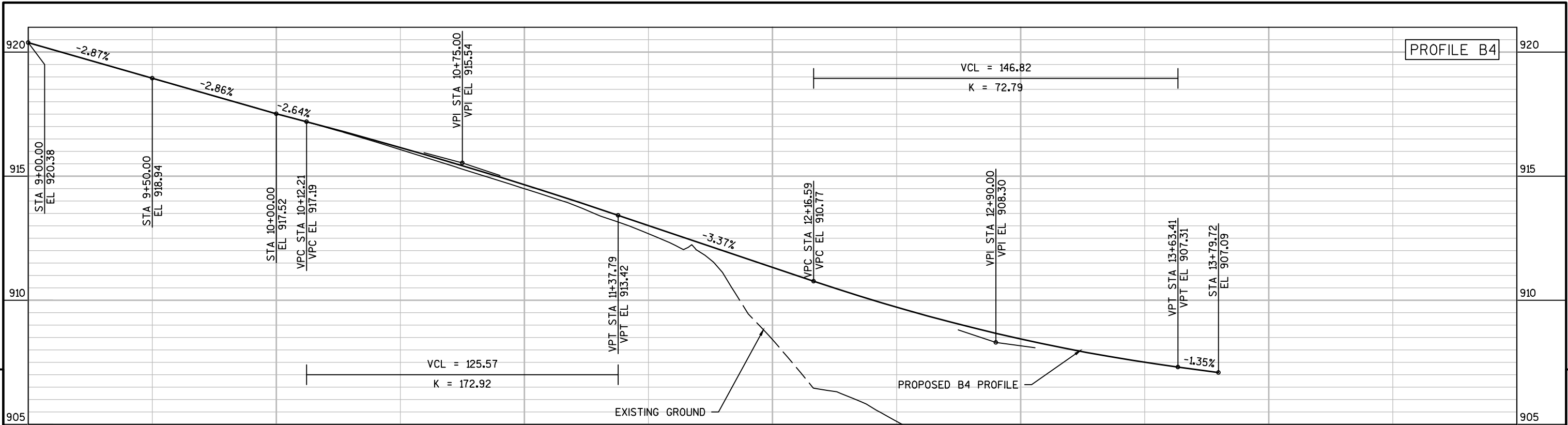
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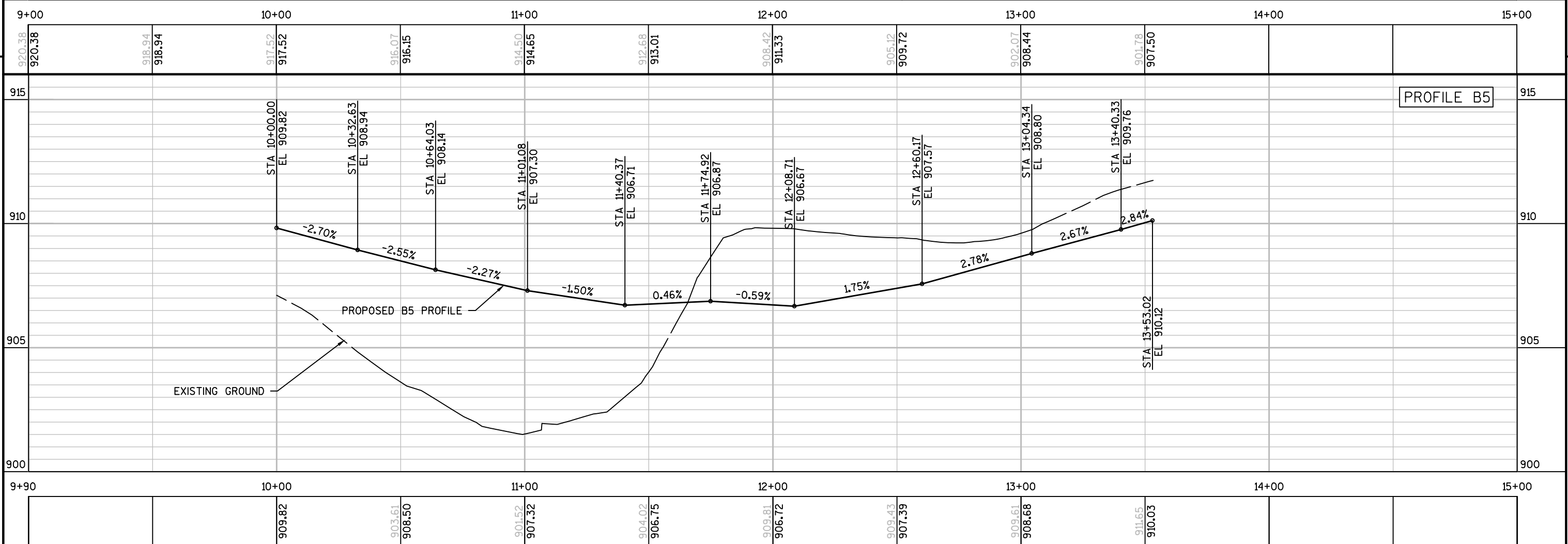
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PROJECT NO:5845-01-76	HWY:USH 51	COUNTY:DANE	PROFILE:STH 138 ROUNDABOUT	SHEET UTI_85	E
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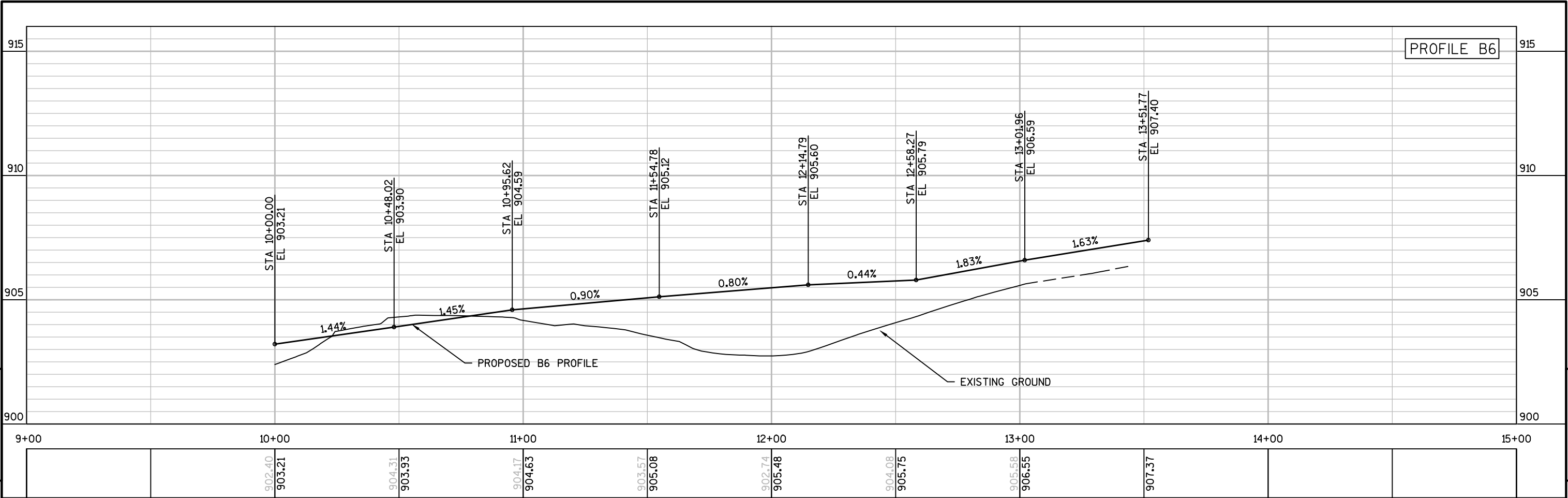


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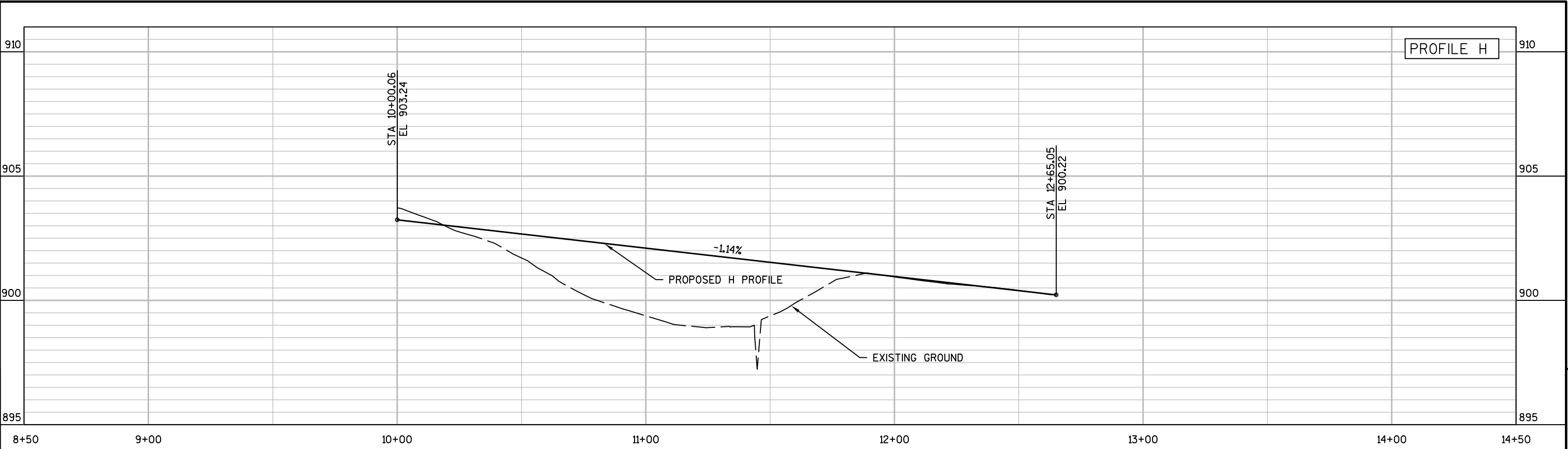
PROJECT NO:5845-01-76	HWY:USH 51	COUNTY:DANE	PROFILE:STH 138 ROUNDABOUT	SHEET UTI_86	E
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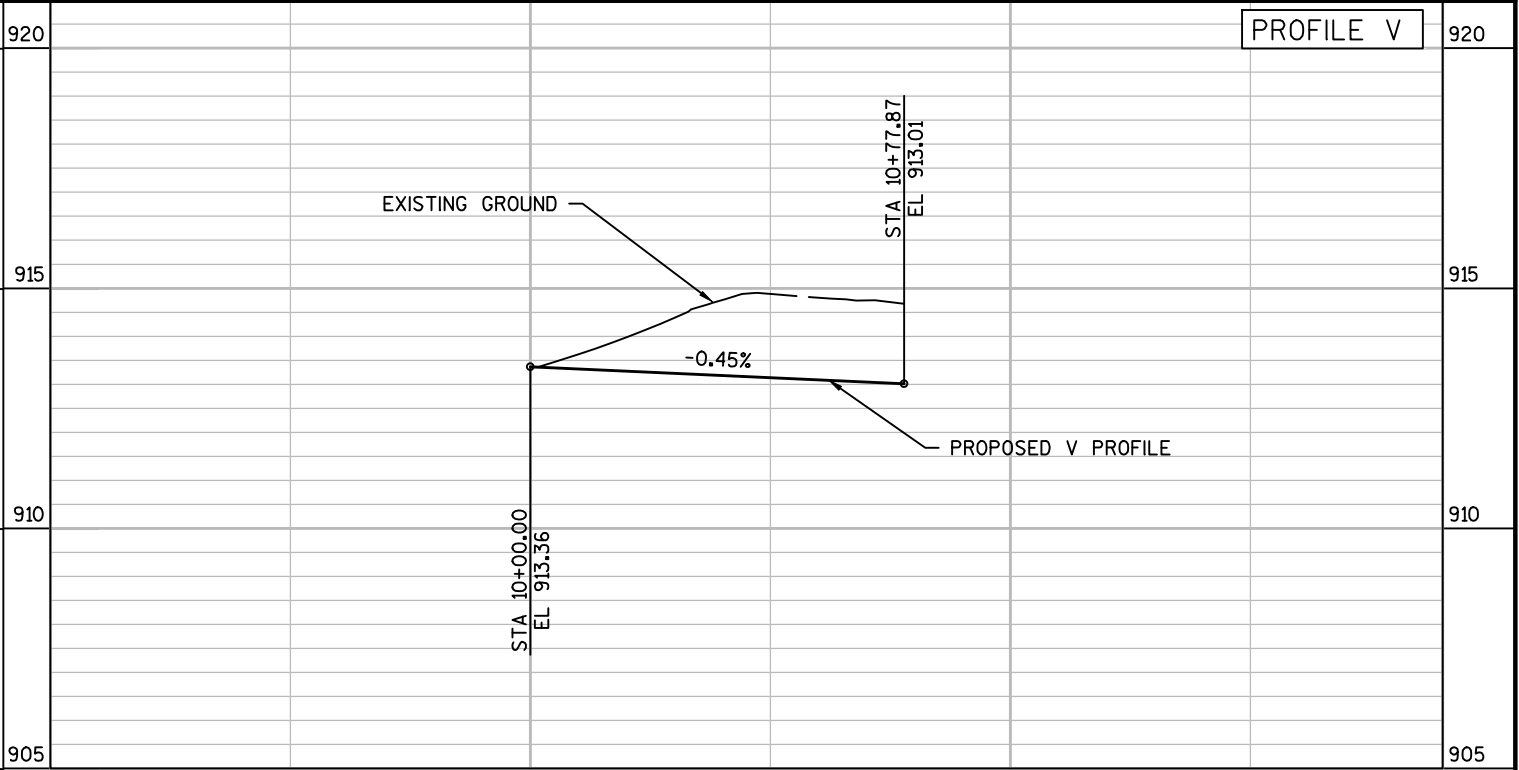
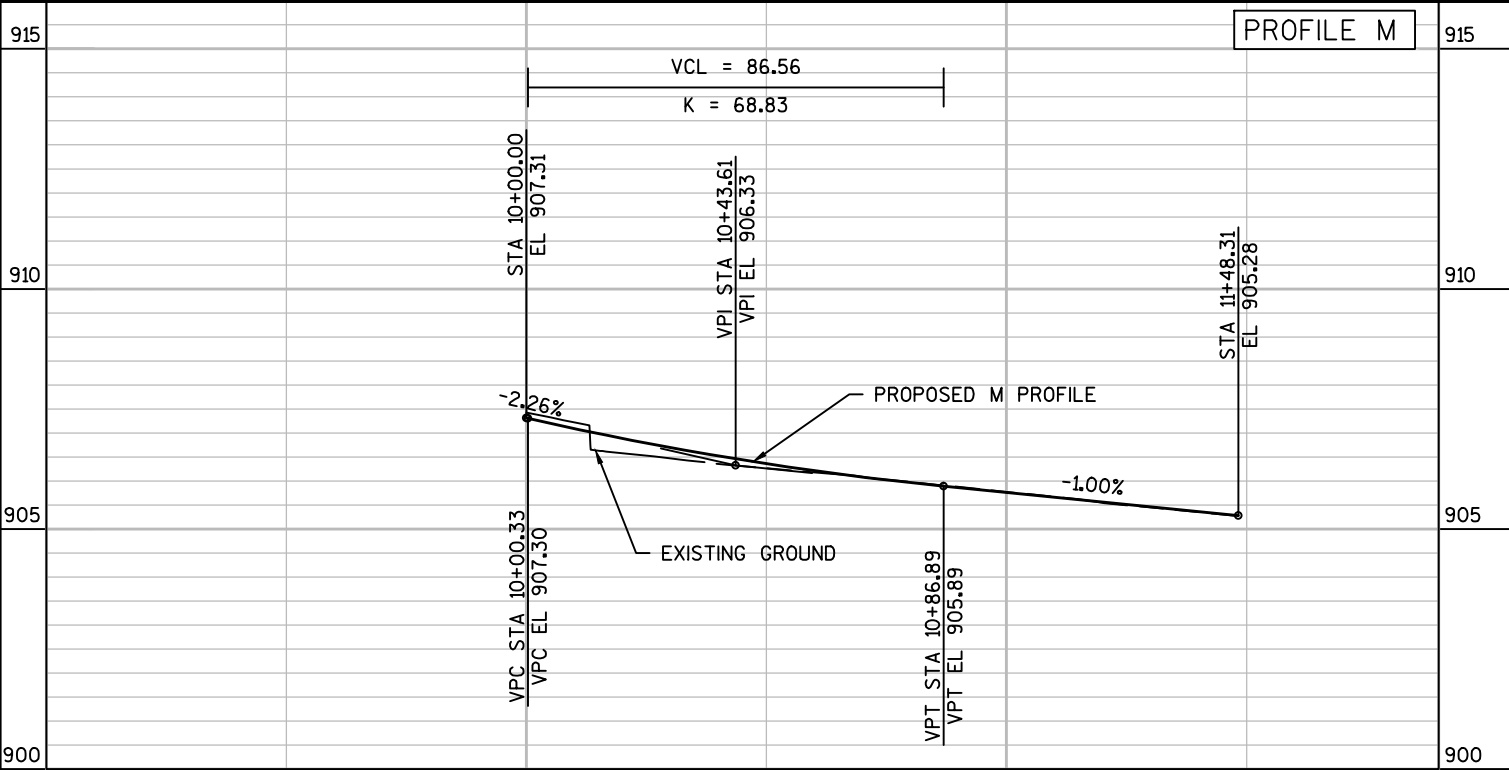
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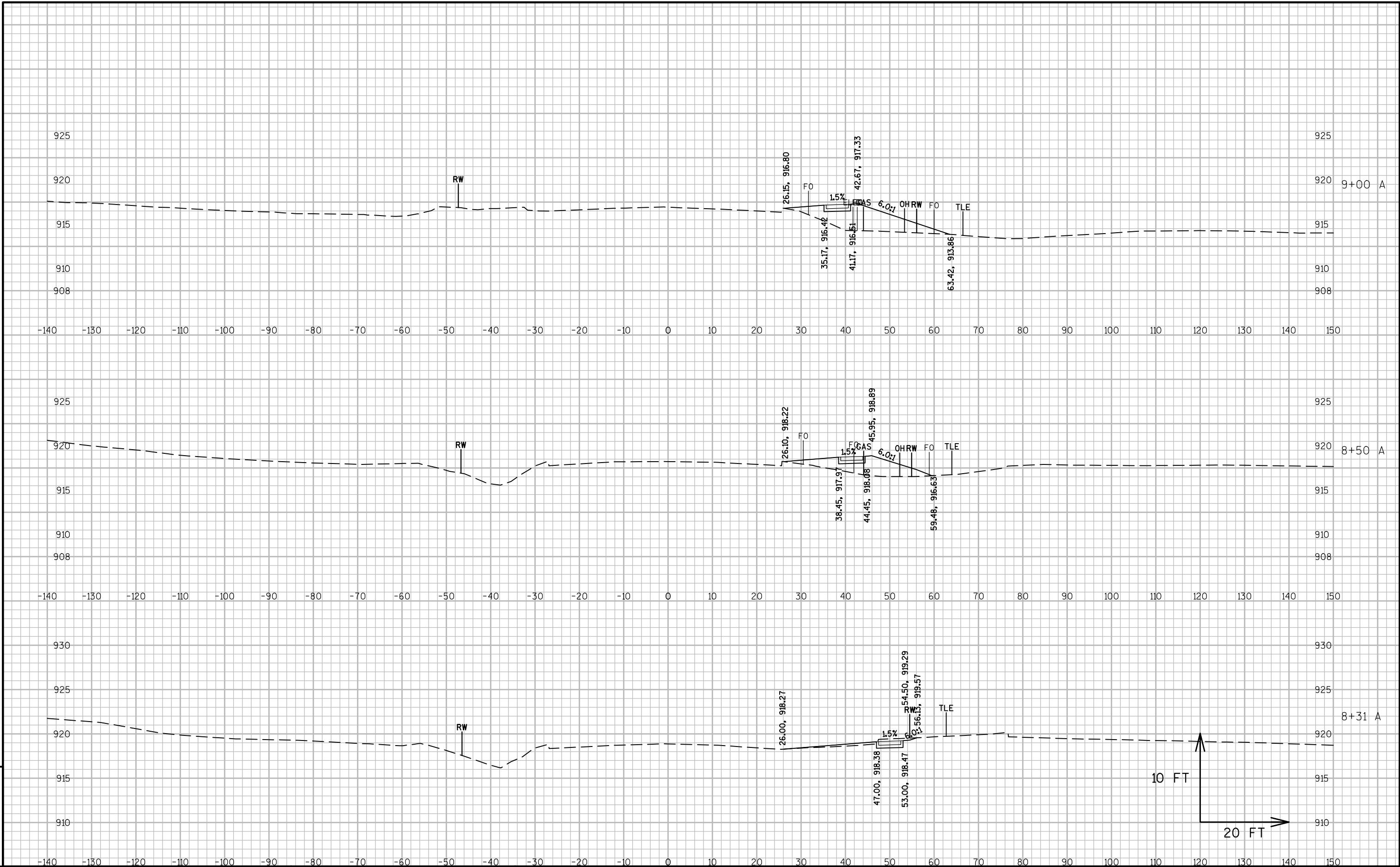


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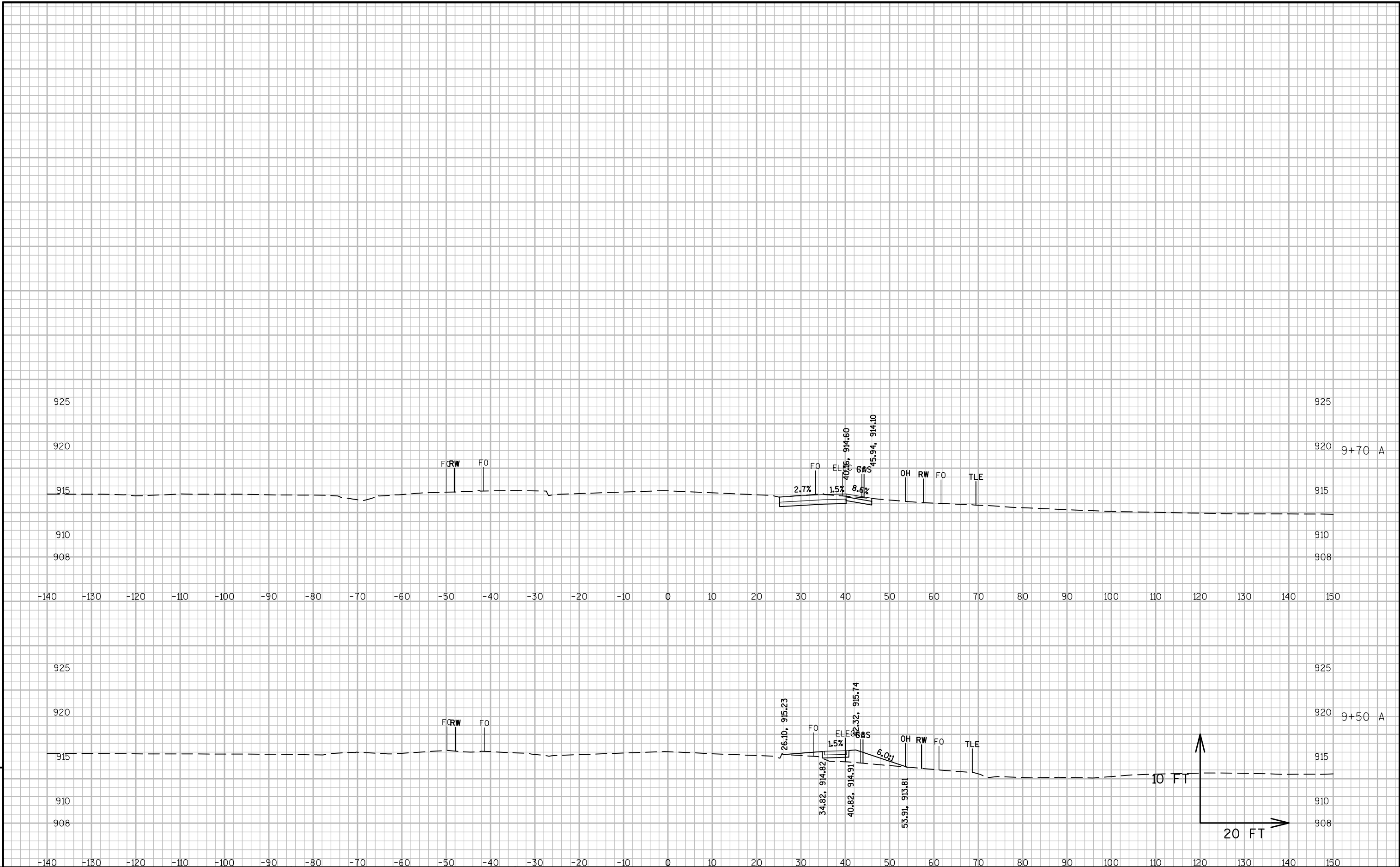
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			902.67 902.67	901.53 901.53	900.96 900.96	900.39 900.39	



9+00	10+00	11+00	11+90	9+00	10+00	11+00	11+90
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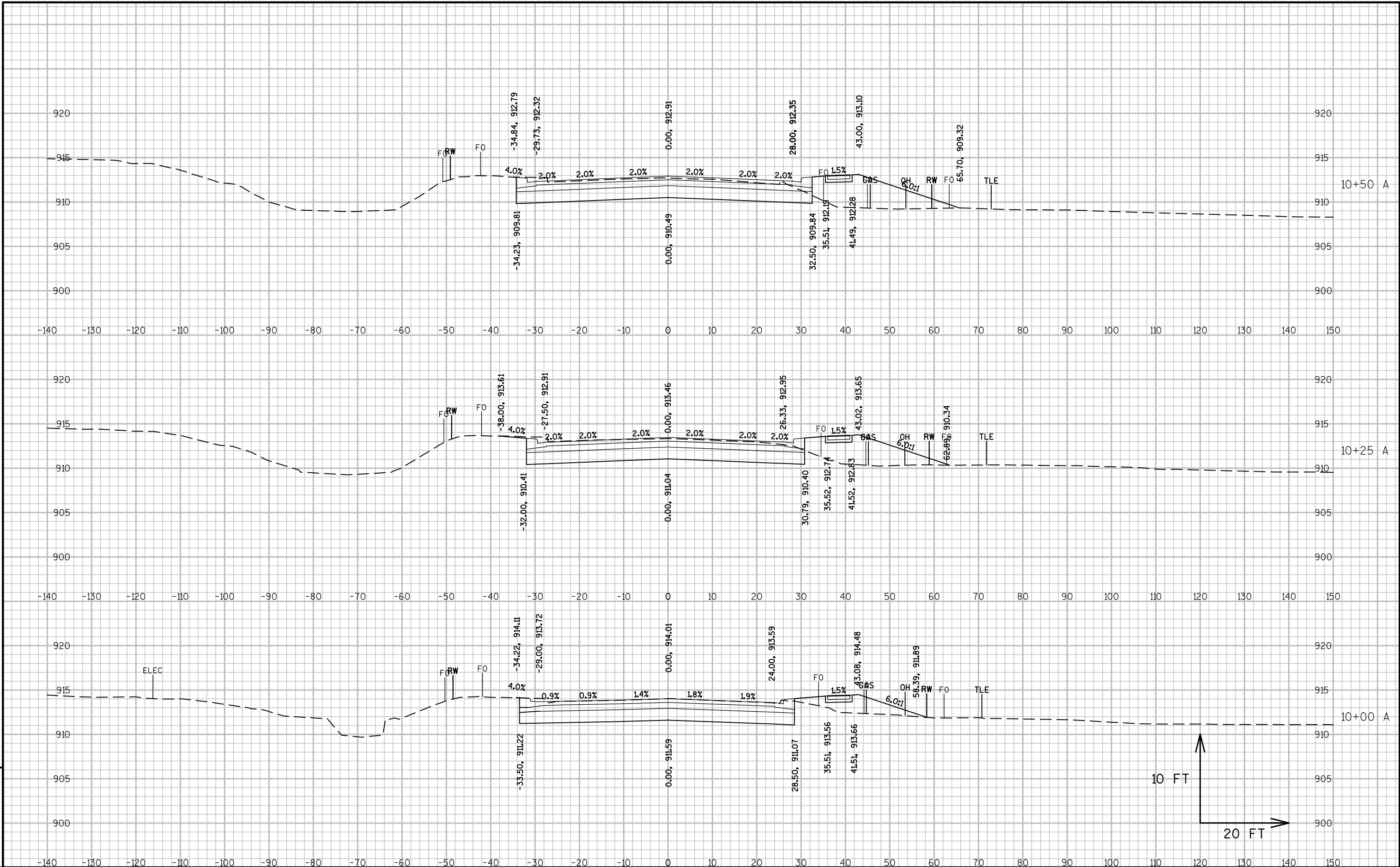


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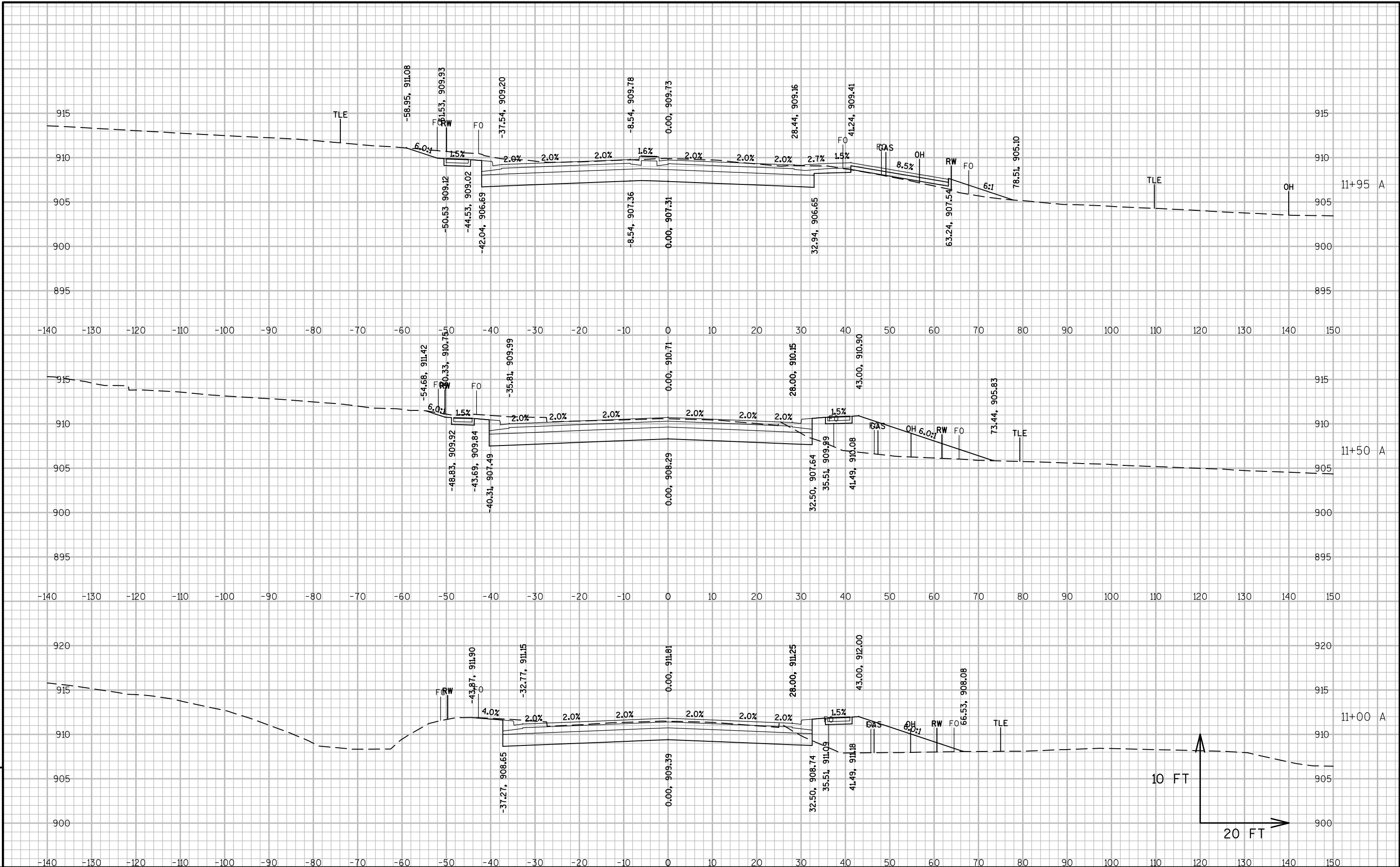
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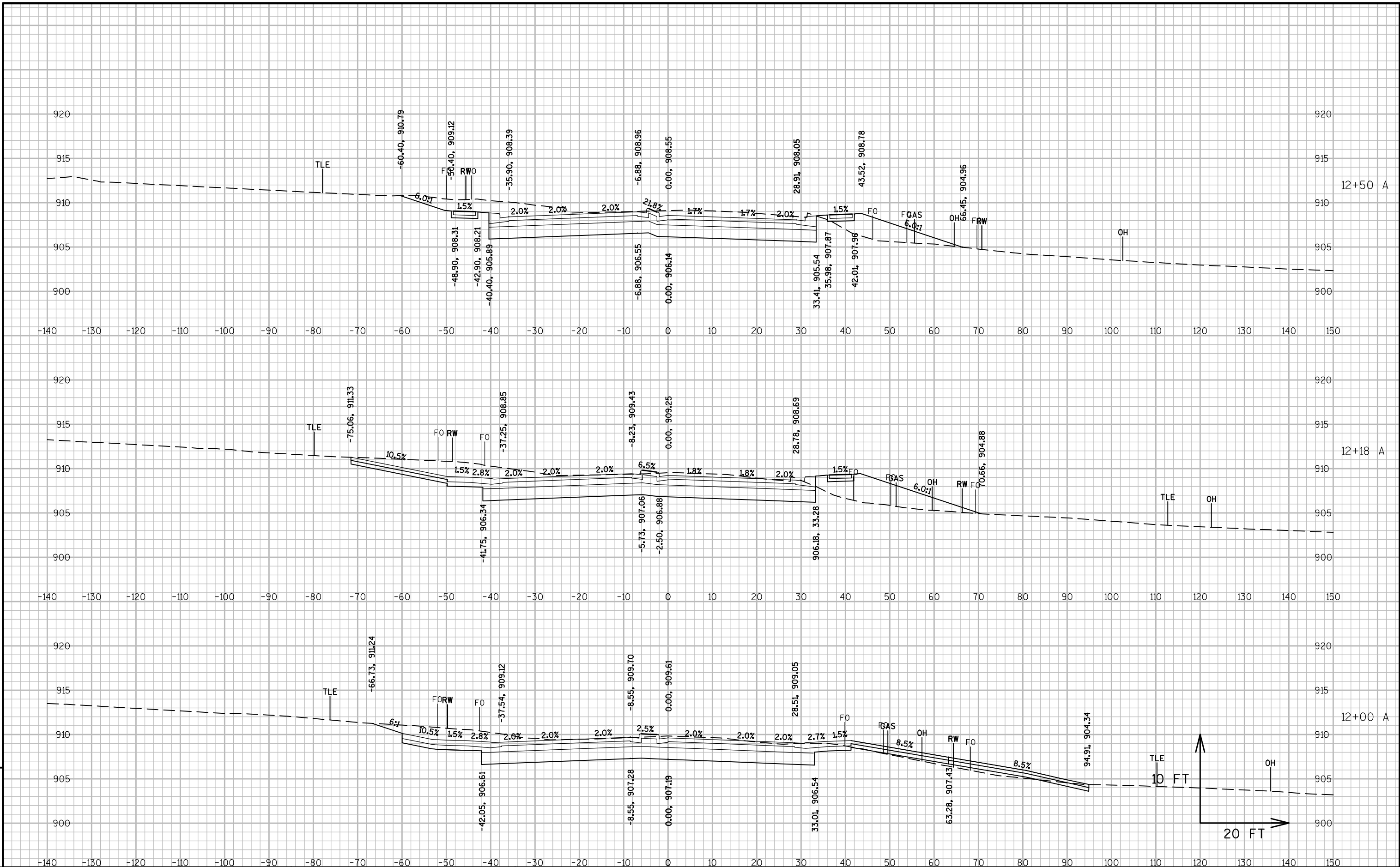


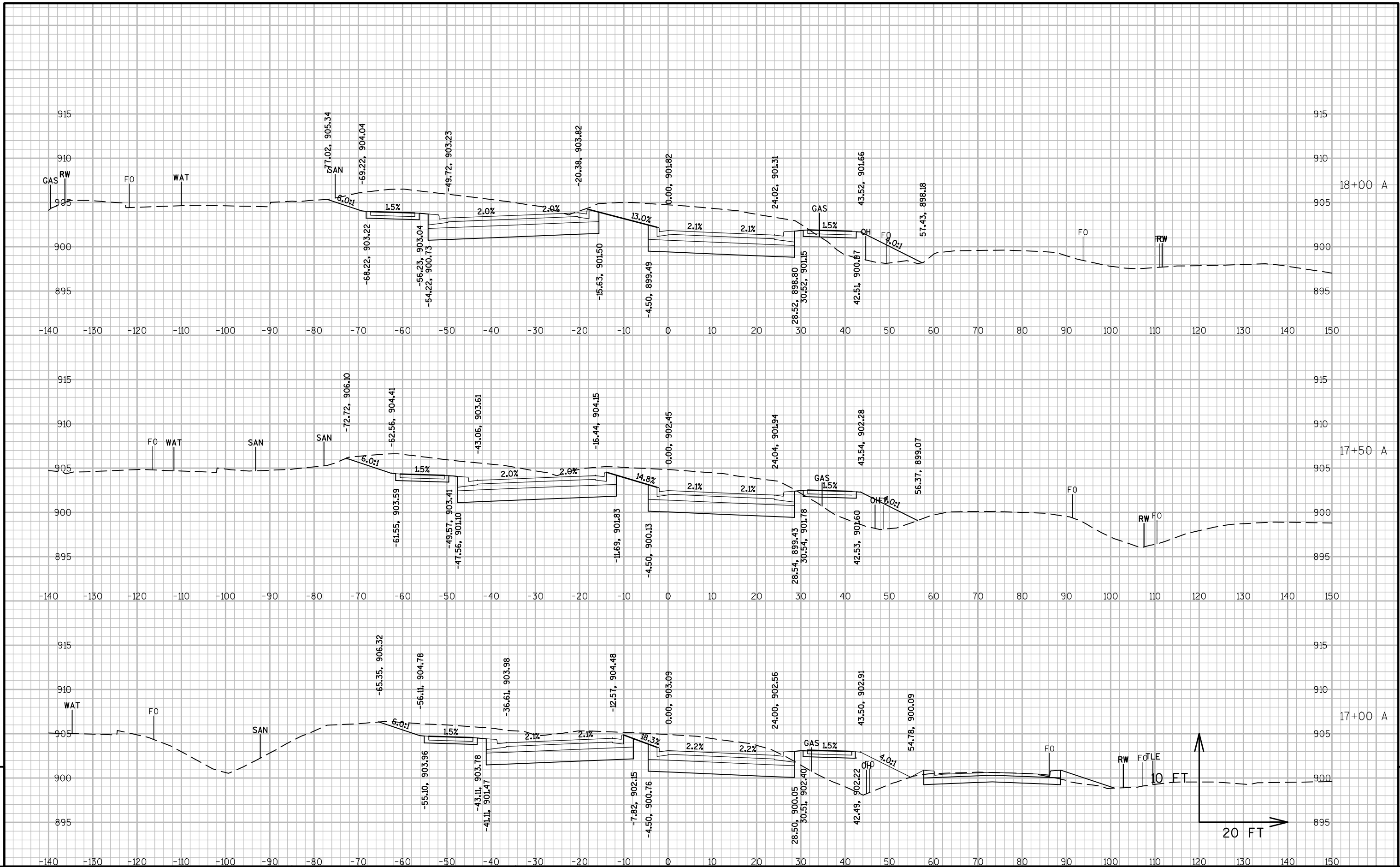
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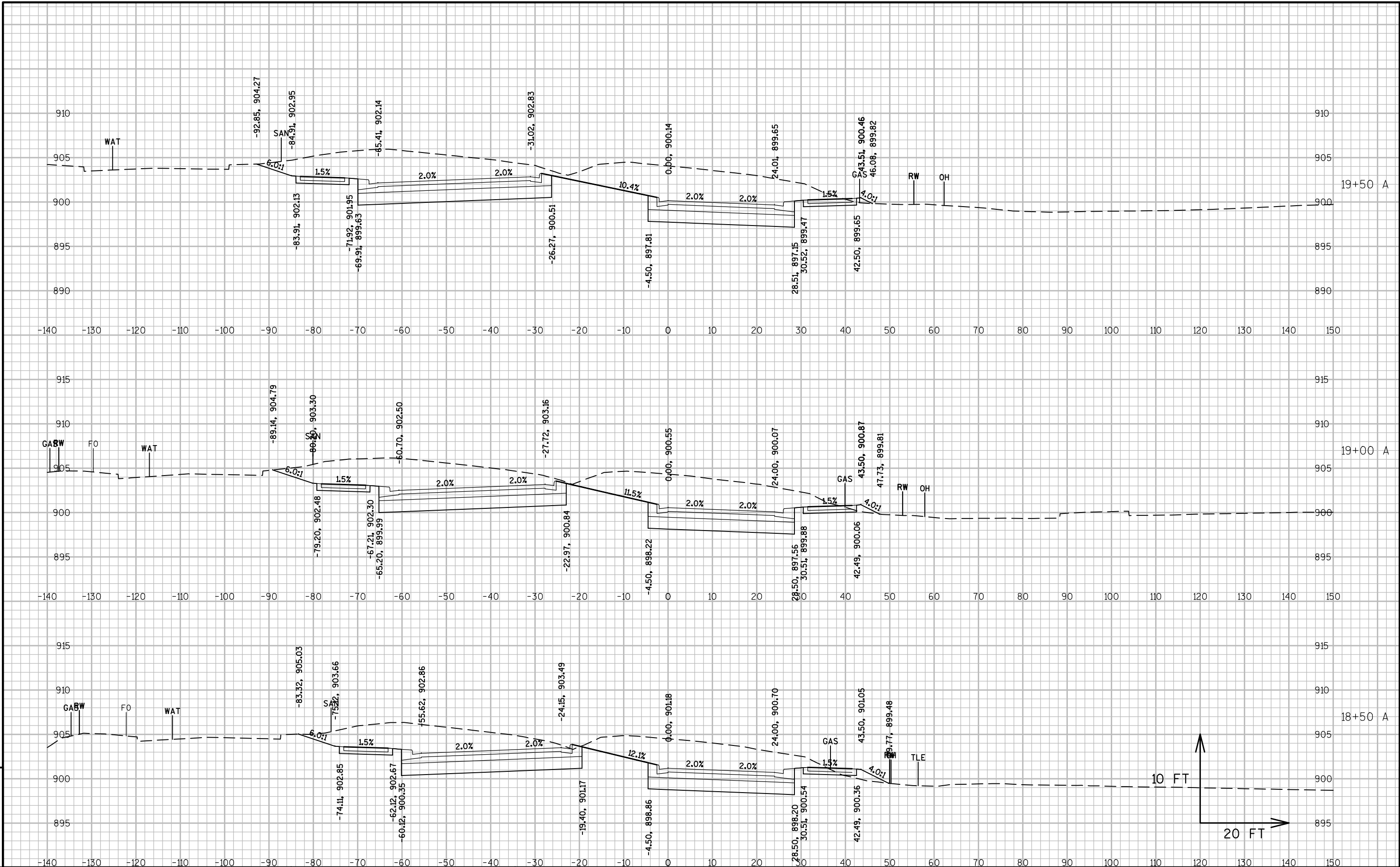


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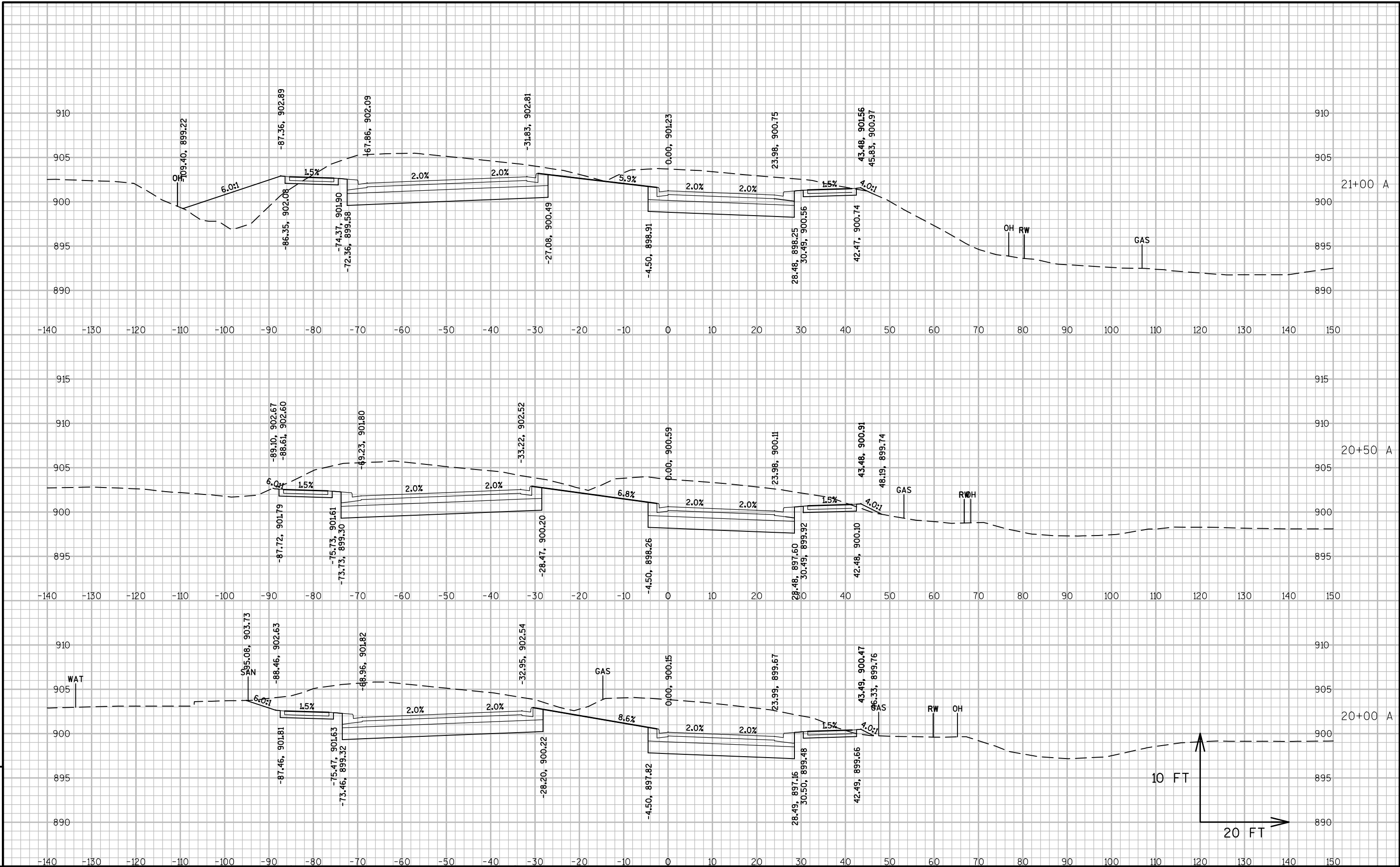


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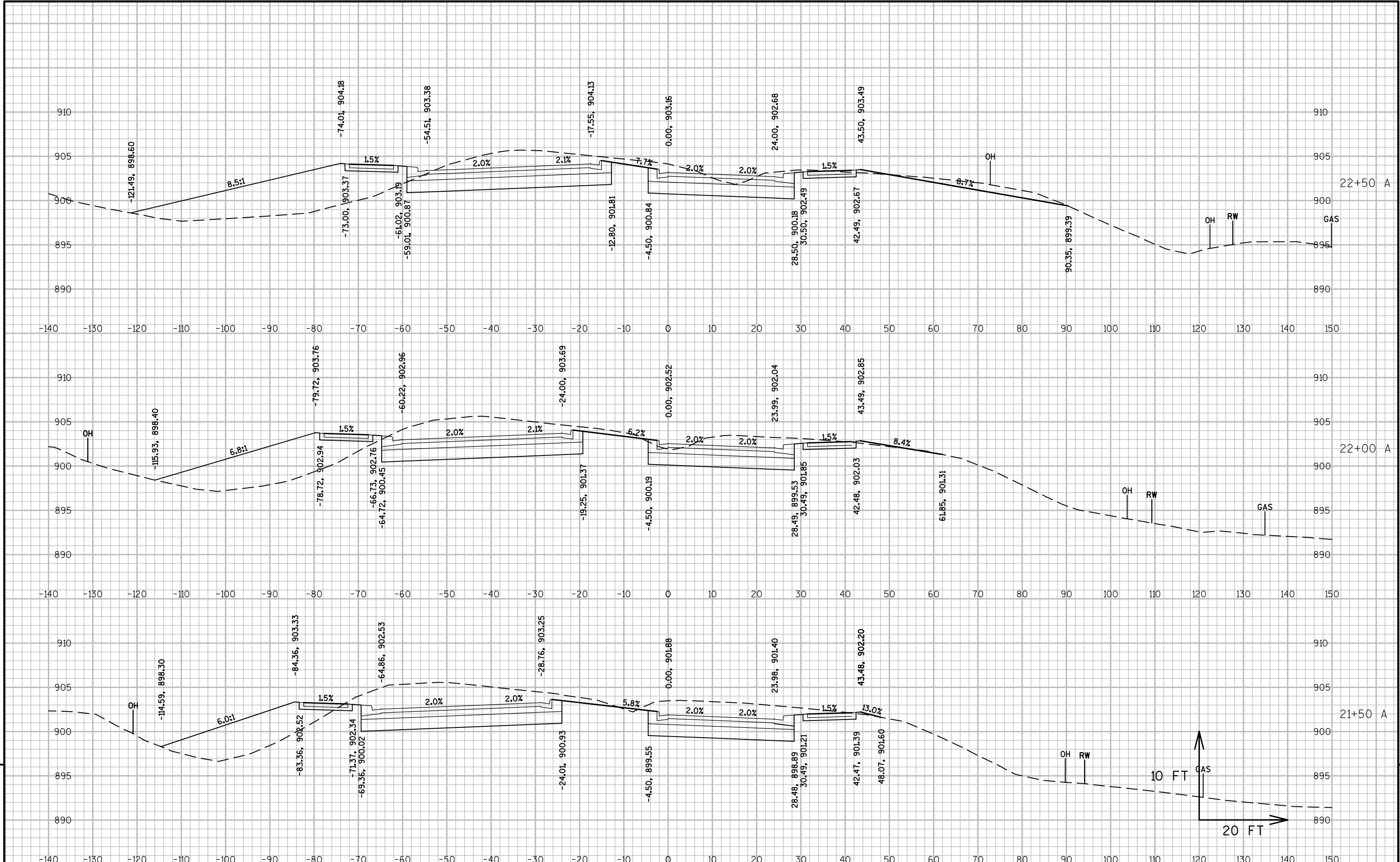
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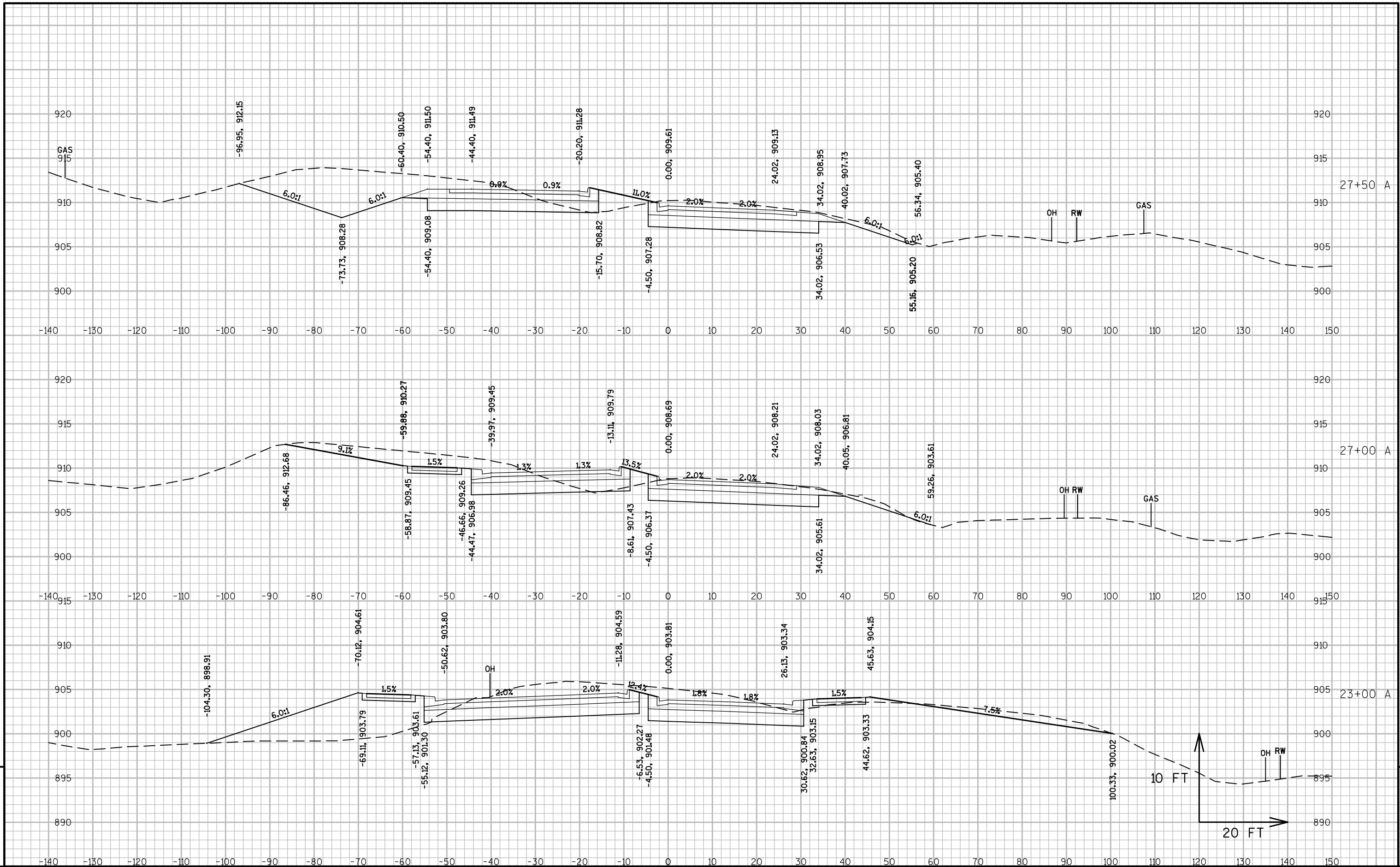


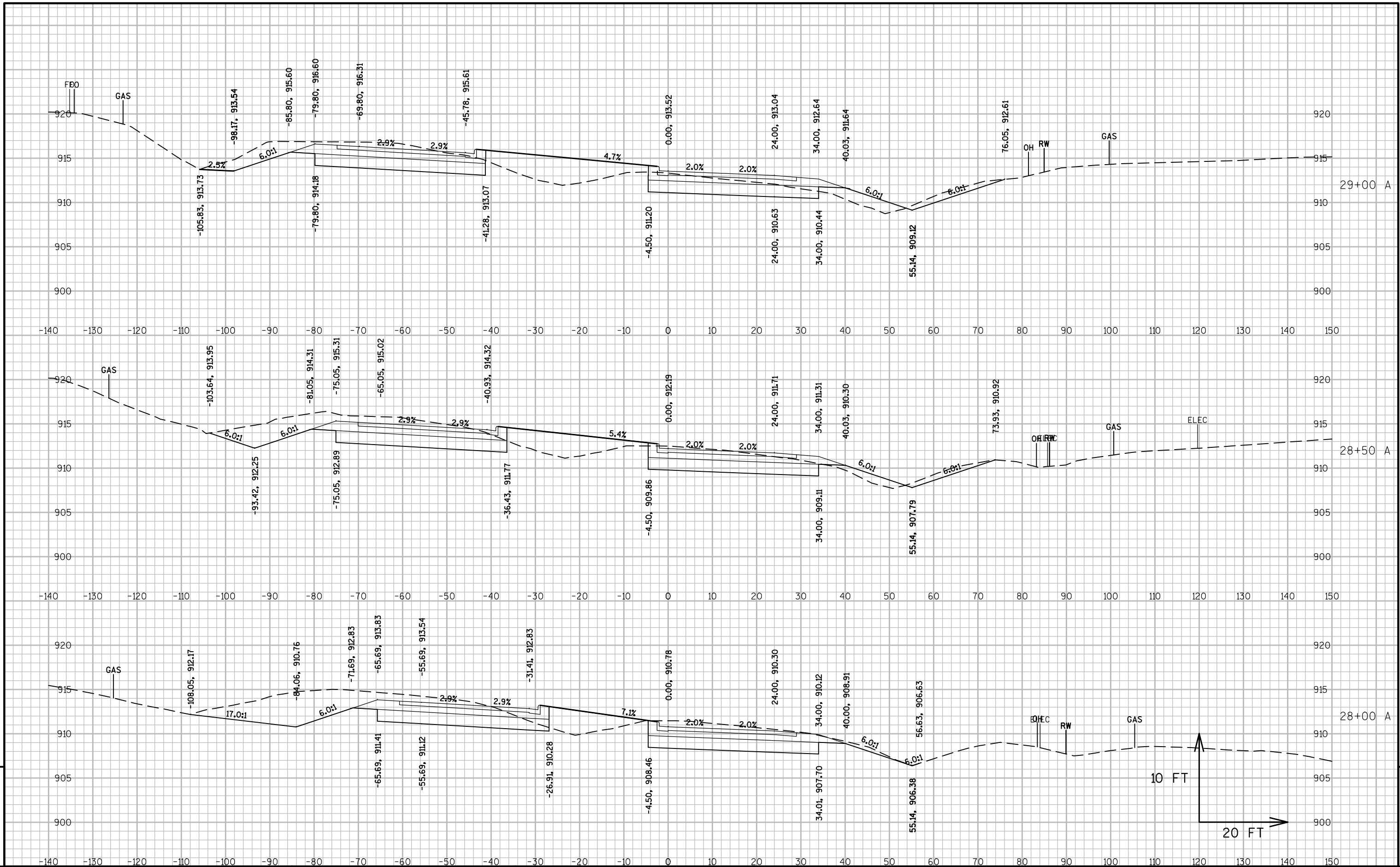
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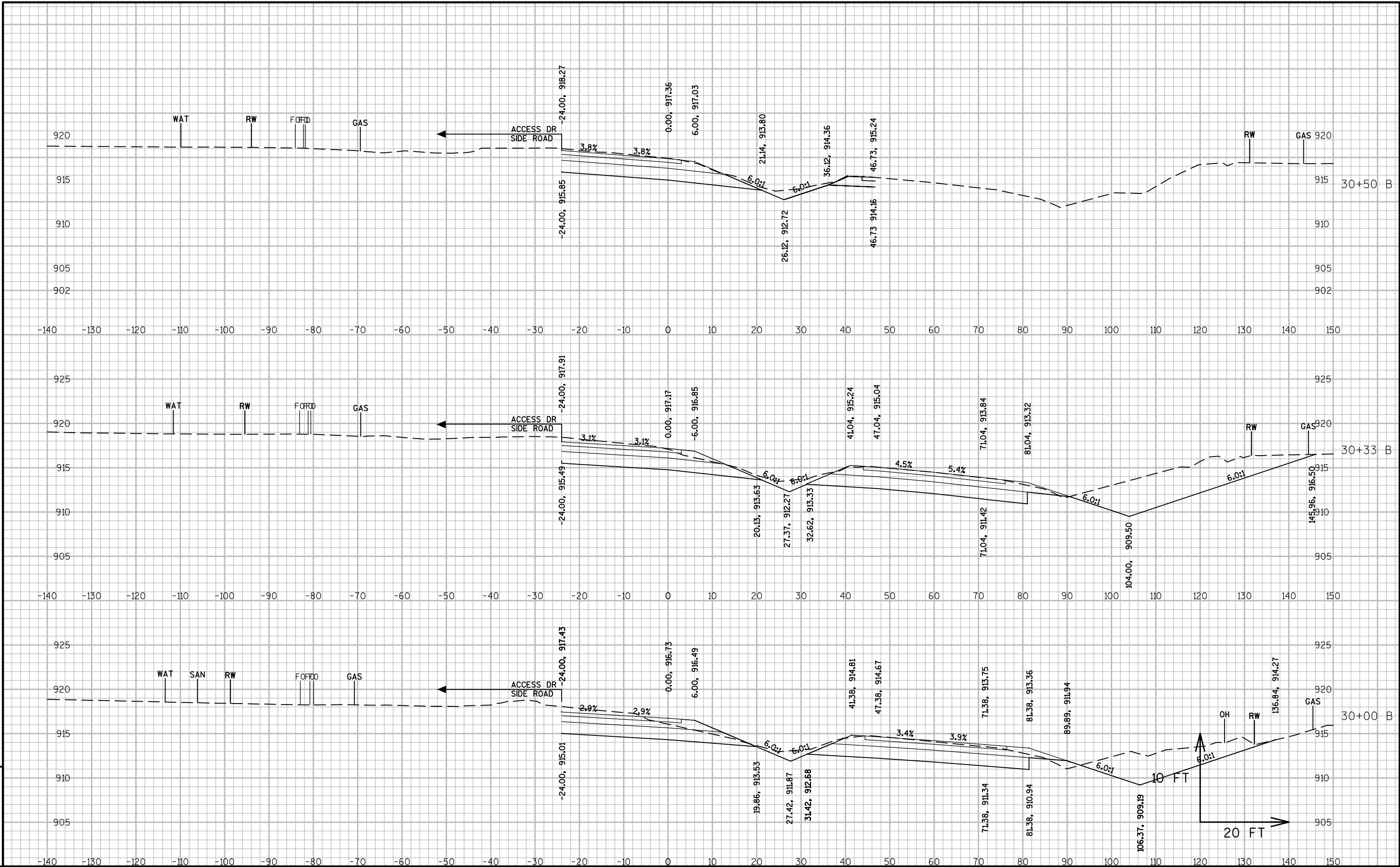
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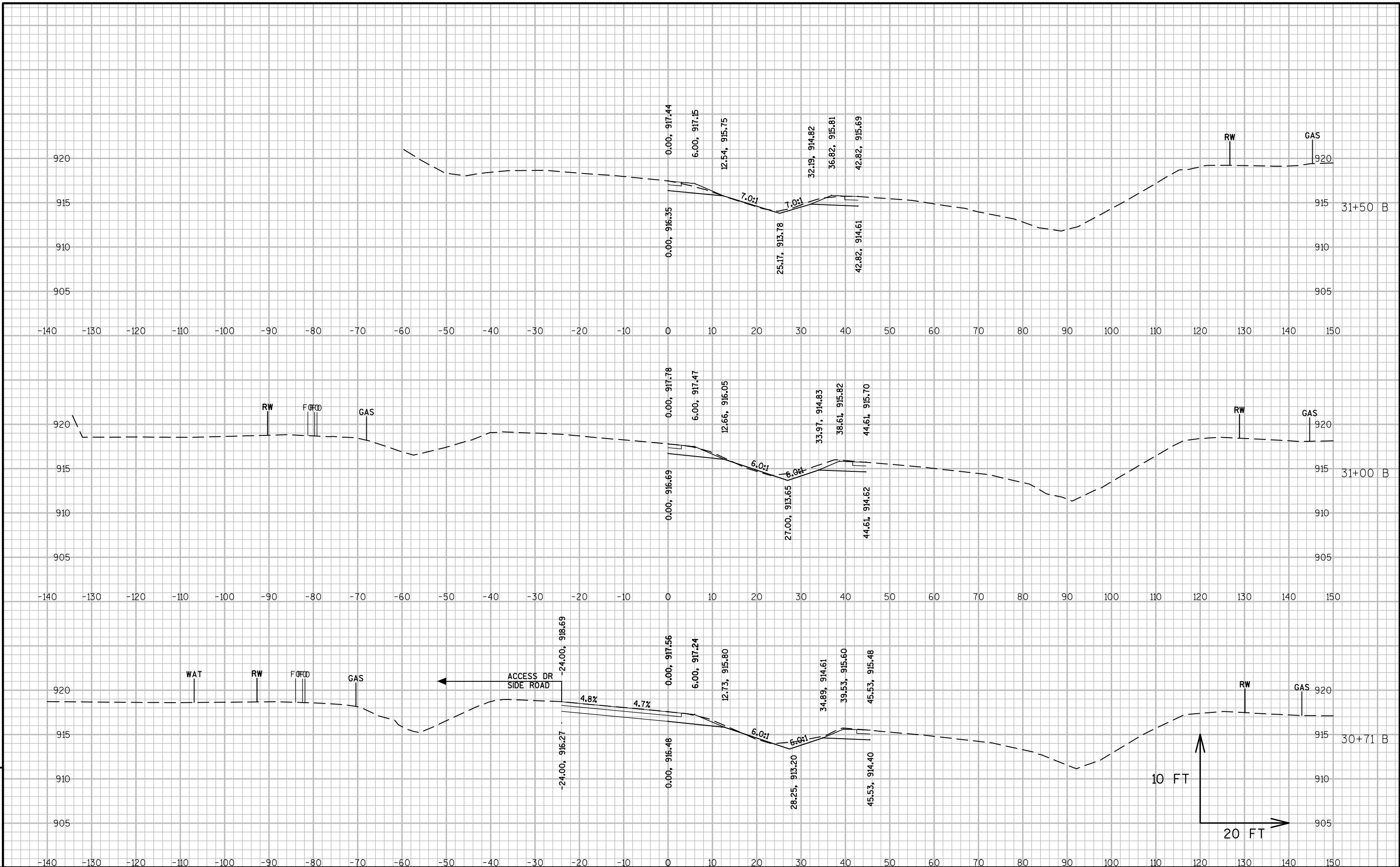
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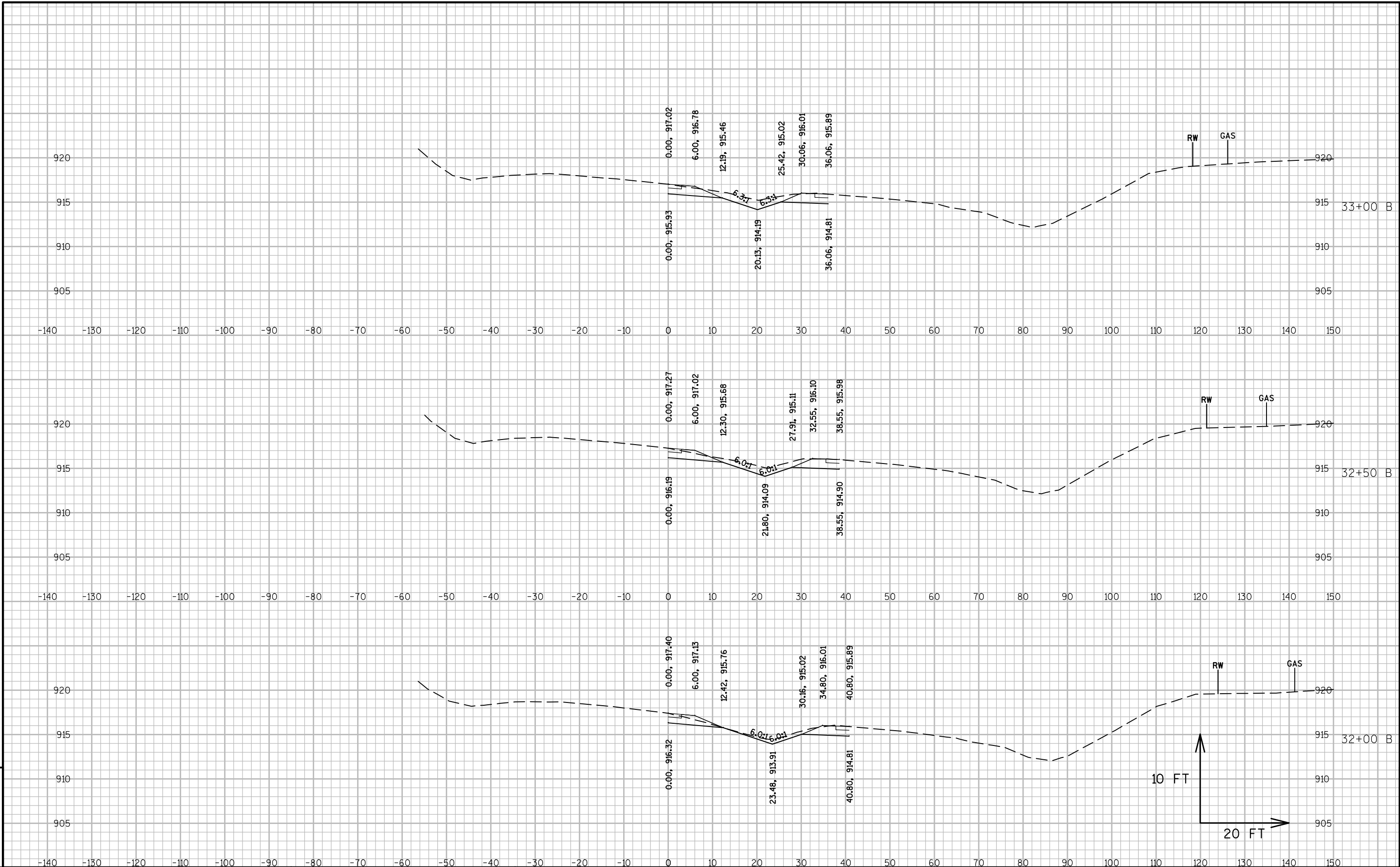


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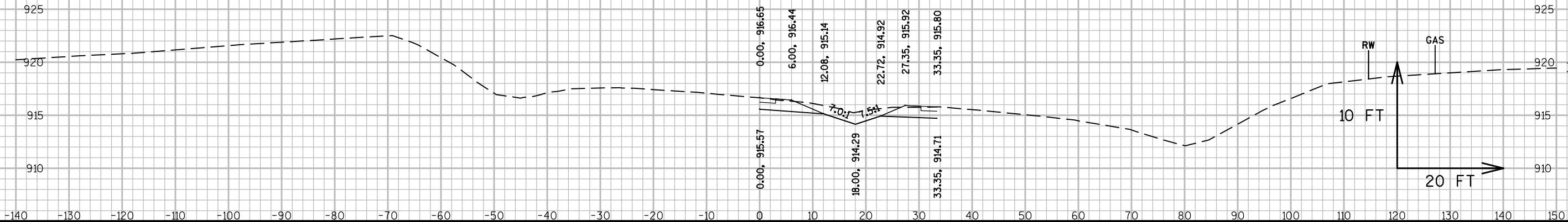
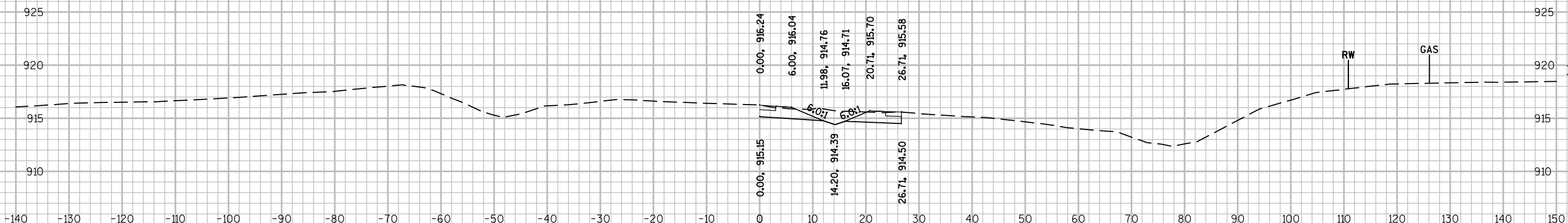
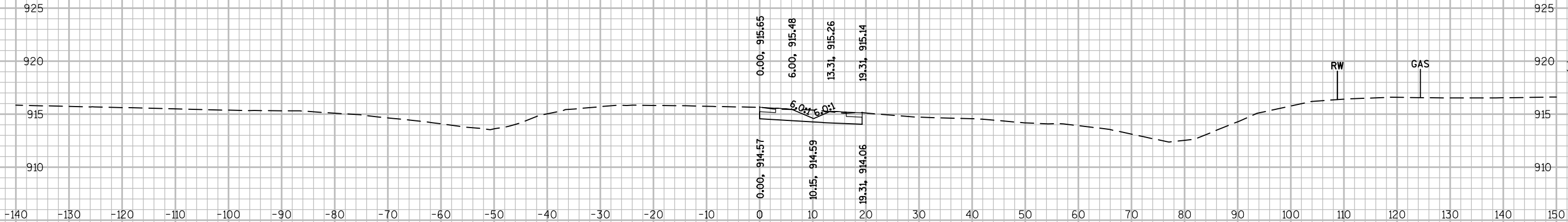
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PROJECT NO:5845-01-76

HWY:USH 51

COUNTY:DANE

CROSS SECTIONS: USH 51 ALIGNMENT B

SHEET UTI_103

E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201.XS.DWG
LAYOUT NAME - 09020 - (4)_XS (B)

PLOT DATE : 7/31/2017 9:13 AM

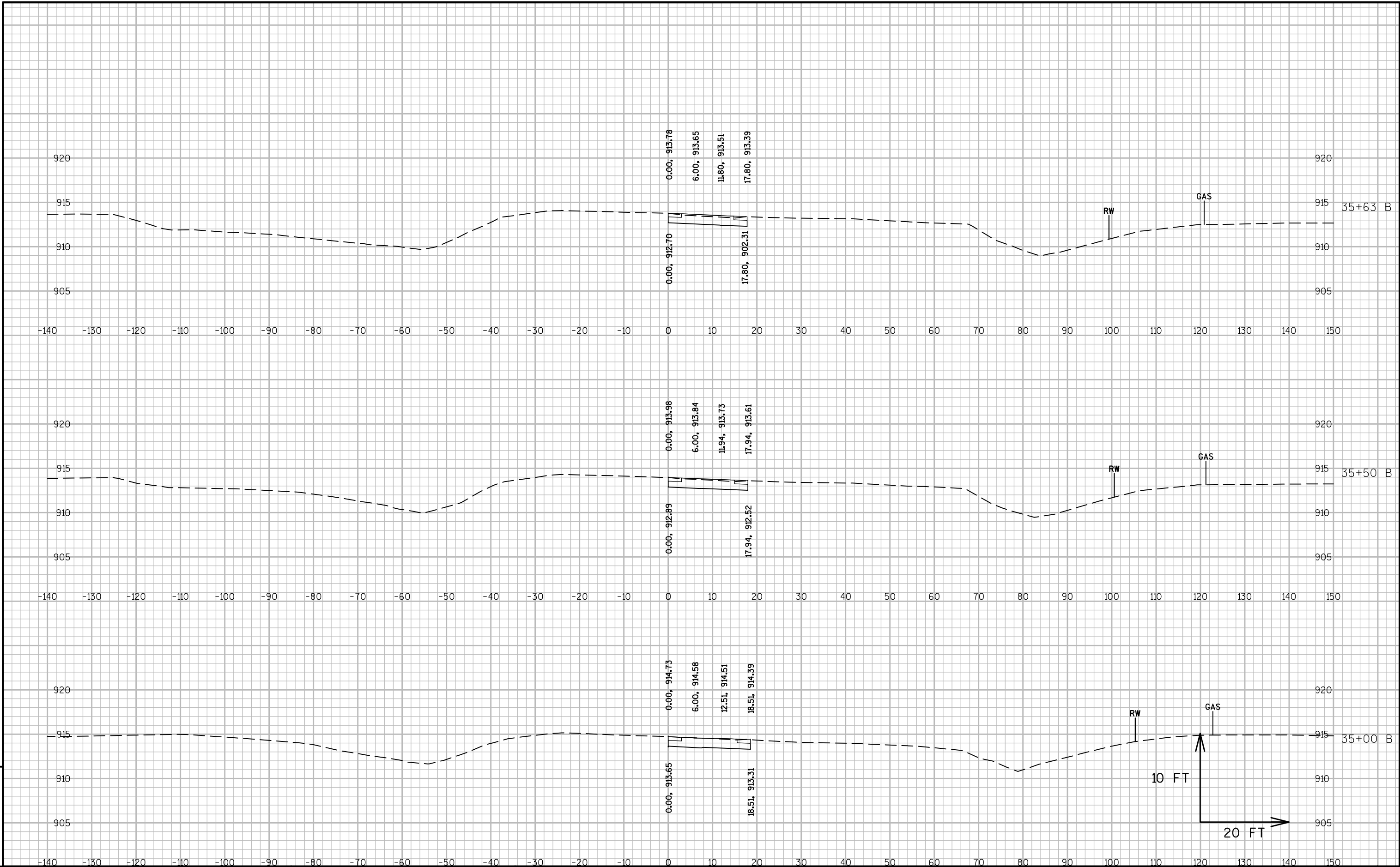
PLOT BY : NOTSON, ERIC

PLOT NAME :

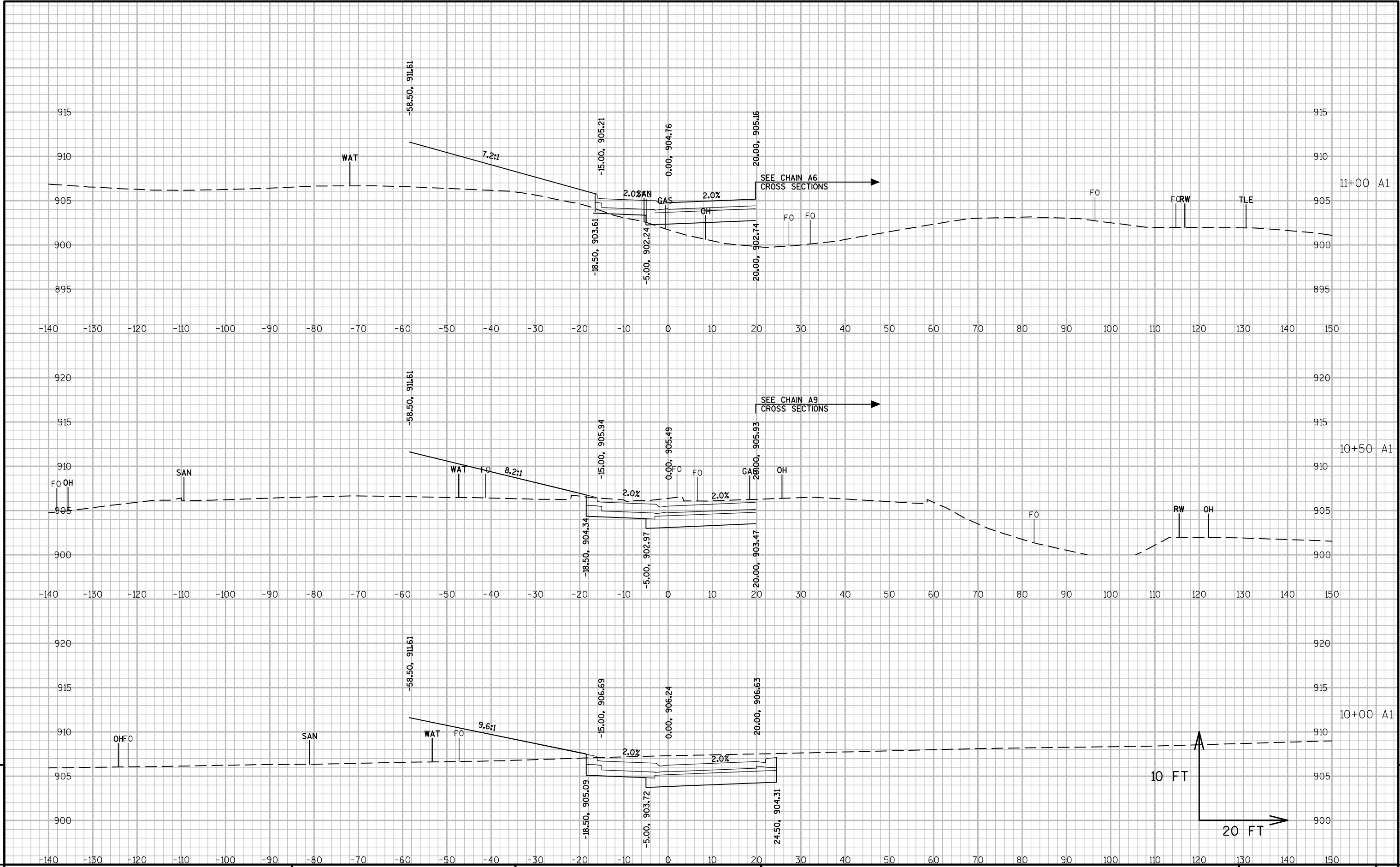
PLOT SCALE : 1 IN:20 FT

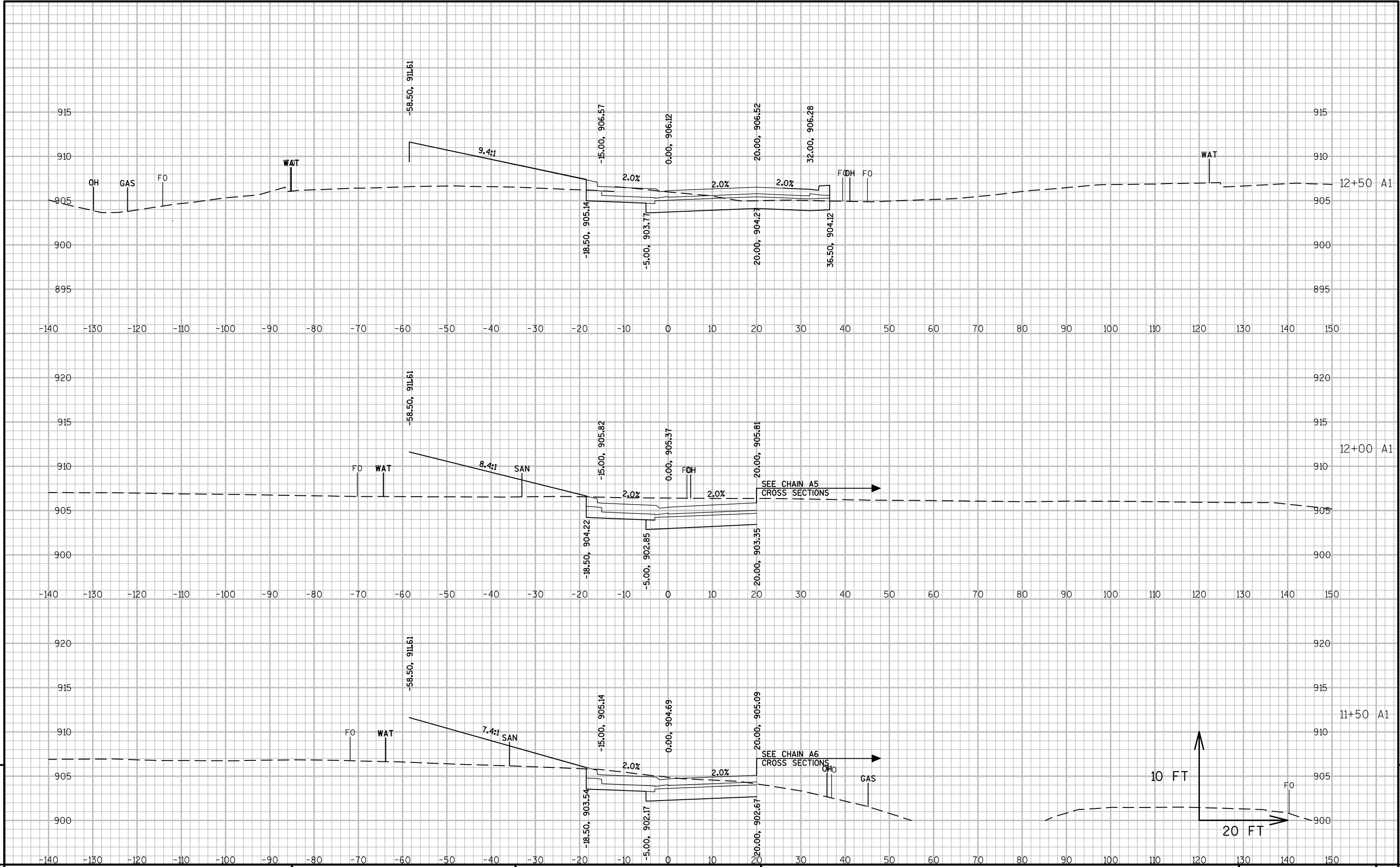
WISDOT/CADDS SHEET 49

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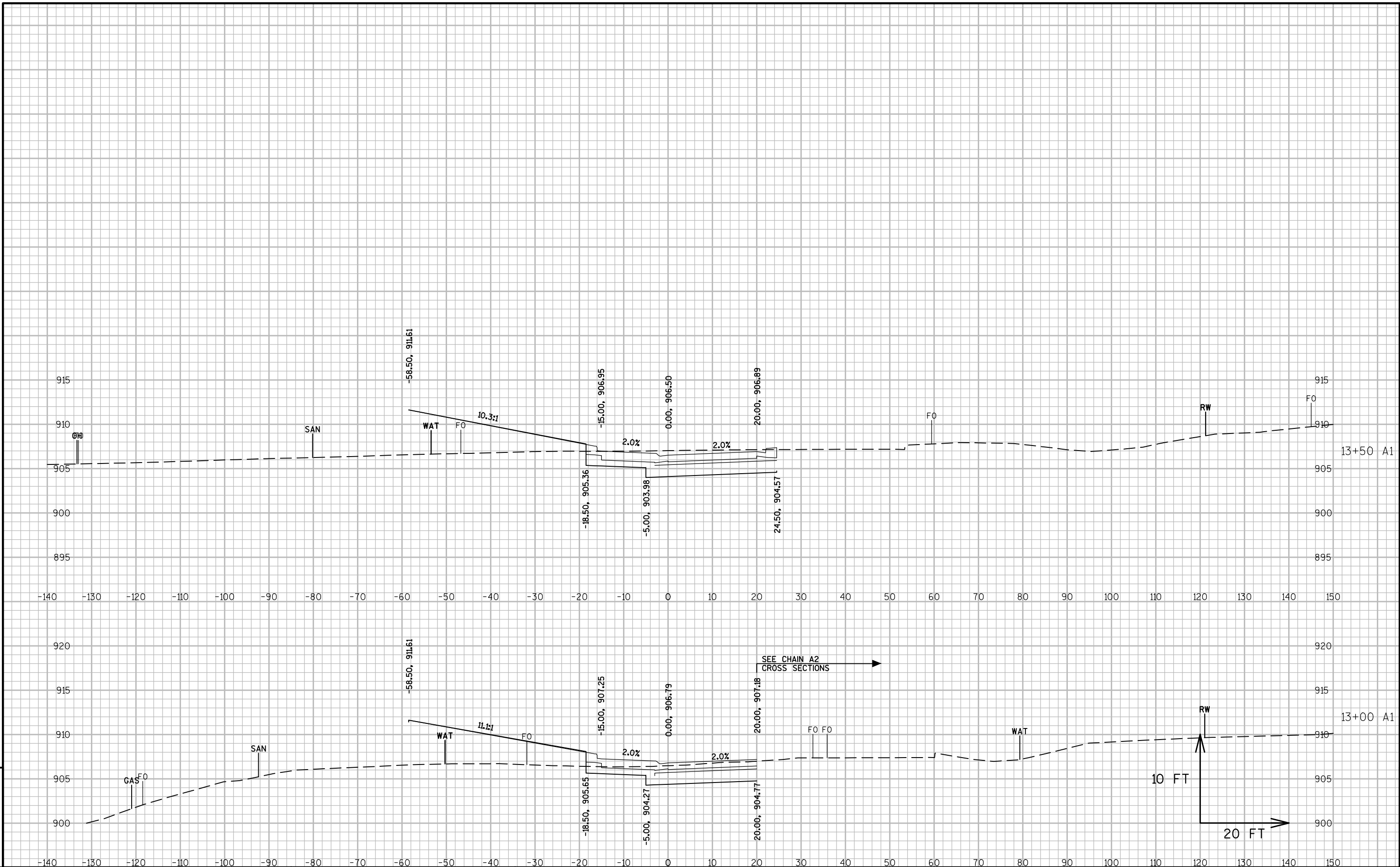


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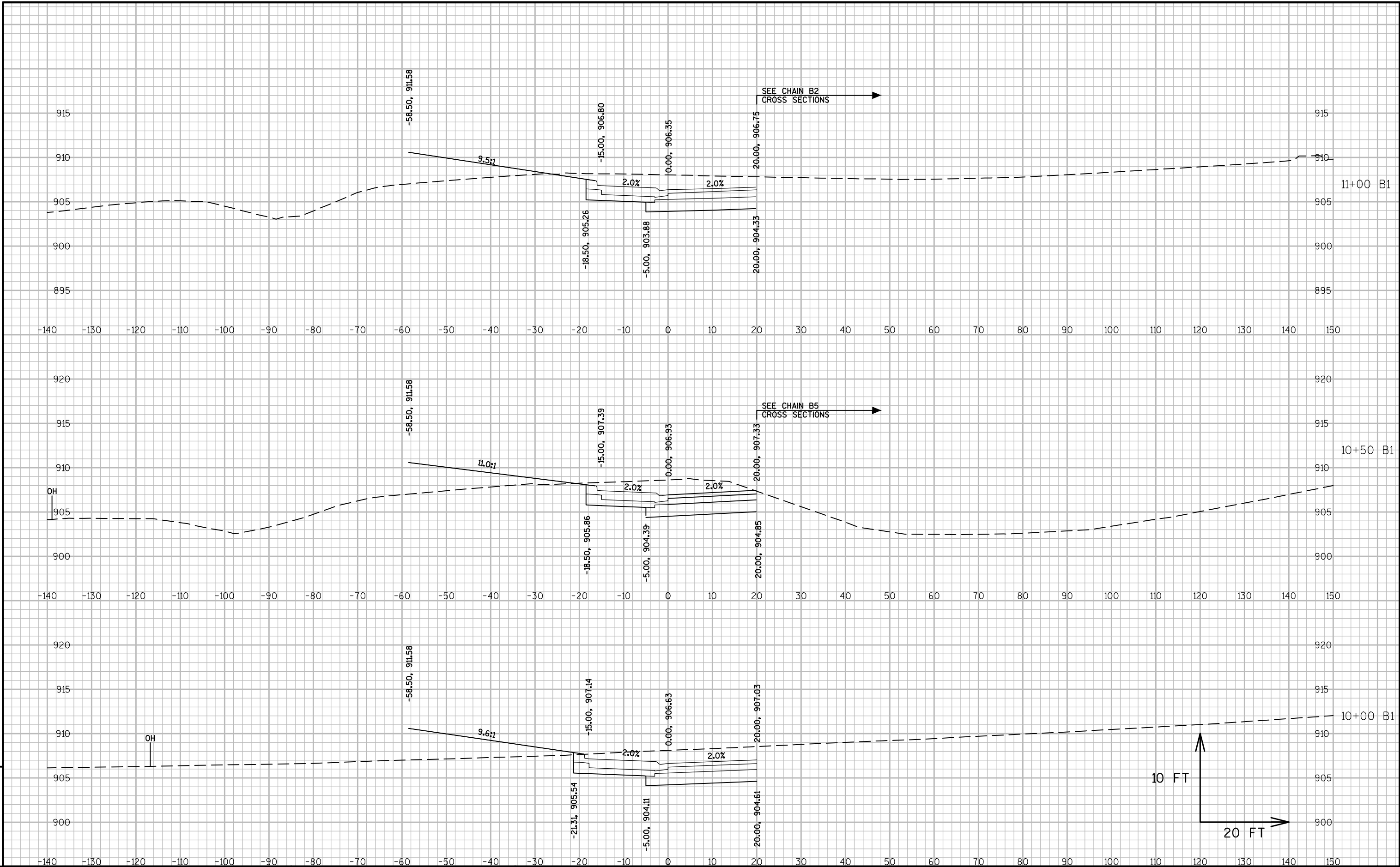


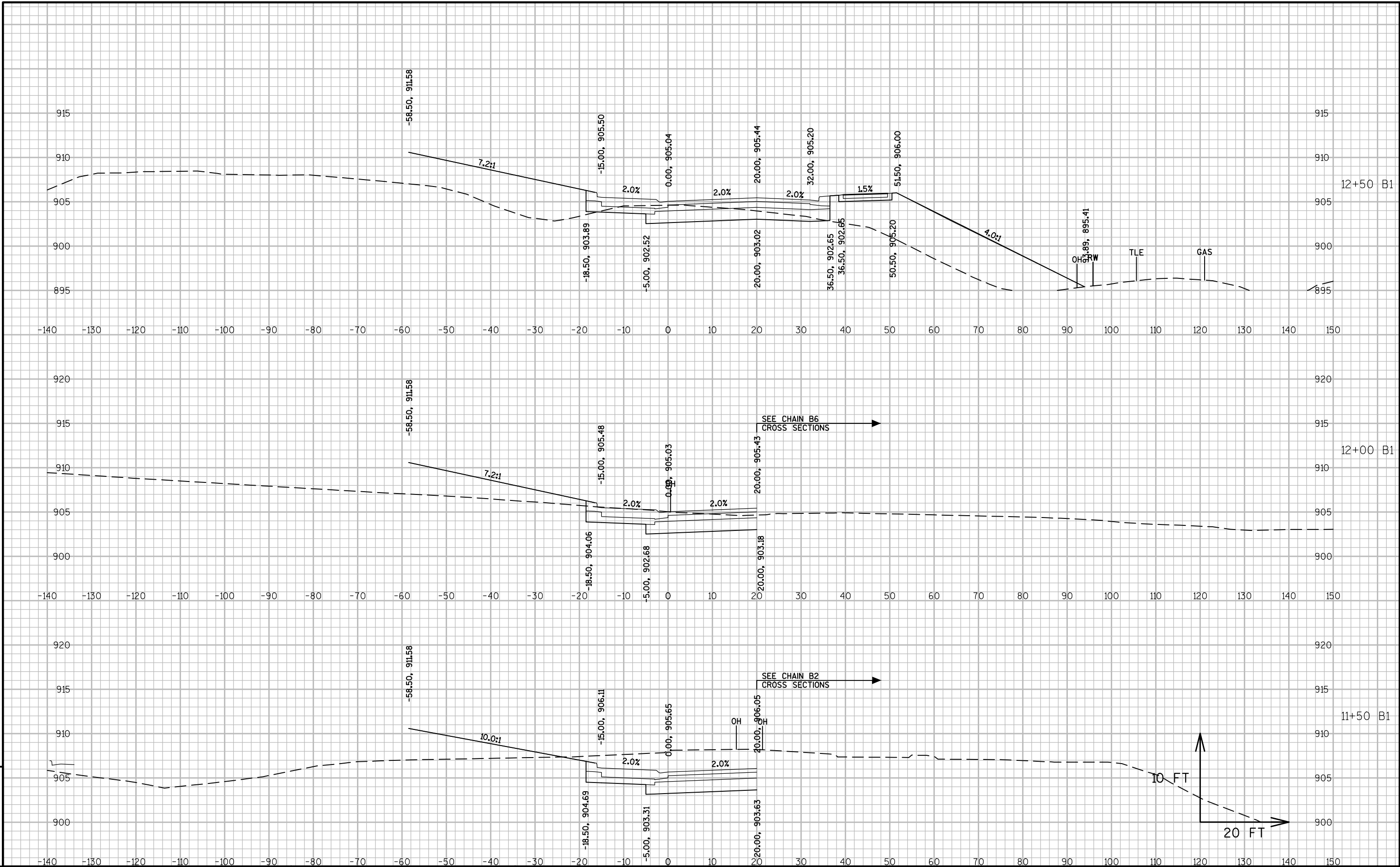


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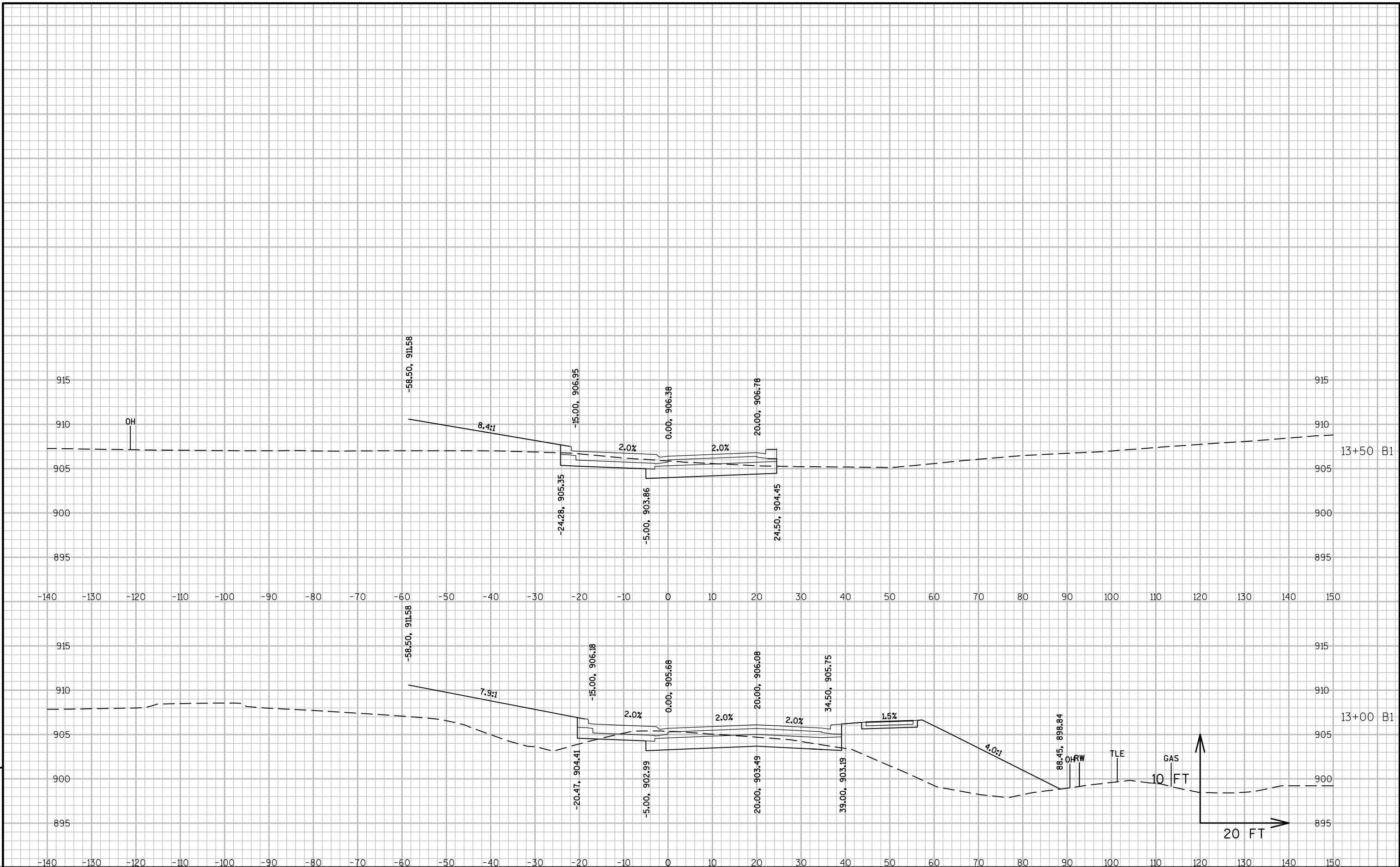


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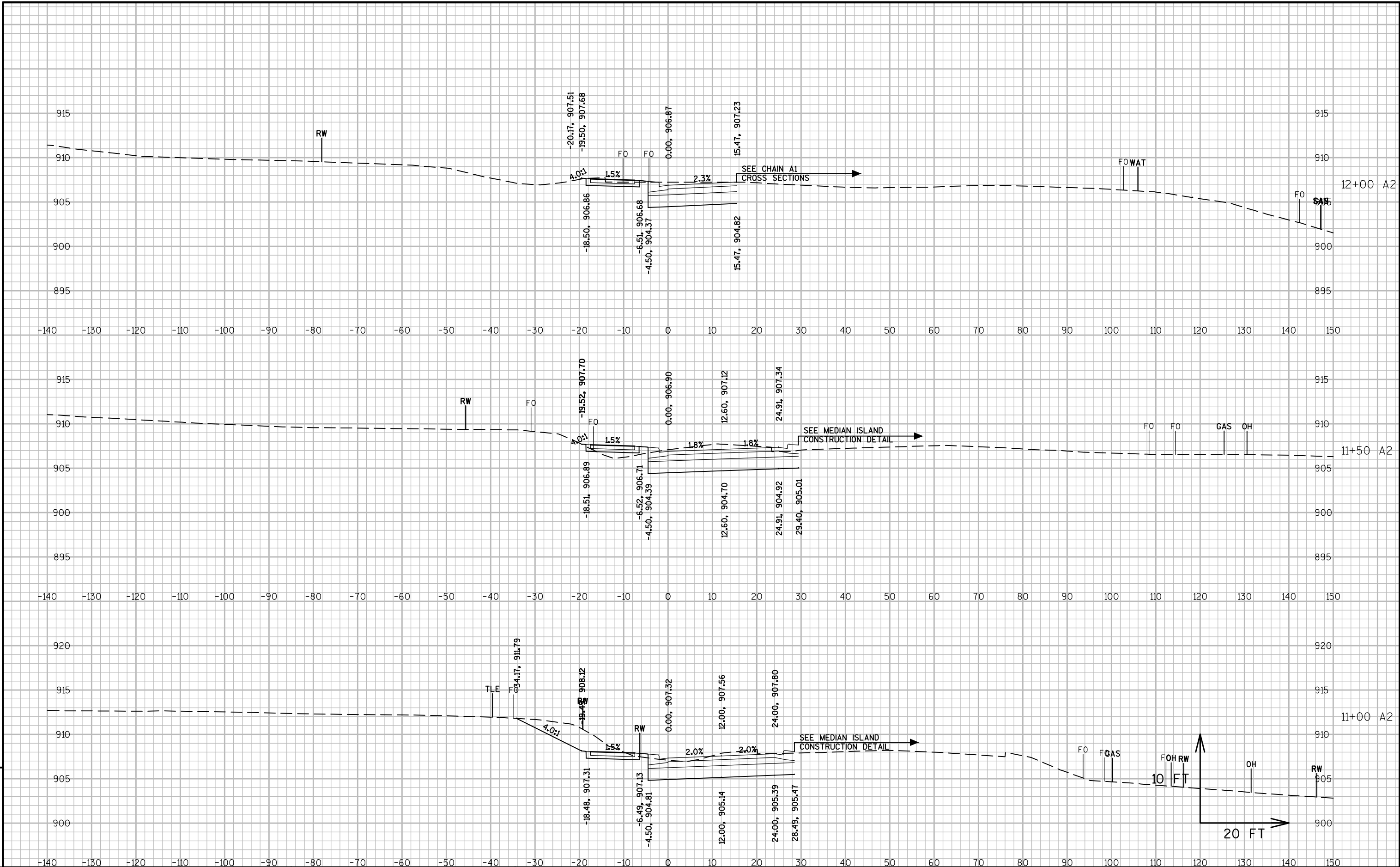




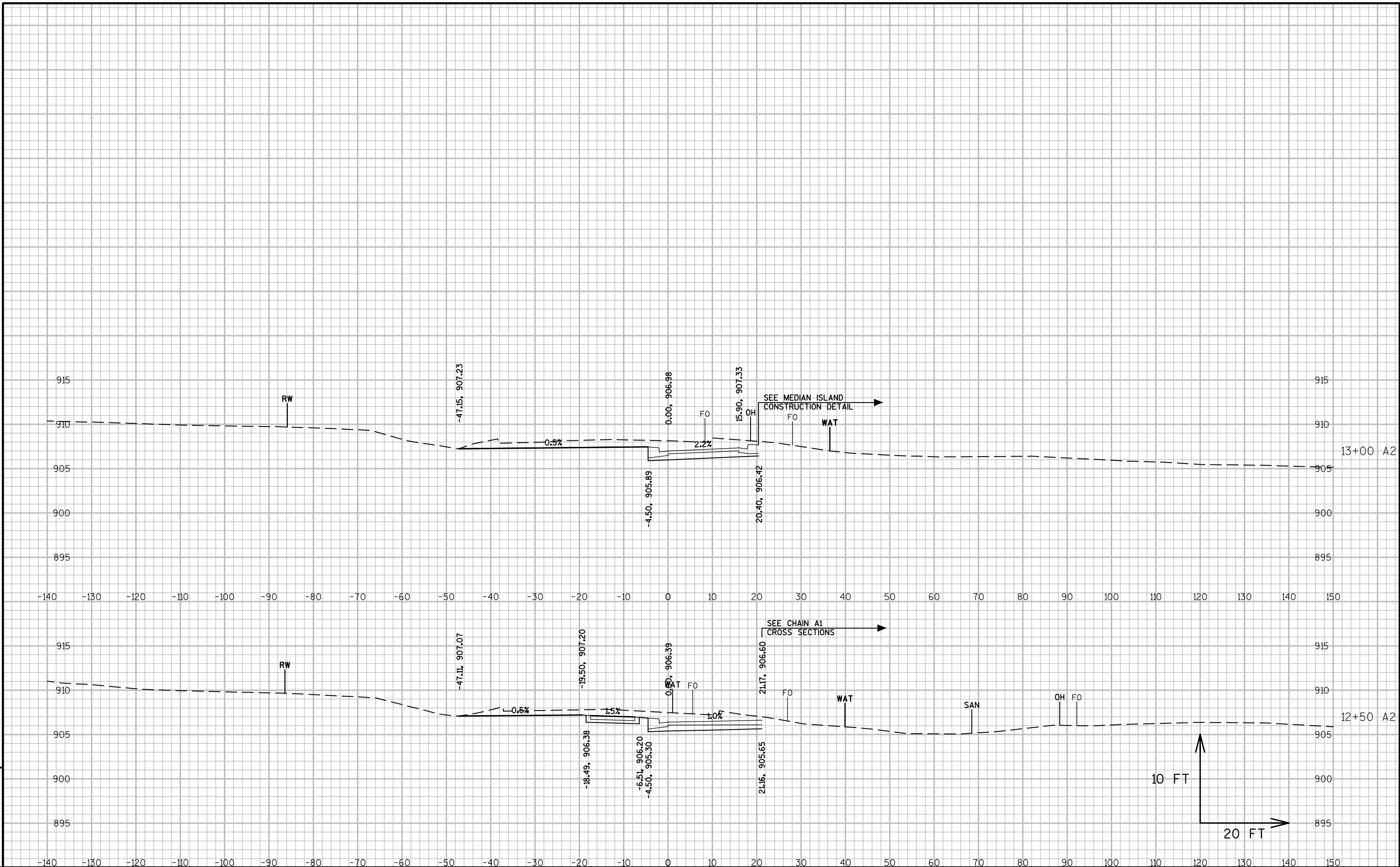
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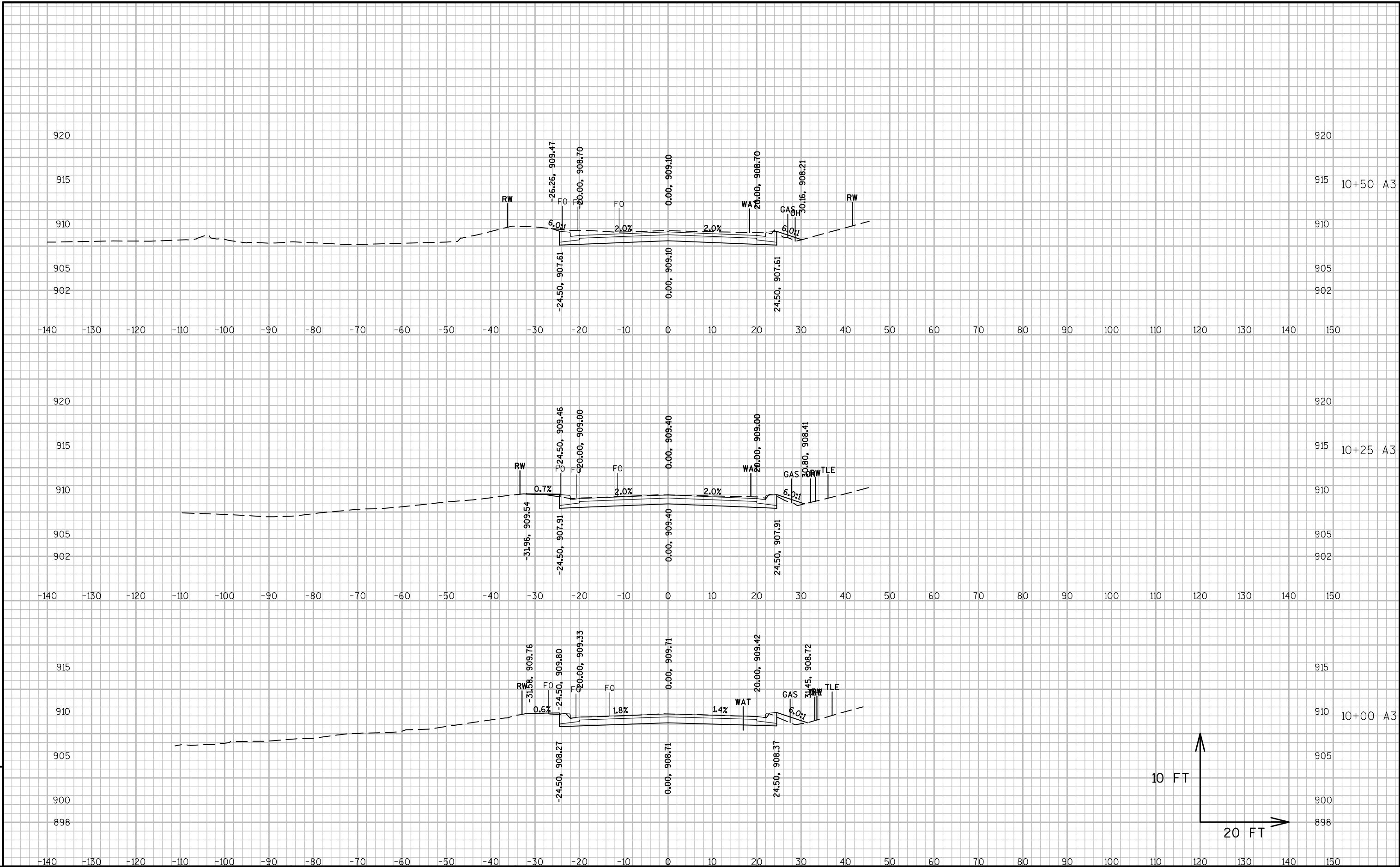
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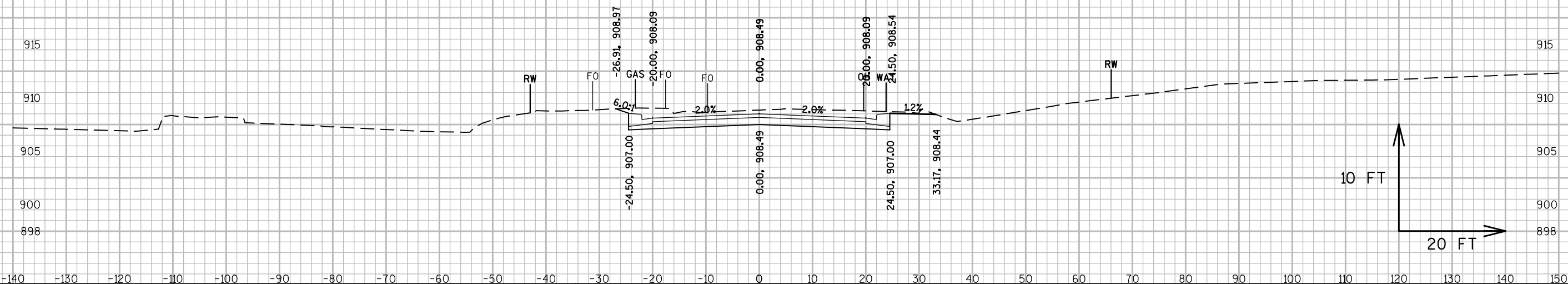
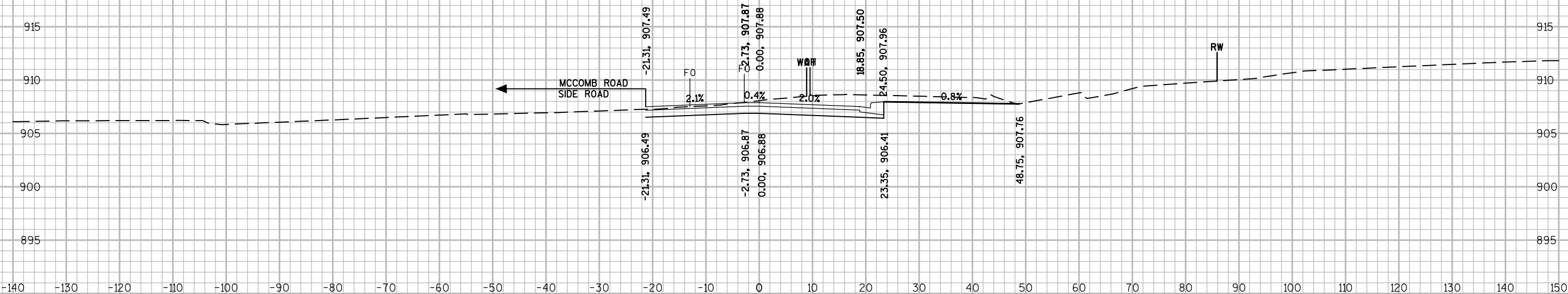
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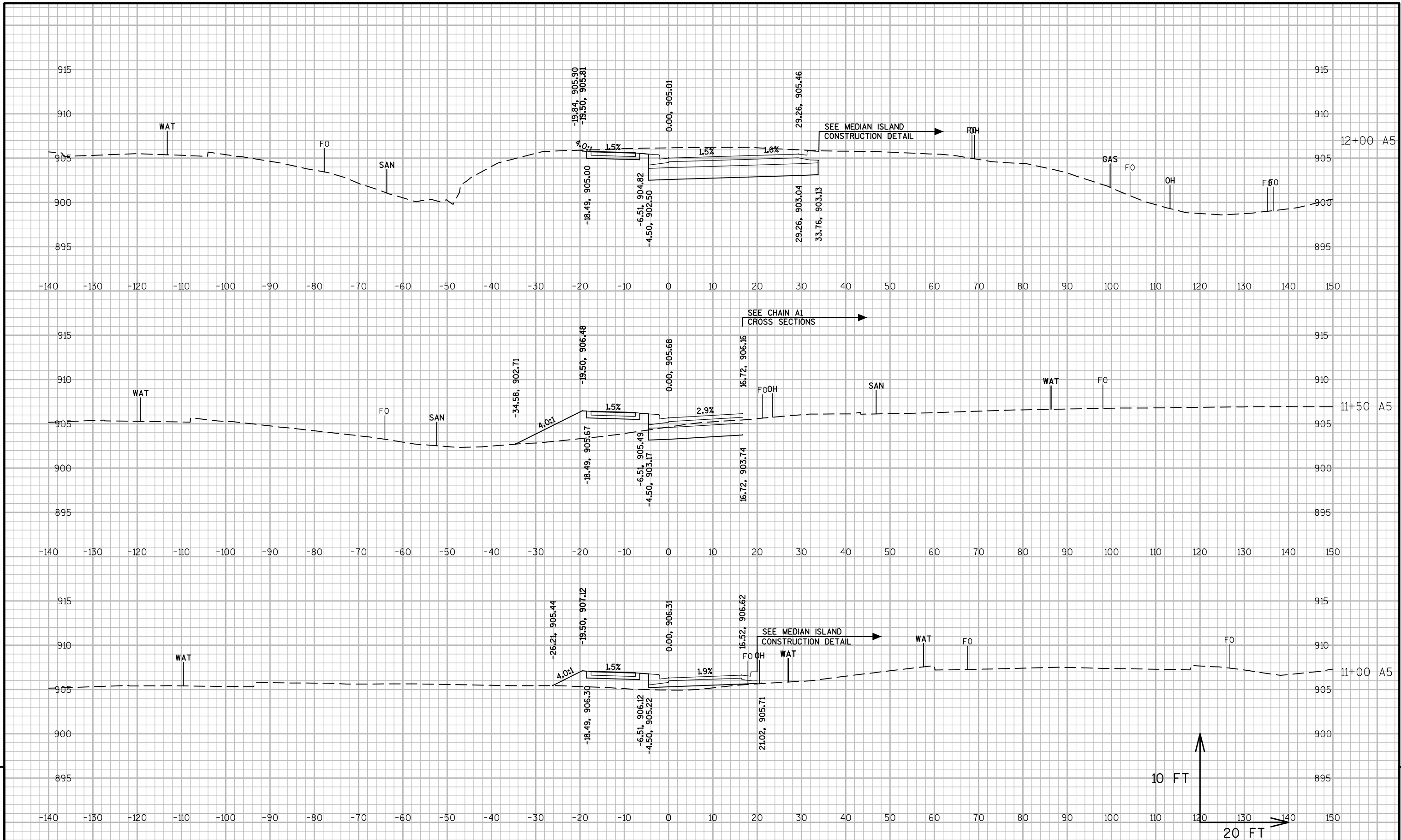
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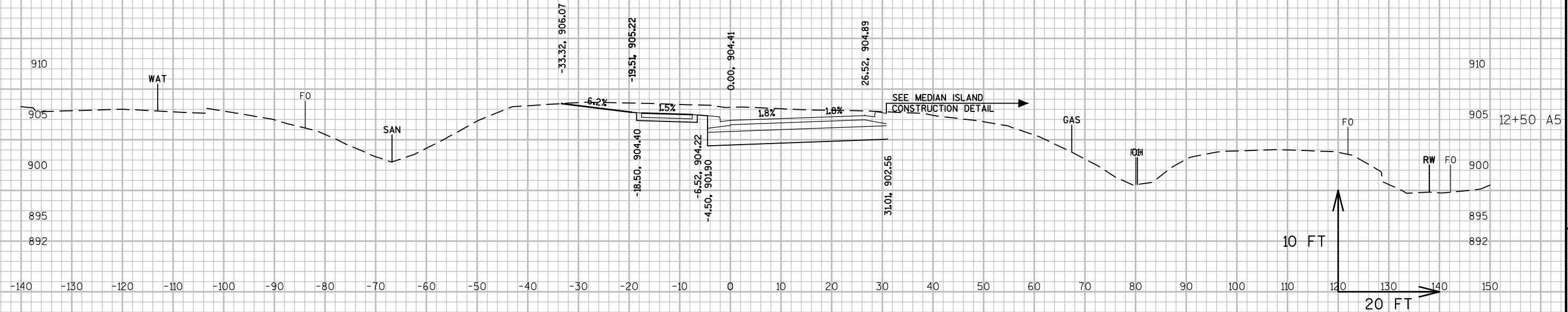


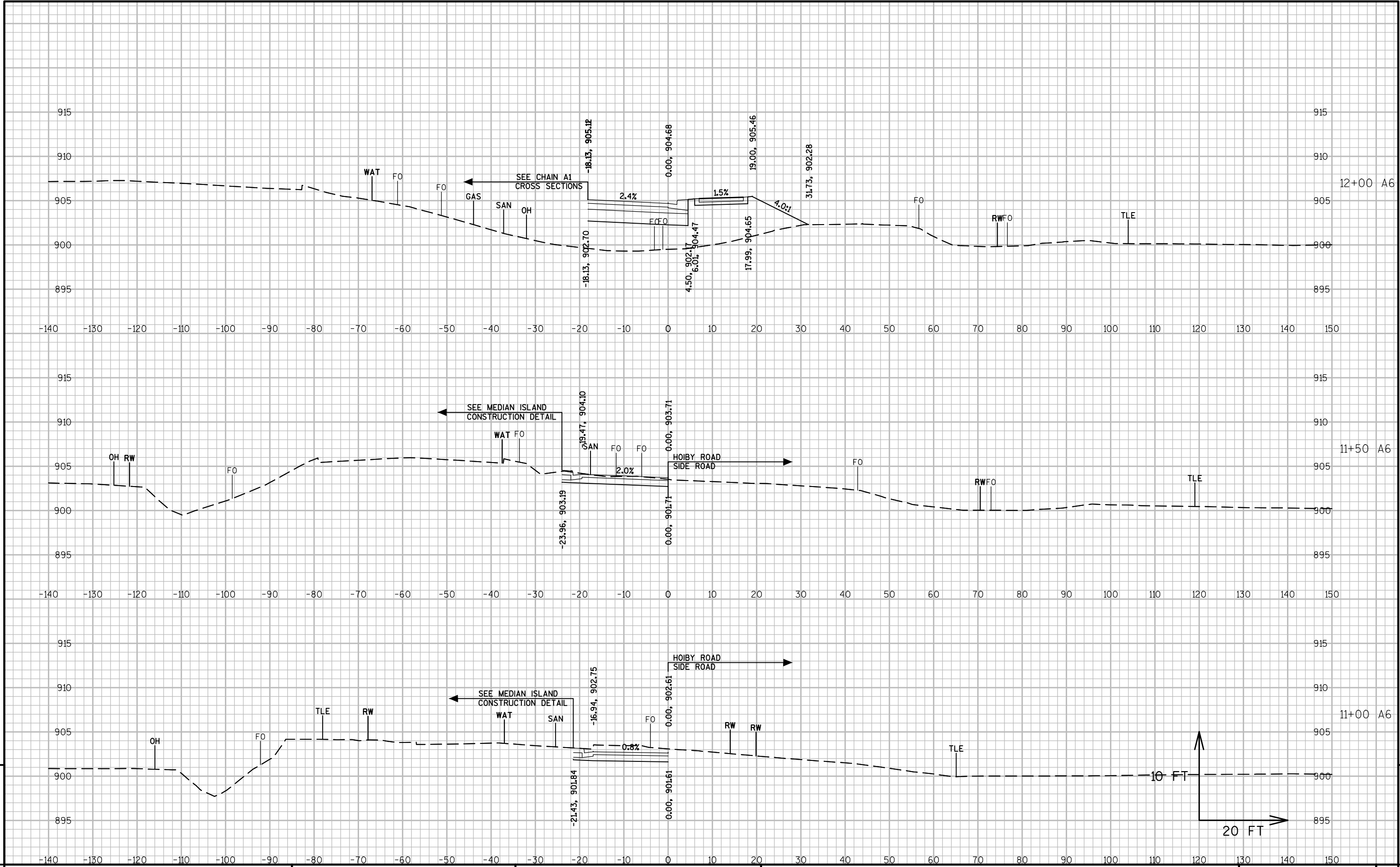
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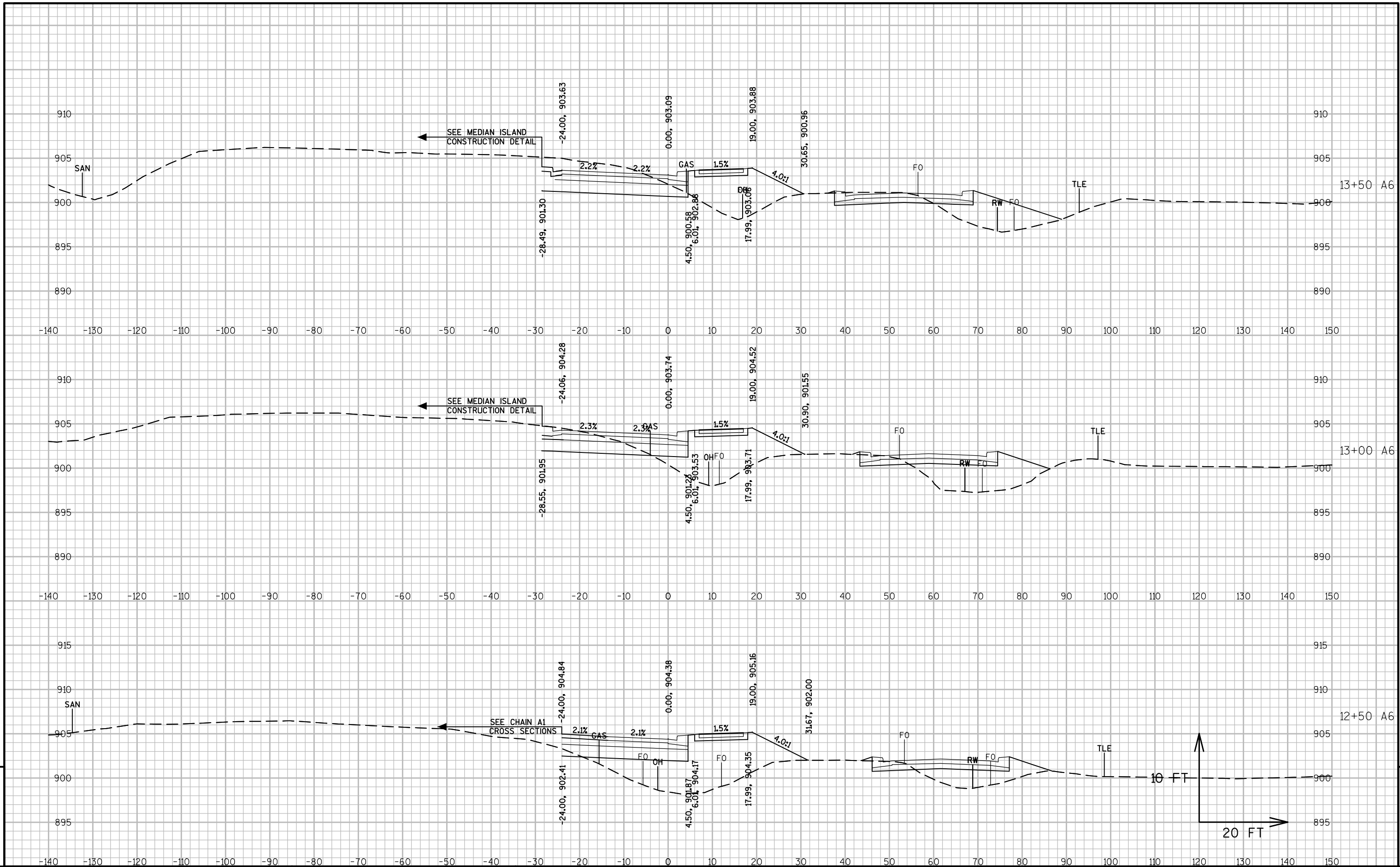


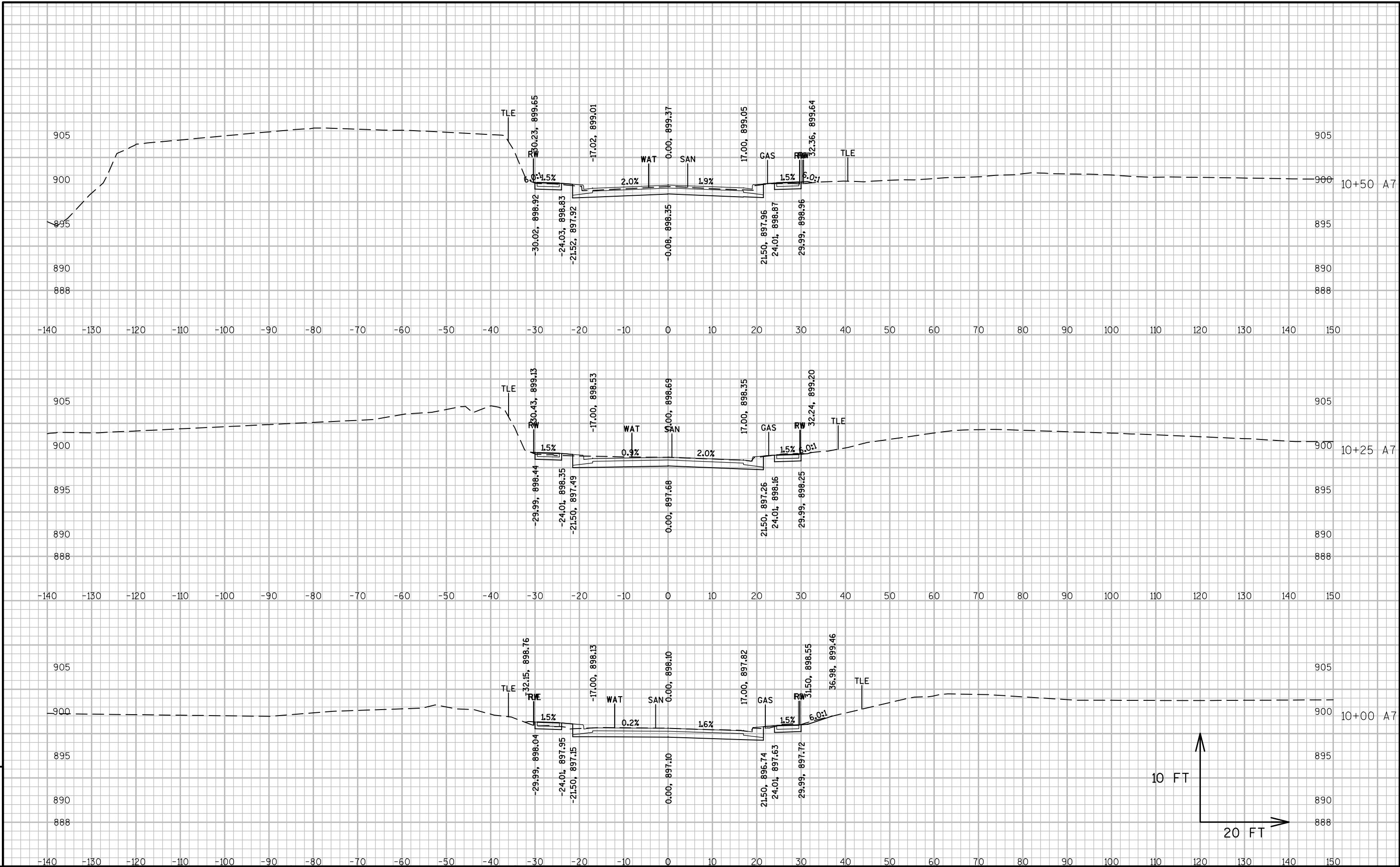
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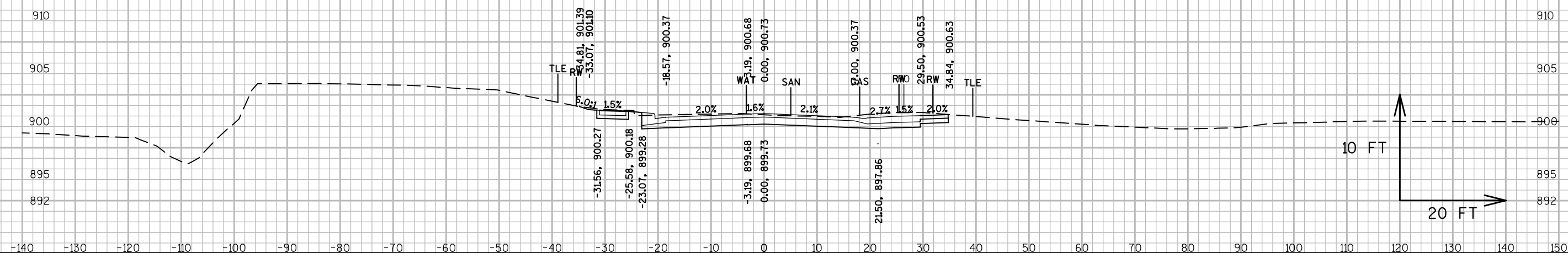
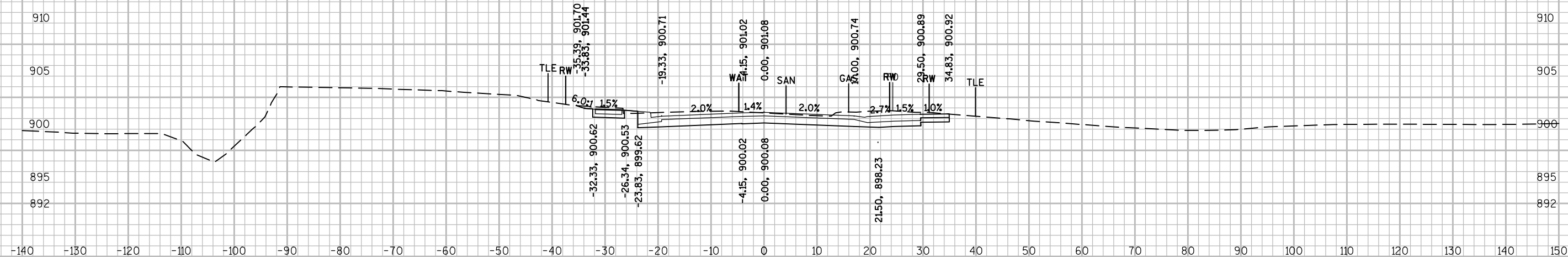




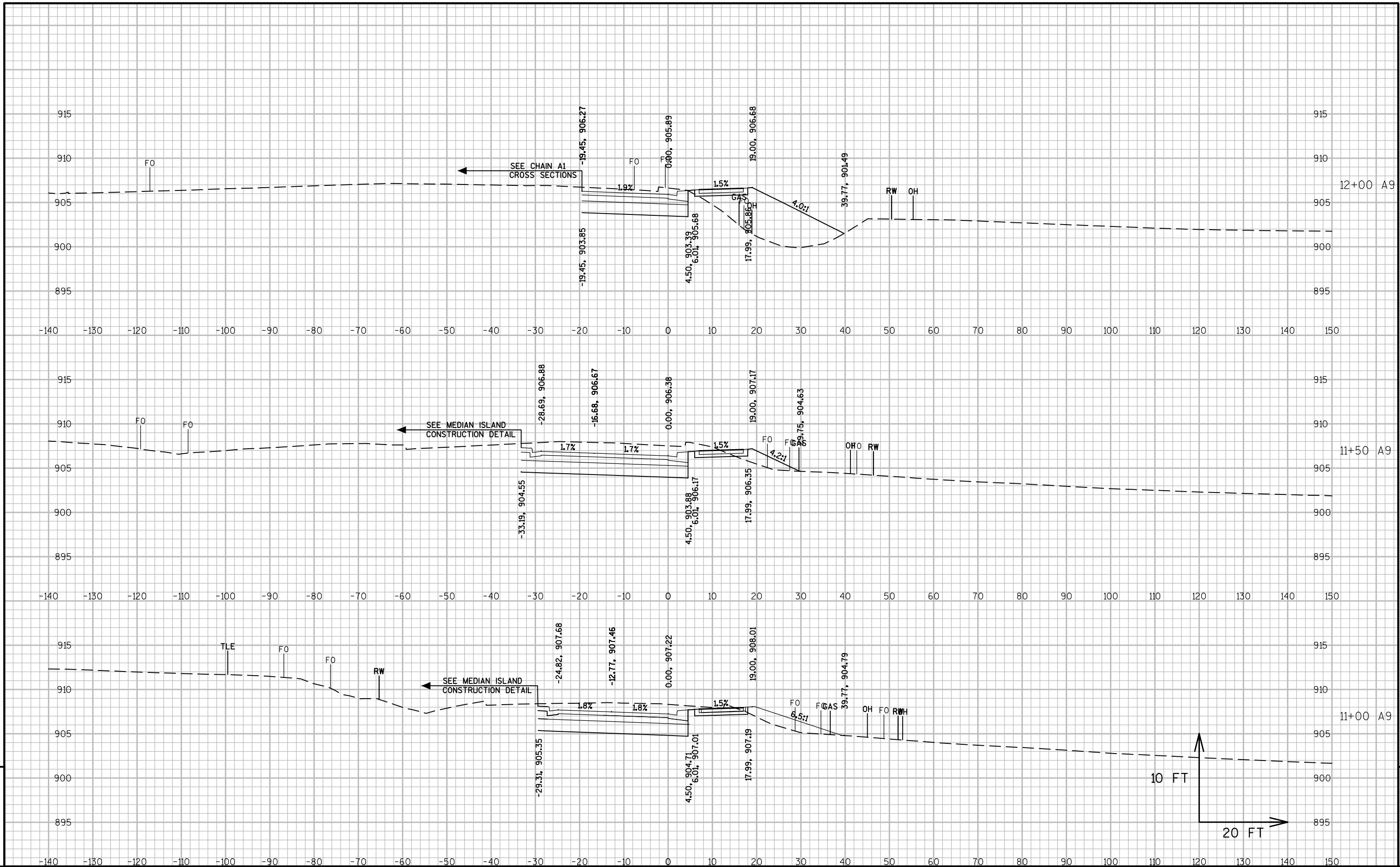


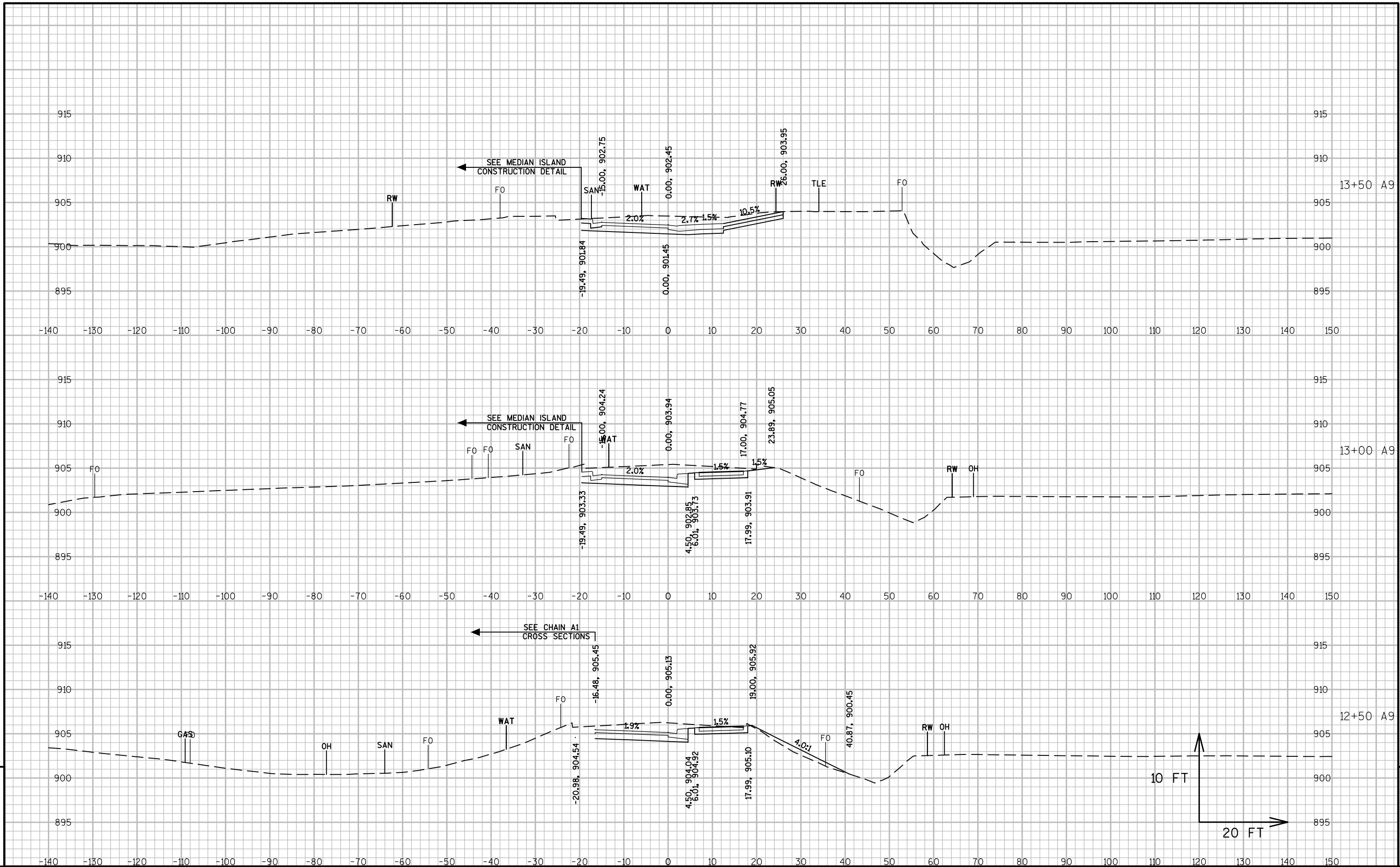


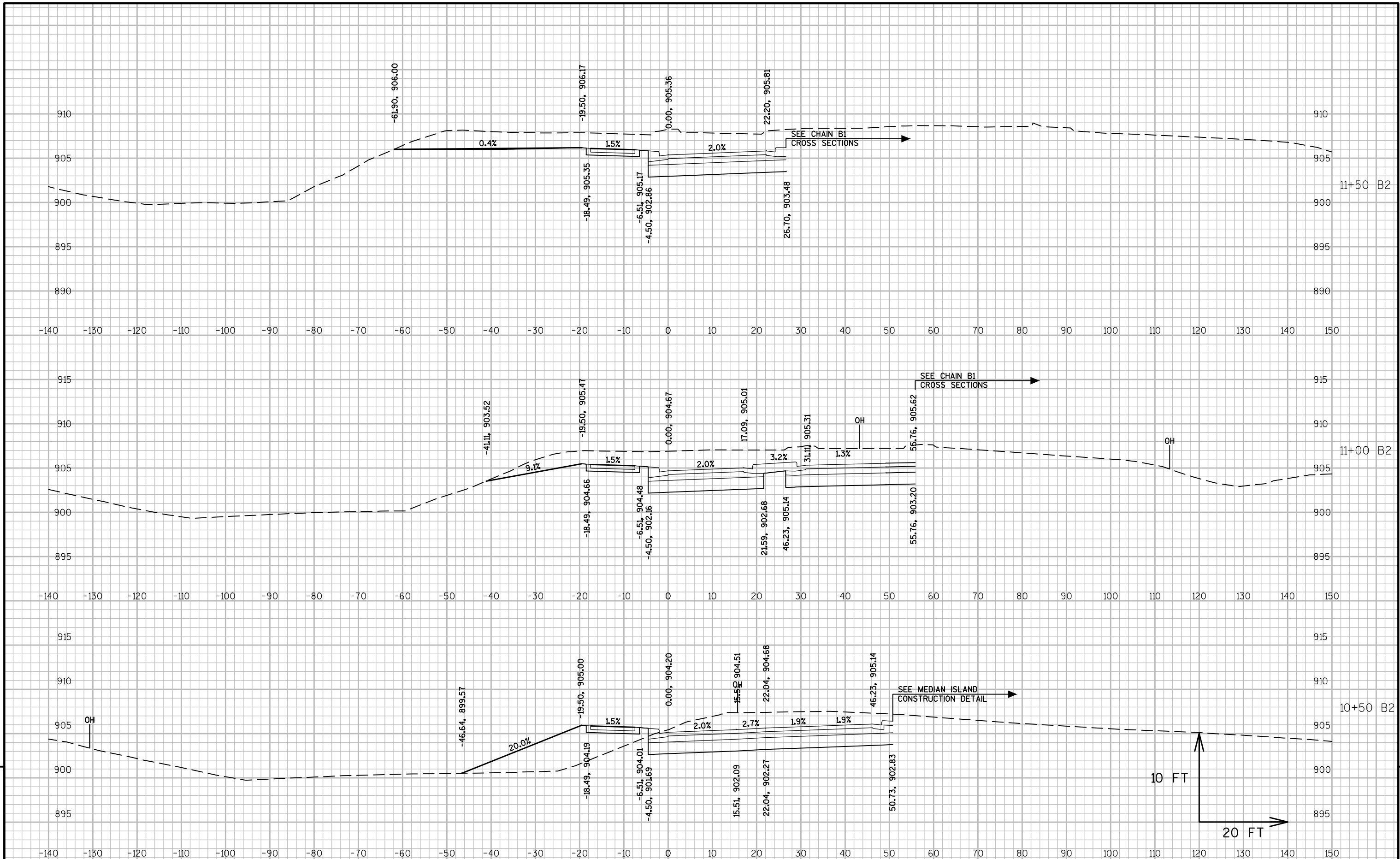
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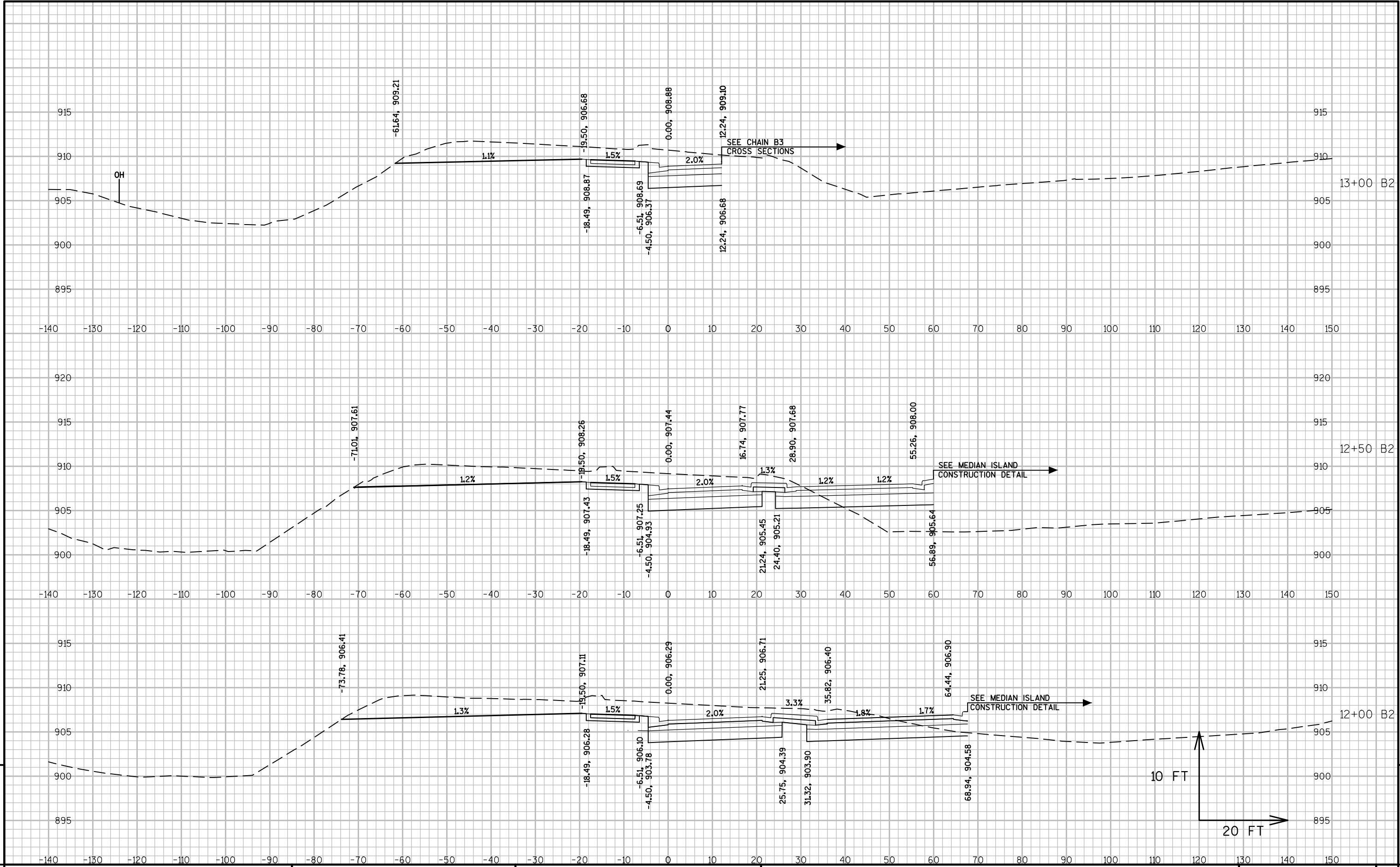
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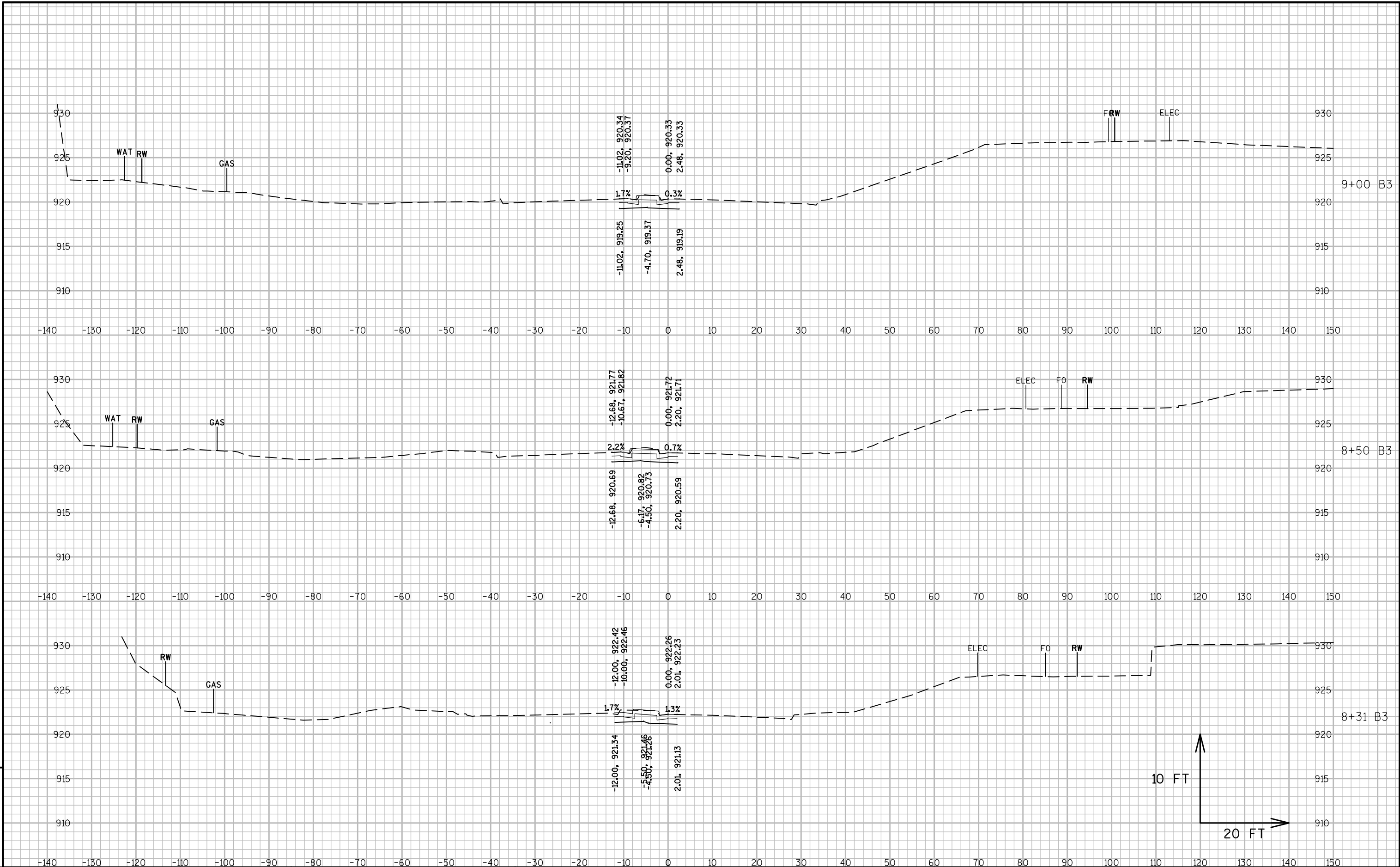


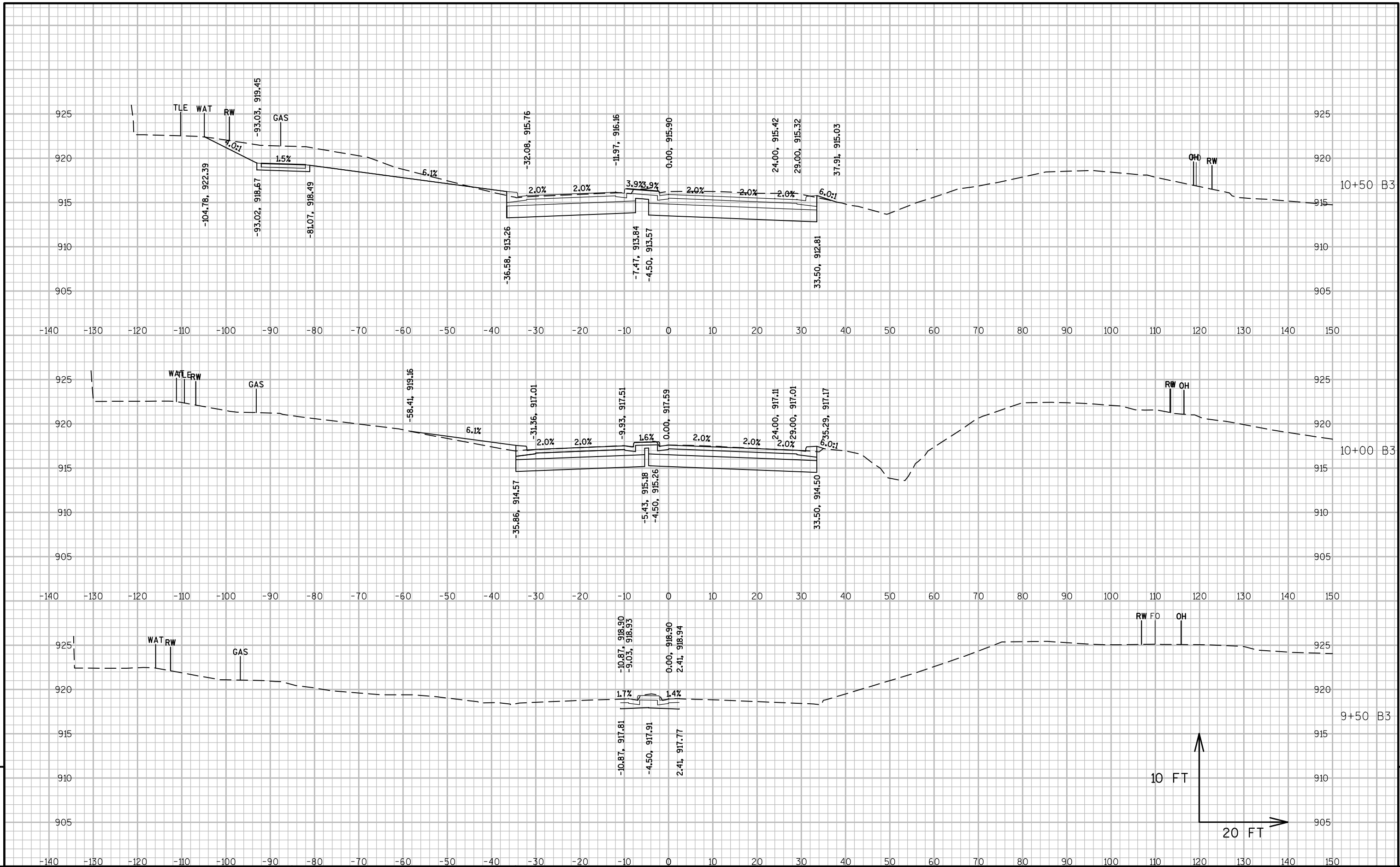


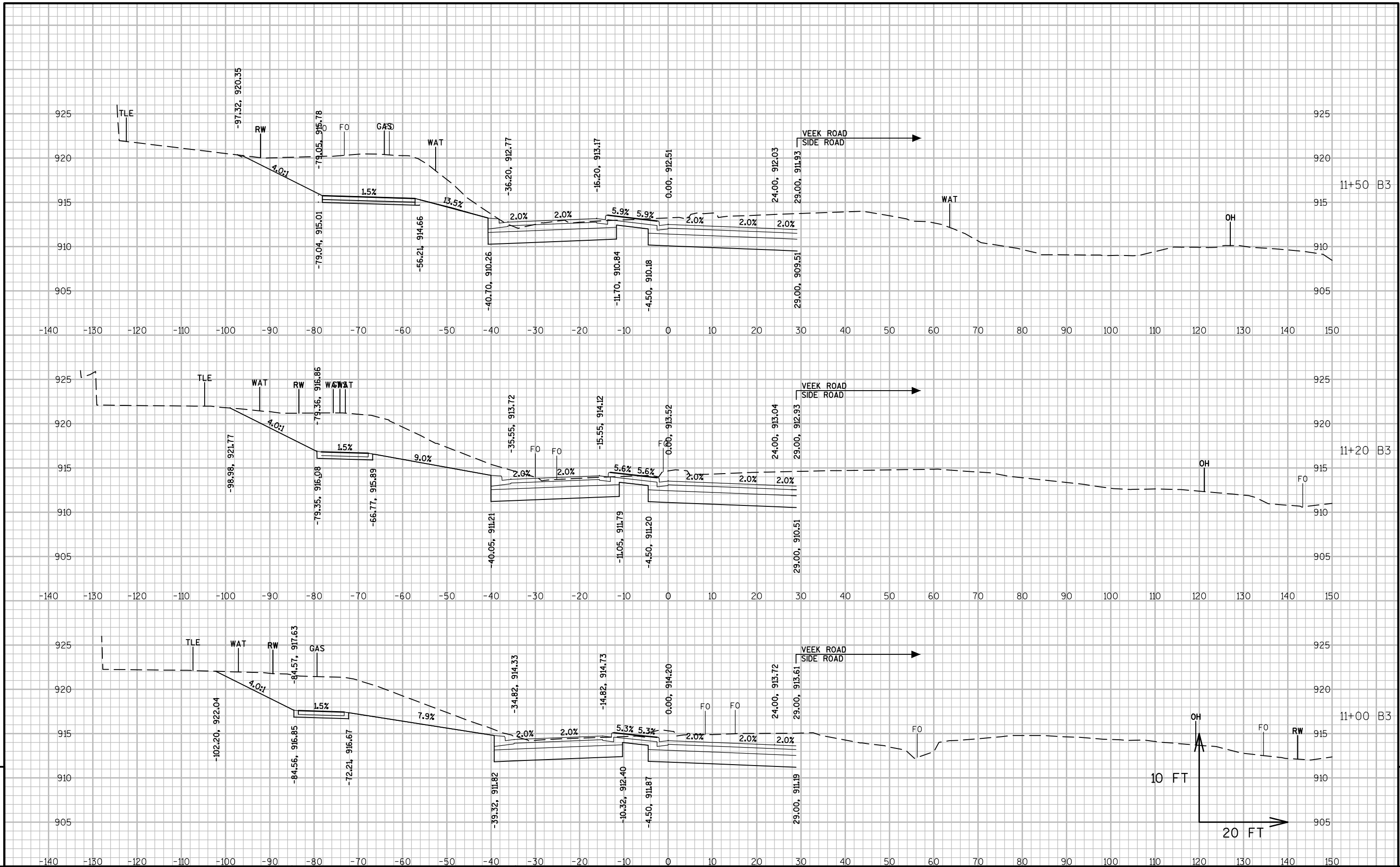
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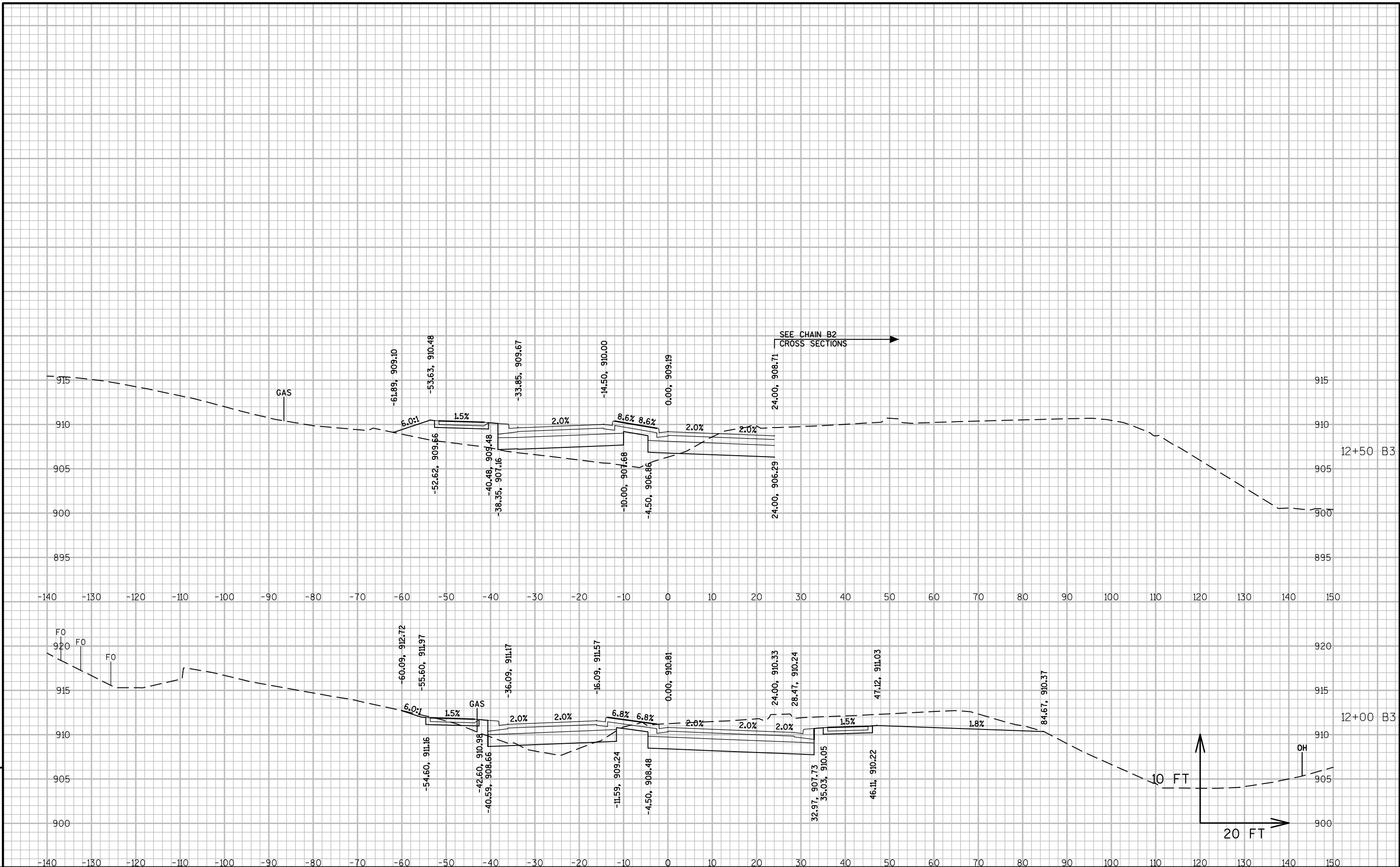


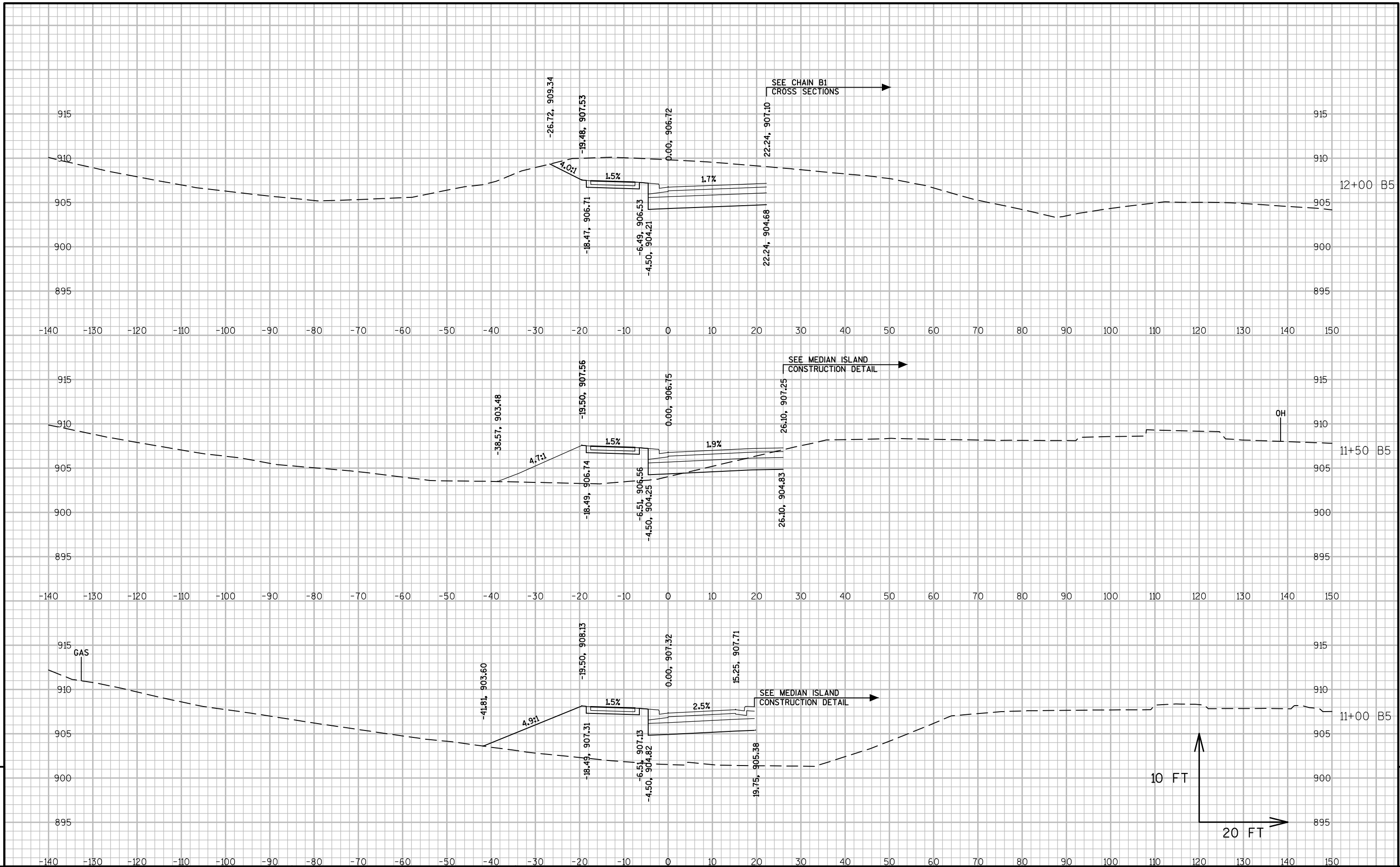
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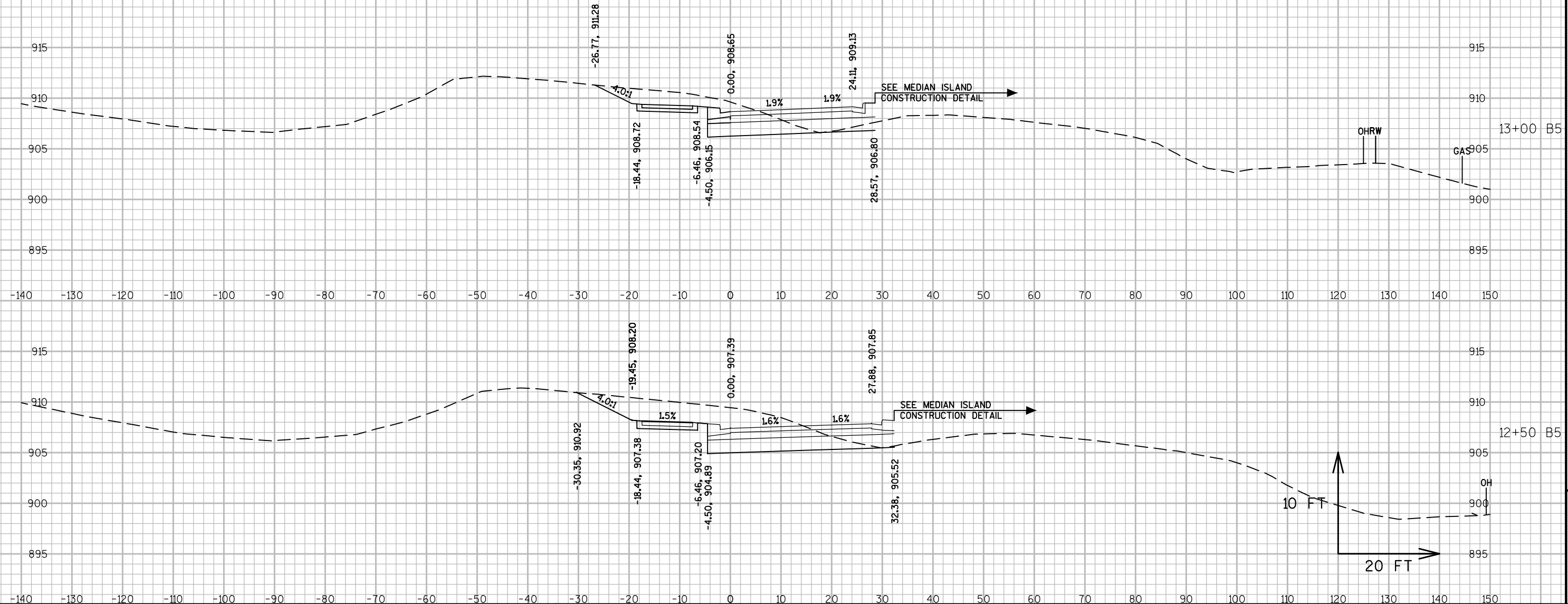




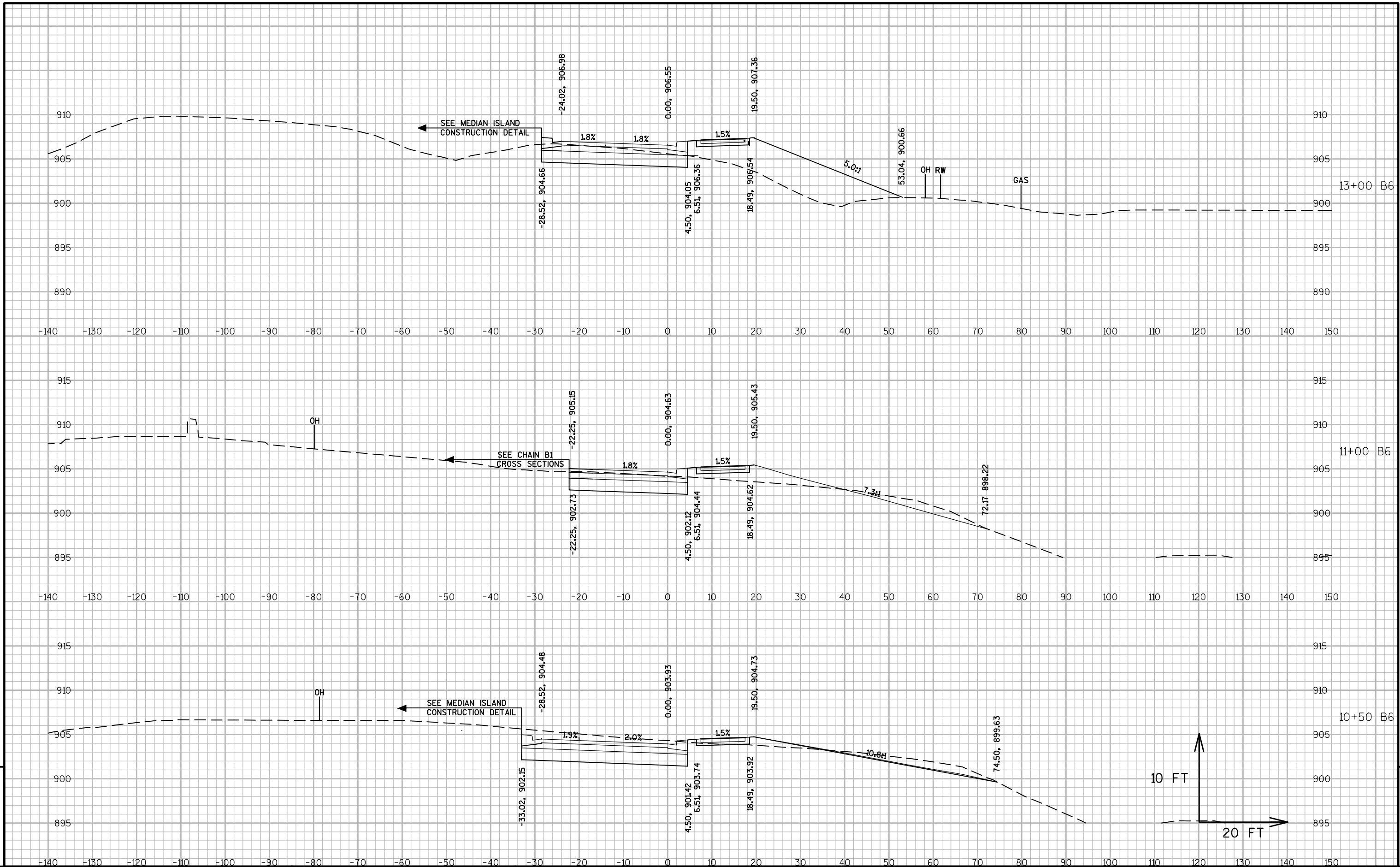




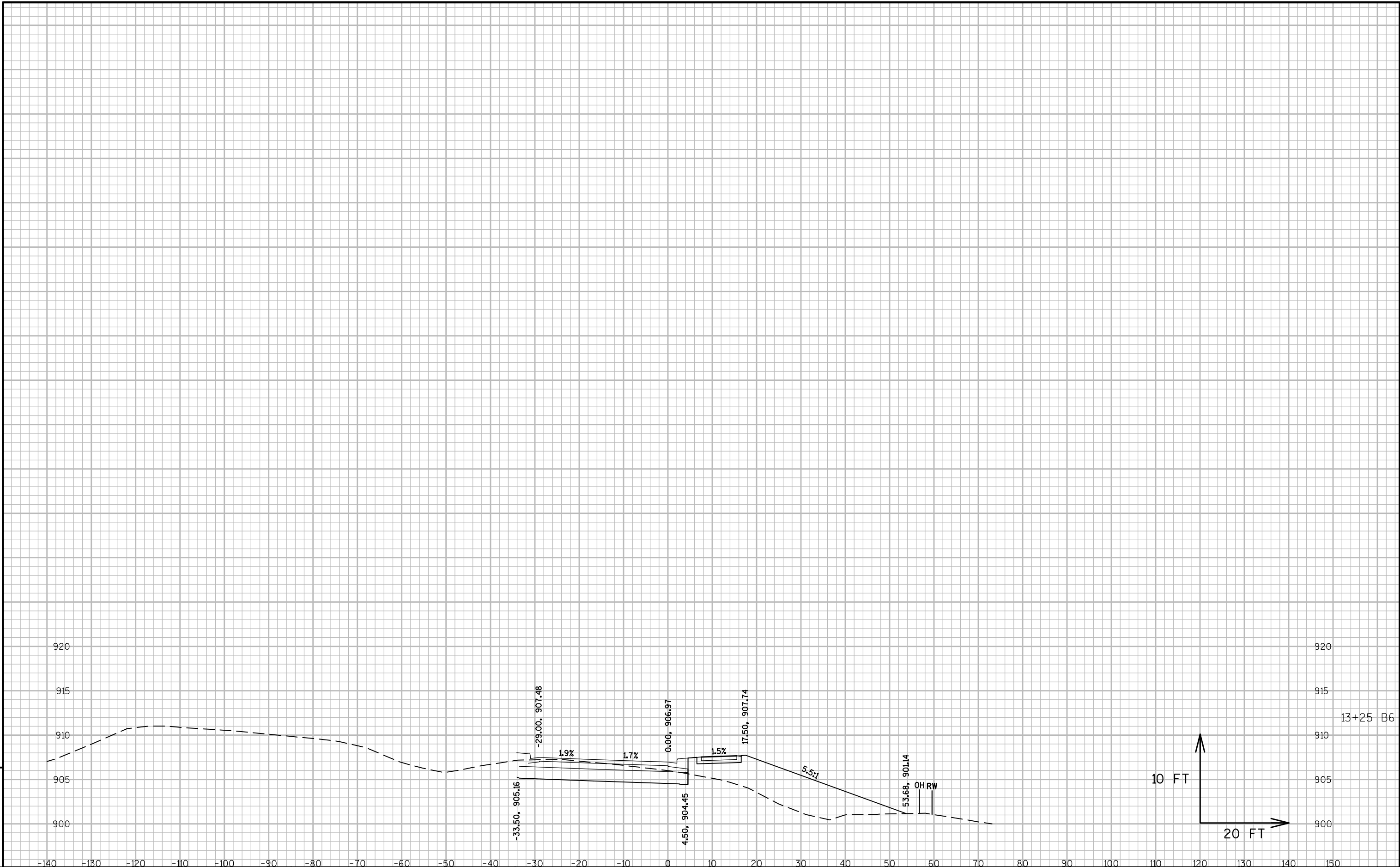
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