AS-BUILT PLAN

LAX JAN 09

PROJECT ID: 1674-00-72

WITH:

COUNTY: SAUK

ORDER OF SHEETS

Section No. 1	Title	
Section No. 2	Typical Sections and Details	(Includes Erosion Control Plans)
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 = 1274

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LAKE DELTON - SAUK CITY ROAD

(IH 90/94 - TERRYTOWN ROAD)

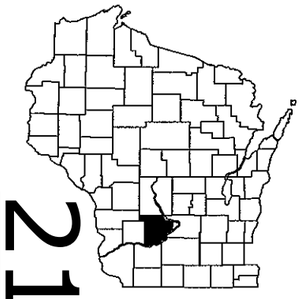
USH 12

SAUK COUNTY

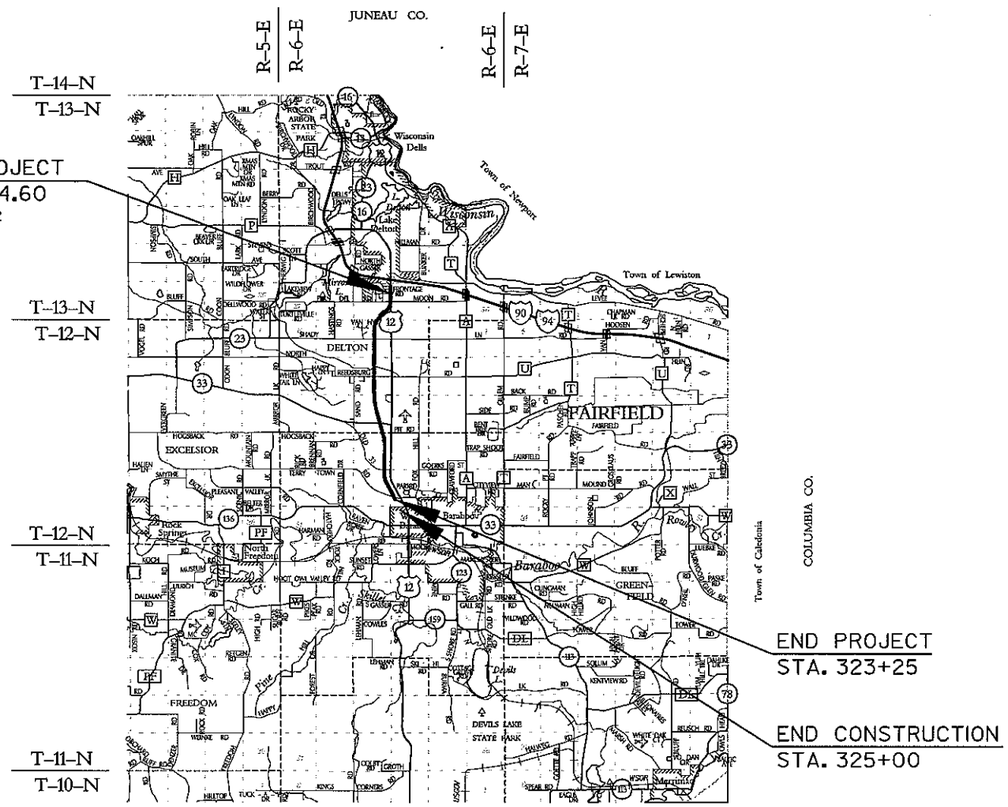
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1674-00-72	EB 2008656	1

AS-BUILT PLAN
CONTRACTOR: Mashuda Contractors
PROJECT LEADER: Dale Merten
PROJECT MANAGER: Anne Wallace
PROJECT SUPERVISOR: John VonRuden
DATE STARTED: April 6, 2009
DATE COMPLETED: November 19, 2010

STATE PROJECT NUMBER
1674-00-72







LAYOUT
SCALE 0 2 MI. 4 MI.

TOTAL NET LENGTH OF CENTERLINE = 5.706 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS) NAD 83 (91), Sauk County.

DESIGN DESIGNATION

A.A.D.T.	2010	=	19,800
A.A.D.T.	2030	=	30,750
D.H.V.	2030	=	3,400
D.D.		=	50/50
T.		=	8.0%
DESIGN SPEED		=	70 MPH
ESALS		=	10,592,300

CONVENTIONAL SYMBOLS

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

ORIGINAL PLANS PREPARED BY:

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

WISCONSIN
JOSEPH M. BUNKER
E-34979
MADISON
WI
PROFESSIONAL ENGINEER
10-3-08

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	STRAND ASSOCIATES, INC.
Designer	STRAND ASSOCIATES, INC.
Project Manager	ANNE WALLACE
Regional Examiner	ANNE WALLACE
Regional Supervisor	JOHN VONRUDEN
C.O. Examiner	JANE ENGLEBRETSEN

APPROVED FOR THE DEPARTMENT
DATE: 10/3/08 (Signature)

E

2

GENERAL NOTES

MISCELLANEOUS
DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE IN ACCORDANCE WITH THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS IN THE AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

RADIUS DIMENSIONS ON CURB AND GUTTER ARE TO THE FLANGE OF CURB UNLESS OTHERWISE NOTED.

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

REMOVING ASPHALTIC SURFACE SHALL BE PAID AS ITEMIZED IN THE MISCELLANEOUS QUANTITIES. ALL ASPHALT REMOVAL WITHIN EXCAVATION LIMITS WILL BE CONSIDERED INCIDENTAL TO EXCAVATION COMMON.

PRIOR TO PLACEMENT OF STEEL PLATE BEAMGUARD, THE SHOULDERS SHALL BE IN PLACE, SHAPED, COMPACTED AND FINISHED.

CROSS SECTIONS INCLUDE THE THICKNESS OF SALVAGED TOPSOIL WHERE REQUIRED.

SEE SUBSURFACE EXPLORATION REPORTS FOR SOIL BORING INFORMATION. REPORTS ARE AVAILABLE FROM THE WISDOT SW REGION PROJECTS SECTION, ANNE WALLACE, PROJECT MANAGER, PHONE (608) 785-9048

WHEN THE QUANTITY OF ITEMS OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON, THE THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

STATIONING, DISTANCES AND OFFSETS FOR PROPOSED SIGNS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE COORDINATED IN THE FIELD WITH THE ENGINEER.

RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE IMMEDIATELY AFTER FINISHED GRADING IS COMPLETE.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED IN ACCORDANCE WITH SECTION 643.3.8.1. IN LIEU OF COVERING WOOD POST MOUNTED SIGNS, THE CONTRACTOR MAY CHOOSE TO REMOVE AND REINSTALL THEM.

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

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

CONFLICTING SIGNS SHALL BE COVERED OR REMOVED.

GRADING/EROSION CONTROL
SALVAGED TOPSOIL, SEEDING, MULCHING, AND FERTILIZER HAVE BEEN COMPUTED BY A DIRECT MEASUREMENT ON THE CROSS SECTIONS PLUS FIVE (5) FEET BEYOND THE TOE OF SLOPE.

FILL AS SHOWN ON THE PLANS PERTAINS TO EMBANKMENT CONSTRUCTED FROM BORROW. THE FACTOR USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 1.30. ACTUAL EXPANSION FACTOR MAY VARY.

SILT FENCE SHALL BE PLACED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER AND IN PLACE PRIOR TO CONSTRUCTION.

THE EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE DNR.

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

EROSION CONTROL DETAILS ARE SHOWN ON SEPARATE DETAIL SHEETS.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

SHRINKAGE OF EARTHWORK IS VARIABLE AND IS ESTIMATED AT 30% IN THE YARDAGE SUMMARY. EXCAVATION BELOW SUBGRADE (EBS) IS ESTIMATED AND MAY VARY AS DIRECTED BY THE ENGINEER.

THE LOCATION FOR EBS WILL BE DETERMINED BY THE ENGINEER.

STORM DRAINAGE
CROSS DRAIN PIPE INVERT ELEVATIONS AS SHOWN ON THE CROSS SECTIONS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS

ALL CONCRETE CULVERT PIPES SHALL HAVE JOINT TIES INSTALLED ON THE LAST TWO PIPE JOINTS AND THE ENDWALL JOINT AT BOTH THE INLET AND DISCHARGE ENDS.

EXISTING PIPE CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR WILL BASE ITS BID ON THE ACTUAL FIELD CONDITIONS.

PAVING
A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

THE HIGH SIDE SHOULDER SLOPE ON SUPER ELEVATED SECTIONS GREATER THAN 2% EQUALS SUPERELEVATION RATE. SEE DETAILS FOR TRANSITION LENGTHS.

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATION SECTIONS EQUALS SUPERELEVATION RATE WHEN SUPERELEVATION IS GREATER THAN 4%. SEE DETAILS FOR TRANSITION LENGTHS.

ASPHALTIC SURFACE TEMPORARY SHALL BE CONSTRUCTED IN A SINGLE LAYER.

THE HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 110 LB/SY/IN.

HMA PAVEMENT TYPE E-10 SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

5.5-INCH		NOM MAX SIZE GRADATION	ASPHALTIC MATERIAL
	ONE 2.5" UPPER LAYER	12.5 MM	PG 58-28
	ONE 3" LOWER LAYER	19.0 MM	PG 58-28

HMA PAVEMENT TYPE E-1 SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

4.75-INCH		NOM MAX SIZE GRADATION	ASPHALTIC MATERIAL
	ONE 1.75" UPPER LAYER	12.5 MM	PG 58-28
	ONE 3" LOWER LAYER	19.0 MM	PG 58-28

HMA PAVEMENT TYPE E-0.3 SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYERS AND GRADATIONS:

3.5-INCH		NOM MAX SIZE GRADATION	ASPHALTIC MATERIAL
	ONE 1.75" UPPER LAYER	12.5 MM	PG 58-28
	ONE 1.75" LOWER LAYER	19.0 MM	PG 58-28

ABBREVIATIONS

ABUT	ABUTMENT
A.D.T.	AVERAGE DAILY TRAFFIC
AP	ACCESS POINT
B.F.	BACK FACE
B&B	BALLED AND BURLAPPED
B.M.	BENCH MARK
B.O.P.	BEGIN OF PROJECT
CL	CENTER LINE
CTR.	CENTER
CE	COMMERCIAL ENTRANCE
CB	CUBIC YARD
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CP	CULVERT PIPE
C&G	CURB AND GUTTER
D.H.V.	DESIGN HOURLY VOLUME
DIA.	DIAMETER
DIM.	DIMENSION
EL	ELEVATION
EW	END WALL
EBS	END OF PROJECT
E.O.P.	EXCAVATION BELOW SUBGRADE
EXC.	EXCAVATION
EXIST	EXISTING
F.F.	FRONT FACE
FE	FIELD ENTRANCE
FL	FLOW LINE
F.F.	FRONT FACE
HT	HEIGHT
CWT	HUNDREDWEIGHT
IN DIA	INCH DIAMETER
INL	INLET
IEP	INSIDE EDGE OF PAVEMENT
INV	INVERT
IP	IRON PIPE
LT	LEFT
LHF	LEFT HAND FORWARD
MH	MANHOLE
ML	MATCH LINE
MAX.	MAXIMUM
MIN.	MINIMUM
NORM.	NORMAL
O.H.	OVER HEAD POWER LINE
PLE	PERMANENT LIMITED EASEMENT
PACS	PIPE ARCH CORRUGATED STEEL
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PE	PRIVATE ENTRANCE
PL	PROPERTY LINE
PB	PULL BOX
RAD.	RADIUS
REQ'D	REQUIRED
RT	RIGHT
RHF	RIGHT HAND FORWARD
R/W	RIGHT OF WAY
STA.	STATION
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORAZONTAL ELLIPTICAL
SE	SUPERELEVATION
STR.	STRUCTURE
TLE	TEMPORARY LIMITED EASEMENT
TYP.	TYPICAL
V.	DESIGN SPEED

UTILITIES

UTILITY OR MUNICIPALITY	ADDRESS	CONTACT	UTILITY TYPE
*CENTURYTEL OF WISCONSIN INC.	130 4TH STREET BARABOO, WI 53913	MR. STEVE BISHOP 608-355-7501 (OFFICE) 608-797-2646 (MOBILE)	COMMUNICATION
*CHARTER COMMUNICATIONS	E10704 HWY 33 BARABOO, WI 53913	MR. HARLOW JARVIS 608-355-0970 (OFFICE) 608-235-1911 (MOBILE)	COMMUNICATION
*VERIZON COMMUNICATIONS	2222 W. WISCONSIN STREET PORTAGE, WI 53901	MR. GREG FOSTER 608-742-9523	COMMUNICATION
SAUK COUNTY EMERGENCY MGT. BLDGS. & SAFETY	4405 CTY HWY PP DEPERE, WI 54115	MR. ELLIS MCFADZEN 920-819-4791	COMMUNICATION
*ALLIANT ENERGY CORPORATION	125 VINE STREET BARABOO, WI 53913	MR. TOM SPENCER 608-356-0645	ELECTRIC
*ALLIANT ENERGY CORPORATION	125 VINE STREET BARABOO, WI 53913	MR. GARY MOBLEY 608-356-0606	GAS
AMERICAN TRANSMISSION COMPANY	2 FEN OAK COURT MADISON, WI 53718-8810	MRS. KIM STRATTON 262-206-6876 (OFFICE)	TRANSMISSION
*HO-CHUNK NATION PUBLIC UTILITIES	P.O. BOX 726 BLACK RIVER FALLS, WI 54615	MR. GREG BLACKDEER 715-284-2852	WATER & SEWER
*VILLAGE OF WEST BARABOO	500 CEDAR STREET P.O. BOX 261 WEST BARABOO, WI 53913	MR. ROBERT DEMARS 608-356-2516 (OFFICE) 608-963-6508 (MOBILE)	WATER & SEWER
WISCONSIN DEPARTMENT OF TRANSPORTATION	3550 MORMON COULEE ROAD LACROSSE, WI 54601	MR. ANDY WINGA 608-785-9061	TRAFFIC SIGNALS

*MEMBER OF DIGGERS HOTLINE

REGION CONTACT

ANNE WALLACE
3550 MOURMON COULEE RD.
LACROSSE, WI 54601
PH: (608) 785-9048

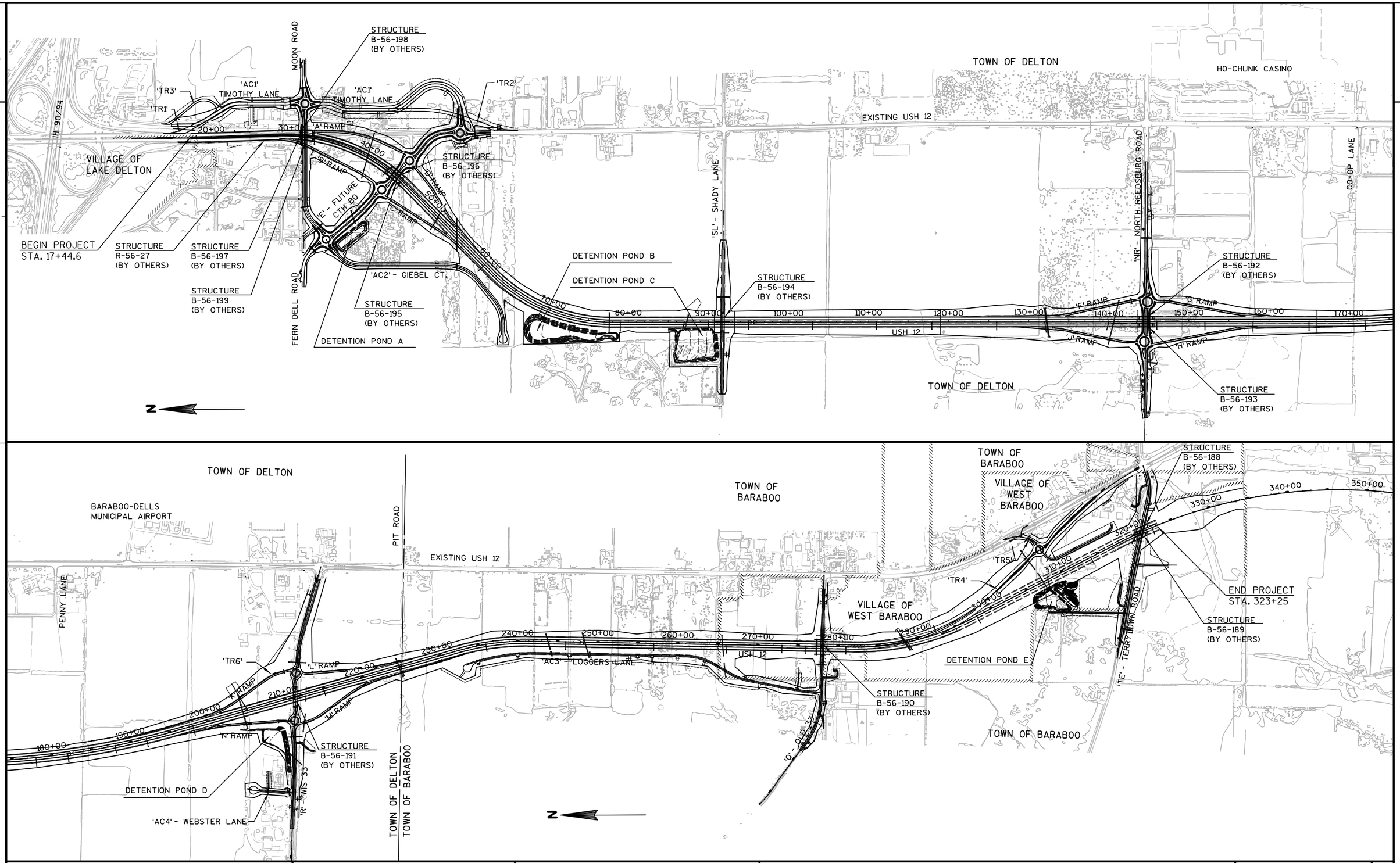
DESIGN CONSULTANT

JOE BUNKER
STRAND ASSOCIATES
910 W. WINGRA DRIVE
MADISON, WI 53715
PH: (608) 251-4843

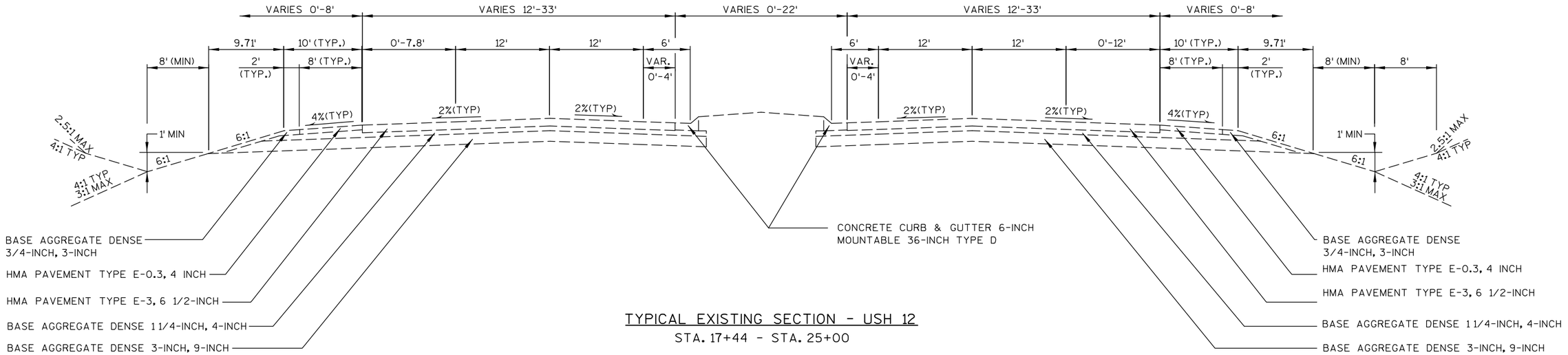
ENVIRONMENTAL COORDINATOR

RON GRASSHOFF
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
3911 FISH HATCHERY RD.
FITCHBURG, WI 53711
PH: (608) 275-3481

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

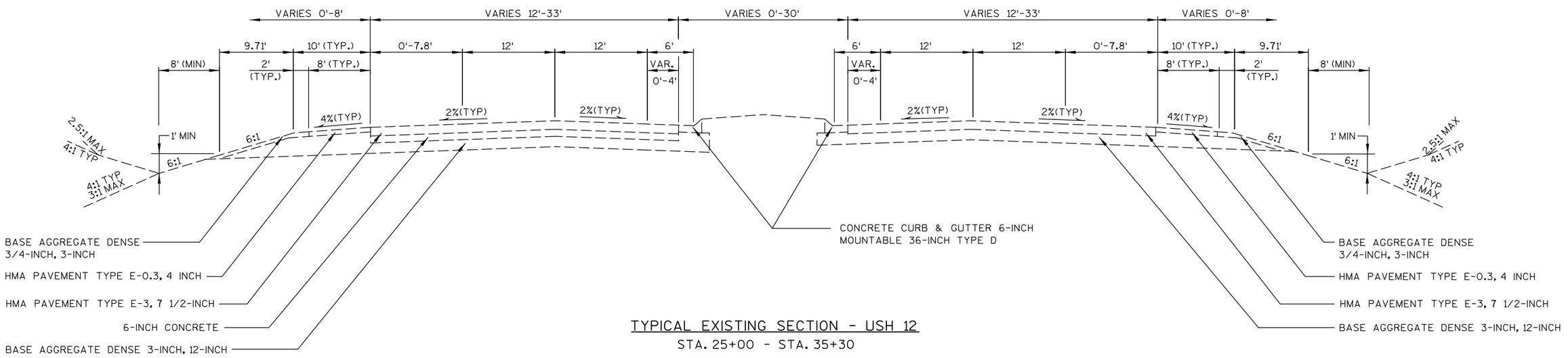


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PROJECT OVERVIEW	SHEET 3	E



TYPICAL EXISTING SECTION - USH 12

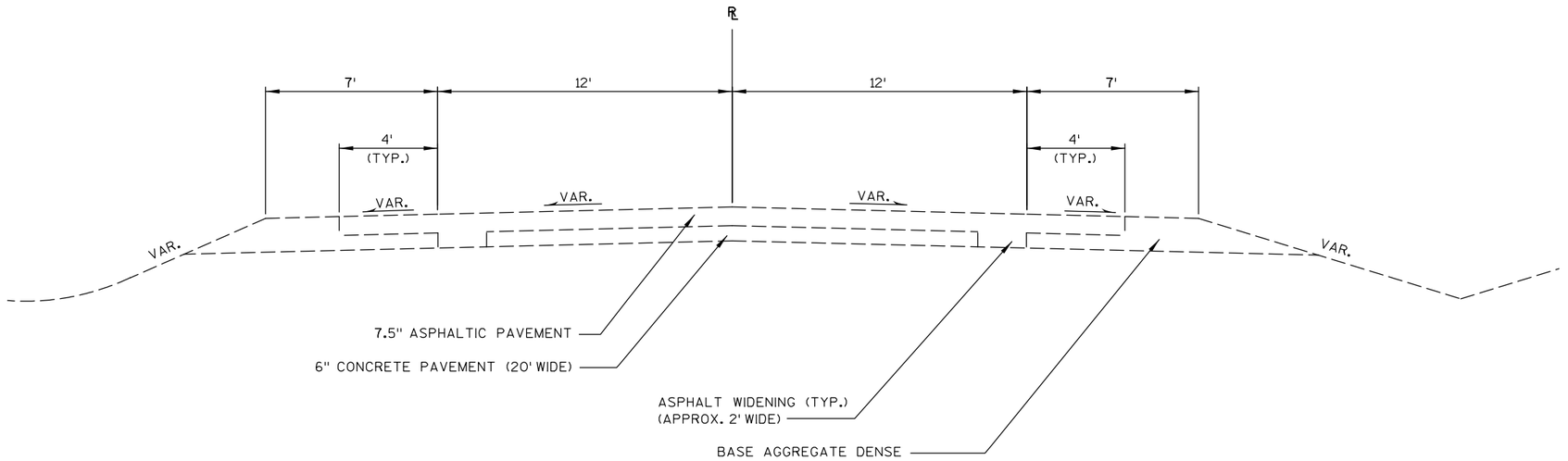
STA. 17+44 - STA. 25+00



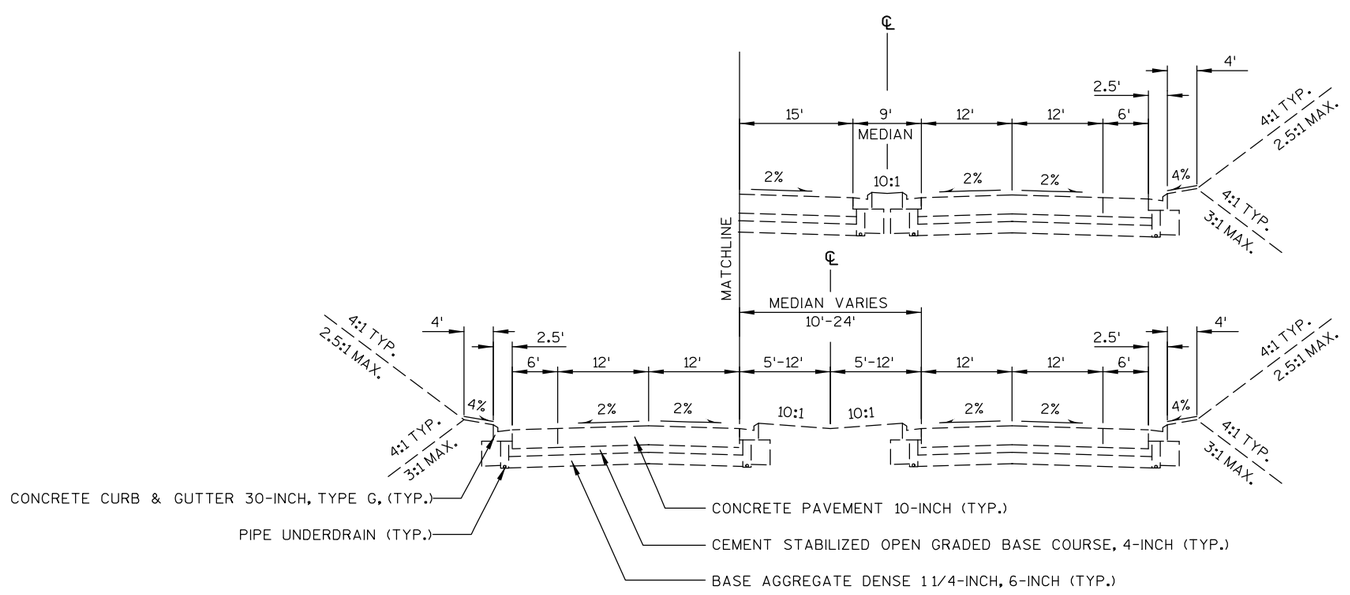
TYPICAL EXISTING SECTION - USH 12

STA. 25+00 - STA. 35+30

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EXISTING TYPICAL SECTIONS	SHEET 4	E



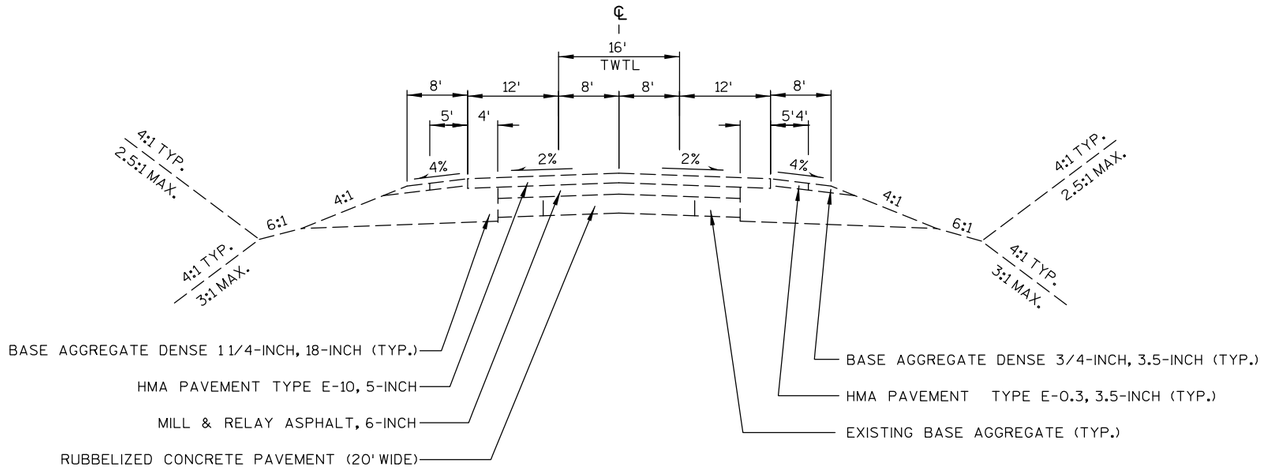
EXISTING TYPICAL SECTION
STA. 35+50'A' - STA. 40+85'A'
STA. 106+00'E' - STA. 111+00'E'



EXISTING TYPICAL SECTION

USH 12 TEMPORARY CONNECTION
AT TERRYTOWN ROAD
10+00'TR5' - 12+00'TR5'
317+00'TR4' - 325+32'TR4'

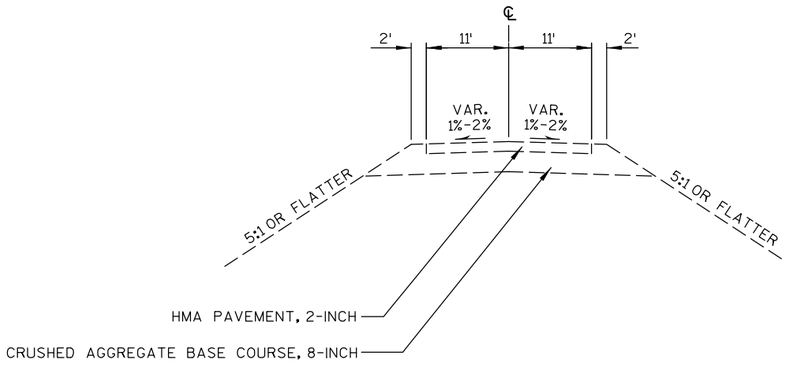
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EXISTING TYPICAL SECTION
USH 12

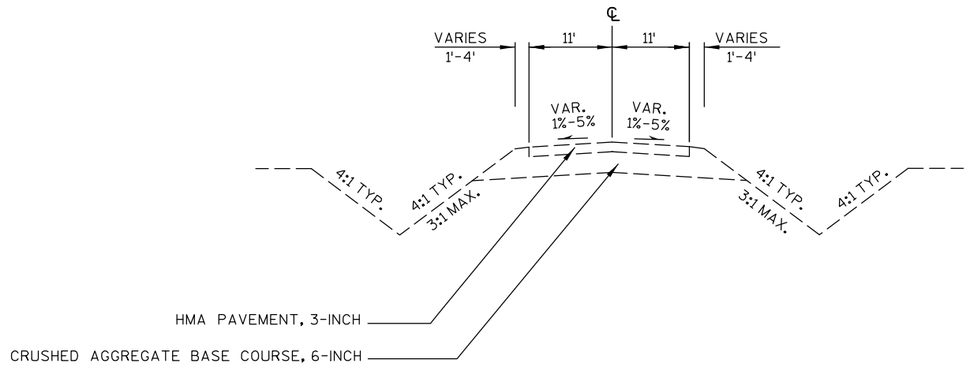
STA. 110+96'E' - 114+25'E'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EXISTING TYPICAL SECTIONS	SHEET 6	E



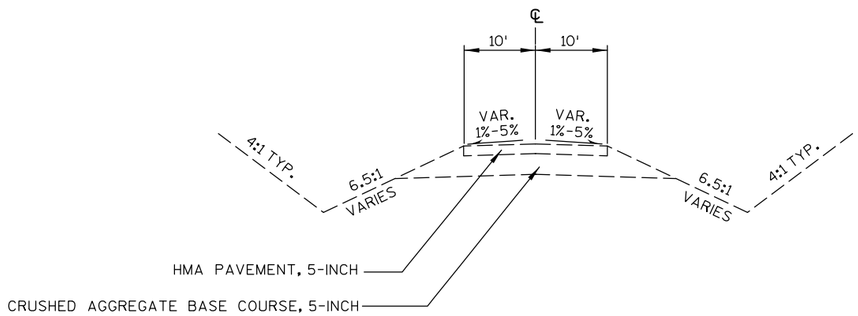
EXISTING TYPICAL SECTION

TIMOTHY LANE ('AC1')
BUSSE ROAD
YELLOW THUNDER ROAD



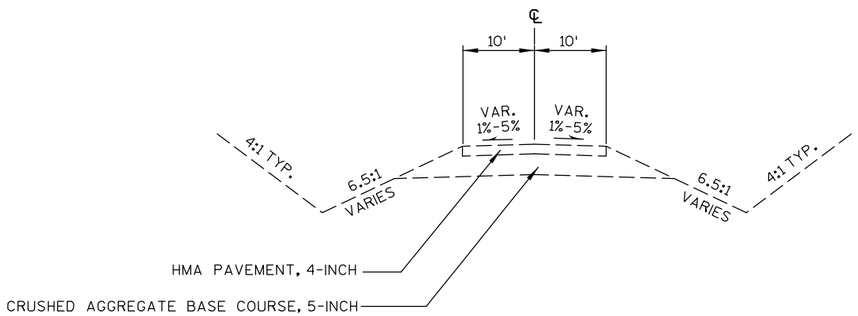
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MOON ROAD ('MO')
FERN DELL ROAD ('E')



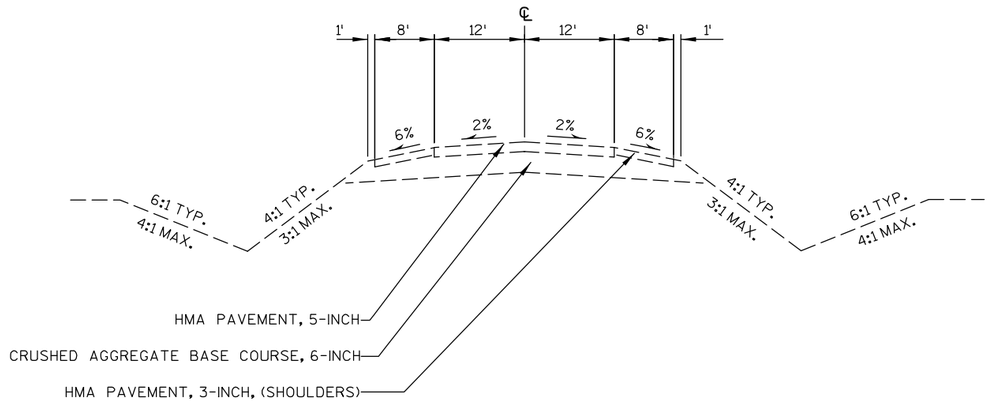
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SHADY LANE ('SL')



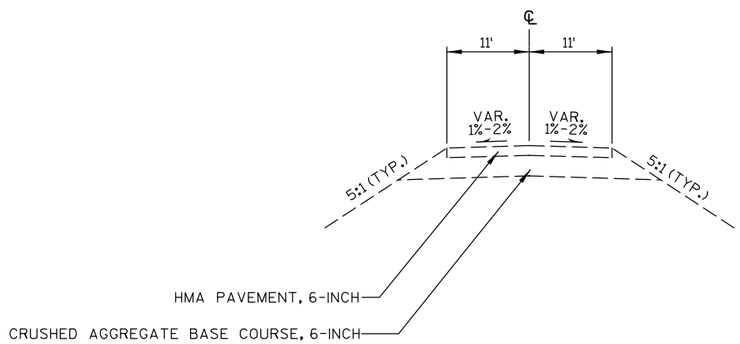
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NORTH REEDSBURG ROAD ('NR')



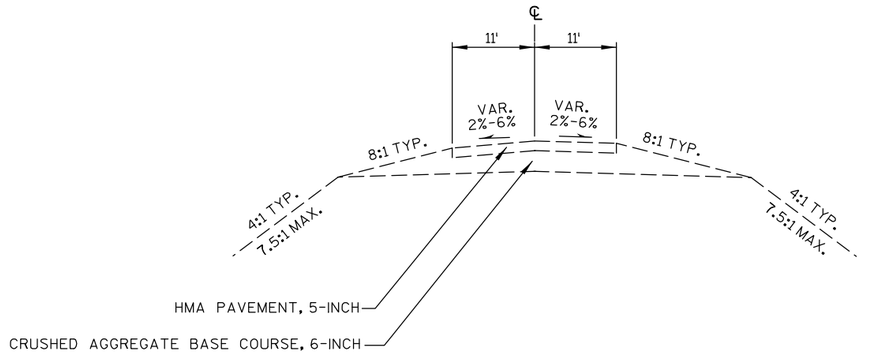
EXISTING TYPICAL SECTION

WIS 33 ('R')



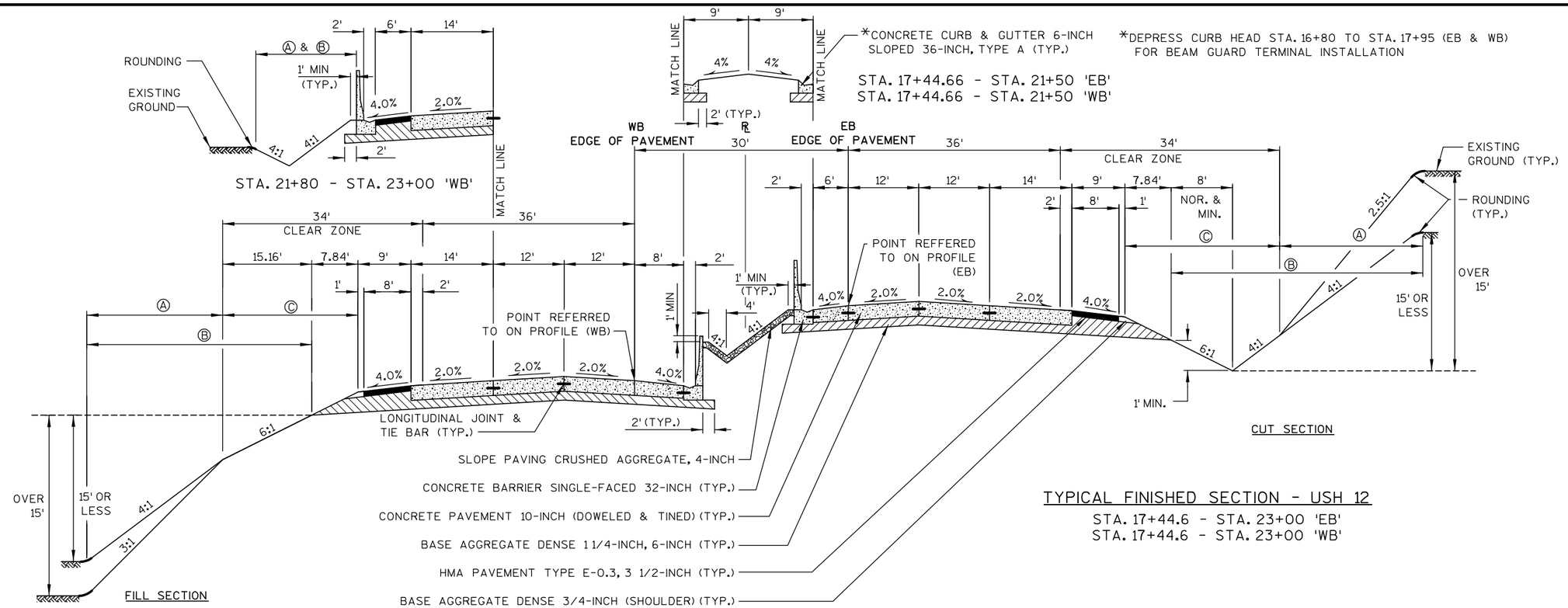
EXISTING TYPICAL SECTION

OLD 33 ('Q')



EXISTING TYPICAL SECTION

TERRYTOWN ROAD ('TE')

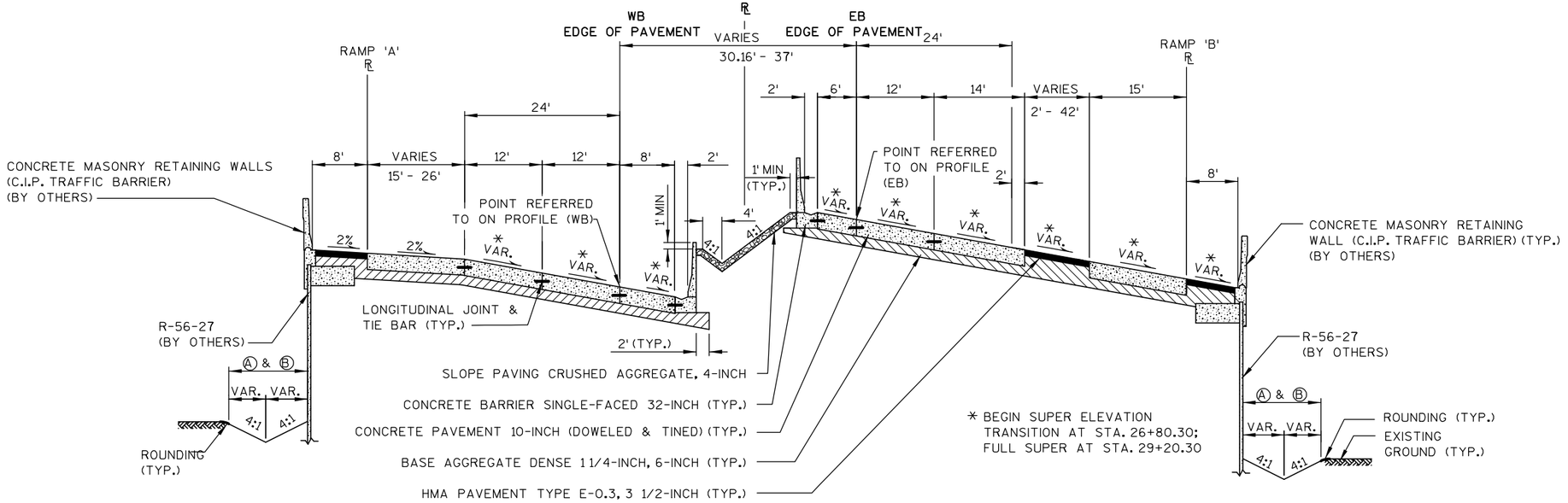


Ⓐ SEEDING TEMPORARY, SEEDING MIXTURES NO. 70A OR 75, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING OR E-MAT

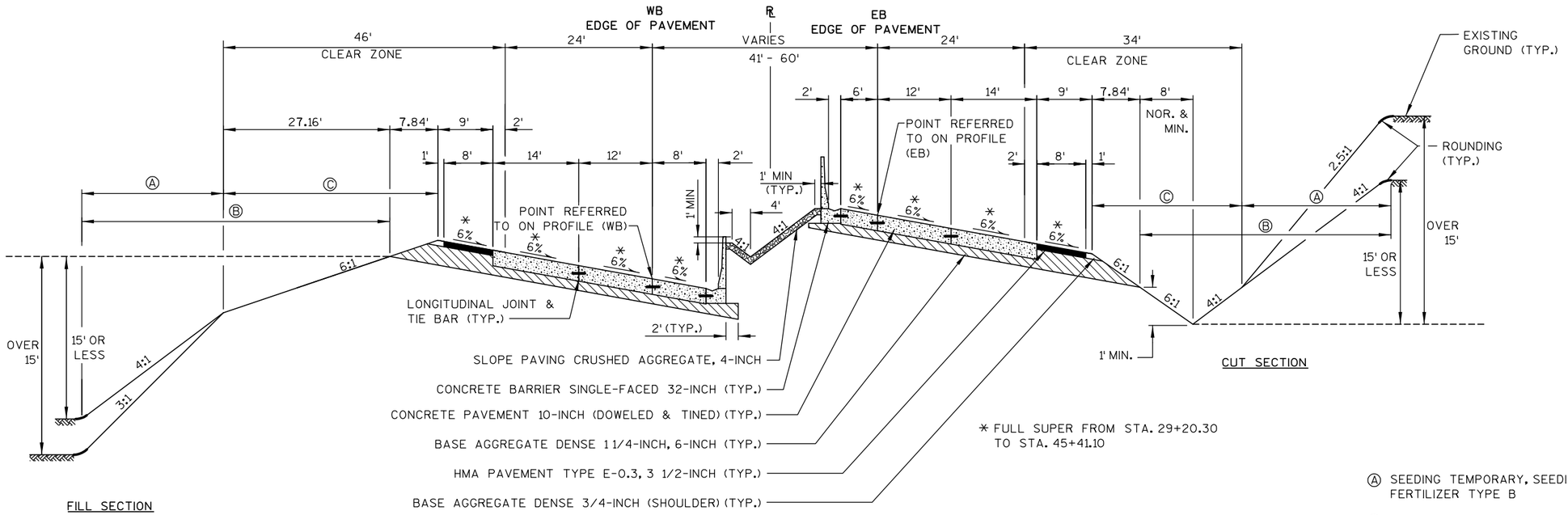
Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 9	E



TYPICAL FINISHED SECTION - USH 12

STA. 28+52.3 - STA. 31+12.0



FILL SECTION

CUT SECTION

TYPICAL FINISHED SECTION - USH 12

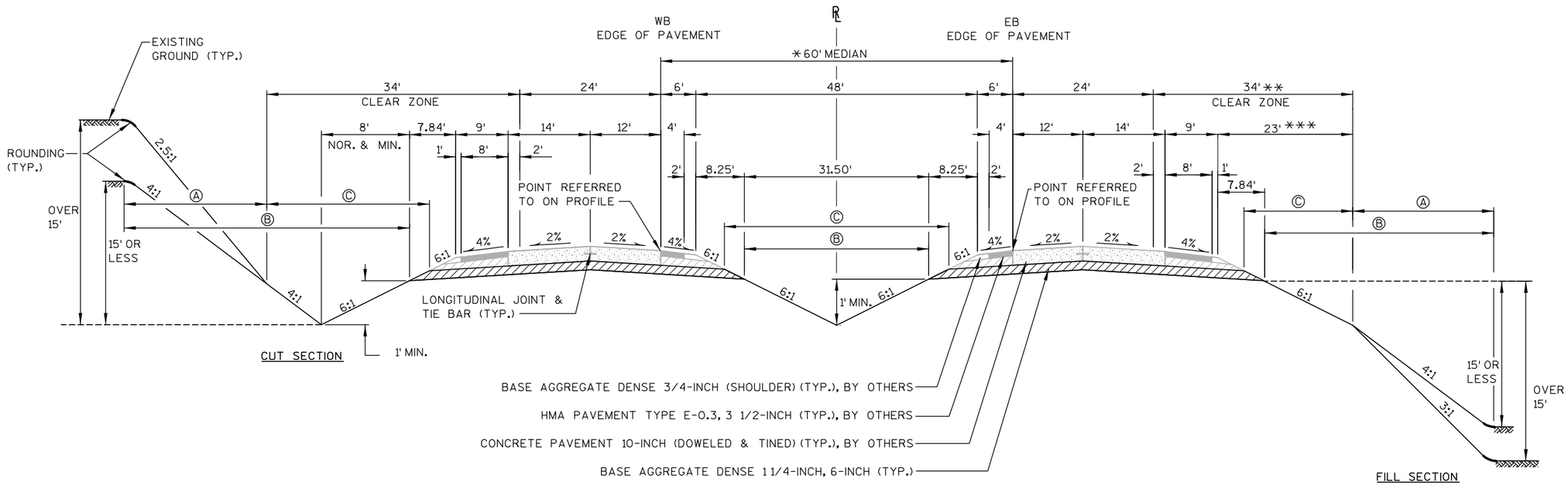
STA. 32+68.0 - STA. 43+30.9

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURES NO. 70A OR 75, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 10	E



TYPICAL FINISHED SECTION - USH 12

STA. 45+11.8 - STA. 323+25

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURES NO. 70A OR 75, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING OR E-MAT

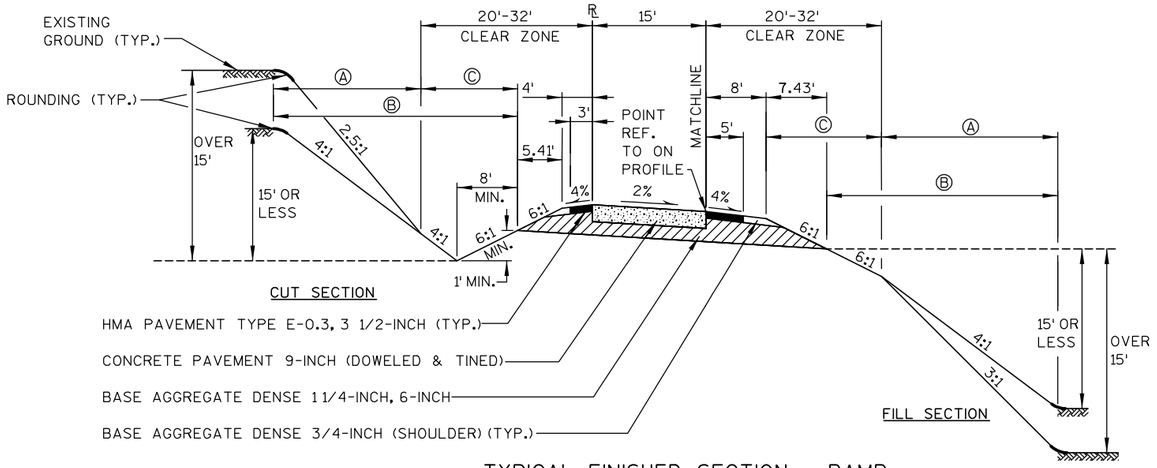
Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

* MEDIAN VARIES FROM STA. 45+13.20 TO STA. 46+01.10 59.9' - 60'

** CLEAR ZONE IS 46' FROM STA. 61+00 - STA. 78+00 RT

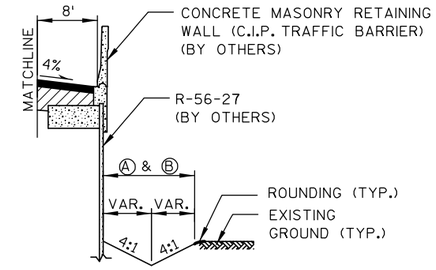
*** 35' WHEN CLEAR ZONE IS 46'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 11	E



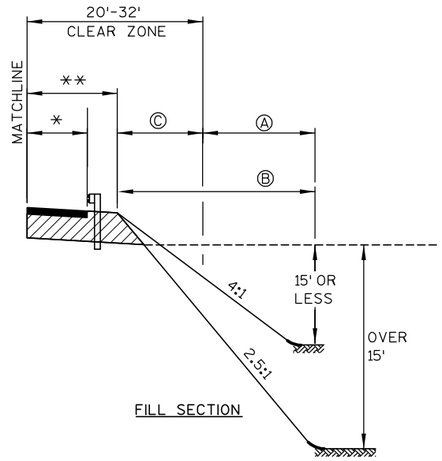
TYPICAL FINISHED SECTION - RAMP

STA. 43+15.8'A' - STA. 44+25.0'A'
STA. 36+19.1'B' - STA. 40+30.0'B'



TYPICAL FINISHED SECTION - RAMP

STA. 28+52.0 'B' - STA. 31+15.6'B'



TYPICAL FINISHED SECTION - RAMP

STA. 32+68.7'A' - STA. 43+15.8'A'
STA. 32+70.3'B' - STA. 36+019.1'B'

* 12' TYP. FOR 'A' RAMP
VARIES 12' AT STA. 42+65.8'A' TO 14' AT STA. 43+15.8'A'
12.75' TYP. FOR 'B' RAMP

** 8' TYP. FOR RAMP 'A'
VARIES 8' AT STA. 42+65.8'A' TO 10' AT STA. 43+15.8'A'
8.75' TYP. FOR 'B' RAMP

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 70A OR 75, FERTILIZER TYPE B

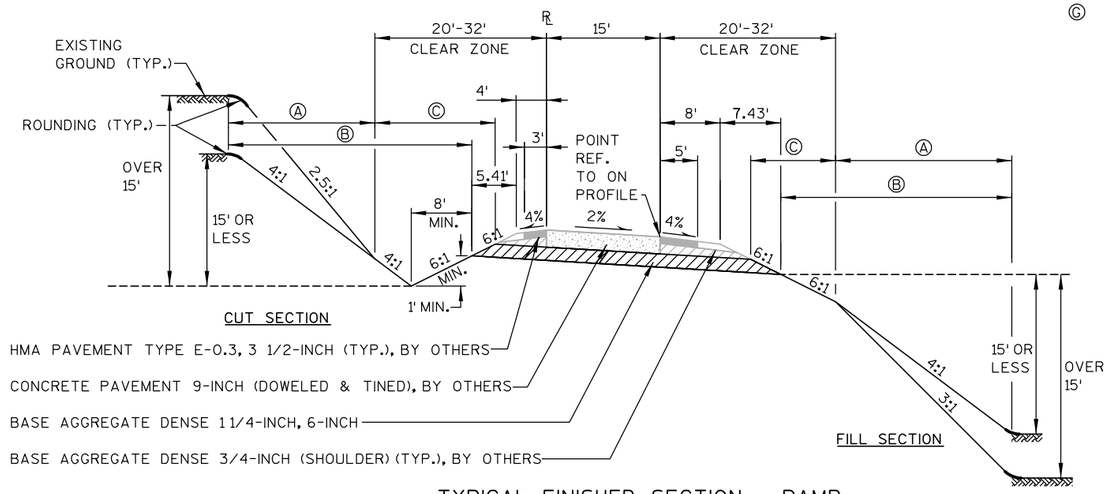
Ⓑ SALVAGED TOPSOIL AND MULCHING

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓓ 6.5' MIN. LATERAL CLEARANCE (4:1 MAX.)

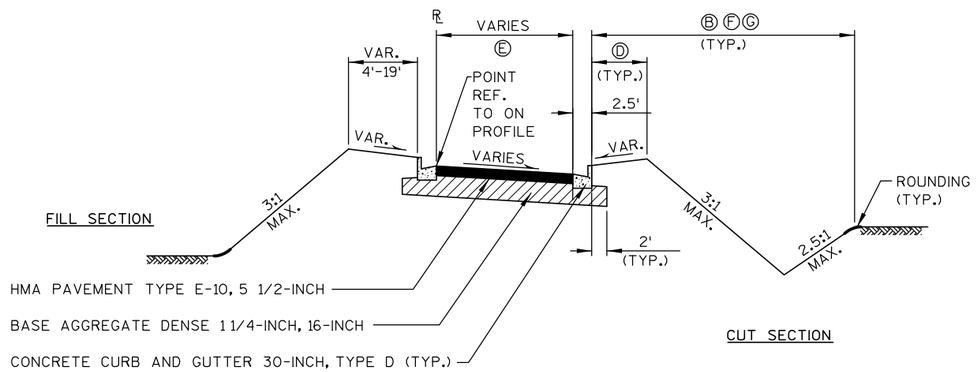
Ⓕ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

Ⓖ SEEDING MIXTURE AT URBAN SECTION OF RAMP TO MATCH THAT OF CONNECTING ROADWAY



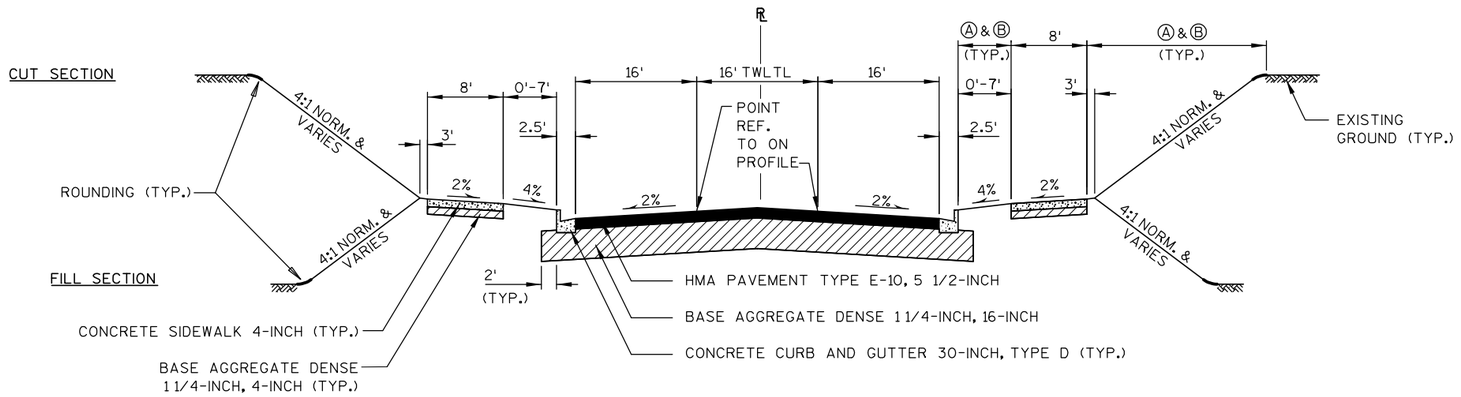
TYPICAL FINISHED SECTION - RAMP

STA. 46+00 'C' - STA. 56+50 'C'
STA. 46+50 'D' - STA. 56+64 'D'
STA. 132+00 'F' - STA. 143+25 'F'
STA. 146+75 'G' - STA. 159+64 'G'
STA. 146+00 'H' - STA. 158+50 'H'
STA. 130+36 'J' - STA. 142+50 'J'
STA. 199+00 'K' - STA. 211+30 'K'
STA. 214+00 'L' - STA. 224+62 'L'
STA. 211+20 'M' - STA. 223+00 'M'
STA. 197+88 'N' - STA. 208+60 'N'



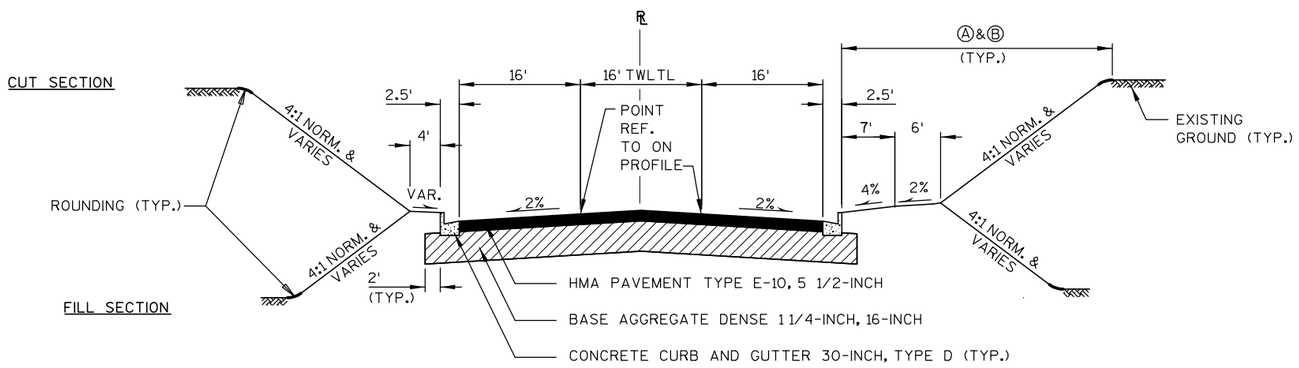
TYPICAL FINISHED SECTION - RAMP

STA. 44+25.0 'A' - STA. 44+86.6 'A', Ⓔ =15'-18'
STA. 40+30.0 'B' - STA. 41+99.0 'B', Ⓔ =23'-24'
STA. 45+00.0 'C' - STA. 46+00.0 'C', Ⓔ =15'-17'
STA. 44+92.1 'D' - STA. 46+50.0 'D', Ⓔ =17.35'-23'
STA. 143+25.0 'F' - STA. 144+11.8 'D', Ⓔ =15'-18.5'
STA. 145+61.3 'G' - STA. 146+75.0 'G', Ⓔ =17'-23'
STA. 145+17.8 'H' - STA. 146+00 'H', Ⓔ = 17.6'-15'
STA. 142+50.0 'J' - STA. 143+69.0 'J', Ⓔ =23'-17'
STA. 211+30.0 'K' - STA. 211+94.0 'K', Ⓔ =15'-16.9'
STA. 212+80.9 'L' - STA. 214+00.0 'L', Ⓔ =18.7'-23'
STA. 210+70.0 'M' - STA. 211+20.0 'M', Ⓔ =15.7'-15'
STA. 208+60.0 'N' - STA. 209+81.4 'N', Ⓔ =23'-18.5'



TYPICAL FINISHED SECTION - MOON ROAD

STA. 86+93 'MO' - STA. 88+81.5 'MO' LT
STA. 86+93 'MO' - STA. 89+00 'MO' RT



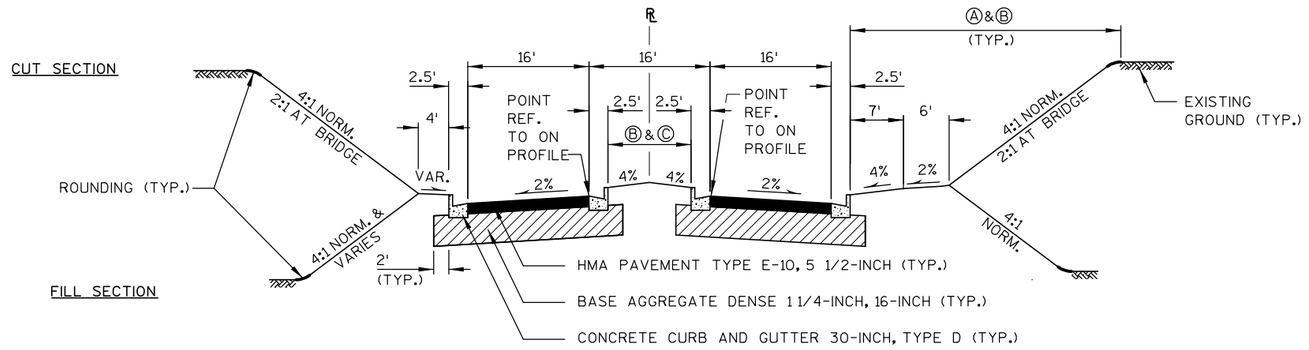
TYPICAL FINISHED SECTION - MOON ROAD

STA. 88+81.5 'MO' - STA. 98+44.1 'MO' LT
STA. 89+00 'MO' - STA. 98+44.1 'MO' RT

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

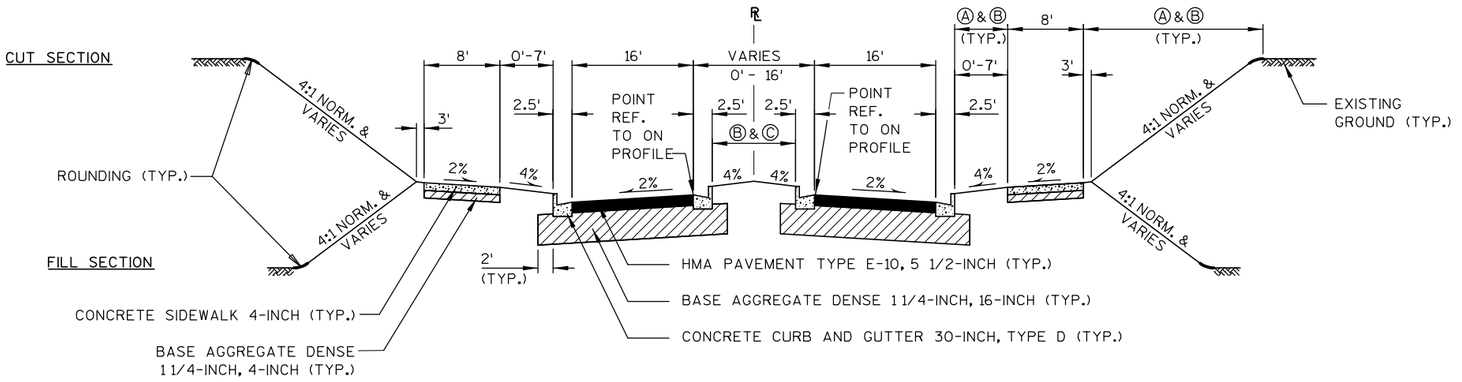
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 13	E



TYPICAL FINISHED SECTION - MOON ROAD

STA. 98+44.1 'MO' - STA. 101+14.0 'MO'



TYPICAL FINISHED SECTION - MOON ROAD

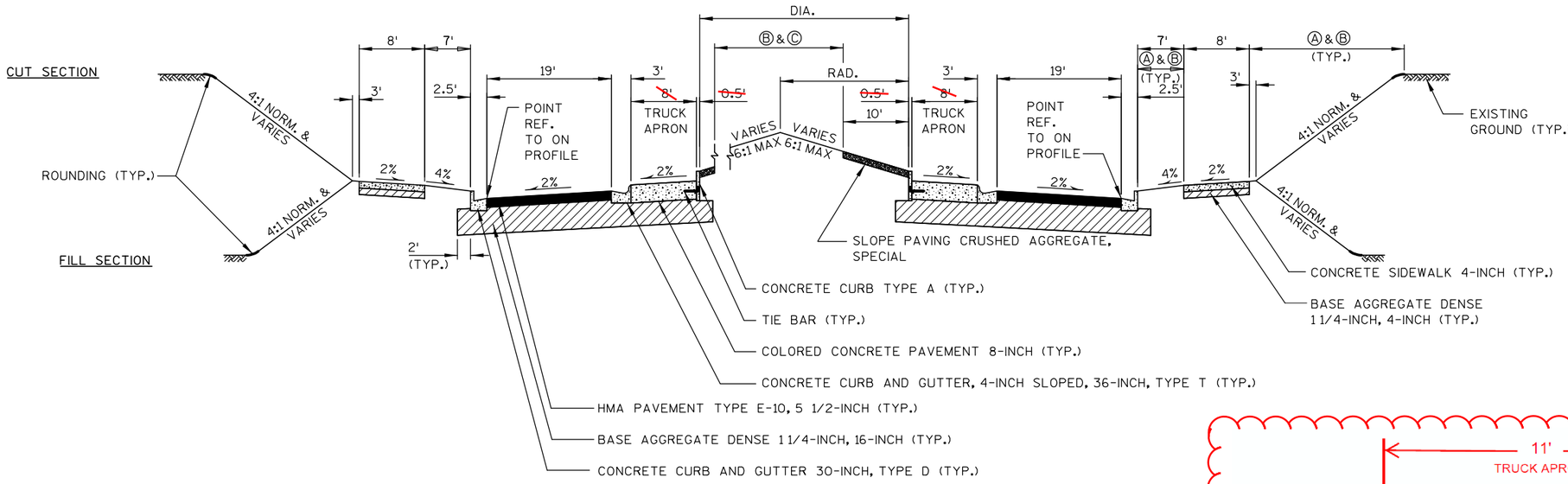
STA. 101+14.0 'MO' - STA. 103+32.4 'MO'

STA. 104+78.4 'MO' - STA. 105+47.2 'MO'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 14	E

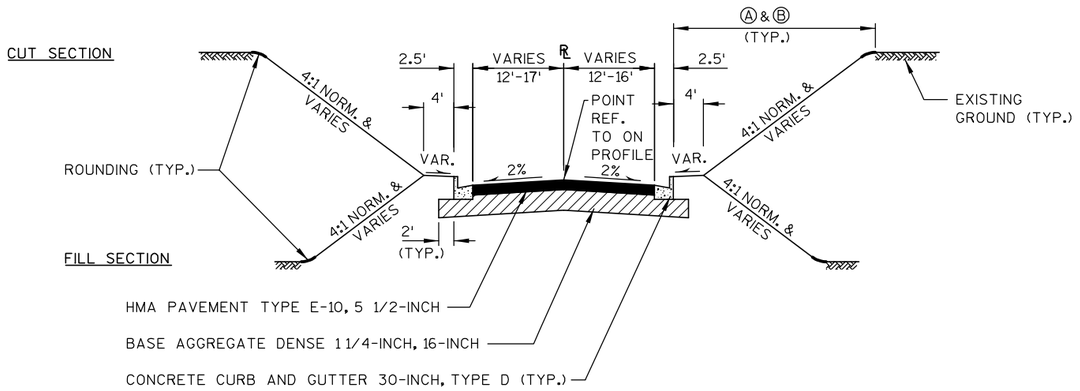


TYPICAL FINISHED SECTION - MOON ROAD (ROUNDABOUT SECTION)

STA. 103+32.4 'MO' - STA. 104+78.4 'MO' DIA.= 85' RAD.= 42.5'
STA. 31+62.8 'AC1' - STA. 33+13.8 'AC1'



TYPICAL (TRUCK APRON) FINISHED SECTION



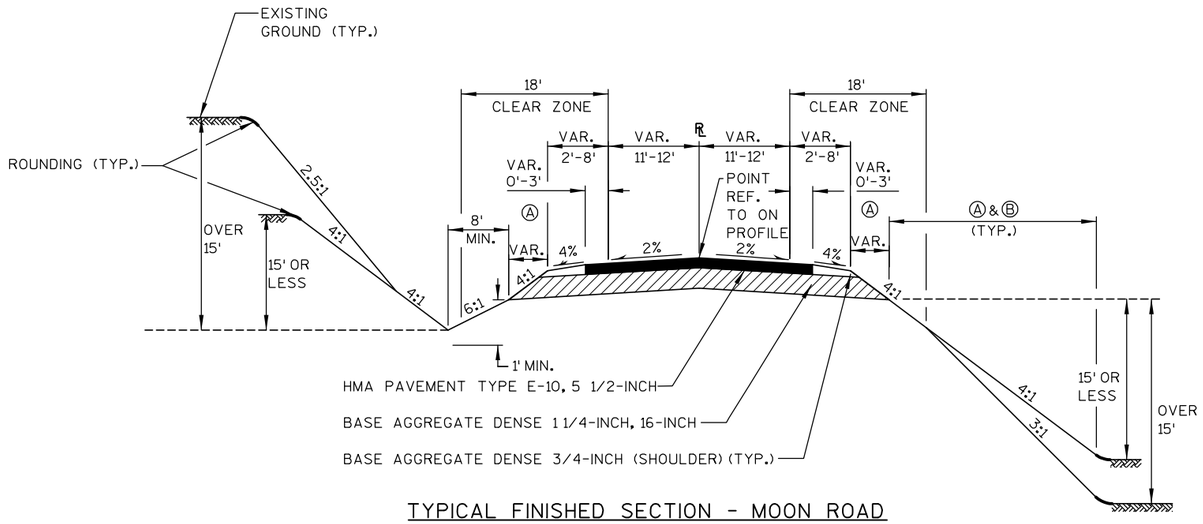
TYPICAL FINISHED SECTION - MOON ROAD

STA. 105+47.2 'MO' - STA. 109+00 'MO' RT
STA. 105+47.2 'MO' - STA. 108+50 'MO' LT

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 70A, FERTILIZER TYPE B



TYPICAL FINISHED SECTION - MOON ROAD

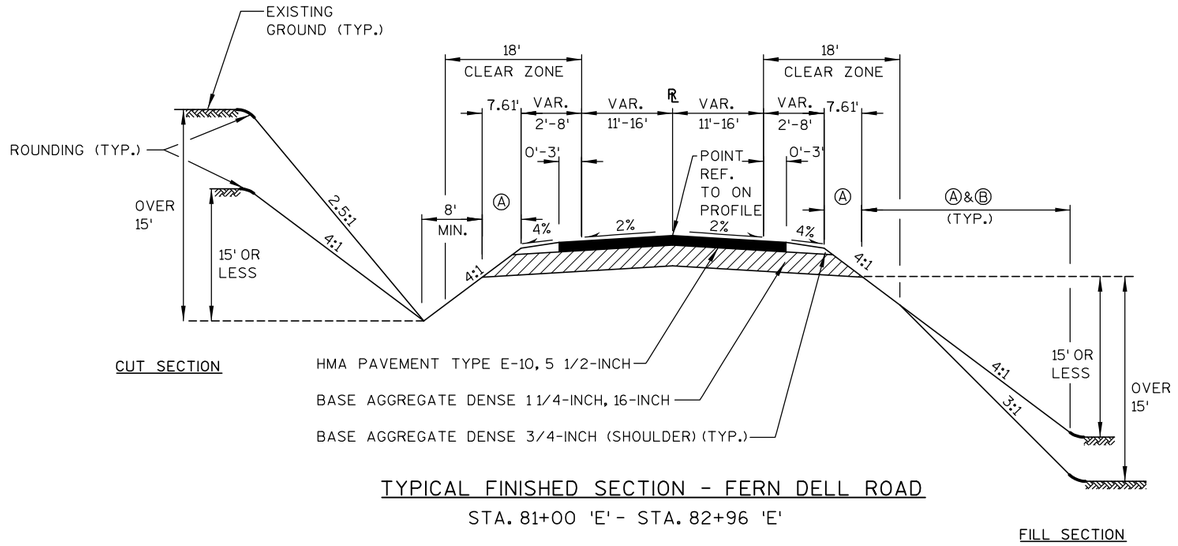
STA. 108+50 'MO' - STA. 109+50 'MO' LT
STA 109+00 'MO' - STA. 109+50 'MO' RT

FILL SECTION

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

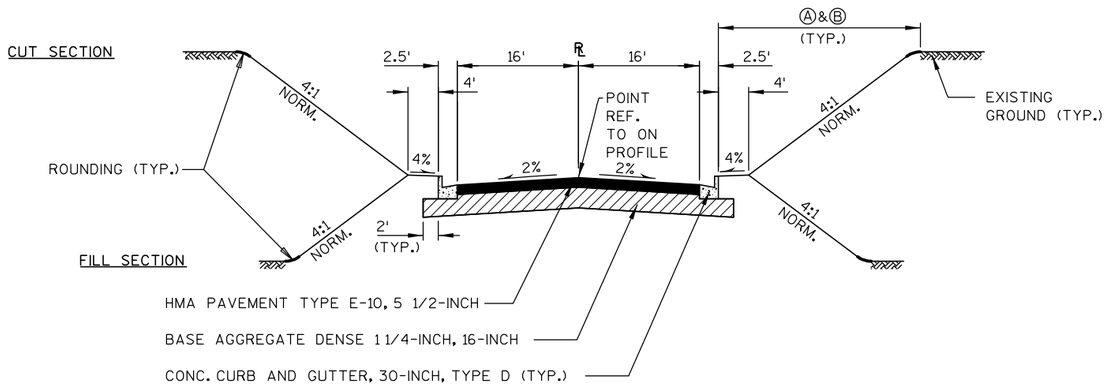
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING MIXTURE NO. 30, FERTILIZER TYPE B



TYPICAL FINISHED SECTION - FERN DELL ROAD

STA. 81+00 'E' - STA. 82+96 'E'

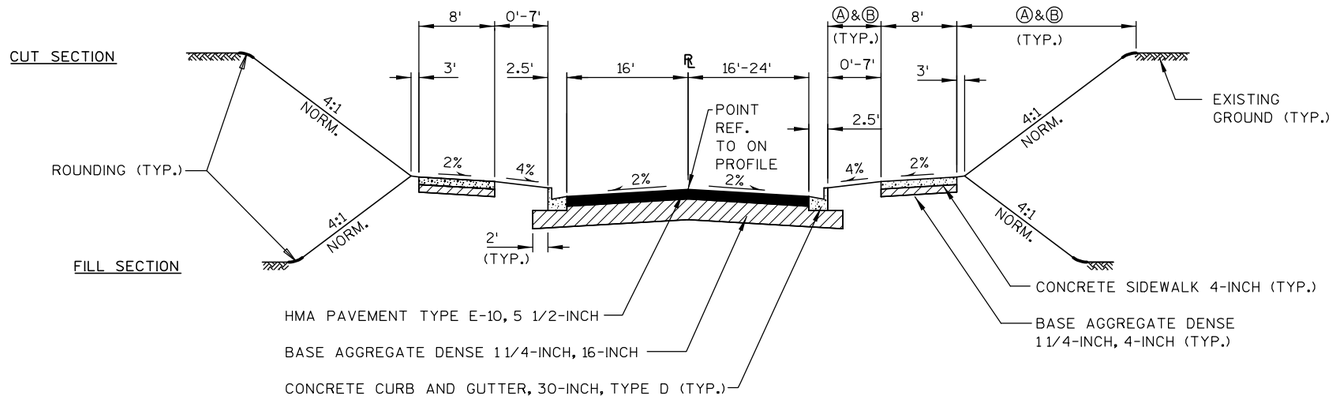


TYPICAL FINISHED SECTION - FERN DELL ROAD

STA. 82+96 'E' - STA. 85+38 'E'

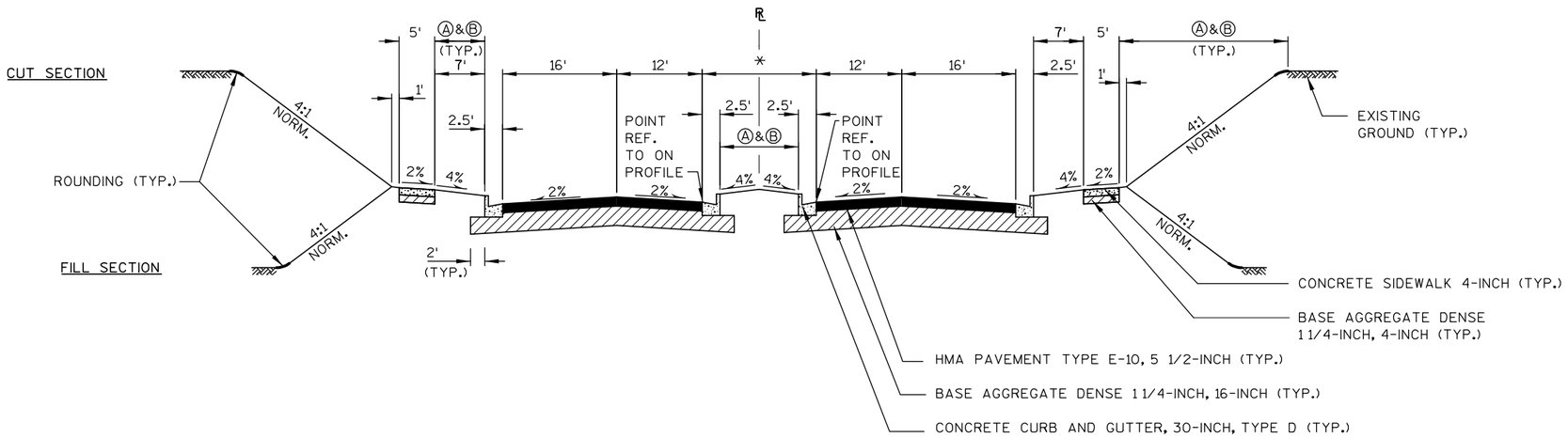
Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)



TYPICAL FINISHED SECTION - FERN DELL ROAD

STA. 85+38 'E' - STA. 86+33 'E'



TYPICAL FINISHED SECTION - FERN DELL ROAD/FUTURE CTH BD

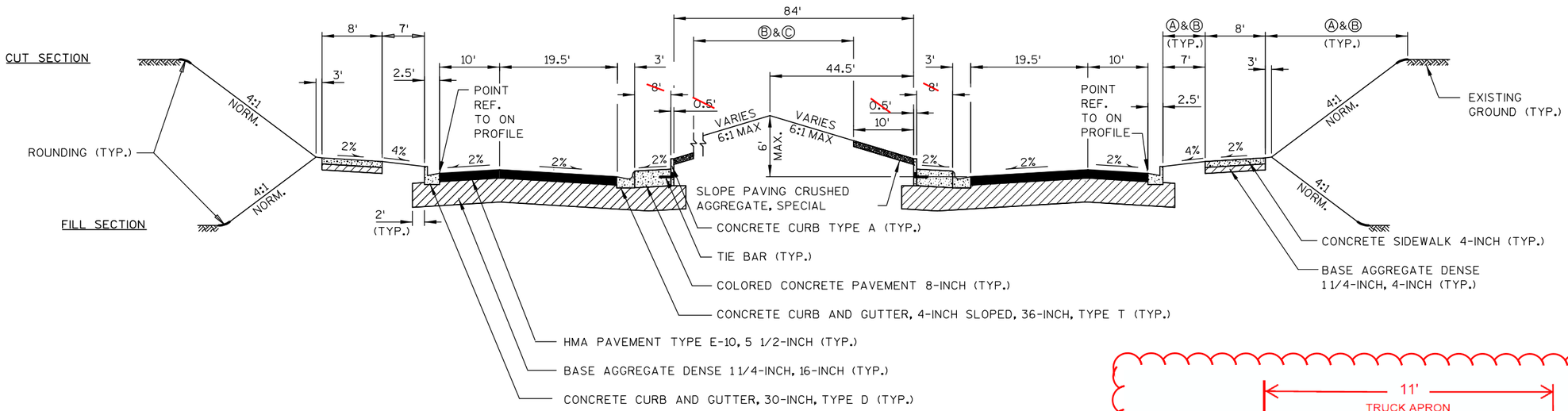
STA. 86+33 'E' - STA. 87+27 'E'
STA. 90+02 'E' - STA. 95+50 'E'
STA. 104+51 'E' - STA. 108+20 'E'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

* NORM. WIDTH IS 16'
VAR. 0' TO 33.5' FROM
STA. 86+33 'E' - STA. 87+27 'E'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 18	E

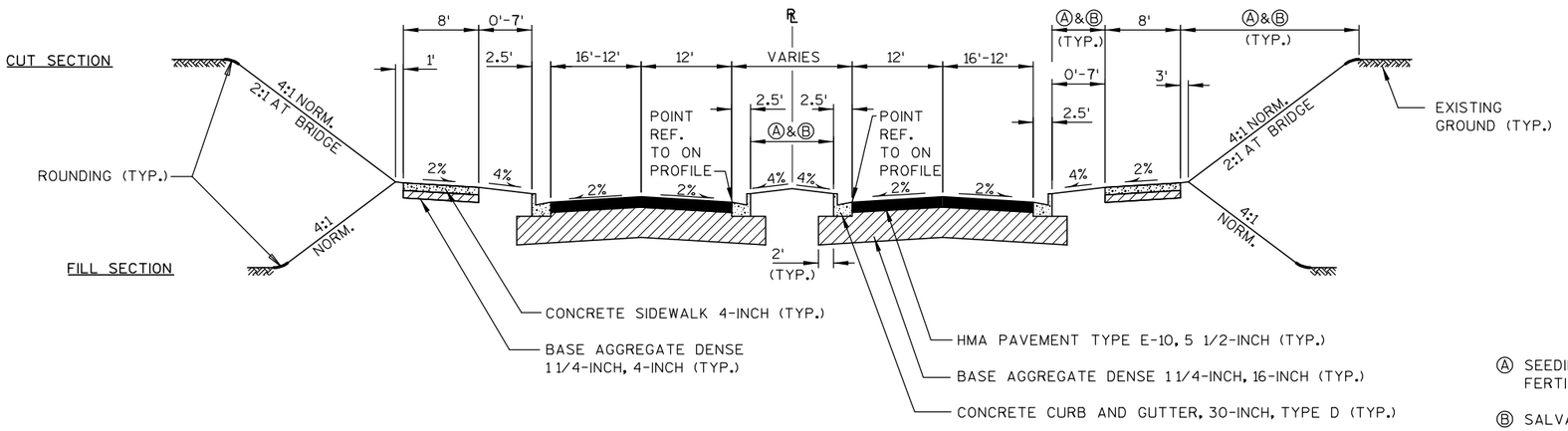


TYPICAL FINISHED SECTION - FUTURE CTH BD (ROUNDABOUT SECTION)

STA. 87+27 'E' - STA. 88+80 'E'
STA. 96+73 'E' - STA. 98+20 'E'
STA. 101+84 'E' - STA.103+23 'E'
STA. 109+47 'E' - STA. 110+90 'E' *TRUCK APRON IS 10'
STA. 86+24.02'MO' - STA. 86+99.6'MO'
STA. 39+86.23'AC2' - STA. 40+70.8'AC2'
STA. 41+93.9'B' - STA. 42+86.9'B'
STA. 44+03.8'D' - STA. 44+91.2'D'
STA. 44+88.2'A' - STA. 46+12..6'A'
STA. 43+83.6'C' - STA. 45+00.0'C'
STA. 56+64.0'AC1' - STA. 57+40.4'AC1'



TYPICAL (TRUCK APRON) FINISHED SECTION



TYPICAL FINISHED SECTION - FUTURE CTH BD

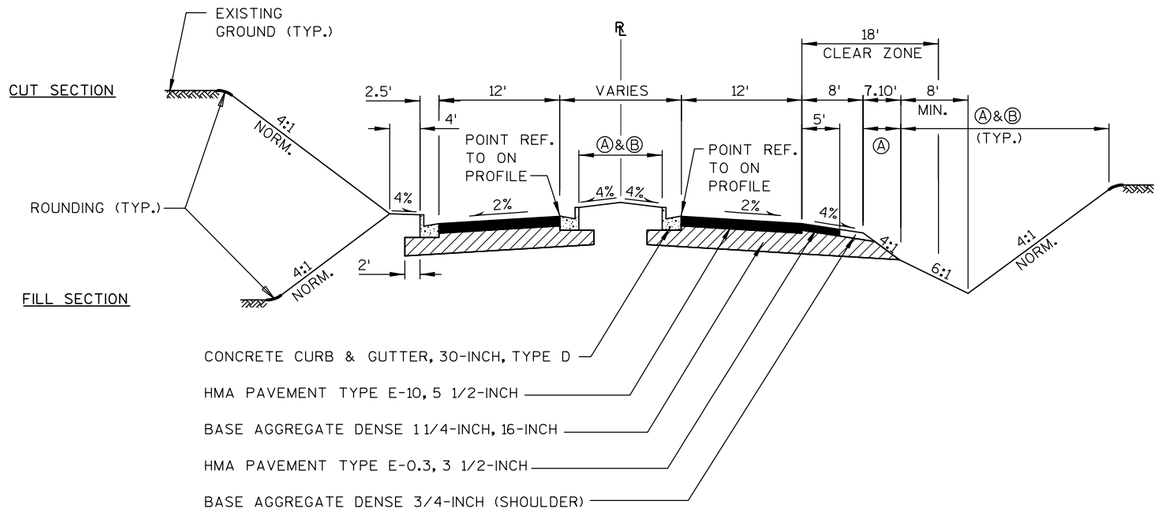
STA. 88+80 'E' - STA. 90+02 'E'
STA. 95+50 'E' - STA. 96+73 'E'
STA. 98+20 'E' - STA. 101+84 'E'
STA. 103+23 'E' - STA. 104+51 'E'
STA. 108+20'E' - STA. 109+47 'E'
STA. 110+90 'E' - STA. 111+98 'E'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 70A, FERTILIZER TYPE B

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 19	E



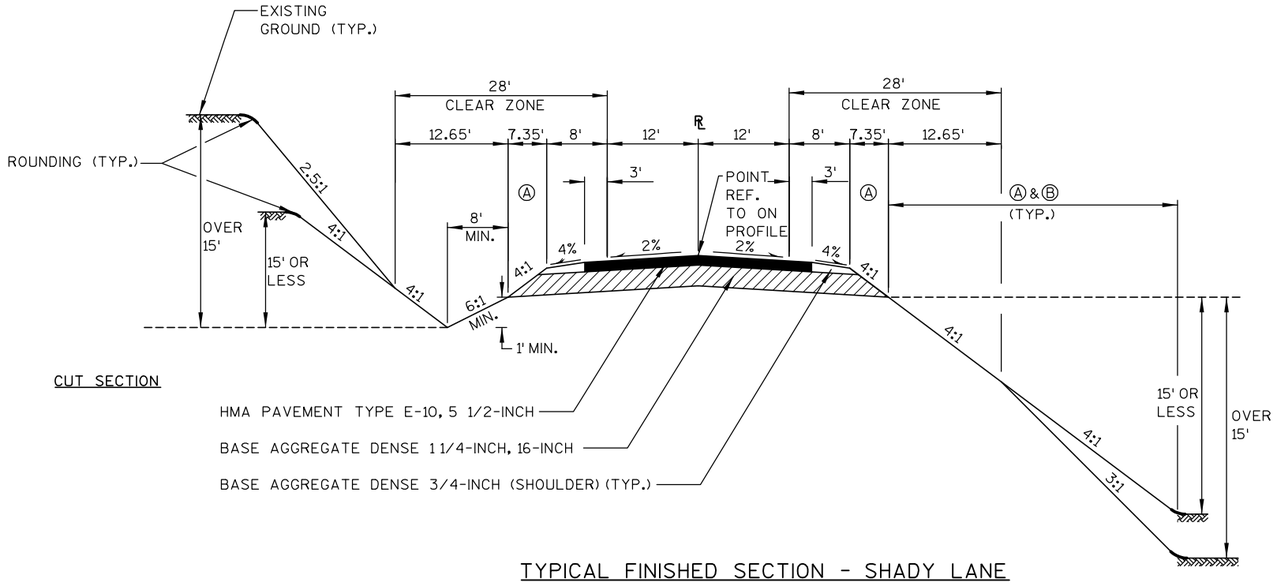
TYPICAL FINISHED SECTION - FUTURE CTH BD

STA. 111+98 'E' - STA. 114+25 'E'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 20	E

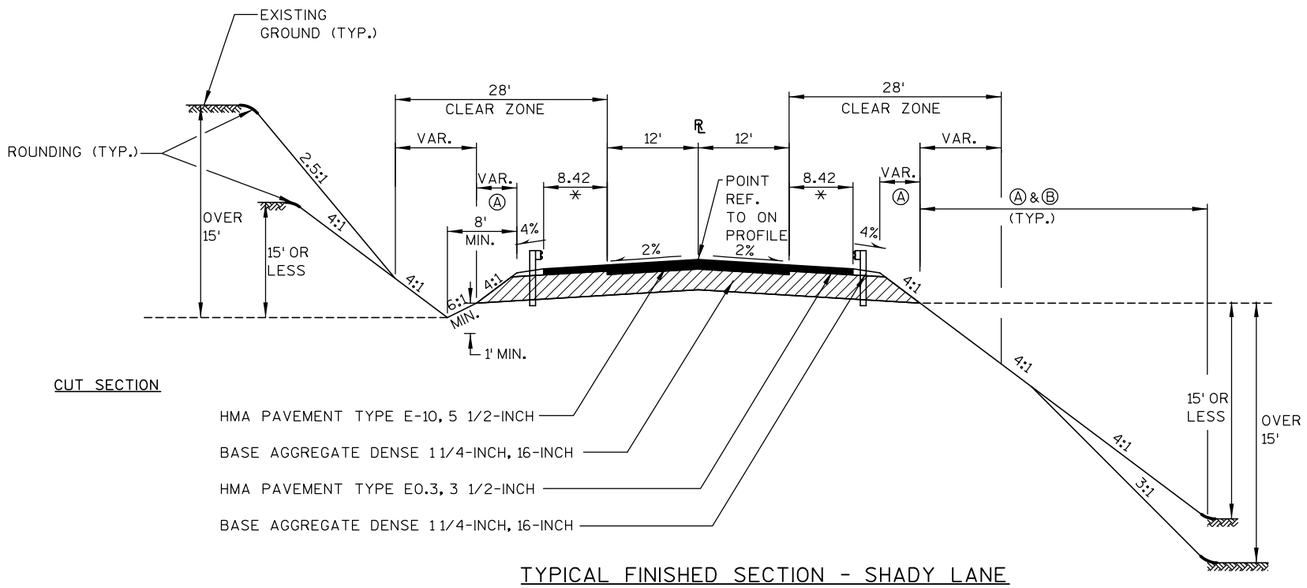


CUT SECTION

FILL SECTION

TYPICAL FINISHED SECTION - SHADY LANE

STA. 91+00 'SL' - STA. 97+21.5 'SL' RT
STA. 91+00 'SL' - STA. 97+58.9 'SL' LT
STA. 102+41.1 'SL' - STA. 110+00 SL' RT
STA. 102+78.6 'SL' - STA. 110+00 'SL' LT



CUT SECTION

FILL SECTION

TYPICAL FINISHED SECTION - SHADY LANE

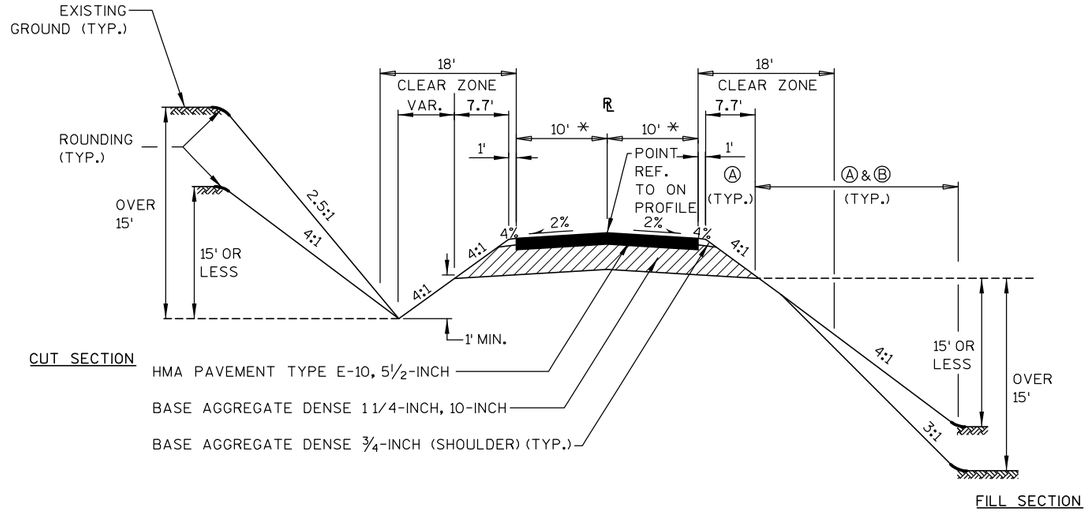
STA. 97+21.5 'SL' - 98+98 'SL' RT
STA. 97+58.9 'SL' - 98+98 'SL' LT
STA. 101+09 'SL' - 102+41.1 'SL' RT
STA. 101+09 'SL' - 102+78.6 'SL' LT

* VARIES 10.42' AT STA. 97+21.5'SL' RT TO 8.42' AT STA. 97+71.4'SL' RT
VARIES 10.42' AT STA. 97+58.9'SL' LT TO 8.42' AT STA. 98+08.9'SL' LT
VARIES 8.42' AT STA. 101+91.1'SL' RT TO 10.42' AT STA. 102+41.1'SL' RT
VARIES 8.42' AT STA. 102.28.6'SL' LT TO 10.42' AT STA. 102+78.6'SL' LT

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

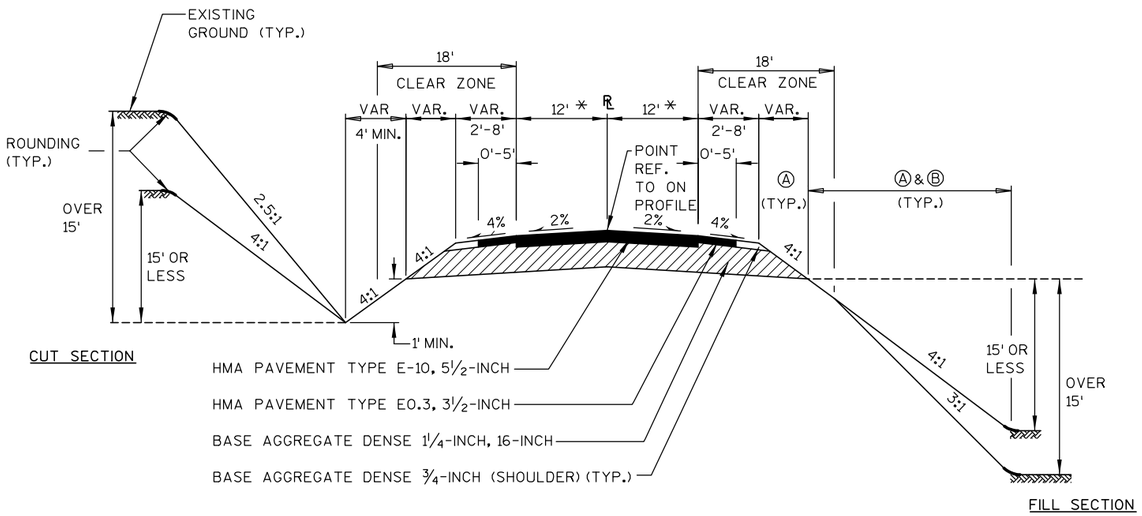
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 21	E



TYPICAL FINISHED SECTION - NORTH REEDSBURG ROAD

STA. 88+00 'NR' - STA. 89+20 'NR'

* VARIES FROM 10' AT STA. 89+00'NR' TO 12' AT STA. 89+20'NR'



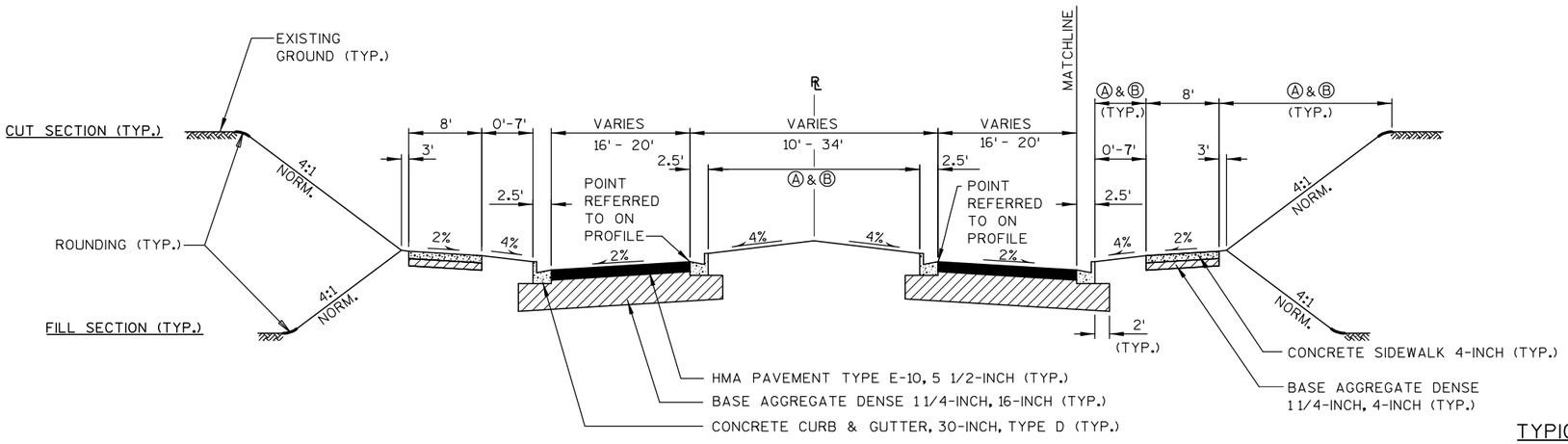
TYPICAL FINISHED SECTION - NORTH REEDSBURG ROAD

STA. 89+20 'NR' - STA. 93+70 'NR' RT
STA. 89+20 'NR' - STA. 95+30 'NR' LT
STA. 106+26.7 'NR' - STA. 119+11.8 'NR'

* VARIES FROM 12' AT STA. 92+10.8 LT TO 34.3' AT STA. 95+00 LT
VARIES FROM 21.7' AT STA. 106+26.7 RT TO 12' AT STA. 107+45.5 RT

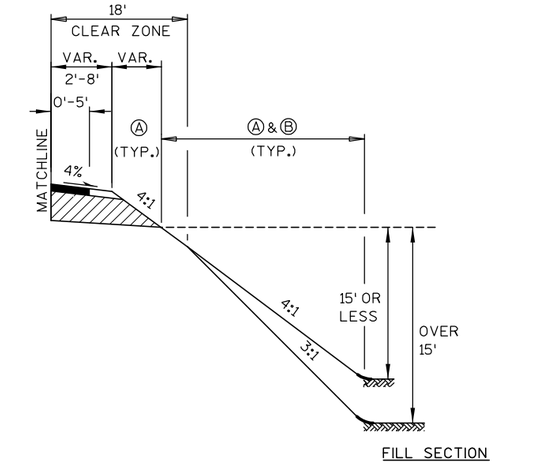
Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)



TYPICAL FINISHED SECTION - NORTH REEDSBURG ROAD

STA. 95+36 'NR' - STA. 96+67.6 'NR'
STA. 98+31.5 'NR' - STA. 101+68.4 'NR'
STA. 103+32.4 'NR' - STA. 106+26.7 'NR'

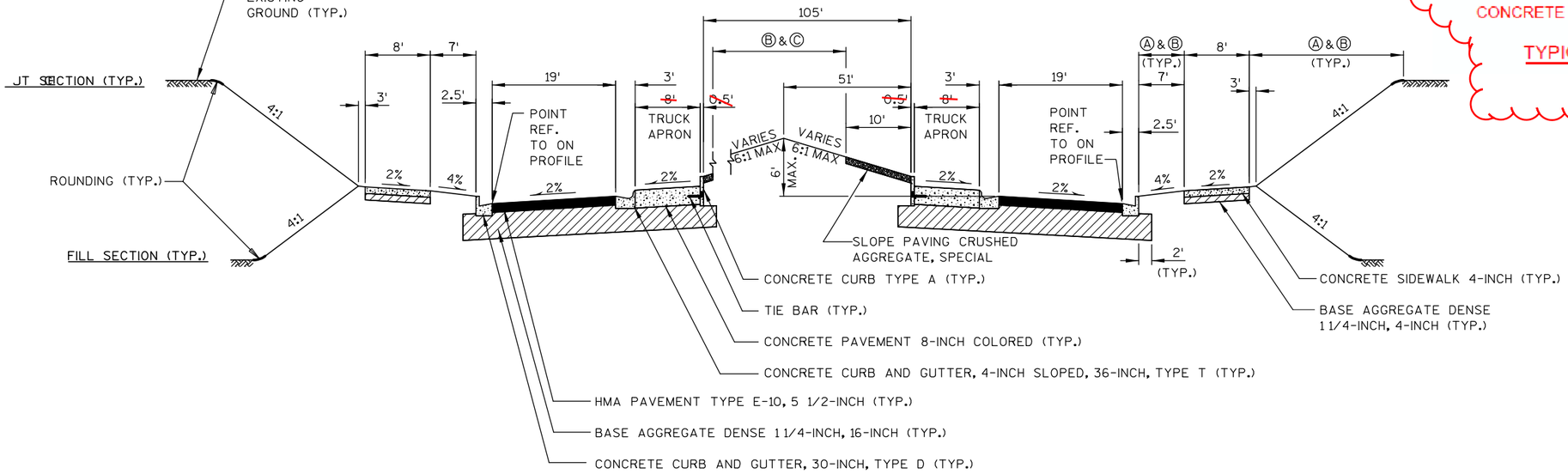


TYPICAL FINISHED SECTION - NORTH REEDSBURG ROAD

STA. 104+32.2 'NR' - STA. 106+26.7 'NR' LT



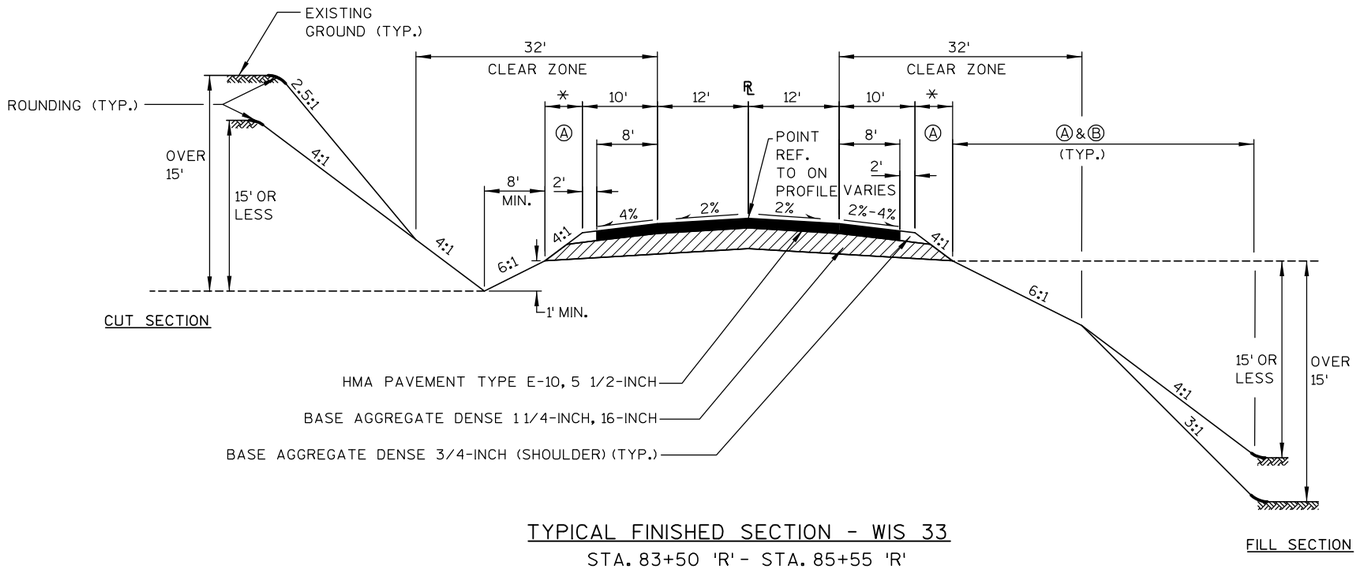
TYPICAL (TRUCK APRON) FINISHED SECTION



TYPICAL FINISHED SECTION - NORTH REEDSBURG ROAD (ROUNDABOUT SECTION)

STA. 96+67.6 'NR' - STA. 98+31.5 'NR'
STA. 101+68.4 'NR' - STA. 103+32.4 'NR'
STA. 144+11.8 'F' - STA. 145+11.3 'F'
STA. 144+57.2 'G' - STA. 145+61.3 'G'
STA. 144+23.5 'H' - STA. 145+17.8 'H'
STA. 143+69.0 'J' - STA. 144+73.3 'J'

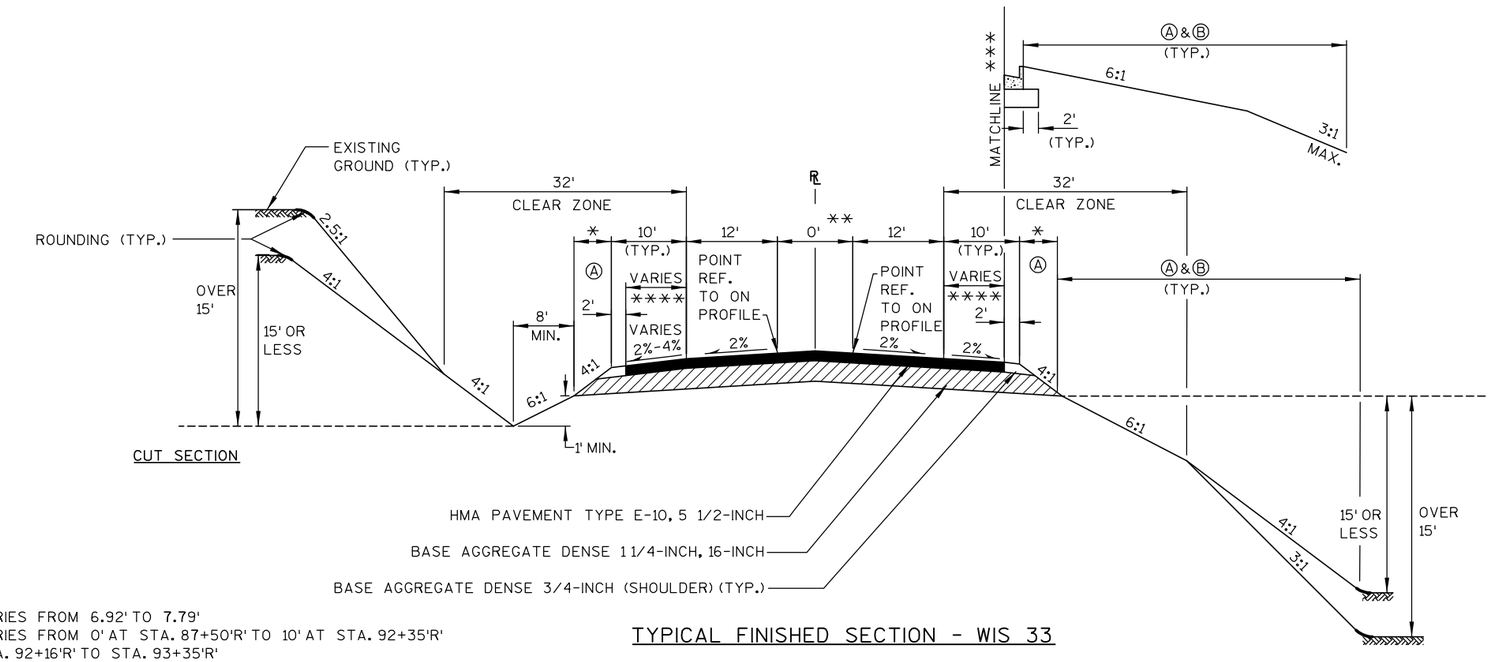
- ○ A SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B
- Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)
- Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 70A, FERTILIZER TYPE B



TYPICAL FINISHED SECTION - WIS 33

STA. 83+50 'R' - STA. 85+55 'R'

*VARIES FROM 6.92' TO 7.79'



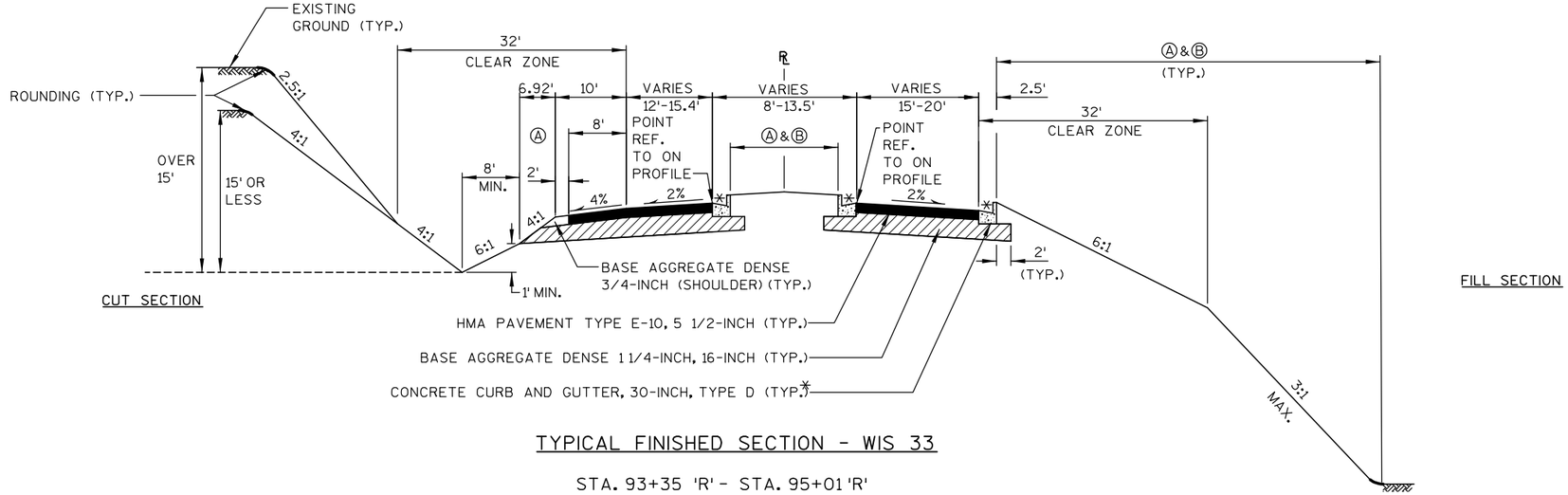
* VARIES FROM 6.92' TO 7.79'
** VARIES FROM 0' AT STA. 87+50'R' TO 10' AT STA. 92+35'R'
*** STA. 92+16'R' TO STA. 93+35'R'
**** VARIES FROM 8' AT STA. 85+55'R' RT TO 13' AT STA. 86+45'R' RT
13' FROM STA. 86+45'R' RT TO STA. 88+94'R' RT
VARIES FROM 13' AT STA. 88+94'R' RT TO 8' AT STA. 90+08'R' RT
VARIES FROM 8' AT STA. 86+96'R' LT TO 12' AT STA. 87+43'R' LT
SEE INTERSECTION DETAIL FOR STA. 87+43'R' LT TO STA. 88+84'R' LT
24.75' FROM STA. 88+84'R' LT TO STA. 90+74'R' LT
VARIES FROM 24.75' AT STA. 90+74'R' LT TO 8' AT STA. 91+27'R' LT

TYPICAL FINISHED SECTION - WIS 33

STA. 85+55 'R' - STA. 93+35 'R'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

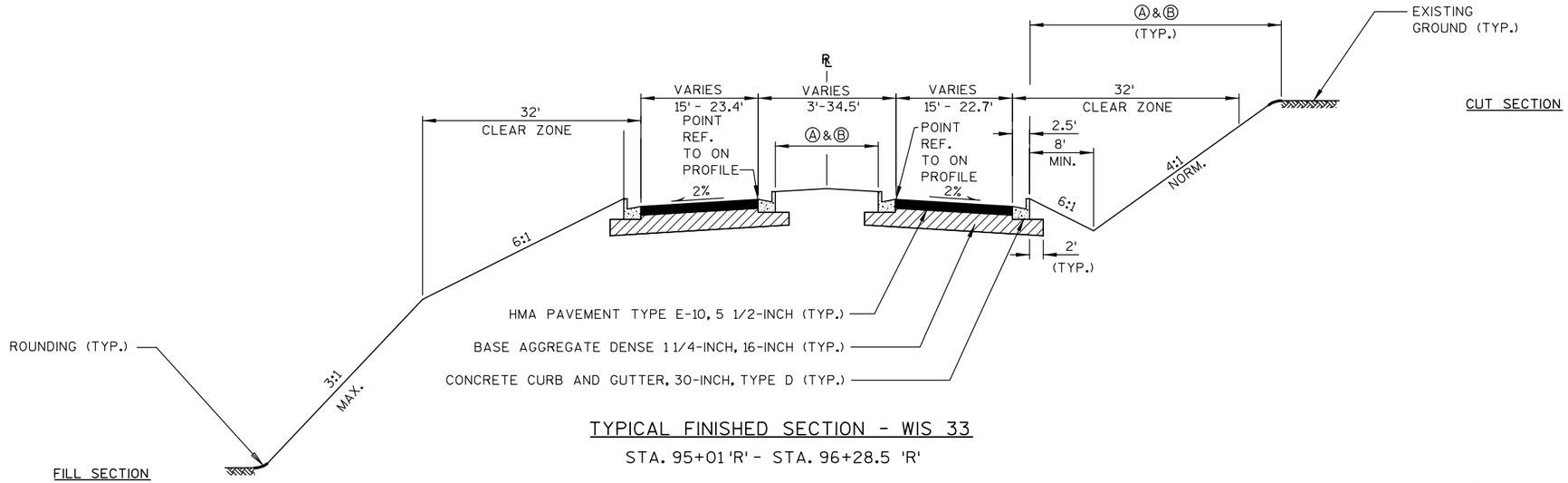
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)



TYPICAL FINISHED SECTION - WIS 33

STA. 93+35 'R' - STA. 95+01 'R'

* CONC. CURB AND GUTTER 4-INCH SLOPED,
36-INCH TYPE D FROM STA. 92+16 TO STA. 94+00 (TYP.)



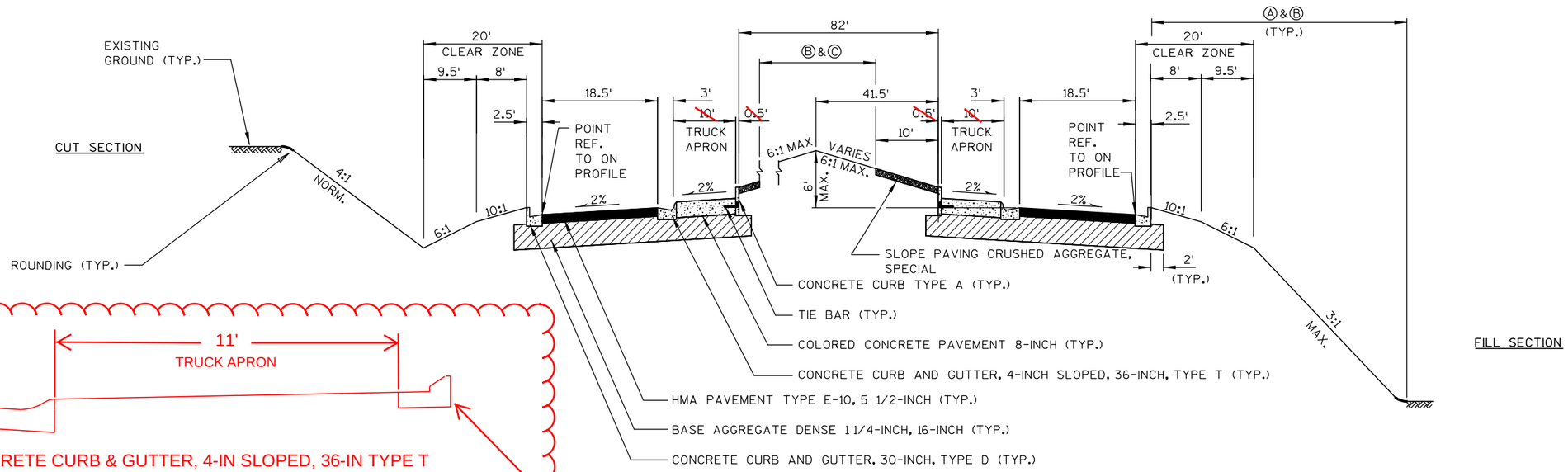
TYPICAL FINISHED SECTION - WIS 33

STA. 95+01 'R' - STA. 96+28.5 'R'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20,
FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING
(EROSION MAT ADJACENT TO CURB AND GUTTER)

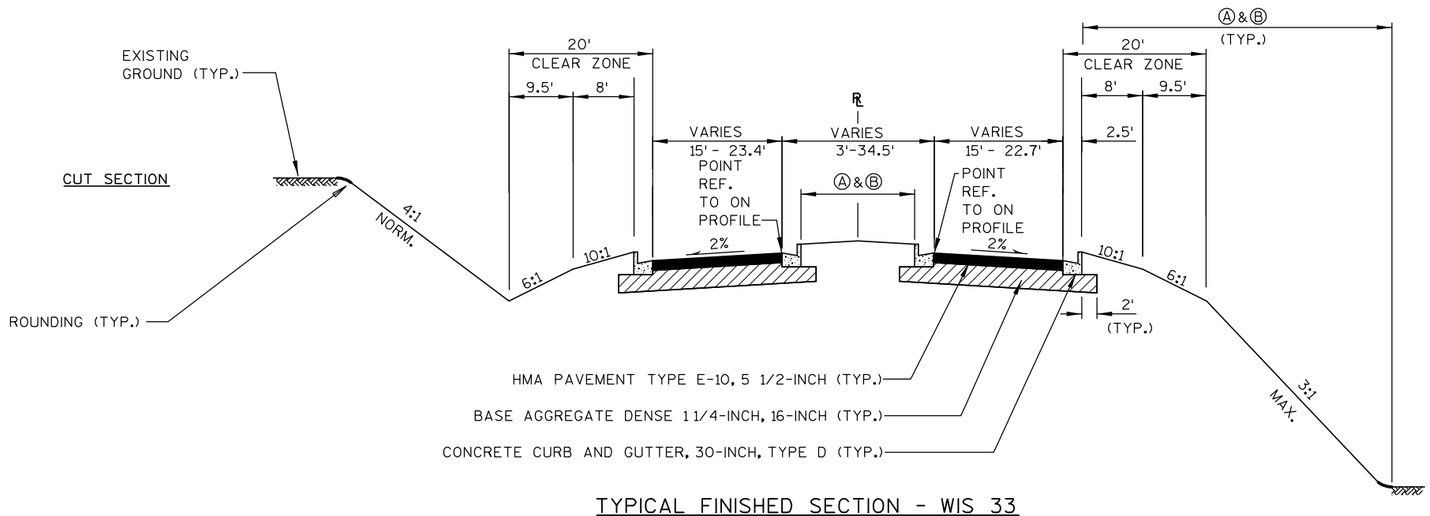
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 25	E





TYPICAL FINISHED SECTION - STH 33 (ROUNDABOUT SECTION)

STA. 96+28.5 'R' - STA. 97+74.4 'R'
STA. 102+27.8 'R' - STA. 103+73.8 'R'
STA. 211+94.0 'K' - STA. 212+87.5 'K'
STA. 212+01.5 'L' - STA. 212+80.9 'L'
STA. 209+76.4 'M' - STA. 210.70.0 'M'
STA. 209+81.4 'N' - STA. 210+60.3 'N'



TYPICAL FINISHED SECTION - WIS 33

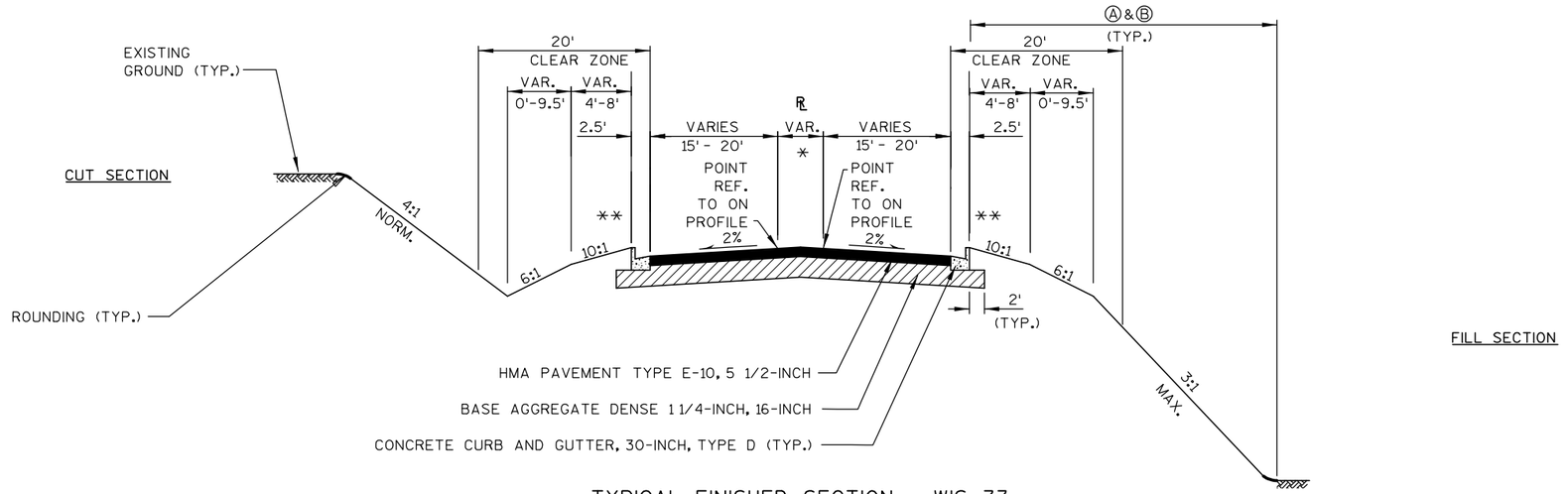
STA. 97+74.4 'R' - STA. 98+22.9 'R'
STA. 101+79.6 'R' - STA. 102+27.8 'R'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 70A, FERTILIZER TYPE B

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 26	E



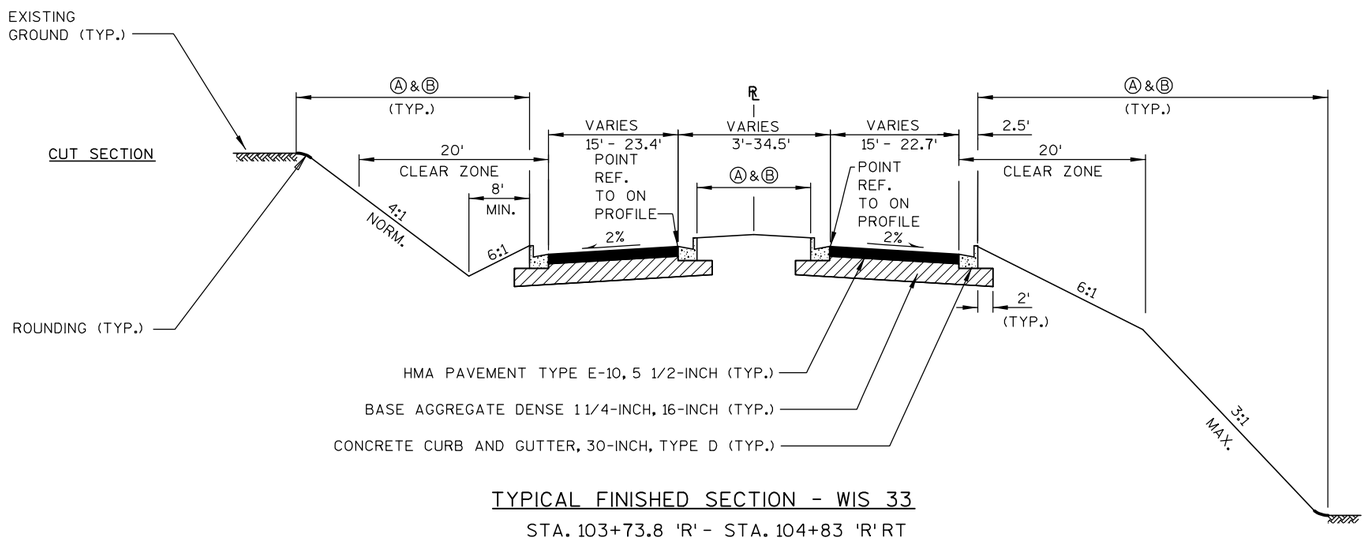
TYPICAL FINISHED SECTION - WIS 33

STA. 98+22.9 'R' - STA. 98+90 'R'
STA. 101+10 'R' - STA. 101+79.6 'R'

FILL SECTION

*VARIES 0' TO 8'

**BEAMGUARD LOCATED AT STA. 98+37.6'R' - STA. 98+83.1'R' RT
BEAMGUARD LOCATED AT STA. 101+16.9'R' - STA. 101+62.4'R' LT



TYPICAL FINISHED SECTION - WIS 33

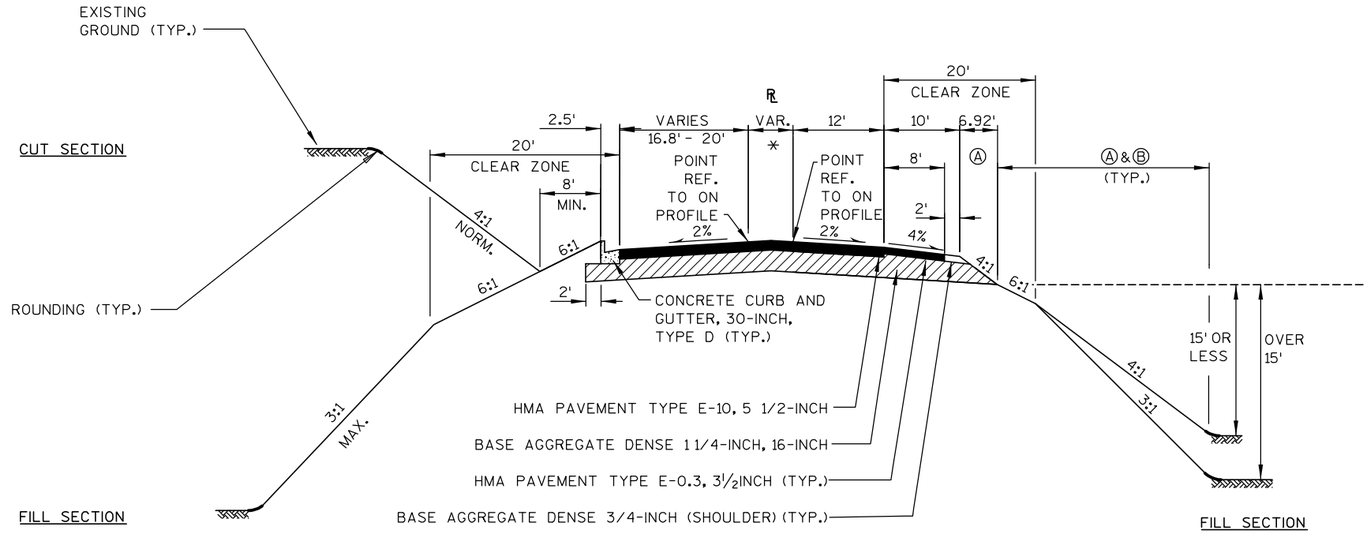
STA. 103+73.8 'R' - STA. 104+83 'R' RT

FILL SECTION

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

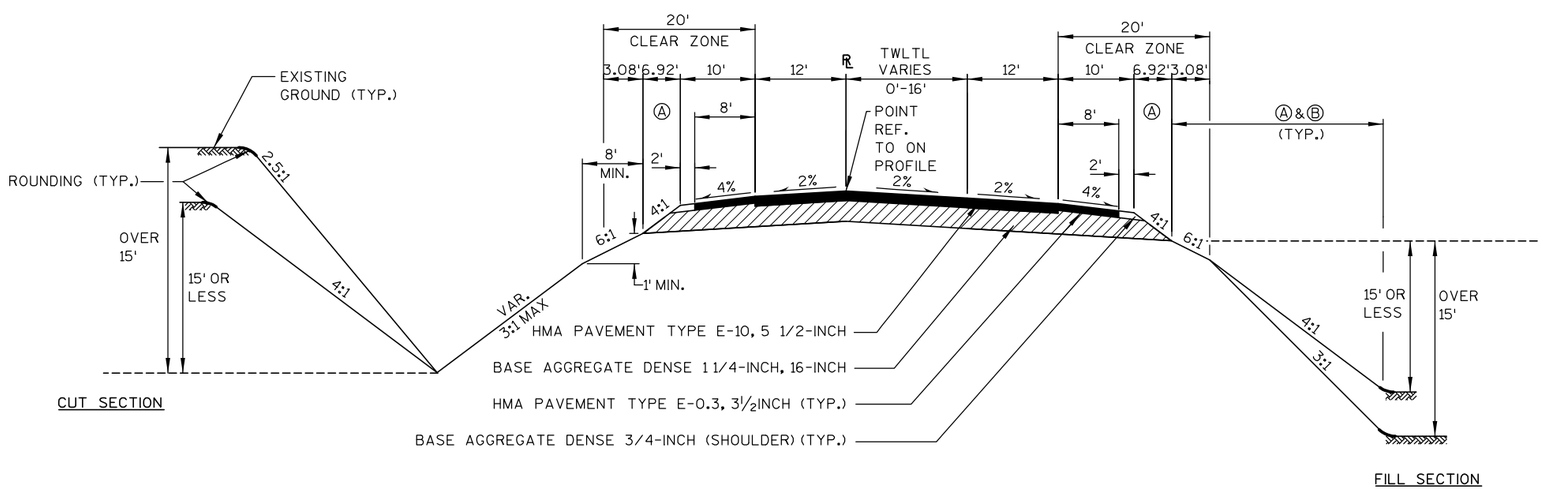
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 27	E



TYPICAL FINISHED SECTION - WIS 33

STA. 104+83 'R' - STA. 106+50 'R' RT
STA. 104+83 'R' - STA. 105+75 'R' LT
*VARIES 0' TO 8'

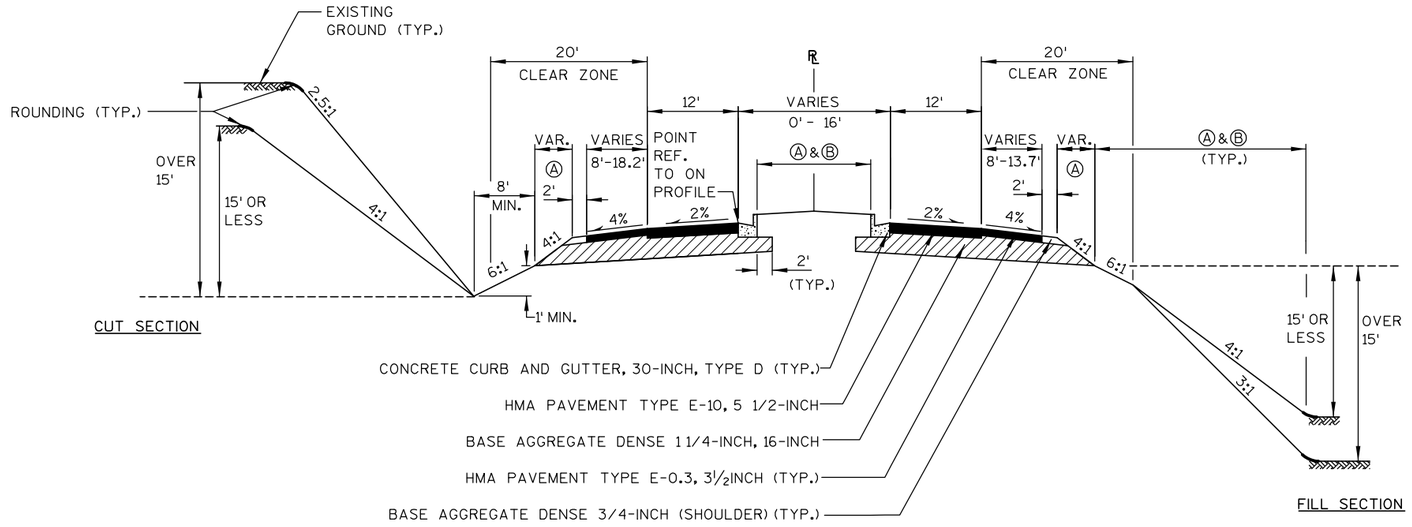


TYPICAL FINISHED SECTION - WIS 33

STA. 105+75 'R' - STA. 114+54 'R' LT
STA. 106+50 'R' - STA. 114+54 'R' RT

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

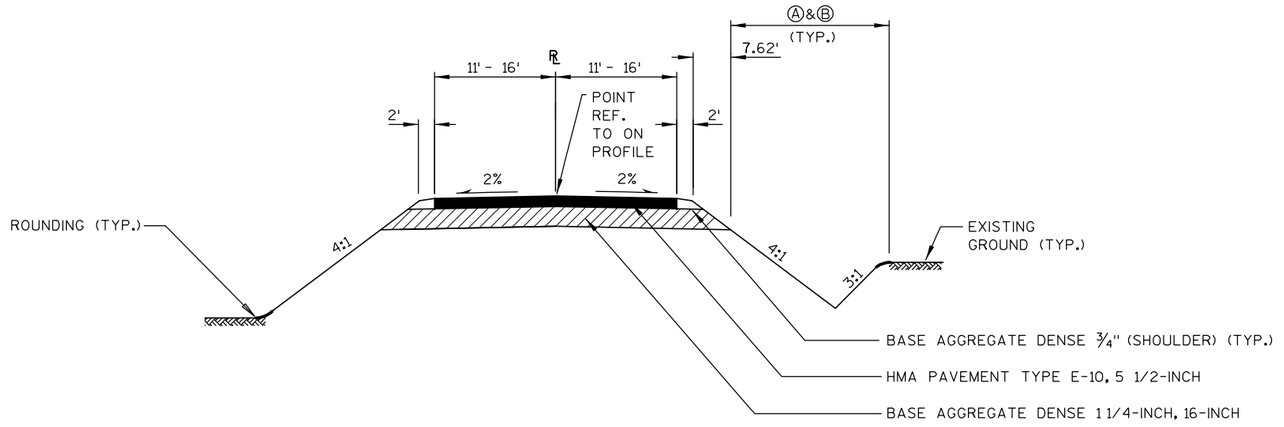


TYPICAL FINISHED SECTION - WIS 33

STA. 114+54 'R' - STA. 115+77 'R' LT
STA. 114+54 'R' - STA. 115+10.9 'R' RT

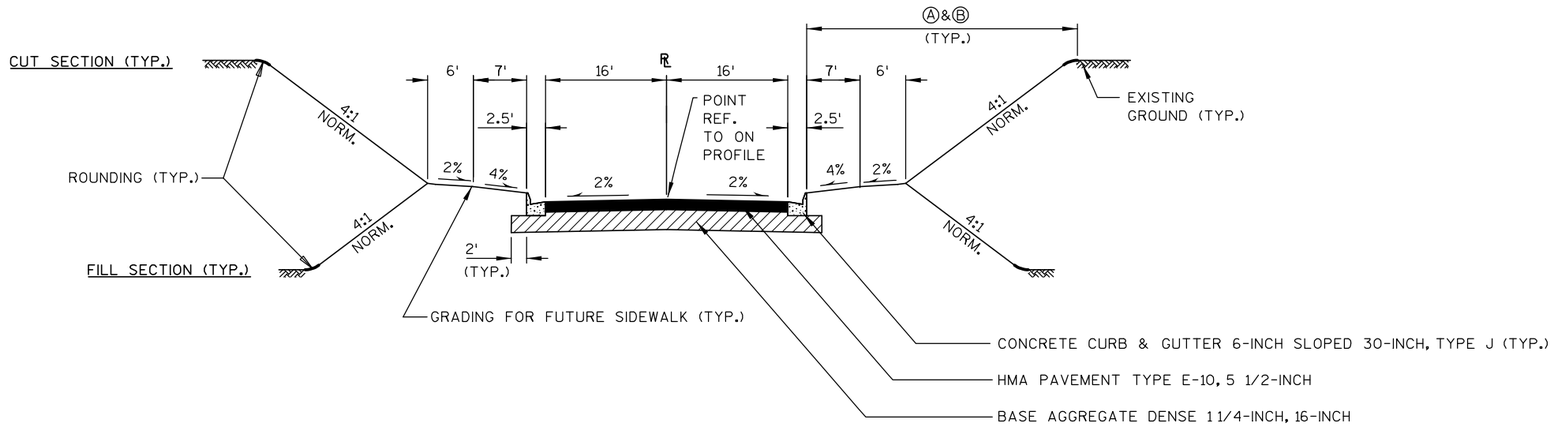
Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)



TYPICAL FINISHED SECTION - TIMOTHY LANE

STA. 15+00 'AC1' - STA. 16+00 'AC1'



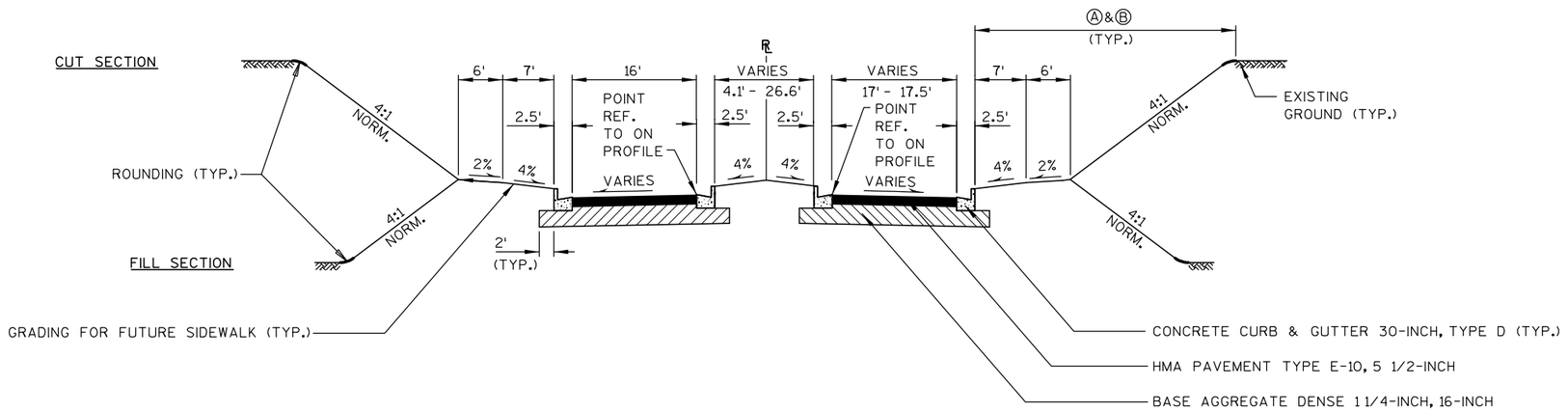
TYPICAL FINISHED SECTION - TIMOTHY LANE

STA. 16+00 'SC1' - STA. 30+46 'AC1' RT
STA. 16+00 'AC1' - STA. 30+29 'AC1' LT
STA. 34+41.8 'AC1' - STA. 54+51.1 'AC1' LT
STA. 34+51.1 'AC1' - STA. 54+26.9 'AC1' RT

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

2

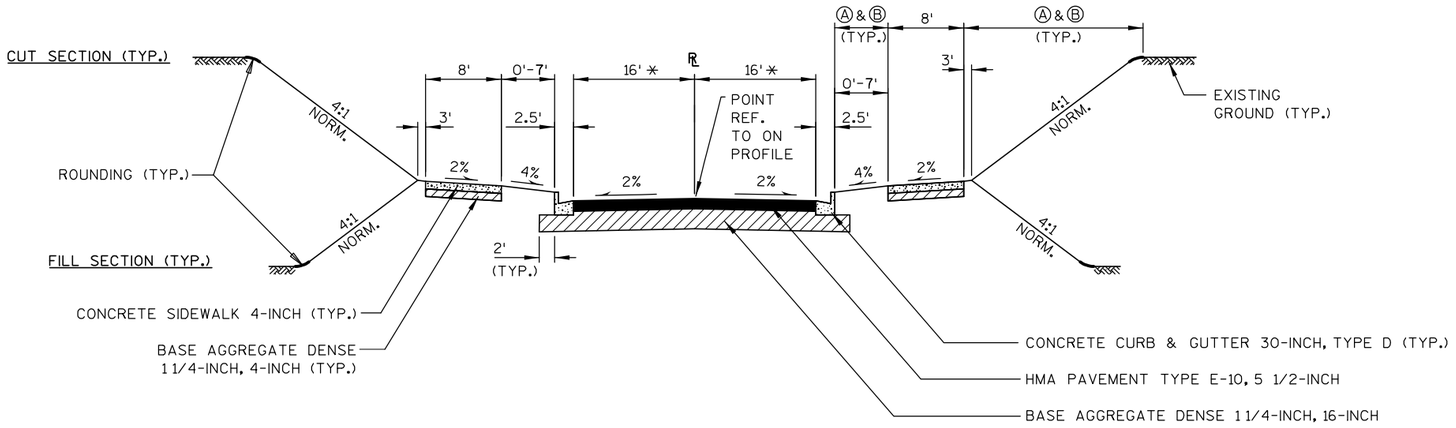


TYPICAL FINISHED SECTION - TIMOTHY LANE

STA. 31+20.5 'AC1' - STA. 31+62.8 'AC1'
STA. 33+13.8 'AC1' - STA. 33+64.4 'AC1'
STA. 55+18.5 'AC1' - STA. 56+64.0 'AC1'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

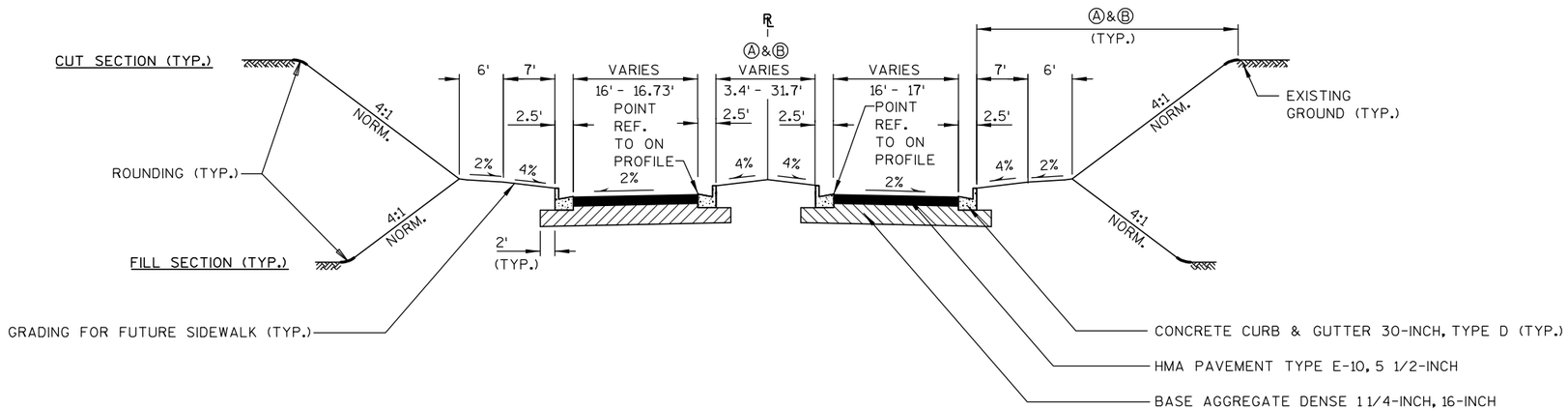
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)



TYPICAL FINISHED SECTION - TIMOTHY LANE

STA. 30+29 'AC1' - STA. 31+20.5 'AC1' LT
STA. 30+46 'AC1' - STA. 31+20.5 'AC1' RT
STA. 33+64.2 'AC1' - STA. 34+41.8 'AC1' LT
STA. 33+64.2 'AC1' - STA. 34+51.1 'AC1' RT
STA. 54+15.4 'AC1' - STA. 55+18.5 'AC1' LT
STA. 54+26.9 'AC1' - STA. 55+18.5 'AC1' RT

* STA. 30+56.9 TO STA. 31+20.5 VARIES 16' TO 21'
STA. 30+90.1 TO STA. 30+20.5 VARIES 16' TO 19.3'



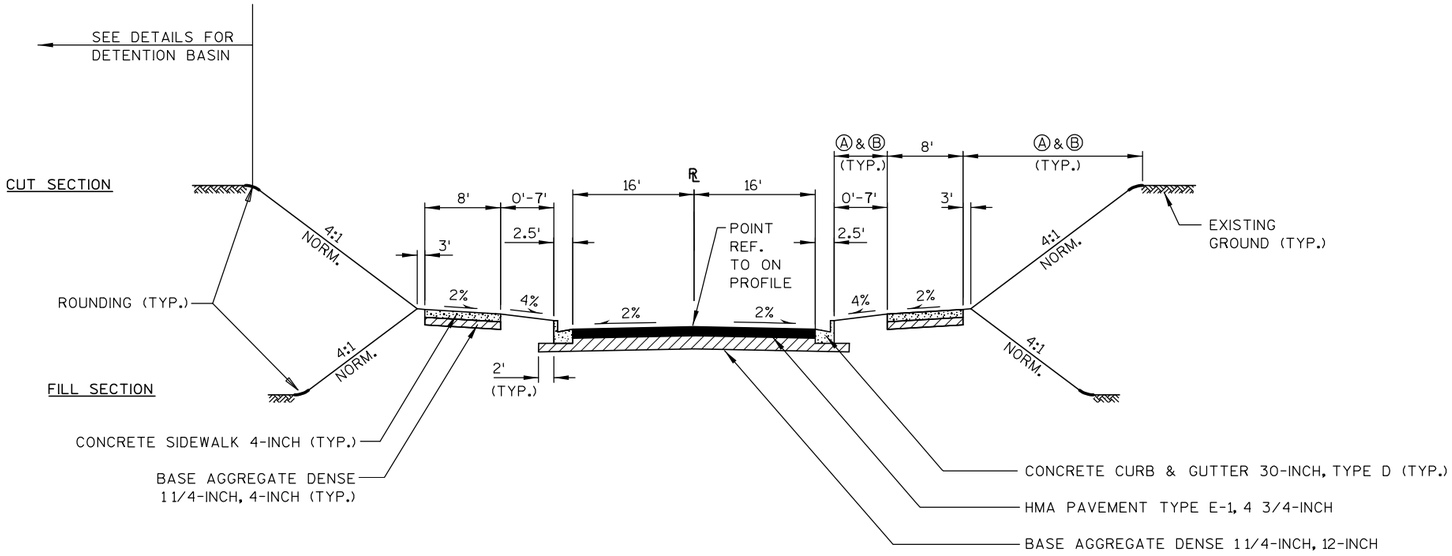
TYPICAL FINISHED SECTION - GIEBEL COURT

STA. 40+70.8 'AC2' - STA 41+38.2 'AC2'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

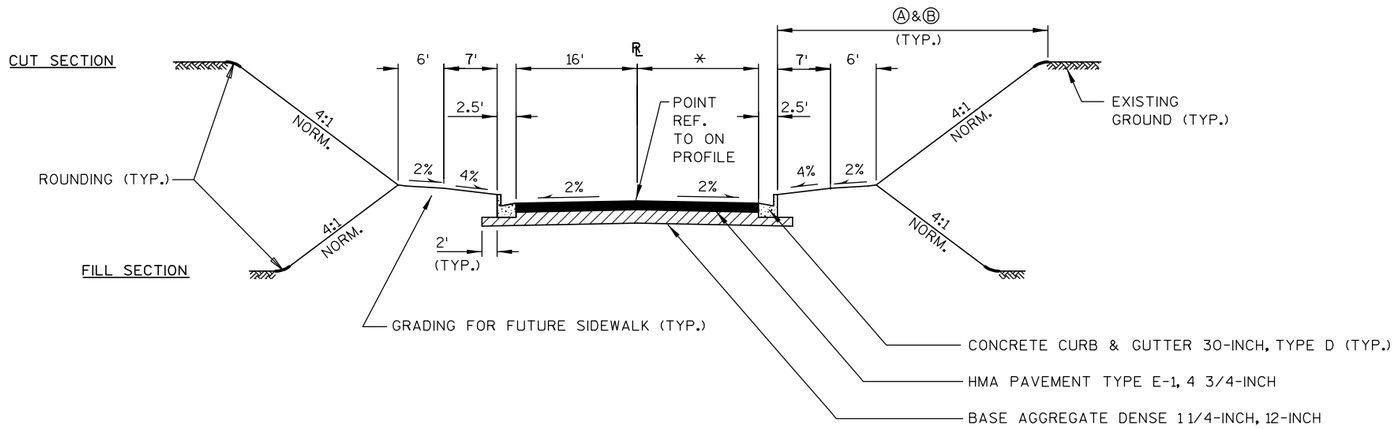
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 32	E



TYPICAL FINISHED SECTION - GIEBEL COURT

STA. 41+38.2 'AC2' - 42+16.4 'AC2' LT
STA. 41+38.2 'AC2' - 42+36.1 'AC2' RT



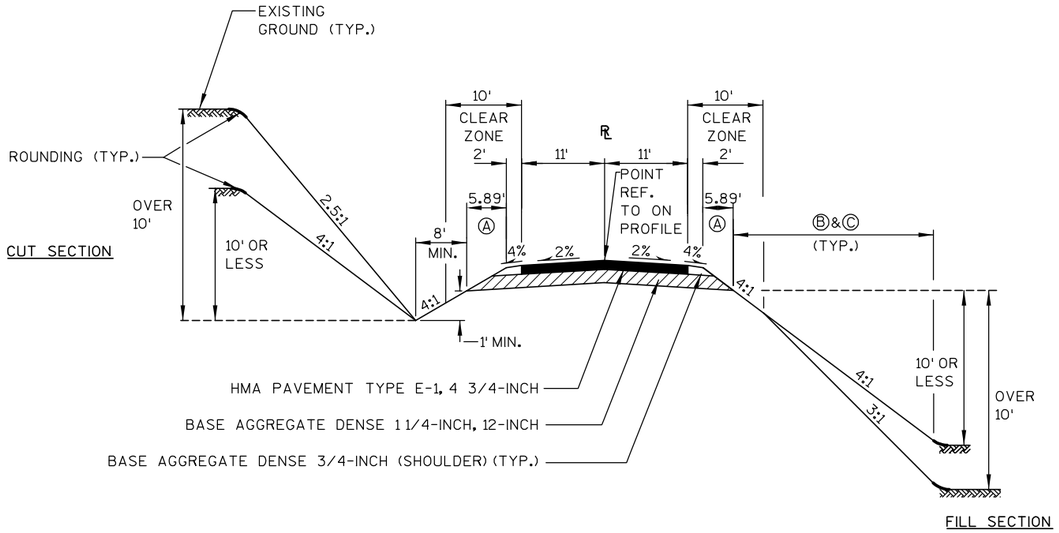
TYPICAL FINISHED SECTION - GIEBEL COURT

STA. 44+16.4 'AC2' - STA 69+65 'AC2' LT
STA. 44+36.1 'AC2' - STA 69+65 'AC2' RT

* TYP. WIDTH 16'
VARIES FROM 23.4' TO 16' FROM
STA. 41+38.2'AC2' TO 42+36.1'AC2'

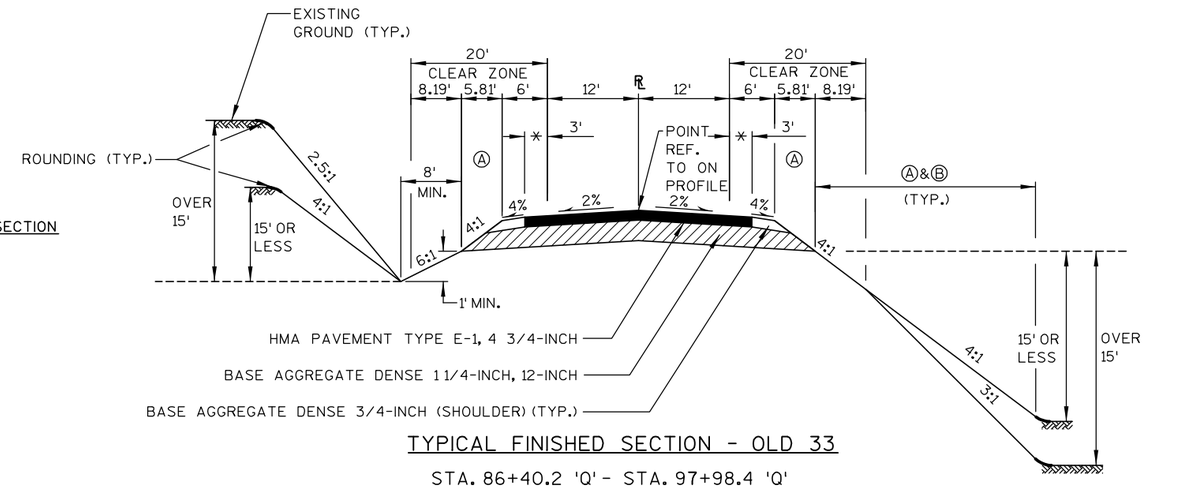
Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40,
FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING
(EROSION MAT ADJACENT TO CURB AND GUTTER)



TYPICAL FINISHED SECTION - LOGGERS LANE

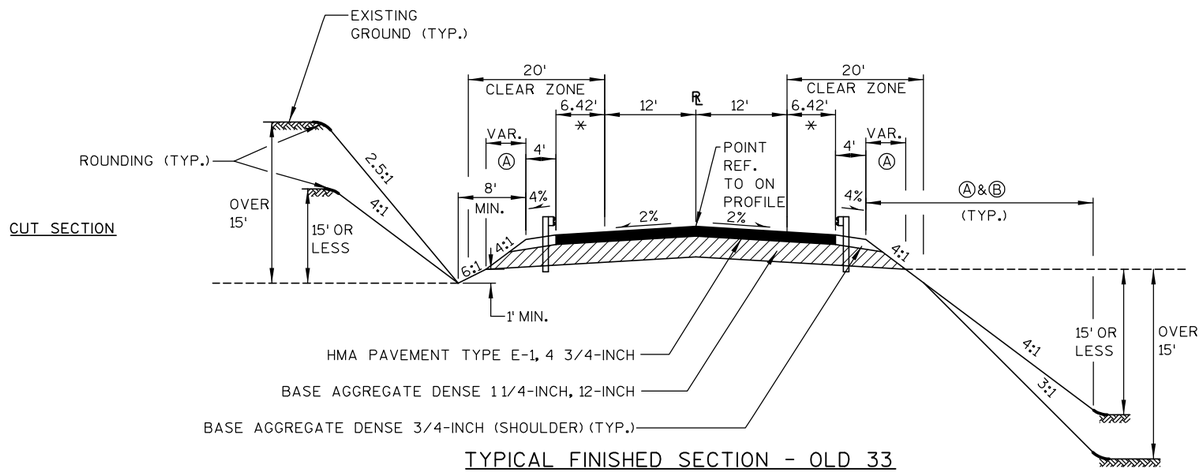
STA. 33+44.2 'AC3' - STA. 78+57.5 'AC3'



TYPICAL FINISHED SECTION - OLD 33

STA. 86+40.2 'Q' - STA. 97+98.4 'Q'
STA. 102+01.6 'Q' - STA. 107+17.0 'Q'

*STA. 86+40.2 TO 87+00.0 VARIES 0' TO 3'



TYPICAL FINISHED SECTION - OLD 33

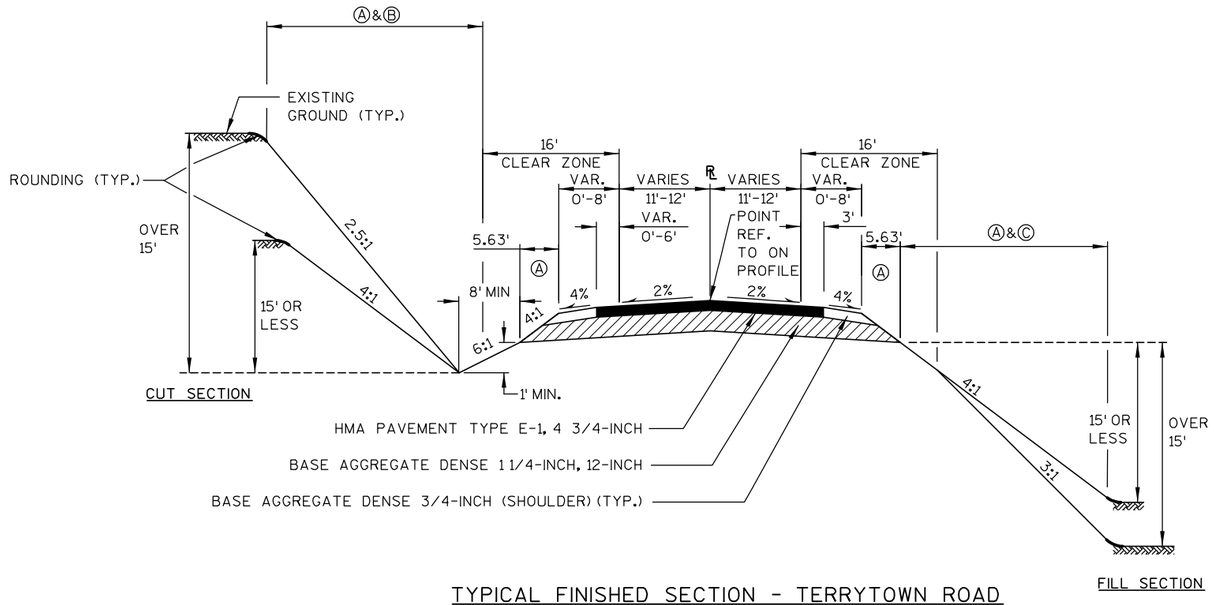
STA. 97+98.4 'Q' - 98+81.6 'Q'
STA. 101+18.4 'Q' - STA. 102+01.6 'Q'

* VARIES 8.42' AT STA. 97+98.4'Q' TO 6.42' AT STA. 98+48.4'Q'
VARIES 6.42' AT STA. 101+51+6'Q' TO 6.42' AT STA. 102+01.6

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

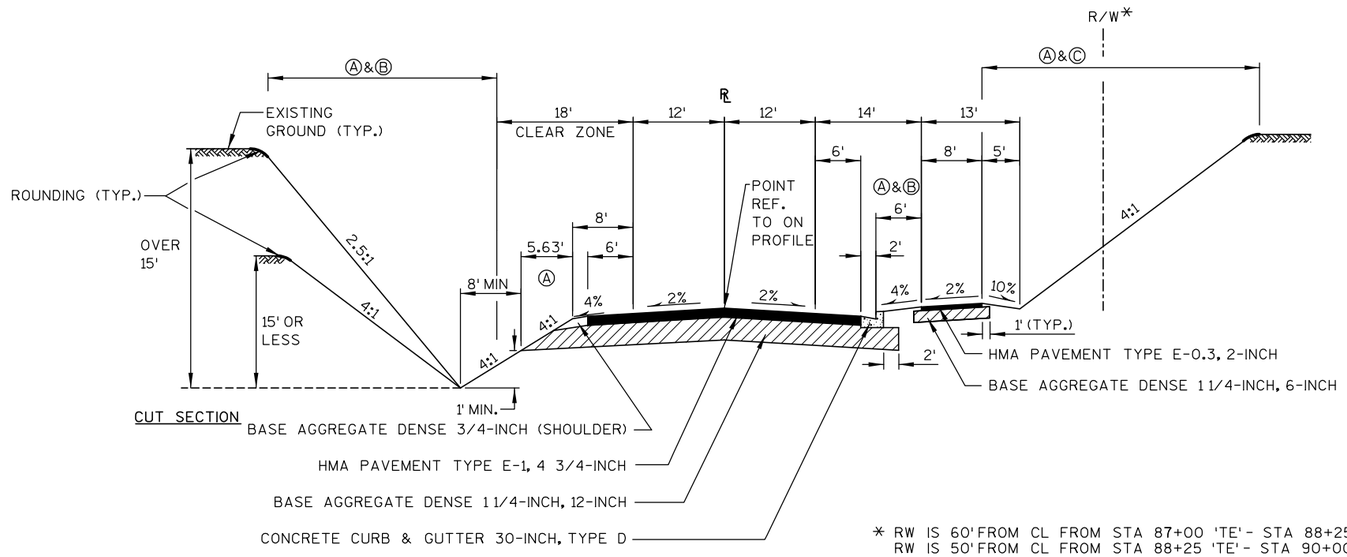
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 75, FERTILIZER TYPE B



TYPICAL FINISHED SECTION - TERRYTOWN ROAD

STA. 85+50 'TE' - STA. 87+00 'TE'



* RW IS 60' FROM CL FROM STA 87+00 'TE' - STA 88+25 'TE'
RW IS 50' FROM CL FROM STA 88+25 'TE' - STA 90+00 'TE'

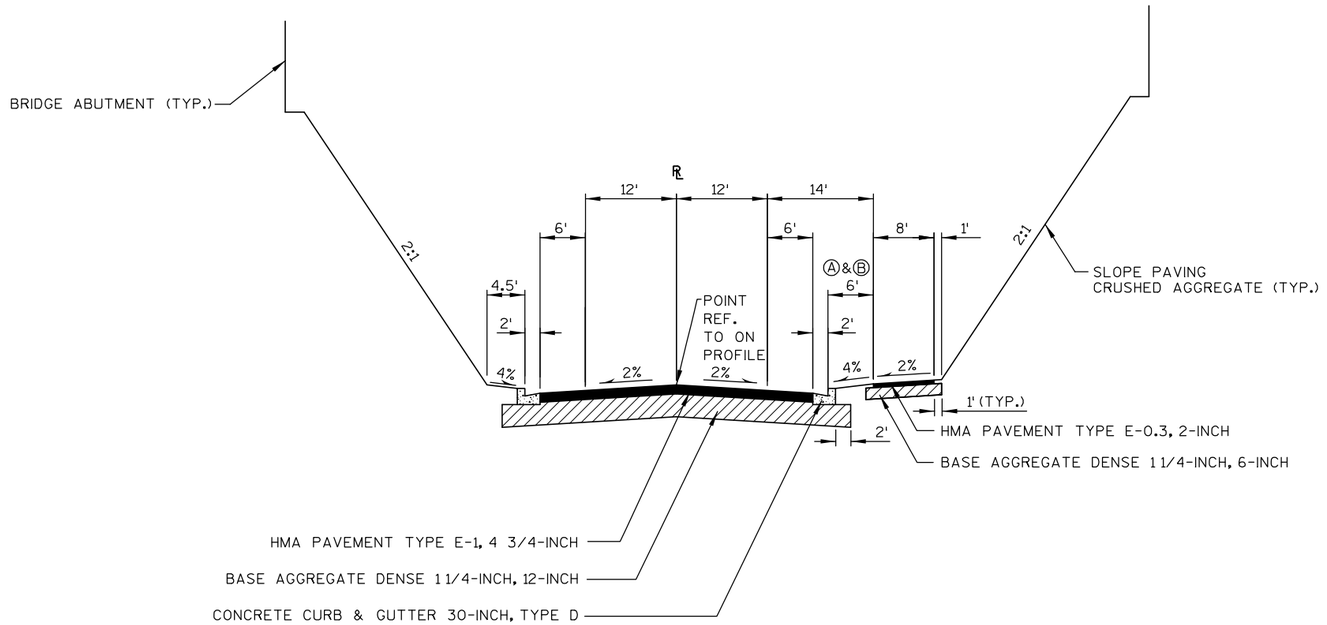
TYPICAL FINISHED SECTION - TERRYTOWN ROAD

STA. 87+00 'TE' - STA. 90+00 'TE'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

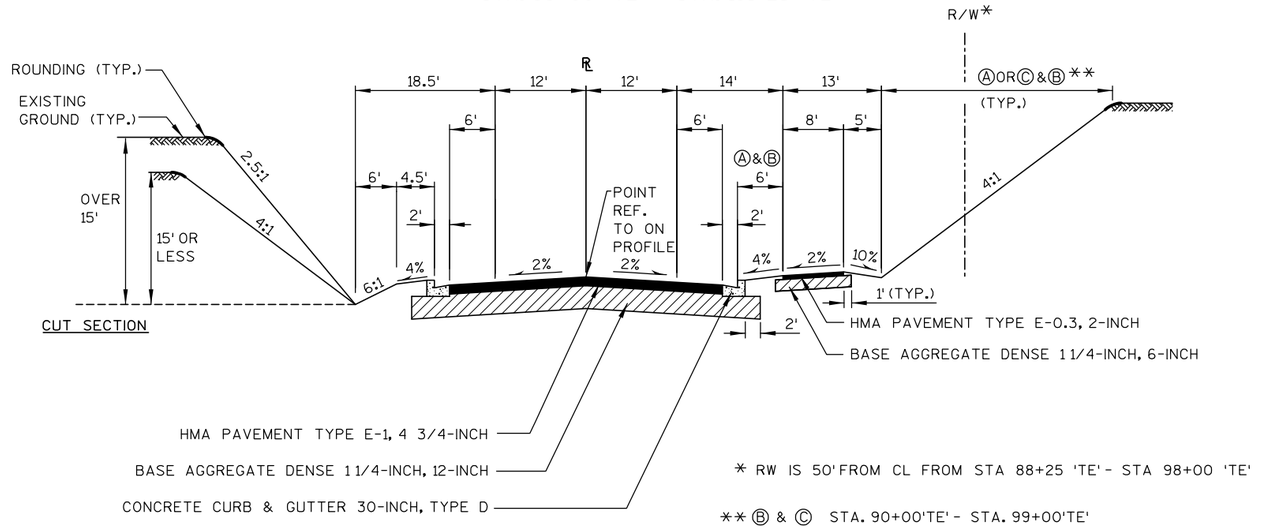
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B



TYPICAL FINISHED SECTION - TERRYTOWN ROAD

STA. 99+00 'TE '- STA. 101+25 'TE'



* RW IS 50'FROM CL FROM STA 88+25 'TE'- STA 98+00 'TE'

** Ⓑ & Ⓒ STA. 90+00'TE'- STA. 99+00'TE'

Ⓐ & Ⓑ STA. 101+25'TE - STA. 107+50'TE'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

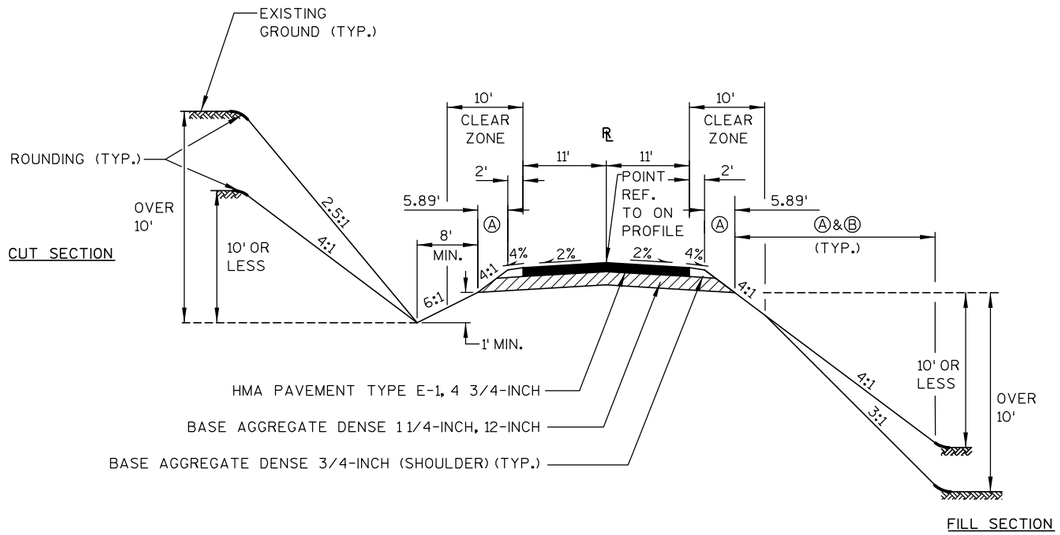
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

TYPICAL FINISHED SECTION - TERRYTOWN ROAD

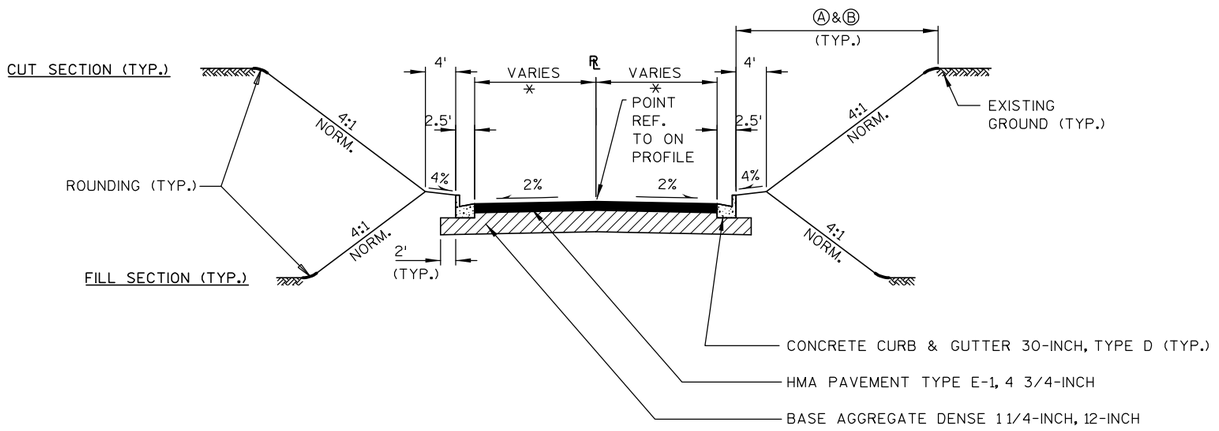
STA. 90+00 'TE'- STA. 99+00 'TE'
STA. 101+25 'TE'- STA. 107+50 'TE'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 36	E



TYPICAL FINISHED SECTION - WEBSTER LANE

STA. 10+00 'AC4' - STA. 14+90 'AC4'



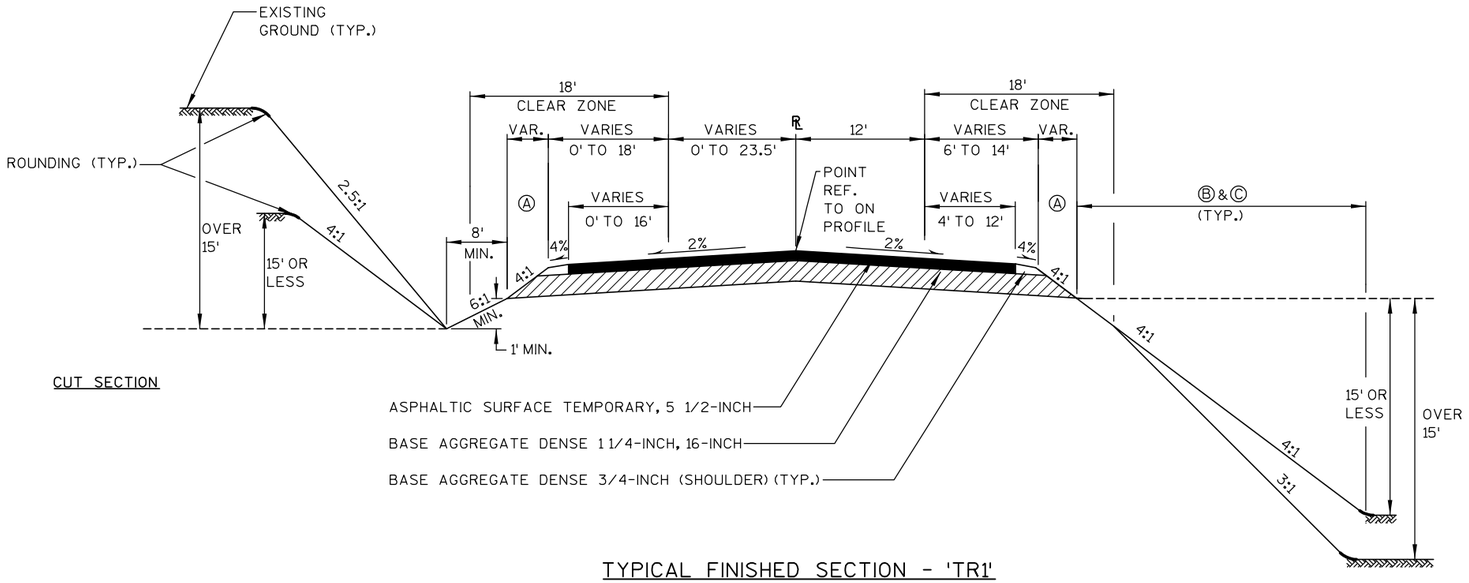
TYPICAL FINISHED SECTION - WEBSTER LANE

STA. 14+90 'AC4' - STA. 15+51.85 'AC4'

* SEE TYPE B1 INTERSECTION DETAILS

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

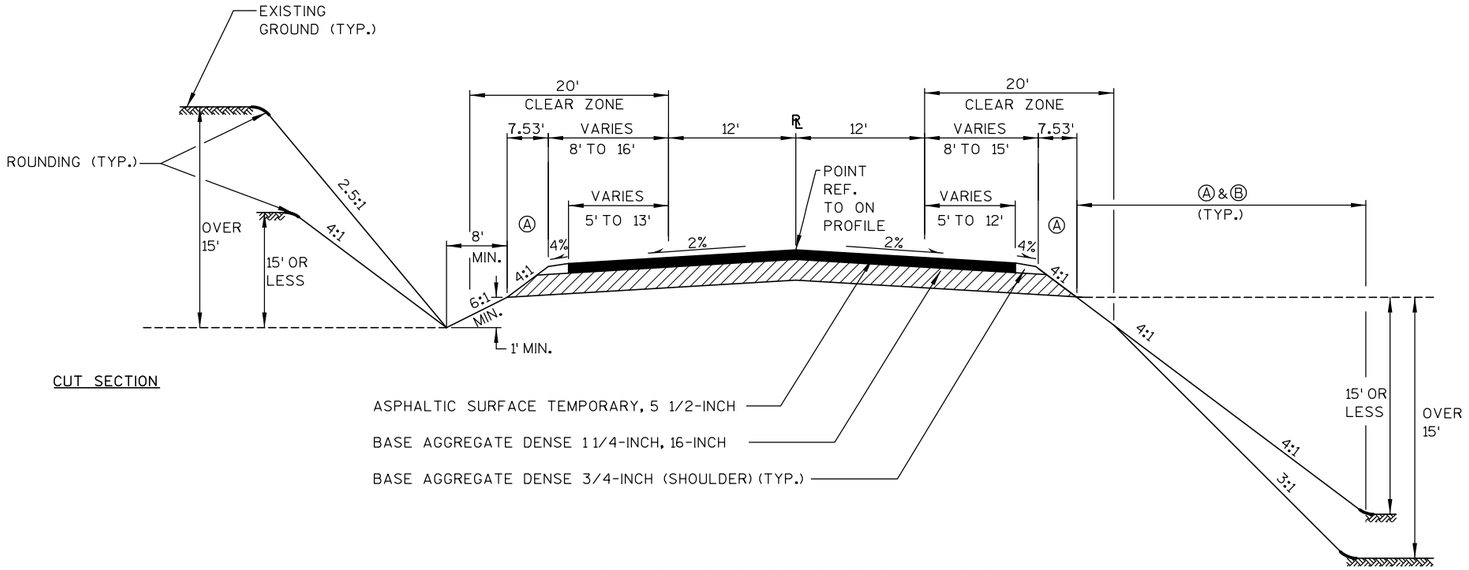


CUT SECTION

TYPICAL FINISHED SECTION - 'TR1'

STA. 13+30 'TR1' - STA. 25+50 'TR1'

FILL SECTION



CUT SECTION

TYPICAL FINISHED SECTION - 'TR2'

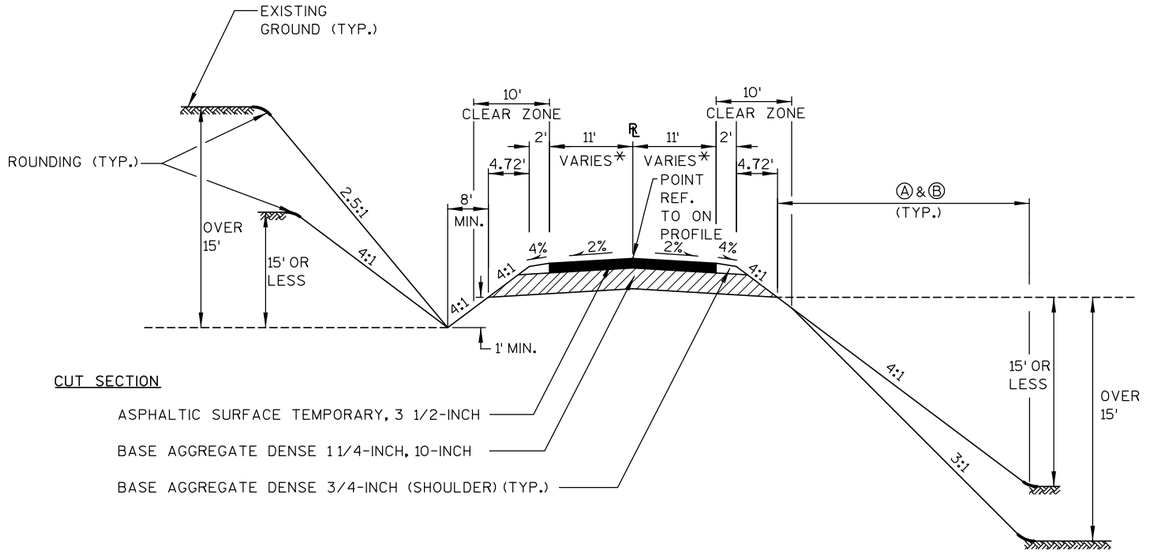
STA. 43+00 'TR2' - STA. 60+16.7 'TR2'

FILL SECTION

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B

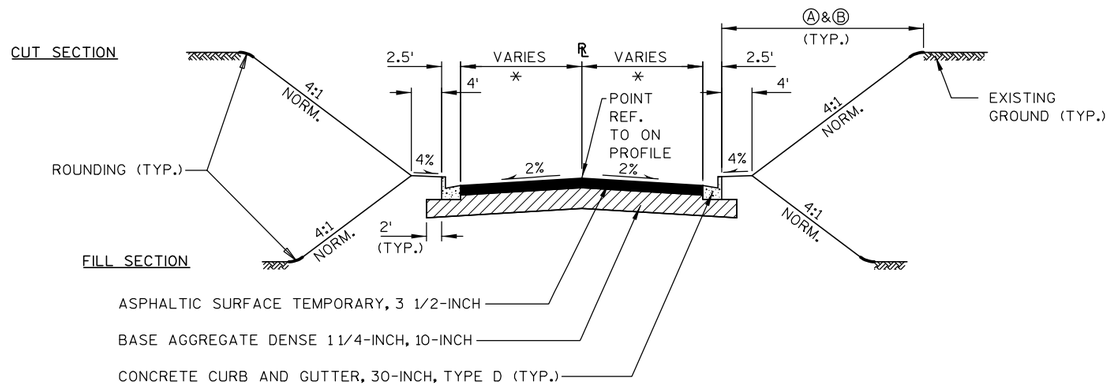


TYPICAL FINISHED SECTION - 'TR3'

STA. 12+18.7 'TR3' - STA. 20+36.40 'TR3'

FILL SECTION

* STA. 12+21.53 TO STA. 12+88.77 LEFT LANE VARIES 0' TO 11'
* STA. 12+88.77 TO STA. 13+16.03 RIGHT LANE VARIES 0' TO 11'
* STA. 19+84 TO STA. 20+36 VARIES 11' TO 15'



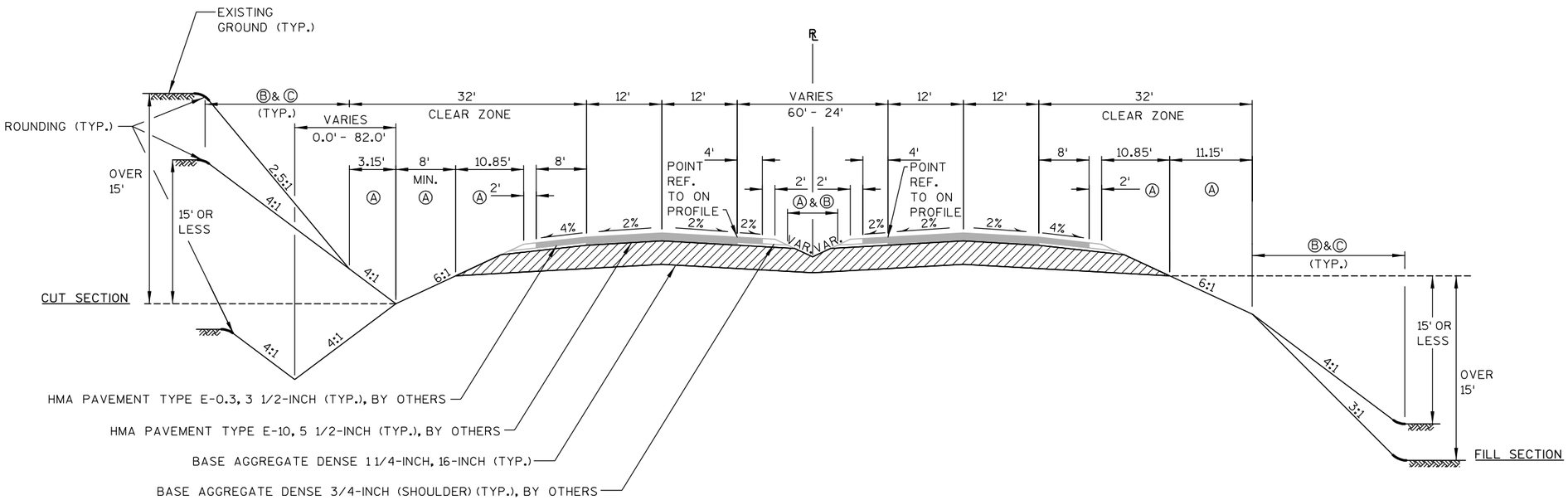
TYPICAL FINISHED SECTION - 'TR3'

STA. 20+36.40 'TR3' - STA. 20+87.10 'TR3'

* SEE TYPE B1 INTERSECTION DETAILS

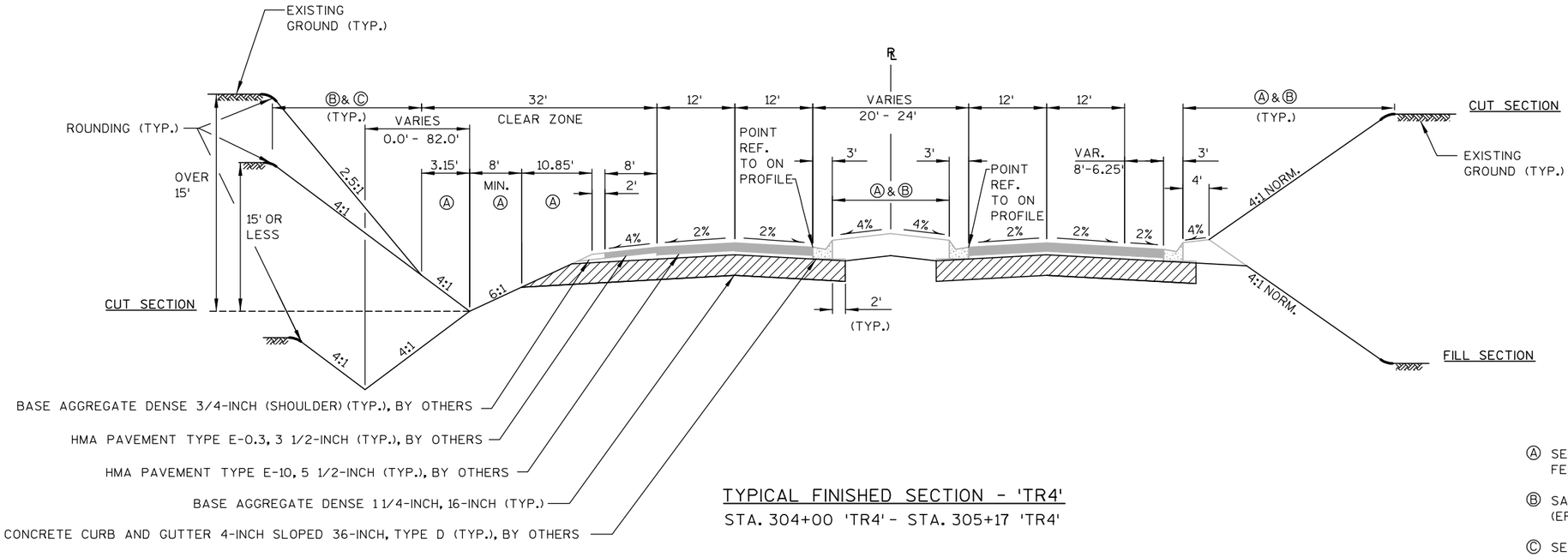
Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)



TYPICAL FINISHED SECTION - 'TR4'

STA. 289+50 'TR4' - STA. 304+00 'TR4'



TYPICAL FINISHED SECTION - 'TR4'

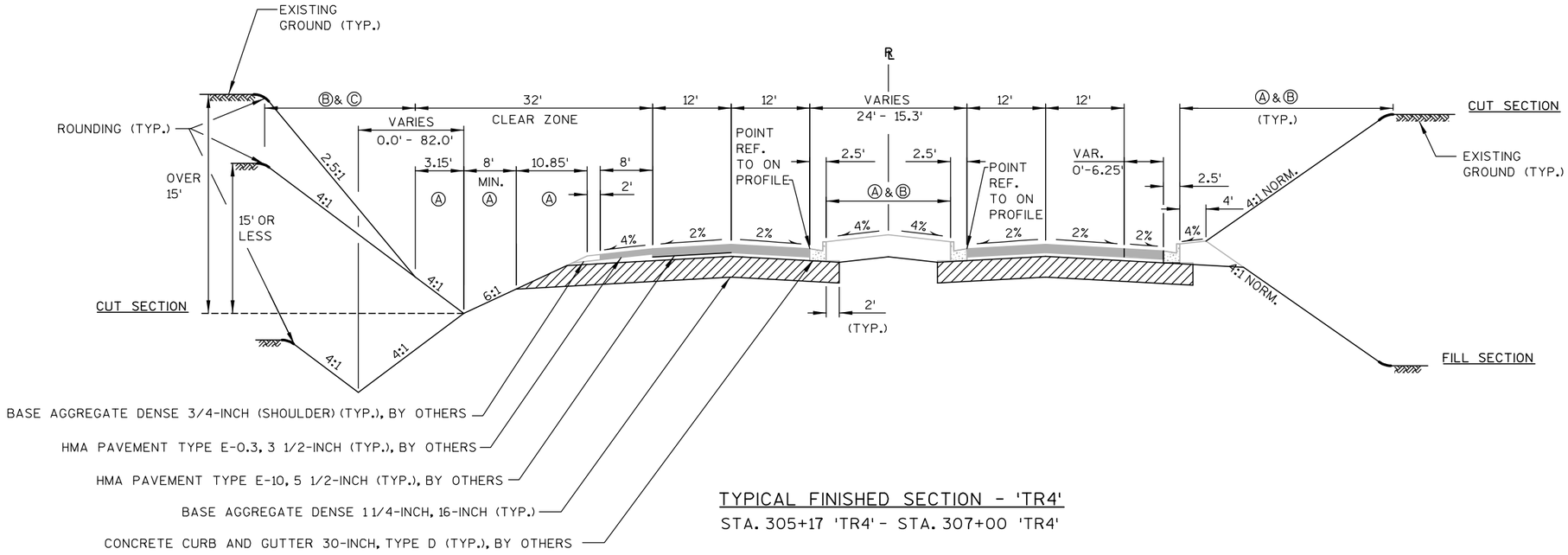
STA. 304+00 'TR4' - STA. 305+17 'TR4'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

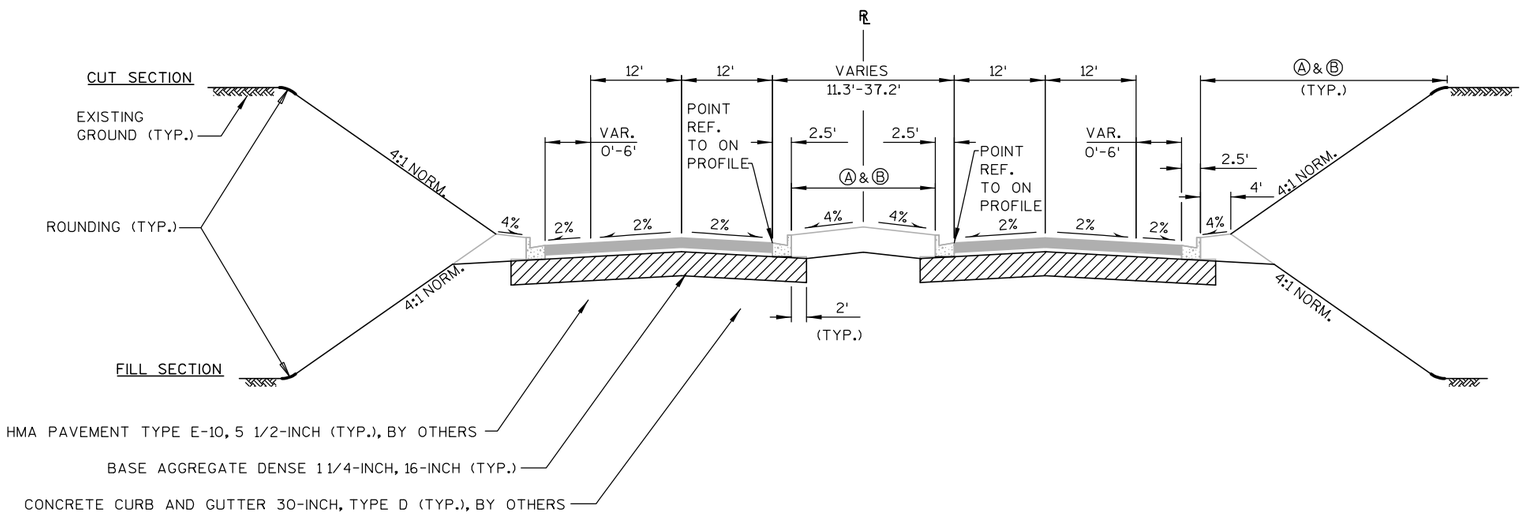
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 70, FERTILIZER TYPE B

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 40	E



TYPICAL FINISHED SECTION - 'TR4'
STA. 305+17 'TR4' - STA. 307+00 'TR4'

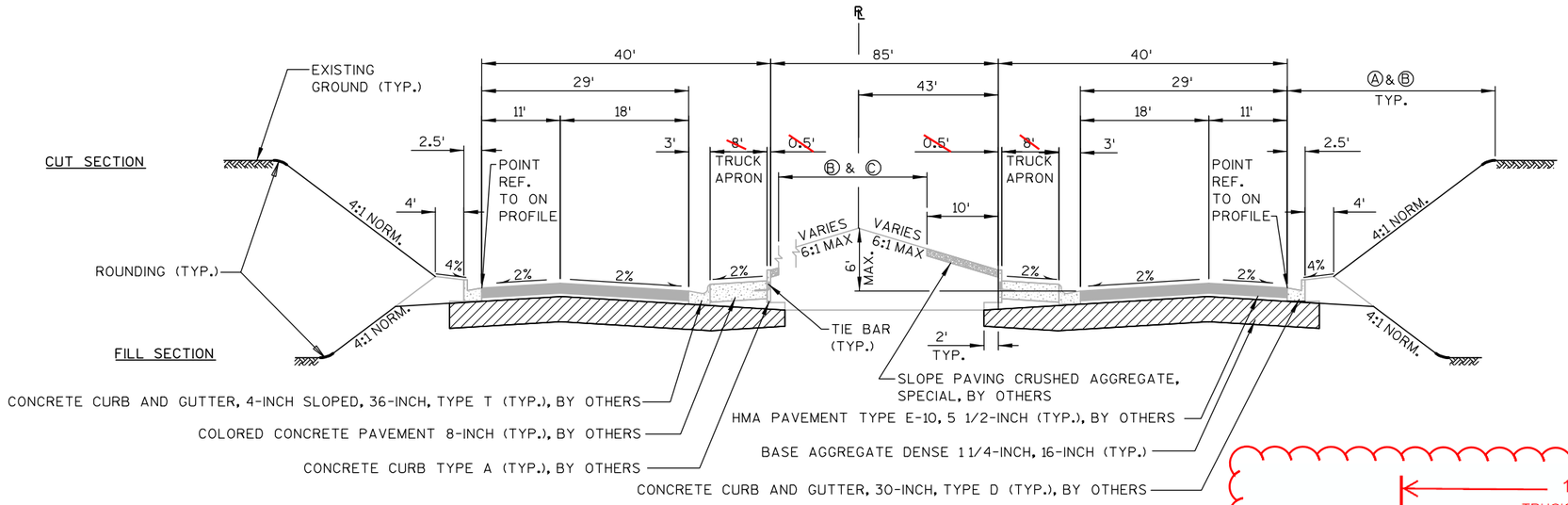


TYPICAL FINISHED SECTION - 'TR4'
STA. 307+00 'TR4' - STA. 308+37 'TR4'
STA. 309+71 'TR4' - STA. 312+65 'TR4'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING MIXTURE NO. 75, FERTILIZER TYPE B

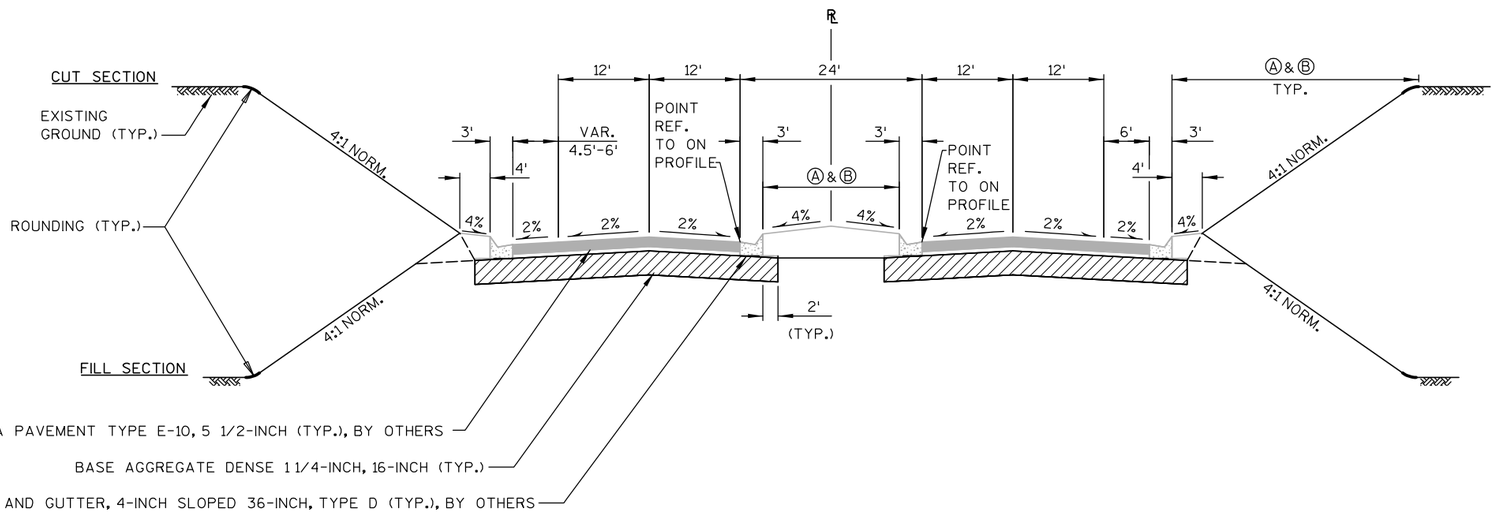


TYPICAL FINISHED SECTION - 'TR4' (ROUNDABOUT SECTION)

STA. 308+37 'TR4' - STA. 309+71 'TR4'



TYPICAL (TRUCK APRON) FINISHED SECTION



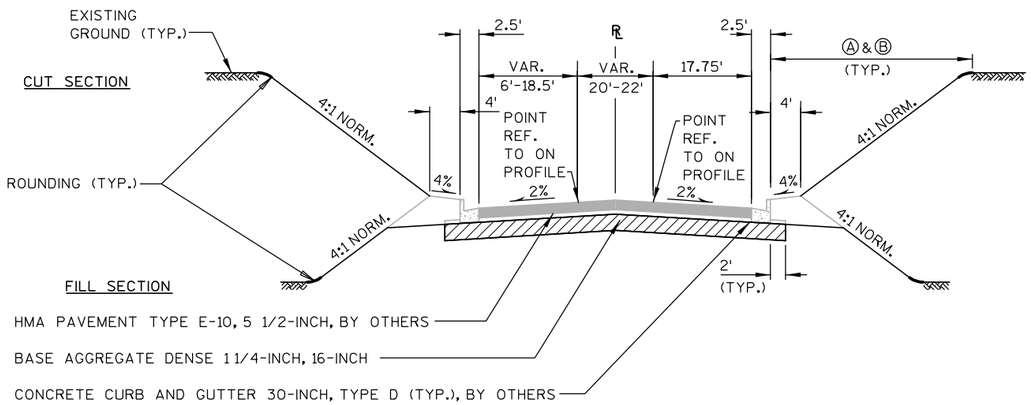
TYPICAL FINISHED SECTION - 'TR4'

STA. 312+65 'TR4' - STA. 317+00 'TR4'
STA. 14+09.0 'TR5' - STA. 15+01.0 'TR5'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

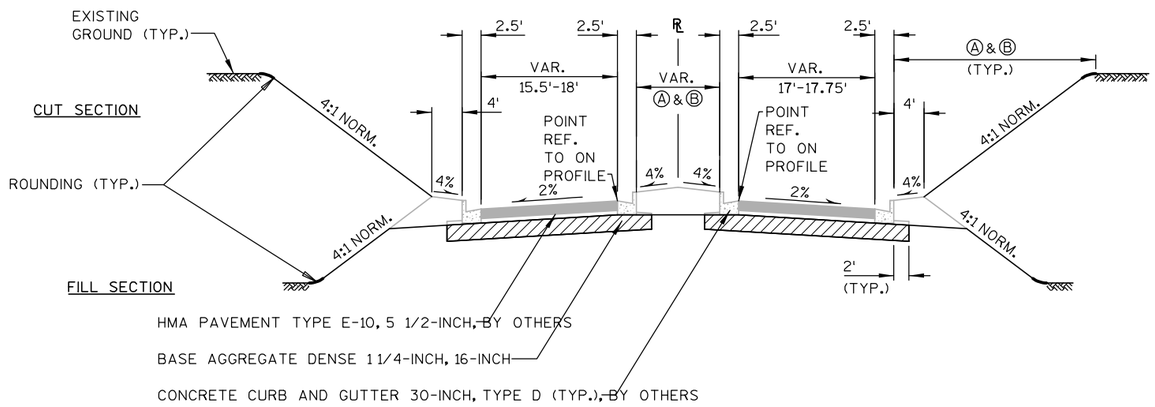
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓒ SEEDING TEMPORARY, SEEDING MIXTURE NO. 70A, FERTILIZER TYPE B



TYPICAL FINISHED SECTION - 'TR5'

STA. 10+18.04 'TR5' - STA. 12+75 'TR5'



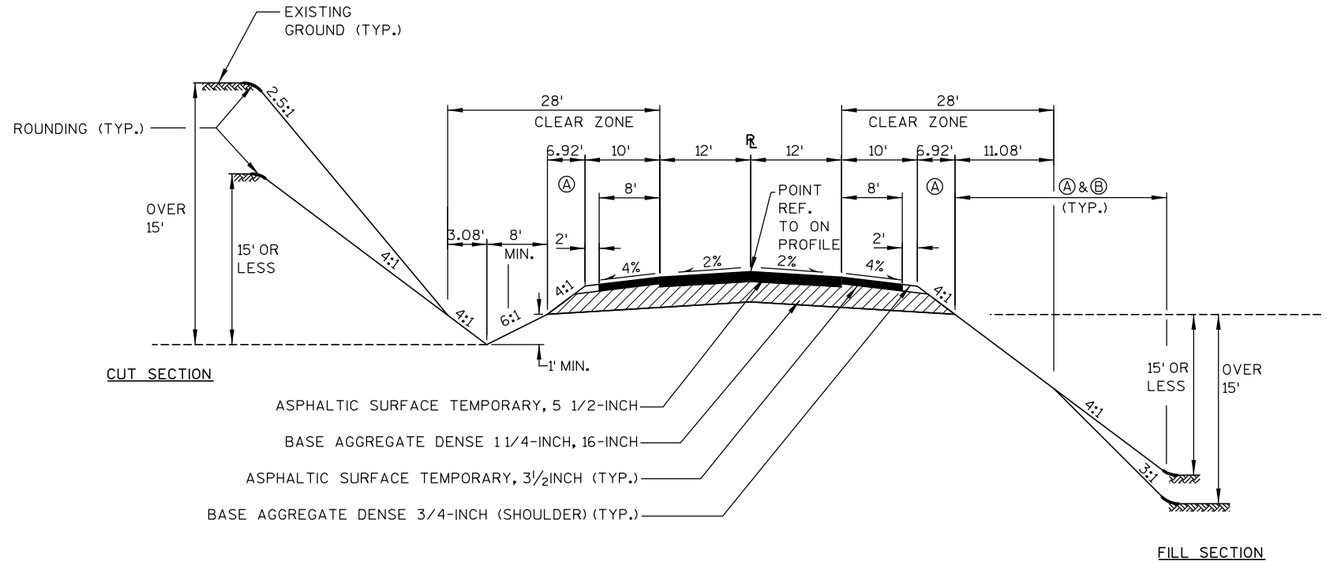
TYPICAL FINISHED SECTION - 'TR5'

STA. 12+75 'TR5' - STA. 14+09.0 'TR5'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

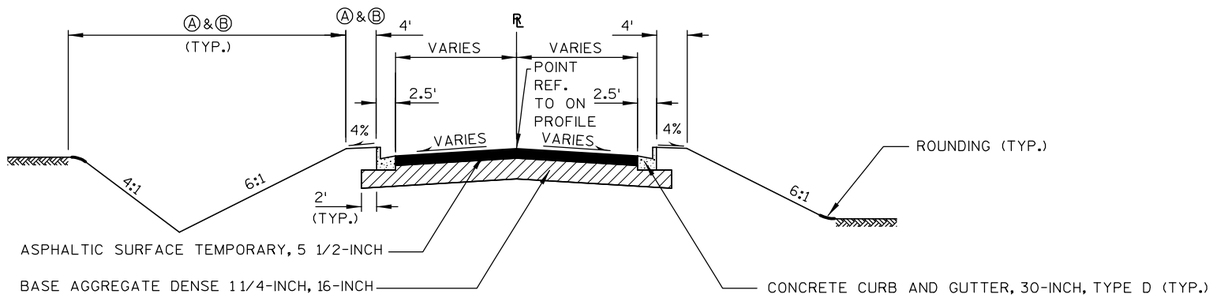
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TYPICAL SECTIONS	SHEET 43	E



TYPICAL FINISHED SECTION - 'TR6'

STA. 10+00 'TR6' - STA. 32+62.93 'TR6'

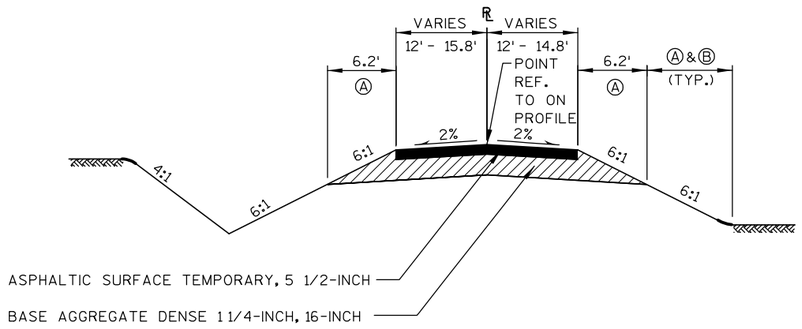


TYPICAL FINISHED SECTION - 'TR7'

STA. 1+00 'TR7 - STA. 1+80 'TR7'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

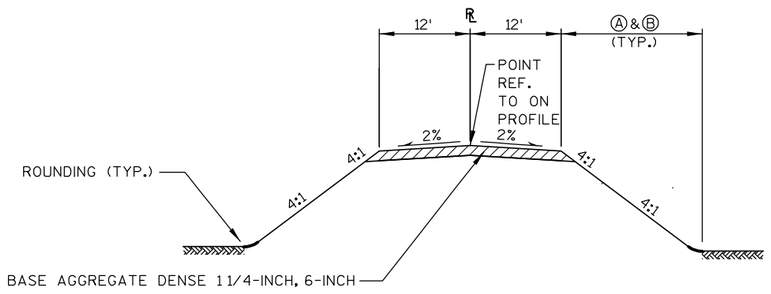
Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)



TYPICAL FINISHED SECTION - 'TR7'

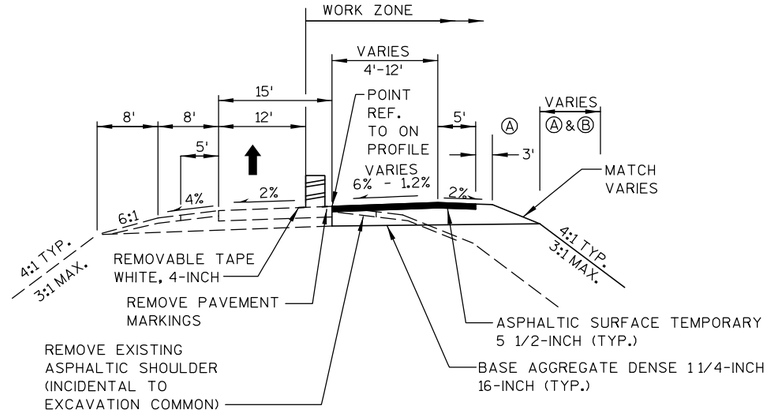
STA. 1+80 'TR7 - STA. 2+23.6 'TR7'

* STA. 2+23.6 'TR7' - STA. 2+86.9 'TR7' = EXISTING USH 12



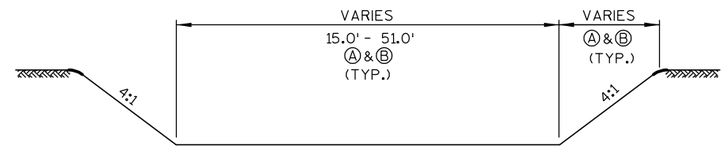
TYPICAL FINISHED SECTION - 'TR7'

STA. 2+86.9 'TR7 - STA. 4+04 'TR7'



TYPICAL FINISHED SECTION - 'TR8'

STA. 1019+75 'TR8 - STA. 1024+75 'TR8'



TYPICAL FINISHED SECTION - DRAINAGE EASEMENT

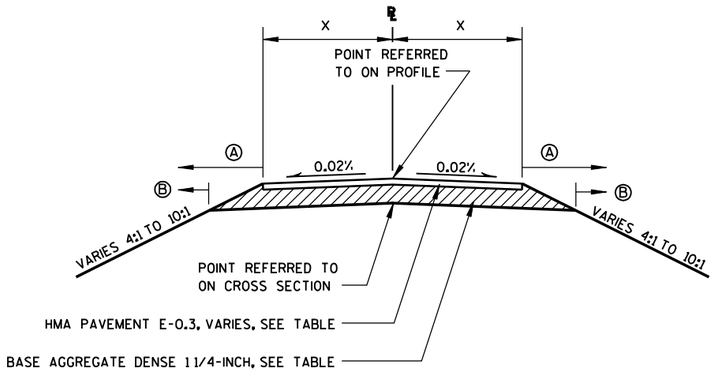
STA. 22+40 'DE1' - STA. 24+50 'DE1'
STA. 17+50 'DE2' - STA. 18+50 'DE2'
STA. 10+80 'DE3' - STA. 11+60 'DE3'

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL AND MULCHING (EROSION MAT ADJACENT TO CURB AND GUTTER)

Ⓐ SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, FERTILIZER TYPE B.

Ⓑ SALVAGED TOPSOIL AND MULCHING



TYPICAL FINISHED SECTION - DRIVEWAY

TYPICAL SECTION APPLIES TO DRIVEWAYS SHOWN TO RIGHT

DRIVEWAY TABLE				DRIVEWAY TABLE			
STATION	A (FT)	HMA (IN)	BAD (IN)	STATION	A (FT)	HMA (IN)	BAD (IN)
25+74 'AC1' LT	15.00	3.50	6.00	113+89 'NR' RT	7.00	3.50	6.00
'AM'	15.00	3.50	6.00	115+80 'NR' RT	8.00	---	6.00
29+53 'AC1' LT	15.00	---	6.00	'DT'	15.00	4.75	12.00
29+53 'AC1' RT	15.00	---	6.00	14+58 'AC4' LT	12.50	3.50	6.00
37+24 'AC1' LT	12.00	3.50	6.00	86+04 'R' RT	6.00	---	6.00
37+41 'AC1' RT	12.00	---	6.00	86+25 'R' LT	10.00	---	6.00
39+50 'AC1' LT	12.00	3.50	6.00	87+26 'R' RT	6.00	3.50	6.00
41+71 'AC1' RT	12.00	---	6.00	113+20 'R' ~~RT~~ LT	15.00	3.50	6.00
44+50 'AC1' LT	12.00	---	6.00	'JM'	10.00	---	6.00
44+50 'AC1' RT	12.00	---	6.00	33+44 'AC3' RT	10.00	---	6.00
51+50 'AC1' RT	12.00	---	6.00	34+96 'AC3' RT	10.00	---	6.00
'GR'	10.00	3.50	6.00	40+00 'AC3' RT	10.00	---	6.00
92+12 'MO' LT	10.50	3.50	6.00	46+50 'AC3' RT	10.00	3.50	6.00
92+12 'MO' RT	17.50	3.50	6.00	54+00 'AC3' RT	10.00	---	6.00
94+26 'MO' LT	9.50	---	6.00	55+00 'AC3' RT	10.00	---	6.00
95+50 'MO' LT	9.50	3.50	6.00	56+82 'AC3' RT	6.50	---	6.00
96+70 'MO' LT	17.50	3.50	6.00	60+00 'AC3' RT	10.00	---	6.00
98+26 'MO' LT	13.00	3.50	6.00	63+50 'AC3' RT	10.00	---	6.00
109+00 'MO' LT	13.00	3.50	6.00	69+00 'AC3' LT	10.00	---	6.00
82+00 'E' LT	14.00	3.50	6.00	71+00 'AC3' RT	10.00	---	6.00
82+77 'E' LT	11.50	3.50	6.00	'WG'	5.50	---	6.00
110+60 'E' RT	20.00	3.50	6.00	86+98 'Q' RT	7.25	---	6.00
112+25 'E' RT	10.00	3.50	6.00	87+32 'Q' LT	8.50	---	6.00
113+77 'E' RT	18.00	3.50	6.00	87+83 'Q' RT	4.50	---	6.00
115+07 'E' RT	17.50	---	6.00	88+44 'Q' LT	8.00	3.50	6.00
44+00 'AC2' RT	17.50	---	6.00	89+51 'Q' LT	10.00	---	6.00
55+05 'AC2' LT	17.50	---	6.00	'SN'	7.00	3.50	6.00
55+02 'AC2' RT	17.50	---	6.00	93+06 'Q' RT	11.25	---	6.00
95+92 'SL' RT	8.00	---	6.00	'WS'	10.00	3.50	6.00
88+61 'NR' RT	5.00	---	6.00	105+50 'Q' LT	10.00	---	6.00
88+93 'NR' LT	9.50	---	6.00	105+50 'Q' RT	10.00	---	6.00
90+73 'NR' LT	8.00	---	6.00	106+37 'Q' RT	5.25	---	6.00
91+62 'NR' LT	9.00	---	6.00	'DN2'	8.00	4.50	6.00
92+57 'NR' LT	8.00	---	6.00	'TX'	10.00	3.50	6.00
93+35 'NR' LT	6.00	---	6.00	~~'MC3'~~	~~10.00~~	~~3.50~~	~~6.00~~
94+07 'NR' RT	5.00	3.50	6.00	DN1'	12.00	---	6.00
'SZ'	5.50	2.50	6.00	103+00 'TE' RT	14.00	---	6.00
'HC'	6.00	---	6.00	103+60 'TE' RT	6.25	---	6.00
111+58 'NR' LT	4.75	---	6.00	'MC1'	10.00	3.50	6.00
113+02 'NR' RT	17.50	---	6.00	'MC2'	15.00	5.50	16.00

2

MAINLINE

USH 12

SUPERELEVATION TABLE		
LT LANE RATE %	USH 12 STATION	RT LANE RATE %
-2.0	26+80.30	-2.0
0.0	27+40.30	-2.0
2.0	28+00.30	-2.0
6.0	29+20.30	-6.0
6.0	45+41.10	-6.0
2.0	46+61.10	-2.0
0.0	47+21.10	-2.0
-2.0	47+81.10	-2.0
-2.0	59+53.20	-2.0
-2.0	60+13.20	0.0
-2.0	60+73.20	2.0
-6.0	61+93.20	6.0
-6.0	77+38.10	6.0
-2.0	78+58.10	2.0
-2.0	79+18.10	0.0
-2.0	79+78.10	-2.0
-2.0	167+11.10	-2.0
-2.0	167+71.10	0.0
-2.0	168+31.10	2.0
-2.1	168+34.10	2.1
-2.1	195+54.00	2.1
-2.0	195+57.00	2.0
-2.0	196+17.00	0.0
-2.0	196+77.00	-2.0
-2.0	230+88.50	-2.0
0.0	231+48.50	-2.0
2.0	232+08.50	-2.0
5.3	233+07.50	-5.3
5.3	240+85.00	-5.3
2.0	241+84.00	-2.0
0.0	242+44.00	-2.0
-2.0	243+04.00	-2.0
-2.0	280+36.70	-2.0
-2.0	280+96.70	0.0
-2.0	281+56.70	2.0
-5.3	282+55.70	5.3
-5.3	296+27.90	5.3
-2.0	297+26.90	2.0
-2.0	297+86.90	0.0
-2.0	298+46.90	-2.0
-2.0	316+70.00	-2.0
0.0	317+30.00	-2.0
2.0	317+90.00	-2.0
3.2	318+26.00	-3.2
3.2	355+42.10	-3.2
2.0	355+78.10	-2.0
0.0	356+38.10	-2.0
-2.0	356+98.10	-2.0

SIDEROADS

AC1 - TIMOTHY LANE

SUPERELEVATION TABLE		
LT LANE RATE %	'AC1' STATION	RT LANE RATE %
-2.00	19'AC1'+68.68	-2.00
0.00	20'AC1'+68.68	-2.00
2.00	21'AC1'+68.68	-2.00
4.00	22'AC1'+68.68	-4.00
4.00	23'AC1'+93.44	-4.00
2.00	24'AC1'+93.44	-2.00
0.00	25'AC1'+93.44	-2.00
-2.00	26'AC1'+93.44	-2.00

AC3 - LOGGERS LANE

SUPERELEVATION TABLE		
LT LANE RATE %	'AC3' STATION	RT LANE RATE %
2.40	33'AC3'+44.24	-2.40
2.40	42'AC3'+29.44	-2.40
2.00	42'AC3'+37.44	-2.00
0.00	42'AC3'+79.44	-2.00
-2.00	43'AC3'+21.44	-2.00
LT LANE RATE %	'AC3' STATION	RT LANE RATE %
-2.00	60'AC3'+04.50	-2.00
0.00	60'AC3'+46.50	-2.00
2.00	60'AC3'+88.50	-2.00
3.90	61'AC3'+27.50	-3.90
3.90	64'AC3'+25.92	-3.90
2.00	64'AC3'+64.92	-2.00
0.00	65'AC3'+06.92	-2.00
-2.00	65'AC3'+48.92	-2.00
LT LANE RATE %	'AC3' STATION	RT LANE RATE %
-2.00	66'AC3'+24.28	-2.00
-2.00	66'AC3'+66.28	0.00
-2.00	67'AC3'+08.28	2.00
-3.90	67'AC3'+47.28	3.90
-3.90	69'AC3'+19.28	3.90
-2.00	69'AC3'+58.28	2.00
-2.00	70'AC3'+00.28	0.00
-2.00	70'AC3'+42.58	-2.00
LT LANE RATE %	'AC3' STATION	RT LANE RATE %
-2.00	74'AC3'+89.15	-2.00
-2.00	75'AC3'+31.15	0.00
-2.00	75'AC3'+73.15	2.00
-3.90	76'AC3'+12.15	3.90
-3.90	76'AC3'+35.90	3.90
-2.00	76'AC3'+74.90	2.00
-0.93	77'AC3'+16.90	0.00
0.14	77'AC3'+58.90	-2.00
2.47	78'AC3'+50.00	-2.47

AC4 - WEBSTER LANE

SUPERELEVATION TABLE		
LT LANE RATE %	'AC4' STATION	RT LANE RATE %
-2.00	14'AC4'+47.52	-2.00
-0.20	14'AC4'+92.55	-2.00
0.00	14'AC4'+97.55	-1.80
1.20	15'AC4'+27.57	-0.70

SIDEROADS

OLD 33

SUPERELEVATION TABLE		
LT LANE RATE %	'Q' STATION	RT LANE RATE %
-2.00	86'Q'+62.43	-2.00
-2.00	87'Q'+03.43	0.00
-2.00	87'Q'+44.43	2.00
-4.00	87'Q'+75.93	3.60
-4.00	93'Q'+21.34	3.60
-2.00	93'Q'+52.84	2.00
-2.00	93'Q'+93.84	0.00
-2.00	94'Q'+34.84	-2.00

TERRYTOWN ROAD

SUPERELEVATION TABLE		
LT LANE RATE %	'TE' STATION	RT LANE RATE %
-2.00	103'TE'+00.17	-2.00
-2.00	103'TE'+42.17	0.00
-2.00	103'TE'+84.17	2.00
-4.00	104'TE'+25.17	4.00
-4.00	106'TE'+74.78	4.00
-2.00	107'TE'+15.78	2.00
-2.00	107'TE'+57.78	0.00
-2.00	107'TE'+99.78	-2.00

RAMPS

RAMP A

SUPERELEVATION TABLE	
RATE %	'A' R/L STATION
-2.0	34'A'+02.78
-2.0	34'A'+98.78
-5.1	35'A'+72.78
-5.1	41'A'+39.55
-2.0	42'A'+13.55
0.0	42'A'+61.55
2.0	43'A'+09.55

RAMP B

SUPERELEVATION TABLE	
RATE %	'B' R/L STATION
2.0	27'B'+03.34
5.9	27'B'+97.34
5.9	32'B'+21.80
2.0	33'B'+15.80

RAMP C

SUPERELEVATION TABLE	
RATE %	'C' R/L STATION
2.0	52'C'+57.67
5.1	53'C'+31.67
5.1	55'C'+59.49
2.0	56'C'+33.49

RAMP D

SUPERELEVATION TABLE	
RATE %	'D' R/L STATION
2.0	46'D'+26.03
-5.5	47'D'+92.00
-5.5	48'D'+61.86
2.0	50'D'+27.86
RATE %	'D' R/L STATION
2.0	50'D'+82.17
5.1	51'D'+56.17
5.1	53'D'+29.33
2.0	54'D'+03.33

RAMP F

SUPERELEVATION TABLE	
RATE %	'F' R/L STATION
2.0	131'F'+99.60
6.0	133'F'+03.10
6.0	134'F'+78.93
2.0	135'F'+85.93

RAMP G

SUPERELEVATION TABLE	
RATE %	'G' R/L STATION
1.0	146'G'+25.00
-2.0	147'G'+00.00
-2.0	147'G'+44.05
2.0	148'G'+16.05
RATE %	'G' R/L STATION
2.0	154'G'+65.37
6.0	155'G'+72.37
6.0	156'G'+16.58
2.0	157'G'+23.58

RAMPS

RAMP H

SUPERELEVATION TABLE	
RATE %	'H' R/L STATION
2.0	154'H'+96.91
6.0	156'H'+03.91
6.0	157'H'+47.47
2.0	158'H'+50.98

RAMP J

SUPERELEVATION TABLE	
RATE %	'J' R/L STATION
2.0	132'J'+76.42
6.0	133'J'+83.42
6.0	134'J'+55.25
2.0	135'J'+62.25
RATE %	'J' R/L STATION
2.0	141'J'+01.84
-2.0	141'J'+73.84
-2.0	142'J'+12.51
1.0	142'J'+77.51

RAMP K

SUPERELEVATION TABLE	
RATE %	'K' R/L STATION
2.0	198'K'+97.20
6.0	200'K'+02.70
6.0	204'K'+02.61
2.0	205'K'+08.11
RATE %	'K' R/L STATION
2.0	207'K'+54.45
-4.4	208'K'+70.45
-4.4	211'K'+02.45
2.0	211'K'+46.45

RAMP L

SUPERELEVATION TABLE	
RATE %	'L' R/L STATION
2.0	219'L'+46.41
6.0	220'L'+51.91
6.0	221'L'+17.17
2.0	222'L'+22.67

RAMP M

SUPERELEVATION TABLE	
RATE %	'M' R/L STATION
-2.0	211'M'+02.73
-4.4	211'M'+46.73
-4.4	213'M'+50.62
2.0	214'M'+66.62
RATE %	'M' R/L STATION
2.0	216'M'+87.67
6.0	217'M'+93.17
6.0	221'M'+97.27
2.0	223'M'+02.77

RAMP N

SUPERELEVATION TABLE	
RATE %	'N' R/L STATION
2.0	200'N'+27.38
6.0	201'N'+32.88
6.0	202'N'+07.57
2.0	203'N'+13.07

2

DRIVEWAYS

DN1 - DOHNER DRIVEWAY

SUPERELEVATION TABLE		
LT LANE RATE	DN2 STATION	RT LANE RATE
-0.60	100+34.00	0.60
-1.20	100+49.00	0.00
-2.00	100+69.00	-0.80
-2.00	100+99.00	-2.00

DT - DITTRICH DRIVEWAY

SUPERELEVATION TABLE		
LT LANE RATE	DT STATION	RT LANE RATE
4.00	10+15.00	-3.40
2.00	10+65.00	-2.00

GR - GASSER DRIVEWAY

SUPERELEVATION TABLE		
LT LANE RATE	GR STATION	RT LANE RATE
-2.00	03+08.14	2.00
-1.00	02+83.00	1.00

JM - JACK MEEGAN DRIVEWAY

SUPERELEVATION TABLE		
LT LANE RATE	JM STATION	RT LANE RATE
3.40	04+43.00	-3.40
2.00	04+78.00	-2.00
-2.00	05+78.00	-2.00

MC1 - MATHY CONSTRUCTION MAIN ENTRANCE

SUPERELEVATION TABLE		
LT LANE RATE	MC1 STATION	RT LANE RATE
-1.00	102+60.00	-1.00
0.00	103+00.00	-1.00
1.00	103+40.00	-1.00

DRIVEWAYS

MC3 - MATHY CONSTRUCTION WEST ENTRANCE

SUPERELEVATION TABLE		
LT LANE RATE	MC3 STATION	RT LANE RATE
-0.60	100+27.50	0.60
0.00	100+42.50	0.00
1.00	100+67.50	-1.00

SN - STENSON DRIVEWAY

SUPERELEVATION TABLE		
LT LANE RATE	SN STATION	RT LANE RATE
1.53	100+21.00	-1.53
1.06	100+33.00	-2.00
0.00	100+58.00	-2.00
-2.00	101+08.00	-2.00

TX - TRAXLER DRIVEWAY

SUPERELEVATION TABLE		
LT LANE RATE	TX STATION	RT LANE RATE
0.60	100+25.00	-0.60
0.00	100+41.88	0.00
-1.00	100+70.00	1.00

WG - WEGNER DRIVEWAY

SUPERELEVATION TABLE		
LT LANE RATE	WG STATION	RT LANE RATE
-1.81	100+11.00	1.81
-1.90	100+58.51	0.00
-2.00	101+11.00	-2.00

WS -WELLS DRIVEWAY

SUPERELEVATION TABLE		
LT LANE RATE	WS STATION	RT LANE RATE
1.73	100+10.00	-1.73
1.00	101+00.00	-1.00

TEMPORARY ROADS

TR1 - SEE AC1

TR2

SUPERELEVATION TABLE		
LT LANE RATE	TR2 STATION	RT LANE RATE
-2.00	45+54.62	-2.00
0.00	46+07.87	-2.00
2.00	46+60.62	-2.00
6.00	47+67.62	-6.00
6.00	51+36.82	-6.00
2.00	52+43.82	-2.00
0.00	52+96.57	-2.00
-2.00	53+49.82	-2.00

SUPERELEVATION TABLE		
LT LANE RATE	TR2 STATION	RT LANE RATE
-2.00	53+59.01	-2.00
-2.00	54+11.12	0.00
-2.00	54+65.01	2.00
-6.00	55+67.45	6.00

TR3

SUPERELEVATION TABLE		
LT LANE RATE	TR2 STATION	RT LANE RATE
-2.00	19+87.10	-2.00
0.00	20+37.10	-2.00
1.43	20+74.10	-2.00
1.95	20+87.10	-1.50

TEMPORARY ROADS

TR6

SUPERELEVATION TABLE		
LT LANE RATE	TR6 STATION	RT LANE RATE
-2.00	14+65.39	2.00
-2.00	15+13.39	0.00
-2.00	15+61.39	-2.00

SUPERELEVATION TABLE		
LT LANE RATE	TR6 STATION	RT LANE RATE
-2.00	15+63.39	-2.00
0.00	16+11.39	-2.00
2.00	16+59.39	-2.00
6.00	17+55.39	-6.00
6.00	25+98.65	-6.00
2.00	26+94.65	-2.00
0.00	27+42.65	-6.00
-2.00	27+90.65	-2.00

SUPERELEVATION TABLE		
LT LANE RATE	TR6 STATION	RT LANE RATE
-2.00	29+04.00	-2.00
-2.00	29+52.00	0.00
-2.00	30+00.00	2.00

TR7

SUPERELEVATION TABLE		
LT LANE RATE	TR7 STATION	RT LANE RATE
0.47	01+24.00	-0.47
0.00	01+36.56	-0.94
-1.06	01+65.00	-2.00
-2.00	01+90.00	-2.00

MAINLINE

USH 12 EB SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE %	USH 12 STATION	RT LANE RATE %
-4.0	26+20.30	-4.0
0.0	27+40.30	-4.0
2.0	28+00.30	SEE 'B'
6.0	29+20.30	SEE 'B'
6.0	45+41.10	-6.0
4.0	46+01.10	-4.0
0.0	47+21.10	-4.0
-4.0	48+41.10	-4.0
-4.0	58+93.20	SEE 'C'
-4.0	60+13.20	SEE 'C'
-4.0	61+93.20	SEE 'C'
-6.0	61+93.20	SEE 'C'
-6.0	77+38.10	6.0
-4.0	77+98.10	4.0
-4.0	79+18.10	0.0
-4.0	80+38.10	-4.0
-4.0	166+51.10	SEE 'H'
-4.0	167+71.10	SEE 'H'
-4.0	168+31.10	SEE 'H'
-4.0	168+34.10	SEE 'H'
-4.0	195+54.00	2.1
-4.0	195+57.00	2.0
-4.0	196+17.00	SEE 'N'
-4.0	197+27.00	SEE 'N'
-4.0	230+28.50	SEE 'M'
0.0	231+48.50	SEE 'M'
4.0	232+68.50	SEE 'M'
5.3	233+07.50	-5.3
5.3	240+85.00	-5.3
4.0	242+24.00	-4.0
0.0	242+44.00	-4.0
-4.0	243+64.00	-4.0
-4.0	279+76.70	-4.0
-4.0	280+96.70	0.0
-4.0	281+16.70	4.0
-5.3	282+55.70	5.3
-5.3	296+27.90	5.3
-4.0	296+66.90	4.0
-4.0	297+86.90	0.0
-4.0	300+06.90	-4.0
-4.0	316+20.00	-4.0
-2.0	316+70.00	-4.0
0.0	317+30.00	-4.0
3.2	318+26.00	-4.0
3.2	355+42.10	-4.0
2.0	355+78.10	-4.0
0.0	356+38.10	-4.0
-4.0	357+58.10	-4.0

MAINLINE

USH 12 WB SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE %	USH 12 STATION	RT LANE RATE %
SEE 'A'	26+20.30	-4.0
SEE 'A'	27+40.30	-4.0
SEE 'A'	28+00.30	-4.0
SEE 'A'	29+20.30	-6.0
6.0	45+41.10	-6.0
4.0	46+01.10	-4.0
0.0	47+21.10	-4.0
-4.0	48+41.10	-4.0
-4.0	58+93.20	-4.0
-4.0	60+13.20	0.0
-4.0	61+93.20	4.0
-6.0	61+93.20	6.0
-6.0	77+38.10	6.0
-4.0	77+98.10	4.0
-4.0	79+18.10	0.0
-4.0	80+38.10	-4.0
-4.0	166+51.10	-4.0
-4.0	167+71.10	0.0
-4.0	168+31.10	2.0
-4.0	168+34.10	2.1
SEE 'K'	195+54.00	2.1
SEE 'K'	195+57.00	2.0
SEE 'K'	196+77.00	-2.0
SEE 'K'	197+27.00	-4.0
-4.0	230+28.50	-4.0
0.0	231+48.50	-4.0
4.0	232+68.50	-4.0
5.3	233+07.50	-5.3
5.3	240+85.00	-5.3
4.0	242+24.00	-4.0
0.0	242+44.00	-4.0
-4.0	243+64.00	-4.0
-4.0	279+76.70	-4.0
-4.0	280+96.70	0.0
-4.0	281+16.70	4.0
-5.3	282+55.70	5.3
-5.3	296+27.90	5.3
-4.0	296+66.90	4.0
-4.0	297+86.90	0.0
-4.0	300+06.90	-4.0
-4.0	316+20.00	-4.0
-2.0	316+70.00	-4.0
0.0	317+30.00	-4.0
3.2	318+26.00	-4.0
3.2	355+42.10	-4.0
2.0	355+78.10	-4.0
0.0	356+38.10	-4.0
-4.0	357+58.10	-4.0

RAMPS

RAMP A SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	RATE %	RT LANE RATE%
-4.0	33'A'+54.89	-4.0
0.0	34'A'+50.67	-4.0
4.0	35'A'+46.44	-4.0
5.1	35'A'+72.78	-5.1
5.1	41'A'+39.55	-5.1
4.0	41'A'+65.89	-4.0
0.0	42'A'+61.66	-4.0
-4.0	43'A'+57.44	-4.0

RAMP B SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	RATE %	RT LANE RATE%
SEE 'MAIN'	27'B'+51.55	-4.0
SEE 'MAIN'	27'B'+97.34	-5.9
5.9	32'B'+21.80	-5.9
4.0	32'B'+67.59	-4.0
0.0	33'B'+64.01	-4.0
-4.0	34'B'+60.42	-4.0

RAMP C SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'C' R/L STATION	RT LANE RATE%
-4.0	51'C'+14.36	-4.0
0.0	52'C'+09.85	-4.0
4.0	53'C'+05.33	-4.0
5.1	53'C'+31.59	-5.1
5.1	55'C'+59.41	-5.1
SEE 'MAIN'	55'C'+85.67	-4.0

RAMP D SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'D' R/L STATION	RT LANE RATE%
0.0	46'D'+70.27	0.0
4.0	47'D'+58.8	-4.0
5.5	47'D'+92.00	-5.5
5.5	48'D'+61.86	-5.5
4.0	48'D'+95.06	-4.0
2.0	49'D'+38.57	-4.0
0.0	49'D'+83.59	-2.1
-2.3	50'D'+34.06	0.0
-4.0	51'D'+29.54	4.0
-5.1	51'D'+55.80	5.1
-5.1	53'D'+29.33	5.1
-4.0	53'D'+55.59	4.0

RAMP F SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'F' R/L	RT LANE RATE%
-4.0	132'F'+49.60	SEE 'MAIN'
-6.0	133'F'+03.10	SEE 'MAIN'
-6.0	134'F'+78.93	6.0
-4.0	135'F'+32.43	4.0
-4.0	136'F'+39.43	0.0
-4.0	137'F'+46.43	-4.0

RAMP G SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'G' R/L	RT LANE RATE%
0.0	147'G'08.05	-4.0
2.0	147'G'+44.05	-4.0
2.0	148'G'+16.05	-4.0
0.0	148'G'+52.05	-4.0
-4.0	149'G'+24.05	-4.0
-4.0	153'G'+04.87	-4.0
-4.0	154'G'+11.87	0.0
-4.0	155'G'18.87	4.0
-6.0	155'G'72.37	6.0
-6.0	156'G'+16.58	6.0
-4.0	156'G'+70.08	4.0
-4.0	157'G'+77.08	SEE 'MAIN'
-4.0	158'G'+84.08	SEE 'MAIN'

RAMP H SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'H' R/L	RT LANE RATE%
-4.0	153'H'+36.41	-4.0
0.0	154'H'+43.41	-4.0
4.0	155'H'+50.41	-4.0
SEE 'MAIN'	156'H'+03.91	-6.0
SEE 'MAIN'	157'H'+47.47	-6.0
SEE 'MAIN'	158'H'+00.97	-4.0

RAMP J SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'J' R/L	RT LANE RATE%
SEE 'MAIN'	131'J'+15.92	-4.0
SEE 'MAIN'	132'J'+22.92	-4.0
4.0	133'J'+29.92	-4.0
6.0	133'J'+83.42	-6.0
6.0	134'J'+55.25	-6.0
4.0	135'J'+08.75	-4.0
0.0	136'J'+15.75	-4.0
-4.0	137'J'+22.75	-4.0
-4.0	140'J'+65.84	-4.0
-4.0	141'J'+37.84	0.0
-4.0	141'J'+73.84	2.0
-4.0	142'J'+12.50	2.0
-4.0	142'J+48.50	0.0

RAMP K SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'K' R/L	RT LANE RATE%
-4.0	198'K'+97.20	SEE 'MAIN'
-6.0	200'K'+02.70	SEE 'MAIN'
-6.0	204'K'+02.61	6.0
-4.0	204'K'+55.36	4.0
-4.0	205'K'+60.86	0.0
-4.0	206'K'+66.36	-4.0
-4.0	207'K'+18.20	-4.0
0.0	207'K'+90.70	-4.0
4.0	208'K'+63.20	-4.0
4.4	208'K'+70.45	-4.4
4.4	211'K'+02.45	-4.4
4.0	211'K'+09.70	-4.0

RAMP L SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'L' R/L	RT LANE RATE%
-4.0	217'L'+88.16	-4.0
-4.0	218'L'+93.66	0.0
-4.0	219'L'+99.16	4.0
-6.0	220'L'+51.91	6.0
-6.0	221'L'+17.17	6.0
-4.0	221'L'+69.92	4.0
-4.0	222'L'+75.42	SEE 'MAIN'
-4.0	223'L'+80.92	SEE 'MAIN'

RAMP M SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'M' R/L	RT LANE RATE%
-4.0	211'M'+39.48	4.0
-4.4	211'M'+46.73	4.4
-4.4	213'M'+50.62	4.4
-4.0	213'M'+57.87	4.0
-4.0	214'M'+30.37	0.0
-4.0	215'M'+02.87	-4.0
-4.0	215'M'+29.42	-4.0
0.0	216'M'+34.92	-4.0
4.0	217'M'+40.42	-4.0
6.0	217'M'+93.17	-6.0
SEE 'MAIN'	221'M'+97.27	-6.0
SEE 'MAIN'	222'M'+50.02	-4.0

RAMP N SHOULDER

SUPERELEVATION TABLE		
LT LANE RATE%	'N' R/L	RT LANE RATE%
-4.0	198'N'+69.13	-4.0
0.0	199'N'+74.63	-4.0
4.0	200'N'+80.13	-4.0
6.0	201'N'+32.88	-6.0
6.0	202'N'+07.57	-6.0
4.0	202'N'+60.32	-4.0
0.0	203'N'+65.82	-4.0
-4.0	204'N'+71.32	-4.0

2

MOBILE HOME ABLE TO BE REMOVED TO ACCOMMODATE INTERMEDIATE MAINLINE EMBANKMENT CONSTRUCTION

APPROXIMATE 2:1 SLOPE INTERCEPT FOR INTERMEDIATE MAINLINE EMBANKMENT CONSTRUCTION

NO WORK ALLOWED ON PARCELS 16 OR 17 WITHIN HATCHED AREA PRIOR TO OCTOBER 16, 2009

MAINTAIN EXISTING ACCESS DURING STAGES 1A AND 1B

MAINTAIN ACCESS DURING STAGE 2A

USH 12 TRAFFIC UTILIZING TR2 DURING STAGE 2A

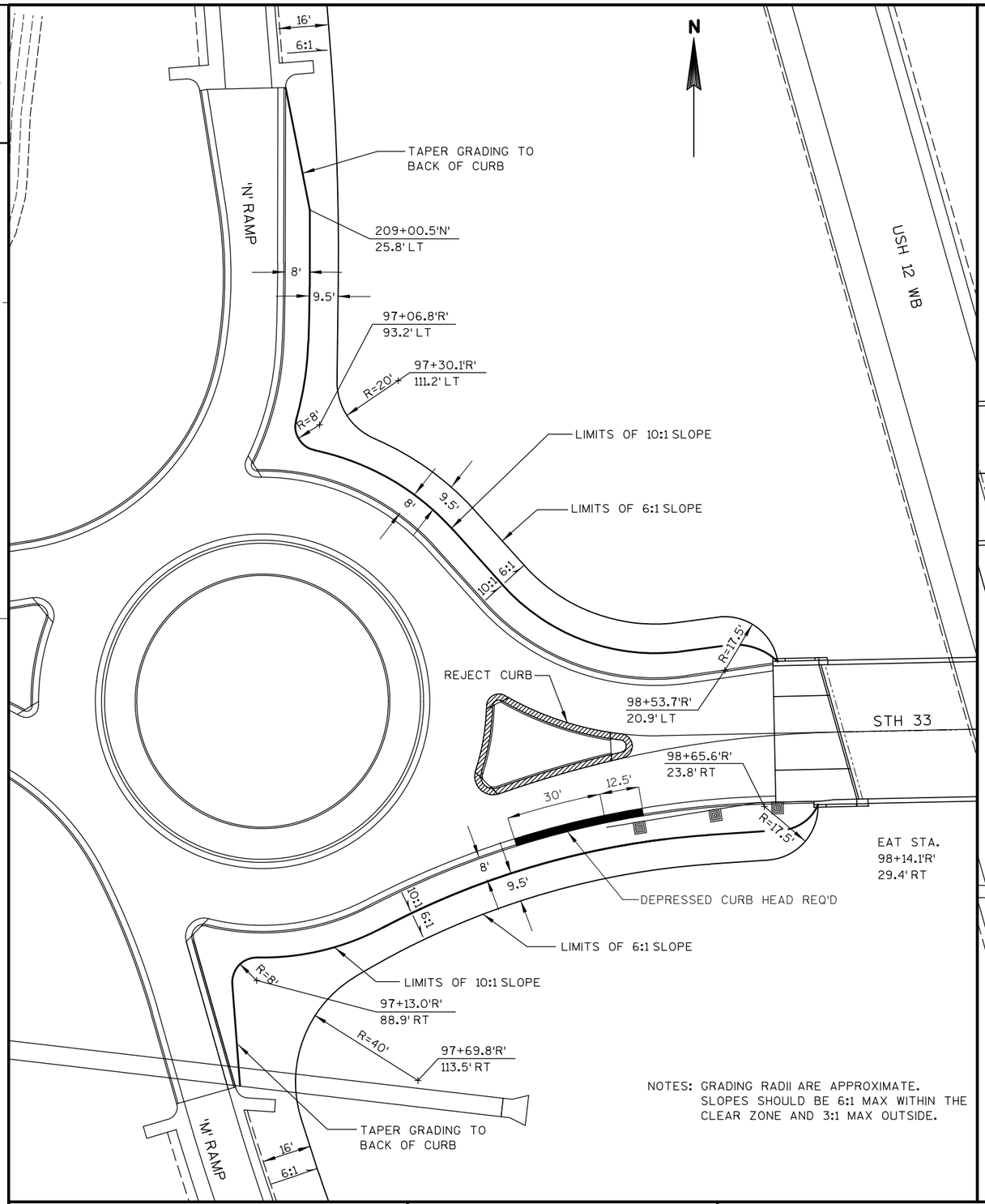
TEMPORARY ACCESS DURING STAGE 2

NOTES:

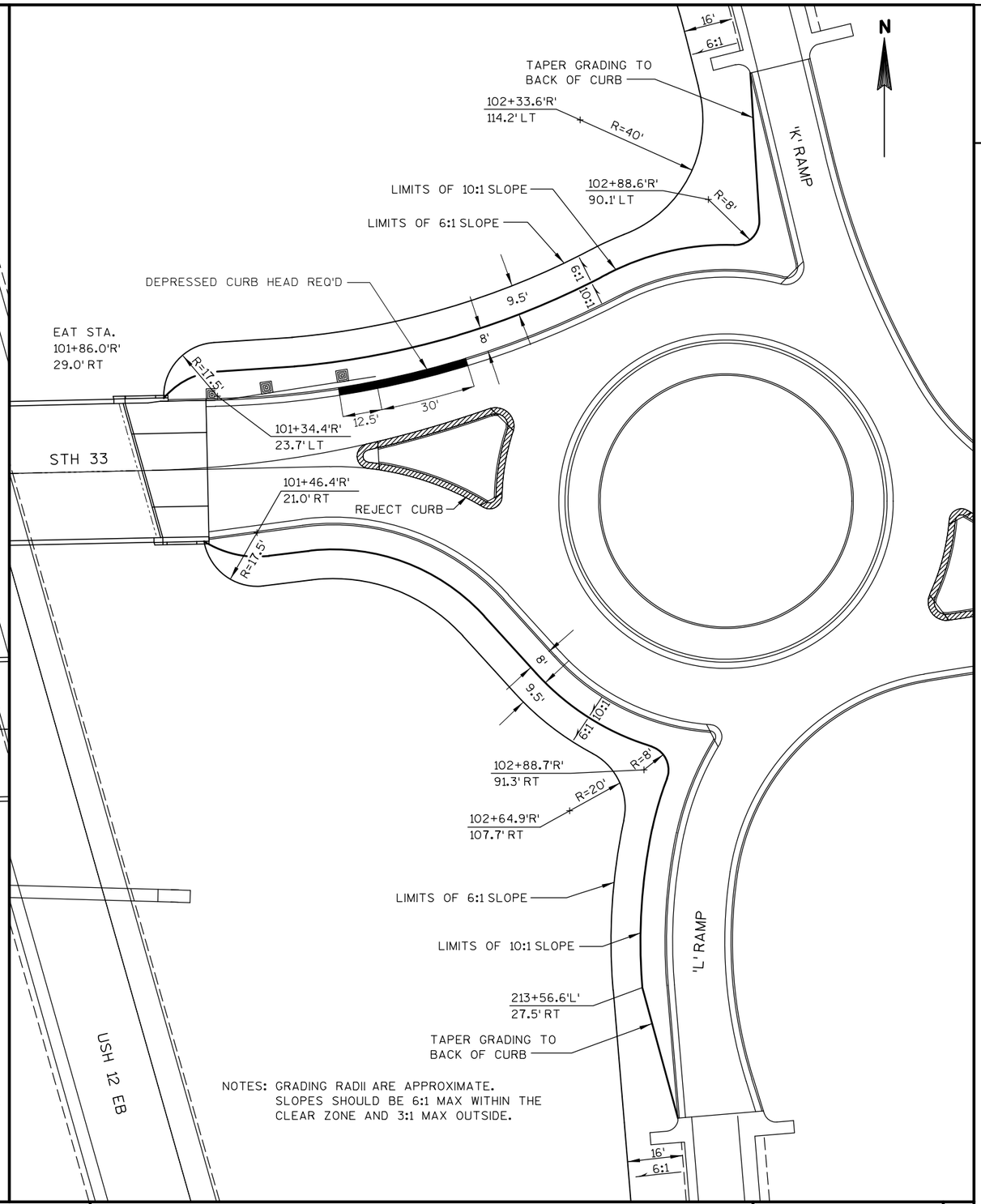
1. CONSTRUCTION OPERATIONS PROHIBITED IN HATCHED AREA OF PARCELS 16 & 17 PRIOR TO OCTOBER 16, 2009. (STAGES 1A THROUGH 2A)

2. MAINTAIN ACCESS TO HATCHED AREA OF PARCEL 16 AT ALL TIMES, PRIOR TO OCTOBER 16, 2009.

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAIL-PARCEL 16, PROJECT 1674-00-21	SHEET 50	E

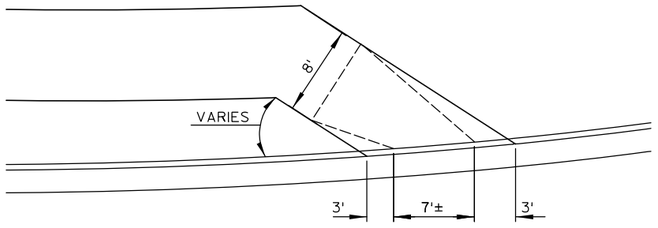


NOTES: GRADING RADII ARE APPROXIMATE.
SLOPES SHOULD BE 6:1 MAX WITHIN THE CLEAR ZONE AND 3:1 MAX OUTSIDE.

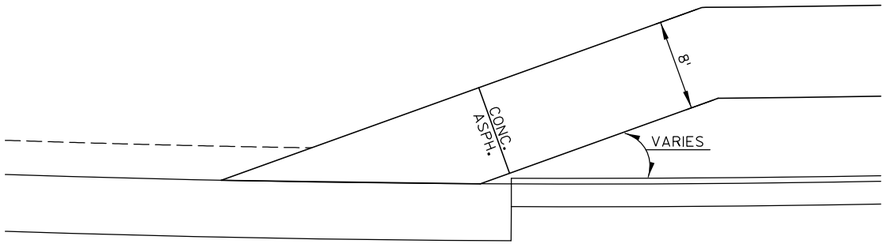


NOTES: GRADING RADII ARE APPROXIMATE.
SLOPES SHOULD BE 6:1 MAX WITHIN THE CLEAR ZONE AND 3:1 MAX OUTSIDE.

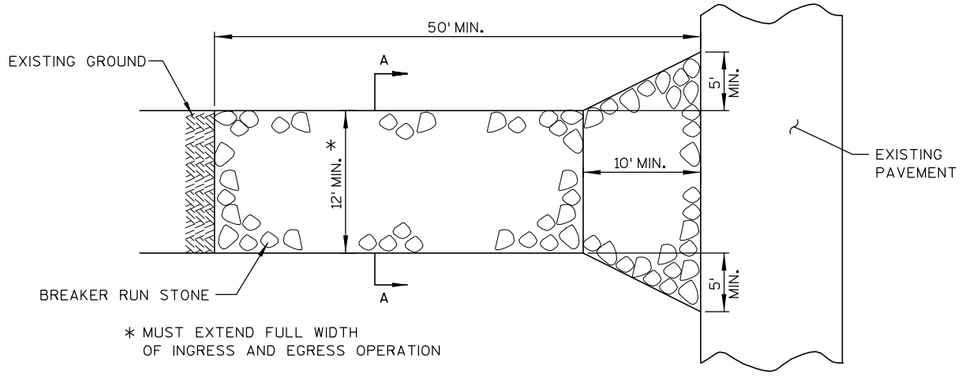
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STH 33 GRADING / BEAM GUARD DETAIL	SHEET 51	E



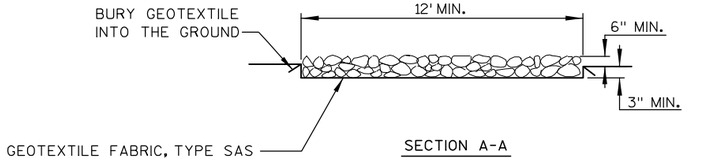
BIKE RAMP WITH CURB AND GUTTER



BIKE RAMP WITH PAVED SHOULDER



PLAN VIEW

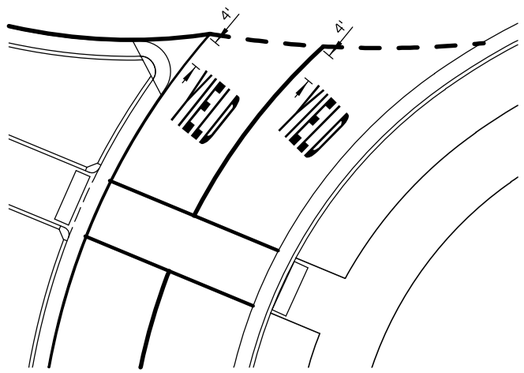


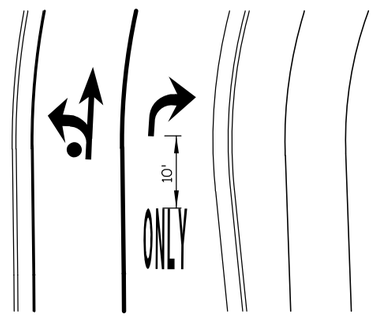
SECTION A-A

TRACKING MAT

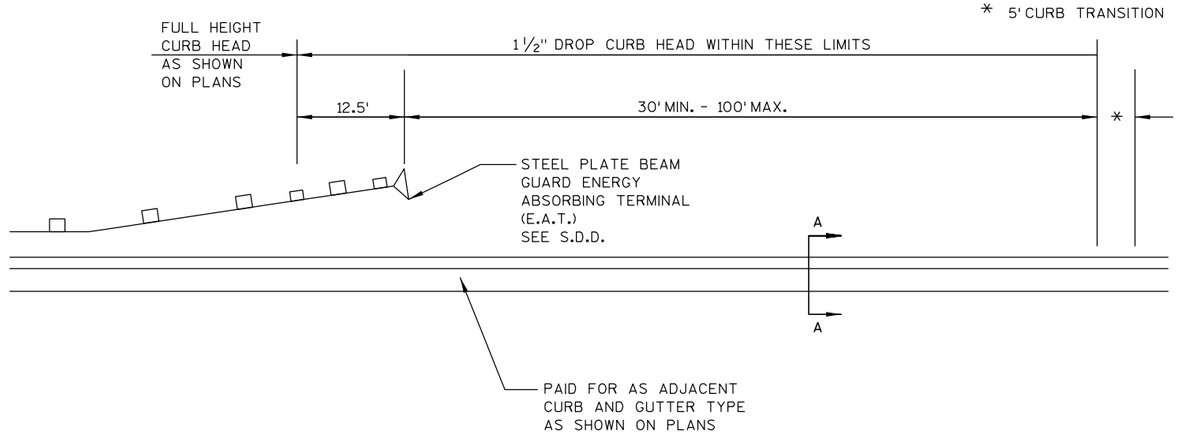
FOR CONSTRUCTION INGRESS/EGRESS POINTS
(LOCATION TO BE DETERMINED BY ENGINEER)
PAID UNDER UNDER BREAKER RUN ITEM ESTIMATE
25 TONS PER LOCATION AND GEOTEXTILE FABRIC
TYPE SAS 85 S.Y. PER LOCATION

NOTE: TRACKING MATS SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.





PAVEMENT MARKING DETAILS

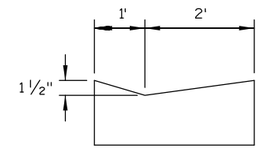


DEPRESSED CURB HEAD AT BEAM GUARD TERMINALS

STA. 16+80 TO STA. 17+95 MEDIAN LT AND RT

STA. 97+84'R' TO STA. 98+27'R'

STA. 10+73'R' TO STA. 102+16'R'

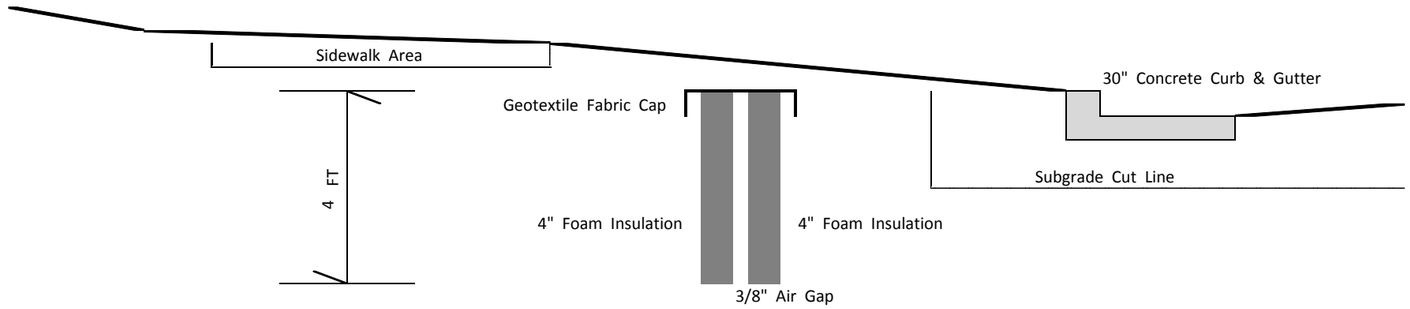


SECTION A-A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 52	E

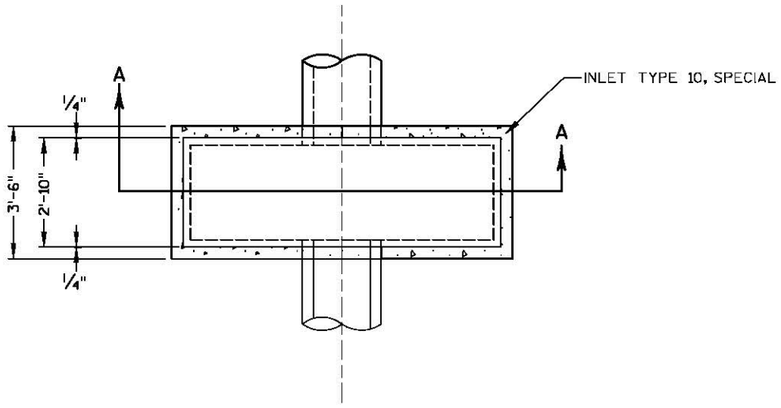
2

WisDOT VIBRATION WALL

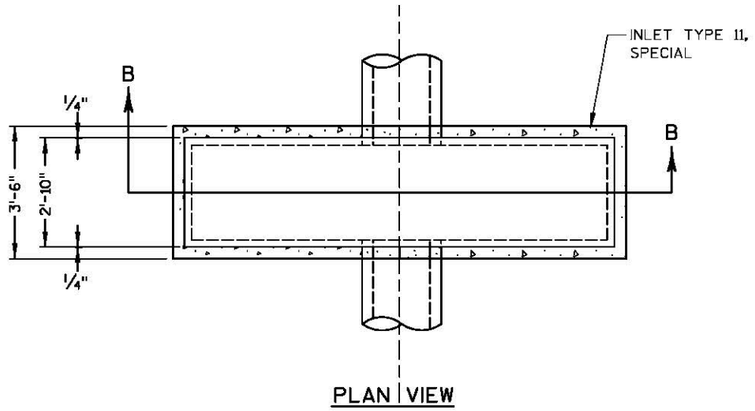


STA 25+90 'AC1 TO STA 29+74 'AC1'

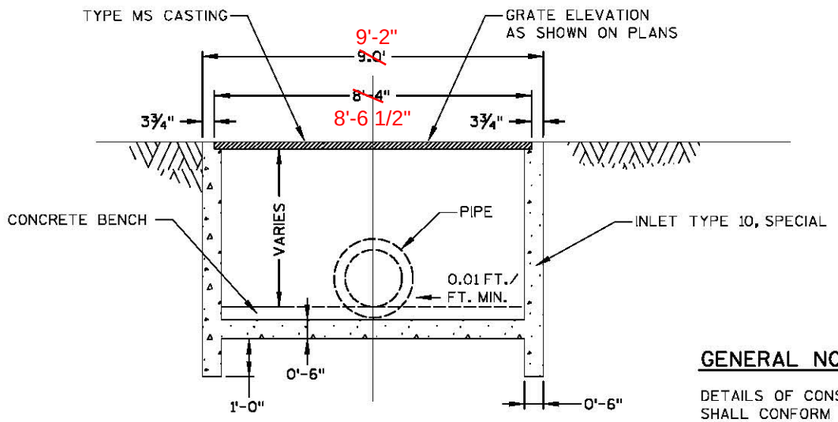
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS - VIBRATION WALL	SHEET 52 A



PLAN VIEW



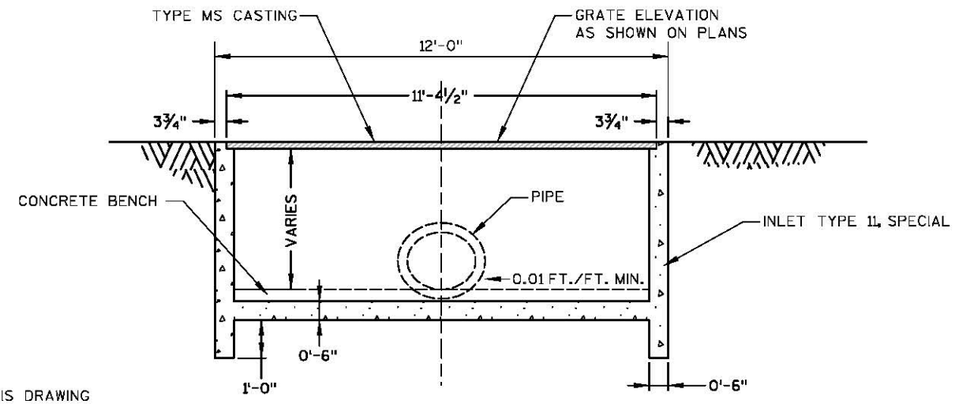
PLAN VIEW



SECTION A-A

INLET TYPE 10, SPECIAL

NO SCALE



SECTION B-B

INLET TYPE 11, SPECIAL

NO SCALE

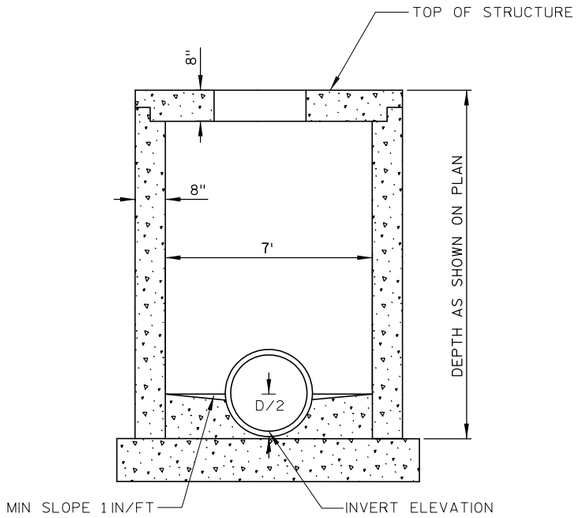
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF S.D.D. INLETS TYPE 8,9,10, AND 11 OF THE STANDARD SPECIFICATONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

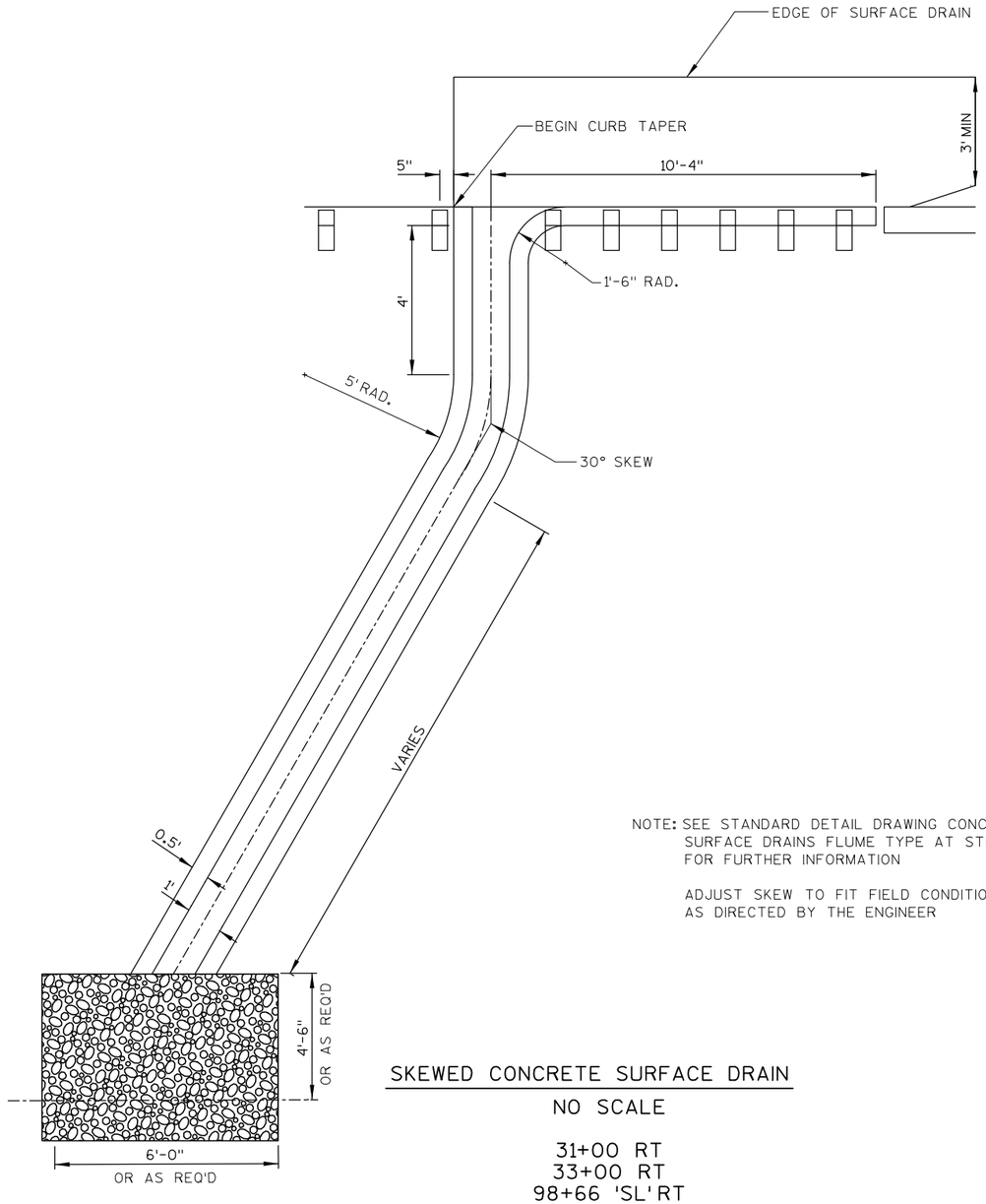
ALL BAR STEEL REINFORCEMENT SHALL BE EMEDDED 2-INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.



NOTE: SEE STANDARD DETAIL DRAWING MANHOLE TYPE 2 & 3 FOR FURTHER INFORMATION

MANHOLE TYPE 7S DETAIL

NO SCALE



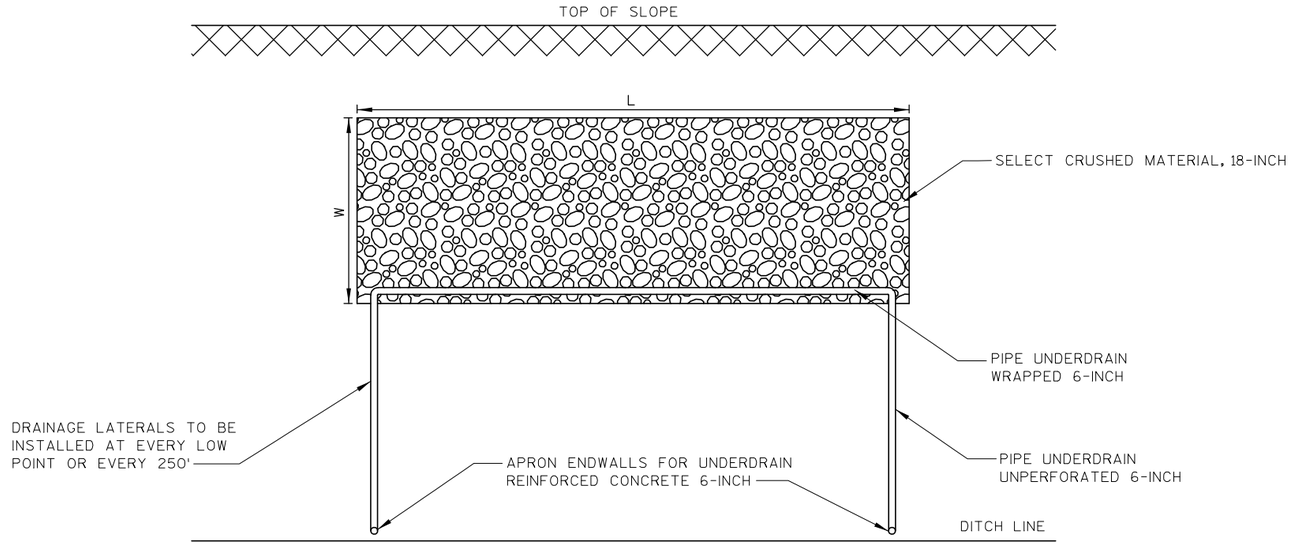
NOTE: SEE STANDARD DETAIL DRAWING CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES FOR FURTHER INFORMATION

ADJUST SKEW TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER

SKEWED CONCRETE SURFACE DRAIN

NO SCALE

31+00 RT
33+00 RT
98+66 'SL' RT
98+66 'SL' LT
101+32 'Q' RT
101+32 'Q' LT

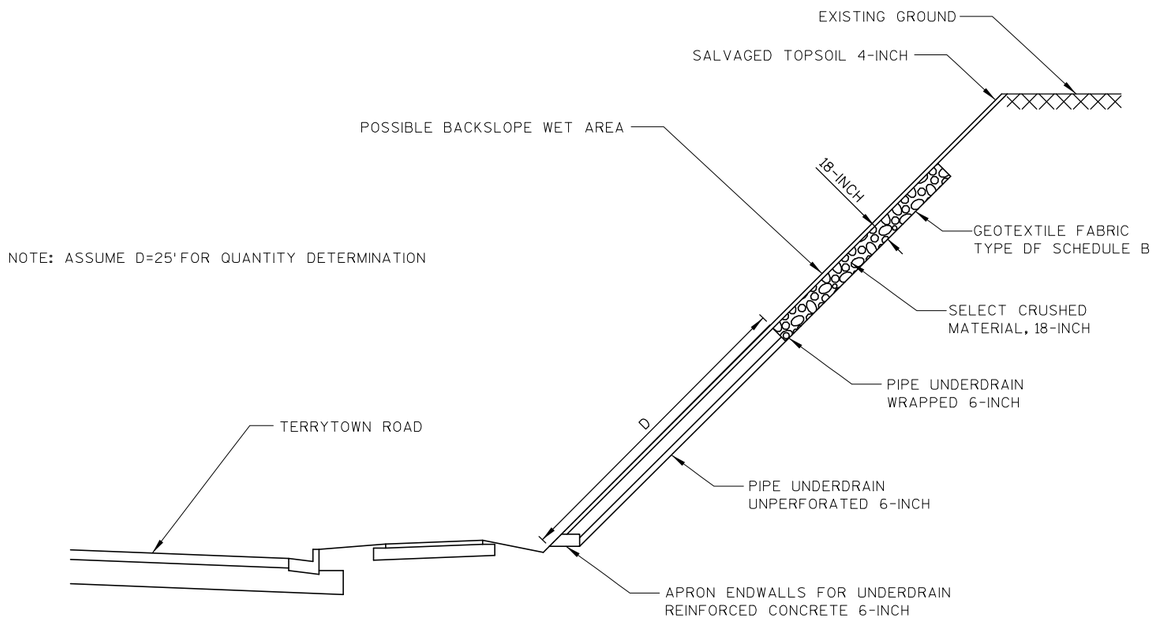


ALTERNATE 1, PLAN VIEW

NO SCALE

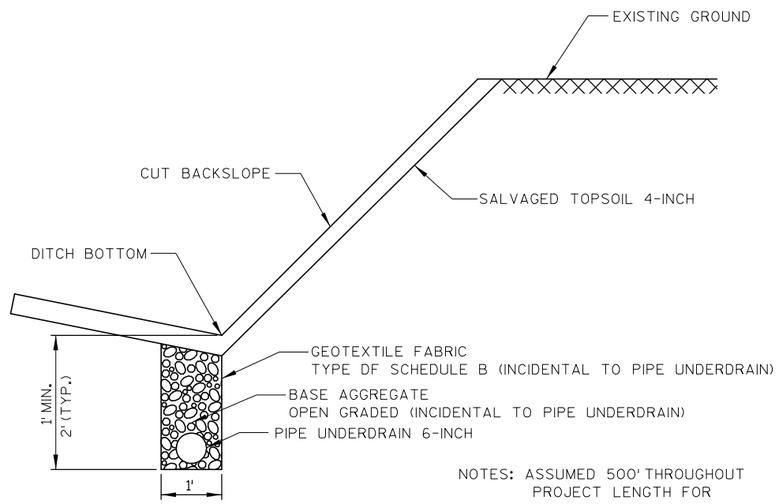
NOTES:

1. ASSUMED L=50', W=25' FOR QUANTITY DETERMINATION
2. ASSUMED 10 LOCATIONS THROUGHOUT PROJECT LENGTH FOR QUANTITY DETERMINATION
3. ACTUAL L&W DIMENSIONS TO BE DETERMINED BY THE PROJECT ENGINEER



ALTERNATE 1, CROSS SECTION VIEW

NO SCALE



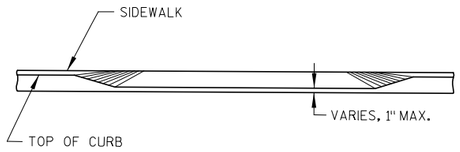
ALTERNATE 2

NO SCALE

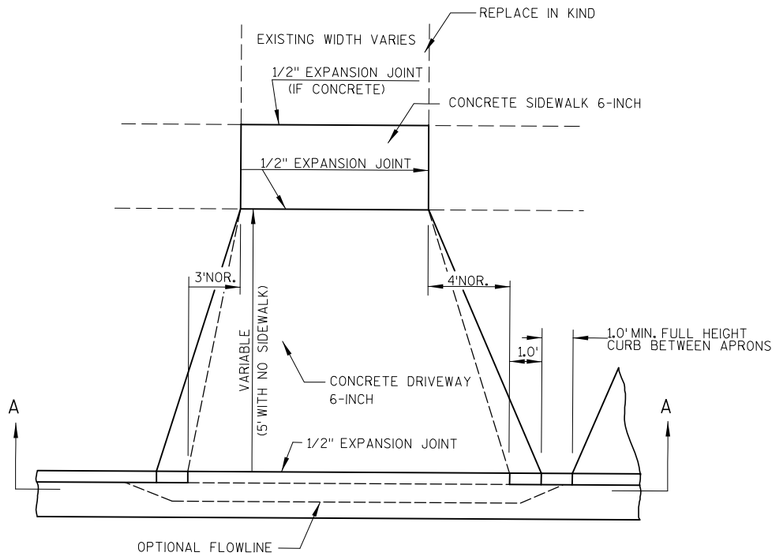
NOTES: ASSUMED 500' THROUGHOUT PROJECT LENGTH FOR QUANTITY DETERMINATION

DEPTH OF UNDERDRAIN SHOULD BE AS DEEP AS FEASIBLE AND STILL ALLOW FLOW OF UNDERDRAIN TO PROPOSED INLETS

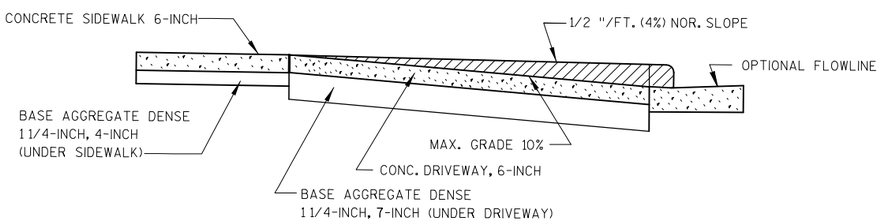
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS - POTENTIAL WET SLOPE	SHEET 55	E



SECTION A-A

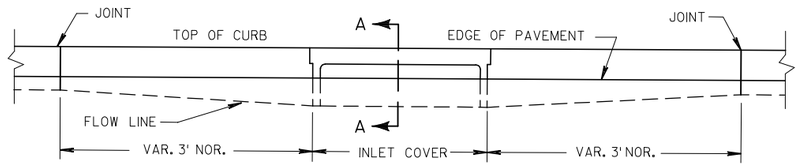


PLAN

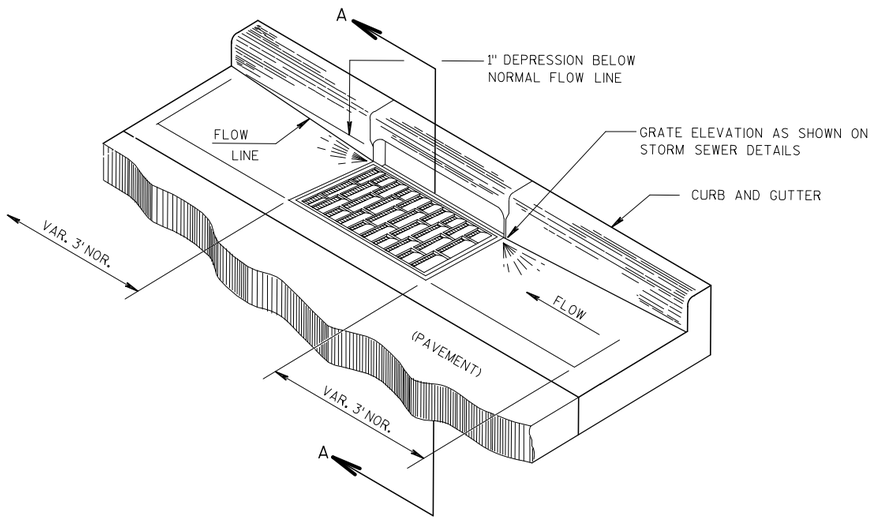


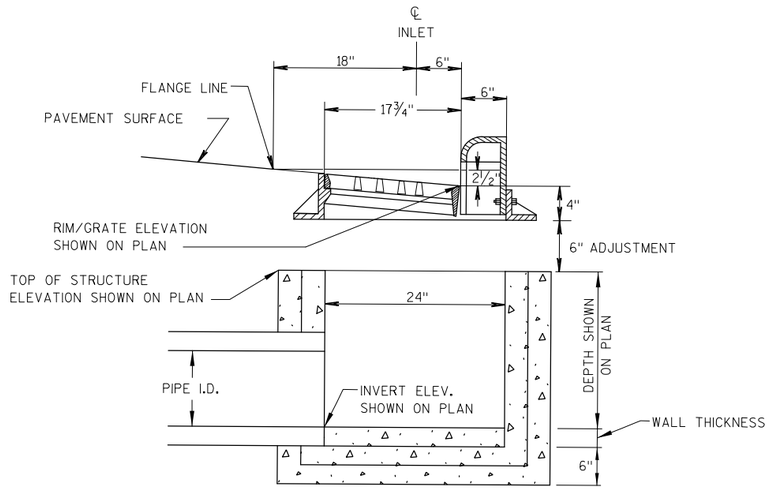
PROFILE

URBAN DRIVEWAY DETAIL



ELEVATION

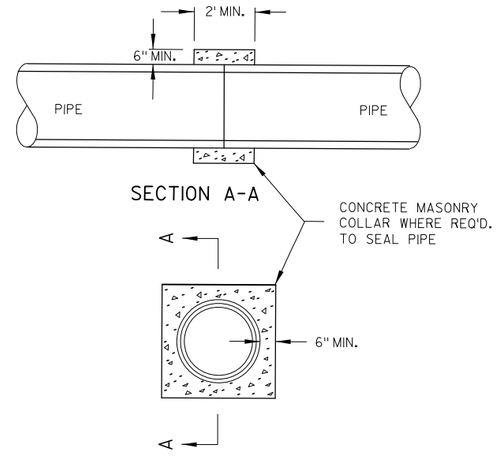




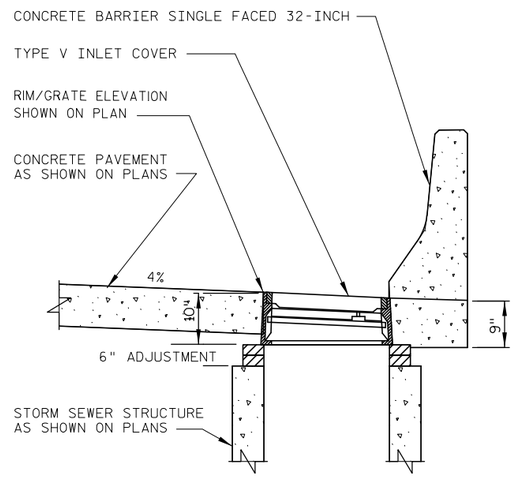
SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

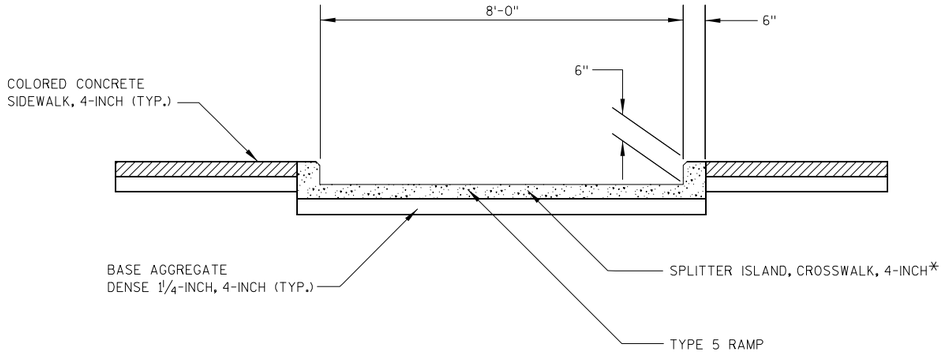
(TYPE 3-H INLET SHOWN)

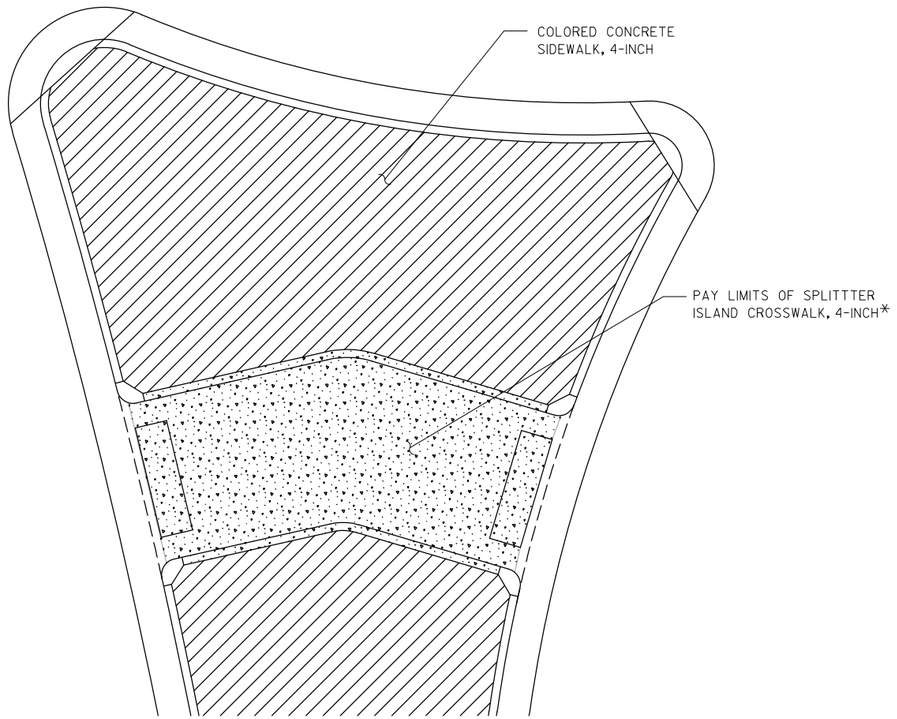


CULVERT PIPE CONCRETE
COLLAR DETAIL



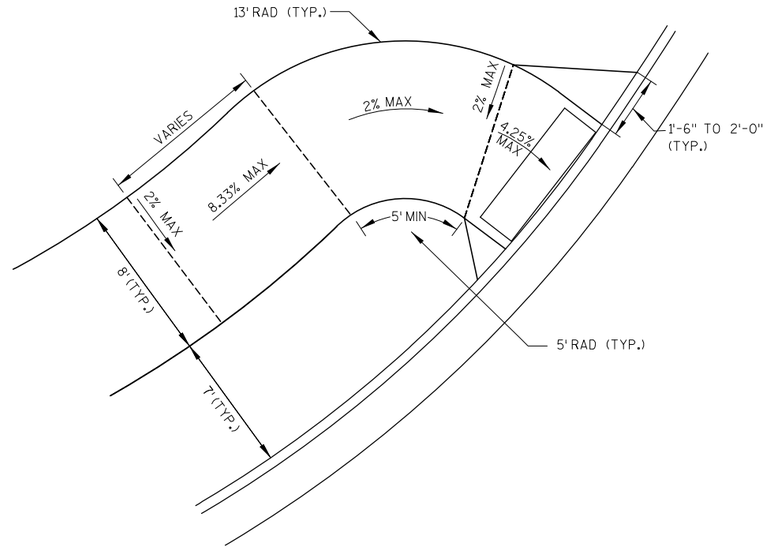
DETAIL INLET AT CONCRETE BARRIER





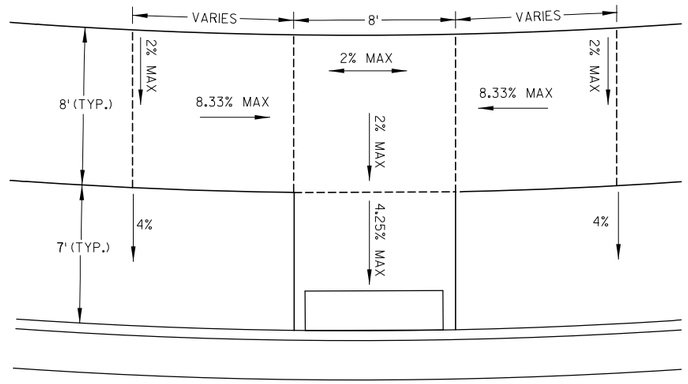
SPLITTER ISLAND X-WALK

* SHALL BE POURED MONOLITHICALLY



CURB RAMP TYPE 2 DETAILS

NOTES: SEE STANDARD DETAIL
CURB RAMPS TYPE 2 AND 3, AND
TYPE 5, 6, 7A, 7B & 8
FOR FURTHER INFORMATION



CURB RAMP TYPE 7B DETAILS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 57	E

2

PROVIDE THRIE TO CLASS A TRANSITION SECTION
CONNECT TO EXISTING CLASS A TO REMAIN
STA. 13+35 (LT)

STA. 13+71.28, 11.54 (LT)

STA. 13+72.28, 2.62 (RT)

STA. 13+87.58, 5.58 (LT)

REMOVE AND SALVAGE EXISTING GUARD RAIL/E.A.T.
STA. 13+35 - STA. 15+08 (LT)
STA. 12+73 - STA. 13+23 (RT)

12+00

13+00

14+00

15+00

6'

50' (MIN)

2.5' (MIN)

15:1

4.78' (MIN)

SAW CUT AND REMOVE EXISTING CURB AND GUTTER/SALVAGE
EXISTING INLET COVERS
STA. 13+28 - STA. 15+53 (LT)
STA. 12+73 - STA. 14+87 (RT)

PROVIDE THRIE TO CLASS A TRANSITION SECTION
CONNECT TO EXISTING CLASS A TO REMAIN
STA. 12+73 (RT)

LIMITS OF
STEEL THRIE
BEAM

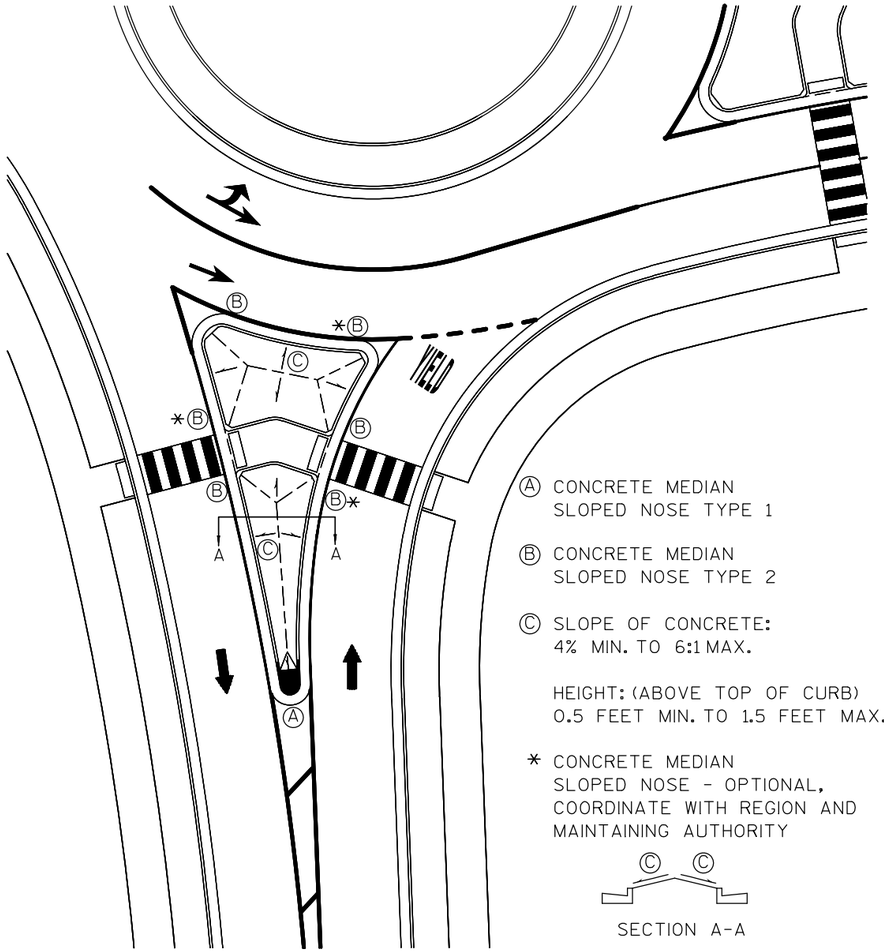
LIMITS OF
STEEL THRIE
BEAM BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

30+28 - 31+19 RT
90+86 - 92+68 MED
210+40 - 212+22 MED
277+12 - 278+94 MED
97+07'R' - 98+83'R' RT
97+83'R' - 98+71'R' LT
101+29'R' - 102+18'R' RT
101+17'R' - 103+04'R' LT

NOTE: SEE STANDARD DETAIL DRAWINGS STEEL THRIE
BEAM BULLNOSE TERMINAL FOR FUTHER DETAILS

PROJECT NO:1674-00-72	HWY: USH 12	COUNTY: SAUK	CONSTRUCTION DETAILS	SHEET 58	E



Ⓐ CONCRETE MEDIAN
SLOPED NOSE TYPE 1

Ⓑ CONCRETE MEDIAN
SLOPED NOSE TYPE 2

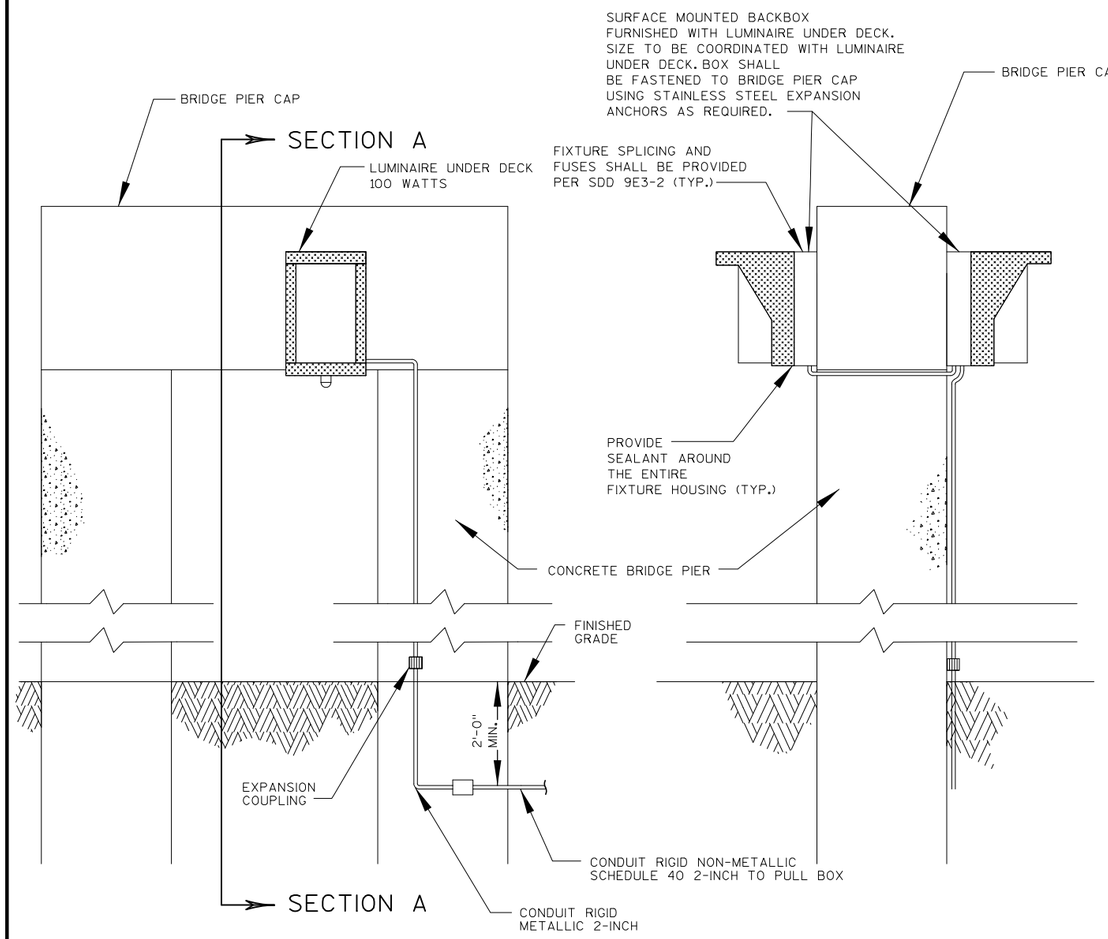
Ⓒ SLOPE OF CONCRETE:
4% MIN. TO 6:1 MAX.

HEIGHT: (ABOVE TOP OF CURB)
0.5 FEET MIN. TO 1.5 FEET MAX.

* CONCRETE MEDIAN
SLOPED NOSE - OPTIONAL,
COORDINATE WITH REGION AND
MAINTAINING AUTHORITY

SECTION A-A

TYPICAL SPLITTER ISLAND
SLOPED NOSE & CONCRETE SLOPING



SECTION A

BRIDGE UNDER DECK LIGHTING INSTALLATION DETAIL
NO SCALE

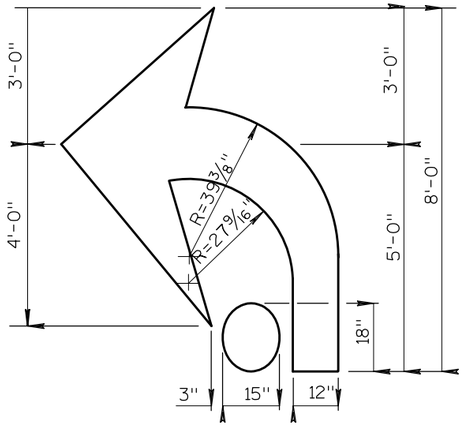
NOTE:

1. CONTRACTOR SHALL PROVIDE 1-INCH STAINLESS STANDOFFS TO SUPPORT ALL SURFACE MOUNTED RACEWAY AS REQUIRED.

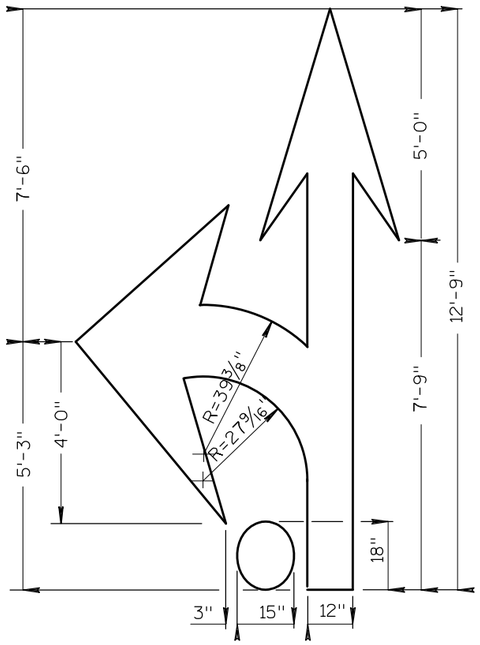
GENERAL NOTES

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

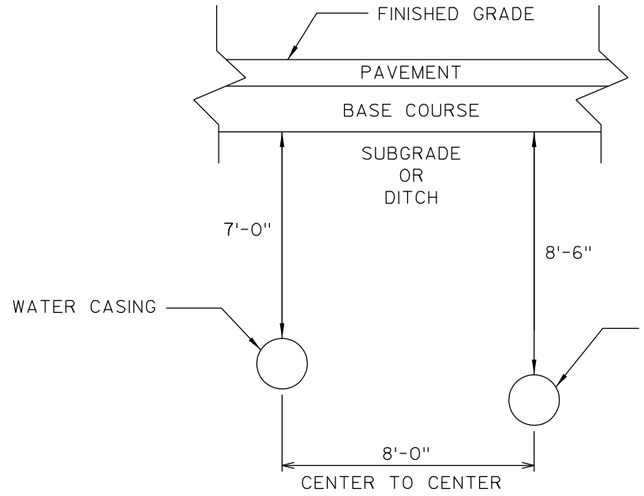
ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.



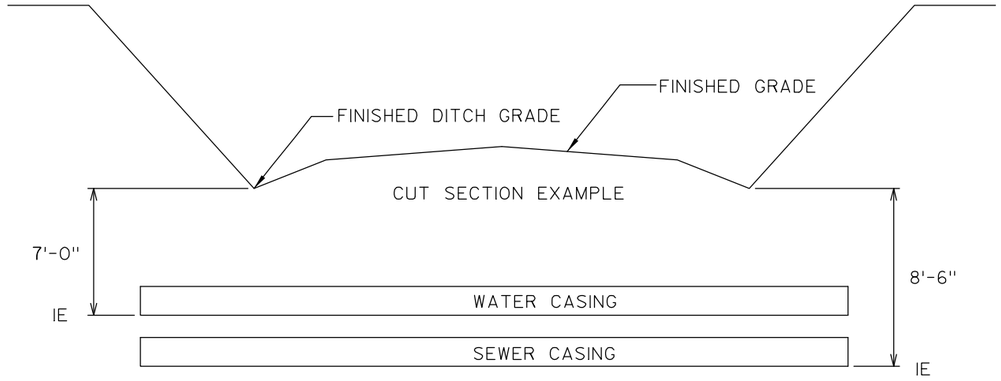
TYPE 2R



TYPE 3R



NOTE: CASING PIPE TO BE PLACED WITH COORDINATION FROM ENGINEER

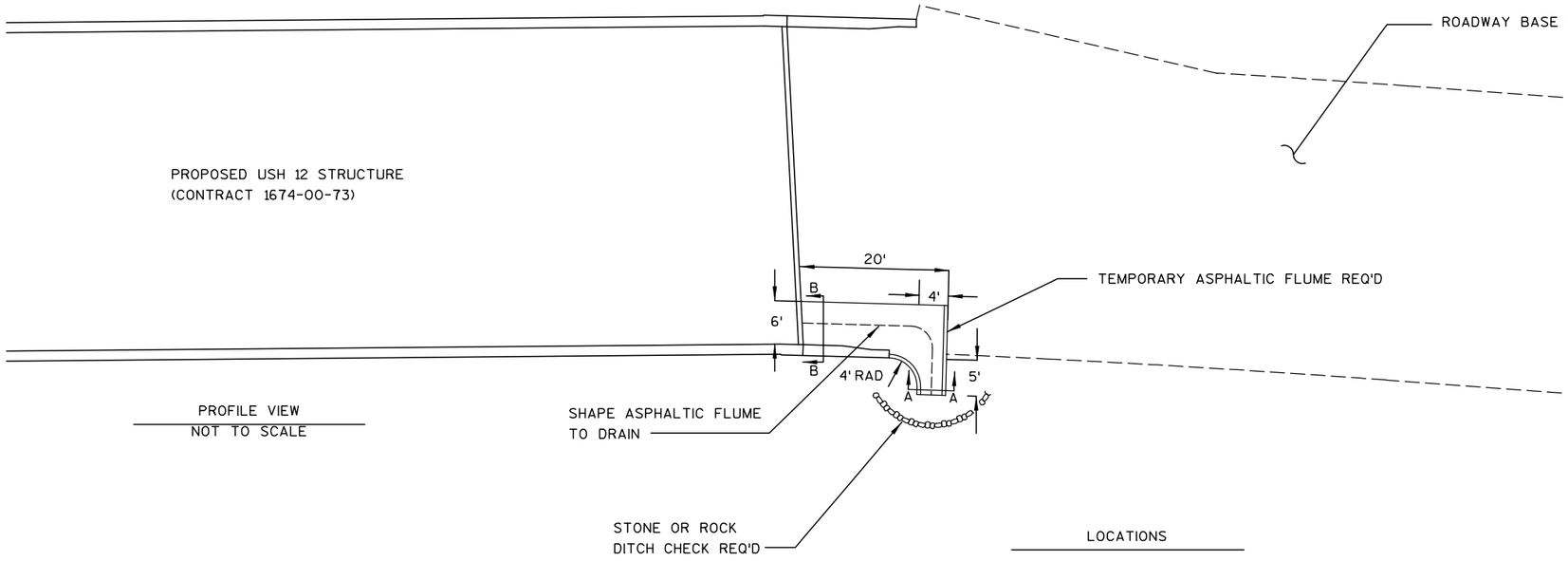


SEE SHEET 343B FOR REVISIONS

CASING PIPE DETAILS

REFERECE LINE STATION	*APPROXIMATE INVERT*	REFERECE LINE STATION	*APPROXIMATE INVERT*
31+24	961.00	88+03'MO'	954.46
31+32	962.50	91+10'MO'	958.15
54+94	963.46	91+18'MO'	954.65
55+05	964.96	106+00'MO'	960.92
90+75	949.18	106+08'MO'	962.42
93+25	747.22	30+50'AC1'	959.47
119+00	933.77	30+58'AC1'	960.97
166+00	956.51	57+50'AC2'	961.10
86+00'E'	945.33	57+58'AC2'	962.60
86+08'E'	946.83	103+10'SL'	960.70
112+00'E'	965.25	103+18'SL'	962.20
112+08'E'	966.75	110+42'NR'	951.49
87+95'MO'	952.96	110+50'NR'	952.99

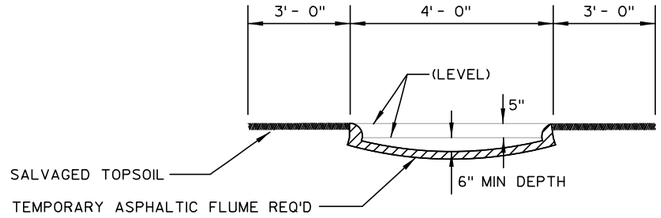
* INVERTS TO BE COORDINATED WITH THE ENGINEER PRIOR TO CASING PIPE PLACEMENT



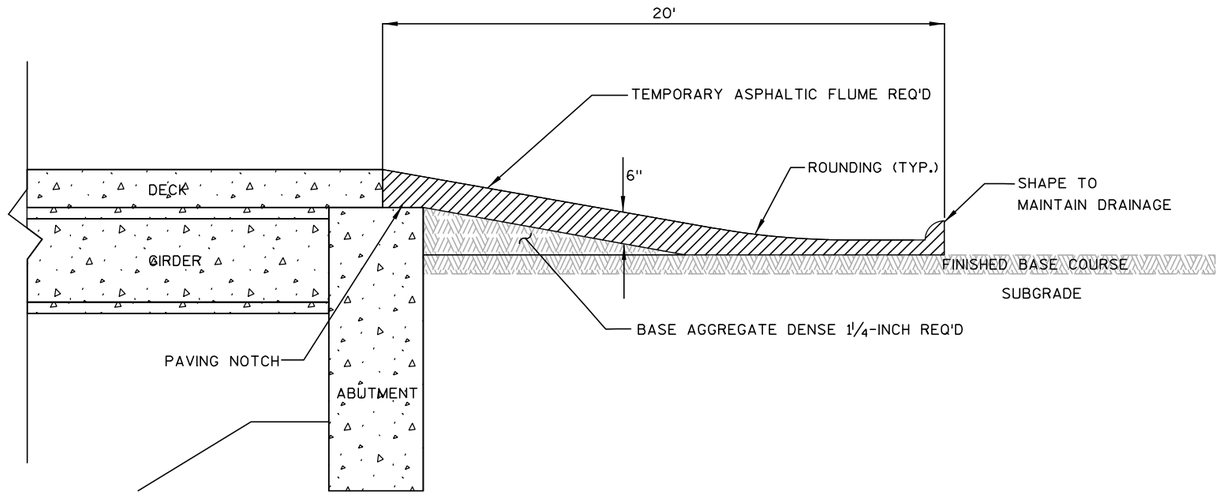
PROFILE VIEW
NOT TO SCALE

LOCATIONS

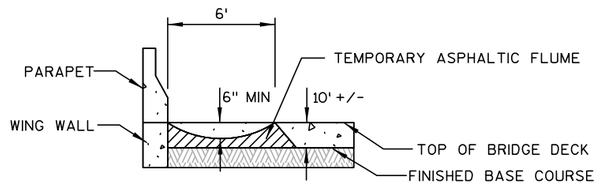
STA. 45+50, LT & MED
STA. 143+50, LT & MED
STA. 143+50, RT & MED
STA. 319+47, RT
STA. 320+15, MED



SECTION A-A
NOT TO SCALE



PROFILE VIEW
NOT TO SCALE



SECTION B-B
NOT TO SCALE

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY ASPHALTIC FLUMES	SHEET 61	E

2

SIGN PLACED AS PART OF
1674-00-76, AS SHOWN IN PLANS
FOR INFORMATION ONLY

PLACE 12-INCH PVC BOX OUT
AS PART OF PROJECT 1674-00-72
TO ACCEPT WOOD POSTS FOR
SIGNS INSTALLED AS PART OF
PROJECT 1674-00-76

2'
(TYP.)

NOTE:
BOX OUT LOCATIONS SHALL
BE COORDINATED WITH THE
ENGINEER AND THE DEPARTMENT.
CONTACT 608-785-9060

FACE OF CURB

FLANGE OF CURB

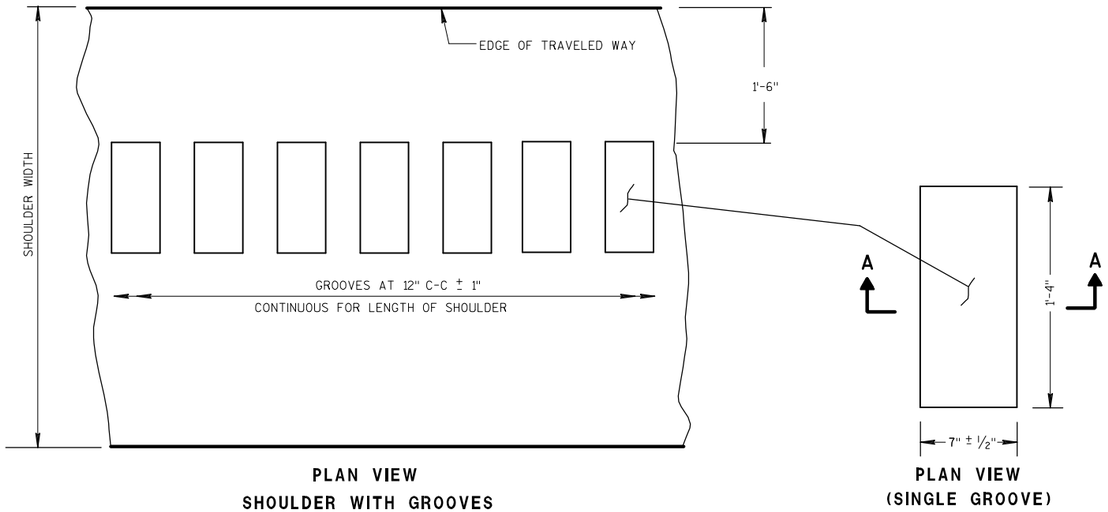
SIGN PLACED AS PART OF
1674-00-72, AS SHOWN IN PLANS

12-INCH INSIDE DIAMETER PVC PIPE BOX OUT.
SEE STANDARD SPECIFICATIONS 634.3.2(2)(TYP.).
INCIDENTAL TO WOOD POST ITEM FOR SIGNS
PLACED AS PART OF 1674-00-72.

TYPICAL AT ROUNDABOUT SPLITTER ISLANDS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	SIGN POST COORDINATION	SHEET 62	E

2



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

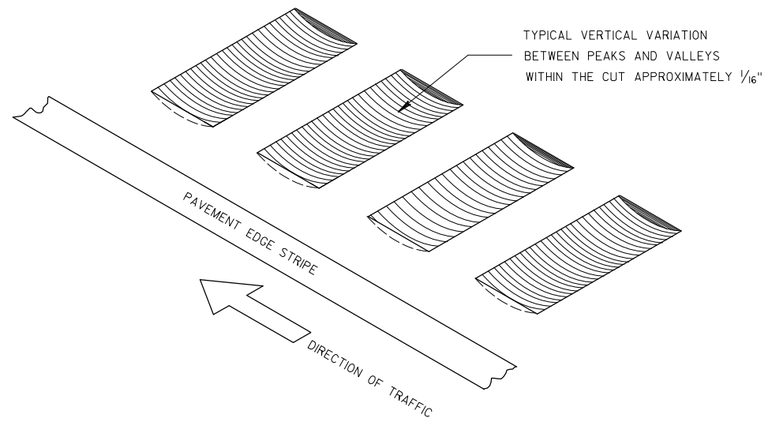
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

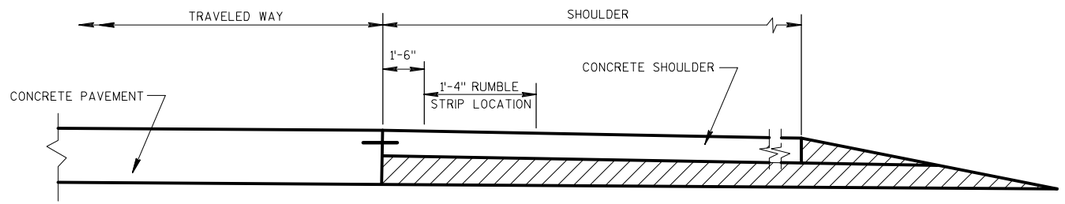
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SDD 13A5-3B SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

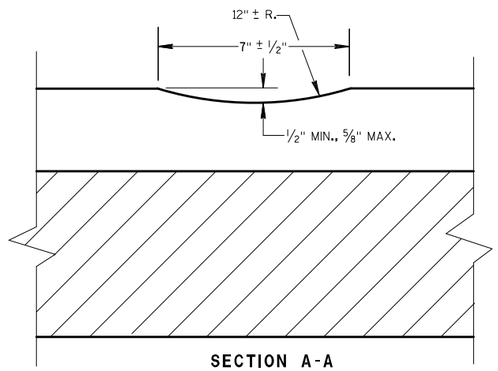
MILLED RUMBLE STRIP SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC

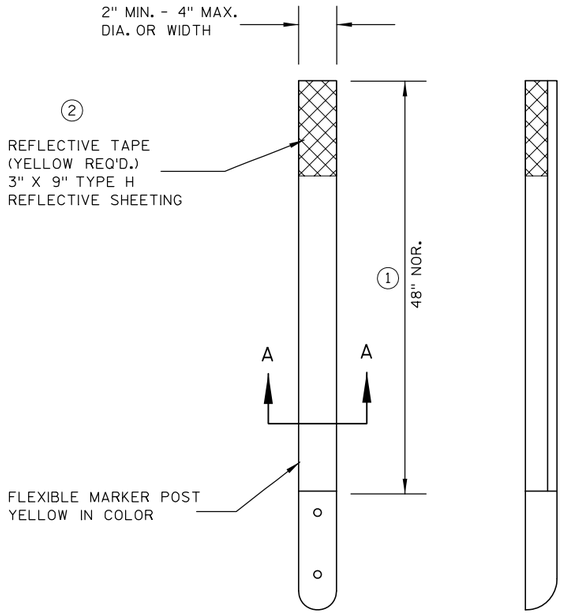


SECTION VIEW



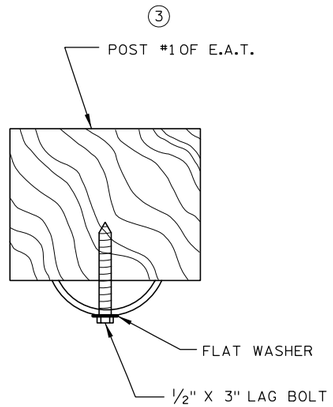
SECTION A-A

CONCRETE SHOULDER RUMBLE STRIP



FRONT VIEW

SIDE VIEW



SECTION A-A

MARKER POST, FLEXIBLE



TYPICAL INSTALLATION OF
MARKER POST, FLEXIBLE

GENERAL NOTES

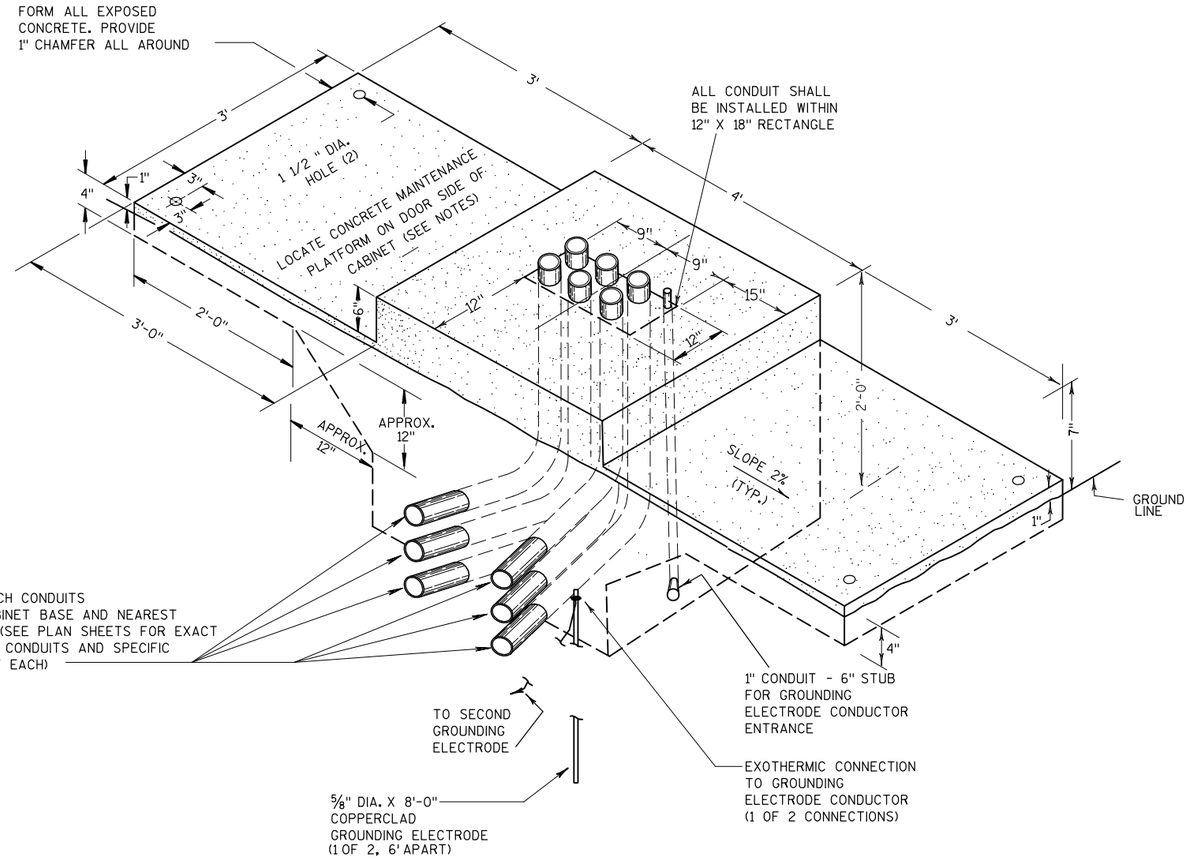
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) 48" MAX.

(2) AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(3) E.A.T. = ENERGY ABSORBING TERMINAL

MARKER POST
BEAM GUARD TERMINAL
FLEXIBLE



TYPICAL DETAIL

CONCRETE BASE, CONTROLLER CABINET

GENERAL NOTES

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

INSTALL FOUR ¾ INCH DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHOR BOLTS SHALL BE STAINLESS STEEL AND LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 3 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL, PRIOR TO CABINET INSTALLATION. LEVELING OF TOP SURFACES AFTER CONCRETE BASE HAS CURED SHALL ONLY BE ACCOMPLISHED BY GRINDING.

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

MINIMUM BENDING RADIUS OF CONDUIT PER NEC REQUIREMENTS.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

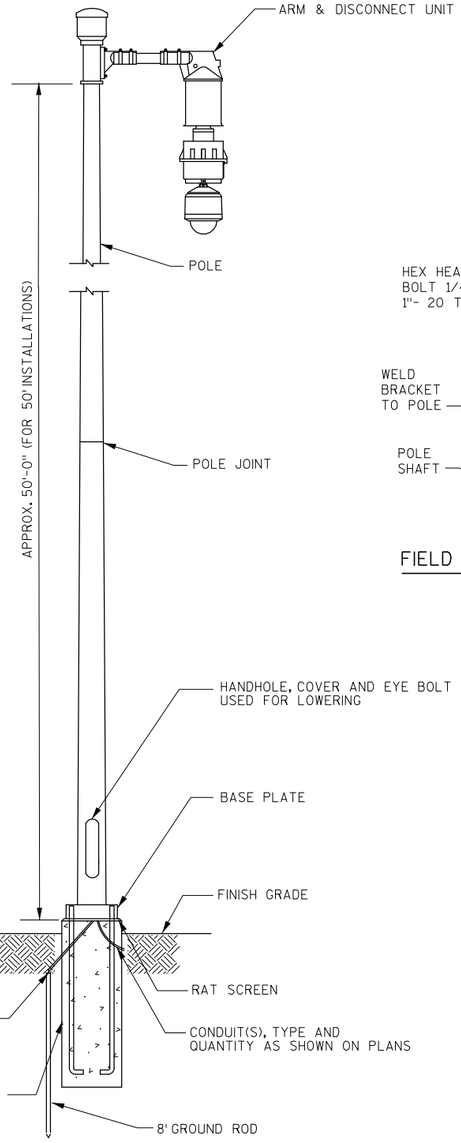
PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

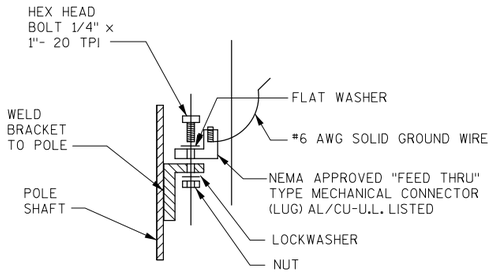
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

ALL METALLIC CONDUIT ENDS AT TOP OF CONCRETE BASES SHALL HAVE BUSHINGS IF WIRE IS INSTALLED.

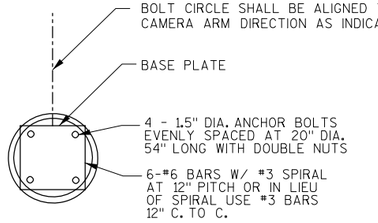
ALL NON METALLIC CONDUIT ENDS AT TOP OF CONCRETE BASES SHALL HAVE END BELLS IF WIRE IS INSTALLED.



CAMERA POLE, WITH CAMERA LOWERING HARDWARE



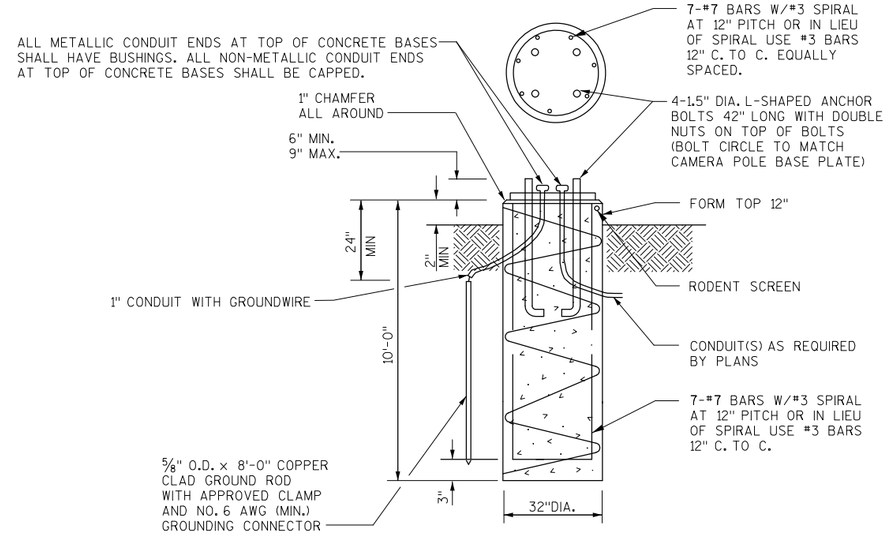
FIELD INSTALLED GROUNDING LUG



BASE PLATE, CAMERA POLE

ESTIMATE OF QUANTITIES		
CONCRETE BASE		
ITEM	UNIT	QUANTITY
CONCRETE	CY	1.6
REINFORCEMENT	LBS	170

INFORMATION PURPOSES ONLY



MATERIALS DATA

CONCRETE	f'c=3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi

BASE CAMERA POLE, 50-FEET

NOT TO SCALE

NOTES

1. ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL
2. POLE DRAWINGS SHOWN FOR BIDDING INFORMATION PURPOSES ONLY. POLES WILL BE STATE FURNISHED. BASE TO BE CONTRACTOR DESIGNED.
3. CONTRACTOR SHALL CONFIRM BOLT PATTERN OF CAMERA POLE PRIOR TO CONSTRUCTION OF CONCRETE BASE.
4. CONTRACTOR SHALL INSTALL GROUNDING LUG AS SHOWN

CAMERA POLES & FOUNDATIONS

2

LEGEND

- EROSION MAT CLASS III, TYPE C
- RIPRAP MEDIUM
- DIRECTION OF FLOW
- PROPOSED SILT FENCE

SCALE, FEET 0 50 100

N

MOON ROAD

FERN DELL ROAD

87+00'E'

88+00'E'

89+00'E'

90+00'E'

91+00'E'

92+00'E'

93+00'E'

94+00'E'

87+00'MO'

40+00'AC2'

42+00'AC2'

43+00'AC2'

48" RCP
IE = 949.14

30" RCP AEW
IE = 953.09

18" RCP AEW
IE = 953.00

POND OUTLET CONTROL
STRUCTURE (SEE DETAILS)

30" RCP AEW
IE = 953.07

48" RCP AEW
IE = 953.09

POND A

4:1 (TYP.)

10:1 (TYP.)

2.5:1 (TYP.)

960

955

950

A1 A2 A3 A4 A5 A6 A7 A8 A9 A10 A11 A12

C

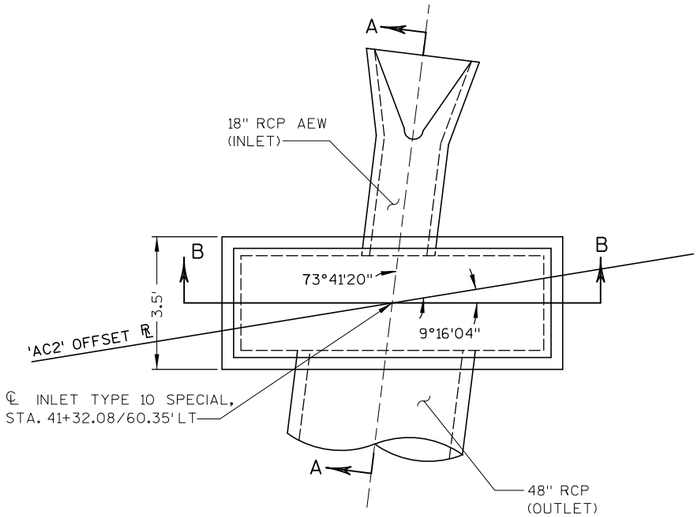
CLAY LINER AND EMBANKMENT LIMITS
(2' DEPTH) (COMPACTED)

GIEBEL COURT

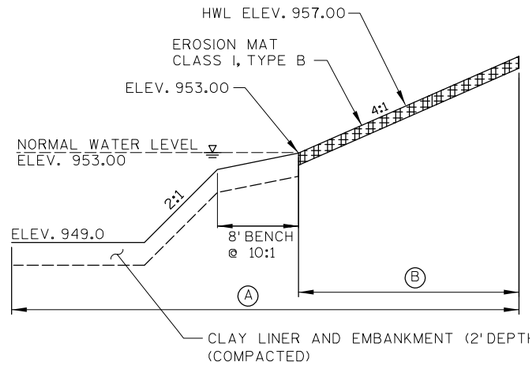
NOTE: ENDWALL SHOWN GRAPHICALLY
IE IS PROPER OUTFALL ELEVATION

POND LAYOUT COORDINATES		
POINT	NORTHING	EASTING
A1	270009.476	639884.700
A2	270008.989	639897.607
A3	269971.334	639934.712
A4	269712.280	640125.904
A5	269694.183	640123.921
A6	269685.909	640096.784
A7	269697.010	640063.496
A8	269833.880	639950.123
A9	269893.960	639904.513
A10	269934.478	639876.468
A11	269964.847	639846.756
A12	269980.279	639848.630

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND A DETAILS	SHEET 67	E



PLAN VIEW

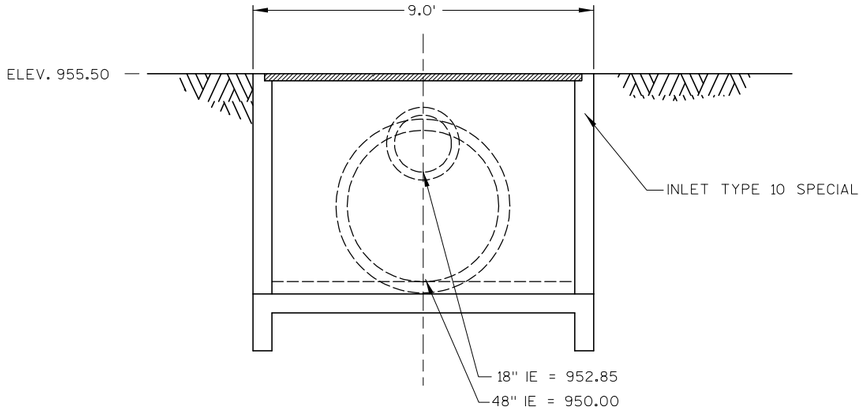


TYPICAL SECTION - EDGE OF POND
(SECTION C-C)
NO SCALE

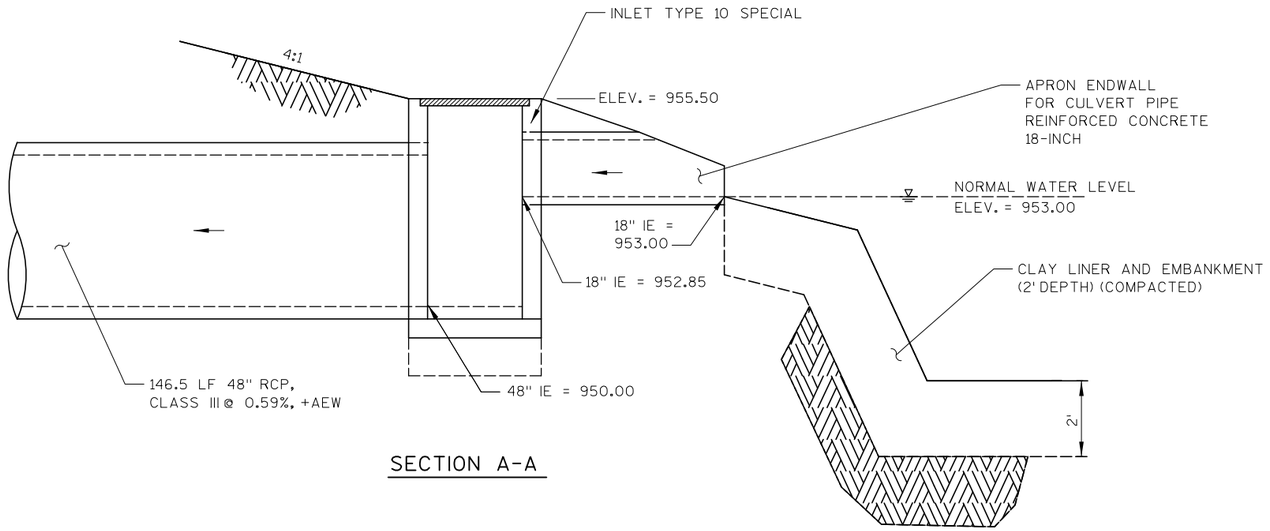
(A) SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 20, SEEDING TEMPORARY

(B) EROSION MAT CLASS 1, TYPE B

NOTE:
MULCH TO BE APPLIED TO ALL AREAS WHERE EROSION MAT IS NOT APPLIED



SECTION B-B



SECTION A-A

OUTLET CONTROL STRUCTURE DETAILS
NO SCALE

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND A DETAILS	SHEET 68	E

POND LAYOUT COORDINATES			POND LAYOUT COORDINATES			POND LAYOUT COORDINATES		
POINT	NORTHING	EASTING	POINT	NORTHING	EASTING	POINT	NORTHING	EASTING
B12	266847.363	638767.348	B18	266535.824	638753.451	B24	266692.105	638754.573
B13	266778.078	638763.379	B19	266538.052	638726.260	B25	266706.141	638749.548
B14	266800.203	638740.270	B20	266545.359	638721.751	B26	266743.213	638726.303
B15	266778.332	638759.405	B21	266565.559	638729.475	B27	266781.567	638715.768
B16	266667.963	638773.206	B22	266578.225	638743.754	B28	266819.111	638703.731
B17	266555.579	638775.055	B23	266599.649	638755.959	B29	266876.175	638694.882

POND LAYOUT COORDINATES		
POINT	NORTHING	EASTING
B1	267618.558	638840.955
B2	267576.890	638930.054
B3	267517.329	638945.318
B4	267435.662	638916.560
B5	267401.909	638899.403
B6	267455.338	638871.153
B7	267224.979	638844.212
B8	267126.543	638819.036
B9	267127.710	638804.019
B10	267109.717	638812.100
B11	266956.152	638785.158
B30	266942.834	638708.692
B31	267080.743	638751.364
B32	267115.553	638753.982
B33	267131.585	638770.159
B34	267182.184	638750.017
B35	267266.426	638725.186
B36	267416.899	638718.423
B37	267467.828	638767.480
B38	267451.110	638701.768
B39	267529.620	638697.376
B40	267607.233	638760.439

NOTE: ENDWALL SHOWN GRAPHICALLY
IE IS PROPER OUTFALL ELEVATION

USH 12

24" RCP
IE = 960.50

48" RCP AEW
IE = 946.00

18" RCP AEW
IE = 945.60

POND OUTLET CONTROL
STRUCTURE (SEE DETAILS)

36" RCP AEW
IE = 945.30

POND B

MATCH LINE

4:1 (TYP.)

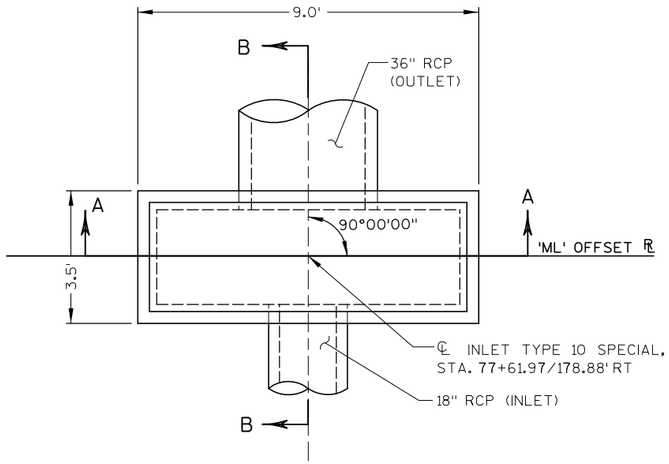
0.3% (TYP.)

LEGEND

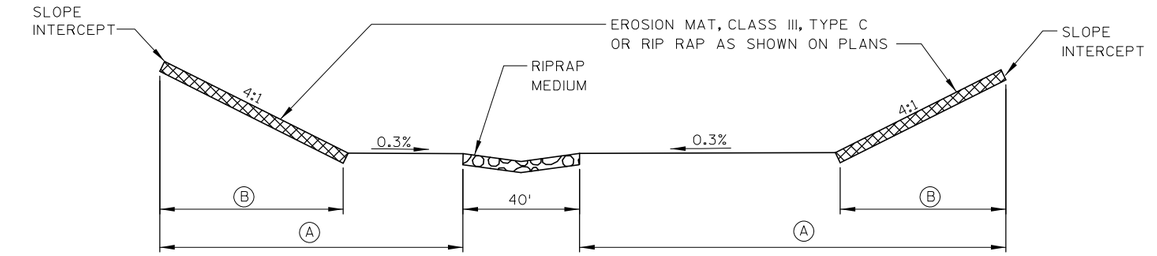
- EROSION MAT CLASS III, TYPE C
- RIPRAP MEDIUM
- DIRECTION OF FLOW
- PROPOSED SILT FENCE

SCALE, FEET 0 50 100

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND B DETAILS	SHEET 69	E



PLAN VIEW

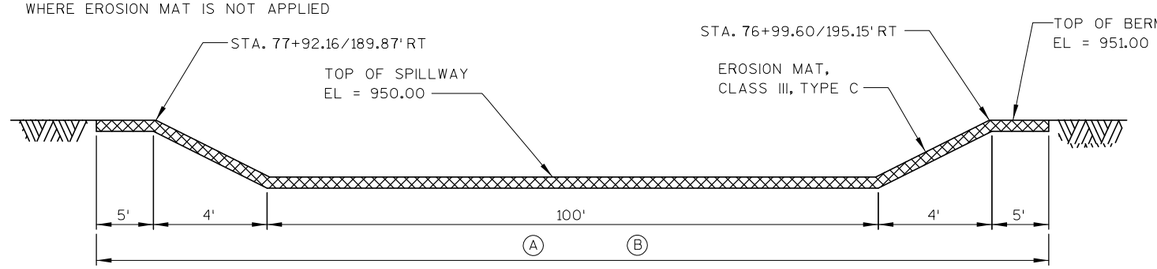


Ⓐ SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 20, SEEDING TEMPORARY

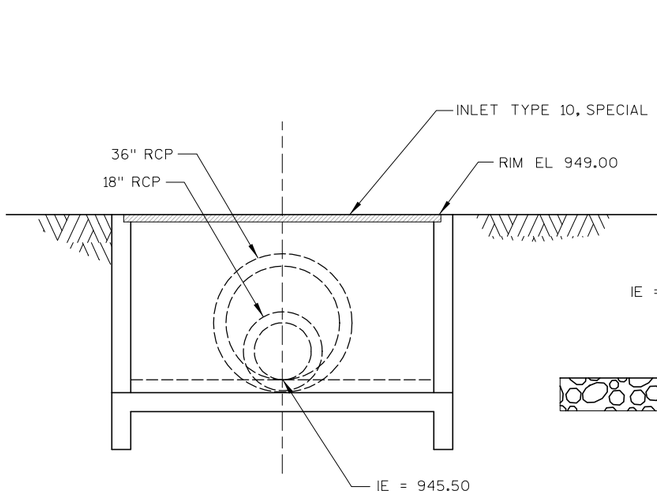
Ⓑ EROSION MAT CLASS III, TYPE C

SECTION A-A

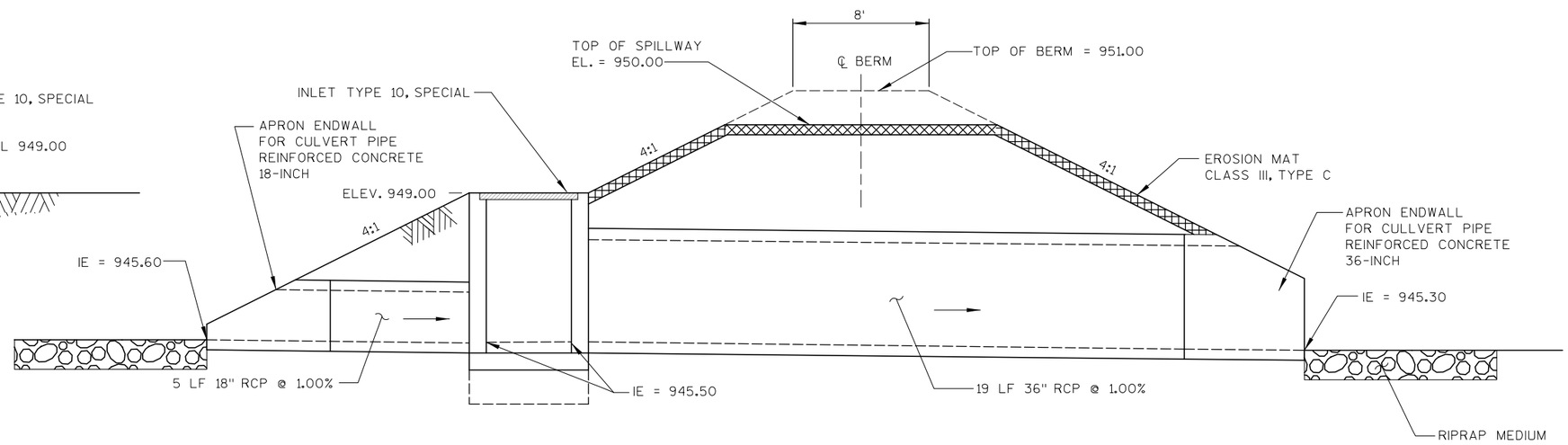
NOTE:
MULCH TO BE APPLIED TO ALL AREAS WHERE EROSION MAT IS NOT APPLIED



SPILLWAY SECTION
SECTION B-B



SECTION A-A

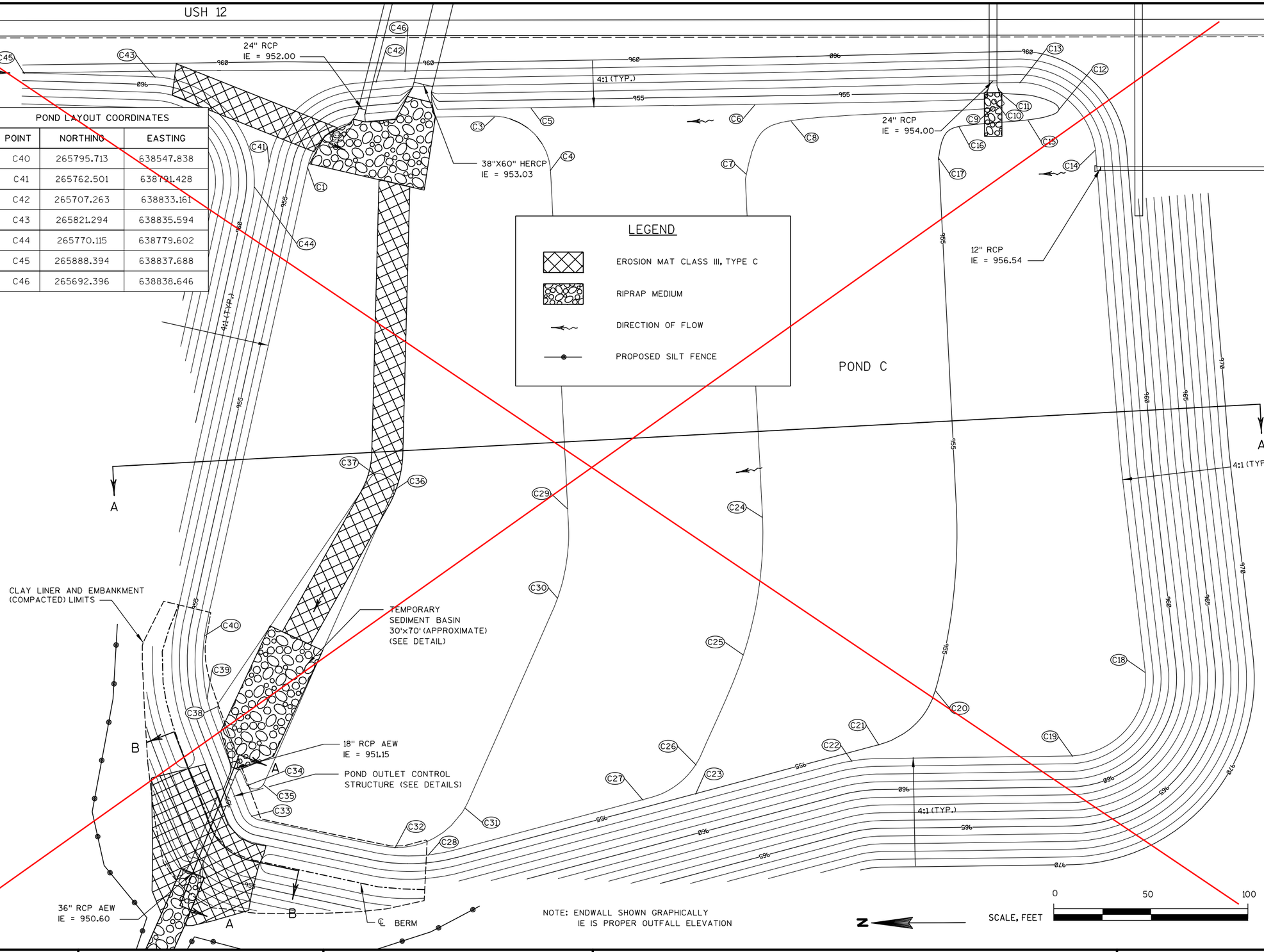


SECTION B-B

OUTLET CONTROL STRUCTURE DETAILS
NO SCALE

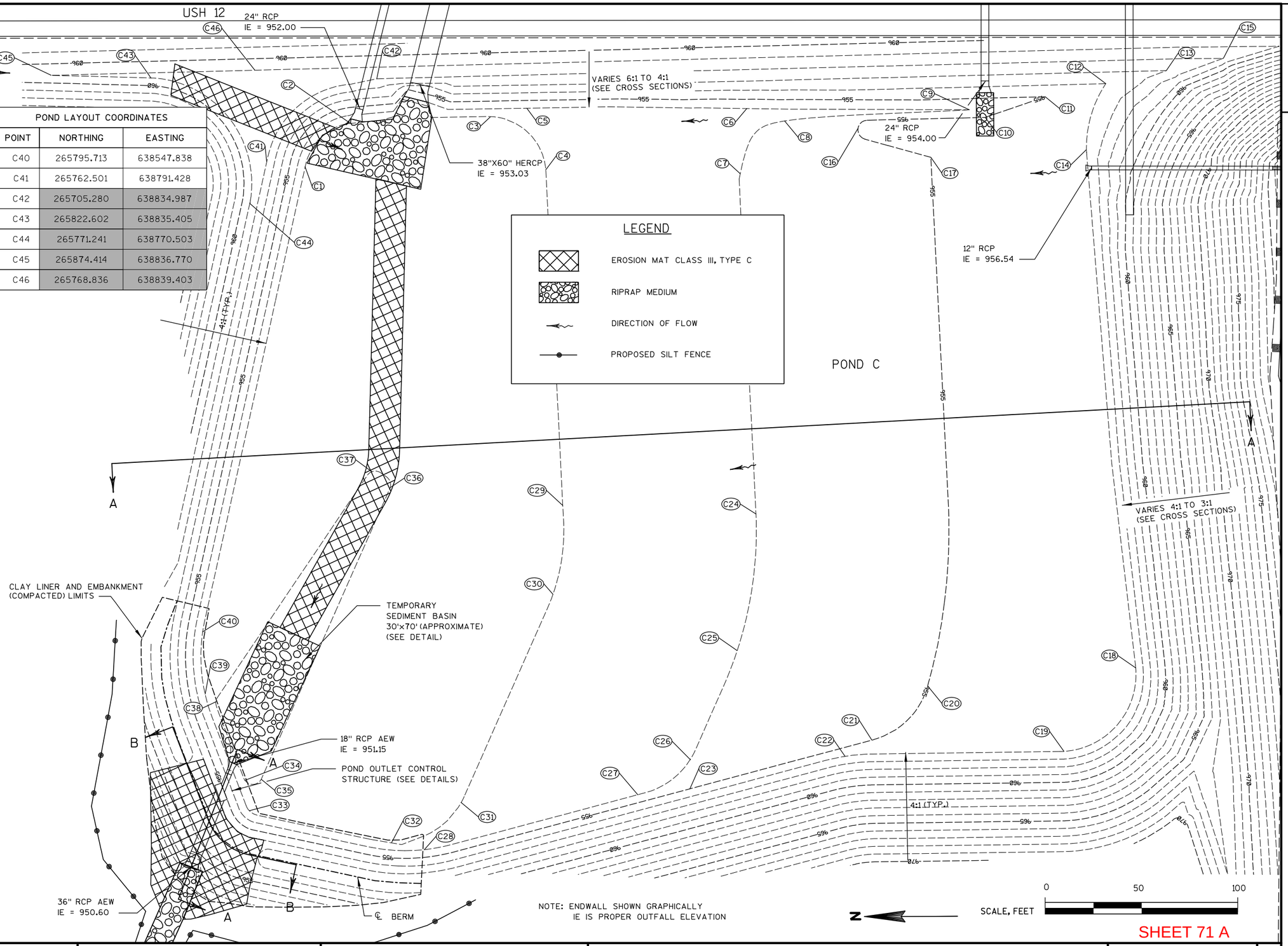
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND B DETAILS	SHEET 70	E

POND LAYOUT COORDINATES			POND LAYOUT COORDINATES		
POINT	NORTHING	EASTING	POINT	NORTHING	EASTING
C1	265742.482	638789.328	C40	265795.713	638547.838
C2	265719.030	638812.001	C41	265762.501	638791.428
C3	265646.297	638815.316	C42	265707.263	638833.161
C4	265617.531	638787.668	C43	265821.294	638835.594
C5	265627.441	638819.720	C44	265770.115	638779.602
C6	265511.726	638821.428	C45	265888.394	638837.688
C7	265516.577	638785.658	C46	265692.396	638838.646
C8	265493.404	638813.095			
C9	265389.485	638819.649			
C10	265388.882	638824.059			
C11	265385.004	638827.048			
C12	265355.597	638819.152			
C13	265375.867	638832.782			
C14	265336.879	638798.106			
C15	265371.503	638813.442			
C16	265406.941	638810.107			
C17	265417.572	638794.193			
C18	265311.171	638529.348			
C19	265348.429	638485.869			
C20	265419.263	638519.651			
C21	265448.357	638491.679			
C22	265462.233	638483.267			
C23	265542.816	638466.416			
C24	265508.372	638609.505			
C25	265518.069	638538.296			
C26	265542.466	638481.717			
C27	265569.847	638463.327			
C28	265680.549	638434.858			
C29	265608.696	638613.477			
C30	265613.792	638567.394			
C31	265661.456	638459.349			
C32	265697.508	638438.728			
C33	265771.541	638455.107			
C34	265773.916	638471.081			
C35	265765.300	638471.397			
C36	265698.291	638622.919			
C37	265707.807	638631.021			
C38	265788.832	638511.741			
C39	265794.439	638515.576			

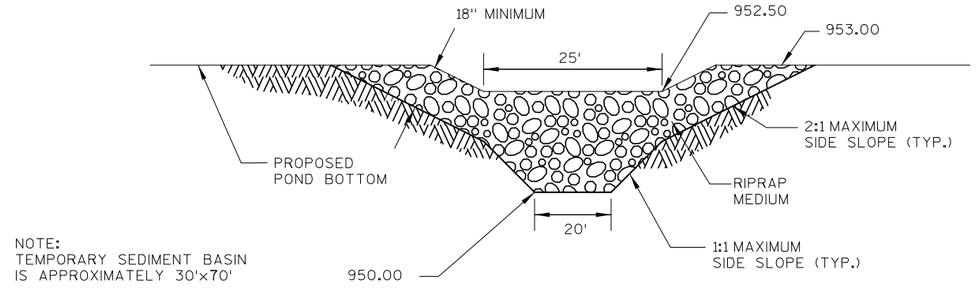


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND C DETAILS	SHEET 71	E

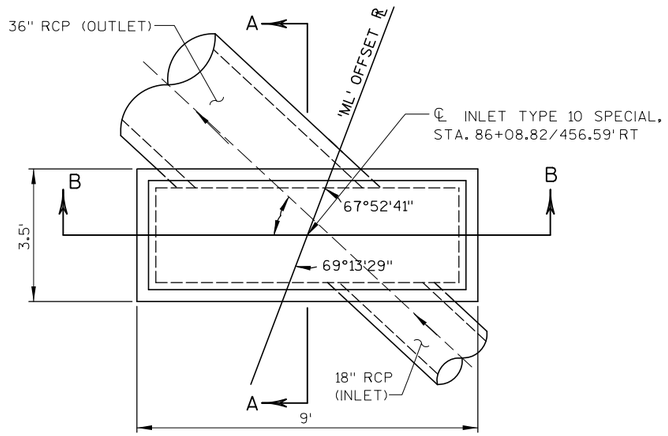
POND LAYOUT COORDINATES			POND LAYOUT COORDINATES		
POINT	NORTHING	EASTING	POINT	NORTHING	EASTING
C1	265742.482	638789.328	C40	265795.713	638547.838
C2	265719.030	638812.001	C41	265762.501	638791.428
C3	265646.297	638815.316	C42	265705.280	638834.987
C4	265617.531	638787.668	C43	265822.602	638835.405
C5	265627.441	638819.720	C44	265771.241	638770.503
C6	265513.090	638819.571	C45	265874.414	638836.770
C7	265516.577	638785.658	C46	265768.836	638839.403
C8	265493.404	638813.095			
C9	265397.516	638818.894			
C10	265389.393	638814.911			
C11	265358.114	638825.642			
C12	265326.674	638832.425			
C13	265295.233	638839.209			
C14	265336.879	638798.106			
C15	265265.684	638845.585			
C16	265455.439	6388109.077			
C17	265417.572	638794.193			
C18	265311.171	638529.348			
C19	265348.429	638485.869			
C20	265419.263	638519.651			
C21	265448.357	638491.679			
C22	265462.233	638483.267			
C23	265542.816	638466.416			
C24	265508.372	638609.505			
C25	265518.069	638538.296			
C26	265542.466	638481.717			
C27	265569.847	638463.327			
C28	265680.549	638434.858			
C29	265608.696	638613.477			
C30	265613.792	638567.394			
C31	265661.456	638459.349			
C32	265697.508	638438.728			
C33	265771.541	638455.107			
C34	265773.916	638471.081			
C35	265765.300	638471.397			
C36	265698.291	638622.919			
C37	265707.807	638631.021			
C38	265788.832	638511.741			
C39	265794.439	638515.576			



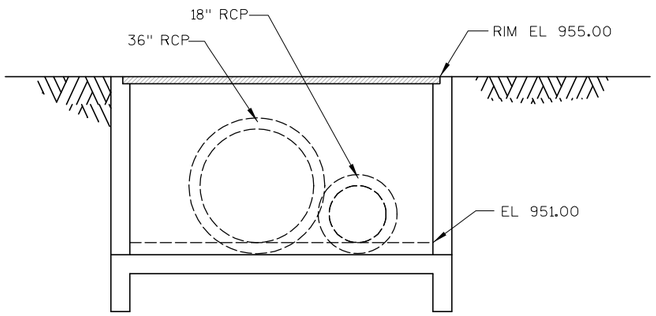
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND C DETAILS	SHEET ISSUED 07-01-09	E



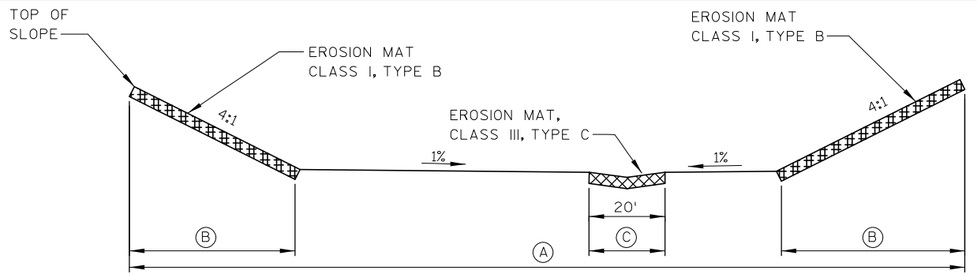
TEMPORARY SEDIMENT BASIN



PLAN VIEW



SECTION B-B



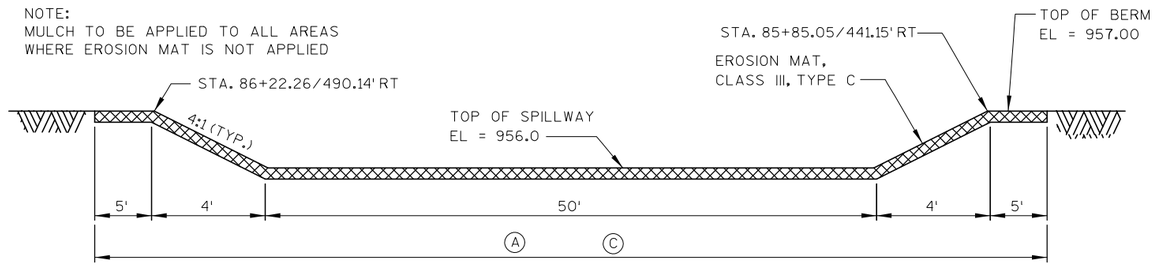
Ⓐ SALVAGED TOPSOIL, FERTILIZER TYPE B,
SEEDING MIXTURE NO. 20, SEEDING TEMPORARY

Ⓑ EROSION MAT, CLASS I, TYPE B

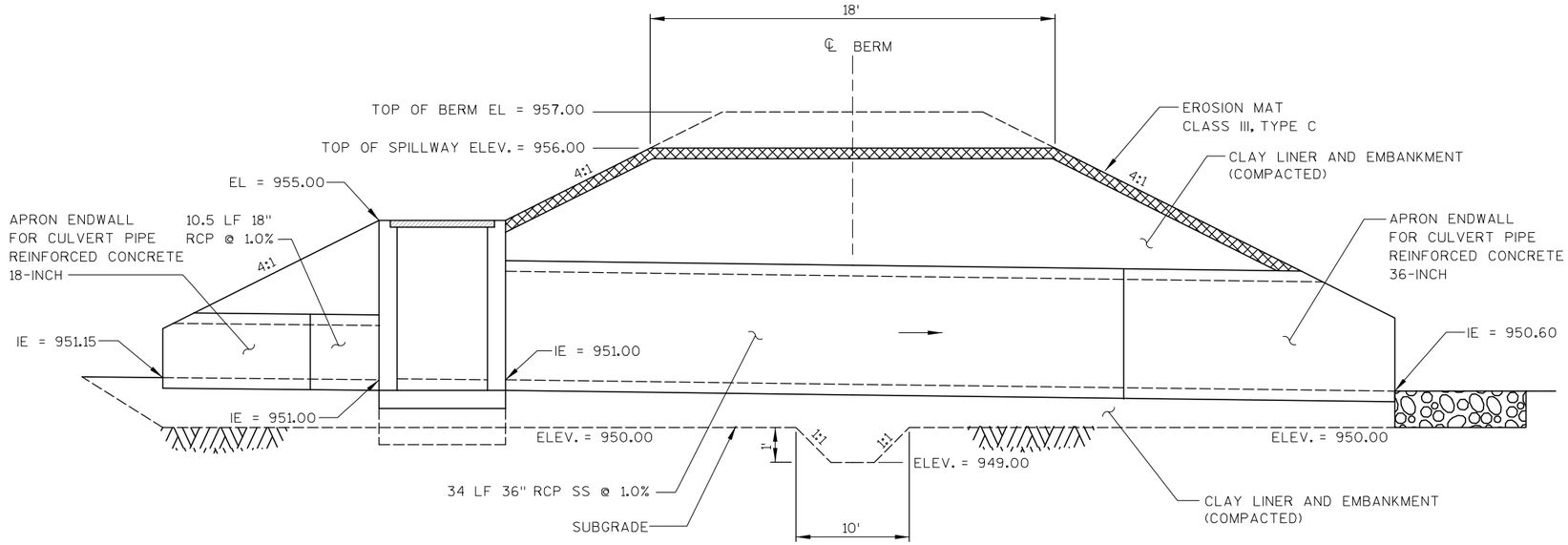
Ⓒ EROSION MAT, CLASS III, TYPE C

SECTION A-A

NOTE:
MULCH TO BE APPLIED TO ALL AREAS
WHERE EROSION MAT IS NOT APPLIED



SPILLWAY SECTION
SECTION B-B



SECTION A-A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND C DETAILS	SHEET 72	E

POND LAYOUT COORDINATES		
POINT	NORTHING	EASTING
D1	253477.292	639035.933
D2	253539.897	639089.910
D3	253655.303	639149.756
D4	253668.016	639185.083
D5	253663.526	639149.410
D6	253721.594	639176.371
D7	253747.337	639214.893
D8	253747.627	639297.530
D9	253737.761	639319.116
D10	253591.397	639315.761
D11	253535.212	639310.664
D12	253523.468	639302.503
D13	253622.695	639245.512
D14	253548.969	639305.302
D15	253525.892	639300.820
D16	253496.864	639166.595

LEGEND

- EROSION MAT CLASS III, TYPE C
- RIPRAP MEDIUM
- DIRECTION OF FLOW
- PROPOSED SILT FENCE

SCALE, FEET 50 100

N

POND D

30" RCP AEW
IE = 952.00

POND OUTLET CONTROL
STRUCTURE (SEE DETAILS)

TEMPORARY SEDIMENT BASIN
30'x70' (APPROXIMATE)
(SEE DETAIL)

0.5% (TYP.)

3:1 (TYP.)

34"X53" HERCP
IE = 950.40

36" RCP
IE = 960.43

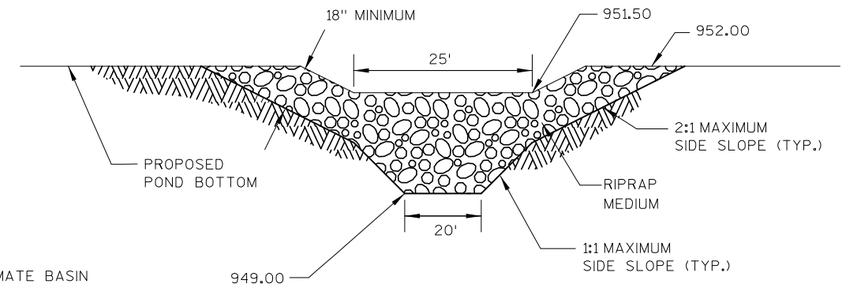
STH 33

'N' RAMP

'N' LOOP

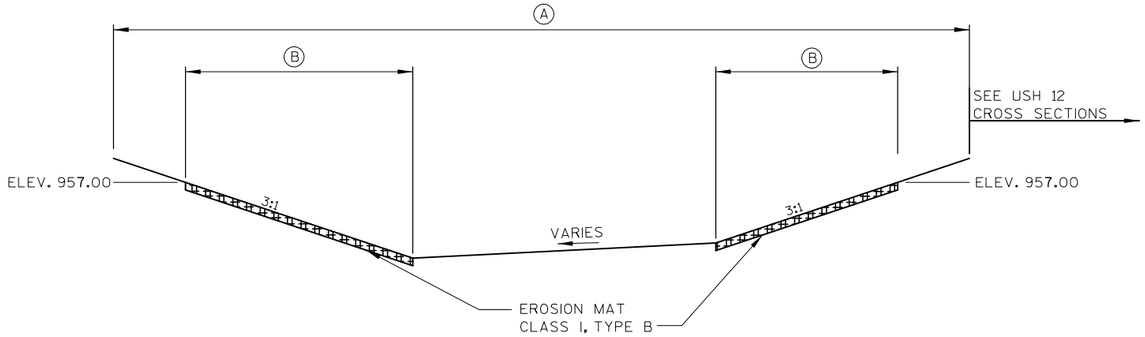
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND D DETAILS	SHEET 73	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\021007a1_cd.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



NOTE:
TEMPORARY SEDIMATE BASIN
IS APPROXIMATELY 30'x75'

TEMPORARY SEDIMENT BASIN

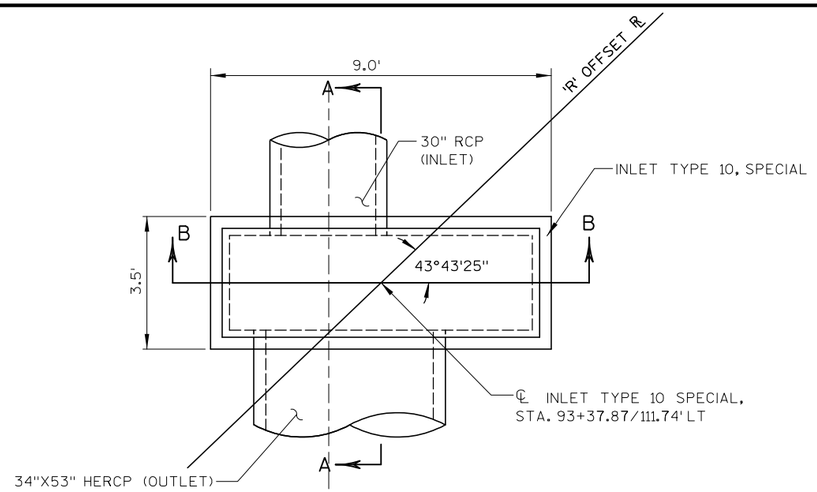


(A) SALVAGED TOPSOIL, FERTILIZER TYPE B,
SEEDING MIXTURE NO. 20, SEEDING TEMPORARY

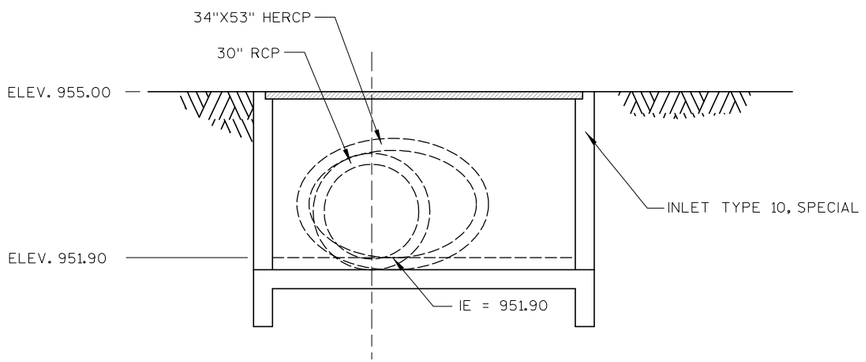
(B) EROSION MAT, CLASS I, TYPE B

NOTE:
MULCH TO BE APPLIED TO ALL AREAS
WHERE EROSION MAT IS NOT APPLIED

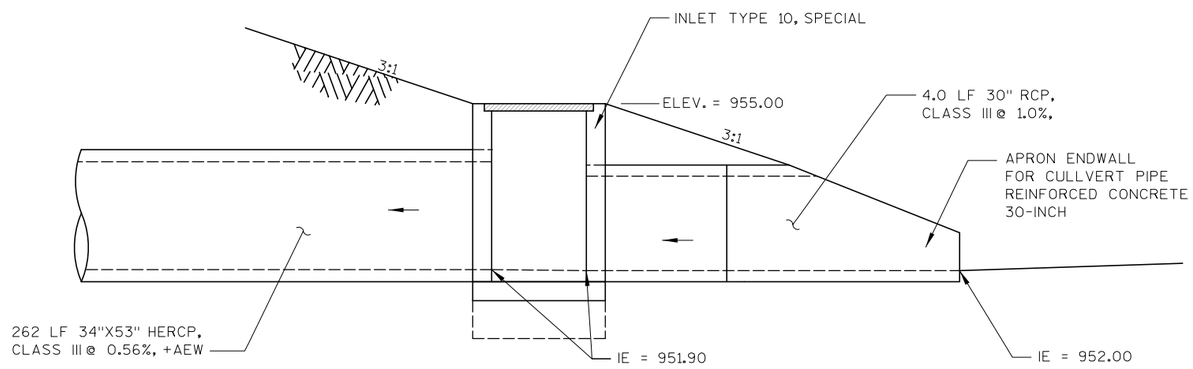
SECTION A-A



PLAN VIEW



SECTION B-B



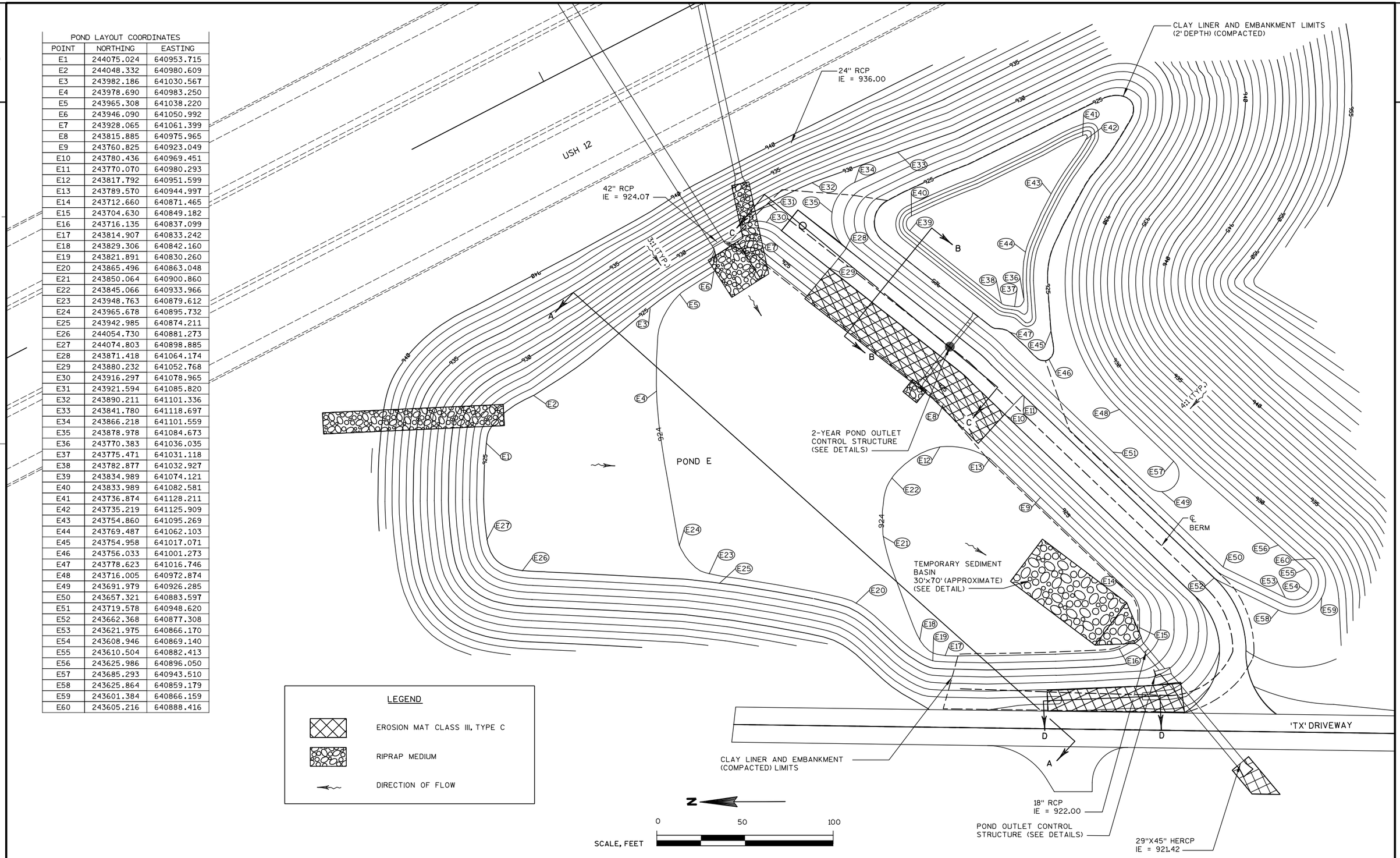
SECTION A-A

OUTLET CONTROL STRUCTURE DETAILS

NO SCALE

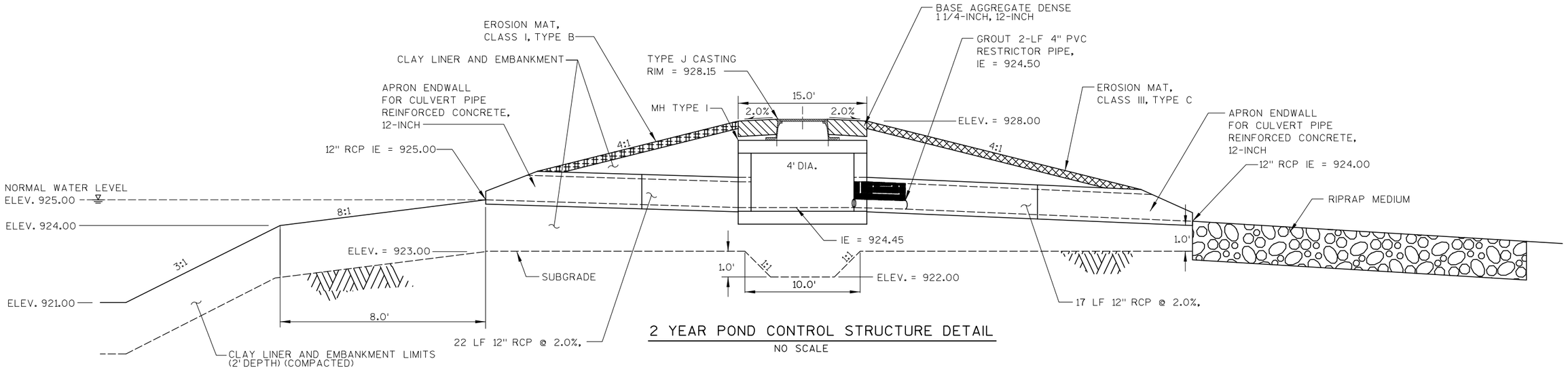
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND D DETAILS	SHEET 74	E

POND LAYOUT COORDINATES		
POINT	NORTHING	EASTING
E1	244075.024	640953.715
E2	244048.332	640980.609
E3	243982.186	641030.567
E4	243978.690	640983.250
E5	243965.308	641038.220
E6	243946.090	641050.992
E7	243928.065	641061.399
E8	243815.885	640975.965
E9	243760.825	640923.049
E10	243780.436	640969.451
E11	243770.070	640980.293
E12	243817.792	640951.599
E13	243789.570	640944.997
E14	243712.660	640871.465
E15	243704.630	640849.182
E16	243716.135	640837.099
E17	243814.907	640833.242
E18	243829.306	640842.160
E19	243821.891	640830.260
E20	243865.496	640863.048
E21	243850.064	640900.860
E22	243845.066	640933.966
E23	243948.763	640879.612
E24	243965.678	640895.732
E25	243942.985	640874.211
E26	244054.730	640881.273
E27	244074.803	640898.885
E28	243871.418	641064.174
E29	243880.232	641052.768
E30	243916.297	641078.965
E31	243921.594	641085.820
E32	243890.211	641101.336
E33	243841.780	641118.697
E34	243866.218	641101.559
E35	243878.978	641084.673
E36	243770.383	641036.035
E37	243775.471	641031.118
E38	243782.877	641032.927
E39	243834.989	641074.121
E40	243833.989	641082.581
E41	243736.874	641128.211
E42	243735.219	641125.909
E43	243754.860	641095.269
E44	243769.487	641062.103
E45	243754.958	641017.071
E46	243756.033	641001.273
E47	243778.623	641016.746
E48	243716.005	640972.874
E49	243691.979	640926.285
E50	243657.321	640883.597
E51	243719.578	640948.620
E52	243662.368	640877.308
E53	243621.975	640866.170
E54	243608.946	640869.140
E55	243610.504	640882.413
E56	243625.986	640896.050
E57	243685.293	640943.510
E58	243625.864	640859.179
E59	243601.384	640866.159
E60	243605.216	640888.416



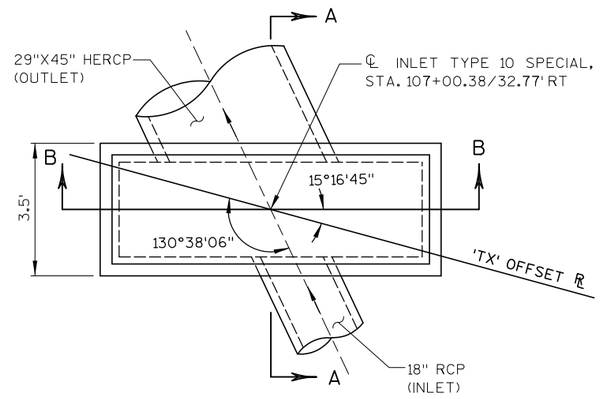
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND E DETAILS	SHEET 75	E

2

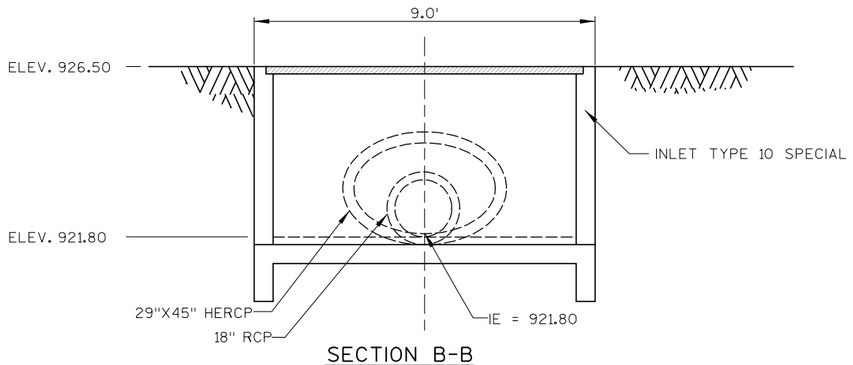


2 YEAR POND CONTROL STRUCTURE DETAIL

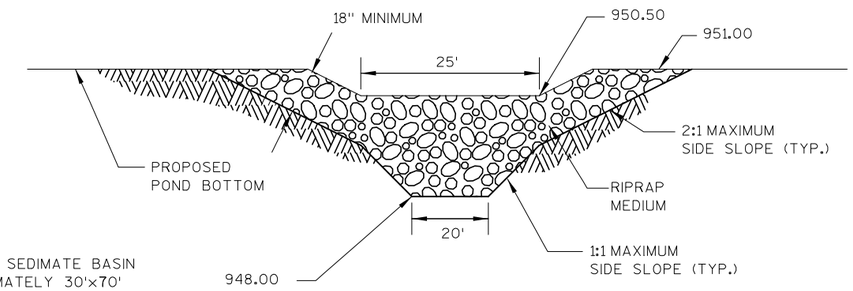
NO SCALE



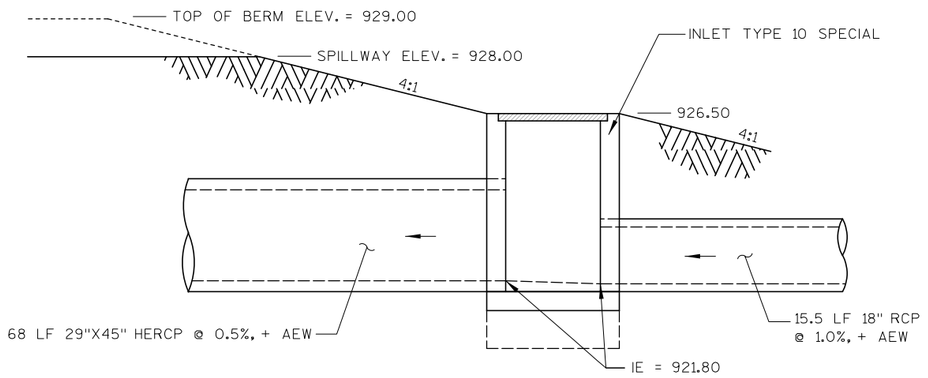
PLAN VIEW



SECTION B-B



TEMPORARY SEDIMENT BASIN

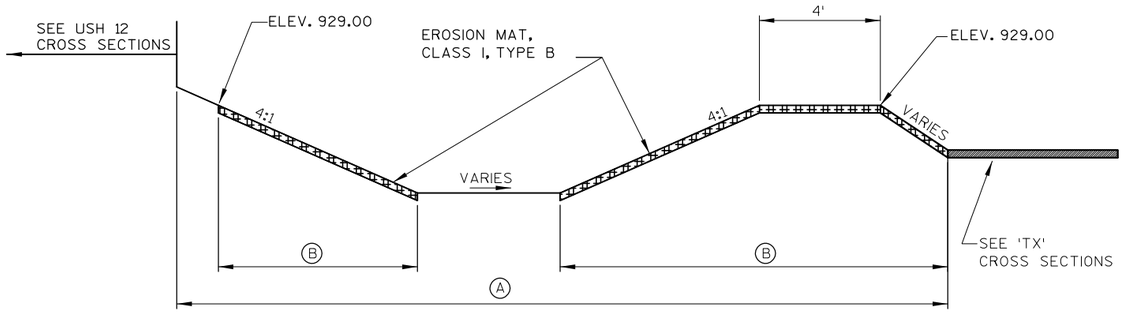


SECTION A-A

OUTLET CONTROL STRUCTURE DETAILS

NO SCALE

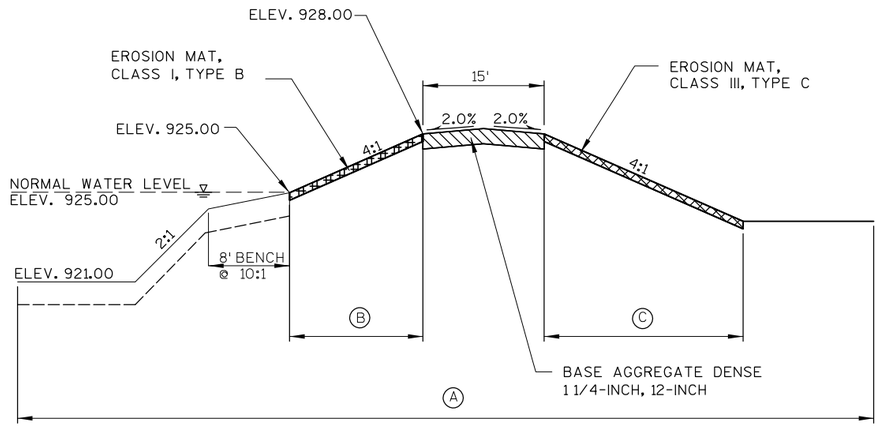
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	POND E DETAILS	SHEET 76	E



(A) SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 20, SEEDING TEMPORARY

(B) EROSION MAT, CLASS I, TYPE B

TYPICAL SECTION - EDGE OF POND
(SECTION A-A)
NO SCALE



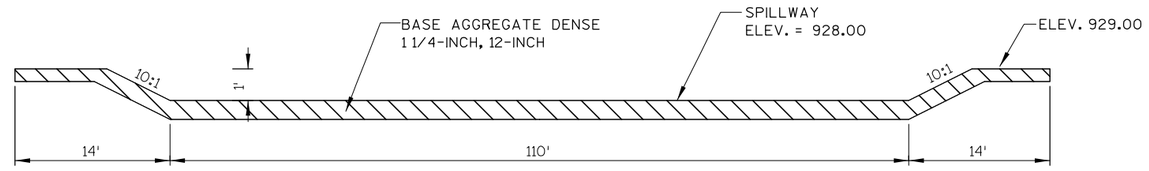
(A) SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING MIXTURE NO. 20, SEEDING TEMPORARY

(B) EROSION MAT, CLASS I, TYPE B

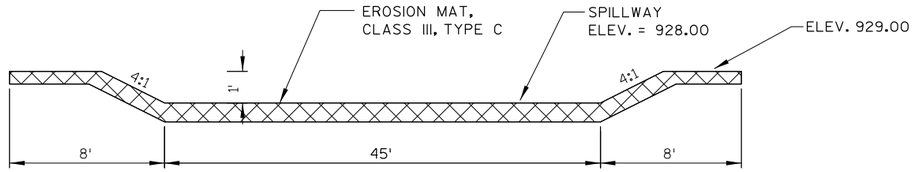
(C) EROSION MAT, CLASS III, TYPE C

NOTE:
MULCH TO BE APPLIED TO ALL AREAS
WHERE EROSION MAT IS NOT APPLIED

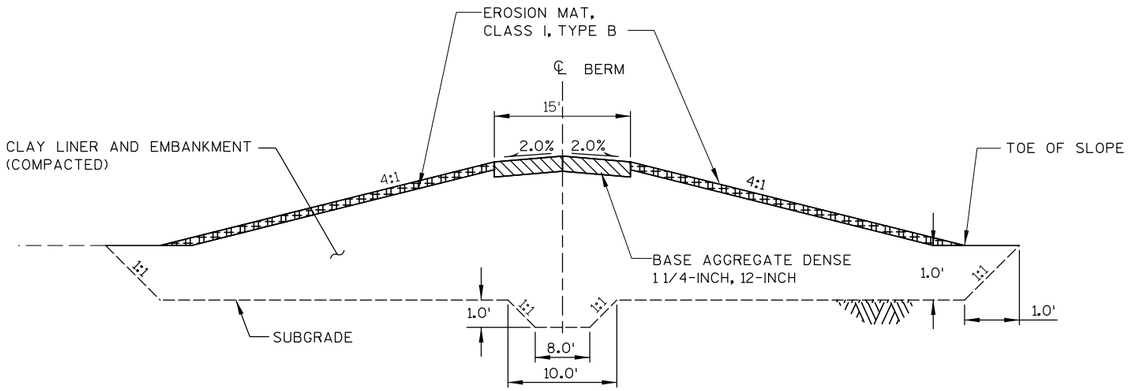
TYPICAL SECTION - EDGE OF POND
(SECTION B-B)
NO SCALE



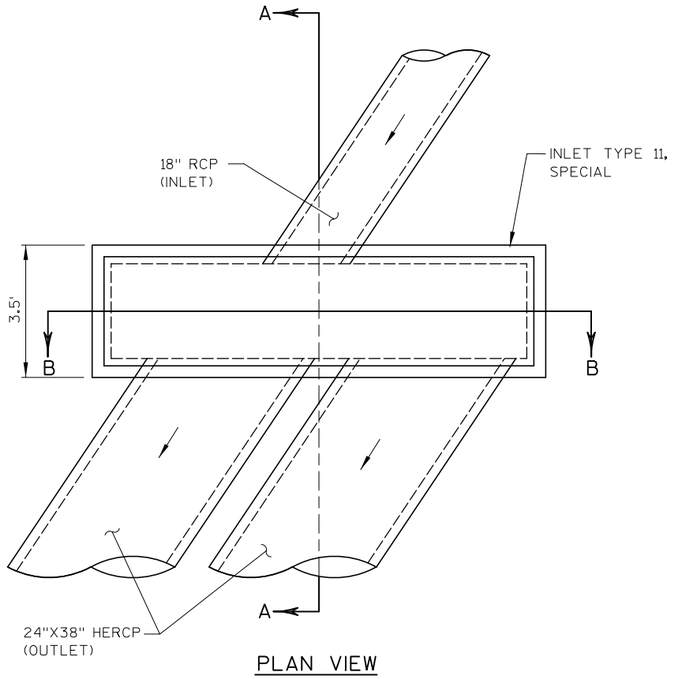
SPILLWAY-TYPICAL SECTION
(SECTION C-C)
NO SCALE



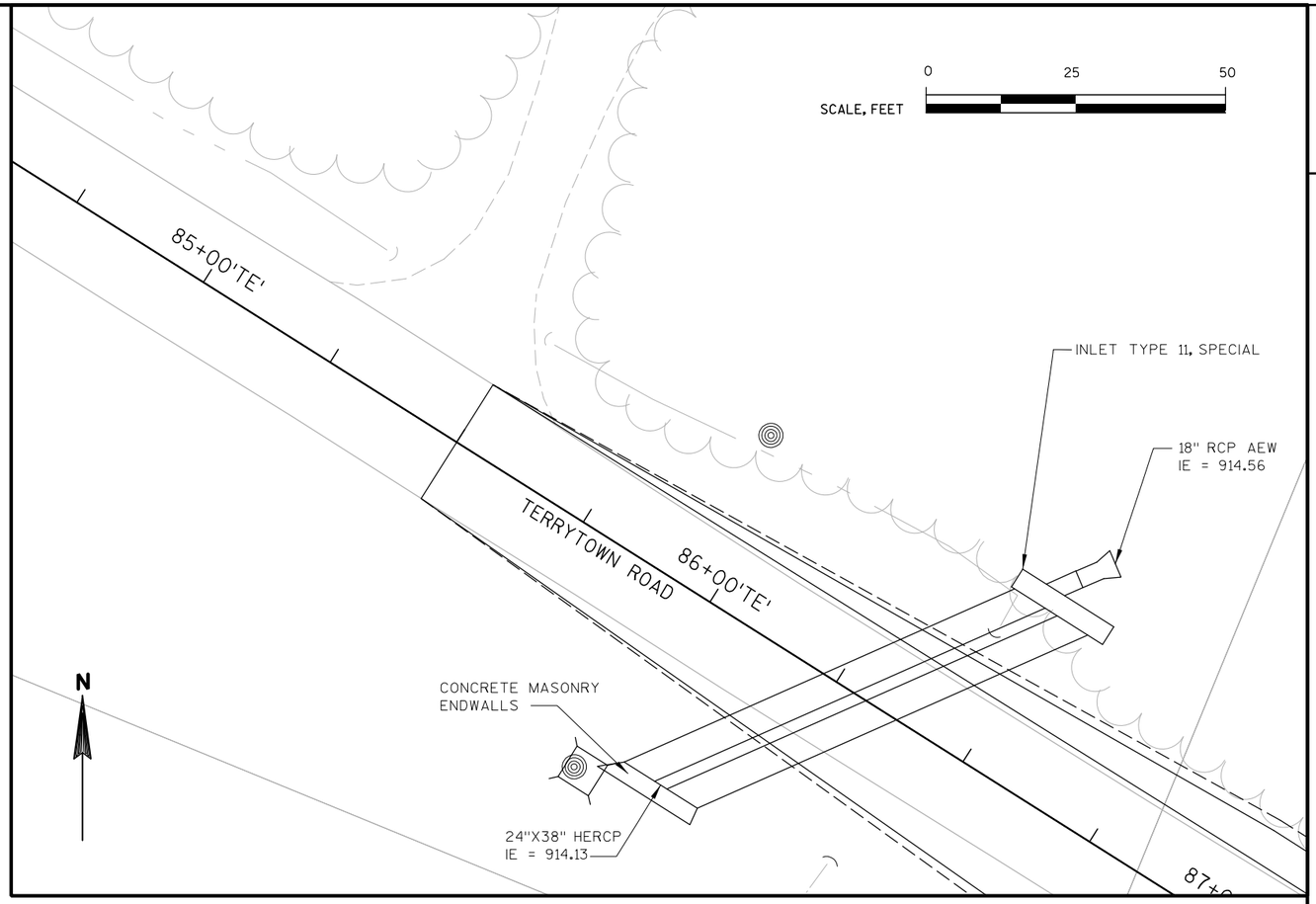
SPILLWAY-TYPICAL SECTION
(SECTION D-D)
NO SCALE

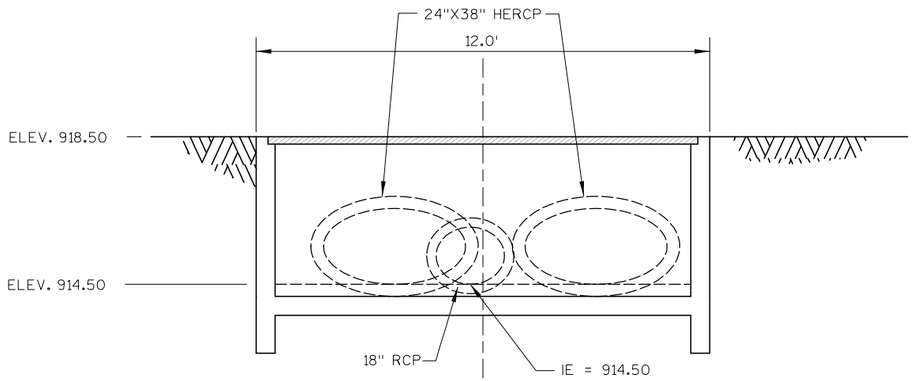


CLAY LINER AND EMBANKMENT TYPICAL
NO SCALE

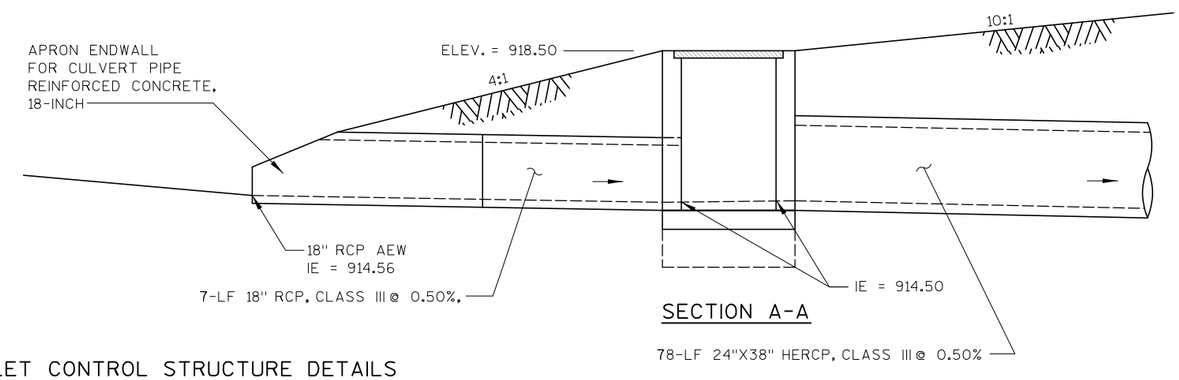


PLAN VIEW





SECTION B-B

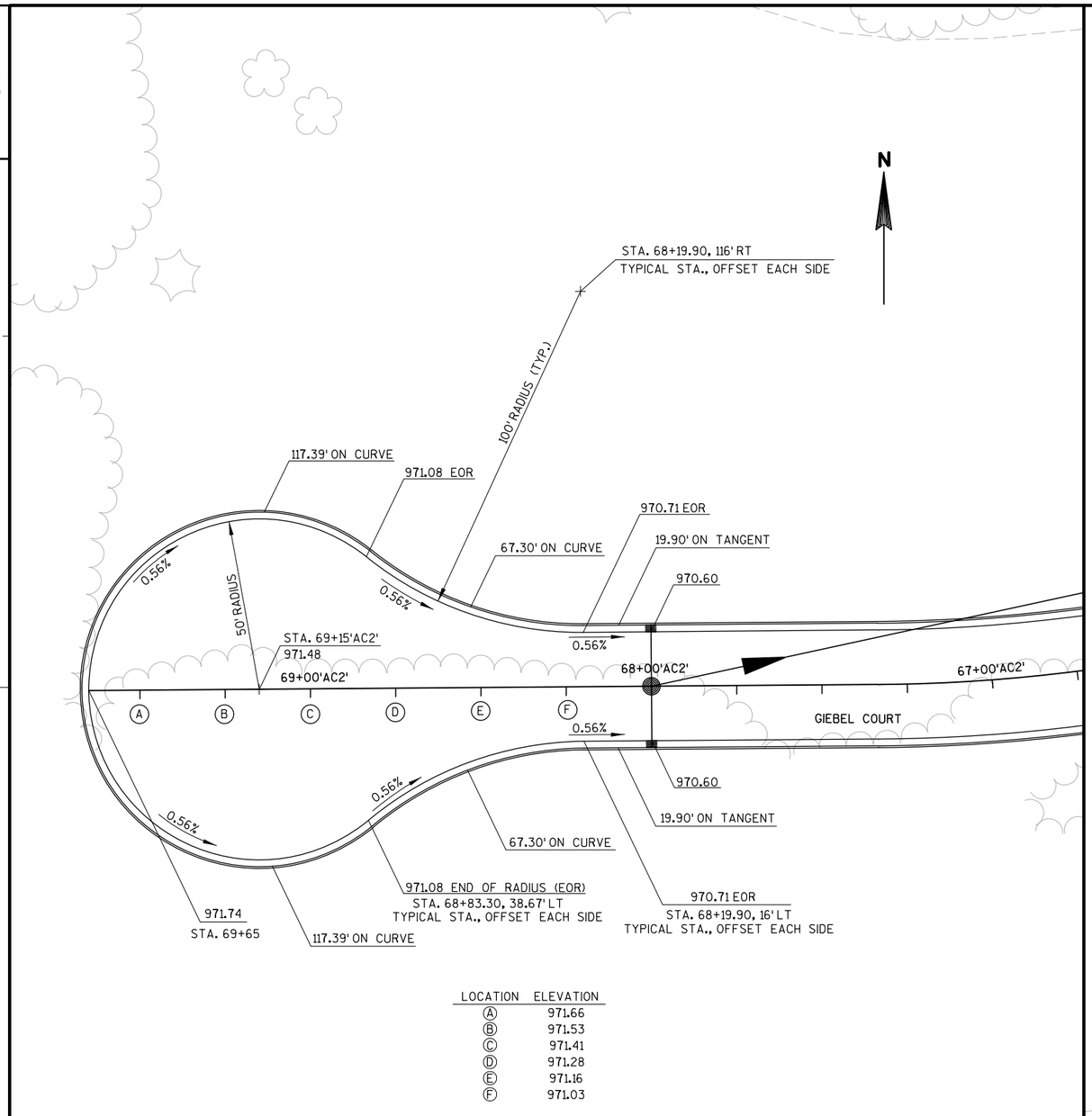


SECTION A-A

OUTLET CONTROL STRUCTURE DETAILS

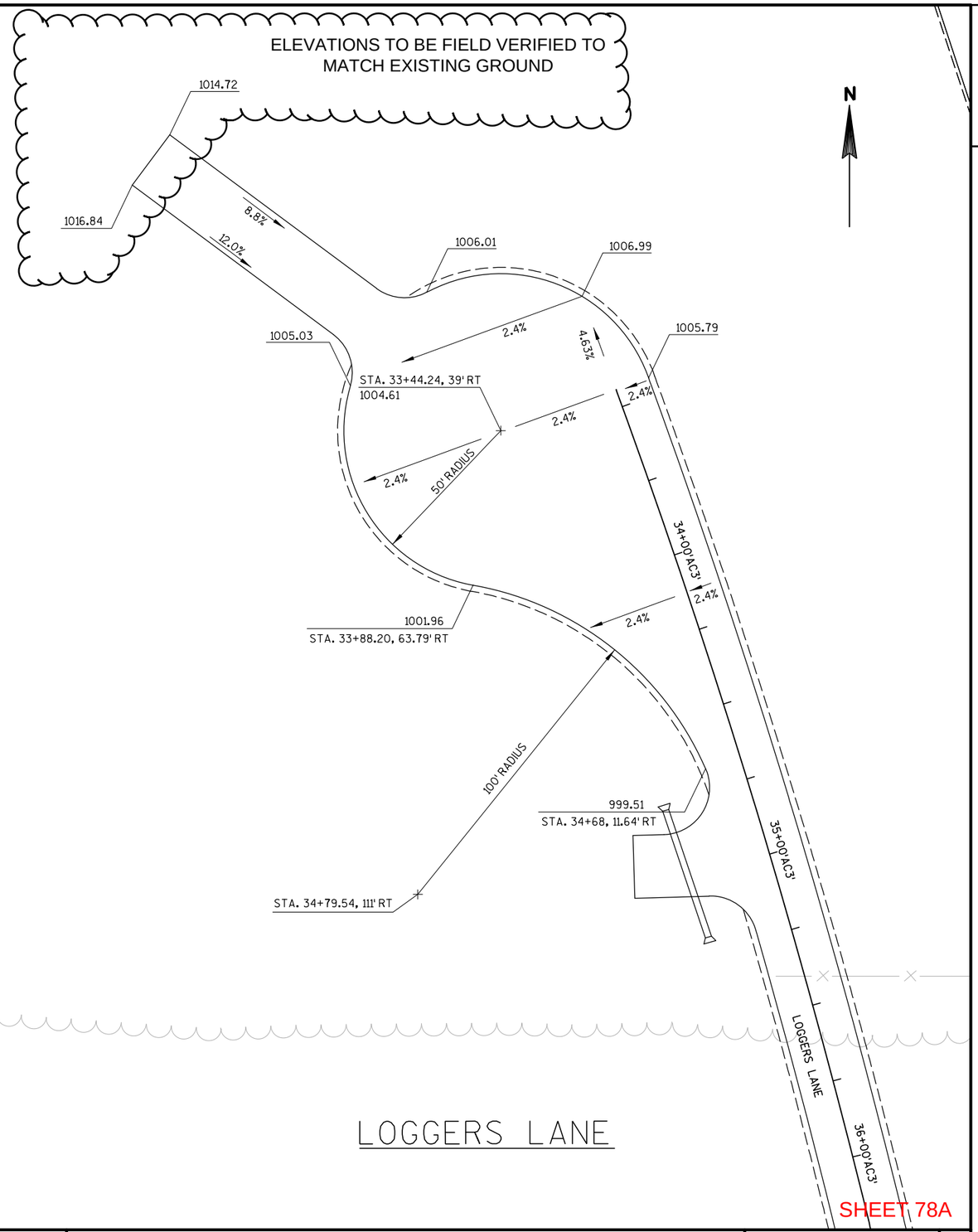
NO SCALE

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TERRYTOWN DETAILS	SHEET 78	E



LOCATION	ELEVATION
Ⓐ	971.66
Ⓑ	971.53
Ⓒ	971.41
Ⓓ	971.28
Ⓔ	971.16
Ⓕ	971.03

GIEBEL COURT



LOGGERS LANE

SHEET 78A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CUL DE SAC DETAILS	REVISED DRAWING	ISSUED 3-5-09	E

2

971.69
STA. 10+00.00'AC4', 0' RT

10+00'AC4'

115.43' ON CURVE

2.0%

50' RADIUS

2.0%

115.43' ON CURVE

971.44
STA. 10+50.00'AC4', 0' RT

2.0%

2.0%

970.54
STA. 10+83.63'AC4', 37.0' RT

11+00'AC4'

970.54
STA. 10+83.63'AC4', 37.0' LT

100' RADIUS

STA. 11+50.89'AC4', 111.0' RT

73.77' ON CURVE

970.69
STA. 11+50.89'AC4', 11.0' RT

73.77' ON CURVE

100' RADIUS

970.69
STA. 11+50.89'AC4', 11.0' LT

STA. 11+50.89'AC4', 111.0' LT

STA. 11+75'AC4', 11.0' LT

969.94
STA. 11+93.90'AC4', 13.2' LT

STA. 10+45.35 'DT', 45.0' LT
45.17' ON CURVE

30' RADIUS

STA. 10+40.00'DT', 15.5' LT

STA. 10+65.00'DT', 15.0' LT

12+00'AC4'

4.0%

3.0%

2.0%

10+00'DT'

11+00'DT'

12+00'DT'

3.6%

2.8%

2.0%

STA. 10+65.00'DT', 15.0' RT

30' RADIUS

STA. 10+40.00'DT', 15.0' RT

2.0%

STA. 10+40.76 'DT', 45.0' RT
42.73' ON CURVE

966.89
STA. 12+77.68'AC4', 13.2' LT

13+00'AC4'

STA. 13+00'AC4', 11.0' LT

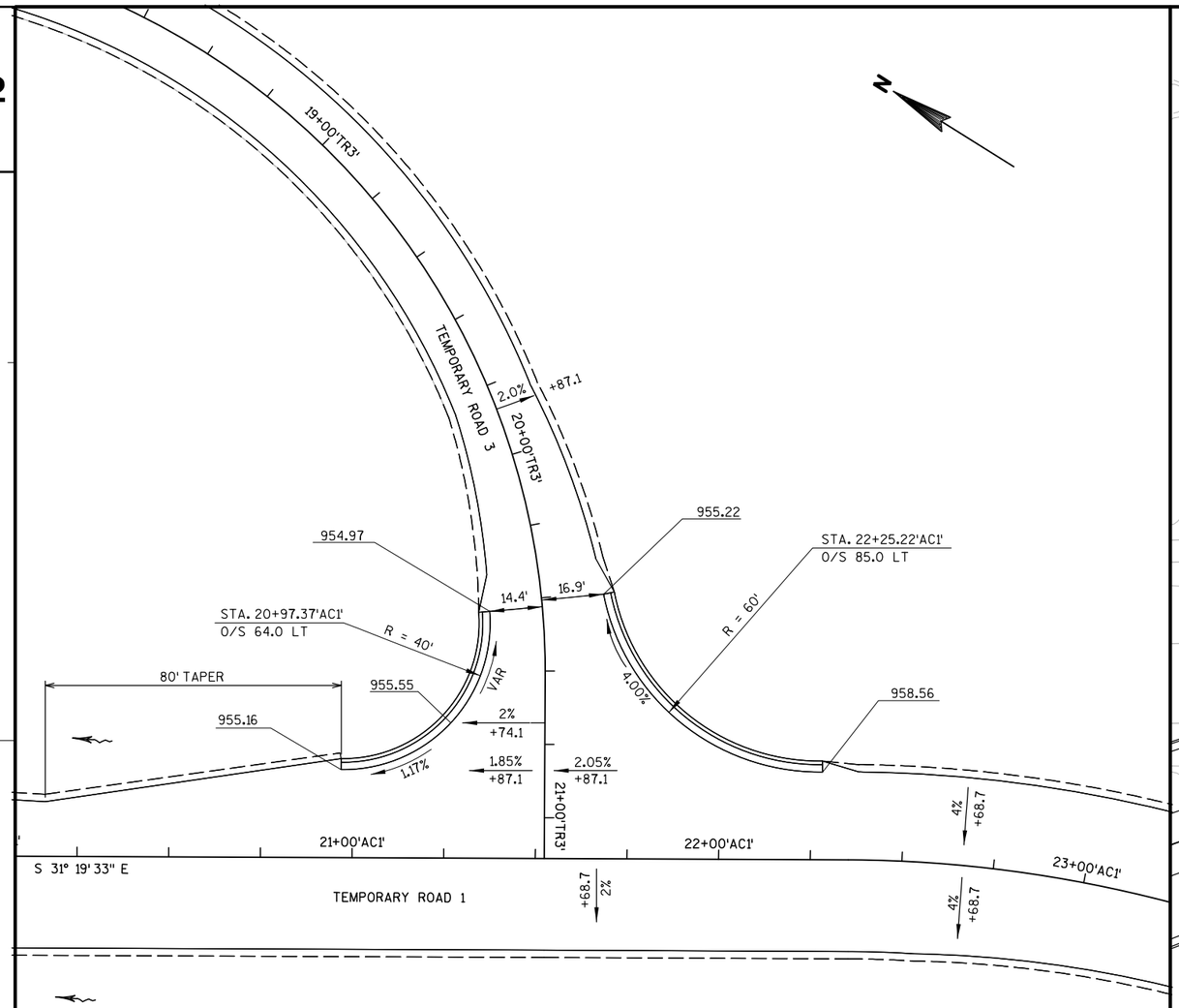
TOWER

N

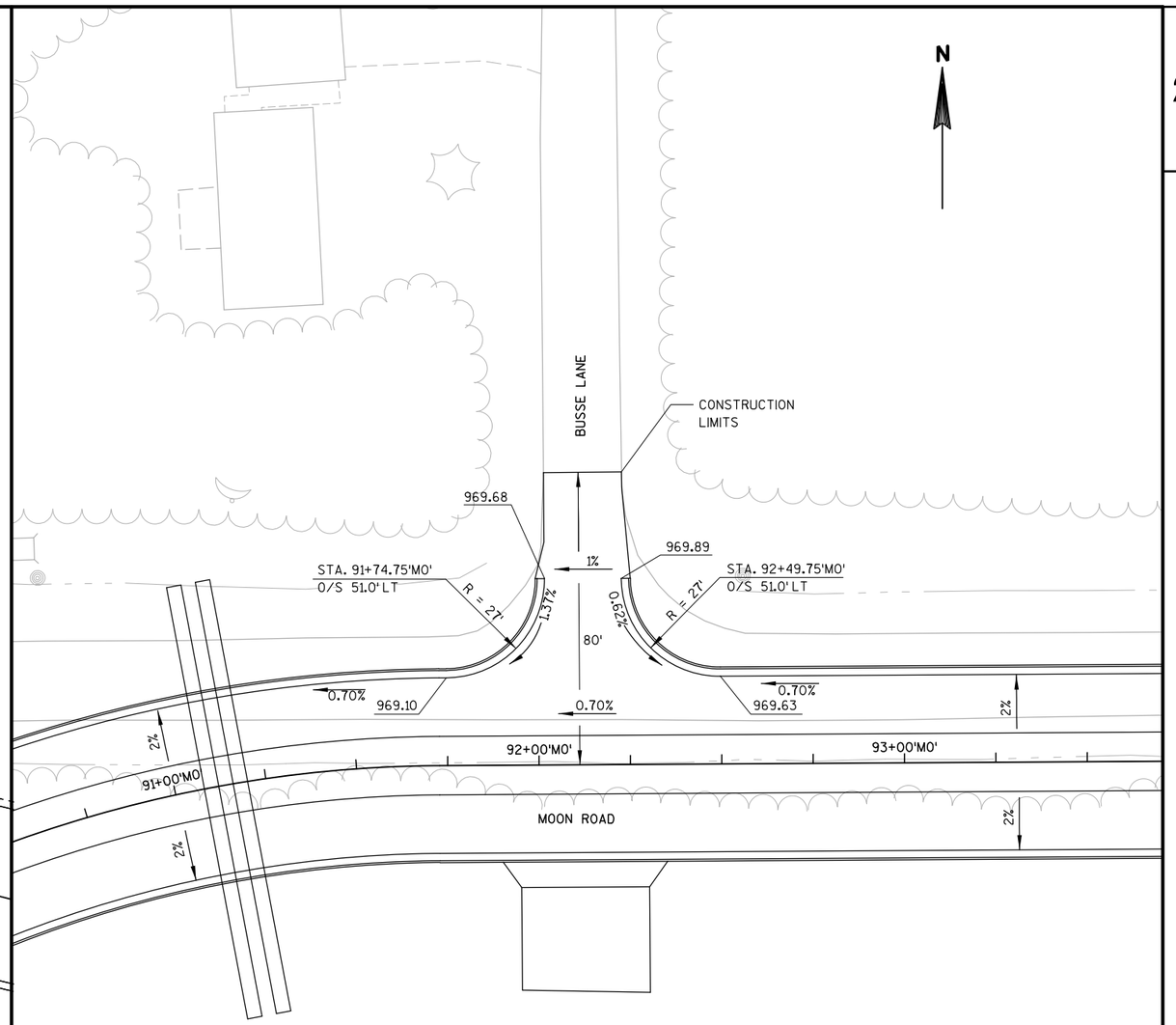
WEBSTER LANE AND
DITTRICH (DT) DRIVEWAY

SHEET 78B

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CUL DE SAC DETAILS	REVISED DRAWING	ISSUED 3-11-09	E



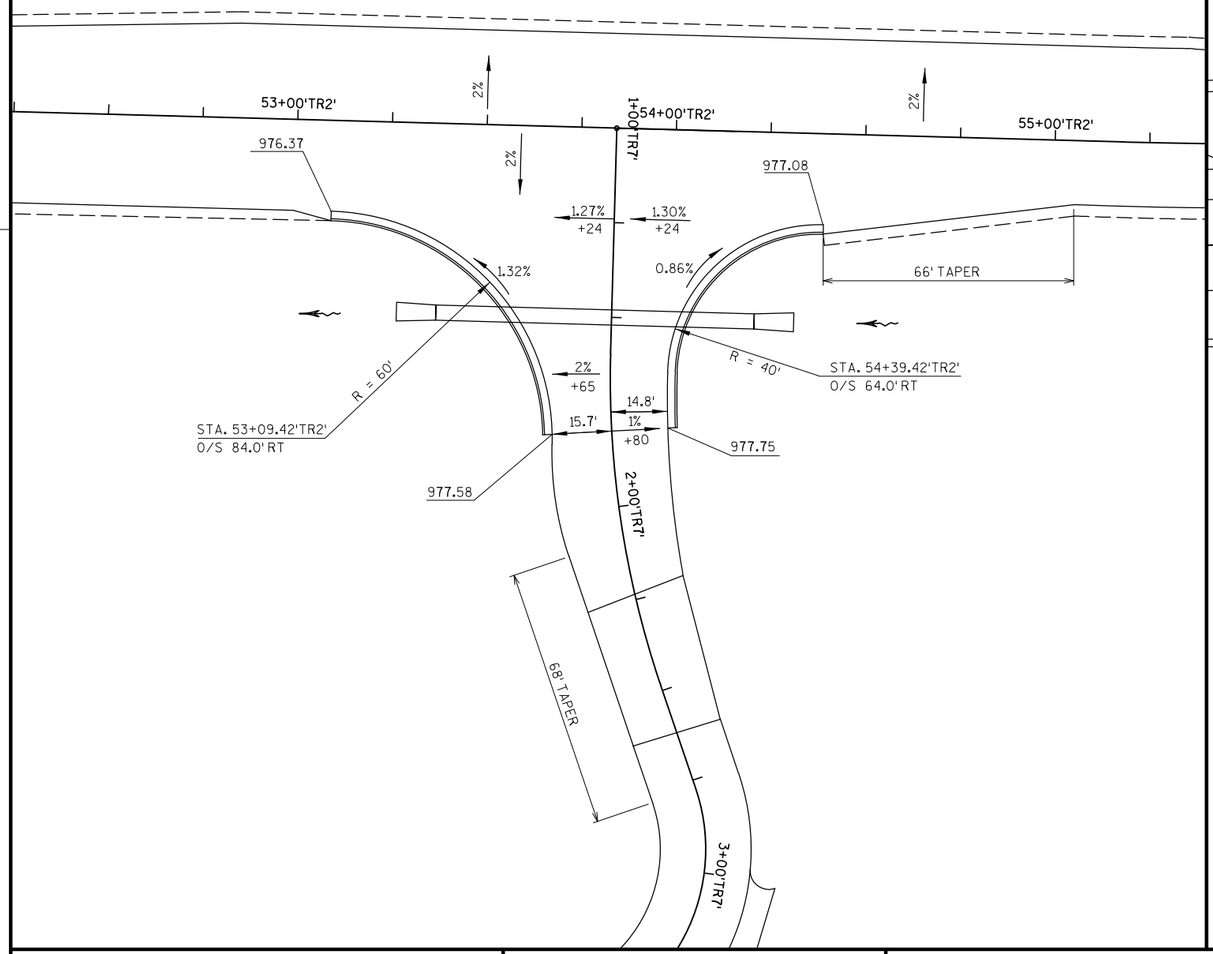
NOTE: SEE "TEMPORARY ROAD 1& 3 - 'TR1'& 'TR3'DETAILS" FOR MORE INFORMATION

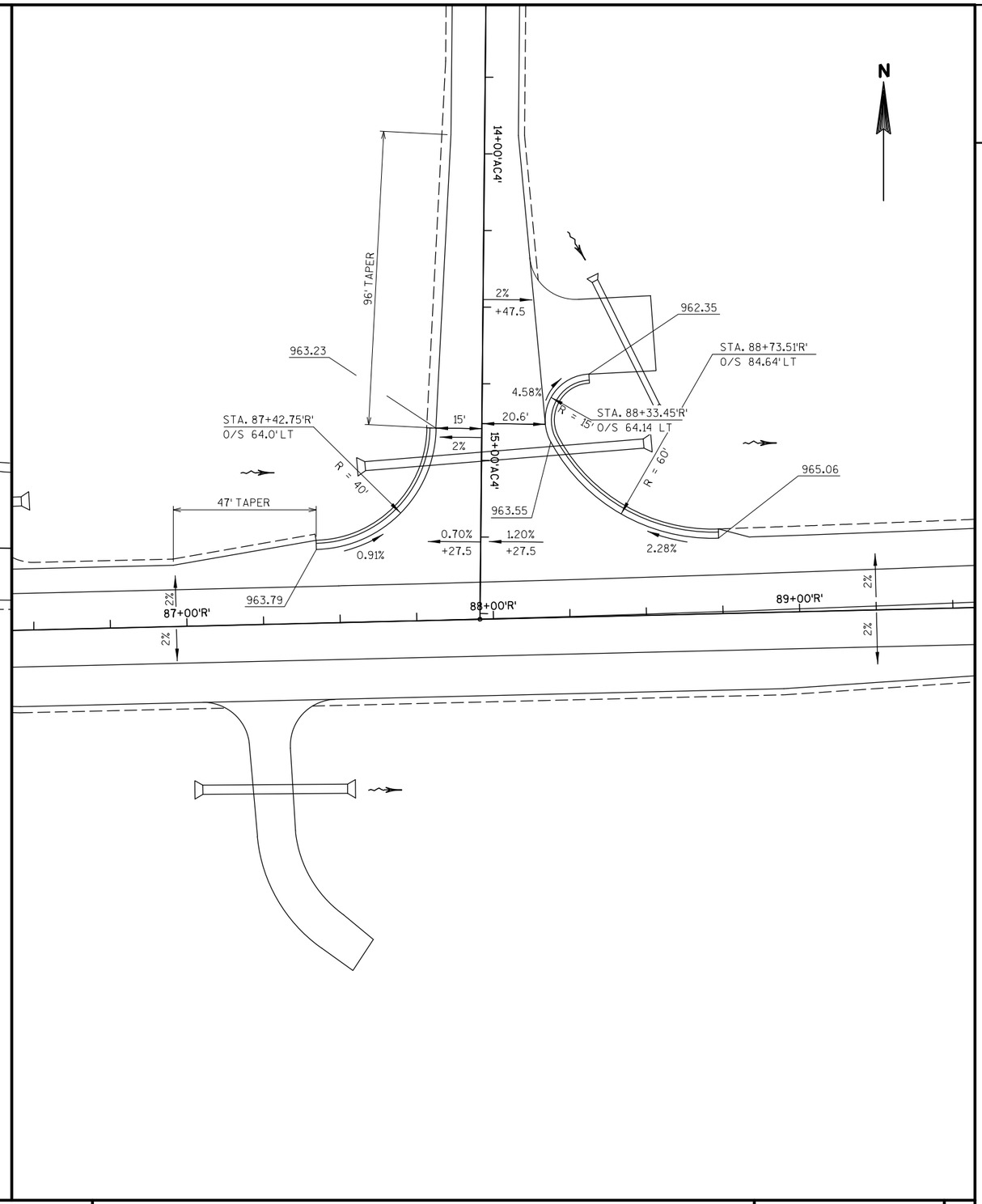


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	INTERSECTON DETAILS	SHEET 79	E

N

NOTE: SEE "TEMORARY ROAD 2 - 'TR2' DETAILS" FOR MORE INFORMATION





PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	INTERSECTION DETAILS	SHEET 80	E

2

N

LOGGERS LANE 'AC3'

77+00'AC3'

78+00'AC3'

-2%
+75.0

2%
+58.9

971.55

971.76

972.76

46' TAPER

70' TAPER

972.69

60' TAPER

STA. 93+68.17'Q'
O/S 58.30'LT

15'

972.50

R = 40'

971.16

0.35%

-2.47%
+54.3

+2.47%
+54.3

STA. 94+99.62'Q'
O/S 78.00'LT

R = 60'

94' TAPER

975.42

3.0%

100+00'N'

92+00'Q'

OLD 33

93+00'Q'

94+00'Q'

95+00'Q'

96+00'Q'

100+00'W'

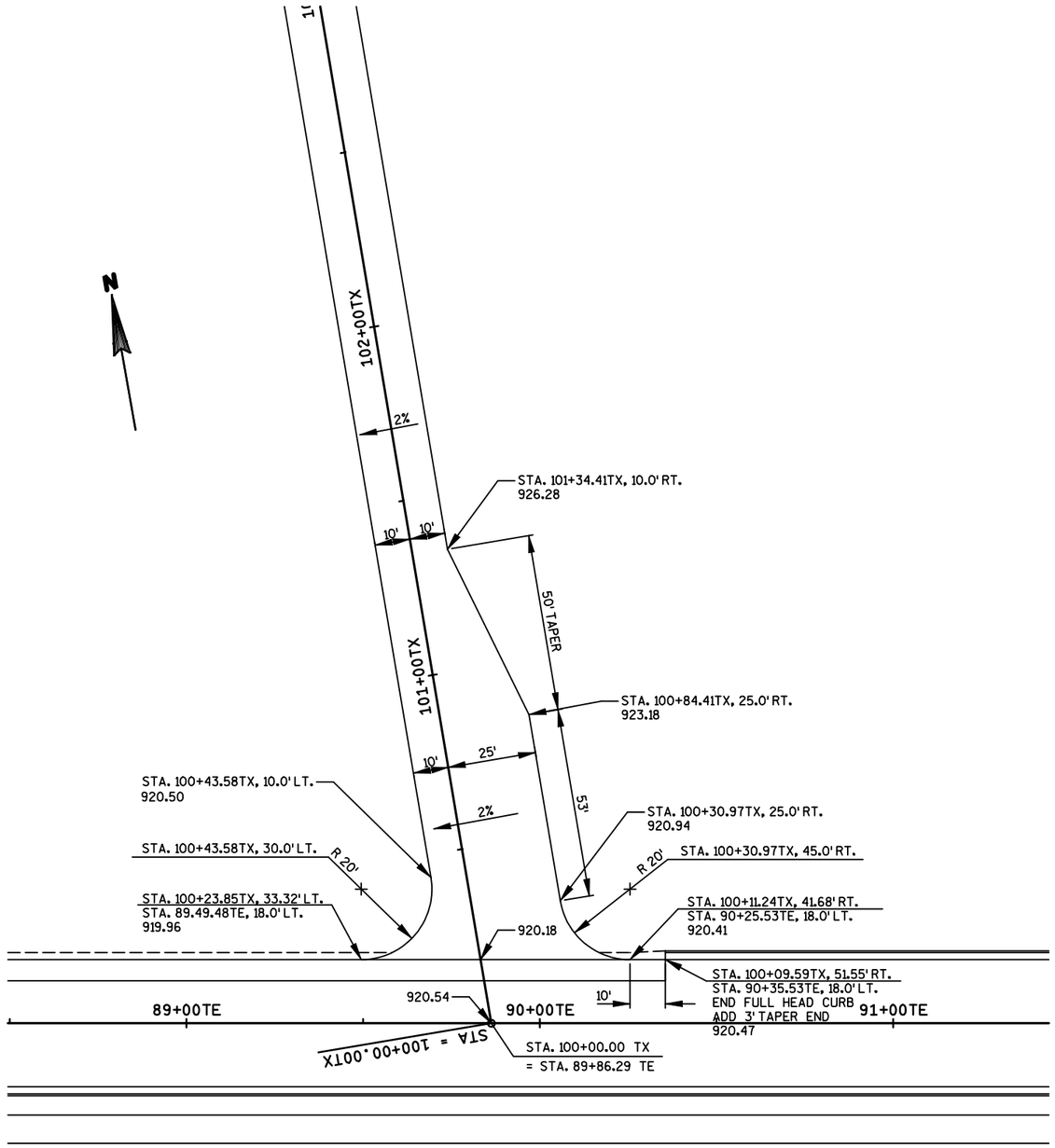
97+00'Q'

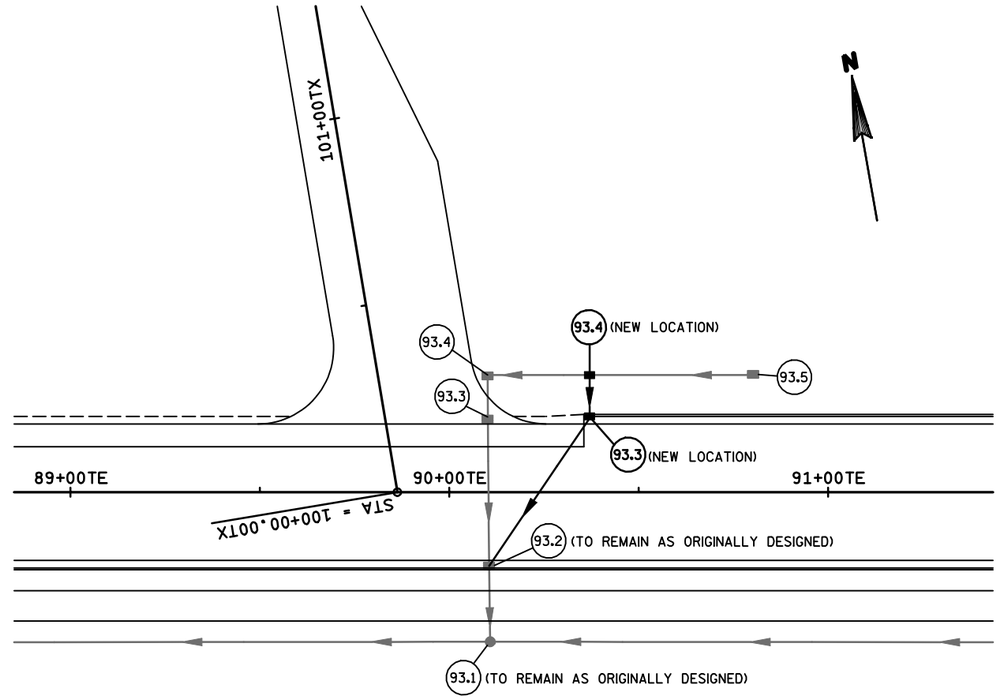
S 88° 31' 13" E

101+00'W'

'W'S'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	INTERSECTION DETAILS	SHEET 81	E





NOTES:

ORIGINAL PROPOSED STORM SEWER LAYOUT SHOWN FOR REFERENCE. (HALF TONED)

ORIGINAL PROPOSED STORM STRUCTURE 93.5 WILL BE ELIMINATED. ORIGINAL STORM SEWER PIPE BETWEEN STRUCTURES 93.4 AND 93.5 WILL BE ELIMINATED.

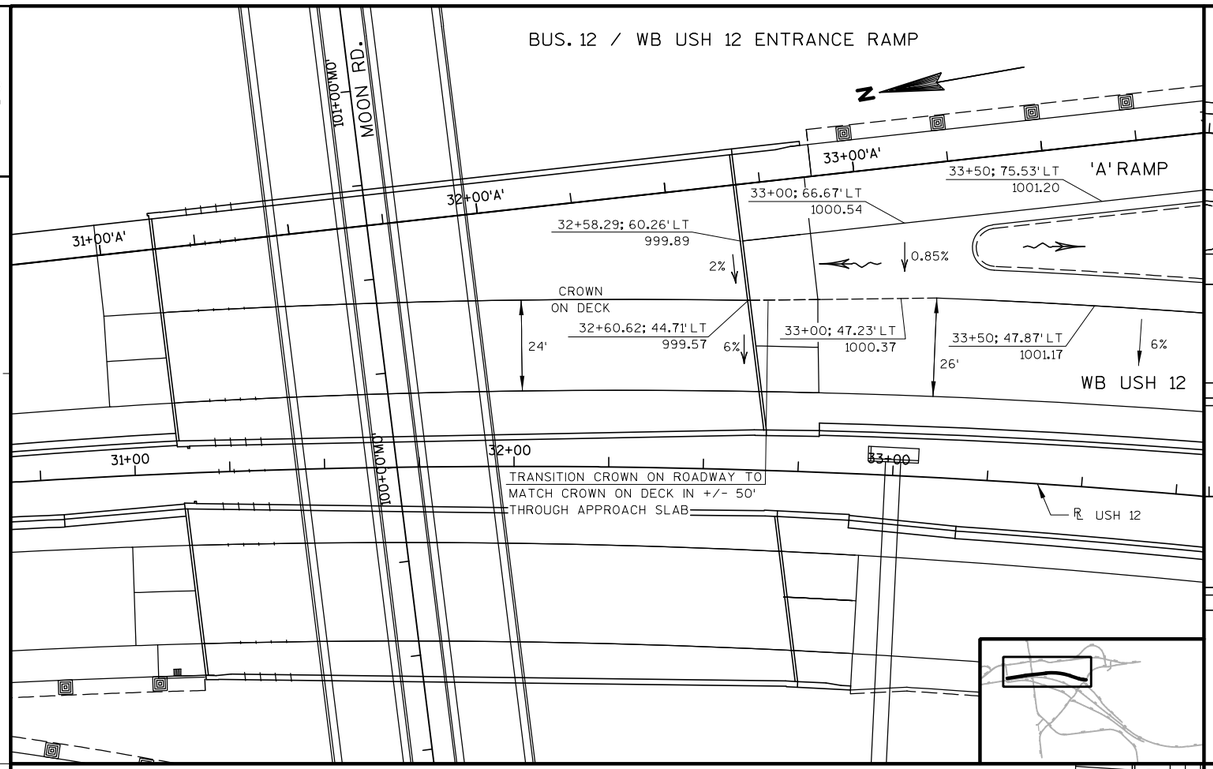
ORIGINAL PROPOSED STORM STRUCTURES 93.3 AND 93.4 TO BE RELOCATED.

STRUCTURE	NEW LOCATION		GRATE ELEV.
93.3	STA. 90+37.03TE	19.5' LT	920.20
93.4	STA. 90+37.03TE	30.9' LT.	919.50

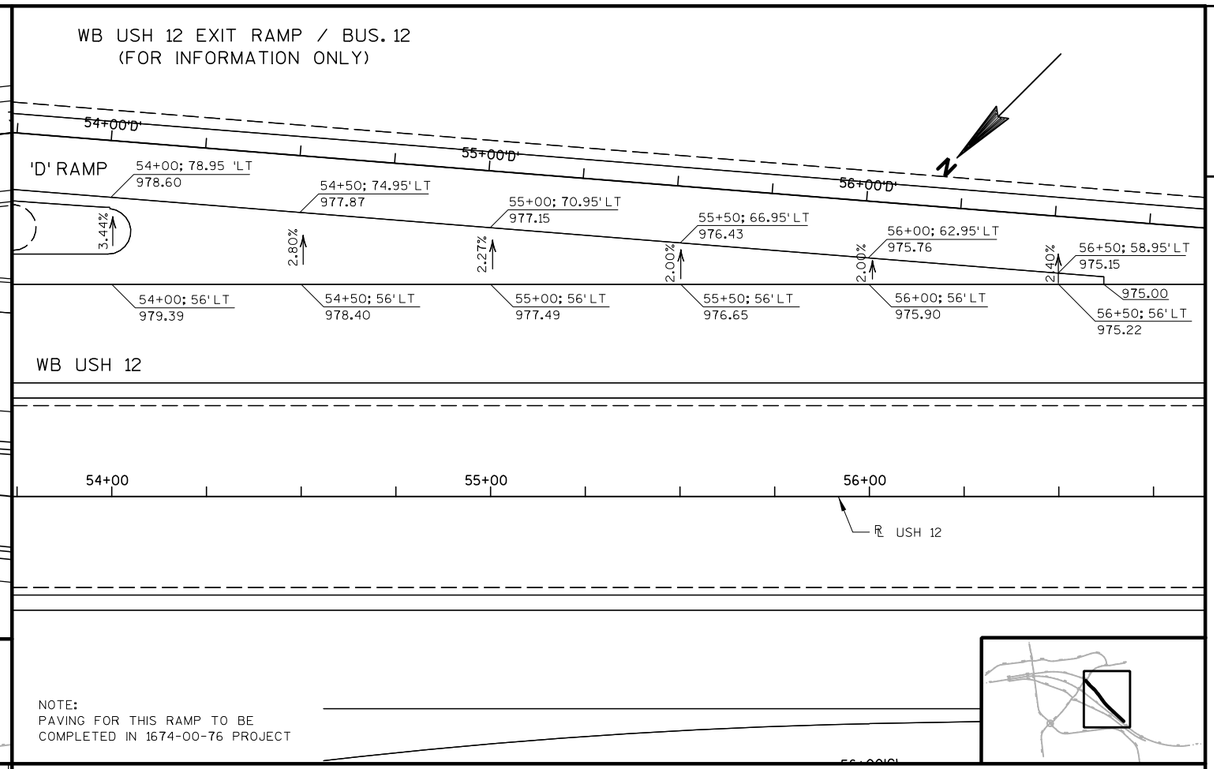
STORM SEWER DETAIL

2

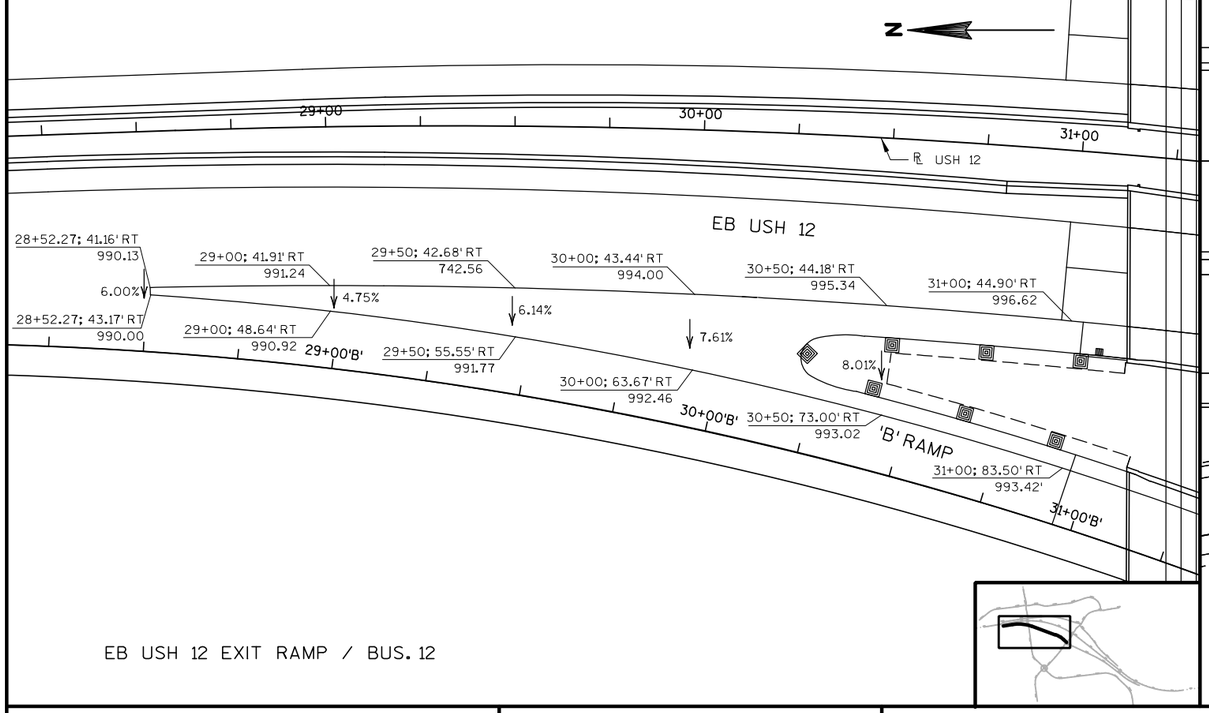
BUS. 12 / WB USH 12 ENTRANCE RAMP



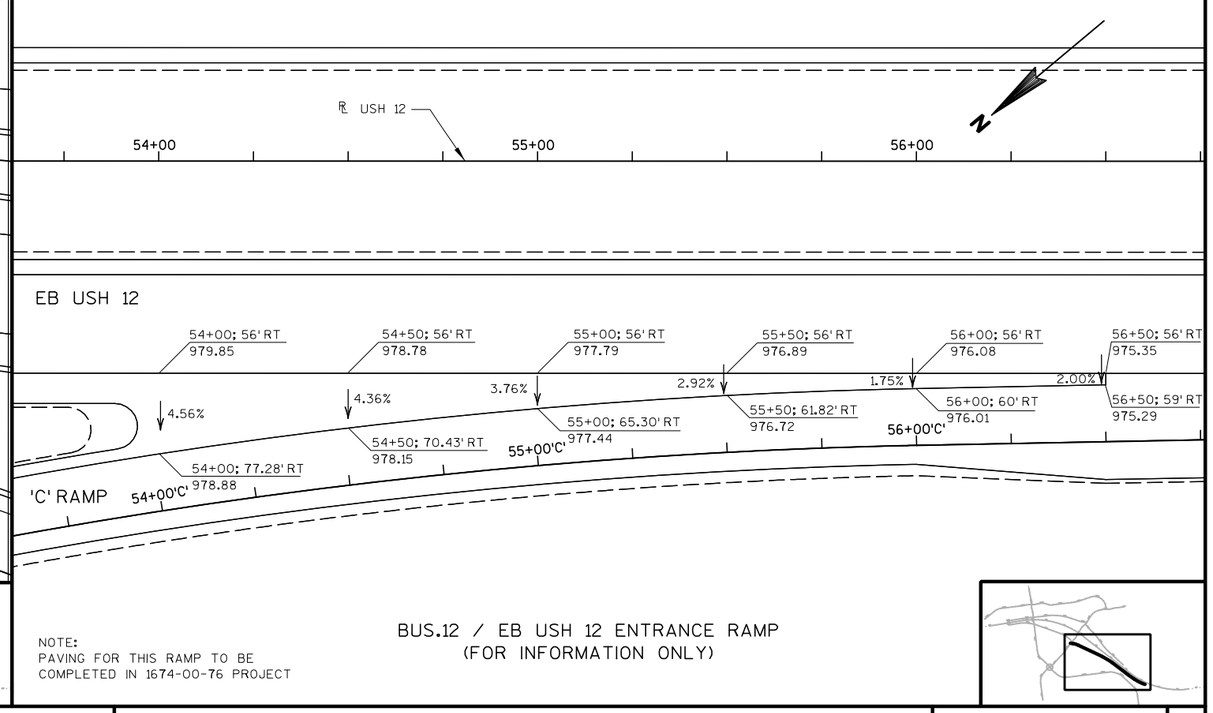
WB USH 12 EXIT RAMP / BUS. 12
(FOR INFORMATION ONLY)



NOTE:
PAVING FOR THIS RAMP TO BE
COMPLETED IN 1674-00-76 PROJECT



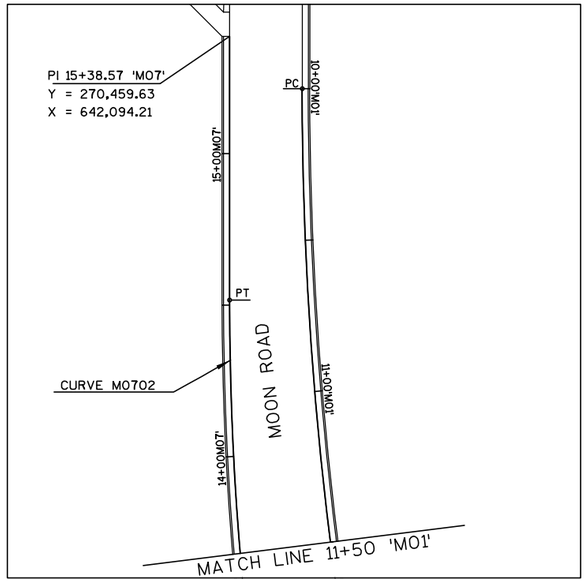
EB USH 12 EXIT RAMP / BUS. 12

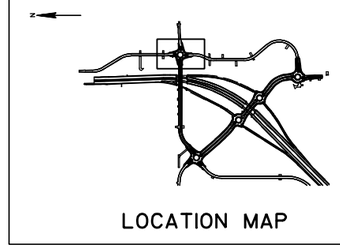


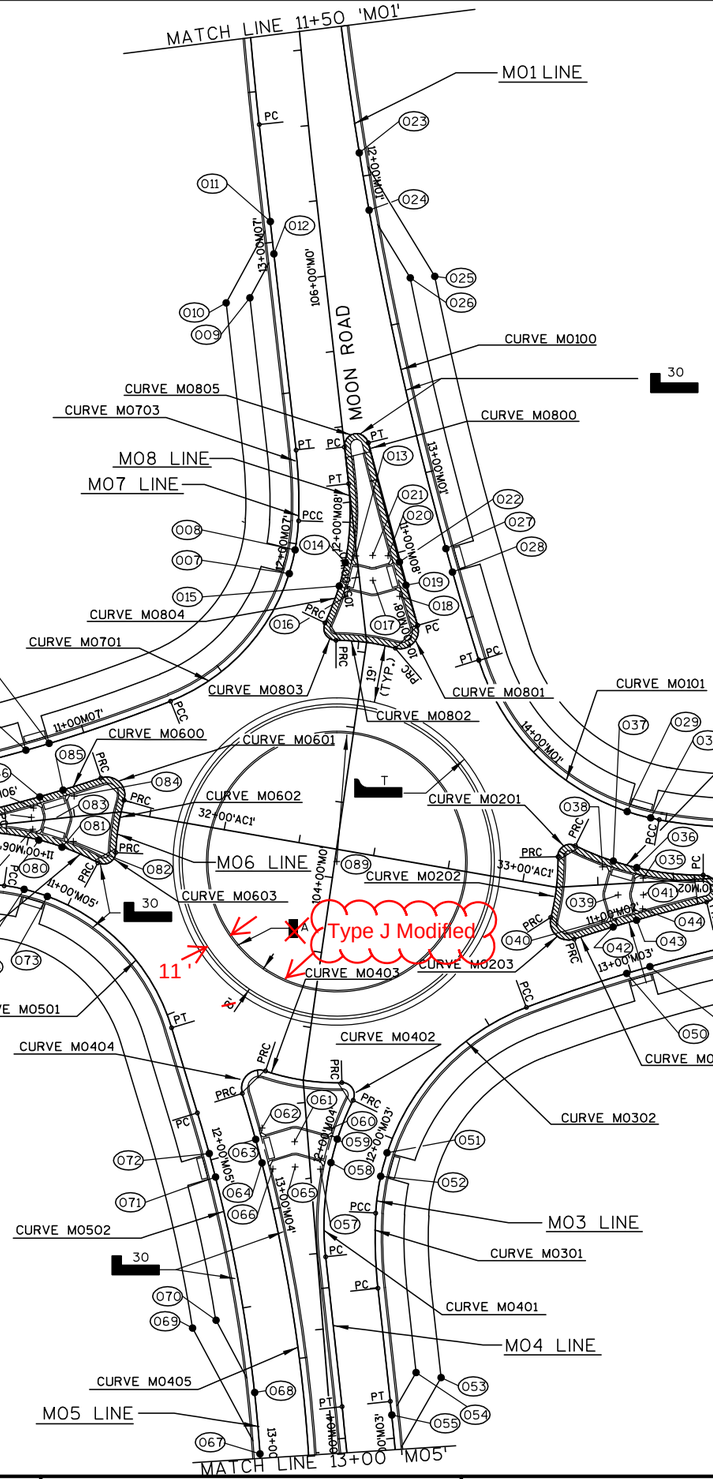
NOTE:
PAVING FOR THIS RAMP TO BE
COMPLETED IN 1674-00-76 PROJECT

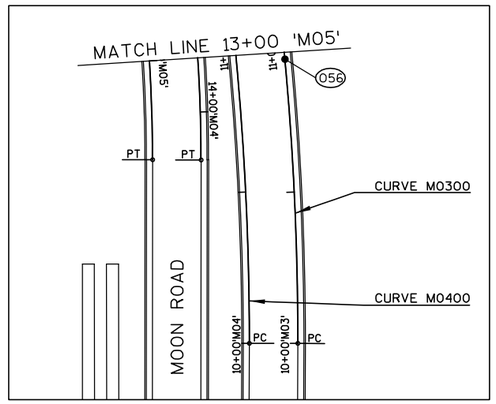
BUS.12 / EB USH 12 ENTRANCE RAMP
(FOR INFORMATION ONLY)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN DETAIL - FERN DELL ROAD INTERCHANGE - RAMP GORES	SHEET 82	E









LEGEND

- CONCRETE CURB & GUTTER, 6-IN SLOPED, 20-IN TYPE J MODIFIED ~~CONCRETE CURB TYPE A~~
- CONCRETE CURB & GUTTER 30-INCH TYPE D
- CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
- CONCRETE CURB & GUTTER, 4-INCH SLOPED, 36-INCH TYPE T
- (75) LAYOUT POINT NUMBER
- REJECT CURB AND GUTTER

NOTES:

-SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION

-ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE UNLESS OTHERWISE NOTED

-POINTS 001, 078, 034, AND 045 ARE THE LIMITS OF CONCRETE CURB AND GUTTER, 6-INCH SLOPED, 30-INCH TYPE J

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - MOON ROAD/TIMOTHY LANE ROUNDABOUT	SHEET 83	E

2

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
1	270,640.81	641,669.70	30+24.02	-16.00	AC1	
2	270,620.57	641,671.48	30+44.79	-16.00	AC1	
3	270,600.07	641,691.54	10+11.21	-17.50	MO7	
4	270,597.54	641,683.82	10+12.67	-9.50	MO7	
5	270,630.33	641,688.45	10+80.06	0.00	MO7	
6	270,522.65	641,690.70	10+88.06	0.00	MO7	
7	270,443.43	641,746.75	11+89.91	0.00	MO7	
8	270,441.48	641,754.51	11+97.92	0.00	MO7	
9	270,456.44	641,837.70	12+82.61	-9.50	MO7	
10	270,464.30	641,836.06	12+81.87	-17.50	MO7	
11	270,449.72	641,862.86	13+06.86	0.00	MO7	
12	270,448.52	641,852.25	12+96.18	0.00	MO7	
13	270,421.51	641,752.58	11+89.42	3.00	MO8	R=1'
14	270,424.97	641,750.36	11+86.65	0.00	MO8	
15	270,426.92	641,742.60	11+78.65	0.00	MO8	
16	270,424.92	641,739.00	11+75.89	3.00	MO8	R=1'
17	270,415.84	641,744.46	10+18.30	-10.04	MO8	R=4.5'
18	270,407.02	641,739.16	10+10.83	-3.00	MO8	R=1'
19	270,404.96	641,742.87	10+13.82	0.00	MO8	
20	270,410.82	641,752.64	10+24.80	-3.00	MO8	R=1'
21	270,415.97	641,752.74	10+26.25	-7.94	MO8	R=4.5'
22	270,407.13	641,750.57	10+21.82	0.00	MO8	
23	270,420.32	641,885.53	11+92.23	0.00	MO1	
24	270,417.11	641,866.60	12+11.43	0.00	MO1	
25	270,395.45	641,844.78	12+37.07	-17.24	MO1	
26	270,403.51	641,844.29	12+35.97	-9.24	MO1	
27	270,391.74	641,754.93	13+25.99	0.00	MO1	
28	270,389.57	641,747.23	13+33.98	0.00	MO1	
29	270,331.91	641,668.22	14+36.93	0.00	MO1	

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
30	270,324.20	641,666.08	14+44.93	0.00	MO1	
31	270,248.80	641,682.87	15+21.62	-17.53	MO1	
32	270,250.88	641,674.74	15+19.08	-9.53	MO1	
33	270,236.86	641,665.99	15+32.58	0.00	MO1	
34	270,223.02	641,666.78	15+46.44	0.00	MO1	
35	270,326.64	641,646.15	10+19.38	-3.00	MO2	R=1'
36	270,328.77	641,649.68	10+22.16	0.00	MO2	
37	270,336.48	641,651.83	10+30.17	0.00	MO2	
38	270,340.13	641,649.91	10+32.95	-3.00	MO2	R=1'
39	270,334.92	641,640.66	11+02.97	-9.63	MO2	R=4.5'
40	270,340.26	641,632.16	10+95.52	-3.00	MO2	R=1'
41	270,326.60	641,640.71	11+10.86	-7.42	MO2	R=4.5'
42	270,336.55	641,630.14	10+98.48	0.00	MO2	
43	270,328.87	641,632.38	11+06.48	0.00	MO2	
44	270,326.81	641,636.07	11+09.44	-3.00	MO2	R=1'
45	270,210.51	641,635.40	34+55.59	16.00	AC1	
46	270,230.38	641,634.03	14+02.31	0.09	MO3	
47	270,253.25	641,622.07	13+78.05	9.50	MO3	
48	270,250.80	641,614.32	13+79.50	17.50	MO3	
49	270,324.39	641,617.02	13+06.62	0.00	MO3	
50	270,332.07	641,614.78	12+98.62	0.00	MO3	
51	270,411.15	641,555.60	11+94.96	0.00	MO3	
52	270,413.25	641,547.88	11+86.95	0.00	MO3	
53	270,393.35	641,481.39	11+18.20	17.50	MO3	
54	270,401.59	641,483.10	11+20.80	9.50	MO3	
55	270,409.61	641,469.08	11+07.74	0.00	MO3	
56	270,408.26	641,455.33	10+93.93	0.00	MO3	
57	270,433.19	641,550.19	11+88.72	-3.00	MO4	R=1'
58	270,429.67	641,552.35	11+91.51	0.00	MO4	
59	270,427.57	641,560.06	11+99.51	0.00	MO4	

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
60	270,429.52	641,563.70	12+02.30	-3.00	MO4	R=1'
61	270,429.52	641,563.70	12+02.30	-3.00	MO4	R=4.5'
62	270,452.47	641,563.77	12+73.19	-3.00	MO4	R=1'
63	270,454.54	641,560.01	12+76.25	0.00	MO4	
64	270,452.47	641,552.27	12+84.26	0.00	MO4	
65	270,441.52	641,550.90	12+88.25	-10.28	MO4	R=4.5'
66	270,448.85	641,550.24	12+87.12	-3.00	MO4	R=1'
67	270,453.09	641,456.29	12+98.45	0.00	MO5	
68	270,454.87	641,476.51	12+78.14	0.00	MO5	
69	270,475.33	641,497.72	12+54.01	17.50	MO5	
70	270,467.64	641,500.31	12+52.61	9.50	MO5	
71	270,467.79	641,547.61	12+05.82	0.00	MO5	
72	270,469.85	641,555.34	11+97.82	0.00	MO5	
73	270,523.29	641,640.21	10+92.64	0.00	MO5	
74	270,530.95	641,642.51	10+84.63	0.00	MO5	
75	270,592.21	641,624.67	10+21.24	17.50	MO5	
76	270,590.54	641,632.89	10+23.75	9.50	MO5	
77	270,605.10	641,640.92	10+10.11	0.00	MO5	
78	270,619.04	641,639.47	30+43.10	16.00	AC1	
79	270,528.11	641,662.37	10+99.21	3.00	MO6	R=1'
80	270,526.07	641,658.77	10+96.45	-0.05	MO6	
81	270,518.40	641,656.46	10+88.44	-0.05	MO6	
82	270,514.71	641,658.34	10+85.68	3.00	MO6	R=1'
83	270,514.71	641,658.34	10+85.68	3.00	MO6	R=4.5'
84	270,514.41	641,673.31	10+26.71	3.00	MO6	R=1'
85	270,518.13	641,675.32	10+23.75	-0.01	MO6	
86	270,525.80	641,673.06	10+15.75	-0.01	MO6	
87	270,527.84	641,669.36	10+12.79	3.00	MO6	R=1'
88	270,528.50	641,666.29	10+11.34	5.79	MO6	R=4.5'
89	270,427.78	641,651.71	32+38.36	4.00	AC1	R=43.5'

CURVE M0100
P.I. = 11+83.52
Y = 270,435.66
X = 641,893.42
DELTA = 17° 21' 42" (LT)
D = 4° 46' 00"
T = 183.52
L = 364.23
R = 1,202.00
P.C. = 10+00.00
Y = 270,435.63
X = 642,076.94
P.T. = 13+64.23
Y = 270,380.91
X = 641,718.26

CURVE M0101
P.I. = 14+10.77
Y = 270,366.90
X = 641,673.88
DELTA = 62° 02' 52" (LT)
D = 74° 24' 36"
T = 46.31
L = 83.39
R = 77.00
P.C. = 13+64.46
Y = 270,380.84
X = 641,718.04
P.T. = 14+47.84
Y = 270,321.35
X = 641,665.50

CURVE M0102
P.I. = 14+66.10
Y = 270,303.40
X = 641,662.19
DELTA = 13° 41' 44" (LT)
D = 37° 41' 41"
T = 18.25
L = 36.33
R = 152.00
P.C. = 14+47.84
Y = 270,321.35
X = 641,665.50
P.T. = 14+84.18
Y = 270,285.18
X = 641,663.23

CURVE M0200
P.I. = 10+22.27
Y = 270,329.06
X = 641,647.08
DELTA = 26° 39' 08" (RT)
D = 60° 57' 11"
T = 22.27
L = 43.73
R = 94.00
P.C. = 10+00.00
Y = 270,306.80
X = 641,647.23
P.T. = 10+43.73
Y = 270,349.03
X = 641,656.94

CURVE M0201
P.I. = 10+50.32
Y = 270,354.94
X = 641,659.85
DELTA = 117° 29' 34" (LT)
D = 1432° 23' 40"
T = 6.59
L = 8.20
R = 4.00
P.C. = 10+43.73
Y = 270,349.03
X = 641,656.94
P.T. = 10+51.93
Y = 270,354.80
X = 641,653.26

CURVE M0202
P.I. = 10+62.07
Y = 270,354.58
X = 641,643.12
DELTA = 15° 49' 21" (RT)
D = 78° 29' 15"
T = 10.14
L = 20.16
R = 73.00
P.C. = 10+51.93
Y = 270,354.80
X = 641,653.26
P.T. = 10+72.09
Y = 270,357.14
X = 641,633.31

CURVE M0203
P.I. = 10+83.09
Y = 270,359.91
X = 641,622.66
DELTA = 122° 46' 18" (LT)
D = 954° 55' 47"
T = 11.00
L = 12.86
R = 6.00
P.C. = 10+72.09
Y = 270,357.14
X = 641,633.31
P.T. = 10+84.94
Y = 270,349.46
X = 641,626.09

CURVE M0204
P.I. = 11+07.67
Y = 270,327.87
X = 641,633.18
DELTA = 5° 01' 25" (RT)
D = 11° 03' 39"
T = 22.72
L = 45.42
R = 518.00
P.C. = 10+84.94
Y = 270,349.46
X = 641,626.09
P.T. = 11+30.36
Y = 270,305.74
X = 641,638.34

CURVE M0205
P.I. = 11+70.59
Y = 270,266.57
X = 641,647.49
DELTA = 167° 14' 02" (LT)
D = 1273° 14' 22"
T = 40.23
L = 13.13
R = 4.50
P.C. = 11+30.36
Y = 270,305.74
X = 641,638.34
P.T. = 11+43.50
Y = 270,306.80
X = 641,647.23

CURVE M0300
P.I. = 10+56.18
Y = 270,403.96
X = 641,417.71
DELTA = 6° 19' 03" (LT)
D = 5° 37' 42"
T = 56.18
L = 112.24
R = 1,018.00
P.C. = 10+00.00
Y = 270,404.00
X = 641,361.53
P.T. = 11+12.24
Y = 270,410.10
X = 641,473.55

CURVE M0301
P.I. = 11+62.25
Y = 270,415.56
X = 641,523.26
DELTA = 9° 22' 00" (RT)
D = 37° 41' 41"
T = 12.45
L = 24.85
R = 152.00
P.C. = 11+49.80
Y = 270,414.20
X = 641,510.89
P.T. = 11+74.65
Y = 270,414.89
X = 641,535.70

CURVE M0302
P.I. = 12+24.88
Y = 270,412.18
X = 641,585.85
DELTA = 66° 13' 54" (RT)
D = 74° 24' 36"
T = 50.23
L = 89.01
R = 77.00
P.C. = 11+74.65
Y = 270,414.89
X = 641,535.70
P.T. = 12+63.66
Y = 270,365.19
X = 641,603.58

CURVE M0303
P.I. = 13+41.64
Y = 270,292.23
X = 641,631.12
DELTA = 17° 39' 37" (RT)
D = 11° 24' 49"
T = 77.98
L = 154.73
R = 502.00
P.C. = 12+63.66
Y = 270,365.19
X = 641,603.58
P.T. = 14+18.39
Y = 270,214.35
X = 641,635.22

CURVE M0400
P.I. = 10+55.30
Y = 270,419.96
X = 641,416.84
DELTA = 6° 19' 03" (LT)
D = 5° 43' 05"
T = 55.30
L = 110.48
R = 1,002.00
P.C. = 10+00.00
Y = 270,420.00
X = 641,361.54
P.T. = 11+10.48
Y = 270,426.00
X = 641,471.81

CURVE M0401
P.I. = 11+87.57
Y = 270,434.43
X = 641,548.44
DELTA = 32° 25' 22" (RT)
D = 60° 57' 11"
T = 27.33
L = 53.19
R = 94.00
P.C. = 11+60.24
Y = 270,431.44
X = 641,521.27
P.T. = 12+13.44
Y = 270,422.38
X = 641,572.97

CURVE M0402
P.I. = 12+20.03
Y = 270,419.48
X = 641,578.88
DELTA = 117° 29' 34" (LT)
D = 1432° 23' 40"
T = 6.59
L = 8.20
R = 4.00
P.C. = 12+13.44
Y = 270,422.38
X = 641,572.97
P.T. = 12+21.64
Y = 270,426.07
X = 641,578.73

CURVE M0403
P.I. = 12+34.60
Y = 270,439.02
X = 641,578.43
DELTA = 20° 07' 56" (RT)
D = 78° 29' 15"
T = 12.96
L = 25.65
R = 73.00
P.C. = 12+21.64
Y = 270,426.07
X = 641,578.73
P.T. = 12+47.29
Y = 270,451.29
X = 641,582.60

CURVE M0404
P.I. = 12+59.05
Y = 270,462.42
X = 641,586.39
DELTA = 125° 55' 34" (LT)
D = 954° 55' 47"
T = 11.76
L = 13.19
R = 6.00
P.C. = 12+47.29
Y = 270,451.29
X = 641,582.60
P.T. = 12+60.48
Y = 270,458.96
X = 641,575.15

CURVE M0405
P.I. = 13+38.73
Y = 270,435.89
X = 641,500.37
DELTA = 17° 10' 56" (RT)
D = 11° 03' 40"
T = 78.26
L = 155.34
R = 518.00
P.C. = 12+60.48
Y = 270,458.96
X = 641,575.15
P.T. = 14+15.82
Y = 270,435.95
X = 641,422.11

CURVE M0500
P.I. = 10+60.62
Y = 270,554.85
X = 641,646.03
DELTA = 13° 07' 12" (RT)
D = 37° 41' 41"
T = 17.48
L = 34.81
R = 152.00
P.C. = 10+43.14
Y = 270,572.25
X = 641,644.35
P.T. = 10+77.94
Y = 270,537.53
X = 641,643.73

CURVE M0501
P.I. = 11+21.01
Y = 270,494.83
X = 641,638.04
DELTA = 65° 28' 09" (RT)
D = 85° 30' 58"
T = 43.07
L = 76.56
R = 67.00
P.C. = 10+77.94
Y = 270,537.53
X = 641,643.73
P.T. = 11+54.50
Y = 270,482.28
X = 641,596.84

CURVE M0502
P.I. = 12+58.78
Y = 270,451.90
X = 641,497.08
DELTA = 16° 59' 02" (RT)
D = 11° 24' 49"
T = 74.95
L = 148.81
R = 502.00
P.C. = 11+83.83
Y = 270,473.74
X = 641,568.78
P.T. = 13+32.64
Y = 270,451.95
X = 641,422.13

CURVE M0600
P.I. = 10+18.47
Y = 270,523.11
X = 641,673.49
DELTA = 4° 05' 00" (LT)
D = 11° 03' 39"
T = 18.47
L = 36.92
R = 518.00
P.C. = 10+00.00
Y = 270,541.01
X = 641,668.96
P.T. = 10+36.92
Y = 270,505.57
X = 641,679.28

CURVE M0601
P.I. = 10+48.28
Y = 270,494.78
X = 641,682.85
DELTA = 124° 20' 59" (RT)
D = 954° 55' 47"
T = 11.37
L = 13.02
R = 6.00
P.C. = 10+36.92
Y = 270,505.57
X = 641,679.28
P.T. = 10+49.94
Y = 270,497.93
X = 641,671.92

CURVE M0602
P.I. = 10+58.74
Y = 270,500.36
X = 641,663.46
DELTA = 13° 45' 12" (LT)
D = 78° 29' 15"
T = 8.80
L = 17.52
R = 73.00
P.C. = 10+49.94
Y = 270,497.93
X = 641,671.92
P.T. = 10+67.46
Y = 270,500.72
X = 641,654.67

CURVE M0603
P.I. = 10+73.86
Y = 270,500.98
X = 641,648.28
DELTA = 115° 56' 06" (RT)
D = 1432° 23' 40"
T = 6.39
L = 8.09
R = 4.00
P.C. = 10+67.46
Y = 270,500.72
X = 641,654.67
P.T. = 10+75.56
Y = 270,508.61
X = 641,651.30

CURVE M0604
P.I. = 10+93.50
Y = 270,522.42
X = 641,659.80
DELTA = 24° 07' 11" (LT)
D = 68° 12' 33"
T = 17.95
L = 35.36
R = 84.00
P.C. = 10+75.56
Y = 270,506.61
X = 641,651.30
P.T. = 11+10.92
Y = 270,540.32
X = 641,661.09

CURVE M0605
P.I. = 11+35.71
Y = 270,565.05
X = 641,662.88
DELTA = 161° 40' 18" (RT)
D = 1432° 23' 40"
T = 24.80
L = 11.29
R = 4.00
P.C. = 11+10.92
Y = 270,540.32
X = 641,661.09
P.T. = 11+22.20
Y = 270,541.01
X = 641,668.96

CURVE M0700
P.I. = 10+65.59
Y = 270,543.61
X = 641,680.47
DELTA = 14° 53' 18.77" (LT)
D = 11° 24' 48.61"
T = 65.59
L = 130.45
R = 502.00
P.C. = 10+00.00
Y = 270,608.75
X = 641,672.77
P.T. = 11+30.45
Y = 270,482.63
X = 641,704.64

CURVE M0701
P.I. = 11+73.97
Y = 270,442.17
X = 641,720.68
DELTA = 66° 01' 12.95" (LT)
D = 85° 30' 57.92"
T = 43.53
L = 77.20
R = 67.00
P.C. = 11+30.45
Y = 270,482.63
X = 641,704.64
P.T. = 12+07.65
Y = 270,440.38
X = 641,764.17

CURVE M0702
P.I. = 13+95.32
Y = 270,459.65
X = 641,950.84
DELTA = 6° 26' 49.58" (RT)
D = 5° 43' 46.48"
T = 56.32
L = 112.52
R = 1,000.00
P.C. = 13+39.00
Y = 270,453.33
X = 641,894.88
P.T. = 14+51.52
Y = 270,459.64
X = 642,007.16

CURVE M0703
P.I. = 12+19.34
Y = 270,439.89
X = 641,775.85
DELTA = 8° 47' 50.68" (LT)
D = 37° 41' 40.53"
T = 11.69
L = 23.34
R = 152.00
P.C. = 12+07.65
Y = 270,440.38
X = 641,764.17
P.T. = 12+30.99
Y = 270,441.21
X = 641,787.47

CURVE M0800
P.I. = 10+31.23
Y = 270,410.00
X = 641,759.54
DELTA = 2° 56' 17" (RT)
D = 4° 42' 15"
T = 31.23
L = 62.46
R = 1,218.00
P.C. = 10+00.00
Y = 270,401.10
X = 641,729.60
P.T. = 10+62.46
Y = 270,417.36
X = 641,789.89

CURVE M0801
P.I. = 11+35.71
Y = 270,398.02
X = 641,719.24
DELTA = 121° 55' 37" (RT)
D = 954° 55' 47"
T = 10.81
L = 12.77
R = 6.00
P.C. = 11+24.90
Y = 270,401.10
X = 641,729.60
P.T. = 11+37.67
Y = 270,408.44
X = 641,722.10

CURVE M0802
P.I. = 11+47.65
Y = 270,418.06
X = 641,724.74
DELTA = 15° 33' 49" (LT)
D = 78° 29' 15"
T = 9.98
L = 19.83
R = 73.00
P.C. = 11+37.67
Y = 270,408.44
X = 641,722.10
P.T. = 11+57.50
Y = 270,428.03
X = 641,724.71

CURVE M0803
P.I. = 11+63.90
Y = 270,434.43
X = 641,724.69
DELTA = 115° 56' 06" (RT)
D = 1432° 23' 40"
T = 6.39
L = 8.09
R = 4.00
P.C. = 11+57.50
Y = 270,428.03
X = 641,724.71
P.T. = 11+65.60
Y = 270,431.65
X = 641,730.45

CURVE M0804
P.I. = 11+89.82
Y = 270,421.13
X = 641,752.27
DELTA = 32° 10' 28" (LT)
D = 68° 12' 33"
T = 24.23
L = 47.17
R = 84.00
P.C. = 11+65.60
Y = 270,431.65
X = 641,730.45
P.T. = 12+12.77
Y = 270,423.85
X = 641,776.34

CURVE M0805
P.I. = 12+88.82
Y = 270,432.39
X = 641,851.91
DELTA = 172° 49' 35" (RT)
D = 1432° 23' 40"
T = 63.81
L = 12.07
R = 4.00
P.C. = 12+25.00
Y = 270,425.22
X = 641,788.50
P.T. = 12+37.07
Y = 270,417.36
X = 641,789.89

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - MOON ROAD/TIMOTHY LANE ROUNDABOUT	SHEET 84	E

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
1	270,640.81	641,669.70	30+24.02	-16.00	AC1	
2	270,620.57	641,671.48	30+44.79	-16.00	AC1	
3	270,600.07	641,691.54	10+11.21	-17.50	MO7	
4	270,597.54	641,683.82	10+12.67	-9.50	MO7	
5	270,530.33	641,688.45	10+80.06	0.00	MO7	
6	270,522.65	641,690.70	10+88.06	0.00	MO7	
7	270,443.43	641,746.75	11+89.91	0.00	MO7	
8	270,441.48	641,754.51	11+97.92	0.00	MO7	
9	270,456.44	641,837.70	12+82.61	-9.50	MO7	
10	270,464.30	641,836.06	12+81.87	-17.50	MO7	
11	270,449.72	641,862.86	13+06.86	0.00	MO7	
12	270,448.52	641,852.25	12+96.18	0.00	MO7	
13	270,421.51	641,752.58	11+89.42	3.00	MO8	R=1'
14	270,424.97	641,750.36	11+86.65	0.00	MO8	
15	270,426.92	641,742.60	11+78.65	0.00	MO8	
16	270,424.92	641,739.00	11+75.89	3.00	MO8	R=1'
17	270,415.84	641,744.46	10+18.30	-10.04	MO8	R=4.5'
18	270,407.02	641,739.16	10+10.83	-3.00	MO8	R=1'
19	270,404.96	641,742.87	10+13.82	0.00	MO8	
20	270,410.82	641,752.64	10+24.80	-3.00	MO8	R=1'
21	270,415.97	641,752.74	10+26.25	-7.94	MO8	R=4.5'
22	270,407.13	641,750.57	10+21.82	0.00	MO8	
23	270,420.32	641,885.53	11+92.23	0.00	MO1	
24	270,417.11	641,866.60	12+11.43	0.00	MO1	
25	270,395.45	641,844.78	12+37.07	-17.24	MO1	
26	270,403.51	641,844.29	12+35.97	-9.24	MO1	
27	270,391.74	641,754.93	13+25.99	0.00	MO1	
28	270,389.57	641,747.23	13+33.98	0.00	MO1	
29	270,331.91	641,668.22	14+36.93	0.00	MO1	

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
30	270,324.20	641,666.08	14+44.93	0.00	MO1	
31	270,248.80	641,682.87	15+21.62	-17.53	MO1	
32	270,250.88	641,674.74	15+19.08	-9.53	MO1	
33	270,236.86	641,665.99	15+32.58	0.00	MO1	
34	270,223.02	641,666.78	15+46.44	0.00	MO1	
35	270,326.64	641,646.15	10+19.38	-3.00	MO2	R=1'
36	270,328.77	641,649.68	10+22.16	0.00	MO2	
37	270,336.48	641,651.83	10+30.17	0.00	MO2	
38	270,340.13	641,649.91	10+32.95	-3.00	MO2	R=1'
39	270,334.92	641,640.66	11+02.97	-9.63	MO2	R=4.5'
40	270,340.26	641,632.16	10+95.52	-3.00	MO2	R=1'
41	270,326.60	641,640.71	11+10.86	-7.42	MO2	R=4.5'
42	270,336.55	641,630.14	10+98.48	0.00	MO2	
43	270,328.87	641,632.38	11+06.48	0.00	MO2	
44	270,326.81	641,636.07	11+09.44	-3.00	MO2	R=1'
45	270,210.51	641,635.40	34+55.59	16.00	AC1	
46	270,230.38	641,634.03	14+02.31	0.09	MO3	
47	270,253.25	641,622.07	13+78.05	9.50	MO3	
48	270,250.80	641,614.32	13+79.50	17.50	MO3	
49	270,324.39	641,617.02	13+06.62	0.00	MO3	
50	270,332.07	641,614.78	12+98.62	0.00	MO3	
51	270,411.15	641,555.60	11+94.96	0.00	MO3	
52	270,413.25	641,547.88	11+86.95	0.00	MO3	
53	270,393.35	641,481.39	11+18.20	17.50	MO3	
54	270,401.59	641,483.10	11+20.80	9.50	MO3	
55	270,409.61	641,469.08	11+07.74	0.00	MO3	
56	270,408.26	641,455.33	10+93.93	0.00	MO3	
57	270,433.19	641,550.19	11+88.72	-3.00	MO4	R=1'
58	270,429.67	641,552.35	11+91.51	0.00	MO4	
59	270,427.57	641,560.06	11+99.51	0.00	MO4	

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
60	270,429.52	641,563.70	12+02.30	-3.00	MO4	R=1'
61	270,429.52	641,563.70	12+02.30	-3.00	MO4	R=4.5'
62	270,452.47	641,563.77	12+73.19	-3.00	MO4	R=1'
63	270,454.54	641,560.01	12+76.25	0.00	MO4	
64	270,452.47	641,552.27	12+84.26	0.00	MO4	
65	270,441.52	641,550.90	12+88.25	-10.28	MO4	R=4.5'
66	270,448.85	641,550.24	12+87.12	-3.00	MO4	R=1'
67	270,453.09	641,456.29	12+98.45	0.00	MO5	
68	270,454.87	641,476.51	12+78.14	0.00	MO5	
69	270,475.33	641,497.72	12+54.01	17.50	MO5	
70	270,467.64	641,500.31	12+52.61	9.50	MO5	
71	270,467.79	641,547.61	12+05.82	0.00	MO5	
72	270,469.85	641,555.34	11+97.82	0.00	MO5	
73	270,523.29	641,640.21	10+92.64	0.00	MO5	
74	270,530.95	641,642.51	10+84.63	0.00	MO5	
75	270,592.21	641,624.67	10+21.24	17.50	MO5	
76	270,590.54	641,632.89	10+23.75	9.50	MO5	
77	270,605.10	641,640.92	10+10.11	0.00	MO5	
78	270,619.04	641,639.47	30+43.10	16.00	AC1	
79	270,528.11	641,662.37	10+99.21	3.00	MO6	R=1'
80	270,526.07	641,658.77	10+96.45	-0.05	MO6	
81	270,518.40	641,656.46	10+88.44	-0.05	MO6	
82	270,514.71	641,658.34	10+85.68	3.00	MO6	R=1'
83	270,514.71	641,658.34	10+85.68	3.00	MO6	R=4.5'
84	270,514.41	641,673.31	10+26.71	3.00	MO6	R=1'
85	270,518.13	641,675.32	10+23.75	-0.01	MO6	
86	270,525.80	641,673.06	10+15.75	-0.01	MO6	
87	270,527.84	641,669.36	10+12.79	3.00	MO6	R=1'
88	270,528.50	641,666.29	10+11.34	5.79	MO6	R=4.5'
89	270,427.78	641,651.71	32+38.36	4.00	AC1	R=43.5'

CURVE M0100
P.I. = 11+83.52
Y = 270,435.66
X = 641,893.42
DELTA = 17° 21' 42" (LT)
D = 4° 46' 00"
T = 183.52
L = 364.23
R = 1,202.00
P.C. = 10+00.00
Y = 270,435.63
X = 642,076.94
P.T. = 13+64.23
Y = 270,380.91
X = 641,718.26

CURVE M0101
P.I. = 14+10.77
Y = 270,366.90
X = 641,673.88
DELTA = 62° 02' 52" (LT)
D = 74° 24' 36"
T = 46.31
L = 83.39
R = 77.00
P.C. = 13+64.46
Y = 270,380.84
X = 641,718.04
P.T. = 14+47.84
Y = 270,321.35
X = 641,665.50

CURVE M0102
P.I. = 14+66.10
Y = 270,303.40
X = 641,662.19
DELTA = 13° 41' 44" (LT)
D = 37° 41' 41"
T = 18.25
L = 36.33
R = 152.00
P.C. = 14+47.84
Y = 270,321.35
X = 641,665.50
P.T. = 14+84.18
Y = 270,285.18
X = 641,663.23

CURVE M0200
P.I. = 10+22.27
Y = 270,329.06
X = 641,647.08
DELTA = 26° 39' 08" (RT)
D = 60° 57' 11"
T = 22.27
L = 43.73
R = 94.00
P.C. = 10+00.00
Y = 270,306.80
X = 641,647.23
P.T. = 10+43.73
Y = 270,349.03
X = 641,656.94

CURVE M0201
P.I. = 10+50.32
Y = 270,354.94
X = 641,659.85
DELTA = 117° 29' 34" (LT)
D = 1432° 23' 40"
T = 6.59
L = 8.20
R = 4.00
P.C. = 10+43.73
Y = 270,349.03
X = 641,656.94
P.T. = 10+51.93
Y = 270,354.80
X = 641,653.26

CURVE M0202
P.I. = 10+62.07
Y = 270,354.58
X = 641,643.12
DELTA = 15° 49' 21" (RT)
D = 78° 29' 15"
T = 10.14
L = 20.16
R = 73.00
P.C. = 10+51.93
Y = 270,354.80
X = 641,653.26
P.T. = 10+72.09
Y = 270,357.14
X = 641,633.31

CURVE M0203
P.I. = 10+83.09
Y = 270,359.91
X = 641,622.66
DELTA = 122° 46' 18" (LT)
D = 954° 55' 47"
T = 11.00
L = 12.86
R = 6.00
P.C. = 10+72.09
Y = 270,357.14
X = 641,633.31
P.T. = 10+84.94
Y = 270,349.46
X = 641,626.09

CURVE M0204
P.I. = 11+07.67
Y = 270,327.87
X = 641,633.18
DELTA = 5° 01' 25" (RT)
D = 11° 03' 39"
T = 22.72
L = 45.42
R = 518.00
P.C. = 10+84.94
Y = 270,349.46
X = 641,626.09
P.T. = 11+30.36
Y = 270,305.74
X = 641,638.34

CURVE M0205
P.I. = 11+70.59
Y = 270,266.57
X = 641,647.49
DELTA = 167° 14' 02" (LT)
D = 1273° 14' 22"
T = 40.23
L = 13.13
R = 4.50
P.C. = 11+30.36
Y = 270,305.74
X = 641,638.34
P.T. = 11+43.50
Y = 270,306.80
X = 641,647.23

CURVE M0300
P.I. = 10+56.18
Y = 270,403.96
X = 641,417.71
DELTA = 6° 19' 03" (LT)
D = 5° 37' 42"
T = 56.18
L = 112.24
R = 1,018.00
P.C. = 10+00.00
Y = 270,404.00
X = 641,361.53
P.T. = 11+12.24
Y = 270,410.10
X = 641,473.55

CURVE M0301
P.I. = 11+62.25
Y = 270,415.56
X = 641,523.26
DELTA = 9° 22' 00" (RT)
D = 37° 41' 41"
T = 12.45
L = 24.85
R = 152.00
P.C. = 11+49.80
Y = 270,420.00
X = 641,510.89
P.T. = 11+74.65
Y = 270,414.89
X = 641,535.70

CURVE M0302
P.I. = 12+24.88
Y = 270,412.18
X = 641,585.85
DELTA = 66° 13' 54" (RT)
D = 74° 24' 36"
T = 50.23
L = 89.01
R = 77.00
P.C. = 11+74.65
Y = 270,414.89
X = 641,535.70
P.T. = 12+63.66
Y = 270,365.19
X = 641,603.58

CURVE M0303
P.I. = 13+41.64
Y = 270,292.23
X = 641,631.12
DELTA = 17° 39' 37" (RT)
D = 11° 24' 49"
T = 77.98
L = 154.73
R = 502.00
P.C. = 12+63.66
Y = 270,365.19
X = 641,603.58
P.T. = 14+18.39
Y = 270,214.35
X = 641,635.22

CURVE M0400
P.I. = 10+55.30
Y = 270,419.96
X = 641,416.84
DELTA = 6° 19' 03" (LT)
D = 5° 43' 05"
T = 55.30
L = 110.48
R = 1,002.00
P.C. = 10+00.00
Y = 270,420.00
X = 641,361.54
P.T. = 11+10.48
Y = 270,426.00
X = 641,471.81

CURVE M0401
P.I. = 11+87.57
Y = 270,434.43
X = 641,548.44
DELTA = 32° 25' 22" (RT)
D = 60° 57' 11"
T = 27.33
L = 53.19
R = 94.00
P.C. = 11+60.24
Y = 270,431.44
X = 641,521.27
P.T. = 12+13.44
Y = 270,422.38
X = 641,572.97

CURVE M0402
P.I. = 12+20.03
Y = 270,419.48
X = 641,578.88
DELTA = 117° 29' 34" (LT)
D = 1432° 23' 40"
T = 6.59
L = 8.20
R = 4.00
P.C. = 12+13.44
Y = 270,422.38
X = 641,572.97
P.T. = 12+21.64
Y = 270,426.07
X = 641,578.73

CURVE M0403
P.I. = 12+34.60
Y = 270,439.02
X = 641,578.43
DELTA = 20° 07' 56" (RT)
D = 78° 29' 15"
T = 12.96
L = 25.65
R = 73.00
P.C. = 12+21.64
Y = 270,426.07
X = 641,578.73
P.T. = 12+47.29
Y = 270,451.29
X = 641,582.60

CURVE M0404
P.I. = 12+59.05
Y = 270,462.42
X = 641,586.39
DELTA = 125° 55' 34" (LT)
D = 954° 55' 47"
T = 11.76
L = 13.19
R = 6.00
P.C. = 12+47.29
Y = 270,451.29
X = 641,582.60
P.T. = 12+60.48
Y = 270,458.96
X = 641,575.15

CURVE M0405
P.I. = 13+38.73
Y = 270,435.89
X = 641,500.37
DELTA = 17° 10' 56" (RT)
D = 11° 03' 40"
T = 78.26
L = 155.34
R = 518.00
P.C. = 12+60.48
Y = 270,458.96
X = 641,575.15
P.T. = 14+15.82
Y = 270,435.95
X = 641,422.11

CURVE M0500
P.I. = 10+60.62
Y = 270,554.85
X = 641,646.03
DELTA = 13° 07' 12" (RT)
D = 37° 41' 41"
T = 17.48
L = 34.81
R = 152.00
P.C. = 10+43.14
Y = 270,572.25
X = 641,644.35
P.T. = 10+77.94
Y = 270,537.53
X = 641,643.73

CURVE M0501
P.I. = 11+21.01
Y = 270,494.83
X = 641,638.04
DELTA = 65° 28' 09" (RT)
D = 85° 30' 58"
T = 43.07
L = 76.56
R = 67.00
P.C. = 10+77.94
Y = 270,537.53
X = 641,643.73
P.T. = 11+54.50
Y = 270,482.28
X = 641,596.84

CURVE M0502
P.I. = 12+58.78
Y = 270,451.90
X = 641,497.08
DELTA = 16° 59' 02" (RT)
D = 11° 24' 49"
T = 74.95
L = 148.81
R = 502.00
P.C. = 11+83.83
Y = 270,473.74
X = 641,568.78
P.T. = 13+32.64
Y = 270,451.95
X = 641,422.13

CURVE M0600
P.I. = 10+18.47
Y = 270,523.11
X = 641,673.49
DELTA = 4° 05' 00" (LT)
D = 11° 03' 39"
T = 18.47
L = 36.92
R = 518.00
P.C. = 10+00.00
Y = 270,541.01
X = 641,668.96
P.T. = 10+36.92
Y = 270,505.57
X = 641,679.28

CURVE M0601
P.I. = 10+48.28
Y = 270,494.78
X = 641,682.85
DELTA = 124° 20' 59" (RT)
D = 954° 55' 47"
T = 11.37
L = 13.02
R = 6.00
P.C. = 10+36.92
Y = 270,505.57
X = 641,679.28
P.T. = 10+49.94
Y = 270,497.93
X = 641,671.92

CURVE M0602
P.I. = 10+58.74
Y = 270,500.36
X = 641,663.46
DELTA = 13° 45' 12" (LT)
D = 78° 29' 15"
T = 8.80
L = 17.52
R = 73.00
P.C. = 10+49.94
Y = 270,497.93
X = 641,671.92
P.T. = 10+67.46
Y = 270,500.72
X = 641,654.67

CURVE M0603
P.I. = 10+73.86
Y = 270,500.98
X = 641,648.28
DELTA = 115° 56' 06" (RT)
D = 1432° 23' 40"
T = 6.39
L = 8.09
R = 4.00
P.C. = 10+67.46
Y = 270,500.72
X = 641,654.67
P.T. = 10+75.56
Y = 270,506.61
X = 641,651.30

CURVE M0604
P.I. = 10+93.50
Y = 270,522.42
X = 641,659.80
DELTA = 24° 07' 11" (LT)
D = 68° 12' 33"
T = 17.95
L = 35.36
R = 84.00
P.C. = 10+75.56
Y = 270,506.61
X = 641,651.30
P.T. = 11+10.92
Y = 270,540.32
X = 641,661.09

CURVE M0605
P.I. = 11+35.71
Y = 270,565.05
X = 641,662.88
DELTA = 161° 40' 18" (RT)
D = 1432° 23' 40"
T = 24.80
L = 11.29
R = 4.00
P.C. = 11+10.92
Y = 270,540.32
X = 641,661.09
P.T. = 11+22.20
Y = 270,541.01
X = 641,668.96

CURVE M0700
P.I. = 10+65.59
Y = 270,543.61
X = 641,680.47
DELTA = 14° 53' 18.77" (LT)
D = 11° 24' 48.61"
T = 65.59
L = 130.45
R = 502.00
P.C. = 10+00.00
Y = 270,608.75
X = 641,672.77
P.T. = 11+30.45
Y = 270,482.63
X = 641,704.64

CURVE M0701
P.I. = 11+73.97
Y = 270,442.17
X = 641,720.68
DELTA = 66° 01' 12.95" (RT)
D = 85° 30' 57.92"
T = 43.53
L = 77.20
R = 67.00
P.C. = 11+30.45
Y = 270,482.63
X = 641,704.64
P.T. = 12+07.65
Y = 270,440.38
X = 641,764.17

CURVE M0702
P.I. = 13+95.32
Y = 270,459.65
X = 641,950.84
DELTA = 6° 26' 49.58" (RT)
D = 5° 43' 46.48"
T = 56.32
L = 112.52
R = 1,000.00
P.C. = 13+39.00
Y = 270,453.33
X = 641,894.88
P.T. = 14+51.52
Y = 270,459.64
X = 642,007.16

CURVE M0703
P.I. = 12+19.34
Y = 270,439.89
X = 641,775.85
DELTA = 8° 47' 50.68" (LT)
D = 37° 41' 40.53"
T = 11.69
L = 23.34
R = 152.00
P.C. = 12+07.65
Y = 270,440.38
X = 641,764.17
P.T. = 12+30.99
Y = 270,441.21
X = 641,787.47

CURVE M0800
P.I. = 10+31.23
Y = 270,410.00
X = 641,759.54
DELTA = 2° 56' 17" (RT)
D = 4° 42' 15"
T = 31.23
L = 62.46
R = 1,218.00
P.C. = 10+00.00
Y = 270,401.10
X = 641,729.60
P.T. = 10+62.46
Y = 270,417.36
X = 641,789.89

CURVE M0801
P.I. = ~~11+35.71~~ 10+73.26
Y = 270,398.02
X = 641,719.24
DELTA = 121° 55' 37" (RT)
D = 954° 55' 47"
T = 10.81
L = 12.77
R = 6.00
P.C. = ~~11+24.90~~ 10+62.46
Y = 270,401.10
X = 641,729.60
P.T. = ~~11+37.67~~ 10+75.22
Y = 270,408.44
X = 641,722.10

CURVE M0802
P.I. = ~~11+47.65~~ 10+85.20
Y = 270,418.06
X = 641,724.74
DELTA = 15° 33' 49" (LT)
D = 78° 29' 15"
T = 9.98
L = 19.83
R = 73.00
P.C. = ~~11+37.67~~ 10+75.22
Y = 270,408.44
X = 641,722.10
P.T. = ~~11+57.50~~ 10+95.05
Y = 270,428.03
X = 641,724.71

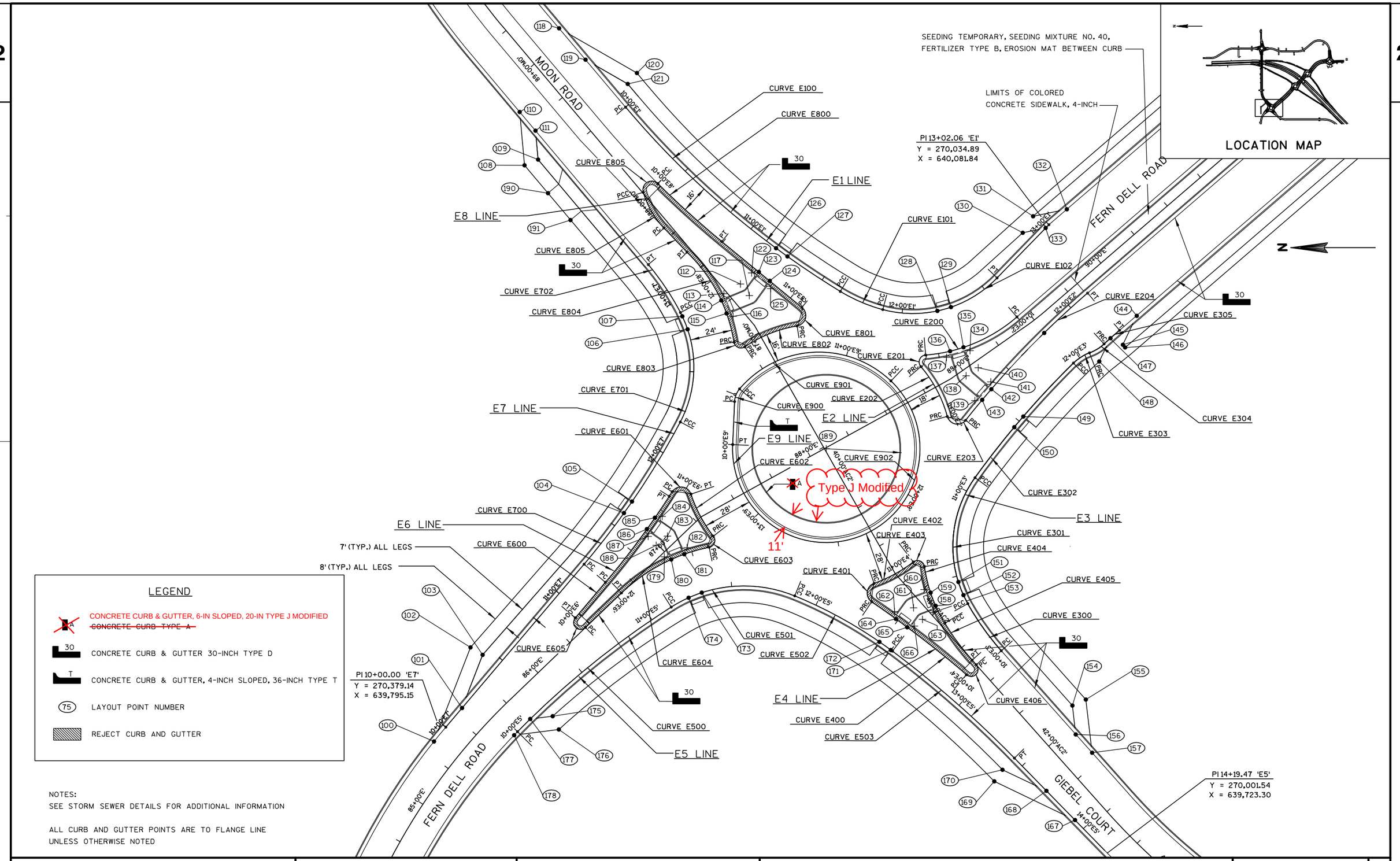
CURVE M0803
P.I. = ~~11+63.90~~ 11+01.45
Y = 270,434.43
X = 641,724.69
DELTA = 115° 56' 06" (RT)
D = 1432° 23' 40"
T = 6.39
L = 8.09
R = 4.00
P.C. = ~~11+57.50~~ 10+95.05
Y = 270,428.03
X = 641,724.71
P.T. = ~~11+65.60~~ 11+03.15
Y = 270,431.65
X = 641,730.45

CURVE M0804
P.I. = ~~11+89.82~~ 11+27.37
Y = 270,421.13
X = 641,752.27
DELTA = 32° 10' 28" (LT)
D = 68° 12' 33"
T = 24.23
L = 47.17
R = 84.00
P.C. = ~~11+65.60~~ 11+03.15
Y = 270,431.65
X = 641,730.45
P.T. = ~~12+12.77~~ 11+50.32
Y = 270,423.85
X = 641,776.34

CURVE M0805
P.I. = ~~12+88.82~~ 12+26.37
Y = 270,432.39
X = 641,851.91
DELTA = 172° 49' 35" (RT)
D = 1432° 23' 40"
T = 63.81
L = 12.07
R = 4.00
P.C. = ~~12+25.00~~ 11+62.55
Y = 270,425.22
X = 641,788.50
P.T. = ~~12+37.07~~ 11+74.62
Y = 270,417.36
X = 641,789.89

REVISED DRAWING SHEET 84 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - MOON ROAD/TIMOTHY LANE ROUNDABOUT	SHEET ISSUED 06-24-09	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - MOON ROAD/FUTURE CTH BD ROUNDABOUT	SHEET 85	E

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
100	270,385.90	639,786.95	85+32.01	-16.00	E	
101	270,369.90	639,806.04	10+14.28	0.00	E7	
102	270,365.05	639,840.62	10+43.79	-18.68	E7	
103	270,358.11	639,836.41	10+45.07	-10.66	E7	
104	270,277.45	639,917.32	11+58.98	0.00	E7	
105	270,272.85	639,923.86	11+66.98	0.00	E7	
106	270,241.10	640,022.17	12+74.69	0.00	E7	
107	270,244.13	640,029.58	12+82.69	0.00	E7	
108	270,334.25	640,115.77	88+59.41	-41.50	MO	
109	270,326.51	640,118.99	88+56.88	-33.50	MO	
110	270,336.98	640,146.16	88+84.40	-24.00	MO	
111	270,327.99	640,135.49	88+70.45	-24.00	MO	
112	270,211.00	640,047.96	10+72.88	12.05	E8	R=4.5'
113	270,220.39	640,042.51	11+90.36	3.00	E8	R=1'
114	270,221.88	640,038.66	11+87.58	0.00	E8	
115	270,218.85	640,031.25	11+79.58	0.00	E8	
116	270,215.10	640,029.55	11+76.80	3.00	E8	R=1'
117	270,205.86	640,041.42	10+81.01	13.85	E8	R=4.5'
118	270,314.44	640,193.89	89+06.37	24.00	MO	
119	270,299.37	640,176.01	88+82.98	24.00	MO	
120	270,270.07	640,168.41	88+58.29	41.50	MO	
121	270,275.28	640,162.17	88+56.88	33.50	MO	
122	270,204.52	640,054.35	10+73.84	3.00	E8	R=1'
123	270,200.43	640,054.88	10+76.66	0.00	E8	
124	270,194.24	640,049.79	10+84.67	0.00	E8	
125	270,193.68	640,045.45	11+28.78	20.43	E1	R=1'
126	270,190.61	640,068.42	11+18.05	0.00	E1	
127	270,184.14	640,063.72	11+26.05	0.00	E1	
128	270,098.51	640,032.66	12+20.19	0.00	E1	R=1'
129	270,090.79	640,034.79	12+28.20	0.00	E1	

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
131	270,043.83	640,086.68	12+99.29	-9.78	E1	
132	270,024.62	640,090.68	90+05.31	-36.00	E	
133	270,036.68	640,080.00	12+99.48	0.00	E1	
134	270,079.85	640,010.03	10+32.43	-3.00	E2	R=1'
135	270,083.59	640,011.89	10+35.28	0.00	E2	
136	270,091.28	640,009.69	10+43.28	0.00	E2	
137	270,093.31	640,006.16	10+45.99	-3.00	E2	R=1'
138	270,082.14	639,995.64	11+31.47	-15.93	E2	R=4.5'
139	270,077.11	639,981.52	11+24.03	-3.00	E2	R=1'
140	270,075.20	640,000.24	11+39.27	-13.69	E2	R=4.5'
141	270,068.04	639,992.18	11+37.95	-3.00	E2	R=1'
142	270,067.72	639,987.97	11+34.99	0.00	E2	
143	270,072.91	639,981.88	11+26.99	0.00	E2	
144	269,984.72	640,029.84	12+16.13	24.58	E3	
145	269,992.62	640,013.36	12+23.91	7.47	E3	
146	269,991.32	640,011.84	12+23.89	9.47	E3	
147	269,999.70	640,017.09	12+21.04	0.00	E3	
148	270,006.07	640,003.84	12+09.16	6.74	E3	
149	270,049.44	639,972.42	11+53.58	0.00	E3	
150	270,054.62	639,966.33	11+45.58	0.00	E3	
151	270,086.51	639,877.97	10+46.54	0.00	E3	
152	270,083.63	639,870.51	10+38.54	0.00	E3	
153	270,101.06	639,860.57	11+41.50	3.00	E4	R=1'
154	270,021.43	639,807.44	41+91.70	-25.50	AC2	
155	270,013.77	639,810.87	41+94.22	-33.50	AC2	
156	270,019.50	639,790.99	42+05.27	-16.00	AC2	
157	270,010.23	639,780.57	42+19.22	-16.00	AC2	
158	270,099.51	639,864.38	11+38.74	0.00	E4	
159	270,102.39	639,871.84	11+30.73	0.00	E4	

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
161	270,112.15	639,863.25	10+47.04	11.07	E4	R=4.5'
162	270,122.92	639,861.10	10+54.40	3.00	E4	R=1'
163	270,107.04	639,856.65	10+39.12	8.83	E4	R=4.5'
164	270,122.24	639,856.91	10+51.40	0.00	E4	
165	270,115.79	639,852.17	10+43.40	0.00	E4	
166	270,111.64	639,852.81	10+40.47	3.00	E4	R=1'
167	270,019.93	639,742.09	13+93.18	0.00	E5	
168	270,036.28	639,758.81	13+69.79	0.00	E5	
169	270,066.06	639,764.22	13+45.10	17.50	E5	
170	270,061.33	639,770.82	13+43.69	13.50	E5	
171	270,125.11	639,839.16	12+49.85	0.00	E5	
172	270,131.61	639,843.82	12+41.85	0.00	E5	
173	270,233.06	639,871.89	11+32.51	0.00	E5	
174	270,240.53	639,869.00	11+24.49	0.00	E5	
175	270,318.15	639,801.41	10+20.73	7.66	E5	
176	270,314.67	639,793.78	10+17.98	15.60	E5	
177	270,330.93	639,799.79	10+10.29	0.00	E5	
178	270,340.14	639,790.56	85+64.95	16.00	E	
179	270,254.42	639,892.31	11+65.45	3.00	E6	R=1'
180	270,250.46	639,890.85	11+62.53	0.00	E6	
181	270,243.03	639,893.84	11+54.52	0.00	E6	
182	270,241.43	639,897.56	11+51.84	3.00	E6	R=1'
183	270,252.67	639,904.17	10+68.61	11.82	E6	R=4.5'
184	270,255.61	639,915.41	10+76.05	3.00	E6	R=1'
185	270,259.76	639,914.66	10+73.09	0.00	E6	
186	270,264.37	639,908.11	10+65.09	0.00	E6	
187	270,263.67	639,903.95	10+62.14	3.00	E6	R=1'
188	270,259.05	639,898.88	10+60.77	9.72	E6	R=4.5'
189	270,161.95	639,954.00	88+10.18	0.54	E	R=43'

CURVE E100
P.I. = 10+81.84
Y = 270,223.82
X = 640,086.37
DELTA = 18° 31' 09" (LT)
D = 11° 24' 49"
T = 81.84'
L = 162.26'
R = 502.00'
P.C. = 10+00.00
Y = 270,276.56
X = 640,148.95
P.T. = 11+62.26
Y = 270,153.92
X = 640,043.78

CURVE E101
P.I. = 11+75.58
Y = 270,142.55
X = 640,036.85
DELTA = 16° 28' 44" (LT)
D = 62° 16' 41"
T = 13.32'
L = 26.46'
R = 92.00'
P.C. = 11+62.26
Y = 270,153.93
X = 640,043.79
P.T. = 11+88.72
Y = 270,129.68
X = 640,033.43

CURVE E102
P.I. = 12+27.92
Y = 270,091.79
X = 640,023.37
DELTA = 60° 39' 35" (LT)
D = 85° 30' 58"
T = 39.20'
L = 70.93'
R = 67.00'
P.C. = 11+88.72
Y = 270,129.68
X = 640,033.43
P.T. = 12+59.66
Y = 270,064.46
X = 640,051.46

CURVE E200
P.I. = 10+29.71
Y = 270,075.63
X = 640,009.83
DELTA = 36° 09' 54" (RT)
D = 62° 57' 45"
T = 29.71'
L = 57.44'
R = 91.00'
P.C. = 10+00.00
Y = 270,053.11
X = 640,029.22
P.T. = 10+57.44
Y = 270,105.25
X = 640,007.47

CURVE E201
P.I. = 10+65.36
Y = 270,113.14
X = 640,006.84
DELTA = 126° 23' 32" (LT)
D = 1432° 23' 40"
T = 7.92'
L = 8.82'
R = 4.00'
P.C. = 10+57.44
Y = 270,105.25
X = 640,007.47
P.T. = 10+66.26
Y = 270,107.95
X = 640,000.87

CURVE E202
P.I. = 10+82.78
Y = 270,097.12
X = 639,988.39
DELTA = 26° 00' 41" (RT)
D = 80° 08' 02"
T = 16.51'
L = 32.46'
R = 71.50'
P.C. = 10+66.27
Y = 270,107.95
X = 640,000.87
P.T. = 10+98.73
Y = 270,092.87
X = 639,972.43

CURVE E203
P.I. = 11+10.70
Y = 270,089.78
X = 639,960.86
DELTA = 126° 45' 07" (LT)
D = 954° 55' 47"
T = 11.97'
L = 13.27'
R = 6.00'
P.C. = 10+98.73
Y = 270,092.87
X = 639,972.43
P.T. = 11+12.00
Y = 270,082.36
X = 639,970.26

CURVE E204
P.I. = 11+62.49
Y = 270,051.06
X = 640,009.87
DELTA = 10° 57' 57" (RT)
D = 10° 53' 34"
T = 50.49'
L = 100.67'
R = 526.00'
P.C. = 11+12.00
Y = 270,082.36
X = 639,970.26
P.T. = 12+12.68
Y = 270,012.79
X = 640,042.81

CURVE E300
P.I. = 10+16.58
Y = 270,073.05
X = 639,851.13
DELTA = 12° 27' 13" (RT)
D = 37° 41' 41"
T = 16.58'
L = 33.04'
R = 152.00'
P.C. = 10+00.00
Y = 270,062.02
X = 639,838.75
P.T. = 10+33.04
Y = 270,081.14
X = 639,865.61

CURVE E301
P.I. = 10+75.70
Y = 270,101.97
X = 639,902.84
DELTA = 64° 58' 34" (RT)
D = 85° 30' 58"
T = 42.66'
L = 75.98'
R = 67.00'
P.C. = 10+33.04
Y = 270,081.14
X = 639,865.61
P.T. = 11+09.02
Y = 270,077.04
X = 639,937.46

CURVE E302
P.I. = 11+52.30
Y = 270,051.75
X = 639,972.59
DELTA = 9° 51' 22" (RT)
D = 11° 24' 49"
T = 43.28'
L = 86.36'
R = 502.00'
P.C. = 11+09.02
Y = 270,077.04
X = 639,937.46
P.T. = 11+95.38
Y = 270,020.82
X = 640,002.87

CURVE E303
P.I. = 12+00.90
Y = 270,016.87
X = 640,006.74
DELTA = 23° 07' 44" (RT)
D = 212° 12' 24"
T = 5.52'
L = 10.90'
R = 27.00'
P.C. = 11+95.38
Y = 270,020.82
X = 640,002.87
P.T. = 12+06.27
Y = 270,011.73
X = 640,008.74

CURVE E304
P.I. = 12+11.27
Y = 270,007.03
X = 640,010.44
DELTA = 22° 34' 55" (LT)
D = 229° 10' 59"
T = 4.99'
L = 9.85'
R = 25.00'
P.C. = 12+06.27
Y = 270,011.73
X = 640,008.74
P.T. = 12+16.13
Y = 270,003.35
X = 640,013.81

CURVE E305
P.I. = 12+22.01
Y = 269,998.98
X = 640,017.75
DELTA = 1° 21' 13" (RT)
D = 11° 30' 19"
T = 5.88'
L = 11.77'
R = 498.00'
P.C. = 12+16.13
Y = 270,003.35
X = 640,013.81
P.T. = 12+27.89
Y = 269,994.52
X = 640,021.59

CURVE E400
P.I. = 10+34.16
Y = 270,107.82
X = 639,847.33
DELTA = 6° 19' 41" (LT)
D = 9° 16' 16"
T = 34.16'
L = 68.26'
R = 618.00'
P.C. = 10+00.00
Y = 270,081.91
X = 639,825.05
P.T. = 10+68.26
Y = 270,136.02
X = 639,866.61

CURVE E401
P.I. = 10+80.05
Y = 270,145.75
X = 639,873.27
DELTA = 126° 03' 25" (RT)
D = 954° 55' 47"
T = 11.79'
L = 13.20'
R = 6.00'
P.C. = 10+68.26
Y = 270,136.02
X = 639,866.61
P.T. = 10+81.46
Y = 270,134.64
X = 639,877.22

CURVE E402
P.I. = 10+94.35
Y = 270,122.49
X = 639,881.54
DELTA = 17° 58' 38" (LT)
D = 70° 18' 06"
T = 12.89'
L = 25.57'
R = 81.50'
P.C. = 10+81.46
Y = 270,134.64
X = 639,877.22
P.T. = 11+07.03
Y = 270,112.27
X = 639,889.39

CURVE E403
P.I. = 11+13.91
Y = 270,106.82
X = 639,893.59
DELTA = 119° 39' 24" (RT)
D = 1432° 23' 40"
T = 6.88'
L = 8.35'
R = 4.00'
P.C. = 11+07.03
Y = 270,112.27
X = 639,889.39
P.T. = 11+15.38
Y = 270,105.87
X = 639,886.77

CURVE E404
P.I. = 11+32.96
Y = 270,103.46
X = 639,869.36
DELTA = 23° 38' 11" (LT)
D = 68° 12' 33"
T = 17.58'
L = 34.65'
R = 84.00'
P.C. = 11+15.38
Y = 270,105.87
X = 639,886.77
P.T. = 11+50.03
Y = 270,094.27
X = 639,854.38

CURVE E405
P.I. = 11+63.17
Y = 270,087.40
X = 639,843.19
DELTA = 10° 08' 30" (LT)
D = 38° 42' 48"
T = 13.13'
L = 26.20'
R = 148.00'
P.C. = 11+50.03
Y = 270,094.27
X = 639,854.38
P.T. = 11+76.23
Y = 270,078.66
X = 639,833.38

CURVE E406
P.I. = 12+39.74
Y = 270,036.43
X = 639,785.94
DELTA = 172° 22' 12" (RT)
D = 1432° 23' 40"
T = 59.98'
L = 12.03'
R = 4.00'
P.C. = 11+79.76
Y = 270,076.32
X = 639,830.75
P.T. = 11+91.79
Y = 270,081.91
X = 639,825.05

CURVE E500
P.I. = 10+56.83
Y = 270,298.38
X = 639,833.04
DELTA = 12° 55' 00" (RT)
D = 11° 24' 49"
T = 56.83'
L = 113.17'
R = 502.00'
P.C. = 10+00.00
Y = 270,338.22
X = 639,792.52
P.T. = 11+13.17
Y = 270,250.49
X = 639,863.63

CURVE E501
P.I. = 11+53.04
Y = 270,216.88
X = 639,885.08
DELTA = 54° 45' 11" (RT)
D = 74° 24' 36"
T = 39.87'
L = 73.58'
R = 77.00'
P.C. = 11+13.17
Y = 270,250.49
X = 639,863.63
P.T. = 11+86.75
Y = 270,179.96
X = 639,870.03

CURVE E502
P.I. = 12+19.08
Y = 270,150.03
X = 639,857.82
DELTA = 14° 37' 13" (RT)
D = 22° 44' 11"
T = 32.33'
L = 64.30'
R = 252.00'
P.C. = 11+86.75
Y = 270,179.96
X = 639,870.03
P.T. = 12+51.06
Y = 270,124.15
X = 639,838.45

CURVE E503
P.I. = 12+97.46
Y = 270,086.99
X = 639,810.64
DELTA = 8° 48' 59" (RT)
D = 9° 31' 03"
T = 46.41'
L = 92.63'
R = 602.00'
P.C. = 12+51.06
Y = 270,124.15
X = 639,838.45
P.T. = 13+43.69
Y = 270,054.54
X = 639,777.47

CURVE E600
P.I. = 10+57.25
Y = 270,268.21
X = 639,901.14
DELTA = 7° 29' 23" (LT)
D = 12° 14' 34"
T = 30.63'
L = 61.18'
R = 468.00'
P.C. = 10+26.62
Y = 270,288.03
X = 639,877.79
P.T. = 10+87.79
Y = 270,251.60
X = 639,926.88

CURVE E601
P.I. = 11+03.31
Y = 270,243.19
X = 639,939.92
DELTA = 128° 37' 59" (RT)
D = 954° 55' 47"
T = 12.48'
L = 13.47'
R = 6.00'
P.C. = 10+90.84
Y = 270,249.95
X = 639,929.44
P.T. = 11+04.31
Y = 270,239.22
X = 639,928.10

CURVE E602
P.I. = 11+18.09
Y = 270,234.85
X = 639,915.04
DELTA = 19° 11' 14" (LT)
D = 70° 18' 06"
T = 13.78'
L = 27.29'
R = 81.50'
P.C. = 11+04.32
Y = 270,239.22
X = 639,928.10
P.T. = 11+31.61
Y = 270,226.42
X = 639,904.15

CURVE E603
P.I. = 11+38.07
Y = 270,222.47
X = 639,899.04
DELTA = 116° 26' 04" (RT)
D = 1432° 23' 40"
T = 6.46'
L = 8.13'
R = 4.00'
P.C. = 11+31.61
Y = 270,226.42
X = 639,904.15
P.T. = 11+39.74
Y = 270,228.80
X = 639,897.78

CURVE E604
P.I. = 11+69.15
Y = 270,257.64
X = 639,892.02
DELTA = 32° 28' 04" (LT)
D = 56° 43' 43"
T = 29.41'
L = 57.23'
R = 101.00'
P.C. = 11+39.74
Y = 270,228.80
X = 639,897.78
P.T. = 11+96.97
Y = 270,278.89
X = 639,871.69

CURVE E605
P.I. = 13+02.64
Y = 270,355.21
X = 639,798.62
DELTA = 174° 04' 09" (RT)
D = 1432° 23' 40"
T = 77.22'
L = 12.15'
R = 4.00'
P.C. = 12+25.42
Y = 270,299.43
X = 639,852.02
P.T. = 12+37.57
Y = 270,305.25
X = 639,857.49

CURVE E700
P.I. = 11+71.23
Y = 270,268.34
X = 639,925.71
DELTA = 12° 26' 33" (LT)
D = 12° 40' 34"
T = 49.27'
L = 98.16'
R = 452.00'
P.C. = 11+21.96
Y = 270,300.23
X = 639,888.14
P.T. = 12+20.12
Y = 270,245.31
X = 639,969.26

CURVE E701
P.I. = 12+55.40
Y = 270,228.81
X = 640,000.46
DELTA = 55° 32' 54" (LT)
D = 85° 30' 58"
T = 35.29'
L = 64.96'
R = 67.00'
P.C. = 12+20.12
Y = 270,245.31
X = 639,969.26
P.T. = 12+85.08
Y = 270,245.20
X = 640,031.71

CURVE E702
P.I. = 13+01.66
Y = 270,252.90
X = 640,046.39
DELTA = 12° 27' 13" (LT)
D = 37° 41' 41"
T = 16.58'
L = 33.04'
R = 152.00'
P.C. = 12+85.08
Y = 270,245.20
X = 640,031.71
P.T. = 13+18.11
Y = 270,263.59
X = 640,059.08

CURVE E800
P.I. = 10+24.65
Y = 270,240.64
X = 640,087.92
DELTA = 5° 26' 55" (LT)
D = 11° 03' 39"
T = 24.65'
L = 49.26'
R = 518.00'
P.C. = 10+00.00
Y = 270,258.11
X = 640,105.31
P.T. = 10+49.26
Y = 270,221.60
X = 640,072.27

CURVE E801
P.I. = 11+21.66
Y = 270,165.66
X = 640,026.30
DELTA = 131° 00' 49" (RT)
D = 954° 55' 47"
T = 13.17'
L = 13.72'
R = 6.00'
P.C. = 11+08.49
Y = 270,175.84
X = 640,033.67
P.T. = 11+22.21
Y = 270,178.65
X = 640,024.11

CURVE E802
P.I. = 11+38.65
Y = 270,194.86
X = 640,021.38
DELTA = 24° 33' 44" (LT)
D = 75° 53' 18"
T = 16.44'
L = 32.37'
R = 75.50'
P.C. = 11+22.21
Y = 270,178.65
X = 640,024.11
P.T. = 11+54.58
Y = 270,208.46
X = 640,012.16

CURVE E803
P.I. = 11+60.87
Y = 270,213.67
X = 640,008.63
DELTA = 115° 07' 30" (RT)
D = 1432° 23' 40"
T = 6.29'
L = 8.04'
R = 4.00'
P.C. = 11+54.58
Y = 270,208.46
X = 640,012.16
P.T. = 11+62.61
Y = 270,214.66
X = 640,014.84

CURVE E804
P.I. = 11+93.18
Y = 270,219.44
X = 640,045.03
DELTA = 37° 07' 39" (LT)
D = 62° 57' 45"
T = 30.56'
L = 58.97'
R = 91.00'
P.C. = 11+62.61
Y = 270,214.65
X = 640,014.84
P.T. = 12+21.58
Y = 270,241.47
X = 640,066.20

CURVE E805
P.I. = 12+52.75
Y = 270,263.00
X = 640,088.74
DELTA = 27° 13' 24" (RT)
D = 114° 35' 30"
T = 12.11'
L = 23.76'
R = 50.00'
P.C. = 12+40.64
Y = 270,254.64
X = 640,079.98
P.T. = 12+64.40
Y = 270,266.43
X = 640,100.35

CURVE E806
P.I. = 12+83.96
Y = 270,271.98
X = 640,119.11
DELTA = 151° 19' 44" (RT)
D = 1145° 54' 56"
T = 19.57'
L = 13.21'
R = 5.00'
P.C. = 12+64.40
Y = 270,266.43
X = 640,100.35
P.T. = 12+77.60
Y = 270,258.11
X = 640,105.31

CURVE E900
P.I. = 10+28.67
Y = 270,214.13
X = 639,985.01
DELTA = 37° 45' 39" (RT)
D = 477° 27' 53"
T = 4.10'
L = 7.91'
R = 12.00'
P.C. = 10+24.57
Y = 270,214.31
X = 639,980.91
P.T. = 10+32.48
Y = 270,211.48
X = 639,988.14

CURVE E901
P.I. = 10+95.60
Y = 270,170.66
X = 640,036.29
DELTA = 93° 23' 02" (RT)
D = 96° 17' 44"
T = 63.12'
L = 96.98'
R = 59.50'
P.C. = 10+32.48
Y = 270,211.48
X = 639,988.14
P.T. = 11+29.45
Y = 270,125.00
X = 639,992.70

CURVE E902
P.I. = 12+47.24
Y = 270,210.20
X = 640,074.04
DELTA = 228° 51' 19" (RT)
D = 107° 05' 42"
T = 117.79'
L = 213.69'
R = 53.50'
P.C. = 11+29.45
Y = 270,125.00
X = 639,992.70
P.T. = 13+43.15
Y = 270,215.40
X = 639,956.37

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - MOON ROAD/FUTURE CTH BD ROUNDABOUT	SHEET 86	E

2

LOCATION MAP

PI 10+00.00 'BC1'
Y = 269,660.28
X = 640,750.19

PI 13+98.84 'BC1'
Y = 269,354.27
X = 640,737.88

PI 13+82.35 'BC6'
Y = 269,673.42
X = 640,731.31

'B' RAMP

39+00'B'

40+00'B'

41+00'B'

10:1 TAPER

10:1 TAPER

30

11+00'BC1'

12+00'BC1'

13+00'BC1'

R=90'

R=5'

BC1 LINE

CURVE BC100

CURVE BC101

CURVE BC102

CURVE BC103

CURVE BC104

CURVE BC200

FUTURE CTH BD

44+00

45+00

45+00

USH 12 WB

46+00

USH 12 EB

CURVE BC305

CURVE BC304

BC2 LINE

BC3 LINE

CURVE BC204

CURVE BC303

CURVE BC201

CURVE BC202

CURVE BC203

CURVE BC505

CURVE BC504

CURVE BC503

CURVE BC502

CURVE BC501

CURVE BC401

CURVE BC402

BC4 LINE

CURVE BC302

CURVE BC301

CURVE BC300

CURVE BC403

Type J Modified

11'

29.5'

18'

40'

96+00'E

95+00'E

CURVE BC604

CURVE BC603

CURVE BC602

CURVE BC601

CURVE BC600

CURVE BC500

CURVE BC506

8' (TYP.) ALL LEGS

7' (TYP.) ALL LEGS

BC6 LINE

FERN DELL ROAD

BC5 LINE

CURVE BC400

LIMITS OF COLORED CONCRETE SIDWALK, 4-INCH

SEEDING TEMPORARY, SEEDING MIXTURE NO. 40,
FERTILIZER TYPE B, EROSION MAT BETWEEN CURB

'C' RAMP

47+00'C'

LEGEND

- CONCRETE CURB & GUTTER, 6-IN SLOPED, 20-IN TYPE J MODIFIED ~~CONCRETE CURB TYPE A~~
- CONCRETE CURB & GUTTER 30-INCH TYPE D
- CONCRETE CURB & GUTTER, 4-INCH SLOPED, 36-INCH TYPE T
- LAYOUT POINT NUMBER
- REJECT CURB AND GUTTER

NOTES:
SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION

ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - FUTURE CTH BD/'C' RAMP/'B' RAMP ROUNDABOUT	SHEET 87	E

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CURVE BC100
P.I. = 11+40.88
Y = 269,545.22
X = 640,668.90
DELTA = 36° 34' 38" (RT)
D = 51° 37' 04"
T = 36.69'
L = 70.86'
R = 111.00'
P.C. = 11+04.19
Y = 269,575.19
X = 640,690.07
P.T. = 11+75.05
Y = 269,533.78
X = 640,634.05

CURVE BC101
P.I. = 11+81.68
Y = 269,531.71
X = 640,627.75
DELTA = 117° 46' 14" (LT)
D = 1432° 23' 40"
T = 6.63'
L = 8.22'
R = 4.00'
P.C. = 11+75.05
Y = 269,533.78
X = 640,634.05
P.T. = 11+83.27
Y = 269,527.10
X = 640,632.52

CURVE BC102
P.I. = 12+19.29
Y = 269,502.06
X = 640,658.41
DELTA = 46° 55' 11" (RT)
D = 69° 01' 52"
T = 36.02'
L = 67.97'
R = 83.00'
P.C. = 11+83.27
Y = 269,527.10
X = 640,632.52
P.T. = 12+51.24
Y = 269,466.04
X = 640,657.80

CURVE BC103
P.I. = 12+93.16
Y = 269,424.13
X = 640,657.09
DELTA = 40° 16' 55" (LT)
D = 85° 30' 58"
T = 24.57'
L = 47.10'
R = 67.00'
P.C. = 12+68.59
Y = 269,448.70
X = 640,657.50
P.T. = 13+15.70
Y = 269,405.12
X = 640,672.66

CURVE BC104
P.I. = 13+39.48
Y = 269,386.71
X = 640,687.72
DELTA = 17° 47' 15" (LT)
D = 37° 41' 41"
T = 23.79'
L = 47.19'
R = 152.00'
P.C. = 13+15.70
Y = 269,405.12
X = 640,672.66
P.T. = 13+62.88
Y = 269,373.79
X = 640,707.69

CURVE BC200
P.I. = 10+19.20
Y = 269,375.05
X = 640,666.25
DELTA = 12° 27' 13" (RT)
D = 32° 33' 16"
T = 19.20'
L = 38.26'
R = 176.00'
P.C. = 10+00.00
Y = 269,363.17
X = 640,681.34
P.T. = 10+38.26
Y = 269,389.91
X = 640,654.09

CURVE BC201
P.I. = 10+56.33
Y = 269,403.90
X = 640,642.63
DELTA = 22° 28' 12" (RT)
D = 62° 57' 45"
T = 18.08'
L = 35.69'
R = 91.00'
P.C. = 10+38.26
Y = 269,389.91
X = 640,654.09
P.T. = 10+73.94
Y = 269,421.20
X = 640,637.40

CURVE BC202
P.I. = 10+81.51
Y = 269,428.44
X = 640,635.20
DELTA = 124° 15' 40" (LT)
D = 1432° 23' 40"
T = 7.56'
L = 8.68'
R = 4.00'
P.C. = 10+73.94
Y = 269,421.20
X = 640,637.40
P.T. = 10+82.62
Y = 269,422.55
X = 640,630.46

CURVE BC203
P.I. = 11+00.34
Y = 269,408.76
X = 640,619.33
DELTA = 27° 50' 20" (RT)
D = 80° 08' 02"
T = 17.72'
L = 34.74'
R = 71.50'
P.C. = 10+82.62
Y = 269,422.55
X = 640,630.46
P.T. = 11+17.36
Y = 269,401.76
X = 640,603.05

CURVE BC204
P.I. = 11+30.28
Y = 269,396.66
X = 640,591.18
DELTA = 130° 10' 23" (LT)
D = 954° 55' 47"
T = 12.92'
L = 13.63'
R = 6.00'
P.C. = 11+17.36
Y = 269,401.76
X = 640,603.05
P.T. = 11+30.99
Y = 269,390.88
X = 640,602.74

CURVE BC205
P.I. = 11+84.75
Y = 269,366.84
X = 640,650.82
DELTA = 11° 40' 18" (RT)
D = 10° 53' 34"
T = 53.76'
L = 107.15'
R = 526.00'
P.C. = 11+30.99
Y = 269,390.88
X = 640,602.74
P.T. = 12+38.14
Y = 269,333.57
X = 640,693.05

CURVE BC300
P.I. = 10+27.42
Y = 269,356.31
X = 640,460.84
DELTA = 6° 04' 19" (LT)
D = 11° 04' 56"
T = 27.42'
L = 54.79'
R = 517.00'
P.C. = 10+00.00
Y = 269,333.10
X = 640,446.24
P.T. = 10+54.79
Y = 269,380.94
X = 640,472.89

CURVE BC301
P.I. = 11+12.91
Y = 269,433.14
X = 640,498.45
DELTA = 122° 15' 23" (RT)
D = 954° 55' 47"
T = 10.88'
L = 12.80'
R = 6.00'
P.C. = 11+02.03
Y = 269,423.37
X = 640,493.67
P.T. = 11+14.84
Y = 269,423.88
X = 640,504.16

CURVE BC302
P.I. = 11+43.08
Y = 269,399.84
X = 640,518.99
DELTA = 37° 35' 13" (LT)
D = 69° 01' 52"
T = 28.24'
L = 54.45'
R = 83.00'
P.C. = 11+14.84
Y = 269,423.88
X = 640,504.16
P.T. = 11+69.28
Y = 269,389.83
X = 640,545.40

CURVE BC303
P.I. = 12+30.27
Y = 269,368.22
X = 640,602.42
DELTA = 13° 51' 08" (RT)
D = 11° 24' 49"
T = 60.98'
L = 121.37'
R = 502.00'
P.C. = 11+69.28
Y = 269,389.83
X = 640,545.40
P.T. = 12+90.65
Y = 269,333.59
X = 640,652.62

CURVE BC304
P.I. = 132+96.00
Y = 269,330.56
X = 640,657.01
DELTA = 22° 23' 33" (RT)
D = 212° 12' 24"
T = 5.34'
L = 10.55'
R = 27.00'
P.C. = 12+90.65
Y = 269,333.59
X = 640,652.62
P.T. = 13+01.21
Y = 269,326.08
X = 640,659.92

CURVE BC305
P.I. = 13+05.59
Y = 269,322.29
X = 640,662.13
DELTA = 21° 33' 54" (LT)
D = 249° 06' 44"
T = 4.38'
L = 8.66'
R = 23.00'
P.C. = 13+01.21
Y = 269,326.08
X = 640,659.92
P.T. = 13+09.86
Y = 269,319.58
X = 640,665.57

CURVE BC400
P.I. = 10+45.17
Y = 269,607.94
X = 640,375.84
DELTA = 5° 01' 21" (LT)
D = 5° 33' 46"
T = 45.17'
L = 90.29'
R = 1,030.00'
P.C. = 10+00.00
Y = 269,639.16
X = 640,343.19
P.T. = 10+90.29
Y = 269,579.69
X = 640,411.09

CURVE BC401
P.I. = 11+51.60
Y = 269,546.42
X = 640,462.59
DELTA = 17° 27' 26" (RT)
D = 37° 41' 41"
T = 23.34'
L = 46.31'
R = 152.00'
P.C. = 11+28.26
Y = 269,559.08
X = 640,442.99
P.T. = 11+74.57
Y = 269,528.46
X = 640,477.49

CURVE BC402
P.I. = 12+10.23
Y = 269,501.02
X = 640,500.25
DELTA = 56° 02' 35" (RT)
D = 85° 30' 58"
T = 35.66'
L = 65.54'
R = 67.00'
P.C. = 11+74.57
Y = 269,528.46
X = 640,477.49
P.T. = 12+40.11
Y = 269,466.80
X = 640,490.21

CURVE BC403
P.I. = 13+09.72
Y = 269,400.01
X = 640,470.59
DELTA = 15° 47' 22" (RT)
D = 11° 24' 49"
T = 69.61'
L = 138.34'
R = 502.00'
P.C. = 12+40.11
Y = 269,466.80
X = 640,490.21
P.T. = 13+78.45
Y = 269,341.07
X = 640,433.54

CURVE BC500
P.I. = 10+51.25
Y = 269,623.97
X = 640,399.58
DELTA = 5° 51' 21" (LT)
D = 5° 43' 05"
T = 51.25'
L = 102.41'
R = 1,002.00'
P.C. = 10+00.00
Y = 269,659.40
X = 640,362.54
P.T. = 11+02.41
Y = 269,592.51
X = 640,440.04

CURVE BC501
P.I. = 11+57.72
Y = 269,558.56
X = 640,483.70
DELTA = 12° 27' 13" (RT)
D = 32° 33' 16"
T = 19.20'
L = 38.26'
R = 176.00'
P.C. = 11+38.51
Y = 269,570.35
X = 640,468.54
P.T. = 11+76.77
Y = 269,543.78
X = 640,495.96

CURVE BC502
P.I. = 11+94.16
Y = 269,530.40
X = 640,507.06
DELTA = 21° 38' 11" (RT)
D = 62° 57' 45"
T = 17.39'
L = 34.36'
R = 91.00'
P.C. = 11+76.77
Y = 269,543.78
X = 640,495.96
P.T. = 12+11.13
Y = 269,513.87
X = 640,512.45

CURVE BC503
P.I. = 12+18.47
Y = 269,506.89
X = 640,514.72
DELTA = 122° 49' 08" (LT)
D = 1432° 23' 40"
T = 7.34'
L = 8.57'
R = 4.00'
P.C. = 12+11.13
Y = 269,513.87
X = 640,512.45
P.T. = 12+19.71
Y = 269,512.58
X = 640,519.35

CURVE BC504
P.I. = 12+35.71
Y = 269,524.99
X = 640,529.46
DELTA = 25° 14' 21" (RT)
D = 80° 08' 02"
T = 16.01
L = 31.50
R = 71.50
P.C. = 12+19.71
Y = 269,512.58
X = 640,519.35
P.T. = 12+51.20
Y = 269,531.92
X = 640,543.89

CURVE BC505
P.I. = 12+63.62
Y = 269,537.28
X = 640,555.08
DELTA = 128° 24' 31" (LT)
D = 954° 55' 47"
T = 12.41
L = 13.45
R = 6.00
P.C. = 12+51.20
Y = 269,531.92
X = 640,543.89
P.T. = 12+64.65
Y = 269,542.72
X = 640,543.92

CURVE BC506
P.I. = 13+46.80
Y = 269,578.70
X = 640,470.07
DELTA = 17° 45' 14" (RT)
D = 10° 53' 34"
T = 82.15
L = 162.99
R = 526.00
P.C. = 12+64.65
Y = 269,542.72
X = 640,543.92
P.T. = 14+27.64
Y = 269,635.48
X = 640,410.70

CURVE BC600
P.I. = 10+29.35
Y = 269,630.39
X = 640,456.53
DELTA = 6° 44' 44" (LT)
D = 11° 30' 19"
T = 29.35
L = 58.63
R = 498.00
P.C. = 10+00.00
Y = 269,650.68
X = 640,435.32
P.T. = 10+58.63
Y = 269,612.74
X = 640,479.97

CURVE BC601
P.I. = 10+62.46
Y = 269,610.43
X = 640,483.03
DELTA = 18° 29' 19" (RT)
D = 249° 06' 43"
T = 3.74
L = 7.42
R = 23.00
P.C. = 10+58.71
Y = 269,612.69
X = 640,480.04
P.T. = 10+66.14
Y = 269,607.35
X = 640,485.15

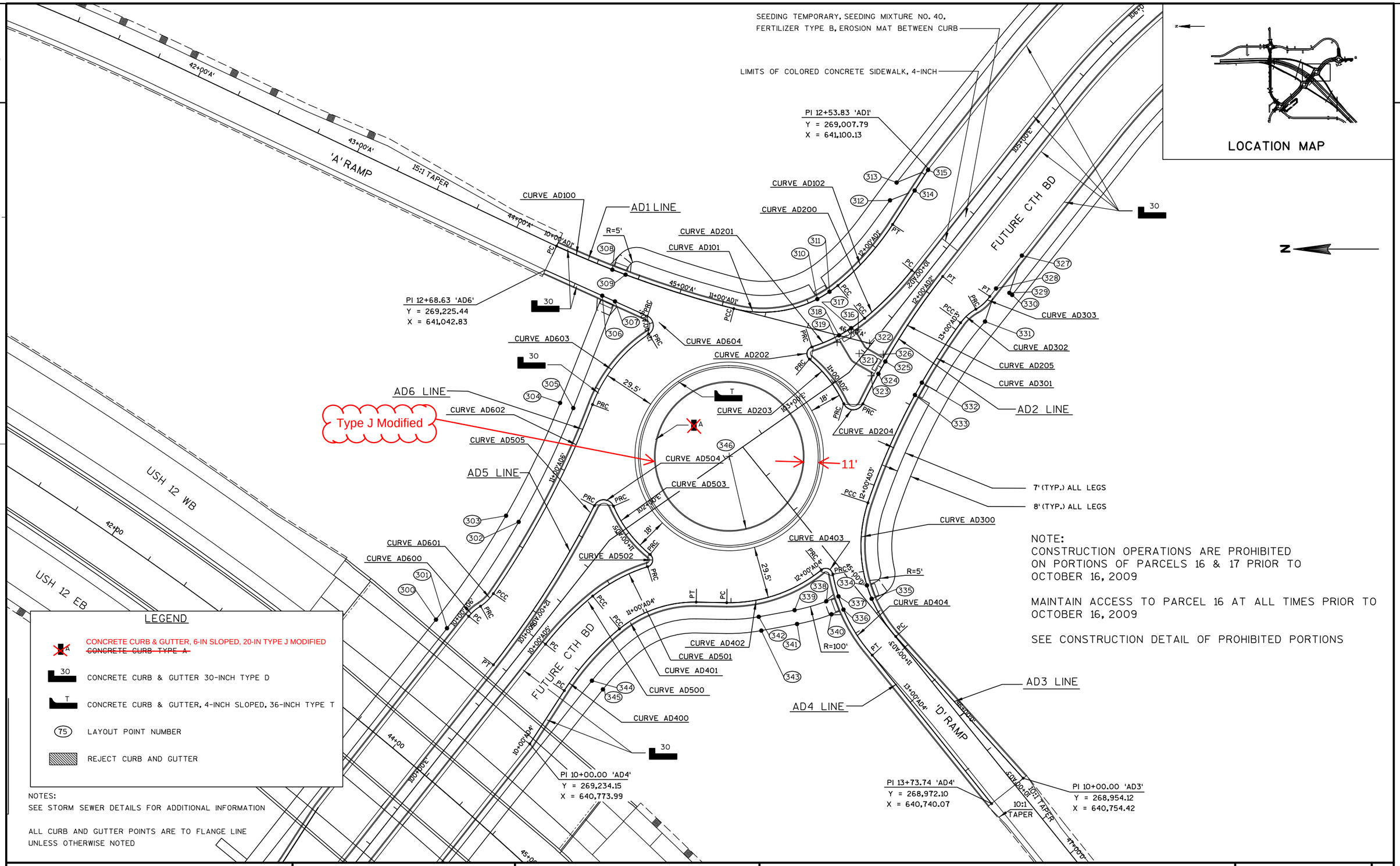
CURVE BC602
P.I. = 10+71.21
Y = 269,603.17
X = 640,488.03
DELTA = 21° 16' 32" (LT)
D = 212° 12' 24"
T = 5.07
L = 10.03
R = 27.00
P.C. = 10+66.14
Y = 269,607.35
X = 640,485.15
P.T. = 10+76.16
Y = 269,600.32
X = 640,492.23

CURVE BC603
P.I. = 11+16.84
Y = 269,577.47
X = 640,525.87
DELTA = 9° 15' 52" (LT)
D = 11° 24' 49"
T = 40.67
L = 81.17
R = 502.00
P.C. = 10+76.16
Y = 269,600.32
X = 640,492.23
P.T. = 11+57.33
Y = 269,560.34
X = 640,562.76

CURVE BC604
P.I. = 12+29.21
Y = 269,530.05
X = 640,627.95
DELTA = 79° 07' 40" (LT)
D = 65° 51' 26"
T = 71.88
L = 120.15
R = 87.00
P.C. = 11+57.33
Y = 269,560.34
X = 640,562.76
P.T. = 12+77.48
Y = 269,588.36
X = 640,669.99

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
200	269,628.37	640,460.27	10+33.47	0.00	BC6	
201	269,615.71	640,476.06	10+53.71	0.00	BC6	
202	269,615.71	640,476.06	10+53.71	0.00	BC6	
203	269,624.94	640,479.66	10+50.89	-9.50	BC6	
204	269,610.85	640,493.67	10+69.04	-8.90	BC6	
205	269,576.16	640,531.58	11+22.36	0.00	BC6	
206	269,572.35	640,538.61	11+30.36	0.00	BC6	
207	269,559.89	640,635.10	12+31.94	0.00	BC6	
208	269,563.51	640,642.25	12+39.96	0.00	BC6	
209	269,542.19	640,653.29	11+54.02	0.00	BC1	
210	269,538.63	640,646.32	11+61.85	0.00	BC1	
211	269,521.09	640,664.36	12+05.05	-21.39	BC1	
212	269,520.36	640,655.65	12+01.74	-13.62	BC1	
213	269,474.28	640,667.44	12+43.73	-9.88	BC1	
214	269,474.15	640,675.44	12+44.32	-17.85	BC1	
215	269,389.48	640,702.07	13+48.73	-9.50	BC1	
216	269,395.77	640,707.02	13+48.74	-17.50	BC1	
217	269,363.75	640,747.66	99+50.00	-49.50	E	
218	269,357.46	640,742.71	99+50.00	-41.50	E	
219	269,300.97	640,667.37	99+25.79	49.50	E	
220	269,307.25	640,672.32	99+25.79	41.50	E	
221	269,372.00	640,564.02	11+93.49	9.50	BC3	
222	269,364.67	640,560.83	11+93.49	17.50	BC3	
223	269,406.26	640,485.29	10+82.98	0.00	BC3	
224	269,399.07	640,481.77	10+74.98	0.00	BC3	
225	269,405.21	640,467.65	13+05.75	0.00	BC4	
226	269,412.55	640,470.83	12+97.75	0.00	BC4	
227	269,516.86	640,485.23	11+88.55	0.00	BC4	
228	269,523.70	640,481.09	11+80.54	0.00	BC4	
229	269,557.83	640,428.98	11+17.18	8.66	BC4	
230	269,561.49	640,418.85	11+06.69	11.08	BC4	
231	269,571.81	640,423.29	11+04.81	0.00	BC4	
232	269,579.38	640,411.58	10+90.87	0.00	BC4	
233	269,540.16	640,502.53	11+83.53	-3.00	BC5	R=1'
234	269,536.13	640,501.66	11+86.31	0.00	BC5	
235	269,529.29	640,505.79	11+94.31	0.00	BC5	
236	269,528.18	640,509.76	11+97.09	-3.00	BC5	R=1'
237	269,540.47	640,515.59	11+89.88	-14.09	BC5	R=4.5'
238	269,547.39	640,528.07	12+80.86	-3.00	BC5	R=1'
239	269,551.41	640,526.88	12+83.78	0.00	BC5	
240	269,555.23	640,519.85	12+91.78	0.00	BC5	
241	269,554.07	640,515.76	12+94.78	-3.00	BC5	R=1'
242	269,546.22	640,509.65	11+82.82	-12.32	BC5	R=4.5'
243	269,467.45	640,574.81	97+46.54	-2.26	E	R=43'



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - FUTURE CTH BD/'A' RAMP/'D' RAMP ROUNDABOUT	SHEET 89	E

2

CURVE AD100
P.I. = 10+53.54
Y = 269,170.27
X = 641,034.17
DELTA = 10° 09' 51" (LT)
D = 9° 31' 03"
T = 53.54
L = 106.79
R = 602.00
P.C. = 10+00.00
Y = 269,218.99
X = 641,056.38
P.T. = 11+06.79
Y = 269,118.40
X = 641,020.92

CURVE AD101
P.I. = 11+40.67
Y = 269,085.57
X = 641,012.53
DELTA = 53° 38' 51" (LT)
D = 85° 30' 58"
T = 33.88
L = 62.73
R = 67.00
P.C. = 11+06.79
Y = 269,118.40
X = 641,020.92
P.T. = 11+69.53
Y = 269,059.36
X = 641,033.99

CURVE AD102
P.I. = 11+93.09
Y = 269,041.13
X = 641,048.92
DELTA = 17° 37' 17" (LT)
D = 37° 41' 41"
T = 23.56
L = 46.75
R = 152.00
P.C. = 11+69.53
Y = 269,059.36
X = 641,033.99
P.T. = 12+16.27
Y = 269,028.28
X = 641,068.67

CURVE AD200
P.I. = 10+19.20
Y = 269,029.30
X = 641,027.59
DELTA = 12° 27' 13" (RT)
D = 32° 33' 16"
T = 19.20
L = 38.26
R = 176.00
P.C. = 10+00.00
Y = 269,017.42
X = 641,042.68
P.T. = 10+38.26
Y = 269,044.16
X = 641,015.43

CURVE AD201
P.I. = 10+55.64
Y = 269,057.61
X = 641,004.41
DELTA = 21° 37' 40" (RT)
D = 62° 57' 45"
T = 17.38
L = 34.35
R = 91.00
P.C. = 10+38.26
Y = 269,044.16
X = 641,015.43
P.T. = 10+72.61
Y = 269,074.17
X = 640,999.13

CURVE AD202
P.I. = 10+79.94
Y = 269,081.16
X = 640,996.90
DELTA = 122° 49' 08" (LT)
D = 1432° 23' 40"
T = 7.34
L = 8.57
R = 4.00
P.C. = 10+72.61
Y = 269,074.17
X = 640,999.13
P.T. = 10+81.18
Y = 269,075.50
X = 640,992.24

CURVE AD203
P.I. = 10+97.53
Y = 269,062.88
X = 640,981.83
DELTA = 25° 46' 01" (RT)
D = 80° 08' 02"
T = 16.35
L = 32.15
R = 71.50
P.C. = 10+81.18
Y = 269,075.50
X = 640,992.24
P.T. = 11+13.33
Y = 269,056.03
X = 640,966.98

CURVE AD204
P.I. = 11+25.99
Y = 269,050.74
X = 640,955.48
DELTA = 129° 16' 36" (LT)
D = 954° 55' 47"
T = 12.66
L = 13.54
R = 6.00
P.C. = 11+13.33
Y = 269,056.03
X = 640,966.98
P.T. = 11+26.87
Y = 269,045.19
X = 640,966.86

CURVE AD205
P.I. = 11+69.79
Y = 269,026.39
X = 641,005.44
DELTA = 12° 14' 48" (RT)
D = 14° 19' 26"
T = 42.91
L = 85.50
R = 400.00
P.C. = 11+26.87
Y = 269,045.19
X = 640,966.86
P.T. = 12+12.37
Y = 268,999.83
X = 641,039.14

CURVE AD300
P.I. = 11+53.05
Y = 269,056.47
X = 640,868.20
DELTA = 60° 26' 48" (RT)
D = 74° 24' 36"
T = 44.86
L = 81.23
R = 77.00
P.C. = 11+08.19
Y = 269,026.47
X = 640,834.85
P.T. = 11+89.42
Y = 269,042.25
X = 640,910.75

CURVE AD301
P.I. = 12+47.55
Y = 269,023.83
X = 640,965.88
DELTA = 17° 34' 32" (RT)
D = 15° 14' 17"
T = 58.13
L = 115.34
R = 376.00
P.C. = 11+89.42
Y = 269,042.25
X = 640,910.75
P.T. = 13+04.76
Y = 268,989.63
X = 641,012.87

CURVE AD302
P.I. = 13+10.68
Y = 268,986.14
X = 641,017.66
DELTA = 24° 42' 42" (RT)
D = 212° 12' 24"
T = 5.91
L = 11.65
R = 27.00
P.C. = 13+04.76
Y = 268,989.63
X = 641,012.87
P.T. = 13+16.41
Y = 268,980.98
X = 641,020.54

CURVE AD303
P.I. = 13+21.92
Y = 268,976.17
X = 641,023.24
DELTA = 26° 58' 02" (LT)
D = 249° 06' 43"
T = 5.51
L = 10.83
R = 23.00
P.C. = 13+16.41
Y = 268,980.98
X = 641,020.54
P.T. = 13+27.23
Y = 268,973.10
X = 641,027.82

CURVE AD400
P.I. = 10+59.74
Y = 269,201.71
X = 640,824.15
DELTA = 17° 47' 15" (RT)
D = 37° 41' 40"
T = 23.79
L = 47.19
R = 152.00
P.C. = 10+35.95
Y = 269,214.63
X = 640,804.18
P.T. = 10+83.14
Y = 269,183.30
X = 640,839.22

CURVE AD401
P.I. = 11+07.71
Y = 269,164.29
X = 640,854.78
DELTA = 40° 16' 55" (RT)
D = 85° 30' 58"
T = 24.57
L = 47.10
R = 67.00
P.C. = 10+83.14
Y = 269,183.30
X = 640,839.22
P.T. = 11+30.24
Y = 269,139.72
X = 640,854.37

CURVE AD402
P.I. = 11+77.84
Y = 269,092.13
X = 640,853.56
DELTA = 40° 03' 03" (LT)
D = 69° 01' 52"
T = 30.25
L = 58.02
R = 83.00
P.C. = 11+47.59
Y = 269,122.38
X = 640,854.07
P.T. = 12+05.61
Y = 269,068.65
X = 640,872.63

CURVE AD403
P.I. = 12+12.39
Y = 269,063.38
X = 640,876.91
DELTA = 118° 54' 28" (RT)
D = 1432° 23' 40"
T = 6.78
L = 8.30
R = 4.00
P.C. = 12+05.61
Y = 269,068.65
X = 640,872.63
P.T. = 12+13.91
Y = 269,062.19
X = 640,870.24

CURVE AD404
P.I. = 12+40.47
Y = 269,057.50
X = 640,844.09
DELTA = 31° 33' 24" (LT)
D = 60° 57' 11"
T = 26.56
L = 51.77
R = 94.00
P.C. = 12+13.91
Y = 269,062.19
X = 640,870.24
P.T. = 12+65.68
Y = 269,039.82
X = 640,824.27

CURVE AD500
P.I. = 10+19.20
Y = 269,213.36
X = 640,845.62
DELTA = 12° 27' 13" (RT)
D = 32° 33' 16"
T = 19.20
L = 38.26
R = 176.00
P.C. = 10+00.00
Y = 269,225.25
X = 640,830.53
P.T. = 10+38.26
Y = 269,198.51
X = 640,857.78

CURVE AD501
P.I. = 10+56.33
Y = 269,184.52
X = 640,869.24
DELTA = 22° 28' 12" (RT)
D = 62° 57' 45"
T = 18.08
L = 35.69
R = 91.00
P.C. = 10+38.26
Y = 269,198.51
X = 640,857.78
P.T. = 10+73.94
Y = 269,167.22
X = 640,874.47

CURVE AD502
P.I. = 10+81.51
Y = 269,159.98
X = 640,876.67
DELTA = 124° 15' 40" (LT)
D = 1432° 23' 40"
T = 7.56
L = 8.68
R = 4.00
P.C. = 10+73.94
Y = 269,167.22
X = 640,874.47
P.T. = 10+82.62
Y = 269,165.87
X = 640,881.42

CURVE AD503
P.I. = 11+00.34
Y = 269,179.66
X = 640,892.54
DELTA = 27° 50' 20" (RT)
D = 80° 08' 02"
T = 17.72
L = 34.74
R = 71.50
P.C. = 10+82.62
Y = 269,165.87
X = 640,881.42
P.T. = 11+17.36
Y = 269,186.66
X = 640,908.82

CURVE AD504
P.I. = 11+30.28
Y = 269,191.76
X = 640,920.69
DELTA = 130° 10' 23" (LT)
D = 954° 55' 47"
T = 12.92
L = 13.63
R = 6.00
P.C. = 11+17.36
Y = 269,186.66
X = 640,908.82
P.T. = 11+30.99
Y = 269,197.54
X = 640,909.13

CURVE AD505
P.I. = 11+84.75
Y = 269,221.58
X = 640,861.05
DELTA = 11° 40' 18" (RT)
D = 10° 53' 34"
T = 53.76
L = 107.15
R = 526.00
P.C. = 11+30.99
Y = 269,197.54
X = 640,909.13
P.T. = 12+38.14
Y = 269,254.85
X = 640,818.82

CURVE AD600
P.I. = 10+04.50
Y = 269,266.06
X = 640,849.84
DELTA = 22° 08' 03" (RT)
D = 249° 06' 43"
T = 4.50
L = 8.89
R = 23.00
P.C. = 10+00.00
Y = 269,268.84
X = 640,846.30
P.T. = 10+08.89
Y = 269,262.15
X = 640,852.06

CURVE AD601
P.I. = 10+14.10
Y = 269,257.80
X = 640,854.94
DELTA = 21° 50' 55" (LT)
D = 212° 12' 24"
T = 5.21
L = 10.30
R = 27.00
P.C. = 10+08.89
Y = 269,262.15
X = 640,852.06
P.T. = 10+19.18
Y = 269,254.84
X = 640,859.23

CURVE AD602
P.I. = 10+80.18
Y = 269,220.20
X = 640,909.43
DELTA = 13° 51' 20" (LT)
D = 11° 24' 49"
T = 61.00
L = 121.40
R = 502.00
P.C. = 10+19.18
Y = 269,254.84
X = 640,859.23
P.T. = 11+40.58
Y = 269,198.59
X = 640,966.47

CURVE AD603
P.I. = 11+67.36
Y = 269,189.10
X = 640,991.52
DELTA = 35° 45' 60" (RT)
D = 69° 01' 52"
T = 26.78
L = 51.81
R = 83.00
P.C. = 11+40.58
Y = 269,198.59
X = 640,966.47
P.T. = 11+92.39
Y = 269,166.76
X = 641,006.29

CURVE AD604
P.I. = 12+03.27
Y = 269,157.68
X = 641,012.29
DELTA = 122° 51' 23" (LT)
D = 954° 55' 47"
T = 10.88
L = 12.80
R = 6.00
P.C. = 11+92.39
Y = 269,166.76
X = 641,006.29
P.T. = 12+05.19
Y = 269,167.61
X = 641,016.76

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
300	269,287.45	640,844.50	100+73.29	-49.50	E	
301	269,281.16	640,839.55	100+73.29	-41.50	E	
302	269,240.47	640,899.88	10+61.66	-9.50	AD6	
303	269,247.70	640,903.37	10+61.08	-17.50	AD6	
304	269,216.98	640,967.42	11+34.74	-17.50	AD6	
305	269,209.53	640,964.50	11+34.74	-9.50	AD6	
306	269,193.11	641,028.26	12+33.17	0.00	AD6	
307	269,185.81	641,024.97	12+25.16	0.00	AD6	
308	269,187.32	641,043.02	10+34.37	0.00	AD1	
309	269,179.84	641,040.18	10+42.37	0.00	AD1	
310	269,070.97	641,026.36	11+55.61	0.00	AD1	
311	269,064.10	641,030.46	11+63.62	0.00	AD1	
312	269,029.70	641,082.30	12+26.92	-8.63	AD1	
313	269,025.96	641,092.43	12+37.46	-11.02	AD1	
314	269,015.75	641,087.92	12+39.25	0.00	AD1	
315	269,008.14	641,099.61	12+53.20	0.00	AD1	
316	269,047.75	641,008.93	10+44.94	-3.00	AD2	R=1'
317	269,051.78	641,009.82	10+47.72	0.00	AD2	
318	269,058.65	641,005.72	10+55.72	0.00	AD2	
319	269,059.77	641,001.76	10+58.50	-3.00	AD2	
321	269,047.24	640,995.39	10+51.29	-14.63	AD2	R=4.5'
322	269,041.44	641,001.28	10+44.27	-12.89	AD2	R=4.5'
323	269,040.39	640,982.79	11+43.17	-3.00	AD2	R=1'
324	269,036.36	640,983.93	11+46.09	0.00	AD2	
325	269,032.44	640,990.90	11+54.09	0.00	AD2	
326	269,033.54	640,994.99	11+57.07	-3.00	AD2	R=1'
327	268,954.87	641,050.96	104+48.37	36.00	E	
328	268,969.56	641,032.32	104+24.63	36.00	E	
329	268,961.95	641,029.86	104+27.41	43.50	E	
330	268,960.37	641,028.63	104+27.41	45.50	E	
331	268,975.86	641,013.55	13+17.18	8.63	AD3	
332	269,011.65	640,978.92	12+64.27	0.00	AD3	
333	269,015.56	640,971.94	12+56.27	0.00	AD3	
334	269,042.86	640,863.85	11+41.76	0.00	AD3	
335	269,040.13	640,856.33	11+33.76	0.00	AD3	
336	269,056.19	640,850.11	12+34.96	0.00	AD4	
337	269,059.00	640,857.60	12+26.95	0.00	AD4	
338	269,065.91	640,854.92	12+27.32	7.40	AD4	
339	269,083.94	640,849.82	11+82.32	11.78	AD4	
340	269,063.02	640,847.46	12+34.74	7.32	AD4	
341	269,082.49	640,841.96	11+80.91	19.60	AD4	
342	269,104.24	640,846.09	11+64.09	9.50	AD4	
343	269,102.79	640,838.22	11+64.09	17.50	AD4	
344	269,198.94	640,809.80	10+50.10	9.50	AD4	
345	269,192.65	640,804.85	10+50.10	17.50	AD4	
346	269,120.97	640,937.06	102+52.56	0.00	E	R=43'

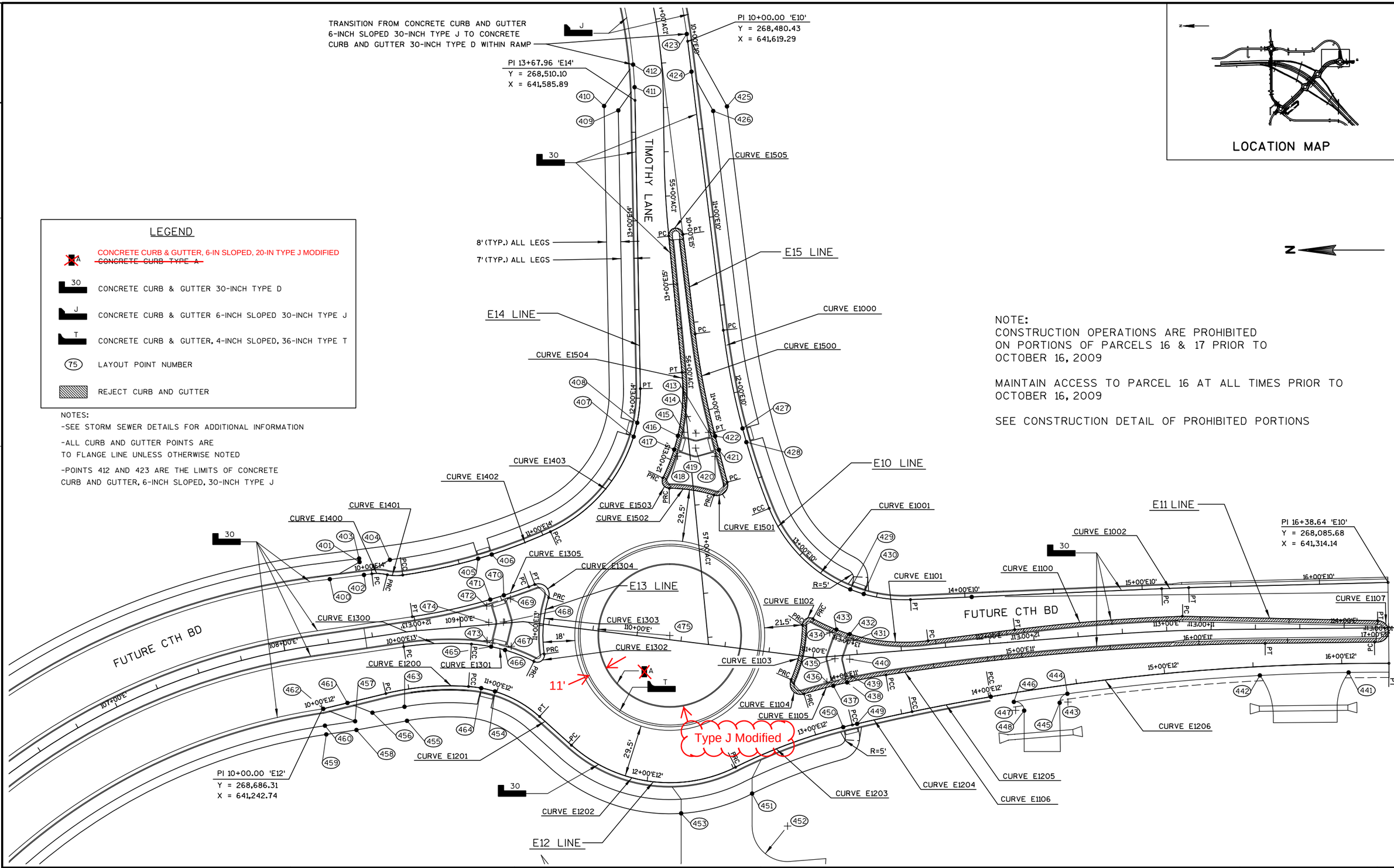
TRANSITION FROM CONCRETE CURB AND GUTTER
6-INCH SLOPED 30-INCH TYPE J TO CONCRETE
CURB AND GUTTER 30-INCH TYPE D WITHIN RAMP

PI 10+00.00 'E10'
Y = 268,480.43
X = 641,619.29

PI 13+67.96 'E14'
Y = 268,510.10
X = 641,585.89

PI 10+00.00 'E12'
Y = 268,686.31
X = 641,242.74

PI 16+38.64 'E10'
Y = 268,085.68
X = 641,314.14



LOCATION MAP

N

NOTE:
CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 & 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAIL OF PROHIBITED PORTIONS

LEGEND

~~A~~	CONCRETE CURB & GUTTER, 6-IN SLOPED, 20-IN TYPE J MODIFIED ~~CONCRETE CURB TYPE A~~
30	CONCRETE CURB & GUTTER 30-INCH TYPE D
J	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J
T	CONCRETE CURB & GUTTER, 4-INCH SLOPED, 36-INCH TYPE T
(75)	LAYOUT POINT NUMBER
	REJECT CURB AND GUTTER

NOTES:
-SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION
-ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE UNLESS OTHERWISE NOTED
-POINTS 412 AND 423 ARE THE LIMITS OF CONCRETE CURB AND GUTTER, 6-INCH SLOPED, 30-INCH TYPE J

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - FUTURE CTH BD/TIMOTHY LANE ROUNDABOUT	SHEET 91	E

2

CURVE E1000
P.I. = 12+16.50
Y = 268,453.95
X = 641,404.41
DELTA = 14° 49' 14" (LT)
D = 4° 24' 26"
T = 52.28
L = 103.98
R = 402.00
P.C. = 11+64.22
Y = 268,460.35
X = 641,456.30
P.T. = 12+68.21
Y = 268,434.50
X = 641,355.88

CURVE E1001
P.I. = 13+26.31
Y = 268,412.88
X = 641,301.94
DELTA = 70° 38' 49" (LT)
D = 69° 52' 22"
T = 58.11
L = 101.11
R = 82.00
P.C. = 12+68.21
Y = 268,434.50
X = 641,355.88
P.T. = 13+69.31
Y = 268,354.82
X = 641,304.47

CURVE E1002
P.I. = 15+18.66
Y = 268,205.61
X = 641,310.95
DELTA = 0° 51' 26" (RT)
D = 5° 37' 42"
T = 7.62
L = 15.23
R = 1,018.00
P.C. = 15+11.05
Y = 268,213.22
X = 641,310.62
P.T. = 15+26.28
Y = 268,198.00
X = 641,311.17

CURVE E1100
P.I. = 11+57.57
Y = 268,248.98
X = 641,293.52
DELTA = 5° 25' 44.27" (LT)
D = 5° 43' 05.31"
T = 47.51
L = 94.94
R = 1,002.00
P.C. = 11+10.07
Y = 268,201.50
X = 641,295.06
P.T. = 12+05.01
Y = 268,296.10
X = 641,287.49

CURVE E1101
P.I. = 12+89.02
Y = 268,379.44
X = 641,276.83
DELTA = 36° 19' 50.15" (RT)
D = 54° 03' 09.44"
T = 34.78
L = 67.21
R = 106.00
P.C. = 12+54.24
Y = 268,344.94
X = 641,281.24
P.T. = 13+21.46
Y = 268,409.84
X = 641,293.72

CURVE E1102
P.I. = 13+28.28
Y = 268,415.81
X = 641,297.03
DELTA = 119° 14' 23.52" (LT)
D = 1432° 23' 40.16"
T = 6.82
L = 8.32
R = 4.00
P.C. = 13+21.46
Y = 268,409.84
X = 641,293.72
P.T. = 13+29.78
Y = 268,415.79
X = 641,290.20

CURVE E1103
P.I. = 13+45.87
Y = 268,415.73
X = 641,274.11
DELTA = 23° 45' 24.46" (RT)
D = 74° 53' 47.20"
T = 16.09
L = 31.72
R = 76.50
P.C. = 13+29.78
Y = 268,415.79
X = 641,290.20
P.T. = 13+61.50
Y = 268,422.16
X = 641,259.36

CURVE E1104
P.I. = 13+74.60
Y = 268,427.40
X = 641,247.36
DELTA = 130° 47' 12.02" (LT)
D = 954° 55' 46.77"
T = 13.10
L = 13.70
R = 6.00
P.C. = 13+61.50
Y = 268,422.16
X = 641,259.36
P.T. = 13+75.20
Y = 268,414.89
X = 641,251.24

CURVE E1105
P.I. = 13+98.98
Y = 268,392.17
X = 641,258.28
DELTA = 8° 20' 36.51" (RT)
D = 17° 34' 31.41"
T = 23.78
L = 47.47
R = 326.00
P.C. = 13+75.20
Y = 268,414.89
X = 641,251.24
P.T. = 14+22.67
Y = 268,368.68
X = 641,261.95

CURVE E1106
P.I. = 15+30.18
Y = 268,262.46
X = 641,278.55
DELTA = 8° 12' 35.07" (RT)
D = 3° 49' 29.35"
T = 107.51
L = 214.64
R = 1,498.00
P.C. = 14+22.67
Y = 268,368.68
X = 641,261.95
P.T. = 16+37.31
Y = 268,154.97
X = 641,279.82

CURVE E1107
P.I. = 1442+86.90
Y = 410,667.33
X = 639,598.78
DELTA = 180° 00' 17.36" (LT)
D = 954° 55' 46.77"
T = 142,585.93
L = 18.85
R = 6.00
P.C. = 17+00.97
Y = 268,091.32
X = 641,280.57
P.T. = 17+19.82
Y = 268,091.46
X = 641,292.57

CURVE E1200
P.I. = 10+60.45
Y = 268,627.58
X = 641,257.08
DELTA = 17° 41' 58" (RT)
D = 37° 41' 40"
T = 23.67
L = 46.96
R = 152.00
P.C. = 10+36.79
Y = 268,650.57
X = 641,251.47
P.T. = 10+83.74
Y = 268,603.97
X = 641,255.43

CURVE E1201
P.I. = 11+06.73
Y = 268,581.03
X = 641,253.84
DELTA = 37° 52' 52" (RT)
D = 85° 30' 58"
T = 22.99
L = 44.30
R = 67.00
P.C. = 10+83.74
Y = 268,603.97
X = 641,255.43
P.T. = 11+28.04
Y = 268,563.91
X = 641,238.49

CURVE E1202
P.I. = 12+08.62
Y = 268,503.90
X = 641,184.72
DELTA = 68° 26' 05" (LT)
D = 69° 01' 52"
T = 56.44
L = 99.14
R = 83.00
P.C. = 11+52.17
Y = 268,545.94
X = 641,222.39
P.T. = 12+51.31
Y = 268,453.42
X = 641,209.97

CURVE E1203
P.I. = 12+86.53
Y = 268,421.92
X = 641,225.72
DELTA = 13° 18' 09" (RT)
D = 18° 58' 20"
T = 35.22
L = 70.12
R = 302.00
P.C. = 12+51.31
Y = 268,453.42
X = 641,209.97
P.T. = 13+21.43
Y = 268,387.65
X = 641,233.80

CURVE E1204
P.I. = 13+38.69
Y = 268,370.84
X = 641,237.76
DELTA = 1° 31' 18" (RT)
D = 4° 24' 26"
T = 17.26
L = 34.52
R = 1,300.00
P.C. = 13+21.43
Y = 268,387.65
X = 641,233.80
P.T. = 13+55.95
Y = 268,353.94
X = 641,241.28

CURVE E1205
P.I. = 13+78.50
Y = 268,331.86
X = 641,245.87
DELTA = 1° 59' 16" (RT)
D = 4° 24' 26"
T = 22.55
L = 45.10
R = 1,300.00
P.C. = 13+55.95
Y = 268,353.94
X = 641,241.28
P.T. = 14+01.05
Y = 268,309.64
X = 641,249.69

CURVE E1206
P.I. = 15+14.10
Y = 268,198.22
X = 641,268.85
DELTA = 9° 56' 24" (RT)
D = 4° 24' 26"
T = 113.05
L = 225.53
R = 1,300.00
P.C. = 14+01.05
Y = 268,309.64
X = 641,249.69
P.T. = 16+26.58
Y = 268,085.17
X = 641,268.49

CURVE E1300
P.I. = 10+19.20
Y = 268,621.46
X = 641,280.71
DELTA = 12° 27' 13" (RT)
D = 32° 33' 16"
T = 19.20
L = 38.26
R = 176.00
P.C. = 10+00.00
Y = 268,640.45
X = 641,277.88
P.T. = 10+38.26
Y = 268,602.30
X = 641,279.38

CURVE E1301
P.I. = 10+56.93
Y = 268,583.67
X = 641,278.08
DELTA = 23° 11' 59" (RT)
D = 62° 57' 45"
T = 18.68
L = 36.85
R = 91.00
P.C. = 10+38.26
Y = 268,602.30
X = 641,279.38
P.T. = 10+75.10
Y = 268,567.05
X = 641,269.55

CURVE E1302
P.I. = 10+82.89
Y = 268,560.12
X = 641,265.99
DELTA = 125° 37' 58" (LT)
D = 1432° 23' 40"
T = 7.79
L = 8.77
R = 4.00
P.C. = 10+75.10
Y = 268,567.05
X = 641,269.55
P.T. = 10+83.87
Y = 268,561.27
X = 641,273.69

CURVE E1303
P.I. = 11+00.27
Y = 268,563.68
X = 641,289.91
DELTA = 25° 49' 45" (RT)
D = 80° 08' 02"
T = 16.39
L = 32.23
R = 71.50
P.C. = 10+83.87
Y = 268,561.27
X = 641,273.69
P.T. = 11+16.11
Y = 268,558.78
X = 641,305.56

CURVE E1304
P.I. = 11+28.35
Y = 268,555.12
X = 641,317.24
DELTA = 127° 47' 59" (LT)
D = 954° 55' 47"
T = 12.25
L = 13.38
R = 6.00
P.C. = 11+16.11
Y = 268,558.78
X = 641,305.56
P.T. = 11+29.49
Y = 268,566.60
X = 641,312.97

CURVE E1305
P.I. = 11+67.17
Y = 268,601.92
X = 641,299.82
DELTA = 11° 56' 07" (RT)
D = 17° 34' 31"
T = 34.08
L = 67.91
R = 326.00
P.C. = 11+33.10
Y = 268,569.98
X = 641,311.71
P.T. = 12+01.00
Y = 268,635.62
X = 641,294.79

CURVE E1400
P.I. = 10+04.46
Y = 268,654.05
X = 641,319.55
DELTA = 21° 57' 41" (RT)
D = 249° 06' 43"
T = 4.46
L = 8.82
R = 23.00
P.C. = 10+00.00
Y = 268,658.48
X = 641,318.98
P.T. = 10+08.82
Y = 268,649.74
X = 641,318.42

CURVE E1401
P.I. = 10+13.20
Y = 268,645.42
X = 641,317.63
DELTA = 18° 27' 01" (LT)
D = 212° 12' 24"
T = 4.39
L = 8.69
R = 27.00
P.C. = 10+08.82
Y = 268,649.74
X = 641,318.42
P.T. = 10+17.51
Y = 268,641.08
X = 641,318.25

CURVE E1402
P.I. = 10+61.36
Y = 268,597.67
X = 641,324.44
DELTA = 16° 31' 21" (LT)
D = 18° 58' 20"
T = 43.85
L = 87.09
R = 302.00
P.C. = 10+17.51
Y = 268,641.08
X = 641,318.25
P.T. = 11+04.60
Y = 268,557.82
X = 641,342.72

CURVE E1403
P.I. = 11+61.55
Y = 268,556.05
X = 641,366.47
DELTA = 66° 25' 07" (LT)
D = 65° 51' 26"
T = 56.95
L = 100.85
R = 87.00
P.C. = 11+04.60
Y = 268,557.82
X = 641,342.72
P.T. = 12+05.45
Y = 268,507.10
X = 641,423.41

CURVE E1500
P.I. = 10+84.97
Y = 268,472.74
X = 641,426.07
DELTA = 7° 47' 52" (LT)
D = 13° 42' 26"
T = 28.49
L = 56.89
R = 418.00
P.C. = 10+56.48
Y = 268,476.23
X = 641,454.34
P.T. = 11+13.37
Y = 268,465.45
X = 641,398.53

CURVE E1501
P.I. = 11+53.09
Y = 268,455.29
X = 641,360.13
DELTA = 122° 15' 23" (RT)
D = 954° 55' 47"
T = 10.88
L = 12.80
R = 6.00
P.C. = 11+42.21
Y = 268,458.08
X = 641,370.64
P.T. = 11+55.01
Y = 268,465.68
X = 641,363.39

CURVE E1502
P.I. = 11+67.87
Y = 268,477.95
X = 641,367.24
DELTA = 17° 36' 59" (LT)
D = 69° 01' 52"
T = 12.86
L = 25.52
R = 83.00
P.C. = 11+55.01
Y = 268,465.68
X = 641,363.39
P.T. = 11+80.53
Y = 268,490.81
X = 641,367.20

CURVE E1503
P.I. = 11+86.97
Y = 268,497.24
X = 641,367.18
DELTA = 116° 17' 13" (RT)
D = 1432° 23' 40"
T = 6.44
L = 8.12
R = 4.00
P.C. = 11+80.53
Y = 268,490.81
X = 641,367.20
P.T. = 11+88.65
Y = 268,494.41
X = 641,372.96

CURVE E1504
P.I. = 12+20.12
Y = 268,480.56
X = 641,401.22
DELTA = 31° 39' 39" (LT)
D = 51° 37' 04"
T = 31.47
L = 61.34
R = 111.00
P.C. = 11+88.65
Y = 268,494.41
X = 641,372.96
P.T. = 12+49.99
Y = 268,483.61
X = 641,432.55

CURVE E1505
P.I. = 17+53.27
Y = 268,535.22
X = 641,933.17
DELTA = 178° 55' 26" (RT)
D = 1432° 23' 40"
T = 425.97
L = 12.49
R = 4.00
P.C. = 13+27.30
Y = 268,491.08
X = 641,509.49
P.T. = 13+39.79
Y = 268,483.13
X = 641,510.40

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
400	268,682.13	641,315.94	108+31.03	-35.78	E	
401	268,665.37	641,325.65	108+49.03	-42.92	E	
402	268,662.92	641,318.41	108+50.39	-35.39	E	
403	268,665.63	641,327.64	108+49.07	-44.92	E	
404	268,648.31	641,326.88	10+08.26	-8.55	E14	
405	268,598.51	641,327.50	10+61.11	0.00	E14	
406	268,590.87	641,329.86	10+69.11	0.00	E14	
407	268,510.90	641,396.33	11+78.00	0.00	E14	
408	268,508.91	641,404.10	11+86.01	0.00	E14	
409	268,519.50	641,580.28	13+62.52	-9.50	E14	
410	268,527.55	641,582.73	13+65.13	-17.50	E14	
411	268,510.34	641,593.35	54+37.85	16.00	AC1	
412	268,511.20	641,606.07	54+24.38	16.00	AC1	
413	268,468.61	641,398.71	11+12.40	3.00	E15	R=1'
414	268,475.78	641,398.26	12+17.42	9.63	E15	R=4.5'
415	268,482.43	641,398.80	12+16.68	3.00	E15	R=1'
416	268,485.95	641,396.78	12+13.98	0.00	E15	
417	268,488.03	641,389.05	12+05.97	0.00	E15	
418	268,486.10	641,385.28	12+03.03	3.00	E15	R=1'
419	268,475.93	641,389.91	12+09.96	11.39	E15	R=4.5'
420	268,465.02	641,385.17	11+26.39	3.00	E15	R=1'
421	268,462.90	641,388.88	11+23.35	0.00	E15	
422	268,464.95	641,396.62	11+15.35	0.00	E15	
423	268,480.96	641,623.36	54+10.59	-16.00	AC1	
424	268,478.31	641,602.10	10+17.31	0.00	E10	
425	268,458.26	641,582.45	10+39.27	-17.50	E10	
426	268,466.01	641,579.93	10+40.83	-9.50	E10	
427	268,449.54	641,400.93	12+20.68	0.00	E10	
428	268,447.38	641,393.23	12+28.68	0.00	E10	
429	268,388.78	641,310.23	13+34.61	0.00	E10	
430	268,381.22	641,307.63	13+42.61	0.00	E10	
431	268,387.11	641,281.24	12+93.93	-3.00	E11	R=1'
432	268,389.02	641,284.91	12+96.74	0.00	E11	
433	268,396.59	641,287.51	13+04.75	0.00	E11	
434	268,400.35	641,285.79	13+07.56	-3.00	E11	R=1'
435	268,397.42	641,271.23	13+94.78	-14.68	E11	R=4.5'
436	268,401.97	641,258.05	13+87.36	-3.00	E11	R=1'
437	268,398.37	641,255.89	13+90.30	0.00	E11	
438	268,390.59	641,257.75	13+98.30	0.00	E11	
439	268,388.36	641,261.32	14+01.24	-3.00	E11	R=1'
440	268,389.10	641,270.84	14+02.49	-12.46	E11	R=4.5'
441	268,109.89	641,260.35	16+01.73	7.99	E12	
442	268,155.99	641,258.78	15+55.32	8.00	E12	
443	268,265.78	641,246.37	14+44.05	10.00	E12	R=5'
444	268,266.47	641,251.32	14+44.05	5.00	E12	
445	268,270.78	641,246.30	14+39.05	9.38	E12	
446	268,296.58	641,246.80	14+13.47	5.00	E12	
447	268,295.78	641,241.87	14+13.47	10.00	E12	R=5'
448	268,290.78	641,241.88	14+18.45	10.78	E12	
449	268,384.98	641,234.43	13+24.16	0.00	E12	
450	268,392.76	641,232.55	13+16.16	0.00	E12	
451	268,444.11	641,195.07	12+53.08	17.48	E12	
452	268,424.12	641,176.75	12+64.52	42.56	E12	R=20'
453	268,484.12	641,183.91	12+18.13	17.50	E12	
454	268,589.05	641,252.67	10+98.95	0.00	E12	
455	268,638.60	641,236.13	10+45.82	17.50	E12	
456	268,658.17	641,240.70	10+26.85	8.66	E12	
457	268,667.85	641,235.89	10+16.30	11.04	E12	
458	268,667.12	641,230.94	10+15.84	16.02	E12	
459	268,684.17	641,228.40	108+16.11	50.50	E	
460	268,684.91	641,233.35	108+16.11	45.50	E	
461	268,672.23	641,246.18	10+14.49	0.00	E12	
462	268,685.78	641,242.87	10+00.54	0.00	E12	
463	268,640.03	641,244.00	10+45.82	9.50	E12	
464	268,596.83	641,254.55	10+90.94	0.00	E12	
465	268,591.19	641,277.91	10+49.47	0.00	E13	
466	268,583.42	641,276.04	10+57.47	0.00	E13	
467	268,579.84	641,278.08	10+60.25	-3.00	E13	R=1'
468	268,584.26	641,291.74	11+52.60	-14.34	E13	R=4.5'
469	268,580.33	641,304.89	11+45.07	-3.00	E13	R=1'
470	268,584.04	641,306.84	11+47.98	0.00	E13	
471	268,591.69	641,304.49	11+55.98	0.00	E13	
472	268,593.72	641,300.78	11+58.94	-3.00	E13	R=1'
473	268,593.45	641,281.36	10+46.69	-3.00	E13	R=1'
474	268,592.54	641,291.53	11+60.29	-12.22	E13	R=4.5'
475	268,490.54	641,284.20	110+18.35	-2.37	E	R=43'

USH 12 EB

LEGEND

- CONCRETE CURB & GUTTER, 6-IN SLOPED, 20-IN TYPE J MODIFIED ~~CONCRETE CURB TYPE A~~
- 30 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- T — CONCRETE CURB & GUTTER, 4-INCH SLOPED, 36-INCH TYPE T
- (75) — LAYOUT POINT NUMBER
- REJECT CURB AND GUTTER

NOTES:
SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION

ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE
UNLESS OTHERWISE NOTED

LOCATION MAP

N. REEDSBURG ROAD

HJ1 LINE
HJ2 LINE
HJ3 LINE
HJ4 LINE
HJ5 LINE
HJ6 LINE

CURVE HJ100
CURVE HJ101
CURVE HJ102
CURVE HJ103
CURVE HJ104
CURVE HJ200
CURVE HJ201
CURVE HJ202
CURVE HJ203
CURVE HJ204
CURVE HJ300
CURVE HJ301
CURVE HJ302
CURVE HJ400
CURVE HJ401
CURVE HJ402
CURVE HJ403
CURVE HJ500
CURVE HJ501
CURVE HJ502
CURVE HJ503
CURVE HJ504
CURVE HJ505
CURVE HJ506
CURVE HJ600
CURVE HJ601
CURVE HJ602
CURVE HJ603

'J' RAMP
'H' RAMP

PI 10+00.00 'HJ1'
Y = 260,154.26
X = 638,683.19

PI 13+65.84 'HJ6'
Y = 260,155.12
X = 638,660.17

PI 10+00.00 'HJ3'
Y = 259,774.54
X = 638,664.08

PI 14+51.33 'HJ4'
Y = 259,771.74
X = 638,649.34

PI 10+00.00 'HJ4'
Y = 259,908.92
X = 638,297.34

PI 10+00.00 'HJ6'
Y = 259,964.18
X = 638,426.70

Type J Modified

11'

19' (TYP.)

R=100'

R=5'

CS-4

10:1 TAPER

MATCH LINE 10+00 'HJ6'

MATCH LINE 10+00 'HJ6'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - N. REEDSBURG RD./'J' RAMP/'N' RAMP ROUNDABOUT	SHEET 93	E

CURVE HJ100
P.I. = 11+04.27
Y = 260,050.04
X = 638,680.21
DELTA = 25° 03' 43" (RT)
D = 68° 12' 33"
T = 18.67
L = 36.74
R = 84.00
P.C. = 10+85.60
Y = 260,068.70
X = 638,680.74
P.T. = 11+22.34
Y = 260,033.36
X = 638,671.82

CURVE HJ102
P.I. = 11+69.99
Y = 260,028.45
X = 638,714.88
DELTA = 50° 47' 52" (RT)
D = 69° 01' 52"
T = 39.41
L = 73.59
R = 83.00
P.C. = 11+30.58
Y = 260,027.56
X = 638,675.48
P.T. = 12+04.17
Y = 259,998.48
X = 638,740.47

CURVE HJ103
P.I. = 12+47.22
Y = 259,965.74
X = 638,768.43
DELTA = 36° 51' 37" (LT)
D = 85° 30' 58"
T = 22.33
L = 43.10
R = 67.00
P.C. = 12+24.90
Y = 259,982.71
X = 638,753.93
P.T. = 12+68.00
Y = 259,960.85
X = 638,790.21

CURVE HJ104
P.I. = 12+84.59
Y = 259,957.22
X = 638,806.40
DELTA = 12° 27' 18" (LT)
D = 37° 41' 40"
T = 16.59
L = 33.04
R = 152.00
P.C. = 12+68.00
Y = 259,960.85
X = 638,790.21
P.T. = 13+01.04
Y = 259,957.16
X = 638,822.99

CURVE HJ101
P.I. = 12+49.00
Y = 260,027.41
X = 638,668.82
DELTA = 117° 59' 36" (LT)
D = 1432° 23' 40"
T = 6.66
L = 8.24
R = 4.00
P.C. = 11+22.34
Y = 260,033.36
X = 638,671.82
P.T. = 11+30.58
Y = 260,027.56
X = 638,675.48

CURVE HJ200
P.I. = 10+21.97
Y = 259,941.29
X = 638,785.52
DELTA = 28° 01' 54" (RT)
D = 65° 06' 32"
T = 21.97
L = 43.05
R = 88.00
P.C. = 10+00.00
Y = 259,941.21
X = 638,807.49
P.T. = 10+43.05
Y = 259,951.67
X = 638,766.17

CURVE HJ201
P.I. = 10+50.06
Y = 259,954.99
X = 638,759.99
DELTA = 120° 34' 29" (LT)
D = 1432° 23' 40"
T = 7.01
L = 8.42
R = 4.00
P.C. = 10+43.05
Y = 259,951.67
X = 638,766.17
P.T. = 10+51.47
Y = 259,947.99
X = 638,760.28

CURVE HJ202
P.I. = 10+72.20
Y = 259,927.28
X = 638,761.13
DELTA = 28° 02' 38" (RT)
D = 69° 01' 52"
T = 20.73
L = 40.63
R = 83.00
P.C. = 10+51.47
Y = 259,947.99
X = 638,760.28
P.T. = 10+92.10
Y = 259,908.60
X = 638,752.14

CURVE HJ203
P.I. = 11+04.34
Y = 259,897.57
X = 638,746.84
DELTA = 127° 46' 31" (LT)
D = 954° 55' 47"
T = 12.24
L = 13.38
R = 6.00
P.C. = 10+92.10
Y = 259,908.60
X = 638,752.14
P.T. = 11+05.48
Y = 259,900.13
X = 638,758.81

CURVE HJ204
P.I. = 11+17.17
Y = 259,902.58
X = 638,770.24
DELTA = 4° 12' 40" (RT)
D = 18° 01' 03"
T = 11.69
L = 23.37
R = 318.00
P.C. = 11+05.48
Y = 259,900.13
X = 638,758.81
P.T. = 11+28.85
Y = 259,904.18
X = 638,781.82

CURVE HJ205
P.I. = 11+65.36
Y = 259,909.18
X = 638,817.99
DELTA = 8° 03' 51" (RT)
D = 11° 03' 39"
T = 36.51
L = 72.91
R = 518.00
P.C. = 11+28.85
Y = 259,904.18
X = 638,781.82
P.T. = 12+01.76
Y = 259,909.05
X = 638,854.50

CURVE HJ300
P.I. = 10+94.04
Y = 259,866.92
X = 638,646.53
DELTA = 115° 49' 42" (RT)
D = 954° 55' 47"
T = 9.57
L = 12.13
R = 6.00
P.C. = 10+84.47
Y = 259,857.52
X = 638,648.31
P.T. = 10+96.60
Y = 259,864.44
X = 638,655.77

CURVE HJ301
P.I. = 11+24.92
Y = 259,857.07
X = 638,683.12
DELTA = 37° 40' 53" (LT)
D = 69° 01' 52"
T = 28.32
L = 54.59
R = 83.00
P.C. = 10+96.60
Y = 259,864.44
X = 638,655.77
P.T. = 11+51.18
Y = 259,867.96
X = 638,709.26

CURVE HJ302
P.I. = 11+90.25
Y = 259,882.98
X = 638,745.32
DELTA = 14° 44' 22" (RT)
D = 18° 58' 20"
T = 39.06
L = 77.69
R = 302.00
P.C. = 11+51.18
Y = 259,867.96
X = 638,709.26
P.T. = 12+28.87
Y = 259,888.33
X = 638,784.01

CURVE HJ303
P.I. = 12+64.26
Y = 259,893.17
X = 638,819.06
DELTA = 8° 03' 51" (RT)
D = 11° 24' 49"
T = 35.39
L = 70.65
R = 502.00
P.C. = 12+28.87
Y = 259,888.33
X = 638,784.01
P.T. = 12+99.53
Y = 259,893.06
X = 638,854.45

CURVE HJ400
P.I. = 11+35.90
Y = 259,908.47
X = 638,433.23
DELTA = 5° 45' 21" (LT)
D = 11° 33' 06"
T = 24.93
L = 49.83
R = 496.00
P.C. = 11+10.96
Y = 259,908.55
X = 638,408.30
P.T. = 11+60.79
Y = 259,910.89
X = 638,458.05

CURVE HJ401
P.I. = 12+52.23
Y = 259,920.16
X = 638,549.01
DELTA = 12° 27' 13" (RT)
D = 37° 41' 41"
T = 16.59
L = 33.04
R = 152.00
P.C. = 12+35.64
Y = 259,918.08
X = 638,532.55
P.T. = 12+68.68
Y = 259,918.64
X = 638,565.52

CURVE HJ402
P.I. = 13+06.49
Y = 259,815.18
X = 638,603.17
DELTA = 58° 52' 10" (RT)
D = 85° 30' 58"
T = 37.81
L = 68.84
R = 67.00
P.C. = 12+68.68
Y = 259,918.64
X = 638,565.52
P.T. = 13+37.52
Y = 259,881.17
X = 638,619.67

CURVE HJ403
P.I. = 13+70.97
Y = 259,851.07
X = 638,634.27
DELTA = 15° 07' 18" (RT)
D = 22° 44' 11"
T = 33.45
L = 66.51
R = 252.00
P.C. = 13+37.52
Y = 259,881.17
X = 638,619.67
P.T. = 14+04.03
Y = 259,818.21
X = 638,640.52

CURVE HJ500
P.I. = 10+21.64
Y = 259,954.23
X = 638,477.07
DELTA = 45° 11' 44" (RT)
D = 110° 11' 03"
T = 21.64
L = 41.02
R = 52.00
P.C. = 10+00.00
Y = 259,936.81
X = 638,464.22
P.T. = 10+41.02
Y = 259,957.38
X = 638,498.48

CURVE HJ501
P.I. = 10+87.93
Y = 259,964.22
X = 638,544.90
DELTA = 5° 16' 57" (LT)
D = 5° 38' 02"
T = 46.92
L = 93.77
R = 1,017.00
P.C. = 10+41.02
Y = 259,957.38
X = 638,498.48
P.T. = 11+34.78
Y = 259,975.30
X = 638,590.48

CURVE HJ502
P.I. = 11+45.16
Y = 259,977.75
X = 638,600.56
DELTA = 119° 54' 16" (RT)
D = 954° 55' 47"
T = 10.37
L = 12.56
R = 6.00
P.C. = 11+34.78
Y = 259,975.30
X = 638,590.48
P.T. = 11+47.34
Y = 259,967.79
X = 638,597.66

CURVE HJ503
P.I. = 11+64.37
Y = 259,951.44
X = 638,592.90
DELTA = 23° 11' 25" (LT)
D = 69° 01' 52"
T = 17.03
L = 33.59
R = 83.00
P.C. = 11+47.34
Y = 259,967.79
X = 638,597.66
P.T. = 11+80.93
Y = 259,934.54
X = 638,594.96

CURVE HJ504
P.I. = 11+87.59
Y = 259,927.93
X = 638,595.77
DELTA = 117° 59' 36" (RT)
D = 1432° 23' 40"
T = 6.66
L = 8.24
R = 4.00
P.C. = 11+80.93
Y = 259,934.54
X = 638,594.96
P.T. = 11+89.17
Y = 259,930.32
X = 638,589.55

CURVE HJ505
P.I. = 12+06.72
Y = 259,936.20
X = 638,573.02
DELTA = 23° 35' 57" (LT)
D = 68° 12' 33"
T = 17.55
L = 34.60
R = 84.00
P.C. = 11+89.17
Y = 259,930.32
X = 638,589.55
P.T. = 12+23.77
Y = 259,934.97
X = 638,555.51

CURVE HJ506
P.I. = 13+21.71
Y = 259,928.13
X = 638,457.81
DELTA = 130° 16' 52" (RT)
D = 114° 54' 56"
T = 10.79
L = 11.37
R = 5.00
P.C. = 13+10.92
Y = 259,928.85
X = 638,468.58
P.T. = 13+22.29
Y = 259,936.81
X = 638,464.22

CURVE HJ600
P.I. = 10+73.56
Y = 259,971.45
X = 638,499.89
DELTA = 5° 49' 24" (LT)
D = 5° 43' 05"
T = 50.96
L = 101.84
R = 1,002.00
P.C. = 10+22.59
Y = 259,966.41
X = 638,449.18
P.T. = 11+24.43
Y = 259,981.60
X = 638,549.83

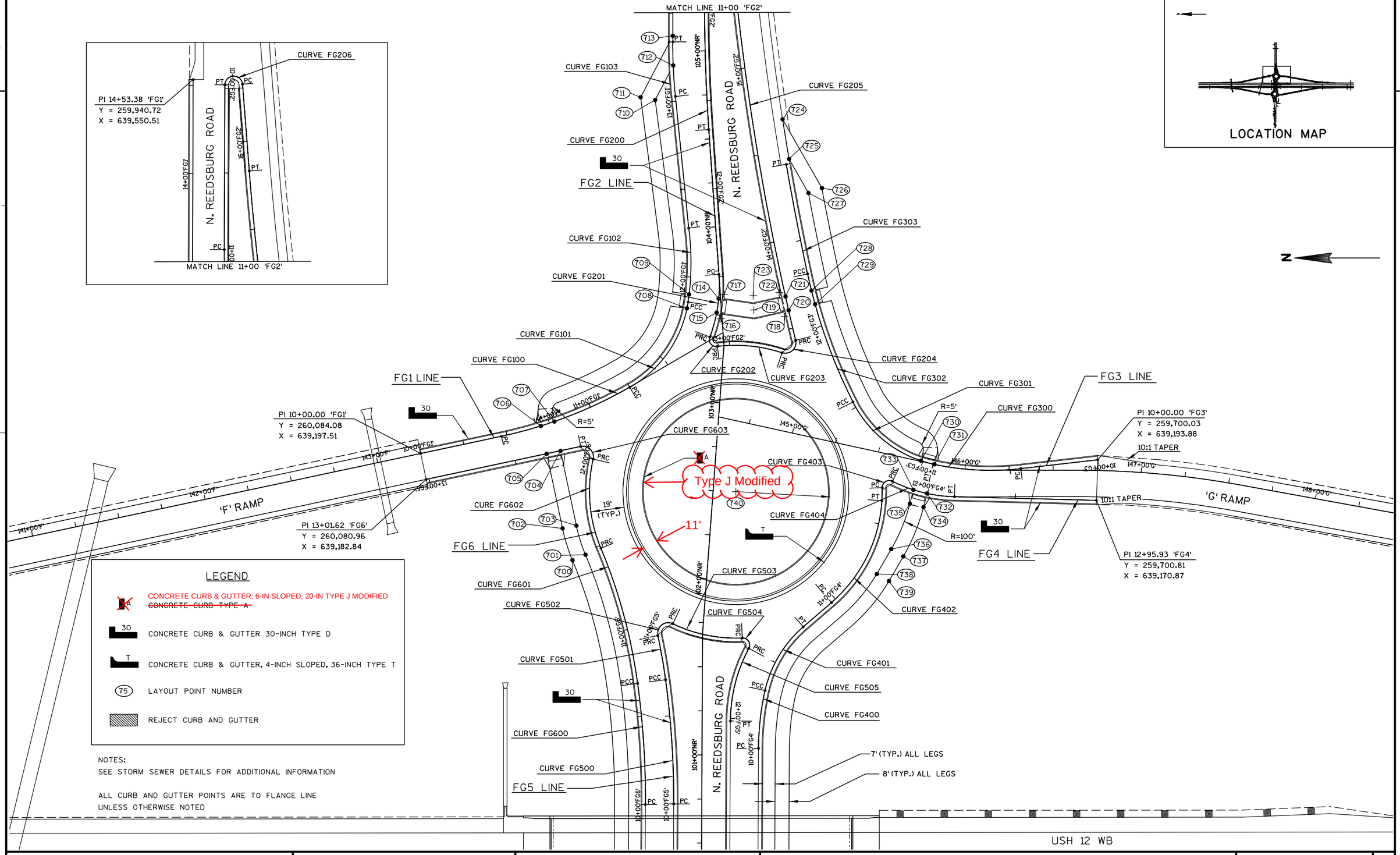
CURVE HJ601
P.I. = 11+69.28
Y = 259,990.53
X = 638,593.78
DELTA = 20° 10' 58" (LT)
D = 22° 44' 11"
T = 44.85
L = 88.77
R = 252.00
P.C. = 11+24.43
Y = 259,981.60
X = 638,549.83
P.T. = 12+13.20
Y = 260,014.08
X = 638,631.95

CURVE HJ602
P.I. = 12+41.42
Y = 260,028.90
X = 638,655.97
DELTA = 45° 40' 52" (LT)
D = 85° 30' 58"
T = 28.22
L = 53.42
R = 67.00
P.C. = 12+13.20
Y = 260,014.08
X = 638,631.95
P.T. = 12+66.62
Y = 260,056.43
X = 638,662.15

CURVE HJ603
P.I. = 12+91.01
Y = 260,080.23
X = 638,667.49
DELTA = 18° 13' 48" (LT)
D = 37° 41' 40"
T = 24.39
L = 48.36
R = 152.00
P.C. = 12+66.62
Y = 260,056.43
X = 638,662.15
P.T. = 13+14.98
Y = 260,104.50
X = 638,665.11

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
600	259,964.33	638,428.19	10+01.50	0.00	HJ6	
601	259,966.53	638,450.32	10+23.74	0.00	HJ6	
602	259,979.07	638,476.43	10+51.23	-9.50	HJ6	
603	259,986.84	638,474.13	10+49.92	-17.50	HJ6	
604	259,984.82	638,563.67	11+38.64	0.00	HJ6	
605	259,986.98	638,571.39	11+46.65	0.00	HJ6	
606	260,049.52	638,660.20	12+59.43	0.00	HJ6	
607	260,057.23	638,662.33	12+67.43	0.00	HJ6	
608	260,052.97	638,678.79	11+01.47	0.00	HJ1	
609	260,045.25	638,676.70	11+09.48	0.00	HJ1	
610	260,050.95	638,686.59	11+01.74	-8.05	HJ1	
611	260,043.20	638,684.58	11+09.04	-8.14	HJ1	
612	260,032.52	638,710.34	11+62.24	-10.92	HJ1	
613	260,039.41	638,714.41	11+63.37	-18.81	HJ1	
614	260,024.24	638,724.36	11+76.70	-9.50	HJ1	
615	260,031.13	638,728.43	11+76.70	-17.50	HJ1	
616	259,853.66	638,694.78	11+34.15	9.58	HJ3	
617	259,845.85	638,696.11	11+34.01	17.50	HJ3	
618	259,845.35	638,650.63	10+72.08	0.00	HJ3	
619	259,837.49	638,652.12	10+64.08	0.00	HJ3	
620	259,834.59	638,636.84	13+87.24	0.00	HJ4	
621	259,842.32	638,634.69	13+79.21	0.00	HJ4	
622	259,917.46	638,573.34	12+76.59	0.00	HJ4	
623	259,918.65	638,565.43	12+68.68	0.00	HJ4	
624	259,895.59	638,494.18	11+95.28	18.70	HJ4	
625	259,903.84	638,495.68	11+97.57	10.63	HJ4	
626	259,912.88	638,478.54	11+81.37	0.00	HJ4	
627	259,911.47	638,464.06	11+66.82	0.00	HJ4	
628	259,938.09	638,565.33	12+14.08	3.00	HJ5	R=1'
629	259,934.93	638,567.89	12+11.39	0.00	HJ5	
630	259,933.93	638,575.83	12+03.38	0.00	HJ5	
631	259,936.33	638,579.22	12+00.55	3.00	HJ5	R=1'
632	259,953.46	638,574.23	11+14.18	17.60	HJ5	R=4.5'
633	259,969.36	638,578.38	11+21.65	3.00	HJ5	R=1'
634	259,971.62	638,574.80	11+18.67	0.00	HJ5	
635	259,969.88	638,566.99	11+10.67	0.00	HJ5	
636	259,966.32	638,564.71	11+07.69	3.00	HJ5	R=1'
637	259,953.18	638,566.09	11+06.31	16.14	HJ5	R=4.5'
638	259,944.58	638,677.35	97+49.57	-13.07	NR	R=53.5'



LEGEND

- CONCRETE CURB & GUTTER, 6-IN SLOPED, 20-IN TYPE J MODIFIED ~~CONCRETE CURB TYPE A~~
- CONCRETE CURB & GUTTER 30-INCH TYPE D
- CONCRETE CURB & GUTTER, 4-INCH SLOPED, 36-INCH TYPE T
- (75) LAYOUT POINT NUMBER
- REJECT CURB AND GUTTER

NOTES:
SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION

ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - N. REEDSBURG RD./'F' RAMP/'G' RAMP ROUNDABOUT	SHEET 95	E

CURVE FG100
P.I. = 10+86.30
Y = 259,999.66
X = 639,215.44
DELTA = 17° 47' 14" (LT)
D = 22° 44' 11"
T = 39.43
L = 78.23
R = 252.00
P.C. = 10+46.86
Y = 260,038.24
X = 639,207.24
P.T. = 11+25.09
Y = 259,965.44
X = 639,235.02

CURVE FG101
P.I. = 11+57.59
Y = 259,937.23
X = 639,251.16
DELTA = 51° 45' 09" (LT)
D = 85° 30' 58"
T = 32.50
L = 60.52
R = 67.00
P.C. = 11+25.09
Y = 259,965.44
X = 639,235.02
P.T. = 11+85.61
Y = 259,932.44
X = 639,283.30

CURVE FG102
P.I. = 12+06.79
Y = 259,929.32
X = 639,304.25
DELTA = 15° 51' 42" (LT)
D = 37° 41' 40"
T = 21.18
L = 42.08
R = 152.00
P.C. = 11+85.61
Y = 259,932.44
X = 639,283.30
P.T. = 12+27.69
Y = 259,932.05
X = 639,325.25

CURVE FG103
P.I. = 13+18.24
Y = 259,941.17
X = 639,415.33
DELTA = 6° 00' 50" (RT)
D = 19° 21' 24"
T = 15.55
L = 31.07
R = 296.00
P.C. = 13+02.69
Y = 259,939.60
X = 639,399.87
P.T. = 13+33.76
Y = 259,941.12
X = 639,430.88

CURVE FG200
P.I. = 11+29.92
Y = 259,923.17
X = 639,417.53
DELTA = 4° 10' 31" (LT)
D = 5° 43' 05"
T = 36.53
L = 73.02
R = 1,002.00
P.C. = 10+93.40
Y = 259,923.04
X = 639,454.06
P.T. = 11+66.42
Y = 259,920.63
X = 639,381.10

CURVE FG201
P.I. = 12+67.06
Y = 259,913.64
X = 639,280.69
DELTA = 24° 39' 39" (RT)
D = 68° 12' 33"
T = 18.36
L = 36.15
R = 84.00
P.C. = 12+48.70
Y = 259,914.91
X = 639,299.01
P.T. = 12+84.85
Y = 259,920.12
X = 639,263.52

CURVE FG202
P.I. = 12+91.51
Y = 259,922.47
X = 639,257.29
DELTA = 117° 59' 36" (LT)
D = 1432° 23' 40"
T = 6.66
L = 8.24
R = 4.00
P.C. = 12+84.85
Y = 259,920.12
X = 639,263.52
P.T. = 12+93.09
Y = 259,915.87
X = 639,258.14

CURVE FG203
P.I. = 13+12.00
Y = 259,897.11
X = 639,260.54
DELTA = 25° 39' 59" (RT)
D = 69° 01' 52"
T = 18.91
L = 37.18
R = 83.00
P.C. = 12+93.09
Y = 259,915.87
X = 639,258.14
P.T. = 13+30.27
Y = 259,879.17
X = 639,254.59

CURVE FG204
P.I. = 13+41.07
Y = 259,868.92
X = 639,251.19
DELTA = 121° 52' 11" (LT)
D = 954° 55' 47"
T = 10.80
L = 12.76
R = 6.00
P.C. = 13+30.27
Y = 259,879.17
X = 639,254.59
P.T. = 13+43.04
Y = 259,871.45
X = 639,261.69

CURVE FG205
P.I. = 14+63.34
Y = 259,899.57
X = 639,378.66
DELTA = 9° 04' 08" (RT)
D = 3° 46' 37"
T = 120.31
L = 240.11
R = 1,517.00
P.C. = 13+43.04
Y = 259,871.45
X = 639,261.69
P.T. = 15+83.15
Y = 259,908.91
X = 639,498.61

CURVE FG206
P.I. = 17+55.82
Y = 259,922.32
X = 639,670.75
DELTA = 175° 21' 20" (LT)
D = 1145° 54' 56"
T = 123.30
L = 15.30
R = 5.00
P.C. = 16+32.52
Y = 259,912.74
X = 639,547.83
P.T. = 16+47.82
Y = 259,922.73
X = 639,547.46

CURVE FG300
P.I. = 10+69.25
Y = 259,768.83
X = 639,186.07
DELTA = 18° 52' 35" (RT)
D = 37° 41' 40"
T = 25.27
L = 50.08
R = 152.00
P.C. = 10+43.98
Y = 259,743.73
X = 639,188.92
P.T. = 10+94.05
Y = 259,793.51
X = 639,191.49

CURVE FG301
P.I. = 11+25.84
Y = 259,824.55
X = 639,198.32
DELTA = 50° 45' 15" (RT)
D = 85° 30' 58"
T = 31.78
L = 59.35
R = 67.00
P.C. = 10+94.05
Y = 259,793.51
X = 639,191.49
P.T. = 11+53.41
Y = 259,838.90
X = 639,226.67

CURVE FG302
P.I. = 11+92.25
Y = 259,856.44
X = 639,261.33
DELTA = 14° 39' 32" (RT)
D = 18° 58' 20"
T = 38.85
L = 77.27
R = 302.00
P.C. = 11+53.41
Y = 259,838.90
X = 639,226.67
P.T. = 12+30.67
Y = 259,864.64
X = 639,299.30

CURVE FG303
P.I. = 12+62.31
Y = 259,871.32
X = 639,330.23
DELTA = 2° 24' 48" (RT)
D = 3° 48' 53"
T = 31.64
L = 63.27
R = 1,502.00
P.C. = 12+30.67
Y = 259,864.64
X = 639,299.30
P.T. = 12+93.94
Y = 259,876.69
X = 639,361.41

CURVE FG400
P.I. = 10+16.59
Y = 259,892.41
X = 639,046.86
DELTA = 12° 27' 19" (RT)
D = 37° 41' 40"
T = 16.59
L = 33.04
R = 152.00
P.C. = 10+00.00
Y = 259,892.46
X = 639,030.27
P.T. = 10+33.04
Y = 259,888.78
X = 639,063.05

CURVE FG401
P.I. = 10+55.21
Y = 259,883.93
X = 639,084.68
DELTA = 36° 36' 53" (RT)
D = 85° 30' 58"
T = 22.17
L = 42.82
R = 67.00
P.C. = 10+33.04
Y = 259,888.78
X = 639,063.05
P.T. = 10+75.86
Y = 259,867.13
X = 639,099.14

CURVE FG402
P.I. = 11+31.98
Y = 259,824.61
X = 639,135.77
DELTA = 45° 43' 56" (LT)
D = 69° 01' 52"
T = 35.00
L = 66.25
R = 83.00
P.C. = 10+96.98
Y = 259,851.13
X = 639,112.92
P.T. = 11+63.22
Y = 259,822.45
X = 639,170.70

CURVE FG403
P.I. = 11+77.22
Y = 259,822.50
X = 639,184.69
DELTA = 117° 59' 36" (RT)
D = 1432° 23' 40"
T = 6.66
L = 8.24
R = 4.00
P.C. = 11+70.56
Y = 259,822.33
X = 639,178.04
P.T. = 11+78.80
Y = 259,816.55
X = 639,181.73

CURVE FG404
P.I. = 11+97.40
Y = 259,799.89
X = 639,173.44
DELTA = 24° 58' 20" (LT)
D = 68° 12' 33"
T = 18.60
L = 36.61
R = 84.00
P.C. = 11+78.80
Y = 259,816.55
X = 639,181.73
P.T. = 12+15.41
Y = 259,781.30
X = 639,172.96

CURVE FG500
P.I. = 10+35.39
Y = 259,940.46
X = 639,034.16
DELTA = 7° 49' 02" (LT)
D = 11° 03' 39"
T = 35.39
L = 70.67
R = 518.00
P.C. = 10+00.00
Y = 259,940.57
X = 638,998.77
P.T. = 10+70.67
Y = 259,945.17
X = 639,069.24

CURVE FG501
P.I. = 10+83.38
Y = 259,946.86
X = 639,081.83
DELTA = 4° 34' 33" (LT)
D = 18° 01' 03"
T = 12.70
L = 25.40
R = 318.00
P.C. = 10+70.67
Y = 259,945.17
X = 639,069.24
P.T. = 10+96.07
Y = 259,949.55
X = 639,094.25

CURVE FG502
P.I. = 11+08.31
Y = 259,952.14
X = 639,106.21
DELTA = 127° 46' 31" (RT)
D = 954° 55' 47"
T = 12.24
L = 13.38
R = 6.00
P.C. = 10+96.07
Y = 259,949.55
X = 639,094.25
P.T. = 11+09.45
Y = 259,941.10
X = 639,100.93

CURVE FG503
P.I. = 11+30.18
Y = 259,922.40
X = 639,091.99
DELTA = 28° 02' 28" (LT)
D = 69° 01' 52"
T = 20.73
L = 40.62
R = 83.00
P.C. = 11+09.45
Y = 259,941.10
X = 639,100.93
P.T. = 11+50.07
Y = 259,901.70
X = 639,092.89

CURVE FG504
P.I. = 11+57.09
Y = 259,894.68
X = 639,093.19
DELTA = 120° 38' 57" (RT)
D = 1432° 23' 40"
T = 7.02
L = 8.42
R = 4.00
P.C. = 11+50.07
Y = 259,901.70
X = 639,092.89
P.T. = 11+58.50
Y = 259,898.00
X = 639,087.01

CURVE FG505
P.I. = 11+80.41
Y = 259,908.34
X = 639,067.68
DELTA = 27° 58' 13" (LT)
D = 65° 06' 32"
T = 21.92
L = 42.96
R = 88.00
P.C. = 11+58.50
Y = 259,898.00
X = 639,087.01
P.T. = 12+01.45
Y = 259,908.41
X = 639,045.77

CURVE FG600
P.I. = 10+34.48
Y = 259,956.44
X = 639,032.94
DELTA = 7° 51' 27" (LT)
D = 11° 24' 49"
T = 34.48
L = 68.85
R = 502.00
P.C. = 10+00.00
Y = 259,956.57
X = 638,998.46
P.T. = 10+68.85
Y = 259,961.03
X = 639,067.11

CURVE FG601
P.I. = 11+08.88
Y = 259,966.36
X = 639,106.79
DELTA = 15° 06' 15" (LT)
D = 18° 58' 20"
T = 40.04
L = 79.61
R = 302.00
P.C. = 10+68.85
Y = 259,961.03
X = 639,067.11
P.T. = 11+48.46
Y = 259,981.84
X = 639,143.72

CURVE FG602
P.I. = 11+75.09
Y = 259,992.14
X = 639,168.28
DELTA = 35° 34' 58" (RT)
D = 69° 01' 52"
T = 26.63
L = 51.55
R = 83.00
P.C. = 11+48.46
Y = 259,981.84
X = 639,143.72
P.T. = 12+00.00
Y = 259,986.22
X = 639,194.25

CURVE FG603
P.I. = 12+09.39
Y = 259,984.14
X = 639,203.40
DELTA = 114° 49' 24" (LT)
D = 954° 55' 47"
T = 9.39
L = 12.02
R = 6.00
P.C. = 12+00.00
Y = 259,986.22
X = 639,194.25
P.T. = 12+12.03
Y = 259,993.32
X = 639,201.45

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
700	259,997.98	639,136.95	11+48.46	-17.50	FG6	
701	259,990.60	639,140.04	11+48.46	-9.50	FG6	
702	260,003.60	639,154.93	11+64.04	-17.50	FG6	
703	259,995.78	639,156.60	11+64.04	-9.50	FG6	
704	260,004.79	639,199.01	12+23.75	0.00	FG6	
705	260,012.61	639,197.35	12+31.75	0.00	FG6	
706	260,015.95	639,213.05	10+69.90	0.00	FG1	
707	260,008.30	639,215.56	10+77.95	0.00	FG1	
708	259,933.08	639,279.71	11+81.96	0.00	FG1	
709	259,931.86	639,287.62	11+89.97	0.00	FG1	
710	259,951.06	639,397.97	13+01.95	-11.59	FG1	
711	259,959.32	639,399.44	13+04.17	-19.67	FG1	
712	259,940.86	639,417.46	13+20.33	0.00	FG1	
713	259,941.11	639,434.25	13+37.13	0.00	FG1	
714	259,915.09	639,285.21	12+62.51	0.00	FG2	
715	259,916.22	639,277.30	12+70.52	0.00	FG2	
716	259,913.87	639,273.93	12+73.28	-3.00	FG2	R=1'
717	259,911.88	639,287.78	12+59.75	-3.00	FG2	R=1'
718	259,877.68	639,275.07	13+57.47	-3.00	FG2	R=1'
719	259,895.15	639,278.82	13+64.95	-19.21	FG2	R=4.5'
720	259,875.42	639,278.65	13+60.46	0.00	FG2	
721	259,877.18	639,286.46	13+68.46	0.00	FG2	
722	258,396.49	639,616.37	13+71.45	-3.00	FG2	R=1'
723	259,895.48	639,286.95	13+72.86	-17.76	FG2	R=4.5'
724	259,878.84	639,386.95	104+58.35	42.09	NR	
725	259,875.18	639,364.45	104+35.51	44.18	NR	
726	259,856.52	639,347.93	12+77.04	17.50	FG3	
727	259,864.14	639,345.14	12+75.66	9.50	FG3	
728	259,862.43	639,289.79	12+20.90	0.00	FG3	
729	259,860.38	639,282.05	12+12.90	0.00	FG3	
730	259,800.44	639,193.41	11+01.25	0.00	FG3	
731	259,792.71	639,191.32	10+93.24	0.00	FG3	
732	259,796.91	639,174.83	11+99.66	0.00	FG4	
733	259,804.64	639,176.90	11+91.66	0.00	FG4	
734	259,798.89	639,167.03	11+99.40	8.05	FG4	
735	259,806.65	639,169.00	11+92.10	8.14	FG4	
736	259,817.22	639,143.19	11+38.90	10.92	FG4	
737	259,810.31	639,139.16	11+37.77	18.81	FG4	
738	259,825.43	639,129.14	11+24.44	9.50	FG4	
739	259,818.53	639,125.11	11+24.44	17.50	FG4	
740	259,905.30	639,175.81	102+50.43	12.91	NR	R=53.5'

LEGEND

- CONCRETE CURB & GUTTER, 6-IN SLOPED, 20-IN TYPE J MODIFIED ~~CONCRETE CURB TYPE A~~
- CONCRETE CURB & GUTTER 30-INCH TYPE D
- CONCRETE CURB & GUTTER, 4-INCH SLOPED, 36-INCH TYPE T
- LAYOUT POINT NUMBER
- REJECT CURB AND GUTTER

NOTES:
SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION

ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE
UNLESS OTHERWISE NOTED

LOCATION MAP

USH 12 EB
STH 33
'N' RAMP
'M' RAMP
MN1 LINE
MN2 LINE
MN3 LINE
MN4 LINE
MN5 LINE
MN6 LINE
PI 12+54.36 'MN3'
Y = 253,330.27
X = 639,605.67
PI 13+21.39 'MN1'
Y = 253,371.08
X = 639,604.81
PI 10+00.00 'MN1'
Y = 253,561.05
X = 639,443.45
PI 13+09.08 'MN6'
Y = 253,560.48
X = 639,420.40
PI 10+00.00 'MN3'
Y = 253,234.79
X = 639,427.24
PI 13+14.80 'MN5'
Y = 253,230.69
X = 639,412.82
PI 10+00.00 'MN4'
Y = 253,346.83
X = 639,168.81
PI 10+60.90 'MN5'
Y = 253,360.55
X = 639,137.61
PI 10+00.00 'MN5'
Y = 253,360.75
X = 639,076.71
CURVE MN100
CURVE MN101
CURVE MN102
CURVE MN103
CURVE MN104
CURVE MN200
CURVE MN201
CURVE MN202
CURVE MN203
CURVE MN204
CURVE MN205
CURVE MN300
CURVE MN301
CURVE MN302
CURVE MN400
CURVE MN401
CURVE MN402
CURVE MN500
CURVE MN501
CURVE MN502
CURVE MN503
CURVE MN504
CURVE MN505
CURVE MN600
CURVE MN601
CURVE MN602
CURVE MN603
Type J Modified
11'
MATCH LINE 94+90 'R'
P.E.

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - STH 33/'M' RAMP/'N' RAMP ROUNDABOUT	SHEET 97	E

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
800	253,361.17	639,438.43	97+01.44	-1.83	R	R=42'

CURVE MN100
P.I. = 10+69.95
Y = 253,491.10
X = 639,443.28
DELTA = 1° 47' 32" (RT)
D = 7° 01' 49"
T = 12.75
L = 25.49
R = 815.00
P.C. = 10+57.20
Y = 253,503.85
X = 639,443.31
P.T. = 10+82.69
Y = 253,478.36
X = 639,442.85

CURVE MN101
P.I. = 11+02.97
Y = 253,458.10
X = 639,442.17
DELTA = 24° 20' 28" (RT)
D = 60° 57' 11"
T = 20.27
L = 39.93
R = 94.00
P.C. = 10+82.69
Y = 253,478.36
X = 639,442.85
P.T. = 11+22.63
Y = 253,439.92
X = 639,433.20

CURVE MN102
P.I. = 11+29.22
Y = 253,434.01
X = 639,430.28
DELTA = 117° 29' 34" (LT)
D = 1432° 23' 40"
T = 6.59
L = 8.20
R = 4.00
P.C. = 11+22.63
Y = 253,439.92
X = 639,433.20
P.T. = 11+30.83
Y = 253,434.15
X = 639,436.87

CURVE MN103
P.I. = 11+64.26
Y = 253,434.87
X = 639,470.29
DELTA = 49° 12' 15" (RT)
D = 78° 29' 15"
T = 33.43
L = 62.69
R = 73.00
P.C. = 11+30.83
Y = 253,434.15
X = 639,436.87
P.T. = 11+93.52
Y = 253,410.03
X = 639,492.66

CURVE MN104
P.I. = 12+59.22
Y = 253,361.22
X = 639,536.64
DELTA = 56° 12' 46" (LT)
D = 74° 24' 36"
T = 41.13
L = 75.54
R = 77.00
P.C. = 12+18.10
Y = 253,391.78
X = 639,509.11
P.T. = 12+93.64
Y = 253,367.11
X = 639,577.34

CURVE MN200
P.I. = 10+20.43
Y = 253,352.82
X = 639,535.10
DELTA = 23° 32' 57" (RT)
D = 58° 27' 54"
T = 20.43
L = 40.28
R = 98.00
P.C. = 10+00.00
Y = 253,350.51
X = 639,555.39
P.T. = 10+40.28
Y = 253,363.04
X = 639,517.41

CURVE MN201
P.I. = 10+47.05
Y = 253,366.43
X = 639,511.55
DELTA = 118° 50' 24" (LT)
D = 1432° 23' 40"
T = 6.77
L = 8.30
R = 4.00
P.C. = 10+40.28
Y = 253,363.04
X = 639,517.41
P.T. = 10+48.58
Y = 253,359.66
X = 639,511.41

CURVE MN202
P.I. = 10+59.41
Y = 253,348.83
X = 639,511.19
DELTA = 16° 53' 05" (RT)
D = 78° 29' 15"
T = 10.83
L = 21.51
R = 73.00
P.C. = 10+48.58
Y = 253,359.66
X = 639,511.41
P.T. = 10+70.09
Y = 253,338.53
X = 639,507.83

CURVE MN203
P.I. = 10+82.28
Y = 253,326.94
X = 639,504.04
DELTA = 127° 35' 33" (LT)
D = 954° 55' 47"
T = 12.19
L = 13.36
R = 6.00
P.C. = 10+70.09
Y = 253,338.53
X = 639,507.83
P.T. = 10+83.45
Y = 253,331.01
X = 639,515.53

CURVE MN204
P.I. = 11+04.45
Y = 253,338.03
X = 639,535.33
DELTA = 6° 50' 56" (RT)
D = 16° 19' 25"
T = 21.00
L = 41.96
R = 351.00
P.C. = 10+83.45
Y = 253,331.01
X = 639,515.53
P.T. = 11+25.41
Y = 253,342.64
X = 639,555.82

CURVE MN205
P.I. = 11+49.12
Y = 253,347.84
X = 639,578.96
DELTA = 160° 51' 01" (LT)
D = 1432° 23' 40"
T = 23.71
L = 11.23
R = 4.00
P.C. = 11+25.41
Y = 253,342.64
X = 639,555.82
P.T. = 11+36.64
Y = 253,350.51
X = 639,555.39

CURVE MN300
P.I. = 10+60.34
Y = 253,292.84
X = 639,410.74
DELTA = 119° 51' 26" (RT)
D = 954° 55' 47"
T = 10.36
L = 12.55
R = 6.00
P.C. = 10+49.98
Y = 253,282.87
X = 639,413.57
P.T. = 10+62.53
Y = 253,290.33
X = 639,420.79

CURVE MN301
P.I. = 10+90.12
Y = 253,283.67
X = 639,447.56
DELTA = 41° 24' 20" (LT)
D = 78° 29' 14"
T = 27.59
L = 52.75
R = 73.00
P.C. = 10+62.53
Y = 253,290.33
X = 639,420.79
P.T. = 11+15.29
Y = 253,296.37
X = 639,472.05

CURVE MN302
P.I. = 11+85.62
Y = 253,328.77
X = 639,534.47
DELTA = 26° 13' 05" (RT)
D = 18° 58' 20"
T = 70.33
L = 138.19
R = 302.00
P.C. = 11+15.29
Y = 253,296.37
X = 639,472.05
P.T. = 12+53.48
Y = 253,330.25
X = 639,604.79

CURVE MN400
P.I. = 11+37.90
Y = 253,352.55
X = 639,306.59
DELTA = 10° 44' 46" (RT)
D = 28° 21' 51"
T = 19.00
L = 37.89
R = 202.00
P.C. = 11+18.90
Y = 253,351.76
X = 639,287.61
P.T. = 11+56.79
Y = 253,349.79
X = 639,325.38

CURVE MN401
P.I. = 11+99.14
Y = 253,343.62
X = 639,367.29
DELTA = 54° 38' 15" (RT)
D = 69° 52' 22"
T = 42.36
L = 78.20
R = 82.00
P.C. = 11+56.79
Y = 253,349.79
X = 639,325.38
P.T. = 12+34.98
Y = 253,305.88
X = 639,386.52

CURVE MN402
P.I. = 12+59.50
Y = 253,284.03
X = 639,397.65
DELTA = 11° 06' 55" (RT)
D = 22° 44' 11"
T = 24.52
L = 48.89
R = 252.00
P.C. = 12+34.98
Y = 253,305.88
X = 639,386.52
P.T. = 12+83.87
Y = 253,260.44
X = 639,404.35

CURVE MN500
P.I. = 12+60.12
Y = 253,368.81
X = 639,336.65
DELTA = 30° 58' 43.32" (RT)
D = 60° 57' 10.64"
T = 26.05
L = 50.82
R = 94.00
P.C. = 12+34.07
Y = 253,367.73
X = 639,310.62
P.T. = 12+84.89
Y = 253,356.34
X = 639,359.52

CURVE MN501
P.I. = 12+91.76
Y = 253,353.05
X = 639,365.55
DELTA = 119° 34' 56.47" (LT)
D = 1432° 23' 40.16"
T = 6.87
L = 8.35
R = 4.00
P.C. = 12+84.89
Y = 253,356.34
X = 639,359.52
P.T. = 12+93.24
Y = 253,359.92
X = 639,365.44

CURVE MN502
P.I. = 13+07.14
Y = 253,373.82
X = 639,365.20
DELTA = 21° 33' 52.20" (RT)
D = 78° 29' 14.53"
T = 13.90
L = 27.48
R = 73.00
P.C. = 12+93.24
Y = 253,359.92
X = 639,365.44
P.T. = 13+20.71
Y = 253,386.84
X = 639,370.09

CURVE MN503
P.I. = 13+31.08
Y = 253,396.54
X = 639,373.73
DELTA = 119° 51' 51.33" (LT)
D = 954° 55' 46.77"
T = 10.36
L = 12.55
R = 6.00
P.C. = 13+20.71
Y = 253,386.84
X = 639,370.09
P.T. = 13+33.27
Y = 253,394.87
X = 639,363.50

CURVE MN504
P.I. = 14+77.67
Y = 253,371.58
X = 639,220.98
DELTA = 8° 09' 14.29" (RT)
D = 2° 49' 40.89"
T = 144.41
L = 288.33
R = 2,026.00
P.C. = 13+33.27
Y = 253,394.87
X = 639,363.50
P.T. = 16+21.59
Y = 253,368.74
X = 639,076.60

CURVE MN505
P.I. = 32+42.40
Y = 253,336.90
X = 637,456.11
DELTA = 179° 43' 01.92" (LT)
D = 1432° 23' 40.16"
T = 1,620.81
L = 12.55
R = 4.00
P.C. = 16+21.59
Y = 253,368.74
X = 639,076.60
P.T. = 16+34.14
Y = 253,360.75
X = 639,076.74

CURVE MN600
P.I. = 10+24.99
Y = 253,396.81
X = 639,261.58
DELTA = 18° 40' 18" (LT)
D = 37° 41' 41"
T = 24.99
L = 49.53
R = 152.00
P.C. = 10+00.00
Y = 253,401.80
X = 639,237.10
P.T. = 10+49.53
Y = 253,399.91
X = 639,286.38

CURVE MN601
P.I. = 11+81.28
Y = 253,419.80
X = 639,416.61
DELTA = 70° 54' 03" (LT)
D = 74° 24' 36"
T = 54.82
L = 95.28
R = 77.00
P.C. = 11+26.46
Y = 253,410.92
X = 639,362.51
P.T. = 12+21.74
Y = 253,473.83
X = 639,425.92

CURVE MN602
P.I. = 12+46.82
Y = 253,498.55
X = 639,430.17
DELTA = 18° 44' 20" (LT)
D = 37° 41' 45"
T = 25.08
L = 49.71
R = 152.00
P.C. = 12+21.74
Y = 253,473.83
X = 639,425.92
P.T. = 12+71.46
Y = 253,523.32
X = 639,426.27

CURVE MN100
P.I. = 10+69.95
Y = 253,491.10
X = 639,443.28
DELTA = 1° 47' 32" (RT)
D = 7° 01' 49"
T = 12.75
L = 25.49
R = 815.00
P.C. = 10+57.20
Y = 253,503.85
X = 639,443.31
P.T. = 10+82.69
Y = 253,478.36
X = 639,442.85

CURVE MN101
P.I. = 11+02.97
Y = 253,458.10
X = 639,442.17
DELTA = 24° 20' 28" (RT)
D = 60° 57' 11"
T = 20.27
L = 39.93
R = 94.00
P.C. = 10+82.69
Y = 253,478.36
X = 639,442.85
P.T. = 11+22.63
Y = 253,439.92
X = 639,433.20

CURVE MN102
P.I. = 11+29.22
Y = 253,434.01
X = 639,430.28
DELTA = 117° 29' 34" (LT)
D = 1432° 23' 40"
T = 6.59
L = 8.20
R = 4.00
P.C. = 11+22.63
Y = 253,439.92
X = 639,433.20
P.T. = 11+30.83
Y = 253,434.15
X = 639,436.87

CURVE MN103
P.I. = 11+64.26
Y = 253,434.87
X = 639,470.29
DELTA = 49° 12' 15" (RT)
D = 78° 29' 15"
T = 33.43
L = 62.69
R = 73.00
P.C. = 11+30.83
Y = 253,434.15
X = 639,436.87
P.T. = 11+93.52
Y = 253,410.03
X = 639,492.66

CURVE MN104
P.I. = 12+59.22
Y = 253,361.22
X = 639,536.64
DELTA = 56° 12' 46" (LT)
D = 74° 24' 36"
T = 41.13
L = 75.54
R = 77.00
P.C. = 12+18.10
Y = 253,391.78
X = 639,509.11
P.T. = 12+93.64
Y = 253,367.11
X = 639,577.34

CURVE MN200
P.I. = 10+20.43
Y = 253,352.82
X = 639,535.10
DELTA = 23° 32' 57" (RT)
D = 58° 27' 54"
T = 20.43
L = 40.28
R = 98.00
P.C. = 10+00.00
Y = 253,350.51
X = 639,555.39
P.T. = 10+40.28
Y = 253,363.04
X = 639,517.41

CURVE MN201
P.I. = 10+47.05
Y = 253,366.43
X = 639,511.55
DELTA = 118° 50' 24" (LT)
D = 1432° 23' 40"
T = 6.77
L = 8.30
R = 4.00
P.C. = 10+40.28
Y = 253,363.04
X = 639,517.41
P.T. = 10+48.58
Y = 253,359.66
X = 639,511.41

CURVE MN202
P.I. = 10+59.41
Y = 253,348.83
X = 639,511.19
DELTA = 16° 53' 05" (RT)
D = 78° 29' 15"
T = 10.83
L = 21.51
R = 73.00
P.C. = 10+48.58
Y = 253,359.66
X = 639,511.41
P.T. = 10+70.09
Y = 253,338.53
X = 639,507.83

CURVE MN203
P.I. = 10+82.28
Y = 253,326.94
X = 639,504.04
DELTA = 127° 35' 33" (LT)
D = 954° 55' 47"
T = 12.19
L = 13.36
R = 6.00
P.C. = 10+70.09
Y = 253,338.53
X = 639,507.83
P.T. = 10+83.45
Y = 253,331.01
X = 639,515.53

CURVE MN204
P.I. = 11+04.45
Y = 253,338.03
X = 639,535.33
DELTA = 6° 50' 56" (RT)
D = 16° 19' 25"
T = 21.00
L = 41.96
R = 351.00
P.C. = 10+83.45
Y = 253,331.01
X = 639,515.53
P.T. = 11+25.41
Y = 253,342.64
X = 639,555.82

CURVE MN205
P.I. = 11+49.12
Y = 253,347.84
X = 639,578.96
DELTA = 160° 51' 01" (LT)
D = 1432° 23' 40"
T = 23.71
L = 11.23
R = 4.00
P.C. = 11+25.41
Y = 253,342.64
X = 639,555.82
P.T. = 11+36.64
Y = 253,350.51
X = 639,555.39

CURVE MN300
P.I. = 10+60.34
Y = 253,292.84
X = 639,410.74
DELTA = 119° 51' 26" (RT)
D = 954° 55' 47"
T = 10.36
L = 12.55
R = 6.00
P.C. = 10+49.98
Y = 253,282.87
X = 639,413.57
P.T. = 10+62.53
Y = 253,290.33
X = 639,420.79

CURVE MN301
P.I. = 10+90.12
Y = 253,283.67
X = 639,447.56
DELTA = 41° 24' 20" (LT)
D = 78° 29' 14"
T = 27.59
L = 52.75
R = 73.00
P.C. = 10+62.53
Y = 253,290.33
X = 639,420.79
P.T. = 11+15.29
Y = 253,296.37
X = 639,472.05

CURVE MN302
P.I. = 11+85.62
Y = 253,328.77
X = 639,534.47
DELTA = 26° 13' 05" (RT)
D = 18° 58' 20"
T = 70.33
L = 138.19
R = 302.00
P.C. = 11+15.29
Y = 253,296.37
X = 639,472.05
P.T. = 12+53.48
Y = 253,330.25
X = 639,604.79

CURVE MN400
P.I. = 11+37.90
Y = 253,352.55
X = 639,306.59
DELTA = 10° 44' 46" (RT)
D = 28° 21' 51"
T = 19.00
L = 37.89
R = 202.00
P.C. = 11+18.90
Y = 253,351.76
X = 639,287.61
P.T. = 11+56.79
Y = 253,349.79
X = 639,325.38

CURVE MN401
P.I. = 11+99.14
Y = 253,343.62
X = 639,367.29
DELTA = 54° 38' 15" (RT)
D = 69° 52' 22"
T = 42.36
L = 78.20
R = 82.00
P.C. = 11+56.79
Y = 253,349.79
X = 639,325.38
P.T. = 12+34.98
Y = 253,305.88
X = 639,386.52

CURVE MN402
P.I. = 12+59.50
Y = 253,284.03
X = 639,397.65
DELTA = 11° 06' 55" (RT)
D = 22° 44' 11"
T = 24.52
L = 48.89
R = 252.00
P.C. = 12+34.98
Y = 253,305.88
X = 639,386.52
P.T. = 12+83.87
Y = 253,260.44
X = 639,404.35

CURVE MN500
P.I. = 12+60.12
Y = 253,368.81
X = 639,336.65
DELTA = 30° 58' 43.32" (RT)
D = 60° 57' 10.64"
T = 26.05
L = 50.82
R = 94.00
P.C. = 12+34.07
Y = 253,367.73
X = 639,310.62
P.T. = 12+84.89
Y = 253,356.34
X = 639,359.52

CURVE MN501
P.I. = 12+91.76
Y = 253,353.05
X = 639,365.55
DELTA = 119° 34' 56.47" (LT)
D = 1432° 23' 40.16"
T = 6.87
L = 8.35
R = 4.00
P.C. = 12+84.89
Y = 253,356.34
X = 639,359.52
P.T. = 12+93.24
Y = 253,359.92
X = 639,365.44

CURVE MN502
P.I. = 13+07.14
Y = 253,373.82
X = 639,365.20
DELTA = 21° 33' 52.20" (RT)
D = 78° 29' 14.53"
T = 13.90
L = 27.48
R = 73.00
P.C. = 12+93.24
Y = 253,359.92
X = 639,365.44
P.T. = 13+20.71
Y = 253,386.84
X = 639,370.09

CURVE MN503
P.I. = 13+31.08
Y = 253,396.54
X = 639,373.73
DELTA = 119° 51' 51.33" (LT)
D = 954° 55' 46.77"
T = 10.36
L = 12.55
R = 6.00
P.C. = 13+20.71
Y = 253,386.84
X = 639,370.09
P.T. = 13+33.27
Y = 253,394.87
X = 639,363.50

CURVE MN504
P.I. = 14+~~77.67~~
Y = 253,371.58
X = 639,220.98
DELTA = 8° 09' 14.29" (RT)
D = 2° 49' 40.89"
T = 144.41
L = 288.33
R = 2,026.00
P.C. = 13+33.27
Y = 253,394.87
X = 639,363.50
P.T. = 16+21.59
Y = 253,368.74
X = 639,076.60

CURVE MN505
P.I. = 32+42.40
Y = 253,336.90
X = 637,456.11
DELTA = 179° 43' 01.92" (LT)
D = 1432° 23' 40.16"
T = 1,620.81
L = 12.55
R = 4.00
P.C. = 16+21.59
Y = 253,368.74
X = 639,076.60
P.T. = 16+34.14
Y = 253,360.75
X = 639,076.74

CURVE MN600
P.I. = 10+24.99
Y = 253,396.81
X = 639,261.58
DELTA = 18° 40' 18" (LT)
D = 37° 41' 41"
T = 24.99
L = 49.51
R = 152.00
P.C. = 10+00.00
Y = 253,401.80
X = 639,237.10
P.T. = 10+49.53
Y = 253,399.91
X = 639,286.38

CURVE MN601
P.I. = 11+81.~~28~~ 29
Y = 253,419.80
X = 639,416.61
DELTA = 70° 54' 03" (LT)
D = 74° 24' 36"
T = 54.82
L = 95.28
R = 77.00
P.C. = 11+26.~~46~~ 47
Y = 253,410.92
X = 639,362.51
P.T. = 12+21.~~74~~ 75
Y = 253,473.83
X = 639,425.92

CURVE MN602
P.I. = 12+46.~~82~~ 83
Y = 253,498.55
X = 639,430.17
DELTA = 18° 44' 20" (LT)
D = 37° 41' 45"
T = 25.08
L = 49.71
R = 152.00
P.C. = 12+21.~~74~~ 75
Y = 253,473.83
X = 639,425.92
P.T. = 12+71.~~46~~ 47
Y = 253,523.32
X = 639,426.27

CURVE MN603
P.I. = 10+88.01
Y = 253,404.68
X = 639,324.55
DELTA = 2° 11' 35" (LT)
D = 2° 51' 02"
T = 38.47
L = 76.93
R = 2010.00
P.C. = 10+49.54
Y = 253,399.91
X = 639,286.38
P.T. = 11+26.47
Y = 253,410.92
X = 639,366.51

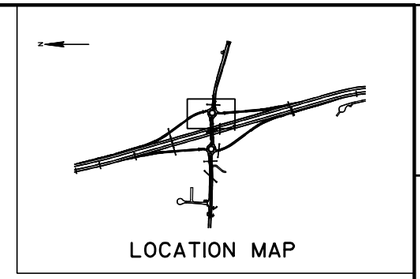
DATA TABLE

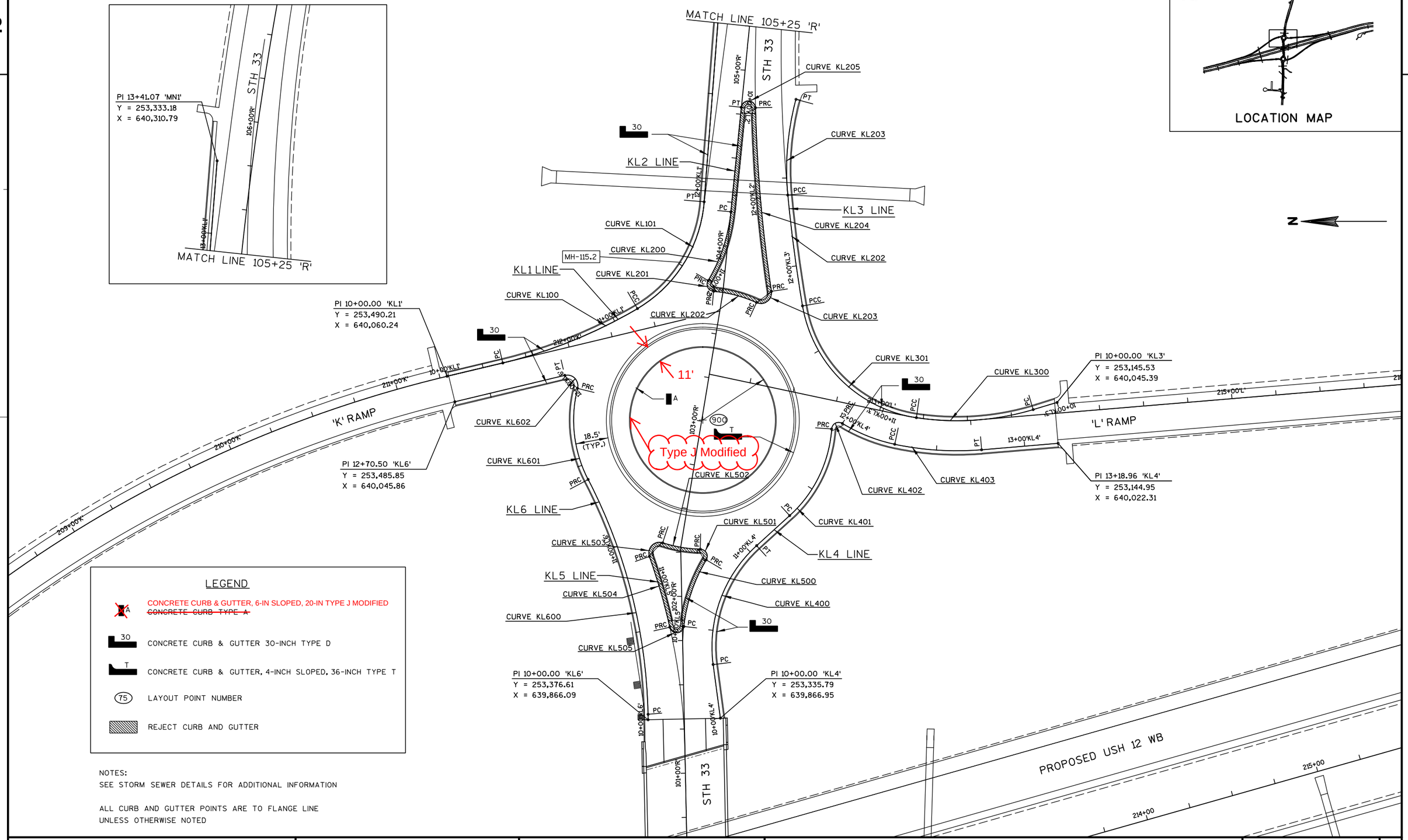
POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
800	253,361.17	639,438.43	97+01.44	-1.83	R	R=42'

REVISED DRAWING

SHEET 98 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - STH 33/'M' RAMP/'N' RAMP ROUNDABOUT	SHEET ISSUED 06-24-09	E





LEGEND

- ~~A~~ CONCRETE CURB & GUTTER, 6-IN SLOPED, 20-IN TYPE J MODIFIED ~~CONCRETE CURB TYPE A~~
- 30 CONCRETE CURB & GUTTER 30-INCH TYPE D
- T CONCRETE CURB & GUTTER, 4-INCH SLOPED, 36-INCH TYPE T
- (75) LAYOUT POINT NUMBER
- REJECT CURB AND GUTTER

NOTES:
SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION

ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - STH 33/'K' RAMP/'L' RAMP ROUNDABOUT	SHEET 99	E

CURVE KL100

P.I. = 10+73.84
Y = 253,418.40
X = 640,077.44
DELTA = 17° 02' 15" (LT)
D = 20° 41' 04"
T = 41.49
L = 82.37
R = 277.00
P.C. = 10+32.35
Y = 253,458.75
X = 640,067.78
P.T. = 11+14.72
Y = 253,382.65
X = 640,098.50

CURVE KL101

P.I. = 11+54.85
Y = 253,348.07
X = 640,118.87
DELTA = 55° 03' 35" (LT)
D = 74° 24' 36"
T = 40.13
L = 73.99
R = 77.00
P.C. = 11+14.72
Y = 253,382.65
X = 640,098.50
P.T. = 11+88.71
Y = 253,344.96
X = 640,158.88

CURVE KL200

P.I. = 10+80.41
Y = 253,331.94
X = 640,132.32
DELTA = 25° 11' 43" (RT)
D = 60° 57' 11"
T = 21.01
L = 41.34
R = 94.00
P.C. = 10+59.40
Y = 253,329.84
X = 640,153.22
P.T. = 11+00.74
Y = 253,342.73
X = 640,114.29

CURVE KL201

P.I. = 11+07.15
Y = 253,346.02
X = 640,108.79
DELTA = 116° 05' 49" (LT)
D = 1432° 23' 40"
T = 6.41
L = 8.11
R = 4.00
P.C. = 11+00.74
Y = 253,342.73
X = 640,114.29
P.T. = 11+08.84
Y = 253,339.63
X = 640,108.25

CURVE KL202

P.I. = 11+21.56
Y = 253,326.96
X = 640,107.18
DELTA = 19° 45' 40" (RT)
D = 78° 29' 15"
T = 12.72
L = 25.18
R = 73.00
P.C. = 11+08.84
Y = 253,339.63
X = 640,108.25
P.T. = 11+34.02
Y = 253,315.40
X = 640,101.90

CURVE KL203

P.I. = 11+45.11
Y = 253,305.31
X = 640,097.28
DELTA = 123° 10' 30" (LT)
D = 954° 55' 47"
T = 11.09
L = 12.90
R = 6.00
P.C. = 11+34.02
Y = 253,315.40
X = 640,101.90
P.T. = 11+46.92
Y = 253,306.97
X = 640,108.25

CURVE KL204

P.I. = 11+99.10
Y = 253,314.77
X = 640,159.85
DELTA = 7° 18' 33" (RT)
D = 7° 00' 47"
T = 52.18
L = 104.22
R = 817.00
P.C. = 11+46.92
Y = 253,306.97
X = 640,108.25
P.T. = 12+51.14
Y = 253,315.95
X = 640,212.02

CURVE KL205

P.I. = 13+16.48
Y = 253,317.42
X = 640,277.34
DELTA = 172° 59' 36" (LT)
D = 1432° 23' 40"
T = 65.34
L = 12.08
R = 4.00
P.C. = 12+51.14
Y = 253,315.95
X = 640,212.02
P.T. = 12+63.22
Y = 253,323.93
X = 640,212.32

CURVE KL300

P.I. = 10+47.98
Y = 253,191.54
X = 640,031.75
DELTA = 25° 09' 34" (RT)
D = 37° 41' 41"
T = 33.92
L = 66.75
R = 152.00
P.C. = 10+14.06
Y = 253,159.01
X = 640,041.39
P.T. = 10+80.81
Y = 253,225.07
X = 640,036.85

CURVE KL301

P.I. = 11+36.42
Y = 253,280.05
X = 640,045.21
DELTA = 71° 40' 52" (RT)
D = 74° 24' 36"
T = 55.62
L = 96.33
R = 77.00
P.C. = 10+80.81
Y = 253,225.07
X = 640,036.85
P.T. = 11+77.14
Y = 253,289.40
X = 640,100.04

CURVE KL302

P.I. = 12+08.75
Y = 253,294.71
X = 640,131.20
DELTA = 4° 15' 33" (RT)
D = 6° 44' 26"
T = 31.61
L = 63.19
R = 850.00
P.C. = 11+77.14
Y = 253,289.40
X = 640,100.04
P.T. = 12+40.33
Y = 253,297.69
X = 640,162.66

CURVE KL303

P.I. = 12+67.92
Y = 253,300.29
X = 640,190.13
DELTA = 55° 23' 32" (RT)
D = 37° 41' 41"
T = 27.59
L = 54.59
R = 152.00
P.C. = 12+40.33
Y = 253,297.69
X = 640,162.66
P.T. = 12+94.91
Y = 253,293.08
X = 640,216.76

CURVE KL400

P.I. = 10+71.02
Y = 253,345.24
X = 639,937.34
DELTA = 55° 23' 26" (RT)
D = 74° 24' 36"
T = 40.42'
L = 74.44'
R = 77.00'
P.C. = 10+30.60
Y = 253,339.86
X = 639,897.28
P.T. = 11+05.04
Y = 253,315.33
X = 639,964.52

CURVE KL401

P.I. = 11+59.59
Y = 253,274.96
X = 640,001.20
DELTA = 43° 45' 53" (LT)
D = 78° 29' 15"
T = 29.32'
L = 55.76'
R = 73.00'
P.C. = 11+30.27
Y = 253,296.66
X = 639,981.48
P.T. = 11+86.03
Y = 253,272.93
X = 640,030.44

CURVE KL402

P.I. = 11+92.62
Y = 253,272.47
X = 640,037.02
DELTA = 117° 29' 34" (RT)
D = 1432° 22' 25"
T = 6.59'
L = 8.20'
R = 4.00'
P.C. = 11+86.03
Y = 253,272.93
X = 640,030.44
P.T. = 11+94.23
Y = 253,266.85
X = 640,033.58

CURVE KL403

P.I. = 12+10.38
Y = 253,253.08
X = 640,025.15
DELTA = 19° 29' 35" (LT)
D = 60° 57' 12"
T = 16.15'
L = 31.98'
R = 94.00'
P.C. = 11+94.23
Y = 253,266.85
X = 640,033.58
P.T. = 12+26.21
Y = 253,237.28
X = 640,021.80

CURVE KL404

P.I. = 12+51.09
Y = 253,212.95
X = 640,016.64
DELTA = 16° 44' 49" (LT)
D = 33° 54' 10"
T = 24.88'
L = 49.40'
R = 169.00'
P.C. = 12+26.21
Y = 253,237.28
X = 640,021.80
P.T. = 12+75.61
Y = 253,188.16
X = 640,018.71

CURVE KL500

P.I. = 10+20.33
Y = 253,354.21
X = 639,939.01
DELTA = 24° 24' 09" (RT)
D = 60° 57' 11"
T = 20.33
L = 40.04
R = 94.00
P.C. = 10+00.00
Y = 253,356.47
X = 639,918.82
P.T. = 10+40.04
Y = 253,343.80
X = 639,956.47

CURVE KL501

P.I. = 10+46.92
Y = 253,340.28
X = 639,962.39
DELTA = 119° 41' 27" (LT)
D = 1432° 23' 40"
T = 6.89
L = 8.36
R = 4.00
P.C. = 10+40.04
Y = 253,343.80
X = 639,956.47
P.T. = 10+48.39
Y = 253,347.16
X = 639,962.52

CURVE KL502

P.I. = 10+59.28
Y = 253,358.05
X = 639,962.73
DELTA = 16° 57' 59" (RT)
D = 78° 29' 15"
T = 10.89
L = 21.62
R = 73.00
P.C. = 10+48.39
Y = 253,347.16
X = 639,962.52
P.T. = 10+70.01
Y = 253,368.40
X = 639,966.11

CURVE KL503

P.I. = 10+82.20
Y = 253,379.99
X = 639,969.89
DELTA = 127° 35' 33" (LT)
D = 954° 55' 47"
T = 12.19
L = 13.36
R = 6.00
P.C. = 10+70.01
Y = 253,368.40
X = 639,966.11
P.T. = 10+83.37
Y = 253,375.91
X = 639,958.40

CURVE KL504

P.I. = 11+04.23
Y = 253,368.94
X = 639,938.73
DELTA = 6° 48' 14" (RT)
D = 16° 19' 25"
T = 20.87
L = 41.68
R = 351.00
P.C. = 10+83.37
Y = 253,375.91
X = 639,958.40
P.T. = 11+25.05
Y = 253,364.35
X = 639,918.38

CURVE KL505

P.I. = 11+48.81
Y = 253,359.12
X = 639,895.20
DELTA = 160° 53' 23" (LT)
D = 1432° 23' 40"
T = 23.76
L = 11.23
R = 4.00
P.C. = 11+25.05
Y = 253,364.35
X = 639,918.38
P.T. = 11+36.28
Y = 253,356.47
X = 639,918.82

CURVE KL600

P.I. = 10+73.39
Y = 253,378.16
X = 639,939.46
DELTA = 26° 13' 05" (LT)
D = 18° 58' 20"
T = 70.33'
L = 138.19'
R = 302.00'
P.C. = 10+03.06
Y = 253,376.67
X = 639,869.15
P.T. = 11+41.25
Y = 253,410.55
X = 640,001.88

CURVE KL601

P.I. = 11+69.01
Y = 253,423.33
X = 640,026.52
DELTA = 41° 38' 11" (RT)
D = 78° 29' 15"
T = 27.76'
L = 53.05'
R = 73.00'
P.C. = 11+41.25
Y = 253,410.55
X = 640,001.88
P.T. = 11+94.30
Y = 253,416.52
X = 640,053.43

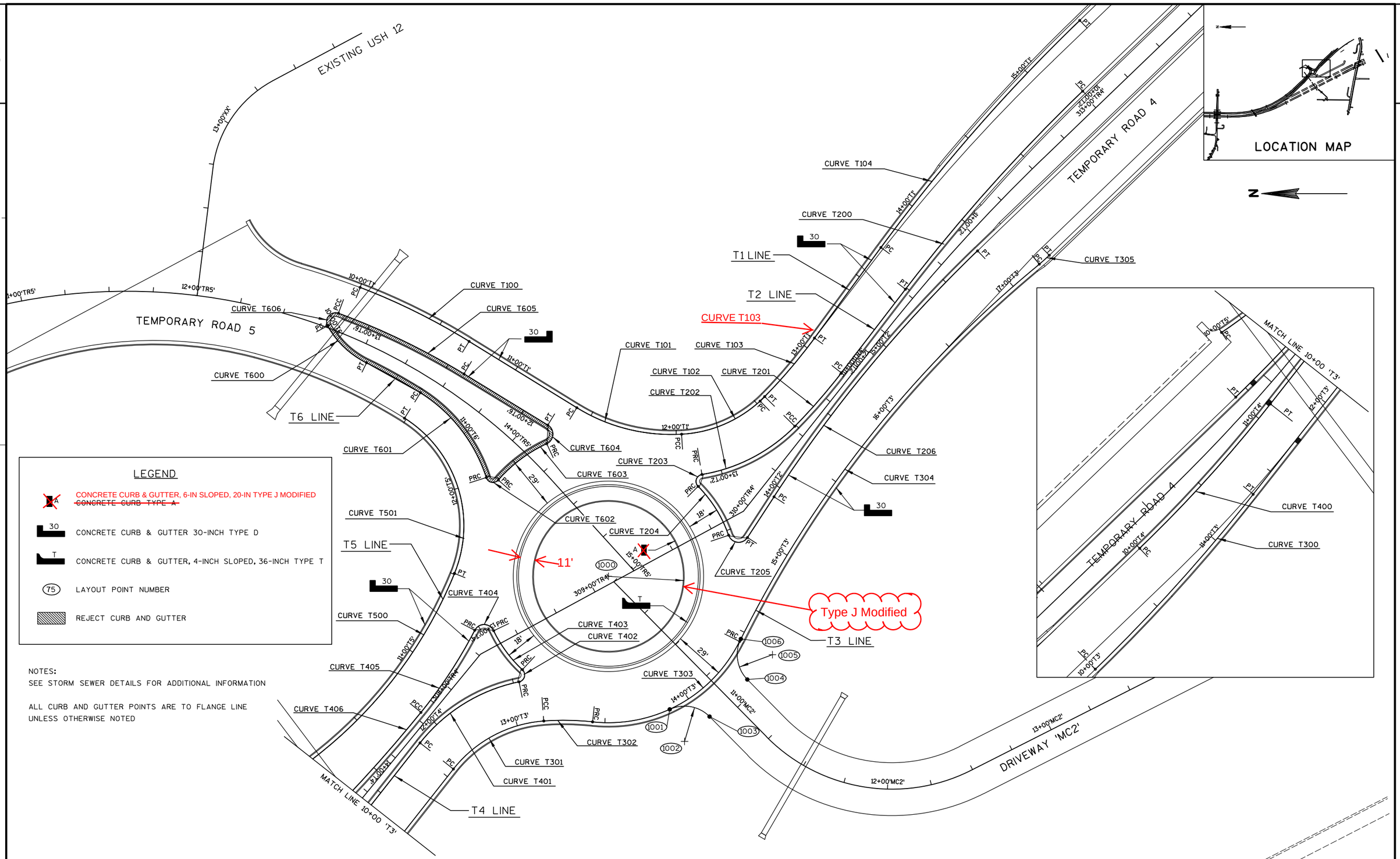
CURVE KL602

P.I. = 12+04.22
Y = 253,414.08
X = 640,063.05
DELTA = 117° 40' 34" (LT)
D = 954° 55' 47"
T = 9.92'
L = 12.32'
R = 6.00'
P.C. = 11+94.30
Y = 253,416.52
X = 640,053.43
P.T. = 12+06.63
Y = 253,423.73
X = 640,060.74

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
900	253,345.75	640,035.51	103+00.75	0.58	R	R=42'

2



LEGEND

- CONCRETE CURB & GUTTER, 6-IN SLOPED, 20-IN TYPE J MODIFIED ~~CONCRETE CURB TYPE A~~
- CONCRETE CURB & GUTTER 30-INCH TYPE D
- CONCRETE CURB & GUTTER, 4-INCH SLOPED, 36-INCH TYPE T
- LAYOUT POINT NUMBER
- REJECT CURB AND GUTTER

NOTES:
SEE STORM SEWER DETAILS FOR ADDITIONAL INFORMATION

ALL CURB AND GUTTER POINTS ARE TO FLANGE LINE
UNLESS OTHERWISE NOTED

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - TEMP. ROAD 4/TEMP. ROAD 5 ROUNDABOUT	SHEET 101	E

2

DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
1000	244,058.74	641,575.75	309+10.92	-4.08	TR4	R=43.5'
1001	244,024.00	641,500.37	13+77.18	0.00	T3	
1002	244,015.63	641,482.21	13+77.18	20.00	T3	R=20'
1003	244,001.39	641,496.25	13+93.21	15.03	T3	
1004	243,980.02	641,517.31	14+18.71	15.04	T3	
1005	243,965.79	641,531.35	14+35.08	20.00	T3	R=20'
1006	243,983.68	641,540.28	14+35.08	0.00	T3	

CURVE T100
P.I. = 10+34.61
Y = 244,167.28
X = 641,727.15
DELTA = 10° 36' 08" (RT)
D = 15° 21' 39"
T = 34.61
L = 69.02
R = 373.00
P.C. = 10+00.00
Y = 244,199.59
X = 641,739.57
P.T. = 10+69.02
Y = 244,137.81
X = 641,709.00

CURVE T101
P.I. = 11+72.93
Y = 244,049.34
X = 641,654.52
DELTA = 34° 56' 56" (LT)
D = 56° 10' 20"
T = 32.11
L = 62.22
R = 102.00
P.C. = 11+40.82
Y = 244,076.68
X = 641,671.36
P.T. = 12+03.03
Y = 244,017.28
X = 641,656.38

CURVE T102
P.I. = 12+30.75
Y = 243,989.61
X = 641,657.99
DELTA = 42° 06' 32" (LT)
D = 79° 34' 39"
T = 27.72
L = 52.92
R = 72.00
P.C. = 12+03.03
Y = 244,017.28
X = 641,656.38
P.T. = 12+55.95
Y = 243,970.16
X = 641,677.73

CURVE T103
P.I. = 12+83.37
Y = 243,955.92
X = 641,691.81
DELTA = 8° 58' 53" (LT)
D = 18° 58' 20"
T = 23.72
L = 47.34
R = 302.00
P.C. = 12+59.65
Y = 243,972.77
X = 641,675.11
P.T. = 13+06.99
Y = 243,941.89
X = 641,710.92

CURVE T104
P.I. = 14+56.51
Y = 243,853.39
X = 641,831.44
DELTA = 9° 50' 15" (RT)
D = 5° 44' 28"
T = 85.89
L = 171.35
R = 998.00
P.C. = 13+70.62
Y = 243,904.23
X = 641,762.21
P.T. = 15+41.97
Y = 243,791.48
X = 641,890.97

CURVE T200
P.I. = 10+75.58
Y = 243,844.31
X = 641,798.56
DELTA = 8° 37' 40" (LT)
D = 5° 43' 05"
T = 75.58
L = 150.88
R = 1,002.00
P.C. = 10+00.00
Y = 243,789.82
X = 641,850.95
P.T. = 11+50.88
Y = 243,890.32
X = 641,738.60

CURVE T201
P.I. = 12+30.74
Y = 243,938.93
X = 641,675.24
DELTA = 7° 04' 10" (RT)
D = 17° 34' 31"
T = 20.14
L = 40.22
R = 326.00
P.C. = 12+10.60
Y = 243,926.67
X = 641,691.21
P.T. = 12+50.83
Y = 243,953.06
X = 641,660.89

CURVE T202
P.I. = 12+82.04
Y = 243,974.97
X = 641,638.65
DELTA = 36° 01' 33" (RT)
D = 59° 40' 59"
T = 31.22
L = 60.36
R = 96.00
P.C. = 12+50.83
Y = 243,953.06
X = 641,660.89
P.T. = 13+11.19
Y = 244,005.77
X = 641,633.55

CURVE T203
P.I. = 13+18.99
Y = 244,014.46
X = 641,632.28
DELTA = 125° 42' 53" (LT)
D = 1432° 23' 40"
T = 7.80
L = 8.78
R = 4.00
P.C. = 13+11.19
Y = 244,005.77
X = 641,633.55
P.T. = 13+19.97
Y = 244,007.93
X = 641,626.77

CURVE T204
P.I. = 13+36.72
Y = 243,996.06
X = 641,644.95
DELTA = 26° 12' 09" (RT)
D = 79° 34' 39"
T = 16.76
L = 32.93
R = 72.00
P.C. = 13+19.97
Y = 244,007.93
X = 641,626.77
P.T. = 13+52.89
Y = 243,990.63
X = 641,599.10

CURVE T205
P.I. = 13+65.19
Y = 243,986.64
X = 641,590.46
DELTA = 127° 58' 48" (LT)
D = 954° 55' 47"
T = 12.30
L = 13.40
R = 6.00
P.C. = 13+52.89
Y = 243,990.63
X = 641,599.10
P.T. = 13+66.29
Y = 243,979.93
X = 641,597.76

CURVE T206
P.I. = 14+85.01
Y = 243,915.09
X = 641,697.21
DELTA = 13° 01' 28" (RT)
D = 7° 10' 48"
T = 91.09
L = 181.40
R = 798.00
P.C. = 13+93.92
Y = 243,964.84
X = 641,620.91
P.T. = 15+75.32
Y = 243,849.42
X = 641,760.35

CURVE T300
P.I. = 10+66.96
Y = 244,263.48
X = 641,318.24
DELTA = 7° 40' 36.88" (LT)
D = 5° 44' 27.82"
T = 66.96
L = 133.72
R = 998.00
P.C. = 10+00.00
Y = 244,311.57
X = 641,271.64
P.T. = 11+33.72
Y = 244,222.05
X = 641,370.84

CURVE T301
P.I. = 12+87.19
Y = 244,127.09
X = 641,491.40
DELTA = 47° 33' 43.18" (RT)
D = 79° 34' 38.90"
T = 31.73
L = 59.77
R = 72.00
P.C. = 12+55.46
Y = 244,146.72
X = 641,466.48
P.T. = 13+15.23
Y = 244,095.45
X = 641,493.73

CURVE T302
P.I. = 13+29.13
Y = 244,081.58
X = 641,494.75
DELTA = 10° 27' 10.58" (RT)
D = 37° 41' 40.53"
T = 13.90
L = 27.73
R = 152.00
P.C. = 13+15.23
Y = 244,095.45
X = 641,493.73
P.T. = 13+42.96
Y = 244,067.76
X = 641,493.24

CURVE T303
P.I. = 14+00.93
Y = 244,010.13
X = 641,486.94
DELTA = 69° 51' 59.35" (LT)
D = 69° 01' 51.81"
T = 57.97
L = 101.21
R = 83.00
P.C. = 13+42.96
Y = 244,067.76
X = 641,493.24
P.T. = 14+44.17
Y = 243,984.38
X = 641,538.88

CURVE T304
P.I. = 15+83.87
Y = 243,922.32
X = 641,664.04
DELTA = 24° 11' 13.04" (RT)
D = 8° 47' 15.71"
T = 139.70
L = 275.24
R = 652.00
P.C. = 14+44.17
Y = 243,984.38
X = 641,538.88
P.T. = 17+19.40
Y = 243,814.43
X = 641,752.79

CURVE T305
P.I. = 17+23.20
Y = 243,811.50
X = 641,755.20
DELTA = 4° 26' 04.91" (LT)
D = 58° 27' 54.29"
T = 3.79
L = 7.59
R = 98.00
P.C. = 17+19.40
Y = 243,814.43
X = 641,752.79
P.T. = 17+26.99
Y = 243,808.76
X = 641,757.83

CURVE T400
P.I. = 10+55.38
Y = 244,246.51
X = 641,378.57
DELTA = 7° 54' 03" (LT)
D = 7° 08' 39"
T = 55.38
L = 110.59
R = 802.00
P.C. = 10+00.00
Y = 244,286.43
X = 641,340.19
P.T. = 11+10.59
Y = 244,212.24
X = 641,422.08

CURVE T401
P.I. = 12+21.12
Y = 244,143.85
X = 641,508.91
DELTA = 40° 10' 32" (RT)
D = 59° 40' 59"
T = 35.11
L = 67.32
R = 96.00
P.C. = 11+86.01
Y = 244,165.57
X = 641,481.33
P.T. = 12+53.32
Y = 244,109.46
X = 641,515.97

CURVE T402
P.I. = 12+61.12
Y = 244,101.82
X = 641,517.54
DELTA = 125° 42' 53" (LT)
D = 1432° 23' 40"
T = 7.80
L = 8.78
R = 4.00
P.C. = 12+53.32
Y = 244,109.46
X = 641,515.97
P.T. = 12+62.10
Y = 244,107.55
X = 641,522.83

CURVE T403
P.I. = 12+76.10
Y = 244,117.84
X = 641,532.32
DELTA = 22° 00' 18" (RT)
D = 79° 34' 39"
T = 14.00
L = 27.65
R = 72.00
P.C. = 12+62.10
Y = 244,107.55
X = 641,522.83
P.T. = 12+89.75
Y = 244,123.83
X = 641,544.97

CURVE T404
P.I. = 13+01.85
Y = 244,129.00
X = 641,555.91
DELTA = 127° 13' 55" (LT)
D = 954° 55' 47"
T = 12.10
L = 13.32
R = 6.00
P.C. = 12+89.75
Y = 244,123.83
X = 641,544.97
P.T. = 13+03.07
Y = 244,134.58
X = 641,545.17

CURVE T405
P.I. = 13+31.03
Y = 244,147.47
X = 641,520.36
DELTA = 11° 34' 08" (RT)
D = 20° 45' 34"
T = 27.96
L = 55.73
R = 276.00
P.C. = 13+03.08
Y = 244,134.58
X = 641,545.17
P.T. = 13+58.80
Y = 244,165.07
X = 641,498.64

CURVE T406
P.I. = 14+08.29
Y = 244,198.24
X = 641,460.20
DELTA = 7° 05' 51" (RT)
D = 7° 10' 48"
T = 49.49
L = 98.85
R = 798.00
P.C. = 13+58.80
Y = 244,165.07
X = 641,498.64
P.T. = 14+57.66
Y = 244,231.91
X = 641,425.90

CURVE T500
P.I. = 10+77.61
Y = 244,175.35
X = 641,505.54
DELTA = 34° 14' 14" (LT)
D = 22° 44' 11"
T = 77.61
L = 150.58
R = 252.00
P.C. = 10+00.00
Y = 244,239.99
X = 641,462.57
P.T. = 11+50.58
Y = 244,146.08
X = 641,577.42

CURVE T501
P.I. = 12+10.97
Y = 244,123.32
X = 641,633.31
DELTA = 79° 57' 10" (LT)
D = 79° 34' 39"
T = 60.36
L = 100.47
R = 72.00
P.C. = 11+50.61
Y = 244,146.09
X = 641,577.40
P.T. = 12+51.08
Y = 244,174.40
X = 641,665.48

CURVE T600
P.I. = 10+15.97
Y = 244,210.32
X = 641,703.85
DELTA = 35° 28' 19" (LT)
D = 114° 35' 30"
T = 15.97
L = 30.91
R = 50.00
P.C. = 10+00.00
Y = 244,217.98
X = 641,717.86
P.T. = 10+30.91
Y = 244,195.95
X = 641,696.87

CURVE T601
P.I. = 10+98.30
Y = 244,137.95
X = 641,662.61
DELTA = 39° 58' 31" (RT)
D = 64° 22' 38"
T = 32.37
L = 62.10
R = 89.00
P.C. = 10+65.93
Y = 244,165.34
X = 641,679.86
P.T. = 11+28.03
Y = 244,128.04
X = 641,631.79

CURVE T602
P.I. = 11+35.10
Y = 244,125.88
X = 641,625.06
DELTA = 121° 01' 03" (LT)
D = 1432° 23' 40"
T = 7.07
L = 8.45
R = 4.00
P.C. = 11+28.03
Y = 244,128.04
X = 641,631.79
P.T. = 11+36.48
Y = 244,121.22
X = 641,630.38

CURVE T603
P.I. = 11+54.02
Y = 244,109.68
X = 641,643.59
DELTA = 23° 52' 07" (RT)
D = 69° 01' 52"
T = 17.54
L = 34.58
R = 83.00
P.C. = 11+36.48
Y = 244,121.22
X = 641,630.38
P.T. = 11+71.05
Y = 244,093.77
X = 641,650.99

CURVE T604
P.I. = 11+82.25
Y = 244,083.63
X = 641,655.72
DELTA = 123° 36' 41" (LT)
D = 954° 55' 47"
T = 11.19
L = 12.94
R = 6.00
P.C. = 11+71.05
Y = 244,093.77
X = 641,650.99
P.T. = 11+84.00
Y = 244,093.18
X = 641,661.55

CURVE T605
P.I. = 12+79.39
Y = 244,174.58
X = 641,711.28
DELTA = 11° 17' 01" (LT)
D = 14° 15' 10"
T = 39.71
L = 79.17
R = 402.00
P.C. = 12+39.68
Y = 244,140.69
X = 641,690.58
P.T. = 13+18.84
Y = 244,211.87
X = 641,724.95

CURVE T606
P.I. = 13+32.15
Y = 244,224.36
X = 641,729.53
DELTA = 138° 48' 10" (LT)
D = 145° 54' 56"
T = 13.30
L = 12.11
R = 5.00
P.C. = 13+18.84
Y = 244,211.87
X = 641,724.95
P.T. = 13+30.96
Y = 244,217.98
X = 641,717.86

2

CURVE T100
P.I. = 10+34.61
Y = 244,167.28
X = 641,727.15
DELTA = 10° 36' 08" (RT)
D = 15° 21' 39"
T = 34.61
L = 69.02
R = 373.00
P.C. = 10+00.00
Y = 244,199.59
X = 641,739.57
P.T. = 10+69.02
Y = 244,137.81
X = 641,709.00

CURVE T101
P.I. = 11+72.93
Y = 244,049.34
X = 641,654.52
DELTA = 34° 56' 56" (LT)
D = 56° 10' 20"
T = 32.11
L = 62.22
R = 102.00
P.C. = 11+40.82
Y = 244,076.68
X = 641,671.36
P.T. = 12+03.03
Y = 244,017.28
X = 641,656.38

CURVE T102
P.I. = 12+30.75
Y = 243,989.61
X = 641,657.99
DELTA = 42° 06' 32" (LT)
D = 79° 34' 39"
T = 27.72
L = 52.92
R = 72.00
P.C. = 12+03.03
Y = 244,017.28
X = 641,656.38
P.T. = 12+55.95
Y = 243,970.16
X = 641,677.73

CURVE T103
P.I. = 12+77.81
Y = 243,954.82
X = 641,693.31
DELTA = 8° 16' 46" (LT)
D = 18° 58' 20"
T = 21.86
L = 43.64
R = 302.00
P.C. = 12+55.95
Y = 243,970.16
X = 641,677.73
P.T. = 12+99.59
Y = 243,941.89
X = 641,710.92

CURVE T104
P.I. = ~~14+56.51~~ 14+49.11
Y = 243,853.39
X = 641,831.44
DELTA = 9° 50' 15" (RT)
D = 5° 44' 28"
T = 85.89
L = 171.35
R = 998.00
P.C. = ~~13+70.62~~ 13+63.22
Y = 243,904.23
X = 641,762.21
P.T. = ~~15+41.97~~ 15+34.58
Y = 243,791.48
X = 641,890.97

CURVE T200
P.I. = 10+75.58
Y = 243,844.31
X = 641,798.56
DELTA = 8° 37' 40" (LT)
D = 5° 43' 05"
T = 75.58
L = 150.88
R = 1,002.00
P.C. = 10+00.00
Y = 243,789.82
X = 641,850.95
P.T. = 11+50.88
Y = 243,890.32
X = 641,738.60

CURVE T201
P.I. = 12+30.74
Y = 243,938.93
X = 641,675.24
DELTA = 7° 04' 10" (RT)
D = 17° 34' 31"
T = 20.14
L = 40.22
R = 326.00
P.C. = 12+10.60
Y = 243,926.67
X = 641,691.21
P.T. = 12+50.83
Y = 243,953.06
X = 641,660.89

CURVE T202
P.I. = 12+82.04
Y = 243,974.97
X = 641,638.65
DELTA = 36° 01' 33" (RT)
D = 59° 40' 59"
T = 31.22
L = 60.36
R = 96.00
P.C. = 12+50.83
Y = 243,953.06
X = 641,660.89
P.T. = 13+11.19
Y = 244,005.77
X = 641,633.55

CURVE T203
P.I. = 13+18.99
Y = 244,013.46
X = 641,632.28
DELTA = 125° 42' 53" (LT)
D = 1432° 23' 40"
T = 7.80
L = 8.78
R = 4.00
P.C. = 13+11.19
Y = 244,005.77
X = 641,633.55
P.T. = 13+19.97
Y = 244,007.93
X = 641,626.77

CURVE T204
P.I. = 13+36.72
Y = 243,996.06
X = 641,617.95
DELTA = 26° 12' 09" (RT)
D = 79° 34' 39"
T = 16.76
L = 32.93
R = 72.00
P.C. = 13+19.97
Y = 244,007.93
X = 641,626.77
P.T. = 13+52.89
Y = 243,990.63
X = 641,599.10

CURVE T205
P.I. = 13+65.19
Y = 243,986.64
X = 641,587.46
DELTA = 127° 58' 48" (LT)
D = 954° 55' 47"
T = 12.30
L = 13.40
R = 6.00
P.C. = 13+52.89
Y = 243,990.63
X = 641,599.10
P.T. = 13+66.29
Y = 243,979.93
X = 641,597.76

CURVE T206
P.I. = 14+85.01
Y = 243,915.09
X = 641,697.21
DELTA = 13° 01' 28" (RT)
D = 7° 10' 48"
T = 91.09
L = 181.40
R = 798.00
P.C. = 13+93.92
Y = 243,964.84
X = 641,620.91
P.T. = 15+75.32
Y = 243,849.42
X = 641,760.35

CURVE T300
P.I. = 10+66.96
Y = 244,263.48
X = 641,318.24
DELTA = 7° 40' 36.88" (LT)
D = 5° 44' 27.82"
T = 66.96
L = 133.72
R = 998.00
P.C. = 10+00.00
Y = 244,311.57
X = 641,271.64
P.T. = 11+33.72
Y = 244,222.05
X = 641,370.84

CURVE T301
P.I. = 12+87.19
Y = 244,127.09
X = 641,491.40
DELTA = 47° 33' 43.18" (RT)
D = 79° 34' 38.90"
T = 31.73
L = 59.77
R = 72.00
P.C. = 12+55.46
Y = 244,146.72
X = 641,466.48
P.T. = 13+15.23
Y = 244,095.45
X = 641,493.73

CURVE T302
P.I. = 13+29.13
Y = 244,081.58
X = 641,494.75
DELTA = 10° 27' 10.58" (RT)
D = 37° 41' 40.53"
T = 13.90
L = 27.73
R = 152.00
P.C. = 13+15.23
Y = 244,095.45
X = 641,493.73
P.T. = 13+42.96
Y = 244,067.76
X = 641,493.24

CURVE T303
P.I. = 14+00.93
Y = 244,010.13
X = 641,486.94
DELTA = 69° 51' 59.35" (LT)
D = 69° 01' 51.81"
T = 57.97
L = 101.21
R = 83.00
P.C. = 13+42.96
Y = 244,067.76
X = 641,493.24
P.T. = 14+44.17
Y = 243,984.38
X = 641,538.88

CURVE T304
P.I. = 15+83.87
Y = 243,922.32
X = 641,664.04
DELTA = 24° 11' 13.04" (RT)
D = 8° 47' 15.71"
T = 139.70
L = 275.24
R = 652.00
P.C. = 14+44.17
Y = 243,984.38
X = 641,538.88
P.T. = 17+19.40
Y = 243,814.43
X = 641,752.79

CURVE T305
P.I. = 17+23.20
Y = 243,811.50
X = 641,755.20
DELTA = 4° 26' 04.91" (LT)
D = 58° 27' 54.29"
T = 3.79
L = 7.59
R = 98.00
P.C. = 17+19.40
Y = 243,814.43
X = 641,752.79
P.T. = 17+26.99
Y = 243,808.76
X = 641,757.83

CURVE T400
P.I. = 10+55.38
Y = 244,246.51
X = 641,378.57
DELTA = 7° 54' 03" (LT)
D = 7° 08' 39"
T = 55.38
L = 110.59
R = 802.00
P.C. = 10+00.00
Y = 244,286.43
X = 641,340.19
P.T. = 11+10.59
Y = 244,212.24
X = 641,422.08

CURVE T401
P.I. = 12+21.12
Y = 244,143.85
X = 641,508.91
DELTA = 40° 10' 32" (RT)
D = 59° 40' 59"
T = 35.11
L = 67.32
R = 96.00
P.C. = 11+86.01
Y = 244,165.57
X = 641,481.33
P.T. = 12+53.32
Y = 244,109.46
X = 641,515.97

CURVE T402
P.I. = 12+61.12
Y = 244,101.82
X = 641,517.54
DELTA = 125° 42' 53" (LT)
D = 1432° 23' 40"
T = 7.80
L = 8.78
R = 4.00
P.C. = 12+53.32
Y = 244,109.46
X = 641,515.97
P.T. = 12+62.10
Y = 244,107.55
X = 641,522.83

CURVE T403
P.I. = 12+76.10
Y = 244,117.84
X = 641,532.32
DELTA = 22° 00' 18" (RT)
D = 79° 34' 39"
T = 14.00
L = 27.65
R = 72.00
P.C. = 12+62.10
Y = 244,107.55
X = 641,522.83
P.T. = 12+89.75
Y = 244,123.83
X = 641,544.97

CURVE T404
P.I. = 13+01.85
Y = 244,129.00
X = 641,555.91
DELTA = 127° 13' 55" (LT)
D = 954° 55' 47"
T = 12.10
L = 13.32
R = 6.00
P.C. = 12+89.75
Y = 244,123.83
X = 641,544.97
P.T. = 13+03.07
Y = 244,134.58
X = 641,545.17

CURVE T405
P.I. = 13+31.03
Y = 244,147.47
X = 641,520.36
DELTA = 11° 34' 08" (RT)
D = 20° 45' 34"
T = 27.96
L = 55.73
R = 276.00
P.C. = 13+03.08
Y = 244,134.58
X = 641,545.17
P.T. = 13+58.80
Y = 244,165.07
X = 641,498.64

CURVE T406
P.I. = 14+08.29
Y = 244,196.24
X = 641,460.20
DELTA = 7° 05' 51" (RT)
D = 7° 10' 48"
T = 49.49
L = 98.85
R = 798.00
P.C. = 13+58.80
Y = 244,165.07
X = 641,498.64
P.T. = 14+57.66
Y = 244,231.91
X = 641,425.90

CURVE T500
P.I. = 10+77.61
Y = 244,175.35
X = 641,505.54
DELTA = 34° 14' 14" (LT)
D = 22° 44' 11"
T = 77.61
L = 150.58
R = 252.00
P.C. = 10+00.00
Y = 244,239.99
X = 641,462.57
P.T. = 11+50.58
Y = 244,146.08
X = 641,577.42

CURVE T501
P.I. = 12+10.97
Y = 244,123.32
X = 641,633.31
DELTA = 79° 57' 10" (LT)
D = 79° 34' 39"
T = 60.36
L = 100.47
R = 72.00
P.C. = 11+50.61
Y = 244,146.09
X = 641,577.40
P.T. = 12+51.08
Y = 244,174.40
X = 641,665.48

CURVE T600
P.I. = 10+15.97
Y = 244,210.32
X = 641,703.85
DELTA = 35° 25' 19" (LT)
D = 114° 35' 30"
T = 15.97
L = 30.91
R = 50.00
P.C. = 10+00.00
Y = 244,217.98
X = 641,717.86
P.T. = 10+30.91
Y = 244,195.95
X = 641,696.87

CURVE T601
P.I. = 10+98.30
Y = 244,137.95
X = 641,662.61
DELTA = 39° 58' 31" (RT)
D = 64° 22' 38"
T = 32.37
L = 62.10
R = 89.00
P.C. = 10+65.93
Y = 244,165.34
X = 641,679.86
P.T. = 11+28.03
Y = 244,128.04
X = 641,631.79

CURVE T602
P.I. = 11+35.10
Y = 244,125.88
X = 641,625.06
DELTA = 121° 01' 03" (LT)
D = 1432° 23' 40"
T = 7.07
L = 8.45
R = 4.00
P.C. = 11+28.03
Y = 244,128.04
X = 641,631.79
P.T. = 11+36.48
Y = 244,121.22
X = 641,630.38

CURVE T603
P.I. = 11+54.02
Y = 244,109.68
X = 641,643.59
DELTA = 23° 52' 07" (RT)
D = 69° 01' 52"
T = 17.54
L = 34.58
R = 83.00
P.C. = 11+36.48
Y = 244,121.22
X = 641,630.38
P.T. = 11+71.05
Y = 244,093.77
X = 641,650.99

CURVE T604
P.I. = 11+82.25
Y = 244,083.63
X = 641,655.72
DELTA = 123° 36' 41" (LT)
D = 954° 55' 47"
T = 11.19
L = 12.94
R = 6.00
P.C. = 11+71.05
Y = 244,093.77
X = 641,650.99
P.T. = 11+84.00
Y = 244,093.18
X = 641,661.55

CURVE T605
P.I. = 12+79.39
Y = 244,174.58
X = 641,711.28
DELTA = 11° 17' 01" (LT)
D = 14° 15' 10"
T = 39.71
L = 79.17
R = 402.00
P.C. = 12+39.68
Y = 244,140.69
X = 641,690.58
P.T. = 13+18.84
Y = 244,211.87
X = 641,724.95

CURVE T606
P.I. = 13+32.15
Y = 244,224.36
X = 641,729.53
DELTA = 138° 48' 10" (LT)
D = 1145° 54' 56"
T = 13.30
L = 12.11
R = 5.00
P.C. = 13+18.84
Y = 244,211.87
X = 641,724.95
P.T. = 13+30.96
Y = 244,217.98
X = 641,717.86

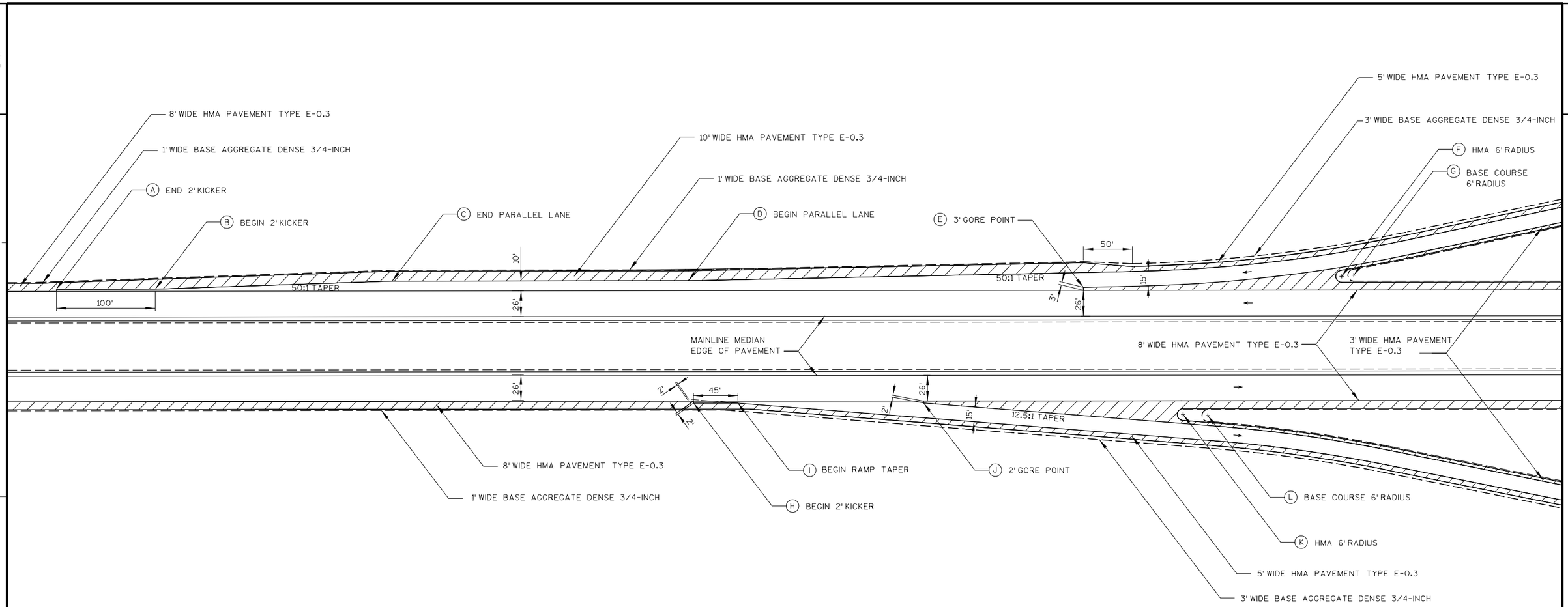
DATA TABLE

POINT NO.	NORTHING	EASTING	STATION	OFFSET	CHAIN	REMARK
1000	244,058.74	641,575.75	309+10.92	-4.08	TR4	R=43.5'
1001	244,024.00	641,500.37	13+77.18	0.00	T3	
1002	244,015.63	641,482.21	13+77.18	20.00	T3	R=20'
1003	244,001.39	641,496.25	13+93.21	15.03	T3	
1004	243,980.02	641,517.31	14+18.71	15.04	T3	
1005	243,965.79	641,531.35	14+35.08	20.00	T3	R=20'
1006	243,983.68	641,540.28	14+35.08	0.00	T3	

REVISED DRAWING

SHEET 102 A

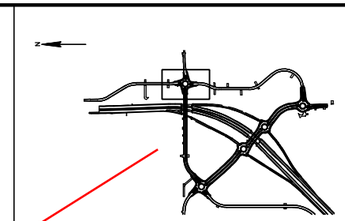
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LAYOUT DETAIL - TEMP. ROAD 4/TEMP. ROAD 5 ROUNDABOUT	SHEET ISSUED 06-24-09	E



PROVIDED FOR INFORMATION ONLY

LOCATION	A	B	C	D	E	F	G	H	I	J	K	L
C RAMP	66+73.21, 58' RT	65+75.89, 58' RT	63+43.40, 66' RT	60+50, 66' RT	56+50, 59' RT	53+88.36, 70' RT	53+76.14, 71' RT					
D RAMP								58+95, 58' LT	58+50, 58' LT	56+61.90, 58' LT	53+99.03, 70' LT	53+73.99, 71' LT
F RAMP	121+60, 58' LT	122+60, 58' LT	125+00, 66' LT	128+00, 66' LT	132+00, 59' LT	134+61.60, 70' LT	134+73.82, 71' LT					
G RAMP								161+95, 58' LT	161+50, 58' LT	159+61.90, 58' LT	156+99.04, 70' LT	156+74.15, 71' LT
H RAMP	168+90.28, 58' RT	167+89.97, 58' RT	165+50, 66' RT	162+50, 66' RT	158+50, 59' RT	155+88.37, 70' RT	155+76.15, 71' RT					
J RAMP								128+05, 58' RT	128+50, 58' RT	130+38.10, 58' RT	133+01, 70' RT	133+25.85, 71' RT
K RAMP	188+59.04, 58' LT	189+59.66, 58' LT	192+00, 66' LT	194+99.50, 66' LT	199+00, 59' LT	201+61.66, 70' LT	201+73.85, 71' LT					
L RAMP								226+95, 58' LT	226+50, 58' LT	224+61.90, 58' LT	221+99.04, 70' LT	221+74.15, 71' LT
M RAMP	233+41.73, 58' RT	232+40, 58' RT	230+00, 66' RT	227+00, 66' RT	223+00, 59' RT	220+38.37, 70' RT	220+26.15, 71' RT					
N RAMP								195+55, 58' RT	196+00, 58' RT	197+88.10, 58' RT	200+50.96, 70' RT	200+81.61, 71' RT

2



N

MOON ROAD

TIMOTHY LANE

TIMOTHY LANE

P.E.

P.E.

REJECT CURB

LP 973.09

LP 974.50

HP 973.01

HP 973.94

HP 974.66

HP 974.80

HP 974.75

HP 975.19

29+00'AC1'

30+00'AC1'

31+00'AC1'

32+00'AC1'

33+00'AC1'

34+00'AC1'

35+00'AC1'

36+00'AC1'

10+00'M05'

11+00'M05'

12+00'M05'

13+00'M05'

10+00'M06'

11+00'M06'

12+00'M06'

13+00'M06'

10+00'M07'

11+00'M07'

12+00'M07'

13+00'M07'

14+00'M07'

15+00'M07'

10+00'M08'

11+00'M08'

12+00'M08'

13+00'M08'

10+00'M01'

11+00'M01'

12+00'M01'

13+00'M01'

14+00'M01'

10+00'M02'

11+00'M02'

12+00'M02'

13+00'M02'

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13+00'M03'

14+00'M03'

10+00'M04'

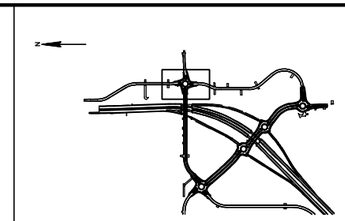
11+00'M04'

12+00'M04'

13+00'M04'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - MOON ROAD/TIMOTHY LANE ROUNDABOUT	SHEET 104 E

2



LOCATION MAP

MOON ROAD

TIMOTHY LANE

TIMOTHY LANE

P.E.

P.E.

REJECT CURB

STATION	OFFSET	ELEVATION
(1) 103+52.16 'MO'	9.61' RT	974.63
(2) 103+52.32 'MO'	9.27' LT	974.37
(3) 103+70.39 'MO'	40.49' LT	973.87
(4) 103+99.85 'MO'	53.09' LT	973.44
(5) 104+12.78 'MO'	52.87' LT	973.26
(6) 104+33.51 'MO'	45.49' LT	973.09
(7) 104+44.95 'MO'	36.16' LT	973.16
(8) 104+58.82 'MO'	7.29' LT	973.60
(9) 104+58.99 'MO'	7.33' RT	973.80
(10) 104+43.50 'MO'	38.89' RT	974.28
(11) 104+14.27 'MO'	53.89' RT	974.73
(12) 103+99.41 'MO'	54.29 RT	974.93
(13) 103+77.52 'MO'	46.86' RT	975.19
(14) 103+67.22 'MO'	38.80' RT	975.07

NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.

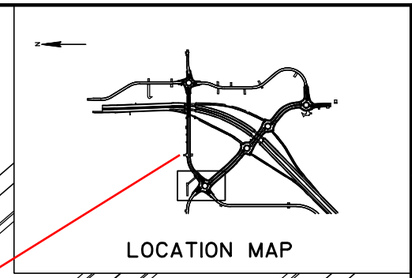
SEE ROUNDABOUT CURB PROFILE SHEETS 464-A & B

REVISED DRAWING

SHEET 104 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - MOON ROAD/TIMOTHY LANE ROUNDABOUT	SHEET ISSUED 06-24-09	E

2



MOON ROAD

FERN DELL ROAD

GIEBEL COURT

P.E.

REJECT CURB

HP 963.24

HP 979.95

LP 962.32

LP 962.71

LP 977.59

HP 958.95

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - MOON ROAD/FUTURE CTH BD ROUNDABOUT	SHEET 105	E

	STATION	OFFSET	ELEVATION
1	88+55.36 'E'	28.47' LT	963.19
2	88+62.50 'E'	10.62' LT	962.85
3	88+62.09 'E'	13.46' RT	962.11
4	88+20.93 'E'	71.23' RT	960.55
5	88+18.22 'E'	53.44' RT	960.19
6	87+98.58 'E'	71.10' RT	960.04
7	88+01.50 'E'	53.33' RT	959.68
8	87+65.16 'E'	29.45' RT	958.57
9	87+39.52 'E'	11.49' RT	959.38
10	87+57.31 'E'	8.73' RT	959.02
11	87+39.85 'E'	12.34' LT	959.90
12	87+57.55 'E'	9.10' LT	959.54
13	87+64.53 'E'	27.36' LT	960.06
14	87+77.35 'E'	48.33' LT	960.97
15	87+99.03 'E'	56.91' LT	961.51
16	88+24.15 'E'	53.81' LT	962.28
17	88+42.09 'E'	43.74' LT	962.86
18	88+52.81 'E'	56.86' LT	963.03
19	88+70.24 'E'	38.24' LT	963.37
20	87+50.01 'E'	39.17' RT	958.93
21	88+47.78 'E'	38.60' RT	961.22
22	88+60.43 'E'	51.40' RT	961.38
23	87+47.34 'E'	33.57' LT	960.42
24	87+70.84 'E'	59.17' LT	961.22

NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.

LOCATION MAP

SEE ROUNDABOUT CURB PROFILE SHEET 464-C & D

REVISED DRAWING

SHEET 105 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - MOON ROAD/FUTURE CTH BD ROUNDABOUT	SHEET ISSUED 06-24-09	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072_const\021216_pd.dgn PLOT DATE : 6/23/2009 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

LOCATION MAP

'B' RAMP

FUTURE CTH BD

USH 12 WB

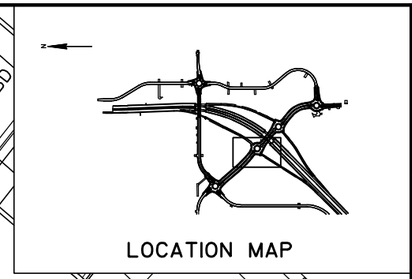
USH 12 EB

'C' RAMP

FERN DELL ROAD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - FUTURE CTH BD/'B' RAMP/'C' RAMP ROUNDABOUT	SHEET 106	E

2



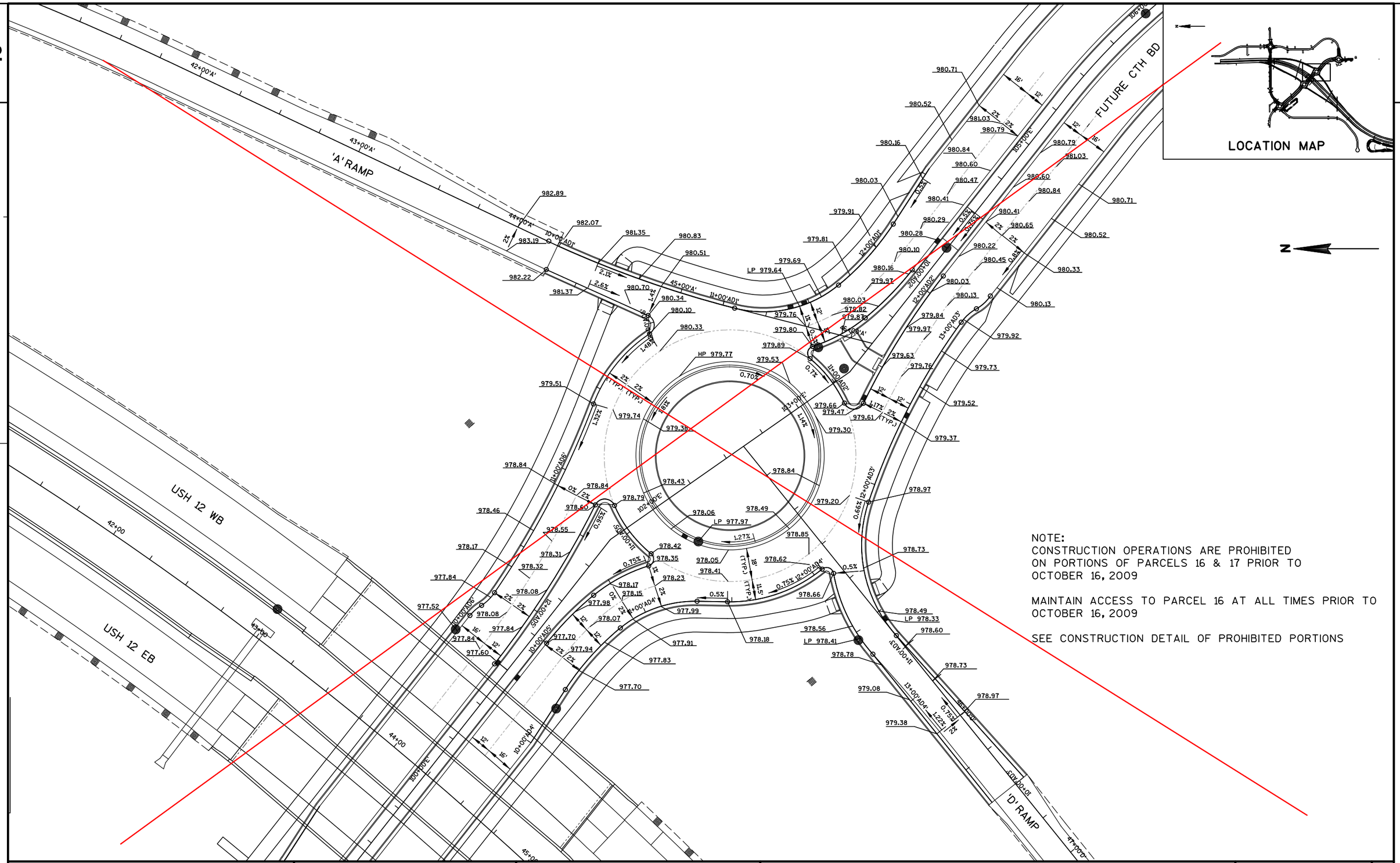
STATION	OFFSET	ELEVATION
① 97+34.84 'E'	72.79' LT	974.54
② 97+37.79 'E'	55.04' LT	974.18
③ 97+90.21 'E'	58.87' LT	975.21
④ 97+79.22 'E'	44.62' LT	974.85
⑤ 97+98.32 'E'	15.72' LT	975.39
⑥ 97+98.61 'E'	10.02' RT	975.79
⑦ 97+85.30 'E'	57.83' RT	976.48
⑧ 97+75.54 'E'	42.70' RT	976.12
⑨ 97+40.47 'E'	68.98' RT	975.95
⑩ 97+42.00 'E'	51.05' RT	975.59
⑪ 96+97.31 'E'	49.59' RT	975.39
⑫ 97+09.70 'E'	36.54' RT	975.03
⑬ 96+94.70 'E'	10.98' RT	974.57
⑭ 96+94.01 'E'	12.39' LT	974.20
⑮ 97+05.47 'E'	36.55' LT	973.80
⑯ 97+83.54 'E'	36.38' RT	976.16

NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.

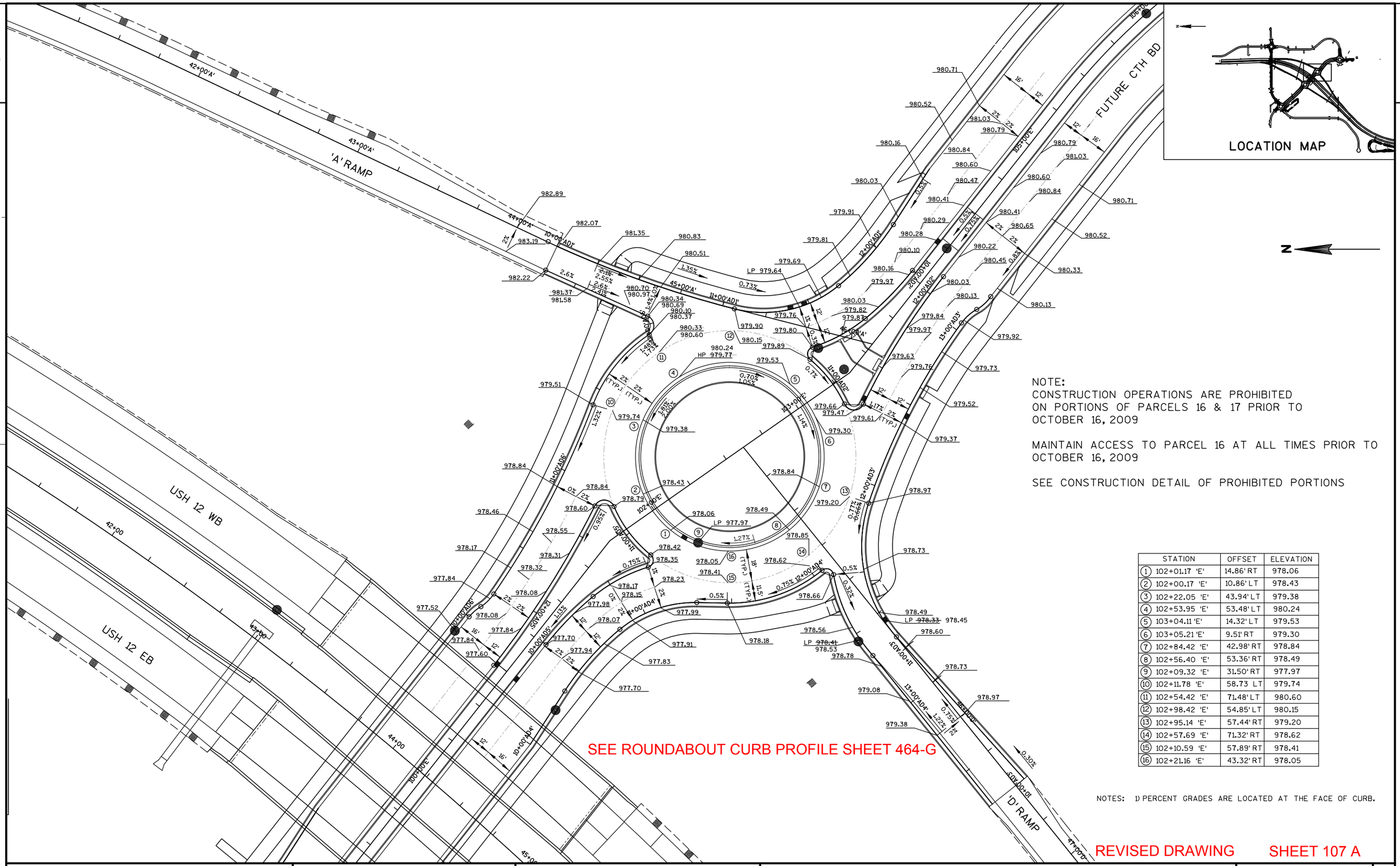
SEE ROUNDABOUT CURB PROFILE SHEET 464-E & F

SHEET 106 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - FUTURE CTH BD/'B' RAMP/'C' RAMP ROUNDABOUT	SHEET ISSUED 06-24-09	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - FUTURE CTH BD/'A' RAMP/'D' RAMP ROUNDABOUT	SHEET 107	E



NOTE:
CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 & 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

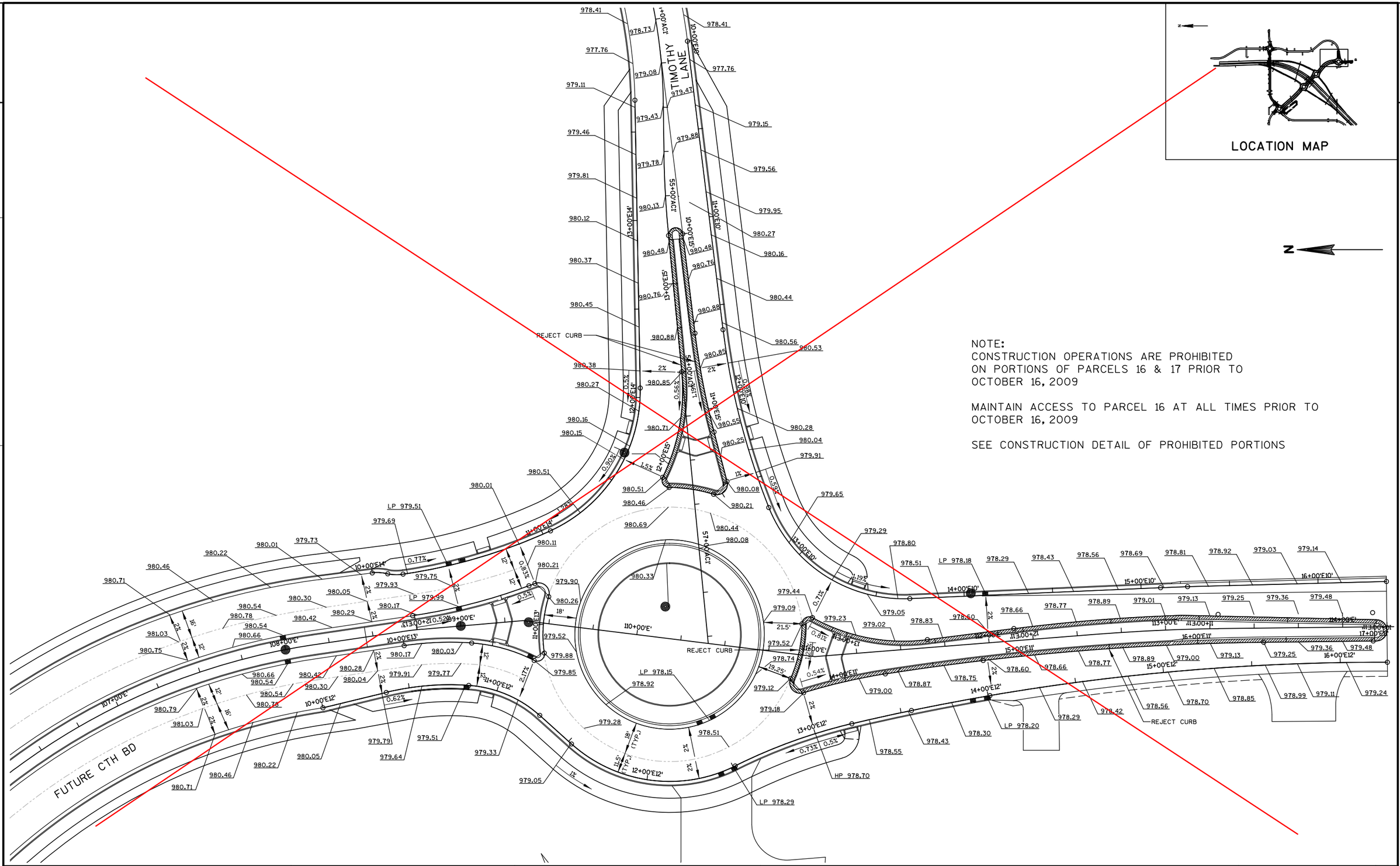
SEE CONSTRUCTION DETAIL OF PROHIBITED PORTIONS

STATION	OFFSET	ELEVATION
(1) 102+01.17 'E'	14.86' RT	978.06
(2) 102+00.17 'E'	10.86' LT	978.43
(3) 102+22.05 'E'	43.94' LT	979.38
(4) 102+53.95 'E'	53.48' LT	980.24
(5) 103+04.11 'E'	14.32' LT	979.53
(6) 103+05.21 'E'	9.51' RT	979.30
(7) 102+84.42 'E'	42.98' RT	978.84
(8) 102+56.40 'E'	53.36' RT	978.49
(9) 102+09.32 'E'	31.50' RT	977.97
(10) 102+11.78 'E'	58.73 LT	979.74
(11) 102+54.42 'E'	71.48' LT	980.60
(12) 102+98.42 'E'	54.85' LT	980.15
(13) 102+95.14 'E'	57.44' RT	979.20
(14) 102+57.69 'E'	71.32' RT	978.62
(15) 102+10.59 'E'	57.89' RT	978.41
(16) 102+21.16 'E'	43.32' RT	978.05

NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.

REVISED DRAWING SHEET 107 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - FUTURE CTH BD/'A' RAMP/'D' RAMP ROUNDABOUT	SHEET ISSUED 06-24-09	E

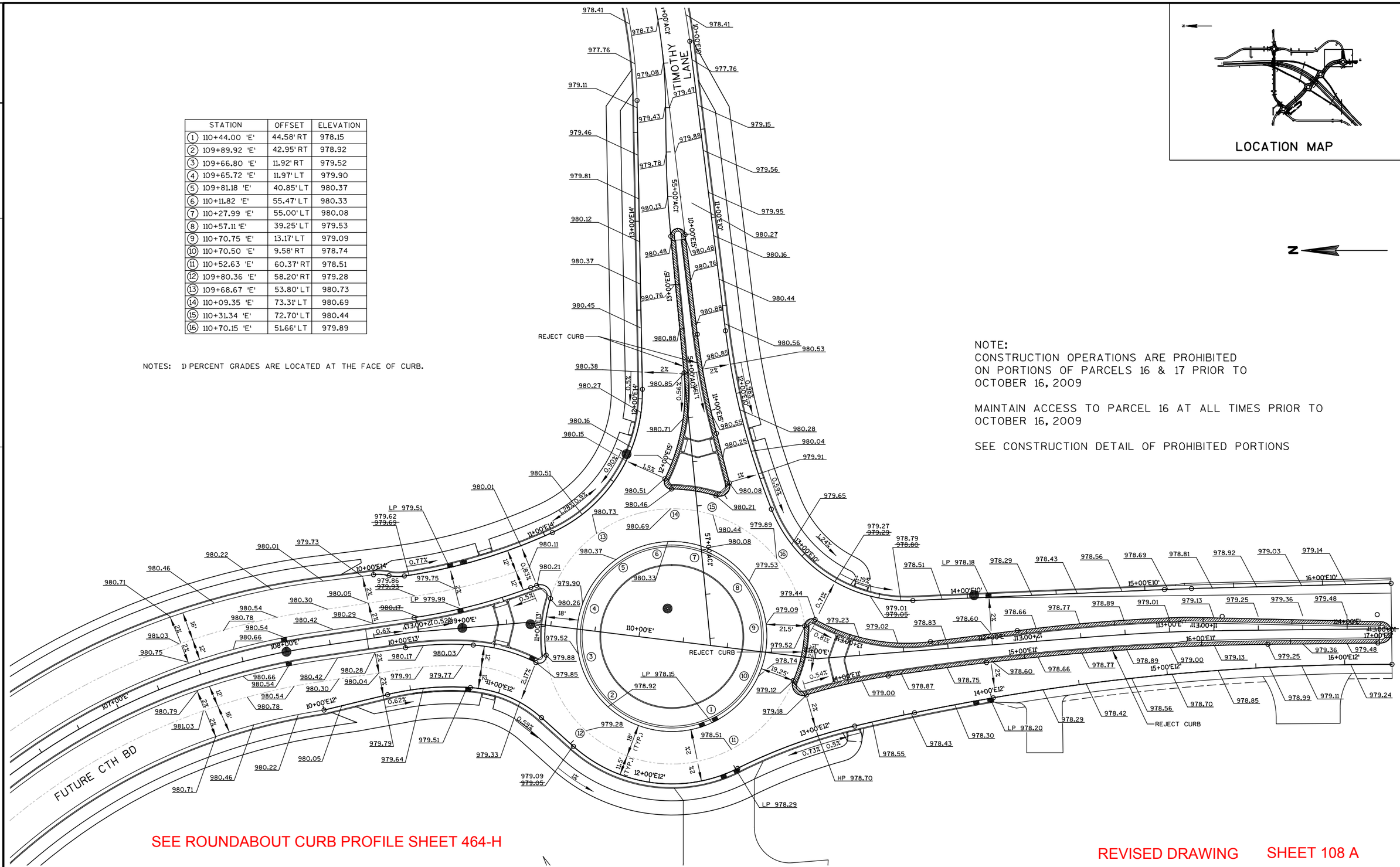


2

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - FUTURE CTH BD/TIMOTHY LANE ROUNDABOUT	SHEET 108	E

	STATION	OFFSET	ELEVATION
1	110+44.00 'E'	44.58' RT	978.15
2	109+89.92 'E'	42.95' RT	978.92
3	109+66.80 'E'	11.92' RT	979.52
4	109+65.72 'E'	11.97' LT	979.90
5	109+81.18 'E'	40.85' LT	980.37
6	110+11.82 'E'	55.47' LT	980.33
7	110+27.99 'E'	55.00' LT	980.08
8	110+57.11 'E'	39.25' LT	979.53
9	110+70.75 'E'	13.17' LT	979.09
10	110+70.50 'E'	9.58' RT	978.74
11	110+52.63 'E'	60.37' RT	978.51
12	109+80.36 'E'	58.20' RT	979.28
13	109+68.67 'E'	53.80' LT	980.73
14	110+09.35 'E'	73.31' LT	980.69
15	110+31.34 'E'	72.70' LT	980.44
16	110+70.15 'E'	51.66' LT	979.89

NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.



LOCATION MAP

NOTE:
CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 & 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAIL OF PROHIBITED PORTIONS

REVISED DRAWING SHEET 108 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - FUTURE CTH BD/TIMOTHY LANE ROUNDABOUT	SHEET ISSUED 06-24-09	E

2

USH 12 EB

LOCATION MAP

N. REEDSBURG ROAD

'J' RAMP

'H' RAMP

MATCH LINE 95+00 'NR'

MATCH LINE 95+00 'NR'

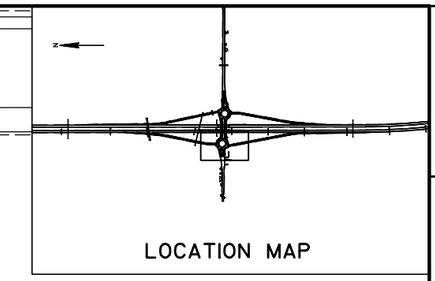
P.E.

P.E.

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - N. REEDSBURG RD./'H' RAMP/'J' RAMP ROUNDABOUT	SHEET 109	E

STATION	OFFSET	ELEVATION
① 97+43.31 'NR'	76.76' LT	957.15
② 97+94.97 'NR'	58.17' LT	957.59
③ 98+13.13 'NR'	20.50' LT	957.92
④ 98+09.16 'NR'	10.26' RT	958.14
⑤ 97+82.09 'NR'	42.05' RT	957.88
⑥ 97+37.62 'NR'	49.81' RT	957.52
⑦ 97+02.35 'NR'	30.14' RT	958.20
⑧ 96+86.36 'NR'	2.99' LT	956.93
⑨ 96+86.95 'NR'	26.29' LT	956.73
⑩ 96+88.89 'NR'	33.43' LT	956.71
⑪ 97+17.54 'NR'	68.48' LT	956.87

NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.



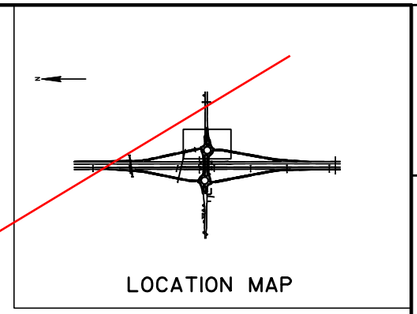
SEE ROUNDABOUT CURB PROFILE SHEETS 464-I & J

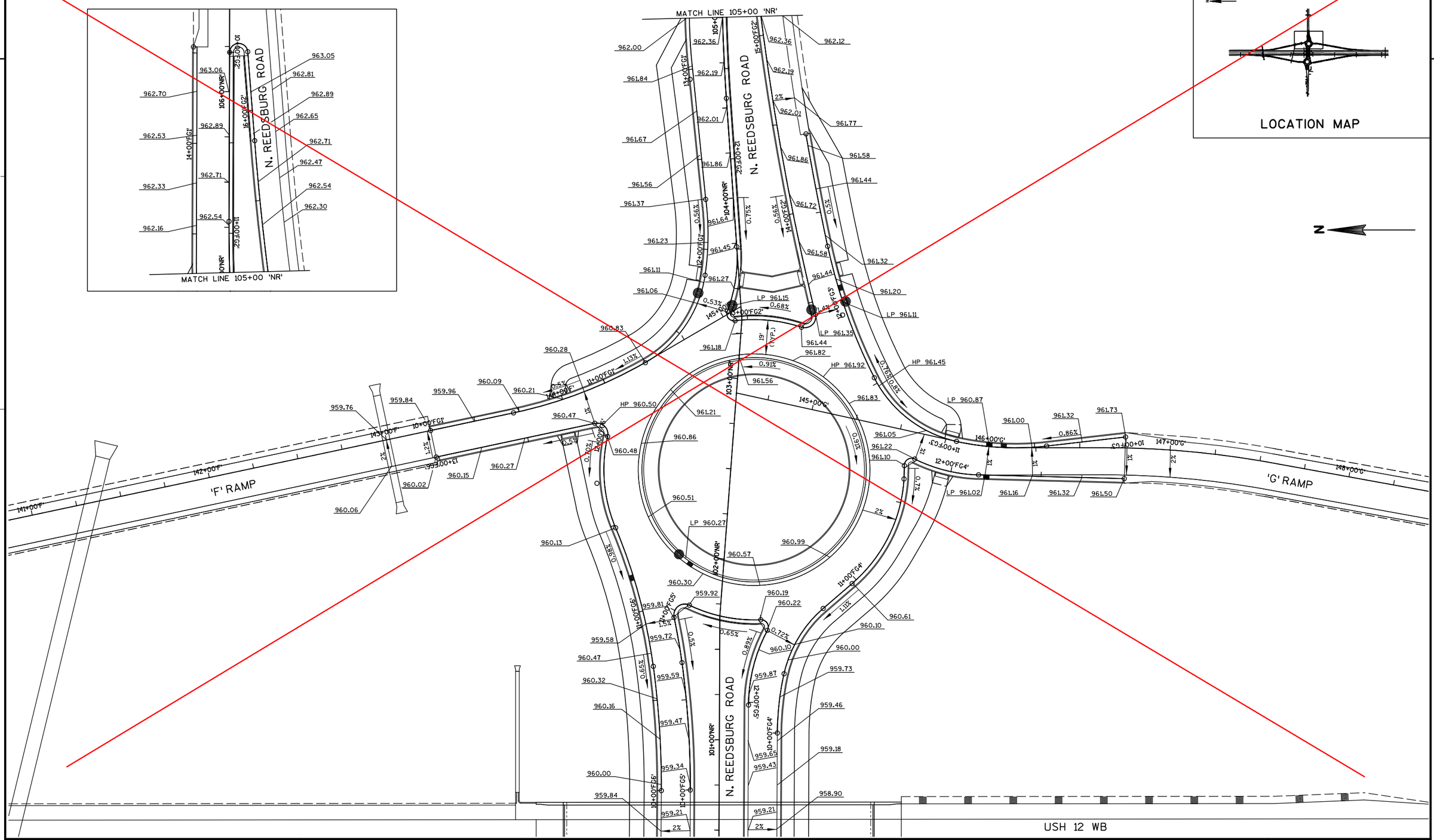
REVISED DRAWING

SHEET 109 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - N. REEDSBURG RD./'H' RAMP/'J' RAMP ROUNDABOUT	SHEET ISSUED 06-24-09	E

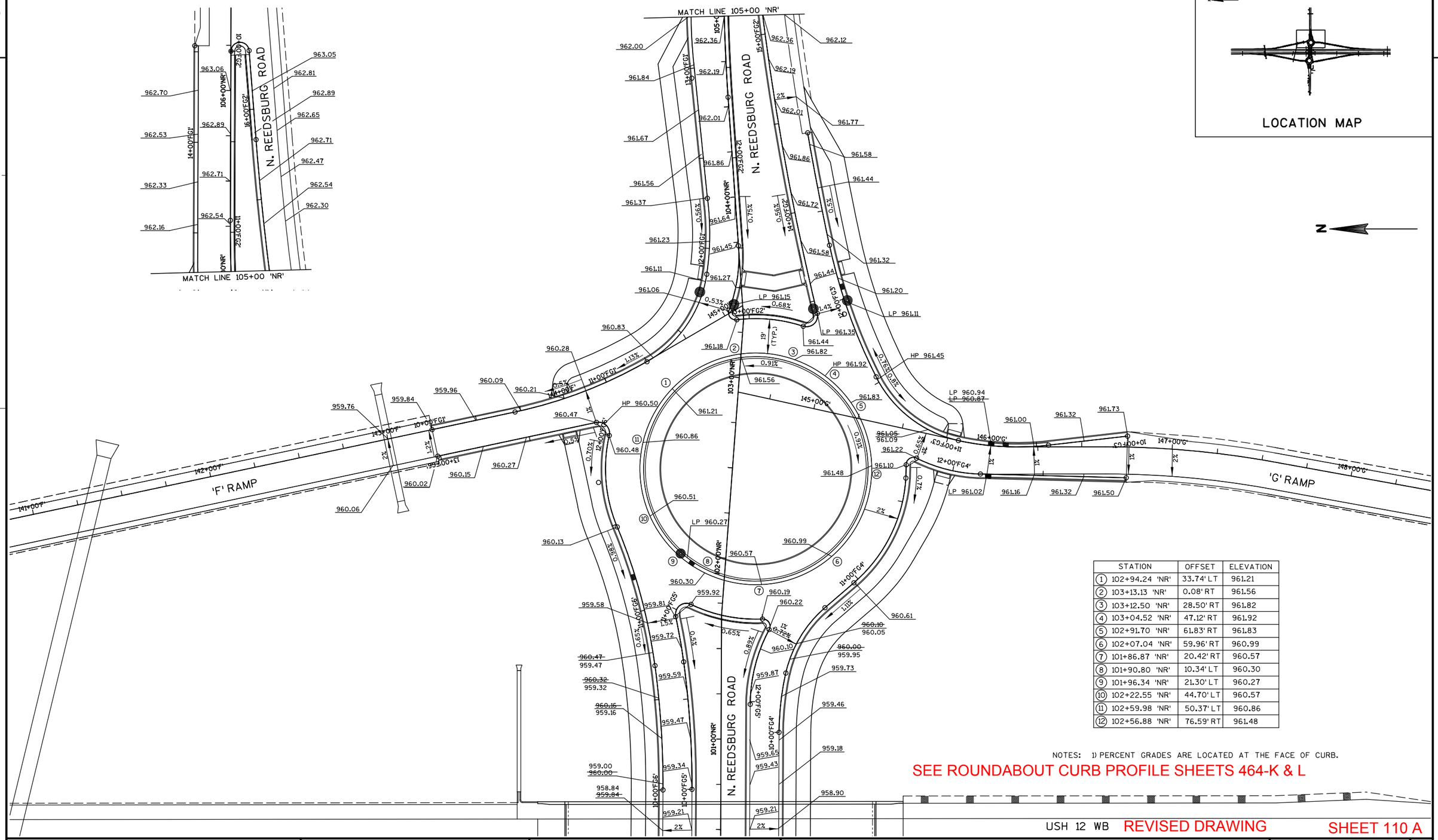
2





PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - N. REEDSBURG RD./'F' RAMP/'G' RAMP ROUNDABOUT	SHEET 110	E

2



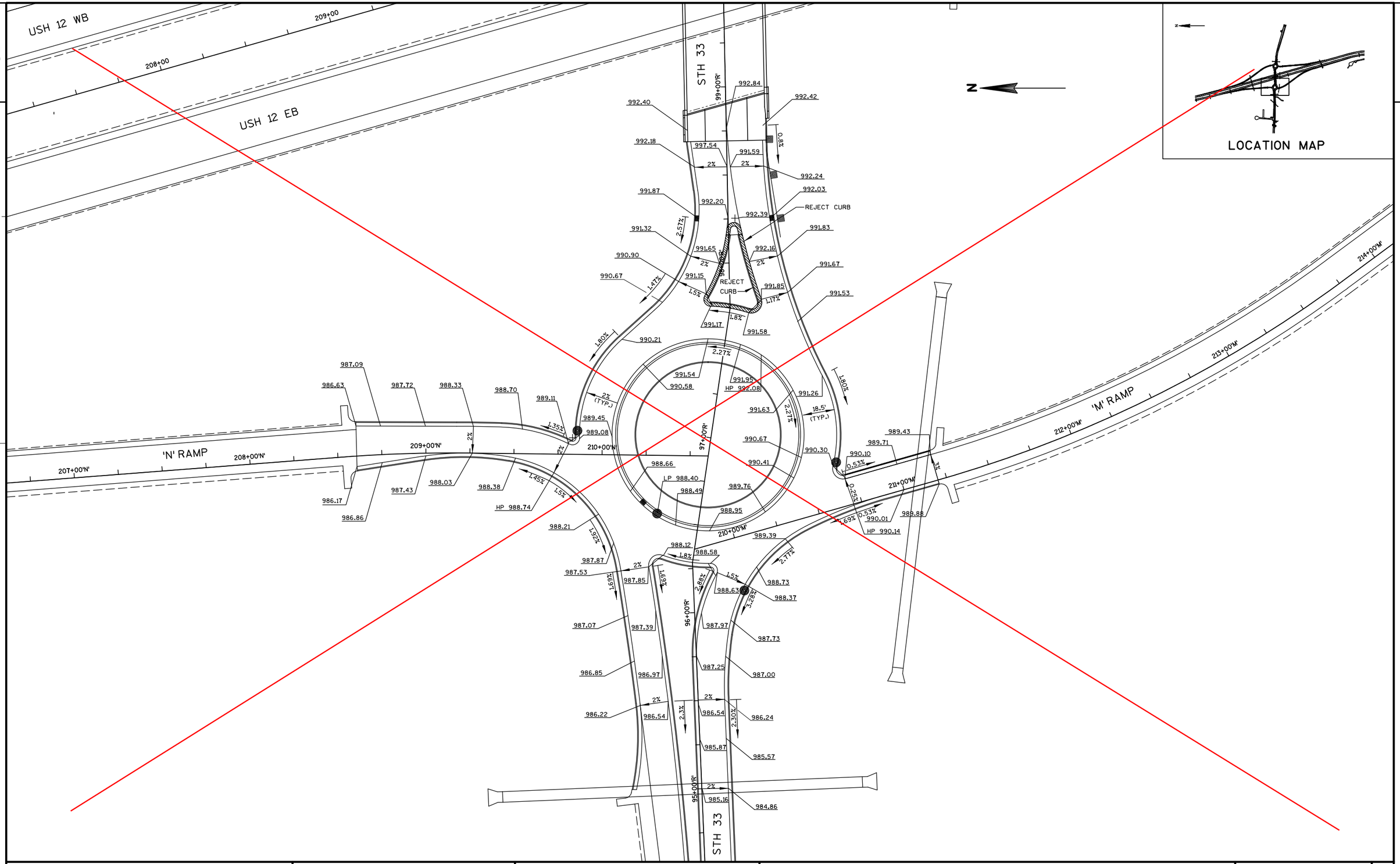
STATION	OFFSET	ELEVATION
(1) 102+94.24 'NR'	33.74' LT	961.21
(2) 103+13.13 'NR'	0.08' RT	961.56
(3) 103+12.50 'NR'	28.50' RT	961.82
(4) 103+04.52 'NR'	47.12' RT	961.92
(5) 102+91.70 'NR'	61.83' RT	961.83
(6) 102+07.04 'NR'	59.96' RT	960.99
(7) 101+86.87 'NR'	20.42' RT	960.57
(8) 101+90.80 'NR'	10.34' LT	960.30
(9) 101+96.34 'NR'	21.30' LT	960.27
(10) 102+22.55 'NR'	44.70' LT	960.57
(11) 102+59.98 'NR'	50.37' LT	960.86
(12) 102+56.88 'NR'	76.59' RT	961.48

NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.

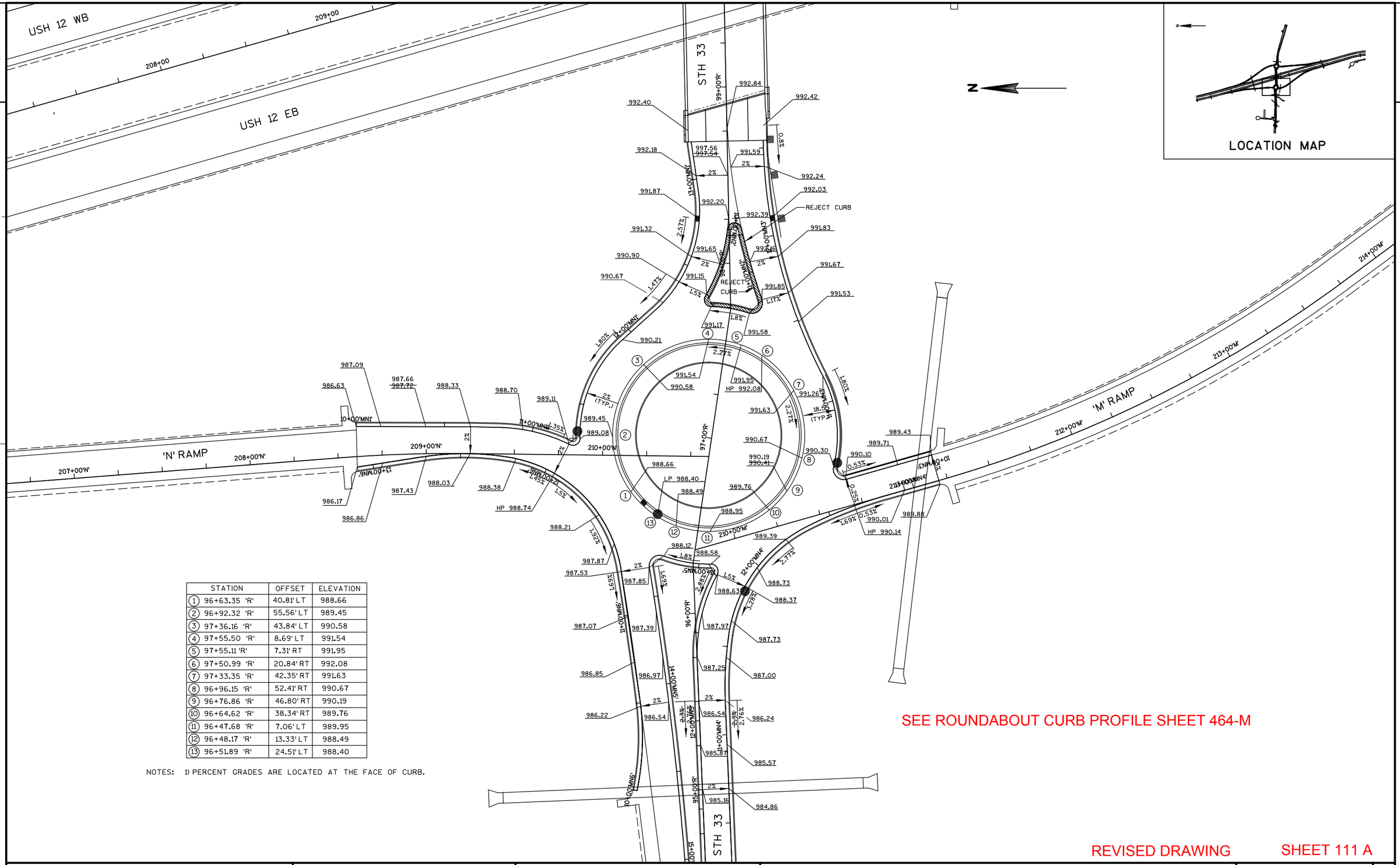
SEE ROUNDABOUT CURB PROFILE SHEETS 464-K & L

USH 12 WB REVISED DRAWING SHEET 110 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - N. REEDSBURG RD./'F' RAMP/'G' RAMP ROUNDABOUT	SHEET ISSUED 06-24-09	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - STH 33/'M' RAMP/'N' RAMP ROUNDABOUT	SHEET 111	E



STATION	OFFSET	ELEVATION
① 96+63.35 'R'	40.81' LT	988.66
② 96+92.32 'R'	55.56' LT	989.45
③ 97+36.16 'R'	43.84' LT	990.58
④ 97+55.50 'R'	8.69' LT	991.54
⑤ 97+55.11 'R'	7.31' RT	991.95
⑥ 97+50.99 'R'	20.84' RT	992.08
⑦ 97+33.35 'R'	42.35' RT	991.63
⑧ 96+96.15 'R'	52.41' RT	990.67
⑨ 96+76.86 'R'	46.80' RT	990.19
⑩ 96+64.62 'R'	38.34' RT	989.76
⑪ 96+47.68 'R'	7.06' LT	989.95
⑫ 96+48.17 'R'	13.33' LT	988.49
⑬ 96+51.89 'R'	24.51' LT	988.40

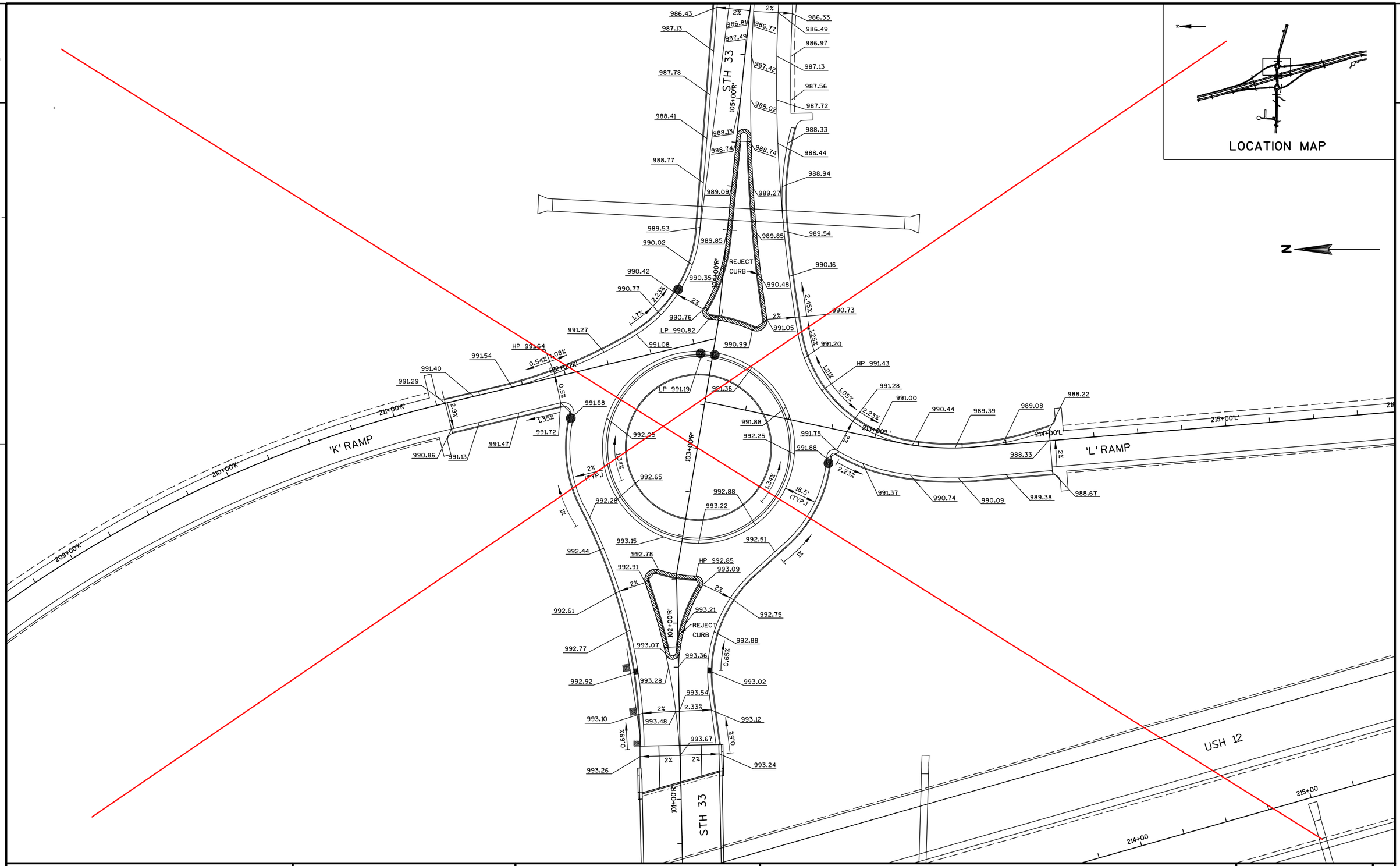
NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.

SEE ROUNDABOUT CURB PROFILE SHEET 464-M

REVISED DRAWING SHEET 111 A

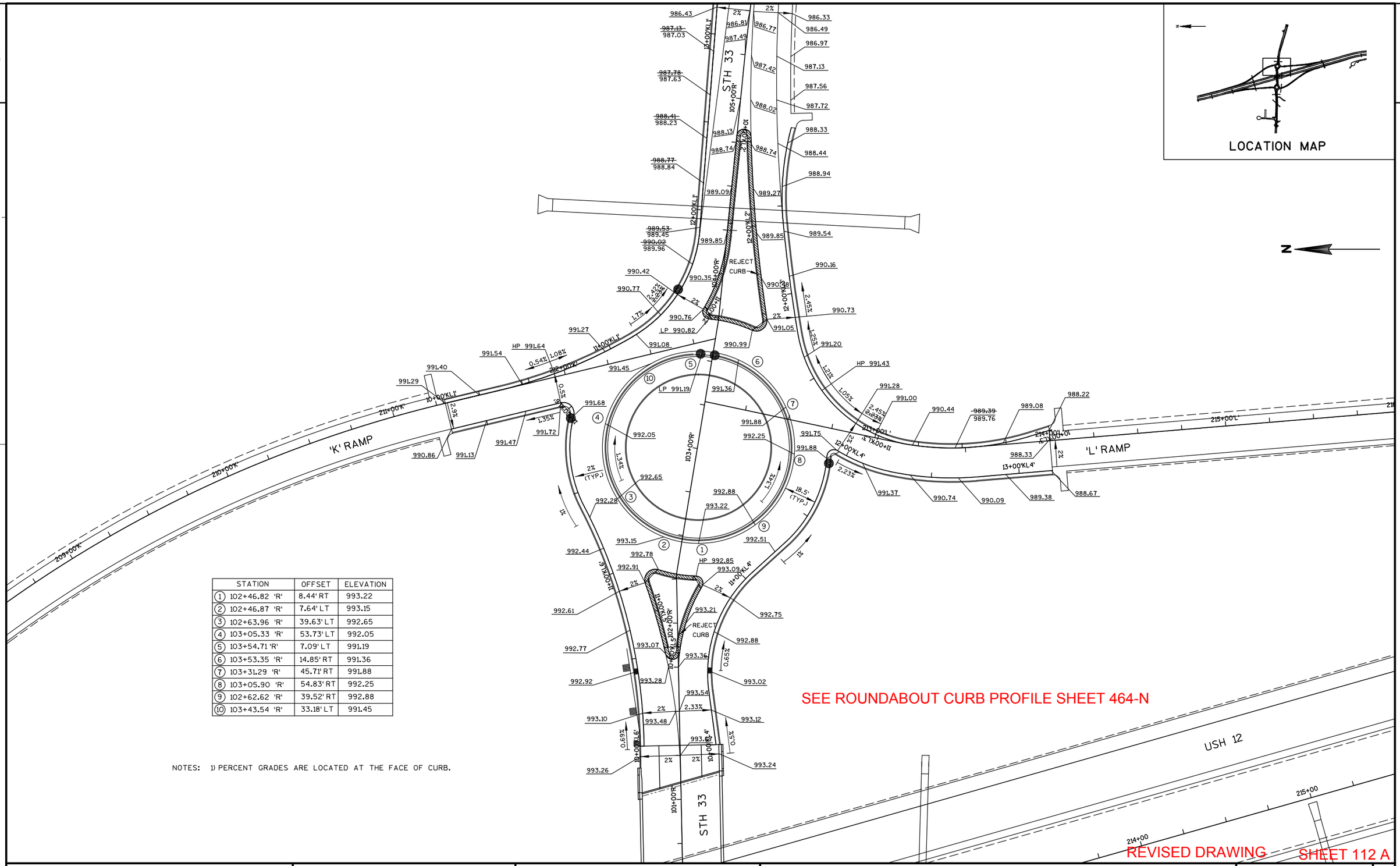
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - STH 33/'M' RAMP/'N' RAMP ROUNDABOUT	SHEET ISSUED 06-24-09	E

2



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - STH 33/'K'RAMP/'L'RAMP ROUNDABOUT	SHEET 112	E

2



STATION	OFFSET	ELEVATION
(1) 102+46.82 'R'	8.44' RT	993.22
(2) 102+46.87 'R'	7.64' LT	993.15
(3) 102+63.96 'R'	39.63' LT	992.65
(4) 103+05.33 'R'	53.73' LT	992.05
(5) 103+54.71 'R'	7.09' LT	991.19
(6) 103+53.35 'R'	14.85' RT	991.36
(7) 103+31.29 'R'	45.71' RT	991.88
(8) 103+05.90 'R'	54.83' RT	992.25
(9) 102+62.62 'R'	39.52' RT	992.88
(10) 103+43.54 'R'	33.18' LT	991.45

NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.

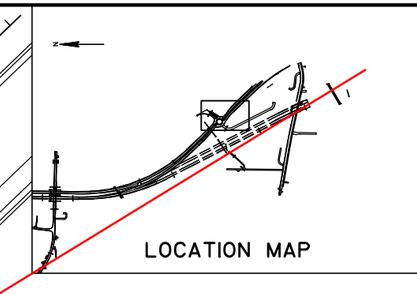
SEE ROUNDABOUT CURB PROFILE SHEET 464-N

REVISED DRAWING

SHEET 112 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - STH 33/'K' RAMP/'L' RAMP ROUNDABOUT	SHEET ISSUED 06-24-09	E

2



TEMPORARY ROAD 5

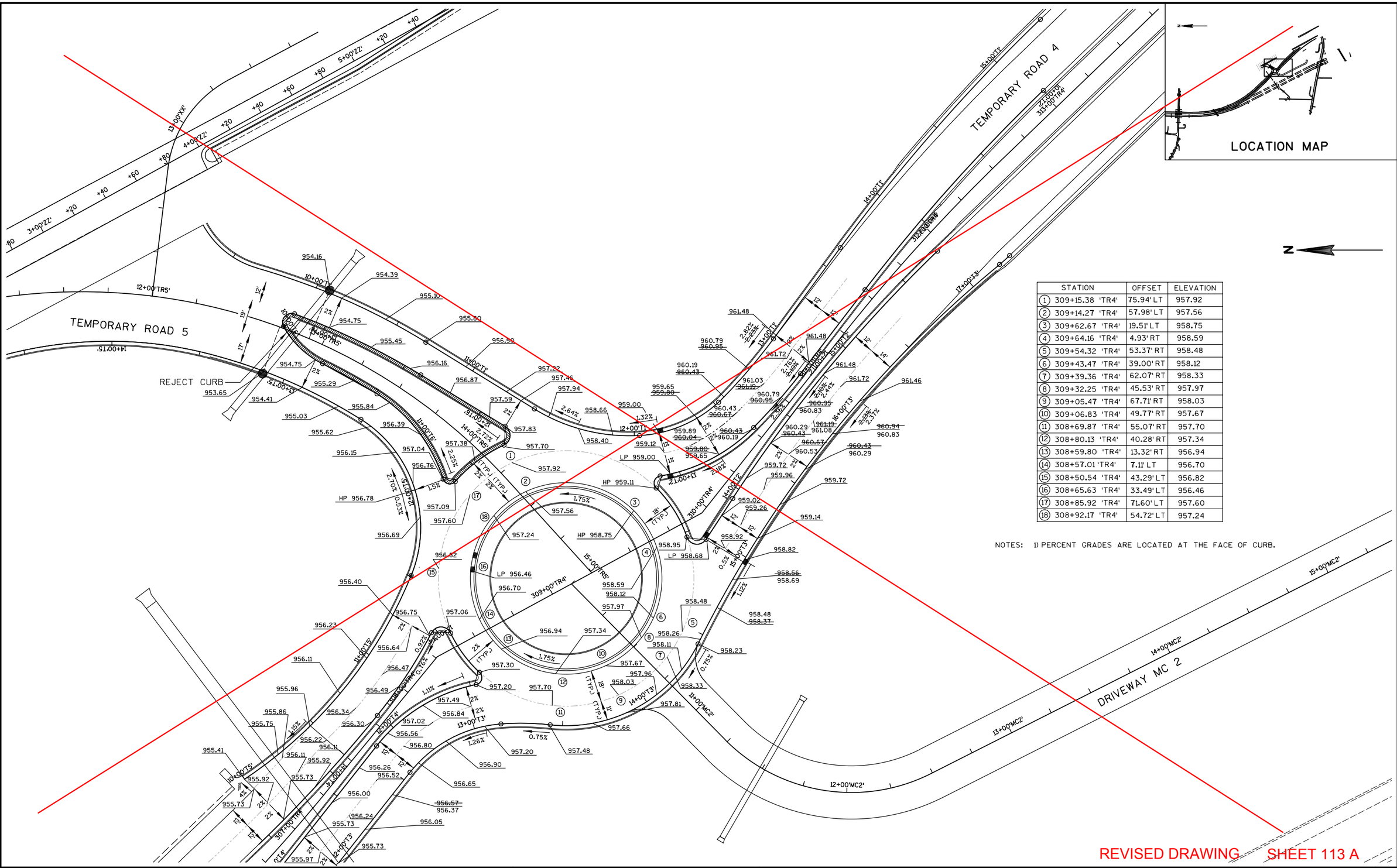
TEMPORARY ROAD 4

DRIVEWAY MC 2

REJECT CURB

N

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - TEMP. ROAD 4/TEMP. ROAD 5 ROUNDABOUT	SHEET 113 E

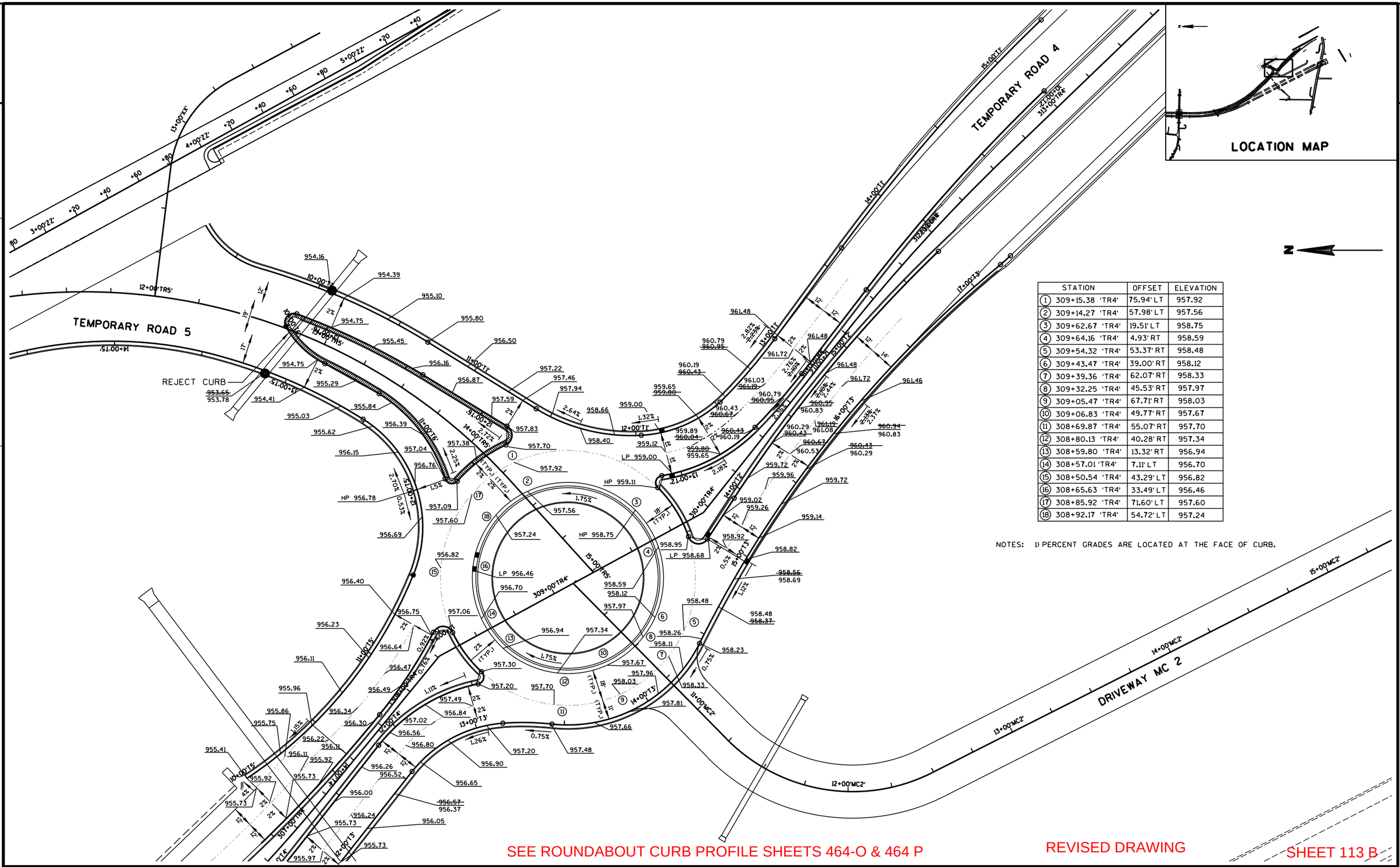


STATION	OFFSET	ELEVATION
(1) 309+15.38 'TR4'	75.94' LT	957.92
(2) 309+14.27 'TR4'	57.98' LT	957.56
(3) 309+62.67 'TR4'	19.51' LT	958.75
(4) 309+64.16 'TR4'	4.93' RT	958.59
(5) 309+54.32 'TR4'	53.37' RT	958.48
(6) 309+43.47 'TR4'	39.00' RT	958.12
(7) 309+39.36 'TR4'	62.07' RT	958.33
(8) 309+32.25 'TR4'	45.53' RT	957.97
(9) 309+05.47 'TR4'	67.71' RT	958.03
(10) 309+06.83 'TR4'	49.77' RT	957.67
(11) 308+69.87 'TR4'	55.07' RT	957.70
(12) 308+80.13 'TR4'	40.28' RT	957.34
(13) 308+59.80 'TR4'	13.32' RT	956.94
(14) 308+57.01 'TR4'	7.11' LT	956.70
(15) 308+50.54 'TR4'	43.29' LT	956.82
(16) 308+65.63 'TR4'	33.49' LT	956.46
(17) 308+85.92 'TR4'	71.60' LT	957.60
(18) 308+92.17 'TR4'	54.72' LT	957.24

NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.

REVISED DRAWING SHEET 113 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - TEMP. ROAD 4/TEMP. ROAD 5 ROUNDABOUT	SHEET ISSUED 06-24-09	E



	STATION	OFFSET	ELEVATION
①	309+15.38 'TR4'	75.94' LT	957.92
②	309+14.27 'TR4'	57.98' LT	957.56
③	309+62.67 'TR4'	19.51' LT	958.75
④	309+64.16 'TR4'	4.93' RT	958.59
⑤	309+54.32 'TR4'	53.37' RT	958.48
⑥	309+43.47 'TR4'	39.00' RT	958.12
⑦	309+39.36 'TR4'	62.07' RT	958.33
⑧	309+32.25 'TR4'	45.53' RT	957.97
⑨	309+05.47 'TR4'	67.71' RT	958.03
⑩	309+06.83 'TR4'	49.77' RT	957.67
⑪	308+69.87 'TR4'	55.07' RT	957.70
⑫	308+80.13 'TR4'	40.28' RT	957.34
⑬	308+59.80 'TR4'	13.32' RT	956.94
⑭	308+57.01 'TR4'	7.11' LT	956.70
⑮	308+50.54 'TR4'	43.29' LT	956.82
⑯	308+65.63 'TR4'	33.49' LT	956.46
⑰	308+85.92 'TR4'	71.60' LT	957.60
⑱	308+92.17 'TR4'	54.72' LT	957.24

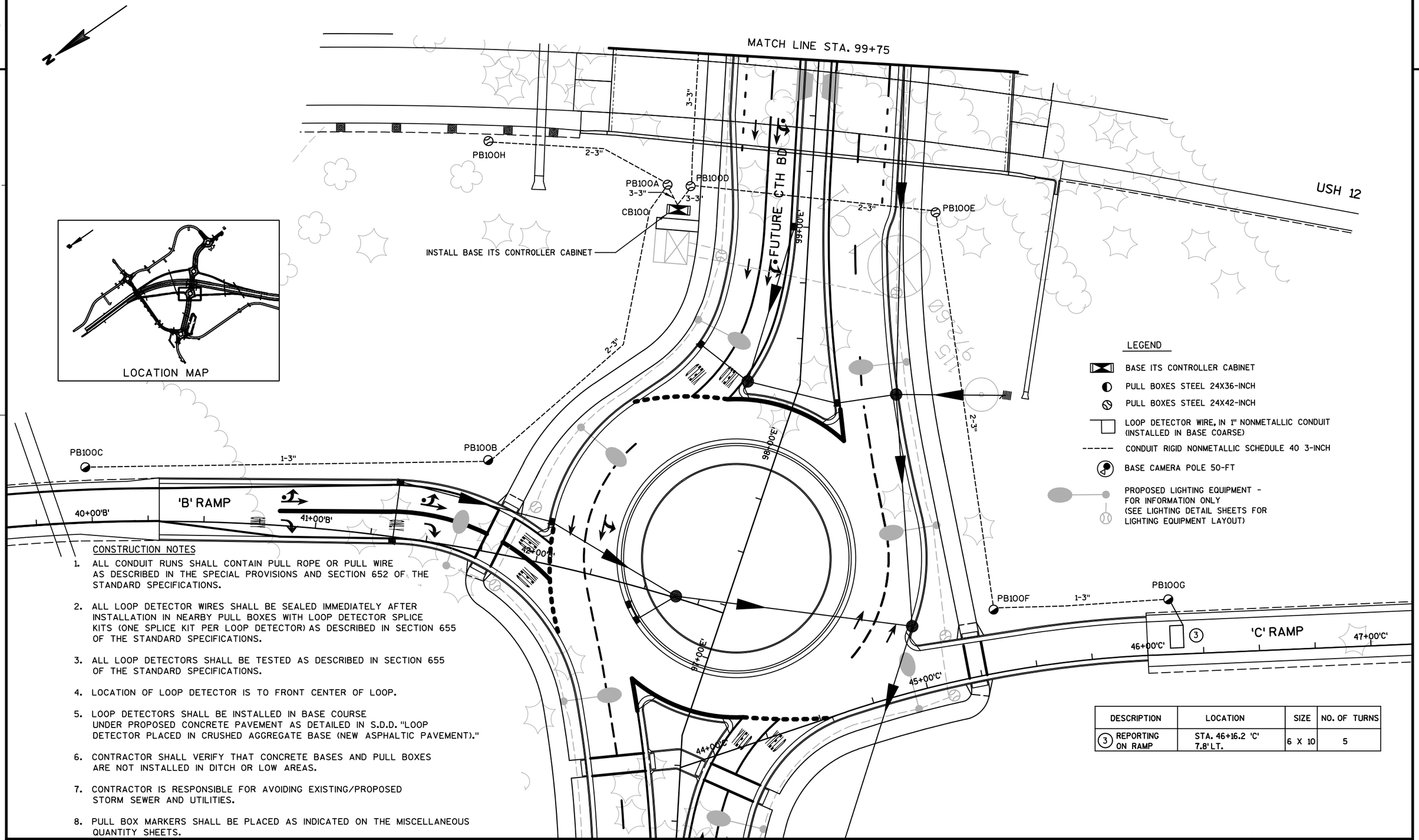
NOTES: 1) PERCENT GRADES ARE LOCATED AT THE FACE OF CURB.

SEE ROUNDABOUT CURB PROFILE SHEETS 464-O & 464 P

REVISED DRAWING

SHEET 113 B

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVING DETAIL - TEMP. ROAD 4/TEMP. ROAD 5 ROUNDABOUT	SHEET ISSUED 6-30-09	E



CONSTRUCTION NOTES

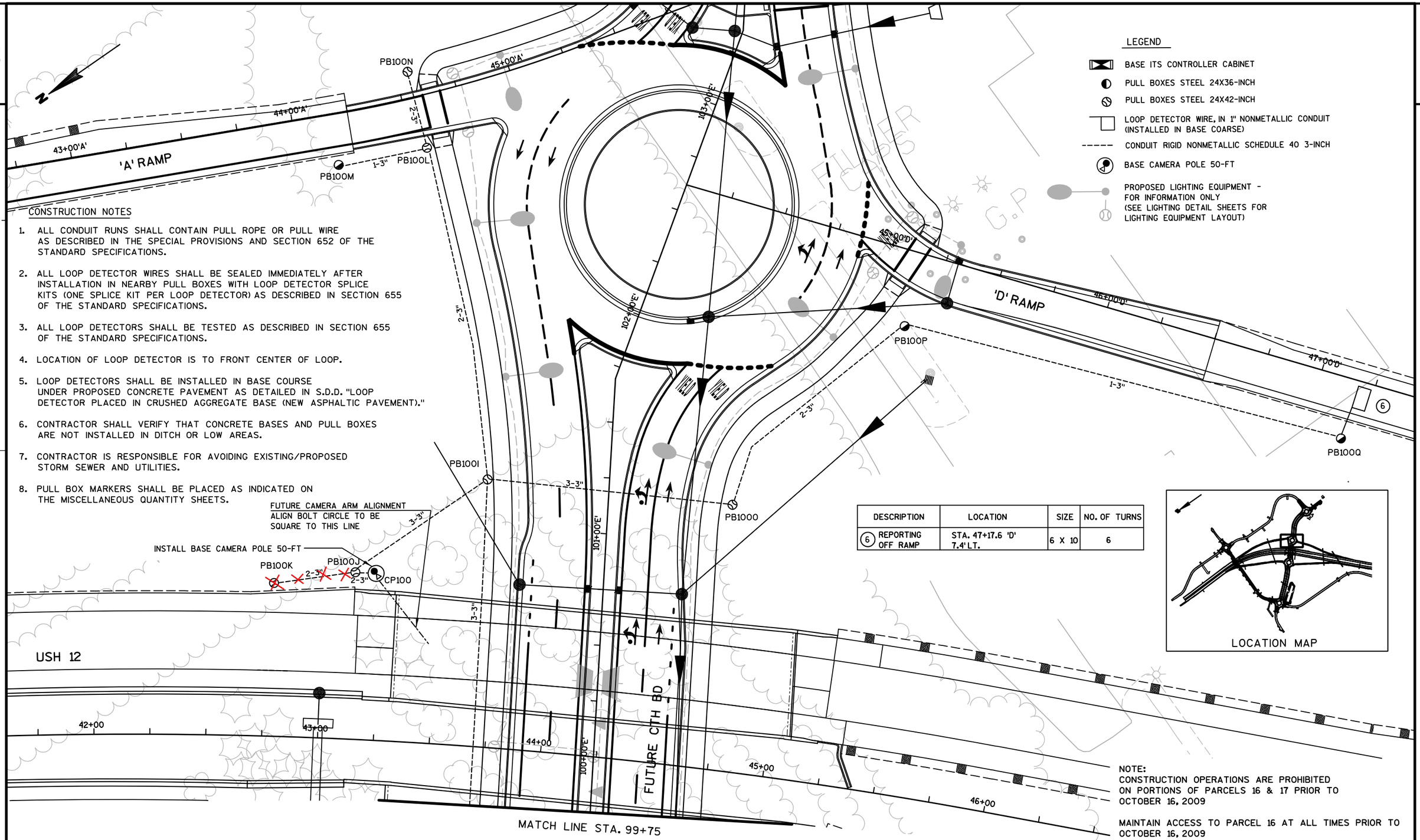
1. ALL CONDUIT RUNS SHALL CONTAIN PULL ROPE OR PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
2. ALL LOOP DETECTOR WIRES SHALL BE SEALED IMMEDIATELY AFTER INSTALLATION IN NEARBY PULL BOXES WITH LOOP DETECTOR SPLICE KITS (ONE SPLICE KIT PER LOOP DETECTOR) AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
3. ALL LOOP DETECTORS SHALL BE TESTED AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
4. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP.
5. LOOP DETECTORS SHALL BE INSTALLED IN BASE COURSE UNDER PROPOSED CONCRETE PAVEMENT AS DETAILED IN S.D.D. "LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)."
6. CONTRACTOR SHALL VERIFY THAT CONCRETE BASES AND PULL BOXES ARE NOT INSTALLED IN DITCH OR LOW AREAS.
7. CONTRACTOR IS RESPONSIBLE FOR AVOIDING EXISTING/PROPOSED STORM SEWER AND UTILITIES.
8. PULL BOX MARKERS SHALL BE PLACED AS INDICATED ON THE MISCELLANEOUS QUANTITY SHEETS.

DESCRIPTION	LOCATION	SIZE	NO. OF TURNS
(3) REPORTING ON RAMP	STA. 46+16.2 'C' 7.8' LT.	6 X 10	5

PROJECT NO:1674-00-72	HWY: USH 12	COUNTY: SAUK	ITS DETAILS FUTURE CB	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\021430_fm.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



CONSTRUCTION NOTES

1. ALL CONDUIT RUNS SHALL CONTAIN PULL ROPE OR PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
2. ALL LOOP DETECTOR WIRES SHALL BE SEALED IMMEDIATELY AFTER INSTALLATION IN NEARBY PULL BOXES WITH LOOP DETECTOR SPLICE KITS (ONE SPLICE KIT PER LOOP DETECTOR) AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
3. ALL LOOP DETECTORS SHALL BE TESTED AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
4. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP.
5. LOOP DETECTORS SHALL BE INSTALLED IN BASE COURSE UNDER PROPOSED CONCRETE PAVEMENT AS DETAILED IN S.D.D. "LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)."
6. CONTRACTOR SHALL VERIFY THAT CONCRETE BASES AND PULL BOXES ARE NOT INSTALLED IN DITCH OR LOW AREAS.
7. CONTRACTOR IS RESPONSIBLE FOR AVOIDING EXISTING/PROPOSED STORM SEWER AND UTILITIES.
8. PULL BOX MARKERS SHALL BE PLACED AS INDICATED ON THE MISCELLANEOUS QUANTITY SHEETS.

DESCRIPTION	LOCATION	SIZE	NO. OF TURNS
(6) REPORTING OFF RAMP	STA. 47+17.6 'D' 7.4' LT.	6 X 10	6

LOCATION MAP

NOTE:
CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 & 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAIL OF PROHIBITED PORTIONS

PROJECT NO:1674-00-72	HWY: USH 12	COUNTY: SAUK	ITS DETAIL FUTURE CB	SHEET 115	E

MATCH LINE STA. 99+75

USH 12

NORTH REEDSBURG ROAD

99+00'NR'

98+00'NR'

97+00'NR'

'J' RAMP

142+00'J'

143+00'J'

144+00'J'

'H' RAMP

145+00'H'

146+00'H'

147+00

YIELD

CP101

PB101H

INSTALL BASE CAMERA POLE 50-FT

FUTURE CAMERA ARM ALIGNMENT
ALIGN BOLT CIRCLE TO BE
SQUARE TO THIS LINE

PB101G

PB101A

CB101

INSTALL BASE
ITS CONTROLLER
CABINET

PB101D

PB101F

PB101E

PB101B

PB101C

2-3"

3-3"

1-3"

LEGEND

- BASE ITS CONTROLLER CABINET
- PULL BOXES STEEL 24X36-INCH
- PULL BOXES STEEL 24X42-INCH
- LOOP DETECTOR WIRE, IN 1" NONMETALLIC CONDUIT (INSTALLED IN BASE COARSE)
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
- BASE CAMERA POLE 50-FT
- PROPOSED LIGHTING EQUIPMENT - FOR INFORMATION ONLY (SEE LIGHTING DETAIL SHEETS FOR LIGHTING EQUIPMENT LAYOUT)

LOCATION MAP

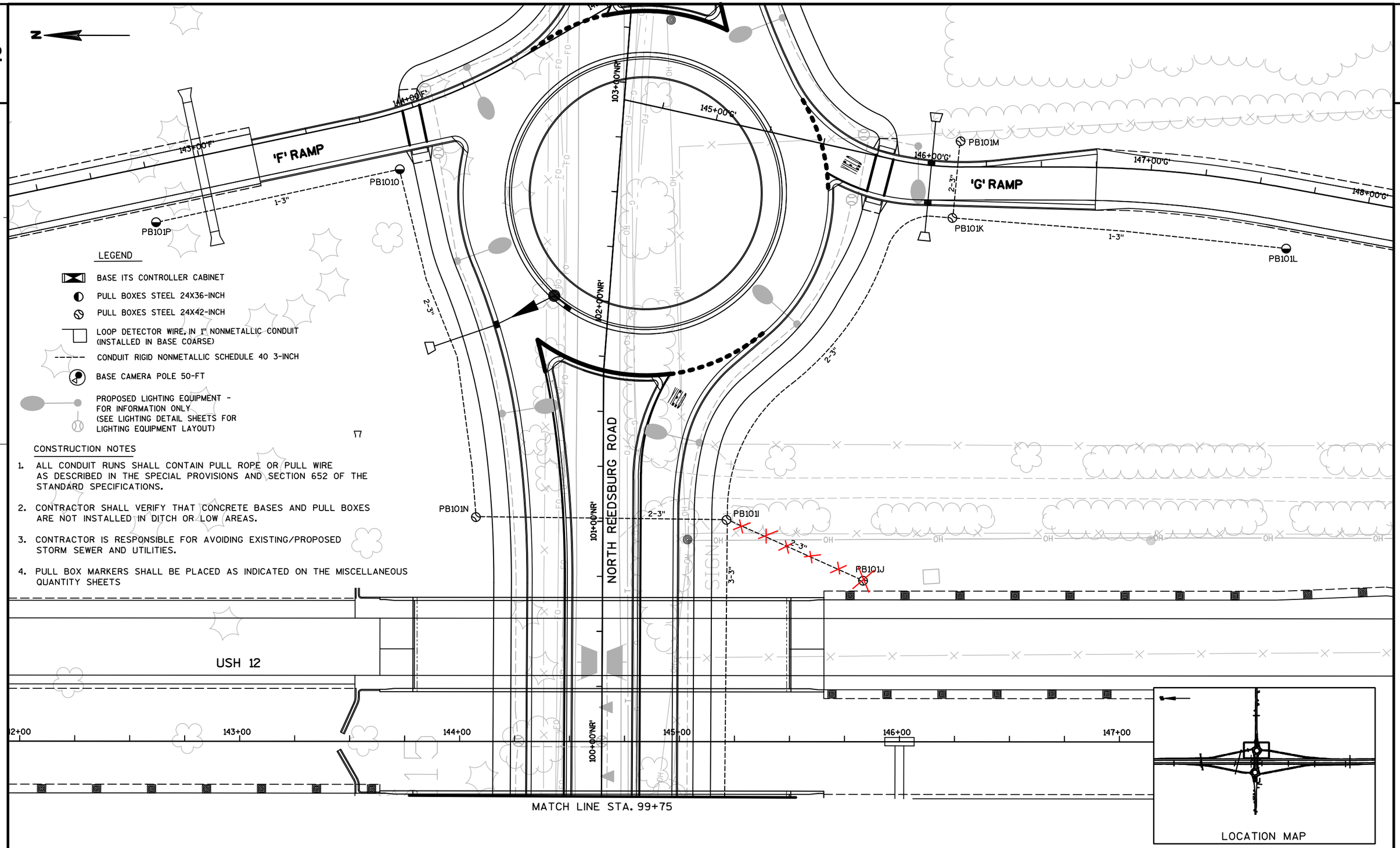
CONSTRUCTION NOTES

1. ALL CONDUIT RUNS SHALL CONTAIN PULL ROPE OR PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
2. CONTRACTOR SHALL VERIFY THAT CONCRETE BASES AND PULL BOXES ARE NOT INSTALLED IN DITCH OR LOW AREAS.
3. CONTRACTOR IS RESPONSIBLE FOR AVOIDING EXISTING/PROPOSED STORM SEWER AND UTILITIES.
4. PULL BOX MARKERS SHALL BE PLACED AS INDICATED ON THE MISCELLANEOUS QUANTITY SHEETS.

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ITS PLAN DETAILS - REEDSBURG ROAD	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\021432_fm.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



LEGEND

- BASE ITS CONTROLLER CABINET
- PULL BOXES STEEL 24X36-INCH
- PULL BOXES STEEL 24X42-INCH
- LOOP DETECTOR WIRE, IN 1" NONMETALLIC CONDUIT (INSTALLED IN BASE COARSE)
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
- BASE CAMERA POLE 50-FT
- PROPOSED LIGHTING EQUIPMENT - FOR INFORMATION ONLY (SEE LIGHTING DETAIL SHEETS FOR LIGHTING EQUIPMENT LAYOUT)

CONSTRUCTION NOTES

1. ALL CONDUIT RUNS SHALL CONTAIN PULL ROPE OR PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
2. CONTRACTOR SHALL VERIFY THAT CONCRETE BASES AND PULL BOXES ARE NOT INSTALLED IN DITCH OR LOW AREAS.
3. CONTRACTOR IS RESPONSIBLE FOR AVOIDING EXISTING/PROPOSED STORM SEWER AND UTILITIES.
4. PULL BOX MARKERS SHALL BE PLACED AS INDICATED ON THE MISCELLANEOUS QUANTITY SHEETS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ITS PLAN DETAILS - REEDSBURG ROAD	SHEET 117	E

2

N

MATCH LINE STA. 99+75

USH 12

208+00

209+00

210+00

3-3"

PB102F

2-3"

STH 33

99+00'R'

T345
965.010

PB102G

2-3"

PB102J

98+00'R'

2-3"

PB102H

97+00'R'

PB102I

1-3"

208+00'N'

'N' RAMP

209+00'N'

210+00'N'

210+00'M'

PB102K

1-3"

PB102L

211+00'M'

'M' RAMP

212+00'M'

LEGEND

- BASE ITS CONTROLLER CABINET
- PULL BOXES STEEL 24X36-INCH
- PULL BOXES STEEL 24X42-INCH
- LOOP DETECTOR WIRE, IN 1" NONMETALLIC CONDUIT (INSTALLED IN BASE COARSE)
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
- BASE CAMERA POLE 50-FT
- PROPOSED LIGHTING EQUIPMENT - FOR INFORMATION ONLY (SEE LIGHTING DETAIL SHEETS FOR LIGHTING EQUIPMENT LAYOUT)

LOCATION MAP

CONSTRUCTION NOTES

1. ALL CONDUIT RUNS SHALL CONTAIN PULL ROPE OR PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
2. CONTRACTOR SHALL VERIFY THAT CONCRETE BASES AND PULL BOXES ARE NOT INSTALLED IN DITCH OR LOW AREAS.
3. CONTRACTOR IS RESPONSIBLE FOR AVOIDING EXISTING/PROPOSED STORM SEWER AND UTILITIES.
4. PULL BOX MARKERS SHALL BE PLACED AS INDICATED ON THE MISCELLANEOUS QUANTITY SHEETS.

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ITS PLAN DETAILS - STH 33	SHEET	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\021434_fm.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

'K' RAMP

'L' RAMP

STH 33

USH 12

N

LEGEND

- BASE ITS CONTROLLER CABINET
- PULL BOXES STEEL 24X36-INCH
- PULL BOXES STEEL 24X42-INCH
- LOOP DETECTOR WIRE, IN 1" NONMETALLIC CONDUIT (INSTALLED IN BASE COARSE)
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
- BASE CAMERA POLE 50-FT
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CONSTRUCTION NOTES

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LOCATION MAP

INSTALL BASE ITS CONTROLLER CABINET

INSTALL BASE CAMERA POLE 50-FT

FUTURE CAMERA ARM ALIGNMENT
ALIGN BOLT CIRCLE TO BE SQUARE TO THIS LINE

MATCH LINE STA. 99+75

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ITS PLAN DETAILS - STH 33	SHEET 119	E

2

N

STA. 25+22'AC1'

SEE ALSO TEMPORARY EROSION CONTROL - STAGE 1&2 SHEETS

PERMANENT EROSION CONTROL

EROSION MAT CLASS ITYPE A

EROSION MAT CLASS ITYPE B

T.L.E.

25+00'TR1'

30+00'AC2'

TIMOTHY LANE

MOON ROAD

MATCH LINE STA. 35+00'AC1'

PROPOSED R/W (TYP.)

SLOPE INTERCEPT

EROSION MAT CLASS ITYPE B

MATCH LINE STA. 34+50'A'

15+00'AC1'

20+00'TR1'

25+00'A'

30+00'A'

'A' RAMP

15+00

20+00

25+00

30+00

PROPOSED USH 12

25+00'B'

30+00'B'

'B' RAMP

MATCH LINE STA. 35+00'B'

EROSION MAT CLASS ITYPE B

EROSION MAT CLASS ITYPE A

PROPOSED R/W

MOON ROAD

MATCH LINE STA. 91+50'MO'

SEPTIC

POOL

SIGN

LEGEND

(A) INLET PROTECTION TYPE A	EROSION MAT URBAN CLASS ITYPE A
(B) INLET PROTECTION TYPE B	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SILT FENCE
(AB) PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.	CULVERT PIPE DITCH CHECKS
EROSION MAT CLASS ITYPE B	STONE OR ROCK DITCH CHECKS
EROSION MAT CLASS IITYPE B	RIPRAP MEDIUM / HEAVY
EROSION MAT CLASS IIITYPE C	SURFACE WATER FLOW
	TEMPORARY DITCH CHECK

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 120	E

2

N

STA. 43+00'AC1'

PERMANENT EROSION CONTROL

SEE ALSO TEMPORARY EROSION CONTROL - STAGE 1&2 SHEETS

SLOPE INTERCEPT TYP.

PROPOSED R/W TYP.

T.L.E. TYP.

EROSION MAT CLASS I TYPE A

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS I TYPE A

EROSION MAT CLASS I TYPE B

CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAIL OF PROHIBITED PORTIONS

MATCH LINE STA. 35+00'AC1'

MATCH LINE STA. 34+50'A'

MATCH LINE STA. 34+50

MATCH LINE STA. 35+00'B'

MATCH LINE STA. 94+00'E'

MATCH LINE STA. 49+00'C'

MATCH LINE STA. 51+00

MATCH LINE STA. 52+50'D'

TIMOTHY LANE

EXISTING USH 12

FUTURE CTH BD. 'E' LINE

'A' RAMP

'B' RAMP

'C' RAMP

'D' RAMP

40+00'AC1'

45+00'TR2'

50+00'TR2'

55+00'TR2'

60+00'TR2'

10+00'E'

15+00'A'

35+00

40+00

45+00

50+00

95+00'E'

100+00'E'

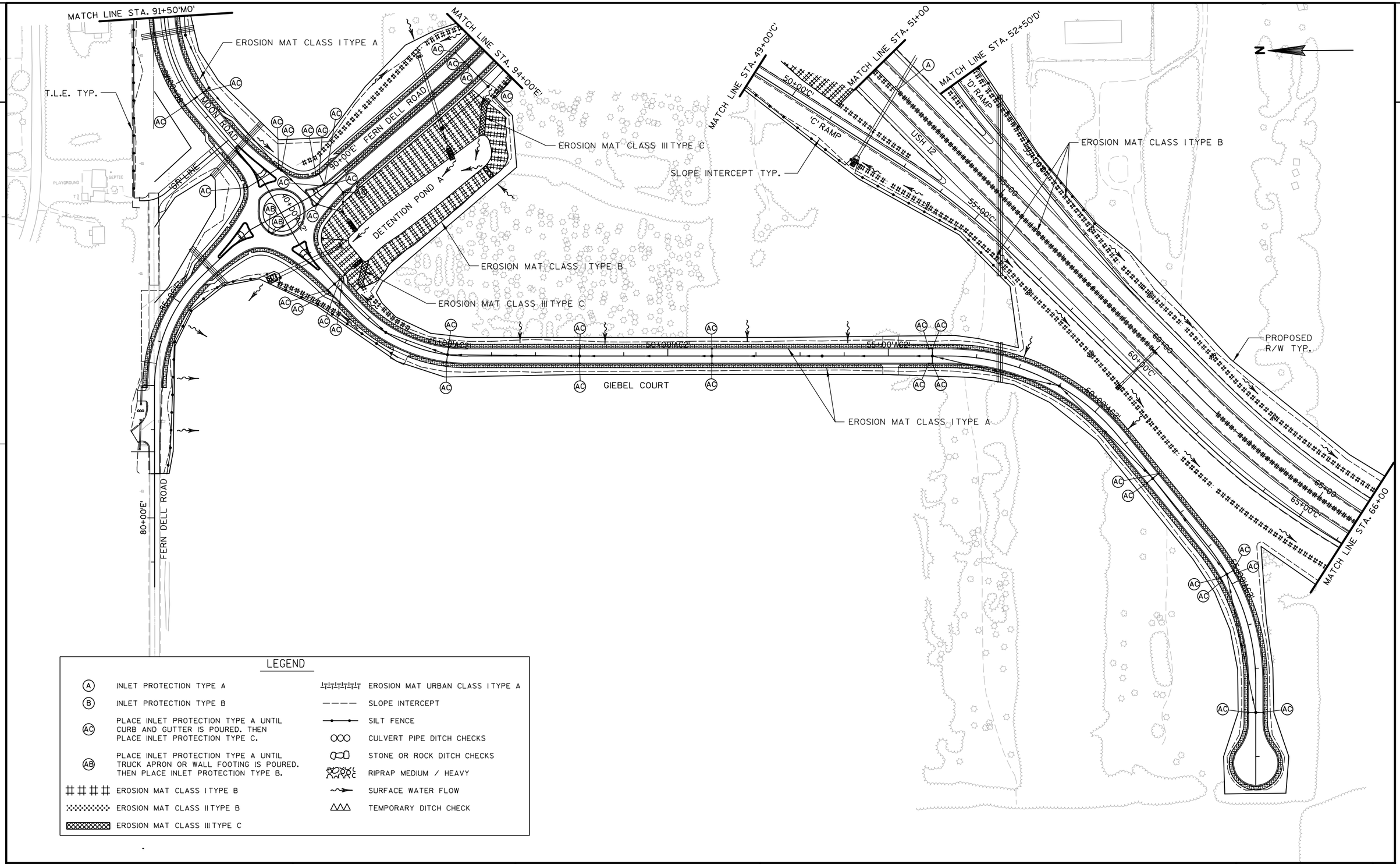
105+00'E'

115+00'E'

LEGEND

(A) INLET PROTECTION TYPE A	EROSION MAT URBAN CLASS I TYPE A
(B) INLET PROTECTION TYPE B	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SILT FENCE
	CULVERT PIPE DITCH CHECKS
(AB) PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.	STONE OR ROCK DITCH CHECKS
	RIPRAP MEDIUM / HEAVY
EROSION MAT CLASS I TYPE B	SURFACE WATER FLOW
EROSION MAT CLASS II TYPE B	TEMPORARY DITCH CHECK
EROSION MAT CLASS III TYPE C	

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 121	E



LEGEND

(A)	INLET PROTECTION TYPE A		EROSION MAT URBAN CLASS I TYPE A
(B)	INLET PROTECTION TYPE B		SLOPE INTERCEPT
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.		SILT FENCE
			CULVERT PIPE DITCH CHECKS
(AB)	PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.		STONE OR ROCK DITCH CHECKS
			RIPRAP MEDIUM / HEAVY
	EROSION MAT CLASS I TYPE B		SURFACE WATER FLOW
	EROSION MAT CLASS II TYPE B		TEMPORARY DITCH CHECK
	EROSION MAT CLASS III TYPE C		

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 122	E

2

N

MATCH LINE STA. 66+00

PROPOSED R/W TYP.

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

EROSION MAT CLASS II TYPE B

T.L.E. TYP.

SLOPE INTERCEPT TYP.

SHADY LANE

105+00'SL'

70+00

75+00

80+00

85+00

90+00

95+00

100+00'SL'

PROPOSED USH 12

MATCH LINE STA. 96+50

DETENTION POND B

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS III TYPE C

EROSION MAT CLASS III TYPE C

EROSION MAT CLASS I TYPE B

DETENTION POND C

EROSION MAT CLASS I TYPE B

95+00'SL'

LEGEND

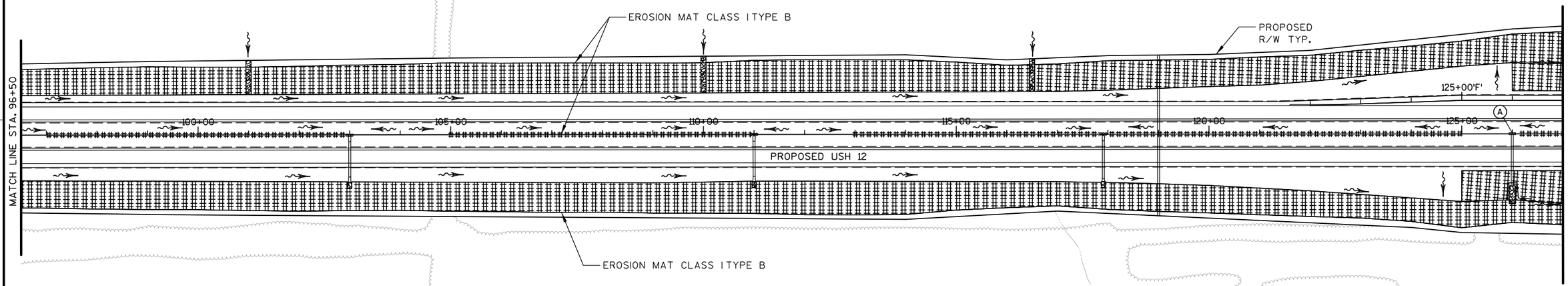
(A) INLET PROTECTION TYPE A	EROSION MAT URBAN CLASS I TYPE A
(B) INLET PROTECTION TYPE B	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SILT FENCE
	CULVERT PIPE DITCH CHECKS
(AB) PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.	STONE OR ROCK DITCH CHECKS
	RIPRAP MEDIUM / HEAVY
EROSION MAT CLASS I TYPE B	SURFACE WATER FLOW
EROSION MAT CLASS II TYPE B	TEMPORARY DITCH CHECK
EROSION MAT CLASS III TYPE C	

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 123	E

2

2

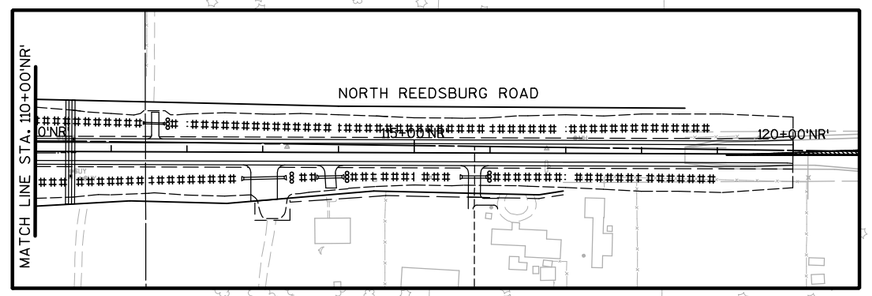
N



LEGEND

(A)	INLET PROTECTION TYPE A		EROSION MAT URBAN CLASS ITYPE A
(B)	INLET PROTECTION TYPE B		SLOPE INTERCEPT
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.		SILT FENCE
			CULVERT PIPE DITCH CHECKS
(AB)	PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.		STONE OR ROCK DITCH CHECKS
			RIPRAP MEDIUM / HEAVY
	EROSION MAT CLASS ITYPE B		SURFACE WATER FLOW
	EROSION MAT CLASS IITYPE B		TEMPORARY DITCH CHECK
	EROSION MAT CLASS IIITYPE C		

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 124	E



N

MATCH LINE STA. 110+00'NR'

NORTH REEDSBURG ROAD

EROSION MAT CLASS I TYPE A

EROSION MAT CLASS II TYPE B

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

EROSION MAT CLASS I TYPE B

'F' RAMP

'G' RAMP

EROSION MAT CLASS I TYPE B

MATCH LINE STA. 157+50'G'

MATCH LINE STA. 127+00

130+00'F'

135+00'F'

140+00'F'

130+00

135+00

140+00

145+00

150+00

155+00

130+00'J'

135+00'J'

140+00'J'

PROPOSED USH 12

100+00'NR'

145+00'G'

150+00'G'

155+00'G'

150+00'H'

155+00'H'

'J' RAMP

'H' RAMP

EROSION MAT CLASS I TYPE B

PROPOSED R/W TYP.

SLOPE INTERCEPT TYP.

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

MATCH LINE STA. 157+50'H'

T.L.E. TYP.

'HC' LINE

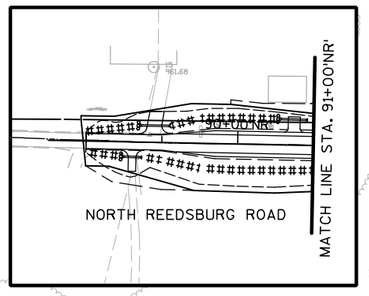
'SZ' LINE

10+00'HC'

10+00'SZ'

95+00'NR'

MATCH LINE STA. 91+00'NR'



LEGEND

(A)	INLET PROTECTION TYPE A	⊥⊥⊥⊥⊥	EROSION MAT URBAN CLASS I TYPE A
(B)	INLET PROTECTION TYPE B	– – – –	SLOPE INTERCEPT
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	—•—•—	SILT FENCE
		○○○	CULVERT PIPE DITCH CHECKS
(AB)	PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.	⊂⊃	STONE OR ROCK DITCH CHECKS
		⊂⊃	RIPRAP MEDIUM / HEAVY
####	EROSION MAT CLASS I TYPE B	~→	SURFACE WATER FLOW
⁘⁘⁘	EROSION MAT CLASS II TYPE B	△△△	TEMPORARY DITCH CHECK
▨	EROSION MAT CLASS III TYPE C		

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 125	E

2

N

MATCH LINE STA. 157+50 'G'

MATCH LINE STA. 157+50 'H'

'G' RAMP

'H' RAMP

160+00 'G'

160+00

160+00 'H'

165+00

165+00 'H'

170+00

175+00

180+00

185+00

MATCH LINE STA. 188+50

EROSION MAT CLASS I TYPE B

PROPOSED USH 12

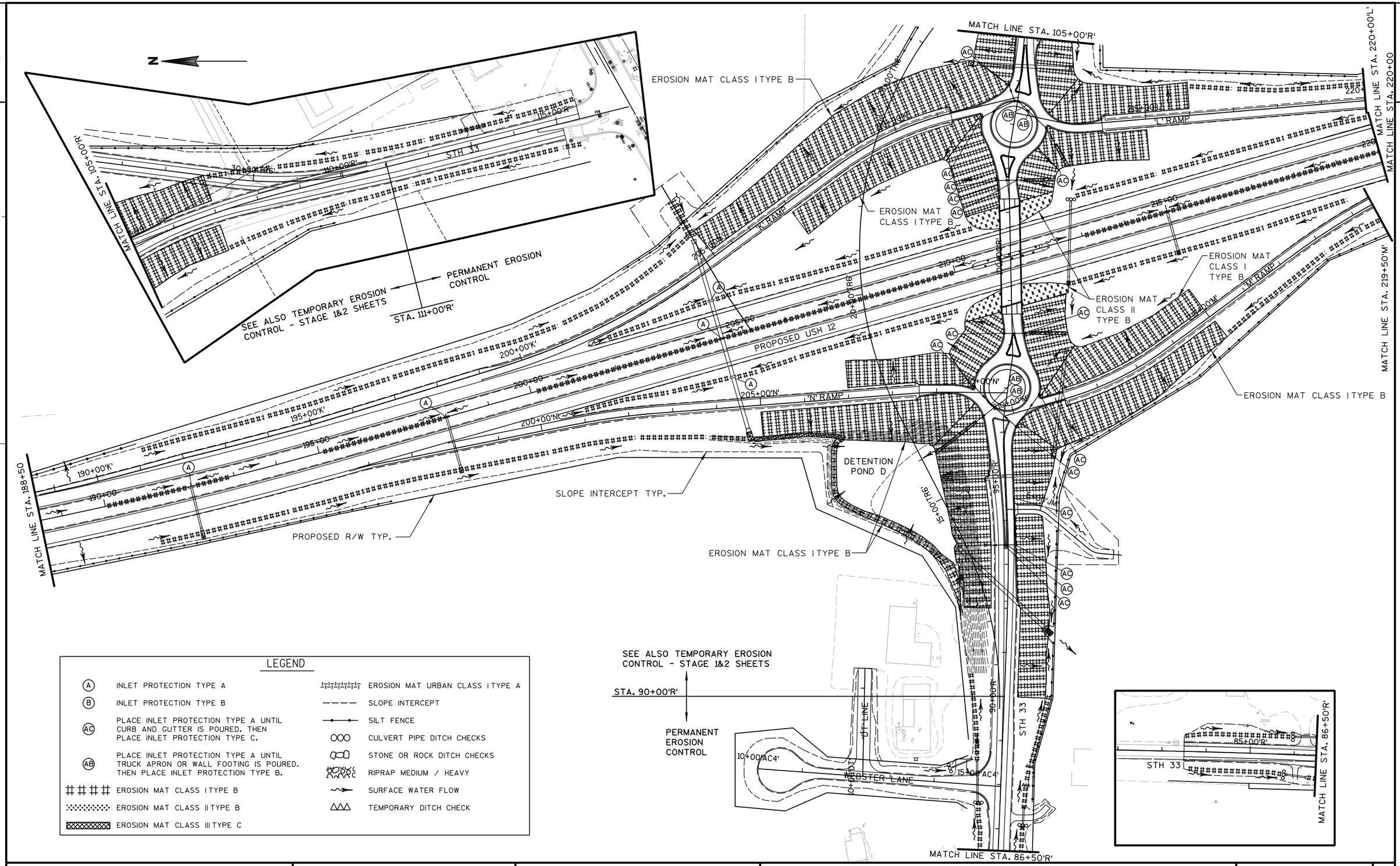
SLOPE INTERCEPT TYP.

PROPOSED R/W TYP.

LEGEND

(A) INLET PROTECTION TYPE A	EROSION MAT URBAN CLASS I TYPE A
(B) INLET PROTECTION TYPE B	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SILT FENCE
	CULVERT PIPE DITCH CHECKS
(AB) PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.	STONE OR ROCK DITCH CHECKS
	RIPRAP MEDIUM / HEAVY
EROSION MAT CLASS I TYPE B	SURFACE WATER FLOW
EROSION MAT CLASS II TYPE B	TEMPORARY DITCH CHECK
EROSION MAT CLASS III TYPE C	

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 126	E



LEGEND

(A)	INLET PROTECTION TYPE A	⊥⊥⊥⊥⊥⊥	EROSION MAT URBAN CLASS I TYPE A
(B)	INLET PROTECTION TYPE B	– – – –	SLOPE INTERCEPT
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	—•—•—	SILT FENCE
		OOO	CULVERT PIPE DITCH CHECKS
(AB)	PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.		STONE OR ROCK DITCH CHECKS
			RIPRAP MEDIUM / HEAVY
####	EROSION MAT CLASS I TYPE B	~→	SURFACE WATER FLOW
	EROSION MAT CLASS II TYPE B	△△△	TEMPORARY DITCH CHECK
	EROSION MAT CLASS III TYPE C		

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 127 E

2

N

SIGN

ANT.

ANT.

SLOPE INTERCEPT TYP.

EROSION MAT CLASS II TYPE B

EROSION MAT CLASS I TYPE B

235+00

240+00

245+00

250+00

PROPOSED USH 12

40+00 'AC3'

30+00 'AC3'

35+00 'AC3'

LOGGERS LANE

EROSION MAT CLASS I TYPE B

MATCH LINE STA. 251+00 'AC3' MATCH LINE

MATCH LINE STA. 220+00 MATCH LINE STA. 220+00 'L'

00 'L' 'L' RAMP

00

220+00 'M'

'M' RAMP

PROPOSED R/W TYP.

EROSION MAT CLASS I TYPE B

MATCH LINE STA. 219+50 'M'

LEGEND

(A)	INLET PROTECTION TYPE A		EROSION MAT URBAN CLASS I TYPE A
(B)	INLET PROTECTION TYPE B		SLOPE INTERCEPT
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.		SILT FENCE
			CULVERT PIPE DITCH CHECKS
(AB)	PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.		STONE OR ROCK DITCH CHECKS
			RIPRAP MEDIUM / HEAVY
	EROSION MAT CLASS I TYPE B		SURFACE WATER FLOW
	EROSION MAT CLASS II TYPE B		TEMPORARY DITCH CHECK
	EROSION MAT CLASS III TYPE C		

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 128	E

2

U.S.H. 12/S.T.H. 33

EXISTING USH 12

U.S.H. 12/S.T.H

N

WALLS

PLAYGROUND

ANT.

A/C

SIGN

SLOPE INTERCEPT TYP.

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

PROPOSED R/W TYP.

MATCH LINE STA. 51+00'AC3' MATCH LINE STA. 251+00

255+00

260+00

265+00

270+00

275+00

280+00

PROPOSED USH 12

55+00'AC3'

LOGGERS LANE

60+00'AC3'

65+00'AC3'

100+00'

105+00'

OLD 33

MATCH LINE STA. 281+50

EROSION MAT CLASS I TYPE B

EROSION MAT CLASS II TYPE B

EROSION MAT CLASS II TYPE B

EROSION MAT CLASS II TYPE B

EROSION MAT CLASS I TYPE B

95+00'

100+00'SN

MATCH LINE STA. 90+50'Q'

MATCH LINE STA. 101+50'SN'

55+00'Q' OLD 33

60+00'Q'

MATCH LINE STA. 90+50'Q'

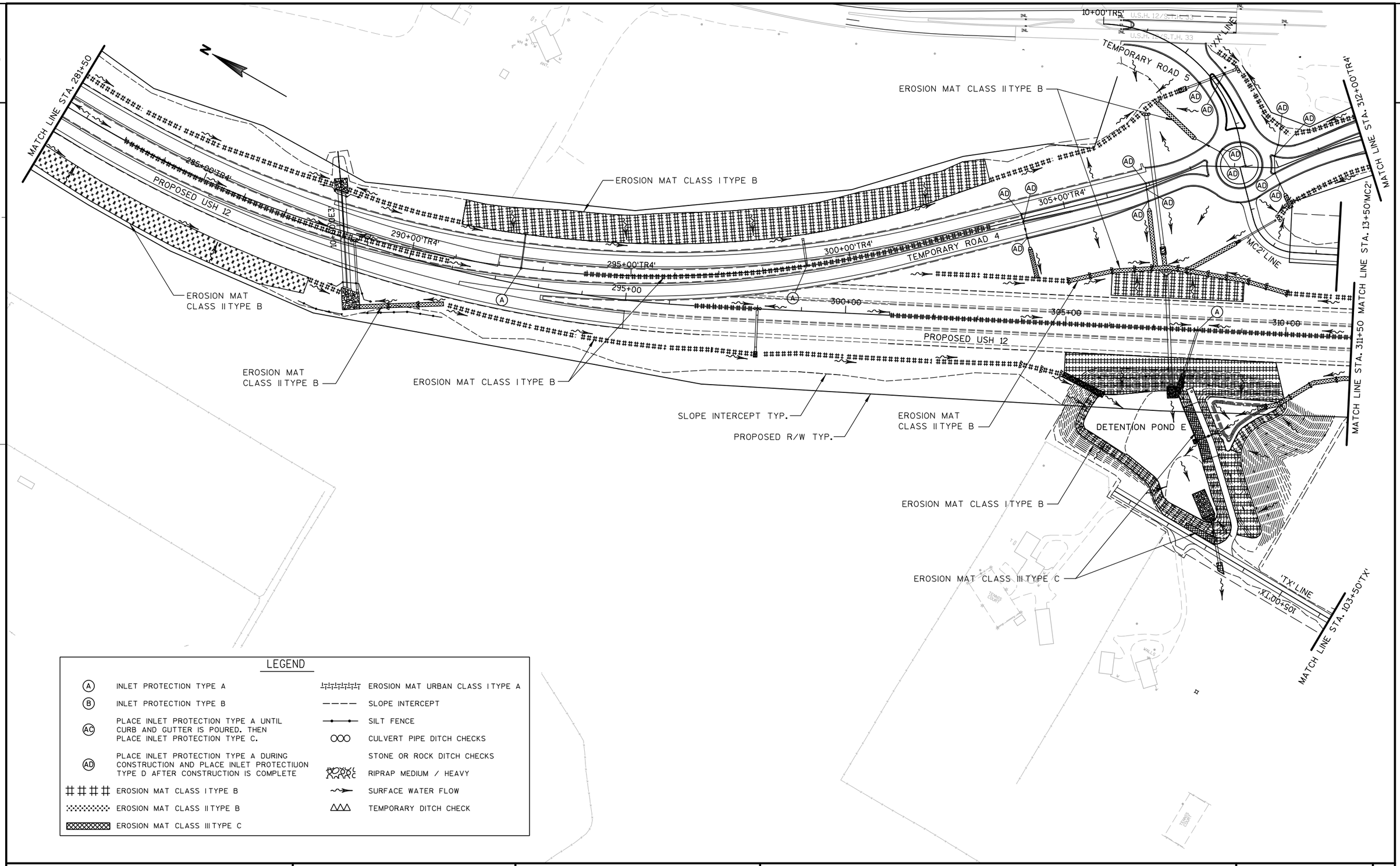
MATCH LINE STA. 101+50'SN'

CANOPY

LEGEND

(A) INLET PROTECTION TYPE A	EROSION MAT URBAN CLASS I TYPE A
(B) INLET PROTECTION TYPE B	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SILT FENCE
	CULVERT PIPE DITCH CHECKS
(AB) PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.	STONE OR ROCK DITCH CHECKS
	RIPRAP MEDIUM / HEAVY
EROSION MAT CLASS I TYPE B	SURFACE WATER FLOW
EROSION MAT CLASS II TYPE B	TEMPORARY DITCH CHECK
EROSION MAT CLASS III TYPE C	

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 129	E

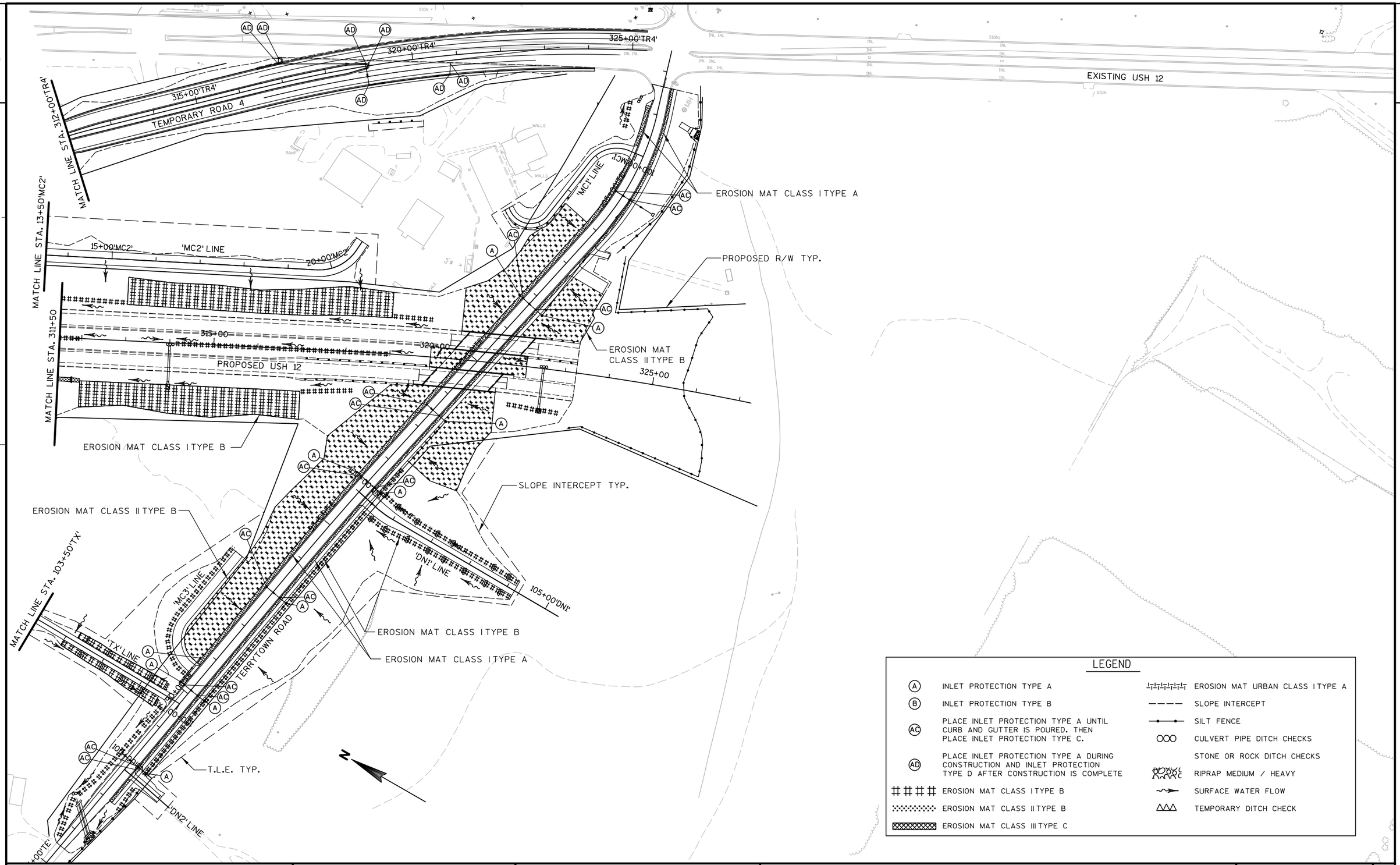


LEGEND

(A)	INLET PROTECTION TYPE A		EROSION MAT URBAN CLASS I TYPE A
(B)	INLET PROTECTION TYPE B		SLOPE INTERCEPT
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.		SILT FENCE
			CULVERT PIPE DITCH CHECKS
(AD)	PLACE INLET PROTECTION TYPE A DURING CONSTRUCTION AND PLACE INLET PROTECTIUON TYPE D AFTER CONSTRUCTION IS COMPLETE		STONE OR ROCK DITCH CHECKS
			RIPRAP MEDIUM / HEAVY
	EROSION MAT CLASS I TYPE B		SURFACE WATER FLOW
	EROSION MAT CLASS II TYPE B		TEMPORARY DITCH CHECK
	EROSION MAT CLASS III TYPE C		

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 130	E

2

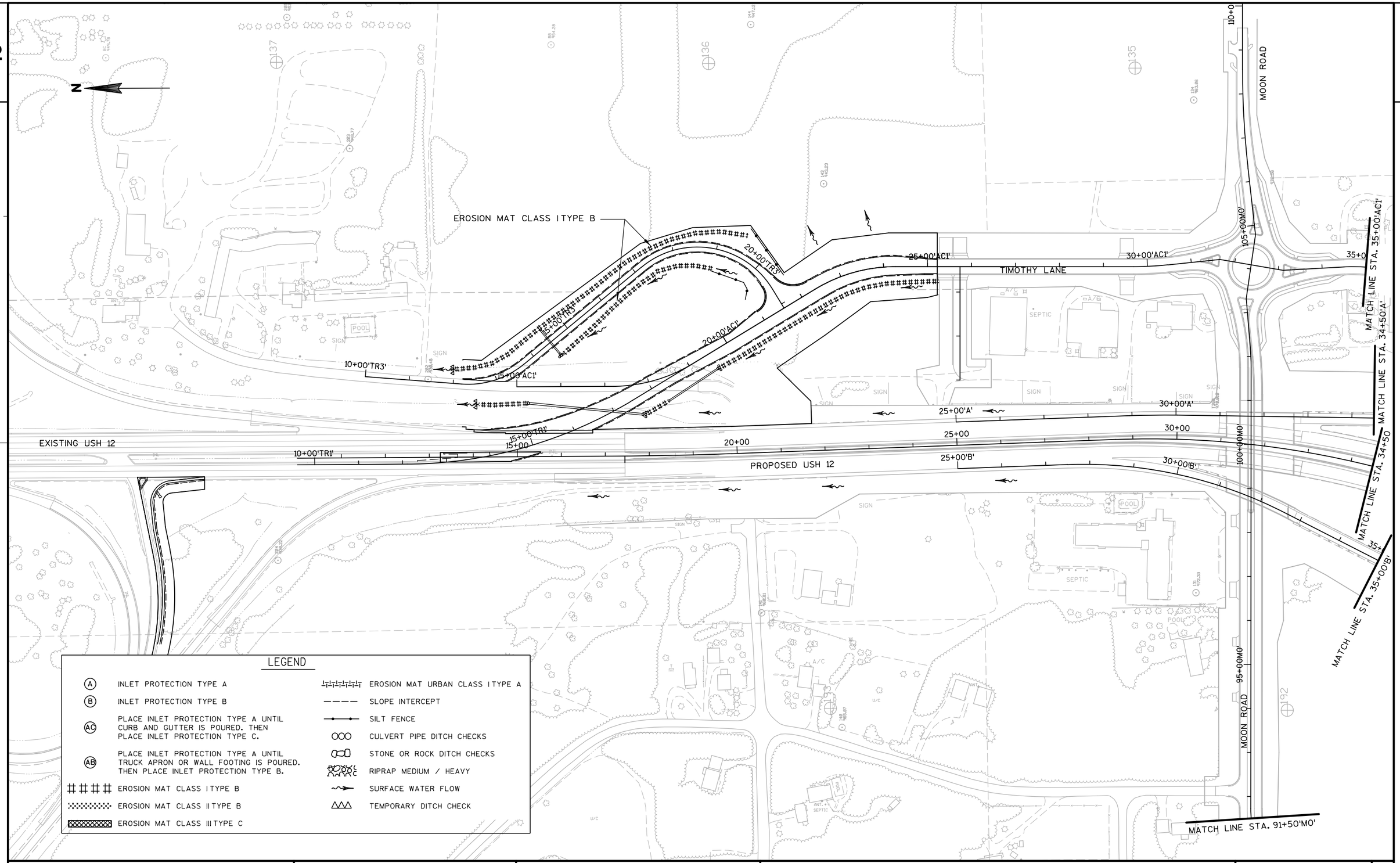


LEGEND

(A)	INLET PROTECTION TYPE A		EROSION MAT URBAN CLASS I TYPE A
(B)	INLET PROTECTION TYPE B		SLOPE INTERCEPT
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.		SILT FENCE
			CULVERT PIPE DITCH CHECKS
(AD)	PLACE INLET PROTECTION TYPE A DURING CONSTRUCTION AND INLET PROTECTION TYPE D AFTER CONSTRUCTION IS COMPLETE		STONE OR ROCK DITCH CHECKS
			RIPRAP MEDIUM / HEAVY
	EROSION MAT CLASS I TYPE B		SURFACE WATER FLOW
	EROSION MAT CLASS II TYPE B		TEMPORARY DITCH CHECK
	EROSION MAT CLASS III TYPE C		

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL	SHEET 131	E

2

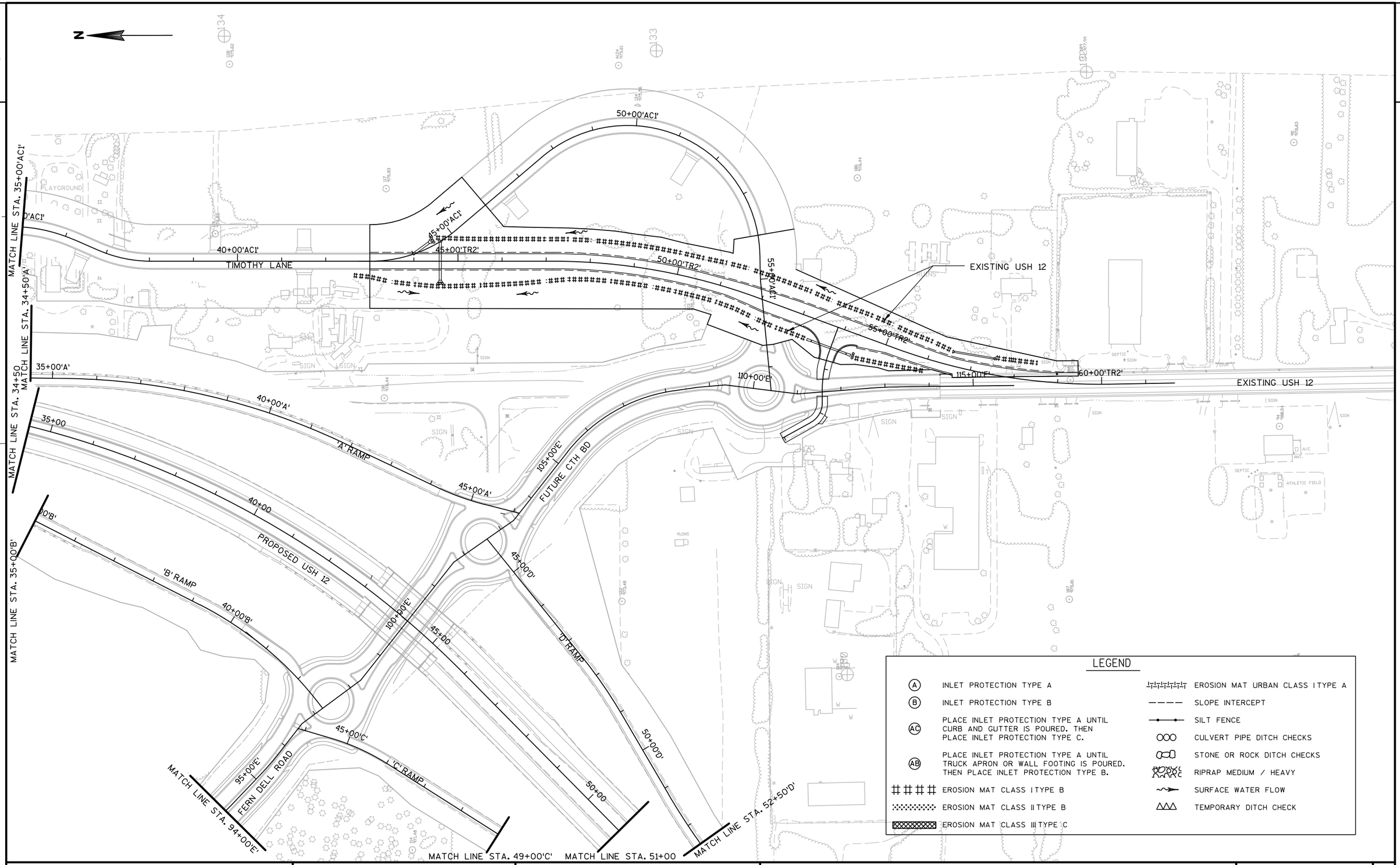


LEGEND

(A) INLET PROTECTION TYPE A	EROSION MAT URBAN CLASS ITYPE A
(B) INLET PROTECTION TYPE B	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SILT FENCE
	CULVERT PIPE DITCH CHECKS
(AB) PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.	STONE OR ROCK DITCH CHECKS
	RIPRAP MEDIUM / HEAVY
EROSION MAT CLASS ITYPE B	SURFACE WATER FLOW
EROSION MAT CLASS IITYPE B	TEMPORARY DITCH CHECK
EROSION MAT CLASS IIITYPE C	

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY EROSION CONTROL - STAGE 1 & 2	SHEET 132	E

2



LEGEND

(A) INLET PROTECTION TYPE A	EROSION MAT URBAN CLASS I TYPE A
(B) INLET PROTECTION TYPE B	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SILT FENCE
	CULVERT PIPE DITCH CHECKS
(AB) PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.	STONE OR ROCK DITCH CHECKS
	RIPRAP MEDIUM / HEAVY
EROSION MAT CLASS I TYPE B	SURFACE WATER FLOW
EROSION MAT CLASS II TYPE B	TEMPORARY DITCH CHECK
EROSION MAT CLASS III TYPE C	

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY EROSION CONTROL - STAGE 1 & 2	SHEET 133	E

2

N

PROPOSED USH 12

'K' RAMP

'N' RAMP

'M' RAMP

'L' RAMP

WEBSTER LANE

EXISTING STH 33

EROSION MAT CLASS I TYPE B

10+00'AC4'

10+00'DT'

15+00'AC4'

15+00'TR6'

20+00'TR6'

25+00'TR6'

30+00'TR6'

85+00'R'

90+00'R'

95+00'R'

100+00'R'

105+00'R'

110+00'R'

115+00'R'

205+00'K'

205+00'N'

205+00

210+00'N'

210+00

210+00'M'

215+00'L'

215+00

220+00'L'

220+00

220+00'M'

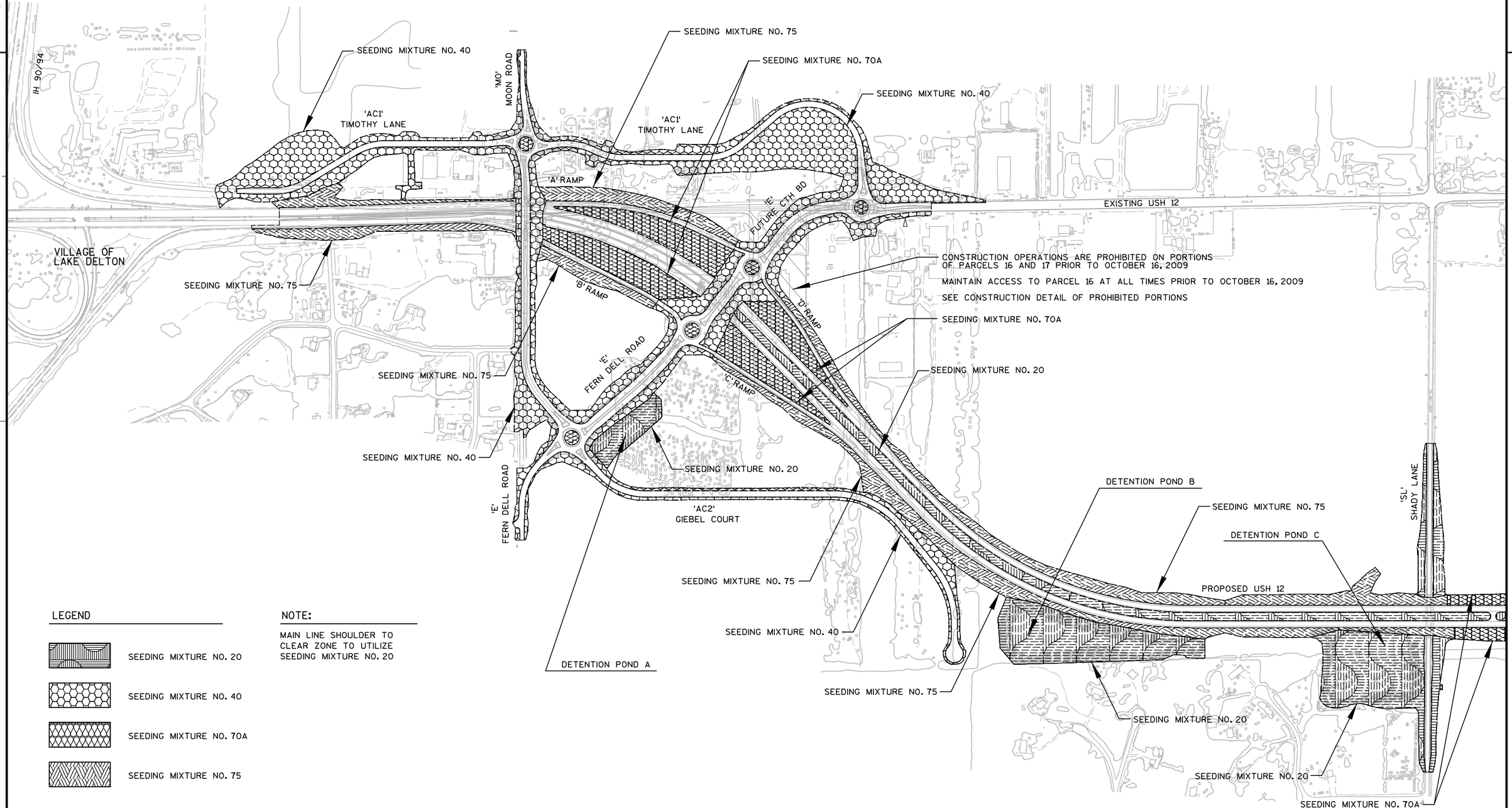
5+00'LM'

LEGEND

(A) INLET PROTECTION TYPE A	EROSION MAT URBAN CLASS I TYPE A
(B) INLET PROTECTION TYPE B	SLOPE INTERCEPT
(AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	SILT FENCE
	CULVERT PIPE DITCH CHECKS
(AB) PLACE INLET PROTECTION TYPE A UNTIL TRUCK APRON OR WALL FOOTING IS POURED. THEN PLACE INLET PROTECTION TYPE B.	STONE OR ROCK DITCH CHECKS
	RIPRAP MEDIUM / HEAVY
EROSION MAT CLASS I TYPE B	SURFACE WATER FLOW
EROSION MAT CLASS II TYPE B	TEMPORARY DITCH CHECK
EROSION MAT CLASS III TYPE C	

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY EROSION CONTROL - STAGE 2D	SHEET 134	E

2



LEGEND

- SEEDING MIXTURE NO. 20
- SEEDING MIXTURE NO. 40
- SEEDING MIXTURE NO. 70A
- SEEDING MIXTURE NO. 75

NOTE:

MAIN LINE SHOULDER TO CLEAR ZONE TO UTILIZE SEEDING MIXTURE NO. 20

N

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL - PERMANENT SEEDING	SHEET 135	E

2

LEGEND

SEEDING MIXTURE NO. 20

SEEDING MIXTURE NO. 40

SEEDING MIXTURE NO. 70A

SEEDING MIXTURE NO. 75

NOTE:

MAIN LINE SHOULDER TO CLEAR ZONE TO UTILIZE SEEDING MIXTURE NO. 20

TOWN OF DELTON

HO-CHUNK CASINO

EXISTING USH 12

N

CO-OP LANE

PENNY LANE

NORTH REEDSBURG ROAD 'NR'

SEEDING MIXTURE NO. 20

SEEDING MIXTURE NO. 70A

SEEDING MIXTURE NO. 75

SEEDING MIXTURE NO. 70A

SEEDING MIXTURE NO. 20

PROPOSED USH 12

'F' RAMP

'G' RAMP

SEEDING MIXTURE NO. 20

'J' RAMP

'H' RAMP

SEEDING MIXTURE NO. 75

SEEDING MIXTURE NO. 70A

TOWN OF DELTON

SEEDING MIXTURE NO. 20

2

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL - PERMANENT SEEDING	SHEET 136	E

2

TOWN OF DELTON

BARABOO-DELLS
MUNICIPAL AIRPORT

TOWN OF
BARABOO

PIT ROAD

EXISTING USH 12

SEEDING MIXTURE NO. 20

SEEDING MIXTURE NO. 70

PROPOSED USH 12

SEEDING MIXTURE NO. 70A

'L' RAMP

'AC3'
LOGGERS LANE

SEEDING MIXTURE NO. 20

'K' RAMP

SEEDING MIXTURE NO. 75

'M' RAMP

'N' RAMP

SEEDING MIXTURE NO. 20

SEEDING MIXTURE NO. 70

TOWN OF DELTON
TOWN OF BARABOO

SEEDING MIXTURE NO. 70A

DETENTION POND D

'AC4'
WEBSTER LANE

'R'
WIS 33

SEEDING MIXTURE NO. 20

LEGEND

- SEEDING MIXTURE NO. 20
- SEEDING MIXTURE NO. 40
- SEEDING MIXTURE NO. 70A
- SEEDING MIXTURE NO. 75

N

NOTE:

MAIN LINE SHOULDER TO CLEAR ZONE TO UTILIZE SEEDING MIXTURE NO. 20

2

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL - PERMANENT SEEDING	SHEET 137	E

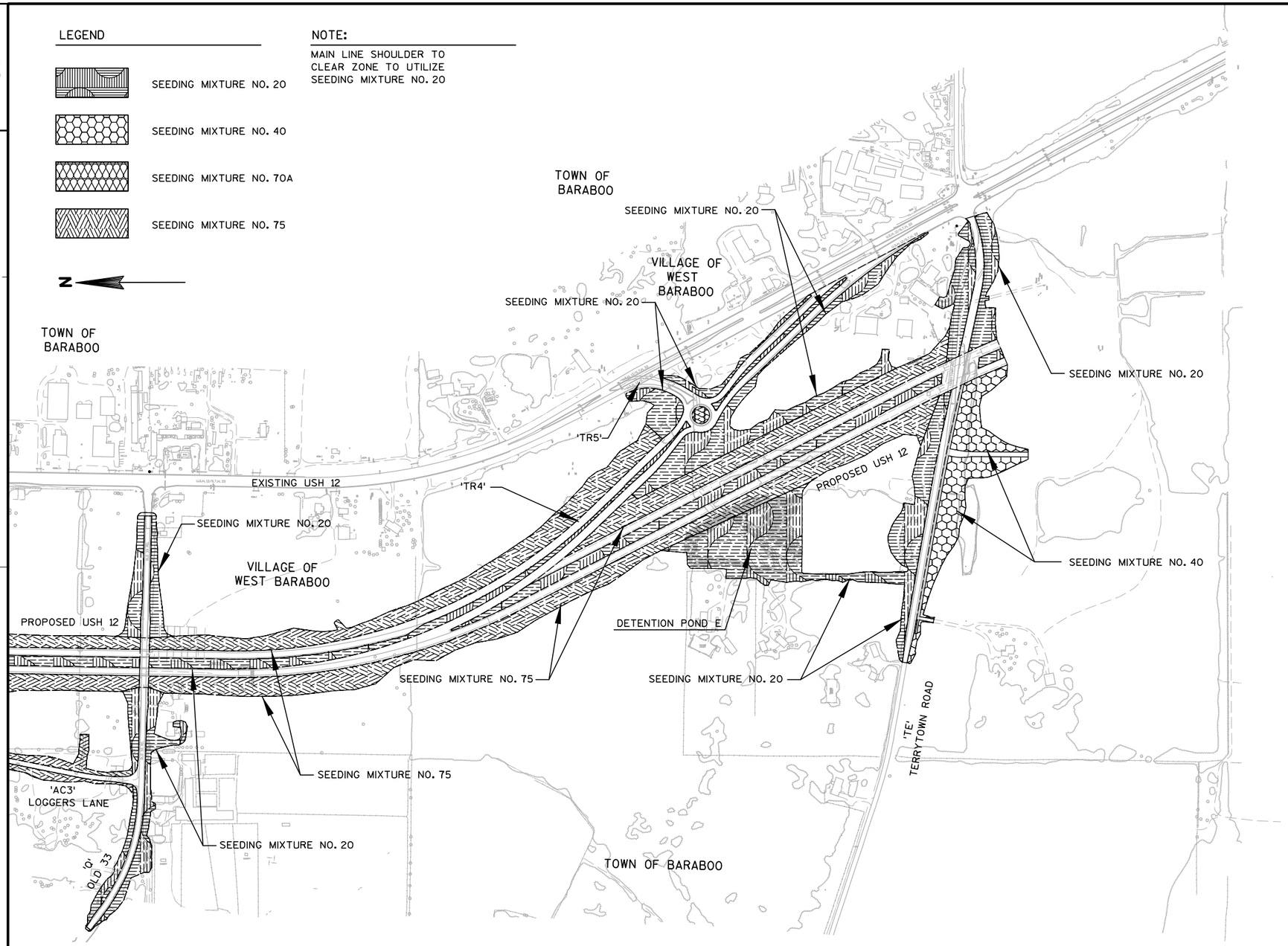
2

LEGEND

- SEEDING MIXTURE NO. 20
- SEEDING MIXTURE NO. 40
- SEEDING MIXTURE NO. 70A
- SEEDING MIXTURE NO. 75

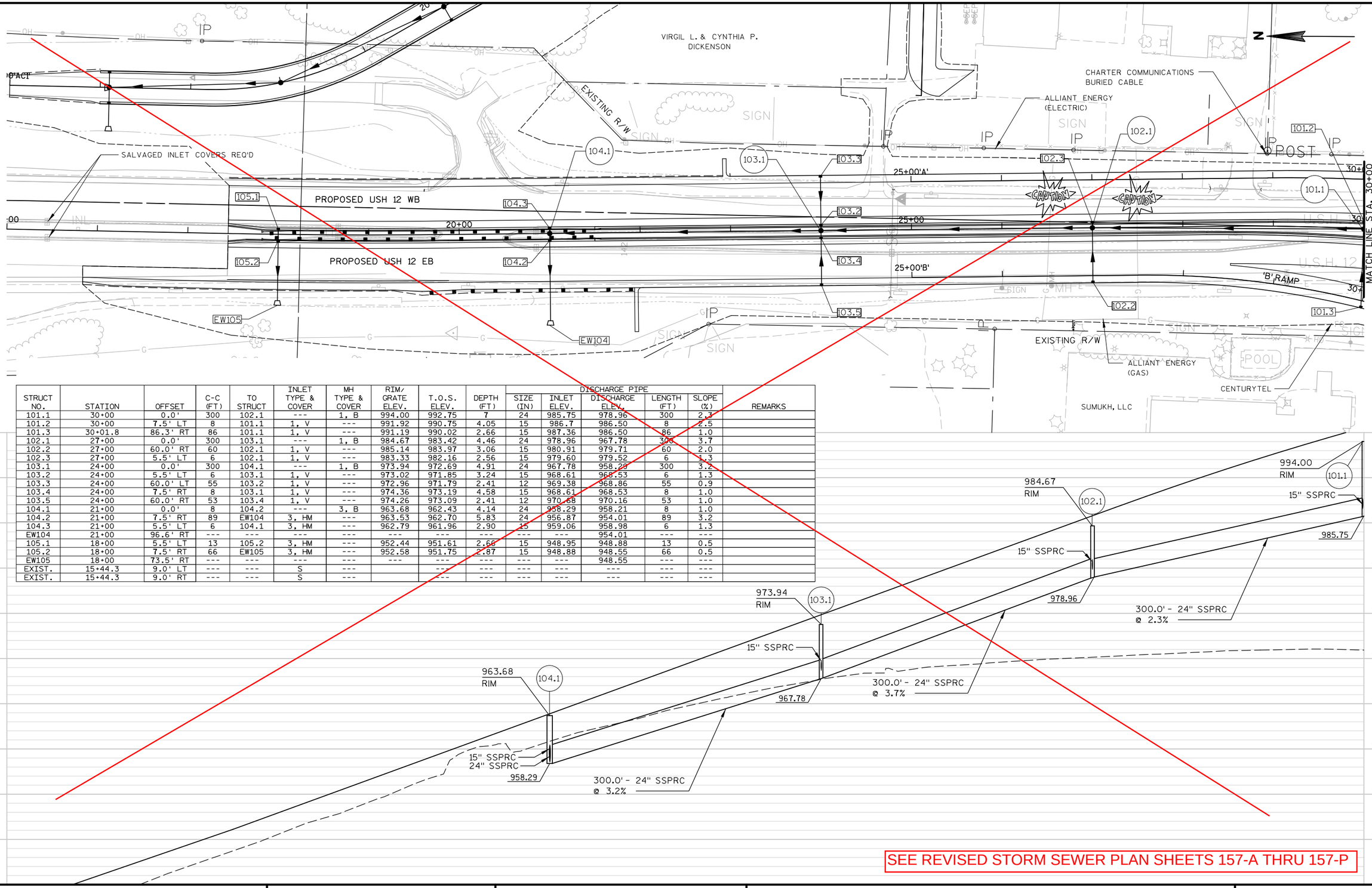
NOTE:

MAIN LINE SHOULDER TO CLEAR ZONE TO UTILIZE SEEDING MIXTURE NO. 20



2

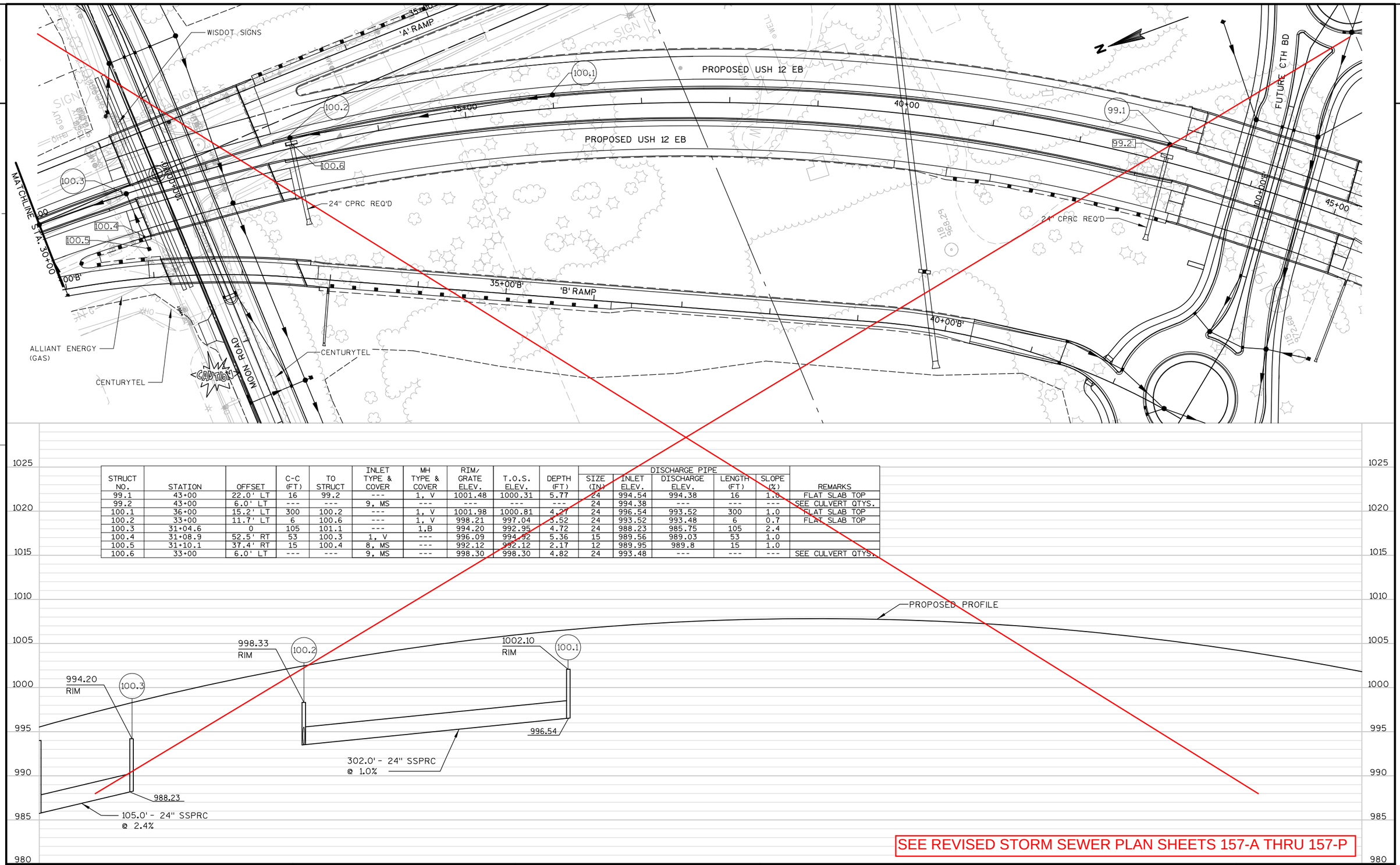
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EROSION CONTROL - PERMANENT SEEDING	SHEET 138	E



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 SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
101.1	30+00	0.0'	300	102.1	---	1, B	994.00	992.75	7	24	985.75	978.96	300	2.3	
101.2	30+00	7.5' LT	8	101.1	1, V	---	991.92	990.75	4.05	15	986.7	986.50	8	2.5	
101.3	30+01.8	86.3' RT	86	101.1	1, V	---	991.19	990.02	2.66	15	987.36	986.50	86	1.0	
102.1	27+00	0.0'	300	103.1	---	1, B	984.67	983.42	4.46	24	978.96	967.78	300	3.7	
102.2	27+00	60.0' RT	60	102.1	1, V	---	985.14	983.97	3.06	15	980.91	979.71	60	2.0	
102.3	27+00	5.5' LT	6	102.1	1, V	---	983.33	982.16	2.56	15	979.60	979.52	6	1.3	
103.1	24+00	0.0'	300	104.1	---	1, B	973.94	972.69	4.91	24	967.78	958.29	300	3.2	
103.2	24+00	5.5' LT	6	103.1	1, V	---	973.02	971.85	3.24	15	968.61	968.53	6	1.3	
103.3	24+00	60.0' LT	55	103.2	1, V	---	972.96	971.79	2.41	12	969.38	968.86	55	0.9	
103.4	24+00	7.5' RT	8	103.1	1, V	---	974.36	973.19	4.58	15	968.61	968.53	8	1.0	
103.5	24+00	60.0' RT	53	103.4	1, V	---	974.26	973.09	2.41	12	970.68	970.16	53	1.0	
104.1	21+00	0.0'	8	104.2	---	3, B	963.68	962.43	4.14	24	958.29	958.21	8	1.0	
104.2	21+00	7.5' RT	89	EW104	3, HM	---	963.53	962.70	5.83	24	956.87	954.01	89	3.2	
104.3	21+00	5.5' LT	6	104.1	3, HM	---	962.79	961.96	2.90	15	959.06	958.98	6	1.3	
EW104	21+00	96.6' RT	---	---	---	---	---	---	---	---	---	954.01	---	---	
105.1	18+00	5.5' LT	13	105.2	3, HM	---	952.44	951.61	2.66	15	948.95	948.88	13	0.5	
105.2	18+00	7.5' RT	66	EW105	3, HM	---	952.58	951.75	2.87	15	948.88	948.55	66	0.5	
EW105	18+00	73.5' RT	---	---	---	---	---	---	---	---	---	948.55	---	---	
EXIST.	15+44.3	9.0' LT	---	---	S	---		---	---	---	---	---	---	---	
EXIST.	15+44.3	9.0' RT	---	---	S	---		---	---	---	---	---	---	---	

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

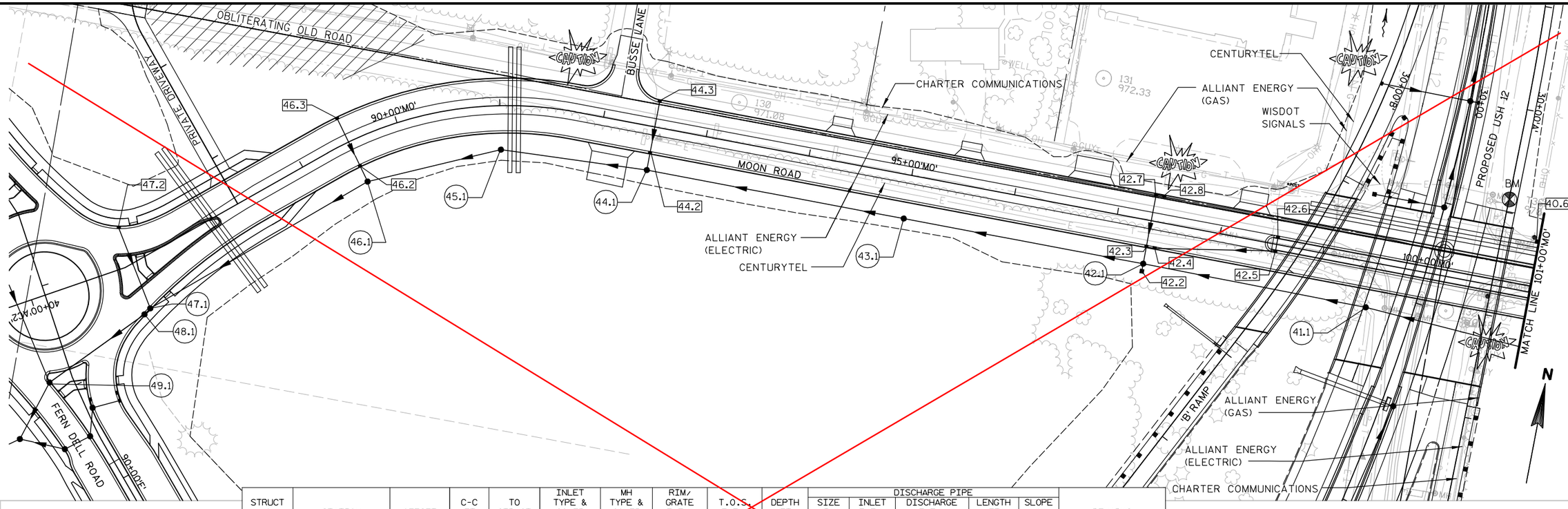
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: USH 12 (EB)	SHEET 139 E



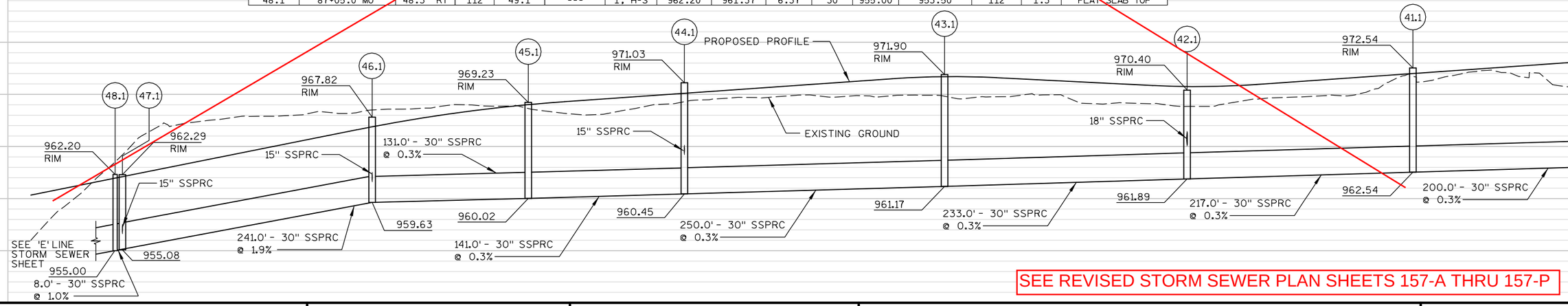
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
99.1	43+00	22.0' LT	16	99.2	---	1, V	1001.48	1000.31	5.77	24	994.54	994.38	16	1.0	FLAT SLAB TOP
99.2	43+00	6.0' LT	---	---	9, MS	---	---	---	---	24	994.38	---	---	---	SEE CULVERT QTYS.
100.1	36+00	15.2' LT	300	100.2	---	1, V	1001.98	1000.81	4.27	24	996.54	993.52	300	1.0	FLAT SLAB TOP
100.2	33+00	11.7' LT	6	100.6	---	1, V	998.21	997.04	3.52	24	993.52	993.48	6	0.7	FLAT SLAB TOP
100.3	31+04.6	0	105	101.1	---	1,B	994.20	992.95	4.72	24	988.23	985.75	105	2.4	
100.4	31+08.9	52.5' RT	53	100.3	1, V	---	996.09	994.92	5.36	15	989.56	989.03	53	1.0	
100.5	31+10.1	37.4' RT	15	100.4	8, MS	---	992.12	992.12	2.17	12	989.95	989.8	15	1.0	
100.6	33+00	6.0' LT	---	---	9, MS	---	998.30	998.30	4.82	24	993.48	---	---	---	SEE CULVERT QTYS.

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: USH 12 (EB)	SHEET 140 E

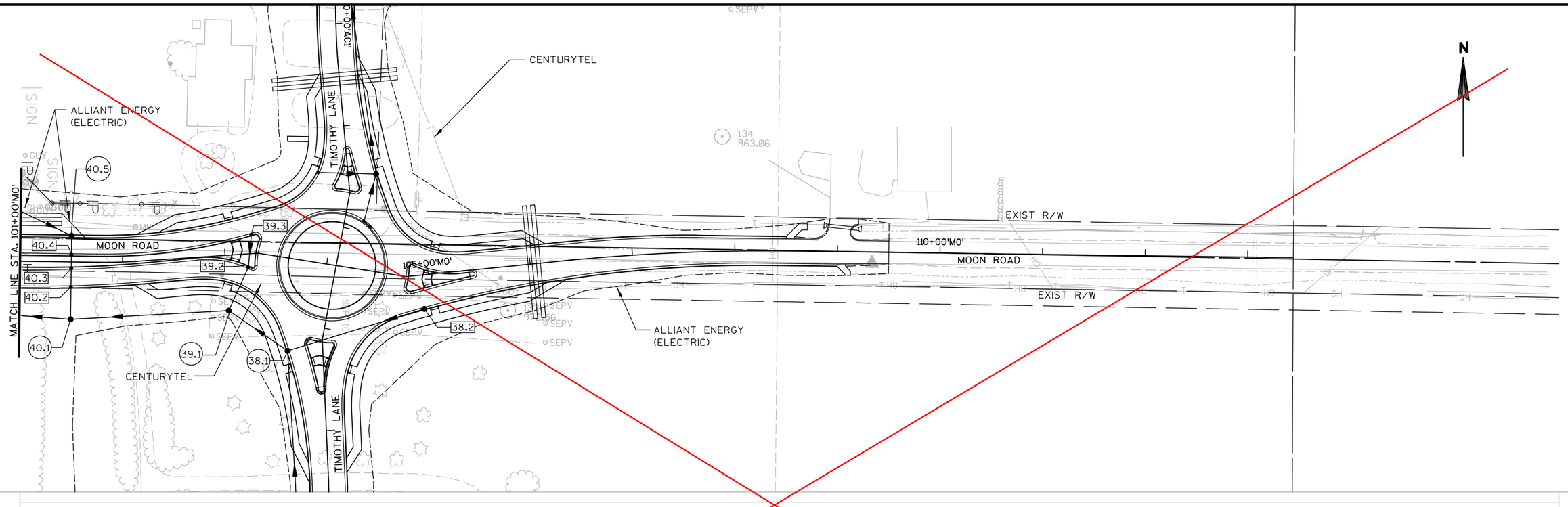


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	REMARKS
40.6	101+00.0'MO'	48.7' LT	55	40.5	8, MS	---	969.60	969.60	3.45	18	966.15	965.86	55	0.5	
41.1	99+50.0'MO'	43.5' RT	217	42.1	---	3, J-S	972.54	971.29	8.75	30	962.54	961.89	217	0.3	
42.1	97+33.0'MO'	42.0' RT	233	43.1	---	3, J-S	970.40	969.15	7.26	30	961.89	961.17	233	0.3	
42.2	97+33.0'MO'	49.0' RT	7	42.1	8, MS	---	968.50	968.50	3.93	18	964.57	964.50	7	1.0	
42.3	97+33.0'MO'	25.5' RT	17	42.1	3, H-S	---	970.20	969.37	4.78	18	964.59	964.50	17	0.5	
42.4	97+41.0'MO'	25.5' RT	8	42.3	3, H-S	---	970.20	969.37	4.24	12	965.13	965.09	8	0.5	
42.5	98+55.1'MO'	6.5' RT	116	42.4	3, H	---	971.22	970.39	4.68	12	965.71	965.13	116	0.5	
42.6	98+55.0'MO'	6.5' LT	13	42.5	3, H	---	971.22	970.39	4.61	12	965.78	965.71	13	0.5	
42.7	97+33.0'MO'	25.5' LT	51	42.3	3, H-S	---	970.20	969.37	4.28	12	965.09	964.59	51	1.0	
42.8	97+41.0'MO'	25.5' LT	8	42.7	3, H-S	---	970.20	969.37	4.20	12	965.17	965.09	8	1.0	
43.1	95+00.0'MO'	42.0' RT	250	44.1	---	3, J-S	971.90	970.65	9.48	30	961.17	960.45	250	0.3	
44.1	92+50.0'MO'	42.0' RT	141	45.1	---	3, J-S	971.03	969.78	9.33	30	960.45	960.02	141	0.3	
44.2	92+50.0'MO'	25.5' RT	17	44.1	3, H	---	969.51	968.68	4.68	15	964.00	963.91	17	0.5	
44.3	92+50.0'MO'	25.5' LT	51	44.2	3, H	---	969.51	968.68	4.18	12	964.50	964.25	51	0.5	
45.1	91+00.0'MO'	42.0' RT	131	46.1	---	3, J-S	969.23	967.98	7.96	30	960.02	959.63	131	0.3	
46.1	89+50.0'MO'	42.0' RT	241	47.1	---	3, J-S	967.82	966.57	6.94	30	959.63	955.08	241	1.9	
46.2	89+50.0'MO'	25.5' RT	17	46.1	3, H	---	966.29	965.46	4.02	15	961.44	961.31	17	0.8	
46.3	89+50.0'MO'	25.5' LT	51	46.2	3, H	---	966.29	965.46	3.26	12	962.20	961.69	51	1.0	
47.1	87+06.8'MO'	45.7' RT	8	48.1	---	3, H-S	962.29	961.46	6.38	30	955.08	955.00	8	1.0	FLAT SLAB TOP
47.2	87+18.3'MO'	36.9' LT	83	47.1	3, H-S	---	961.19	960.36	4.30	15	956.06	955.65	83	0.5	
48.1	87+05.0'MO'	48.3' RT	112	49.1	---	1, H-S	962.20	961.37	6.37	30	955.00	953.50	112	1.3	FLAT SLAB TOP

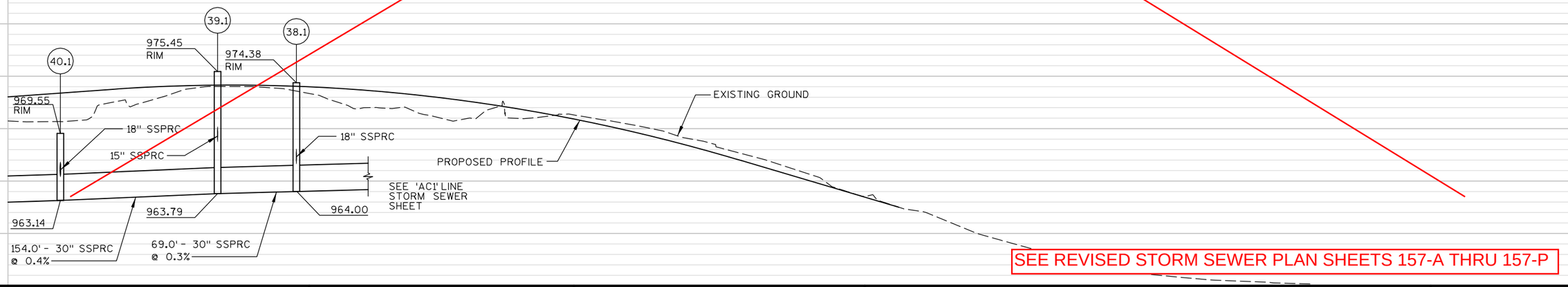


SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: MOON ROAD ('MO' LINE)	SHEET 141	E

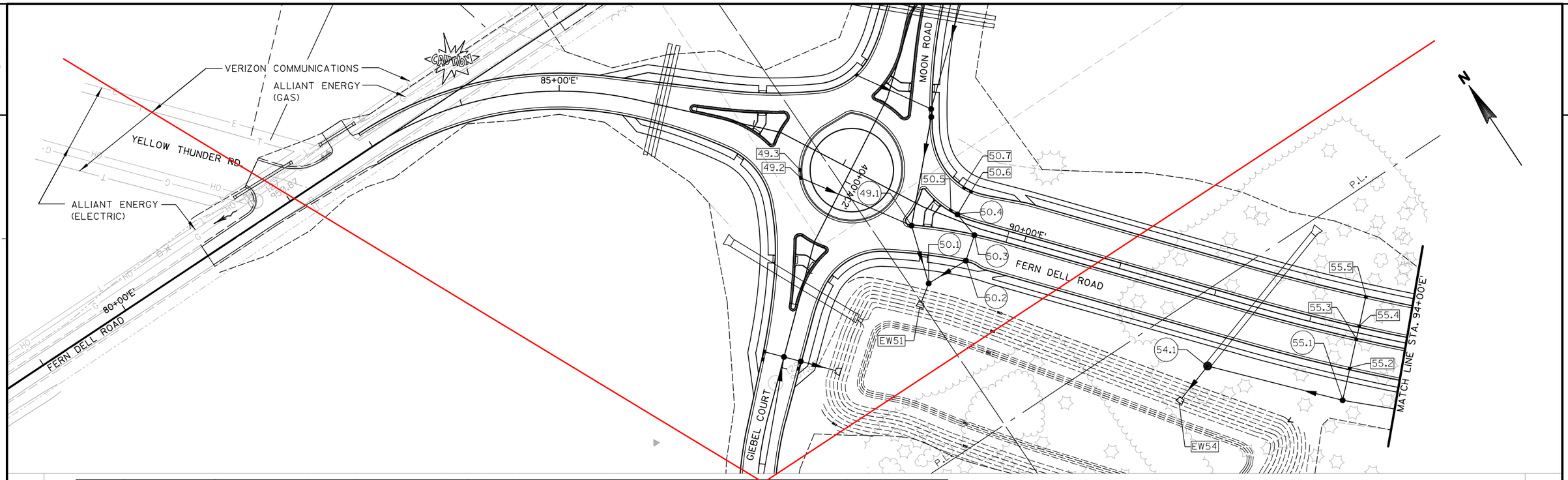


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	REMARKS
38.1	103+75.6'MO'	89.6' RT	69	39.1	---	3, H-S	974.38	973.13	9.13	30	964.00	963.79	69	0.3	FLAT SLAB TOP
38.2	104+93.0'MO'	33.2' RT	139	38.1	---	1, H	972.96	971.71	3.71	18	968.00	966.60	139	1.0	FLAT SLAB TOP
39.1	103+00.0'MO'	54.0' RT	154	40.1	---	3, J-S	975.45	974.20	10.41	30	963.79	963.14	154	0.4	
39.2	103+22.0'MO'	12.8' RT	47	38.1	3, H-S	---	974.16	973.33	4.39	15	968.94	968.47	47	1.0	
39.3	103+27.0'MO'	18.3' LT	31	39.2	3, H-S	---	973.78	972.95	3.45	12	969.50	969.19	31	1.0	
40.1	101+50.0'MO'	56.1' RT	200	41.1	---	3, C	969.55	968.30	5.16	30	963.14	962.54	200	0.3	
40.2	101+50.0'MO'	24.9' RT	31	40.1	3, H	---	972.97	972.14	6.54	18	965.60	965.29	31	1.0	
40.3	101+50.0'MO'	5.9' RT	19	40.2	3, H	---	973.29	972.46	6.76	18	965.70	965.60	19	0.5	
40.4	101+50.0'MO'	6.5' LT	12	40.3	3, H	---	973.29	972.46	6.70	18	965.76	965.70	12	0.5	
40.5	101+50.0'MO'	25.5' LT	19	40.4	3, H	---	972.97	972.14	6.28	18	965.86	965.76	19	0.5	

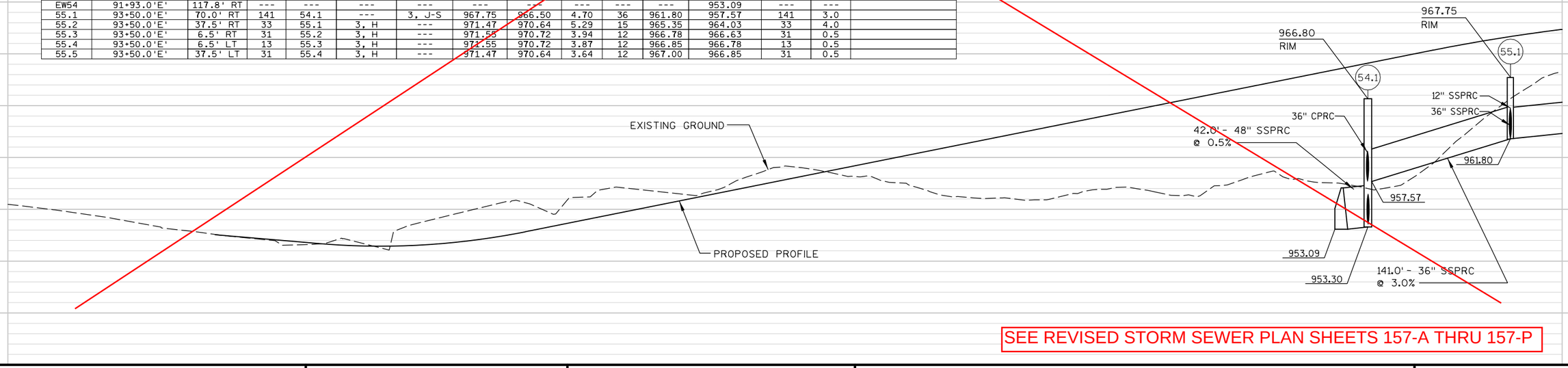


SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: MOON ROAD ('MO' LINE)	SHEET 142	E

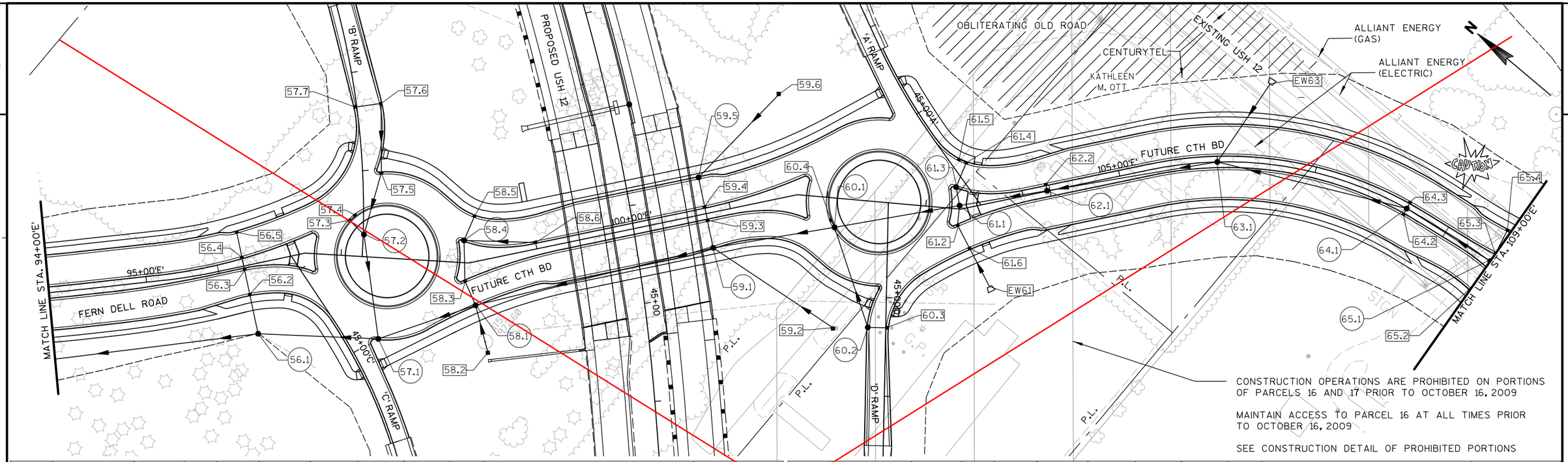


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
49.1	88+89.9'E'	22.3' RT	61	50.1	---	3, H-S	962.11	961.28	7.78	30	953.50	953.18	61	0.5	FLAT SLAB TOP
49.2	87+68.2'E'	31.3' RT	122	49.1	2, T	---	958.58	957.62	3.12	12	954.50	953.89	122	0.5	
49.3	87+64.0'E'	24.5' RT	8	49.2	2, T	---	958.62	957.66	3.12	12	954.54	954.50	8	0.5	
50.1	89+25.0'E'	70.0' RT	21	EW51	---	3, J-S	960.63	959.38	6.20	30	953.18	953.08	21	0.5	
50.2	89+50.0'E'	35.1' RT	44	50.1	---	1, H	963.33	962.5	5.89	18	956.61	956.17	44	1.0	FLAT SLAB TOP
50.3	89+50.0'E'	7.9' RT	27	50.2	---	1, H	963.55	962.72	5.84	18	956.88	956.61	27	1.0	FLAT SLAB TOP
50.4	89+26.5'E'	5.6' LT	27	50.3	---	1, H-S	962.8	961.97	4.82	18	957.15	956.88	27	1.0	FLAT SLAB TOP
50.5	89+18.6'E'	6.6' LT	8	50.4	3, H-S	---	962.59	961.76	4.03	12	957.73	957.65	8	1.0	
50.6	89+31.0'E'	32.3' LT	27	50.4	3, H-S	---	962.82	961.99	4.07	12	957.92	957.65	27	1.0	
50.7	89+23.0'E'	33.2' LT	8	50.6	3, H-S	---	962.59	961.76	3.76	12	958.00	957.92	8	1.0	
EW51	89+25.0'E'	113.3' RT	---	---	---	---	---	---	---	---	---	953.09	---	---	
54.1	92+12.7'E'	70.6' RT	42	EW54	---	3, J-S	966.80	965.55	12.25	48	953.30	953.09	42	0.5	
EW54	91+93.0'E'	117.8' RT	---	---	---	---	---	---	---	---	---	953.09	---	---	
55.1	93+50.0'E'	70.0' RT	141	54.1	---	3, J-S	967.75	966.50	4.70	36	961.80	957.57	141	3.0	
55.2	93+50.0'E'	37.5' RT	33	55.1	3, H	---	971.47	970.64	5.29	15	965.35	964.03	33	4.0	
55.3	93+50.0'E'	6.5' RT	31	55.2	3, H	---	971.55	970.72	3.94	12	966.78	966.63	31	0.5	
55.4	93+50.0'E'	6.5' LT	13	55.3	3, H	---	971.55	970.72	3.87	12	966.85	966.78	13	0.5	
55.5	93+50.0'E'	37.5' LT	31	55.4	3, H	---	971.47	970.64	3.64	12	967.00	966.85	31	0.5	



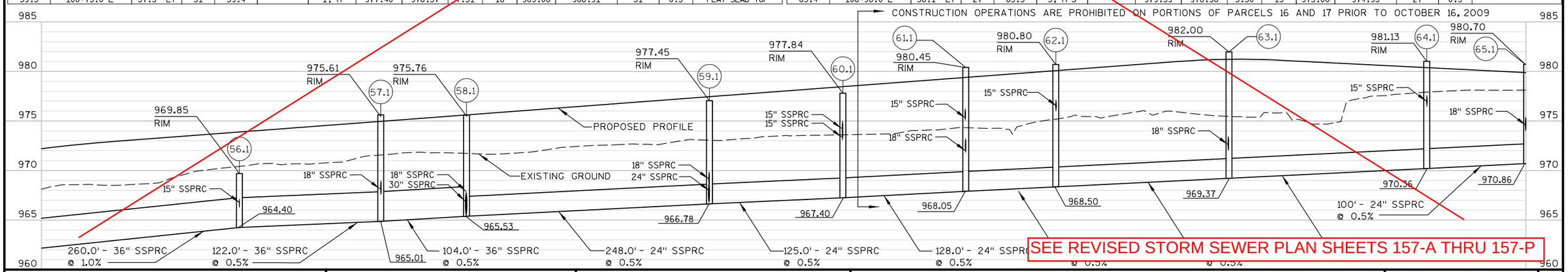
SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 143	E

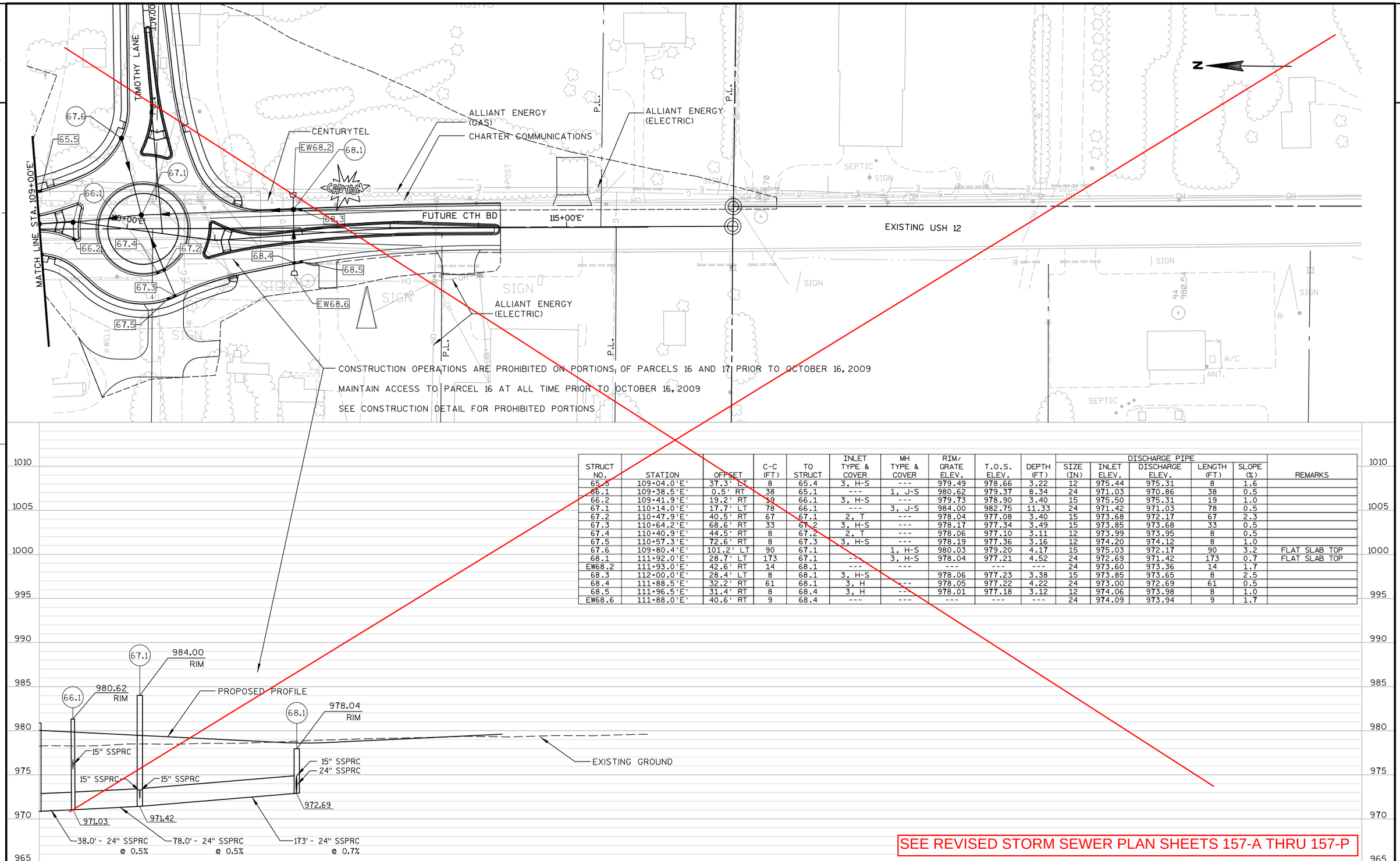


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
56.1	96+00.0'E'	70.0' RT	260	55.1	---	3, J-S	969.85	968.60	4.20	36	964.40	961.80	260	1.0	
56.2	96+00.0'E'	29.9' RT	40	56.1	3, H	---	974.09	973.26	5.29	15	967.97	966.37	40	4.0	
56.3	96+00.0'E'	2.9' RT	27	56.2	3, H	---	974.05	973.22	4.12	12	969.10	968.97	27	0.5	
56.4	96+00.0'E'	8.5' LT	13	56.3	3, H	---	973.33	972.50	3.33	12	969.17	969.10	13	0.5	
56.5	96+00.0'E'	35.6' LT	27	56.4	3, H	---	973.33	972.50	3.20	12	969.30	969.17	27	0.5	
57.1	97+42.8'E'	82.2' RT	122	56.1	---	3, H-S	975.61	974.78	9.77	36	965.01	964.40	122	0.5	FLAT SLAB TOP
57.2	97+21.6'E'	22.5' LT	108	57.1	---	3, J-S	976.38	975.13	7.13	18	968.00	967.46	108	0.5	
57.3	97+06.6'E'	35.6' LT	20	57.2	2, T	---	973.68	972.72	4.12	12	968.60	968.50	20	0.5	FLAT SLAB TOP
57.4	97+12.0'E'	41.1' LT	8	57.3	2, T	---	973.70	972.74	4.10	12	968.64	968.60	8	0.5	
57.5	97+35.7'E'	86.1' LT	65	57.2	3, H-S	---	974.19	973.36	5.04	18	968.32	968.00	65	0.5	
57.6	97+31.1'E'	155.9' LT	70	57.5	3, H-S	---	973.80	972.97	3.78	12	969.19	968.83	70	0.5	
57.7	97+04.5'E'	150.7' LT	27	57.6	3, H-S	---	973.56	972.73	3.41	12	969.32	969.19	27	0.5	
58.1	98+29.5'E'	42.3' RT	104	57.1	---	3, H-S	975.76	974.93	9.40	36	965.53	965.01	104	0.5	FLAT SLAB TOP
58.2	98+30.0'E'	92.5' RT	49	58.1	8, MS	---	969.32	969.32	2.71	18	966.61	966.34	49	0.6	
58.3	98+26.7'E'	18.2' RT	27	58.1	3, H-S	---	975.88	975.05	9.39	15	965.66	965.53	27	0.5	
58.4	98+23.3'E'	22.6' LT	43	58.3	---	1, H-S	975.59	974.76	8.88	15	965.88	965.67	43	0.5	FLAT SLAB TOP
58.5	98+44.9'E'	45.6' LT	27	58.4	3, H	---	975.27	974.44	8.43	15	966.01	965.88	27	0.5	
58.6	99+00.0'E'	6.5' LT	73	58.4	3, H	---	976.17	975.34	3.12	12	972.22	971.86	73	0.5	
59.1	100+75.0'E'	35.3' RT	248	58.1	---	3, H	977.45	976.62	9.84	24	966.78	965.53	248	0.5	FLAT SLAB TOP
59.2	102+17.0'E'	131' RT	146	59.1	8, MS	---	972.20	972.20	2.71	18	969.49	966.78	146	1.9	
59.3	100+75.0'E'	6.5' RT	29	59.1	3, H	---	977.48	976.65	7.81	18	968.84	968.70	29	0.5	
59.4	100+75.0'E'	6.5' LT	13	59.3	3, H	---	977.48	976.65	7.76	18	968.91	968.84	13	0.5	
59.5	100+75.0'E'	37.5' LT	31	59.4		1, H	977.40	976.57	7.51	18	969.06	968.91	31	0.5	FLAT SLAB TOP

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 SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
59.6	43+22.0	170' LT	117	59.5	8, MS		974.30	974.30	2.87	18	971.43	969.06	117	2.0	
60.1	102+09.8'E'	29.6' RT	125	59.1	---	3, T	977.84	976.88	9.48	24	967.40	966.78	125	0.5	FLAT SLAB TOP
60.2	102+52.3'E'	127.6' RT	107	60.1	---	1, H-S	978.41	977.58	4.18	15	973.40	972.87	107	0.5	FLAT SLAB TOP
60.3	102+72.4'E'	126.2' RT	20	60.2	3, H-S	---	978.33	977.50	3.75	12	973.75	973.65	20	0.5	
60.4	102+05.2'E'	22.5' RT	8	60.1	2, T	---	977.86	976.90	3.40	15	973.50	973.46	8	0.5	
61.1	103+34.0'E'	3.5' LT	128	60.1	---	3, J-S	980.45	979.20	11.16	24	968.05	967.40	128	0.5	
61.2	103+33.6'E'	16.3' RT	20	61.1	3, H-S	---	979.35	978.52	6.65	18	971.87	971.77	20	0.5	
61.3	103+28.9'E'	21.8' LT	20	61.1	---	1, H-S	979.68	978.85	3.87	15	974.98	974.88	20	0.5	FLAT SLAB TOP
61.4	103+50.6'E'	45.1' LT	27	61.3	3, H-S	---	979.52	978.69	3.33	12	975.36	975.23	27	0.5	
61.5	103+44.0'E'	49.7' LT	8	61.4	3, H-S	---	979.54	978.71	3.27	12	975.44	975.36	8	1.0	
61.6	103+36.3'E'	41.1' RT	27	61.2	3, H	---	979.28	978.45	6.45	12	972.00	971.87	27	0.5	
EW61	103+48.0'E'	82.8' RT	43	61.6	---	---	---	---	---	18	972.21	972.00	43	0.5	
62.1	104+25.0'E'	0.5' LT	90	61.1	---	3, J-S	980.80	979.55	11.05	24	968.50	968.05	90	0.5	
62.2	104+25.0'E'	6.5' LT	8	62.1	3, H	---	980.11	979.28	3.29	15	975.99	975.91	8	1.0	
63.1	106+00.0'E'	0.0'	175	62.1	---	3, J-S	982.00	980.75	11.38	24	969.37	968.50	175	0.5	
EW63	106+45.9'E'	81.0' LT	96	63.1	---	---	---	---	---	18	972.21	971.72	96	0.5	
64.1	108+00.0'E'	0.0'	198	63.1	---	3, J-S	981.13	979.88	9.52	24	970.36	969.37	198	0.5	
64.2	108+00.0'E'	6.5' RT	7	64.1	3, H	---	980.42	979.59	3.40	15	976.19	976.13	7	1.0	
64.3	108+00.0'E'	6.5' LT	7	64.1	3, H	---	980.42	979.59	3.40	15	976.19	976.13	7	1.0	
65.1	109+00.0'E'	0.0'	100	64.1	---	3, J-S	980.70	979.45	8.59	24	970.86	970.36	100	0.5	
65.2	109+00.0'E'	35.1' RT	35	65.1	3, H	---	979.40	978.57	3.56	15	975.01	974.84	35	0.5	
65.3	109+00.0'E'	9.3' LT	9	65.1	3, H-S	---	979.87	979.04	4.11	15	974.93	974.84	9	1.0	
65.4	108+96.0'E'	36.1' LT	27	65.3	3, H-S	---	979.39	978.56	3.50	15	975.06	974.93	27	0.5	



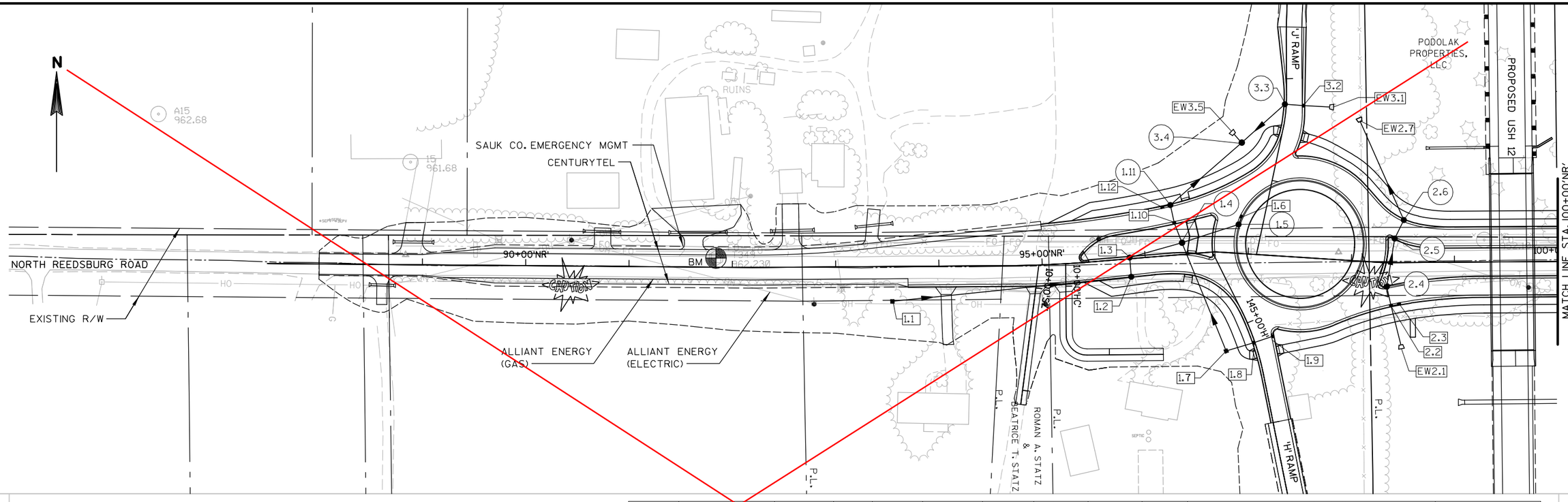
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 144	E



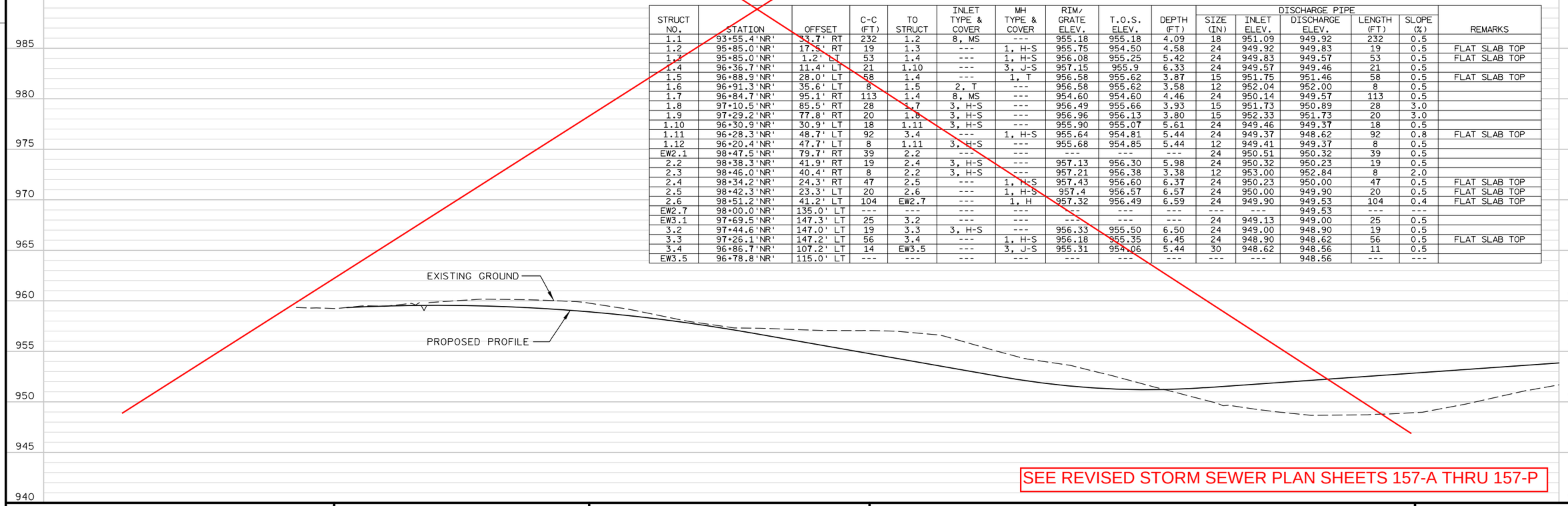
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
65.5	109+04.0'E'	37.3' LT	8	65.4	3, H-S	---	979.49	978.66	3.22	12	975.44	975.31	8	1.6	
66.1	109+38.5'E'	0.5' RT	38	65.1	---	1, J-S	980.62	979.37	8.34	24	971.03	970.86	38	0.5	
66.2	109+41.9'E'	19.2' RT	19	66.1	3, H-S	---	979.73	978.90	3.40	15	975.50	975.31	19	1.0	
67.1	110+14.0'E'	17.7' LT	78	66.1	---	3, J-S	984.00	982.75	11.33	24	971.42	971.03	78	0.5	
67.2	110+47.9'E'	40.5' RT	67	67.1	2, T	---	978.04	977.08	3.40	15	973.68	972.17	67	2.3	
67.3	110+64.2'E'	68.6' RT	33	67.2	3, H-S	---	978.17	977.34	3.49	15	973.85	973.68	33	0.5	
67.4	110+40.9'E'	44.5' RT	8	67.2	2, T	---	978.06	977.10	3.11	12	973.99	973.95	8	0.5	
67.5	110+57.3'E'	72.6' RT	8	67.3	3, H-S	---	978.19	977.36	3.16	12	974.20	974.12	8	1.0	
67.6	109+80.4'E'	101.2' LT	90	67.1		1, H-S	980.03	979.20	4.17	15	975.03	972.17	90	3.2	FLAT SLAB TOP
68.1	111+92.0'E'	28.7' LT	173	67.1	---	3, H-S	978.04	977.21	4.52	24	972.69	971.42	173	0.7	FLAT SLAB TOP
EW68.2	111+93.0'E'	42.6' RT	14	68.1	---	---	---	---	---	24	973.60	973.36	14	1.7	
68.3	112+00.0'E'	28.4' LT	8	68.1	3, H-S		978.06	977.23	3.38	15	973.85	973.65	8	2.5	
68.4	111+88.5'E'	32.2' RT	61	68.1	3, H	---	978.05	977.22	4.22	24	973.00	972.69	61	0.5	
68.5	111+96.5'E'	31.4' RT	8	68.4	3, H	---	978.01	977.18	3.12	12	974.06	973.98	8	1.0	
EW68.6	111+88.0'E'	40.6' RT	9	68.4	---	---	---	---	---	24	974.09	973.94	9	1.7	

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 145 E

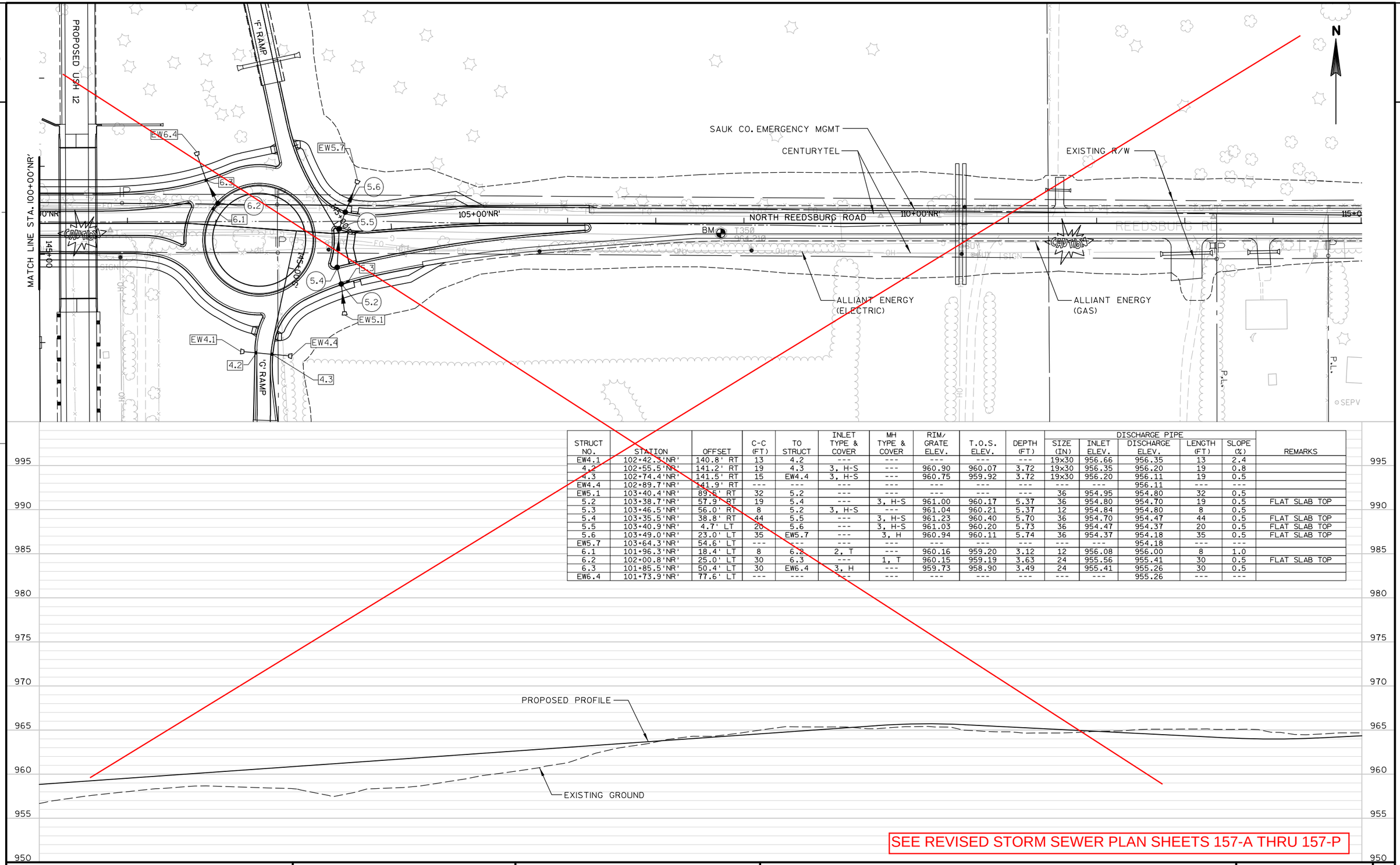


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
1.1	93+55.4'NR'	33.7' RT	232	1.2	8, MS	---	955.18	955.18	4.09	18	951.09	949.92	232	0.5	
1.2	95+85.0'NR'	17.5' RT	19	1.3	---	1, H-S	955.75	954.50	4.58	24	949.92	949.83	19	0.5	FLAT SLAB TOP
1.3	95+85.0'NR'	1.2' LT	53	1.4	---	1, H-S	956.08	955.25	5.42	24	949.83	949.57	53	0.5	FLAT SLAB TOP
1.4	96+36.7'NR'	11.4' LT	21	1.10	---	3, J-S	957.15	955.9	6.33	24	949.57	949.46	21	0.5	
1.5	96+88.9'NR'	28.0' LT	58	1.4	---	1, T	956.58	955.62	3.87	15	951.75	951.46	58	0.5	FLAT SLAB TOP
1.6	96+91.3'NR'	35.6' LT	8	1.5	2, T	---	956.58	955.62	3.58	12	952.04	952.00	8	0.5	
1.7	96+84.7'NR'	95.1' RT	113	1.4	8, MS	---	954.60	954.60	4.46	24	950.14	949.57	113	0.5	
1.8	97+10.5'NR'	85.5' RT	28	1.7	3, H-S	---	956.49	955.66	3.93	15	951.73	950.89	28	3.0	
1.9	97+29.2'NR'	77.8' RT	20	1.8	3, H-S	---	956.96	956.13	3.80	15	952.33	951.73	20	3.0	
1.10	96+30.9'NR'	30.9' LT	18	1.11	3, H-S	---	955.90	955.07	5.61	24	949.46	949.37	18	0.5	
1.11	96+28.3'NR'	48.7' LT	92	3.4	---	1, H-S	955.64	954.81	5.44	24	949.37	948.62	92	0.8	FLAT SLAB TOP
1.12	96+20.4'NR'	47.7' LT	8	1.11	3, H-S	---	955.68	954.85	5.44	12	949.41	949.37	8	0.5	
EW2.1	98+47.5'NR'	79.7' RT	39	2.2	---	---	---	---	---	24	950.51	950.32	39	0.5	
2.2	98+38.3'NR'	41.9' RT	19	2.4	3, H-S	---	957.13	956.30	5.98	24	950.32	950.23	19	0.5	
2.3	98+46.0'NR'	40.4' RT	8	2.2	3, H-S	---	957.21	956.38	3.38	12	953.00	952.84	8	2.0	
2.4	98+34.2'NR'	24.3' RT	47	2.5	---	1, H-S	957.43	956.60	6.37	24	950.23	950.00	47	0.5	FLAT SLAB TOP
2.5	98+42.3'NR'	23.3' LT	20	2.6	---	1, H-S	957.4	956.57	6.57	24	950.00	949.90	20	0.5	FLAT SLAB TOP
2.6	98+51.2'NR'	41.2' LT	104	EW2.7	---	1, H	957.32	956.49	6.59	24	949.90	949.53	104	0.4	FLAT SLAB TOP
EW2.7	98+00.0'NR'	135.0' LT	---	---	---	---	---	---	---	---	---	949.53	---	---	
EW3.1	97+69.5'NR'	147.3' LT	25	3.2	---	---	---	---	---	24	949.13	949.00	25	0.5	
3.2	97+44.6'NR'	147.0' LT	19	3.3	3, H-S	---	956.33	955.50	6.50	24	949.00	948.90	19	0.5	
3.3	97+26.1'NR'	147.2' LT	56	3.4	---	1, H-S	956.18	955.35	6.45	24	948.90	948.62	56	0.5	FLAT SLAB TOP
3.4	96+86.7'NR'	107.2' LT	14	EW3.5	---	3, J-S	955.31	954.06	5.44	30	948.62	948.56	11	0.5	
EW3.5	96+78.8'NR'	115.0' LT	---	---	---	---	---	---	---	---	---	948.56	---	---	



SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

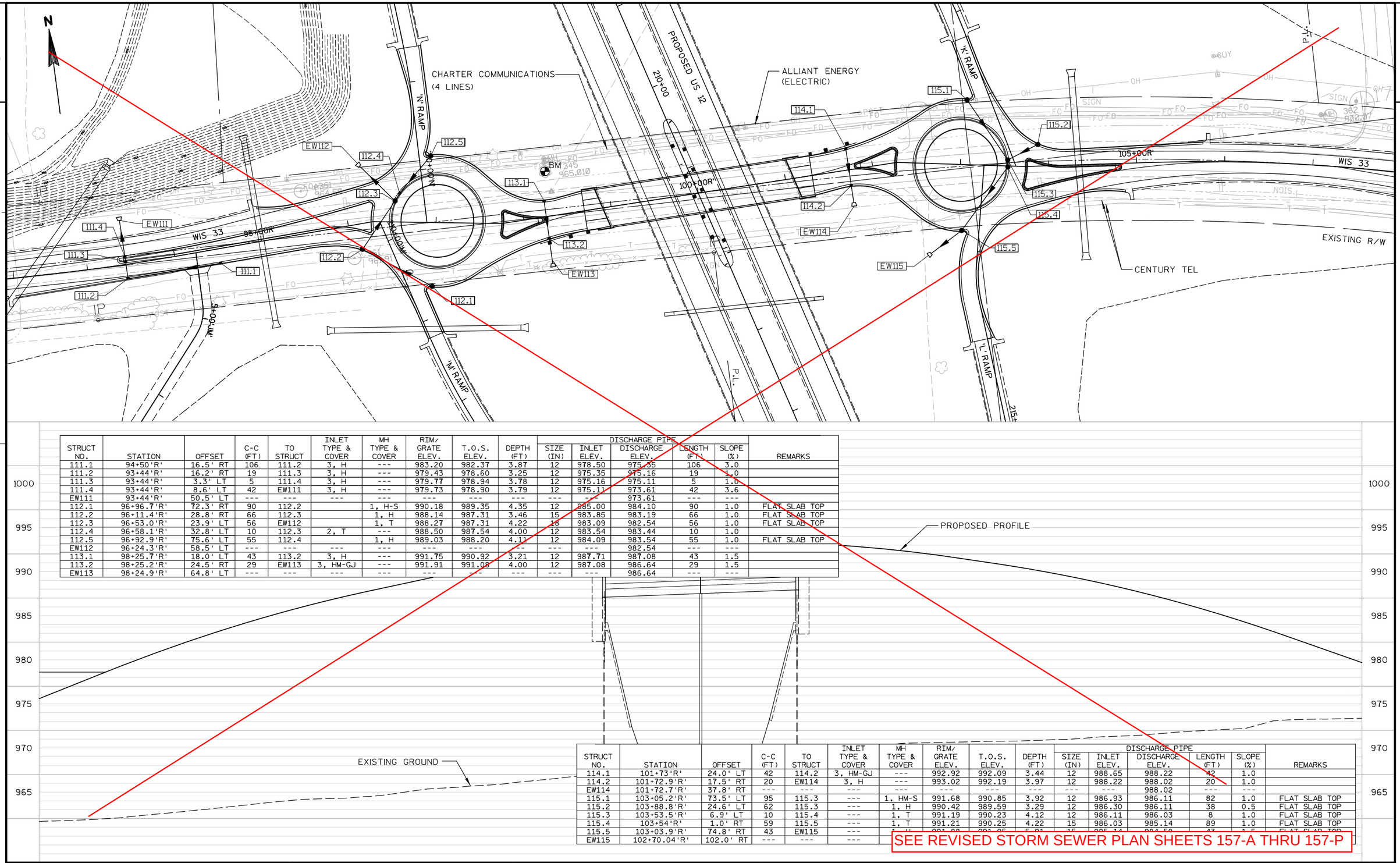
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 146 E



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 SIZE (IN)	DISCHARGE PIPE INLET	DISCHARGE PIPE DISCHARGE	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
EW4.1	102+42.3'NR'	140.8' RT	13	4.2	---	---	---	---	---	19x30	956.66	956.35	13	2.4	
4.2	102+55.5'NR'	141.2' RT	19	4.3	3, H-S	---	960.90	960.07	3.72	19x30	956.35	956.20	19	0.8	
4.3	102+74.4'NR'	141.5' RT	15	EW4.4	3, H-S	---	960.75	959.92	3.72	19x30	956.20	956.11	19	0.5	
EW4.4	102+89.7'NR'	141.9' RT	---	---	---	---	---	---	---	---	---	956.11	---	---	
EW5.1	103+40.4'NR'	89.5' RT	32	5.2	---	---	---	---	---	36	954.95	954.80	32	0.5	
5.2	103+38.7'NR'	57.9' RT	19	5.4	---	3, H-S	961.00	960.17	5.37	36	954.80	954.70	19	0.5	FLAT SLAB TOP
5.3	103+46.5'NR'	56.0' RT	8	5.2	3, H-S	---	961.04	960.21	5.37	12	954.84	954.80	8	0.5	
5.4	103+35.5'NR'	38.8' RT	44	5.5	---	3, H-S	961.23	960.40	5.70	36	954.70	954.47	44	0.5	FLAT SLAB TOP
5.5	103+40.9'NR'	4.7' LT	20	5.6	---	3, H-S	961.03	960.20	5.73	36	954.47	954.37	20	0.5	FLAT SLAB TOP
5.6	103+49.0'NR'	23.0' LT	35	EW5.7	---	3, H	960.94	960.11	5.74	36	954.37	954.18	35	0.5	FLAT SLAB TOP
EW5.7	103+64.3'NR'	54.6' LT	---	---	---	---	---	---	---	---	---	954.18	---	---	
6.1	101+96.3'NR'	18.4' LT	8	6.2	2, T	---	960.16	959.20	3.12	12	956.08	956.00	8	1.0	
6.2	102+00.8'NR'	25.0' LT	30	6.3	---	1, T	960.15	959.19	3.63	24	955.56	955.41	30	0.5	FLAT SLAB TOP
6.3	101+85.5'NR'	50.4' LT	30	EW6.4	3, H	---	959.73	958.90	3.49	24	955.41	955.26	30	0.5	
EW6.4	101+73.9'NR'	77.6' LT	---	---	---	---	---	---	---	---	---	955.26	---	---	

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 147 E

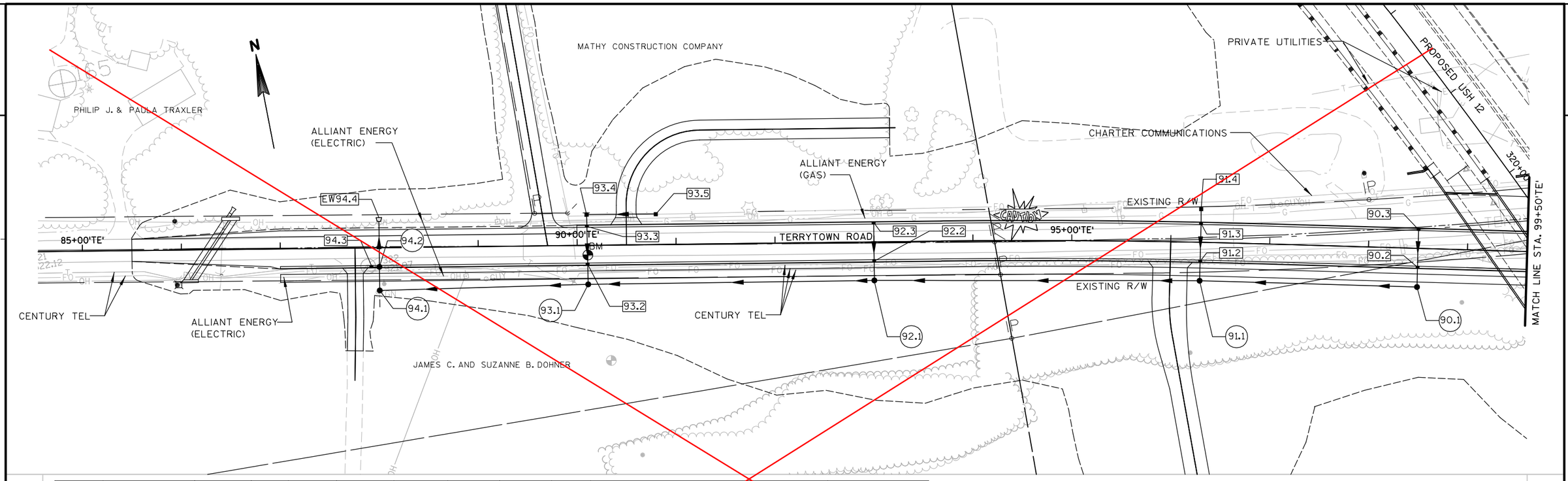


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
111.1	94+50'R'	16.5' RT	106	111.2	3, H	---	983.20	982.37	3.87	12	978.50	975.35	106	3.0	
111.2	93+44'R'	16.2' RT	19	111.3	3, H	---	979.43	978.60	3.25	12	975.35	975.16	19	1.0	
111.3	93+44'R'	3.3' LT	5	111.4	3, H	---	979.77	978.94	3.78	12	975.16	975.11	5	1.0	
111.4	93+44'R'	8.6' LT	42	EW111	3, H	---	979.73	978.90	3.79	12	975.11	973.61	42	3.6	
EW111	93+44'R'	50.5' LT	---	---	---	---	---	---	---	---	---	973.61	---	---	
112.1	96+96.7'R'	72.3' RT	90	112.2		1, H-S	990.18	989.35	4.35	12	985.00	984.10	90	1.0	FLAT SLAB TOP
112.2	96+11.4'R'	28.8' RT	66	112.3		1, H	988.14	987.31	3.46	15	983.85	983.19	66	1.0	FLAT SLAB TOP
112.3	96+53.0'R'	23.9' LT	56	EW112		1, T	988.27	987.31	4.22	18	983.09	982.54	56	1.0	FLAT SLAB TOP
112.4	96+58.1'R'	32.8' LT	10	112.3	2, T	---	988.50	987.54	4.00	12	983.54	983.44	10	1.0	
112.5	96+92.9'R'	75.6' LT	55	112.4		1, H	989.03	988.20	4.11	12	984.09	983.54	55	1.0	FLAT SLAB TOP
EW112	96+24.3'R'	58.5' LT	---	---	---	---	---	---	---	---	---	982.54	---	---	
113.1	98+25.7'R'	18.0' LT	43	113.2	3, H	---	991.75	990.92	3.21	12	987.71	987.08	43	1.5	
113.2	98+25.2'R'	24.5' RT	29	EW113	3, HM-GJ	---	991.91	991.08	4.00	12	987.08	986.64	29	1.5	
EW113	98+24.9'R'	64.8' LT	---	---	---	---	---	---	---	---	---	986.64	---	---	

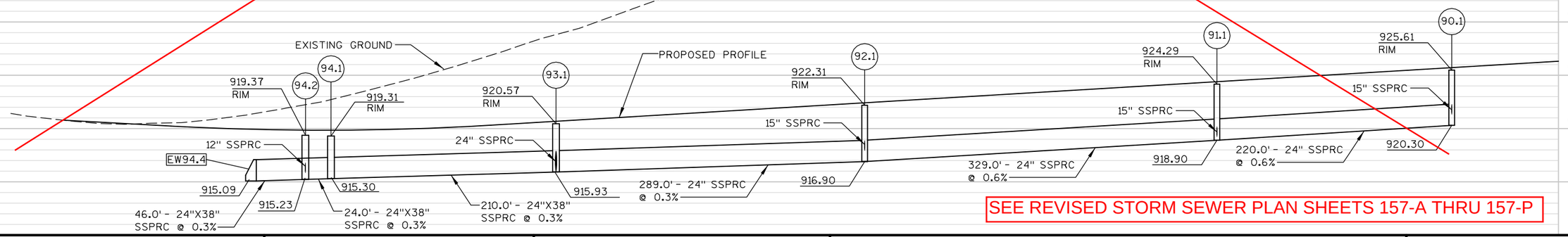
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
114.1	101+73'R'	24.0' LT	42	114.2	3, HM-GJ	---	992.92	992.09	3.44	12	988.65	988.22	42	1.0	
114.2	101+72.9'R'	17.5' RT	20	EW114	3, H	---	993.02	992.19	3.97	12	988.22	988.02	20	1.0	
EW114	101+72.7'R'	37.8' RT	---	---	---	---	---	---	---	---	---	988.02	---	---	
115.1	103+05.2'R'	73.5' LT	95	115.3	---	1, HM-S	991.68	990.85	3.92	12	986.93	986.11	82	1.0	FLAT SLAB TOP
115.2	103+88.8'R'	24.6' LT	62	115.3	---	1, H	990.42	989.59	3.29	12	986.30	986.11	38	0.5	FLAT SLAB TOP
115.3	103+53.5'R'	6.9' LT	10	115.4	---	1, T	991.19	990.23	4.12	12	986.11	986.03	8	1.0	FLAT SLAB TOP
115.4	103+54'R'	1.0' RT	59	115.5	---	1, T	991.21	990.25	4.22	15	986.03	985.14	89	1.0	FLAT SLAB TOP
115.5	103+03.9'R'	74.8' RT	43	EW115	---										
EW115	102+70.04'R'	102.0' RT	---	---	---										

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: STH 33 ('R' LINE)	SHEET 148	E

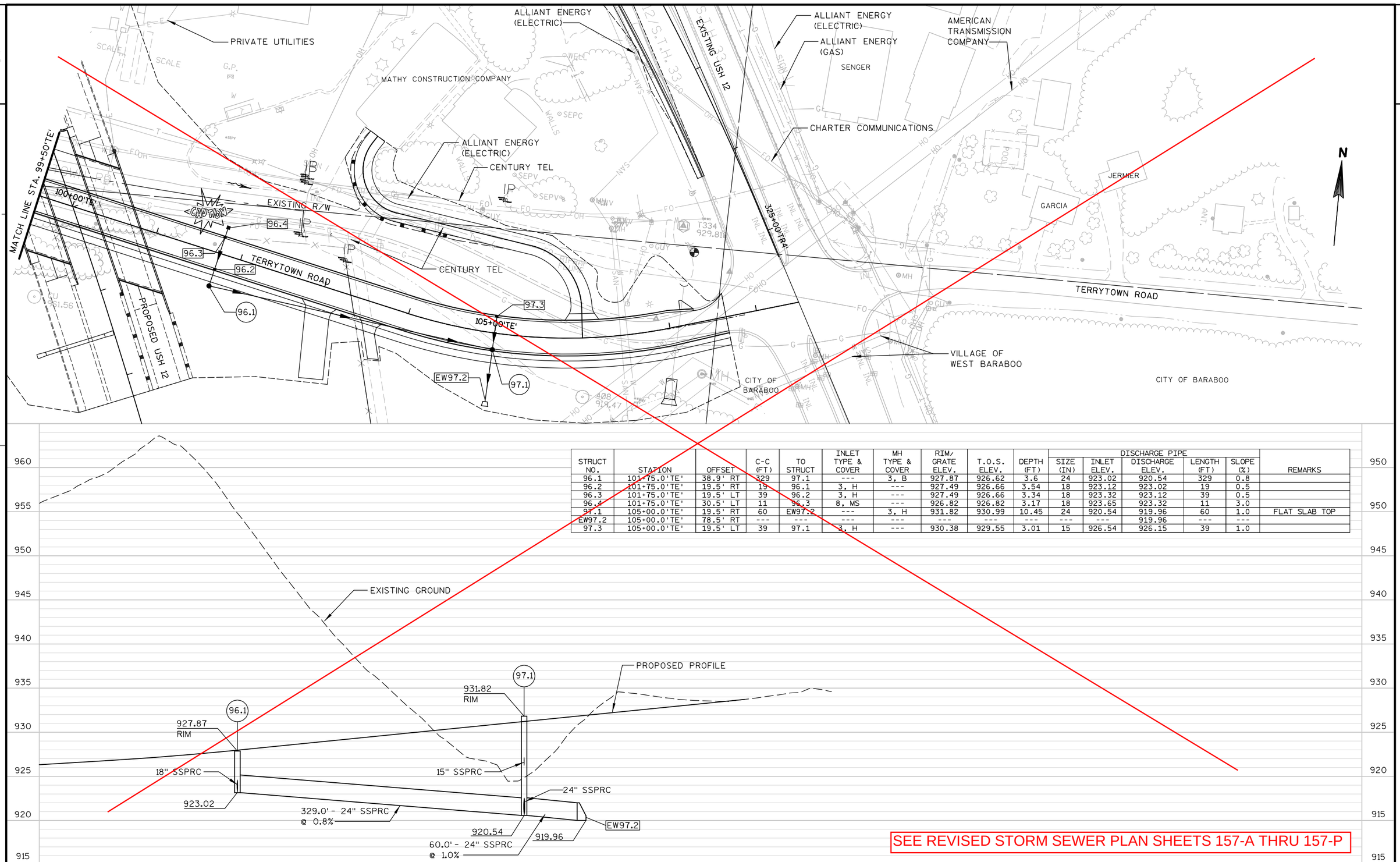


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
90.1	98+50.0'TE'	39.0' RT	220	91.1	---	1, B	925.61	924.36	4.06	24	920.30	918.90	220	0.6	
90.2	98+50.0'TE'	19.5' RT	20	90.1	3, H	---	925.24	924.41	3.26	15	921.15	921.05	20	0.5	
90.3	98+50.0'TE'	19.5' LT	39	90.2	3, H	---	925.24	924.41	2.81	12	921.60	921.40	39	0.5	
91.1	96+30.0'TE'	39.0' RT	329	92.1	---	1, B	924.29	923.04	4.14	24	918.90	916.90	329	0.6	
91.2	96+30.0'TE'	19.5' RT	20	91.1	3, H	---	923.92	923.09	3.34	15	919.75	918.95	20	4.0	
91.3	96+30.0'TE'	19.5' LT	39	91.2	3, H	---	923.92	923.09	2.84	12	920.25	920.00	39	0.6	
91.4	96+30.0'TE'	33.7' LT	14	91.3	8, MS	---	923.25	923.25	2.89	12	920.36	920.25	14	0.8	
92.1	93+00.0'TE'	39.0' RT	289	93.1	---	1, B	922.31	921.06	4.16	24	916.90	915.93	289	0.3	
92.2	93+00.0'TE'	19.5' RT	20	92.1	3, H	---	921.94	921.11	3.36	15	917.75	917.65	20	0.5	
92.3	93+00.0'TE'	19.5' LT	39	92.2	3, H	---	921.94	921.11	2.81	12	918.30	918.00	39	0.8	
93.1	90+10.8'TE'	39.5' RT	210	94.1	---	3, B	920.57	919.32	3.39	24X38	915.93	915.30	210	0.3	
93.2	90+10.5'TE'	19.5' RT	20	93.1	3, H	---	920.20	919.37	3.38	24	915.99	915.93	20	0.3	
93.3	90+10.1'TE'	19.5' LT	39	93.2	3, H	---	920.20	919.37	3.27	24	916.10	915.99	39	0.3	
93.4	90+10.0'TE'	30.9' LT	11	93.3	9, MS	---	919.48	919.48	3.32	24	916.16	916.10	11	0.5	
93.5	90+80.1'TE'	30.8' LT	70	93.4	9, MS	---	919.90	919.90	2.7	18	917.20	916.16	70	1.5	
94.1	88+00.0'TE'	43.4' RT	24	94.2	---	84", B	919.31	918.48	3.18	24X38	915.30	915.23	24	0.3	SPECIAL MH REQ'D 2" ADJUSTMENT
94.2	88+00.0'TE'	19.5' RT	46	EW94.4	---	3, H-S	919.37	918.54	3.31	24X38	915.23	915.09	46	0.3	
94.3	87+92.0'TE'	19.5' RT	8	94.2	3, H-S	---	919.35	918.52	2.74	12	915.78	915.75	8	0.4	
EW94.4	88+00.0'TE'	26.5' LT	---	---	---	---	---	---	---	---	---	915.09	---	---	



SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TERRYTOWN ROAD ('TE' LINE)	SHEET 149	E

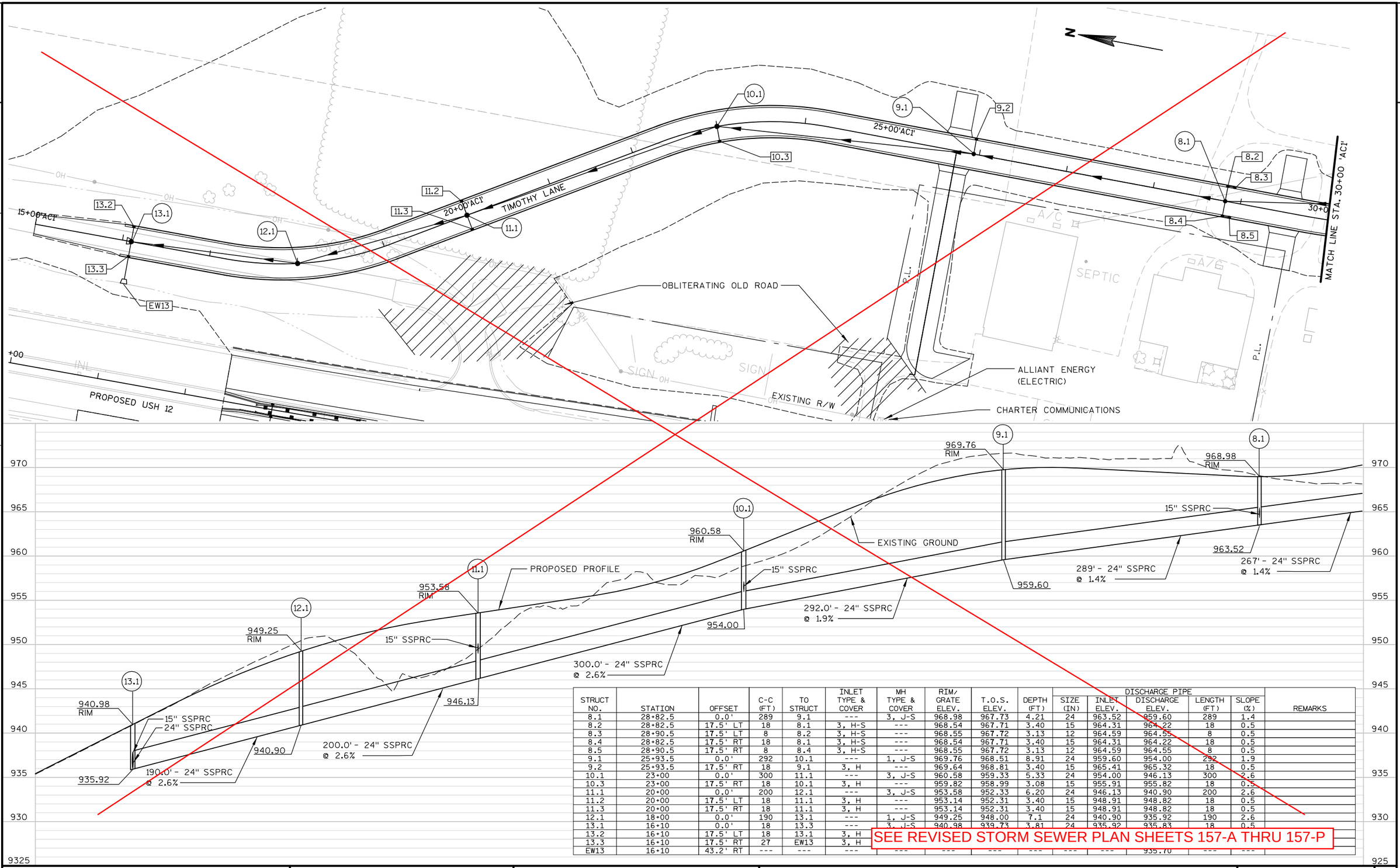


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
96.1	101+75.0'TE'	38.9' RT	329	97.1	---	3, B	927.87	926.62	3.6	24	923.02	920.54	329	0.8	
96.2	101+75.0'TE'	19.5' RT	19	96.1	3, H	---	927.49	926.66	3.54	18	923.12	923.02	19	0.5	
96.3	101+75.0'TE'	19.5' LT	39	96.2	3, H	---	927.49	926.66	3.34	18	923.32	923.12	39	0.5	
96.4	101+75.0'TE'	30.5' LT	11	96.3	8, MS	---	926.82	926.82	3.17	18	923.65	923.32	11	3.0	
97.1	105+00.0'TE'	19.5' RT	60	EW97.2	---	3, H	931.82	930.99	10.45	24	920.54	919.96	60	1.0	FLAT SLAB TOP
EW97.2	105+00.0'TE'	78.5' RT	---	---	---	---	---	---	---	---	---	919.96	---	---	
97.3	105+00.0'TE'	19.5' LT	39	97.1	3, H	---	930.38	929.55	3.01	15	926.54	926.15	39	1.0	

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TERRYTOWN ROAD ('TE' LINE)	SHEET 150	E

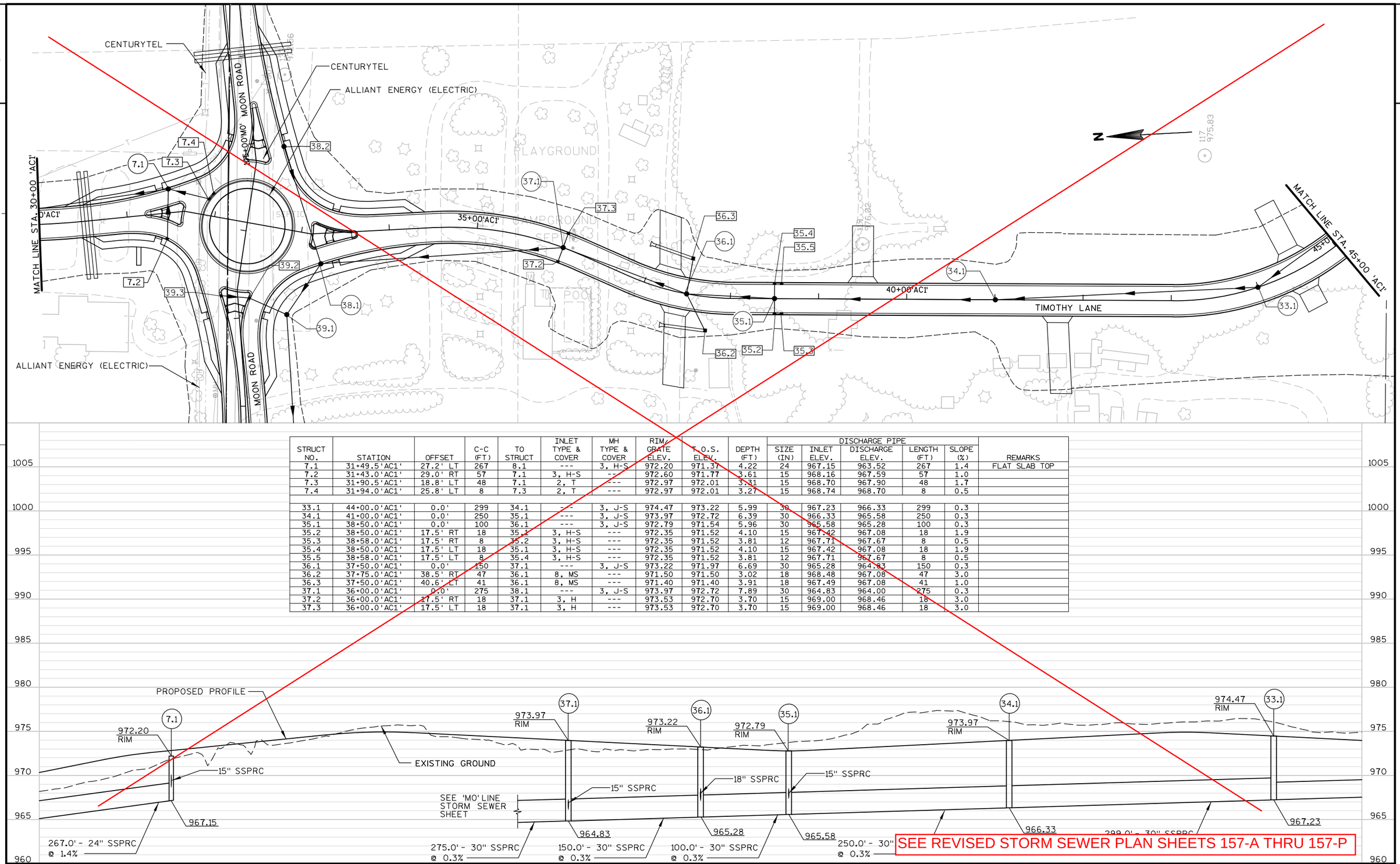
2



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 SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
8.1	28+82.5	0.0'	289	9.1	---	3, J-S	968.98	967.73	4.21	24	963.52	959.60	289	1.4	
8.2	28+82.5	17.5' LT	18	8.1	3, H-S	---	968.54	967.71	3.40	15	964.31	964.22	18	0.5	
8.3	28+90.5	17.5' LT	8	8.2	3, H-S	---	968.55	967.72	3.13	12	964.59	964.55	8	0.5	
8.4	28+82.5	17.5' RT	18	8.1	3, H-S	---	968.54	967.71	3.40	15	964.31	964.22	18	0.5	
8.5	28+90.5	17.5' RT	8	8.4	3, H-S	---	968.55	967.72	3.13	12	964.59	964.55	8	0.5	
9.1	25+93.5	0.0'	292	10.1	---	1, J-S	969.76	968.51	8.91	24	959.60	954.00	292	1.9	
9.2	25+93.5	17.5' RT	18	9.1	3, H	---	969.64	968.81	3.40	15	965.41	965.32	18	0.5	
10.1	23+00	0.0'	300	11.1	---	3, J-S	960.58	959.33	5.33	24	954.00	946.13	300	2.6	
10.3	23+00	17.5' RT	18	10.1	3, H	---	959.82	958.99	3.08	15	955.91	955.82	18	0.5	
11.1	20+00	0.0'	200	12.1	---	3, J-S	953.58	952.33	6.20	24	946.13	940.90	200	2.6	
11.2	20+00	17.5' LT	18	11.1	3, H	---	953.14	952.31	3.40	15	948.91	948.82	18	0.5	
11.3	20+00	17.5' RT	18	11.1	3, H	---	953.14	952.31	3.40	15	948.91	948.82	18	0.5	
12.1	18+00	0.0'	190	13.1	---	1, J-S	949.25	948.00	7.1	24	940.90	935.92	190	2.6	
13.1	16+10	0.0'	18	13.3	---	3, J-S	940.98	939.73	3.81	24	935.92	935.83	18	0.5	
13.2	16+10	17.5' LT	18	13.1	3, H	---									
13.3	16+10	17.5' RT	27	EW13	3, H	---									
EW13	16+10	43.2' RT	---	---	---	---	---	---	---	---	---	935.70	---	---	

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

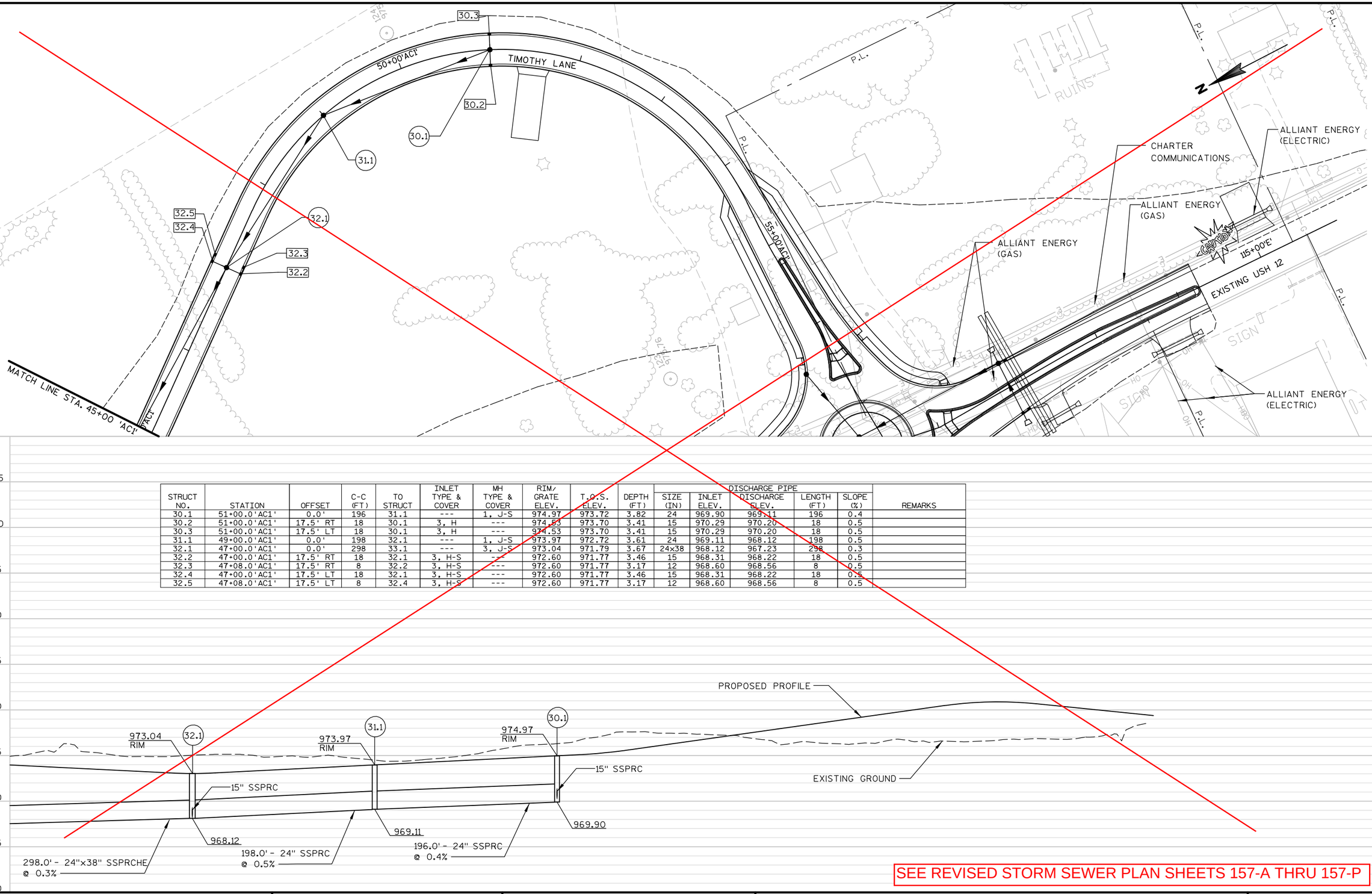
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TIMOTHY LANE ('AC1' LINE)	SHEET 151 E



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 SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
7.1	31+49.5'AC1'	27.2' LT	267	8.1	---	3, H-S	972.20	971.37	4.22	24	967.15	963.52	267	1.4	FLAT SLAB TOP
7.2	31+43.0'AC1'	29.0' RT	57	7.1	3, H-S	---	972.60	971.77	3.61	15	968.16	967.59	57	1.0	
7.3	31+90.5'AC1'	18.8' LT	48	7.1	2, T	---	972.97	972.01	3.31	15	968.70	967.90	48	1.7	
7.4	31+94.0'AC1'	25.8' LT	8	7.3	2, T	---	972.97	972.01	3.27	15	968.74	968.70	8	0.5	
33.1	44+00.0'AC1'	0.0'	299	34.1	---	3, J-S	974.47	973.22	5.99	30	967.23	966.33	299	0.3	
34.1	41+00.0'AC1'	0.0'	250	35.1	---	3, J-S	973.97	972.72	6.39	30	966.33	965.58	250	0.3	
35.1	38+50.0'AC1'	0.0'	100	36.1	---	3, J-S	972.79	971.54	5.96	30	965.58	965.28	100	0.3	
35.2	38+50.0'AC1'	17.5' RT	18	35.1	3, H-S	---	972.35	971.52	4.10	15	967.42	967.08	18	1.9	
35.3	38+58.0'AC1'	17.5' RT	8	35.2	3, H-S	---	972.35	971.52	3.81	12	967.71	967.67	8	0.5	
35.4	38+50.0'AC1'	17.5' LT	18	35.1	3, H-S	---	972.35	971.52	4.10	15	967.42	967.08	18	1.9	
35.5	38+58.0'AC1'	17.5' LT	8	35.4	3, H-S	---	972.35	971.52	3.81	12	967.71	967.67	8	0.5	
36.1	37+50.0'AC1'	0.0'	150	37.1	---	3, J-S	973.22	971.97	6.69	30	965.28	964.83	150	0.3	
36.2	37+75.0'AC1'	38.5' RT	47	36.1	8, MS	---	971.50	971.50	3.02	18	968.48	967.08	47	3.0	
36.3	37+50.0'AC1'	40.6' LT	41	36.1	8, MS	---	971.40	971.40	3.91	18	967.49	967.08	41	1.0	
37.1	36+00.0'AC1'	0.0'	275	38.1	---	3, J-S	973.97	972.72	7.89	30	964.83	964.00	275	0.3	
37.2	36+00.0'AC1'	17.5' RT	18	37.1	3, H	---	973.53	972.70	3.70	15	969.00	968.46	18	3.0	
37.3	36+00.0'AC1'	17.5' LT	18	37.1	3, H	---	973.53	972.70	3.70	15	969.00	968.46	18	3.0	

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

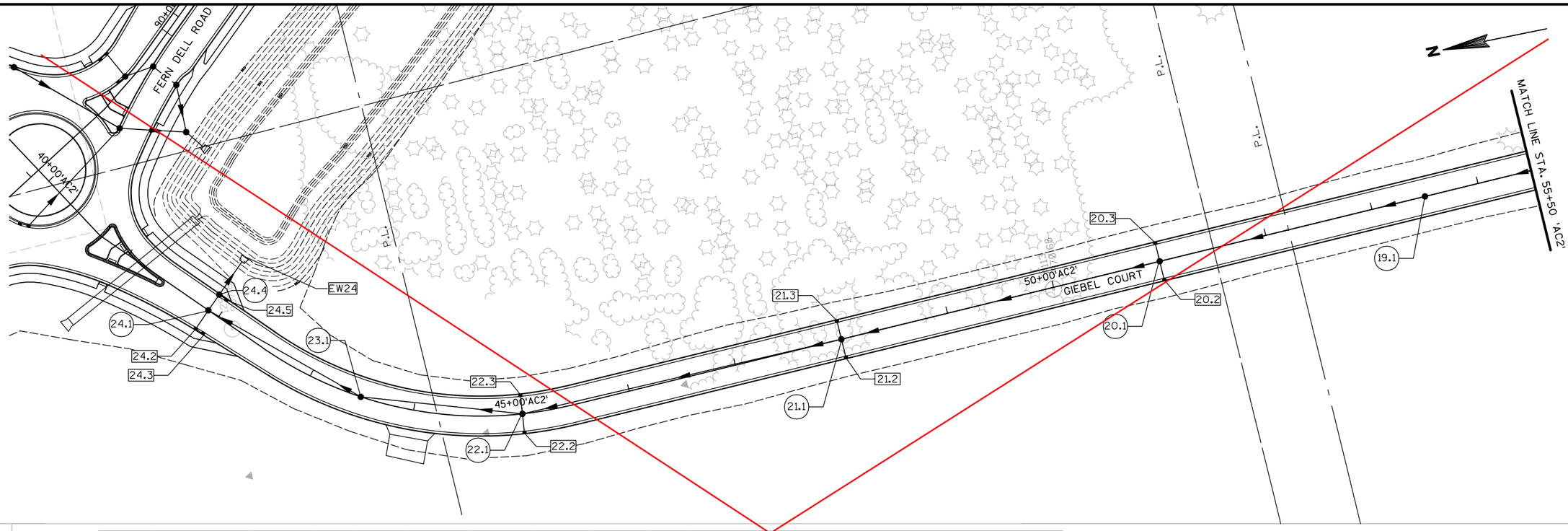
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TIMOTHY LANE ('AC1' LINE)	SHEET 152 E



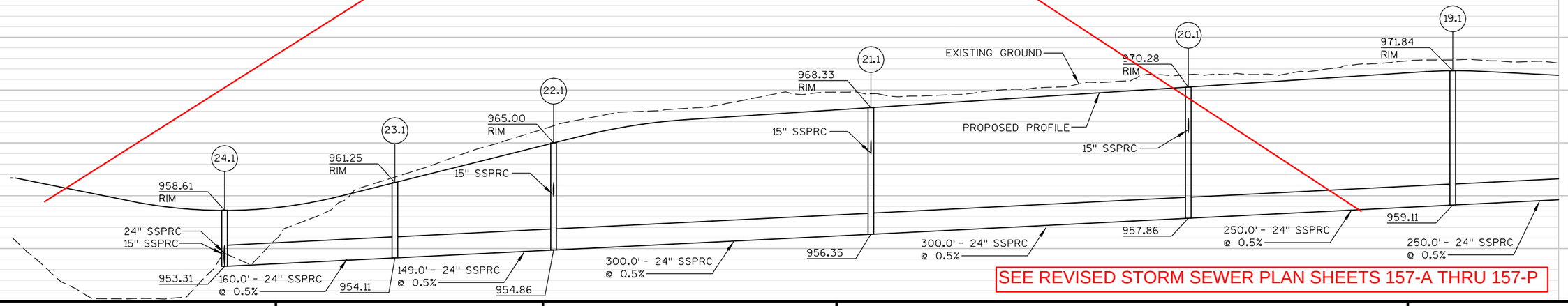
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
30.1	51+00.0'AC1'	0.0'	196	31.1	---	1, J-S	974.97	973.72	3.82	24	969.90	969.11	196	0.4	
30.2	51+00.0'AC1'	17.5' RT	18	30.1	3, H	---	974.53	973.70	3.41	15	970.29	970.20	18	0.5	
30.3	51+00.0'AC1'	17.5' LT	18	30.1	3, H	---	974.53	973.70	3.41	15	970.29	970.20	18	0.5	
31.1	49+00.0'AC1'	0.0'	198	32.1	---	1, J-S	973.97	972.72	3.61	24	969.11	968.12	198	0.5	
32.1	47+00.0'AC1'	0.0'	298	33.1	---	3, J-S	973.04	971.79	3.67	24x38	968.12	967.23	298	0.3	
32.2	47+00.0'AC1'	17.5' RT	18	32.1	3, H-S	---	972.60	971.77	3.46	15	968.31	968.22	18	0.5	
32.3	47+08.0'AC1'	17.5' RT	8	32.2	3, H-S	---	972.60	971.77	3.17	12	968.60	968.56	8	0.5	
32.4	47+00.0'AC1'	17.5' LT	18	32.1	3, H-S	---	972.60	971.77	3.46	15	968.31	968.22	18	0.5	
32.5	47+08.0'AC1'	17.5' LT	8	32.4	3, H-S	---	972.60	971.77	3.17	12	968.60	968.56	8	0.5	

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TIMOTHY LANE ('AC1' LINE)	SHEET 153 E

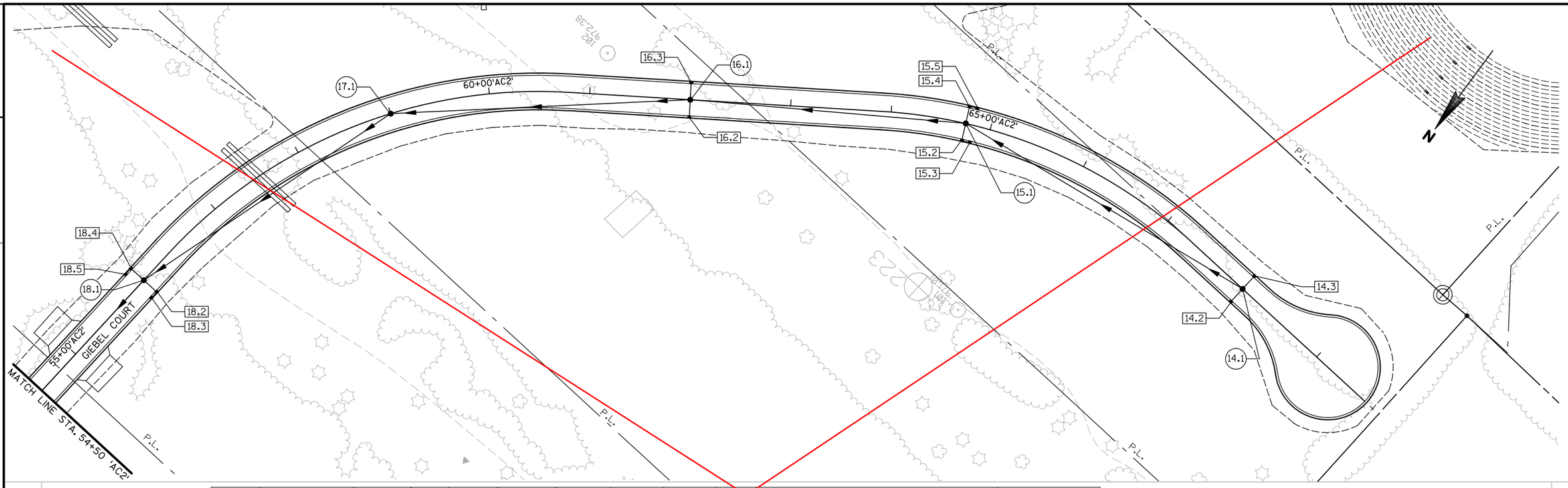


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
19.1	53+50.0'AC2'	0.0'	250	20.1	---	1, J-S	971.84	970.59	11.48	24	959.11	957.86	250	0.5	
20.1	51+00.0'AC2'	0.0'	300	21.1	---	3, J-S	970.28	969.03	11.17	24	957.86	956.35	300	0.5	
20.2	51+00.0'AC2'	17.5' RT	18	20.1	3, H	---	969.84	969.01	3.01	15	966.00	965.91	18	0.5	
20.3	51+00.0'AC2'	17.5' LT	18	20.1	3, H	---	969.84	969.01	3.01	15	966.00	965.91	18	0.5	
21.1	48+00.0'AC2'	0.0'	300	22.1	---	3, J-S	968.33	967.08	10.73	24	956.35	954.86	300	0.5	
21.2	48+00.0'AC2'	17.5' RT	18	21.1	3, H	---	967.89	967.06	3.06	15	964.00	963.83	18	1.0	
21.3	48+00.0'AC2'	17.5' LT	18	21.1	3, H	---	967.89	967.06	3.06	15	964.00	963.83	18	1.0	
22.1	45+00.0'AC2'	0.0'	149	23.1	---	3, J-S	965.00	963.75	8.89	24	954.86	954.11	149	0.5	
22.2	45+00.0'AC2'	17.5' RT	18	22.1	3, H	---	964.56	963.73	3.73	15	960.00	959.83	18	1.0	
22.3	45+00.0'AC2'	17.5' LT	18	22.1	3, H	---	964.56	963.73	3.73	15	960.00	959.83	18	1.0	
23.1	43+50.0'AC2'	0.0'	160	24.1	---	1, J-S	961.25	960.00	5.89	24	954.11	953.31	160	0.5	
24.1	41+89.0'AC2'	0.0'	18	24.4	---	3, J-S	958.61	957.36	4.05	24	953.31	953.22	18	0.5	
24.2	41+89.0'AC2'	20.8' RT	21	24.1	3, H-S	---	958.10	957.27	3.01	15	954.26	954.06	21	1.0	
24.3	41+97.0'AC2'	20.4' RT	8	24.2	3, H-S	---	958.13	957.30	2.71	12	954.59	954.51	8	1.0	
24.4	41+89.0'AC2'	17.5' LT	37	EW24	---	3, H-S	958.17	957.34	4.12	30	953.22	953.07	37	0.4	FLAT SLAB TOP
24.5	41+97.0'AC2'	17.5' LT	8	24.4	3, H-S	---	958.18	957.35	4.05	12	953.30	953.22	8	1.0	
EW24	41+97.0'AC2'	54.1' LT	---	---	---	---	---	---	---	---	---	953.07	---	---	

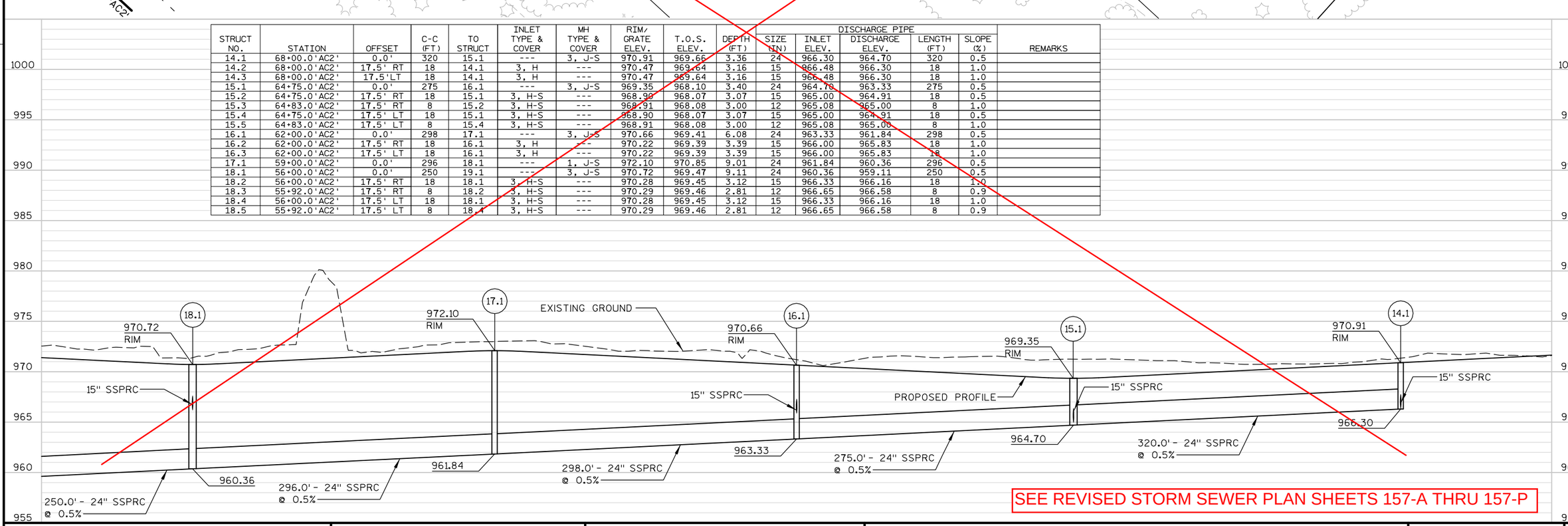


SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: GIEBEL COURT ('AC2' LINE)	SHEET 154	E

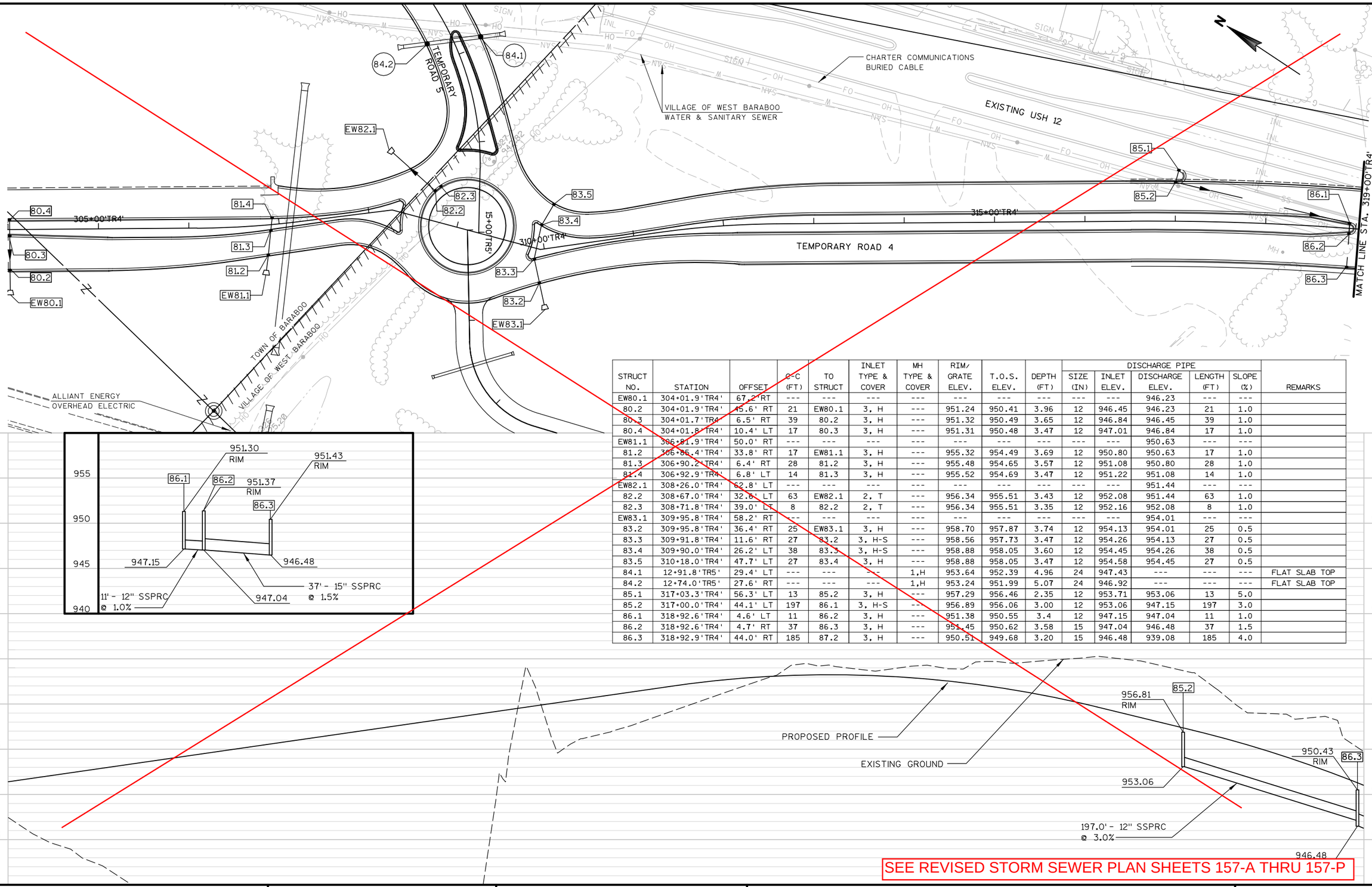


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DISCHARGE PIPE DEPTH (FT)	SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	REMARKS
14.1	68+00.0'AC2'	0.0'	320	15.1	---	3, J-S	970.91	969.66	3.36	24	966.30	964.70	320	0.5	
14.2	68+00.0'AC2'	17.5' RT	18	14.1	3, H	---	970.47	969.64	3.16	15	966.48	966.30	18	1.0	
14.3	68+00.0'AC2'	17.5'LT	18	14.1	3, H	---	970.47	969.64	3.16	15	966.48	966.30	18	1.0	
15.1	64+75.0'AC2'	0.0'	275	16.1	---	3, J-S	969.35	968.10	3.40	24	964.70	963.33	275	0.5	
15.2	64+75.0'AC2'	17.5' RT	18	15.1	3, H-S	---	968.90	968.07	3.07	15	965.00	964.91	18	0.5	
15.3	64+83.0'AC2'	17.5' RT	8	15.2	3, H-S	---	968.91	968.08	3.00	12	965.08	965.00	8	1.0	
15.4	64+75.0'AC2'	17.5' LT	18	15.1	3, H-S	---	968.90	968.07	3.07	15	965.00	964.91	18	0.5	
15.5	64+83.0'AC2'	17.5' LT	8	15.4	3, H-S	---	968.91	968.08	3.00	12	965.08	965.00	8	1.0	
16.1	62+00.0'AC2'	0.0'	298	17.1	---	3, J-S	970.66	969.41	6.08	24	963.33	961.84	298	0.5	
16.2	62+00.0'AC2'	17.5' RT	18	16.1	3, H	---	970.22	969.39	3.39	15	966.00	965.83	18	1.0	
16.3	62+00.0'AC2'	17.5' LT	18	16.1	3, H	---	970.22	969.39	3.39	15	966.00	965.83	18	1.0	
17.1	59+00.0'AC2'	0.0'	296	18.1	---	1, J-S	972.10	970.85	9.01	24	961.84	960.36	296	0.5	
18.1	56+00.0'AC2'	0.0'	250	19.1	---	3, J-S	970.72	969.47	9.11	24	960.36	959.11	250	0.5	
18.2	56+00.0'AC2'	17.5' RT	18	18.1	3, H-S	---	970.28	969.45	3.12	15	966.33	966.16	18	1.0	
18.3	55+92.0'AC2'	17.5' RT	8	18.2	3, H-S	---	970.29	969.46	2.81	12	966.65	966.58	8	0.9	
18.4	56+00.0'AC2'	17.5' LT	18	18.1	3, H-S	---	970.28	969.45	3.12	15	966.33	966.16	18	1.0	
18.5	55+92.0'AC2'	17.5' LT	8	18.4	3, H-S	---	970.29	969.46	2.81	12	966.65	966.58	8	0.9	



SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

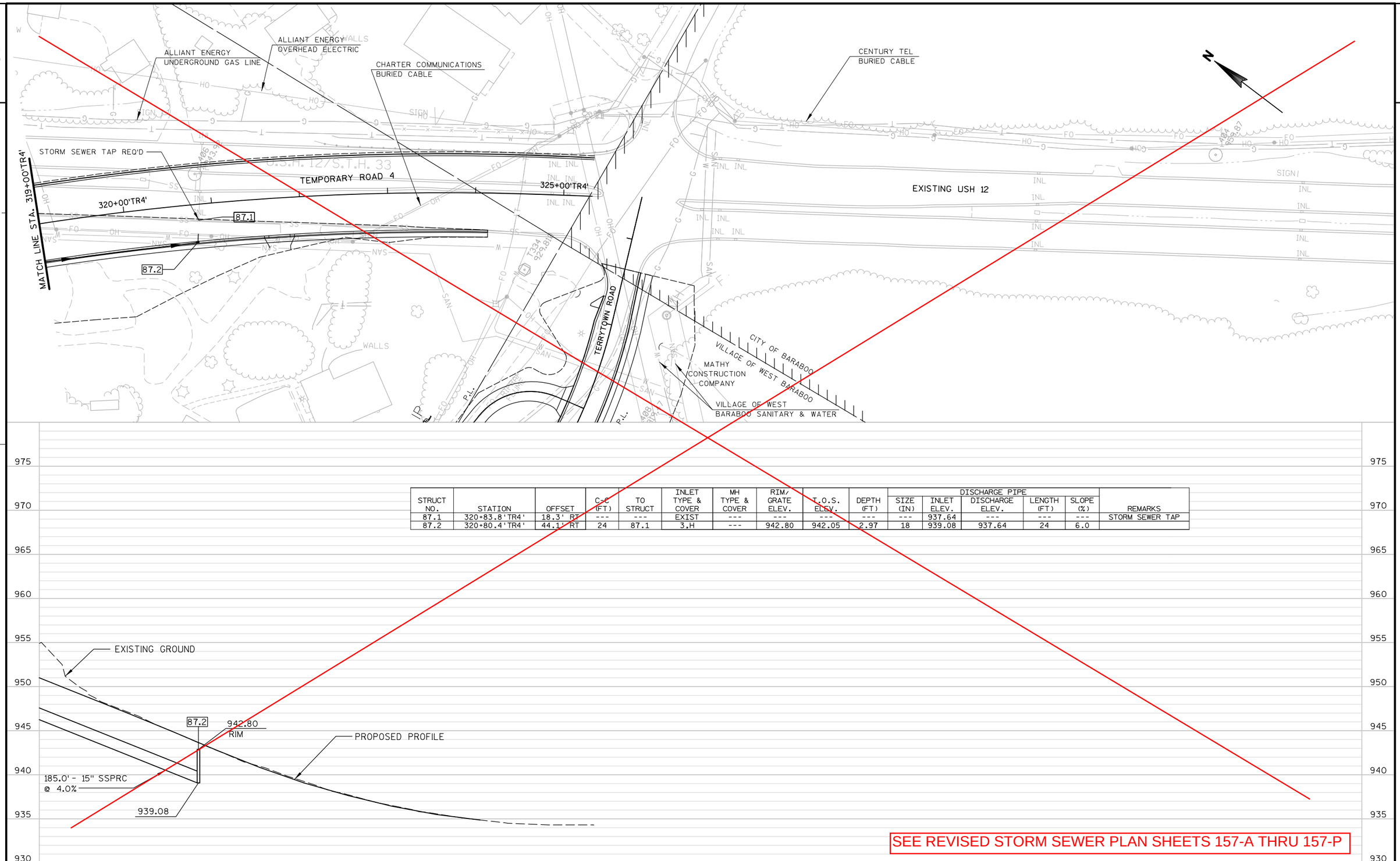
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: GIEBEL COURT ('AC2' LINE)	SHEET 155	E



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 SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
EW80.1	304+01.9'TR4'	67.2' RT	---	---	---	---	---	---	---	---	---	946.23	---	---	
80.2	304+01.9'TR4'	45.6' RT	21	EW80.1	3, H	---	951.24	950.41	3.96	12	946.45	946.23	21	1.0	
80.3	304+01.7'TR4'	6.5' RT	39	80.2	3, H	---	951.32	950.49	3.65	12	946.84	946.45	39	1.0	
80.4	304+01.8'TR4'	10.4' LT	17	80.3	3, H	---	951.31	950.48	3.47	12	947.01	946.84	17	1.0	
EW81.1	306+81.9'TR4'	50.0' RT	---	---	---	---	---	---	---	---	---	950.63	---	---	
81.2	306+86.4'TR4'	33.8' RT	17	EW81.1	3, H	---	955.32	954.49	3.69	12	950.80	950.63	17	1.0	
81.3	306+90.2'TR4'	6.4' RT	28	81.2	3, H	---	955.48	954.65	3.57	12	951.08	950.80	28	1.0	
81.4	306+92.9'TR4'	6.8' LT	14	81.3	3, H	---	955.52	954.69	3.47	12	951.22	951.08	14	1.0	
EW82.1	308+26.0'TR4'	62.8' LT	---	---	---	---	---	---	---	---	---	951.44	---	---	
82.2	308+67.0'TR4'	32.6' LT	63	EW82.1	2, T	---	956.34	955.51	3.43	12	952.08	951.44	63	1.0	
82.3	308+71.8'TR4'	39.0' LT	8	82.2	2, T	---	956.34	955.51	3.35	12	952.16	952.08	8	1.0	
EW83.1	309+95.8'TR4'	58.2' RT	---	---	---	---	---	---	---	---	---	954.01	---	---	
83.2	309+95.8'TR4'	36.4' RT	25	EW83.1	3, H	---	958.70	957.87	3.74	12	954.13	954.01	25	0.5	
83.3	309+91.8'TR4'	11.6' RT	27	83.2	3, H-S	---	958.56	957.73	3.47	12	954.26	954.13	27	0.5	
83.4	309+90.0'TR4'	26.2' LT	38	83.3	3, H-S	---	958.88	958.05	3.60	12	954.45	954.26	38	0.5	
83.5	310+18.0'TR4'	47.7' LT	27	83.4	3, H	---	958.88	958.05	3.47	12	954.58	954.45	27	0.5	
84.1	12+91.8'TR5'	29.4' LT	---	---	---	1,H	953.64	952.39	4.96	24	947.43	---	---	---	FLAT SLAB TOP
84.2	12+74.0'TR5'	27.6' RT	---	---	---	1,H	953.24	951.99	5.07	24	946.92	---	---	---	FLAT SLAB TOP
85.1	317+03.3'TR4'	56.3' LT	13	85.2	3, H	---	957.29	956.46	2.35	12	953.71	953.06	13	5.0	
85.2	317+00.0'TR4'	44.1' LT	197	86.1	3, H-S	---	956.89	956.06	3.00	12	953.06	947.15	197	3.0	
86.1	318+92.6'TR4'	4.6' LT	11	86.2	3, H	---	951.38	950.55	3.4	12	947.15	947.04	11	1.0	
86.2	318+92.6'TR4'	4.7' RT	37	86.3	3, H	---	951.45	950.62	3.58	15	947.04	946.48	37	1.5	
86.3	318+92.9'TR4'	44.0' RT	185	87.2	3, H	---	950.51	949.68	3.20	15	946.48	939.08	185	4.0	

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

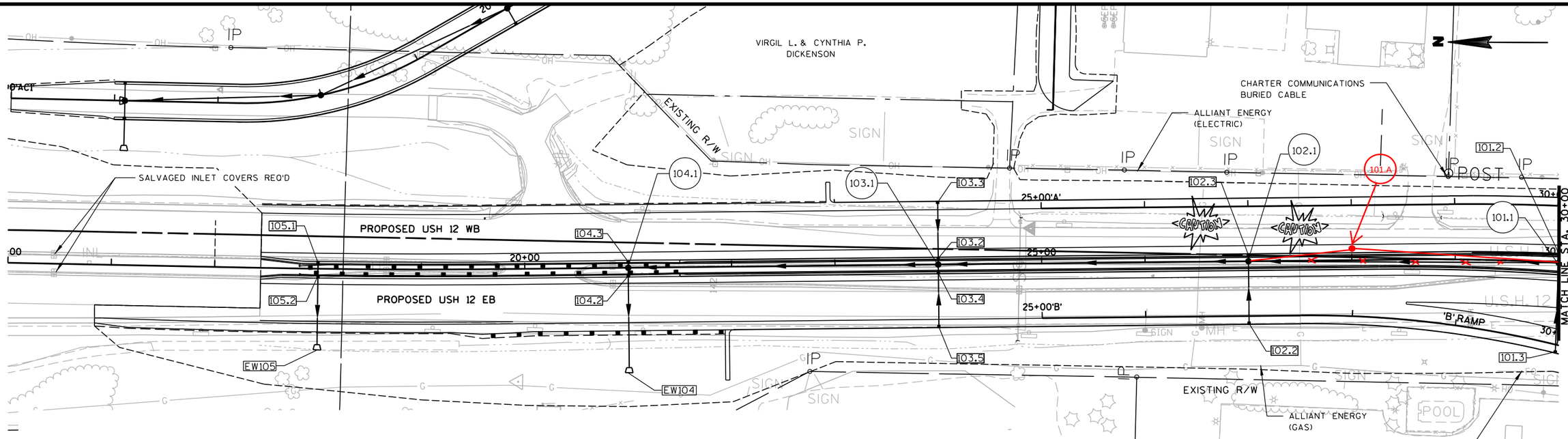
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TEMPORARY ROAD 4 ('TR4' LINE)	SHEET 156 E



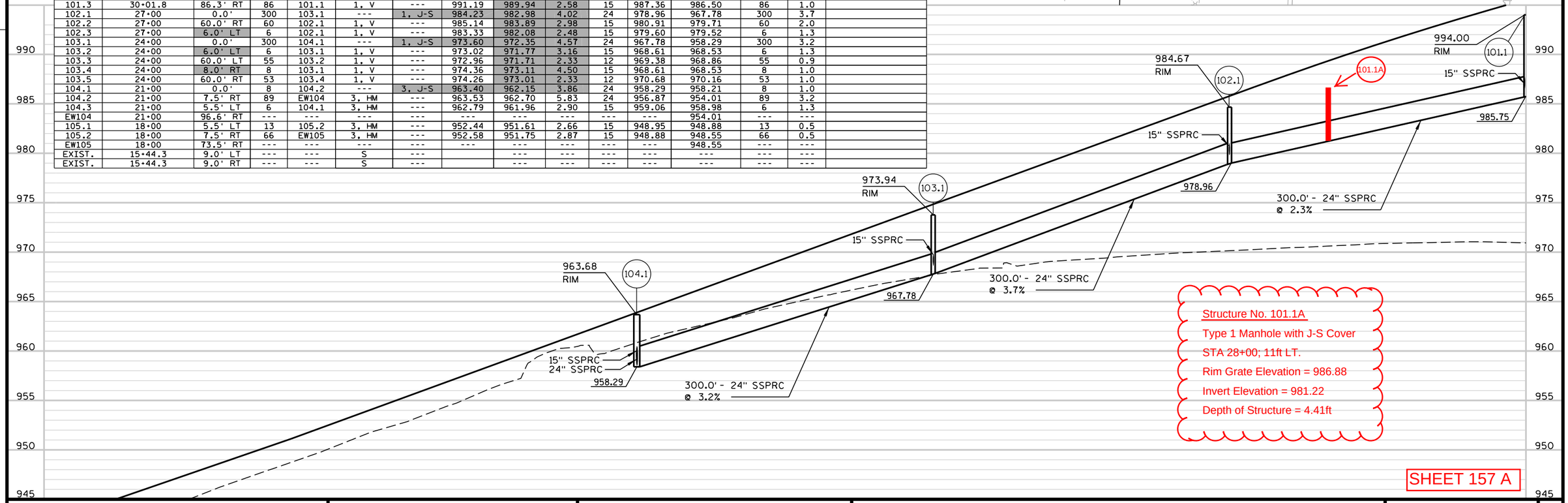
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
87.1	320+83.8'TR4'	18.3' RT	---	---	EXIST	---	---	---	---	---	937.64	---	---	---	STORM SEWER TAP
87.2	320+80.4'TR4'	44.1' RT	24	87.1	3,H	---	942.80	942.05	2.97	18	939.08	937.64	24	6.0	

SEE REVISED STORM SEWER PLAN SHEETS 157-A THRU 157-P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TEMPORARY ROAD 4 ('TR4' LINE)	SHEET 157 E

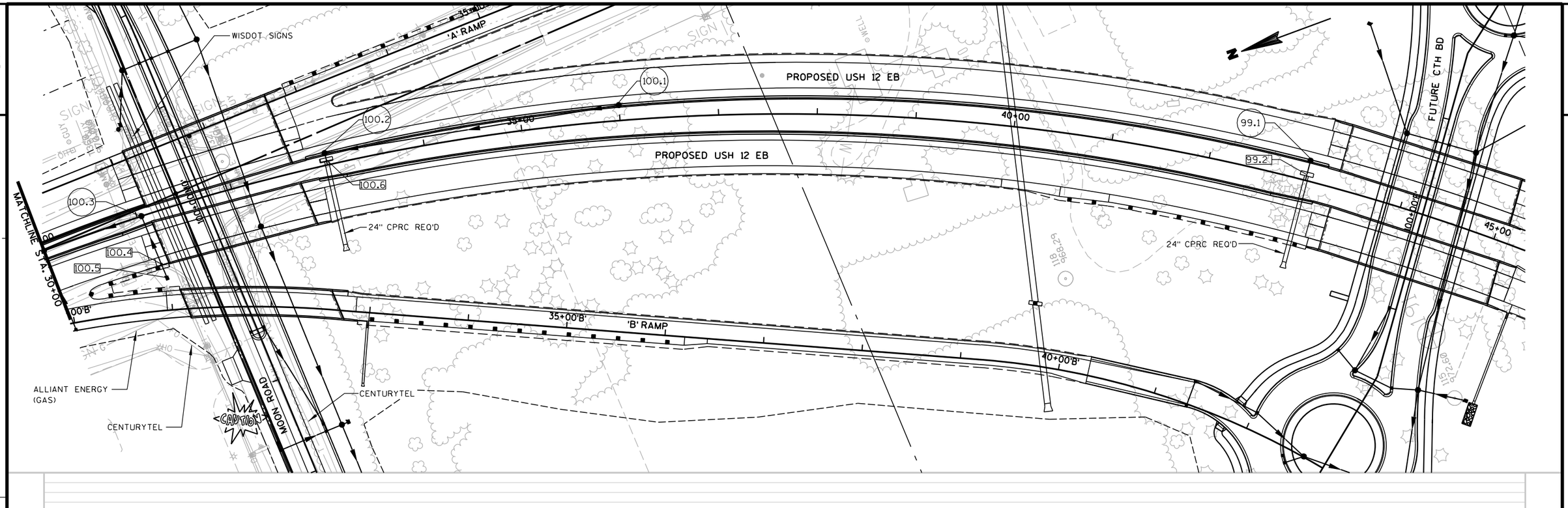


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
101.1	30+00	0.0'	300	102.1	---	1, J-S	993.48	992.23	6.48	24	985.75	978.96	300	2.3	
101.2	30+00	8.0' LT	8	101.1	1, V	---	991.92	990.67	3.97	15	986.7	986.50	8	2.5	
101.3	30+01.8	86.3' RT	86	101.1	1, V	---	991.19	989.94	2.58	15	987.36	986.50	86	1.0	
102.1	27+00	0.0'	300	103.1	---	1, J-S	984.23	982.98	4.02	24	978.96	967.78	300	3.7	
102.2	27+00	60.0' RT	60	102.1	1, V	---	985.14	983.89	2.98	15	980.91	979.71	60	2.0	
102.3	27+00	6.0' LT	6	102.1	1, V	---	983.33	982.08	2.48	15	979.60	979.52	6	1.3	
103.1	24+00	0.0'	300	104.1	---	1, J-S	973.60	972.35	4.57	24	967.78	958.29	300	3.2	
103.2	24+00	6.0' LT	6	103.1	1, V	---	973.02	971.77	3.16	15	968.61	968.53	6	1.3	
103.3	24+00	60.0' LT	55	103.2	1, V	---	972.96	971.71	2.33	12	969.38	968.86	55	0.9	
103.4	24+00	8.0' RT	8	103.1	1, V	---	974.36	973.11	4.50	15	968.61	968.53	8	1.0	
103.5	24+00	60.0' RT	53	103.4	1, V	---	974.26	973.01	2.33	12	970.68	970.16	53	1.0	
104.1	21+00	0.0'	8	104.2	---	3, J-S	963.40	962.15	3.86	24	958.29	958.21	8	1.0	
104.2	21+00	7.5' RT	89	EW104	3, HM	---	963.53	962.70	5.83	24	956.87	954.01	89	3.2	
104.3	21+00	5.5' LT	6	104.1	3, HM	---	962.79	961.96	2.90	15	959.06	958.98	6	1.3	
EW104	21+00	96.6' RT	---	---	---	---	---	---	---	---	---	954.01	---	---	
105.1	18+00	5.5' LT	13	105.2	3, HM	---	952.44	951.61	2.66	15	948.95	948.88	13	0.5	
105.2	18+00	7.5' RT	66	EW105	3, HM	---	952.58	951.75	2.87	15	948.88	948.55	66	0.5	
EW105	18+00	73.5' RT	---	---	---	---	---	---	---	---	---	948.55	---	---	
EXIST.	15+44.3	9.0' LT	---	---	S	---		---	---	---	---	---	---	---	
EXIST.	15+44.3	9.0' RT	---	---	S	---		---	---	---	---	---	---	---	

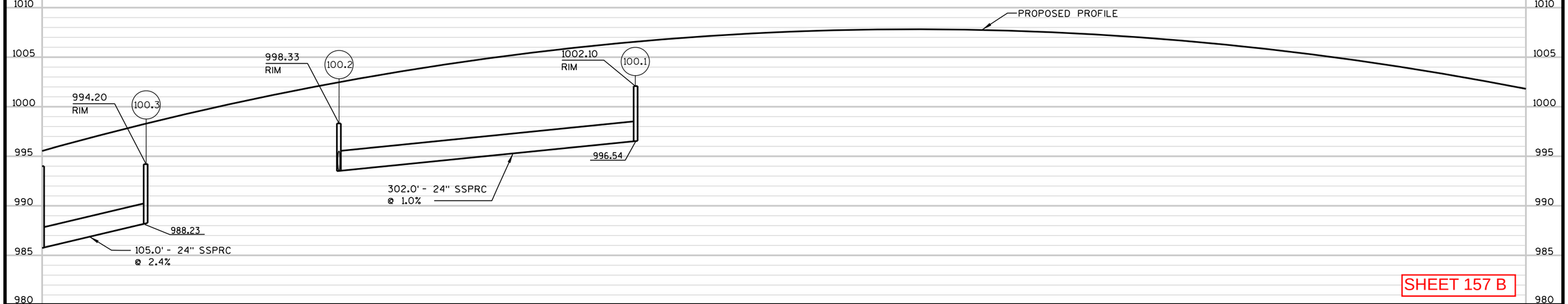


SHEET 157 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: USH 12 (EB)	SHEET ISSUED 6-30-09 E

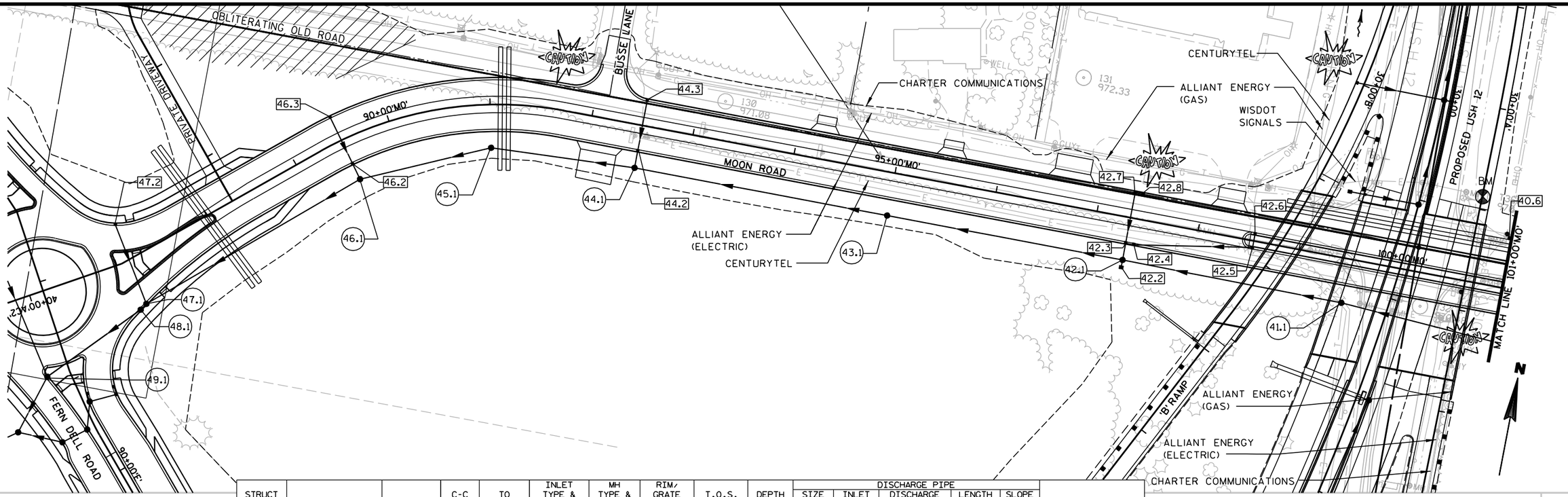


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
99.1	43+00	20.5' LT	14	99.2	---	1, V	1001.48	1000.19	5.65	24	994.54	994.38	16	1.0	FLAT SLAB TOP
99.2	43+00	6.5' LT	---	---	9, MS	---	---	---	---	24	994.38	---	---	---	SEE CULVERT QTYS.
100.1	36+00	15.7' LT	300	100.2	---	1, V	1001.98	1000.69	4.15	24	996.54	993.52	300	1.0	FLAT SLAB TOP
100.2	33+00	12.2' LT	6	100.6	---	1, V	998.21	996.96	3.40	24	993.52	993.48	6	0.7	FLAT SLAB TOP
100.3	31+04.6	0	105	101.1	---	1,J-S	996.30	995.05	6.82	24	988.23	985.75	105	2.4	
100.4	31+08.9	52.5' RT	53	100.3	1, V	---	996.09	994.84	5.28	15	989.56	989.03	53	1.0	
100.5	31+10.1	67.4' RT	15	100.4	8, MS	---	992.12	992.12	2.17	12	989.95	989.8	15	1.0	
100.6	33+00	5.4' LT	---	---	9, MS	---	998.30	998.30	4.82	24	993.48	---	---	---	SEE CULVERT QTYS.

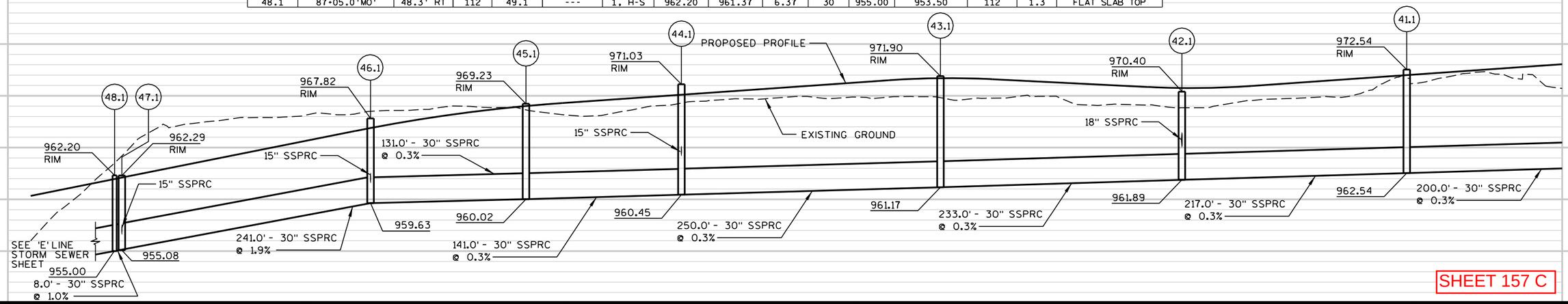


SHEET 157 B

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: USH 12 (EB)	SHEET ISSUED 6-30-09	E

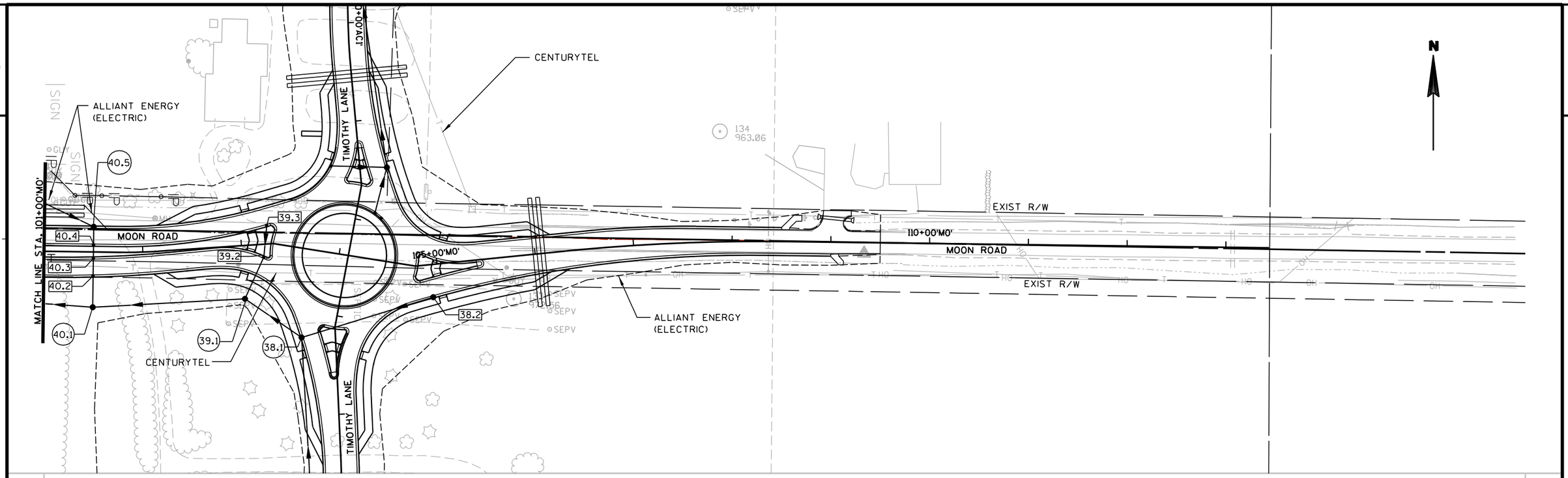


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	REMARKS
40.6	101+00.0'MO'	48.7' LT	55	40.5	8, MS	---	969.60	969.60	3.45	18	966.15	965.86	55	0.5	
41.1	99+50.0'MO'	43.5' RT	217	42.1	---	3, J-S	972.54	971.29	8.75	30	962.54	961.89	217	0.3	
42.1	97+33.0'MO'	42.0' RT	233	43.1	---	3, J-S	970.40	969.15	7.26	30	961.89	961.17	233	0.3	
42.2	97+33.0'MO'	49.0' RT	7	42.1	8, MS	---	968.50	968.50	3.93	18	964.57	964.50	7	1.0	
42.3	97+33.0'MO'	25.5' RT	17	42.1	3, H-S	---	970.20	969.37	4.78	18	964.59	964.50	17	0.5	
42.4	97+41.0'MO'	25.5' RT	8	42.3	3, H-S	---	970.20	969.37	4.24	12	965.13	965.09	8	0.5	
42.5	98+55.1'MO'	6.5' RT	116	42.4	3, H-S	---	971.22	970.39	4.68	12	965.71	965.13	116	0.5	
42.6	98+55.0'MO'	6.5' LT	13	42.5	3, H-S	---	971.22	970.39	4.61	12	965.78	965.71	13	0.5	
42.7	97+33.0'MO'	25.5' LT	51	42.3	3, H-S	---	970.20	969.37	4.28	12	965.09	964.59	51	1.0	
42.8	97+41.0'MO'	25.5' LT	8	42.7	3, H-S	---	970.20	969.37	4.20	12	965.17	965.09	8	1.0	
43.1	95+00.0'MO'	42.0' RT	250	44.1	---	3, J-S	971.90	970.65	9.48	30	961.17	960.45	250	0.3	
44.1	92+50.0'MO'	42.0' RT	141	45.1	---	3, J-S	971.03	969.78	9.33	30	960.45	960.02	141	0.3	
44.2	92+50.0'MO'	25.5' RT	17	44.1	3, H	---	969.51	968.68	4.68	15	964.00	963.91	17	0.5	
44.3	92+50.0'MO'	25.5' LT	51	44.2	3, H	---	969.51	968.68	4.18	12	964.50	964.25	51	0.5	
45.1	91+00.0'MO'	42.0' RT	131	46.1	---	3, J-S	969.23	967.98	7.96	30	960.02	959.63	131	0.3	
46.1	89+50.0'MO'	42.0' RT	241	47.1	---	3, J-S	967.82	966.57	6.94	30	959.63	955.08	241	1.9	
46.2	89+50.0'MO'	25.5' RT	17	46.1	3, H	---	966.29	965.46	4.02	15	961.44	961.31	17	0.8	
46.3	89+50.0'MO'	25.5' LT	51	46.2	3, H	---	966.29	965.46	3.26	12	962.20	961.69	51	1.0	
47.1	87+06.8'MO'	45.7' RT	8	48.1	---	3, H-S	962.29	961.46	6.38	30	955.08	955.00	8	1.0	FLAT SLAB TOP
47.2	87+18.3'MO'	36.9' LT	83	47.1	3, H-S	---	961.19	960.36	4.30	15	956.06	955.65	83	0.5	
48.1	87+05.0'MO'	48.3' RT	112	49.1	---	1, H-S	962.20	961.37	6.37	30	955.00	953.50	112	1.3	FLAT SLAB TOP

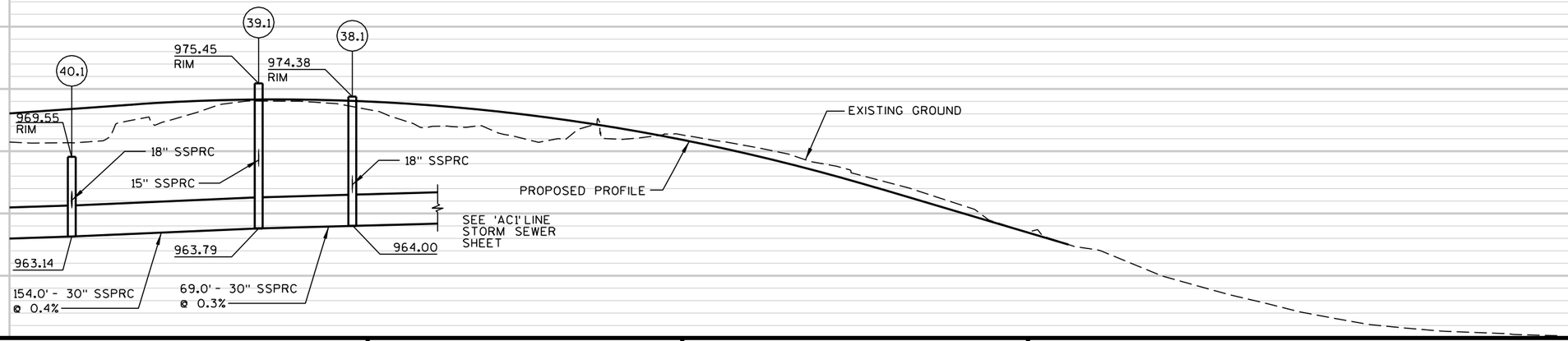


SHEET 157 C

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: MOON ROAD ('MO' LINE)	SHEET ISSUED 6-30-09	E

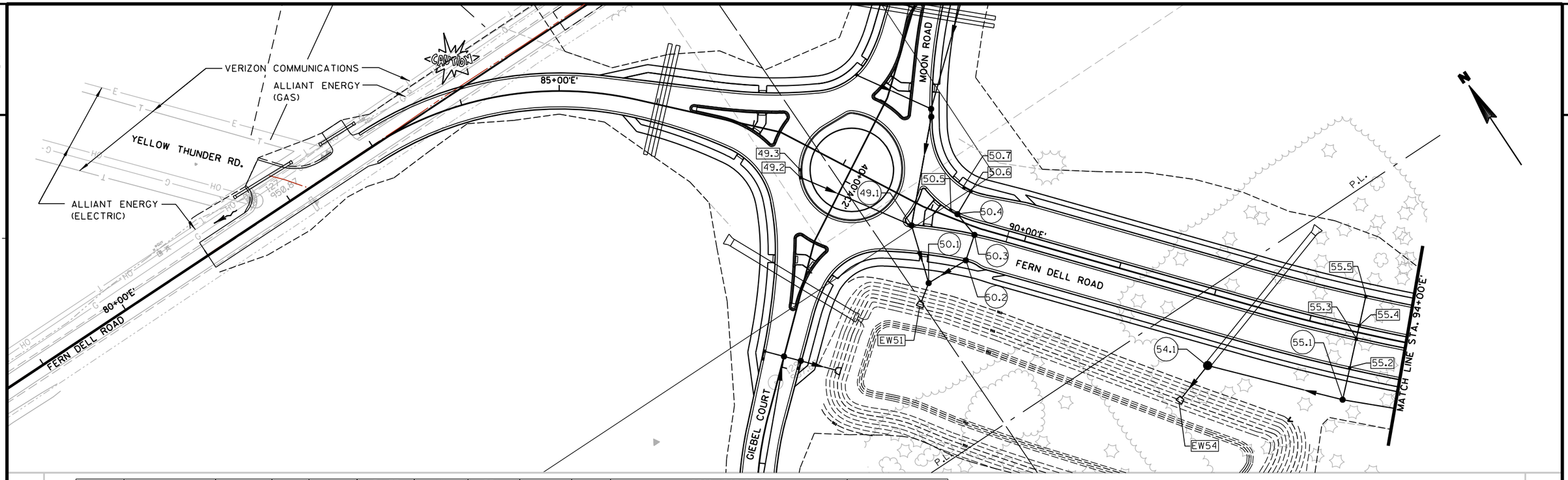


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
38.1	103+75.6'MO'	89.6' RT	69	39.1	---	3, H-S	974.38	973.55	9.55	30	964.00	963.79	69	0.3	FLAT SLAB TOP
38.2	104+93.0'MO'	33.2' RT	139	38.1	---	1, H	972.96	972.13	4.13	18	968.00	966.60	139	1.0	FLAT SLAB TOP
39.1	103+00.0'MO'	54.0' RT	154	40.1	---	3, J-S	975.45	974.20	10.41	30	963.79	963.14	154	0.4	
39.2	103+22.0'MO'	12.8' RT	47	39.1	3, H-S	---	974.16	973.33	4.39	15	968.94	968.47	47	1.0	
39.3	103+27.0'MO'	18.3' LT	31	39.2	3, H-S	---	973.78	972.95	3.45	12	969.50	969.19	31	1.0	
40.1	101+50.0'MO'	56.1' RT	200	41.1	---	3, C	969.55	968.30	5.16	30	963.14	962.54	200	0.3	
40.2	101+50.0'MO'	24.9' RT	31	40.1	3, H	---	972.97	972.14	6.54	18	965.60	965.29	31	1.0	
40.3	101+50.0'MO'	5.9' RT	19	40.2	3, H	---	973.29	972.46	6.76	18	965.70	965.60	19	0.5	
40.4	101+50.0'MO'	6.5' LT	12	40.3	3, H	---	973.29	972.46	6.70	18	965.76	965.70	12	0.5	
40.5	101+50.0'MO'	25.5' LT	19	40.4	---	1, H	972.97	972.14	6.28	18	965.86	965.76	19	0.5	FLAT SLAB TOP

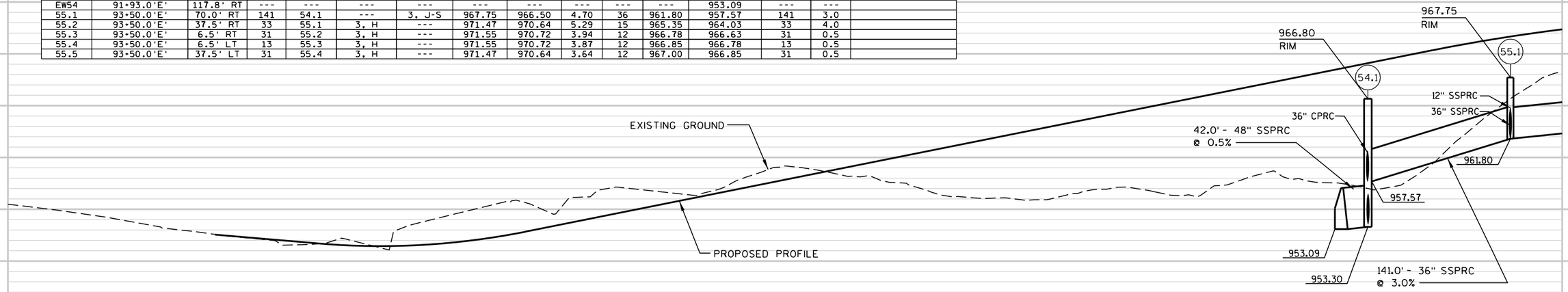


SHEET 157 D

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: MOON ROAD ('MO' LINE)	SHEET ISSUED 6-30-09	E

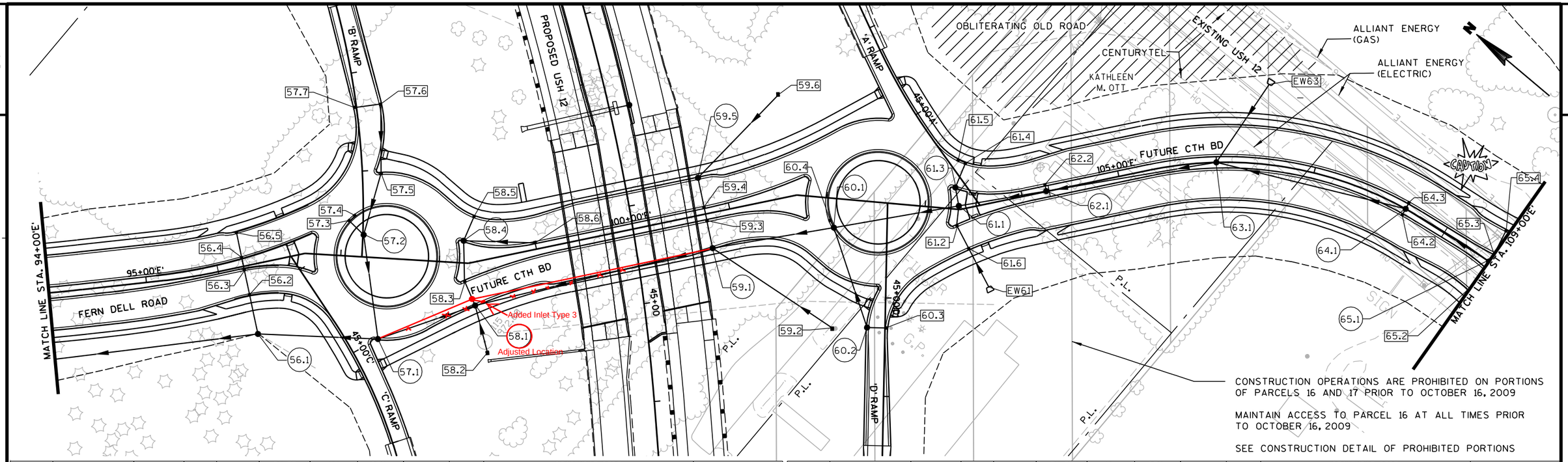


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
49.1	88+89.9'E'	22.3' RT	61	50.1	---	3, H-S	962.11	961.28	7.78	30	953.50	953.18	61	0.5	FLAT SLAB TOP
49.2	87+68.2'E'	31.3' RT	122	49.1	2, T	---	958.58	957.62	3.12	12	954.50	953.89	122	0.5	
49.3	87+64.0'E'	24.5' RT	8	49.2	2, T	---	958.62	957.66	3.12	12	954.54	954.50	8	0.5	
50.1	89+25.0'E'	70.0' RT	21	EW51	---	3, J-S	960.63	959.38	6.20	30	953.18	953.08	21	0.5	
50.2	89+50.0'E'	35.1' RT	44	50.1	---	1, H	963.33	962.5	5.89	18	956.61	956.17	44	1.0	FLAT SLAB TOP
50.3	89+50.0'E'	7.9' RT	27	50.2	---	1, H	963.55	962.72	5.84	18	956.88	956.61	27	1.0	FLAT SLAB TOP
50.4	89+26.5'E'	5.6' LT	27	50.3	---	1, H-S	962.90	962.07	4.92	18	957.15	956.88	27	1.0	FLAT SLAB TOP
50.5	89+18.6'E'	6.6' LT	8	50.4	3, H-S	---	962.71	961.88	4.15	12	957.73	957.65	8	1.0	
50.6	89+31.0'E'	32.3' LT	27	50.4	3, H-S	---	963.00	962.17	4.25	12	957.92	957.65	27	1.0	
50.7	89+23.0'E'	33.2' LT	8	50.6	3, H-S	---	962.83	962.00	4.00	12	958.00	957.92	8	1.0	
EW51	89+25.0'E'	113.3' RT	---	---	---	---	---	---	---	---	---	953.09	---	---	
54.1	92+12.7'E'	70.6' RT	42	EW54	---	3, J-S	966.80	965.55	12.25	48	953.30	953.09	42	0.5	
EW54	91+93.0'E'	117.8' RT	---	---	---	---	---	---	---	---	---	953.09	---	---	
55.1	93+50.0'E'	70.0' RT	141	54.1	---	3, J-S	967.75	966.50	4.70	36	961.80	957.57	141	3.0	
55.2	93+50.0'E'	37.5' RT	33	55.1	3, H	---	971.47	970.64	5.29	15	965.35	964.03	33	4.0	
55.3	93+50.0'E'	6.5' RT	31	55.2	3, H	---	971.55	970.72	3.94	12	966.78	966.63	31	0.5	
55.4	93+50.0'E'	6.5' LT	13	55.3	3, H	---	971.55	970.72	3.87	12	966.85	966.78	13	0.5	
55.5	93+50.0'E'	37.5' LT	31	55.4	3, H	---	971.47	970.64	3.64	12	967.00	966.85	31	0.5	



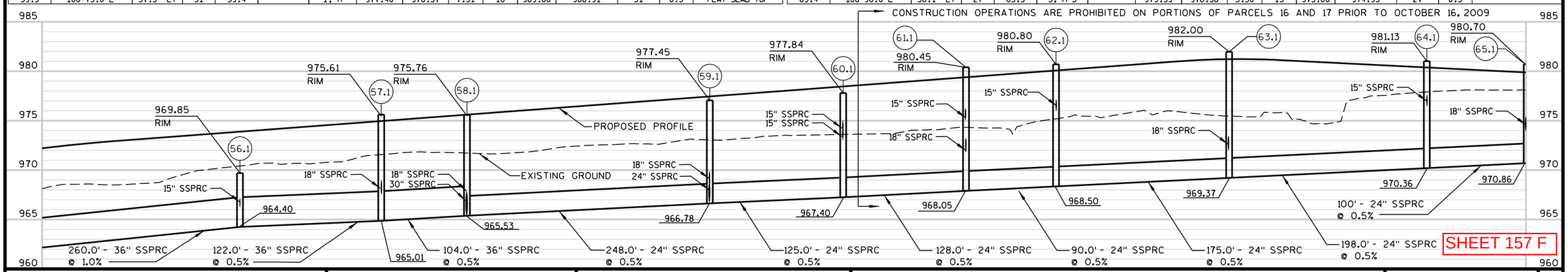
SHEET 157 E

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET ISSUED 6-30-09	E

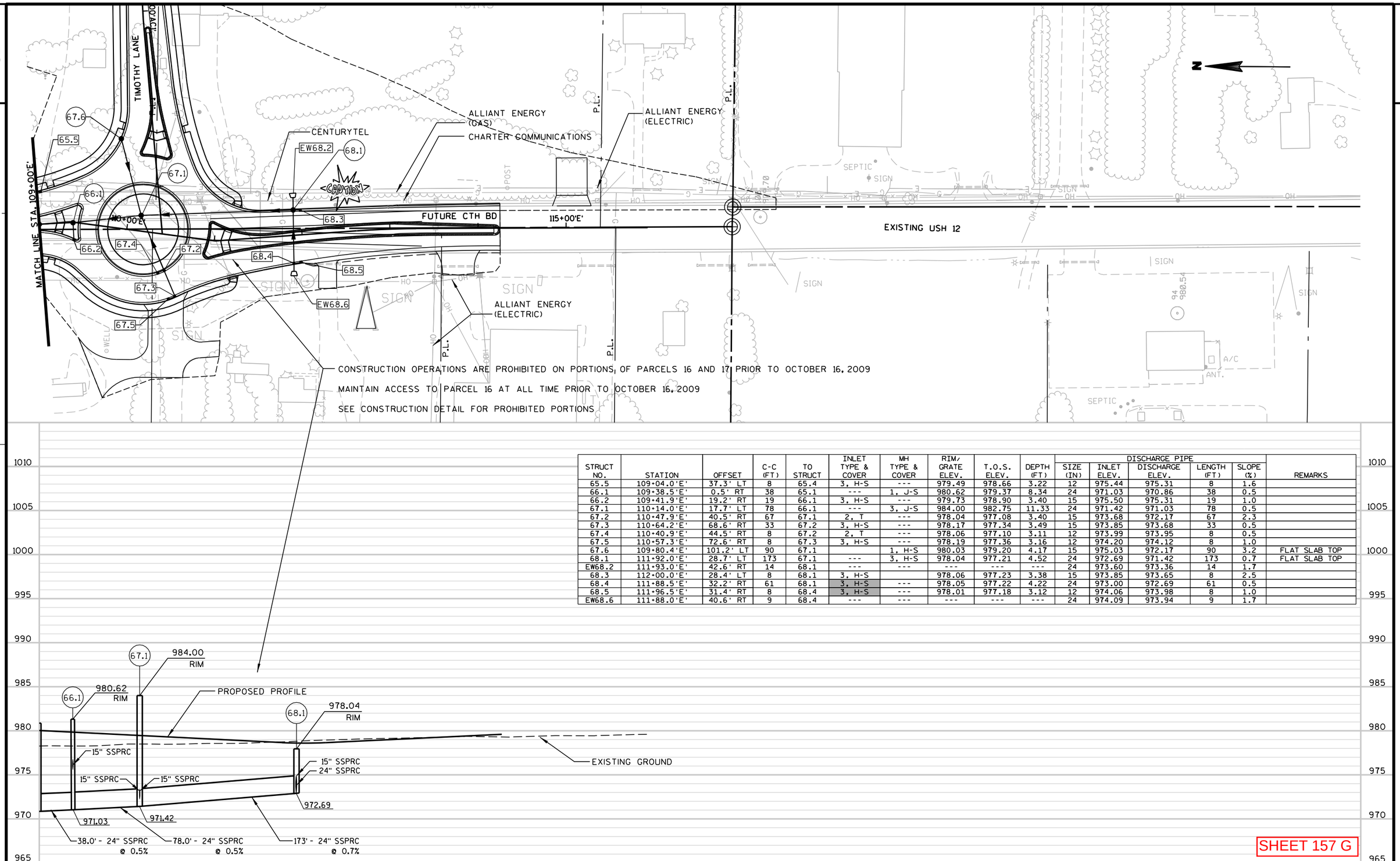


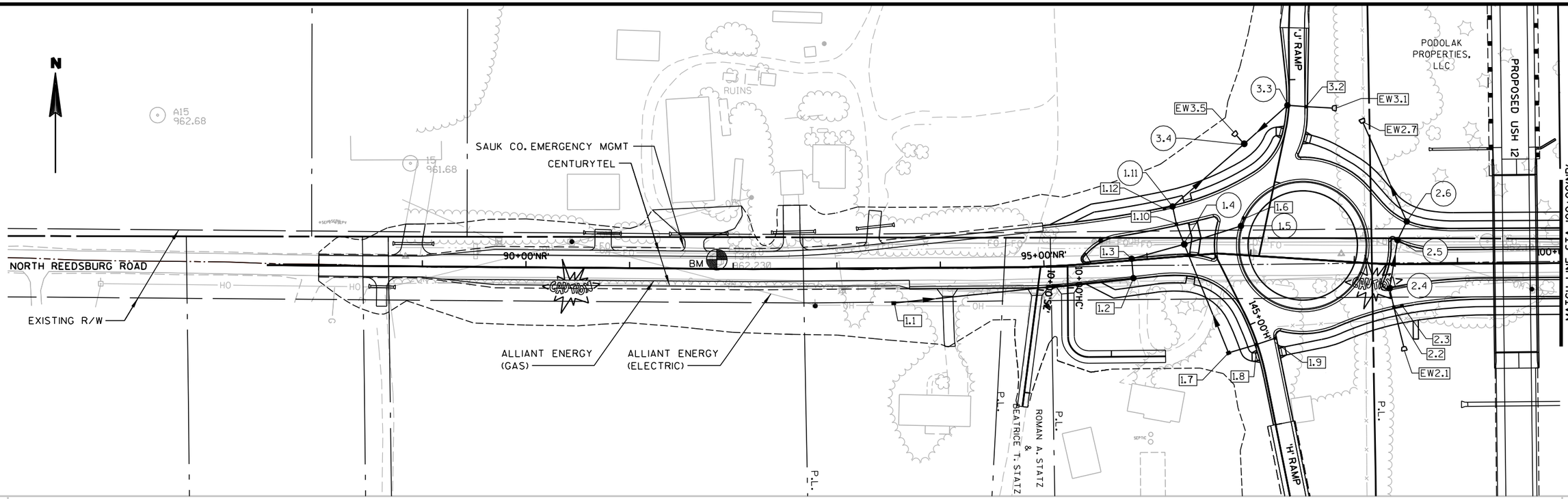
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT.)	DISCHARGE PIPE SLOPE (%)	REMARKS
56.1	96+00.0'E'	70.0' RT	260	55.1	---	3, J-S	969.85	968.60	4.20	36	964.40	961.80	260	1.0	
56.2	96+00.0'E'	29.9' RT	40	56.1	3, H	---	974.09	973.26	5.29	15	967.97	966.37	40	4.0	FLAT SLAB TOP
56.3	96+00.0'E'	2.9' RT	27	56.2	3, H	---	974.05	973.22	4.12	12	969.10	968.97	27	0.5	FLAT SLAB TOP
56.4	96+00.0'E'	8.5' LT	13	56.3	3, H	---	973.33	972.50	3.33	12	969.17	969.10	13	0.5	
56.5	96+00.0'E'	35.6' LT	27	56.4	3, H	---	973.33	972.50	3.20	12	969.30	969.17	27	0.5	
57.1	97+42.8'E'	82.2' RT	122	56.1	---	3, H-S	975.61	974.78	9.77	36	965.01	964.40	122	0.5	FLAT SLAB TOP
57.2	97+21.6'E'	22.5' LT	108	57.1	---	3, J-S	976.38	975.13	7.13	18	968.00	967.46	108	0.5	
57.3	97+06.6'E'	35.6' LT	20	57.2	2, T	---	973.68	972.72	4.12	12	968.60	968.50	20	0.5	
57.4	97+12.0'E'	41.1' LT	8	57.3	2, T	---	973.70	972.74	4.10	12	968.64	968.60	8	0.5	
57.5	97+35.7'E'	86.1' LT	65	57.2	3, H-S	---	974.19	973.36	5.04	18	968.32	968.00	65	0.5	
57.6	97+31.1'E'	155.9' LT	70	57.5	3, H-S	---	973.80	972.97	3.78	12	969.19	968.83	70	0.5	
57.7	97+04.5'E'	150.7' LT	27	57.6	3, H-S	---	973.56	972.73	3.41	12	969.32	969.19	27	0.5	
58.1	98+29.5'E'	~~42.3'~~ 36' RT	107	57.1	---	3, H-S	975.76	974.93	9.40	36	965.53	965.01	104	0.5	FLAT SLAB TOP
58.2	98+30.0'E'	92.5' RT	49	58.1	8, MS	---	969.32	969.32	2.71	18	966.61	966.34	49	0.6	
58.3	98+26.7'E'	18.2' RT	27	58.1	3, H-S	---	975.88	975.05	9.39	15	965.66	965.53	27	0.5	
58.4	98+23.3'E'	22.6' LT	43	58.3	---	1, H-S	975.59	974.76	8.88	15	965.88	965.67	43	0.5	FLAT SLAB TOP
58.5	98+44.9'E'	45.6' LT	27	58.4	3, H	---	975.27	974.44	8.43	15	966.01	965.88	27	0.5	
58.6	99+00.0'E'	6.5' LT	73	58.4	3, H	---	976.17	975.34	3.12	12	972.22	971.86	73	0.5	
59.1	100+75.0'E'	35.3' RT	248	58.1	---	3, H	977.45	976.62	9.84	24	966.78	965.53	248	0.5	FLAT SLAB TOP
59.2	102+17.0'E'	131' RT	146	59.1	8, MS	---	972.20	972.20	2.71	18	969.49	966.78	146	1.9	
59.3	100+75.0'E'	6.5' RT	29	59.1	3, H	---	977.48	976.65	7.81	18	968.84	968.70	29	0.5	
59.4	100+75.0'E'	6.5' LT	13	59.3	3, H	---	977.48	976.65	7.75	18	968.91	968.84	13	0.5	
59.5	100+75.0'E'	37.5' LT	31	59.4		1, H	977.40	976.57	7.51	18	969.06	968.91	31	0.5	FLAT SLAB TOP

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 SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT.)	DISCHARGE PIPE SLOPE (%)	REMARKS
59.6	101+69.6'E'	103.1' LT	117	59.5	8, MS		974.30	974.30	2.87	18	971.43	969.06	117	2.0	
60.1	102+09.8'E'	29.6' RT	125	59.1	---	3, T	977.84	976.88	9.48	24	967.40	966.78	125	0.5	FLAT SLAB TOP
60.2	102+52.3'E'	127.6' RT	107	60.1	---	1, H-S	978.41	977.58	4.18	15	973.40	972.87	107	0.5	FLAT SLAB TOP
60.3	102+72.4'E'	126.2' RT	20	60.2	3, H-S	---	978.33	977.50	3.75	12	973.75	973.65	20	0.5	
60.4	102+05.2'E'	22.5' RT	8	60.1	2, T	---	977.86	976.90	3.40	15	973.50	973.46	8	0.5	
61.1	103+34.0'E'	3.5' LT	128	60.1	---	3, J-S	980.45	979.20	11.16	24	968.05	967.40	128	0.5	
61.2	103+33.6'E'	16.3' RT	20	61.1	3, H-S	---	979.35	978.52	6.65	18	971.87	971.77	20	0.5	
61.3	103+28.9'E'	21.8' LT	20	61.1	---	1, H-S	979.68	978.85	3.87	15	974.98	974.88	20	0.5	FLAT SLAB TOP
61.4	103+50.6'E'	45.1' LT	27	61.3	3, H-S	---	979.52	978.69	3.33	12	975.36	975.23	27	0.5	
61.5	103+44.0'E'	49.7' LT	8	61.4	3, H-S	---	979.54	978.71	3.27	12	975.44	975.36	8	1.0	
61.6	103+36.3'E'	41.1' RT	27	61.2	3, H	---	979.28	978.45	6.45	12	972.00	971.87	27	0.5	
EW61	103+48.0'E'	82.8' RT	43	61.6	---	---	---	---	---	18	972.21	972.00	43	0.5	
62.1	104+25.0'E'	0.5' LT	90	61.1	---	3, J-S	980.80	979.55	11.05	24	968.50	968.05	90	0.5	
62.2	104+25.0'E'	6.5' LT	8	62.1	3, H	---	980.11	979.28	3.29	15	975.99	975.91	8	1.0	
63.1	106+00.0'E'	0.0'	175	62.1	---	3, J-S	982.00	980.75	11.38	24	969.37	968.50	175	0.5	
EW63	106+45.9'E'	81.0' LT	96	63.1	---	---	---	---	---	18	972.21	971.72	96	0.5	
64.1	108+00.0'E'	0.0'	198	63.1	---	3, J-S	981.13	979.88	9.52	24	970.36	969.37	198	0.5	
64.2	108+00.0'E'	6.5' RT	7	64.1	3, H	---	980.42	979.59	3.40	15	976.19	976.13	7	1.0	
64.3	108+00.0'E'	6.5' LT	7	64.1	3, H	---	980.42	979.59	3.40	15	976.19	976.13	7	1.0	
65.1	109+00.0'E'	0.0'	100	64.1	---	3, J-S	980.70	979.45	8.59	24	970.86	970.36	100	0.5	
65.2	109+00.0'E'	35.1' RT	35	65.1	3, H	---	979.40	978.57	3.56	15	975.01	974.84	35	0.5	
65.3	109+00.0'E'	9.3' LT	9	65.1	3, H-S	---	979.87	979.04	4.11	15	974.93	974.84	9	1.0	
65.4	108+96.0'E'	36.1' LT	27	65.3	3, H-S	---	979.39	978.56	3.50	15	975.06	974.93	27	0.5	

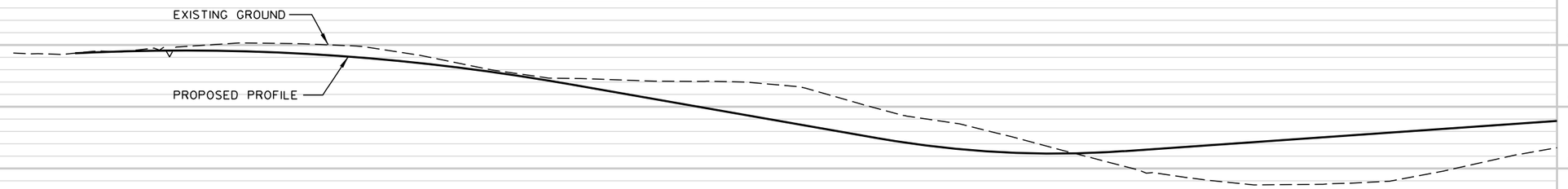


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET ISSUED 6-30-09	E


TIMOTHY LANE
MATCH LINE STA. 109+00.0'E'
MATCH LINE STA. 109+00.0'E'
67.6
65.5
66.1
67.1
66.2
67.4
67.2
67.3
67.5
68.4
68.5
68.3
EW68.6
EW68.2
68.1
CAUTION
CENTURYTEL
ALLIANT ENERGY (GAS)
CHARTER COMMUNICATIONS
ALLIANT ENERGY (ELECTRIC)
ALLIANT ENERGY (ELECTRIC)
P.L.
P.L.
P.L.
P.L.
110+00'E'
115+00'E'
FUTURE CTH BD
EXISTING USH 12
SEPTIC
SIGN
SIGN
SIGN



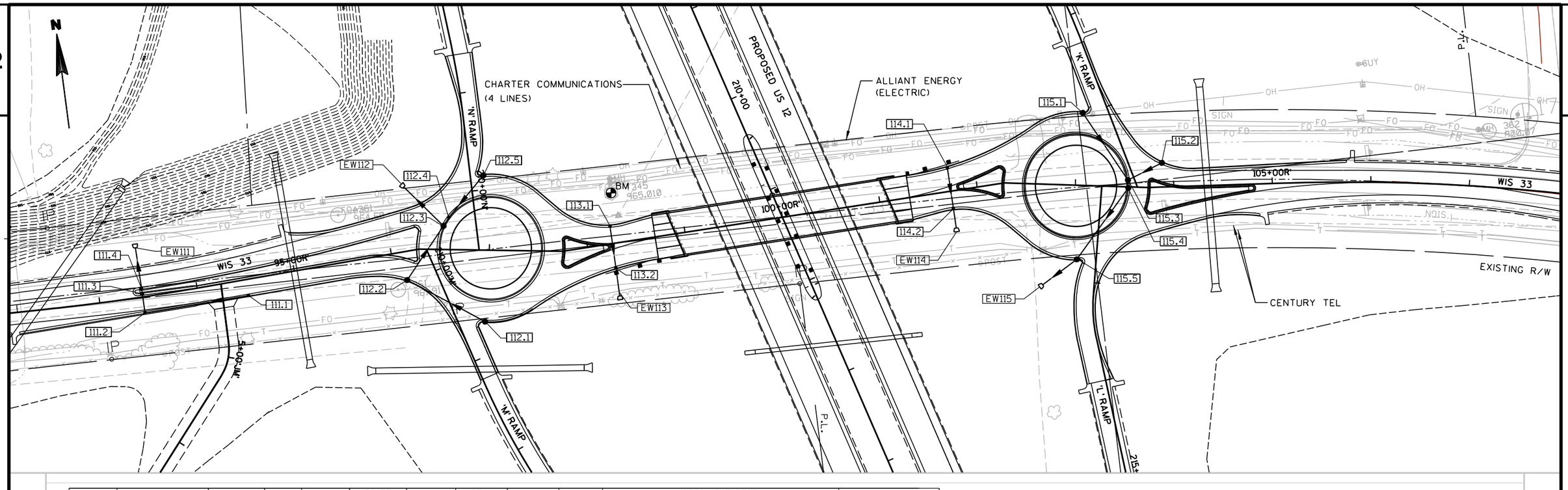
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
1.1	93+55.4'NR'	33.7' RT	232	1.2	8, MS	---	955.18	955.18	4.09	18	951.09	949.92	232	0.5	
1.2	95+85.0'NR'	17.2' RT	19	1.3	---	1, H-S	955.75	954.50	4.58	24	949.92	949.83	19	0.5	FLAT SLAB TOP
1.3	95+85.0'NR'	1.5' LT	53	1.4	---	1, H-S	956.08	955.25	5.42	24	949.83	949.57	53	0.5	FLAT SLAB TOP
1.4	96+36.7'NR'	11.4' LT	21	1.10	---	3, J-S	957.15	955.9	6.33	24	949.57	949.46	21	0.5	
1.5	96+88.9'NR'	28.0' LT	58	1.4	---	1, T	956.58	955.62	3.87	15	951.75	951.46	58	0.5	FLAT SLAB TOP
1.6	96+91.3'NR'	35.6' LT	8	1.5	2, T	---	956.58	955.62	3.58	12	952.04	952.00	8	0.5	
1.7	96+84.7'NR'	95.1' RT	113	1.4	8, MS	---	954.60	954.60	4.46	24	950.14	949.57	113	0.5	
1.8	97+10.5'NR'	85.5' RT	28	1.7	3, H-S	---	956.49	955.66	3.93	15	951.73	950.89	28	3.0	
1.9	97+29.2'NR'	77.8' RT	20	1.8	3, H-S	---	956.90	956.07	3.74	15	952.33	951.73	20	3.0	
1.10	96+30.9'NR'	30.9' LT	18	1.11	3, H-S	---	955.90	955.07	5.61	24	949.46	949.37	18	0.5	
1.11	96+28.3'NR'	48.7' LT	92	3.4	---	1, H-S	955.64	954.81	5.44	24	949.37	948.62	92	0.8	FLAT SLAB TOP
1.12	96+20.4'NR'	47.7' LT	8	1.11	3, H-S	---	955.68	954.85	5.44	12	949.41	949.37	8	0.5	
EW2.1	98+47.5'NR'	79.7' RT	39	2.2	---	---	---	---	---	24	950.51	950.32	39	0.5	
2.2	98+38.3'NR'	41.9' RT	19	2.4	3, H-S	---	957.13	956.30	5.98	24	950.32	950.23	19	0.5	
2.3	98+46.0'NR'	40.4' RT	8	2.2	3, H-S	---	957.21	956.38	3.38	12	953.00	952.84	8	2.0	
2.4	98+34.2'NR'	23.3' RT	47	2.5	---	1, H-S	957.43	956.60	6.37	24	950.23	950.00	47	0.5	FLAT SLAB TOP
2.5	98+42.3'NR'	23.3' LT	20	2.6	---	1, H-S	957.4	956.57	6.57	24	950.00	949.90	20	0.5	FLAT SLAB TOP
2.6	98+51.2'NR'	41.2' LT	104	EW2.7	---	1, H	957.32	956.49	6.59	24	949.90	949.53	104	0.4	FLAT SLAB TOP
EW2.7	98+00.0'NR'	135.0' LT	---	---	---	---	---	---	---	---	---	949.53	---	---	
EW3.1	97+69.5'NR'	147.3' LT	25	3.2	---	---	---	---	---	24	949.13	949.00	25	0.5	
3.2	97+44.6'NR'	147.0' LT	19	3.3	3, H-S	---	956.33	955.50	6.50	24	949.00	948.90	19	0.5	
3.3	97+26.1'NR'	147.2' LT	56	3.4	---	1, H-S	956.18	955.35	6.45	24	948.90	948.62	56	0.5	FLAT SLAB TOP
3.4	96+86.7'NR'	107.2' LT	14	EW3.5	---	3, J-S	955.31	954.06	5.44	30	948.62	948.56	11	0.5	
EW3.5	96+78.8'NR'	115.0' LT	---	---	---	---	---	---	---	---	---	948.56	---	---	



SHEET 157 H

PROJECT NO: 1674-00-72 | HWY: USH 12 | COUNTY: SAUK | STORM SEWER: NORTH REEDSBURG ROAD ('NR' LINE) | SHEET | ISSUED 6-30-09 | E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072_const\022608_ss_nr.dgn PLOT DATE : 6/29/2009 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

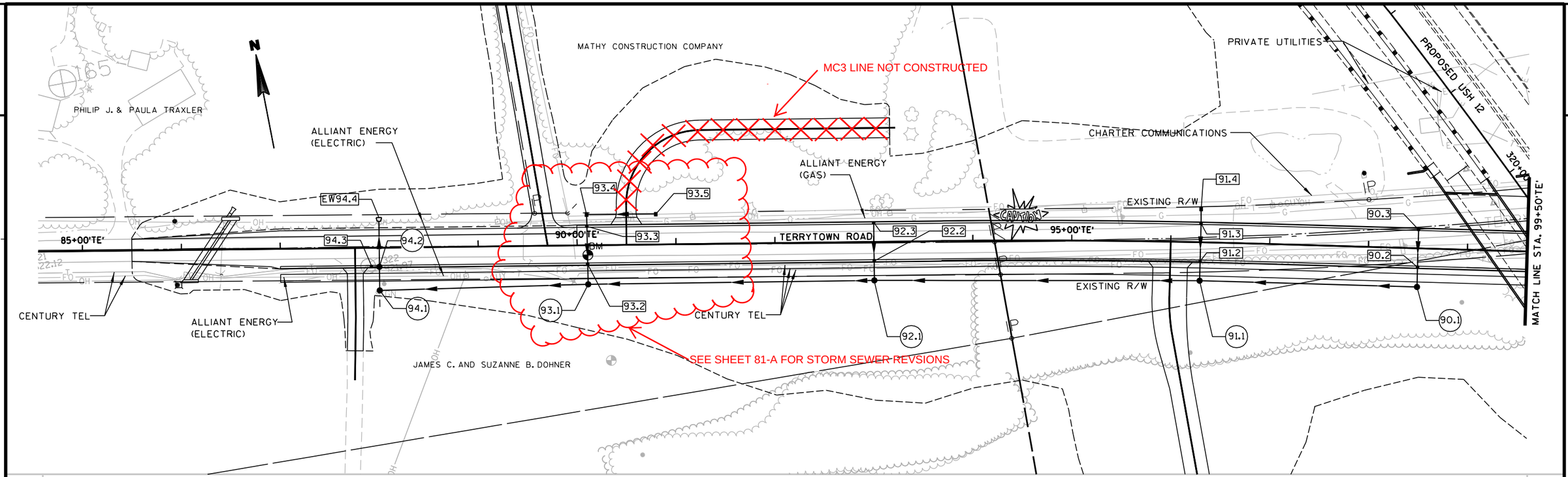


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
111.1	94+50'R'	16.5' RT	106	111.2	3, H	---	983.20	982.37	3.87	12	978.50	975.35	106	3.0	
111.2	93+44'R'	16.2' RT	19	111.3	3, HM	---	979.43	978.60	3.25	12	975.35	975.16	19	1.0	
111.3	93+44'R'	3.3' LT	5	111.4	3, HM	---	979.77	978.94	3.78	12	975.16	975.11	5	1.0	
111.4	93+44'R'	8.6' LT	42	EW111	3, HM	---	979.73	978.90	3.79	12	975.11	973.61	42	3.6	
EW111	93+44'R'	50.5' LT	---	---	---	---	---	---	---	---	---	973.61	---	---	
112.1	96+96.7'R'	72.5' RT	90	112.2		1, H-S	990.18	989.35	4.35	12	985.00	984.10	90	1.0	FLAT SLAB TOP
112.2	96+11.4'R'	28.8' RT	66	112.3		1, H	988.14	987.31	3.46	15	983.85	983.19	66	1.0	FLAT SLAB TOP
112.3	96+53.2'R'	23.9' LT	56	EW112		1, T	988.27	987.31	4.22	18	983.09	982.54	56	1.0	FLAT SLAB TOP
112.4	96+58.3'R'	32.7' LT	10	112.3	2, T	---	988.50	987.54	4.00	12	983.54	983.44	10	1.0	
112.5	96+92.9'R'	75.8' LT	55	112.4		1, H	989.03	988.20	4.11	12	984.09	983.54	55	1.0	FLAT SLAB TOP
EW112	96+24.3'R'	58.5' LT	---	---	---	---	---	---	---	---	---	982.54	---	---	
113.1	98+25.7'R'	18.2' LT	43	113.2	3, H	---	991.75	990.92	3.21	12	987.71	987.08	43	1.5	
113.2	98+25.2'R'	25.0' RT	29	EW113	3, H	---	991.91	991.08	4.00	12	987.08	986.64	29	1.5	
EW113	98+24.9'R'	64.8' LT	---	---	---	---	---	---	---	---	---	986.64	---	---	

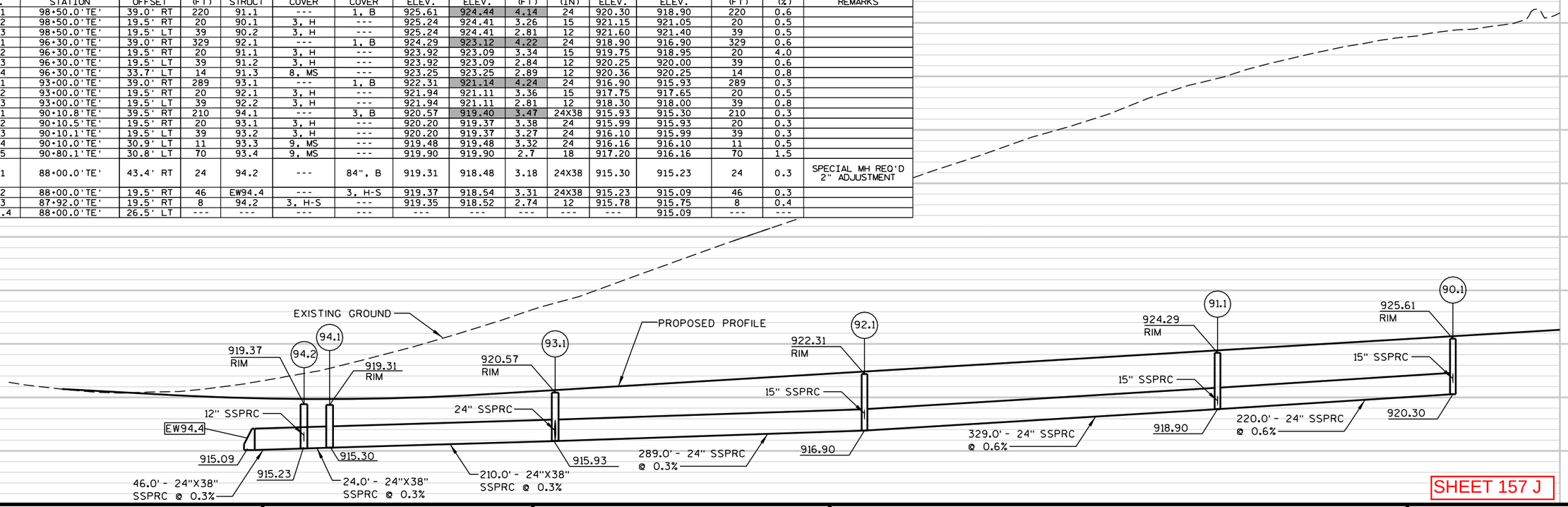
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
114.1	101+73'R'	24.5' LT	42	114.2	3, H	---	992.92	992.09	3.44	12	988.65	988.22	42	1.0	
114.2	101+72.9'R'	18.1' RT	20	EW114	3, H	---	993.02	992.19	3.97	12	988.22	988.02	20	1.0	
EW114	101+72.7'R'	37.8' RT	---	---	---	---	---	---	---	---	---	988.02	---	---	
115.1	103+05.2'R'	73.8' LT	95	115.3	---	1, H-S	991.68	990.85	3.92	12	986.93	986.11	82	1.0	FLAT SLAB TOP
115.2	103+88.9'R'	24.8' LT	62	115.3	---	1, H	990.42	989.59	3.29	12	986.30	986.11	38	0.5	FLAT SLAB TOP
115.3	103+53.2'R'	6.9' LT	10	115.4	---	1, T	991.19	990.23	4.12	12	986.11	986.03	8	1.0	FLAT SLAB TOP
115.4	103+53.8'R'	1.1' RT	59	115.5	---	1, T	991.21	990.25	4.22	15	986.03	985.14	89	1.0	FLAT SLAB TOP
115.5	103+03.9'R'	75.0' RT	43	EW115	---	1, H-S	991.88	991.05	5.91	15	985.14	984.50	43	1.5	FLAT SLAB TOP
EW115	102+70.04'R'	102.0' RT	---	---	---	---	---	---	---	---	---	984.50	---	---	

SHEET 157 I

PROJECT NO: 1674-00-72 | HWY: USH 12 | COUNTY: SAUK | STORM SEWER: STH 33 ('R' LINE) | SHEET ISSUED 6-30-09 | E

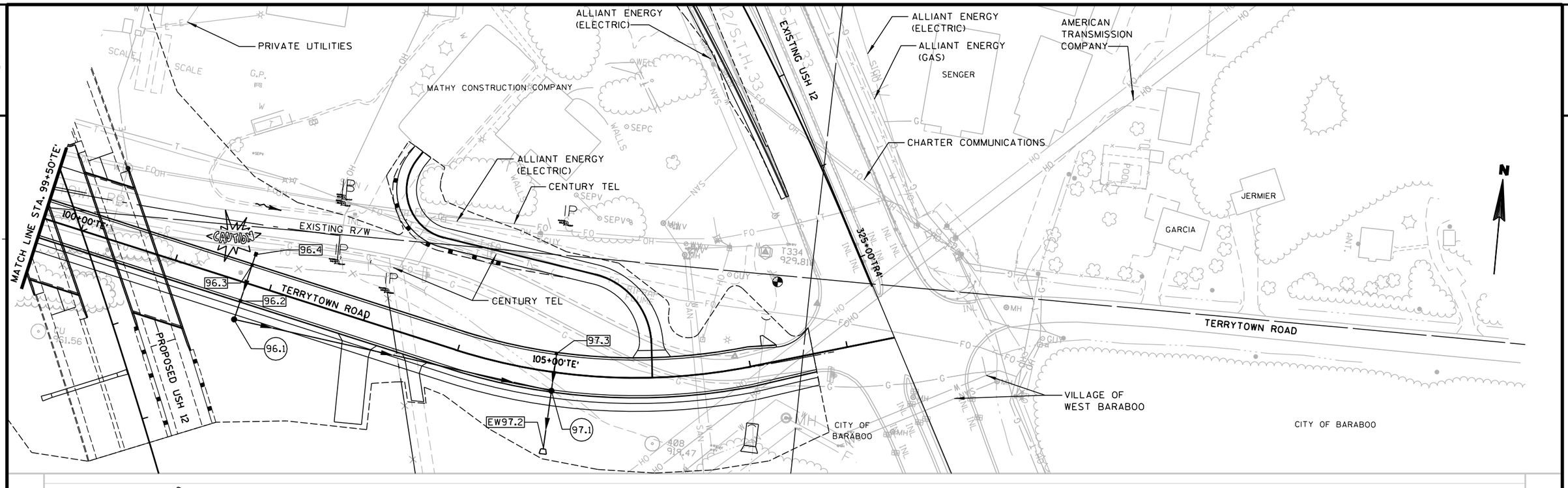


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
90.1	98+50.0'TE'	39.0' RT	220	91.1	---	1, B	925.61	924.44	4.14	24	920.30	918.90	220	0.6	
90.2	98+50.0'TE'	19.5' RT	20	90.1	3, H	---	925.24	924.41	3.26	15	921.15	921.05	20	0.5	
90.3	98+50.0'TE'	19.5' LT	39	90.2	3, H	---	925.24	924.41	2.81	12	921.60	921.40	39	0.5	
91.1	96+30.0'TE'	39.0' RT	329	92.1	---	1, B	924.29	923.12	4.22	24	918.90	916.90	329	0.6	
91.2	96+30.0'TE'	19.5' RT	20	91.1	3, H	---	923.92	923.09	3.34	15	919.75	918.95	20	4.0	
91.3	96+30.0'TE'	19.5' LT	39	91.2	3, H	---	923.92	923.09	2.84	12	920.25	920.00	39	0.6	
91.4	96+30.0'TE'	33.7' LT	14	91.3	8, MS	---	923.25	923.25	2.89	12	920.36	920.25	14	0.8	
92.1	93+00.0'TE'	39.0' RT	289	93.1	---	1, B	922.31	921.14	4.24	24	916.90	915.93	289	0.3	
92.2	93+00.0'TE'	19.5' RT	20	92.1	3, H	---	921.94	921.11	3.36	15	917.75	917.65	20	0.5	
92.3	93+00.0'TE'	19.5' LT	39	92.2	3, H	---	921.94	921.11	2.81	12	918.30	918.00	39	0.8	
93.1	90+10.8'TE'	39.5' RT	210	94.1	---	3, B	920.57	919.40	3.47	24X38	915.93	915.30	210	0.3	
93.2	90+10.5'TE'	19.5' RT	20	93.1	3, H	---	920.20	919.37	3.38	24	915.99	915.93	20	0.3	
93.3	90+10.1'TE'	19.5' LT	39	93.2	3, H	---	920.20	919.37	3.27	24	916.10	915.99	39	0.3	
93.4	90+10.0'TE'	30.9' LT	11	93.3	9, MS	---	919.48	919.48	3.32	24	916.16	916.10	11	0.5	
93.5	90+80.1'TE'	30.8' LT	70	93.4	9, MS	---	919.90	919.90	2.7	18	917.20	916.16	70	1.5	
94.1	88+00.0'TE'	43.4' RT	24	94.2	---	84", B	919.31	918.48	3.18	24X38	915.30	915.23	24	0.3	SPECIAL MH REQ'D 2" ADJUSTMENT
94.2	88+00.0'TE'	19.5' RT	46	EW94.4	---	3, H-S	919.37	918.54	3.31	24X38	915.23	915.09	46	0.3	
94.3	87+92.0'TE'	19.5' RT	8	94.2	3, H-S	---	919.35	918.52	2.74	12	915.78	915.75	8	0.4	
EW94.4	88+00.0'TE'	26.5' LT	---	---	---	---	---	---	---	---	---	915.09	---	---	

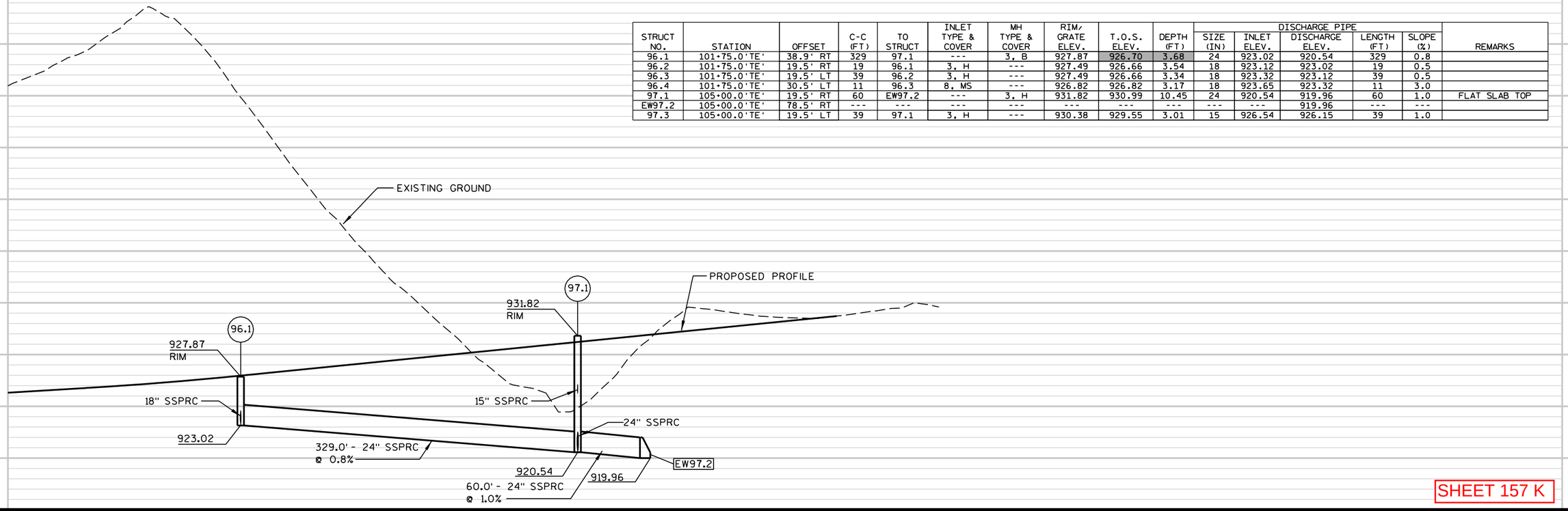


SHEET 157 J

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TERRYTOWN ROAD ('TE' LINE)	SHEET ISSUED 6-30-09	E

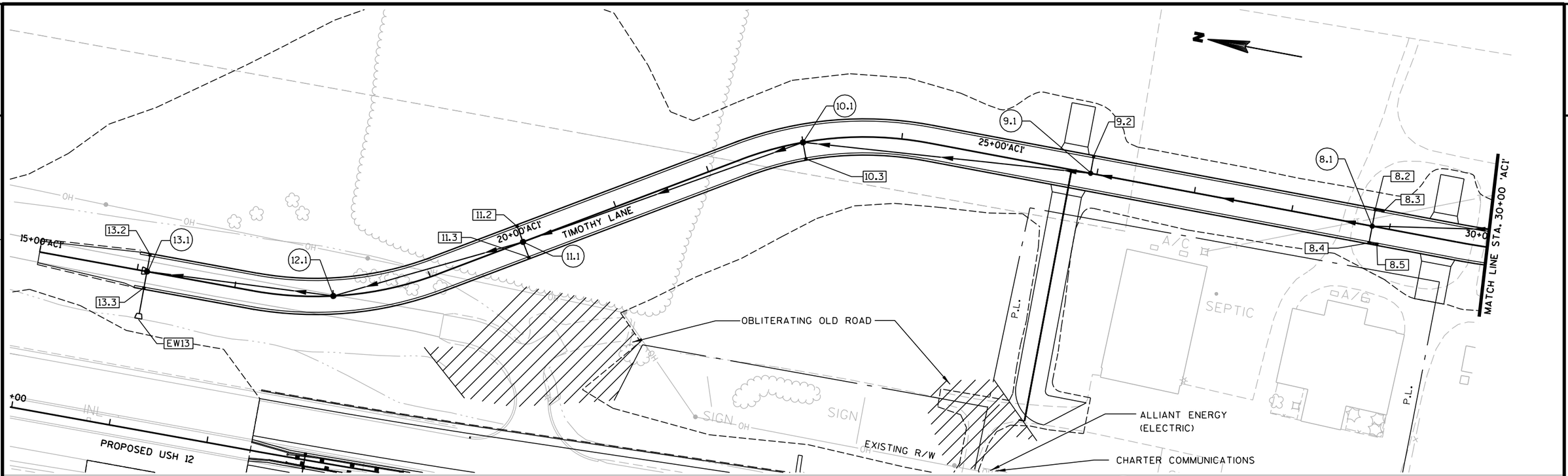


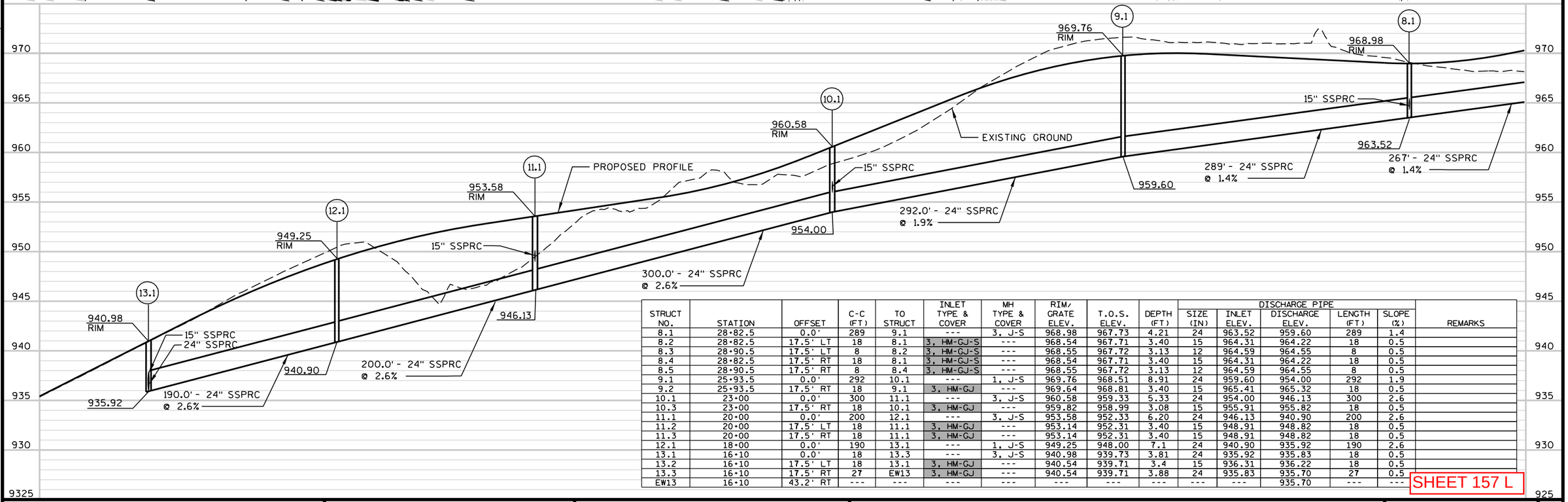
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
96.1	101+75.0'TE'	38.9' RT	329	97.1	---	3, B	927.87	926.70	3.68	24	923.02	920.54	329	0.8	
96.2	101+75.0'TE'	19.5' RT	19	96.1	3, H	---	927.49	926.66	3.54	18	923.12	923.02	19	0.5	
96.3	101+75.0'TE'	19.5' LT	39	96.2	3, H	---	927.49	926.66	3.34	18	923.32	923.12	39	0.5	
96.4	101+75.0'TE'	30.5' LT	11	96.3	8, MS	---	926.82	926.82	3.17	18	923.65	923.32	11	3.0	
97.1	105+00.0'TE'	19.5' RT	60	EW97.2	---	3, H	931.82	930.99	10.45	24	920.54	919.96	60	1.0	FLAT SLAB TOP
EW97.2	105+00.0'TE'	78.5' RT	---	---	---	---	---	---	---	---	---	919.96	---	---	
97.3	105+00.0'TE'	19.5' LT	39	97.1	3, H	---	930.38	929.55	3.01	15	926.54	926.15	39	1.0	



SHEET 157 K

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TERRYTOWN ROAD ('TE' LINE)	SHEET	ISSUED 6-30-09	E

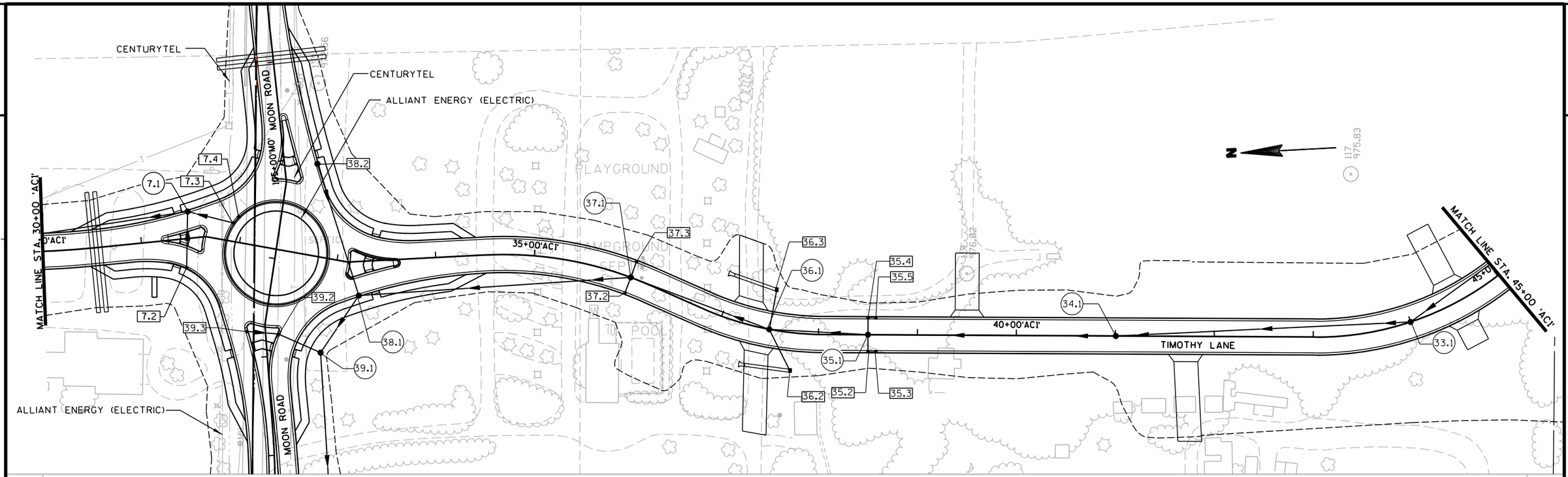




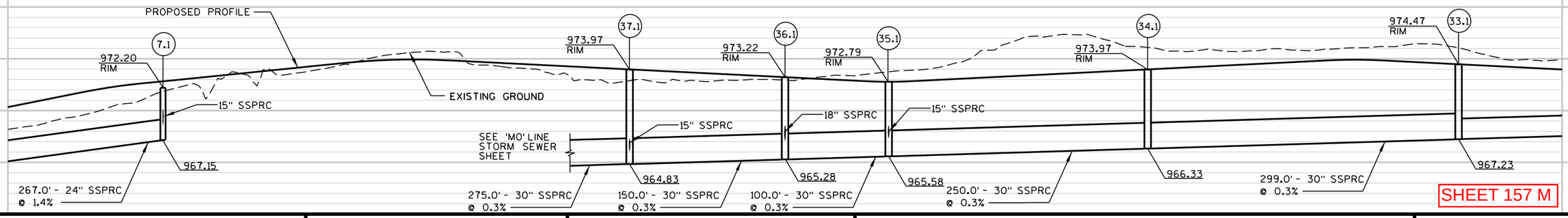
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
8.1	28+82.5	0.0'	289	9.1	---	3, J-S	968.98	967.73	4.21	24	963.52	959.60	289	1.4	
8.2	28+82.5	17.5' LT	18	8.1	3, HM-GJ-S	---	968.54	967.71	3.40	15	964.31	964.22	18	0.5	
8.3	28+90.5	17.5' LT	8	8.2	3, HM-GJ-S	---	968.55	967.72	3.13	12	964.59	964.55	8	0.5	
8.4	28+82.5	17.5' RT	18	8.1	3, HM-GJ-S	---	968.54	967.71	3.40	15	964.31	964.22	18	0.5	
8.5	28+90.5	17.5' RT	8	8.4	3, HM-GJ-S	---	968.55	967.72	3.13	12	964.59	964.55	8	0.5	
9.1	25+93.5	0.0'	292	10.1	---	1, J-S	969.76	968.51	8.91	24	959.60	954.00	292	1.9	
9.2	25+93.5	17.5' RT	18	9.1	3, HM-GJ	---	969.64	968.81	3.40	15	965.41	965.32	18	0.5	
10.1	23+00	0.0'	300	11.1	---	3, J-S	960.58	959.33	5.33	24	954.00	946.13	300	2.6	
10.3	23+00	17.5' RT	18	10.1	3, HM-GJ	---	959.82	958.99	3.08	15	955.91	955.82	18	0.5	
11.1	20+00	0.0'	200	12.1	---	3, J-S	953.58	952.33	6.20	24	946.13	940.90	200	2.6	
11.2	20+00	17.5' LT	18	11.1	3, HM-GJ	---	953.14	952.31	3.40	15	948.91	948.82	18	0.5	
11.3	20+00	17.5' RT	18	11.1	3, HM-GJ	---	953.14	952.31	3.40	15	948.91	948.82	18	0.5	
12.1	18+00	0.0'	190	13.1	---	1, J-S	949.25	948.00	7.1	24	940.90	935.92	190	2.6	
13.1	16+10	0.0'	18	13.3	---	3, J-S	940.98	939.73	3.81	24	935.92	935.83	18	0.5	
13.2	16+10	17.5' LT	18	13.1	3, HM-GJ	---	940.54	939.71	3.4	15	936.31	936.22	18	0.5	
13.3	16+10	17.5' RT	27	EW13	3, HM-GJ	---	940.54	939.71	3.88	24	935.83	935.70	27	0.5	
EW13	16+10	43.2' RT	---	---	---	---	---	---	---	---	---	935.70	---	---	

SHEET 157 L

PROJECT NO: 1674-00-72 | HWY: USH 12 | COUNTY: SAUK | STORM SEWER: TIMOTHY LANE ('AC1' LINE) | SHEET | ISSUED 6-30-09 | E

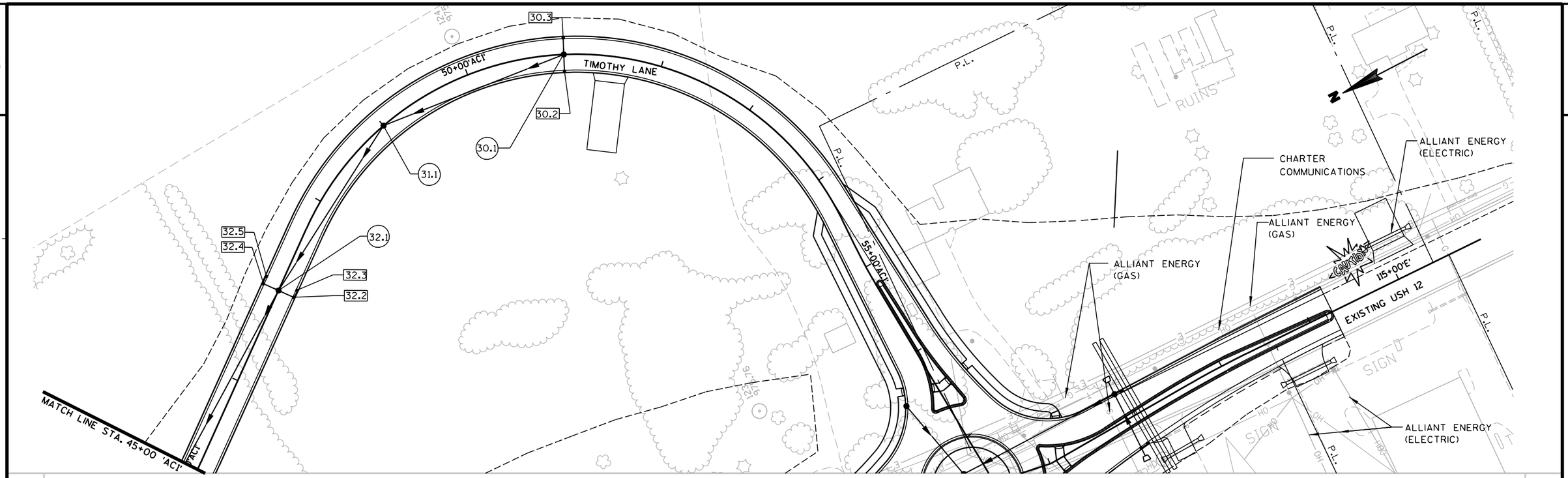


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
7.1	31+49.5'AC1'	27.2' LT	267	8.1	---	3, H	972.20	971.37	4.22	24	967.15	963.52	267	1.4	FLAT SLAB TOP
7.2	31+43.0'AC1'	29.5' RT	57	7.1	3, H	---	972.60	971.77	3.61	15	968.16	967.59	57	1.0	
7.3	31+90.9'AC1'	18.5' LT	48	7.1	2, T	---	972.97	972.01	3.31	15	968.70	967.90	48	1.7	
7.4	31+94.9'AC1'	25.4' LT	8	7.3	2, T	---	972.97	972.01	3.27	15	968.74	968.70	8	0.5	
33.1	44+00.0'AC1'	0.0'	299	34.1	---	3, J-S	974.47	973.22	5.99	30	967.23	966.33	299	0.3	
34.1	41+00.0'AC1'	0.0'	250	35.1	---	3, J-S	973.97	972.72	6.39	30	966.33	965.58	250	0.3	
35.1	38+50.0'AC1'	0.0'	100	36.1	---	3, J-S	972.79	971.54	5.96	30	965.58	965.28	100	0.3	
35.2	38+50.0'AC1'	17.5' RT	18	35.1	3, HM-GS-S	---	972.35	971.52	4.10	15	967.42	967.08	18	1.9	
35.3	38+58.0'AC1'	17.5' RT	8	35.2	3, HM-GS-S	---	972.35	971.52	3.81	12	967.71	967.67	8	0.5	
35.4	38+50.0'AC1'	17.5' LT	18	35.1	3, HM-GS-S	---	972.35	971.52	4.10	15	967.42	967.08	18	1.9	
35.5	38+58.0'AC1'	17.5' LT	8	35.4	3, HM-GS-S	---	972.35	971.52	3.81	12	967.71	967.67	8	0.5	
36.1	37+50.0'AC1'	0.0'	150	37.1	---	3, J-S	973.22	971.97	6.69	30	965.28	964.83	150	0.3	
36.2	37+75.0'AC1'	38.5' RT	47	36.1	8, MS	---	971.50	971.50	3.02	18	968.48	967.08	47	3.0	
36.3	37+50.0'AC1'	40.6' LT	41	36.1	8, MS	---	971.40	971.40	3.91	18	967.49	967.08	41	1.0	
37.1	36+00.0'AC1'	0.0'	275	38.1	---	3, J-S	973.97	972.72	7.89	30	964.83	964.00	275	0.3	
37.2	36+00.0'AC1'	17.5' RT	18	37.1	3, HM-GJ	---	973.53	972.70	3.70	15	969.00	968.46	18	3.0	
37.3	36+00.0'AC1'	17.5' LT	18	37.1	3, HM-GJ	---	973.53	972.70	3.70	15	969.00	968.46	18	3.0	

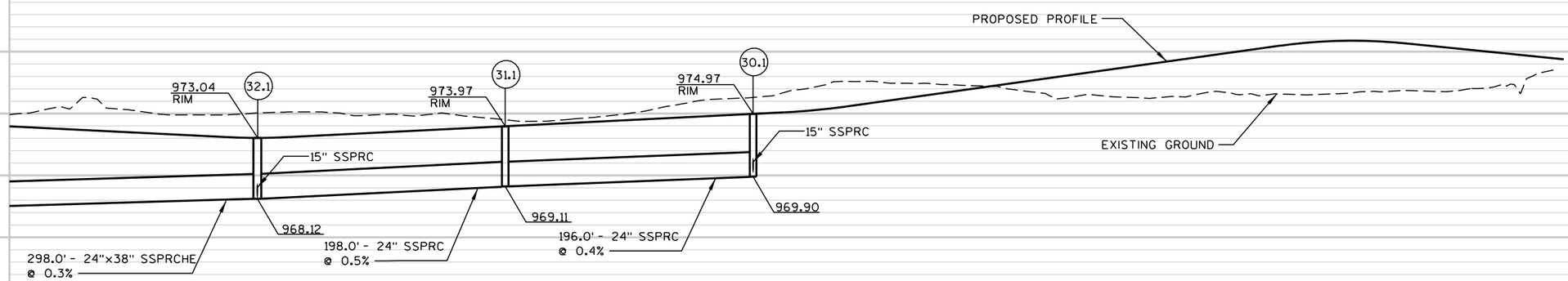


SHEET 157 M

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TIMOTHY LANE ('AC1' LINE)	SHEET ISSUED 6-30-09	E

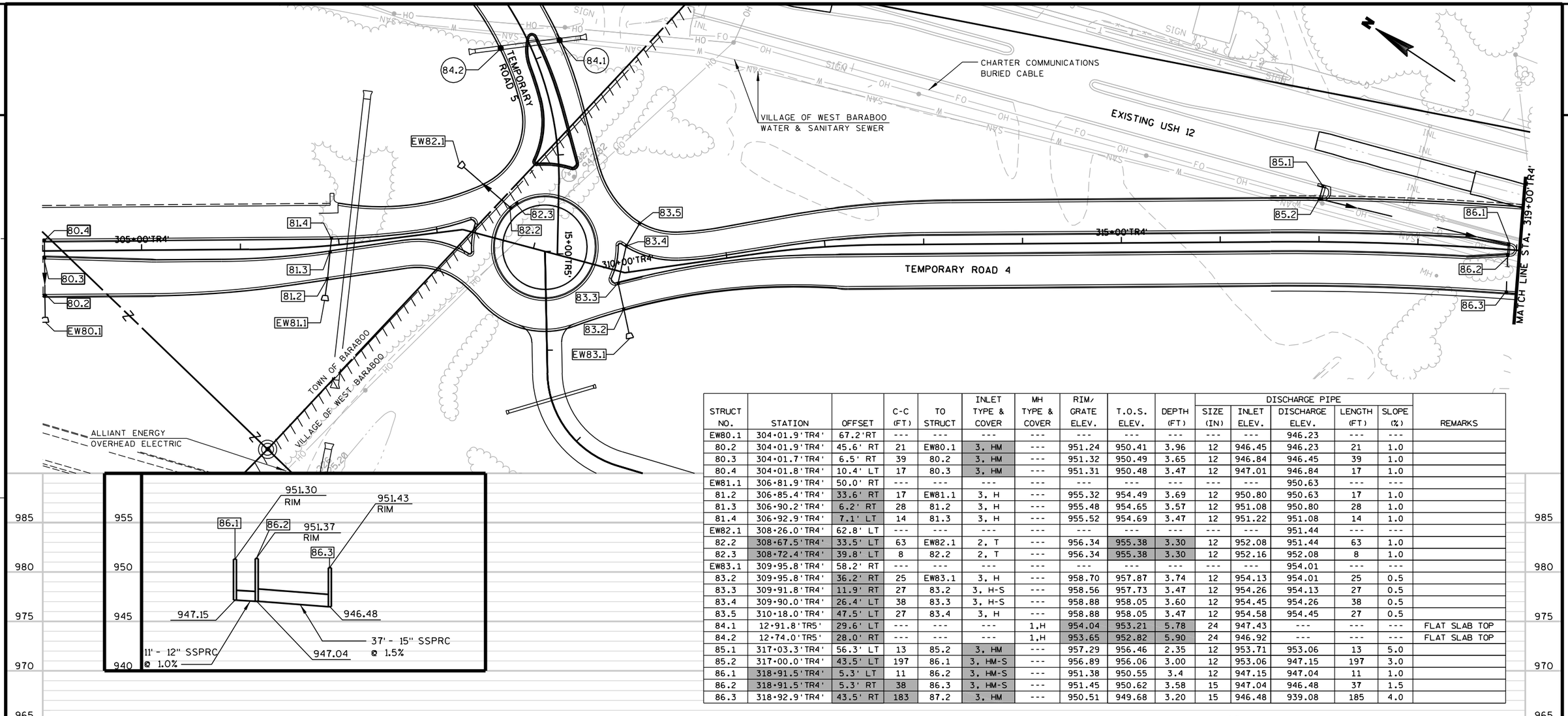


STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
30.1	51+00.0'AC1'	0.0'	196	31.1	---	1, J-S	974.97	973.72	3.82	24	969.90	969.11	196	0.4	
30.2	51+00.0'AC1'	17.5' RT	18	30.1	3, HM-GJ	---	974.53	973.70	3.41	15	970.29	970.20	18	0.5	
30.3	51+00.0'AC1'	17.5' LT	18	30.1	3, HM-GJ	---	974.53	973.70	3.41	15	970.29	970.20	18	0.5	
31.1	49+00.0'AC1'	0.0'	198	32.1	---	1, J-S	973.97	972.72	3.61	24	969.11	968.12	198	0.5	
32.1	47+00.0'AC1'	0.0'	298	33.1	---	3, J-S	973.04	971.79	3.67	24x38	968.12	967.23	298	0.3	
32.2	47+00.0'AC1'	17.5' RT	18	32.1	3, HM-GJ-S	---	972.60	971.77	3.46	15	968.31	968.22	18	0.5	
32.3	47+08.0'AC1'	17.5' RT	8	32.2	3, HM-GJ-S	---	972.60	971.77	3.17	12	968.60	968.56	8	0.5	
32.4	47+00.0'AC1'	17.5' LT	18	32.1	3, HM-GJ-S	---	972.60	971.77	3.46	15	968.31	968.22	18	0.5	
32.5	47+08.0'AC1'	17.5' LT	8	32.4	3, HM-GJ-S	---	972.60	971.77	3.17	12	968.60	968.56	8	0.5	



SHEET 157 N

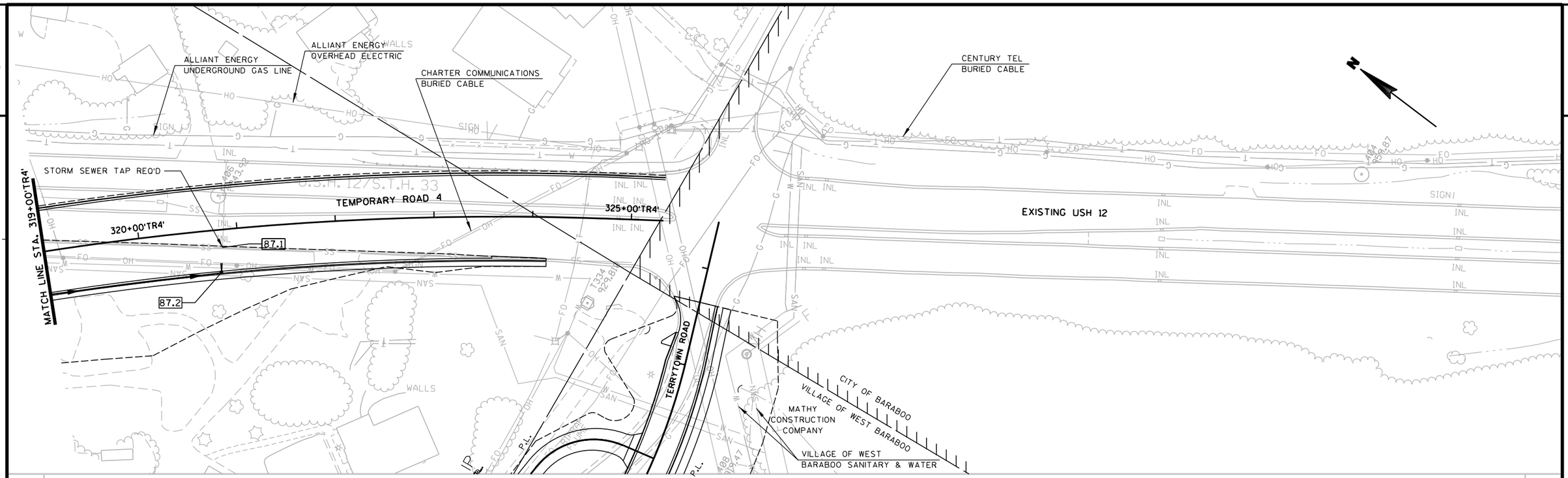
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TIMOTHY LANE ('AC1' LINE)	SHEET ISSUED 6-30-09	E



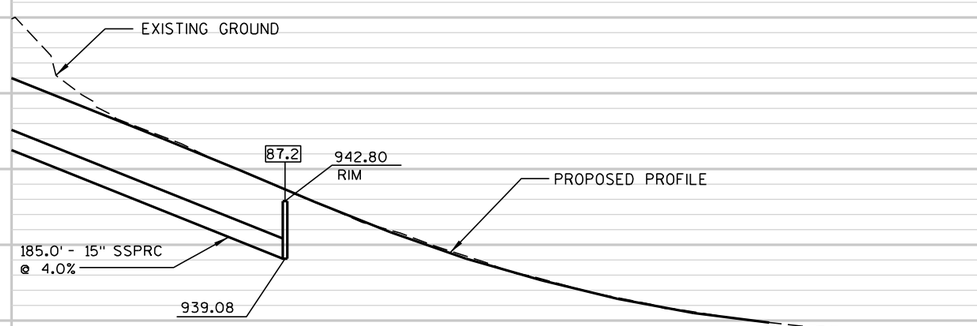
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
EW80.1	304+01.9'TR4'	67.2'RT	---	---	---	---	---	---	---	---	---	946.23	---	---	
80.2	304+01.9'TR4'	45.6' RT	21	EW80.1	3, HM	---	951.24	950.41	3.96	12	946.45	946.23	21	1.0	
80.3	304+01.7'TR4'	6.5' RT	39	80.2	3, HM	---	951.32	950.49	3.65	12	946.84	946.45	39	1.0	
80.4	304+01.8'TR4'	10.4' LT	17	80.3	3, HM	---	951.31	950.48	3.47	12	947.01	946.84	17	1.0	
EW81.1	306+81.9'TR4'	50.0' RT	---	---	---	---	---	---	---	---	---	950.63	---	---	
81.2	306+85.4'TR4'	33.6' RT	17	EW81.1	3, H	---	955.32	954.49	3.69	12	950.80	950.63	17	1.0	
81.3	306+90.2'TR4'	6.2' RT	28	81.2	3, H	---	955.48	954.65	3.57	12	951.08	950.80	28	1.0	
81.4	306+92.9'TR4'	7.1' LT	14	81.3	3, H	---	955.52	954.69	3.47	12	951.22	951.08	14	1.0	
EW82.1	308+26.0'TR4'	62.8' LT	---	---	---	---	---	---	---	---	---	951.44	---	---	
82.2	308+67.5'TR4'	33.5' LT	63	EW82.1	2, T	---	956.34	955.38	3.30	12	952.08	951.44	63	1.0	
82.3	308+72.4'TR4'	39.8' LT	8	82.2	2, T	---	956.34	955.38	3.30	12	952.16	952.08	8	1.0	
EW83.1	309+95.8'TR4'	58.2' RT	---	---	---	---	---	---	---	---	---	954.01	---	---	
83.2	309+95.8'TR4'	36.2' RT	25	EW83.1	3, H	---	958.70	957.87	3.74	12	954.13	954.01	25	0.5	
83.3	309+91.8'TR4'	11.9' RT	27	83.2	3, H-S	---	958.56	957.73	3.47	12	954.26	954.13	27	0.5	
83.4	309+90.0'TR4'	26.4' LT	38	83.3	3, H-S	---	958.88	958.05	3.60	12	954.45	954.26	38	0.5	
83.5	310+18.0'TR4'	47.5' LT	27	83.4	3, H	---	958.88	958.05	3.47	12	954.58	954.45	27	0.5	
84.1	12+91.8'TR5'	29.6' LT	---	---	---	1,H	954.04	953.21	5.78	24	947.43	---	---	---	FLAT SLAB TOP
84.2	12+74.0'TR5'	28.0' RT	---	---	---	1,H	953.65	952.82	5.90	24	946.92	---	---	---	FLAT SLAB TOP
85.1	317+03.3'TR4'	56.3' LT	13	85.2	3, HM	---	957.29	956.46	2.35	12	953.71	953.06	13	5.0	
85.2	317+00.0'TR4'	43.5' LT	197	86.1	3, HM-S	---	956.89	956.06	3.00	12	953.06	947.15	197	3.0	
86.1	318+91.5'TR4'	5.3' LT	11	86.2	3, HM-S	---	951.38	950.55	3.4	12	947.15	947.04	11	1.0	
86.2	318+91.5'TR4'	5.3' RT	38	86.3	3, HM-S	---	951.45	950.62	3.58	15	947.04	946.48	37	1.5	
86.3	318+92.9'TR4'	43.5' RT	183	87.2	3, HM	---	950.51	949.68	3.20	15	946.48	939.08	185	4.0	

SHEET 157 O

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TEMPORARY ROAD 4 ('TR4' LINE)	SHEET ISSUED 6-30-09	E

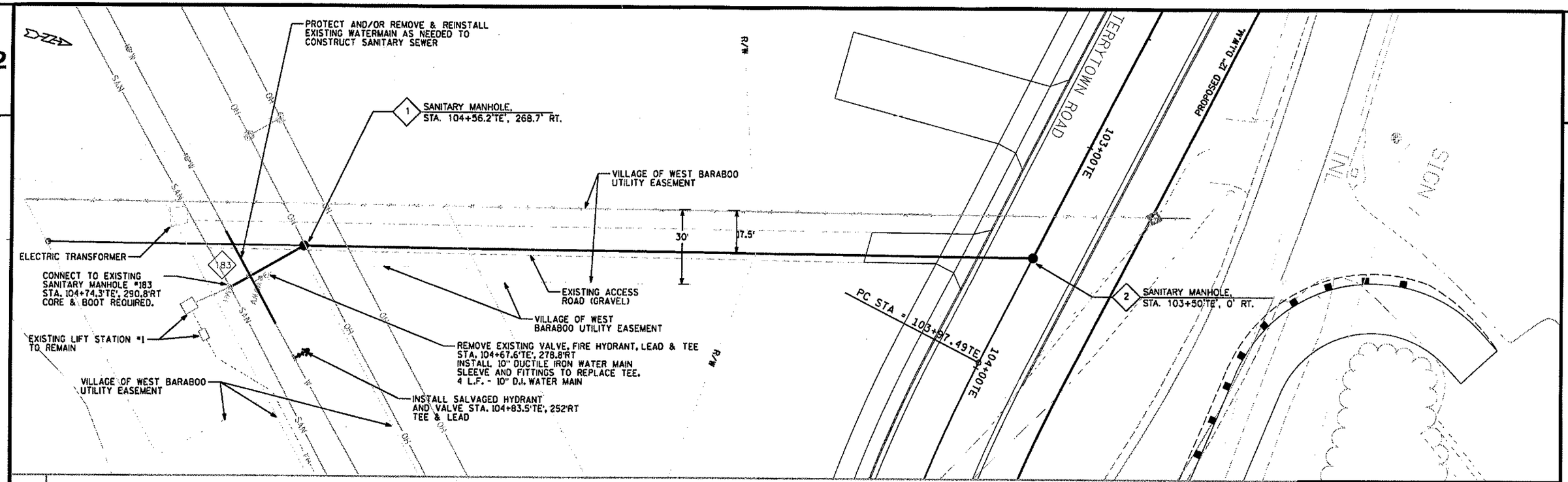


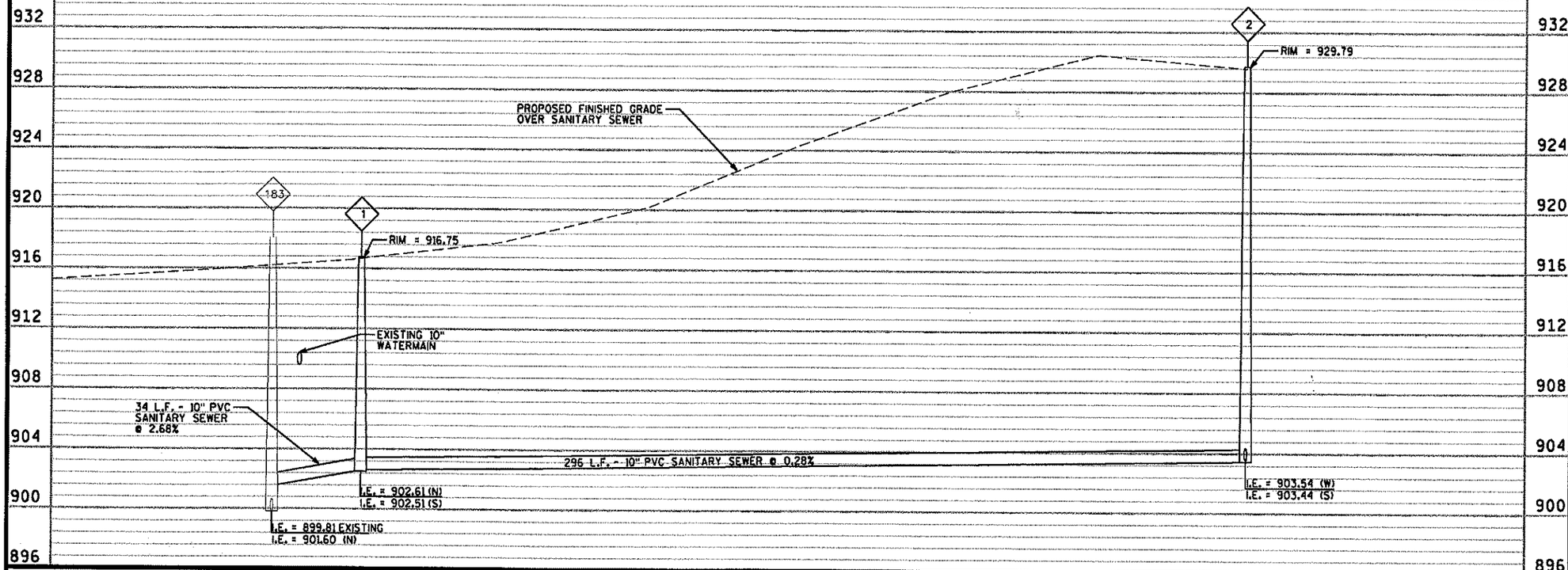
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE & COVER	MH TYPE & COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
87.1	320+83.8'TR4'	18.3' RT	---	---	EXIST	---	---	---	---	---	937.64	---	---	---	STORM SEWER TAP
87.2	320+80.4'TR4'	44.1' RT	24	87.1	3,HM	---	942.80	941.97	2.89	18	939.08	937.64	24	6.0	



SHEET 157 P

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	STORM SEWER: TEMPORARY ROAD 4 ('TR4' LINE)	SHEET ISSUED 6-30-09	E





VILLAGE OF WEST BARABOO
USH 12 UTILITY RELOCATION

MSA PROJECT NUMBER - 820802

ACCEPTED FOR
VILLAGE OF WEST BARABOO

6-24-08 _____
DATE VILLAGE PRESIDENT

ORIGINAL PLANS PREPARED BY:

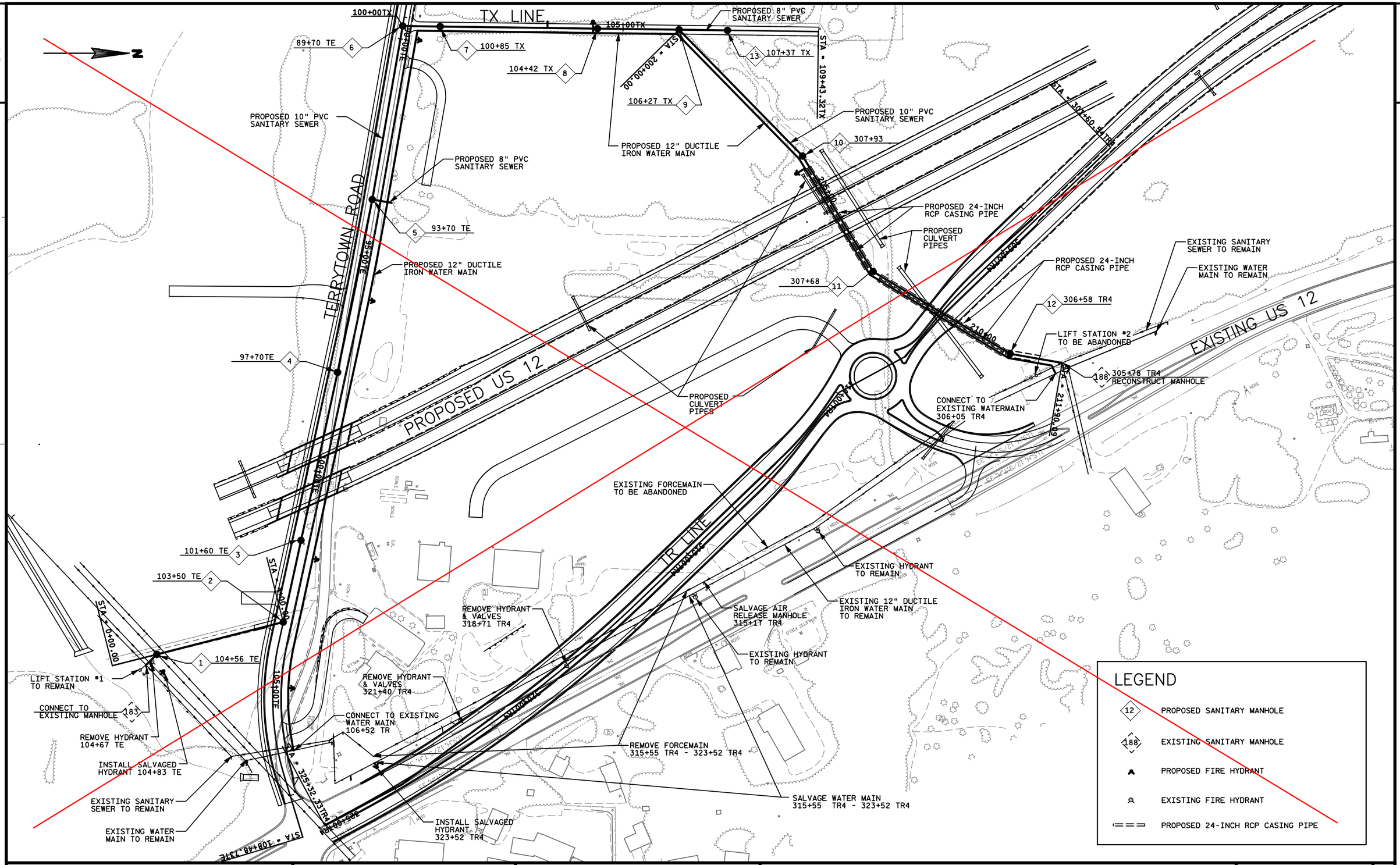
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WARREN P. MOHAR
E-27636
BARABOO, WIS.
PROFESSIONAL ENGINEER

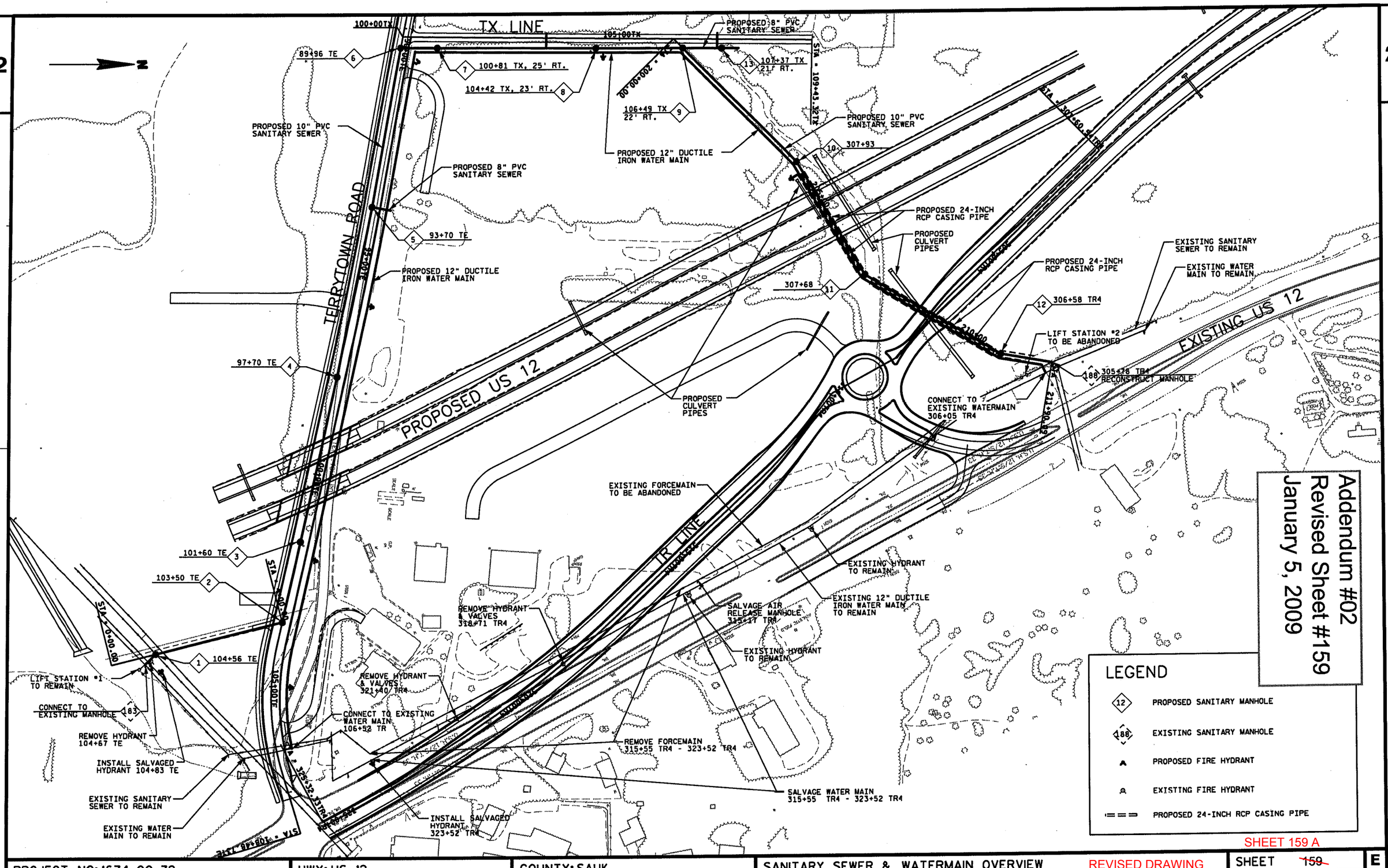
6-23-08 _____
Date Signature

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER - TERRYTOWN ROAD (TE LINE)	SHEET E

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PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 41



PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER & WATERMAIN OVERVIEW	SHEET 159	E

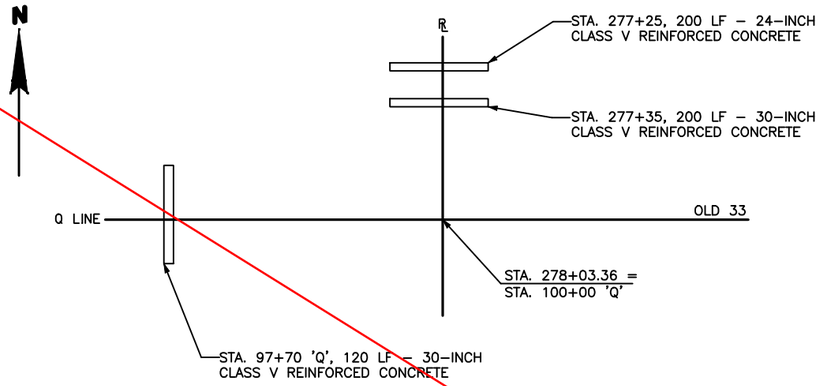


Addendum #02
Revised Sheet #159
January 5, 2009

SHEET 159 A

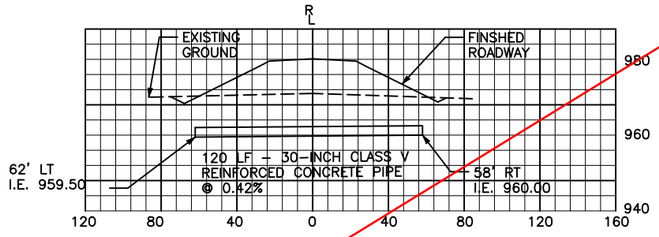
PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER & WATERMAIN OVERVIEW	REVISED DRAWING	SHEET ~~159~~	E

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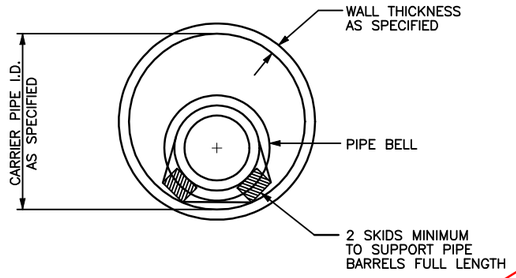
LOCATION MAP - FUTURE CASING PIPES

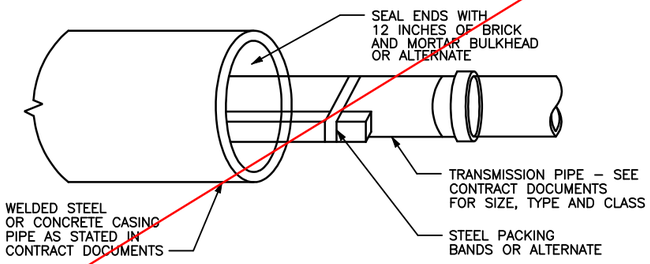
SCALE: NONE



DETAIL - 30-INCH REINFORCED CONCRETE CASING PIPE

STA. 97+70 'Q'



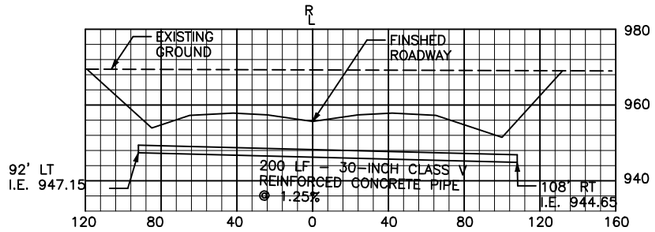


GENERAL NOTES:

1. VOID BETWEEN CARRIER PIPE AND CASING SHALL BE FILLED WITH SAND OR PEA GRAVEL AS REQUIRED BY THE ENGINEER.
2. CASING SPACERS MAY BE USED IN LIEU OF SKIDS AND STEEL BANDS.

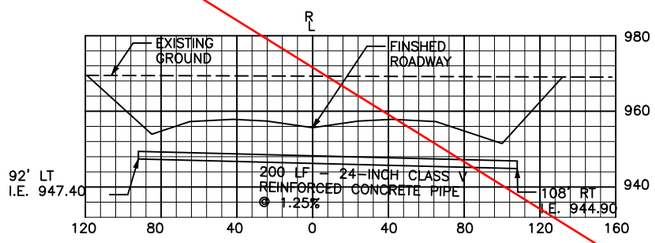
CASING AND TRANSMISSION PIPE DETAIL

SCALE: NONE



DETAIL - 30-INCH REINFORCED CONCRETE CASING PIPE

STA. 277+35

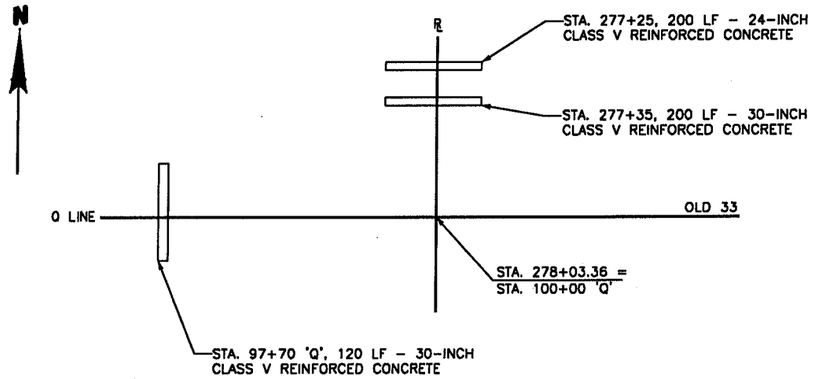


DETAIL - 24-INCH REINFORCED CONCRETE CASING PIPE

STA. 277+25

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	CASING PIPE DETAILS	SHEET 160	E

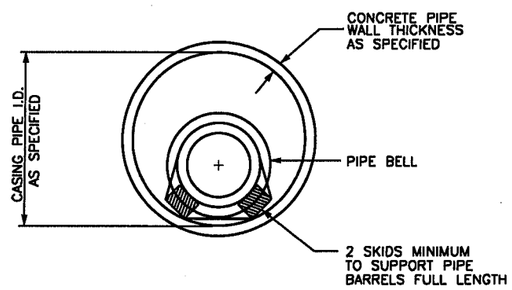
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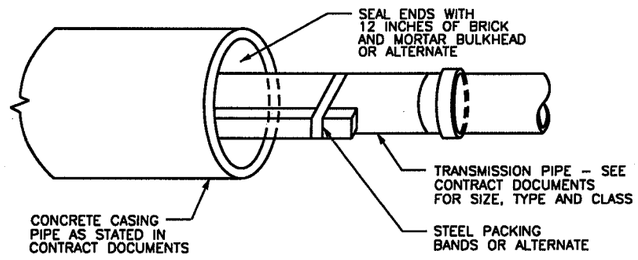


LOCATION MAP - FUTURE CASING PIPES

SCALE: NONE

Addendum #02
Revised Sheet #160
January 5, 2009



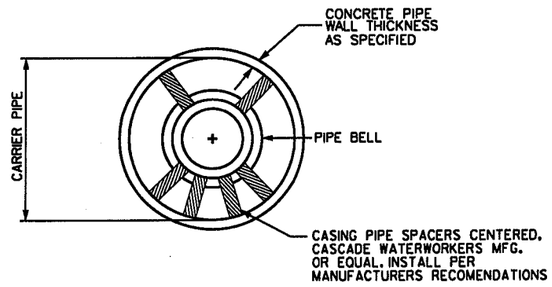


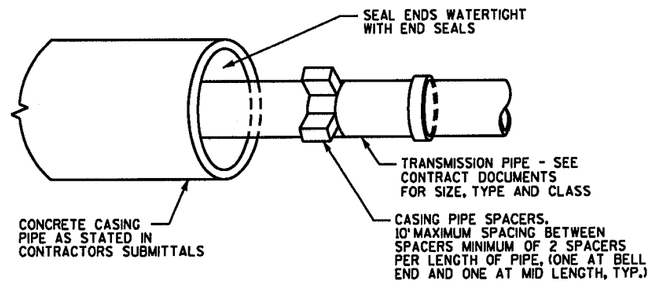
GENERAL NOTES:

1. VOID BETWEEN CARRIER PIPE AND CASING SHALL BE FILLED WITH SAND OR PEA GRAVEL AS REQUIRED.
2. CASING SPACERS MAY BE USED FOR WATERMAIN IN LIEU OF SKIDS AND STEEL BANDS. CASING SPACERS ARE REQUIRED FOE SANITARY SEWER MAINS.
3. LIFT HOLES IN CONCRETE CASING PIPE ARE NOT PERMITTED.

CASING AND TRANSMISSION PIPE DETAIL - WATERMAIN

SCALE: NONE



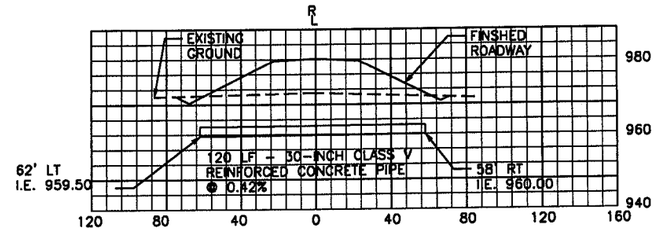


GENERAL NOTES:

1. VOID BETWEEN CARRIER PIPE AND CASING SHALL BE FILLED WITH SAND OR PEA GRAVEL AS REQUIRED.
2. LIFT HOLES IN CONCRETE CASING PIPE ARE NOT PERMITTED.

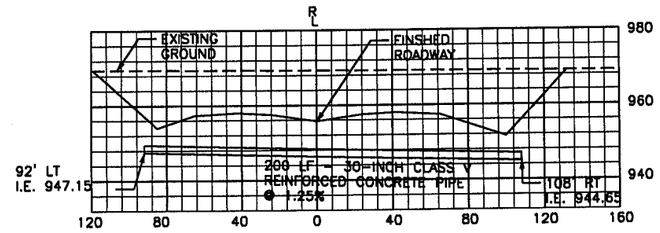
CASING AND TRANSMISSION PIPE DETAIL - SANITARY SEWER MAIN

SCALE: NONE



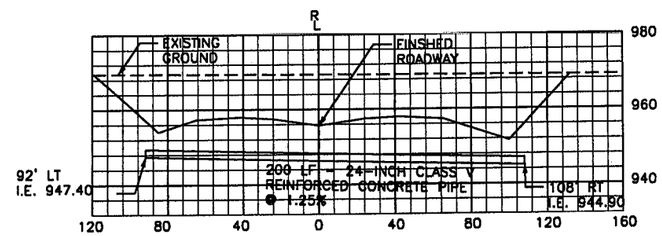
DETAIL - 30-INCH REINFORCED CONCRETE CASING PIPE

STA. 97+70 'Q'



DETAIL - 30-INCH REINFORCED CONCRETE CASING PIPE

STA. 277+35



DETAIL - 24-INCH REINFORCED CONCRETE CASING PIPE

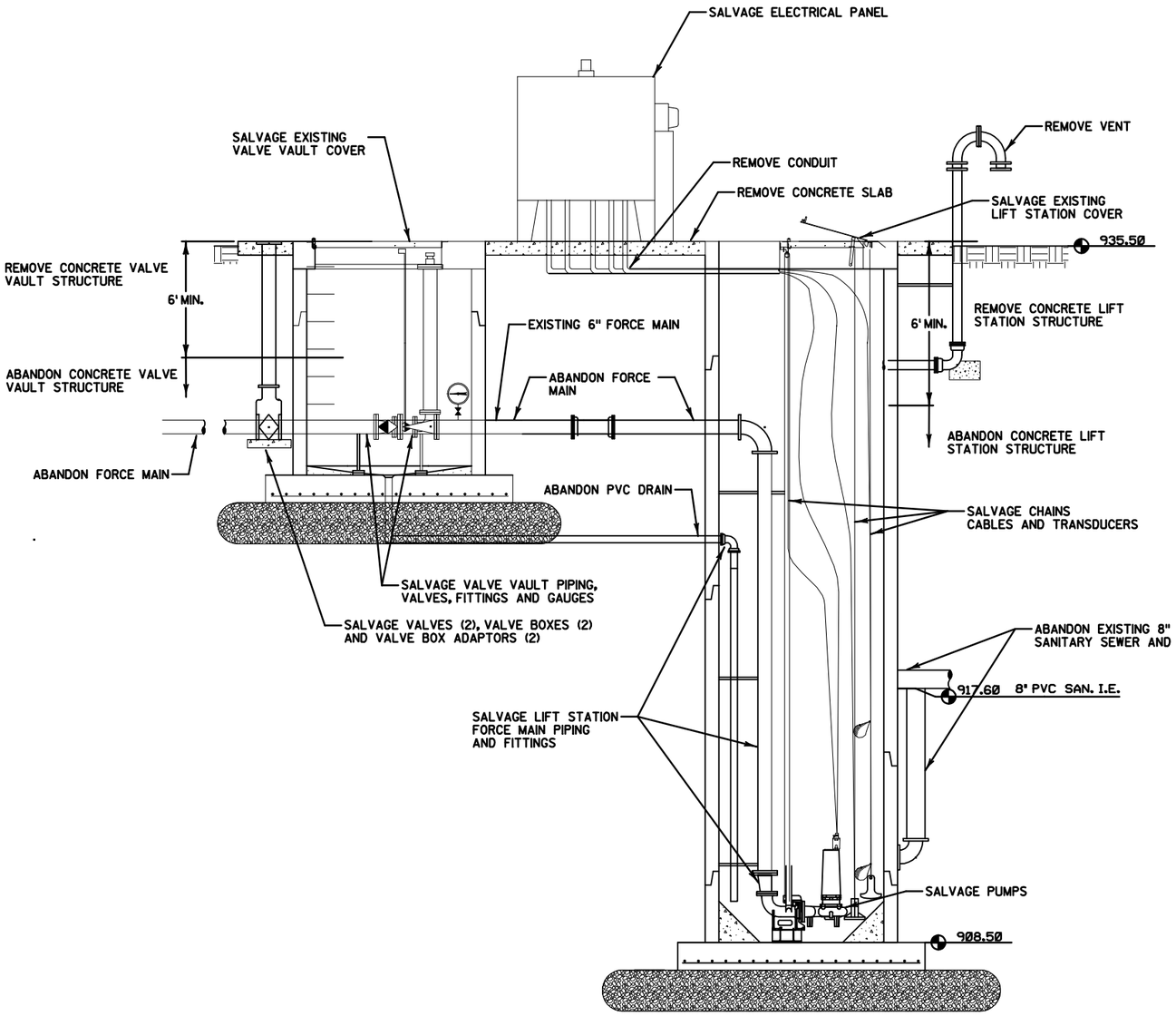
STA. 277+25

SHEET 160 A

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	CASING PIPE DETAILS	REVISED DRAWING	SHEET ~~160~~	E

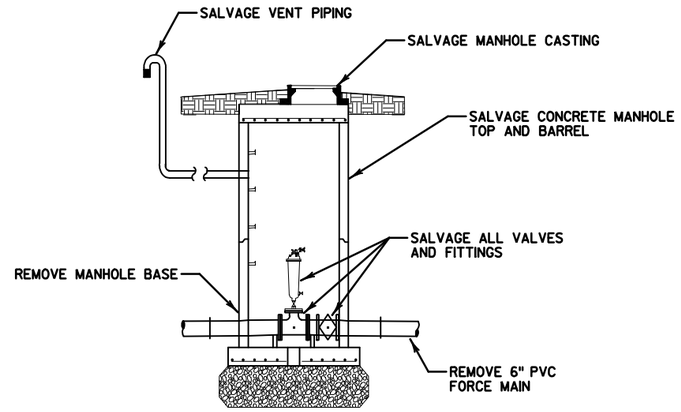
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2



LIFT STATION NO. 2 ABANDONMENT DETAILS

SCALE: NONE STA. 306+51'TR4', 255' LT.

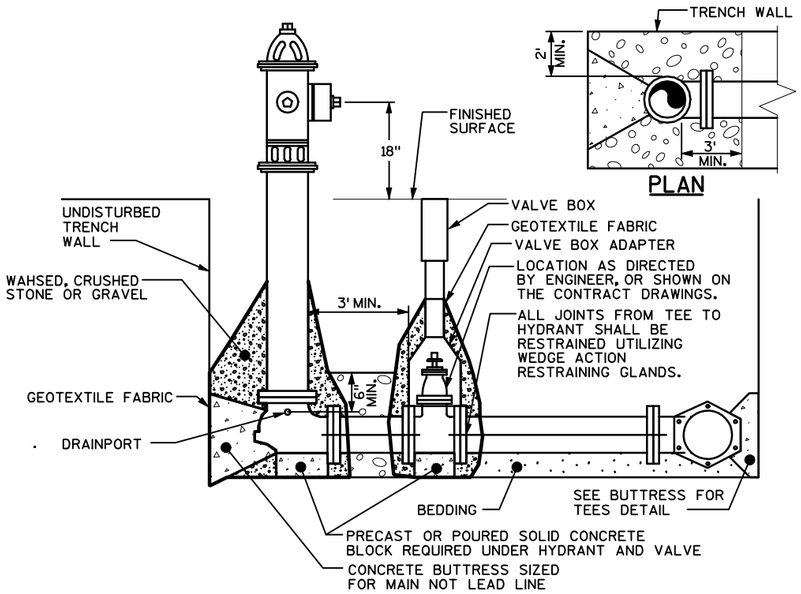


SECTION - AIR/VACUUM RELEASE MANHOLE ABANDONMENT DETAILS

SCALE: NONE STA. 315+17'TR4', 71' LT.

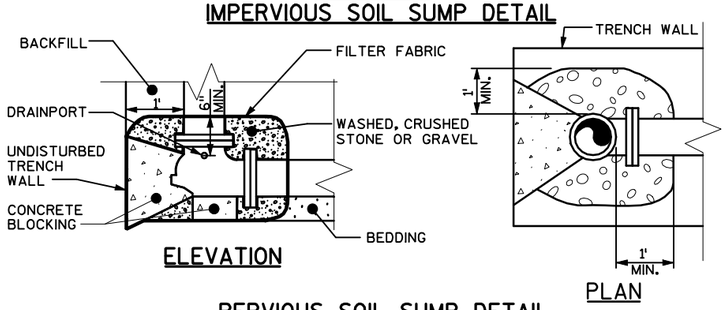
NOTES:
FOR ITEMS DESIGNATED AS SALVAGE - REMOVE THESE ITEMS AND DELIVER TO THE VILLAGE OF WEST BARABOO. FOR ITEMS DESIGNATED AS ABANDON - PLUG SANITARY SEWER MAINS WITH CONCRETE, FILL LIFT STATION STRUCTURE WITH FILL. FOR ITEMS DESIGNATED AS REMOVE - REMOVE AND DISPOSED OF THESE ITEMS. REMOVE ALL ITEMS NOT SPECIFICALLY DESIGNATED FOR SALVAGE OR ABANDONMENT.

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	LIFT STATION & AIR RELEASE ABANDONMENT DETAILS	SHEET 161	E



ELEVATION

IMPERVIOUS SOIL SUMP DETAIL



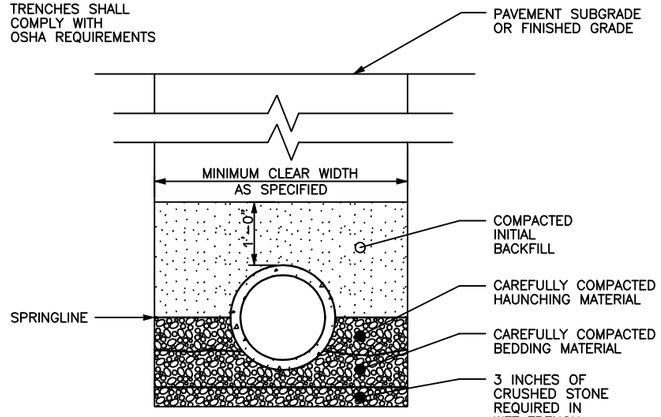
ELEVATION

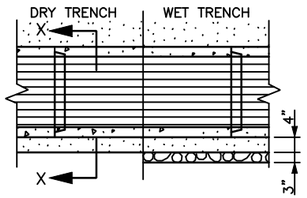
PLAN

PERVIOUS SOIL SUMP DETAIL

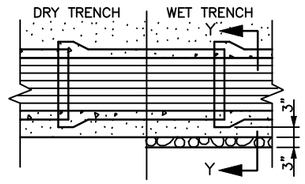
HYDRANT AND LEAD CONNECTION DETAIL

SCALE: NONE





TONGUE AND GROOVE PIPE



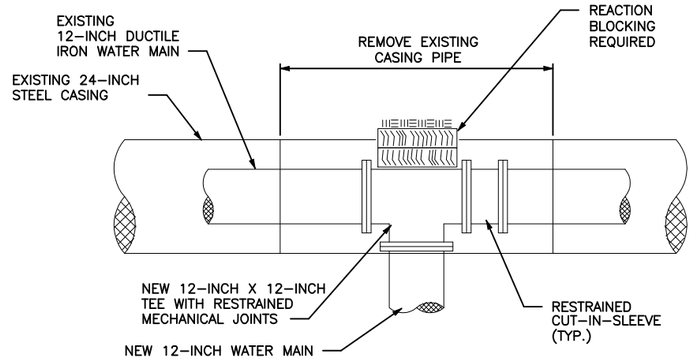
BELL AND SPIGOT PIPE

GENERAL NOTES:

1. BEDDING AND HAUNCHING MATERIAL SHALL BE WELL-GRADED 3/4 TO 1/4 INCH CRUSHED STONE OR OTHER NONE COHESIVE MATERIAL NOT SUBJECT TO MIGRATION AND FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
2. BEDDING MATERIAL TO BE PLACED BEFORE SETTING PIPE, 4 INCH MINIMUM UNDER BARREL WITH 3 INCH MINIMUM UNDER BELL.
3. INITIAL BACKFILL SHALL BE DENSELY COMPACTED, NON-COHESIVE FINELY DIVIDED MATERIAL FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
4. IN ROCK OR OTHER INCOMPRESSABLE MATERIALS, THE TRENCH SHALL BE OVEREXCAVATED A MINIMUM OF 6-INCHES AND REFILLED WITH GRANULAR MATERIAL.

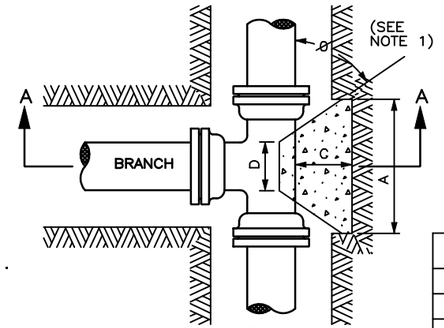
CLASS "B" EMBEDMENT FOR RIGID PIPE DETAIL

SCALE: NONE

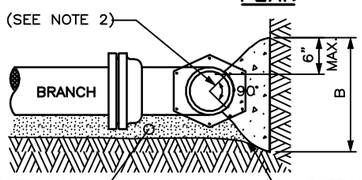


CUT IN WATERMAIN TEE DETAIL STA 106+52 'TE'

NOTE: REMOVE SUFFICIENT WIDTH OF EXISTING WATERMAIN AND STEEL CASING PIPE AS NECESSARY TO FACILITATE INSTALLATION OF NEW 12-INCH X 12-INCH TEE



PLAN



SECTION A-A

BUTTRESS DIMENSIONS				
B.D	A	B	C	D
6"	1'–3"	1'–0"	SEE NOTE NO. 1	SEE NOTE NO. 3
8"	1'–6"	1'–4"		
10"	1'–10"	1'–8"		
12"	2'–3"	2'–0"		
16"	3'–2"	2'–6"		
20"	4'–0"	3'–0"		
24"	5'–3"	3'–4"		

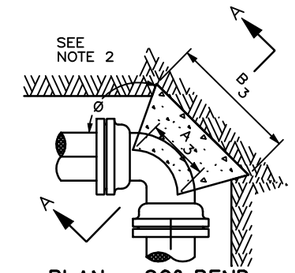
B.D. = BRANCH DIAMETER

NOTES:

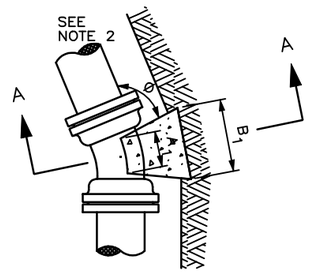
1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø GREATER THAN OR EQUAL TO 45°.
2. CONCRETE SHOULD BEAR ON THIS QUADRANT OF PIPE AT A MINIMUM.
3. DIMENSION 'D' SHOULD BE AS LARGE AS POSSIBLE BUT CONCRETE SHOULD NOT INTERFERE WITH MECHANICAL JOINTS.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 PSI. INFORM THE ENGINEER IF ON–SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI.
5. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
6. CONCRETE SHALL HAVE A MINIMUM 7–DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
8. IN ADDITION TO BUTTRESSES, ALL JOINTS SURROUNDING TEES SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

BUTTRESS FOR TEES DETAIL

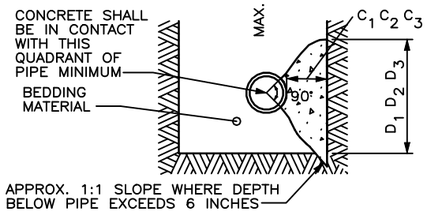
SCALE: NONE



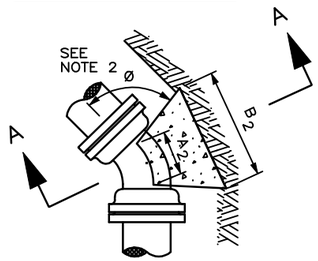
PLAN - 90° BEND



PLAN - 22½° BEND



SECTION A-A



PLAN - 45° BEND

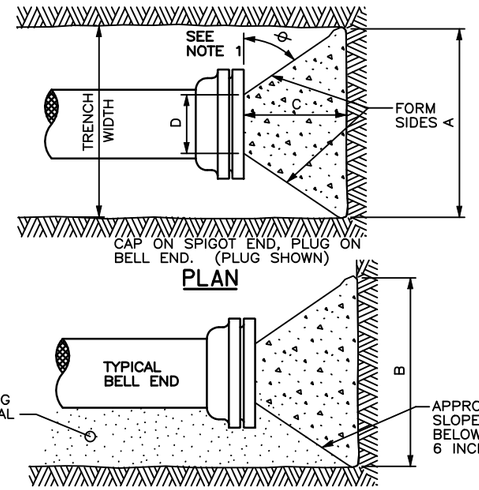
NOTES:

1. DIMENSIONS IN TABLE ARE BASED ON A WATER PRESSURE OF 150 P.S.I. AND AN EARTH RESISTANCE OF 2 TONS PER SQ. FT. INFORM THE ENGINEER IF PRESSURES EXCEED 150 PSI, OR ON–SITE SOIL DOES NOT MEET THIS CONDITION.
2. DIMENSION C_1 C_2 C_3 SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°.
3. DIMENSION A_1 A_2 A_3 SHOULD BE AS LARGE AS POSSIBLE WITHOUT INTERFERRING WITH THE MECHANICAL JOINT.
4. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
5. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHYLENE.
6. CONCRETE SHALL HAVE A MINIMUM 7–DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. IN ADDITION TO BUTTRESS, ALL JOINTS SURROUNDING BENDS SHALL BE RESTRAINED WITH WEDGE ACTION RESTRAINING GLANDS.

BUTTRESS DIMENSIONS						
PIPE SIZE	22 1/2 ° BENDS		45° BENDS		90° BENDS	
	B_1	D_1	B_2	D_2	B_3	D_3
6"	1'–0"	1'–0"	1'–0"	1'–0"	1'–4"	1'–2"
8"	1'–0"	1'–0"	1'–4"	1'–2"	1'–10"	1'–6"
10"	1'–2"	1'–2"	1'–7"	1'–7"	2'–3"	1'–10"
12"	1'–4"	1'–4"	1'–10"	1'–10"	2'–8"	2'–3"
16"	1'–10"	1'–8"	2'–6"	2'–4"	3'–10"	2'–10"
20"	2'–4"	2'–0"	3'–3"	2'–10"	5'–0"	3'–4"
24"	2'–10"	2'–4"	4'–0"	3'–3"	6'–4"	3'–10"

BUTTRESS FOR BENDS DETAIL

SCALE: NONE



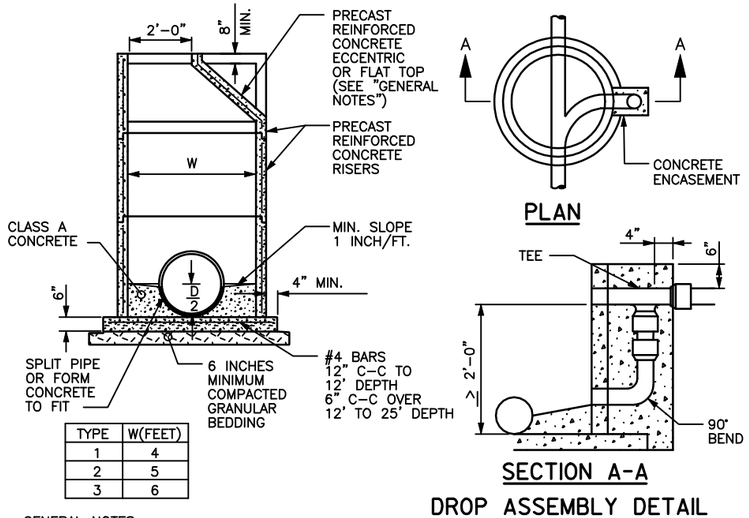
NOTES:

1. DIMENSION 'C' SHOULD BE LARGE ENOUGH TO MAKE ANGLE Ø EQUAL TO OR LARGER THAN 45°.
2. DIMENSION 'D' EQUALS APPROX. I.D. OF PIPE LESS 2 INCHES. THE CONCRETE SHOULD NOT INTERFERE WITH THE MECHANICAL JOINTS.
3. WHERE BUTTRESSES ARE NOT POSSIBLE BECAUSE OF POOR SOIL CONDITIONS OR LACK OF ROOM, WEDGE ACTION RESTRAINING GLANDS SHALL BE PERMITTED.
4. BUTTRESS DIMENSIONS ARE BASED ON A SOIL RESISTANCE OF TWO TONS PER SQ. FT. AND A WATER PRESSURE OF 150 PSI. INFORM THE ENGINEER IF ON–SITE SOIL DOES NOT MEET THIS CONDITION OR PRESSURES EXCEED 150 PSI.
5. BUTTRESS TO BE PLACED AGAINST FIRM UNDISTURBED SOIL, OR DISTURBED SOIL COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY, ASTM D1557.
6. CONCRETE SHALL HAVE A MINIMUM 7–DAY COMPRESSIVE STRENGTH OF 2000 PSI.
7. ALL POURED BUTTRESSED FITTINGS SHALL BE WRAPPED IN POLYETHLENE.

BUTTRESS DIMENSIONS				
DIA.	A	B	C	D
6"	1'–6"	1'–2"	SEE NOTE NO. 1	SEE NOTE NO. 2
8"	2'–0"	1'–4"		
12"	2'–5"	1'–10"		
16"	3'–4"	2'–4"		
20"	4'–3"	2'–10"		
24"	5'–2"	3'–4"		
30"	6'–9"	4'–0"		

BUTTRESS FOR PLUGS DETAIL

SCALE: NONE



TYPE	W(FEET)
1	4
2	5
3	6

PLAN

SECTION A-A

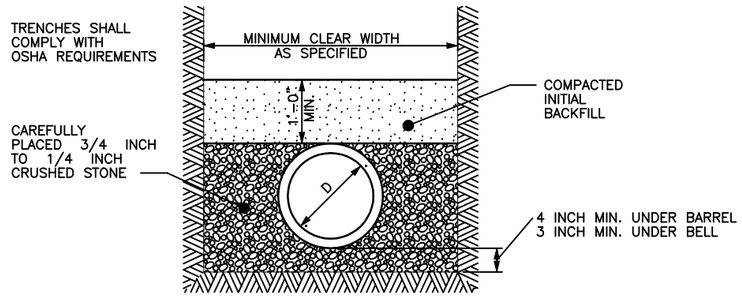
DROP ASSEMBLY DETAIL

GENERAL NOTES:

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL CONDITIONS.
2. DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.
3. PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS FOR GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.
4. ECCENTRIC CONE TOPS SHALL BE USED ON ALL STRUCTURES 5 FEET OR GREATER IN DEPTH, AND FLAT TOPS SHALL BE USED ONLY ON STRUCTURES LESS THAN 5 FEET IN DEPTH, UNLESS DIRECTED BY THE ENGINEER.
5. PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.
6. ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.
7. DROP CONNECTIONS SHALL BE USED WHEN THE PIPE INVERT IS MORE THAN 2 FEET ABOVE THE MANHOLE INVERT.
8. PRECAST STRUCTURE MANWAY CLEAR OPENING SHALL MATCH CASTING – REFER TO STANDARD SPECIFICATION DIVISION 33 AND THE APPLICABLE SPECIAL CONDITIONS.
   - OPENING SHALL BE 24" FOR R-1550 CASTINGS
   - OPENING SHALL BE 27" FOR R-1642 CASTINGS

PRECAST REINFORCED CONCRETE MANHOLE DETAIL

SCALE: NONE



GENERAL NOTES:

1. INITIAL BACKFILL SHALL BE DENSELY COMPACTED, NON-COHESIVE FINELY DIVIDED MATERIAL FREE OF DEBRIS, ORGANIC MATERIAL, AND LARGE STONES.
2. IN ROCK OR OTHER INCOMPRESSABLE MATERIALS, THE TRENCH SHALL BE OVEREXCAVATED A MINIMUM OF 6-INCHES AND REFILLED WITH GRANULAR MATERIAL.

CRUSHED STONE EMBEDMENT DETAIL

SCALE: NONE

GENERAL NOTES:

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO ASTM D2321.
2. CLASS II EMBEDMENT MATERIAL SHALL BE CLEAN, COARSE-GRAINED SOILS WITH LITTLE TO NO FINES. NO PARTICLES LARGER THAN 1 1/2 -INCHES SHALL BE USED IN THE PIPE EMBEDMENT.
3. WHERE HYDRAULIC GRADIENT EXISTS USE A WELL-GRADED MIXTURE TO MINIMIZE MIGRATION OF FINES FROM ADJACENT SOIL.
4. CLASS II MATERIAL IS SUITABLE AS A FOUNDATION AND FOR REPLACING OVER-EXCAVATED AND UNSTABLE TRENCH BOTTOM. INSTALL AND COMPACT IN 6-INCH MAXIMUM LAYERS.
5. INSTALL AND COMPACT BEDDING IN 6-INCH MAXIMUM LAYERS. LEVEL FINAL GRADE BY HAND. MINIMUM DEPTH 4 INCH (6 INCH IN ROCK CUTS.)
6. INSTALL AND COMPACT HAUNCHING IN 6-INCH MAXIMUM LAYERS. WORK IN AROUND PIPE BY HAND TO PROVIDE UNIFORM SUPPORT.
7. INSTALL AND COMPACT INITIAL BACKFILL TO A MINIMUM OF 6 INCH ABOVE PIPE CROWN.
8. EMBEDMENT COMPACTION:
   MINIMUM DENSITY 90% STANDARD PROCTOR. USE HAND TAMPERS OR VIBRATORY COMPACTORS.

CLASS II - FLEXIBLE PIPE EMBEDMENT DETAIL

SCALE: NONE

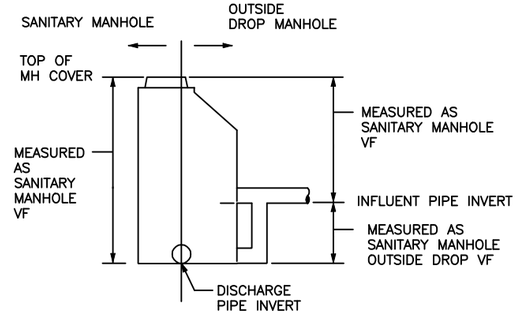
GENERAL NOTE:

THE SEAL SHALL EXTEND FROM THE CASTING TO THE CORBEL (CONE). SEAL EXTENSIONS SHALL BE USED AS REQUIRED.

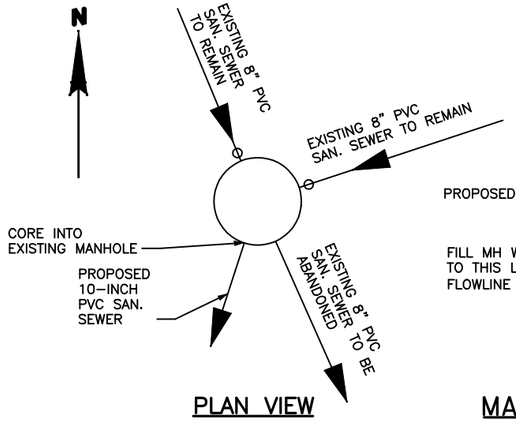
EXTERNAL RUBBER SLEEVE FRAME/CHIMNEY SEAL

MANHOLE WATERPROOFING DETAIL

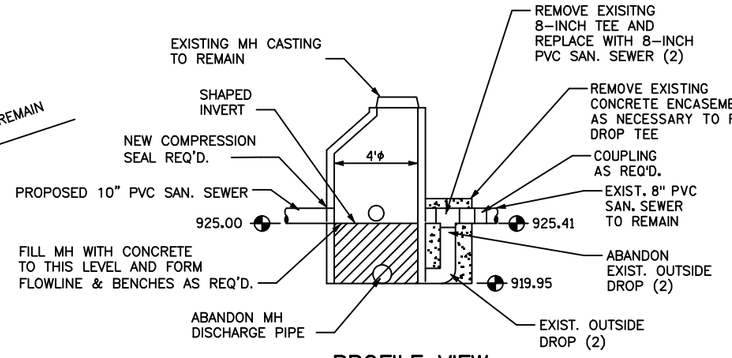
SCALE: NONE



SANITARY SEWER MANHOLE MEASUREMENT DETAIL



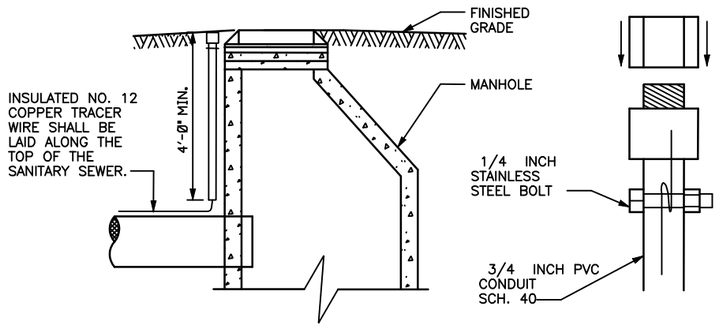
PLAN VIEW



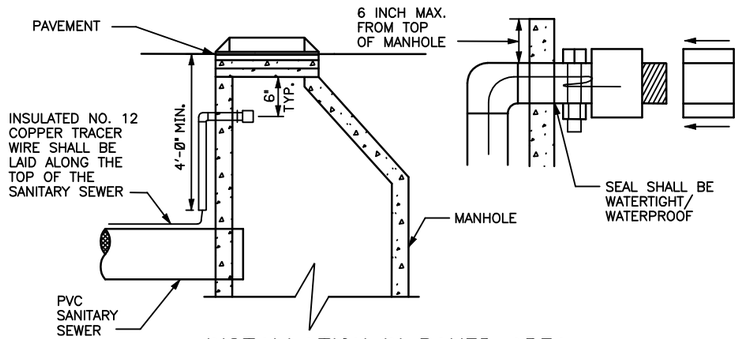
PROFILE VIEW

MANHOLE RECONSTRUCTION DETAIL - EXISTING MH 188

STA. 305+78.3 'TR 4', 275.5' LT.



INSTALLATION IN UNPAVED AREA



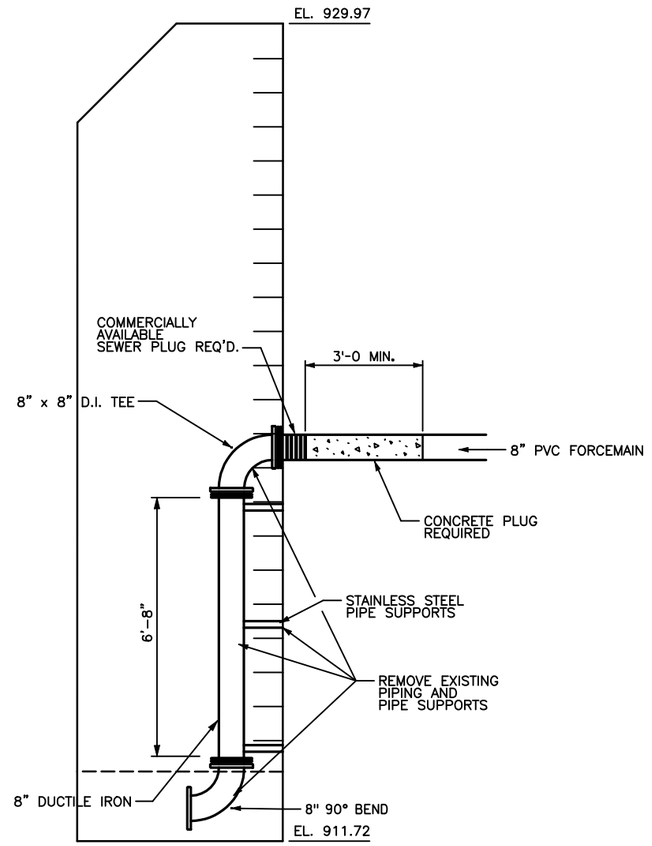
INSTALLATION IN PAVED AREA

GENERAL NOTES:

1. THE TRACER WIRE SHALL REMAIN CONTINUOUS TO THE GREATEST EXTENT POSSIBLE.
2. A THREADED, FEMALE PVC SCHEDULE 40 PLUG AND MALE COUPLING GLUED TO 3/4 INCH SCHEDULE 40 SHALL BE INSTALLED IN OR ADJACENT TO THE VALVE VAULT AND MANHOLE.
3. WIRE PIGTAIL SHALL BE WRAPPED AROUND BOLT AND READILY ACCESSIBLE, WITH SUFFICIENT LENGTH FOR EASY CONNECTION.

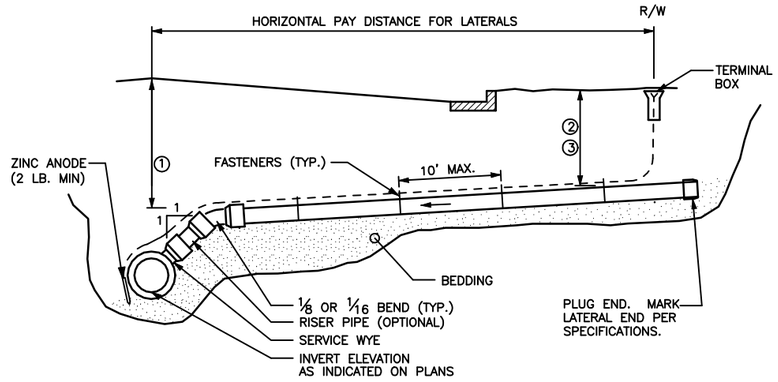
TRACER WIRE INSTALLATION FOR PVC SANITARY SEWER

SCALE: NONE



DETAIL - ABANDON FORCEMAIN - MANHOLE 185

SCALE: NONE



ELEVATION VIEW

NOTES FOR LATERAL INSTALLATION:

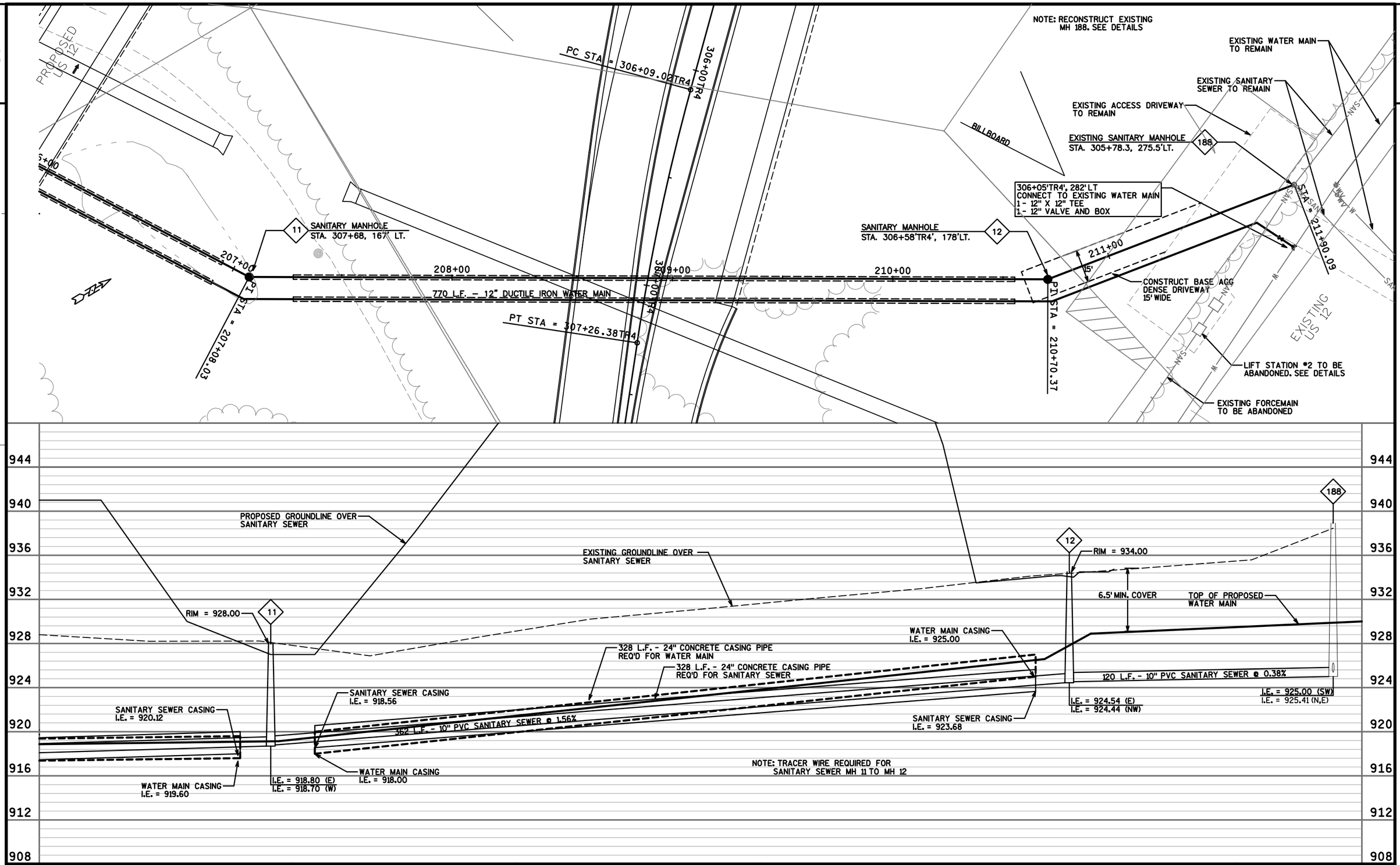
1. MININUM DEPTH OF COVER UNDER ROADWAY = 7 FEET.
2. MININUM DEPTH OF COVER UNDER GRASS AREAS = 5 1/2 FEET.
3. MINIMUM DEPTH OF COVER UNDER GRASS AREAS WITH FROST PROTECTION = 3 FEET 6 INCHES.
4. LATERAL SLOPES SHALL BE 1/8 INCH PER FOOT MINIMUM AND 1/2 INCH PER FOOT MAXIMUM.

NOTES FOR TRACER WIRE INSTALLATION:

1. THE TRACER WIRE SHALL REMAIN CONTINUOUS TO THE GREATEST EXTENT POSSIBLE.
2. NO. 12 GAUGE GREEN INSULATED COPPER TRACER WIRE SHALL BE INSTALLED WITH THE NON-CONDUCTIVE SERVICE. PIPE TRACER WIRE TERMINAL BOXES SHALL BE INSTALLED DIRECTLY ABOVE THE SEWER MAIN OR AS DETERMINED BY THE ENGINEER OR OWNER. TRACER WIRE INSTALLATION REQUIRES ACCESS POINTS AT LEAST EVERY 300 FEET.
3. TRACER WIRE SHALL BE RESTRAINED BY CABLE-TIES, TAPE, OR BY NON-CORRESIVE FASTNER APPROVED BY THE OWNER, INSTALLED EVERY 10 FEET ALONG SERVICE. DO NOT WRAP TRACER WIRE AROUND THE PIPE.
4. TRACER WIRE SHALL RUN FROM THE WYE AND TERMINATED IN A FLUSH MOUNTED TERMINAL BOX WITH A CAST IRON LOCKABLE TOP. SPLICES IN TRACER WIRE SHOULD BE MADE WITH SPLIT BOLT OR COMPRESSION-TYPE CONNECTORS. WIRE NUTS SHALL NOT BE USED. A WATER-PROOF CONNECTION IS NECESSARY TO PREVENT CORROSION. TERMINAL BOX SHALL BE VALVCO, OR APPROVED EQUAL.

SANITARY SEWER LATERAL DETAIL

SCALE: NONE



PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	NORTH SANITARY LINE PLAN & PROFILE	SHEET E

FILE NAME : k:\align\RCp02005.dgn PLOT DATE : 9/5/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2

PROPOSED DETENTION BASIN

107+00TX

106+00TX

201+00

202+00

203+00

204+00

10' SEPARATION

421 L.F. - 12" DUCTILE IRON WATER MAIN

STA = 200+00.00

9 SANITARY MANHOLE
STA. 106+27'TX', 0' RT.

10 SANITARY MANHOLE
STA. 307+93, 140' RT.

PI STA = 204+00.77

205+00

PROPOSED US 12

308+01, 112' RT
1- 12" X 6" TEE
1- 6" VALVE AND BOX
1- 12" VALVE AND BOX
1- HYDRANT
24 L.F. - 6" D.I. WATER MAIN

940
936
932
928
924
920
916
912
908
904

9

RIM = 927.29

PROPOSED FINISHED GRADE

TOP OF PROPOSED WATER MAIN

6.5' MIN. COVER

I.E. = 915.10 (NE)
I.E. = 915.00 (S)

400 L.F. - 10" PVC SANITARY SEWER @ 0.57%

10

RIM = 929.50

EXISTING GROUNDLINE OVER SANITARY SEWER

I.E. = 916.92 (E)
I.E. = 916.82 (W)

WATER MAIN CASING
I.E. = 916.95

264 L.F. - 24" CONCRETE CASING PIPE REQ'D FOR WATER MAIN @ 0.58%

264.00ft 24.00

305 L.F. - 10" PVC SANITARY SEWER @ 0.58% TRACER WIRE REQ'D

264 L.F. - 24" CONCRETE CASING PIPE REQ'D FOR SAN. SEWER @ 0.58%

SANITARY SEWER CASING
I.E. = 916.41

NOTE: TRACER WIRE REQUIRED FOR SANITARY SEWER MH 10 TO MH 11

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	NORTH SANITARY LINE PLAN & PROFILE	SHEET	E

FILE NAME : k:\align\RCp01005.dgn PLOT DATE : 9/5/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2

PROPOSED DETENTION BASIN

10 SANITARY MANHOLE
STA. 307+93, 140' RT.

PROPOSED US 12

107+00TX

106+00TX

STA. 200+00.00

201+00

202+00

203+00

204+00

205+00

10' SEPARATION

391 L.F. - 12" DUCTILE IRON WATER MAIN
(BEND TO TEE AT HYDRANT)

9 SANITARY MANHOLE
STA. 106+49'TX', 22' RT.

STA. 204+00.77

308+01, 112' RT
1 - 12" X 6" TEE
1 - 6" VALVE AND BOX
1 - 12" VALVE AND BOX
1 - HYDRANT
24 L.F. - 6" D.I. WATER MAIN

Addendum #02
Revised Sheet #167
January 5, 2009

940
936
932
928
924
920
916
912
908
904

9

RIM = 927.29

PROPOSED FINISHED GRADE

TOP OF PROPOSED WATER MAIN

6.5' MIN. COVER

I.E. = 914.50 (N&E)
I.E. = 914.40 (S)

370 L.F. - 10" PVC SANITARY SEWER @ 0.63%

10

RIM = 929.50

EXISTING GROUNDLINE OVER SANITARY SEWER

I.E. = 916.92 (E)
I.E. = 916.82 (W)

WATER MAIN CASING
I.E. = 916.95

264 L.F. - 24" CONCRETE CASING PIPE REQ'D FOR WATER MAIN @ 0.58%

305 L.F. - 10" PVC SANITARY SEWER @ 0.58% TRACER WIRE REQ'D

264 L.F. - 24" CONCRETE CASING PIPE REQ'D FOR SAN. SEWER @ 0.58%

SANITARY SEWER CASING
I.E. = 916.41

NOTE: TRACER WIRE REQUIRED FOR SANITARY SEWER MH 10 TO MH 11

SHEET 167 A

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	NORTH SANITARY LINE PLAN & PROFILE	REVISED DRAWING	SHEET ~~167~~	E

FILE NAME : K:\Align\RCp01005.dgn PLOT DATE : 12/18/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2

MATCHLINE STA. 104+00TX'

104+32'TX', 10'LT
1 - 12" X 10" TEE
1 - 12" VALVE AND BOX
1 - 10" VALVE AND BOX
17 L.F. - 10" D.I. WATER MAIN
1 - HYDRANT
1 - 10" X 6" REDUCER
3 L.F. - 6" D.I. WATER MAIN

VILLAGE OF WEST BARABOO
UTILITY EASEMENT

9 SANITARY MANHOLE
STA. 106+27'TX', 0' RT.

SANITARY SEWER WYE 8 X 6-INCH
STA. 107+25'TX'

13 SANITARY MANHOLE
STA. 107+37'TX', 0' RT.

104+00TX | 105+00TX | 106+00TX | 107+00TX | 108+00TX | 109+00TX

183 L.F. - 12" DUCTILE IRON WATER MAIN

10' SEPARATION

33'

STA = 200+00.00

STA = 109+43.32TX

201+00

8 SANITARY MANHOLE
STA. 104+42'TX', 0' RT.
PROVIDE COMPRESSION SEAL AND
PLUG EAST MANHOLE PENETRATION

940
936
932
928
924
920
916
912
908
904

8
RIM = 931.99

TOP OF WATER MAIN
104+32'TX'
ELEV. = 925.50

6.5' MIN. COVER

9
RIM = 926.97

13
RIM = 927.47

PROPOSED ℄ PROFILE

EXISTING GROUND PROFILE

TOP OF WATER MAIN
106+17'TX'
ELEV. = 918.50

185 L.F. - 10" PVC SANITARY SEWER @ 1.46%

110 L.F. - 8" PVC SANITARY SEWER @ 0.40%

I.E. = 911.70 (N)
I.E. = 911.60 (S)
I.E. = 911.70 (E,W) (PLUG)

I.E. = 914.50 (N,E)
I.E. = 914.40 (S)

I.E. = 915.00 (S)
I.E. = 915.10 (N)
PLUG INVERT NORTH

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TX LINE	SHEET	E

FILE NAME : k:\align\RCp02002.dgn PLOT DATE : 9/5/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2

2

MATCHLINE STA. 104+00'TX'

104+00TX | 105+00TX | 106+00TX | 107+00TX | 108+00TX | 109+00TX

STA. = 109+43.32TX

8 SANITARY MANHOLE
STA. 104+42'TX', 23' RT.
PROVIDE COMPRESSION SEAL AND PLUG EAST MANHOLE PENETRATION

VILLAGE OF WEST BARABOO UTILITY EASEMENT

9 SANITARY MANHOLE
STA. 106+49'TX', 22' RT.

13 SANITARY MANHOLE
STA. 107+75'TX', 21' RT.

66'

10' SEPARATION

STA. = 200+00.00

183 L.F. - 12" DUCTILE IRON WATER MAIN
(TEE TO BEND)

STA. 104+62'TX', 33'RT.
1 - 12" X 10" TEE
1 - 10" VALVE & BOX
1 - 10" X 6" REDUCER
1 - HYDRANT
6 L.F. - 6" D.I. WATER MAIN

30 L.F. - 12" DUCTILE IRON WATER MAIN

104+32'TX', 33'RT
1 - 12" X 12" TEE
1 - 12" VALVE AND BOX
1 - 12" PLUG

SANITARY SEWER WYE 8 X 6-INCH
STA. 107+25'TX', 21'RT.
(INCLUDES RISER AND 33 LF OF 6" LATERAL)

201+00

940 | 936 | 932 | 928 | 924 | 920 | 916 | 912 | 908 | 904

8
RIM = 931.99
PROPOSED ℄ PROFILE 'TX' LINE
EXISTING GROUND PROFILE OVER SANITARY SEWER
TOP OF WATER MAIN
104+32'TX'
ELEV. = 924.00
6.5' MIN. COVER
TOP OF WATER MAIN
106+45'TX'
ELEV. = 918.50
I.E. = 911.72 (N)
I.E. = 911.62 (S)
I.E. = 911.72 (E&W) (PLUG)
205 L.F. - 10" PVC SANITARY SEWER @ 1.3%

9
RIM = 926.97
I.E. = 914.50 (N&E)
I.E. = 914.40 (S)
126 L.F. - 8" PVC SANITARY SEWER @ 0.40%

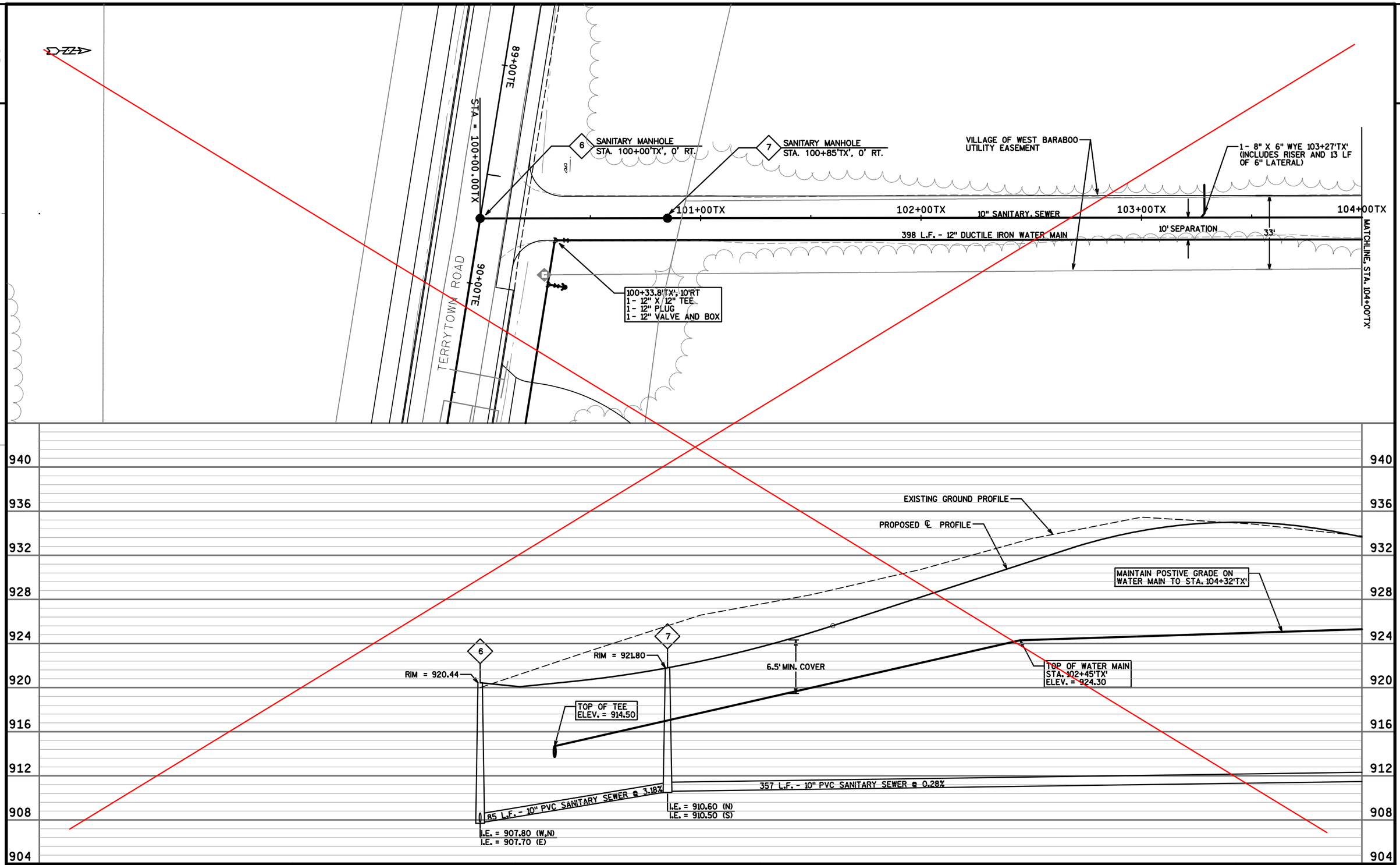
13
RIM = 928.27
I.E. = 915.00 (S)
I.E. = 915.10 (N)
PLUG INVERT NORTH

Addendum #02
Revised Sheet #168
January 5, 2009

SHEET 168A

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TX LINE	REVISED DRAWING	SHEET ~~168~~	E

FILE NAME : K:\Align\RCp02002.dgn PLOT DATE : 12/18/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TX LINE	SHEET	E

FILE NAME : k:\align\RCp01002.dgn PLOT DATE : 9/5/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

Addendum #02
Revised Sheet #169
January 5, 2009

2

2

89+00TE

STA. 100+00.00TX

90+00TE

TERRYTOWN ROAD

SANITARY MANHOLE
STA. 89+96'TE', 0' RT.

6

100+30'TX', 36'RT
1 - 12" X 12" TEE
1 - 12" PLUG
1 - 12" VALVE AND BOX

1 - 8" X 6" WYE 103+27'TX', 24'RT.
(INCLUDES RISER AND 33 LF OF
6" LATERAL)

VILLAGE OF WEST BARABOO
UTILITY EASEMENT

101+00TX

102+00TX

103+00TX

104+00TX

MATCHLINE, STA. 104+00'TX'

66'

10" SANITARY SEWER

10' SEPARATION

402 L.F. - 12" DUCTILE IRON WATER MAIN

7

SANITARY MANHOLE
STA. 100+81'TX', 25' RT.

940
936
932
928
924
920
916
912
908
904

EXISTING GROUND PROFILE
OVER SANITARY SEWER

PROPOSED ℄ PROFILE
'TX' LINE

MAINTAIN POSTIVE GRADE ON
WATER MAIN TO STA. 104+32'TX'

TOP OF WATER MAIN
STA. 102+45'TX'
ELEV. = 923.00

RIM = 920.60

RIM = 921.80

TOP OF TEE
ELEV. = 914.50

85 L.F. - 10" PVC SANITARY SEWER @ 3.27%

I.E. = 907.72 (W&N)
I.E. = 907.62 (E)

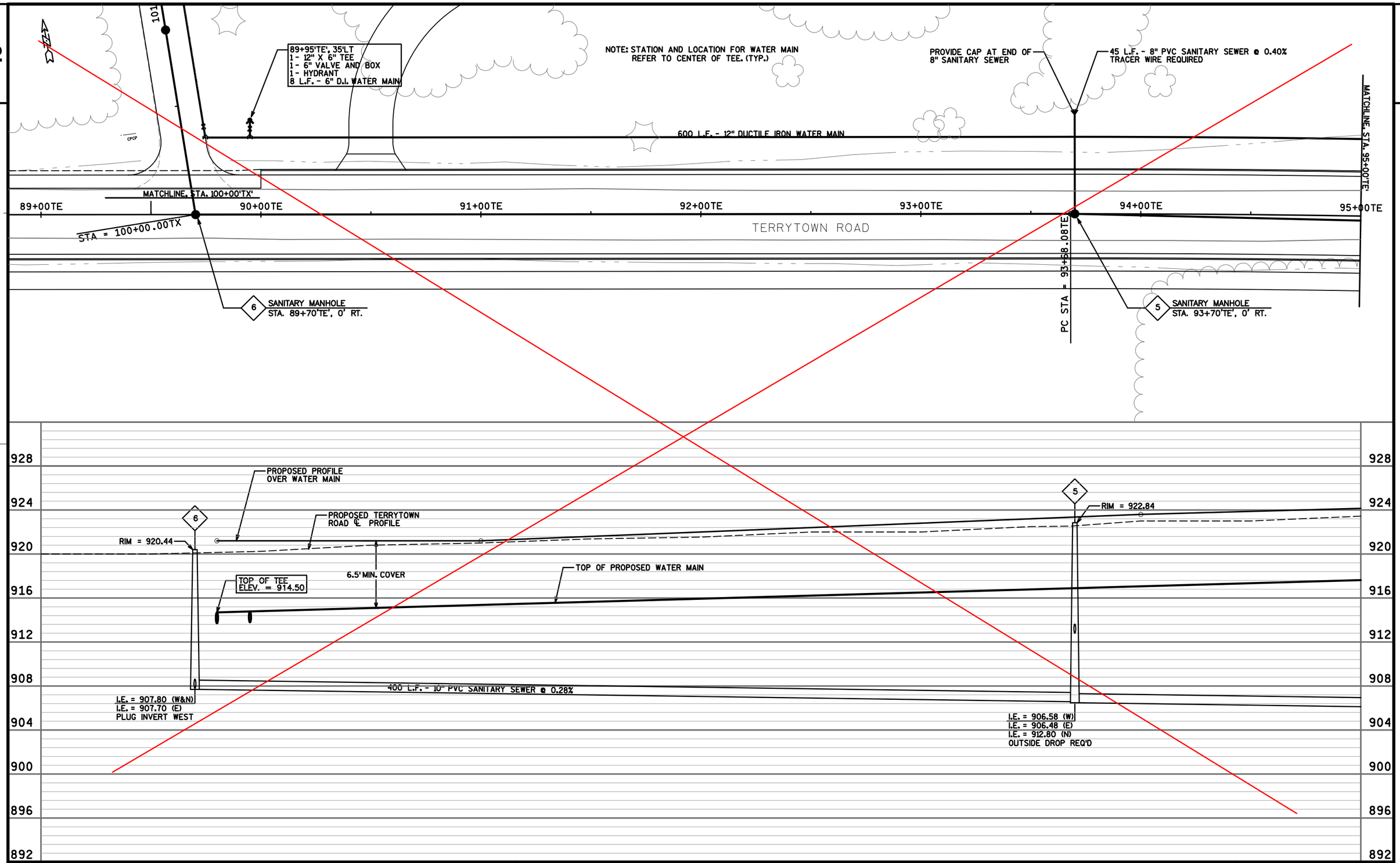
363 L.F. - 10" PVC SANITARY SEWER @ 0.28%

I.E. = 910.60 (N)
I.E. = 910.50 (S)

SHEET 169 A

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TX LINE	REVISED DRAWING	SHEET ~~169~~	E

FILE NAME : K:\Align\RCp01002.dgn PLOT DATE : 12/18/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TERRYTOWN ROAD (TE LINE)	SHEET 170	E

2

26 L.F. - 12" DUCTILE IRON WATER MAIN

90°25'TE', 35'LT
1 - 12" X 6" TEE
1 - 6" VALVE AND BOX
1 - HYDRANT
8 L.F. - 6" D.I. WATER MAIN

NOTE: STATION AND LOCATION FOR WATER MAIN REFER TO CENTER OF TEE. (TYP.)

PROVIDE CAP AT END OF 8" SANITARY SEWER

45 L.F. - 8" PVC SANITARY SEWER @ 0.40%
TRACER WIRE REQUIRED

570 L.F. - 12" DUCTILE IRON WATER MAIN

MATCH LINE, STA. 95+00TE

MATCH LINE, STA. 100+00TX

89+00TE | 90+00TE | 91+00TE | 92+00TE | 93+00TE | 94+00TE | 95+00TE

STA = 100+00.00TX

TERRYTOWN ROAD

PC STA = 93+38.08TE

6 SANITARY MANHOLE
STA. 89+95TE', 0' RT.

5 SANITARY MANHOLE
STA. 93+70'TE', 0' RT.

Addendum #02
Revised Sheet #170
January 5, 2009

928 | 924 | 920 | 916 | 912 | 908 | 904 | 900 | 896 | 892

PROPOSED PROFILE OVER WATER MAIN

PROPOSED TERRYTOWN ROAD ℄ PROFILE

RIM = 920.60

RIM = 922.84

6.5' MIN. COVER

TOP OF PROPOSED WATER MAIN

TOP OF TEE
ELEV. = 914.50

374 L.F. - 10" PVC SANITARY SEWER @ 0.28%

I.E. = 907.72 (W&N)
I.E. = 907.62 (E)
PLUG INVERT REST

I.E. = 905.58 (W)
I.E. = 905.48 (E)
I.E. = 912.80 (N)
OUTSIDE DROP REQ'D

REVISED DRAWING

VILLAGE OF WEST BARABOO
USH 12 UTILITY RELOCATION
MSA PROJECT NUMBER - 820802

ORIGINAL PLANS PREPARED BY:

MSA PROFESSIONAL SERVICES
TRANSPORTATION • MUNICIPAL
DEVELOPMENT • ENVIRONMENTAL
1230 South Boulevard Baraboo, WI 53913
608-356-2771 1-800-362-4505 Fax: 608-356-2770
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WISCONSIN
WARREN P. MOHAR
E-27636
BARABOO, WIS.
PROFESSIONAL ENGINEER

12-16-08
Date

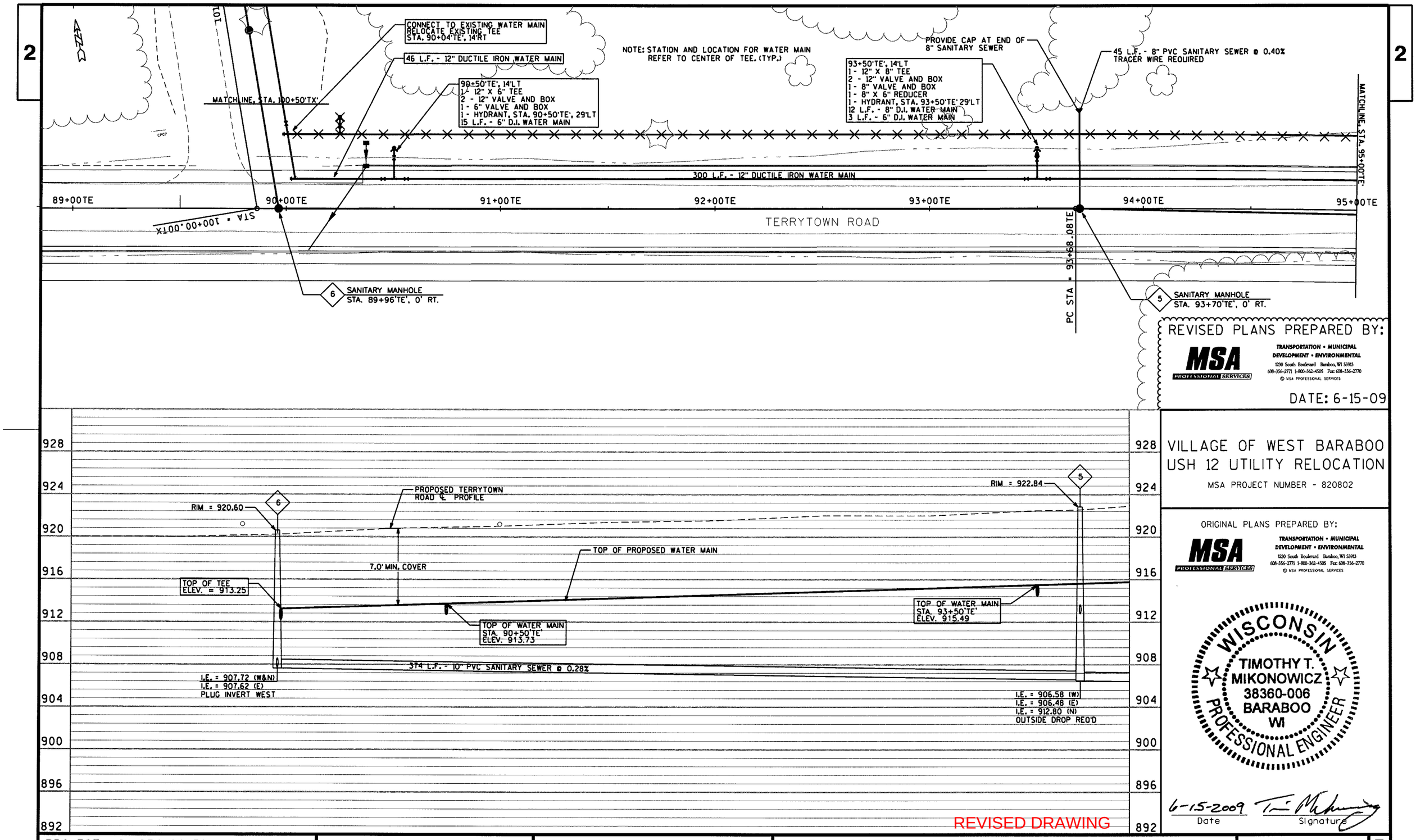
SHEET 170 A

Signature

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TERRYTOWN ROAD (TE LINE)	SHEET ~~170~~	E

FILE NAME : k:\align\RCp01001.dgn PLOT DATE : 12/16/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

k:\align\RCp01001.dgn Dec 16, 2008 Barbh



REVISED PLANS PREPARED BY:

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DATE: 6-15-09

VILLAGE OF WEST BARABOO
USH 12 UTILITY RELOCATION

MSA PROJECT NUMBER - 820802

ORIGINAL PLANS PREPARED BY:

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WISCONSIN
TIMOTHY T. MIKONOWICZ
38360-006
BARABOO
WI
PROFESSIONAL ENGINEER

6-15-2009
Date

Signature

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TERRYTOWN ROAD (TE LINE)	SHEET 170 B	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

K:\Align\RCp01001.dgn Jun 15, 2009 JStrutz

NOTE: STATION AND LOCATION FOR WATER MAIN REFER TO CENTER OF TEE. (TYP.)

95+95'TE', 35'LT
1- 12" X 6" TEE
1- 6" VALVE AND BOX
1- HYDRANT
8 L.F. - 6" D.I. WATER MAIN
1- 12" VALVE AND BOX

600 L.F. - 12" DUCTILE IRON WATER MAIN

MATCHLINE STA. 95+00'TE'

MATCHLINE STA. 101+00'TE'

TERRYTOWN RD.

TERRYTOWN ROAD

95+00TE 96+00TE 97+00TE 98+00TE 99+00TE 100+00TE 101+00TE

PT STA = 96+91.28TE

4 SANITARY MANHOLE
STA. 97+70'TE', 0' RT.

PROPOSED PROFILE OVER WATER MAIN

PROPOSED TERRYTOWN ROAD ℄ PROFILE

RIM = 925.24

6.5' MIN. COVER

TOP OF PROPOSED WATER MAIN

TOP OF WATER MAIN
STA. 98+00'TE'
ELEV. 919.50

MAINTAIN POSITIVE GRADE ON WATER MAIN TO STA. 101+50

400 L.F. - 10" PVC SANITARY SEWER @ 0.28%

390 L.F. - 10" PVC SANITARY SEWER @ 0.28%

I.E. = 905.36 (W)
I.E. = 905.26 (E)

932 928 924 920 916 912 908 904 900 896

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TERRYTOWN ROAD (TE LINE)	SHEET 171 E

NOTE: STATION AND LOCATION FOR WATER MAIN REFER TO CENTER OF TEE. (TYP.)

97+50'TE', 14'LT
1 - 12" X 6" TEE
2 - 12" VALVE AND BOX
1 - 6" VALVE AND BOX
1 - HYDRANT, STA. 97+50'TE', 29'LT
15 L.F. - 6" D.I. WATER MAIN

MATCHLINE, STA. 95+00'TE'

400 L.F. - 12" DUCTILE IRON WATER MAIN

450 L.F. - 12" DUCTILE IRON WATER MAIN

TERRYTOWN ROAD

95+00TE | 96+00TE | 97+00TE | 98+00TE | 99+00TE | 100+00TE | 101+00TE

PT STA = 96+91.28TE

4 SANITARY MANHOLE
STA. 97+70'TE', 0' RT.

MATCHLINE, STA. 101+00'TE'

932 | 928 | 924 | 920 | 916 | 912 | 908 | 904 | 900 | 896

PROPOSED TERRYTOWN ROAD ℄ PROFILE

RIM = 925.24

7.0' MIN. COVER

TOP OF PROPOSED WATER MAIN

MAINTAIN POSITIVE GRADE ON WATER MAIN TO STA. 101+50

TOP OF WATER MAIN
STA. 97+50'TE'
ELEV. 918.00

400 L.F. - 10" PVC SANITARY SEWER @ 0.28%

390 L.F. - 10" PVC SANITARY SEWER @ 0.28%

I.E. = 905.36 (W)
I.E. = 905.26 (E)

REVISED DRAWING

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TERRYTOWN ROAD (TE LINE)	SHEET 171 A	E

NOTE: STATION AND LOCATION FOR WATER MAIN REFER TO CENTER OF TEE. (TYP.)

101+95'TE', 35'LT
1 - 12" X 6" TEE
1 - 6" VALVE AND BOX
1 - 12" VALVE AND BOX
8 L.F. - 6" D.I. WATER MAIN

298 L.F. - 12" DUCTILE IRON WATER MAIN

3 SANITARY MANHOLE, STA. 101+60'TE', 0' RT.

2 SANITARY MANHOLE STA. 103+50'TE', 0' RT.

101+00TE | 102+00TE | 103+00TE | 104+00TE | 105+00TE

TERRYTOWN ROAD

PC STA = 103+97.49TE

MATCHLINE, STA. 105+00'TE'

PROPOSED TERRYTOWN ROAD ℄ PROFILE

PROPOSED PROFILE OVER WATER MAIN

RIM = 927.82

RIM = 929.72

TOP OF PROPOSED WATER MAIN

6.5' MIN. COVER

MAINTAIN POSITIVE GRADE ON WATER MAIN TO 105+00'TE'

TOP OF WATER MAIN STA. 105+00'TE' ELEV. = 923.00

190 L.F. - 10" PVC SANITARY SEWER @ 0.28%

I.E. = 904.17 (W)
I.E. = 904.07 (E)

I.E. = 903.54 (W)
I.E. = 903.44 (S)

932 | 928 | 924 | 920 | 916 | 912 | 908 | 904 | 900 | 896

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TERRYTOWN ROAD (TE LINE)	SHEET 172 E

NOTE: STATION AND LOCATION FOR WATER MAIN REFER TO CENTER OF TEE. (TYP.)

102+00'TE', 14'LT
1 - 12" X 6" TEE
1 - 6" VALVE AND BOX
1 - HYDRANT, 102+00'TE', 29'LT
2 - 12" VALVE AND BOX
15 L.F. - 6" D.I. WATER MAIN

104+75'TE', 14'LT
1 - 12" X 6" TEE
1 - 6" VALVE AND BOX
1 - HYDRANT, 104+75'TE', 29'LT
2 - 12" VALVE AND BOX
15 L.F. - 6" D.I. WATER MAIN

2 SANITARY MANHOLE
STA. 103+50'TE', 0' RT.

275 L.F. - 12" DUCTILE IRON WATER MAIN

101+00TE 102+00TE 103+00TE 104+00TE 105+00TE

3 SANITARY MANHOLE,
STA. 101+60'TE', 0' RT.

TERRYTOWN ROAD

PC STA = 103+97.49TE

MATCHLINE, STA. 105+00'TE'

PROPOSED TERRYTOWN ROAD ℄ PROFILE

RIM = 927.82

RIM = 929.72

TOP OF PROPOSED WATER MAIN

7.0' MIN. COVER

MAINTAIN POSITIVE GRADE ON WATER MAIN TO 105+00'TE'

TOP OF WATER MAIN
STA. 104+75'TE'
ELEV. = 924.00

TOP OF WATER MAIN
STA. 102+00'TE'
ELEV. = 921.00

190 L.F. - 10" PVC SANITARY SEWER @ 0.28%

I.E. = 904.17 (W)
I.E. = 904.07 (E)

I.E. = 903.54 (W)
I.E. = 903.44 (S)

932 928 924 920 916 912 908 904 900 896

REVISED DRAWING

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	SANITARY SEWER AND WATER MAIN: TERRYTOWN ROAD (TE LINE)	SHEET 172 A	E

105+00'TE', 35'LT
1 - 12" X 6" TEE
1 - 6" VALVE AND BOX
1 - HYDRANT
8 L.F. - 6" D.I. WATER MAIN

ABANDON FORCEMAIN
MH 185 STA. 106.27.43E, 153'LT.

106+52'TE', 35'LT
1 - 12" X 12" TEE - CUT IN
1 - 12" VALVE AND BOX

REMOVE PORTION OF EXISTING 24" STEEL CASING TO INSTALL CUT-IN TEE. SEE DETAIL

142 L.F. - 12" DUCTILE IRON WATER MAIN

MATCHLINE STA. 105+00'TE'

105+00TE

106+00TE

107+00TE

108+00TE

PT STA = 107+02.45TE

STA = 108+48.73TE

STA = 325+32.33TR4

NOTE: STATION AND LOCATION FOR WATER MAIN REFER TO CENTER OF TE. (TYP.)

TERRYTOWN ROAD

USH 12

221.58'

N60°59'10"E

940
936
932
928
924
920
916
912
908
904

PROPOSED TERRYTOWN ROAD ℄ PROFILE

PROPOSED PROFILE OVER WATER MAIN

6.5' MIN. COVER

FITTINGS AS REQ'D

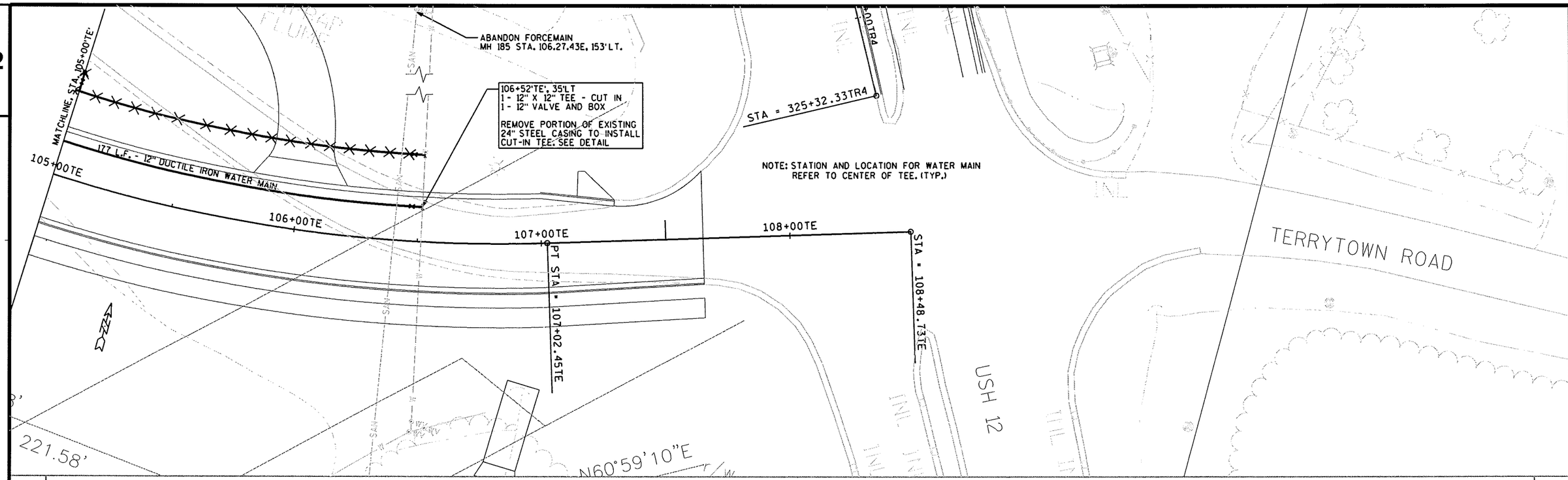
TOP OF PROPOSED 12" WATER MAIN

TOP OF EXISTING WATER MAIN ELEV. = 918.25 ±

EXISTING 8" SANITARY SEWER

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	WATER MAIN: TERRYTOWN ROAD (TE LINE)	SHEET 173 E

2

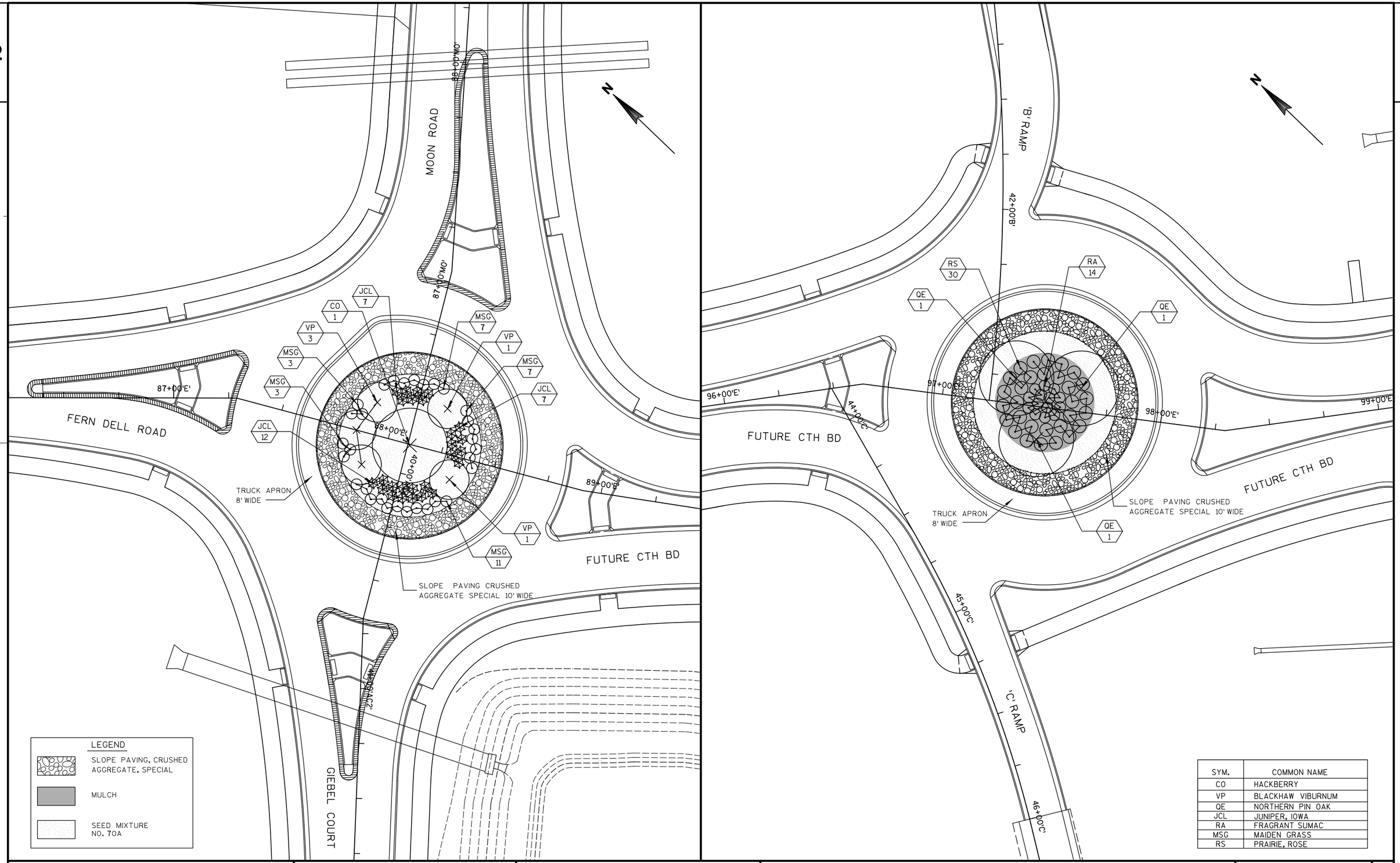


REVISED DRAWING

PROJECT NO: 1674-00-72	HWY: US 12	COUNTY: SAUK	WATER MAIN: TERRYTOWN ROAD (TE LINE)	SHEET 173 A	E

FILE NAME : K:\align\RCp04001.dgn PLOT DATE : 6/15/2009 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

k:\align\RCp04001.dgn Jun 15, 2009 JStrutz



SYM.	COMMON NAME
CO	HACKBERRY
VP	BLACKHAW VIBURNUM
QE	NORTHERN PIN OAK
JCL	JUNIPER, IOWA
RA	FRAGRANT SUMAC
MSG	MAIDEN GRASS
RS	PRAIRIE, ROSE

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLANTING DETAIL	SHEET 174	E

2

'A' RAMP

44+00'A'

45+00'A'

46+00'A'

RAG 23

PB 3

RC 74

RAG 23

SLOPE PAVING CRUSHED AGGREGATE SPECIAL 10' WIDE

102+00'E'

103+00'E'

104+00'E'

101+00'E'

FUTURE CTH BD

TRUCK APRON 8' WIDE

VP 3

VP 3

FUTURE CTH BD

45+00'D'

'D' RAMP

46+00'D'

LEGEND

SLOPE PAVING, CRUSHED AGGREGATE, SPECIAL

MULCH

SEED MIXTURE NO. 70A

TIMOTHY LANE

55+00'A(1)'

57+00'A(1)'

109+00'E'

FUTURE CTH BD

VP 3

110+00'E'

TRUCK APRON 10' WIDE

SLOPE PAVING CRUSHED AGGREGATE SPECIAL 10' WIDE

JCL 12

VP 3

JCL 2

JCL 6

111+00'E'

FUTURE CTH BD

SYM.	COMMON NAME
VP	BLACKHAW VIBURNUM
PB	PINE, JACK
JCL	JUNIPER, IOWA
RAG	GRO-LOW FRAGRANT SUMAC
RC	PASTURE ROSE

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLANTING DETAIL	SHEET 175	E

2

N

143+00'J' 'J' RAMP

144+00'J'

NORTH REEDSBURG ROAD

PB 4

PV 4

SLOPE PAVING CRUSHED AGGREGATE SPECIAL 10' WIDE

96+00'NR'

97+00'NR'

98+00'NR'

99

PV 4

TRUCK APRON 8' WIDE

NORTH REEDSBURG ROAD

145+00'H'

'H' RAMP

146+00'H'

LEGEND

SLOPE PAVING, CRUSHED AGGREGATE, SPECIAL

MULCH

SEED MIXTURE NO. 70A

N

'F' RAMP

144+00'F'

PV 4

TRUCK APRON 8' WIDE

PB 3

NORTH REEDSBURG ROAD

0'NR'

102+00'NR'

103+00'NR'

104+00'NR'

145+00'F'

SLOPE PAVING CRUSHED AGGREGATE SPECIAL 10' WIDE

NORTH REEDSBURG ROAD

'G' RAMP

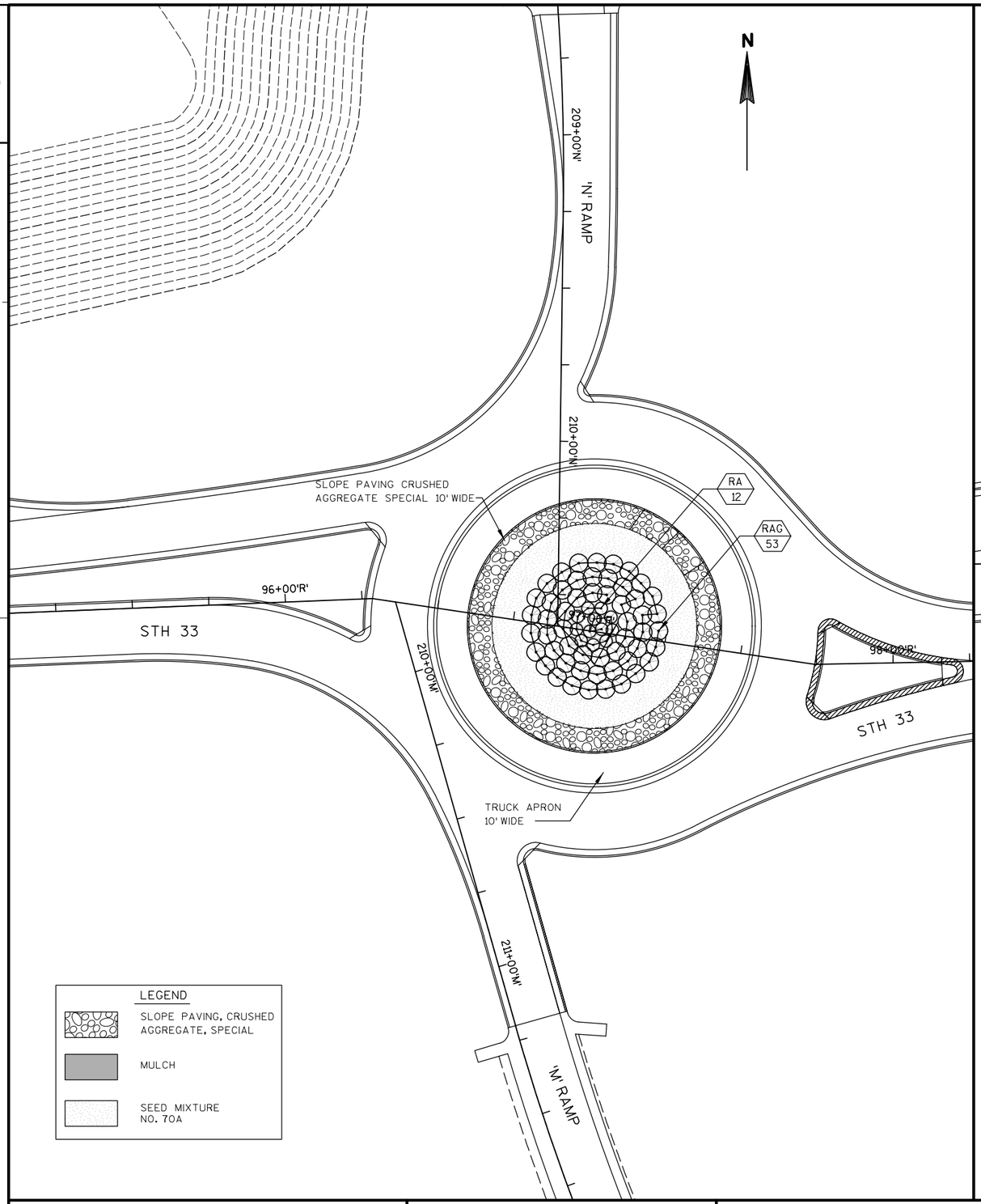
146+00'G'

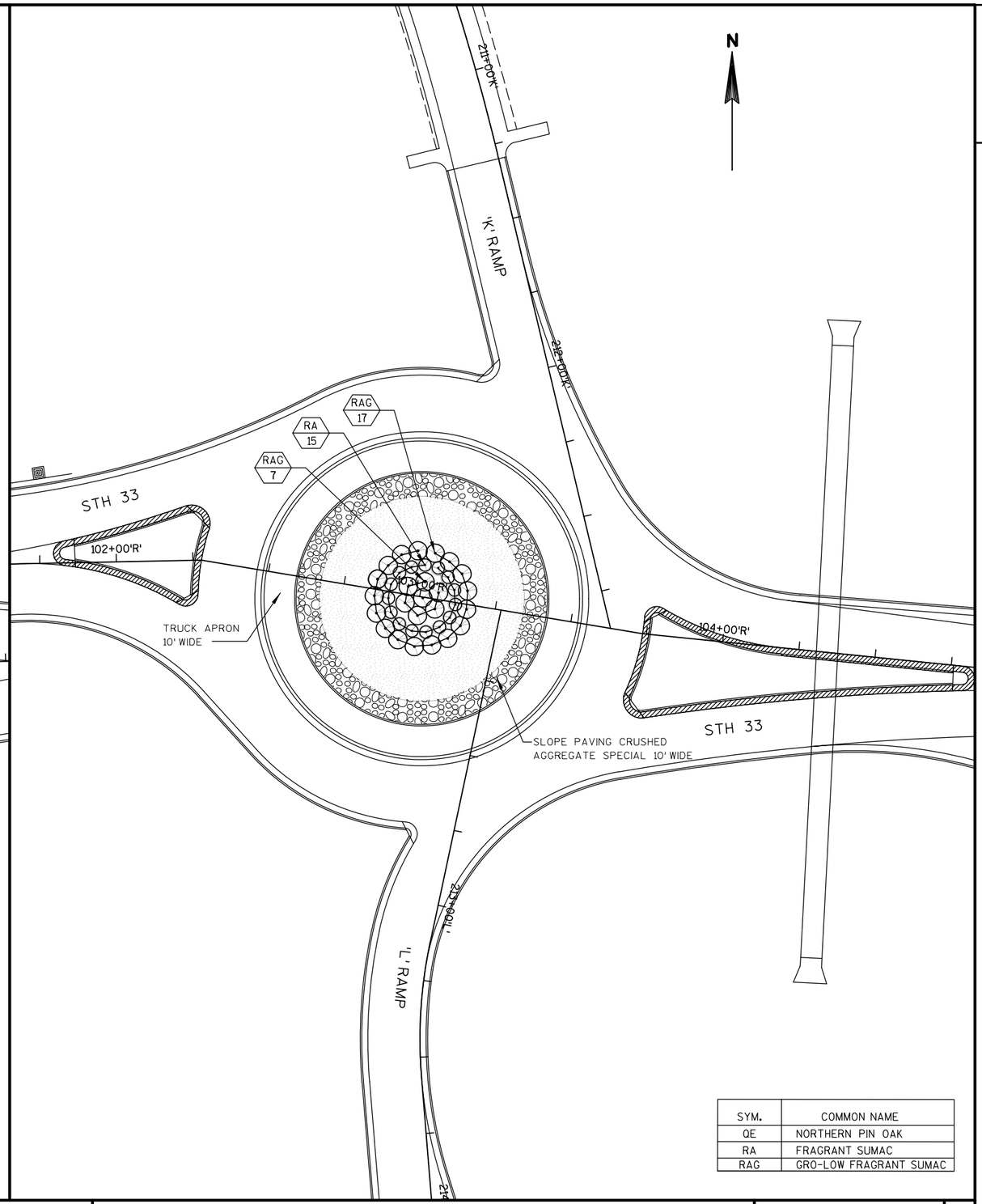
SYM.	COMMON NAME
PB	PINE, JACK
PV	CHOKECHERRY

2

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLANTING DETAIL	SHEET 176	E

2





LEGEND

- SLOPE PAVING, CRUSHED AGGREGATE, SPECIAL
- MULCH
- SEED MIXTURE NO. 70A

SYM.	COMMON NAME
QE	NORTHERN PIN OAK
RA	FRAGRANT SUMAC
RAG	GRO-LOW FRAGRANT SUMAC

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLANTING DETAIL	SHEET 177	E

2

N

TEMPORARY ROAD 4

301+00'TR4'

305+00'TR4'

TEMPORARY ROAD 5

13+00'TR5'

14+00'TR5'

SLOPE PAVING CRUSHED AGGREGATE SPECIAL 10' WIDE

TRUCK APRON 8' WIDE

MSG 3 | RAG 2 | RAG 1 | RA 15 | MSG 4 | MSG 5 | JCL 7 | RAG 3 | MSG 3 | RAG 1

306+00'TR5'

'MC2' LINE

11+00'MC2'

12+00'MC2'

310+00'TR4'

315+00'TR4'

TEMPORARY ROAD 4

LEGEND

- SLOPE PAVING, CRUSHED AGGREGATE, SPECIAL
- MULCH
- SEED MIXTURE NO. 70A

N

TIMOTHY LANE

31+00'AC1'

MOON ROAD

103+00'MO'

SLOPE PAVING CRUSHED AGGREGATE SPECIAL 10' WIDE

MSG 3 | RAG 1 | RAG 2 | MSG 4 | RA 15 | TRUCK APRON 8' WIDE | MSG 5 | JCL 7 | RAG 3 | MSG 3 | RAG 1

32+00'AC1'

105+00'MO'

MOON ROAD

33+00'AC1'

TIMOTHY LANE

34+00'AC1'

SYM.	COMMON NAME
JCL	JUNIPER, IOWA
RA	FRAGRANT SUMAC
RAG	GRO-LOW FRAGRANT SUMAC
MSG	MAIDEN GRASS

2

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLANTING DETAIL	SHEET 178	E

2

N

R/W

CO 5

R/W

RT 12

RT 15

965

960

960

955

960

955

PROPOSED USH 12

960

960

DETENTION POND C

LEGEND

SLOPE PAVING, CRUSHED AGGREGATE, SPECIAL

MULCH

SEED MIXTURE NO. 70A

85+00

86+00

87+00

88+00

+60

N

R/W

USH 12

PB 3

P.L.E.

EXISTING R/W

RT 17

JCL 4

JCL 6

JCL 3

PV 9

JCL 5

RT 18

CO 2

VP 3

VP 3

VP 3

PB 5

940

935

925

930

916

935

925

930

925

DETENTION POND E

T.L.E.

109+00'TX'

PRIVATE DRIVEWAY

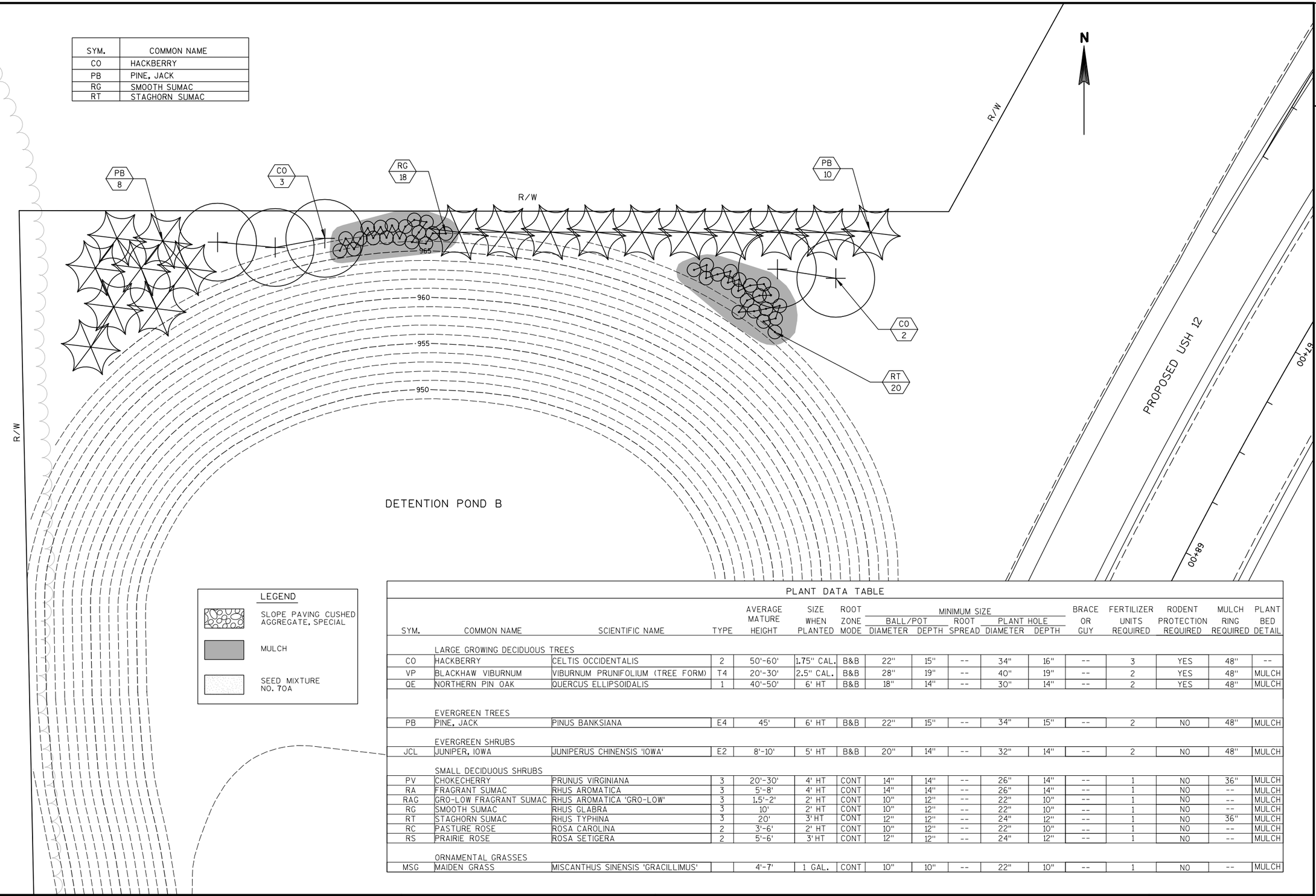
R/W

SYM.	COMMON NAME
CO	HACKBERRY
VP	BLACKHAW VIBURNUM
PB	PINE, JACK
JCL	JUNIPER, IOWA
PV	CHOKECHERRY
RT	STAGHORN SUMAC

2

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLANTING DETAIL	SHEET 179	E

SYM.	COMMON NAME
CO	HACKBERRY
PB	PINE, JACK
RG	SMOOTH SUMAC
RT	STAGHORN SUMAC



DETENTION POND B

LEGEND

SLOPE PAVING CUSHED AGGREGATE, SPECIAL

MULCH

SEED MIXTURE NO. 70A

PLANT DATA TABLE

SYM.	COMMON NAME	SCIENTIFIC NAME	TYPE	AVERAGE MATURE HEIGHT	SIZE WHEN PLANTED	ROOT ZONE MODE	MINIMUM SIZE BALL/POT DIAMETER	BALL/POT DEPTH	ROOT SPREAD	PLANT HOLE DIAMETER	PLANT HOLE DEPTH	BRACE OR GUY	FERTILIZER UNITS REQUIRED	RODENT PROTECTION REQUIRED	MULCH RING REQUIRED	PLANT BED DETAIL
	LARGE GROWING DECIDUOUS TREES															
CO	HACKBERRY	CELTIS OCCIDENTALIS	2	50'-60'	1.75" CAL.	B&B	22"	15"	--	34"	16"	--	3	YES	48"	--
VP	BLACKHAW VIBURNUM	VIBURNUM PRUNIFOLIUM (TREE FORM)	T4	20'-30'	2.5" CAL.	B&B	28"	19"	--	40"	19"	--	2	YES	48"	MULCH
QE	NORTHERN PIN OAK	QUERCUS ELLIPSOIDALIS	1	40'-50'	6' HT	B&B	18"	14"	--	30"	14"	--	2	YES	48"	MULCH
	EVERGREEN TREES															
PB	PINE, JACK	PINUS BANKSIANA	E4	45'	6' HT	B&B	22"	15"	--	34"	15"	--	2	NO	48"	MULCH
	EVERGREEN SHRUBS															
JCL	JUNIPER, IOWA	JUNIPERUS CHINENSIS 'IOWA'	E2	8'-10'	5' HT	B&B	20"	14"	--	32"	14"	--	2	NO	48"	MULCH
	SMALL DECIDUOUS SHRUBS															
PV	CHOKECHERRY	PRUNUS VIRGINIANA	3	20'-30'	4' HT	CONT	14"	14"	--	26"	14"	--	1	NO	36"	MULCH
RA	FRAGRANT SUMAC	RHUS AROMATICA	3	5'-8'	4' HT	CONT	14"	14"	--	26"	14"	--	1	NO	--	MULCH
RAG	GRO-LOW FRAGRANT SUMAC	RHUS AROMATICA 'GRO-LOW'	3	1.5'-2'	2' HT	CONT	10"	12"	--	22"	10"	--	1	NO	--	MULCH
RG	SMOOTH SUMAC	RHUS GLABRA	3	10'	2' HT	CONT	10"	12"	--	22"	10"	--	1	NO	--	MULCH
RT	STAGHORN SUMAC	RHUS TYPHINA	3	20'	3' HT	CONT	12"	12"	--	24"	12"	--	1	NO	36"	MULCH
RC	PASTURE ROSE	ROSA CAROLINA	2	3'-6'	2' HT	CONT	10"	12"	--	22"	10"	--	1	NO	--	MULCH
RS	PRAIRIE ROSE	ROSA SETIGERA	2	5'-6'	3' HT	CONT	12"	12"	--	24"	12"	--	1	NO	--	MULCH
	ORNAMENTAL GRASSES															
MSG	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'		4'-7'	1 GAL.	CONT	10"	10"	--	22"	10"	--	1	NO	--	MULCH

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLANTING DETAIL	SHEET 180	E

PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATIONS OF THE PROPOSED SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND THE DEPARTMENT. CONTACT 608-785-9060

N

I 39/90/94

U.S.H. 12

EXISTING USH 12

15+00

20+00

25+00

25+00'A'

25+00'B'

15+00'AC1'

20+00'AC1'

25+00'AC1'

1-1 W4-1 REMOVE REPLACE WITH

1-2 1-2a W4-3 48" X 48"

1-2b 1-2c W4-2L 36" X 36"

1-3 W12-1D 24"x24" REMOVE

1-4 ← Lake Delton D1-1 108"x21" MOVE

1-5 WRONG WAY R5-1A 36"x24" MOVE

1-6 1-7 SPEED LIMIT 45 R2-1 48" X 60"

1-8 W1-3L 36" X 36"

STOP R1-1F 30" X 30" TO REMAIN

R3-1 24" X 24" TO REMAIN

1-9 FRONTAGE ROAD J13-1 24" X 45" MOVE

SPEED LIMIT 45 R2-1 48" X 60" TO REMAIN

1-10 Mirror Lake State Park EXIT 212 E3-1 144" X 84"

1-11 JCT 90 JCT 94 J1-2 72" X 51"

1-12 DO NOT ENTER R5-1 30" X 30" REMOVE

1-13 DEAD END W14-1 30" X 30" MOVE

1-14 R4-7 24" X 30" REMOVE

1-15 1-16 STOP DIVIDED HIGHWAY R1-1 30" X 30" R6-3A 30" X 24" MOVE

1-17 EAST 12 J4-1 24" X 36" MOVE

1-18 JCT 90 JCT 94 J1-2 48" X 39" MOVE

1-19 FRONTAGE ROAD J13-1 24" X 45" MOVE

1-20 WRONG WAY R5-1A 36" X 24" REMOVE

1-21 LANE ENDS MERGE LEFT W9-2L 48" X 48" REMOVE

1-22 ONE WAY R6-2L 24" X 30" REMOVE

1-23 R4-7 24" X 30" REMOVE

1-24 W1-3L 36" X 36"

1-25 1-26 SPEED LIMIT 45 W3-5 48" X 48"

1-27 1-30 SIGNS ON EXISTING OVERHEAD SUPPORT

ONLY R3-5OR 42" X 48" REMOVE

RIGHT LANE MUST TURN RIGHT R3-7R 30" X 30" REMOVE

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 181	E

PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATIONS OF THE PROPOSED SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND THE DEPARTMENT. CONTACT 608-785-9060

2-1 EAST 12 J3-1 24" X 57" MOUNT SIGN ON VERTICAL SIGN BRIDGE SUPPORT

2-2 EXIT 212 E5-1A 90" X 60"

2-3 SPEED LIMIT 45 R2-1 24" X 30"

2-4 Mirror Lake State Park D7-53R 60" X 36"

2-5 PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED R5-57 36" X 36"

2-6 W1-3L 36" X 36"

2-7 W1-1L 36" X 36"

2-8 2-9 2-10 2-11 R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE TYPE III BARRICADE PERMANENT BARRICADES TYPE III, WITH ROAD CLOSED SIGN

2-12 R4-7 24" X 30" REMOVE

2-13 R3-4 24" X 24" REMOVE

2-14 R4-7 24" X 30" REMOVE

2-15 R3-4 24" X 24" REMOVE

2-16 2-17 2-18 2-19 2-20 R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE TYPE III BARRICADE PERMANENT BARRICADES TYPE III, WITH ROAD CLOSED SIGN

2-21 2-22 2-23 R11-2 48" X 30" ROAD CLOSED TYPE III BARRICADE TYPE III BARRICADE PERMANENT BARRICADES TYPE III, WITH ROAD CLOSED SIGN

NOTE:
OVERHEAD SIGN STRUCTURE PLACED AS PART OF 1674-00-73

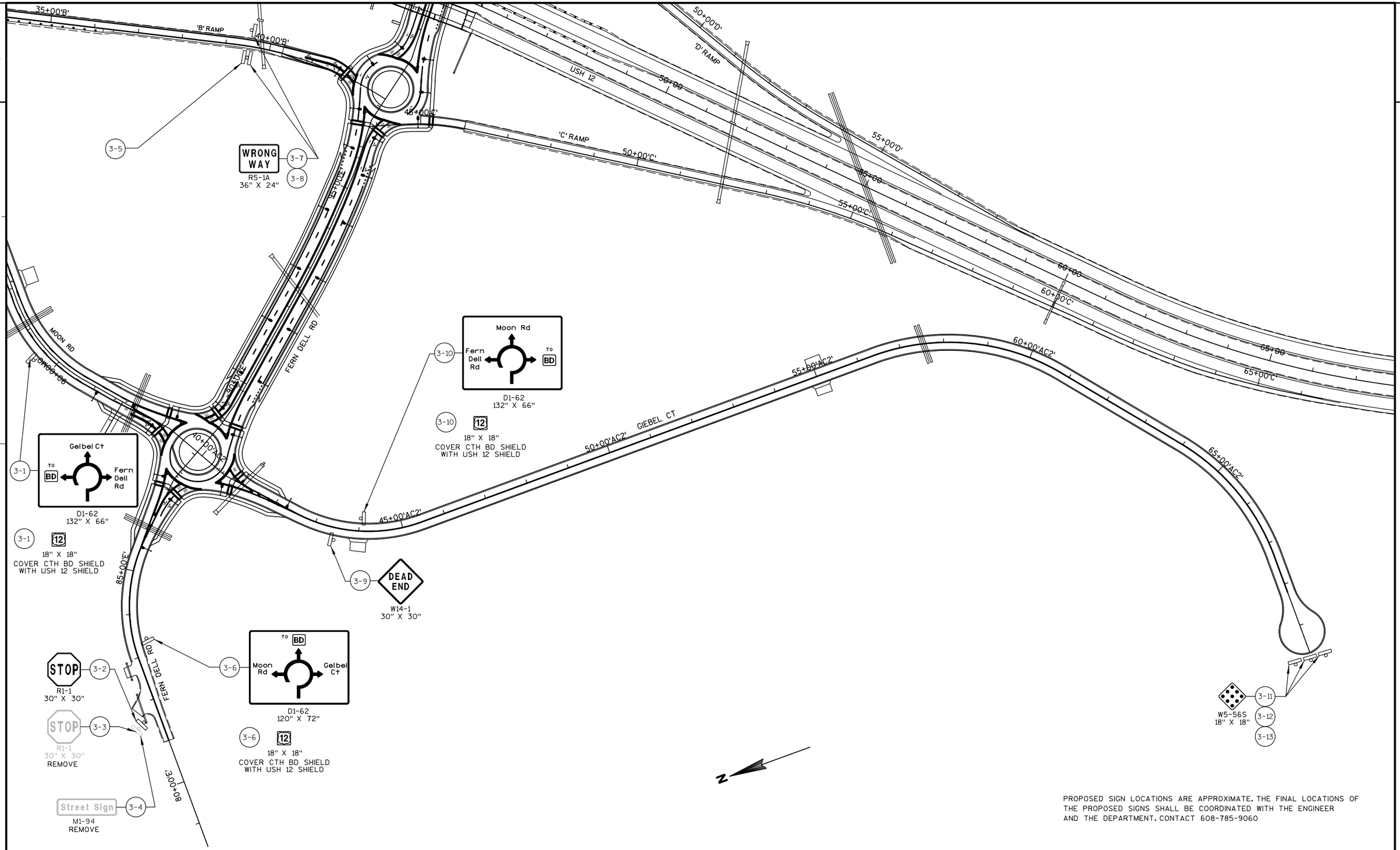
CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAIL FOR PROHIBITED PORTIONS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 182	E

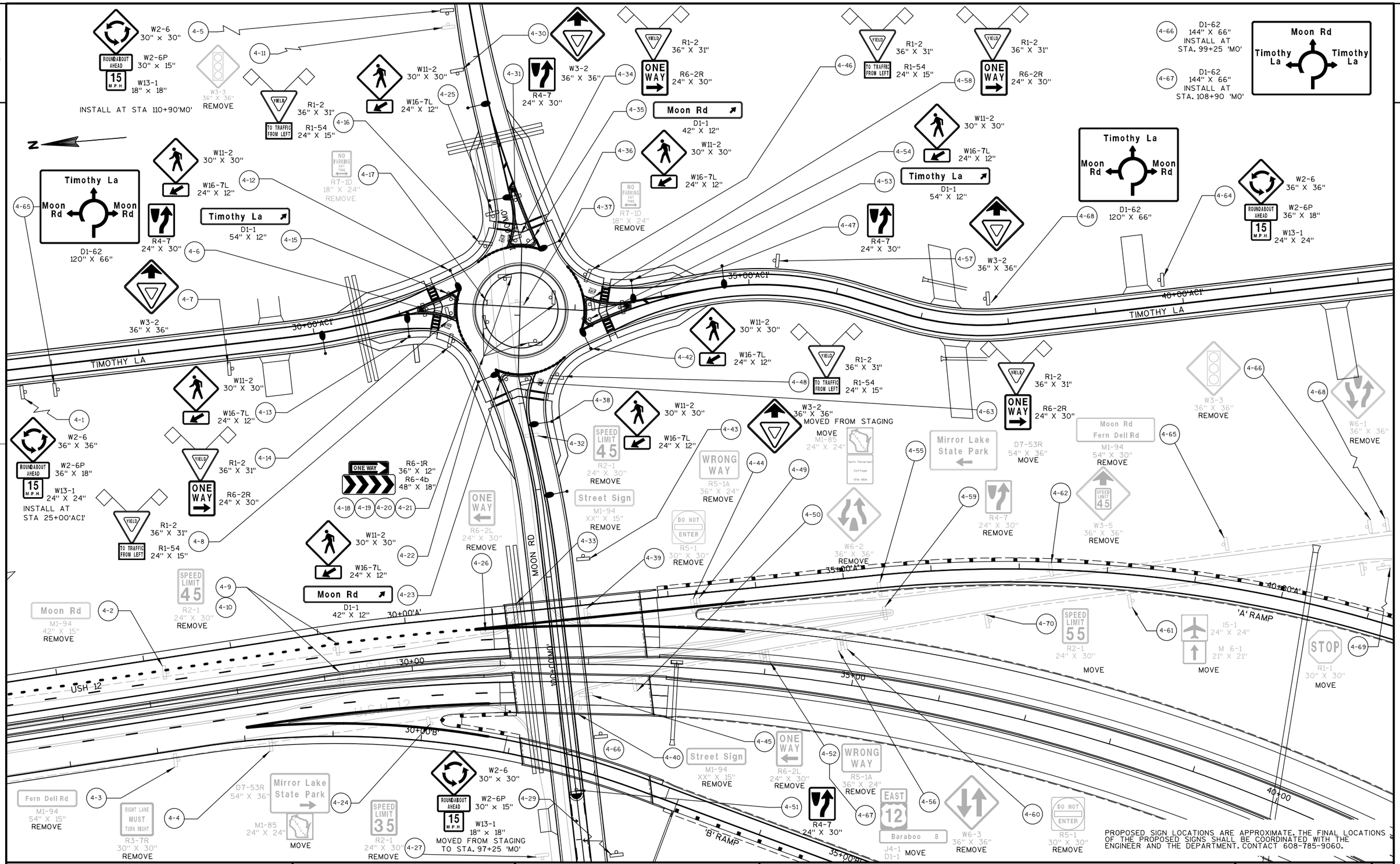
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PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATIONS OF THE PROPOSED SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND THE DEPARTMENT. CONTACT 608-785-9060

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 183	E

2



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 184	E

PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATIONS OF THE PROPOSED SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND THE DEPARTMENT. CONTACT 608-785-9060.

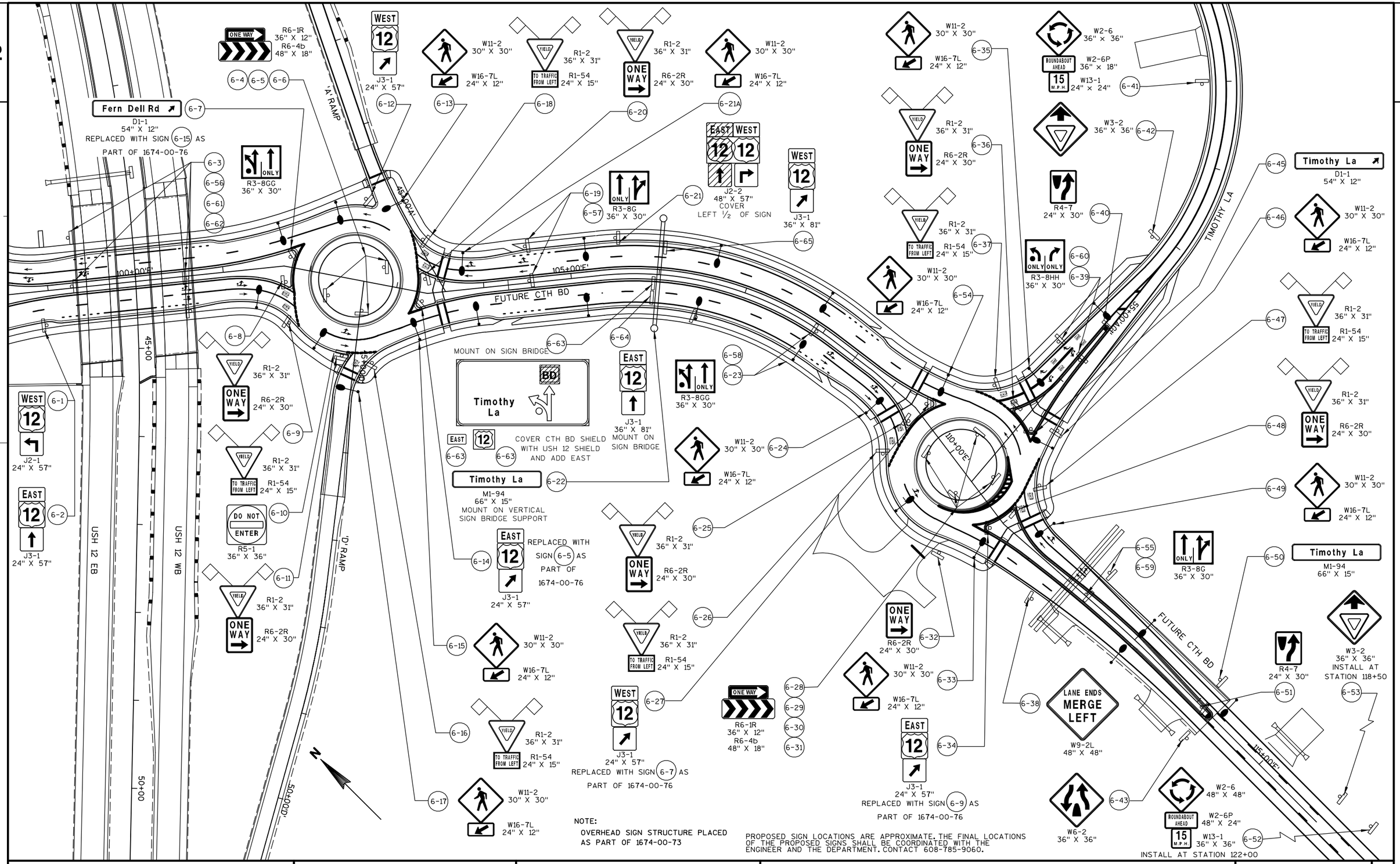
NOTE:
OVERHEAD SIGN STRUCTURE PLACED AS PART OF 1674-00-73

5-1 R6-1R 36" X 12" ONE WAY; R6-4b 48" X 18"
5-2 W11-2 30" X 30"; W16-7L 24" X 12"
5-3 R1-2 36" X 31" YIELD; R1-54 24" X 15" TO TRAFFIC FROM LEFT
5-4 R6-2R 24" X 30" ONE WAY
5-5 W2-6 30" X 30" ROUNDABOUT AHEAD; W2-6P 30" X 15"; W13-1 18" X 18" 15 M.P.H.
INSTALL AT 82+75E
5-6 R4-7 24" X 30"
5-7 W3-2 36" X 36"
5-8 W11-2 30" X 30"; W16-7L 24" X 12"
5-9 R1-2 36" X 31" YIELD; R1-54 24" X 15" TO TRAFFIC FROM LEFT
5-10 R3-8CC 36" X 30" ONLY
5-11 W2-6 30" X 30" ROUNDABOUT AHEAD; W2-6P 30" X 15"; W13-1 18" X 18" 15 M.P.H.
INSTALL AT 92+50 'MO'
5-12 R1-2 36" X 31" YIELD; R6-2R 24" X 30" ONE WAY
5-13 W11-2 30" X 30"; W16-7L 24" X 12"
5-14 Fern Dell Rd D1-1 54" X 12"
5-15 R1-2 36" X 31" YIELD; R6-2R 24" X 30" ONE WAY
5-16 R1-2 36" X 31" YIELD; R1-54 24" X 15" TO TRAFFIC FROM LEFT
5-17 W11-2 30" X 30"; W16-7L 24" X 12"
5-18 W11-2 30" X 30"; W16-7L 24" X 12"
5-19 Giebel Ct D1-1 48" X 12"
5-20 R3-8EE 36" X 30" ONLY
5-21 R4-7 24" X 30"
5-22 W3-2 36" X 36"
5-23 R4-7 24" X 30"
5-24 W3-2 36" X 36"
5-25 Moon Rd D1-1 42" X 12"
5-26 W11-2 30" X 30"; W16-7L 24" X 12"
5-27 R1-2 36" X 31" YIELD; R1-54 24" X 15" TO TRAFFIC FROM LEFT
5-28 W11-2 30" X 30"; W16-7L 24" X 12"
5-29 W11-2 30" X 30"; W16-7L 24" X 12"
5-30 W11-2 30" X 30"; W16-7L 24" X 12"
5-31 R3-8DD 36" X 30" ONLY
5-32 12" X 12" COVER CTH BD SHIELD WITH USH 12 SHIELD
5-32 TO BD D1-1 48" X 30"
5-33 R1-2 36" X 31" YIELD; R1-54 24" X 15" TO TRAFFIC FROM LEFT
5-34 R1-2 36" X 31" YIELD; R6-2R 24" X 30" ONE WAY
5-35 W2-6 30" X 30" ROUNDABOUT AHEAD; W2-6P 30" X 15"; W13-1 18" X 18" 15 M.P.H.
INSTALL AT STA 46+20 'AC2'
5-36 Fern Dell Rd Giebel Ct 168" X 72" MOUNT ON SIGN BRIDGE
5-37 JCT 12 J1-1 24" X 39"
5-38 R1-2 36" X 31" YIELD; R6-2R 24" X 30" ONE WAY
5-39 Moon Rd 96" X 54" MOUNT ON SIGN BRIDGE
5-40 WEST 12 J3-1 36" X 81" MOUNT ON SIGN BRIDGE
5-41 EAST 12 J3-1 36" X 81" MOUNT ON SIGN BRIDGE
5-42 R3-8G 36" X 30" ONLY
5-43 W2-6 36" X 36" ROUNDABOUT AHEAD; W2-6P 36" X 18"; W13-1 24" X 24" 15 M.P.H.
INSTALL AT STA 33+05 'B'
5-44 W11-2 30" X 30"; W16-7L 24" X 12"
5-45 Fern Dell Rd D1-1 54" X 12"
REPLACED WITH SIGN 5-6 AS PART OF 1674-00-76
5-46 W11-2 30" X 30"; W16-7L 24" X 12"
5-47 R1-2 36" X 31" YIELD; R1-54 24" X 15" TO TRAFFIC FROM LEFT
5-48 R6-1R 36" X 12" ONE WAY; R6-4b 48" X 18"
5-49
5-50
5-51 W11-2 30" X 30"; W16-7L 24" X 12"
5-52 R1-2 36" X 31" YIELD; R6-2R 24" X 30" ONE WAY
5-53 R1-2 36" X 31" YIELD; R1-54 24" X 15" TO TRAFFIC FROM LEFT
5-54 W11-2 30" X 30"; W16-7L 24" X 12"
5-55 W3-2 36" X 36"
INSTALL AT STA 36+55 'B'
5-56 R1-2 36" X 31" YIELD; R6-2R 24" X 30" ONE WAY
5-57 DO NOT ENTER R5-1 36" X 36"
5-58 R1-2 36" X 31" YIELD; R1-54 24" X 15" TO TRAFFIC FROM LEFT
5-59 R1-2 36" X 31" YIELD; R6-2R 24" X 30" ONE WAY
5-60 WEST 12 EAST 12 J3-2 48" X 57"
REPLACED WITH SIGN 5-3 AS PART OF 1674-00-76
5-61 R3-8DD 36" X 30" ONLY
5-62
5-63
5-64

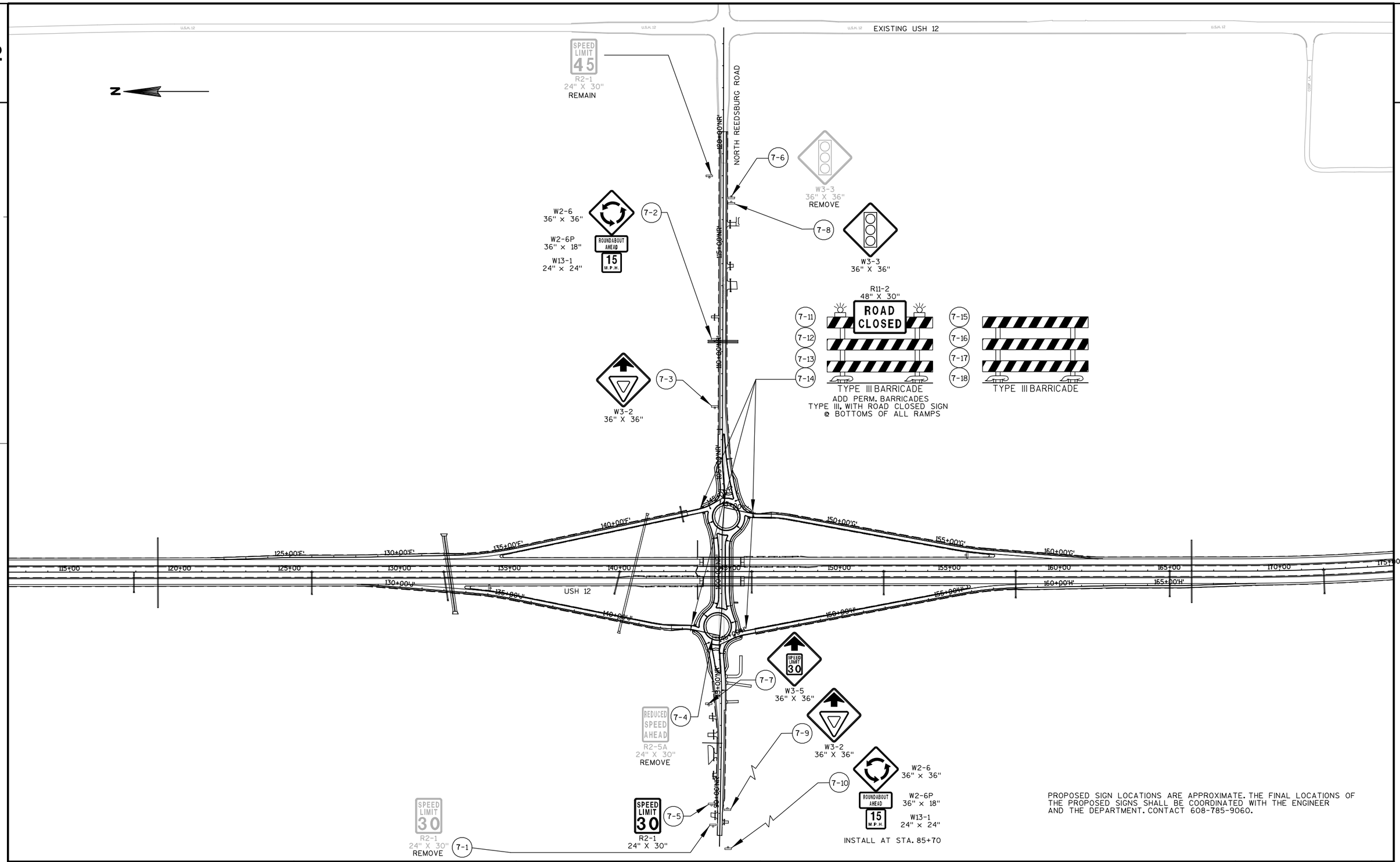
FERN DELL RD
85+00'E'
90+00'E'
95+00'E'
MOON RD
40+00'AC
45+00'AC
'B' RAMP
'C' RAMP
GIEBEL CT

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 185 E

2



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 186	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 187	E

PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATIONS OF THE PROPOSED SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND THE DEPARTMENT. CONTACT 608-785-9060.

N

8-1 R4-7 24" X 30"

8-2 W11-2 30" X 30" W16-7L 24" X 12"

8-3 W11-2 30" X 30" W16-7L 24" X 12"

8-4 R1-2 36" X 31" R1-54 24" X 15"

8-5 8-6 8-7 ONE WAY R6-1R 36" X 12" R6-4b 48" X 18"

8-8 W11-2 30" X 30" W16-7L 24" X 12"

8-9 N Reedsburg Rd D1-1 66" X 12" REPLACED WITH SIGN 8-7 AS PART OF 1674-00-76

8-10 N Reedsburg Rd D1-1 66" X 12" REPLACED WITH SIGN 8-8 AS PART OF 1674-00-76

8-11 R1-2 36" X 31" R1-54 24" X 15"

8-12 W11-2 30" X 30" W16-7L 24" X 12"

8-13 R1-2 36" X 31" R6-2R 24" X 30"

8-14 R1-2 36" X 31" R6-2R 24" X 30"

8-15 DO NOT ENTER R5-1 36" X 36"

8-16 R1-2 36" X 31" R1-54 24" X 15"

8-17 R1-2 36" X 31" R6-2R 24" X 30"

8-18 R1-2 36" X 31" R6-2R 24" X 30"

8-19 R1-2 36" X 31" R1-54 24" X 15"

8-20 DO NOT ENTER R5-1 36" X 36"

8-21 W11-2 30" X 30" W16-7L 24" X 12"

8-22 8-23 8-24 ONE WAY R6-1R 36" X 12" R6-4b 48" X 18"

8-25 R1-2 36" X 31" R1-54 24" X 15"

8-26 W11-2 30" X 30" W16-7L 24" X 12"

8-27 N Reedsburg Rd D1-1 66" X 12" REPLACED WITH SIGN 8-9 AS PART OF 1674-00-76

8-28 N Reedsburg Rd D1-1 66" X 12" REPLACED WITH SIGN 8-8 AS PART OF 1674-00-76

8-29 R1-2 36" X 31" R1-54 24" X 15"

8-30 R1-2 36" X 31" R6-2R 24" X 30"

8-31 W11-2 30" X 30" W16-7L 24" X 12"

8-32 R1-2 36" X 31" R6-2R 24" X 30"

8-33 W11-2 30" X 30" W16-7L 24" X 12"

8-34 R4-7 24" X 30"

'J' RAMP 140+00.7

140+00

'F' RAMP 140+04.5

95+00 NR

100+00 NR

105+00 NR

10+00 SZ

0+00 HC

145+14 H

141+00

145+00 C

3+00 C

'H' RAMP

USH 12

'C' RAMP

N REEDSBURG RD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 188	E

2

N

U.S.H. 12

U.S.H. 12

U.S.H. 12/S.T.H. 33

U.S.H. 12/S.T.H. 33

U.S.H. 12/S.T.H. 33

PIT RD.

EXISTING USH 12

24" X 39"
WEST 33
Reedsburg 12
66" X 15"
9-14

W2-6
30" X 30"
9-12
W2-6P
30" X 15"
W13-1
18" X 18"
ROUNDABOUT AHEAD
15 M.P.H.

115+00'K'

STH 33

9-22
TO 90 INTERSTATE
TO 94 INTERSTATE
MOVE

9-21
Wis Dells
Baraboo
MOVE

9-1
W3-2
36" X 36"

110+00'K'

9-15
WEST 12
EAST 12
EAST 33
J2-3
72" X 57"
MOVE

9-2
9-3
W3-3
36" X 36"
MOVE

9-23
9-24
W3-3
36" X 36"

105+00'K'

9-13
JCT 12
J1-1
24" X 39"
MOVE

215+00'L'

220+00'L'

225+00'L'

230+00'L'

235+00

240+00

245+00

USH 12

40+00'AC3'

45+00'AC3'

35+00'AC3'

LOGGERS LANE

210+00'K'

215+00

220+00'M'

225+00'M'

230+00'M'

200+00'K'

205+00

210+00

215+00'M'

205+00'N'

210+00'N'

195+00'K'

200+00

205+00'R'

190+00'K'

195+00

200+00'R'

190+00

185+00

9-18
9-19
9-20
W5-56S
18" X 18"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE
TYPE III BARRICADE

9-25 9-26
9-27 9-28
9-29 9-30
9-31 9-32

ADD PERM. BARRICADES
TYPE III, WITH ROAD CLOSED SIGN
@ TOP OF ALL RAMPS

9-9
NO PASSING ZONE
W14-3
48" X 36"
MOVE

9-8
SPEED LIMIT 55
R2-1
24" X 30"

95+00'R'

90+00'R'

85+00'R'

STH 33

9-17
W3-2
36" X 36"

9-16
W2-6
30" X 30"
ROUNDABOUT AHEAD
W2-6P
30" X 15"
15 M.P.H.
W13-1
18" X 18"

9-4
9-5
9-6
W5-56S
18" X 18"

9-7
Reedsburg 12
D1-1
180" X 36"

9-10
DEAD END
W14-1
30" X 30"

9-11
STOP
R1-1
30" X 30"

PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATIONS OF THE PROPOSED SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND THE DEPARTMENT. CONTACT 608-785-9060.

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 189	E

PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATIONS OF THE PROPOSED SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND THE DEPARTMENT. CONTACT 608-785-9060.

N

'N' RAMP

USH 12

'K' RAMP

'M' RAMP

'L' RAMP

STH 33

S.T.H. 33

210+00'K'

210+00

215+00'L'

215+00

215+00'M'

40+00'M'

35+00'R'

100+00'R'

105+00'R'

5+00'LM'

10-1 R4-7 24" X 30"

10-2 WEST 33 J3-1(2) 24" X 57" REPLACED WITH SIGN 10-13 AS PART OF 1674-00-76

10-3 WEST 33 J4-1(2) 24" X 36"

10-4 R1-2 36" X 31" ONE WAY R6-2R 24" X 30"

10-5 R1-2 36" X 31" TO TRAFFIC FROM LEFT R1-54 24" X 15"

10-6 ONE WAY R6-1R 36" X 12" R6-4b 48" X 18"

10-7

10-8

10-9 R1-2 36" X 31" ONE WAY R6-2R 24" X 30"

10-10 R1-2 36" X 31" TO TRAFFIC FROM LEFT R1-54 24" X 15"

10-11 DO NOT ENTER R5-1 36" X 36"

10-12 R1-2 36" X 31" TO TRAFFIC FROM LEFT R1-54 24" X 15"

10-13 R1-2 36" X 31" ONE WAY R6-2R 24" X 30"

10-14 EAST 33 J3-1(2) 24" X 57" REPLACED WITH SIGN 10-3 AS PART OF 1674-00-76

10-15 R4-7 24" X 30"

10-16 R4-7 24" X 30"

10-17 WEST 33 J3-1(2) 24" X57" REPLACED WITH SIGN 10-13 AS PART OF 1674-00-76

10-18 R1-2 36" X 31" ONE WAY R6-2R 24" X 30"

10-19 R1-2 36" X 31" TO TRAFFIC FROM LEFT R1-54 24" X 15"

10-20 ONE WAY R6-1R 36" X 12" R6-4b 48" X 18"

10-21

10-22

10-23 DO NOT ENTER R5-1 36" X 36"

10-24 R1-2 36" X 31" ONE WAY R6-2R 24" X 30"

10-25 EAST 33 REPLACED WITH SIGN 10-12 AS PART OF 1674-00-76 J3-1(2) 24" X 57"

10-26 R4-7 24" X 30"

10-27 R1-2 36" X 31" TO TRAFFIC FROM LEFT R1-54 24" X 15"

10-28 R1-2 36" X 31" TO TRAFFIC FROM LEFT R1-54 24" X 15"

10-29 R1-2 36" X 31" ONE WAY R6-2R 24" X 30"

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 190	E

2

N

EXISTING USH 12

U.S.H. 12/S.T.H. 33

U.S.H. 12/S.T.H. 33

U.S.H. 12/S.T.H. 33

USH 12

LOGGERS LANE

OLD STH 33

OLD STH 33

11-1 W1-3R 36" X 36"

11-2

11-3 W3-1 36" X 36"

11-4 REDUCED SPEED AHEAD R2-5A 24" X 30" REMOVE

11-5 SPEED LIMIT 45 R2-1 24" X 30" REMOVE

11-6 W2-2 30" X 30"

11-7 W1-2R 30" X 30"

11-8 DEAD END W14-1 30" X 30"

11-9 STOP R1-1 30" X 30"

11-10 W2-2 30" X 30"

11-11 W1-2R 30" X 30"

11-12 STOP AHEAD W3-1 36" X 36" REMOVE

11-13 W3-1 36" X 36"

11-14 W1-2R 30" X 30" REMOVE

11-15 REDUCED SPEED AHEAD R2-5A 24" X 30"

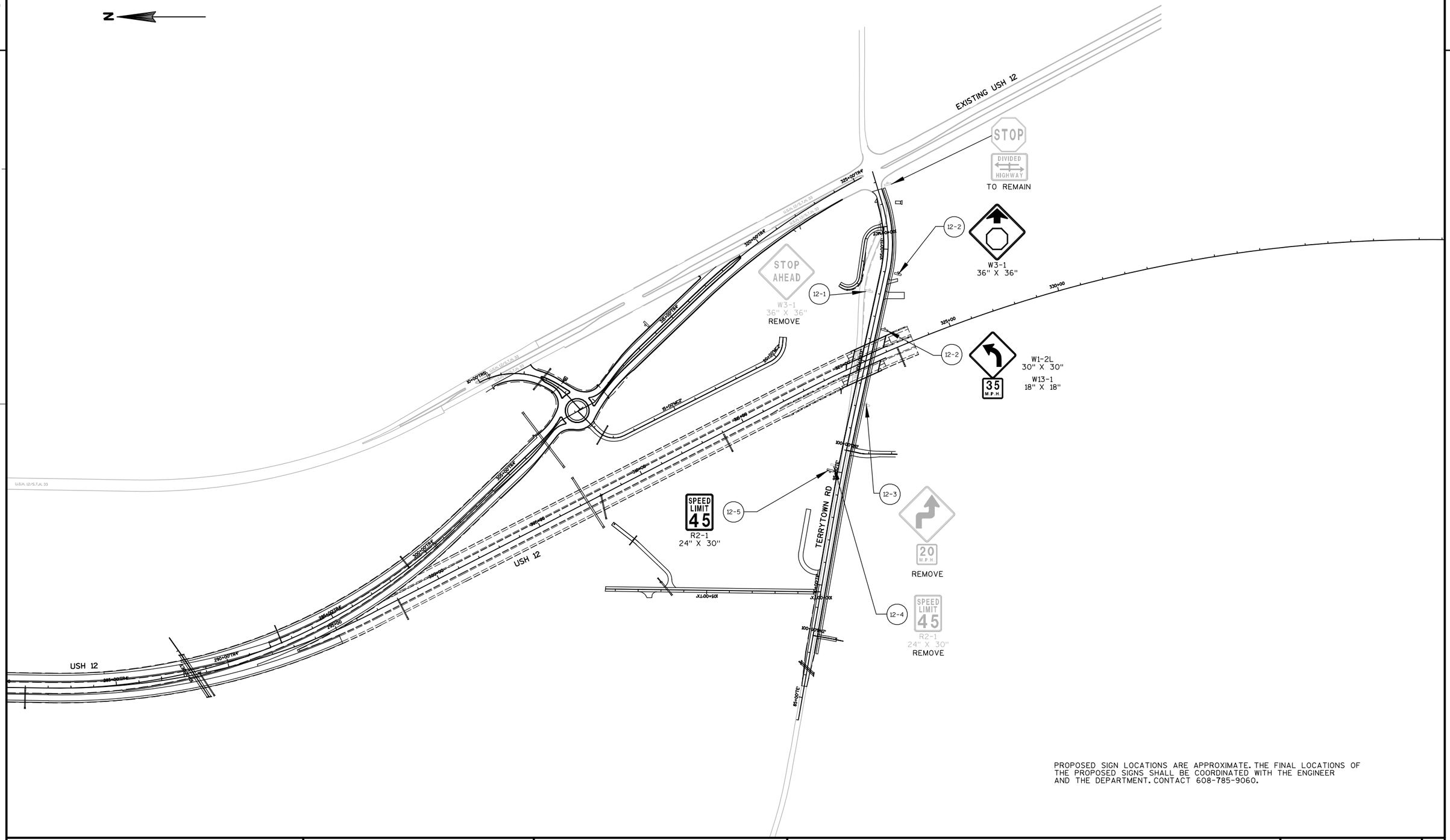
11-16 SPEED LIMIT 45 R2-1 24" X 30"

PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATIONS OF THE PROPOSED SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND THE DEPARTMENT. CONTACT 608-785-9060.

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 191	E

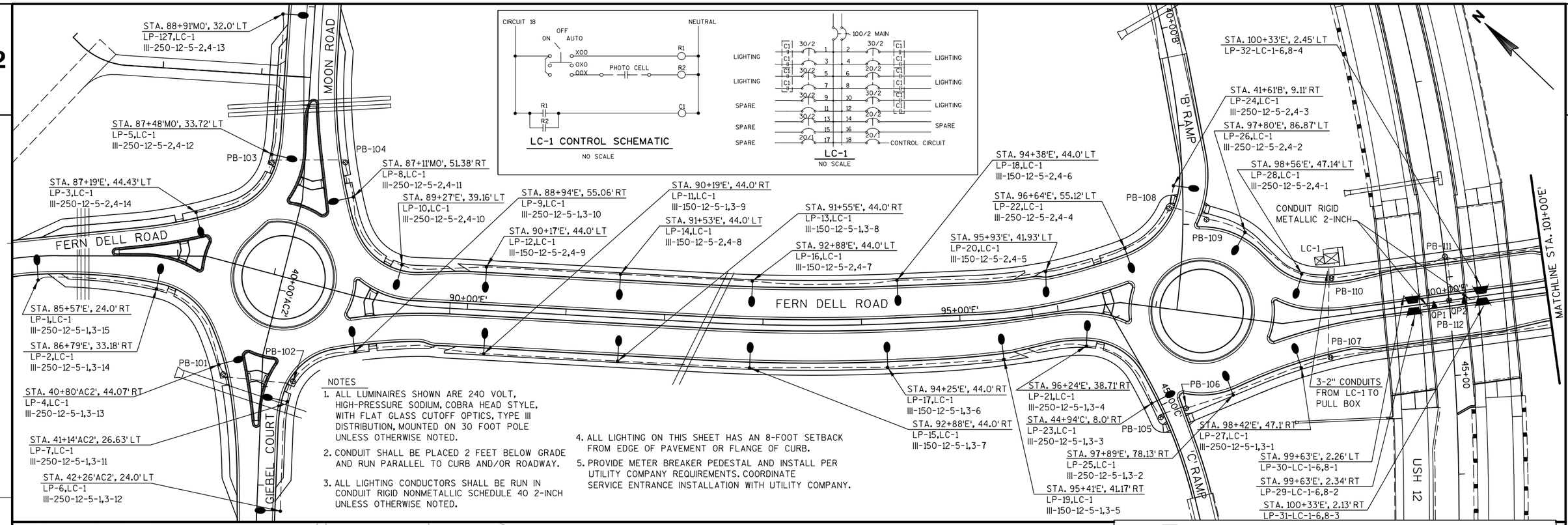
2

N

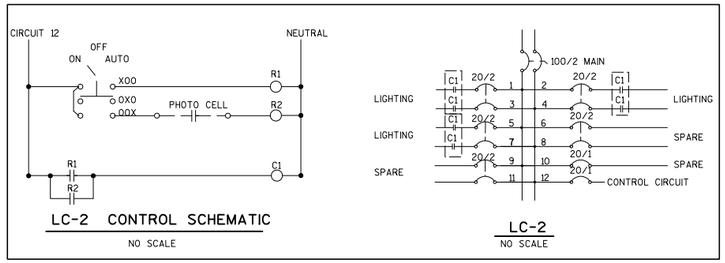


PROPOSED SIGN LOCATIONS ARE APPROXIMATE. THE FINAL LOCATIONS OF THE PROPOSED SIGNS SHALL BE COORDINATED WITH THE ENGINEER AND THE DEPARTMENT. CONTACT 608-785-9060.

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING	SHEET 192	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LIGHTING PLAN	SHEET 193	E



LC-2 CONTROL SCHEMATIC

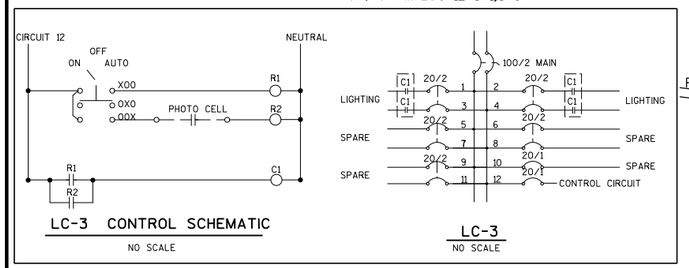
NO SCALE

LC-2

NO SCALE

LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE 6 VAR.)
- METER BREAKER PEDESTAL
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM
- STA. XX+X'XXX', XX.XX' LT / LP-XX, LC-2 — STATION AND SET BACK DISTANCE FROM REFERENCE LINE
- CONTROL CABINET DESIGNATION
- LIGHT POLE NUMBER
- III-250-12-5-1,3-1 — LIGHT UNIT NUMBER IN CIRCUIT, CIRCUIT NUMBERS, BASE TYPE, MAST ARM BRACKET LENGTH IN FEET, LAMP WATTAGE, DISTRIBUTION TYPE
- PULL BOX, 24" X 42"
- UNDER DECK LUMINAIRE (100 WATT HPS, MOUNT AT 14' ABOVE GROUND)
- LP-XX-LC-2-1,3-1 — LIGHT UNIT NUMBER IN CIRCUIT, CIRCUIT NUMBERS, CONTROL CABINET DESIGNATION, LIGHT POLE NUMBER
- QUANTITY POINT



LC-3 CONTROL SCHEMATIC

NO SCALE

LC-3

NO SCALE

STA. 94+54'NR', 43.1' LT
LP-60,LC-2
III-150-12-5-1,3-10

STA. 94+60'NR', 26.0' RT
LP-58,LC-2
III-150-12-5-1,3-5

STA. 96+26'NR', 23.61' RT
LP-59,LC-2
III-250-12-5-1,3-4

STA. 143+38'J', 8.0' RT
LP-64,LC-2
III-250-12-5-1,3-8

STA. 96+68'NR', 66.3' LT
LP-62,LC-2
III-250-12-5-1,3-9

STA. 98+05'NR', 85.17' LT
LP-66,LC-2
III-250-12-5-1,3-7

STA. 98+46'NR', 46.93' RT
LP-65,LC-2
III-250-12-5-1,3-1

STA. 97+79'NR', 72.88' RT
LP-63,LC-2
III-250-12-5-1,3-2

STA. 145+06'H', 8.0' RT
LP-61,LC-2
III-250-12-5-1,3-3

STA. 98+60'NR', 44.68' LT
LP-68,LC-2
III-250-12-5-1,3-6

STA. 99+64'NR', 2.16' LT
LP-70-LC-2-2,4-1

CONDUIT RIGID METALLIC 2-INCH

STA. 100+36'NR', 2.4' LT
LP-72-LC-2-2,4-4

STA. 102+13'NR', 70.13' LT
LP-76,LC-2
III-250-12-5-2,4-6

STA. 101+49'NR', 46.08' LT
LP-74,LC-2
III-250-12-5-2,4-5

STA. 101+36'NR', 43.67' RT
LP-71,LC-2
III-250-12-5-5,7-1

STA. 101+96'NR', 86.06' RT
LP-73,LC-2
III-250-12-5-5,7-2

STA. 100+36'NR', 2.15' RT
LP-69-LC-2-2,4-3

STA. 99+64'NR', 2.39' RT
LP-67-LC-2-2,4-2

STA. 144+30'F', 7.89' LT
LP-78,LC-2
III-250-12-5-2,4-7

STA. 103+32'NR', 69.04' RT
LP-77,LC-2
III-250-12-5-5,7-4

STA. 103+74'NR', 24.03' LT
LP-80,LC-2
III-250-12-5-2,4-8

STA. 105+17'NR', 26.07' LT
LP-81,LC-2
III-150-12-5-2,4-9

STA. 105+14'NR', 44.92' RT
LP-79,LC-2
III-150-12-5-5,7-5

STA. 106+47'NR', 25.0' LT
LP-82,LC-2
III-150-12-5-2,4-10

STA. 145+93'G', 8.0' LT
LP-75,LC-2
III-250-12-5-5,7-3

3-2" CONDUITS FROM LC-2 TO PULL BOX

CONDUIT RIGID METALLIC 2-INCH AND JUNCTION BOXES (1674-00-73)

STA. 98+71'R', 28.31' LT
LP-90,LC-3
III-150-12-5-1,3-3

STA. 99+95'R', 21.3' LT
LP-91,LC-3
III-150-12-5-1,3-2

STA. 209+67'N', 19.52' LT
LP-87,LC-3
III-250-12-5-1,3-5

STA. 97+91'R', 37.81' LT
LP-89,LC-3
III-250-12-5-1,3-4

STA. 96+25'R', 48.84' LT
LP-85,LC-3
III-250-12-5-1,3-6

STA. 101+18'R', 28.48' LT
LP-92,LC-3
III-150-12-5-1,3-1

STA. 212+07'K', 11.86' LT
LP-98,LC-3
III-250-12-5-2,4-2

STA. 102+28'R', 46.84' LT
LP-94,LC-3
III-250-12-5-2,4-1

STA. 93+08'R', 23.48' RT
LP-129,LC-3
III-250-12-5-1,3-11

STA. 94+47'R', 23.0' RT
LP-83,LC-3
III-250-12-5-1,3-10

STA. 95+90'R', 27.32' RT
LP-84,LC-3
III-250-12-5-1,3-9

STA. 97+72'R', 48.29' RT
LP-88,LC-3
III-250-12-5-1,3-7

STA. 210+64'M', 9.29' RT
LP-86,LC-3
III-250-12-5-1,3-8

3-2" CONDUITS FROM LC-3 TO PULL BOX

CONDUIT RIGID METALLIC 2-INCH

STA. 102+05'R', 34.22' RT
LP-93,LC-3
III-250-12-5-2,4-5

STA. 212+96'L', 23.73' RT
LP-97,LC-3
III-250-12-5-2,4-6

STA. 104+08'R', 25.0' LT
LP-100,LC-3
III-250-12-5-2,4-3

STA. 105+48'R', 26.71' LT
LP-101,LC-3
III-250-12-5-2,4-4

STA. 103+78'R', 51.9' RT
LP-99,LC-3
III-250-12-5-2,4-7

PB-119 PB-120 PB-121 PB-122 PB-123 PB-124 PB-125 PB-126 PB-127 PB-128 PB-130 PB-131 PB-133 PB-134 PB-135 PB-136 PB-137 PB-138 PB-139 PB-140 PB-141 PB-142 PB-143 PB-144 PB-145 PB-146

QP3 145+00'H'
QP4 100+00'NR'
95+00'NR'
105+00'NR'
95+00'R'
100+00'R'
105+00'R'
10+00'SZ'
10+00'HC'
145+00'H'
145+00'G'
145+00'K'
20+00
100+00'N'
10+00'M'

JB-1 JB-2 JB-3 JB-4 JB-5

NOTES

1. ALL LUMINAIRES SHOWN ARE 240 VOLT, HIGH-PRESSURE SODIUM, COBRA HEAD STYLE, WITH FLAT GLASS CUTOFF OPTICS, TYPE III DISTRIBUTION, MOUNTED ON 30 FOOT POLE UNLESS OTHERWISE NOTED.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED.
4. ALL LIGHTING ON THIS SHEET HAS AN 8-FOOT SETBACK FROM EDGE OF PAVEMENT OR FLANGE OF CURB.
5. PROVIDE METER BREAKER PEDESTAL AND INSTALL PER UTILITY COMPANY REQUIREMENTS. COORDINATE SERVICE ENTRANCE INSTALLATION WITH UTILITY COMPANY.
6. JUNCTION BOXES, CONCRETE LIGHT POLE BASE, AND CONDUIT IN BRIDGE RAILING FOR POLE-MOUNTED LIGHT TO BE PLACED AS PART OF 1674-00-73 PROJECT. BRIDGE LIGHT POLE,TRANSFORMER BASE, AND FIXTURE SHALL BE PROVIDED AND WIRED AS PART OF THIS CONTRACT. CONTRACTOR SHALL RUN WIRE ACROSS BRIDGE IN CONDUIT PROVIDED UNDER 1674-00-73 PROJECT AND INSTALL BRIDGE LIGHT POLE ON TOP OF BASE PROVIDED UNDER 1674-00-73 PROJECT. COORDINATE INSTALLATION WITH 1674-00-73 PROJECT.

N

NORTH REEDSBURG ROAD

STH 33

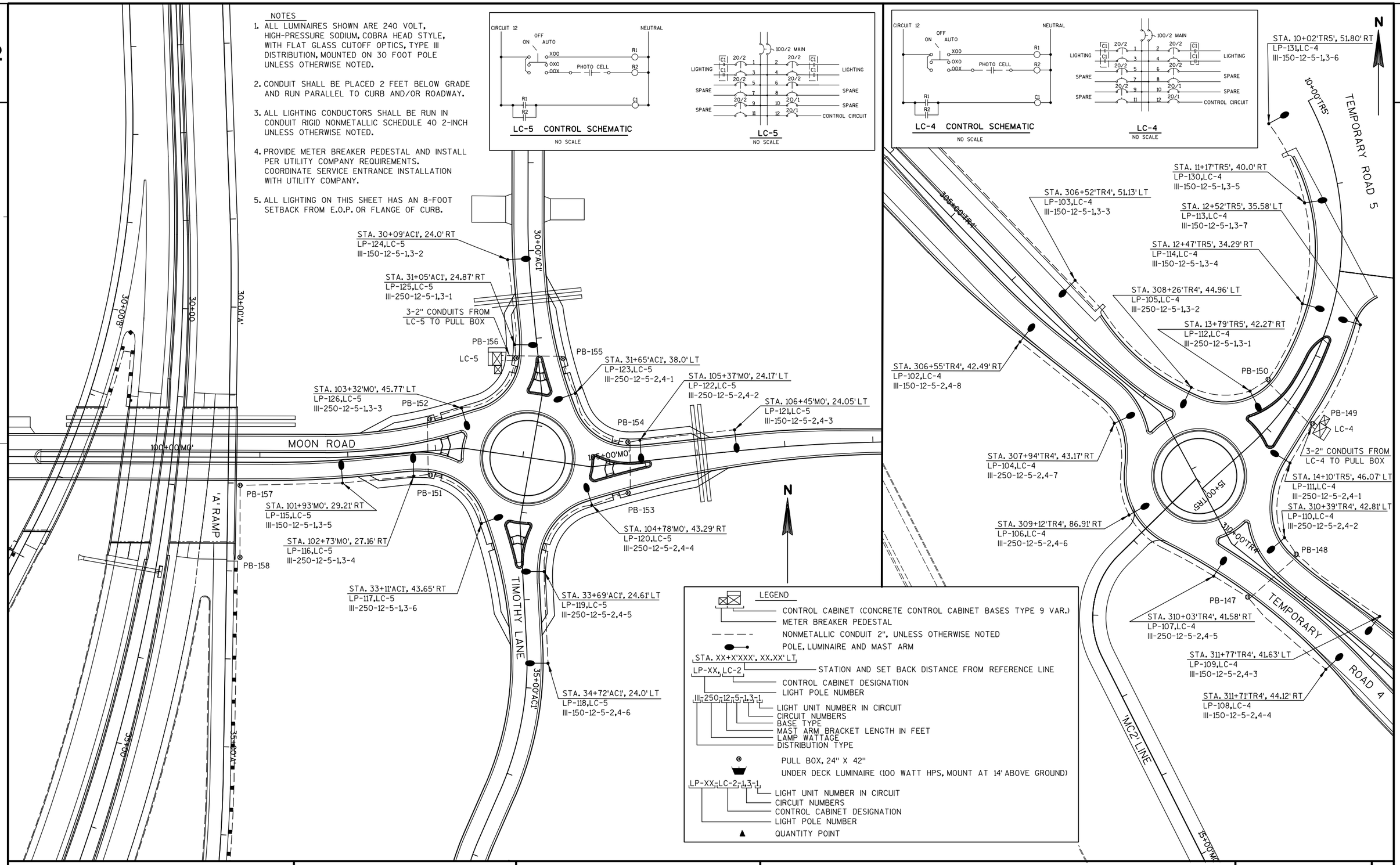
USH 12

'J' RAMP 'H' RAMP 'F' RAMP 'G' RAMP 'N' RAMP 'M' RAMP 'K' RAMP 'L' RAMP

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	LIGHTING PLAN	SHEET 194	E

NOTES

1. ALL LUMINAIRES SHOWN ARE 240 VOLT, HIGH-PRESSURE SODIUM, COBRA HEAD STYLE, WITH FLAT GLASS CUTOFF OPTICS, TYPE III DISTRIBUTION, MOUNTED ON 30 FOOT POLE UNLESS OTHERWISE NOTED.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED.
4. PROVIDE METER BREAKER PEDESTAL AND INSTALL PER UTILITY COMPANY REQUIREMENTS. COORDINATE SERVICE ENTRANCE INSTALLATION WITH UTILITY COMPANY.
5. ALL LIGHTING ON THIS SHEET HAS AN 8-FOOT SETBACK FROM E.O.P. OR FLANGE OF CURB.



LEGEND

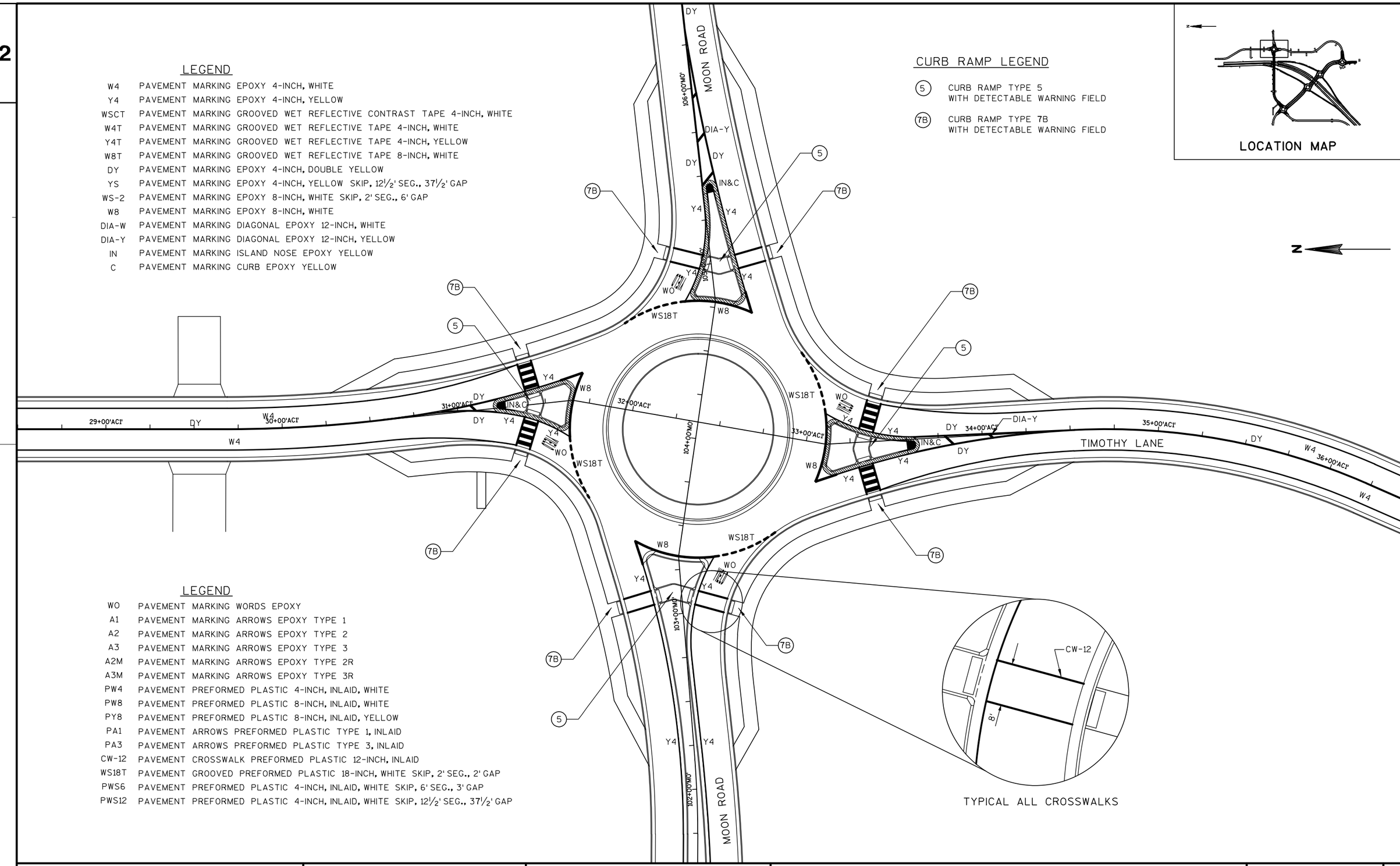
W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
C	PAVEMENT MARKING CURB EPOXY YELLOW

CURB RAMP LEGEND

(5) CURB RAMP TYPE 5 WITH DETECTABLE WARNING FIELD

(7B) CURB RAMP TYPE 7B WITH DETECTABLE WARNING FIELD

LOCATION MAP



LEGEND

WO	PAVEMENT MARKING WORDS EPOXY
A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
PW4	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE
PW8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, WHITE
PY8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
PA1	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 1, INLAID
PA3	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 3, INLAID
CW-12	PAVEMENT CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
WS18T	PAVEMENT GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
PWS6	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
PWS12	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP

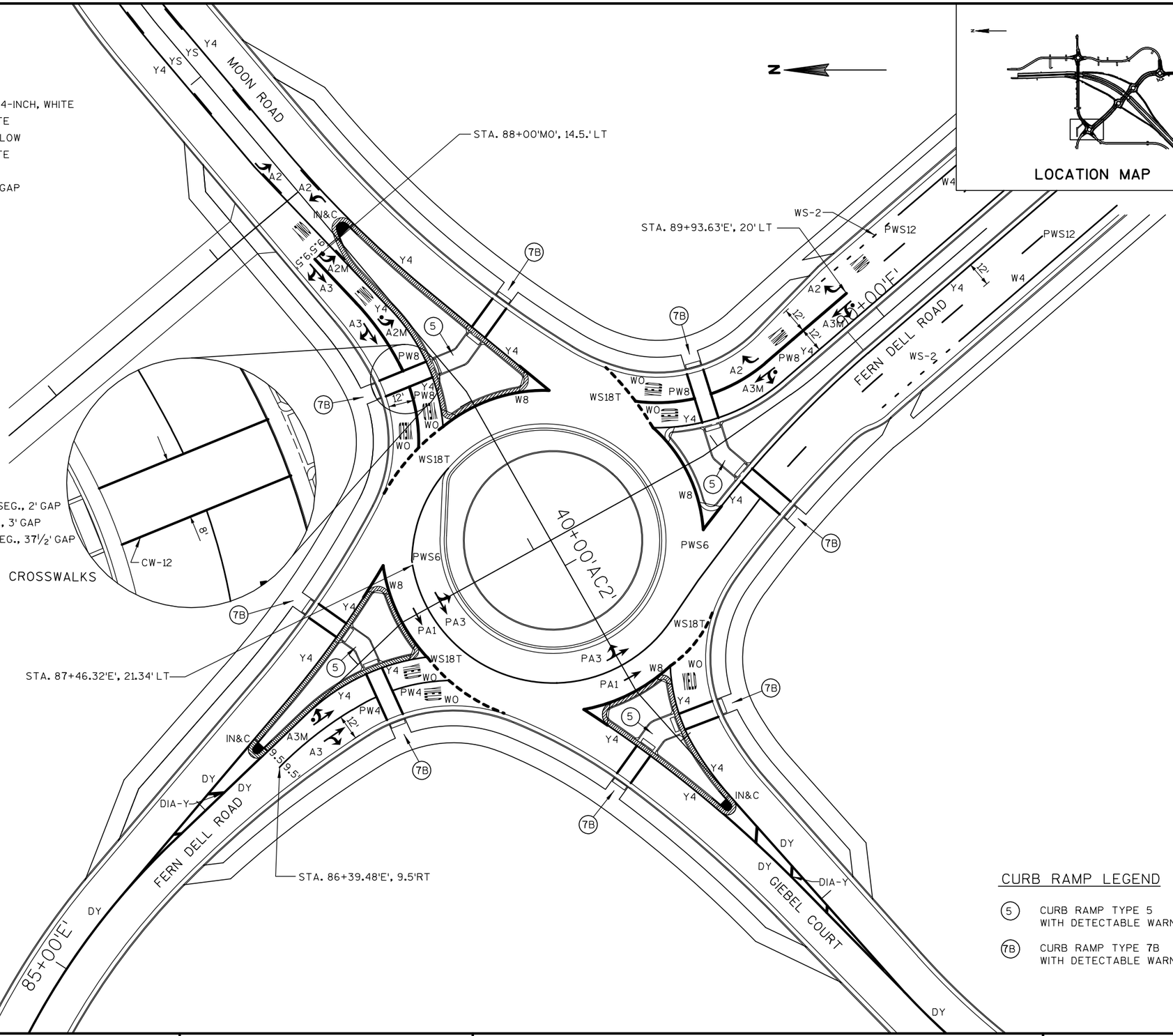
TYPICAL ALL CROSSWALKS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 196	E

LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
C	PAVEMENT MARKING CURB EPOXY YELLOW
WO	PAVEMENT MARKING WORDS EPOXY
A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
PW4	PAVEMENT MARKING PREFORMED PLASTIC 4-INCH, INLAID, WHITE
PW8	PAVEMENT MARKING PREFORMED PLASTIC 8-INCH, INLAID, WHITE
PY8	PAVEMENT MARKING PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
PA1	PAVEMENT MARKING ARROWS PREFORMED PLASTIC TYPE 1, INLAID
PA3	PAVEMENT MARKING ARROWS PREFORMED PLASTIC TYPE 3, INLAID
CW-12	PAVEMENT MARKING CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
WS18T	PAVEMENT MARKING GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
PWS6	PAVEMENT MARKING PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
PWS12	PAVEMENT MARKING PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP

TYPICAL ALL CROSSWALKS



CURB RAMP LEGEND

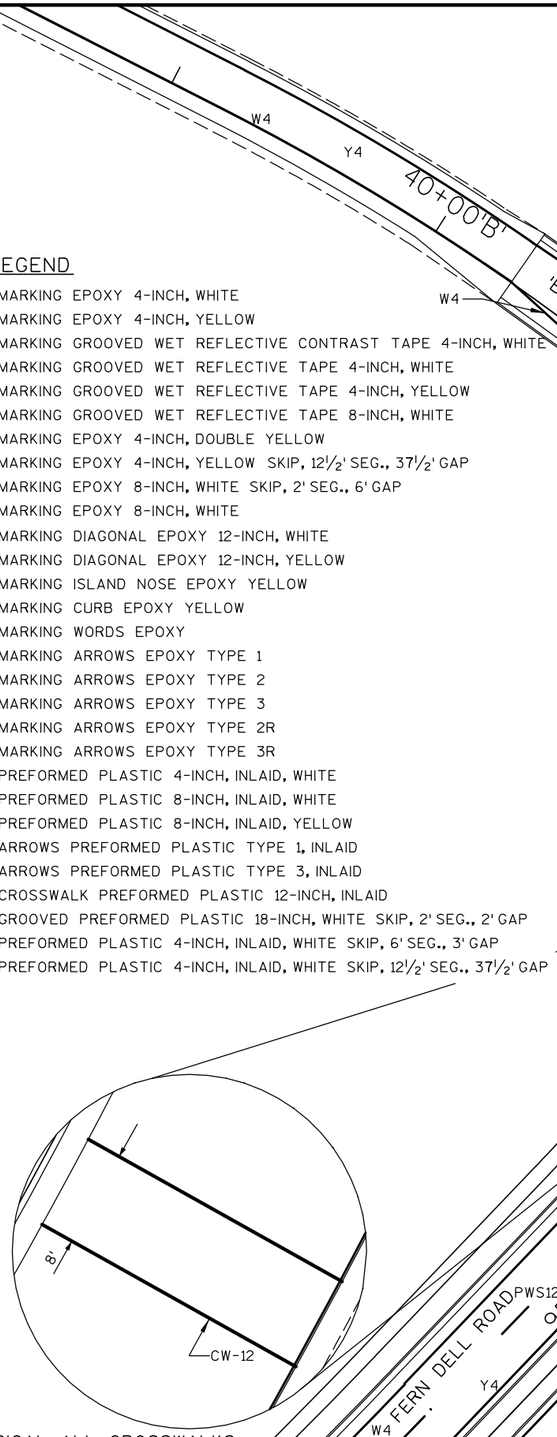
(5) CURB RAMP TYPE 5 WITH DETECTABLE WARNING FIELD

(7B) CURB RAMP TYPE 7B WITH DETECTABLE WARNING FIELD

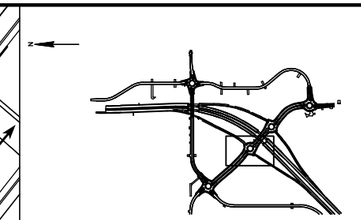
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 197	E

LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
C	PAVEMENT MARKING CURB EPOXY YELLOW
WO	PAVEMENT MARKING WORDS EPOXY
A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
PW4	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE
PW8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, WHITE
PY8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
PA1	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 1, INLAID
PA3	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 3, INLAID
CW-12	PAVEMENT CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
WS18T	PAVEMENT GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
PWS6	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
PWS12	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP



TYPICAL ALL CROSSWALKS



LOCATION MAP

CURB RAMP LEGEND

(2) CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

(5) CURB RAMP TYPE 5 WITH DETECTABLE WARNING FIELD

(7B) CURB RAMP TYPE 7B WITH DETECTABLE WARNING FIELD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 198	E

NOTE:
CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 & 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAIL OF PROHIBITED PORTIONS

LOCATION MAP

LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
C	PAVEMENT MARKING CURB EPOXY YELLOW
WO	PAVEMENT MARKING WORDS EPOXY
A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
PW4	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE
PW8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, WHITE
PY8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
PA1	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 1, INLAID
PA3	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 3, INLAID
CW-12	PAVEMENT CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
WS18T	PAVEMENT GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
PWS6	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
PWS12	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP

'A' RAMP
'D' RAMP
PROPOSED USH 12 EB
PROPOSED USH 12 WB
FUTURE CTH BD
105+00'F'
100+00'E'
45+00'A'
45+00'D'
STA. 104+53.15'E', 20' LT
STA. 102+79.50'E', 62.71' LT
STA. 101+69.56'E', 30.85' LT
STA. 102+27.03'E', 63.30' RT
STA. 100+50.81'E', 20' RT

TYPICAL ALL CROSSWALKS

CURB RAMP LEGEND

(2) CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD

(5) CURB RAMP TYPE 5 WITH DETECTABLE WARNING FIELD

(7B) CURB RAMP TYPE 7B WITH DETECTABLE WARNING FIELD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 199	E

2

LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
C	PAVEMENT MARKING CURB EPOXY YELLOW
WO	PAVEMENT MARKING WORDS EPOXY
A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
PW4	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE
PW8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, WHITE
PY8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
PA1	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 1, INLAID
PA3	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 3, INLAID
CW-12	PAVEMENT CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
WS18T	PAVEMENT GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
PWS6	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
PWS12	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP

NOTE:
CONSTRUCTION OPERATIONS ARE PROHIBITED
ON PORTIONS OF PARCELS 16 & 17 PRIOR TO
OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO
OCTOBER 16, 2009

SEE CONSTRUCTION DETAIL OF PROHIBITED PORTIONS

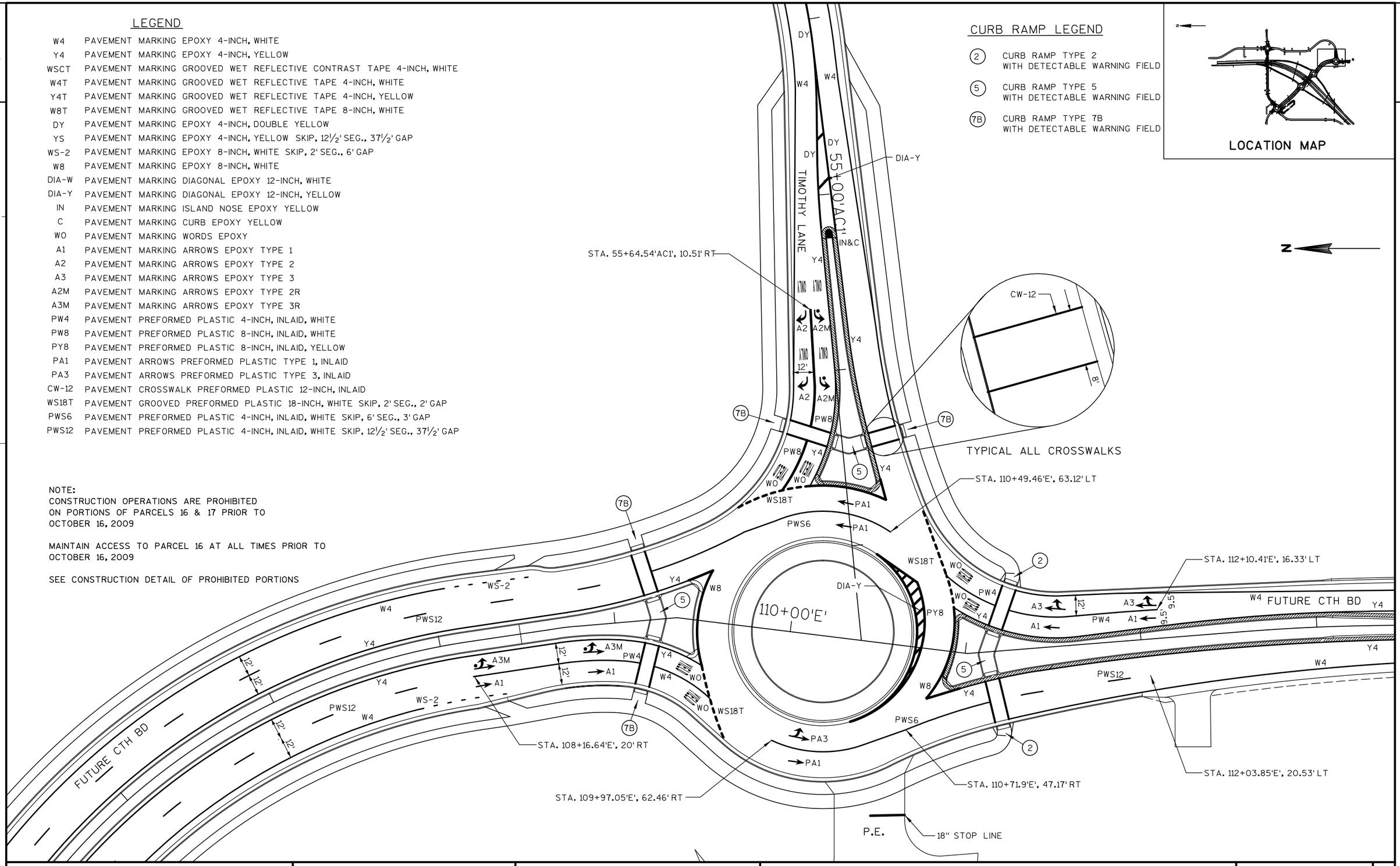
CURB RAMP LEGEND

(2) CURB RAMP TYPE 2
WITH DETECTABLE WARNING FIELD

(5) CURB RAMP TYPE 5
WITH DETECTABLE WARNING FIELD

(7B) CURB RAMP TYPE 7B
WITH DETECTABLE WARNING FIELD

LOCATION MAP



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 200	E

PROPOSED USH 12 EB

CURB RAMP LEGEND

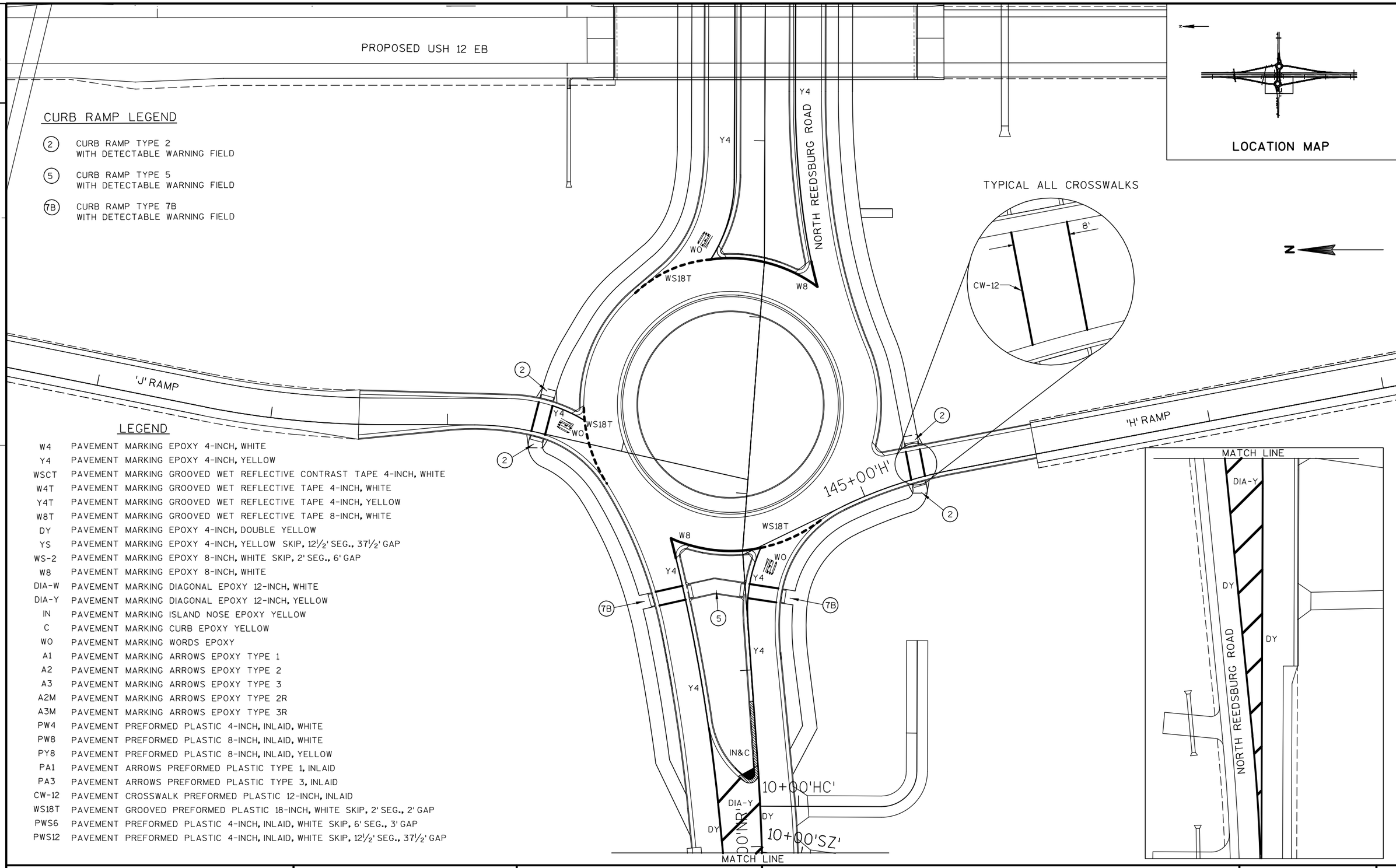
(2) CURB RAMP TYPE 2
WITH DETECTABLE WARNING FIELD

(5) CURB RAMP TYPE 5
WITH DETECTABLE WARNING FIELD

(7B) CURB RAMP TYPE 7B
WITH DETECTABLE WARNING FIELD

LEGEND

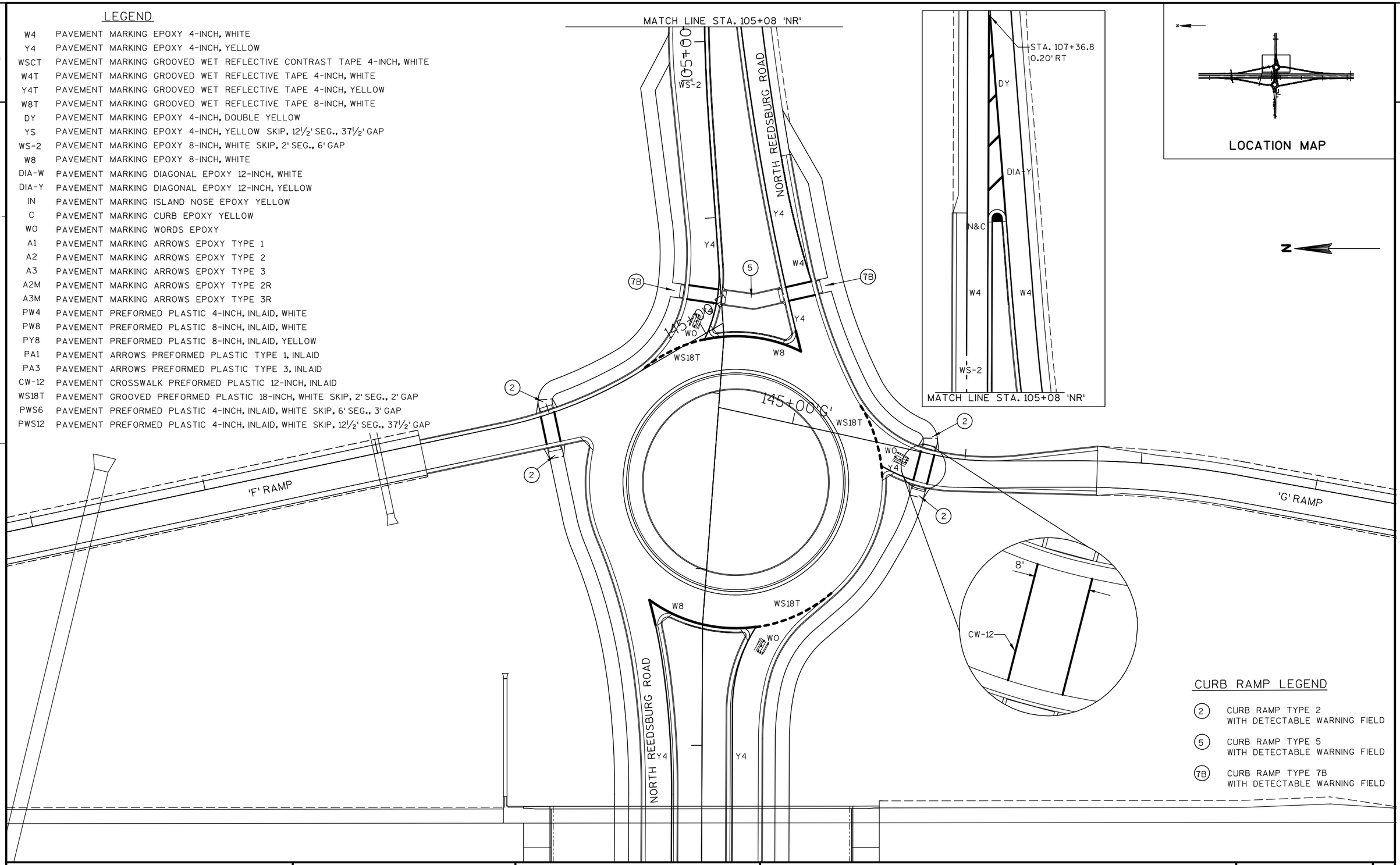
W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
C	PAVEMENT MARKING CURB EPOXY YELLOW
WO	PAVEMENT MARKING WORDS EPOXY
A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
PW4	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE
PW8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, WHITE
PY8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
PA1	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 1, INLAID
PA3	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 3, INLAID
CW-12	PAVEMENT CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
WS18T	PAVEMENT GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
PWS6	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
PWS12	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 201	E

LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
C	PAVEMENT MARKING CURB EPOXY YELLOW
WO	PAVEMENT MARKING WORDS EPOXY
A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
PW4	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE
PW8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, WHITE
PY8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
PA1	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 1, INLAID
PA3	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 3, INLAID
CW-12	PAVEMENT CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
WS18T	PAVEMENT GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
PWS6	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
PWS12	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP

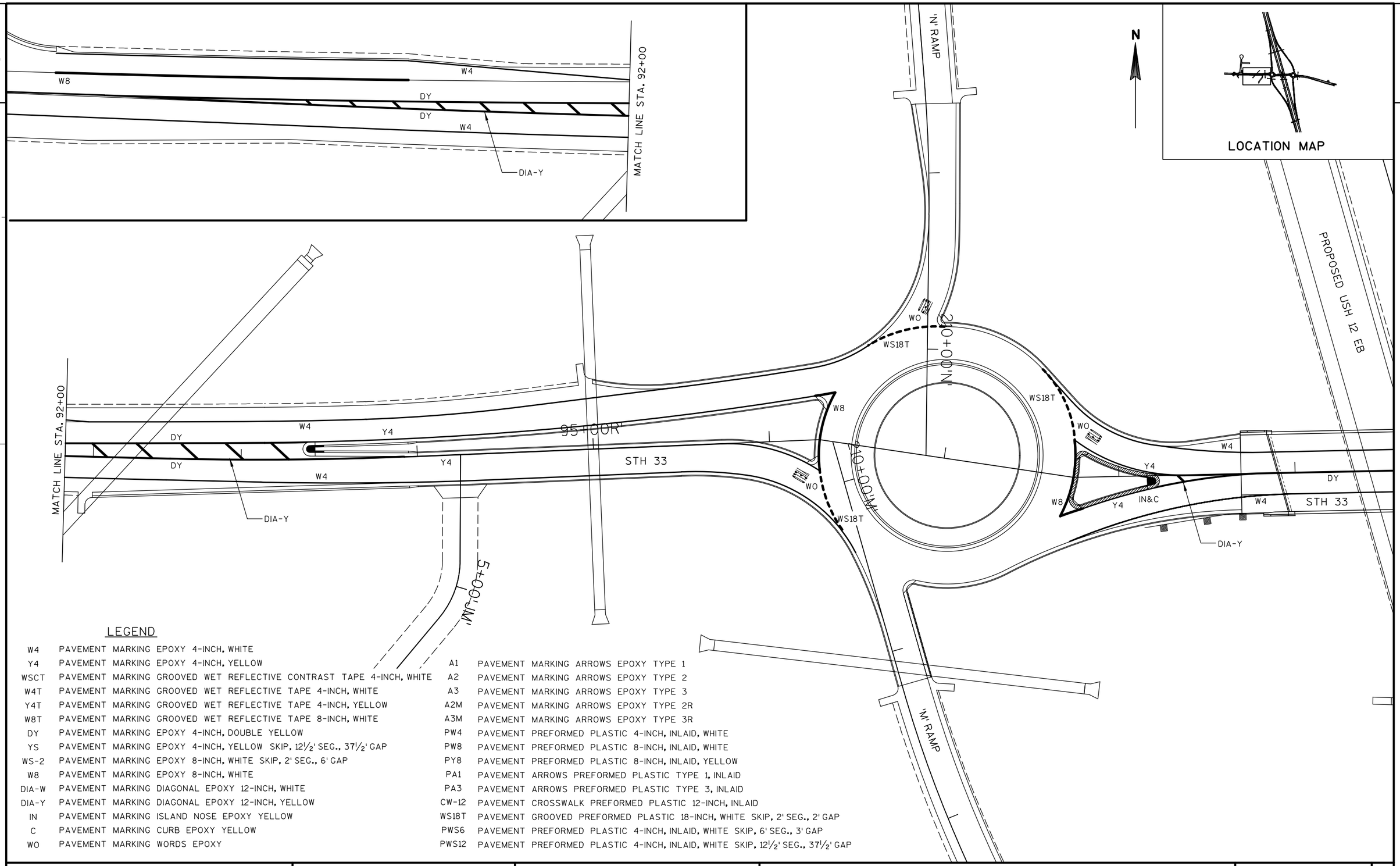


LOCATION MAP

CURB RAMP LEGEND

(2)	CURB RAMP TYPE 2 WITH DETECTABLE WARNING FIELD
(5)	CURB RAMP TYPE 5 WITH DETECTABLE WARNING FIELD
(7B)	CURB RAMP TYPE 7B WITH DETECTABLE WARNING FIELD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 202	E

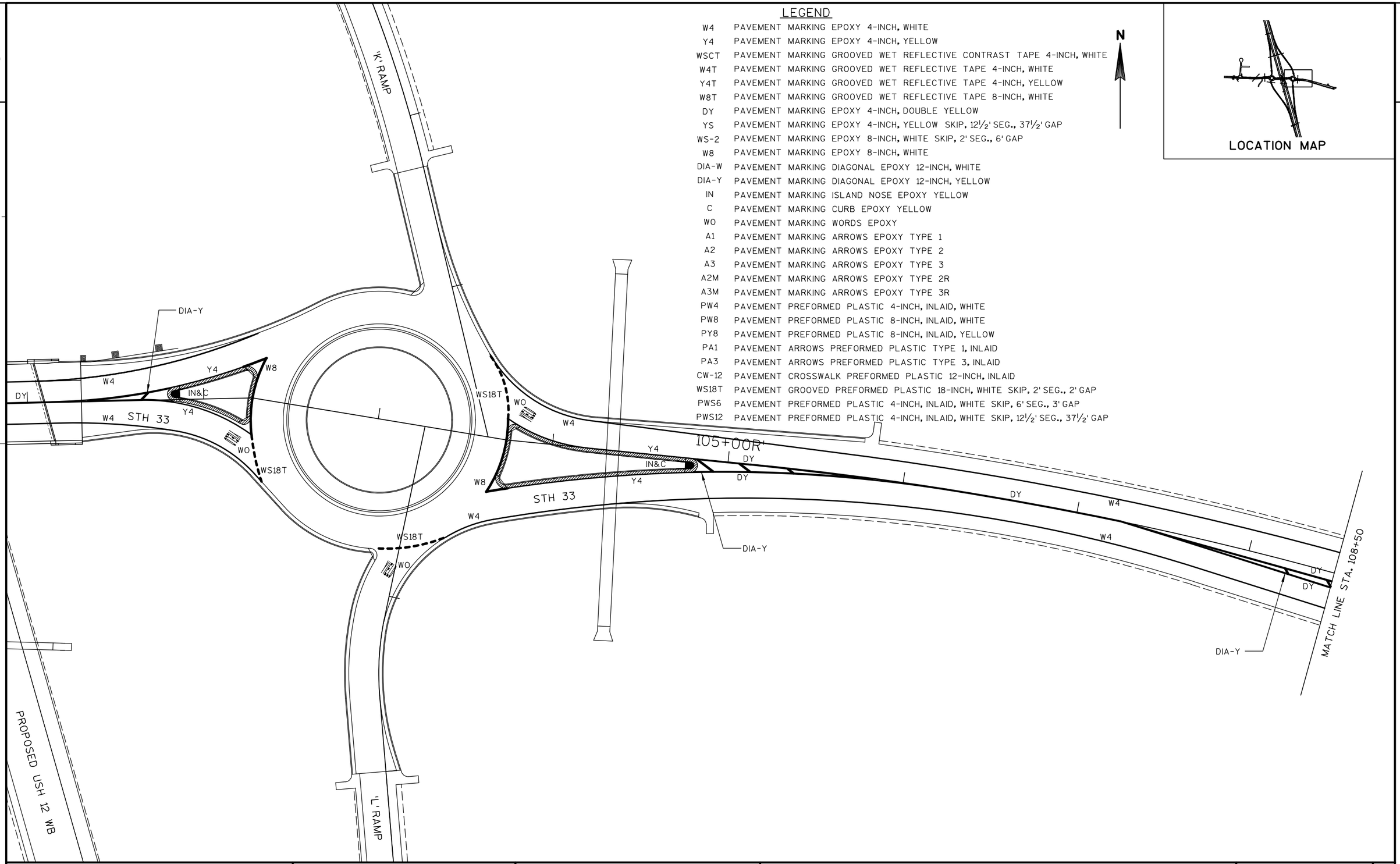


LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE	A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW	A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE	A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE	A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW	A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE	PW4	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW	PW8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, WHITE
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP	PY8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP	PA1	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 1, INLAID
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE	PA3	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 3, INLAID
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE	CW-12	PAVEMENT CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW	WS18T	PAVEMENT GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW	PWS6	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
C	PAVEMENT MARKING CURB EPOXY YELLOW	PWS12	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP
WO	PAVEMENT MARKING WORDS EPOXY		

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 203	E

2



LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
C	PAVEMENT MARKING CURB EPOXY YELLOW
WO	PAVEMENT MARKING WORDS EPOXY
A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
PW4	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE
PW8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, WHITE
PY8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
PA1	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 1, INLAID
PA3	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 3, INLAID
CW-12	PAVEMENT CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
WS18T	PAVEMENT GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
PWS6	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
PWS12	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP

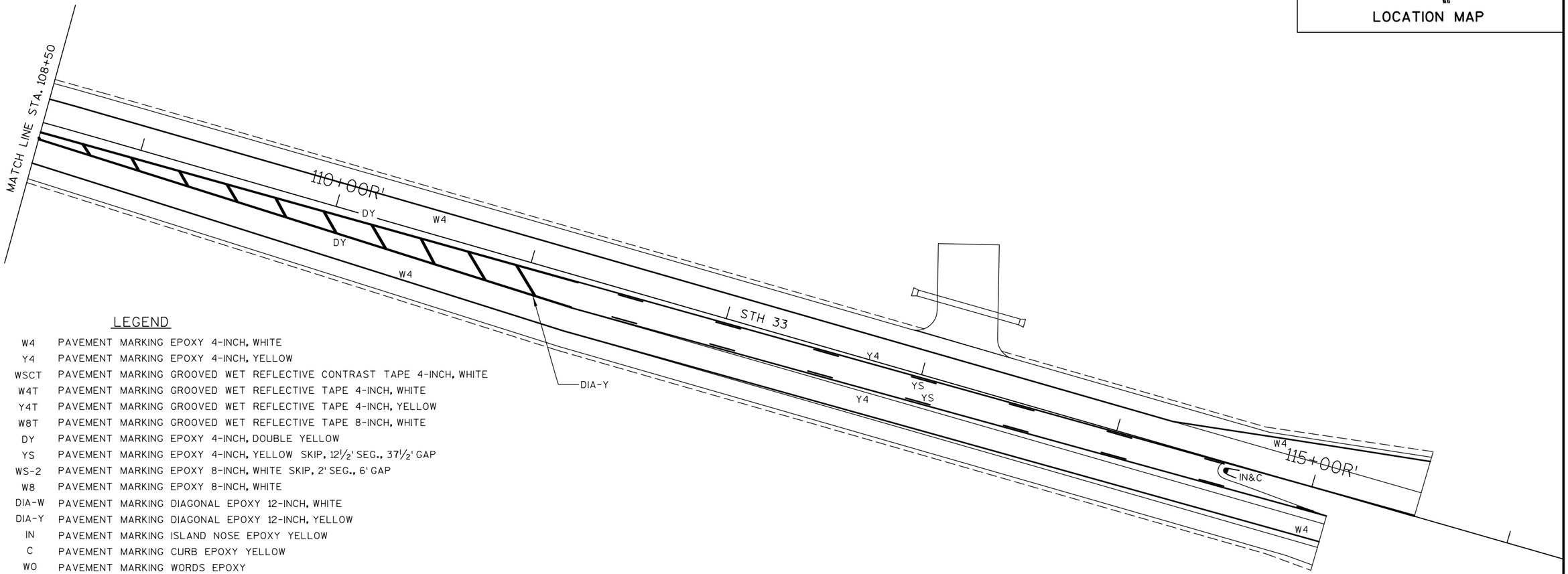
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LOCATION MAP

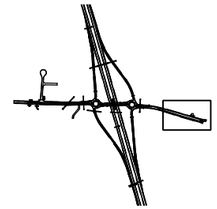
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 204	E

2



N



LOCATION MAP

2

LEGEND

W4	PAVEMENT MARKING EPOXY 4-INCH, WHITE
Y4	PAVEMENT MARKING EPOXY 4-INCH, YELLOW
WSCT	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH, WHITE
W4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, WHITE
Y4T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 4-INCH, YELLOW
W8T	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH, WHITE
DY	PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
YS	PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½' SEG., 37½' GAP
WS-2	PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
W8	PAVEMENT MARKING EPOXY 8-INCH, WHITE
DIA-W	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
DIA-Y	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
IN	PAVEMENT MARKING ISLAND NOSE EPOXY YELLOW
C	PAVEMENT MARKING CURB EPOXY YELLOW
WO	PAVEMENT MARKING WORDS EPOXY
A1	PAVEMENT MARKING ARROWS EPOXY TYPE 1
A2	PAVEMENT MARKING ARROWS EPOXY TYPE 2
A3	PAVEMENT MARKING ARROWS EPOXY TYPE 3
A2M	PAVEMENT MARKING ARROWS EPOXY TYPE 2R
A3M	PAVEMENT MARKING ARROWS EPOXY TYPE 3R
PW4	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE
PW8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, WHITE
PY8	PAVEMENT PREFORMED PLASTIC 8-INCH, INLAID, YELLOW
PA1	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 1, INLAID
PA3	PAVEMENT ARROWS PREFORMED PLASTIC TYPE 3, INLAID
CW-12	PAVEMENT CROSSWALK PREFORMED PLASTIC 12-INCH, INLAID
WS18T	PAVEMENT GROOVED PREFORMED PLASTIC 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
PWS6	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 6' SEG., 3' GAP
PWS12	PAVEMENT PREFORMED PLASTIC 4-INCH, INLAID, WHITE SKIP, 12½' SEG., 37½' GAP

2

2

TIMOTHY LANE

15+00'AC1'

20+00'AC1'

N

PAVEMENT MARKING ~~GROOVED~~ EPOXY 8 INCH ~~WET REFLECTIVE CONTRAST TAPE 4 INCH~~, WHITE, 3' SEG., 12' GAP (TYP.)

PROPOSED USH 12

25+00'A'

W4

Y4

15+00

20+00

25+00

Y4

25+00'B'

W4

PAVEMENT MARKING ~~GROOVED~~ EPOXY ~~WET REFLECTIVE CONTRAST TAPE~~ 4-INCH, WHITE, 12½' SEG., 37½' GAP (TYP.)

PAVEMENT MARKING EPOXY ~~GROOVED WET REFLECTIVE TAPE~~ 8-INCH, WHITE (TYP.)

MATCHLINE STA.29+50

SIGN

POOL

PAVEMENT MARKING ~~GROOVED~~ EPOXY ~~WET REFLECTIVE TAPE~~ 8-INCH, WHITE (TYP.)

N

30+00'A'

W4

Y4

30+00

Y4

W4

W4

30+00'B'

Y4

100+00'MO'

35+00'A'

'A' RAMP

40+00'A'

35+00

PROPOSED USH 12

40+00

'B' RAMP

35+00'B'

W4

Y4

W4

Y4

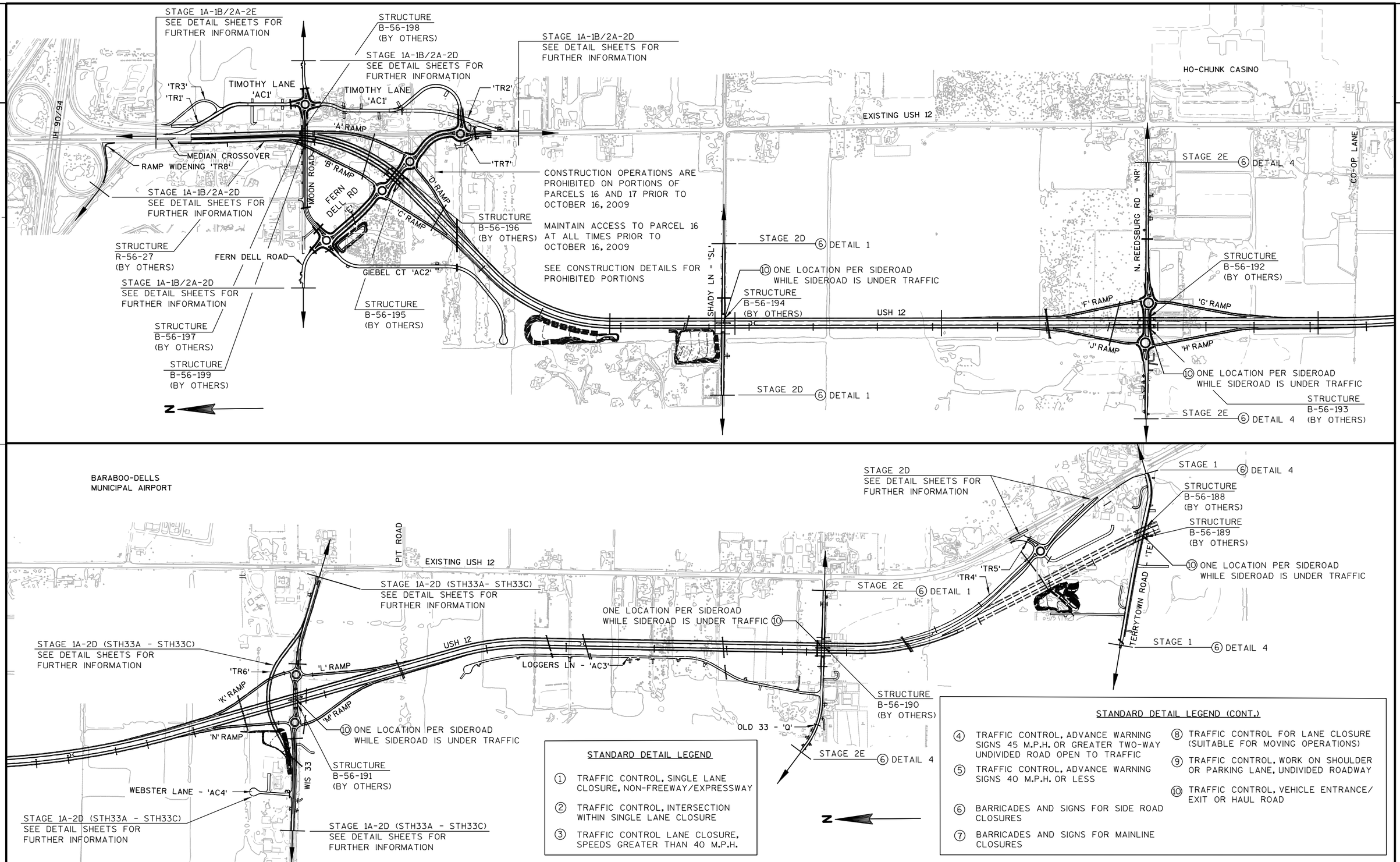
45+00'A'

MATCHLINE STA.29+50

SIGN

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PAVEMENT MARKING	SHEET 206	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\024511_pm.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - OVERVIEW	SHEET 207	E

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2

STAGE 1 CONSTRUCTION ACTIVITIES

1A: -CONSTRUCT 'TR1' AND CONNECTION TO EXISTING USH 12

-CONSTRUCT 'TR2' AND CONNECTION TO EXISTING USH 12

-CONSTRUCT MEDIAN CROSSOVER AND INSTALL BULLNOSE (SEE CONST. DETAILS)

-CONSTRUCT 'TR8' RAMP WIDENING AND CONNECTION TO EXISTING USH 12

-CONSTRUCT TEMPORARY DRIVEWAY FOR ANTIQUE MALL (BEFORE CONSTRUCTION OF 'AC1')

-CONSTRUCT 'TR3' AND PORTIONS OF 'AC1'

-BEGIN CONSTRUCTION ON PORTIONS OF 'MO', 'E', 'AC2'

-BEGIN CONSTRUCTION OF PROPOSED USH 12 MAINLINE AND RAMPS IN AREAS THAT ARE NOT IN CONFLICT WITH EXISTING USH 12

-COMPLETE CONSTRUCTION OF 'MO' EAST OF EXISTING USH 12, TR6, TERRYTOWN ROAD AND WEBSTER LANE

STAGE 1 NOTES

1. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESSES AND RESIDENTS IN CONSTRUCTION AREA AT ALL TIMES.
2. CONTRACTOR SHALL MAINTAIN TEMPORARY DRAINAGE AS NECESSARY DURING CONSTRUCTION.
3. CONTRACTOR SHALL COMPLETE TEMPORARY DRIVEWAY TO ANTIQUE MALL PRIOR TO COMPLETING ANY WORK ON 'AC1' FROM STA. 25+00'AC1' TO 32+00'AC1'.
4. CONTRACTOR SHALL MAINTAIN TEMPORARY DRIVEWAY FOR ANTIQUE MALL AND KEEP PROPERLY SHAPED THROUGHOUT USE.
5. CONSTRUCTION OF MEDIAN CROSSOVER/'TR1' CONNECTION/ RAMP WIDENING CANNOT BE CONCURRENT
6. MOON ROAD TO BE CLOSED EAST OF TEMPORARY DRIVEWAY FOR A MAXIMUM OF 30 CONSECUTIVE CALENDAR DAYS TO COMPLETE STAGE 1B WORK.
7. CONTRACTOR SHALL GAP TEMPORARY DRIVEWAY ENTRANCE AND STAGE ENTRANCE AS NECESSARY WHILE MAINTAINING ACCESS TO COMPLETE STAGE 1B WORK.

GENERAL NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL

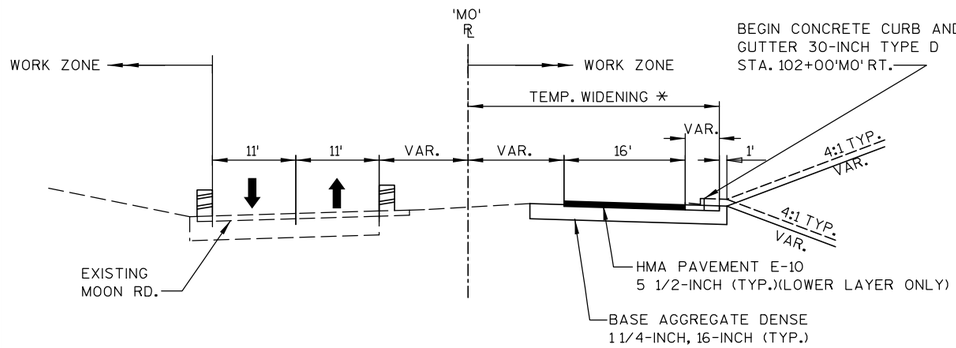
1. TRAFFIC CONTROL DRUMS IN TAPERS SHALL BE EQUIPPED WITH WARNING LIGHTS. TYPE "C", ONE WAY LIGHTS IN TAPERS ONLY, UNLESS OTHERWISE SHOWN.
2. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS. SEE EXISTING AND PERMANENT SIGNING PLANS FOR MORE DETAIL.
3. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
4. ALL MEDIAN CROSSOVERS SHALL BE RESTORED AFTER CONSTRUCTION: REMOVE ASPHALTIC SURFACE AND BASE, REPLACE CONCRETE CURB & GUTTER AND RESTORE MEDIAN WITH 4" SALVAGED TOPSOIL, FERTILIZE, SEED MIX #40, AND MULCH
5. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
6. CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.
7. ADEQUATE TURNING PROVISIONS SHALL BE MAINTAINED FOR ALL VEHICLES, INCLUDING TRUCKS OR AS DIRECTED BY THE ENGINEER.
8. ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.
9. TRAFFIC CONTROL BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
10. ROUTE MARKER SIGNING (J-ASSEMBLIES), AT LOCATIONS APPROVED BY THE ENGINEER, SHALL BE MAINTAINED DURING ALL CONSTRUCTION STAGES.

PARCELS 16 AND 17 R/W PROJECT 1674-00-21 NOTES

CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009

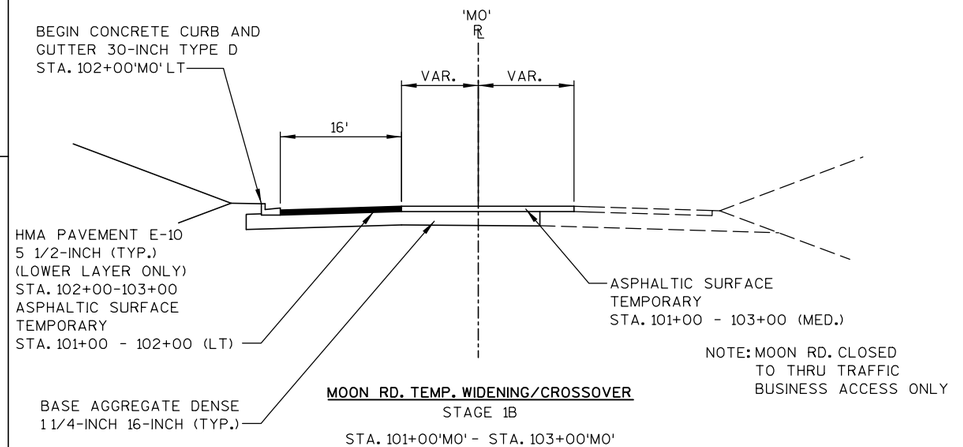
MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAILS FOR PROHIBITED PORTIONS

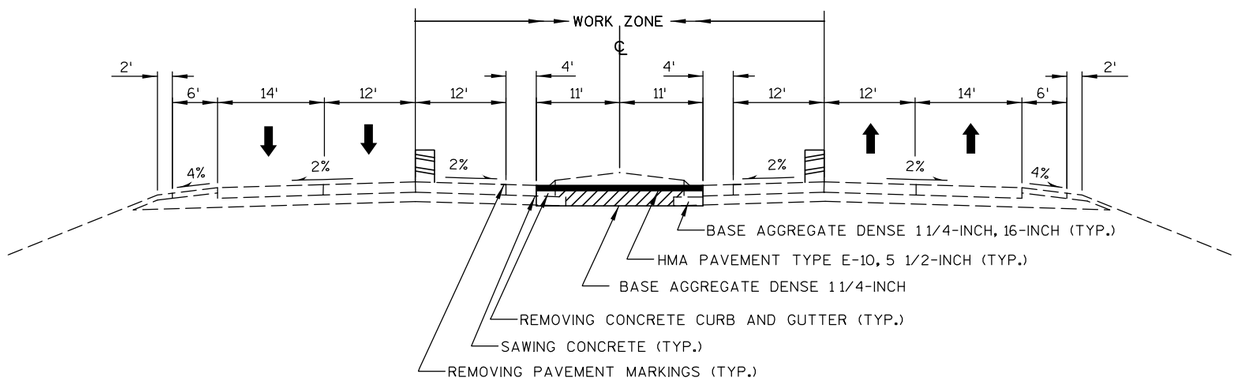


MOON RD. TEMP. WIDENING/CROSSOVER
STAGE 1A
STA. 101+00'MO' - STA. 103+00'MO'

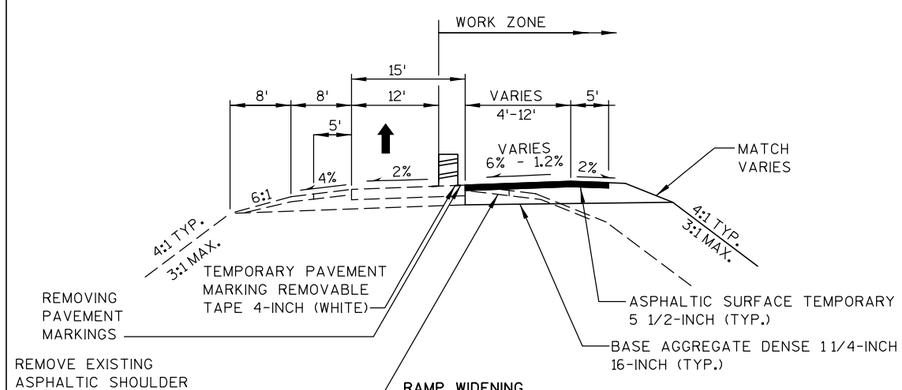
* STA. 101+00 = 31.50' RT
STA. 102+00 = 23.42' RT



MOON RD. TEMP. WIDENING/CROSSOVER
STAGE 1B
STA. 101+00'MO' - STA. 103+00'MO'



TEMPORARY CROSSOVER
STAGE 1A
STA. 13+25 - STA. 15+50

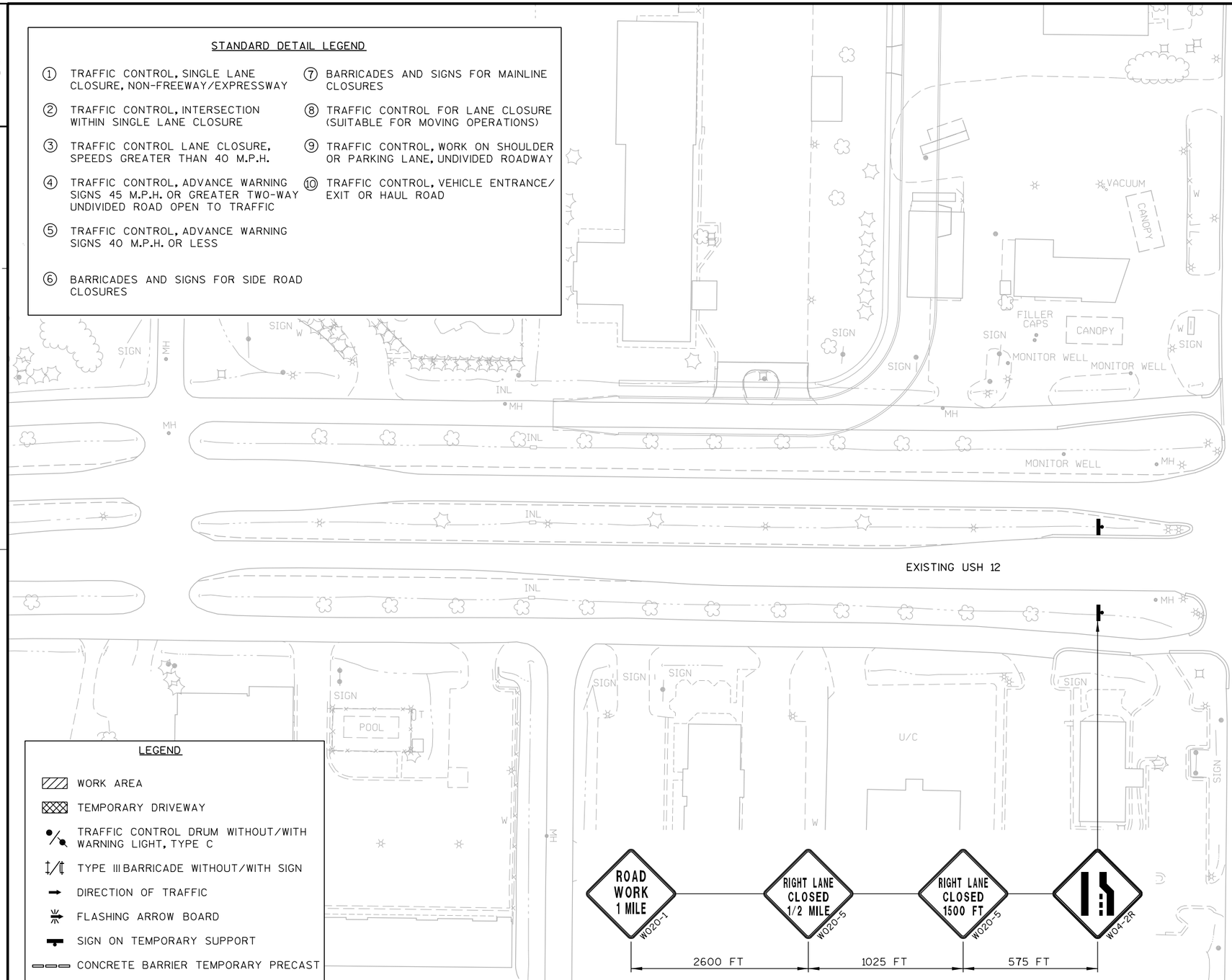


RAMP WIDENING
STAGE 1A
STA. 1019+75'TR8' - STA. 1024+75'TR8'

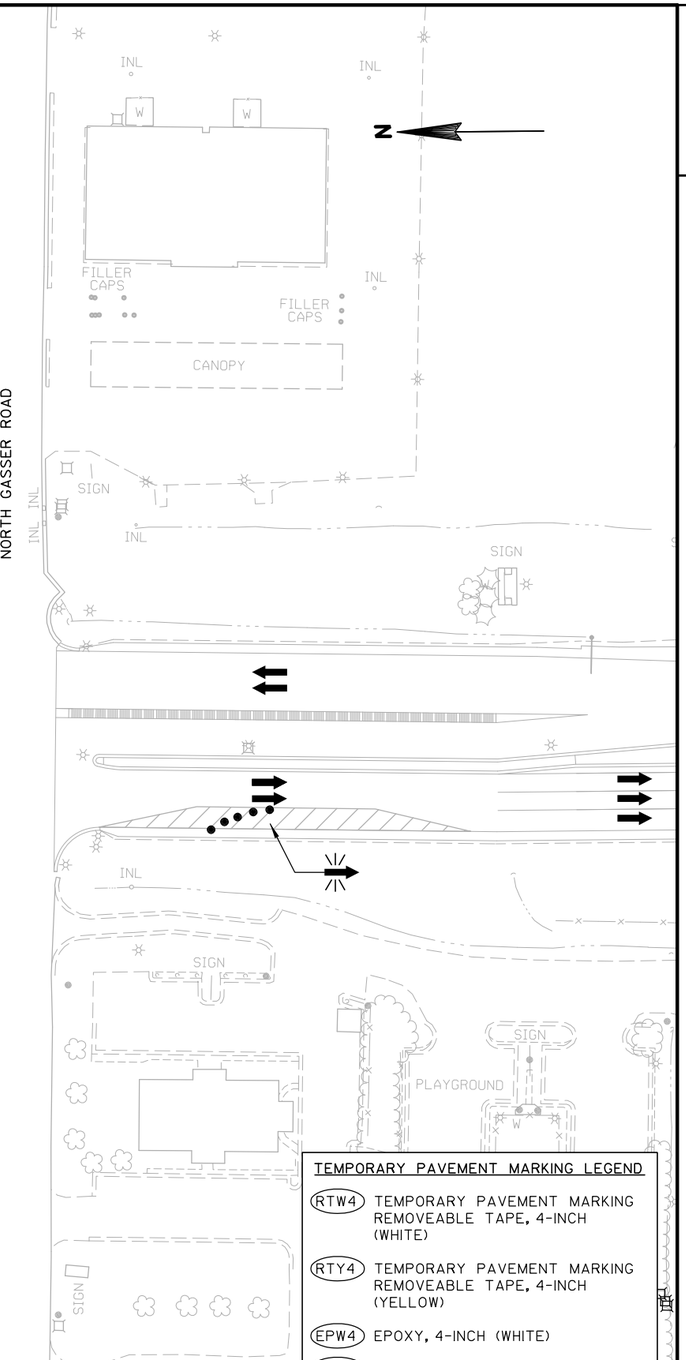
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1	SHEET 208	E

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



NORTH GASSER ROAD



LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

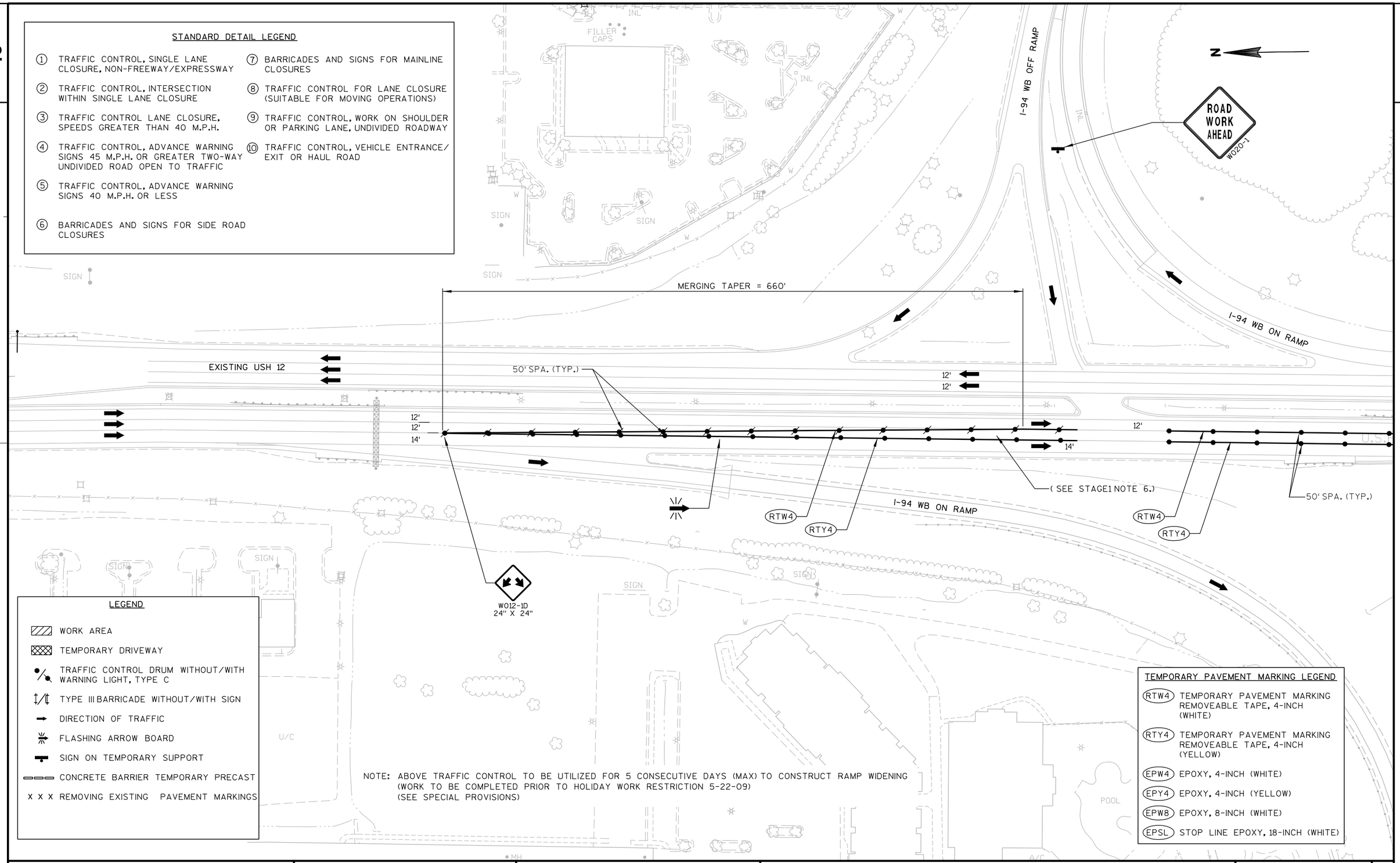
NOTE: ABOVE TRAFFIC CONTROL TO BE UTILIZED FOR 5 CONSECTUTIVE CALENDAR DAYS (MAX) TO CONSTRUCT RAMP WIDENING (WORK TO BE COMPLETED PRIOR TO HOLIDAY WORK RESTRICTION 5-22-09) (SEE SPECIAL PROVISIONS)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 209	E

2

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



LEGEND

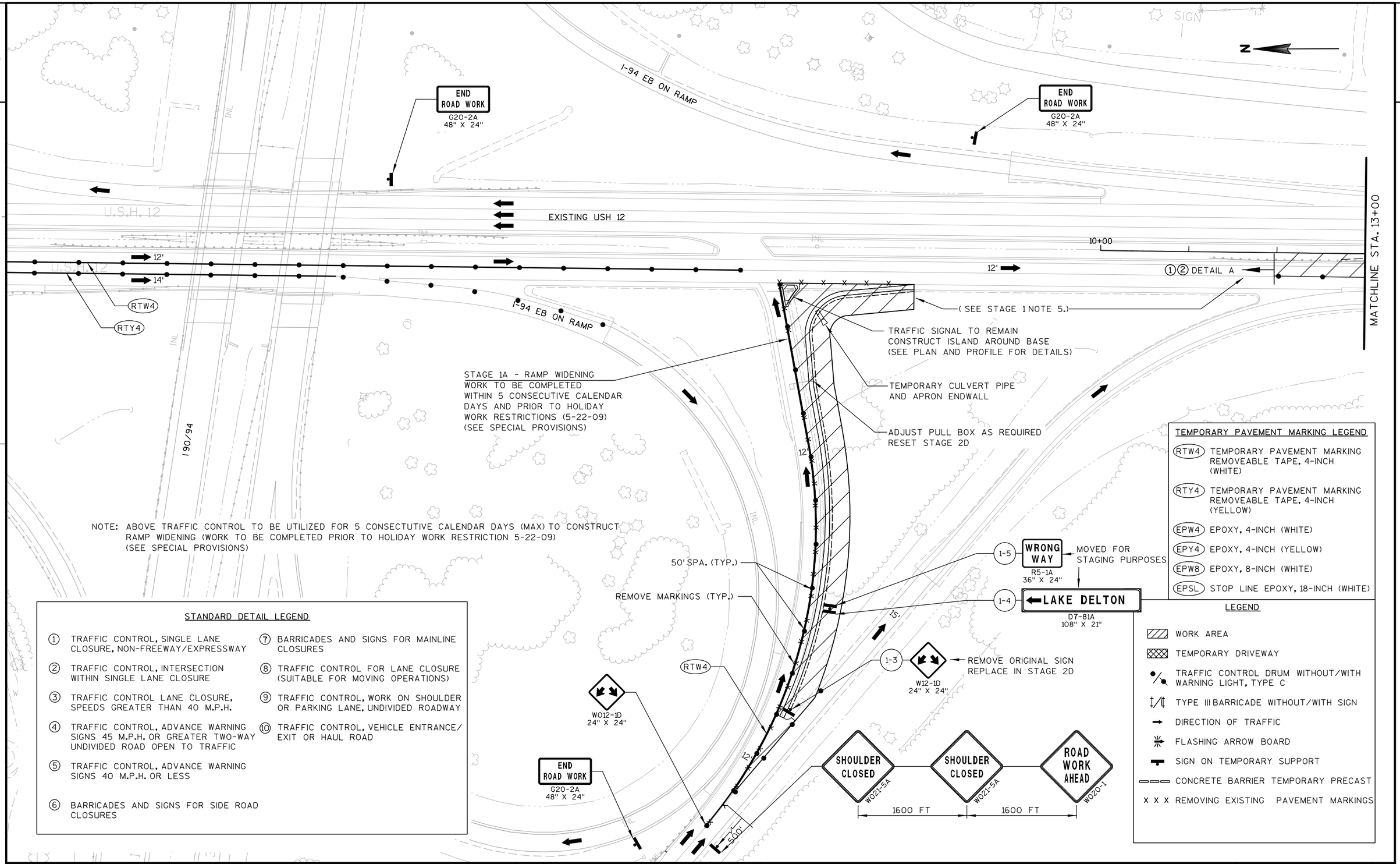
- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

NOTE: ABOVE TRAFFIC CONTROL TO BE UTILIZED FOR 5 CONSECUTIVE DAYS (MAX) TO CONSTRUCT RAMP WIDENING (WORK TO BE COMPLETED PRIOR TO HOLIDAY WORK RESTRICTION 5-22-09) (SEE SPECIAL PROVISIONS)

TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 210	E



NOTE: ABOVE TRAFFIC CONTROL TO BE UTILIZED FOR 5 CONSECTUTIVE CALENDAR DAYS (MAX) TO CONSTRUCT RAMP WIDENING (WORK TO BE COMPLETED PRIOR TO HOLIDAY WORK RESTRICTION 5-22-09) (SEE SPECIAL PROVISIONS)

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 211	E

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

N

STA. 25+22'AC1'

TEMPORARY CONSTRUCTION OF 'TR1'

PERMANENT CONSTRUCTION OF 'AC1'

TEMPORARY ROAD 3 ('TR3' LINE)

TEMPORARY ROAD 1 ('TR1' LINE)

MATCHLINE STA. 28+50'AC1'

STAGE 1A - 'TR1' CONNECTION
WORK TO BE COMPLETED WITHIN 5 CONSECUTIVE CALENDAR DAYS AND PRIOR TO HOLIDAY WORK RESTRICTION (5-22-09) (SEE SPECIAL PROVISIONS)

STAGE 1A
INSTALL TEMP. A.E. AT STA. 16+10'AC1'
CUT DITCH TO DRAIN
REMAINDER OF STORM SEWER TO BE INSTALLED DURING STAGE 2D

SIDE ROAD APPROACH WARNING DETAIL ⑤

EXISTING TIMOTHY LN.

MAINTAIN EXISTING ACCESS

SEPTIC

SIGN

SIGN

SIGN

①② DETAIL B

①② DETAIL A

(SEE STAGE 1 NOTE 5.)

STA. 13+00

MATCHLINE

MATCHLINE STA. 28+00

EXISTING USH 12

STAGE 1A - MEDIAN CROSSOVER
WORK TO BE COMPLETED WITHIN 5 CONSECUTIVE CALENDAR DAYS AND PRIOR TO HOLIDAY WORK RESTRICTION (5-22-09) (SEE SPECIAL PROVISIONS)

INSTALL THRIE BULLNOSE AND THRIE BEAM
STA 13+34 RT - STA 13+88 6'LT
STA. 13+34 LT - STA 13+88 6'LT
SEE ALSO CONSTRUCTION DETAIL

REMOVE/SALVAGE GUARDRAIL
STA. 13+28 - STA 15+08 LT
STA. 12+73 - STA 13+23 RT
REMOVE CURB AND GUTTER
STA. 13+28 - STA 15+53 LT
STA. 12+73 - STA 14+87 RT

NOTE: ABOVE TRAFFIC CONTROL TO BE UTILIZED FOR 5 CONSECTUTIVE CALENDAR DAYS (MAX) TO CONSTRUCT MEDIAN CROSSOVER/TR1 CONNECTION (WORK TO BE COMPLETED PRIOR TO HOLIDAY WORK RESTRICTION 5-22-09) (SEE SPECIAL PROVISIONS)

NOTE: UPON COMPLETION OF TR1-CONNECTION/MEDIAN CROSSOVER/RAMP WIDENING CONSTRUCTION, PLACE DRUMS AND TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4" TO DELINEATE TRAFFIC FROM WORK AREAS UNTIL TRAFFIC SWITCH IN STAGE 2A.

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 212	E

2

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

MATCHLINE STA. 28+00

MATCHLINE STA. 28+50'AC1'

(SEE STAGE 1 NOTE 3.)

TEMPORARY ACCESS FOR ANTIQUE MALL

EXISTING USH 12

30+00'B'

30+00

30+00'A'

30+00'AC1'

MAINTAIN ACCESS TO BUSINESS

PROPOSED TIMOTHY LANE ('AC1' LINE)

50' SPA. (TYP.)

⑨

MATCHLINE STA. 95+00'MO'

EXISTING FERN DELL ROAD

11'
11'

95+00'MO'

100+00'MO'

EXISTING MOON ROAD

105+00'MO'

11'
11'

110+00'MO'

PROPOSED MOON ROAD ('MO' LINE)

PROPOSED MOON ROAD (MO LINE)

TEMPORARY WIDENING

PROPOSED R/W / T.L.E. (TYP.)

STAGE 1A

-DO NOT PLACE CURB AND GUTTER FROM STA. 101+00'MO' - 103+00'MO', MEDIAN

-DO NOT PLACE CURB AND GUTTER FROM STA. 101+00'MO' - 102+00'MO', RT.

-PAVE RT LANE WITH BINDER COURSE ONLY FROM STA. 101+00'MO' - 103+00'MO'

-PAVE TEMPORARY WIDENING ON RT FROM STA. 101+00'MO' - 102+00'MO' (SEE TYPICALS)

PROPOSED RAMP B ('B' LINE)

35+00'B'

35+00

35+00'A'

35+00'AC1'

PROPOSED TIMOTHY LANE ('AC1' LINE)

MATCHLINE STA. 37+50'AC1'

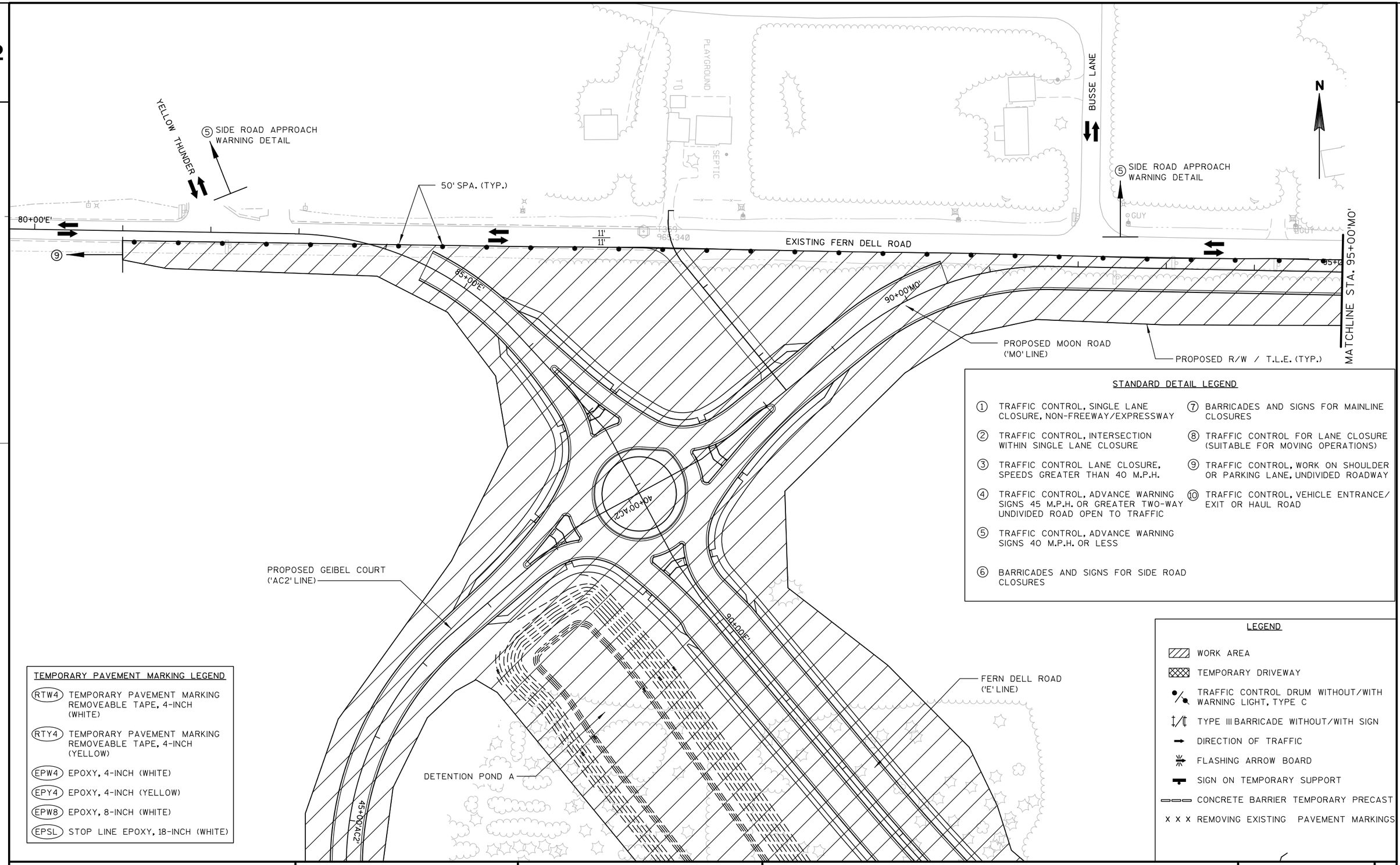
LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 213	E

2

2



STANDARD DETAIL LEGEND

① TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

② TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

③ TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

④ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

⑤ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS

⑥ BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES

⑦ BARRICADES AND SIGNS FOR MAINLINE CLOSURES

⑧ TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

⑨ TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

⑩ TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

(RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)

(RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)

(EPW4) EPOXY, 4-INCH (WHITE)

(EPY4) EPOXY, 4-INCH (YELLOW)

(EPW8) EPOXY, 8-INCH (WHITE)

(EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

WORK AREA

TEMPORARY DRIVEWAY

TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C

TYPE III BARRICADE WITHOUT/WITH SIGN

DIRECTION OF TRAFFIC

FLASHING ARROW BOARD

SIGN ON TEMPORARY SUPPORT

CONCRETE BARRIER TEMPORARY PRECAST

X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 214	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\025008_tc.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
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7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

N

PROPOSED TIMOTHY LANE ('AC1' LINE)

50+00'AC1'

STA. 46+00'AC1'

PERMANENT CONSTRUCTION OF 'AC1'

STAGED END OF STORM SEWER STA. 44+33.77 'TR2', LT

STA. 43+00'AC1'

PERMANENT CONSTRUCTION OF 'AC1'

MATCHLINE STA. 52+50'AC1'

MATCHLINE STA. 37+50'AC1'

45+00'AC1'

40+00'AC1'

MATCHLINE STA. 50+00'TR2'

CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAILS FOR PROHIBITED PORTIONS

PROPOSED TIMOTHY LANE ('AC1' LINE)

TEMPORARY CONSTRUCTION OF 'TR2'

TEMPORARY CULVERT PIPE AND APRON ENDWALLS

TEMPORARY ROAD 2 ('TR2' LINE)

SIGN

EXISTING USH 12

40+00'AT'

MATCHLINE STA. 108+00'E'

105+00'E'

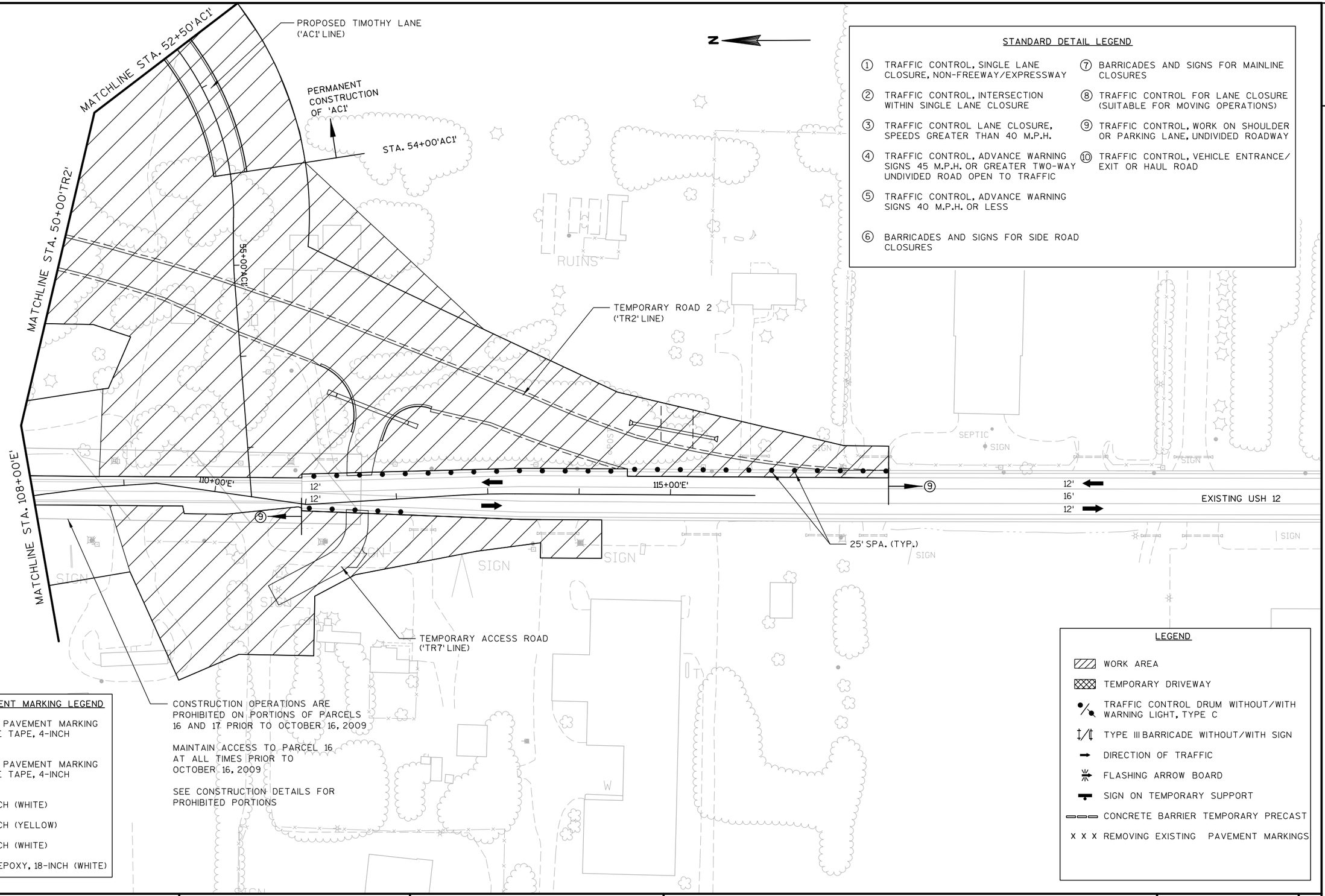
PROPOSED FUTURE CTH BD ('E' LINE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 215	E

2



STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
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CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAILS FOR PROHIBITED PORTIONS

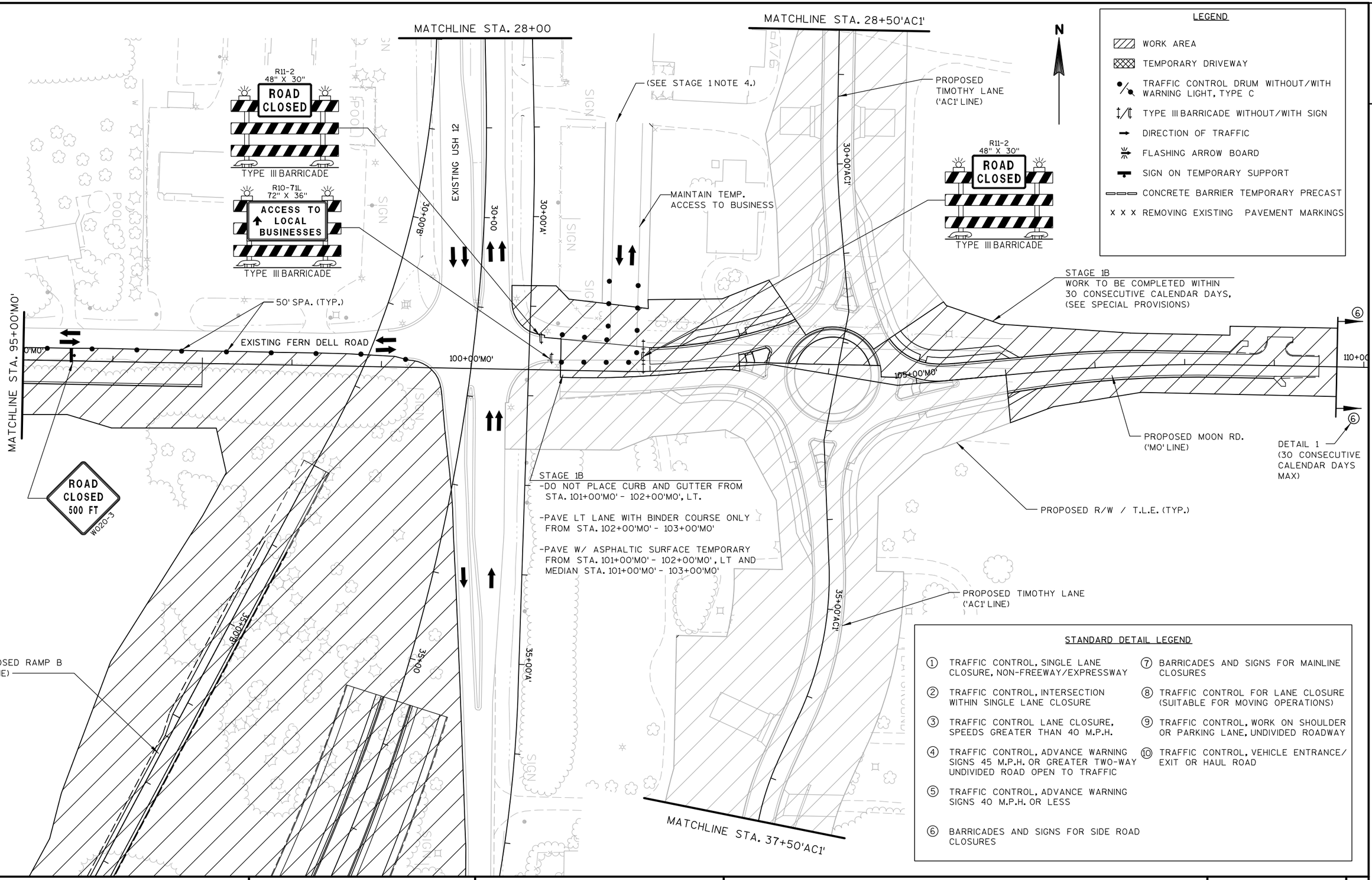
TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
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- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

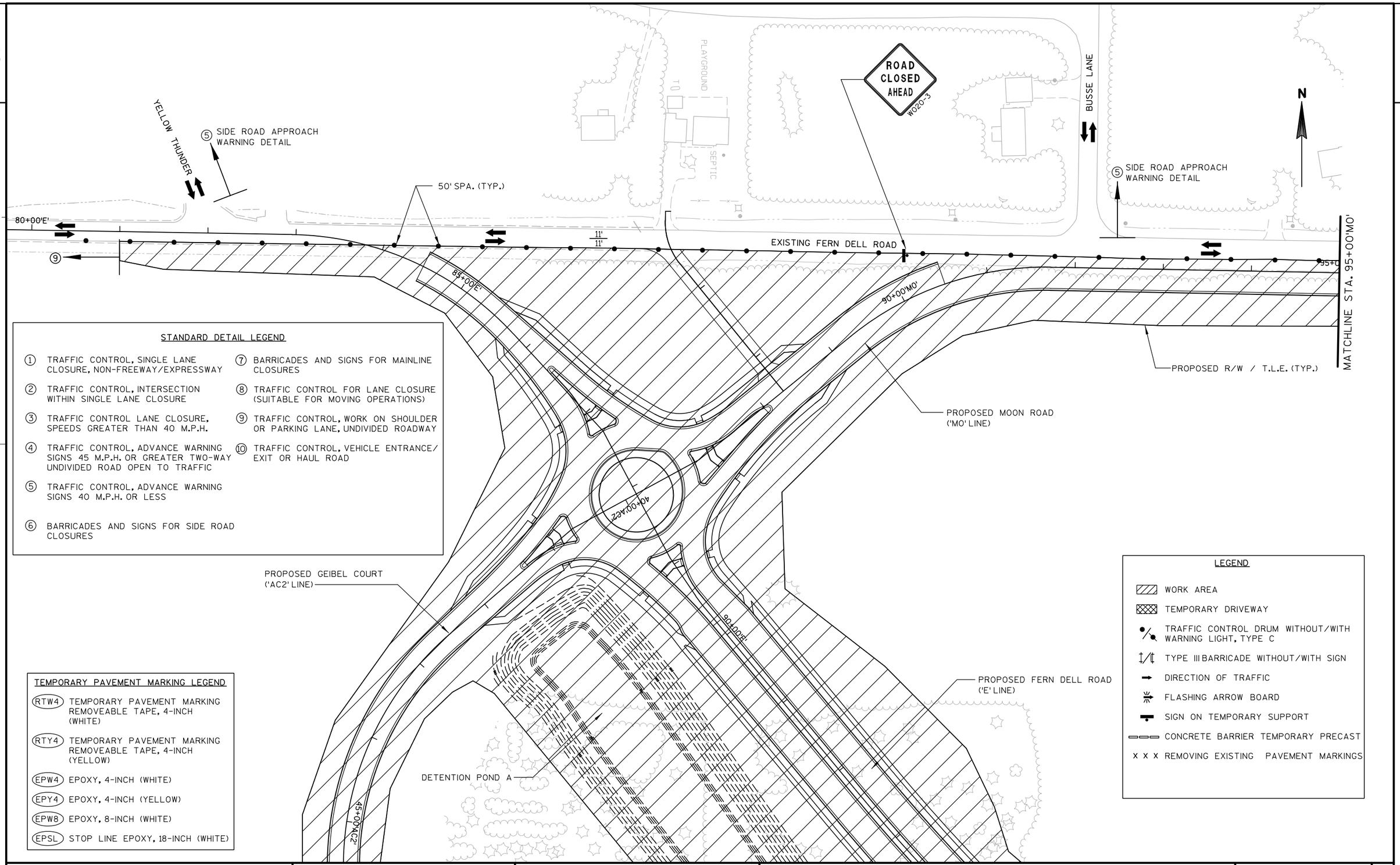
- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A	SHEET 216	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 217	E

2



STANDARD DETAIL LEGEND

① TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

② TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

③ TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

④ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

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TEMPORARY PAVEMENT MARKING LEGEND

(RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)

(RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)

(EPW4) EPOXY, 4-INCH (WHITE)

(EPY4) EPOXY, 4-INCH (YELLOW)

(EPW8) EPOXY, 8-INCH (WHITE)

(EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1B	SHEET 218	E

2

STAGE 2 CONSTRUCTION ACTIVITIES

-SWITCH TRAFFIC FROM EXISTING USH 12 TO RAMP WIDENING/ MEDIAN CROSSOVER/'TR1'/'TR2'/'TR3'/'TR7'/'TR8'/'AC1'

-COORDINATE W/ STRUCTURE CONTRACT TO CONSTRUCT BRIDGE PIER FOR STRUCTURES B-56-197/198/199 PRIOR TO 2B

-COMPLETE CONSTRUCTION ON PORTIONS OF 'E'/'AC2'/'MO'

-COMPLETE TIE-IN OF 'E' TO EXISTING FERN DELL RD AND YELLOW THUNDER

-CONSTRUCT TEMPORARY WIDENING ALONG 'MO' FROM STA. 97+00'MO' - 102+00'MO'; RT

-CONTINUE CONSTRUCTION OF PROPOSED USH 12 MAINLINE AND RAMPS

-SWITCH TRAFFIC ALONG FERN DELL RD. TO NEW 'E'/'MO' ROUTE

-CONSTRUCT LT. PORTION OF 'MO' FROM 90+50'MO' - 102+00'MO' AND TIE IN BUSSE LN

-CONTINUE CONSTRUCTION OF PROPOSED USH 12 MAINLINE AND RAMPS

-SWITCH W.B. FERN DELL TRAFFIC TO NEW 'MO' (LT) AND E.B. FERN DELL TRAFFIC TO OUTSIDE LANE OF TEMPORARY WIDENING 'MO' (RT)

-CONSTRUCT REMAINING MEDIAN ALONG THE W.B. LANE OF 'MO'

-SHIFT E.B. MOON RD. TRAFFIC FROM OUTSIDE TEMP. WIDENING TO INSIDE LANE OF TEMP. WIDENING

-CONSTRUCT REMAINING CURB & GUTTER FROM STA. 97+00'MO' - STA. 102+00'MO'; RT

-PAVE FINAL SURFACE OVER BOTH EB / WB MOON RD. FROM STA. 97+00'MO' - STA. 103+00'MO' (FLAGGING OPERATION REQUIRED)

-BEGIN CONSTRUCTION OF SHADY LANE

-COMPLETE CONSTRUCTION OF REMAINING PORTIONS OF 'AC1' AND REMAINING 'E'/RAMPA,B,C,D/MAINLINE 12

-SWITCH TRAFFIC TO NEW USH 12/RAMPA,B/FUTURE CTH BD/EXISTING USH 12

-BEGIN CONSTRUCTION OF N. REEDSBURG RD./ OLD 33

-COMPLETE REMAINING CONSTRUCTION OF 'TR4' AND 'TR5'

-REMOVE RAMP WIDENING/MEDIAN CROSSOVER/'TR1'/'TR2'/'TR3'/'TR6'/'TR7'/'TR8' AND RESTORE

STAGE 2 NOTES

1. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL BUSINESSES AND RESIDENTS IN CONSTRUCTION AREA AT ALL TIMES.
2. CONTRACTOR SHALL MAINTAIN TEMPORARY DRAINAGE AS NECESSARY DURING CONSTRUCTION.
3. CONTRACTOR SHALL CONSTRUCT/GAP THE DRIVEWAYS TO THE MOTEL 6 PROPERTY AND STAGE ENTRANCES AS NECESSARY TO MAINTAIN ACCESS AT ALL TIMES.

PARCELS 16 AND 17 R/W PROJECT 1674-00-21 NOTES

CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009

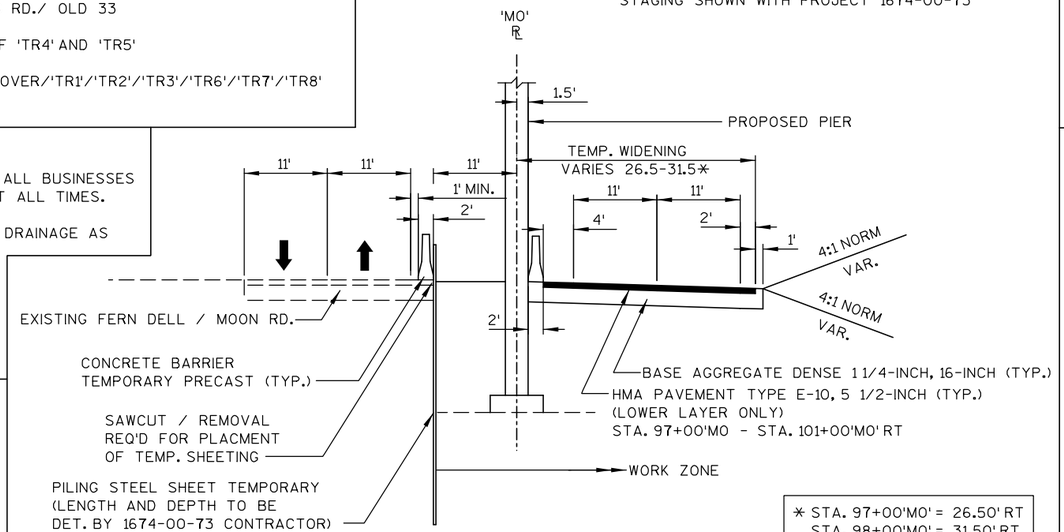
MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAILS FOR PROHIBITED PORTIONS

GENERAL NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL

1. TRAFFIC CONTROL DRUMS IN TAPERS SHALL BE EQUIPPED WITH WARNING LIGHTS. TYPE "C", ONE WAY LIGHTS IN TAPERS ONLY, UNLESS OTHERWISE SHOWN.
2. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS. SEE EXISTING AND PERMANENT SIGNING PLANS FOR MORE DETAIL.
3. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
4. ALL MEDIAN CROSSOVERS SHALL BE RESTORED AFTER CONSTRUCTION: REMOVE ASPHALTIC SURFACE AND BASE, REPLACE CONCRETE CURB & GUTTER AND RESTORE MEDIAN WITH 4" SALVAGED TOPSOIL, FERTILIZE, SEED MIX #40, AND MULCH
5. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
6. CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.
7. ADEQUATE TURNING PROVISIONS SHALL BE MAINTAINED FOR ALL VEHICLES, INCLUDING TRUCKS, OR AS DIRECTED BY THE ENGINEER.
8. ALL EXISTING CONFLICTING PAVEMENT MARKING SHALL BE REMOVED.
9. TRAFFIC CONTROL BARRICADE STRIPES ARE TO SLOPE DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.
10. ROUTE MARKER SIGNING (J-ASSEMBLIES), AT LOCATIONS APPROVED BY THE ENGINEER, SHALL BE MAINTAINED DURING ALL CONSTRUCTION STAGES.

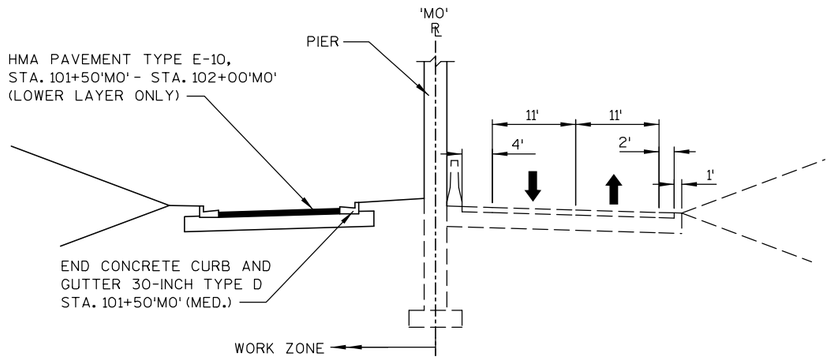
NOTE: CONSTRUCT TEMP. WIDENING ONLY AFTER PIER IS CONSTRUCTED AND MOVE TEMPORARY WALL JUST PRIOR TO STAGE 2B. CONTRACTOR TO COORDINATE ALL CONSTRUCTION STAGING SHOWN WITH PROJECT 1674-00-73



* STA. 97+00'MO' = 26.50' RT
STA. 98+00'MO' = 31.50' RT
STA. 101+00'MO' = 31.50' RT

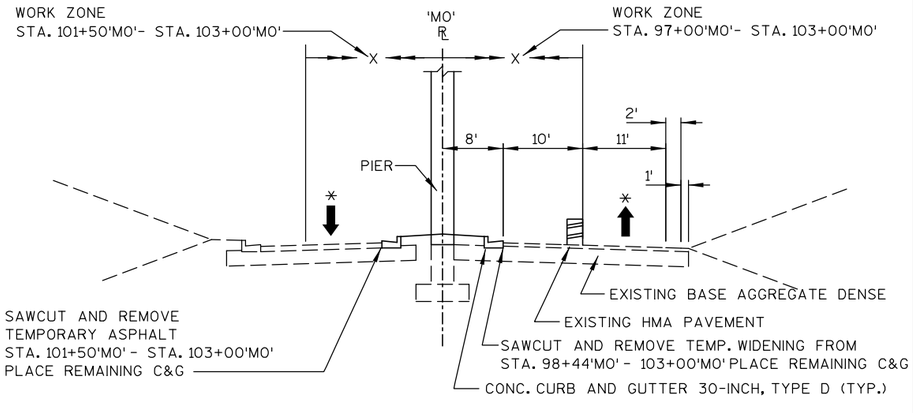
MOON RD. PIER CONSTRUCTION/TEMP. WIDENING/CROSSOVER

STAGE 2A
STA. 97+00'MO' - STA. 103+00'MO'



MOON RD. TEMP. WIDENING/CROSSOVER

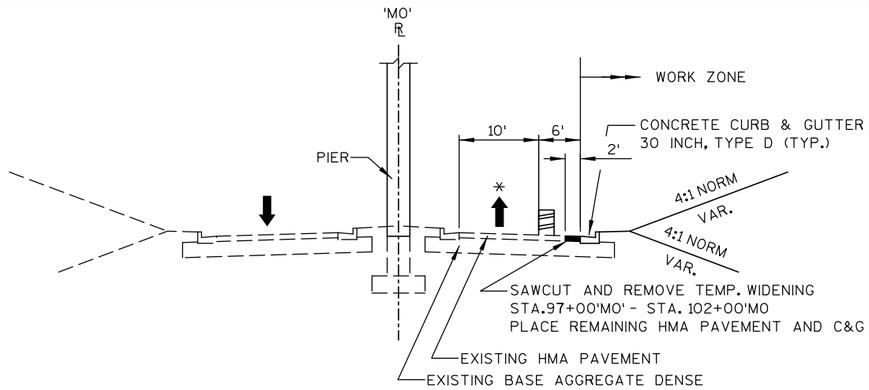
STAGE 2B
STA. 97+00'MO' - STA. 103+00'MO



*FLAGGING OPERATION REQ'D TO COMPLETE CONSTRUCTION

MOON RD. TEMP. WIDENING/CROSSOVER

STAGE 2C
STA. 97+00'MO' - STA. 103+00'MO'



*FLAGGING OPERATION REQ'D TO COMPLETE CONSTRUCTION

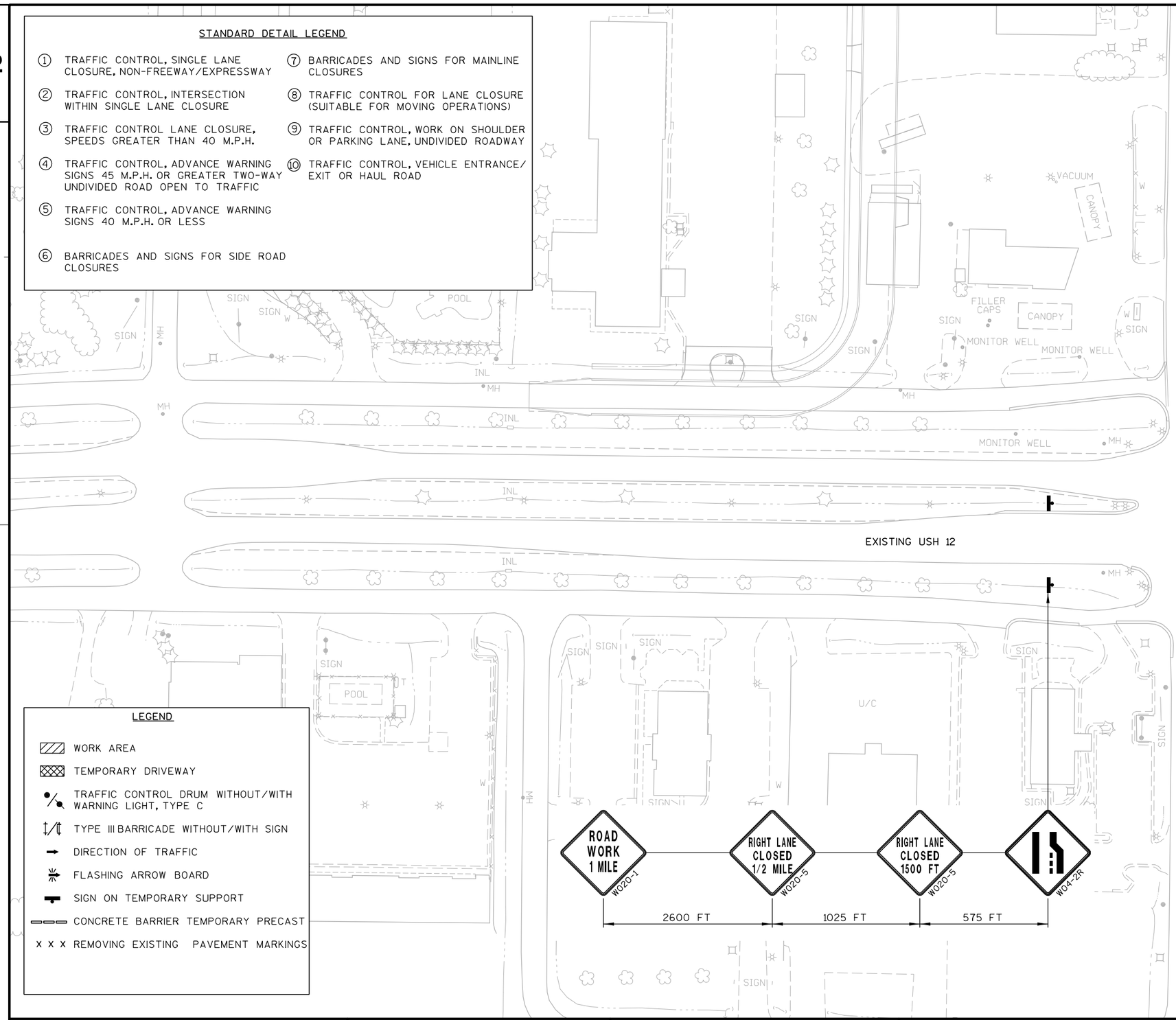
MOON RD. TEMP. WIDENING/CROSSOVER

STAGE 2CA
STA. 97+00'MO' - STA. 103+00'MO'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2	SHEET 219	E

STANDARD DETAIL LEGEND

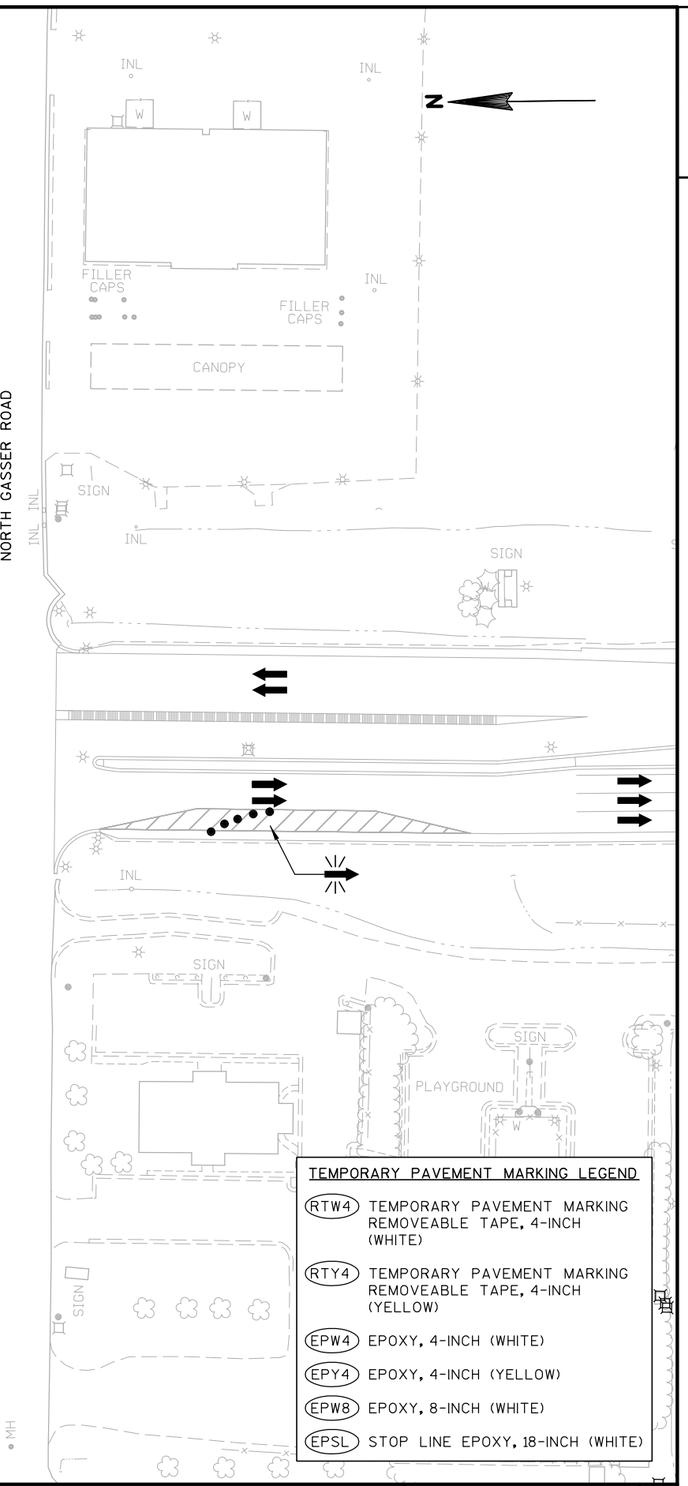
1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

NORTH GASSER ROAD



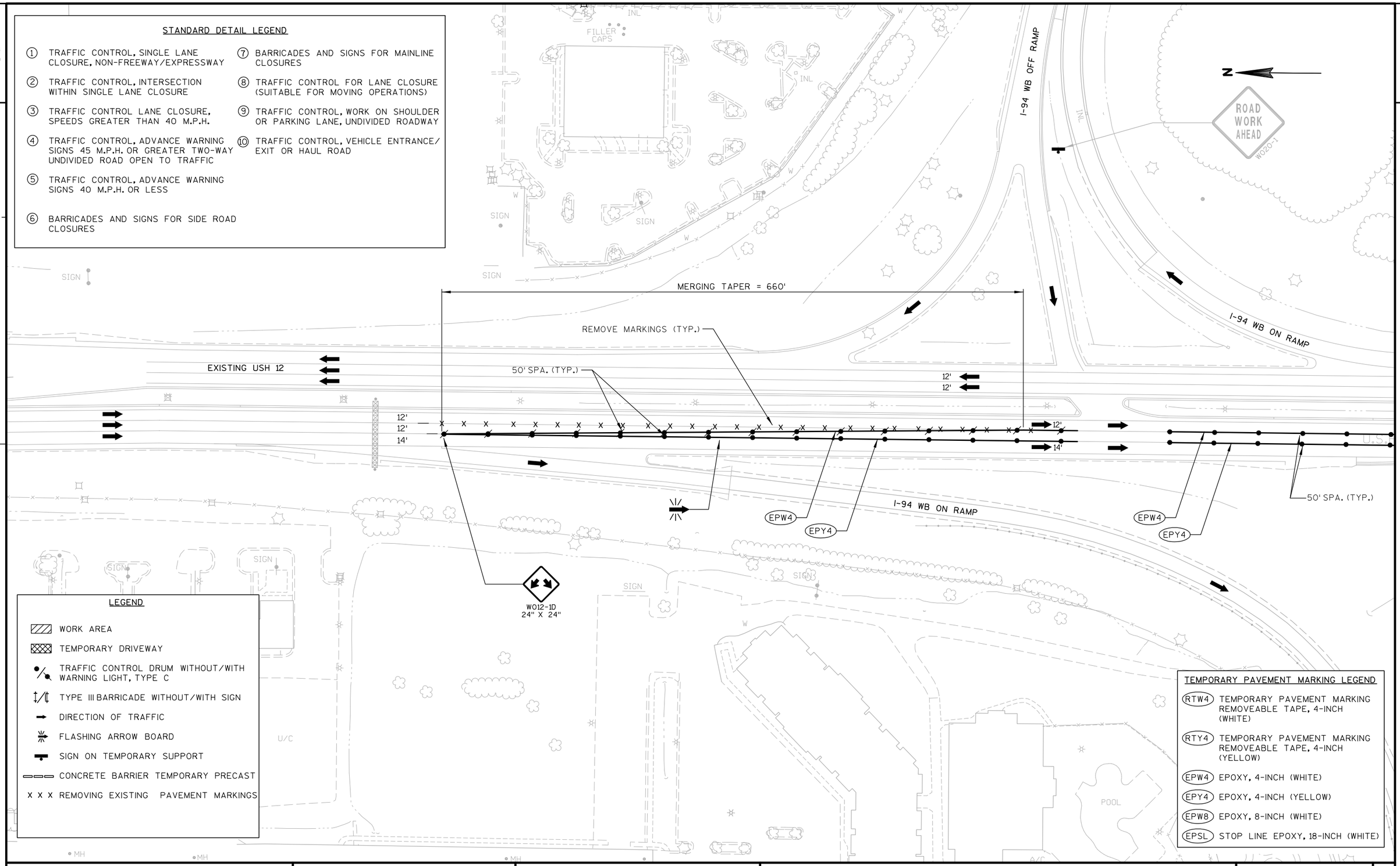
TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A-2D	SHEET 220	E

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
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6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A-2D	SHEET 221	E

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

N

NOTES
* PAID AS SIGN DAYS
** PAID AS COVERING SIGNS

U.S.H. 12
EXISTING USH 12
I-94 EB ON RAMP
I39/90/94
INL
14'
12'
EPW4
EPY4
50' SPA. (TYP.)
EPSL
18"
EPW8
MATCHLINE STA. 13+00
MERGING TAPER = 540'

END ROAD WORK
G20-2A
48" X 24"

STOP
R1-1F
30" X 30"
TO REMAIN
1-29
COVER
R3-1
24" X 24" **

STOP
R1-1
30" X 30" *

WO12-1D
24" X 24" *
WO1-2L
30" X 30" *
35 M.P.H.
WO13-1 *

EAST ALT
12 90 H
J3-3
72" X 45" *

EPW4
SKIP
3'X12'

1-5
WRONG WAY
R5-1A
36" X 24"
MOVED IN STAGE 1A FOR STAGING PURPOSES
1-4
LAKE DELTON
D7-81A
108" X 21"

WEST EAST ALT
12 12 90 H
COVER WITH
M06-2
21" X 21" *

COVER WITH
HO CHUNK CASINO BARABOO
LAKE DELTON WIS DELLS
M06-2
21" X 21" *

COVER WITH
MIRROR LAKE & DEVILS LAKE STATE PARK
CIRCUS WORLD MUSEUM
M06-2
21" X 21" *

WEST EAST ALT
12 12 90 H
COVER WITH
M06-2
21" X 21" *

MATCHLINE

ROAD WORK AHEAD W20-1
ROAD WORK 1000 FT W20-1
ROAD WORK 500 FT W20-1
1000'
500'

END ROAD WORK
G20-2A
48" X 24"

(7) (DETAIL D)
RAMP CLOSED
R11-2(MOD)
48" X 30" *
W01-6
48" X 24" *
25' SPA. (TYP.)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

2

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

STA. 25+22'AC1'

TEMPORARY CONSTRUCTION OF 'TR1'

PERMANENT CONSTRUCTION OF 'AC1'

N

TEMPORARY ROAD 3 ('TR3' LINE)

1-13 DEAD END W14-1 30" X 30" MOVED FROM STA. 20+80

1-19 FRONTAGE ROAD J13-1 24" X 45" MOVED FROM STA. 22+75

PROPOSED RW/TLE (TYP.)

WO1-20L

WEST 12 J1-1 24" X 36" *

35 M.P.H. WO13-1

WEST WEST EAST EAST 90 94 90 94 J2-4 96" X 45" *

MOVED FROM STA. 19+40

STOP R1-1 30" X 30" 1-15

JCT JCT 90 94 1-18 J1-2 48" X 39" MOVED FROM STA. 24+48

EPW4

EPW4 SKIP 3'X12'

EPW8

25+00'AC1'

TEMPORARY ROAD 1 ('TR1' LINE)

MATCHLINE STA. 28+00'AC1'

LA CROSSE EAU CLAIRE 90 94 WEST

MADISON MILWAUKEE 90 94 EAST

EXIT ONLY

COVER WITH

RIGHT LANE

E011-1 118" X 30" *

WO1-2R

35 M.P.H. WO13-1

1-9 FRONTAGE ROAD J13-1 24" X 45" MOVED FROM STA. 17+60

20+00'AC1'

25' SPA (TYP.)

15+00'AC1'

USH 12 PROPOSED

PROPOSED TIMOTHY LN. ('AC1' LINE)

A/C

SEPTIC

SIGN

5 SIDE ROAD APPROACH WARNING DETAIL

7 (DETAIL E)

EPW4 SKIP 3'X12'

EPW8

12' 12' 12' 12'

25+00'A'

25+00

20+00

25+00'B'

15+00

EPY4

EPW4

50' SPA (TYP.)

(DETAIL D) BOTH EB/WB 7

MATCHLINE STA. 13+00

MATCHLINE STA. 27+50.00

PROPOSED RW/TLE (TYP.)

1-17 EAST 12 J1-1 24" X 39" MOVED FROM STA. 19+00

NOTES

* PAID AS SIGN DAYS

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A-2D	SHEET 223	E

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

MATCHLINE STA. 28+00

MATCHLINE STA. 28+50'AC1'

MATCHLINE STA. 95+00'MO'

MIRROR LAKE State Park
D7-53R
54" X 36"
M1-85
24" X 24"
MOVED FROM STA. 30+25

4-24

7 (DETAIL D)

4-43
W3-2
36" X 36"
MOUNT ON TEMP. SUPPORT

50' SPA. (TYP.)

RTY4 DOUBLE

RTW4

25' SPA. (TYP.)

EXISTING FERN DELL RD.

11' 11'

100+00'MO'

RTY4

PROPOSED TIMOTHY LN. ('AC1' LINE)

WEST 12
J3-1
24" X 57" *

PROPOSED RW/TLE (TYP.)

SEE PAVEMENT MARKING PLAN (TYP.)

105+00'MO'

12' 12'

4

PROPOSED MOON RD. ('MO' LINE)

TEMPORARY WIDENING
(STA. 97+00'MO' - 102+00'MO'
CONSTRUCTION TO BE COORDINATED W/ STRUCTURE/PIER CONSTRUCTION

EAST 12
J3-1
24" X 57" *

4-49
M1-85
24" X 24"
SETH PETERSON COTTAGE 1 MILE
D5-65
24" X 12"
MOVED FROM STA. 33+15

W2-6
30" X 30"
W2-6P
30" X 16"
ROUNDABOUT AHEAD
4-29
W13-1
18" X 18"
15 M.P.H.
MOUNT ON TEMP. SUPPORT

W01-1R *
25 M.P.H.
W013-1

35+00'RT

35+00'LT

35+00'RT

MIRROR LAKE State Park
4-55
D7-53L
54" X 36"
MOVED FROM STA. 35+40

PROPOSED RAMP B ('B' LINE)

PROPOSED USH 12

EAST 12 BARABOO
4-67
J3-1
24" X 57"
D7-82A
36" X 15"
MOVED FROM STA. 40+80

12' 12'

PLAYGROUND

4-61
I5-1
24" X 24"
M6-1
21" X 21"
MOVED FROM STA. 36+60

MATCHLINE STA .37+50'AC1'

PROPOSED RAMP A ('A' LINE)

N

TEMPORARY PAVEMENT MARKING LEGEND

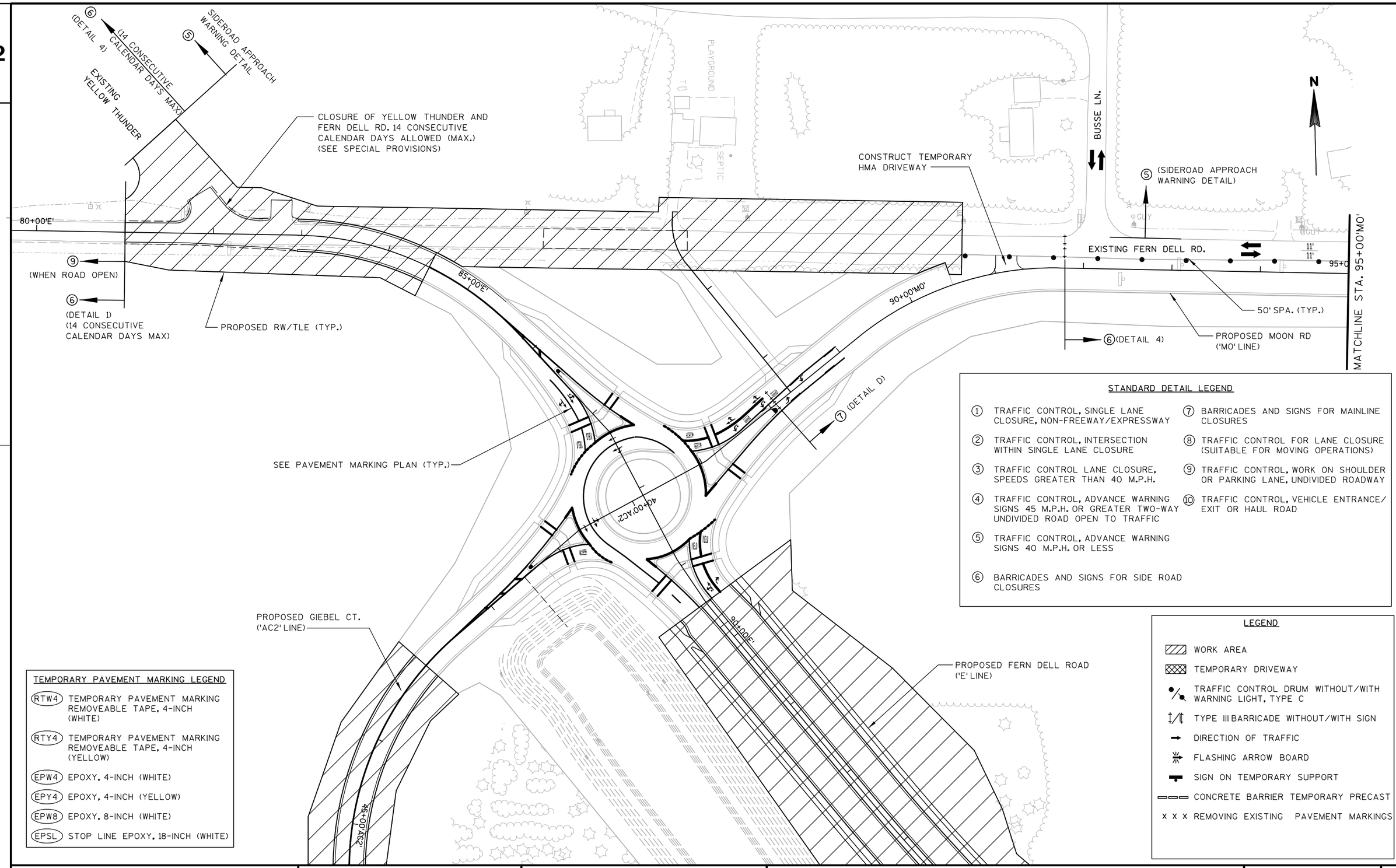
- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

NOTES

* PAID AS SIGN DAYS

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
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9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 — TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 — TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 — EPOXY, 4-INCH (WHITE)
- EPY4 — EPOXY, 4-INCH (YELLOW)
- EPW8 — EPOXY, 8-INCH (WHITE)
- EPSL — STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A	SHEET 225	E

2

STANDARD DETAIL LEGEND

① TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

② TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

③ TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

④ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

⑤ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS

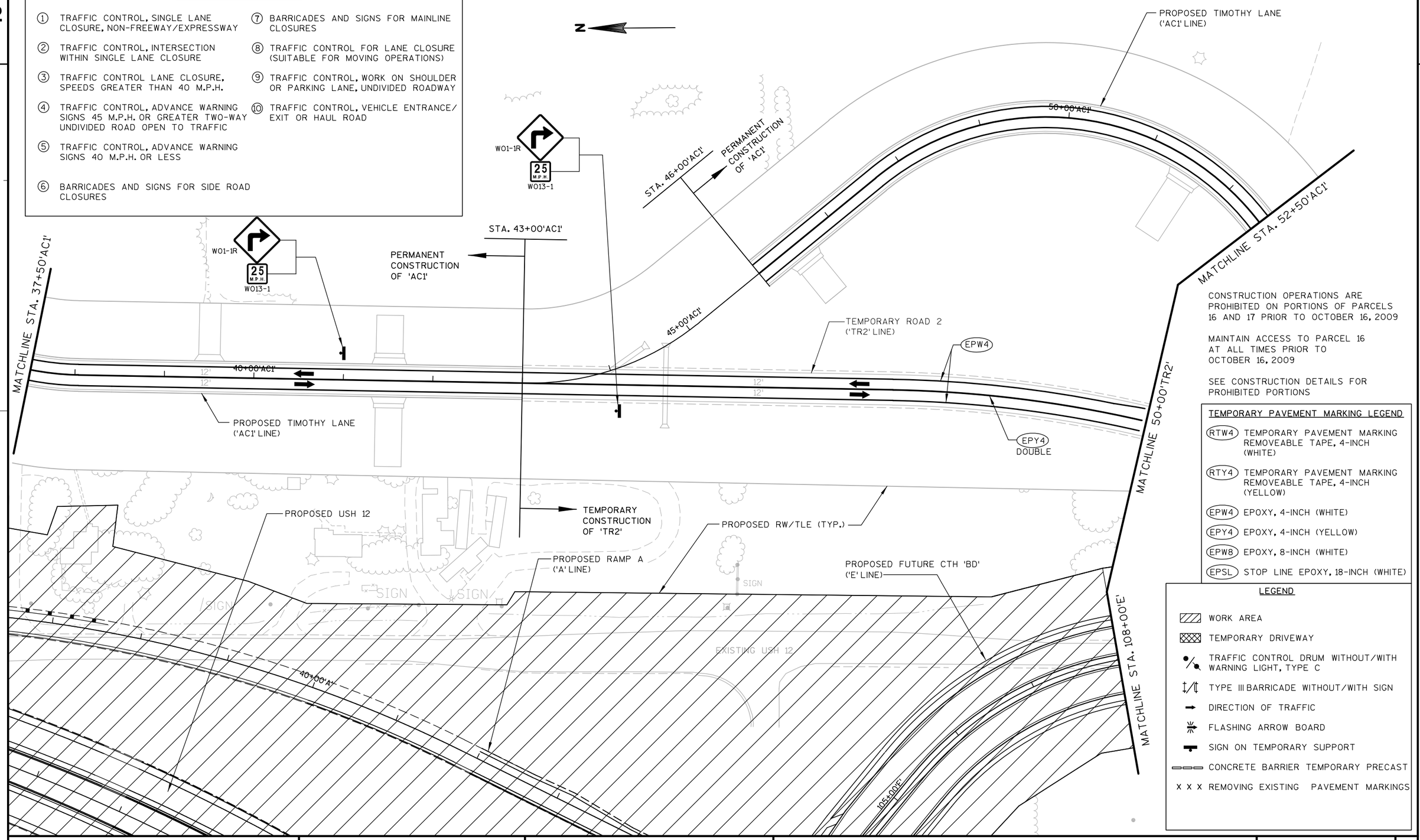
⑥ BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES

⑦ BARRICADES AND SIGNS FOR MAINLINE CLOSURES

⑧ TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

⑨ TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

⑩ TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAILS FOR PROHIBITED PORTIONS

TEMPORARY PAVEMENT MARKING LEGEND

(RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)

(RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)

(EPW4) EPOXY, 4-INCH (WHITE)

(EPY4) EPOXY, 4-INCH (YELLOW)

(EPW8) EPOXY, 8-INCH (WHITE)

(EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

WORK AREA

TEMPORARY DRIVEWAY

TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C

TYPE III BARRICADE WITHOUT/WITH SIGN

DIRECTION OF TRAFFIC

FLASHING ARROW BOARD

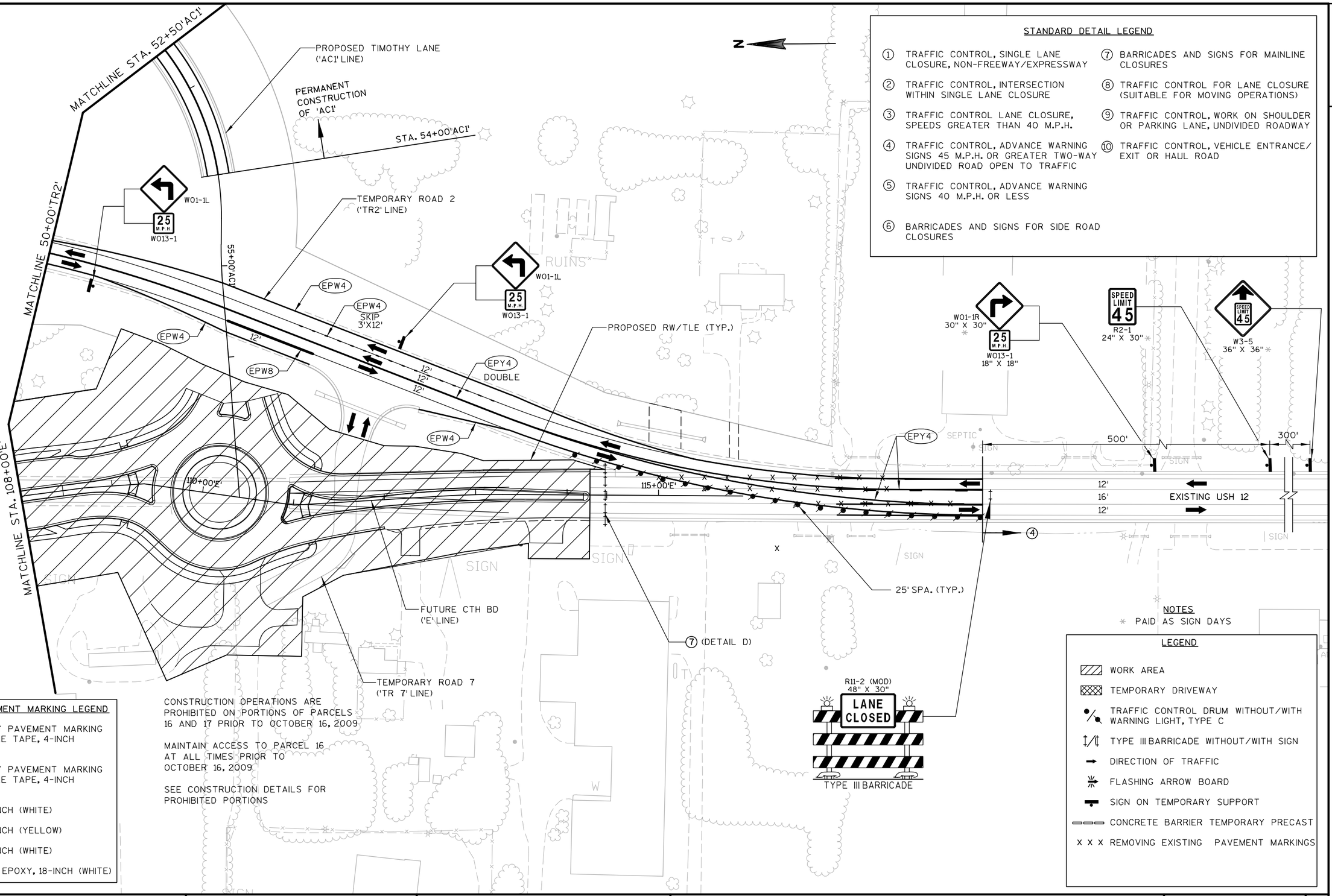
SIGN ON TEMPORARY SUPPORT

CONCRETE BARRIER TEMPORARY PRECAST

X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A-2D	SHEET 226	E

2



STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAILS FOR PROHIBITED PORTIONS

NOTES

* PAID AS SIGN DAYS

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2A-2D	SHEET 227 E

2

N

MATCHLINE STA. 28+00

MATCHLINE STA. 28+50'AC1'

MATCHLINE STA. 95+00'MO'

MATCHLINE STA. 37+50'AC1'

POOL

SIGN

MAINTAIN ACCESS AT ALL TIMES

CONCRETE BARRIER WALL TEMPORARY PRECAST CONTRACTOR FURNISHED AND DELIVERED

25' SPACING (TYP.)

PROPOSED RW/TLE (TYP.)

PERMANENT PAVEMENT MARKING SEE PAVEMENT MARKING PLAN (TYP.)

PROPOSED MOON RD. ('MO' LINE)

PROPOSED MOON ROAD ('MO' LINE)

TEMPORARY WIDENING

PROPOSED RAMP A ('A' RAMP)

PROPOSED USH 12

PROPOSED RAMP B ('B' LINE)

PROPOSED TIMOTHY LANE ('AC1' LINE)

PLAYGROUND

RTW4 DOUBLE

RTW4

RTY4

RTY4

4-43

W3-2
36" X 36"
MOVED FROM STAGE 2A LOCATION

W2-6
30" X 30"

W2-6P
30" X 16"
ROUNDABOUT AHEAD

4-29

W13-1
18" X 18"
15 M.P.H.

MOVED FROM STAGE 2A LOCATION

12' 12' 11' 11' 11' 11'

30+00'MO' 30+00'AC1' 35+00'AC1'

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
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9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

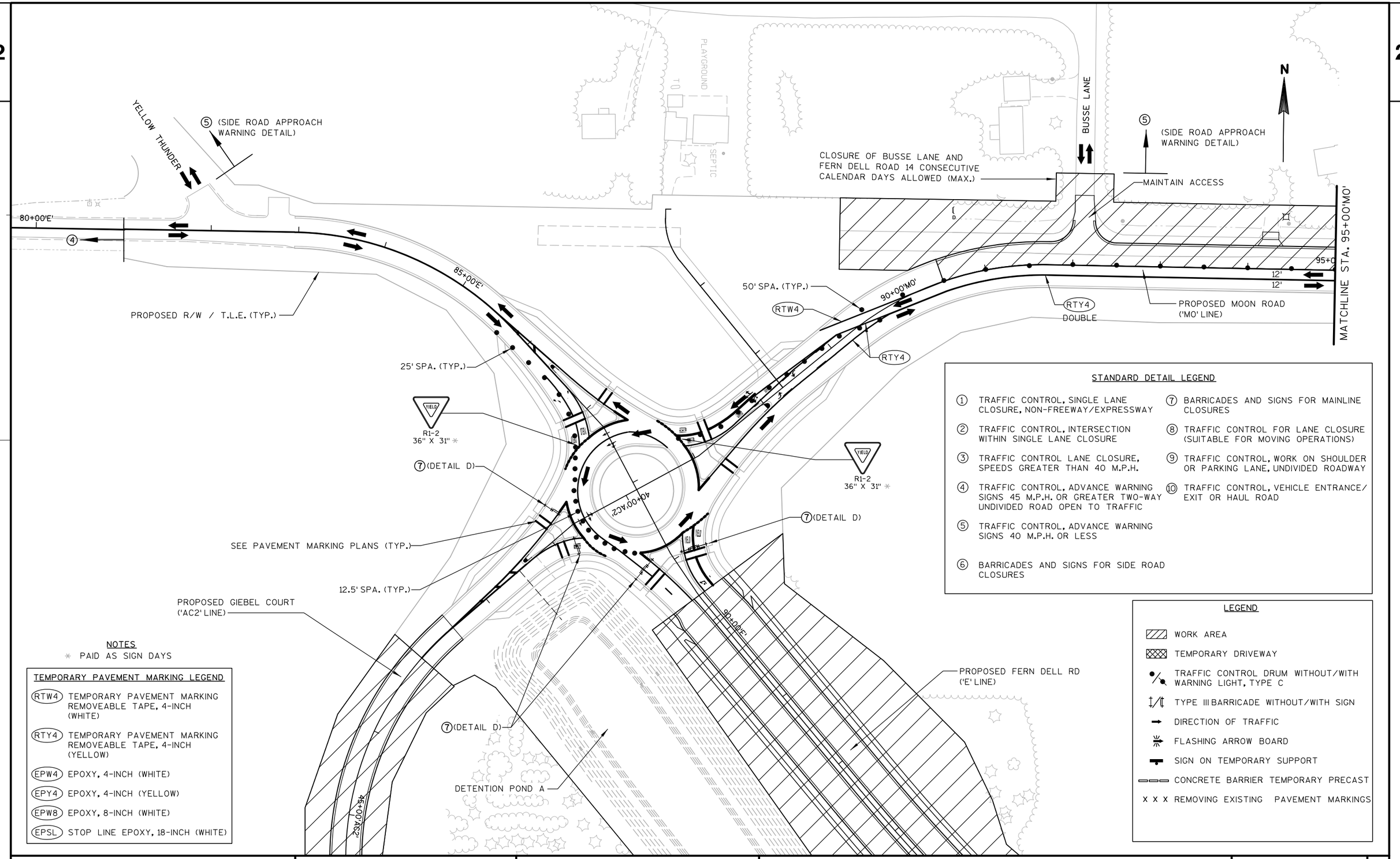
- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 228	E

2



NOTES

* PAID AS SIGN DAYS

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2B	SHEET 229	E

2

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROPOSED TIMOTHY LN. ('AC1' LINE)

PROPOSED RW/TLE (TYP.)

SEE PAVEMENT MARKING PLAN (TYP.)

MATCHLINE STA. 95+00'MO'

100+00'MO'

105+00'MO'

16'

12'

11'

TEMPORARY WIDENING

25' SPA. (TYP.)

PROPOSED MOON RD. ('MO' LINE)

PROPOSED USH 12

PROPOSED RAMP A ('A' LINE)

PROPOSED RAMP B ('B' LINE)

W2-6 30" X 30"

W2-6P 30" X 16" ROUNDABOUT AHEAD 4-29

W13-1 18" X 18" 15 M.P.H.

4-43 W3-2 36" X 36"

SEPTIC

POOL

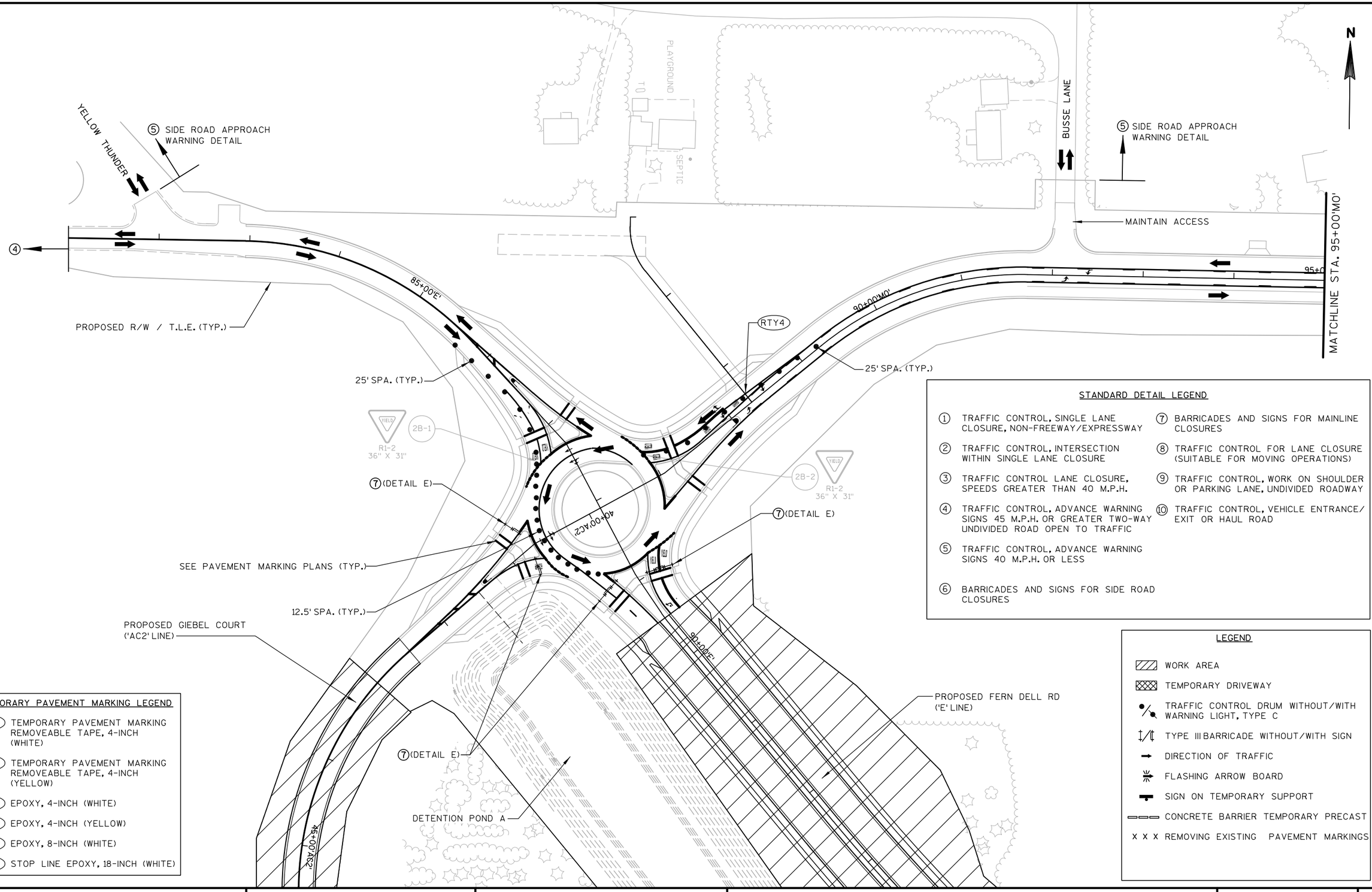
SIGN

PLAYGROUND

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 230	E



STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 231	E

2

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

N

SEPTIC

POOL

POOL

SIGN

SIGN

SIGN

BARN

12' 12'

30+00 PROP.

30+00

30+00 N.T.H.

35+00 PROP.

35+00

35+00 N.T.H.

PROPOSED MOON RD. ('MO' LINE)

MATCHLINE STA. 95+00'MO'

95+00'MO'

16'

12'

100+00'MO'

16'

11'

11'

105+00'MO'

12'

MOON ROAD 12'

④

PROPOSED MOON RD. ('MO' LINE)

25' SPA. (TYP.)

STAGE 2CA
SEE STAGING TYPICALS

W2-6
30" X 30"

W2-6P
30" X 16"
ROUNDABOUT AHEAD
4-29

W13-1
18" X 18"
15 M.P.H.

PROPOSED RAMP B ('B' LINE)

4-43

W3-2
36" X 36"

PROPOSED USH 12

PROPOSED RAMP A ('A' LINE)

PROPOSED TIMOTHY LN. ('AC1' LINE)

TIMOTHY LANE

35+00 PROP.

35+00 N.T.H.

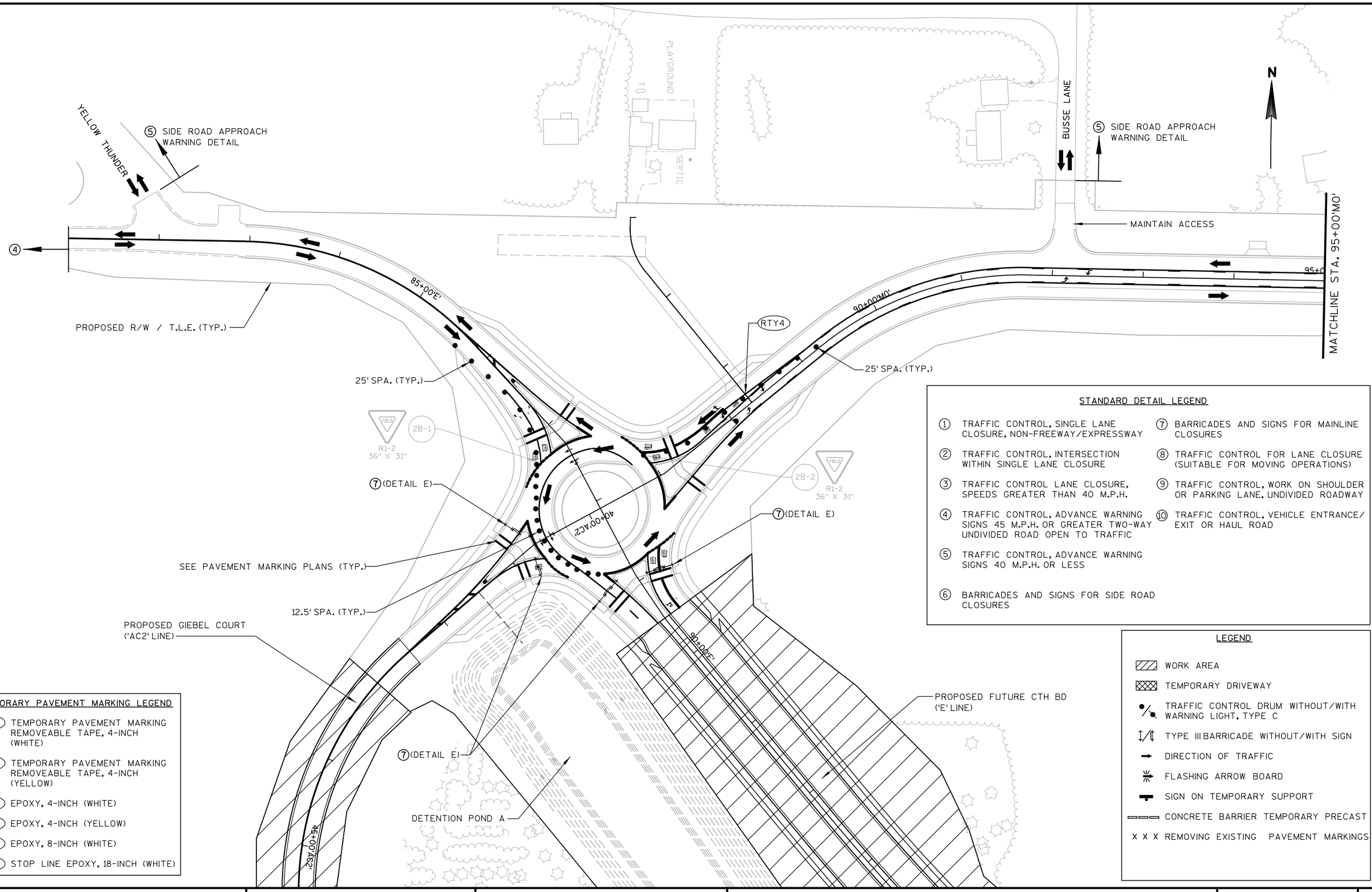
PLAYGROUND

12' 12'

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2CA	SHEET 232	E



STANDARD DETAIL LEGEND

① TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

② TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

③ TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

④ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

⑤ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS

⑥ BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES

⑦ BARRICADES AND SIGNS FOR MAINLINE CLOSURES

⑧ TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

⑨ TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

⑩ TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

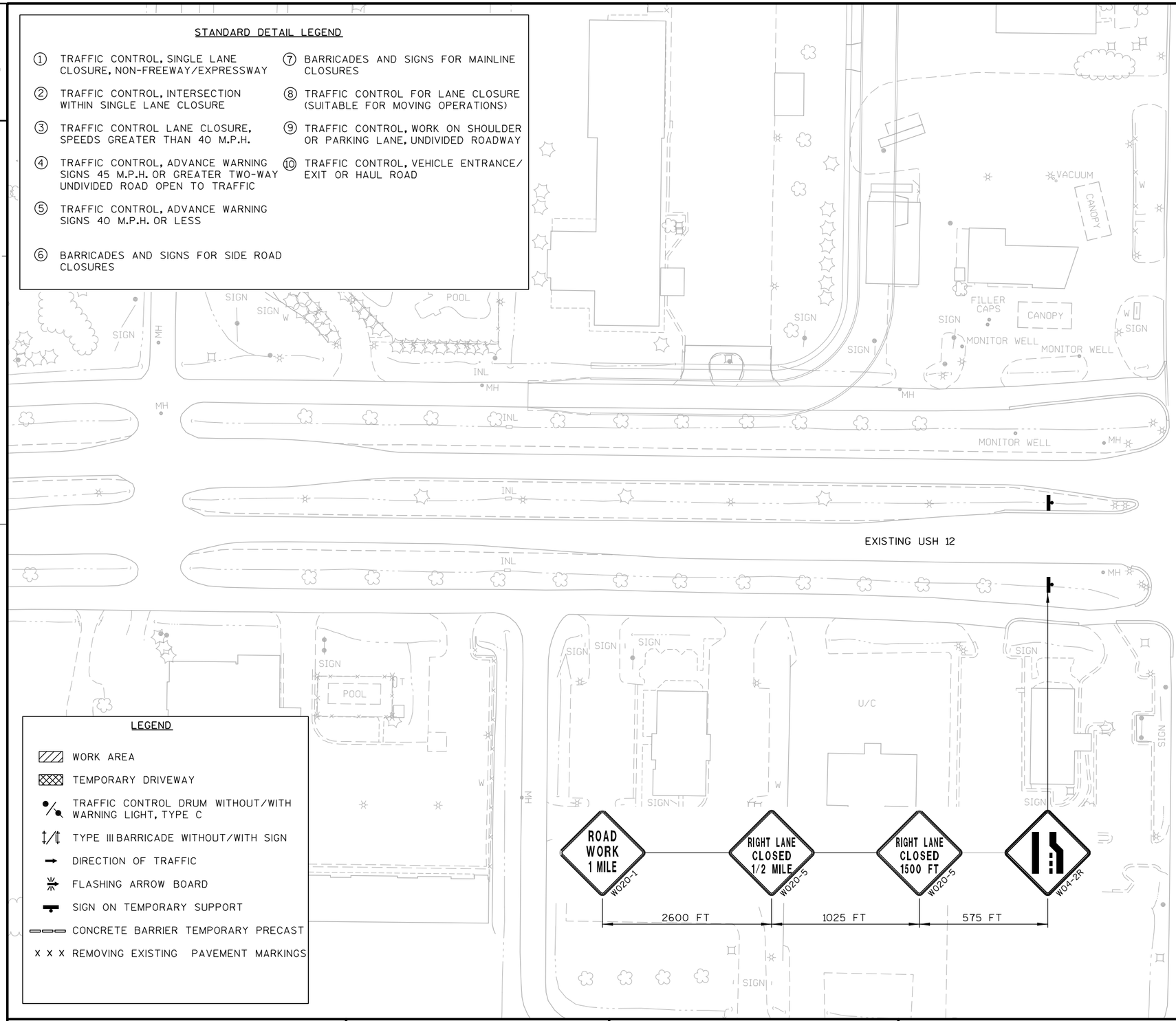
TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2C	SHEET 233	E

STANDARD DETAIL LEGEND

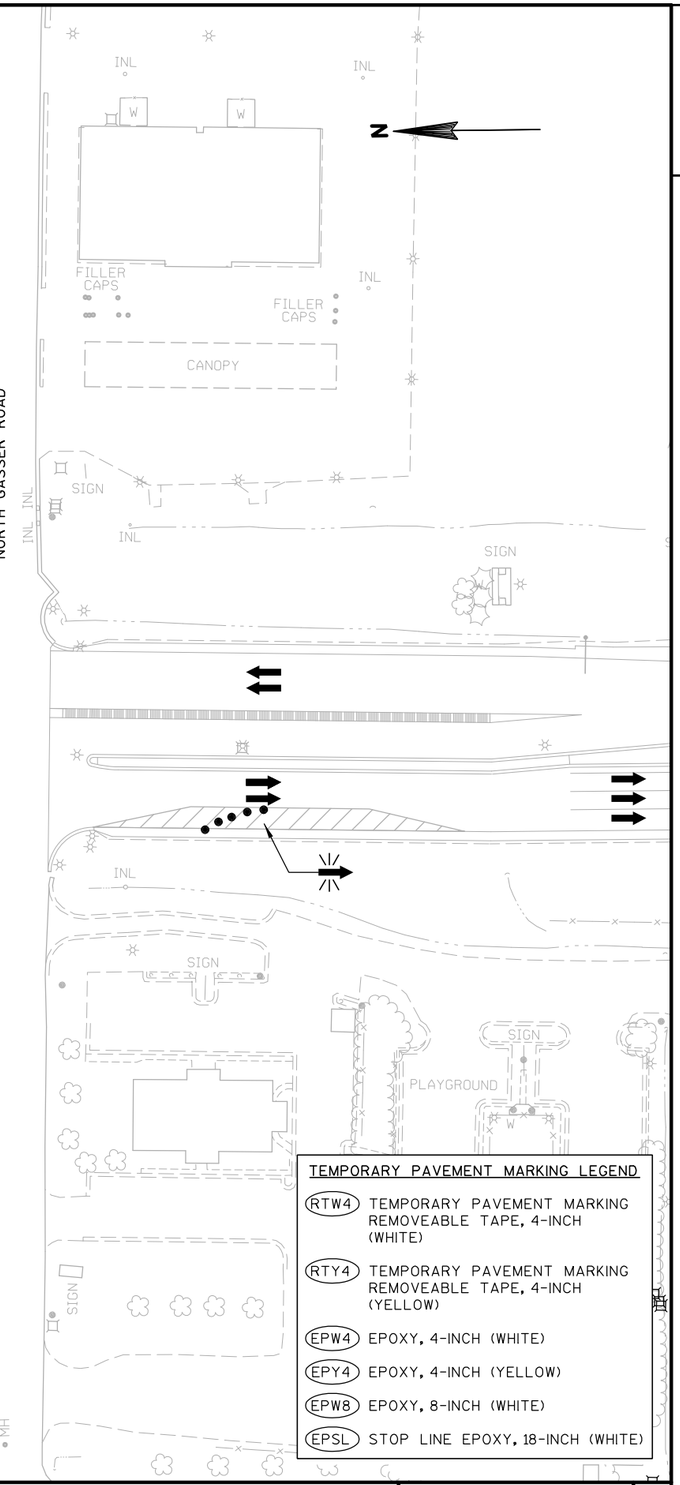
1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
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9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

NORTH GASSER ROAD



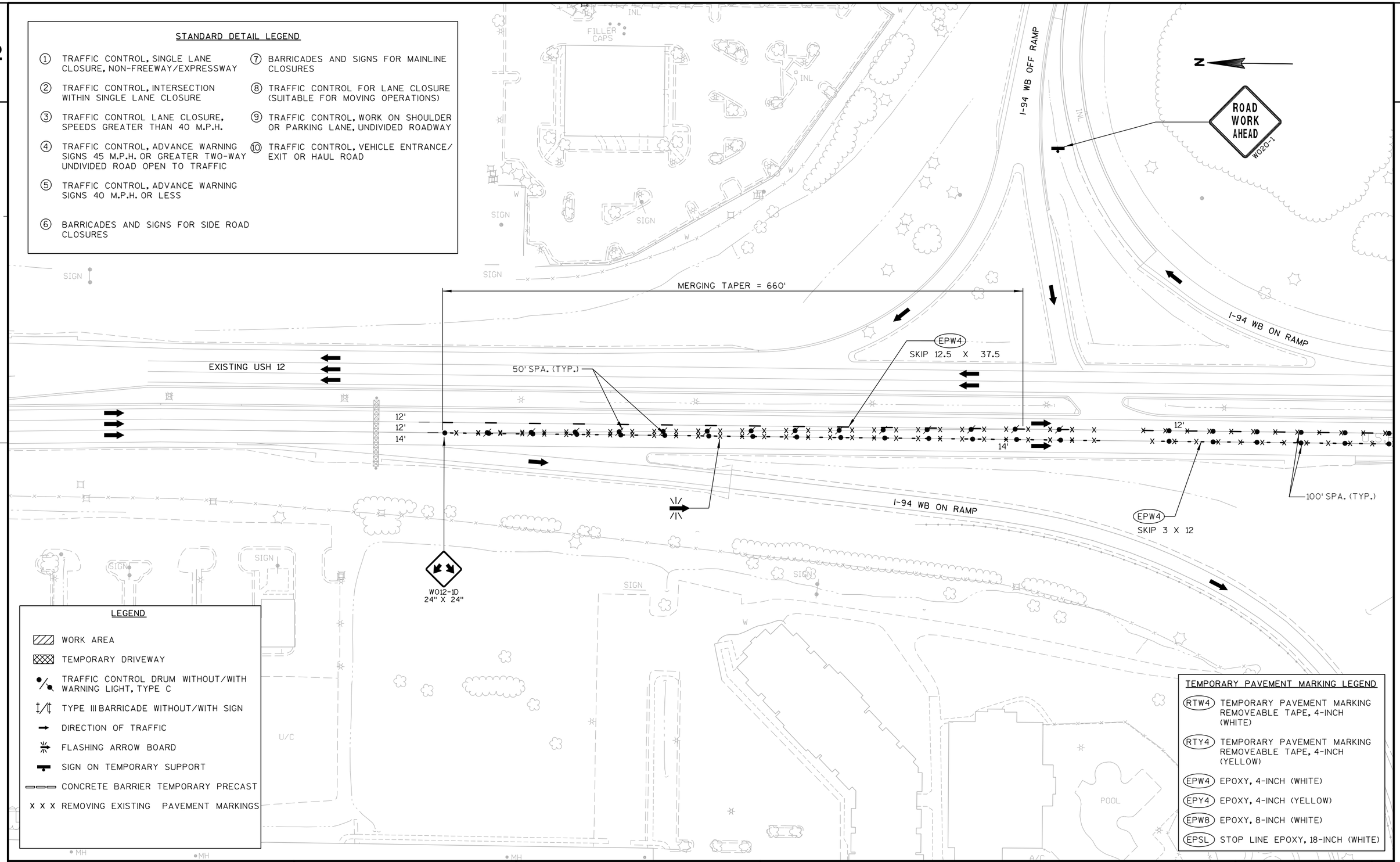
TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E	SHEET 234	E

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



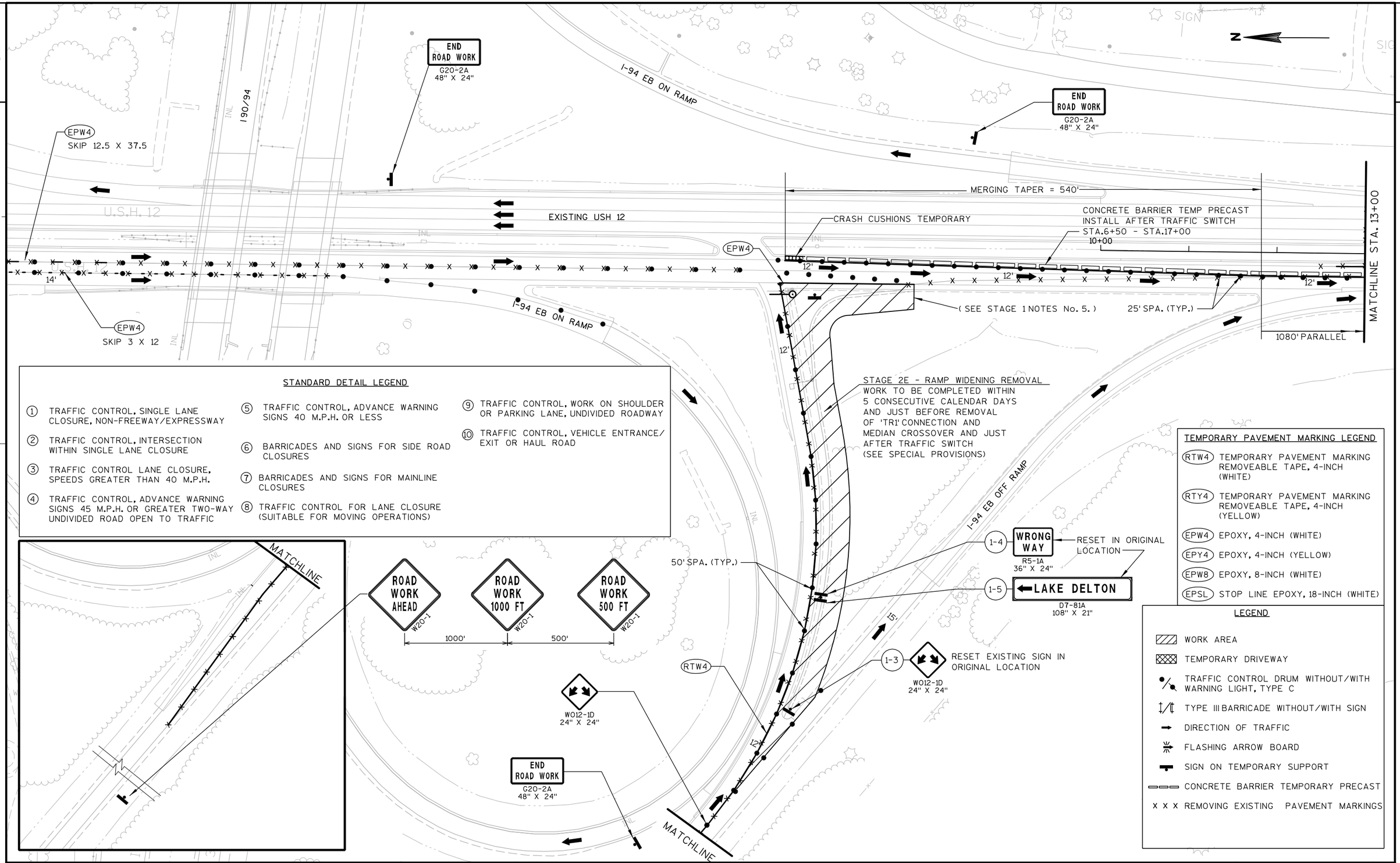
LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E	SHEET 235	E



STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E	SHEET 236	E

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

STAGE 2E 'TR1' CONNECTION REMOVAL
STAGE REMOVAL OF 'TR3'/'TR1' WITH CONSTRUCTION OF REMAINDER OF 'AC1' TO MAINTAIN ACCESS TO BUSINESSES

-PERMANENT CONSTRUCTION OF 'AC1'

-REMOVAL OF TEMPORARY ROAD 'TR1' / 'TR3'

PROPOSED RW/TLE (TYP.)

STA. 25+22'AC1'

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

TEMPORARY ROAD 3
('TR3' LINE)

PLACE/ADJUST REMAINING STORM SEWER
PLACE REMAINING CURB AND GUTTER
PAVE REMAINING ASPHALT FOR 'AC1'
STA. 15+00'AC1' - 25+22'AC1'

20+00'AC1'

25+00'AC1'

MATCHLINE STA. 28+50'AC1'

PROPOSED TIMOTHY LANE
('AC1' LINE)

MILL SURFACE (2" DEPTH)
STA. 19+00'TR1' - 25+22'TR1'

REMOVE PORTIONS
OR 'TR1'

SAW TO REMOVE PORTIONS OF 'TR1'
STA. 19+00'TR1' - 25+22'TR1'; 16'LT
STA. 19+00'TR1' - 24+93'TR1'; 16'RT
STA. 19+00'TR' CL

R10-71L
72" X 36"
ACCESS TO LOCAL BUSINESSES
TYPE III BARRICADE

⑦ (DETAIL E)

15+00'AC1'

⑤ SIDE ROAD APPROACH WARNING DETAIL

EPW4

⑦ (DETAIL E)

CONCRETE BARRIER TEMP PRECAST
INSTALL PRIOR TO TRAFFIC SWITCH
STA. 17+00 - STA.30+00

INSTALL REMAINING CONCRETE BARRIER TEMP PRECAST AFTER TRAFFIC SWITCH
STA. 6+50 - STA. 17+00

MATCHLINE STA. 13+00

EPW4 SKIP 3 X 12

①② DETAIL A

①② DETAIL B

15+00

EPW4 SKIP 12.5 X 37.5

EPY4

15'

12'

14'

20+00

25+00

25+00'A'

25+00'B'

1080'
PARALLEL

MERGING 540' TAPER

MATCHLINE STA. 28+00

REMOVE MEDIAN CROSS-OVER AND
RESTORE GUARD RAIL/E.A.T./CURB AND GUTTER

STANDARD DETAIL LEGEND

① TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

② TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

③ TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

④ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

⑤ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS

⑥ BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES

⑦ BARRICADES AND SIGNS FOR MAINLINE CLOSURES

⑧ TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

⑨ TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

⑩ TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E	SHEET 237	E

2

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

MATCHLINE STA. 28+00

MATCHLINE STA. 28+00'AC1'

N

POOL

SIGN

SIGN

SIGN

14'

14'

30+00'B'

30+00

30+00'A'

30+00'AC1'

CONCRETE BARRIER TEMP PRECAST
INSTALL PRIOR TO TRAFFIC SWITCH
AND RAMP WIDENING REMOVAL

PROPOSED RW/TLE (TYP.)

④

MATCHLINE STA. 95+00'MO'

0'MO'

100+00'MO'

105+00'MO'

PROPOSED MOON RD.
('MO' LINE)

W2-6
30" X 30"

W2-6P
30" X 16"
ROUNDABOUT AHEAD
4-29

W13-1
18" X 18"
15
M.P.H.

FINAL LOCATION
MOVED FROM
STAGE 2CA LOCATION

4-43

W3-2
36" X 36"

FINAL LOCATION
MOVED FROM
STAGE 2CA LOCATION

PROPOSED TIMOTHY LN.
('AC1' LINE)

PROPOSED RAMP A
('A' LINES)

PROPOSED RAMP B
('B' LINE)

PROPOSED
USH 12

15'

15'

35+00'B'

35+00

35+00'A'

35+00'AC1'

PLAYGROUND

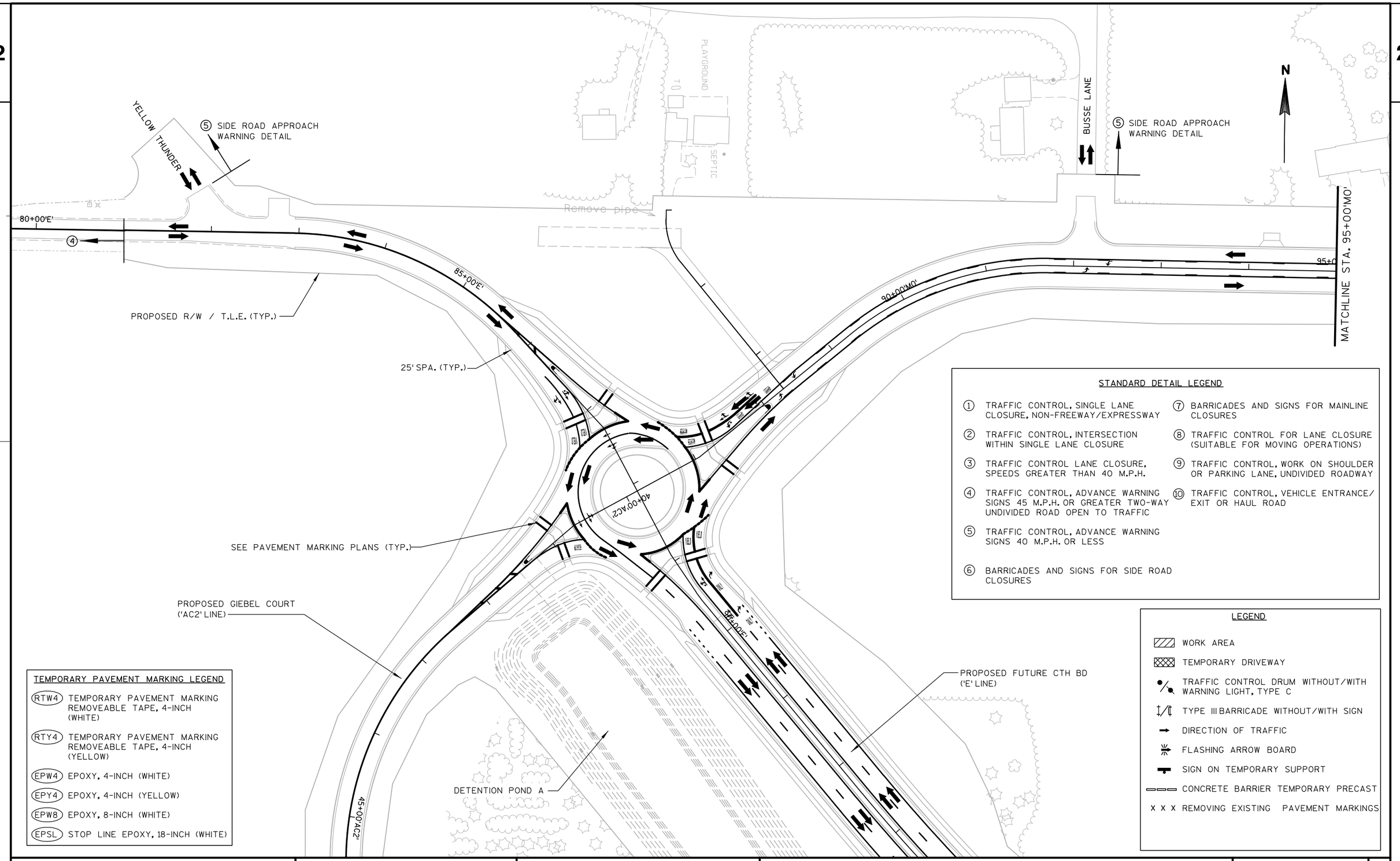
MATCHLINE STA. 37+50'AC1'

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
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6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E	SHEET 238	E

2



STANDARD DETAIL LEGEND

① TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

② TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

③ TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

④ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

⑤ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS

⑥ BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES

⑦ BARRICADES AND SIGNS FOR MAINLINE CLOSURES

⑧ TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

⑨ TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

⑩ TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E	SHEET 239	E

2

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

N

PROPOSED TIMOTHY LN ('AC1' LINE)

50+00'AC1'

MATCHLINE STA. 52+50'AC1'

PROPOSED TIMOTHY LN ('AC1' LINE)

45+00'AC1'

MATCHLINE STA. 37+50'AC1'

40+00'AC1'

⑦ (DETAIL E)

MATCHLINE STA. 50+00'TR2'

PROPOSED RW/TLE TYP.)

TEMPORARY ROAD 2 ('TR2' LINE)

SIGN

SIGN

SIGN

MATCHLINE STA. 108+00'E'

40+00'A'

PROPOSED FUTURE CTH BD ('E' LINE)

PROPOSED RAMP A ('A' LINE)

PROPOSED USH 12

105+00'E'

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E	SHEET 240	E

2

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

MATCHLINE STA. 52+50'AC1'

PROPOSED TIMOTHY LANE ('AC1' LINE)

PERMANENT CONSTRUCTION OF 'AC1'

STA. 54+00'AC1'

MATCHLINE STA. 50+00'TR2'

55+00'AC1'

(DETAIL E) ⑦

⑦ (DETAIL E)

110+00'E'

MATCHLINE STA. 108+00'E'

PROPOSED RW/TLE (TYP.)

PROPOSED FUTURE CTH BD ('E' LINE)

115+00'E'

⑨

EXISTING USH 12

12'	←
16'	
12'	→

RUINS

SEPTIC

SIGN

N

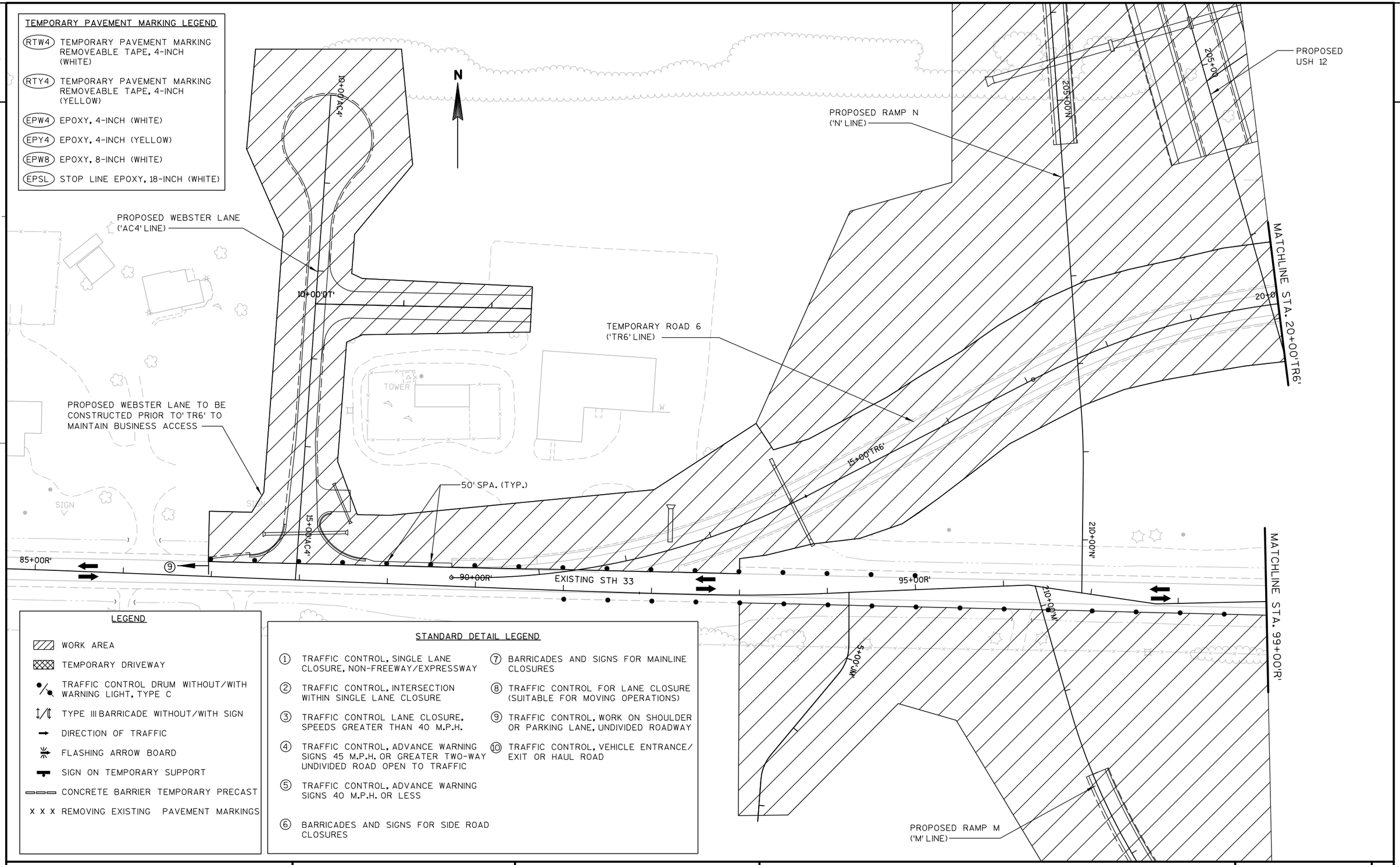
TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

2

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)



LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A-2D (STH33A)	SHEET 242	E

PROPOSED RAMP K
('K' LINE)

N

MATCHLINE STA. 20+00'TR6'

'TR6'

TEMPORARY ROAD 6
('TR6' LINE)

210+00'K'

25+00'TR6'

210+00

MATCHLINE STA. 99+00'R'

PROPOSED USH 12

100+00R'

EXISTING STH 33

105+00R'

30+00'TR6'

50' SPA. (TYP.)

110+00R'

⑨

PROPOSED RAMP L
('L' LINE)

PROPOSED RW/TLE (TYP.)

215+00'L'

STANDARD DETAIL LEGEND

① TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

② TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

③ TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

④ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

⑤ TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS

⑥ BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES

⑦ BARRICADES AND SIGNS FOR MAINLINE CLOSURES

⑧ TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

⑨ TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

⑩ TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A-2D (STH33A)	SHEET 243	E

2

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

N

10+00'AC4'

PROPOSED WEBSTER LN
('AC4' LINE)

10+00'DT'

NO PASSING ZONE
W14-3
48" X 36"

MOVED FROM
STA. 96+00 'R', LT
(9-9)

TOWER

W

TEMPORARY ROAD 6
('TR6' LINE)

(DETAIL D) (7)

W01-6
48" X 24"

25' SPA. (TYP.)

EPW4

15+00'AC4'

SIGN

SIGN

85+00'R'

EXISTING STH 33

90+00'R'

PROPOSED RAMP N
('N' LINE)

265+00'N'

205+00

PROPOSED
USH 12

MATCHLINE STA. 20+00'TR6'

20+00

PROPOSED STH 33
('R' LINE

15+00'TR6'

EPY4
DOUBLE

30+00'N'

95+00'R'

MATCHLINE STA. 99+00'R'

PROPOSED RAMP M
('M' LINE)

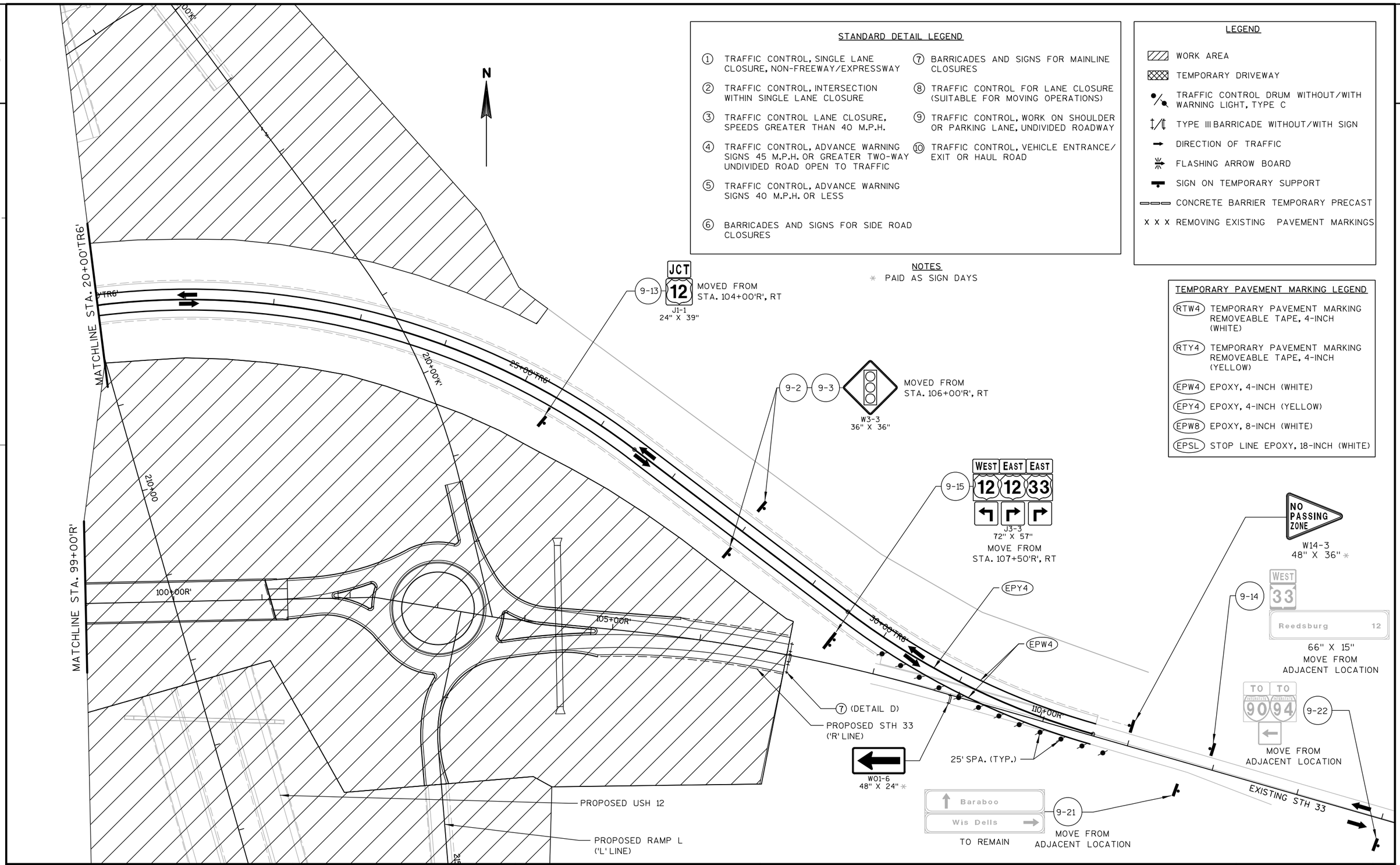
LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A-2D (STH33B)	SHEET 244	E



STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
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8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

NOTES

* PAID AS SIGN DAYS

TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 EPOXY, 4-INCH (WHITE)
- EPY4 EPOXY, 4-INCH (YELLOW)
- EPW8 EPOXY, 8-INCH (WHITE)
- EPSL STOP LINE EPOXY, 18-INCH (WHITE)

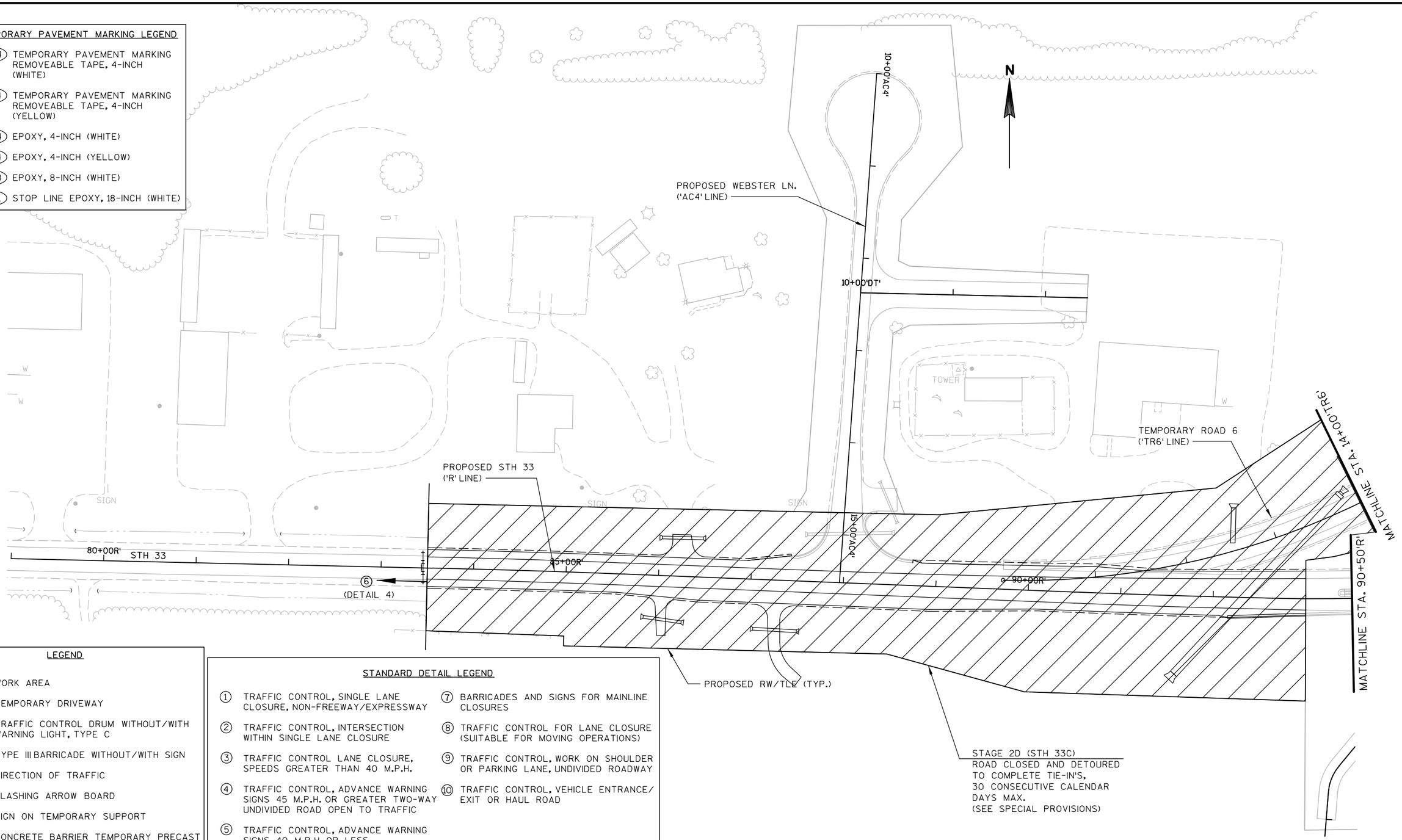
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A-2D (STH33B)	SHEET 245	E

2

2

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)



LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A-2D (STH33C)	SHEET 246	E

2

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

PROPOSED RW/TLE (TYP.)

PROPOSED RAMP N ('N' LINE)

205+00'N'

205+00

PROPOSED RAMP K ('K' LINE)

TEMPORARY ROAD 6 ('TR6' LINE)

N

20+00'TR6'

15+00'TR6'

MATCHLINE STA. 14+00'TR6'

25+00'TR6'

210+00'K'

MATCHLINE STA. 28+00'TR6'

210+00'N'

210+00

95+00'R'

MATCHLINE STA. 90+50'R'

210+00'M'

100+00'R'

PROPOSED STH 33 ('R' LINE)

105+00'R'

MATCHLINE STA. 106+50'R'

PROPOSED RAMP L ('L' LINE)

PROPOSED USH 12

PROPOSED RAMP M ('M' LINE)

JCT 12 9-13 J1-1 24" X 39"

MOVED FROM STA. 25+50'TR6'

215+00'L'

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A-2D (STH33C)	SHEET 247	E

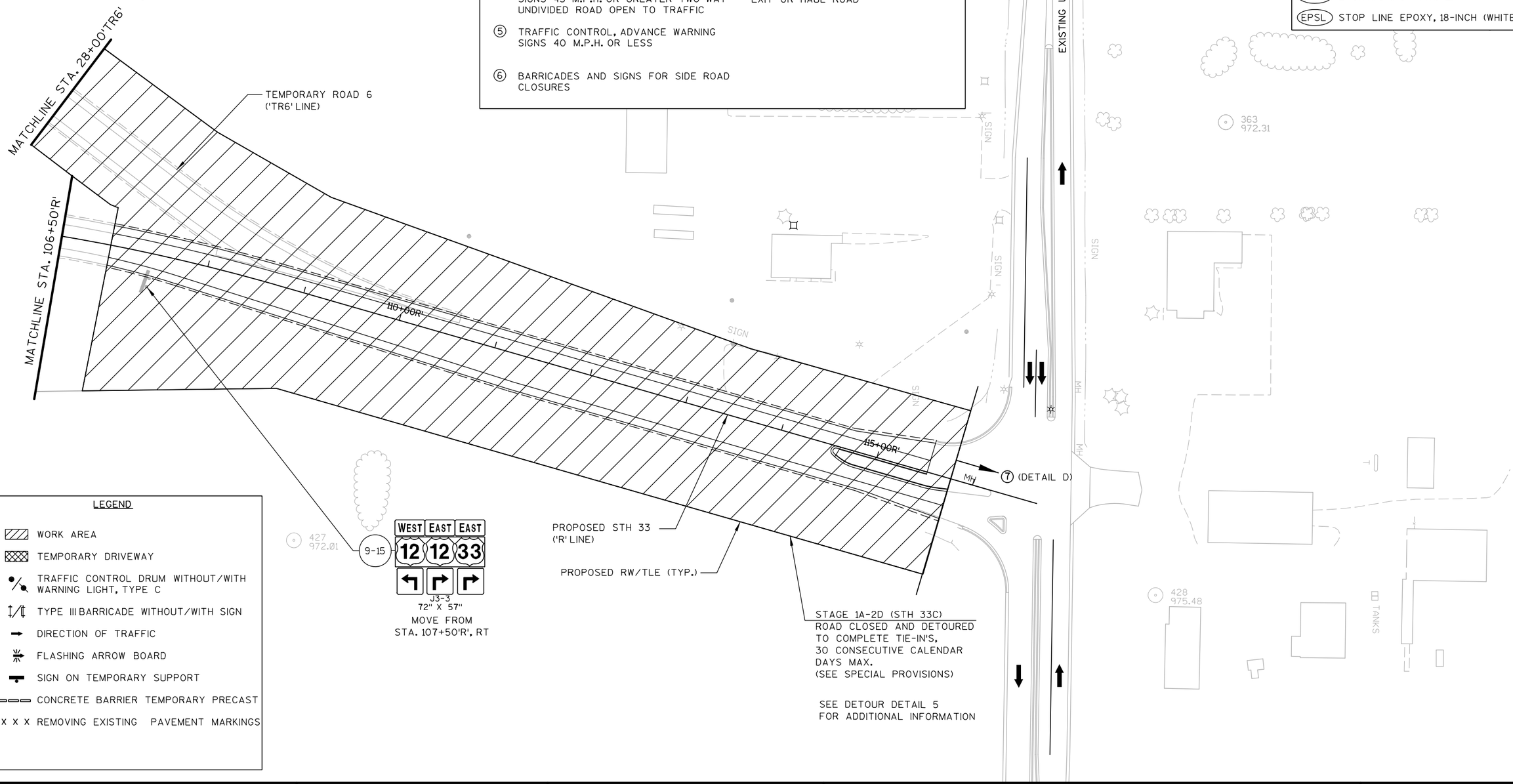
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STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
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8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- RTW4 — TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- RTY4 — TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- EPW4 — EPOXY, 4-INCH (WHITE)
- EPY4 — EPOXY, 4-INCH (YELLOW)
- EPW8 — EPOXY, 8-INCH (WHITE)
- EPSL — STOP LINE EPOXY, 18-INCH (WHITE)



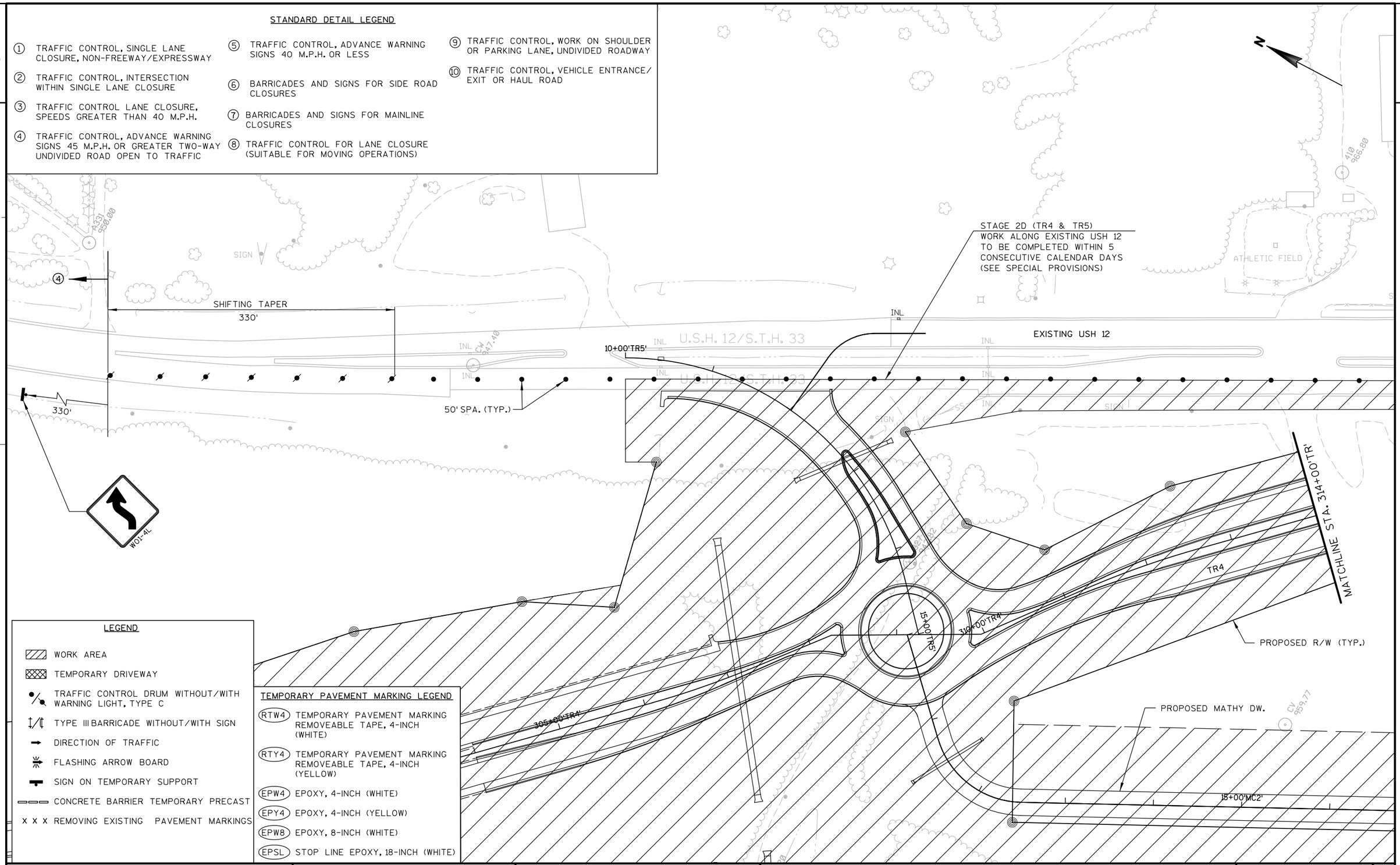
LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 1A-2D (STH33C)	SHEET 248	E

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E (TR4&TR5)	SHEET 249	E

2

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

2

N

EXISTING TERRYTOWN RD.

STAGE 2D (TR4 & TR5)
WORK ALONG EXISTING USH 12 TO BE COMPLETED WITHIN 5 CONSECUTIVE CALENDAR DAYS (SEE SPECIAL PROVISIONS)

EXISTING USH 12

U.S.H. 12/S.T.H. 33

320+00'TR4'

325+00'TR4'

345+00'TR4'

MATCHLINE STA. 314+00'TR'

50' SPA. (TYP.)

PROPOSED RW/TLE (TYP.)

PROPOSED MATHY DRIVEWAY

105+40'TE'

PROPOSED TERRYTOWN RD.

ATHLETIC FIELD

WALLS

POOL

RAMP

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

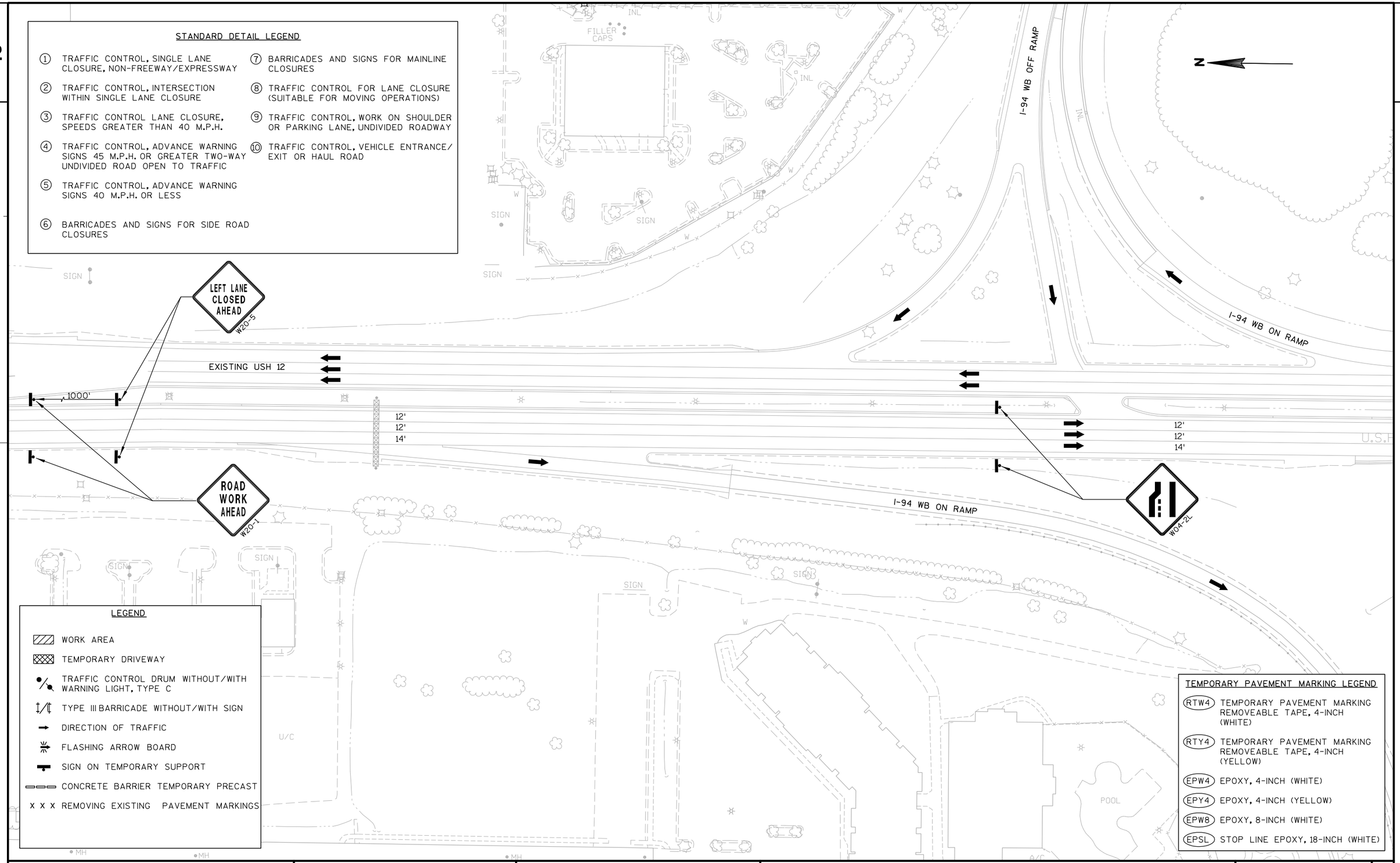
- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E (TR4&TR5)	SHEET 250	E

2

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD



LEGEND

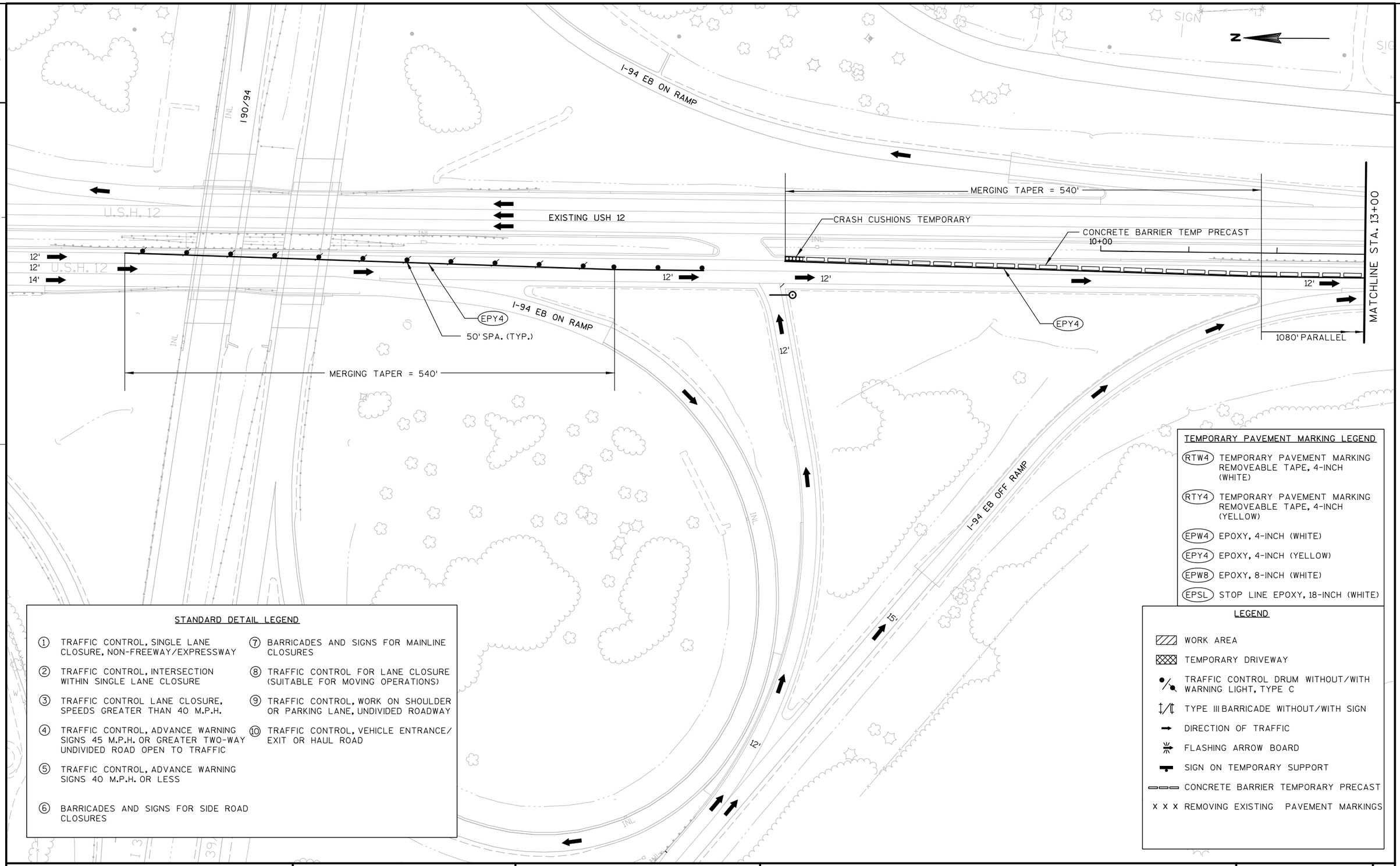
- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E (FINAL)	SHEET 251	E

2



TEMPORARY PAVEMENT MARKING LEGEND

RTW4	TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
RTY4	TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
EPW4	EPOXY, 4-INCH (WHITE)
EPY4	EPOXY, 4-INCH (YELLOW)
EPW8	EPOXY, 8-INCH (WHITE)
EPSL	STOP LINE EPOXY, 18-INCH (WHITE)

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
5. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
6. BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES
7. BARRICADES AND SIGNS FOR MAINLINE CLOSURES
8. TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E (FINAL)	SHEET 252	E

2

LEGEND

- WORK AREA
- TEMPORARY DRIVEWAY
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- X X X REMOVING EXISTING PAVEMENT MARKINGS

N

W04-2L

MATCHLINE STA. 28+50'AC1'

25+00'AC1'

20+00'AC1'

15+00'AC1'

SEPTIC

A/C

SIGN

IP

CONCRETE BARRIER TEMP PRECAST

MATCHLINE STA. 13+00

MATCHLINE STA. 28+00

15+00

20+00

25+00

25+00'A'

25+00'B'

12'

14'

15'

EPY4

1080'
PARALLEL

MERGING 540' TAPER

STANDARD DETAIL LEGEND

1. TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
2. TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
3. TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
4. TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
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9. TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
10. TRAFFIC CONTROL, VEHICLE ENTRANCE/ EXIT OR HAUL ROAD

TEMPORARY PAVEMENT MARKING LEGEND

- (RTW4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (WHITE)
- (RTY4) TEMPORARY PAVEMENT MARKING REMOVEABLE TAPE, 4-INCH (YELLOW)
- (EPW4) EPOXY, 4-INCH (WHITE)
- (EPY4) EPOXY, 4-INCH (YELLOW)
- (EPW8) EPOXY, 8-INCH (WHITE)
- (EPSL) STOP LINE EPOXY, 18-INCH (WHITE)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - STAGE 2E (FINAL)	SHEET 253	E

2

N

10+00'TR3'

624.2' RAD.

988' RAD.

1000' RAD.

1000' RAD.

15+00'TR3'

15+00'AC1'

STA. 14+94.37'TR1'
28.24' LT

STA. 17+96.83'TR1'
28.08'LT

STA. 18+08.93'TR1'
CL

STA. 20+97.36'TR1'
64' LT

STA. 20+96.83'TR1'
27.00'LT

R=40'

28+00'TR3'

R=60'

STA. 22+25.22'TR1'
85' LT

STA. 22+22.44'TR1'
24.00'LT

INTERSECTION TYPE "B1"

200' TAPER

100' TAPER

STA. 19+96.83'TR1'
12.00'LT

20+00'AC1'

200' TURN LANE

12' TURN LANE

12' THROUGH LANE

12' THROUGH LANE

13' BYPASS LANE

STA. 24+22.44'TR1'
24.00'LT

STA. 25+72.44'TR1'
12.00'LT

150' TAPER

25+00'AC1'

325' TAPER

15' RAMP LANE

12' THROUGH LANE

12' THROUGH LANE

15+00

STA. 17+85.46'TR1'
12.00'RT

217' TAPER

250' BYPASS LANE

STA. 20+02.46'TR1'
25.00'RT

TEE INTERSECTION BYPASS LANE DETAIL

STA. 22+52.46'TR1'
25.00'RT

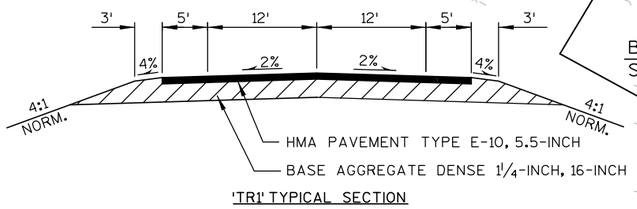
STA. 25+91.12'TR1'
12.00'LT

BEGIN PROJECT
STA. 17+44.60

20+00

SIGN

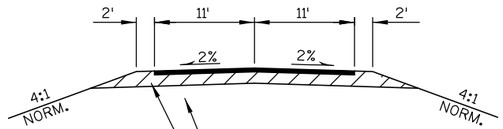
POOL



HMA PAVEMENT TYPE E-10, 5.5-INCH

BASE AGGREGATE DENSE 1¼-INCH, 16-INCH

'TR1' TYPICAL SECTION



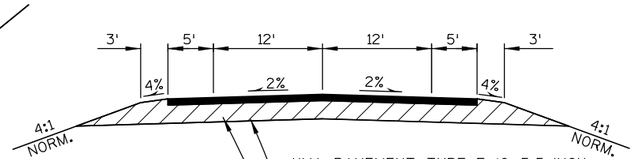
HMA PAVEMENT TYPE E-0.3, 3½-INCH

BASE AGGREGATE DENSE 1¼-INCH, 10-INCH

'TR3' TYPICAL SECTION

* STATIONS/OFFSETS/RADII GIVEN ARE TO FLAG LINE

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY ROADS 1 & 3 - 'TR1' & 'TR3' DETAILS	SHEET 254	E



'TR2' TYPICAL SECTION

PROPOSED 'AC1'

50+00'AC1'

(PROPOSED 'AC1')

INTERSECTION TYPE "B2"

55+00'AC1'

325' TAPER

STA. 49+60.38'TR2'
12.00' LT

150' TAPER

100' TURN LANE

60' R

STA. 53+09.42'TR2'
84' RT

110+00'E'

STA. 50+57.68'TR2'
12.00' RT

STA. 52+09.43'TR2'
24.00' RT

TEMPORARY ROAD 2 'TR2'

'15+00'AC1'

FUTURE CTH BD

STA. 52+84.42'TR2'
25.00'LT

250' BYPASS LINE

13' BYPASS LANE
12' THROUGH LANE
12' THROUGH LANE
12' TURN LANE

STA. 54+39.42'TR2'
26.50'RT

STA. 55+34.73'TR2'
25.00' LT

STA. 55+39.42'TR2'
12.00' RT

225' TAPER

100' TAPER

40' R

115+00'E'

STA. 57+42.07'TR2'
13.44' LT

EXISTING USH 12

STA. 54+39.42'TR2'
64' RT

STA. 53+09.43'TR2'
24.00' RT

CONSTRUCT TEMPORARY DRIVEWAY
FOR USE DURING STAGE 2

CONSTRUCT ALTERNATE TEMPORARY
DRIVEWAY DURING STAGE 2 UPON
COMPLETION OF ROUNDABOUT TO
COMPLETE CONSTRUCTION OF 'E' LINE

RUINS

SEPTIC

SIGN

* STATIONS/OFFSETS/RADII GIVEN ARE TO FLAG LINE

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TEMPORARY ROAD 2 - 'TR2' DETAILS	SHEET 255	E

2

SEE DETOUR DETAIL 4

M4-8
24" X 12"
M 3-2
24" X 12"
M1-6
24" X 24"
DETOUR
EAST
33

R11-3
60" X 30"
ROAD CLOSED
8 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE

R11-3
60" X 30"
ROAD CLOSED
5 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE
TYPE III BARRICADE

SEE DETOUR DETAIL 5

M4-8A
24" X 18"
M 3-4
24" X 12"
M1-6
24" X 24"
END DETOUR
WEST
33

M4-8
24" X 12"
M 3-4
24" X 12"
M1-6
24" X 24"
DETOUR
WEST
33

COVER
WEST
12

SEE DETOUR DETAIL 3

SEE DETOUR DETAIL 1

M4-8A
24" X 18"
M 3-2
24" X 12"
M1-6
24" X 24"
END DETOUR
EAST
33

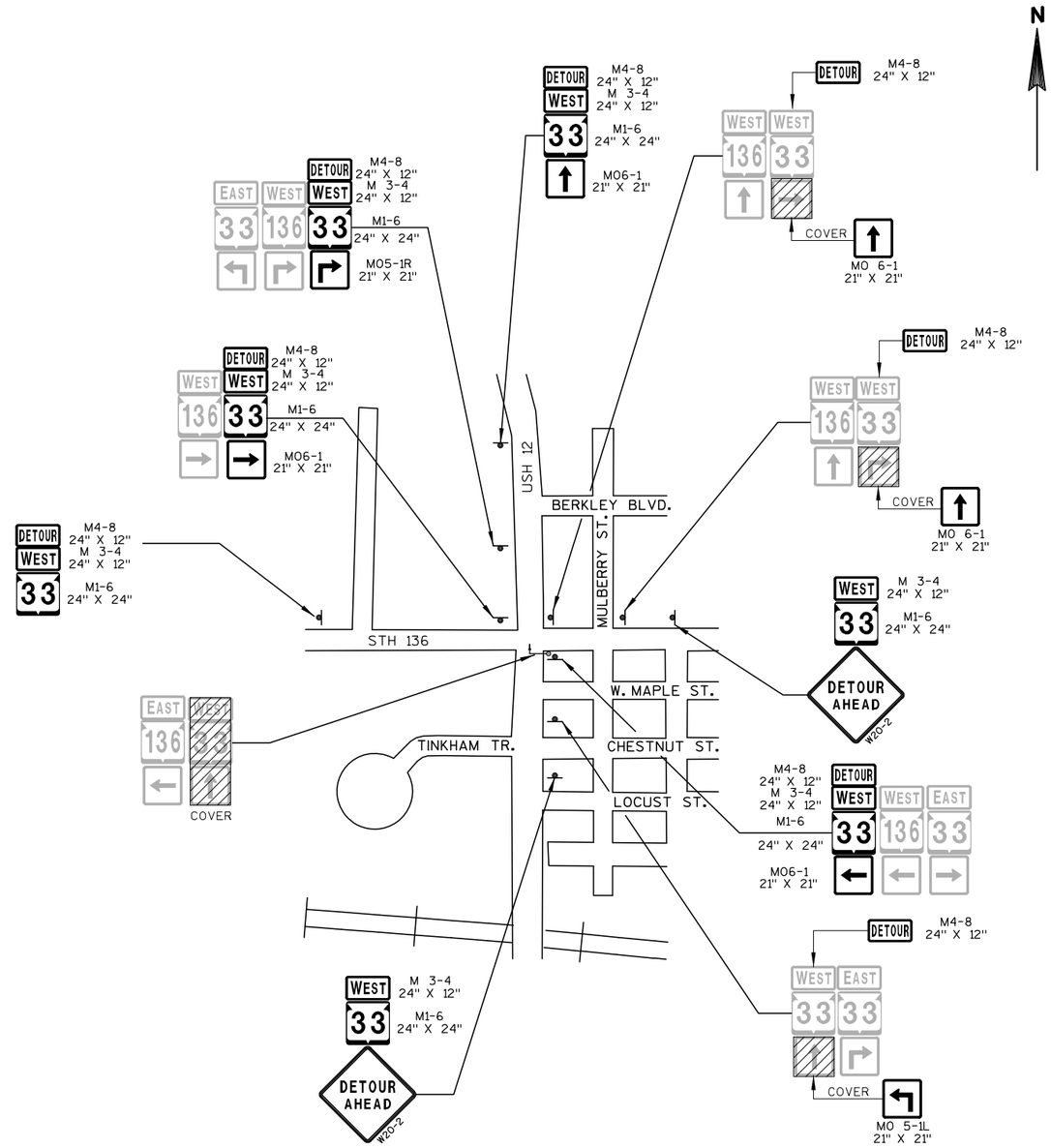
SEE DETOUR DETAIL 2

M4-8
24" X 12"
M 3-4
24" X 12"
M1-6
24" X 24"
DETOUR
WEST
33

M4-8
24" X 12"
M 3-2
24" X 12"
M1-6
24" X 24"
DETOUR
EAST
33

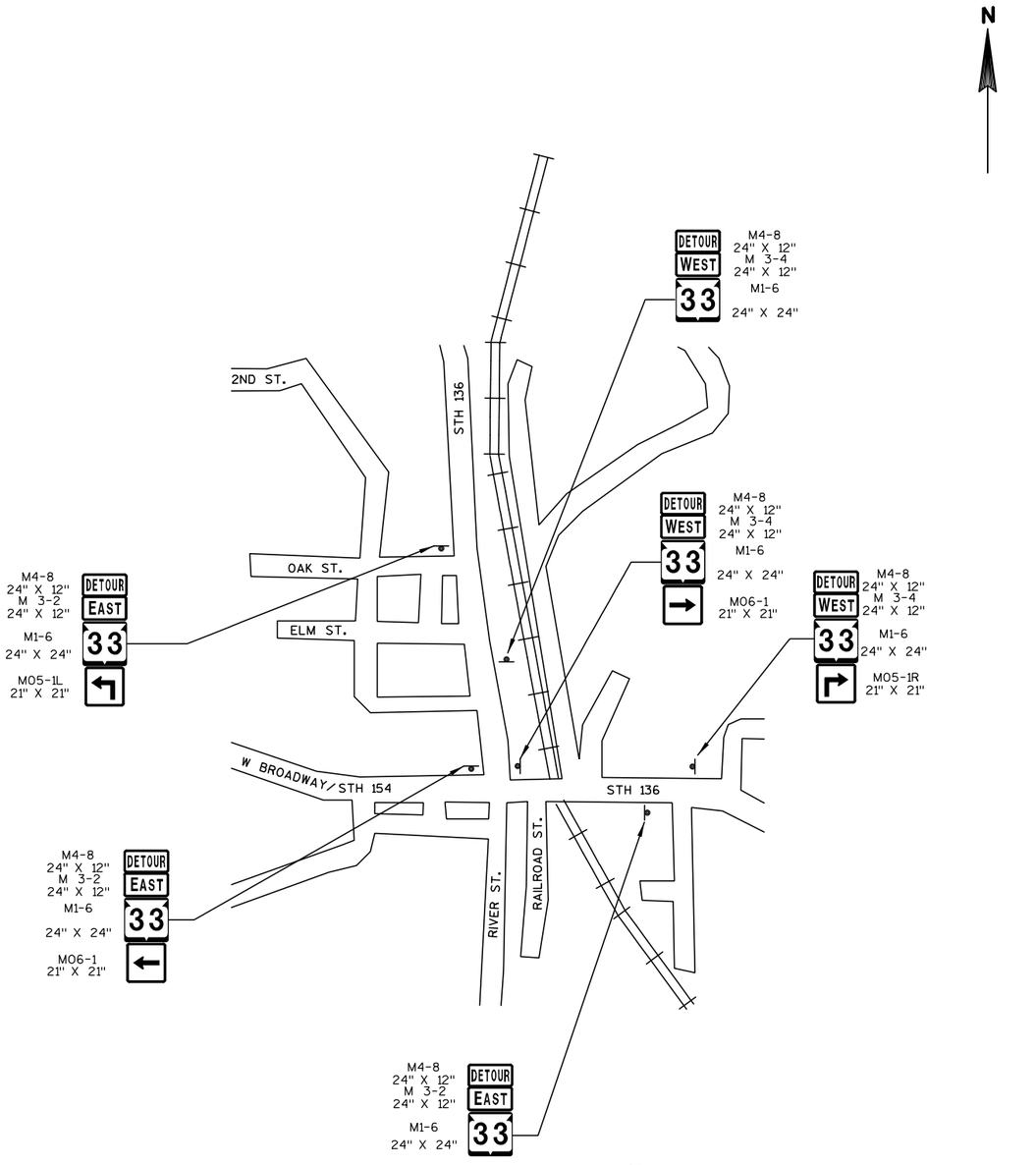
NOTE:
COVERING SIGNS FOR DETOUR GUIDANCE INCLUDES ALL COVERINGS SHOWN ON THE PLANS AND SHALL BE INCLUDED AS PART OF ITEM TRAFFIC CONTROL DETOUR (PROJECT)

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	DETOUR - STAGE 2D	SHEET 256	E



DETOUR DETAIL 1

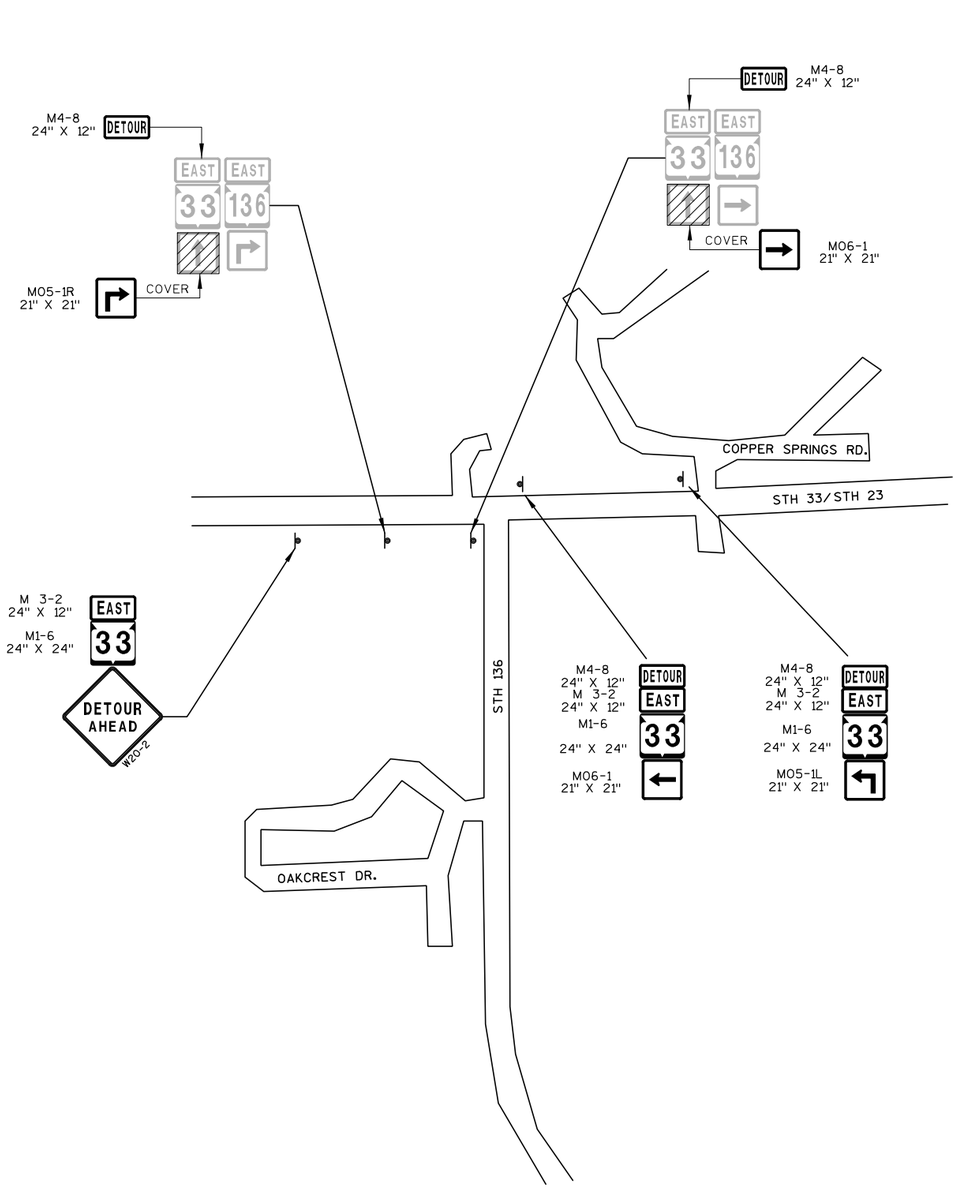
BARABOO



NOTE:
COVERING SIGNS FOR DETOUR GUIDANCE INCLUDES ALL COVERINGS SHOWN ON THE PLANS AND SHALL BE INCLUDED AS PART OF ITEM TRAFFIC CONTROL DETOUR (PROJECT)

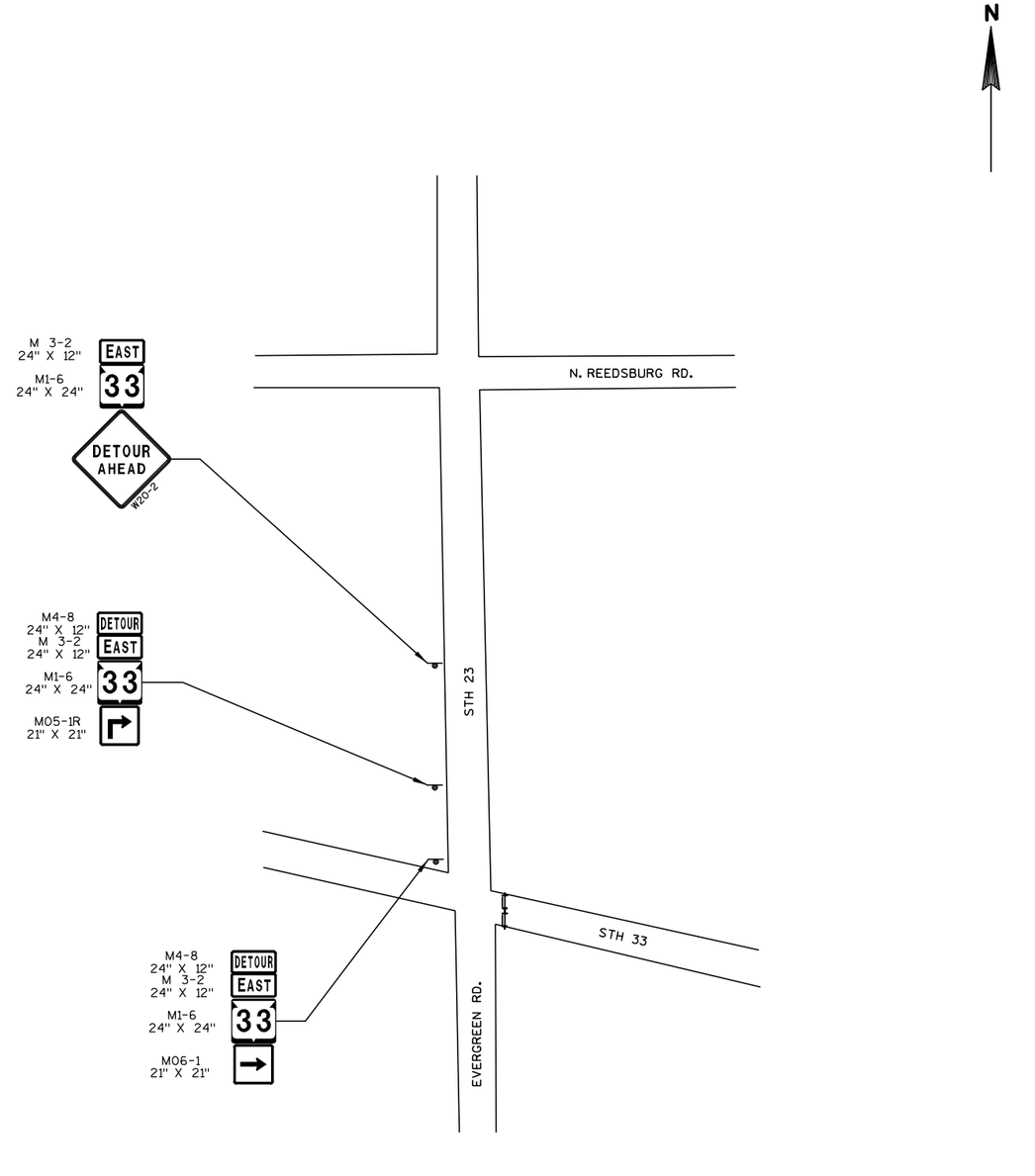
DETOUR DETAIL 2

ROCK SPRINGS



DETOUR DETAIL 3

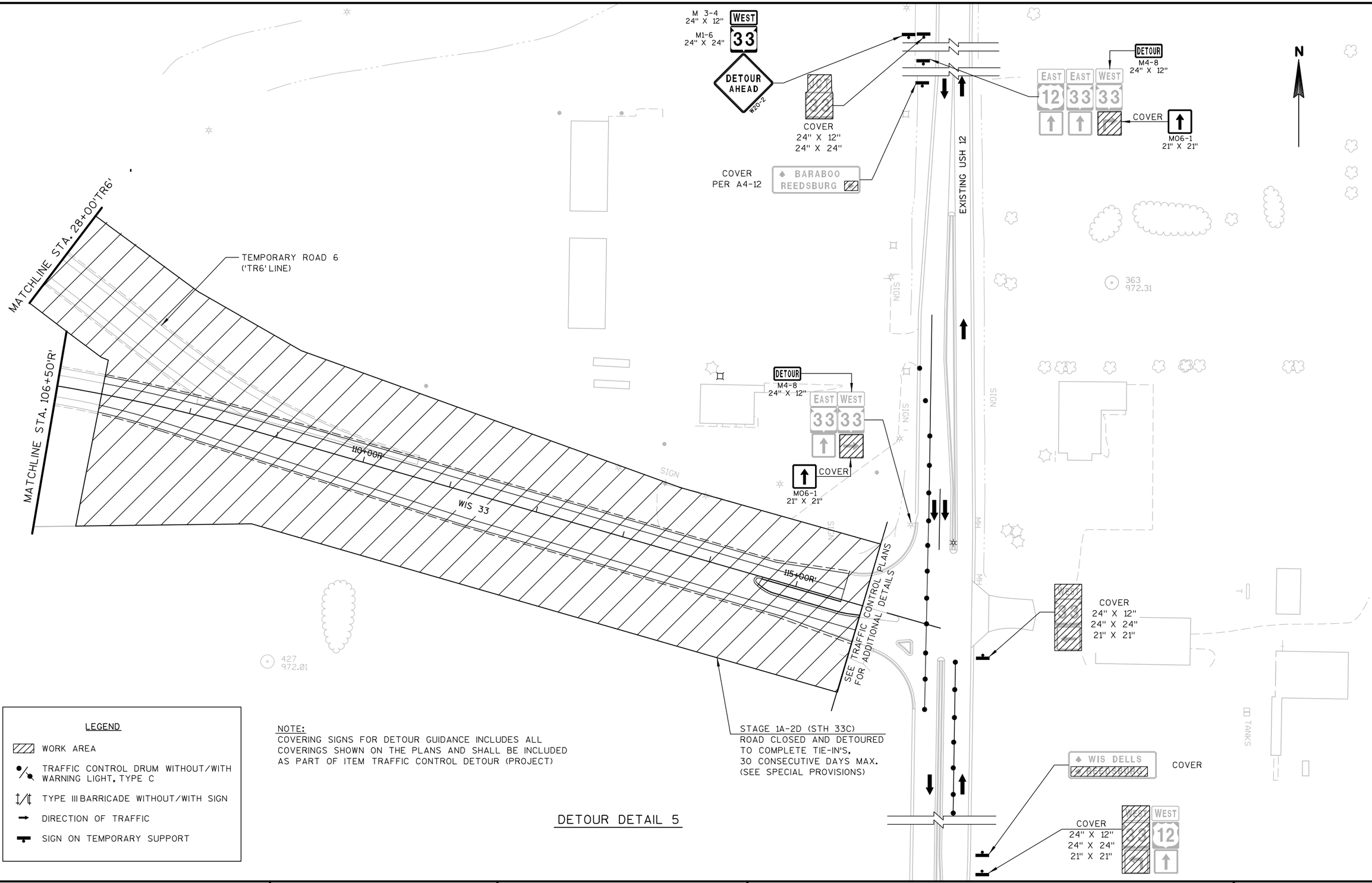
REEDSBURG



NOTE:
COVERING SIGNS FOR DETOUR GUIDANCE INCLUDES ALL COVERINGS SHOWN ON THE PLANS AND SHALL BE INCLUDED AS PART OF ITEM TRAFFIC CONTROL DETOUR (PROJECT)

DETOUR DETAIL 4

RURAL INTERSECTION
STH23/STH33



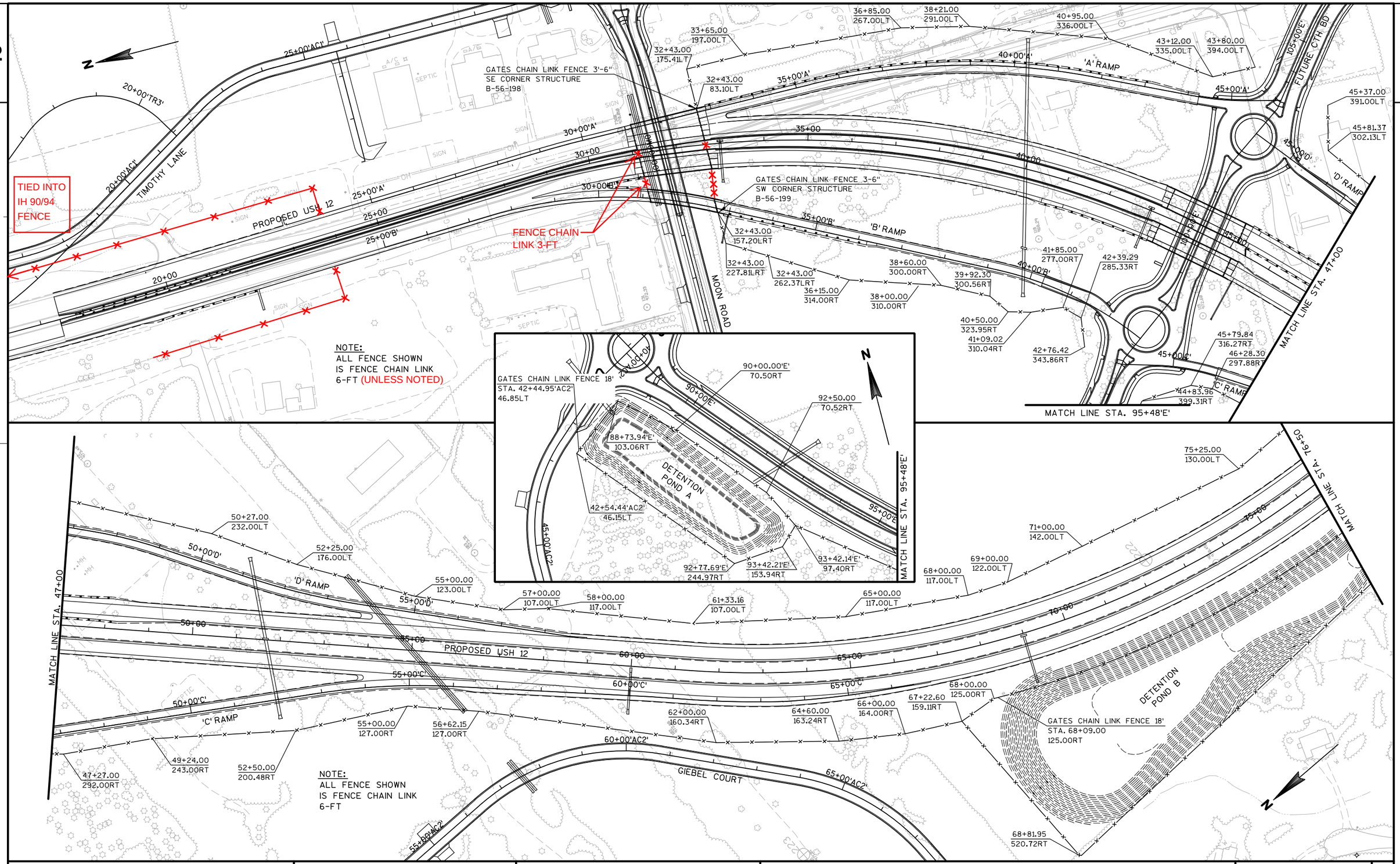
LEGEND

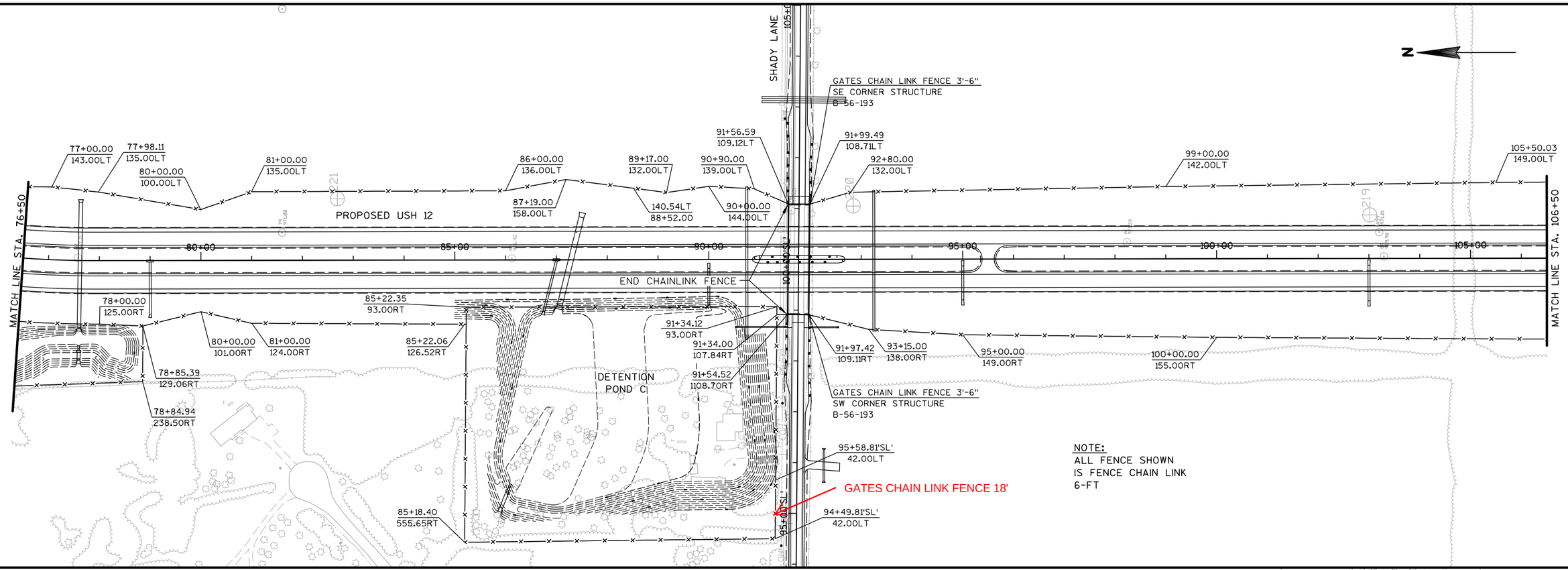
- WORK AREA
- TRAFFIC CONTROL DRUM WITHOUT/WITH WARNING LIGHT, TYPE C
- TYPE III BARRICADE WITHOUT/WITH SIGN
- DIRECTION OF TRAFFIC
- SIGN ON TEMPORARY SUPPORT

NOTE:
COVERING SIGNS FOR DETOUR GUIDANCE INCLUDES ALL COVERINGS SHOWN ON THE PLANS AND SHALL BE INCLUDED AS PART OF ITEM TRAFFIC CONTROL DETOUR (PROJECT)

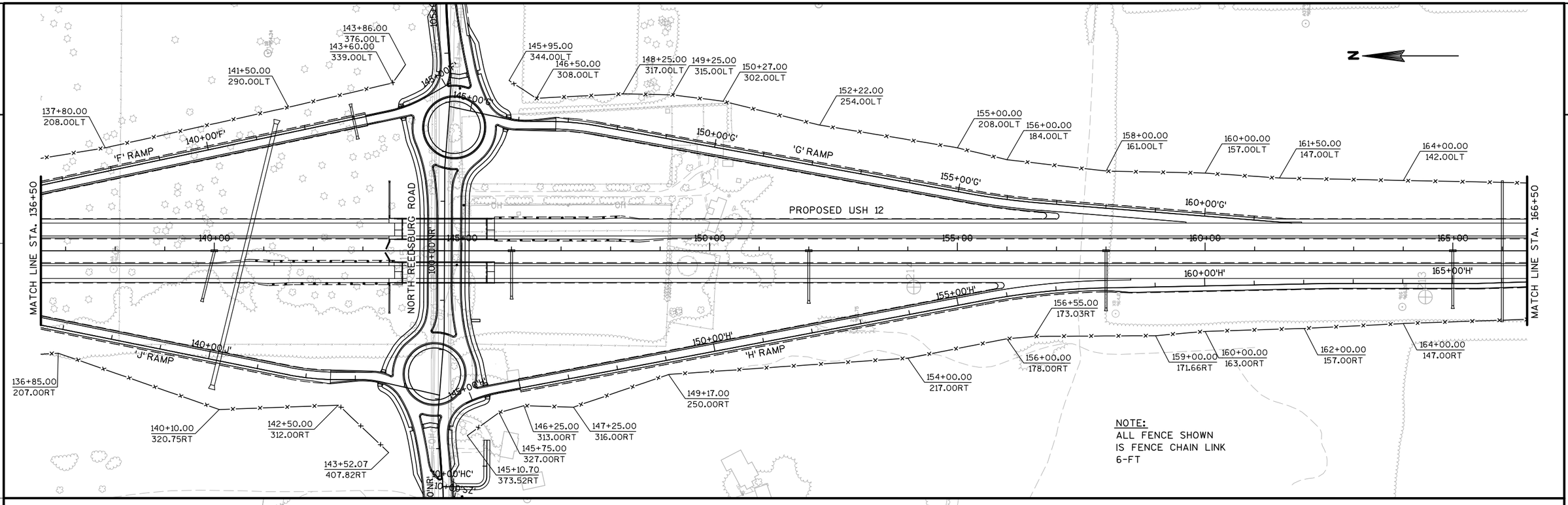
STAGE 1A-2D (STH 33C)
ROAD CLOSED AND DETOURED TO COMPLETE TIE-IN'S,
30 CONSECUTIVE DAYS MAX.
(SEE SPECIAL PROVISIONS)

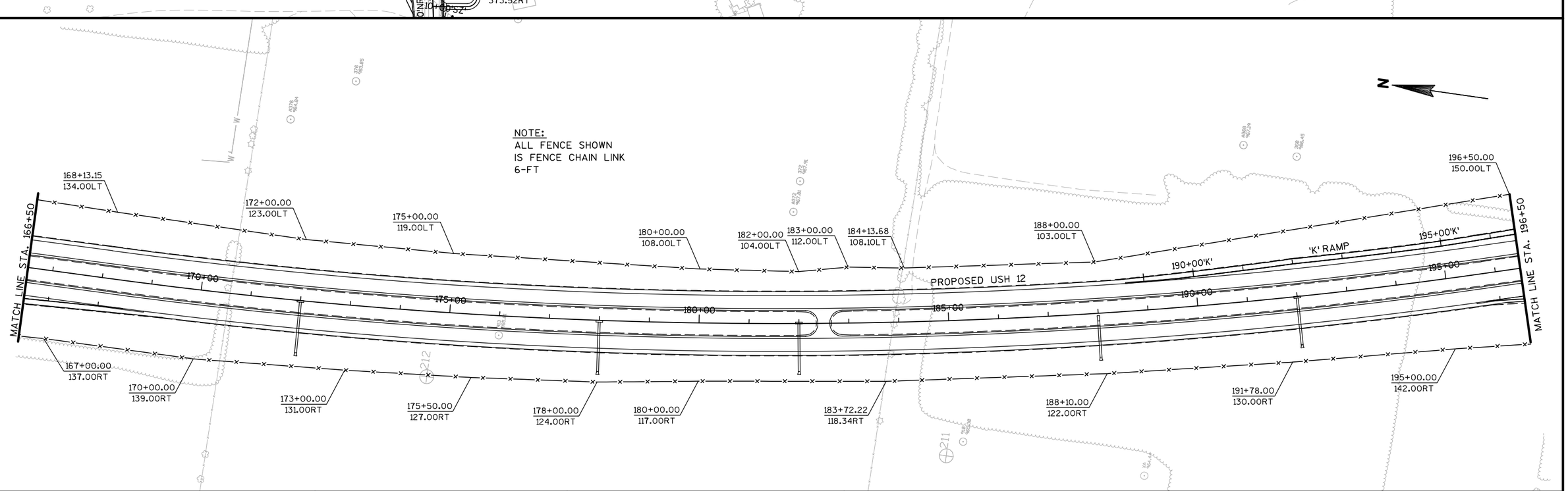
DETOUR DETAIL 5


TIED INTO IH 90/94 FENCE
TIMOTHY LANE
PROPOSED USH 12
MOON ROAD
FENCE CHAIN LINK 3-FT
GATES CHAIN LINK FENCE 3'-6" SE CORNER STRUCTURE B-56-198
GATES CHAIN LINK FENCE 3-6" SW CORNER STRUCTURE B-56-199
'A' RAMP
'B' RAMP
'C' RAMP
'D' RAMP
FUTURE CTH BD
MATCH LINE STA. 47+00
MATCH LINE STA. 95+48'E
MATCH LINE STA. 76+50
NOTE: ALL FENCE SHOWN IS FENCE CHAIN LINK 6-FT (UNLESS NOTED)
GATES CHAIN LINK FENCE 18' STA. 42+44.95'AC2' 46.85LT
DETENTION POND A
DETENTION POND B
GATES CHAIN LINK FENCE 18' STA. 68+09.00 125.00RT
GIEBEL COURT
NOTE: ALL FENCE SHOWN IS FENCE CHAIN LINK 6-FT



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	FENCING	SHEET 261	E





PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	FENCING	SHEET 262	E

EXTEND FENCE TO
109'R'+00, 100.00' LT

EXTEND FENCE TO
109'R'+00, 100.00' RT

208+03.09
452.13LT

211+75.00
525.00LT

214+49.10
352.14RT

MATCH LINE STA. 196+50

MATCH LINE STA. 226+50

PROPOSED USH 12

WIS 33

200+00'K'

205+00'K' 'K' RAMP

210+00'K'

215+00'L' 'L' RAMP

220+00'L'

200+00'N

205+00'N' 'N' RAMP

210+00'N'

215+00'M' 'M' RAMP

220+00'M

200+00
159.00LT

202+00.00
189.00LT

203+62.00
239.00LT

220+00.00
179.00LT

225+63.33
154.59LT

226+00.00
153.00LT

197+12.31
158.20RT

201+50.00
192.00RT

203+14.00
239.00RT

205+53.00
307.74RT

205+81.36
238.10RT

208+72.15
298.46RT

224+00.00
133.00RT

224+63.49
167.71RT

224+75.00
174.00RT

218+25.00
203.00RT

214+67.00
380.00RT

212+50.00
433.00RT

211+36.86
469.72RT

96+00.00'R'
85.00LT

95+00'R'

DETENTION
POND D

5+00'JM'

GATES CHAIN LINK FENCE 18'
STA. 92+08.95'R'
51.22LT

92+00.00'R'
50.00LT

207+54.37
596.20RT

207+96.08
729.54RT

NOTE:
ALL FENCE SHOWN
IS FENCE CHAIN LINK
6-FT

GATES CHAIN LINK FENCE 3'-6"

230+00.00
113.00LT

236+99.51
149.00LT

239+00.00
136.00LT

241+38.05
105.00LT

245+00.00
127.00LT

250+00.00
150.00LT

252+00.00
144.00LT

254+86.00
110.00LT

PROPOSED USH 12

235+00

240+00

245+00

250+00

255+00

235+00.00
134.71RT

35+00'AC3'

40+00'AC3'

45+00'AC3'

50+00'AC3'

55+00'AC3'

239+00.00
128.29RT

243+00.00
125.00RT

230+00.00
151.00RT

231+00.00
178.88RT

NOTE:
ALL FENCE SHOWN
IS FENCE CHAIN LINK
6-FT

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	FENCING	SHEET 263	E

2

257+16.00
143.00LT

263+00.00
171.00LT

271+00.00
136.00LT

275+00.00
134.00LT

277+84.82
108.08RT

278+23.72
107.75RT

279+13.79
166.07LT

GATES CHAIN LINK FENCE 3'-6"
SE CORNER STRUCTURE
B-56-190

283+00.00
132.00LT

285+74.25
167.07LT

MATCH LINE STA. 256+50

PROPOSED USH 12

260+00

265+00

270+00

275+00

280+00

285+00'TR4'

MATCH LINE STA. 286+50

276+70.00
153.00LT

100+00'

60+00'AC3'

263+00.00
128.00RT

265+47.34
248.70LT

267+20.00
172.00RT

269+07.00
119.00RT

271+00.00
171.00RT

274+00.00
147.90RT

276+90.00
155.00RT

277+83.00
107.75RT

GATES CHAIN LINK FENCE 3'-6"
SW CORNER STRUCTURE
B-56-190

279+11.00
158.92RT

278+21.90
108.08RT

283+00.00
165.00RT

285+00.00
173.00RT

65+00'AC3'

LOGGERS LANE

OLD 33

NOTE:
ALL FENCE SHOWN
IS FENCE CHAIN LINK
6-FT

2

20+00'MC2'

320+73.77
100.46LT

GATES CHAIN LINK FENCE 3'-6"
NE CORNER STRUCTURE
B-56-189

318+00.00
155.00LT

320+00.00
145.00LT

PROPOSED USH 12

320+00

100+00'TR5

MATCH LINE STA. 315+50

319+00.00
160.00RT

317+00.00
166.00RT

TERRYTOWN ROAD

GATES CHAIN LINK FENCE 3'-6"
NW CORNER STRUCTURE
B-56-189

U.S.H. 12 & T.H. 33

TEMPORARY ROAD 5

315+00'TR4'

305+92.99
564.67LT

305+47.26
396.89LT

304+40.00
402.00LT

302+50.00
365.00LT

300+00.00
277.00LT

TEMPORARY ROAD 4

305+00'TR4'

310+00.00
160.33LT

15+00'MC2'

308+50.00
265.00LT

309+25.00
160.00LT

MATCH LINE STA. 286+50

288+50.00
132.00LT

295+00.00
201.00LT

300+00'TR4'

315+00

310+00

305+00

PROPOSED USH 12

290+00'TR4'

295+00'TR4'

300+00

295+00

10+00'DIDE3'

MATCH LINE STA. 315+50

176.95RT
312+05.70

305+50.00
103.00RT

311+50.00
103.00RT

305+14.00
182.00RT

DETENTION
POND E

311+52.00
177.00RT

288+34.00
181.00RT

295+00.00
154.00RT

296+80.94
173.75RT

304+70.66
263.00RT

GATES CHAIN LINK FENCE 18'
STA. 308+90.50
483.65RT

309+69.91
525.38RT

EXISTING FENCE TO REMAIN,
DO NOT DISTURB

NOTE:
ALL FENCE SHOWN
IS FENCE CHAIN LINK
6-FT

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	FENCING	SHEET 264	E

2

N

320+00 TR4'

315+00 TR4'

310+00 TR5'

305+00 TR4'

GATES CHAIN LINK FENCE 3'-6"
SE CORNER STRUCTURE
B-56-189

325+43.00
184.00LT

324+00.00
153.00LT

325+00

330+00

327+17.00
208.00RT

323+50.00
122.00RT

GATES CHAIN LINK FENCE 3'-6"
SW CORNER STRUCTURE
B-56-189

320+08.00
199.00RT

320+00

315+00

308+50.00
265.00LT

310+00

305+50.00
150.00LT

TEMPORARY ROAD 4

PROPOSED USH 12

305+00

305+50.00
103.00RT

DETENTION
POND E

U.S.H. 12/S.T.H. 33

ATHLETIC FIELD

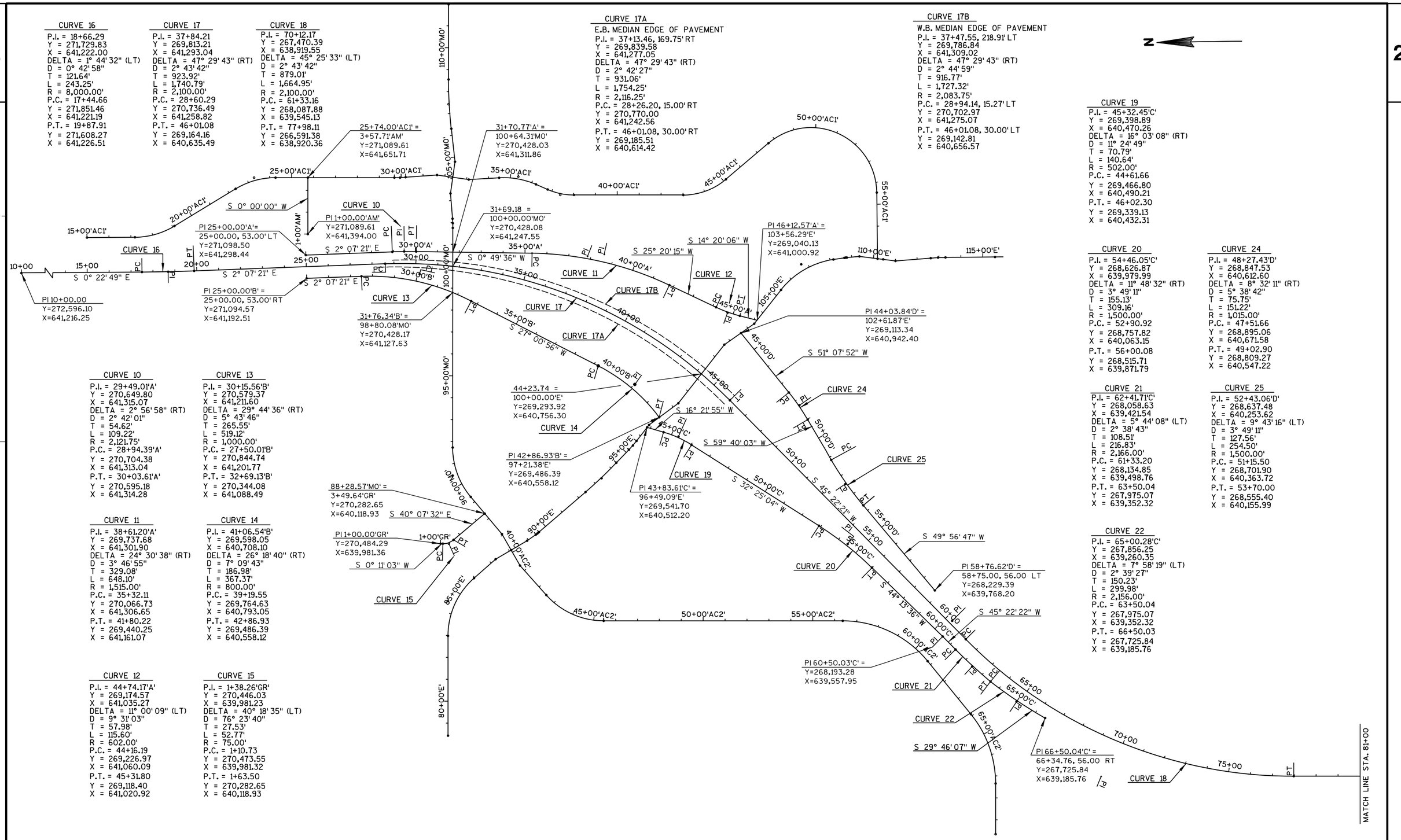
WELLS

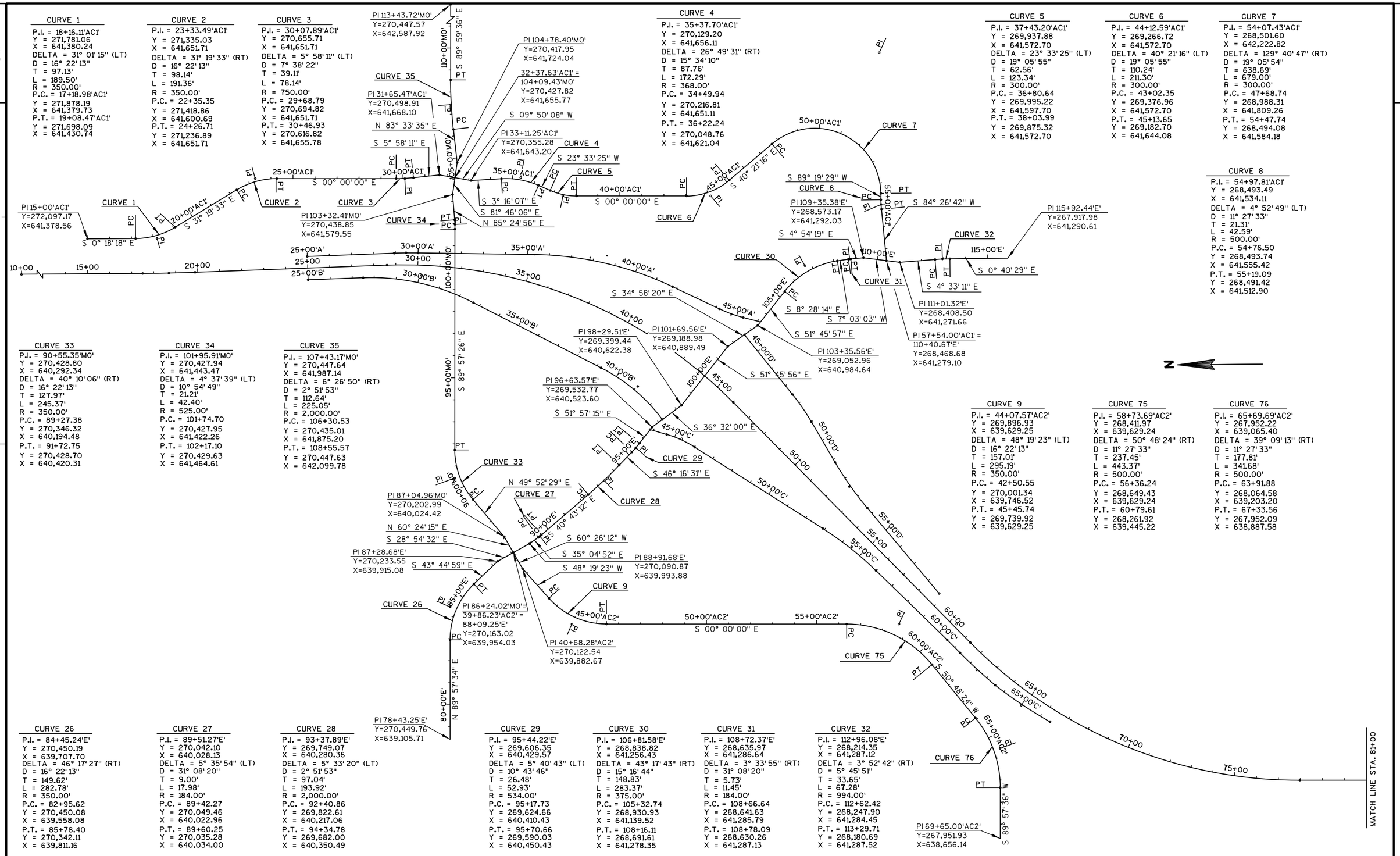
RAMP

QUANTITIES

FENCE CHAIN LINK 6-FOOT = 2,239 LF
GATES CHAIN LINK 3.5-FOOT = 2 EA

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	FENCING	SHEET 264 A	E


CURVE 16
P.I. = 18+66.29
Y = 271,729.83
X = 641,222.00
DELTA = 1° 44' 32" (LT)
D = 0° 42' 58"
T = 121.64'
L = 243.25'
R = 8,000.00'
P.C. = 17+44.66
Y = 271,851.46
X = 641,221.19
P.T. = 19+87.91
Y = 271,608.27
X = 641,226.51
CURVE 17
P.I. = 37+84.21
Y = 269,813.21
X = 641,293.04
DELTA = 47° 29' 43" (RT)
D = 2° 43' 42"
T = 923.92'
L = 1,740.79'
R = 2,100.00'
P.C. = 28+60.29
Y = 270,736.49
X = 641,258.82
P.T. = 46+01.08
Y = 269,164.16
X = 640,635.49
CURVE 18
P.I. = 70+12.17
Y = 267,470.39
X = 638,919.55
DELTA = 45° 25' 33" (LT)
D = 2° 43' 42"
T = 879.01'
L = 1,664.95'
R = 2,100.00'
P.C. = 61+33.16
Y = 268,087.88
X = 639,545.13
P.T. = 77+98.11
Y = 266,591.38
X = 638,920.36
CURVE 17A
E.B. MEDIAN EDGE OF PAVEMENT
P.I. = 37+13.46, 169.75' RT
Y = 269,839.58
X = 641,277.05
DELTA = 47° 29' 43" (RT)
D = 2° 42' 27"
T = 931.06'
L = 1,754.25'
R = 2,116.25'
P.C. = 28+26.20, 15.00' RT
Y = 270,770.00
X = 641,242.56
P.T. = 46+01.08, 30.00' RT
Y = 269,185.51
X = 640,614.42
CURVE 17B
W.B. MEDIAN EDGE OF PAVEMENT
P.I. = 37+47.55, 218.91' LT
Y = 269,786.84
X = 641,309.02
DELTA = 47° 29' 43" (RT)
D = 2° 44' 59"
T = 916.77'
L = 1,727.32'
R = 2,083.75'
P.C. = 28+94.14, 15.27' LT
Y = 270,702.97
X = 641,275.07
P.T. = 46+01.08, 30.00' LT
Y = 269,142.81
X = 640,656.57
CURVE 19
P.I. = 45+32.45'C'
Y = 269,398.89
X = 640,470.26
DELTA = 16° 03' 08" (RT)
D = 11° 24' 49"
T = 70.79'
L = 140.64'
R = 502.00'
P.C. = 44+61.66
Y = 269,466.80
X = 640,490.21
P.T. = 46+02.30
Y = 269,339.13
X = 640,432.31
CURVE 20
P.I. = 54+46.05'C'
Y = 268,626.87
X = 639,979.99
DELTA = 11° 48' 32" (RT)
D = 3° 49' 11"
T = 155.13'
L = 309.16'
R = 1,500.00'
P.C. = 52+90.92
Y = 268,757.82
X = 640,063.15
P.T. = 56+00.08
Y = 268,515.71
X = 639,871.79
CURVE 21
P.I. = 62+41.71'C'
Y = 268,058.63
X = 639,421.54
DELTA = 5° 44' 08" (LT)
D = 2° 38' 43"
T = 108.51'
L = 216.83'
R = 2,166.00'
P.C. = 61+33.20
Y = 268,134.85
X = 639,498.76
P.T. = 63+50.04
Y = 267,975.07
X = 639,352.32
CURVE 22
P.I. = 65+00.28'C'
Y = 267,856.25
X = 639,260.35
DELTA = 7° 58' 19" (LT)
D = 2° 39' 27"
T = 150.23'
L = 299.98'
R = 2,156.00'
P.C. = 63+50.04
Y = 267,975.07
X = 639,352.32
P.T. = 66+50.03
Y = 267,725.84
X = 639,185.76
CURVE 24
P.I. = 48+27.43'D'
Y = 268,847.53
X = 640,612.60
DELTA = 8° 32' 11" (RT)
D = 5° 38' 42"
T = 75.75'
L = 151.22'
R = 1,015.00'
P.C. = 47+51.66
Y = 268,895.06
X = 640,671.58
P.T. = 49+02.90
Y = 268,809.27
X = 640,547.22
CURVE 25
P.I. = 52+43.06'D'
Y = 268,637.48
X = 640,253.62
DELTA = 9° 43' 16" (LT)
D = 3° 49' 11"
T = 127.56'
L = 254.50'
R = 1,500.00'
P.C. = 51+15.50
Y = 268,701.90
X = 640,363.72
P.T. = 53+70.00
Y = 268,555.40
X = 640,155.99
CURVE 10
P.I. = 29+49.01'A'
Y = 270,649.80
X = 641,315.07
DELTA = 2° 56' 58" (RT)
D = 2° 42' 01"
T = 54.62'
L = 109.22'
R = 2,121.75'
P.C. = 28+94.39'A'
Y = 270,704.38
X = 641,313.04
P.T. = 30+03.61'A'
Y = 270,595.18
X = 641,314.28
CURVE 13
P.I. = 30+15.56'B'
Y = 270,579.37
X = 641,211.60
DELTA = 29° 44' 36" (RT)
D = 5° 43' 46"
T = 265.55'
L = 519.12'
R = 1,000.00'
P.C. = 27+50.01'B'
Y = 270,844.74
X = 641,201.77
P.T. = 32+69.13'B'
Y = 270,344.08
X = 641,088.49
CURVE 11
P.I. = 38+61.20'A'
Y = 269,737.68
X = 641,301.90
DELTA = 24° 30' 38" (RT)
D = 3° 46' 55"
T = 329.08'
L = 648.10'
R = 1,515.00'
P.C. = 35+32.11
Y = 270,066.73
X = 641,306.65
P.T. = 41+80.22
Y = 269,440.25
X = 641,161.07
CURVE 14
P.I. = 41+06.54'B'
Y = 269,598.05
X = 640,708.10
DELTA = 26° 18' 40" (RT)
D = 7° 09' 43"
T = 186.98'
L = 367.37'
R = 800.00'
P.C. = 39+19.55
Y = 269,764.63
X = 640,793.05
P.T. = 42+86.93
Y = 269,486.39
X = 640,558.12
CURVE 12
P.I. = 44+74.17'A'
Y = 269,174.57
X = 641,035.27
DELTA = 11° 00' 09" (LT)
D = 9° 31' 03"
T = 57.98'
L = 115.60'
R = 602.00'
P.C. = 44+16.19
Y = 269,226.97
X = 641,060.09
P.T. = 45+31.80
Y = 269,118.40
X = 641,020.92
CURVE 15
P.I. = 1+38.26'GR'
Y = 270,446.03
X = 639,981.23
DELTA = 40° 18' 35" (LT)
D = 76° 23' 40"
T = 27.53'
L = 52.77'
R = 75.00'
P.C. = 1+10.73
Y = 270,473.55
X = 639,981.32
P.T. = 1+63.50
Y = 270,282.65
X = 640,118.93
N
2
2
PROJECT NO: 1674-00-72
HWY: USH 12
COUNTY: SAUK
ALIGNMENT PLAN - MAINLINE AND RAMPS
SHEET 265 E
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\027201_ad.dgn
PLOT DATE : 10/1/2008
PLOT BY : $$...plotuser...$$
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42


CURVE 1
P.I. = 18+16.11'AC1'
Y = 271,781.06
X = 641,380.24
DELTA = 31° 01' 15" (LT)
D = 16° 22' 13"
T = 97.13'
L = 189.50'
R = 350.00'
P.C. = 17+18.98'AC1'
Y = 271,878.19
X = 641,379.73
P.T. = 19+08.47'AC1'
Y = 271,698.09
X = 641,430.74
CURVE 2
P.I. = 23+33.49'AC1'
Y = 271,335.03
X = 641,651.71
DELTA = 31° 19' 33" (RT)
D = 16° 22' 13"
T = 98.14'
L = 191.36'
R = 350.00'
P.C. = 22+35.35
Y = 271,418.86
X = 641,600.69
P.T. = 24+26.71
Y = 271,236.89
X = 641,651.71
CURVE 3
P.I. = 30+07.89'AC1'
Y = 270,655.71
X = 641,651.71
DELTA = 5° 58' 11" (LT)
D = 7° 38' 22"
T = 39.11'
L = 78.14'
R = 750.00'
P.C. = 29+68.79
Y = 270,694.82
X = 641,651.71
P.T. = 30+46.93
Y = 270,616.82
X = 641,655.78
CURVE 4
P.I. = 35+37.70'AC1'
Y = 270,129.20
X = 641,656.11
DELTA = 26° 49' 31" (RT)
D = 15° 34' 10"
T = 87.76'
L = 172.29'
R = 368.00'
P.C. = 34+49.94
Y = 270,216.81
X = 641,651.11
P.T. = 36+22.24
Y = 270,048.76
X = 641,621.04
CURVE 5
P.I. = 37+43.20'AC1'
Y = 269,937.88
X = 641,572.70
DELTA = 23° 33' 25" (LT)
D = 19° 05' 55"
T = 62.56'
L = 123.34'
R = 300.00'
P.C. = 36+80.64
Y = 269,995.22
X = 641,597.70
P.T. = 38+03.99
Y = 269,875.32
X = 641,572.70
CURVE 6
P.I. = 44+12.59'AC1'
Y = 269,266.72
X = 641,572.70
DELTA = 40° 21' 16" (LT)
D = 19° 05' 55"
T = 110.24'
L = 211.30'
R = 300.00'
P.C. = 43+02.35
Y = 269,376.96
X = 641,572.70
P.T. = 45+13.65
Y = 269,182.70
X = 641,644.08
CURVE 7
P.I. = 54+07.43'AC1'
Y = 268,501.60
X = 642,222.82
DELTA = 129° 40' 47" (RT)
D = 19° 05' 54"
T = 638.69'
L = 679.00'
R = 300.00'
P.C. = 47+68.74
Y = 268,988.31
X = 641,809.26
P.T. = 54+47.74
Y = 268,494.08
X = 641,584.18
CURVE 8
P.I. = 54+97.81'AC1'
Y = 268,493.49
X = 641,534.11
DELTA = 4° 52' 49" (LT)
D = 11° 27' 33"
T = 21.31'
L = 42.59'
R = 500.00'
P.C. = 54+76.50
Y = 268,493.74
X = 641,555.42
P.T. = 55+19.09
Y = 268,491.42
X = 641,512.90
CURVE 33
P.I. = 90+55.35'MO'
Y = 270,428.80
X = 640,292.34
DELTA = 40° 10' 06" (RT)
D = 16° 22' 13"
T = 127.97'
L = 245.37'
R = 350.00'
P.C. = 89+27.38
Y = 270,346.32
X = 640,194.48
P.T. = 91+72.75
Y = 270,428.70
X = 640,420.31
CURVE 34
P.I. = 101+95.91'MO'
Y = 270,427.94
X = 641,443.47
DELTA = 4° 37' 39" (LT)
D = 10° 54' 49"
T = 21.21'
L = 42.40'
R = 525.00'
P.C. = 101+74.70
Y = 270,427.95
X = 641,422.26
P.T. = 102+17.10
Y = 270,429.63
X = 641,464.61
CURVE 35
P.I. = 107+43.17'MO'
Y = 270,447.64
X = 641,987.14
DELTA = 6° 26' 50" (RT)
D = 2° 51' 53"
T = 112.64'
L = 225.05'
R = 2,000.00'
P.C. = 106+30.53
Y = 270,435.01
X = 641,875.20
P.T. = 108+55.57
Y = 270,447.63
X = 642,099.78
CURVE 9
P.I. = 44+07.57'AC2'
Y = 269,896.93
X = 639,629.25
DELTA = 48° 19' 23" (LT)
D = 16° 22' 13"
T = 157.01'
L = 295.19'
R = 350.00'
P.C. = 42+50.55
Y = 270,001.34
X = 639,746.52
P.T. = 45+45.74
Y = 269,739.92
X = 639,629.25
CURVE 75
P.I. = 58+73.69'AC2'
Y = 268,411.97
X = 639,629.24
DELTA = 50° 48' 24" (RT)
D = 11° 27' 33"
T = 237.45'
L = 443.37'
R = 500.00'
P.C. = 56+36.24
Y = 268,649.43
X = 639,629.24
P.T. = 60+79.61
Y = 268,261.92
X = 639,445.22
CURVE 76
P.I. = 65+69.69'AC2'
Y = 267,952.22
X = 639,065.40
DELTA = 39° 09' 13" (RT)
D = 11° 27' 33"
T = 177.81'
L = 341.68'
R = 500.00'
P.C. = 63+91.88
Y = 268,064.58
X = 639,203.20
P.T. = 67+33.56
Y = 267,952.09
X = 638,887.58
CURVE 26
P.I. = 84+45.24'E'
Y = 270,450.19
X = 639,707.70
DELTA = 46° 17' 27" (RT)
D = 16° 22' 13"
T = 149.62'
L = 282.78'
R = 350.00'
P.C. = 82+95.62
Y = 270,450.08
X = 639,558.08
P.T. = 85+78.40
Y = 270,342.11
X = 639,811.16
CURVE 27
P.I. = 89+51.27'E'
Y = 270,042.10
X = 640,028.13
DELTA = 5° 35' 54" (LT)
D = 31° 08' 20"
T = 9.00'
L = 17.98'
R = 184.00'
P.C. = 89+42.27
Y = 270,049.46
X = 640,022.96
P.T. = 89+60.25
Y = 270,035.28
X = 640,034.00
CURVE 28
P.I. = 93+37.89'E'
Y = 269,749.07
X = 640,280.36
DELTA = 5° 33' 20" (LT)
D = 2° 51' 53"
T = 97.04'
L = 193.92'
R = 2,000.00'
P.C. = 92+40.86
Y = 269,822.61
X = 640,217.06
P.T. = 94+34.78
Y = 269,682.00
X = 640,350.49
CURVE 29
P.I. = 95+44.22'E'
Y = 269,606.35
X = 640,429.57
DELTA = 5° 40' 43" (LT)
D = 10° 43' 46"
T = 26.48'
L = 52.93'
R = 534.00'
P.C. = 95+17.73
Y = 269,624.66
X = 640,410.43
P.T. = 95+70.66
Y = 269,590.03
X = 640,450.43
CURVE 30
P.I. = 106+81.58'E'
Y = 268,838.82
X = 641,256.43
DELTA = 43° 17' 43" (RT)
D = 15° 16' 44"
T = 148.83'
L = 283.37'
R = 375.00'
P.C. = 105+32.74
Y = 268,930.93
X = 641,139.52
P.T. = 108+16.11
Y = 268,691.61
X = 641,278.35
CURVE 31
P.I. = 108+72.37'E'
Y = 268,635.97
X = 641,286.64
DELTA = 3° 33' 55" (RT)
D = 31° 08' 20"
T = 5.73'
L = 11.45'
R = 184.00'
P.C. = 108+66.64
Y = 268,641.63
X = 641,285.79
P.T. = 108+78.09
Y = 268,630.26
X = 641,287.13
CURVE 32
P.I. = 112+96.08'E'
Y = 268,214.35
X = 641,287.12
DELTA = 3° 52' 42" (RT)
D = 5° 45' 51"
T = 33.65'
L = 67.28'
R = 994.00'
P.C. = 112+62.42
Y = 268,247.90
X = 641,284.45
P.T. = 113+29.71
Y = 268,180.69
X = 641,287.52
PI 15+00'AC1'
Y=272,097.17
X=641,378.56
PI 113+43.72'MO'
Y=270,447.57
X=642,587.92
PI 104+78.40'MO'
Y=270,417.95
X=641,724.04
32+37.63'AC1' =
104+09.43'MO'
Y=270,427.82
X=641,655.77
PI 31+65.47'AC1'
Y=270,498.91
X=641,668.10
PI 33+11.25'AC1'
Y=270,355.28
X=641,643.20
PI 103+32.41'MO'
Y=270,438.85
X=641,579.55
PI 109+35.38'E'
Y=268,573.17
X=641,292.03
PI 115+92.44'E'
Y=267,917.98
X=641,290.61
PI 111+01.32'E'
Y=268,408.50
X=641,271.66
PI 57+54.00'AC1' =
110+40.67'E'
Y=268,468.68
X=641,279.10
PI 103+35.66'E'
Y=269,052.96
X=640,984.64
PI 98+29.51'E'
Y=269,399.44
X=640,622.38
PI 101+69.56'E'
Y=269,188.98
X=640,889.49
PI 96+63.57'E'
Y=269,532.77
X=640,523.60
PI 87+04.96'MO'
Y=270,202.99
X=640,024.42
PI 87+28.68'E'
Y=270,233.55
X=639,915.08
PI 88+91.68'E'
Y=270,090.87
X=639,993.88
PI 86+24.02'MO'=
39+86.23'AC2' =
88+09.25'E'
Y=270,163.02
X=639,954.03
PI 40+68.28'AC2'
Y=270,122.54
X=639,882.67
PI 78+43.25'E'
Y=270,449.76
X=639,105.71
PI 69+65.00'AC2'
Y=267,951.93
X=638,656.14
CURVE 1
CURVE 2
CURVE 3
CURVE 34
CURVE 35
CURVE 4
CURVE 5
CURVE 6
CURVE 7
CURVE 8
CURVE 30
CURVE 31
CURVE 32
CURVE 33
CURVE 29
CURVE 27
CURVE 28
CURVE 26
CURVE 9
CURVE 75
CURVE 76
S 0° 18' 18" E
S 31° 19' 33" E
S 00° 00' 00" E
S 5° 58' 11" E
N 83° 33' 35" E
S 3° 16' 07" E
S 81° 46' 06" E
N 85° 24' 56" E
S 23° 33' 25" W
S 40° 21' 16" E
S 89° 19' 29" W
S 84° 26' 42" W
S 4° 54' 19" E
S 0° 40' 29" E
S 4° 33' 11" E
S 8° 28' 14" E
S 7° 03' 03" W
S 51° 45' 57" E
S 34° 58' 20" E
S 51° 57' 15" E
S 36° 32' 00" E
S 46° 16' 31" E
N 49° 52' 29" E
S 40° 43' 12" E
N 60° 24' 15" E
S 28° 54' 32" E
S 43° 44' 59" E
S 60° 26' 12" W
S 35° 04' 52" E
S 48° 19' 23" W
S 50° 48' 24" W
N 89° 59' 36" E
S 89° 59' 36" E
N 89° 57' 26" E
S 89° 57' 26" E
N 89° 57' 34" E
S 89° 57' 36" W
10+00
15+00
20+00
25+00
30+00
35+00
40+00
45+00
50+00
55+00
60+00
65+00
70+00
75+00
MATCH LINE STA. 81+00
PROJECT NO: 1674-00-72
HWY: USH 12
COUNTY: SAUK
ALIGNMENT PLAN - SIDE ROADS
SHEET 266 E
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\027201a_ad.dgn
PLOT DATE : 10/1/2008
PLOT BY : $$...plotuser...$$
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2

N

PI 124+15.08'SL'
Y=265,191.78
X=641,336.64

120+00'SL'

115+00'SL'

110+00'SL'

105+00'SL'

S 89° 30' 31" E

24+01.63'DE1' =
Y=265,546.29
X=639,147.34

24+62.70'DE1'
Y=265,501.02
X=639,188.33

24+00'DE1'

22+58.55'DE1' =
Y=265,628.82
X=639,030.47

S 42°09'58" E

S 54°46'17" E

S 76°06'56" E

MATCH LINE STA. 81+00

85+00

90+00

95+00

100+00

105+00

110+00

115+00

120+00

125+00

130+00

135+00

S 0° 03' 12" E

87+33.67 =
21+46.03'DE1'
Y=265,655.82
X=638,921.23

91+77.00 =
100+00.00'SL'
Y=265,212.49
X=638,921.65

PI 121+99.68 'F'
122+00, 56.00' LT
Y=262,189.55
X=638,980.46

S 1° 57' 44" E

95+00'SL'

90+00'SL'

PI 86+00.00'SL'
Y=265,224.49
X=637,521.70

S 0° 03' 12" E

PI 124+99.79'F'
Y=261,889.61
X=638,990.73

S 1° 57' 45" E

PI 122+59.71'F'
Y=262,129.55
X=638,982.51

PI 127+99.77'F'
Y=261,589.63
X=638,991.01

CURVE 36

S 1° 11' 58" E

125+00'F'

130+00'F'

135+00'F'

S 11° 59' 23" E

MATCH LINE STA. 141+00

128+23.47 'J'
128+25.56.00' RT
Y=261,564.44
X=638,869.04

S 4° 31' 13" W

128+48.55 'J'
Y=261,539.44
X=638,867.06

130+00'J'

S 4° 31' 14" W

135+00'J'

S 11° 20' 19" W

CURVE 38

CURVE 36
P.I. = 133+91.43'F'
Y = 260,998.09
X = 639,003.40
DELTA = 10° 47' 25" (LT)
D = 3° 49' 11"
T = 141.66'
L = 282.49'
R = 1,500.00'
P.C. = 132+49.77'F'
Y = 261,139.73
X = 639,000.43
P.T. = 135+32.26'F'
Y = 260,859.52
X = 639,032.83

CURVE 38
P.I. = 134+19.44'J'
Y = 260,970.32
X = 638,822.07
DELTA = 6° 49' 05" (RT)
D = 3° 49' 11"
T = 89.35'
L = 178.50'
R = 1,500.00'
P.C. = 133+30.09'J'
Y = 261,059.40
X = 638,829.11
P.T. = 135+08.58'J'
Y = 260,882.71
X = 638,804.50

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ALIGNMENT PLAN - MAINLINE, RAMPS, AND SIDE ROADS	SHEET 267	E

2

CURVE 37
P.I. = 144+11.87'F'
Y = 259,999.10
X = 639,215.56
DELTA = 18° 15' 52" (LT)
D = 22° 44' 11"
T = 40.51'
L = 80.33'
R = 252.00'
P.C. = 143+71.36'F'
Y = 260,038.73
X = 639,207.14
P.T. = 144+51.69'F'
Y = 259,964.10
X = 639,235.97

CURVE 39
P.I. = 142+12.10'J'
Y = 260,192.93
X = 638,666.18
DELTA = 11° 08' 47" (LT)
D = 11° 07' 31"
T = 50.25'
L = 100.19'
R = 515.00'
P.C. = 141+61.84'J'
Y = 260,242.20
X = 638,676.06
P.T. = 142+62.03'J'
Y = 260,142.68
X = 638,666.01

CURVE 41
P.I. = 145+98.25'G'
Y = 259,777.31
X = 639,187.93
DELTA = 12° 27' 14" (LT)
D = 37° 41' 41"
T = 16.58'
L = 33.04'
R = 152.00'
P.C. = 145+81.66'G'
Y = 259,793.51
X = 639,191.49
P.T. = 146+14.70'G'
Y = 259,760.72
X = 639,187.95

CURVE 43
P.I. = 155+94.54'G'
Y = 258,794.85
X = 639,030.04
DELTA = 5° 45' 46" (LT)
D = 3° 49' 11"
T = 75.50'
L = 150.87'
R = 1,500.00'
P.C. = 155+19.04'G'
Y = 258,869.14
X = 639,043.51
P.T. = 156+69.91'G'
Y = 258,719.59
X = 639,024.08

CURVE 45
P.I. = 156+75.98'H'
Y = 258,714.67
X = 638,850.18
DELTA = 9° 33' 29" (RT)
D = 3° 49' 11"
T = 125.41'
L = 250.23'
R = 1,500.00'
P.C. = 155+50.58'H'
Y = 258,837.87
X = 638,826.77
P.T. = 158+00.80'H'
Y = 258,589.29
X = 638,852.81

CURVE 47
P.I. = 104+91.80'NR'
Y = 259,923.17
X = 639,417.53
DELTA = 4° 10' 32" (RT)
D = 5° 43' 05"
T = 36.53'
L = 73.02'
R = 1,002.00'
P.C. = 104+55.28'NR'
Y = 259,920.63
X = 639,381.09
P.T. = 105+28.30'NR'
Y = 259,923.04
X = 639,454.06

CURVE 49
P.I. = 190+82.73'K'
Y = 255,343.09
X = 639,246.33
DELTA = 01° 22' 44" (LT)
D = 0° 34' 36"
T = 119.54'
L = 239.06'
R = 9,934.00'
P.C. = 189+63.20'K'
Y = 255,458.94
X = 639,216.87
P.T. = 192+02.26'K'
Y = 255,227.98
X = 639,278.58

CURVE 51
P.I. = 195+37.43'K'
Y = 254,904.16
X = 639,364.21
DELTA = 0° 25' 56" (LT)
D = 0° 34' 29"
T = 37.60'
L = 75.21'
R = 9,970.00'
P.C. = 194+99.83'K'
Y = 254,940.19
X = 639,353.46
P.T. = 195+75.03'K'
Y = 254,868.21
X = 639,375.23

CURVE 53
P.I. = 201+70.33'N'
Y = 254,249.18
X = 639,373.35
DELTA = 06° 53' 20" (RT)
D = 3° 49' 11"
T = 90.28'
L = 180.35'
R = 1,500.00'
P.C. = 200+80.05'N'
Y = 254,337.71
X = 639,355.66
P.T. = 202+60.40'N'
Y = 254,159.16
X = 639,380.29

CURVE 120
P.I. = 10+66.92'HC'
Y = 259,839.24
X = 638,449.85
DELTA = 90° 00' 00" (LT)
D = 286° 28' 44"
T = 20.00'
L = 31.42'
R = 20.00'
P.C. = 10+46.92
Y = 259,859.24
X = 638,449.92
P.T. = 10+78.34
Y = 259,839.17
X = 638,469.85

CURVE 40
P.I. = 143+32.10'J'
Y = 260,072.62
X = 638,665.78
DELTA = 12° 27' 14" (RT)
D = 37° 41' 41"
T = 16.58'
L = 33.04'
R = 152.00'
P.C. = 143+15.51'J'
Y = 260,089.20
X = 638,665.84
P.T. = 143+48.55'J'
Y = 260,056.43
X = 638,662.15

CURVE 42
P.I. = 147+09.72'G'
Y = 259,665.71
X = 639,188.03
DELTA = 10° 20' 12" (RT)
D = 11° 07' 31"
T = 46.58'
L = 92.91'
R = 515.00'
P.C. = 146+63.14'G'
Y = 259,712.29
X = 639,187.99
P.T. = 147+56.05'G'
Y = 259,619.88
X = 639,179.72

CURVE 44
P.I. = 145+19.64'H'
Y = 259,851.07
X = 638,634.27
DELTA = 15° 07' 18" (RT)
D = 22° 44' 11"
T = 33.45'
L = 66.51'
R = 252.00'
P.C. = 144+86.19'H'
Y = 259,881.17
X = 638,619.67
P.T. = 145+52.70'H'
Y = 259,818.21
X = 638,640.51

CURVE 46
P.I. = 95+07.30'NR'
Y = 259,926.43
X = 638,434.70
DELTA = 4° 13' 8" (LT)
D = 5° 43' 05"
T = 36.91'
L = 73.78'
R = 1,002.00'
P.C. = 94+70.40'NR'
Y = 259,926.59
X = 638,397.79
P.T. = 95+44.18'NR'
Y = 259,929.05
X = 638,471.51

CURVE 48
P.I. = 182+02.91
Y = 256,186.58
X = 638,930.04
DELTA = 15° 49' 27" (LT)
D = 0° 34' 23"
T = 1,389.76'
L = 2,761.84'
R = 10,000.00'
P.C. = 168+13.15
Y = 257,576.34
X = 638,928.75
P.T. = 195+74.99
Y = 254,849.83
X = 639,310.25

CURVE 50
P.I. = 193+51.03'K'
Y = 255,083.50
X = 639,313.87
DELTA = 01° 42' 57" (LT)
D = 0° 34' 36"
T = 148.75'
L = 297.47'
R = 9,934.00'
P.C. = 192+02.28'K'
Y = 255,228.00
X = 639,278.57
P.T. = 194+99.75'K'
Y = 254,940.12
X = 639,353.49

CURVE 52
P.I. = 202+05.07'K'
Y = 254,265.76
X = 639,559.64
DELTA = 19° 18' 41" (LT)
D = 3° 49' 11"
T = 255.21'
L = 505.57'
R = 1,500.00'
P.C. = 199+49.87'K'
Y = 254,509.79
X = 639,484.94
P.T. = 204+55.44'K'
Y = 254,060.16
X = 639,710.84

CURVE 119
P.I. = 189+13.20'K'
Y = 255,507.55
X = 639,205.20
DELTA = 0° 34' 32" (LT)
D = 0° 34' 34"
T = 49.93'
L = 99.86'
R = 9,942'
P.C. = 188+63.27'K'
Y = 255,556.22
X = 639,194.04
P.T. = 189+63.13'K'
Y = 255,459.00
X = 639,216.86

PI 124+72.58'NR'
Y=259,916.52
X=641,398.33

103+39.90'NR'=
145+11.31'F'
Y=259.912.61
X=639,266.00

PI 103+32.42'G'
Y=259,912.09
X=639,258.53

102+92'NR'=
144+57.18'G'
Y=259,915.09
X=639,218.22

PI 143+49.93'F'
Y=260,059.69
X=639,202.69

PI 146+24.43'G'
Y=259,751.00
X=639,187.95

PI 101+68.44'NR'
Y=259,924.25
X=639,095.00

PI 98+31.53'NR'
Y=259,925.38
X=638,758.10

100+00'NR'=
144+64.68
Y=259,924.81
X=638,926.56

97+07.91'NR'=
144+73.33'J'
Y=259,934.69
X=638,634.83

96+65.28'NR'=
144+23.51'H'
Y=259,937.56
X=638,592.32

PI 11+52.27'HC'
Y=259,838.93
X=638,543.78

PI 11+13.89'SZ'
Y=259,791.94
X=638,405.20

PI 96+67.60'NR'
Y=259,937.72
X=638,594.63

PI 143+00.00'J'
Y=260,104.71
X=638,665.89

94+96.80'NR'=
9+77.65'SZ'
Y=259,926.85
X=638,424.20

95+22.76'NR'=
9+78.38'HC'
Y=259,927.78
X=638,450.14

PI 92+19.28'NR'
Y=259,927.43
X=638,146.68

PI 87+50.00'NR'
Y=259,936.45
X=637,677.48

PI 162+52.88
Y=258,137.30
X=638,862.27

PI 165+52.03
Y=257,838.16
X=638,862.55

161+76.53'G'
161+75.00, 56.00'LT
Y=258,214.55
X=638,984.16

168+50.90'H'
168+48.27, 56.11' RT
Y=257,539.47
X=638,872.78

167+90.87'H'
Y=257,599.47
X=638,870.73

PI 188+63.27'K'
188+59.04, 56.00'LT
Y=255556.22
X=639194.04

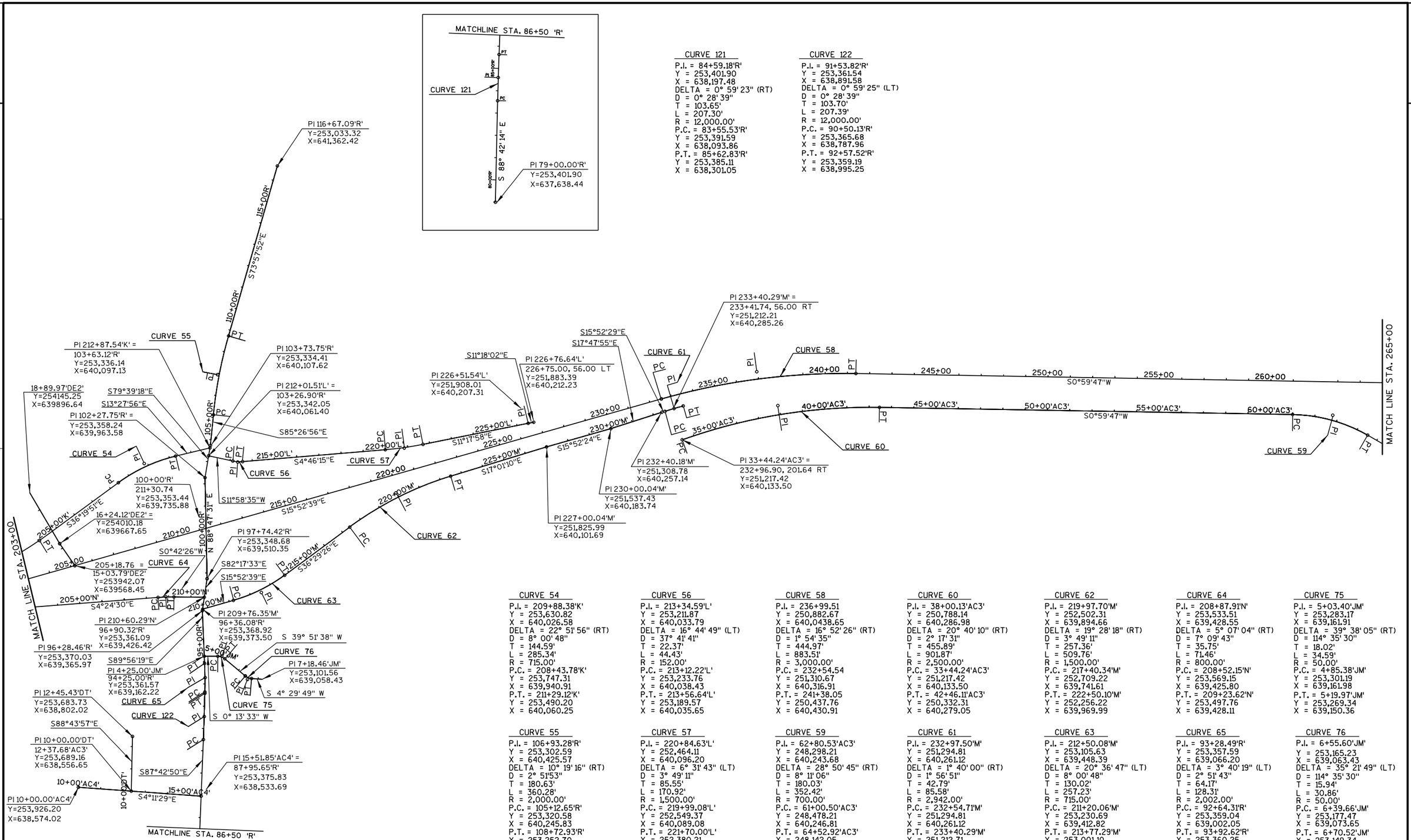
PI 195+73.45'N'
195+75, 56.00' RT
Y=254834.49
X=639256.40

N 89° 48' 28" E
S 11° 59' 23" E
S 12° 24' 02" W
N 86° 01' 00" E
S 0° 03' 12" E
S 30° 15' 15" E
S 85° 44' 58" E
S 89° 48' 26" E
S 85° 40' 59" E
S 12° 38' 46" W
S 10° 45' 27" E
S 4° 31' 14" W
S 0° 03' 12" E
S 01° 11' 58" E
S 0° 03' 11" E
S 1°57'44" E
S 25° 52' 46" E
N 85° 58' 25" E
S 89° 48' 55" E
S 00° 11' 06" W
S 08° 00' 58" W
S 0° 11' 32" W
S 89° 48' 28" E
S 88° 53' 57" E
S 17° 01' 10" E
S 15° 52' 39" E
S 11° 17' 58" E

MATCH LINE STA. 141+00

MATCH LINE STA. 203+00

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ALIGNMENT PLAN - MAINLINE, RAMPS, AND SIDE ROADS	SHEET 268	E



CURVE 121
P.I. = 84+59.18'R'
Y = 253,401.90
X = 638,197.48
DELTA = 0° 59' 23" (RT)
D = 0° 28' 39"
T = 103.65'
L = 207.30'
R = 12,000.00'
P.C. = 83+55.53'R'
Y = 253,391.59
X = 638,093.86
P.T. = 85+62.83'R'
Y = 253,385.11
X = 638,301.05

CURVE 122
P.I. = 91+53.82'R'
Y = 253,361.54
X = 638,891.58
DELTA = 0° 59' 25" (LT)
D = 0° 28' 39"
T = 103.70'
L = 207.39'
R = 12,000.00'
P.C. = 90+50.13'R'
Y = 253,365.68
X = 638,787.96
P.T. = 92+57.52'R'
Y = 253,359.19
X = 638,995.25

CURVE 54
P.I. = 209+88.38'K'
Y = 253,630.82
X = 640,026.58
DELTA = 22° 51' 56" (RT)
D = 8° 00' 48"
T = 144.59'
L = 285.34'
R = 715.00'
P.C. = 208+43.78'K'
Y = 253,747.31
X = 639,940.91
P.T. = 211+29.12'K'
Y = 253,490.20
X = 640,060.25

CURVE 55
P.I. = 106+93.28'R'
Y = 253,302.59
X = 640,425.57
DELTA = 10° 19' 16" (RT)
D = 2° 51'53"
T = 180.63'
L = 360.28'
R = 2,000.00'
P.C. = 105+12.65'R'
Y = 253,320.58
X = 640,245.83
P.T. = 108+72.93'R'
Y = 253,252.70
X = 640,599.17

CURVE 56
P.I. = 213+34.59'L'
Y = 253,211.87
X = 640,033.79
DELTA = 16° 44' 49" (LT)
D = 3° 41' 41"
T = 22.37'
L = 44.43'
R = 152.00'
P.C. = 213+12.22'L'
Y = 253,233.76
X = 640,038.43
P.T. = 213+56.64'L'
Y = 253,189.57
X = 640,035.65

CURVE 57
P.I. = 220+84.63'L'
Y = 252,464.11
X = 640,096.20
DELTA = 6° 31' 43" (LT)
D = 3° 49' 11"
T = 85.55'
L = 170.92'
R = 1,500.00'
P.C. = 219+99.08'L'
Y = 252,549.37
X = 640,089.08
P.T. = 221+70.00'L'
Y = 252,380.21
X = 640,112.96

CURVE 58
P.I. = 236+99.51
Y = 250,882.67
X = 640,0438.65
DELTA = 16° 52' 26" (RT)
D = 1° 54' 35"
T = 444.97'
L = 883.51'
R = 3,000.00'
P.C. = 232+54.54
Y = 251,310.67
X = 640,316.91
P.T. = 241+38.05
Y = 250,437.76
X = 640,430.91

CURVE 59
P.I. = 62+80.53'AC3'
Y = 248,298.21
X = 640,243.68
DELTA = 28° 50' 45" (RT)
D = 8° 11' 06"
T = 180.03'
L = 352.42'
R = 700.00'
P.C. = 61+00.50'AC3'
Y = 248,478.21
X = 640,246.81
P.T. = 64+52.92'AC3'
Y = 248,142.05
X = 640,154.09

CURVE 60
P.I. = 38+00.13'AC3'
Y = 250,788.14
X = 640,286.98
DELTA = 20° 40' 10" (RT)
D = 2° 17' 31"
T = 455.89'
L = 901.87'
R = 2,500.00'
P.C. = 33+44.24'AC3'
Y = 251,217.42
X = 640,133.50
P.T. = 42+46.11'AC3'
Y = 250,332.31
X = 640,279.05

CURVE 61
P.I. = 232+97.50'M'
Y = 251,294.81
X = 640,261.12
DELTA = 1° 40' 00" (RT)
D = 1° 56' 51"
T = 42.79'
L = 85.58'
R = 2,942.00'
P.C. = 232+54.71'M'
Y = 251,294.81
X = 640,261.12
P.T. = 233+40.29'M'
Y = 251,212.71
X = 640,285.26

CURVE 62
P.I. = 219+97.70'M'
Y = 252,502.31
X = 639,894.66
DELTA = 19° 28' 18" (RT)
D = 3° 49' 11"
T = 257.36'
L = 509.76'
R = 1,500.00'
P.C. = 217+40.34'M'
Y = 252,709.22
X = 639,741.61
P.T. = 222+50.10'M'
Y = 252,256.22
X = 639,969.99

CURVE 63
P.I. = 212+50.08'M'
Y = 253,105.63
X = 639,448.39
DELTA = 20° 36' 47" (LT)
D = 8° 00' 48"
T = 130.02'
L = 257.23'
R = 715.00'
P.C. = 211+20.06'M'
Y = 253,230.69
X = 639,412.82
P.T. = 213+77.29'M'
Y = 253,001.10
X = 639,525.71

CURVE 64
P.I. = 208+87.91'N'
Y = 253,533.51
X = 639,428.55
DELTA = 5° 07' 04" (RT)
D = 7° 09' 43"
T = 35.75'
L = 71.46'
R = 800.00'
P.C. = 208+52.15'N'
Y = 253,569.15
X = 639,425.80
P.T. = 209+23.62'N'
Y = 253,497.76
X = 639,428.11

CURVE 65
P.I. = 93+28.49'R'
Y = 253,357.59
X = 639,066.20
DELTA = 3° 40' 19" (LT)
D = 2° 51' 43"
T = 64.17'
L = 128.31'
R = 2,002.00'
P.C. = 92+64.31'R'
Y = 253,359.04
X = 639,002.05
P.T. = 93+92.62'R'
Y = 253,360.25
X = 639,130.32

CURVE 75
P.I. = 5+03.40'JM'
Y = 253,283.17
X = 639,161.91
DELTA = 39° 38' 05" (RT)
D = 114° 35' 30"
T = 18.02'
L = 34.59'
R = 50.00'
P.C. = 4+85.38'JM'
Y = 253,301.19
X = 639,161.98
P.T. = 5+19.97'JM'
Y = 253,269.34
X = 639,150.36

CURVE 76
P.I. = 6+55.60'JM'
Y = 253,165.23
X = 639,063.43
DELTA = 35° 21' 49" (LT)
D = 114° 35' 30"
T = 15.94'
L = 30.86'
R = 50.00'
P.C. = 6+39.66'JM'
Y = 253,177.47
X = 639,073.65
P.T. = 6+70.52'JM'
Y = 253,149.34
X = 639,062.19

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ALIGNMENT PLAN - MAINLINE, RAMPS, AND SIDE ROADS	SHEET 269	E

CURVE 66
P.I. = 68+34.27'AC3'
Y = 247,811.27
X = 639,964.33
DELTA = 18° 29' 55" (LT)
D = 8° 11' 06"
T = 113.99'
L = 226.00'
R = 700.00'
P.C. = 67+20.28'AC3'
Y = 247,910.15
X = 640,021.05
P.T. = 69+46.28'AC3'
Y = 247,699.50
X = 639,941.91

CURVE 67
P.I. = 76+24.06'AC3'
Y = 247,034.96
X = 639,808.59
DELTA = 6° 21' 49" (LT)
D = 8° 11' 06"
T = 38.91'
L = 77.75'
R = 700.00'
P.C. = 75+85.15'AC3'
Y = 247,073.11
X = 639,816.25
P.T. = 76+62.90'AC3'
Y = 246,996.19
X = 639,805.22

CURVE 68
P.I. = 90+58.16'Q'
Y = 246,797.82
X = 639,406.60
DELTA = 34° 53' 30" (LT)
D = 5° 52' 35"
T = 306.40'
L = 593.75'
R = 975.00'
P.C. = 87+51.76'Q'
Y = 246,979.52
X = 639,159.89
P.T. = 93+45.51'Q'
Y = 246,789.90
X = 639,712.90

CURVE 69
P.I. = 82+17.62'Q'
Y = 247,296.27
X = 638,729.80
DELTA = 1° 38' 32" (RT)
D = 5° 12' 31"
T = 15.76'
L = 31.53'
R = 1,100.00'
P.C. = 82+01.85'Q'
Y = 247,305.25
X = 638,716.85
P.T. = 82+33.38'Q'
Y = 247,286.92
X = 638,742.49

CURVE 70
P.I. = 79+24.57'Q'
Y = 247,463.51
X = 638,488.54
DELTA = 10° 08' 36" (LT)
D = 5° 12' 31"
T = 97.62'
L = 194.74'
R = 1,100.00'
P.C. = 78+26.94'Q'
Y = 247,532.39
X = 638,419.35
P.T. = 80+21.68'Q'
Y = 247,407.90
X = 638,568.77

CURVE 71
P.I. = 289+57.15
Y = 245,619.39
X = 640,347.12
DELTA = 28° 13' 57" (LT)
D = 1° 54' 35"
T = 754.45'
L = 1,478.25'
R = 3,000.00'
P.C. = 282+02.70
Y = 246,373.73
X = 640,360.23
P.T. = 296+80.94
Y = 244,948.59
X = 640,692.40

CURVE 72
P.I. = 95+29.70'TE'
Y = 242,894.88
X = 641,332.60
DELTA = 2° 18' 53" (RT)
D = 0° 42' 58"
T = 161.62'
L = 323.21'
R = 8,000.00'
P.C. = 93+68.08'TE'
Y = 242,922.81
X = 641,173.41
P.T. = 96+91.28'TE'
Y = 242,860.54
X = 641,490.54

CURVE 73
P.I. = 105+53.34'TE'
Y = 242,677.38
X = 642,332.91
DELTA = 29° 07' 14" (LT)
D = 9° 32' 57"
T = 155.84'
L = 304.95'
R = 600.00'
P.C. = 103+97.50'TE'
Y = 242,710.49
X = 642,180.62
P.T. = 107+02.45'TE'
Y = 242,722.56
X = 642,482.06

CURVE 74
P.I. = 337+49.15
Y = 241,331.43
X = 642,554.25
DELTA = 36° 05' 51" (RT)
D = 0° 57' 18"
T = 1,955.16'
L = 3,780.11'
R = 6000.00'
P.C. = 317+93.99
Y = 243,069.82
X = 641,659.45
P.T. = 355+74.10
Y = 239,399.61
X = 642,253.07

CURVE 77
P.I. = 102+00.80'WS'
Y = 246,582.28
X = 639,976.66
DELTA = 90° 00' 00" (LT)
D = 143° 14' 22"
T = 40.00'
L = 62.83'
R = 40.00'
P.C. = 101+60.80'WS'
Y = 246,622.28
X = 639,976.79
P.T. = 102+23.63'WS'
Y = 246,582.15
X = 640,016.66

CURVE 78
P.I. = 102+72.54'WS'
Y = 246,581.99
X = 640,065.58
DELTA = 90° 00' 00" (LT)
D = 381° 58' 19"
T = 15.00'
L = 23.56'
R = 15.00'
P.C. = 102+57.54'WS'
Y = 246,582.04
X = 640,005.57
P.T. = 102+81.10'WS'
Y = 246,596.99
X = 640,065.62

CURVE 79
P.I. = 100+59.73'SN'
Y = 246,757.32
X = 639,501.21
DELTA = 76° 23' 57" (RT)
D = 76° 23' 40"
T = 59.02'
L = 100.01'
R = 75.00'
P.C. = 100+00.71'SN'
Y = 246,814.78
X = 639,514.72
P.T. = 101+00.72'SN'
Y = 246,756.95
X = 639,442.20

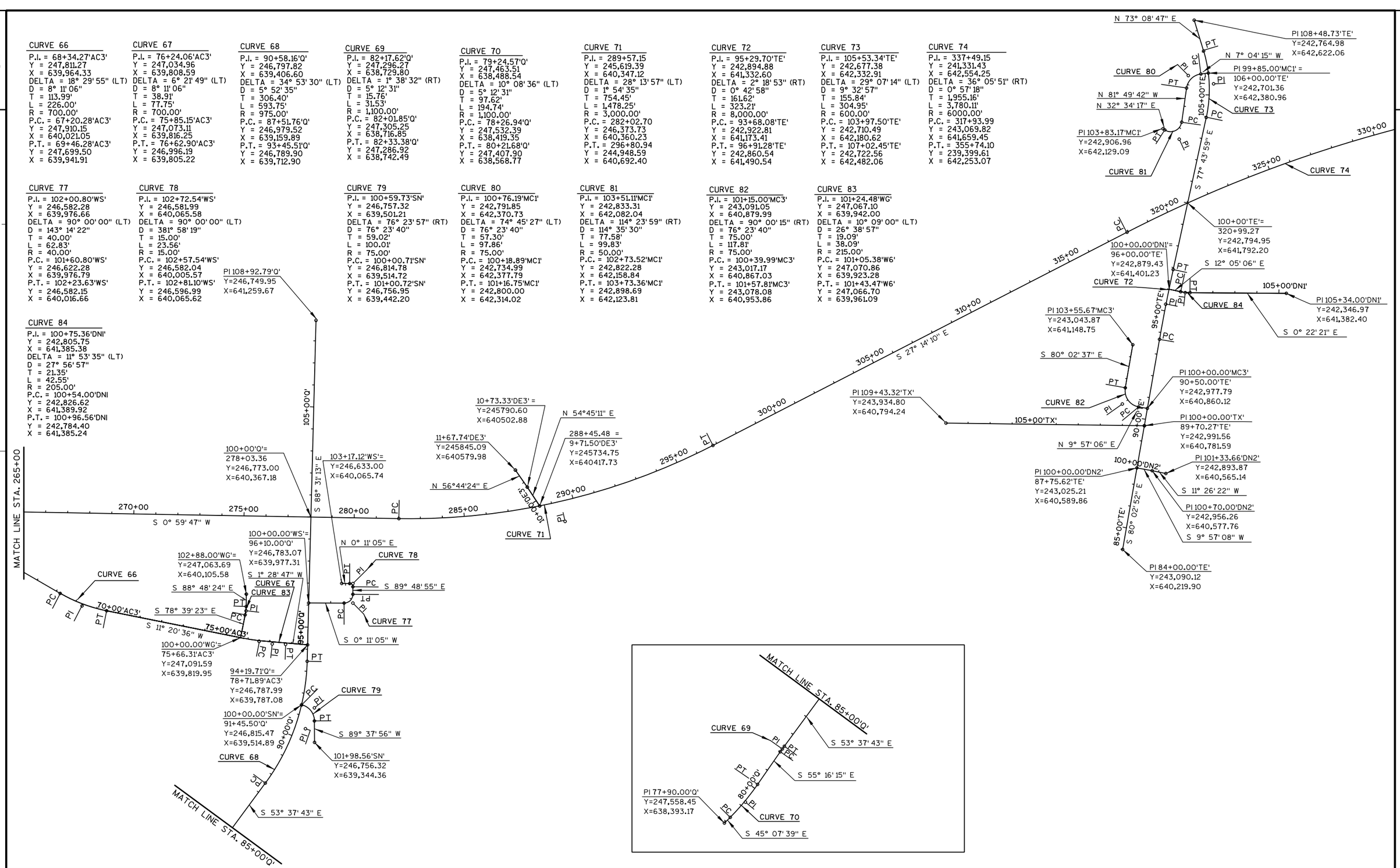
CURVE 80
P.I. = 100+76.19'MC1'
Y = 242,791.85
X = 642,370.73
DELTA = 74° 45' 27" (LT)
D = 76° 23' 40"
T = 57.30'
L = 97.86'
R = 75.00'
P.C. = 100+18.89'MC1'
Y = 242,734.99
X = 642,377.79
P.T. = 101+16.75'MC1'
Y = 242,800.00
X = 642,314.02

CURVE 81
P.I. = 103+51.11'MC1'
Y = 242,833.31
X = 642,082.04
DELTA = 114° 23' 59" (RT)
D = 114° 35' 30"
T = 77.58'
L = 99.83'
R = 50.00'
P.C. = 102+73.52'MC1'
Y = 242,822.28
X = 642,158.84
P.T. = 103+73.36'MC1'
Y = 242,898.69
X = 642,123.81

CURVE 82
P.I. = 101+15.00'MC3'
Y = 243,091.05
X = 640,879.99
DELTA = 90° 00' 15" (RT)
D = 76° 23' 40"
T = 75.00'
L = 117.81'
R = 75.00'
P.C. = 100+39.99'MC3'
Y = 243,017.17
X = 640,867.03
P.T. = 101+57.81'MC3'
Y = 243,078.08
X = 640,953.86

CURVE 83
P.I. = 101+24.48'WG'
Y = 247,067.10
X = 639,942.00
DELTA = 10° 09' 00" (LT)
D = 26° 38' 57"
T = 19.09'
L = 38.09'
R = 215.00'
P.C. = 101+05.38'W6'
Y = 247,070.86
X = 639,923.28
P.T. = 101+43.47'W6'
Y = 247,066.70
X = 639,961.09

CURVE 84
P.I. = 100+75.36'DNI'
Y = 242,805.75
X = 641,385.38
DELTA = 11° 53' 35" (LT)
D = 27° 56' 57"
T = 21.35'
L = 42.55'
R = 205.00'
P.C. = 100+54.00'DNI
Y = 242,826.62
X = 641,389.92
P.T. = 100+96.56'DNI
Y = 242,784.40
X = 641,385.24



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ALIGNMENT PLAN - MAINLINE AND SIDE ROADS	SHEET 270	E

2

CURVE 104
P.I. = 12+99.34'TR3'
Y = 272,142.94
X = 641,378.64
DELTA = 43° 56' 24" (LT)
D = 28° 38' 52"
T = 80.68'
L = 153.38'
R = 200.00'
P.C. = 12+18.66'TR3'
Y = 272,223.39
X = 641,384.80
P.T. = 13+72.04'TR3'
Y = 272,080.74
X = 641,430.03

CURVE 105
P.I. = 19+49.23'TR3'
Y = 271,635.78
X = 641,797.67
DELTA = 98° 14' 18" (RT)
D = 28° 38' 52"
T = 231.04'
L = 342.92'
R = 200.00'
P.C. = 17+18.18'TR3'
Y = 271,813.89
X = 641,650.51
P.T. = 20+61.10'TR3'
Y = 271,515.66
X = 641,600.30

CURVE 102
P.I. = 49+54.72'TR2'
Y = 268,724.59
X = 641,572.70
DELTA = 20° 11' 47" (RT)
D = 4° 14' 39"
T = 240.43'
L = 475.86'
R = 1350'
P.C. = 47+14.29'TR2'
Y = 268,965.02
X = 641,572.70
P.T. = 51+09.15'TR2'
Y = 268,498.95
X = 641,489.70

CURVE 103
P.I. = 57+70.13'TR2'
Y = 267,954.63
X = 641,289.47
DELTA = 21° 10' 37" (LT)
D = 4° 14' 39"
T = 252.36'
L = 498.97'
R = 1350.00'
P.C. = 55+17.77'TR2'
Y = 268,191.47
X = 641,376.59
P.T. = 60+16.73'TR2'
Y = 267,702.31
X = 641,293.78

CURVE 100
P.I. = 14+87.30'TR1'
Y = 272,069.41
X = 641,204.74
DELTA = 30° 56' 43" (LT)
D = 5° 43' 46"
T = 276.81'
L = 540.10'
R = 1,000.00'
P.C. = 12+10.49'TR1'
Y = 272,346.22
X = 641,202.91
P.T. = 17+50.59'TR1'
Y = 271,832.95
X = 641,348.66

CURVE 101
P.I. = 23+33.48'TR1'
Y = 271,335.03
X = 641,651.71
DELTA = 31° 19' 33" (RT)
D = 16° 22' 13"
T = 98.14'
L = 191.36'
R = 350.00'
P.C. = 22+35.35'TR1'
Y = 271,418.86
X = 641,600.69
P.T. = 24+26.71'TR1'
Y = 271,236.89
X = 641,651.71

CURVE 117
P.I. = 2+04.60'TR7'
Y = 268,352.93
X = 641,324.53
DELTA = 20° 18' 56" (LT)
D = 22° 55' 06"
T = 44.79'
L = 88.64'
R = 250.00'
P.C. = 1+59.80
Y = 268,337.46
X = 641,366.57
P.T. = 2+48.45
Y = 268,352.83
X = 641,279.74

CURVE 118
P.I. = 3+06.75'TR7'
Y = 268,352.71
X = 641,221.44
DELTA = 61° 05' 40" (RT)
D = 114° 35' 30"
T = 29.51'
L = 53.32'
R = 50.00'
P.C. = 2+77.24
Y = 268,352.77
X = 641,250.95
P.T. = 3+30.56
Y = 268,378.51
X = 641,207.12

PI 10+00.00'TR3'
Y= 272,441.41
X= 641,401.48

PI 9+60.70'TR1' =
10+00.00, 15.00' RT
Y= 272,596.00
X= 641,201.25

PI 27+00.00'TR1' =
27+00.00'AC1'
Y= 270,963.60
X= 641,651.71

PI 21+11.10'TR3' =
21+52.46'AC1'
Y= 271,489.67
X= 641,557.59

PI 42+75.00'TR2' =
42+75.00'AC1'
Y= 269,404.309
X= 641,572.70

PI 1+00.00'TR7' =
53+84.22'TR2'
Y= 268,316.82
X= 641,422.70

PI 4+04.31'TR7 =
Y= 268,443.00
X= 641,171.34

PI 61+65.55'TR2' =
Y= 267,553.52
X= 641,296.33

CURVE 100
CURVE 101
CURVE 102
CURVE 103
CURVE 104
CURVE 105
CURVE 117
CURVE 118

S 4° 22' 34" W
S 0° 22' 49" E
S 39° 33' 51" E
S 31° 19' 33" E
S 58° 40' 27" W
Due South
S 20° 11' 47" E
N 69° 48' 14" W
S 89° 52' 50" W
N 29° 01' 30" W
S 0° 38' 50" E

10+00'TR1'
15+00'TR1'
20+00
25+00
30+00'A'
30+00
30+00'B'
35+00'A'
35+00
35+00'B'
40+00'A'
40+00
40+00'B'
45+00'A'
45+00
45+00'C'
50+00'AC1'
50+00'TR2'
50+00'C'
55+00'AC1'
55+00'TR2'
55+00
55+00'C'
60+00'TR2'
60+00
60+00'C'
60+00'AC2'
65+00
65+00'C'
65+00'AC2'
70+00
75+00
80+00'E'
85+00'E'
90+00'E'
95+00'E'
95+00'MO'
100+00'MO'
105+00'MO'
110+00'MO'
105+00'E'
110+00'E'
115+00'E'
20+00'TR3'
20+00'AC1'
20+00'TR1'
25+00'AC1'
25+00'TR1'
30+00'AC1'
35+00'AC1'
40+00'AC1'
45+00'AC1'
45+00'TR2'
40+00'AC2'
45+00'AC2'
50+00'AC2'
55+00'AC2'
60+00'AC2'
50+00'C'
55+00'C'
60+00'C'
65+00'C'
50+00'D'
55+00'D'

PC
PT
PI

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ALIGNMENT PLAN - TEMPORARY ROADS	SHEET 271	E

CURVE 106
P.I. = 292+34.92'TR4'
Y = 245,341.66
X = 640,342.28
DELTA = 44° 52' 13" (LT)
D = 2° 17' 30"
T = 1,032.22'
L = 1,957.84'
R = 2,500.00'
P.C. = 282+02.70'TR4'
Y = 246,373.72
X = 640,360.23
P.T. = 301+60.54'TR4'
Y = 244,597.57
X = 641,057.69

CURVE 107
P.I. = 306+67.77'TR4'
Y = 244,231.92
X = 641,409.24
DELTA = 6° 43' 29" (LT)
D = 5° 43' 46"
T = 58.75'
L = 117.37'
R = 1,000.00'
P.C. = 306+09.02'TR4'
Y = 244,274.28
X = 641,368.52
P.T. = 307+26.38'TR4'
Y = 244,194.63
X = 641,454.64

CURVE 108
P.I. = 311+91.33'TR4'
Y = 243,860.85
X = 641,766.01
DELTA = 7° 45' 53" (RT)
D = 5° 43' 46"
T = 67.86'
L = 135.52'
R = 1,000.00'
P.C. = 311+23.47'TR4'
Y = 243,902.97
X = 641,712.80
P.T. = 312+58.99'TR4'
Y = 243,811.93
X = 641,813.04

CURVE 109
P.I. = 320+64.09'TR4'
Y = 243,231.56
X = 642,371.04
DELTA = 15° 40' 54" (RT)
D = 1° 54' 35"
T = 413.13'
L = 821.09'
R = 3,000.00'
P.C. = 316+50.96'TR4'
Y = 243,529.37
X = 642,084.71
P.T. = 324+72.05'TR4'
Y = 242,867.45
X = 642,566.21

CURVE 110
P.I. = 12+53.80'TR5'
Y = 244,261.86
X = 641,818.77
DELTA = 75° 58' 26" (RT)
D = 17° 37' 46"
T = 253.80'
L = 430.95'
R = 325.00'
P.C. = 10+00.00'TR5'
Y = 244,485.55
X = 641,698.87
P.T. = 14+30.95'TR5'
Y = 244,091.32
X = 641,630.81

CURVE 111
P.I. = 11+96.31'MC2'
Y = 244,917.90
X = 641,432.96
DELTA = 72° 14' 57" (LT)
D = 57° 17' 45"
T = 72.99'
L = 126.10'
R = 100.00'
P.C. = 11+23.32'MC2'
Y = 243,969.16
X = 641,484.93
P.T. = 12+49.42'MC2'
Y = 243,852.79
X = 641,465.93

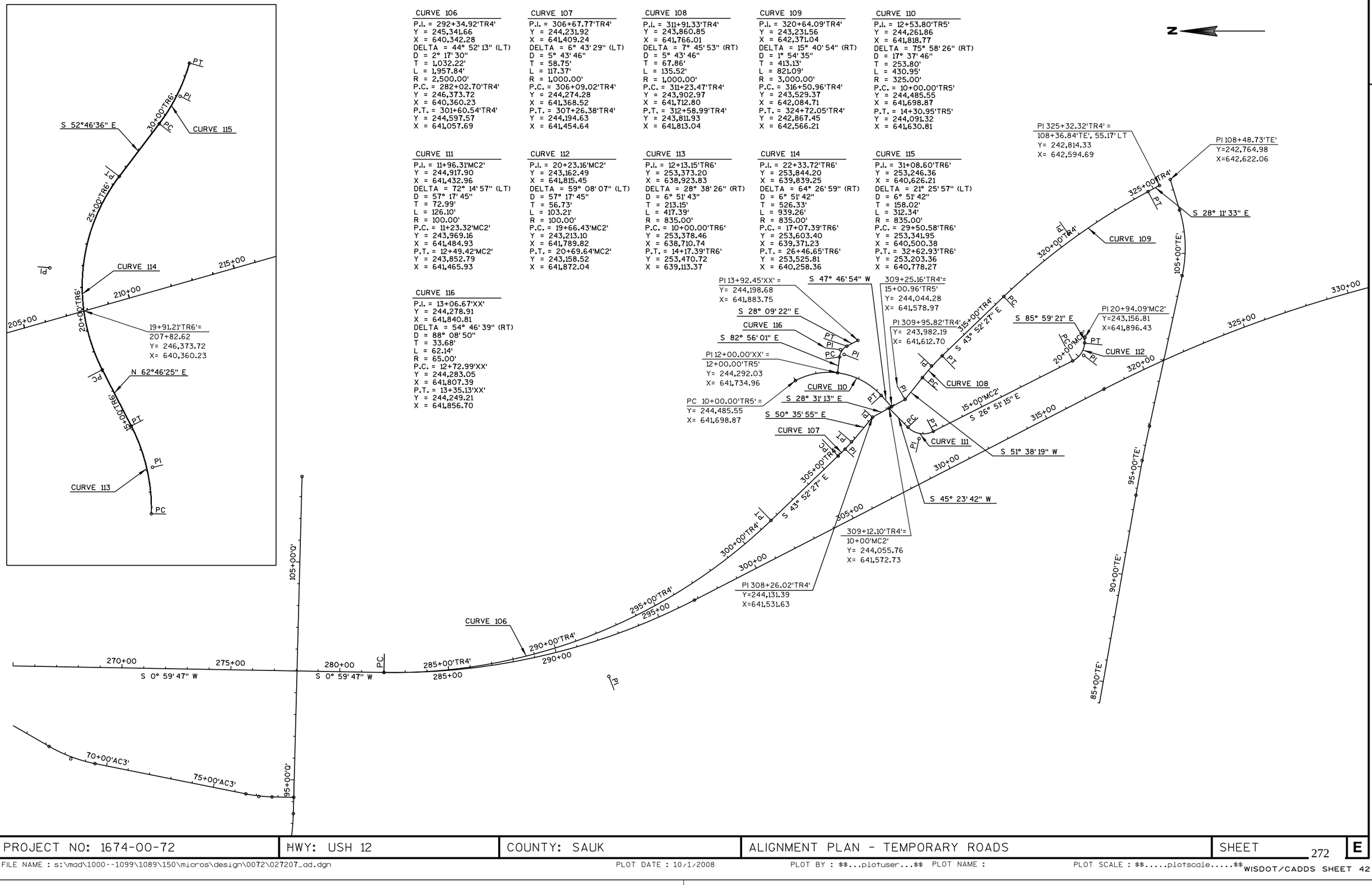
CURVE 112
P.I. = 20+23.16'MC2'
Y = 243,162.49
X = 641,815.45
DELTA = 59° 08' 07" (LT)
D = 57° 17' 45"
T = 56.73'
L = 103.21'
R = 100.00'
P.C. = 19+66.43'MC2'
Y = 243,213.10
X = 641,789.82
P.T. = 20+69.64'MC2'
Y = 243,158.52
X = 641,872.04

CURVE 113
P.I. = 12+13.15'TR6'
Y = 253,373.20
X = 638,923.83
DELTA = 28° 38' 26" (RT)
D = 6° 51' 43"
T = 213.15'
L = 417.39'
R = 835.00'
P.C. = 10+00.00'TR6'
Y = 253,603.40
X = 639,371.23
P.T. = 14+17.39'TR6'
Y = 253,470.72
X = 639,113.37

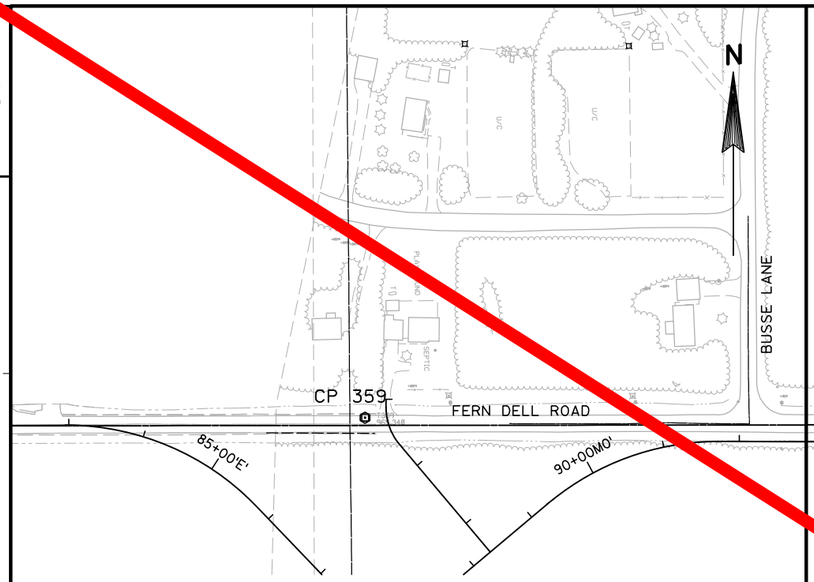
CURVE 114
P.I. = 22+33.72'TR6'
Y = 253,844.20
X = 639,839.25
DELTA = 64° 26' 59" (RT)
D = 6° 51' 42"
T = 526.33'
L = 939.26'
R = 835.00'
P.C. = 17+07.39'TR6'
Y = 253,603.40
X = 639,371.23
P.T. = 26+46.65'TR6'
Y = 253,525.81
X = 640,258.36

CURVE 115
P.I. = 31+08.60'TR6'
Y = 253,246.36
X = 640,626.21
DELTA = 21° 25' 57" (LT)
D = 6° 51' 42"
T = 158.02'
L = 312.34'
R = 835.00'
P.C. = 29+50.58'TR6'
Y = 253,341.95
X = 640,500.38
P.T. = 32+62.93'TR6'
Y = 253,203.36
X = 640,778.27

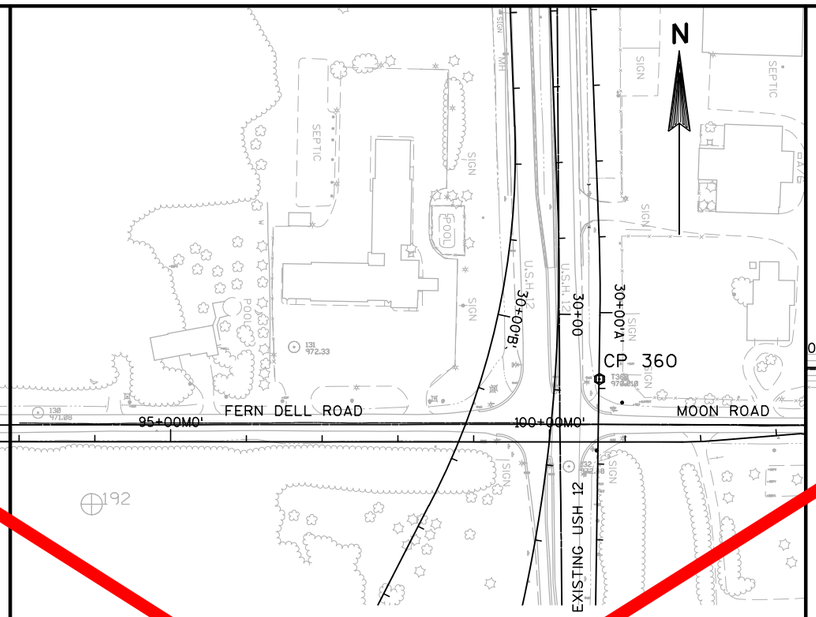
CURVE 116
P.I. = 13+06.67'XX'
Y = 244,278.91
X = 641,840.81
DELTA = 54° 46' 39" (RT)
D = 88° 08' 50"
T = 33.68'
L = 62.14'
R = 65.00'
P.C. = 12+72.99'XX'
Y = 244,283.05
X = 641,807.39
P.T. = 13+35.13'XX'
Y = 244,249.21
X = 641,856.70



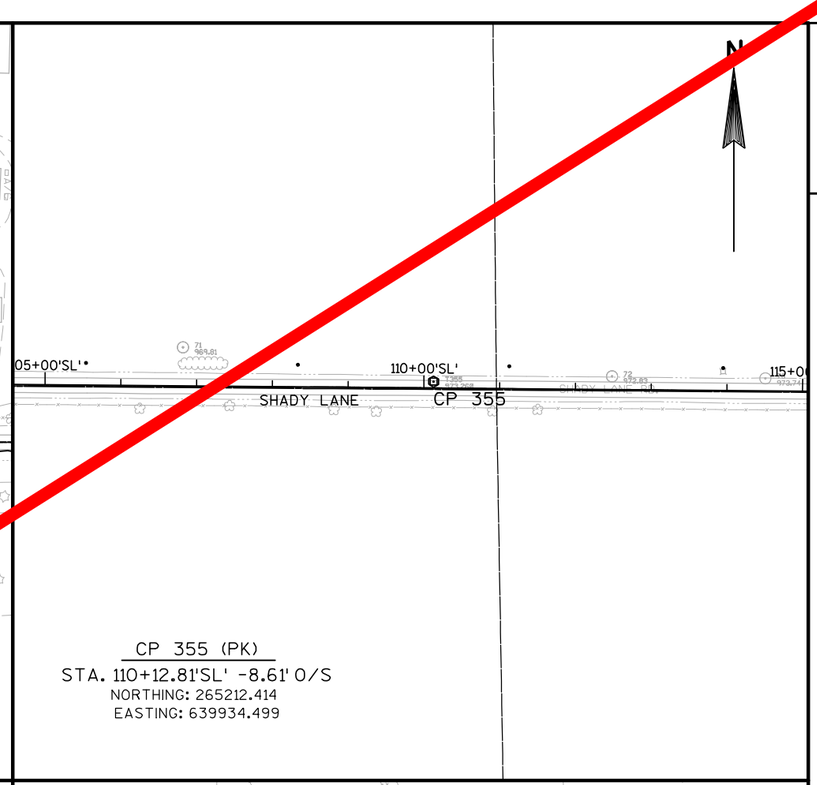
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	ALIGNMENT PLAN - TEMPORARY ROADS	SHEET 272	E



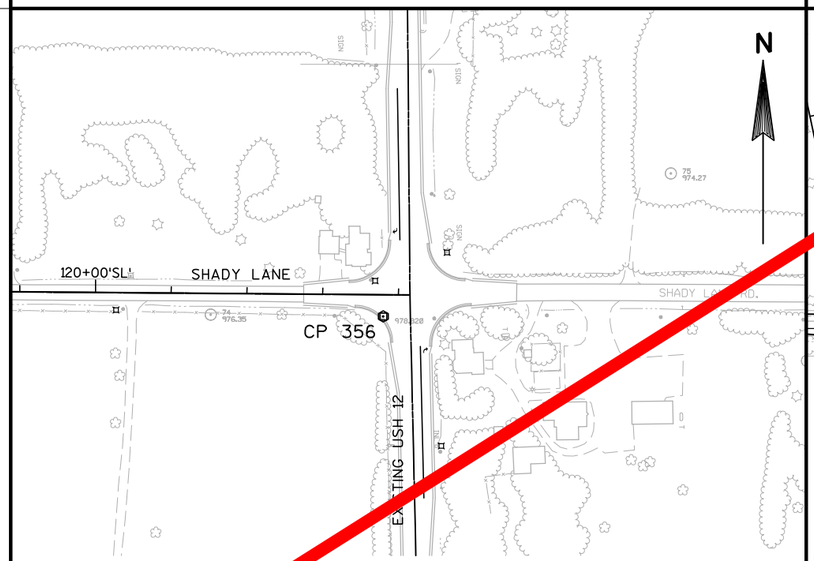
CP 359 (PK)
STA. 1+20.63'GR' 28.57' O/S
NORTHING: 270460.010
EASTING: 639953.606



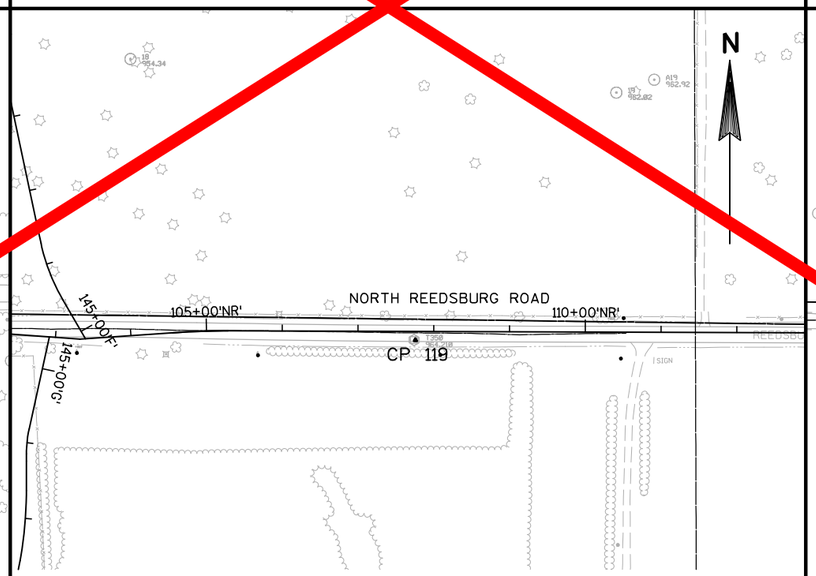
CP 360 (REBAR W/CAP)
STA.30+87.76'A' 0.71' O/S
NORTHING: 270511.05
EASTING: 641313.773



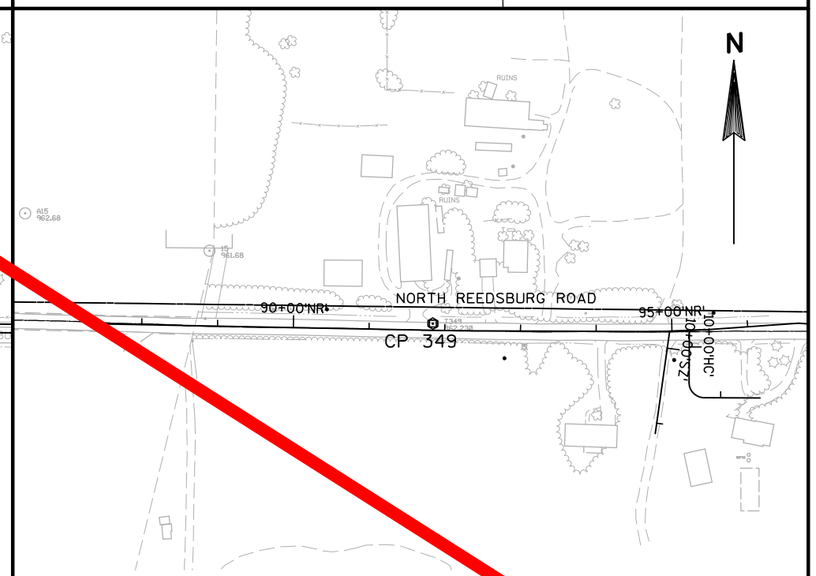
CP 355 (PK)
STA. 110+12.81'SL' -8.61' O/S
NORTHING: 265212.414
EASTING: 639934.499



CP 356 (REBAR)
STA. 123+80.23'SL' 28.66' O/S
NORTHING: 26[illegible]63.416
EASTING: 641301.549



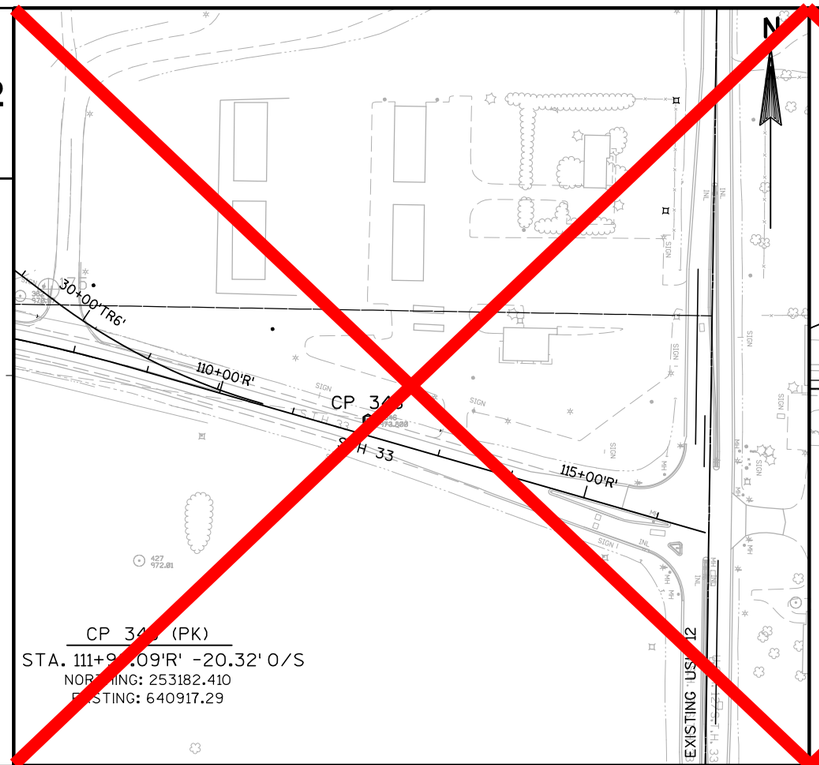
CP 119 (PK)
STA. 107+75.72'NR' 11.30' O/S
NORTHING: 259910.913
EASTING: 639701.440



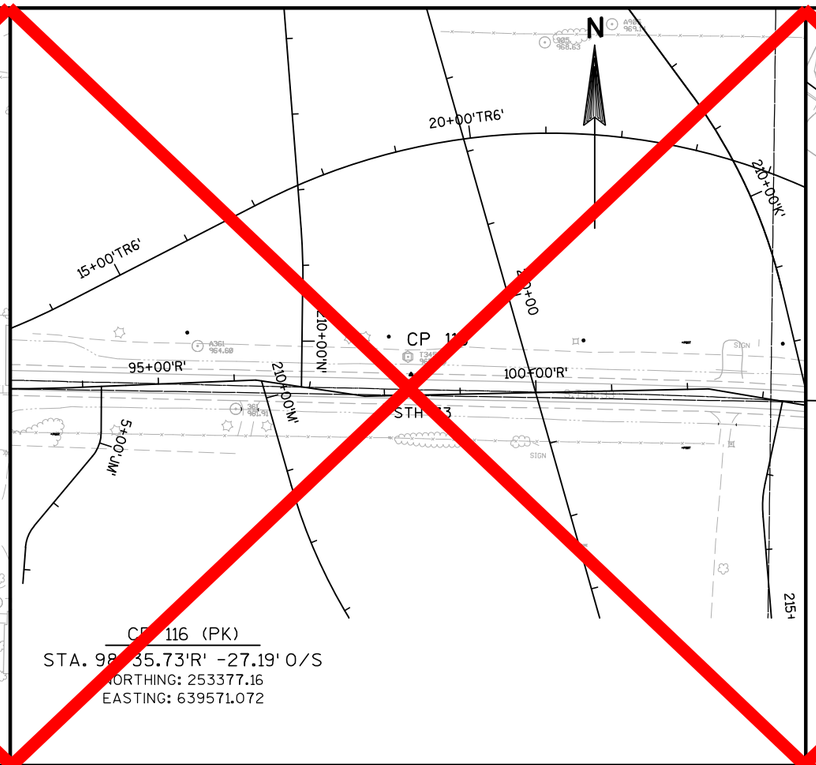
CP 349 (PK)
STA. 91+84.13'NR' -8.93' O/S
NORTHING: 259937.035
EASTING: 638111.704

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 273 E

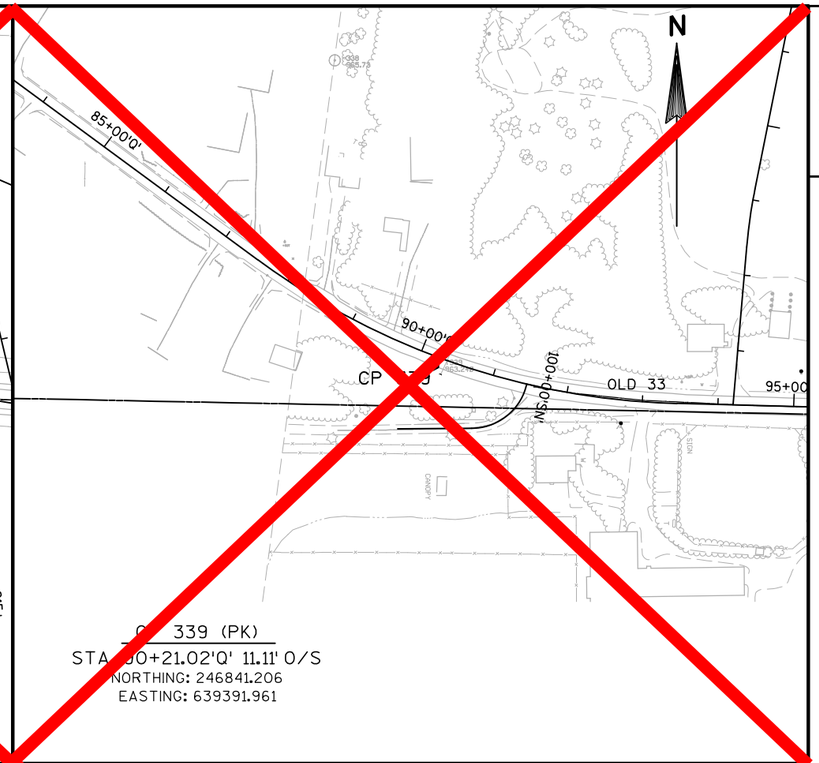
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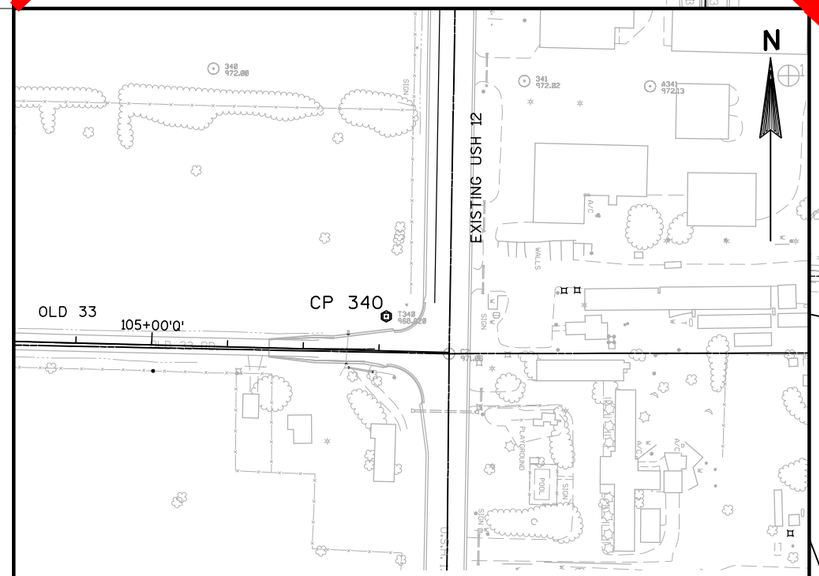
CP 34 (PK)
STA. 111+9 .09'R' -20.32' O/S
NORTHING: 253182.410
EASTING: 640917.29



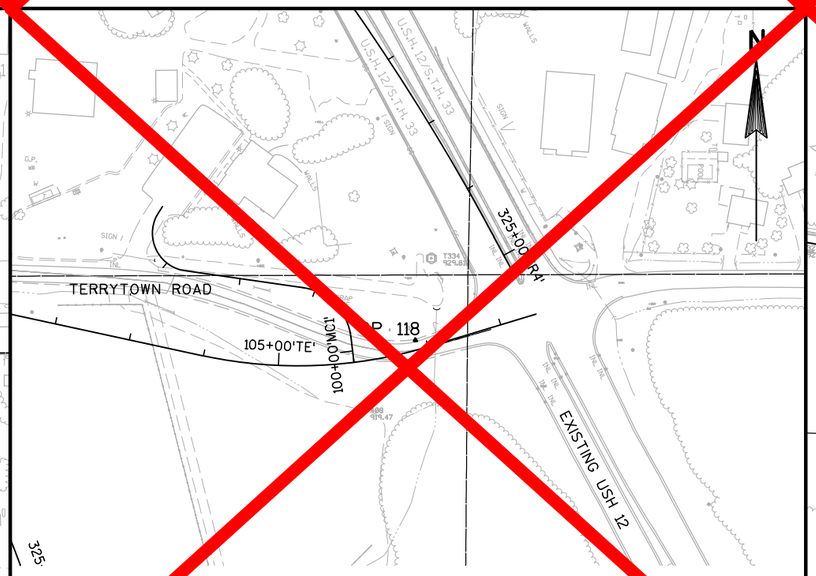
CP 116 (PK)
STA. 98 35.73'R' -27.19' O/S
NORTHING: 253377.16
EASTING: 639571.072



CP 339 (PK)
STA. 0+21.02'Q' 11.11' O/S
NORTHING: 246841.206
EASTING: 639391.961



CP 340 (REBAR)
STA. 108+08.63'Q' -45.50' O/S
NORTHING: 246797.610
EASTING: 641176.705



CP 118 (PK)
STA.10 86.17'TE' -13.16' O/S
NORTHING: 242730.751
EASTING: 642462.953



CP 333 (PK)
STA. 0+11.02'TE' 9.89' O/S
NORTHING: 242974.784
EASTING: 640820.011

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 274	E

Control Points / Benchmarks

USH 12 (1674-00-76)

Benchmark Name/Number	Elevation	Northing	Easting	Station	Offset	Description
CP815	992.41	269069.521	640542.263	47+33	Median	Rebar
CP700	978.90	268675.201	640135.926	53+00	Median	Hub & Tack
CP814	969.36	268103.235	639558.645	61+12	Median	Rebar
CP701	966.56	267416.496	639083.580	70+00	Median	Hub & Tack
CP813	963.02	266835.804	638930.085	75.53	Median	Rebar
CP702	959.80	265989.915	638917.916	84+00	Median	Hub & Tack
CP812	956.23	265009.583	638921.564	93+79	Median	Rebar
CP703	952.78	264189.765	638917.674	102+00	Median	Hub & Tack
CP811	949.72	263496.041	638924.393	108+93	Median	Rebar
CP704	947.05	262565.757	638918.417	118+00	Median	Hub & Tack
CP810	956.20	261594.988	638925.307	127+94	Median	Rebar
CP705	968.13	260689.653	638923.108	137+00	Median	Hub & Tack
CP809	980.95	259645.491	638924.956	147+44	Median	Rebar
CP706	979.78	258689.978	638924.379	157+00	Median	Hub & Tack
CP808	977.23	257758.972	638926.861	166+30	Median	Rebar
CP707	974.25	256890.000	638949.972	175+00	Median	Hub & Tack
CP807	970.79	255801.079	639088.541	185+98	Median	Rebar
CP708	968.04	254921.825	639288.001	195+00	Median	Hub & Tack
CP806	964.75	253950.955	639566.123	205+09	Median	Rebar
CP709	968.69	253093.806	639806.136	214+00	Median	Hub & Tack
CP805	972.64	252124.766	640084.342	224+08	Median	Rebar
CP710	972.61	251266.607	640326.901	233+00	Median	Hub & Tack
CP804	968.17	250336.590	640429.722	242+39	Median	Rebar
CP711	964.94	249376.100	640410.301	252+00	Median	Hub & Tack
CP803	960.23	248340.076	640394.083	262+36	Median	Rebar
CP712	956.67	247476.341	640376.781	271+00	Median	Hub & Tack
CP802	953.08	246516.049	640361.110	280+60	Median	Rebar
CP713	950.86	245670.889	640443.985		Median	Hub & Tack
CP801	946.42	244759.078	640790.218	298+94	Median	Rebar

2

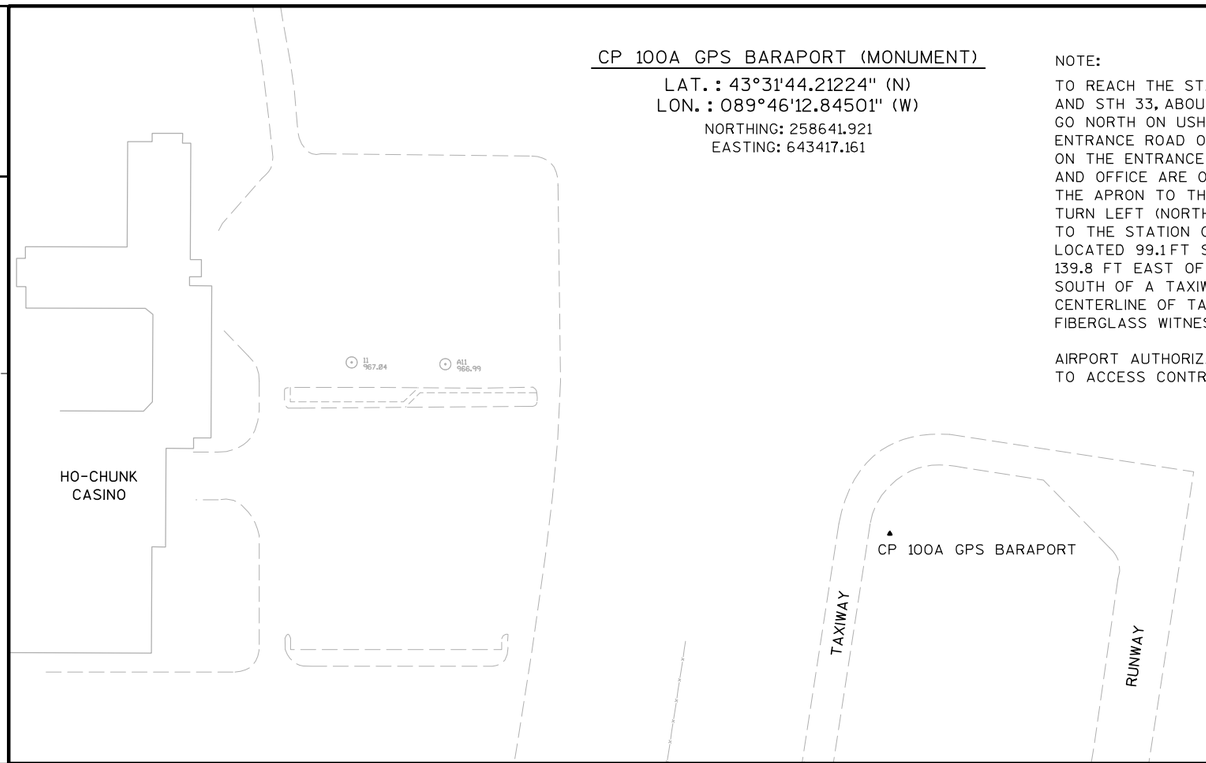
CP 100A GPS BARAPORT (MONUMENT)

LAT. : 43°31'44.21224" (N)
LON. : 089°46'12.84501" (W)
NORTHING: 258641.921
EASTING: 643417.161

NOTE:

TO REACH THE STATION FROM THE JUNCTION OF USH 12 AND STH 33, ABOUT 3.1 MILES NORTH OF BARABOO, GO NORTH ON USH 12 FOR 0.4 MILES TO THE AIRPORT ENTRANCE ROAD ON THE RIGHT, TURN RIGHT (EAST), ON THE ENTRANCE ROAD FOR 0.2 MILES. THE GATE AND OFFICE ARE ON THE RIGHT, PASS THRU THE GATE ONTO THE APRON TO THE JUNCTION OF THE TAXIWAYS, TURN LEFT (NORTH) ON THE TAXIWAY FOR 0.6 MILES TO THE STATION ON THE RIGHT. THE STATION IS LOCATED 99.1 FT SOUTH OF THE CENTER OF RUNWAY, 139.8 FT EAST OF A FIBERGLASS WITNESS POST, 65.3 FT SOUTH OF A TAXIWAY LIGHT, 48.9 FT WEST OF THE CENTERLINE OF TAXIWAY AND 1.0 FT WEST OF A FIBERGLASS WITNESS POST.

AIRPORT AUTHORIZATION REQ'D
TO ACCESS CONTROL POINT



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CONTROL POINT SHEET	SHEET 275	E

DATE 03OCT08 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY
0010	108.4300	RBC PROGRESS SCHEDULE	EACH	1.000	1.000
0020	201.0105	CLEARING	STA	719.000	719.000
0030	201.0205	GRUBBING	STA	719.000	719.000
0040	203.0100	REMOVING SMALL PIPE CULVERTS	EACH	33.000	33.000
0050	204.0100	REMOVING PAVEMENT	SY	6,700.000	6,700.000
0060	204.0120	REMOVING ASPHALTIC SURFACE MILLING	SY	2,200.000	2,200.000
0070	204.0150	REMOVING CURB & GUTTER	LF	4,920.000	4,920.000
0080	204.0170	REMOVING FENCE	LF	17,730.000	17,730.000
0090	204.0195	REMOVING CONCRETE BASES	EACH	15.000	15.000
0100	204.0205	REMOVING UTILITY POLES	EACH	3.000	3.000
0110	204.0220	REMOVING INLETS	EACH	9.000	9.000
0120	204.0225	REMOVING SEPTIC TANKS	EACH	14.000	14.000
0130	204.0235	REMOVING BUILDINGS (PARCEL) 01. PARCEL 12	LS	1.000	1.000
0140	204.0235	REMOVING BUILDINGS (PARCEL) 02. PARCEL 16	LS	1.000	1.000
0150	204.0235	REMOVING BUILDINGS (PARCEL) 03. PARCEL 18	LS	1.000	1.000
0160	204.0235	REMOVING BUILDINGS (PARCEL) 04. PARCEL 23	LS	1.000	1.000
0170	204.0235	REMOVING BUILDINGS (PARCEL) 05. PARCEL 26	LS	1.000	1.000
0180	204.0235	REMOVING BUILDINGS (PARCEL) 06. PARCEL 48	LS	1.000	1.000
0190	204.0235	REMOVING BUILDINGS (PARCEL) 07. PARCEL 19	LS	1.000	1.000
0200	204.0235	REMOVING BUILDINGS (PARCEL) 08. PARCEL 21	LS	1.000	1.000
0210	204.0235	REMOVING BUILDINGS (PARCEL) 09. PARCEL 24	LS	1.000	1.000
0220	204.0235	REMOVING BUILDINGS (PARCEL) 10. PARCEL 26	LS	1.000	1.000
0230	204.0235	REMOVING BUILDINGS (PARCEL) 11. PARCEL 29	LS	1.000	1.000
0240	204.0235	REMOVING BUILDINGS (PARCEL) 12. PARCEL 37	LS	1.000	1.000
0250	204.0235	REMOVING BUILDINGS (PARCEL) 13. PARCEL 38	LS	1.000	1.000
0260	204.0240	SITE CLEARANCE (PARCEL) 01. PARCEL 12	LS	1.000	1.000
0270	204.0240	SITE CLEARANCE (PARCEL) 02. PARCEL 16	LS	1.000	1.000
0280	204.0240	SITE CLEARANCE (PARCEL) 03. PARCEL 18	LS	1.000	1.000
0290	204.0240	SITE CLEARANCE (PARCEL) 04. PARCEL 22	LS	1.000	1.000
0300	204.0240	SITE CLEARANCE (PARCEL) 05. PARCEL 23	LS	1.000	1.000
0310	204.0240	SITE CLEARANCE (PARCEL) 06. PARCEL 26	LS	1.000	1.000
0320	204.0240	SITE CLEARANCE (PARCEL) 07. PARCEL 48	LS	1.000	1.000
0330	204.0240	SITE CLEARANCE (PARCEL) 08. PARCEL 19	LS	1.000	1.000
0340	204.0240	SITE CLEARANCE (PARCEL) 09. PARCEL 21	LS	1.000	1.000
0350	204.0240	SITE CLEARANCE (PARCEL) 10. PARCEL 24	LS	1.000	1.000
0360	204.0240	SITE CLEARANCE (PARCEL) 11. PARCEL 26	LS	1.000	1.000
0370	204.0240	SITE CLEARANCE (PARCEL) 12. PARCEL 29	LS	1.000	1.000
0380	204.0240	SITE CLEARANCE (PARCEL) 13. PARCEL 37	LS	1.000	1.000
0390	204.0240	SITE CLEARANCE (PARCEL) 14. PARCEL 38	LS	1.000	1.000
0400	204.0245	REMOVING STORM SEWER (SIZE) 01. 12-INCH	LF	370.000	370.000
0410	204.0245	REMOVING STORM SEWER (SIZE) 02. 24-INCH	LF	195.000	195.000
0420	204.0265	ABANDONING WELLS	EACH	9.000	9.000
0430	204.9060.S	REMOVING (ITEM DESCRIPTION) 01. ENDWALLS	EACH	1.000	1.000

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DATE 03OCT08 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY	
0440	205.0100	EXCAVATION COMMON	CY	2,263,740.000	2,263,740.000	
0450	205.0300	EXCAVATION STONE PILES AND STONE FENCES	CY	100.000	100.000	
0460	208.0100	BORROW	CY	790,713.000	790,713.000	
0470	213.0100	FINISHING ROADWAY (PROJECT) 01. 1674-00-72	EACH	1.000	1.000	
0480	214.0100	OBLITERATING OLD ROAD	STA	13.000	13.000	
0490	305.0110	BASE AGGREGATE DENSE 3/4-INCH	TON	5,794.000	5,794.000	
0500	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	361,715.000	361,715.000	
0510	310.0110	BASE AGGREGATE OPEN GRADED	TON	50.000	50.000	
0520	311.0110	BREAKER RUN	TON	325.000	325.000	
0530	312.0110	SELECT CRUSHED MATERIAL	TON	1,400.000	1,400.000	
0540	415.0090	CONCRETE PAVEMENT 9-INCH	SY	3,181.000	3,181.000	
0550	415.0100	CONCRETE PAVEMENT 10-INCH	SY	20,775.000	20,775.000	
0560	415.2000.S	INCENTIVE STRENGTH CONCRETE PAVEMENT	DOL	7,426.800	7,426.800	
0570	415.6000.S	ROUTE AND SEAL	LF	9,010.000	9,010.000	
0580	416.0050	CONCRETE PAVEMENT APPROACH SLAB	SY	800.000	800.000	
0590	416.0160	CONCRETE DRIVEWAY 6-INCH	SY	769.000	769.000	
0600	416.0610	DRILLED TIE BARS	EACH	59.000	59.000	
0610	416.0620	DRILLED DOWEL BARS	EACH	64.000	64.000	FINAL ASPHALT QUANTITIES
0620	416.1010	CONCRETE SURFACE DRAINS	CY	25.200	25.200	
0630	440.4410.S	INCENTIVE IRI RIDE	DOL	5,981.130	5,981.130	
0640	455.0105	ASPHALTIC MATERIAL PG58-28	TON	3,877.000	~~3,877.000~~	2,027.00
0650	455.0605	TACK COAT	GAL	4,035.000	~~4,035.000~~	5,080.95
0660	460.1100	HMA PAVEMENT TYPE E-0.3	TON	5,549.000	~~5,549.000~~	4,929.57
0670	460.1101	HMA PAVEMENT TYPE E-1	TON	10,548.000	~~10,548.000~~	10,723.46
0680	460.1110	HMA PAVEMENT TYPE E-10	TON	22,133.000	~~22,133.000~~	26,880.15
0690	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	28,914.000	28,914.000	
0700	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	6,950.000	~~6,950.000~~	7,366.85
0710	465.0315	ASPHALTIC FLUMES	SY	155.000	~~155.000~~	370.02
0720	465.0400	ASPHALTIC SHOULDER RUMBLE STRIP	LF	4,625.000	4,625.000	
0730	504.0900	CONCRETE MASONRY ENDWALLS	CY	37.000	37.000	
0740	520.0112	CULVERT PIPE CLASS III 12-INCH	LF	22.000	22.000	
0750	520.0115	CULVERT PIPE CLASS III 15-INCH	LF	122.000	122.000	
0760	520.0118	CULVERT PIPE CLASS III 18-INCH	LF	1,945.000	1,945.000	
0770	520.0124	CULVERT PIPE CLASS III 24-INCH	LF	346.000	346.000	
0780	520.0130	CULVERT PIPE CLASS III 30-INCH	LF	124.000	124.000	
0790	520.4018	CULVERT PIPE TEMPORARY 18-INCH	LF	291.000	291.000	
0800	520.4024	CULVERT PIPE TEMPORARY 24-INCH	LF	367.000	367.000	
0810	520.4030	CULVERT PIPE TEMPORARY 30-INCH	LF	124.000	124.000	
0820	520.8000.S	CULVERT PIPE CONCRETE COLLAR	EACH	1.000	1.000	
0830	521.0172	CULVERT PIPE CORRUGATED STEEL 72-INCH	LF	23.000	23.000	
0840	521.0721	PIPE ARCH CORRUGATED STEEL 21X15-INCH	LF	59.000	59.000	
0850	521.1012	APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	EACH	10.000	10.000	
0860	521.1015	APRON ENDWALLS FOR CULVERT PIPE STEEL 15-INCH	EACH	6.000	6.000	
0870	521.1018	APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH	EACH	84.000	84.000	
0880	521.1024	APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH	EACH	9.000	9.000	
0890	521.1030	APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH	EACH	6.000	6.000	
0900	521.1221	APRON ENDWALLS FOR PIPE ARCH STEEL 21X15-INCH	EACH	4.000	4.000	

DATE 03OCT08 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY
0910	521.1524	APRON ENDWALLS FOR CULVERT PIPE SLOPED SECTION STEEL 24-INCH	EACH	38.000	38.000
0920	522.0112	CULVERT PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	75.000	75.000
0930	522.0118	CULVERT PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	227.000	227.000
0940	522.0124	CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	4,707.000	4,707.000
0950	522.0130	CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	416.000	416.000
0960	522.0136	CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	587.000	587.000
0970	522.0142	CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH	LF	494.000	494.000
0980	522.0148	CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	1,672.000	1,672.000
0990	522.0324	CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH	LF	223.000	223.000
1000	522.0336	CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH	LF	407.000	407.000
1010	522.0342	CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH	LF	490.000	490.000
1020	522.0348	CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH	LF	583.000	583.000
1030	522.0372	CULVERT PIPE REINFORCED CONCRETE CLASS IV 72-INCH	LF	748.000	748.000
1040	522.0536	CULVERT PIPE REINFORCED CONCRETE CLASS V 36-INCH	LF	598.000	598.000
1050	522.1012	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH	EACH	9.000	9.000
1060	522.1015	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH	EACH	1.000	1.000
1070	522.1018	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	EACH	12.000	12.000
1080	522.1024	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH	EACH	30.000	30.000
1090	522.1030	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	EACH	11.000	11.000
1100	522.1036	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH	EACH	13.000	13.000
1110	522.1042	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH	EACH	8.000	8.000
1120	522.1048	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH	EACH	14.000	14.000
1130	523.0119	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH	LF	64.000	64.000
1140	523.0124	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH	LF	156.000	156.000
1150	523.0129	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH	LF	462.000	462.000
1160	523.0134	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 34X53-INCH	LF	262.000	262.000
1170	523.0138	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 38X60-INCH	LF	181.000	181.000

3

DATE 03OCT08 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY
1180	523.0519	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH	EACH	2.000	2.000
1190	523.0524	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH	EACH	1.000	1.000
1200	523.0529	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH	EACH	1.000	1.000
1210	523.0534	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34X53-INCH	EACH	1.000	1.000
1220	523.0538	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 38X60-INCH	EACH	2.000	2.000
1230	601.0105	CONCRETE CURB TYPE A	LF	2,534.000	2,534.000
1240	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	36,718.000	36,718.000
1250	601.0415	CONCRETE CURB & GUTTER 6-INCH SLOPED 30-INCH TYPE J	LF	6,910.000	6,910.000
1260	601.0553	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	LF	1,737.000	1,737.000
1270	601.0555	CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A	LF	445.000	445.000
1280	601.0582	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE T	LF	3,070.000	3,070.000
1290	602.0405	CONCRETE SIDEWALK 4-INCH	SF	70,540.000	70,540.000
1300	602.0415	CONCRETE SIDEWALK 6-INCH	SF	500.000	500.000
1310	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	1,064.000	1,064.000
1320	603.0105	CONCRETE BARRIER SINGLE-FACED 32-INCH	LF	4,020.000	4,020.000
1330	603.0500	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR FURNISHED & DELIVERED	LF	285.000	285.000
1340	603.0801	CONCRETE BARRIER TEMPORARY PRECAST CONTRACTOR INSTALLED	LF	570.000	570.000
1350	604.0500	SLOPE PAVING CRUSHED AGGREGATE	SY	4,880.000	4,880.000
1360	606.0200	RIPRAP MEDIUM	CY	2,254.000	2,254.000
1370	606.0300	RIPRAP HEAVY	CY	2,394.000	2,394.000
1380	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	2,453.000	2,453.000
1390	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	2,372.000	2,372.000
1400	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	1,680.000	1,680.000
1410	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	9,458.000	9,458.000
1420	608.0330	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH	LF	2,960.000	2,960.000
1430	608.0336	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH	LF	777.000	777.000
1440	608.0348	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 48-INCH	LF	42.000	42.000
1450	610.0119	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH	LF	51.000	51.000
1460	610.0124	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH	LF	578.000	578.000
1470	611.0201	MANHOLES TYPE 1	EACH	49.000	49.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY
1480	611.0210	MANHOLES TYPE 3	EACH	58.000	58.000
1490	611.0301	INLETS TYPE 1	EACH	9.000	9.000
1500	611.0302	INLETS TYPE 2	EACH	14.000	14.000
1510	611.0303	INLETS TYPE 3	EACH	149.000	149.000
1520	611.0305	INLETS TYPE 8	EACH	13.000	13.000
1530	611.0307	INLETS TYPE 9	EACH	31.000	31.000
1540	611.0535	MANHOLE COVERS TYPE J-SPECIAL	EACH	47.000	47.000
1550	611.0606	INLET COVERS TYPE B	EACH	11.000	11.000
1560	611.0612	INLET COVERS TYPE C	EACH	1.000	1.000
1570	611.0624	INLET COVERS TYPE H	EACH	92.000	92.000
1580	611.0627	INLET COVERS TYPE HM	EACH	4.000	4.000
1590	611.0630	INLET COVERS TYPE HM-GJ	EACH	2.000	2.000
1600	611.0636	INLET COVERS TYPE HM-S	EACH	4.000	4.000
1610	611.0639	INLET COVERS TYPE H-S	EACH	86.000	86.000
1620	611.0642	INLET COVERS TYPE MS	EACH	93.000	93.000
1630	611.0651	INLET COVERS TYPE S	EACH	2.000	2.000
1640	611.0652	INLET COVERS TYPE T	EACH	20.000	20.000
1650	611.0654	INLET COVERS TYPE V	EACH	12.000	12.000
1660	611.8110	ADJUSTING MANHOLE COVERS	EACH	4.000	4.000
1670	611.8115	ADJUSTING INLET COVERS	EACH	3.000	3.000
1680	611.8120.S	COVER PLATES TEMPORARY	EACH	7.000	7.000
1690	611.9710	SALVAGED INLET COVERS	EACH	2.000	2.000
1700	612.0106	PIPE UNDERDRAIN 6-INCH	LF	500.000	500.000
1710	612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	75.000	75.000
1720	612.0212	PIPE UNDERDRAIN UNPERFORATED 12-INCH	LF	650.000	650.000
1730	612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	500.000	500.000
1740	612.0806	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH	EACH	5.000	5.000
1750	614.0115	ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2	EACH	4.000	4.000
1760	614.0200	STEEL THRIE BEAM STRUCTURE APPROACH	LF	345.000	345.000
1770	614.0220.S	STEEL THRIE BEAM BULL NOSE TERMINAL	EACH	8.000	8.000
1780	614.0230.S	STEEL THRIE BEAM	LF	558.000	558.000
1790	614.0305	STEEL PLATE BEAM GUARD CLASS A	LF	2,797.000	2,797.000
1800	614.0370	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	EACH	15.000	15.000
1810	614.0555	SALVAGED GUARD FENCE STEEL BEAM	LF	225.000	225.000
1820	614.0620.S	MARKER POSTS CULVERT END FLEXIBLE	EACH	153.000	153.000
1830	614.0905	CRASH CUSHIONS TEMPORARY	EACH	1.000	1.000
1840	616.0206	FENCE CHAIN LINK 6-FT 01. 6-FT	LF	64,140.000	64,140.000
1850	616.0329	GATES CHAIN LINK (WIDTH) 01. 18-FT	EACH	5.000	5.000
1860	616.0329	GATES CHAIN LINK (WIDTH) 02. 3.5FT	EACH	8.000	8.000
1870	616.0700.S	FENCE SAFETY	LF	7,210.000	7,210.000
1880	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1674-00-72	EACH	1.000	1.000
1890	619.1000	MOBILIZATION	EACH	1.000	1.000
1900	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	2,238.000	2,238.000
1910	621.0100	LANDMARK REFERENCE MONUMENTS	EACH	10.000	10.000
1920	624.0100	WATER	MGAL	4,990.400	4,990.400
1930	625.0500	SALVAGED TOPSOIL	SY	1,324,225.000	1,324,225.000
1940	627.0200	MULCHING	SY	966,538.000	966,538.000
1950	628.1504	SILT FENCE	LF	55,673.000	55,673.000
1960	628.1520	SILT FENCE MAINTENANCE	LF	55,673.000	55,673.000
1970	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	11.000	11.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY
1980	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	17.000	17.000
1990	628.2004	EROSION MAT CLASS I TYPE B	SY	384,720.000	384,720.000
2000	628.2006	EROSION MAT URBAN CLASS I TYPE A	SY	33,330.000	33,330.000
2010	628.2023	EROSION MAT CLASS II TYPE B	SY	47,430.000	47,430.000
2020	628.2037	EROSION MAT CLASS III TYPE C	SY	3,165.000	3,165.000
2030	628.7005	INLET PROTECTION TYPE A	EACH	271.000	271.000
2040	628.7010	INLET PROTECTION TYPE B	EACH	39.000	39.000
2050	628.7015	INLET PROTECTION TYPE C	EACH	168.000	168.000
2060	628.7020	INLET PROTECTION TYPE D	EACH	21.000	21.000
2070	628.7504	TEMPORARY DITCH CHECKS	LF	2,415.000	2,415.000
2080	628.7550	CULVERT PIPE DITCH CHECKS	EACH	129.000	129.000
2090	628.7560.S	STONE OR ROCK DITCH CHECKS	CY	16.000	16.000
2100	629.0210	FERTILIZER TYPE B	CWT	900.000	900.000
2110	630.0120	SEEDING MIXTURE NO. 20	LB	21,075.000	21,075.000
2120	630.0140	SEEDING MIXTURE NO. 40	LB	2,725.000	2,725.000
2130	630.0171	SEEDING MIXTURE NO. 70A	LB	600.000	600.000
2140	630.0175	SEEDING MIXTURE NO. 75	LB	2,310.000	2,310.000
2150	630.0200	SEEDING TEMPORARY	LB	41,106.000	41,106.000
2160	632.0101	TREES (SPECIES, ROOT, SIZE) 01. HACKBERRY B&B 1.75-INCH CAL.	EACH	13.000	13.000
2170	632.0101	TREES (SPECIES, ROOT, SIZE) 02. BLACKHAW VIBURNUM B&B 2.5-INCH CAL	EACH	26.000	26.000
2180	632.0101	TREES (SPECIES, ROOT, SIZE) 03. NORTHERN PIN OAK B&B 6-FT HT	EACH	3.000	3.000
2190	632.0101	TREES (SPECIES, ROOT, SIZE) 04. PINE JACK B&B 6-FT HT.	EACH	36.000	36.000
2200	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 01. GRASSES MAIDEN GRASS CONT 1 GAL.	EACH	61.000	61.000
2210	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 02. JUNIPER IOWA B&B 5-FT HT.	EACH	78.000	78.000
2220	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 03. CHOKECHERRY CONT 4-FT HT.	EACH	21.000	21.000
2230	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 04. FRAGRANT SUMAC CONT 4-FT HT.	EACH	71.000	71.000
2240	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 05. GRO-LOW FRAGRANT SUMAC CONT 2-FT HT	EACH	137.000	137.000
2250	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 06. SMOOTH SUMAC CONT 2-FT HT.	EACH	18.000	18.000
2260	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 07. STAGHORN SUMAC CONT 3-FT HT.	EACH	82.000	82.000
2270	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 08. PASTURE ROSE CONT 2-FT HT.	EACH	74.000	74.000
2280	632.0201	SHRUBS (SPECIES, ROOT, SIZE) 09. PRAIRIE ROSE CONT 3-FT HT.	EACH	30.000	30.000
2290	632.9101	LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES	EACH	12.000	12.000
2300	633.0200	DELINEATOR POSTS FLEXIBLE	EACH	121.000	121.000
2310	633.0500	DELINEATORS	EACH	42.000	42.000
2320	633.1000	DELINEATOR BRACKETS	EACH	42.000	42.000
2330	634.0612	POSTS WOOD 4X6-INCH X 12-FT	EACH	58.000	58.000
2340	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	68.000	68.000
2350	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	100.000	100.000
2360	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	65.000	65.000
2370	634.0620	POSTS WOOD 4X6-INCH X 20-FT	EACH	16.000	16.000
2380	634.0622	POSTS WOOD 4X6-INCH X 22-FT	EACH	5.000	5.000
2390	637.0101	SIGNS TYPE I	SF	333.000	333.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY
2400	637.0202	SIGNS REFLECTIVE TYPE II	SF	3,272.170	3,272.170
2410	638.2102	MOVING SIGNS TYPE II	EACH	40.000	40.000
2420	638.2602	REMOVING SIGNS TYPE II	EACH	73.000	73.000
2430	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	65.000	65.000
2440	638.3100	REMOVING STRUCTURAL STEEL SIGN SUPPORTS	EACH	1.000	1.000
2450	638.4000	MOVING SMALL SIGN SUPPORTS	EACH	33.000	33.000
2460	642.5401	FIELD OFFICE TYPE D	EACH	1.000	1.000
2470	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 1674-00-72	DAYS	1,011.000	1,011.000
2480	643.0300	TRAFFIC CONTROL DRUMS	DAYS	87,117.000	87,117.000
2490	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAYS	18,088.000	18,088.000
2500	643.0453	TRAFFIC CONTROL BARRICADES PERMANENT TYPE III	EACH	28.000	28.000
2510	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAYS	31,002.000	31,002.000
2520	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAYS	23,209.000	23,209.000
2530	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAYS	527.000	527.000
2540	643.0900	TRAFFIC CONTROL SIGNS	DAYS	43,366.000	43,366.000
2550	643.0905.S	TRAFFIC CONTROL COVERING SIGNS	EACH	1.000	1.000
2560	643.1050.S	TRAFFIC CONTROL SIGNS PORTABLE CHANGEABLE MESSAGE	DAY	400.000	400.000
2570	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 1674-00-72	EACH	1.000	1.000
2580	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAYS	3,090.000	3,090.000
2590	645.0112	GEOTEXTILE FABRIC TYPE DF SCHEDULE B	SY	1,400.000	1,400.000
2600	645.0120	GEOTEXTILE FABRIC TYPE HR	SY	8,185.000	8,185.000
2610	645.0140	GEOTEXTILE FABRIC TYPE SAS	SY	1,105.000	1,105.000
2620	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	107,826.000	107,826.000
2630	646.0109	PAVEMENT MARKING PREFORMED PLASTIC 4-INCH	LF	2,239.000	2,239.000
2640	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	2,565.000	2,565.000
2650	646.0129	PAVEMENT MARKING PREFORMED PLASTIC 8-INCH	LF	673.000	673.000
2660	646.0600	REMOVING PAVEMENT MARKINGS	LF	9,740.000	9,740.000
2670	646.0841.S	PAVEMENT MARKING GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH	LF	980.000	980.000
2680	646.0883.S	PAVEMENT MARKING GROOVED WET REFLECTIVE TAPE 8-INCH	LF	1,165.000	1,165.000
2690	647.0156	PAVEMENT MARKING ARROWS EPOXY TYPE 1	EACH	12.000	12.000
2700	647.0159	PAVEMENT MARKING ARROWS PREFORMED PLASTIC TYPE 1	EACH	11.000	11.000
2710	647.0160	PAVEMENT MARKING ARROWS EPOXY TYPE 2R	EACH	4.000	4.000
2720	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	14.000	14.000
2730	647.0170	PAVEMENT MARKING ARROWS EPOXY TYPE 3R	EACH	11.000	11.000
2740	647.0176	PAVEMENT MARKING ARROWS EPOXY TYPE 3	EACH	9.000	9.000
2750	647.0179	PAVEMENT MARKING ARROWS PREFORMED PLASTIC TYPE 3	EACH	5.000	5.000
2760	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	50.000	50.000
2770	647.0456	PAVEMENT MARKING CURB EPOXY	LF	160.000	160.000
2780	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	66.000	66.000
2790	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	16.000	16.000
2800	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	614.000	614.000
2810	647.0779	PAVEMENT MARKING CROSSWALK PREFORMED PLASTIC 12-INCH	LF	1,457.000	1,457.000
2820	649.0400	TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH	LF	12,340.000	12,340.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY
2830	650.4000	CONSTRUCTION STAKING STORM SEWER SYSTEM	EACH	362.000	362.000
2840	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	142,475.000	142,475.000
2850	650.5000	CONSTRUCTION STAKING BASE	LF	134,005.000	134,005.000
2860	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	48,541.000	48,541.000
2870	650.6000	CONSTRUCTION STAKING PIPE CULVERTS	EACH	132.000	132.000
2880	650.7000	CONSTRUCTION STAKING CONCRETE PAVEMENT	LF	8,315.000	8,315.000
2890	650.8500	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 1674-00-72	LS	1.000	1.000
2900	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL	LS	1.000	1.000
2910	650.9920	CONSTRUCTION STAKING SLOPE STAKES	LF	142,475.000	142,475.000
2920	652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	683.000	683.000
2930	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	14,256.000	14,256.000
2940	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	10,269.000	10,269.000
2950	652.0800	CONDUIT LOOP DETECTOR	LF	92.000	92.000
2960	653.0135	PULL BOXES STEEL 24X36-INCH	EACH	21.000	21.000
2970	653.0140	PULL BOXES STEEL 24X42-INCH	EACH	85.000	85.000
2980	653.0900	ADJUSTING PULL BOXES	EACH	2.000	2.000
2990	653.0905	REMOVING PULL BOXES	EACH	16.000	16.000
3000	654.0105	CONCRETE BASES TYPE 5	EACH	120.000	120.000
3010	654.0200	CONCRETE CONTROL CABINET BASES TYPE 6	EACH	5.000	5.000
3020	655.0610	ELECTRICAL WIRE LIGHTING 12 AWG	LF	30,513.000	30,513.000
3030	655.0615	ELECTRICAL WIRE LIGHTING 10 AWG	LF	3,753.000	3,753.000
3040	655.0620	ELECTRICAL WIRE LIGHTING 8 AWG	LF	12,393.000	12,393.000
3050	655.0630	ELECTRICAL WIRE LIGHTING 4 AWG	LF	14,502.000	14,502.000
3060	655.0635	ELECTRICAL WIRE LIGHTING 2 AWG	LF	11,943.000	11,943.000
3070	655.0800	LOOP DETECTOR WIRE	LF	410.000	410.000
3080	657.0255	TRANSFORMER BASES STANDARD 11 1/2-INCH BOLT CIRCLE	EACH	121.000	121.000
3090	657.0320	POLES TYPE 5	EACH	121.000	121.000
3100	657.0710	LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT	EACH	121.000	121.000
3110	659.0115	LUMINAIRES UTILITY HPS 150 WATTS	EACH	40.000	40.000
3120	659.0125	LUMINAIRES UTILITY HPS 250 WATTS	EACH	81.000	81.000
3130	659.0210	LUMINAIRES UNDERDECK 100 WATTS	EACH	8.000	8.000
3140	672.0100	BASE ITS CONTROLLER CABINET	EACH	3.000	3.000
3150	672.0250	BASE CAMERA POLE 50-FT	EACH	3.000	3.000
3160	690.0150	SAWING ASPHALT	LF	2,128.000	2,128.000
3170	690.0250	SAWING CONCRETE	LF	4,051.000	4,051.000
3180	999.1000.S	SEISMOGRAPH	LS	1.000	1.000
3190	999.1500.S	CRACK AND DAMAGE SURVEY	LS	1.000	1.000
3200	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT $5. 00/HR	HRS	800.000	800.000
3210	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT $5.00/HR	HRS	3,000.000	3,000.000
3220	SPV.0035	SPECIAL 01. CLAY LINER AND EMBANKMENT	CY	9,375.000	9,375.000
3230	SPV.0060	SPECIAL 01. REMOVE AND SALVAGE 72-INCH METAL APRON ENDWALL	EACH	1.000	1.000
3240	SPV.0060	SPECIAL 02. RESTRICTOR PIPE	EACH	1.000	1.000
3250	SPV.0060	SPECIAL 03. STORM SEWER TAP	EACH	1.000	1.000
3260	SPV.0060	SPECIAL 04. MANHOLES TYPE 7 SPECIAL	EACH	1.000	1.000
3270	SPV.0060	SPECIAL 05. INLETS TYPE 10 SPECIAL	EACH	5.000	5.000
3280	SPV.0060	SPECIAL 06. INLETS TYPE 11 SPECIAL	EACH	1.000	1.000

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LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY
3290	SPV.0060	SPECIAL 07. MARKER POSTS BEAM GUARD TERMINAL FLEXIBLE	EACH	15.000	15.000
3300	SPV.0060	SPECIAL 08. PULL BOX MARKER	EACH	50.000	50.000
3310	SPV.0060	SPECIAL 09. POSTS WOOD 4X6-INCH X 24-FT	EACH	2.000	2.000
3320	SPV.0060	SPECIAL 10. CONSTRUCTION STAKING CURB RAMP	EACH	76.000	76.000
3330	SPV.0060	SPECIAL 11. LOOP DETECTOR SPLICE	EACH	2.000	2.000
3340	SPV.0060	SPECIAL 12. PEDESTAL TYPE METER SOCKET	EACH	5.000	5.000
3350	SPV.0060	SPECIAL 13. LIGHTING CONTROL CABINET	EACH	5.000	5.000
3360	SPV.0060	SPECIAL 14. TEMPORARY MAILBOXES AND SUPPORTS	EACH	37.000	37.000
3370	SPV.0060	SPECIAL 15. TEMPORARY SEDIMENT BASIN	EACH	6.000	6.000
3380	SPV.0060	SPECIAL 16. FIRE HYDRANT	EACH	6.000	6.000
3390	SPV.0060	SPECIAL 17. WATER VALVE AND BOX 6-INCH	EACH	5.000	5.000
3400	SPV.0060	SPECIAL 18. WATER VALVE AND BOX 10-INCH	EACH	1.000	1.000
3410	SPV.0060	SPECIAL 19. WATER VALVE AND BOX 12-INCH	EACH	9.000	9.000
3420	SPV.0060	SPECIAL 20. TEE 12-INCH X 6-INCH	EACH	5.000	5.000
3430	SPV.0060	SPECIAL 21. TEE 12-INCH X 10-INCH	EACH	1.000	1.000
3440	SPV.0060	SPECIAL 22. TEE 12-INCH X 12-INCH	EACH	2.000	2.000
3450	SPV.0060	SPECIAL 23. PLUG 12-INCH	EACH	3.000	3.000
3460	SPV.0060	SPECIAL 24. REDUCER 10-INCH X 6-INCH	EACH	1.000	1.000
3470	SPV.0060	SPECIAL 25. TEE 12-INCH X 12-INCH CUT-IN	EACH	1.000	1.000
3480	SPV.0060	SPECIAL 26. CONNECT TO EXISTING WATER MAIN	EACH	1.000	1.000
3490	SPV.0060	SPECIAL 27. REMOVING FIRE HYDRANT	EACH	3.000	3.000
3500	SPV.0060	SPECIAL 28. REMOVING VALVE AND BOX	EACH	5.000	5.000
3510	SPV.0060	SPECIAL 29. ADJUST EXISTING VALVE BOX	EACH	2.000	2.000
3520	SPV.0060	SPECIAL 30. INSTALL SALVAGED HYDRANT AND VALVE	EACH	2.000	2.000
3530	SPV.0060	SPECIAL 31. SANITARY SEWER WYE 8X6-INCH	EACH	1.000	1.000
3540	SPV.0060	SPECIAL 32. SANITARY MANHOLE COVER	EACH	10.000	10.000
3550	SPV.0060	SPECIAL 33. SANITARY MANHOLE COVER WATERTIGHT	EACH	3.000	3.000
3560	SPV.0060	SPECIAL 34. CONNECT TO EXISTING MANHOLE	EACH	1.000	1.000
3570	SPV.0060	SPECIAL 35. RECONSTRUCT EXISTING MANHOLE	EACH	1.000	1.000
3580	SPV.0060	SPECIAL 36. CONSTRUCTION STAKING SANITARY SEWER SYSTEM	EACH	15.000	15.000
3590	SPV.0060	SPECIAL 37. CONSTRUCTION STAKING CASING PIPE	EACH	33.000	33.000
3600	SPV.0060	SPECIAL 38. TEMPORARY ASPHALTIC FLUMES	EACH	8.000	8.000
3610	SPV.0060	SPECIAL 39. 12-INCH PVC BOX OUT	EACH	28.000	28.000
3620	SPV.0060	SPECIAL 40. RESEARCH AND LOCATE EXISTING PROPERTY MONUMENTS	EACH	10.000	10.000
3630	SPV.0060	SPECIAL 41. VERIFY AND REPLACE EXISTING PROPERTY MONUMENTS	EACH	10.000	10.000
3640	SPV.0090	SPECIAL 01. CONCRETE BARRIER TEMPORARY PRE-CAST 12-FOOT 6-INCH	LF	2,390.000	2,390.000
3650	SPV.0090	SPECIAL 02. PAVEMENT MARKING GROOVED PREFORMED PLASTIC 18-INCH	LF	599.000	599.000
3660	SPV.0090	SPECIAL 03. WATER MAIN DUCTILE IRON 12-INCH	LF	3,432.000	3,432.000
3670	SPV.0090	SPECIAL 04. WATER MAIN DUCTILE IRON 10-INCH	LF	21.000	21.000
3680	SPV.0090	SPECIAL 05. WATER MAIN DUCTILE IRON 6-INCH	LF	59.000	59.000
3690	SPV.0090	SPECIAL 06. SANITARY SEWER MAIN 8-INCH	LF	155.000	155.000

DATE 03OCT08 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1674-00-72 QUANTITY
3700	SPV.0090	SPECIAL 07. SANITARY SEWER MAIN 10-INCH	LF	3,524.000	3,524.000
3710	SPV.0090	SPECIAL 08. TRACER WIRE	LF	712.000	712.000
3720	SPV.0090	SPECIAL 09. CASING PIPE REINFORCED CONCRETE CLASS V 24-INCH	LF	6,279.000	6,279.000
3730	SPV.0090	SPECIAL 10. CASING PIPE REINFORCED CONCRETE CLASS V 30-INCH	LF	320.000	320.000
3740	SPV.0090	SPECIAL 11. REMOVING FORCE MAIN	LF	814.000	814.000
3750	SPV.0090	SPECIAL 12. SALVAGING WATER MAIN	LF	814.000	814.000
3760	SPV.0090	SPECIAL 13. CONSTRUCTION STAKING WATER MAIN	LF	3,432.000	3,432.000
3770	SPV.0090	SPECIAL 14. CONCRETE SHOULDER RUMBLE STRIP	LF	4,790.000	4,790.000
3780	SPV.0105	SPECIAL 01. SALVAGE AIR RELEASE MANHOLE	LS	1.000	1.000
3790	SPV.0105	SPECIAL 02. SALVAGE LIFT STATION	LS	1.000	1.000
3800	SPV.0105	SPECIAL 03. ABANDON FORCEMAIN MH 185	LS	1.000	1.000
3810	SPV.0120	SPECIAL 01. WATER FOR SEEDED AREAS	MGAL	5,000.000	5,000.000
3820	SPV.0165	SPECIAL 01. COLORED CONCRETE SIDEWALK 4-INCH	SF	55,350.000	55,350.000
3830	SPV.0165	SPECIAL 02. SPLITTER ISLAND CROSSWALK 4-INCH	SF	3,120.000	3,120.000
3840	SPV.0180	SPECIAL 01. TRUCK APRON COLORED CONCRETE 8-INCH	SY	2,950.000	2,950.000
3850	SPV.0180	SPECIAL 02. SLOPE PAVING CRUSHED AGGREGATE SPECIAL	SY	2,709.000	2,709.000
3860	SPV.0200	SPECIAL 01. SANITARY MANHOLE	VF	195.370	195.370
3870	SPV.0200	SPECIAL 02. SANITARY MANHOLE OUTSIDE DROP	VF	6.320	6.320

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LIST OF PROJECT 1674-00-72 CONTRACT MODIFICATIONS

US 12 Quantities to Date (2-13-12)

1674-00-72

Item Description	Units	Item #	Prop. Line	Qty Paid	Auth Qty	Initial Qty	Unit Price	Auth. Amt	Item Cpt	Item Type	CCO #
SITE CLEARANCE (PARCEL) CCO #1 - SITE CLEARANCE (PARCEL # 17), PLAT # 1674-00-22	LS	204.024	3885	1	1	1	$1,500.00	$1,500.00	Yes	CCO	1
SITE CLEARANCE (PARCEL) CCO #1 - SITE CLEARANCE (PARCEL # 46), PLAT # 1674-00-22	LS	204.024	3890	1	1	1	$2,500.00	$2,500.00	Yes	CCO	1
SPECIAL CCO #2 - TIMBER SALVAGE	LS	SPV.0105	3900	1	1	1	$2,450.00	$2,450.00	Yes	CCO	2
SPECIAL 42. 10X6 SDR35 PVC WYE - CCO #3	EACH	SPV.0060	3905	2	2	2	$250.00	$500.00	Yes	CCO	3
SPECIAL 15. 6" SDR35 PVC - CCO #3 SANITARY SEWER LATERAL	LF	SPV.0090	3910	215	215	215	$20.00	$4,300.00	Yes	CCO	3
SPECIAL 16. 1- INCH COPPER WATER SERVICE - CCO #3	LF	SPV.0090	3915	225	225	225	$23.10	$5,197.50	Yes	CCO	3
SPECIAL 43. 1 INCH CORPORATION STOP - CCO #3	EACH	SPV.0060	3920	3	3	3	$89.25	$267.75	Yes	CCO	3
SPECIAL 44. 1-INCH CURB STOP, BOX & ROD - CCO #3	EACH	SPV.0060	3925	2	2	2	$231.00	$462.00	Yes	CCO	3
FUEL COST ADJUSTMENT CCO # 4 - ASP 5	DOL	801.0905	3930	0	1	1	$1.00	$1.00	Yes	CCO	4
SPECIAL 04. VIBRATION BLOCKING TRENCH - CCO # 4	LS	SPV.0105	3935	1	1	1	$7,570.00	$7,570.00	Yes	CCO	5
REMOVING ASPHALTIC SURFACE CCO #7 - TR4	SY	204.011	3940	127.33	200	200	$2.50	$500.00	Yes	CCO	7
EXCAVATION ROCK CCO # 6 - ROCK EXCAVATION	CY	205.02	3960	16,156.00	16,156.00	16,156.00	$12.53	$202,434.68	Yes	CCO	6
SPECIAL SPECIAL 02. CCO #6 DRILL & BLAST ROCK	CY	SPV.0035	3970	2,725.00	2,725.00	2,725.00	$7.94	$21,636.50	Yes	CCO	6
SPECIAL CCO # 8 - RE-LAY CASING PIPE	EACH	SPV.0060	3975	1	1	1	$6,961.20	$6,961.20	Yes	CCO	8
SPECIAL 32. SANITARY MANHOLE COVER CCO # 3	EACH	SPV.0060	3980	1	1	1	$378.00	$378.00	Yes	CCO	3
SPECIAL 17. WATER MAIN DUCTILE IRON 8 - INCH CCO # 3	LF	SPV.0090	3985	13	13	13	$36.75	$477.75	Yes	CCO	3
SPECIAL 45. WATER VALVE AND BOX 8-INCH CCO # 3	EACH	SPV.0060	3990	1	1	1	$1,400.00	$1,400.00	Yes	CCO	3
SPECIAL 46. 8" X 6" DI MJ REDUCER CCO # 3	EACH	SPV.0060	3995	1	1	1	$275.00	$275.00	Yes	CCO	3
SPECIAL 47. 12" X 8" DI MJ TEE CCO # 3	EACH	SPV.0060	4000	1	1	1	$790.00	$790.00	Yes	CCO	3
SPECIAL 48. RE-GRADE DRIVEWAY 'MC1' - CCO # 9	EACH	SPV.0060	4005	1	1	1	$2,128.21	$2,128.21	Yes	CCO	9
SPECIAL 49. RE-GRADE DRIVEWAY 56+82 'AC3' - CCO # 9	EACH	SPV.0060	4010	1	1	1	$1,041.06	$1,041.06	Yes	CCO	9
SPECIAL 50. MOVE TOPSOIL PILES - CCO # 9	EACH	SPV.0060	4015	1	1	1	$6,995.54	$6,995.54	Yes	CCO	9
SPECIAL 51. CUT MANHOLE # 57.2 - CCO # 9	EACH	SPV.0060	4020	1	1	1	$2,030.19	$2,030.19	Yes	CCO	9
SPECIAL 19. WATER VALVE AND BOX 12-INCH CCO #3	EACH	SPV.0060	4025	8	8	8	$2,090.00	$16,720.00	Yes	CCO	3
SPECIAL CCO #10 - 3 FT CHAIN LINK FENCE	LF	SPV.0090	4030	43	46	46	$37.00	$1,702.00	Yes	CCO	10
SPECIAL #18 - CCO #11 LOWERED 24" CASING PIPE	LF	SPV.0090	4035	208	208	208	$64.68	$13,453.44	Yes	CCO	11
FENCE CHAIN LINK 6-FT CCO #12 - EXTRA 6' CHAIN LINK FENCE	LF	616.0206	4040	5,917.77	5,530.00	5,530.00	$9.55	$52,811.50	Yes	CCO	12
SPECIAL 51. GRADE & SHAPE BASE COURSE FOR PAVING AND C&G. CCO #7 - TR4	EACH	SPV.0060	4045	1	1	1	$10,000.00	$10,000.00	Yes	CCO	7
SPECIAL CCO #13 - Grout for Rip-Rap	SY	SPV.0180	4050	0	0	0	$48.10	$0.00	No	CCO	13
SPECIAL 01. CCO #13 - EROSION REPAIRS	F A	SPV.0065	4055	0	0	0	$100,000.00	$0.00	No	CCO	13
SLOPE PAVING CONCRETE CCO #14	SY	604.04	4060	1,950.00	389.22	389.22	$78.40	$30,514.85	No	CCO	14
SPECIAL # 05 - HAND PLACED CONCRETE BARRIER WALL FOOTING	LS	SPV.0105	4065	1	1	1	$4,205.36	$4,205.36	Yes	CCO	15
CRASH CUSHIONS PERMANENT CCO # 16 - CRASH CUSHION	EACH	614.08	4070	1	1	1	$16,800.00	$16,800.00	Yes	CCO	16
PAVEMENT MARKING CROSSWALK EPOXY 12-IN CCO #16 - EPOXY X-WALK	LF	647.0776	4075	341.5	262	262	$4.20	$1,100.40	Yes	CCO	16
PAVEMENT MARKING ARROWS EPOXY TYPE 5 CCO #16 - TYPE 5 ARROWS	EACH	647.0196	4080	2	2	2	$173.50	$347.00	Yes	CCO	16
TRAFFIC CONTROL SURV & MAINT (PROJECT) CCO #17 - 2010/2011 WINTER MAINTENAI	DAY	643.02	4085	136	135	135	$85.00	$11,475.00	No	CCO	17
DISINCENTIVE IRI RIDE CCO #18 HMA & Concrete	DOL	804.441	4090	0	0	0	$1.00	$0.00	No	CCO	18
FUEL COST ADJUSTMENT CCO #19 WISDOT CREDIT	DOL	801.0905	4095	-64,000.00	-64,000.00	-64,000.00	$1.00	($64,000.00)	No	CCO	19
SPECIAL CCO #21 - REMOVE & RE-INSTALL CHAIN LINK FENCE	LF	SPV.0090	4100	120	60	60	$28.60	$1,716.00	No	CCO	21
PIPE GRATES CCO #22 - 48" GALVANIZED PIPE GRATES	EACH	611.9800.S	4105	4	4	4	$3,110.00	$12,440.00	No	CCO	22

RBC PROGRESS SCHEDULE

CATEGORY	108.43 EACH
0010	1.00

CLEARING AND GRUBBING

CATEGORY	STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	31+00 - 65+00	LT & RT	68	68
	104+00 - 105+00	LT & RT	2	2
	131+00 - 146+00	LT & RT	30	30
	146+00 - 158+00	LT	12	12
	149+00 - 171+00	RT	22	22
	170+00 - 171+00	LT	1	1
	184+00 - 195+00	LT & RT	22	22
	197+00 - 198+00	LT & RT	2	2
	204+00 - 206+00	LT & RT	4	4
	219+00 - 226+00	LT & RT	14	14
	228+00 - 236+00	LT & RT	24	24
	242+00 - 243+00	LT & RT	2	2
	251+00 - 253+00	LT & RT	4	4
	255+00 - 265+00	LT & RT	20	20
	274+00 - 275+00	LT & RT	2	2
	281+00 - 284+00	LT & RT	6	6
	289+00 - 313+00	LT & RT	48	48
	320+00 - 322+00	LT & RT	4	4
	81+00'E' - 115+00'E'	LT & RT	34	34
	87+00'MO' - 110+00'MO'	LT & RT	23	23
	31+00'A' - 40+00'A'	LT & RT	9	9
	42+00'A' - 45+00'A'	LT & RT	3	3
	26+00'B' - 28+00'B'	LT & RT	2	2
	31+00'B' - 42+00'B'	LT & RT	11	11
	46+00'C' - 49+00'C'	LT & RT	3	3
	50+00'C' - 61+00'C'	LT & RT	11	11
	63+00'C' - 66+00'C'	LT & RT	3	3
	49+00'D' - 58+00'D'	LT & RT	9	9
	91+00'SL' - 99+00'SL'	LT & RT	8	8
	101+00'SL' - 105+00'SL'	LT & RT	4	4
	106+00'SL' - 110+00'SL'	LT & RT	4	4
	88+00'NR' - 120+00'NR'	LT & RT	32	32
	146+00'G' - 158+00'G'	LT & RT	12	12
	131+00'F' - 145+00'F'	LT & RT	14	14
	145+00'H' - 158+00'H'	LT & RT	13	13
	129+00'J' - 144+00'J'	LT & RT	15	15
	85+00'R' - 100+00'R'	LT & RT	15	15
	189+00'K' - 198+00'K'	LT & RT	9	9
	207+00'K' - 208+00'K'	LT & RT	1	1
	225+00'L' - 226+00'L'	LT & RT	1	1
	210+00'M' - 211+00'M'	LT & RT	1	1
	221+00'M' - 226+00'M'	LT & RT	5	5
	228+00'M' - 233+00'M'	LT & RT	5	5
	197+00'N' - 198+00'N'	LT & RT	1	1
	204+00'N' - 205+00'N'	LT & RT	1	1
	86+00'O' - 100+00'O'	LT & RT	14	14
	106+00'O' - 107+00'O'	LT & RT	1	1
	85+00'TE' - 102+00'TE'	LT & RT	17	17
	106+00'TE' - 108+00'TE'	LT & RT	2	2
	17+00'AC1' - 22+00'AC1'	LT & RT	5	5
	33+00'AC1' - 47+00'AC1'	LT & RT	14	14
	53+00'AC1' - 57+00'AC1'	LT & RT	4	4
	40+00'AC2' - 63+00'AC2'	LT & RT	23	23
	65+00'AC2' - 70+00'AC2'	LT & RT	5	5
	33+00'AC3' - 36+00'AC3'	LT & RT	3	3
	41+00'AC3' - 43+00'AC3'	LT & RT	2	2
	51+00'AC3' - 53+00'AC3'	LT & RT	2	2
	55+00'AC3' - 60+00'AC3'	LT & RT	5	5
	61+00'AC3' - 64+00'AC3'	LT & RT	3	3
	67+00'AC3' - 73+00'AC3'	LT & RT	6	6
	77+00'AC3' - 78+00'AC3'	LT & RT	1	1
	10+00'AC4' - 11+00'AC4'	LT & RT	1	1
	100+00'DN1' - 102+00'DN1'	LT & RT	2	2
	10+00'DT' - 11+00'DT'	LT & RT	1	1
	1+00'GR' - 3+00'GR'	LT & RT	2	2
		COLUMN TOTALS	649	649

CONT. ABOVE

CLEARING AND GRUBBING (CONT.)

CATEGORY	STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	10+00'HC' - 12+00'HC'	LT & RT	2	2
	5+00'JM' - 6+00'JM'	LT & RT	1	1
	103+00'MC1' - 104+00'MC1'	LT & RT	1	1
	11+00'MC2' - 13+00'MC2	LT & RT	2	2
	100+00'MC3' - 104+00'MC3'	LT & RT	4	4
	100+00'SN' - 103+00'SN'	LT & RT	3	3
	10+00'SZ' - 11+00'SZ'	LT & RT	1	1
	101+00'TX' - 109+00'TX'	LT & RT	8	8
	101+00'WG' - 102+00'WG'	LT & RT	1	1
	100+00'WS' - 101+00'WS'	LT & RT	1	1
	18+00'TR1' - 22+00'TR1'	LT & RT	4	4
	42+00'TR2' - 58+00'TR2'	LT & RT	16	16
	17+00'TR3' - 21+00'TR3'	LT & RT	4	4
	291+00'TR4' - 299+00'TR4'	LT & RT	8	8
	306+00'TR4' - 310+00'TR4'	LT & RT	4	4
	318+00'TR4' - 323+00'TR4'	LT & RT	5	5
	11+00'TR5' - 15+00'TR5'	LT & RT	4	4
	14+00'TR6' - 15+00'TR6'	LT & RT	1	1
		COLUMN TOTALS	70	70
		TOTALS	719	719

REMOVING PAVEMENT

CATEGORY	STATION - STATION	204.0100 SY	REMARKS
0010	25+00 - 111+00'E'	6,700	EXISTING USH 12

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0120 SY	REMARKS
0010	2D	19+00'TR1' - 25+22'TR1'	16'LT-16'RT	2,200	MILL 2 1/2-IN

REMOVING CURB AND GUTTER

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0150 LF	REMARKS
0010	1A	13+08 - 15+53	LT	250	MEDIAN CROSSOVER @TR1
	1A	12+73 - 14+87	RT	210	MEDIAN CROSSOVER @TR1
	2A	16+80 - 17+45	MED	130	SAW AND REMOVE CURB HEAD FOR DEPRESSED CURB HEAD AT BEAM GUARD TERMINALS
	2A	19+60 - 19+96	LT	85	TIMOTHY LN. ENTRANCE
	2A	20+35 - 20+90	LT	80	TIMOTHY LN. ENTRANCE
	2A	17+45 - 19+80	MED	480	EXISTING USH 12 MEDIAN
	2A	20+48 - 31+06	MED	2,100	EXISTING USH 12 MEDIAN
	2A	30+87 - 31+26	LT	65	NE QUAD OF EXISTING USH12/MOON RD
	2A	30+70 - 31+39	RT	95	NW QUAD OF EXISTING USH12/FERN DELL RD
	2A	31+50 - 32+01	LT	75	SE QUAD OF EXISTING USH12/MOON RD
	2A	31+67 - 31+01	RT	60	SW QUAD OF EXISTING USH12/FERN DELL RD
	2A	31+88 - 35+33	MED/LT	730	EXISTING USH 12 MEDIAN
	2A	43+80.2'A' - 44+77.3'A'	LT	95	EXISTING ACCESS ROAD ENTRANCE
	STH33C	114+53'R' - 115+11'R'	RT	140	STH 33 AT EXISTING 12
	2D	20+97'TR1' - 21+37'TR1'	LT	65	TEMP ROAD 3 ENTRANCE
	2D	21+64'TR1' - 22+25'TR1'	LT	85	TEMP ROAD 3 ENTRANCE
	2D	53+09'TR2' - 53+69'TR2'	RT	90	TEMP DRIVEWAY ENTRANCE
	2D	54+00'TR2' - 54+40'TR2'	RT	75	TEMP DRIVEWAY ENTRANCE
	2D	316+98'TR4' - 317+08'TR4'	LT	10	EXISTING USH 12 GUTTER
			TOTAL	4,920	

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 EACH	REMARKS
0010	20+30	LT	1	15" CMCP
	45+71	LT	1	12" CMCP
	46+36	LT	1	12" CMCP
	264+81	LT	1	18" CMCP
	307+75	LT	1	18" CMCP
	28+05'A'	RT	1	18" CMCP
	39+92'A'	LT	1	12" CMCP
	98+27'MO'	LT	1	12" CMCP
	82+00'E'	LT	1	15" CMCP
	82+78'E'	LT	1	15" CMCP
	103+02'E'	LT,RT	1	12" CMCP
	105+00'E'	LT	1	18" CMCP
	94+07'NR'	RT	1	12" CMCP
	86+03'R'	RT	1	18" CMCP
	86+30'R'	LT	1	12" CMCP
	90+45'R'	LT	1	12" CMCP
	92+18'R'	LT,RT	1	30" RCCP
	96+19'R'	RT	1	18" CMCP
	102+54'R'	LT	1	18" CMCP
	102+60'R'	RT	1	18" CMCP
	107+81'R'	LT	1	24" CMCP
	113+20'R'	LT	1	18" CMCP
	90+35'O'	LT,RT	1	18" CMCP
	99+67'O'	RT	1	15" CMCP
	106+37'O'	RT	1	18" CMCP
	86+41'TE'	LT,RT	1	18" CMCP
	87+75'TE'	RT	1	12" PVC
	93+95'TE'	RT	1	18" CMCP
	102+74'TE'	LT	1	18" CMCP
	103+30'TE'	LT	1	15" CMCP
	1+08'GR'	LT,RT	1	12" CMCP
	101+70'MC1'	LT	1	18" CMCP
	13+00'TR5'	LT	1	FIELD VERIFY
		TOTAL	33	

REMOVING FENCE

CATEGORY	ROAD NAME - STA / ALIGNMENT	LOCATION	204.0170 LF
0010	MAINLINE - 170+50	LT/RT	240
	MAINLINE - 184+00	LT/RT	270
	MAINLINE - 206+25	LT	460
	MAINLINE - 235+50	LT/RT	340
	MAINLINE - 242+10	LT/RT	330
	MAINLINE - 251+75	RT	200
	MAINLINE - 256+50	LT	150
	MAINLINE - 259+00	LT/RT	180
	MAINLINE - 259+25	LT/RT	310
	MAINLINE - 265+00	LT/RT	560
	MAINLINE - 269+50	LT/RT	280
	MAINLINE - 271+00	LT/RT	310
	MAINLINE - 274+80	LT/RT	290
	MAINLINE - 291+50	LT	100
	RAMP A - 'A'	LT	130
	MOON ROAD - 'MO'	LT	320
	TIMOTHY LANE - 'AC1'	RT	100
	FERNDELL / FUTURE CTH BD - 'E'	LT	110
	FERNDELL / FUTURE CTH BD - 'E'	RT	90
	SHADY LANE - 'SL'	RT	1,900
	NORTH REEDSBURG ROAD - 'NR'	LT	3,100
	NORTH REEDSBURG ROAD - 'NR'	RT	4,000
	STH 33 - 'R'	RT	1,800
	OLD 33 - 'O'	LT	110
	OLD 33 - 'O'	RT	1,300
	ACCESS ROAD - 'AC3'	LT/RT	750
		TOTAL	17,730

REMOVING CONCRETE BASES

CATEGORY	STATION	LOCATION	204.0195 EACH
0010	26+00	RT	1
	30+70	RT	1
	30+95	CL	1
	30+87	LT	1
	31+19	LT	1
	31+27	RT	1
	31+55	LT	1
	31+76	RT	1
	32+00	CL	1
	32+01	RT	1
	32+06	LT	1
	107+42'R'	LT	2
	107+90'R'	LT	1
	113+29'R'	LT	1
		TOTAL	15

REMOVING UTILITY POLES

CATEGORY	STATION	LOCATION	204.0205 EACH
0010	110+80'R'	LT	1
	112+75'R'	LT	1
	113+29'R'	LT	1
		TOTAL	3

REMOVING INLETS

CATEGORY	STATION	LOCATION	204.0220 EACH
0010	18+54	LT/RT	2
	20+74	LT/RT	2
	24+80	LT/RT	2
	32+00	LT	2
	102+60'TE'	LT	1
		TOTAL	9

REMOVING SEPTIC TANKS

CATEGORY	PARCEL NO.	PLAT	204.0225 EACH
0010	12	1674-00-21	1
	16	1674-00-21	1
	22	1674-00-21	1
	23	1674-00-21	1
	26	1674-00-21	1
	3	1674-00-22	1
	19	1674-00-22	1
	21	1674-00-22	1
	26	1674-00-22	1
	29	1674-00-22	1
	31	1674-00-22	1
	36	1674-00-22	1
	37	1674-00-22	1
	46	1674-00-22	1
		TOTAL	14

SITE CLEARANCE (PARCEL)

CATEGORY	PARCEL NO.	ITEM NO.	PLAT	204.0240 LS
0010	12	01	1674-00-21	1
	16	02	1674-00-21	1
	18	03	1674-00-21	1
	22	04	1674-00-21	1
	23	05	1674-00-21	1
	26	06	1674-00-21	1
	48	07	1674-00-21	1
	19	08	1674-00-22	1
	21	09	1674-00-22	1
	24	10	1674-00-22	1
	26	11	1674-00-22	1
	29	12	1674-00-22	1
	37	13	1674-00-22	1
	38	14	1674-00-22	1
			TOTAL	14

NOTE: CLEARANCE WITHIN R/W ONLY.
PARCEL 16 MAY REQUIRE MULTIPLE MOBILZATIONS
DUE TO OCT. 16, 2009 CONSTRAINTS.

REMOVING STORM SEWER

CATEGORY	FROM STATION		TO STATION	204.0245.01 12-INCH LF	204.0245.02 24-INCH LF
0010	18+54	-	18+54	75	---
	20+74	-	20+74	75	75
	24+80	-	24+80	---	120
	32+00	-	32+00	165	---
	102+60'TE'		LT	55	---
			TOTALS	370	195

NOTE: ALL PIPES TO BE REMOVED THAT HAVE A CONNECTING
INLET/MANHOLE OR CATCH BASIN SHALL BE PAID AS REMOVING STORM SEWER

REMOVING BUILDINGS (PARCEL)

CATEGORY	PARCEL NO.	ITEM NO.	PLAT	204.0235 LS
0010	12	01	1674-00-21	1
	16	02	1674-00-21	1
	18	03	1674-00-21	1
	23	04	1674-00-21	1
	26	05	1674-00-21	1
	48	06	1674-00-21	1
	19	07	1674-00-22	1
	21	08	1674-00-22	1
	24	09	1674-00-22	1
	26	10	1674-00-22	1
	29	11	1674-00-22	1
	37	12	1674-00-22	1
	38	13	1674-00-22	1
			TOTAL	13

NOTES: REMOVE BUILDINGS LOCATED WITHIN R/W ONLY.
PARCEL 16 MAY REQUIRE MULTIPLE MOBILZATIONS
DUE TO OCT. 16, 2009 CONSTRAINTS.

ABANDONING WELLS

CATEGORY	PARCEL NO.	PLAT	204.0265 EACH	REMARKS
0010	12	1674-00-21	1	
	16	1674-00-21	1	SEE OCT. 16, 2009 CONSTRAINTS
	22	1674-00-21	1	
	23	1674-00-21	1	
	26	1674-00-21	1	
	19	1674-00-22	1	
	21	1674-00-22	1	
	26	1674-00-22	1	
	37	1674-00-22	1	SHARED WELL, REMOVE WELL PIPE ONLY
		TOTAL	9	

REMOVING ENDWALLS

CATEGORY	STAGE	STATION	LOCATION	204.9060.S EACH	REMARKS
0010	1A	44+33.8'TR2'	41.8'LT	1	30-INCH

EARTHWORK SUMMARY

CATEGORY	LOCATION	STATION - STATION	(1) 205.0100 EXCAVATION COMMON	(2) SALVAGED MATERIAL ASPHALT REMOVAL	(2) SALVAGED MATERIAL CONCRETE REMOVAL	(3) 205.0100 EBS EXCAVATION 5% of EXC. COMMON	(4) AVAILABLE MATERIAL	(5) REDUCED EBS IN FILL FACTOR 0.80	(6) EXPANDED EBS BACKFILL FACTOR 1.30	UNEXPANDED FILL	(7) EXPANDED FILL FACTOR 1.30	(8) MASS ORDINATE	(9) WASTE	(10) 208.0100 BORROW	* 624.0100 WATER
			CY	CY	CY	CY	CY	CY	CY	CY	CY		CY	CY	MGAL
0010	MAINLINE	0+00 - 5+63	750	542	208	38	0	30	49	750	935	-935	---	984	1.5
	MED CROSSOVER	13+00 - 15+00	238	64	---	12	174	10	16	110	130	44	28	---	0.5
	MAINLINE	17+45 - 185+00	672,842	2,814	860	33,642	669,168	26,914	43,735	1,217,951	1,548,349	-879,181	---	922,916	1300.0
	MAINLINE	185+00 to 325+00	657,781	---	---	32,889	657,781	26,311	42,756	209,432	238,058	419,723	376,967	---	1300.0
	RAMP A	33+14'A' - 45+00'A'	2,211	734	183	111	1,294	89	144	87,356	113,447	-112,153	---	112,297	4.4
	RAMP B	32+70 'B' - 42+00'B'	339	---	---	17	339	14	22	32,477	42,203	-41,864	---	41,886	0.7
	RAMP C	45+00'C' - 51+95'C'	0	---	---	---	---	---	---	10,666	13,865	-13,865	---	13,865	0.0
	RAMP D	45+00 'D' - 51+98'D'	300	---	---	15	300	12	20	7,982	10,361	-10,061	---	10,081	0.6
	RAMP F	136+04'F' - 144+00'F'	637	---	---	32	637	26	42	8,957	11,611	-10,974	---	11,016	1.3
	RAMP G	149+00'G' - 153+97'G'	2,066	---	---	103	2,066	82	134	15,599	20,172	-18,106	---	18,240	4.1
	RAMP H	145+50'H' - 153+96'H'	811	---	---	41	811	33	53	9,520	12,333	-11,522	---	11,575	1.6
	RAMP J	136+04 'J' - 143+50'J'	684	---	---	34	684	27	44	10,389	13,470	-12,786	---	12,830	1.4
	RAMP K	202+02'K' - 212+00'K'	9,208	---	---	460	9,208	368	598	39,305	50,618	-41,410	---	42,008	18.0
	RAMP L	213+00'L' - 219+98'L'	1,056	---	---	53	1,056	42	69	21,949	28,478	-27,422	---	27,491	2.1
	RAMP M	211+00'M' - 219+98'M'	1,350	---	---	68	1,350	54	88	28,745	37,298	-35,948	---	36,036	2.7
	RAMP N	202+01'N' - 209+00'N'	3,016	---	---	151	3,016	121	196	31,189	40,389	-37,373	---	37,569	6.0
	MOON ROAD	87+00'MO' - 119+50'MO'	12,208	---	---	610	12,208	488	793	6,964	8,418	3,790	2,997	---	24.0
	FERNDELL / FUTURE CTH BD	80+50'E' - 114+25'E'	10,890	1,281	204	545	9,405	436	709	69,120	89,289	-79,884	---	80,593	22.0
	SHADY LANE	91+00'SL' - 110+00'SL'	6,004	---	---	300	6,004	240	390	13,468	17,197	-11,193	---	11,583	12.0
	N. REEDSBURG	87+50'NR' - 119+97.5'NR'	19,948	---	---	997	19,948	798	1,296	23,213	29,140	-9,192	---	10,488	40.0
	WIS 33	83+50'R' - 115+50'R'	11,615	268	---	581	11,348	465	755	159,965	207,350	-196,002	---	196,757	23.0
	OLD 33	86+40'Q' - 107+17'Q'	5,912	---	---	296	5,912	237	385	16,154	20,692	-14,780	---	15,165	12.0
	TERRYTOWN	85+50'TE' - 107+65'TE'	156,285	---	---	7,814	156,285	6,251	10,158	6,032	-285	156,570	146,412	---	310.0
	TIMOTHY LANE AC1	15+00'AC1' - 56+50'AC1'	21,109	682	---	1,055	20,427	844	1,372	21,018	26,227	-5,800	---	7,172	42.0
	GIEBEL COURT AC2	40+00'AC2' - 69+50'AC2'	13,326	---	---	666	13,326	533	866	4,964	5,761	7,565	6,699	---	27.0
	LOGGERS LANE AC3	33+44'AC3' - 78+00'AC3'	45,827	---	---	2,291	45,827	1,833	2,978	35,590	43,885	1,942		---	92.0
	WEBSTER LANE AC4	10+00'AC4' - 15+00'AC4'	616	---	---	31	616	25	40	2,073	2,662	-2,046	---	2,086	1.2
	TEMP RD. 1	15+00'TR1' - 25+50'TR1'	7,360	---	---	368	7,360	294	478	6,918	8,611	-1,251	---	1,729	15.0
	TEMP RD. 2	42+75'TR2' - 58+50'TR2'	19,918	317	---	996	19,601	797	1,295	6,914	7,953	11,648	10,353	---	40.0
	TEMP RD. 3	13+00'TR3' - 20+50'TR3'	7,903	180	---	395	7,723	316	514	6,942	8,614	-891	---	1,405	16.0
	TEMP RD. 4	285+00'TR4' - 324+00'TR4'	164,339	---	---	8,217	164,339	6,574	10,682	70,339	82,895	81,444	70,762	---	330.0
	TEMP RD. 5	11+00'TR5' - 14+00'TR5'	120	---	---	6	120	5	8	15,289	19,870	-19,750	---	19,758	0.2
	TEMP RD. 6	10+00'TR6' - 32+50'TR6'	13,894	407	---	695	13,487	556	904	18,621	23,485	-9,998	---	10,902	28.0
	TEMP RD. 7	1+00 'TR7' - 4+04'TR7'	165	---	---	8	165	6	10	60	70	95	85	---	0.3
	TEMP RD. 8	1019+75 'TR8' - 1024+75 'TR8'	2,240	205	---	112	2,035	90	146	395	398	1,637	1,491	---	4.5
	DETENTION POND A	---	11,007	---	---	550	11,007	440	715	1,880	1,873	9,134	8,419	---	22.0
	DETENTION POND B	---	113,390	---	---	5,669	113,390	4,535	7,370	1,960	-3,348	116,738	109,368	---	230.0
	DETENTION POND C	---	65,886	---	---	3,294	65,886	2,635	4,282	---	-3,426	69,312	65,030	---	130.0
	DETENTION POND D	---	13,464	---	---	673	13,464	538	875	3,027	3,235	10,229	9,354	---	27.0
	DETENTION POND E	---	28,236	---	---	1,412	28,236	1,130	1,836	4,946	4,961	23,275	21,439	---	56.0
	AM	1+00'AM' - 3+50'AM'	273	---	---	14	273	11	18	5	-9	282	264	---	0.5
	GR	1+45'GR' - 3+25'GR'	544	---	---	27	544	22	35	18	-5	549	514	---	1.1
	HC	10+00'HC' - 11+40'HC'	224	---	---	11	224	9	14	---	-11	235	221	---	0.4
	SZ	10+00'SZ' - 11+10'SZ'	241	---	---	12	241	10	16	---	-12	253	237	---	0.5
	JM	4+50'JM' - 7+00'JM'	5	---	---	---	5	---	---	5,197	6,756	-6,751	---	6,751	0.0
	DT	10+00'DT' - 12+45'DT'	159	---	---	8	159	6	10	114	140	19	9	---	0.3
	WG	100+11'WG' - 102+00'WG'	379	---	---	19	379	15	25	2	-17	396	371	---	0.8
	WS	100+25'WS' - 103+17'WS'	51	---	---	3	51	2	4	622	806	-755	---	759	0.1
	MC1	100+03'MC1' - 103+83'MC1'	741	---	---	37	741	30	48	60	40	701	653	---	1.5
	MC2	11+00'MC2' - 20+94'MC2'	4,571	---	---	229	4,571	183	298	3,163	3,874	697	399	---	9.1
	MC3	100+18'MC3' - 103+50'MC3'	4,745	---	---	237	4,745	190	308	2	-244	4,989	4,681	---	9.5
	DN1	100+34'DN1' - 104+25'DN1'	35,531	---	---	1,777	35,531	1,422	2,310	---	-1,848	37,379	35,069	---	71.0
	DN2	100+34'DN2' - 101+00'DN2'	100	---	---	5	100	4	7	0	-5	105	98	---	0.2
	TX	100+21'TX' - 109+42'TX'	1,976	---	---	99	1,976	79	129	491	535	1,441	1,312	---	4.0
	SN	100+25'SN' - 101+98'SN'	52	---	---	3	52	2	4	306	395	-343	---	347	0.1
	DE1	22+40'DE1' - 24+50'DE'1	1,107	---	---	55	1,107	44	72	---	-57	1,164	1,092	---	2.2
	DE2	17+50'DE2' - 18+50'DE2'	186	---	---	9	186	7	12	---	-9	195	183	---	0.4
	DE3	10+80'DE3' - 11+60'DE3'	107	---	---	5	107	4	7	---	-5	112	105	---	0.2
		TOTALS	2,155,943	7,494	1,455	107,797	2,146,993	86,238	140,140	2,238,208	2,797,568		873,576	1,664,289	4,251
				TOTAL EXCAVATION COMMON		2,263,740							TOTAL BORROW	790,713	

1) Excavation Common does not include EBS Excavation. EBS Excavation must be added to Excavation Common in order to compute total Excavation Common, Item Number 205.0100.
2) Salvaged Materials are included in Excavation Common Column. Contractor's option to salvage noted materials. If not salvaged, adjust available material accordingly.
3) EBS Excavation to be backfilled with Excavation Common or Borrow
4) Available Material = Excavation Common - Salvaged Materials (2)
5) Reduced EBS in fill: Excavated EBS material is usable in fills outside the 1:1 slope. EBS in fill reduction factor = 0.8
6) Expanded EBS backfill: This is to be filled with Excavation Common or Borrow material. EBS backfill factor = 1.3
7) Expanded fill = (Unexpanded Fill - Reduced EBS (5)) *1.30
8) The mass ordinate + or - Qty calculated for the location. Plus qty indicates an excess of material within the location, Minus qty indicates a shortage of material within the location. The mass ordinate = Available Material (4) - Expanded Fill (7).
9) Waste = Positive Mass Ordinate (8) - Expanded EBS Backfill (6)
10) Borrow = Absolute Value of Negative Mass Ordinate (8) + Expanded EBS Backfill (6)

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

EXCAVATION STONE PILES AND STONE FENCES

CATEGORY	LOCATION	205.0300 CY
0010	UNDISTRIBUTED	100

FINISHING ROADWAY (1674-00-72)

CATEGORY	213.0100 EACH
0010	1

OBLITERATING OLD ROAD

CATEGORY	LOCATION	214.0100 STA
0010	19+00 - 21+00	2
	24+00 - 25+00	1
	87+00'MO' - 91+00'MO'	4
	39+00 - 45+00	6
	TOTAL	13

BASE AGGREGATE SUMMARY

CATEGORY	STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 624.0100 WATER MGAL
0010	17+45 - 31+12	EB & WB	---	6,900	14.0
	32+67 - 43+32	EB & WB	---	5,500	11.0
	45+11 - 143+79	EB & WB	---	44,300	89.0
	145+50 - 320+28	EB & WB	---	77,500	160.0
	321+77 - 335+00	EB & WB	---	700	1.4
	17+50 - 31+13	RT & LT SHLDR	35	---	0.1
	32+67 - 43+32	RT & LT SHLDR	110	---	0.2
	34+00 'A' - 45+00 'A'	EB & WB	---	2,450	4.9
	34+00 'A' - 45+00 'A'	RT & LT SHLDR	150	---	0.3
	32+74 'B' - 42+00 'B'	EB & WB	---	1,950	3.9
	32+74 'B' - 42+00 'B'	RT & LT SHLDR	100	---	0.2
	45+00 'C' - 51+00 'C'	EB & WB	---	1,300	2.6
	45+00 'C' - 51+00 'C'	RT & LT SHLDR	75	---	0.2
	45+00 'D' - 51+00 'D'	EB & WB	---	1,500	3.0
	45+00 'D' - 51+00 'D'	RT & LT SHLDR	65	---	0.1
	137+00 'F' - 143+50 'F'	EB & WB	---	1,450	2.9
	137+00 'F' - 143+50 'F'	RT & LT SHLDR	95	---	0.2
	146+00 'G' - 153+00 'G'	EB & WB	---	1,500	3.0
	146+00 'G' - 153+00 'G'	RT & LT SHLDR	95	---	0.2
	145+50 'H' - 153+00 'H'	EB & WB	---	1,550	3.1
	145+50 'H' - 153+00 'H'	RT & LT SHLDR	110	---	0.2
	137+00 'J' - 143+50 'J'	EB & WB	---	1,400	2.8
	137+00 'J' - 143+50 'J'	RT & LT SHLDR	85	---	0.2
	203+00 'K' - 212+00 'K'	EB & WB	---	1,900	3.8
	203+00 'K' - 212+00 'K'	RT & LT SHLDR	120	---	0.2
	213+00 'L' - 219+00 'L'	EB & WB	---	1,350	2.7
	213+00 'L' - 219+00 'L'	RT & LT SHLDR	80	---	0.2
	211+00 'M'- 219+00 'M'	EB & WB	---	1,650	3.3
	211+00 'M'- 219+00 'M'	RT & LT SHLDR	110	---	0.2
	203+00 'N' - 209+00 'N'	EB & WB	---	1,100	2.2
	203+00 'N' - 209+00 'N'	RT & LT SHLDR	75	---	0.2
	87+50 'MO' - 109+50 'MO'	EB & WB	---	12,200	24.0
	87+50 'MO' - 109+50 'MO'	RT & LT SHLDR	280	---	0.6
	'MO' DRIVEWAYS	DW	---	210	0.4
	87+30'MO' - 88+82'MO'	SW LT	---	30	0.1
	87+30'MO' - 89+00'MO'	SW RT	---	30	0.1
	87+00'MO' - 88+00'MO'	ISLAND	---	45	0.1
	98+50 - 103+00'MO'	ISLAND	---	120	0.2
	102+10'MO' - 106+17'MO'	SW LT	---	80	0.2
	102+10'MO' - 106+34'MO'	SW RT	---	85	0.2
	103+10'MO' -105+25'MO'	ISLANDS / RAB	---	120	0.2
	81+00 'E' - 114+25 'E'	EB & WB	---	24,500	49.0
	81+00 'E' - 114+26 'E'	RT & LT SHLDR	55	---	0.1
	'E' DRIVEWAYS	DW	---	220	0.4
	85+40'E' - 111+25'E'	SW LT	---	470	0.9
	85+65'E' - 111+25'E'	SW RT	---	450	0.9
	86+75 'E' - 89+50 'E'	ISLANDS / RAB	---	170	0.3
	96+00'E' - 97+47'E'	ISLANDS / RAB	---	270	0.5
	98+25 - 101+75'E'	ISLAND	---	140	0.3
	102+53'E' - 104+00'E'	ISLANDS / RAB	---	130	0.3
	108+50'E' - 114+25'E'	ISLANDS / RAB	---	250	0.5
	91+00'SL' - 98+91'SL'	EB & WB	---	3,950	7.9
	101+08 'SL' - 110+00 'SL'	EB & WB	---	4,500	9.0
	91+00 'SL' - 98+91 'SL'	RT & LT SHLDR	260	---	0.5
	101+08 'SL' - 110+00 'SL'	RT & LT SHLDR	290	---	0.6
	'SL' DRIVEWAYS	DW	---	45	0.1
	88+00 'NR' - 119+98 'NR'	EB & WB	---	18,900	38.0
	88+00 'NR' - 119+98 'NR'	RT & LT SHLDR	340	---	0.7
	'NR' DRIVEWAYS	DW	---	290	0.6
	95+06'NR' - 105+06'NR'	SW LT	---	210	0.4
	95+40'NR' - 104+58'NR'	SW RT	---	190	0.4
	96+00'NR' - 97+50'NR'	ISLANDS / RAB	---	180	0.4
	98+25 - 101+75'NR'	ISLAND	---	250	0.5
	102+50'NR' - 103+55'NR'	ISLANDS / RAB	---	130	0.3
	103+75 - 106+25'NR'	ISLAND	---	110	0.2
	COLUMN TOTALS		2,530	222,275	455.2

CONT. ABOVE

BASE AGGREGATE SUMMARY (CONT.)

CATEGORY	STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 624.0100 WATER MGAL
0010	83+50 'R' - 98+84 'R'	EB & WB	---	9,150	18.0
	101+16 'R' - 115+50 'R'	EB & WB	---	9,150	18.0
	83+50 'R' - 98+84 'R'	RT & LT SHLDR	200	---	0.4
	101+16 'R' - 115+50 'R'	RT & LT SHLDR	210	---	0.4
	'R' DRIVEWAYS	DW	---	150	0.3
	93+50'R' - 98+00'R'	ISLANDS / RAB	---	190	0.4
	102+00'R' - 104+75'R'	ISLANDS / RAB	---	160	0.3
	86+40 'O' - 98+92 'O'	EB & WB	---	4,150	8.3
	101+08 'O' - 107+17 'O'	EB & WB	---	2,050	4.1
	86+40 'O' - 98+92 'O'	RT & LT SHLDR	280	---	0.6
	101+08 'O' - 107+17 'O'	RT & LT SHLDR	160	---	0.3
	'O' DRIVEWAYS	DW	---	180	0.4
	85+50 'TE' - 107+50 'TE'	EB & WB	---	7,850	16.0
	85+50 'TE'- 107+50 'TE'	RT & LT SHLDR	30	---	0.1
	'TE' DRIVEWAYS	DW	---	90	0.2
	15+00 'AC1' - 56+50 'AC1'	EB & WB	---	18,200	36.0
	'AC1' DRIVEWAYS	DW	---	480	1.0
	30+29'AC1' - 31+35'AC1'	SW LT	---	20	0.0
	30+46'AC1' - 31+27'AC1'	SW RT	---	15	0.0
	31+25'AC1' - 31+50'AC1'	ISLAND	---	15	0.0
	33+47'AC1' - 34+41'AC1'	SW LT	---	20	0.0
	33+47'AC1' - 34+51'AC1'	SW RT	---	20	0.0
	33+25'AC1' - 33+50'AC1'	ISLAND	---	15	0.0
	53+67'AC1' - 55+73'AC1'	SW LT	---	40	0.1
	55+25 - 56+25'AC1'	ISLAND	---	15	0.0
	53+67'AC1 - 55+87'AC1'	SW RT	---	40	0.1
	56+40'AC1' - 56+50'AC1'	ISLAND	---	15	0.0
	41+00 'AC2' - 69+50 'AC2'	EB & WB	---	9,100	18.0
	40+75'AC2' - 41+25'AC2'	ISLAND	---	25	0.1
	41+07'AC2' - 42+16'AC2'	SW LT	---	25	0.1
	41+02'AC2' - 42+34'AC2'	SW RT	---	20	0.0
	'AC2' DRIVEWAYS	DW	---	130	0.3
	33+44 'AC3' - 78+00 'AC3'	EB & WB	---	11,700	23.0
	33+44 'AC3' - 78+00 'AC3'	RT & LT SHLDR	700	---	1.4
	'AC3' DRIVEWAYS	DW	---	420	0.8
	10+00 'AC4' - 15+00 'AC4'	EB & WB	---	1,800	3.6
	10+00 'AC4' - 15+00 'AC4'	RT & LT SHLDR	70	---	0.1
	15+00 'TR1' - 25+50 'TR1'	EB & WB	---	5,900	12.0
	15+00 'TR1' - 25+50 'TR1'	RT & LT SHLDR	170	---	0.3
	43+00 'TR2' - 58+50 'TR2'	EB & WB	---	7,950	16.0
	43+00 'TR2' - 58+50 'TR2'	RT & LT SHLDR	370	---	0.7
	13+00 'TR3' - 20+50 'TR3'	EB & WB	---	1,450	2.9
	13+00 'TR3' - 20+50 'TR3'	RT & LT SHLDR	75	---	0.2
	285+00 'TR4' - 324+00 'TR4'	EB & WB	---	29,900	60.0
	285+00 'TR4' - 324+00 'TR4'	RT & LT SHLDR	510	---	1.0
	307+36'TR4' - 308+36'TR4'	ISLAND	---	30	0.1
	309+87'TR4' - 310+87'TR4'	ISLAND	---	40	0.1
	109+11'TR4'	RAB	---	90	0.2
	11+00 'TR5' - 14+00 'TR5'	EB & WB	---	1,600	3.2
	12+81'TR5' - 14+12'TR5'	ISLAND	---	65	0.1
	10+50 'TR6' - 32+00 'TR6'	EB & WB	---	10,200	20.0
	10+50 'TR6' - 32+00 'TR6'	RT & LT SHLDR	390	---	0.8
	1+50'TR7' - 4+00'TR7'	EB & WB	---	350	0.7
	1+50'TR7' - 4+00'TR7'	RT & LT SHLDR	1	---	0.0
	1019+75'TR8' - 1024+75'TR8'	EB & WB	30	460	1.0
	1+25 'AM' - 3+25 'AM'	DRIVEWAY	---	250	0.5
	100+34 'DN1' - 104+19 'DN1'	DRIVEWAY	---	400	0.8
	100+34 'DN2' - 101+04 'DN2'	DRIVEWAY	---	50	0.1
	10+13 'DT' - 12+45 'DT'	DRIVEWAY	---	530	1.1
	1+45 'GR' - 3+08 'GR'	DRIVEWAY	---	130	0.3
	10+00 'HC' - 11+52 'HC'	DRIVEWAY	---	60	0.1
	4+50 'JM' - 7+00 'JM'	DRIVEWAY	---	210	0.4
	100+03 'MC1' - 103+83 'MC1'	DRIVEWAY	---	360	0.7
	11+00 'MC2' - 20+94 'MC2'	DRIVEWAY	---	1,200	2.4
	100+22 'MC3' - 103+50 'MC3'	DRIVEWAY	---	260	0.5
	100+12 'SN' - 101+99 'SN'	DRIVEWAY	8	140	0.3
	10+00 'SZ' - 11+10 'SZ'	DRIVEWAY	---	40	0.1
	100+20 'TX' - 1009+42 'TX'	DRIVEWAY	60	910	1.9
	100+11 'WG' - 102+00 'WG'	DRIVEWAY	---	780	1.6
	100+25 'WS' - 103+17 'WS'	DRIVEWAY	---	95	0.2
	12+50 'XX' - 13+75 'XX'	DRIVEWAY	---	270	0.5
	TEMP. ASPHALTIC FUMES	---	---	20	0.1
	DETENTION POND E ACCESS ROAD	---	---	465	0.9
		COLUMN TOTALS	3,264	139,440	284.2
		TOTALS	5,794	361,715	739.4

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

WET SLOPE MATERIAL SUMMARY

CATEGORY	LOCATION	310.0110 BASE AGGREGATE OPEN GRADED TON	312.0110 SELECT CRUSHED MATERIAL TON	645.0112 GEOTEXTILE FABRIC TYPE DF SCHEDULE B SY
0010	UNDISTRIBUTED	50	1,400	1,400

TRACKING MAT

CATEGORY	LOCATION		311.0110 BREAKER RUN TON	645.0140 GEOTEXTILE FABRIC TYPE SAS SY
0010	SIDE ROAD CONSTRUCTION CROSSINGS		150	510
	HARTMANN / CO-OP SHARED DRIVEWAY		25	85
	UNDISTRIBUTED		150	510
		TOTALS	325	1105

CONCRETE DRIVEWAY

CATEGORY	STATION	LOCATION	416.0160 6-INCH SY
0010	88+29 'MO'	LT	19
	92+12'MO'	RT	31
	94+26 'MO'	LT	18
	95+50 'MO'	LT	19
	96+70 'MO'	LT	31
	98+25 'MO'	LT	24
	110+46 'E'	RT	37
	115+09 'E'	LT	53
	94+10 'NR'	RT	12
	94+95 'NR'	RT	12
	95+20 'NR'	RT	13
	94+25 'R'	RT	20
	87+75.6 'TE'	RT	13
	90+50 'TE'	LT	21
	96+00 'TE'	RT	24
	103+00 'TE'	RT	22
	103+61 'TE'	RT	14
	106+00 'TE'	LT	26
	25+74 'AC1'	RT	25
	25+74 'AC1'	LT	25
	29+53 'AC1'	RT	25
	29+53 'AC1'	LT	25
	37+25 'AC1'	RT	23
	37+42 'AC1'	LT	23
	39+50 'AC1'	LT	23
	41+71 'AC1'	RT	23
	44+50 'AC1'	LT	23
	44+50 'AC1'	RT	23
	51+50 'AC1'	RT	28
	44+00 'AC2'	RT	32
	55+05 'AC2'	LT	31
	55+05 'AC2'	RT	31
		TOTAL	769

NOTE: CONCRETE APRONS ONLY

CONCRETE SURFACE DRAINS

CATEGORY	STATION	LOCATION	416.1010 CY
0010	31+00 EB	RT	2.2
	33+00 'B'	RT	5.4
	98+66 'SL'	RT	5.0
	98+66 'SL'	LT	5.0
	101+32 'O'	RT	3.8
	101+32 'O'	LT	3.8
		TOTAL	25.2

NOTE: CONCRETE APRONS ONLY

CONCRETE PAVEMENT SUMMARY

CATEGORY	STATION	-	STATION	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0100 CONCRETE PAVEMENT 10-INCH SY	416.0050 CONCRETE PAVEMENT APPROACH SLAB SY	415.2000.S INCENTIVE STRENGTH CONCRETE PAVEMENT DOL	415.6000.S ROUTE AND SEAL LF	* 440.4410.S INCENTIVE IRI RIDE DOL	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	SPV.0090.14 CONCRETE SHOULDER RUMBLE STRIP LF
0010	17+44.6	-	31+00	WB	---	6,920	---	2076.00	1,270	1023.03	---	33	1,355
	15+85	-	31+00	EB	---	6,050	---	1815.00	1,410	1146.97	54	31	1,355
	32+79	-	43+20	WB	---	3,980	---	1194.00	1,060	785.61	---	---	1,040
	32+91	-	43+20	EB	---	3,610	---	1083.00	1,000	776.52	---	---	1,040
	32+84'A'	-	44+25'A'	RAMP	1,890	---	---	567.00	2,270	---	---	---	---
	28+50'B'	-	40+30'B'	RAMP	1,240	---	---	372.00	2,000	---	---	---	---
	B-56-199	-	31+00'B'	RAMP	27	---	30	17.10	---	---	---	---	---
	B-56-199	-	32+75'B'	RAMP	24	---	33	17.10	---	---	---	---	---
	B-56-198	-	31+00	WB	---	26	69	28.50	---	---	---	---	---
	B-56-198	-	32+75	WB	---	29	108	41.10	---	---	---	---	---
	B-56-197	-	31+00	EB	---	18	49	20.10	---	---	---	---	---
	B-56-197	-	32+75	EB	---	28	52	24.00	---	---	---	---	---
	B-56-196	-	43+25	WB	---	36	48	25.20	---	---	---	---	---
	B-56-195	-	43+25	EB	---	30	47	23.10	---	---	---	---	---
	B-56-194	-	98+76'SL'	WEST	---	---	40	12.00	---	---	---	---	---
	B-56-194	-	101+24'SL'	EAST	---	27	40	20.10	---	---	---	---	---
	B-56-191	-	98+75'R'	WEST	---	---	102	30.60	---	---	---	---	---
	B-56-191	-	101+25'R'	EAST	---	---	102	30.60	---	---	---	---	---
	B-56-190	-	98+77'O'	WEST	---	21	40	18.30	---	---	---	---	---
	B-56-191	-	101+23'O'	EAST	---	---	40	12.00	---	---	---	---	---
	316+98'TR4'	-	317+08'TR4'	LT	---	---	---	---	---	---	5	---	---
				TOTALS	3,181	20,775	800	7426.80	9,010	3732.13	59	64	4,790

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	LOCATION	STAGE	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1101 HMA PAVEMENT TYPE E-1 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL	440.4410.S * INCENTIVE IRI RIDE DOL	465.0125 ASPHALTIC SURFACE TEMPORARY TON
0010	17+44.6 - 31+15	WB SHOULDER LT	---	38	30	230	---	---	147.00	---	---
	15+84.8 - 30+95.8'B'	EB SHOULDER RT	---	42	30	255	---	---	163.00	---	---
	28+52 - 30+98	EB GORE	---	11	9	67	---	---	43.00	---	---
	32+79.5 - 43+13.7	WB SHOULDER LT	---	31	20	185	---	---	118.00	---	---
	32+91.2 - 43+18.4	EB SHOULDER RT	---	29	20	175	---	---	112.00	---	---
	32+88.7'A' - 44+25'A'	SHOULDER LT	---	33	30	200	---	---	128.00	---	---
	33+87.8'A' - 44+25'A'	SHOULDER RT	---	13	10	78	---	---	50.00	---	---
	44+25'A' - 45+30'A'	ROADWAY	---	2	4	---	---	43	28.00	---	---
	32+76'B' - 40+30'B'	SHOULDER LT	---	8	6	49	---	---	31.00	---	---
	33+00'B' - 40+30'B'	SHOULDER RT	---	17	10	105	---	---	67.00	---	---
	40+30'B' - 42+05'B'	ROADWAY	---	8	10	---	---	145	93.00	---	---
	81+00'E' - 114+25'E'	ROADWAY	---	330	495	---	---	5,970	3,821.00	---	---
	112+00'E' - 114+25'E'	SHOULDER RT	---	4	3	24	---	---	15.00	---	---
	87+00'MO' - 109+50'MO'	ROADWAY	---	170	260	---	---	3,130	2,003.00	---	---
	101+00'MO' - 103+00'MO'	MED	1B	---	---	---	---	---	70.00	---	110
	91+00'SL' - 98+91'SL'	ROADWAY	---	35	50	---	---	630	403.00	---	---
	101+09'SL' - 110+00'SL'	ROADWAY	---	39	60	---	---	715	458.00	---	---
	88+00'NR' - 119+12'NR'	ROADWAY	---	185	280	---	---	3,370	2,157.00	---	---
	89+20'NR' - 93+70'NR'	SHOULDER RT	---	8	6	46	---	---	29.00	---	---
	89+20'NR' - 95+00'NR'	SHOULDER LT	---	10	8	59	---	---	38.00	---	---
	104+32'NR' - 119+12'NR'	SHOULDER RT	---	26	20	160	---	---	102.00	---	---
	106+25'NR' - 119+12'NR'	SHOULDER LT	---	25	20	150	---	---	96.00	---	---
	83+50'R' - 98+70'R'	ROADWAY	---	130	195	---	---	2,340	1,498.00	1,152.00	---
	101+29'R' - 115+77'R'	ROADWAY	---	98	145	---	---	1,780	1,139.00	1,097.00	---
	104+20'R' - 115+77'R'	SHOULDER RT	---	32	30	195	---	---	125.00	---	---
	104+20'R' - 115+52'R'	SHOULDER LT	---	31	20	190	---	---	122.00	---	---
	86+40'O' - 107+20'O'	ROADWAY	---	275	160	---	1,680	---	1,075.00	---	---
	85+50'TE' - 107+65'TE'	ROADWAY	---	365	210	---	2,220	---	1,421.00	---	---
	85+50'TE' - 90+00'TE'	SHOULDER LT	---	5	3	---	28	---	18.00	---	---
	87+00'TE' - 107+65'TE'	PATH	---	33	---	200	---	---	128.00	---	---
	16+00'AC1' - 55+60'AC1'	ROADWAY	---	220	360	---	---	4,010	2,566.00	---	---
	40+70'AC2' - 69+65'AC2'	ROADWAY	---	475	275	---	2,870	---	1,837.00	---	---
	33+50'AC3' - 78+50'AC3'	ROADWAY	---	525	305	---	3,170	---	2,029.00	---	---
	10+00'AC4' - 15+25'AC4'	ROADWAY	---	96	60	---	580	---	371.00	---	---
	13+00'TR1' - 14+39'TR1'	ROADWAY	1A	---	10	---	---	---	93.00	---	145
	15+81'TR1' - 25+22'TR1'	ROADWAY	1A	---	125	---	---	---	986.00	---	1,540
	43+00'TR2' - 57+81'TR2'	ROADWAY	1A	---	160	---	---	---	1,242.00	---	1,940
	12+94'TR3' - 20+87'TR3'	ROADWAY	1A	---	30	---	---	---	262.00	---	410
	11+40'TR6' - 31+20'TR6'	ROADWAY	STH33A	---	130	---	---	---	1,024.00	---	1,600
	11+40'TR6' - 31+20'TR6'	SHOULDER RT	STH33A	---	30	---	---	---	202.00	---	315
	11+40'TR6' - 31+20'TR6'	SHOULDER LT	STH33A	---	30	---	---	---	250.00	---	390
	1+24'TR7' - 4+04'TR7'	ROADWAY	1A	---	10	---	---	---	86.00	---	135
	1018+80'TR8' - 1024+75'TR8'	RAMP	1B	---	30	---	---	---	234.00	---	365
	25+74'AC1'	DRIVEWAY AC1	---	25	20	155	---	---	99.00	---	---
	1+00'AM' - 3+25'AM'	DRIVEWAY AM	---	31	20	165	---	---	118.00	---	---
	37+25'AC1'	DRIVEWAY AC1	---	5	4	31	---	---	20.00	---	---
	39+50'AC1'	DRIVEWAY AC1	---	5	4	30	---	---	19.00	---	---
	51+50'AC1'	DRIVEWAY AC1	---	7	---	45	---	---	29.00	---	---
	44+00'AC2'	DRIVEWAY AC2	---	3	---	15	---	---	10.00	---	---
	55+05'AC2'	DRIVEWAY AC2	---	3	---	15	---	---	10.00	---	---
	55+05'AC2'	DRIVEWAY AC2	---	2	---	13	---	---	8.00	---	---
	1+00'GS' - 3+09'GR'	DRIVEWAY GR	---	12	9	72	---	---	46.00	---	---
	10+00'SZ' - 11+14'SZ'	DRIVEWAY SZ	---	3	2	17	---	---	11.00	---	---
	10+00'DT' - 12+45'DT'	DRIVEWAY DT	---	36	20	220	---	---	141.00	---	---
	10+00'WS' - 13+17'WS'	DRIVEWAY WS	---	21	20	130	---	---	83.00	---	---
	10+00'SN - 11+98'SN'	DRIVEWAY SN	---	10	8	60	---	---	38.00	---	---
	100+00'TX' 109+43'TX'	DRIVEWAY TX	---	66	50	400	---	---	256.00	---	---
	100+20'DN2' - 101+04'DN2'	DRIVEWAY DN2	---	4	3	27	---	---	17.00	---	---
	46+48'AC3'	DRIVEWAY AC3	---	5	4	30	---	---	19.00	---	---
	82+00'E'	DRIVEWAY E	---	5	4	32	---	---	20.00	---	---
	82+77'E'	DRIVEWAY E	---	2	1	11	---	---	7.00	---	---
	110+57'E'	DRIVEWAY E	---	21	20	125	---	---	80.00	---	---
	112+25'E'	DRIVEWAY E	---	2	2	13	---	---	8.00	---	---
	113+77'E'	DRIVEWAY E	---	4	3	23	---	---	15.00	---	---
	92+12'MO'	DRIVEWAY MO	---	5	4	30	---	---	19.00	---	---
	92+12'MO'	DRIVEWAY MO	---	4	---	21	---	---	13.00	---	---
	95+51'MO'	DRIVEWAY MO	---	1	---	3	---	---	2.00	---	---
	96+70'MO'	DRIVEWAY MO	---	2	1	11	---	---	7.00	---	---
	98+26'MO'	DRIVEWAY MO	---	1	1	7	---	---	4.00	---	---
	109+06'MO'	DRIVEWAY MO	---	2	1	12	---	---	8.00	---	---
	94+07'NR'	DRIVEWAY NR	---	1	1	7	---	---	4.00	---	---
	113+89'NR'	DRIVEWAY NR	---	2	1	11	---	---	7.00	---	---
	87+26'R'	DRIVEWAY R	---	5	4	29	---	---	19.00	---	---
	115+20'R'	DRIVEWAY R	---	5	4	33	---	---	21.00	---	---
	88+46'O'	DRIVEWAY O	---	3	2	16	---	---	10.00	---	---
	106+00'TE'	DRIVEWAY MC1	---	28	20	170	---	---	109.00	---	---
	309+46'TR4'	DRIVEWAY MC2	---	170	80	1,020	---	---	653.00	---	---
	90+50'TE'	DRIVEWAY MC3	---	23	20	140	---	---	90.00	---	---
	14+58'AC4'	DRIVEWAY AC4	---	4	3	22	---	---	14.00	---	---
		TOTALS		3,877	4,035	5,549	10,548	22,133	28,914.00	2,249	6,950

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 SY
0010	22+00 EB	RT	22
	22+90 WB	LT	9
	208+55'N'	RT	7
	208+55'N'	LT	7
	211+25'M'	RT	7
	211+25'M'	LT	7
	211+25'K'	RT	7
	211+25'K'	LT	7
	214+05'L'	RT	7
	214+05'L'	LT	7
	108+50'MO'	LT	16
	109+00'MO'	RT	10
	92+10 'R'	RT	7
	95+00 'R'	LT	7
	104+94 'R'	RT	7
	105+83 'R'	LT	7
	306+92'TR4'	LT	7
	10+46'TR5'	RT	7
		TOTAL	155

ASPHALTIC SHOULDER RUMBLE STRIP

CATEGORY	STATION	LOCATION	465.0400 LF
0010	15+85 - 27+50 EB	RT	1,170
	30+29 - 31+04 EB	RT	75
	32+91 - 43+18 EB	RT	1,030
	17+45 - 30+92 WB	LT	1,350
	33+18 - 43+14 WB	LT	1,000
		TOTAL	4,625

CONCRETE MASONRY ENDWALLS SUMMARY

CATEGORY	STATION	LOCATION	504.0900 CONCRETE MASONRY ENDWALLS CY	614.0620.S * MARKER POSTS CULVERT END FLEXIBLE EACH
0010	132+25	LT/RT	23	2
	243+79	LT/RT	3	2
	288+45	LT/RT	5	2
	44+25'AC3'	LT/RT	4	2
	86+30'TE'	RT	2	1
		TOTALS	37	9

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	LOCATION	STAGE	455.0105 ASPHALTIC MATERIAL PG58-28 TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	460.1101 HMA PAVEMENT TYPE E-1 TON	460.1110 HMA PAVEMENT TYPE E-10 TON	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL	*440.4410.S INCENTIVE IRI RIDE DOL	465.0125 ASPHALTIC SURFACE TEMPORARY TON
0010	17+44.6 - 31+15	WB SHOULDER LT	---	14	30	230	---	---	147.00	---	---
	15+84.8 - 30+95.8'B'	EB SHOULDER RT	---	15	30	255	---	---	163.00	---	---
	28+52 - 30+98	EB GORE	---	4	9	67	---	---	43.00	---	---
	32+79.5 - 43+13.7	WB SHOULDER LT	---	11	20	185	---	---	118.00	---	---
	32+91.2 - 43+18.4	EB SHOULDER RT	---	11	20	175	---	---	112.00	---	---
	32+88.7'A' - 44+25'A'	SHOULDER LT	---	12	30	200	---	---	128.00	---	---
	33+87.8'A' - 44+25'A'	SHOULDER RT	---	5	10	78	---	---	50.00	---	---
	44+25'A' - 45+30'A'	ROADWAY	---	3	4	---	---	43	28.00	---	---
	32+76'B' - 40+30'B'	SHOULDER LT	---	3	6	49	---	---	31.00	---	---
	33+00'B' - 40+30'B'	SHOULDER RT	---	6	10	105	---	---	67.00	---	---
	40+30'B' - 42+05'B'	ROADWAY	---	9	10	---	---	145	93.00	---	---
	81+00'E' - 114+25'E'	ROADWAY	---	360	495	---	---	5,970	3,821.00	---	---
	112+00'E' - 114+25'E'	SHOULDER RT	---	1	3	24	---	---	15.00	---	---
	87+00'MO' - 109+50'MO'	ROADWAY	---	190	260	---	---	3,130	2,003.00	---	---
	101+00'NO' - 103+00'MO'	MED	1B	---	---	---	---	---	70.00	---	110
	91+00'SL' - 98+91'SL'	ROADWAY	---	38	50	---	---	630	403.00	---	---
	101+09'SL' - 110+00'SL'	ROADWAY	---	43	60	---	---	715	458.00	---	---
	88+00'NR' - 119+12'NR'	ROADWAY	---	200	280	---	---	3,370	2,157.00	---	---
	89+20'NR' - 93+70'NR'	SHOULDER RT	---	3	6	46	---	---	29.00	---	---
	89+20'NR' - 95+00'NR'	SHOULDER LT	---	4	8	59	---	---	38.00	---	---
	104+32'NR' - 119+12'NR'	SHOULDER RT	---	10	20	160	---	---	102.00	---	---
	106+25'NR' - 119+12'NR'	SHOULDER LT	---	9	20	150	---	---	96.00	---	---
	83+50'R' - 98+70'R'	ROADWAY	---	140	195	---	---	2,340	1,498.00	1,152.00	---
	101+29'R' - 115+77'R'	ROADWAY	---	105	145	---	---	1,780	1,139.00	1,097.00	---
	104+20'R' - 115+77'R'	SHOULDER RT	---	12	30	195	---	---	125.00	---	---
	104+20'R' - 115+52'R'	SHOULDER LT	---	11	20	190	---	---	122.00	---	---
	86+40'Q' - 107+20'Q'	ROADWAY	---	100	160	---	1,680	---	1,075.00	---	---
	85+50'TE' - 107+65'TE'	ROADWAY	---	135	210	---	2,220	---	1,421.00	---	---
	85+50'TE' - 90+00'TE'	SHOULDER LT	---	2	3	---	28	---	18.00	---	---
	87+00'TE' - 107+65'TE'	PATH	---	12	---	200	---	---	128.00	---	---
	16+00'AC1' - 55+60'AC1'	ROADWAY	---	240	360	---	---	4,010	2,566.00	---	---
	40+70'AC2' - 69+65'AC2'	ROADWAY	---	170	275	---	2,870	---	1,837.00	---	---
	33+50'AC3' - 78+50'AC3'	ROADWAY	---	190	305	---	3,170	---	2,029.00	---	---
	10+00'AC4' - 15+25'AC4'	ROADWAY	---	35	60	---	580	---	371.00	---	---
	13+00'TR1' - 14+39'TR1'	ROADWAY	1A	---	10	---	---	---	93.00	---	145
	15+81'TR1' - 25+22'TR1'	ROADWAY	1A	---	125	---	---	---	986.00	---	1,540
	43+00'TR2' - 57+81'TR2'	ROADWAY	1A	---	160	---	---	---	1,242.00	---	1,940
	12+94'TR3' - 20+87'TR3'	ROADWAY	1A	---	30	---	---	---	262.00	---	410
	11+40'TR6' - 31+20'TR6'	ROADWAY	STH33A	---	130	---	---	---	1,024.00	---	1,600
	11+40'TR6' - 31+20'TR6'	SHOULDER RT	STH33A	---	30	---	---	---	202.00	---	315
	11+40'TR6' - 31+20'TR6'	SHOULDER LT	STH33A	---	30	---	---	---	250.00	---	390
	1+24'TR7' - 4+04'TR7'	ROADWAY	1A	---	10	---	---	---	86.00	---	135
	1018+80'TR8' - 1024+75'TR8'	RAMP	1B	---	30	---	---	---	234.00	---	365
	25+74'AC1'	DRIVEWAY AC1	---	9	20	155	---	---	99.00	---	---
	1+00'AM' - 3+25'AM'	DRIVEWAY AM	---	11	20	185	---	---	118.00	---	---
	37+25'AC1'	DRIVEWAY AC1	---	2	4	31	---	---	20.00	---	---
	39+50'AC1'	DRIVEWAY AC1	---	2	4	30	---	---	19.00	---	---
	51+50'AC1'	DRIVEWAY AC1	---	3	---	45	---	---	29.00	---	---
	44+00'AC2'	DRIVEWAY AC2	---	1	---	15	---	---	10.00	---	---
	55+05'AC2'	DRIVEWAY AC2	---	1	---	15	---	---	10.00	---	---
	55+05'AC2'	DRIVEWAY AC2	---	1	---	13	---	---	8.00	---	---
	1+00'GS' - 3+09'GR'	DRIVEWAY GR	---	4	9	72	---	---	46.00	---	---
	10+00'SZ' - 11+14'SZ'	DRIVEWAY SZ	---	1	2	17	---	---	11.00	---	---
	10+00'DT' - 12+45'DT'	DRIVEWAY DT	---	13	20	220	---	---	141.00	---	---
	10+00'WS' - 13+17'WS'	DRIVEWAY WS	---	8	20	130	---	---	83.00	---	---
	10+00'SN' - 11+98'SN'	DRIVEWAY SN	---	4	8	60	---	---	38.00	---	---
	100+00'TX' 109+43'TX'	DRIVEWAY TX	---	24	50	400	---	---	256.00	---	---
	100+20'DN2' - 101+04'DN2'	DRIVEWAY DN2	---	2	3	27	---	---	17.00	---	---
	46+48'AC3'	DRIVEWAY AC3	---	2	4	30	---	---	19.00	---	---
	82+00'E'	DRIVEWAY E	---	2	4	32	---	---	20.00	---	---
	82+77'E'	DRIVEWAY E	---	1	1	11	---	---	7.00	---	---
	110+57'E'	DRIVEWAY E	---	8	20	125	---	---	80.00	---	---
	112+25'E'	DRIVEWAY E	---	1	2	13	---	---	8.00	---	---
	113+77'E'	DRIVEWAY E	---	1	3	23	---	---	15.00	---	---
	92+12'MO'	DRIVEWAY MO	---	2	4	30	---	---	19.00	---	---
	92+12'MO'	DRIVEWAY MO	---	1	---	21	---	---	13.00	---	---
	95+51'MO'	DRIVEWAY MO	---	---	---	3	---	---	2.00	---	---
	96+70'MO'	DRIVEWAY MO	---	1	1	11	---	---	7.00	---	---
	98+26'MO'	DRIVEWAY MO	---	---	1	7	---	---	4.00	---	---
	109+06'MO'	DRIVEWAY MO	---	1	1	12	---	---	8.00	---	---
	94+07'NR'	DRIVEWAY NR	---	---	1	7	---	---	4.00	---	---
	113+89'NR'	DRIVEWAY NR	---	1	1	11	---	---	7.00	---	---
	87+26'R'	DRIVEWAY R	---	2	4	29	---	---	19.00	---	---
	113+20'R'	DRIVEWAY R	---	2	4	33	---	---	21.00	---	---
	88+46'Q'	DRIVEWAY Q	---	1	2	16	---	---	10.00	---	---
	106+00'TE'	DRIVEWAY MC1	---	10	20	170	---	---	109.00	---	---
	309+46'TR4'	DRIVEWAY MC2	---	61	80	1,020	---	---	653.00	---	---
	90+50'TE'	DRIVEWAY MC3	---	8	20	140	---	---	90.00	---	---
	14+58'AC4'	DRIVEWAY AC4	---	1	3	22	---	---	14.00	---	---
		TOTALS		2,295	4,035	5,549	10,548	22,133	28,914.00	2,249	6,950

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 SY
0010	22+00 EB	RT	22
	22+90 WB	LT	9
	208+55'N'	RT	7
	208+55'N'	LT	7
	211+25'M'	RT	7
	211+25'M'	LT	7
	211+25'K'	RT	7
	211+25'K'	LT	7
	214+05'L'	RT	7
	214+05'L'	LT	7
	108+50'MO'	LT	16
	109+00'MO'	RT	10
	92+10 'R'	RT	7
	95+00 'R'	LT	7
	104+94 'R'	RT	7
	105+83 'R'	LT	7
	306+92'TR4'	LT	7
	10+46'TR5'	RT	7
		TOTAL	155

ASPHALTIC SHOULDER RUMBLE STRIP

CATEGORY	STATION	LOCATION	465.0400 LF
0010	15+85 - 27+50 EB	RT	1,170
	30+29 - 31+04 EB	RT	75
	32+91 - 43+18 EB	RT	1,030
	17+45 - 30+92 WB	LT	1,350
	33+18 - 43+14 WB	LT	1,000
		TOTAL	4,625

CONCRETE MASONRY ENDWALLS SUMMARY

CATEGORY	STATION	LOCATION	504.0900 CONCRETE MASONRY ENDWALLS CY	*614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH
0010	132+25	LT/RT	23	2
	243+79	LT/RT	3	2
	288+45	LT/RT	5	2
	44+25'AC3'	LT/RT	4	2
	86+30'TE'	RT	2	1
		TOTALS	37	9

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

Addendum #02
Rev'd Sheet #291
January 6, 2009

CULVERT PIPE SUMMARY - MINOR SIDE ROAD, PRIVATE ENTRANCE, AND SLOPE DRAINS

CATEGORY	STATION	LOCATION	520.0112 CULVERT PIPE CLASS III 12-INCH LF	520.0115 CULVERT PIPE CLASS III 15-INCH LF	520.0118 CULVERT PIPE CLASS III 18-INCH LF	520.0124 CULVERT PIPE CLASS III 24-INCH LF	520.0130 CULVERT PIPE CLASS III 30-INCH LF	* 521.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH EACH	* 521.1015 APRON ENDWALLS FOR CULVERT PIPE 15-INCH EACH	* 521.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	* 521.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	* 521.1030 APRON ENDWALLS FOR CULVERT PIPE 30-INCH EACH	** 521.0172 CULVERT PIPE CORRUGATED STEEL 72-INCH LF	R.C.C.P. CLASS	THICKNESS (INCHES) STEEL	THICKNESS (INCHES) ALUMINUM	521.0721 PIPE ARCH CORRUGATED STEEL 21X15-INCH LF	521.1221 APRON ENDWALLS FOR PIPE ARCH STEEL 21X15-INCH EACH	* 614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH	SPV.0060.01 REMOVE AND SALVAGE 72-INCH APRON ENDWALL EACH	UPSTREAM PIPE INVERT
0010	109+00'MO'	LT	---	---	32	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	960.92
	82+77'E'	LT	---	---	37	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	2	---	949.42
	112+25'E'	RT	---	---	37	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	974.60
	115+07'E'	LT	---	---	45	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	975.78
	95+92'SL'	RT	---	---	62	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	967.02
	88+61'NR'	RT	22	---	---	---	---	2	---	---	---	---	---	III	0.064	0.060	---	---	---	---	962.31
	88+93'NR'	LT	---	36	---	---	---	---	2	---	---	---	---	III	0.064	0.060	---	---	---	---	961.85
	90+73'NR'	LT	---	33	---	---	---	---	2	---	---	---	---	III	0.064	0.060	---	---	---	---	959.70
	91+62'NR'	LT	---	53	---	---	---	---	2	---	---	---	---	III	0.064	0.060	---	---	---	---	958.77
	92+57'NR'	LT	---	---	39	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	957.09
	93+35'NR'	LT	---	---	32	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	955.70
	111+58'NR'	LT	---	---	25	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	960.11
	113+02'NR'	RT	---	---	54	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	960.27
	113+89'NR'	RT	---	---	31	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	960.34
	115+80'NR'	RT	---	---	31	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	961.33
	86+00'R'	RT	---	---	42	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	959.93
	86+24'R'	LT	---	---	48	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	959.75
	87+26'R'	RT	---	---	49	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	957.97
	113+20'R'	LT	---	---	49	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	969.40
	87+32'O'	LT	---	---	---	---	---	---	---	---	---	---	---	III	0.064	0.060	29	2	---	---	960.87
	87+83'O'	RT	---	---	29	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	962.09
	88+44'O'	LT	---	---	50	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	960.81
	89+51'O'	LT	---	---	51	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	960.50
	91+45'O'	RT	---	---	40	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	962.21
	93+06'O'	RT	---	---	55	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	966.59
	105+50'O'	RT	---	---	40	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	965.24
	105+50'O'	LT	---	---	47	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	965.24
	106+36'O'	RT	---	---	---	---	---	---	---	---	---	---	---	III	0.064	0.060	30	2	---	---	965.33
	35+00'AC3'	RT	---	---	43	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	955.01
	40+00'AC3'	RT	---	---	39	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	973.09
	46+50'AC3'	RT	---	---	41	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	959.98
	54+00'AC3'	RT	---	---	57	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	959.67
	55+00'AC3'	RT	---	---	46	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	962.54
	56+82'AC3'	RT	---	---	38	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	965.23
	60+00'AC3'	RT	---	---	46	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	965.32
	63+50'AC3'	RT	---	---	35	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	961.23
	69+00'AC3'	LT	---	---	34	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	954.25
	75+66'AC3'	LT	---	---	31	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	964.93
	14+58'AC4'	LT	---	---	46	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	959.88
	15+00'AC4'	CL	---	---	91	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	2	---	959.18
	107+10'TE'	RT	---	---	---	---	---	---	---	---	---	---	23	---	0.109	---	---	---	1	1	918.15
	16+98'TR1'	CL	---	---	---	257	---	---	---	---	2	---	---	III	0.064	0.075	---	---	---	---	944.26
	18+21'TR1'	RT	---	---	130	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	951.76
	44+60'TR2'	CL	---	---	---	---	86	---	---	---	---	2	---	III	0.079	0.075	---	---	---	---	968.12
	57+02'TR2'	LT	---	---	92	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	974.60
	14+50'TR3'	CL	---	---	67	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	928.96
	12+54'TR6'	LT	---	---	---	---	38	---	---	---	---	1	---	III	0.079	0.075	---	---	---	---	953.08
	14+00'TR6'	CL	---	---	94	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	955.45
	1+50'TR7'	CL	---	---	---	89	---	---	---	---	2	---	---	III	0.064	0.075	---	---	---	---	973.41
	11+50'MC2'	CL	---	---	90	---	---	---	---	2	---	---	---	III	0.064	0.060	---	---	---	---	951.09
	TOTALS		22	122	1945	346	124	2	6	78	4	3	23				59	4	5	1	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.
**MATCH EXISTING MATERIAL IN FIELD.

3

1674-00-72 DRIVEWAY PIPE LIST

STA			LOC	PIPE DIAMETER	ORDER LENGTH	COMPUTED PIPE LENGTH	PLAN LENGTH	ADJUSTED FOR SKEW OR RADIUS	ACTUAL DRIVEWAY WIDTH	FE PE OR CE	DESIGN WIDTH	SLOPE 1 LENGTH	SLOPE 2 LENGTH	FIXED SLOPE LENGTH	CENTER ELEV	PREV STA DITCH ELEV	NEXT STA DITCH ELEV	APPROX INVERT 1	APPROX INVERT 2	TOP ELEV 1	TOP ELEV 2	H1	H2	TOTAL L1	TOTAL L2	SIDE SLOPES
25	+	74	AC1; (LT)	N/A	N/A	N/A	N/A	N/A	---	P.E.	30	N/A	N/A	4.75	969.74	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
25	+	74	AC1; (RT) / 'AM'	N/A	N/A	N/A	N/A	N/A	---	C.E.	30	N/A	N/A	4.75	969.51	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
29	+	53	AC1; (LT)	N/A	N/A	N/A	N/A	N/A	---	P.E.	30	N/A	N/A	3.00	969.77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
29	+	53	AC1; (RT)	N/A	N/A	N/A	N/A	N/A	---	C.E.	30	N/A	N/A	3.00	969.77	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
37	+	24	AC1; (LT)	18	N/A	Part of Storm Sewer System		N/A	24	P.E.	24	N/A	N/A	4.75	973.69	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
37	+	41	AC1; (RT)	18	N/A	Part of Storm Sewer System		N/A	26	P.E.	24	N/A	N/A	3.00	973.59	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
39	+	50	AC1; (LT)	N/A	N/A	N/A	N/A	N/A	25.5	P.E.	24	N/A	N/A	4.75	973.56	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
41	+	71	AC1; (RT)	N/A	N/A	N/A	N/A	N/A	25.5	P.E.	24	N/A	N/A	3.00	974.67	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
44	+	50	AC1; (LT)	N/A	N/A	N/A	N/A	N/A	---	P.E.	24	N/A	N/A	3.00	974.66	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
44	+	50	AC1; (RT)	N/A	N/A	N/A	N/A	N/A	---	P.E.	24	N/A	N/A	3.00	974.56	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
51	+	50	AC1; (RT)	N/A	N/A	N/A	N/A	N/A	---	C.E.	24	N/A	N/A	3.00	975.62	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
88	+	29	MO; (LT) / 'GR'	N/A	N/A	N/A	N/A	N/A	20	P.E.	20	N/A	N/A	4.75	964.66	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
92	+	12	MO; (LT)	N/A	N/A	N/A	N/A	N/A	Road	Road	21	N/A	N/A	4.75	969.37	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
92	+	12	MO; (RT)	N/A	N/A	N/A	N/A	N/A	---	C.E.	35	N/A	N/A	4.75	970.02	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
94	+	26	MO; (LT)	N/A	N/A	N/A	N/A	N/A	18	P.E.	19	N/A	N/A	3.00	971.01	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
95	+	50	MO; (LT)	N/A	N/A	N/A	N/A	N/A	13	P.E.	19	N/A	N/A	4.75	970.98	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
96	+	70	MO; (LT)	N/A	N/A	N/A	N/A	N/A	35.5	C.E.	35	N/A	N/A	4.75	970.79	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
98	+	26	MO; (LT)	N/A	N/A	N/A	N/A	N/A	26.5	C.E.	26	N/A	N/A	4.75	970.23	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
109	+	0	MO; (LT)	18	**0 / 34**	Curb & Gutter Thru Driveway		0	21.5	P.E.	26	N/A	N/A	4.75	963.03	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6:1
82	+	0	E; (LT)	18	**64**	60	Conc.	N/A	Road	Road	28	N/A	N/A	4.75	950.96	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4:1
82	+	77	E; (LT)	18	**36**	33	37	0	23.5	P.E.	23	1.96	-1.71	4.75	951.39	947.63	949.51	948.77	949.38	950.27	950.88	0.33	-0.28	18.21	14.54	6:1
110	+	60	E; (RT)	N/A	N/A	N/A	N/A	N/A	---	P.E.	40	N/A	N/A	4.75	978.98	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
112	+	25	E; (RT)	18	**36**	36	37	0	20	P.E.	20	4.01	2.81	4.75	977.34	974.31	974.99	974.38	974.58	975.88	976.08	0.67	0.47	18.76	17.56	6:1
113	+	77	E; (RT)	18	N/A	Existing Pipe to Remain		N/A	35	P.E.	36	2.88	1.02	4.75	978.13	974.99	975.67	975.36	975.67	976.86	977.17	0.48	0.17	25.63	23.77	6:1
115	+	7	E; (LT)	18	N/A	Relay Temporary Pipe		N/A	---	P.E.	35	5.02	4.72	3.00	978.57	975.75	975.87	975.73	975.78	977.23	977.28	0.84	0.79	25.52	25.22	6:1
44	+	0	AC2; (RT)	N/A	***PLACE 35' WIDE DRIVEWAY HERE***			N/A	---	C.E.	35	N/A	N/A	3.00	962.83	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
50	+	60	AC2; (LT)	N/A	***PLACE 24' WIDE DRIVEWAY HERE***			N/A	---	C.E.	---	N/A	N/A	3.00		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
50	+	60	AC2; (RT)	N/A	***PLACE 24' WIDE DRIVEWAY HERE***			N/A	---	C.E.	---	N/A	N/A	3.00		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
52	+	50	AC2; (LT)	N/A	***PLACE 24' WIDE DRIVEWAY HERE***			N/A	---	C.E.	---	N/A	N/A	3.00		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
52	+	50	AC2; (RT)	N/A	***PLACE 24' WIDE DRIVEWAY HERE***			N/A	---	C.E.	---	N/A	N/A	3.00		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
55	+	8	AC2; (LT)	N/A	***PLACE 35' WIDE DRIVEWAY HERE***			N/A	---	C.E.	35	N/A	N/A	3.00	971.49	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
55	+	8	AC2; (RT)	N/A	***PLACE 35' WIDE DRIVEWAY HERE***			N/A	---	C.E.	35	N/A	N/A	3.00	971.49	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
58	+	50	AC2; (RT)	N/A	***PLACE 30' WIDE DRIVEWAY HERE***			N/A	---	C.E.	---	N/A	N/A	3.00		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
67	+	65	AC2; (LT)	N/A	***PLACE 24' WIDE DRIVEWAY HERE***			N/A	---	C.E.	---	N/A	N/A	3.00		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
67	+	65	AC2; (RT)	N/A	***PLACE 24' WIDE DRIVEWAY HERE***			N/A	---	C.E.	---	N/A	N/A	3.00		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
95	+	92	SL; (RT)	18	**68**	68	62	0	16	F.E.	16	23.11	23.24	3.00	972.96	967.19	967.09	967.11	967.09	968.61	968.59	3.85	3.87	34.11	34.24	6:1
88	+	61	NR; (RT)	12	**30**	24	22	6	14	P.E.	10	2.90	4.91	3.00	964.26	963.39	961.29	962.28	961.94	963.28	962.94	0.48	0.82	10.90	12.91	6:1
88	+	93	NR; (LT)	15	**36**	34	36	2	18	P.E.	19	2.88	6.03	3.00	963.93	963.39	961.29	961.70	961.17	962.95	962.42	0.48	1.01	15.38	18.53	6:1
89	+	20	NR; (RT)	12	**48**	47	ADDED	0	---	F.E.	16	11.80	13.52	3.00	964.64	961.29	959.99	961.17	960.89	962.17	961.89	1.97	2.25	22.80	24.52	6:1
90	+	15	NR; (LT)	15	**40**	39	33	0	---	F.E.	16	7.93	8.63	3.00	963.04	959.99	959.46	959.97	959.85	961.22	961.10	1.32	1.44	18.93	19.63	6:1
91	+	62	NR; (LT)	15	**54**	32	53	22	30	F.E.	18	2.58	5.03	3.00	960.79	959.46	957.76	958.61	958.20	959.86	959.45	0.43	0.84	14.58	17.03	6:1
92	+	57	NR; (LT)	18	**40**	34	39	6	14	F.E.	16	5.05	7.30	3.00	959.82	957.76	956.06	956.98	956.60	958.48	958.10	0.84	1.22	16.05	18.30	6:1
93	+	35	NR; (LT)	18	**42**	38	32	4	14	P.E.	12	9.07	10.91	3.00	959.13	956.06	954.36	955.62	955.31	957.12	956.81	1.51	1.82	18.07	19.91	6:1
94	+	7	NR; (RT)	N/A	N/A	N/A	N/A	N/A	8.5	P.E.	10	N/A	N/A	4.75	957.85	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
94	+	92	NR; (RT) / 'SZ'	N/A	N/A	N/A	N/A	N/A	10	P.E.	11	N/A	N/A	4.25	956.39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
95	+	21	NR; (RT) / 'HC'	N/A	N/A	N/A	N/A	N/A	10	P.E.	12	N/A	N/A	3.00	956.22	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
111	+	58	NR; (LT)	18	**34**	27	25	7	10.5	F.E.	9.5	5.82	5.73	3.00	963.06	960.04	960.14	960.09	960.11	961.59	961.61	0.97	0.95	13.57	13.48	6:1
113	+	2	NR; (RT)	18	**58**	58	54	0	14	C.E.	35	8.57	8.32	3.00	963.65	960.24	960.34	960.22	960.26	961.72	961.76	1.43	1.39	29.07	28.82	6:1
113	+	89	NR; (RT)	18	**36**	33	31	3	14	P.E.	14	4.69	4.55	4.75	963.39	960.24	960.34	960.32	960.34	961.82	961.84	0.78	0.76	16.44	16.30	6:1
115	+	80	NR; (RT)	18	**32**	32	31	0	12	P.E.	16	5.31	4.65	3.00	964.07	960.84	961.34	961.19	961.30	962.69	962.80	0.88	0.77	16.31	15.65	6:1
117	+	59	NR; (RT)	18	**38**	34	MISSED	4	12	P.E.	12	8.46	7.92	3.00	965.50	961.84	962.34	962.09	962.18	963.59	963.68	1.41	1.32	17.46	16.92	6:1
12	+	26	AC4; (LT) / 'DT'	N/A	N/A	N/A	N/A	N/A	---	C.E.	30	N/A	N/A	8.37	967.87	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
14	+	58	AC4; (LT)	18	**46**	40	46	6	26	C.E.	25	0.68	5.03	4.75	962.36	960.81	958.71	959.95	959.23	961.45	960.73	0.11	0.84	17.93	22.28	6:1
84	+	80	R; (RT)	18	**56**	55	42	1	---	C.E.	35	5.97	7.76	3.00	963.94	961.38	960.65	960.95	960.65	962.45	962.15	0.99	1.29	26.47	28.26	6:1
86	+	4	R; (RT)	N/A	***THIS DRIVEWAY WAS MOVED TO STA 84'R'+80***			12	F.E.	12	N/A	N/A	3.00	962.94	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
86	+	25	R; (LT)	18	**48**	47	48	0	34	P.E.	20	9.96	10.74	3.00	963.54	959.94	959.44	959.88	959.75	961.38	961.25	1.66	1.79	22.96	23.74	6:1
87	+	26	R; (RT)	18	**50**	45	49	5	13	P.E.	12	11.67	12.31	4.75	962.16	958.00	957.50	957.92	957.82	959.42	959.32	1.94	2.05	22.42	23.06	6:1
~~107~~	~~+~~	~~50~~	~~R; (LT)~~	~~24~~	~~112~~	~~112~~	~~---~~	~~0~~	~~---~~	~~C.E.~~	~~30~~	~~34.45~~	~~35.27~~	~~7.17~~	~~976.63~~	~~960.25~~	~~958.89~~	~~960.86~~	~~958.56~~	~~960.86~~	~~958.56~~	~~0.54~~	~~0.82~~	~~50.86~~	~~55.12~~	~~4:1~~
113	+	20	R; (LT)	18	**50**	49	49	1	30	C.E.	30	5.20	4.02	4.75	972.35	969.19	969.69	969.19	969.39	970.69	970.89	0.87	0.67	24.95	23.77	6:1
94	+	25	R; (RT) / 'JM'	N/A	N/A	N/A	N/A	N/A	---	F.E.	20	N/A	N/A	3.00	982.27	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
33	+	44	AC3; (RT)	N/A	N/A	N/A	N/A	N/A	---	F.E.	20	N/A	N/A	3.00	1003.31	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
34	+	96	AC3; (RT)	18	**44**	39	43	4	---	F.E.	20	3.27	9.92	3.00	997.23	998.22	993.96	994.68	993.58	996.18	995.08	0.55	1.65	16.27	22.92	6:1
40	+	0	AC3; (RT)	18	**42**	41	39	0	---	F.E.	20	5.21	9.67	3.00	975.95	972.71	969.85	973.08	972.34	974.58	973.84	0.87	1.61	18.21	22.67	6:1
46	+	50	AC3; (RT)	18	**48**	47	41	0	27	P.E.	27	3.46	7.02	4.75	962.93	960.58	958.95	960.06	959.47	961.56	960.97	0.58	1.17	21.71	25.27	6:1
54	+	0	AC3; (RT)	18	**56**	56	57	0	---	F.E.	20	18.00	12.24	3.00	963.37	958.85	962.54	958.37	959.33	959.87	960.83	3.00	2.04	31.00	25.24	6:1
55	+	0	AC3; (RT)	18	**46**	46	46	0	---	F.E.	20	11.62	8.30	3.00	966.20	962.54	964.67	962.26	962.82	963.76	964.32	1.94	1.38	24.62	21.30	6:1
56	+	82	AC3; (RT)	18	**48**	48	38	0	12	P.E.	20	11.42	10.55	3.00	968.96	964.67	965.23	965.06	965.20	966.56	966.70	1.90	1.76	24.42	23.55	6:1
60	+	0	AC3; (RT)	18	**58**	58	46	0	---	F.E.	20	15.45	16.23	3.00	969.84	965.20	964.70	965.27	965.14	966.77	966.64	2.57	2.71	28.45	29.23	6:1
63	+	50	AC3; (RT)	18	**60**	60	35	0	---	F.E.	20	14.96	19.24	3.00	964.96	961.48	958.74	960.47	959.75	961.97	961.25	2.49	3.21	27.96	32.24	6:1
69	+	0	AC3; (LT)	18	**46**	46	34	0	---	F.E.	20	10.90	9.50	3.00	957.80	954.10	955.00	953.98	954.22	955.48	955.72	1.82	1.58	23.90	22.50	6:1
71	+	0	AC3; (RT)	N/A	N/A	N/A	N/A	N/A	---	F.E.	20	N/A	N/A	3.00	959.70	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
75	+	66	AC3; (LT) / 'WG'	18	**40**	39	31	0	11	F.E.	16	9.77	7.72	3.00	967.96	963.48	965.03	964.33	964.67	965.83	966.17	1.63	1.29	20.77	18.72	6:1
86	+	98	Q; (RT)	N/A	N/A	N/A	N/A	N/A	13	P.E.	14.5	N/A	N/A	3.00	963.64	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
87	+	32	Q; (LT)	21"x15" Arch	**34**	33	29	1	13	P.E.	17	4.69	5.10	3.00	963.64	961.17	960.87	961.11	961.04	962.36	962.29	0.78	0.85	16.19	16.60	6:1
87	+	83	Q; (RT)	18	**36**	29	29	7	12	P.E.	9	6.91	7.20	3.00	965.22	962.31	961.99	962.07	962.02	963.57	963.52	1.15	1.20	14.41	14.70	6:1
88	+	44	Q; (LT)	18	**50**	44	50	6	13	P.E.	16	9.13	9.59	4.75	964.59	960.87	960.57	960.78	960.70	962.28	962.20	1.52	1.60	21.88	22.34	6:1
89	+	51	O; (LT)	18	**54**	54	51	0	12	P.E.	20	13.64	14.11	3.00	964.73	960.57	960.27	960.46	960.38	961.96	961.88	2.27	2.35	26.64	27.11	6:1
91	+	45	Q; (RT) / 'SN'	18	**66**	63	40	3	12	P.E.	14	21.70	18.18	4.75	967.74	961.00	963.50	961.83	962.42	963.33	963.92	3.62	3.03	33.45	29.93	6:1
93	+	6	Q; (RT)	18	**56**	55	55	1	16	P.E.	22.5	15.09	11.66	3.00	970.35	966.00	968.01	965.83	966.41	967.33	967.91	2.52	1.94	29.34	25.91	6:1
96	+	10	Q; (RT) / 'WS'	N/A	N/A	N/A	N/A	N/A	---	P.E.	20	N/A	N/A	4.75	977.55	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
105	+	50	Q; (RT)	18	**42**	42	40	0	18	F.E.	20	8.12	7.96	3.00	968.56	965.17	965.27	965.21	965.23	966.71	966.73	1.35	1.33	21.12	20.96	6:1
105	+	50	O; (LT)	18	**50**	49	47	1	---	F.E.	20	11.42	11.26	3.00	969.11	965.17	965.27	965.21	965.23	966.71	966.73	1.90	1.88	24.42	24.26	6:1
106	+	37	Q; (RT)	21"x15" Arch	**36**	31	30	5	18	P.E.	10.5	7.21	7.11	3.00	968.25	965.27	965.37	965.30	965.32	966.55	966.57	1.20	1.18	15.46	15.36	6:1
87	+	76	TE; (RT) / 'DN2'	N/A	N/A	N/A	N/A	N/A	16	P.E.	16	N/A	N/A	5.25	919.50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
			'TX'	N/A	N/A	N/A	N/A	N/A	---	P.E.	20	N/A	N/A	4.75	920.04	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
90	+	50	TE; (LT) / 'MC3'	N/A	*** THIS DRIVEWAY WAS DELETED BY WISDOT ***			N/A	---	C.E.	20	N/A	N/A	4.75	920.56	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
96	+	0	TE; (RT) / 'DN1'	N/A	N/A	N/A	N/A	N/A	---	C.E.	24	N/A	N/A	3.00	923.86	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
103	+	0	TE; (RT)	N/A	*** THIS DRIVEWAY WAS DELETED BY WISDOT ***			N/A	---	C.E.	28	N/A	N/A	3.00	928.86	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
103	+	60	TE; (RT)	N/A	N/A	N/A	N/A	N/A	20	C.E.	12.5	N/A	N/A	3.00	929.98	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
106	+	0	TE; (LT) / 'MC1'	N/A	N/A	N/A	N/A	N/A	---	C.E.	20	N/A	N/A	4.75	931.50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	---
11	+	50	MC2; (LT/RT)	18	**90**	87	90	3	---	C.E.	30	21.06	22.08	7.17	959.54	951.14	950.57	950.98	950.73	952.48	952.23	5.27	5.52	43.23	44.25	4:1

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TEMPORARY CULVERT PIPE SUMMARY

CATEGORY	STAGE	STATION	OFFSET	520.4018 CULVERT PIPE TEMPORARY 18-INCH LF	520.4024 CULVERT PIPE TEMPORARY 24-INCH LF	520.4030 CULVERT PIPE TEMPORARY 30-INCH LF
0010	1A	16+98.31'TR1'	0'	---	260	---
	1A	18+85.53'TR1'	42'RT	130	---	---
	1A	44+60.00'TR2'	0'	---	---	86
	1A	14+50.00'TR3'	0'	67	---	---
	1A	1+50.00'TR7'	0'	---	89	---
	STH33A	12+53.63'TR6'	9'LT	---	---	38
	STH33A	14+00'TR6'	0'	94	---	---
	1A	TR8	0'	---	18	---
			TOTALS	291	367	124

APRON ENDWALLS FOR CULVERT PIPE

CATEGORY	STAGE	STATION	OFFSET	* 521.1018 STEEL 18-INCH EACH	* 521.1024 STEEL 24-INCH EACH	* 521.1030 STEEL 30-INCH EACH	* 522.1030 REINFORCED CONCRETE 30-INCH EACH	** JOINT TIES
0010	1A	16+98.31'TR1'	0'	---	2	---	---	---
	1A	18+85.53'TR1'	42'RT	2	---	---	---	---
	1A	44+60.00'TR2'	0'	---	---	2	---	---
	1A	44+33.77'TR2'	42'LT	---	---	---	1	6
	1A	14+50.00'TR3'	0'	2	---	---	---	---
	1A	1+50.00'TR7'	0'	---	2	---	---	---
	STH33A	12+53.63'TR6'	9'LT	---	---	1	---	---
	STH33A	14+00'TR6'	0'	2	---	---	---	---
		TR8	0'	---	1	---	---	---
			TOTALS	6	5	3	1	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE
** FOR INFORMATION ONLY

CULVERT PIPE CONCRETE COLLAR

CATEGORY	STATION	LOCATION	520.8000.S EACH
0010	44+34'TR2'	LT	1

CULVERT PIPE REINFORCED CONCRETE ELLIPTICAL SUMMARY

CATEGORY	STA.	LOCATION	523.0119 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH LF	523.0124 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 24X38-INCH LF	523.0129 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH LF	523.0134 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 34X53-INCH LF	523.0138 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 38X60-INCH LF	523.0529 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH EACH	523.0534 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34X53-INCH EACH	523.0538 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 38X60-INCH EACH	** JOINT TIES EACH	* 614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH	UPSTREAM PIPE INVERT	DOWNSTREAM PIPE INVERT
0010	87+28	CL	---	---	---	---	~~181~~ 180	---	---	2	12	2	953.93	953.03
	288+45	CL	---	---	~~394~~ 440	---	---	---	---	---	---	---	945.38	944.30
	44+25'AC3'	CL	~~64~~ 124	---	---	---	---	---	---	---	---	---	962.75	962.10
	86+30'TE'	CL	---	~~156~~ 152	---	---	---	---	---	---	---	---	914.50	914.13
	92+33'R' (POND D)	CL	---	---	---	262	---	---	1	---	6	1	951.90	950.44
	106+71'TX' (POND E)	CL	---	---	~~68~~ 72	---	---	1	---	---	6	1	921.80	~~921.46~~ 921.42
		TOTALS	~~64~~ 124	~~156~~ 152	~~462~~ 512	262	~~181~~ 180	1	1	2	24	4		

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.
** FOR INFORMATION ONLY. (INCLUDES ENDWALL PLUS TWO LENGTHS OF PIPE. EXCEPT FOR CONCRETE MASONRY ENDWALLS).

CULVERT PIPE REINFORCED CONCRETE SUMMARY

CATEGORY	STATION	LOCATION	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SECTION STEEL 24-INCH EACH	522.0112 CULVERT PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	522.0118 18-INCH LF	522.0124 24-INCH LF	522.0130 30-INCH LF	522.0136 36-INCH LF	522.0142 42-INCH LF	522.0148 48-INCH LF	522.0324 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0336 36-INCH LF	522.0342 42-INCH LF	522.0348 48-INCH EACH	522.0372 72-INCH LF	522.0536 CULVERT PIPE REINFORCED CONCRETE CLASS V 36-INCH LF	* 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	* 522.1018 18-INCH EACH	* 522.1024 24-INCH EACH	* 522.1030 30-INCH EACH	* 522.1036 36-INCH EACH	* 522.1042 42-INCH EACH	* 522.1048 48-INCH EACH	** JOINT TIES EACH	* 614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH	UPSTREAM PIPE INVERT	DOWNSTREAM PIPE INVERT
0010	40+00	CL	---	---	---	---	---	---	---	---	---	---	---	---	---	---	598	---	---	---	---	2	---	---	12	2	971.87	965.00
	51+67	CL	---	---	---	---	---	365	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	12	2	971.50	969.80
	77+62	CL	---	---	---	---	---	---	247	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	12	2	948.41	946.00
	132+25	CL	---	---	---	---	---	---	---	---	---	---	---	---	---	748	---	---	---	---	---	---	---	---	8	2	937.21	935.78
	140+62	CL	---	---	---	---	---	---	---	---	---	---	---	---	583	---	---	---	---	---	---	---	---	2	12	2	952.24	946.63
	204+50	CL	---	---	---	---	---	---	---	426	---	---	---	---	---	---	---	---	---	---	---	---	---	2	12	2	957.86	957.21
	212+70	CL	---	---	---	---	---	---	---	---	160	---	---	---	---	---	---	---	---	2	---	---	---	---	12	2	966.84	965.62
	224+82	CL	---	---	---	---	---	---	---	269	---	---	---	---	---	---	---	---	---	---	---	---	2	---	12	2	965.49	962.85
	243+79	CL	---	---	---	418	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	964.70	963.57
	248+40	CL	---	---	---	---	---	---	---	344	---	---	---	---	---	---	---	---	---	---	---	---	---	2	12	2	954.64	951.59
	265+58	CL	---	---	---	---	---	---	---	283	---	---	---	---	---	---	---	---	---	---	---	---	---	2	12	2	946.72	941.71
	307+34	CL	---	---	---	---	---	---	247	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	12	2	925.23	924.07
	33+00	MED	1	---	---	102	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	993.48	991.45
	43+00	MED	1	---	---	98	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	994.38	992.42
	60+00	MED	1	---	---	86	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	968.54	966.80
	69+00	MED	1	---	---	114	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	961.19	960.50
	79+00	MED	1	---	---	114	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	957.09	954.80
	87+00	MED	1	---	---	114	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	953.71	952.00
	90+00	MED	1	---	---	99	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	957.05	954.00
	95+00	MED	1	---	---	94	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	954.43	953.50
	103+00	MED	1	---	---	97	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	951.23	949.74
	111+00	MED	1	---	---	96	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	948.03	945.98
	117+91	MED	1	---	---	100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	945.54	942.73
	126+00	MED	1	---	---	104	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	949.16	947.08
	132+00	MED	1	---	---	134	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	956.96	955.00
	140+00	MED	1	---	---	109	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	967.36	966.00
	146+00	MED	1	---	---	99	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	975.93	973.95
	152+00	MED	1	---	---	110	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	975.93	973.73
	158+00	MED	1	---	---	125	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	974.32	971.82
	165+00	MED	1	---	---	121	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	972.21	969.80
	172+00	MED	1	---	---	113	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	970.10	967.84
	178+00	MED	1	---	---	111	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	968.24	966.56
	182+00	MED	1	---	---	107	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	967.46	967.00
	188+00	MED	1	---	---	98	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	969.16	967.20
	192+00	MED	1	---	---	105	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	964.13	963.80
	198+00	MED	1	---	---	123	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	962.03	960.80
	215+00	MED	1	---	---	94	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	967.71	966.77
	225+00	MED	1	---	---	126	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	968.29	966.00
	236+00	MED	1	---	---	99	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	970.22	966.95
	246+00	MED	1	---	---	104	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	962.02	961.55
	257+00	MED	1	---	---	94	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	961.54	960.60
	266+00	MED	1	---	---	110	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	954.02	952.00
	273+00	MED	1	---	---	95	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	955.14	954.00
	276+00	MED	1	---	---	99	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	953.94	952.20
	281+00	MED	1	---	---	97	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	952.09	950.15
	298+00	MED	1	---	---	100	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	945.32	943.57
	308+00	MED	1	---	---	100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	937.45	936.00
	314+00	MED	1	---	---	99	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	943.37	940.00
	322+50	MED	1	---	---	97	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	10	2	946.47	944.15
	143+00'F'	CL	---	---	---	88	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	12	2	954.57	953.35
	211+09'M'	CL	---	---	---	---	---	---	---	---	---	228	---	---	---	---	---	---	---	---	---	2	---	---	12	2	964.32	962.31
	82+00'E'	LT	---	---	64	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	12	2	948.00	946.94
	92+43'E'	CL	---	---	---	---	---	171	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	6	1	958.87	957.57
	95+00'R'	CL	---	---	---	---	---	---	---	---	---	179	---	---	---	---	---	---	---	---	---	2	---	---	12	2	961.29	959.50
	104+34'R'	CL	---	---	---	---	---	---	---	---	---	---	200	---	---	---	---	---	---	---	---	---	2	---	12	2	964.56	962.54
	99+01'O'	CL	---	---	---	---	183	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	12	2	951.55	950.45
	100+86'O'	CL	---	---	---	---	185	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	12	2	953.86	952.45
	90+35'O'	CL	---	---	---	90	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	12	2	960.16	959.89
	86+30'TE'	LT	---	---	7	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6	1	914.54	914.50
	37+24'AC1'	LT	---	---	45	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6	1	971.01	969.23
	37+52'AC1'	RT	---	---	52	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6	1	971.09	968.48
	66+32'AC3'	CL	---	---	---	---	---	---	---	203	---	---	---	---	---	---	---	---	---	---	---	---	---	2	12	2	940.29	939.00
	44+00'TR2'	LT	---	---	---	---	44	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	6	---	967.38	967.23
	288+66.5'TR4'	MED	1	---	---	116	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	1	945.87	944.71
	292+50'TR4'	MED	---	75	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	6	1	945.80	944.40
	299+00'TR4'	MED	---	---	---	---	---	---	---	---	63	---	---	---	---	---	---	---	---	---	1	---	---	---	6	---	940.98	940.36
	307+12'TR4'	CL	---	---	---	---	---	---	---	---	---	---	290	---	---	---	---	---	---	---	---	---	2	---	12	---	930.41	925.98
	12+83'TR5'	CL	---	---	---	108	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	12	---	947.61	946.70
	41+14'AC2' (POND A)	CL	---	---	---	---	---	---	---	147	---	---	---	---	---	---	---	---	1	---	---	---	---	1	12	2	950.00	949.14
	77+62 (POND B)	RT	---	---	---	---	---	17	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	6	1	945.50	945.33
	77+62 (POND B)	RT	---	---	5	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6	1	945.55	945.50
	85+98 (POND C)	RT	---	---	---	---	---	34	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	6	1	951.00	950.66
	86+04 (POND C)	RT	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6	1	951.11	951.00
	93+41'R' (POND D)	LT	---	---	---	---	4	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	6	1	952.00	951.90
	107+00'TX' (POND E)	RT	---	---	23	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6	1	921.96	921.80
	108+20 TX' (POND E)	RT	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	6	1	924.77	924.00
	TOTALS		38	75	227	4707	416	587	494	1672	223	407	490	583	748	598	1	10	20	7	11	8	13	580	104		

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.
** FOR INFORMATION ONLY. (INCLUDES ENDWALL PLUS TWO LENGTHS OF PIPE. EXCEPT FOR CONCRETE MASONRY ENDWALLS).

3

PIPE LIST: *** CULVERT PIPE REINFORCED CONCRETE ROUND SUMMARY ***

				Culvert Pipe Reinforced Concrete								Culvert Pipe Reinforced Concrete							Culvert Pipe Reinforced Concrete	Drainage Structure attached to Culvert Pipe	Apron Endwalls for Culvert Pipe Sloped Section Steel	Apron Endwalls for Culvert Pipe Reinforced Concrete							Concrete Masonry Endwalls		Upstream Pipe Invert	Downstream Pipe Invert
Category	Station	Location	Pipe Runs	522.0112 Class III 12" LF	522.0118 Class III 18" LF	522.0124 Class III 24" LF	522.0130 Class III 30" LF	522.0136 Class III 36" LF	522.0142 Class III 42" LF	522.0148 Class III 48" LF	522.0324 Class IV 24" LF	522.0336 Class IV 36" LF	522.0342 Class IV 42" LF	522.0348 Class IV 48" LF	522.0372 Class IV 72" LF	522.0536 Class V 36" LF	TYPE	521.1524 24" EACH	522.1012 12" EACH	522.1018 18" EACH	522.1024 24" EACH	522.1030 30" EACH	522.1036 36" EACH	522.1042 42" EACH	522.1048 48" EACH	CY	Joint Ties EACH	FEET	FEET
0010	40 + 00	C/L	Single	-	-	-	-	-	-	-	-	-	-	-	-	**572.00**	**9-MS**	-	-	-	-	-	**2**	-	-	-	12	971.87	965.00
	51 + 67	C/L	Single	-	-	-	-	**362.00**	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	-	-	**2**	-	-	-	12	971.50	969.80
	77 + 62	C/L	Single	-	-	-	-	-	**250.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	-	12	948.41	946.00
	132 + 25	C/L	Twin	-	-	-	-	-	-	-	-	-	-	-	**684.00**	-	-	-	-	-	-	-	-	-	-	3	---	937.21	935.78
	140 + 62	C/L	Single	-	-	-	-	-	-	-	-	-	-	**550.00**	-	-	-	-	-	-	-	-	-	-	**2**	-	12	952.24	946.63
	204 + 50	C/L	Single	-	-	-	-	-	-	**444.00**	-	-	-	-	-	-	**3 : 9-MS**	-	-	-	-	-	-	-	**2**	-	12	957.86	957.21
	212 + 70	C/L	Single	-	-	-	-	-	-		**164.00**	-	-	-	-	-	-	-	-	-	**2**	-	-	-		-	12	966.30	965.52
	224 + 82	C/L	Single	-	-	-	-	-	-	**228.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	12	965.49	962.85
	243 + 79	C/L	Twin	-	-	**400.00**	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	---	964.70	963.57
	248 + 40	C/L	Single	-	-	-	-	-	-	**306.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	12	954.64	951.59
	265 + 58	C/L	Single	-	-	-	-	-	-	**264.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	-	12	946.72	941.71
	307 + 34	C/L	Single	-	-	-	-	-	**252.00**		-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	-	12	925.23	924.07
	33 + 00	Median	Single	-	-	**91.50**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	993.48	991.45
	43 + 00	Median	Single	-	-	**103.00**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	994.38	992.42
	60 + 00	Median	Single	-	-	**86.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	968.42	966.92
	69 + 00	Median	Single	-	-	**105.00**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	961.19	960.50
	79 + 00	Median	Single	-	-	**105.00**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	957.09	954.80
	87 + 00	Median	Single	-	-	**102.00**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	953.71	952.00
	90 + 00	Median	Single	-	-	**72.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	956.80	954.25
	95 + 00	Median	Single	-	-	**68.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	954.36	953.57
	103 + 00	Median	Single	-	-	**70.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	951.11	949.86
	111 + 00	Median	Single	-	-	**74.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	947.87	946.14
	117 + 71	Median	Single	-	-	**76.00**	-	-	-	-	-	-	-	-	-	-	-	**1.00**	-	-	**1**	-	-	-	-	-	10	945.30	942.73
	126 + 00	Median	Single	-	-	**97.00**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	949.16	947.08
	132 + 00	Median	Single	-	-	**125.10**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	956.96	955.00
	140 + 00	Median	Single	-	-	**100.50**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	967.36	966.00
	146 + 00	Median	Single	-	-	**91.80**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	975.93	973.95
	152 + 00	Median	Single	-	-	**100.40**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	975.93	973.73
	158 + 00	Median	Single	-	-	**115.50**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	974.32	971.82
	165 + 00	Median	Single	-	-	**111.00**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	972.21	969.80
	172 + 00	Median	Single	-	-	**103.60**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	970.10	967.84
	178 + 00	Median	Single	-	-	**101.10**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	968.24	966.56
	182 + 00	Median	Single	-	-	**97.10**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	967.46	967.00
	188 + 00	Median	Single	-	-	**74.00**	-	-	-	-	-	-	-	-	-	-	-	**1.00**	-	-	**1**	-	-	-	-	10	969.02	967.20
	192 + 00	Median	Single	-	-	**95.90**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	964.13	963.80
	198 + 00	Median	Single	-	-	**113.10**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	962.03	960.80
	215 + 00	Median	Single	-	-	**68.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	967.61	966.77
	225 + 00	Median	Single	-	-	**116.10**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	968.29	966.00
	236 + 00	Median	Single	-	-	**74.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	969.96	967.21
	246 + 00	Median	Single	-	-	**94.10**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	962.02	961.55
	257 + 00	Median	Single	-	-	**68.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	961.46	960.68
	266 + 00	Median	Single	-	-	**100.80**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	954.02	952.00
	273 + 00	Median	Single	-	-	**68.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	955.04	954.09
	276 + 00	Median	Single	-	-	**72.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	953.80	952.34
	281 + 00	Median	Single	-	-	**72.00**	-	-	-	-	-	-	-	-	-	-	-	**1.00**	-	-	-	**1**	-	-	-	-	10	951.95	950.15
	298 + 00	Median	Single	-	-	**74.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	945.18	943.71
	308 + 00	Median	Single	-	-	**97.70**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	937.45	936.00
	314 + 00	Median	Single	-	-	**70.00**	-	-	-	-	-	-	-	-	-	-	-	**1.00**	-	-	**1**	-	-	-	-	10	943.09	940.00
	322 + 50	Median	Single	-	-	**70.00**	-	-	-	-	-	-	-	-	-	-	-	**2.00**	-	-	-	-	-	-	-	-	8	946.47	944.15
	143 'F' + 00	C/L	Single	-	-	**62.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	-	-	-	-	12	954.57	953.35
	211 'M' + 09	C/L	Single	-	-	-	-	-	-	-	-	**208.00**	-	-	-	-	-	-	-	-	-	-	**2**	-	-	-	12	964.32	962.31
	82 'E' + 00	LT	Single	-	**64.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	-	-	-	-	-	12	948.00	946.09
	92 'E' + 43	C/L	Single	-	-	-	-	**172.00**	-	-	-	-	-	-	-	-	**MH: Type 3**	-	-	-	-	-	**1**	-	-	-	6	958.87	957.57
	95 'R' + 00	C/L	Single	-	-	-	-	-	-	-	-	**202.00**	-	-	-	-	-	-	-	-	-	-	**2**	-	-	-	12	961.29	959.50
	104 'R' + 34	C/L	Single	-	-	-	-	-	-	-	-	-	**200.00**	-	-	-	-	-	-	-	-	-	-	**2**	-	-	12	964.56	962.54
	99 ' Q' + 01.50	C/L	Single	-	-	-	**186.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	-	-	12	951.55	950.45
	100 'Q' + 86	C/L	Single	-	-	-	**186.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	-	-	12	953.99	953.09
	90 'O' + 35	C/L	Single	-	-	**68.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	-	-	-	-	12	960.16	959.89
	86 'TE' + 30	LT	Single	-	**10.00**	-	-	-	-	-	-	-	-	-	-	-	**11-Special**	-	-	**1**	-	-	-	-	-	2	4	914.54	914.50
	37 'AC1' + 24	LT	Single	-	**43.00**	-	-	-	-	-	-	-	-	-	-	-	**8-MS**	-	-	**1**	-	-	-	-	-	-	6	971.01	967.49
	37 'AC1' + 52	RT	Single	-	**48.00**	-	-	-	-	-	-	-	-	-	-	-	**8-MS**	-	-	**1**	-	-	-	-	-	-	6	971.09	968.48
	66 'AC3' + 32	C/L	Single	-	-	-	-	-	-	**192.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	12	940.29	939.00
	44 'TR2' +00	LT	Storm Sewer	-	-	-	**(N/A)**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	288 'TR4' + 66.5	Median	Single	-	-	**118.00**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	6	945.87	944.71
	292 'TR4' + 50	Median	Single	**70.60**	-	-		-	-	-	-	-	-	-	-	-	**8-MS**	-	**1**	-	-	-	-	-	-	6	945.80	944.40
	299 'TR4' + 00	Median	Single	-	-	-	-	-	-	-	**62.10**	-	-	-	-	-	**9-MS**	**1.00**	-	-	-	-	-	-	-	4	940.98	940.36
	307 'TR4' + 12	C/L	Single	-	-	-	-	-	-	-	-	-	**292.00**	-	-	-	-	-	-	-	-	-	-	**2**	-	12	930.41	925.98
	12 'TR5' + 83	C/L	Single	-	-	**114.00**	-	-	-	-	-	-	-	-	-	-	**2 MH: Type 1**	-	-	-	**2**	-	-	-	-	12	947.61	946.70
	41 'AC2' + 14	C/L: (Pond A)	Single	-	-	-	-	-	-	**146.00**	-	-	-	-	-	-	**10-Special**	-	-	**1**	-	-	-	-	**1**	-	6	950.00	949.14
	77 + 62	RT; (Pond B)	Single	-	-	-	-	**24.20**	-	-	-	-	-	-	-	-	**10-Special**	-	-	-	-	-	**1**	-	-	-	6	945.50	945.30
	77 + 62	RT; (Pond B)	Single	-	**4.90**	-	-		-	-	-	-	-	-	-	-		-	-	**1**	-	-	-	-	-	-	2	945.60	945.50
	85 + 98	RT; (Pond C)	Single	-	-	-	-	**35.10**	-	-	-	-	-	-	-	-	**10-Special**	-	-	-	-	-	**1**	-	-	-	6	951.00	950.60
	86 +04	RT; (Pond C)	Single	-	**12.20**	-	-	-	-	-	-	-	-	-	-	-		-	-	**1**	-	-	-	-	-	-	4	951.15	951.00
	93 'R' + 41	LT; (Pond D)	Single	-	-	-	**(N/A)**	-	-	-	-	-	-	-	-	-	**10-Special**	-	-	-	-	**1**	-	-	-	-	-	-	-
	107 'TX' + 00	RT; (Pond E)	Single	-	**15.10**	-	-	-	-	-	-	-	-	-	-	-	**10-Special**	-	-	**1**	-	-	-	-	-	-	4	921.96	921.80
	108 'TX' +20	RT; (Pond E)	Single	**25.50**	-	-	-	-	-	-	-	-	-	-	-	-	**MH: Type 1**	-	**2**	-	-	-	-	-	-	-	8	925.00	924.00
	49'AC3'+12	C/L	Single	-	-	**65.00**	-	-	-	-	-	-	-	-	-	-	**9-MS**	-	-	-	**1**	-	-	-	-	-	6	953.68	952.93
	81'E'+76	C/L	Single	-	-	**72.00**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2**	-	-	-	-	-	12	945.78	945.55
				96.10	197.20	4222.30	372.00	593.30	502.00	1580.00	226.10	410.00	492.00	550.00	684.00	572.00		29	3	9	37	5	11	8	13		606		

CONCRETE CURB & GUTTER SUMMARY

CATEGORY	STATION - STATION	LOCATION	601.0105 CONCRETE CURB TYPE A LF	601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF	601.0415 CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-INCH TYPE J LF	601.0553 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0555 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0582 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE T LF
0010	13+08 - 15+93	LT	---	---	---	---	230	---
	12+73 - 14+87	RT	---	---	---	---	215	---
	*17+45 - 21+50	MED	---	---	---	810	---	---
	87+00'MO' - 113+50'MO'	LT	---	2,170	---	---	---	---
	87+00'MO' - 114+00'MO'	RT	---	2,180	---	---	---	---
	87+00'MO' - 114+00'MO'	MED	---	1,370	---	---	---	---
	104+05'MO	TRUCK APRON	270	---	---	---	---	325
	82+96'E' - 113+04'E'	LT	---	3,050	---	---	---	---
	113+04'E' - 114+25'E'	LT	---	---	---	120	---	---
	82+96'E' - 112+00'E'	RT	---	2,950	---	---	---	---
	82+96'E' - 113+04'E'	MED	---	4,400	---	---	---	---
	113+04'E' - 114+18'E'	MED	---	---	---	230	---	---
	88+10'E'	TRUCK APRON	265	---	---	---	---	330
	97+47'E'	TRUCK APRON	265	---	---	---	---	325
	102+53'E'	TRUCK APRON	265	---	---	---	---	325
	110+18'E'	TRUCK APRON	255	---	---	---	---	325
	44+25'A' - 45+00'A'	LT	---	105	---	---	---	---
	44+25'A' - 45+00'A'	RT	---	65	---	---	---	---
	40+30'B' - 42+00'B'	LT	---	175	---	---	---	---
	40+30'B' - 42+00'B'	RT	---	105	---	---	---	---
	45+00'C' - 46+00'C'	LT	---	105	---	---	---	---
	45+00'C' - 46+00'C'	RT	---	140	---	---	---	---
	45+00'D' - 46+50'D'	LT	---	110	---	---	---	---
	45+00'D' - 46+50'D'	RT	---	160	---	---	---	---
	95+00'NR' - 106+25'NR'	LT	---	1,140	---	---	---	---
	93+70'NR' - 104+33'NR'	RT	---	1,080	---	---	---	---
	93+70'NR - 106+25'NR'	MED	---	1,650	---	---	---	---
	97+50'NR'	TRUCK APRON	335	---	---	---	---	390
	102+50'NR'	TRUCK APRON	335	---	---	---	---	390
	142+50'J' - 143+69'J'	LT	---	125	---	---	---	---
	142+50'J' - 143+49'J'	RT	---	99	---	---	---	---
	145+17'H' - 146+00'H'	LT	---	84	---	---	---	---
	144+86'H' - 146+00'H'	RT	---	115	---	---	---	---
	143+25'F' - 144+50'F'	LT	---	125	---	---	---	---
	143+25'F' - 144+13'F'	RT	---	90	---	---	---	---
	145+81'G' - 146+74'G'	LT	---	93	---	---	---	---
	145+61'G' - 146+74'G'	RT	---	115	---	---	---	---
	*95+00'R' - 105+76'R'	LT	---	835	---	---	---	---
	92+16'R' - 94+00'R'	RT	---	185	---	---	---	---
	98+69'R' - 98+81'R'	RT	12	---	---	---	---	---
	*94+00'R' - 104+86'R'	RT	---	860	---	---	---	---
	93+42'R' - 94+00'R'	ISLAND	---	---	---	115	---	---
	94+00'R' - 105+76'R'	ISLAND	---	915	---	---	---	---
	97+01'R'	TRUCK APRON	260	---	---	---	---	330
	103+01'R'	TRUCK APRON	260	---	---	---	---	330
	101+18'R' - 101+30'R'	LT	12	---	---	---	---	---
	211+29'K' - 212+00'K'	LT	---	115	---	---	---	---
	211+29'K' - 212+00'K'	RT	---	65	---	---	---	---
	212+80'L' - 214+02'L'	LT	---	80	---	---	---	---
	212+80'L' - 214+02'L'	RT	---	125	---	---	---	---
	210+70'M' - 211+20'M'	LT	---	51	---	---	---	---
	210+70'M' - 211+20'M'	RT	---	80	---	---	---	---
	208+62'N' - 209+82'N'	LT	---	125	---	---	---	---
	208+62'N' - 209+82'N'	RT	---	87	---	---	---	---
	87+00'TE' - 107+65'TE'	RT	---	2,070	---	---	---	---
	20+36'TR3' - 20+85'TR3'	LT	---	---	---	84	---	---
	20+42'TR3' - 20+85'TR3'	RT	---	---	---	63	---	---
	1+24'TR7' - 1+80'TR7'	LT	---	---	---	74	---	---
	1+24'TR7' - 1+80'TR7'	RT	---	---	---	89	---	---
	16+00'AC1' - 30+29'AC1'	LT	---	---	1430	---	---	---
	16+00'AC1' - 30+46'AC1'	RT	---	---	1450	---	---	---
	30+29'AC1' - 34+42'AC1'	LT	---	310	---	---	---	---
	30+46'AC1' - 34+52'AC1'	RT	---	310	---	---	---	---
	30+46'AC1' - 34+52'AC1'	MED	---	265	---	---	---	---
	34+42'AC1' - 54+15'AC1'	LT	---	---	1970	---	---	---
	34+52'AC1' - 54+27'AC1'	RT	---	---	1980	---	---	---
	54+15'AC1' - 56+00'AC1'	LT	---	200	---	---	---	---
	54+27'AC1' - 56+00'AC1'	RT	---	264	---	---	---	---
	30+46'AC1' - 34+52'AC1'	MED	---	300	---	---	---	---
	41+00'AC2' - 69+65'AC2'	LT	---	2,790	---	---	---	---
	41+00'AC2' - 69+65'AC2'	RT	---	3,010	---	---	---	---
	41+00'AC2' - 69+65'AC2'	MED	---	155	---	---	---	---
	14+74'AC4' - 15+23'AC4'	LT	---	---	---	94	---	---
	14+74'AC4' - 15+23'AC4'	RT	---	---	---	58	---	---
	316+98'TR4' - 317+08'TR4'	LT	---	---	15	---	---	---
	1024+46'TR8' - 1024+74'TR8'	RT	---	---	65	---	---	---
		0010 SUBTOTALS	2,534	34,998	6,910	1,737	445	3,070
0030	90+00'TE' - 107+30'TE'	LT	---	1,720	---	---	---	---
		TOTALS	2,534	36,718	6,910	1,737	445	3,070

* DEPRESS CURB HEAD FOR BEAM GUARD INSTALLATION. SEE CONSTRUCTION DETAILS FOR LOCATIONS.

ROUNDABOUT CONCRETE

CATEGORY	STATION - STATION	LOCATION	SPV.0165.01 COLORED CONCRETE SIDEWALK 4-INCH SF	SPV.0165.02 SPLITTER ISLAND CROSSWALK SF	SPV.0180.01 TRUCK APRON COLORED CONCRETE 8-INCH SY
0020	87+25'MO'	ISLAND	---	220	---
	87+00'MO'	ISLAND	660	---	---
	87+50'MO'	ISLAND	990	---	---
	98+50 - 103+00'MO'	ISLAND	4,700	---	---
	103+10'MO'	ISLAND	---	190	---
	103+25'MO'	ISLAND	420	---	---
	104+05'MO	ROUNDABOUT	---	---	270
	104+75'MO'	ISLAND	320	---	---
	105+00'MO'	ISLAND	---	140	---
	105+25'MO'	ISLAND	260	---	---
	86+75'E'	ISLAND	500	---	---
	87+00'E'	ISLAND	---	180	---
	87+25'E'	ISLAND	470	---	---
	88+10'E'	ROUNDABOUT	---	---	290
	89+00'E'	ISLAND	480	---	---
	89+00'E'	ISLAND	---	240	---
	89+50'E'	ISLAND	1,100	---	---
	96+00'E'	ISLAND	890	---	---
	96+50'E'	ISLAND	---	220	---
	96+75'E'	ISLAND	580	---	---
	97+47'E'	ROUNDABOUT	---	---	260
	98+25 - 101+75'E'	ISLAND	5,700	---	---
	102+53'E'	ROUNDABOUT	---	---	260
	103+25'E'	ISLAND	560	---	---
	103+50'E'	ISLAND	---	270	---
	104+00'E'	ISLAND	1,000	---	---
	108+50'E'	ISLAND	980	---	---
	109+25'E'	ISLAND	580	---	---
	109+25'E'	ISLAND	---	220	---
	111+10'E'	ISLAND	---	230	---
	110+18'E'	ROUNDABOUT	---	---	320
	111+00'E'	ISLAND	520	---	---
	111+25 -114+25'E'	ISLAND	3,150	---	---
	96+00'NR'	ISLAND	2,250	---	---
	96+45'NR'	ISLAND	---	280	---
	96+75'NR'	ISLAND	560	---	---
	97+50'NR'	ROUNDABOUT	---	---	330
	98+25 - 101+75'NR'	ISLAND	9,950	---	---
	102+50'NR'	ROUNDABOUT	---	---	320
	103+50'NR'	ISLAND	630	---	---
	103+55'NR'	ISLAND	---	310	---
	103+75 - 106+25'NR'	ISLAND	4,550	---	---
	93+50 - 96+25'R'	ISLAND	2,850	---	---
	97+01'R'	ROUNDABOUT	---	---	320
	98+00'R'	ISLAND	600	---	---
	102+00'R'	ISLAND	600	---	---
	103+01'R'	ROUNDABOUT	---	---	320
	103+75 - 104+75'R'	ISLAND	1,350	---	---
	31+25'AC1'	ISLAND	80	---	---
	31+40'AC1'	ISLAND	---	130	---
	31+50'AC1'	ISLAND	280	---	---
	33+25'AC1'	ISLAND	320	---	---
	33+30'AC1'	ISLAND	---	110	---
	33+50'AC1'	ISLAND	170	---	---
	55+25 - 56+25'AC1'	ISLAND	670	---	---
	56+40'AC1'	ISLAND	---	170	---
	56+50'AC1'	ISLAND	490	---	---
	40+75'AC2'	ISLAND	420	---	---
	40+90'AC2'	ISLAND	---	210	---
	41+25'AC2'	ISLAND	320	---	---
	308+00'TR4'	ISLAND	1,250	---	---
	309+11'TR4'	ROUNDABOUT	---	---	260
	310+50'TR4'	ISLAND	1,550	---	---
	12+75 - 14+00'TR5'	ISLAND	2,600	---	---
		TOTALS	55,350	3,120	2,950

CONCRETE BARRIER SINGLE-FACED 32-INCH

CATEGORY	STATION - STATION	LOCATION	603.0105 LF
0010	21+50 - 31+12	EB MED	965
	32+70 - 43+19	EB MED	1,040
	21+50 - 31+12	WB MED	965
	32+70 - 43+19	WB MED	1,050
		TOTAL	4,020

CURB RAMP SUMMARY

CATEGORY	STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	SPV.0060.10 CONSTRUCTION STAKING CURB RAMP EACH
0010	86+95'E'	RT	14	1
	87+02'E'	LT	14	1
	87+04'E'	RT	14	1
	87+06'E'	LT	14	1
	89+03'E'	LT,RT	28	2
	89+10'E'	RT	14	1
	89+12'E'	LT	14	1
	96+39'E'	RT	14	1
	96+47'E'	LT	14	1
	96+49'E'	RT	14	1
	96+51'E'	LT	14	1
	103+49'E'	RT	14	1
	103+51'E'	LT	14	1
	103+53'E'	RT	14	1
	103+62'E'	LT	14	1
	109+12'E'	RT	14	1
	109+17'E'	LT	14	1
	109+21'E'	RT	14	1
	109+22'E'	LT	14	1
	111+14'E'	RT	14	1
	111+17'E'	LT	14	1
	111+18'E'	RT	14	1
	111+29'E'	LT	14	1
	40+91'AC2'	RT	14	1
	40+93'AC2'	LT	14	1
	40+96'AC2'	RT	14	1
	41+00'AC2'	LT	14	1
	87+22'MO'	RT	14	1
	87+23'MO'	LT	14	1
	87+27'MO'	RT	14	1
	87+32'MO'	LT	14	1
	103+02'MO'	RT	14	1
	103+06'MO'	LT	14	1
	103+09'MO'	RT	14	1
	103+11'MO'	LT	14	1
	104+99'MO'	RT	14	1
	105+01'MO'	LT	14	1
	105+03'MO'	RT	14	1
	105+08'MO'	LT	14	1
	31+34'AC1'	RT	14	1
	31+40'AC1'	LT	14	1
	31+42'AC1'	RT	14	1
	31+44'AC1'	LT	14	1
	33+33'AC1'	LT,RT	28	2
	33+37'AC1'	RT	14	1
	33+41'AC1'	LT	14	1
	56+28'AC1'	RT	14	1
	56+38'AC1'	LT	14	1
	56+40'AC1'	RT	14	1
	56+42'AC1'	LT	14	1
	96+40'NR'	RT	14	1
	96+44'NR'	LT	14	1
	96+45'NR'	RT	14	1
	96+47'NR'	LT	14	1
	103+54'NR'	RT	14	1
	103+55'NR'	LT	14	1
	103+57'NR'	RT	14	1
	103+59'NR'	LT	14	1
	41+76'B'	LT	14	1
	41+84'B'	RT	14	1
	45+23'C'	LT/RT	28	2
	44+63'A'	LT/RT	28	2
	45+07'D'	RT	14	1
	45+14'D'	LT	14	1
	143+52'J'	LT/RT	28	2
	145+32'H'	RT	14	1
	145+33'H'	LT	14	1
	143+92'F'	RT	14	1
	143+99'F'	LT	14	1
	145+78'G'	RT	14	1
	145+79'G'	LT	14	1
	TOTALS		1,064	76

RIPRAP SUMMARY

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
0010	18+00	RT	3	---	5
	21+00	RT	5	---	10
	33+00	RT	5	---	10
	43+00	RT	36	---	70
	68+00	LT	---	25	40
	69+00	RT	---	48	70
	77+50	RT	190	---	380
	79+00	RT	---	125	190
	90+00	RT	9	---	20
	94+00	LT	---	45	70
	95+00	RT	5	---	10
	101+00	LT	---	51	75
	103+00	RT	5	---	10
	110+00	LT	---	54	80
	111+00	RT	5	---	10
	116+50	LT	---	49	75
	117+91	RT	5	---	10
	126+00	RT	13	---	25
	139+75	RT	20	---	40
	146+00	RT	29	---	60
	152+00	RT	9	---	20
	172+00	RT	5	---	10
	178+00	RT	5	---	10
	182+00	RT	5	---	10
	188+00	RT	9	---	20
	192+00	RT	8	---	15
	212+42	RT	5	---	10
	215+00	RT	5	---	10
	236+00	RT	5	---	10
	244+10	RT	---	21	30
	246+00	RT	11	---	20
	253+70	LT	---	29	45
	257+00	RT	5	---	10
	265+75	RT	---	70	110
	266+00	RT	---	27	40
	273+00	RT	5	---	10
	276+00	RT	5	---	10
	281+00	RT	5	---	10
	289+00	RT	---	87	130
	298+00	RT	5	---	10
	305+50	RT	---	77	120
	307+50	RT	---	18	30
	307+70	RT	30	---	60
	314+00	RT	5	---	10
	322+50	RT	5	---	10
	40+84'B'	RT	---	12	20
	52+00'C'	RT	---	12	20
	60+00'C'	RT	---	5	10
	132+00'F'	LT	---	39	60
	133+50'F'	LT	---	213	320
	143+00'F'	LT	---	5	10
	146+00'G'	LT	5	---	10
	158+00'H'	RT	15	---	30
	165+00'H'	RT	9	---	20
	132+50'J'	RT	---	83	125
	140+20'J'	RT	---	15	25
	210+73'M'	RT	---	14	20
	224+50'M'	RT	---	65	100
	225+00'M'	RT	---	25	40
	198+00'N'	RT	5	---	10
	204+75'N'	RT	---	15	25
	288+00'TR4'	LT	---	44	65
	306+84'TR4'	RT	---	11	15
	308+20'TR4'	LT	7	---	15
	16+10'AC1'	RT	5	---	10
	40+90'AC2'	RT	---	18	30
	41+90'AC2'	LT	---	15	25
	44+37'AC3'	RT	---	15	25
	49+10'AC3'	RT	---	25	40
	67+00'AC3'	RT	---	32	50
	89+25'E'	RT	---	16	25
	91+90'E'	RT	---	20	30
	99+00'SL'	RT	---	35	55
	101+00'SL'	RT	---	39	60
	96+70'NR'	LT	---	24	35
	COLUMN TOTALS		508	1523	3355

CONT. ABOVE

RIPRAP SUMMARY (CONT.)

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
0010	97+96'NR'	LT	5	---	10
	101+68'NR'	LT	5	---	10
	103+67'NR'	LT	---	16	25
	91+50'R'	RT	---	10	15
	95+00'R'	LT	---	17	30
	96+10'R'	LT	43	---	85
	98+25'R'	RT	20	---	40
	101+73'R'	RT	18	---	35
	102+60'R'	RT	16	---	30
	104+25'R'	LT	---	14	20
	90+35'O'	RT	---	8	10
	99+75'O'	LT	---	46	70
	99+75'O'	RT	---	45	70
	101+25'O'	LT	---	55	85
	101+25'O'	RT	---	52	80
	86+00'TE'	RT	---	23	35
	106+00'TE'	RT	---	12	20
	11+50'MC2'	RT	3	---	5
	DETENTION POND A	POND	---	23	35
	DETENTION POND B	POND	56	---	110
	DETENTION POND C	POND	465	---	930
	DETENTION POND D	POND	330	---	660
	DETENTION POND E	POND	335	---	670
	UNDISTRIBUTED		450	550	1750
	COLUMN TOTALS		1746	871	4830
	TOTALS		2254	2394	8185

CONCRETE SIDEWALK SUMMARY

CATEGORY	STATION - STATION	LOCATION	602.0405 4-INCH SF	602.0415 6-INCH SF
0010	87+30'MO' - 88+82'MO'	SW LT	1,100	---
	87+30'MO' - 89+00'MO'	SW RT	1,250	---
	88+18'MO' - 88+38'MO'	LT	---	160
	102+10'MO' - 106+17'MO'	SW LT	3,300	---
	102+10'MO' - 106+34'MO'	SW RT	3,500	---
	85+40'E' - 111+25'E'	SW LT	19,000	---
	85+65'E' - 111+25'E'	SW RT	18,200	---
	98+90 'E'	LC-1	50	---
	110+36'E' - 110+75'E'	RT	---	340
	95+06'NR' - 105+06'NR'	SW LT	8,350	---
	95+40'NR' - 104+58'NR'	SW RT	7,750	---
	98+70 'NR'	LC-2	50	---
	30+29'AC1' - 31+35'AC1'	SW LT	770	---
	30+46'AC1' - 31+27'AC1'	SW RT	610	---
	31+17 'AC1'	LC-5	50	---
	33+47'AC1' - 34+41'AC1'	SW LT	720	---
	33+47'AC1' - 34+51'AC1'	SW RT	800	---
	53+67'AC1' - 55+73'AC1'	SW LT	1,550	---
	53+67'AC1 - 55+87'AC1'	SW RT	1,650	---
	41+07'AC2' - 42+16'AC2'	SW LT	1,000	---
	41+02'AC2' - 42+34'AC2'	SW RT	840	---
	TOTALS		70,540	500

SLOPE PAVING CRUSHED AGGREGATE

CATEGORY	STATION	604.0500 SY
0010	21+50 - 31+12	1,125
	32+70 - 43+19	3,755
	TOTAL	4,880

STORM SEWER PIPE SUMMARY

CATEGORY	FROM STR.	TO STR.	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0348 48-INCH LF	610.0119 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19x30-INCH LF	610.0124 24x38-INCH LF	* 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	* 522.1015 15-INCH EACH	* 522.1018 18-INCH EACH	* 522.1024 24-INCH EACH	* 522.1030 30-INCH EACH	* 522.1036 36-INCH EACH	* 522.1048 48-INCH EACH	* 523.0519 APRON ENDWALLS FOR CULVERT PIPE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	* 523.0524 24x38-INCH EACH	* 614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH	** JOINT TIES EACH
0010	1.1	1.2	---	---	232	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.2	1.3	---	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.3	1.4	---	---	---	53	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.4	1.10	---	---	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.5	1.4	---	58	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.6	1.5	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.7	1.4	---	---	---	113	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.8	1.7	---	28	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.9	1.8	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.10	1.11	---	---	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.11	3.5	---	---	---	92	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1.12	1.11	8	---	---	---		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	EW2.1	2.2	---	---	---	39	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	6
	2.2	2.4	---	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	2.3	2.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	2.4	2.5	---	---	---	47	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	2.5	2.6	---	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	2.6	EW2.7	---	---	---	104	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	6
	EW3.1	3.2	---	---	---	25	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	6
	3.2	3.3	---	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	3.3	3.4	---	---	---	56	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	3.4	EW3.5	---	---	---	---	11	---	---	---	---	---	---	---	---	---	1	---	---	---	1	6
	EW4.1	4.2	---	---	---	---	---	---	---	13	---	---	---	---	---	---	---	---	---	1	1	6
	4.2	4.3	---	---	---	---	---	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---
	4.3	EW4.4	---	---	---	---	---	---	---	19	---	---	---	---	---	---	---	---	---	1	1	6
	EW5.1	5.2	---	---	---	---	---	32	---	---	---	---	---	---	---	---	---	1	---	---	1	6
	5.2	5.4	---	---	---	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	5.3	5.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	5.4	5.5	---	---	---	---	---	44	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	5.5	5.6	---	---	---	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	5.6	EW5.7	---	---	---	---	---	35	---	---	---	---	---	---	---	---	---	1	---	---	1	6
	6.1	6.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	6.2	6.3	---	---	---	30	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	6.3	EW6.4	---	---	---	30	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	6
	7.1	8.1	---	---	---	267	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	7.2	7.1	---	57	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	7.3	7.1	---	48	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	7.4	7.3	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	8.1	9.1	---	---	---	289	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	8.2	8.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	8.3	8.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	8.4	8.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	8.5	8.4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	9.1	10.1	---	---	---	292	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	9.2	9.1	---	18	---		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	10.1	11.1	---	---	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	10.3	10.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	11.1	12.1	---	---	---	200	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	11.2	11.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	11.3	11.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	12.1	13.1	---	---	---	190	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	13.1	13.3	---	---	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	13.2	13.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	13.3	EW13	---	---	---	27	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	6
	14.1	15.1	---	---	---	320	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	14.2	14.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	14.3	14.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	15.1	16.1	---	---	---	275	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	15.2	15.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	15.3	15.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	15.4	15.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	15.5	15.4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	16.1	17.1	---	---	---	298	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	16.2	16.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	16.3	16.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	17.1	18.1	---	---	---	296	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	18.1	19.1	---	---	---	250	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	18.2	18.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	18.3	18.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	18.4	18.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	18.5	18.4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	19.1	20.1	---	---	---	250	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	20.1	21.1	---	---	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	20.2	20.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	20.3	20.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
SHEET TOTALS			88	525	232	4277	11	150	0	51	0	0	0	0	5	1	2	0	2	0	10	60

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.

** FOR INFORMATION ONLY (INCLUDES ENDWALL PLUS TWO LENGTHS OF PIPE. EXCEPT FOR CONCRETE MASONRY ENDWALLS).

CONT. ON NEXT SHEET

STORM SEWER PIPE SUMMARY (CONT.)

CATEGORY	FROM STR.	TO STR.	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0348 48-INCH LF	610.0119 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19x30-INCH LF	610.0124 24x38-INCH LF	* 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	* 522.1015 15-INCH EACH	* 522.1018 18-INCH EACH	* 522.1024 24-INCH EACH	* 522.1030 30-INCH EACH	* 522.1036 36-INCH EACH	* 522.1048 48-INCH EACH	* 523.0519 APRON ENDWALLS FOR CULVERT PIPE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	* 523.0524 24x38-INCH EACH	* 614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH	** JOINT TIES EACH
0010	21.1	22.1	---	---	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	21.2	21.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	21.3	21.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	22.1	23.1	---	---	---	149	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	22.2	22.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	22.3	22.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	23.1	24.1	---	---	---	160	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	24.1	24.4	---	---	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	24.2	24.1	---	21	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	24.3	24.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	24.4	EW24	---	---	---	---	37	---	---	---	---	---	---	---	---	---	1	---	---	---	1	6
	24.5	24.4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	30.1	31.1	---	---	---	196	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	30.2	30.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	30.3	30.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	31.1	32.1	---	---	---	198	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	32.1	33.1	---	---	---	---	---	---	---	---	298	---	---	---	---	---	---	---	---	---	---	---
	32.2	32.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	32.3	32.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	32.4	32.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	32.5	32.4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	33.1	34.1	---	---	---	---	299	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	34.1	35.1	---	---	---	---	250	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	35.1	36.1	---	---	---	---	100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	35.2	35.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	35.3	35.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	35.4	35.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	35.5	35.4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	36.1	37.1	---	---	---	---	150	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	36.2	36.1	---	---	47	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	36.3	36.1	---	---	41	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	37.1	38.1	---	---	---	---	275	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	37.2	37.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	37.3	37.1	---	18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	38.1	39.1	---	---	---	---	69	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	38.2	38.1	---	---	139	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	39.1	40.1	---	---	---	---	154	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	39.2	39.1	---	47	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	39.3	39.2	31	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	40.1	41.1	---	---	---	---	200	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	40.2	40.1	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	40.3	40.2	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	40.4	40.3	---	---	12	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	40.5	40.4	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	40.6	40.5	---	---	55	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	41.1	42.1	---	---	---	---	217	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	42.1	43.1	---	---	---	---	233	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	42.2	4.21	---	---	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	42.3	42.1	---	---	17	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	42.4	42.3	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	42.5	42.4	116	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	42.6	42.5	13	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	42.7	42.3	51	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	42.8	42.7	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	43.1	44.1	---	---	---	---	250	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	44.1	45.1	---	---	---	---	141	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	44.2	44.1	---	17	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	44.3	44.2	51	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	45.1	46.1	---	---	---	---	131	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	46.1	47.1	---	---	---	---	241	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	46.2	46.1	---	17	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	46.3	46.2	51	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	47.1	48.1	---	---	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	47.2	47.1	---	83	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	48.1	49.1	---	---	---	---	112	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	49.1	50.1	---	---	---	---	61	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	49.2	49.1	122	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	49.3	49.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50.1	EW51	---	---	---	---	21	---	---	---	---	---	---	---	---	---	1	---	---	---	1	6
	50.2	50.1	---	---	44	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50.3	50.2	---	---	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50.4	50.3	---	---	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50.5	50.4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50.6	50.4	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	50.7	50.6	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
SHEET TOTALS			550	401	485	1021	2949	0	0	0	298	0	0	0	0	2	0	0	0	0	2	12

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.
** FOR INFORMATION ONLY (INCLUDES ENDWALL PLUS TWO LENGTHS OF PIPE. EXCEPT FOR CONCRETE MASONRY ENDWALLS).

CONT. ON NEXT SHEET

STORM SEWER PIPE SUMMARY (CONT.)

CATEGORY	FROM STR.	TO STR.	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0348 48-INCH LF	610.0119 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19x30-INCH LF	610.0124 24x38-INCH LF	* 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	* 522.1015 15-INCH EACH	* 522.1018 18-INCH EACH	* 522.1024 24-INCH EACH	* 522.1030 30-INCH EACH	* 522.1036 36-INCH EACH	* 522.1048 48-INCH EACH	* 523.0519 APRON ENDWALLS FOR CULVERT PIPE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	* 523.0524 24X38-INCH EACH	* 614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH	** JOINT TIES EACH
0010	54.1	EW54	---	---	---	---	---	---	42	---	---	---	---	---	---	---	---	1	---	---	1	6
	55.1	54.1	---	---	---	---	---	141	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	55.2	55.1	---	33	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	55.3	55.2	31	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	55.4	55.3	13	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	55.5	55.4	31	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	56.1	55.1	---	---	---	---	---	260	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	56.2	56.1	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	56.3	56.2	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	56.4	56.3	13	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	56.5	56.4	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	57.1	56.1	---	---	---	---	---	122	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	57.2	57.1	---	---	108	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	57.3	57.2	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	57.4	57.3	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	57.5	57.2	---	---	65	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	57.6	57.5	70	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	57.7	57.6	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	58.1	57.1	---	---	---	---	---	104	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	58.2	58.1	---	---	49	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	58.3	58.1	---	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	58.4	58.3	---	43	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	58.5	58.4	---	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	58.6	58.4	73	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	59.1	58.1	---	---	---	248	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	59.2	59.1	---	---	146	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	59.3	59.1	---	---	29	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	59.4	59.3	---	---	13	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	59.5	59.4	---	---	31	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	59.6	59.5	---	---	117	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	60.1	59.1	---	---	---	125	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	60.2	60.1	---	107	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	60.3	60.2	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	60.4	60.1	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	61.1	60.1	---	---	---	128	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	61.2	61.1	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	61.3	61.1	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	61.4	61.3	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	61.5	61.5	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	EW61	61.6	---	---	43	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	6
	61.6	61.2	---	---	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	62.1	61.1	---	---	---	90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	62.2	62.1	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	63.1	62.1	---	---	---	175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	EW63	63.1	---	---	96	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	6
	64.1	63.1	---	---	---	198	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	64.2	64.1	---	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	64.3	64.1	---	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	65.1	64.1	---	---	---	100	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	65.2	65.1	---	35	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	65.3	65.1	---	9	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	65.4	65.3	---	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	65.5	65.4		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	66.1	65.1	---	---	---	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	66.2	66.1	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	67.1	66.1	---	---	---	78	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	67.2	67.1	---	67	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	67.3	67.2	---	33	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	67.4	67.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	67.5	67.3	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	67.6	67.1	---	90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	68.1	67.1	---	---	---	173	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	EW68.2	68.1	---	---	---	14	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	6
	68.3	68.1	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	68.4	68.1	---	---	---	61	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	68.5	68.4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	EW68.6	68.4	---	---	---	9	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	6
	80.2	EW80.1	21	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	6
	80.3	80.2	39	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	80.4	80.3	17	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	81.2	EW81.1	17	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	6
	81.3	81.2	28	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	81.4	81.3	14	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	82.2	EW82.1	63	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	6
	82.3	82.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
SHEET TOTALS			626	615	744	1437	0	627	42	0	0	3	0	2	2	0	0	1	0	0	8	48

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.
** FOR INFORMATION ONLY (INCLUDES ENDWALL PLUS TWO LENGTHS OF PIPE, EXCEPT FOR CONCRETE MASONRY ENDWALLS).

CONT. ON NEXT SHEET

STORM SEWER PIPE SUMMARY (CONT.)

CATEGORY	FROM STR.	TO STR.	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0348 48-INCH LF	610.0119 STORM SEWER PIPE REINFORCED HORIZONTAL ELLIPTICAL CLASS HE-III 19x30-INCH LF	610.0124 24x38-INCH LF	* 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	* 522.1015 15-INCH EACH	* 522.1018 18-INCH EACH	* 522.1024 24-INCH EACH	* 522.1030 30-INCH EACH	* 522.1036 36-INCH EACH	* 522.1048 48-INCH EACH	* 523.0519 APRON ENDWALLS FOR CULVERT PIPE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	* 523.0524 24x38-INCH EACH	* 614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH	** JOINT TIES EACH
0010	83.2	EW83.1	25	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	6
	83.3	83.2	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	83.4	83.3	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	83.5	83.4	27	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	85.1	85.2	13	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	85.2	86.1	197	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	86.1	86.2	11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	86.2	86.3	---	37	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	86.3	87.2	---	185	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	87.2	87.1	---	---	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	90.1	91.1	---	---	---	220	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	90.2	90.1	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	91.1	92.1	---	---	---	329	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	91.2	91.1	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	92.1	93.1	---	---	---	289	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	92.2	92.1	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	93.1	94.1	---	---	---	---	---	---	---	---	210	---	---	---	---	---	---	---	---	---	---	---
	93.2	93.1	---	---	---	20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	94.1	94.2	---	---	---	---	---	---	---	---	24	---	---	---	---	---	---	---	---	---	1	6
	94.3	94.2	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	96.1	97.1	---	---	---	329	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	96.2	96.1	---	---	19	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	97.1	EW97.2	---	---	---	60	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	6
	99.1	99.2	---	---	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	100.1	100.2	---	---	---	302	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	100.2	100.6	---	---	---	6	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	100.3	101.1	---	---	---	105	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	100.4	100.3	---	53	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	100.5	100.4	15	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	101.1	102.1	---	---	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	101.2	101.1	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	101.3	101.1	---	86	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	102.1	103.1	---	---	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	102.2	102.1	---	60	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	102.3	102.1	---	6	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	103.1	104.1	---	---	---	300	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	103.2	103.1	---	6	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	103.3	103.2	55	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	103.4	103.1	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	103.5	103.4	53	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	104.1	104.2	---	---	---	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	104.2	EW104	---	---	---	89	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	6
	104.3	104.1	---	6	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	105.1	105.2	---	13	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	105.2	EW105	---	66	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	6
	111.1	111.2	106	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	111.2	111.3	19	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	111.3	111.4	5	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	111.4	EW111	42	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	6
	112.1	112.2	90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	112.2	112.3	---	66	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	112.3	EW112	---	---	56	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	6
	112.4	112.3	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	112.5	112.4	55	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	113.1	113.2	43	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	113.2	EW113	29	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	6
	114.1	114.2	42	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	114.3	EW114	20	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	6
	115.1	115.3	82	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	115.2	115.3	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	115.3	115.4	8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	115.4	115.5	---	89	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	115.5	EW115	---	43	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	6
SHEET TOTALS			1058	792	99	2673	0	0	0	0	234	5	1	0	3	0	0	0	0	0	10	60
0010 TOTALS			2322	2333	1560	9408	2960	777	42	51	532	8	1	2	10	3	2	1	2	0	30	180

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.
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CONT. ON NEXT SHEET

STORM SEWER PIPE SUMMARY (CONT.)

CATEGORY	FROM STR.	TO STR.	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0330 30-INCH LF	608.0336 36-INCH LF	608.0348 48-INCH LF	610.0119 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19x30-INCH LF	610.0124 24x38-INCH LF	* 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	* 522.1015 15-INCH EACH	* 522.1018 18-INCH EACH	* 522.1024 24-INCH EACH	* 522.1030 30-INCH EACH	* 522.1036 36-INCH EACH	* 522.1048 48-INCH EACH	* 523.0519 APRON ENDWALLS FOR CULVERT PIPE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	* 523.0524 24x38-INCH EACH	* 614.0620.S MARKER POSTS CULVERT END FLEXIBLE EACH	** JOINT TIES EACH
0030	90.3	90.2	39	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	91.3	91.2	39	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	91.4	91.3	14	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	92.3	92.2	39	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	93.3	93.2	---	---	---	39	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	93.4	93.3	---	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	93.5	93.4	---	---	70	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	94.2	EW94.4	---	---	---	---	---	---	---	---	46	---	---	---	---	---	---	---	---	1	1	6
	96.3	96.2	---	---	39	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	96.4	96.3	---	---	11	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	97.3	97.1	---	39	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
0030 TOTALS			131	39	120	50	0	0	0	0	46	0	0	0	0	0	0	0	0	1	1	6
TOTALS			2453	2372	1680	9458	2960	777	42	51	578	8	1	2	10	3	2	1	2	1	31	186

* ADDITIONAL QUANTITIES LISTED ELSEWHERE.
** FOR INFORMATION ONLY (INCLUDES ENDWALL PLUS TWO LENGTHS OF PIPE. EXCEPT FOR CONCRETE MASONRY ENDWALLS).

PIPE UNDERDRAIN SUMMARY

CATEGORY	STATION	LOCATION	* 521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH EACH	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0206 UNPERFORATED 6-INCH LF	612.0212 UNPERFORATED 12-INCH LF	612.0406 WRAPPED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH
0010	45+51	RT	1	---	---	110	---	---
	46+34	MED	---	---	---	---	---	---
	143+52	LT,RT & MED	2	---	---	200	---	---
	319+46	RT	---	---	---	---	---	---
	320+14	MED	---	---	---	---	---	---
	33+00 'D'	LT	1	---	---	70	---	---
	98+66 'SL'	LT & RT	2	---	---	160	---	---
	101+32 'O'	LT & RT	2	---	---	110	---	---
	WET SLOPE DETAIL	UNDISTRIBUTED	---	---	75	---	500	5
	WET SLOPE DETAIL	UNDISTRIBUTED	---	500	---	---	---	---
		TOTALS	8	500	75	650	500	5

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

Locations of Concrete Surface Drains Drop Inlet Type at Structures:

Reference Line Location; (Structure No.)	Inlet Center	Flowline Elevation Feet	Top of Structure Feet	Invert Elevation (Feet)	Inlet Type 1 (Each)	Casting Type V (Each)
'B' Ramp; (SW Corner of B-56-199)	7.42 (RT)	992.22	990.97	988.22	1	1
USH 12 Mainline; (SW Corner of B-56-195)	64.00 (RT)	998.91	997.66	994.91	1	1
Shady Lane; (NW Corner of B-56-194)	19.42 (LT)	981.45	980.2	977.45	1	1
Shady Lane; (SW Corner of B-56-194)	19.42 (RT)	981.45	980.2	977.45	1	1
USH 12 Mainline; (NW Corner of B-56-193)	63.42 (RT)	979.73	978.48	975.73	1	1
USH 12 Mainline; (NE Corner of B-56-192)	63.42 (LT)	979.73	978.48	975.73	1	1
Old 33; (NE Corner of B-56-190)	17.42 (LT)	979.07	977.82	975.07	1	1
Old 33; (SE Corner of B-56-190)	17.42 (RT)	979.07	977.82	975.07	1	1
Terrytown; (NW Corner of B-56-189)	63.42 (RT)	948.03	946.78	944.78	1	1
	TOTALS:				9	9

NOTES:
Inlets Type 1 are 20 inch square on the inside dimensions, with 6 inch thick walls.
Castings Type V will be set in the concrete surface drains in the permanent construction locations.
Casting Type V = 9 Inches, (0.75'); Adjustment Rings = 6 Inches, (0.50'); From Flowline to Top of Structure = 15 Inches, (1.25')

COVER PLATES TEMPORARY

CATEGORY	STAGE	STATION	LOCATION	611.8120.S EACH	REMARKS
0010	1A	18+02'TR1'	17'LT	1	MANHOLE
	1A	20+00'TR1'	0'	1	MANHOLE
	1A	20+00'TR1'	17'LT	1	INLET
	1A	20+00'TR1'	17'RT	1	INLET
	1A	23+00'TR1'	0'	1	MANHOLE
	1A	23+00'TR1'	17'RT	1	INLET
	1A	43+98'TR2'	16'LT	1	MANHOLE
			TOTAL	7	

ADJUSTING MANHOLES / INLETS

CATEGORY	STAGE	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	2D	18+02'TR1'	17'LT	1	---
	2D	20+00'TR1'	CL	1	---
	2D	20+00'TR1'	17'LT	---	1
	2D	20+00'TR1'	17'RT	---	1
	2D	23+00'TR1'	CL	1	---
	2D	23+00'TR1'	17'RT	---	1
	2D	43+98'TR2'	16'LT	1	---
			TOTALS	4	3

MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0627 TYPE HM EACH	611.0630 TYPE HM-GJ EACH	611.0636 TYPE HM-S EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0651 TYPE S EACH	611.0652 TYPE T EACH	611.0654 TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	---	ML	40+44.8	175.0' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	971.57	971.57	966.16	5.41
	---	ML MED	51+67	2.0' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	2	---	---	---	---	978.51	978.51	970.58	7.93
	---	ML MED	69+00	5.1' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	965.11	965.11	961.19	3.92
	---	ML MED	79+00	1.1' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	961.01	961.01	957.09	3.92
	---	ML MED	87+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	957.63	957.63	953.71	3.92
	---	ML MED	126+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	953.08	953.08	949.16	3.92
	---	ML MED	132+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	960.88	960.88	956.96	3.92
	---	ML MED	140+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	971.28	971.28	967.36	3.92
	---	ML MED	146+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	979.85	979.85	975.93	3.92
	---	ML MED	152+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	979.85	979.85	975.93	3.92
	---	ML MED	158+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	978.24	978.24	974.32	3.92
	---	ML MED	165+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	976.13	976.13	972.21	3.92
	---	ML MED	172+00	1.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	974.02	974.02	970.10	3.92
	---	ML MED	178+00	1.8' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	972.16	972.16	968.24	3.92
	---	ML MED	182+00	0.7' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	971.38	971.38	967.46	3.92
	---	ML MED	192+00	1.3' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	968.05	968.05	964.13	3.92
	---	ML MED	198+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	965.95	965.95	962.03	3.92
	---	ML MED	204+50	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	964.09	964.09	957.52	6.57
	---	K GORE	204+34	89.2' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	963.10	963.10	957.66	5.44
	---	N GORE	204+43	90.3' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	963.06	963.06	957.38	5.68
	---	ML MED	225+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	972.21	972.21	968.29	3.92
	---	ML MED	246+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	965.94	965.94	962.02	3.92
	---	ML MED	266+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	957.94	957.94	954.02	3.92
	---	ML MED	288+70	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	949.84	949.84	945.87	3.97
	---	ML MED	308+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	941.37	941.37	937.45	3.92
	---	TEMP. RD. 4	292+50	0.0'	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	948.80	948.80	945.80	3.00
	---	TEMP. RD. 4	299+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	944.74	944.74	940.98	3.76
	---	AC3	49+00	28.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	957.60	957.60	953.68	3.92
	---	POND A	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	3	---	---	---	---	955.50	955.50	950.00	5.50
	---	POND B	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	3	---	---	---	---	949.00	949.00	945.50	3.50
	---	POND C	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	3	---	---	---	---	955.00	955.00	951.00	4.00
	---	POND D	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	3	---	---	---	---	955.00	955.00	951.90	3.10
	---	POND E	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	928.00	926.75	924.50	2.25
	---	POND E	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	3	---	---	---	---	926.50	926.50	921.80	4.70
EXIST.	---	ML	15+44.3	9.0' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---
EXIST.	---	ML	15+44.3	9.0' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	99.1	ML	43+00	22.0' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1001.48	1000.31	994.54	5.77
	99.2	ML MED	43+00	6.0' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	998.30	998.30	994.38	3.92
	100.1	ML	36+00	15.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1001.98	1000.93	996.54	4.39
	100.2	ML	33+00	11.7' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	998.21	997.16	993.52	3.64
	100.3	ML	31+04.6	00+00.0	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	994.20	992.95	988.23	4.72
	100.4	ML	31+08.9	52.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	996.09	994.92	989.56	5.36
	100.5	ML	31+10.1	37.4' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	992.12	992.12	989.95	2.17
	100.6	ML MED	33+00	6.0' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	998.30	998.30	993.48	4.82
	101.1	ML	30+00	0.0'	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	993.65	992.40	985.75	6.65
	101.2	ML	30+00	7.5' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	991.84	990.79	986.70	4.09
	101.3	ML	30+01.8	86.3' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	991.19	990.02	987.36	2.66
	102.1	ML	27+00	0.0'	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	984.40	983.15	978.96	4.19
	102.2	ML	27+00	60.0' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	985.14	983.97	980.91	3.06
	102.3	ML	27+00	7.5' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	983.37	982.20	979.60	2.60
	103.1	ML	24+00	0.0'	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	973.77	972.52	967.78	4.74
	103.2	ML	24+00	5.5' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	973.77	971.89	968.61	3.28
	103.3	ML	24+00	60.0' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	972.96	971.79	969.38	2.41
	103.4	ML	24+00	7.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	974.36	973.19	968.61	4.58
	103.5	ML	24+00	60.0' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	974.26	973.09	970.68	2.41
	104.1	ML	21+00	0.0'	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	963.56	962.31	958.29	4.02
	104.2	ML	21+00	7.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	963.53	962.70	956.87	5.83
	104.3	ML	21+00	5.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	962.79	962.00	959.06	2.94
	105.1	ML	18+00	5.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	952.44	951.65	948.95	2.70
	105.2	ML	18+00	7.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	952.58	951.75	948.88	2.87
	38.1	MOON RD.	103+75.6	89.6' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	974.38	973.13	964.00	9.13
	38.2	MOON RD.	104+93.0	33.2' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	972.96	971.71	968.00	3.71
	39.1	MOON RD.	103+00.0	54.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	975.45	974.20	963.79	10.41
	39.2	MOON RD.	103+22.0	12.8' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	974.16	973.33	968.94	4.39
	39.3	MOON RD.	103+27.0	18.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	973.78	972.95	969.50	3.45
	40.1	MOON RD.	101+50.0	56.1' RT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	969.55	968.30	963.14	5.16
		SHEET TOTALS			0	9	4	9	0	6	2	29	5	0	2	5	1	1	4	0	0	3	74	2	0	12	2				

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE

(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS
MANHOLE TOP OF STRUCTURE= RIM - 4" OR 9" CASTING - 6" RINGS
INLET TOP OF STRUCTURE= FLOW - 4" CASTING - 6" RINGS

(C) DEPTH = TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT PAGE

SEE REVISED MANHOLES AND INLETS SUMMARY SHEETS 306-A THRU 306-E

MANHOLES AND INLETS SUMMARY (CONT.)

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	INLET COVERS 611.0606 TYPE B EACH	611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0627 TYPE HM EACH	611.0630 TYPE HM-GJ EACH	611.0636 TYPE HM-S EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0651 TYPE S EACH	611.0652 TYPE T EACH	611.0654 TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	40.2	MOON RD.	101+50.0	24.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	972.97	972.14	965.60	6.54
	40.3	MOON RD.	101+50.0	5.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	973.29	972.46	965.70	6.76
	40.4	MOON RD.	101+50.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	973.29	972.46	965.76	6.70
	40.5	MOON RD.	101+50.0	25.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	972.97	972.14	965.86	6.28
	40.6	MOON RD.	101+00.0	48.7' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	969.60	969.60	966.15	3.45
	41.1	MOON RD.	99+50.0	43.5' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	972.54	971.29	962.54	8.75
	42.1	MOON RD.	97+33.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	970.40	969.15	961.89	7.26
	42.2	MOON RD.	97+33.0	49.0' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	968.50	968.50	964.57	3.93
	42.3	MOON RD.	97+33.0	25.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.20	969.37	964.59	4.78
	42.4	MOON RD.	97+41.0	25.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	970.20	969.37	965.13	4.24
	42.5	MOON RD.	98+55.1	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	971.22	970.39	965.71	4.68
	42.6	MOON RD.	98+55.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	971.22	970.39	965.78	4.61
	42.7	MOON RD.	97+33.0	25.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.20	969.37	965.09	4.28
	42.8	MOON RD.	97+41.0	25.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.20	969.37	965.17	4.20
	43.1	MOON RD.	95+00.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	971.90	970.65	961.17	9.48
	44.1	MOON RD.	92+50.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	971.03	969.78	960.45	9.33
	44.2	MOON RD.	92+50.0	25.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	969.51	968.68	964.00	4.68
	44.3	MOON RD.	92+50.0	25.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	969.51	968.68	964.50	4.18
	45.1	MOON RD.	91+00.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	969.23	967.98	960.02	7.96
	46.1	MOON RD.	89+50.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	967.82	966.57	959.63	6.94
	46.2	MOON RD.	89+50.0	25.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	966.29	965.46	961.44	4.02
	46.3	MOON RD.	89+50.0	25.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	966.29	965.46	962.20	3.26
	47.1	MOON RD.	87+06.8	45.7' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	962.29	961.46	955.08	6.38
	47.2	MOON RD.	87+18.3	36.9' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	961.19	960.36	956.06	4.30
	48.1	MOON RD.	87+05.0	48.3' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	962.20	961.37	955.00	6.37
	49.1	FERNDELL RD.	88+89.9	22.3' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	962.11	961.28	953.50	7.78
	49.2	FERNDELL RD.	87+68.2	31.3' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	958.58	957.62	954.50	3.12
	49.3	FERNDELL RD.	87+64.0	24.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	958.62	957.66	954.54	3.12
	50.1	FERNDELL RD.	89+25.0	70.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	960.63	959.38	953.18	6.20
	50.2	FERNDELL RD.	89+50.0	35.1' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	963.33	962.50	956.61	5.89
	50.3	FERNDELL RD.	89+50.0	7.9' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	963.55	962.72	956.88	5.84
	50.4	FERNDELL RD.	89+26.5	5.6' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	962.80	961.97	957.15	4.82
	50.5	FERNDELL RD.	89+18.6	6.6' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	962.59	961.76	957.73	4.03
	50.6	FERNDELL RD.	89+31.0	32.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	962.82	961.99	957.92	4.07
	50.7	FERNDELL RD.	89+23.0	33.2' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	962.59	961.76	958.00	3.76
	54.1	FERNDELL RD.	92+12.7	70.6' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	966.80	965.55	953.30	12.25
	55.1	FERNDELL RD.	93+50.0	70.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	967.75	966.50	961.80	4.70
	55.2	FERNDELL RD.	93+50.0	37.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	971.47	970.64	965.35	5.29
	55.3	FERNDELL RD.	93+50.0	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	971.55	970.72	966.78	3.94
	55.4	FERNDELL RD.	93+50.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	971.55	970.72	966.85	3.87
	55.5	FERNDELL RD.	93+50.0	37.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	971.47	970.64	967.00	3.64
	56.1	FERNDELL RD.	96+00.0	70.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	969.85	968.60	964.40	4.20
	56.2	FERNDELL RD.	96+00.0	29.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	974.09	973.26	967.97	5.29
	56.3	FERNDELL RD.	96+00.0	2.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	974.05	973.22	969.10	4.12
	56.4	FERNDELL RD.	96+00.0	8.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	973.33	972.50	969.17	3.33
	56.5	FERNDELL RD.	96+00.0	35.6' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	973.33	972.50	969.30	3.20
	57.1	FUTURE CTH BD	97+42.8	82.2' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	975.61	974.78	965.01	9.77
	57.2	FUTURE CTH BD	97+21.6	22.5' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	976.38	975.13	968.00	7.13
	57.3	FUTURE CTH BD	97+06.6	35.6' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	973.68	972.72	968.60	4.12
	57.4	FUTURE CTH BD	97+12.0	41.1' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	973.70	972.74	968.64	4.10
	57.5	FUTURE CTH BD	97+35.7	86.1' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	974.19	973.36	968.32	5.04
	57.6	FUTURE CTH BD	97+31.1	155.9' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	973.80	972.97	969.19	3.78
	57.7	FUTURE CTH BD	97+04.5	150.7' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	973.56	972.73	969.32	3.41
	58.1	FUTURE CTH BD	98+29.5	42.3' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	975.76	974.93	965.53	9.40
	58.2	FUTURE CTH BD	98+30.0	92.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	969.32	969.32	966.61	2.71
	58.3	FUTURE CTH BD	98+26.7	18.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	975.88	975.05	965.66	9.39
	58.4	FUTURE CTH BD	98+23.3	22.6' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	975.59	974.76	965.88	8.88
	58.5	FUTURE CTH BD	98+44.9	45.6' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	975.27	974.44	966.01	8.43
	58.6	FUTURE CTH BD	99+00.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	976.17	975.34	972.22	3.12
	59.1	FUTURE CTH BD	100+75.0	35.3' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	977.45	976.62	966.78	9.84
	59.2	FUTURE CTH BD	102+17.0	131' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	972.20	972.20	969.49	2.71
	59.3	FUTURE CTH BD	100+75.0	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	977.48	976.65	968.84	7.81
	59.4	FUTURE CTH BD	100+75.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	977.48	976.65	968.91	7.75
	59.5	FUTURE CTH BD	100+75.0	37.5' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	977.40	976.57	969.06	7.51
	59.6	FUTURE CTH BD	43+22.0	170' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	974.30	974.30	971.43	2.87
		SHEET TOTALS			0	6	16	0	4	34	5	0	0	0	11	0	0	26	0	0	0	19	5	0	4	0	0				

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE

(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS WILL BE USED
MANHOLE TOP OF STRUCTURE* RIM - 4" OR 9" CASTING - 6" RINGS
INLET TOP OF STRUCTURE* FLOW - 4" CASTING - 6" RINGS

(C) DEPTH * TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT PAGE

SEE REVISED MANHOLES AND INLETS SUMMARY SHEETS 306-A THRU 306-E

MANHOLES AND INLETS SUMMARY (CONT.)

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0627 TYPE HM EACH	611.0630 TYPE HM-GJ EACH	611.0636 TYPE HM-S EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0651 TYPE S EACH	611.0652 TYPE T EACH	611.0654 TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	60.1	FUTURE CTH BD	102+09.8	29.6' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	977.84	976.88	967.40	9.48
	60.2	FUTURE CTH BD	102+52.3	127.6' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	978.41	977.58	973.40	4.18
	60.3	FUTURE CTH BD	102+72.4	126.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	978.33	977.50	973.75	3.75
	60.4	FUTURE CTH BD	102+05.2	22.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	977.86	976.90	973.50	3.40
	61.1	FUTURE CTH BD	103+34.0	3.5' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	980.45	979.20	968.05	11.16
	61.2	FUTURE CTH BD	103+33.6	16.3' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	979.35	978.52	971.87	6.65
	61.3	FUTURE CTH BD	103+28.9	21.8' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	979.68	978.85	974.98	3.87
	61.4	FUTURE CTH BD	103+50.6	45.1' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	979.52	978.69	975.36	3.33
	61.5	FUTURE CTH BD	103+44.0	49.7' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	979.54	978.71	975.44	3.27
	61.6	FUTURE CTH BD	103+36.3	41.1' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	979.28	978.45	972.00	6.45
	62.1	FUTURE CTH BD	104+25.0	0.5' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	980.80	979.55	968.50	11.05
	62.2	FUTURE CTH BD	104+25.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	980.11	979.28	975.99	3.29
	63.1	FUTURE CTH BD	106+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	982.00	980.75	969.37	11.38
	64.1	FUTURE CTH BD	108+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	981.13	979.88	970.36	9.52
	64.2	FUTURE CTH BD	108+00.0	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	980.42	979.59	976.19	3.40
	64.3	FUTURE CTH BD	108+00.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	980.42	979.59	976.19	3.40
	65.1	FUTURE CTH BD	109+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	980.70	979.45	970.86	8.59
	65.2	FUTURE CTH BD	109+00.0	35.1' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	979.40	978.57	975.01	3.56
	65.3	FUTURE CTH BD	109+00.0	9.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	979.87	979.04	974.93	4.11
	65.4	FUTURE CTH BD	108+96.0	36.1' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	979.39	978.56	975.06	3.50
	65.5	FUTURE CTH BD	109+04.0	37.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	979.49	978.66	975.44	3.22
	66.1	FUTURE CTH BD	109+38.5	0.5' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	980.62	979.37	971.03	8.34
	66.2	FUTURE CTH BD	109+41.9	19.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	979.73	978.90	975.50	3.40
	67.1	FUTURE CTH BD	110+14.0	17.7' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	984.00	982.75	971.42	11.33
	67.2	FUTURE CTH BD	110+47.9	40.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	978.04	977.08	973.68	3.40
	67.3	FUTURE CTH BD	110+64.2	68.6' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	978.17	977.34	973.85	3.49
	67.4	FUTURE CTH BD	110+40.9	44.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	978.06	977.10	973.99	3.11
	67.5	FUTURE CTH BD	110+57.3	72.6' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	978.19	977.36	974.20	3.16
	67.6	FUTURE CTH BD	109+80.4	101.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	980.03	979.20	975.03	4.17
	68.1	FUTURE CTH BD	111+92.0	28.7' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	978.04	977.21	972.69	4.52
	68.3	FUTURE CTH BD	112+00.0	28.4' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	978.06	977.23	973.85	3.38
	68.4	FUTURE CTH BD	111+88.5	32.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	978.05	977.22	973.00	4.22
	68.5	FUTURE CTH BD	111+96.5	31.4' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	978.01	977.18	974.06	3.12
	7.1	AC1	31+49.5	27.2' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	972.20	971.37	967.15	4.22
	7.2	AC1	31+43.0	29.0' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	972.60	971.77	968.16	3.61
	7.3	AC1	31+90.5	18.8' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	972.97	972.01	968.70	3.31
	7.4	AC1	31+94.0	25.8' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	972.97	972.01	968.74	3.27
	8.1	AC1	28+82.5	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	968.98	967.73	963.52	4.21
	8.2	AC1	28+82.5	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	968.54	967.71	964.31	3.40
	8.3	AC1	28+90.5	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	968.55	967.72	964.59	3.13
	8.4	AC1	28+82.5	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	968.54	967.71	964.31	3.40
	8.5	AC1	28+90.5	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	968.55	967.72	964.59	3.13
	9.1	AC1	25+93.5	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	969.76	968.51	959.60	8.91
	9.2	AC2	25+93.5	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	969.64	968.81	965.41	3.40
	10.1	AC1	23+00	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	960.58	959.33	954.00	5.33
	10.3	AC1	23+00	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	959.82	958.99	955.91	3.08
	11.1	AC1	20+00	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	953.58	952.33	946.13	6.20
	11.2	AC1	20+00	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	953.14	952.31	948.91	3.40
	11.3	AC1	20+00	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	953.14	952.31	948.91	3.40
	12.1	AC1	18+00	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	949.25	948.00	940.90	7.10
	13.1	AC1	16+10	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	940.98	939.73	935.92	3.81
	13.2	AC1	16+10	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	940.54	939.71	936.31	3.40
	13.3	AC1	16+10	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	940.54	939.71	935.83	3.88
	30.1	AC1	51+00.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	974.97	973.72	969.90	3.82
	30.2	AC1	51+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	974.53	973.70	970.29	3.41
	30.3	AC1	51+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	974.53	973.70	970.29	3.41
	31.1	AC1	49+00.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	973.97	972.72	969.11	3.61
	32.1	AC1	47+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	973.04	971.79	968.12	3.67
	32.2	AC1	47+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	972.60	971.77	968.31	3.46
	32.3	AC1	47+08.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	972.60	971.77	968.60	3.17
	32.4	AC1	47+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	972.60	971.77	968.31	3.46
	32.5	AC1	47+08.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	972.60	971.77	968.60	3.17
	33.1	AC1	44+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	974.47	973.22	967.23	5.99
	34.1	AC1	41+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	973.97	972.72	966.33	6.39
	35.1	AC1	38+50.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	972.79	971.54	965.58	5.96
		SHEET TOTALS			0	8	17	0	5	35	0	0	0	0	19	0	0	15	0	0	0	25	0	0	6	0	0				

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE

(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS
MANHOLE TOP OF STRUCTURE= RIM - 4" OR 9" CASTING - 6" RINGS
INLET TOP OF STRUCTURE= FLOW - 4" CASTING - 6" RINGS

(C) DEPTH = TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT PAGE

SEE REVISED MANHOLES AND INLETS SUMMARY SHEETS 306-A THRU 306-E

MANHOLES AND INLETS SUMMARY (CONT.)

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	INLET COVERS 611.0606 TYPE B EACH	611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0627 TYPE HM EACH	611.0630 TYPE HM-GJ EACH	611.0636 TYPE HM-S EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0651 TYPE S EACH	611.0652 TYPE T EACH	611.0654 TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	35.2	AC1	38+50.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	972.35	971.52	967.42	4.10
	35.3	AC1	38+58.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	972.35	971.52	967.71	3.81
	35.4	AC1	38+50.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	972.35	971.52	967.42	4.10
	35.5	AC1	38+58.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	972.35	971.52	967.71	3.81
	36.1	AC1	37+50.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	973.22	971.97	965.28	6.69
	36.2	AC1	37+75.0	38.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	971.50	971.50	968.48	3.02
	36.3	AC1	37+50.0	40.6' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	971.40	971.40	967.49	3.91
	37.1	AC1	36+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	973.97	972.72	964.83	7.89
	37.2	AC1	36+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	973.53	972.70	969.00	3.70
	37.3	AC1	36+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	973.53	972.70	969.00	3.70
	14.1	AC2	68+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	970.91	969.66	966.30	3.36
	14.2	AC2	68+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	970.47	969.64	966.48	3.16
	14.3	AC2	68+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	970.47	969.64	966.48	3.16
	15.1	AC2	64+75.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	969.35	968.10	964.70	3.40
	15.2	AC2	64+75.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	968.90	968.07	965.00	3.07
	15.3	AC2	64+83.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	968.91	968.08	965.08	3.00
	15.4	AC2	64+75.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	968.90	968.07	965.00	3.07
	15.5	AC2	64+83.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	968.91	968.08	965.08	3.00
	16.1	AC2	62+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	970.66	969.41	963.33	6.08
	16.2	AC2	62+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	970.22	969.39	966.00	3.39
	16.3	AC2	62+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	970.22	969.39	966.00	3.39
	17.1	AC2	59+00.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	972.10	970.85	961.84	9.01
	18.1	AC2	56+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	970.72	969.47	960.36	9.11
	18.2	AC2	56+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.28	969.45	966.33	3.12
	18.3	AC2	55+92.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.29	969.46	966.65	2.81
	18.4	AC2	56+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.28	969.45	966.33	3.12
	18.5	AC2	55+92.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.29	969.46	966.65	2.81
	19.1	AC2	53+50.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	971.84	970.59	959.11	11.48
	20.1	AC2	51+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	970.28	969.03	957.86	11.17
	20.2	AC2	51+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	969.84	969.01	966.00	3.01
	20.3	AC2	51+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	969.84	969.01	966.00	3.01
	21.1	AC2	48+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	968.33	967.08	956.35	10.73
	21.2	AC2	48+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	967.89	967.06	964.00	3.06
	21.3	AC2	48+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	967.89	967.06	964.00	3.06
	22.1	AC2	45+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	965.00	963.75	954.86	8.89
	22.2	AC2	45+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	964.56	963.73	960.00	3.73
	22.3	AC2	45+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	964.56	963.73	960.00	3.73
	23.1	AC2	43+50.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	961.25	960.00	954.11	5.89
	24.1	AC2	41+89.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	958.61	957.36	953.31	4.05
	24.2	AC2	41+89.0	20.8' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	958.10	957.27	954.26	3.01
	24.3	AC2	41+97.0	20.4' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	958.13	957.30	954.59	2.71
	24.4	AC2	41+89.0	17.5' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	958.17	957.34	953.22	4.12
	24.5	AC2	41+97.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	958.18	957.35	953.30	4.05
	1.1	N. REEDSBURG	93+55.4	33.7' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	955.18	955.18	951.09	4.09
	1.2	N. REEDSBURG	95+85.0	17.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	955.75	954.50	949.92	4.58
	1.3	N. REEDSBURG	95+85.0	1.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	956.08	955.25	949.83	5.42
	1.4	N. REEDSBURG	96+36.7	11.4' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	957.15	955.90	949.57	6.33
	1.5	N. REEDSBURG	96+88.9	28.0' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	956.58	955.62	951.75	3.87
	1.6	N. REEDSBURG	96+91.3	35.6' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	956.58	955.62	952.04	3.58
	1.7	N. REEDSBURG	96+84.7	95.1' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	954.60	954.60	950.14	4.46
	1.8	N. REEDSBURG	97+10.5	85.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	956.49	955.66	951.73	3.93
	1.9	N. REEDSBURG	97+29.2	77.8' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	956.96	956.13	952.33	3.80
	1.10	N. REEDSBURG	96+30.9	30.9' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	955.90	955.07	949.46	5.61
	1.11	N. REEDSBURG	96+28.3	48.7' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	955.64	954.81	949.37	5.44
	1.12	N. REEDSBURG	96+20.4	47.7' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	955.68	954.85	949.41	5.44
	2.2	N. REEDSBURG	98+38.3	41.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	957.13	956.30	950.32	5.98
	2.3	N. REEDSBURG	98+46.0	40.4' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	957.21	956.38	953.00	3.38
	2.4	N. REEDSBURG	98+34.2	24.3' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	957.43	956.60	950.23	6.37
	2.5	N. REEDSBURG	98+42.3	23.3' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	957.40	956.57	950.00	6.57
	2.6	N. REEDSBURG	98+51.2	41.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	957.32	956.49	949.90	6.59
	3.2	N. REEDSBURG	97+44.6	147.0' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	956.33	955.50	949.00	6.50
	3.3	N. REEDSBURG	97+26.1	147.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	956.18	955.35	948.90	6.45
	3.4	N. REEDSBURG	96+86.7	107.2' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	955.31	954.06	948.62	5.44
	4.2	N. REEDSBURG	102+55.5	141.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	960.90	960.07	956.35	3.72
	4.3	N. REEDSBURG	102+74.4	141.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	960.75	959.92	956.20	3.72
	SHEET TOTALS				0	11	13	0	1	36	4	0	0	0	15	0	0	13	0	0	0	31	4	0	2	0	0				

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE

(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS
MANHOLE TOP OF STRUCTURE = RIM - 4" OR 9" CASTING - 6" RINGS
INLET TOP OF STRUCTURE = FLOW - 4" CASTING - 6" RINGS

(C) DEPTH = TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT PAGE

SEE REVISED MANHOLES AND INLETS SUMMARY SHEETS 306-A THRU 306-E

MANHOLES AND INLETS SUMMARY (CONT.)

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0627 TYPE HM EACH	611.0630 TYPE HM-GJ EACH	611.0636 TYPE HM-S EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0651 TYPE S EACH	611.0652 TYPE T EACH	611.0654 TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	5.2	N. REEDSBURG	103+38.7	57.9' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	961.00	960.17	954.80	5.37
	5.3	N. REEDSBURG	103+46.5	56.0' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	961.04	960.21	954.84	5.37
	5.4	N. REEDSBURG	103+35.5	38.8' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	961.23	960.40	954.70	5.70
	5.5	N. REEDSBURG	103+40.9	4.7' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	961.03	960.20	954.47	5.73
	5.6	N. REEDSBURG	103+49.0	23.0' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	960.94	960.11	954.37	5.74
	6.1	N. REEDSBURG	101+96.3	18.4' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	960.16	959.20	956.08	3.12
	6.2	N. REEDSBURG	102+00.8	25.0' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	960.15	959.19	955.56	3.63
	6.3	N. REEDSBURG	101+85.5	50.4' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	959.73	958.90	955.41	3.49
	111.1	STH 33	94+50'R'	16.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	983.20	982.37	978.50	3.87
	111.2	STH 33	93+44'R'	16.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	979.43	978.60	975.35	3.25
	111.3	STH 33	93+44'R'	3.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	979.77	978.94	975.16	3.78
	111.4	STH 33	93+44'R'	8.6' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	979.73	978.90	975.11	3.79
	112.1	STH 33	96+96.7'R'	72.3' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	990.18	989.35	985.00	4.35
	112.2	STH 33	96+11.4'R'	28.8' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	988.14	987.31	983.85	3.46
	112.3	STH 33	96+53.0'R'	23.9' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	988.27	987.31	983.09	4.22
	112.4	STH 33	96+58.1'R'	32.8' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	988.50	987.54	983.54	4.00
	112.5	STH 33	96+92.9'R'	75.6' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	989.03	988.20	984.09	4.11
	113.1	STH 33	98+25.7'R'	18.0' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	991.75	990.92	987.71	3.21
	113.2	STH 33	98+25.2'R'	24.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	991.91	991.08	987.28	3.80
	114.1	STH 33	101+73'R'	24.0' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	1	---	---	---	---	992.92	992.09	988.65	3.44
	114.2	STH 33	101+72.9'R'	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	993.02	992.19	988.22	3.97
	115.1	STH 33	103+05.2'R'	17.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	991.68	990.85	986.93	3.92
	115.2	STH 33	103+88.8'R'	24.6' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	990.42	989.59	986.30	3.29
	115.3	STH 33	103+53.5'R'	6.9' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	991.19	990.23	986.11	4.12
	115.4	STH 33	103+54'R'	1.0' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	991.21	990.25	986.03	4.22
	115.5	STH 33	103+03.9'R'	74.8' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	991.88	991.05	985.14	5.91
	---	TERRYTOWN RD.	86+50.0	30.5' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	4	---	---	---	---	918.50	918.50	914.50	4.00
	90.1	TERRYTOWN RD.	98+50.0	39.0' RT	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	925.61	924.36	920.30	4.06
	90.2	TERRYTOWN RD.	98+50.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	925.24	924.41	921.15	3.26
	91.1	TERRYTOWN RD.	96+30.0	39.0' RT	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	924.29	923.04	918.90	4.14
	91.2	TERRYTOWN RD.	96+30.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	923.92	923.09	919.75	3.34
	92.1	TERRYTOWN RD.	93+00.0	39.0' RT	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	922.31	921.06	916.90	4.16
	92.2	TERRYTOWN RD.	93+00.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	921.94	921.11	917.75	3.36
	92.3	TERRYTOWN RD.	93+00.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	921.94	921.11	918.30	2.81
	93.1	TERRYTOWN RD.	90+10.8	39.5' RT	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	920.57	919.32	915.93	3.39
	93.2	TERRYTOWN RD.	90+10.5	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	920.20	919.37	915.99	3.38
	94.1	TERRYTOWN RD.	88+00.0	43.4' RT	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	919.31	918.48	915.30	3.18
	94.2	TERRYTOWN RD.	88+00.0	19.5' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	919.37	918.54	915.23	3.31
	94.3	TERRYTOWN RD.	87+92.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	919.35	918.52	915.78	2.74
	96.1	TERRYTOWN RD.	101+75.0	38.9' RT	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	927.87	926.62	923.02	3.60
	96.2	TERRYTOWN RD.	101+75.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	927.49	926.66	923.12	3.54
	97.1	TERRYTOWN RD.	105+00.0	19.5' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	931.82	930.99	920.54	10.45
	80.2	TEMP. RD. 4	304+01.9	45.6' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	951.24	950.41	946.45	3.96
	80.3	TEMP. RD. 4	304+01.7	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	951.32	950.49	946.84	3.65
	80.4	TEMP. RD. 4	304+01.8	10.4' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	951.31	950.48	947.01	3.47
	81.2	TEMP. RD. 4	306+85.4	33.8' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	955.32	954.49	950.80	3.69
	81.3	TEMP. RD. 4	306+90.2	6.4' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	955.48	954.65	951.08	3.57
	81.4	TEMP. RD. 4	306+92.9	6.8' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	955.52	954.69	951.22	3.47
	82.2	TEMP. RD. 4	308+67.0	32.6' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	956.34	955.51	952.08	3.43
	82.3	TEMP. RD. 4	308+71.8	39.0' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	956.34	955.51	952.16	3.35
	83.2	TEMP. RD. 4	309+95.8	36.4' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	958.70	957.87	954.13	3.74
	83.3	TEMP. RD. 4	309+91.8	11.6' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	958.56	957.73	954.26	3.47
	83.4	TEMP. RD. 4	309+90.0	26.2' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	958.88	958.05	954.45	3.60
	83.5	TEMP. RD. 4	310+18.0	47.7' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	958.88	958.05	954.58	3.47
	84.1	TEMP. RD. 5	12+91.8	29.4' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	953.64	952.39	947.43	4.96
	84.2	TEMP. RD. 5	12+74.0	27.6' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	953.24	951.99	946.92	5.07
	85.1	TEMP. RD. 4	317+03.3	56.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	957.29	956.46	953.71	2.75
	85.2	TEMP. RD. 4	317+00.0	44.1' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	956.89	956.06	953.06	3.00
	86.1	TEMP. RD. 4	318+92.6	4.6' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	951.38	950.55	947.15	3.40
	86.2	TEMP. RD. 4	318+92.6	4.7' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	951.45	950.62	947.04	3.58
	86.3	TEMP. RD. 4	318+92.9	44.0' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	950.51	949.68	946.48	3.20
	87.2	TEMP. RD. 4	320+80.4	44.1' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	942.80	942.05	939.08	2.97
		SHEET TOTALS			1	15	8	0	4	33	0	0	0	1	0	6	0	32	0	2	4	8	4	0	8	0	0				
		0010 TOTALS			1	49	58	9	14	144	11	29	5	1	47	11	1	87	4	2	4	86	87	2	20	12	2				
0030	90.3	TERRYTOWN RD.	98+50.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	925.24	924.41	921.60	2.81
	91.3	TERRYTOWN RD.	96+30.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	923.92	923.09	920.25	2.84
	91.4	TERRYTOWN RD.	96+30.0	33.7' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	923.25	923.25	920.36	2.89
	93.3	TERRYTOWN RD.	90+10.1	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	920.20	919.37	916.10	3.27
	93.4	TERRYTOWN RD.	90+10.0	30.9' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	919.48	919.48	916.16	3.32
	93.5	TERRYTOWN RD.	90+80.1	30.8' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	919.90	919.90	917.20	2.70
	96.3	TERRYTOWN RD.	101+75.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	927.49	926.66	923.32	3.34
	96.4	TERRYTOWN RD.	101+75.0	30.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	926.82	926.82	923.65	3.17
	97.3	TERRYTOWN RD.	105+00.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	930.38	929.55	926.54	3.01
		0030 TOTALS			0	0	0	0	0	5	2	2	0	0	0	0	0	5	0	0	0	0	6	0	0	0	0				
		TOTALS			1	49	58	9	14	149	13	31	5	1	47	11	1	92	4	2	4	86	93	2	20	12	2				

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE

(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS
MANHOLE TOP OF STRUCTURE= RIM - 4" OR 9" CASTING - 6" RINGS
INLET TOP OF STRUCTURE= FLOW - 4" CASTING - 6" RINGS

(C) DEPTH = TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

SEE REVISED MANHOLES AND INLETS SUMMARY SHEETS 306-A THRU 306-E

MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.0652 INLET COVERS TYPE T EACH	611.0654 INLET COVERS TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	---	ML	40+44.8	175.0'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	24	---	---	---	---	---	2	---	---	---	---	971.57	971.57	966.16	5.41
	---	ML MED	51+67	2.0'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	978.51	978.51	970.58	7.93
	---	ML MED	69+00	5.1'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	965.11	965.11	961.19	3.92
	---	ML MED	79+00	1.1'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	961.01	961.01	957.09	3.92
	---	ML MED	87+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	957.63	957.63	953.71	3.92
	---	ML MED	126+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	953.08	953.08	949.16	3.92
	---	ML MED	132+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	960.88	960.88	956.96	3.92
	---	ML MED	140+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	971.28	971.28	967.36	3.92
	---	ML MED	146+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	979.85	979.85	975.93	3.92
	---	ML MED	152+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	979.85	979.85	975.93	3.92
	---	ML MED	158+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	978.24	978.24	974.32	3.92
	---	ML MED	165+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	976.13	976.13	972.21	3.92
	---	ML MED	172+00	1.5'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	974.02	974.02	970.10	3.92
	---	ML MED	178+00	1.8'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	972.16	972.16	968.24	3.92
	---	ML MED	182+00	0.7'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	971.38	971.38	967.46	3.92
	---	ML MED	192+00	1.3'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	968.05	968.05	964.13	3.92
	---	ML MED	198+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	965.95	965.95	962.03	3.92
	---	ML MED	204+50	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	964.09	964.09	957.52	6.57
	---	K GORE	204+50 ~~204+34~~	~~89.2'LT~~ 89.3'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	963.10	963.10	957.66	5.44
	---	N GORE	204+50 ~~204+43~~	90.3'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	963.06	963.06	957.38	5.68
	---	ML MED	225+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	972.21	972.21	968.29	3.92
	---	ML MED	246+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	965.94	965.94	962.02	3.92
	---	ML MED	266+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	957.94	957.94	954.02	3.92
	---	ML MED	288+68 ~~288+70~~	~~0.0~~ 5.7'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	949.84	949.84	945.87	3.97
	---	ML MED	308+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	941.37	941.37	937.45	3.92
	---	TEMP. RD. 4	292+50	0.0'	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	948.80	948.80	945.80	3.00
	---	TEMP. RD. 4	299+00	0.0'	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	944.74	944.74	940.98	3.76
	---	AC3	49+00	28.5'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	~~1~~ 2	---	---	---	---	957.60	957.60	953.68	3.92
	---	POND A	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	3	---	---	---	---	955.50	955.50	950.00	5.50
	---	POND B	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	3	---	---	---	---	949.00	949.00	945.50	3.50
	---	POND C	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	3	---	---	---	---	955.00	955.00	951.00	4.00
	---	POND D	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	3	---	---	---	---	955.00	955.00	951.90	3.10
	---	POND E	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	928.00	926.75	924.50	2.25
	---	POND E	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	3	---	---	---	---	926.50	926.50	921.80	4.70
EXIST.	---	ML	15+44.3	9.0'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---
EXIST.	---	ML	15+44.3	9.0'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---
	99.1	ML	43+00	~~22.0'LT~~ 20.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1001.48	1000.19	994.54	5.65
	99.2	ML MED	43+00	~~6.0'LT~~ 6.5'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	998.30	998.30	994.38	3.92
	100.1	ML	36+00	~~15.2'LT~~ 15.7'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1001.98	1000.69	996.54	4.15
	100.2	ML	33+00	~~11.7'LT~~ 12.2'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	998.21	999.96	993.52	3.40
	100.3	ML	31+04.6	00+00.0	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	996.30	995.05	988.23	6.82
	100.4	ML	31+08.9	52.5'RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	996.09	994.84	989.56	5.28
	100.5	ML	31+10.1	~~37.4'RT~~ 67.4'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	992.12	992.12	989.95	2.17
	100.6	ML MED	33+00	~~6.0'LT~~ 5.4'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	998.30	998.30	993.48	4.82
	101.1	ML	30+00	0.0'	---	1	---	---	---	---	---	---	---	---	---	~~1~~	~~0~~	---	---	---	---	---	---	---	---	---	---	---	---	993.48	992.23	985.75	6.48
	101.2	ML	30+00	~~7.5'LT~~ 8.0'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	991.92	990.67	986.70	3.97
	101.3	ML	30+01.8	86.3'RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	991.19	990.02	987.36	2.66
	102.1	ML	27+00	0.0'	---	1	---	---	---	---	---	---	---	---	---	~~1~~	~~0~~	---	---	---	---	---	---	---	---	---	---	---	---	984.23	982.98	978.96	4.02
	102.2	ML	27+00	60.0'RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	985.14	983.97	980.91	3.06
	102.3	ML	27+00	~~7.5'LT~~ 6.0'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	983.33	982.08	979.60	2.48
	103.1	ML	24+00	0.0'	---	1	---	---	---	---	---	---	---	---	---	~~1~~	~~0~~	---	---	---	---	---	---	---	---	---	---	---	---	973.60	972.35	967.78	4.57
	103.2	ML	24+00	~~5.5'LT~~ 6.0'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	973.02	971.77	968.61	3.16
	103.3	ML	24+00	60.0'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	972.96	971.71	969.38	2.33
	103.4	ML	24+00	~~7.5'RT~~ 8.0'RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	974.36	973.11	968.61	4.50
	103.5	ML	24+00	60.0'RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	974.26	973.01	970.68	2.33
	104.1	ML	21+00	0.0'	---	---	1	---	---	---	---	---	---	---	---	~~1~~	~~0~~	---	---	---	---	---	---	---	---	---	---	---	---	963.40	962.15	958.29	3.86
	104.2	ML	21+00	7.5'RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	963.53	962.70	956.87	5.83
	104.3	ML	21+00	5.5'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	962.79	962.00	959.06	2.94
	105.1	ML	18+00	5.5'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	952.44	951.65	948.95	2.70
	105.2	ML	18+00	7.5'RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	952.58	951.75	948.88	2.87
	38.1	MOON RD.	103+75.6	89.6'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	974.38	973.55	964.00	9.55
	38.2	MOON RD.	104+93.0	33.2'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	972.96	972.13	968.00	4.13
	39.1	MOON RD.	103+00.0	54.0'RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	975.45	974.20	963.79	10.41
	39.2	MOON RD.	103+22.0	12.8'RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	974.16	973.33	968.94	4.39
	39.3	MOON RD.	103+27.0	18.3'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	973.78	972.95	969.50	3.45
	40.1	MOON RD.	101+50.0	56.1'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	969.55	968.30	963.14	5.16
	SHEET TOTALS				0	9	4	9	0	6	2	29	5	0	~~8~~ 7	~~5~~ 0	1	1	4	0	0	3	~~74~~ 75	2	0	12	2				

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE

(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS
MANHOLE TOP OF STRUCTURE= RIM - ~~4" OR 9"~~ CASTING - 6" RINGS
INLET TOP OF STRUCTURE= FLOW - 4" CASTING - 6" RINGS

(C) DEPTH = TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT PAGE

MANHOLES AND INLETS SUMMARY (CONT.)

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0627 TYPE HM EACH	611.0630 TYPE HM-GJ EACH	611.0636 TYPE HM-S EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0651 TYPE S EACH	611.0652 TYPE T EACH	611.0654 TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	40.2	MOON RD.	101+50.0	24.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	972.97	972.14	965.60	6.54
	40.3	MOON RD.	101+50.0	5.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	973.29	972.46	965.70	6.76
	40.4	MOON RD.	101+50.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	973.29	972.46	965.76	6.70
	40.5	MOON RD.	101+50.0	25.1' LT	---	~~1~~	---	---	---	~~1~~ 0	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	972.97	972.14	965.86	6.28
	40.6	MOON RD.	101+00.0	48.7' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	969.60	969.60	966.15	3.45
	41.1	MOON RD.	99+50.0	43.5' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	972.54	971.29	962.54	8.75
	42.1	MOON RD.	97+33.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	970.40	969.15	961.89	7.26
	42.2	MOON RD.	97+33.0	49.0' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	968.50	968.50	964.57	3.93
	42.3	MOON RD.	97+33.0	25.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.20	969.37	964.59	4.78
	42.4	MOON RD.	97+41.0	25.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.20	969.37	965.13	4.24
	42.5	MOON RD.	98+55.1	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	---	---	---	~~1~~ 1	---	---	---	---	971.22	970.39	965.71	4.68
	42.6	MOON RD.	98+55.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	---	---	---	~~1~~ 1	---	---	---	---	971.22	970.39	965.78	4.61
	42.7	MOON RD.	97+33.0	25.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.20	969.37	965.09	4.28
	42.8	MOON RD.	97+41.0	25.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	970.20	969.37	965.17	4.20
	43.1	MOON RD.	95+00.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	971.90	970.65	961.17	9.48
	44.1	MOON RD.	92+50.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	971.03	969.78	960.45	9.33
	44.2	MOON RD.	92+50.0	25.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	969.51	968.68	964.00	4.68
	44.3	MOON RD.	92+50.0	25.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	969.51	968.68	964.50	4.18
	45.1	MOON RD.	91+00.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	969.23	967.98	960.02	7.96
	46.1	MOON RD.	89+50.0	42.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	967.82	966.57	959.63	6.94
	46.2	MOON RD.	89+50.0	25.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	966.29	965.46	961.44	4.02
	46.3	MOON RD.	89+50.0	25.1' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	966.29	965.46	962.20	3.26
	47.1	MOON RD.	87+06.8	45.7' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	962.29	961.46	955.08	6.38
	47.2	MOON RD.	87+18.3	36.9' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	961.19	960.36	956.06	4.30
	48.1	MOON RD.	87+05.0	48.3' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	962.20	961.37	955.00	6.37
	49.1	FERNDELL RD.	88+89.9	22.3' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	962.11	961.28	953.50	7.78
	49.2	FERNDELL RD.	87+68.2	31.3' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	958.58	957.62	954.50	3.12
	49.3	FERNDELL RD.	87+64.0	24.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	958.62	957.66	954.54	3.12
	50.1	FERNDELL RD.	89+25.0	70.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	960.63	959.38	953.18	6.20
	50.2	FERNDELL RD.	89+50.0	35.1' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	963.33	962.50	956.61	5.89
	50.3	FERNDELL RD.	89+50.0	7.9' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	963.55	962.72	956.88	5.84
	50.4	FERNDELL RD.	89+26.5	5.6' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	962.90	962.07	957.15	4.92
	50.5	FERNDELL RD.	89+18.6	6.6' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	962.71	961.88	957.73	4.15
	50.6	FERNDELL RD.	89+31.0	32.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	963.00	962.17	957.92	4.25
	50.7	FERNDELL RD.	89+23.0	33.2' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	962.83	962.00	958.00	4.00
	54.1	FERNDELL RD.	92+12.7	70.6' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	966.80	965.55	953.30	12.25
	55.1	FERNDELL RD.	93+50.0	70.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	967.75	966.50	961.80	4.70
	55.2	FERNDELL RD.	93+50.0	37.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	971.47	970.64	965.35	5.29
	55.3	FERNDELL RD.	93+50.0	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	971.55	970.72	966.78	3.94
	55.4	FERNDELL RD.	93+50.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	971.55	970.72	966.85	3.87
	55.5	FERNDELL RD.	93+50.0	37.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	971.47	970.64	967.00	3.64
	56.1	FERNDELL RD.	96+00.0	70.0' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	969.85	968.60	964.40	4.20
	56.2	FERNDELL RD.	96+00.0	29.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	974.09	973.26	967.97	5.29
	56.3	FERNDELL RD.	96+00.0	2.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	974.05	973.22	969.10	4.12
	56.4	FERNDELL RD.	96+00.0	8.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	973.33	972.50	969.17	3.33
	56.5	FERNDELL RD.	96+00.0	35.6' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	973.33	972.50	969.30	3.20
	57.1	FUTURE CTH BD	97+42.8	82.2' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	975.61	974.78	965.01	9.77
	57.2	FUTURE CTH BD	97+21.6	22.5' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	976.38	975.13	968.00	7.13
	57.3	FUTURE CTH BD	97+06.6	35.6' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	973.68	972.72	968.60	4.12
	57.4	FUTURE CTH BD	97+12.0	41.1' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	973.70	972.74	968.64	4.10
	57.5	FUTURE CTH BD	97+35.7	86.1' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	974.19	973.36	968.32	5.04
	57.6	FUTURE CTH BD	97+31.1	155.9' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	973.80	972.97	969.19	3.78
	57.7	FUTURE CTH BD	97+04.5	150.7' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	973.56	972.73	969.32	3.41
	58.1	FUTURE CTH BD	98+29.5	42.3' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	975.76	974.93	965.53	9.40
	58.2	FUTURE CTH BD	98+30.0	92.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	969.32	969.32	966.61	2.71
	58.3	FUTURE CTH BD	98+26.7	18.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	975.88	975.05	965.66	9.39
	58.4	FUTURE CTH BD	98+23.3	22.6' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	975.59	974.76	965.88	8.88
	58.5	FUTURE CTH BD	98+44.9	45.6' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	975.27	974.44	966.01	8.43
	58.6	FUTURE CTH BD	99+00.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	976.17	975.34	972.22	3.12
	59.1	FUTURE CTH BD	100+75.0	35.3' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	977.45	976.62	966.78	9.84
	59.2	FUTURE CTH BD	102+17.0	131' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	972.20	972.20	969.49	2.71
	59.3	FUTURE CTH BD	100+75.0	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	977.48	976.65	968.84	7.81
	59.4	FUTURE CTH BD	100+75.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	977.48	976.65	968.91	7.75
	59.5	FUTURE CTH BD	100+75.0	37.5' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	977.40	976.57	969.06	7.51
	59.6	FUTURE CTH BD	~~43+22.6~~ 101+69.6	~~170' LT~~ 103.1' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	974.30	974.30	971.43	2.87
		SHEET TOTALS			0	~~6~~ 7	16	0	4	~~34~~ 33	5	0	0	0	11	0	0	~~26~~ 24	0	0	0	~~19~~ 21	5	0	4	0	0				

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE

(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS WILL BE USED
MANHOLE TOP OF STRUCTURE= RIM - ~~4" OR 9"~~ CASTING - 6" RINGS
INLET TOP OF STRUCTURE= FLOW - 4" CASTING - 6" RINGS

(C) DEPTH = TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT PAGE

SHEET 306 B

MANHOLES AND INLETS SUMMARY (CONT.)

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 TYPE B EACH	611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0627 TYPE HM EACH	611.0630 TYPE HM-GJ EACH	611.0633 TYPE HM-GJ-S EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0651 TYPE S EACH	611.0652 TYPE T EACH	611.0654 TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	60.1	FUTURE CTH BD	102+09.8	29.6' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	977.84	976.88	967.40	9.48
	60.2	FUTURE CTH BD	102+52.3	127.6' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	978.41	977.58	973.40	4.18
	60.3	FUTURE CTH BD	102+72.4	126.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	978.33	977.50	973.75	3.75
	60.4	FUTURE CTH BD	102+05.2	22.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	977.86	976.90	973.50	3.40
	61.1	FUTURE CTH BD	103+34.0	3.5' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	980.45	979.20	968.05	11.16
	61.2	FUTURE CTH BD	103+33.6	16.3' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	979.35	978.52	971.87	6.65
	61.3	FUTURE CTH BD	103+28.9	21.8' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	979.68	978.85	974.98	3.87
	61.4	FUTURE CTH BD	103+50.6	45.1' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	979.52	978.69	975.36	3.33
	61.5	FUTURE CTH BD	103+44.0	49.7' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	979.54	978.71	975.44	3.27
	61.6	FUTURE CTH BD	103+36.3	41.1' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	979.28	978.45	972.00	6.45
	62.1	FUTURE CTH BD	104+25.0	0.5' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	980.80	979.55	968.50	11.05
	62.2	FUTURE CTH BD	104+25.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	980.11	979.28	975.99	3.29
	63.1	FUTURE CTH BD	106+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	982.00	980.75	969.37	11.38
	64.1	FUTURE CTH BD	108+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	981.13	979.88	970.36	9.52
	64.2	FUTURE CTH BD	108+00.0	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	980.42	979.59	976.19	3.40
	64.3	FUTURE CTH BD	108+00.0	6.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	980.42	979.59	976.19	3.40
	65.1	FUTURE CTH BD	109+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	980.70	979.45	970.86	8.59
	65.2	FUTURE CTH BD	109+00.0	35.1' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	979.40	978.57	975.01	3.56
	65.3	FUTURE CTH BD	109+00.0	9.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	979.87	979.04	974.93	4.11
	65.4	FUTURE CTH BD	108+96.0	36.1' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	979.39	978.56	975.06	3.50
	65.5	FUTURE CTH BD	109+04.0	37.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	979.49	978.66	975.44	3.22
	66.1	FUTURE CTH BD	109+38.5	0.5' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	980.62	979.37	971.03	8.34
	66.2	FUTURE CTH BD	109+41.9	19.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	979.73	978.90	975.50	3.40
	67.1	FUTURE CTH BD	110+14.0	17.7' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	984.00	982.75	971.42	11.33
	67.2	FUTURE CTH BD	110+47.9	40.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	978.04	977.08	973.68	3.40
	67.3	FUTURE CTH BD	110+64.2	68.6' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	978.17	977.34	973.85	3.49
	67.4	FUTURE CTH BD	110+40.9	44.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	978.06	977.10	973.99	3.11
	67.5	FUTURE CTH BD	110+57.3	72.6' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	978.19	977.36	974.20	3.16
	67.6	FUTURE CTH BD	109+80.4	101.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	980.03	979.20	975.03	4.17
	68.1	FUTURE CTH BD	111+92.0	28.7' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	978.04	977.21	972.69	4.52
	68.3	FUTURE CTH BD	112+00.0	28.4' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	978.06	977.23	973.85	3.38
	68.4	FUTURE CTH BD	111+88.5	32.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	~~1~~ 0	---	---	---	~~—~~ 1	---	---	---	978.05	977.22	973.00	4.22
	68.5	FUTURE CTH BD	111+96.5	31.4' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	~~1~~ 0	---	---	---	~~—~~ 1	---	---	---	978.01	977.18	974.06	3.12
	7.1	AC1	31+49.5	27.2' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	~~—~~ 1	---	---	---	~~1~~ 0	---	---	---	972.20	971.37	967.15	4.22
	7.2	AC1	31+43.0	~~29.0' RT~~ 29.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	~~—~~ 1	---	---	---	~~1~~ 0	---	---	---	972.60	971.77	968.16	3.61
	7.3	AC1	31+91.4 ~~31+90.5~~	~~18.8' LT~~ 19.5' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	972.97	972.01	968.70	3.31
	7.4	AC1	31+94.3 ~~31+94.0~~	~~25.8' LT~~ 24.5' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	972.97	972.01	968.74	3.27
	8.1	AC1	28+82.5	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	968.98	967.73	963.52	4.21
	8.2	AC1	28+82.5	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	~~1~~ 0	---	---	---	---	968.54	967.71	964.31	3.40
	8.3	AC1	28+90.5	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	~~1~~ 0	---	---	---	---	968.55	967.72	964.59	3.13
	8.4	AC1	28+82.5	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	~~1~~ 0	---	---	---	---	968.54	967.71	964.31	3.40
	8.5	AC1	28+90.5	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	~~1~~ 0	---	---	---	---	968.55	967.72	964.59	3.13
	9.1	AC1	25+93.5	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	969.76	968.51	959.60	8.91
	9.2	~~AC2~~ AC1	25+93.5	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	~~—~~ 1	---	---	---	---	---	---	---	969.64	968.81	965.41	3.40
	10.1	AC1	23+00	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	960.58	959.33	954.00	5.33
	10.3	AC1	23+00	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	~~—~~ 1	---	---	---	---	---	---	---	959.82	958.99	955.91	3.08
	11.1	AC1	20+00	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	953.58	952.33	946.13	6.20
	11.2	AC1	20+00	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	~~—~~ 1	---	---	---	---	---	---	---	953.14	952.31	948.91	3.40
	11.3	AC1	20+00	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	~~—~~ 1	---	---	---	---	---	---	---	953.14	952.31	948.91	3.40
	12.1	AC1	18+00	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	949.25	948.00	940.90	7.10
	13.1	AC1	16+10	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	940.98	939.73	935.92	3.81
	13.2	AC1	16+10	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	~~—~~ 1	---	---	---	---	---	---	---	940.54	939.71	936.31	3.40
	13.3	AC1	16+10	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	~~—~~ 1	---	---	---	---	---	---	---	940.54	939.71	935.83	3.88
	30.1	AC1	51+00.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	974.97	973.72	969.90	3.82
	30.2	AC1	51+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	~~—~~ 1	---	---	---	---	---	---	---	974.53	973.70	970.29	3.41
	30.3	AC1	51+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	~~—~~ 1	---	---	---	---	---	---	---	974.53	973.70	970.29	3.41
	31.1	AC1	49+00.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	973.97	972.72	969.11	3.61
	32.1	AC1	47+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	973.04	971.79	968.12	3.67
	32.2	AC1	47+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	~~1~~ 0	---	---	---	---	972.60	971.77	968.31	3.46
	32.3	AC1	47+08.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	~~1~~ 0	---	---	---	---	972.60	971.77	968.60	3.17
	32.4	AC1	47+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	~~1~~ 0	---	---	---	---	972.60	971.77	968.31	3.46
	32.5	AC1	47+08.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	~~1~~ 0	---	---	---	---	972.60	971.77	968.60	3.17
	33.1	AC1	44+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	974.47	973.22	967.23	5.99
	34.1	AC1	41+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	973.97	972.72	966.33	6.39
	35.1	AC1	38+50.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	972.79	971.54	965.58	5.96
		SHEET TOTALS			0	8	17	0	5	35	0	0	0	0	19	0	0	~~15~~ 7	0	~~0~~ 8	8	0	~~25~~ 17	0	0	6	0	0			

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE
(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS
MANHOLE TOP OF STRUCTURE= RIM - ~~4" OR 9"~~ CASTING - 6" RINGS
INLET TOP OF STRUCTURE= FLOW - 4" CASTING - 6" RINGS
(C) DEPTH = TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT PAGE

SHEET 306 C

MANHOLES AND INLETS SUMMARY (CONT.)

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 INLET COVERS TYPE B EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0633 TYPE HM-GJ-S EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.0652 INLET COVERS TYPE T EACH	611.0654 INLET COVERS TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	35.2	AC1	38+50.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	± 0	---	---	---	---	---	972.35	971.52	967.42	4.10
	35.3	AC1	38+58.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	± 0	---	---	---	---	---	972.35	971.52	967.71	3.81
	35.4	AC1	38+50.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	± 0	---	---	---	---	---	972.35	971.52	967.42	4.10
	35.5	AC1	38+58.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	± 0	---	---	---	---	---	972.35	971.52	967.71	3.81
	36.1	AC1	37+50.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	973.22	971.97	965.28	6.69
	36.2	AC1	37+75.0	38.5' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	971.50	971.50	968.48	3.02
	36.3	AC1	37+50.0	40.6' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	971.40	971.40	967.49	3.91
	37.1	AC1	36+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	973.97	972.72	964.83	7.89
	37.2	AC1	36+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	± 0	---	—— 1		---	---	---	---	---	---	973.53	972.70	969.00	3.70
	37.3	AC1	36+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	± 0	---	—— 1		---	---	---	---	---	---	973.53	972.70	969.00	3.70
	14.1	AC2	68+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	970.91	969.66	966.30	3.36
	14.2	AC2	68+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	970.47	969.64	966.48	3.16
	14.3	AC2	68+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	970.47	969.64	966.48	3.16
	15.1	AC2	64+75.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	969.35	968.10	964.70	3.40
	15.2	AC2	64+75.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	968.90	968.07	965.00	3.07
	15.3	AC2	64+83.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	968.91	968.08	965.08	3.00
	15.4	AC2	64+75.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	968.90	968.07	965.00	3.07
	15.5	AC2	64+83.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	968.91	968.08	965.08	3.00
	16.1	AC2	62+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	970.66	969.41	963.33	6.08
	16.2	AC2	62+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	970.22	969.39	966.00	3.39
	16.3	AC2	62+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	970.22	969.39	966.00	3.39
	17.1	AC2	59+00.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	972.10	970.85	961.84	9.01
	18.1	AC2	56+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	970.72	969.47	960.36	9.11
	18.2	AC2	56+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	970.28	969.45	966.33	3.12
	18.3	AC2	55+92.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	970.29	969.46	966.65	2.81
	18.4	AC2	56+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	970.28	969.45	966.33	3.12
	18.5	AC2	55+92.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	970.29	969.46	966.65	2.81
	19.1	AC2	53+50.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	971.84	970.59	959.11	11.48
	20.1	AC2	51+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	970.28	969.03	957.86	11.17
	20.2	AC2	51+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	969.84	969.01	966.00	3.01
	20.3	AC2	51+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	969.84	969.01	966.00	3.01
	21.1	AC2	48+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	968.33	967.08	956.35	10.73
	21.2	AC2	48+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	967.89	967.06	964.00	3.06
	21.3	AC2	48+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	967.89	967.06	964.00	3.06
	22.1	AC2	45+00.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	965.00	963.75	954.86	8.89
	22.2	AC2	45+00.0	17.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	964.56	963.73	960.00	3.73
	22.3	AC2	45+00.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	964.56	963.73	960.00	3.73
	23.1	AC2	43+50.0	0.0'	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	961.25	960.00	954.11	5.89
	24.1	AC2	41+89.0	0.0'	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	958.61	957.36	953.31	4.05
	24.2	AC2	41+89.0	20.8' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		---	---	---	---	---	---	958.10	957.27	954.26	3.01
	24.3	AC2	41+97.0	20.4' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		1	---	---	---	---	---	958.13	957.30	954.59	2.71
	24.4	AC2	41+89.0	17.5' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---		1	---	---	---	---	---	958.17	957.34	953.22	4.12
	24.5	AC2	41+97.0	17.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---		1	---	---	---	---	---	958.18	957.35	953.30	4.05
	1.1	N. REEDSBURG	93+55.4	33.7' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---		---	1	---	---	---	---	955.18	955.18	951.09	4.09
	1.2	N. REEDSBURG	95+85.0	~~17.5' RT~~17.2'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	955.75	954.50	949.92	4.58
	1.3	N. REEDSBURG	95+85.0	~~1.2' LT~~ 1.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	956.08	955.25	949.83	5.42
	1.4	N. REEDSBURG	96+36.7	11.4' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	957.15	955.90	949.57	6.33
	1.5	N. REEDSBURG	96+88.9	28.0' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		---	---	---	1	---	---	956.58	955.62	951.75	3.87
	1.6	N. REEDSBURG	96+91.3	35.6' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---		---	---	---	1	---	---	956.58	955.62	952.04	3.58
	1.7	N. REEDSBURG	96+84.7	95.1' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---		---	1	---	---	---	---	954.60	954.60	950.14	4.46
	1.8	N. REEDSBURG	97+10.5	85.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	956.49	955.66	951.73	3.93
	1.9	N. REEDSBURG	97+29.2	77.8' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	956.90	956.07	952.33	3.74
	1.10	N. REEDSBURG	96+30.9	30.9' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	955.90	955.07	949.46	5.61
	1.11	N. REEDSBURG	96+28.3	48.7' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	955.64	954.81	949.37	5.44
	1.12	N. REEDSBURG	96+20.4	47.7' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	955.68	954.85	949.41	5.44
	2.2	N. REEDSBURG	98+38.3	41.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	957.13	956.30	950.32	5.98
	2.3	N. REEDSBURG	98+46.0	40.4' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	957.21	956.38	953.00	3.38
	2.4	N. REEDSBURG	98+34.2	~~24.3'RT~~23.3'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	957.43	956.60	950.23	6.37
	2.5	N. REEDSBURG	98+42.3	23.3' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	957.40	956.57	950.00	6.57
	2.6	N. REEDSBURG	98+51.2	41.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		---	---	---	---	---	---	957.32	956.49	949.90	6.59
	3.2	N. REEDSBURG	97+44.6	147.0' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	956.33	955.50	949.00	6.50
	3.3	N. REEDSBURG	97+26.1	147.2' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	956.18	955.35	948.90	6.45
	3.4	N. REEDSBURG	96+86.7	107.2' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---		---	---	---	---	---	---	955.31	954.06	948.62	5.44
	4.2	N. REEDSBURG	102+55.5	141.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	960.90	960.07	956.35	3.72
	4.3	N. REEDSBURG	102+74.4	141.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---		1	---	---	---	---	---	960.75	959.92	956.20	3.72
		SHEET TOTALS			0	11	13	0	1	36	4	0	0	0	15	0	0	~~13~~ 11	0	~~0~~ 2	4	0	~~31~~ 27	4	0	2	0	0				

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE

(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS
MANHOLE TOP OF STRUCTURE= RIM - ~~4" OR 9"~~ CASTING - 6" RINGS
INLET TOP OF STRUCTURE= FLOW - 4" CASTING - 6" RINGS

(C) DEPTH = TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT PAGE

SHEET 306 D

MANHOLES AND INLETS SUMMARY (CONT.)

CATEGORY	STRUCTURE NO.	LOCATION	STATION	OFFSET (A)	SPV.0060.04 MANHOLES TYPE 7 SPECIAL EACH	611.0201 MANHOLES TYPE 1 EACH	611.0210 MANHOLES TYPE 3 EACH	611.0301 INLETS TYPE 1 EACH	611.0302 INLETS TYPE 2 EACH	611.0303 INLETS TYPE 3 EACH	611.0305 INLETS TYPE 8 EACH	611.0307 INLETS TYPE 9 EACH	SPV.0060.05 INLETS TYPE 10 SPECIAL EACH	SPV.0060.06 INLETS TYPE 11 SPECIAL EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0606 TYPE B EACH	611.0612 TYPE C EACH	611.0624 TYPE H EACH	611.0627 TYPE HM EACH	611.0630 TYPE HM-GJ EACH	611.0633 TYPE HM-GJ-S EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 TYPE H-S EACH	611.0642 TYPE MS EACH	611.0651 TYPE S EACH	611.0652 TYPE T EACH	611.0654 TYPE V EACH	611.9710 SALVAGED INLET COVERS EACH	RIM / GRATE ELEV.	TOP OF STRUCTURE ELEVATION (B)	INVERT ELEVATION	DEPTH FT (C)
0010	5.2	N. REEDSBURG	103+38.7	57.9' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	961.00	960.17	954.80	5.37
	5.3	N. REEDSBURG	103+46.5	56.0' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	961.04	960.21	954.84	5.37
	5.4	N. REEDSBURG	103+35.5	38.8' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	961.23	960.40	954.70	5.70
	5.5	N. REEDSBURG	103+40.9	4.7' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	961.03	960.20	954.47	5.73
	5.6	N. REEDSBURG	103+49.0	23.0' LT	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	960.94	960.11	954.37	5.74
	6.1	N. REEDSBURG	101+96.3	18.4' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	960.16	959.20	956.08	3.12
	6.2	N. REEDSBURG	102+00.8	25.0' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	960.15	959.19	955.56	3.63
	6.3	N. REEDSBURG	101+85.5	50.4' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	959.73	958.90	955.41	3.49
	111.1	STH 33	94+50' R'	16.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	983.20	982.37	978.50	3.87
	111.2	STH 33	93+44' R'	16.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	---	---	---	---	979.43	978.60	975.35	3.25
	111.3	STH 33	93+44' R'	3.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	---	---	---	---	979.77	978.94	975.16	3.78
	111.4	STH 33	93+44' R'	8.6' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	---	---	---	---	979.73	978.90	975.11	3.79
	112.1	STH 33	96+96.7' R'	~~72.3' RT~~ 72.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	990.18	989.35	985.00	4.35
	112.2	STH 33	96+11.4' R'	28.8' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	988.14	987.31	983.85	3.46
	112.3	STH 33	96+53.2' R'	23.9' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	988.27	987.31	983.09	4.22
	112.4	STH 33	96+58.3' R'	~~32.0' LT~~ 32.7' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	988.50	987.54	983.54	4.00
	112.5	STH 33	96+92.9' R'	~~75.6' LT~~ 75.8' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	989.03	988.20	984.09	4.11
	113.1	STH 33	98+25.7' R'	~~18.0' LT~~ 18.2' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	—— 1	---	~~1~~ 0	---	---	---	---	---	---	---	---	991.75	990.92	987.71	3.21
	113.2	STH 33	98+25.2' R'	~~24.5' RT~~ 25.0' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	991.91	991.08	987.28	3.80
	114.1	STH 33	101+73' R'	~~24.0' LT~~ 24.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	—— 1	---	~~1~~ 0	---	---	---	~~1~~ 0	---	---	---	---	992.92	992.09	988.65	3.44
	114.2	STH 33	101+72.9' R'	~~17.5' RT~~ 18.1' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	993.02	992.19	988.22	3.97
	115.1	STH 33	103+05.2' R'	~~17.5' RT~~ 73.8' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	991.68	990.85	986.93	3.92
	115.2	STH 33	103+88.9' R'	~~24.6' LT~~ 24.8' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	990.42	989.59	986.30	3.29
	115.3	STH 33	103+53.2' R'	6.9' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	991.19	990.23	986.11	4.12
	115.4	STH 33	103+53.8' R'	~~1.0' RT~~ 1.1' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	991.21	990.25	986.03	4.22
	115.5	STH 33	103+03.9' R'	~~74.8' RT~~ 75.0' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	~~1~~ 0	---	---	---	---	—— 1	---	---	---	---	---	991.88	991.05	985.14	5.91
	---	TERRYTOWN RD.	86+50.0	30.5' LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	4	---	---	---	---	918.50	918.50	914.50	4.00
	90.1	TERRYTOWN RD.	98+50.0	39.0' RT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	925.61	924.44	920.30	4.14
	90.2	TERRYTOWN RD.	98+50.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	925.24	924.41	921.15	3.26
	91.1	TERRYTOWN RD.	96+30.0	39.0' RT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	924.29	923.12	918.90	4.22
	91.2	TERRYTOWN RD.	96+30.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	923.92	923.09	919.75	3.34
	92.1	TERRYTOWN RD.	93+00.0	39.0' RT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	922.31	921.14	916.90	4.24
	92.2	TERRYTOWN RD.	93+00.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	921.94	921.11	917.75	3.36
	92.3	TERRYTOWN RD.	93+00.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	921.94	921.11	918.30	2.81
	93.1	TERRYTOWN RD.	90+10.8	39.5' RT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	920.57	919.40	915.93	3.47
	93.2	TERRYTOWN RD.	90+10.5	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	920.20	919.37	915.99	3.38
	94.1	TERRYTOWN RD.	88+00.0	43.4' RT	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	919.31	918.48	915.30	3.18
	94.2	TERRYTOWN RD.	88+00.0	19.5' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	919.37	918.54	915.23	3.31
	94.3	TERRYTOWN RD.	87+92.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	919.35	918.52	915.78	2.74
	96.1	TERRYTOWN RD.	101+75.0	38.9' RT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	927.87	926.70	923.02	3.68
	96.2	TERRYTOWN RD.	101+75.0	19.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	927.49	926.66	923.12	3.54
	97.1	TERRYTOWN RD.	105+00.0	19.5' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	931.82	930.99	920.54	10.45
	80.2	TEMP. RD. 4	304+01.9	45.6' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	---	---	---	---	951.24	950.41	946.45	3.96
	80.3	TEMP. RD. 4	304+01.7	6.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	---	---	---	---	951.32	950.49	946.84	3.65
	80.4	TEMP. RD. 4	304+01.8	10.4' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	---	---	---	---	951.31	950.48	947.01	3.47
	81.2	TEMP. RD. 4	306+85.4	~~33.8' RT~~ 33.6' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	955.32	954.49	950.80	3.69
	81.3	TEMP. RD. 4	306+90.2	~~6.4' RT~~ 6.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	955.48	954.65	951.08	3.57
	81.4	TEMP. RD. 4	306+92.9	~~6.8' LT~~ 7.1' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	955.52	954.69	951.22	3.47
	82.2	TEMP. RD. 4	308+67.5	~~32.6' LT~~ 33.5' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	956.34	955.38	952.08	3.30
	82.3	TEMP. RD. 4	308+72.4	~~39.0' LT~~ 39.8' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	956.34	955.38	952.16	3.30
	83.2	TEMP. RD. 4	309+95.8	~~36.4' RT~~ 36.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	958.70	957.87	954.13	3.74
	83.3	TEMP. RD. 4	309+91.8	~~11.6' RT~~ 11.9' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	958.56	957.73	954.26	3.47
	83.4	TEMP. RD. 4	309+90.0	~~26.2' LT~~ 26.4' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	958.88	958.05	954.45	3.60
	83.5	TEMP. RD. 4	310+18.0	~~47.7' LT~~ 47.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	958.88	958.05	954.58	3.47
	84.1	TEMP. RD. 5	12+91.8	~~29.4' LT~~ 29.6' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	954.04	952.79	947.43	5.36
	84.2	TEMP. RD. 5	12+74.0	~~27.6' RT~~ 28.0' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	953.65	952.82	946.92	5.90
	85.1	TEMP. RD. 4	317+03.3	56.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	---	---	---	---	957.29	956.46	953.71	2.75
	85.2	TEMP. RD. 4	317+00.0	~~44.1' LT~~ 43.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	956.89	956.06	953.06	3.00
	86.1	TEMP. RD. 4	318+91.5	~~4.6' LT~~ 5.3' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	---	---	—— 1	---	---	---	---	---	---	951.38	950.55	947.15	3.40
	86.2	TEMP. RD. 4	318+91.5	~~4.7' RT~~ 5.3' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	---	---	---	—— 1	---	---	---	---	---	---	951.45	950.62	947.04	3.58
	86.3	TEMP. RD. 4	318+92.9	~~44.0' RT~~ 43.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	---	---	---	---	950.51	949.68	946.48	3.20
	87.2	TEMP. RD. 4	320+80.4	~~44.1' RT~~ 43.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	~~1~~ 0	—— 1	---	---	---	---	---	---	---	---	---	942.80	941.97	939.08	2.89
		SHEET TOTALS			1	15	8	0	4	33	0	0	0	1	0	6	0	~~32~~ 22	~~0~~ 9	~~2~~ 0	0	~~4~~ 3	~~8~~ 11	4	0	8	0	0				
		0010 TOTALS			1	~~49~~ 50	58	9	14	~~144~~ 143	11	29	5	1	47	11	1	~~87~~ 65	~~4~~ 13	~~2~~ 10	12	~~4~~ 3	~~86~~ 79	~~87~~ 88	2	20	12	2				
0030	90.3	TERRYTOWN RD.	98+50.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	925.24	924.41	921.60	2.81
	91.3	TERRYTOWN RD.	96+30.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	923.92	923.09	920.25	2.84
	91.4	TERRYTOWN RD.	96+30.0	33.7' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	923.25	923.25	920.36	2.89
	93.3	TERRYTOWN RD.	90+10.1	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	920.20	919.37	916.10	3.27
	93.4	TERRYTOWN RD.	90+10.0	30.9' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	919.48	919.48	916.16	3.32
	93.5	TERRYTOWN RD.	90+80.1	30.8' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	919.90	919.90	917.20	2.70
	96.3	TERRYTOWN RD.	101+75.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	927.49	926.66	923.32	3.34
	96.4	TERRYTOWN RD.	101+75.0	30.5' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	926.82	926.82	923.65	3.17
	97.3	TERRYTOWN RD.	105+00.0	19.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	930.38	929.55	926.54	3.01
		0030 TOTALS			0	0	0	0	0	5	2	2	0	0	0	0	0	5	0	0	0	0	6	0	0	0	0				
		TOTALS			1	~~49~~ 50	58	9	14	~~149~~ 148	13	31	5	1	47	11	1	~~92~~ 70	~~4~~ 13	~~2~~ 12		~~4~~ 3	~~86~~ 79	~~93~~ 94	2	20	12	2				

(A) OFFSET FOR THE PROPOSED STRUCTURE TO THE CENTER OF THE STRUCTURE FOR MANHOLES AND INLETS, OR TO THE END OF PIPE
(B) TOP OF STRUCTURE ELEVATION ASSUMES 6" OF ADJUSTING RINGS
MANHOLE TOP OF STRUCTURE= RIM - ~~4" OR 9"~~ CASTING - 6" RINGS
INLET TOP OF STRUCTURE= FLOW - 4" CASTING - 6" RINGS
(C) DEPTH = TOP OF STRUCTURE - INVERT ELEVATION

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

SHEET 306 E

BEAM GUARD SUMMARY

CATEGORY	LOCATION	STATION - STATION	OFFSET	614.0115 ANCHORAGES FOR STEEL PLATE BEAM GUARD TYPE 2 EACH	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0220.S STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230.S STEEL THRIE BEAM LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH	614.0555 SALVAGED GUARD FENCE STEEL BEAM LF	SPV.0060.07 MARKER POSTS BEAM GUARD TERMINAL FLEXIBLE EACH	REMARKS
0010	MAINLINE	18+82 - 21+52	RT	---	21	---	---	300	1	---	1	EAT - STA. 17+82
	MAINLINE	18+82 - 21+52	LT	---	21	---	---	300	1	---	1	EAT - STA. 17+82
	MAINLINE	19+58 - 22+04	RT	---	21	---	---	175	1	---	1	EAT - STA. 19+58.3
	MAINLINE	30+28 - 31+19	RT	---	15	1	20	---	---	---	---	
	B RAMP	30+20'B' - 31+12'B'	LT	---	15	---	25	---	---	---	---	
	MAINLINE	90+86 -92+68	MED	---	---	2	150	---	---	---	---	
	MAINLINE	210+40 - 212+22	MED	---	---	2	150	---	---	---	---	
	MAINLINE	277+12 - 278+94	MED	---	---	2	150	---	---	---	---	
	MAINLINE	40+55 - 43+21	RT	---	21	---	---	188	1	---	1	EAT - STA. 40+54.8
	A RAMP	32+86'A' - 43+14'A'	LT	---	21	---	---	963	1	---	1	EAT - STA. 43+13.8'A'
	B RAMP	32+86'B' - 36+19'B'	RT	1	---	---	---	332	---	---	---	
	SHADY LANE	97+21'SL' - 98+80'SL'	RT	---	21	---	---	88	1	---	1	EAT - STA. 97+21.4'SL'
	SHADY LANE	97+59'SL' - 98+80'SL'	LT	---	21	---	---	50	1	---	1	EAT - STA. 97+58.9'SL'
	SHADY LANE	101+20'SL' - 102+41'SL'	RT	---	21	---	---	50	1	---	1	EAT - STA. 102+41.1'SL'
	SHADY LANE	101+20'SL' - 102+79'SL'	LT	---	21	---	---	88	1	---	1	EAT - STA. 102+78.6'SL'
	STH 33	98+14 'R' - 98+84 'R'	RT	---	21	---	---	---	1	---	1	EAT - STA. 98+14.1'R'
	STH 33	101+18'R' - 101+86'R'	LT	---	21	---	---	---	1	---	1	EAT - STA. 101+86.0'R'
	OLD 33	97+98'O' - 98+82'O'	RT	---	21	---	---	13	1	---	1	EAT - STA. 97+98.5'O'
	OLD 33	97+98'O' - 98+83'O'	LT	---	21	---	---	13	1	---	1	EAT - STA. 97+98.5'O'
	OLD 33	101+18'O' - 102+02'O'	RT	---	21	---	---	13	1	---	1	EAT - STA. 102+01.5'O'
	OLD 33	101+18'O' - 102+03'O'	LT	---	21	---	---	13	1	---	1	EAT - STA. 102+01.5'O'
	MATHY	102+12'MC1' - 103+12'MC1'	LT	1	---	---	---	100	---	---	---	BEAM GUARD RADIUS = 60'
	MATHY	318+86'TR4' - 320+04'TR4'	RT	2	---	---	---	113	---	---	---	
	MED. CROSSOVER	13+35 - 13+88	LT/RT	---	---	1	---	---	---	---	---	TEMPORARY - 2 THRIE BEAM CONNECTIONS REQ'D
	MED. CROSSOVER	12+73 - 13+35	RT	---	---	---	63	---	---	---	---	TEMPORARY - 2 THRIE BEAM CONNECTIONS REQ'D
	MED. CROSSOVER	13+35 - 15+08	LT	---	---	---	---	---	---	175	---	STAGE 1A
	MED. CROSSOVER	12+73 - 13+23	RT	---	---	---	---	---	---	50	---	STAGE 1A
			TOTALS	4	345	8	558	2,797	15	225	15	

FENCING SUMMARY

CATEGORY				LOCATION	616.0206 FENCE CHAIN LINK 6-FT LF	616.0329.01 GATES CHAIN LINK 18-FT EACH	616.0329.02 GATES CHAIN LINK 3.5-FT EACH	616.0700.S FENCE SAFETY LF	REMARKS
0010	32+43	-	42+76.4	RT	980	---	1	---	GATES FOR MAINTENANCE ACCESS
	32+43	-	43+80	LT	1,410	---	1	---	GATES FOR MAINTENANCE ACCESS
	45+37	-	91+56.6	LT	4,620	---	---	---	
	44+83.96	-	91+54.5	RT	8,080	2	---	---	GATES FOR MAINTENANCE ACCESS
	91+97.42	-	143+52.1	RT	5,220	---	1	---	GATES FOR MAINTENANCE ACCESS
	91+99.49	-	143+86	LT	5,240	---	1	---	GATES FOR MAINTENANCE ACCESS
	145+95	-	211+75	LT	6,640	---	---	---	
	145+10.7	-	207+96.1	RT	6,650	---	---	---	
	211+36.8	-	277+83	RT	7,690	1	---	---	GATES FOR MAINTENANCE ACCESS
	214+49.1	-	277+84.8	LT	6,420	---	---	---	
	278+23.7	-	305+93	LT	2,870	---	1	---	GATES FOR MAINTENANCE ACCESS
	278+21.9	-	319+76.2	RT	5,470	1	2	---	GATES FOR MAINTENANCE ACCESS
	308+50	-	320+74.2	LT	1,330	---	1	---	GATES FOR MAINTENANCE ACCESS
	33+11'AC1'	-	56+67'AC1'	LT/RT	---	---	---	4,710	
	88+76.5'E'	-	95+88.8'E'	RT	1,520	1	---	---	GATES FOR MAINTENANCE ACCESS
	PARCEL 16	-	PARCEL 17		---	---	---	2,500	FENCE PROHIBITED AREA PRIOR TO OCT. 16, 2009
				TOTALS	64,140	5	8	7,210	

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	LOCATION	620.0300 SF	REMARKS
0010	86+40'E'	MED	50	TYPE 1
	87+00'E'	SIDEWALK	6	TYPE 2
	87+30'E'	LT	20	TYPE 2
	87+30'E'	RT	15	TYPE 2
	88+87'E'	LT	15	TYPE 2
	88+87'E'	RT	20	TYPE 2
	89+00'E'	SIDEWALK	6	TYPE 2
	96+75'E'	LT	20	TYPE 2
	96+75'E'	RT	15	TYPE 2
	96+50'E'	SIDEWALK	6	TYPE 2
	97+31'E'	LT	15	TYPE 2
	97+33'E'	RT	20	TYPE 2
	98+25'E'	LT	15	TYPE 2
	98+25'E'	RT	20	TYPE 2
	101+83'E'	LT	20	TYPE 2
	101+83'E'	RT	15	TYPE 2
	102+60'E'	LT	20	TYPE 2
	102+62'E'	RT	15	TYPE 2
	103+31'E'	LT	15	TYPE 2
	103+31'E'	RT	20	TYPE 2
	103+50'E'	SIDEWALK	6	TYPE 2
	109+25'E'	SIDEWALK	6	TYPE 2
	109+44'E'	LT	20	TYPE 2
	109+44'E'	RT	15	TYPE 2
	110+95'E'	LT	15	TYPE 2
	110+95'E'	RT	20	TYPE 2
	111+10'E'	SIDEWALK	6	TYPE 2
	114+18'E'	MED	85	TYPE 1
	40+71'AC2'	LT	15	TYPE 2
	40+71'AC2'	RT	20	TYPE 2
	40+90'AC2'	SIDEWALK	6	TYPE 2
	41+34'AC2'	MED	50	TYPE 1
	87+00'MO'	LT	15	TYPE 2
	87+00'MO'	RT	20	TYPE 2
	87+25'MO'	SIDEWALK	6	TYPE 2
	88+00'MO'	MED	65	TYPE 1
	98+51'MO'	MED	85	TYPE 1
	103+10'MO'	SIDEWALK	6	TYPE 2
	103+30'MO'	LT	20	TYPE 2
	103+30'MO'	RT	15	TYPE 2
	104+84'MO'	LT	15	TYPE 2
	104+84'MO'	RT	20	TYPE 2
	105+00'MO'	SIDEWALK	6	TYPE 2
	105+40'MO'	MED	50	TYPE 1
	31+27'AC1'	MED	50	TYPE 1
	31+40'AC1'	SIDEWALK	6	TYPE 2
	31+64'AC1'	LT	20	TYPE 2
	31+64'AC1'	RT	15	TYPE 2
	33+13'AC1'	LT	15	TYPE 2
	33+13'AC1'	RT	20	TYPE 2
	33+30'AC1'	SIDEWALK	6	TYPE 2
	33+57'AC1'	MED	55	TYPE 1
	55+25'AC1'	MED	45	TYPE 1
	56+40'AC1'	SIDEWALK	6	TYPE 2
	56+61'AC1'	LT	20	TYPE 2
	56+61'AC1'	RT	15	TYPE 2
	95+43'NR'	MED	65	TYPE 1
	96+45'NR'	SIDEWALK	6	TYPE 2
	96+64'NR'	LT	20	TYPE 2
	96+64'NR'	RT	15	TYPE 2
	97+31'NR'	RT	20	TYPE 2
	97+40'NR'	LT	15	TYPE 2
	98+30'NR'	LT	15	TYPE 2
	98+30'NR'	RT	20	TYPE 2
	101+71'NR'	LT	20	TYPE 2
	101+71'NR'	RT	15	TYPE 2
	102+60'NR	RT	15	TYPE 2
	102+66'NR'	LT	20	TYPE 2
	103+35'NR'	LT	15	TYPE 2
	103+35'NR'	RT	20	TYPE 2
	103+55'NR'	SIDEWALK	6	TYPE 2
	106+20'NR'	MED	60	TYPE 1
	92+23'R'	MED	50	TYPE 1
	96+30'R'	LT	20	TYPE 2
	96+30'R'	RT	15	TYPE 2
		COLUMN TOTAL	1,640	

CONT. ABOVE

CONCRETE MEDIAN SLOPED NOSE (CONT.)

CATEGORY	STATION	LOCATION	620.0300 SF	REMARKS
0010	96+89'R'	LT	15	TYPE 2
	96+92'R'	RT	20	TYPE 2
	97+77'R'	LT	15	TYPE 2
	97+77'R'	RT	20	TYPE 2
	98+16'R'	MED	50	TYPE 1
	101+86'R'	MED	50	TYPE 2
	102+27'R'	LT	20	TYPE 2
	102+27'R'	RT	15	TYPE 2
	103+09'R'	RT	15	TYPE 2
	103+10'R'	LT	20	TYPE 2
	103+77'R'	LT	15	TYPE 2
	103+77'R'	RT	20	TYPE 2
	104+76'R'	MED	50	TYPE 1
	114+60'R'	MED	60	TYPE 1
	308+38'TR4'	LT	20	TYPE 2
	308+38'TR4'	RT	15	TYPE 2
	309+82'TR4'	LT	15	TYPE 2
	309+82'TR4'	RT	20	TYPE 2
	12+81'TR5'	MED	60	TYPE 1
	14+12'TR5'	LT	20	TYPE 2
	14+12'TR5'	RT	15	TYPE 2
	1024+50'TR8'	RT	16	TYPE 1
	1024+70'TR8'	RT	17	TYPE 1
	1024+66'TR8'	RT	15	TYPE 1
		COLUMN TOTAL	598	
		TOTAL	2,238	

MAINTENANCE AND REPAIR OF HAUL ROADS (1674-00-72)

CATEGORY	618.0100 EACH
0010	1

MOBILIZATION

CATEGORY	619.1000 EACH
0010	1

LANDMARK REFERENCE MONUMENTS

CATEGORY	STATION	LOCATION	621.0100 EACH
0010	31+44.6	11.4' LT	5
	306+64.0	103.5' LT	5
		TOTAL	10

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0171 SEEDING MIXTURE NO. 70A LB	630.0175 SEEDING MIXTURE NO. 75 LB	630.0200 SEEDING TEMPORARY LB
0010	17+45 - 31+12	LT, RT, & MED	13,200	11,800	8	65	---	---	---	370
	32+70 - 43+33	LT, RT, & MED	43,900	13,900	28	230	20	---	---	1,200
	45+10 - 143+78	LT, RT, & MED	259,500	128,500	160	4,050	30	---	---	7,400
	145+51 - 277+83	LT, RT, & MED	258,500	196,000	160	3,450	---	---	---	7,550
	287+23 - 320+63	LT, RT, & MED	95,500	48,700	60	1,350	---	---	---	2,750
	321+76 - 323+25	LT, RT, & MED	2,100	2,050	1	30	---	---	---	65
	"AC1" LINE	LT & RT	37,100	29,900	23	---	670	---	---	1,000
	"AC2" LINE	LT & RT	13,200	7,950	8	---	240	---	---	360
	"AC3" LINE	LT & RT	35,800	32,100	23	---	---	---	---	1,150
	"AC4" LINE	LT & RT	2,150	2,150	1	60	---	---	---	60
	"E" LINE	LT & RT	38,100	21,700	24	200	500	---	---	980
	"MO" LINE	LT & RT	13,600	9,650	9	---	230	---	---	360
	"NR" LINE	LT & RT	21,100	14,700	13	610	---	---	---	640
	"O" LINE	LT & RT	16,000	13,600	10	520	---	---	---	520
	"R" LINE	LT & RT	37,000	13,100	23	1,050	---	---	---	1,050
	"SL" LINE	LT & RT	14,700	14,700	9	480	---	---	---	480
	"TE" LINE	LT & RT	43,600	21,600	27	730	300	---	---	900
	"TR1" LINE	LT & RT	7,850	7,200	5	---	180	---	---	270
	"TR2" LINE	LT & RT	29,200	26,900	18	870	---	---	---	870
	"TR3" LINE	LT & RT	9,550	8,500	6	280	---	---	---	280
	"TR4" LINE	LT & RT	38,800	26,000	24	1,150	---	---	---	1,150
	"TR5" LINE	LT & RT	3,550	3,550	2	95	---	---	---	95
	"TR6" LINE	LT & RT	22,000	18,600	14	690	---	---	---	690
	"TR7" LINE	LT & RT	420	420	1	---	10	---	---	15
	"TR8" LINE	LT & RT	860	860	1	25	---	---	---	25
	DRAINAGE EASEMENTS	LT & RT	2,100	2,100	1	55	---	---	---	55
	BORROW PITS	---	---	97,000	61	870	---	---	---	2,600
	UNDISTRIBUTED	---	264,845	193,308	180	4,215	545	0	0	8,221
		0010 SUBTOTAL	1,324,225	966,538	900	21,075	2,725	0	0	41,106
0020	17+45 - 31+12	LT, RT, & MED	---	---	---	---	---	---	70	---
	32+70 - 43+33	LT, RT, & MED	---	---	---	---	---	75	100	---
	45+10 - 143+78	LT, RT, & MED	---	---	---	---	---	250	370	---
	145+51 - 277+83	LT, RT, & MED	---	---	---	---	---	120	750	---
	287+23 - 320+63	LT, RT, & MED	---	---	---	---	---	25	290	---
	321+76 - 323+25	LT, RT, & MED	---	---	---	---	---	---	8	---
	"AC3" LINE	LT & RT	---	---	---	---	---	---	260	---
	"TR4" LINE	LT & RT	---	---	---	---	---	---	---	---
	"E" LINE	LT & RT	---	---	---	---	---	2	---	---
	"MO" LINE	LT & RT	---	---	---	---	---	2	---	---
	"NR" LINE	LT & RT	---	---	---	---	---	4	---	---
	"R" LINE	LT & RT	---	---	---	---	---	2	---	---
	UNDISTRIBUTED	---	0	0	0	0	0	120	462	0
		0020 SUBTOTAL	0	0	0	0	0	600	2,310	0
		TOTAL	1,324,225	966,538	900	21,075	2,725	600	2,310	41,106

SILT FENCE

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	17+50 - 20+15	RT	280	280
	20+39 - 31+28	RT	1,110	1,110
	74+84 - 77+46	LT	250	250
	77+00 - 78+23	LT	130	130
	77+78 - 80+28	LT	250	250
	85+49 - 87+35	RT	380	380
	86+50 - 87+40	RT	110	110
	127+00 - 132+24	RT	530	530
	125+75 - 126+25	RT	110	110
	130+04 - 131+75	LT	170	170
	161+82 - 191+00	LT	2,918	2,918
	168+50 - 196+30	RT	2,720	2,720
	171+88 - 172+10	RT	70	70
	177+88 - 178+10	RT	60	60
	181+89 - 182+09	RT	50	50
	187+88 - 188+13	RT	80	80
	229+00 - 239+00	LT	1,030	1,030
	241+38 - 243+33	LT	200	200
	243+33 - 243+60	LT	80	80
	243+60 - 247+83	LT	420	420
	243+72 - 244+47	RT	100	100
	247+83 - 248+16	LT	90	90
	248+16 - 250+02	LT	180	180
	262+98 - 265+29	LT	230	230
	265+29 - 265+66	LT	100	100
	265+66 - 268+00	LT	230	230
	263+00 - 265+50	RT	260	260
	265+50 - 266+42	RT	170	170
	265+90 - 268+48	RT	310	310
	287+95 - 288+94	RT	110	110
	288+42 - 289+47	RT	130	130
	289+31 - 291+04	RT	190	190
	287+51 - 288+51	LT	100	100
	323+21 - 325+72	LT/RT	1,070	1,070
	32+52'A' - 39+87'A'	LT	760	760
	33+08'B' - 39+95'B'	RT	700	700
	39+95'B' - 40+23'B'	RT	90	90
	40+23'B' - 41+93'B'	RT	200	200
	44+29'C' - 51+85'C'	RT	760	760
	51+85'C' - 52+14'C'	RT	80	80
	52+14'C' - 56+67'C'	RT	440	440
	45+57'D' - 57+29'D'	LT	1,170	1,170
	132+20'F' - 139+05'F'	LT	680	680
	131+55'F' - 135+26'F'	LT	380	380
	150+95'G' - 161+77'G'	LT	1,070	1,070
	148+65'H' - 168+49'H'	RT	1,930	1,930
	157+86'H' - 158+15'H'	RT	130	130
	164+87'H' - 165+09'H'	RT	80	80
	203+02'K' - 204+75'K'	LT	170	170
	205+11'K' - 210+53'K'	LT	580	580
	214+06'L' - 219+86'L'	LT	580	580
	210+97'M' - 224+81'M'	RT	1,410	1,410
	223+96'M' - 225+85'M'	RT	210	210
	225+26'M' - 229+07'M'	RT	380	380
	131+83'J' - 133+16'J'	RT	270	270
	132+88'J' - 140+02'J'	RT	710	710
	140+02'J' - 140+32'J'	RT	100	100
	140+32'J' - 143+00'J'	RT	300	300
	143+00'J' - 143+36'J'	RT	140	140
	143+36'J' - 144+41'J'	RT	160	160
	17+90'AC1' - 20+87'AC1'	LT	270	270
	20+87'AC1' - 21+92'AC1'	LT	110	110
	21+92'AC1' - 25+00'AC1'	LT	350	350
	28+98'AC1' - 31+65'AC1'	LT	280	280
	33+30'AC1' - 37+94'AC1'	LT	530	530
	53+06'AC1' - 54+83'AC1'	LT	210	210
	33+11'AC1' - 36+34'AC1'	RT	320	320
	36+69'AC1' - 37+52'AC1'	RT	100	100
	40+68'AC2' - 41+07'AC2'	RT	80	80
	41+07'AC2' - 93+98'AC2'	RT	320	320
	42+00'AC3' - 44+21'AC3'	RT	220	220
	42+00'AC3' - 44+63'AC3'	RT	60	60
	44+63'AC3' - 45+55'AC3'	RT	90	90
	43+75'AC3' - 44+53'AC3'	LT	80	80
	47+48'AC3' - 48+96'AC3'	RT	150	150
	SHEET TOTALS		30,868	30,868

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FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0171 SEEDING MIXTURE NO. 70A LB	630.0175 SEEDING MIXTURE NO. 75 LB	630.0200 SEEDING TEMPORARY LB	630.0400 SEEDING NURSE CROP LB
0010	17+45 - 31+12	LT, RT, & MED	13,200	11,800	8	65	---	---	---	65	---
	32+70 - 43+33	LT, RT, & MED	43,900	13,900	28	230	20	---	---	260	---
	45+10 - 143+78	LT, RT, & MED	259,500	128,500	160	4,050	30	---	---	4,100	---
	145+51 - 277+83	LT, RT, & MED	258,500	196,000	160	3,450	---	---	---	3,450	---
	287+23 - 320+63	LT, RT, & MED	95,500	48,700	60	1,350	---	---	---	1,350	---
	321+76 - 323+25	LT, RT, & MED	2,100	2,050	1	30	---	---	---	30	---
	"AC1" LINE	LT & RT	37,100	29,900	23	---	670	---	---	1,000	---
	"AC2" LINE	LT & RT	13,200	7,950	8	---	240	---	---	360	---
	"AC3" LINE	LT & RT	35,800	32,100	23	---	---	---	---	---	---
	"AC4" LINE	LT & RT	2,150	2,150	1	60	---	---	---	60	---
	"E" LINE	LT & RT	38,100	21,700	24	200	500	---	---	950	---
	"MO" LINE	LT & RT	13,600	9,650	9	---	230	---	---	350	---
	"NR" LINE	LT & RT	21,100	14,700	13	610	---	---	---	610	---
	"O" LINE	LT & RT	16,000	13,600	10	520	---	---	---	520	---
	"R" LINE	LT & RT	37,000	13,100	23	1,050	---	---	---	1,050	---
	"SL" LINE	LT & RT	14,700	14,700	9	480	---	---	---	480	---
	"TE" LINE	LT & RT	43,600	21,600	27	730	300	---	---	1,180	---
	"TR1" LINE	LT & RT	7,850	7,200	5	---	180	---	---	270	---
	"TR2" LINE	LT & RT	29,200	26,900	18	870	---	---	---	870	---
	"TR3" LINE	LT & RT	9,550	8,500	6	280	---	---	---	280	---
	"TR4" LINE	LT & RT	38,800	26,000	24	1,150	---	---	---	1,150	---
	"TR5" LINE	LT & RT	3,550	3,550	2	95	---	---	---	95	---
	"TR6" LINE	LT & RT	22,000	18,600	14	690	---	---	---	690	---
	"TR7" LINE	LT & RT	420	420	1	---	10	---	---	15	---
	"TR8" LINE	LT & RT	860	860	1	25	---	---	---	25	---
	DRAINAGE EASEMENTS	LT & RT	2,100	2,100	1	55	---	---	---	55	---
	BORROW PITS	---	---	97,000	61	870	---	---	---	2,600	---
	UNDISTRIBUTED	---	264,845	193,308	180	4,215	545	0	0	5,500	0
		0010 SUBTOTAL	1,324,225	966,538	900	21,075	2,725	0	0	27,365	0
0020	17+45 - 31+12	LT, RT, & MED	---	---	---	---	---	---	70	---	80
	32+70 - 43+33	LT, RT, & MED	---	---	---	---	---	75	100	---	265
	45+10 - 143+78	LT, RT, & MED	---	---	---	---	---	250	370	---	920
	145+51 - 277+83	LT, RT, & MED	---	---	---	---	---	120	750	---	1,100
	287+23 - 320+63	LT, RT, & MED	---	---	---	---	---	25	290	---	380
	321+76 - 323+25	LT, RT, & MED	---	---	---	---	---	---	8	---	10
	"AC3" LINE	LT & RT	---	---	---	---	---	---	260	---	300
	"TR4" LINE	LT & RT	---	---	---	---	---	---	---	---	---
	"E" LINE	LT & RT	---	---	---	---	---	2	---	---	5
	"MO" LINE	LT & RT	---	---	---	---	---	2	---	---	5
	"NR" LINE	LT & RT	---	---	---	---	---	4	---	---	10
	"R" LINE	LT & RT	---	---	---	---	---	2	---	---	5
	UNDISTRIBUTED	---	0	0	0	0	0	120	462	---	770
										---	---
		0020 SUBTOTAL	0	0	0	0	0	600	2,310	0	3,850
		TOTAL	1,324,225	966,538	900	21,075	2,725	600	2,310	27,365	3,850

SILT FENCE

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	17+50 - 20+15	RT	280	280
	20+39 - 31+28	RT	1,110	1,110
	74+84 - 77+46	LT	250	250
	77+00 - 78+23	LT	130	130
	77+78 - 80+28	LT	250	250
	85+49 - 87+35	RT	380	380
	86+50 - 87+40	RT	110	110
	127+00 - 132+24	RT	530	530
	125+75 - 126+25	RT	110	110
	130+04 - 131+75	LT	170	170
	161+82 - 191+00	LT	2,918	2,918
	168+50 - 196+30	RT	2,720	2,720
	171+88 - 172+10	RT	70	70
	177+88 - 178+10	RT	60	60
	181+89 - 182+09	RT	50	50
	187+88 - 188+13	RT	80	80
	229+00 - 239+00	LT	1,030	1,030
	241+38 - 243+33	LT	200	200
	243+33 - 243+60	LT	80	80
	243+60 - 247+83	LT	420	420
	243+72 - 244+47	RT	100	100
	247+83 - 248+16	LT	90	90
	248+16 - 250+02	LT	180	180
	262+98 - 265+29	LT	230	230
	265+29 - 265+66	LT	100	100
	265+66 - 268+00	LT	230	230
	263+00 - 265+50	RT	260	260
	265+50 - 266+42	RT	170	170
	265+90 - 268+48	RT	310	310
	287+95 - 288+94	RT	110	110
	288+42 - 289+47	RT	130	130
	289+31 - 291+04	RT	190	190
	287+51 - 288+51	LT	100	100
	323+21 - 325+72	LT/RT	1,070	1,070
	32+52'A' - 39+87'A'	LT	760	760
	33+08'B' - 39+95'B'	RT	700	700
	39+95'B' - 40+23'B'	RT	90	90
	40+23'B' - 41+93'B'	RT	200	200
	44+29'C' - 51+85'C'	RT	760	760
	51+85'C' - 52+14'C'	RT	80	80
	52+14'C' - 56+67'C'	RT	440	440
	45+57'D' - 57+29'D'	LT	1,170	1,170
	132+20'F' - 139+05'F'	LT	680	680
	131+55'F' - 135+26'F'	LT	380	380
	150+95'G' - 161+77'G'	LT	1,070	1,070
	148+65'H' - 168+49'H'	RT	1,930	1,930
	157+86'H' - 158+15'H'	RT	130	130
	164+87'H' - 165+09'H'	RT	80	80
	203+02'K' - 204+75'K'	LT	170	170
	205+11'K' - 210+53'K'	LT	580	580
	214+06'L' - 219+86'L'	LT	580	580
	210+97'M' - 224+81'M'	RT	1,410	1,410
	223+96'M' - 225+85'M'	RT	210	210
	225+26'M' - 229+07'M'	RT	380	380
	131+83'J' - 133+16'J'	RT	270	270
	132+88'J' - 140+02'J'	RT	710	710
	140+02'J' - 140+32'J'	RT	100	100
	140+32'J' - 143+00'J'	RT	300	300
	143+00'J' - 143+36'J'	RT	140	140
	143+36'J' - 144+41'J'	RT	160	160
	17+90'AC1' - 20+87'AC1'	LT	270	270
	20+87'AC1' - 21+92'AC1'	LT	110	110
	21+92'AC1' - 25+00'AC1'	LT	350	350
	28+98'AC1' - 31+65'AC1'	LT	280	280
	33+30'AC1' - 37+94'AC1'	LT	530	530
	53+06'AC1' - 54+83'AC1'	LT	210	210
	33+11'AC1' - 36+34'AC1'	RT	320	320
	36+69'AC1' - 37+52'AC1'	RT	100	100
	40+68'AC2' - 41+07'AC2'	RT	80	80
	41+07'AC2' - 93+98'AC2'	RT	320	320
	42+00'AC3' - 44+21'AC3'	RT	220	220
	42+00'AC3' - 44+63'AC3'	RT	60	60
	44+63'AC3' - 45+55'AC3'	RT	90	90
	43+75'AC3' - 44+53'AC3'	LT	80	80
	47+48'AC3' - 48+96'AC3'	RT	150	150
	SHEET TOTALS		30,868	30,868

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Addendum #02
Rev'd Sheet #309
January 5, 2009

REVISED DRAWING

SHEET 309 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	MISCELLANEOUS QUANTITIES	SHEET ~~309~~	E

SILT FENCE (CONT.)

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	48+58'AC3' - 49+54'AC3'	RT	110	110
	49+41'AC3' - 53+88'AC3'	RT	450	450
	54+12'AC3' - 54+90'AC3'	RT	80	80
	63+66'AC3' - 67+02'AC3'	RT	340	340
	66+48'AC3' - 67+67'AC3'	RT	220	220
	67+38'AC3' - 70+05'AC3'	RT	300	300
	64+95'AC3' - 66+34'AC3'	LT	150	150
	66+63'AC3' - 68+86'AC3'	LT	270	270
	71+13'AC3' - 73+04'AC3'	RT	190	190
	75+40'AC3' - 78+00'AC3'	RT	260	260
	76+00'AC3' - 78+00'AC3'	LT	200	200
	88+68'MO' - 91+95'MO'	LT	440	440
	92+39'MO' - 96+48'MO'	LT	380	380
	105+38'MO' - 107+00'MO'	LT	170	170
	101+62'MO' - 102+80'MO'	RT	150	150
	105+00'MO' - 106+00'MO'	RT	100	100
	110+58'E' - 115+73'E'	LT	520	520
	115+91'E' - 116+50'E'	LT	100	100
	81+00'E' - 86+68'E'	RT	560	560
	93+40'E' - 95+89'E'	RT	320	320
	103+36'E' - 110+40'E'	RT	680	680
	111+01'E' - 113+53'E'	RT	270	270
	114+03'E' - 115+14'E'	RT	110	110
	101+39'SL' - 106+00'SL'	LT	480	480
	94+00'SL' - 95+83'SL'	RT	180	180
	96+01'SL' - 98+63'SL'	RT	270	270
	101+35'SL' - 107+04'SL'	RT	580	580
	103+46'NR' - 106+00'NR'	LT	270	270
	103+19'NR' - 106+00'NR'	RT	330	330
	87+63'R' - 91+28'R'	RT	370	370
	91+28'R' - 91+54'R'	RT	70	70
	91+54'R' - 93+75'R'	RT	220	220
	94+09'R' - 95+44'R'	RT	140	140
	104+43'R' - 109+59'R'	RT	500	500
	104+11'R' - 109+54'R'	LT	610	610
	89+65'O' - 90+23'O'	LT	55	55
	90+47'O' - 93+85'O'	LT	320	320
	94+79'O' - 98+44'O'	LT	380	380
	101+49'O' - 105+38'O'	LT	400	400
	89+13'O' - 90+28'O'	RT	120	120
	90+43'O' - 91+08'O'	RT	70	70
	91+49'O' - 92+89'O'	RT	150	150
	93+17'O' - 96+00'O'	RT	280	280
	96+26'O' - 98+47'O'	RT	230	230
	101+60'O' - 105+38'O'	RT	410	410
	85+00'TE' - 85+86'TE'	RT	80	80
	85+86'TE' - 86+23'TE'	RT	60	60
	86+23'TE' - 87+65'TE'	RT	140	140
	103+94'TE' - 106+69'TE'	RT	320	320
	106+65'TE' - 106+93'TE'	RT	50	50
	106+93'TE' - 107+86'TE'	RT	100	100
	19+50'TR3' - 20+49'TR3'	LT	130	130
	19+00'TR3' - 20+43'TR3'	RT	120	120
	UNDISTRIBUTED	LT/MED/RT	11,000	11,000
		SHEET TOTALS	24,805	24,805
		TOTALS	55,673	55,673

MOBILIZATIONS
EROSION CONTROL

CATEGORY	STAGE	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	1	3	4
	2	8	10
	UNDISTRIBUTED	---	3
	TOTALS	11	17

EROSION MAT

CATEGORY	STATION - STATION	LOCATION	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2023 EROSION MAT CLASS II TYPE B SY	628.2037 EROSION MAT CLASS III TYPE C SY
0010	17+50 - 31+69	LT	490	---	---	---
	17+50- 31+69	RT	860	---	---	---
	31+69 - 44+24	LT	6,750	---	530	---
	31+69 - 44+24	MED	---	---	460	---
	31+69 - 44+24	RT	9,350	---	1,010	---
	44+24 - 91+77	LT	6,300	---	2,400	---
	44+24 - 91+77	MED	3,050	---	220	---
	44+24 - 91+77	RT	6,050	---	720	---
	91+77 - 144+65	LT	23,400	---	870	---
	91+77 - 144+65	MED	3,700	---	290	---
	91+77 - 144+65	RT	29,900	---	910	---
	144+65 - 211+31	LT	6,420	---	630	---
	144+65 - 211+31	MED	3,800	---	290	---
	144+65 - 211+31	RT	7,100	---	640	---
	211+31 - 278+03	LT	10,300	---	850	---
	211+31 - 278+03	MED	4,350	---	---	---
	211+31 - 278+03	RT	9,050	---	1,000	---
	278+03 - 282+00	LT	1,300	---	320	---
	278+03 - 320+00	MED	1,700	---	---	---
	278+03 - 320+00	RT	9,350	---	6,700	---
	301+00 - 320+00	LT	6,650	---	450	---
	31+71'A' - 44+25'A'	LT	220	---	8,650	---
	31+76'B' - 40+30'B'	RT	1,850	---	1,150	---
	46+00'C' - 66+50'C'	RT	1,250	---	---	---
	46+50'D' - 58+77'D'	LT	1,050	---	---	---
	122+60'F' - 143+25'F'	LT	11,200	---	---	---
	146+75'G' - 161+77'G'	LT	640	---	---	---
	146+00'H' - 168+50'H'	RT	620	---	180	---
	128+23'J' - 142+50'J'	RT	6,750	---	---	---
	188+63'K' - 211+30'K'	LT	8,400	---	---	---
	202+00'K' - 211+30'K'	RT	---	---	---	---
	214+00'L' - 226+77'L'	LT	3,350	---	---	---
	214+00'L' - 221+00'L'	RT	1,900	---	---	---
	211+20'M' - 220+00'M'	LT	3,300	---	---	---
	211+20'M' - 232+40'M'	RT	7,850	---	---	---
	201+00'N' - 208+61'N'	LT	2,300	---	---	---
	195+73'N' - 208+61'N'	RT	4,800	---	---	---
	13+98'TR1' - 15+17'TR1'	LT	100	---	---	---
	17+63'TR1' - 18+17'TR1'	RT	50	---	---	---
	19+62'TR1' - 25+25'TR1'	RT	480	---	---	---
	44+50'TR2' - 57+68'TR2'	LT	1,200	---	---	---
	57+90'TR2' - 58+50'TR2'	LT	50	---	---	---
	42+40'TR2' - 53+23'TR2'	RT	930	---	---	---
	54+33'TR2' - 55+98'TR2'	RT	140	---	---	---
	12+02'TR3' - 19+50'TR3'	LT	680	---	--	---
	14+60'TR3' - 19+00'TR3'	RT	360	---	--	---
	282+00'TR4' - 309+25'TR4'	LT	10,300	---	100	---
	282+00'TR4' - 309+25'TR4'	MED	1,500	---	---	---
	295+00'TR4 - 309+25'TR4'	RT	---	---	330	---
	309+25'TR4 - 325+00'TR4'	LT	340	---	---	---
	309+25'TR4 - 325+00'TR4'	RT	210	---	---	---
	10+50'TR6' - 32+00'TR6'	LT	1,950	---	---	---
	13+00'TR6' - 29+50'TR6'	RT	1,450	---	---	---
	13+00'AC1' - 30+50'AC1'	LT	410	1,200	---	---
	13+00'AC1' - 30+50'AC1'	RT	220	1,200	---	---
	34+25'AC1' - 54+40'AC1'	LT	490	1,800	---	---
	34+25'AC1' - 54+40'AC1'	RT	410	1,500	---	---
	42+10'AC2' - 69+65'AC2'	LT	130	2,550	---	---
	42+10'AC2' - 69+65'AC2'	RT	---	2,550	---	---
	33+44'AC3' - 78+72'AC3'	LT	950	---	---	---
	33+44'AC3' - 78+72'AC3'	RT	2,750	---	---	---
	88+80'MO' - 100+00'MO'	LT	---	950	---	---
	88+80'MO' - 100+00'MO'	RT	130	960	---	---
	100+00'MO' - 109+70'MO'	LT	220	770	---	---
	100+00'MO' - 109+70'MO'	RT	130	840	---	---
	81+00'E' - 100+00'E'	LT	640	1,750	---	---
	81+00'E' - 100+00'E'	MED	---	700	---	---
	81+00'E' - 100+00'E'	RT	390	1,550	---	---
	100+00'E' - 115+93'E'	LT	1,400	1,500	---	---
	100+00'E' - 115+93'E'	MED	---	510	---	---
	100+00'E' - 115+93'E'	RT	840	1,100	---	---
	88+00'NR' - 100+00'NR'	LT	510	590	---	---
	88+00'NR' - 100+00'NR'	RT	560	720	---	---
	100+00'NR' - 120+00'NR'	LT	1,450	650	---	---
	100+00'NR' - 120+00'NR'	RT	1,350	540	---	---
		SHEET TOTALS	238,070	23,930	28,700	0

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EROSION MAT (CONT.)

CATEGORY	STATION - STATION	LOCATION	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2023 EROSION MAT CLASS II TYPE B SY	628.2037 EROSION MAT CLASS III TYPE C SY
0010	83+50'R' - 100+00'R'	LT	6,000	---	380	---
	83+50'R' - 100+00'R'	RT	6,850	---	460	---
	100+00'R' - 115+77'R'	LT	5,050	---	310	---
	100+00'R' - 115+77'R'	RT	4,500	---	330	---
	86+40'O' - 100+00'O'	LT	710	---	---	---
	86+40'O' - 100+00'O'	RT	810	---	---	---
	100+00'O' - 107+17'O'	LT	460	---	---	---
	100+00'O' - 107+17'O'	RT	430	---	---	---
	85+50'TE' - 100+00'TE'	LT	1,650	880	8,150	---
	85+50'TE' - 100+00'TE'	RT	1,500	830	2,750	---
	100+00'TE' - 107+65'TE'	LT	60	610	3,050	---
	100+00'TE' - 107+65'TE'	RT	---	430	2,150	---
	DETENTION POND A	POND	5,850	---	---	180
	DETENTION POND B	POND	21,900	---	---	500
	DETENTION POND C	POND	9,300	---	---	940
	DETENTION POND D	POND	880	---	---	400
	DETENTION POND E	POND	3,750	---	---	510
	UNDISTRIBUTED	LT/MED/RT	76,950	6,650	1,150	635
		SHEET TOTALS	146,650	9,400	18,730	3,165
		TOTALS	384,720	33,330	47,430	3,165

INLET PROTECTION

CATEGORY	STRUCTURE ID	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	105.1	18+00	LT	1	1	---	---
	105.2	18+00	RT	1	1	---	---
	104.3	21+00	LT	1	1	---	---
	104.1	21+00	MED	1	1	---	---
	104.2	21+00	RT	1	1	---	---
	103.3	24+00	LT	1	1	---	---
	103.2	24+00	LT	1	1	---	---
	103.1	24+00	MED	1	1	---	---
	103.4	24+00	RT	1	1	---	---
	103.5	24+00	RT	---	1	---	---
	102.3	27+00	LT	1	1	---	---
	102.1	27+00	MED	1	1	---	---
	102.2	27+00	RT	---	1	---	---
	101.2	30+00	LT	1	1	---	---
	101.1	30+00	MED	1	1	---	---
	101.3	30+02	RT	---	1	---	---
	100.2	33+00	LT	1	1	---	---
	---	33+00	MED	---	1	---	---
	100.1	36+00	LT	1	1	---	---
	---	40+45	RT	1	---	---	---
	99.1	43+00	LT	1	1	---	---
	---	43+00	MED	---	1	---	---
	---	51+67	MED	1	---	---	---
	---	69+00	MED	1	---	---	---
	---	79+00	MED	1	---	---	---
	---	87+00	MED	1	---	---	---
	---	126+00	MED	1	---	---	---
	---	132+00	MED	1	---	---	---
	---	140+00	MED	1	---	---	---
	---	146+00	MED	1	---	---	---
	---	152+00	MED	1	---	---	---
	---	158+00	MED	1	---	---	---
	---	165+00	MED	1	---	---	---
	---	172+00	MED	1	---	---	---
	---	178+00	MED	1	---	---	---
	---	182+00	MED	1	---	---	---
	---	192+00	MED	1	---	---	---
	---	198+00	MED	1	---	---	---
	---	204+50	LT	1	---	---	---
	---	204+50	MED	1	---	---	---
	---	204+50	RT	1	---	---	---
	---	225+00	MED	1	---	---	---
	---	246+00	MED	1	---	---	---
	---	249+00	RT	1	---	---	---
	---	266+00	MED	1	---	---	---
		COLUMN TOTALS		40	21	0	0

CONT. ABOVE

INLET PROTECTION (CONT.)

CATEGORY	STRUCTURE ID	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	---	308+00	MED	1	---	---	---
	---	292+50'TR4'	MED	1	---	---	---
	---	299+00'TR4'	MED	1	---	---	---
	80.4	304+02'TR4'	LT	1	---	---	1
	80.3	304+02'TR4'	RT	1	---	---	1
	80.2	304+02'TR4'	RT	1	---	---	1
	81.2	306+85'TR4'	RT	1	---	---	1
	81.3	306+90'TR4'	RT	1	---	---	1
	81.4	306+93'TR4'	LT	1	---	---	1
	82.2	308+67'TR4'	LT	1	---	---	1
	82.3	308+72'TR4'	LT	1	---	---	1
	83.4	309+90'TR4'	LT	1	---	---	1
	83.3	309+92'TR4'	RT	1	---	---	1
	83.2	309+96'TR4'	RT	1	---	---	1
	83.5	310+18'TR4'	LT	1	---	---	1
	85.1	317+00'TR4'	LT	1	---	---	1
	85.2	317+03'TR4'	LT	1	---	---	1
	86.1	318+93'TR4'	LT	1	---	---	1
	86.2	318+93'TR4'	RT	1	---	---	1
	86.3	318+93'TR4'	RT	1	---	---	1
	87.2	320+80'TR4'	RT	1	---	---	1
	87.1	320+84'TR4'	RT	1	---	---	1
	84.1	12+92'TR5'	LT	1	---	---	1
	84.2	12+75'TR5'	RT	1	---	---	1
	13.2	16+10'AC1'	LT	1	---	1	---
	13.3	16+10'AC1'	RT	1	---	1	---
	11.2	20+00'AC1'	LT	1	---	1	---
	11.3	20+00'AC1'	RT	1	---	1	---
	10.3	23+00'AC1'	RT	1	---	1	---
	9.2	25+94'AC1'	LT	1	---	1	---
	8.2	28+83'AC1'	LT	1	---	1	---
	8.4	28+83'AC1'	RT	1	---	1	---
	8.3	28+91'AC1'	LT	1	---	1	---
	8.5	28+91'AC1'	RT	1	---	1	---
	7.1	31+49'AC1'	LT	1	---	1	---
	7.2	31+43'AC1'	RT	1	---	1	---
	7.3	31+91'AC1'	LT	1	1	---	---
	7.4	31+94'AC1'	LT	1	1	---	---
	37.1	36+00'AC1'	LT	1	---	1	---
	37.2	36+00'AC1'	RT	1	---	1	---
	36.3	37+50'AC1'	LT	1	---	---	---
	36.2	37+50'AC1'	RT	1	---	---	---
	35.4	38+50'AC1'	LT	1	---	1	---
	35.2	38+50'AC1'	RT	1	---	1	---
	35.5	38+58'AC1'	LT	1	---	1	---
	35.3	38+58'AC1'	RT	1	---	1	---
	32.4	47+00'AC1'	LT	1	---	1	---
	32.2	47+00'AC1'	RT	1	---	1	---
	32.5	47+08'AC1'	LT	1	---	1	---
	32.3	47+08'AC1'	RT	1	---	1	---
	30.3	51+00'AC1'	LT	1	---	1	---
	30.2	51+00'AC1'	RT	1	---	1	---
	24.4	41+89'AC2'	LT	1	---	1	---
	24.2	41+89'AC2'	RT	1	---	1	---
	24.5	41+97'AC2'	LT	1	---	1	---
	24.3	41+97'AC2'	RT	1	---	1	---
	22.3	45+00'AC2'	LT	1	---	1	---
	22.2	45+00'AC2'	RT	1	---	1	---
	21.3	48+00'AC2'	LT	1	---	1	---
	21.2	48+00'AC2'	RT	1	---	1	---
	20.3	51+00'AC2'	LT	1	---	1	---
	20.2	51+00'AC2'	RT	1	---	1	---
	18.5	55+92'AC2'	LT	1	---	1	---
	18.3	55+92'AC2'	RT	1	---	1	---
	18.4	56+00'AC2'	LT	1	---	1	---
	18.2	56+00'AC2'	RT	1	---	1	---
	16.3	62+00'AC2'	LT	1	---	1	---
	16.2	62+00'AC2'	RT	1	---	1	---
	15.4	64+75'AC2'	LT	1	---	1	---
	15.2	64+75'AC2'	RT	1	---	1	---
	15.5	64+83'AC2'	LT	1	---	1	---
	15.3	64+83'AC2'	RT	1	---	1	---
	14.3	68+00'AC2'	LT	1	---	1	---
	14.2	68+00'AC2'	RT	1	---	1	---
	48.1	87+05'MO'	RT	1	---	1	---
	47.1	87+07'MO'	RT	1	---	1	---
	47.2	87+18'MO'	LT	1	---	1	---
	46.3	89+50'MO'	RT	1	---	1	---
	46.2	89+50'MO'	LT	1	---	1	---
	44.3	92+50'MO'	LT	1	---	1	---
		COLUMN TOTALS		80	2	52	21

CONT. ON NEXT PAGE

INLET PROTECTION (CONT.)

CATEGORY	STRUCTURE ID	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	44.2	92+50'MO'	RT	1	---	1	---
	42.7	97+33'MO'	LT	1	---	1	---
	42.3	97+33'MO'	RT	1	---	1	---
	42.2	97+33'MO'	RT	1	---	---	---
	42.8	97+41'MO'	LT	1	---	1	---
	42.4	97+41'MO'	RT	1	---	1	---
	42.6	98+55'MO'	LT	1	---	1	---
	42.5	98+55'MO'	RT	1	---	1	---
	40.6	100+98'MO'	LT	1	---	---	---
	40.5	101+50'MO'	LT	1	---	1	---
	40.4	101+50'MO'	LT	1	---	1	---
	40.3	101+50'MO'	RT	1	---	1	---
	40.2	101+50'MO'	RT	1	---	1	---
	40.1	101+50'MO'	RT	1	---	---	---
	39.1	103+00'MO'	RT	1	---	---	---
	39.2	103+19'MO'	RT	1	---	1	---
	39.3	103+27'MO'	LT	1	---	1	---
	38.1	103+76'MO'	RT	1	---	1	---
	38.2	104+93'MO'	RT	1	---	1	---
	49.3	87+64'E'	RT	1	1	---	---
	49.2	87+68'E'	RT	1	1	---	---
	49.1	88+90'E'	RT	1	---	1	---
	50.5	89+19'E'	LT	1	---	1	---
	50.7	89+23'E'	LT	1	---	1	---
	50.4	89+27'E'	LT	1	---	1	---
	50.6	89+31'E'	LT	1	---	1	---
	50.3	89+50'E'	RT	1	---	1	---
	50.2	89+50'E'	RT	1	---	1	---
	55.5	93+50'E'	LT	1	---	1	---
	55.4	93+50'E'	LT	1	---	1	---
	55.3	93+50'E'	RT	1	---	1	---
	55.2	93+50'E'	RT	1	---	1	---
	56.5	96+00'E'	LT	1	---	1	---
	56.4	96+00'E'	LT	1	---	1	---
	56.3	96+00'E'	RT	1	---	1	---
	56.2	96+00'E'	RT	1	---	1	---
	57.7	97+05'E'	LT	1	---	1	---
	57.3	97+07'E'	LT	1	1	---	---
	57.4	97+12'E'	LT	1	1	---	---
	57.6	97+31'E'	LT	1	---	1	---
	57.5	97+36'E'	LT	1	---	1	---
	57.1	97+43'E'	RT	1	---	1	---
	58.4	98+23'E'	LT	1	---	1	---
	58.3	98+27'E'	RT	1	---	1	---
	58.1	98+30'E'	RT	1	---	1	---
	58.2	98+30'E'	RT	1	---	---	---
	58.5	98+45'E'	LT	1	---	1	---
	58.6	99+00'E'	LT	1	---	1	---
	59.5	100+75'E'	LT	1	---	1	---
	59.4	100+75'E'	LT	1	---	1	---
	59.3	100+75'E'	RT	1	---	1	---
	59.1	100+75'E'	RT	1	---	1	---
	59.2	101+70'E'	LT	1	---	---	---
	59.6	102+17'E'	RT	1	---	---	---
	60.4	102+05'E'	RT	1	1	---	---
	60.1	102+10'E'	RT	1	1	---	---
	60.2	102+52'E'	RT	1	---	1	---
	60.3	102+72'E'	RT	1	---	1	---
	61.3	103+29'E'	LT	1	---	1	---
	61.2	103+34'E'	RT	1	---	1	---
	61.6	103+36'E'	RT	1		1	---
	61.5	103+44'E'	LT	1	---	1	---
	61.4	103+51'E'	LT	1	---	1	---
	62.2	104+25'E'	LT	1	---	1	---
	64.3	108+00'E'	LT	1	---	1	---
	64.2	108+00'E'	RT	1	---	1	---
	65.4	108+96'E'	LT	1	---	1	---
	65.3	109+00'E'	LT	1	---	1	---
	65.2	109+00'E'	RT	1	---	1	---
	65.5	109+04'E'	LT	1	---	1	---
	66.2	109+42'E'	RT	1	---	1	---
	67.6	109+80'E'	LT	1	---	1	---
	67.4	110+41'E'	RT	1	1	---	---
	67.2	110+48'E'	RT	1	1	---	---
	67.5	110+57'E'	RT	1	---	1	---
	67.3	110+64'E'	RT	1	---	1	---
	68.4	111+89'E'	RT	1	---	1	---
		COLUMN TOTALS		77	8	62	0

CONT. ABOVE

INLET PROTECTION (CONT.)

CATEGORY	STRUCTURE ID	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	68.1	111+92'E'	LT	1	---	1	---
	68.5	111+97'E'	RT	1	---	1	---
	68.3	112+00'E'	LT	1	---	1	---
	1.1	93+55'NR'	RT	1	---	---	---
	1.3	95+85'NR'	LT	1	---	1	---
	1.2	95+85'NR'	RT	1	---	1	---
	1.12	96+20'NR'	LT	1	---	1	---
	1.11	96+28'NR'	LT	1	---	1	---
	1.10	96+31'NR'	LT	1	---	1	---
	1.7	96+85'NR'	RT	1	---	---	---
	1.5	96+89'NR'	LT	1	1	---	---
	1.6	96+91'NR'	LT	1	1	---	---
	1.8	97+11'NR'	RT	1	---	1	---
	1.9	97+30'NR'	RT	1	---	1	---
	3.3	97+26'NR'	LT	1	---	1	---
	3.2	97+45'NR'	LT	1	---	1	---
	2.4	98+34'NR'	RT	1	---	1	---
	2.2	98+38'NR'	RT	1	---	1	---
	2.5	98+42'NR'	LT	1	---	1	---
	2.3	98+46'NR'	RT	1	---	1	---
	2.6	98+51'NR'	LT	1	---	1	---
	6.3	101+86'NR'	LT	1	---	1	---
	6.1	101+96'NR'	LT	1	1	---	---
	6.2	102+01'NR'	LT	1	1	---	---
	4.2	102+56'NR'	RT	1	---	1	---
	4.3	102+74'NR'	RT	1	---	1	---
	5.4	103+36'NR'	RT	1	---	1	---
	5.2	103+39'NR'	RT	1	---	1	---
	5.5	103+41'NR'	LT	1	---	1	---
	5.3	103+47'NR'	RT	1	---	1	---
	5.6	103+49'NR'	LT	1	---	1	---
	111.4	93+44'R'	LT	1	---	1	---
	111.3	93+44'R'	LT	1	---	1	---
	111.2	93+44'R'	RT	1	---	1	---
	111.1	94+50'R'	RT	1	---	1	---
	112.2	96+11'R'	RT	1	---	1	---
	112.3	96+53'R'	LT	1	1	---	---
	112.4	96+58'R'	LT	1	1	---	---
	112.5	96+93'R'	LT	1	---	1	---
	112.1	96+97'R'	RT	1	---	1	---
	113.1	98+25'R'	LT	1	---	1	---
	113.2	98+26'R'	RT	1	---	1	---
	114.1	101+65'R'	LT	1	---	1	---
	114.2	101+73'R'	LT	1	---	1	---
	114.3	101+73'R'	RT	1	---	1	---
	115.5	103+04'R'	RT	1	---	1	---
	115.1	103+05'R'	LT	1	---	1	---
	115.4	103+44'R'	RT	1	1	---	---
	115.3	103+49'R'	RT	1	1	---	---
	115.2	103+89'R'	LT	1	---	1	---
	94.3	87+92'TE'	RT	1	---	1	---
	94.2	88+00'TE'	RT	1	---	1	---
	94.1	88+00'TE'	RT	1	---	---	---
	93.4	90+10'TE'	LT	1	---	---	---
	93.3	90+10'TE'	LT	1	---	1	---
	93.2	90+11'TE'	RT	1	---	1	---
	93.1	90+11'TE'	RT	1	---	---	---
	93.5	90+80'TE'	LT	1	---	---	---
	92.3	93+00'TE'	LT	1	---	1	---
	92.2	93+00'TE'	RT	1	---	1	---
	92.1	93+00'TE'	RT	1	---	---	---
	91.4	96+30'TE'	LT	1	---	---	---
	91.3	96+30'TE'	LT	1	---	1	---
	91.2	96+30'TE'	RT	1	---	1	---
	91.1	96+30'TE'	RT	1	---	---	---
	90.3	98+50'TE'	LT	1	---	1	---
	90.2	98+50'TE'	RT	1	---	1	---
	90.1	98+50'TE'	RT	1	---	---	---
	96.4	101+76'TE'	LT	1	---	---	---
	96.3	101+76'TE'	LT	1	---	1	---
	96.2	101+76'TE'	RT	1	---	1	---
	96.1	101+76'TE'	RT	1	---	---	---
	97.3	105+00'TE'	LT	1	---	1	---
	97.1	105+00'TE'	RT	1	---	1	---
		COLUMN TOTALS		74	8	54	0
		TOTALS		271	39	168	21

CULVERT PIPE DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7550 EACH
0010	60+00	MED	1
	77+62	LT	1
	87+50	LT	1
	90+00	MED	1
	95+00	MED	1
	103+00	MED	1
	111+00	MED	1
	117+91	MED	1
	188+00	MED	1
	212+97	LT	1
	215+00	MED	1
	236+00	MED	1
	243+50	LT	1
	248+00	LT	1
	257+00	MED	1
	265+47	LT	1
	273+00	MED	1
	276+00	MED	1
	277+28	RT	1
	277+46	LT	1
	281+00	MED	1
	288+70	MED	1
	298+00	MED	1
	307+23	LT	1
	308+56	RT	1
	314+00	MED	1
	322+50	MED	1
	40+26'A'	LT	1
	51+00'D'	LT	1
	141+47'F'	LT	1
	143+00'F'	RT	1
	146+00'G'	RT	1
	143+22'J'	LT	1
	204+85'K'	LT	1
	224+70'L'	LT	1
	211+61'M'	LT	1
	17+55'TR1'	RT	1
	19+53'TR1'	RT	1
	44+39'TR2'	LT	1
	44+60'TR2'	RT	1
	14+50'TR3'	RT	1
	1+50'TR7'	LT	1
	307+53'TR4'	LT	1
	13+00 'TR5'	LT	1
	12+67'TR6'	LT	1
	14+00'TR6'	RT	1
	41+34'AC2'	LT	1
	34+70'AC3'	RT	1
	35+75'AC3'	RT	1
	46+25'AC3'	RT	1
	54+30'AC3'	RT	1
	55+25'AC3'	RT	1
	57+05'AC3'	RT	1
	59+75'AC3'	RT	1
	63+25'AC3'	RT	1
	69+23'AC3'	LT	1
	75+86'AC3'	LT	1
	14+35'AC4'	LT	1
	15+00'AC4'	RT	1
	108+87'MO'	LT	1
	82+40'E'	LT	1
	92+82'E'	LT	1
	103+50'E'	RT	1
	106+50'E'	LT	1
	111+88'E'	RT	1
	111+93'E'	LT	1
	112+50'E'	RT	1
	114+10'E'	RT	1
	115+37'E'	LT	1
	116+00'E'	LT	1
	95+59'SL'	RT	1
	88+46'NR'	RT	1
	88+69'NR'	LT	1
	90+53'NR'	LT	1
	91+36'NR'	LT	1
		COLUMN TOTAL	75

CONT. ABOVE

CULVERT PIPE DITCH CHECKS (CONT.)

CATEGORY	STATION	LOCATION	628.7550 EACH
0010	92+35'NR'	LT	1
	93+17'NR'	LT	1
	98+48'NR'	RT	1
	103+40'NR'	RT	1
	111+75'NR'	LT	1
	113+37'NR'	RT	1
	114+10'NR'	RT	1
	116+00'NR'	RT	1
	85+77'R'	RT	1
	85+97'R'	LT	1
	87+11'R'	RT	1
	93+46'R'	LT	1
	95+00'R'	RT	1
	104+53'R'	RT	1
	87+04'O'	LT	1
	87+61'O'	RT	1
	88+10'O'	LT	1
	89+18'O'	LT	1
	90+35'O'	LT	1
	91+56'O'	RT	1
	93+28'O'	RT	1
	105+75'O'	RT	1
	105+79'O'	LT	1
	106+58'O'	RT	1
	87+00'TE'	LT	1
	107+24'TE'	LT	1
	107+19'TX'	LT	1
	11+50'MC2'	LT	1
	UNDISTRIBUTED		26
		COLUMN TOTAL	54
		TOTAL	129

STONE OR ROCK DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7560.S CY
0010	45+50	LT & MED	4
	143+50	LT & MED	4
	143+50	RT & MED	4
	319+47	RT	2
	320+15	MED	2
		TOTAL	16

TEMPORARY DITCH CHECKS

CATEGORY	STATION - STATION	LOCATION	628.7504 LF
0010	17+50	RT	12
	34+50 - 42+50	RT	60
	36+00 - 43+00	LT	48
	57+00 - 63+00	LT	48
	137+50 - 139+50	RT	24
	147+00 - 154+00	RT	110
	147+00 - 155+00	LT	120
	241+00 - 243+00	LT	36
	246+00 - 248+00	LT	48
	258+00 - 269+00	RT	180
	262+00 - 267+00	LT	120
	289+00 - 291+00	RT	24
	304+00 - 305+00	RT	36
	305+00 - 310+00	LT	145
	309+50 - 312+00	RT	60
	52+00'C' - 59+00'C'	RT	48
	130+00'F' - 141+00'F'	LT	60
	147+00'H' - 149+00'H'	RT	60
	225+00'M' - 230+00'M'	RT	36
	14+00'AC1'	LT	12
	15+00'AC1'	RT	12
	34+00'AC3' - 45+00'AC3'	RT	120
	47+00'AC3' - 49+00'AC3'	RT	48
	52+00'AC3' - 53+00'AC3'	RT	36
	60+00'AC3' - 66+00'AC3'	RT	72
	88+00'R' -89+00'R'	RT	24
	10+50'DN1 - 104+50'DN1'	LT	96
	10+50'DN1 - 104+50'DN1'	RT	96
	104+00'TX' - 106+50'TX'	LT	60
	104+00'TX' - 106+50'TX'	RT	60
	13+90'TR1'	LT	12
	12+00'TR3'	LT	12
	UNDISTRIBUTED		480
		TOTAL	2,415

LANDSCAPING PLANTING SURVEILLANCE AND CARE CYCLES (14-DAY CYCLE)

CATEGORY	PROJECT	632.9101 EACH	REMARK
0020	1674-00-72	12	CARE CYCLES ARE FOR ALL LOCATIONS WITHIN PROJECT

TREES

CATEGORY	LOCATION	632.0101 TREES .01 HACKBERRY B&B 1.75-INCH CAL. EACH	.02 BLACKHAW VIBURNUM B&B 2.5-INCH CAL. EACH	.03 NORTHERN PIN OAK B&B 6-FT HT EACH	.04 PINE, JACK B&B 6-FT HT EACH
0020	FERN DELL/GIEBEL COURT ROUNDABOUT	1	5	---	---
	RAMP B/C ROUNDABOUT	---	---	3	---
	RAMP A/D ROUNDABOUT	---	6	---	3
	TIMOTHY LN./CTH BD ROUNDABOUT	---	6	---	---
	RAMP J/H ROUNDABOUT	---	---	---	4
	RAMP F/G ROUNDABOUT	---	---	---	3
	RAMP N/M ROUNDABOUT	---	---	---	---
	RAMP K/L ROUNDABOUT	---	---	---	---
	TEMP. ROAD 4/'MC2' LINE ROUNDABOUT	---	---	---	---
	TIMOTHY LN./MOON ROAD ROUNDABOUT	---	---	---	---
	POND C	5	---	---	---
	POND E	2	9	---	8
	POND B	5	---	---	18
	TOTALS	13	26	3	36

FIELD OFFICE TYPE D

CATEGORY	642.5401 EACH
0010	1

DELINEATOR SUMMARY

CATEGORY	STATION - STATION	LOCATION	633.0200 DELINEATOR POSTS FLEXIBLE WHITE EACH	633.0500 DELINEATORS YELLOW EACH	633.1000 DELINEATOR BRACKETS EACH	REMARKS
0010	17+50 - 27+50	EB	3	---	---	400' SPACING
	28+50 - 31+15	EB	2	---	---	200' SPACING
	32+70' - 43+30	EB	5	---	---	200' SPACING
	17+50 - 31+10	WB	4	---	---	400' SPACING
	32+60 - 43+30	WB	6	---	---	200' SPACING
	21+50 - 31+10	MED. EB	---	10	10	100' SPACING
	21+50 - 31+10	MED. WB	---	10	10	100' SPACING
	32+70- 43+19	MED. EB	---	11	11	100' SPACING
	32+70 - 43+19	MED. WB	---	11	11	100' SPACING
	32+65'A' - 33+30'A'	LT	1	---	---	100' SPACING
	33+30'A' - 44+25'A'	LT	11	---	---	100' SPACING
	27+50'B' - 28+50'B'	RT	4	---	---	100' SPACING
	28+50'B' - 31+15'B'	RT	3	---	---	90' SPACING
	32+65'B' - 39+20'B'	RT	6	---	---	100' SPACING
	39+20'B' - 40+00'B'	RT	2	---	---	80' SPACING
	15+93'TR1' - 17+97'TR1'	LT	3	---	---	85' SPACING
	17+97'TR1' - 20+00'TR1'	LT	1	---	---	400' SPACING
	22+50'TR1' - 24+22'TR1'	LT	4	---	---	50' SPACING
	24+22'TR1' - 25+22'TR1'	LT	1	---	---	400' SPACING
	17+50'TR1' - 22+54'TR1'	RT	2	---	---	400' SPACING
	22+54'TR1' - 24+31'TR1'	RT	4	---	---	50' SPACING
	24+31'TR1' - 25+22'TR1'	RT	1	---	---	400' SPACING
	43+00'TR2' - 58+81'TR2'	LT	4	---	---	400' SPACING
	43+00'TR2' - 52+75'TR2'	RT	3	---	---	400' SPACING
	55+10'TR2'	RT	1	---	---	---
	12+50'TR6' - 14+17'TR6'	RT	2	---	---	80' SPACING
	14+17'TR6' - 17+07'TR6'	RT	1	---	---	400' SPACING
	17+07'TR6' - 26+47'TR6'	RT	12	---	---	80' SPACING
	26+47'TR6' - 29+51'TR6'	RT	1	---	---	400' SPACING
	29+51'TR6' - 30+00'TR6'	RT	1	---	---	400' SPACING
	10+00'TR6' - 14+17'TR6'	LT	6	---	---	80' SPACING
	14+17'TR6' - 17+07'TR6'	LT	1	---	---	400' SPACING
	17+07'TR6' - 26+47'TR6'	LT	12	---	---	80' SPACING
	26+47'TR6' - 29+51'TR6'	LT	1	---	---	400' SPACING
	29+51'TR6' - 30+50'TR6'	LT	2	---	---	80' SPACING
	1021+00'TR8' - 1023+00'TR8'	RT	3	---	---	65' SPACING
	83+50'R' - 86+96'R'	LT	2	---	---	400' SPACING
	88+84'R' - 94+93'R'	LT	3	---	---	400' SPACING
	83+50'R' - 92+08'R'	RT	3	---	---	400' SPACING
	TOTALS		121	42	42	

SHRUBS

CATEGORY	LOCATION	632.0201 SHRUBS 632.0201.01 GRASSES MAIDEN GRASS CONT 1 GAL. EACH	.02 JUNIPER IOWA B&B 5-FT HT EACH	.03 CHOKECHERRY CONT 4-FT HT EACH	.04 FRAGRANT SUMAC CONT 4-FT HT EACH	.05 GRO-LOW FRAGRANT SUMAC CONT 2-FT HT EACH	.06 SMOOTH SUMAC CONT 2-FT HT EACH	.07 STAGHORN SUMAC CONT 3-FT HT EACH	.08 PASTURE ROSE CONT 2-FT HT EACH	.09 PRAIRIE ROSE CONT 3-FT HT EACH
0020	FERN DELL/GIEBEL COURT ROUNDABOUT	31	26	---	---	---	---	---	---	---
	RAMP B/C ROUNDABOUT	---	---	---	14	---	---	---	---	30
	RAMP A/D ROUNDABOUT	---	---	---	---	46	---	---	74	---
	TIMOTHY LN./CTH BD ROUNDABOUT	---	20	---	---	---	---	---	---	---
	RAMP J/H ROUNDABOUT	---	---	8	---	---	---	---	---	---
	RAMP F/G ROUNDABOUT	---	---	4	---	---	---	---	---	---
	RAMP N/M ROUNDABOUT	---	---	---	12	53	---	---	---	---
	RAMP K/L ROUNDABOUT	---	---	---	15	24	---	---	---	---
	TEMP. ROAD 4/'MC2' LINE ROUNDABOUT	15	7	---	15	7	---	---	---	---
	TIMOTHY LN./MOON ROAD ROUNDABOUT	15	7	---	15	7	---	---	---	---
	POND C	---	---	---	---	---	---	27	---	---
	POND E	---	18	9	---	---	---	35	---	---
	POND B	---	---	---	---	---	18	20	---	---
	TOTALS	61	78	21	71	137	18	82	74	30

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	STAGE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.0101 SIGNS TYPE I SF	637.0202 SIGNS REFLECTIVE TYPE II SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	SPV.0060.09 POSTS WOOD 4x6-INCH x 24-FT EACH	643.0453 TRAFFIC CONTROL BARRICADES PERMANENT TYPE III EACH	REMARKS
0010	1-2	9+11	RT	W4-3	2E	MERGE	48 x 48	---	16.00	---	---	---	---	---	---	---	---	MOUNT ON EXISTING SIGN POST
	1-2a	9+11	RT	W4-3	2E	MERGE	48 x 48	---	16.00	---	---	2	---	---	---	---	---	
	1-2b	15+00	RT	W4-2L	2E	MERGE	36 x 36	---	9.00	---	2	---	---	---	---	---	---	
	1-2c	15+00	RT	W4-2L	2E	MERGE	36 x 36	---	9.00	---	2	---	---	---	---	---	---	
	1-6	16+06	LT	R2-1	2E	SPEED LIMIT 45	48 x 60	---	20.00	---	---	1	---	---	---	---	---	
	1-7	16+06	LT	R2-1	2E	SPEED LIMIT 45	48 x 60	---	20.00	---	---	---	1	---	---	---	---	
	1-8	12+00 'TR3'	RT	W1-4L	2E	LEFT REVERSE CURVE	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	1-10	17+91	RT	E3-1	2E	MIRROR LAKE STATE PARK	144 x 84	84.00	---	---	---	---	---	---	3	---	---	
	1-11	21+95	LT	J1-2	2E	JCT 90 / JCT 94	72 x 51	---	25.50	---	---	---	1	1	---	---	---	
	1-24	25+00 'AC1'	LT	W1-4L	2A	LEFT REVERSE CURVE	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	1-25	26+00	LT	W3-5	2E	REDUCED SPEED AHEAD 45	48 x 48	---	16.00	---	---	---	---	2	---	---	---	
	1-26	26+00	LT	W3-5	2E	REDUCED SPEED AHEAD 45	48 x 48	---	16.00	---	---	---	2	---	---	---	---	
	2-1	28+00 'B'	RT	J3-1	2E	EAST/USH12/ ARROW	24 x 57	---	9.50	---	---	---	1	---	---	---	---	MOUNT SIGN ON VERTICAL SIGN BRIDGE SUPPORT
	2-2	30+80	RT	E5-1A	2E	EXIT 212	90 x 60	---	37.50	---	---	---	---	2	---	---	---	MOUNT POSTS 5'6" FROM EACH GUARD RAIL (SIGN EDGE 4' FROM GUARD RAIL)
	2-3	108+10 'MO'	RT	R2-1	2A	SPEED LIMIT 45	24 x 30	---	5.00	---	1	---	---	---	---	---	---	
	2-4	38+50 'B'	RT	D7-53R	2E	MIRROR LAKE STATE PARK	60 x 36	---	15.00	---	---	2	---	---	---	---	---	
	2-5	43+00 'A'	LT	R5-57	2E	PEDESTRIANS ETC PROHIBITED	36 x 36	---	9.00	---	---	1	---	---	---	---	---	
	2-6	41+00 'AC1'	RT	W1-3L	2A	LEFT REVERSE TURN	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	2-7	55+65'AC1'	LT	W1-1L	2E	LEFT TURN	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	2-8	45+50 'C'	CL	T3R11-2	2E	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	2-9	45+50 'C'	CL	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	2-10	45+25 'D'	CL	T3R11-2	2E	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	2-11	45+25 'C'	CL	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	2-16	31+00	RT	T3R11-2	2E	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	2-17	31+00	RT	T3R11-2	2E	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	2-18	31+00	RT	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	2-19	31+00	RT	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	2-20	31+00	RT	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	2-21	32+00	LT	T3R11-2	2E	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	2-22	32+00	LT	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	2-23	32+00	LT	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	3-1	90+90 'MO'	LT	D1-62	2A	MAP TYPE DIAGRAMMATIC	132 x 66	---	60.50	---	---	---	1	1	---	---	---	
	3-1	90+90 'MO'	LT	---	2A	USH 12	18 x 18	---	2.25	---	---	---	---	---	---	---	---	COVER CTH BD SHIELD
	3-2	81+50 'E'	LT	R1-1	2A	STOP	30 x 30	---	6.25	---	---	1	---	---	---	---	---	
	3-5	39+40 'B'	RT	J2-1	2E	EAST/USH12/ARROW	24 x 57	---	9.50	---	---	---	1	---	---	---	---	
	3-6	83+40 'E'	RT	D1-62	2A	MAP TYPE DIAGRAMMATIC	120 x 72	---	60.00	---	---	---	---	1	1	---	---	
	3-6	83+40 'E'	RT	---	2A	USH 12	18 x 18	---	2.25	---	---	---	---	---	---	---	---	COVER CTH BD SHIELD
	3-7	39+50 'B'	RT	R5-1A	2E	WRONG WAY	36 x 24	---	6.00	---	---	---	---	---	---	---	---	MOUNT ON SIGN #3-5
	3-8	39+50 'B'	LT	R5-1A	2E	WRONG WAY	36 x 24	---	6.00	---	---	1	---	---	---	---	---	
	3-9	43+40 'AC2'	RT	W14-1	2B	DEAD END	30 x 30	---	6.25	---	---	1	---	---	---	---	---	
	3-10	44+00 'AC2'	LT	D1-62	2B	MAP TYPE DIAGRAMMATIC	132 x 66	---	60.50	---	---	---	2	---	---	---	---	
	3-10	44+00 'AC2'	LT	D1-62	2B	USH 12	18 x 18	---	2.25	---	---	---	---	---	---	---	---	COVER CTH BD SHIELD
	3-11	70+10 'AC2'	RT	W5-56S	2B	END OF ROAD MARKER W/ RED DELINEATORS	18 x 18	---	2.25	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	3-12	70+10 'AC2'	LT/RT	W5-56S	2B	END OF ROAD MARKER W/ RED DELINEATORS	18 x 18	---	2.25	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	3-13	70+10 'AC2'	LT	W5-56S	2B	END OF ROAD MARKER W/ RED DELINEATORS	18 x 18	---	2.25	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	4-1	25+00 'AC1'	RT	W2-6	1B	CHASING ARROWS	36 x 36	---	9.00	---	---	---	2	---	---	---	---	MOVE TO STA. 27+10 'AC1' IN STG 2E
	4-1	25+00 'AC1'	RT	W2-6P	1B	ROUNDABOUT AHEAD	36 x 18	---	4.50	---	---	---	---	---	---	---	---	MOVE TO STA. 27+10 'AC1' IN STG 2E
	4-1	25+00 'AC1'	RT	W13-1	1B	ADVISORY SPEED 15 MPH	24 x 24	---	4.00	---	---	---	---	---	---	---	---	MOVE TO STA. 27+10 'AC1' IN STG 2E
	4-5	110+90 'MO'	LT	W2-6	1B	CHASING ARROWS	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	4-5	110+90 'MO'	LT	W2-6P	1B	ROUNDABOUT AHEAD	30 x 15	---	3.13	---	---	---	---	---	---	---	---	
	4-5	110+90 'MO'	LT	W13-1	1B	ADVISORY SPEED 15 MPH	18 x 18	---	2.25	---	---	---	---	---	---	---	---	
	4-6	31+30 'AC1'	LT	R4-7	1B	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	4-7	29+00 'AC1'	RT	W3-2	1B	YIELD AHEAD	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	4-8	31+53 'AC1'	RT	R1-2	1B	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	4-8	31+53 'AC1'	RT	R1-54	1B	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	4-12	31+50 'AC1'	LT	W11-2	1B	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-12	31+50 'AC1'	LT	W16-7L	1B	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-13	31+05 'AC1'	RT	W11-2	1B	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	4-13	31+05 'AC1'	RT	W16-7L	1B	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	4-14	31+60 'AC1'	RT	R1-2	1B	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	4-14	31+60 'AC1'	RT	R6-2R	1B	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	4-15	31+60 'AC1'	LT	D1-1	2E	TIMOTHY LANE W/ARROW	54 x 12	---	4.50	2	---	---	---	---	---	---	---	
	4-16	104+88 'MO'	LT	R1-2	1B	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	4-16	104+88 'MO'	LT	R1-54	1B	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	4-18	32+00 'AC1'	RT	R6-1R	1B	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	4-18	32+00 'AC1'	RT	R6-4b	1B	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	4-19	104+40 'MO'	LT	R6-1R	1B	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	4-19	104+40 'MO'	LT	R6-4b	1B	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	4-20	103+60 'MO'	RT	R6-1R	1B	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	4-20	103+60 'MO'	RT	R6-4b	1B	ROUNDABOUT CHERON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	4-21	32+75 'AC1'	LT	R6-1R	1B	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	4-21	32+75 'AC1'	LT	R6-4b	1B	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	4-22	103+32 'MO'	LT	W11-2	1B	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-22	103+32 'MO'	LT	W16-7L	1B	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-23	103+30 'MO'	LT	D1-1	1B	MOON ROAD W/ARROW	42 x 12	---	3.50	1	---	---	---	---	---	---	---	
	4-25	105+20 'MO'	LT	W11-2	1B	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-25	105+20 'MO'	LT	W16-7L	1B	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-29	97+25 'MO'	RT	W2-6	2Ca	CHASING ARROWS	30 x 30	---	6.25	---	---	---	1	---	---	---	---	SEE STAGING PLAN FOR INITIAL LOCATION (STG 2A)
	4-29	97+25 'MO'	RT	W2-6P	2Ca	ROUNDABOUT AHEAD	30 x 15	---	3.13	---	---	---	---	---	---	---	---	SEE STAGING PLAN FOR INITIAL LOCATION (STG2A)
	4-29	97+25 'MO'	RT	W13-1	2Ca	ADVISORY SPEED 15 MPH	18 x 18	---	2.25	---	---	---	---	---	---	---	---	SEE STAGING PLAN FOR INITIAL LOCATION (STG 2A)
	4-30	106+90 'MO'	LT	W3-2	1B	YIELD AHEAD	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	4-31	105+30 'MO'	RT	R4-7	1B	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	4-34	104+85 'MO'	LT	R1-2	1B	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	4-34	104+85 'MO'	LT	R6-2R	1B	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
						SHEET TOTALS		84.00	729.76	10	9	21	15	7	4	0	12	

CONT. ON NEXT PAGE

PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	STAGE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.0101 SIGNS TYPE I SF	637.0202 SIGNS REFLECTIVE TYPE II SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	SPV.0060.09 POSTS WOOD 4x6-INCH x 24-FT EACH	643.0453 TRAFFIC CONTROL BARRICADES PERMANENT TYPE III EACH	REMARKS
0010	4-35	104+80 'MO'	RT	D1-1	1B	MOON ROAD W/ARROW	42 x 12	---	3.50	1	---	---	---	---	---	---	---	
	4-36	104+78 'MO'	RT	W11-2	1B	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-36	104+78 'MO'	RT	W16-7L	1B	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-38	102+53 'MO'	RT	W11-2	1B	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-38	102+53 'MO'	RT	W16-7L	1B	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-42	33+25 'AC1'	RT	W11-2	1B	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-42	33+25 'AC1'	RT	W16-7L	1B	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	4-43	101+25 'MO'	RT	W3-2	2C	YIELD AHEAD	36 x 36	---	9.00	---	---	2	---	---	---	---	---	SEE STAGING FOR INITIAL LOCATION (STG2A)
	4-46	33+09 'AC2'	LT	'R1-2	1B	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	4-46	33+09 'AC2'	LT	R1-54	1B	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	4-47	33+55 'AC1'	RT	R4-7	1B	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	4-48	103+30 'MO'	RT	R1-2	1B	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	4-48	103+30 'MO'	RT	R1-54	1B	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	4-51	88+60 'MO'	RT	R4-7	2Co	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	4-53	33+15 'AC1'	RT	D1-1	2E	TIMOTHY LANE W/ARROW	54 x 12	---	4.50	2	---	---	---	---	---	---	---	
	4-54	33+69 'AC1'	RT	W11-2	1B	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	4-54	33+69 'AC1'	RT	W16-7L	1B	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	4-57	35+20 'AC1'	LT	W3-2	1B	YIELD AHEAD	36 x 36	---	9.00	---	---	2	---	---	---	---	---	MOVE TO STA. 35+65 'AC1' IN STG 2E
	4-58	33+19 'AC1'	LT	R1-2	1B	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	4-58	33+19 'AC1'	LT	R6-2R	1B	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	4-63	103+25 'MO'	RT	R1-2	1B	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	4-63	103+25 'MO'	RT	R6-2R	1B	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	4-64	39+70 'AC1'	LT	W2-6	1B	CHASING ARROWS	36 x 36	---	9.00	---	---	---	2	---	---	---	---	MOVE TO STA. 37+65 'MO' IN STG 2E
	4-64	39+70 'AC1'	LT	W2-6P	1B	ROUNDABOUT AHEAD	36 x 18	---	4.50	---	---	---	---	---	---	---	---	
	4-64	39+70 'AC1'	LT	W13-1	1B	ADVISORY SPEED 15 MPH	24 x 24	---	4.00	---	---	---	---	---	---	---	---	
	4-65	27+00 'AC1'	RT	D1-62	1B	MAP TYPE DIAGRAMMATIC	120 x 66	---	55.00	---	---	---	2	---	---	---	---	
	4-66	99+25 'MO'	RT	D1-62	1B	MAP TYPE DIAGRAMMATIC	144 x 66	---	66.00	---	---	---	3	---	---	---	---	
	4-67	108+90 'MO'	LT	D1-62	1B	MAP TYPE DIAGRAMMATIC	144 x 66	---	66.00	---	---	---	---	3	---	---	---	
	4-68	37+70 'AC1'	LT	D1-62	1B	MAP TYPE DIAGRAMMATIC	120 x 66	---	55.00	---	---	---	2	---	---	---	---	
	5-1	87+75 'E'	RT	R6-1R	2A	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	5-1	87+75 'E'	RT	R6-4b	2A	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	5-2	86+65 'MO'	LT	R6-1R	2A	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	5-2	86+65 'MO'	LT	R6-4b	2A	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	5-3	40+20 'AC2'	LT	R6-1R	2A	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	5-3	40+20 'AC2'	LT	R6-4b	2A	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	5-4	88+40 'E'	LT	R6-1R	2A	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	5-4	88+40 'E'	LT	R6-4b	2A	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	5-5	82+75 'E'	RT	W2-6	2A	CHASING ARROWS	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	5-5	82+75 'E'	RT	W2-6P	2A	ROUNDABOUT AHEAD	30 x 15	---	3.13	---	---	---	---	---	---	---	---	
	5-5	82+75 'E'	RT	W13-1	2A	ADVISORY SPEED 15 MPH	18 x 18	---	2.25	---	---	---	---	---	---	---	---	
	5-6	86+60 'E'	LT	R4-7	2A	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	5-7	84+75 'E'	RT	W3-2	2A	YIELD AHEAD	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	5-8	87+40 'MO'	LT	W11-2	2A	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-8	87+40 'MO'	LT	W16-7L	2A	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-9	87+50 'MO'	LT	R1-2	2A	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-9	87+50 'MO'	LT	R1-54	2A	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	5-10	85+55 'E'	RT	R3-8CC	2A	LEFT, AHEAD/ AHEAD, RIGHT	36 x 30	---	7.50	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-11	92+50 'MO'	LT	W2-6	2A	CHASING ARROWS	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	5-11	92+50 'MO'	LT	W2-6P	2A	ROUNDABOUT AHEAD	30 x 15	---	3.13	---	---	---	---	---	---	---	---	
	5-11	92+50 'MO'	LT	W13-1	2A	ADVISORY SPEED 15 MPH	18 x 18	---	2.25	---	---	---	---	---	---	---	---	
	5-12	87+05 'MO'	LT	R1-2	2A	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-12	87+05 'MO'	LT	R6-2R	2A	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	5-13	86+79 'E'	RT	W11-2	2A	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-13	86+79 'E'	RT	W16-7L	2A	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-14	87+30 'E'	LT	D1-1	2A	FERN DELL ROAD W/ARROW	54 x 12	---	4.50	2	---	---	---	---	---	---	---	
	5-15	87+20 'E'	RT	R1-2	2A	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-15	87+20 'E'	RT	R6-2R	2A	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	5-16	87+20 'E'	RT	R1-2	2A	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-16	87+20 'E'	RT	R1-54	2A	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	5-17	40+95 'AC2'	RT	W11-2	2A	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	5-17	40+95 'AC2'	RT	W16-7L	2A	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	
	5-18	87+19 'E'	LT	W11-2	2A	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-18	87+19 'E'	LT	W16-7L	2A	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-19	40+75 'AC2'	RT	D1-1	2E	GIEBEL COURT W/ARROW	48 x 12	---	4.00	1	---	---	---	---	---	---	---	
	5-20	89+91 'MO'	LT	R3-8EE	2A	LEFT ONLY/ AHEAD, RIGHT	36 x 30	---	7.50	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-21	88+00 'MO'	RT	R4-7	2A	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	5-22	89+90 'MO'	LT	W3-2	2A	YIELD AHEAD	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	5-23	41+30 'AC2'	LT	R4-7	2E	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	5-24	43+20 'AC2'	LT	W3-2	2E	YIELD AHEAD	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	5-25	87+00 'MO'	RT	D1-1	2A	MOON ROAD W/ARROW	42 x 12	---	3.50	1	---	---	---	---	---	---	---	
	5-26	87+20 'MO'	RT	W11-2	2A	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	1	---	---	---	---	---	
	5-26	87+20 'MO'	RT	W16-7L	2A	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	
	5-27	88+85 'E'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-27	88+85 'E'	LT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
						SHEET TOTALS		0.00	600.26	11	10	16	11	3	0	0	0	

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PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	STAGE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.0101 SIGNS TYPE I SF	637.0202 SIGNS REFLECTIVE TYPE II SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	SPV.0060.09 POSTS WOOD 4x6-INCH x 24-FT EACH	643.0453 TRAFFIC CONTROL BARRICADES PERMANENT TYPE III EACH	REMARKS
0010	5-28	89+27 'E'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-28	89+27 'E'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-29	89+94 'E'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-29	89+94 'E'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-30	41+10 'AC2'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-30	41+10 'AC2'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-31	90+10 'E'	LT	R3-8DD	2E	LEFT, AHEAD/ RIGHT ONLY	36 x 30	---	7.50	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-32	88+85 'E'	RT	D1-1	2E	ROAD NAME W/ARROW	48 x 30	---	10.00	---	---	---	---	---	---	---	---	
	5-32	88+85 'E'	RT	---	2E	USH 12	12 x 12	---	1.00	---	---	---	---	---	---	---	---	COVER CTH BD SHIELD
	5-33	40+65 'AC2'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-33	40+65 'AC2'	LT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	5-34	40+70 'AC2'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-34	40+70 'AC2'	LT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	5-35	46+20 'AC2'	LT	W2-6	2E	CHASING ARROWS	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	5-35	46+20 'AC2'	LT	W2-6P	2E	ROUNDABOUT AHEAD	30 x 15	---	3.13	---	---	---	---	---	---	---	---	
	5-35	46+20 'AC2'	LT	W13-1	2E	ADVISORY SPEED 15 MPH	18 x 18	---	2.25	---	---	---	---	---	---	---	---	
	5-36	92+50 'E'	LT	O-Jan	2E	MAP TYPE DIAGRAMMATIC	168 x 72	84.00	---	---	---	---	---	---	---	---	---	MOUNT ON OVERHEAD SIGN STRUCTURE
	5-37	90+95 'E'	LT	J1-1	2E	JCT/ USH12	24 x 39	---	6.50	---	---	1	---	---	---	---	---	
	5-38	89+25 'E'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	1	---	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-38	89+25 'E'	LT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	5-39	92+50 'E'	LT	O-Jan	2E	MAP TYPE DIAGRAMMATIC	96 x 54	36.00	---	---	---	---	---	---	---	---	---	MOUNT ON OVERHEAD SIGN STRUCTURE
	5-40	92+50 'E'	RT	J3-1	2E	WEST/USH12/ARROW	36 x 81	---	20.25	---	---	---	---	---	---	---	---	MOUNT ON OVERHEAD SIGN STRUCTURE
	5-41	92+50 'E'	RT	J3-1	2E	EAST/USH12/ARROW	36 x 81	---	20.25	---	---	---	---	---	---	---	---	MOUNT ON OVERHEAD SIGN STRUCTURE
	5-42	95+41 'E'	RT	R3-8G	2E	LEFT, AHEAD/ AHEAD, RIGHT	36 x 30	---	7.50	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-43	33+05 'B'	RT	W2-6	2E	CHASING ARROWS	36 x 36	---	9.00	---	---	---	---	2	---	---	---	
	5-43	33+05 'B'	RT	W2-6P	2E	ROUNDABOUT AHEAD	36 x 18	---	4.50	---	---	---	---	---	---	---	---	
	5-43	33+05 'B'	RT	W13-1	2E	ADVISORY SPEED 15 MPH	24 x 24	---	4.00	---	---	---	---	---	---	---	---	
	5-44	96+64 'E'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-44	96+64 'E'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-45	96+75 'E'	LT	D1-1	2E	ROAD NAME W/ARROW	54 x 12	---	4.50	2	---	---	---	---	---	---	---	REPLACED WITH SIGN 5-6 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	5-46	41+61 'B'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-46	41+61 'B'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-47	42+10 'B'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-47	42+10 'B'	RT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	5-48	97+10 'E'	RT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	5-48	97+10 'E'	RT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	5-49	42+50 'B'	LT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	5-49	42+50 'B'	LT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	5-50	97+85 'E'	LT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	5-50	97+85 'E'	LT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	5-51	96+24 'E'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-51	96+24 'E'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-52	96+65 'E'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-52	96+65 'E'	RT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	5-53	96+75 'E'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-53	96+75 'E'	RT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	5-54	44+94 'C'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-54	44+94 'C'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	5-55	36+55 'B'	RT	W3-2	2E	YIELD AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	5-56	41+95 'B'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-56	41+95 'B'	LT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	5-57	41+95 'B'	LT	R5-1	2E	DO NOT ENTER	36 x 36	---	9.00	---	1	---	---	---	---	---	---	
	5-58	98+20 'E'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-58	98+20 'E'	LT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	5-59	98+25 'E'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	5-59	98+25 'E'	LT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	5-60	98+25 'E'	RT	J3-2	2E	EAST/USH12/ARROW/WEST/USH12/ARROW	48 x 57	---	19.00	---	---	1	---	---	---	---	---	REPLACED WITH SIGN 5-3 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	5-61	40+82'B'	RT	R3-8DD	2E	LEFT, AHEAD/RIGHT ONLY	36 x 30	---	7.50	---	1	---	---	---	---	---	---	
	5-62	40+82'B'	RT	R3-8DD	2E	LEFT, AHEAD/RIGHT ONLY	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	5-63	95+439 'E'	RT	R3-8G	2E	LEFT, AHEAD/ AHEAD, RIGHT	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	5-64	87+88 'WO'	LT	R3-8EE	2A	LEFT ONLY/ AHEAD, RIGHT	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	5-65	90+17 'E'	LT	R3-8DD	2E	LEFT, AHEAD/ RIGHT ONLY	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	6-1	98+90 'E'	RT	J2-1	2E	WEST/USH12/ARROW	24 x 57	---	9.50	---	---	1	---	---	---	---	---	8'3" MOUNTING HEIGHT
	6-2	98+90 'E'	RT	J3-1	2E	EAST/USH12/ARROW	24 x 57	---	9.50	---	---	---	---	---	---	---	---	8'3" MOUNTING HEIGHT; MOUNT ON OWN POST FOR REMOVAL BY FUTURE CONTRACT
	6-3	100+55 'E'	RT	R3-8GG	2E	LEFT, AHEAD ARROE/ AHEAD ONLY ARROW	36 x 30	---	7.50	---	---	1	---	---	---	---	---	8'3" MOUNTING HEIGHT
	6-4	102+20 'E'	RT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	6-4	102+20 'E'	RT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	6-5	44+50 'D'	LT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	6-5	44+50 'D'	LT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	6-6	102+80 'E'	LT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	6-6	102+80 'E'	LT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	6-7	101+75 'E'	LT	D1-1	2E	ROAD NAME W/ARROW	54 x 12	---	4.50	2	---	---	---	---	---	---	---	REPLACED WITH SIGN 6-15 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	6-8	101+70 'E'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-8	101+70 'E'	RT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	6-9	101+80 'E'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
						SHEET TOTALS		120.00	449.13	11	7	13	3	2	0	0	0	

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PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	STAGE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.0101 SIGNS TYPE I SF	637.0202 SIGNS REFLECTIVE TYPE II SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	SPV.0060.09 POSTS WOOD 4x6-INCH x 24-FT EACH	643.0453 TRAFFIC CONTROL BARRICADES PERMANENT TYPE III EACH	REMARKS
0010	6-9	101+80 'E'	RT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	6-10	44+95 'D'	RT	R5-1	2E	DO NOT ENTER	36 x 36	---	9.00	---	---	---	---	---	---	---	---	
	6-11	44+95 'D'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-11	44+95 'D'	RT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	6-12	44+80 'A'	RT	J3-1	2E	WEST/USH 12/ARROW	24 x 57	---	9.50	---	---	1	---	---	---	---	---	
	6-13	44+98 'A'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-13	44+98 'A'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-14	103+30 'E'	RT	J3-1	2E	EAST/USH 12/ARROW	24 x 57	---	9.50	---	---	1	---	---	---	---	---	REPLACED WITH SIGN 6-5 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	6-15	103+36 'E'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-15	103+36 'E'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-16	44+95 'D'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-16	44+95 'D'	LT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	6-17	45+29 'D'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-17	45+29 'D'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-18	103+20 'E'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-18	103+20 'E'	LT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	6-19	104+55 'E'	LT	R3-8G	2E	LEFT, AHEAD/ RIGHT, AHEAD	36 x 30	---	7.50	---	1	---	---	---	---	---	---	
	6-20	103+30 'E'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-20	103+30 'E'	LT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	6-21	105+55 'E'	LT	J2-2	2E	EAST/USH12/ARROW/WEST/USH12/ARROW	48 x 57	---	19.00	---	---	1	---	---	---	---	---	COVER EAST 12 W/ ARROW- TO BE REMOVED BY FUTURE CONTRACT
	6-21A	103+80 'E'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-21A	103+80 'E'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-22	106+00 'E'	RT	W1-94	2E	TIMOTHY LANE W/ARROW	66 x 15	---	6.88	---	---	---	---	---	---	---	---	MOUNT ON VERTICAL SIGN BRIDGE SUPPORT
	6-23	108+10 'E'	RT	R3-8GG	2E	LEFT, AHEAD ARROW, AHEAD ONLY ARROW	36 x 30	---	7.50	---	---	---	---	---	---	---	---	
	6-24	108+97 'E'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-24	108+97 'E'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-25	109+40 'E'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-25	109+40 'E'	RT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	6-26	109+55 'E'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-26	109+55 'E'	RT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	6-27	109+40 'E'	LT	J3-1	2E	WEST/USH12/ARROW	24 x 57	---	9.50	---	---	1	---	---	---	---	---	REPLACED WITH SIGN 6-7 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	6-28	109+85 'E'	RT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	6-28	109+85 'E'	RT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	6-29	110+15 'E'	RT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	6-29	110+15 'E'	RT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	6-30	110+40 'E'	LT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	6-30	110+40 'E'	LT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	6-31	110+00 'E'	LT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	6-31	110+00 'E'	LT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	6-32	110+80 'E'	RT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	
	6-33	111+05 'E'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-33	111+05 'E'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-34	110+95 'E'	RT	J3-1	2E	EAST/USH12/ARROW	24 x 57	---	9.50	---	---	1	---	---	---	---	---	REPLACED WITH SIGN 6-9 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	6-35	56+20 'AC1'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-35	56+20 'AC1'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-36	56+55 'AC1'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-36	56+55 'AC1'	RT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	6-37	56+54 'AC1'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-37	56+54 'AC1'	RT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	6-38	111+75 'E'	RT	W9-2L	2E	LANE ENDS MERGE LEFT	48 x 48	---	16.00	---	---	---	2	---	---	---	---	
	6-39	55+65 'AC1'	RT	R3-8HH	2E	LEFT ONLY/ RIGHT ONLY	36 x 30	---	7.50	---	1	---	---	---	---	---	---	
	6-40	55+30 'AC1'	RT	R4-7	2E	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	6-41	52+10 'AC1'	RT	W2-6	2E	CHASING ARROWS	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	6-41	52+10 'AC1'	RT	W2-6P	2E	ROUNDABOUT AHEAD	36 x 18	---	4.50	---	---	---	---	---	---	---	---	
	6-41	52+10 'AC1'	RT	W13-1	2E	ADVISORY SPEED 15 MPH	24 x 24	---	4.00	---	---	---	---	---	---	---	---	
	6-42	54+10 'AC1'	RT	W3-2	2E	YIELD AHEAD	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	6-43	114+15 'E'	RT	W6-2	2E	DIVIDED HIGHWAY ENDS	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	6-45	56+65 'AC1'	LT	D1-1	2E	TIMOTHY LANE W/ARROW	54 x 12	---	4.50	2	---	---	---	---	---	---	---	
	6-46	56+55 'AC1'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	1	---	---	---	---	---	
	6-46	56+55 'AC1'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	
	6-47	110+90 'E'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-47	110+90 'E'	LT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	6-48	110+95 'E'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	6-48	110+95 'E'	LT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	6-49	111+40 'E'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-49	111+40 'E'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-50	114+10 'E'	LT	W1-94	2E	TIMOTHY LANE W/ARROW	66 x 15	---	6.88	---	2	---	---	---	---	---	---	
	6-51	114+10 'E'	LT	R4-7	2E	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	6-52	122+00 'E'	LT	W2-6	2E	CHASING ARROWS	48 x 48	---	16.00	---	---	---	---	---	---	2	---	
	6-52	122+00 'E'	LT	W2-6P	2E	ROUNDABOUT AHEAD	48 x 24	---	8.00	---	---	---	---	---	---	---	---	
						SHEET TOTALS		0.00	425.01	6	12	15	4	0	0	2	0	

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PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	STAGE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.0101 SIGNS TYPE I SF	637.0202 SIGNS REFLECTIVE TYPE II SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	SPV.0060.09 POSTS WOOD 4x6-INCH x 24-FT EACH	643.0453 TRAFFIC CONTROL BARRICADES PERMANENT TYPE III EACH	REMARKS
0010	6-52	122+00 'E'	LT	W13-1	2E	ADVISORY SPEED 15 MPH	36 x 36	---	9.00	---	---	---	---	---	---	---	---	
	6-53	118+50 'E'	LT	W3-2	2E	YIELD AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	6-54	109+40 'E'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-54	109+40 'E'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT TO LIGHT POLE
	6-55	112+53 'E'	LT	R3-8G	2E	LEFT, AHEAD/ RIGHT, AHEAD	36 x 30	---	7.50	---	1	---	---	---	---	---	---	
	6-56	99+30 'E'	LT	R3-8GG	2E	LEFT AHEAD ARROW/AHEAD ONLY ARROW	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	6-57	104+55 'E'	LT	R3-8G	2E	LEFT, AHEAD/ RIGHT, AHEAD	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	6-58	108+10 'E'	RT	R3-8GG	2E	LEFT, AHEAD ARROW/ AHEAD ONLY ARROW	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	6-59	112+53 'E'	LT	R3-8G	2E	LEFT, AHEAD/ RIGHT, AHEAD	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	6-60	55+65 'AC1'	RT	R3-8HH	2E	LEFT ONLY/ RIGHT ONLY	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	6-61	100+55 'E'	RT	R3-8GG	2E	LEFT, AHEAD ARROE/ AHEAD ONLY ARROW	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	6-62	99+30 'E'	LT	R3-8GG	2E	LEFT AHEAD ARROW/AHEAD ONLY ARROW	36 x 30	---	7.50	---	---	1	---	---	---	---	---	
	6-63	106+00 'E'	RT	---	2E	MAP TYPE DIAGRAMMATIC	144 x 84	84.00	---	---	---	---	---	---	---	---	---	MOUNT ON OVERHEAD SIGN STRUCTURE
	6-63	106+00 'E'	RT	---	2E	USH 12	24 x 24	---	4.00	---	---	---	---	---	---	---	---	COVER CTH BD SHIELD
	6-63	106+00 'E'	RT	---	2E	EAST	36 x 12	---	3.00	---	---	---	---	---	---	---	---	ADD TO SIGN 6-63
	6-64	106+00 'E'	RT	J3-1	2E	EAST/USH 12/ARROW	36 x 81	---	20.25	---	---	---	---	---	---	---	---	MOUNT ON OVERHEAD SIGN STRUCTURE
	6-65	106+00 'E'	LT	J3-1	2E	WEST/USH12/ARROW	36 x 81	---	20.25	---	---	---	---	---	---	---	---	MOUNT ON OVERHEAD SIGN STRUCTURE
	7-2	111+00 'NR'	RT	W2-6	2E	CHASING ARROWS	36 x 36	---	9.00	---	---	---	---	2	---	---	---	
	7-2	111+00 'NR'	RT	W2-6P	2E	ROUNDABOUT AHEAD	36 x 18	---	4.50	---	---	---	---	---	---	---	---	
	7-2	111+00 'NR'	RT	W13-1	2E	ADVISORY SPEED 15 MPH	24 x 24	---	4.00	---	---	---	---	---	---	---	---	
	7-3	107+50 'NR'	RT	W3-2	2E	YIELD AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	7-5	89+30 'NR'	LT	R2-1	2E	SPEED LIMIT 30	24 x 30	---	5.00	---	---	1	---	---	---	---	---	
	7-7	94+30 'NR'	LT	W3-5	2E	REDUCED SPEED AHEAD 30	36 x 36	---	9.00	---	---	2	---	---	---	---	---	
	7-8	117+00 'NR'	RT	W3-3	2E	SIGNAL AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	7-9	89+70 'NR'	RT	W3-2	2E	YIELD AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	7-10	85+70 'NR'	RT	W2-6	2E	CHASING ARROWS	36 x 36	---	9.00	---	---	---	---	1	1	---	---	
	7-10	85+70 'NR'	RT	W2-6P	2E	ROUNDABOUT AHEAD	36 x 18	---	4.50	---	---	---	---	---	---	---	---	
	7-10	85+70 'NR'	RT	W13-1	2E	ADVISORY SPEED 15 MPH	24 x 24	---	4.00	---	---	---	---	---	---	---	---	
	7-11	144+00 'F'	CL	T3R112	2E	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	7-12	146+00 'G'	CL	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	7-13	145+050 'H'	CL	T3R112	2E	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	7-14	143+00 'J'	CL	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	7-15	144+00 'F'	CL	T3R112	2E	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	7-16	146+00 'G'	CL	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	7-17	145+50 'H'	CL	T3R112	2E	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE IAND SIGN
	7-18	143+00 'J'	CL	T3BAR	2E	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	8-1	95+50 'NR'	LT	R4-7	2E	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	8-2	96+26 'NR'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-2	96+26 'NR'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-3	143+40 'J'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-3	143+40 'J'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-4	143+73 'J'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-4	143+73 'J'	RT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	8-5	97+05 'NR'	RT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	8-5	97+05 'NR'	RT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	8-6	144+10 'J'	LT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	8-6	144+10 'J'	LT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	8-7	97+95 'NR'	LT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	8-7	97+95 'NR'	LT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	8-8	96+68 'NR'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-8	96+68 'NR'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-9	96+65 'NR'	RT	D1-1	2E	N. REEDSBURG ROAD W/ARROW	66 x 12	---	5.50	2	---	---	---	---	---	---	---	REPLACED WITH SIGN 8-7 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	8-10	98+35 'NR'	RT	D1-1	2E	N. REEDSBURG ROAD W/ARROW	66 x 12	---	5.50	2	---	---	---	---	---	---	---	REPLACED WITH SIGN 8-8 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	8-11	96+61 'NR'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	
	8-11	96+61 'NR'	RT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	8-12	145+06 'H'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	1	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-12	145+06 'H'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-13	96+60 'NR'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-13	96+60 'NR'	RT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	8-14	143+65 'J'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-14	143+65 'J'	LT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	8-15	143+65 'J'	LT	R5-1	2E	DO NOT ENTER	36 x 36	---	9.00	---	1	---	---	---	---	---	---	
	8-16	98+20 'NR'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-16	98+20 'NR'	LT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	8-17	98+40 'NR'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-17	98+40 'NR'	LT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	8-18	101+60 'NR'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-18	101+60 'NR'	RT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	8-19	101+60 'NR'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-19	101+60 'NR'	RT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	8-20	145+65 'G'	RT	R5-1	2E	DO NOT ENTER	36 x 36	---	9.00	---	1	---	---	---	---	---	---	
	8-21	144+30 'F'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-21	144+00 'F'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-22	102+10 'NR'	RT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	8-22	102+10 'NR'	RT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	8-23	145+15 'G'	RT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	8-23	145+15 'G'	RT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	8-24	102+90 'NR'	RT	R6-1R	2E	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	8-24	102+90 'NR'	RT	R6-4b	2E	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	8-25	145+56 'G'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-25	145+56 'G'	LT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
						SHEET TOTALS		84.00	481.25	10	9	15	8	3	1	0	8	

CONT. ON NEXT PAGE

PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	STAGE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.0101 SIGNS TYPE I SF	637.0202 SIGNS REFLECTIVE TYPE II SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	SPV.0060.09 POSTS WOOD 4x6-INCH x 24-FT EACH	643.0453 TRAFFIC CONTROL BARRICADES PERMANENT TYPE III EACH	REMARKS
0010	8-26	145+93 'G'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-26	145+93 'G'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-27	101+65 'NR'	LT	D1-1	2E	N. REEDSBURG ROAD W/ARROW	66 x 12	---	5.50	2	---	---	---	---	---	---	---	REPLACED WITH SIGN 8-9 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	8-28	103+40 'NR'	RT	D1-1	2E	N. REEDSBURG ROAD W/ARROW	66 x 12	---	5.50	2	---	---	---	---	---	---	---	REPLACED WITH SIGN 8-8 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	8-29	103+36 'NR'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-29	103+36 'NR'	LT	R1-54	2E	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	8-30	145+65 'G'	RT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-30	145+65 'G'	RT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	8-31	103+75 ;'NR'	LT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-31	103+75 ;'NR'	LT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	8-32	103+40 'NR'	LT	R1-2	2E	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	8-32	103+40 'NR'	LT	R6-2R	2E	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	8-33	103+45 'NR'	RT	W11-2	2E	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	1	---	---	---	---	---	
	8-33	103+45 'NR'	RT	W16-7L	2E	LEFT ARROW	24 x 12	---	2.00	---	---	---	---	---	---	---	---	
	8-34	106+15 'NR'	RT	R4-7	2E	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	9-1	110+75 'R'	LT	W3-2	2D	YIELD AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	9-4	9+88 'AC4'	LT	W5-56S	2D	END OF ROAD MARKER W/ RED DELINEATORS	18 x 18	---	2.25	---	1	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	9-5	9+88 'AC4'	RT	W5-56S	2D	END OF ROAD MARKER W/ RED DELINEATORS	18 x 18	---	2.25	---	1	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	9-6	9+88 'AC4'	RT	W5-56S	2D	END OF ROAD MARKER W/ RED DELINEATORS	18 x 18	---	2.25	---	1	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	9-7	90+00 'R'	LT	D1-1	2D	REEDSBURG 12	180 x 36	45.00	---	---	---	---	2	1	---	---	---	
	9-8	92+00 'R'	LT	R2-1	2D	SPEED LIMIT 55	24 x 30	---	5.00	---	---	1	---	---	---	---	---	
	9-10	14+00 'AC4'	LT	W14-1	2D	DEAD END	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	9-11	14+80 'AC4'	RT	R1-1	2D	STOP	30 x 30	---	6.25	---	---	1	---	---	---	---	---	
	9-12	114+00 'R'	LT	W2-6	2D	CHASING ARROWS	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	9-12	114+00 'R'	LT	W2-6P	2D	ROUNDABOUT AHEAD	30 x 15	---	3.13	---	---	---	---	---	---	---	---	
	9-12	114+00 'R'	LT	W13-1	2D	ADVISORY SPEED 15 MPH	18 x 18	---	2.25	---	---	---	---	---	---	---	---	
	9-16	85+00 'R'	RT	W2-6	2D	CHASING ARROWS	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	9-16	85+00 'R'	RT	W2-6P	2D	ROUNDABOUT AHEAD	30 x 15	---	3.13	---	---	---	---	---	---	---	---	
	9-16	85+00 'R'	RT	W13-1	2D	ADVISORY SPEED 15 MPH	18 x 18	---	2.25	---	---	---	---	---	---	---	---	
	9-17	88+50 'R'	RT	W3-2	2D	YIELD AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	9-18	34+00 'AC3'	RT	W5-56S	2E	END OF ROAD MARKER W/ RED DELINEATORS	18 x 18	---	2.25	---	1	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	9-19	34+00 'AC3'	RT	W5-56S	2E	END OF ROAD MARKER W/ RED DELINEATORS	18 x 18	---	2.25	---	1	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	9-20	34+00 'AC3'	RT	W5-56S	2E	END OF ROAD MARKER W/ RED DELINEATORS	18 x 18	---	2.25	---	1	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	9-23	106+00'R'	RT	W3-3	2D	SIGNAL AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	9-24	106+00'R'	LT	W3-3	2D	SIGNAL AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	9-25	211+50 'K'	CL	T3R112	2D	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	9-26	211+50 'K'	CL	T3BAR	2D	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	9-27	214+00 'L'	CL	T3R112	2D	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	9-28	214+00 'L'	CL	T3BAR	2D	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	9-29	211+00 'M'	CL	T3R112	2D	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	9-30	211+00 'M'	CL	T3BAR	2D	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	9-31	209+00 'N'	CL	R11-2	2D	ROAD CLOSED	48 x 30	---	10.00	---	---	---	---	---	---	---	1	BARRICADE AND SIGN
	9-32	209+00 'N'	CL	R11-2	2D	---	--- x ---	---	---	---	---	---	---	---	---	---	1	BARRICADE
	10-1	93+50 'R'	LT	R4-7	2D	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	
	10-2	96+20 'R'	LT	J3-1	2D	WEST/STH33/ARROW	24 x 57	---	9.50	---	---	1	---	---	---	---	---	REPLACED WITH SIGN 10-13 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	10-3	95+60 'R'	LT	J4-1	2D	WEST/STH33	24 x 36	---	6.00	---	---	1	---	---	---	---	---	
	10-4	96+20 'R'	RT	R1-2	2D	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	10-4	96+20 'R'	RT	R6-2R	2D	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	10-5	96+25 'R'	RT	R1-2	2D	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	10-5	96+25 'R'	RT	R1-54	2D	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	10-6	96+70 'R'	RT	R6-1R	2D	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	10-6	96+70 'R'	RT	R6-4b	2D	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	10-7	210+25 'N'	RT	R6-1R	2D	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	10-7	210+25 'N'	RT	R6-4b	2D	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	10-8	97+35 'R'	LT	R6-1R	2D	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	10-8	97+35 'R'	LT	R6-4b	2D	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	10-9	209+75 'N'	LT	R1-2	2D	YIELD	36 x 31	---	7.75	---	---	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS; MOUNT ON LIGHT POLE
	10-9	209+75 'N'	LT	R6-2R	2D	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	10-10	209+78 'N'	RT	R1-2	2D	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	10-10	209+78 'N'	RT	R1-54	2D	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	10-11	209+75 'N'	LT	R5-1	2D	DO NOT ENTER	36 x 36	---	9.00	---	1	---	---	---	---	---	---	
	10-12	97+81 'R'	LT	R1-2	2D	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	10-12	97+81 'R'	LT	R1-54	2D	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	10-13	97+85 'R'	LT	R1-2	2D	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	10-13	97+85 'R'	LT	R6-2R	2D	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	10-14	97+80 'R'	RT	J3-1	2D	EAST/USH12/ARROW	24 x 57	---	9.50	---	---	1	---	---	---	---	---	REPLACED WITH SIGN 10-3 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	10-15	98+15 'R'	RT	R4-7	2D	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	10-16	101+85 'R'	LT	R4-7	2D	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	10-17	102+20 'R'	LT	J3-1	2D	WEST/STH33/ARROW	24 x 57	---	9.50	---	---	1	---	---	---	---	---	REPLACED WITH SIGN 10-7 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	10-18	102+20 'R'	RT	R1-2	2D	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
						SHEET TOTALS		45.00	369.01	7	15	12	13	1	0	0	8	

CONT. ON NEXT PAGE

3

PERMANENT SIGNING SUMMARY (CONT.)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	STAGE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.0101 SIGNS TYPE I SF	637.0202 SIGNS REFLECTIVE TYPE II SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	SPV.0060.09 POSTS WOOD 4x6-INCH x 24-FT EACH	643.0453 TRAFFIC CONTROL BARRICADES PERMANENT TYPE III EACH	REMARKS
0010	10-18	102+20 'R'	RT	R6-2R	2D	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	10-19	102+25 'R'	RT	R1-2	2D	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	10-19	102+25 'R'	RT	R1-54	2D	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	10-20	102+70 'R'	RT	R6-1R	2D	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	10-20	102+70 'R'	RT	R6-4b	2D	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	10-21	212+35 'L'	RT	R6-1R	2D	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	10-21	212+35 'L'	RT	R6-4b	2D	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	10-22	103+35 'R'	LT	R6-1R	2D	ONE WAY -RIGHT	36 x 12	---	3.00	---	---	---	---	---	---	---	---	
	10-22	103+35 'R'	LT	R6-4b	2D	ROUNDABOUT CHEVRON BANK	48 x 18	---	6.00	1	---	---	---	---	---	---	---	4'3" MOUNTING HEIGHT
	10-23	112+80 'L'	RT	R5-1	2D	DO NOT ENTER	36 x 36	---	9.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	10-24	112+85 'L'	RT	R1-2	2D	YIELD	36 x 31	---	7.75	---	---	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS; MOUNT ON LIGHT POLE
	10-24	112+85 'L'	RT	R6-2R	2D	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	10-25	103+80 'R'	RT	J3-1	2D	EAST/USH12/ARROW	24 x 57	---	9.50	---	---	1	---	---	---	---	---	REPLACED WITH SIGN 10-12 AS PART OF 1674-00-76 (FOR INFORMATION ONLY)
	10-26	104+50 'R'	RT	R4-7	2D	KEEP RIGHT	24 x 30	---	5.00	---	1	---	---	---	---	---	---	MOUNT 4' FROM BACK OF SLOPED NOSE
	10-27	112+79 'L'	LT	R1-2	2D	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	10-27	112+79 'L'	LT	R1-54	2D	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	10-28	103+81 'R'	LT	R1-2	2D	YIELD	36 x 31	---	7.75	---	1	---	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	10-28	103+81 'R'	LT	R1-54	2D	TO TRAFFIC FROM LEFT	24 x 15	---	2.50	---	---	---	---	---	---	---	---	
	10-29	103+80 'R'	LT	R1-2	2D	YIELD	36 x 31	---	7.75	---	---	1	---	---	---	---	---	INSTALL (2) 18"X18" ORANGE FLAGS ON TOP OF YIELD SIGNS FOR FIRST SIX MONTHS
	10-29	103+80 'R'	LT	R6-2R	2D	ONE WAY -RIGHT	24 x 30	---	5.00	---	---	---	---	---	---	---	---	
	11-1	58+50 'AC3'	RT	W1-3R	2E	RIGHT REVERSE TURN	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	11-2	72+00 AC3'	LT	W1-3R	2E	RIGHT REVERSE TURN	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	11-3	73+00 'AC3'	RT	W3-1	2E	STOP AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	11-6	101+25 'O'	LT	W2-2	2E	SIDE ROAD	30 x 30	---	6.25	---	---	1	---	---	---	---	---	
	11-7	97+00 'O'	LT	W1-2R	2E	RIGHT CURVE	30 x 30	---	6.25	---	---	1	---	---	---	---	---	
	11-8	77+50 'AC3'	LT	W14-1	2E	DEAD END	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	11-9	78+25 'AC3'	RT	R1-1	2E	STOP	30 x 30	---	6.25	---	---	1	---	---	---	---	---	
	11-10	92+00 'O'	RT	W2-2	2E	SIDE ROAD	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	11-11	85+50 'O'	RT	W1-2R	2E	LEFT CURVE	30 x 30	---	6.25	---	---	---	1	---	---	---	---	
	11-13	98+80 'O'	RT	W3-1	2E	STOP AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	11-15	106+00 'O'	RT	R2-5A	2E	REDUCED SPEED AHEAD	24 x 30	---	5.00	---	---	1	---	---	---	---	---	
	11-16	102+00 'O'	RT	R2-1	2E	SPEED LIMIT 45	24 x 30	---	5.00	---	1	---	---	---	---	---	---	
	12-2	104+00 'TE'	RT	W3-1	1A	STOP AHEAD	36 x 36	---	9.00	---	---	---	2	---	---	---	---	
	12-5	95+00 'TE'	LT	R2-1	1A	SPEED LIMIT 45	24 x 30	---	5.00	---	1	---	---	---	---	---	---	
	12-6	101+50 'TE'	RT	W1-2L	1A	LEFT CURVE	30 x 30	---	6.25	---	---	---	---	---	---	---	---	
	12-6	101+50 'TE'	RT	W13-1	1A	SPEED PLAQUE 35	18 x 18	---	2.25	---	---	---	---	---	---	---	---	
						SHEET TOTALS		0.00	217.75	3	6	8	11	0	0	0	0	
						TOTALS		333.00	3,272.17	58	68	100	65	16	5	2	28	

EXISTING SIGNING SUMMARY

CATEGORY	SIGN NO.	SIGN CODE	SIGN MESSAGE	MOVE OR REMOVE STAGE	** SIGN SIZE (W x H) IN	SIGN SIZE SF	* 638.2102 MOVING SIGNS TYPE II EACH	* 638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS EACH	* 638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
0010	1-1	W4-1	RAMP MERGE	2A	48 x 48	16.00	---	1	1	---	---	
	1-3	W12-1D	DOUBLE DOWN ARROWS	1A	24 x 24	4.00	---	1	1	---	---	
	1-4	D1-1	LAKE DELTON (ARROW LT)	2E	84 x 15	0.00	1	--	--	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	1-5	R5-1A	WRONG WAY	2E	36 x 24	6.00	1	--	--	---	---	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	1-9	J13-1	FRONTAGE RD	2A	24 x 45	7.50	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	1-12	R5-1	DO NOT ENTER	2A	30 x 30	6.25	---	1	1	---	---	
	1-13	W14-1	DEAD END	2A	30 x 30	6.25	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	1-14	R4-7	KEEP RIGHT	2A	24 x 30	5.00	---	1	1	---	---	
	1-15	R1-1	STOP	2A	30 x 30	6.25	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	1-16	R6-3A	DIVIDED HIGHWAY	2A	30 x 24	5.00	1	---	---	---	---	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	1-17	J4-1	EAST/ USH 12	2A	24 x 36	6.00	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	1-18	J1-2	JCT 90 / JCT 94	2A	48 x 39	13.00	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	1-19	J13-1	FRONTAGE RD	2A	24 x 45	7.50	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	1-20	R5-1A	WRONG WAY	2A	26 x 24	4.33	---	1	1	---	---	
	1-21	W9-2L	LANE ENDS MERGE LEFT	2A	48 x 48	16.00	---	1	1	---	---	
	1-22	R6-2L	ONE WAY	2A	24 x 30	5.00	---	1	1	---	---	
	1-23	R4-7	KEEP RIGHT	2A	24 x 30	5.00	---	1	1	---	---	
	1-27	R3-5R	ONLY ARROW	2A	42 x 48	14.00	---	1	---	1	---	STATION 26+00, RT
	1-30	R3-7R	RIGHT LANE MUST TURN RIGHT	2A	24 x 24	4.00	---	1	---	---	---	
	2-12	R4-7	KEEP RIGHT	2A	24 X 30	5.00	---	1	1	---	---	
	2-13	R3-4	NO U-TURN	2A	24 X 24	4.00	---	1	1	---	---	
	2-14	R4-7	KEEP RIGHT	2A	24 X 30	5.00	---	1	1	---	---	
	2-15	R3-4	NO U-TURN	2A	24 X 24	4.00	---	1	1	---	---	
	3-3	R1-1	STOP	2A	30 x 30	6.25	---	1	1	---	---	
	3-4	M1-94	STREET SIGN	2A	15 x 42	4.38	---	1	1	---	---	
	4-2	M1-94	STREET SIGN	2A	42 x 15	4.38	---	1	1	---	---	
	4-3	M1-94	STREET SIGN	2A	54 x 15	5.63	---	1	1	---	---	
	4-4	R3-7R	RIGHT LANE MUST TURN RIGHT	2A	30 x 30	6.25	---	1	1	---	---	
	4-9	R2-1	SPEED LIMIT 45	2A	24 x 30	5.00	---	1	1	---	---	
	4-10	R2-1	SPEED LIMIT 45	2A	24 x 30	5.00	---	1	1	---	---	
	4-11	W3-3	STOP LIGHT AHEAD	2A	36 x 36	9.00	---	1	1	---	---	
	4-17	R7-1D	NO PARKING ANYTIME	1A	18 x 24	3.00	---	1	1	---	---	
	4-24	D7-53R	MIRROR LAKE STATE PARK	2A	54 x 36	13.50	1	---	---	---	2	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	4-24	M1-85	WISCONSIN HERITAGE TRAIL	2A	24 x 24	4.00	1	---	---	---	---	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	4-26	R6-2L	ONE WAY	2A	24 x 30	5.00	---	1	1	---	---	
	4-27	R2-1	SPEED LIMIT 35	2B	24 x 30	5.00	---	1	1	---	---	
	4-32	R2-1	SPEED LIMIT 45	2A	24 x 30	5.00	---	1	1	---	---	
	4-33	M1-94	STREET SIGN	2A	15 x 42	4.38	---	1	1	---	---	
	4-37	R7-1D	NO PARKING ANYTIME	1A	18 x 24	3.00	---	1	1	---	---	
	4-39	R5-1	DO NOT ENTER	2A	30 x 30	6.25	---	1	1	---	---	
	4-40	M1-94	STREET SIGN	2A	15 x 42	4.38	---	1	1	---	---	
	4-44	R5-1A	WRONG WAY	2A	36 x 24	6.00	---	1	---	---	---	
	4-45	R6-2L	ONE WAY	2A	24 x 30	5.00	---	1	1	---	---	
	4-49		SETH PETERSON COTTAGE 1 MILE	2A	24 x 12	2.00	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	4-49	M1-85	WISCONSIN HERITAGE TRAIL	2A	24 x 24	4.00	1	---	---	---	---	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	4-50	W6-2	DIVIDED HIGHWAY ENDS	2A	36 x 36	9.00	---	1	1	---	---	
	4-52	R5-1A	WRONG WAY	2A	36 x 24	6.00	---	1	---	---	---	
	4-55	D7-53R	MIRROR LAKE STATE PARK	2A	54 x 36	13.50	1	---	---	---	2	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	4-56	W6-3	TWO TRAFFIC	2A	36 x 36	9.00	---	1	1	---	---	
	4-59	R4-7	KEEP RIGHT	2A	24 x 30	5.00	---	1	1	---	---	
	4-60	R5-1	DO NOT ENTER	2A	30 x 30	6.25	---	1	---	---	---	
	4-61	I5-1	AIRPORT AHEAD	2A	24 x 24	4.00	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	4-61	M6-1	ARROW	2A	21 x 21	3.06	1	---	---	---	---	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	4-62	W3-5	SPEED LIMIT 45 AHEAD	2A	36 x 36	9.00	---	1	1	---	---	
	4-65	M1-94	STREET SIGN	2A	48 x 24	8.00	---	1	2	---	---	
	4-66	W3-3	STOP LIGHT AHEAD	2A	36 x 36	9.00	---	1	1	---	---	
	4-67	J4-1	EAST/USH 12	2A	24 x 36	6.00	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	4-67	D1-1	BARABOO 8 MI	2A	36 x 15	0.00	1	---	---	---	---	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	4-68	W6-1	DIVIDED HIGHWAY	2A	36 x 36	9.00	---	1	1	---	---	
	4-69	R1-1	STOP SIGN	2A	30 x 30	6.25	---	1	1	---	---	
	4-70	R2-1	SPEED LIMIT 45	2A	24 X 30	5.00	---	1	1	---	---	
	7-1	R2-1	SPEED LIMIT 30	2E	24 x 30	5.00	---	1	1	---	---	
	7-4	R2-5A	REDUCE SPEED AHEAD	2E	24 x 30	5.00	---	1	1	---	---	
	7-6	W3-3	STOP LIGHT AHEAD	2E	36 x 36	9.00	---	1	1	---	---	
	9-2	W3-3	STOP LIGHT AHEAD	STH33B	36 x 36	9.00	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	9-3	W3-3	STOP LIGHT AHEAD	STH33B	36 x 36	9.00	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	9-9	W14-3	NO PASSING ZONE	STH33B	48 x 36	12.00	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	9-13	J1-1	JCT/USH 12	STH33B	24 x 39	6.50	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	9-14	M1-94	REEDSBURG 12 MI	STH33B	66 x 15	6.88	1	---	---	---	2	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	9-14	J1-1	WEST/STH33	STH33B	39 x 24	6.50	1	---	---	---	---	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	9-15	J2-3	W/USH12/ARROW/E/USH12/ARROW/E/STH33/ARROW	STH33B	72 x 57	28.50	1	---	---	---	2	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	9-21	D1-2	WIS DELLS/ARROW/BARABOO/ARROW	STH33B	48 x 120	40.00	1	---	---	---	2	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	9-22	J23-2	TO IH90/TO IH94	STH33B	48 x 57	19.00	1	---	---	---	1	SEE TRAFFIC CONTROL PLANS FOR LOCATION
	11-4	R2-5A	REDUCE SPEED AHEAD	2E	24 x 30	5.00	---	1	1	---	---	
	11-5	R2-1	SPEED LIMIT 45	2E	24 x 30	5.00	---	1	1	---	---	
	11-12	W3-1	STOP AHEAD	2E	36 x 36	9.00	---	1	1	---	---	
	11-14	W1-2R	RIGHT CURVE	2E	30 x 30	6.25	---	1	1	---	---	
	12-1	W3-1	STOP AHEAD	1A	36 x 36	9.00	---	1	1	---	---	
	12-3	W1-3R	RIGHT REVERSE TURN	1A	36 x 36	9.00	---	1	1	---	---	
	12-3	W13-1	ADVISORY SPEED	1A	18 x 18	2.25	---	1	--	---	---	
	12-4	R2-1	SPEED LIMIT 45	1A	24 x 30	5.00	---	1	1	---	---	
						TOTALS	27	54	49	1	25	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE
** FOR INFORMATION ONLY

TRAFFIC CONTROL SUMMARY

CATEGORY	STAGE	TOTAL STAGE DURATION CALENDAR DAYS	TYPE	ROADWAY	MAX LENGTH OF USE SUB STAGE CALENDAR DAYS	603.0500 CONCRETE BARRIER TEMPORARY CONTRACTOR FURN. & DELVD. LF	603.0801 CONCRETE BARRIER PRECAST CONTRACTOR INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EA	643.0200 SURVEILLANCE AND MAINTENANCE 1674-00-72 DAYS	QTY	643.0300 TRAFFIC CONTROL DRUMS DAYS	QTY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	QTY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	QTY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	QTY	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	QTY	643.0900 TRAFFIC CONTROL SIGNS DAYS	SPV.0090.01 CONCRETE BARRIER TEMPORARY PRECAST 12' - 6" LF
0010	1A	118																				
			ADVANCE WARNING	EXISTING USH 12 (EB)	118	---	---	---	118	---	---	---	---	---	---	---	---	---	---	12	1,416	---
			ADVANCE WARNING	TIMOTHY LN.	118	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	118	---
			ADVANCE WARNING	BUSSE LN.	118	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	118	---
			ADVANCE WARNING	YELLOW THUNDER RD.	118	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	118	---
			SHOULDER CLOSURE	MOON RD (WB)	118	---	---	---	---	29	3,422	---	---	---	---	---	---	---	---	3	354	---
			SHOULDER CLOSURE	FERN DELL RD (EB).	118	---	---	---	---	67	7,906	---	---	---	---	---	---	---	---	3	354	---
			SHOULDER CLOSURE	EXISTING USH 12 (WB) @ 'E' LINE	5	---	---	---	---	25	125	---	---	---	---	---	---	---	---	3	15	---
			LANE CLOSURE (RIGHT)	EXISTING USH 12 (WB)	5	---	---	---	---	52	260	2	10	4	20	---	---	1	5	8	40	---
			LANE CLOSURE (LEFT)	EXISTING USH 12 (WB)	5	---	---	---	---	52	260	2	10	4	20	---	---	1	5	8	40	---
			LANE CLOSURE (LEFT)	EXISITING USH 12 (EB)	5	---	---	---	---	51	255	2	10	4	20	---	---	1	5	8	40	---
			CENTER LANE CLOSURE	EXISTING USH 12 (EB)	5	---	---	---	---	82	410	---	---	---	---	15	75	2	10	9	45	---
			RAMP WIDENING	IH 39/90/94 OFF RAMP	5	---	---	---	---	18	90	---	---	---	---	---	---	---	---	4	20	---
			DRUM LINE	EXISTING USH 12 (WB)@'TR1' (RT SHOULDER)	118	---	---	---		12	1,416	---	---	---	---	---	---	---	---	---	---	---
			DRUM LINE	EXISTING USH 12 (WB)@'TR1' (MEDIAN)	118	---	---	---	---	12	1,416	---	---	---	---	---	---	---	---	---	---	---
			DRUM LINE	EXISTING USH 12 (WB) @ 'E' (RT SHOULDER)	118	---	---	---	---	12	1,416	---	---	---	---	---	---	---	---	---	---	---
			SIDEROAD CLOSURE	TERRYTOWN RD (EB)	118	---	---	---	---	---	---	2	236	4	472	---	---	---	---	3	354	---
			SIDEROAD CLOSURE	TERRYTOWN RD (WB)	118	---	---	---	---	---	---	2	236	4	472	---	---	---	---	3	354	---
				STAGE 1A SUBTOTALS		0	0	0	118		16,976		502		1,004		75		25		3,386	0
	1B	38																				
			ADVANCE WARNING	EXISTING USH 12 (EB)	38	---	---	---	38	---	---	---	---	---	---	---	---	---	---	12	456	---
			ADVANCE WARNING	TIMOTHY LN.	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	38	---
			ADVANCE WARNING	BUSSE LN.	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	38	---
			ADVANCE WARNING	YELLOW THUNDER RD.	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	38	---
			SIDEROAD CLOSURE	MOON RD. (WB)	38	---	---	---	---	---	---	5	190	6	228	---	---	---	---	3	114	---
			LOCAL ACCESS TO MOON RD	MOON RD. (EB)	38	---	---	---	---	14	532	5	190	8	304	---	---	---	---	3	114	---
			SHOULDER CLOSURE	FERN DELL RD. (EB)	38	---	---	---	---	48	1,824	---	---	---	---	---	---	---	---	3	114	---
			DRUM LINE	EXISTING USH 12 (WB)@'TR1' (RT SHOULDER)	38	---	---	---	---	12	456	---	---	---	---	---	---	---	---	---	---	---
			DRUM LINE	EXISTING USH 12 (WB)@'TR1' (MEDIAN)	38	---	---	---	---	12	456	---	---	---	---	---	---	---	---	---	---	---
			DRUM LINE	EXISTING USH 12 (WB) @ 'E' (RT SHOULDER)	38	---	---	---	---	12	456	---	---	---	---	---	---	---	---	---	---	---
			SIDEROAD CLOSURE	TERRYTOWN RD (EB)	38	---	---	---	---	---	---	2	76	4	152	---	---	---	---	3	114	---
			SIDEROAD CLOSURE	TERRYTOWN RD (WB)	38	---	---	---	---	---	---	2	76	4	152	---	---	---	---	3	114	---
				STAGE 1B SUBTOTALS		0	0	0	38		3,724		532		836		0		0		1,140	0
	1A-1B (STH 33A	156																				
			SHOULDER CLOSURE	STH 33 (EB)	156	---	---	---	156	30	4,680	---	---	---	---	---	---	---	---	3	468	---
			SHOULDER CLOSURE	STH 33 (WB)	156	---	---	---	---	22	3,432	---	---	---	---	---	---	---	---	3	468	---
				STAGE STH 33A SUBTOTALS		0	0	0	156		8,112		0		0		0		0		936	0
	2A	38																				
			ADVANCE WARNING	EXISTING USH 12 (EB)	38	285	285	---	38	---	---	---	---	---	---	---	---	---	---	4	152	---
			ADVANCE WARNING	TIMOTHY LN.	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	38	---
			ADVANCE WARNING	BUSSE LN.	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	38	---
			ADVANCE WARNING	MOON RD. (WB)	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	152	---
			ADVANCE WARNING	YELLOW THUNDER RD.	24	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	24	---
			ADVANCE WARNING	EXISTING USH 12 (WB) @ 'E' LINE	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	152	---
			CENTER LANE CLOSURE	EXISTING USH 12 (EB)	38	---	---	---	---	77	2,926	---	---	---	---	15	570	2	76	9	342	---
			RAMP WIDENING	IH 39/90/94 OFF RAMP	38	---	---	---	---	17	646	6	228	8	304	17	646	---	---	27	1,026	---
			MEDIAN CROSSOVER	EXISTING USH 12 (EB)	38	---	---	---	---	21	798	---	---	---	---	21	798	---	---	---	---	---
			MOON RD CROSSOVER	MOON RD. (EB/WB)	38	---	---	---	---	35	1,330	---	---	---	---	---	---	---	---	---	---	---
			DRUM LINE	TIMOTHY LN.	38	---	---	---	---	5	190	---	---	---	---	5	190	---	---	---	---	---
			DRUM LINE	EXISTING USH 12 (EB/WB) @ 'E' LINE	38	---	---	---	---	19	722	---	---	---	---	19	722	---	---	---	---	---
			MAINLINE CLOSURE	EXISTING USH 12 (EB)	38	---	---	---	---	---	---	5	190	6	228	---	---	---	---	1	38	---
			MAINLINE CLOSURE	EXISTING USH 12 (WB)	38	---	---	---	---	---	---	5	190	6	228	---	---	---	---	1	38	---
			MAINLINE CLOSURE	EXISTING USH 12 (EB/WB) @ FERN DELL/MOON RD	38	---	---	---	---	---	---	10	380	12	456	---	---	---	---	2	76	---
			MAINLINE CLOSURE	EXISTING USH 12 (EB/WB) @ 'E' LINE	38	---	---	---	---	---	---	6	228	8	304	---	---	---	---	2	76	---
			SHOULDER CLOSURE	FERN DELL RD. (EB)	24	---	---	---	---	48	1,152	---	---	---	---	---	---	---	---	3	72	---
			BARRICADE LINE	TIMOTHY LN.	38	---	---	---	---	---	---	2	76	4	152	---	---	---	---	1	38	---
			SIDEROAD CLOSURE	FERN DELL RD. (EB)	14	---	---	---	---	---	---	2	28	6	84	---	---	---	---	3	42	---
			SIDEROAD CLOSURE	FERN DELL RD. (WB)	14	---	---	---	---	---	---	2	28	6	84	---	---	---	---	3	42	---
			MAINLINE CLOSURE	FERN DELL RD. (EB)	14	---	---	---	---	---	---	5	70	6	84	---	---	---	---	1	14	---
			SIDEROAD CLOSURE	YELLOW THUNDER RD.	14	---	---	---	---	---	---	5	70	6	84	---	---	---	---	3	42	---
			USH 12 THROUGH TRAFFIC	TEMPORARY ROADS (TR1 / TR2)	38	---	---	---	---	---	---	---	---	---	---	---	---	---	---	41	1,558	---
				STAGE 2A SUBTOTALS		285	285	0	38		7,764		1,488		2,008		2,926		76		3,960	0

TRAFFIC CONTROL SUMMARY (CONT.)

CATEGORY	STAGE	TOTAL STAGE DURATION CALENDAR DAYS	TYPE	ROADWAY	MAX LENGTH OF USE SUB STAGE CALENDAR DAYS	603.0500 CONCRETE BARRIER TEMPORARY CONTRACTOR FURN. & DELVD. LF	603.0801 CONCRETE BARRIER PRECAST CONTRACTOR INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EA	643.0200 SURVEILLANCE AND MAINTENANCE 1674-00-72 DAYS	QTY	643.0300 TRAFFIC CONTROL DRUMS DAYS	QTY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	QTY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	QTY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	QTY	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	QTY	643.0900 TRAFFIC CONTROL SIGNS DAYS	SPV.0090.01 CONCRETE BARRIER TEMPORARY PRECAST 12' - 6" LF
0010	2B	32																					
			ADVANCE WARNING	EXISTING USH 12 (EB)	32	---	285	---	32	---	---	---	---	---	---	---	---	---	---	---	4	128	---
			ADVANCE WARNING	TIMOTHY LN.	32	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	32	---
			ADVANCE WARNING	MOON RD. (WB)	32	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	128	---
			ADVANCE WARNING	BUSSE LN.	32	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	32	---
			ADVANCE WARNING	YELLOW THUNDER RD.	32	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	32	---
			ADVANCE WARNING	FERN DELL RD. (EB)	32	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	128	---
			ADVANCE WARNING	EXISTING USH 12 (EB/WB) @ 'E' LINE	32	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	128	---
			CENTER LANE CLOSURE	EXISTING USH 12 (EB)	32	---	---	---	---	77	2,464	---	---	15	480	2	22	9	288	---			
			RAMP WIDENING	IH 39/90/94 OFF RAMP	32	---	---	---	---	17	544	4	128	6	192	17	544	---	---	27	864	---	
			MEDIAN CROSSOVER	EXISTING USH 12 (EB)	32	---	---	---	---	21	672	---	---	---	---	21	672	---	---	---	---	---	
			MOON RD CROSSOVER	MOON RD. (EB/WB)	32	---	---	---	---	35	1,120	---	---	---	---	---	---	---	---	---	---	---	
			DRUM LINE	TIMOTHY LN.	32	---	---	---	---	5	160	---	---	---	---	5	160	---	---	---	---	---	
			DRUM LINE	AC2/MOON/CTH BD ROUND-A-BOUT	32	---	---	---	---	33	1,056	---	---	---	---	---	---	---	---	---	---	---	
			DRUM LINE	EXISTING USH 12 (EB/WB) @ 'E' LINE	32	---	---	---	---	19	608	---	---	---	---	19	608	---	---	---	---	---	
			MAINLINE CLOSURE	EXISTING USH 12 (EB)	32	---	---	---	---	---	---	5	160	6	192	---	---	---	---	1	32	---	
			MAINLINE CLOSURE	EXISTING USH 12 (WB)	32	---	---	---	---	---	---	5	160	6	192	---	---	---	---	1	32	---	
			MAINLINE CLOSURE	EXISTING USH 12 (EB/WB) @ 'E' LINE	32	---	---	---	---	---	---	6	192	8	256	---	---	---	---	2	64	---	
			BARRICADE LINE	TIMOTHY LN.	32	---	---	---	---	---	---	2	64	4	128	---	---	---	---	1	32	---	
			BARRICADE LINE	GIEBEL CT. ('AC2' LINE)	32	---	---	---	---	---	---	6	192	8	256	---	---	---	---	2	64	---	
			BARRICADE LINE	CTH BD ('E' LINE)	32	---	---	---	---	---	---	6	192	8	256	---	---	---	---	2	64	---	
			USH 12 THROUGH TRAFFIC	TEMPORARY ROADS (TR1 / TR2)	32	---	---	---	---	---	---	---	---	---	---	---	---	---	---	41	1,312	---	
			ROUNDABOUT OPEN	FERN DELL RD. / MOON RD.	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	41	82	---	
				STAGE 2B SUBTOTALS	0	285	0	32		6,624		1,088		1,472		2,464		22		3,442	0		
	2C	10																					
			ADVANCE WARNING	EXISTING USH 12 (EB)	10	---	---	---	10	---	---	---	---	---	---	---	---	---	---	4	40	---	
			ADVANCE WARNING	TIMOTHY LN.	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	10	---	
			ADVANCE WARNING	MOON RD. (WB)	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	40	---	
			ADVANCE WARNING	BUSSE LN.	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	10	---	
			ADVANCE WARNING	YELLOW THUNDER RD.	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	10	---	
			ADVANCE WARNING	FERN DELL RD. (EB)	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	40	---	
			ADVANCE WARNING	EXISTING USH 12 (EB/WB) @ 'E' LINE	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	40	---	
			CENTER LANE CLOSURE	EXISTING USH 12 (EB)	10	---	---	---	---	77	770	---	---	15	150	2	20	9	90	---			
			RAMP WIDENING	IH 39/90/94 OFF RAMP	10	---	---	---	---	17	170	4	40	6	120	17	170	---	---	27	270	---	
			MEDIAN CROSSOVER	EXISTING USH 12 (EB)	10	---	---	---	---	21	210	---	---	---	---	21	210	---	---	---	---	---	
			MOON RD CROSSOVER	MOON RD. (EB/WB)	10	---	---	---	---	32	320	---	---	---	---	6	60	---	---	---	---	---	
			DRUM LINE	TIMOTHY LN.	10	---	---	---	---	5	50	---	---	---	---	5	50	---	---	---	---	---	
			DRUM LINE	AC2/MOON/E RNDABT (FERN DELL LEG)	10	---	---	---	---	33	330	---	---	---	---	---	---	---	---	---	---	---	
			DRUM LINE	EXISTING USH 12 (EB/WB) @ 'E' LINE	10	---	---	---	---	19	190	---	---	19	190	---	---	---	---	---	---	---	
			MAINLINE CLOSURE	EXISTING USH 12 (EB)	10	---	---	---	---	---	---	5	50	6	60	---	---	---	---	1	10	---	
			MAINLINE CLOSURE	EXISTING USH 12 (WB)	10	---	---	---	---	---	---	5	50	6	60	---	---	---	---	1	10	---	
			MAINLINE CLOSURE	EXISTING USH 12 (EB/WB) @ 'E' LINE	10	---	---	---	---	---	---	6	60	8	80	---	---	---	---	2	20	---	
			BARRICADE LINE	TIMOTHY LN.	10	---	---	---	---	---	---	2	20	4	40	---	---	---	---	1	10	---	
			BARRICADE LINES	GIEBEL CT. ('AC2' LINE)	10	---	---	---	---	---	---	6	60	8	80	---	---	---	---	2	20	---	
			BARRICADE LINES	CTH BD ('E' LINE)	10	---	---	---	---	---	---	6	60	8	80	---	---	---	---	2	20	---	
			USH 12 THROUGH TRAFFIC	TEMPORARY ROADS (TR1 / TR2)	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	41	410	---	
			ROUNDABOUT OPEN	FERN DELL RD. / MOON RD.	10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	20	---	
				STAGE 2C SUBTOTALS	0	0	0	10		2,040		340		710		640		20		1070	0		
	2CA	7																					
			ADVANCE WARNING	EXISTING USH 12 (EB)	7	---	---	---	7	---	---	---	---	---	---	---	---	---	---	4	28	---	
			ADVANCE WARNING	TIMOTHY LN.	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	7	---	
			ADVANCE WARNING	MOON RD. (WB)	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	28	---	
			ADVANCE WARNING	BUSSE LN.	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	7	---	
			ADVANCE WARNING	YELLOW THUNDER RD.	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	7	---	
			ADVANCE WARNING	FERN DELL RD. (EB)	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	28	---	
			ADVANCE WARNING	EXISTING USH 12 (EB/WB) @ 'E' LINE	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	28	---	
			CENTER LANE CLOSURE	EXISTING USH 12 (EB)	7	---	---	---	---	77	539	---	---	---	---	15	105	2	14	9	63	---	
			RAMP WIDENING	IH 39/90/94 OFF RAMP	7	---	---	---	---	17	119	4	28	6	42	17	119	---	---	2	14	---	
			MEDIAN CROSSOVER	EXISTING USH 12 (EB)	7	---	---	---	---	21	147	---	---	---	---	21	147	---	---	---	---	---	
			MOON RD CROSSOVER	MOON RD. (EB/WB)	7	---	---	---	---	20	140	---	---	---	---	---	---	---	---	---	---	---	
			DRUM LINE	TIMOTHY LN.	7	---	---	---	---	5	35	---	---	---	---	5	35	---	---	---	---	---	
			DRUM LINE	AC2/MOON/E RNDABT (FERN DELL LEG)	7	---	---	---	---	33	231	---	---	---	---	---	---	---	---	---	---	---	
			DRUM LINE	EXISTING USH 12 (EB/WB) @ 'E' LINE	7	---	---	---	---	19	133	---	---	19	133	---	---	---	---	---	---	---	
			MAINLINE CLOSURE	EXISTING USH 12 (EB)	7	---	---	---	---	---	---	5	35	6	42	---	---	---	---	1	7	---	
			MAINLINE CLOSURE	EXISTING USH 12 (WB)	7	---	---	---	---	---	---	5	35	6	42	---	---	---	---	1	7	---	
			MAINLINE CLOSURE	EXISTING USH 12 (EB/WB) @ 'E' LINE	7	---	---	---	---	---	---	6	42	8	56	---	---	---	---	2	14	---	
			BARRICADE LINE	TIMOTHY LN.	7	---	---	---	---	---	---	2	14	4	28	---	---	---	---	1	7	---	
			BARRICADE LINE	GIEBEL CT. ('AC2' LINE)	7	---	---	---	---	---	---	6	42	8	56	---	---	---	---	2	14	---	
			BARRICADE LINE	CTH BD ('E' LINE)	7	---	---	---	---	---	---	6	42	8	56	---	---	---	---	2	14	---	
			USH 12 THROUGH TRAFFIC	TEMPORARY ROADS (TR1 / TR2)	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	41	287	---	
			ROUNDABOUT OPEN	FERN DELL RD. / MOON RD.	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	14	---	
				STAGE 2CA SUBTOTALS	0	0	0	7		1,344		238		455		406		14		574	0		

TRAFFIC CONTROL SUMMARY (CONT.)

CATEGORY	STAGE	TOTAL STAGE DURATION CALENDAR DAYS	TYPE	ROADWAY		MAX LENGTH OF USE SUB STAGE CALENDAR DAYS	603.0500 CONCRETE BARRIER TEMPORARY CONTRACTOR FURN. & DELVD. LF	603.0801 CONCRETE BARRIER PRECAST CONTRACTOR INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EA	643.0200 SURVEILLANCE AND MAINTENANCE 1674-00-72 DAYS	QTY	643.0300 TRAFFIC CONTROL DRUMS DAYS	QTY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	QTY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	QTY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	QTY	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	QTY	643.0900 TRAFFIC CONTROL SIGNS DAYS	SPV.0090.01 CONCRETE BARRIER TEMPORARY PRECAST 12' - 6" LF
0010	2D	175	SIDEROAD CLOSURE	SHADY LN (EB)		175	---	---	---	175	---	---	5	875	6	1,050	---	---	---	---	3	525	---
			SIDEROAD CLOSURE	SHADY LN (WB)		175	---	---	---	---	---	---	5	875	6	1,050	---	---	---	---	4	700	---
			ADVANCE WARNING	EXISTING USH 12 (EB)		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	700	---
			ADVANCE WARNING	TIMOTHY LN.		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	175	---
			ADVANCE WARNING	MOON RD. (WB)		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	700	---
			ADVANCE WARNING	BUSSE LN.		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	175	---
			ADVANCE WARNING	YELLOW THUNDER RD.		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	175	---
			ADVANCE WARNING	FERN DELL RD. (EB)		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	700	---
			ADVANCE WARNING	EXISTING USH 12 (EB/WB) @ 'E' LINE		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	700	---
			CENTER LANE CLOSURE	EXISTING USH 12 (EB)		175	---	---	---	---	77	13,475	---	---	---	---	15	2,625	2	350	9	1,575	---
			RAMP WIDENING	IH 39/90/94 OFF RAMP		175	---	---	---	---	17	2,975	4	700	6	1,050	17	2,975	---	---	27	4,725	---
			MEDIAN CROSSOVER	EXISTING USH 12 (EB)		175	---	---	---	---	21	3,675	---	---	---	---	21	3,675	---	---	---	---	---
			DRUM LINE	TIMOTHY LN.		175	---	---	---	---	5	875	---	---	---	---	5	875	---	---	---	---	---
			DRUM LINE	AC2/MO/E RNDABT (FERN DELL LEG)		175	---	---	---	---	33	5,775	---	---	---	---	---	---	---	---	---	---	---
			DRUM LINE	EXISTING USH 12 (EB/WB) @ 'E' LINE		175	---	---	---	---	19	3,325	---	---	19	3,325	---	---	---	---	---	---	---
			MAINLINE CLOSURE	EXISTING USH 12 (EB)		175	---	---	---	---	---	---	5	875	6	1,050	---	---	---	---	1	175	---
			MAINLINE CLOSURE	EXISTING USH 12 (WB)		175	---	---	---	---	---	---	5	875	6	1,050	---	---	---	---	1	175	---
			MAINLINE CLOSURE	EXISTING USH 12 (EB/WB) @ 'E' LINE		175	---	---	---	---	---	---	6	1,050	8	1,400	---	---	---	---	2	350	---
			BARRICADE LINE	TIMOTHY LN.		175	---	---	---	---	---	---	2	350	4	700	---	---	---	---	1	175	---
			BARRICADE LINE	GIEBEL CT. ('AC2' LINE)		175	---	---	---	---	---	---	6	1,050	8	1,400	---	---	---	---	2	350	---
			BARRICADE LINE	CTH BD ('E' LINE)		175	---	---	---	---	---	---	6	1,050	8	1,400	---	---	---	---	2	350	---
			USH 12 THROUGH TRAFFIC	TEMPORARY ROADS (TR1 / TR2)		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	41	7,175	---
			ROUNDABOUT OPEN	FERN DELL RD. / MOON RD.		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	350	---
					STAGE 2D SUBTOTALS	0	0	0	175		30,100		7,700		13,475		10,150		350		19,950	0
	2A-2D (STH 33B)	232																					
			TRAFFIC DIVERSION	STH 33 (EB)		232	---	---	---	232	12	2,784	1	232	---	---	12	2,784	---	---	1	232	---
			TRAFFIC DIVERSION	STH 33 (WB)		232	---	---	---	---	12	2,784	1	232	---	---	12	2,784	---	---	1	232	---
			MAINLINE CLOSURE	STH 33 (EB)		232	---	---	---	---	---	---	5	1,160	6	1,392	---	---	---	---	1	232	---
			MAINLINE CLOSURE	STH 33 (WB)		232	---	---	---	---	---	---	5	1,160	6	1,392	---	---	---	---	1	232	---
					STAGE 33B SUBTOTALS	0	0	0	232		5,568		2,784		2,784		5,568		0		928	0
	2D (STH 33C)	30																					
			SIDEROAD CLOSURE	STH 33 (EB)		30	---	---	---	30	---	---	2	60	4	120	---	---	---	---	3	90	---
			MAINLINE CLOSURE	STH 33 (WB)		30	---	---	---	---	---	---	5	150	6	180	---	---	---	---	1	30	---
					STAGE 33C SUBTOTALS	0	0	0	30		0		210		300		0		0		120	0
	2E	175																					
			SIDEROAD CLOSURE	NORTH REEDSBURG RD (EB)		91	---	---	---	175	---	---	2	182	4	364	---	---	---	---	3	525	---
			SIDEROAD CLOSURE	NORTH REEDSBURG RD (WB)		91	---	---	---	---	---	---	2	182	4	364	---	---	---	---	3	525	---
			SIDEROAD CLOSURE	OLD 33 (EB)		91	---	---	---	---	---	---	2	182	4	364	---	---	---	---	3	525	---
			SIDEROAD CLOSURE	OLD 33 (WB)		91	---	---	---	---	---	---	5	455	6	546	---	---	---	---	3	525	---
			ADVANCE WARNING	EXISTING USH 12 (EB)		175	---	---	---		---	---	---	---	---	---	---	---	---	---	4	700	---
			ADVANCE WARNING	TIMOTHY LN.		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	175	---
			ADVANCE WARNING	MOON RD. (WB)		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	700	---
			ADVANCE WARNING	BUSSE LN.		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	175	---
			ADVANCE WARNING	YELLOW THUNDER RD.		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	175	---
			ADVANCE WARNING	FERN DELL RD. (EB)		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	700	---
			ADVANCE WARNING	EXISTING USH 12 (EB/WB) @ 'E' LINE		175	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	700	---
			LANE SHIFT	EXISTING USH 12 NEAR 'TR4' AND 'TR5'		5	---	---	---	---	52	260	---	---	---	---	6	30	---	---	1	5	---
			BARRIER WALL	EXISTING USH 12 (EB)		5	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	2,390
			LANE CLOSURE (LEFT)	BARRIER WALL INSTALL USH 12 (EB)		5	---	---	---	---	44	220	---	---	---	---	---	---	---	---	---	---	---
			CENTER LANE CLOSURE	EXISTING USH 12 (EB)		5	---	---	---	---	77	385	---	---	---	---	15	75	2	10	9	45	---
			RAMP WIDENING REMOVAL	IH 39/90/94 OFF RAMP		5	---	---	---	---	19	95	---	---	---	---	---	---	---	---	4	20	---
			LANE CLOSURE (LEFT)	MEDIAN CROSSOVER REMOVAL USH 12 (WB)		5	---	---	---	---	52	260	2	10	4	20	---	---	1	5	8	40	---
			LANE CLOSURE (RIGHT)	TR1 CONNECTION REMOVAL USH 12 (WB)		5	---	---	---	---	39	195	1	5	---	---	---	---	1	5	7	35	---
			SHOULDER CLOSURE	TR2 CONNECTION REMOVAL USH 12 (WB)		5	---	---	---	---	25	125	---	---	---	---	---	---	---	---	3	15	---
			DRUM LINE	TIMOTHY LN.		175	---	---	---	---	5	875	---	---	---	---	5	875	---	---	---	---	---
			BARRICADE LINE	TIMOTHY LN.		175	---	---	---	---	---	---	2	350	4	700	---	---	---	---	2	350	---
			BARRICADE LINE	TIMOTHY LN. @ TR1		175	---	---	---	---	---	---	2	350	4	700	---	---	---	---	1	175	---
			BARRICADE LINE	TIMOTHY LN. @ TR2		175	---	---	---	---	---	---	2	350	4	700	---	---	---	---	1	175	---
			BARRICADE LINE	TIMOTHY LN. @ TR3		175	---	---	---	---	---	---	2	350	4	700	---	---	---	---	1	175	---
			MAINLINE CLOSURE	AC1/E RNDABT (AC1 LEG)		175	---	---	---	---	---	---	4	700	8	1,400	---	---	---	---	2	350	---
	2E (FINAL)																						
			LANE CLOSURE / BARRIER WALL	EXISTING USH 12 (EB)		175	---	---	---	---	14	2,450	---	---	12	2,100	---	---	---	---	6	1,050	---
					STAGE 2E SUBTOTALS	0	0	1	175		4,865		3,116		7958		980		20		7860	2390
					TOTALS	285	570	1	1,011		87,117		17,998		31,002		23,209		527		43,366	2,390

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL SIGNS
PORTABLE CHANGEABLE MESSAGE

CATEGORY	LOCATION	DURATION	EACH	643.1050.S DAYS
0010	UNDISTRIBUTED	100	4	400

TRAFFIC CONTROL SIGNS

CATEGORY	SIGN NO.	APPROX. STA	LOC.	SIGN CODE	SIGN MESSAGE	** SIGN SIZE (W x H) IN	MOVE STAGE	REMOVE STAGE	* 638.2102 MOVING SIGNS TYPE II EACH	* 638.2602 REMOVING SIGNS TYPE II EACH	* 638.3000 REMOVING SMALL SIGN SUPPORTS EACH	* 638.4000 MOVING SMALL SIGN SUPPORTS EACH	643.0905.S TRAFFIC CONTROL COVERING SIGNS EACH	REMARKS
0010	1-3	1019+75'TR8'	RAMP	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	2E	1	---	---	---	---	INSTALL NEW (STAGE 2D)
	1-5	1021+00'TR8'	RAMP	R5-1A	WRONG WAY	36 x 24	1A	2E	1	---	---	1	---	MOVE FOR RAMP WIDENING / RESET TO ORIGINAL POSITION
	1-4	1021+00'TR8'	RAMP	D7-81A	LAKE DELTON	84 x 15	1A	2E	1	---	---	---	---	MOVE FOR RAMP WIDENING / RESET TO ORIGINAL POSITION
	1-17	18+00'TR1'	TR1	J1-1	EAST USH 12	39 x 24	2A	2E	---	1	1	---	---	ROUTE MARKER STAGED EB USH 12
	1-9	20+00'TR1'	TR1	J13-1	FRONTAGE ROAD	45 x 24	2A	2E	---	1	1	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	1-18	20+00'TR1'	TR1	J1-2	JCT 90 / JCT 94	48 x 39	2A	2E	---	1	1	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	1-13	20+00'TR3'	TR3	W14-1	DEAD END	30 x 30	2A	2E	---	1	1	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	1-15	20+50'TR3'	TR3	R1-1	STOP	30 x 30	2A	2E	---	1	1	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	1-16	20+50'TR3'	TR3	R6-3A	DIVIDED HIGHWAY	24 X 30	2A	2E	---	1	---	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	1-19	23+00'TR1'	TR1	J13-1	FRONTAGE ROAD	45 x 24	2A	2E	---	1	1	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	1-29	TR8' ISLAND	TR8	R3-1	NO RIGHT TURN	24 x 24	2A	2E					1	COVER FOR USH 12 STAGED ROUTE
	4-24	30+00'AC1'	AC1	D7-53R	MIRROR LAKE STATE PARK	54 x 36	2A	2E	---	1	2	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	4-24	30+00'AC1'	AC1	M1-85	HERITAGE	24 x 24	2A	2E	---	1	---	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	4-29	98+00'MO'	MO	W2-6	CIRCLING ARROWS	30 x 30	2A	2B	2	---	---	2	---	ROUNDABOUT ADVANCE WARNINGS (EB MOON RD.)
	4-29	98+00'MO'	MO	W2-6P	ROUNDABOUT AHEAD	30 x 16	2A	2B	2	---	---	---	---	ROUNDABOUT ADVANCE WARNINGS (EB MOON RD.)
	4-29	98+00'MO'	MO	W13-1	15 MPH (ADVISORY SPEED)	18 x 18	2A	2B	2	---	---	---	---	ROUNDABOUT ADVANCE WARNINGS (EB MOON RD.)
	4-43	101+00'MO'	MO	W3-2	YIELD AHEAD	36 x 36	2A	2B	2	---	---	2	---	ROUNDABOUT ADVANCE WARNINGS (EB MOON RD.)
	4-49	34+50'AC1'	AC1	D5-65	SETH PETERSON COTTAGE 1 MILE	90 x 36	2A	2E	---	1	2	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	4-49	34+50'AC1'	AC1	M1-85	HERITAGE	24 x 24	2A	2E	---	1	---	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	4-55	36+00'AC1'	AC1	D7-53L	MIRROR LAKE STATE PARK	54 x 36	2A	2E	---	1	1	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	4-61	37+50'AC1'	AC1	I5-1	AIRPORT AHEAD	24 x 24	2A	2E	---	1	1	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	4-61	37+50'AC1'	AC1	M6-1	ARROW	21 x 21	2A	2E	---	1	---	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	4-67	35+00'AC1'	AC1	J3-1	EAST / USH 12	57 x 24	2A	2E	---	1	1	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	4-67	35+00'AC1'	AC1	D7-82A	BARABOO	36 x 15	2A	2E	---	1	---	---	---	MOVE FOR USH 12 STAGED ROUTE / REMOVE SIGN AFTER USE OF STAGED ROUTE
	9-13	25+50'TR6'	TR6	J1-1	JCT 12	39 x 24	STH33B	STH33C	1	---	---	1	---	MOVE TO FINAL POSITION UNTIL PAVING PROJECT
	9-2	28+00'TR6'	TR6	W3-3	SIGNALIZED INT. AHEAD	36 x 36	STH33B	STH33C	---	1	1	---	---	MOVE FOR STAGING / REMOVE STAGE 2D (STH33C)
	9-3	28+00'TR6'	TR6	W3-3	SIGNALIZED INT. AHEAD	36 x 36	STH33B	STH33C	---	1	1	---	---	MOVE FOR STAGING / REMOVE STAGE 2D (STH33C)
	9-15	25+50'TR6'	TR6	J3-3	WEST 12 / EAST 12 / EAST 33	72 x 57	STH33B	STH33C	1	---	---	2	---	MOVE FOR STAGING / MOVE TO FINAL POSITION UNTIL PAVING
	9-9	89+00'TR6'	TR6	W14-3	NO PASSING ZONE	48 x 36	STH33B	STH33C	---	1	1	---	---	MOVE FOR STAGING / REMOVE STAGE 2D (STH33C)
								TOTAL	13	19	16	8	1	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE
** FOR INFORMATION ONLY
NOTE: ALSO SEE PERMANENT SIGNING AND STAGING PLAN FOR FURTHER DETIALS / QUANITIES RELATED TO THE SIGNS LISTED ABOVE

3

TRAFFIC CONTROL DETOUR

CATEGORY	STAGE	LOCATION	TOTAL STAGE DURATION CALENDAR DAYS	TYPE	QTY	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAYS	643.2000 TRAFFIC CONTROL DETOUR PROJECT EACH	QTY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS
0010	2D	PROJECT	30	M4-8	4	120	1	3	90
				M3-2	3	90	---	---	---
				M1-6	6	180	---	---	---
				M4-8A	2	60	---	---	---
				M3-4	3	90	---	---	---
				R11-3	2	60	---	---	---
	2D	BARABOO	30	M4-8	8	240	---	---	---
				M3-4	7	210	---	---	---
				M1-6	7	210	---	---	---
				MO5-1R	1	30	---	---	---
				MO6-1	5	150	---	---	---
				W20-2	2	60	---	---	---
				MO5-1L	1	30	---	---	---
	2D	ROCK SPRINGS	30	M4-8	6	180	---	---	---
				M3-2	3	90	---	---	---
				M1-6	6	180	---	---	---
				MO-5L	1	30	---	---	---
				MO6-1	2	60	---	---	---
				MO5-1R	1	30	---	---	---
	2D	REEDSBURG	30	M4-8	4	120	---	---	---
				MO5-1R	1	30	---	---	---
				M3-2	3	90	---	---	---
				M1-6	3	90	---	---	---
				W20-2	1	30	---	---	---
				MO6-1	2	60	---	---	---
				MO5-1L	1	30	---	---	---
	2D	STH 23/STH 33	30	M3-2	3	90	---	---	---
				M1-6	3	90	---	---	---
				W20-2	1	30	---	---	---
				M4-8	2	60	---	---	---
				MO5-1R	1	30	---	---	---
				MO6-1	1	30	---	---	---
	2D	USH 12/STH33	30	M3-4	1	30	---	---	---
				M1-6	1	30	---	---	---
				W20-2	1	30	---	---	---
				M4-8	2	60	---	---	---
				MO6-1	2	60	---	---	---
				TOTALS		3,090	1		90

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAVEMENT MARKING

CATEGORY	FROM STATION	TO STATION	LOCATION	* 646.0106 EPOXY 4-INCH (WHITE) LF	646.0106 EPOXY 4-INCH (YELLOW) LF	646.0109 PREFORMED PLASTIC 4-INCH (INLAID) (WHITE) LF	* 646.0126 EPOXY 8-INCH (WHITE) LF	646.0129 PREFORMED PLASTIC 8-INCH (INLAID) (WHITE) LF	* 646.0129 PREFORMED PLASTIC 8-INCH (INLAID) (YELLOW) LF	647.0456 CURB EPOXY (YELLOW) LF	* 647.0566 STOP LINE EPOXY 18-INCH (WHITE) LF	647.0606 ISLAND NOSE EPOXY (YELLOW) EACH	647.0726 DIAGONAL EPOXY 12-INCH (YELLOW) LF	647.0779 CROSSWALK PREFORMED PLASTIC 12-INCH (INLAID) (WHITE) LF	SPV.0090.02 GROOVED PREFORMED PLASTIC 18-INCH (WHITE) LF
0010	86+96'MO'	103+35'MO'	LT/RT	---	3,820	---	---	---	---	---	---	---	---	---	---
	104+76'MO'	109+50'MO'	LT/RT	---	1,100	---	---	---	---	---	---	---	---	---	---
	105+45'MO'	106+22'MO'	CL	---	---	---	---	---	---	---	---	---	19	---	---
	88+00'MO'	88+00'MO'	RT	---	---	---	---	---	---	10	---	1	---	---	---
	98+52'MO'	98+52'MO'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	105+40'MO'	105+40'MO'	RT	---	---	---	---	---	---	10	---	1	---	---	---
	86+86'MO'	87+03'MO'	LT/RT	---	---	---	72	---	---	---	---	---	---	---	---
	86+93'MO'	88+00'MO'	LT	---	---	---	---	100	---	---	---	---	---	---	---
	103+30'MO'	103+35'MO'	LT/RT	---	---	---	60	---	---	---	---	---	---	---	---
	104+76'MO'	104+82'MO'	LT/RT	---	---	---	51	---	---	---	---	---	---	---	---
	86+82'MO'	86+96'MO'	LT	---	---	---	---	---	---	---	---	---	---	---	22
	103+35'MO'	103+54'MO'	RT	---	---	---	---	---	---	---	---	---	---	---	18
	104+59'MO'	104+76'MO'	LT	---	---	---	---	---	---	---	---	---	---	---	18
	87+22'MO'	87+22'MO'	RT	---	---	---	---	---	---	---	---	---	---	34	---
	87+25'MO'	87+25'MO'	LT	---	---	---	---	---	---	---	---	---	---	48	---
	103+08'MO'	103+08'MO'	RT	---	---	---	---	---	---	---	---	---	---	34	---
	103+10'MO'	103+10'MO'	LT	---	---	---	---	---	---	---	---	---	---	32	---
	105+00'MO'	105+00'MO'	RT	---	---	---	---	---	---	---	---	---	---	32	---
	105+02'MO'	105+02'MO'	LT	---	---	---	---	---	---	---	---	---	---	34	---
	81+00'E'	87+26'E'	LT/RT	---	1,410	---	---	---	---	---	---	---	---	---	---
	88+77'E'	96+80'E'	LT/RT	---	1,590	---	---	---	---	---	---	---	---	---	---
	98+13'E'	101+87'E'	LT/RT	---	730	---	---	---	---	---	---	---	---	---	---
	103+19'E'	109+53'E'	LT/RT	---	1,250	---	---	---	---	---	---	---	---	---	---
	110+90'E'	118+55'E'	LT/RT	---	1,740	---	---	---	---	---	---	---	---	---	---
	41+87'B'	42+05'B'	LT	---	20	---	---	---	---	---	---	---	---	---	---
	44+86'D'	45+04'D'	RT	---	20	---	---	---	---	---	---	---	---	---	---
	85+42'E'	86+35'E'	CL	---	---	---	---	---	---	---	---	---	10	---	---
	110+73'E'	110+73'E'	LT/RT	---	---	---	---	---	---	---	---	---	57	---	---
	86+40'E'	86+40'E'	LT	---	---	---	---	---	---	10	---	1	---	---	---
	114+20'E'	114+20'E'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	110+73'E'	110+73'E'	CL	---	---	---	---	---	245	---	---	---	---	---	---
	86+40'E'	87+35'E'	RT	---	---	84	---	---	---	---	---	---	---	---	---
	89+89'E'	95+80'E'	LT	510	---	---	---	---	---	---	---	---	---	---	---
	89+71'E'	95+64'E'	RT	525	---	---	---	---	---	---	---	---	---	---	---
	99+33'E'	100+86'E'	LT	89	---	---	---	---	---	---	---	---	---	---	---
	99+13'E'	100+68'E'	RT	80	---	---	---	---	---	---	---	---	---	---	---
	104+37'E'	108+55'E'	LT	370	---	---	---	---	---	---	---	---	---	---	---
	104+16'E'	108+33'E'	RT	315	---	---	---	---	---	---	---	---	---	---	---
	111+31'E'	118+55'E'	LT	725	---	---	---	---	---	---	---	---	---	---	---
	111+22'E'	118+55'E'	RT	755	---	---	---	---	---	---	---	---	---	---	---
	87+42'E'	89+02'E'	LT/RT	---	---	190	---	---	---	---	---	---	---	---	---
	96+53'E'	98+30'E'	LT/RT	---	---	155	---	---	---	---	---	---	---	---	---
	101+70'E'	103+47'E'	LT/RT	---	---	175	---	---	---	---	---	---	---	---	---
	109+23'E'	111+12'E'	LT/RT	---	---	185	---	---	---	---	---	---	---	---	---
	89+94'E'	96+45'E'	LT	---	---	165	---	---	---	---	---	---	---	---	---
	89+10'E'	96+84'E'	RT	---	---	290	---	---	---	---	---	---	---	---	---
	98+09'E'	101+70'E'	LT	---	---	195	---	---	---	---	---	---	---	---	---
	98+29'E'	100+18'E'	RT	---	---	190	---	---	---	---	---	---	---	---	---
	103+15'E'	109+15'E'	LT	---	---	245	---	---	---	---	---	---	---	---	---
	103+55'E'	109+59'E'	RT	---	---	245	---	---	---	---	---	---	---	---	---
	110+84'E'	112+10'E'	LT	---	---	120	---	---	---	---	---	---	---	---	---
	87+24'E'	87+34'E'	LT/RT	---	---	---	67	---	---	---	---	---	---	---	---
	88+75'E'	88+88'E'	LT/RT	---	---	---	69	---	---	---	---	---	---	---	---
	88+76'E'	89+94'E'	LT	---	---	---	---	110	---	---	---	---	---	---	---
	96+68'E'	96+80'E'	LT/RT	---	---	---	69	---	---	---	---	---	---	---	---
	98+12'E'	98+25'E'	LT/RT	---	---	---	71	---	---	---	---	---	---	---	---
	101+74'E'	101+87'E'	LT/RT	---	---	---	74	---	---	---	---	---	---	---	---
	103+18'E'	103+32'E'	LT/RT	---	---	---	69	---	---	---	---	---	---	---	---
	109+39'E'	109+53'E'	LT/RT	---	---	---	71	---	---	---	---	---	---	---	---
	110+81'E'	110+99'E'	LT/RT	---	---	---	76	---	---	---	---	---	---	---	---
	40+84'B'	42+08'B'	LT/RT	---	---	---	---	120	---	---	---	---	---	---	---
	87+31'E'	87+50'E'	RT	---	---	---	---	---	---	---	---	---	---	---	23
	88+72'E'	88+77'E'	LT	---	---	---	---	---	---	---	---	---	---	---	18
	96+80'E'	96+92'E'	RT	---	---	---	---	---	---	---	---	---	---	---	20
	97+99'E'	98+13'E'	LT	---	---	---	---	---	---	---	---	---	---	---	21
	101+87'E'	101+99'E'	RT	---	---	---	---	---	---	---	---	---	---	---	19
	103+04'E'	103+18'E'	LT	---	---	---	---	---	---	---	---	---	---	---	21
	109+53'E'	109+70'E'	RT	---	---	---	---	---	---	---	---	---	---	---	22
	110+67'E'	110+90'E'	LT	---	---	---	---	---	---	---	---	---	---	---	29
	42+04'B'	42+19'B'	LT/RT	---	---	---	---	---	---	---	---	---	---	---	25
	44+82'D'	44+86'D'	LT/RT	---	---	---	---	---	---	---	---	---	---	---	17
	110+58'E'	110+58'E'	RT	---	---	---	---	---	---	---	16	---	---	---	---
	87+03'E'	87+03'E'	RT	---	---	---	---	---	---	---	---	---	---	48	---
	87+05'E'	87+05'E'	LT	---	---	---	---	---	---	---	---	---	---	32	---
	89+04'E'	89+04'E'	RT	---	---	---	---	---	---	---	---	---	---	48	---
	89+05'E'	89+05'E'	LT	---	---	---	---	---	---	---	---	---	---	48	---
	96+48'E'	96+48'E'	RT	---	---	---	---	---	---	---	---	---	---	48	---
	96+50'E'	96+50'E'	LT	---	---	---	---	---	---	---	---	---	---	48	---
	103+50'E'	103+50'E'	RT	---	---	---	---	---	---	---	---	---	---	48	---
	103+53'E'	103+53'E'	LT	---	---	---	---	---	---	---	---	---	---	48	---
	109+20'E'	109+20'E'	RT	---	---	---	---	---	---	---	---	---	---	48	---
	109+22'E'	109+22'E'	LT	---	---	---	---	---	---	---	---	---	---	48	---
	111+14'E'	111+14'E'	RT	---	---	---	---	---	---	---	---	---	---	48	---
	111+19'E'	111+19'E'	LT	---	---	---	---	---	---	---	---	---	---	48	---
	44+64'A'	44+64'A'	RT	---	---	---	---	---	---	---	---	---	---	30	---
	41+76'B'	41+76'B'	LT	---	---	---	---	---	---	---	---	---	---	48	---
	45+24'C'	45+24'C'	LT	---	---	---	---	---	---	---	---	---	---	30	---
	45+12'D'	45+12'D'	RT	---	---	---	---	---	---	---	---	---	---	35	---
	15+85	25+00	EB	915	---	---	---	---	---	---	---	---	---	---	---
	17+45	25+00	WB	755	---	---	---	---	---	---	---	---	---	---	---
	17+45	31+13	MED EB	---	1,370	---	---	---	---	---	---	---	---	---	---
	17+45	31+10	MED WB	---	1,370	---	---	---	---	---	---	---	---	---	---
	30+85	31+16	RT	47	---	---	---	---	---	---	---	---	---	---	---
	25+00'A'	44+60'A'	CL	1,960	---	---	---	---	---	---	---	---	---	---	---
	33+84'A'	44+60'A'	RT	---	1,070	---	---	---	---	---	---	---	---	---	---
	25+00'B'	41+73'B'	CL	1,670	---	---	---	---	---	---	---	---	---	---	---
	30+75'B'	41+79'B'	LT	---	1,120	---	---	---	---	---	---	---	---	---	---
			SHEET TOTALS	8,716	16,610	2,239	749	330	245	50	16	5	86	917	273

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT SHEET

PAVEMENT MARKING (CONT.)

CATEGORY	FROM STATION	TO STATION	LOCATION	* 646.0106 EPOXY 4-INCH (WHITE) LF	646.0106 EPOXY 4-INCH (YELLOW) LF	646.0109 PREFORMED PLASTIC 4-INCH (INLAID) (WHITE) LF	* 646.0126 EPOXY 8-INCH (WHITE) LF	646.0129 PREFORMED PLASTIC 8-INCH (INLAID) (WHITE) LF	* 646.0129 PREFORMED PLASTIC 8-INCH (INLAID) (YELLOW) LF	647.0456 CURB EPOXY (YELLOW) LF	* 647.0566 STOP LINE EPOXY 18-INCH (WHITE) LF	647.0606 ISLAND NOSE EPOXY (YELLOW) EACH	647.0726 DIAGONAL EPOXY 12-INCH (YELLOW) LF	647.0779 CROSSWALK PREFORMED PLASTIC 12-INCH (INLAID) (WHITE) LF	SPV.0090.02 GROOVED PREFORMED PLASTIC 18-INCH (WHITE) LF
0010	92+19'NR'	96+70'NR'	LT/RT	---	1,480	---	---	---	---	---	---	---	---	---	---
	98+32'NR'	101+68'NR'	LT/RT	---	680	---	---	---	---	---	---	---	---	---	---
	103+30'NR'	120+00'NR'	LT/RT	---	3,570	---	---	---	---	---	---	---	---	---	---
	145+54'G'	145+74'G'	RT	---	20	---	---	---	---	---	---	---	---	---	---
	143+56'J'	143+76'J'	LT	---	20	---	---	---	---	---	---	---	---	---	---
	92+20'NR'	95+39'NR'	CL	---	---	---	---	---	---	---	---	---	189	---	---
	106+25'NR'	107+45'NR'	CL	---	---	---	---	---	---	---	---	---	28	---	---
	95+43'NR'	95+43'NR'	LT	---	---	---	---	---	---	10	---	1	---	---	---
	106+20'NR'	106+20'NR'	RT	---	---	---	---	---	---	10	---	1	---	---	---
	104+83'NR'	120+00'NR'	LT	1,470	---	---	---	---	---	---	---	---	---	---	---
	103+60'NR'	120+00'NR'	RT	1,640	---	---	---	---	---	---	---	---	---	---	---
	96+66'NR'	96+72'NR'	LT/RT	---	---	---	64	---	---	---	---	---	---	---	---
	98+32'NR'	98+33'NR'	LT/RT	---	---	---	79	---	---	---	---	---	---	---	---
	101+67'NR'	101+68'NR'	LT/RT	---	---	---	79	---	---	---	---	---	---	---	---
	103+30'NR'	103+33'NR'	LT/RT	---	---	---	68	---	---	---	---	---	---	---	---
	96+70'NR'	96+88'NR'	RT	---	---	---	---	---	---	---	---	---	---	---	19
	98+08'NR'	98+33'NR'	LT	---	---	---	---	---	---	---	---	---	---	---	24
	101+67'NR'	101+92'NR'	RT	---	---	---	---	---	---	---	---	---	---	---	24
	103+11'NR'	103+30'NR'	LT	---	---	---	---	---	---	---	---	---	---	---	19
	145+35'G'	145+56'G'	LT/RT	---	---	---	---	---	---	---	---	---	---	---	23
	143+74'J'	143+96'J'	LT/RT	---	---	---	---	---	---	---	---	---	---	---	23
	96+46'NR'	96+46'NR'	LT	---	---	---	---	---	---	---	---	---	---	31	---
	96+44'NR'	96+44'NR'	RT	---	---	---	---	---	---	---	---	---	---	33	---
	103+56'NR'	103+56'NR'	LT	---	---	---	---	---	---	---	---	---	---	34	---
	103+54'NR'	103+54'NR'	RT	---	---	---	---	---	---	---	---	---	---	31	---
	143+99'F'	143+99'F'	RT	---	---	---	---	---	---	---	---	---	---	33	---
	145+78'G'	145+78'G'	RT	---	---	---	---	---	---	---	---	---	---	34	---
	144+24'H'	144+24'H'	LT	---	---	---	---	---	---	---	---	---	---	32	---
	143+52'J'	143+52'J'	LT	---	---	---	---	---	---	---	---	---	---	34	---
	83+50'R'	96+31'R'	LT/RT	---	3,420	---	---	---	---	---	---	---	---	---	---
	97+72'R'	102+31'R'	LT/RT	---	1,100	---	---	---	---	---	---	---	---	---	---
	103+73'R'	115+52'R'	LT/RT	---	3,440	---	---	---	---	---	---	---	---	---	---
	89+00'R'	93+35'R'	CL	---	---	---	---	---	---	---	---	---	115	---	---
	101+34'R'	101+80'R'	CL	---	---	---	---	---	---	---	---	---	10	---	---
	104+83'R'	106+00'R'	CL	---	---	---	---	---	---	---	---	---	23	---	---
	107+25'R'	111+05'R'	CL	---	---	---	---	---	---	---	---	---	120	---	---
	93+42'R'	93+42'R'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	98+16'R'	98+16'R'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	101+86'R'	101+86'R'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	104+76'R'	104+76'R'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	114+60'R'	114+60'R'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	83+50'R'	96+50'R'	LT	1,180	---	---	---	---	---	---	---	---	---	---	---
	83+50'R'	96+50'R'	RT	1,300	---	---	---	---	---	---	---	---	---	---	---
	97+48'R'	102+28'R'	LT	495	---	---	---	---	---	---	---	---	---	---	---
	97+75'R'	102+40'R'	RT	465	---	---	---	---	---	---	---	---	---	---	---
	103+57'R'	115+53'R'	LT	1,210	---	---	---	---	---	---	---	---	---	---	---
	103+49'R'	115+11'R'	RT	1,170	---	---	---	---	---	---	---	---	---	---	---
	88+74'R'	90+75'R'	LT	---	---	---	200	---	---	---	---	---	---	---	---
	96+27'R'	96+31'R'	LT/RT	---	---	---	58	---	---	---	---	---	---	---	---
	97+72'R'	97+79'R'	LT/RT	---	---	---	58	---	---	---	---	---	---	---	---
	102+23'R'	102+31'R'	LT/RT	---	---	---	59	---	---	---	---	---	---	---	---
	103+73'R'	103+77'R'	LT/RT	---	---	---	56	---	---	---	---	---	---	---	---
	96+31'R'	96+49'R'	RT	---	---	---	---	---	---	---	---	---	---	---	19
	97+48'R'	97+72'R'	LT	---	---	---	---	---	---	---	---	---	---	---	24
	102+31'R'	102+40'R'	RT	---	---	---	---	---	---	---	---	---	---	---	14
	103+56'R'	103+73'R'	LT	---	---	---	---	---	---	---	---	---	---	---	20
	209+87'N'	209+98'N'	LT/RT	---	---	---	---	---	---	---	---	---	---	---	23
	212+74'L'	212+61'L'	LT/RT	---	---	---	---	---	---	---	---	---	---	---	19
	90+00'TE'	107+65'TE'	LT/RT	---	3,530	---	---	---	---	---	---	---	---	---	---
	90+00'TE'	107+30'TE'	LT/RT	3,460	---	---	---	---	---	---	---	---	---	---	---
	16+00'AC1'	31+62'AC1'	LT/RT	---	3,190	---	---	---	---	---	---	---	---	---	---
	33+08'AC1'	56+64'AC1'	LT/RT	---	5,010	---	---	---	---	---	---	---	---	---	---
	30+91'AC1'	31+22'AC1'	CL	---	---	---	---	---	---	---	---	---	4	---	---
	33+64'AC1'	34+52'AC1	CL	---	---	---	---	---	---	---	---	---	10	---	---
	53+34'AC1'	55+18'AC1'	CL	---	---	---	---	---	---	---	---	---	14	---	---
	31+27'AC1'	31+27'AC1'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	33+57'AC1'	33+57'AC1'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	55+25'AC1'	55+25'AC1'	CL	---	---	---	---	---	---	10	---	1	---	---	---
	16+00'AC1'	31+36'AC1'	LT/RT	3,070	---	---	---	---	---	---	---	---	---	---	---
	33+40'AC1'	56+26'AC1'	LT/RT	4,580	---	---	---	---	---	---	---	---	---	---	---
	31+60'AC1'	31+62'AC1'	LT/RT	---	---	---	51	---	---	---	---	---	---	---	---
	33+08'AC1'	33+16'AC1'	LT/RT	---	---	---	52	---	---	---	---	---	---	---	---
	56+64'AC1'	56+76'AC1'	LT/RT	---	---	---	57	---	---	---	---	---	---	---	---
	55+58'AC1'	56+65'AC1'	RT	---	---	---	---	98	---	---	---	---	---	---	---
	31+62'AC1'	31+84'AC1'	RT	---	---	---	---	---	---	---	---	---	---	---	18
	32+89'AC1'	33+08'AC1'	LT	---	---	---	---	---	---	---	---	---	---	---	19
	56+64'AC1'	56+72'AC1'	RT	---	---	---	---	---	---	---	---	---	---	---	21
	31+43'AC1'	31+43'AC1'	LT	---	---	---	---	---	---	---	---	---	---	32	---
	31+40'AC1'	31+40'AC1'	RT	---	---	---	---	---	---	---	---	---	---	34	---
	33+33'AC1'	33+33'AC1'	RT	---	---	---	---	---	---	---	---	---	---	32	---
	33+35'AC1'	33+35'AC1'	LT	---	---	---	---	---	---	---	---	---	---	34	---
	56+38'AC1'	56+38'AC1'	RT	---	---	---	---	---	---	---	---	---	---	48	---
	56+41'AC1'	56+41'AC1'	LT	---	---	---	---	---	---	---	---	---	---	32	---
	40+66'AC2'	68+20'AC2'	LT/RT	---	5,710	---	---	---	---	---	---	---	---	---	---
	41+40'AC2'	42+45'AC2'	RT	---	---	---	---	---	---	---	---	---	15	---	---
	41+35'AC2'	41+35'AC2'	RT	---	---	---	---	---	---	10	---	1	---	---	---
	40+66'AC2'	40+71'AC2'	---	---	---	---	60	---	---	---	---	---	---	---	---
	40+53'AC2'	40+66'AC2'	LT	---	---	---	---	---	---	---	---	---	---	---	17
	40+94'AC2'	40+94'AC2'	LT	---	---	---	---	---	---	---	---	---	---	34	---
	40+92'AC2'	40+92'AC2'	RT	---	---	---	---	---	---	---	---	---	---	32	---
	SHEET TOTALS			20040	31170	0	941	98	0	110	0	11	528	540	326
	TOTALS			28,756	47,780	2,239	1,690	428	245	160	16	16	614	1,457	599
	ITEM TOTALS			76,536				673				* ADDITIONAL QUANTITIES LISTED ELSEWHERE			

REMOVING PAVEMENT MARKINGS

CATEGORY	STAGE	STATION - STATION	LOCATION	646.0600 LF	REMARKS
0010	1B	CENTER LANE DROP	LT EDGE	180	SKIP 12.5/37.5
	1B	1018+24'TR8' - 1024+75'TR8'	CL	650	LONG LINE
	1B	1024+75'TR8' - 1024+45'TR8'	CL-RT	150	LONG LINE
	2A	6+50 - 13+00	27' RT	165	SKIP 12.5/37.5
	2A	12+50 - 14+25	15' RT	175	LONG LINE
	2A	13+00 - 15+50	15' LT	250	LONG LINE
	2A	13+00 - 15+75	27' LT	70	SKIP 12.5/37.5
	2A	14+40 - 16+25	39' LT	50	SKIP 3/12
	2A	13+60 - 16+50	60'LT-53' LT	290	LONG LINE
	2A	115+00'E' - 117+50'E'	20' LT	250	LONG LINE
	2A	115+50'E' - 117+75'E'	8' LT	275	LONG LINE
	2A	116+50'E' - 118+30'E'	8' RT	180	LONG LINE
	2D	CENTER LANE DROP	TAPER LINE	740	LONG LINE
	2D	RAMP LANE	LT EDGE	740	LONG LINE
	2D	MED LANE	RT EDGE	1030	LONG LINE
	2D	RAMP LANE	LT EDGE	650	LONG LINE
	2D	7+80 - 14+30	40' - 15' RT	650	LONG LINE
	2D	12+50 - 13+50	15' RT	90	LONG LINE
	2D	13+00 - 16+00	15 'LT- 60' LT	300	LONG LINE
	2D	13+00 - 15+50	27' LT - 60' LT	225	LONG LINE
	2D	13+00 - 15+50	50' LT - 60' LT	275	LONG LINE
	2D	14+75 - 16+30	15' LT - 60' LT	165	LONG LINE
	2D	15+25 - 16+60	15' LT - 60' LT	145	LONG LINE
	2D	114+80'E' - 118+50'E'	25' LT - 20' RT	375	LONG LINE
	2D	115+30'E' - 118+50'E'	25' LT - 8' RT	320	LONG LINE
	2D	115+50'E' - 118+50'E'	25' LT - 8' LT	300	LONG LINE
	2D	116+50'E'- 118+50'E'	25' LT - 20' LT	375	LONG LINE
	STH33B	10+00'TR6' - 12+00'TR6'	12' LT - 18' RT	200	LONG LINE
	STH33B	10+00'TR6' - 11+50'TR6'	0' - 14' RT	40	SKIP 12.5/37.5
	STH33B	30+50'TR6' - 32+75'TR6'	16'RT-12'LT	225	LONG LINE
	STH33B	31+00'TR6' - 32+75'TR6'	16'RT-0'	45	SKIP 12.5/37.5
	2D	1015+89'TR8' - 1024+50'TR8'	RT EDGE	165	SKIP 3/12
			TOTAL	9,740	

PAVEMENT MARKING ARROWS AND WORDS

CATEGORY	STATION	LOCATION	647.0156 PAVEMENT MARKING ARROWS EPOXY TYPE 1 EACH	647.0159 PAVEMENT MARKING ARROWS PREFORMED PLASTIC TYPE 1 (INLAID) EACH	647.0160 PAVEMENT MARKING ARROWS EPOXY TYPE 2R EACH	647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 EACH	647.0170 PAVEMENT MARKING ARROWS EPOXY TYPE 3R EACH	647.0176 PAVEMENT MARKING ARROWS EPOXY TYPE 3 EACH	647.0179 PAVEMENT MARKING ARROWS PREFORMED PLASTIC TYPE 3 (INLAID) EACH	647.0356 PAVEMENT MARKING WORDS EPOXY EACH	REMARKS
0010	87+09 'MO'	LT	---	---	---	---	---	---	---	2	YIELD
	87+71 'MO'	LT	---	---	---	---	---	---	---	1	ONLY
	88+13 'MO'	LT	---	---	---	---	---	---	---	1	ONLY
	103+20 'MO'	RT	---	---	---	---	---	---	---	1	YIELD
	104+91 'MO'	LT	---	---	---	---	---	---	---	1	YIELD
	87+55 'MO'	LT	---	---	1	---	---	1	---	---	ARROWS
	87+95 'MO'	LT	---	---	1	---	---	1	---	---	ARROWS
	88+21 'MO'	RT	---	---	---	1	---	---	---	---	ARROWS
	88+47 'MO'	LT	---	---	---	1	---	---	---	---	ARROWS
	92+15 'MO'	RT	---	---	---	1	---	---	---	---	ARROWS
	92+39 'MO'	LT	---	---	---	1	---	---	---	---	ARROWS
	95+05 'MO'	RT	---	---	---	1	---	---	---	---	ARROWS
	95+29 'MO'	LT	---	---	---	1	---	---	---	---	ARROWS
	97+98 'MO'	RT	---	---	---	1	---	---	---	---	ARROWS
	98+21 'MO'	LT	---	---	---	1	---	---	---	---	ARROWS
	87+16 'E'	RT	---	---	---	---	---	---	---	2	YIELD
	88+86 'E'	LT	---	---	---	---	---	---	---	1	YIELD
	88+87 'E'	LT	---	---	---	---	---	---	---	1	YIELD
	89+55 'E'	LT	---	---	---	---	---	---	---	1	ONLY
	90+08 'E'	LT	---	---	---	---	---	---	---	1	ONLY
	96+71 'E'	RT	---	---	---	---	---	---	---	1	YIELD
	96+75 'E'	RT	---	---	---	---	---	---	---	1	YIELD
	98+19 'E'	LT	---	---	---	---	---	---	---	1	YIELD
	98+22 'E'	LT	---	---	---	---	---	---	---	1	YIELD
	101+78 'E'	RT	---	---	---	---	---	---	---	1	YIELD
	101+81 'E'	RT	---	---	---	---	---	---	---	1	YIELD
	103+28 'E'	LT	---	---	---	---	---	---	---	1	YIELD
	103+24 'E'	LT	---	---	---	---	---	---	---	1	YIELD
	109+43 'E'	RT	---	---	---	---	---	---	---	1	YIELD
	109+50 'E'	RT	---	---	---	---	---	---	---	1	YIELD
	COLUMN TOTALS		0	0	2	8	0	2	0	22	

CONT. ABOVE

PAVEMENT MARKING ARROWS AND WORDS (CONT.)

CATEGORY	STATION	LOCATION	647.0156 PAVEMENT MARKING ARROWS EPOXY TYPE 1 EACH	647.0159 PAVEMENT MARKING ARROWS PREFORMED PLASTIC TYPE 1 (INLAID) EACH	647.0160 PAVEMENT MARKING ARROWS EPOXY TYPE 2R EACH	647.0166 PAVEMENT MARKING ARROWS EPOXY TYPE 2 EACH	647.0170 PAVEMENT MARKING ARROWS EPOXY TYPE 3R EACH	647.0176 PAVEMENT MARKING ARROWS EPOXY TYPE 3 EACH	647.0179 PAVEMENT MARKING ARROWS PREFORMED PLASTIC TYPE 3 (INLAID) EACH	647.0356 PAVEMENT MARKING WORDS EPOXY EACH	REMARKS
0010	110+94 'E'	LT	---	---	---	---	---	---	---	1	YIELD
	111+05 'E'	LT	---	---	---	---	---	---	---	1	YIELD
	86+73 'E'	RT	---	---	---	---	1	1	---	---	ARROWS
	87+36 'E'	CL	---	1	---	---	---	---	---	---	ARROWS
	87+50 'E'	CL	---	---	---	---	---	---	1	---	ARROWS
	88+10 'E'	RT	---	1	---	---	---	---	1	---	ARROWS
	89+37 'E'	LT	---	---	---	1	1	---	---	---	ARROWS
	89+87 'E'	LT	---	---	---	1	1	---	---	---	ARROWS
	95+52 'E'	RT	1	---	---	---	---	1	---	---	ARROWS
	96+17 'E'	RT	1	---	---	---	---	1	---	---	ARROWS
	97+38 'E'	RT	---	2	---	---	---	---	---	---	ARROWS
	97+39 'E'	LT	---	1	---	---	---	---	1	---	ARROWS
	98+76 'E'	LT	1	---	---	---	1	---	---	---	ARROWS
	99+44 'E'	LT	1	---	---	---	1	---	---	---	ARROWS
	100+54 'E'	RT	1	---	---	---	1	---	---	---	ARROWS
	101+22 'E'	RT	1	---	---	---	1	---	---	---	ARROWS
	102+53 'E'	RT	---	3	---	---	---	---	1	---	ARROWS
	103+87 'E'	LT	1	---	---	---	---	1	---	---	ARROWS
	104+48 'E'	LT	1	---	---	---	---	1	---	---	ARROWS
	108+21 'E'	RT	1	---	---	---	1	---	---	---	ARROWS
	108+88 'E'	RT	1	---	---	---	1	---	---	---	ARROWS
	110+10 'E'	RT	---	1	---	---	---	---	1	---	ARROWS
	110+23 'E'	LT	---	2	---	---	---	---	---	---	ARROWS
	111+50 'E'	LT	1	---	---	---	---	1	---	---	ARROWS
	112+05'E'	LT	1	---	---	---	---	1	---	---	ARROWS
	40+74 'B'	CL	---	---	---	---	---	---	---	1	ONLY
	41+36 'B'	LT	---	---	---	---	---	---	---	1	ONLY
	41+96 'B'	LT	---	---	---	---	---	---	---	1	YIELD
	41+98 'B'	RT	---	---	---	---	---	---	---	1	YIELD
	44+77 'D'	LT	---	---	---	---	---	---	---	1	YIELD
	40+88 'B'	LT	---	---	---	1	1	---	---	---	ARROWS
	41+53 'B'	LT	---	---	---	1	1	---	---	---	ARROWS
	96+58 'NR'	RT	---	---	---	---	---	---	---	1	YIELD
	98+44 'NR'	LT	---	---	---	---	---	---	---	1	YIELD
	101+57 'NR'	RT	---	---	---	---	---	---	---	1	YIELD
	103+42 'NR'	LT	---	---	---	---	---	---	---	1	YIELD
	145+64 'G'	RT	---	---	---	---	---	---	---	1	YIELD
	143+66 'J'	LT	---	---	---	---	---	---	---	1	YIELD
	96+17 'R	RT	---	---	---	---	---	---	---	1	YIELD
	97+86 'R'	LT	---	---	---	---	---	---	---	1	YIELD
	102+16 'R'	RT	---	---	---	---	---	---	---	1	YIELD
	103+84 'R'	LT	---	---	---	---	---	---	---	1	YIELD
	209+76 'N'	RT	---	---	---	---	---	---	---	1	YIELD
	212+85 'L'	CL	---	---	---	---	---	---	---	1	YIELD
	31+50 'AC1'	RT	---	---	---	---	---	---	---	1	YIELD
	33+23 'AC1	LT	---	---	---	---	---	---	---	1	YIELD
	55+51 'AC1'	RT	---	---	---	---	---	---	---	2	ONLY
	55+90 'AC1'	RT	---	---	---	---	---	---	---	2	ONLY
	56+54 'AC1'	RT	---	---	--	---	---	---	---	2	YIELD
	55+69 'AC1'	RT	---	---	1	1	---	---	---	---	ARROWS
	56+05 'AC1'	RT	---	---	1	1	---	---	---	---	ARROWS
	40+81 'AC2'	LT	---	---	---	---	---	---	---	1	YIELD
	COLUMN TOTALS		12	11	2	6	11	7	5	28	
	TOTALS		12	11	4	14	11	9	5	50	

PAVEMENT MARKING

CATEGORY	FROM STATION	TO STATION	LOCATION	646.0841.S GROOVED WET REFLECTIVE CONTRAST TAPE 4-INCH (WHITE) LF	646.0883.S GROOVED WET REFLECTIVE TAPE 8-INCH (WHITE) LF
0010	14+64	22+50	EB	160	---
	17+45	31+10	WB	345	---
	17+45	30+74	WB	270	---
	23+00	31+14	EB	205	---
	28+04	30+85	EB	---	275
	30+74	33+73	WB	---	305
	30+79'A'	33+85'A'	RT	---	310
	28+04'B'	30+75'B'	LT	---	275
			TOTALS	980	1,165

CONSTRUCTION STAKING

CATEGORY	LOCATION	STORM SEWER SYSTEM 650.4000 MANHOLES EACH	INLETS EACH	END WALLS EACH
0010	MAINLINE	8	41	2
	'MO'	12	20	---
	'E'	26	47	6
	'NR'	15	15	9
	'R'	9	10	5
	'TE'	8	16	3
	'AC1'	15	27	1
	'AC2'	12	21	1
	'AC3'	---	1	---
	'TR4'	---	19	4
	'TR5'	2	---	---
	POND A	---	1	---
	POND B	---	1	---
	POND C	---	1	---
	POND D	---	1	---
	POND E	1	2	---
	TOTALS	108	223	31
	ITEM TOTAL		362	

CONSTRUCTION STAKING

CATEGORY	STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF
0010	17+45 - 31+12	MAINLINE	2,730	---
	32+68 - 43+31	MAINLINE	2,130	---
	45+12 - 143+79	MAINLINE	19,750	19,750
	145+51 - 320+30	MAINLINE	34,950	34,950
	321+75 - 323+25	MAINLINE	300	150
	25+00 - 44+25	'A'	1,930	---
	44+25 - 46+14	'A'	190	190
	25+00 - 40+30	'B'	1,530	---
	40+30 - 42+88	'B'	260	260
	43+83 - 66+50	'C'	2,270	2,270
	44+04 - 58+77	'D'	1,470	1,470
	122+00 - 145+11	'F'	2,310	2,310
	144+57 - 161+77	'G'	1,720	1,720
	144+24 - 168+49	'H'	2,430	2,430
	128+23 - 144+73	'J'	1,650	1,650
	188+63 - 212+88	'K'	2,430	2,430
	212+02 - 226+77	'L'	1,480	1,480
	209+76 - 232+40	'M'	2,260	2,260
	195+73 - 210+60	'N'	1,490	1,490
	86+24 - 109+50	'MO'	2,330	2,330
	81+00 - 88+82	'E'	780	780
	88+82-114+25	E'	5,090	5,090
	91+00 - 98+91	'SL'	790	790
	101+09 - 110+00	'SL'	890	890
	88+00 - 95+36	'NR'	3,200	3,200
	95+36 - 106+27	'NR'	2,180	2,180
	106+27 - 120+00	'NR'	1,370	1,370
	83+50 - 93+35	'R'	985	985
	93+35 - 98+90	'R'	1,110	1,110
	101+10 - 104+83	'R'	745	745
	104+83- 115+77	'R'	1,090	1,090
	86+40 - 98+92	'O'	1,250	1,250
	101+08 - 107+17	'O'	610	610
	85+50 - 107+65	'TE'	2,220	2,220
	15+00 - 57+54	'AC1'	4,250	4,250
	39+86 - 69+65	'AC2'	2,980	2,980
	33+44 - 78+72	'AC3'	4,530	4,530
	10+00 - 15+52	'AC4'	550	550
	1+00 - 3+58	'AM'	260	260
	100+00 - 104+19	'DN1'	420	420
	100+00 - 101+34	'DN2'	135	135
	10+00 - 12+45	'DT'	245	245
	1+00 - 3+50	'GR'	250	250
	9+78 - 11+52	'HC'	175	175
	4+25 - 7+18	'JM'	295	295
	99+85 - 103+83	'MC1'	400	400
	10+00 - 20+94	'MC2'	1,090	1,090
	100+00 - 103+56	'MC3'	355	355
	100+00 - 101+99	'SN'	200	200
	9+78 - 11+14	'SZ'	135	135
	100+00 - 109+43	'TX'	945	945
	100+00 - 102+88	'WG'	290	290
	100+00 - 13+17	'WS'	315	315
	9+61 - 27+00	'TR1'	1,740	1,740
	42+75 - 61+66	'TR2'	1,890	1,890
	10+00 - 21+11	'TR3'	1,110	1,110
	282+00 - 324+14	'TR4'	8,430	8,430
	10+00 - 11+58	'TR5'	160	160
	10+00 - 32+63	'TR6'	2,260	2,260
	1+00 - 4+04	'TR7'	305	305
	1018+80-1024+74	'TR8'	595	595
	12+34 - 14+80	MEDIAN X-OVER	245	245
		TOTALS	142,475	134,005

TEMPORARY PAVEMENT MARKING

CATEGORY	LOCATION	STAGE	* 646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW) LF	* 646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE) LF	* 646.0126 PAVEMENT MARKING EPOXY 8-INCH (WHITE) LF	* 647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF	649.0400 TEMP. PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0400 TEMP. PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE) LF
0010	LANE CLOSURE (LEFT) WB USH 12	1A	---	---	---	---	---	995
	LANE CLOSURE (RIGHT) WB USH 12	1A	---	---	---	---	995	---
	LANE CLOSURE (LEFT) EB USH 12	1A	---	---	---	---	---	995
	LANE CLOSURE (CENTER) EB USH 12	1B	1,265	1,425	---	---	---	215
	IH 90/94 EXIT RAMP	1B	---	---	---	---	---	650
	IH 90/94 EXIT RAMP	2A	---	1,125	125	50	---	---
	EXISTING USH 12 EB/TR1 CROSSOVER	2A	2,720	3,100	650	---	---	---
	'MO' CROSSOVER	2A	---	---	---	---	920	720
	TR2' LINE	2A	3,525	3,490	100	---	---	---
	EXISTING USH 12 EB/WB @ 'E' LINE	2A	620	750	---	---	---	---
	'MO' CROSSOVER	2B	---	---	---	---	2,950	1,910
	EXISTING USH 12 (EB)	2D	---	760	---	---	---	---
	EXISTING USH 12 (WB)	2D	240	400	---	---	---	---
	LANE CLOSURE (LEFT) WB USH 12	2D	---	---	---	---	995	---
	LANE CLOSURE (RIGHT) WB USH 12	2D	---	---	---	---	---	995
	EB 12 DOUBLE LANE CLOSURE	2D	2,160	---	---	---	---	---
	TR6 (BYPASS ROAD)	1A-2D	4,525	4,525	---	---	---	---
	LANE CLOSURE (LEFT) EB USH 12	2E	660	---	---	---	---	---
		TOTALS	15,715	15,575	875	50	5,860	6,480
		ITEM TOTALS	31,290				12,340	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	650.5500 LF
0010	87+00'MO' - 113+50'MO'	LT	2,170
	87+00'MO' - 114+00'MO'	RT	2,180
	87+00'MO' - 114+00'MO'	MED	1,370
	104+05'MO	TRUCK APRON	595
	82+96'E' - 113+04'E'	LT	3,050
	113+04'E' - 114+25'E'	LT	120
	82+96'E' - 112+00'E'	RT	2,950
	82+96'E' - 113+04'E'	MED	4,400
	113+04'E' - 114+18'E'	MED	230
	88+10'E'	TRUCK APRON	600
	97+47'E'	TRUCK APRON	590
	102+53'E'	TRUCK APRON	590
	110+18'E'	TRUCK APRON	580
	44+25'A' - 45+00'A'	LT	105
	44+25'A' - 45+00'A'	RT	65
	40+30'B' - 42+00'B'	LT	175
	40+30'B' - 42+00'B'	RT	105
	45+00'C' - 46+00'C'	LT	105
	45+00'C' - 46+00'C'	RT	140
	45+00'D' - 46+50'D'	LT	110
	45+00'D' - 46+50'D'	RT	160
	95+00'NR' - 106+25'NR'	LT	1,140
	93+70'NR' - 104+33'NR'	RT	1,080
	93+70'NR - 106+25'NR'	MED	1,650
	97+50'NR'	TRUCK APRON	725
	102+50'NR'	TRUCK APRON	725
	142+50'J' - 143+69'J'	LT	125
	142+50'J' - 143+49'J'	RT	99
	145+17'H' - 146+00'H'	LT	84
	144+86'H' - 146+00'H'	RT	115
	143+25'F' - 144+50'F'	LT	125
	143+25'F' - 144+13'F'	RT	90
	145+81'G' - 146+74'G'	LT	93
	145+61'G' - 146+74'G'	RT	115
	95+00'R' - 105+76'R'	LT	835
	92+16'R' - 94+00'R'	RT	185
	94+00'R' - 104+86'R'	RT	860
	93+42'R' - 94+00'R'	ISLAND	115
	94+00'R' - 105+76'R'	ISLAND	915
	211+29'K' - 212+00'K'	LT	115
	211+29'K' - 212+00'K'	RT	65
	212+80'L' - 214+00'L'	LT	80
	212+80'L' - 214+00'L'	RT	125
	210+70'M' - 211+20'M'	LT	51
	210+70'M' - 211+20'M'	RT	80
	208+62'N' - 209+82'N'	LT	125
	208+62'N' - 209+82'N'	RT	87
	90+00'TE' - 107+30'TE'	LT	1,720
	87+00'TE' - 107+65'TE'	RT	2,070
	16+00'AC1' - 56+00'AC1'	LT	3,830
	16+00'AC1' - 56+00'AC1'	RT	3,810
	16+00'AC1' - 56+00'AC1'	MED	500
	41+00'AC2' - 69+65'AC2'	LT	2,790
	41+00'AC2' - 69+65'AC2'	RT	3,010
	41+00'AC2' - 69+65'AC2'	MED	155
	14+74'AC4' - 15+23'AC4'	LT	94
	14+74'AC4' - 15+23'AC4'	RT	58
	20+36'TR3' - 20+85 'TR3'	LT	84
	20+42'TR3' - 20+85'TR3'	RT	63
	1+24'TR7' - 1+80'TR7'	LT	74
	1+24'TR7' - 1+80'TR7'	RT	89
		TOTALS	48,541

CONSTRUCTION STAKING PIPE CULVERTS

CATEGORY	LOCATION	650.6000 EACH
0010	MAINLINE	55
	'MO'	1
	'E'	6
	'SL'	1
	'NR'	11
	'F'	1
	'R'	8
	'M'	1
	'O'	12
	'TE'	3
	'AC1'	1
	'AC2'	1
	'AC3'	12
	'AC4'	2
	'MC2'	1
	'TX'	3
	'TR1'	2
	'TR2'	2
	'TR3'	1
	'TR4'	4
	'TR5'	1
	'TR6'	2
	'TR7'	1
	TOTAL	132

CONSTRUCTION STAKING CONCRETE PAVEMENT

CATEGORY	STATION - STATION	LOCATION	650.7000 LF
0010	17+45 - 31+12	MAINLINE	2,734
	32+68 - 43+31	MAINLINE	2,126
	25+00 - 44+25	'A'	1,925
	25+00 - 40+30	'B'	1,530
		TOTAL	8,315

CONSTRUCTION STAKING SLOPE STAKES

CATEGORY	STATION - STATION	LOCATION	650.9920 LF
0010	17+45 - 31+12	MAINLINE	2,730
	32+68 - 43+31	MAINLINE	2,130
	45+12 - 143+79	MAINLINE	19,750
	145+51 - 320+30	MAINLINE	34,950
	321+75 - 323+25	MAINLINE	300
	25+00 - 44+25	'A'	1,930
	44+25 - 46+14	'A'	190
	25+00 - 40+30	'B'	1,530
	40+30 - 42+88	'B'	260
	43+83 - 66+50	'C'	2,270
	44+04 - 58+77	'D'	1,470
	122+00 - 145+11	'F'	2,310
	144+57 - 161+77	'G'	1,720
	144+24 - 168+49	'H'	2,430
	128+23 - 144+73	'J'	1,650
	188+63 - 212+88	'K'	2,430
	212+02 - 226+77	'L'	1,480
	209+76 - 232+40	'M'	2,260
	195+73 - 210+60	'N'	1,490
	86+24 - 109+50	'MO'	2,330
	81+00 - 88+82	'E'	780
	88+82-114+25	'E'	5,090
	91+00 - 98+91	'SL'	790
	101+09 - 110+00	'SL'	890
	88+00 - 95+36	'NR'	3,200
	95+36 - 106+27	'NR'	2,180
	106+27 - 120+00	'NR'	1,370
	83+50 - 93+35	'R'	985
	93+35 - 98+90	'R'	1,110
	101+10 - 104+83	'R'	745
	104+83- 115+77	'R'	1,090
	86+40 - 98+92	'O'	1,250
	101+08 - 107+17	'O'	610
	85+50 - 107+65	'TE'	2,220
	15+00 - 57+54	'AC1'	4,250
	39+86 - 69+65	'AC2'	2,980
	33+44 - 78+72	'AC3'	4,530
	10+00 - 15+52	'AC4'	550
	1+00 - 3+58	'AM'	260
	100+00 - 104+19	'DN1'	420
	100+00 - 101+34	'DN2'	135
	10+00 - 12+45	'DT'	245
	1+00 - 3+50	'GR'	250
	9+78 - 11+52	'HC'	175
	4+25 - 7+18	'JM'	295
	99+85 - 103+83	'MC1'	400
	10+00 - 20+94	'MC2'	1,090
	100+00 - 103+56	'MC3'	355
	100+00 - 101+99	'SN'	200
	9+78 - 11+14	'SZ'	135
	100+00 - 109+43	'TX'	945
	100+00 - 102+88	'WG'	290
	100+00 - 13+17	'WS'	315
	9+61 - 27+00	'TR1'	1,740
	42+75 - 61+66	'TR2'	1,890
	10+00 - 21+11	'TR3'	1,110
	282+00 - 324+14	'TR4'	8,430
	10+00 - 11+58	'TR5'	160
	10+00 - 32+63	'TR6'	2,260
	1+00 - 4+04	'TR7'	305
	1018+80-1024+74	'TR8'	595
	12+34 - 14+80	MEDIAN X-OVER	245
		TOTALS	142,475

ITS CONDUIT

CATEGORY	LOCATION ID	FROM	TO	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0010	FUTURE CTH BD	CB100	PB100A	39
	FUTURE CTH BD	PB100A	PB100B	312
	FUTURE CTH BD	PB100B	PB100C	181
	FUTURE CTH BD	PB100A	PB100H	170
	FUTURE CTH BD	CB100	PB100D	36
	FUTURE CTH BD	PB100D	PB100E	222
	FUTURE CTH BD	PB100E	PB100F	360
	FUTURE CTH BD	PB100F	PB100G	79
	FUTURE CTH BD	PB100D	PB100I	618
	FUTURE CTH BD	PB100I	PB100J	219
	FUTURE CTH BD	PB100J	CP100	20
	FUTURE CTH BD	PB100J	PB100K	74
	FUTURE CTH BD	PB100I	PB100L	304
	FUTURE CTH BD	PB100L	PB100M	41
	FUTURE CTH BD	PB100L	PB100N	72
	FUTURE CTH BD	PB100I	PB100O	333
	FUTURE CTH BD	PB100O	PB100P	230
	FUTURE CTH BD	PB100P	PB100Q	202
	N. REEDSBURG ROAD	CB101	PB101A	33
	N. REEDSBURG ROAD	PB101A	PB101B	302
	N. REEDSBURG ROAD	PB101B	PB101C	84
	N. REEDSBURG ROAD	PB101A	PB101D	226
	N. REEDSBURG ROAD	PB101D	PB101E	300
	N. REEDSBURG ROAD	PB101E	PB101F	183
	N. REEDSBURG ROAD	CB101	PB101G	42
	N. REEDSBURG ROAD	PB101G	PB101H	231
	N. REEDSBURG ROAD	PB101H	CP101	66
	N. REEDSBURG ROAD	PB101G	PB101I	630
	N. REEDSBURG ROAD	PB101I	PB101J	136
	N. REEDSBURG ROAD	PB101I	PB101K	368
	N. REEDSBURG ROAD	PB101K	PB101L	153
	N. REEDSBURG ROAD	PB101K	PB101M	72
	N. REEDSBURG ROAD	PB101I	PB101N	228
	N. REEDSBURG ROAD	PB101N	PB101O	326
	N. REEDSBURG ROAD	PB101O	PB101P	114
	STH 33	CB102	PB102A	39
	STH 33	PB102A	PB102B	87
	STH 33	PB102B	CP102	18
	STH 33	CB102	PB102C	30
	STH 33	PB102C	PB102D	204
	STH 33	PB102D	PB102E	296
	STH 33	PB102E	PB102F	414
	STH 33	PB102F	PB102G	216
	STH 33	PB102G	PB102H	236
	STH 33	PB102H	PB102I	193
	STH 33	PB102G	PB102J	152
	STH 33	PB102J	PB102K	256
	STH 33	PB102K	PB102L	85
	STH 33	PB102D	PB102M	346
	STH 33	PB102M	PB102N	89
	STH 33	PB102C	PB102O	312
	STH 33	PB102O	PB102P	192
	STH 33	PB102O	PB102Q	98
			TOTAL	10,269

ITS LOOP DETECTOR

CATEGORY	LOOP NUMBER	STATION	LOCATION	DESCRIPTION	SIZE	NUMBER OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	655.0800 LOOP DETECTOR WIRE LF	SPV.0060.11 LOOP DETECTOR SPLICE EACH
0010	3	46+16.2 'C'	7.8' LT	EB REPORTING ON RAMP	6' X 10'	5	45	190	1
	6	47+17.6 'D'	7.4' LT	WB REPORTING OFF RAMP	6' X 10'	6	47	220	1
						TOTALS	92	410	2

ITS PULL BOXES

CATEGORY	LOCATION	PULL BOX NUMBER	STATION	LOCATION	653.0135 PULL BOXES STEEL 24X36-INCH EACH	* 653.0140 PULL BOXES STEEL 24X42-INCH EACH	* SPV.0060.08 PULL BOX MARKER EACH
0010	FUTURE CTH BD	PB100A	99+15.4 'E'	64.5' LT	---	1	---
	FUTURE CTH BD	PB100B	41+70.9 'B'	40.6' LT	1	---	---
	FUTURE CTH BD	PB100C	39+97.8 'B'	25.0' LT	1	---	1
	FUTURE CTH BD	PB100D	99+15.3 'E'	54.1' LT	---	1	---
	FUTURE CTH BD	PB100E	99+10.0 'E'	56.1' RT	---	1	---
	FUTURE CTH BD	PB100F	45+35.3 'C'	28.3' LT	1	---	---
	FUTURE CTH BD	PB100G	46+10.2 'C'	24.8' LT	1	---	1
	FUTURE CTH BD	PB100H	42+75.9 'CLM'	70.6' RT	---	1	1
	FUTURE CTH BD	PB100I	101+21.2 'E'	54.5' LT	---	1	---
	FUTURE CTH BD	PB100J	43+13.5 'CLM'	74.7' LT	---	1	1
	FUTURE CTH BD	PB100K	42+78.6 'CLM'	68.6' LT	---	1	1
	FUTURE CTH BD	PB100L	44+56.0 'A'	23.4' RT	---	1	---
	FUTURE CTH BD	PB100M	44+17.3 'A'	23.1' RT	1	---	1
	FUTURE CTH BD	PB100N	44+55.4 'A'	11.7' LT	---	1	---
	FUTURE CTH BD	PB100O	101+16.3 'E'	55.5' RT	---	1	---
	FUTURE CTH BD	PB100P	45+15.2 'D'	33.4' RT	1	---	---
	FUTURE CTH BD	PB100Q	47+16.6 'D'	27.1' RT	1	---	1
	NORTH REEDSBURG ROAD	PB101A	98+81.1 'NR'	54.9' RT	---	1	---
	NORTH REEDSBURG ROAD	PB101B	145+43.1 'H'	24.6' LT	1	---	---
	NORTH REEDSBURG ROAD	PB101C	146+25.2 'H'	24.2' LT	1	---	1
	NORTH REEDSBURG ROAD	PB101D	98+91.6 'NR'	57.5' LT	---	1	---
	NORTH REEDSBURG ROAD	PB101E	143+43.2 'J'	29.1' LT	1	---	---
	NORTH REEDSBURG ROAD	PB101F	141+60.2 'J'	30.5' LT	1	---	1
	NORTH REEDSBURG ROAD	PB101G	98+91.2 'NR'	56.7' RT	---	1	---
	NORTH REEDSBURG ROAD	PB101H	145+83.3 'CLM'	71.7' RT	---	1	1
	NORTH REEDSBURG ROAD	PB101I	101+01.0 'NR'	56.2' RT	---	1	---
	NORTH REEDSBURG ROAD	PB101J	145+83.4 'CLM'	73.1' LT	---	1	1
	NORTH REEDSBURG ROAD	PB101K	146+10.3 'G'	23.2' RT	---	1	1
	NORTH REEDSBURG ROAD	PB101L	147+66.9 'G'	27.1' RT	1	---	1
	NORTH REEDSBURG ROAD	PB101M	146+13.2 'G'	11.7' LT	---	1	1
	NORTH REEDSBURG ROAD	PB101N	101+01.6 'NR'	57.8' LT	---	1	---
	NORTH REEDSBURG ROAD	PB101O	143+86.7 'F'	25.2' RT	1	---	---
	NORTH REEDSBURG ROAD	PB101P	142+74.8 'F'	25.4' RT	1	---	1
	STH 33	PB102A	101+51.6 'R'	41.4' RT	---	1	1
	STH 33	PB102B	101+24.7 'R'	32.3' RT	---	1	1
	STH 33	PB102C	101+52.0 'R'	33.2' RT	---	1	1
	STH 33	PB102D	101+46.9 'R'	33.4' LT	---	1	1
	STH 33	PB102E	210+17.6 'CLM'	68.5' LT	---	1	1
	STH 33	PB102F	210+16.4 'CLM'	69.2' RT	---	1	1
	STH 33	PB102G	98+13.1 'R'	36.7' LT	---	1	1
	STH 33	PB102H	209+72.6 'N'	25.5' LT	1	---	1
	STH 33	PB102I	207+81.0 'N'	25.3' LT	1	---	1
	STH 33	PB102J	98+10.5 'R'	38.6' RT	---	1	1
	STH 33	PB102K	210+79.8 'M'	24.1' LT	1	---	1
	STH 33	PB102L	211+76.3 'M'	24.6' LT	1	---	1
	STH 33	PB102M	211+74.3 'K'	24.5' RT	1	---	1
	STH 33	PB102N	210+84.0 'K'	23.6' RT	1	---	1
	STH 33	PB102O	213+02.5 'L'	32.6' RT	---	1	1
	STH 33	PB102P	214+85.2 'L'	27.5' RT	1	---	1
	STH 33	PB102Q	213+10.3 'L'	14.9' LT	---	1	1
				TOTALS	21	29	32

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITS CONCRETE BASES

CATEGORY	LOCATION	EQUIPMENT ID	STATION	LOCATION	672.0100 BASE ITS CONTROLLER CABINET EACH	672.0250 BASE CAMERA POLE 50-FT EACH
0010	FUTURE CTH BD	CB100	99+04.4 'E'	58.9' LT	1	-
	FUTURE CTH BD	CP100	43+22.5	74.7' LT	-	1
	N. REEDSBURG ROAD	CB101	98+80.9 'NR'	65.2' RT	1	-
	N. REEDSBURG ROAD	CP101	145+50.9	72.5' RT	-	1
	STH 33	CB102	101+61.5 'R'	33.4' RT	1	-
	STH 33	CP102	101+16.8 'R'	30.3' RT	-	1
				TOTALS	3	3

ADJUSTING PULL BOXES

CATEGORY	STAGE	STATION	LOCATION	653.0900 EACH	REMARK
0010	2A	1023+60'TR8'	17' RT	1	ADJUST FOR RAMP WIDENING
	2D	1023+60'TR8'	17' RT	1	RESET TO ORIGINAL POSITION
			TOTAL	2	

REMOVING PULL BOXES

CATEGORY	STATION	LOCATION	653.0905 EACH
0010	26+54	RT	1
	29+16	RT	1
	30+82	LT	1
	30+83	RT	1
	30+95	RT	1
	31+16	LT	1
	31+17	LT	1
	31+32	RT	1
	31+58	LT	1
	31+78	RT	1
	31+92	RT	1
	32+03	LT	1
	32+11	LT	1
	32+14	RT	1
	33+62	LT	1
	35+88	LT	1
		TOTAL	16

LIGHTING CONDUIT SUMMARY

CATEGORY	LOCATION FROM	LOCATION TO	652.0125 CONDUIT RIGID METALLIC 2-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	REMARKS
0010	LC-1	PB-110	---	177	
	PB-110	LP-28	---	31	
	LP-28	LP-26	---	73	
	LP-26	PB-109	---	41	
	PB-109	PB-108	---	40	
	PB-108	LP-24	---	24	
	PB-108	LP-22	---	63	
	LP-22	LP-20	---	85	
	LP-20	LP-18	---	151	
	LP-18	LP-16	---	147	
	LP-16	LP-14	---	134	
	LP-14	LP-12	---	136	
	LP-12	LP-10	---	87	
	LP-10	LP-8	---	92	
	LP-8	PB-104	---	36	
	PB-104	PB-103	---	75	
	PB-103	LP-3	---	98	
	PB-103	LP-5	---	8	
	LP-5	LP-127	---	145	
	PB-110	PB-107	---	80	
	PB-107	LP-27	---	32	
	LP-27	LP-25	---	75	
	LP-25	PB-106	---	50	
	PB-106	PB-105	---	27	
	PB-105	LP-23	---	17	
	LP-23	LP-21	---	96	
	LP-21	LP-19	---	86	
	LP-19	LP-17	---	118	
	LP-17	LP-15	---	140	
	LP-15	LP-13	---	134	
	LP-13	LP-11	---	136	
	LP-11	LP-9	---	133	
	LP-9	PB-102	---	74	
	PB-102	PB-101	---	71	
	PB-101	LP-4	---	10	
	LP-4	LP-2	---	109	
	LP-2	LP-1	---	122	
	PB-102	LP-7	---	22	
	LP-7	LP-6	---	112	
	PB-107	LP-33	---	262	
	LP-33	LP-35	---	82	
	LP-35	PB-113	---	34	
	PB-113	PB-114	---	31	
	PB-114	LP-37	---	25	
	PB-114	LP-39	---	73	
	LP-39	LP-41	---	70	
	LP-41	LP-43	---	126	
	LP-43	LP-45	---	122	
	LP-45	LP-47	---	122	
	LP-47	LP-49	---	104	
	LP-49	LP-51	---	119	
	LP-51	LP-53	---	105	
	LP-53	LP-55	---	197	
	PB-110	PB-111	---	118	
	PB-111	LP-34	---	167	
	LP-34	LP-36	---	70	
	LP-36	PB-115	---	40	
	PB-115	PB-116	---	27	
	PB-116	LP-38	---	23	
	LP-38	LP-40	---	100	
	LP-40	LP-42	---	140	
	LP-42	LP-44	---	156	
	LP-44	LP-46	---	138	
	LP-46	LP-48	---	162	
	LP-48	PB-117	---	94	
	PB-117	PB-118	---	68	
	PB-118	LP-54	---	42	
	LP-54	LP-56	---	93	
	LP-56	LP-57	---	160	
	LP-57	LP-128	---	130	
	PB-117	LP-50	---	6	
	LP-50	LP-52	---	105	
	PB-111	PB-112	---	45	
	PB-112	OP-1	---	20	
	OP-1	LP-30	34	---	
	LP-30	LP-29	4	---	
	PB-112	OP-2	---	20	
	OP-2	LP-32	34	---	
	LP-32	LP-31	4	---	
		SHEET TOTALS	76	6683	

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LIGHTING CONDUIT SUMMARY (CONT.)

CATEGORY	LOCATION FROM	LOCATION TO	652.0125 CONDUIT RIGID METALLIC 2-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	REMARKS
0010	LC-2	PB-121	---	78	
	PB-121	LP-65	---	26	
	LP-65	LP-63	---	76	
	LP-63	PB-120	---	46	
	PB-120	PB-119	---	28	
	PB-119	LP-61	---	18	
	LP-61	LP-59	---	91	
	LP-59	LP-58	---	168	
	PB-121	LP-71	---	266	
	LP-71	LP-73	---	72	
	LP-73	PB-127	---	63	
	PB-127	PB-128	---	30	
	PB-128	LP-77	---	66	
	LP-77	LP-79	---	189	
	PB-128	LP-75	---	26	
	PB-121	PB-124	---	81	
	PB-124	LP-68	---	21	
	LP-68	LP-66	---	67	
	LP-66	PB-123	---	64	
	PB-123	PB-122	---	29	
	PB-122	LP-64	---	24	
	PB-122	LP-62	---	72	
	LP-62	LP-60	---	218	
	PB-124	PB-125	---	121	
	PB-125	LP-74	---	150	
	LP-74	LP-76	---	73	
	LP-76	PB-130	---	50	
	PB-130	PB-131	---	30	
	PB-131	LP-78	---	22	
	LP-78	LP-80	---	89	
	LP-80	LP-81	---	117	
	LP-81	LP-82	---	130	
	PB-125	PB-126	---	38	
	PB-126	OP-3	---	20	
	OP-3	LP-70	34	---	
	LP-70	LP-67	4	---	
	PB-126	OP-4	---	20	
	OP-4	LP-72	34	---	
	LP-72	LP-69	4	---	
	LC-3	PB-141	---	30	
	PB-141	PB-139	---	58	
	PB-139	JB-5	25	---	
	JB-5	JB-2	218	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	JB-2	PB-138	25	---	
	PB-138	LP-88	---	122	
	LP-88	PB-134	---	85	
	PB-134	PB-133	---	27	
	PB-133	LP-86	---	25	
	LP-86	LP-84	---	91	
	LP-84	LP-83	---	138	
	LP-83	LP-129	---	140	
	PB-141	LP-93	---	16	
	LP-93	PB-143	---	101	
	PB-143	LP-97	---	6	
	PB-143	PB-144	---	31	
	PB-144	LP-99	---	61	
	PB-141	PB-142	---	62	
	PB-142	LP-92	---	67	
	LP-92	PB-140	---	17	
	PB-140	JB-4	25	---	
	JB-4	JB-3	105	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	JB-3	LP-91	3	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	JB-3	JB-1	105	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	JB-1	PB-137	25	---	
	PB-137	LP-90	---	13	
	LP-90	LP-89	---	83	
	LP-89	PB-136	---	106	
	PB-136	LP-87	---	11	
	PB-136	PB-135	---	31	
	PB-135	LP-85	---	65	
	PB-142	LP-94	---	49	
	LP-94	PB-145	---	87	
	PB-145	PB-146	---	27	
	PB-146	LP-98	---	22	
	LP-98	LP-100	---	85	
	LP-100	LP-101	---	141	
	LC-4	PB-149	---	30	
	PB-149	LP-113	---	126	
	PB-149	LP-111	---	52	
	SHEET TOTALS		607	4,684	CONT. ABOVE

LIGHTING CONDUIT SUMMARY (CONT.)

CATEGORY	LOCATION FROM	LOCATION TO	652.0125 CONDUIT RIGID METALLIC 2-INCH LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	REMARKS
0010	LP-111	LP-110	---	90	
	LP-110	PB-148	---	23	
	PB-148	LP-109	---	119	
	PB-148	PB-147	---	74	
	PB-147	LP-108	---	122	
	PB-147	LP-107	---	46	
	LP-107	LP-106	---	120	
	LP-106	LP-104	---	104	
	LP-104	LP-102	---	150	
	PB-149	PB-150	---	71	
	PB-150	LP-114	---	96	
	LP-114	LP-130	---	116	
	LP-130	LP-131	---	100	
	PB-150	LP-112	---	25	
	LP-112	LP-105	---	72	
	LP-105	LP-103	---	175	
	LC-5	PB-156	---	90	
	PB-156	LP-126	---	92	
	LP-126	PB-152	---	36	
	PB-152	PB-151	---	64	
	PB-151	LP-117	---	84	
	PB-151	LP-116	---	15	
	LP-116	LP-115	---	82	
	LP-115	PB-157	---	114	
	PB-157	PB-158	---	77	
	PB-156	LP-125	---	16	
	LP-125	LP-124	---	98	
	PB-156	PB-155	---	54	
	PB-155	LP-123	---	42	
	LP-123	PB-154	---	89	
	PB-154	LP-122	---	14	
	LP-122	LP-121	---	108	
	PB-154	PB-153	---	58	
	PB-153	LP-120	---	44	
	LP-120	LP-119	---	104	
	LP-119	LP-118	---	105	
	SHEET TOTALS		0	2,889	
	TOTALS		683	14,256	

LIGHTING CONTROL CABINET SUMMARY

CATEGORY	CABINET NO.	STATION	LOCATION	654.0200 CONCRETE CONTROL CABINET BASES TYPE 6 EACH	655.0635* ELECTRIC WIRE LIGHTING 2 AWG LF	SPV.0060.12 PEDESTAL TYPE METER SOCKET EACH	SPV.0060.13 LIGHTING CONTROL CABINET EACH
0010	LC-1	98+90 'E'	59' LT	1	30	1	1
	LC-2	98+70 'NR'	62' RT	1	30	1	1
	LC-3	101+88.44 'R'	38' RT	1	30	1	1
	LC-4	13+69 'TR5'	48' LT	1	30	1	1
	LC-5	31+17 'AC1'	46' RT	1	30	1	1
			TOTALS	5	150	5	5

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING PULL BOXES

CATEGORY	PULL BOX NO.	STATION	LOCATION	* 653.0140 PULL BOXES STEEL 24X42-INCH EACH	* SPV.0060.08 PULL BOX MARKER EACH
0010	PB-101	87+76.24'E'	111.0' RT	1	---
	PB-102	88+46.53'E'	99.9' RT	1	---
	PB-103	87+68.68'E'	108.8' LT	1	---
	PB-104	88+40.72'E'	128.2' LT	1	---
	PB-105	97+19.36'E'	110.0' RT	1	---
	PB-106	97+43.47'E'	97.7' RT	1	---
	PB-107	98+73.00'E'	40.8' RT	1	---
	PB-108	97+00.65'E'	100.9' LT	1	---
	PB-109	97+39.73'E'	94.6' LT	1	---
	PB-110	98+85.00'E'	38.5' LT	1	---
	PB-111	100+01.99'E'	44.7' LT	1	---
	PB-112	100+00.00'E'	0.0' RT	1	---
	PB-113	102+53.60'E'	91.9' RT	1	---
	PB-114	102+83.11'E'	100.0' RT	1	---
	PB-115	102+50.65'E'	99.9' LT	1	---
	PB-116	102+72.69'E'	115.5' LT	1	---
	PB-117	109+79.71'E'	123.7' LT	1	---
	PB-118	110+47.16'E'	133.6' LT	1	---
	PB-119	97+07.75'NR'	90.7' RT	1	---
	PB-120	97+34.57'NR'	82.4' RT	1	---
	PB-121	98+71.00'NR'	41.0' RT	1	---
	PB-122	97+16.62'NR'	111.2' LT	1	---
	PB-123	97+45.02'NR'	105.1' LT	1	---
	PB-124	98+80.00'NR'	39.0' LT	1	---
	PB-125	100+00.00'NR'	38.0' LT	1	---
	PB-126	100+00.00'NR'	0.0' RT	1	---
	PB-127	102+54.51'NR'	106.6' RT	1	---
	PB-128	102+84.35'NR'	109.9' RT	1	---
	PB-130	102+61.57'NR'	82.5' LT	1	---
	PB-131	102+90.00'NR'	90.7' LT	1	---
	PB-133	96+76.94'R'	105.2' RT	1	1
	PB-134	97+01.55'R'	94.0' RT	1	1
	PB-135	96+62.34'R'	89.5' LT	1	1
	PB-136	96+92.29'R'	84.4' LT	1	1
	PB-137	98+78.96'R'	27.1' LT	1	1
	PB-138	98+83.00'R'	26.4' RT	1	1
	PB-139	101+26.13'R'	26.6' RT	1	1
	PB-140	101+09.87'R'	27.6' LT	1	1
	PB-141	101+88.49'R'	28.8' RT	1	1
	PB-142	101+86.66'R'	32.6' LT	1	1
	PB-143	103+03.07'R'	84.5' RT	1	1
	PB-144	103+33.81'R'	90.9' RT	1	1
	PB-145	103+03.54'R'	87.2' LT	1	1
	PB-146	103+28.95'R'	99.0' LT	1	1
	PB-147	310+48.00'TR4'	36.3' RT	1	1
	PB-148	310+61.00'TR4'	36.3' LT	1	1
	PB-149	309+19.59'TR4'	145.7' LT	1	1
	PB-150	308+51.44'TR4'	125.3' LT	1	1
	PB-151	102+92.00'MO'	27.4' RT	1	---
	PB-152	102+96.00'MO'	36.3' LT	1	---
	PB-153	105+17.00'MO'	34.0' RT	1	---
	PB-154	105+23.00'MO'	23.5' LT	1	---
	PB-155	104+28.91'MO'	117.3' LT	1	---
	PB-156	103+75.67'MO'	110.0' LT	1	---
	PB-157	100+77.64'MO'	31.87' RT	1	---
	PB-158	100+77.70'MO'	113.8' RT	1	
			TOTALS	56	18

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

EQUIPMENT GROUNDING CONDUCTORS

CATEGORY	LOCATION FROM	LOCATION TO	DIST LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF
0010	LC-1	PB-110	33	48
	LP-26	PB-109	44	59
	LP-24	PB-108	27	42
	LP-8	PB-104	39	54
	LP-5	PB-103	11	26
	LP-27	PB-107	35	50
	LP-25	PB-106	53	68
	LP-23	PB-105	20	35
	LP-4	PB-101	13	28
	LP-7	PB-102	25	40
	LP-35	PB-113	37	52
	LP-37	PB-114	28	43
	LC-1	PB-111	43	58
	LP-36	PB-115	43	58
	LP-38	PB-116	26	41
	LP-54	PB-118	45	60
	LP-50	PB-117	9	24
	LP-30	PB-112	54	69
	LC-2	PB-121	38	53
	LP-63	PB-120	49	64
	LP-61	PB-119	21	36
	LP-73	PB-127	66	81
	LP-75	PB-128	29	44
	LP-68	PB-124	24	39
	LP-66	PB-123	67	82
	LP-64	PB-122	27	42
	LP-74	PB-125	153	168
	LP-76	PB-130	53	68
	LP-78	PB-131	25	40
	LP-70	PB-126	54	69
	LC-3	PB-139	22	37
	LC-3	JB-5	112	127
	LP-88	PB-138	125	140
	LP-88	JB-2	145	175
	LP-88	PB-134	88	103
	LP-86	PB-133	28	43
	LC-3	PB-141	25	40
	LP-97	PB-143	8	23
	LP-99	PB-144	64	79
	LP-92	PB-140	20	35
	LP-92	JB-4	40	70
	LP-90	PB-137	16	31
	LP-90	JB-1	39	69
	LP-87	PB-136	14	29
	LP-85	PB-135	68	83
	LP-94	PB-142	52	67
	LP-94	PB-145	90	105
	LP-98	PB-146	25	40
	LC-4	PB-149	22	37
	LP-110	PB-148	26	41
	LP-107	PB-147	49	64
	LP-112	PB-150	28	43
	LP-126	PB-152	39	54
	LP-116	PB-151	18	33
	LP-115	PB-157	117	132
		COLUMN TOTAL		3,341

CONT. ABOVE

EQUIPMENT GROUNDING CONDUCTORS (CONT.)

CATEGORY	LOCATION FROM	LOCATION TO	DIST LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF
	LP-115	PB-158	200	215
	LC-5	PB-156	28	43
	LP-123	PB-155	45	60
	LP-122	PB-154	17	32
	LP-120	PB-153	47	62
		COLUMN TOTAL		412
		TOTALS		3,753

ELECTRICAL WIRE, LIGHTING

CATEGORY	LOCATION FROM	LOCATION TO	DIST LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG (GROUND) LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG (GROUND) LF	* 655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	* 655.0635 ELECTRICAL WIRE LIGHTING 2 AWG (GROUND) LF
0010	LC-1	LP-27	145	---	---	---	---	---	---	362	181
	LP-27	LP-25	81	---	---	---	---	---	---	162	81
	LP-25	LP-23	100	---	---	---	---	---	---	248	124
	LP-23	LP-21	102	---	---	---	---	---	---	204	102
	LP-21	LP-19	92	---	---	---	---	---	---	184	92
	LP-19	LP-17	124	---	---	---	---	---	---	248	124
	LP-17	LP-15	146	---	---	---	---	---	---	292	146
	LP-15	LP-13	140	---	---	---	---	---	---	280	140
	LP-13	LP-11	142	---	---	---	---	---	---	284	142
	LP-11	LP-9	138	---	---	---	---	---	---	276	138
	LP-9	LP-7	101	---	---	---	---	---	---	226	113
	LP-7	LP-6	119	---	---	---	---	---	---	238	119
	LP-7	LP-4	110	---	---	---	---	---	---	268	134
	LP-4	LP-2	115	---	---	---	---	---	---	230	115
	LP-2	LP-1	128	---	---	---	---	---	---	256	128
	LC-1	LP-33	375	---	---	---	---	822	411	---	---
	LP-33	LP-35	88	---	---	---	---	176	88	---	---
	LP-35	LP-37	96	---	---	---	---	240	120	---	---
	LP-37	LP-39	105	---	---	---	---	234	117	---	---
	LP-39	LP-41	76	---	---	---	---	152	76	---	---
	LP-41	LP-43	132	---	---	---	---	264	132	---	---
	LP-43	LP-45	128	---	---	---	---	256	128	---	---
	LP-45	LP-47	128	---	---	---	---	256	128	---	---
	LP-47	LP-49	110	---	---	---	---	220	110	---	---
	LP-49	LP-51	125	---	---	---	---	250	125	---	---
	LP-51	LP-53	111	---	---	---	---	222	111	---	---
	LP-53	LP-55	203	---	---	---	---	406	203	---	---
	LC-1	LP-30	247	590	295	---	---	---	---	---	---
	LP-30	LP-29	10	20	10	---	---	---	---	---	---
	LP-30	LP-31	105	234	117	---	---	---	---	---	---
	LP-31	LP-32	10	20	10	---	---	---	---	---	---
	LC-1	LP-28	64	---	---	---	---	176	88	---	---
	LP-28	LP-26	79	---	---	---	---	158	79	---	---
	LP-26	LP-24	111	---	---	---	---	270	135	---	---
	LP-24	LP-22	93	---	---	---	---	210	105	---	---
	LP-22	LP-20	91	---	---	---	---	182	91	---	---
	LP-20	LP-18	157	---	---	---	---	314	157	---	---
	LP-18	LP-16	153	---	---	---	---	306	153	---	---
	LP-16	LP-14	140	---	---	---	---	280	140	---	---
	LP-14	LP-12	142	---	---	---	---	284	142	---	---
	LP-12	LP-10	93	---	---	---	---	186	93	---	---
	LP-10	LP-8	98	---	---	---	---	196	98	---	---
	LP-8	LP-5	125	---	---	---	---	298	149	---	---
	LP-5	LP-127	151	---	---	---	---	302	151	---	---
	LP-5	LP-3	112	---	---	---	---	248	124	---	---
	LC-1	LP-34	318	---	---	---	---	---	---	708	354
	LP-34	LP-36	76	---	---	---	---	---	---	152	76
	LP-36	LP-38	96	---	---	---	---	---	---	240	120
	LP-38	LP-40	106	---	---	---	---	---	---	212	106
	LP-40	LP-42	146	---	---	---	---	---	---	292	146
	LP-42	LP-44	162	---	---	---	---	---	---	324	162
	LP-44	LP-46	144	---	---	---	---	---	---	288	144
	LP-46	LP-48	168	---	---	---	---	---	---	336	168
	LP-48	LP-50	106	---	---	---	---	---	---	236	118
	LP-50	LP-52	111	---	---	---	---	---	---	222	111
	LP-50	LP-54	122	---	---	---	---	---	---	292	146
	LP-54	LP-56	99	---	---	---	---	---	---	198	99
	LP-56	LP-57	166	---	---	---	---	---	---	332	166
	LP-57	LP-128	136	---	---	---	---	---	---	272	136
	LC-2	LP-65	55	158	79	---	---	---	---	---	---
	LP-65	LP-63	82	164	82	---	---	---	---	---	---
	LP-63	LP-61	98	244	122	---	---	---	---	---	---
	LP-61	LP-59	97	194	97	---	---	---	---	---	---
	LP-59	LP-58	174	348	174	---	---	---	---	---	---
	LC-2	LP-68	131	334	167	---	---	---	---	---	---
	LP-68	LP-66	72	144	72	---	---	---	---	---	---
	LP-66	LP-64	123	294	147	---	---	---	---	---	---
	LP-64	LP-62	102	228	114	---	---	---	---	---	---
	LP-62	LP-60	224	448	224	---	---	---	---	---	---
	LC-2	LP-70	320	---	---	---	---	760	380	---	---
	LP-70	LP-67	10	---	---	---	---	20	10	---	---
	LP-70	LP-69	107	---	---	---	---	238	119	---	---
	LP-69	LP-72	10	---	---	---	---	20	10	---	---
	LP-69	LP-74	244	---	---	---	---	536	268	---	---
	LP-74	LP-76	79	---	---	---	---	158	79	---	---
		SHEET TOTALS		3,420	1,710	0	0	8,640	4,320	7,862	3,931

* ADDITIONAL QUANITIES LISTED ELSEWHERE

ELECTRICAL WIRE, LIGHTING

CATEGORY	LOCATION FROM	LOCATION TO	DIST LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF	655.0620 ELECTRICAL WIRE LIGHTING 8 AWG (GROUND) LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG LF	655.0630 ELECTRICAL WIRE LIGHTING 4 AWG (GROUND) LF	* 655.0635 ELECTRICAL WIRE LIGHTING 2 AWG LF	* 655.0635 ELECTRICAL WIRE LIGHTING 2 AWG (GROUND) LF
0010	LP-76	LP-78	108	---	---	---	---	264	132	---	---
	LP-78	LP-80	95	---	---	---	---	190	95	---	---
	LP-80	LP-81	151	---	---	---	---	302	151	---	---
	LP-81	LP-82	136	---	---	---	---	272	136	---	---
	LC-2	LP-71	295	---	---	638	319	---	---	---	---
	LP-71	LP-73	78	---	---	156	78	---	---	---	---
	LP-73	LP-75	125	---	---	298	149	---	---	---	---
	LP-75	LP-77	98	---	---	220	110	---	---	---	---
	LP-77	LP-79	195	---	---	390	195	---	---	---	---
	LC-3	LP-92	142	---	---	356	178	---	---	---	---
	LP-92	LP-91	132	---	---	288	144	---	---	---	---
	LP-91	LP-90	128	---	---	280	140	---	---	---	---
	LP-90	LP-89	89	---	---	178	89	---	---	---	---
	LP-89	LP-87	122	---	---	268	134	---	---	---	---
	LP-87	LP-85	113	---	---	274	137	---	---	---	---
	LC-3	LP-88	414	---	---	924	462	---	---	---	---
	LP-88	LP-86	143	---	---	334	167	---	---	---	---
	LP-86	LP-84	97	---	---	194	97	---	---	---	---
	LP-84	LP-83	144	---	---	288	144	---	---	---	---
	LP-83	LP-129	146	---	---	292	146	---	---	---	---
	LC-3	LP-94	124	320	160	---	---	---	---	---	---
	LP-94	LP-98	142	332	166	---	---	---	---	---	---
	LP-98	LP-100	91	182	91	---	---	---	---	---	---
	LP-100	LP-101	147	294	147	---	---	---	---	---	---
	LC-3	LP-93	29	106	53	---	---	---	---	---	---
	LP-93	LP-97	112	248	124	---	---	---	---	---	---
	LP-97	LP-99	103	254	127	---	---	---	---	---	---
	LC-4	LP-112	109	290	145	---	---	---	---	---	---
	LP-112	LP-105	78	156	78	---	---	---	---	---	---
	LP-105	LP-103	181	362	181	---	---	---	---	---	---
	LP-112	LP-114	126	276	138	---	---	---	---	---	---
	LP-114	LP-130	106	212	106	---	---	---	---	---	---
	LP-130	LP-131	122	244	122	---	---	---	---	---	---
	LC-4	LP-113	139	326	163	---	---	---	---	---	---
	LC-4	LP-111	65	178	89	---	---	---	---	---	---
	LP-111	LP-110	96	192	96	---	---	---	---	---	---
	LP-110	LP-109	148	320	160	---	---	---	---	---	---
	LP-110	LP-107	148	344	172	---	---	---	---	---	---
	LP-107	LP-108	173	370	185	---	---	---	---	---	---
	LP-107	LP-106	126	252	126	---	---	---	---	---	---
	LP-106	LP-104	110	220	110	---	---	---	---	---	---
	LP-104	LP-102	156	312	156	---	---	---	---	---	---
	LC-5	LP-125	48	---	---	144	72	---	---	---	---
	LP-125	LP-124	104	---	---	208	104	---	---	---	---
	LC-5	LP-126	125	---	---	298	149	---	---	---	---
	LP-126	LP-116	121	---	---	290	145	---	---	---	---
	LP-116	LP-115	88	---	---	176	88	---	---	---	---
	LP-116	LP-117	105	---	---	234	117	---	---	---	---
	LC-5	LP-123	129	---	---	330	165	---	---	---	---
	LP-123	LP-122	109	---	---	242	121	---	---	---	---
	LP-122	LP-121	114	---	---	228	114	---	---	---	---
	LP-122	LP-120	122	---	---	292	146	---	---	---	---
	LP-120	LP-119	110	---	---	220	110	---	---	---	---
	LP-119	LP-118	111	---	---	222	111	---	---	---	---
		SHEET TOTALS		5,790	2,895	8,262	4,131	1,028	514	0	0
		TOTALS		9,210	4,605	8,262	4,131	9,668	4,834	7,862	3,931
		ITEM TOTALS		13,815		12,393		14,502		11,793	

* ADDITIONAL QUANITIES LISTED ELSEWHERE

STREET LIGHTING SUMMARY

CATEGORY	LP NO.	STATION	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES STANDARD 11 1/2-INCH BOLT CIRCLE EACH	657.0320 POLES TYPE 5 EACH	657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT EACH	659.0115 LUMINAIRES UTILITY HPS 150 WATTS EACH	659.0125 LUMINAIRES UTILITY HPS 250 WATTS EACH	659.0210 LUMINAIRES UNDER DECK 100 WATTS EACH	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	REMARKS
0010	LP-01	85+57'E'	24.00' RT	1	1	1	1	---	1	---	92	46	
	LP-02	86+79'E'	33.18' RT	1	1	1	1	---	1	---	92	46	
	LP-03	87+19'E'	44.43' LT	1	1	1	1	---	1	---	92	46	
	LP-04	40+80'AC2'	44.07' RT	1	1	1	1	---	1	---	92	46	
	LP-05	87+48'MO'	33.72' LT	1	1	1	1	---	1	---	92	46	
	LP-06	42+26'AC2'	24.00' LT	1	1	1	1	---	1	---	92	46	
	LP-07	41+14'AC2'	26.63' RT	1	1	1	1	---	1	---	92	46	
	LP-08	87+11'MO'	51.38' RT	1	1	1	1	---	1	---	92	46	
	LP-09	88+94'E'	55.06' RT	1	1	1	1	---	1	---	92	46	
	LP-10	89+27'E'	39.16' LT	1	1	1	1	---	1	---	92	46	
	LP-11	90+19'E'	44.00' RT	1	1	1	1	1	---	---	92	46	
	LP-12	90+17'E'	44.00' LT	1	1	1	1	1	---	---	92	46	
	LP-13	91+55'E'	44.00' RT	1	1	1	1	1	---	---	92	46	
	LP-14	91+53'E'	44.00' LT	1	1	1	1	1	---	---	92	46	
	LP-15	92+88'E'	44.00' RT	1	1	1	1	1	---	---	92	46	
	LP-16	92+88'E'	44.00' LT	1	1	1	1	1	---	---	92	46	
	LP-17	94+25'E'	44.00' RT	1	1	1	1	1	---	---	92	46	
	LP-18	94+38'E'	44.00' LT	1	1	1	1	1	---	---	92	46	
	LP-19	95+41'E'	41.17' RT	1	1	1	1	1	---	---	92	46	
	LP-20	95+93'E'	41.93' LT	1	1	1	1	1	---	---	92	46	
	LP-21	96+24'E'	38.71' RT	1	1	1	1	---	1	---	92	46	
	LP-22	96+64'E'	55.12' LT	1	1	1	1	---	1	---	92	46	
	LP-23	44+94'C'	8.00' RT	1	1	1	1	---	1	---	92	46	
	LP-24	41+61'B'	9.11' RT	1	1	1	1	---	1	---	92	46	
	LP-25	97+89'E'	78.13' RT	1	1	1	1	---	1	---	92	46	
	LP-26	97+80'E'	86.87' LT	1	1	1	1	---	1	---	92	46	
	LP-27	98+42'E'	47.10' RT	1	1	1	1	---	1	---	92	46	
	LP-28	98+56'E'	47.14' LT	1	1	1	1	---	1	---	92	46	
	LP-29	99+63.3'E'	2.34' RT	---	---	---	---	---	---	1	---	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	LP-30	99+63.5'E'	2.26' LT	---	---	---	---	---	---	1	---	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	LP-31	100+33'E'	2.13' RT	---	---	---	---	---	---	1	---	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	LP-32	100+33'E'	2.45' LT	---	---	---	---	---	---	1	---	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	LP-33	101+34'E'	43.78' RT	1	1	1	1	---	1	---	92	46	
	LP-34	101+68'E'	49.09' LT	1	1	1	1	---	1	---	92	46	
	LP-35	102+21'E'	85.18' RT	1	1	1	1	---	1	---	92	46	
	LP-36	102+14'E'	82.25' LT	1	1	1	1	---	1	---	92	46	
	LP-37	45+29'D'	8.58' LT	1	1	1	1	---	1	---	92	46	
	LP-38	44+98'A'	8.00' LT	1	1	1	1	---	1	---	92	46	
	LP-39	103+36''E'	53.05' RT	1	1	1	1	---	1	---	92	46	
	LP-40	103+80'E'	41.82' LT	1	1	1	1	---	1	---	92	46	
	LP-41	103+90'E'	40.61' RT	1	1	1	1	1	---	---	92	46	
	LP-42	105+19'E'	44.00' LT	1	1	1	1	1	---	---	92	46	
	LP-43	105+15'E'	44.00' RT	1	1	1	1	1	---	---	92	46	
	LP-44	106+61'E'	44.00' LT	1	1	1	1	1	---	---	92	46	
	LP-45	106+51'E'	44.00' RT	1	1	1	1	1	---	---	92	46	
	LP-46	107+85'E'	44.00' LT	1	1	1	1	1	---	---	92	46	
	LP-47	107+88'E'	42.00' RT	1	1	1	1	1	---	---	92	46	
	LP-48	109+35'E'	52.48' LT	1	1	1	1	---	1	---	92	46	
	LP-49	108+97'E'	41.21' RT	1	1	1	1	---	1	---	92	46	
	LP-50	56+14'AC1'	33.22' RT	1	1	1	1	---	1	---	92	46	
	LP-51	110+15'E'	88.57' RT	1	1	1	1	---	1	---	92	46	
	LP-52	55+10'AC1'	24.74' RT	1	1	1	1	---	1	---	92	46	
	LP-53	111+01'E'	50.93' RT	1	1	1	1	---	1	---	92	46	
	LP-54	56+66'AC1'	45.54' LT	1	1	1	1	---	1	---	92	46	
	LP-55	112+98'E'	36.91' RT	1	1	1	1	1	---	---	92	46	
	LP-56	111+44'E'	38.29' LT	1	1	1	1	---	1	---	92	46	
	LP-57	113+01'E'	31.76' LT	1	1	1	1	1	---	---	92	46	
	LP-58	94+60'NR'	26.00' RT	1	1	1	1	1	---	---	92	46	
	LP-59	96+26'NR'	23.61' RT	1	1	1	1	---	1	---	92	46	
	LP-60	94+54'NR'	43.10' LT	1	1	1	1	1	---	---	92	46	
	LP-61	145+06'H'	8.00' RT	1	1	1	1	---	1	---	92	46	
	LP-62	96+68'NR'	66.3' LT	1	1	1	1	---	1	---	92	46	
	LP-63	97+79'NR'	72.88' RT	1	1	1	1	---	1	---	92	46	
	LP-64	143+38'J'	8.00' RT	1	1	1	1	---	1	---	92	46	
	LP-65	98+46'NR'	46.93' RT	1	1	1	1	---	1	---	92	46	
	LP-66	98+05'NR'	85.17' LT	1	1	1	1	---	1	---	92	46	
	LP-67	99+64'NR'	2.39' RT	---	---	---	---	---	---	1	---	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	LP-68	98+60'NR'	44.68' LT	1	1	1	1	---	1	---	92	46	
	LP-69	100+36'NR'	2.15' RT	---	---	---	---	---	---	1	---	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
			SHEET TOTALS	63	63	63	63	21	42	6	5796	2898	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONT. ON NEXT PAGE

STREET LIGHTING SUMMARY (CONT.)

CATEGORY	LP NO.	STATION	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	657.0255 TRANSFORMER BASES STANDARD 11 1/2-INCH BOLT CIRCLE EACH	657.0320 POLES TYPE 5 EACH	657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT EACH	659.0115 LUMINAIRES UTILITY HPS 150 WATTS EACH	659.0125 LUMINAIRES UTILITY HPS 250 WATTS EACH	659.0210 LUMINAIRES UNDER DECK 100 WATTS EACH	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	REMARKS
0010	LP-70	99+64'NR'	2.16'LT	---	---	---	---	---	---	1	---	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	LP-71	101+36'NR'	43.67'RT	1	1	1	1	---	1	---	92	46	
	LP-72	100+36'NR'	2.40'LT	---	---	---	---	---	---	1	---	---	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	LP-73	101+96'NR'	86.06'RT	1	1	1	1	---	1	---	92	46	
	LP-74	101+49'NR'	46.08'LT	1	1	1	1	---	1	---	92	46	
	LP-75	145+93'G'	8.00'LT	1	1	1	1	---	1	---	92	46	
	LP-76	102+13'NR'	70.13'LT	1	1	1	1	---	1	---	92	46	
	LP-77	103+32'NR'	69.04'RT	1	1	1	1	---	1	---	92	46	
	LP-78	144+30'F'	7.89'LT	1	1	1	1	---	1	---	92	46	
	LP-79	105+14'NR'	44.92'RT	1	1	1	1	1	---	---	92	46	
	LP-80	103+74'NR'	24.03'LT	1	1	1	1	---	1	---	92	46	
	LP-81	105+17'NR'	26.07'LT	1	1	1	1	1	---	---	92	46	
	LP-82	106+47'NR'	25.00'LT	1	1	1	1	1	---	---	92	46	
	LP-83	94+47'R'	23.00'RT	1	1	1	1	---	1	---	92	46	
	LP-84	95+90'R'	27.32'RT	1	1	1	1	---	1	---	92	46	
	LP-85	96+25'R'	48.84'LT	1	1	1	1	---	1	---	92	46	
	LP-86	210+64'M'	9.29'RT	1	1	1	1	---	1	---	92	46	
	LP-87	209+67'N'	19.52'LT	1	1	1	1	---	1	---	92	46	
	LP-88	97+72'R'	48.29'RT	1	1	1	1	---	1	---	92	46	
	LP-89	97+91'R'	37.81'LT	1	1	1	1	---	1	---	92	46	
	LP-90	98+71'R'	28.31'LT	1	1	1	1	1	---	---	92	46	
	LP-91	99+95'R'	21.30'LT	---	1	1	1	1	---	---	92	46	BRIDGE LIGHTING, COORD. WITH PROJECT 1674-00-73
	LP-92	101+18'R'	28.48'LT	1	1	1	1	1	---	---	92	46	
	LP-93	102+05'R'	34.22'RT	1	1	1	1	---	1	---	92	46	
	LP-94	102+28'R'	46.84'LT	1	1	1	1	---	1	---	92	46	
	LP-97	212+96'L'	23.73'RT	1	1	1	1	---	1	---	92	46	
	LP-98	212+07'K'	11.86'LT	1	1	1	1	---	1	---	92	46	
	LP-99	103+78'R'	51.90'RT	1	1	1	1	---	1	---	92	46	
	LP-100	104+08'R'	25.00'LT	1	1	1	1	---	1	---	92	46	
	LP-101	105+48'R'	26.71'LT	1	1	1	1	---	1	---	92	46	
	LP-102	306+55'TR4'	42.49'RT	1	1	1	1	1	---	---	92	46	
	LP-103	306+52'TR4'	51.13'LT	1	1	1	1	1	---	---	92	46	
	LP-104	307+94'TR4'	43.17'RT	1	1	1	1	---	1	---	92	46	
	LP-105	308+26'TR4'	44.96'LT	1	1	1	1	---	1	---	92	46	
	LP-106	309+12'TR4'	86.91'RT	1	1	1	1	---	1	---	92	46	
	LP-107	310+03'TR4'	41.58'RT	1	1	1	1	---	1	---	92	46	
	LP-108	311+71'TR4'	44.12'RT	1	1	1	1	1	---	---	92	46	
	LP-109	311+77'TR4'	41.63'LT	1	1	1	1	1	---	---	92	46	
	LP-110	310+39'TR4'	42.81'LT	1	1	1	1	---	1	---	92	46	
	LP-111	14+10'TR5'	46.07'LT	1	1	1	1	---	1	---	92	46	
	LP-112	13+79'TR5'	42.27'RT	1	1	1	1	---	1	---	92	46	
	LP-113	12+52'TR5'	35.58'LT	1	1	1	1	1	---	---	92	46	
	LP-114	12+47'TR5'	34.29'RT	1	1	1	1	1	---	---	92	46	
	LP-115	101+93'MO'	29.21'RT	1	1	1	1	1	---	---	92	46	
	LP-116	102+73'MO'	27.16'RT	1	1	1	1	---	1	---	92	46	
	LP-117	33+11'AC1'	43.65'LT	1	1	1	1	---	1	---	92	46	
	LP-118	34+72'AC1'	24.00'LT	1	1	1	1	1	---	---	92	46	
	LP-119	33+69'AC1'	24.61'LT	1	1	1	1	---	1	---	92	46	
	LP-120	104+78'MO'	43.29'RT	1	1	1	1	---	1	---	92	46	
	LP-121	106+45'MO'	24.05'LT	1	1	1	1	1	---	---	92	46	
	LP-122	105+37'MO'	24.17'LT	1	1	1	1	---	1	---	92	46	
	LP-123	31+65'AC1'	38.00'LT	1	1	1	1	---	1	---	92	46	
	LP-124	30+09'AC1'	24.00'RT	1	1	1	1	1	---	---	92	46	
	LP-125	31+05'AC1'	24.87'RT	1	1	1	1	---	1	---	92	46	
	LP-126	103+32'MO'	45.77'LT	1	1	1	1	---	1	---	92	46	
	LP-127	88+91 'MO'	32.00'LT	1	1	1	1	---	1	---	92	46	
	LP-128	114+30 'E'	33.57'LT	1	1	1	1	1	---	---	92	46	
	LP-129	93+08 'R'	23.48'RT	1	1	1	1	---	1	---	92	46	
	LP-130	11+17 'TR5'	40.00'RT	1	1	1	1	1	---	---	92	46	
	LP-131	10+02 'TR5'	51.80'RT	1	1	1	1	1	---	---	92	46	
		SHEET TOTALS		57	58	58	58	19	39	2	5,336	2,668	
		TOTALS		120	121	121	121	40	81	8	11,132	5,566	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ITEM TOTAL 16,698

SAWING PAVEMENT SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	1A	37+00'AC1'	LT	15	---	DRIVEWAY
	1A	39+50'AC1'	LT	35	---	DRIVEWAY
	1A	13+08 - 15+53	LT	---	250	MEDIAN CROSSOVER @ TR1
	1A	12+73 - 14+87	RT	---	220	MEDIAN CROSSOVER @ TR1
	1A	13+74'TR1'	LT	5	---	TR1 CONNECTION
	1A	16+36'TR1'	LT	8	---	TR1 CONNECTION
	1A	56+62'TR2'	RT	8	---	TR2 CONNECTION
	1A	59+46'TR2'	LT	8	---	TR2 CONNECTION
	1A	56+62'TR2'- 59+46'TR2'	LT	290	---	TR2 CONNECTION
	1A	57+90'TR2	LT	16	---	DRIVEWAY
	1B	109+50'MO'	CL	---	24	EOP MOON RD
	1B	1019+75.2'TR8'	RT	5	---	90/94 RAMP SHOULDER
	1B	1024+45.3'TR8'	RT	8	---	TR8' CONNECTION
	1B	101+00'MO'	8'LT-35'LT	24	---	MOON ROAD STAGING
	2A	15+85	RT	5	---	EXISTING SHOULDER
	2A	15+85 - 17+45	RT	---	160	ALONG EXISTING USH 12 JOINT
	2A	17+45	RT	10	---	EXISTING SHOULDER
	2A	88+50'MO'	LT	12	---	'GR' DRIVEWAY
	2A	---	CL	44	---	EXISTING FERNDELL ROAD ACCESS TO REMAIN
	2A	81+00'E'	CL	---	25	BOP 'E' ALIGNMENT
	2A	81+85'E'	LT	---	27	YELLOW THUNDER RD
	2A	82+76'E'	LT	24	---	DRIVEWAY
	2A	109+00'E'	RT	60	---	DRIVEWAY
	2A	112+24'E'	RT	42	---	DRIVEWAY
	2A	113+79'E'	RT	37	---	DRIVEWAY
	2A	114+25'E'	CL	---	55	EOP 'E' ALIGNMENT
	2A	46+45'AC3'	RT	24	---	DRIVEWAY
	2A	99+31'MO'- 100+86'MO'	11'LT	---	155	MOON ROAD (STRUCTURE CONSTRUCTION)
	2A	99+07'MO'- 100+81'MO'	40'LT	---	175	MOON ROAD (STRUCTURE CONSTRUCTION)
	2B	92+12'MO'	LT	22	---	BUSSE LN
	2B	95+53'MO'	LT	24	---	DRIVEWAY
	2B	96+70'MO'	LT	34	---	MOTEL 6
	2B	98+25'MO'	LT	25	---	MOTEL 6
	2B	101+00'MO'-102+00'MO'	MED LT	---	115	MOON ROAD CROSSOVER
	2C	99+45'MO'- 103+00'MO'	MED RT	---	335	MOON ROAD CROSSOVER
	2C	101+50'MO'- 103+00'MO'	MED LT	---	150	MOON ROAD CROSSOVER
	2CA	97+00'MO'- 102+00'MO'	21'RT-24'RT	---	500	MOON ROAD CROSSOVER
	2D	91+00'SL'	CL	---	20	BOP SHADY LN
	2D	110+00'SL'	CL	---	20	EOP SHADY LN
	1B	85+50'TE'	CL	---	35	BOP TERRYTOWN RD
	1B	87+75'TE'	RT	17	---	DRIVEWAY
	1B	103+05'TE'	LT	30	---	DRIVEWAY
	2D	107+65'E'	CL	---	46	EOP TERRYTOWN RD
	2D	15+00'AC1'	CL	22	---	TIMOTHY LANE CONNECTION
	2D	13+74'TR1'	LT	5	---	REMOVAL OF TR1 CONNECTION
	2D	16+36'TR1'	LT	8	---	REMOVAL OF TR1 CONNECTION
	2D	19+00'TR1'- 25+22'TR1'	LT	---	630	REMOVAL OF PORTIONS OF TR1 FOR AC1 CONST.
	2D	19+00'TR1'- 24+93'TR1'	RT	---	618	REMOVAL OF PORTIONS OF TR1 FOR AC1 CONST.
	2D	19+00'TR1'	CL	---	32	REMOVAL OF TR1 CONNECTION
	2D	43+00'TR2'	CL	---	32	REMOVAL OF TR2 CONNECTION
	2D	56+62'TR2'	RT	8	---	REMOVAL OF TR2 CONNECTION
	2D	59+46'TR2'	LT	8	---	REMOVAL OF TR2 CONNECTION
	2D	56+62'TR2'- 59+46'TR2'	LT	290	---	REMOVAL OF TR2 CONNECTION
	2D	316+98'TR4'- 317+08'TR4'	LT	---	15	EXISTING USH 12 CURB REMOVAL
	STH 33A	90+50'R'	LT	---	95	DRIVEWAY
	STH 33A	92+25'R'	LT	---	75	PARKING LOT
	STH 33A	107+60'R'	LT	---	35	DRIVEWAY
	STH 33A	12+45'DT'	CL	30	---	DT'DRIVEWAY
	STH 33A	87+00'R'- 12+54'TR6'	LT-RT	320	---	TR6 CONNECTION
	STH 33A	29+16'TR6'- 111+00'R'	LT-RT	415	---	TR6 CONNECTION
	STH 33C	83+50'R'	CL	---	40	BOP STH 33
	STH 33C	87+50'R'	RT	12	---	DRIVEWAY
	STH 33C	113+08'R'	LT	31	---	DRIVEWAY
	STH 33C	115+11'R'	RT	---	28	EOP STH 33
	STH 33C	115+53'R'	LT	---	34	EOP STH 33
	2E	88+00'NR'	CL	---	20	BOP NORTH REEDSBURG RD
	2E	94+05'NR'	RT	10	---	DRIVEWAY
	2E	94+89'NR'	RT	13	---	DRIVEWAY
	2E	113+90'NR'	RT	15	---	DRIVEWAY
	2E	120+00'NR'	CL	---	20	EOP NORTH REEDSBURG RD
	2E	86+40'O'	CL	---	22	BOP OLD 33
	2E	86+54'O'	LT	19	---	DRIVEWAY
	2E	87+00'O'	RT	15	---	DRIVEWAY
	2E	87+16'O'	LT	17	---	DRIVEWAY
	2E	87+83'O'	RT	8	---	DRIVEWAY
	2E	88+28'O'	LT	17	---	DRIVEWAY
	2E	90+08'O'	RT	13	---	DRIVEWAY
	2E	97+30'O'	RT	20	---	DRIVEWAY
	2E	97+85'O'	RT	---	20	DRIVEWAY
	2E	107+17'O'	CL	---	23	EOP OLD 33
		TOTALS		2,128	4,051	

SEISMOGRAPH, CRACK & DAMAGE SURVEY

CATEGORY	PARCEL NO.	PLAT	999.1000.S SEISMOGRAPH LS	999.1500.S CRACK & DAMAGE SURVEY LS	REMARKS
0010	3	1674-00-21	1	1	ANTIQUE & CRAFT MALL
	4	1674-00-21	---	1	OPRY
	13	1674-00-21	---	1	
	18	1674-00-21	---	1	
	36	1674-00-21	---	1	
	38	1674-00-21	---	1	
	39	1674-00-21	---	1	
	41	1674-00-21	---	1	WELL HOUSE
	43	1674-00-21	---	1	
	48	1674-00-21	---	1	
	28	1674-00-22	---	1	
	34	1674-00-22	---	1	
	36	1674-00-22	---	1	
	42	1674-00-22	---	1	
	43	1674-00-22	---	1	
		TOTALS	1	1	

NOTE: CRACK & DAMAGE LS INCLUDES ALL LOCATIONS (15) NOTED

ADDITIONAL SPECIAL PROVISIONS

CATEGORY	NUMBER OF TRAINEES	ASPV.1T0A APPRENTICE HRS	ASPV.1T0G GRADUATE HRS
0010	6	800	3,000

CLAY LINER AND EMBANKMENT

CATEGORY	LOCATION	SPV.0035.01 CY
0010	POND A	3125
	POND C	1350
	POND E	4900
	TOTAL	9375

RESTRICTOR PIPE

CATEGORY	LOCATION	SPV.0060.02 EACH
0010	POND E	1

STORM SEWER TAP

CATEGORY	STRUCT NO.	STATION	OFFSET	SPV.0060.03 EACH
0010	87.1	320+83.8 'TR4'	18.3' RT	1

TEMPORARY MAILBOXES AND SUPPORTS

CATEGORY	LOCATION	SPV.0060.14 EACH
0010	MOON ROAD	5
	CTH BD / FERN DELL RD.	6
	NORTH REEDSBURD RD.	5
	STH 33	5
	OLD 33	8
	TERRYTOWN RD.	3
	TIMOTHY LANE	5
		37

TEMPORARY SEDIMENT BASIN

CATEGORY	LOCATION	SPV.0060.15 EACH	REMARKS
0010	POND C	1	30'x70' (APPROXIMATE)
	POND D	1	30'x70' (APPROXIMATE)
	POND E	1	30'x70' (APPROXIMATE)
	UNDISTIBUTED	3	
	TOTAL	6	

MUNICIPAL SUMMARY (SANITARY)

CATEGORY	STATION	LOCATION	FROM MANHOLE	STATION	LOCATION	TO MANHOLE	* SPV.0060.37 CONSTRUCTION STAKING CASING PIPE EACH	SPV.0060.31 SANITARY SEWER WYE 8X6-INCH EACH	SPV.0090.06 SANITARY SEWER MAIN 8-INCH LF	SPV.0090.07 SANITARY SEWER MAIN 10-INCH LF	SPV.0090.08 TRACER WIRE LF	SPV.0090.11 REMOVING FORCEMAIN LF	* SPV.0090.09 CASING PIPE REINFORCED CONCRETE CLASS V 24-INCH LF
0040			183	104+56.2'TE'	268.7 RT	1	---	---	---	34	---	---	---
	104+56.2'TE'	268.7 RT	1	103+50'TE'	CL	2	---	---	---	296	---	---	---
	103+50'TE'	CL	2	101+60'TE'	CL	3	---	---	---	190	---	---	---
	101+60'TE'	CL	3	97+70'TE'	CL	4	---	---	---	390	---	---	---
	97+70'TE'	CL	4	93+70'TE'	CL	5	---	---	---	400	---	---	---
	93+70'TE'	CL	5	89+70'TE'	CL	6	---	---	---	400	---	---	---
	89+70'TE'	CL	6	100+85'TX'	CL	7	---	---	---	85	---	---	---
	100+85'TX'	CL	7	104+42'TX'	CL	8	---	---	---	357	---	---	---
	104+42'TX'	CL	8	106+27'TX'	CL	9	---	---	---	185	---	---	---
	106+27'TX'	CL	9	307+93	140 RT	10	---	---	---	400	---	---	---
	308+07	135 RT	10	307+68	167 LT	11	---	---	---	305	305	---	---
	307+68	167 LT	11	306+58'TR4'	178 LT	12	---	---	---	362	362	---	---
	306+58'TR4'	178 LT	12	305+78.3'TR4'	275.5 LT	188	---	---	---	120	---	---	---
	315+55'TR4'	LT		323+52'TR4'	RT		---	---	---	---	---	814	---
	308+03.5	108.1 RT	10	307+69.71	153.8 LT	11	1	---	---	---	---	---	264
	307+21'TR4'	158.8 RT	11	306+61.8'TR4'	163.4 LT	12	1	---	---	---	---	---	328
					SUBTOTALS 0040		2	0	0	3,524	667	814	592
0050	93+70'TE'	CL	5	93+70'TE'	45 LT	PLUG	---	---	45	---	45	---	---
	106+27'TX'	CL	9	107+37'TX'	CL	13	---	---	110	---	---	---	---
	107+25'TX'	CL					---	1	---	---	---	---	---
					SUBTOTALS 0050		0	1	155	0	45	0	0
					TOTALS		2	1	155	3,524	712	814	592

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MUNICIPAL SUMMARY (WATERMAIN)

CATEGORY	(SEE NOTE) STATION	LOCATION	SPV.0060.16 FIRE HYDRANT EACH	SPV.0060.17 WATER VALVE AND BOX 6-INCH EACH	SPV.0060.18 WATER VALVE AND BOX 10-INCH EACH	SPV.0060.19 WATER VALVE AND BOX 12-INCH EACH	SPV.0060.20 TEE 12-INCH X 6-INCH EACH	SPV.0060.21 TEE 12-INCH X 10-INCH EACH	SPV.0060.22 TEE 12-INCH X 12-INCH EACH	SPV.0060.23 PLUG * 12-INCH EACH	SPV.0060.24 REDUCER 10-INCH X 6-INCH EACH	SPV.0060.25 TEE 12-INCH X 12-INCH CUT-IN EACH	SPV.0060.26 CONNECT TO EXISTING WATER MAIN EACH	SPV.0090.05 WATER MAIN DUCTILE IRON 6-INCH LF	SPV.0090.04 WATER MAIN DUCTILE IRON 10-INCH LF
0040	106+52'TE"	35' LT	---	---	---	1	---	---	---	---	---	1	---	---	---
	105+00'TE'	35' LT	1	1	---	1	1	---	---	---	---	---	---	8	---
	101+95'TE'	35' LT	1	1	---	1	1	---	---	---	---	---	---	8	---
	95+95'TE'	35' LT	1	1	---	1	1	---	---	---	---	---	---	8	---
	89+95'TE'	35' LT	1	1	---	1	1	---	---	---	---	---	---	8	---
	100+33.8'TX'	10' RT	---	---	---	1	---	---	1	1	---	---	---	---	---
	104+32'TX'	10' RT	1	---	1	1	---	1	---	---	1	---	---	3	17
	308+01	112' RT	1	1	---	1	1	---	---	---	---	---	---	24	---
	306+05'TR4'	282' LT	---	---	---	1	---	---	1	---	---	---	1	---	---
	104+67.6'TE'	278.8' RT	---	---	---	---	---	---	---	---	---	---	---	---	4
		TOTALS	6	5	1	9	5	1	2	1	1	1	1	59	21

NOTE: STATION AND LOCATION REFER TO CENTER OF TEE
* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MUNICIPAL SUMMARY (WATERMAIN REMOVALS)

CATEGORY	STATION	LOCATION	SPV.0060.27 REMOVING FIRE HYDRANT EACH	SPV.0060.28 REMOVING VALVE AND BOX EACH	SPV.0060.29 ADJUST EXISTING VALVE BOX EACH	SPV.0060.30 INSTALL SALVAGED HYDRANT AND VALVE EACH	SPV.0060.23 PLUG 12-INCH EACH*	SPV.0105.01 SALVAGE AIR RELEASE MANHOLE LS	SPV.0105.02 SALVAGE LIFT STATION LS	SPV.0105.03 ABANDONING FORCEMAIN AT MANHOLE 185 LS	REMARKS
0040	11+75'TR5"	RT	---	---	2	---	---	---	---	---	
	315+55'TR4'	LT	---	---	---	---	1	---	---	---	PLUG AT EXISTING TEE
	318+71'TR4'	CL	1	2	---	---	---	---	---	---	
	321+40'TR4'	RT	1	2	---	---	---	---	---	---	
	323+52'TR4'	RT	---	---	---	1	1	---	---	---	
	104+67.6'TE'	RT	1	1	---	---	---	---	---	---	MOVE TO 104+83.5 'TE'
	104+83.5'TE'	RT	---	---	---	1	---	---	---	---	
	315+17'TR4'	71' LT	---	---	---	---	---	1	---	---	
	306+51'TR4'	255' LT	---	---	---	---	---	---	1	1	
		TOTALS	3	5	2	2	2	1	1	1	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

TEMPORARY MAILBOXES AND SUPPORTS

CATEGORY	LOCATION	SPV.0060.14 EACH
0010	MOON ROAD	5
	CTH BD / FERN DELL RD.	6
	NORTH REEDSBURD RD.	5
	STH 33	5
	OLD 33	8
	TERRYTOWN RD.	3
	TIMOTHY LANE	5
		37

TEMPORARY SEDIMENT BASIN

CATEGORY	LOCATION	SPV.0060.15 EACH	REMARKS
0010	POND C	1	30'x70' (APPROXIMATE)
	POND D	1	30'x70' (APPROXIMATE)
	POND E	1	30'x70' (APPROXIMATE)
	UNDISTIBUTED	3	
	TOTAL	6	

MUNICIPAL SUMMARY (SANITARY)

CATEGORY	STATION	LOCATION	FROM MANHOLE	STATION	LOCATION	TO MANHOLE	SPV.0060.37 * CONSTRUCTION STAKING CASING PIPE EACH	SPV.0060.31 SANITARY SEWER WYE 8X6-INCH EACH	SPV.0090.06 SANITARY SEWER MAIN 8-INCH LF	SPV.0090.07 SANITARY SEWER MAIN 10-INCH LF	SPV.0090.08 TRACER WIRE LF	SPV.0090.11 REMOVING FORCEMAIN LF	SPV.0090.09 * CASING PIPE REINFORCED CONCRETE CLASS V 24-INCH LF
0040			183	104+56.2'TE'	268.7 RT	1	---	---	---	34	---	---	---
	104+56.2'TE'	268.7 RT	1	103+50'TE'	CL	2	---	---	---	296	---	---	---
	103+50'TE'	CL	2	101+60'TE'	CL	3	---	---	---	190	---	---	---
	101+60'TE'	CL	3	97+70'TE'	CL	4	---	---	---	390	---	---	---
	97+70'TE'	CL	4	93+70'TE'	CL	5	---	---	---	400	---	---	---
	93+70'TE'	CL	5	89+96'TE'	CL	6	---	---	---	374	---	---	---
	89+96'TE'	CL	6	100+81'TX'	25 RT	7	---	---	---	85	---	---	---
	100+81'TX'	25 RT	7	104+42'TX'	23 RT	8	---	---	---	363	---	---	---
	104+42'TX'	23 RT	8	106+49TX'	22 RT	9	---	---	---	205	---	---	---
	106+49'TX'	22 RT	9	307+93	140 RT	10	---	---	---	400	---	---	---
	308+07	135 RT	10	307+68	167 LT	11	---	---	---	305	305	---	---
	307+68	167 LT	11	306+58'TR4'	178 LT	12	---	---	---	362	362	---	---
	306+58'TR4'	178 LT	12	305+78.3'TR4'	275.5 LT	188	---	---	---	120	---	---	---
	315+55'TR4'	LT		323+52'TR4'	RT		---	---	---	---	---	814	---
	308+03.5	108.1 RT	10	307+69.71	153.8 LT	11	1	---	---	---	---	---	264
	307+21'TR4'	158.8 RT	11	306+61.8'TR4'	163.4 LT	12	1	---	---	---	---	---	328
					SUBTOTALS 0040		2	0	0	3,524	667	814	592
0050	93+70'TE'	CL	5	93+70'TE'	45 LT	Plug	---	---	45	---	45	---	---
	106+49'TX'	22 RT	9	107+75'TX'	21 RT	13	---	---	126	---	---	---	---
	103+27'TX'	24 RT					---	1	---	---	33	---	---
	107+25'TX'	21 RT					---	1	---	---	33	---	---
					SUBTOTALS 0050		0	2	171	0	111	0	0
					TOTALS		2	2	171	3,524	778	814	592

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MUNICIPAL SUMMARY (WATERMAIN)

CATEGORY	(SEE NOTE) STATION	LOCATION	SPV.0060.16 FIRE HYDRANT EACH	SPV.0060.17 WATER VALVE AND BOX 6-INCH EACH	SPV.0060.18 WATER VALVE AND BOX 10-INCH EACH	SPV.0060.19 WATER VALVE AND BOX 12-INCH EACH	SPV.0060.20 TEE 12-INCH X 6-INCH EACH	SPV.0060.21 TEE 12-INCH X 10-INCH EACH	SPV.0060.22 TEE 12-INCH X 12-INCH EACH	SPV.0060.23 PLUG * 12-INCH EACH	SPV.0060.24 REDUCER 10-INCH X 6-INCH EACH	SPV.0060.25 TEE 12-INCH X 12-INCH (CUT-IN) EACH	SPV.0060.26 CONNECT TO EXISTING WATER MAIN EACH	SPV.0090.05 WATER MAIN DUCTILE IRON 6-INCH LF	SPV.0090.04 WATER MAIN DUCTILE IRON 10-INCH LF
0040	106+52'TE'	35' LT	---	---	---	1	---	---	---	---	---	1	---	---	---
	105+00'TE'	35' LT	1	1	---	1	1	---	---	---	---	---	---	8	---
	101+95'TE'	35' LT	1	1	---	1	1	---	---	---	---	---	---	8	---
	95+95'TE'	35' LT	1	1	---	1	1	---	---	---	---	---	---	8	---
	90+25'TE'	35' LT	1	1	---	1	1	---	---	---	---	---	---	8	---
	100+30'TX'	36' RT	---	---	---	1	---	---	1	1	---	---	---	---	---
	104+32'TX'	33' RT	---	---	---	1	---	---	1	1	---	---	---	---	---
	308+01	112' RT	1	1	---	1	1	---	---	---	---	---	---	24	---
	306+05'TR4'	282' LT	---	---	---	1	---	---	1	---	---	---	1	---	---
	104+67.6'TE'	278.8' RT	---	---	---	---	---	---	---	---	---	---	---	---	4
	104+62'TX'	33' RT	1	---	1	---	---	1	---	---	1	---	---	6	---
		TOTALS	6	5	1	9	5	1	3	2	1	1	1	62	4

NOTE: STATION AND LOCATION REFER TO CENTER OF TEE
* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MUNICIPAL SUMMARY (WATERMAIN REMOVALS)

CATEGORY	STATION	LOCATION	SPV.0060.27 REMOVING FIRE HYDRANT EACH	SPV.0060.28 REMOVING VALVE AND BOX EACH	SPV.0060.29 ADJUST EXISTING VALVE BOX EACH	SPV.0060.30 INSTALL SALVAGED HYDRANT AND VALVE EACH	SPV.0060.23 PLUG 12-INCH EACH*	SPV.0105.01 SALVAGE AIR RELEASE MANHOLE LS	SPV.0105.02 SALVAGE LIFT STATION LS	SPV.0105.03 ABANDONING FORCEMAIN AT MANHOLE 185 LS	REMARKS
0040	11+75'TR5"	RT	---	---	2	---	---	---	---	---	
	315+55'TR4'	LT	---	---	---	---	1	---	---	---	PLUG AT EXISTING TEE
	318+71'TR4'	CL	1	2	---	---	---	---	---	---	
	321+40'TR4'	RT	1	2	---	---	---	---	---	---	
	323+52'TR4'	RT	---	---	---	1	1	---	---	---	
	104+67.6'TE'	RT	1	1	---	---	---	---	---	---	MOVE TO 104+83.5 'TE'
	104+83.5'TE'	RT	---	---	---	1	---	---	---	---	
	315+17'TR4'	71' LT	---	---	---	---	---	1	---	---	
	306+51'TR4'	255' LT	---	---	---	---	---	---	1	1	
		TOTALS	3	5	2	2	2	1	1	1	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

Addendum #02
Revised Sheet #342
January 5, 2009

SHEET 342 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	MISCELLANEOUS QUANTITIES REVISED DRAWING	SHEET ~~342~~	E

MUNICIPAL SUMMARY (SANITARY)

CATEGORY	STATION	LOCATION	SANITARY MANHOLE NUMBER	INVERT ELEVATION	RIM ELEVATION	SPV.0060.34 CONNECT TO EXISTING MANHOLE EACH	SPV.0060.35 RECONSTRUCT EXISTING MANHOLE EACH	SPV.0060.32 SANITARY MANHOLE COVER EACH	SPV.0060.33 SANITARY MANHOLE COVER, WATERTIGHT EACH	SPV.0060.36 CONSTRUCTION STAKING SANITARY SEWER SYSTEM EACH	SPV.0200.01 SANITARY MANHOLE VF	SPV.0200.02 SANITARY MANHOLE OUTSIDE DROP VF
0040	EXISTING MH		EXISTING 183	901.6		1	---	---	---	1	---	---
	104+56.2'TE'	268.7 RT	1	902.51	916.75	---	---	1	---	1	14.24	---
	103+50'TE'	CL	2	903.44	929.79	---	---	1	---	1	26.35	---
	101+60'TE'	CL	3	904.07	927.82	---	---	1	---	1	23.75	---
	97+70'TE'	CL	4	905.26	925.24	---	---	1	---	1	19.98	---
	93+70'TE'	CL	5	906.48	922.84	---	---	1	---	1	10.04	6.32
	89+70'TE'	CL	6	907.70	920.44	---	---	1	---	1	12.74	---
	100+85'TX'	CL	7	910.50	921.80	---	---	1	---	1	11.30	---
	104+42'TX'	CL	8	911.60	931.99	---	---	1	---	1	20.39	---
	106+27'TX'	CL	9	914.40	926.97	---	---	1	---	1	12.57	---
	307+07	104 RT	10	916.82	929.50	---	---	---	1	1	12.68	---
	307+68	167 LT	11	918.70	928.00	---	---	---	1	1	9.30	---
	306+58'TR4'	178 LT	12	924.44	934.00	---	---	---	1	1	9.56	---
	305+78.3'TR4	275.5 LT	EXISTING 188	925.00		---	1	---	---	1	---	---
				SUBTOTALS 0040		1	1	9	3	14	182.90	6.32
0050	107+37'TX'	CL	13	915.00	927.47	---	---	1	---	1	12.47	---
				SUBTOTALS 0050		0	0	1	0	1	12.47	0
				TOTALS		1	1	10	3	15	195.37	6.32

CASING PIPE

CATEGORY	STATION	LOCATION	STATION	LOCATION	SPV.0090.09 REINFORCED CONCRETE CLASS V 24-INCH* LF	SPV.0090.10 REINFORCED CONCRETE CLASS V 30-INCH LF	* SPV.0060.37 CONSTRUCTION STAKING CASING PIPE EACH	REMARKS
0060	31+36	124' RT	31+13	135' LT	260	---	---	CASING FOR FUTURE WATERMAIN
	31+45	123' RT	31+20	136' LT	260	---	---	CASING FOR FUTURE SANITARY SEWER
	56+28	133' RT	53+36	155' LT	410	---	---	CASING FOR FUTURE WATERMAIN
	56+34	127' RT	53+42	161' LT	410	---	---	CASING FOR FUTURE SANITARY SEWER
	90+75	157' RT	90+75	143' LT	300	---	---	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	93+25	142' RT	93+25	135' LT	280	---	---	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	119+00	161' RT	119+00	156' LT	320	---	---	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	166+00	143' RT	166+00	141' LT	285	---	---	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	86+00'E'	52' RT	86+00'E'	63' LT	115	---	---	CASING FOR FUTURE WATERMAIN
	86+08'E'	52' RT	86+08'E'	63' LT	115	---	---	CASING FOR FUTURE SANITARY SEWER
	112+00'E'	67' RT	112+00'E'	84' LT	155	---	---	CASING FOR FUTURE WATERMAIN
	112+08'E'	67' RT	112+08'E'	84' LT	155	---	---	CASING FOR FUTURE SANITARY SEWER
	88+05'MO'	83' RT	87+85'MO'	81' LT	165	---	---	CASING FOR FUTURE WATERMAIN
	88+13'MO'	82' RT	88+00'MO'	82' LT	165	---	---	CASING FOR FUTURE SANITARY SEWER
	91+10'MO'	64' RT	91+10'MO'	56' LT	120	---	---	CASING FOR FUTURE WATERMAIN
	91+20'MO'	64' RT	91+17'MO'	56' LT	120	---	---	CASING FOR FUTURE SANITARY SEWER
	106+00'MO'	53' RT	106+00'MO'	57' LT	110	---	---	CASING FOR FUTURE WATERMAIN
	106+08'MO'	53' RT	106+08'MO'	57' LT	110	---	---	CASING FOR FUTURE SANITARY SEWER
	30+50'AC1'	68' RT	30+50'AC1'	66' LT	125	---	---	CASING FOR FUTURE WATERMAIN
	30+58'AC1'	68' RT	30+58'AC1'	70' LT	125	---	---	CASING FOR FUTURE SANITARY SEWER
	57+61'AC2'	45' RT	57+41'AC2'	42' LT	90	---	---	CASING FOR FUTURE WATERMAIN
	57+70'AC2'	43' RT	57+48'AC2'	44' LT	90	---	---	CASING FOR FUTURE SANITARY SEWER
	103+10'SL'	90' RT	103+10'SL'	75' LT	165	---	---	CASING FOR FUTURE WATERMAIN
	103+18'SL'	90' RT	103+18'SL'	75' LT	165	---	---	CASING FOR FUTURE SANITARY SEWER
	110+42'NR'	69' RT	110+42'NR'	68' LT	140	---	---	CASING FOR FUTURE WATERMAIN
	110+50'NR'	69' RT	110+50'NR'	68' LT	140	---	---	CASING FOR FUTURE SANITARY SEWER
			TOTAL 0060		4895	0	0	
0050	277+25	108' RT	277+25	92' LT	200	---	1	CASING FOR FUTURE SANITARY SEWER
	277+35	108' RT	277+35	92' LT	---	200	1	CASING FOR FUTURE WATERMAIN
	97+70'O'	58' RT	97+70'O'	62' LT	---	120	1	CASING FOR FUTURE WATERMAIN
			TOTAL 0050		200	320	3	
			TOTAL		5095	320	3	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

Addendum #02
Revised Sheet #343
January 5, 2009

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MUNICIPAL SUMMARY (SANITARY)

CATEGORY	STATION	LOCATION	SANITARY MANHOLE NUMBER	INVERT ELEVATION	RIM ELEVATION	SPV.0060.34 CONNECT TO EXISTING MANHOLE EACH	SPV.0060.35 RECONSTRUCT EXISTING MANHOLE EACH	SPV.0060.32 SANITARY MANHOLE COVER EACH	SPV.0060.33 SANITARY MANHOLE COVER, WATERTIGHT EACH	SPV.0060.36 CONSTRUCTION STAKING SANITARY SEWER SYSTEM EACH	SPV.0200.01 SANITARY MANHOLE VF	SPV.0200.02 SANITARY MANHOLE OUTSIDE DROP VF
0040	EXISTING MH		EXISTING 183	901.6		1	---	---	---	1	---	---
	104+56.2'TE'	268.7 RT	1	902.51	916.75	---	---	1	---	1	14.24	---
	103+50'TE'	CL	2	903.44	929.79	---	---	1	---	1	26.35	---
	101+60'TE'	CL	3	904.07	927.82	---	---	1	---	1	23.75	---
	97+70'TE'	CL	4	905.26	925.24	---	---	1	---	1	19.98	---
	93+70'TE'	CL	5	906.48	922.84	---	---	1	---	1	10.04	6.32
	89+96'TE'	CL	6	907.62	920.60	---	---	1	---	1	12.98	---
	100+81'TX'	25 RT	7	910.50	921.80	---	---	1	---	1	11.30	---
	104+42'TX'	23 RT	8	911.62	931.99	---	---	1	---	1	20.37	---
	106+49'TX'	22 RT	9	914.40	926.97	---	---	1	---	1	12.57	---
	307+07	140 RT	10	916.82	929.50	---	---	---	1	1	12.68	---
	307+68	167 LT	11	918.70	928.00	---	---	---	1	1	9.30	---
	306+58'TR4'	178 LT	12	924.44	934.00	---	---	---	1	1	9.56	---
	305+78.3'TR4	275.5 LT	EXISTING 188	925.00		---	1	---	---	1	---	---
				SUBTOTALS 0040		1	1	9	3	14	183.12	6.32
0050	107+75'TX'	21 RT	13	915.00	928.27	---	---	---	1	1	13.27	---
				SUBTOTALS 0050		0	0	0	1	1	13.27	0
				TOTALS		1	1	9	4	15	196.39	6.32

CASING PIPE

CATEGORY	STATION	LOCATION	STATION	LOCATION	SPV.0090.09 REINFORCED CONCRETE CLASS V 24-INCH* LF	SPV.0090.10 REINFORCED CONCRETE CLASS V 30-INCH LF	SPV.0060.37 CONSTRUCTION STAKING CASING PIPE EACH	REMARKS
0060	31+36	124' RT	31+13	135' LT	260	---	---	CASING FOR FUTURE WATERMAIN
	31+45	123' RT	31+20	136' LT	260	---	---	CASING FOR FUTURE SANITARY SEWER
	56+28	133' RT	53+36	155' LT	410	---	---	CASING FOR FUTURE WATERMAIN
	56+34	127' RT	53+42	161' LT	410	---	---	CASING FOR FUTURE SANITARY SEWER
	90+75	157' RT	90+75	143' LT	300	---	---	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	93+25	142' RT	93+25	135' LT	280	---	---	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	119+00	161' RT	119+00	156' LT	320	---	---	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	166+00	143' RT	166+00	141' LT	285	---	---	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	86+00'E'	52' RT	86+00'E'	63' LT	115	---	---	CASING FOR FUTURE WATERMAIN
	86+08'E'	52' RT	86+08'E'	63' LT	115	---	---	CASING FOR FUTURE SANITARY SEWER
	112+00'E'	67' RT	112+00'E'	84' LT	155	---	---	CASING FOR FUTURE WATERMAIN
	112+08'E'	67' RT	112+08'E'	84' LT	155	---	---	CASING FOR FUTURE SANITARY SEWER
	88+05'MO'	83' RT	87+85'MO'	81' LT	165	---	---	CASING FOR FUTURE WATERMAIN
	88+13'MO'	82' RT	88+00'MO'	82' LT	165	---	---	CASING FOR FUTURE SANITARY SEWER
	91+10'MO'	64' RT	91+10'MO'	56' LT	120	---	---	CASING FOR FUTURE WATERMAIN
	91+20'MO'	64' RT	91+17'MO'	56' LT	120	---	---	CASING FOR FUTURE SANITARY SEWER
	106+00'MO'	53' RT	106+00'MO'	57' LT	110	---	---	CASING FOR FUTURE WATERMAIN
	106+08'MO'	53' RT	106+08'MO'	57' LT	110	---	---	CASING FOR FUTURE SANITARY SEWER
	30+50'AC1'	68' RT	30+50'AC1'	66' LT	125	---	---	CASING FOR FUTURE WATERMAIN
	30+58'AC1'	68' RT	30+58'AC1'	70' LT	125	---	---	CASING FOR FUTURE SANITARY SEWER
	57+61'AC2'	45' RT	57+41'AC2'	42' LT	90	---	---	CASING FOR FUTURE WATERMAIN
	57+70'AC2'	43' RT	57+48'AC2'	44' LT	90	---	---	CASING FOR FUTURE SANITARY SEWER
	103+10'SL'	90' RT	103+10'SL'	75' LT	165	---	---	CASING FOR FUTURE WATERMAIN
	103+18'SL'	90' RT	103+18'SL'	75' LT	165	---	---	CASING FOR FUTURE SANITARY SEWER
	110+42'NR'	69' RT	110+42'NR'	68' LT	140	---	---	CASING FOR FUTURE WATERMAIN
	110+50'NR'	69' RT	110+50'NR'	68' LT	140	---	---	CASING FOR FUTURE SANITARY SEWER
			TOTAL 0060		4895	0	0	
0050	277+25	108' RT	277+25	92' LT	200	---	1	CASING FOR FUTURE SANITARY SEWER
	277+35	108' RT	277+35	92' LT	---	200	1	CASING FOR FUTURE WATERMAIN
	97+70'O'	58' RT	97+70'O'	62' LT	---	120	1	CASING FOR FUTURE WATERMAIN
			TOTAL 0050		200	320	3	
			TOTAL		5095	320	3	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

SEE SHEET 343-B FOR REVISIONS

SHEET 343 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	MISCELLANEOUS QUANTITIES	REVISED DRAWING	SHEET ~~343~~	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 43

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PIPE LIST: *** CASING PIPE REINFORCED CONCRETE SUMMARY ***

Category	Station	Location	Station	Location	Pipe Runs	Culvert Pipe Reinforced Concrete SPV.0090.09 Class V 24" LF	Culvert Pipe Reinforced Concrete SPV.0090.10 Class V 30" LF	Left Pipe Invert FEET	Right Pipe Invert FEET	Remarks:	Coordinates for Left End of Pipe N	Coordinates for Left End of Pipe E	Coordinates for Right End of Pipe N	Coordinates for Right End of Pipe E
0050	276+50	100.00 LT	276+50	108.00 RT	Single	**208**		937.93	937.10	Final Adjustment by W. Baraboo 06/14/10	246924.60	640469.83	246928.22	640261.86
	276+65	104.00 LT	276+65	104.00 RT	Single		**208**	946.02	943.96	Final Adjustment by W. Baraboo 06/14/10	246909.53	640473.57	246913.15	640265.60
	~~97'Q'+70~~	~~62.00 LT~~	~~97'Q'+70~~	~~58.00 RT~~	~~Single~~		**(Eliminated)**			Eliminated by W. Baraboo on 1/07/2010 (Informed by phone via Tim Mikonowicz)	---	---	---	---
			SUB-TOTAL 0050:			208	208							
0060	111 'E' + 70	66.00 LT	111 'E' + 70	52.00 RT	Single	**118**		965.25	965.25	Ho-Chunk No. 1	268345.27	641342.90	268335.90	641225.28
	106 'MO' + 00	42.00 LT	106 'MO' + 00	38.00 RT	Single	**80**		960.92	960.92	Ho-Chunk No. 2	270473.32	641840.16	270393.83	641849.13
	31 'AC1' + 00	54.00 LT	31 'AC1' + 00	54.00 RT	Single	**108**		959.47	959.47	Ho-Chunk No. 3a	270569.65	641715.00	270558.42	641607.59
	98 'MO' + 70	45.00 LT	101 'MO' + 40	45.00 LT	Double	**270**		961.00	961.00	Ho-Chunk No. 3b	270473.18	641117.59	270472.98	641387.59
	98 'MO' + 70	37.00 LT	101 'MO' + 40	37.00 LT		**270**		962.50	962.50		270465.18	641117.59	270464.98	641387.59
	57 'AC2' + 36.27	59.64 LT	57 'AC2' + 64.09	61.20 RT	Single	**124**		961.10	961.10	Ho-Chunk No. 4	268538.21	639677.72	268538.44	639553.78
	53 + 19.78	176.50 LT	56 + 44.33	152.30 RT	Double	**462**		963.46	963.46	Ho-Chunk No. 5	268533.67	640247.99	268539.68	639786.03
	53 + 30.78	176.50 LT	56 + 55.33	152.30 RT		**462**		964.96	964.96		268525.94	640240.17	268531.95	639778.21
	103 'SL' + 10	58.00 LT	103 'SL' + 10	74.00 RT	Single	**132**		960.70	960.70	Ho-Chunk No. 6a	265267.83	639232.14	265135.83	639231.00
	93 + 50	97.00 LT	93 + 50	103.00 RT	Single	**200**		946.66	946.66	Ho-Chunk No. 6b	265039.58	639018.81	265039.40	638818.81
	93 + 75	97.00 LT	93 + 75	103.00 RT	Single	**200**		946.38	946.38	Ho-Chunk No. 6c	265014.58	639018.83	265014.40	638818.83
	110 'NR' + 00	49.40 LT	110 'NR' + 00	84.60 RT	Single	**134**		951.46	951.46	Ho-Chunk No. 7	259970.86	639925.93	259836.86	639925.48
	119 + 00	204.00 LT	119 + 00	118.00 RT	Single	**322**		933.77	933.77	Ho-Chunk No. 8a	262489.68	639128.18	262489.38	638806.18
	166 + 00	155.00 LT	166 + 00	129.00 RT	Single	**284**		956.51	956.51	Ho-Chunk No. 8b	257789.64	639083.55	257789.38	638799.55
	91 'MO' + 00	(Eliminated the casing crossing at this location)			---	**0**		---	---	Ho-Chunk No. 9; (Eliminated)	---	---	---	---
	87 'MO' + 90	100.00 LT	87 'MO' + 90	108.00 RT	Single	**208**		952.96	952.96	Ho-Chunk No. 10a	270334.26	640024.99	270175.21	640159.04
	86 'E' + 00	83.80 LT	86 'E' + 00	64.20 RT	Single	**148**		945.33	945.33	Ho-Chunk No. 10b	270384.46	639886.63	270282.11	639779.72
			SUB-TOTAL 0060:			3522	0							
			TOTALS:			**3730**	**208**							

TEMPORARY ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	SPV.0060.38 EACH
0010	45+50	LT & MED	2
	143+50	LT & MED	2
	143+50	RT & MED	2
	319+47	RT	1
	320+15	MED	1
		TOTAL	8

NOTE: EACH TEMPORARY ASPHALTIC FLUME APPROXIMATLEY 5.5 TONS HMA

12-INCH PVC BOX OUT

CATEGORY	STATION	LOCATION	SPV.0060.39 EACH
0010	96+75'E'	LT	2
	98+25'E'	RT	2
	101+75'E'	LT	2
	103+30'E'	RT	2
	109+40'E'	LT	2
	110+95'E'	RT	2
	96+65'NR'	LT	2
	98+35'NR'	RT	2
	101+65'NR'	RT	2
	103+40'NR'	LT	2
	96+20'R'	RT	2
	97+80'R'	LT	2
	102+20'R'	RT	2
	103+80'R'	LT	2
		TOTAL	28

PROPERTY MONUMENTS

CATEGORY	LOCATION	SPV.0060.40 RESEARCH AND LOCATE EXISTING PROPERTY MONUMENTS EACH	SPV.0060.41 VERIFY AND REPLACE EXISTING PROPERTY MONUMENTS EACH
0010	UNDISTRIBUTED	10	10

WATER FOR SEEDED AREAS

CATEGORY	LOCATION	SPV.0120.01 MGAL
0010	UNDISTRIBUTED	5000

MUNICIPAL SUMMARY (WATERMAIN)

CATEGORY	STATION	LOCATION	STATION	LOCATION	* SPV.0060.37 CONSTRUCTION STAKING CASING PIPE EACH	SPV.0090.03 WATERMAIN DUCTILE IRON 12-INCH LF	* SPV.0090.09 CASING PIPE REINFORCED CONCRETE CLASS V 24-INCH LF	SPV.0090.12 SALVAGING WATERMAIN LF	SPV.0090.13 CONSTRUCTION STAKING WATERMAIN LF
0040	106+52'TE'	35'LT	105+00'TE'	35'LT	---	142	---	---	142
	105+00'TE'	35'LT	101+95'TE'	35'LT	---	298	---	---	298
	101+95'TE'	35'LT	95+95'TE'	35'LT	---	600	---	---	600
	95+95'TE'	35'LT	89+95'TE'	35'LT	---	600	---	---	600
	89+95'TE'	35'LT	100+33.8'TX'	10'RT	---	20	---	---	20
	100+33.8'TX'	10'RT	104+32'TX'	10'RT	---	398	---	---	398
	104+32'TX'	10'RT	106+25'TX'	10'RT	---	183	---	---	183
	106+25'TX'	10'RT	308+01	112'RT	---	421	---	---	421
	308+17	130'RT	306+05'TR4'	282'LT	---	770	---	---	770
	308+13.4	106.8'RT	307+79.6	155'LT	1	---	264	---	---
	307+30.1'TR4	157.3'RT	306+73.5'TR4'	165.4'LT	1	---	328	---	---
	315+55'TR4'	LT	323+52'TR4'	RT	---	---	---	814	---
				TOTALS	2	3432	592	814	3432

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

SLOPE PAVING CRUSHED AGGREGATE SPECIAL

CATEGORY	STATION	LOCATION	SPV.0180.02 SY
0020	104+05'MO	ROUNDABOUT	262
	88+10'E'	ROUNDABOUT	258
	97+47'E'	ROUNDABOUT	258
	102+53'E'	ROUNDABOUT	258
	110+18'E'	ROUNDABOUT	244
	97+50'NR'	ROUNDABOUT	332
	102+50'NR'	ROUNDABOUT	332
	97+01'R'	ROUNDABOUT	251
	103+01'R'	ROUNDABOUT	251
	309+11'TR4'	ROUNDABOUT	262
		TOTAL	2709

CONSTRUCTION STAKING CASING PIPE

CATEGORY	STATION	LOCATION	STATION	LOCATION	* SPV.0060.37 CONSTRUCTION STAKING CASING PIPE EACH	REMARKS
0010	31+36	124'RT	31+13	135'LT	1	CASING FOR FUTURE WATERMAIN
	31+45	123'RT	31+20	136'LT	1	CASING FOR FUTURE SANITARY SEWER
	56+28	133'RT	53+36	155'LT	1	CASING FOR FUTURE WATERMAIN
	56+34	127'RT	53+42	161'LT	1	CASING FOR FUTURE SANITARY SEWER
	90+75	157'RT	90+75	143'LT	1	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	93+25	142'RT	93+25	135'LT	1	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	119+00	161'RT	119+00	156'LT	1	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	166+00	143'RT	166+00	141'LT	1	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	86+00'E'	52'RT	86+00'E'	63'LT	1	CASING FOR FUTURE WATERMAIN
	86+08'E'	52'RT	86+08'E'	63'LT	1	CASING FOR FUTURE SANITARY SEWER
	112+00'E'	67'RT	112+00'E'	84'LT	1	CASING FOR FUTURE WATERMAIN
	112+08'E'	67'RT	112+08'E'	84'LT	1	CASING FOR FUTURE SANITARY SEWER
	88+05'MO'	83'RT	87+85'MO'	81'LT	1	CASING FOR FUTURE WATERMAIN
	88+13'MO'	82'RT	88+00'MO'	82'LT	1	CASING FOR FUTURE SANITARY SEWER
	91+10'MO'	64'RT	91+10'MO'	56'LT	1	CASING FOR FUTURE WATERMAIN
	91+20'MO'	64'RT	91+17'MO'	56'LT	1	CASING FOR FUTURE SANITARY SEWER
	106+00'MO'	53'RT	106+00'MO'	57'LT	1	CASING FOR FUTURE WATERMAIN
	106+08'MO'	53'RT	106+08'MO'	57'LT	1	CASING FOR FUTURE SANITARY SEWER
	30+50'AC1'	68'RT	30+50'AC1'	66'LT	1	CASING FOR FUTURE WATERMAIN
	30+58'AC1'	68'RT	30+58'AC1'	70'LT	1	CASING FOR FUTURE SANITARY SEWER
	57+61'AC2'	45'RT	57+41'AC2'	42'LT	1	CASING FOR FUTURE WATERMAIN
	57+70'AC2'	43'RT	57+48'AC2'	44'LT	1	CASING FOR FUTURE SANITARY SEWER
	103+10'SL'	90'RT	103+10'SL'	75'LT	1	CASING FOR FUTURE WATERMAIN
	103+18'SL'	90'RT	103+18'SL'	75'LT	1	CASING FOR FUTURE SANITARY SEWER
	110+42'NR'	69'RT	110+42'NR'	68'LT	1	CASING FOR FUTURE WATERMAIN
	110+50'NR'	69'RT	110+50'NR'	68'LT	1	CASING FOR FUTURE SANITARY SEWER
				TOTAL 0010	26	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

TEMPORARY ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	SPV.0060.38 EACH
0010	45+50	LT & MED	2
	143+50	LT & MED	2
	143+50	RT & MED	2
	319+47	RT	1
	320+15	MED	1
		TOTAL	8

NOTE: EACH TEMPORARY ASPHALTIC FLUME APPROXIMATLEY 5.5 TONS HMA

12-INCH PVC BOX OUT

CATEGORY	STATION	LOCATION	SPV.0060.39 EACH
0010	96+75'E'	LT	2
	98+25'E'	RT	2
	101+75'E'	LT	2
	103+30'E'	RT	2
	109+40'E'	LT	2
	110+95'E'	RT	2
	96+65'NR'	LT	2
	98+35'NR'	RT	2
	101+65'NR'	RT	2
	103+40'NR'	LT	2
	96+20'R'	RT	2
	97+80'R'	LT	2
	102+20'R'	RT	2
	103+80'R'	LT	2
		TOTAL	28

PROPERTY MONUMENTS

CATEGORY	LOCATION	SPV.0060.40 RESEARCH AND LOCATE EXISTING PROPERTY MONUMENTS EACH	SPV.0060.41 VERIFY AND REPLACE EXISTING PROPERTY MONUMENTS EACH
0010	UNDISTRIBUTED	10	10

WATER FOR SEEDED AREAS

CATEGORY	LOCATION	SPV.0120.01 MGAL
0010	UNDISTRIBUTED	5000

MUNICIPAL SUMMARY (WATERMAIN)

CATEGORY	STATION	LOCATION	STATION	LOCATION	* SPV.0060.37 CONSTRUCTION STAKING CASING PIPE EACH	SPV.0090.03 WATERMAIN DUCTILE IRON 12-INCH LF	* SPV.0090.09 CASING PIPE REINFORCED CONCRETE CLASS V 24-INCH LF	SPV.0090.12 SALVAGING WATERMAIN LF	SPV.0090.13 CONSTRUCTION STAKING WATERMAIN LF
0040	106+52'TE'	35'LT	105+00'TE'	35'LT	---	142	---	---	142
	105+00'TE'	35'LT	101+95'TE'	35'LT	---	298	---	---	298
	101+95'TE'	35'LT	95+95'TE'	35'LT	---	600	---	---	600
	95+95'TE'	35'LT	90+25'TE'	35'LT	---	570	---	---	570
	90+25'TE'	35'LT	100+30'TX'	36'RT	---	26	---	---	26
	100+30'TX'	36'RT	104+32'TX'	33'RT	---	402	---	---	402
	104+32'TX'	33'RT	104+62'TX'	33'RT	---	30	---	---	30
	104+62'TX'	33'RT	106+45'TX'	33'RT	---	183	---		183
	106+45'TX'	33'RT	308+01	112'RT	---	391	---	---	391
	308+17	130'RT	306+05'TR4'	282'LT	---	770	---	---	770
	308+13.4	106.8'RT	307+79.6	155' LT	1	---	264	---	---
	307+30.1'TR4	157.3'RT	306+73.5'TR4'	165.4'LT	1	---	328	---	---
	315+55'TR4'	LT	323+52'TR4'	RT	---	---	---	814	---
				TOTALS	2	3412	592	814	3412

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

SLOPE PAVING CRUSHED AGGREGATE SPECIAL

CATEGORY	STATION	LOCATION	SPV.0180.02 SY
0020	104+05'MO	ROUNDABOUT	262
	88+10'E'	ROUNDABOUT	258
	97+47'E'	ROUNDABOUT	258
	102+53'E'	ROUNDABOUT	258
	110+18'E'	ROUNDABOUT	244
	97+50'NR'	ROUNDABOUT	332
	102+50'NR'	ROUNDABOUT	332
	97+01'R'	ROUNDABOUT	251
	103+01'R'	ROUNDABOUT	251
	309+11'TR4'	ROUNDABOUT	262
		TOTAL	2709

CONSTRUCTION STAKING CASING PIPE

CATEGORY	STATION	LOCATION	STATION	LOCATION	* SPV.0060.37 CONSTRUCTION STAKING CASING PIPE EACH	REMARKS
0010	31+36	124'RT	31+13	135'LT	1	CASING FOR FUTURE WATERMAIN
	31+45	123'RT	31+20	136'LT	1	CASING FOR FUTURE SANITARY SEWER
	56+28	133'RT	53+36	155'LT	1	CASING FOR FUTURE WATERMAIN
	56+34	127'RT	53+42	161'LT	1	CASING FOR FUTURE SANITARY SEWER
	90+75	157'RT	90+75	143'LT	1	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	93+25	142'RT	93+25	135'LT	1	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	119+00	161'RT	119+00	156'LT	1	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	166+00	143'RT	166+00	141'LT	1	CASING FOR FUTURE SANITARY SEWER OR WATERMAIN
	86+00'E'	52'RT	86+00'E'	63'LT	1	CASING FOR FUTURE WATERMAIN
	86+08'E'	52'RT	86+08'E'	63'LT	1	CASING FOR FUTURE SANITARY SEWER
	112+00'E'	67'RT	112+00'E'	84'LT	1	CASING FOR FUTURE WATERMAIN
	112+08'E'	67'RT	112+08'E'	84'LT	1	CASING FOR FUTURE SANITARY SEWER
	88+05'MO'	83'RT	87+85'MO'	81'LT	1	CASING FOR FUTURE WATERMAIN
	88+13'MO'	82'RT	88+00'MO'	82'LT	1	CASING FOR FUTURE SANITARY SEWER
	91+10'MO'	64'RT	91+10'MO'	56'LT	1	CASING FOR FUTURE WATERMAIN
	91+20'MO'	64'RT	91+17'MO'	56'LT	1	CASING FOR FUTURE SANITARY SEWER
	106+00'MO'	53'RT	106+00'MO'	57'LT	1	CASING FOR FUTURE WATERMAIN
	106+08'MO'	53'RT	106+08'MO'	57'LT	1	CASING FOR FUTURE SANITARY SEWER
	30+50'AC1'	68'RT	30+50'AC1'	66'LT	1	CASING FOR FUTURE WATERMAIN
	30+58'AC1'	68'RT	30+58'AC1'	70'LT	1	CASING FOR FUTURE SANITARY SEWER
	57+61'AC2'	45'RT	57+41'AC2'	42'LT	1	CASING FOR FUTURE WATERMAIN
	57+70'AC2'	43'RT	57+48'AC2'	44'LT	1	CASING FOR FUTURE SANITARY SEWER
	103+10'SL'	90'RT	103+10'SL'	75'LT	1	CASING FOR FUTURE WATERMAIN
	103+18'SL'	90'RT	103+18'SL'	75'LT	1	CASING FOR FUTURE SANITARY SEWER
	110+42'NR'	69'RT	110+42'NR'	68'LT	1	CASING FOR FUTURE WATERMAIN
	110+50'NR'	69'RT	110+50'NR'	68'LT	1	CASING FOR FUTURE SANITARY SEWER
			TOTAL 0010		26	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

Addendum #02
Revised Sheet #344
January 5, 2009

SHEET 344 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	MISCELLANEOUS QUANTITIES	REVISED DRAWING	SHEET ~~344~~	E

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
1674-00-21		
FEDERAL PROJECT NUMBER	4.1	18

PLAT OF RIGHT-OF-WAY REQUIRED FOR

LAKE DELTON - SAUK CITY
(IH 90/94 - STH 33)
USH 12 SAUK COUNTY

CONSTRUCTION PROJECT NUMBER

CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE, COUNTY, or TOWN LINE
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED REFERENCE LINE
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
EASEMENT LINE
CORPORATE LIMITS
EXISTING CENTERLINE
LOT & TIE LINES
UTILITIES — FO (TYPE)
(TELEPHONE, GAS, ELECTRIC, CABLE TV, FIBER OPTIC)
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
PARCEL NUMBER 102
SIGN NUMBER (OFF PREMISE) 21-1
BUILDING
BUILDING TO BE REMOVED
FOUND IRON PIPE/PIN IP ○ (1" UNLESS NOTED)
R/W MONUMENT ○ ●(SET)
R/W STANDARD △ ▲(SET)
SIGN | SIGN ⊦SIGN

ACCESS POINT	AP
ACCESS RIGHTS	AR
ACRES	AC.
AND OTHERS	ET.AL.
CENTERLINE	C/L
CERTIFIED SURVEY MAP	CSM
DOCUMENT	DOC.
HIGHWAY EASEMENT	H.E.
LAND CONTRACT	LC
MONUMENT	MON.
PAGE	P.
PROPERTY LINE	PL
PERMANENT LIMITED EASEMENT	PLE
RECORDED AS	(100')
REFERENCE LINE	R/L
REMAINING	REM.
RIGHT-OF-WAY	R/W
SECTION	SEC.
SQUARE FEET	SQ.FT.
STATION	STA.
TEMPORARY LIMITED EASEMENT	TLE
VOLUME	V.

CURVE DATA

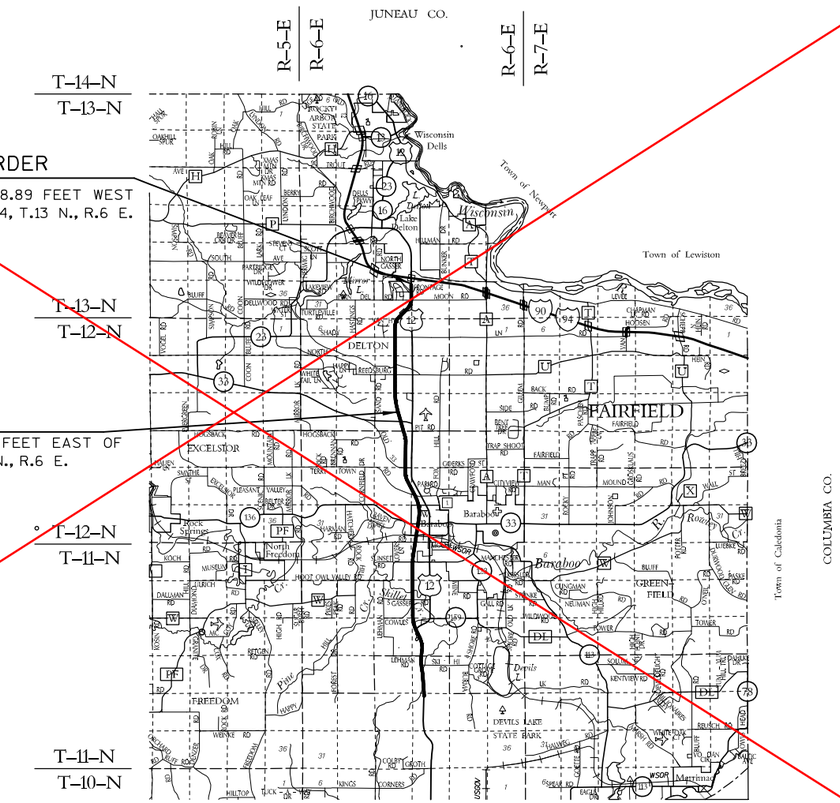
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LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

	NON COMPENSABLE	COMPENSABLE
POWER POLE	○	●
TELEPHONE POLE	⌀	⌀
TELEPHONE PEDESTAL	⌧	⌧

SECTION CORNER

BEGIN RELOCATION ORDER
496.28 FEET SOUTH OF AND 28.89 FEET WEST OF THE NW CORNER OF SEC. 34, T.13 N., R.6 E.

END RELOCATION ORDER
1,437.38 FEET SOUTH OF AND 311.50 FEET EAST OF THE N. 1/4 CORNER OF SEC. 16, T.12 N., R.6 E.



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 3,314 MI.

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, SAUK COUNTY COUNTY ZONE, NAD 83 (1991) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

I HEREBY CERTIFY THAT THIS PLAT WAS MADE FOR THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

STRAND ASSOCIATES, INC® ENGINEERS

REVISION DATE
10/15/07 N.C.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR REGION OFFICE

DATE:_____ _____ (Signature)

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040101_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 50

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
1674-00-21		
FEDERAL PROJECT NUMBER	4.1	18

PLAT OF RIGHT-OF-WAY REQUIRED FOR

LAKE DELTON - SAUK CITY
(IH 90/94 - STH 33)
USH 12 SAUK COUNTY

CONSTRUCTION PROJECT NUMBER

CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE, COUNTY, or TOWN LINE
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED REFERENCE LINE
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
EASEMENT LINE
CORPORATE LIMITS
EXISTING CENTERLINE
LOT & TIE LINES
UTILITIES — FO (TYPE)
(TELEPHONE, GAS, ELECTRIC, CABLE TV, FIBER OPTIC)
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
PARCEL NUMBER 102
SIGN NUMBER (OFF PREMISE) 21-1
BUILDING
BUILDING TO BE REMOVED
FOUND IRON PIPE/PIN IP (1" UNLESS NOTED)
R/W MONUMENT ● (SET)
R/W STANDARD ▲ (SET)
SIGN | SIGN |

ACCESS POINT	AP
ACCESS RIGHTS	AR
ACRES	AC.
AND OTHERS	ET.AL.
CENTERLINE	C/L
CERTIFIED SURVEY MAP	CSM
DOCUMENT	DOC.
HIGHWAY EASEMENT	H.E.
LAND CONTRACT	LC
MONUMENT	MON.
PAGE	P.
PROPERTY LINE	PL
PERMANENT LIMITED EASEMENT	PLE
RECORDED AS	(100')
REFERENCE LINE	R/L
REMAINING	REM.
RIGHT-OF-WAY	R/W
SECTION	SEC.
SQUARE FEET	SQ.FT.
STATION	STA.
TEMPORARY LIMITED EASEMENT	TLE
VOLUME	V.

CURVE DATA

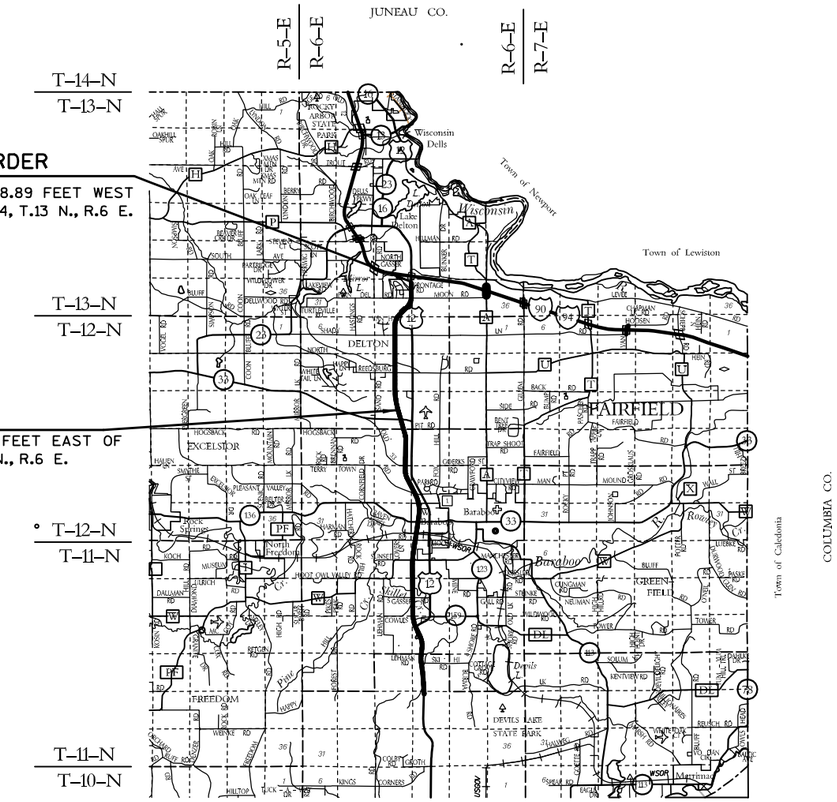
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LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

	NON COMPENSABLE	COMPENSABLE
POWER POLE	⊥	■
TELEPHONE POLE	⌀	⌀
TELEPHONE PEDESTAL	⌧	⌧

SECTION CORNER (17 / 26 26 / 35 35 / 36)

BEGIN RELOCATION ORDER
496.28 FEET SOUTH OF AND 28.89 FEET WEST OF THE NW CORNER OF SEC. 34, T.13 N., R.6 E.

END RELOCATION ORDER
1,437.38 FEET SOUTH OF AND 311.50 FEET EAST OF THE N. 1/4 CORNER OF SEC. 16, T.12 N., R.6 E.



LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 3.314 MI.

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, SAUK COUNTY COUNTY ZONE, NAD 83 (1991) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

I HEREBY CERTIFY THAT THIS PLAT WAS MADE FOR THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

STRAND ASSOCIATES, INC® ENGINEERS

REVISION DATE
10/15/07 N.C.
9/14/09 N.C.
10/01/10 N.C.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR REGION OFFICE

DATE:_____ _____ (Signature)

SHEET 345 A E

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROX-
IMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE
SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH
ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES OR S.F.	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TOTAL ACRES OR S.F.REM.	T.L.E. P.L.E. ACRES OR S.F.	H.E. ACRES OR S.F
1	4.6	SCENIC TRAVELER INC.	TLE	4.14	----	----	----	4.14	0.05	
2	4.6	HO-CHUNK NATION	FEE,TLE	UNKNOWN	0.37	----	0.37	UNKNOWN	1.06	
3	4.6,4.15	ANTIQUE MALL OF WISCONSIN DELLS LLC	FEE,TLE	3.05	0.03	----	0.03	3.02	0.45	
4	4.6,4.7,4.15	VIRGIL L. & CYNTHIA P. DICKINSON	FEE,TLE,AR	34.60	3.52	0.62	4.14	30.46	2.24	
5										
6	4.7,4.15	ROBERT A. KAISER	TLE	0.46 (LOT 198)	----	----	----	0.46	0.07	
7	4.8,4.15	RICHARD O. & LONITA S. SCHULZE	TLE	1.57	----	----	----	1.57	0.13	
8	4.8,4.15	RANDAL S. STOLARSKI	TLE	0.58 (LOT 1)	----	----	----	0.58	0.02	
9	4.8,4.15	TIMOTHY A. GASSER	TLE	0.51	----	----	----	0.51	0.04	
10										
11	4.7,4.8,4.11	WISCONSIN WINNEBAGO TRIBE	FEE,TLE	54.99	15.92	2.11	18.03	36.96	0.16	
12	4.7,4.8,4.16	JOHN K. BUCK	FEE,TLE	45.14	16.08	0.47	16.55	28.59	0.38	
13	4.7,4.16	SUSAN C. KERHULAS	FEE,TLE,AR	40.00	5.25	1.57	6.82	33.18	2.65	
14	4.7,4.8,4.16	SAUK COUNTY	FEE,TLE	4.33	1.56	----	1.56	2.77	0.21	
15										
16	4.7,4.8,4.16	ROYOAK INC.	HE,TLE	5.12	----	----	----	5.12	0.42	4.26
17	4.7,4.16	KATHLEEN M. OTT	FEE,TLE	1.19	0.97	----	0.97	0.22	0.12	
18	4.7,4.8,4.16	CORINNE B. BEARD	FEE,PLE,TLE	14.78	4.19	0.41	4.60	10.18	0.06 PLE,0.05 TLE	
19	4.7,4.8	THOMAS P. HANSON & DONALD F. CARRIG	FEE,TLE	11.77	3.03	----	3.03	8.74	0.02	
20										
21	4.7,4.8	WINCHEL ENTERPRISES,LLC,VENDOR;BP FARMS,LLC,PURCHASER	FEE	7.81	1.60	----	1.60	6.21	----	
22	4.7,4.16	SCHLUTER SAW LLC	FEE,TLE	34.04	2.91	0.43	3.34	30.70	4.69	
23	4.7,4.16	RICHARD J. YOUNG	FEE,TLE	4.59	1.01	0.38	1.39	3.20	0.89	
24	4.8,4.9	VIKING BOWL PIZZA INC.	FEE,PLE	142.60	24.37	0.95	25.32	117.28	0.34	
25	4.7,4.16	WEEKS INDUSTRIES	TLE	1.18	----	----	----	1.18	0.06	
26	4.9	BETTY L. HERFORT	FEE	5.00	4.75	0.25	5.00	----	----	
27	4.9	WILLIAM L. & GRETCHEN M. DRESEN	FEE	2.39	0.23	0.26	0.49	1.90	----	
28	4.9,4.10	THE JERRY S.PERUN FAMILY TRUST (ROMAN J.PERUN,TRUSTEE)	FEE,TLE	200.00	10.39	1.46	11.85	188.15	0.02	
29	4.11,4.13	PODOLAK PROPERTIES LLC	FEE,AR	78.98	13.96	0.65	14.61	64.37	----	
30										
31	4.12	LARRY &GAIL N. CUFF	FEE,TLE	1.02	0.02	0.02	0.04	0.98	0.01	
32	4.12	PAUL I. & ROSE MARY CLOUD	FEE,TLE	1.40	0.001	0.06	0.061	1.34	0.01	
33	4.12	JOSEPH HUFFSTUTLER	FEE,TLE	3.41	0.004	0.03	0.034	3.376	0.01	
34	4.11,4.12,4.14	ROMAN A. & BEATRICE T. STATZ	FEE,TLE,AR	65.17	1.52	0.63	2.15	63.02	0.11	
35										
36	4.11,4.12	JOHN J. HEESEN	FEE,TLE,AR	1.32	0.17	0.28	0.45	0.87	0.08	
37	4.11	DAVID H. & MONA J. ENGFORD FAMILY TRUST	FEE	6.94	6.36	0.58	6.94	----	----	
38	4.13	JOHN B. & JOHANNA A FRY	FEE,TLE,AR	1.00	0.04	0.15	0.19	0.81	0.02	
39	4.13	DAN & KRISTI TURNER	FEE,TLE,AR	1.86	0.07	0.26	0.33	1.53	0.03	
40										

*PER PROJECT ID 1674-00-24-4.01

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

** ROMAN A. & BEATRICE T. STATZ, TRUSTEES OF THE ROMAN A. STATZ AND BEATRICE T. STATZ REVOCABLE LIVING TRUST, DATED OCTOBER 31, 2006, AND ANY AMENDMENTS THERETO

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROX-IMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES OR S.F.	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TOTAL ACRES OR S.F.REM.	T.L.E. P.L.E. ACRES OR S.F.	H.E. ACRES OR S.F
1	4.6	SCENIC TRAVELER INC.	TLE	4.14	----	----	----	4.14	0.05	
2	4.6	HO-CHUNK NATION	FEE,TLE	UNKNOWN	0.37	----	0.37	UNKNOWN	1.06	
3	4.6,4.15	ANTIQUE MALL OF WISCONSIN DELLS LLC	FEE,TLE	3.05	0.03	----	0.03	3.02	0.45	
4	4.6,4.7,4.15	VIRGIL L. & CYNTHIA P. DICKINSON	FEE,TLE,AR	34.60	3.52	0.62	4.14	30.46	2.24	
5										
6	4.7,4.15	ROBERT A. KAISER	TLE	0.46 (LOT 198)	----	----	----	0.46	0.07	
7	4.8,4.15	RICHARD O. & LONITA S. SCHULZE	TLE	1.57	----	----	----	1.57	0.13	
8	4.8,4.15	RANDAL S. STOLARSKI	TLE	0.58 (LOT 1)	----	----	----	0.58	0.02	
9	4.8,4.15	TIMOTHY A. GASSER	TLE	0.51	----	----	----	0.51	0.04	
10										
11	4.6,4.7,4.8	WISCONSIN WINNEBAGO TRIBE	FEE,TLE	54.99	15.92	2.11	18.03	36.96	0.16	
12	4.7,4.8,4.16	JOHN K. BUCK	FEE,TLE	45.14	16.08	0.47	16.55	28.59	0.38	
13	4.7,4.16	SUSAN C. KERHULAS	FEE,TLE,AR	40.00	5.25	1.57	6.82	33.18	2.65	
14	4.7,4.8,4.16	SAUK COUNTY	FEE,TLE	4.33	1.56	----	1.56	2.77	0.21	
15										
16	4.7,4.8,4.16	ROYOAK INC.	HE,TLE	5.12	----	----	----	5.12	0.42	4.26
17	4.7,4.16	KATHLEEN M. OTT	FEE,TLE	1.19	0.97	----	0.97	0.22	0.12	
18	4.7,4.8,4.16	CORINNE B. BEARD	FEE,PLE,TLE	14.78	4.19	0.41	4.60	10.18	0.06 PLE,0.05 TLE	
19	4.7,4.8	THOMAS P. HANSON & DONALD F. CARRIG	FEE,TLE	11.77	3.03	----	3.03	8.74	0.02	
20										
21	4.7,4.8	WINCHEL ENTERPRISES,LLC,VENDOR;BP FARMS,LLC,PURCHASER	FEE	7.81	1.60	----	1.60	6.21	----	
22	4.7,4.16	SCHLUTER SAW LLC	FEE,TLE	34.04	2.91	0.43	3.34	30.70	4.69	
23	4.7,4.16	RICHARD J. YOUNG	FEE,TLE	4.59	1.01	0.38	1.39	3.20	0.89	
24	4.8,4.9	VIKING BOWL PIZZA INC.	FEE,PLE	142.60	24.37	0.95	25.32	117.28	0.34	
25	4.7,4.16	WEEKS INDUSTRIES	TLE	1.18	----	----	----	1.18	0.06	
26	4.9	BETTY L. BERTRAM	FEE	5.00	4.75	0.25	5.00	----	----	
27	4.9	WILLIAM L. & GRETCHEN M. DRESEN	FEE	2.39	0.23	0.26	0.49	1.90	----	
28	4.9,4.10	THE JERRY S.PERUN FAMILY TRUST (ROMAN J.PERUN,TRUSTEE)	FEE,TLE	200.00	10.39	1.46	11.85	188.15	0.02	
29	4.11,4.13	PODOLAK PROPERTIES LLC	FEE,AR	78.98	13.96	0.65	14.61	64.37	----	
128	4.9,4.10	THE JERRY S. PERUN FAMILY TRUST (JERRY S. PERUN, OLGA K. MAY TRUSTEES)	FEE	188.15	0.42	0.00	0.42	187.73	----	
31	4.12	LARRY &GAIL N. CUFF	FEE,TLE	1.02	0.02	0.02	0.04	0.98	0.01	
32	4.12	PAUL I. & ROSE MARY CLOUD	FEE,TLE	1.40	0.001	0.06	0.061	1.34	0.01	
33	4.12	JOSEPH HUFFSTUTLER	FEE,TLE	3.41	0.004	0.03	0.034	3.376	0.01	
34	4.11,4.12,4.14	**	FEE,TLE,AR	65.17	1.52	0.63	2.15	63.02	0.11	
35										
36	4.11,4.12	JOHN J. HEESEN	FEE,TLE,AR	1.32	0.17	0.28	0.45	0.87	0.08	
37	4.11	DAVID H. & MONA J. ENGFORD FAMILY TRUST	FEE	6.94	6.36	0.58	6.94	----	----	
38	4.13	JOHN B. FRY	FEE,TLE,AR	1.00	0.04	0.15	0.19	0.81	0.02	
39	4.13	DAN & KRISTI TURNER	FEE,TLE,AR	1.86	0.07	0.26	0.33	1.53	0.03	
40										

* PER PROJECT ID 1674-00-24-4.01

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REVISION DATE 10/15/07 09/14/09 10/01/10	DATE 12/27/06	SCALE, FEET 0 N/A	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 42
			COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 346 A E

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROX-
IMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE
SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH
ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES OR S.F.	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TOTAL ACRES OR S.F.REM.	T.L.E. P.L.E. ACRES OR S.F.
41	4.10,4.11,4.13,4.14	HO-CHUNK NATION	FEE,TLE,AR	UNKNOWN	36.90	1.29	38.19	UNKNOWN	0.03
42	4.14	DAVID A. LEATHERBERRY	FEE	80.87	7.54	----	7.54	73.33	----
43	4.10,4.11,4.12	RUTH HODGE	FEE,TLE,AR	160.00	3.31	0.10	3.41	156.59	0.10
44	4.8	JUDITH A. CONOVER AND JEFFREY CONOVER	FEE	9.06	0.89	----	0.89	8.17	----
45									
46	4.6,4.15	VIRGIL L. DICKINSON	TLE	0.43	----	----	----	0.43	0.13
47	4.6,4.7,4.15	ROSMAN AND RCM LLC	TLE	2.13	----	----	----	2.13	0.07
48	4.11,4.12	HO-CHUNK NATION	FEE,TLE,AR	UNKNOWN	0.84	0.42	1.26	UNKNOWN	0.21
49									
50									
51	4.6,7,8,11,12 4.13,15,16	ALLIANT ENERGY CORP.	RELEASE OF RIGHTS						
51	4.6, 8, 15	ALLIANT ENERGY CORP.	TEMPORARY RELEASE OF RIGHTS						
52	4.7,8,9,12,15,16	CENTURY TEL	RELEASE OF RIGHTS						
52	4.6,7,8,15,16	CENTURY TEL	TEMPORARY RELEASE OF RIGHTS						
53	4.7	CHARTER COMMUNICATION	RELEASE OF RIGHTS						
54	4.7, 4.16	ALLIANT ENERGY CORP. - GAS	RELEASE OF RIGHTS						
55									
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REVISION DATE
10/15/07
02/26/08 INTERIM

DATE 12/27/06

SCALE, FEET
0 N/A

HWY: USH 12

COUNTY: SAUK

STATE R/W PROJECT NUMBER 1674-00-21

CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.3

PS&E SHEET

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040103_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 60

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROX-IMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES OR S.F.	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TOTAL ACRES OR S.F.REM.	T.L.E. P.L.E. ACRES OR S.F.
41	4.10,4.11,4.13,4.14	HO-CHUNK NATION	FEE,TLE,AR	UNKNOWN	36.90	1.29	38.19	UNKNOWN	0.03
42	4.14	DAVID A. LEATHERBERRY	FEE	80.87	7.54	----	7.54	73.33	----
43	4.10,4.11,4.12	RUTH HODGE	FEE,TLE,AR	160.00	3.31	0.10	3.41	156.59	0.10
44	4.8	JUDITH A. CONOVER AND JEFFREY CONOVER	FEE	9.06	0.89	----	0.89	8.17	----
45									
46	4.6,4.15	VIRGIL L. DICKINSON	TLE	0.43	----	----	----	0.43	0.13
47	4.6,4.7,4.15	ROSMAN AND RCM LLC	TLE	2.13	----	----	----	2.13	0.07
48	4.11,4.12	HO-CHUNK NATION	FEE,TLE,AR	UNKNOWN	0.84	0.42	1.26	UNKNOWN	0.21
49									
50									
51	4.6,7,8,11,12 4.13,15,16	ALLIANT ENERGY CORP.	RELEASE OF RIGHTS						
51	4.6, 8, 15	ALLIANT ENERGY CORP.	TEMPORARY RELEASE OF RIGHTS						
52	4.7,8,9,12,15,16	CENTURY TEL	RELEASE OF RIGHTS						
52	4.6,7,8,15,16	CENTURY TEL	TEMPORARY RELEASE OF RIGHTS						
53	4.7	CHARTER COMMUNICATION	RELEASE OF RIGHTS						
54	4.7, 4.16	ALLIANT ENERGY CORP. - GAS	RELEASE OF RIGHTS						
55									
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REVISION DATE
10/15/07
09/14/09
10/01/10 N.C.

DATE 12/27/06

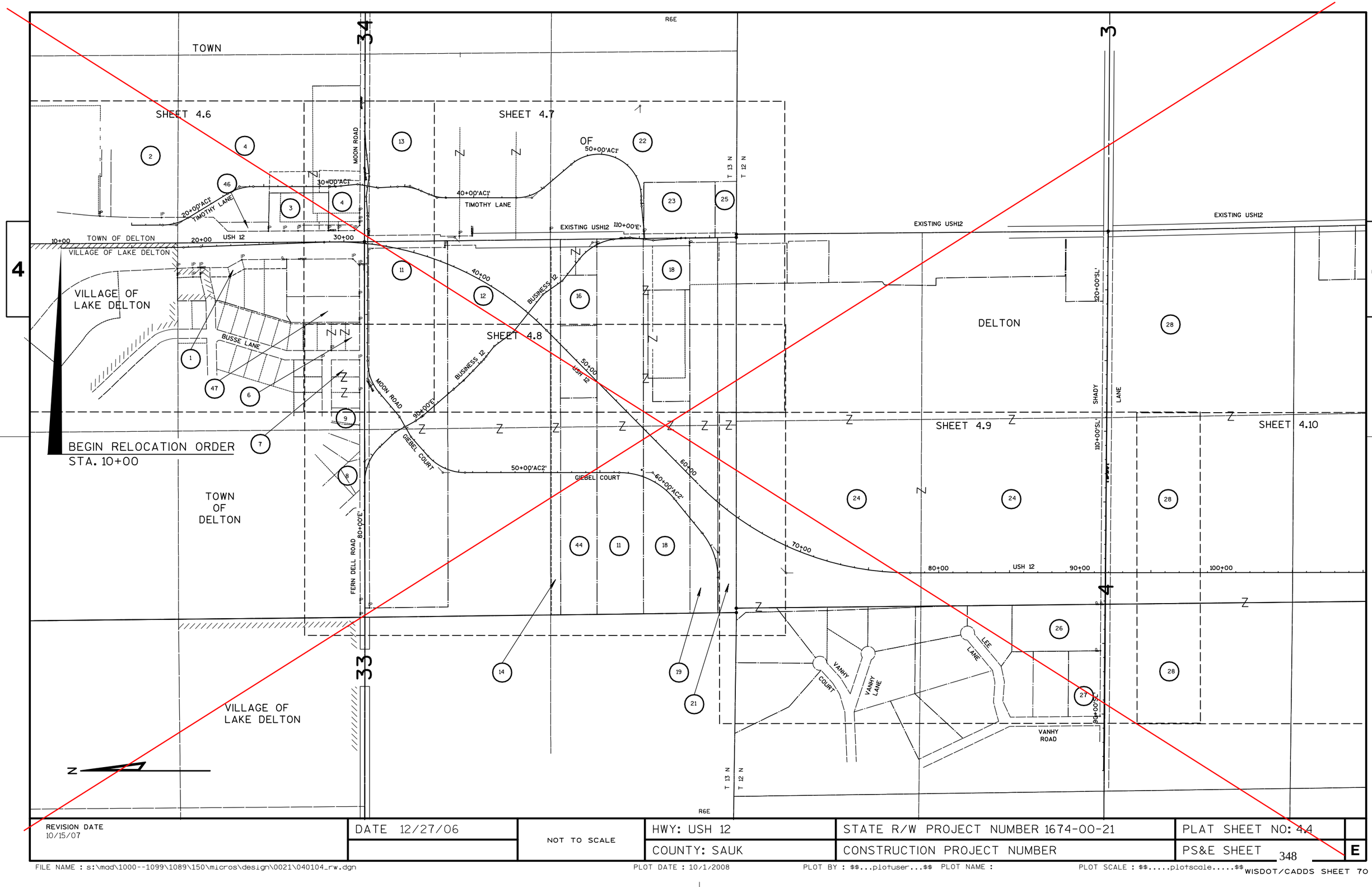
SCALE, FEET
0 N/A

HWY: USH 12
COUNTY: SAUK

STATE R/W PROJECT NUMBER 1674-00-21
CONSTRUCTION PROJECT NUMBER

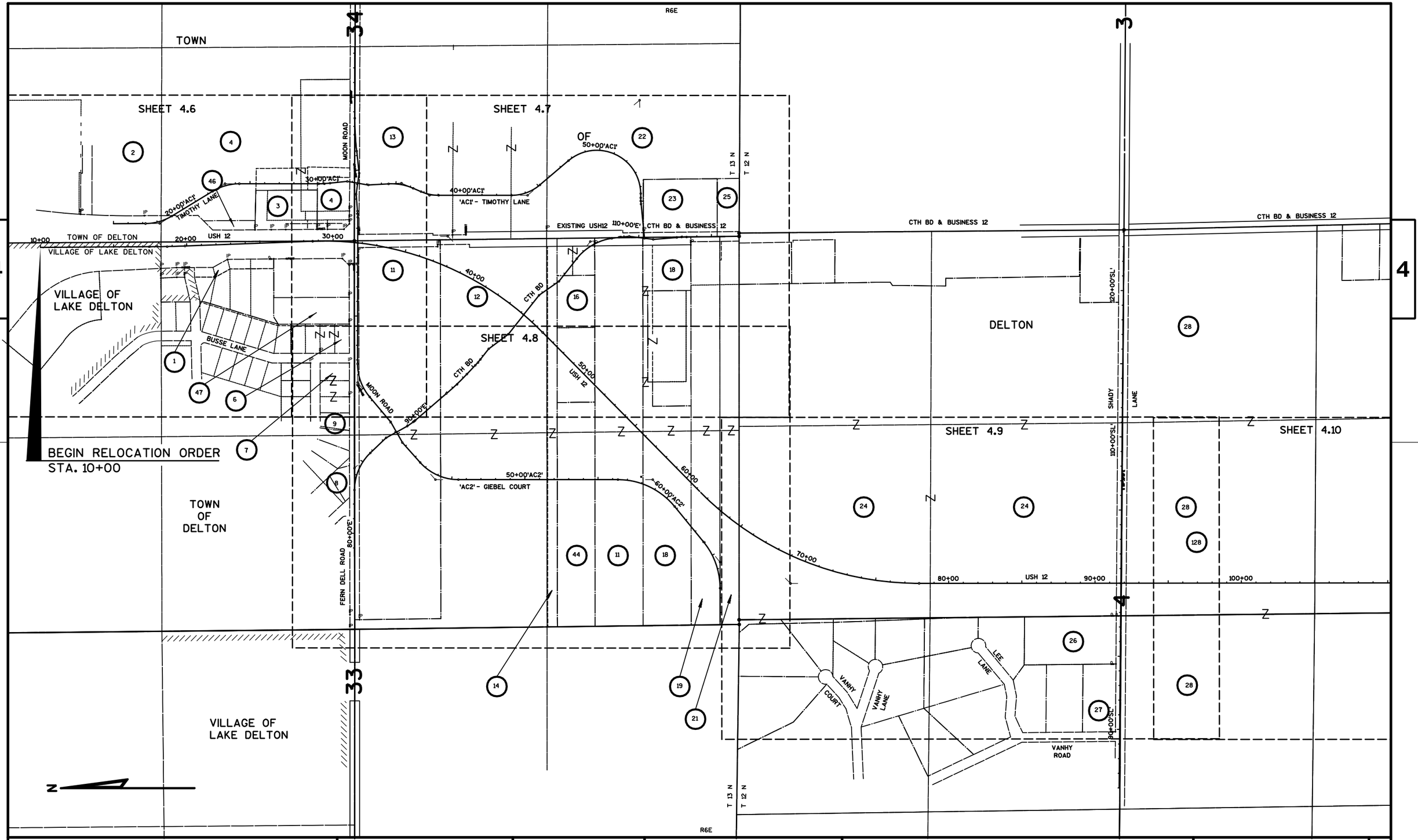
PLAT SHEET NO: 4.3
PS&E SHEET 347 A

E



REVISION DATE 10/15/07	DATE 12/27/06	NOT TO SCALE	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.4
			COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 348 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040104_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



REVISION DATE	DATE 12/27/06	NOT TO SCALE	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.4	
10/15/07 9/14/09 10/01/10			COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 348 A	E

R 6 E

10

15

N

TOWN OF DELTON

USH 12

USH 12

USH 12

USH 12

LOOP LANE

PENNY LANE

DORI DR.

NORTH REEDSBURG ROAD

120+00'N'

110+00'N'

SHEET 4.13

SHEET 4.10

SHEET 4.11

SHEET 4.14

SHEET 4.12

T 12 N

4

4

110+00

120+00

130+00'F'

130+00

130+00'J'

140+00'F'

140+00

140+00'J'

150+00'G'

150+00

150+00'H'

160+00'G'

160+00

160+00'H'

170+00

180+00

190+00'K'

190+00

END RELOCATION ORDER
STA. 185+00

HOPE ROAD

TOWN OF DELTON

R 6 E

REVISION DATE 10/15/07 N.C.	DATE 12/27/06	NOT TO SCALE	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 45	
			COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040105_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 70

R 6 E

10

15

4

4

TOWN OF DELTON

CTH BD & BUSINESS USH12

CTH BD & BUSINESS USH12

USH 12

NORTH REEDSBURG ROAD

120+00'N'

110+00'N'

SHEET 4.13

SHEET 4.10

SHEET 4.11

SHEET 4.14

SHEET 4.12

USH 12

LOOP LANE

PENNY LANE

DORI DR.

T 12 N

T 12 N

USH 12

USH 12

110+00

120+00

130+00'F'

130+00

130+00'J'

140+00'F'

140+00

140+00'J'

150+00'G'

150+00

150+00'H'

160+00'G'

160+00

160+00'H'

170+00

180+00

190+00'K'

190+00

END RELOCATION ORDER
STA. 185+00

NORTH REEDSBURG ROAD

HOPE ROAD

TOWN OF DELTON

R 6 E

REVISION DATE 10/15/07 N.C. 9/14/09 10/01/10 N.C.	DATE 12/27/06	NOT TO SCALE	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.5
			COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 349 A E

FILE NAME : s:\MAD\1000--1099\1089\150\Micros\Design\0021\040105_rw.dgn PLOT DATE : 10/1/2010 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 70

NOTE: R/W DISTANCES FROM BUILDING TO R/W AS SHOWN ARE APPROXIMATE ONLY

NOTE: ACCESS ALONG USH 12 FROM FERN DELL ROAD / MOON ROAD TO THE NORTH IS CONTROLLED UNDER PROJECT 1-90-2 (13) 86.

NOTE: ACCESS ALONG USH 12 FROM FERN DELL ROAD / MOON ROAD TO THE SOUTH IS CONTROLLED UNDER PROJECT CA 1670-1-29,

NOTE: EXISTING HIGHWAY R/W ON USH 12 ESTABLISHED FROM PREVIOUS PROJECTS 4188 AND 1-90-2 (13) 86, AND ABUTTING SURVEYS OF RECORD.

NOTE: EXISTING R/W ON MOON ROAD ESTABLISHED FROM FOUND MONUMENTATION FROM CSM 107 AND A BEST-FIT CENTERLINE.

NOTE: EXISTING R/W ON FERN DELL ROAD ESTABLISHED FROM FOUND MONUMENTATION AND REFERENCES TO CSM'S 4016, 1636, 2835, THE PLAT OF EAST ADDITION TO YELLOW THUNDER VALLEY AND THE PLAT OF YELLOW THUNDER VALLEY.

NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS

NOTE: SEE SHEET 4.15 FOR PARCEL 3, 4 & 46 T.L.E. DETAILS

TOWN OF DELTON

NO MONUMENT- CUMPUTED FROM TIES
Y= 273,092.38.39
X= 641,245.14

T 13 N R 6 E Sec 28 33 34

ALLIANT ENERGY CORP
ELETRIC EASEMENT
VOL. 160 P.10
OVERHEAD EASEMENT
VOL.268.P. 352-353

CENTURY TELEPHONE
TELEPHONE EASEMENT
VOL.289. P.443

HO CHUNK NATION

492

T.L.E. - SLOPE & TEMPORARY ROAD
1.06 AC.

LOT 1
CSM 2683
VOL.12 P. 2683

66 FOOT ACCESS EASEMENT

51 ALLIANT 20-FOOT CAS LINE EASEMENT
REEL 656 I.142

"TIMOTHY LANE"

"M"

TIMOTHY LANE

L. = 80.16'
L.C. = 80.16'
L.C.B. = N 2°09'18" E
R. = 5674.65'

L. = 211.46'
L.C. = 211.45'
L.C.B. = S 0°41'06" W
R. = 5674.65'

P.I. STA. 10+00.00
TOWN OF DELTON
VILLAGE OF LAKE DELTON

BEGIN RELOCATION ORDER
STA. 10+00
Y = 272 596.1010
X = 641 216.2500

S 0°-21'-13" E 2641.04'

USH 12

P.C. STA. 17+44.66

51 ALLIANT ENERGY CORP
POWER POLE - PARCEL 2

P.I. = 18+66.29
Y 271,729.83
X 641,222.00
Δ. = 01°44'31.90" (LT)
D. = 00°42'58.31"
T. = 121.64
L. = 243.26
R. = 8,000.00

P.I. = 18+16.11'AC1'
Δ. = 31°01'15.19" (LT)
D. = 16°22'12.80"
T. = 97.13
L. = 189.50
R. = 350.00

P.I. = 23+33.49'AC1'
Δ. = 31°19'32.72" (RT)
D. = 16°22'12.80"
T. = 98.14
L. = 191.36
R. = 350.00

P.I. = 29+94.63'AC1'
Δ. = 03°56'46.77" (LT)
D. = 07°38'21.97"
T. = 25.84
L. = 51.66
R. = 750.00

T.L.E. - SLOPES, FUTURE DRIVEWAY CONSTRUCTION & TEMPORARY ROAD
1.54 AC.

51 ALLIANT ENERGY CORP.
ELECTRIC EASEMENT
VOL. 160 P. 10

51 ALLIANT ENERGY CORP.
RELEASE OF RIGHTS PARCEL 4
TEMP. RELEASE OF RIGHTS PARCEL 3
BURIED ELECTRIC CABLE

VIRGIL L. & CYNTHIA P. DICKINSON

4

PARKING EASEMENT
AGREEMENT DOC. NO. 823417

66' ACCESS EASEMENT
LOT 2
CSM 107
V. 1 P. 107

SURVEY NAIL
FOUND
Y = 270,431.52
X = 646,550.94

SUSAN KERHULAS

13

ALLIANT ENERGY CORP.
OVERHEAD PORCH EASEMENT
VOL. 268 P.352
VOL. 268 P.353

WISDOT
UNDERGROUND ELECTRIC

CHARTER COMMUNICATIONS
OVERHEAD CABLE

S 00°40'21" E 2,629.70'
E1/4 COR TO SE COR. 33

ALLIANT ENERGY
OVERHEAD ELECTRIC

ALLIANT ENERGY
UNDERGROUND ELECTRIC

ALLIANT ENERGY
UNDERGROUND GAS LINE

CAUTION

SUMUKH, LLC
LOT 1
CSM 4016
VOL. 20 P. 4016

SCENIC TRAVELER, INC.

ANTIQUE MALL OF WISCONSIN DELLS LLC
LOT 1
CSM 4386
VOL. 23 P. 4386

3

1.50 AC. +/- REMAIN

VIRGIL L. & CYNTHIA P. DICKINSON

46

VIRGIL L. DICKINSON

FRONTAGE ROAD EASEMENT

T.L.E. - SLOPES
0.05 AC.

1

LOT 1
CSM 1695

CENTURY TEL
TEMPORARY RELEASE OF RIGHTS
EASEMENT
VOL. 289 P.443

52

ROSMAN & RCM LLC
LOT 1
CSM 1899

ROSMAN & RCM LLC

VILLAGE OF LAKE DELTON

DEER RUN ROAD

TOWN OF DELTON

PLAT OF BUSSE'S ADDITION TO YELLOW THUNDER VALLEY

EAST ADDITION TO YELLOW THUNDER VALLEY

PLAT OF YELLOW THUNDER VALLEY

BUSSE LANE

ROBERT A. KAISER

6

RICHARD SCHULZE

7

MOON ROAD

MATCH LINE STA. 30+00
SEE SHEET 4.7

NO MONUMENT- COMPUTED FROM TIES
Y= 270,451.39
X= 641,261.44 LOT 1
CSM 1636
VOL. 7 P. 1636

ROSMAN AND RCM LLC

47

TOWN OF DELTON
LOT 1
C.S.M. 2835
VOL. 13 P.2835

WISCONSIN WINNEBAGO TRIBE

11

NO MONUMENT - COMPUTED FROM REFERENCE ON CSM 2835
Y = 270,448.14
X = 638,605.89

T 13 N R 6 E Sec 33

N 89°-55'-47" E 2655.55'

N 89°-46'-46" E 2654.48'

NW-NW
NW-SW
NE-NE
NE-SE
SW-NW
SE-NE

R/W POINT NUMBER, COURSE AND COORDINATE TABLE

POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	X	Y	TO POINT NUMBER
101635	S 00°23'00" E	114.59'	17+11.42'AC1'	53.55'			7636
7636	S 0°07'14" E	102.94'	18+40.30 AC1'	34.97'			6662
6662	S 0°22'38" E	75.15'	19+35.55				7862
531	N 08°17'57" W	875.73'					40008
40008	N 29°06'35" W	83.77'					7574
7574	S 13°29'40" E	178.50'					7573
7573	N 00°30'49" W	100.39'					40008
7857	N 23°55'08" W	100.84'					7859
7862	S 25°15'34" E	150.84'					7863
7863	S 39°15'10" E	143.29'					7864
7864	S 03°44'36" E	183.27'					8002
8002	S 06°36'24" E	39.55'					19172
19172	S 00°24'31" E	79.91'					19171

REVISION DATE 10/15/07 02/26/08 INTERIM	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21
	GRID FACTOR		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.6

PS&E SHEET 350 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040106_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE: R/W DISTANCES FROM BUILDING TO R/W AS SHOWN ARE APPROXIMATE ONLY

NOTE: ACCESS ALONG USH 12 FROM FERN DELL ROAD / MOON ROAD TO THE NORTH IS CONTROLLED UNDER PROJECT 1-90-2 (13) 86.

NOTE: ACCESS ALONG USH 12 FROM FERN DELL ROAD / MOON ROAD TO THE SOUTH IS CONTROLLED UNDER PROJECT CA 1670-1-29,

NOTE: EXISTING HIGHWAY R/W ON USH 12 ESTABLISHED FROM PREVIOUS PROJECTS 4188 AND 1-90-2 (13) 86, AND ABUTTING SURVEYS OF RECORD.

NOTE: EXISTING R/W ON MOON ROAD ESTABLISHED FROM FOUND MONUMENTATION FROM CSM 107 AND A BEST-FIT CENTERLINE.

NOTE: EXISTING R/W ON FERN DELL ROAD ESTABLISHED FROM FOUND MONUMENTATION AND REFERENCES TO CSM'S 4016, 1636, 2835, THE PLAT OF EAST ADDITION TO YELLOW THUNDER VALLEY AND THE PLAT OF YELLOW THUNDER VALLEY.

TOWN OF DELTON

NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS

NOTE: SEE SHEET 4.15 FOR PARCEL 3, 4 & 46 T.L.E. DETAILS

NO MONUMENT- CUMPUTED FROM TIES
Y= 273,092.38.39
X= 641,245.14

T 13 N R 6 E Sec 28 27 33 34

492

ALLIANT ENERGY CORP
ELETRIC EASEMENT
VOL. 160 P.10
OVERHEAD EASEMENT
VOL.268,P. 352-353

CENTURY TELEPHONE
TELEPHONE EASEMENT
VOL.289, P.443

HO CHUNK NATION

NW-NW

T.L.E. - SLOPE & TEMPORARY ROAD
1.06 AC.

LOT 1
CSM 2683
VOL.12 P. 2683

66 FOOT ACCESS EASEMENT

51 ALLIANT 20-FOOT CAS LINE EASEMENT
REEL 656 I.142

"TIMOTHY LANE"

L. = 80.16'
L.C. = 80.16'
L.C.B. = N 2°09'18" E
R. = 5674.65'

P.I. STA. 10+00.00

TOWN OF DELTON
VILLAGE OF LAKE DELTON

BEGIN RELOCATION ORDER
STA. 10+00
Y = 272 596.1010
X = 641 216.2500

51 ALLIANT ENERGY CORP
POWER POLE - PARCEL 2

NE-NE

ROSMAN
& RCM LLC
LOT 1
CSM 1899

P.I. = 18+66.29
Y 271,729.83
X 641,222.00
Δ. = 01°44'31.90" (LT)
D. = 00°42'58.31"
T. = 121.64
L. = 243.26
R. = 8,000.00

L. = 211.46'
L.C. = 211.45'
L.C.B. = S 0°41'06" W
R. = 5674.65'

PC 17+18.98'AC1'
PI 18+16.11'AC1'
PT 19+08.47'AC1'

S 0°-21'-13" E 2641.04'

USH 12

P.C. STA. 17+44.66

P.I. STA. 18+66.29
P.T. STA. 19+87.91

VILLAGE OF LAKE DELTON

CENTURY TEL
TEMPORARY RELEASE OF RIGHTS
EASEMENT
VOL. 289 P.443

P.I. = 18+16.11'AC1'
Δ. = 31°01'15.19" (LT)
D. = 16°22'12.80"
T. = 97.13
L. = 189.50
R. = 350.00

P.I. = 23+33.49'AC1'
Δ. = 31°19'32.72" (RT)
D. = 16°22'12.80"
T. = 98.14
L. = 191.36
R. = 350.00

P.I. = 29+94.63'AC1'
Δ. = 03°56'46.77" (LT)
D. = 07°38'21.97"
T. = 25.84
L. = 51.66
R. = 750.00

VILLAGE OF LAKE DELTON
TOWN OF DELTON
DEER RUN ROAD
BUSSE LANE

LOT 1
CSM 1695

199 ROSMAN & RCM LLC
200 201 202 203 SCENIC TRAVELER, INC.
186 187 188 189 190 191 192 193 194 195 196 197 198

T.L.E. - SLOPES
0.05 AC.

T.L.E. - SLOPES, FUTURE DRIVEWAY CONSTRUCTION & TEMPORARY ROAD
1.54 AC.

51 ALLIANT ENERGY CORP.
ELECTRIC EASEMENT
VOL. 160 P. 10

51 ALLIANT ENERGY CORP.
RELEASE OF RIGHTS PARCEL 4
TEMP. RELEASE OF RIGHTS PARCEL 3
BURIED ELECTRIC CABLE

VIRGIL L. & CYNTHIA P. DICKINSON

PARKING EASEMENT
AGREEMENT DOC. NO. 823417

66' ACCESS EASEMENT
LOT 2
CSM 107
V. 1 P. 107

SW-NW

N 16°50'28" W 123.94'
20+70'AC1' 264.00'
N 2°13'44" W 131.61'
21+85'AC1' 200.00'
N 34°29'24" W 174.38'
19+50'AC1' 295.00'
N 54°37'56" E 131.86'
S 34°29'25" E 131.92'
23+08.78'AC1'
85.29'
23+09'AC1' 75.00'
N 07°01'50" W 129.71'
S 7°01'50" E 121.28'
24+14.27'AC1'
76.96'
24+15'AC1'
67.00'
N 10°13'47" E 139.46'
S 00°03'02" W 683.49'
25+50'AC1' 42.00'
27+00'AC1' 43.00'
29+00'AC1' 43.00'
N 6°54'19" W 147.03'
P.I. STA. 30+07.89'AC1'
P.T. STA. 30+46.93'AC1'
30+52'AC1' 56.39'

7856 7858 7857 7864 7849 7850 7851 7944

PC 50'AC1' 56.00'
20+50'AC1' 69.00'
N 23°28'30" W 108.77'
15+00'AC1' 57.20'
S 36°17'39" E 448.62'
16+00'AC1' 100.00'
N 7°06'02" W 167.52'
17+90'AC1' 115.00'
14+20 219.74'
11+41.32 240.36'
12+65.06 229.63'
N 16°12'12" W 227.44'
PC 22+35.35'AC1'
20+00'AC1' 42.00'
21+50'AC1' 67.00'
25+00.50'AC1' 50.00'
25+23.79'AC1' 45.45'
26+15.70'AC1' 44.98'
PT24+26.71'AC1'
PC 29+68.79'AC1'
S 00°20'50" E 241.92'
28+61.61'AC1' 13.41'
S 16°32'07" W 110.98'
29+68'AC1' 15.00'
S 09°11'11" E 87.48'
30+41.69'AC1' 65.54'
N 27°08'55" E 755.69'
PT 28+60.29

7634 7635 7636 7860 7861 7998 7662 7863 7859 7972 8004 8074

LOT 1
CSM 4386
VOL. 23 P. 4386

ANTIQUE MALL OF WISCONSIN DELLS LLC

LOT 2 CSM 107 V. 1 P. 107
LOT 3 CSM 107
LOT 1 CSM 107

1.50 AC. +/- REMAIN

VIRGIL L. DICKINSON

20+84.49 295.26'
20+00'AC1' 51.06'
21+81.39 102.46'
22+80.21 97.16'
24+69.84 92.41'
25+80.64 89.32'
26+79.88 86.24'
6665 6661 6660 40012 40011 40013

PC 19+08.47'AC1'

ALLIANT ENERGY OVERHEAD ELECTRIC

22+74.65 102.16'
22+00 140.18'
23+75 104.98'
40008 7574 7573

FRONTAGE ROAD EASEMENT

T.L.E. - SLOPES
0.05 AC.

CAUTION

SUMUKH, LLC
LOT 1
CSM 4016
VOL. 20 P. 4016

ALLIANT ENERGY UNDERGROUND CAS LINE

MATCH LINE STA. 30+00
SEE SHEET 4.7

PLAT OF BUSSE'S ADDITION TO YELLOW THUNDER VALLEY

NO MONUMENT- COMPUTED FROM TIES
Y= 270,451.39
X= 641,261.44 LOT 1
CSM 1636
VOL. 7 P. 1636

531

ROSMAN AND RCM LLC

EAST ADDITION TO YELLOW THUNDER VALLEY

ROBERT A. KAISER

BUSSE LANE

50 51 52 53 54

PLAT OF YELLOW THUNDER VALLEY

RICHARD SCHULZE

SE-SE

MOON ROAD

SURVEY NAIL
FOUND
Y = 270,431.52
X = 646,550.94

T 13 N R 6 E Sec 34 35 532

NW-SW

SUSAN KERHULAS

S 89°-46'-46"-E 2654.48'

35+00'AC1'

ALLIANT ENERGY CORP.
OVERHEAD PORCH EASEMENT
VOL. 268 P.352
VOL. 268 P.353

WISDOT
UNDERGROUND ELECTRIC

CHARTER COMMUNICATIONS
OVERHEAD CABLE

S 00°40'21" E 2,629.70'
E1/4 COR TO SE COR. 33

ALLIANT ENERGY
UNDERGROUND ELECTRIC

CENTURY TEL
BURIED CABLE

TOWN OF DELTON

LOT 1
C.S.M. 2835
VOL. 13 P.2835

NE-SE

11 WISCONSIN WINNEBAGO TRIBE

N 89°-55'-47" E 2655.55'

NO MONUMENT - COMPUTED FROM REFERENCE ON CSM 2835
Y = 270,448.14
X = 638,605.89

T 13 N R 6 E Sec 33 502

R/W POINT NUMBER, COURSE AND COORDINATE TABLE							
POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	X	Y	TO POINT NUMBER
101635	S 00°23'00" E	114.59'	17+11.42'AC1'	53.55'			7636
7636	S 0°07'14" E	102.94'	18+40.30'AC1'	34.97'			6662
6662	S 0°22'38" E	75.15'	19+35.55				7862
531	N 08°17'57" W	875.73'					40008
40008	N 29°06'35" W	83.77'					7574
7574	S 13°29'40" E	178.50'					7573
7573	N 00°30'49" W	100.39'					40008
7857	N 23°55'08" W	100.84'					7859
7862	S 25°15'34" E	150.84'					7863
7863	S 39°15'10" E	143.29'					7864
7864	S 03°44'36" E	183.27'					8002
8002	S 06°36'24" E	39.55'					19172
19172	**S 00°24'31" E**	**79.91'**					**19171**

REVISION DATE 10/15/07 9/14/09 10/01/10 N.C.	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.6
	GRID FACTOR		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 350 A E

FILE NAME : s:\MAD\1000--1099\1089\150\Micros\Design\0021\040106_rw.dgn PLOT DATE : 10/1/2010 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SIGN NUMBER	SIGN OWNER
11-1	SCENIC TRAVELER RV SERVICE
11-2	YOGI BEAR PARK & RESORT
11-3	ISHNALA
11-4	FITNESS & AQUATIC CENTER
11-5	BARABOO HILLS CAMPGROUND
11-6	HO CHUNK CASINO / WELLNESS CENTER
12-1	BUCK CROSSING-EDWARD & EILEEN BUCK
12-2	DENMAR SIGN CORPORATION

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON U.S.H. 12 ESTABLISHED FROM PREVIOUS PROJECT 4188 AND ABUTTING SURVEYS OF RECORD.

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON FERN DELL RD BASED ON C.S.M.'S 2835, 4016 AND FOUND IRONS.

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON MOON ROAD ESTABLISHED USING FOUND IRONS FROM C.S.M. 107, A BEST-FIT CENTERLINE AND A REFERENCE TO EXISTING R/W AS SHOWN ON C.S.M. 751

SEE SHEET 4.15 FOR PARCEL 4, 6 & 47 DETAILS.
SEE SHEET 4.16 FOR PARCEL 11, 12, 13, 14, 16, 17, 18, 22 & 23 DETAILS

NOTE: DISTANCES FROM BUILDINGS TO R/W AS SHOWN ARE APPROXIMATE ONLY

NOTE: ACCESS ALONG U.S.H. 12 IS CONTROLLED UNDER CONTROLLED ACCESS PROJECT CA 1670-1-29.

NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7576	N 27°41'15" E	54.74'	7918
7918	N 13°36'09" W	50.92'	7917
7790	N 10°37'43" W	126.78'	7789
7791	N 25°37'25" E	83.92'	7790
6621	N 08°11'10" W	62.22'	7959
7959	N 11°58'06" W	143.57'	7961
7961	N 29°01'31" W	80.54'	7792
7792	N 00°46'25" E	100.60'	7791
6436	S 89°55'24" W	54.03'	6621
7937	S 00°40'21" E	763.21'	6436
7794	S 45°05'24" E	99.38'	7937
7783	S 51°34'41" E	148.95'	7794
7642	S 01°50'54" W	98.59'	7793
7828	N 83°33'01" E	82.42'	7829
7827	N 66°37'39" E	39.40'	7828
7826	N 00°45'57" E	145.65'	7827
7583	N 01°30'38" E	198.12'	7826
7585	N 08°58'56" E	164.90'	7583
7586	N 13°23'37" E	156.09'	7585
630	S 88°42'01" E	22.49'	631
7944	S 03°10'57" E	75.01'	7946
7937	S 00°40'21" E	700.96'	SEH268
SEH268	S 89°19'31" W	54.00'	SEH258
SEH258	S 00°40'22" E	61.69'	6621

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7946	S 67°04'08" W	72.99'	7947
7947	S 84°53'47" W	83.72'	7868
7868	N 84°15'23" W	89.06'	7867
531	S 72°14'32" W	311.79'	7917
7587	S 44°29'01" W	45.67'	7907
7907	N 82°19'39" W	65.06'	7906
7906	N 56°31'41" W	50.16'	7905
8210	S 55°05'05" W	54.25'	8230
8230	S 15°44'18" W	52.76'	8227
8227	S 05°55'39" W	72.33'	7587
7829	S 63°37'15" E	23.32'	7830
7830	S 28°57'21" E	76.82'	7836
7836	S 06°07'20" E	118.46'	7834
7944	S 03°10'57" E	75.01'	7946
630	N 09°57'21" W	334.75'	6621

REVISION DATE 10/15/07 02/26/08 INTERIM	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.7
PS&E SHEET 351 E

SIGN NUMBER	SIGN OWNER
11-1	SCENIC TRAVELER RV SERVICE
11-2	YOGI BEAR PARK & RESORT
11-3	ISHNALA
11-4	FITNESS & AQUATIC CENTER
11-5	BARABOO HILLS CAMPGROUND
11-6	HO CHUNK CASINO / WELLNESS CENTER
12-1	BUCK CROSSING-EDWARD & EILEEN BUCK
12-2	DENMAR SIGN CORPORATION

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON U.S.H. 12 ESTABLISHED FROM PREVIOUS PROJECT 4188 AND ABUTTING SURVEYS OF RECORD.

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON FERN DELL RD BASED ON C.S.M.'S 2835, 4016 AND FOUND IRONS.

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON MOON ROAD ESTABLISHED USING FOUND IRONS FROM C.S.M. 107, A BEST-FIT CENTERLINE AND A REFERENCE TO EXISTING R/W AS SHOWN ON C.S.M. 751

SEE SHEET 4.15 FOR PARCEL 4, 6 & 47 DETAILS.
SEE SHEET 4.16 FOR PARCEL 11, 12, 13, 14, 16, 17, 18, 22 & 23 DETAILS

NOTE: DISTANCES FROM BUILDINGS TO R/W AS SHOWN ARE APPROXIMATE ONLY

NOTE: ACCESS ALONG U.S.H. 12 IS CONTROLLED UNDER CONTROLLED ACCESS PROJECT CA 1670-1-29.

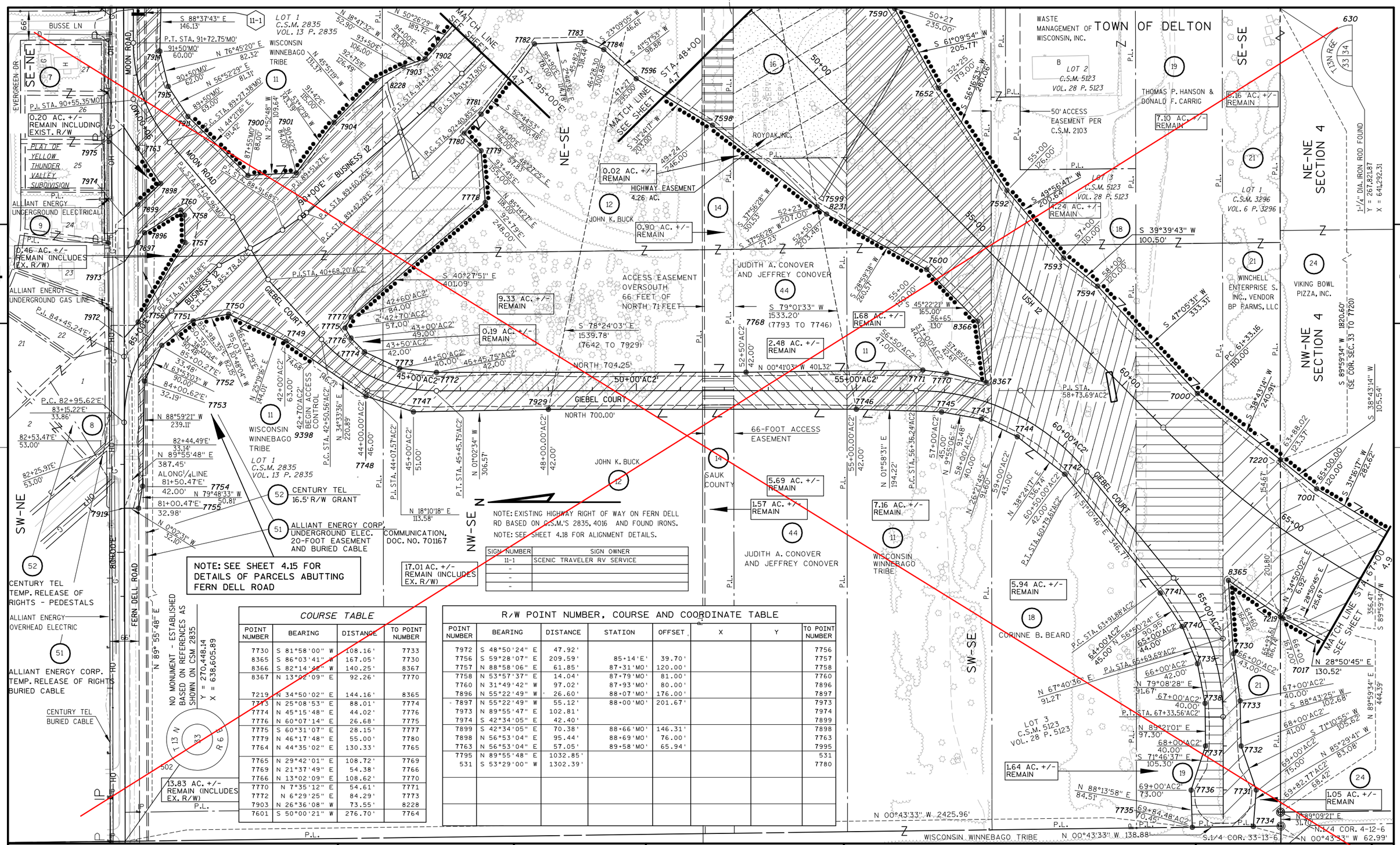
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS

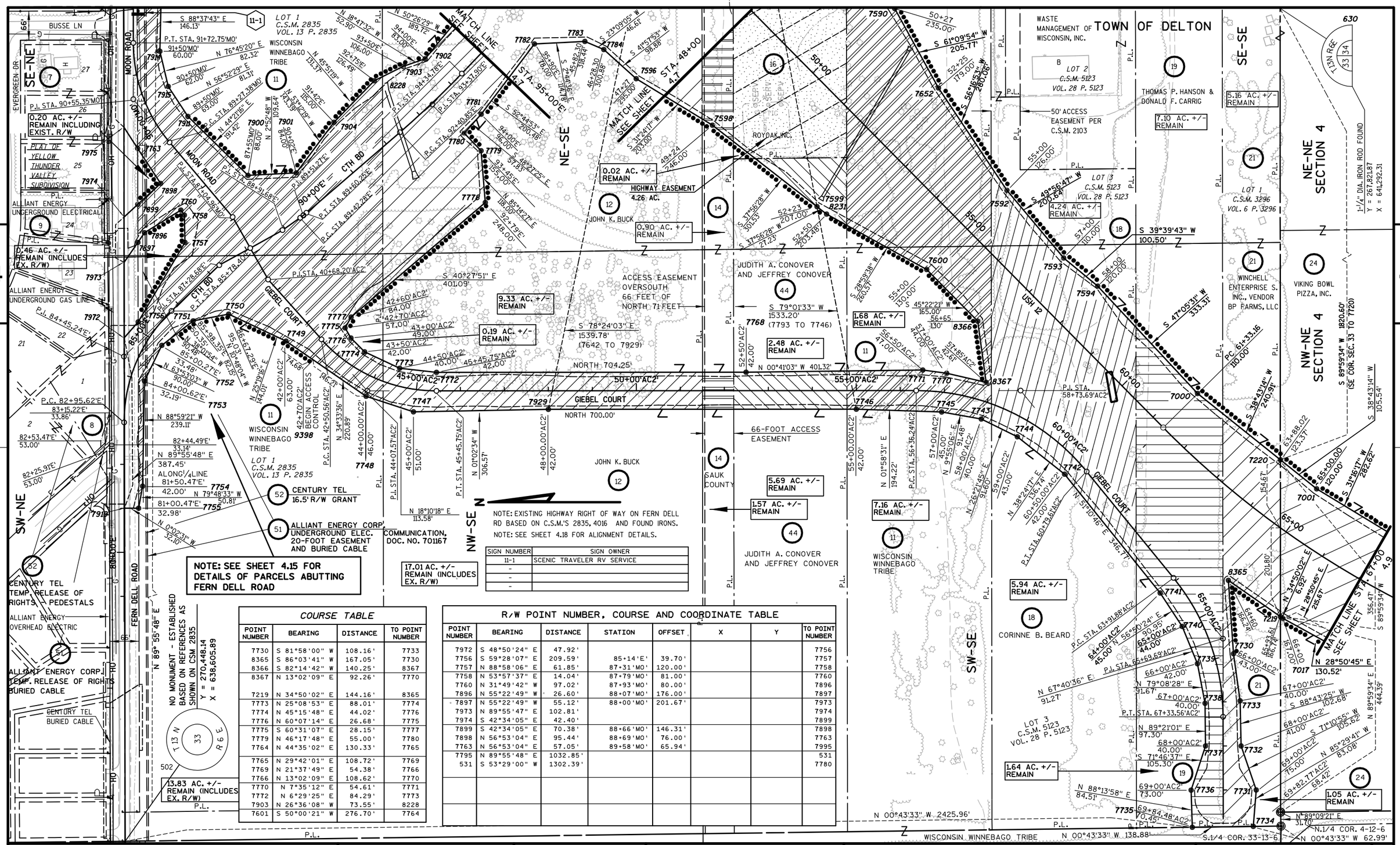
COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7576	N 27°41'15" E	54.74'	7918
7918	N 13°36'09" W	50.92'	7917
7790	N 10°37'43" W	126.78'	7789
7791	N 25°37'25" E	83.92'	7790
6621	N 08°11'10" W	62.22'	7959
7959	N 11°58'06" W	143.57'	7961
7961	N 29°01'31" W	80.54'	7792
7792	N 00°46'25" E	100.60'	7791
6436	S 89°55'24" W	54.03'	6621
7937	S 00°40'21" E	763.21'	6436
7794	S 45°05'24" E	99.38'	7937
7793	S 51°34'41" E	148.95'	7794
7642	S 01°50'54" W	98.59'	7793
7828	N 83°33'01" E	82.42'	7829
7827	N 66°37'39" E	39.40'	7828
7826	N 00°45'57" E	145.65'	7827
7583	N 01°30'38" E	198.12'	7826
7585	N 08°58'56" E	164.90'	7583
7586	N 13°23'37" E	156.09'	7585
630	S 88°42'01" E	22.49'	631
7944	S 03°10'57" E	75.01'	7946
7937	S 00°40'21" E	700.96'	SEH268
SEH268	S 89°19'31" W	54.00'	SEH258
SEH258	S 00°40'22" E	61.69'	6621

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7946	S 67°04'08" W	72.99'	7947
7947	S 84°53'47" W	83.72'	7868
7868	N 84°15'23" W	89.06'	7867
531	S 72°14'32" W	311.79'	7917
7587	S 44°49'01" W	45.67'	7907
7907	N 82°19'30" W	65.06'	7906
7906	N 56°31'41" W	50.16'	7905
8210	S 55°05'05" W	54.25'	8230
8230	S 15°44'18" W	52.76'	8227
8227	S 05°55'39" W	72.33'	7587
7829	S 63°37'15" E	23.32'	7830
7830	S 28°57'21" E	76.82'	7836
7836	S 06°07'20" E	118.46'	7834
7944	S 03°10'57" E	75.01'	7946
630	N 09°57'21" W	334.75'	6621

REVISION DATE 10/15/07 9/14/09 10/01/10 N.C.	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.7
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 351 A E

FILE NAME : s:\MAD\1000--1099\1089\150\Micros\Design\0021\040107_rw.dgn PLOT DATE : 10/1/2010 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75


BUSSE LN
MOON ROAD
EVERGREEN DR
SE-NE
SW-NE
NE-SE
NW-SE
0.20 AC. +/- REMAIN INCLUDING EXIST. R/W
PLAT OF YELLOW THUNDER VALLEY SUBDIVISION
ALLIANT ENERGY UNDERGROUND ELECTRICAL
0.46 AC. +/- REMAIN (INCLUDES EX. R/W)
ALLIANT ENERGY UNDERGROUND GAS LINE
BUSINESS 12
GIEBEL COURT
WISCONSIN WINNEBAGO TRIBE
LOT 1 C.S.M. 2835 VOL. 13 P. 2835
CENTURY TEL 16.5' R/W GRANT
ALLIANT ENERGY CORP. UNDERGROUND ELEC. 20-FOOT EASEMENT AND BURIED CABLE
COMMUNICATION, DOC. NO. 701167
CENTURY TEL TEMP. RELEASE OF RIGHTS - PEDESTALS
ALLIANT ENERGY OVERHEAD ELECTRIC
ALLIANT ENERGY CORP. TEMP. RELEASE OF RIGHTS BURIED CABLE
CENTURY TEL BURIED CABLE
FERN DELL ROAD
NOTE: SEE SHEET 4.15 FOR DETAILS OF PARCELS ABUTTING FERN DELL ROAD
NO MONUMENT - ESTABLISHED BASED ON REFERENCES AS SHOWN ON CSM 2835
Y = 270,448.14
X = 638,605.89
T 13 N
R 6 E
13.83 AC. +/- REMAIN (INCLUDES EX. R/W)
17.01 AC. +/- REMAIN (INCLUDES EX. R/W)
9.33 AC. +/- REMAIN
0.19 AC. +/- REMAIN
0.02 AC. +/- REMAIN
0.90 AC. +/- REMAIN
ACCESS EASEMENT OVERSOUTH 66 FEET OF NORTH 71 FEET
HIGHWAY EASEMENT 4.26 AC.
JOHN K. BUCK
JUDITH A. CONOVER AND JEFFREY CONOVER
2.48 AC. +/- REMAIN
1.68 AC. +/- REMAIN
ROYOAK, INC.
WASTE MANAGEMENT OF WISCONSIN, INC.
LOT 2 C.S.M. 5123 VOL. 28 P. 5123
50' ACCESS EASEMENT PER C.S.M. 2103
THOMAS P. HANSON & DONALD F. CARRIG
7.10 AC. +/- REMAIN
6.15 AC. +/- REMAIN
LOT 3 C.S.M. 5123 VOL. 28 P. 5123
4.24 AC. +/- REMAIN
LOT 1 C.S.M. 3296 VOL. 6 P. 3296
WINCHELL ENTERPRISE S. INC., VENDOR BP FARMS, LLC
VIKING BOWL PIZZA, INC.
CORINNE B. BEARD
5.94 AC. +/- REMAIN
7.16 AC. +/- REMAIN
5.69 AC. +/- REMAIN
1.57 AC. +/- REMAIN
1.64 AC. +/- REMAIN
1.05 AC. +/- REMAIN
66-FOOT ACCESS EASEMENT
SAUK COUNTY
NOTE: EXISTING HIGHWAY RIGHT OF WAY ON FERN DELL RD BASED ON C.S.M.'S 2835, 4016 AND FOUND IRONS.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.
SIGN NUMBER 11-1 SCENIC TRAVELER RV SERVICE
NE-NE SECTION 4
NW-NE SECTION 4
1-1/4" DIA. IRON ROD FOUND Y = 267,821.87 X = 641,292.31
S 89°59'34" W 1820.60' (SE COR. SEC. 33 TO 7720)
S 38°43'14" W 105.54'
N 89°59'34" W 444.39'
N 00°43'33" W 2425.96'
N 00°43'33" W 138.88'
N 00°43'33" W 62.99'
WISCONSIN WINNEBAGO TRIBE
S.1/4 COR. 33-13-6
N.1/4 COR. 4-12-6
MATCH LINE SEE SHEET
STA. 48+00 4.7
STA. 95+00 E
STA. 67+00 4.9
P.I. STA. 40+68.20'AC2'
P.I. STA. 84+45.24'E'
P.C. 82+95.62'E'
P.I. STA. 90+55.35'MO'
P.I. STA. 104.96'MO'
P.I. STA. 87+28.68'E'
P.I. STA. 85+78.40'E'
P.I. STA. 89+51.27'E'
P.I. STA. 88+31.68'E'
P.I. STA. 89+60.25'E'
P.I. STA. 89+42.28'E'
P.C. STA. 92+40.85'E'
P.I. STA. 93+37.90'E'
P.I. STA. 94+34.78'E'
P.I. STA. 44+07.57'AC2'
P.C. STA. 42+50.56'AC2'
P.C. STA. 56+36.24'AC2'
P.I. STA. 58+73.69'AC2'
P.I. STA. 67+33.56'AC2'
P.I. STA. 63+91.68'AC2'
P.C. STA. 63+91.68'AC2'
P.I. STA. 64+69.69'AC2'
P.I. STA. 45+45.75'AC2'
P.I. STA. 60+13.61'AC2'
P.C. STA. 45+45.75'AC2'
BEGIN ACCESS CONTROL
END ACCESS CONTROL
GIEBEL COURT
NORTH 704.25'
NORTH 700.00'
S 40°27'51" E 401.09'
S 79°01'33" W 1533.20' (7793 TO 7746)
S 78°24'03" E 1539.78' (7642 TO 7929)
N 00°41'03" W 401.32'
N 01°02'34" W 306.57'
N 01°58'31" E 194.22'
N 18°10'18" E 113.58'
S 88°37'43" E 146.13'
N 76°45'20" E 82.32'
N 56°52'29" E 81.31'
N 44°21'16" E 191.42'
N 25°25'48" W 103.64'
N 18°47'32" W 52.90'
N 50°26'29" W 189.72'
N 45°51'19" W 101.37'
N 14°43'39" W 126.49'
S 52°44'53" E 200.48'
S 23°09'05" W 466.67'
S 41°57'53" W 98.88'
S 31°24'17" W 203.00'
S 37°56'28" W 301.53'
S 37°56'28" W 27.23'
S 28°59'38" W 260.57'
S 61°09'54" W 205.77'
S 56°16'53" W 280.06'
S 49°56'47" W 200.64'
S 39°39'43" W 100.50'
S 47°05'31" W 333.31'
S 45°22'21" W 165.00'
S 89°59'34" W 1820.60'
S 38°43'14" W 240.91'
S 31°16'17" W 282.62'
S 34°50'02" E 6.92'
S 28°50'45" E 215.67'
N 28°50'45" E 130.52'
N 89°59'34" E 444.39'
N 89°55'48" E
N 88°59'21" W 239.11'
N 63°53'03" W 90.00'
N 79°48'33" W 50.81'
N 04°02'31" W 32.10'
N 89°55'48" E 387.45' ALONG L/4LINE
N 79°08'28" E 91.67'
N 67°40'36" E 91.27'
N 88°13'58" E 84.51'
N 85°29'41" W 85.08'
N 89°09'21" E 31.70'
S 71°46'37" E 105.30'
S 71°10'55" W 105.62'
S 88°43'25" W 102.68'
N 85°22'01" E 97.30'
N 26°21'45" E 91.80'
N 38°24'17" E 136.74'
N 51°10'46" E 346.77'
N 56°50'24" E 90.95'
N 34°50'02" E 6.92'
N 28°50'45" E 215.67'
N 89°59'34" W 356.47'
S 89°59'34" W 356.47'
S 00°43'33" E 2425.96'
S 00°43'33" E 138.88'
S 00°43'33" E 62.99'
S 89°59'34" W 1820.60'
S 38°43'14" W 105.54'
S 89°59'34" W 444.39'
S 89°59'34" W 356.47


MATCH LINE SEE SHEET
STA. 48+00
STA. 95+00
NE-SE
SW-NE
NW-SE
SE-NE
CTH BD 90+00'E
MOON ROAD
GIEBEL COURT
FERN DELL ROAD
USH 12
BUSSE LN
EVERGREEN DR
0.20 AC. +/- REMAIN INCLUDING EXIST. R/W
0.46 AC. +/- REMAIN (INCLUDES EX. R/W)
0.02 AC. +/- REMAIN
HIGHWAY EASEMENT 4.26 AC.
0.90 AC. +/- REMAIN
9.33 AC. +/- REMAIN
0.19 AC. +/- REMAIN
2.48 AC. +/- REMAIN
1.68 AC. +/- REMAIN
5.69 AC. +/- REMAIN
1.57 AC. +/- REMAIN
7.16 AC. +/- REMAIN
5.94 AC. +/- REMAIN
1.64 AC. +/- REMAIN
13.83 AC. +/- REMAIN (INCLUDES EX. R/W)
17.01 AC. +/- REMAIN (INCLUDES EX. R/W)
7.10 AC. +/- REMAIN
4.24 AC. +/- REMAIN
5.16 AC. +/- REMAIN
1.05 AC. +/- REMAIN
LOT 1 C.S.M. 2835 VOL. 13 P. 2835
LOT 2 C.S.M. 5123 VOL. 28 P. 5123
LOT 3 C.S.M. 5123 VOL. 28 P. 5123
LOT 1 C.S.M. 3296 VOL. 6 P. 3296
PLAT OF YELLOW THUNDER VALLEY SUBDIVISION
WISCONSIN WINNEBAGO TRIBE
ROYOAK INC.
JOHN K. BUCK
JUDITH A. CONOVER AND JEFFREY CONOVER
WASTE MANAGEMENT OF WISCONSIN, INC.
TOWN OF DELTON
THOMAS P. HANSON & DONALD F. CARRIG
CORINNE B. BEARD
WINCHELL ENTERPRISE S. INC., VENDOR BP FARMS, LLC
VIKING BOWL PIZZA, INC.
SAUK COUNTY
WISCONSIN WINNEBAGO TRIBE
ACCESS EASEMENT OVERSOUTH 66 FEET OF NORTH 71 FEET
66-FOOT ACCESS EASEMENT
50' ACCESS EASEMENT PER C.S.M. 2103
NORTH 704.25'
NORTH 700.00'
S 78°24'03" E 1539.78' (7642 TO 7929)
S 79°01'33" W 1533.20' (7793 TO 7746)
N 00°41'03" W 401.32'
S 40°27'51" E 401.09'
N 00°43'33" W 2425.96'
N 00°43'33" W 138.88'
N 00°43'33" W 62.99'
S 89°59'34" W 1820.60' (SE COR. SEC. 33 TO 7720)
S 38°43'14" W 105.54'
1-1/4" DIA. IRON ROD FOUND Y = 267,821.87 X = 641,292.31
NE-NE SECTION 4
NW-NE SECTION 4
SE-SE
T.13N R6E
NO MONUMENT - ESTABLISHED BASED ON REFERENCES AS SHOWN ON CSM 2835 Y = 270,448.14 X = 636,605.89
CENTURY TEL TEMP. RELEASE OF RIGHTS - PEDESTALS
ALLIANT ENERGY OVERHEAD ELECTRIC
ALLIANT ENERGY CORP. TEMP. RELEASE OF RIGHTS BURIED CABLE
CENTURY TEL BURIED CABLE
ALLIANT ENERGY UNDERGROUND ELECTRICAL
ALLIANT ENERGY UNDERGROUND GAS LINE
CENTURY TEL 16.5' R/W GRANT
ALLIANT ENERGY CORP. UNDERGROUND ELEC. 20-FOOT EASEMENT AND BURIED CABLE
COMMUNICATION, DOC. NO. 701167
NOTE: SEE SHEET 4.15 FOR DETAILS OF PARCELS ABUTTING FERN DELL ROAD
NOTE: EXISTING HIGHWAY RIGHT OF WAY ON FERN DELL RD BASED ON C.S.M.'S 2835, 4016 AND FOUND IRONS.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.
P.C. STA. 82+95.62'E'
P.I. STA. 84+45.24'E'
P.I. STA. 90+55.35'MO'
P.T. STA. 91+72.75'MO'
P.C. STA. 89+27.38'MO'
P.I. STA. 88°31'58" P.I. STA. 87+04.96'MO'
P.I. STA. 85+78.40'E'
P.I. STA. 87+28.68'E'
P.I. STA. 40+68.20'AC2'
P.C. STA. 42+50.56'AC2'
P.C. STA. 44+07.57'AC2'
P.T. STA. 45+45.75'AC2'
P.C. STA. 56+36.24'AC2'
P.C. STA. 63+91.88'AC2'
P.I. STA. 67+69.69'AC2'
P.T. STA. 67+33.56'AC2'
P.I. STA. 58+73.69'AC2'
P.C. STA. 92+40.85'E'
P.T. STA. 94+34.78'E'
P.I. STA. 93+37.90'E'
P.C. STA. 89+60.25'E'
P.T. STA. 89+42.28'E'
P.I. STA. 89+51.27'E'
P.C. STA. 82+98.35'E' 82.15'
P.C. STA. 82+98.35'E' 82.15'
P.C. STA. 82+98.35'E' 82.15'
P.T

TOWN OF DELTON

NOTE: DISTANCE AS SHOWN FROM BUILDINGS TO RIGHT OF WAY LINE ARE APPROXIMATE ONLY.

NOTE: EXISTING HIGHWAY R/W ON SHADY LANE ESTABLISHED FROM SURVEYS OF RECORD.

NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
923	N 00°35'09" E	3,961.10'	6671
831	S 88°52'08" E	31.14'	7243
7243	N 03°39'24" W	52.44'	7153
7244	S 00°29'19" W	134.43'	7147
7144	S 12°54'39" E	99.21'	7143
7143	S 06°54'40" E	112.46'	7190
7156	N 10°46'18" W	200.09'	7163
7163	N 05°00'22" W	100.37'	7158
7166	N 05°12'48" W	55.22'	7167
7058	S 83°38'55" W	100.72'	7032
7032	N 88°30'31" W	40.00'	7720
7720	S 58°52'19" W	28.05'	7721
7607	S 8°16'48" E	83.86'	7011
7011	S 3°07'36" W	90.14'	7722
7722	S 50°20'05" E	24.30'	7723
7723	S 89°06'32" E	89.32'	7052
7163	N 05°00'22" W	100.37'	7158
7166	N 05°12'48" W	55.22'	7167
7606	S 57°34'56" E	26.08'	7921
7921	S 40°52'06" E	174.41'	7922
7922	S 51°39'24" W	72.62'	7923
7923	N 59°02'11" W	112.56'	7924
7924	N 07°25'40" E	134.14'	7606

P.I. = 70+12.17
Y 267,470.39
X 638,919.55
Δ. = 45°25'33.18" (LT)
D. = 02°43'42.13"
T. = 879.01
L. = 1,664.95
R. = 2,100.00

1-1/4" DIA. IRON ROD FOUND
Y = 267,821.87
X = 641,292.31

S 89°59'34" W 2621.46'

VIKING BOWL PIZZA, INC. (24)

DETAIL

N 83°46'29" W 152.20'
N 00°29'29" E 7.21'
S 89°30'31" E 64.00'
T.L.E. DRIVEWAY 0.02 AC.
S 00°29'29" W 13.63'
N 83°46'29" W 64.32'

NW-NE

STA. 67+00 4.8

S 31°16'17" W 282.62' 68+00 120.00'
S 22°46'33" W 94.29' 69+00 125.00'
S 15°37'36" W 188.14' 71+00 145.00'
S 14°55'19" W 396.37'
S 00°27'50" W 163.84' 75+25 133.00'
S 06°16'56" W 91.82' 77+00 146.00'
S 09°46'55" W 204.90' P.T. 77+98.11 138.00'
S 19°20'36" E 105.95' 80+00 103.00'
81+00 138.00'
S 00°14'39" E 300.00'
S 00°03'12" E 200.00'
S 10°31'39" E 121.02' 84+00 139.00'
86+00 139.00'
87+33 183.00'
89+10 240.00'
89+17 135.00'
S 07°25'39" W 199.70'
S 00°03'12" E
88+52 143.54'
91+77.00 100+00'SL'

65+00 70+00 75+00 80+00 85+00 90+00 95+00

USH 12

MATCH LINE SEE SHEET

P.I. 70+12.17

N 89°59'34" E 406.55'

VIKING BOWL PIZZA, INC. 1.26 AC. +/- REMAIN (24)

N 1°18'11" W 185.62'

N 1°18'11" W 338.57'

N 2°02'00" W 287.33'

N 2°14'03" W 389.29'

72+87.99 337.70'
75+32.87 275.13'
78+87.99 241.39'
N 13°48'30" W 114.91'
N 89°48'56" W 110.07'

1.59 AC. +/- REMAIN

S 00°35'59" E 2,610.37'

N 1/4 COR TO CENTER OF SECTION

SOUTH END OF C.S.M. 510

NORTH END OF C.S.M. 510

N 12°53'58" E 102.61'
N 00°17'26" E 419.04'

S 89°33'52" E 100.25' 85+18.18 229.16'
S 89°33'52" E 328.92'

68+80.55 524.09'
S 88°09'21" E 31.70'

70+17.85 447.33'

HARRISON MONUMENT FOUND
Y= 267,821.54
X= 638,670.85

HARRISON MONUMENT FOUND
Y = 267,820.50
X = 638,639.17

629 628

T12N R6E 33 34 4

LOT 18 LOT 19 LOT 20 LOT 16 LOT 17 LOT 15 LOT 9 LOT 10 LOT 11 LOT 8 LOT 7

60006 60008 60003 10805 10807 7628

GLORIA J. DIXON & HOLLIWADE

KENNETH J. & MARGARET M. KLING

CARLYLE & CAROLINE STOLESON

JOHN R. & CATHERINE ABENDROTH

LOT 1 C.S.M. 510 VOL. 3 P. 510

BETTY L. HERFORT LOT 8

BETTY L. HERFORT LOT 1 C.S.M. 302 VOL. 2 P. 302 (26)

GERALD & SHELLEY SUTHERLAND

RANDALL W. COLLAR

DONALD S. & PATRICIA A. HARMS

MONICA R. LITTLEGEORGE LOT 7

BRIAN C. & ELIZABETH ALBERS LOT 6

WILLIAM L. & GRETCHEN DRESEN LOT 5 (27)

SHADY LANE ESTATES SUBDIVISION

N 00°36'16" W 594.00'

SHADY LANE

VANHY COURT

LEE LANE

NE-NW

SE-NW

NE-SW

VIKING BOWL PIZZA, INC. (24)

PLE - DRAINAGE 0.34 AC.

S 77°44'17" E 76.61'
7706 109+50'SL' 47.00'

S 78°54'29" W 76.56'
109+50'SL' 50.00' 7711

N 89°34'33" W 1248.46' (ALONG 1/4 LINE)

ALLIANT ENERGY OVERHEAD ELECTRIC

SBC BURIED CABLE

107+50'SL' 67.00' 7059

S 89°34'33" E 2,638.55'

67.8 +/- AC. REMAIN

S 85°37'59" W 220.72'

S 85°34'02" W 326.20'

ROMAN J. PERUN, TRUSTEE, OR HIS SUCCESSOR TRUSTEE, UNDER THE JERRY S. PERUN FAMILY TRUST DATED MARCH 26, 2004, AND ANY AMENDMENTS THERETO (28)

S 88°19'54" E 400.59'

7053 105+49.50'SL' 55.23'

S 80°50'53" E 151.22'

N 88°21'15" E 150.79'

52 CENTURY TEL BURIED CABLE

7051 104+00'SL' 78.00'

104+25'SL' 95.00 7620

N 87°13'05" W 125.10'

103+00'SL' 90.00 7059

7052 102+49.32'SL' 2.38'

7606 G.P. 89+18 161.19'

7922 7923 7607 7921 7722 7723 7011 7720 7721 7032

102+00'SL' 100.00 101+60'SL' 102.00

92+80 135.00

S 01°00'01" E 605.08'

STA. 96+00 4.10

RAILROAD SPIKE FOUND Y= 265,191.78 X= 641,336.64

688

T12N R6E 4 3

SEE DETAIL

N 83°46'29" W 380.35'

94+00'SL' 62.00

7036

7713 54+46.62'SL' 62.40'

7665 7600 7664 7663

91+45 59.00'
91+00 28.97'
N 00°29'35" E 32.94'
N 56°46'35" E 54.10'
91+50 60.00'
N 64°49'58" W 55.02'
91+00 37.03'
N 00°29'32" E 33.06'

7119 7222 7067

N 63°50'56" W 90.83'
97+78.44'SL' 100.00'
N 3°20'58" E 185.33'

95+15 141.00'
95+00 152.00'
96+27'SL' 84.79',92'
95+63'SL' 78.37',92'

N 00°38'03" E 500.04'

SURVEY NAIL FOUND 40028 Y= 265,211.314 X= 638,698.177

HARRISON MONUMENT FOUND Y= 265,230.57 X= 636,054.97

1.7 AC. +/- REMAIN IN NW-SE
38.9 AC. +/- REMAIN IN NE-SW

N 89°03'01" W 250.01'

S 89°34'57" E 676.55'

N 89°50'45" E 301.41'

S 89°34'57" E CORNER TO CENTER OF SECTION

687

T12N R6E 5 4

MATCH LINE SEE SHEET

REVISION DATE 10/15/07	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.9
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 353

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040109_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75

TOWN OF DELTON

NOTE: DISTANCE AS SHOWN FROM BUILDINGS TO RIGHT OF WAY LINE ARE APPROXIMATE ONLY.

NOTE: EXISTING HIGHWAY R/W ON SHADY LANE ESTABLISHED FROM SURVEYS OF RECORD.

NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
923	N 00°35'09" E	3,961.10'	6671
831	S 88°52'08" E	31.14'	7243
7243	N 03°39'24" W	52.44'	7153
7244	S 00°29'19" W	134.43'	7147
7144	S 12°54'39" E	99.21'	7143
7143	S 06°54'40" E	112.46'	7190
7156	N 10°46'18" W	200.09'	7163
7163	N 05°00'22" W	100.37'	7158
7166	N 05°12'48" W	55.22'	7167
7058	S 83°38'55" W	100.72'	7032
7032	N 89°30'31" W	40.00'	7720
7720	S 58°52'19" W	28.05'	7721
7607	S 8°16'48" E	83.86'	7011
7011	S 3°07'36" W	90.14'	7722
7722	S 50°20'05" E	24.30'	7723
7723	S 89°06'32" E	89.32'	7052
7163	N 05°00'22" W	100.37'	7158
7166	N 05°12'48" W	55.22'	7167
7606	S 57°34'56" E	26.08'	7921
7921	S 40°52'06" E	174.41'	7922
7922	S 51°39'24" W	72.62'	7923
7923	N 59°02'11" W	112.56'	7924
7924	N 07°25'40" E	134.14'	7606

P.I. = 70+12.17
Y 267,470.39
X 638,919.55
Δ. = 45°25'33.18" (LT)
D. = 02°43'42.13"
T. = 879.01
L. = 1,664.95
R. = 2,100.00

1-1/4" DIA. IRON ROD FOUND
Y = 267,821.87
X = 641,292.31

S 89°59'34" W 2621.46'

T13N R6E 33 34

VIKING BOWL PIZZA, INC. (24)

DETAIL

N 83°46'29" W 152.20'
N 00°29'29" E 7.21'
S 89°30'31" E 64.00'
T.L.E. DRIVEWAY 0.02 AC.
S 00°29'29" W 13.63'
N 83°46'29" W 64.32'

NW-NE

STA. 67+00 4.8
65+00
S 31°16'17" W 262.62'
S 22°46'33" W 94.29'
S 15°37'36" W 188.14'
7002 68+00 120.00'
7004 69+00 125.00'
7003 71+00 145.00'
S 14°55'19" W 396.37'
MATCH LINE SEE SHEET
67+20.97 162.13'
10804
N 28°50'45" E 130.52'
P.I. 70+12.17
N 89°59'34" E 406.55'
VIKING BOWL PIZZA, INC. 1.26 AC. +/- REMAIN (24)
VIKING BOWL PIZZA, INC.
N 1°18'11" W 185.62'
68+80.55 524.09'
S 88°09'22" E 31.10'
629 T12N R6E 4
70+17.85 447.33'
60008
LOT 19
HARRISON MONUMENT FOUND Y= 267,821.54 X= 638,670.85
628 T12N R6E 33
HARRISON MONUMENT FOUND Y = 267,820.50 X = 638,639.17
N 1°18'11" W 338.57'
72+87.99 337.70'
N 2°02'00" W 287.33'
75+32.87 275.33'
N 2°14'03" W 389.29'
NORTH END OF C.S.M. 510
60006
60003
LOT 18
LOT 16
LOT 17
LOT 20 CAROL E. JEFFERS
GLORIA J. DIXON & HOLLIWADE
KENNETH J. & MARGARET M. KLING
LOT 1 C.S.M. 510 VOL. 3 P. 510
LOT 15 CARLYLE & CAROLINE STOLESON
JOHN R. & CATHERINE ABENDROTH
LOT 9
GERALD & SHELLEY SUTHERLAND
LOT 10
RANDALL W. COLLAR
LOT 14
DONALD S. & PATRICIA A. HARMS
LOT 11
SHADY LANE ESTATES SUBDIVISION
VANNY COURT
VANNY LANE
LEE LANE
NE-NW
SE-NW
SOUTH END OF C.S.M. 510
10806
N13°48'30" W 114.91'
151.39'
78+87.99 241.39'
N 89°48'56" W 110.07'
1.59 AC. +/- REMAIN
S 00°35'59" E 2,610.37'
N. 1/4 COR TO CENTER OF SECTION
10807
60007
N 12°53'58" E 102.61'
N 00°17'26" E 419.04'
S 89°33'52" E 328.92'
S 89°33'52" E 100.25'
85+18.18 229.16'
7628
BETTY L. BERTRAM LOT 8
BETTY L. HERFORT LOT 1 C.S.M. 302 VOL. 2 P. 302 (26)
SEE DETAIL
N 83°46'29" W 380.35'
7036 94+00'SL' 62.00
S 89°34'57" E 2,638.55'
W. 1/4 CORNER TO CENTER OF SECTION
SURVEY NAIL FOUND Y= 265,211.314 X= 638,698.177
40028
HARRISON MONUMENT FOUND Y= 265,230.57 X= 636,054.97
N 00°38'03" E 500.04'
1.7 AC. +/- REMAIN IN NW-SE
38.9 AC. +/- REMAIN IN NE-SW
MATCH LINE SEE SHEET
687 T12N R6E 5 4
7600
N 89°03'01" W 250.01'
S 89°34'57" E 676.55'
N 89°50'45" E 301.44'
N 00°36'16" W 594.00'
SHADY LAKE ESTATES SUBDIVISION
BRIAN C. & ELIZABETH ALBERS LOT 6
WILLIAM L. & GRETCHEN DRESEN LOT 5 (27)
MONICA R. LITTLEGEORGE LOT 7
7713 54+46.62'SL' 62.40'
7665 91+45 59.00'
7660 91+50 60.00'
N 64°49'58" W 55.02'
7664 7663 91+00 37.03'
N 00°29'35" E 32.94'
N 00°29'32" E 33.06'
N 56°46'35" E 54.10'
91+00 28.97'
401
85+15.38 356.68'
P.T. 77+98.11
7007
7595
7024 80+00 104.00'
7022 81+00 127.00'
85+19.04 129.51'
7920
7924
91+77.00 100+00'SL'
7722 91+78.44'SL' 100.00'
96+27'SL' 84.79',92'
95+63'SL' 78.37',92'
95+00 152.00'
7067
7119
94+15 141.00'
N 63°50'56" W 90.83'
7721 USH 12
95+00
S 01°00'01" E 605.08'
7924
7723 101+60 73.00'
7722 90+90 142.00'
7921
7922
7923
7607
7011
7052
102+49.32'SL' 72.38'
102+00'SL' 7032
102+00 101+60'SL' 7720
102.00 N58°52'19"E 10.71'
7721 92+86.05 149.85' 11201
S 1°00'01" E 613.83'
S 01°00'01" E 605.08'
N58°52'19"E 17.34'
7721 99+49.95 135.00'
88+65 297.00'
89+10 240.00'
89+17 135.00'
88+52 143.54'
7606 86+00 139.00' 86+19.19
87+33 183.00'
S 10°31'39" E 121.02'
S 07°25'39" W 199.70'
134.14'
84+00 139.00'
S 00°03'12" E 200.00'
S 00°14'39" E 300.00'
S 19°20'36" E 105.95'
7010 81+00 138.00'
S 09°46'55" W 204.90'
7008 80+00 103.00'
S 06°16'56" W 91.82'
S 00°27'50" W 163.84'
7005 75+25 133.00'
77+00 146.00'
7604
7605
N 88°21'15" E 150.79'
PLE - DRAINAGE 0.34 AC.
7051 104+00'SL' 78.00'
S 80°50'53" E 151.22'
52 CENTURY TEL BURIED CABLE
7053 105+49.50'SL' 55.23'
S 88°19'54" E 400.59'
N 89°34'33" W 1248.46'(ALONG 1/4 LINE)
ALLIANT ENERGY OVERHEAD ELECTRIC
SBC BURIED CABLE
S 77°44'17" E 76.61'
7706 109+50'SL' 47.00'
109+50'SL' 50.00' 7711
S 78°54'29" W 76.56'
T12N R6E 4 3
688
N 89°34'33" W 1390.08'
110+25'SL' 31.37'
8186
8187
8185
110+25'SL' 34.63'
S 00°29'29" W 33.00'
110+00'SL'
S 00°29'29" W 33.00'
S 89°34'33" E 2,638.55'
S 85°37'59" W 220.72'
107+50'SL' 67.00' 7059
67.4 +/- AC. REMAIN
S 89°34'02" W 326.20'
28
ROMAN J. PERUN, TRUSTEE, OR HIS SUCCESSOR TRUSTEE, UNDER THE JERRY S. PERUN FAMILY TRUST DATED MARCH 26, 2004, AND ANY AMENDMENTS THERETO
7620 104+25'SL' 95.00
JERRY S. PERUN AND OLGA K. MAY, AS TRUSTEES OF THE JERRY S. PERUN FAMILY TRUST DATED MARCH 26, 2004, AND ANY AMENDMENTS THERETO
N 87°13'05" W 125.10'
103+00'SL'
7058 90.00
7032 102+00'SL' 7720
102.00 101+60'SL' 7721
102.00 N58°52'19"E 10.71'
11201 92+86.05 149.85'
S 1°00'01" E 613.83'
128
RAILROAD SPIKE FOUND Y= 265,191.78 X= 641,336.64
688
T12N R6E 4 3
NW-SE
SHADY LANE
S 89°30'31"E
STA. 96+00 4.10
N 10°00'00" E 110.00'
S 10°00'00" W 110.00'
66'
PLE
OH
UG
SBC
CTV
TEL
IP
CM
CP
P.L.
Z

REVISION DATE 10/15/07 9/14/09 10/01/10	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.9
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 353 A E

NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

TOWN OF DELTON

67.8 +/- AC. REMAIN

HO-CHUNK NATION

LOT1
C.S.M. 2858
VOL. 13 P. 2858

41

1-1/4" DIA. IRON ROD FOUND
Y= 262,553.93
X= 641,397.45

T 12 N R 6 E
3 4 9 10

740

N 89°45'09" W 2,670.16'
SECTION CORNER TO R/W

HO-CHUNK NATION

41

LOT1
C.S.M. 2858
VOL. 13 P. 2858

NW-NE

ROMAN J. PERUN, TRUSTEE, OR HIS SUCCESSOR TRUSTEE,
UNDER THE JERRY S. PERUN FAMILY TRUST DATED
MARCH 26, 2004, AND ANY AMENDMENTS THERETO

28

NW-SE

P.L.

SW-SE

STA. 96+00
4.9

99+00
145.00'

105+50
156.46'

114+00
157.00'

116+00
147.00'

118+00
155.00'

120+00
157.00'

122+00
165.00'

126+00
205.00'

STA. 126+00
4.11

S 01°00'01" E 605.08'

S 00°40'13" E 650.04'

S 00°23'25" E 850.01'

200.25'
S 02°48'33" W

200.16'
S 02°20'38" E

S 00°37'34" E
25.69'

118+25.69
155.26

174.32'
S 00°37'34" E

200.16'
S 02°20'38" E

S 06°02'51" E 402.20'

7065 7066 7070 7072 7074 7235 7076 7075 7099

N 89°45'09" W 155.26'
R/W TO TANGENT

N 89°45'09" W
313.11'

100+00 USH 12 105+00 110+00 115+00 120+00 USH 12 125+00

S 0° 03'12" E

S 89°45'09" E 157.85'
R/W TO TANGENT

MATCH LINE
SEE SHEET

7068 7069 7073 7234 7077 7078

N 00°38'03" E 500.04'

N 00°21'21" E 1400.04'

P.L. N 03°06'22" W 300.43'

MATCH LINE
SEE SHEET

S 00°37'51" E 2,646.00'
CENTER OF SECTION TO S. 1/4 CORNER

114+00
168.00'

117+00
152.00'

S 00°21'34" E 2,614.76'
N. 1/4 CORNER TO CENTER OF SECTION
AS MONUMENTED

124+00
185.00'

125+00
195.00'

N 00°54'06" E
300.04'

N 71°40'56" E
319.08'

100+00
158.00'

1.56 ACRES REMAIN

RUTH E. HODGE

43

40032

T 12 N R 6 E
4

ROMAN J. PERUN, TRUSTEE, OR HIS SUCCESSOR TRUSTEE,
UNDER THE JERRY S. PERUN FAMILY TRUST DATED
MARCH 26, 2004, AND ANY AMENDMENTS THERETO

28

DAVID G. ANGELA &
JOHN K. VANDERVEER

1.7 AC. +/- REMAIN IN NW-SE
38.9 AC. +/- REMAIN IN NE-SW

NE-SW

SE-SW

P.L.

739

T 12 N R 6 E
4

SURVEY NAIL FOUND
Y= 265,211.314
X= 634,698.177

T 12 N R 6 E
9

N 02°38'45" E
124.18'

S 89°45'09" E
38.95'
1/4 CORNER TO R/W

N 02°38'45" E
576.59'

N 05°39'26" E
100.50'

T 12 N R 6 E
9

HARRISON MONUMENT FOUND
Y= 262,565.47
X= 638,727.31
118+23.84
196.80'

NE-NW

1-1/4" IRON PIPE FOUND
Y= 257,335.00
X= 638,760.75

REVISION DATE 10/15/07	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.10
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 354 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040110_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

TOWN OF DELTON

N

NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

67.4 +/- AC. REMAIN

ROMAN J. PERUN, TRUSTEE, OR HIS SUCCESSOR TRUSTEE, UNDER THE JERRY S. PERUN FAMILY TRUST DATED MARCH 26, 2004, AND ANY AMENDMENTS THERETO

28

JERRY S. PERUN AND OLGA K. MAY, AS TRUSTEES OF THE JERRY S. PERUN FAMILY TRUST DATED MARCH 26, 2004, AND ANY AMENDMENTS THERETO

128

HO-CHUNK NATION

41

LOT1
C.S.M. 2858
VOL. 13 P. 2858

HO-CHUNK NATION

41

LOT1
C.S.M. 2858
VOL. 13 P. 2858

NW-SE

SW-SE

NW-NE

P.L.

T 12 N R 6 E
4 3 9 10

740

1-1/4" DIA. IRON ROD FOUND
Y= 262,553.93
X= 641,397.45

N 89°45'09" W 2,670.16'
SECTION CORNER TO R/W

STA. 96+00
4.9

11203

98+99.80
160'

11200

105+03.46
166.50'

7066

105+50
152.00'

N 89°39'53" W
15.00'

114+00
157.00'

116+00
147.00'

118+00
155.00'

S 00°37'34" E
25.69'

118+25.69
155.26'

120+00
157.00'

122+00
165.00'

126+00
205.00'

STA. 126+00
4.11

S 1°00'01" E 613.83'

S 00°40'13" E 603.70'

S 00°23'25" E 850.01'

200.25'
S 02°48'33" W

200.16'
S 02°20'38" E

174.32'
S 00°37'34" E

200.16'
S 02°20'38" E

S 06°02'51" E 402.20'

S 01°00'01" E 605.08'

S 00°40'13" E 650.04'

S 00°40'13" E 603.40'

99+00
145.00'

7065

105+03.36
151.50'

N 00°40'13" W
46.64'

7070

7072

7074

7235

7076

7075

7099

N 89°45'09" W 155.26'
R/W TO TANGENT

N 89°45'09" W
313.11'

100+00

USH 12

7233

105+00

110+00

115+00

120+00

USH 12

125+00

S 0° 03'12" E

MATCH LINE
SEE SHEET

MATCH LINE
SEE SHEET

S 89°45'09" E 157.85'
R/W TO TANGENT

7068

7069

7073

7234

7077

7078

N 00°38'03" E 500.04'

N 00°21'21" E 1400.04'

P.L. N 03°06'22" W 300.43'

S 00°21'34" E 2,614.76'
N. 1/4 CORNER TO CENTER OF SECTION AS MONUMENTED

S 00°37'51" E 2,646.00'
CENTER OF SECTION TO S. 1/4 CORNER

114+00
168.00'

117+00
152.00'

124+00
185.00'

125+00
195.00'

N 00°54'06" E
300.04'

N 71°40'56" E
319.08'

100+00
158.00'

1.56 ACRES REMAIN

T 12 N R 6 E
4

SURVEY NAIL FOUND
Y= 265,211.314
X= 638,698.177

ROMAN J. PERUN, TRUSTEE, OR HIS SUCCESSOR TRUSTEE, UNDER THE JERRY S. PERUN FAMILY TRUST DATED MARCH 26, 2004, AND ANY AMENDMENTS THERETO

28

1.7 AC. +/- REMAIN IN NW-SE
38.9 AC. +/- REMAIN IN NE-SW

NE-SW

DAVID G. ANGELA &
JOHN K. VANDERVEER

P.L.

SE-SW

T 12 N R 6 E
4 9

739

HARRISON MONUMENT FOUND
Y= 262,565.47
X= 638,727.31
118+23.84
196.80'

N 02°38'45" E
124.18'

S 89°45'09" E
38.95'

1/4 CORNER TO R/W

P.L.

NE-NW

N 02°38'45" E
576.59'

RUTH E. HODGE

43

N 05°39'26" E
100.50'

T 12 N R 6 E
9 9

40032

1-1/4" IRON PIPE FOUND
Y= 257,335.00
X= 638,760.75

REVISION DATE	DATE 12/27/06	SCALE, FEET	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.10	
10/15/07 9/14/09 N.C. 10/01/10	GRID FACTOR N.A.	0 100 200	COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 354 A	E

R/W POINT NUMBER, COURSE AND COORDINATE TABLE

POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	X	Y	TO POINT NUMBER
7092	N 10°11'27" E	84.34'					7091
7093	N 38°29'50" E	81.84'					7092
7090	N 81°37'10" E	139.03'					7093
7715	S 53°50'21" E	64.75'					7714
7714	N 81°26'34" E	50.16'					7104
7170	N 01°39'54" E	100.05'					7171
7171	N 15°41'44" W	51.92'					8056
8056	N 35°56'18" W	79.37'					7717
7717	S 87°28'39" W	115.93'	96+19'NR'	56.00'			7263
7128	S 33°09'13" W	65.73'					7726

4

MATCH LINE SEE SHEET

N

P.I. = 104+91.80'NR'
Δ. = 04°10'32.07" (RT)
D. = 05°43'05.31"
T. = 36.53
L. = 73.02
R. = 1,002.00

TOWN OF DELTON

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON NORTH REEDSBURG ROAD ESTABLISHED FROM SURVEY OF RECORD IN THE SAUK COUNTY COURT HOUSE.
NOTE: DISTANCES AS SHOWN FROM BUILDINGS TO R/ W ARE APPROXIMATE ONLY.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

HO-CHUNK NATION (41)

P.I. = 96+67.60'NR'
Y 259,937.72
X 638,594.63
Δ. = 08°20'36" (RT.)

P.I. = 98+31.53'NR'
Y 259,925.38
X 638,758.10
Δ. = 04°07'27" (LT.)

P.I. = 101+68.44'NR'
Y 259,924.25
X 639,095.00
Δ. = 04°03'28" (RT.)

P.I. = 103+32.42'NR'
Y 259,912.10
X 639,258.53
Δ. = 08°14'02"

NW-NE | SW-NE | NW-SE | NE-NW | SE-NW | NE-SW

LOT 1 C.S.M. 2858 VOL. 13 P. 2858

PODOLAK PROPERTIES, L.L.C. (29)

P.K. NAIL FOUND Y= 259,916.52 X= 641,398.33

S 89°15'40" E 1878.88'

N 89°15'40" W 2,654.83' EAST 1/4 CORNER TO CENTER OF SECTION

S 88°44'08" E 550.64'

S 88°42'39" E 470.09'

S 89°48'28" E

P.I. STA. 104+31.80'NR

P.T. STA. 105+40.00'NR

P.C. STA. 104+53.28'NR

NORTH REEDSBURG ROAD

S 54°57'27" E 45.22'

S 11°49'53" E 240.05'

S 13°25'24" E 354.61'

S 09°22'58" E 283.75'

S 02°14'14" W 200.16'

S 09°30'56" E 152.07'

S 21°44'53" W 107.70'

S 06°47'22" W 251.79'

S 03°12'05" E 200.30'

S 00°03'12" E

STA. 67+00 4.10

STA. 110+00'NR' 4.13

STA. 155+00 4.14

STA. 144+64.68 STA. 100+00'NR'

STA. 96+00'NR' 4.12

USH 12

5+00 | 130+00 | 135+00 | 140+00 | 145+00 | 150+00 | 155+00

ALLIANT ENERGY - ELECTRIC POWER POLE - PARCEL 37 (51)

ALLIANT ENERGY 2 POWER POLES PARCEL 37 (51)

ALLIANT ENERGY UNDERGROUND GAS LINE

SAUK COUNTY EMERGENCY MANAGEMENT BURIED CABLE

109+70'NR' 74.00' 8061

109+30'NR' 70.00' 8060

N 86°10'00" W 220.44'

107+50'NR' 60.00' 7126

S 87°54'06" W 150.12'

106+00'NR' 66.00' 7127

S 76°10'24" W 259.37'

S 86°52'09" W 155.26'

LOT 1 C.S.M. 306 VOL. 2 P. 306

DAVID H. ENGFORD & MONA J. ENGFORD AS CO-TRUSTEES OF THE ENGFORD FAMILY TRUST (37)

RUTH E. HODGE (43)

S 0°12'34" E 2,614.76'
NORTH 1/4 CORNER TO CENTER OF SECTION

N 0°22'23" W 2,615.82'
SOUTH 1/4 CORNER TO CENTER OF SECTION

1-1/4" IRON PIPE FOUND
Y= 259,950.76
X= 638,743.72
40032

WEST 1/4 CORNER TO CENTER OF SECTION
S 89°16'35" E 2,647.56'

HARRISON MONUMENT FOUND
Y= 259,984.20
X= 636,096.37
779

HARRISON MONUMENT FOUND
Y= 262,565.47
X= 638,727.31
739

HARRISON MONUMENT FOUND
Y= 257,335.00
X= 638,760.75
831

CENTURY TEL BURIED CABLE

JOHN J. HEESEN (36)

ROMAN A. STATZ & BEATRICE T. STATZ (34)

HO-CHUNK NATION (48)

T.L.E.-SLOPES & DRIVEWAYS 0.21 AC.

LOT 1 C.S.M. 426 VOL.2 P. 426

N 85°58'25" E

N 43°28'40" E 137.93'

N 19°14'12" E 344.33'

N 03°25'11" W 485.84'

N 05°26'55" E 401.85'

N 00°54'06" E 300.04'

N 03°57'43" W 484.13'

N 19°01'25" W 203.03'

N 85°24'00" W 75.81'

S 87°28'39" W 115.93'

N 02°08'29" W 240.16'

N 11°15'05" W 203.77'

REVISION DATE 10/15/07 02/26/08 INTERIM	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER

PLAT SHEET NO: 4.11

PS&E SHEET 355 E

R/W POINT NUMBER, COURSE AND COORDINATE TABLE

POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	X	Y	TO POINT NUMBER
7092	N 10°11'27" E	84.34'					7091
7093	N 38°29'50" E	81.84'					7092
7090	N 81°37'10" E	139.03'					7093
7715	S 53°50'21" E	64.75'					7714
7714	N 81°26'34" E	50.16'					7104
7170	N 01°39'54" E	100.05'					7171
7171	N 15°41'44" W	51.92'					8056
8056	N 35°56'18" W	79.37'					7717
7717	S 87°28'39" W	115.93'	96+19'NR'	56.00'			7263
7128	S 33°09'13" W	65.73'					7726

MATCH LINE SEE SHEET

TOWN OF DELTON

NW-NE | SW-NE | NW-SE | NE-NW | SE-NW | NE-SW

HO-CHUNK NATION (41)

LOT 1 C.S.M. 2858 VOL. 13 P. 2858

P.I. = 96+67.60'NR'
Y 259,937.72
X 638,594.63
Δ. = 08°20'36" (RT.)

P.I. = 98+31.53'NR'
Y 259,925.38
X 638,758.10
Δ. = 04°07'27" (LT.)

P.I. = 101+68.44'NR'
Y 259,924.25
X 639,095.00
Δ. = 04°03'28" (RT.)

P.I. = 103+32.42'NR'
Y 259,912.10
X 639,258.53
Δ. = 08°14'02"

P.I. = 104+91.80'NR'
Δ. = 04°10'32.07" (RT)
D. = 05°43'05.31"
T. = 36.53
L. = 73.02
R. = 1,002.00

PODOLAK PROPERTIES, L.L.C. (29)

P.K. NAIL FOUND
Y= 259,916.52
X= 641,398.33

S 89°15'40" E 1878.88'

N 89°15'40" W 2,654.83'
EAST 1/4 CORNER TO CENTER OF SECTION
S 88°44'08" E 550.64'

P.I. STA. 104+31.80'NR'
105.00'RT.

NORTH REEDSBURG ROAD

P.C. STA. 104+55.28'NR'
P.T. STA. 105+28.30'NR'

S 89°48'28" E

S 88°42'39" E 470.09'

S 86°52'09" W 155.26'

STA. 110+00'NR'
4.13

109+70'NR' 74.00' 8061

109+30'NR' 70.00' 8060

ALLIANT ENERGY UNDERGROUND GAS LINE

SAUK COUNTY EMERGENCY MANAGEMENT BURIED CABLE

N 86°10'00" W 220.44'

107+50'NR' 60.00' 7126

S 87°54'06" W 150.12'

106+00'NR' 66.00' 7127

S 76°10'24" W 259.37'

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON NORTH REEDSBURG ROAD ESTABLISHED FROM SURVEY OF RECORD IN THE SAUK COUNTY COURT HOUSE.
NOTE: DISTANCES AS SHOWN FROM BUILDINGS TO R/ W ARE APPROXIMATE ONLY.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

STA. 67+00
4.10

126+00 205.00'
128+00 218.00'
130+50 188.00'
132+00 213.00'
133+00 173.00'
135+00 165.00'
137+80 211.00'
141+50 293.00'
143+85 379.00'
143+60 342.00'
145+95 347.00'
146+50 311.00'
148+25 320.00'
149+25 318.00'
150+27 305.00'
152+22 257.00'
155+00 211.00'

S 03°12'05" E 200.30'
S 06°47'22" W 251.79'
09°30'56" E 152.07'
S 21°44'53" W 107.70'
S 02°14'14" W 200.16'
S 09°22'58" E 283.75'
S 13°25'24" E 354.61'
S 11°49'53" E 240.05'
S 54°57'27" E 45.22'
S 02°59'51" E 175.23'
S 01°05'33" W 100.02'
S 07°12'36" W 102.83'
S 13°46'31" W 200.82'
S 09°20'32" W 281.78'

7099 7098 7616 7100 7102 7619 7617 7618 8058 7715 7128 7726 7130 7132 7131 7133 7134

STA. 155+00
4.14

5+00 USH 12 130+00 135+00 140+00 145+00 150+00 USH 12 155+00

S 00°03'12" E

ALLIANT ENERGY - ELECTRIC POWER POLE - PARCEL 37 (51)

STA. 144+64.68
STA. 100+00'NR'

P.I. 101+68.44'NR'

ALLIANT ENERGY 2 POWER POLES PARCEL 37 (51)

LOT 1 C.S.M. 306 VOL. 2 P. 306

DAVID H. ENGFORD & MONA J. ENGFORD AS CO-TRUSTEES OF THE ENGFORD FAMILY TRUST (37)

P.I. 98+31.53'NR'

N 00°54'06" E 300.04'
N 05°26'55" E 401.85'
N 03°25'11" W 485.84'
N 19°14'12" E 344.33'
N 43°28'40" E 137.93'
N 85°58'25" E
N 19°01'25" W 203.03'
N 03°57'43" W 484.13'
N 11°15'05" W 203.77'

128+00 200.00' 7095
132+00 238.53' 8222
136+85 210.00' 8073
140+10 323.75' 8221
142+50 315.00' 8217
145+75 330.00' 8056 7171
146+25 316.00'
147+25 319.00' 7170
149+17 253.00' 7169
154+00 220.00' 7168

RUTH E. HODGE (43)

S 0°12'34" E 2,614.76'
NORTH 1/4 CORNER TO CENTER OF SECTION

N 0°22'23" W 2,615.82'
SOUTH 1/4 CORNER TO CENTER OF SECTION

N 02°08'29" W 240.16'

MATCH LINE SEE SHEET

S 87°28'39" W 115.93'

STA. 96+00'NR'
4.12

145+10.70 376.52
129'

N 85°24'00" W 75.81'

HO-CHUNK NATION (48)

ROMAN A. STATZ AND BEATRICE T. STATZ, TRUSTEES OF THE ROMAN A. STATZ AND BEATRICE T. STATZ REVOCABLE LIVING TRUST DATED OCTOBER 31, 2006, AND ANY AMENDMENTS THERETO (34)

T.L.E.-SLOPES & DRIVEWAYS 0.21 AC.

JOHN J. HEESEN (36)

CENTURY TEL BURIED CABLE

LOT 1 C.S.M. 426 VOL.2 P. 426

1-1/4" IRON PIPE FOUND
Y= 259,950.76
X= 638,743.72
40032

WEST 1/4 CORNER TO CENTER OF SECTION
S 89°16'35" E 2,647.56'

HARRISON MONUMENT FOUND
Y= 259,984.20
X= 636,096.37
779

HARRISON MONUMENT FOUND
Y= 262,565.47
X= 638,727.31
739

HARRISON MONUMENT FOUND
Y= 257,335.00
X= 638,760.75
831

T 12 N R 6 E — 4 9 | 9 10 | 8 9 | 9 16

REVISION DATE	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.11	
10/15/07 9/14/09 10/01/10 N.C.	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 355 A	E

FILE NAME : s:\MAD\1000--1099\1089\150\Micros\Design\0021\040111_rw.dgn PLOT DATE : 10/1/2010 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 75

R/W POINT NUMBER, COURSE AND COORDINATE TABLE							
POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	X	Y	TO POINT NUMBER
6267	S 89°16'35" E	1002.90'					40032
6267	N 00°43'08" E	5.26'					6268
7087	S 83°42'17" E	110.45'					7086
7086	S 87°45'12" E	50.01'					7088
7088	N 82°58'37" E	150.53'					7089
7089	N 86°45'31" E	150.27'					7207
7238	N 88°37'57" E	47.17'					7205
7205	S 83°42'17" E	43.26'					7687
7687	S 89°43'00" E	62.01'					7685
7685	N 79°47'27" E	35.69'					7682
7682	S 88°53'57" E	67.00'					7684
7684	N 87°35'15" E	101.36'					7208
7208	N 89°58'37" E	150.78'					7207
7668	S 25°45'00" E	41.15'					7677
7677	S 77°31'33" E	27.28'					7676
7263	S 88°18'17" W	57.09'					7177
7177	S 58°29'27" W	39.96'					7180
7180	N 89°48'30" W	38.00'					7181
7087	N 00°20'41" E	6.03'					7205

TOWN OF DELTON

P.I. = 92+19.28'NR'
Y 259,927.43
X 638,146.68
Δ. = 00°54'31" (LT)

P.I. = 95+07.30'NR'
Y 259,926.46
X 638,434.70
Δ. = 04°13'07.75" (LT)
D. = 05°43'05.31"
T. = 36.91
L. = 73.78
R. = 1,002.00

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON NORTH REEDSBURG ROAD ESTABLISHED FROM SURVEY OF RECORD IN THE SAUK COUNTY COURT HOUSE
NOTE: DISTANCE AS SHOWN FROM BUILDING TO RIGHT OF WAY LINE ARE APPROXIMATE ONLY.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

SW-NW

SE-NW

NW-SW

NE-SW

HARRISON MONUMENT FOUND
Y= 259,984.20
X= 636,096.37

1-1/4" IRON PIPE FOUND
Y= 259,950.76
X= 638,743.72

LOT 1
C.S.M. 4962
VOL. 27 P. 4962

LARRY & GAIL N. CUFF

RUTH E. HODGE

T.L.E.-SLOPES & DRIVE
0.10 AC.

S 89°16'35" E 2647.56'
WEST 1/4 CORNER TO CENTER
OF SECTION AS MONUMENTED

SAUK COUNTY EMERGENCY MANAGEMENT
BURIED CABLE

MATCH LINE SEE SHEET

NORTH REEDSBURG ROAD

HOPE ROAD

ALLIANT ENERGY
OVERHEAD ELECTRIC

CENTURY TEL
BURIED CABLE

ALLIANT ENERGY
UNDERGROUND GAS LINE

ALLIANT ENERGY CORP
POWER POLES - PARCELS 34,36

CENTURY TEL
PEDESTAL - PARCEL 34
BURIED CABLE - PARCELS 31,43

T.L.E.-SLOPES & DRIVEWAY
0.01 AC.

T.L.E.-SLOPES & DRIVEWAY
0.01 AC.

T.L.E.-SLOPES & DRIVEWAY
0.01 AC.

T.L.E.-SLOPES & DRIVEWAYS
0.08 AC

T.L.E.-SLOPES & DRIVEWAYS
0.21 AC.

T.L.E.-SLOPES & DRIVEWAYS
0.10 AC.

DONALD F. & BEVERLY A. HINZE

PAUL I. & ROSE MARY CLOUD

JOSEPH HUFFSTUTLER

LOT 1
C.S.M. 1292
VOL. 5 P. 1292

LOT 1
C.S.M. 426
VOL. 2 P. 426
JOHN J. HEESEN

ROMAN A. & BEATRICE T. STATZ

HO-CHUNK NATION

PC STA.94+70.40

PT STA. 95+44.18'NR'

P.I. STA. 92+19.28

P.I. STA. 95+07.30

P.I. STA. 98+31.53'NR'

95+96.74'NR'
106.63'

REVISION DATE	DATE 12/27/06	SCALE, FEET 0 50 100	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.12	
10/15/07	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 356	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040112_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75

R/W POINT NUMBER, COURSE AND COORDINATE TABLE							
POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	X	Y	TO POINT NUMBER
6267	S 89°16'35" E	1002.90'					40032
6267	N 00°43'08" E	5.26'					6268
7087	S 83°42'17" E	110.45'					7086
7086	S 87°45'12" E	50.01'					7088
7088	N 82°58'37" E	150.53'					7089
7089	N 86°45'31" E	150.27'					7207
7238	N 88°37'57" E	47.17'					7205
7205	S 83°42'17" E	43.26'					7687
7687	S 89°43'00" E	62.01'					7685
7685	N 79°47'27" E	35.69'					7682
7682	S 88°53'57" E	67.00'					7684
7684	N 87°35'15" E	101.36'					7208
7208	N 89°58'37" E	150.78'					7207
7668	S 25°45'00" E	41.15'					7677
7677	S 77°31'33" E	27.28'					7676
7263	S 88°18'17" W	57.09'					7177
7177	S 58°29'27" W	39.96'					7180
7180	N 89°48'30" W	38.00'					7181
7087	N 00°20'41" E	6.03'					7205

TOWN OF DELTON

P.I. = 92+19.28'NR'
Y 259,927.43
X 638,146.68
Δ. = 00°54'31" (LT)

P.I. = 95+07.30'NR'
Y 259,926.46
X 638,434.70
Δ. = 04°13'07.75" (LT)
D. = 05°43'05.31"
T. = 36.91
L. = 73.78
R. = 1,002.00

NOTE: EXISTING HIGHWAY RIGHT OF WAY ON NORTH REEDSBURG ROAD ESTABLISHED FROM SURVEY OF RECORD IN THE SAUK COUNTY COURT HOUSE
NOTE: DISTANCE AS SHOWN FROM BUILDING TO RIGHT OF WAY LINE ARE APPROXIMATE ONLY.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

SE-NW

SW-NW

NW-SW

NE-SW

T 12 N R 6 E (8 9)

T 12 N R 6 E (9)

HARRISON MONUMENT FOUND
Y= 259,984.20
X= 636,096.37

1-1/4" IRON PIPE FOUND
Y= 259,950.76
X= 638,743.72

LOT 1
C.S.M. 4962
VOL. 27 P. 4962

LARRY & GAIL N. CUFF

RUTH E. HODGE

DONALD F. & BEVERLY A. HINZE

PAUL I. & ROSE MARY CLOUD

LOT 1
C.S.M. 1292
VOL. 5 P. 1292

JOSEPH HUFFSTUTLER

LOT 1
C.S.M. 426
VOL. 2 P. 426

JOHN J. HEESEN

ROMAN A. STATZ AND BEATRICE T. STATZ, TRUSTEES OF THE ROMAN A. STATZ AND BEATRICE T. STATZ REVOCABLE LIVING TRUST DATED OCTOBER 31, 2006, AND ANY AMENDMENTS THERETO

HO-CHUNK NATION

T.L.E.-SLOPES & DRIVE
0.10 AC.

T.L.E.-SLOPES
0.01 AC

T.L.E.-SLOPES & DRIVEWAY
0.01 AC.

T.L.E.-SLOPES & DRIVEWAYS
0.08 AC

T.L.E.-SLOPES & DRIVEWAYS
0.21 AC.

T.L.E.-SLOPES & DRIVEWAYS
0.10 AC.

S 89°16'35" E 2647.56'
WEST 1/4 CORNER TO CENTER OF SECTION AS MONUMENTED

SAUK COUNTY EMERGENCY MANAGEMENT
BURIED CABLE

ALLIANT ENERGY
OVERHEAD ELECTRIC

ALLIANT ENERGY
UNDERGROUND GAS LINE

ALLIANT ENERGY CORP
POWER POLES - PARCELS 34,36

CENTURY TEL
BURIED CABLE

CENTURY TEL
PEDESTAL - PARCEL 34
BURIED CABLE - PARCELS 31,43

BEGIN ACCESS CONTROL
89+42.82'NR' (AT P.L.)
END ACCESS CONTROL
89+43.68'NR'
PROPERTY LINE

NORTH REEDSBURG ROAD

HOPE ROAD

MATCH LINE SEE SHEET

PC STA.94+70.40

PT STA. 95+44.18'NR'

P.I. STA. 92+19.28

P.I. STA. 95+07.30

P.I. STA. 98+31.53'NR'

STA. 96+00'NR'

1 A.P.

4 A.P.

REVISION DATE 10/15/07 9/14/09 10/01/10 N.C.	DATE 12/27/06	SCALE, FEET 0 50 100	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.12	
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 356 A	E

NOTE: DISTANCES AS SHOWN FROM BUILDINGS TO RIGHT OF WAY LINE ARE APPROXIMATE ONLY
NOTE: EXISTING HIGHWAY RIGHT OF WAY ON NORTH REEDSBURG ROAD ESTABLISHED FROM SURVEYS OF RECORD IN THE SAUK COUNTY COURT HOUSE.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

TOWN OF DELTON

SW-NE

SE-NE

NW-SE

NE-SE

N

T 12 N
9
R 6 E

T 12 N
9 10
R 6 E

1 A.P.

1-1/4" IRON PIPE FOUND
Y= 259,950.76
X= 638,743.72

PK NAIL FOUND
Y= 259916.52
X= 641398.33

PODOLAK PROPERTIES LLC

DOROTHY J. DORNER

MARILYN RAYE RAVEY

HO-CHUNK NATION

JOHN B. &JOHANNA A. FRY

DAN & KRISTI TURNER

LOT 2
C.S.M. 2867
VOL. 13 P. 2867

LOT 1
C.S.M. 2867
VOL. 13 P. 2867

O.L. 1
C.S.M. 2867
VOL. 13 P. 2867
LYNN E. TURNER

CENTURY TEL
BURIED CABLE

ALLIANT ENERGY
UNDERGROUND GAS LINE

ALLIANT ENERGY CORP
OVERHEAD ELECTRIC

RIGHT OF WAY ACQUIRED BY TRANSPORTATION
PROJECT PLAT NO.'S 1674-00-24-4.04
AND 1674-00-24-4.05

NORTH REEDSBURG ROAD

USH 12

STA. 110+00'NR'
4.11

110+00'NR'

115+00'NR'

120+00'NR'

S 89°48'28" E

S 89°15'40" E 1,878.88'

N 89°15'40" W 2654.83'
EAST 1/4CORNER 9 TO CENTER
OF SECTION AS MONUMENTED

N 89°15'40" W 2,039.64'

S 88°42'39" E 470.09'

S 89°40'57" E 300.00'

S 89°40'57" E 457.41'

S 89°40'57" E
157.41'

S 85°11'04" W
194.74'

N 85°11'04" E
157.60'

N 85°11'04" E
37.14'

S 00°11'32" W
54.13'

S 00°00'41" E
57.40'

N 81°16'27" E
32.26'

N 81°16'27" E
32.27'

S 86°52'09" W
155.26'

MATCH LINE
SEE SHEET

N 88°27'54" W
128.04'

S 0°11'32" W
25.24'

S 89°48'28" E
46.32'

N 0°03'00" E
24.00'

N 86°05'40" W
126.79'

S 88°56'27" W
202.29'

N 88°45'24" W
218.04'

N 0°00'37" W
5.00'

T.L.E.-SLOPES
0.03 AC.

T.L.E.-SLOPES
0.02 AC.

T.L.E.- SLOPES
AND DRIVEWAY
0.03 AC.

2 A.P.

END ACCESS CONTROL
STA. 117+00'NR' 60.35'

118+57.41'NR'
60.00

114+00'NR'
61.00'

111+25'NR'
65.00

112+53'NR'
68.00'

112+90'NR'
64.76'

112+90'NR'
90.00'

113+36.31'NR'
90.00'

113+36.26'NR'
66.00'

114+47'NR'
51.00

114+62.73'
19.55'

116+65'NR'
55.00'

116+65'NR'
55.00'

116+96.86'NR'
50.00'

116+96.88'NR'
55.00'

SEH 1314

SEH 413 'C'

SEH 'B'

P.L.

T.

G

MH

SEPV

OHU

FO

T OH

HO

REVISION DATE 10/15/07	DATE 12/27/06	SCALE, FEET 0 50 100	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.13
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 357 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040113_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE: DISTANCES AS SHOWN FROM BUILDINGS TO RIGHT OF WAY LINE ARE APPROXIMATE ONLY
NOTE: EXISTING HIGHWAY RIGHT OF WAY ON NORTH REEDSBURG ROAD ESTABLISHED FROM SURVEYS OF RECORD IN THE SAUK COUNTY COURT HOUSE.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

TOWN OF DELTON

4

4

N

SW-NE

SE-NE

NW-SE

NE-SE

T 12 N
9
R 6 E

T 12 N
9 10
R 6 E

1 A.P.

2 A.P.

PODOLAK PROPERTIES LLC

DOROTHY J. DORNER

MARILYN RAYE RAVEY

JOHN B. &JOHANNA A. FRY

DAN & KRISTI TURNER

HO-CHUNK NATION

LOT 1
C.S.M. 2867
VOL. 13 P. 2867

LOT 2
C.S.M. 2867
VOL. 13 P. 2867

1-1/4" IRON PIPE FOUND
Y= 259,950.76
X= 638,743.72

PK NAIL FOUND
Y= 259916.52
X= 641398.33

STA. 110+00'NR'
4.11

110+00'NR'

115+00'NR'

120+00'NR'

40032

8059

N 89°15'40" W 2654.83'
EAST 1/4 CORNER 9 TO CENTER
OF SECTION AS MONUMENTED

N 89°15'40" W 2,039.64'

114+00'NR'
61.00'

S 88°42'39" E 470.09'

S 89°40'57" E 300.00'

S 89°40'57" E 457.41'

9936

CENTURY TEL
BURIED CABLE

END ACCESS CONTROL
STA. 117+00'NR' 60.35'

S 89°40'57" E
157.41'

118+57.41'NR'
60.00'

SEH 1314

RIGHT OF WAY ACQUIRED BY TRANSPORTATION
PROJECT PLAT NO.'S 1674-00-24-4.04
AND 1674-00-24-4.05

780

S 85°11'04" W
194.74'

N 85°11'04" E
157.60'

S 00°11'32" W
54.13'

S 89°48'28" E

NORTH REEDSBURG ROAD

S 89°15'40" E 1,878.88'

S 00°00'41" E
57.40'

N 81°16'27" E
32.26'

116+96.86'NR'
50.00'

SEH 413 'C'

N 0°00'37" W
5.00'

116+96.88'NR'
55.00'

MATCH LINE
SEE SHEET

S 86°52'09" W
155.26'

111+25'NR'
65.00

8063

N 88°27'54" W
128.04'

112+53'NR'
68.00'

8066

112+90'NR'
64.76'

8070

112+90'NR'
90.00'

7689

S 0°11'32" W
25.24'

S 89°48'28" E
46.32'

113+36.31'NR'
90.00'

7692

N 0°03'00" E
24.00'

113+36.26'NR'
66.00'

8069

N 86°05'40" W
126.79'

114+47'NR'
51.00'

8064

'B'

11+62.73'

7696

S. 88°56'27" W
202.29'
N. 88°45'24" W
218.04'

26'

47'

39'

116+65'NR'
55.00'

8065

116+65'NR'
55.00'

8086

N 81°16'27" E
32.27'

8087

N 85°11'04" E
37.14'

T.L.E.-SLOPES
0.03 AC.

T.L.E.-SLOPES
0.02 AC.

T.L.E.- SLOPES
AND DRIVEWAY
0.03 AC.

ALLIANT ENERGY
UNDERGROUND GAS LINE

CENTURY TEL
BURIED CABLE

ALLIANT ENERGY CORP
OVERHEAD ELECTRIC

O.L. 1
C.S.M. 2867
VOL. 13 P. 2867
LYNN E. TURNER

CTH BD & BUSINESS USH 12

P.L.

SEPV

REVISION DATE 10/15/07 9/14/09 10/01/10 N.C.	DATE 12/27/06	SCALE, FEET 0 50 100	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.13	
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 357 A	E

NOTE: DISTANCE AS SHOWN FROM BUILDING TO RIGHT OF WAY LINE ARE APPROXIMATE ONLY.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

TOWN OF DELTON

HO-CHUNK NATION
WATER UTILITY

LOT 1
C.S.M. 2685
VOL. 12 P. 2685

T 12 N R 6 E — 9, 10, 15, 16 — 832
NO MOMUMENT - COMPUTED FROM SURVEYS
Y= 257,282.92
X= 641,398.80

SOUTH 25 FEET, NW-SE

NW-SE

SW-SE

NW-NE

NE-SW

SE-SW

HO-CHUNK NATION

HO-CHUNK NATION

SLOPE INTERCEPTS

P.I. = 182+02.91
Y 256,186.58
X 638,930.04
Δ. = 15°49'27.01" (LT)
D. = 00°34'22.65"
T. = 1,389.76
L. = 2,761.84
R. = 10,000.00

DAVID A. LEATHERBERRY

LAWRENCE G. KORY AND LUCILLE E. KORY, TRUSTEES, OR THEIR SUCCESSORS OF TRUST, UNDER THE KORY LIVING TRUST, DATED JUNE 4, 2002 AND ANY AMENDMENTS THERE TO.

29.75 AC. +/- REMAINS

LANDLOCKED
43.58 AC. +/- REMAINS

0.56 AC. +/- REMAINS

END RELOCATION ORDER
STA. 185+00
Y = 255,897.617
X = 639,072.246
S 00°35'09" W 5,288.17'
NORTH 1/4 CORNER TO SOUTH 1/4 CORNER

HARRISON MONUMENT FOUND
Y= 252,047.11
X= 638,706.69

HARRISON MONUMENT FOUND
Y= 257,335.00
X= 638,760.75

1-1/4" IRON PIPE FOUND
Y= 259,950.76
X= 638,743.72
NOTE: COORDINATES ON THIS EXISTING FOUND PIPE PROVIDED BY STRAND ASSOCIATES. THE PIPE HAS BEEN USED ON NOMEROUS SURVEYS AND C.S.M.'S AS "CENTER OF SECTION" AND ON FILE IN THE SAUK COUNTY SURVEYORS OFFICE.

S 00°22'23" E 2,615.82'
CENTER OF SECTION TO S. 1/4 CORNER

ROMAN A. STATZ &
BEATRICE T. STATZ

3/4" REBAR

USH 12

MATCH LINE SEE SHEET

STA. 155+00 4.11

P.I. 182+02.91

PC 168+13.15 137.00'

R/W POINT NUMBER, COURSE AND COORDINATE TABLE							
POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	X	Y	TO POINT NUMBER
923	N 00°35'09" E	3,961.10'					6671
831	S 88°52'08" E	31.14'					7243
7243	N 03°29'24" W	52.44'					7153
7244	S 00°29'19" W	134.43'					7147
7144	S 12°54'39" E	99.21'					7143
7143	S 06°54'40" E	112.46'					7190
7156	N 01°46'18" W	200.09'					7163
7163	N 05°00'22" W	100.37'					7158
7166	N 05°12'48" W	55.22'					7167

REVISION DATE 10/15/07	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.14
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 358 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040114_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75

NOTE: DISTANCE AS SHOWN FROM BUILDING TO RIGHT OF WAY LINE ARE APPROXIMATE ONLY.
NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.

TOWN OF DELTON

HO-CHUNK NATION
WATER UTILITY

SOUTH 25 FEET, NW-SE

NW-SE

SW-SE

LOT 1
C.S.M. 2685
VOL. 12 P. 2685

HO-CHUNK NATION

HO-CHUNK NATION

SLOPE INTERCEPTS

T 12 N R 6 E 832
NO MOMUMENT - COMPUTED FROM SURVEYS
Y= 257,282.92
X= 641,398.80

P.I. = 182+02.91
Y 256,186.58
X 638,930.04
Δ. = 15°49'27.01" (LT)
D. = 00°34'22.65"
T. = 1,389.76
L. = 2,761.84
R. = 10,000.00

DAVID A. LEATHERBERRY

NW-NE

LAWRENCE G. KORY AND LUCILLE E. KORY, TRUSTEES, OR THEIR SUCCESSORS OF TRUST, UNDER THE KORY LIVING TRUST, DATED JUNE 4, 2002 AND ANY AMENDMENTS THERE TO.

29.75 AC. +/- REMAINS

N 88°52'08" W 2335.62'

S 13°26'33" W 102.84'
S 06°30'25" W 201.32'
S 01°05'32" W 200.04'
S 03°45'39" W 150.33'
S 01°05'33" W 250.05'
S 01°03'22" W 413.23'
S 00°29'19" W 247.46'
S 2°21'21" E 296.30'
S 4°08'46" E 494.25'
S 6°16'05" E 197.86'
N 88°59'16" W 112.86'
S 88°59'16" E 123.23'
S 88°59'16" E 184.48'
N 7°42'59" W 376.70'
N 9°15'38" W 202.59'
N 5°40'12" W 253.22'
N 88°52'08" W 271.80'
S 00°03'12" E
N 11°05'15" W 203.77'
N 00°22'23" W 245.00'
S 00°22'23" E 2,615.82'
CENTER OF SECTION TO S. 1/4 CORNER
N 02°54'56" W 200.23'
N 01°57'45" W 300.17'
N 00°00'35" W 302.64'
N 03°29'24" W 251.80'
N 04°27'49" W 253.32'
NORTH 1/4 CORNER TO SOUTH 1/4 CORNER 5,288.17'
S 00°35'09" W

155+00 211.00'
156+00 187.00'
156+55 176.03'
156+00 181.00'
158+00 164.00'
159+00 174.66'
160+00 160.00'
160+00 166.00'
161+50 150.00'
162+00 160.00'
164+00 145.00'
164+00 150.00'
167+00 140.00'
170+00 142.00'
PC 168+13.15 137.00'
170+63.93 131.55'
170+51.67 140.00'
170+50.30 117.08'
172+00 126.00'
173+00 134.00'
175+00 122.00'
175+50 130.00'
178+00 127.00'
180+00 111.00'
180+00 120.00'
182+00 107.00'
183+00 115.00'
184+13.68 111.10'
183+12.22 121.34'

STA. 155+00 4.11

USH 12 155+00 160+00 165+00 170+00 175+00 180+00 185+00

PI 182+02.91

7134 7135 7136 7140 7141 7138 7137 7244 7147 7146 7145 7144 7143 7190 7189 7149 7150 7151 7152 7153 7243 7154 7155 7156 7163 7158 7166 7167

P.L.

MATCH LINE SEE SHEET

LANDLOCKED
43.58 AC. +/- REMAINS

0.56 AC. +/- REMAINS

END RELOCATION ORDER
STA. 185+00
Y = 255,897.617
X = 639,072.246

6671 3/4" REBAR

T 12 N R 6 E 40032

1-1/4" IRON PIPE FOUND
Y= 259,950.76
X= 638,743.72
NOTE: COORDINATES ON THIS EXISTING FOUND PIPE PROVIDEED BY STRAND ASSOCIATES. THE PIPE HAS BEEN USED ON NOMEROUS SURVEYS AND C.S.M.'S AS "CENTER OF SECTION" AND ON FILE IN THE SAUK COUNTY SURVEYORS OFFICE.

ROMAN A. STATZ AND BEATRICE T. STATZ, TRUSTEES OF THE ROMAN A. STATZ AND BEATRICE T. STATZ REVOCABLE LIVING TRUST DATED OCTOBER 31, 2006, AND ANY AMENDMENTS THERETO

T 12 N R 6 E 831

HARRISON MONUMENT FOUND
Y= 257,335.00
X= 638,760.75

HARRISON MONUMENT FOUND
Y= 252,047.11
X= 638,706.69
T 12 N R 6 E 923

NE-SW

SE-SW

NE-NW

R/W POINT NUMBER, COURSE AND COORDINATE TABLE

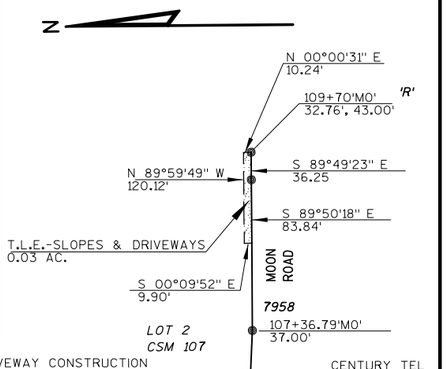
POINT NUMBER	BEARING	DISTANCE	STATION	OFFSET	X	Y	TO POINT NUMBER
923	N 00°35'09" E	3,961.10'					6671
831	S 88°52'08" E	31.14'					7243
7243	N 03°29'24" W	52.44'					7153
7244	S 00°29'19" W	134.43'					7147
7144	S 12°54'39" E	99.21'					7143
7143	S 06°54'40" E	112.46'					7190
7156	N 01°46'18" W	200.09'					7163
7163	N 05°00'22" W	100.37'					7158
7166	N 05°12'48" W	55.22'					7167

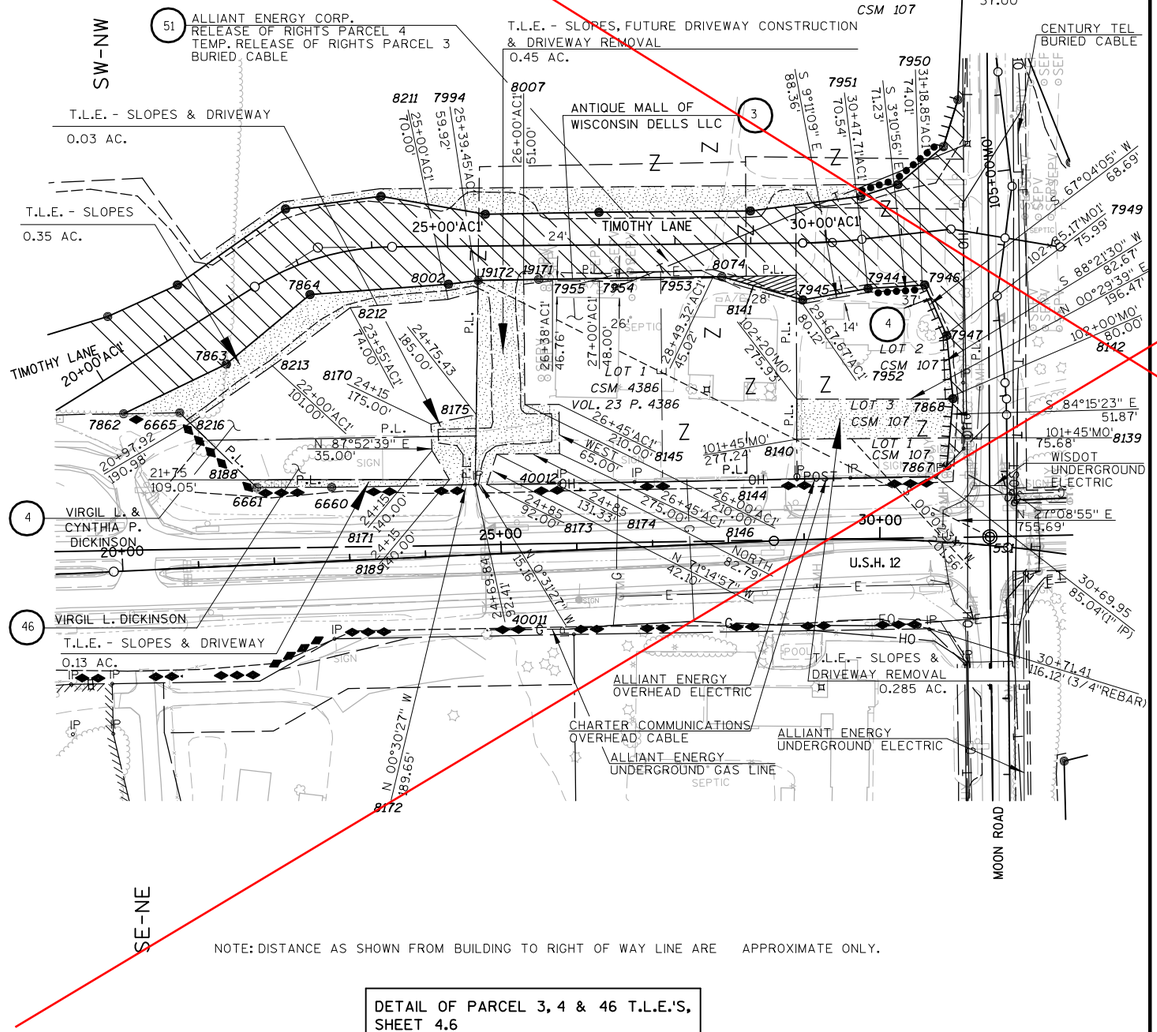
REVISION DATE 10/15/07 9/14/09 10/01/10 N.C.	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.14
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 358 A E

FILE NAME : s:\MAD\1000--1099\1089\150\Micros\Design\0021\040114_rw.dgn PLOT DATE : 10/1/2010 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7862	S 25°15'34" E	150.85'	7863
7863	S 39°15'10" E	143.29'	7864
7864	S 03°44'38" E	183.27'	8002
8002	S 06°36'24" E	39.55'	19172
19172	S 00°24'31" E	79.91'	19171
19171	S 00°20'50" E	241.92'	8074
8074	S 16°32'07" W	110.98'	7945
7945	S 09°11'11" E	87.48'	7944
7944	S 03°10'57" E	75.01'	7946
7946	S 67°04'08" W	72.99'	7947
7947	S 84°53'47" W	83.72'	7868
7868	N 84°15'23" W	89.06'	7867
8141	N 89°40'43" W	52.68'	8140
7952	N 16°31'14" E	123.45'	7953
7953	N 01°08'44" W	149.35'	7954
7954	N 01°08'45" E	62.01'	7955

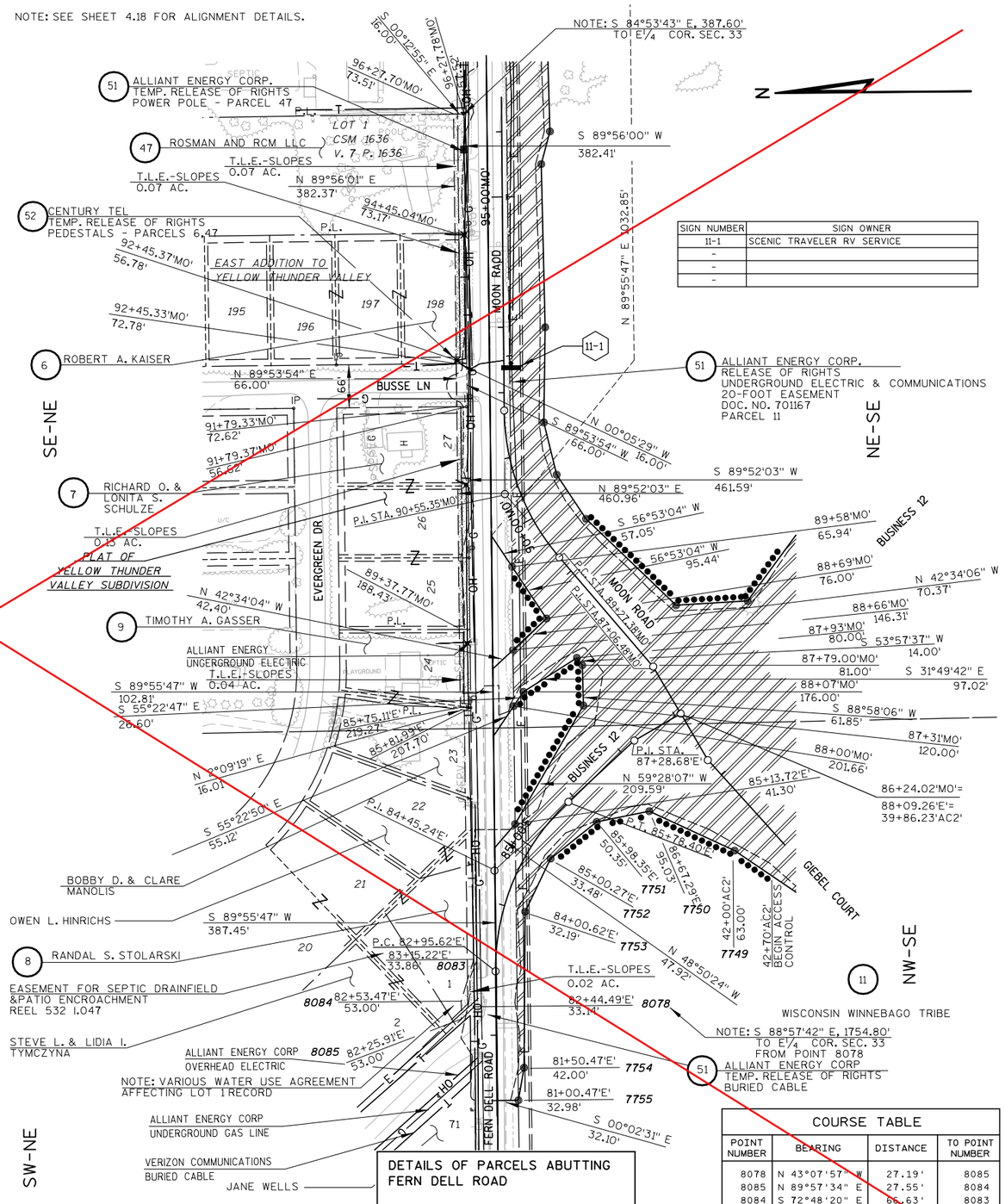
COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7955	N 06°21'55" W	38.24'	8007
8007	S 90°00'00" W	159.00'	8144
8144	S 00°00'00" E	45.00'	8145
6660	N 00°28'56" E	98.98'	6661
6661	N 44°37'18" E	14.36'	8188
8188	S 00°28'56" W	264.75'	8189
8189	N 59°44'18" E	44.59'	8171
8171	N 87°52'39" E	35.00'	8170
8170	S 11°31'06" E	61.26'	8175
8175	S 88°39'58" E	162.40'	7994
7994	N 14°20'16" W	40.72'	8211
8211	N 04°19'04" W	129.81'	8212
8212	N 36°15'20" W	128.35'	8213
8213	N 31°25'21" W	131.98'	8216
8216	N 44°37'23" E	19.61'	6665
6665	N 00°22'37" W	73.99'	7862





DETAIL OF PARCEL 3, 4 & 46 T.L.E.'S, SHEET 4.6

NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.



SIGN NUMBER	SIGN OWNER
11-1	SCENIC TRAVELER RV SERVICE
-	
-	
-	

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
8078	N 43°07'57" W	27.19'	8085
8085	N 89°57'34" E	27.55'	8084
8084	S 72°48'20" E	66.63'	8083
8083	S 89°52'03" W	72.61'	8078

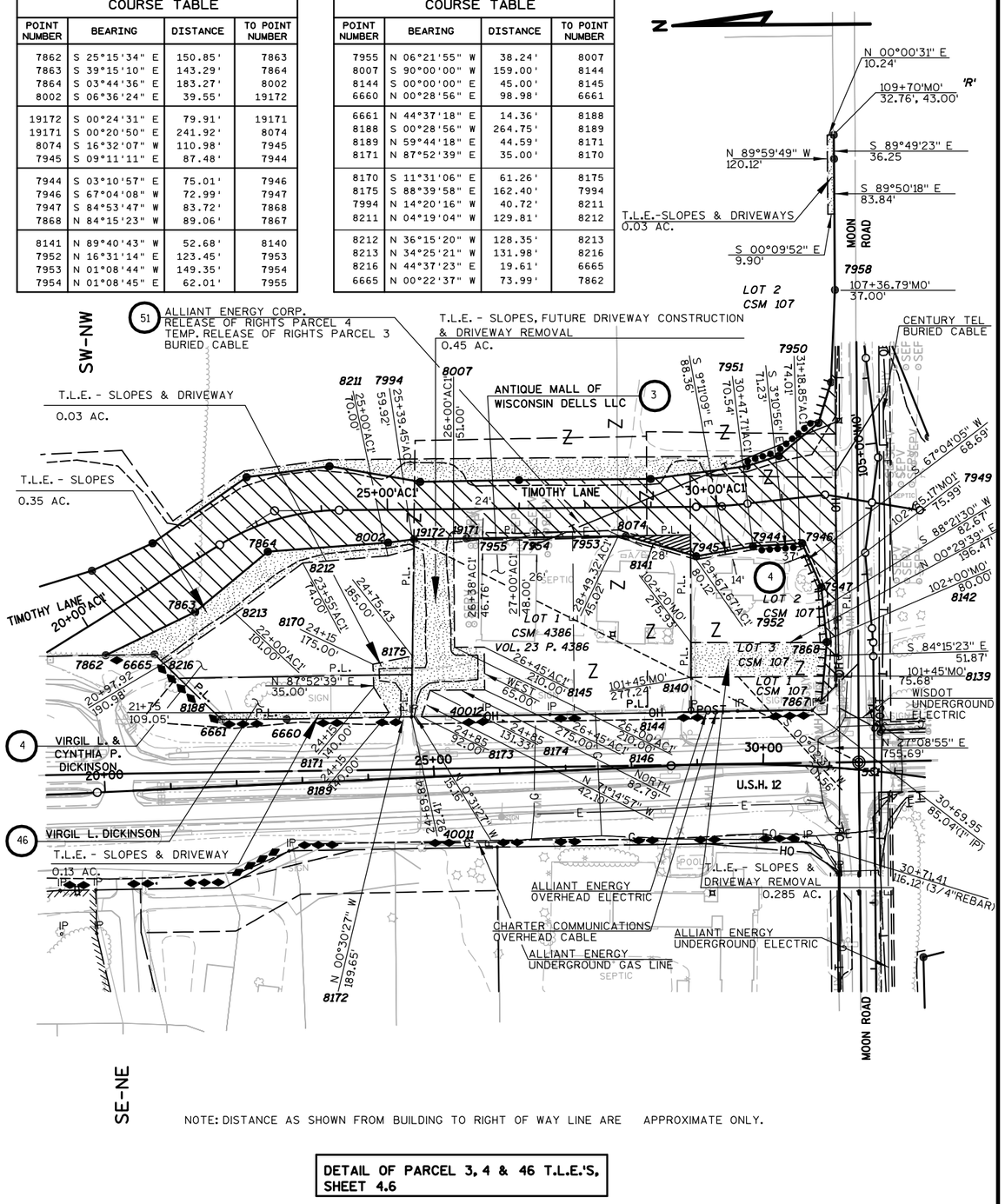
DETAILS OF PARCELS ABUTTING FERN DELL ROAD

REVISION DATE 10/15/07 02/26/08 INTERIM	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.15
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 359 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040115_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7862	S 25°15'34" E	150.85'	7863
7863	S 39°15'10" E	143.29'	7864
7864	S 03°44'36" E	183.27'	8002
8002	S 06°36'24" E	39.55'	19172
19172	S 00°24'31" E	79.91'	19171
19171	S 00°20'50" E	241.92'	8074
8074	S 16°32'07" W	110.98'	7945
7945	S 09°11'11" E	87.48'	7944
7944	S 03°10'57" E	75.01'	7946
7946	S 67°04'08" W	72.99'	7947
7947	S 84°53'47" W	83.72'	7868
7868	N 84°15'23" W	89.06'	7867
8141	N 89°40'43" W	52.68'	8140
7952	N 16°31'14" E	123.45'	7953
7953	N 01°08'44" W	149.35'	7954
7954	N 01°08'45" E	62.01'	7955

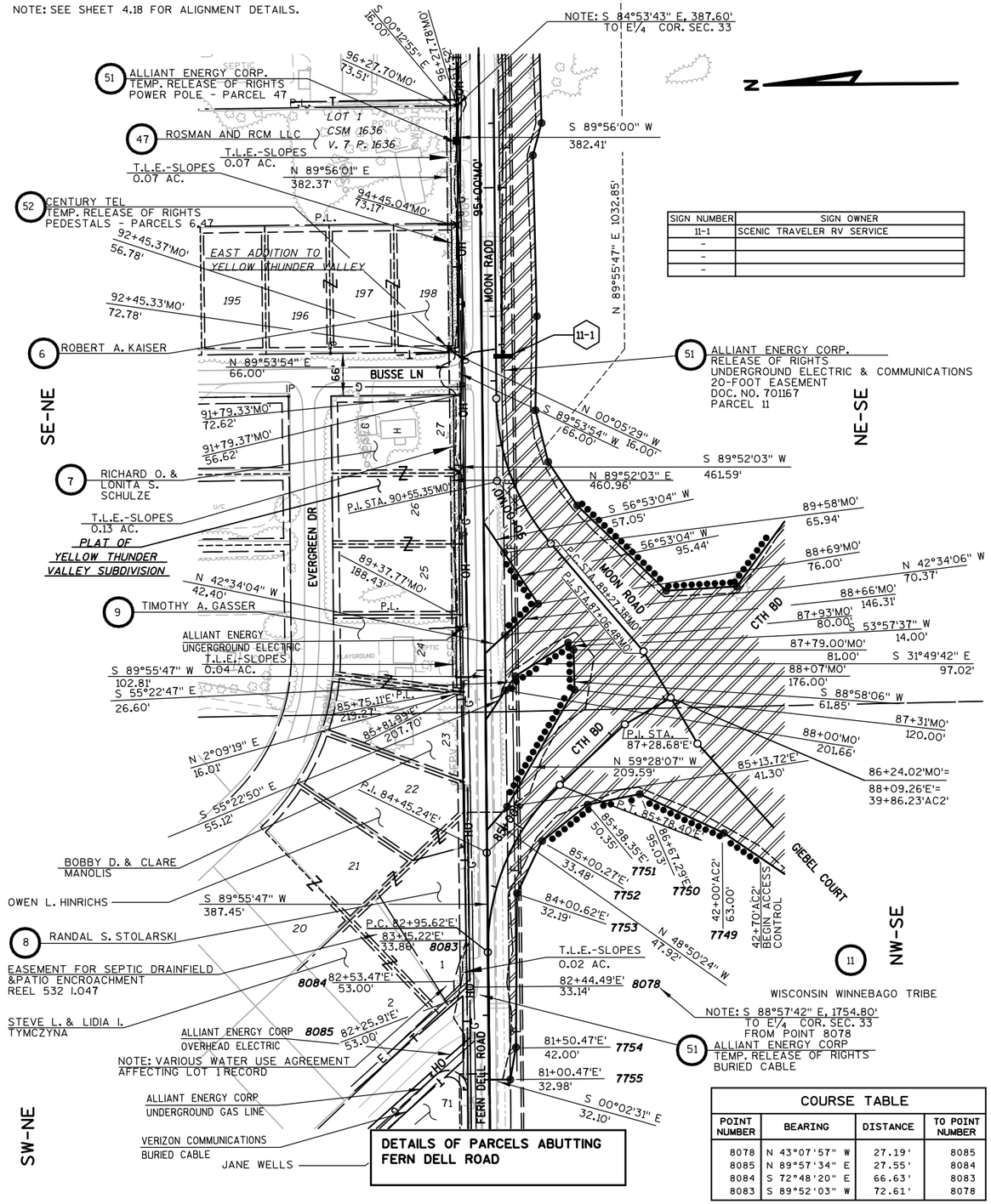
COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7955	N 06°21'55" W	38.24'	8007
8007	S 90°00'00" W	159.00'	8144
8144	S 00°00'00" E	45.00'	8145
6660	N 00°28'56" E	98.98'	6661
6661	N 44°37'18" E	14.36'	8188
8188	S 00°28'56" W	264.75'	8189
8189	N 59°44'18" E	44.59'	8171
8171	N 87°52'39" E	35.00'	8170
8170	S 11°31'06" E	61.26'	8175
8175	S 88°39'58" E	162.40'	7994
7994	N 14°20'16" W	40.72'	8211
8211	N 04°19'04" W	129.81'	8212
8212	N 36°15'20" W	128.35'	8213
8213	N 34°25'21" W	131.98'	8216
8216	N 44°37'23" E	19.61'	6665
6665	N 00°22'37" W	73.99'	7862



NOTE: DISTANCE AS SHOWN FROM BUILDING TO RIGHT OF WAY LINE ARE APPROXIMATE ONLY.

DETAIL OF PARCEL 3, 4 & 46 T.L.E.'S, SHEET 4.6

NOTE: SEE SHEET 4.18 FOR ALIGNMENT DETAILS.



COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
8078	N 43°07'57" W	27.19'	8085
8085	N 89°57'34" E	27.55'	8084
8084	S 72°48'20" E	66.63'	8083
8083	S 89°52'03" W	72.61'	8078

DETAILS OF PARCELS ABUTTING FERN DELL ROAD

4

REVISION DATE 10/15/07 9/14/09 10/01/10 N.C.	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.15
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 359 A E

NOTE: DISTANCES AS SHOWN FROM BUILDINGS TO R/W ARE APPROXIMATE ONLY
NOTE: SEE SHEET 4.8 FOR ALIGNMENT DETAILS.

L. = 45.45'
L.C. = 45.39'
L.C.B. = S 18°35'15" W
R. = 262.00'

T.L.E. BUILDING REMOVAL
0.10 AC.

35+58.40'AC1'
106.00'
S 23°33'25" W
58.40'
31+20.78'AC1'
106.00'
S 89°40'15" E
55.89'
35+81.14'AC1'
160.00'
N 00°05'32" E
147.98'

L. = 54.33'
L.C. = 54.29'
L.C.B. = S 19°43'23" W
R. = 406.00'

L. = 199.58'
L.C. = 197.59'
L.C.B. = S 10°52'46" W
R. = 451.00'

L. = 89.22'
L.C. = 88.59'
L.C.B. = S 11°46'42" W
R. = 217.00'

SUSAN KERHULAS
13

ALLIANT ENERGY CORP
ELECTRIC EASEMENT
VOL. 160 P. 9
SW¼- SW¼

51

L. = 177.49'
L.C. = 173.84'
L.C.B. = N 20°10'38" W
R. = 252.00'

L. = 152.84'
L.C. = 149.70'
L.C.B. = S 20°10'39" E
R. = 217.00'

N 39°40'51" W
255.11

L. = 805.91'
L.C. = 665.25'
L.C.B. = S 19°55'35" W
R. = 383.00'

L. = 267.27'
L.C. = 260.63'
L.C.B. = N 18°09'41" W
R. = 345.00'

22
SCHLUTER SAW LLC.

P.I. STA. 54+06.28'AC1'

T.L.E.-SLOPES, DRIVEWAYS & REMOVAL
0.70 AC.

52
CENTURY TEL
RIGHT-OF-WAY GRANT
VOL. 329 P. 329
REEL 505 I. 473
REEL 506 I. 276

L. = 378.00'
L.C. = 343.55'
L.C.B. = N 08°48'23" E
R. = 252.00'

51
ALLIANT ENERGY CORP.
ELECTRIC + COMMUNICATIONS EASEMENT
DOC. NO. 700884, 704552

L. = 255.20'
L.C. = 249.52'
L.C.B. = N 34°35'22" E
R. = 348.00'

54
ALLIANT ENERGY CORP. - GAS
20-FOOT GAS MAIN EASEMENT
REEL 643 I. 871, REEL 645 I. 871

T.L.E.-SLOPES & FUTURE DRIVEWAY CONSTRUCTION
0.84 AC.

T.L.E.-SLOPES, DRIVEWAYS & REMOVAL
3.91 AC.

T.L.E.-SLOPES & FUTURE DRIVEWAY CONSTRUCTION
1.57 AC.

T.L.E.-SLOPES
0.08 AC.

T.L.E.-SLOPES
0.08 AC.

T.L.E.-SLOPES & BUILDING REMOVAL
0.89 AC.

23
RICHARD J. YOUNG

25
WEEKS INDUSTRIES

ALLIANT ENERGY UNDERGROUND ELECTRIC & GAS

TIMOTHY LANE 60'

SOUTH 498.37'

N 02°54'52" W 275.36'

S 0°11'05" W 731.43'

SOUTH 498.37'

N 73°36'52" E
155.45'

N 64°23'53" E
186.54'

S 24°10'25" W
373.66'

N 03°00'43" E
354.07'

S 12°14'52" W
255.71'

N 00°40'29" W
150.08'

EXISTING USH 12

USH 12

CAUTION

TLE - SLOPES
0.02 AC.

TLE - SLOPES
0.01 AC.

TLE - DRIVEWAY
0.04 AC.

P.L.E.-DRIVEWAY
0.06 AC.

T.L.E.-BUILDING REMOVAL
0.06 AC.

CENTURY TEL
BURIED CABLE

CENTURY TEL
TEMP. RELEASE OF RIGHTS
PARCELS 12, 14

CHARTER COMMUNICATIONS
OVERHEAD CABLE

JOHN BUCK
T.L.E.-SLOPES 0.38 AC.

66' ACCESS EASEMENT

SAUK COUNTY
T.L.E.-SLOPES 0.21 AC.

ROYOAK, INC
T.L.E.-BUILDING REMOVAL
0.42 AC.

KATHLEEN M. OTT
T.L.E.-SLOPES 0.12 AC.

CORINNE B BEARD
LOT 1
C.S.M. 3803
VOL. 19, P. 3803

ALLIANT ENERGY -
ELECTRIC
POWER POLES -
PARCELS 11,18

CENTURY TEL -
TELEPHONE PEDESTALS -
PARCELS 18,23

RIGHT OF WAY ACQUIRED BY TRANSPORTATION PROJECT PLAT NO. 1674-00-24-4.01

LOT 1 CSM 607
LOT 2 CSM 607

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
6621	N 08°12'40" W	62.23'	7959
7959	N 11°58'06" W	143.57'	7961
7961	N 29°01'31" W	80.54'	7792
SEH258	S 00°40'22" E	61.69'	6621
6621	N 08°11'10" W	62.22'	7959
6621	S 89°55'24" W	10.00'	8012
8012	N 01°02'06" E	61.61'	7959
7790	S 25°37'25" W	83.92'	7791
7791	S 00°46'25" W	44.98'	7933
7933	S 00°46'25" W	55.62'	7792
8135	NORTH	45.45'	8136
8136	N 24°14'00" W	71.43'	8138
8138	N 64°40'57" E	129.92'	7790
7933	S 89°57'01" W	51.22'	8136
7792	N 78°39'10" W	51.48'	8135
8135	NORTH	45.44'	8136
8136	N 89°59'01" E	51.22'	7933
7933	S 00°46'25" W	55.62'	7792
7792	S 29°01'31" E	30.30'	10792
10792	WEST	65.17'	10791
10791	NORTH	36.62'	8135
SEH258	S 89°19'34" W	8.16'	7959

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7832	S 05°29'01" W	125.57'	7831
7833	S 06°25'59" E	110.94'	7832
7642	S 01°50'54" W	98.59'	7793
7793	S 51°34'41" E	148.95'	7794
7794	S 45°05'24" E	22.08'	7936
7936	N 00°40'39" W	386.03'	7646
7646	S 34°47'32" W	218.35'	7642
7987	N 45°05'23" W	17.61'	7937
7937	N 00°40'39" W	528.59'	8192
8192	S 59°39'47" E	17.10'	8190
8190	S 00°25'35" E	532.36'	7987
7831	S 02°54'52" E	275.36'	7815
8113	S 40°03'23" E	282.27'	8100
8095	S 86°50'31" W	129.64'	8094
7797	N 45°05'23" W	17.61'	7987
7987	N 00°40'39" W	528.59'	8192
8192	S 59°39'47" E	17.10'	8190
8190	S 00°25'35" E	532.36'	7797

REVISION DATE 10/15/07 02/26/08 INTERIM	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.16	
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 360	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0021\040116_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75

NOTE: DISTANCES AS SHOWN FROM BUILDINGS TO R/W ARE APPROXIMATE ONLY
NOTE: SEE SHEET 4.8 FOR ALIGNMENT DETAILS.

ALLIANT ENERGY CORP
ELECTRIC EASEMENT
VOL. 160 P. 9
SW¼- SW¼

SUSAN KERHULAS 13

T.L.E. BUILDING REMOVAL
0.10 AC.

SCHLUTER SAW LLC. 22

T.L.E.-SLOPES, DRIVEWAYS & REMOVAL
0.70 AC.

CENTURY TEL
RIGHT-OF-WAY GRANT
VOL. 329 P. 329
REEL 505 I. 473
REEL 506 I. 276

ALLIANT ENERGY CORP.
ELECTRIC + COMMUNICATIONS EASEMENT
DOC. NO. 700884, 704552

ALLIANT ENERGY CORP. - GAS
20-FOOT GAS MAIN EASEMENT
REEL 643 I. 871, REEL 645 I. 871

T.L.E.-SLOPES & FUTURE DRIVEWAY CONSTRUCTION
0.84 AC.

T.L.E.-SLOPES & FUTURE DRIVEWAY CONSTRUCTION
1.57 AC.

T.L.E.-SLOPES, DRIVEWAYS & REMOVAL
3.91 AC.

T.L.E.-SLOPES
0.08 AC.

T.L.E.-SLOPES
0.08 AC.

SCHLUTER SAW LLC 22

RICHARD J. YOUNG 23

T.L.E.-SLOPES & BUILDING REMOVAL
0.89 AC.

WEEKS INDUSTRIES 25

ALLIANT ENERGY UNDERGROUND ELECTRIC & GAS

CTH BD & BUSINESS USH 12

USH 12

TIMOTHY LANE

CAUTION

JOHN BUCK
T.L.E.-SLOPES 0.38 AC. 12

CENTURY TEL
BURIED CABLE

CENTURY TEL
TEMP. RELEASE OF RIGHTS
PARCELS 12, 14 52

CHARTER COMMUNICATIONS
OVERHEAD CABLE

66' ACCESS EASEMENT

SAUK COUNTY
T.L.E.-SLOPES 0.21 AC. 14

ROYOAK, INC
T.L.E.-BUILDING REMOVAL
0.42 AC. 16

KATHLEEN M. OTT
T.L.E.-SLOPES 0.12 AC. 17

CORINNE B BEARD
LOT 1
C.S.M. 3803
VOL. 19, P. 3803
18

ALLIANT ENERGY - ELECTRIC POWER POLES - PARCELS 11,18 51

CENTURY TEL - TELEPHONE PEDESTALS - PARCELS 18,23 52 19

T.L.E.-SLOPES & DRIVEWAY
0.16 AC. 11

P.L.E.-DRIVEWAY
0.06 AC.

T.L.E.-SLOPES
0.06 AC.

TLE - SLOPES
0.02 AC.

TLE - SLOPES
0.01 AC.

TLE - DRIVEWAY
0.04 AC.

RIGHT OF WAY ACQUIRED BY TRANSPORTATION PROJECT PLAT NO. 1674-00-24-4.01

NW-SW | SW-SW | NW-NW | NE-SE | SE-SE

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
6621	N 08°12'40" W	62.23'	7959
7959	N 11°58'06" W	143.57'	7961
7961	N 29°01'31" W	80.54'	7792
SEH258	S 00°40'22" E	61.69'	6621
6621	N 08°11'10" W	62.22'	7959
6621	S 89°55'24" W	10.00'	8012
8012	N 01°02'06" E	61.61'	7959
7790	S 25°37'25" W	83.92'	7791
7791	S 00°46'25" W	44.98'	7933
7933	S 00°46'25" W	55.62'	7792
8135	NORTH	45.45'	8136
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8138	N 64°40'57" E	129.92'	7790
7933	S 89°57'01" W	51.22'	8136
7792	N 78°39'10" W	51.48'	8135
8135	NORTH	45.44'	8136
8136	N 89°59'01" E	51.22'	7933
7933	S 00°46'25" W	55.62'	7792
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10792	WEST	65.17'	10791
10791	NORTH	36.62'	8135
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COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
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7793	S 51°34'41" E	148.95'	7794
7794	S 45°05'24" E	22.08'	7936
7936	N 00°40'39" W	386.03'	7646
7646	S 34°47'32" W	218.35'	7642
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7937	N 00°40'39" W	528.59'	8192
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8190	S 00°25'35" E	532.36'	7987
7831	S 02°54'52" E	275.36'	7815
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8095	S 86°50'31" W	129.64'	8094
7797	N 45°05'23" W	17.61'	7987
7987	N 00°40'39" W	528.59'	8192
8192	S 59°39'47" E	17.10'	8190
8190	S 00°25'35" E	532.36'	7797

REVISION DATE 10/15/07 9/14/09 10/01 10 N.C.	DATE 12/27/06	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.16	
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 360 A	E

FILE NAME : s:\MAD\1000--1099\1089\150\Micros\Design\0021\040116_rw.dgn PLOT DATE : 10/1/2010 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE SHEET 4.6

P+ 19171,N 271043.9100,E 641606.8300
P+ 19172,N 271123.8200,E 641606.2600
P+ 101635,N 271886.0360,E 641433.2340
P+ RW6660,N 271319.7401,E 641335.0261
P+ RW6661,N 271418.7118,E 641335.8589
P+ RW6662,N 271668.5047,E 641434.2173
P+ RW6665,N 271519.3677,E 641435.1987
P+ RW7573,N 271217.5622,E 641135.9340
P+ RW7574,N 271391.1386,E 641094.8797
P+ RW7634,N 272456.3800,E 641458.1400
P+ RW7635,N 272332.5700,E 641447.8360
P+ RW7636,N 271771.4486,E 641434.0009
P+ RW7848,N 271113.6052,E 641693.7100
P+ RW7849,N 270963.6052,E 641694.7100
P+ RW7850,N 270763.6052,E 641694.7100
P+ RW7851,N 270617.6389,E 641712.3872
P+ RW7856,N 271250.8446,E 641718.4765
P+ RW7857,N 271520.8853,E 641604.1496
P+ RW7858,N 271377.1498,E 641702.8995
P+ RW7859,N 271613.0665,E 641563.2643
P+ RW7860,N 271997.7005,E 641479.0917
P+ RW7861,N 272097.4710,E 641435.7620
P+ RW7862,N 271593.3590,E 641434.7120
P+ RW7863,N 271456.9372,E 641499.0799
P+ RW7864,N 271345.9798,E 641589.7449
P+ RW7944,N 270609.2427,E 641590.6765
P+ RW7945,N 270695.6052,E 641576.7100
P+ RW7998,N 271831.4710,E 641499.7980
P+ RW8002,N 271163.1050,E 641601.7100
P+ RW8074,N 270801.9982,E 641608.2961
P+ RW40008,N 271317.9470,E 641135.0340
P+ RW40011,N 271130.0970,E 641336.7060
P+ RW40012,N 271018.9450,E 641337.7230
P+ RW40013,N 270919.9710,E 641338.3110

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE SHEET 4.7

P+ RW6436,N 268151.6533,E 641288.4384
P+ RW6621,N 268151.5810,E 641234.4080
P+ RW7576,N 270258.3366,E 640951.0461
P+ RW7578,N 270093.8834,E 640851.4279
P+ RW7579,N 269945.6862,E 640798.8432
P+ RW7581,N 269727.4577,E 640700.6359
P+ RW7583,N 269996.3090,E 641407.6717
P+ RW7585,N 269833.4301,E 641381.9257
P+ RW7586,N 269681.5855,E 641345.7688
P+ RW7587,N 269640.4450,E 640668.7444
P+ RW7588,N 268753.7260,E 640582.6771
P+ RW7589,N 268875.6748,E 640750.3509
P+ RW7590,N 268697.7104,E 640497.4582
P+ RW7642,N 269176.0718,E 641095.5832
P+ RW7782,N 269516.6848,E 640417.5926
P+ RW7783,N 269402.0342,E 640423.0863
P+ RW7784,N 269359.1743,E 640404.7596
P+ RW7785,N 268961.7977,E 640864.3314
P+ RW7786,N 268936.7924,E 640962.4157
P+ RW7787,N 268815.9042,E 641110.4411
P+ RW7788,N 268903.5873,E 641012.6394
P+ RW7789,N 268724.9098,E 641170.9658
P+ RW7790,N 268600.3064,E 641194.3492
P+ RW7791,N 268524.6371,E 641158.0560
P+ RW7792,N 268424.0431,E 641156.6979
P+ RW7793,N 269077.5377,E 641092.4032
P+ RW7794,N 268984.9727,E 641209.0999
P+ RW7795,N 268627.5426,E 641394.7543
P+ RW7796,N 268727.2099,E 641377.7496
P+ RW7797,N 268851.0251,E 641343.4688
P+ RW7815,N 269428.1643,E 641532.7000
P+ RW7817,N 269628.1643,E 641627.7000
P+ RW7818,N 269478.1643,E 641614.7000
P+ RW7819,N 269866.1643,E 641619.7000
P+ RW7820,N 269957.6749,E 641641.9550
P+ RW7821,N 270293.8001,E 641704.8094
P+ RW7822,N 270340.8732,E 641754.4768
P+ RW7823,N 270397.3100,E 641898.6665
P+ RW7824,N 270102.8516,E 641703.5369
P+ RW7825,N 270415.0050,E 641995.8280
P+ RW7826,N 270194.3570,E 641412.8945
P+ RW7827,N 270339.9945,E 641414.8411
P+ RW7828,N 270355.6256,E 641451.0101
P+ RW7829,N 270364.8839,E 641532.9064
P+ RW7830,N 270354.5208,E 641553.8016
P+ RW7831,N 269703.1643,E 641518.7000
P+ RW7832,N 269828.1643,E 641530.7000
P+ RW7833,N 269938.4050,E 641518.2698
P+ RW7834,N 270169.5123,E 641603.6293
P+ RW9395,N 270162.5752,E 641703.9349

P+ RW7835,N 270046.2399,E 641554.4898
P+ RW7836,N 270287.3003,E 641590.9949
P+ RW7838,N 270480.7284,E 642094.1202
P+ RW7839,N 270480.3800,E 642214.2100
P+ RW7842,N 270480.4920,E 642177.9640
P+ RW7843,N 270414.4920,E 642177.7780
P+ RW7846,N 270414.3607,E 642214.0060
P+ RW7847,N 270447.7311,E 642214.1091
P+ RW7851,N 270617.6389,E 641712.3872
P+ RW7852,N 270568.5834,E 641727.7998
P+ RW7853,N 270507.8321,E 641777.0977
P+ RW7855,N 270488.2255,E 641838.4786
P+ RW7856,N 271250.8446,E 641718.4765
P+ RW7867,N 270507.3772,E 641355.6169
P+ RW7868,N 270498.4647,E 641444.2284
P+ RW7905,N 269644.3998,E 640530.2376
P+ RW7906,N 269616.7352,E 640572.0787
P+ RW7907,N 269608.0466,E 640636.5524
P+ RW7912,N 270364.6079,E 640547.5098
P+ RW7913,N 270368.4207,E 640797.5127
P+ RW7914,N 270368.1049,E 640401.4257
P+ RW7916,N 270354.3833,E 640847.5022
P+ RW7917,N 270356.2956,E 640964.5037
P+ RW7918,N 270306.8051,E 640976.4791
P+ RW7937,N 268914.8143,E 641279.4790
P+ RW7944,N 270609.2427,E 641590.6765
P+ RW7946,N 270534.3517,E 641594.8405
P+ RW7947,N 270505.9123,E 641527.6173
P+ RW7958,N 270481.0530,E 641978.8730
P+ RW7959,N 268213.1700,E 641225.5480
P+ RW7961,N 268353.6171,E 641195.7761
P+ RW7969,N 269381.7147,E 641238.4671
P+ RW8055,N 268324.8479,E 641363.5895
P+ RW8094,N 268574.4425,E 641529.8234
P+ RW8095,N 268567.3001,E 641659.2690
P+ RW8100,N 268935.5751,E 641789.1552
P+ RW8107,N 269017.4490,E 641843.5530
P+ RW8108,N 268464.6730,E 641733.2090
P+ RW8109,N 268712.3382,E 641918.9147
P+ RW8110,N 268596.0790,E 641736.5590
P+ RW8111,N 268769.7990,E 641924.7915
P+ RW8112,N 268506.9234,E 641777.2637
P+ RW8113,N 269151.6240,E 641607.5060
P+ RW8114,N 269213.7850,E 641680.6630
P+ RW8115,N 269376.9590,E 641620.7000
P+ RW8116,N 269376.9590,E 641524.7000
P+ RW8121,N 268405.4542,E 641531.8135
P+ RW8210,N 269794.2250,E 640735.0130
P+ RW8227,N 269712.3890,E 640676.2140
P+ RW8230,N 269763.1720,E 640690.5250
P+ SEH265,N 267971.3790,E 641323.5570
P+ SEH266,N 267971.2680,E 641344.9859
P+ SEH268,N 268213.9020,E 641287.7076

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE SHEET 4.8

P+ RW7000,N 268009.6012,E 639622.4033
P+ RW7001,N 267739.2963,E 639405.6883
P+ RW7016,N 267993.1503,E 639234.6195
P+ RW7017,N 267815.9144,E 639111.2820
P+ RW7219,N 267821.5959,E 639115.2357
P+ RW7220,N 267821.6408,E 639471.7074
P+ RW7590,N 268697.7104,E 640497.4582
P+ RW7592,N 268443.0052,E 640084.2570
P+ RW7593,N 268313.8935,E 639930.6791
P+ RW7594,N 268236.5273,E 639866.5350
P+ RW7596,N 269285.6540,E 640338.6440
P+ RW7598,N 269112.3902,E 640232.8629
P+ RW7599,N 268874.5887,E 640047.4648
P+ RW7600,N 268625.1979,E 639904.4187
P+ RW7601,N 268414.4498,E 639690.9116
P+ RW7652,N 268598.4710,E 640317.2040
P+ RW7727,N 268120.3510,E 639343.4470
P+ RW7728,N 267961.1863,E 639135.2566
P+ RW7729,N 267988.3988,E 639183.0164
P+ RW7730,N 267928.4496,E 639030.9224
P+ RW7731,N 267876.9773,E 638721.1909
P+ RW7732,N 267911.0469,E 638821.1672
P+ RW7733,N 267913.3341,E 638923.8230
P+ RW7734,N 267883.5030,E 638638.3720
P+ RW7735,N 268022.3710,E 638636.6140
P+ RW7736,N 268024.9772,E 638721.0878
P+ RW7737,N 267992.0469,E 638821.1108
P+ RW7738,N 267993.1502,E 638918.4023
P+ RW7739,N 268010.4196,E 639008.4296
P+ RW7740,N 268045.0867,E 639092.8589
P+ RW7741,N 268094.8364,E 639169.0005
P+ RW7742,N 268312.2222,E 639439.1758
P+ RW7743,N 268501.4473,E 639564.7931
P+ RW7744,N 268419.3772,E 639524.1200
P+ RW7745,N 268591.5630,E 639580.5507
P+ RW7746,N 268785.6675,E 639587.2450
P+ RW7747,N 269792.1845,E 639581.6656
P+ RW7748,N 269900.0982,E 639617.0864
P+ RW7749,N 270082.0101,E 639742.3920
P+ RW7750,N 270212.1840,E 639803.9836
P+ RW7751,N 270292.8809,E 639788.5882
P+ RW7752,N 270364.1466,E 639762.8459
P+ RW7753,N 270403.7636,E 639652.0336
P+ RW7754,N 270407.9817,E 639412.9606
P+ RW7755,N 270416.9710,E 639362.9550
P+ RW7756,N 267961.1863,E 639135.2466
P+ RW7757,N 270417.9990,E 639786.4620
P+ RW7758,N 270311.5250,E 639966.3923

P+ RW7760,N 270320.8963,E 640040.1783
P+ RW7763,N 270418.9570,E 640180.8030
P+ RW7764,N 268236.6110,E 639478.9280
P+ RW7765,N 268329.4367,E 639570.4155
P+ RW7766,N 268474.4250,E 639644.3279
P+ RW7768,N 269035.6675,E 639671.2450
P+ RW7769,N 268423.8768,E 639624.2837
P+ RW7770,N 268580.2446,E 639668.8280
P+ RW7771,N 268634.3761,E 639676.0379
P+ RW7772,N 269739.9200,E 639671.2450
P+ RW7773,N 269823.6711,E 639680.7727
P+ RW7774,N 269903.3370,E 639718.1726
P+ RW7775,N 269947.6095,E 639772.5715
P+ RW7776,N 269934.3207,E 639749.4424
P+ RW7777,N 269933.7540,E 639797.0795
P+ RW7778,N 269628.6025,E 640057.3734
P+ RW7779,N 269638.3929,E 640174.9671
P+ RW7780,N 269676.3938,E 640214.7280
P+ RW7781,N 269638.0408,E 640258.0125
P+ RW7782,N 269516.6848,E 640417.5926
P+ RW7783,N 269402.0342,E 640423.0863
P+ RW7784,N 269359.1743,E 640404.7596
P+ RW7798,N 268601.4959,E 641474.3312
P+ RW7896,N 270403.3238,E 639989.0147
P+ RW7897,N 270418.4380,E 639967.1220
P+ RW7900,N 270167.9479,E 640119.3919
P+ RW7901,N 270058.4429,E 640124.9010
P+ RW7902,N 269765.2277,E 640383.9669
P+ RW7903,N 269815.3053,E 640366.9268
P+ RW7904,N 269972.5591,E 640239.7268
P+ RW7911,N 270304.8149,E 640253.2092
P+ RW7914,N 270368.1049,E 640401.4257
P+ RW7915,N 270349.2459,E 640321.3005
P+ RW7919,N 270449.0671,E 639362.9315
P+ RW7929,N 269485.6680,E 639587.2450
P+ RW7972,N 270449.5410,E 639750.3810
P+ RW7973,N 270449.7510,E 639921.7640
P+ RW8228,N 269881.0660,E 640333.9930
P+ RW9398,N 270020.5059,E 639700.0264

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE SHEET 4.9

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P+ RW7003,N 267229.6186,E 639171.8042
P+ RW7004,N 267410.8005,E 639222.4818
P+ RW7005,N 266846.6133,E 639069.7373
P+ RW7007,N 266591.5103,E 639058.3635
P+ RW7008,N 266389.5876,E 639023.5513
P+ RW7010,N 266289.6202,E 639058.6443
P+ RW7011,N 265389.6290,E 639068.4814
P+ RW10807,N 266501.3426,E 638679.0549
P+ RW10806,N 266500.9880,E 638789.1242
P+ RW60006,N 267177.4820,E 638653.6830
P+ RW60008,N 267515.9650,E 638645.9840
P+ RW7022,N 266289.3738,E 638793.6444
P+ RW7024,N 266389.3951,E 638816.5514
P+ RW10805,N 267701.5360,E 638641.7631
P+ RW7052,N 265282.7248,E 639171.5808
P+ RW7695,N 266682.7753,E 639068.4107
P+ RW60003,N 266890.3340,E 638663.9780
P+ RW7604,N 265989.6210,E 639059.9230
P+ RW7605,N 265789.6214,E 639060.1093
P+ RW7606,N 265670.6419,E 639082.2200
P+ RW7607,N 265472.6178,E 639056.4042
P+ RW7722,N 265299.6244,E 639063.5651
P+ RW7723,N 265284.1138,E 639082.2706
P+ RW7920,N265870.3360,E 638791.5199
P+ RW7921,N 265656.6624,E 639104.2330
P+ RW7922,N 265524.7684,E 639218.3557
P+ RW7923,N 265479.7154,E 639161.3976
P+ RW7924,N 265537.6260,E 639064.8790

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P+ RW7222,N 265114.3916,E 638699.2442
P+ RW7600,N 268625.1979,E 639904.4187
P+ RW7620,N 265113.8477,E 639345.8203
P+ RW7628,N 265871.0978,E 638691.2696
P+ RW7663,N 265183.1790,E 638021.3660
P+ RW7664,N 265249.1770,E 638021.9330
P+ RW7665,N 265278.8176,E 638067.1879
P+ RW7706,N 265251.3408,E 639872.0186
P+ RW7709,N 265169.4060,E 639901.3170
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P+ RW7721,N 265094.6180,E 639056.7557
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P+ RW8186,N 265235.0699,E 639946.8819
P+ RW10804,N 267701.5870,E 639048.3111

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE SHEET 4.10

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P+ RW7068,N 264389.3457,E 638764.4116
P+ RW7069,N 262989.3370,E 638755.7137
P+ RW7070,N 262989.6393,E 639080.7136
P+ RW7072,N 262789.6301,E 639070.8996
P+ RW7073,N 262689.3521,E 638771.9927
P+ RW7074,N 262589.6376,E 639079.0856
P+ RW7075,N 262189.6471,E 639089.4577
P+ RW7076,N 262389.6396,E 639081.2716
P+ RW7077,N 261989.3217,E 638739.6438
P+ RW7078,N 261889.3124,E 638729.7388
P+ RW7099,N 261789.6864,E 639131.8297
P+ RW7234,N 262565.3017,E 638766.2603
P+ RW7235,N 262563.9485,E 639079.3664

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE SHEET 4.11

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P+ RW7095,N 261589.3079,E 638725.0159
P+ RW7098,N 261589.6967,E 639143.0157
P+ RW7099,N 261789.6864,E 639131.8297
P+ RW7100,N 261189.6922,E 639138.3877
P+ RW7102,N 261089.6550,E 639098.4808
P+ RW7126,N 259862.2999,E 639675.5599
P+ RW7127,N 259856.8030,E 639525.5410
P+ RW7128,N 259794.8174,E 639273.6852
P+ RW7130,N 259564.7924,E 639246.8991
P+ RW7131,N 259362.7786,E 639232.0870
P+ RW7132,N 259464.7906,E 639244.9921
P+ RW7133,N 259167.7340,E 639184.2684
P+ RW7134,N 258889.6913,E 639138.5269
P+ RW7169,N 259472.2595,E 638673.9849
P+ RW7170,N 259664.1980,E 638607.8064
P+ RW7171,N 259764.2008,E 638610.7133
P+ RW7616,N 261339.6689,E 639113.2482
P+ RW7617,N 260264.7670,E 639219.2480
P+ RW7618,N 260609.6906,E 639136.9272
P+ RW7619,N 260889.6477,E 639090.6668

P+ RW7715,N 260029.8127,E 639268.4666
P+ RW7717,N 259878.4466,E 638550.0855
P+ RW7726,N 259739.7840,E 639237.7360
P+ RW8056,N 259814.1877,E 638596.6668
P+ RW8058,N 260003.8471,E 639305.4907
P+ RW8060,N 259991.6953,E 639855.9950
P+ RW8061,N 259847.5619,E 639895.5117
P+ RW8083,N 260704.2990,E 638715.8390
P+ RW8217,N 260139.2020,E 638611.3650
P+ RW8218,N 260039.1130,E 638516.4580
P+ RW8221,N 260379.1930,E 638602.3910
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R/W MONUMENT POINT NUMBER AND COORDINATE TABLE SHEET 4.12

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P+ RW7086,N 259971.7133,E 638028.2263
P+ RW7087,N 259983.8247,E 637918.4387
P+ RW7088,N 259969.7529,E 638078.1978
P+ RW7089,N 259988.1583,E 638227.6016
P+ RW7090,N 260021.8922,E 638424.9053
P+ RW7177,N 259871.6556,E 638377.2115
P+ RW7180,N 259850.7698,E 638343.1413
P+ RW7181,N 259850.8970,E 638305.1410
P+ RW7183,N 259871.5747,E 637826.2652
P+ RW7184,N 259866.6934,E 637976.1991
P+ RW7185,N 259857.8128,E 638126.0562
P+ RW7186,N 259868.7323,E 638026.2475
P+ RW7187,N 259986.5143,E 637778.4645
P+ RW7197,N 259857.3207,E 638202.1625
P+ RW7198,N 259851.1410,E 638227.1420
P+ RW7205,N 259989.8570,E 637918.4850
P+ RW7207,N 259996.6549,E 638377.6310
P+ RW7208,N 259994.1130,E 638226.8680

P+ RW7263,N 259873.3443,E 638434.2720
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P+ RW7667,N 259845.9230,E 638292.1250
P+ RW7668,N 259826.6659,E 638374.0606
P+ RW7675,N 259820.2677,E 638521.0991
P+ RW7676,N 259783.7137,E 638418.5704
P+ RW7677,N 259789.6057,E 638391.9363
P+ RW7678,N 259789.5066,E 638434.8187
P+ RW7679,N 259881.8218,E 637761.4501
P+ RW7680,N 259902.8189,E 637726.8471
P+ RW7682,N 259991.1332,E 638058.6050
P+ RW7684,N 259989.8461,E 638125.5926
P+ RW7685,N 259984.8069,E 638023.4770
P+ RW7687,N 259985.1137,E 637961.4714
P+ RW9229,N 259870.1533,E 637869.9254
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P+ RW9233,N 259984.8225,E 637866.5066
P+ RW9235,N 259968.1270,E 637764.4429
P+ RW9236,N 259983.9383,E 637808.4206

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE SHEET 4.13

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P+ RW7692,N 259830.3329,E 640261.7788
P+ RW7696,N 259862.9688,E 640388.2986
P+ RW8059,N 259981.1184,E 640325.9622
P+ RW8063,N 259856.0418,E 640050.5410
P+ RW8064,N 259868.9613,E 640372.5861
P+ RW8065,N 259859.2299,E 640590.5547
P+ RW8066,N 259852.6123,E 640178.5302
P+ RW8069,N 259854.3329,E 640261.7997
P+ RW8070,N 259855.7304,E 640215.5409
P+ RW8086,N 259859.2299,E 640590.5547
P+ RW8087,N 259864.1229,E 640622.4552
P+ SEH413,N 259869.1233,E 640622.4543
P+ SEH1314,N 259978.5843,E 640783.3662

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE SHEET 4.14

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P+ RW7136,N 258589.6477,E 639091.8060
P+ RW7137,N 257576.4731,E 639065.7483
P+ RW7138,N 257989.6303,E 639073.3641
P+ RW7140,N 258389.6441,E 639087.9920
P+ RW7141,N 258239.6349,E 639078.1315
P+ RW7143,N 256112.2128,E 639154.1741
P+ RW7144,N 256208.9173,E 639132.0066
P+ RW7145,N 256405.5916,E 639110.4045
P+ RW7146,N 256898.5440,E 639074.6701
P+ RW7147,N 257194.5895,E 639062.4910
P+ RW7149,N 256378.0264,E 638881.0551
P+ RW7150,N 256578.5121,E 638851.9485
P+ RW7151,N 256830.4968,E 638826.9299
P+ RW7152,N 257083.0535,E 638807.2147
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P+ RW7154,N 257689.3654,E 638788.6432
P+ RW7155,N 257989.3560,E 638778.3642
P+ RW7156,N 258189.3466,E 638768.1782
P+ RW7158,N 258489.3328,E 638753.2334
P+ RW7163,N 258389.3409,E 638761.9922
P+ RW7166,N 258734.3314,E 638751.6380
P+ RW7167,N 258789.3268,E 638746.6201
P+ RW7189,N 256004.7424,E 638931.6335
P+ RW7190,N 256000.5710,E 639167.7061
P+ RW7243,N 257334.3853,E 638791.8870
P+ RW7244,N 257329.0204,E 639063.6376

REVISION DATE 10/15/07	DATE 12/27/06	SCALE, FEET 0 N/A	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.17
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 361 E

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.6

P+ 19171,N 271043.9100,E 641606.8300
P+ 19172,N 271123.8200,E 641606.2600
P+ 101635,N 271886.0360,E 641433.2340
P+ RW6660,N 271319.7401,E 641335.0261
P+ RW6661,N 271418.7118,E 641335.8589
P+ RW6662,N 271668.5047,E 641434.2173
P+ RW6665,N 271519.3677,E 641435.1987
P+ RW7573,N 271217.5622,E 641135.9340
P+ RW7574,N 271391.1386,E 641094.2797
P+ RW7634,N 272456.3800,E 641458.1400
P+ RW7635,N 272332.5700,E 641447.8360
P+ RW7636,N 271771.4486,E 641434.0009
P+ RW7848,N 271113.6052,E 641693.7100
P+ RW7849,N 270963.6052,E 641694.7100
P+ RW7850,N 270763.6052,E 641694.7100
P+ RW7851,N 270617.6389,E 641712.3872
P+ RW7856,N 271250.8446,E 641718.4765
P+ RW7857,N 271520.8853,E 641604.1496
P+ RW7858,N 271377.1498,E 641702.8995
P+ RW7859,N 271613.0665,E 641563.2643
P+ RW7860,N 271997.7005,E 641479.0917
P+ RW7861,N 272097.4710,E 641435.7620
P+ RW7862,N 271593.3590,E 641434.7120
P+ RW7863,N 271456.9372,E 641499.0799
P+ RW7864,N 271345.9798,E 641589.7449
P+ RW7944,N 270609.2427,E 641590.6765
P+ RW7945,N 270695.6052,E 641576.7100
P+ RW7998,N 271831.4710,E 641499.7980
P+ RW8002,N 271163.1050,E 641601.7100
P+ RW8074,N 270801.9982,E 641608.2961
P+ RW40008,N 271317.9470,E 641135.0340
P+ RW40011,N 271130.0970,E 641336.7060
P+ RW40012,N 271018.9450,E 641337.7230
P+ RW40013,N 270919.9710,E 641338.3110

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.7

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P+ RW7576,N 270258.3366,E 640951.0461
P+ RW7578,N 270093.8834,E 640851.4279
P+ RW7579,N 269945.6862,E 640798.8432
P+ RW7580,N 269894.9164,E 640786.8568
P+ RW7583,N 269996.3090,E 641407.6717
P+ RW7585,N 269833.4301,E 641381.9257
P+ RW7586,N 269681.5855,E 641345.7688
P+ RW7587,N 269640.4450,E 640668.7444
P+ RW7588,N 268753.7260,E 640582.6771
P+ RW7589,N 268875.6748,E 640750.3509
P+ RW7590,N 268697.7104,E 640497.4582
P+ RW7642,N 269176.0718,E 641095.5832
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P+ RW7815,N 269428.1643,E 641532.7000
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P+ RW7823,N 270397.3100,E 641898.6665
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P+ RW7825,N 270415.0050,E 641995.8280
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P+ RW7827,N 270339.9945,E 641414.8411
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P+ RW7839,N 270480.3800,E 642214.2100
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P+ RW7856,N 271250.8446,E 641718.4765
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P+ RW7868,N 270498.4647,E 641444.2284
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P+ RW7913,N 270368.4207,E 640797.5127
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P+ RW7937,N 268914.8143,E 641279.4790
P+ RW7944,N 270609.2427,E 641590.6765
P+ RW7946,N 270534.3517,E 641594.8405
P+ RW7947,N 270505.9123,E 641527.6173
P+ RW7958,N 270481.0530,E 641978.8730
P+ RW7959,N 268213.1700,E 641225.5480
P+ RW7961,N 268353.6171,E 641195.7761
P+ RW7969,N 269381.7147,E 641238.4671
P+ RW8055,N 268324.8479,E 641363.5895
P+ RW8094,N 268574.4425,E 641529.8234
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P+ RW8107,N 269017.4490,E 641843.5530
P+ RW8108,N 268464.6730,E 641733.2090
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P+ RW8110,N 268596.0790,E 641736.5590
P+ RW8111,N 268769.7990,E 641924.7915
P+ RW8112,N 268506.9234,E 641777.2637
P+ RW8113,N 269151.6240,E 641607.5060
P+ RW8114,N 269213.7850,E 641680.6630
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P+ RW8116,N 269376.9590,E 641524.7000
P+ RW8121,N 268405.4542,E 641531.8135
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P+ RW8227,N 269712.3890,E 640676.2140
P+ RW8230,N 269763.1720,E 640690.5250
P+ SEH265,N 267971.3790,E 641323.5570
P+ SEH266,N 267971.2680,E 641344.9859
P+ SEH268,N 268213.9020,E 641287.7076

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
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P+ RW7000,N 268009.6012,E 639622.4033
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P+ RW7016,N 267993.1503,E 639234.6195
P+ RW7017,N 267815.9144,E 639111.2820
P+ RW7219,N 267821.5959,E 639115.2357
P+ RW7220,N 267821.6408,E 639471.7074
P+ RW7590,N 268697.7104,E 640497.4582
P+ RW7592,N 268443.0052,E 640084.2570
P+ RW7593,N 268313.8935,E 639930.6791
P+ RW7594,N 268236.5273,E 639866.5350
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P+ RW7729,N 267988.3988,E 639183.0164
P+ RW7730,N 267928.4496,E 639030.9224
P+ RW7731,N 267876.9773,E 638721.1909
P+ RW7732,N 267911.0469,E 638821.1672
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P+ RW7737,N 267992.0469,E 638821.1108
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R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
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P+ RW7007,N 266591.5103,E 639058.3635
P+ RW7008,N 266389.5876,E 639023.5513
P+ RW7010,N 266289.6202,E 639058.6443
P+ RW7011,N 265389.6290,E 639068.4814
P+ RW10807,N 266501.3426,E 638679.0549
P+ RW10806,N 266500.9880,E 638789.1242
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P+ RW60008,N 267515.9650,E 638645.9840
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P+ RW10805,N 267701.5360,E 638641.7631
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R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
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P+ RW7070,N 262989.6393,E 639080.7136
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R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
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R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
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P+ RW7180,N 259850.7698,E 638343.1413
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P+ RW7667,N 259845.9230,E 638292.1250
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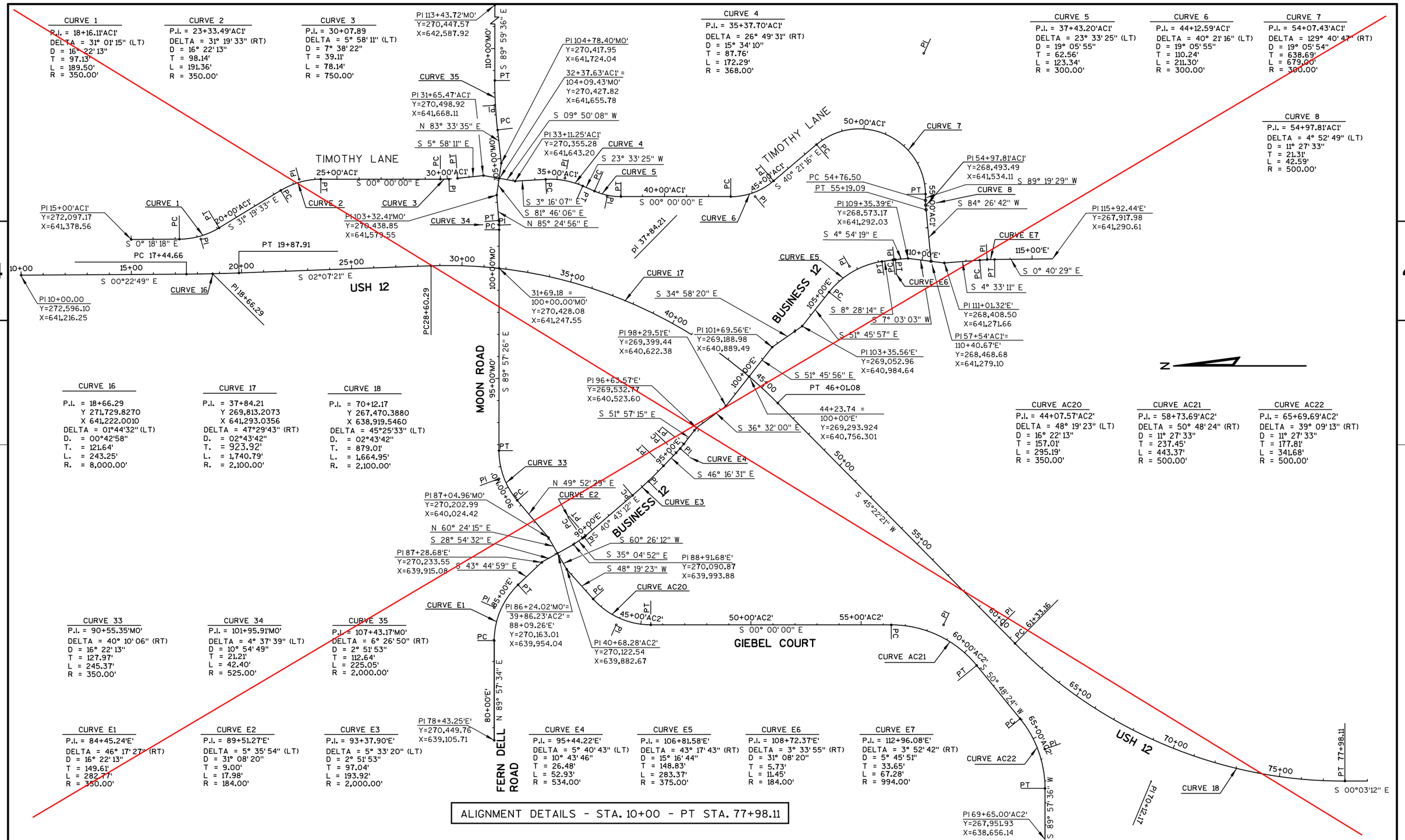
R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
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R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.14

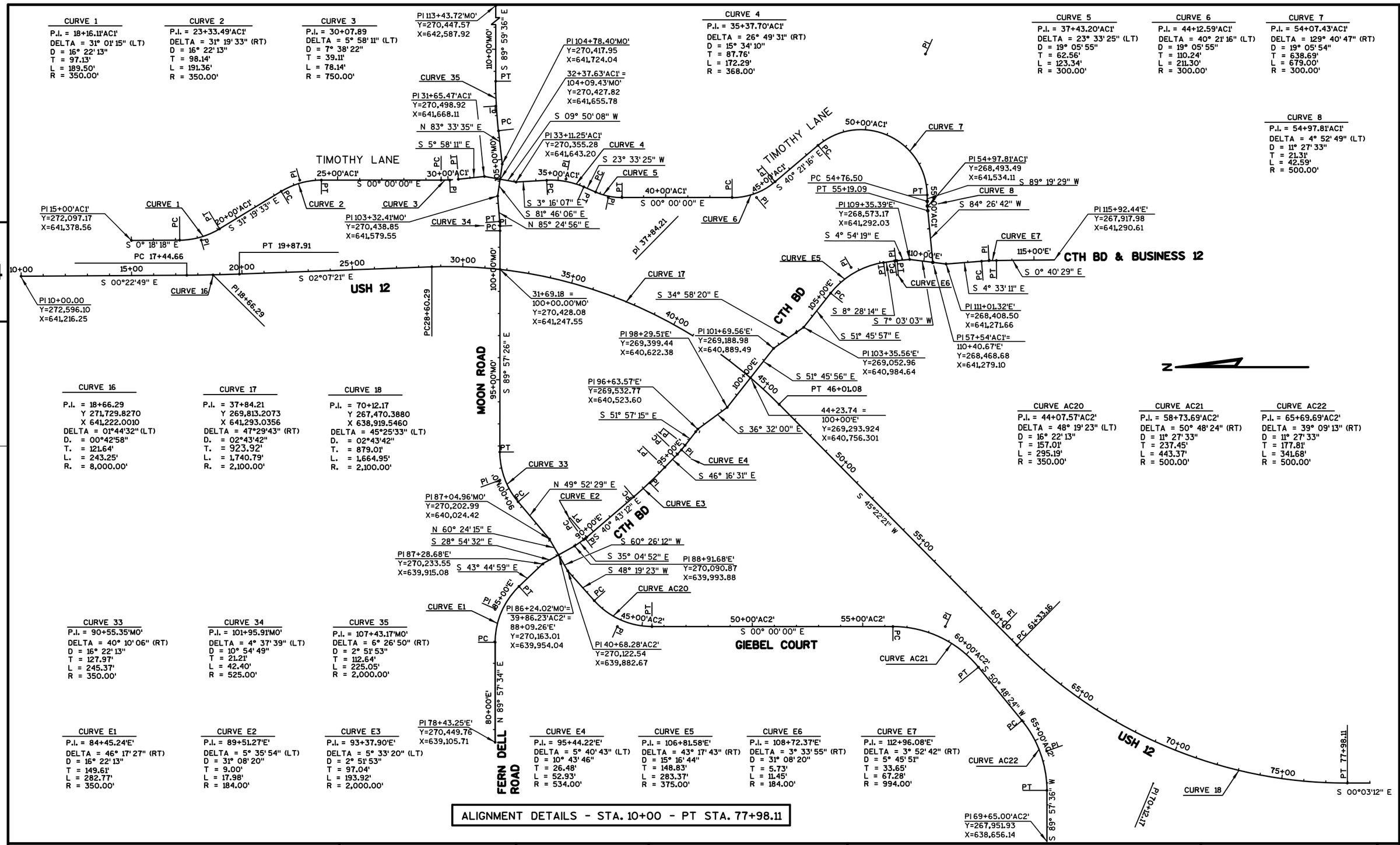
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REVISION DATE 10/15/07 9/14/09 10/01/10	DATE 12/27/06 GRID FACTOR N.A.	SCALE, FEET 0 N/A	HWY: USH 12 COUNTY: SAUK	STATE R/W PROJECT NUMBER 1674-00-21 CONSTRUCTION PROJECT NUMBER	PLAT SHEET NO: 4.17 PS&E SHEET 361 A	E



REVISION DATE 10/15/07	DATE 12/27/06	SCALE, FEET 0 N/A	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.18
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 362 E

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REVISION DATE 10/15/07 9/14/09 10/01/10 N.C.	DATE 12/27/06	SCALE, FEET 0 N/A	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-21	PLAT SHEET NO: 4.18	
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 362 A	E

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
1674-00-22		
FEDERAL PROJECT NUMBER	4.1	17

PLAT OF RIGHT-OF-WAY REQUIRED FOR

LAKE DELTON - SAUK CITY
(STH 33 - TERRYTOWN)
USH 12 SAUK COUNTY

CONSTRUCTION PROJECT NUMBER

CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE, COUNTY, or TOWN LINE
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED REFERENCE LINE
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
EASEMENT LINE
CORPORATE LIMITS
EXISTING CENTERLINE
LOT & TIE LINES
UTILITIES — FO (TYPE)
(TELEPHONE, GAS, ELECTRIC, CABLE TV, FIBER OPTIC)
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
NO ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
PARCEL NUMBER 102
SIGN NUMBER (OFF PREMISE) 21-1
BUILDING
BUILDING TO BE REMOVED
FOUND IRON PIPE/PIN ○ (1" UNLESS NOTED)
R/W MONUMENT ○ ●(SET)
R/W STANDARD △ ▲(SET)
SIGN | SIGN ⊦SIGN

ACCESS POINT	AP
ACCESS RIGHTS	AR
ACRES	AC.
AND OTHERS	ET.AL.
CENTERLINE	C/L
CERTIFIED SURVEY MAP	CSM
DOCUMENT	DOC.
HIGHWAY EASEMENT	H.E.
LAND CONTRACT	LC
MONUMENT	MON.
PAGE	P.
PROPERTY LINE	PL
PERMANENT LIMITED EASEMENT	PLE
RECORDED AS	(100')
REFERENCE LINE	R/L
REMAINING	REM.
RIGHT-OF-WAY	R/W
SECTION	SEC.
SQUARE FEET	SQ.FT.
STATION	STA.
TEMPORARY LIMITED EASEMENT	TLE
VOLUME	V.

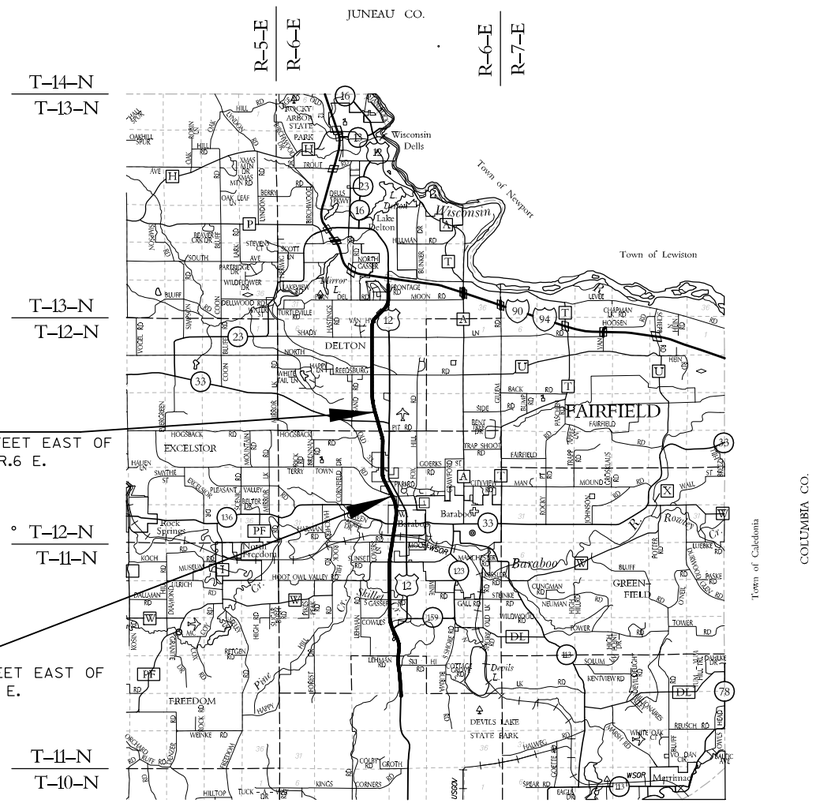
CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

	NON COMPENSABLE	COMPENSABLE
POWER POLE	⊦	■
TELEPHONE POLE	⌀	●
TELEPHONE PEDESTAL	⌧	✖

SECTION CORNER (17 / 26 26 / 35 35 / 36)

GN



BEGIN RELOCATION ORDER
1,373.16 FEET NORTH OF AND 2,971.24 FEET EAST OF THE W. 1/4 CORNER OF SEC. 16, T.12 N., R.6 E.

END RELOCATION ORDER
238.78 FEET SOUTH OF AND 1,033.58 FEET EAST OF THE SE CORNER OF SEC. 28, T.12 N., R.6 E.

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.92 MI.

I HEREBY CERTIFY THAT THIS PLAT WAS MADE FOR THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION AND IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

NOTES

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, SAUK COUNTY COUNTY ZONE, NAD 83 (1991) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER SURVEYS OF PUBLIC RECORD.

ALL SECTION CORNER COORDINATES SHOWN ON THIS PLAT WERE PROVIDED BY THE SAUK COUNTY SURVEYOR'S OFFICE

STRAND ASSOCIATES, INC® ENGINEERS

REVISION DATE
4/09/2008
9/11/2008 N.C.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR REGION OFFICE

DATE:_____ _____
(Signature)

363 E

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES OR S.F.	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TOTAL ACRES OR S.F.REM.	T.L.E. ACRES OR S.F.	P.L.E. ACRES OR S.F
1	4.6	CHARLES L. KORY AND PAMELA K. PETER, CO-SUCCESSOR TRUSTEES UNDER THE KORY LIVING TRUST DATED JUNE 4, 2002 AND ANY AMMENDMENTS THERETO	FEE	80.00	8.25	----	8.25	71.75	----	----
2	4.6,4.7,4.13	GORDON HARTMANN	FEE,PLE,TLE	86.09	19.62	----	19.62	66.47	0.26	0.44
3	4.7	CRAIG M. & ELAINE DITTRICH	FEE,TLE	3.51	1.23	----	1.23	2.28	0.27	----
4	4.7	CHARTER CABLE PARTNERS LLC	FEE,TLE	1.00	0.05	----	0.05	0.95	0.01	----
5										
6	4.7	JOHN PATRICK AND MARY LUCILLE MEEGAN LIVING TRUST	FEE,TLE	40.09	5.10	----	5.10	34.99	0.42	----
7	4.7,4.13	CO-OP COUNTRY PARTNERS	FEE,PLE,TLE	8.86	0.18	----	0.18	8.68	0.02	0.21
8	4.7,4.8,4.13	DONALD F. CARRIG & THOMAS P. HANSON	FEE,TLE	90.18	19.03	----	19.03	71.15	0.26	----
9	4.7,4.13	PHIL L. FARRA	FEE	6.50	0.25	----	0.25	6.25	----	----
10										
11	4.8	CYRIL L. & SHAHANA DOMBECK	FEE,TLE	9.61	1.71	----	1.71	7.90	0.26	----
12	4.8	LARS LLC	FEE,TLE	39.30	5.60	----	5.60	33.70	0.46	----
13	4.8	MICHAEL & TAMMY WILM	FEE,TLE	55.80	8.12	----	8.12	47.68	0.03	----
14	4.9	JOHN P. MARGARET B. TRIGLETH	FEE,TLE	13.72	2.30	----	2.30	11.42	0.19	----
15										
16	4.9	ROBERT E. BERGMAN	FEE,TLE	10.68	1.48	----	1.48	9.20	0.14	----
17	4.9	WILLIAM R. BROWN	FEE,TLE	14.15	2.41	----	2.41	11.74	0.03	----
18	4.9	LIVING HOPE CHURCH	FEE,TLE	19.33	2.58	----	2.58	16.75	0.19	----
19	4.9	KORY & YVONNE FUNMAKER	FEE	1.01	0.69	----	0.69	0.32	----	----
20										
21	4.9	GARRY J. ZELLMER	FEE,TLE	30.47	3.39	----	3.39	27.08	0.69	----
22	4.9	ROBERT L. LUCE, ETAL	FEE,TLE	27.15	8.77	----	8.77	18.38	0.02	----
23	4.9,4.10	GARY E. WEGNER	FEE,TLE	9.04	2.87	0.99	3.86	5.18	0.14	----
24	4.9,4.10	GEORGE E. ALBRECHT	FEE,PLE	2.14	1.26	0.15	1.41	0.73	0.11	----
25										
26	4.9,4.10	BRIAN & SHANNON C. JOHNSON	FEE	1.49	0.42	0.11	0.53	0.96	----	----
27	4.10	HAZEL L. LEONARD	FEE	3.00	0.24	0.23	0.47	2.53	----	----
28	4.10	PURDY LLC, % GARRY ZELLMER	FEE	1.28	0.08	0.08	0.16	1.12	----	----
29	4.10	MARK A. KNOWLES	FEE,TLE	2.73	0.37	0.50	0.87	1.86	0.04	----
30										
31	4.10	BRIAN J. & KATHY J. LITTLE	FEE	2.1	0.06	0.11	0.17	1.93	----	----
32	4.10	SCOTT E. BOWAR	FEE,TLE	1.08	0.01	0.06	0.07	1.01	0.01	----
33	4.10	DIANA C. STENSON	FEE,TLE	15.8	0.045	0.002	0.047	15.753	0.16	----
34	4.10	DEANNA SUE WEISS	FEE,TLE	24.2	0.22	0.19	0.41	23.79	0.04	----
35										
36	4.10	WILLIAM J. & TILDER WELLS	FEE,TLE	2.5	0.18	0.11	0.29	2.21	0.35	----
37	4.9,4.11	LOUIE J. & CRYSTAL A. WELLS	FEE	2.5	1.84	0.12	1.96	0.54	----	----
38	4.9,4.11	WILLIAM J. CORRINE B. BEARD	FEE	1.15	0.91	0.13	1.04	0.11	----	----
39	4.9,4.11	GALE I. GETSCHMAN	FEE,PLE	29.73	7.57	0.27	7.84	21.89	----	0.04
40										

4

4

REVISION DATE 4/09/2008
9/11/2008 N.C.

DATE 4/27/07

SCALE, FEET
0 N/A

HWY: USH 12

STATE R/W PROJECT NUMBER 1674-00-22

PLAT SHEET NO: 4.2

COUNTY: SAUK

CONSTRUCTION PROJECT NUMBER

PS&E SHEET 364

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	TOTAL ACRES OR S.F.	R/W ACRES OR S.F. REQUIRED NEW	EXISTING	TOTAL	TOTAL ACRES OR S.F.REM.	T.L.E. ACRES OR S.F.	P.L.E. ACRES OR S.F
41	4.11	B.P. MOTEL ENTERPRISES INC	FEE	23.17	7.08	----	7.08	16.09	----	----
42	4.9	ADELA LUCARZ	FEE	0.73	0.01	----	0.01	0.72	----	----
43	4.9	BRETT W. ZIMMERMAN	FEE	0.19	0.02	0.03	0.05	0.14	----	----
44	4.11	BP DISTRIBUTING LLC	FEE,TLE	23.17	10.11	----	10.11	13.06	0.03	----
45										
46	4.11,4.12	MATHY CONSTRUCTION COMPANY	FEE,PLE,TLE	48.85	18.56	1.31	19.87	28.98	3.49	3.13
47	4.11,4.12	PHILLIP J.TRAXLER	FEE,TLE	7.18	0.38	0.34	0.72	6.46	0.55	----
48	4.12,4.13	JAMES C. & SUZANNE B. DOHNER	FEE,TLE	77.48	11.38	1.30	12.68	64.80	3.50	----
49	4.7	CHARLES A. SR. & CHARLES A. JR. RACHUJ	FEE	1.95	0.59	----	0.59	1.36	----	----
50	4.12	CITY OF BARABOO	FEE	34.40	0.02	----	0.02	34.38	----	----
51	4.7 - 4.12	ALLIANT ENERGY CORP.	RELEASE OF RIGHTS							
51	4.11	ALLIANT ENERGY CORP.	TEMPORARY RELEASE OF RIGHTS							
52	4.7,4.10,4.12	CENTURY TEL	RELEASE OF RIGHTS							
53	4.7,4.12	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS							
53	4.11,4.12	CHARTER COMMUNICATIONS	TEMPORARY RELEASE OF RIGHTS							
54	4.12	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS							
55										
56	4.11,4.12	VILLAGE OF WEST BARABOO UTILITIES	RELEASE OF RIGHTS							
57										
58	4.11,4.12	JOHN WILLIAM & JOLENE M. CROWLEY	TLE	7.17	----	----	----	7.17	0.51	----
59	4.11	BRANT G. FILIP & BARBARA E. MOSES	TLE	7.17	----	----	----	7.17	0.15	----
60										
61	4.7	CARL & SUSAN A. WENZ TRUST	FEE	10.00	0.04	----	0.04	9.96	----	----
62										
63										
64										
65										
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79										

4

4

REVISION DATE 4/09/2008
9/11/2008 N.C.

DATE 4/27/07

SCALE, FEET
0 N/A

HWY: USH 12

STATE R/W PROJECT NUMBER 1674-00-22

PLAT SHEET NO: 4.3

COUNTY: SAUK

CONSTRUCTION PROJECT NUMBER

PS&E SHEET

E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0022\040103_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 60

15

22

4

4

SEE DETAIL ON SHEET 4.13

USH 12

SHEET 4.8

TOWN OF BARABOO

SHEET 4.9

VILLAGE OF WEST BARABOO

SHEET 4.6

SHEET 4.7

SHEET 4.10

TOWN OF DELTON

STH 33

OLD HIGHWAY 33

180+00

190+00

200+00

210+00

220+00

230+00

240+00

250+00

260+00

270+00

10°00'R

90°00'R

80°00'R

80°00'R

16

21

BEGIN RELOCATION ORDER

STA. 183+00

Y = 256,095.071

X = 639,040.459

REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07	NOT TO SCALE	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4.4
			COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 366 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0022\040104_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 70

22

27

34

4

4

TOWN OF BARABOO

VILLAGE OF WEST BARABOO

TOWN OF BARABOO

VILLAGE OF WEST BARABOO

CITY OF BARABOO

SHEET 4.11

SHEET 4.13

SHEET 4.9

SHEET 4.10

USH 12

END RELOCATION ORDER
STA. 337+00
Y = 241,266.100
X = 642,250.239

105+00'TE'

95+00'TE'

85+00'TE'

TERRYTOWN ROAD

OLD HIGHWAY 33

65+00'AC3'

70+00'AC3'

75+00'AC3'

90+00'O'

85+00'O'

255+00 270+00 275+00 280+00 285+00 290+00 295+00 300+00 305+00 310+00 315+00 320+00 325+00 330+00 335+00 340+00 345+00 350+00

21 22 23 24 26 27 28 29 31 32 33 34 36 37 38 39 41 42 43 44 46 47 48 50 58 59

TOWN OF BARABOO

VILLAGE OF WEST BARABOO

21

28

33

REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07	NOT TO SCALE	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4.5
			COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 367 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0022\040105_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE: ACCESS ALONG STH 33 IS CONTROLLED UNDER CONTROLLED ACCESS PROJECT NO. 5050-01-29.
NOTE: EXISTING HIGHWAY RIGHT-OF-WAY ON STH 33 ESTABLISHED FROM PREVIOUS PROJECT NO. 5050-01-21 AND NO. 1751.

TOWN OF DELTON

CHARLES L. KORY AND PAMELA K. PETER, CO-SUCCESSOR TRUSTEES UNDER THE KORY LIVING TRUST, DATED JUNE 4, 2002 AND ANY AMENDMENTS THERE TO.

P.I. = 182+02.91
Y 256,186.58
X 638,930.04
Δ. = 15°49'27.01" (LT)
D. = 00°34'22.65"
T. = 1,389.76
L. = 2,761.84
R. = 10,000.00

3/4" REBAR

N 88°59'16" W 903.93'

BEGIN RELOCATION ORDER
STA. 183+00
Y = 256,095.071
X = 639,040.459

S 09°33'57" E 382.14'
N 88°59'16" W 112.88'
S 88°59'16" E 123.23'
N 09°46'01" W 443.15'
N 11°19'09" W 372.81'
N 12°25'14" W 326.68'
S 89°06'54" E 332.39'
S 15°52'39" E
S 17°03'22" E 841.20'
N 89°06'54" W 1866.79' E. 1/4 CORNER TO R/W
S 17°21'02" E 191.89'
S 24°24'30" E 202.24'
N 11°27'40" W 214.04'
N 11°27'40" W 438.99'
S 89°06'54" E 3,123.93' W. 1/4 CORNER TO R/W
N 00°09'45" E 416.20'
N 56°02'21" E 103.09'
S 33°10'48" E 169.54'
N 41°42'08" W 146.81'
N 41°42'09" W 488.95'
S 53°47'14" W 89.63'
S 36°28'51" E 142.09'
S 27°18'20" E 201.88'

SLOPE INTERCEPTS

184+13.68 111.10'
188+00 106.00'
PT 195+74.99
196+50 153.00'
198+08.18 157.01'
200+00 162.00'
202+00 192.00'
203+30 PLE 340.00'
204+63 PLE 390.00'
208+02.12 455.00'
208+94.95 473.16'
183+72.22 121.34'
188+10 125.00'
191+78 133.00'
195+00 145.00'
197+12.31 161.20'
205+50 310.00'
205+50 430.00'
93+20'R 195.00'
92+00'R 117.66'

P.L.E.-DRAINAGE 0.32 AC.

28.69 AC. +/- REMAIN "COMPUTED"
GORDON HARTMANN (2)

NO MONUMENT- COMPUTED FROM TIES
Y= 254,639.68
X= 641,391.69
T. 12 N. R. 6 E. 16 15
872

CO-OP COUNTRY PARTNERS

LOT 3 C.S.M. 1483 VOL. 6 P. 1483

LOT 2 C.S.M. 5492 VOL. 31 P. 3512
PHIL L. FARRA

ALLIANT ENERGY
OVERHEAD ELECTRIC

CHARTER COMMUNICATIONS
BURIED CABLE

SEE SHEET 4.7

STA. 209+00

MATCH LINE

USH 12

STH 33

LOT 3 C.S.M. 438 VOL. 2 P. 438

LOT 2 C.S.M. 438 VOL. 2 P. 438

LOT 1 C.S.M. 3729 VOL. 19 P. 3729

CENTURY TEL
BURIED CABLE

LOT 1 C.S.M. 438 VOL. 2 P. 438

CRAIG M. & ELAINE DITTRICH (3)
LOT 2 C.S.M. 3729 VOL. 19 P. 3729

ALLIANT ENERGY
UNDERGROUND GAS LINE

LOT 2 C.S.M. 501

50.2 AC. +/- REMAIN "COMPUTED" LANDLOCKED
(1)

34.80 AC. +/- REMAIN "COMPUTED"
GORDON HARTMANN (2)

HARRISON MONUMENT FOUND
Y= 254,721.91
X= 636,069.22
T. 12 N. R. 6 E. 17 16
871

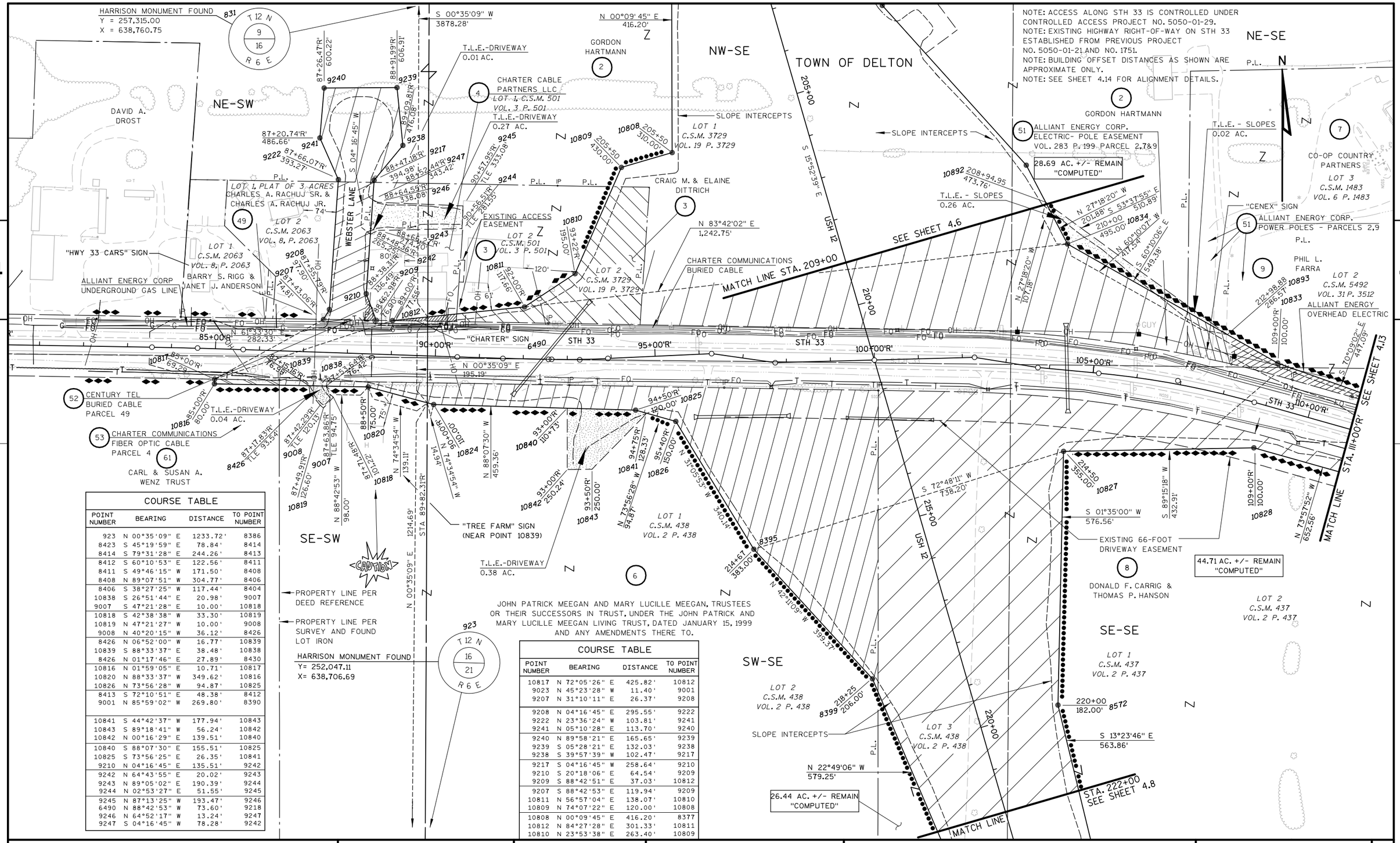
NOTE: RIGHTS OF WAY ACQUIRED BY PREVIOUS PROJECT NO. 1674-00-21.

COURSE TABLE

POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
7189	S 89°59'16" E	236.11'	7190
8421	N 56°02'21" E	103.09'	8857
8857	S 36°28'51" E	142.09'	8858
8858	S 53°47'15" W	92.08'	8861
8861	N 41°42'08" W	146.81'	8421
8381	N 51°58'49" E	106.23'	8999
10809	N 74°07'22" E	120.00'	10808
10810	N 23°53'37" E	263.40'	10809
10811	N 56°57'04" E	138.07'	10810

REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4.6
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 368 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0022\040106_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75



COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
923	N 00°35'09" E	1233.72'	8386
8423	S 45°19'59" E	78.84'	8414
8414	S 79°31'28" E	244.26'	8413
8412	S 60°10'53" E	122.56'	8411
8411	S 49°46'15" W	171.50'	8408
8408	N 89°07'51" W	304.77'	8406
8406	S 38°27'25" W	117.44'	8404
10838	S 26°51'44" E	20.98'	9007
9007	S 47°21'28" E	10.00'	10818
10818	S 42°38'38" W	33.30'	10819
10819	N 47°21'27" W	10.00'	9008
9008	N 40°20'15" W	36.12'	8426
8426	N 06°52'00" W	16.77'	10839
10839	S 88°33'37" E	38.48'	10838
8426	N 01°17'46" E	27.89'	8430
10816	N 01°59'05" E	10.71'	10817
10820	N 88°33'37" W	349.62'	10816
10826	N 73°56'28" W	94.87'	10825
8413	S 72°10'51" E	48.38'	8412
9001	N 85°59'02" W	269.80'	8390
10841	S 44°42'37" W	177.94'	10843
10843	S 89°18'41" W	56.24'	10842
10842	N 00°16'29" E	139.51'	10840
10840	S 88°07'30" E	155.51'	10825
10825	S 73°56'25" E	26.35'	10841
9210	N 04°16'45" E	135.51'	9242
9242	N 64°43'55" E	20.02'	9243
9243	N 89°05'02" E	190.39'	9244
9244	N 02°53'27" E	51.55'	9245
9245	N 87°13'25" W	193.47'	9246
6490	N 88°42'53" W	73.60'	9218
9246	N 64°52'17" W	13.24'	9247
9247	S 04°16'45" W	78.28'	9242

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
10817	N 72°05'26" E	425.82'	10812
9023	N 45°23'28" W	11.40'	9001
9207	N 31°10'11" E	26.37'	9208
9208	N 04°16'45" E	295.55'	9222
9222	N 23°36'24" W	103.81'	9241
9241	N 05°10'28" E	113.70'	9240
9240	N 89°58'21" E	165.65'	9239
9239	S 05°28'21" E	132.03'	9238
9238	S 39°57'39" W	102.47'	9217
9217	S 04°16'45" W	258.64'	9210
9210	S 20°18'06" E	64.54'	9209
9209	S 88°42'51" E	37.03'	10812
9207	S 88°42'53" E	119.94'	9209
10811	N 56°57'04" E	138.07'	10810
10809	N 74°07'22" E	120.00'	10808
10808	N 00°09'45" E	416.20'	8377
10812	N 84°27'28" E	301.33'	10811
10810	N 23°53'38" E	263.40'	10809

REVISION DATE 4/09/2008 9/11/2008	DATE 4/27/07	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4.7
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 369 E

NOTE: VARIOUS SURVEYS OF RECORD REFERENCE A "CENTER OF SECTION 21" WHICH WAS APPARENTLY ESTABLISHED ON THE N-S 1/4 LINE BUT SOUTH OF A LINE CONNECTING THE E.1/4 CORNER AND W.1/4 CORNERS AS NOW LOCATED. THE CORNER HAS BEEN CALLED "AN IRON UNDER A LARGE BOULDER", AND "A PAINT MARK ON THE BOULDER". IT WAS NOT RECOVERED BUT IS SHOWN IN ITS COMPUTED LOCATION ONLY. THE NORTH LINE OF C.S.M. 1920 APPARENTLY FOLLOWS THE LINE CONNECTING THIS CENTER 1/4 CORNER AND THE EAST 1/4 CORNER.
NOTE: SEE SHEET 4.14, 4.15 FOR ALIGNMENT DETAILS.

TOWN OF DELTON

924

NO MONUMENT- COMPUTED FROM TIES
Y= 251,999.19
X= 641,351.41

964

1" DIA. IRON ROD FOUND
Y= 249,374.19
X= 641,304.47
N 88°58'23" W 5,287.44'
E.1/4 COR. TO W.1/4 COR.
N 89°12'45" W TO COMPUTED CENTER OF SECTION

TOWN OF BARABOO

TOWN OF DELTON

TOWN OF BARABOO

SE-SE

SE-NE

NE-NE

SW-SE

SW-NE

NW-NE

LOT 3 C.S.M. 437 VOL. 2 P. 437

LOT 2 C.S.M. 437 VOL. 2 P. 437

LOT 1 C.S.M. 437 VOL. 2 P. 437

LOT 1 C.S.M. 344 VOL. 2 P. 344

LOT 2 C.S.M. 344 VOL. 2 P. 344

LOT 3 C.S.M. 344 VOL. 2 P. 344

LOT 4 C.S.M. 344 VOL. 2 P. 344

LOT 3 C.S.M. 438 VOL. 2 P. 438

LOT 2 C.S.M. 438 VOL. 2 P. 438

LOT 1 C.S.M. 438 VOL. 2 P. 438

LOT 1 C.S.M. 582 VOL. 3 P. 582

LOT 2 C.S.M. 582 VOL. 3 P. 582

LOT 1 C.S.M. 1920 VOL. 8 P. 1920

LOT 2 C.S.M. 1920 VOL. 8 P. 1920

LOT 4 C.S.M. 1920 VOL. 8 P. 1920

DONALD F. CARRIG & THOMAS P. HANSON

CYRIL L. & SHAHANA DOMBECK

LARS, LLC

KENNETH E. & KAREN S. HURTIG

MICHAEL & TAMMY WILM

ALLIANT ENERGY CORP. POLES - PARCEL 13

DONNA SQUIRES

JOHN P. & MARGARET B. TRIGLETH

JOHN PATRICK MEEGAN AND MARY LUCILLE MEEGAN, TRUSTEES OR THEIR SUCCESSORS IN TRUST, UNDER THE JOHN PATRICK AND MARY LUCILLE MEEGAN LIVING TRUST, DATED JANUARY 15, 1999 AND ANY AMENDMENTS THERE TO.

2.92 AC. +/- REMAIN (COMPUTED)

10.93 AC. +/- REMAIN (COMPUTED)

13.01 AC. +/- REMAIN (COMPUTED)

44.71 AC. +/- REMAIN (COMPUTED)

26.44 AC. +/- REMAIN (COMPUTED)

34.67 AC. +/- REMAIN (COMPUTED)

4.98 AC. +/- REMAIN (COMPUTED)

22.77 AC. +/- REMAIN (COMPUTED)

T.L.E. - DRIVEWAY 0.46 AC.

T.L.E. - DRIVEWAY 0.03 AC.

T.L.E. - DRIVEWAY 0.26 AC.

T.L.E. - DRIVEWAY 0.26 AC.

USH 12

LOGGERS LANE

ALLIANT ENERGY OVERHEAD ELECTRIC

SLOPE INTERCEPTS

PI 236+99.51

PC 232+54.54

PI 38+00.13 'AC3'

PC 33+44.24 'AC3'

PT 241+38.05

PT 242+46.11 'AC3'

MATCH LINE STA. 222+00

STA 225+15.41

HARRISON MONUMENT FOUND
Y= 252,047.11
X= 638,706.69

923

HARRISON MONUMENT FOUND
Y= 249,468.95
X= 636,017.88

963

NOT RECOVERED
Y=249,410.53
X=638,660.95
(APPROX. - COMPUTED)

NORTH 345.05'

SEE SHEET 4.7

N 88°57'43" W 1072.20'

S 88°57'43" E 1229.81'

S 88°57'43" E 343.14'

N 13°23'46" E 563.86'

S 13°23'46" E 36.70'

S 10°10'01" E 402.00'

S 15°59'17" E 720.34'

S 15°52'39" E

N 27°01'55" E 553.98'

N 18°23'09" W 525.50'

N 22°43'06" W 579.25'

N 12°47'11" E 72.36'

N 27°47'11" E 151.12'

S 5°50'56" W 249.71'

S 2°28'55" E 362.62'

S 1°38'15" E 500.53'

S 2°42'53" W 200.09'

S 00°59'47" W

S 72°32'04" E 405.64'

N 38°12'00" E 531.89'

N 11°07'07" W 574.03'

N 11°07'07" W 628.82'

N 3°53'13" E 99.47'

N 03°53'13" E 312.82'

N 89°07'27" W 30.04'

N 89°00'13" W 23.69'

S 89°00'13" E 24.36'

N 0°15'08" E 385.03'

S 00°59'47" W 53.00'

N 21°13'39" W 136.87'

N 21°13'39" W 211.96'

N 82°27'39" W 106.87'

N 88°58'58" W 92.07'

125.01'

53.00'

8484 8482 8456 8455 8460 8526 8867 8400 8443 8453 8452 8445 8405 8868 8397 8690 8688 8874 9031 9032 9030 8876 8450 8447 8485 8486 8538 8533 8536 8534

9029

8526

8867

8400

8443

8453

8452

8445

8405

8868

8397

8690

8688

8874

9031

9032

9030

8876

8450

8447

8485

8486

8538

8533

8536

8534

225+63.33 157.59'

226+00 156.00'

230+00 116.00'

224+00 136.00'

224+63.49 170.71'

224+75 177.00'

229+58.58 TLE 155.81'

230+00 154.00'

232+116.12 TLE 403.15'

232+27.00 372.00'

233+78 357.00'

234+52.17 TLE 371.70'

234+20 257.00'

234+82.66 258.00'

234+13.29 TLE 287.95'

241+02.22 TLE 233.19'

241+00 203.00'

242+04.29 TLE 208.36'

242+04.36 TLE 238.40'

244+15 219.00'

246+22 TLE 240'

246+67' TLE 215.87'

246+75 240'

248+00 214.00'

248+85 81.50'

236+00 N 3°20'26" E

236+00 N 0°59'47" W

239+00 135.00'

236+99.51 152.00

245+00 130.00

250+00 153.00

251+89.52

225+00

230+00

235+00

240+00

245+00

250+00

35+00'AC3'

40+00'AC3'

45+00'AC3'

50+00'AC3'

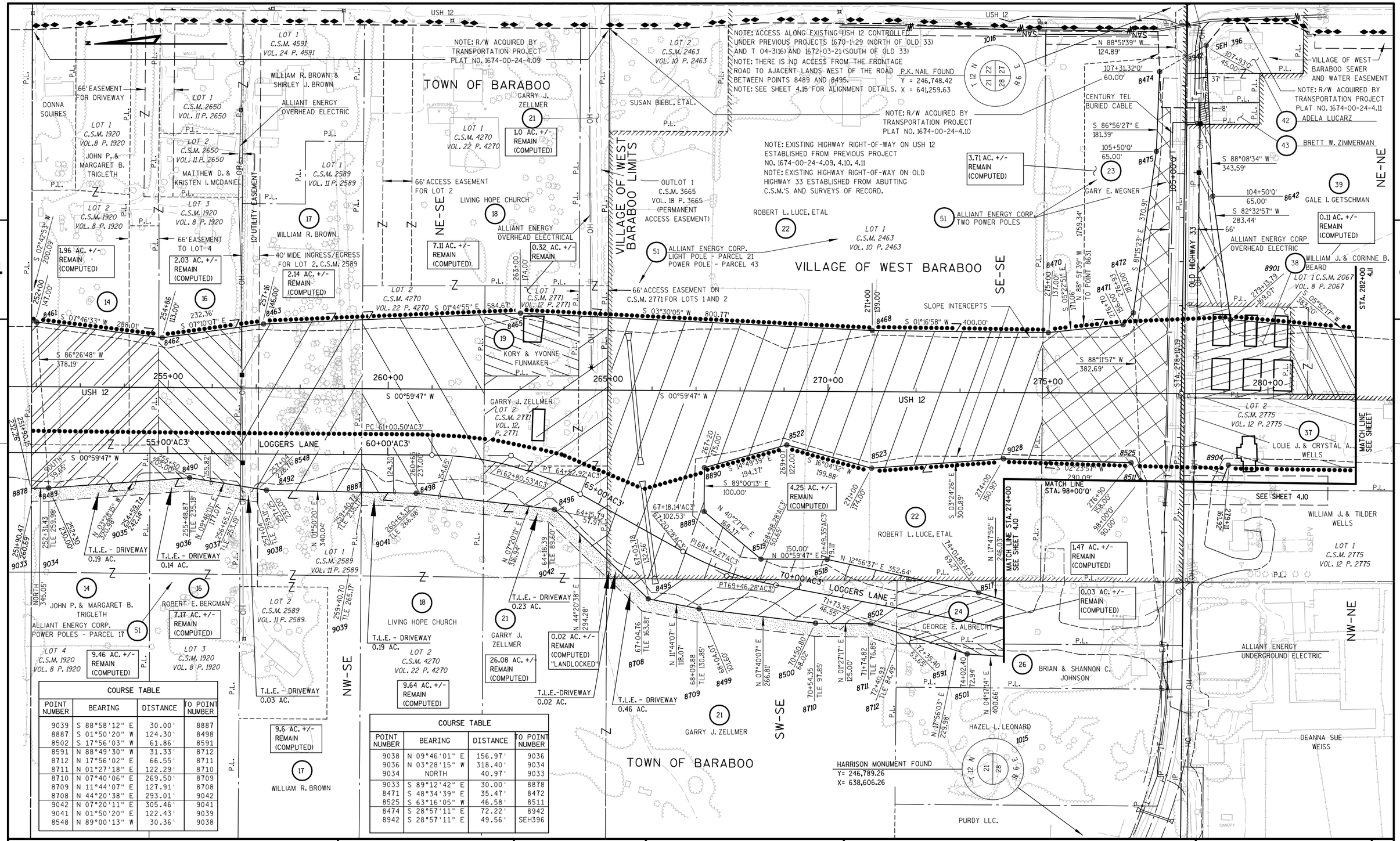
41.46'

T 12 N R 6 E 16 21

T 12 N R 6 E 21 22

T 12 N R 12 E 21

T 12 N R 12 E 20 21



REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4.9
	GRID FACTOR		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 371 E

NOTE: EXISTING HIGHWAY RIGHT-OF-WAY ALONG OLD 33 ROAD WAS ESTABLISHED BY REFERENCE TO ABUTTING C.S.M.'S AND OTHER SURVEYS OF RECORD.
NOTE: BUILDING OFFSET DISTANCES AS SHOWN ARE APPROXIMATE ONLY.
NOTE: SEE SHEET 4.15 FOR ALIGNMENT DETAILS.

N

SEE SHEET 4.9
MATCH LINE STA. 274+00

SE-SE

VILLAGE OF WEST BARABOO

TOWN OF BARABOO

MARK A. KNOWLES (29)

PETER F. & TERESIA A. SPRECHER

LOT 1 C.S.M. 1742 VOL. 7 P. 1742

BRIAN J. & KATHY J. LITTLE (31)

PURDY LLC. (28)

LOT 1 C.S.M. 4512 VOL. 24 P. 4512

BRIAN & SHANNON C. JOHNSON (26)

ALLIANT ENERGY OVERHEAD ELECTRIC

52 CENTURY TEL BURIED CABLE PARCELS 29,31,32

51 ALLIANT ENERGY CORP. POLE - PARCEL 31

SW-SE

HAZEL L. LEONARD (27)

LOGGERS LANE

22 ROBERT L. LUCE, ETAL

P.L.E.-SHARED DRIVEWAY 0.11 AC.

T.L.E.-DRIVEWAY 0.14 AC.

23 GARY E. WEGNER

24 GEORGE E. ALBRECHT

1.47 AC. +/- REMAIN (COMPUTED)

51 ALLIANT ENERGY CORP. POWER POLE - PARCEL 24

SLOPE INTERCEPTS

OLD HIGHWAY 33

LOT 1 C.S.M. 1263 VOL. 5 P. 1263

T.L.E.-SLOPES 0.01 AC.

SCOTT E. BOWAR (32)

LOT 1 C.S.M. 2441

TERRY W. & KIMBERLEY A. KIECK

29 MARK A. KNOWLES

NOTE: WELL AGREEMENT BETWEEN PARCELS 32 & 29 RECORDED IN DOC. 780986.

33 DIANA C. STENSON

T.L.E.-SLOPES 0.04 AC.

HARRISON MONUMENT FOUND
Y = 246,789.26
X = 638,606.26

CENTURY TEL BURIED CABLE

T.L.E.-SLOPES 0.16 AC.

T.L.E.-DRIVEWAY 0.02 AC.

ALLIANT ENERGY UNDERGROUND & OVERHEAD ELECTRIC

T.L.E.-DRIVEWAY 0.02 AC.

T.L.E.-DRIVEWAY 0.35 AC.

BARN

34

NW-NE

DEANNA SUE WEISS

LOT 2 C.S.M. 2775 VOL. 12 P. 2775 LOUIE J. & CRYSTAL A. WELLS (37)

LOT 1 C.S.M. 2067

LOT 1 C.S.M. 2775 VOL. 12 P. 2775 WILLIAM J. & TILDER WELLS (36)

66-FOOT ACCESS EASEMENT

NE-NE

MATCH LINE STA. 98+00'0'

SEE SHEET 4.9

P.K. NAIL FOUND
Y = 246,748.42
X = 641,259.63

T 12 N, R 6 E, Sections 21, 22, 28, 27

N 88°51'39" W, 1,759.34'

S 88°11'57" W 382.69'

S 85°01'55" W 293.86'

N 88°51'39" E 760.24'

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
8895	S 53°46'10" E	21.30'	8623
8632	S 87°22'26" E	47.71'	8671
8671	S 02°41'05" W	17.15'	8669
8669	S 88°07'53" W	48.83'	8668
8668	N 05°19'45" E	21.00'	8632
8635	S 81°23'43" E	112.48'	8680
8680	S 22°16'56" W	74.93'	8678
8678	S 01°42'00" E	36.06'	8677
8677	S 88°31'13" E	50.00'	8676
8676	N 13°14'53" E	24.51'	8675
8675	N 88°28'01" E	38.05'	8674
8674	S 00°01'46" W	79.02'	8673
8673	N 89°59'21" W	117.04'	8672
8672	N 18°47'25" W	187.62'	8635
8631	S 77°27'41" E	145.06'	8663
8663	S 01°08'21" W	21.33'	8658
8658	N 88°51'39" W	182.00'	8666
8666	N 01°08'21" E	50.00'	8664
8664	S 88°51'37" E	39.80'	8631
6094	S 88°48'24" E	91.95'	10864

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
8636	N 81°23'43" W	201.56'	8635
8904	N 68°44'39" W	94.58'	8636
8631	N 54°19'39" W	81.69'	8891
8191	N 71°05'05" W	124.67'	8894
8894	N 46°24'41" W	113.70'	8893
8893	N 25°46'07" W	44.11'	8623
8623	N 53°46'10" W	55.00'	8528
8662	N 77°27'41" W	186.49'	8631
8632	N 82°59'41" W	84.86'	8662
8633	N 87°29'14" W	73.92'	8632
8634	S 84°38'13" W	50.36'	8633
8552	S 85°01'55" W	92.03'	8553
8511	S 85°01'55" W	293.86'	8513
8511	S 85°01'55" W	138.88'	8552
8891	S 54°19'39" E	20.81'	8897
8897	N 71°05'05" W	145.91'	8899
8899	N 46°24'41" W	127.45'	8896
8896	N 25°46'07" W	53.39'	8895

REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07	SCALE, FEET 0 50 100	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4.10
	GRID FACTOR		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 372 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0022\040110_rwplan.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

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

WISDOT/CADDS SHEET 75

NOTE: ACCESS ALONG EXISTING USH 12 CONTROLLED BY PREVIOUS PROJECTS T 04-3(16) AND 1672-03-21.

NOTE: EXISTING RIGHT-OF-WAY ALONG USH 12 ESTABLISHED FROM PREVIOUS PROJECT NO. 1672-03-21.

NOTE: SEE SHEETS 4.15, 4.16 FOR ALIGNMENT DETAILS.

P.K. NAIL FOUND
Y = 246,748.42
X = 641,259.63

HARRISON MONUMENT FOUND
Y = 244,213.61
X = 635,972.86

HARRISON MONUMENT FOUND
Y = 244,121.87
X = 641,234.35
306+64.03
103.51' RT.

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
8639	N 01°38'17" E	394.46'	8904
8949	S 27°57'36" E	197.93'	8821
9322	S 38°15'21" E	193.57'	9335
9335	S 24°30'35" E	105.12'	9336
9336	N 78°00'37" E	171.49'	9325
9325	S 22°57'20" E	66.45'	41019
41019	S 38°38'32" E	219.87'	9327
9327	S 28°08'12" W	51.51'	9372
9371	S 26°51'15" E	860.49'	9369
10873	S 89°13'52" E	59.53'	10874
10883	N 89°13'56" W	10.00'	10884
10884	N 00°46'04" E	65.00'	10885
10885	S 89°13'56" E	30.00'	10886
10886	N 00°46'06" E	156.11'	10887
10887	S 89°13'50" E	41.11'	10874
10874	S 00°29'14" W	160.04'	7010
7010	S 00°29'56" W	223.18'	10876
10876	S 00°29'56" W	123.81'	7009

REVISION DATE 4/09/2008 9/11/2008	DATE 4/27/07	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4.11
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 373 E

NOTE: EXISTING HIGHWAY RIGHT-OF-WAY ALONG TERRYTOWN ROAD ESTABLISHED BY REFERENCE TO FOUND MONUMENTS AND SURVEYS OF RECORD.
NOTE: BUILDING OFFSET DISTANCES AS SHOWN ARE APPROXIMATE ONLY.
NOTE: SEE SHEET 4.16 FOR ALIGNMENT DETAILS.

NOTE: ACCESS ALONG EXISTING USH 12 CONTROLLED BY PREVIOUS PROJECTS T 04-3(16) AND 1672-03-21.

SEE SHEET 4.11 FOR DETAILS EASEMENT DETAILS

SEE SHEET 4.11 MATCH LINE STA. 311+00

HARRISON MONUMENT FOUND
Y = 244,121.87
X = 641,234.35

JOHN WILLIAM & JOLENE M. CROWLEY

MATHY CONSTRUCTION COMPANY

T.L.E. - DRIVEWAY 0.51 AC.

T.L.E.-DRIVEWAY 2.20 AC.

T.L.E.-DRIVEWAY 0.11 AC.

T.L.E. - DRIVEWAY 0.55 AC.

T.L.E. - DRIVEWAY 1.03 AC.

T.L.E.-DRIVEWAY 0.11 AC.

T.L.E.-DRIVEWAY 3.39 AC.

T.L.E.-DRIVEWAY 0.19 AC.

T.L.E.-GUARD RAIL 0.07 AC.

33-FOOT ACCESS EASEMENT

EXISTING 66-FOOT ACCESS EASEMENT

CHARTER COMMUNICATIONS
TEMP. RELEASE OF RIGHTS BURIED CABLE PARCELS 47,58,59

9.33 AC. +/- REMAIN (COMPUTED)

CHARTER COMMUNICATIONS
BURIED CABLE PARCEL 46,48
PEDESTAL, PARCEL 48

ALLIANT ENERGY CORP.
EASEMENT RELEASE
VOL. 355 P. 288
4 POLES PARCEL 46

VILLAGE OF WEST BARABOO
EASEMENT RELEASE
DOC. NO. 897791
PARCEL 46

ALLIANT ENERGY CORP.
POLE - PARCEL 46

ALLIANT ENERGY CORP.
4 POLES & CABINET
PARCEL 46

ALLIANT ENERGY CORP.
POLE - PARCEL 48

ALLIANT ENERGY
OVERHEAD ELECTRIC

ALLIANT ENERGY
OVERHEAD ELECTRIC

ALLIANT ENERGY
UNDERGROUND GAS LINE

ALLIANT ENERGY
UNDERGROUND GAS LINE

CENTURY TEL
PEDESTAL - PARCEL 48

CENTURY TEL
PEDESTAL - PARCEL 48

CENTURY TEL
BURIED CABLE
RIGHT OF WAY GRANT
REEL 445 IMAGE 142
2 PEDESTALS, PARCEL 46

CENTURY TEL
BURIED CABLE

CENTURY TEL
EASEMENT
REEL 453 I. 803
PARCEL 50

CHARTER COMMUNICATIONS
BURIED CABLE

100' ALLIANT ENERGY CORP.
ELECTRIC EASEMENT
VOL. 281 P. 73 PARCELS 46, 48

AMERICAN TRANSMISSION CO.
OVERHEAD TRANSMISSION
PARCELS 46, 48

ALLIANT ENERGY CORP.
EASEMENTS
DOC. NO. 782618
DOC. NO. 782619
DOC. NO. 782620
ELECTRIC EASEMENT
VOL. 166 P. 287
S½- SW ¼SEC. 27

ALLIANT ENERGY CORP.
EASEMENT
VOL. 185 P. 219
PARCEL 50

VILLAGE OF BARABOO
EASEMENT
DOC. NO. 782616

VILLAGE OF WEST BARABOO
SANITARY SEWER & FORCE MAIN

VILLAGE OF WEST BARABOO SANITARY

100' UTILITY EASEMENT

PRIVATE UTILITIES

0.89 AC. +/- REMAIN (COMPUTED)

NOTE: DEEDS IN THIS AREA REFER TO LANDS "NORTH" AND "SOUTH" OF THE HIGHWAY. THIS PLAT ASSUMES THE PROPERTY LINE IS THE CENTER OF the HIGHWAY.

R/W CURVE RW23W
L = 321.17'
LC = 321.15'
LCB = N 78°53'25" W
R = 7,950'

RW CURVE RW23W

JAMES C. SUZANNE B. DOHNER

PHILIP J. TRAXLER

VILLAGE OF WEST BARABOO

TOWN OF BARABOO

CITY OF BARABOO

NW-SW

SE-SE

SW-SW

SE-SW

LOT 1 C.S.M. 1690

LOT 2 C.S.M. 1730

LOT 1 C.S.M. 3883 VOL. 20 P. 3883

LOT 1 C.S.M. 4521 VOL. 24 P. 4521

TERRYTOWN ROAD

EXISTING USH 12

USH 12

CAUTION

HARRISON MONUMENT FOUND
Y = 241,504.88
X = 641,216.66

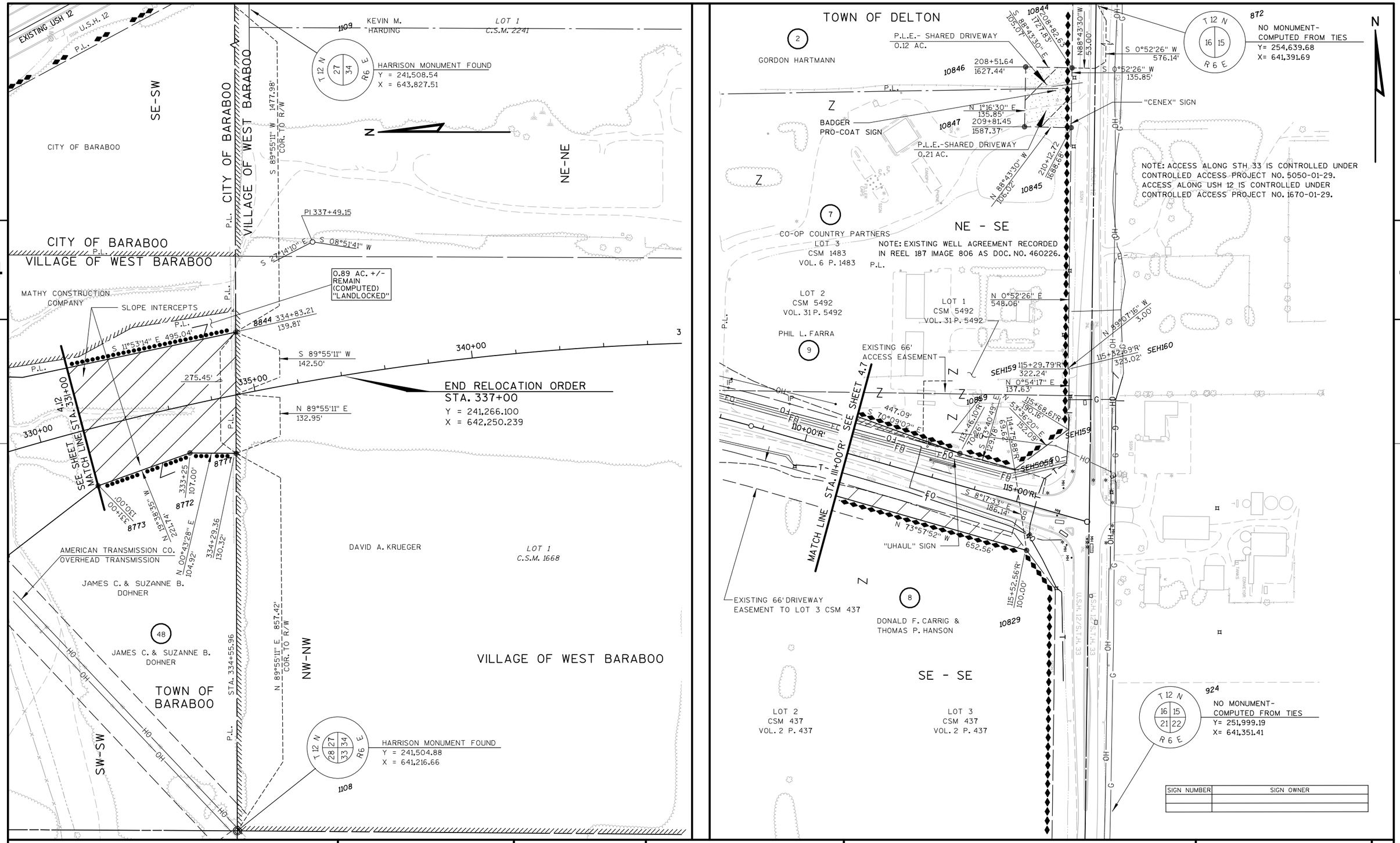
COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
9389	N 81°06'05" E	327.52'	8730
9389	N 81°06'05" E	113.23'	9390
8761	S 75°25'18" E	150.49'	9047
9047	S 75°25'18" E	50.16'	9045
9045	S 09°57'08" W	10.82'	9044
9044	N 80°02'52" W	50.00'	9043
9043	N 09°57'08" E	14.86'	9047
8787	S 71°22'33" W	178.85'	8923
8923	S 32°38'46" E	377.39'	8914
9390	N 63°38'28" W	268.07'	8934
8800	N 53°46'57" E	36.09'	10865
9227	S 60°50'55" E	42.67'	41015
10877	S 55°12'30" W	27.67'	10878
10878	N 34°47'30" W	125.00'	10879
10879	N 55°12'30" E	25.00'	10880
9334	S 55°40'02" E	7.49'	10877

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
8793	S 60°50'56" E	194.14'	41015
8792	S 23°25'58" E	205.33'	8793
8755	N 09°57'08" E	66.00'	8800
8761	N 52°36'41" W	56.34'	8755
8786	N 80°01'23" W	173.38'	8787
8785	S 73°13'46" W	123.49'	8786
41013	S 06°52'47" E	186.16'	525
40103	S 89°59'31" E	228.57'	41013
41015	S 88°45'53" E	226.42'	40103
10870	S 09°54'01" E	88.33'	10869
10869	S 00°53'40" W	78.00'	10868
41015	S 88°45'53" E	203.42'	9226
9226	N 62°36'59" W	236.20'	9225
9370	N 63°08'45" E	114.79'	9369
8792	S 23°25'58" E	59.67'	9370
10880	S 34°47'29" E	118.00'	9334

COURSE TABLE			
POINT NUMBER	BEARING	DISTANCE	TO POINT NUMBER
525	N 68°01'10" E	23.00'	6016
6016	S 32°52'47" E	24.17'	9363
9363	S 60°59'10" W	63.91'	9362
9362	S 73°20'08" W	118.61'	9361
9361	N 84°05'29" W	235.28'	9360
9360	S 71°22'33" W	114.02'	8923
9338	S 36°33'22" E	152.79'	9356
9356	N 87°17'17" W	147.04'	9350
9350	S 23°59'16" W	246.13'	9351
9351	N 89°29'51" W	64.55'	9352
4345	N 09°57'04" E	10.00'	9344
9346	S 11°45'04" W	70.03'	9357
9357	S 80°02'53" E	66.04'	9358
9358	N 11°45'04" E	68.58'	9359
9359	N 65°36'17" W	5.85'	9345

REVISION DATE 4/09/2008 9/11/2008	DATE 4/27/07	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4.12	
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 374	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0022\040112_rw.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 75



4

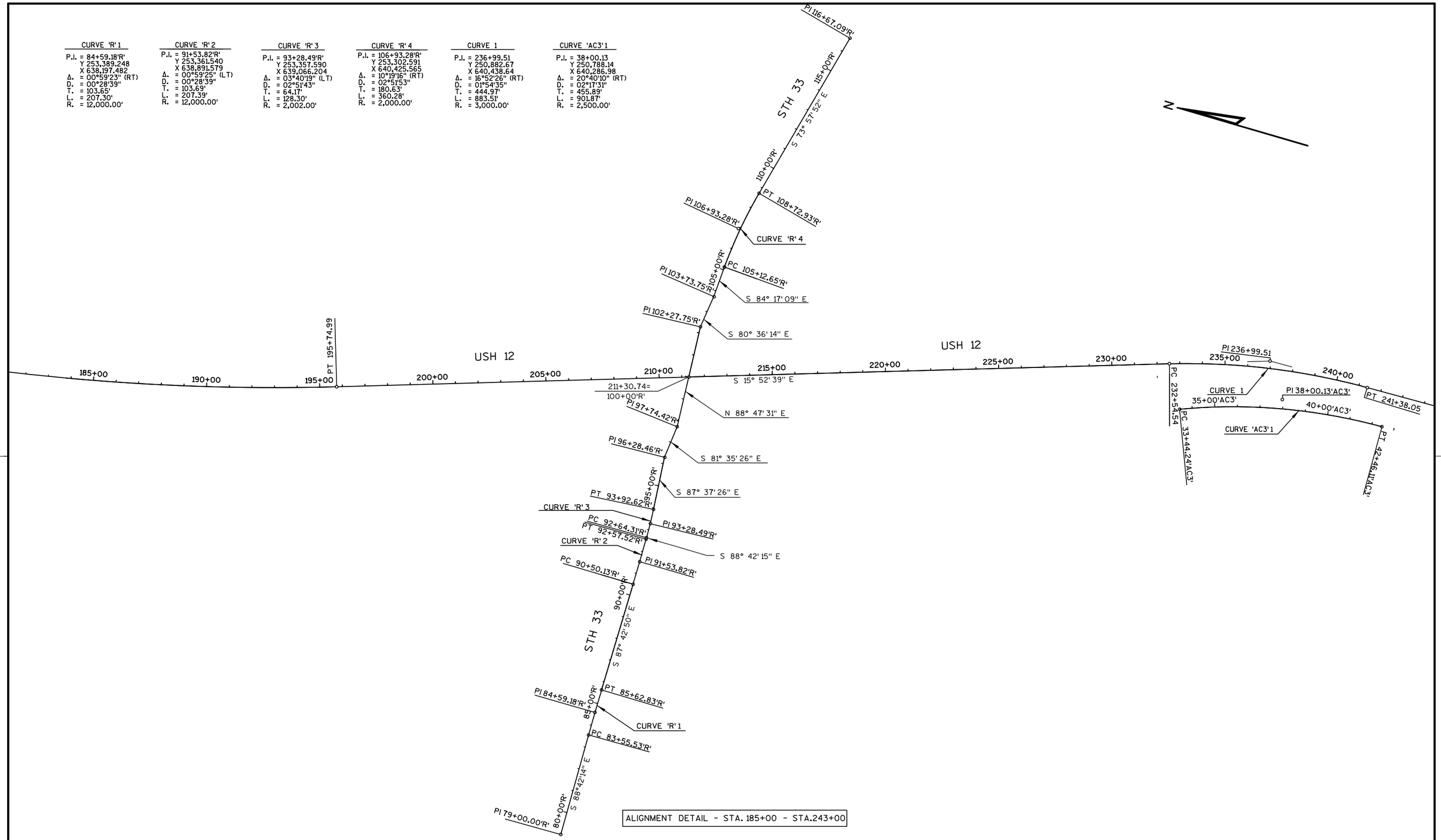
4

REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07	SCALE, FEET 0 100 200	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4.13
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET 375 E

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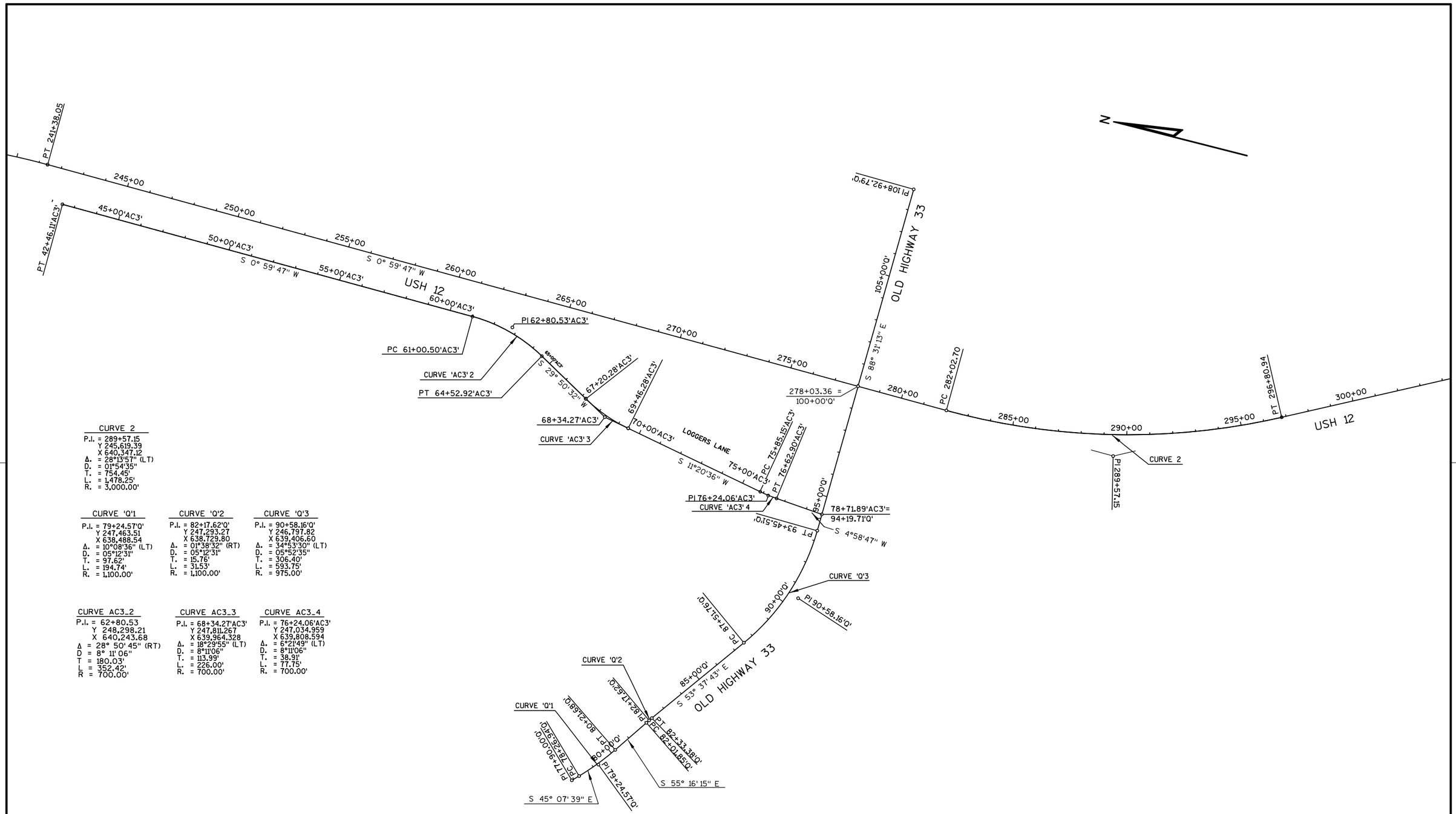
WISDOT/CADDS SHEET 75

CURVE 'R' 1	CURVE 'R' 2	CURVE 'R' 3	CURVE 'R' 4	CURVE 1	CURVE 'AC3' 1
P.I. = 84+59.18'R'	P.I. = 91+53.82'R'	P.I. = 93+28.49'R'	P.I. = 106+93.28'R'	P.I. = 236+99.51	P.I. = 38+00.13
Y 253,389.248	Y 253,361.540	Y 253,357.590	Y 253,302.591	Y 250,882.67	Y 250,788.14
X 638,197.482	X 638,891.579	X 639,066.204	X 640,425.565	X 640,438.64	X 640,286.98
Δ. = 00°59'23" (RT)	Δ. = 00°59'25" (LT)	Δ. = 03°40'19" (LT)	Δ. = 10°19'16" (RT)	Δ. = 16°52'26" (RT)	Δ. = 20°40'10" (RT)
D. = 00°28'39"	D. = 00°28'39"	D. = 02°51'43"	D. = 02°51'53"	D. = 01°54'35"	D. = 02°17'31"
T. = 103.65'	T. = 103.69'	T. = 64.17'	T. = 180.63'	T. = 444.97'	T. = 455.89'
L. = 207.30'	L. = 207.39'	L. = 128.30'	L. = 360.28'	L. = 883.51'	L. = 901.87'
R. = 12,000.00'	R. = 12,000.00'	R. = 2,002.00'	R. = 2,000.00'	R. = 3,000.00'	R. = 2,500.00'



ALIGNMENT DETAIL - STA. 185+00 - STA. 243+00

REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07	SCALE, FEET 0 200 400	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4. 14
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 376 E



CURVE 2
P.I. = 289+57.15
Y 245,619.39
X 640,347.12
Δ. = 28°13'57" (LT)
D. = 01°54'35"
T. = 754.45'
L. = 1,478.25'
R. = 3,000.00'

CURVE 'Q'1
P.I. = 79+24.57'Q'
Y 247,463.51
X 638,488.54
Δ. = 10°08'36" (LT)
D. = 05°12'31"
T. = 97.62'
L. = 194.74'
R. = 1,100.00'

CURVE 'Q'2
P.I. = 82+17.62'Q'
Y 247,293.27
X 638,729.80
Δ. = 01°38'32" (RT)
D. = 05°12'31"
T. = 15.76'
L. = 31.53'
R. = 1,100.00'

CURVE 'Q'3
P.I. = 90+58.16'Q'
Y 246,797.82
X 639,406.60
Δ. = 34°53'30" (LT)
D. = 05°52'35"
T. = 306.40'
L. = 593.75'
R. = 975.00'

CURVE AC3_2
P.I. = 62+80.53
Y 248,298.21
X 640,243.68
Δ = 28° 50' 45" (RT)
D = 8° 11' 06"
T = 180.03'
L = 352.42'
R = 700.00'

CURVE AC3_3
P.I. = 68+34.27'AC3'
Y 247,811.267
X 639,964.328
Δ. = 18°29'55" (LT)
D. = 8°11'06"
T. = 113.99'
L. = 226.00'
R. = 700.00'

CURVE AC3_4
P.I. = 76+24.06'AC3'
Y 247,034.959
X 639,808.594
Δ. = 6°21'49" (LT)
D. = 8°11'06"
T. = 38.91'
L. = 77.75'
R. = 700.00'

ALIGNMENT DETAILS - PT 241+38.05 - STA. 303+00

REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07	SCALE, FEET 0 200 400	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4. 15
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 377 E

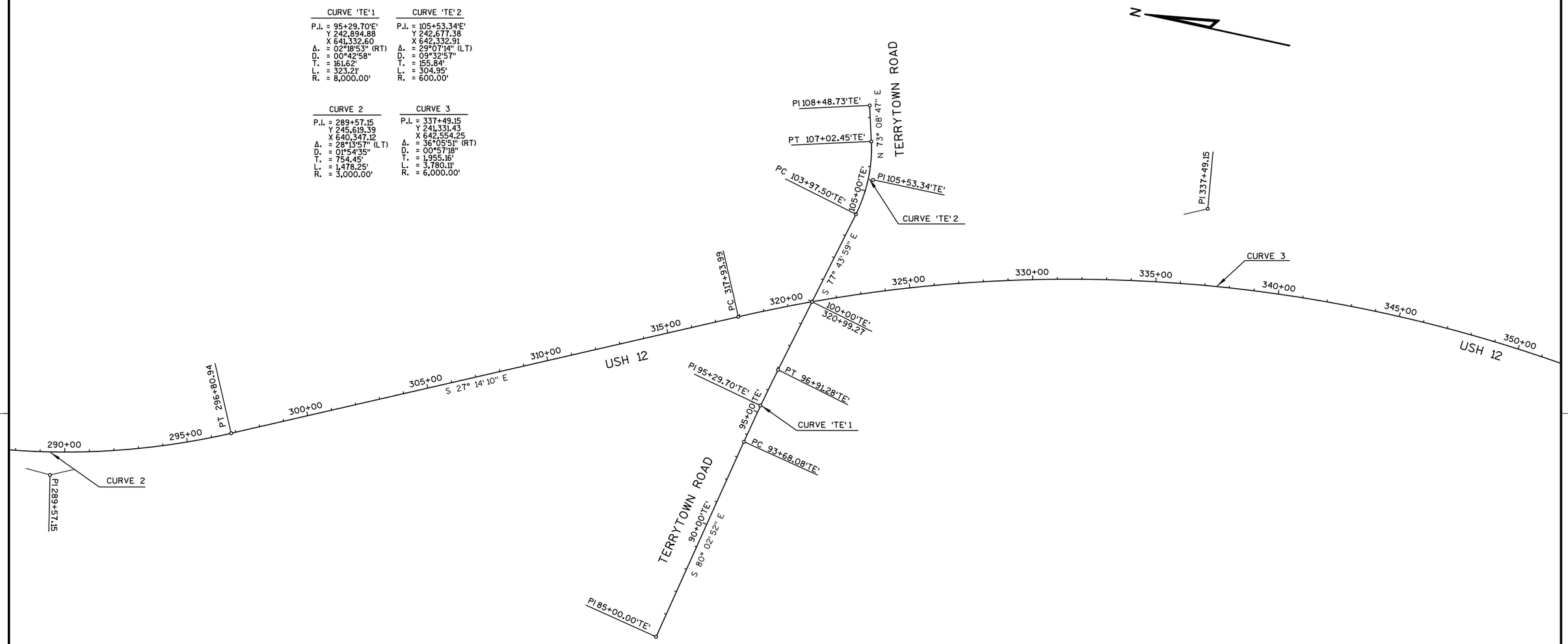
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CURVE 'TE'1	
P.I.	= 95+29.70'E'
	Y 242,894.88
	X 641,332.60
Δ.	= 02°18'53" (RT)
D.	= 00°42'58"
T.	= 161.62'
L.	= 323.21'
R.	= 8,000.00'

CURVE 'TE'2	
P.I.	= 105+53.34'E'
	Y 242,677.38
	X 642,332.91
Δ.	= 29°07'14" (LT)
D.	= 09°32'57"
T.	= 155.84'
L.	= 304.95'
R.	= 600.00'

CURVE 2	
P.I.	= 289+57.15
	Y 245,619.39
	X 640,347.12
Δ.	= 28°13'57" (LT)
D.	= 01°54'35"
T.	= 754.45'
L.	= 1,478.25'
R.	= 3,000.00'

CURVE 3	
P.I.	= 337+49.15
	Y 241,331.43
	X 642,554.25
Δ.	= 36°05'51" (RT)
D.	= 00°57'18"
T.	= 1,955.16'
L.	= 3,780.11'
R.	= 6,000.00'



ALIGNMENT DETAILS - STA. 288+00 - 350+00

REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07	SCALE, FEET 0 200 400	HWY: USH 12	STATE R/W PROJECT NUMBER 1674-00-22	PLAT SHEET NO: 4. 16	
	GRID FACTOR N.A.		COUNTY: SAUK	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 378	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0022\040116_rwplan PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : ORG DATE : Originator : Dist PLOT SCALE : $$.....plotscale.....$$

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.6

P† 7189,Y 256004.7424,X 638931.6335
P† 7190,Y 256000.5710,X 639167.7061
P† 8371,Y 255568.0163,X 639006.8092
P† 8373,Y 255202.4560,X 639079.9832
P† 8374,Y 254883.4197,X 639150.2476
P† 8377,Y 254243.4156,X 639280.0056
P† 8415,Y 255623.7447,X 639231.2095
P† 8417,Y 254819.5463,X 639477.9386
P† 8419,Y 254485.3613,X 639582.3485
P† 8420,Y 254301.1990,X 639665.9202
P† 8421,Y 254159.0585,X 639758.3327
P† 8856,Y 254673.6522,X 639192.7770
P† 8861,Y 254049.4480,X 639856.0000
P† 8862,Y 254668.5175,X 639525.1248
P† 8858,Y 254102.4017,X 639928.3181
P† 10832,Y 253794.0000,X 640083.6160
P† 10808,Y 253827.2140,X 639278.8250
P† 10809,Y 253794.3850,X 639163.4030
P† 10810,Y 253553.5540,X 639056.7130
P† 10811,Y 253478.2530,X 638940.9760

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.10

P† 8480,Y 247077.7057,X 639084.7126
P† 8503,Y 246867.0941,X 639750.7195
P† 8508,Y 247051.9171,X 639176.2524
P† 8511,Y 246868.1373,X 640169.5668
P† 8513,Y 246842.6886,X 639876.8120
P† 8525,Y 246889.0913,X 640211.1716
P† 8528,Y 247024.5627,X 639045.5733
P† 8623,Y 246992.0556,X 639089.9388
P† 8624,Y 246846.0945,X 639688.8466
P† 8625,Y 246930.1750,X 639367.2684
P† 8631,Y 246785.8841,X 639375.7715
P† 8632,Y 246735.0480,X 639642.0424
P† 8633,Y 246731.8070,X 639715.8951
P† 8634,Y 246736.5139,X 639766.0333
P† 8635,Y 246732.6404,X 639915.9833
P† 8636,Y 246702.4841,X 640115.2710
P† 8658,Y 246733.0669,X 639516.9500
P† 8662,Y 246745.3980,X 639557.8118
P† 8663,Y 246754.3914,X 639517.3740
P† 8664,Y 246786.6757,X 639335.9801
P† 8666,Y 246736.6856,X 639334.9859
P† 8668,Y 246714.1388,X 639640.0920
P† 8669,Y 246715.7311,X 639688.8952
P† 8671,Y 246732.8622,X 639689.6985
P† 8672,Y 246555.0206,X 639976.4168
P† 8673,Y 246554.9983,X 640093.4552
P† 8674,Y 246634.0236,X 640093.4959
P† 8675,Y 246633.0055,X 640055.4569
P† 8676,Y 246609.1427,X 640049.8389
P† 8677,Y 246610.4338,X 639999.8555
P† 8678,Y 246646.4735,X 639998.7858
P† 8891,Y 246833.5193,X 639309.4132
P† 8893,Y 246952.3292,X 639109.1164
P† 8894,Y 246873.9351,X 639191.4711
P† 8895,Y 247004.6446,X 639072.7573
P† 8896,Y 246956.5596,X 639095.9700
P† 8897,Y 246821.3837,X 639326.3188
P† 8899,Y 246868.6840,X 639188.2850
P† 8904,Y 246668.1965,X 640203.4150
P† 9052,Y 247050.0000,X 639859.4740
P† 9054,Y 247033.2790,X 639942.8246
P† 9055,Y 247100.3544,X 639944.0187
P† 9056,Y 247113.2420,X 639879.7770
P† 8680,Y 246715.8113,X 640027.1984
P† 10860,Y 247004.9520,X 639845.0120
P† 10862,Y 246854.3970,X 639853.0890
P† 10863,Y 247032.6030,X 640035.7050
P† 10864,Y 247096.1530,X 640035.9100

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.7

P† 8395,Y 252925.2273,X 639459.4839
P† 8426,Y 253285.4600,X 638452.1990
P† 8572,Y 252567.1349,X 640148.7472
P† 9007,Y 253282.4200,X 638498.1421
P† 9008,Y 253257.9241,X 638475.5822
P† 8399,Y 252629.3091,X 639727.6732
P† 9207,Y 253452.6720,X 638484.1220
P† 9208,Y 253475.2343,X 638497.7699
P† 9209,Y 253449.9820,X 638604.0290
P† 9210,Y 253510.5127,X 638581.6361
P† 9217,Y 253768.4329,X 638600.9354
P† 9222,Y 253769.9676,X 638519.8238
P† 9238,Y 253846.9780,X 638666.7510
P† 9239,Y 253978.4110,X 638654.1590
P† 9240,Y 253978.3320,X 638488.5070
P† 9241,Y 253865.0910,X 638478.2520
P† 9242,Y 253645.6420,X 638591.7470
P† 9243,Y 253654.1860,X 638609.8480
P† 9244,Y 253657.2300,X 638800.2130
P† 9245,Y 253708.7160,X 638802.8130
P† 9246,Y 253718.0870,X 638609.5720
P† 9247,Y 253723.7080,X 638597.5880
P† 10826,Y 253216.4900,X 639283.7960
P† 10825,Y 253242.7330,X 639192.6290
P† 10840,Y 253247.8210,X 639037.1970
P† 10841,Y 253235.4430,X 639217.9530
P† 10842,Y 253108.3120,X 639036.5280
P† 10843,Y 253108.9880,X 639092.7700
P† 10824,Y 253257.7620,X 638733.5120
P† 10820,Y 253298.7190,X 638585.0040
P† 10838,Y 253301.1403,X 638488.6602
P† 10818,Y 253275.6460,X 638505.4980
P† 10819,Y 253251.1500'X 638482.9380
P† 10839,Y 253302.1070,X 638450.1943
P† 10816,Y 253307.5030,X 638235.4960
P† 10817,Y 253318.2080,X 638235.8670
P† 10812,Y 253449.1510,X 638641.0490
P† 10811,Y 253478.2530,X 638940.9760
P† 10810,Y 253553.5540,X 639056.7130
P† 10809,Y 253794.3850,X 639163.4030
P† 10808,Y 253827.2140,X 639278.8250
P† 10827,Y 253143.4810,X 640164.6780
P† 10828,Y 253149.1090,X 640597.5570
P† 10833,Y 253341.3270,X 640652.8040
P† 10834,Y 253614.6150,X 640176.2250

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.11

P† 8639,Y 246273.8982,X 640192.1382
P† 8714,Y 246062.3314,X640194.3768
P† 8716,Y 245048.5587,X 640470.8164
P† 8732,Y 243603.5689,X 641180.0199
P† 8735,Y 243934.7035,X 641003.9521
P† 8802,Y 246278.4571,X 640495.1039
P† 8906,Y 245710.7143,X 640234.9245
P† 9024,Y 244867.6970,X 640535.2480
P† 9026,Y 244127.5767,X 640907.0592
P† 9313,Y 246020.8460,X 640545.8750
P† 9314,Y 245756.9260,X 640550.9700
P† 9315,Y 245861.2530,X 640567.4662
P† 9316,Y 245827.5800,X 640593.5402
P† 9318,Y 245858.2112,X 640549.0147
P† 9319,Y 245785.9845,X 640550.4090
P† 9320,Y 245194.1260,X 640801.1670
P† 9321,Y 244793.0480,X 641087.3720
P† 9322,Y 244611.0400,X 641280.0300
P† 9324,Y 244368.8505,X 641469.1895
P† 9325,Y 244399.0179,X 641611.2427
P† 9326,Y 244055.9410,X 641715.5530
P† 9327,Y 244166.0958,X 641774.4609
P† 9328,Y 243963.7990,X 641731.0080
P† 9329,Y 243872.2480,X 641861.8080
P† 9330,Y 243626.3148,X 642092.0643
P† 9331,Y 243588.9880,X 641928.8990
P† 9332,Y 243913.5050,X 641563.6520
P† 9333,Y 243850.5270,X 641441.2990
P† 9335,Y 244459.0390,X 641399.8830
P† 9336,Y 244363.3930,X 641443.4910
P† 9371,Y 243901.4310,X 641540.1940
P† 9372,Y 244120.6730,X 641750.1700
P† 41019,Y 244337.8310,X 641637.1590

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.8

P† 8397,Y 252012.0411,X 639933.3943
P† 8400,Y 251982.9124,X 640287.8877
P† 8405,Y 252095.3966,X 639952.3116
P† 8443,Y 251513.3628,X 640099.1468
P† 8445,Y 251235.3824,X 639951.5666
P† 8450,Y 250476.7599,X 640228.3305
P† 8452,Y 251107.7956,X 640001.1248
P† 8453,Y 251093.7738,X 640107.0696
P† 8455,Y 250073.6014,X 640554.5947
P† 8456,Y 250435.8829,X 640538.8916
P† 8460,Y 249573.2771,X 640568.8974
P† 8482,Y 250684.2925,X 640564.3380
P† 8484,Y 250894.7492,X 640557.2566
P† 8485,Y 249779.6281,X 640205.4304
P† 8486,Y 249695.0235,X 640181.9558
P† 8526,Y 251587.2296,X 640358.8460
P† 8533,Y 249958.0533,X 640182.5294
P† 8534,Y 249905.0613,X 640181.6078
P† 8536,Y 249904.6374,X 640205.9808
P† 8538,Y 249957.6414,X 640206.2141
P† 8688,Y 251237.3209,X 639918.6300
P† 8690,Y 251039.7410,X 639995.3760
P† 8867,Y 252018.6142,X 640279.3848
P† 8868,Y 252024.8306,X 639936.2969
P† 8876,Y 250375.1474,X 640221.4267
P† 9029,Y 251552.7075,X 640086.0693
P† 9030,Y 250375.6066,X 640191.3887
P† 9031,Y 251038.1067,X 640087.4359
P† 9032,Y 250474.8515,X 640198.1317
P† 8447,Y 250164.6568,X 640207.1255
P† 8874,Y 251037.5616,X 640118.1169

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.12

P† 525,Y 242663.9394,X 642531.1930
P† 8730,Y 243076.0419,X 641466.1742
P† 8732,Y 243603.5689,X 641180.0199
P† 8755,Y 243032.6385,X 640362.1018
P† 8768,Y 242517.7012,X 641774.7036
P† 8773,Y 241819.8303,X 642000.8619
P† 8792,Y 243136.6415,X 641802.7546
P† 8793,Y 242948.2418,X 641884.4102
P† 8797,Y 241990.8942,X 642247.5575
P† 8800,Y 243097.6455,X 640373.5084
P† 8923,Y 242575.0362,X 642054.0250
P† 8934,Y 243161.9159,X 641014.2580
P† 8950,Y 243511.0232,X 641230.2209
P† 41013,Y 242848.7600,X 642508.8940
P† 41015,Y 242853.6730,X 642053.9610
P† 9223,Y 242098.0170,X 642251.5982
P† 9224,Y 242333.8410,X 642208.5490
P† 9226,Y 242849.2879,X 642257.3297
P† 6016,Y 242672.5468,X 642552.5181
P† 9330,Y 243626.3148,X 642092.0643
P† 9331,Y 243588.9880,X 641928.8990
P† 9334,Y 243186.2670,X 642208.7110
P† 9338,Y 242791.7690,X 641571.4880
P† 9339,Y 242811.6810,X 641479.9120
P† 9340,Y 242873.5620,X 641164.7810
P† 9344,Y 242971.7440,X 640605.2360
P† 9345,Y 242961.8950,X 640603.5080
P† 9346,Y 242972.3200,X 640544.0910
P† 9347,Y 243058.9860,X 640214.4330
P† 9348,Y 242081.7400,X 641824.5890
P† 9350,Y 242675.9970,X 641515.6140
P† 9351,Y 242451.1230,X 641415.5510
P† 9352,Y 242451.6890,X 641351.0040
P† 9354,Y 242726.7970,X 641234.1830
P† 9355,Y 242791.3140,X 640979.6880
P† 9356,Y 242669.0400,X 641662.4890
P† 9357,Y 242903.7540,X 640529.8280
P† 9358,Y 242892.3420,X 640594.8670
P† 9359,Y 242959.4800,X 640608.8330
P† 9360,Y 242611.4520,X 642162.0810
P† 9361,Y 242587.2310,X 642396.1160
P† 9362,Y 242621.2460,X 642509.7500
P† 9363,Y 242652.2449,X 642565.6418
P† 9367,Y 242944.9230,X 642457.3700
P† 9368,Y 243094.3660,X 642343.2630
P† 9369,Y 243133.7410,X 641928.8920
P† 9370,Y 243081.8900,X 641826.4850
P† 9388,Y 243072.2950,X 640825.9350
P† 9389,Y 243025.3780,X 641142.5920
P† 9390,Y 243042.8933,X 641254.4591
P† 41011,Y 243176.5690,X 642333.2530
P† 10865,Y 243118.9750,X 640402.6330
P† 10866,Y 243083.2780,X 640726.3350
P† 10867,Y 243192.0820,X 640744.2730
P† 10868,Y 243211.1500,X 640824.5360
P† 10869,Y 243289.1470,X 640825.7540
P† 10870,Y 243379.3870,X 640810.0040
P† 10877,Y 243182.0420,X 642214.8970
P† 10878,Y 243166.2540,X 642192.1740
P† 10879,Y 243268.9080,X 642120.8500
P† 10880,Y 243283.1730,X 642141.3810
P† 10881,Y 242933.2730,X 642095.1930

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.9

P† 8461,Y 249373.4116,X 640559.4208
P† 8462,Y 249088.0460,X 640520.4531
P† 8463,Y 248857.5070,X 640549.4489
P† 8465,Y 248273.1084,X 640567.2903
P† 8468,Y 247473.8379,X 640518.3854
P† 8470,Y 247073.9332,X 640509.4307
P† 8471,Y 246903.6285,X 640525.4719
P† 8472,Y 246880.1625,X 640552.0679
P† 8474,Y 246814.0977,X 641099.8017
P† 8475,Y 246823.7783,X 640918.6711
P† 8489,Y 249349.9713,X 640181.9562
P† 8490,Y 249029.5850,X 640201.3883
P† 8495,Y 247990.4201,X 639914.2763
P† 8496,Y 248200.8754,X 640119.9667
P† 8498,Y 248515.2192,X 640160.4385
P† 8499,Y 247874.8202,X 639890.2626
P† 8500,Y 247610.3992,X 639854.6596
P† 8502,Y 247485.4355,X 639851.4863
P† 8511,Y 246868.1373,X 640169.5668
P† 8517,Y 247239.2033,X 639920.2153
P† 8518,Y 247582.8818,X 639999.2030
P† 8519,Y 247732.8591,X 640001.8111
P† 8522,Y 247671.3470,X 640260.7807
P† 8523,Y 247479.2803,X 640205.4328
P† 8525,Y 246889.0913,X 640211.1716
P† 8548,Y 248876.0214,X 640174.9542
P† 8591,Y 247426.5825,X 639832.4385
P† 8642,Y 246696.4040,X 640815.3470
P† 8708,Y 248005.1130,X 639886.6880
P† 8709,Y 247879.8790,X 639860.6730
P† 8710,Y 247612.7890,X 639824.7110
P† 8711,Y 247490.5410,X 639821.6060
P† 8712,Y 247427.2250,X 639801.1140
P† 8887,Y 248639.4508,X 640164.4269
P† 8889,Y 247860.9790,X 640111.0553
P† 8890,Y 247859.2402,X 640211.0402
P† 8901,Y 246659.6491,X 640534.3046
P† 8904,Y 246668.1965,X 640203.4150
P† 9028,Y 247178.9240,X 640223.3150
P† 9033,Y 249390.0324,X 640151.9561
P† 9034,Y 249349.0623,X 640151.9562
P† 9035,Y 249120.4798,X 640165.8202
P† 9036,Y 249031.2435,X 640171.2326
P† 9037,Y 248914.8702,X 640151.2003
P† 9039,Y 248639.9902,X 640134.4288
P† 9041,Y 248517.6215,X 640130.5002
P† SEH396,Y 246707.5387,X 641158.7540
P† 8878,Y 249389.6197,X 640181.9561
P† 8942,Y 246750.9032,X 641134.7632
P† 8501,Y 247266.6338,X 639780.6711
P† 8492,Y 248855.0809,X 640171.3496
P† 9038,Y 248876.5492,X 640144.6039
P† 9042,Y 248214.6642,X 640091.4944

R/W MONUMENT POINT NUMBER
AND COORDINATE TABLE
SHEET 4.13

P† 8772,Y 241610.9954,X 642075.4015
P† 8773,Y 241819.8303,X 642000.8619
P† 8777,Y 241506.0820,X 642074.0750
P† 8844,Y 241506.4681,X 642349.5289
P† 10829,Y 252968.8500,X 641224.7300
P† 10859,Y 253189.5160,X 641073.3340

4

4

REVISION DATE 4/09/2008 9/11/2008 N.C.	DATE 4/27/07 GRID FACTOR N.A.	SCALE, FEET 0 N/A	HWY: USH 12 COUNTY: SAUK	STATE R/W PROJECT NUMBER 1674-00-22 CONSTRUCTION PROJECT NUMBER	PLAT SHEET NO: 4.17 PS&E SHEET 379	E

BEGIN PROJECT
STA. 17+44.60
X = 641,221.19
Y = 271,851.52

STA. 20+30, LT
EXIST. 15" CPCS
TO BE REMOVED

VIRGIL L. & CYNTHIA P. DICKINSON

OBLITERATING OLD ROAD

SLOPE INTERCEPTS

T.L.E.

15+00'TR3'

R/W

PC=17+18.98'AC1'

15+00'AC1'

PROPOSED USH 12

20+00

15+00

EXISTING R/W

25+00'A'

25+00

25+00'B'

S 2° 07' 21" E

CHARTER COMMUNICATIONS

T.L.E. ALLIANT ENERGY (ELECTRIC)

STRUCTURE B-56-198

POST 30+00'A'

BM

30+00

30+00'B'

WISDOT (SIGNALS)

STA. 32+88.9
14.3' RT

STA. 33+17.4
15.8' RT

35+00

JOHN K. BUCK

STA. 44+23.74=
STA. 100+00 'E'

'A' RAMP

45+00'A'

STRUCTURE B-56-196

STA. 42+68.8
63.4' LT

STA. 43+13.7
67.2' LT

STRUCTURE B-56-197

STA. 31+69.18=
STA. 100+00'MO'

CONCRETE BARRIER SINGLE-FACED 32-INCH

40+00

STA. 40+20.7
62.3' RT

STEEL PLATE BEAM GUARD

35+00'B'

'B' RAMP

STRUCTURE B-56-199

STA. 42+69.1
23.4' RT

STA. 43+12.7
21.6' RT

STRUCTURE B-56-195

40+00'B'

SOR-1

105' RAD.

MATCH LINE STA. 45+00

STA. 30+80.72
12.62' RT

STA. 31+12.87
11.40' RT

CENTURYTEL

SUMUKH, LLC

SEPTIC

ALLIANT ENERGY (GAS)

STRUCTURE R-56-27

P.L.

FINISHED ASPHALT SHOULDER POINT STA. 19+58.3, 63.0' RT
ENERGY ABSORBING TERMINAL REQ'D (SEE S.D.D.)

STA. 19+27.7
61.0' RT

SLOPE INTERCEPTS

SCENIC TRAVELER, INC.

STA. 17+82, RT & LT
~~ENERGY ABSORBING~~ BULLNOSE
TERMINALS~~S~~ REQ'D
(DEPRESSED CURB HEAD REQ'D
STA. 16+80 TO STA. 17+95)

RICHARD HUDZINSKI

CHARTER COMMUNICATIONS
ALLIANT ENERGY (ELECTRIC)

CENTURYTEL

FINISHED ASPHALT SHOULDER POINT STA. 40+54.8 64.6' RT
ENERGY ABSORBING TERMINAL REQ'D

WISCONSIN WINNEBAGO TRIBE

ROSMAN & RCM LLC

STA. 20+82, RT
EXIST. 12" CPCS
TO BE REMOVED

BENCH MARKS

ROBERT A. KAISER

MOON ROAD

95+00'E'

FERN DELL ROAD

45+00'C'

RAMP C

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~1~~	~~30+81.87, 58.57' LT~~	~~GPS TARGET POINT - T360 - REBAR~~	~~970.01~~
~~2~~	~~34+53.56, 1282.17' RT~~	~~GPS TARGET POINT - T359 - PK NAIL~~	~~965.34~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

STA. 24+78
EXIST. 24" CPRC
TO BE REMOVED

STA. 30+48
EXIST. 12" CPRC
TO BE REMOVED

STA. 31+69
B-56-197 REQ'D
TWO SPAN, 54W" GIRDER
SKEW 7°48'33"
BY OTHERS

PROPOSED PROFILE (EB)

+3.65%

-2.50%

VPI 37+00.00 'EB'
EL 1,022.29

SPECIAL DITCH - MEDIAN

STA. 33+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 43+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 40+00
1 - 36" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 13°10'56" RHF

STA. 44+23
B-56-195 REQ'D
TWO SPAN, 45W" GIRDER
SKEW 2°26'15"
BY OTHERS

VPC 27+25.00 'EB'
EL 986.71

EXISTING GROUND
K = 317
L = 1,950'

STA 98 'MO'+70 - 101'MO'+40
~~STA. 31+24~~
1 - 24" CASING PIPE
REINFORCED CONCRETE
~~SKEW 5°14'30" LHF~~

STA 98 'MO'+70 - 101'MO'+40
~~STA. 31+32~~
1 - 24" CASING PIPE
REINFORCED CONCRETE
~~SKEW 5°20'57" LHF~~

LIMITS OF EMBANKMENT CONSTRUCTION
FOR PROJECT 1674-00-72
FINAL SHAPING AND SLOPE PAVING BY OTHERS
(TYP. ALL BRIDGES)

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

SPECIAL DITCH - RT

SPECIAL DITCH - LT

VPI 17+50.00
EL 951.12

+3.65%

1000	990	980	970	960	950	940	930

15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00	40+00	41+00	42+00	43+00	44+00	45+00
942.37	945.84	949.39	953.11 952.94	956.10 956.59	958.80 960.24	961.46 963.89	963.47 967.54	965.53 971.19	967.31 974.84	968.47	969.00 978.49	969.88 982.14	970.50 985.79	970.65 989.36	971.24 992.61	970.95 995.55	972.24 998.18	972.12 1,000.49	972.28 1,002.48	971.41 1,004.16	971.47 1,005.52	971.82 1,006.57	972.45 1,007.30	973.17 1,007.72	972.05 1,007.82	969.03 1,007.61	972.72 1,007.08	973.80 1,006.24	972.93 1,005.08	972.79 1,003.60	973.54 1,001.81

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12 (EB)	SHEET 380	E

BEGIN PROJECT
STA. 17+44.60
X = 641,221.19
Y = 271,851.52

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~1~~	~~30+81.87, 58.57' LT~~	~~GPS TARGET POINT - T360 - REBAR~~	~~970.01~~
~~2~~	~~34+53.56, 1282.17' RT~~	~~GPS TARGET POINT - T359 - PK NAIL~~	~~965.34~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

PROPOSED USH 12
EXISTING R/W
VIRGIL L. & CYNTHIA P. DICKINSON
OBLITERATING OLD ROAD
SLOPE INTERCEPTS
CHARTER COMMUNICATIONS
ALLIANT ENERGY (ELECTRIC)
ALLIANT ENERGY (GAS)
CENTURYTEL
WISDOT (SIGNALS)
STRUCTURE B-56-198
STRUCTURE B-56-197
STRUCTURE B-56-199
STRUCTURE B-56-196
STRUCTURE B-56-195
STRUCTURE R-56-27
CONCRETE BARRIER SINGLE-FACED 32-INCH
STEEL PLATE BEAM GUARD
FINISHED ASPHALT SHOULDER POINT STA. 19+58.3, 63.0' RT ENGERY ABSORBING TERMINAL REQ'D (SEE S.D.D.)
FINISHED ASPHALT SHOULDER POINT STA. 40+54.8 64.6' RT ENERGY ABSORBING TERMINAL REQ'D
STA. 17+82, RT & LT ~~ENERGY ABSORBING~~ BULLNOSE TERMINAL~~S~~ REQ'D (DEPRESSED CURB HEAD REQ'D STA. 16+80 TO STA. 17+95)
SCENIC TRAVELER, INC.
SUMUKH, LLC
RICHARD HUDZINSKI
ROBERT A. KAISER
ROSMAN & RCM LLC
WISCONSIN WINNEBAGO TRIBE
JOHN K. BUCK
MOON ROAD
FERN DELL ROAD
"A" RAMP
"B" RAMP
MATCH LINE STA. 45+00
STA. 44+23.74= STA. 100+00 'E'
STA. 31+69.18= STA. 100+00'MO'
STA. 30+80.72 12.62' RT
STA. 31+12.87 11.40' RT
STA. 32+88.9 14.3' RT
STA. 33+17.4 15.8' RT
STA. 40+20.7 62.3' RT
STA. 42+68.8 63.4' LT
STA. 42+69.1 23.4' RT
STA. 43+13.7 67.2' LT
STA. 43+12.7 21.6' RT
PC 17+18.98'ACI'
PT 19+08.47'ACI'
PI 18+16.11'ACI'
PC 17+44.66
PI 18+66.29
PT 18+87.91
PC 28+60.29
PC 26+50.00 'WB'
EL 982.17
VPI 17+50.00
EL 951.12
VPI 37+00.00 'WB'
EL 1,018.39
+3.65%
+3.45%
-2.30%
K = 365
L = 2,100'
STA. 31+69 B-56-198 REQ'D TWO SPAN, 54W" GIRDER SKEW 5°59'25" BY OTHERS
STA. 44+23 B-56-196 REQ'D TWO SPAN, 45W" GIRDER SKEW 2°09'34" BY OTHERS
STA. 40+00 1 - 36" CPRC REQ'D 2 - APRON ENDWALLS REQ'D SKEW 13°10'56" RHF
PROPOSED PROFILE (WB)
EXISTING GROUND
SPECIAL DITCH - RT
SPECIAL DITCH - LT
SPECIAL DITCH - MEDIAN
LIMITS OF EMBANKMENT CONSTRUCTION FOR PROJECT 1674-00-72 FINAL SHAPING AND SLOPE PAVING BY OTHERS (TYP. ALL BRIDGES)
STA 98 'MO'+70 - 101'MO'+40 ~~STA. 31+24~~ 1 - 24" CASING PIPE REINFORCED CONCRETE ~~SKEW 5°14'30" LHF~~
STA 98 'MO'+70 - 101'MO'+40 ~~STA. 31+22~~ 1 - 24" CASING PIPE REINFORCED CONCRETE ~~SKEW 5°20'57" LHF~~

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00	40+00	41+00	42+00	43+00	44+00	45+00
942.37	945.84	949.39	953.11 952.84	956.10 956.29	958.80 959.74	961.46 963.19	963.47 966.64	965.53 970.09	967.31 973.54	968.47	969.00 976.99	969.88 980.44	970.50 983.86	970.65 987.04	971.24 989.94	970.95 992.57	972.24 994.92	972.12 997.00	972.28 998.81	971.41 1,000.35	971.47 1,001.61	971.82 1,002.59	972.45 1,003.31	973.17 1,003.75	972.05 1,003.91	969.03 1,003.80	972.72 1,003.42	973.80 1,002.77	972.93 1,001.84	972.79 1,000.64	973.54 999.16

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12 (WB)	SHEET 381 E

STA. 45+71, LT
EXIST. 12" CP
TO BE REMOVED

STA. 46+36, LT
EXIST. 12" CP
TO BE REMOVED

WISCONSIN WINNEBAGO TRIBE

WASTE MANAGEMENT OF WISCONSIN, INC.

THOMAS P. HANSON & DONALD F. CARRIG

WINCHEL

BP FARMS, LLC

VIKING BOWL PIZZA INC.

CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009.

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAILS FOR PROHIBITED PORTIONS

45+00'D'

'D' RAMP

STRUCTURE B-56-196

RAYOAK INC.

50+00'D'

R/W

MATCH LINE STA. 45+00

STA. 48+14.6
68.2' LT

STA. 48+77.2
65.0' LT

PROPOSED USH 12

50+00

STA. 45+73.9
26.0' RT

STA. 48+28.8
17.2' LT

STA. 49+58.8
26.0' LT

STRUCTURE B-56-195

STA. 45+31.6
18.6' RT

55+00'D'

55+00

55+00'C'

50+00'C'

'C' RAMP

CORINNE B. BEARD

STA. 58+75.00, 58.00' LT
STA. 58+76.62'D'

PC 61+33.16

S 44° 12' 14" W

60+00

60+00'C'

BOR-2

SLOPE INTERCEPTS

R/W

MATCH LINE STA. 75+00

70+00

BOR-3

65+00

65+00'C'

STA. 66+34.76, 58.00' RT
STA. 66+50.04 'C'

DETENTION POND B
SEE DETAILS

PI 70+12.17

R/W

JOHN K. BUCK

SAUK COUNTY

JOHN M. CONOVER

WISCONSIN WINNEBAGO TRIBE

R/W

60+00'AC2'

GIEBEL COURT

BORE

K = 286
L = 600'

PROPOSED PROFILE (EB)

EB/WB PROFILES MATCH TO STA. 323+25

VPC 53+25.00 'EB'
EL 981.67

VPT 59+25.00 'EB'
EL 972.97

VPT 46+75.00 'EB'
EL 997.92

-2.50%

SPECIAL DITCH - MEDIAN

EXISTING GROUND

-2.50%

-0.40%

VPI 56+25.00 'EB'
EL 974.17

-0.40%

STA. 51+67
1 - 36" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 14°51'02" RHF

STA 53+19.78 - STA 56+44.33
~~STA. 54+94~~
1 - 24" CASING PIPE
REINFORCED CONCRETE
~~SKEW 44°37'39" LHF~~

STA 53.30.78 - STA 56+55.33
~~STA. 55+05~~
1 - 24" CASING PIPE
REINFORCED CONCRETE
~~SKEW 44°37'39" LHF~~

STA. 60+00
1 - 24" CPRC REQ'D
2 - APRON ENDWALL REQ'D
(SLOPED)

SPECIAL DITCH - LT

SPECIAL DITCH - RT

SPECIAL DITCH - MEDIAN

STA. 69+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALLS REQ'D

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

1005	995	985	975	965	955	945	935

45+00	46+00	47+00	48+00	49+00	50+00	51+00	52+00	53+00	54+00	55+00	56+00	57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00	66+00	67+00	68+00	69+00	70+00	71+00	72+00	73+00	74+00	75+00
973.54	973.70	973.74	971.57	970.98	968.88	972.53	972.70	971.74	972.31	972.39	974.39	973.35	973.17	972.81	972.69	972.33	971.42	971.94	971.97	972.19	971.00	970.21	969.15	968.94	971.00	971.08	970.66	969.13	971.12	964.54
1,001.81	999.71	997.29	994.79	992.29	989.79	987.29	984.79	982.29	979.89	977.83	976.12	974.75	973.74	973.08	972.67	972.27	971.87	971.47	971.07	970.67	970.27	969.87	969.47	969.07	968.67	968.27	967.87	967.47	967.07	966.67

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12 (EB)	SHEET 382	E

STA. 45+71, LT
EXIST. 12"CP
TO BE REMOVED

STA. 46+36, LT
EXIST. 12"CP
TO BE REMOVED

RAYOAK, INC.

WISCONSIN WINNEBAGO TRIBE

WASTE MANAGEMENT OF WISCONSIN, INC.

THOMAS P. HANSON & DONALD F. CARRIG

WINCHEL

BP FARMS, LLC

VIKING BOWL PIZZA, INC.

CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009.

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAILS FOR PROHIBITED PORTIONS

45+00'D'

'D' RAMP

STRUCTURE B-56-196

MATCH LINE STA. 45+00

50+00'D'

R/W

STA. 48+14.6
68.2'LT

STA. 48+77.2
65.0'LT

PROPOSED USH 12

50+00

STA. 45+73.9
26.0'RT

STA. 48+28.8
17.2'LT

STA. 49+58.8
26.0'LT

STRUCTURE B-56-195

STA. 45+31.6
18.6'RT

50+00'C'

'C' RAMP

55+00'C'

55+00'D'

65+00

S 44° 12' 14" W

60+00

60+00'C'

STA. 58+75.00, 58.00'LT
STA. 58+76.62'D'

PC 61+33.16

BOR-2

SLOPE INTERCEPTS

R/W

MATCH LINE STA. 75+00

BOR-3

70+00

65+00

65+00'C'

STA. 66+34.76, 58.00'RT
STA. 66+50.04 'C'

DETENTION POND B
SEE DETAILS

PI 70+12.17

R/W

JOHN K. BUCK

SAUK COUNTY

JOHN M. CONOVER

WISCONSIN WINNEBAGO TRIBE

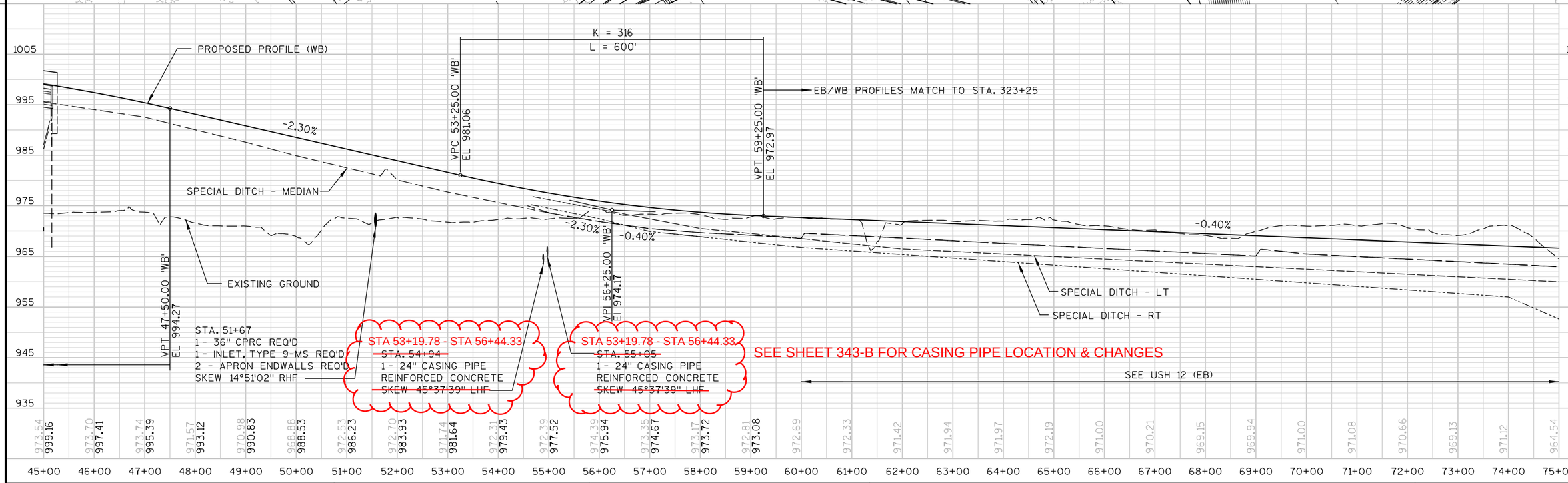
60+00'AC2'

GIEBEL COURT

BORE

CORINNE B. BEARD

P.L.



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12 (WB)	SHEET 383	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\050102a_pp.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

VIKING BOWL PIZZA, INC.

CENTURYTEL

SBC

ALLIANT ENERGY
(ELECTRIC)

R/W

SHADY LANE

R/W

ROMAN J. PERUN, TRUSTEE, OR HIS SUCCESSOR TRUSTEE,
UNDER THE JERRY S. PERUN FAMILY TRUST DATED
MARCH 26, 2004, AND ANY AMENDMENTS THERETO

N

STRUCTURE
B-56-194

STA. 91+77.00
STA. 100+00 'SL'

STEEL THRIE BEAM

SLOPE INTERCEPTS

R/W

MATCH LINE STA. 75+00

PT 77+98.11

80+00

85+00

BOR-4

S 0° 03' 12" E

90+00

95+00

100+00

BOR-5

PROPOSED USH 12

STA. 95+50
MAINTENANCE CROSSOVER

MATCH LINE STA. 105+00

R/W

DETENTION POND B
SEE DETAILS

P.L.

P.L.

STEEL THRIE BEAM
BULLNOSE TERMINAL REQ'D

R/W

DETENTION POND C
SEE DETAILS

P.L.

P.L.

JOHN R. &
CATHERINE
ABENDROTH

BETTY L. HERFORT

CARLYLE & CAROLINE
STOLESON

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~3~~	~~91+78.02, 1012.85' LT~~	~~GPS TARGET POINT T355 PK NAIL~~	~~973.26~~

SEE SJEET 274A CONTROL POINTS / BENCHMARKS

PROPOSED PROFILE

EXISTING GROUND

STA. 87+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D
SKEW 13°56'16" LHF

STA. 91+77
B-56-194
TWO SPAN, 54W" GIRDER
SKEW 0°

-0.40%

STA. 90+00
1 - 24" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
(SLOPED)

93+75
STA. ~~93+25~~
1 - 24" CASING PIPE
REINFORCED CONCRETE

STA. 103+00
1 - 24" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
(SLOPED)

STA. 79+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 87+28
1 - 38"X60" HERCP REQ'D
SKEW 13°56'16" LHF
2 - APRON ENDWALLS REQ'D

93+50
STA. ~~90+75~~
1 - 24" CASING PIPE
REINFORCED CONCRETE

STA. 95+00
1 - 24" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
(SLOPED)

SPECIAL DITCH - LT

SPECIAL DITCH - RT

SPECIAL DITCH - MEDIAN

STA. 77+62
1 - 42" CPRC REQ'D
2 - APRON ENDWALLS REQ'D

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

1000 990 980 970 960 950 940 930

964.54 966.67 | 955.06 966.27 | 949.37 965.87 | 948.15 965.47 | 954.41 965.07 | 965.52 964.67 | 969.90 964.27 | 969.74 963.87 | 969.92 963.47 | 970.43 963.07 | 970.29 962.67 | 967.51 962.27 | 959.96 961.87 | 964.83 961.47 | 969.08 961.07 | 970.17 960.67 | 971.84 960.27 | 972.13 959.87 | 971.88 959.47 | 972.37 959.07 | 972.77 958.67 | 972.72 958.27 | 973.25 957.87 | 972.73 957.47 | 972.42 957.07 | 970.78 956.67 | 970.33 956.27 | 970.13 955.87 | 970.04 955.47 | 970.57 955.07 | 971.23 954.67

75+00 76+00 77+00 78+00 79+00 80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00 93+00 94+00 95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00 105+00

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12	SHEET 384	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\050103_pp.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

HO-CHUNK NATION

PODOLAK PROPERTIES, L.L.C.

DAVID G. ANGELA &
JOHN K. VANDERVEER

RUTH E. HODGE

SLOPE INTERCEPTS

STA. 122+00.00, 58.00' LT =
STA. 121+99.72'F'

STA. 128+25.00, 58.00' RT =
STA. 128+23.54'J'

HARRISON MONUMENT FOUND
Y=262,565.47
X=638,727.31

R/W

P.L.

MATCH LINE STA. 105+00

MATCH LINE STA. 135+00

PROPOSED USH 12

'F' RAMP

'J' RAMP

BOR-6

BOR-7

S 0° 03' 12" E

125+00'F'

130+00'F'

130+00'J'

EXISTING GROUND

PROPOSED PROFILE

K = 353
L = 600'

VPC 116+50.00
EL 950.07

VPT 122+50.00
EL 952.77

VPI 119+50.00
EI 948.87

-0.40%

+1.30%

STA. 111+00
1 - 24" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
(SLOPED)

STA. 117+91
1 - 24" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
(SLOPED)

STA. 119+00
1 - 24" CASING PIPE
REINFORCED CONCRETE

STA. 126+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 132+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

SPECIAL DITCH - MEDIAN

SPECIAL DITCH - LT

SPECIAL DITCH - RT

STA. 132+25
2 - 72" CPRC REQ'D
SKEW 8°06'18" RHF
2 - MASONRY ENDWALLS REQ'D

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

990 980 970 960 950 940 930 920

971.23 954.67 | 970.49 954.27 | 970.75 953.87 | 969.64 953.47 | 969.50 953.07 | 969.96 952.67 | 970.83 952.27 | 970.80 951.87 | 970.68 951.47 | 968.92 951.07 | 966.51 950.67 | 964.49 950.27 | 963.07 949.90 | 965.54 949.79 | 963.29 949.95 | 960.62 950.40 | 960.77 951.14 | 960.67 952.15 | 959.29 953.42 | 957.92 954.72 | 958.54 956.02 | 960.77 957.32 | 958.91 958.62 | 952.26 959.92 | 948.53 961.22 | 943.08 962.52 | 938.85 963.82 | 938.42 965.12 | 938.41 966.42 | 946.61 967.72 | 957.58 969.02

105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00 118+00 119+00 120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00 132+00 133+00 134+00 135+00

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12	SHEET 385	E

PODOLAK PROPERTIES, L.L.C.

SAUK COUNTY EMERGENCY MGMT.

HO-CHUNK NATION

N. REEDSBURG RD.

SLOPE INTERCEPTS

R/W

140+00'F'

'F' RAMP

CENTURYTEL

ALLIANT ENERGY (GAS)

ALLIANT ENERGY (ELECTRIC)

DAVID H. ENGFORD & MONA J. ENGFORD AS CO-TRUSTEES OF THE ENGFORD FAMILY TRUST

STA.140+70.61
21.6' RT

STA 140+04.3
26.0' RT

STRUCTURE B-56-192

STA. 148+21.3
66.4' LT

STA. 148+57.6
64.0' LT

P.L.

150+00'G'

R/W

'G' RAMP

155+00'G'

160+00'G'

STA. 161+75.00, 58.00' LT =
STA. 161+76.45'G'

MATCH LINE STA. 135+00

140+00

145+00

150+00

155+00

160+00

S 0° 03' 12" E

BOR-8

BOR-9

PROPOSED USH 12

MATCH LINE STA. 165+00

160+00'H'

155+00'H'

STA. 149+25.0
26.0' LT

STA. 148+58.8
21.6' LT

'H' RAMP

STA. 140+71.8
64.0' RT

STA. 141+08.11
66.4' RT

STRUCTURE B-56-193

STA. 144+64.68
STA. 100+00'NR'

P.L.

150+00'H'

140+00'J'

'J' RAMP

R/W

RUTH E. HODGE

CENTER OF SECTION
1¼" IRON PIPE FOUND
Y=259,950.76
X=638,743.72

HO-CHUNK NATION

ROMAN A. STATZ & BEATRICE T. STATZ

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~4~~	~~144+51.76, 814.85' RT~~	~~GPS TARGET POINT T349 PK NAIL~~	~~962.23~~
~~5~~	~~144+79.19, 772.99' LT~~	~~GPS TARGET POINT T350 REBAR~~	~~964.21~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

STA. 144+64
B-56-192/193 REQ'D
TWO SPAN, 45W" GIRDER
SKEW 0°
BY OTHERS

VPI 147+50.00
EL 985.27

+1.30%

-0.30%

STA. 140+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D
SKEW 13°38'51" LHF

PROPOSED PROFILE

STA. 146+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 152+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 158+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

SPECIAL DITCH - MEDIAN

VPC 143+00.00
EL 979.42

VPT 152+00.00
EL 983.92

LIMITS OF EMBANKMENT CONSTRUCTION
FOR PROJECT 1674-00-72
FINAL SHAPING AND SLOPE PAVING BY OTHERS
(TYP. ALL BRIDGES)

K = 563
L = 900'

EXISTING GROUND

STA. 140+62
1 - 48" CPRC REQ'D
SKEW 13°38'51" LHF
2 - APRON ENDWALLS REQ'D

1010 1000 990 980 970 960 950 940

957.58 969.02 | 959.76 970.32 | 961.74 971.62 | 963.12 972.92 | 959.98 974.22 | 953.02 975.52 | 950.07 976.82 | 954.97 978.12 | 958.11 979.42 | 958.10 980.63 | 957.14 981.66 | 954.84 982.52 | 954.52 983.20 | 954.77 983.70 | 954.84 984.02 | 956.88 984.16 | 958.23 984.13 | 957.58 983.92 | 959.01 983.62 | 960.76 983.32 | 962.31 983.02 | 963.65 982.72 | 965.98 982.42 | 965.88 982.12 | 964.75 981.82 | 964.87 981.52 | 964.80 981.22 | 964.22 980.92 | 964.56 980.62 | 965.70 980.32 | 965.62 980.02

135+00 136+00 137+00 138+00 139+00 140+00 141+00 142+00 143+00 144+00 145+00 146+00 147+00 148+00 149+00 150+00 151+00 152+00 153+00 154+00 155+00 156+00 157+00 158+00 159+00 160+00 161+00 162+00 163+00 164+00 165+00

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12	SHEET 386	E

HO-CHUNK NATION
DIVISION OF HEALTH
(WATER LINE)

HO-CHUNK NATION

WELL

DAVID A. LEATHERBERRY

LAWRENCE G. KORY AND LUCILLE E. KORY,
TRUSTEES, OR THEIR SUCCESSORS OF TRUST,
UNDER THE KORY LIVING TRUST, DATED
JUNE 4, 2002 AND ANY AMENDMENTS THERE TO.

N

MATCH LINE STA. 165+00

PC 168+13.15

P.L.

R/W

170+00

175+00

180+00

185+00

190+00

PROPOSED USH 12

MATCH LINE STA. 195+00

STA. 182+50
MAINTENANCE CROSSOVER

STA. 188+99.58, 58.00' LT =
STA. 189+03.50'K'

190+00'K'

STA. 168+49.75, 58.07' RT =
STA. 168+50.86'H'

HARRISON MONUMENT FOUND
Y=257,335.00
X=638,760.75

SLOPE INTERCEPTS

PI 182+02.91

ROMAN A. STATZ &
BEATRICE T. STATZ

PROPOSED PROFILE

EXISTING GROUND

-0.30%

SPECIAL DITCH - MEDIAN

STA. 165+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 166+00
1 - 24" CASING PIPE
REINFORCED CONCRETE

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

STA. 172+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 178+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 182+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

STA. 188+00
1 - 24" CPRC REQ'D
1 - SLOPED ENDWALL REQ'D
1 - APRON ENDWALL REQ'D

STA. 192+00
1- 24" CPRC REQ'D
1- INLET, TYPE 9-MS REQ'D
1- APRON ENDWALL REQ'D

SPECIAL DITCH - LT

SPECIAL DITCH - RT

1005 995 985 975 965 955 945 935

965.62 980.02 | 965.10 979.72 | 964.84 979.42 | 964.72 979.12 | 963.41 978.82 | 962.59 978.52 | 965.42 978.22 | 967.21 977.92 | 965.78 977.62 | 966.57 977.32 | 966.74 977.02 | 965.85 976.72 | 966.37 976.42 | 966.83 976.12 | 967.05 975.82 | 967.69 975.52 | 967.71 975.22 | 967.46 974.92 | 967.21 974.62 | 966.51 974.32 | 966.45 974.02 | 966.19 973.72 | 965.96 973.42 | 966.08 973.12 | 965.25 972.82 | 966.62 972.52 | 966.70 972.22 | 966.62 971.92 | 967.08 971.62 | 967.32 971.32 | 968.04 971.02

165+00 166+00 167+00 168+00 169+00 170+00 171+00 172+00 173+00 174+00 175+00 176+00 177+00 178+00 179+00 180+00 181+00 182+00 183+00 184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00 193+00 194+00 195+00

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12	SHEET 387	E

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~6~~	~~210+38.95, 149.67' RT~~	~~GPS TARGET PT T345 REBAR~~	~~965.01~~
~~7~~	~~216+18.46, 1089.55' LT~~	~~GPS TARGET PT T346 PK~~	~~973.80~~

SEE SHEET 274A CONTROL POINTS / BENCH MARKS

GORDON HARTMANN

DONALD F. CARRIG & THOMAS P. HANSON

N

MATCH LINE STA. 195+00

MATCH LINE STA. 225+00

PT 195+74.99

P.L.E.

P.L.

R/W

200+00'K'

205+00'K'

210+00'K'

'K' RAMP

215+00'L'

'L' RAMP

220+00'L'

CENTURY TEL

STRUCTURE B-56-191

STEEL THRIE BEAM

STA. 211+30.74 = STA. 100+00'R'

SLOPE INTERCEPTS (TYP.)

PROPOSED USH 12

200+00

205+00

210+00

215+00

220+00

BOR-10

BOR-11 S 15° 52' 39" E

200+00'N'

205+00'N'

210+00'N'

215+00'M'

220+00'M'

'N' RAMP

'M' RAMP

STEEL THRIE BEAM BULLNOSE TERMINAL REQ'D.

CHARTER COMMUNICATIONS (4 LINES)

BM

EXISTING R/W (TYP.)

STA. 195+75.00, 58.00' RT = STA. 195+73.50'N'

ALLIANT ENERGY (ELECTRIC)

210+00'M'

GORDON HARTMANN

DETENTION POND D SEE DETAILS

CRAIG M. & ELAINE DITTRICH

WIS 33

JOHN PATRICK MEEGAN & MARY LUCILLE MEEGAN, TRUSTEES, OR THEIR SUCCESORS IN TRUST, UNDER THE JOHN PATRICK AND MARY LUCILLE MEEGAN LIVING TRUST, DATED JANURARY 15, 1999 AND ANY AMENDMENTS THERE TO.

5

5

STA. 211+30
B-56-191 REQ'D
TWO SPAN, 54W" GIRDER
SKEW 14°40'10"
BY OTHERS

K = 533
L = 400'

VPC 203+75.00 EL 968.39

VPT 207+75.00 EL 968.69

PROPOSED PROFILE

-0.30%

+0.45%

SPECIAL DITCH MEDIAN

STA. 198+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

EXISTING GROUND

VPI 205+75.00 EL 967.79

STA. 204+50
1 - 48" CPRC REQ'D
3 - INLETS, TYPE 9-MS REQ'D
2 - APRON ENDWALLS REQ'D

STA. 212+70
1 - 24" CPRC REQ'D
2 - APRON ENDWALL REQ'D
SKEW 17°57'45" LHF

STA. 215+00
1 - 24" CPRC REQ'D
~~2~~ 1 - SLOPED ENDWALLS REQ'D
~~1 APRON ENDWALL REQ'D~~

SPECIAL DITCH - RT

SPECIAL DITCH - LT

STA. 224+82
1 - 48" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 5°29'27" RHF

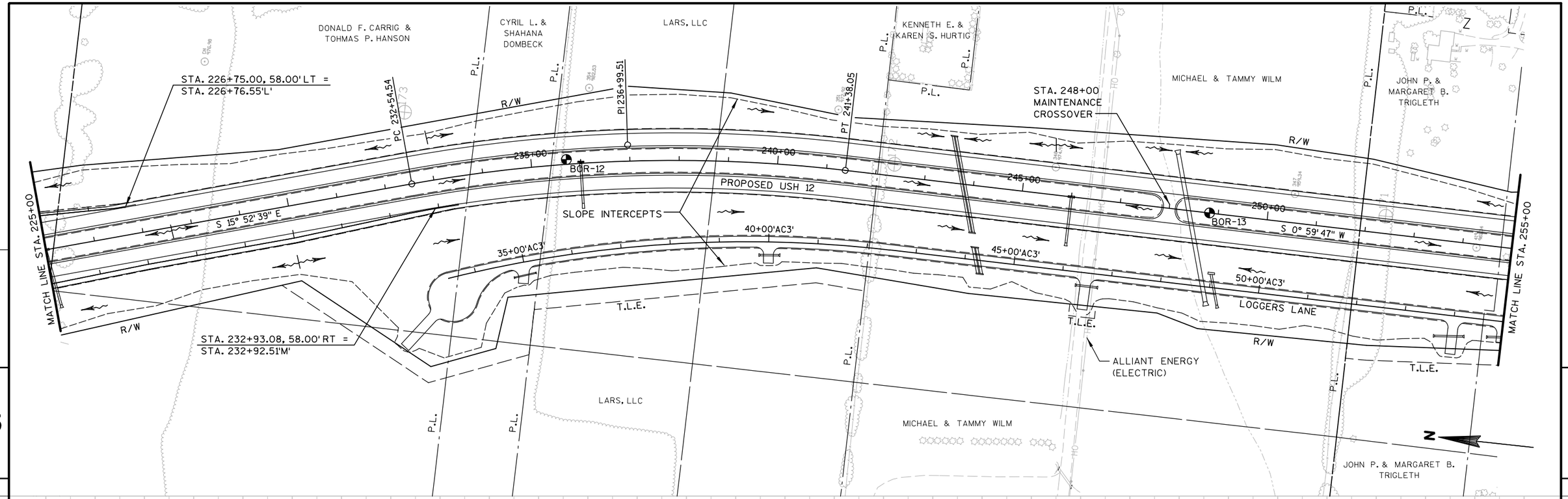
VPC 225+00.00 EL 976.46

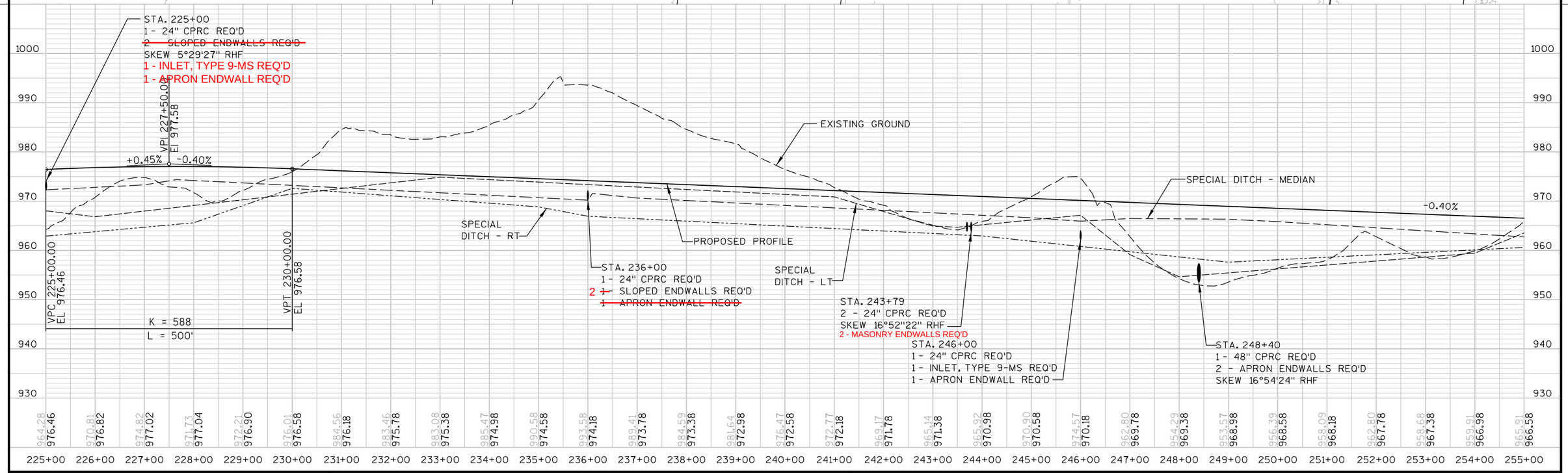
1000 990 980 970 960 950 940 930

968.04 971.02 | 968.67 970.72 | 968.49 970.42 | 967.94 970.12 | 967.97 969.82 | 968.20 969.52 | 968.63 969.22 | 967.56 968.92 | 967.39 968.62 | 964.74 968.32 | 960.42 968.17 | 963.03 968.19 | 967.38 968.41 | 967.68 968.81 | 967.27 969.26 | 967.34 969.71 | 966.17 970.16 | 969.13 970.61 | 969.51 971.06 | 969.54 971.51 | 969.46 971.96 | 969.82 972.41 | 971.09 972.86 | 971.25 973.31 | 971.17 973.76 | 970.62 974.21 | 966.89 974.66 | 965.54 975.11 | 966.46 975.56 | 964.97 976.01 | 964.28 976.46

195+00 196+00 197+00 198+00 199+00 200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12	SHEET 388	E





PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12	SHEET 389 E

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~8~~	~~277+52.12, 976.26' RT~~	~~GPS TARGET PT - T339 - PK~~	~~963.24~~
9	277+64.68, 808.98' LT	GPS TARGET PT - T340 - REBAR	968.82

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

STA. 264+81, LT
EXIST. 18"
TO BE REMOVED

LIVING HOPE CHURCH
ROBERT E. BERGMAN
WILLIAM R. BROWN
KURY & YVONNE FUNMAKER
ROBERT L. LUCE, ETAL
GARY E. WEGNER
CENTURY TEL
ALLIANT ENERGY (ELECTRIC)
GALE GETSCHMAN
OLD 33
WILLIAM & CORINNE BEARD
LOUIE & CRYSTAL WELLS
WILLIAM & TILDER WELLS
GARY J. ZELLMER

MATCH LINE STA. 255+00
MATCH LINE STA. 285+00

PROPOSED USH 12
S 0° 59' 47" W
BOR-14
BOR-15
SLOPE INTERCEPTS
60+00'AC3'
65+00'AC3'
70+00'AC3'
LOGGERS LANE
T.L.E.
R/W
P.L.
SEPTIC
SEPV

STA. 278+03.36 =
STA. 100+00'Q'
STEEL THRIE BEAM
STEEL THRIE BEAM
BULLNOSE TERMINAL REQ'D.
STRUCTURE
B-56-190
PC 282+02.70'TR4'

STA. 278+03
B-56-190 REQ'D
TWO SPAN, 54W" GIRDER
SKEW 0°
BY OTHERS

STA. 257+00
1 - 24" CPRC REQ'D
2 ~~1~~ - SLOPED ENDWALLS REQ'D
~~1 - APRON ENDWALL REQ'D~~

SPECIAL DITCH - RT
SPECIAL DITCH - LT

STA. 266+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D
SKEW 5°45'17" RHF

STA. 265+58
1 - 48" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 5°45'17" RHF

EXISTING GROUND
-0.40%
PROPOSED PROFILE

STA. 273+00
1 - 24" CPRC REQ'D
2 ~~1~~ - SLOPED ENDWALLS REQ'D
~~1 - APRON ENDWALL REQ'D~~

STA. 276+00
1 - 24" CPRC REQ'D
2 ~~1~~ - SLOPED ENDWALLS REQ'D
~~1 - APRON ENDWALL REQ'D~~

276+50
STA. ~~277+25~~
1 - 24" CASING PIPE
REINFORCED CONCRETE

276+65
STA. ~~277+35~~
1 - 30" CASING PIPE
REINFORCED CONCRETE

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

SPECIAL DITCH - MEDIAN

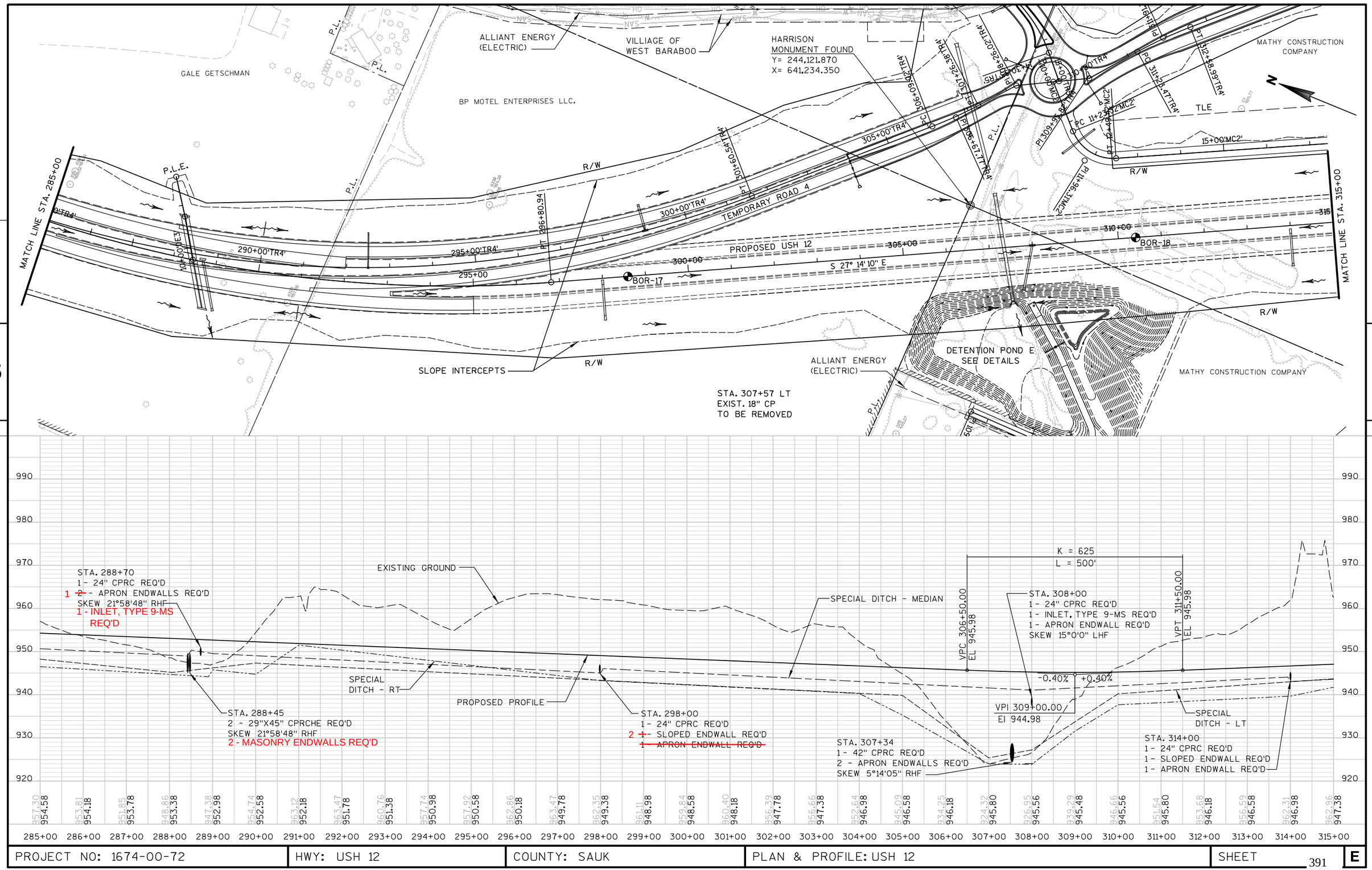
STA. 281+00
1 - 24" CPRC REQ'D
1 - SLOPED ENDWALLS REQ'D
1 - APRO ENDWALL REQ'D

995 985 975 965 955 945 935 925

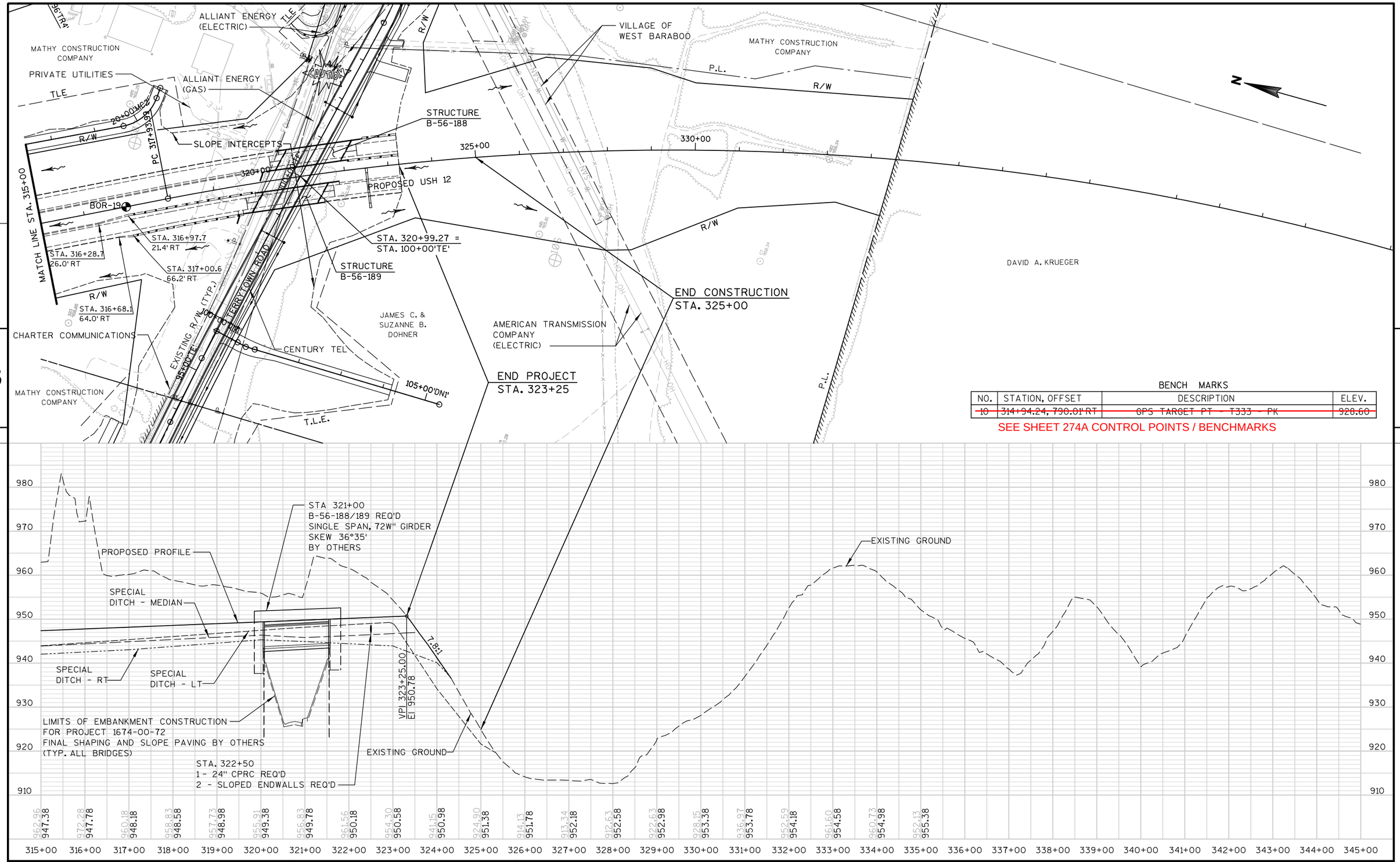
965.91 966.58 | 976.36 966.18 | 976.45 965.78 | 975.01 965.38 | 972.60 964.98 | 973.40 964.58 | 977.60 964.18 | 979.63 963.78 | 975.85 963.38 | 959.17 962.98 | 948.16 962.58 | 948.68 962.18 | 959.30 961.78 | 952.79 961.38 | 962.70 960.98 | 972.74 960.58 | 974.82 960.18 | 972.83 959.78 | 972.13 959.38 | 971.51 958.98 | 970.76 958.58 | 970.03 958.18 | 968.97 957.78 | 969.62 957.38 | 968.22 956.98 | 967.53 956.58 | 967.66 956.18 | 967.11 955.78 | 965.56 955.38 | 962.63 954.98 | 957.30 954.58

255+00 256+00 257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00 271+00 272+00 273+00 274+00 275+00 276+00 277+00 278+00 279+00 280+00 281+00 282+00 283+00 284+00 285+00

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12	SHEET 390	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12	SHEET 391 E



BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~10~~	~~314+94.24, 790.01' RT~~	~~GPS TARGET PT - T333 - PK~~	~~928.60~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: USH 12	SHEET 392	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\050111_pp.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

ANTIQUE MALL OF WISCONSIN DELLS LLC

STA. 28+05, RT
EXIST. 18" CPCS
TO BE REMOVED

STRUCTURE R-56-27 REQ'D

25+00.00'A' =
25+00.00, 53' LT
ALLIANT ENERGY (ELECTRIC)

CHARTER COMMUNICATIONS

T.L.E.

EXISTING R/W

25+00'A'

S 2° 07' 21" E

T.L.E.

TEMP. ROAD

T.L.E.

PC 28+94.39'A'

PI 29+49.01'A'

PT 30+03.61'A'

30+00'A'

BM

WISDOT (SIGNALS)

30+00

25+00

PC 28+60.29

25+00'B'

CAUTION

CAUTION

30+00'B'

'B' RAMP

CENTURYTEL

EXISTING R/W

SLOPE INTERCEPTS

P.L.

SUMUKH, LLC

POOL

ALLIANT ENERGY (GAS)

ALLIANT ENERGY
(ELECTRIC)

31+76.34'B'
98+80.08'MO'

MOON ROAD

CENTURYTEL

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~1~~	~~30+87.76'A', 0.71' LT~~	~~GPS TARGET POINT T360 REBAR~~	~~970.01~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

R/W

31+70.77 'A'
100+64.31 'MO'

ALLIANT ENERGY (GAS)

ALLIANT ENERGY
(ELECTRIC)

31+69.18
100+00.00'MO'

S 0° 49' 36" W

STRUCTURE
B-56-198

STRUCTURE
B-56-197

STRUCTURE
B-56-199

100+00

SUSAN KERHULAS

STA. 39+92, LT
EXIST. 18"
TO BE REMOVED

CHARTER COMMUNICATIONS

PC 35+32.11'A'

35+00'A'

CAUTION

'A' RAMP

PI 38+61.20'A'

STEEL PLATE BEAM GUARD REQ'D

MATCHLINE STA. 40+00'A'

CENTURYTEL

ALLIANT ENERGY
(ELECTRIC)

35+00

PROPOSED USH 12

WISCONSIN WINNEBAGO TRIBE

40+00

N

5

5

BEGIN CONSTRUCTION
STA. 30+50.00'A'

VPI 30+50.00'A'
EL 995.42

+2.28%

BEGIN RAMP 'A' PROFILE
STA. 30+50.00'A'

VPC 31+75.00'A'
EL 998.27

+2.28%

-3.31%

FINISHED PROFILE

VPI 36+25.00
EL 1,008.53

B-56-198 REQ'D
TWO SPAN, 54W" GIRDER
SKEW 5°59'25"
(BY OTHERS)

LIMITS OF EMBANKMENT CONSTRUCTION
FOR PROJECT 1674-00-72
FINAL SHAPING AND SLOPE PAVING BY OTHERS
(TYP. ALL BRIDGES)

K = 161
L = 900'

MATCH MAINLINE PROFILE
SEE DETAIL SHEETS

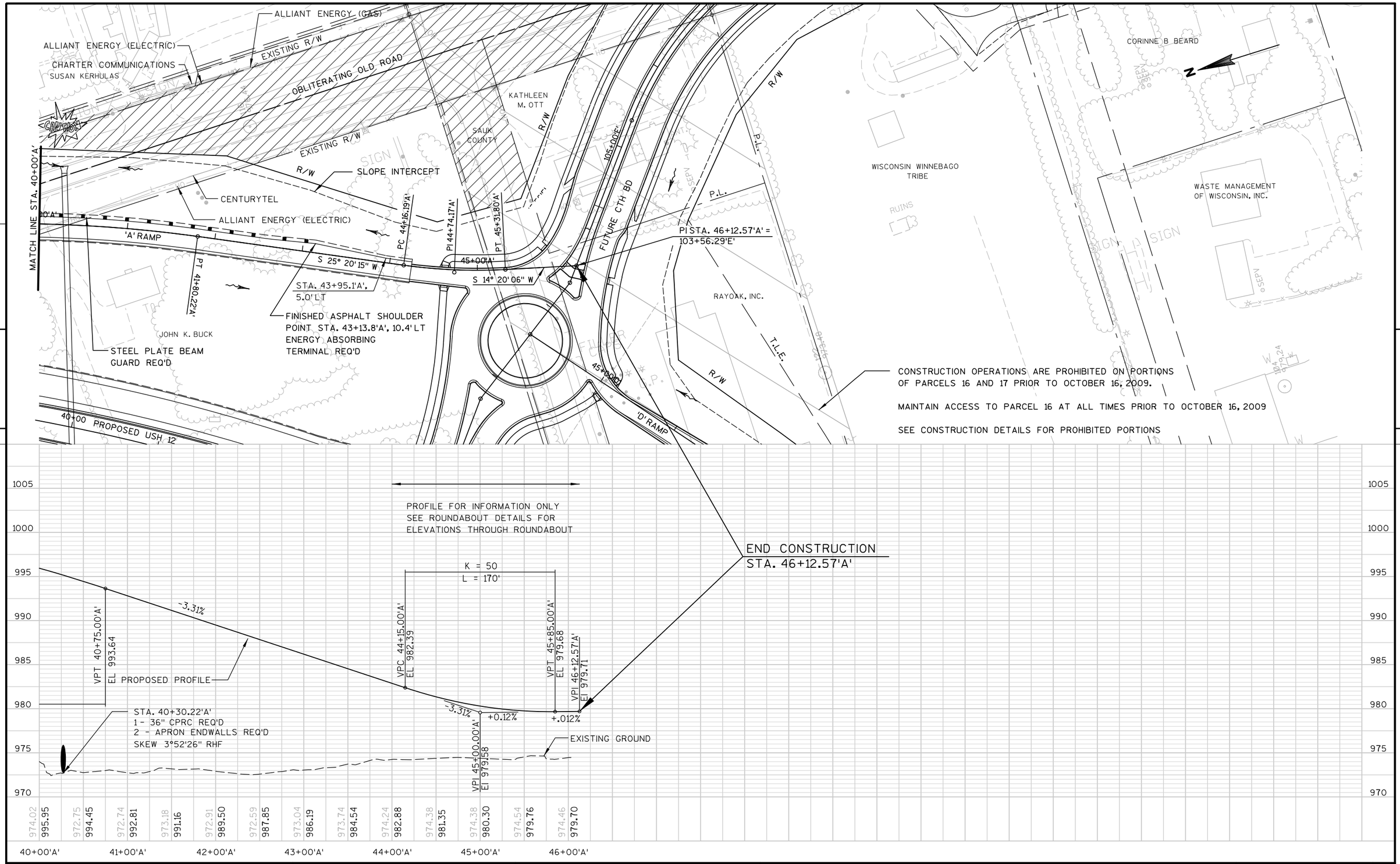
EXISTING GROUND

1005
1000
995
990
985
980
975
970

966.26	966.84	967.60	967.80	968.34	968.39	968.35	969.85	969.99	970.10	969.73	969.85	969.97	971.85	970.66	971.36	971.26	971.17	970.96	971.75	971.78	971.52	971.46	973.68	972.99	974.26	974.99	975.36	975.27	974.59	974.02
						987.23	989.35	991.40	992.97	994.22	995.42	996.56	997.70	998.82	999.81	1,000.63	1,001.31	1,001.83	1,002.19	1,002.40	1,002.45	1,002.35	1,002.09	1,001.68	1,001.11	1,000.39	999.51	998.48	997.29	995.95

25+00'A' | 26+00'A' | 27+00'A' | 28+00'A' | 29+00'A' | 30+00'A' | 31+00'A' | 32+00'A' | 33+00'A' | 34+00'A' | 35+00'A' | 36+00'A' | 37+00'A' | 38+00'A' | 39+00'A' | 40+00'A'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: A RAMP	SHEET 393	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: A RAMP	SHEET 394 E

PROPOSED USH 12

BM

STRUCTURE B-56-197

STRUCTURE B-56-199

31+76.34'B' = 98+80.08'MO'

STA. 32+76.7'B' 19.4' LT

PI 30+15.56'B'

30+00'A'

30+00

30+00'B'

PC 28+60.29

CAUTION

WISDOT (SIGNALS)

CENTURYTEL

CHARTER COMMUNICATIONS

ALLIANT ENERGY (ELECTRIC)

ALLIANT ENERGY (GAS)

ALLIANT ENERGY (ELECTRIC)

EXISTING R/W

PC 27+50.01'B'

SUMUKH, LLC

STRUCTURE R-56-27 REQ'D

P.L.

RICHARD HUDZINSKI

MOON ROAD

PT 32+69.13'B'

STA. 32+90.5'B' 18.0' LT

STEEL PLATE BEAM GUARD REQ'D

35+00'B'

'B' RAMP

S 27° 00' 56" W

STA. 36+43.1'B' 5.0' RT

STA. 36+19.3'B' 8.5' RT

R/W

SLOPE INTERCEPT

CENTURYTEL

JOHN K. BUCK

STA. 40+15.3'B' 18.0' LT

STA. 40+30.0'B' 19.5' LT

PI 41+06.54'B'

40+00'B'

42+86.93'B' = 97+21.38'E'

FUTURE CTH "BD"

STA. 40+30.0'B' 8.5' RT

STA. 39+95.8'B' 5.0' RT

PC 39+19.55'B'

P.L.

WISCONSIN WINNEBAGO TRIBE

R/W

FERN DELL ROAD

95+00'E

R/W

45

5

5

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~1~~	~~30+47.92'B', 150.24'LT~~	~~CPS TARGET POINT - T360 - REBAR~~	~~970.01~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

BEGIN CONSTRUCTION
STA. 28+50.00'B'

VPI 28+50.00'B'
EL 989.07

VPC 28+50'B'
EL 989.08

+2.18%

+2.18%

VPI 33+50.00'B'
EL 999.97

+2.18%

-4.00%

PROPOSED PROFILE

STA. 31+76 'B'
B-56-199 REQ'D
TWO SPAN, 45W" GIDER
SKEW 22°15'42"
(BY OTHERS)

LIMITS OF EMBANKMENT CONSTRUCTION
FOR PROJECT 1674-00-72
FINAL SHAPING AND SLOPE PAVING BY OTHERS
(TYP. ALL BRIDGES)

STA. 39+84.46'B'
1 - 36" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 15°52'26" RHF

EXISTING GROUND

K = 162
L = 999'

VPT 38+49'B'
EL 980.01

VPC 38+80'B'
EL 978.80

K = 64
L = 320'

VPT 42+00'B'
EL 974.01

VPI 46+86.93'B'
EL 974.88

+1.00%

-4.00%

+1.00%

VPI 40+40.00'B'
EL 972.40

END CONSTRUCTION
STA. 42+86.93'B'

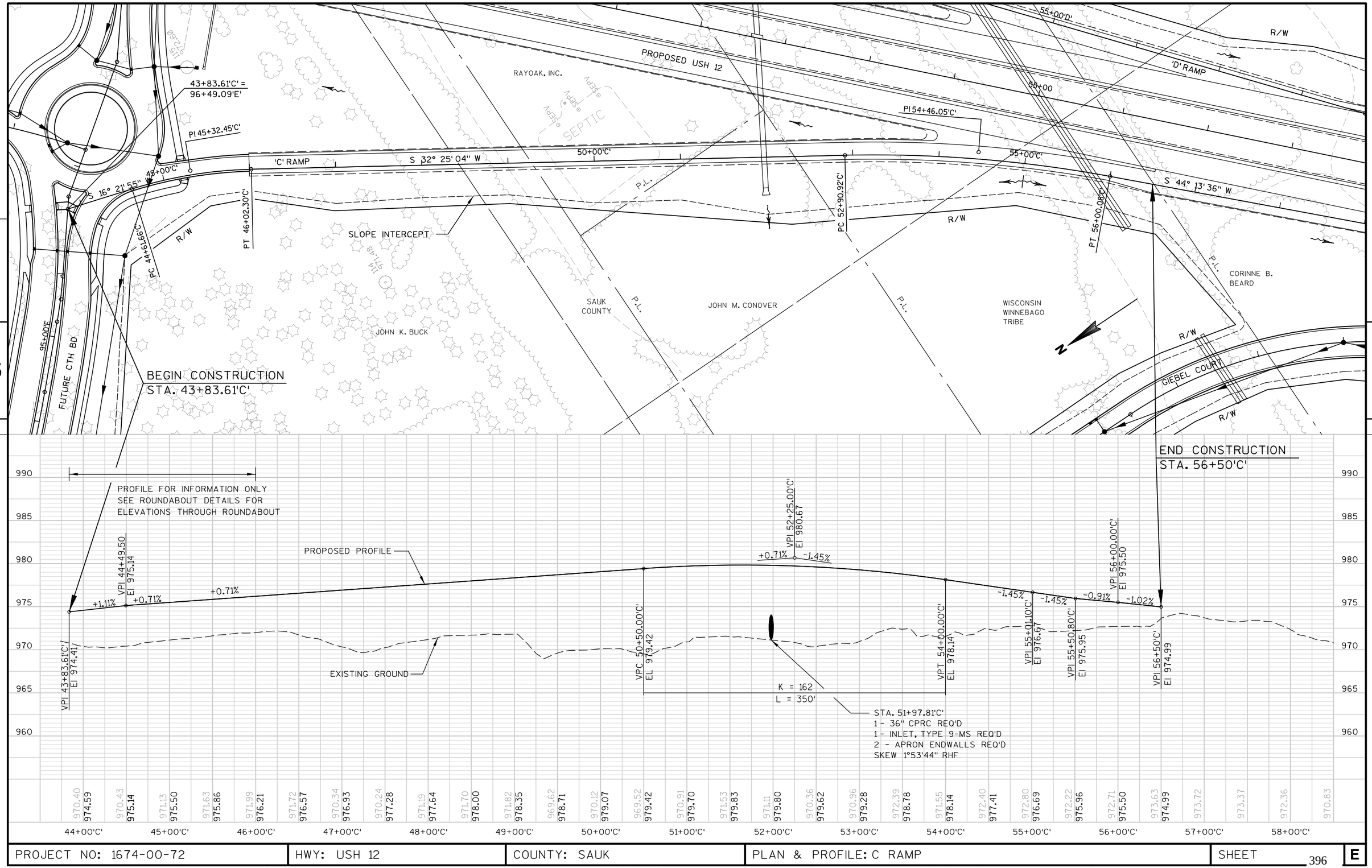
PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

1000 995 990 985 980 975 970 965

970.07	970.47	971.49	971.11	970.81	970.48	970.67	971.62	970.47	970.35	970.79	970.87	971.08	971.69	972.11	972.20	972.70	972.65	973.10	973.70	973.68	972.31	970.10	966.60	965.70	968.58	970.33	971.48	971.78	971.71
987.98	989.07	990.08	990.94	991.65	992.20	992.59	992.84	992.92	992.86	992.63	992.26	991.73	991.04	990.20	989.21	988.06	986.75	985.30	983.68	981.92	980.00	978.03	976.38	975.13	974.26	973.79	973.70	974.01	974.51

28+00'B' 29+00'B' 30+00'B' 31+00'B' 32+00'B' 33+00'B' 34+00'B' 35+00'B' 36+00'B' 37+00'B' 38+00'B' 39+00'B' 40+00'B' 41+00'B' 42+00'B'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: B RAMP	SHEET 395	E



5

5

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: C RAMP	SHEET 396	E

CONSTRUCTION OPERATIONS ARE PROHIBITED ON PORTIONS OF PARCELS 16 AND 17 PRIOR TO OCTOBER 16, 2009.

MAINTAIN ACCESS TO PARCEL 16 AT ALL TIMES PRIOR TO OCTOBER 16, 2009

SEE CONSTRUCTION DETAILS FOR PROHIBITED PORTIONS

44+03.84'D' =
102+61.87'E'

T.L.E.

RAYOAK, INC.

WISCONSIN WINNEBAGO TRIBE

WASTE MANAGEMENT OF WISCONSIN, INC.

THOMAS F. HANSON & DONALD F. CARRIG

CORRINE B. BEARD

SLOPE INTERCEPT

STA. 58+76.62'D' =
STA. 58+75.00, 56.00'LT

PC 47+51.67'D'

PI 48+27.43'D'

PT 49+02.90'D'

PT 53+70.00'D'

PI 58+76.62'D'

R/W

STA. 46+50.0'D'
8.5'LT

45+00'D'

50+00'D'

'D' RAMP

PC 51+15.50'D'

55+00'D'

STA. 46+85'D'
5.0'LT

STA. 46+65.0'D'
18.0'RT

STA. 46+50.0'D'
19.5'RT

PI 52+43.06'D'

56+00

SAUK COUNTY

FUTURE CTH BD

STRUCTURE B-56-196

PROPOSED USH 12

50+00

55+00'C' 'C' RAMP

BEGIN CONSTRUCTION
STA. 44+03.84'D'

END CONSTRUCTION
STA. 56+64.04'D'

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

PROPOSED PROFILE

EXISTING GROUND

VPI 51+50.00'D'
EI 981.72

+0.50%

-1.39%

-0.73%

+0.50%

VPI 44+03.84'D'
EI 979.00

VPI 44+85.69'D'
EI 978.40

VPC 49+78.54'D'
EL 980.86

VPT 53+21.46'D'
EL 979.34

STA. 51+28.53'D'
1 - 36" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 28°39'8" RHF

K = 181
L = 343'

-1.39%

-1.34%

-1.22%

-1.02%

-0.88%

-0.70%

VPI 55+51.80'D'
EI 976.13

VPI 56+01.90'D'
EI 975.46

VPI 56+50.90'D'
EI 974.86

VPI 57+01.10'D'
EI 974.35

VPI 57+51.20'D'
EI 973.91

995 990 985 980 975 970 965 960

973.90 978.66 | 974.59 978.47 | 974.28 978.72 | 974.68 978.97 | 974.77 979.22 | 974.76 979.47 | 974.60 979.72 | 973.72 979.97 | 973.08 980.22 | 972.65 980.47 | 973.68 980.72 | 974.15 980.96 | 974.79 981.08 | 973.83 981.06 | 972.88 980.91 | 972.86 980.62 | 972.78 980.19 | 972.77 979.62 | 972.49 978.94 | 972.37 978.24 | 972.48 977.55 | 974.62 976.85 | 973.52 976.16 | 973.33 975.49 | 973.09 974.87 | 973.25 974.36 | 974.23 973.92 | 972.99 973.57 | 972.55

44+00'D' 45+00'D' 46+00'D' 47+00'D' 48+00'D' 49+00'D' 50+00'D' 51+00'D' 52+00'D' 53+00'D' 54+00'D' 55+00'D' 56+00'D' 57+00'D' 58+00'D'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: D RAMP	SHEET 397	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\d ramp\050101_d_pp.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

HO-CHUNK NATION

P.L.

PODOLAK PROPERTIES, L.L.C.

R/W

SLOPE INTERCEPT

PC 132+49.77'F'

PT 135+32.26'F'

0+00'F'

S 01° 11' 58" E

+00

135+00'F'

PI 133+91.43'F'

'J'

'J' RAMP

135+00

PROPOSED USH 12

140+00

BEGIN CONSTRUCTION
STA. 130+50.00'F'

29.4'J'

PI 134+19.44'J'

S 11° 59' 23" E

'F' RAMP

140+00'F'

R/W

STA. 145+11.31'F' =
STA. 103+32.42'NR'

105+00'NR

N. REEDSBURG ROAD

S 11° 59' 23" E

PI 143+49.93'F'

PC 143+71.36'F'

PI 144+11.87'F'

PT 144+51.81'F'

145+00'F'

CAUTION

SAUK COUNTY EMERGENCY MANAGEMENT

CENTURYTEL

END CONSTRUCTION
STA. 145+11.31'F'

ALLIANT ENERGY (GAS)

ALLIANT ENERGY (ELECTRIC)

VPI 136+50.00'F'
EI 968.59

+0.86% -1.40%

K = 43
L = 100'

VPC 142+50.00'F'
EL 960.19

VPT 143+50.00'F'
EL 959.94

VPI 132+00.00'F'
EI 964.72

+0.86%

+1.26% +1.26%

VPI 131+50.00'F'
EI 964.09

PROPOSED PROFILE

EXISTING GROUND

VPC 132+00.00'F'
EL 964.72

K = 398
L = 900'

VPT 141+00.00'F'
EL 962.29

-1.40% +0.90%

VPI 143+00.00'F'
EI 959.49

VPI 145+11.31'F'
EI 961.39

STA. 132+14
2 - 72" CPRC REQ'D
SKEW 6°57'31" RHF
2 - MASONRY ENDWALLS REQ'D

STA. 141+33'F'
1 - 48" CPRC REQ'D
1 - APRON ENDWALL REQ'D
SKEW 25°35'02" LHF

STA. 143+00'F'
1 - 24" CPRC REQ'D
2 - APRON ENDWALLS REQ'D

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

970 965 960 955 950 945 940 935

940.63 962.83 | 939.27 963.46 | 939.11 964.09 | 938.76 964.72 | 938.70 965.12 | 939.61 965.45 | 943.22 965.73 | 949.78 965.94 | 956.42 966.09 | 958.19 966.17 | 958.65 966.19 | 959.35 966.15 | 960.04 966.05 | 961.30 965.88 | 962.90 965.65 | 964.80 965.36 | 964.21 965.01 | 962.07 964.59 | 958.92 964.11 | 955.52 963.56 | 952.86 962.96 | 951.78 962.29 | 952.41 961.59 | 954.06 960.89 | 954.61 960.19 | 954.43 959.78 | 954.89 959.94 | 955.81 960.39 | 956.45 960.84 | 961.29

131+00'F' 132+00'F' 133+00'F' 134+00'F' 135+00'F' 136+00'F' 137+00'F' 138+00'F' 139+00'F' 140+00'F' 141+00'F' 142+00'F' 143+00'F' 144+00'F' 145+00'F'

5 5

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: F RAMP	SHEET 398	E

HO-CHUNK NATION

CENTURYTEL

S 0° 03' 12" E

S 12° 24' 02" W

STA. 146+75.0'G'
8.5' LT

STA. 147+10.0'G'
5.0' LT

R/W

SLOPE INTERCEPT

P.L.

PC 145+81.66'G'

PT 146+14.70'G'

PI 146+24.43'G'

PI 147+09.72'G'

145+00'G'

150+00'G'

'G' RAMP

S 10° 17' 00" W

PC 155+19.04'G'

R/W

PT 156+69.91'G'

155+00'G'

S 04° 31' 14" W

PI 155+94.54'G'

CAUTION

PI 145+98.25'G'

PC 146+63.14'G'

PT 147+56.05'G'

DAVID H. ENGFORD &
MONA J. ENGFORD
AS CO-TRUSTEES OF
THE ENGFORD FAMILY TRUST

STA. 146+90.5'G'
18.0' RT

STA. 144+57.18'G' =
STA. 102+92.00'NR'

STA. 146+75.0'G'
19.5' RT

ALLIANT ENERGY
(ELECTRIC)

ALLIANT ENERGY
(GAS)

N REEDSBURG ROAD

PROPOSED USH 12

155+00

150+00

'H' RAMP

155+00'H'

XB
964.0

BEGIN CONSTRUCTION
STA. 144+57.18'G'

END CONSTRUCTION
STA. 159+63.95

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

VPI 152+50.00'G'
EL 980.05

+3.30%

+0.26%

+0.26%

-0.14%

-0.14%

VPI 158+00.00'G'
EL 981.48

K = 46
L = 200'

VPC 145+50.00'G'
EL 961.24

VPT 147+50.00'G'
EL 963.54

PROPOSED PROFILE

EXISTING GROUND

-1.00%

+3.30%

VPI 144+57.18'G'
EL 962.17

VPI 146+50.00'G'
EL 960.24

VPC 147+75.00'G'
EL 964.37

VPT 157+25.00'G'
EL 981.29

K = 312
L = 950'

985 980 975 970 965 960 955 950

959.25 961.74 | 959.06 961.24 | 959.29 961.01 | 959.74 961.32 | 960.64 962.16 | 960.80 963.54 | 961.41 965.18 | 962.47 966.75 | 963.54 968.25 | 963.99 969.66 | 962.77 970.99 | 960.78 972.24 | 960.31 973.41 | 961.32 974.50 | 959.01 975.51 | 957.73 976.44 | 959.02 977.29 | 962.08 978.06 | 963.32 978.75 | 963.87 979.36 | 964.88 979.89 | 966.08 980.34 | 966.18 980.71 | 966.66 981.00 | 967.21 981.21 | 967.00 981.35 | 966.56 981.48 | 965.55 981.41 | 965.34 981.34 | 965.31 981.27

145+00'G' 146+00'G' 147+00'G' 148+00'G' 149+00'G' 150+00'G' 151+00'G' 152+00'G' 153+00'G' 154+00'G' 155+00'G' 156+00'G' 157+00'G' 158+00'G' 159+00'G'

5 5

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: G RAMP	SHEET 399	E

ALLIANT ENERGY (ELEC.)
CENTURYTEL
SAUK CO. EMERGENCY MGMT
ALLIANT ENERGY (GAS)
STA. 144+23.51'H' = STA. 96+65.28'NR'
CAUTION
N. REEDSBURG ROAD
145+00'H'
PC 144+86.19'H'
PI 145+19.64'H'
PT 145+52.70'H'
S 25° 52' 46" E
10+00'HC'
P10+00'SE'
T.L.E.
HO-CHUNK NATION
P.L.
ALLIANT ENERGY (ELECTRIC)
R/W
SLOPE INTERCEPT
DAVID H. ENGFORD & MONA J. ENGFORD AS CO-TRUSTEES OF THE ENGFORD FAMILY TRUST
ROMAN A. STATZ & BEATRICE T. STATZ
HO-CHUNK NATION
150+00
155+00
PROPOSED USH 12
'G' RAMP
PI 156+75.98'H'
150+00'H'
S 10° 45' 27" E
'H' RAMP
155+00'H'
S 01° 11' 58" E
PC 155+50.58'H'
PT 158+00.80'H'
HB 964.6
5

BEGIN CONSTRUCTION
STA. 144+23.51'H'

END CONSTRUCTION
STA. 158+50.00 'H'

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

K = 55
L = 200'
VPC 144+50.00'H'
EL 957.15
VPT 146+50.00'H'
EL 959.00
-0.90%
+2.75%
VPI 144+23.51'H'
EL 957.39
VPI 145+50.00'H'
EL 956.25

PROPOSED PROFILE
EXISTING GROUND

VPI 154+50.00'H'
EL 981.00
+2.75%
+0.12%
VPC 151+00.00'H'
EL 971.38
K = 266
L = 700'
+0.12%
STA. 158+00.67'H'
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D
SKEW 1°09'09" RHF
VPT 158+00.00'H'
EL 981.42
VPI 158+50.00'H'
EL 981.48

985 980 975 970 965 960 955 950

954.43 957.15 | 954.11 956.93 | 955.15 957.16 | 956.88 957.85 | 958.52 959.00 | 959.37 960.38 | 959.81 961.75 | 960.34 963.13 | 961.24 964.50 | 962.66 965.88 | 963.50 967.25 | 963.89 968.63 | 962.50 970.00 | 962.07 971.38 | 961.79 972.70 | 961.43 973.94 | 962.48 975.08 | 962.71 976.12 | 960.52 977.08 | 959.38 977.93 | 958.52 978.70 | 960.92 979.37 | 963.11 979.95 | 964.01 980.43 | 964.90 980.82 | 965.27 981.11 | 965.69 981.31 | 965.23 981.42 | 964.29 981.48 | 964.36 981.44

145+00'H' 146+00'H' 147+00'H' 148+00'H' 149+00'H' 150+00'H' 151+00'H' 152+00'H' 153+00'H' 154+00'H' 155+00'H' 156+00'H' 157+00'H' 158+00'H' 159+00'H'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: H RAMP	SHEET 400	E

PODOLAK PROPERTIES, L.L.C.

P.L.

PC 132+

'F' RAMP

PI 133+91.43'F'

135+00

140+00

PROPOSED USH 12

CENTURYTEL

N. REEDSBURG ROAD

STA. 144+73.33'J' =
STA. 97+07.91'NR'

S 0° 11' 32" W

STA. 142+50.0'J'
19.5' LT

STA. 142+34.5'J'
18.0' LT

ALLIANT ENERGY (GAS)

CAUTION

PI 134+19.44'J'

135+00'J'

S 04° 31' 14" E

S 11° 20' 19" W

'J' RAMP

140+00'J'

P.L.

PC 141+61.84'J'

PT 142+62.03'J'

PI 143+00.00'J'

PT 143+32.10'J'

145+00'H

PC 133+30.09'J'

PT 135+08.58'J'

P.L.

SLOPE INTERCEPT

R/W

R/W

PI 142+12.10'J'

PC 143+15.51'J'

PT 143+48.55'J'

STA. 142+15.1'J'
5.0' RT

STA. 142+50.0'J'
8.5' RT

SAUK CO. EMERGENCY MANAGEMENT

ALLIANT ENERGY (ELECTRIC)

BEGIN CONSTRUCTION
STA. 130+36.05

RUTH E. HODGE

N

END CONSTRUCTION
STA. 144+73.33'J'

VPI 131+50.00'J'
EL 963.91

VPI 132+50.00'J'
EL 964.65

PROPOSED PROFILE

VPI 137+00.00'J'
EL 967.98

+1.14%
+1.14%
+0.74%
+0.74%
+0.74%
+0.74%
-2.02%

K = 50
L = 150'

VPC 142+25.00'J'
EL 957.35

VPT 143+75.00'J'
EL 956.59

-2.02%
+1.00%

VPI 143+00.00'J'
EL 955.84

VPI 144+33.33'J'
EL 957.57'

STA. 132+12.18'J'
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D
SKEW 12°40'44" RHF

EXISTING GROUND

VPC 132+50.00'J'
EL 964.65

K = 326
L = 900'

VPT 141+50.00'J'
EL 958.87

STA. 132+37.09'J'
2 - 72" CPRC REQ'D
SKEW 12°40'44" RHF
2 - MASONRY ENDWALLS REQ'D

STA. 140+20.31'J'
1 - 48" CPRC REQ'D
SKEW 2°15'20" LHF
1 - APRON ENDWALL REQ'D

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

970 965 960 955 950 945 940 935

940.58 962.77 | 938.90 963.34 | 938.20 963.91 | 937.74 964.28 | 937.58 964.65 | 937.52 964.98 | 937.12 965.24 | 942.95 965.41 | 950.47 965.52 | 955.24 965.54 | 953.76 965.49 | 954.11 965.36 | 957.72 965.15 | 960.27 964.87 | 960.85 964.51 | 960.31 964.08 | 958.62 963.56 | 954.76 962.97 | 950.98 962.31 | 947.93 961.56 | 948.98 960.74 | 952.98 959.85 | 956.41 958.87 | 954.60 957.86 | 951.88 956.91 | 950.04 956.40 | 948.49 956.40 | 948.16 956.84 | 948.84 957.34

131+00'J' 132+00'J' 133+00'J' 134+00'J' 135+00'J' 136+00'J' 137+00'J' 138+00'J' 139+00'J' 140+00'J' 141+00'J' 142+00'J' 143+00'J' 144+00'J' 145+00'J'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: J RAMP	SHEET 401	E

GORDON HARTMANN

P.L.E.

T.L.E.

R/W

ALLIANT ENERGY
(ELECTRIC)

EXISTING R/W

SLOPE INTERCEPT

R/W

PC 199+49.87'K'

S 17° 01' 10" E

200+00'K'

PT 204+55.44'K'

205+00'K'

S 36° 19' 51" E

'K' RAMP

PC 208+43.78'K'

PI 209+88.38'K'

200+00'K'

PT 211+29.12'K'

S 13° 27' 56" E

STA. 103+64.09'R' =
STA. 212+89.99'K'

WIS 33

CHARTER COMMUNICATIONS
(4 LINES)

PI 202+05.07'K'

200+00

GORDON HARTMANN

PROPOSED USH 12

205+00

200+00'N' 'N' RAMP

END CONSTRUCTION
STA. 212+89.99'K'

CENTURY TEL

5

5

BEGIN CONSTRUCTION
STA. 199+00'K'

K = 119
L = 550'

VPI 209+90.00
El 990.53

VPI 211+94.00
El 991.64

+3.63%

+0.54%

+0.54%

-0.72%

VPI 199+00.00'K'
El 969.42

VPI 199+50.00'K'
El 969.00

VPC 200+25.00'K'
EL 968.25

VPT 205+75.00'K'
EL 975.48

VPC 208+65.00
EL 986.00

VPT 211+15.00
EL 991.21

VPI 212+89.99
El 990.97

PROPOSED PROFILE

-0.34%

-0.84%

-1.00%

K = 81
L = 250'

EXISTING GROUND

VPC 199+00.00'K'
EL 969.42

K = 625
L = 100'

VPT 200+00.00'K'
EL 968.50

-1.00%

+3.63%

VPI 203+00.00'K'
El 965.50

STA. 204+61'K'
1 - 48" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

SPECIAL DITCH LT

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

990 985 980 975 970 965 960 955

995 990 985 980 975 970 965 960

967.95 969.76 | 966.38 969.59 | 966.70 969.42 | 967.91 968.98 | 968.32 968.50 | 968.92 968.03 | 968.86 967.74 | 968.46 967.60 | 967.52 967.79 | 967.53 968.13 | 966.95 968.68 | 966.19 969.44 | 963.92 970.42 | 962.05 971.60 | 962.46 972.99 | 965.37 974.60 | 967.71 976.38 | 968.47 978.20 | 968.68 980.01 | 969.38 981.83 | 968.29 983.64 | 968.31 985.45 | 968.42 987.19 | 968.96 988.64 | 969.50 989.77 | 969.95 990.60 | 969.79 991.12 | 969.93 991.40 | 970.57 991.60 | 969.20 991.24

198+00'K' 199+00'K' 200+00'K' 201+00'K' 202+00'K' 203+00'K' 204+00'K' 205+00'K' 206+00'K' 207+00'K' 208+00'K' 209+00'K' 210+00'K' 211+00'K' 212+00'K' 213+00'K'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: K RAMP	SHEET 402	E

DONALD F. CARRIG &
THOMAS P. HANSON

CHARTER COMMUNICATIONS
(4 LINES)

105'OOR

WIS 33

R/W

SLOPE INTERCEPT

PC 213+12.22'L'

PT 213+56.64'L'

S 11° 58' 35" W

215+00'L'

PI 213+34.59'L'

EXISTING R/W

STA. 212+03.15'L' =
STA. 103+26.85'R'

CENTURY TEL

BEGIN CONSTRUCTION
STA. 212+03.15'L'

'L' RAMP S 04° 46' 15" E

PC 219+99.08'L'

PI 220+84.63'L'

PT 221+70.00'L'

220+00'L'

PROPOSED USH 12

220+00

'M' RAMP

S 11° 17' 58" E

225+00'L'

225+00

225+00'M'

STA. 226+76.64'L' =
STA. 226+75.02, 56.00'LT

R/W

END CONSTRUCTION
STA. 224+64.04

5

5

995
990
985
980
975
970
965
960

VPI 212+03.15'L'
EL 991.57

+0.20%

VPI 212+71.44
EL 991.71

-2.33%

VPC 213+00.00
EL 991.05

K = 129
L = 100'

VPT 214+00.00'L'
EL 988.33

-3.10%

VPI 213+50.00
EL 989.88

PROPOSED PROFILE

K = 117
L = 450'

VPC 217+00.00'L'
EL 979.03

VPI 219+25.00'L'
EL 972.06

-3.10%

+0.75%

VPT 221+50.00'L'
EL 973.75

+0.75%

VPI 222+00.00'L'
EL 974.12

+0.75%

+0.75%

VPI 224+00.00'L'
EL 975.62

+0.52%

VPI 226+76.64'L'
EL 976.68

EXISTING GROUND

SPECIAL DITCH - RT

SPECIAL DITCH - LT

STA 224+75'L'
1-48" CPRC REQ'D
1- APRON ENDWALL REQ'D
SKEW 10°04'07" RHF

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

213+00'L'	214+00'L'	215+00'L'	216+00'L'	217+00'L'	218+00'L'	219+00'L'	220+00'L'	221+00'L'	222+00'L'	223+00'L'	224+00'L'	225+00'L'	226+00'L'
969.38 / 991.67	969.74 / 991.05	969.99 / 989.79	969.94 / 988.33	970.14 / 986.78	970.10 / 985.23	969.88 / 983.68	969.80 / 982.13	969.65 / 980.58	970.08 / 979.03	971.15 / 977.59	971.62 / 976.36	971.76 / 975.35	971.55 / 974.54	971.28 / 973.96	970.40 / 973.58	969.40 / 973.42	969.33 / 973.48	967.92 / 973.75	966.60 / 974.12	966.83 / 974.50	968.08 / 974.87	969.18 / 975.25	966.32 / 975.62	964.84 / 975.88	965.45 / 976.14	970.67 / 976.40	973.59 / 976.65	974.35

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: L RAMP	SHEET 403	E

EXISTING R/W

WIS 33

ALLIANT ENERGY
(ELECTRIC)

CHARTER COMMUNICATIONS
(4 LINES)

STA. 209+76.35'M'=
STA. 96+36.08'R'

PROPOSED USH 12

'L' RAMP

220+00

PI 219+97.70'M'

220+00'M'

'M' RAMP

215+00'M'

PC 211+20.96'M'

PI 212+50.08'M'

PT 213+77.29'M'

PC 217+40.34'M'

PT 222+50.10'M'

R/W

SLOPE INTERCEPT

P.L.

DONALD F. CARRIG &
THOMAS P. HANSON

JOHN PATRICK MEEGAN & MARY LUCILLE
MEEGAN, TRUSTEES, OR THEIR
SUCCESORS IN TRUST UNDER
THE JOHN PATRICK AND MARY
LUCILLE MEEGAN LIVING TRUST,
DATED JANURARY 15, 1999
AND ANY AMENDMENTS THERE TO.

BEGIN CONSTRUCTION
STA. 209+76.35'M'

CENTURY TEL

EXISTING R/W

T.L.E.

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

VPI 209+76.35'M'
EL 988.56

+1.67%

VPI 210+71.00'M'
EL 990.14

-0.45%

VPC 210+95.00'M'
EL 990.03

K = 81
L = 270'

VPI 212+30.00'M'
EL 989.42

-0.45%

-3.80%

VPT 213+65.00'M'
EL 984.29

VPC 214+50.00'M'
EL 981.05

K = 125
L = 600'

VPT 220+50.00'M'
EL 972.65

VPI 221+00.00'M'
EL 973.15

+1.00%

+1.00%

VPI 223+00.00'M'
EL 975.15

+1.00%

+0.50%

END CONSTRUCTION
STA. 223+00.00'M'

SPECIAL DITCH - LT

STA. 211+09'M'
1 - 36" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 22°33'25" LHF

3.80%

+1.00%

VPI 217+50.00'M'
EL 969.65

SPECIAL DITCH - RT

995 990 985 980 975 970 965 960

964.83 988.95 | 967.26 989.79 | 967.75 990.01 | 967.54 989.59 | 967.17 988.87 | 967.38 987.84 | 967.79 986.49 | 968.27 984.84 | 969.02 982.96 | 969.51 981.05 | 969.31 979.25 | 968.82 977.65 | 968.65 976.25 | 968.56 975.05 | 968.66 974.05 | 968.89 973.25 | 969.41 972.65 | 969.80 972.25 | 969.83 972.05 | 970.02 972.05 | 970.33 972.25 | 969.55 972.65 | 967.61 973.15 | 966.15 973.65 | 964.89 974.15 | 964.64 974.65 | 964.68 975.15 | 966.60 975.40 | 965.61 975.65 | 963.70 975.90

210+00'M' 211+00'M' 212+00'M' 213+00'M' 214+00'M' 215+00'M' 216+00'M' 217+00'M' 218+00'M' 219+00'M' 220+00'M' 221+00'M' 222+00'M' 223+00'M' 224+00'M'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: M RAMP	SHEET 404	E

R/W

200+00'K'

'K' RAMP

200+00

205+00

PROPOSED USH 12

CENTURY TEL

ALLIANT ENERGY
(ELECTRIC)

CHARTER COMMUNICATIONS
(4 LINES)

BM

PI 208+87.91'N'

STA. 210+60.29'N'
STA. 96+90.32'R'

PI 201+70.33'N'

200+00'N'

205+00'N'

'N' RAMP

210+00'N'

PC 200+80.05'N'

PT 202+60.40'N'

PC 208+52.15'N'

PT 209+23.6'N'

215+00'N'

R/W

SLOPE INTERCEPT

DETENTION POND D
SEE DETAILS

EXISTING R/W

WIS 33

EXISTING R/W

GORDON HARTMANN

P.L.

CRAIG M. & ELAINE
DITTRICH

END CONSTRUCTION
STA. 210+60.29'N'

5

5

BENCH MARKS

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
~~G~~	~~210+18.87'N'~~	~~139.87'LT~~	~~GPS TARGET PT T345 REBAR~~	~~965.01~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

BEGIN CONSTRUCTION
STA. 197+86.01'N'

K = 119
L = 500'

VPC 201+00.00'N'
EL 968.34

VPT 206+00.00'N'
EL 976.55

VPI 209+00.00'N'
EL 987.78

+1.30%

+3.74%

VPC 208+50.00'N'
EL 985.91

VPT 209+50.00'N'
EL 988.43

VPI 210+60.29'N'
EL 989.73

K = 41
L = 100'

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

PROPOSED PROFILE

VPI 197+00.00'N'
EI 970.18

STA. 197+99'N'
1 - 24" CPRC REQ'D
1 - APRON ENDWALL REQ'D
SKEW 4°34'11" RHF

-0.46%

+3.74%

VPI 203+50.00'N'
EI 967.19

STA. 204+56'N'
1 - 48" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D
SKEW 11°40'04" RHF

EXISTING GROUND

SPECIAL DITCH - RT

990 985 980 975 970 965 960 955

968.65	968.33	969.04	967.66	967.40	967.62	967.73	967.80	967.55	967.44	967.35	967.12	966.93	967.25	966.98	965.71	964.65	963.09	960.56	958.96	959.66	963.17	962.77	960.62	960.25	960.03	963.32	965.75	965.58
	970.18	969.95	969.72	969.49	969.26	969.03	968.80	968.57	968.34	968.22	968.30	968.60	969.10	969.82	970.74	971.88	973.22	974.78	976.55	978.42	980.29	982.16	984.03	985.91	987.47	988.43	989.08	989.73

197+00'N' 198+00'N' 199+00'N' 200+00'N' 201+00'N' 202+00'N' 203+00'N' 204+00'N' 205+00'N' 206+00'N' 207+00'N' 208+00'N' 209+00'N' 210+00'N'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: N RAMP	SHEET 405	E

OBLITERATING OLD ROAD

PRIVATE DRIVEWAY

PI 87+04.96'MO'

N 49° 52' 29" E

N 60° 12' 59" E

40+00'AC2'

PC 89+27.38'MO'

PT 91+72.75'MO'

R/W

90+00'MO'

PI 90+55.35'MO'

T.L.E.

BUSSE LANE

ROBERT A. KAISER

STA. 94+26'MO', LT
CONSTRUCT P.E.

P.L.

RICHARD HUDZINSKI

STA. 95+50'MO', LT
CONSTRUCT P.E.

SUMUKH, LLC

STA. 96+70'MO', LT
CONSTRUCT C.E.

STA. 98+26'MO', LT
CONSTRUCT C.E.
EXIST. 12" CP
TO BE REMOVED

CENTURYTEL

ALLIANT ENERGY (GAS)

WISDOT SIGNALS

CHARTER COMMUNICATIONS

STRUCTURE B-56-199

CAUTION

S 89° 57' 26" E

MOON ROAD

95+00'MO'

100+00'MO'

PROPOSED USH 12

BM

MATCH LINE 101+00'MO'

ALLIANT ENERGY (ELECTRIC)

CENTURYTEL

EXISTING R/W

SLOPE INTERCEPTS

STA. 86+24.02 'MO' =
STA. 39+86.23 'AC2' =
STA. 88+09.25 'E'

WISCONSIN WINNEBAGO TRIBE

STA. 100+00.00 'MO' =
STA. 31+69.18

STRUCTURE B-56-197

STRUCTURE B-56-198

ALLIANT ENERGY (GAS)

ALLIANT ENERGY (ELECTRIC)

CHARTER COMMUNICATIONS

'B' RAMP

STA. 92+12'MO', RT
CONSTRUCT C.E.

STA. 88+29'MO', LT
CONSTRUCT P.E.

FUTURE CTH BD

90+00'F'

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~1~~	~~100+66.15'MO', 83.00' LT~~	~~GPS TARGET POINT T360 REBAR~~	~~970.01~~
~~2~~	~~88+16.41'MO', 242.16' LT~~	~~GPS TARGET POINT T359 PK NAIL~~	~~965.34~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

BEGIN CONSTRUCTION
STA. 86+24.02'MO'

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

PROPOSED PROFILE

EXISTING GROUND

VPI 86+24.02'MO'
EL 960.34

VPI 87+06.48'MO'
EL 962.03

+2.00%

+2.00%

+2.00%

+0.70%

VPI 90+35.00'MO'
EL 968.60

VPC 89+35.00'MO'
EL 966.60

VPT 91+35.00'MO'
EL 969.30

STA. 88+03 'MO'
2 - 24" CASING PIPE
REINFORCED CONCRETE
SKEW 6°58'15" LHF

~~STA. 91+18 'MO'~~
~~1 - 24" CASING PIPE~~
REINFORCED CONCRETE
SKEW 1°38'14"

~~STA. 91+10 'MO'~~
~~1 - 24" CASING PIPE~~
REINFORCED CONCRETE

~~K = 154~~
L = 200'

90

STA. 87+~~95~~ 'MO'
~~1~~ 2 - 24" CASING PIPE
REINFORCED CONCRETE
SKEW 6°58'15" LHF

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

+0.70%

-0.50%

VPI 95+00.00'MO'
EL 971.86

VPC 94+50.00'MO'
EL 971.51

VPT 95+50.00'MO'
EL 971.61

K = 83
L = 100'

-0.50%

+0.70%

VPC 97+00.00'MO'
EL 970.86

VPT 98+00.00'MO'
EL 970.96

VPI 97+50.00'MO'
EL 970.61

K = 83
L = 100'

STA. 98+80 'MO'
B-56-199 REQ'D
TWO SPAN, 45W" GIRDER
SKEW 22°15'42"

STA. 99+80 'MO'
B-56-197 REQ'D
TWO SPAN, 54W" GIRDER
SKEW 7°48'33"

STA. 100+20 'MO'
B-56-198 REQ'D
TWO SPAN, 54W" GIRDER
SKEW 5°59'25"

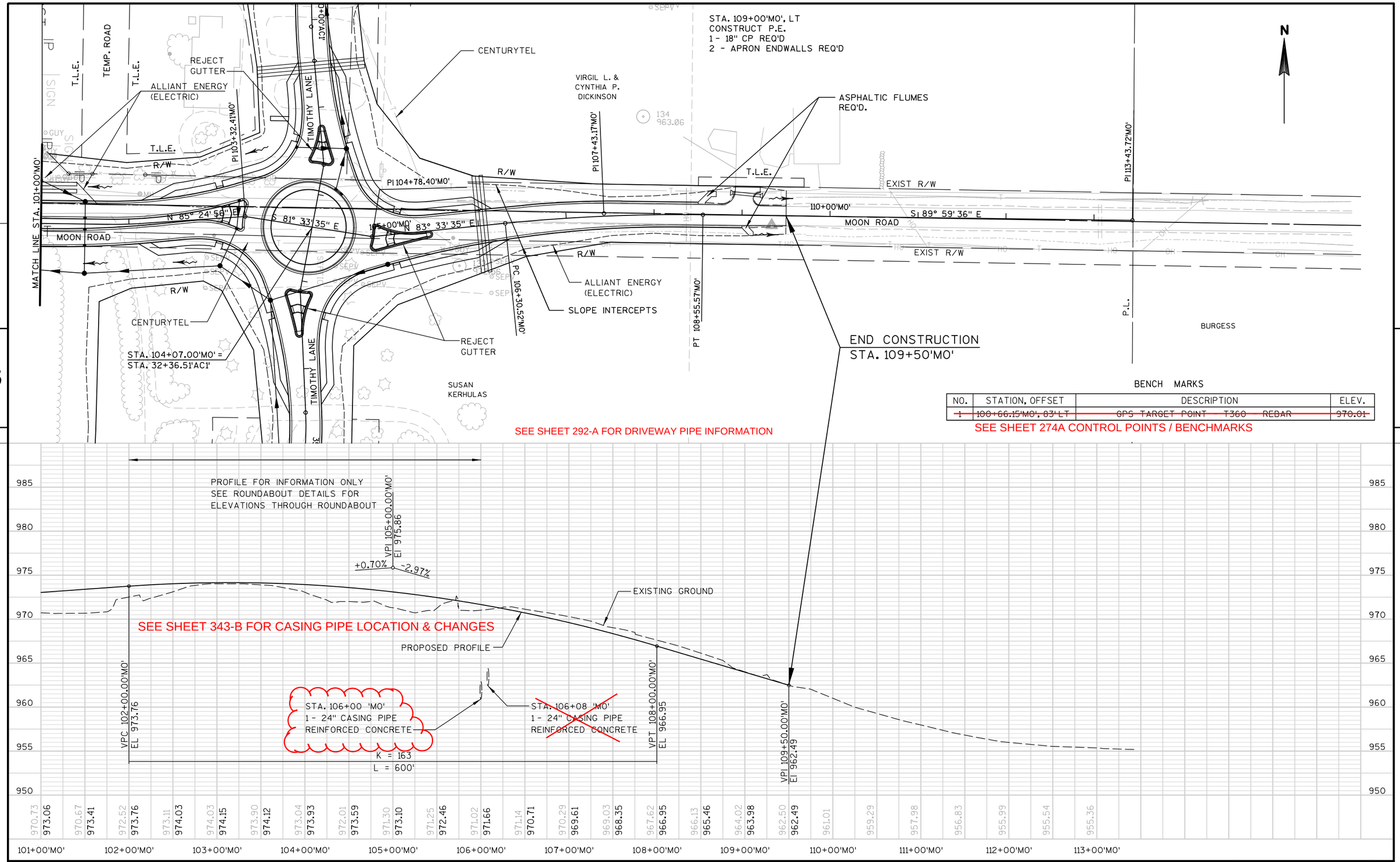
+0.70%

985 980 975 970 965 960 955 950

958.94 960.90 | 963.24 961.90 | 967.24 962.90 | 967.58 963.90 | 967.90 964.90 | 968.31 965.90 | 968.51 966.89 | 968.69 967.76 | 968.95 968.47 | 968.65 969.02 | 968.06 969.41 | 968.60 969.76 | 969.30 970.11 | 969.70 970.46 | 969.85 970.81 | 969.77 971.16 | 969.88 971.51 | 969.83 971.71 | 969.77 971.61 | 969.96 971.36 | 969.08 971.11 | 969.11 970.86 | 968.85 970.76 | 969.55 970.96 | 969.80 971.31 | 970.09 971.66 | 971.79 972.01 | 972.05 972.36 | 971.79 972.71 | 970.73 973.06

87+00'MO' 88+00'MO' 89+00'MO' 90+00'MO' 91+00'MO' 92+00'MO' 93+00'MO' 94+00'MO' 95+00'MO' 96+00'MO' 97+00'MO' 98+00'MO' 99+00'MO' 100+00'MO' 101+00'MO'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: MOON ROAD ('MO' LINE)	SHEET 406	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: MOON ROAD ('MO' LINE)	SHEET 407	E

VERIZON COMMUNICATIONS

ALLIANT ENERGY (GAS)

ALLIANT ENERGY (ELECTRIC)

T.L.E.

YELLOW THUNDER ROAD

CAUTION

PI 84+45.24'E

85+00'E

R/W

PC 82+95.62'E

PT 85+78.40'E

S 30° 28' 51" E

STA. 88+09.25'E' =
STA. 86+24.02'MO' =
STA. 39+86.23'AC2'

WISCONSIN WINNEBAGO TRIBE

80+00'E

N 89° 57' 34" E

FERN DELL ROAD

STA. 82+00'E', LT
EXIST. 15" CP
TO BE REMOVED
1 - 18" CPRC REQ'D
2 - APRON ENDWALLS REQ'D

STA. 82+77'E', LT
CONSTRUCT P.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D
EXIST. 15" CPCS
TO BE REMOVED

STA. 81'E'+76
1 - 24" CPRC REQ'D
2 - APRON ENDWALLS REQ'D

BEGIN CONSTRUCTION
STA. 81+00'E'

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~2~~	~~85+88.19'E', 182.55'LT~~	~~GPS TARGET POINT T359 PK NAIL~~	~~965.34~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION

PI 87+28.68'E'

MOON ROAD

WISCONSIN WINNEBAGO TRIBE

PI 88+91.68'E'

PC 89+42.27'E'

PT 89+60.25'E'

40+00.42'

R/W

SLOPE INTERCEPTS

P.L.

PC 92+40.86'E'

90+00'E'

FERN DELL ROAD

PI 89+51.27'E'

GIEBEL COURT

DETENTION POND A
SEE DETAILS

PI 93+37.89'E'

MATCH LINE STA. 94+00'E'

JOHN K. BUCK

N

5

5

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

VPI 93+75.00'E'
EL 972.35
+2.00%

K = 70
L = 200'

VPC 82+00.00'E'
EL 951.70

VPT 84+00.00'E'
EL 952.85

EXISTING GROUND

+2.00%

+2.00%

VPI 88+09.00'E'
EL 961.03

VPC 92+75.00'E'
EL 970.35

K = 160
L = 200'

-0.85%

+2.00%

VPI 81+00.00'E'
EL 952.55

VPI 83+00.00'E'
EL 950.85

PROPOSED PROFILE

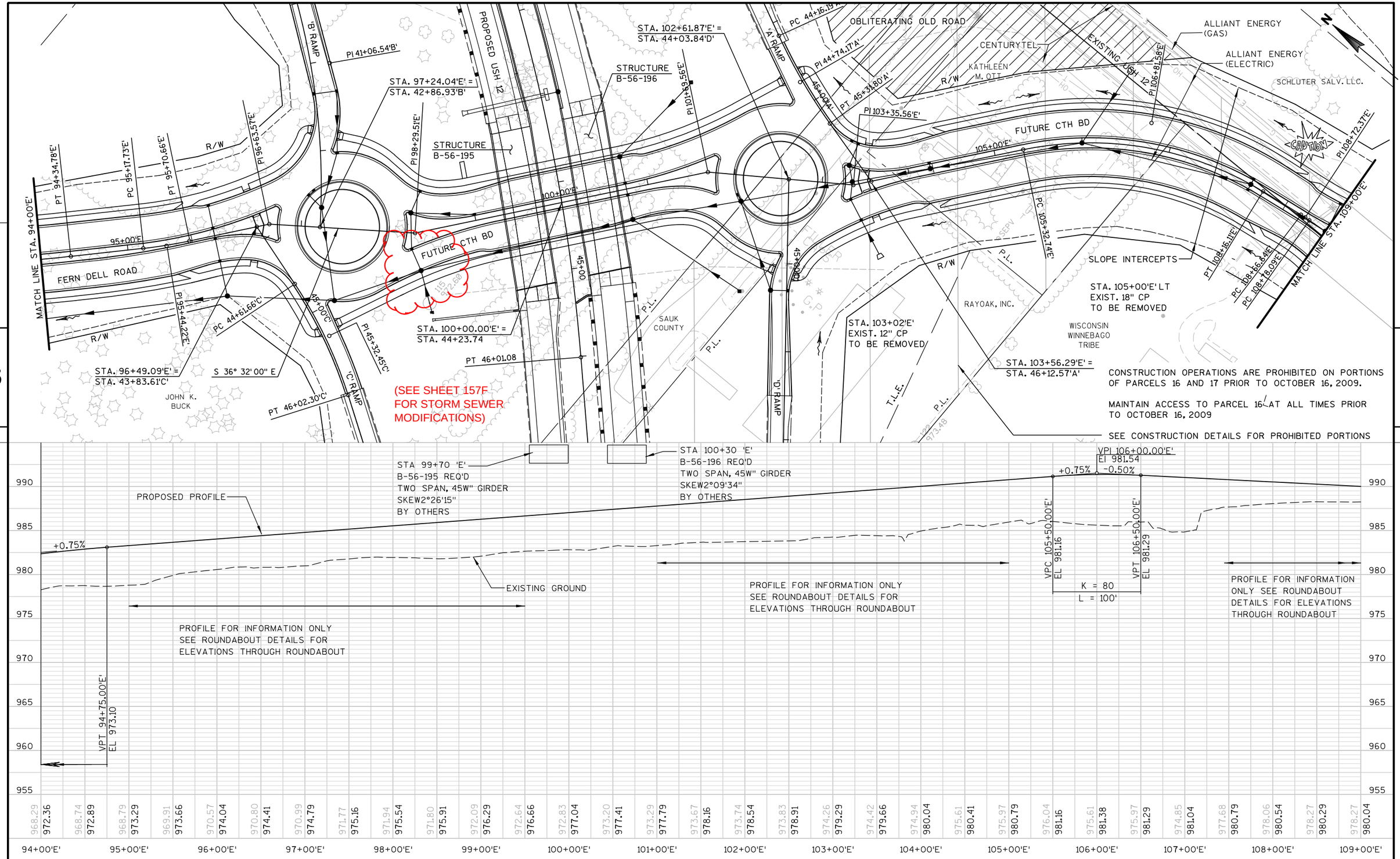
SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

STA. 86+00 'E'
1 - 24" CASING PIPE
REINFORCED CONCRETE

~~STA. 86+08 'E'~~
~~1 - 24" CASING PIPE~~
~~REINFORCED CONCRETE~~

STA. 92+43'E'
1 - 36" CPRC REQ'D
~~1 - INLET, TYPE 9 MS REQ'D~~
2 - APRON ENDWALLS REQ'D
SKEW 22°31'47" LHF
1 - MANHOLE, TYPE 3

| | | |



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 409 E

STA. 115+07'E', LT
CONSTRUCT P.E.
1 - 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

R/W
TIMOTHY LANE
P.L.
REJECT GUTTER
PI 109+35.38'E'
PI 111+01.32'E'
SLOPE INTERCEPTS
T.L.E.
RICHARD J. YOUNG
WEEKS INDUSTRIES
HARTMAN PROPERTIES, LLC
ALLIANT ENERGY (GAS)
CHARTER COMMUNICATIONS
CENTURYTEL
ALLIANT ENERGY (ELECTRIC)
PI 112+96.08'E'
PI 115+92.44'E'
CAUTION
SEPTIC
SIGN
OH
MATCH LINE STA. 109+00'E'
110+00'E'
115+00'E'
EXISTING USH 12
FUTURE CTH BD
REJECT GUTTER
PC 112+62.42'E'
PT 113+29.74'E'
ALLIANT ENERGY (ELECTRIC)
THOMAS P. HANSON & DONALD F. CARRIG
1.25" IRON ROD FOUND
Y= 267,821.87
X= 641,292.31
END CONSTRUCTION
STA. 114+25.00'E'
STA. 57+54.00'AC1' =
STA. 110+40.67'E'
CORINNE B. BEARD
WISCONSIN WINNEBAGO TRIBE
STA. 110+60'E', RT
CONSTRUCT P.E.
STA. 112+25'E', RT
CONSTRUCT P.E.
1 - 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.
STA. 113+77'E', RT
CONSTRUCT P.E.
EXIST. 18" CP
TO REMAIN
BP FARMS, LLC
94 980.54
A/C
ANT.

SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

K = 51
L = 50'

VPC 111+75.00'E'
EL 978.66
VPT 112+25.00'E'
EL 978.66
VPI 112+00.00'E'
EL 978.54
VPI 114+25.00'E'
EL 979.60

PROPOSED PROFILE
EXISTING GROUND
-0.50%
+0.47%

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

111+70
STA. ~~112+00~~ 'E'
1 - 24" CASING PIPE
REINFORCED CONCRETE

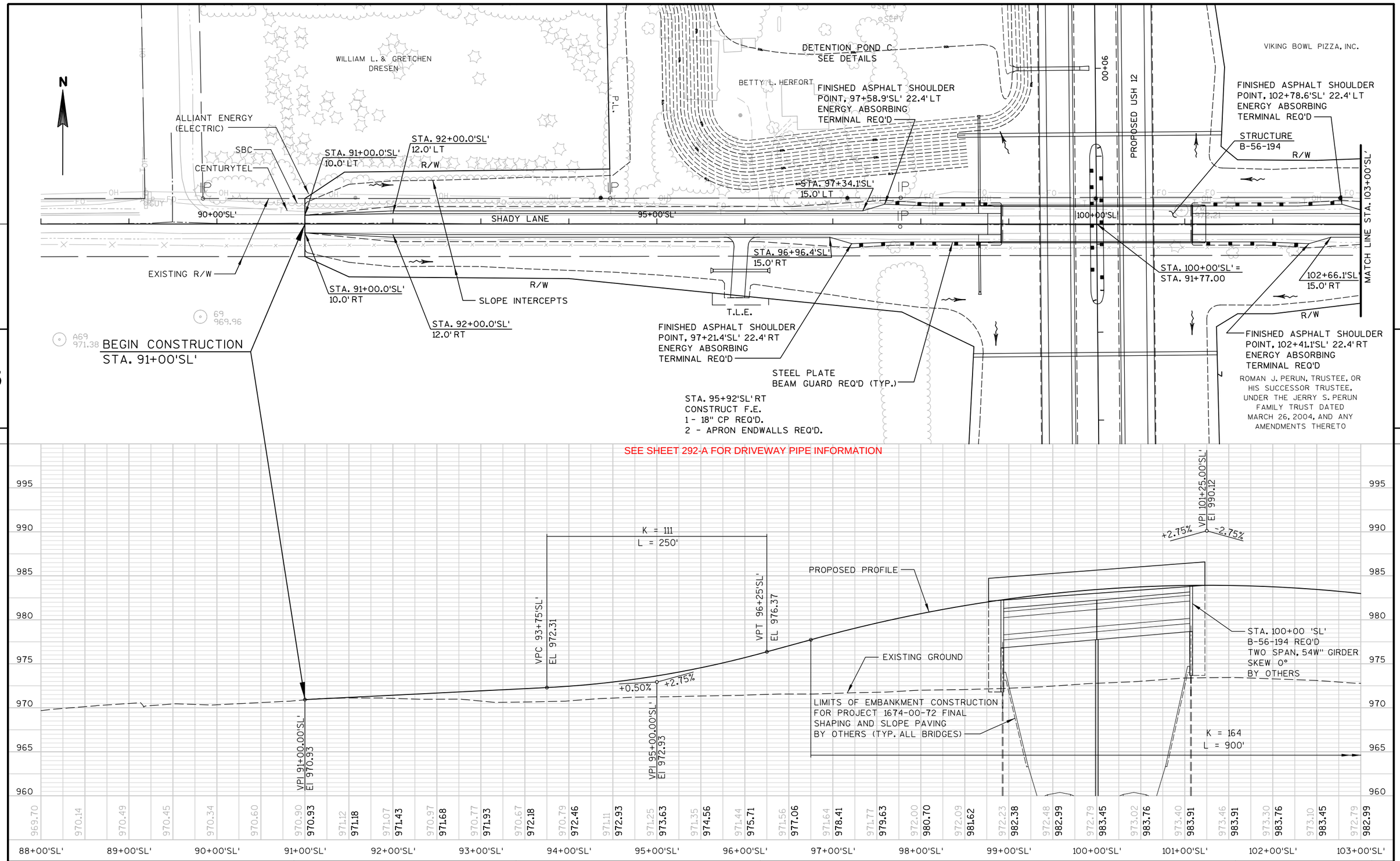
STA. 112+08 'E'
1 - 24" CASING PIPE
REINFORCED CONCRETE

978.27	978.27	978.49	978.48	978.57	978.65	978.85	979.03	979.14	979.27	979.34	979.34	979.44	979.50
980.04	979.79	979.54	979.29	979.04	978.79	978.60	978.77	979.01	979.25	979.48			

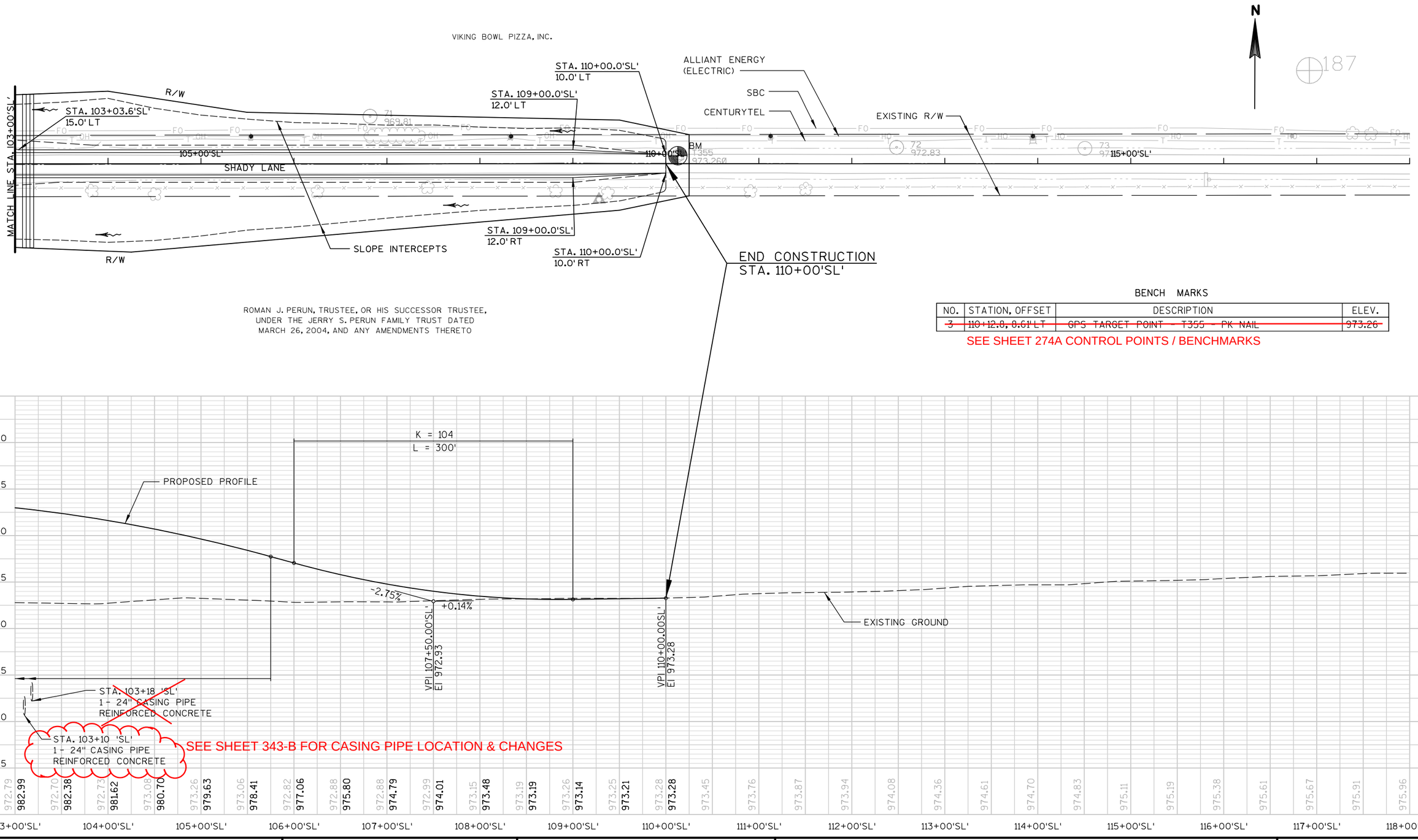
995 990 985 980 975 970 965 960

109+00'E' 110+00'E' 111+00'E' 112+00'E' 113+00'E' 114+00'E' 115+00'E'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 410	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: SHADY LANE ('SL' LINE)	SHEET 411 E



ROMAN J. PERUN, TRUSTEE, OR HIS SUCCESSOR TRUSTEE,
UNDER THE JERRY S. PERUN FAMILY TRUST DATED
MARCH 26, 2004, AND ANY AMENDMENTS THERETO

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~3~~	~~110+12.8, 8.61'LT~~	~~GPS TARGET POINT - T355 - PK NAIL~~	~~973.26~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: SHADY LANE ('SL' LINE)	SHEET 412	E

STA. 88+93'NR', LT
CONSTRUCT P.E.
1 - 15" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

STA. 90+73'NR', LT
CONSTRUCT ~~P.E.~~ F.E.
1 - 15" CP REQ'D
2 - APRON ENDWALLS REQ'D

STA. 91+62'NR', LT
CONSTRUCT ~~P.E.~~ F.E.
1 - 12" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

STA. 92+57'NR', LT
CONSTRUCT ~~P.E.~~ F.E.
1 - 12" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

STA. 93+35'NR', LT
CONSTRUCT ~~F.E.~~ P.E.
1 - 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

STA. 97+07.91'NR' =
STA. 144+73.33'J'

STA. 96+67.60'NR' =
STA. 144+24.37'H'

N

A15
962.68

RUTH E. HODGE

LARRY & GAIL N. CUFF

15
961.68

SAUK CO. EMERGENCY MGMT

CENTURYTEL

RUINS

RUTH E. HODGE

PODOLAK PROPERTIES, LLC

PROPOSED USH 12

'J' RAMP

STA. 92+10.8'NR'
12.0' LT (PC)

R=1003'

STA. 95+00.5'NR'
34.3' LT

SLOPE INTERCEPTS

PI 92+19.28'NR'

STA. 89+70.0'NR'
17.0' LT

STA. 89+00.0'NR'
10.0' LT

STA. 93+59.3'NR'
17.2' LT (PT)

T.L.E.

R/W

PI 87+50.00'NR'

PC 94+70.40'NR'

PT 95+44.18'NR'

PI 96+67.60'NR'

REJECT GUTTER

PI 98+31.53'NR'

STRUCTURE
B-56-193

MATCH LINE STA. 100+00'NR'

90+00'NR'

95+00'NR'

BM
962.230

NORTH REEDSBURG ROAD

EXISTING R/W

CAUTION

145.00'H'

STA. 89+70.0'NR'
17.0' RT

STA. 89+00.0'NR'
10.0' RT

T.L.E.

R/W

DONALD F. & BEVERLY A. HINZE

ALLIANT ENERGY (GAS)

ALLIANT ENERGY (ELECTRIC)

HUFFSTUTLER

ROMAN A. & BEATRICE T. STATZ

JOHN J. HEESEN

HO-CHUNK NATION

'H' RAMP

STA. 100+00.00'NR' =
STA. 144+64.68

BEGIN CONSTRUCTION
STA. 88+00 'NR'

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~3~~	~~91+84.13, 8.93' LT~~	~~GPS TANGENT POINT - T349 - PK NAIL~~	~~962.23~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

STA 89+20 'NR' RT
CONSTRUCT F.E.
1-12" CP
2-APRON ENDWALLS

STA. 88+61'NR', RT
CONSTRUCT ~~F.E.~~ P.E.
1 - 12" CP REQ'D
2 - APRON ENDWALLS REQ'D

STA. 94+07'NR', RT
CONSTRUCT P.E.
EXIST. 12" CP
TO BE REMOVED

STA. 94+92'NR', RT
CONSTRUCT P.E.

STA. 95+21'NR', RT
CONSTRUCT P.E.

SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

K = 82
L = 200'

STA. 99+70 'NR'
B-56-193 REQ'D
TWO SPAN, 45W" GIRDER
SKEW 0°
BY OTHERS

VPI 90+00.00'NR'
El 965.33

+0.50%

-1.75%

VPC 88+00.00'NR'
EL 964.33

K = 178
L = 400'

VPT 92+00.00'NR'
EL 961.83

PROPOSED PROFILE

VPC 94+50.00'NR'
EL 957.46

VPT 96+50.00'NR'
EL 956.41

-1.75%

+0.70%

VPI 95+50.00'NR'
El 955.71

+0.70%

EXISTING GROUND

964.35	964.34	964.59	964.95	965.15	965.04	964.61	963.74	962.80	962.29	962.13	962.06	961.94	961.27	959.85	958.85	957.78	956.45	955.16	954.26	953.71	953.71	953.90	954.63	955.72	956.68
	964.33	964.51	964.55	964.45	964.21	963.82	963.30	962.63	961.83	960.96	960.08	959.21	958.33	957.46	956.73	956.32	956.21	956.41	956.76	957.11	957.46	957.81	958.16	958.51	958.86

88+00'NR' 89+00'NR' 90+00'NR' 91+00'NR' 92+00'NR' 93+00'NR' 94+00'NR' 95+00'NR' 96+00'NR' 97+00'NR' 98+00'NR' 99+00'NR' 100+00'NR'

975 970 965 960 955 950 945 940

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 413	E

PROPOSED USH 12

'F' RAMP

STA. 102+92.00'NR' =
STA. 144+57.18'G'

STRUCTURE
B-56-192

PI 101+68.44'NR'

MATCH LINE STA. 100+00'NR'

STA. 100+00.00'NR' =
STA. 144+64.68

'G' RAMP

STA. 103+39.90'NR' =
STA. 145+11.31'F'

PI 104+91.80'NR'

PODOLAK PROPERTIES, L.L.C.

R/W

SAUK CO. EMERGENCY MGMT

CENTURYTEL

107+45.5'NR'
12.0'RT

105+00'NR'

NORTH REEDSBURG ROAD

BM

110+00'NR'

EXISTING R/W

R/W

PI 103+32.42'NR'

PC 104+55.28'NR'

PT 105+28.30'NR'

R=1505'

105+74.3'NR'
25.9'RT (PT)

SLOPE INTERCEPTS

R/W

ALLIANT ENERGY
(ELECTRIC)

R/W

ALLIANT ENERGY
(GAS)

T.L.E.

104+32.8'NR'
39.5'RT (PC)

HO-CHUNK NATION

JOHN B. &
JOHANNA A.
FRY

P.L.

P.L.

DAN &
KRISTI
TURNER

MATCH LINE STA. 115+00'NR'

STA. 111+58'NR', LT
CONSTRUCT F.E.
1 - 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

STA. 113+02'NR', RT
CONSTRUCT C.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

STA. 113+89'NR', RT
CONSTRUCT P.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

N

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~5~~	~~107+73.85'NR', 11.20'RT~~	~~GPS TARGET POINT T30 REBAR~~	~~964.21~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION

STA. 100+30 'NR'
B-56-192 REQ'D
TWO SPAN, 45W" GIRDER
SKEW 0°
BY OTHERS

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

PROPOSED PROFILE

EXISTING GROUND

VPC 109+50.00'NR'
EL 965.51

+0.70%

VPI 110+00.00'NR'
EL 965.86

-0.50%

VPT 110+50.00'NR'
EL 965.61

K = 83
L = 100'

110+00
STA. ~~110+50~~ 'NR'
1 - 24" CASING PIPE
REINFORCED CONCRETE

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

STA. 110+42 'NR'
1 - 24" CASING PIPE
REINFORCED CONCRETE

K = 100
L = 100'

VPC 113+50.00'NR'
EL 964.11

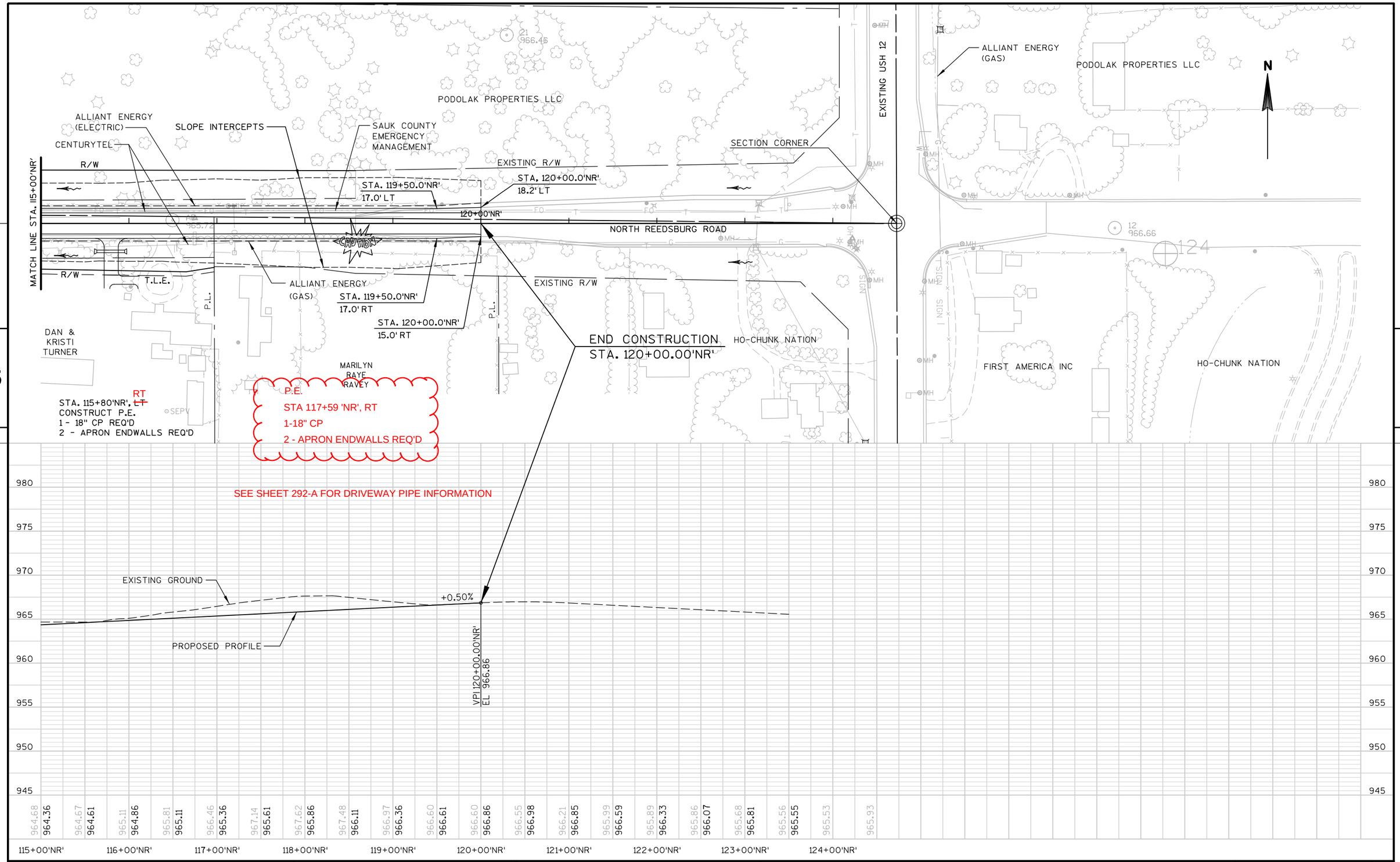
-0.50%

VPI 114+00.00'NR'
EL 963.86

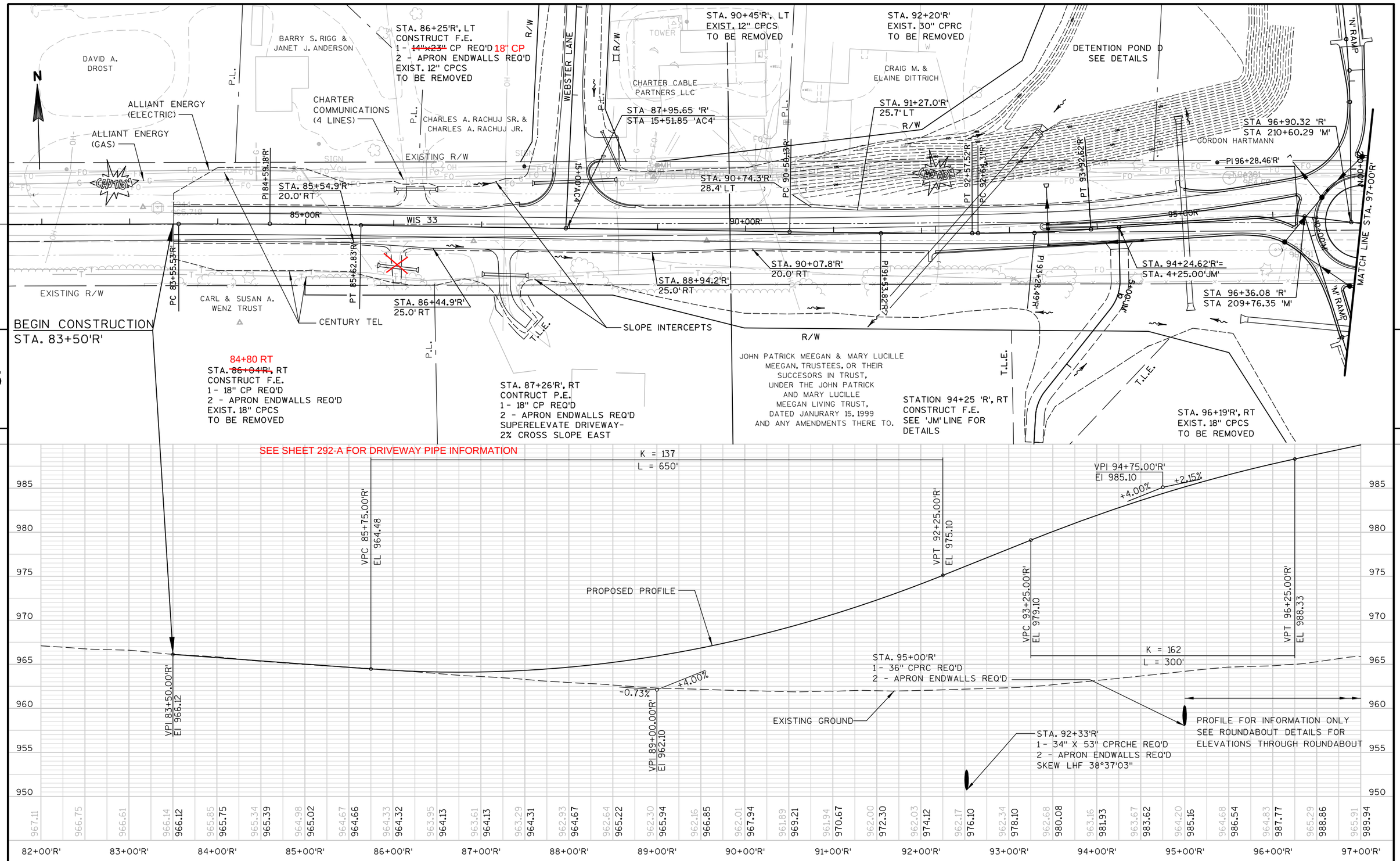
+0.50%

VPT 114+50.00'NR'
EL 964.11

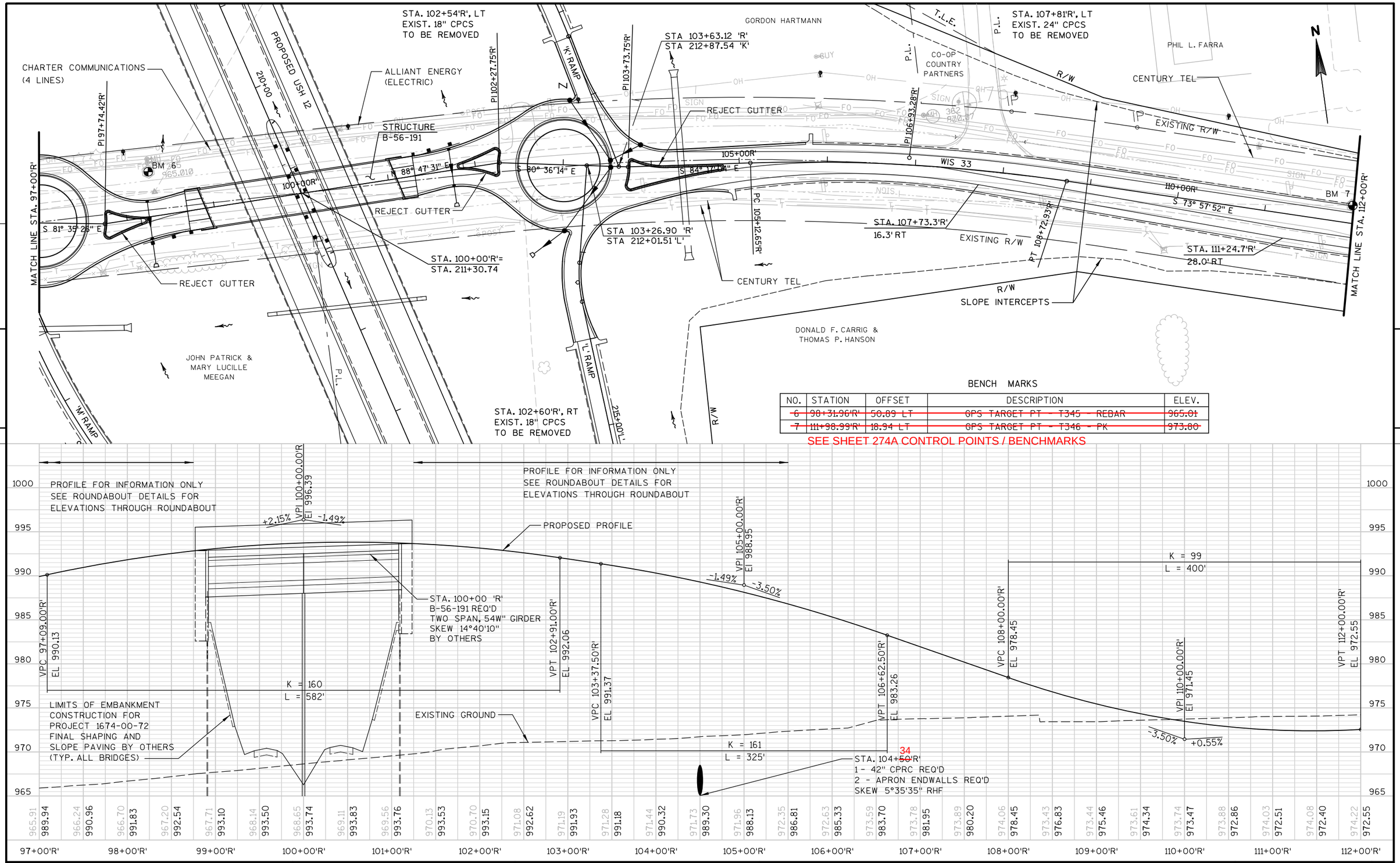
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 415	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: WIS 33 ('R' LINE)	SHEET 416 E



BENCH MARKS

NO.	STATION	OFFSET	DESCRIPTION	ELEV.
~~6~~	~~98+31.96'R'~~	~~50.89 LT~~	~~GPS TARGET PT - T345 - REBAR~~	~~965.01~~
~~7~~	~~111+98.99'R'~~	~~18.94 LT~~	~~GPS TARGET PT - T346 - PK~~	~~973.80~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: WIS 33 ('R' LINE)	SHEET 417	E

STA 113+20 'R', LT
CONSTRUCT C.E.
1 - 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

CENTURY TEL

PHIL L. FARRA

ALLIANT ENERGY
(ELECTRIC)

CHARTER COMMUNICATIONS
(4 LINES)

EXISTING USH 12

R/W

EXISTING R/W

STA. 115+52.6'R'
30.2' LT

STA. 114+72.4'R'
20.0' LT

MATCHLINE STA. 112+00 'R'

115+00R'

WIS 33

CENTURY TEL

R/W

STA. 115+10.9'R'
37.0' RT

STA. 114+97.0'R'
36.0' RT

EXISTING R/W

SLOPE INTERCEPTS

DONALD F. CARRIG &
THOMAS P. HANSON

TRAGER LIVING TRUST

TANKS

CONVEYOR

428
975.48

N

END CONSTRUCTION
STA. 115+52.51'R'

SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION

VPT 112+00.00'R'
EL 972.55

EXISTING GROUND

VPI 115+00.00'R'
El 974.20

+0.55%

+0.30%

VPI 115+52.51'R'
El 974.36

PROPOSED PROFILE

VPC 114+62.50'R'
EL 973.99

VPT 115+37.500'R'
EL 974.31

K = 300
L = 75'

985 980 975 970 965 960 955 950

974.22 972.55 | 974.31 972.82 | 974.34 973.10 | 974.21 973.37 | 974.15 973.65 | 974.09 973.92 | 974.22 974.18 | 974.42 974.35 | 974.30 | 974.08

112+00'R' 113+00'R' 114+00'R' 115+00'R' 116+00'R'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: WIS 33 ('R' LINE)	SHEET 418	E

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~8~~	~~90+21.02'Q', 11.11' RT~~	~~GPS TARGET POINT T339 PK~~	~~963.24~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

STA. 87+32'Q', LT
CONSTRUCT P.E.
1 - 15X21 CPA
2 - APRON ENDWALLS REQ'D.

STA. 88+44'Q', LT
CONSTRUCT P.E.
1 - 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

STA. 89+51'Q', LT
CONSTRUCT P.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

STA. 90+35
EXIST. 18" CPCS
TO BE REMOVED

STA. 91+45'Q', RT
CONSTRUCT P.E.
SEE 'SN' LINE
FOR DETAILS

HINZE
SPRECHER
BRIAN J. & KATHY J. LITTLE
MARK A. KNOWLES
PURDY LLC.
HAZEL L. LEONARD
BRIAN & SHANNON C. JOHNSON
GEORGE E. ALBRECHT
GARY E. WEGNER
KIECK
SCOTT E. BOWAR
DEANNA SUE WEISS
WILLIAM J. & TILDER WELLS
DIANA STENSON

ALLIANT ENERGY (ELECTRIC)
CENTURY TEL
LOGGERS LANE
OLD 33
EXISTING R/W
R/W
P.L.
T.L.E.
O.H.
U.G.

PC 82+01.85'Q'
PI 82+17.62'Q'
PT 82+33.38'Q'

86+50'Q' 11.0' LT
87+00'Q' 15.0' LT
85+00'Q'
PC 87+51.76'Q'
86+50'Q' 11.0' RT
87+00'Q' 15.0' RT
90+00'Q'
100+00'Q' SN
PT 93+45.50'Q'
95+00'Q'
STA. 94+19.71 'Q'= STA. 78+71.89 'AC3'
MATCH LINE STA. 97+00'Q'

SLOPE INTERCEPT
SLOPE INTERCEPT
BM
P 90+58.60'

BEGIN CONSTRUCTION
STA. 86+40.20'Q'

STA. 86+98'Q', RT
CONSTRUCT P.E.

STA. 87+83'Q', RT
CONSTRUCT P.E.
1 - 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

STA. 91+45'Q', RT
CONSTRUCT P.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

STA. 93+06'Q', RT
CONSTRUCT P.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

STA. 96+10'Q', RT
CONSTRUCT P.E.
SEE 'WS' LINE
FOR DETAILS

SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION

K = 188
L = 300'

PROPOSED PROFILE
EXISTING GROUND

VPI 86+40.20'Q'
EI 962.96

VPI 88+00.00'Q'
EI 965.04
+1.30%
+0.75%

VPC 90+00'Q'
EL 966.54

VPT 93+00'Q'
EL 971.19

+0.75%
+2.35%

VPI 91+50.00'Q'
EI 967.66

VPC 95+00'Q'
EL 975.88

SPECIAL DITCH - LT
SPECIAL DITCH - RT

STA. 90+35'Q'
1 - 24" CPRC REQ'D
2 - APRON ENDWALLS REQ'D

961.41	960.22	959.28	959.18	959.64	960.55	961.14	961.47	962.31	963.09	964.08	965.71	966.38	966.42	965.25	964.15	963.17	963.00	963.25	964.44	966.37	968.00	969.39	970.52	971.40	971.68	971.59	971.49	971.43	971.54	971.64
963.09	963.74	964.39	965.04	965.41	965.79	966.16	966.54	966.98	967.55	968.26	969.10	970.08	971.19	972.36	973.54	974.71	975.88	976.99	977.95	978.77	979.45

82+00'Q' 83+00'Q' 84+00'Q' 85+00'Q' 86+00'Q' 87+00'Q' 88+00'Q' 89+00'Q' 90+00'Q' 91+00'Q' 92+00'Q' 93+00'Q' 94+00'Q' 95+00'Q' 96+00'Q' 97+00'Q'

985 980 975 970 965 960 955 950

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: OLD 33 ('Q' LINE)	SHEET 419	E

STA. 99+67'Q', RT
EXIST. 15" CP
TO BE REMOVED

GARY E. WEGNER

ENERGEY ABSORBING TERMINAL
REQ'D 97+98.5'Q', 20.4' LT

STEEL PLATE BEAM
GUARD REQ'D

97+73.5'Q'
15.0' LT

MATCH LINE STA. 97+00'Q'

EXISTING R/W

97+73.5'Q'
15.0' RT

EXISTING R/W

R/W

ENERGEY ABSORBING TERMINAL
REQ'D 97+98.5'Q', 20.4' RT

STEEL THRIE BEAM
GUARD REQ'D

BENCH MARKS

PROPOSED USH 12

R/W

STA. 100+00'Q' =
STA. 278+03.36

100+00'Q'

STRUCTURE
B-56-190

WILLIAM J. & CORINNE B. BEARD

P.L.

280+01

R/W

335
966.23

STA. 105+50'Q', LT
CONSTRUCT F.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

GARY E. WEGNER

ENERGEY ABSORBING TERMINAL
REQ'D 102+01.5'Q', 20.4' LT

102+26.5'Q'
15.0' LT

ALLIANT ENERGY
(ELECTRIC)

CENTURY TEL

OLD 33

105+00'Q'

102+26.5'Q'
15.0' RT

R/W

ENERGEY ABSORBING TERMINAL
REQ'D 102+01.5'Q', 20.4' RT

STEEL PLATE BEAM GUARD REQ'D

SLOPE INTERCEPTS

GALE I. GETSCHMAN

STA. 105+50'Q', RT
CONSTRUCT F.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

VILLAGE OF
WEST BARABOO

SAN

BM 9

T340
966.820

P.L.

BRETT W. ZIMMERMAN

ADELA LUCARZ

STA. 106+37'Q', RT
CONSTRUCT P.E.
1 - 15"x21" CPA REQ'D
2 - APRON ENDWALLS REQ'D
EXIST. 18" CPCS
TO BE REMOVED

EXISTING USH 12

PI 108+92.79'Q'

C2
97.00

END CONSTRUCTION
STA. 107+17'Q'

N

WALLS

SIGN

POOL

A/C

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
9	108+08.63'Q', 45.50' LT	GPS TARGET POINT - T340 - REBAR	968.82

SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION

VPI 99+50.00'Q'
EL 986.46
+2.35%
-2.75%

STA. 100+00 'Q'
B-56-190 REQ'D
TWO SPAN, 54W" GIRDER
SKEW 0°
BY OTHERS

PROPOSED PROFILE

EXISTING GROUND

SPECIAL
DITCH - RT

SPECIAL
DITCH - LT

LIMITS OF EMBANKMENT CONSTRUCTION
FOR PROJECT 1674-00-72
FINAL SHAPING AND SLOPE PAVING BY OTHERS
(TYP. ALL BRIDGES)

K = 176
L = 900'

VPT 104+00'Q'
EL 974.09

STA. 97+70 'Q'
1 - 30"" CASING PIPE
REINFORCED CONCRETE

STA. 99+01'Q'
1 - 30" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
1 - MANHOLE, TYPE 1

STA. 100+86'Q'
1 - 30" CPRC REQ'D
2 - APRON ENDWALLS REQ'D
1 - MANHOLE, TYPE 1

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

K = 73
L = 300'

VPC 105+00'Q'
EL 971.34

968.58

VPT 108+00'Q'
EL 969.24

-2.75%
+1.35%

VPI 106+50.00'Q'
EL 967.21

VPI 108+50.00'Q'
EL 969.91

PROFILE FOR INFORMATION ONLY

985 980 975 970 965 960 955 950

971.64 979.45 | 971.34 979.99 | 970.90 980.38 | 970.43 980.64 | 970.07 980.75 | 969.77 980.72 | 969.72 980.55 | 969.74 980.24 | 969.89 979.78 | 970.03 979.19 | 970.05 978.45 | 970.05 977.57 | 969.70 976.55 | 969.44 975.39 | 969.01 974.09 | 968.68 972.71 | 968.61 971.34 | 968.81 970.13 | 969.02 969.27 | 968.83 968.75 | 968.41 968.57 | 968.31 968.73 | 968.89 969.24 | 969.94 969.91

97+00'Q' 98+00'Q' 99+00'Q' 100+00'Q' 101+00'Q' 102+00'Q' 103+00'Q' 104+00'Q' 105+00'Q' 106+00'Q' 107+00'Q' 108+00'Q'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: OLD 33 ('Q' LINE)	SHEET 420	E

STA. 86+41'TE'
EXIST. 18" CMCP
TO BE REMOVED

STA. 89+70'TE', LT
CONSTRUCT P.E.
SEE 'TX' LINE
FOR DETAILS
PLUS SHEET 81A

MATHY CONSTRUCTION COMPANY

STA. 90+50'TE', LT
CONSTRUCT C.E.
SEE 'MC3' LINE (NOT CONSTRUCTED)
FOR DETAILS

PRIVATE UTILITIES

PROPOSED USH 12

PHILIP J. & PAULA TRAXLER

ALLIANT ENERGY
(ELECTRIC)

STA. 87+75.68'TE'=
STA. 100+00.00'DN2'

STA. 87+00'TE'
18.0' LT

STA. 85+50'TE'
11.3' LT

STA. 89+86.29'TE' =
~~STA. 89+69.67'TE'=~~
STA. 100+00.00'TX'

STA. 90+50.00'TE'=
STA. 100+00.00'MC3'

ALLIANT ENERGY
(GAS)

(SEE SHEET 81A FOR STORM
SEWER MODIFICATIONS)

CHARTER COMMUNICATIONS

STA. 96+00.00'TE'=
STA. 100+00.00'DN1'

320+00

EXISTING R/W

PI 95+29.70'TE'

95+00'TE'

90+00'TE'

85+00'TE'

S 80° 02' 52" E

TERRYTOWN ROAD

MATCH LINE STA. 99+50'TE'

STRUCTURE
B-56-189

CENTURY TEL

STA. 85+50'TE'
11.2' RT

ALLIANT ENERGY
(ELECTRIC)

STA. 86+90'TE'
18.0' RT

STA. 87+00'TE'
20.5' RT

SLOPE INTERCEPTS

CENTURY TEL

PC 93+68.08'TE'

EXISTING R/W

BEGIN CONSTRUCTION
STA. 85+50'TE'

JAMES C. AND SUZANNE B. DOHNER

STA. 87+76'TE', RT
CONSTRUCT P.E.
4.5" OF ASPHALT
EXIST. 12" PVC
TO BE REMOVED

BENCH MARKS

NO.	STATION, OFFSET	DESCRIPTION	ELEV.
~~10~~	~~90+10.86'TE', 9.92'RT~~	~~GPS TARGET POINT - T333 - PK~~	~~928.60~~

SEE SHEET 274A CONTROL POINTS / BENCHMARKS

STA. 93+95'TE' RT
EXIST. 18" CMCP
TO BE REMOVED

STA. 96+00'TE', RT
CONSTRUCT C.E.
SEE 'DN1' LINE
FOR GRADING

STA. 99+62 'TE'
B-56-189 REQ'D
SINGLE SPAN, 72W" GIRDER
SKEW 36°35'
(BY OTHERS)

EXISTING GROUND

PROPOSED PROFILE

K = 261
L = 300'

VPC 86+50.00'TE'
EL 920.25

VPT 89+50.00'TE'
EL 920.32

VPI 85+50.00'TE'
EI 920.79

VPI 88+00.00'TE'
EI 919.42

-0.55%

+0.60%

+0.60%

SPECIAL
DITCH - LT

SPECIAL
DITCH - RT

STA. 86+26'TE'
2 - 24"x38" CPRCHE REQ'D
2 - MASONRY ENDWALLS REQ'D
1 - 18" CPRC REQ'D
1 - 18" APRON ENDWALL REQ'D
SKEW 57°48'01" LHF
SEE CONSTRUCTION DETAIL

| | | |

STA. 102+74'TE' LT
EXIST. 18" CMCP
TO BE REMOVED

STA. 103+30'TE' LT
EXIST. 15" CMCP
TO BE REMOVED

STA. 106+00'TE', LT
CONSTRUCT C.E.
SEE 'MC1' LINE
FOR DETAILS

PRIVATE UTILITIES

CENTURY TEL

MATHY CONSTRUCTION COMPANY

STRUCTURE
B-56-188

ALLIANT ENERGY
(ELECTRIC)

EXISTING USH 12

ALLIANT ENERGY
(ELECTRIC)

ALLIANT ENERGY
(GAS)

SENGER

AMERICAN
TRANSMISSION
COMPANY

CHARTER COMMUNICATIONS

T.L.E.

R/W

ALLIANT ENERGY
(ELECTRIC)

CENTURY TEL

MATCH LINE STA. 99+50'TE'

100+00'TE'

EXISTING R/W

CAUTION

STA. 107+00.0'TE'
18.0' LT

STA. 107+34.0'TE'
56.9'LT

325+00'TR4'

JERMIER

GARCIA

ANT.

N

TERRYTOWN ROAD

PC 103+97.50'TE'

PT 107+02.45'TE'

STA. 106+00.00'TE'=
STA. 99+85.00'MC1'

STA. 107+65.1'TE'
27.2' LT

STA. 100+00'TE'=
STA. 320+99.27

PROPOSED USH 12

SLOPE INTERCEPT (TYP.)

105+00'TE'

PI 108+48.73'TE'

JAMES C. &
SUZANNE B.
DOHNER

VILLAGE OF
WEST BARABOO

ALLIANT ENERGY
(GAS)

PI 105+53.34'TE'

STA. 107+10'TE' RT
EXIST. 72" CMCP
TO BE EXTENDED

CITY OF
BARABOO

STA. 107+28.4'TE'
14.3' LT

END CONSTRUCTION
STA. 107+50'TE'

CITY OF BARABOO

STA. 103+00'TE', RT
CONSTRUCT C.E.

STA. 103+60'TE', RT
CONSTRUCT C.E.

MATHY CONSTRUCTION
COMPANY

STA. 100+37 'TE'
B-56-188 REQ'D
SINGLE SPAN, 72W" GIRDER
SKEW 36°35'
(BY OTHERS)

K = 375
L = 150'

EXISTING GROUND

PROPOSED PROFILE

VPC 100+25.00'TE'
EL 926.77

VPT 101+75.00'TE'
EL 927.97

+1.00%

+0.60%

+1.00%

VPI 101+00.00'TE'
EI 927.22

VPI 107+50.00'TE'
EI 933.72

SPECIAL DITCH - LT

STA. 107+10'TE'
EXTEND 72" CORRUGATED STEEL CULVERT PIPE
REMOVE AND SALVAGE 72" METAL APRON ENDWALL

SPECIAL DITCH - RT

955.95	958.24	961.01	962.85	958.35	951.56	944.92	939.38	934.62	929.96	926.85	924.85	929.71	934.02	934.05	933.58	933.73	934.42
926.32	926.62	926.93	927.30	927.73	928.22	928.72	929.22	929.72	930.22	930.72	931.22	931.72	932.22	932.72	933.22	933.72	

100+00'TE' 101+00'TE' 102+00'TE' 103+00'TE' 104+00'TE' 105+00'TE' 106+00'TE' 107+00'TE' 108+00'TE'

950 945 940 935 930 925 920 915

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TERRYTOWN ROAD ('TE' LINE)	SHEET 422	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\050102_te_pp.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE:
THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER UPON COORDINATION WITH THE PROPERTY OWNER

HO CHUNK NATION

T.L.E.

P.L.

R/W

PI 15+00.00'AC1'

0'AC1'

PC 17+18.98'AC1'

PI 18+16.11'AC1'

PT 19+08.47'AC1'

20+00'AC1'

TIMOTHY LANE

PC 17+44.66

BEGIN CONSTRUCTION
STA. 15+00 'AC1'

PROPOSED USH 12

PT 19+87.91

20+00

PC 22+35.35'AC1'

PI 23+33.49'AC1'

SLOPE INTERCEPTS

STA. 25+74'AC1', LT
CONSTRUCT P.E.

PT 24+26.17'AC1'

25+00'AC1'

STA. 25+74.35'AC1'=
STA. 3+57.71'AM'

OBLITERATING OLD ROAD

VIRGIL L. & CYNTHIA P. DICKINSON

EXISTING R/W

SIGN

STA. 25+74'AC1', RT
CONSTRUCT C.E.
SEE 'AM' LINE
FOR DETAILS

SEPTIC

ANTIQUE MALL OF WISCONSIN DELLS LLC

CENTURYTEL

ALLIANT ENERGY
(ELECTRIC)

CHARTER COMMUNICATIONS

STA. 29+53'AC1', LT
CONSTRUCT P.E.

PC 29+68.79'AC1'

30+00

MATCH LINE STA. 30+00 ('AC1')

VIBRATION WALL
STA 25+90 'AC1 TO STA 29+74 'AC1'

STA. 29+53'AC1', RT
CONSTRUCT C.E.

N

5

5

K = 85
L = 300'

EL 943.00

EL 952.83

VPI 18+00.00'AC1'
EL 950.58

+5.05%

+1.50%

K = 60
L = 150'

VPC 21+25.00'AC1'
EL 955.45

VPI 22+00.00'AC1'
EL 956.58

VPT 22+75.00'AC1'
EL 959.58

+1.50%

+4.00%

VPC 24+25.00'AC1'
EL 965.58

K = 56
L = 250'

VPI 25+50.00'AC1'
EL 970.58

+4.00%

-0.50%

VPT 26+75.00'AC1'
EL 969.95

VPC 28+57.50'AC1'
EL 969.04

-0.50%

K = 50
L = 125'

VPI 29+20.00'AC1'
EL 968.73

+2.00%

VPT 29+82.50'AC1'
EL 969.98

PROPOSED PROFILE

EXISTING GROUND

VPI 15+00.00'AC1'
EI 935.43

970 965 960 955 950 945 940 935

935.36	937.89	940.43	942.93	945.74	948.17	950.45	949.66	945.05	946.62	949.50	953.69	954.19	957.09	957.05	957.78	958.87	960.48	963.15	966.58	969.38	971.13	971.65	971.13	970.94	970.97	971.27	969.69	968.76	968.18
935.43	937.95	940.48	943.00	945.38	947.46	949.25	950.74	951.93	952.83	953.58	954.33	955.08	955.88	957.05	958.63	960.58	962.58	964.58	966.52	968.07	969.17	969.82	970.02	969.83	969.58	969.33	969.08	969.01	969.43	970.33
15+00'AC1'		16+00'AC1'		17+00'AC1'		18+00'AC1'		19+00'AC1'		20+00'AC1'		21+00'AC1'		22+00'AC1'		23+00'AC1'		24+00'AC1'		25+00'AC1'		26+00'AC1'		27+00'AC1'		28+00'AC1'		29+00'AC1'		30+00'AC1'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TIMOTHY LANE ('AC1' LINE)	SHEET 423 E

VIRGIL L. & CYNTHIA P. DICKINSON

CENTURYTEL

REJECT GUTTER

R/W

MOON ROAD

CENTURYTEL

ALLIANT ENERGY (ELECTRIC)

REJECT GUTTER

PT 30+46.93'AC1'

PI 31+65.47'AC1'

PI 33+11.25'AC1'

PI 35+37.70'AC1'

PC 36+80.64'AC1'

PT 38+03.99'AC1'

PC 43+02.35'AC1'

PI 44+12.59'AC1'

MATCH LINE STA. 30+00 'AC1'

MATCH LINE STA. 45+00 'AC1'

35+00'AC1'

40+00'AC1'

45+00'AC1'

R/W

T.L.E.

TIMOTHY LANE

SLOPE INTERCEPTS

REJECT GUTTER

PC 34+49.94'AC1'

PT 36+22.24'AC1'

PI 37+43.20'AC1'

ALLIANT ENERGY (ELECTRIC)

STA. 32+37.63'AC1' =
STA. 104+09.43'MO'

SUSAN KERHULAS

STA. 37+24'AC1', LT
CONSTRUCT P.E.

STA. 39+50'AC1', LT
CONTRUCT P.E.

STA. 44+50'AC1', RT
CONSTRUCT P.E.

NOTE:
THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER UPON COORDINATION WITH THE PROPERTY OWNER

N

117
975.83

976.02

STA. 37+41'AC1', RT
CONSTRUCT P.E.

STA. 41+71'AC1', RT
CONSTRUCT P.E.

STA. 44+50'AC1', RT
CONSTRUCT P.E.

5

5

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

VPC 30+75.00'AC1'
EL 971.83

VPI 31+00.00'AC1'
EL 972.33

VPT 31+25.00'AC1'
EL 972.58

K = 50
L = 50'

+2.00%

+1.00%

VPC 33+25.00'AC1'
EL 974.60

VPI 33+75.00'AC1'
EL 975.10

VPT 34+25.00'AC1'
EL 974.85

K = 67
L = 100'

+1.00%

-0.50%

VPC 38+25.00'AC1'
EL 972.85

VPI 38+50.00'AC1'
EL 972.72

VPT 38+75.00'AC1'
EL 972.85

K = 50
L = 50'

-0.50%

+0.50%

EXISTING GROUND

PROPOSED PROFILE

VPC 42+75.00'AC1'
EL 974.85

VPI 43+00.00'AC1'
EL 974.97

VPT 43+25.00'AC1'
EL 974.85

K = 50
L = 50'

+0.50%

-0.50%

31+00
STA. ~~30+58~~ 'AC1'
1 - 24" CASING PIPE
REINFORCED CONCRETE

~~STA. 30+50 'AC1'
1 - 24" CASING PIPE
REINFORCED CONCRETE~~

SEE SHEET 343-B FOR CASING PIPE LOCATION & CHANGES

985 980 975 970 965 960 955 950

968.18 970.33 | 969.17 971.33 | 970.39 972.27 | 971.85 972.83 | 972.63 973.33 | 974.04 973.84 | 973.97 974.35 | 975.07 974.80 | 975.67 974.93 | 974.41 974.72 | 974.06 974.47 | 972.94 974.22 | 972.88 973.97 | 972.86 973.72 | 972.93 973.47 | 972.93 973.22 | 973.41 972.97 | 973.75 972.79 | 974.20 972.97 | 975.83 973.22 | 977.10 973.47 | 977.11 973.72 | 976.11 973.97 | 975.82 974.22 | 975.77 974.47 | 975.81 974.72 | 976.06 974.91 | 976.35 974.72 | 976.06 974.47 | 974.88 974.22 | 974.94 973.97

30+00'AC1' 31+00'AC1' 32+00'AC1' 33+00'AC1' 34+00'AC1' 35+00'AC1' 36+00'AC1' 37+00'AC1' 38+00'AC1' 39+00'AC1' 40+00'AC1' 41+00'AC1' 42+00'AC1' 43+00'AC1' 44+00'AC1' 45+00'AC1'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TIMOTHY LANE ('AC1' LINE)	SHEET 424	E

SCHLUTER SALV. LLC.

TIMOTHY LANE

50+00'AC1'

R/W

P.L.

T.L.E.

PC 47+68.74'AC1'

SLOPE INTERCEPTS

STA. ~~51+50'AC1', RT~~
CONSTRUCT C.E.
FINAL LOCATION
OF C.E. TO BE
DETERMINED IN FIELD

LOCATION OF C.E.'S
STA 46+90 'AC1' RT
STA 51+20 'AC1' LT
STA 53+00 'AC1' RT

SCHLUTER SALV. LLC.

PT 54+47.74'AC1'

55+00'AC1'

SUSAN KERHULAS

NOTE:
THE EXACT LOCATION OF PRIVATE
ENTRANCES AND DRIVEWAYS IS
TO BE DETERMINED IN THE FIELD
BY THE ENGINEER UPON COOR-
DINATION WITH THE PROPERTY OWNER

STA. 51+50'AC1', RT
CONSTRUCT P.E.

PT 45+12.50'AC1'

MATCH LINE STA. 45+00 'AC1'

RICHARD J YOUNG

RUINS

WEEKS
INDUSTRIES

ALLIANT ENERGY
(ELECTRIC)

CHARTER
COMMUNICATIONS
ALLIANT ENERGY
(GAS)

PC 54+76.50'AC1'

STA. 57+54.00'AC1' =
STA. 110+40.67'E'

ALLIANT ENERGY
(GAS)

PI 115+92.46'E'

115+00'E'

EXISTING USH 12

REJECT
GUTTER

CAUTION

SIGN

ALLIANT ENERGY
(ELECTRIC)

REJECT
GUTTER

CORINNE B BEARD

END CONSTRUCTION
STA. 57+54.00 'AC1'

EXISTING GROUND

PROPOSED PROFILE

K = 50
L = 50'
VPC 46+75.00'AC1'
EL 973.10

VPT 47+25.00'AC1'
EL 973.10

-0.50%
+0.50%

VPI 47+00.00'AC1'
EL 972.97

K = 55
L = 50'
VPC 51+25.00'AC1'
EL 975.10

VPT 51+75.00'AC1'
EL 975.57

+0.50%
+1.40%

VPI 51+50.00'AC1'
EL 975.22

K = 55
L = 50'
VPI 55+75.00'AC1'
EL 981.18

+1.40%
-1.00%

VPC 55+25.00'AC1'
EL 980.48

K = 42
L = 100'

VPT 56+25.00'AC1'
EL 980.68

VPI 57+54.00'AC1'
EL 979.39

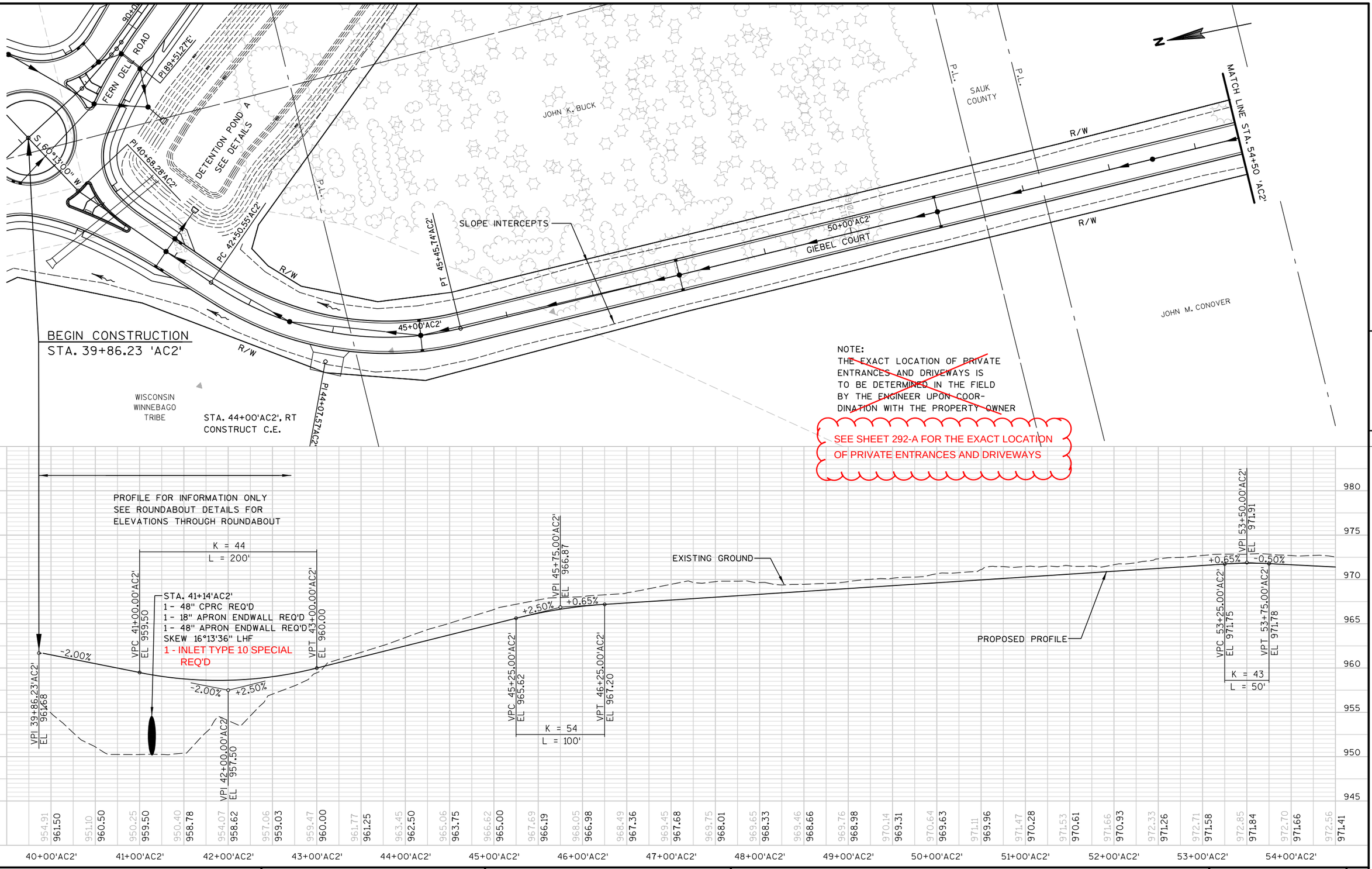
PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

45+00'AC1'	46+00'AC1'	47+00'AC1'	48+00'AC1'	49+00'AC1'	50+00'AC1'	51+00'AC1'	52+00'AC1'	53+00'AC1'	54+00'AC1'	55+00'AC1'	56+00'AC1'	57+00'AC1'
974.94 / 973.97	975.49 / 973.72	975.25 / 973.47	974.90 / 973.22	975.06 / 973.04	975.13 / 973.22	974.93 / 973.47	975.03 / 973.72	974.50 / 973.97	974.52 / 974.22	975.02 / 974.47	975.92 / 974.72	976.30 / 974.97	977.15 / 975.28	977.58 / 975.92	977.36 / 976.63	977.12 / 977.33	976.23 / 978.03	976.33 / 978.73	976.37 / 979.43	976.58 / 980.13	976.52 / 980.75	976.80 / 980.85	976.79 / 980.43	977.22 / 979.93	979.43

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TIMOTHY LANE ('AC1' LINE)	SHEET 425	E

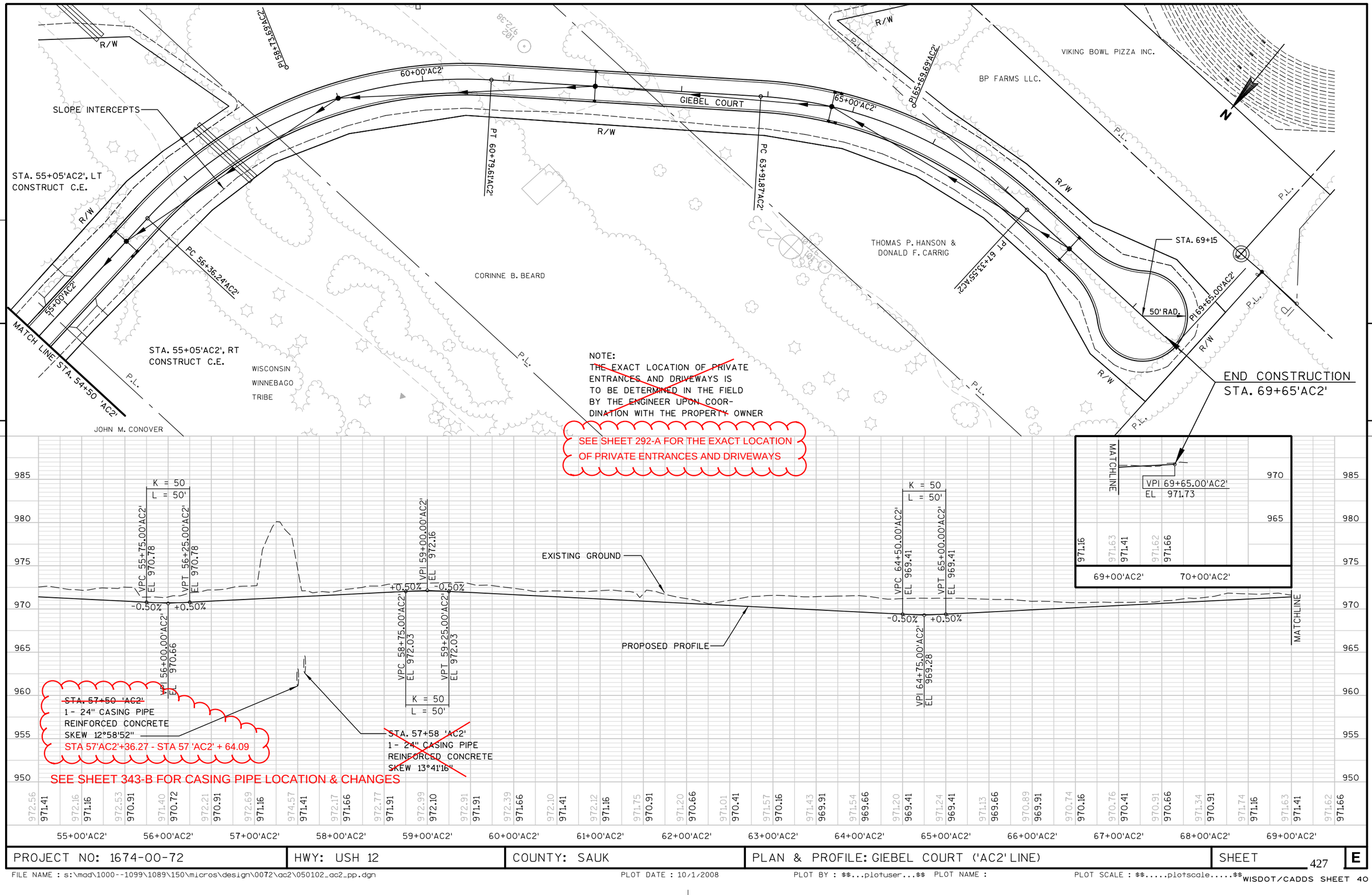
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WISDOT/CADDS SHEET 40



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: GIEBEL COURT ('AC2' LINE)	SHEET 426	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac2\050101_ac2_pp.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: GIEBEL COURT ('AC2' LINE)	SHEET 427	E

PROPOSED USH 12

STA. 33+44'AC3', RT
CONSTRUCT F.E.

DONALD F. CARRIG &
THOMAS P. HANSON

P.L.

P.L.

PI 38+00.13'AC3'

40+00'AC3'

35+00'AC3'

R/W

T.L.E.

SLOPE INTERCEPT

LARS, LLC

PC 33+44.24'AC3'

T.L.E.

BEGIN
CONSTRUCT
STA. 33+44.24'AC3'

CYRIL L. &
SHAHANA DOMBECK

PROPOSED USH 12

LOGGERS LANE

45+00'AC3'

PT 42+46.11'AC3'

R/W

MATCH LINE STA. 47+00'AC3'

T.L.E.

P.L.

NOTE:
THE EXACT LOCATION OF PRIVATE ENTRANCES AND DRIVEWAYS IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER UPON COOR-DINATION WITH THE PROPERTY OWNER

MICHAEL & TAMMY WILM

ALLIANT ENERGY
(ELECTRIC)

STA. 34+96'AC3', RT
CONSTRUCT F.E.
1 - ~~12~~ 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION

STA. 40+00'AC3', RT
CONSTRUCT F.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

STA. 46+50'AC3', RT
CONSTRUCT P.E.
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

K = 141
L = 400'

VPI 32+44.24'AC3'
EL 1005.53

-4.63%

VPC 38+00.00'AC3'
EL 984.41

VPT 42+00.00'AC3'
EL 971.55

PROPOSED PROFILE

EXISTING GROUND

-4.63%

-1.80%

VPI 40+00.00
EL 975.15

STA. 44+25'AC3'
2- 19"X30" CPRCHE REQ'D
SKEW 16°52'22" RHF
2 - MASONRY ENDWALLS REQ'D

SPECIAL DITCH - RT

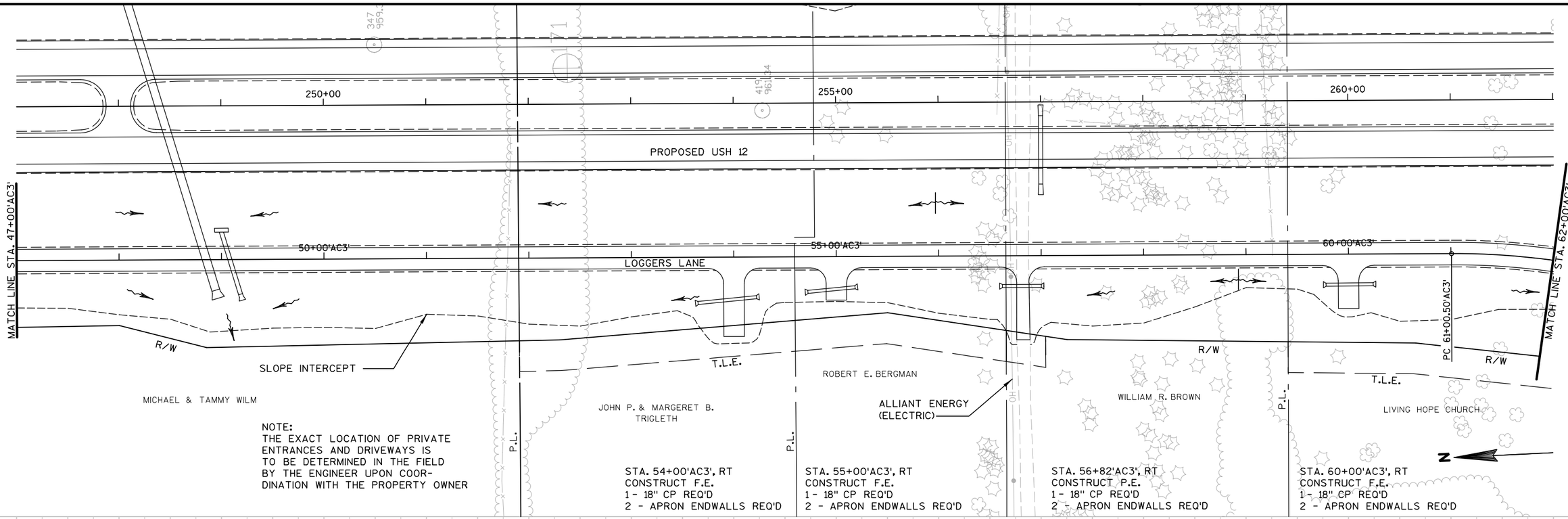
SPECIAL DITCH - LT

VPC 46+25.00'AC3'
EL 963.90

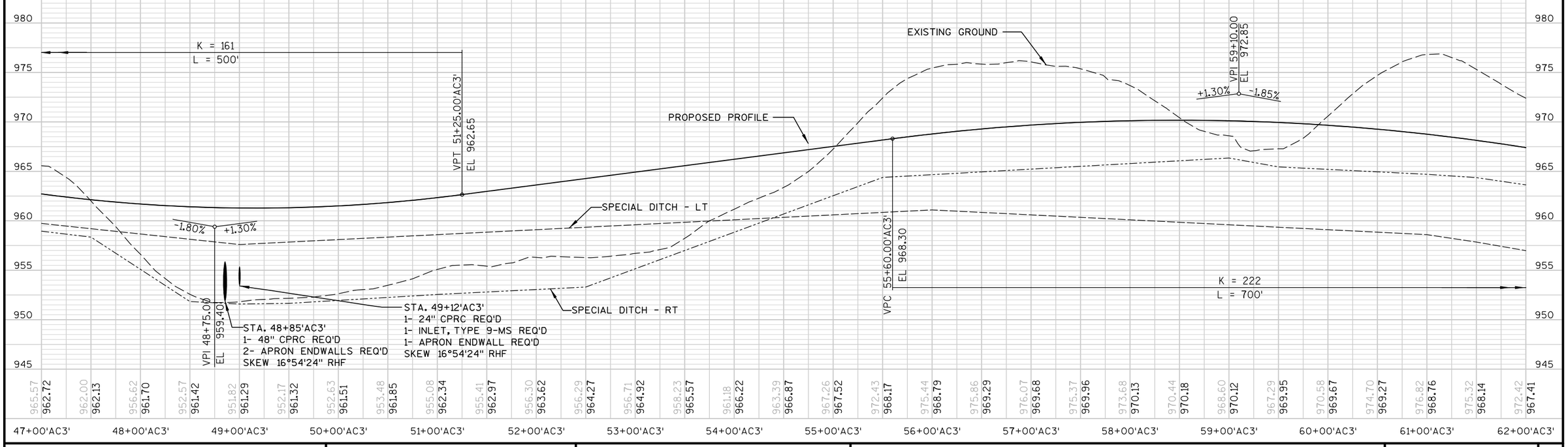
1005	1000	995	990	985	980	975	970	965	960

33+00'AC3'	34+00'AC3'	35+00'AC3'	36+00'AC3'	37+00'AC3'	38+00'AC3'	39+00'AC3'	40+00'AC3'	41+00'AC3'	42+00'AC3'	43+00'AC3'	44+00'AC3'	45+00'AC3'	46+00'AC3'	47+00'AC3'
1003.96	1004.68	1002.52	1000.06	995.38	993.40	991.29	989.25	987.84	986.56	984.13	981.70	979.10	976.17	974.07	972.15	970.82	969.52	966.89	965.07	963.96	963.02	963.40	965.85	969.47	968.52	967.53	965.57
1,005.26	1,002.94	1,000.63	998.31	995.99	993.68	991.36	989.05	986.73	984.41	982.19	980.14	978.26	976.57	975.05	973.70	972.54	971.55	970.65	969.75	968.85	967.95	967.05	966.15	965.25	964.35	963.47	962.72

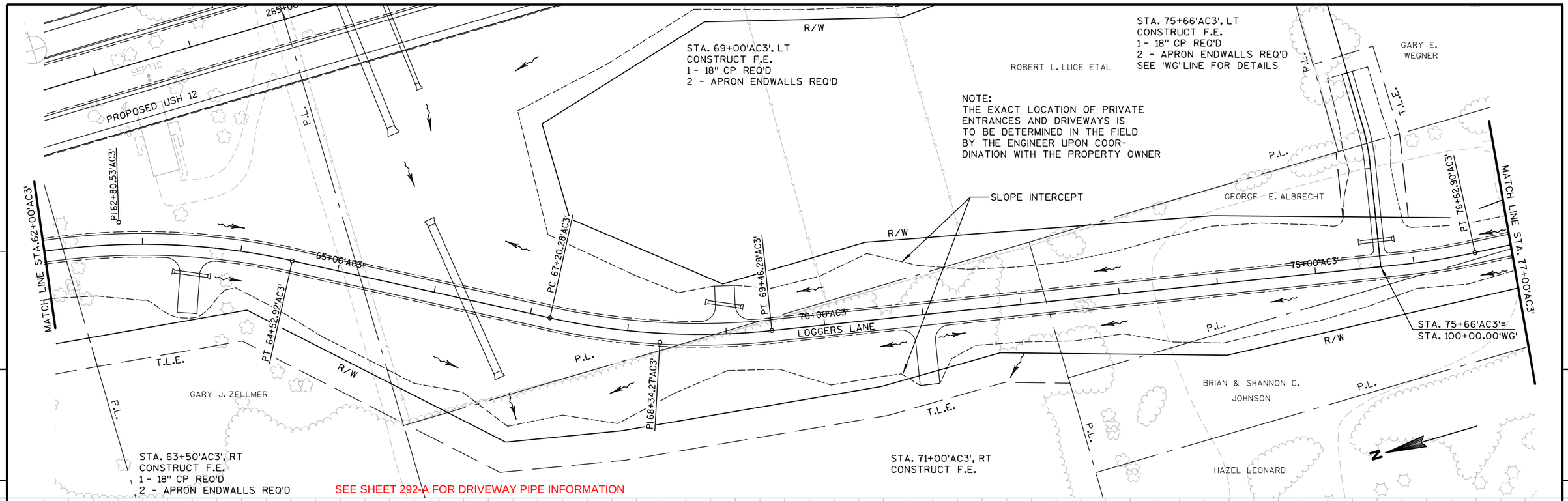
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: LOGGERS LANE ('AC3' LINE)	SHEET 428	E



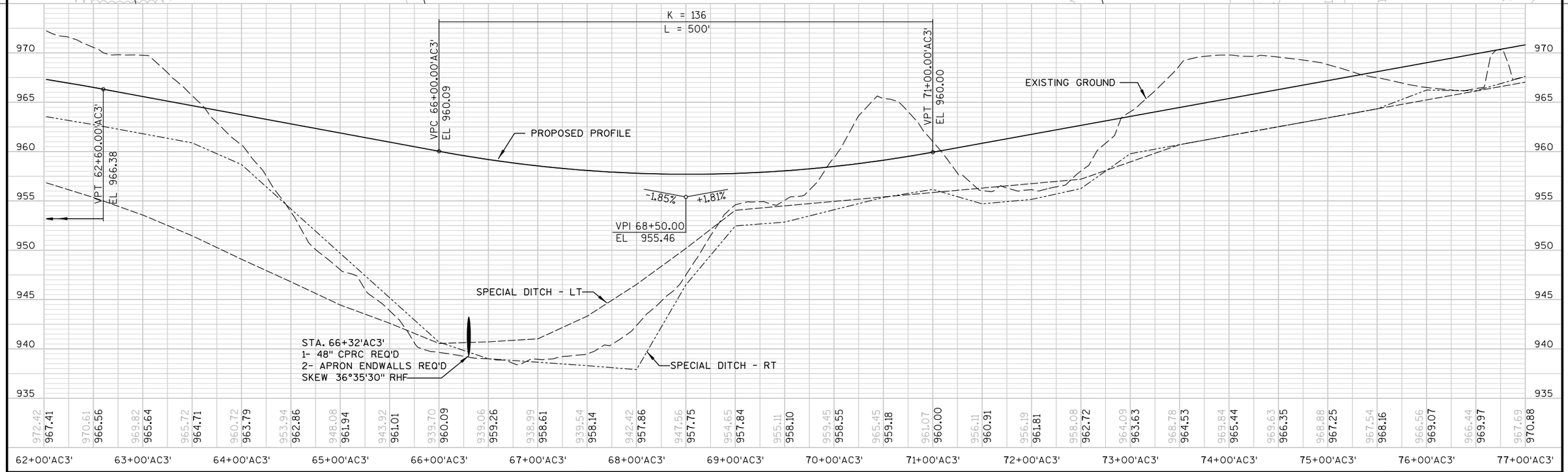
SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION



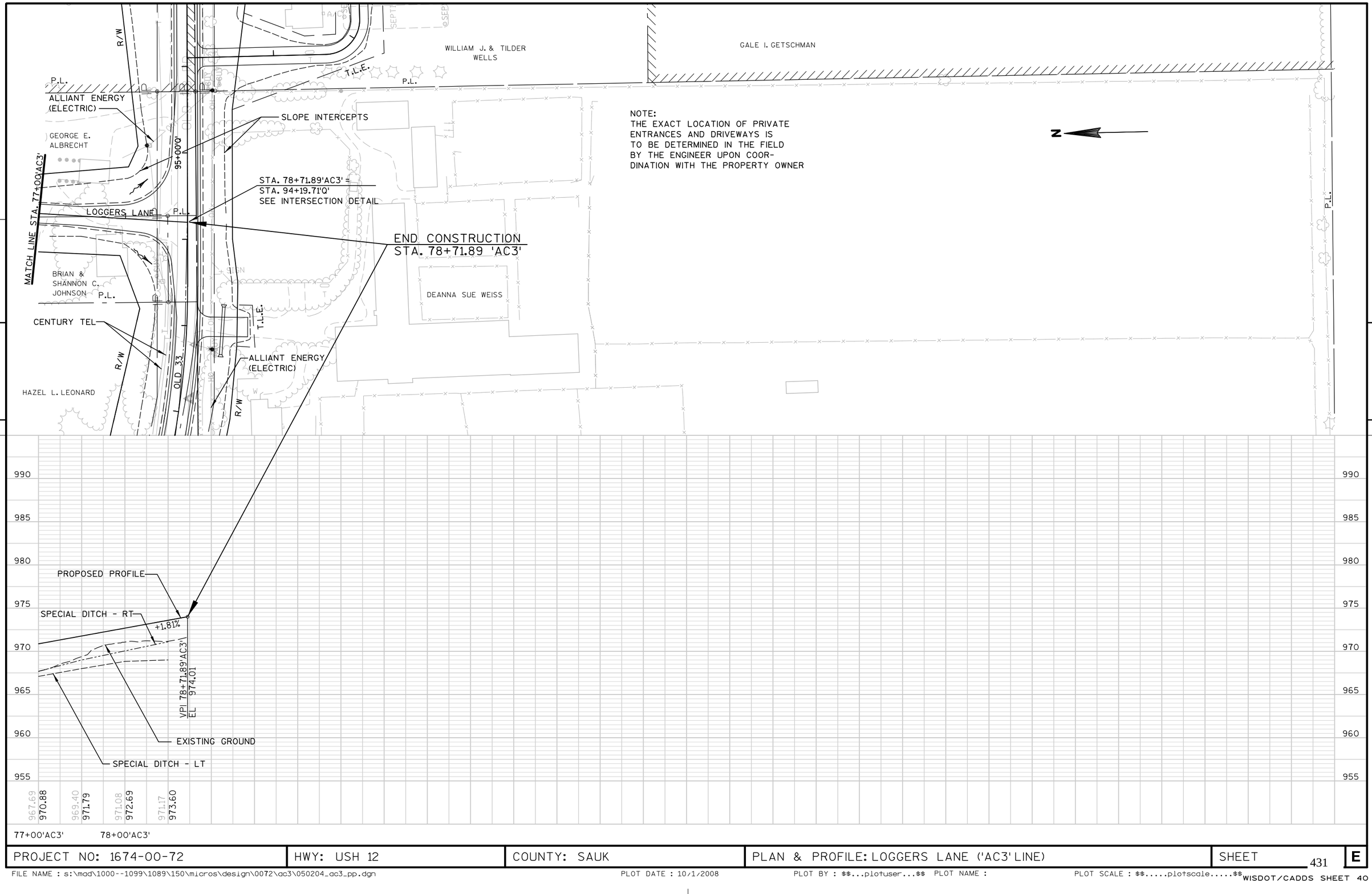
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: LOGGERS LANE ('AC3' LINE)	SHEET 429	E



SEE SHEET 292-A FOR DRIVEWAY PIPE INFORMATION



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: LOGGERS LANE ('AC3' LINE)	SHEET 430	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: LOGGERS LANE ('AC3' LINE)	SHEET 431	E

STATION 14+58 'AC4', LT
CONSTRUCT C.E.
1 - 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

CRAIG M. & ELAINE DITTRICH

SLOPE INTERCEPTS

T.L.E.

P.L.

R/W

ALLIANT ENERGY (GAS)

CAUTION

CENTURY TEL

CHARTER CABLE PARTNERS LLC

90+00R'

JOHN PATRICK MEEGAN & MARY LUCILLE MEEGAN, TRUSTEES, OR THEIR SUCCESORS IN TRUST, UNDER THE JOHN PATRICK AND MARY LUCILLE MEEGAN LIVING TRUST, DATED JANUARY 15, 1999 AND ANY AMENDMENTS THERE TO.

STA 15+51.85 'AC4'=
STA 87+95.65 'R'

10+00'AC4'

15+00'AC4'

WEBSTER LANE

WIS 33

STA. 12+26'AC4'=
STA. 10+00.00'DT'

CHARLES A. RACHUJ SR. & CHARLES A. RACHUJ JR.

GORDON HARTMANN

CHARTER COMMUNICATIONS (4 LINES)

BEGIN CONSTRUCTION
STA. 10+00'AC4'

END CONSTRUCTION
STA. 15+51.85'AC4'

CARL & SUSAN A. WENZ TRUST

EXISTING R/W

ALLIANT ENERGY (ELECTRIC)

BARRY S. RIGG & JANET J. ANDERSON

SEE SHEET 292A FOR DRIVEWAY PIPE INFORMATION

PROPOSED PROFILE

EXISTING GROUND

VPI 10+00.00'AC4'
EL 971.69

VPC 11+37.50'AC4'
EL 971.01

K = 31
L = 125'

VPT 12+62.50 'AC4'
EL 967.85

VPI 12+00.00'AC4'
EL 970.69

VPC 12+77.50'AC4'
EL 967.17

K = 37
L = 245'

VPT 15+22.50'AC4'
EL 964.04

VPI 14+00.00'AC4'
EL 961.59

VPI 15+51.85'AC4'
EL 964.63

-0.50%
-4.55%
-4.55%
+2.00%

STA. 15+00'AC4'
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 5°11'03" LHF

985 980 975 970 965 960 955 950

965.28 971.69 | 965.13 971.44 | 966.21 971.19 | 966.64 970.92 | 967.06 970.06 | 966.03 968.39 | 965.47 966.21 | 964.43 964.57 | 962.99 963.60 | 962.54 963.30 | 960.88 963.66 | 962.97 964.59

10+00'AC4' 11+00'AC4' 12+00'AC4' 13+00'AC4' 14+00'AC4' 15+00'AC4'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: WEBSTER LANE ('AC4' LINE)	SHEET 432	E

HO CHUNK NATION

STA. 16+98'TR1'
1 - 24" CP REQ'D
2 - APRON ENDWALLS REQ'D

P.L.

T.L.E.

15+00'TR3 TEMPORARY ROAD 3

20+00'TR3

STA. 18+21'TR1' RT
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

STA. 21+52.46'TR1'=
STA. 21+11.10'TR3'
SEE INTERSECTION DETAIL

COVER PLATES
TEMPORARY REQ'D

PI 23+33.48'TR1'

SLOPE INTERCEPTS

N

R/W

BEGIN CONSTRUCTION
STA. 13+00 'TR1'

TIMOTHY LANE

CULVERT PIPE
TEMPORARY 24-INCH

PT 17+50.59'TR1'

COVER PLATES
TEMPORARY REQ'D

20+50'TR1'

S 31° 19' 33" E
TEMPORARY ROAD 1

PC 22+35.35'TR1'

PT 24+26.71'TR1'

25+00'TR1'

S 00° 00' 00" E

15+00'TR1'

CHARTER COMMUNICATIONS

VIRGIL L. & CYNTHIA P. DICKINSON

CENTURYTEL

SEE S.D.D. STEEL THRIE BEAM BULLNOSE TERMINAL FOR MORE INFORMATION

PI 14+87.30'TR1'

EXISTING USH 12

EXISTING R/W

VIRGIL L. DICKINSON

END CONSTRUCTION
STA. 25+50 'TR1'

ANTIQUE MALL OF WISCONSIN DELLS LLC

SEPTIC

5

5

970
965
960
955
950
945
940
935

PROPOSED PROFILE

EXISTING GROUND

VPI 13+00.89'TR1'
EL 936.86

+3.34%

VPI 14+40.09'TR1'
EL 941.51

+3.56%

VPI 15+00.00'TR1'
EL 943.64

+2.84%

VPI 15+50.00'TR1'
EL 945.06

+3.12%

VPI 15+81.74'TR1'
EL 946.05

VPC 16+50.00'TR1'
EL 947.80

+2.56%

K = 94
L = 100'

VPI 17+00.00'TR1'
EL 949.08

+1.50%

STA. 16+98'TR1'
1 - 24" CP REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 56°13'17" LHF

VPT 17+50.00'TR1'
EL 949.83

+1.50%

VPI 19+50.00'TR1'
EL 952.83

+1.50%

VPC 21+25.00'TR1'
EL 955.46

K = 60
L = 150'

VPT 22+75.00'TR1'
EL 959.58

VPI 22+00.00'TR1'
EL 956.58

+1.50%

+4.00%

VPC 24+25.00'TR1'
EL 965.58

K = 56
L = 250'

VPT 26+75.00'TR1'
EL 969.95

VPI 25+50.00'TR1'
EL 970.58

+4.00%

-0.50%

| | | |

STA. 44+00'TR2', LT
1 - 30" CPRC CLASS III REQ'D.
1 - APRON ENDWALL REQ'D.

STA. 44+60'TR2'
1 - 30" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

STA. 53+84.22'TR2' =
STA. 1+00.00'TR7'
SEE INTERSECTION DETAIL

STA. 57+02'TR2' LT
CONSTRUCT P.E. (TEMPORARY)
STA. 57+01'TR2' LT
1 - 18" CP REQ'D (TEMPORARY)
2 - APRON ENDWALLS REQ'D
(TEMPORARY)

TIMOTHY LANE
RICHARD J YOUNG
SCHLUTER SAW LLC
THOMAS P. HANSON & DONALD F. CARRIG
TEMPORARY ROAD 2
TEMPORARY ROAD 7
EXISTING USH 12
MATCH LINE STA. 57+50 'TR2'
SLOPE INTERCEPTS
ALLIANT ENERGY UNDERGROUND (GAS)
ALLIANT ENERGY UNDERGROUND (ELECTRIC)
CHARTER COMMUNICATIONS
CENTRYTEL
ALLIANT ENERGY OVERHEAD (ELECTRIC)
CAUTION
SIGN
RUINS
T.L.E.
R/W
P.L.
45+00'AC1'
55+00'AC1'
PI 49+54.72'TR2'
PT 51+96.15'TR2'
PC 55+17.77'TR2'
PI 42+75.00'TR2'
PC 47+14.29'TR2'
50+00'TR2'
45+00'TR2'
55+00'TR2'
PC 1+59.80'TR7'
PI 2+04.60'TR7'
PT 2+48.45'TR7'
PC 2+77.24'TR7'
PI 3+06.75'TR7'
PT 3+30.56'TR7'
110+00'E'
115+00'E'

BEGIN CONSTRUCTION
STA. 43+00 'TR2'

K = 155
L = 150'

K = 310
L = 310'

VPI 42+75.00'TR2'
EL 974.85
VPC 43+45.00'TR2'
EL 975.20
VPI 45+00.00'TR2'
EL 975.98
VPT 46+55.00'TR2'
EL 975.20
VPC 46+75.00'TR2'
EL 975.10
VPI 47+50.00'TR2'
EL 974.73
VPT 48+25.00'TR2'
EL 975.07

+0.50%
-0.50%
-0.50%
+0.47%
+0.47%

STA. 44+50'TR2'
1 - 30" CP REQ'D
2 - APRON ENDWALLS REQ'D

PROPOSED PROFILE
EXISTING GROUND

995 990 985 980 975 970 965 960

43+00'TR2'	44+00'TR2'	45+00'TR2'	46+00'TR2'	47+00'TR2'	48+00'TR2'	49+00'TR2'	50+00'TR2'	51+00'TR2'	52+00'TR2'	53+00'TR2'	54+00'TR2'	55+00'TR2'	56+00'TR2'	57+00'TR2'
976.06 / 974.98	976.39 / 975.22	976.20 / 975.43	975.42 / 975.55	975.40 / 975.59	976.20 / 975.55	975.55 / 975.43	975.38 / 975.22	975.45 / 975.00	975.65 / 974.91	975.76 / 974.98	975.91 / 975.19	975.72 / 975.42	976.26 / 975.66	976.29 / 975.89	976.17 / 976.12	976.36 / 976.36	976.20 / 976.59	976.51 / 976.82	976.97 / 977.06	977.03 / 977.29	977.06 / 977.52	976.87 / 977.76	976.93 / 977.99	977.45 / 978.22	977.33 / 978.46	977.16 / 978.69	977.14 / 978.92	976.98 / 979.15	977.62 / 979.39

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD ('TR2' LINE)	SHEET 434	E

WEEKS INDUSTRIES

P.L.

SLOPE INTERCEPTS

ALLIANT ENERGY UNDERGROUND (GAS)

ALLIANT ENERGY (ELECTRIC)

CHARTER COMMUNICATIONS

T.L.E.

MATCH LINE STA. 57+50 'TR2'

PI 57+70.13 'TR2'

TEMPORARY ROAD 2

PT 60+16.73 'TR2'

PI 61+65.55 'TR2'

60+00 'TR2'

EXISTING R/W

EXISTING USH 12

EXISTING R/W

SEPTIC

SIGN

OH

A/C

ANT.

ATHLETIC FIELD

WINCHEL. ENTERPRISES, LLC

END CONSTRUCTION
STA. 60+16.73 'TR2'

N

977.60

980.54

5

5

995
990
985
980
975
970
965
960

VPI 57+52.56
EL 979.40

+0.44%

PROPOSED PROFILE

EXISTING GROUND

VPI 60+16.73 'TR2'
EL 980.56

977.62	979.18	979.58	979.80	979.93	980.21	980.24	980.42	980.51
979.39	979.61	979.83	980.05	980.27	980.49			

58+00 'TR2' 59+00 'TR2' 60+00 'TR2' 61+00 'TR2'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD ('TR2' LINE)	SHEET 435	E

STA. 14+50'TR3'
1 - 18" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

HO CHUNK NATION

SLOPE INTERCEPTS

~~CONCRETE CURB AND GUTTER 30 INCH TYPE D (TYP.)~~

N

T.L.E.

TIMOTHY LANE

P.L.

P.I. 10+00.00'TR3'

10+00'TR3'

S 4° 22' 33"W

PC 12+18.66'TR3'

P.I. 15+12.04'TR3'

15+00'TR3'

TEMPORARY ROAD 3

S 39° 33' 51" E

PC 17+18.18'TR3'

20+00'TR3'

R/W

PT 20+61.10'TR3'

N 58° 40' 27" W

25+00'TR1'

S 00°00'00" E

R/W

T.L.E.

ALLIANT ENERGY
(ELECTRIC)

20+00'TR1'

TEMPORARY ROAD 1

STA 21+11.10 'TR3'=
STA 21+52.46 'TR1'

TOWN OF DELTON
VILLAGE OF LAKE DELTON

15+00'TR1'

CHARTER COMMUNICATIONS

END CONSTRUCTION
STA. 21+11.10'TR3'

VIRGIL L. & CYNTHIA P.
DICKINSON

P.L.

P.I. VIRGIL L. DICKINSON

ANTIQUE MALL OF WISCONSIN DELLS, LLC

BEGIN CONSTRUCTION
STA. 12+18.66 'TR3'

PROPOSED PROFILE

EXISTING GROUND

VPI 12+18.66'TR3'
EL 931.67

VPI 12+88.76'TR3'
EL 932.95

VPC 14+00.00'TR3'
EL 934.99

K = 40
L = 100'

VPT 15+00.00'TR3'
EL 935.57

VPI 14+50.00'TR3'
EL 935.91

VPC 15+50.00'TR3'
EL 935.23

K = 40
L = 300'

VPT 18+50.00'TR3'
EL 944.39

VPI 17+00.00'TR3'
EL 934.21

VPI 20+00.00'TR3'
EL 954.58

VPI 20+87.00'TR3'
EL 956.32

VPI 21+11.10'TR3'
EL 955.93

VPC 19+25.00'TR3'
EL 949.48

K = 31
L = 150'

VPT 20+75.00'TR3'
EL 956.08

+1.83% -0.68% +6.79% +2.00% +2.00% -1.60%

11+00'TR3'	12+00'TR3'	13+00'TR3'	14+00'TR3'	15+00'TR3'	16+00'TR3'	17+00'TR3'	18+00'TR3'	19+00'TR3'	20+00'TR3'	21+00'TR3'
929.75	929.89	930.26	930.66	931.38	932.16	932.96	929.64	928.44	928.90	928.61	929.51	929.76	930.82	932.06	934.14	936.13	937.26	938.03	942.17	949.36	953.91	956.44
929.75	930.19	930.63	931.07	931.50	932.24	933.16	934.07	934.99	935.59	935.57	935.23	935.20	935.79	937.01	938.85	941.31	944.39	947.79	951.08	953.68	955.48	956.11

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 3 ('TR3'-LINE)	SHEET 436	E

5

BEGIN CONSTRUCTION
STA. 284+50 'TR4'

MATCH PROPOSED PAVEMENT

285+00'TR4'

PROPOSED USH 12 WB

PROPOSED USH 12 EB

10+00 DE'3'

PLE

GALE I. GETSCHMAN

P.L.

B.P. MOTEL ENTERPRISES LLC

SLOPE INTERCEPTS

R/W

290+00'TR4'

290+00

TEMPORARY ROAD 4

295+00'TR4'

295+00

PT 296+80.94

300+00

MATCH LINE STA. 300+00'TR4'

PROPOSED USH 12

PI 289+51.15

R/W

P.L.

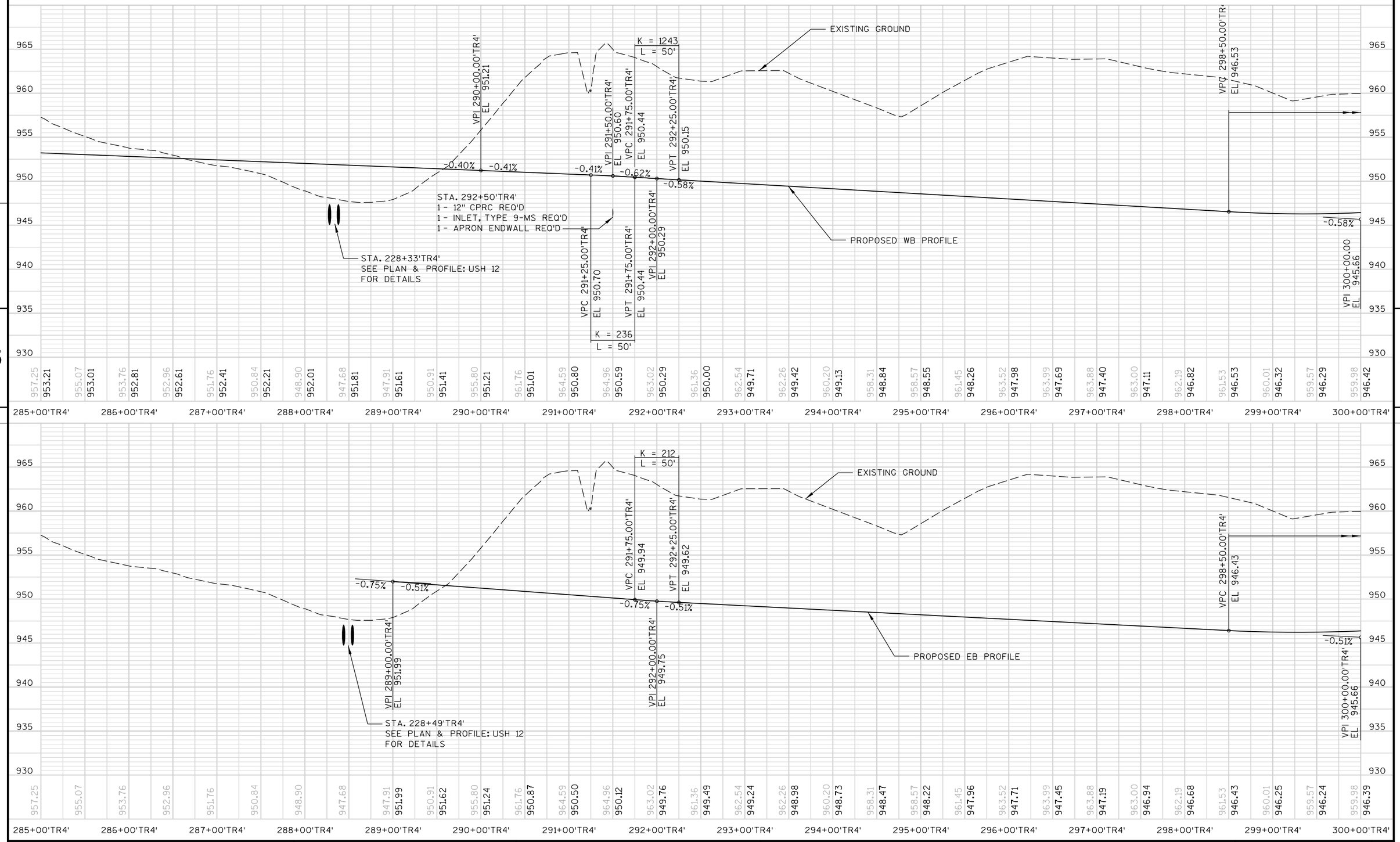
PI 292+34.92'TR4'

VILLAGE OF WEST BARABOO
TOWN OF BABABOO

B.P. DISTRIBUTING LLC

N

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 4 ('TR4'-LINE)	SHEET 437	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 4 ('TR4'-LINE)	SHEET 438	E

EXISTING USH 12

10+00'TR5'

CAUTION

PI 12+53.80'TR5'

TEMPORARY ROAD 5

ALLIANT ENERGY (GAS)

ATHLETIC FIELD

BP DISTRIBUTING LLC

R/W

T.L.E.

EXISTING R/W

CHARTER COMMUNICATIONS

ALLIANT ENERGY (ELECTRIC)

VILLAGE OF WEST BARABOO

SLOPE INTERCEPT

PT 301+60.54'TR4'

PC 306+09.02'TR4'

PT 307+26.38'TR4'

PI 308+26.02'TR4'

PT 14+30.95'TR5'

STA 309+25.16 'TR4'=
STA 15+00.96 'TR5'

PI 311+91.33'TR4'

MATHY CONSTRUCTION COMPANY

R/W

EXISTING WATER MAIN AND SEWER EASEMENT

TEMPORARY ROAD 4

MATCH LINE STA. 300+00'TR4'

305+00'TR4'

S 43° 52' 27" E

15+00'TR5'

310+00'TR4'

S 43° 52' 26" E

PC 311+23.47'TR4'

PT 312+58.99'TR4'

MATCH LINE STA. 315+00'TR4'

R/W

PI 306+67.77'TR4'

STA 309+12.10 'TR4'=
STA 10+00.00 'MC2'

BP DISTRIBUTING LLC

TOWN OF BARABOO

VILLAGE OF WEST BARABOO

S 28° 31' 13" E

STA 309+12.10 'TR4'=
STA 10+00.00 'MC2'

PI 309+95.28'TR4'

ALLIANT ENERGY OVERHEAD ELECTRIC

PROPOSED USH 12

305+00

310+00

MATHY CONSTRUCTION COMPANY

T.L.E.

CV 959.77

MATHY DRIVEWAY

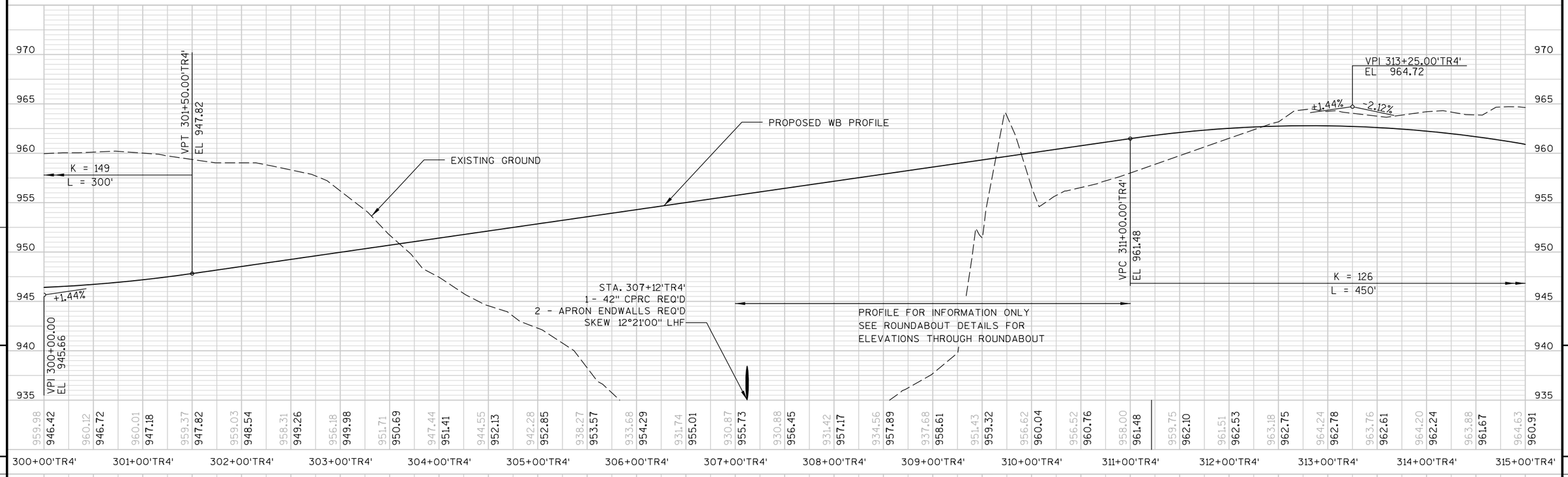
15+00'MC2'

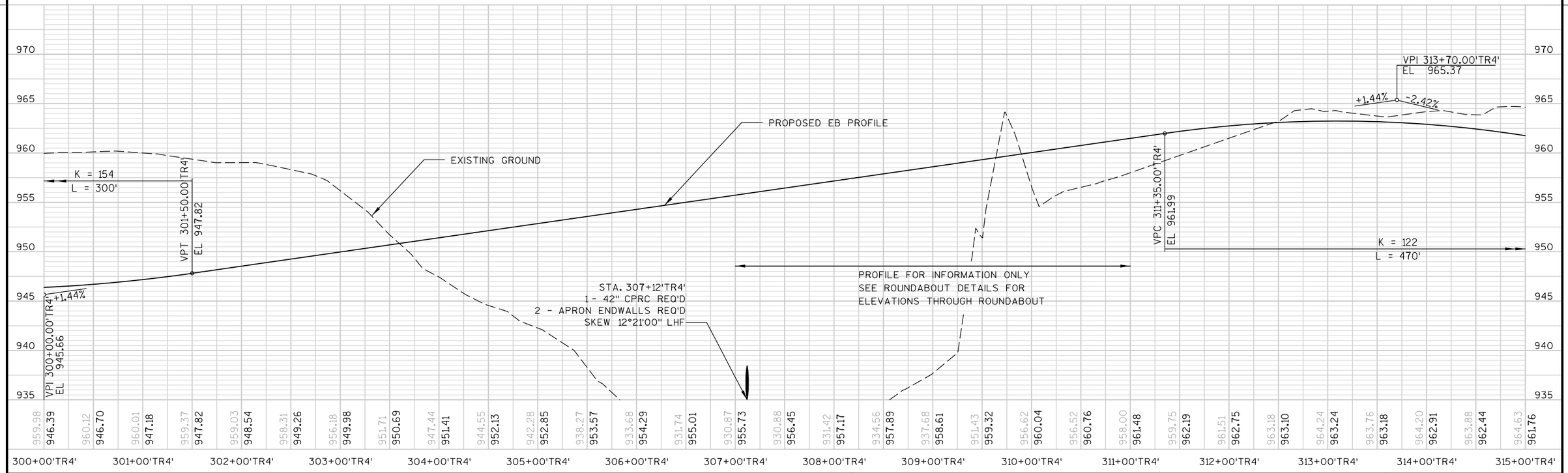
STA. 309+12'TR4', RT
CONSTRUCT C.E.

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 4 ('TR4'-LINE)	SHEET 439	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr4\050102_tr4_pp.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40





PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 4 ('TR4'-LINE)	SHEET 440	E

END CONSTRUCTION
STA. 319+70.96 'TR4'

SLOPE INTERCEPTS

ALLIANT ENERGY
(GAS)

ALLIANT ENERGY
OVERHEAD (ELECTRIC)

AMERICAN
TRANSMISSION
COMPANY

CHARTER COMMUNICATIONS

CENTURY TEL

EXISTING USH 12

PI 320+64.09'TR4'

320+00'TR4' TEMPORARY ROAD 4

PI 325+32.32'TR4'

325+00'TR4'
S 28° 11' 32" E

PT 324+72.05'TR4'

EXISTING USH 12

MATCH LINE STA. 315+00'TR4'

PC 316+50.96'TR4'

ALLIANT ENERGY
(ELECTRIC)

R/W EXISTING WATER MAIN
AND SEWER EASEMENT

EXISTING R/W

CITY OF BARABOO

CITY OF BARABOO
VILLAGE OF WEST BARABOO

T.L.E.

MATHY CONSTRUCTION
COMPANY

RAMP

MATHY
CONSTRUCTION
COMPANY

TERRYTOWN ROAD

VILLAGE OF WEST
BARABOO

105+00'TE'

20+00'MC2'

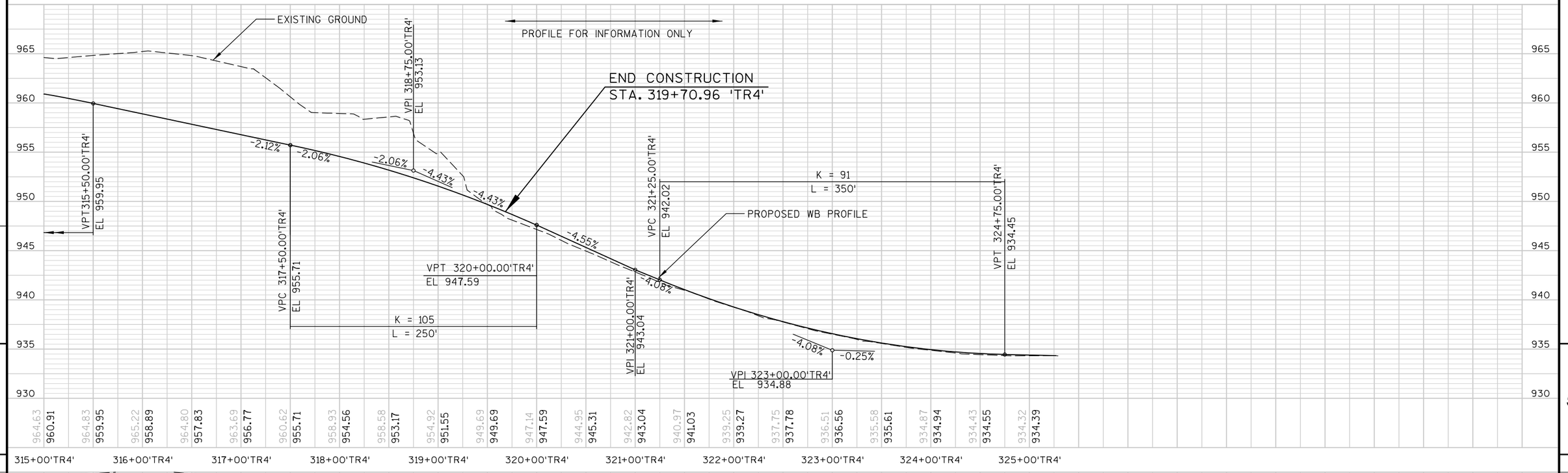
405
966.25

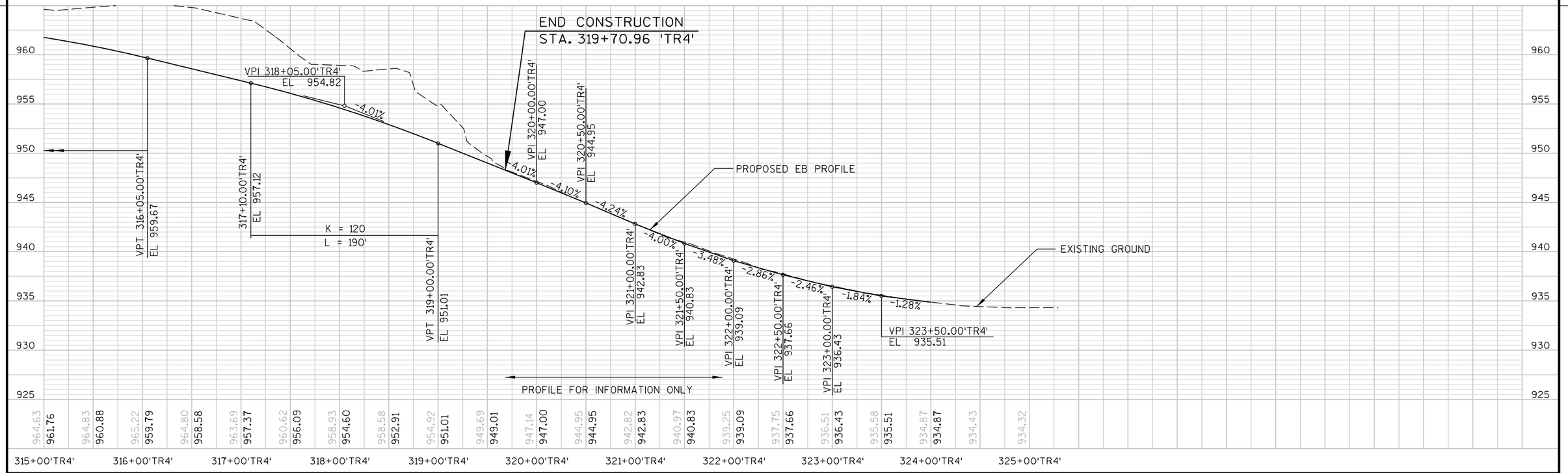
403
924.85

5

5

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 4 ('TR4'-LINE)	SHEET 441	E





PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 4 ('TR4'-LINE)	SHEET 442	E

5

N

ALLIANT ENERGY (GAS)

CENTURY TEL

EXISTING R/W

EXISTING USH 12

10+00'TR5'

TEMPORARY ROAD 5

PI 12+53.80'TR5'

R/W

INL

SLOPE INTERCEPTS

PT 14+30.95'TR5'

15+00'TR5'

310+00'TR4

MATHY DRIVEWAY

MATHY CONSTRUCTION COMPANY

PROPOSED USH 12 WB

PROPOSED USH 12 EB

310+00

STA 15+00.96 'TR5'=
STA 309+25.16 'TR4'

VILLAGE OF WEST BARABOO

TOWN OF BARABOO

ALLIANT ENERGY OVERHEAD ELECTRIC

ALLIANT ENERGY (ELECTRIC)

VILLAGE OF WEST BARABOO

TEMPORARY ROAD 4

BP DISTRIBUTING LLC

END CONSTRUCTION
STA. 15+00.96'TR5'

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS FOR
ELEVATIONS THROUGH ROUNDABOUT

BEGIN CONSTRUCTION
STA. 11+54.24'TR5'

PROPOSED PROFILE

EXISTING GROUND

VPI 10+18.04'TR5'
EL 948.21

+2.38%

VPI 10+50.00'TR5'
EL 948.97

+0.50%

VPI 11+00.00'TR5'
EL 949.22

+1.64%

VPI 11+50.00'TR5'
EL 950.04

+3.10%

VPI 12+00.05'TR5'
EL 951.59

+3.28%

VPC 12+50.00'TR5'
EL 953.23

K = 106
L = 100'

VPT 13+50.00'TR5'
EL 956.04

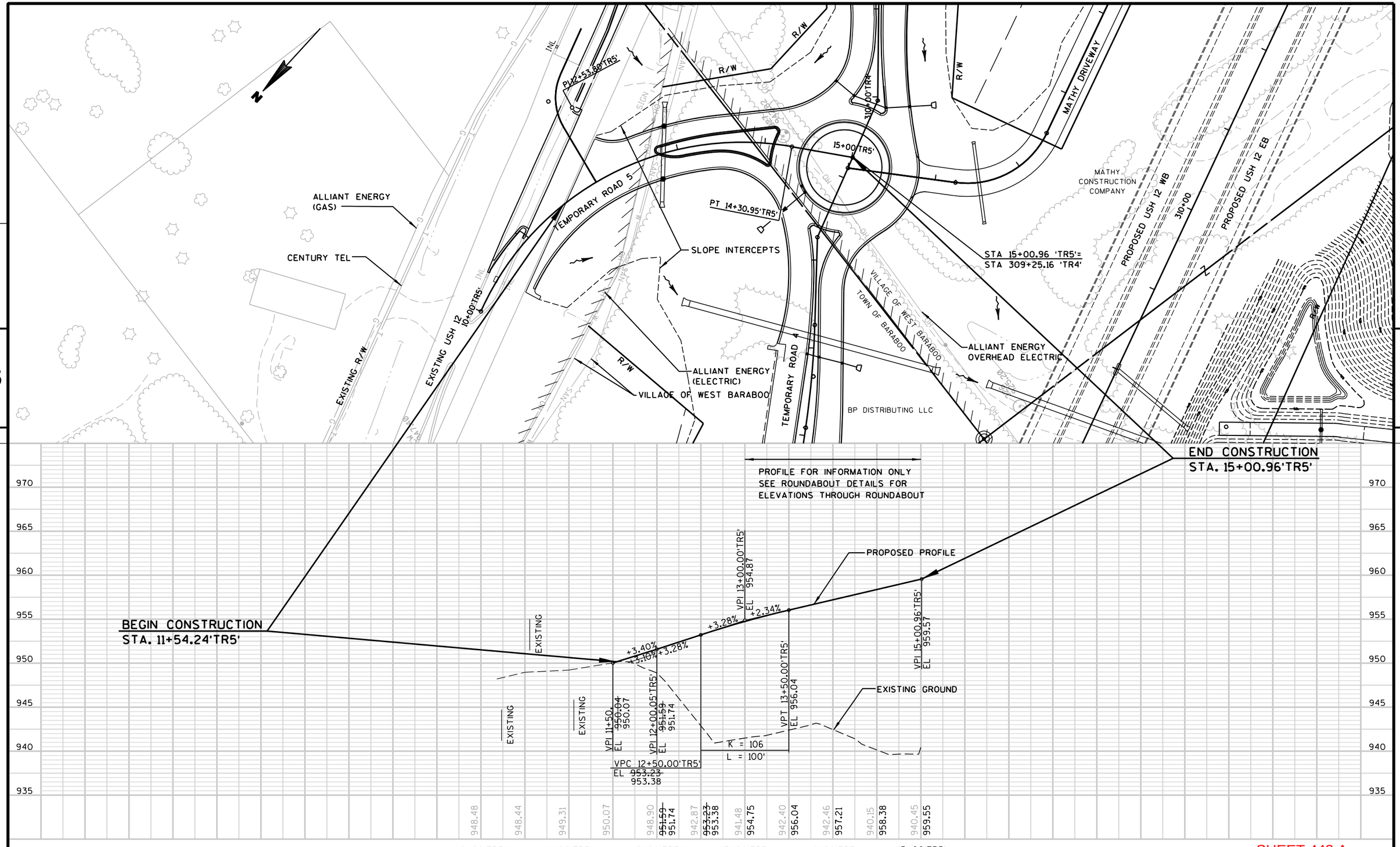
+3.28%

VPI 13+00.00'TR5'
EL 954.87

+2.34%

VPI 15+00.96'TR5'
EL 959.57

| | | |



SHEET 443 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 5 ('TR5'-LINE)	SHEET ISSUED 6-30-09	E

STA. 12+54'TR6', LT
1 - 30" CP REQ'D
1 - APRON ENDWALL REQ'D
EXTEND EXISTING 30" CP

STA. 14+00'TR6'
1 - 18" CP REQ'D
2 - APRON ENDWALLS REQ'D

SLOPE INTERCEPTS

CRAIG M. &
ELAINE DITTRICH

ALLIANT ENERGY
(GAS)

CAUTION

ALLIANT ENERGY
(ELECTRIC)

CHARTER COMMUNICATIONS
(4 LINES)

CENTRY TEL

GORDON HARTMANN

JOHN PATRICK MEEGAN & MARY LUCILLE
MEEGAN, TRUSTEES, OR THEIR
SUCCESORS IN TRUST,
UNDER THE JOHN PATRICK
AND MARY LUCILLE
MEEGAN LIVING TRUST,
DATED JANUARY 15, 1999
AND ANY AMENDMENTS THERE TO.

MEEGAN DRIVEWAY

EXISTING STH 33

TEMPORARY ROAD 6

PROPOSED USH 12

'N' RAMP

'K' RAMP

MATCH LINE STA. 25+00 'TR6'

BEGIN CONSTRUCTION
STA. 10+00'TR6'

PROPOSED PROFILE

EXISTING GROUND

VPI 10+00.00'TR6'
EL 962.15

VPI 10+50.00'TR6'
EL 962.08

VPI 11+00.00'TR6'
EL 962.00

VPI 11+50.00'TR6'
EL 961.93

VPI 12+00.00'TR6'
EL 961.78

VPI 12+50.00'TR6'
EL 961.48

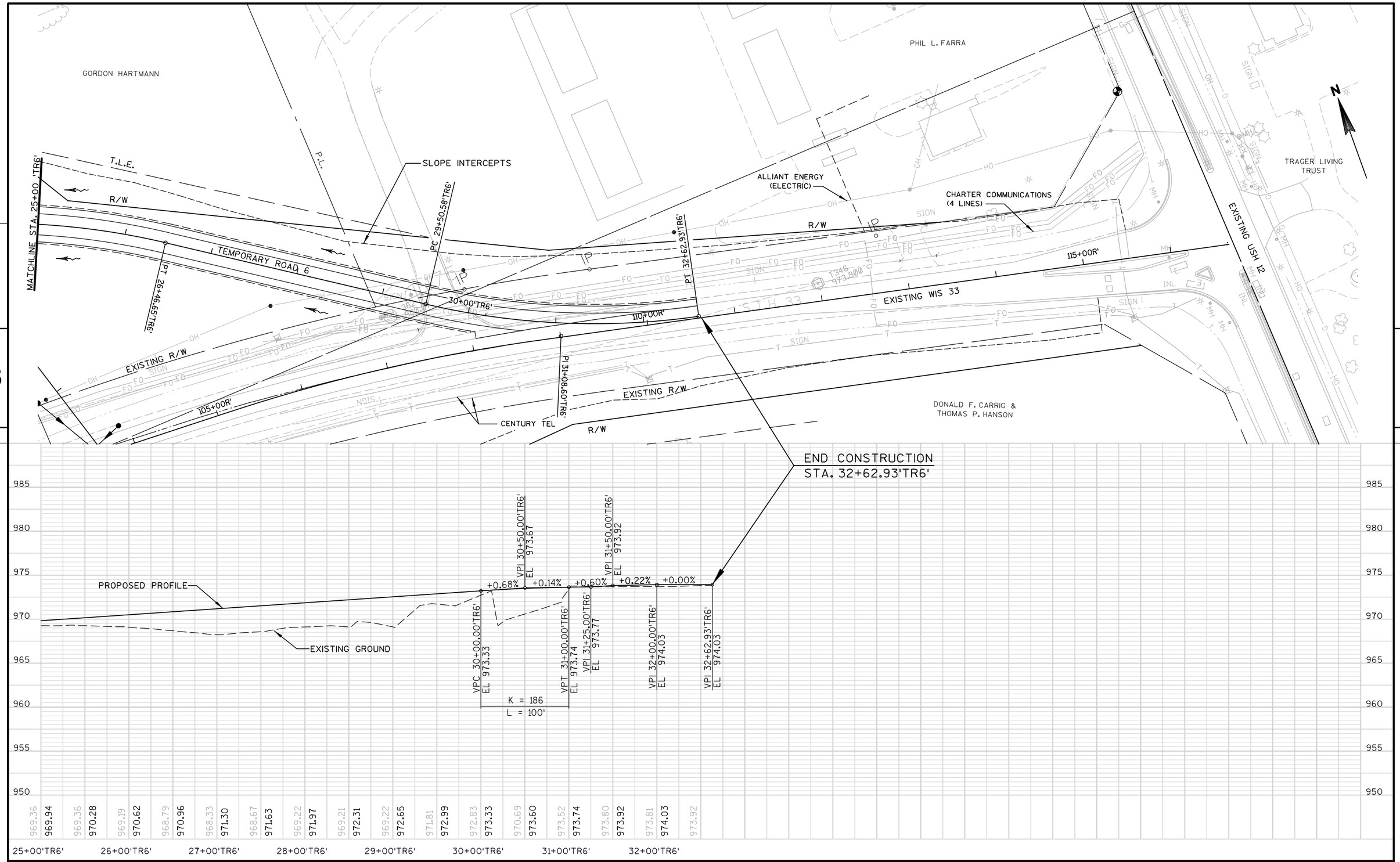
-0.15% -0.16% -0.14% -0.30% -0.60% +0.68%

STA. 12+54'TR6', LT
1 - 30" CP REQ'D
1 - APRON ENDWALL REQ'D
EXTEND EXISTING 30" CP

STA. 14+00'TR6'
1 - 18" CP REQ'D
2 - APRON ENDWALL REQ'D

11+00'TR6'	12+00'TR6'	13+00'TR6'	14+00'TR6'	15+00'TR6'	16+00'TR6'	17+00'TR6'	18+00'TR6'	19+00'TR6'	20+00'TR6'	21+00'TR6'	22+00'TR6'	23+00'TR6'	24+00'TR6'	25+00'TR6'
962.15	962.08	961.97	961.86	960.62	955.34	961.48	953.46	953.52	954.18	954.40	955.02	955.42	956.10	957.00
962.15	962.08	962.00	961.93	961.78	961.48	961.82	962.16	962.50	962.83	963.17	963.51	963.85	964.19	964.53
958.55	960.05	962.55	964.73	966.42	967.36	967.98	967.91	968.01	968.21	968.38	968.60	968.93	969.17	969.36
964.53	964.86	965.20	965.54	965.88	966.22	966.56	966.90	967.23	967.57	967.91	968.25	968.59	968.93	969.26

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 6 ('TR6'-LINE)	SHEET 444	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 6 ('TR6'-LINE)	SHEET 445 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr6\050102_tr6_pp.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STA. 1+50'TR7'
1 - 24" CP REQ'D.
2 - APRON ENDWALLS REQ'D.

RICHARD J. YOUNG

CORINNE B. BEARD

WISCONSIN WINNEBAGO TRIBE

T.L.E.

55+00'TR2'

54+00'TR2'

1+00'TR7'

2+00'TR7'

3+00'TR7'

4+00'TR7'

PC 1+59.80'TR7'

PT 2+48.45'TR7'

PC 2+77.24'TR7'

PT 3+30.56'TR7'

PI 2+04.60'TR7'

PI 3+06.75'TR7'

PI 3+43.75'EA'

TEMPORARY ROAD 7

TEMPORARY ROAD 2

R/W

SLOPE INTERCEPTS

MAINTAIN ACCESS TO ALL BUSINESSES

P.L.

N

ALLIANT ENERGY (GAS)

CAUTION

EXISTING R/W

EXISTING USH 12

CENTURYTEL

CHARTER COMMUNICATIONS

ALLIANT ENERGY UNDERGROUND (ELECTRIC)

ALLIANT ENERGY (ELECTRIC)

BEGIN CONSTRUCTION
STA. 1+00'TR7'

END CONSTRUCTION
STA. 4+04.31'TR7'

MATCH EXISTING USH 12
SAWING ASPHALT REQ'D

PROPOSED PROFILE

EXISTING GROUND

VPI 1+00.00'TR7'
EL 977.40

VPI 2+20.50'TR7'
EL 978.64

VPI 2+42.33'TR7'
EL 978.92

VPI 2+64.70'TR7'
EL 978.44

VPI 4+00.00'TR7'
EL 976.32

+1.03%

+1.27%

-2.14%

-1.57%

STA. 1+50'TR7'
1 - 24" CP REQ'D
2 - APRON ENDWALLS REQ'D

990
985
980
975
970
965
960
955

976.93 977.40
977.40 977.91
976.84 978.43
978.73 978.75
976.60 977.89
976.68 977.10
976.32 976.32

1+00'TR7'
2+00'TR7'
3+00'TR7
4+00'TR7'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 7 ('TR7'-LINE)	SHEET 446	E

IH 90 / 94 EB OFF RAMP

P.I. 1015+50.45'TR8'

POINT REFERED TO
ON PROFILE
(MATCH EXISTING)

SLOPE INTERCEPTS

R/L
0' - 12'
5'
3'
VARIES'
6:1
5 1/2-INCH HMA
16-INCH BASE COURSE
EXISTING 9-INCH CONCRETE (TO REMAIN)

1024+67.8'TR8'
0.0' RT

1024+67.8'TR8'
5.5' RT, 3.5' RAD

1024+46.6'TR8'
0.0' RT

1024+66.2'TR8'
16.2' RT, 3.0' RAD

1024+49.6'TR8'
3.0' RT, 1.0' RAD

1024+46.6'TR8'
4.5' RT

1024+63.4'TR8'
20.8' RT

1024+70.1'TR8'
22.1' RT

IH 90 / 94 EB OFF RAMP

R=525'

P.C. 1018+23.90'TR8'

STATE OF WISCONSIN

1019+75.3'TR8'
0.0' RT

1020+00'TR8'

R/W

BEGIN CONSTRUCTION
STA. 1019+75.34

P.I. 1020+73.39'TR8'

P.I. 1022+89.70'TR8'

1024+02.46'TR8'
17.0' RT

1023+00.5'TR8'
12.0' RT

TEMPORARY ROAD 8

3'
5'
12'

1023+52.5'TR8'
12.0' RT

END CONSTRUCTION
STA. 1024+75 'TR8'

1024+02.46'TR8'
67.0' RT

50' R

P.I. 1025+00.50'TR8'

EXISTING USH 12

1024+52.46'TR8'
67.0' RT

1024+45.3'TR8'
149.6' RT

N

EXISTING GROUND

940
935
930
925
920
915
910
905

933.72 933.37 933.04 932.70 932.31 931.83 931.18 930.37 929.53 928.63 927.79 926.83 925.97 925.15 924.29 923.52 923.16 922.95 922.84

1016+00'TR8' 1017+00'TR8' 1018+00'TR8' 1019+00'TR8' 1020+00'TR8' 1021+00'TR8' 1022+00'TR8' 1023+00'TR8' 1024+00'TR8' 1025+00'TR8'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: TEMPORARY ROAD 8 ('TR8'-LINE)	SHEET 447	E

OBLITERATE OLD ROAD

T.L.E.

SLOPE INTERCEPTS

VIRGIL L. & CYNTHIA P. DICKINSON

N

25+00'A'

PROPOSED USH 12

1+00'AM'

2+00'AM'

3+00'AM'

'AM' LINE

25+00'A'C1'

PI 3+57.71'AM'

26+00'A'C1'

T.L.E.

R/W

T.L.E.

T.L.E.

R/W

TIMOTHY LANE

BEGIN CONSTRUCTION
STA. 1+00 'AM'

ALLIANT ENERGY
(ELECTRIC)

ANTIQUE MALL OF
WISCONSIN DELLS LLC

END CONSTRUCTION
STA. 3+57.71 'AM'

PROPOSED PROFILE

EXISTING GROUND

VPI 1+00.00'AM'
EL 969.82

VPI 3+27.21'AM'
EL 969.81

VPI 3+39.21'AM'
EL 969.22

-0.00%

-2.00%

-7.00%

+2.00%

VPI 3+32.21'AM'
EL 969.71

VPI 3+41.71'AM'
EL 969.22

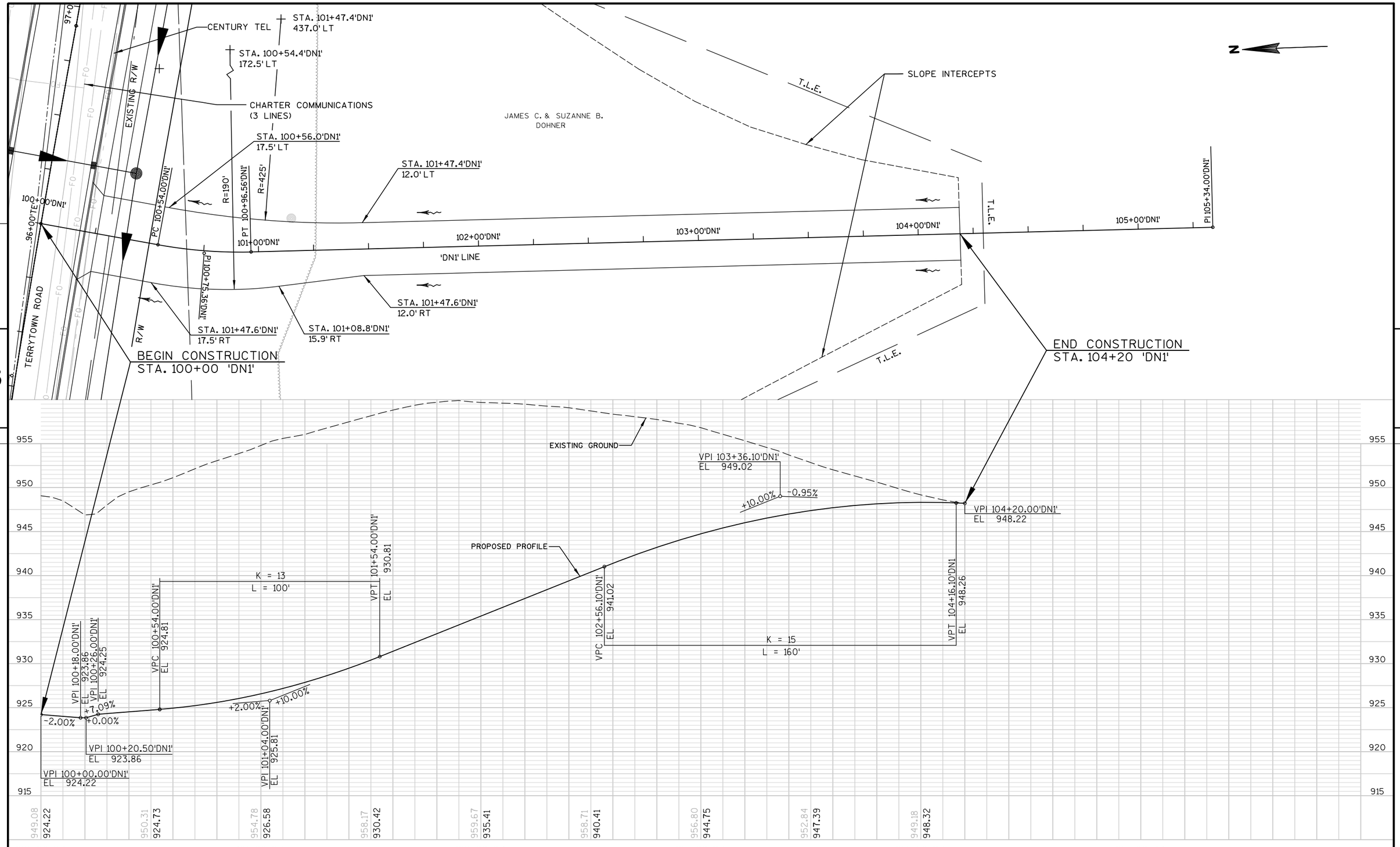
VPI 3+57.71'AM'
EL 969.54

985 980 975 970 965 960 955 950

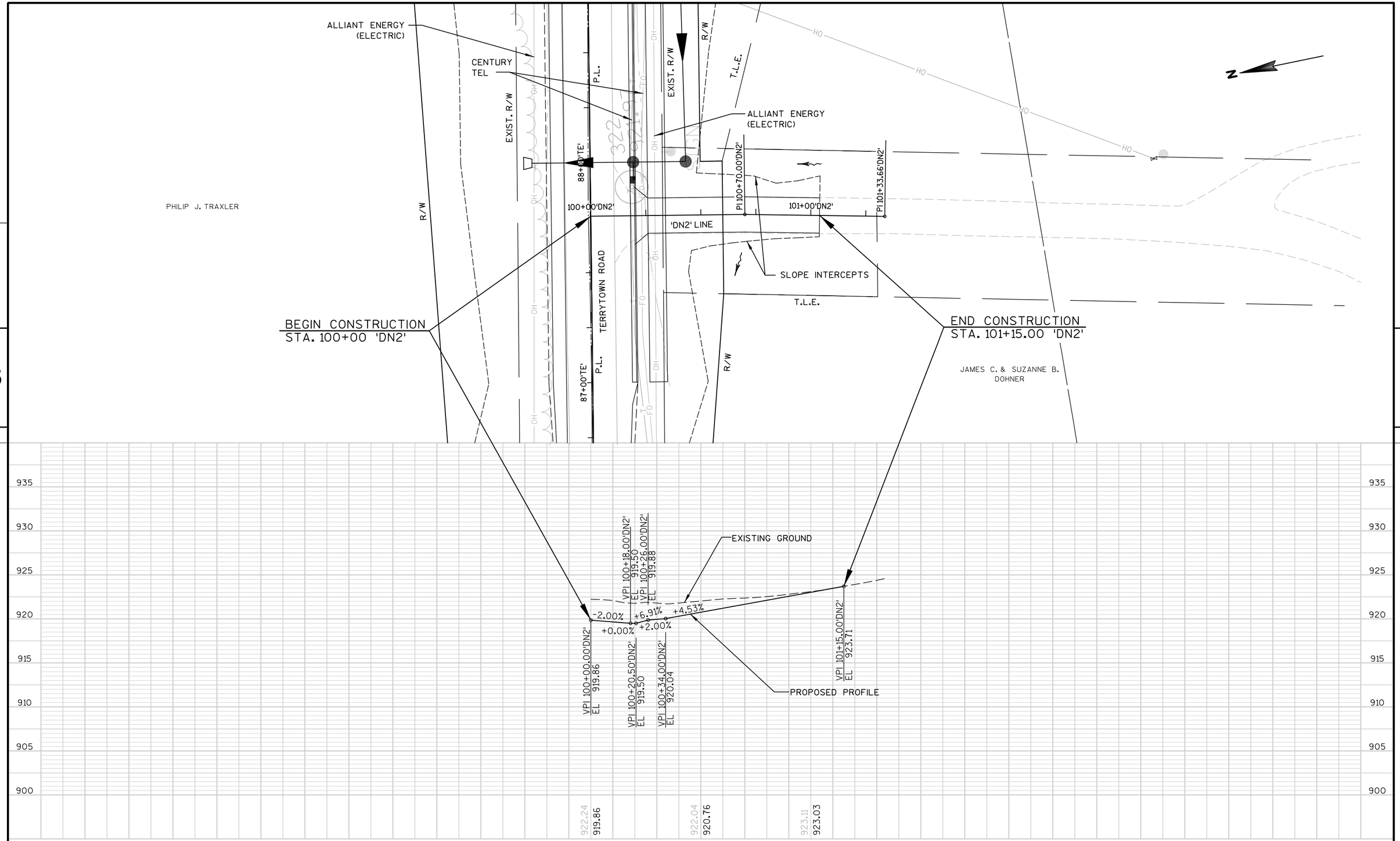
969.32 969.82 | 969.37 969.82 | 969.77 969.82 | 970.19 969.81 | 970.53 969.81 | 971.41 969.39

1+00'AM' 2+00'AM' 3+00'AM'

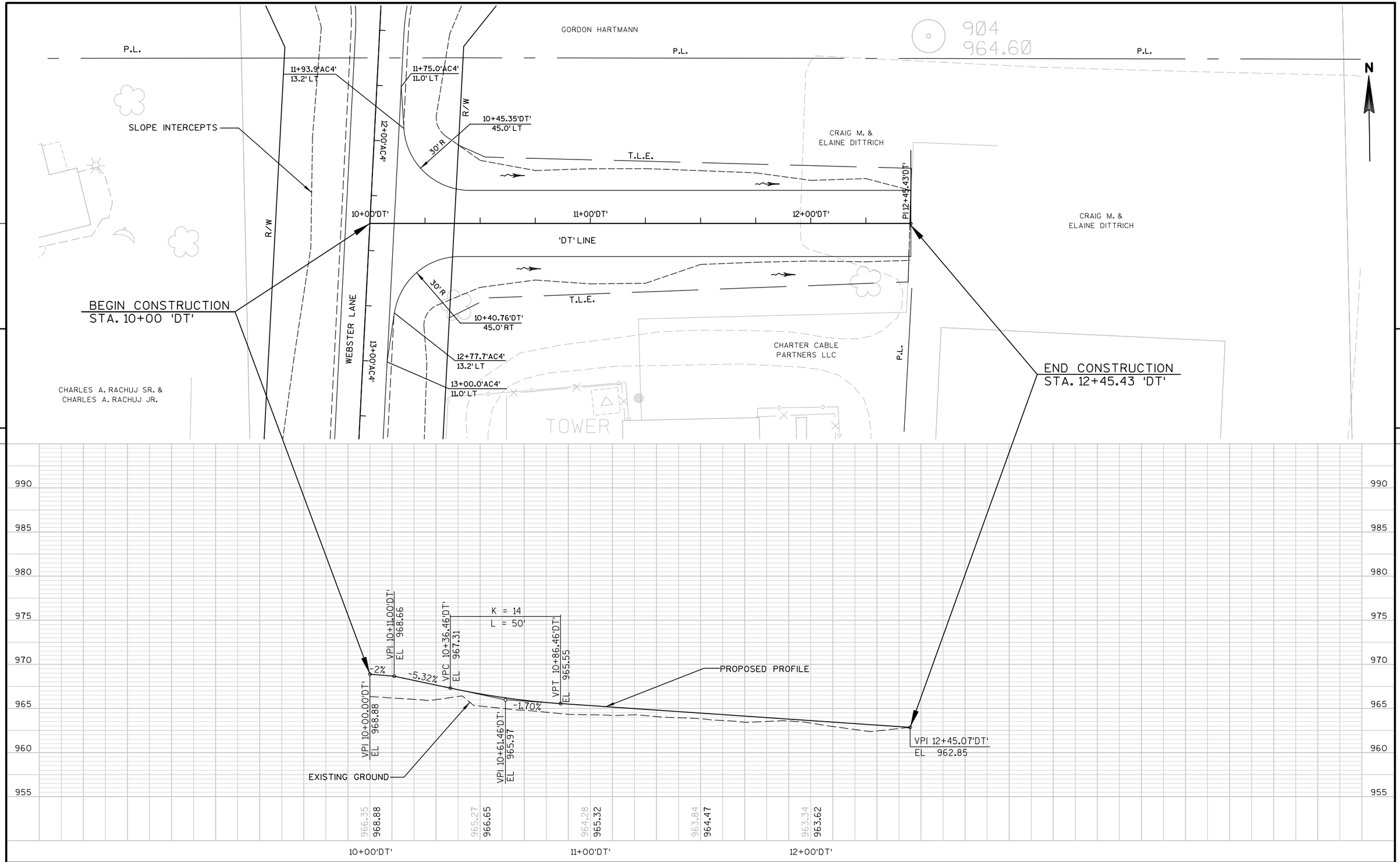
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('AM' LINE)	SHEET 448	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('DN1' LINE)	SHEET 449	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('DN2' LINE)	SHEET 450	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('DT' LINE)	SHEET 451	E

STA. 1+08
EXIST. 12" CMCP
TO BE REMOVED

SEPTIC

P.L.

SEPV

OHV

ALLIANT ENERGY
(ELECTRIC)

R/W

ALLIANT ENERGY
(GAS)

CHARTER
COMMUNICATIONS

SAWING ASPHALT REQ'D

1+00.00'GR'
BC 1+00.00'GR'
PC 1+10.73'GR'

1+49.4'GR'
9.1' LT

PT 1+63.50'GR'

2+00'GR'

3+00'GR'

'GR' LINE

PI 1+38.26'GR'

R = 40'

1+53.7'GR'
10.7' RT

R/W

1+36.8'GR'
50.5' RT

CAUTION

BEGIN CONSTRUCTION
STA. 1+44.00 'GR'

89+00'MO'

MOON ROAD

89+00'MO'

SLOPE INTERCEPTS

N

WISCONSIN
WINNEBAGO
TRIBE

R/W

END CONSTRUCTION
STA. 3+49.64 'GR'

5

5

980
975
970
965
960
955
950
945

EXISTING GROUND

PROPOSED PROFILE

-0.71%

-0.71%

-3.63%

+2.00%

VPI 1+44.00'GR'
EL 965.80

VPI 3+08.00'GR'
EL 964.63

VPI 3+25.64'GR'
EL 963.99

VPI 3+49.64'GR'
EL 964.47

965.62

965.18
965.76

967.86
965.40

967.57
965.04

968.27
964.69

1+00'GR'

2+00'GR'

3+00'GR'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('GR' LINE)	SHEET 452	E

SAUK COUNTY EMERGENCY MANAGEMENT

RUTH E. HODGE

R/W

T.L.E.

CENTURY TEL

ALLIANT ENERGY (ELECTRIC)

94+00'NR'

95+00'NR'

96+00'NR'

NORTH REEDSBURG ROAD

CAUTION

10+00'HC'

10+00'SZ'

'SZ' LINE

ALLIANT ENERGY (GAS)

PC 10+46.92'HC'

11+00'HC'

'HC' LINE

PT 10+78.34'HC'

P.I. 10+66.92'HC'

SLOPE INTERCEPTS

P.I. 11+52.27'HC'

OBLITERATING OLD ROAD

145+00'H'

146+00'H'

147+00'H'

148+00'H'

'H' RAMP

HO-CHUNK NATION

SEPTIC

JOHN J. HEESEN

P.L.

11+00'SZ'

ROMAN A. & BEATRICE T. STATZ

END CONSTRUCTION
STA. 11+52.27 'HC'

N

5

5

BEGIN CONSTRUCTION
STA. 9+78.38 'HC'

EXISTING GROUND

PROPOSED PROFILE

VPI 9+78.38'HC'
EL 960.51

VPI 9+96.00'HC'
EL 956.16

VPI 9+98.50'HC'
EL 956.22

VPI 10+90.00'HC'
EL 960.51

VPC 10+50.00'HC'
EL 958.63

VPT 11+30.00'HC'
EL 960.60

VPI 11+52.27'HC'
EL 960.62

VPI 11+33.00'HC'
EL 960.61

-1.99%

+4.68%

+4.68%

+0.24%

K = 18
L = 80'

970 965 960 955 950 945 940 935

958.55 956.29

961.45 958.63

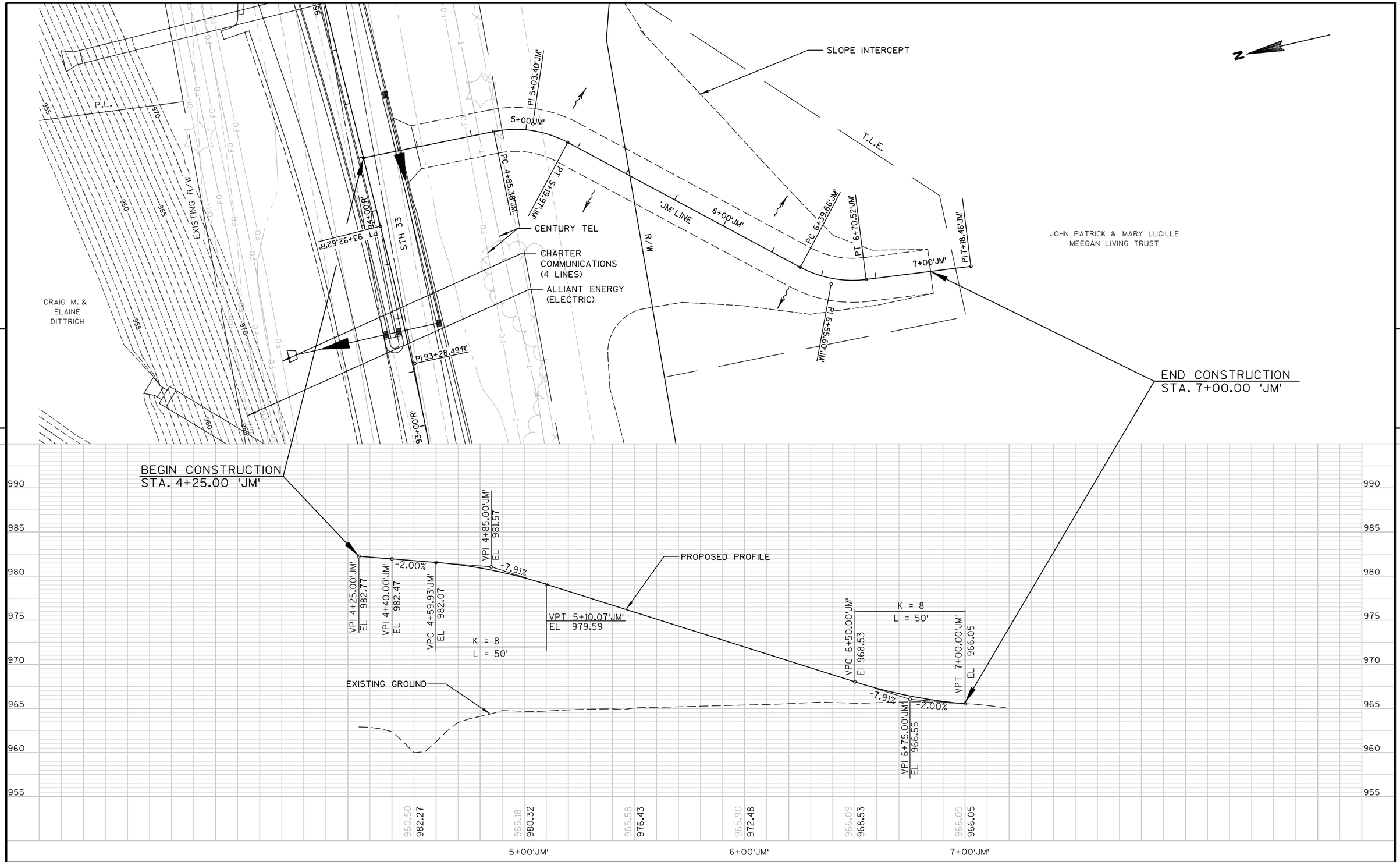
961.26 960.28

960.66

10+00'HC'

11+00'HC'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('HC' LINE)	SHEET 453	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('JM' LINE)	SHEET 454	E

PROPOSED TERRYTOWN ROAD

105+00'TE'

106+00'TE'

106+00'MC1'

PC 100+18.89'MC1'

PT 101+16.75'MC1'

TERRYTOWN ROAD

MATHY CONSTRUCTION COMPANY

JAMES C. & SUZANNE B. DOHNER

ALLIANT ENERGY (GAS)

CAUTION

ALLIANT ENERGY (ELECTRIC)

PI 103+51.11'MC1'

N

101+00'MC1'

102+00'MC1'

103+00'MC1'

'MC1' LINE

CENTURY TEL (3 LINES)

PI 100+76.19'MC1'

CHARTER COMMUNICATIONS

PC 102+73.52'MC1'

R/W

BEGIN CONSTRUCTION
STA. 99+85.00 'MC1'

SLOPE INTERCEPT

T.L.E.

PT 103+73.36'MC1'

PI 103+83.17'MC1'

T.L.E.

END CONSTRUCTION
STA. 103+83.10 'MC1'

STA. 101+70, LT
EXIST. 18" CPCS
TO BE REMOVED

STA. 103+12, LT
EXIST. 12" CPCS
TO BE REMOVED

5

5

955
950
945
940
935
930
925
920

EXISTING GROUND

PROPOSED PROFILE

VPI 99+85.00'MC1'
EL 932.22

-4.00%

+6.00%

VPI 100+50.00'MC1'
EL 929.62

K = 5
L = 50'

VPC 100+25.00'MC1'
EL 930.62

VPT 100+75.00'MC1'
EL 931.12

+6.00%

+2.50%

VPI 103+62.50'MC1'
EL 948.37

VPI 103+83.10'MC1'
EL 948.88

VPC 103+47.50'MC1'
EL 947.47

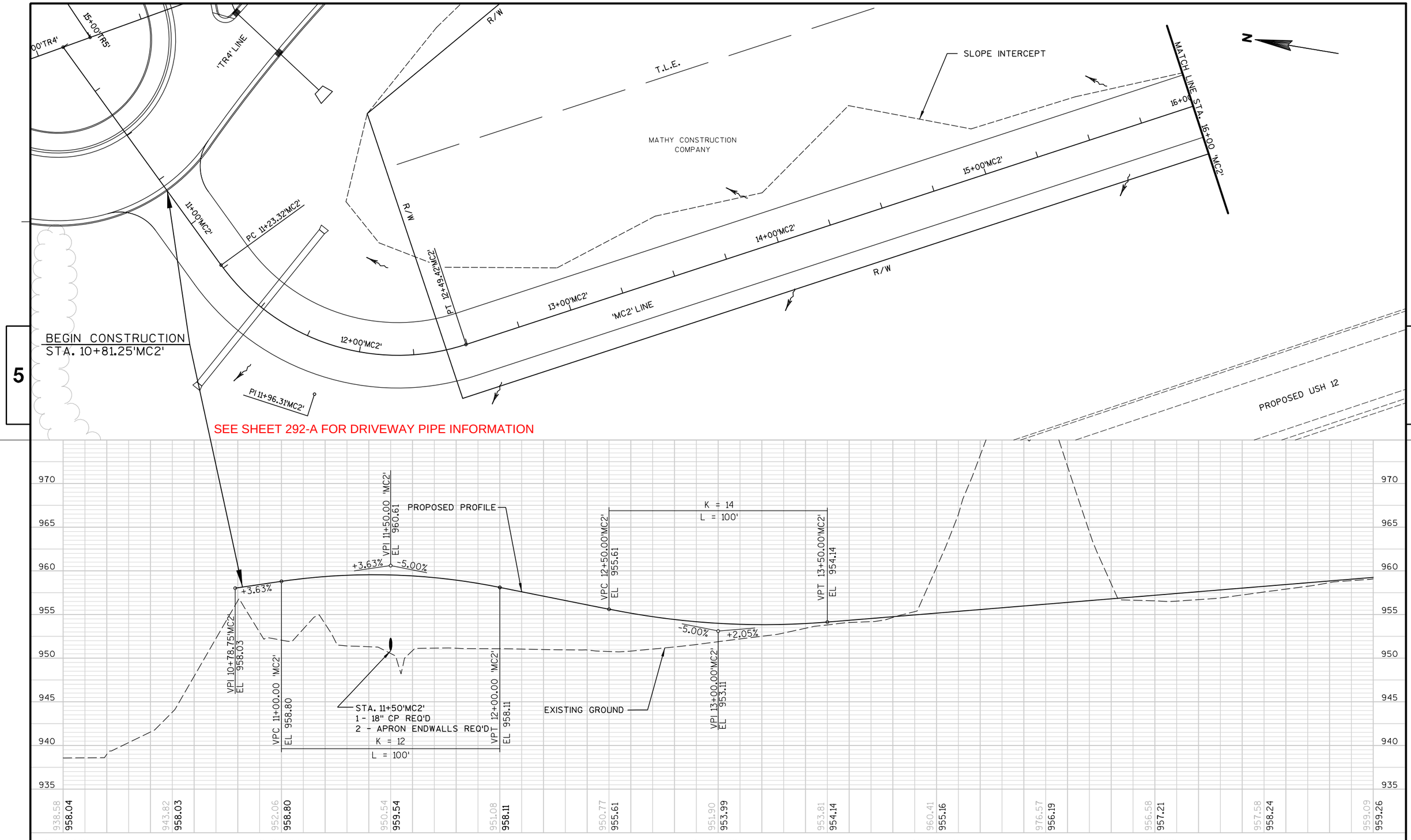
K = 9
L = 30'

VPT 103+77.50'MC1'
EL 948.74

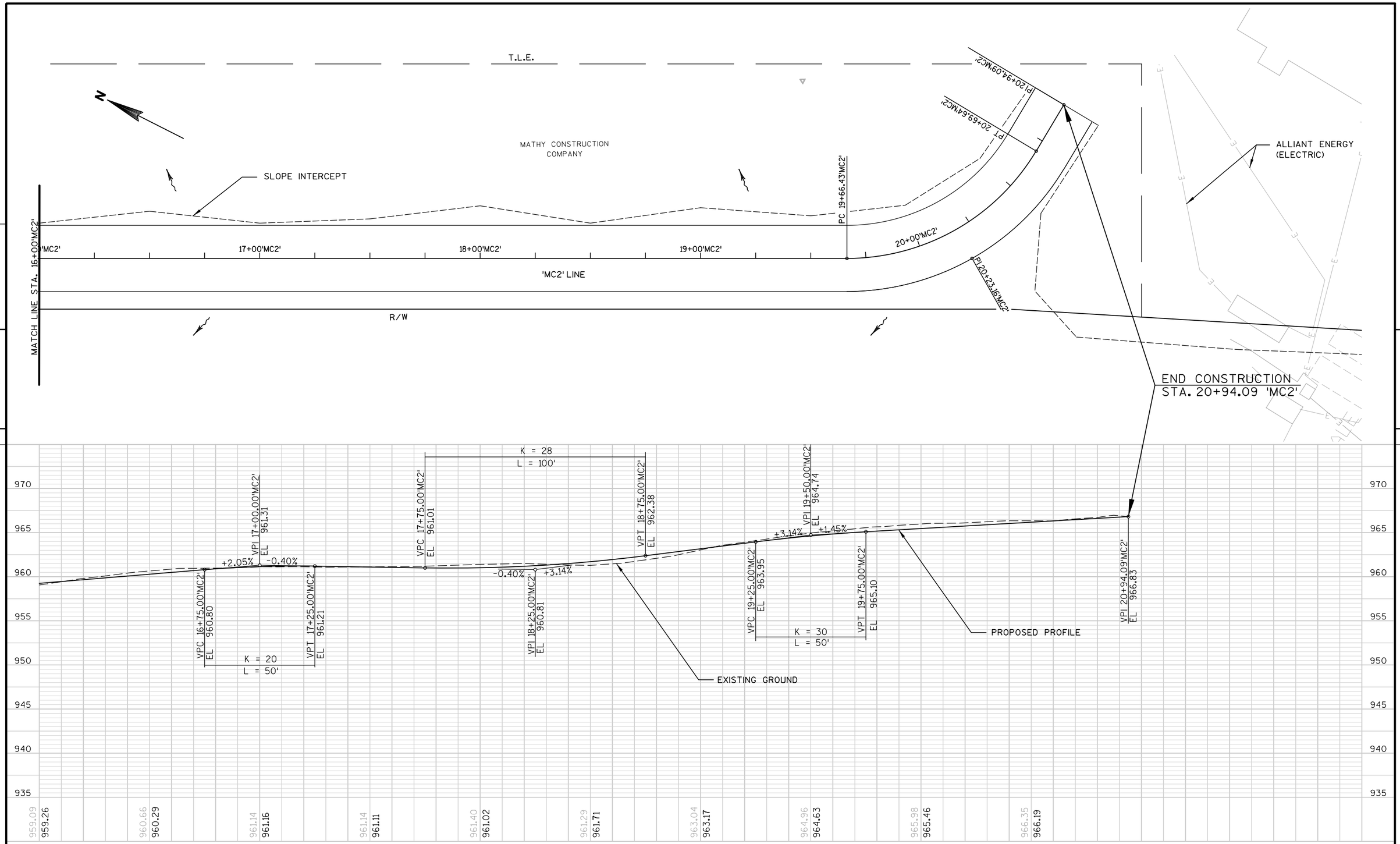
934.71 931.62
932.12 930.24
932.12 932.62
935.74 935.62
939.02 938.62
941.97 941.62
942.26 944.62
947.73 947.62

100+00'MC1'
101+00'MC1'
102+00'MC1'
103+00'MC1'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('MC1' LINE)	SHEET 455	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('MC2' LINE)	SHEET 456	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('MC2'LINE)	SHEET 457	E

PHILIP J. TRAXLER

'X' LINE

101+00'X'

P101+15.00'MC3'

PT 101+57.8'MC3'

101+00'MC3'

'MC3' LINE

SLOPE INTERCEPTS

MATHY CONSTRUCTION COMPANY

MATHY CONSTRUCTION COMPANY

N

T.L.E.

102+00'MC3'

(SEE SHEET 81A FOR STORM SEWER MODIFICATIONS)

100+00'X'

90+00'TE'

PC 100+39.99'MC3'

R/W

CENTURY TEL

ALLIANT ENERGY (ELECTRIC)

ALLIANT ENERGY (GAS)

100+00'MC3'

CAUTION

103+00'MC3'

PI 103+56.67'MC3'

JAMES C. & SUZANNE B. DOHNER

CHARTER COMMUNICATIONS (3 LINES)

R/W

91+00'TE'

TERRYTOWN ROAD

END CONSTRUCTION
STA. 103+50.00 'MC3'

5

5

950
945
940
935
930
925
920
915

BEGIN CONSTRUCTION
STA. 100+00 'MC3'

K = 7
L = 50'

VPC 100+35.00'MC3'
EL 920.94

VPT 100+85.00'MC3'
EL 923.76

EXISTING GROUND

PROPOSED PROFILE

-2.00%

+2.25%

+9.00%

VPI 100+18.00'MC3'
EL 920.56

VPI 100+60.00'MC3'
EL 921.50

VPI 100+00.00'MC3'
EL 920.92

+9.00%

+2.74%

VPI 103+25.00'MC3'
EL 945.35

VPI 103+50.00'MC3'
EL 946.04

VPC 103+05.00'MC3'
EL 943.55

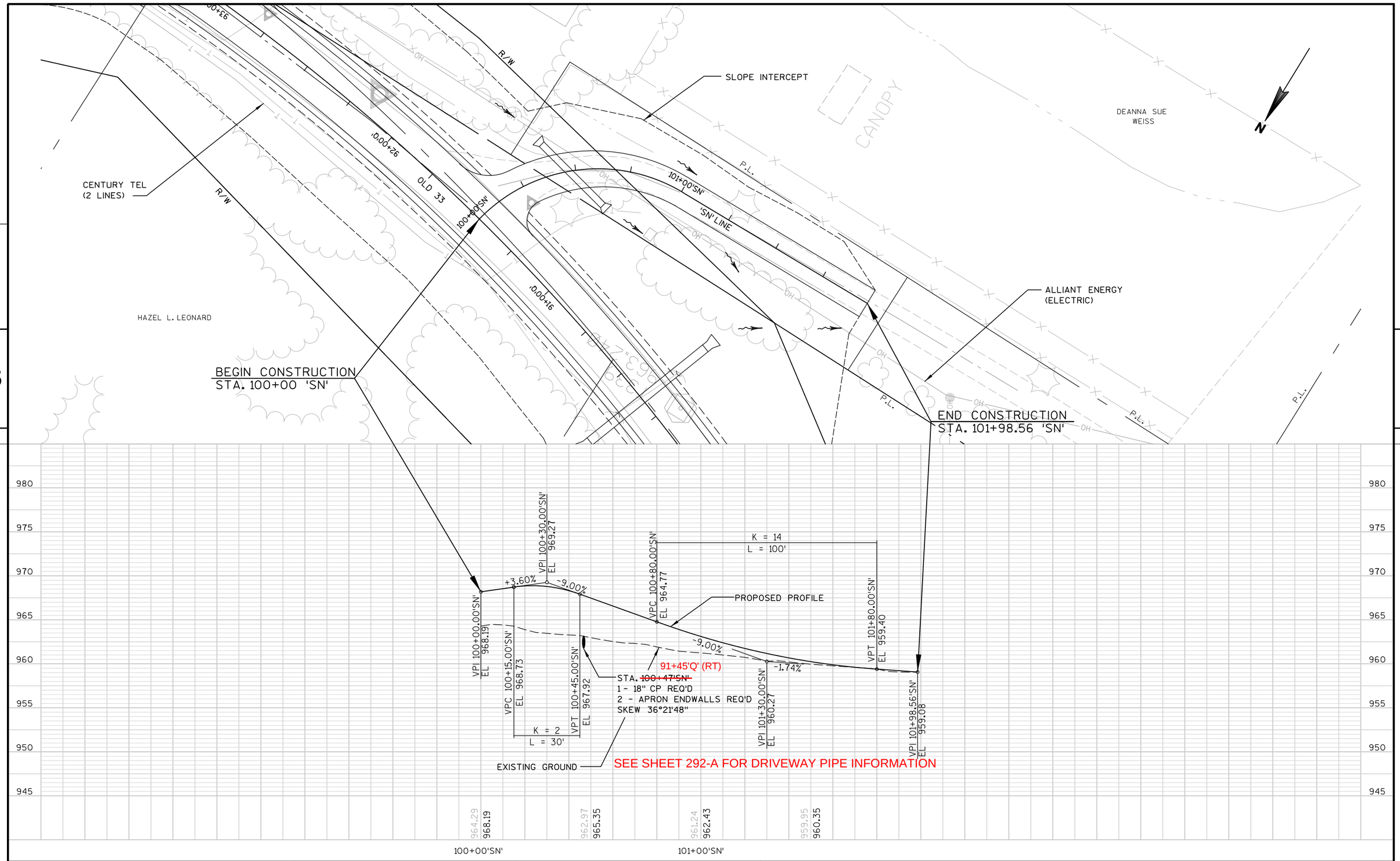
K = 6
L = 40'

VPT 103+45.00'MC3'
EL 945.90

930.05 920.92
929.11 921.43
932.44 925.10
936.54 929.60
940.04 934.10
942.21 938.60
943.35 943.10
946.04 946.04

100+00'MC3' 101+00'MC3' 102+00'MC3' 103+00'MC3'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('MC3' LINE)	SHEET 458	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('SN' LINE)	SHEET 459	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('SZ' LINE)	SHEET 460	E

ALLIANT ENERGY
(GAS)
100+37.47'TX'
25.0' LT

ALLIANT ENERGY
(ELECTRIC)

TERRYTOWN ROAD

89+00'TE

15' R

PHILLIP J. & PAULA
TRAXLER

P.L.

JOHN WILLIAM &
JOLENE M. CROWLEY

N

T.L.E.

SLOPE INTERCEPT

0'TX' | 101+00'TX' | 102+00'TX' | 103+00'TX' | 104+00'TX' | 105+00'TX' | 106+

'TX' LINE

MATCH LINE STA. 106+00'TX'

R/W

100+29.4'TX'
25.0' LT

CENTURY TEL

CAUTION

BEGIN CONSTRUCTION
STA. 100+00 'TX'

'MC3' LINE

T.L.E.

CENTURY TEL

MATHY
CONSTRUCTION
COMPANY

T.L.E.

EXISTING GROUND

K = 27
L = 120'

VPC 100+40.00'TX'
EL 920.52

VPT 101+60.00'TX'
EL 925.62

VPI 103+28.10'TX'
EL 936.55

+6.50%

-4.00%

VPC 104+80.00'TX'
EL 930.47

VPC 102+65.60'TX'
EL 932.48

K = 12
L = 125'

VPT 103+90.60'TX'
EL 934.05

+2.00%

+2.00%

+2.00%

+6.50%

VPI 100+00.00'TX'
EL 920.44

VPI 100+18.00'TX'
EL 920.08

VPI 101+00.00'TX'
EL 921.72

PROPOSED PROFILE

940 935 930 925 920 915 910 905

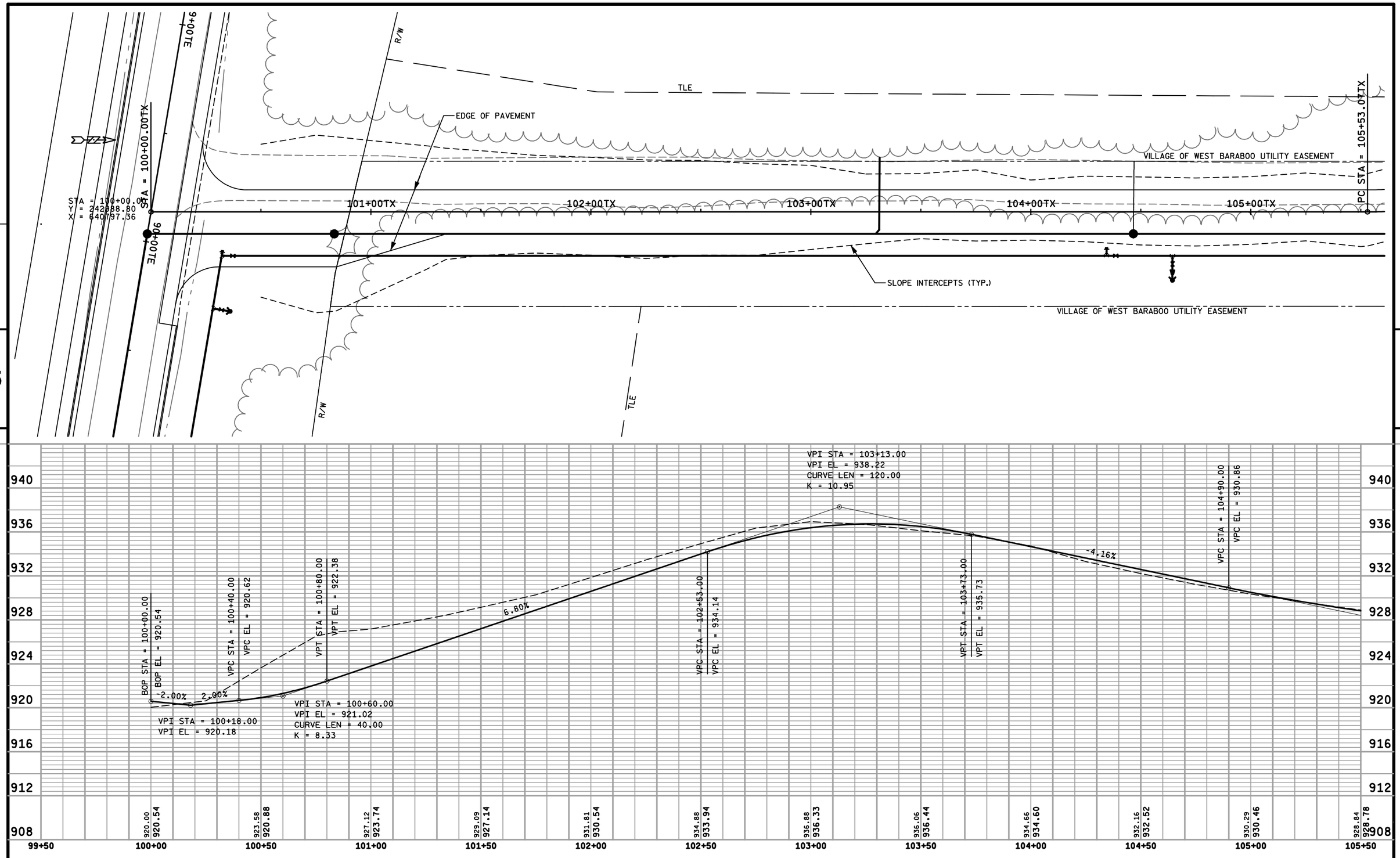
927.55 920.44 | 925.60 920.74 | 926.64 922.40 | 928.30 924.99 | 930.72 928.22 | 933.51 931.47 | 935.46 934.22 | 934.85 934.98 | 933.67 933.67 | 931.67 931.67 | 929.59 929.71 | 927.86 928.21 | 925.40 927.26

100+00'TX' | 101+00'TX' | 102+00'TX' | 103+00'TX' | 104+00'TX' | 105+00'TX' | 106+00'TX'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('TX' LINE)	SHEET 461	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tx\050101_tx_pp.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40



5

5

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('TX' LINE)	SHEET 461 A	E

JOHN WILLIAM &
JOLENE M. CROWLEY

STA. 107+60'TX'
CONSTRUCT P.E.

P.L.

ALLIANT ENERGY
(ELECTRIC)

SAWING ASPHALT REQ'D

SLOPE INTERCEPT

BRANT G. FILIP &
BARBARA E. MOSES

107+99.2'TX'
50.0' LT

R=40'

107+19.5'TX'
30.0' LT

R=20'

BP DISTRIBUTING LLC

T.L.E.

SAWING ASPHALT REQ'D

CENTURY TEL

MATCH LINE STA. 106+00'TX'

0'TX'

107+00'TX'

108+00'TX'

109+00'TX'

PI 109+43.32'TX'

'TX' LINE (PRIVATE DRIVEWAY)

DETENTION POND E
SEE DETAILS

UTILITY ACCESS ROAD

MATHY
CONSTRUCTION
COMPANY

END CONSTRUCTION
STA. 109+43.32 'TX'

N

5

5

K = 45
L = 400'

940
935
930
925
920
915
910
905

PROPOSED PROFILE

VPT 108+80.00'TX'
EL 932.12

VPI 109+43.32'TX'
EL 935.17

-4.00%

+4.82%

STA. 106+71'TX'
1 - 29"x45" CPRCHE REQ'D
1 - APRON ENDWALL REQ'D
SKEW 40°38'07" RHF

EXISTING GROUND

VPI 106+80.00'TX'
EL 922.47

935.40 927.26
923.10 926.86
923.24 927.01
925.61 927.71
928.25 928.96
930.64 930.77
933.08 933.08

106+00'TX'
107+00'TX'
108+00'TX'
109+00'TX'

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('TX' LINE)	SHEET 462	E

PI Sta = 106+33.67
Y = 243621.51
X = 640790.06
I = 11°25'27"R

CD = N 05°00'43" W
T = 20.01
R = 200.00
L = 39.88
C = 39.81

PC STA = 105+53.07TX

PT STA = 105+91.84TX

PC STA = 106+13.67TX

PT STA = 106+53.54TX

106+00TX

107+00TX

108+00TX

109+00TX

STA = 109+48.00TX

STA = 200+00.00

ASPHALT SAWCUTTING
MATCH EXISTING ASPHALT

TLE

R 40

R 20

I.E.=924.95

60 L.F. - CULVERT PIPE,
12-INCH W/ ENDWALLS

I.E.=926.55

SLOPE INTERCEPTS (TYP.)

ASPHALT SAWCUTTING
MATCH EXISTING ASPHALT

EDGE OF PAVEMENT

VILLAGE OF WEST BARABOO
UTILITY EASEMENT

VILLAGE OF WEST BARABOO UTILITY EASEMENT

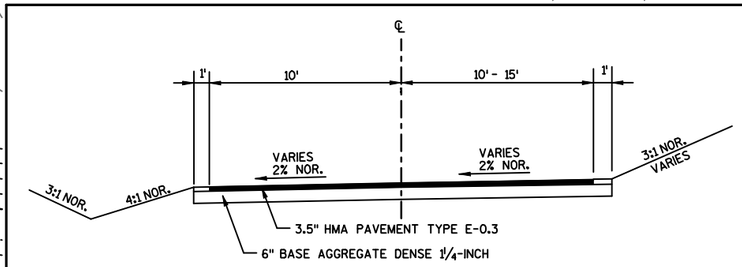
201+00

DETENTION POND E
SEE DETAILS

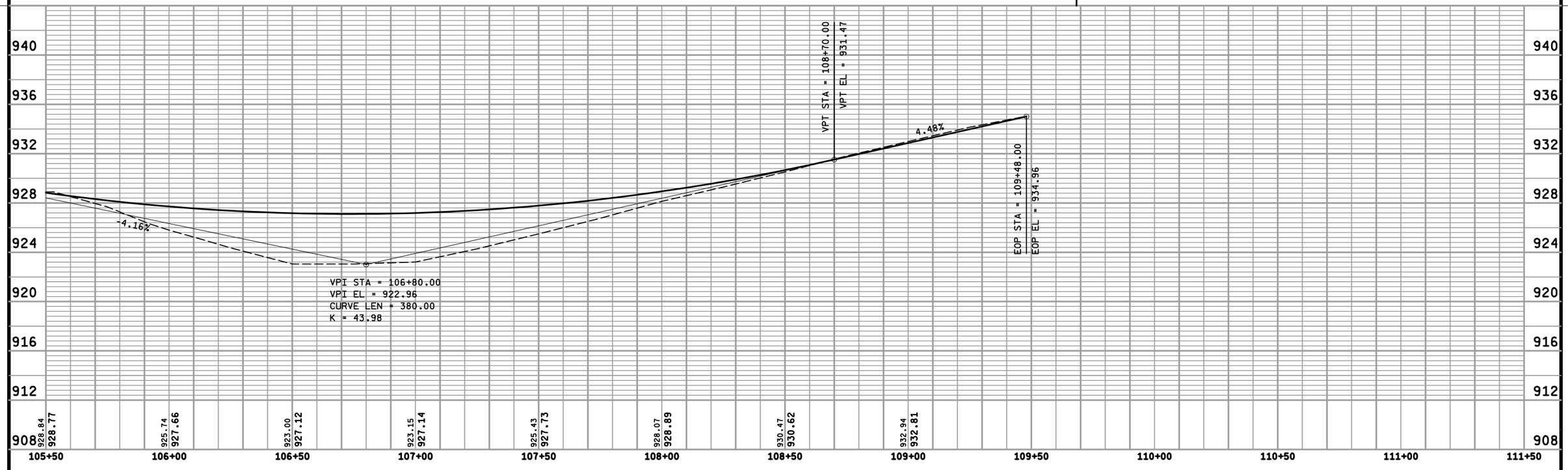
STA = 109+48.00
Y = 243935.85
X = 640793.90

PI Sta = 105+72.57
Y = 243561.35
X = 640801.45
I = 11°08'00"L

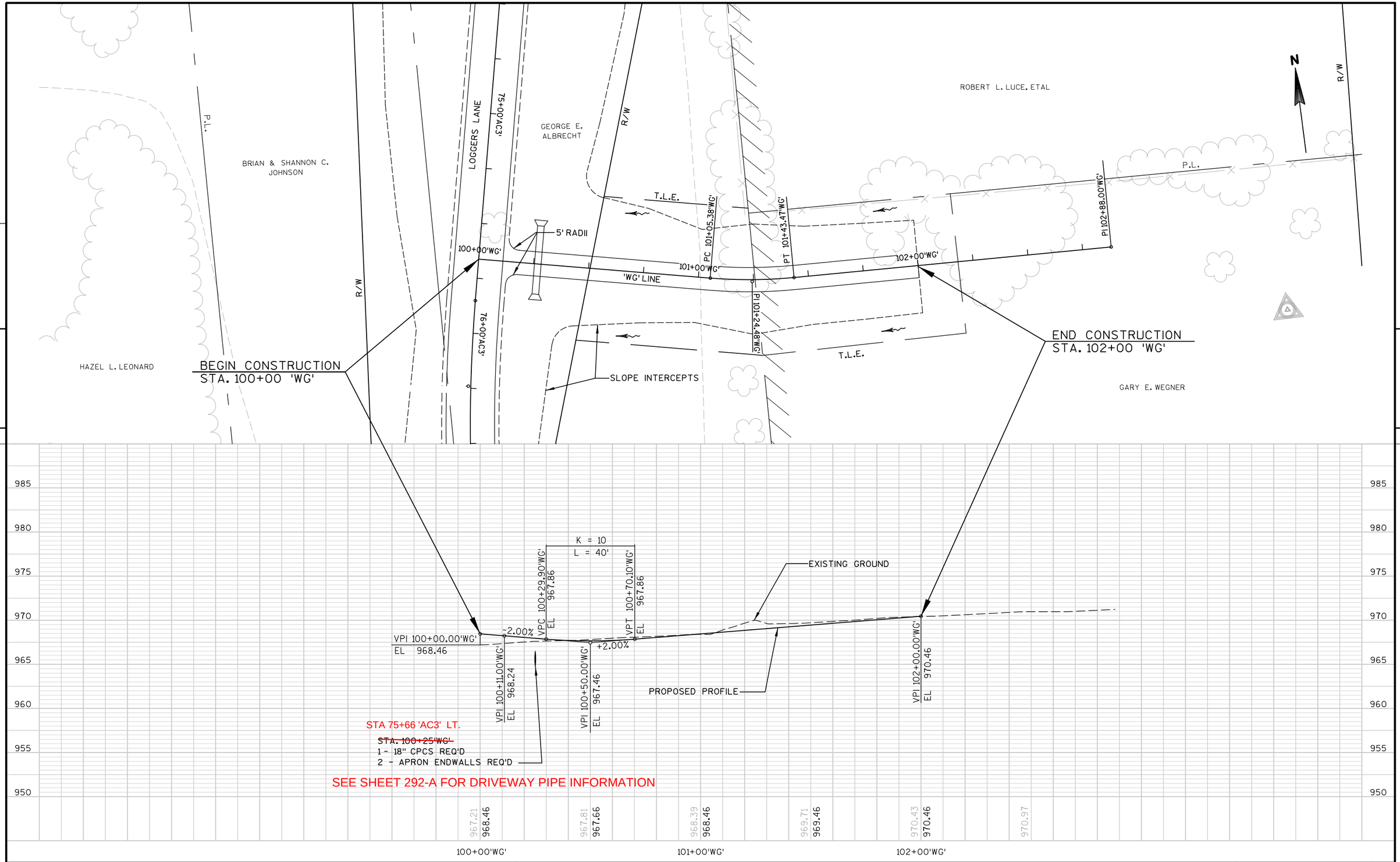
CD = N 05°09'26" W
T = 19.49
R = 200.00
L = 38.86
C = 38.80



TYPICAL FINISHED SECTION - TX LINE



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('TX' LINE)	SHEET 462 A	E



5

5

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('WG' LINE)	SHEET 463	E

GARY E. WEGNER

GEORGE E. ALBRECHT

CENTURY TEL

ALLIANT ENERGY
(ELECTRIC)

OLD 33

R/W

96+00'00"WS'

95+00'00"

100+00'00"WS'

SLOPE INTERCEPTS

T.L.E.

101+00'WS'
WS' LINE

PC 101+60.80'WS'

PT 102+23.63'WS'

102+00'WS'

PI 102+00.80'WS'

DEANNA SUE
WEISS

P.L.

SEPTIC

END CONSTRUCTION
STA. 103+17.12 'WS'

PT 102+81.10'WS'

PI 103+11.12'WS'

103+00'WS'

PI 102+72.54'WS'

PC 102+51.54'WS'

T.L.E.

LOUIE & CRYSTAL
WELLS

N

R/W

P.L.

WILLIAM J. & TILDER
WELLS

BEGIN CONSTRUCTION
STA. 100+00 'WS'

990
985
980
975
970
965
960
955

VPI 100+00.00'WS'
EL 978.13'WS'

VPC 100+13.53'WS'
EL 977.86

K = 8
L = 40'

VPT 100+53.53'WS'
EL 976.06

VPI 100+33.53'WS'
977.46

-2.00%

-7.00%

VPC 100+58.15'WS'
EL 975.74

K = 19
L = 150'

VPT 102+08.15'WS'
EL 971.12

PROPOSED PROFILE

-7.00%

+0.85%

VPI 101+33.15'WS'
EL 970.49

VPI 103+17.12'WS'
EL 972.05

EXISTING GROUND

971.43 978.13
970.50 976.30
970.58 973.27
971.01 971.51
970.84 971.07
970.61 971.48
971.08 971.90

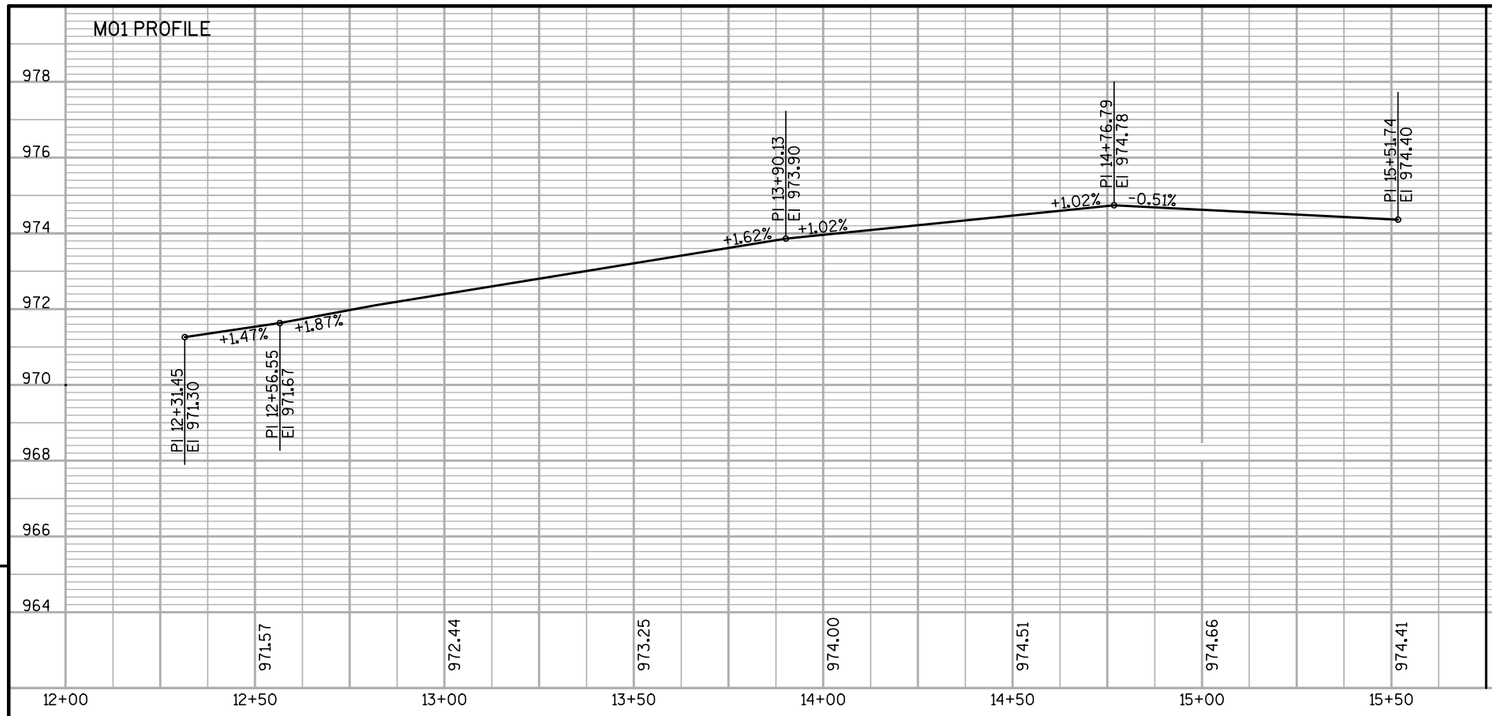
101+00'WS'
102+00'WS'
103+00'WS'

5

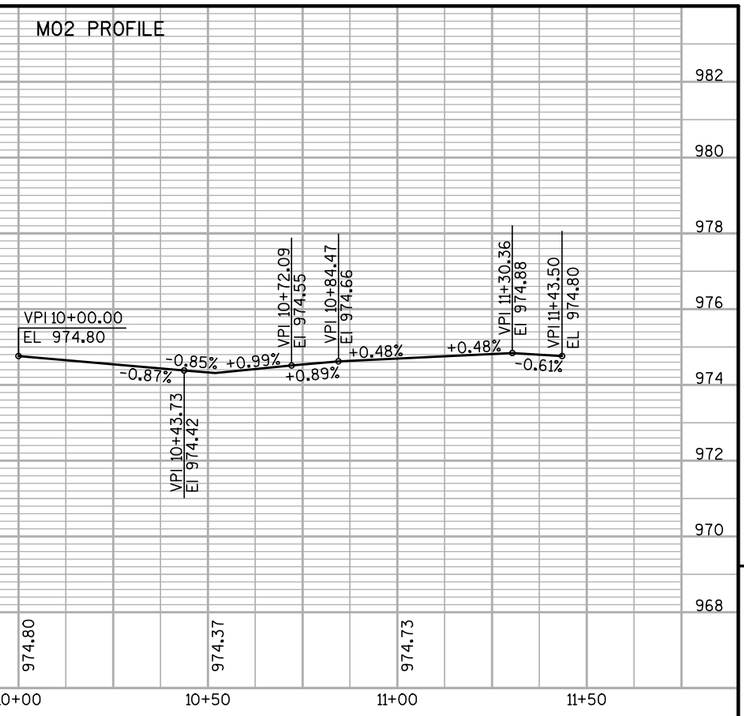
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	PLAN & PROFILE: DRIVEWAY ('WS' LINE)	SHEET 464	E

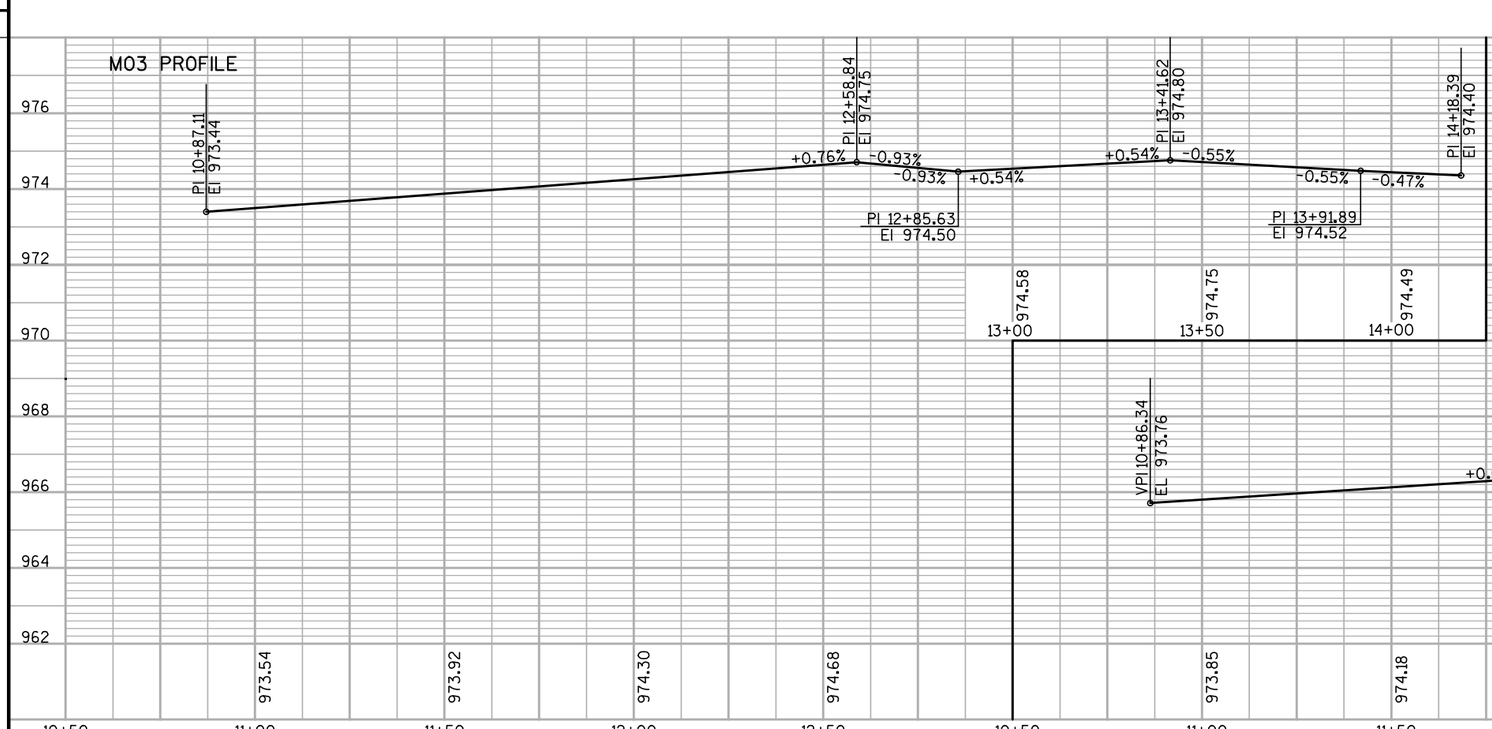
M01 PROFILE



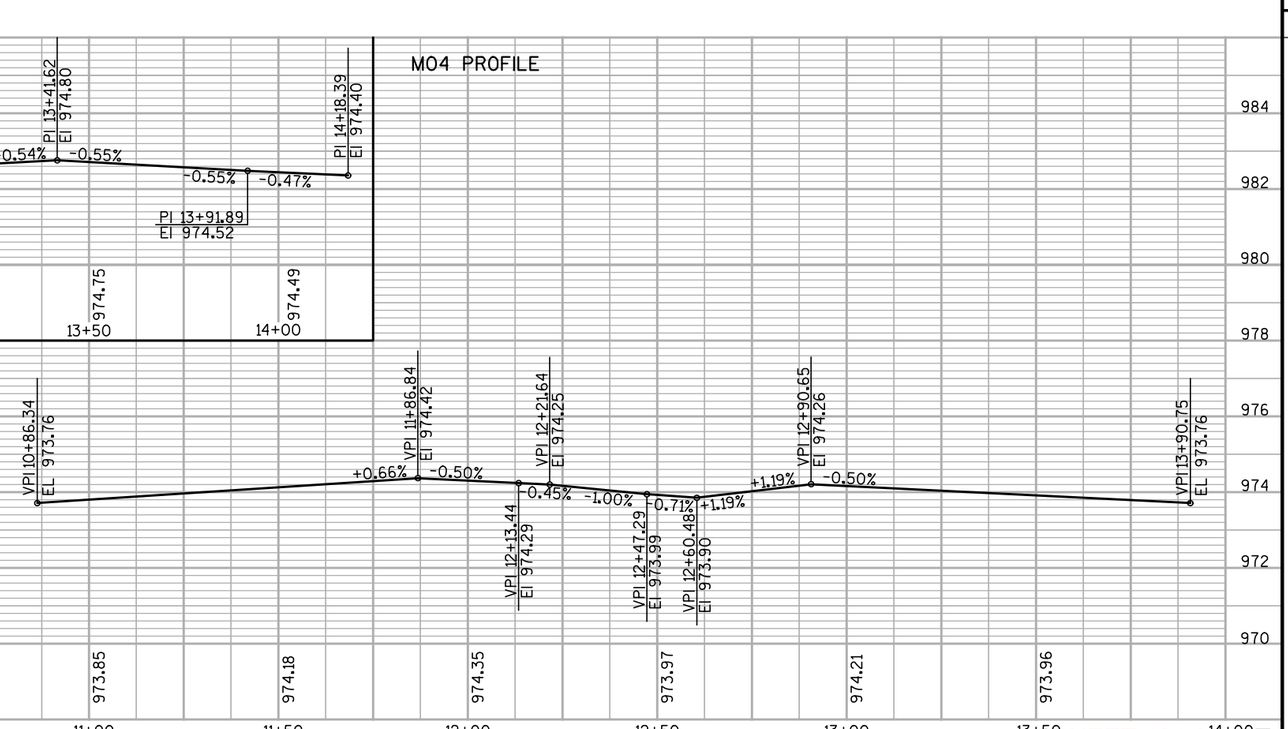
M02 PROFILE



M03 PROFILE



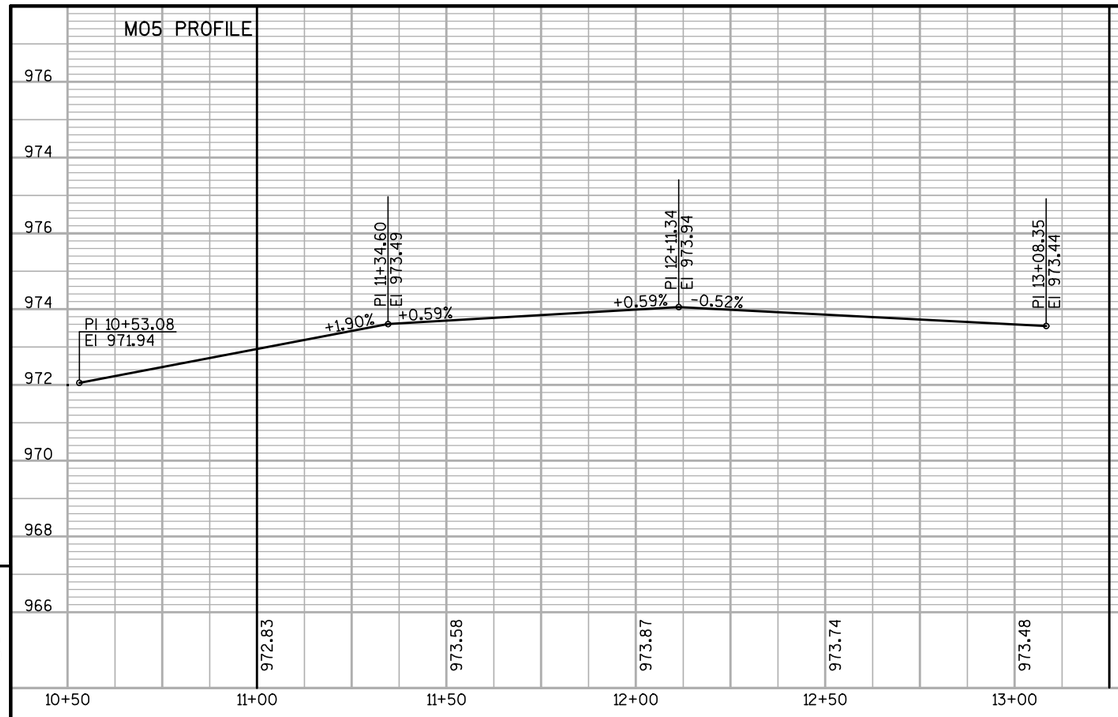
M04 PROFILE



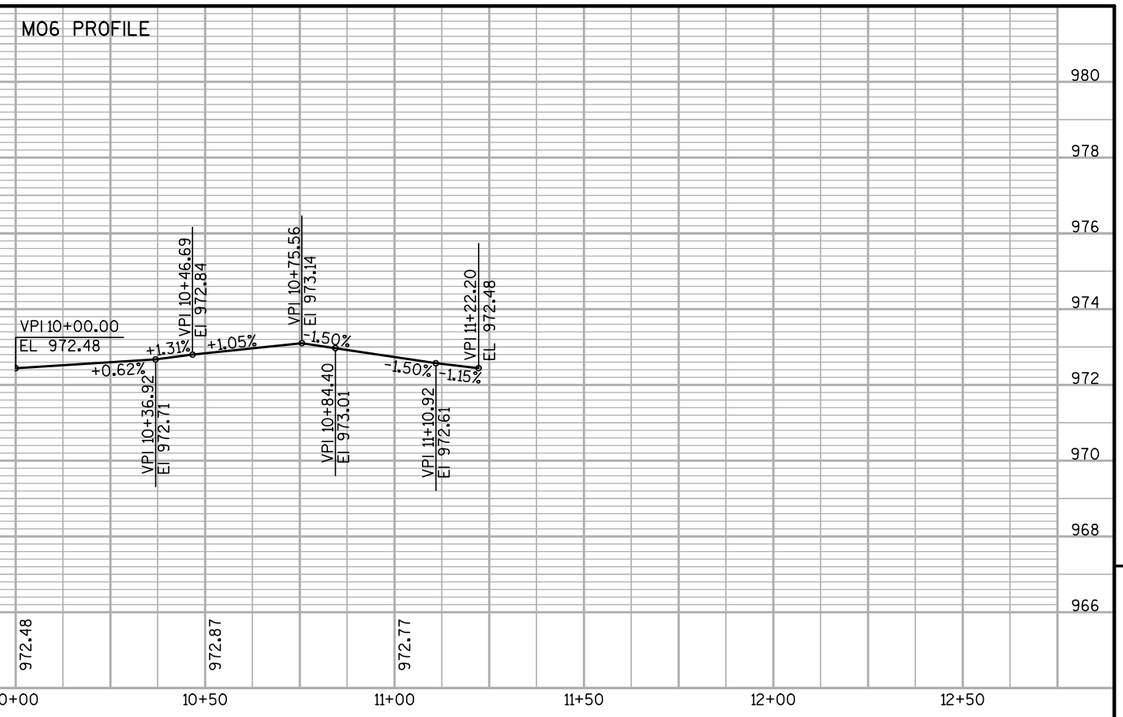
SHEET 464 A

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	M0 ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09

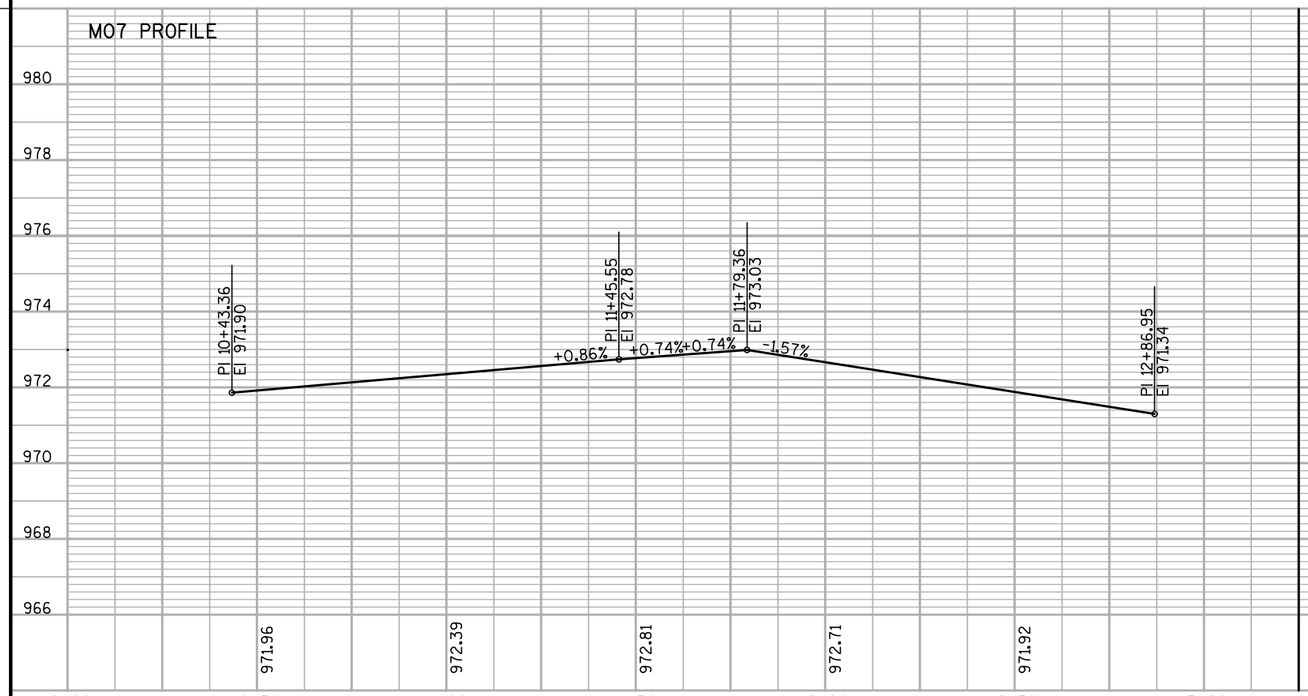
M05 PROFILE



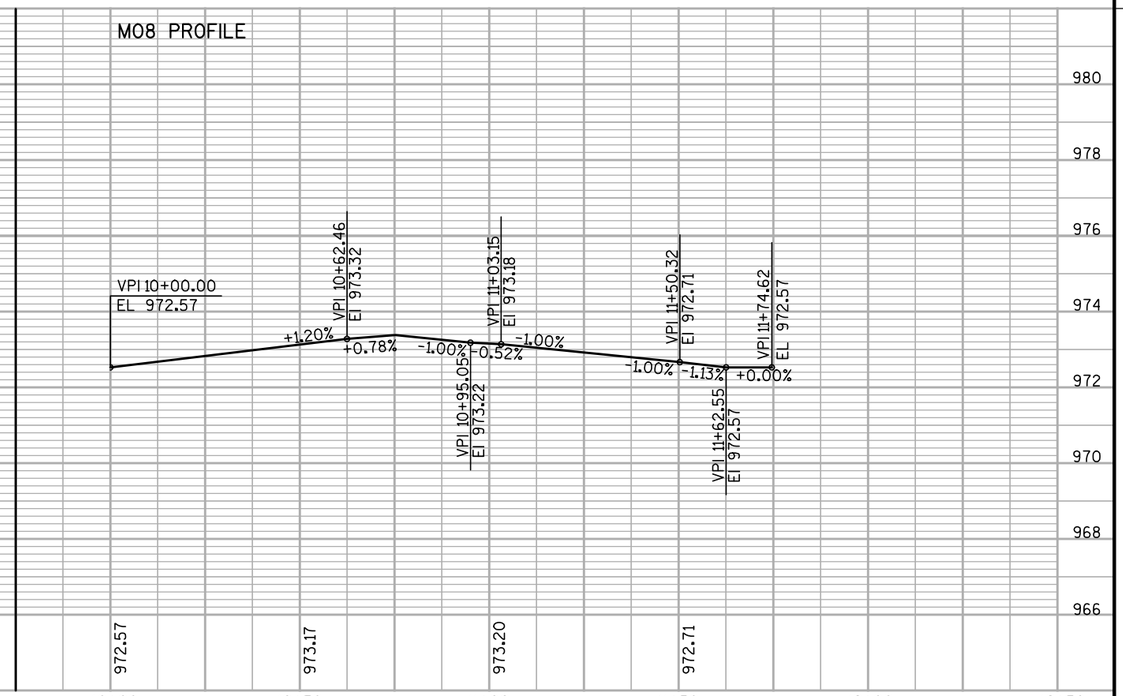
M06 PROFILE



M07 PROFILE



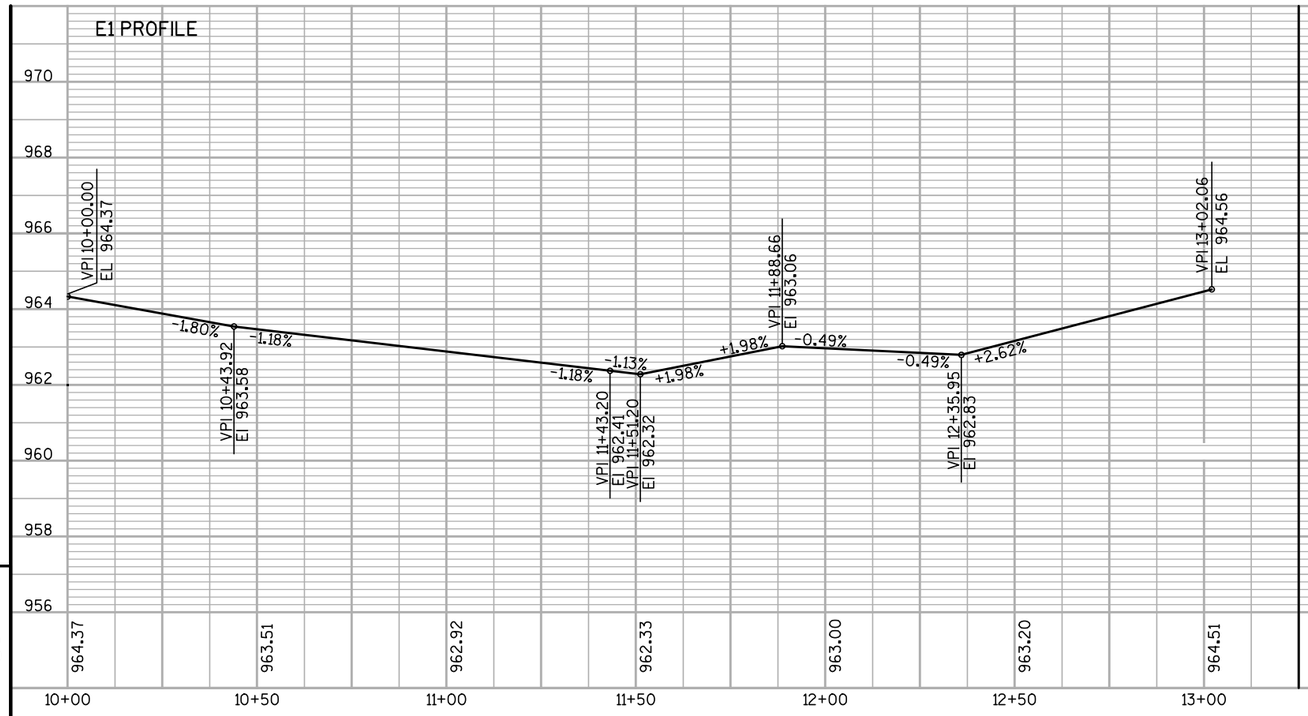
M08 PROFILE

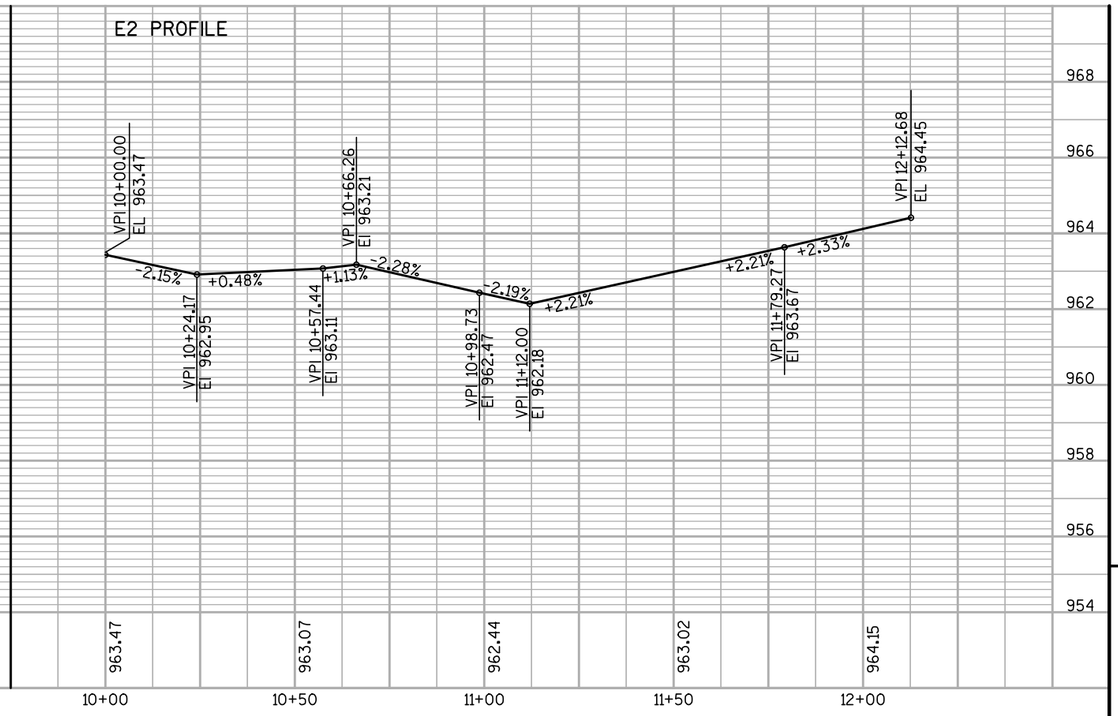


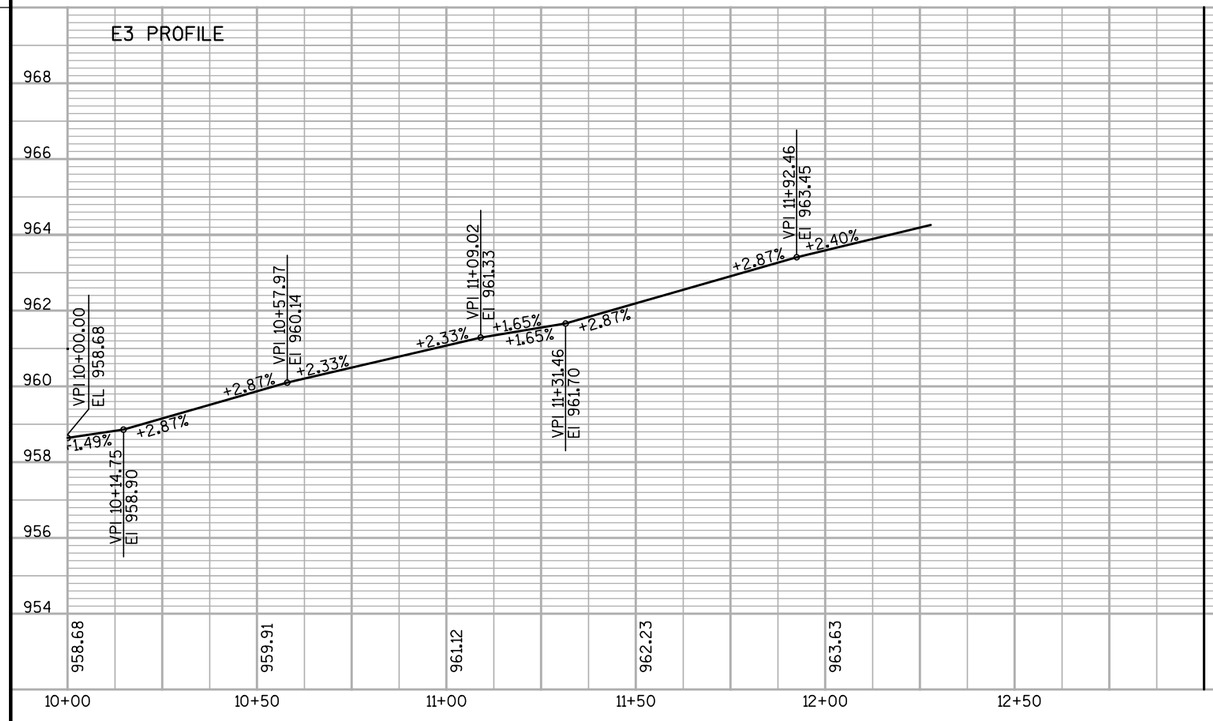
SHEET 464 B

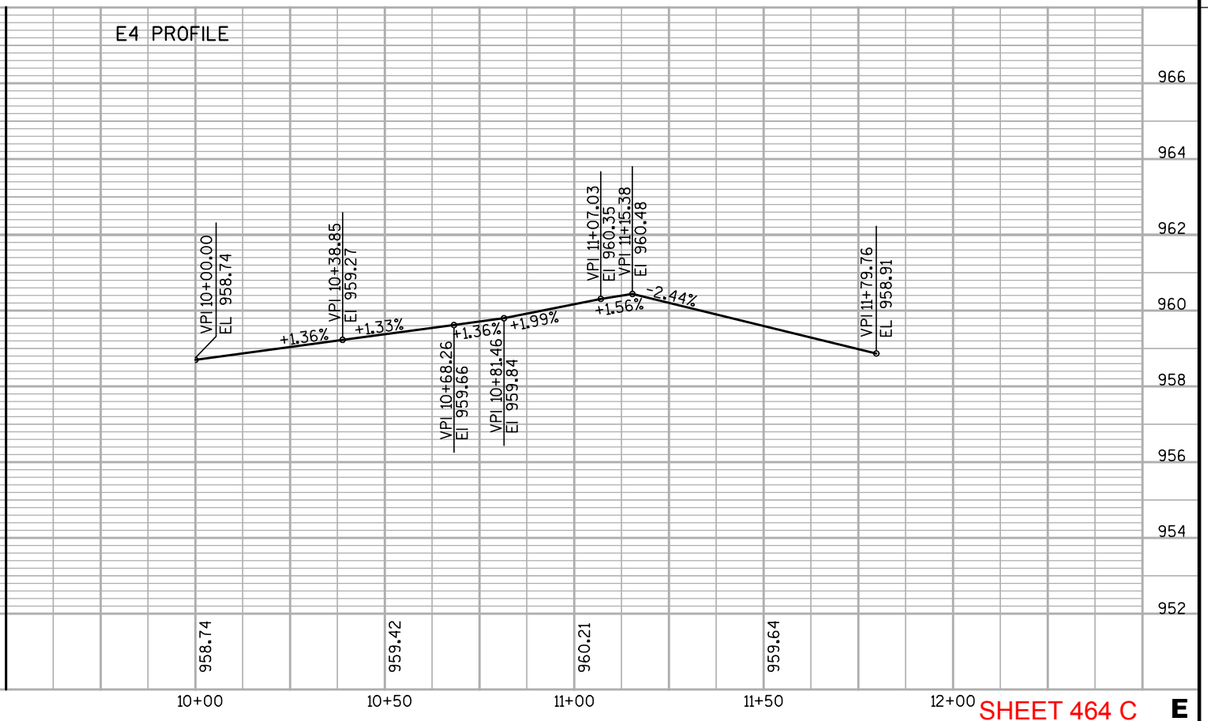
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	M0 ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09

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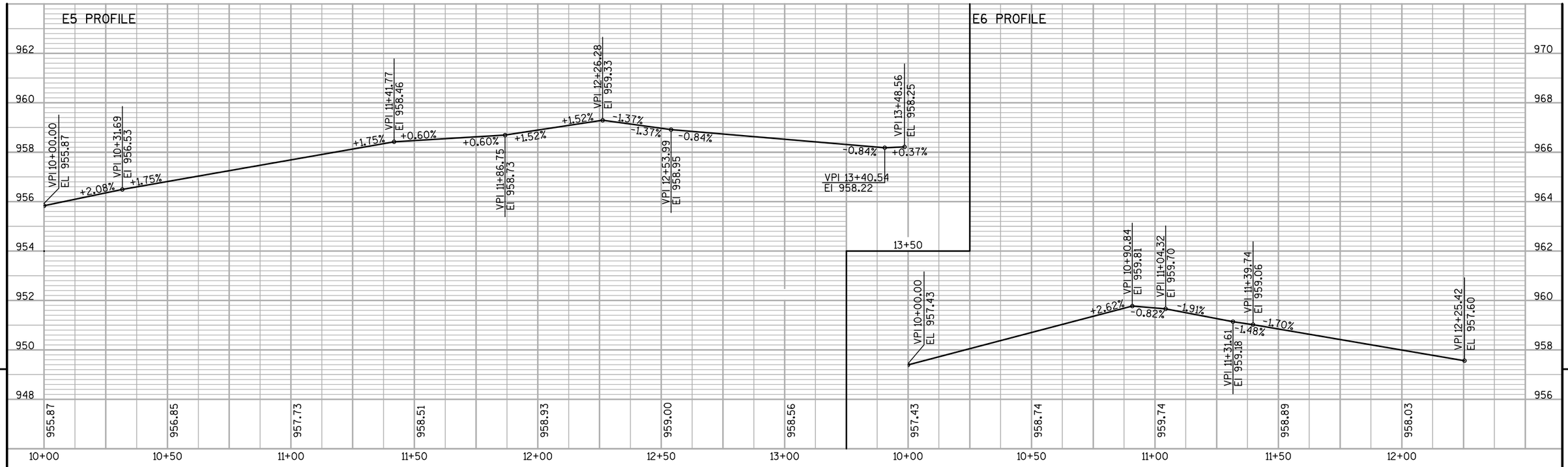


SHEET 464 C **E**

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	E ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09

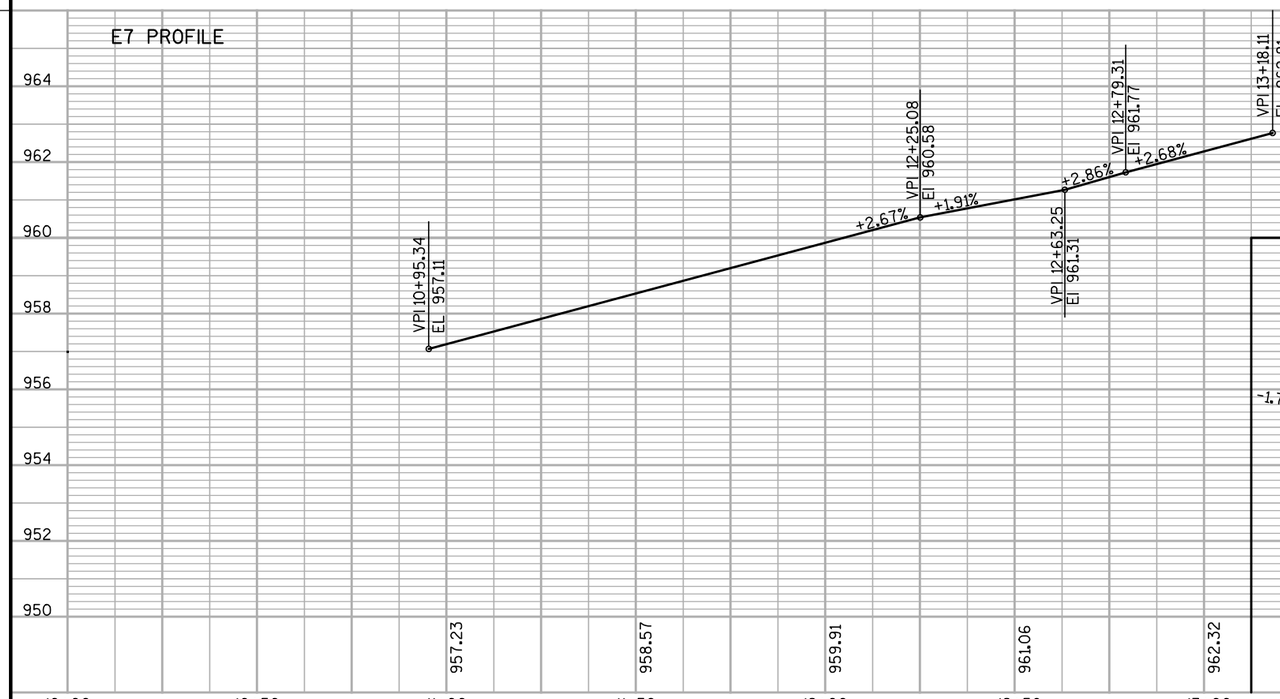
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E5 PROFILE

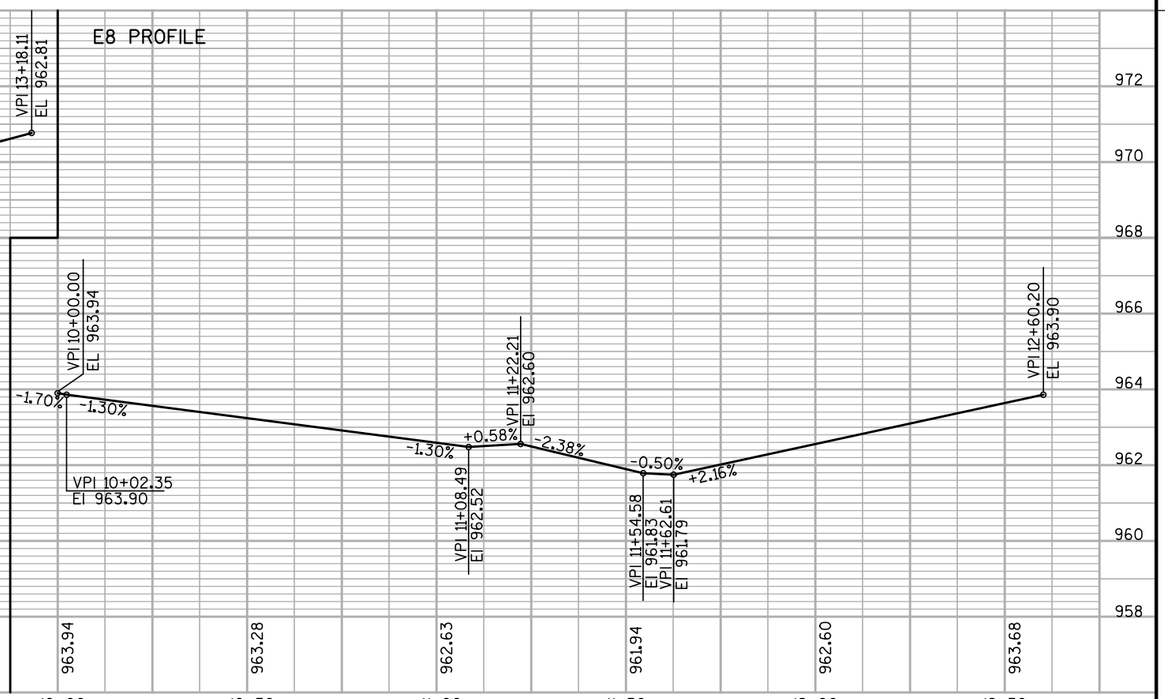


E6 PROFILE

E7 PROFILE



E8 PROFILE



SHEET 464 D

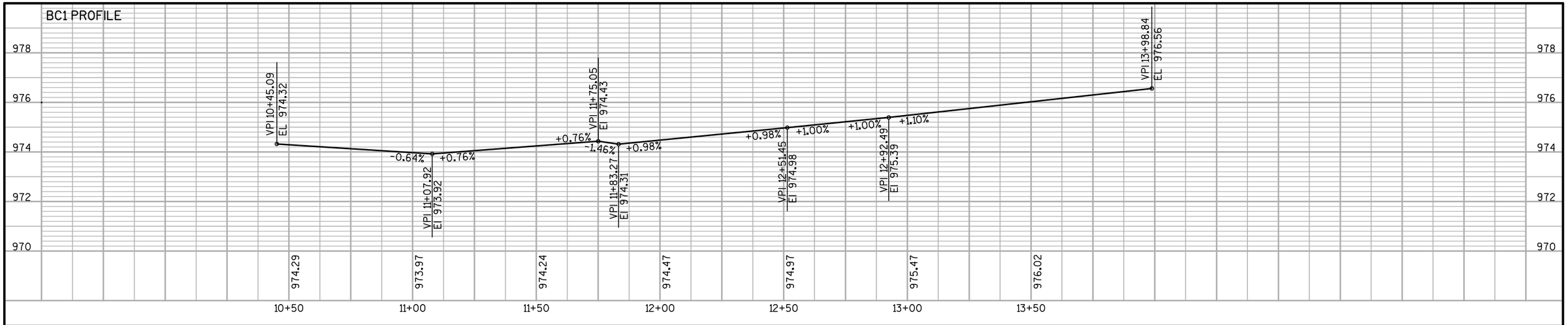
E

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	E ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09

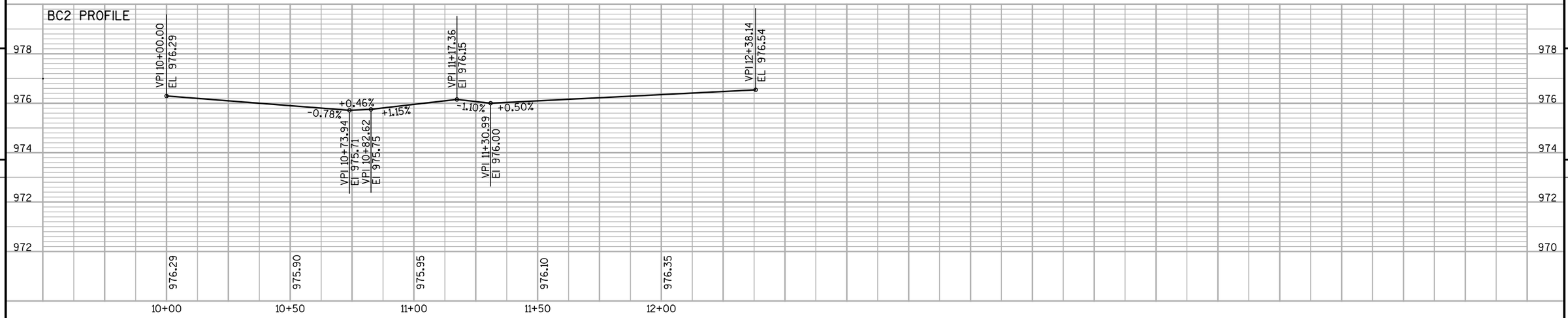
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WISDOT/CMNDS SHEET 30

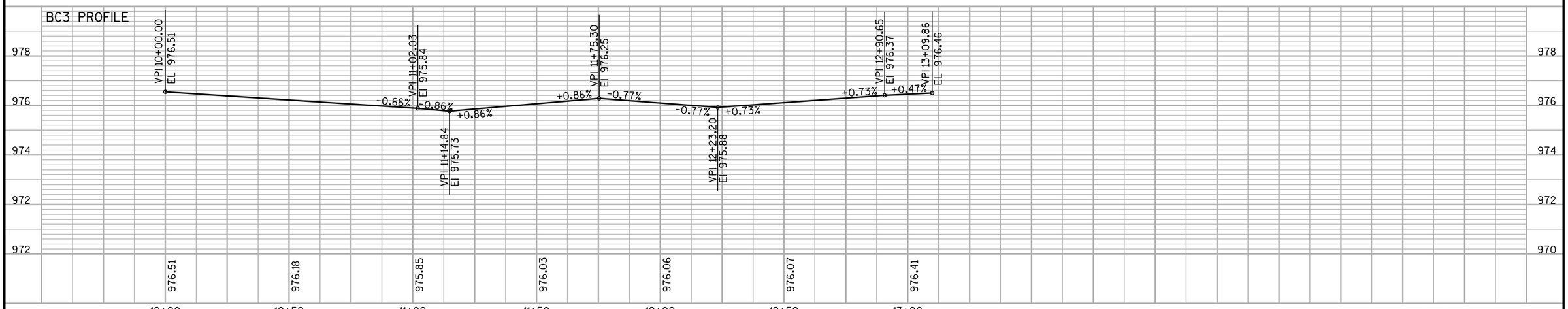
BC1 PROFILE



BC2 PROFILE



BC3 PROFILE



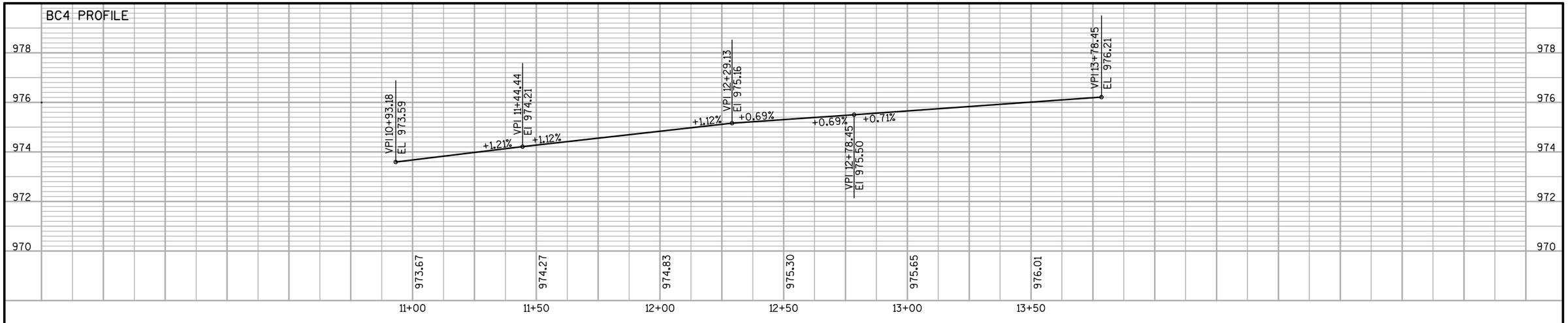
SHEET 464 E

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	BC ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09	E

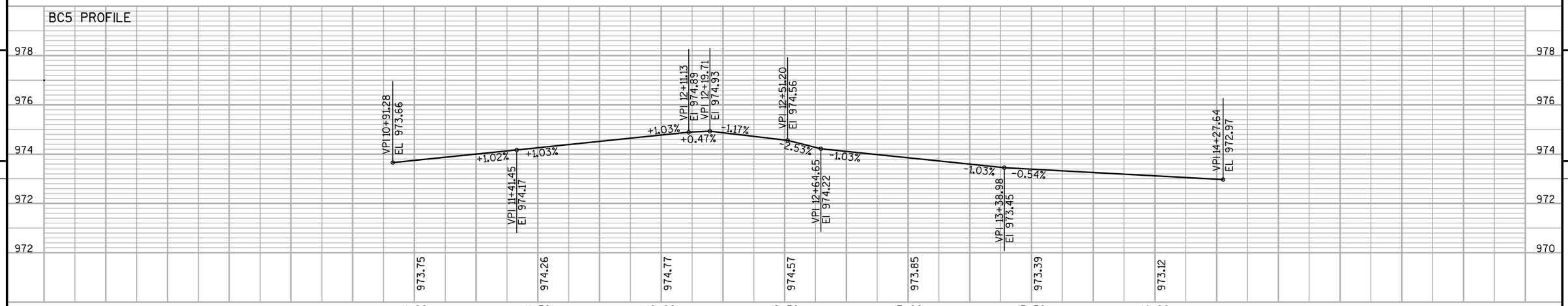
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WISDOT/CADDS SHEET 30

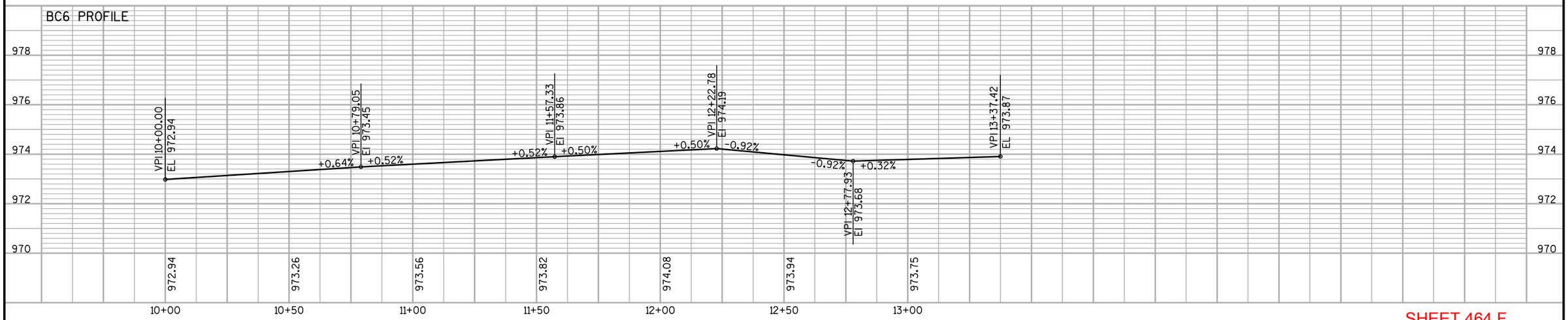
BC4 PROFILE



BC5 PROFILE

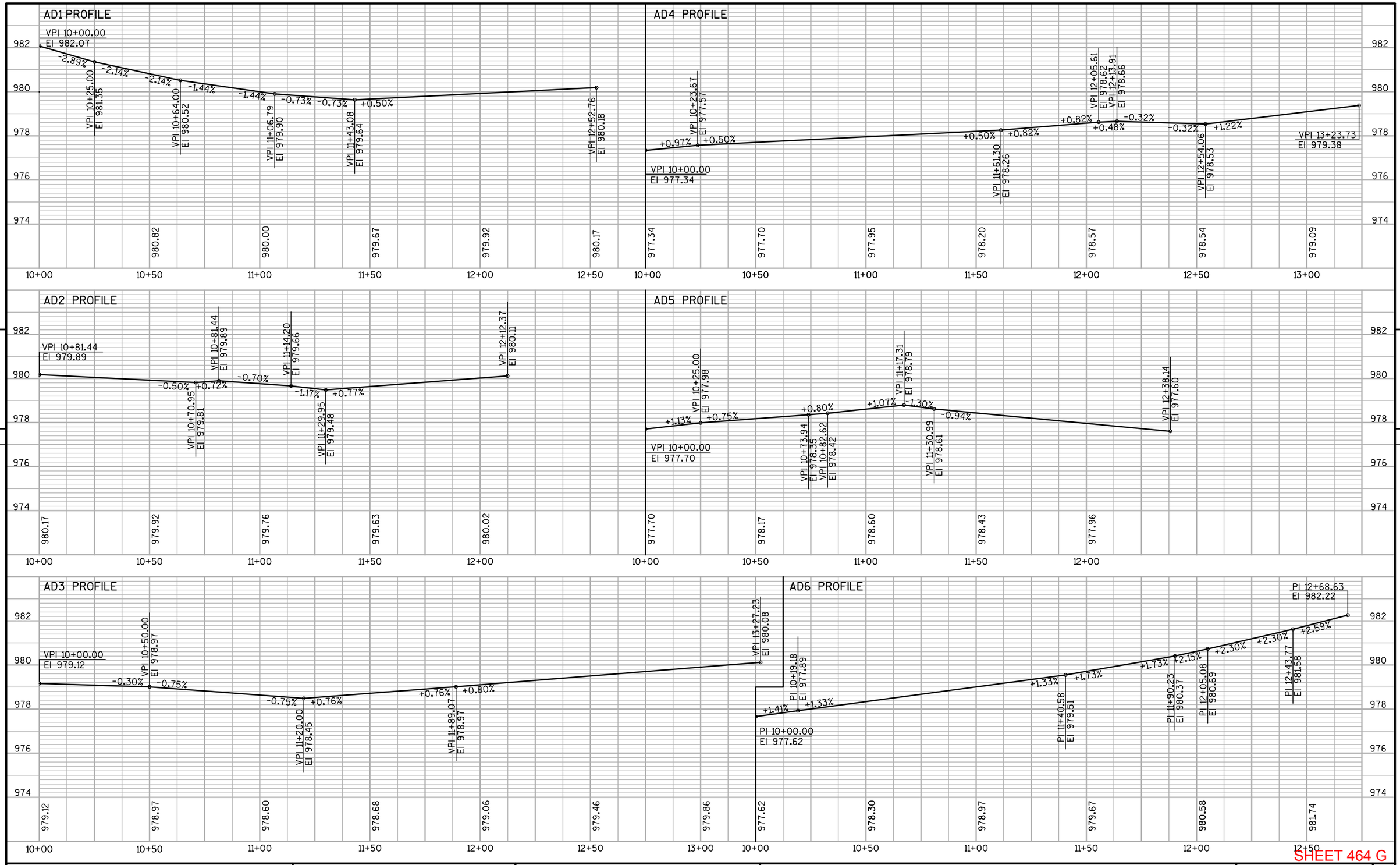


BC6 PROFILE



SHEET 464 F

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	BC ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09	E



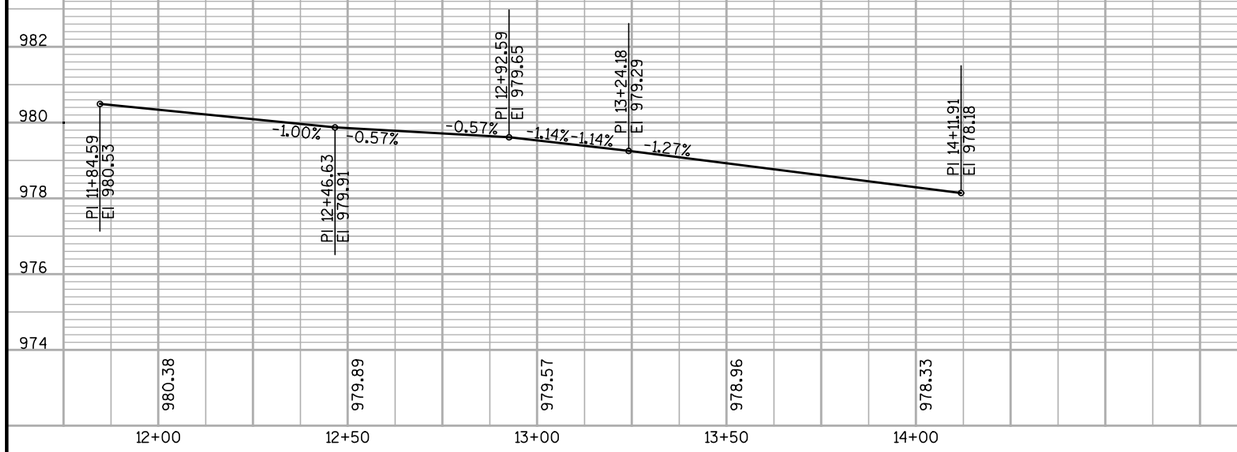
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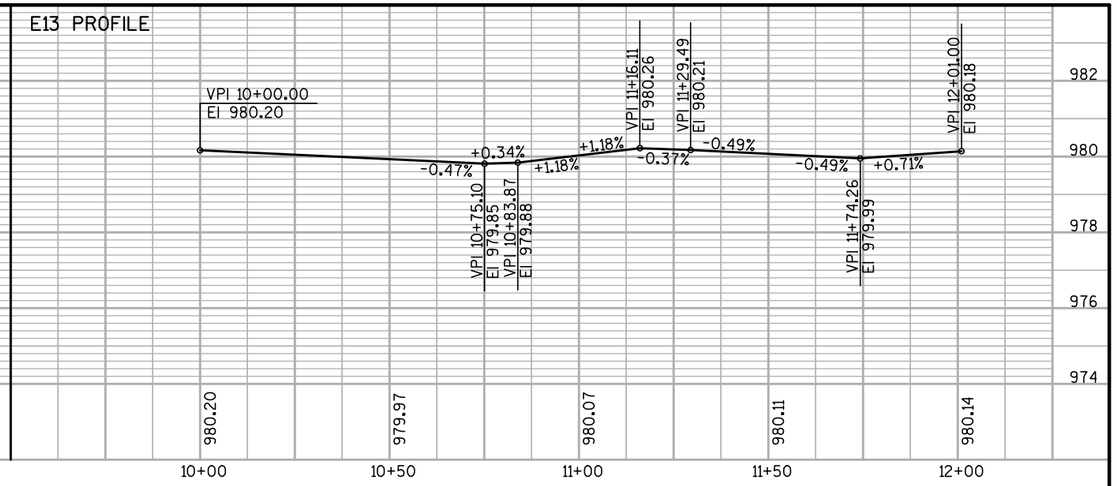
SHEET 464 G

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	AD ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09	E

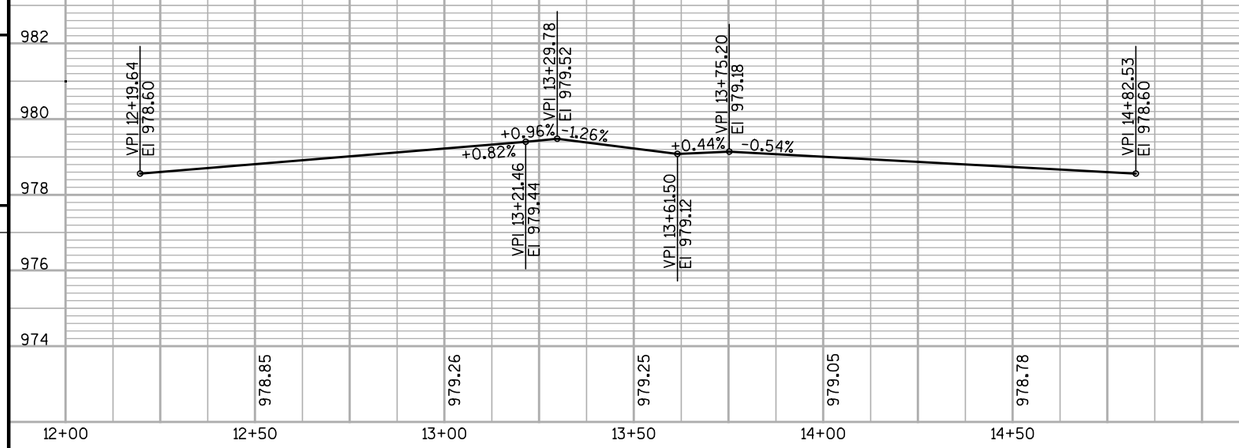
E10 PROFILE



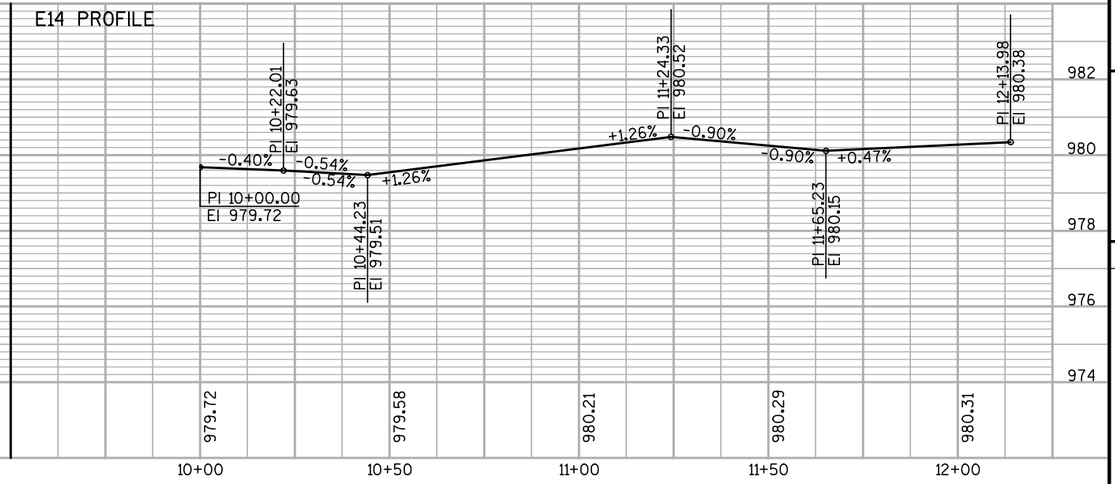
E13 PROFILE



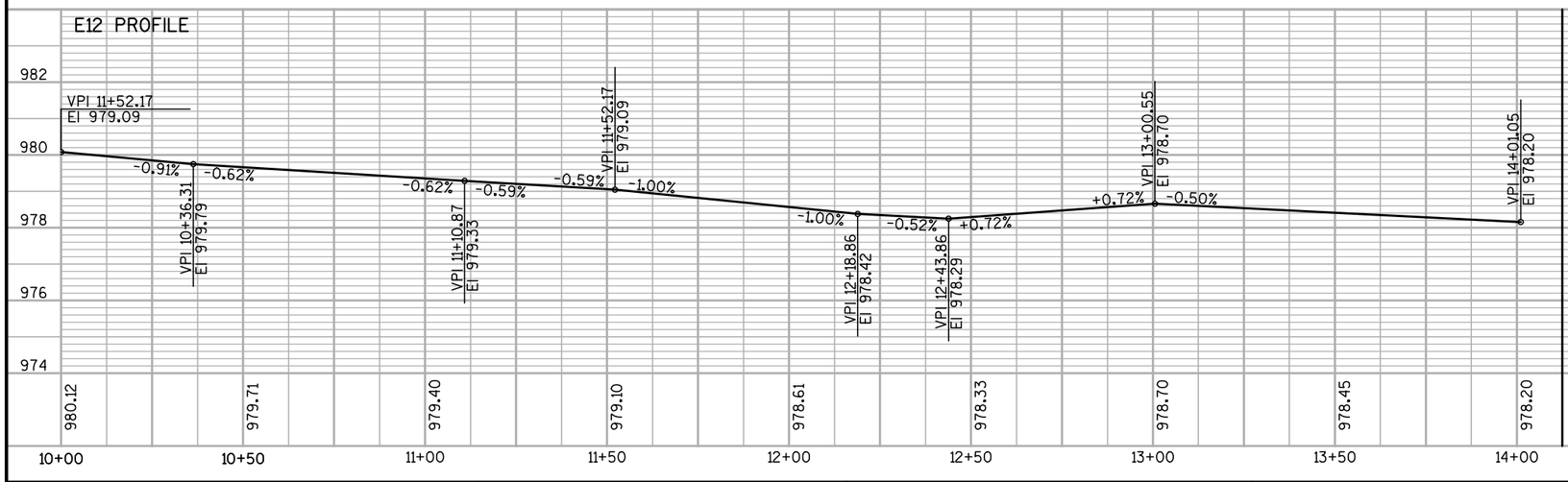
E11 PROFILE



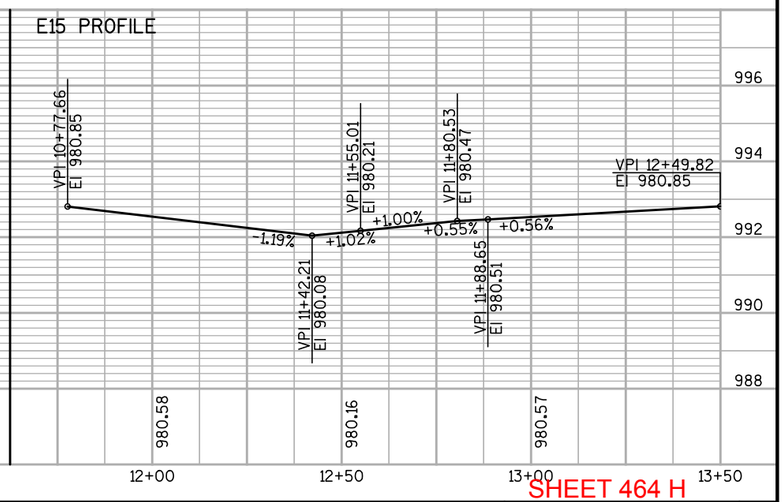
E14 PROFILE



E12 PROFILE



E15 PROFILE



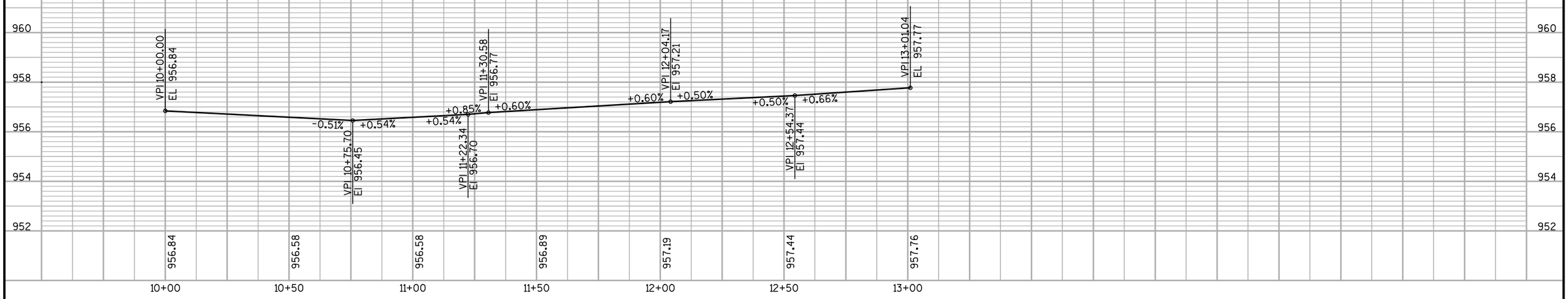
SHEET 464 H

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	EA ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09	E

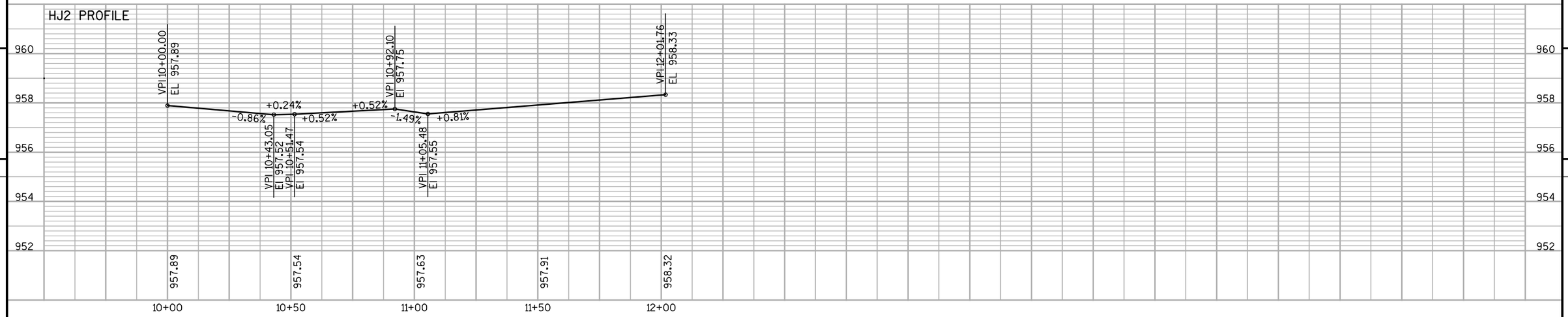
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WISDOT/CADDS SHEET 30

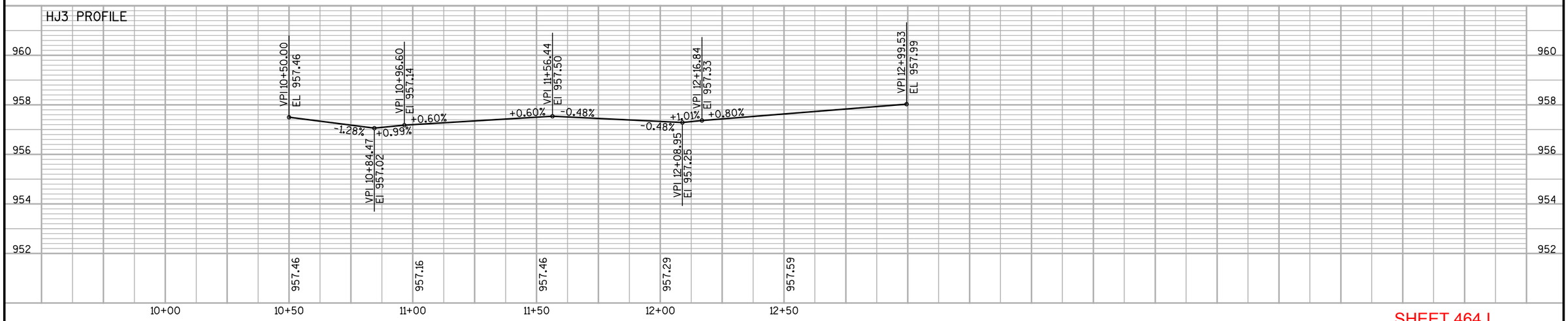
HJ1 PROFILE



HJ2 PROFILE



HJ3 PROFILE



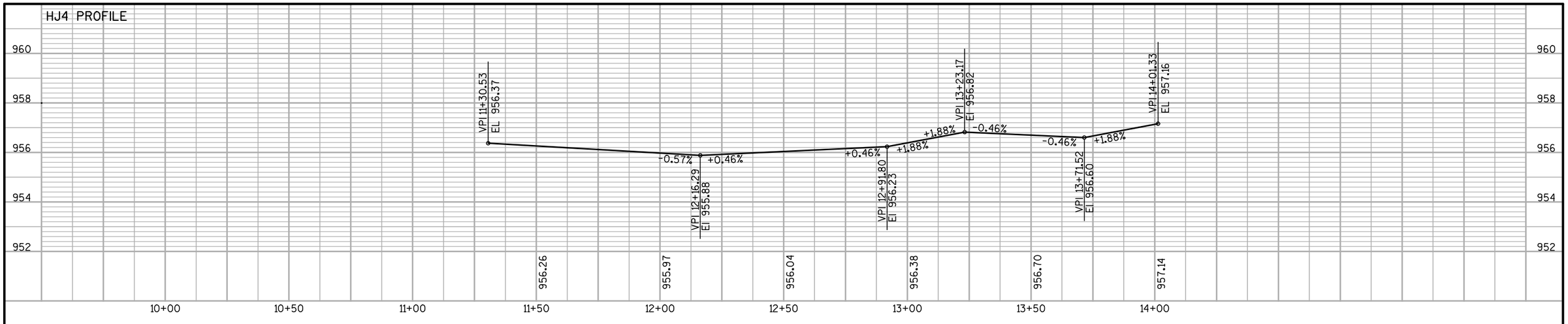
SHEET 464 I

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	HJ ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09	E

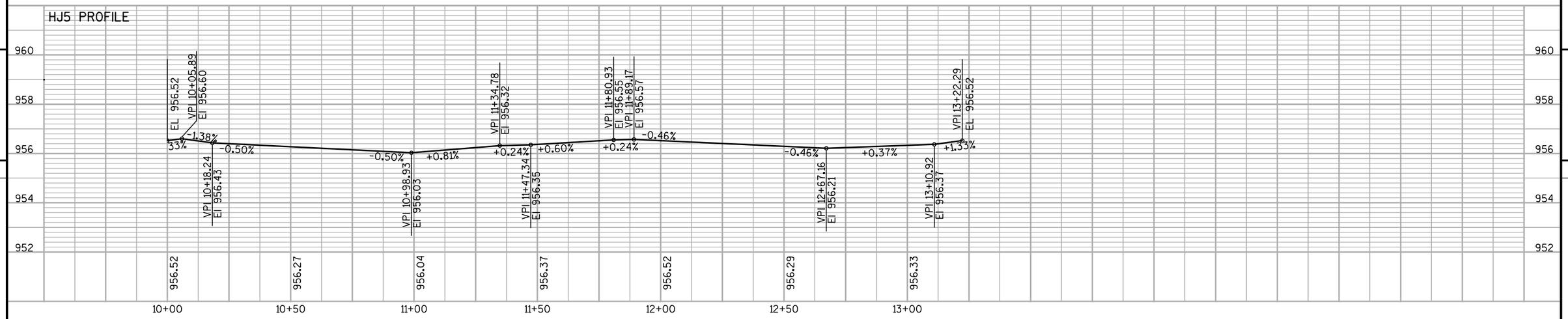
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WISDOT/CADDS SHEET 30

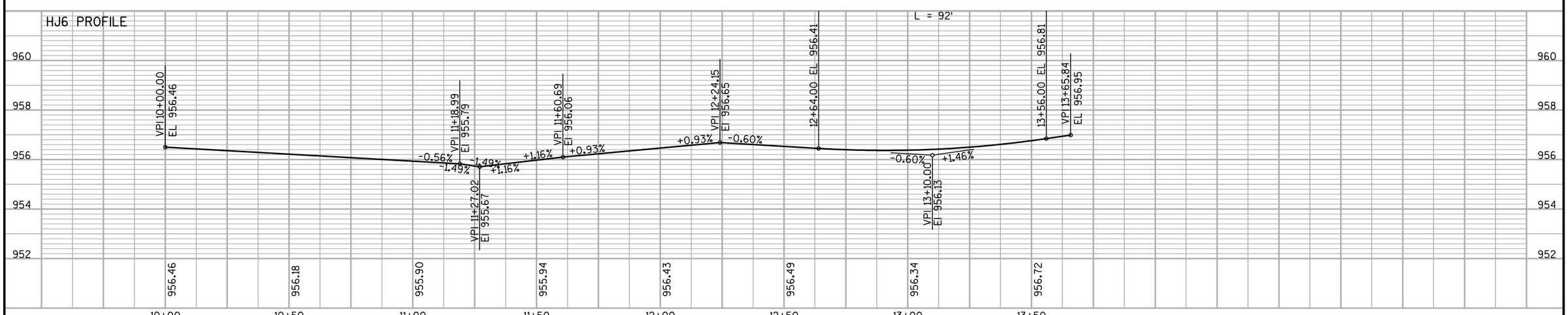
HJ4 PROFILE



HJ5 PROFILE



HJ6 PROFILE

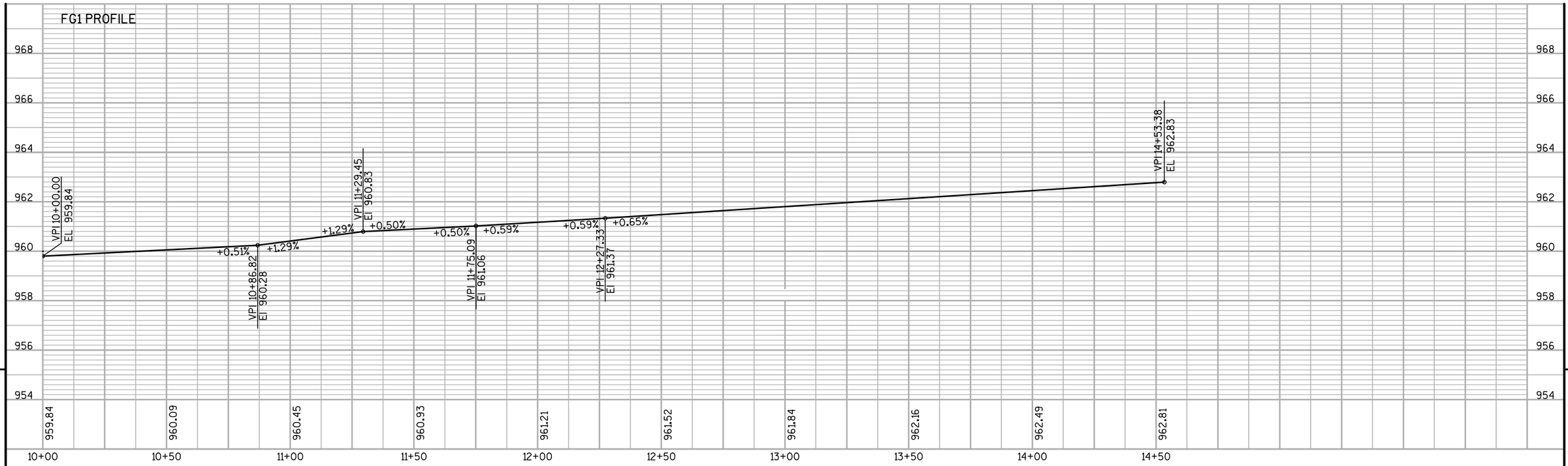


SHEET 464 J

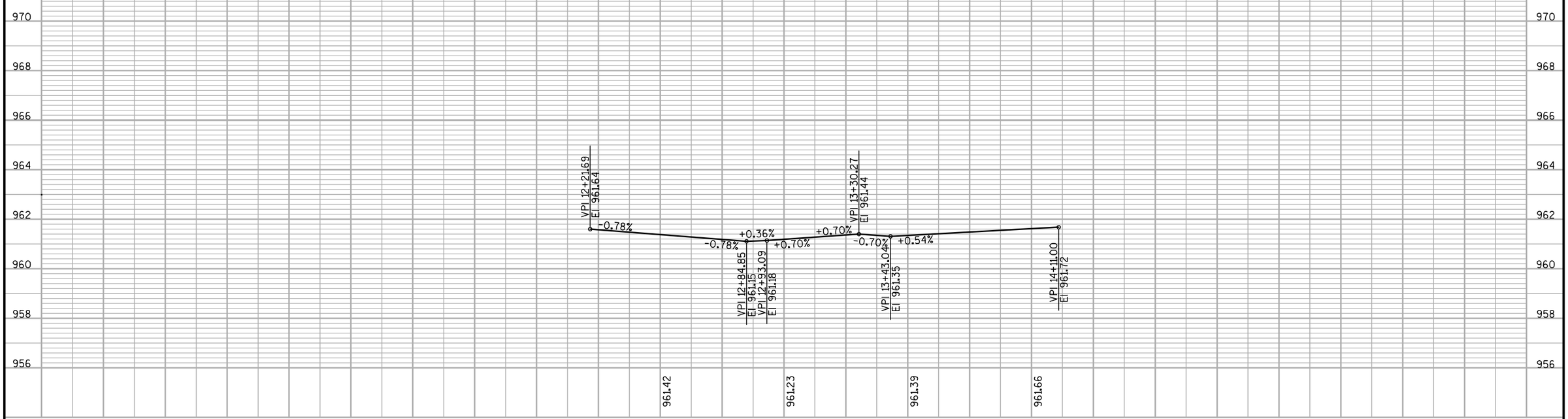
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	HJ ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\plan ref\rab profiles\HJ RAB_sheet2.dgn PLOT DATE : 6/23/2009 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

FG1 PROFILE



FG2 PROFILE

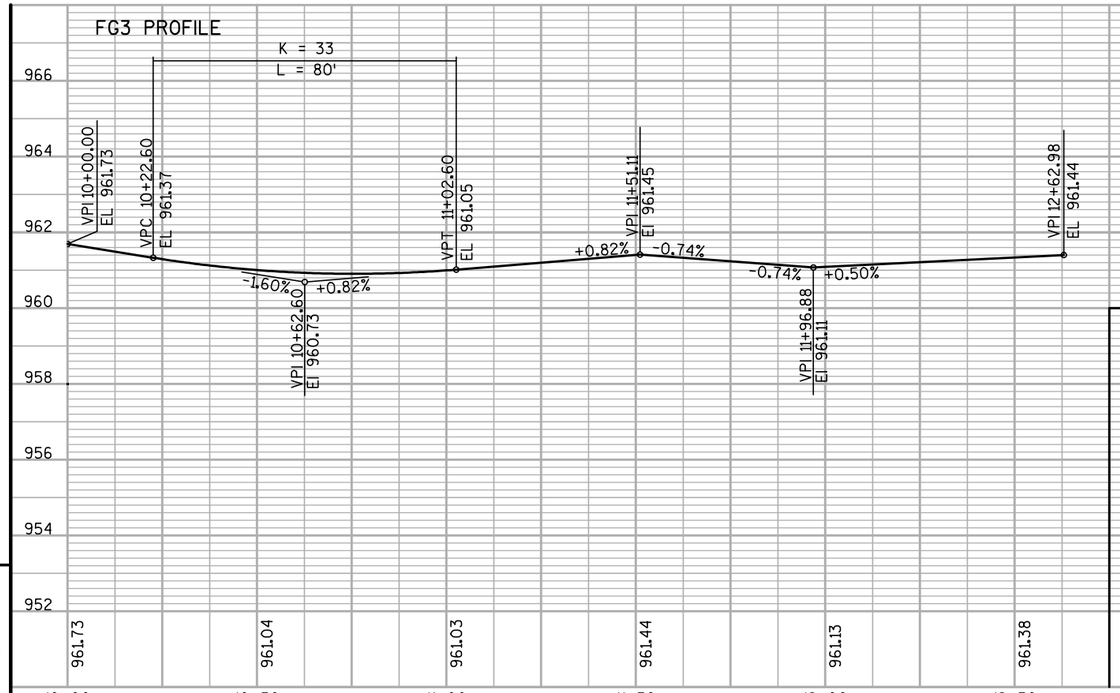


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	FG ROUNDABOUT CURB PROFILES	REVISED DRAWING / SHEET ISSUED 06-24-09

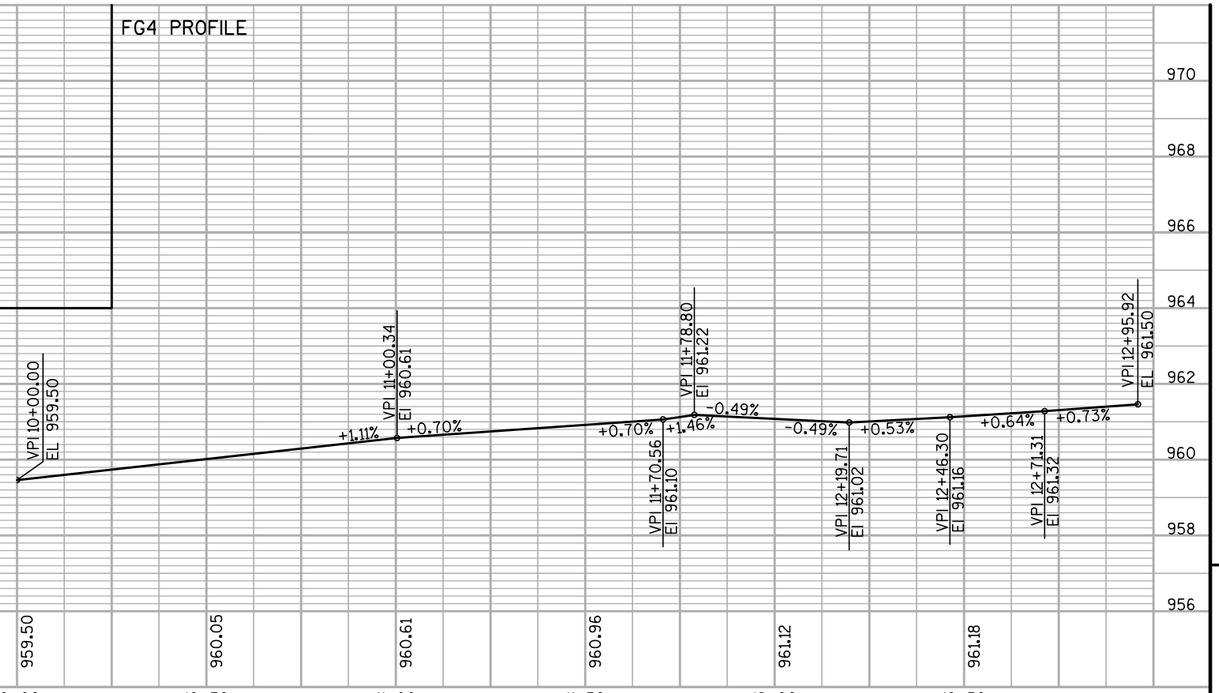
SHEET 464 K E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\plan ref\rab profiles\FG RAB_sheet.dgn PLOT DATE : 6/23/2009 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

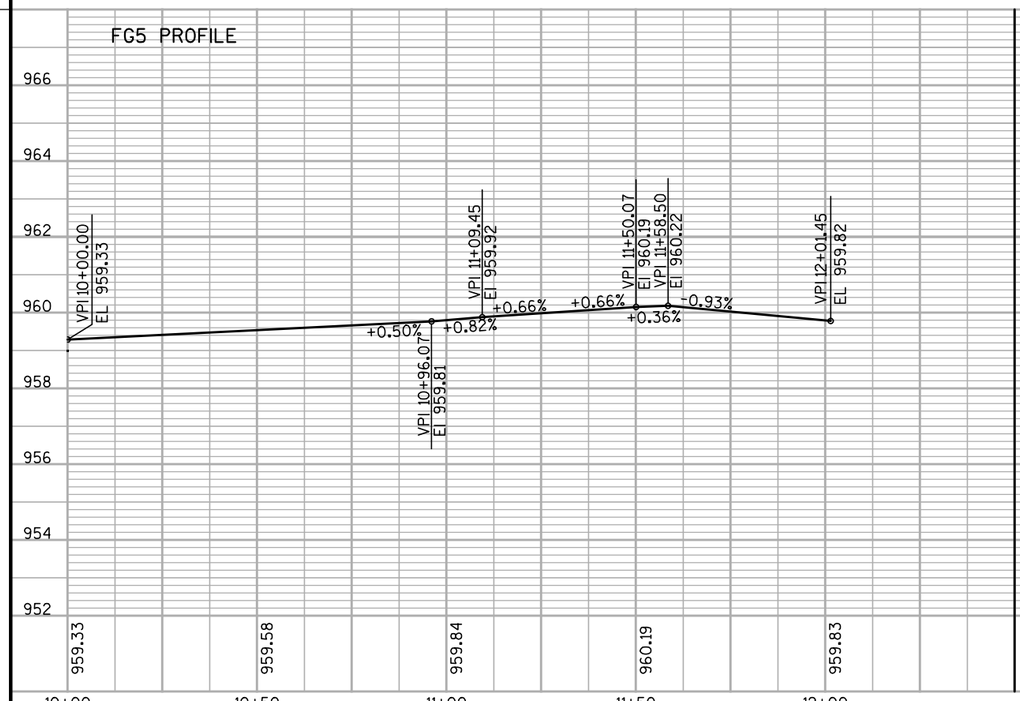
FG3 PROFILE



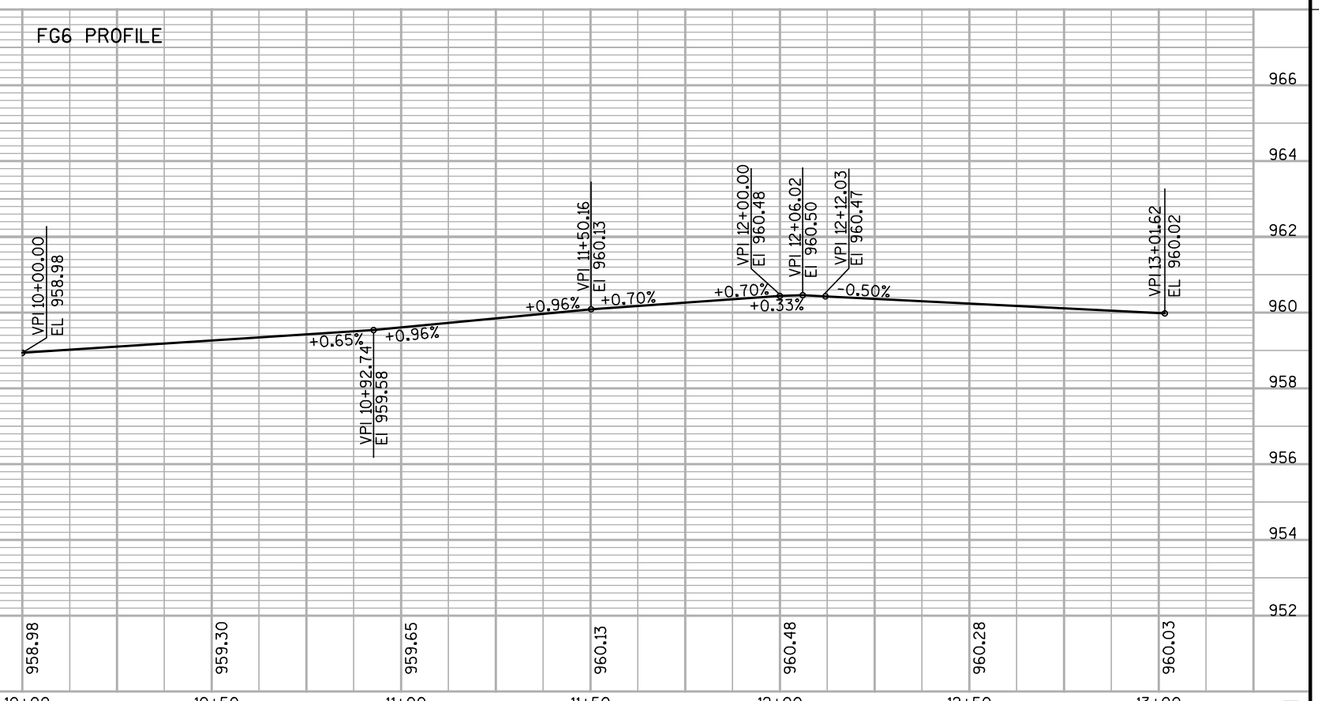
FG4 PROFILE



FG5 PROFILE

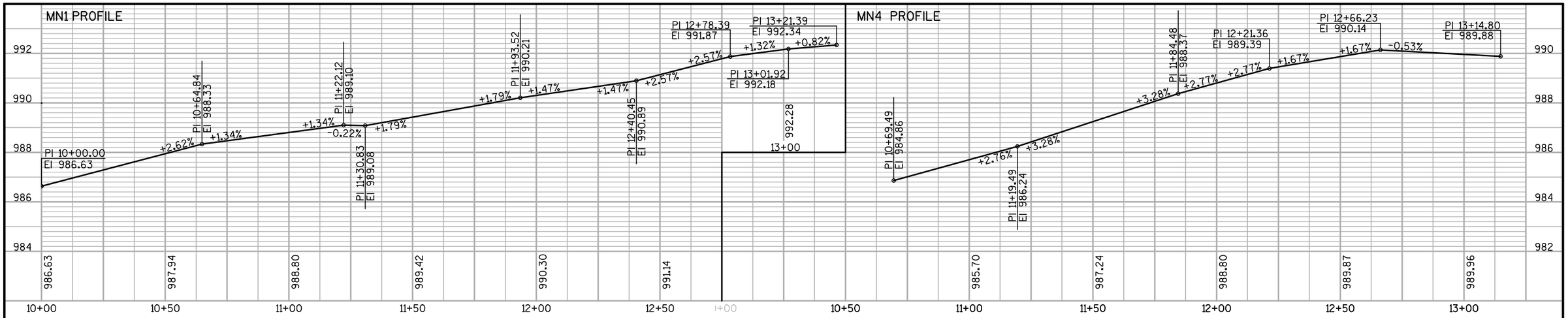


FG6 PROFILE



SHEET 464 L **E**

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	FG ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09



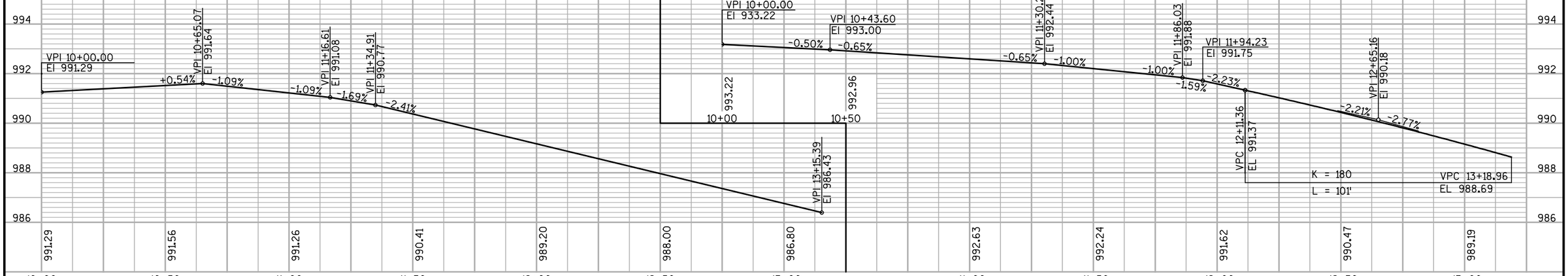
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SHEET 464 M

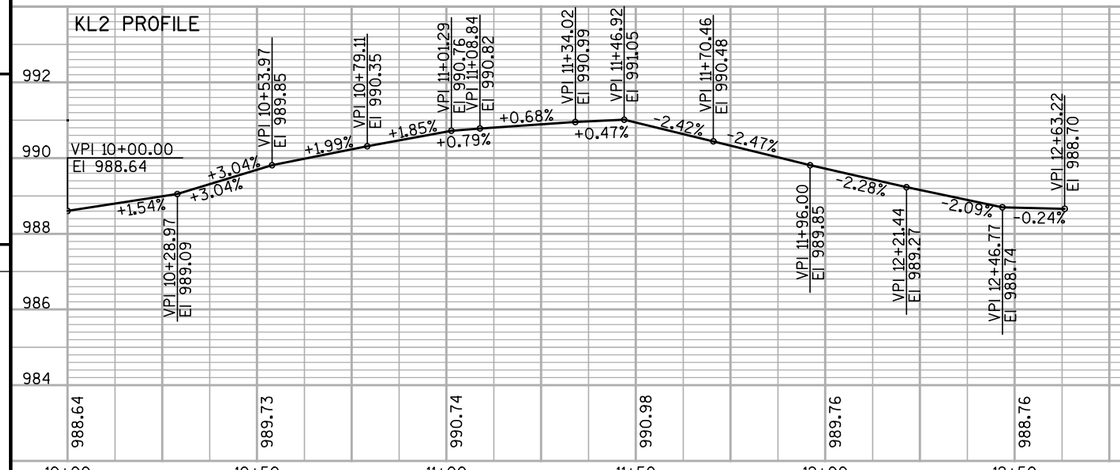
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	MN ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09	E

KL1 PROFILE

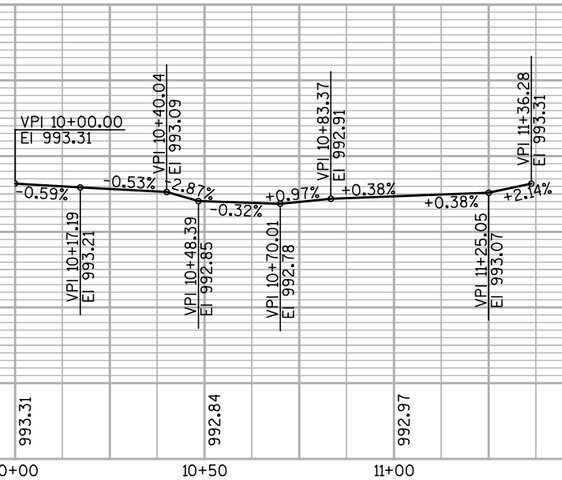


KL4 PROFILE

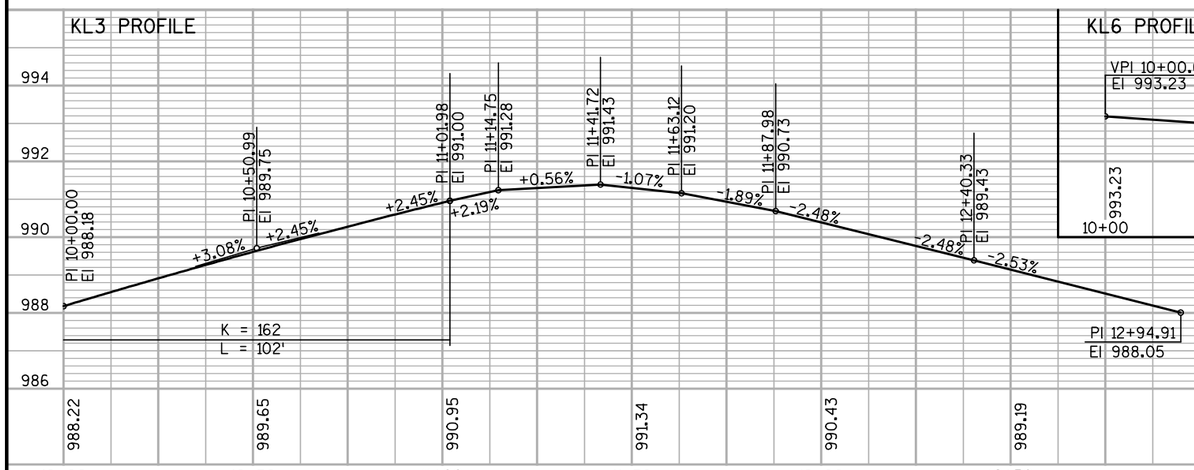
KL2 PROFILE



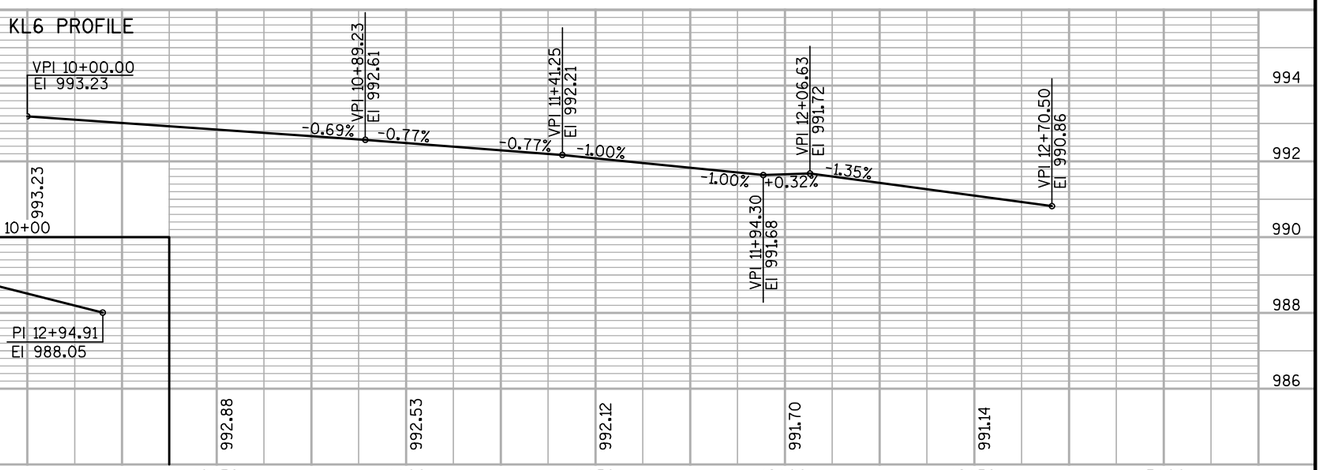
KL5 PROFILE



KL3 PROFILE



KL6 PROFILE



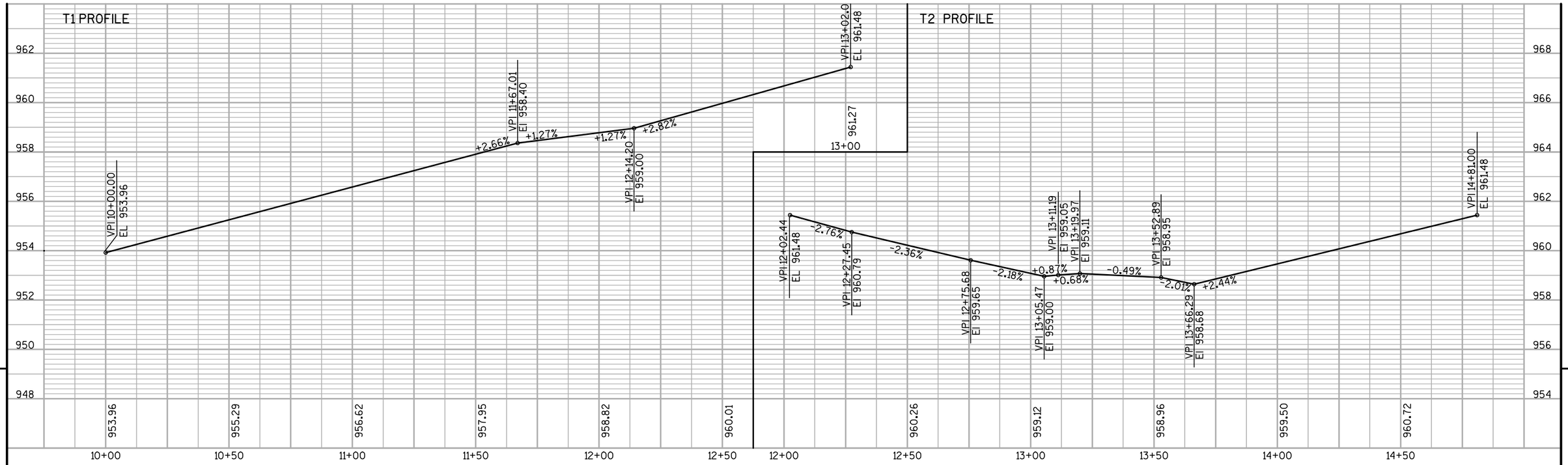
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SHEET 464 N

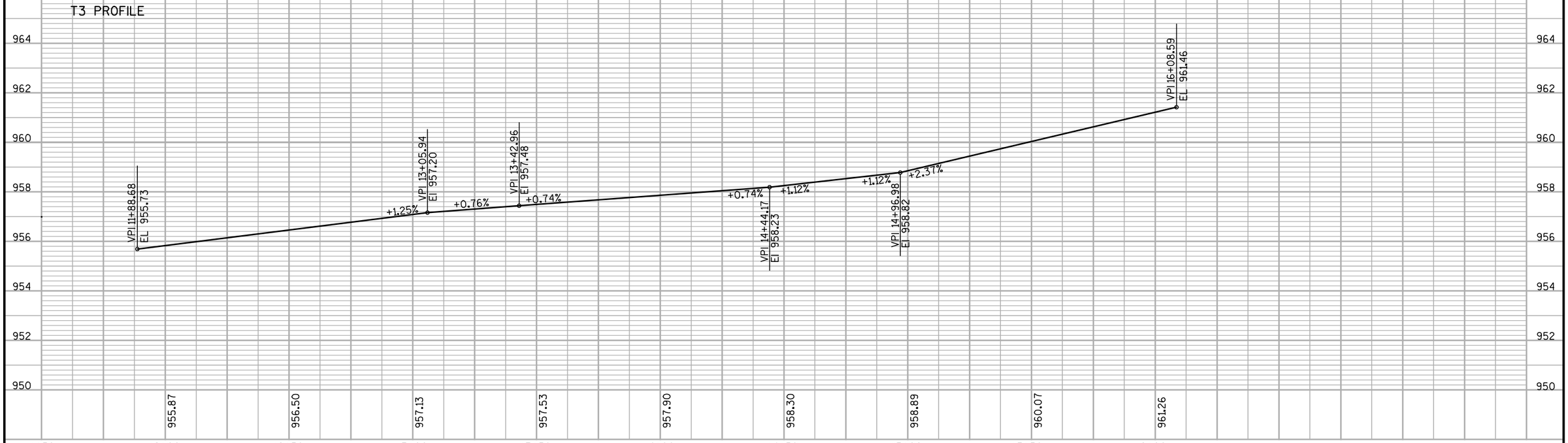
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	KL ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09	E

T1 PROFILE



T2 PROFILE

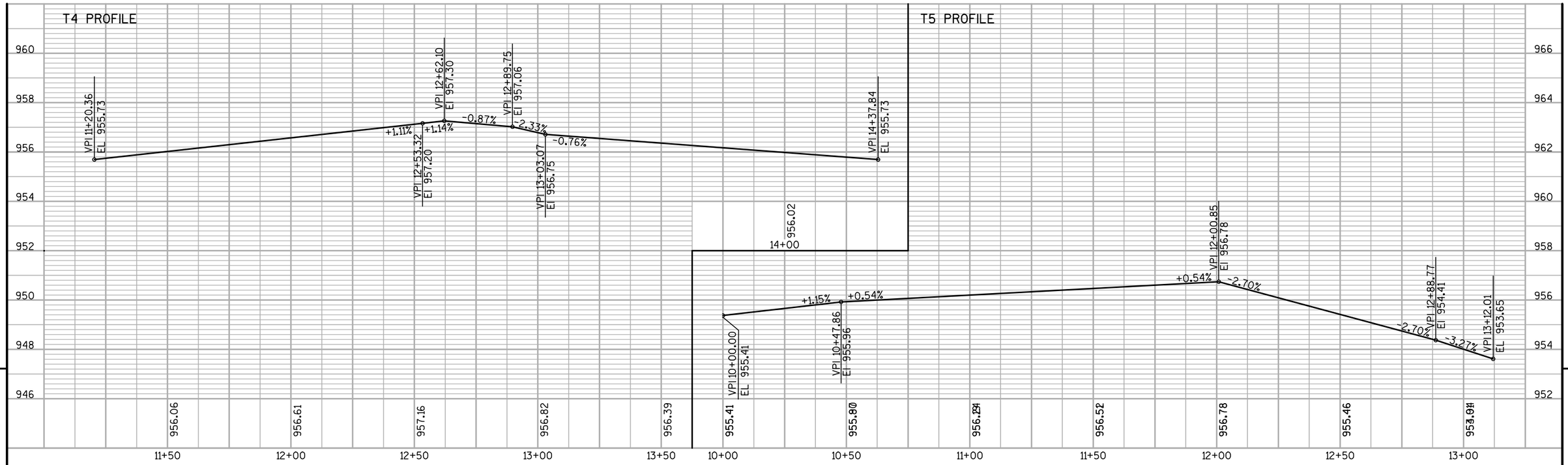
T3 PROFILE



SHEET 464 O **E**

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TR4 ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\plan ref\rab profiles\TR4 RAB_sheet.dgn PLOT DATE : 6/23/2009 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



SHEET 464 P E

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	TR4 ROUNDABOUT CURB PROFILES	REVISED DRAWING	SHEET ISSUED 06-24-09

Standard Detail Drawing List

08A5-16A	INLET COVERS TYPE A, H, A-S, & H-S
08A5-16B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A5-17C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A5-17D	INLET COVER, TYPE Z MANHOLE COVERS, TYPE K, J, J-S, J-H, J-H-S, L & M
08B6-4	MANHOLES TYPE 1
08B7-4	MANHOLES TYPE 2 & 3
08C1-5	INLETS TYPE 1, 2, 3 & 4
08C5-2	INLETS TYPE 8, 9, 10, AND 11
08D1-16	CONCRETE CURB, CONCRETE CURB AND GUTTER & PAVEMENT TIES
08D2-5	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D3-5	CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES
08D4-4	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D5-11A	CURB RAMPS TYPES 1 AND 1-A
08D5-11B	CURB RAMPS TYPES 2 AND 3
08D5-11C	CURB RAMPS TYPE 4A
08D5-11D	CURB RAMPS TYPE 4B
08D5-11E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E8-3	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E9-6	SILT FENCE
08E10-2	INLET PROTECTION TYPE A, B, C AND D
08F1-11	APRON ENDWALLS FOR CULVERT PIPE
08F2-1	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F4-6	JOINT TIES FOR CONCRETE PIPE
08F6-4	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F7-3	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SIDE DRAINS SLOPED SECTION
08F10-1	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09A1-12A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B2-7	CONDUIT
09B4-9	PULL BOX
09C2-4	CONCRETE BASES, TYPES 1, 2 & 5
09C3-2	TRANSFORMER/PEDESTAL BASES
09C5-5	CONCRETE CONTROL CABINET BASES
09C10-2	TRANSFORMER BASE FOR 15" BOLT CIRCLE
09D1-3	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D2-2	SIGNAL OR LIGHTING CONTROL CABINET
09E1-6D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E1-4G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E3-2	NON-FREEWAY LIGHTING UNIT POLE WIRING
09F8-3	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
10HL1-1	ELECTRICAL HANDHOLE WIRING
10HL2-1	IDENTIFICATION PLAQUES LIGHT POLES
10HL4-1	IDENTIFICATION PLAQUES UNDERDECK AND HIGH MAST LIGHTING
10HL15-2A	ELECTRICAL DETAILS UNDERDECK LIGHTING
10HL15-2B	ELECTRICAL DETAILS UNDERDECK LIGHTING
11A1-3	MAINTENANCE CROSSOVER FOR FREEWAYS
11B2-2	CONCRETE MEDIAN NOSE
13A5-3A	ASPHALTIC SHOULDER RUMBLE STRIP, MILLING
13A5-3B	ASPHALTIC SHOULDER RUMBLE STRIP, MILLING
13B2-5	CONCRETE PAVEMENT APPROACH SLAB
13C1-12	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES
13C11-9A	RURAL DOWELED CONCRETE PAVEMENT
13C11-9B	RURAL DOWELED CONCRETE PAVEMENT
13C17-1A	CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI
13C17-1B	CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI
14A2-1	TREE PLANTING DETAIL
14B7-11A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-11B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-11C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-11D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B7-11E	CONCRETE BARRIER TEMPORARY PRECAST, 10'-0"
14B7-11F	CONCRETE BARRIER TEMPORARY PRECAST, 10'-0"
14B15-5A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-5B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B16-4A	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B16-4B	ANCHORAGE FOR STEEL PLATE BEAM GUARD TYPE 2
14B18-6A	STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)
14B20-6A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-6B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END AND VERTICAL FACED PARAPETS

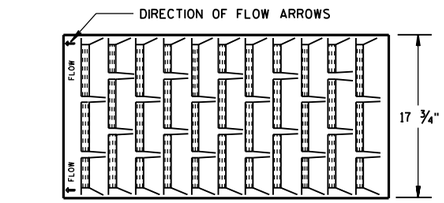
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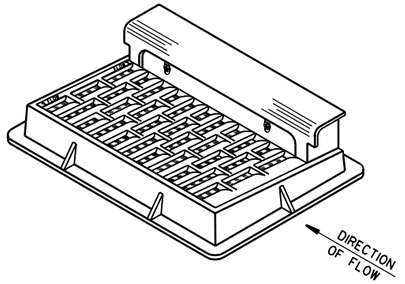
Standard Detail Drawing List

14B20-6C	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS
14B22-4A	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B22-4B	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B24-4A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-4B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-4C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B26-1A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-1B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-1C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-1D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-1E	STEEL THRIE BEAM BULLNOSE TERMINAL
15A1-10	MARKER POST FOR RIGHT-OF-WAY
15A2-6	DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR
15A3-1	MARKER POSTS, FLEXIBLE, FOR CULVERT END
15A4-1	FLEXIBLE DELINEATOR POST
15A6-1	DELINEATOR LAYOUT
15B3-11A	CHAIN LINK FENCE
15B3-11B	CHAIN LINK FENCE
15C2-4A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C3-1	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C4-1	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C5-1	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C7-8A	PAVEMENT MARKING SYMBOLS
15C7-8B	PAVEMENT MARKING WORDS
15C8-10A	PAVEMENT MARKING (MAINLINE)
15C8-10B	PAVEMENT MARKING (INTERSECTIONS)
15C8-11E	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C8-10F	PAVEMENT MARKING (RAMPS & GORES)
15C10-9	PAVEMENT MARKINGS FOR DROP LANES FREEWAY/EXPRESSWAY
15C12-3	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-2	MEDIAN ISLAND MARKING
15C26-1	END-OF-ROADWAY SIGNING
15D3-1	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D11-3	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-2	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
15D14-1	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D16-1	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-1	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-1	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-1	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-1	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D31-1	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY
16A1-6	LANDMARK REFERENCE MONUMENTS AND COVERS

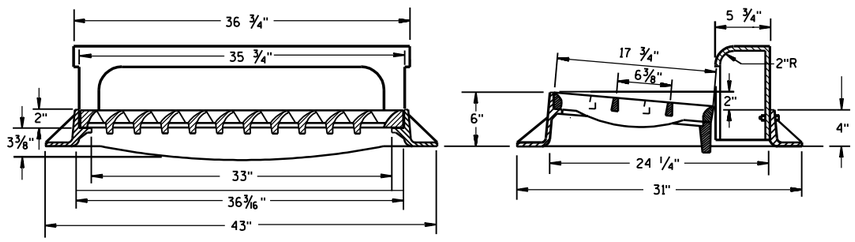
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NOTE:
GRATE IS REVERSIBLE.





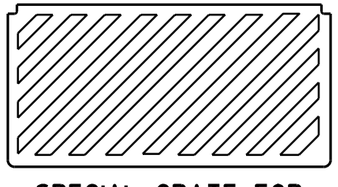
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

(APPROXIMATE WEIGHT 422 LBS.)
FRAME..... 175 LBS.
GRATE..... 138 LBS.
CURB BOX..... 109 LBS.

1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 172 LBS.)
GRATE..... 172 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

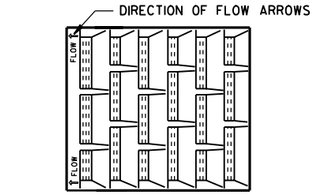
GENERAL NOTES

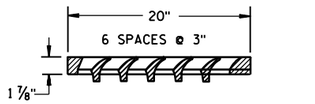
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

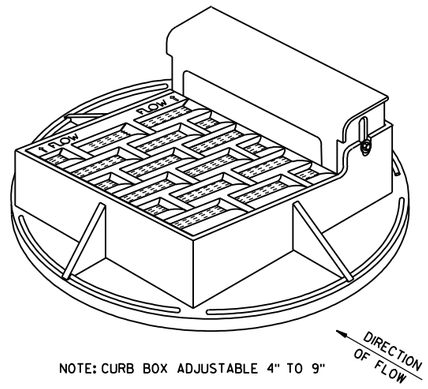
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

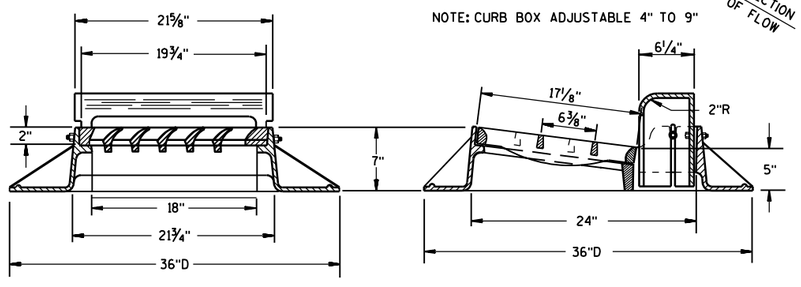
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.







NOTE: CURB BOX ADJUSTABLE 4" TO 9"

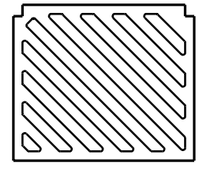


TYPE "A"

(APPROXIMATE WEIGHT 325 LBS.)
FRAME..... 157 LBS.
GRATE..... 84 LBS.
CURB BOX..... 84 LBS.

NOTE:
GRATE IS REVERSIBLE.

1" DIAGONAL BARS WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 3/4" X 17" X 1 7/8"
GRATE..... 84 LBS.

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

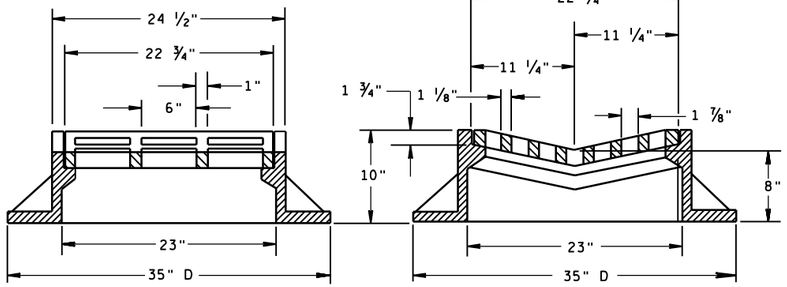
INLET COVERS
TYPE A, H, A-S, & H-S

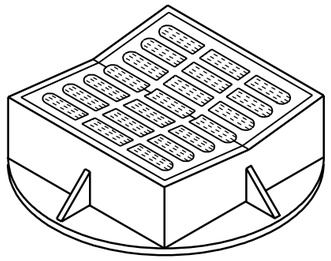
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/4/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 A 5-16a

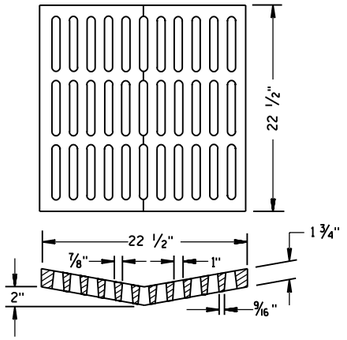




TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

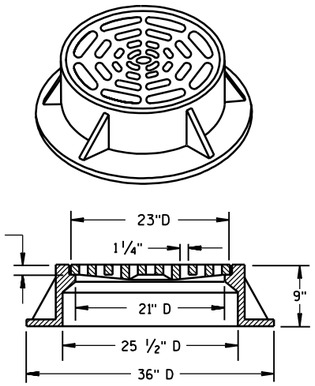


ALTERNATIVE GRATE FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE.....125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

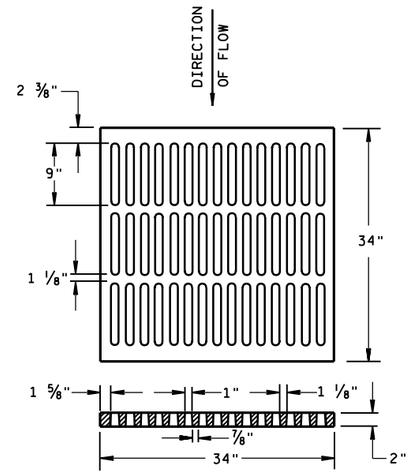
GENERAL NOTES

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

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

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

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

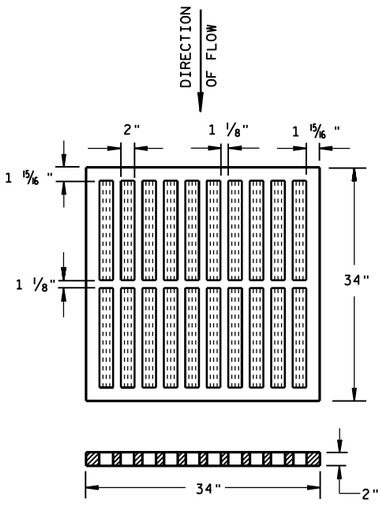


ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE.....365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

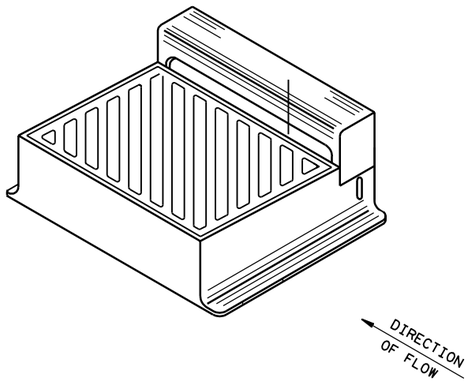


TYPE "MS"

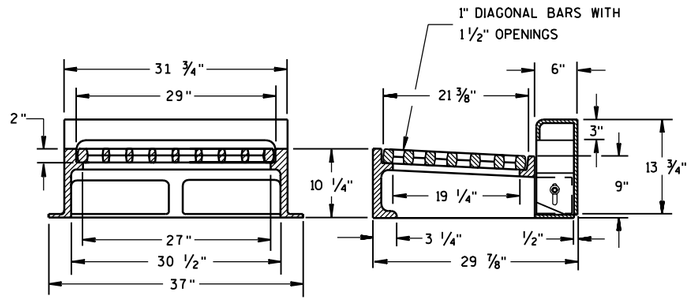
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON DRAINAGE TABLE



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



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

(APPROXIMATE WEIGHT 670 LBS.)

FRAME..... 360 LBS.
GRATE..... 160 LBS.
CURB BOX..... 150 LBS.

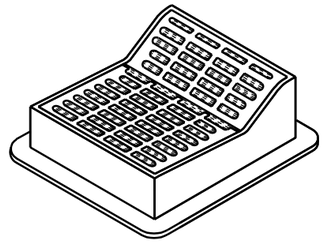
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

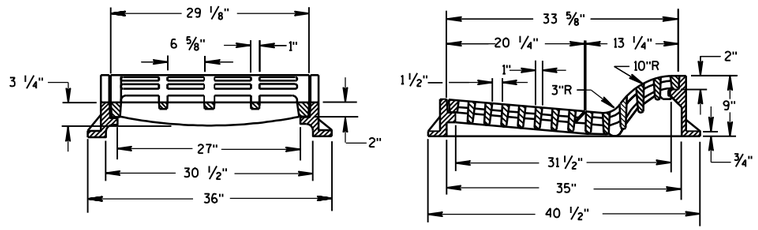
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/4/99
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

S.D.D. 8 A 5-16b



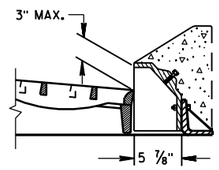


TYPE "F"

(APPROXIMATE WEIGHT 645 LBS.)

FRAME.....300 LBS.
GRATE.....165 LBS.
GRATE.....180 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

(APPROXIMATE WEIGHT 79 LBS.)
CURB BOX.....79 LBS.

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

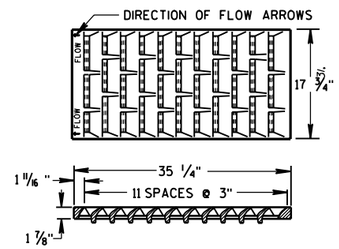
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

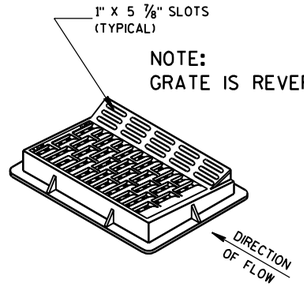
GENERAL NOTES

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

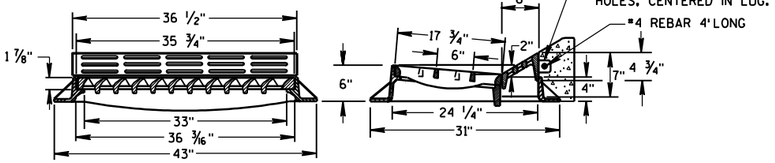
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





NOTE:
GRATE IS REVERSIBLE.

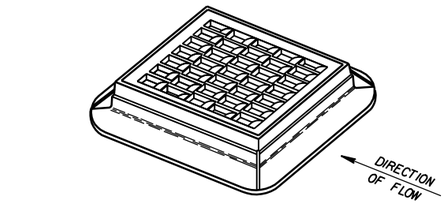


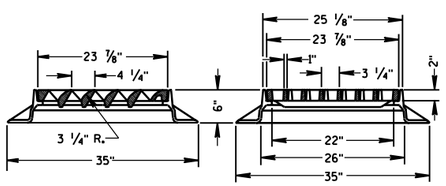
TYPE "HM"

(APPROXIMATE WEIGHT 375 LBS.)
FRAME.....175 LBS.
GRATE.....138 LBS.
CURB BOX..... 62 LBS.

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE

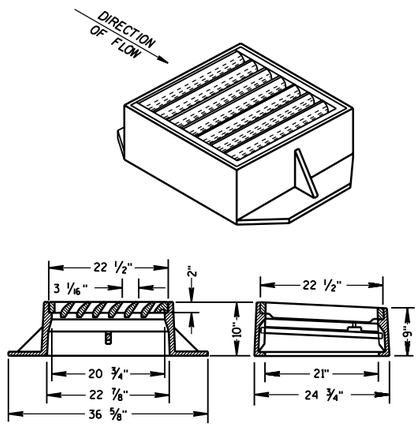




TYPE "S"

(APPROXIMATE WEIGHT 334 LBS.)

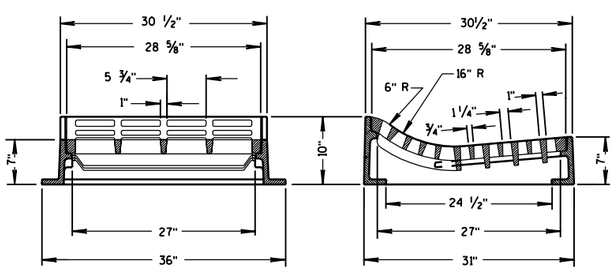
FRAME.....165 LBS.
GRATE.....169 LBS.



TYPE "V"

(APPROXIMATE WEIGHT 405 LBS.)

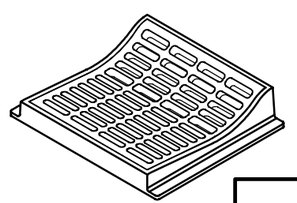
FRAME.....270 LBS.
GRATE.....130 LBS.
SAFETY BAR..... 5 LBS.



TYPE "T"

(APPROXIMATE WEIGHT 530 LBS.)
FRAME.....270 LBS.
GRATE.....260 LBS.

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 30 INCH.



INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

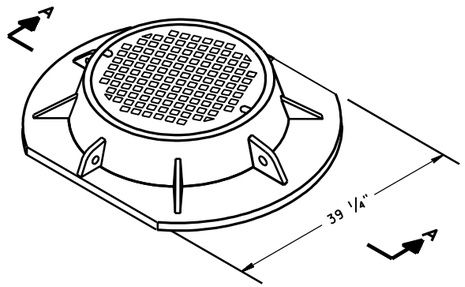
APPROVED
12/17/07
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

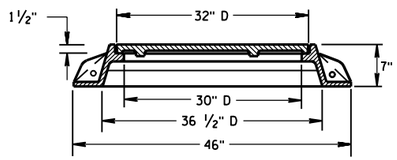
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S.D.D. 8 A 5-17c

6

S.D.D. 8 A 5-17c



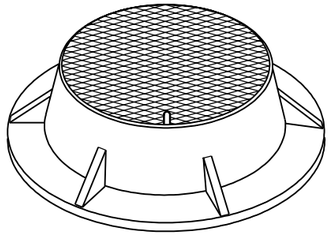


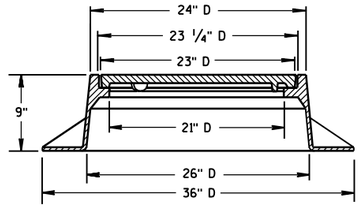
SECTION A-A

TYPE "K"

(APPROXIMATE WEIGHT 415 LBS.)

FRAME.....210 LBS.
LID.....205 LBS.

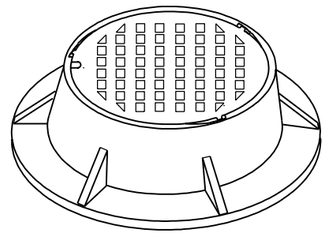


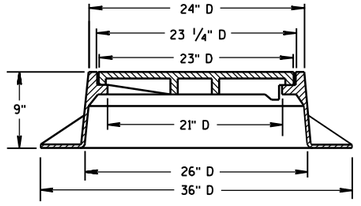


TYPE "J"

(APPROXIMATE WEIGHT 250 LBS.)

FRAME.....135 LBS.
LID.....115 LBS.





TYPE "J" SPECIAL

TYPE "B" NON-ROCKING SELF-SEAL LID

(APPROXIMATE WEIGHT 245 LBS.)

FRAME.....145 LBS.
LID.....100 LBS.

(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

GENERAL NOTES

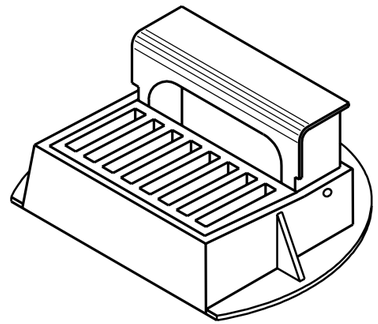
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

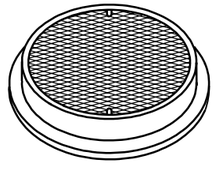
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

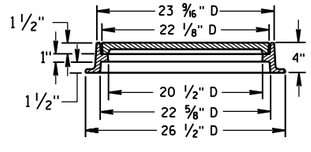
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

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

(1) MANUFACTURER MAY PROVIDE ADDITIONAL SEALS OR GASKETS.



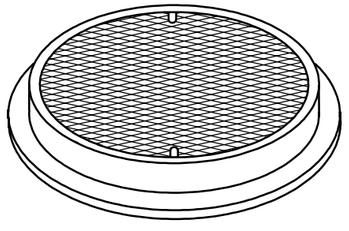


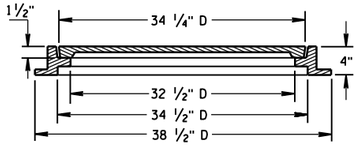


TYPE "L"

(APPROXIMATE WEIGHT 145 LBS.)

FRAME.....75"
LID.....70"

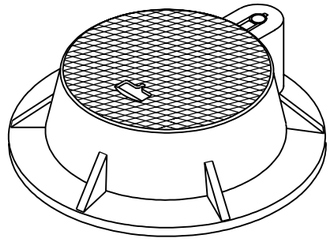


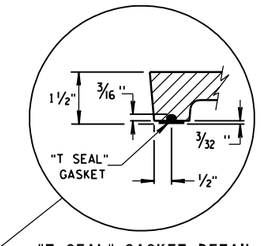


TYPE "M"

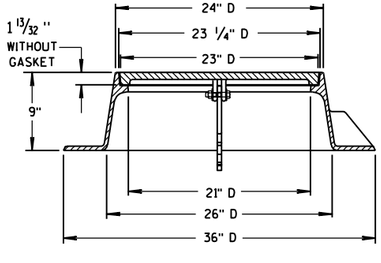
(APPROXIMATE WEIGHT 385 LBS.)

FRAME..... 125"
LID..... 260"





"T SEAL" GASKET DETAIL



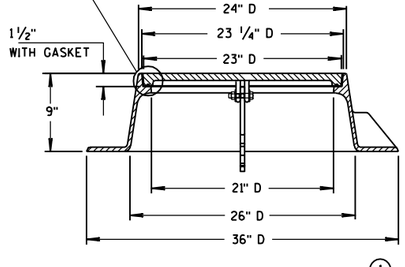
TYPE "J" HINGED

LID WITHOUT "T SEAL" GASKET

(APPROXIMATE WEIGHT 310 LBS.)

FRAME.....190 LBS.
LID.....120 LBS.

(NOTED AS TYPE J-H ON THE DRAINAGE TABLE)



TYPE "J" HINGED-SPECIAL (1)

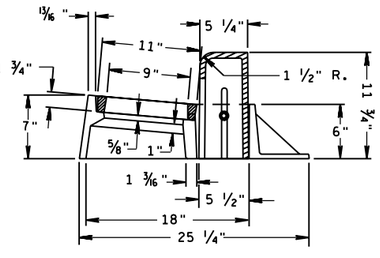
LID WITH "T SEAL" GASKET

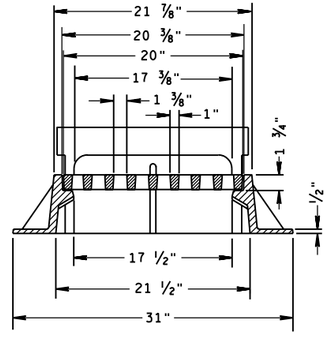
(APPROXIMATE WEIGHT 310 LBS.)

FRAME.....190 LBS.
LID.....120 LBS.

(NOTED AS TYPE J-S-H ON THE DRAINAGE TABLE)

CURB BOX ADJUSTABLE 4" TO 10"





INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 198 LBS.
GRATE..... 50 LBS.
CURB BOX..... 92 LBS.

INLET COVER, TYPE Z
MANHOLE COVERS, TYPE
K, J, J-S, J-H, J-H-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE
FHWA

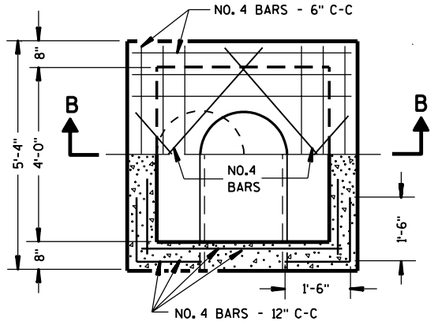
CHIEF ROADWAY DEVELOPMENT ENGINEER

6

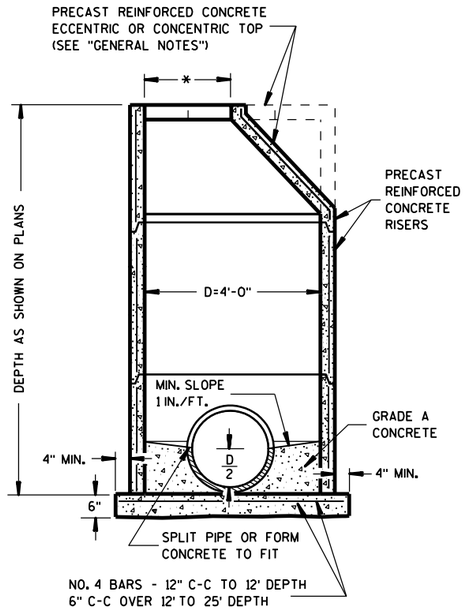
S.D.D. 8 A 5-17d

6

S.D.D. 8 A 5-17d



HALF SECTION A-A



PRECAST REINFORCED CONCRETE

GENERAL NOTES

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS CONFORMING TO AASHTO M 199 SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT.

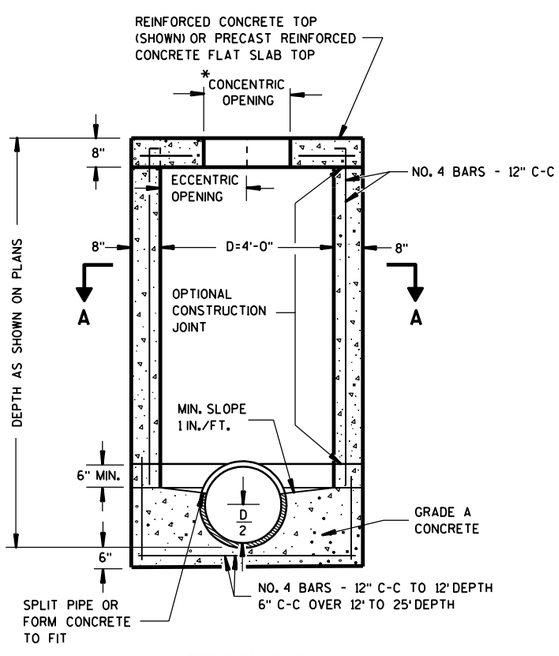
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

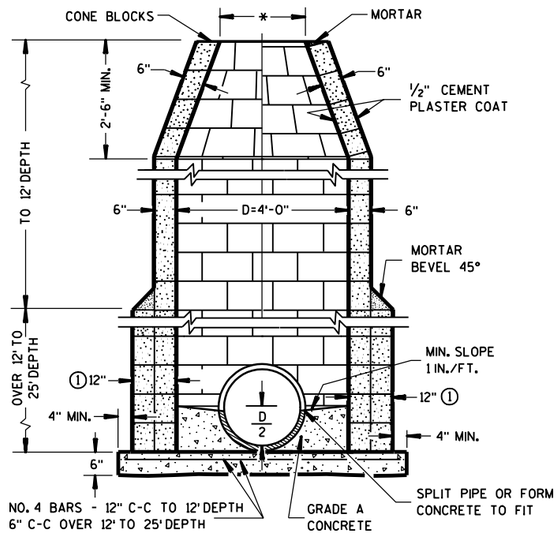
ALL PRECAST INLET UNITS AND MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

* USE 2'-0" DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 3'-0" DIAMETER WITH TYPE "K" AND "M" COVERS.

① 2 COURSES 6" BLOCK.



SECTION B-B
REINFORCED CONCRETE



CONCRETE BLOCK

MANHOLES TYPE 1

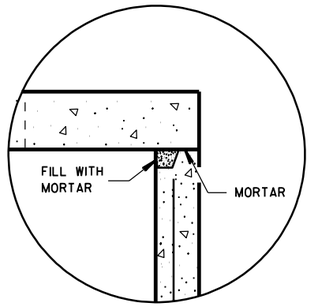
MANHOLES TYPE 1	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 9/9/05 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

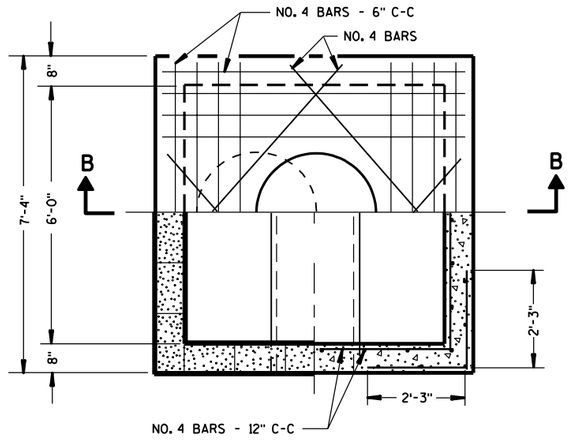
S.D.D. 8 B 6-4

6

S.D.D. 8 B 6-4



DETAIL "A"



HALF SECTION A-A

GENERAL NOTES

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

STEPS CONFORMING TO AASHTO M 199 SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT.

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

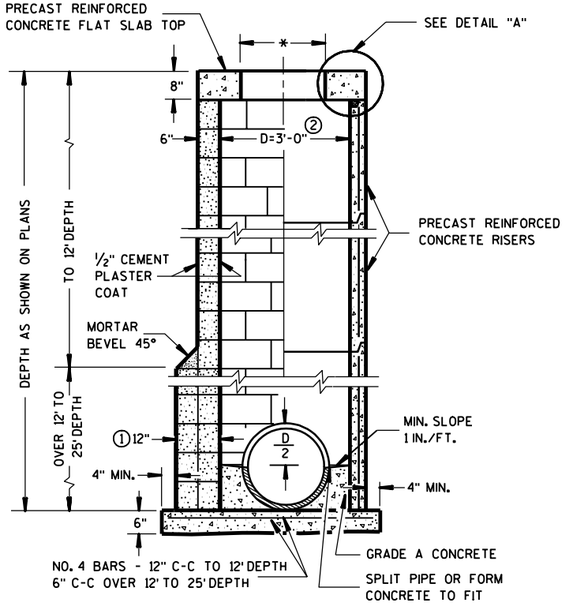
PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS AND MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

* USE 2'-0" DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 3'-0" DIAMETER WITH TYPE "K" AND "M" COVERS.

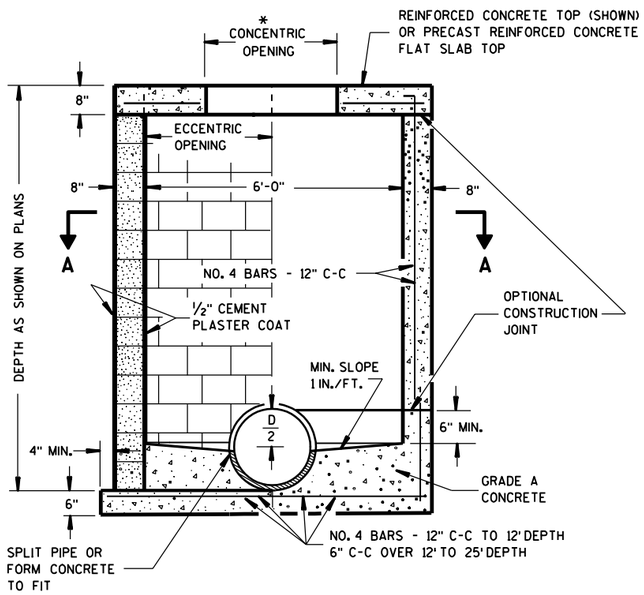
① 2 COURSES 6" BLOCK.

② WHEN CONNECTING PIPES ARE 24" OR LARGER THE PRECAST MANHOLES MAY BE INCREASED TO 42" DIAMETER.



CONCRETE BLOCK ② PRECAST REINFORCED CONCRETE

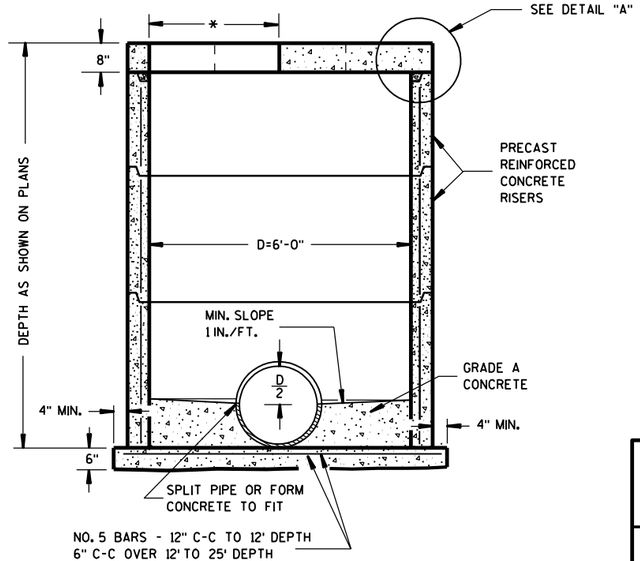
MANHOLES TYPE 2



SECTION B-B

CONCRETE BLOCK REINFORCED CONCRETE

MANHOLES TYPE 3



PRECAST REINFORCED CONCRETE

MANHOLES TYPE 2 & 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/9/05 — DATE
FHWA

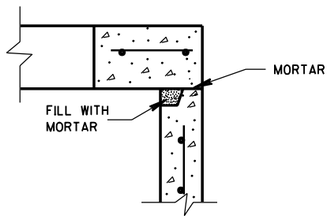
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

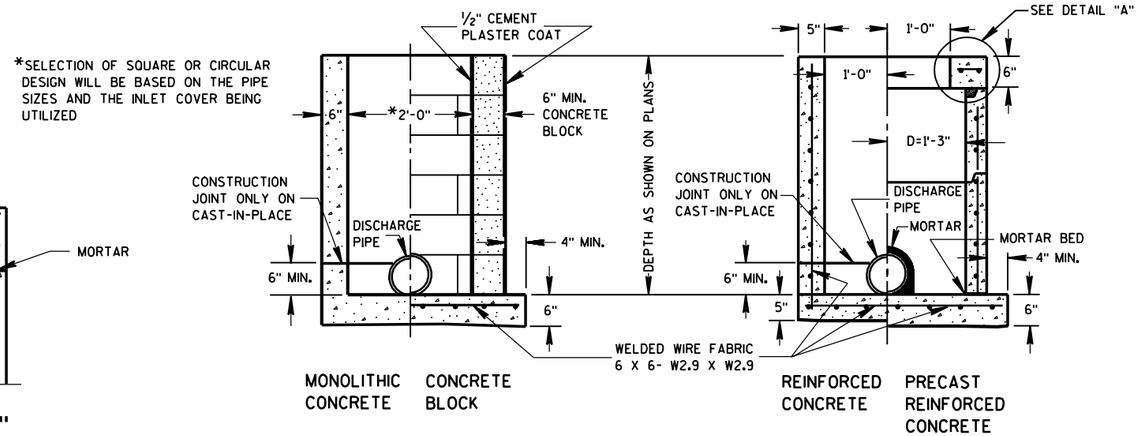
S.D.D. 8 B 7-4

6

S.D.D. 8 B 7-4



DETAIL "A"



INLETS TYPE 1

GENERAL NOTES

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

PRECAST REINFORCED BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

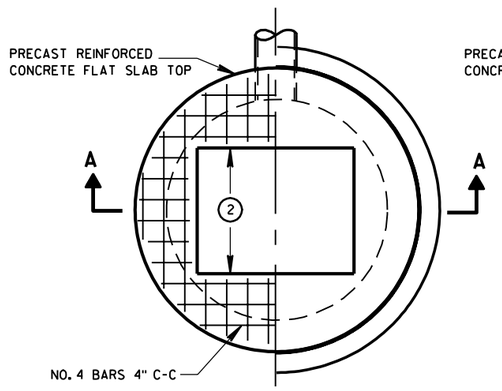
PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON THE STRUCTURES. THE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

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

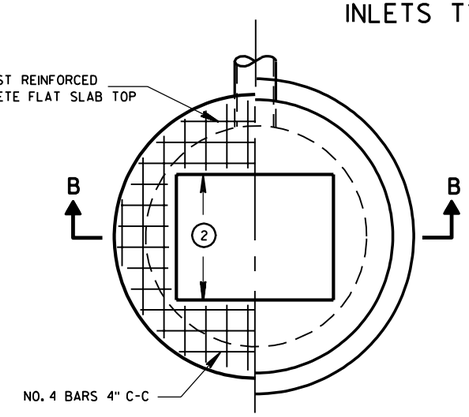
PRECAST REINFORCED CONCRETE RISERS SHALL BE PLACED WITH TONGUE DOWN.

(1) USE 2'-6" OPENING FOR TYPE 2 INLETS, 3'-0" OPENING FOR TYPE 3 INLETS, AND 2'-11" FOR TYPE 4 INLETS.

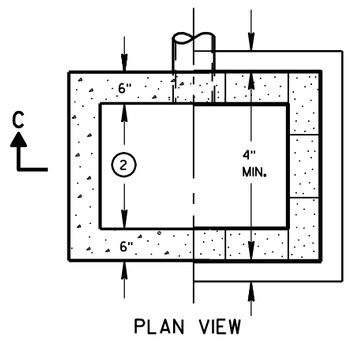
(2) USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6½" OPENING FOR TYPE 4 INLETS.



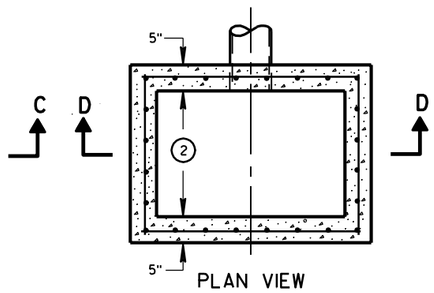
PLAN VIEW



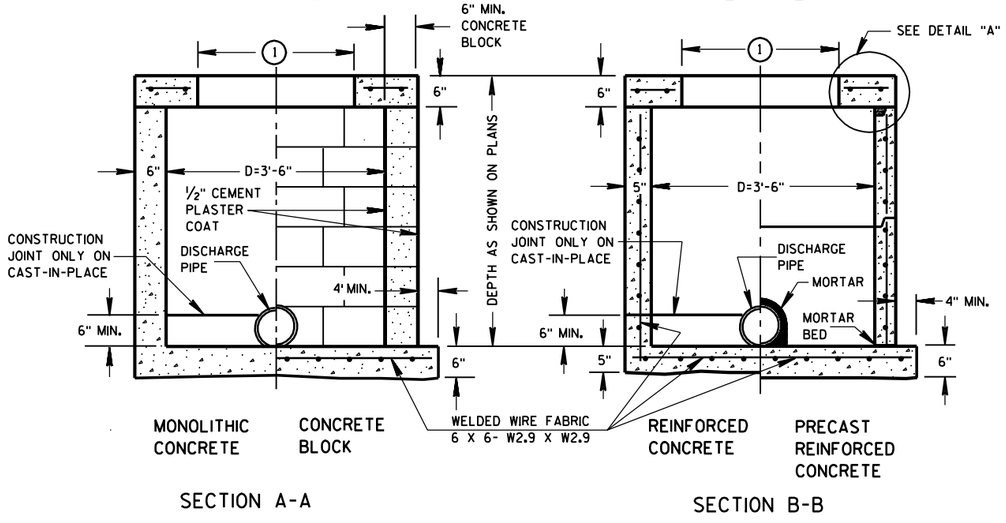
PLAN VIEW



PLAN VIEW

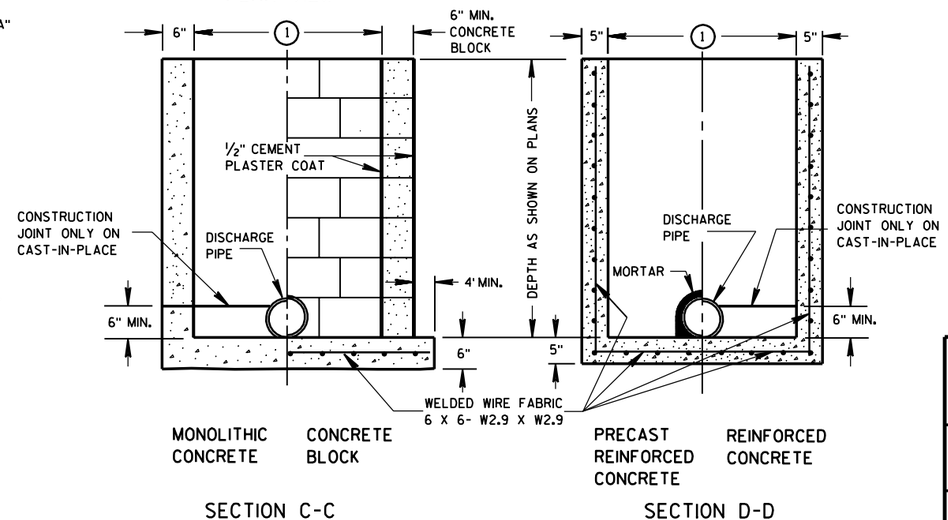


PLAN VIEW



SECTION A-A

SECTION B-B



SECTION C-C

SECTION D-D

INLETS TYPE 2, 3 & 4

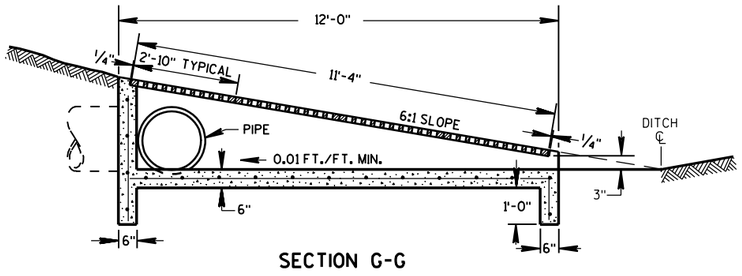
INLETS TYPE 1, 2, 3 & 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

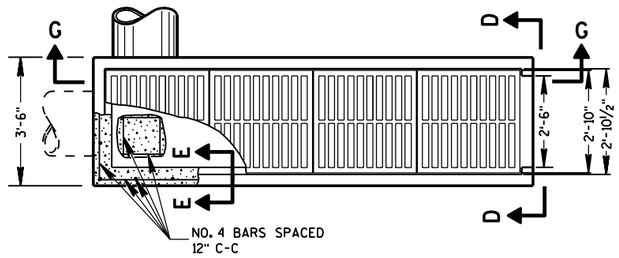
APPROVED
8/26/94
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

S.D.D. 8 C 1-5

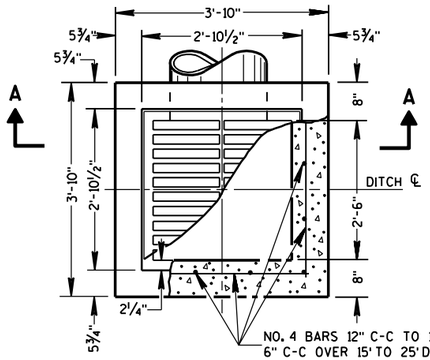


SECTION G-G

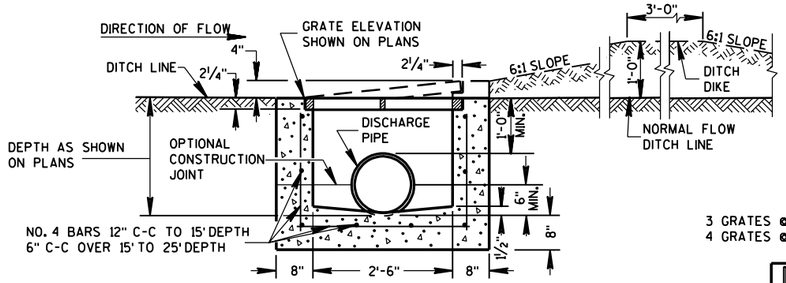


PLAN VIEW

REINFORCED CONCRETE INLET TYPE 11

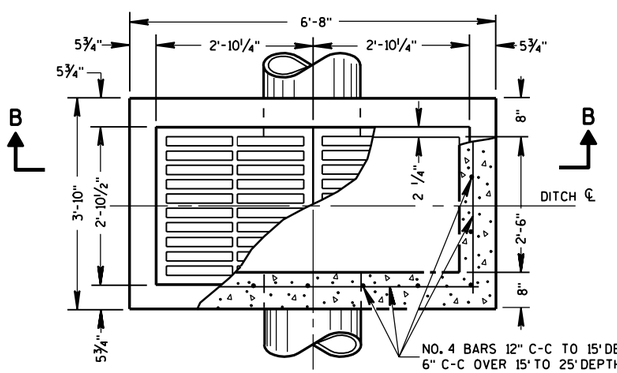


PLAN VIEW

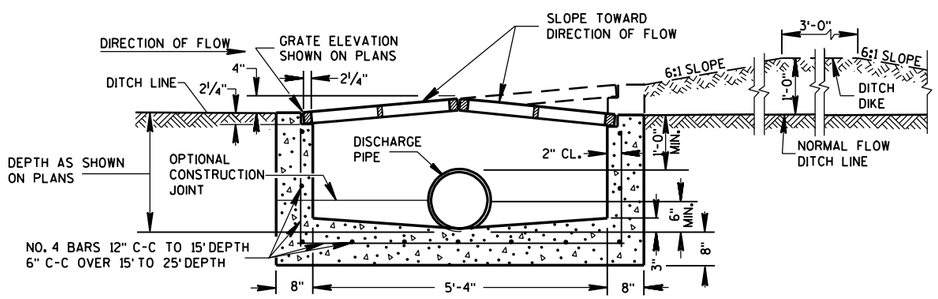


SECTION A-A

REINFORCED CONCRETE INLET TYPE 8



PLAN VIEW



SECTION B-B

REINFORCED CONCRETE INLET TYPE 9

GENERAL NOTES

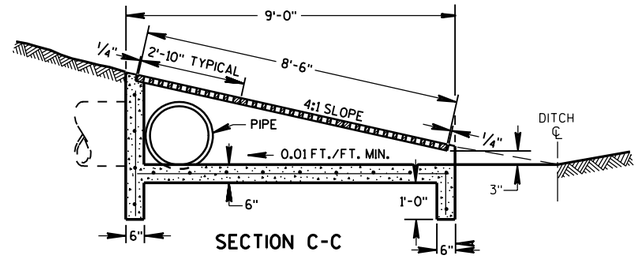
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

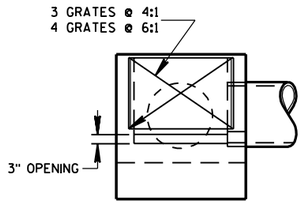
PRECAST REINFORCED CONCRETE INLET UNITS, IF USED, SHALL CONFORM TO THE REQUIREMENTS OF THE CATCH BASINS, MANHOLES AND INLETS SECTION OF THE STANDARD SPECIFICATIONS. UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE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

ALL INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 8-MS", ETC. THIS DESIGNATION IS INTERPRETED TO MEAN THAT THE NUMBER, OR FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER OR IRON CASTING TO BE USED THEREWITH TO COMPRISE THE COMPLETE UNIT.

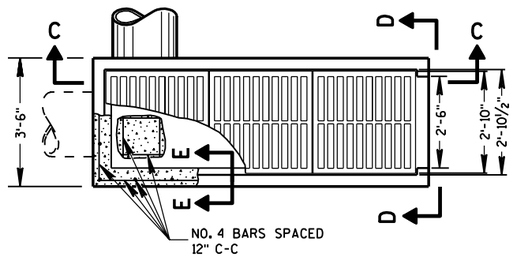
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.



SECTION C-C

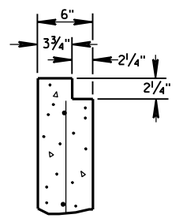


SECTION D-D



PLAN VIEW

REINFORCED CONCRETE INLET TYPE 10



SECTION E-E

INLETS TYPE 8, 9, 10 AND 11

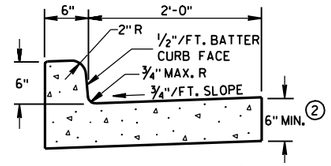
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/10/94
DATE

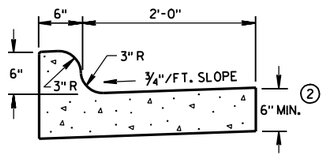
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

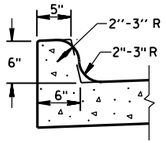
S.D.D. 8 C 5-2



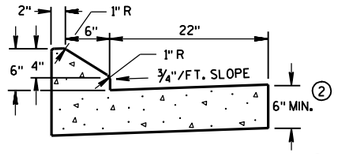
TYPES A & D ①



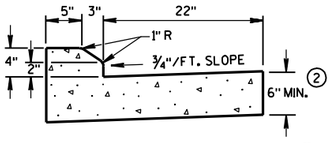
TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

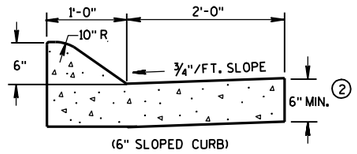


6" SLOPED CURB TYPES G & J ①

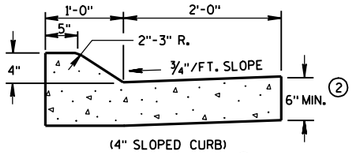


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

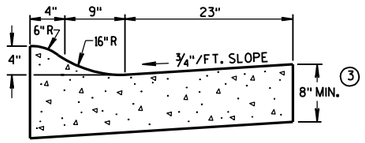


(6" SLOPED CURB)



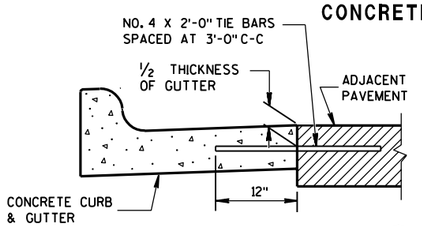
(4" SLOPED CURB)

TYPES A & D ①

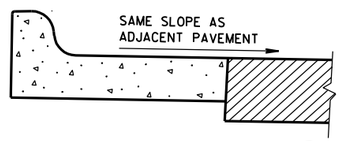


4" SLOPED CURB TYPES R & T ①④

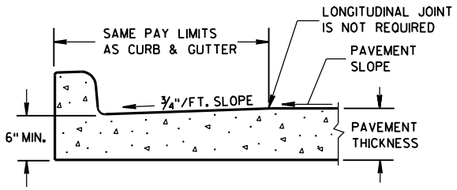
CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION ①



REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

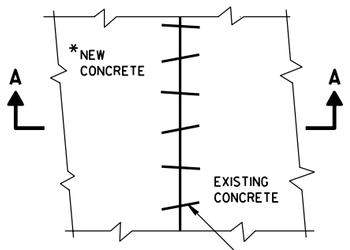
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

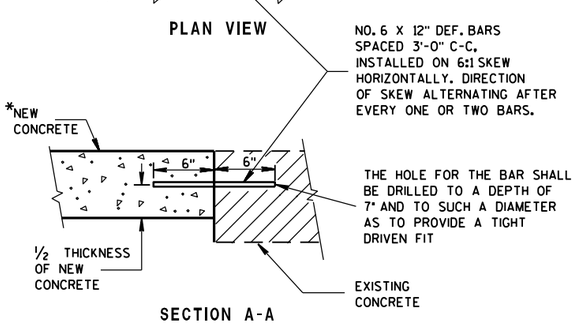
④ FOR THE PURPOSES OF SIGN PLACEMENT THE EDGE OF CURB IS TO BE 6" FROM THE BACK OF CURB.

⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



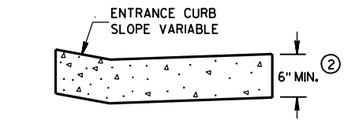
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

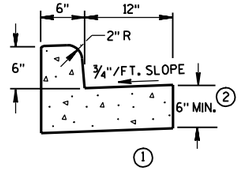


SECTION A-A

PAVEMENT TIES

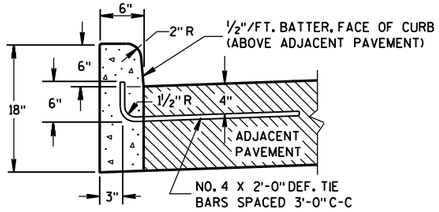


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

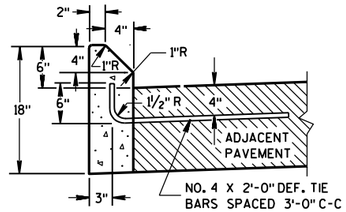


① TYPES A & D

CONCRETE CURB & GUTTER 18"

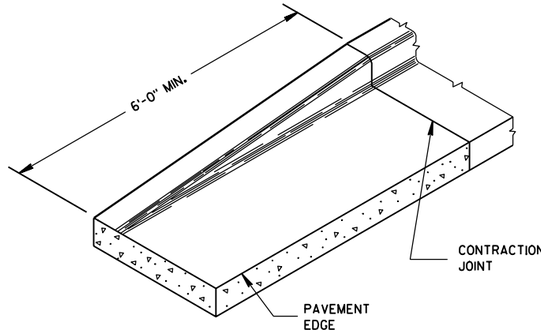


① TYPES A & D



① TYPES G & J

CONCRETE CURB



END SECTION CURB & GUTTER

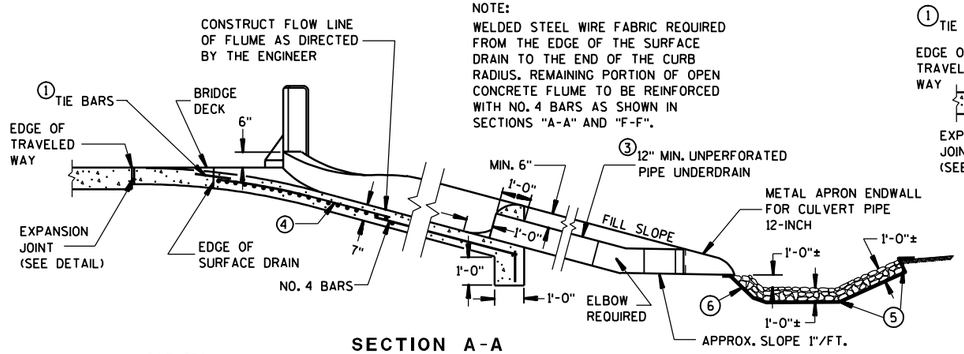
CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4/4/08 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

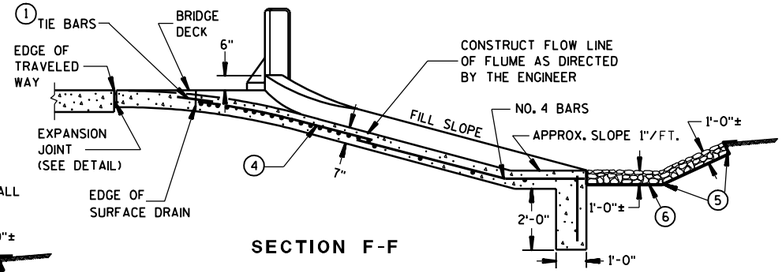
S.D.D. 8 D 1-16

6

S.D.D. 8 D 1-16



SECTION A-A



SECTION F-F

GENERAL NOTES

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

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

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR PAVEMENT TIES PLACED AS DIRECTED BY THE ENGINEER.

(3) PIPE UNDERDRAIN MAY BE ANY OF THE MATERIALS LISTED IN SECTION 612.2 OF THE STANDARD SPECIFICATIONS EXCEPT DRAIN TILE.

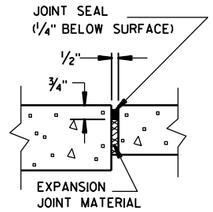
(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

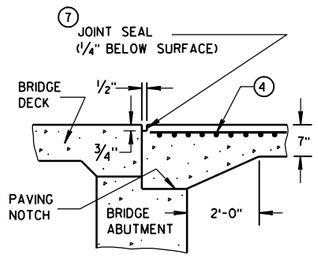
(6) GEOTEXTILE FABRIC, TYPE 'R"

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

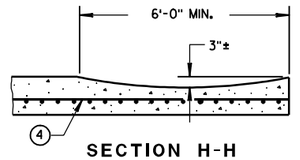
(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".



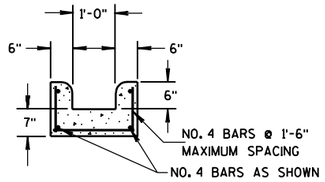
EXPANSION JOINT DETAIL



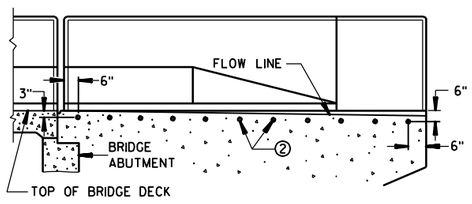
SECTION D-D



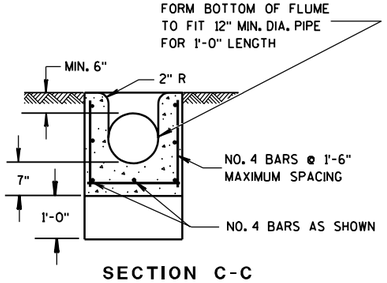
SECTION H-H



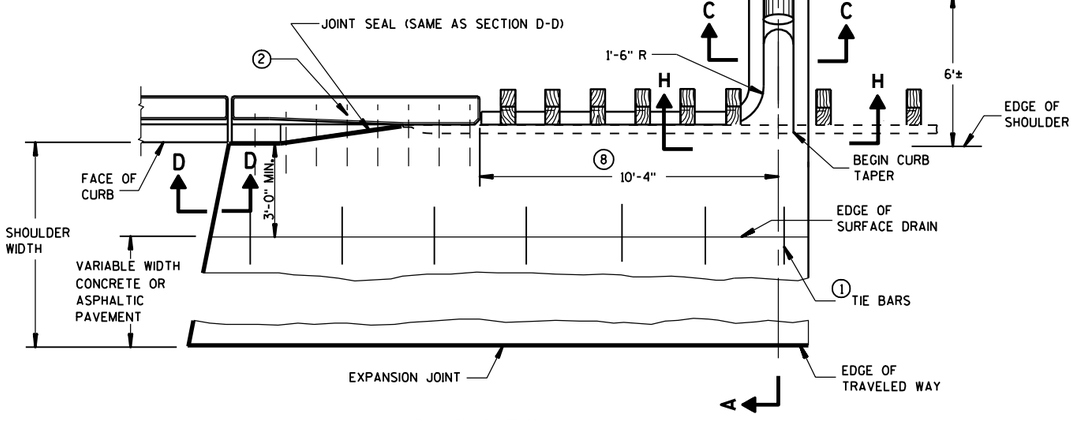
SECTION E-E



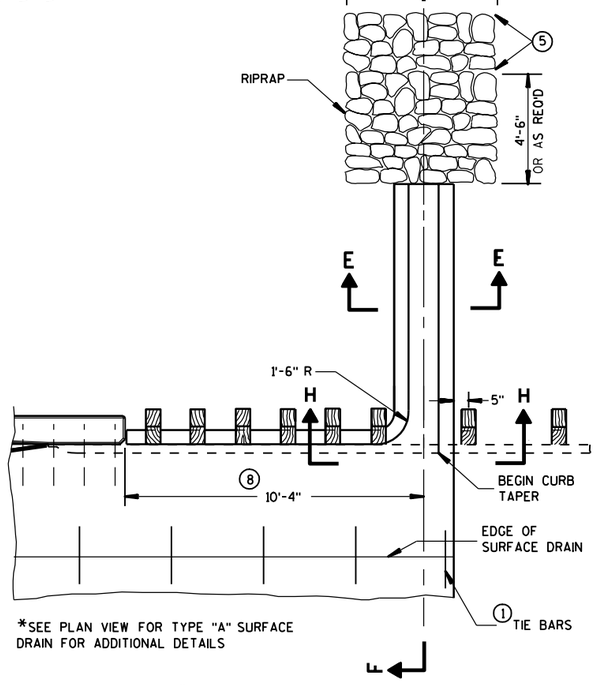
LOCATION OF TIE BARS IN WINGWALL



SECTION C-C



PLAN VIEW
SURFACE DRAIN WITH PIPE
TYPE "A"



*SEE PLAN VIEW FOR TYPE "A" SURFACE DRAIN FOR ADDITIONAL DETAILS

*PARTIAL PLAN VIEW
SURFACE DRAIN WITHOUT PIPE
TYPE "B"

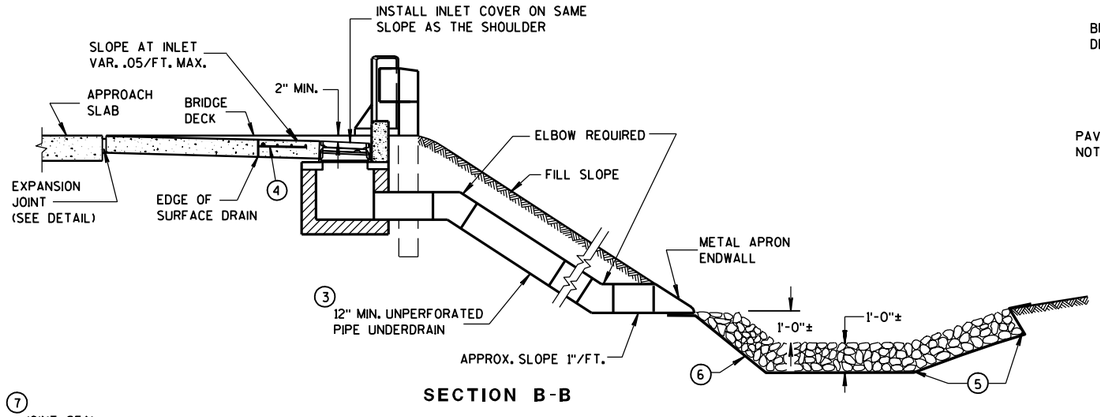
CONCRETE SURFACE DRAINS
FLUME TYPE
AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

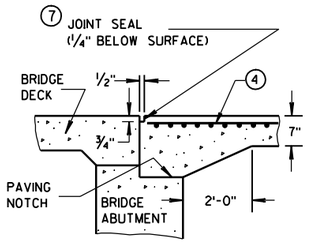
APPROVED
12/17/07
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

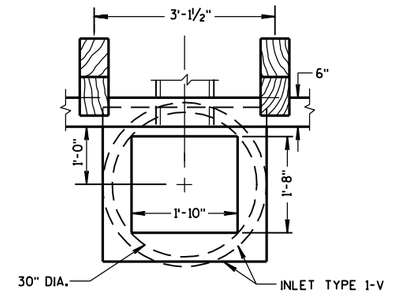
S.D.D. 8 D 2-5



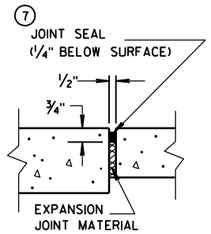
SECTION B-B



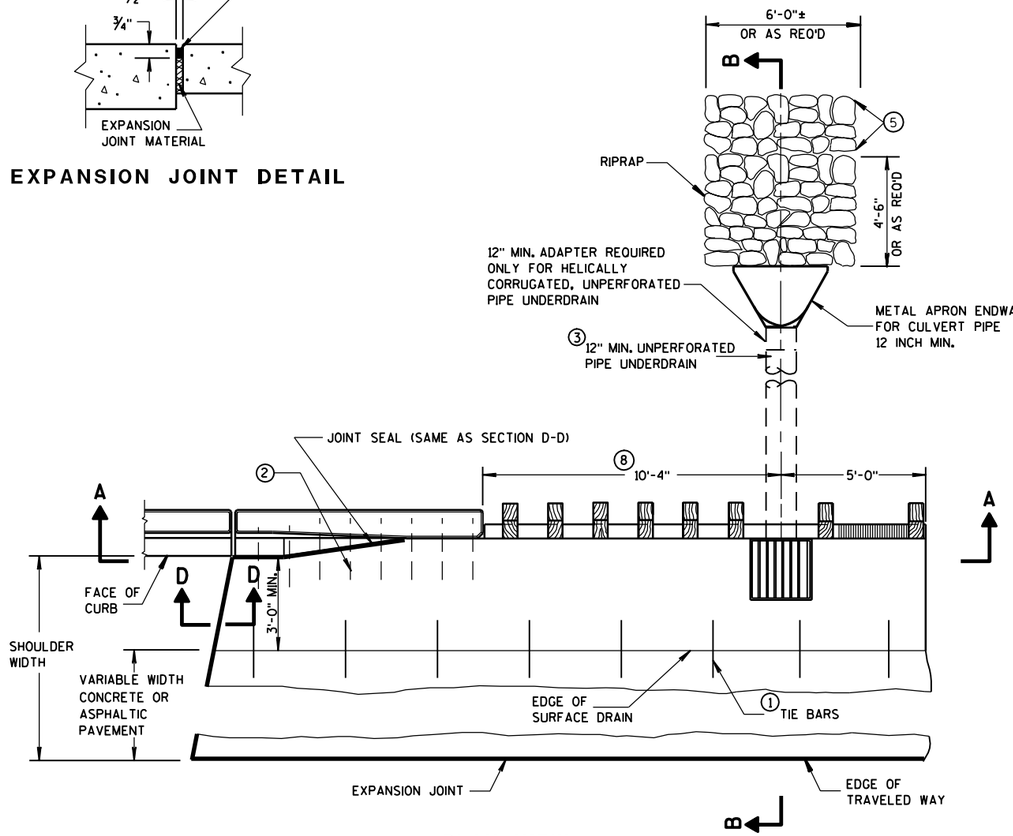
SECTION D-D



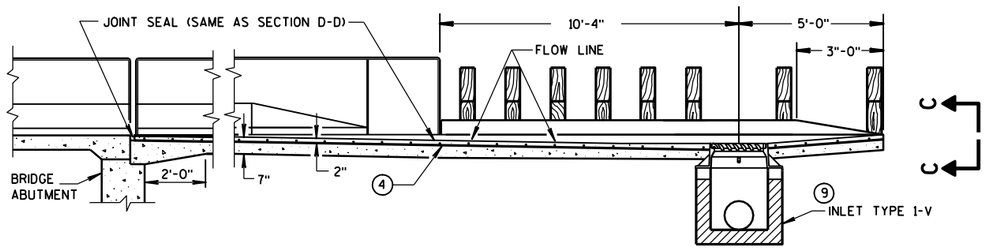
PLAN VIEW



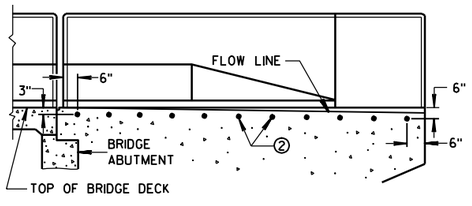
EXPANSION JOINT DETAIL



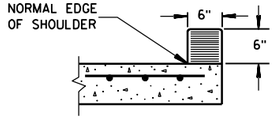
PLAN VIEW



SECTION A-A



LOCATION OF TIE BARS IN WINGWALL



SECTION C-C

GENERAL NOTES

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

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

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR PAVEMENT TIES PLACED AS DIRECTED BY THE ENGINEER.

(3) THE PIPE UNDERDRAIN MAY BE ANY ONE OF THE SIX MATERIALS LISTED IN THE STANDARD SPECIFICATIONS SECTION 612.2 EXCEPT DRAIN TILE.

(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(6) GEOTEXTILE FABRIC, TYPE 'R'

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1 1/2".

(9) SEE CURRENT STANDARD DETAIL DRAWINGS 8A5 AND 8C1 FOR DETAILS.

CONCRETE SURFACE DRAINS DROP INLET TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/07
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

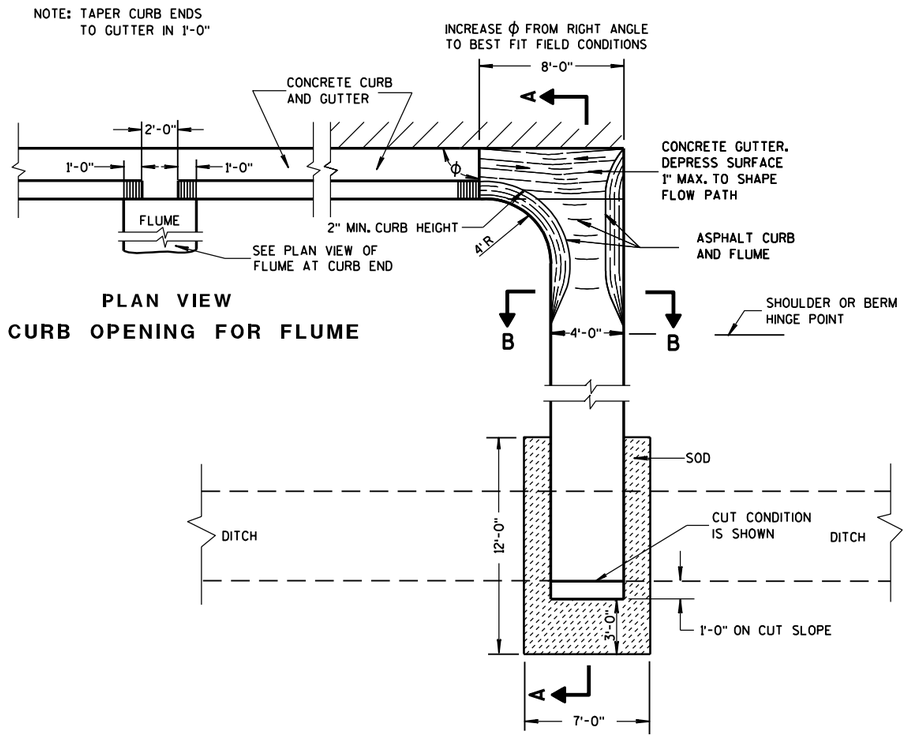
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S.D.D. 8 D 3-5

6

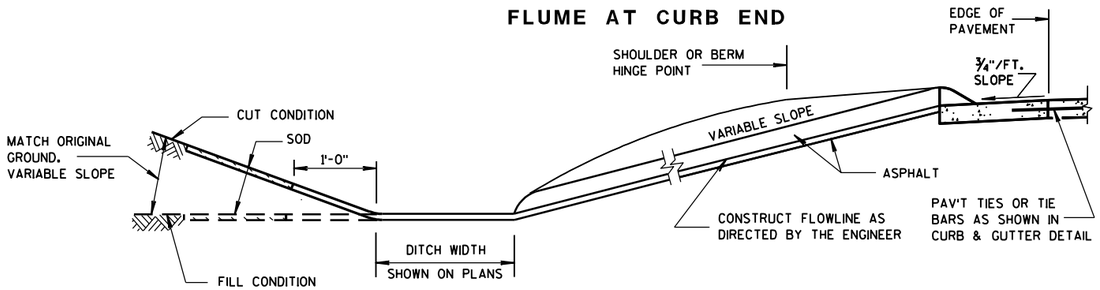
S.D.D. 8 D 3-5

ASPHALTIC FLUME

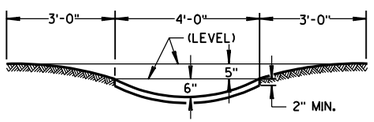


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

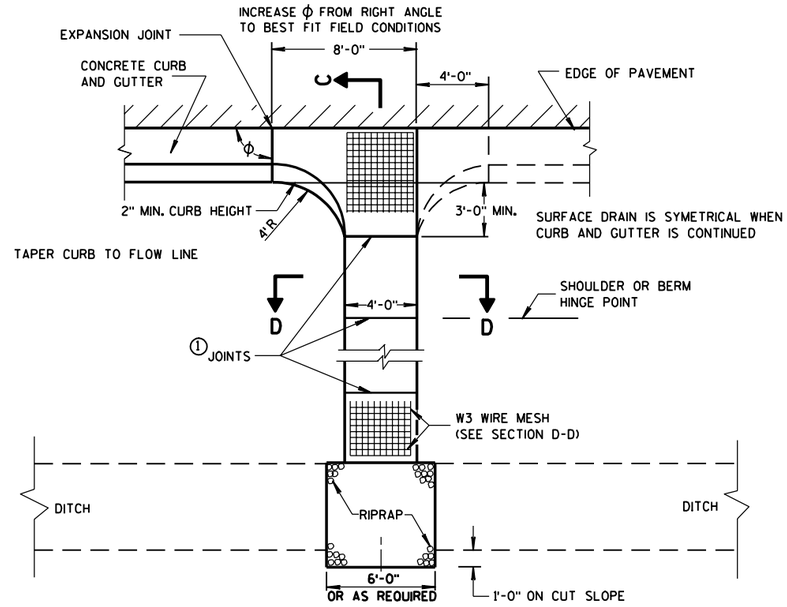
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

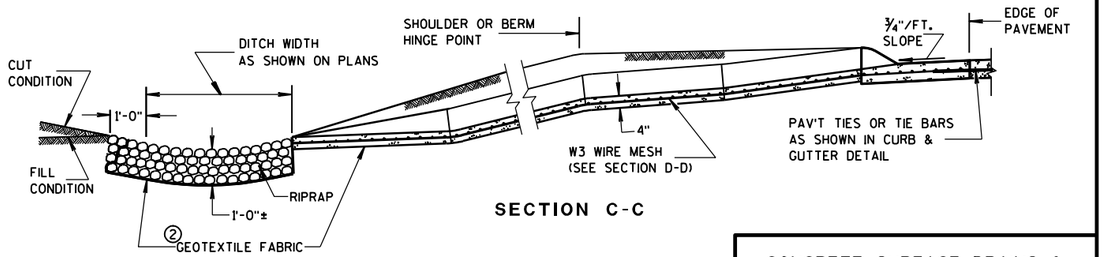
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

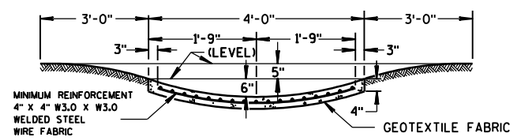
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

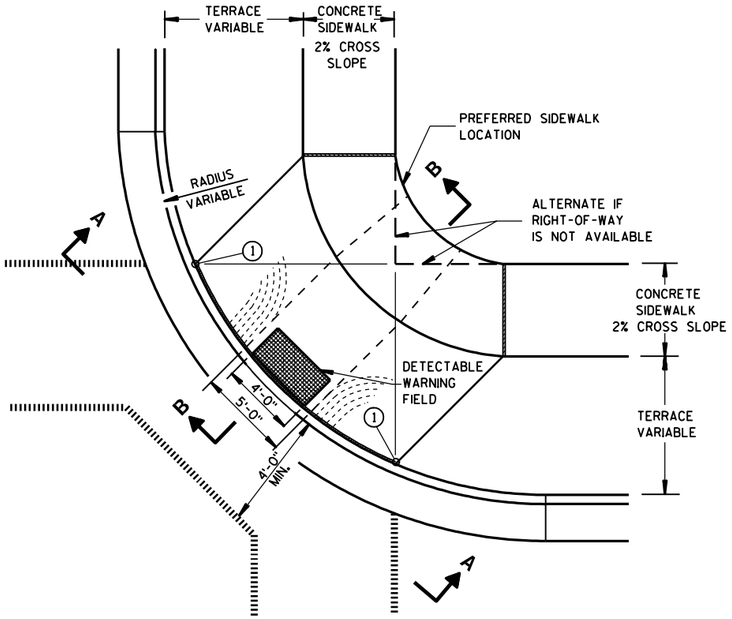
APPROVED
12-17-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 D 4-4

6

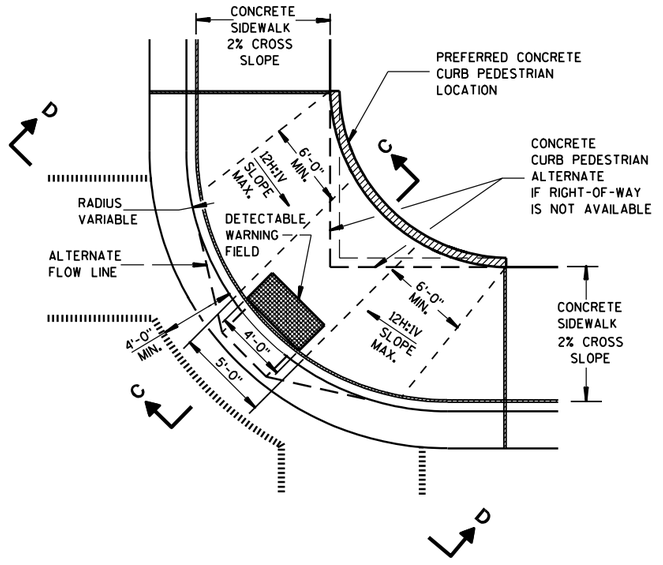
S.D.D. 8 D 4-4



PLAN VIEW

TYPE 1 RAMP

(CENTER OF CORNER RADIUS)



PLAN VIEW

TYPE 1-A RAMP

(NO TERRACE)

GENERAL NOTES

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

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

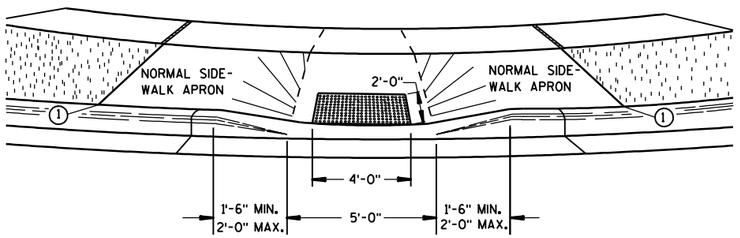
SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

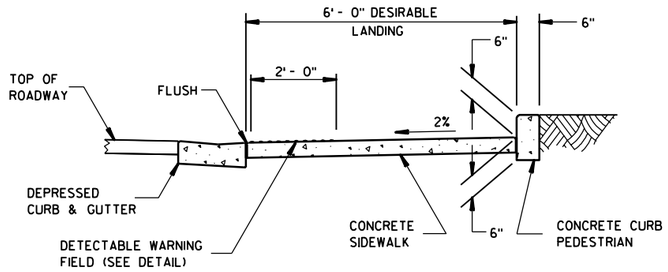
(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

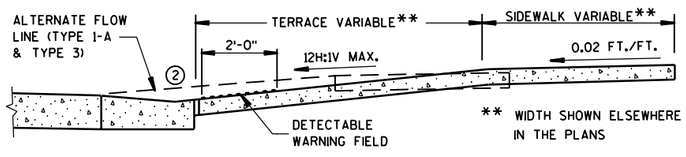
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



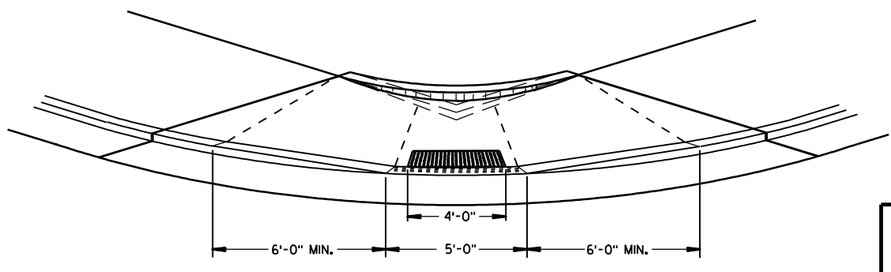
VIEW A-A



SECTION C-C



SECTION B-B



VIEW D-D

CURB RAMPS
TYPES 1 AND 1-A

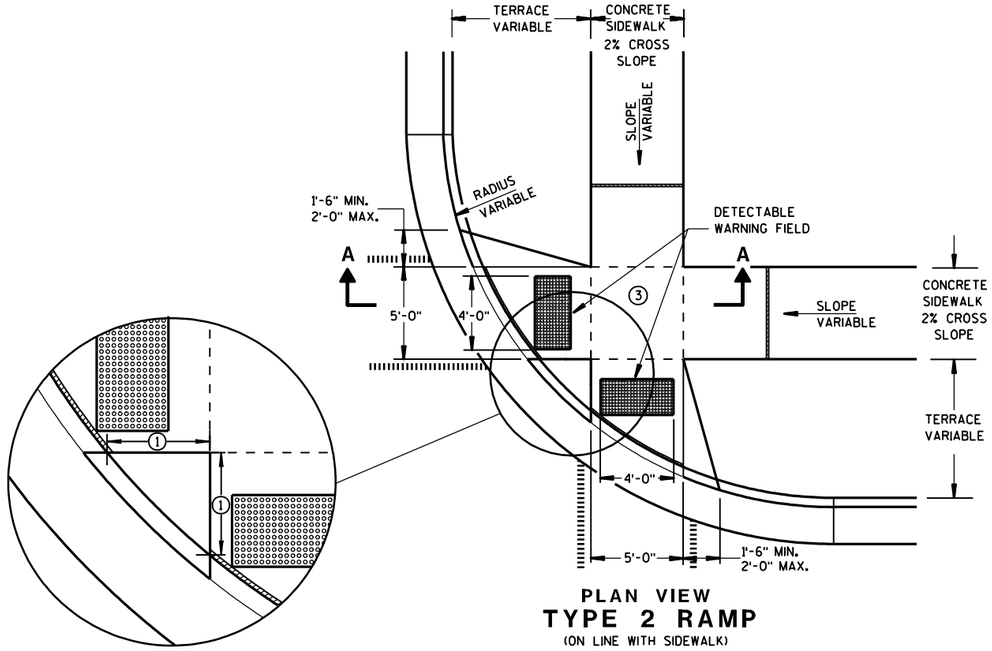
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-11a

6

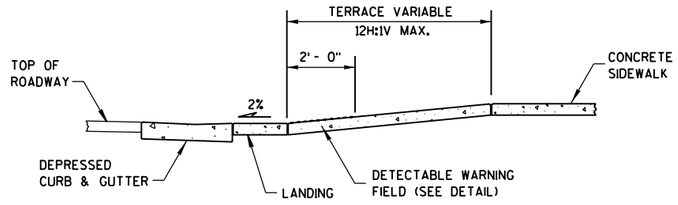
S.D.D. 8 D 5-11a



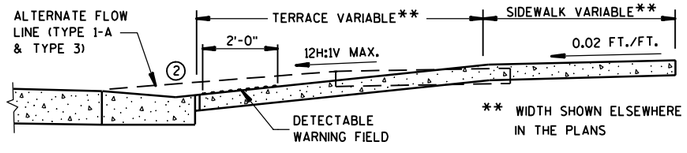
PLAN VIEW

TYPE 2 RAMP

(ON LINE WITH SIDEWALK)



SECTION A-A



SECTION B-B

GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

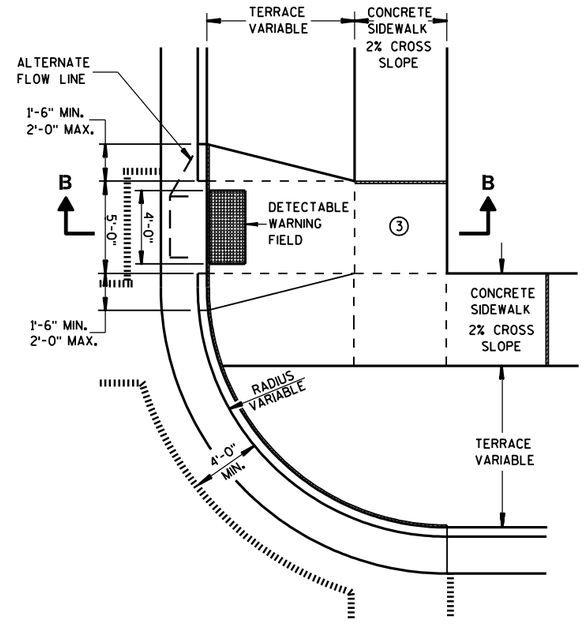
(1) WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

(3) PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



PLAN VIEW

TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS
TYPES 2 AND 3

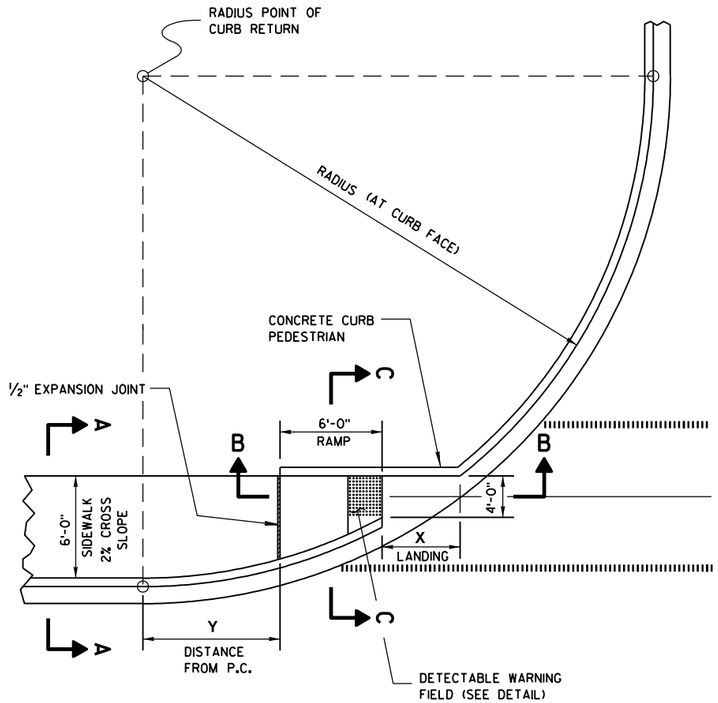
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-11b

6

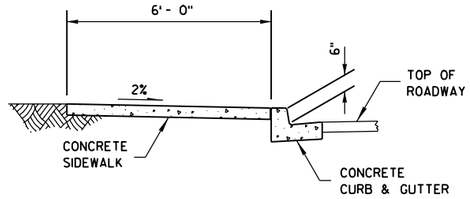
S.D.D. 8 D 5-11b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1¾"	2'-7¼"
30 FEET	7'-11¾"	4'-8¼"
40 FEET	9'-5¼"	6'-5"
50 FEET	10'-8¾"	7'-11¼"
60 FEET	11'-10¼"	9'-3½"

INTERMEDIATE RADII CAN BE INTERPOLATED



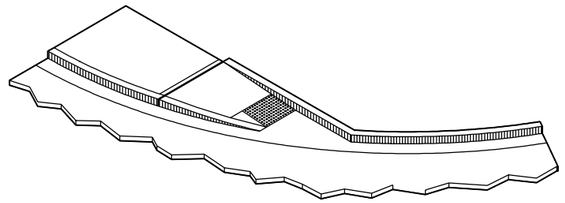
SECTION A-A

GENERAL NOTES

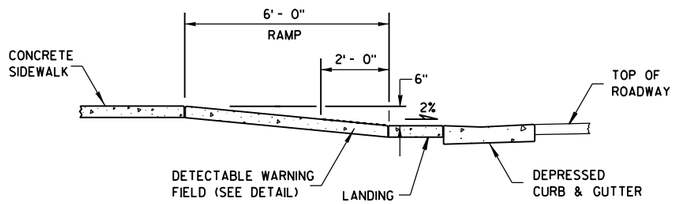
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

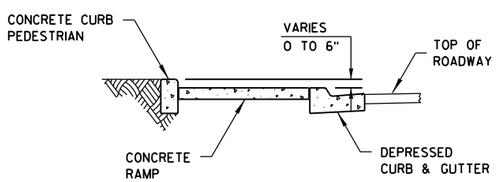
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.



ISOMETRIC VIEW



SECTION B-B



SECTION C-C

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A

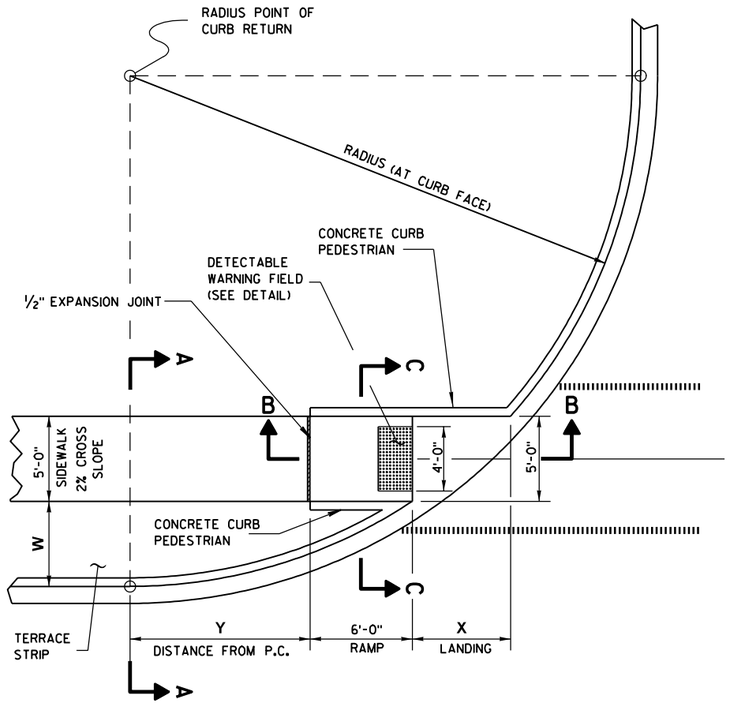
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 8 D 5-11c

6

S.D.D. 8 D 5-11c



CURB RAMP TYPE 4B
PLAN VIEW

GENERAL NOTES

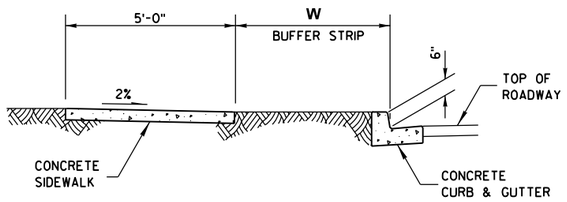
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

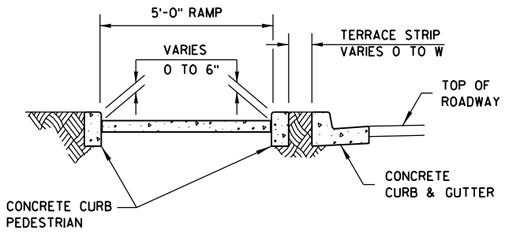
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"
70 FEET	12'-2¾"	14'-3¼"	11'-¼"	17'-4"	10'-1"	19'-11¾"	9'-3¾"	22'-4¼"	8'-8¼"	24'-6¼"
80 FEET	13'-2"	15'-8½"	11'-10½"	18'-11¾"	10'-10¾"	21'-10"	10'-1"	24'-4¾"	9'-5"	26'-8¾"
90 FEET	14'- ½"	17'-½"	12'-8¼"	20'-6½"	11'-7¾"	23'-7"	10'-9¾"	26'-3¾"	10'-1¼"	28'-9½"
100 FEET	14'-10½"	18'-3¾"	13'-5½"	22'-0"	12'-4¼"	25'-2¾"	11'-5¾"	28'-1½"	10'-9"	30'-9"

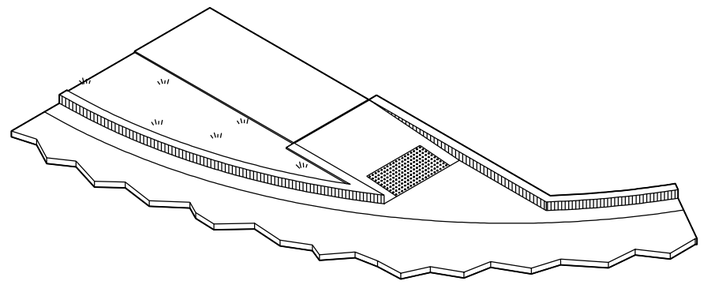
INTERMEDIATE RADII CAN BE INTERPOLATED



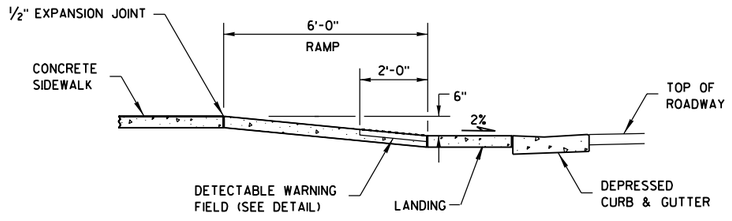
SECTION A-A



SECTION C-C



ISOMETRIC VIEW



SECTION B-B

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4B

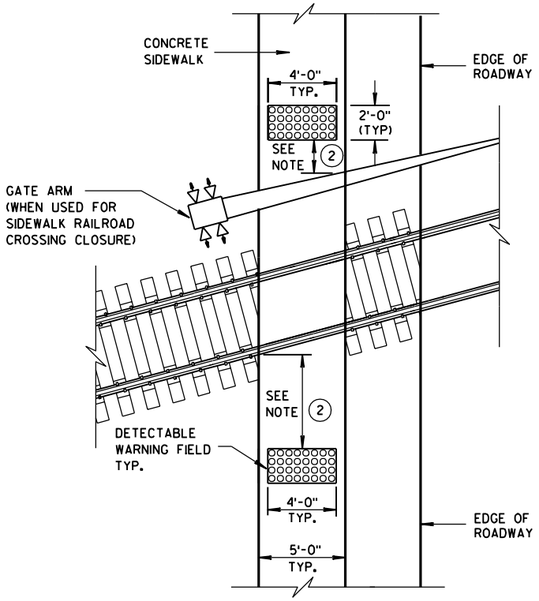
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

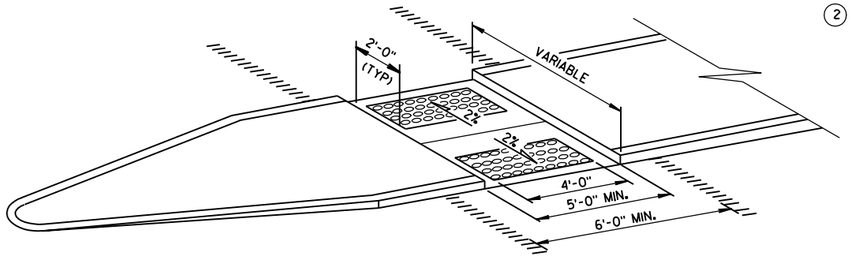
S.D.D. 8 D 5-11d

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S.D.D. 8 D 5-11d



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

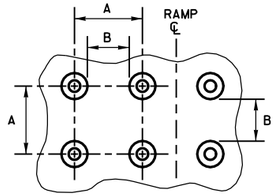
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(1) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(2) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

LEGEND

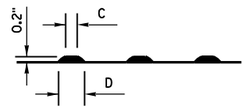
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



PLAN VIEW

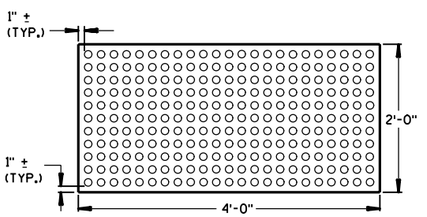
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

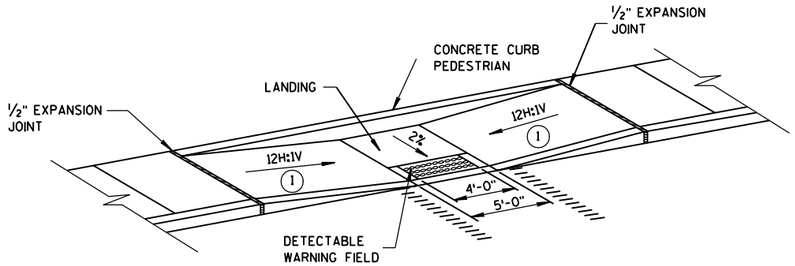


ELEVATION VIEW

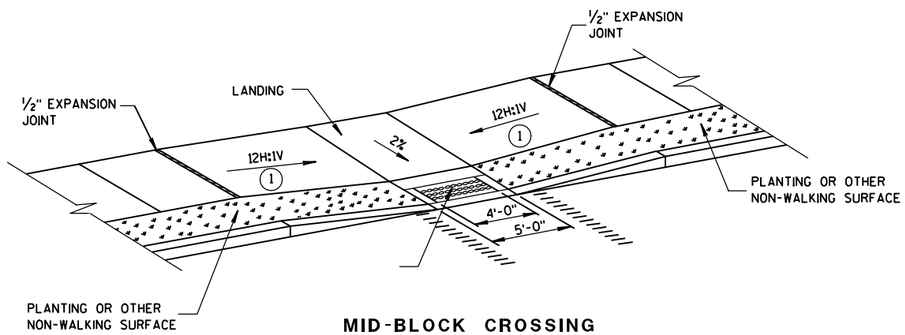
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

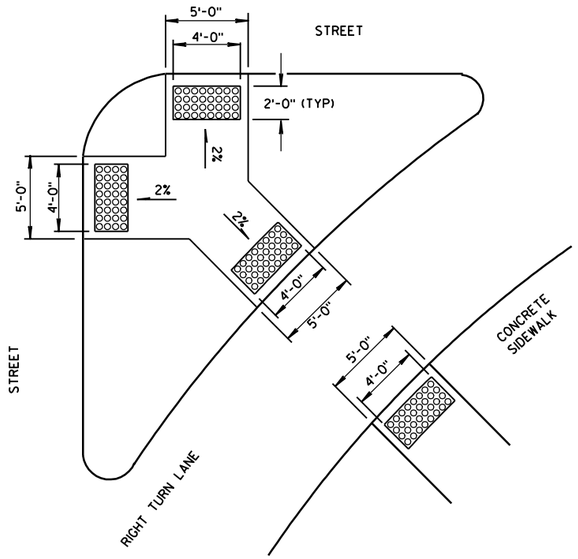


MID-BLOCK CROSSING
TYPE 7A



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



TYPE 6
DETECTABLE WARNING AT ISLANDS

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

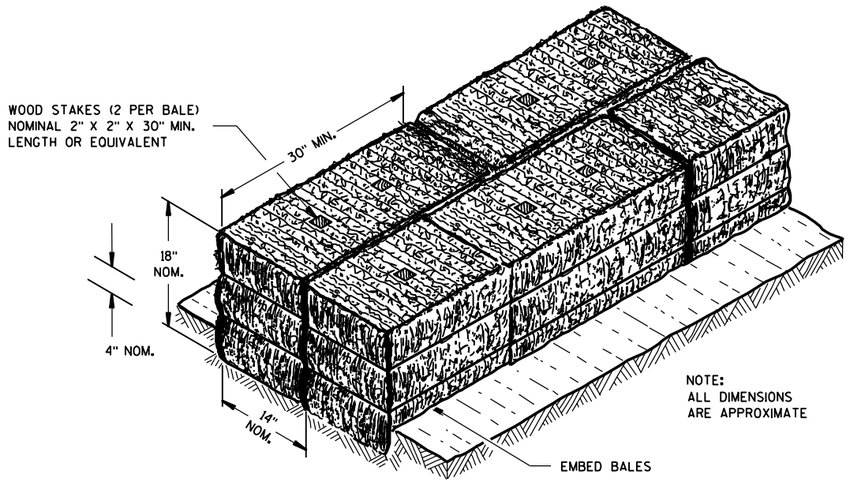
APPROVED

9/9/05 — DATE — FHWA

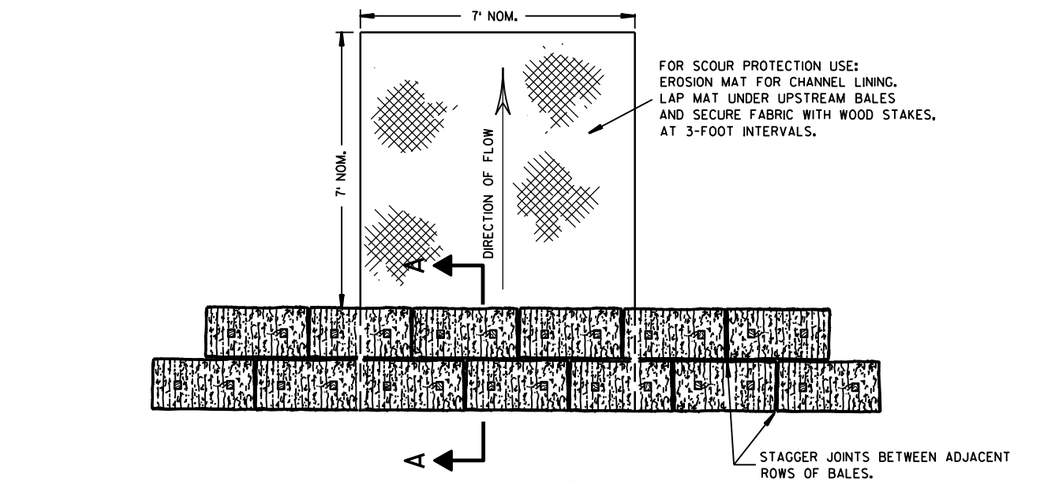
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

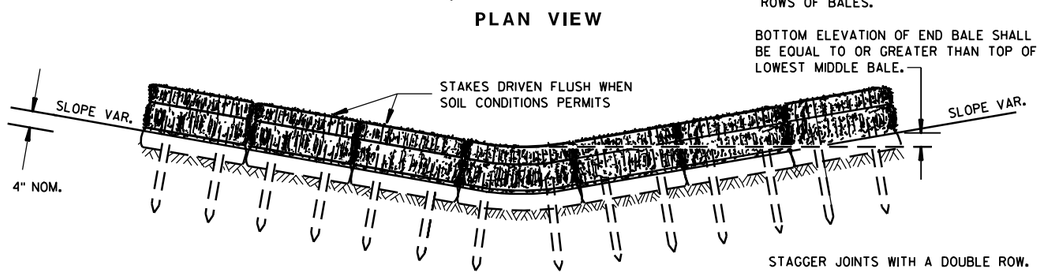
S.D.D. 8 D 5-11e



SECTION A-A



PLAN VIEW



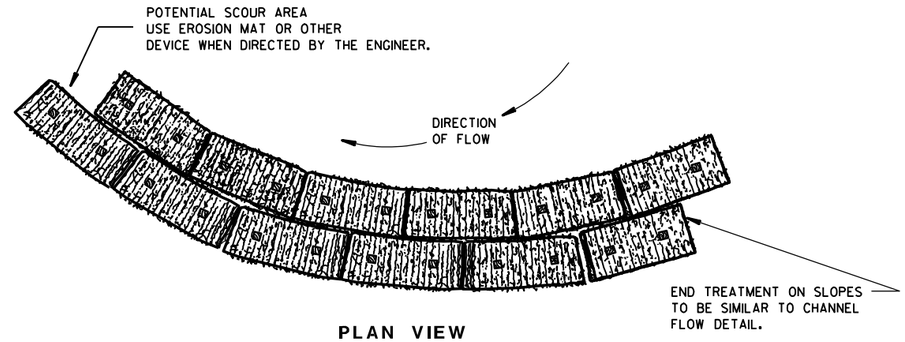
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

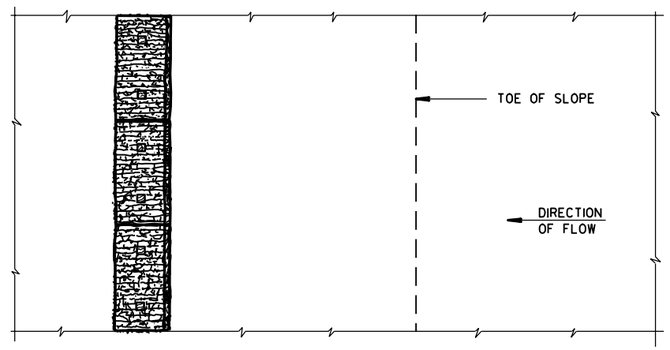
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

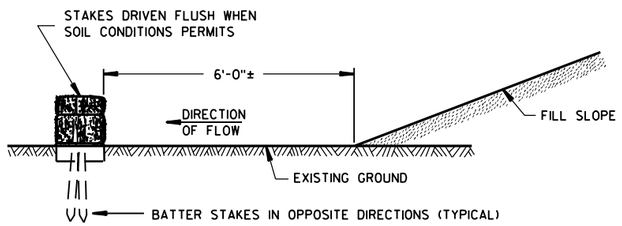


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

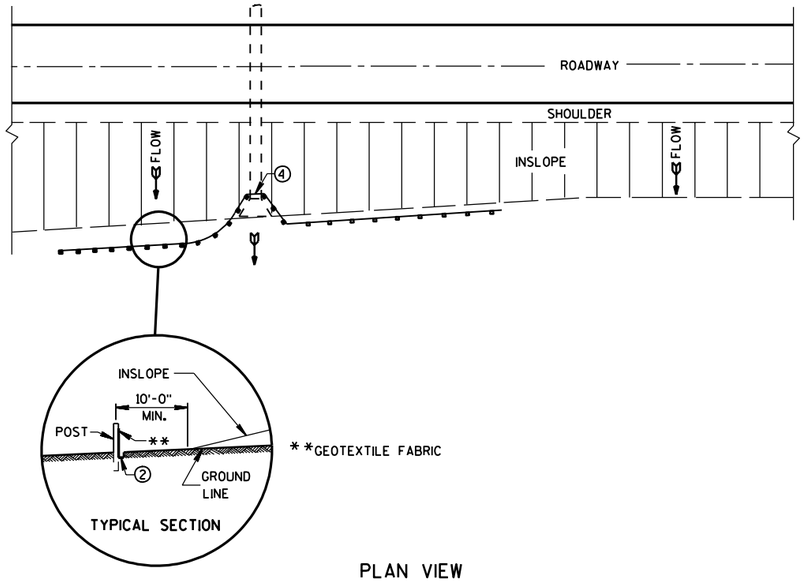
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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6/04/02
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

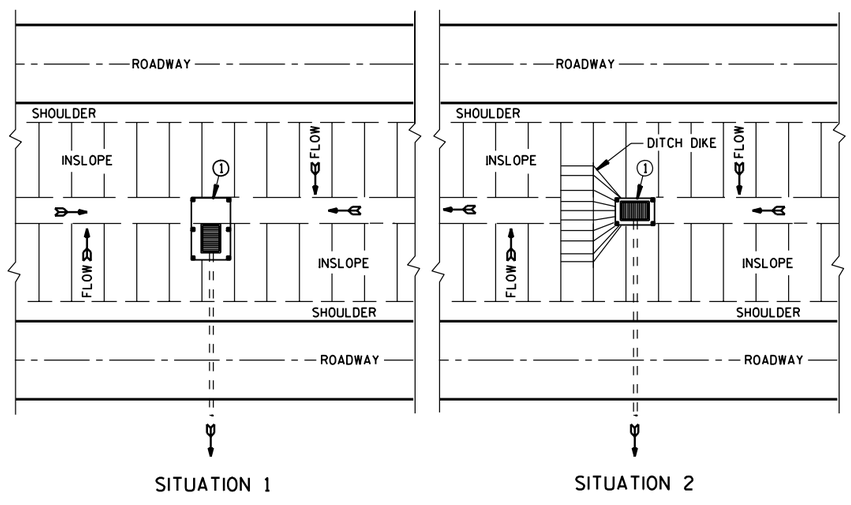
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



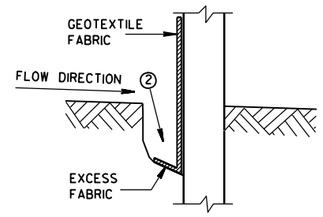
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

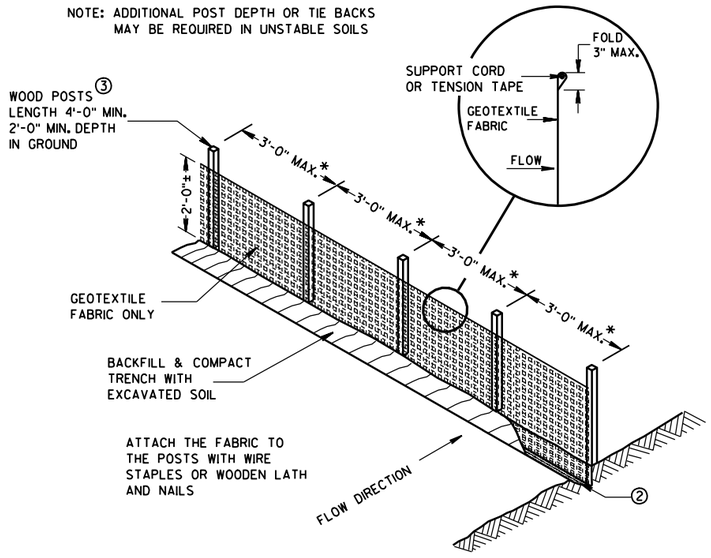
GENERAL NOTES

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

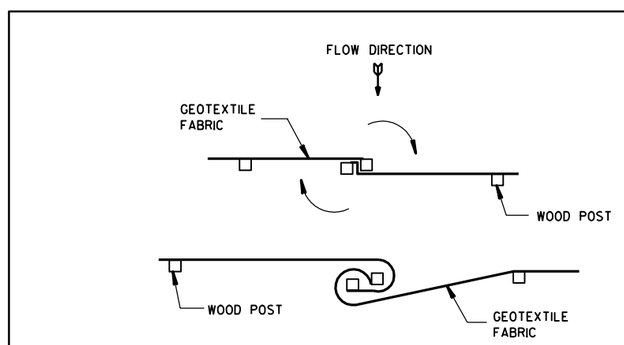
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS: A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



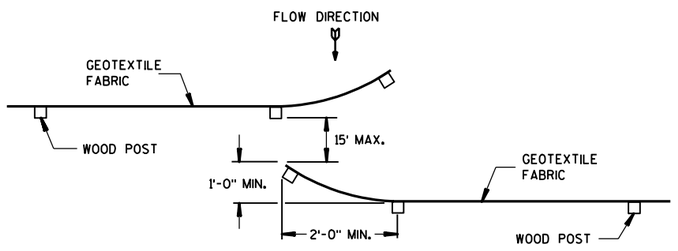
TRENCH DETAIL



SILT FENCE

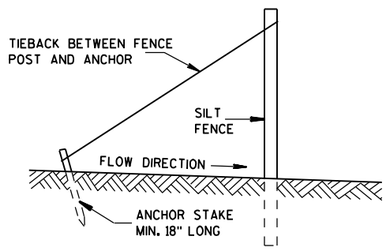


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

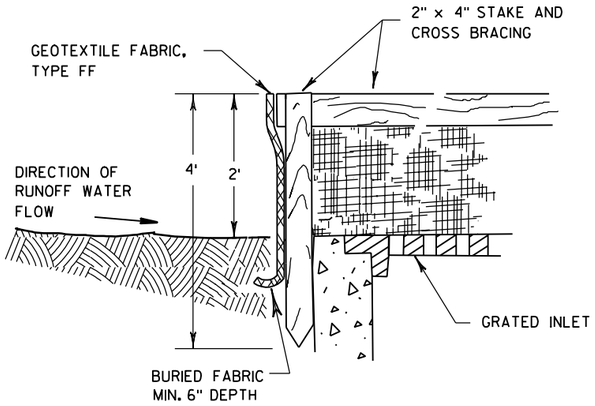
APPROVED
4-29-05
DATE
FHWA

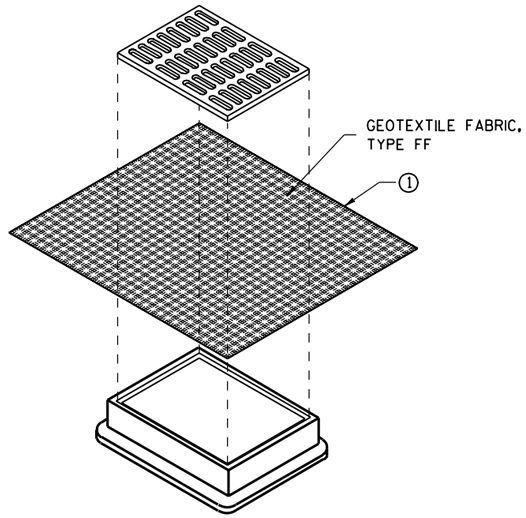
CHIEF ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. 8 E 9-6

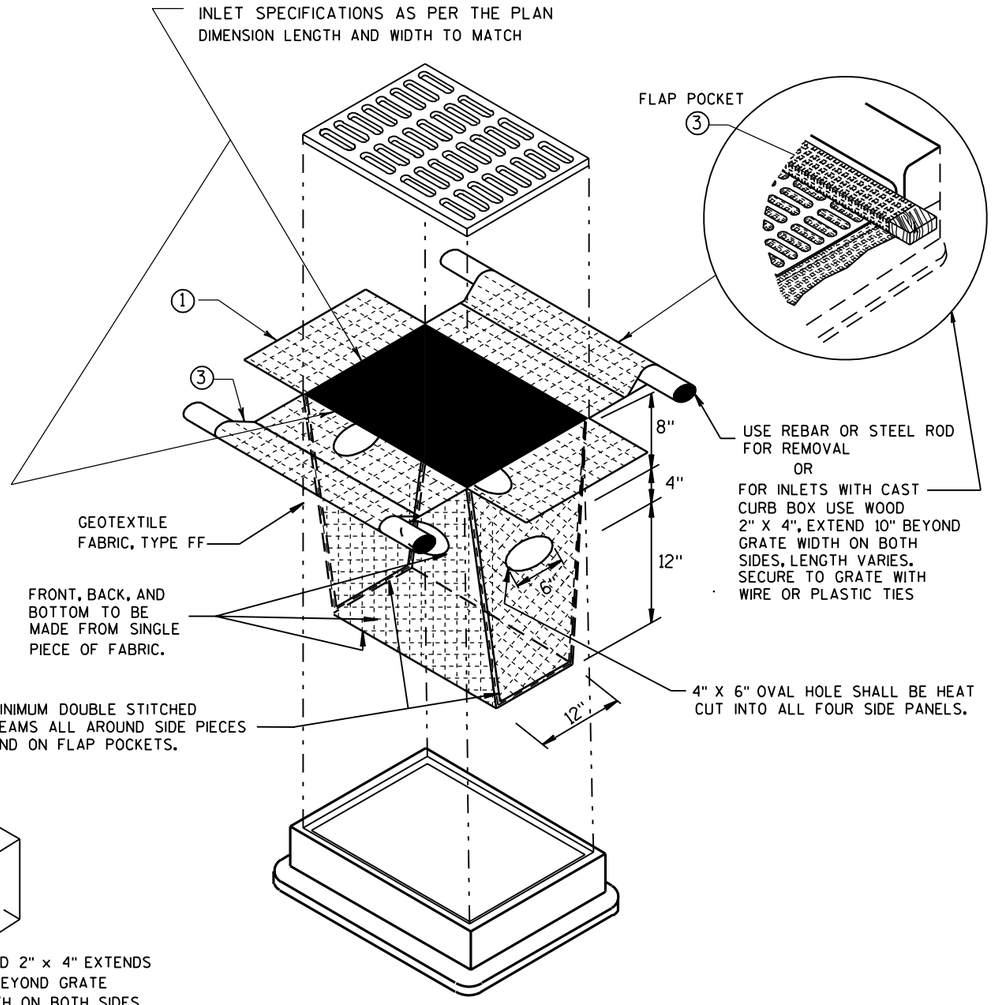
S.D.D. 8 E 9-6





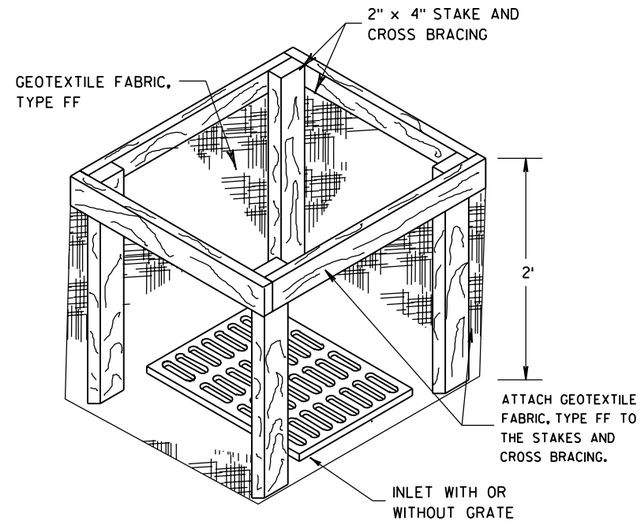
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)

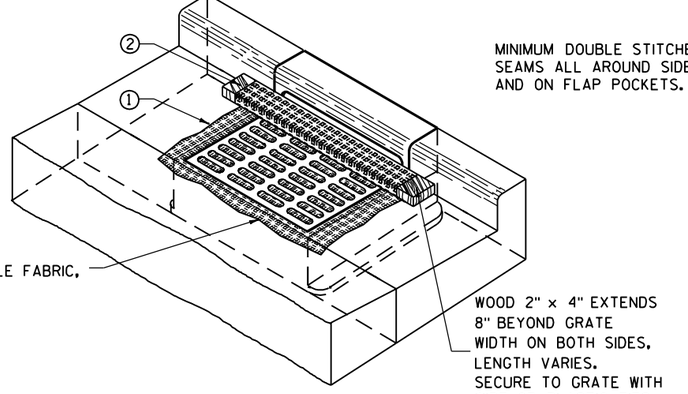


INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE A



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
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10/16/02
DATE
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CHIEF ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

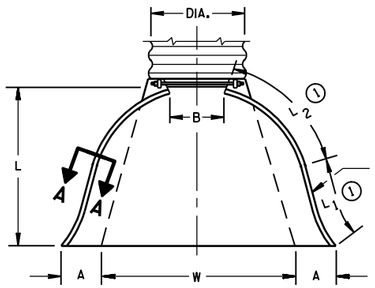
PIPE DIA. (IN.)	MIN. THICK. (inches) STEEL	MIN. THICK. (inches) ALUM.	DIMENSIONS (inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

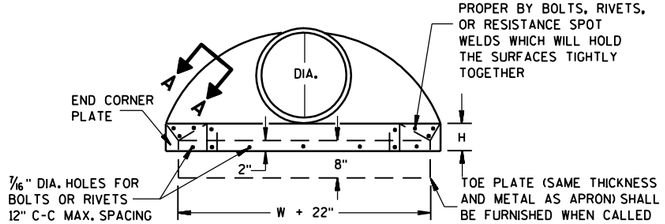
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

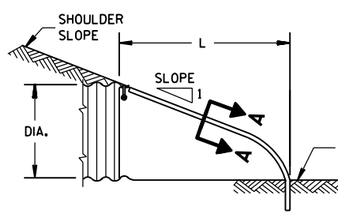
*MINIMUM
**MAXIMUM



PLAN VIEW

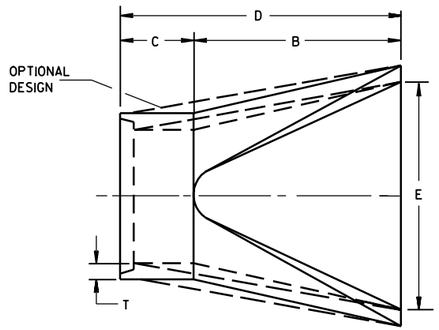


END VIEW

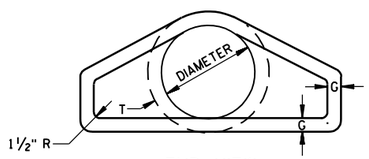


SIDE ELEVATION

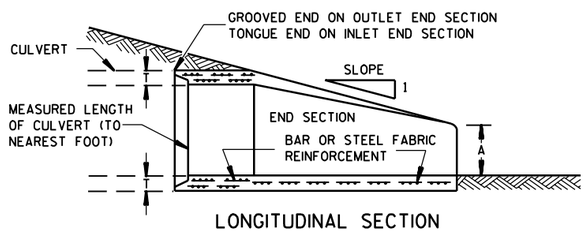
METAL ENDWALLS



PLAN

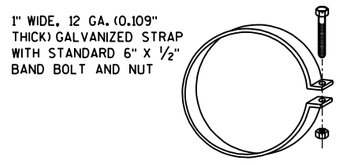


END VIEW



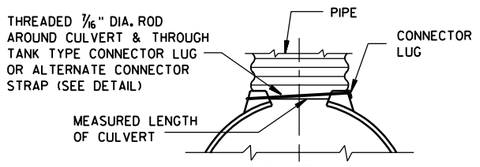
LONGITUDINAL SECTION

CONCRETE ENDWALLS

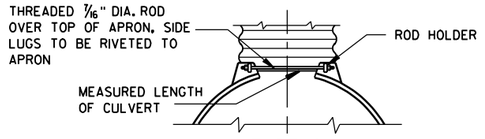


ALTERNATE FOR TYPE 1 CONNECTION

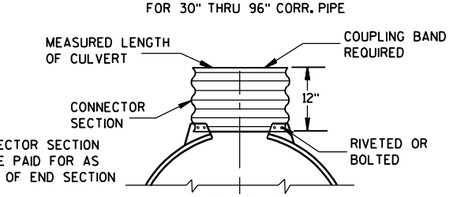
END SECTION CONNECTOR STRAP



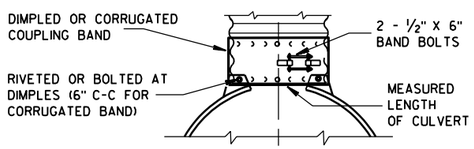
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

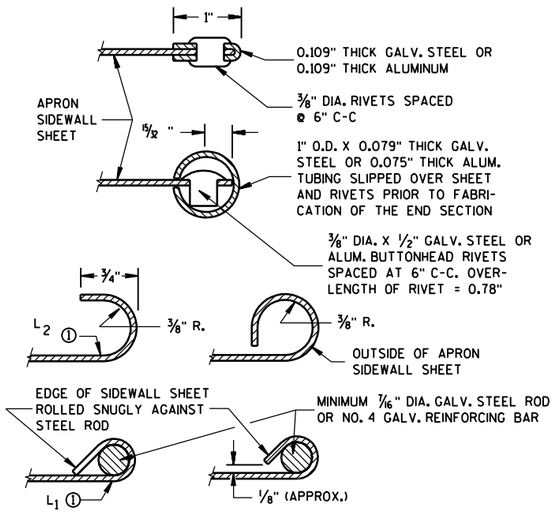
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

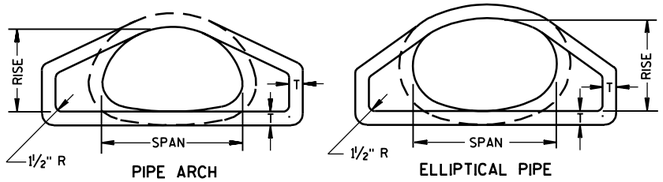
APPROVED
11/30/94
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

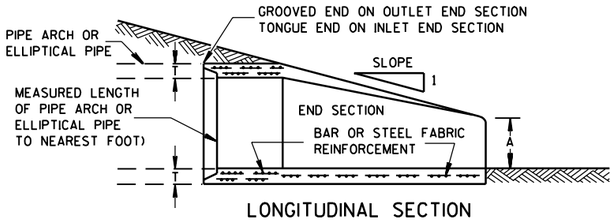
FHWA

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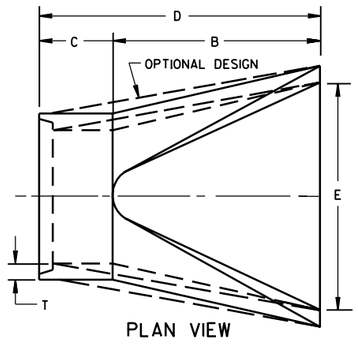
S.D.D. 8 F 1-11



END VIEW

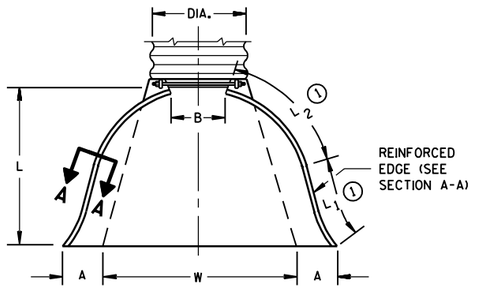


LONGITUDINAL SECTION

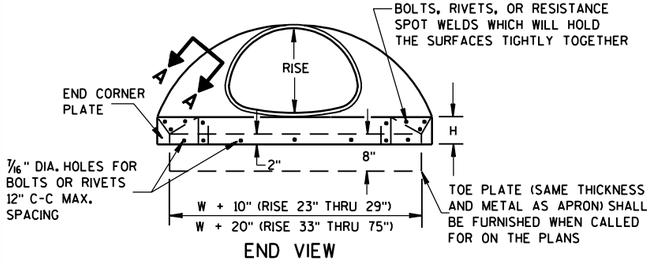


PLAN VIEW

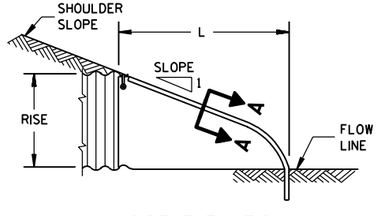
CONCRETE ENDWALLS



PLAN VIEW

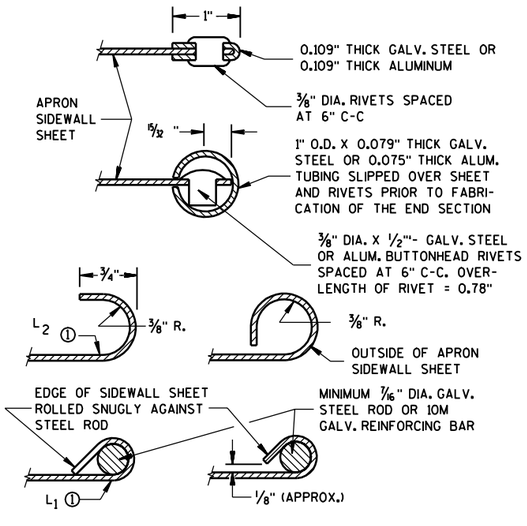


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

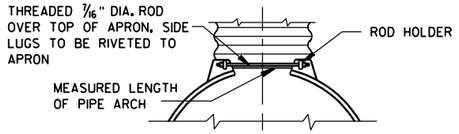
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15⅛	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

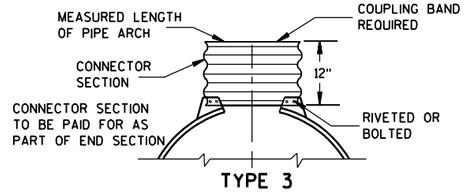
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

** NOMINAL SIZE



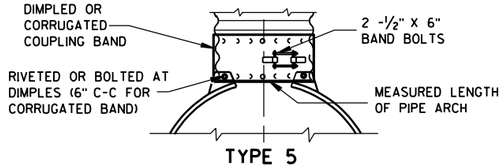
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:
ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

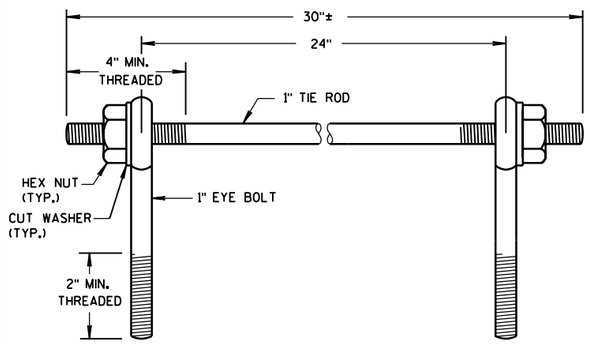
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE

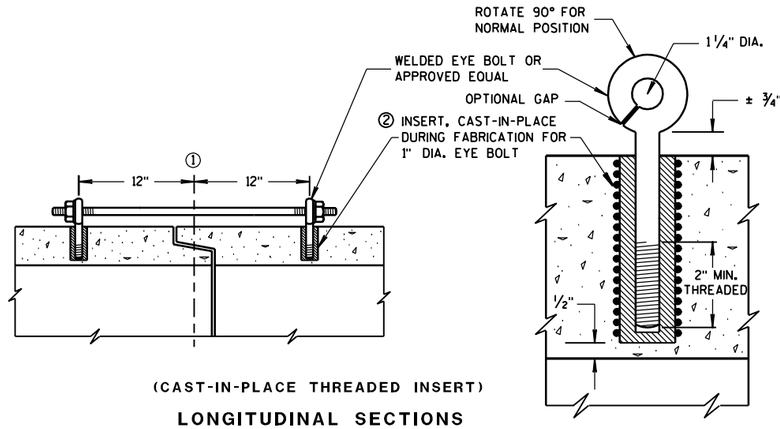
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

GENERAL NOTES

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

CONCRETE CULVERT PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED ON THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES. UNLESS OTHERWISE STATED IN THE CONTRACT THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE CULVERT PIPE AS INDICTED ON THE PLANS AND BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO CILVERT PIPE, REINFORCED CONCRETE CULVERT PIPE, OR REINFORCED CONCRETE PIPE CATTLE PASS.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

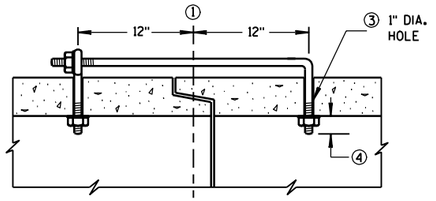
③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

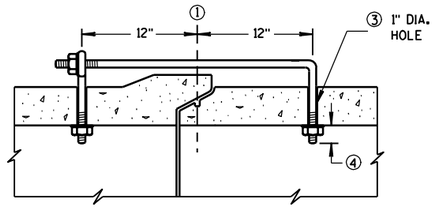
⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)



(TONGUE & GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

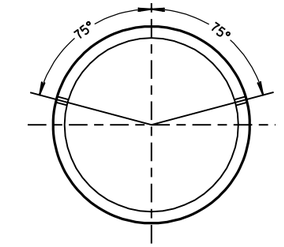
EYE BOLT DIMENSION TABLE

PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	

ADJUSTABLE TIE ROD TABLE

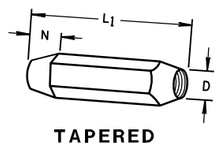
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES

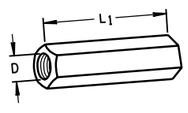


PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



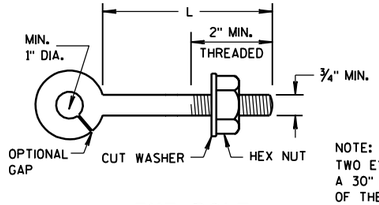
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PLAIN

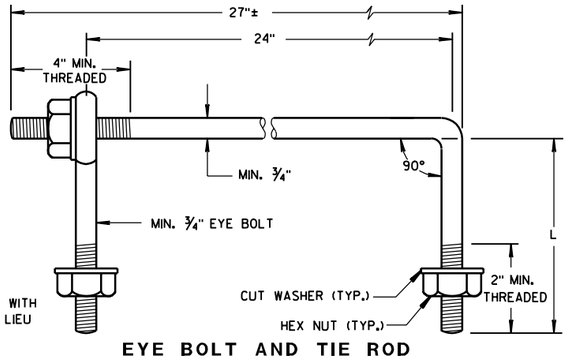
RIGHT AND LEFT THREADS

SLEEVE NUTS



EYE BOLT

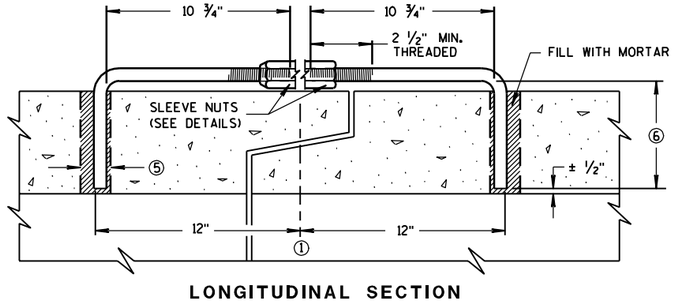
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)



LONGITUDINAL SECTION

(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)

JOINT TIES FOR CONCRETE PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

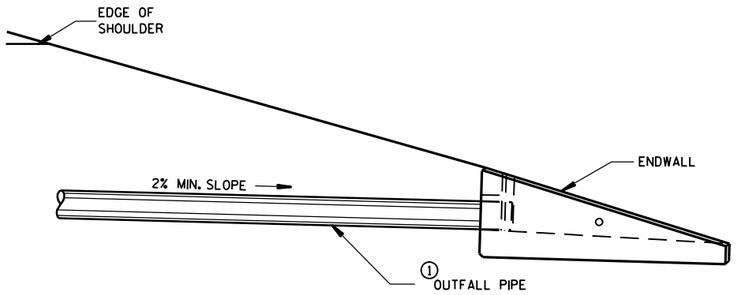
APPROVED
12/17/07
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 4-6

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

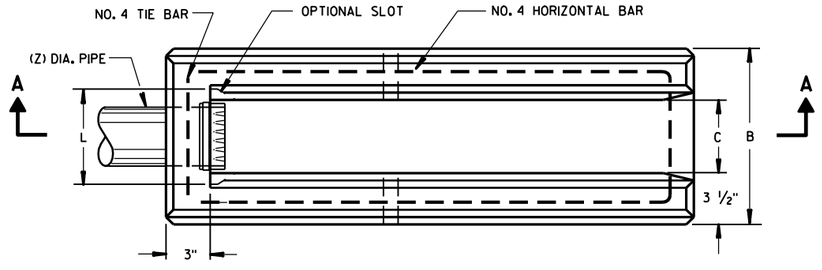
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

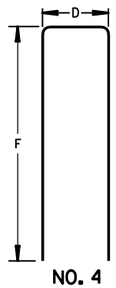
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE. ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

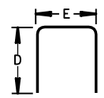
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



PLAN VIEW

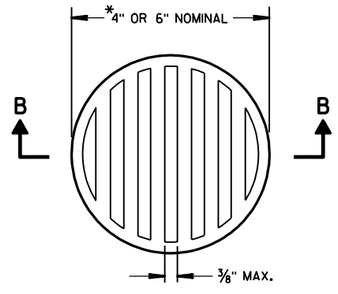


NO. 4
HORIZONTAL BAR

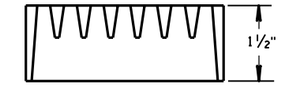


NO. 4
VERTICAL BAR

BAR STEEL REINFORCEMENT DETAILS



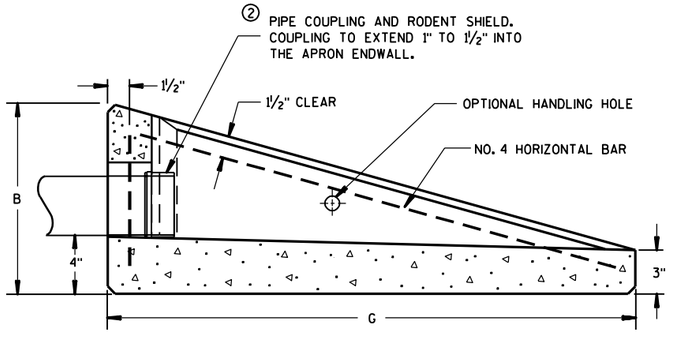
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



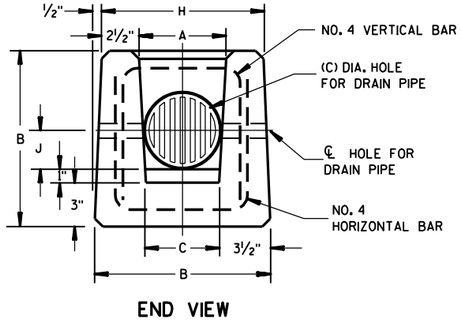
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

REINFORCED
CONCRETE APRON ENDWALL
FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

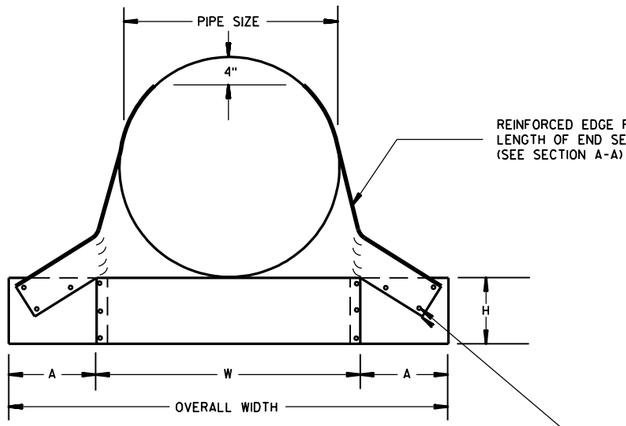
FHWA

6

S.D.D. 8 F 6-4

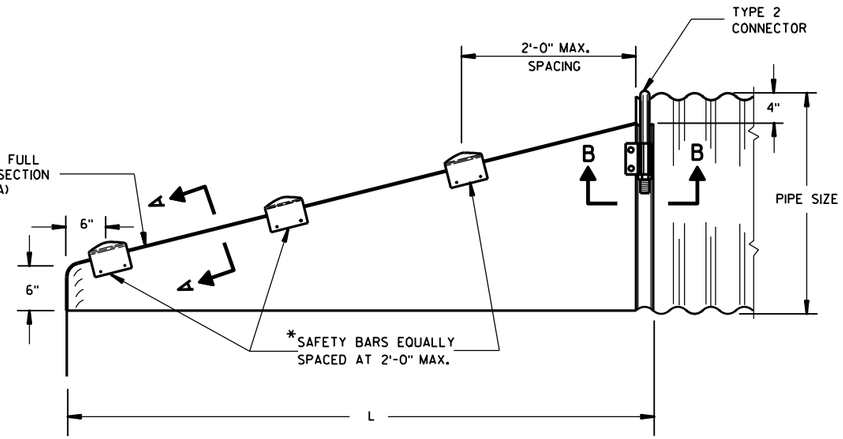
6

S.D.D. 8 F 6-4



FRONT VIEW

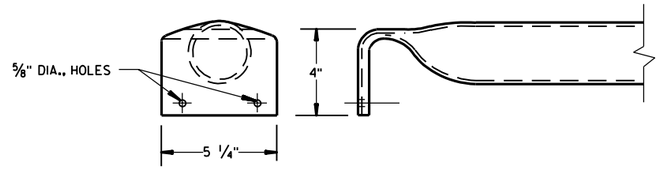
BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



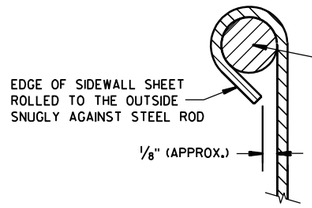
SIDE VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWED. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

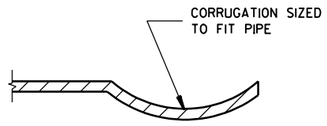
3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



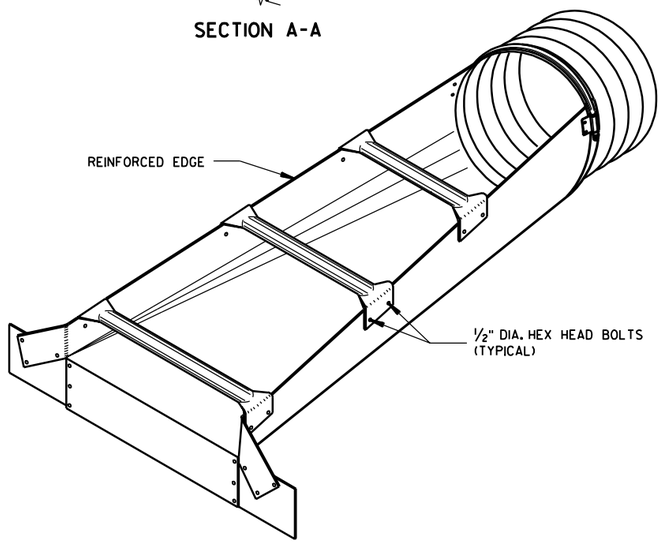
DETAIL OF SAFETY BAR



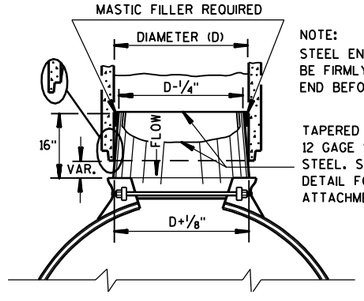
SECTION A-A



SECTION B-B



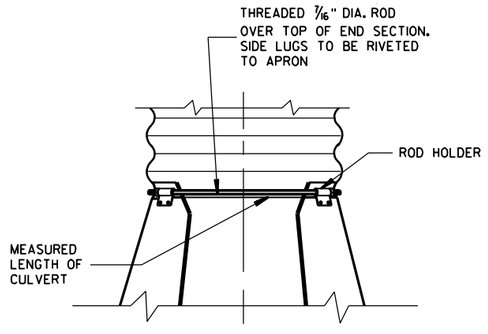
ISOMETRIC VIEW



NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

TAPERED SLEEVE TO BE 12 GAGE SMOOTH GALVANIZED STEEL. SEE SECTION B-B DETAIL FOR END SECTION ATTACHMENT.

STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2 CONNECTION DETAIL

GENERAL NOTES

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

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS	
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	6:1	30
18	.064	8	6	24	40	6:1	48
21	.064	8	6	27	43	6:1	66
24	.064	8	6	30	46	6:1	84
30	.109	12	9	36	60	6:1	120
36	.109	12	9	42	66	6:1	156
42	.109	16	12	48	80	5.63 TO 1	180
48	.109	16	12	54	86	4.74 TO 1	180
54	.109	16	12	60	92	——	——

STEEL APRON ENDWALLS FOR PIPE ARCH

EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS	
	SPAN	RISE		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES
15	17	13	.064	8	6	23	39	6:1	18
18	21	15	.064	8	6	27	43	6:1	30
21	24	18	.064	8	6	30	46	6:1	48
24	28	20	.064	8	6	34	50	6:1	60
30	35	24	.079	12	9	41	65	6:1	84
36	42	29	.109	12	9	48	72	6:1	114
42	49	33	.109	16	12	55	87	6:1	138
48	57	38	.109	16	12	63	95	6:1	168
54	64	43	.109	16	12	70	102	5.45 TO 1	180

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SIDE DRAINS SLOPED SECTION

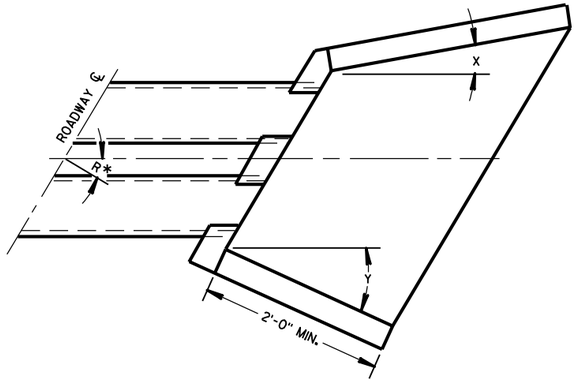
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/17/95
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

S.D.D. 8 F 7-3



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

GENERAL NOTES

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

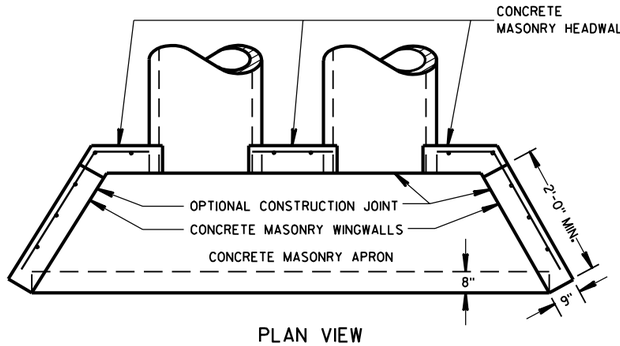
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

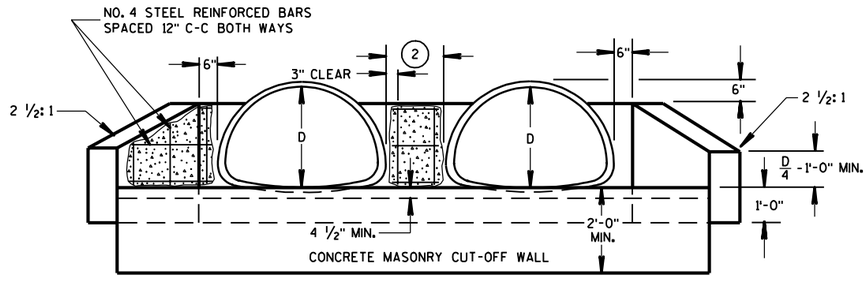
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



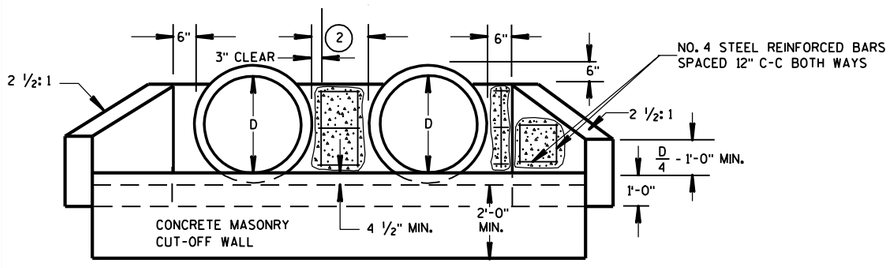
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



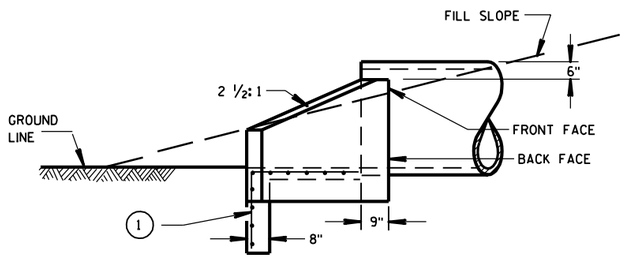
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

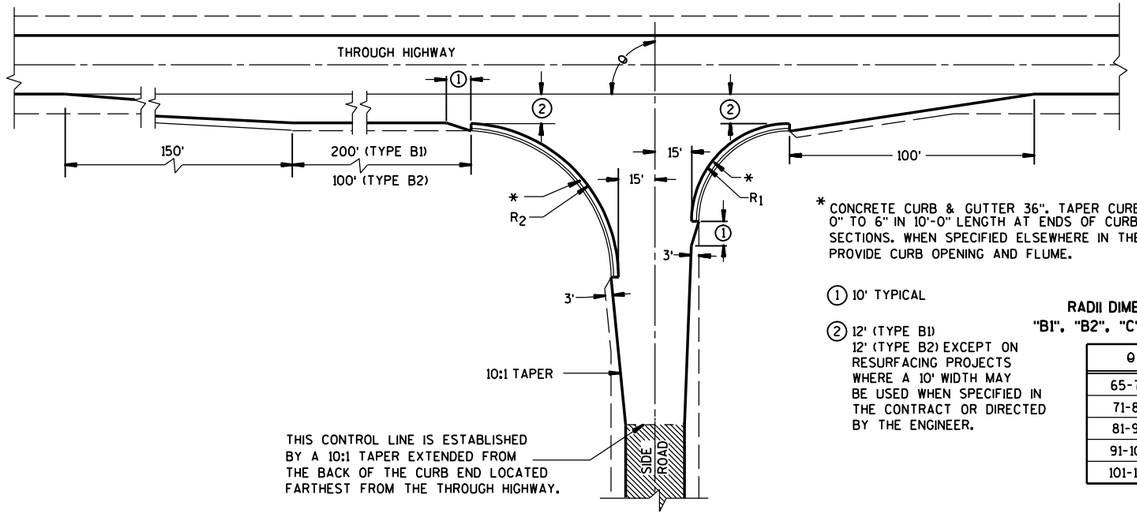
APPROVED
9/14/98
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 F 10-1



TYPE "B1" AND "B2"

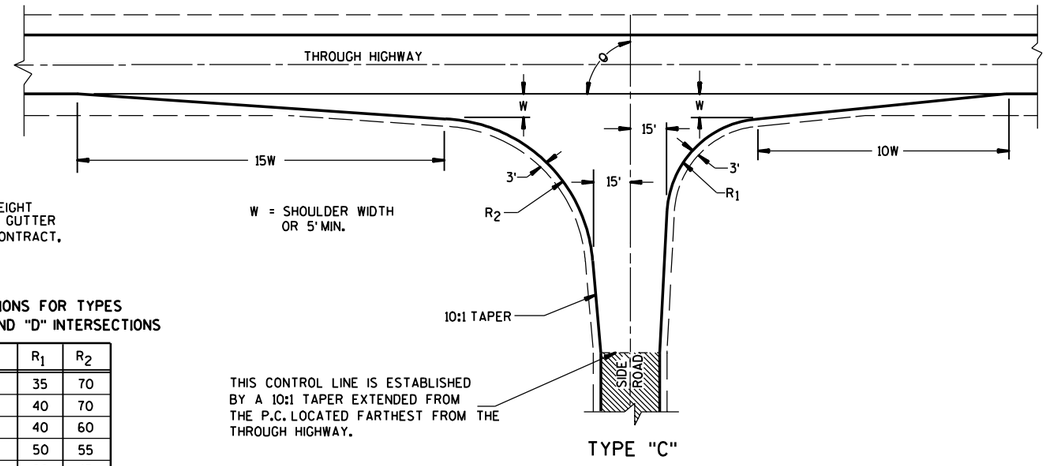
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10' TYPICAL

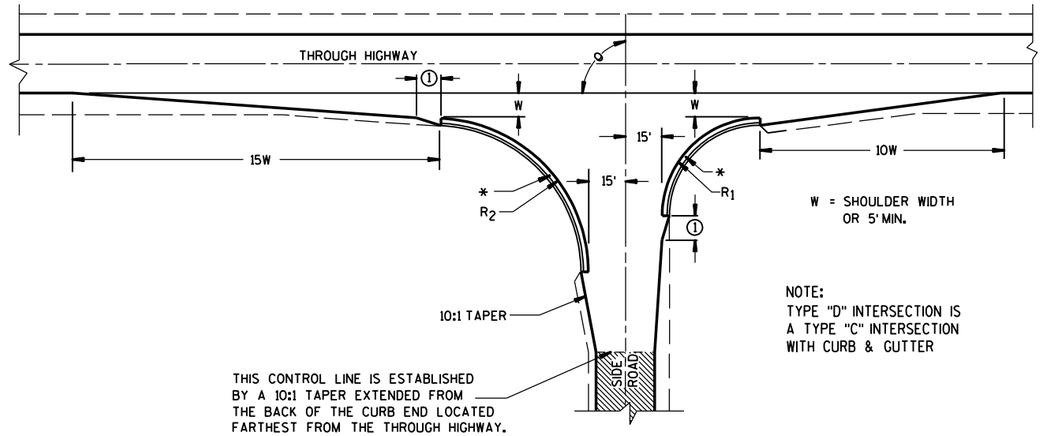
② 12' (TYPE B1)
12' (TYPE B2) EXCEPT ON RESURFACING PROJECTS WHERE A 10' WIDTH MAY BE USED WHEN SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

NOTE:
TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

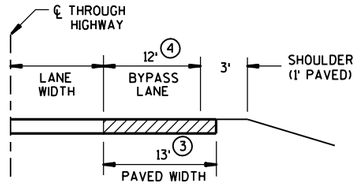
SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

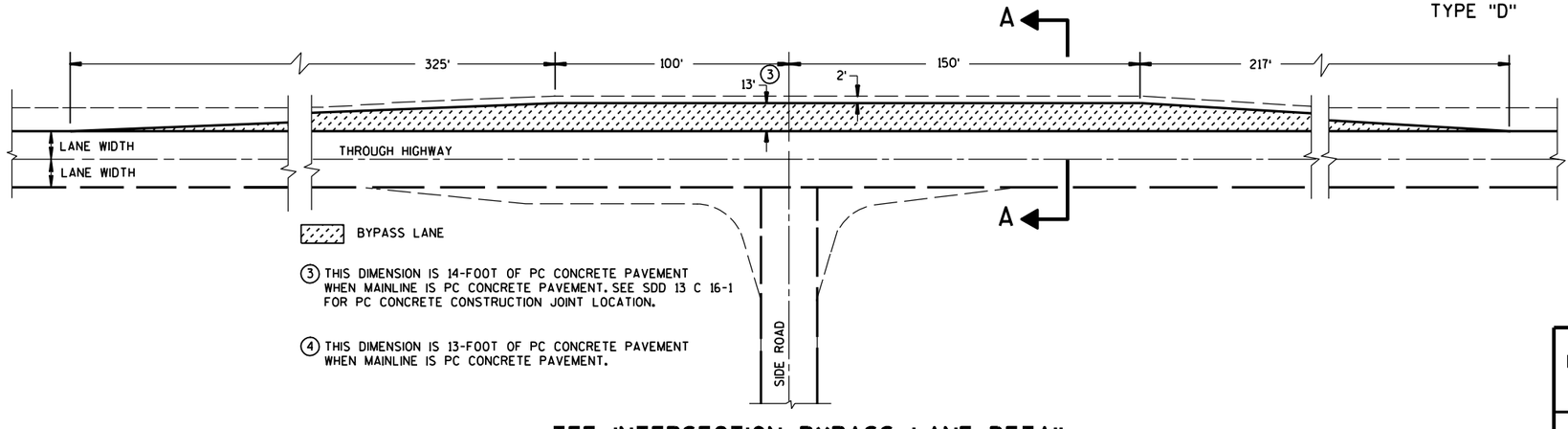
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

▨ EXISTING SURFACE



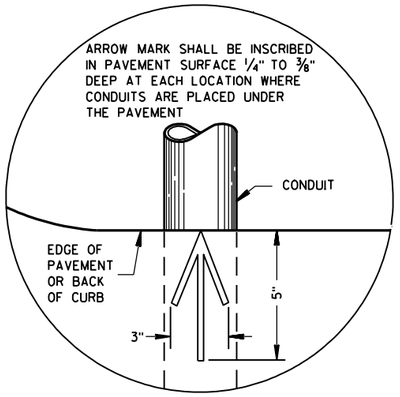
SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

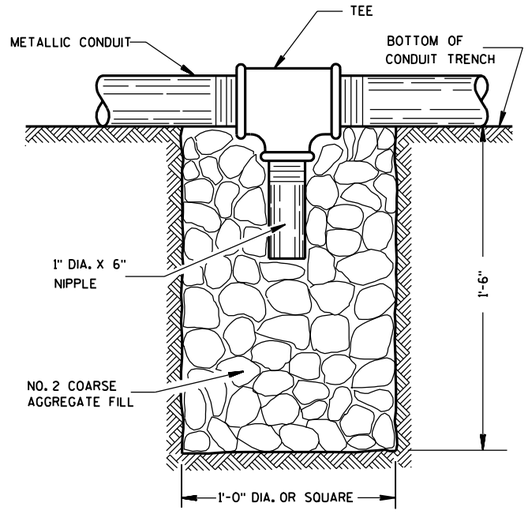
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



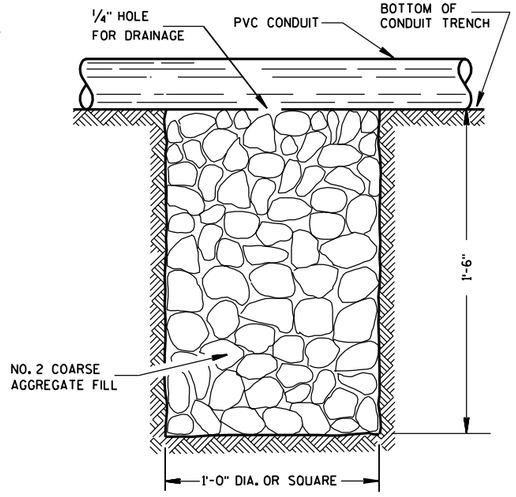
PLAN VIEW

ARROW MARK



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

DRAIN SUMP FOR METALLIC CONDUIT



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

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

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

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

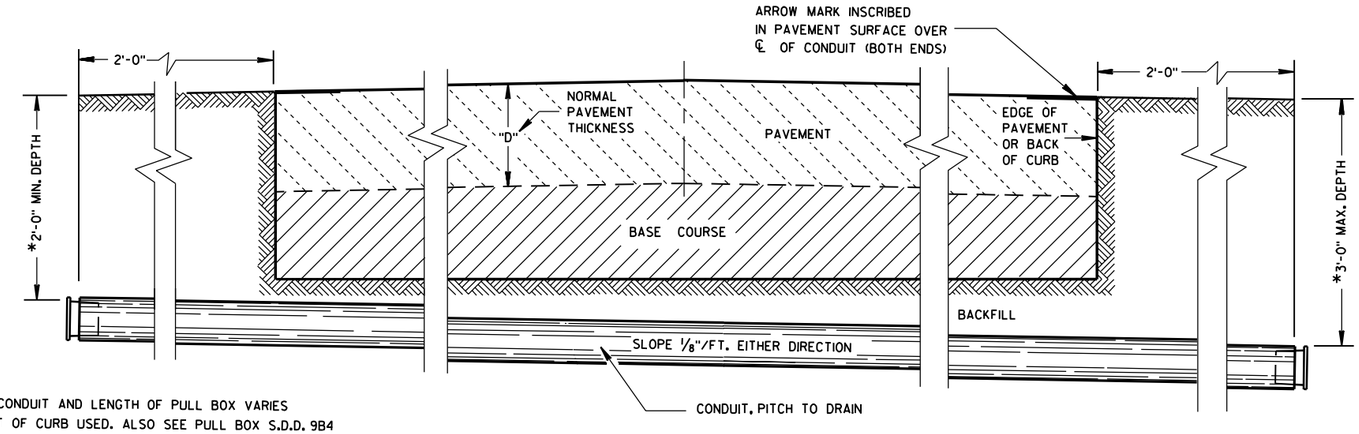
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

POLY ROPE OR A PULL WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/23/03
DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

6

S.D.D. 9 B 2-7

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

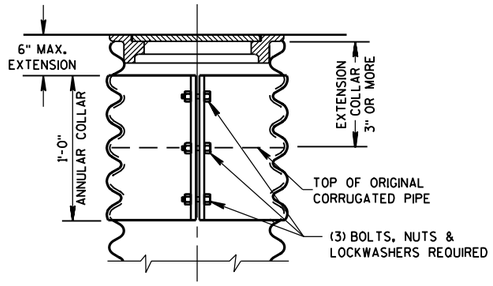
GROUNDING LUGS ARE NOT REQUIRED IN PULL BOXES WHEN VOLTAGES OF LESS THAN 50 VOLTS AC ARE THE ONLY VOLTAGES ENCOUNTERED IN THE BOXES.

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

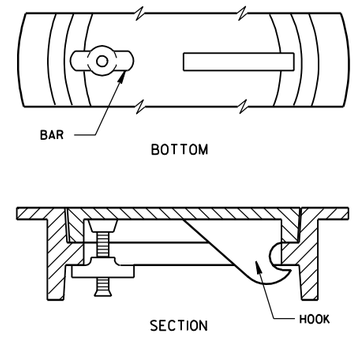
S.D.D. 9B2, "CONDUIT", APPLIES TO THIS DRAWING.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

IF PULL BOX EQUIPMENT GROUNDING IS REQUIRED USING AN EQUIPMENT GROUNDING ELECTRODE IN EACH PULL BOX, THE EQUIPMENT GROUNDING ELECTRODE SHALL BE 5/8" X 8'-0", COPPERCLAD AND BE EXOTHERMICALLY WELDED TO A #4 AWG, COPPER, STRANDED WIRE (BARE OR GREEN INSULATED). THE #4 AWG WIRE SHALL BE 4 FEET IN LENGTH, NEATLY COILED, TAPED AND AVAILABLE FOR USE WHEN REQUIRED.

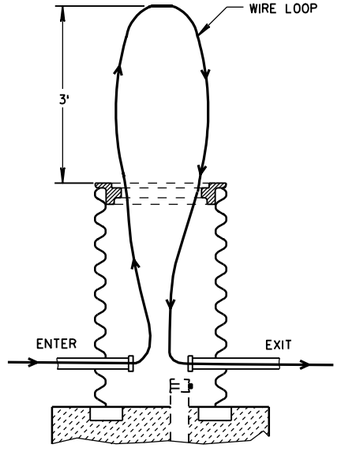


CORRUGATED PIPE EXTENDER

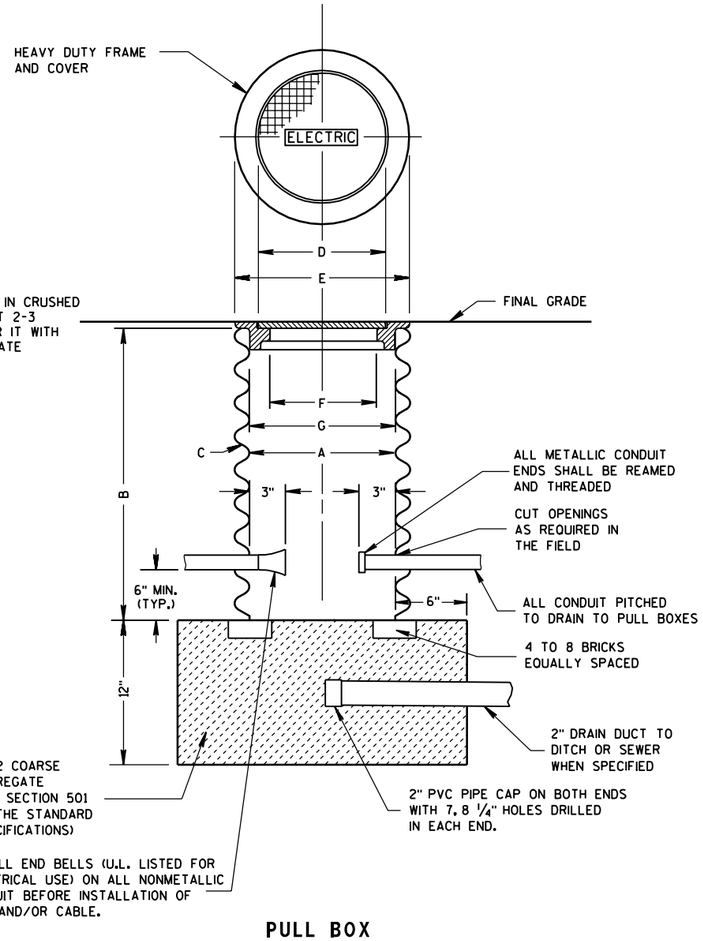


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

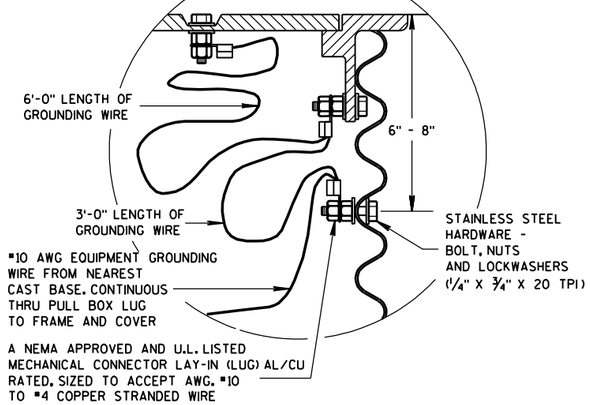


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



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

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

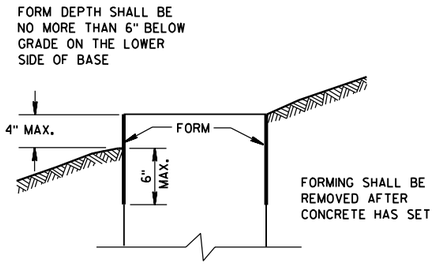
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/27/06 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

6

S.D.D. 9 B 4-9



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

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

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

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2 AND TYPE 5 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-449, OR ASTM A-687 (GRADE 105).

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL PER SECTION 5.17.6.3, AASHTO 2001 4TH EDITION STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

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

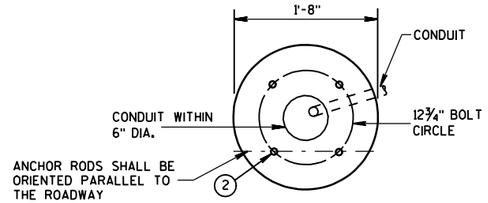
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

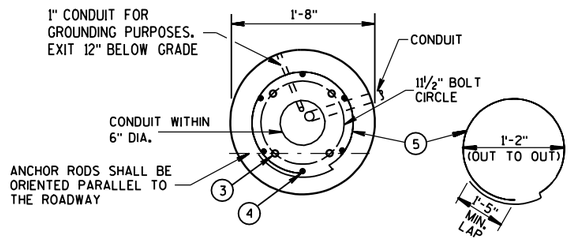
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

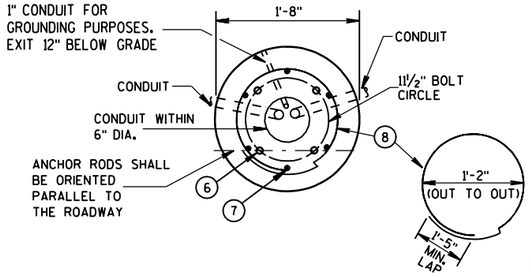
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

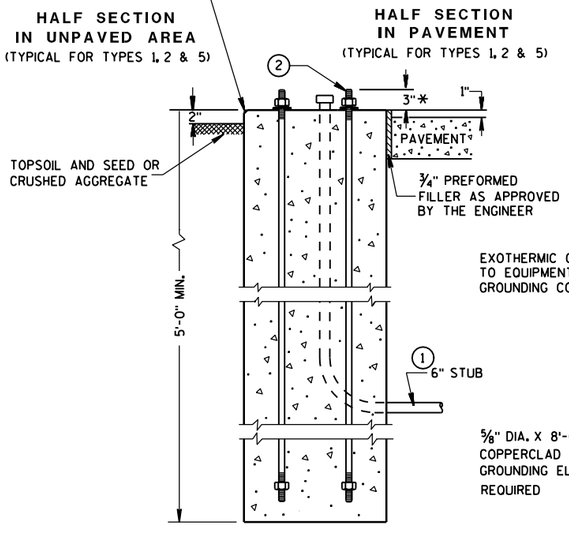




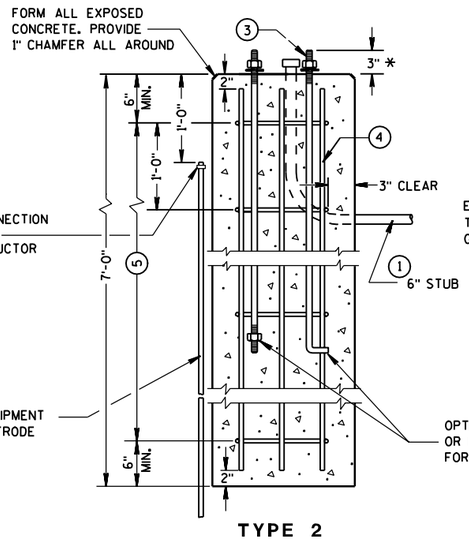


HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2 & 5)

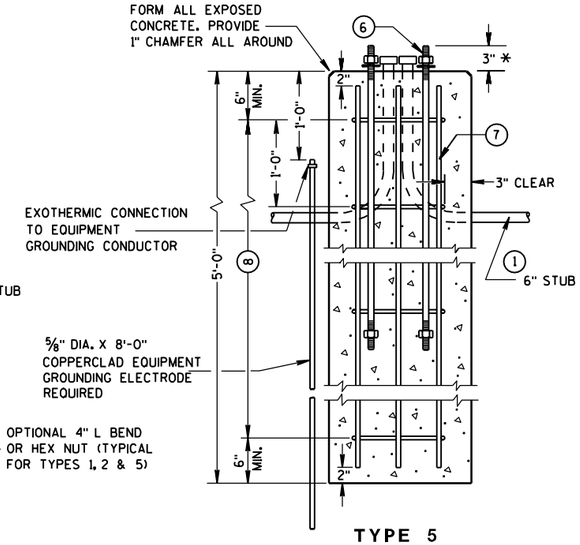
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2 & 5)



TYPE 1



TYPE 2



TYPE 5

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

CONCRETE BASES, TYPES 1, 2 & 5

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/12/05
DATE
FHWA

STATE ELECTRICAL ENGINEER FOR HIGHWAYS

S.D.D. 9 C 2-4

6

S.D.D. 9 C 2-4

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD) HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

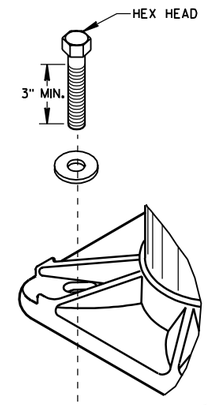
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

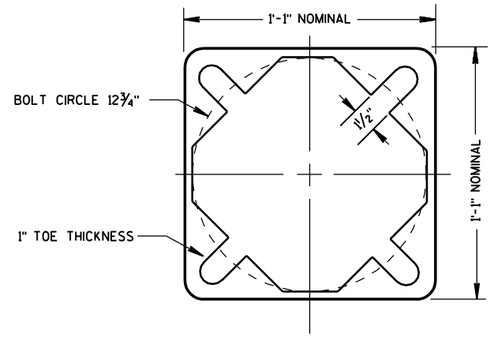
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

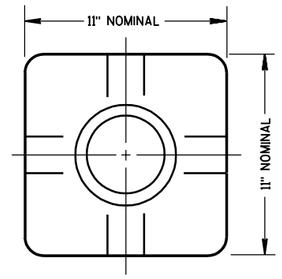
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1½", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

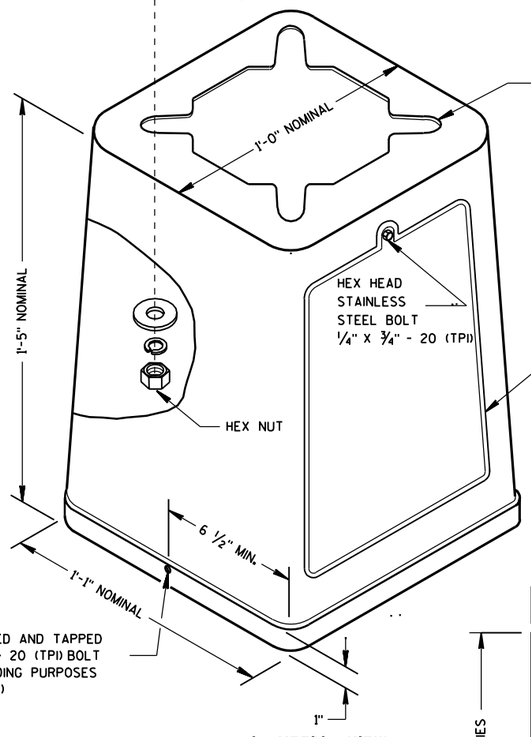




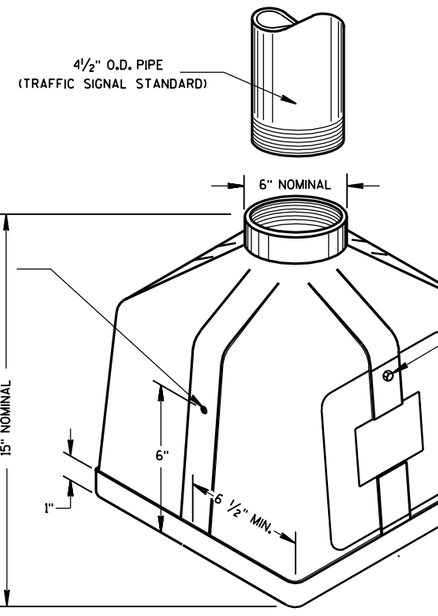
BOTTOM VIEW
(PEDESTAL BASE)



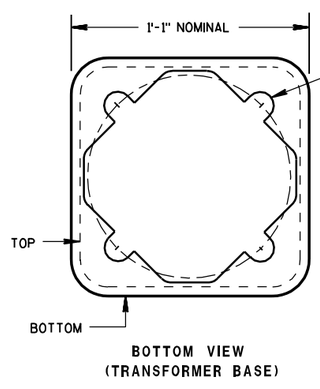
TOP VIEW
(PEDESTAL BASE)



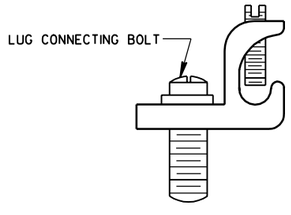
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

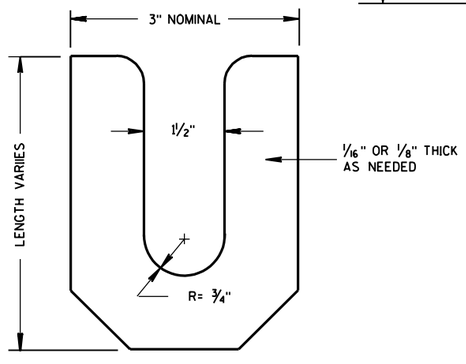


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

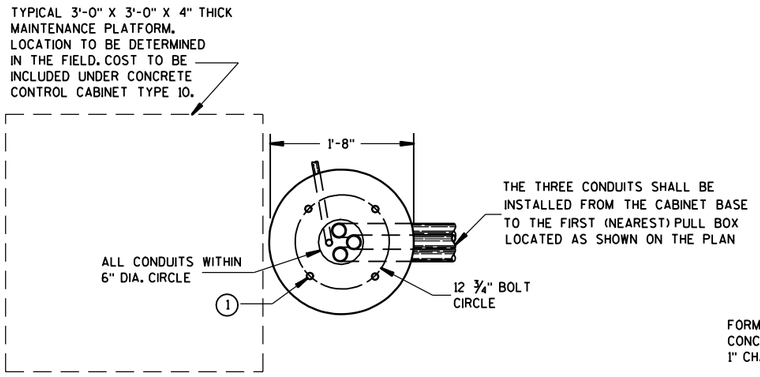
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

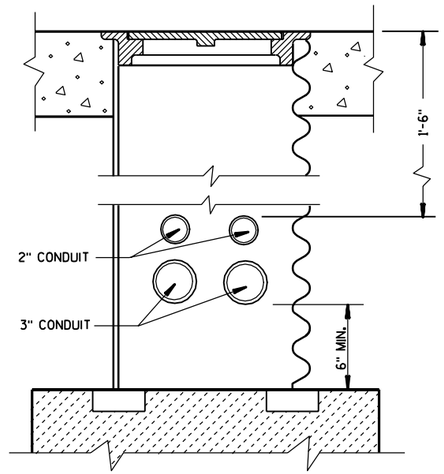
APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

S.D.D. 9 C 3-2

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

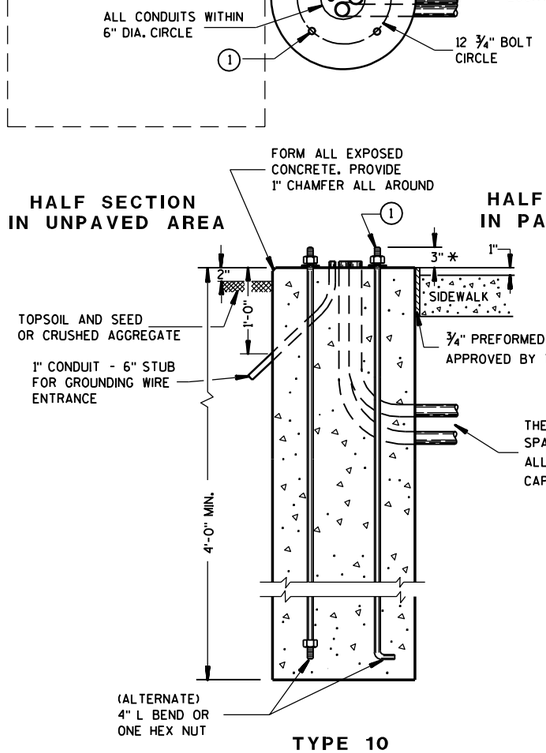
* INCLUDES MAINTENANCE PLATFORM.



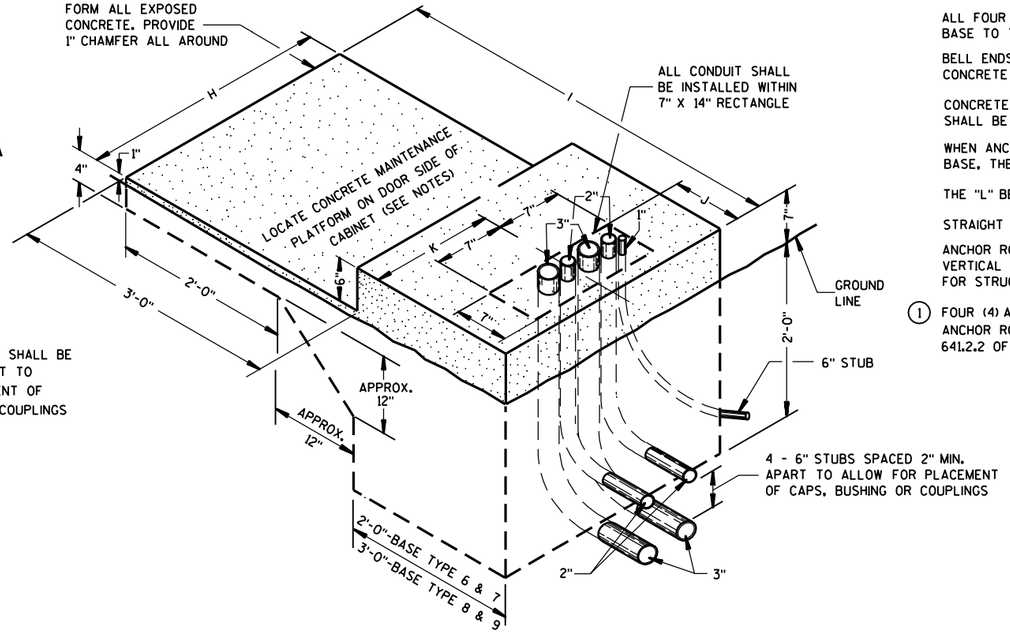


CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)



TYPE 10



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

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

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

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

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

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

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL PER SECTION 5.17.6.3, AASHTO 2001 4TH EDITION STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS.

1 FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6"
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS.

CONCRETE CONTROL CABINET BASES

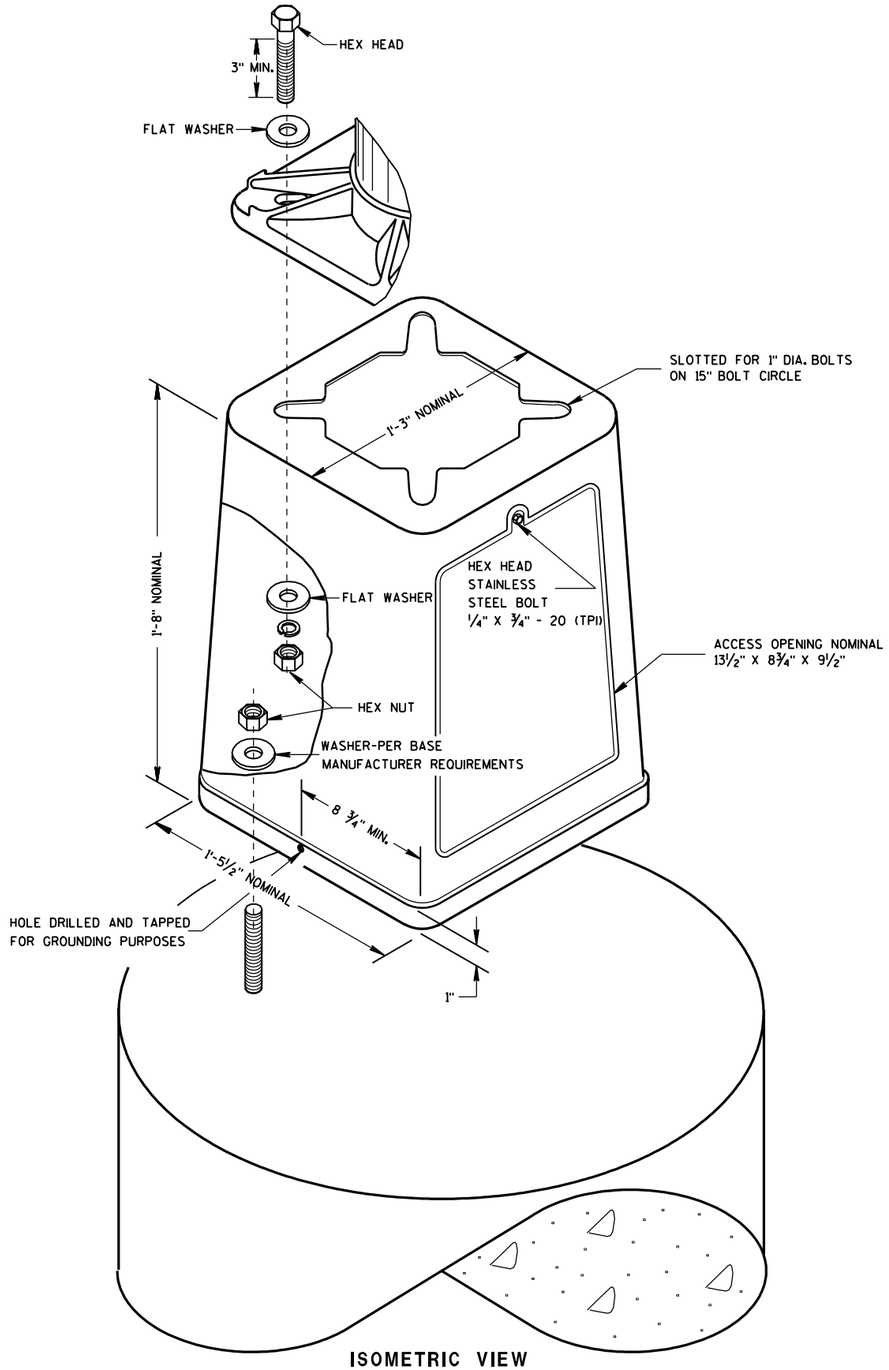
CONCRETE CONTROL CABINET BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
6/7/06 DATE	/S/ Balu Ananthanarayanan STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	

6

S.D.D. 9 C 5-5

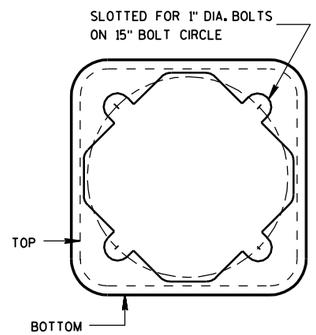
6

S.D.D. 9 C 5-5



ISOMETRIC VIEW

TRANSFORMER BASE



BOTTOM VIEW

GENERAL NOTES

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

BREAKAWAY BASES (WHERE REQUIRED) WILL BE MEASURED AND PAID AS SEPARATE ITEMS OF WORK IN ADDITION TO THE LIGHT POLE.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS, ASTM A-325, (92,000 YIELD), HEAVY HEX NUT AND BE GALVANIZED IN ACCORDANCE WITH ASTM A-153, CLASS C.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIMS SHALL BE SIZED TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

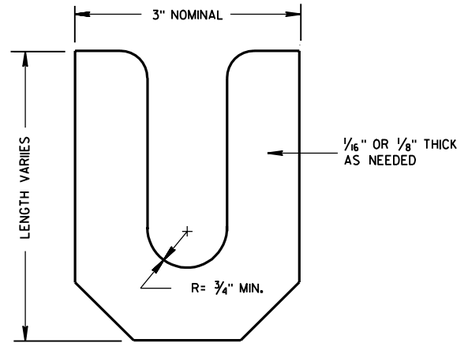
A NEMA APPROVED AND U.L. LISTED MECHANICAL CONNECTOR (LUG) AL/CU RATED AND SIZED TO ACCEPT #10 AWG STRANDED WIRE, SHALL BE FURNISHED AND INSTALLED IN THE TRANSFORMER BASES.

THE MECHANICAL CONNECTOR (GROUNDING LUG) SHALL BE INSTALLED USING THE TAPPED HOLE PROVIDED BY THE MANUFACTURER. THE MOUNTING BOLT HEXHEAD), NUT, WASHER AND LOCK WASHER SHALL BE STAINLESS STEEL, SIZED TO FIT THE THREADING AND HOLE SIZE, AND BE OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

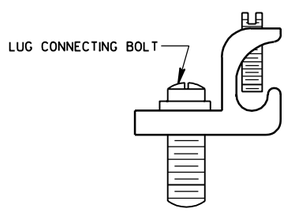
SHOULD A GROUNDING LUG MOUNTING HOLE NOT BE PROVIDED, THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" X 3/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE. IT SHALL BE MOUNTED IN THE SAME LOCATION AS IS SHOWN ON THE DRAWING.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, AND LOCK WASHERS, THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

THE ACCESS DOOR SHALL BE MANUFACTURED OF THE SAME MATERIAL AS THE BASE.



LEVELING SHIM



TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE FOR 15" BOLT CIRCLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/2/07 — DATE

/S/ Balu Ananthanarayanan — CHIEF ELECTRICAL ENGINEER FOR HIGHWAYS

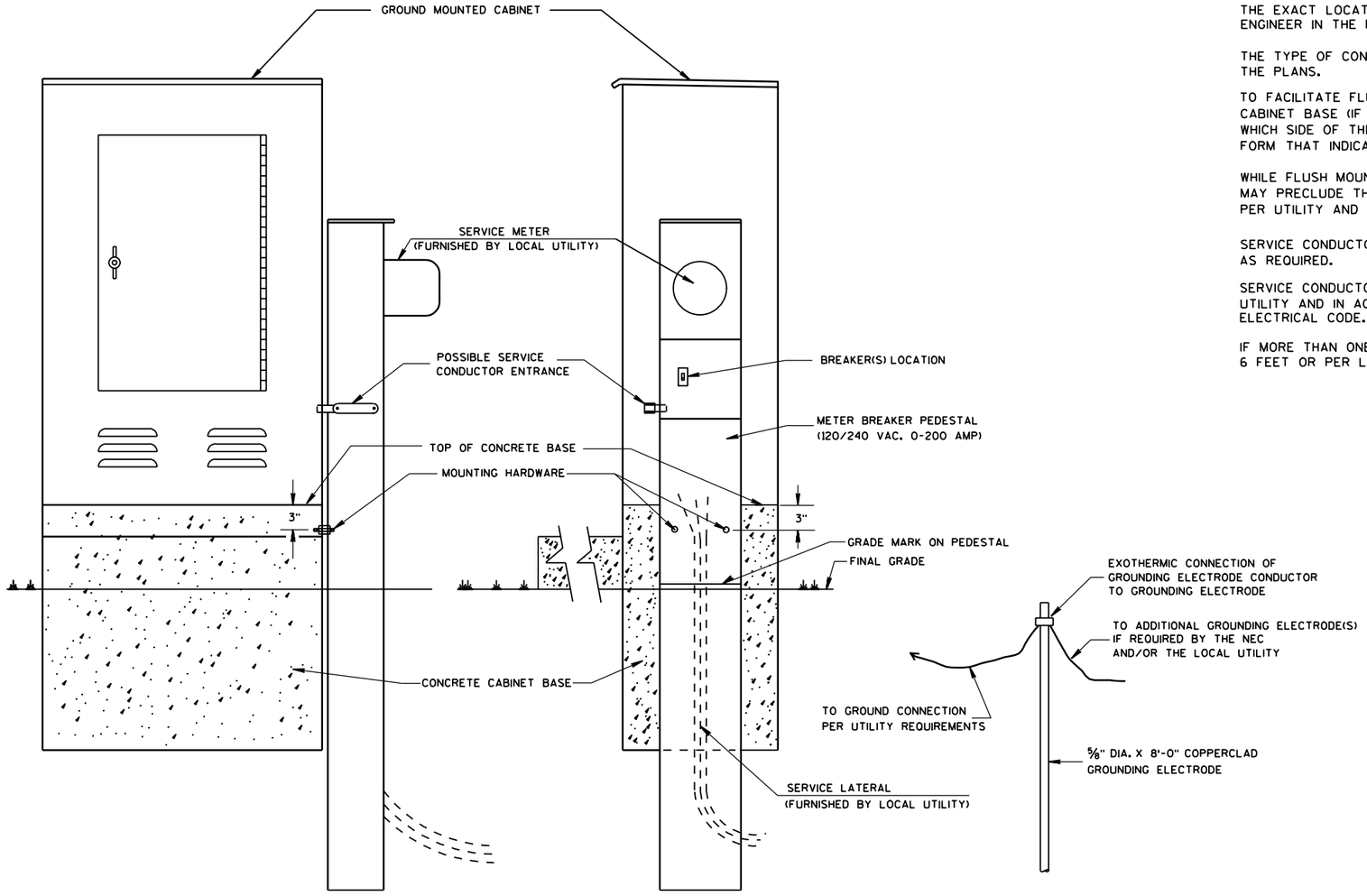
FHWA

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S.D.D. 9 C 10-2

6

S.D.D. 9 C 10-2



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

6

S.D.D. 9 D 1-3

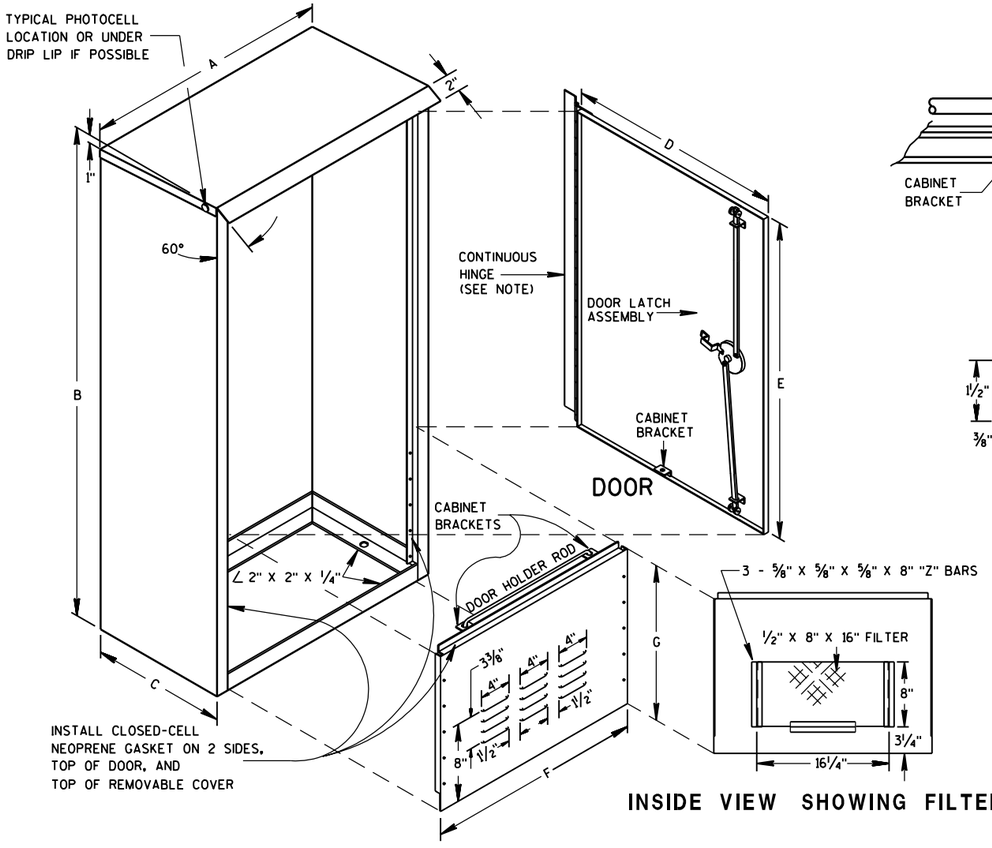
CABINET SERVICE INSTALLATION
(METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/12/05
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

6

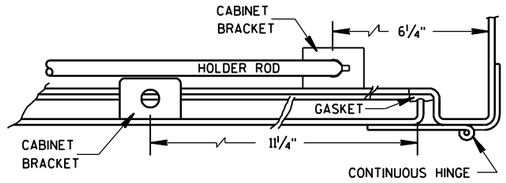
S.D.D. 9 D 1-3



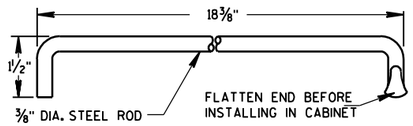
DOOR

REMOVABLE COVER

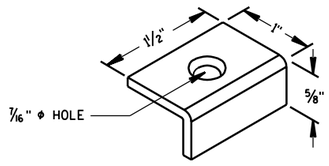
INSIDE VIEW SHOWING FILTER



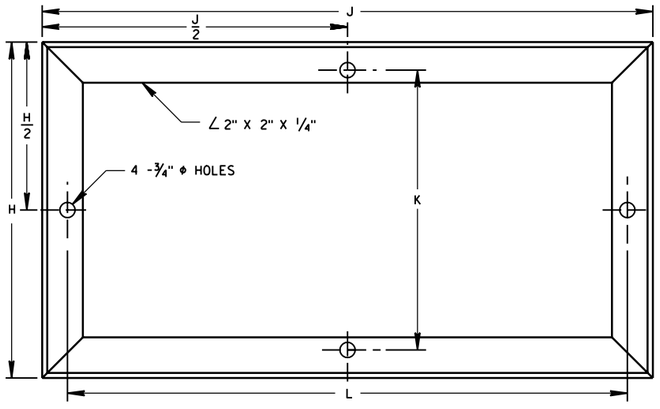
HINGE & DOOR HOLDER



HOLDER ROD



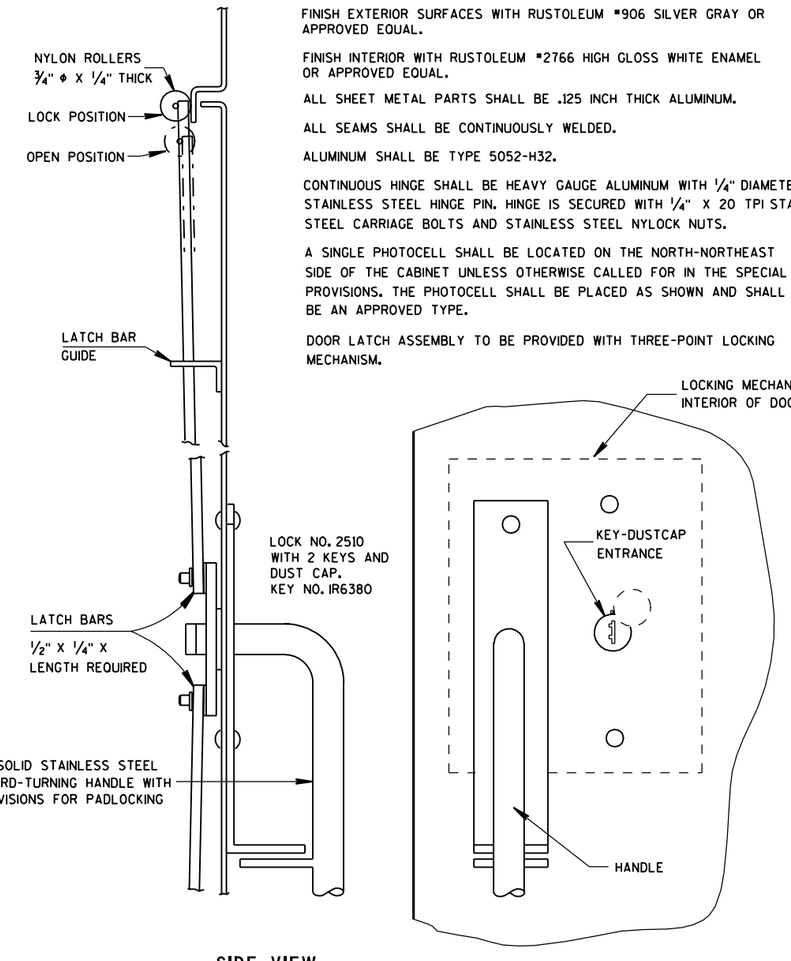
CABINET BRACKET



MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

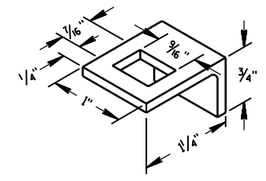
MARK	CABINET TYPE		
	3060	3860	3866
A	30	38	38
B	60	60	66
C	16 1/2	16 1/2	24
D	26 1/2	34 3/4	33 3/4
E	38 3/4	38 3/4	38 3/4
F	26 1/2	34 3/4	33 3/4
G	19	19	25
H	16 1/2	16 1/2	24
H/2	8 1/4	8 1/4	12
J	30	38	38
J/2	15	19	19
K	13 3/4	13 3/4	21 1/4
L	27 1/2	35 1/2	35 1/2



SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY



LATCH BAR GUIDE

GENERAL NOTES

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

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE AN APPROVED TYPE.

DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.

SIGNAL OR LIGHTING CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

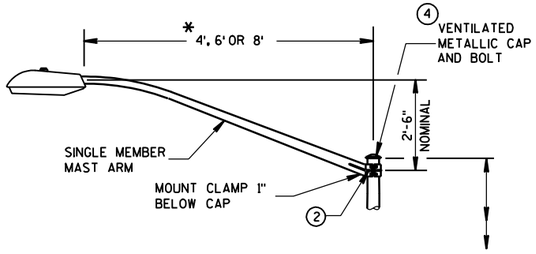
APPROVED
10/21/96
DATE
FHWA

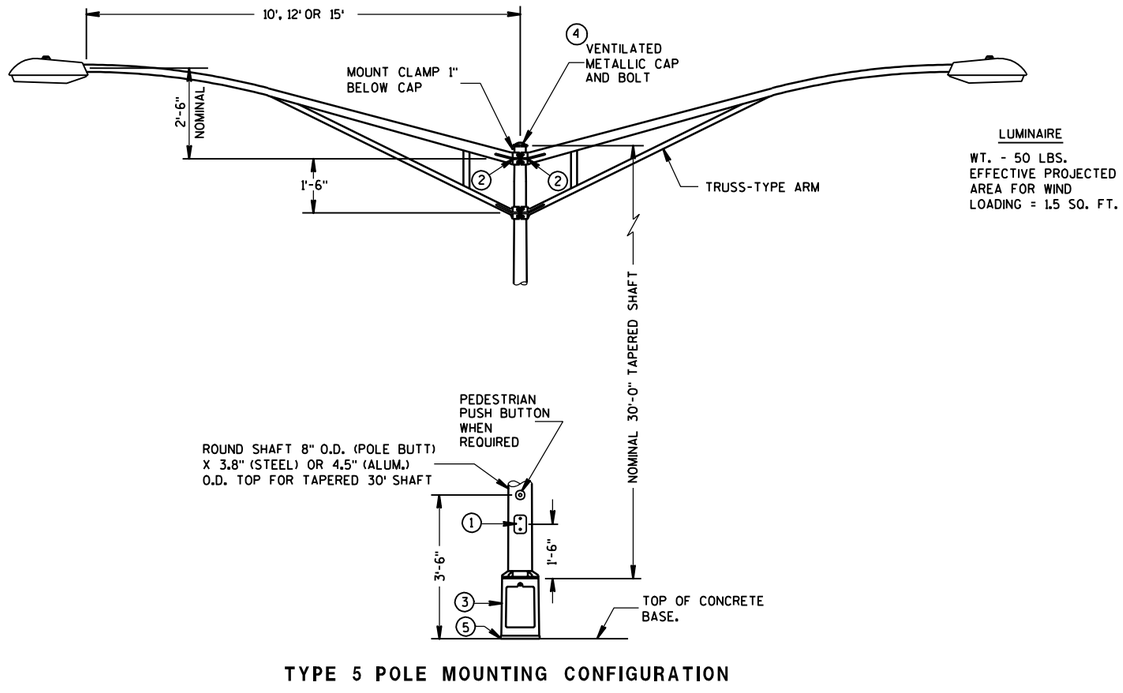
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

6

S.D.D. 9 D 2-2

*RISE FOR 4' ARM SHALL BE 2'-0".

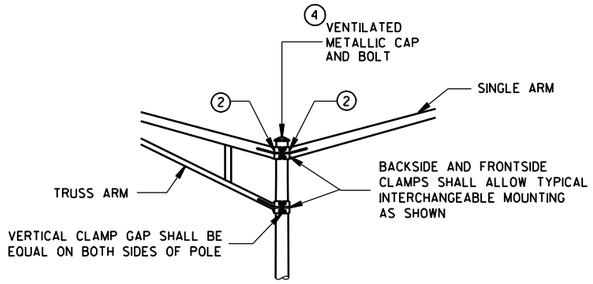




LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

1. 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.
2. GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.
3. CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.
4. FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.
5. SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

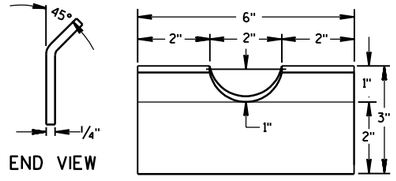
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 9 E 1-6d

6

S.D.D. 9 E 1-6d

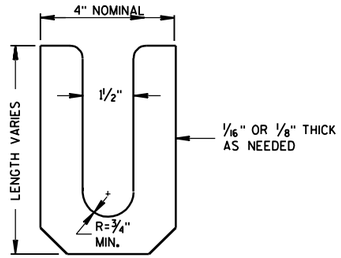


END VIEW

FRONT VIEW

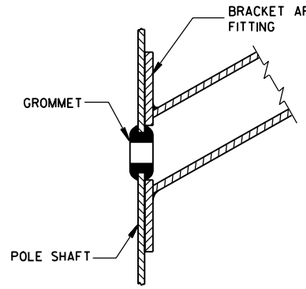
RECTANGULAR CLAMP SHIM

(4 TO A SET)

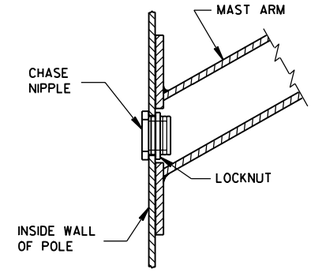


LEVELING SHIM (15)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

(10.) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11.) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

(12.) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13.) OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)

(14.) VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")

SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".

SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".

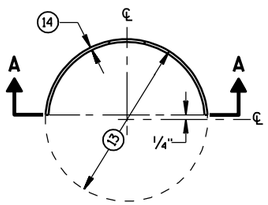
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.

SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.

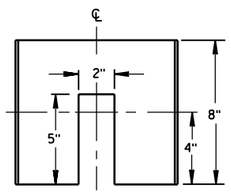
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.

(15.) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



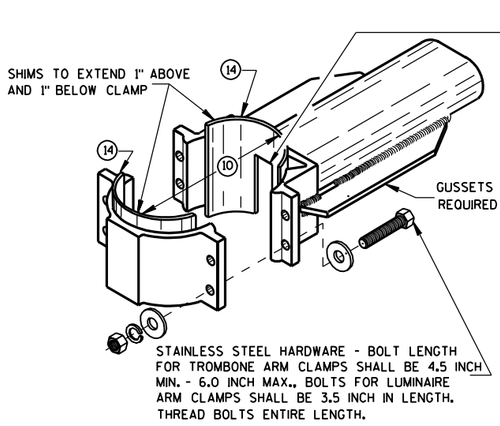
PLAN VIEW



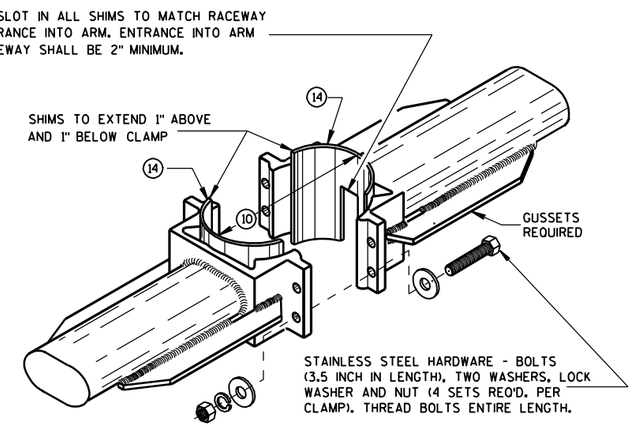
SECTION A-A

CIRCULAR CLAMP SHIM

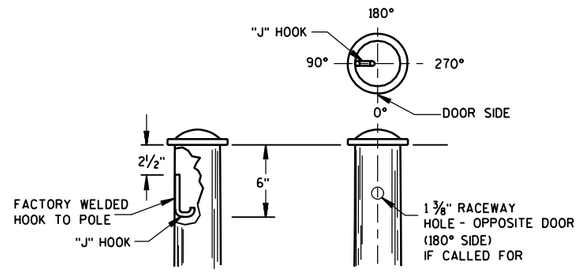
(2 TO A SET)



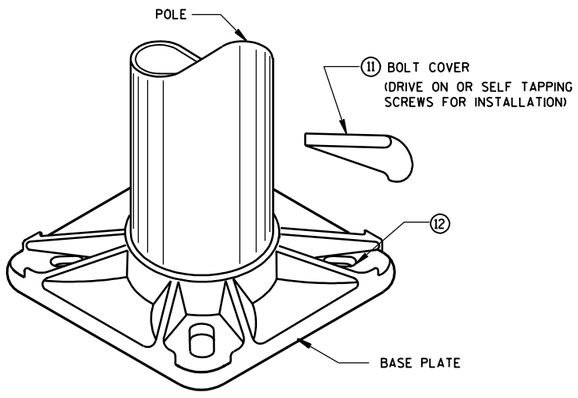
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



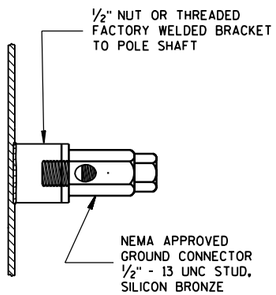
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

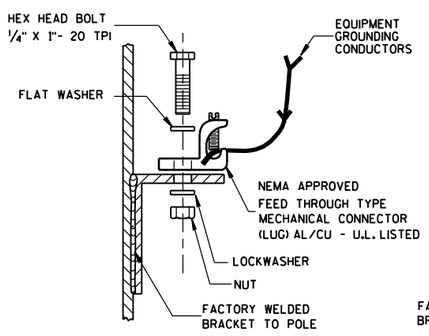


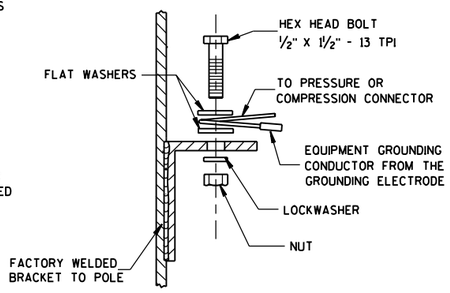
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTINGS

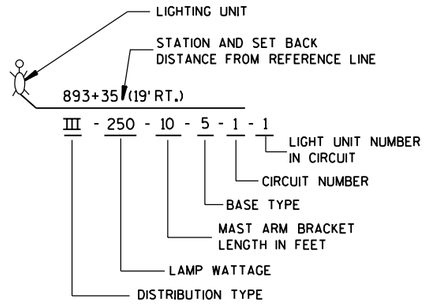
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3/5/01 DATE
FHWA

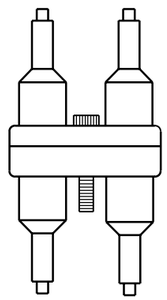
STATE ELECTRICAL ENGINEER FOR HIGHWAYS

6

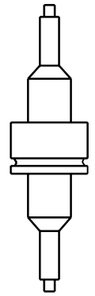
S.D.D. 9 E 1-4g



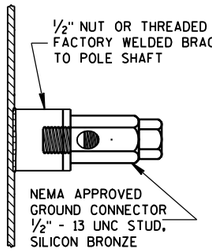
LIGHTING UNIT CODE
(TYPICAL)

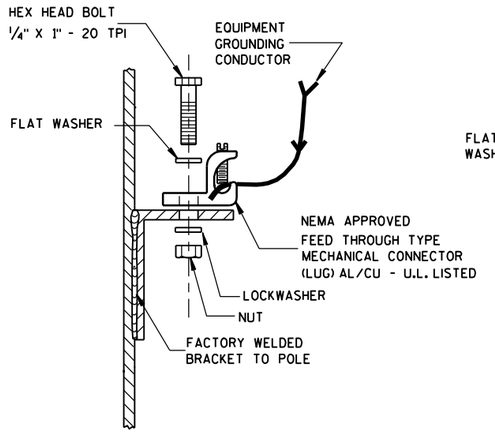


DETAIL "A"
DOUBLE POLE

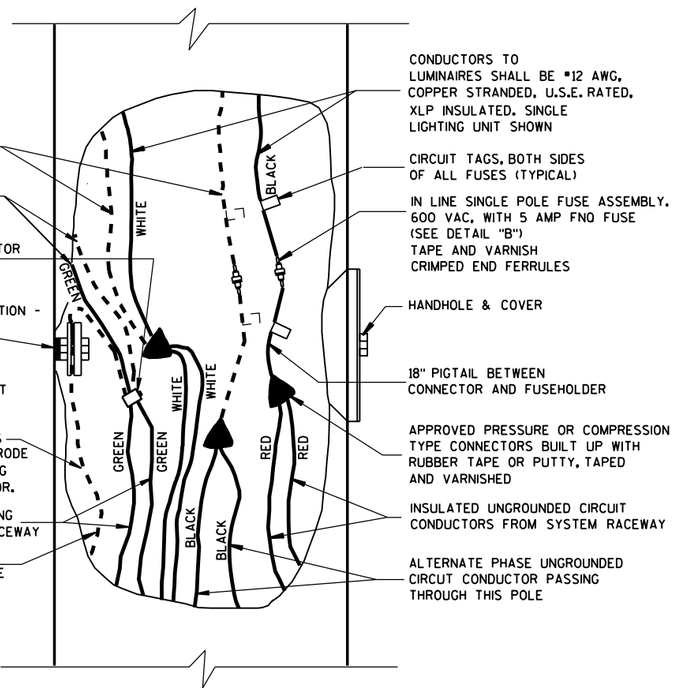


DETAIL "B"
SINGLE POLE

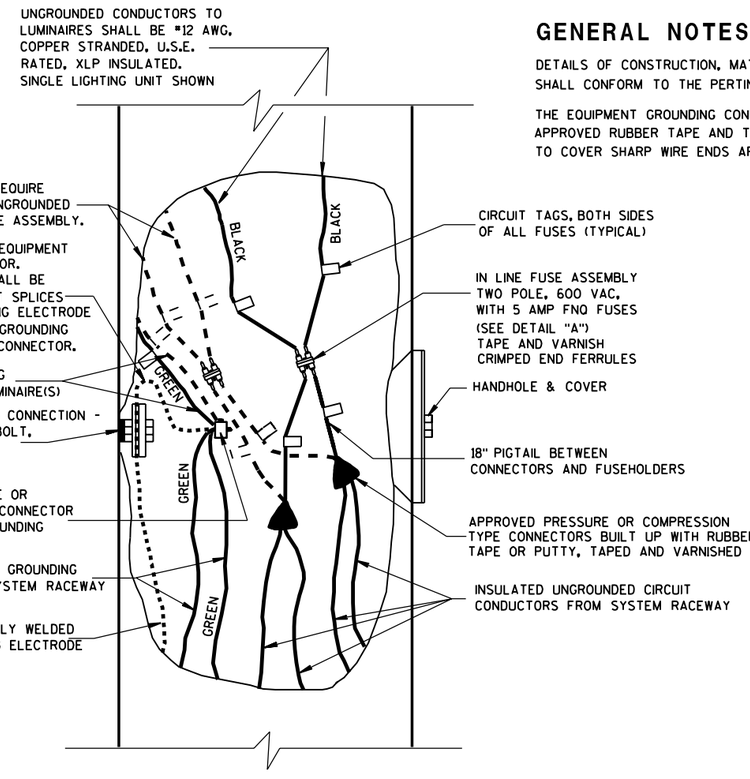




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR)
WITH GROUNDED CONDUCTOR AND
WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS)
WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

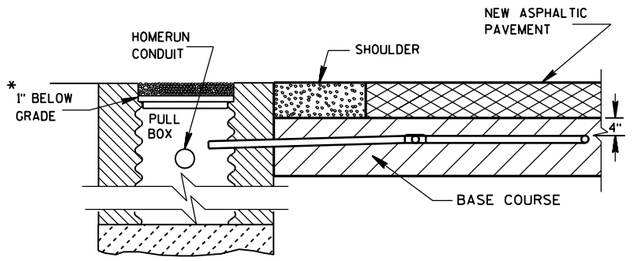
APPROVED
10/21/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

6

S.D.D. 9 E 3-2

6

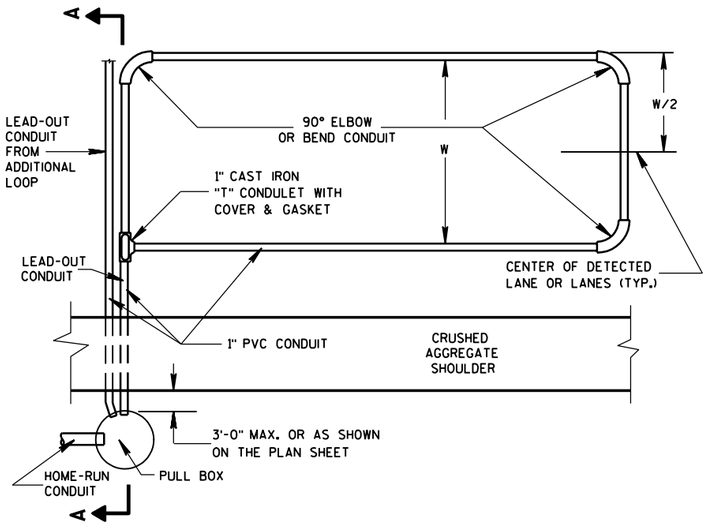
S.D.D. 9 E 3-2



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

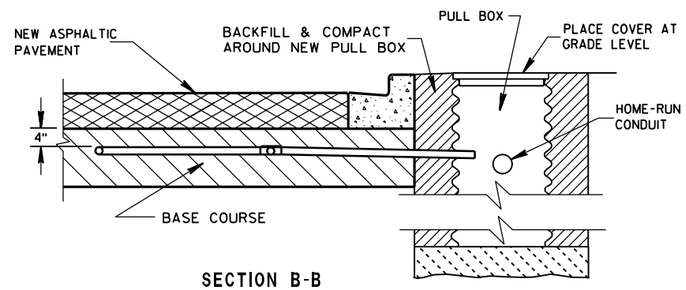
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

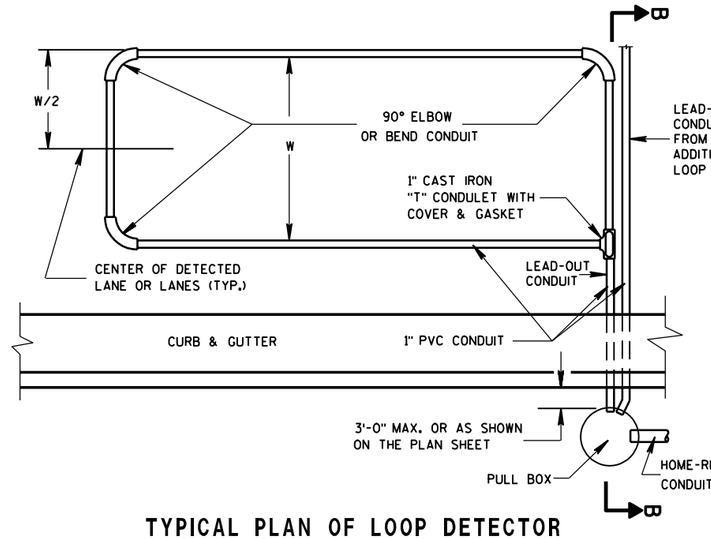
SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

DRIVE A 1½" MAX. PK NAIL INTO THE NEW ASPHALTIC PAVEMENT AND DIRECTLY ABOVE THE CONDULET AFTER THE FINAL LAYER OF NEW ASPHALTIC PAVEMENT IS COMPLETELY INSTALLED, IF REQUIRED BY THE DISTRICT TRAFFIC SECTION.



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

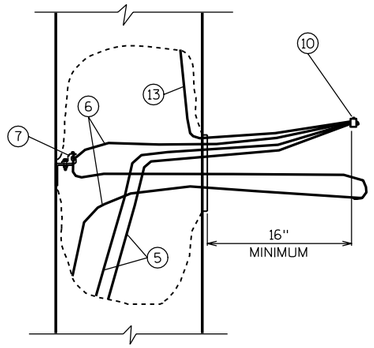
LOOP DETECTOR PLACED
IN CRUSHED AGGREGATE BASE
(NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

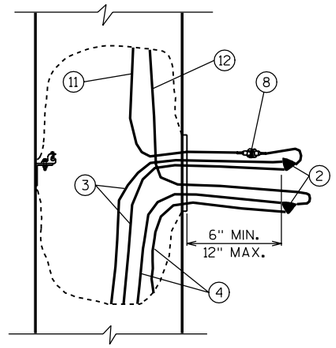
APPROVED
6/7/06 — DATE
/S/ Balu Ananthanarayanan — STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

6

S.D.D. 9 F 8-3

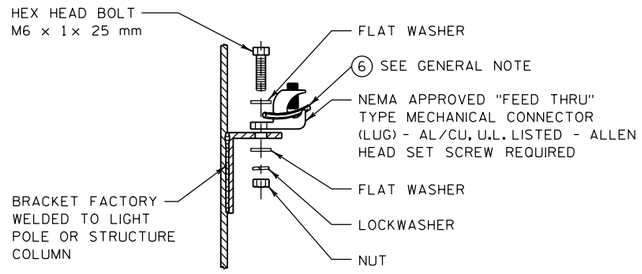


EQUIPMENT GROUNDING
CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK
(AND GROUNDED NEUTRAL SLACK
IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



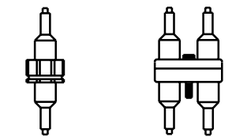
HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



1 POLE (1P)

2 POLE (2P)

FUSE ASSEMBLIES

GENERAL NOTES:

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

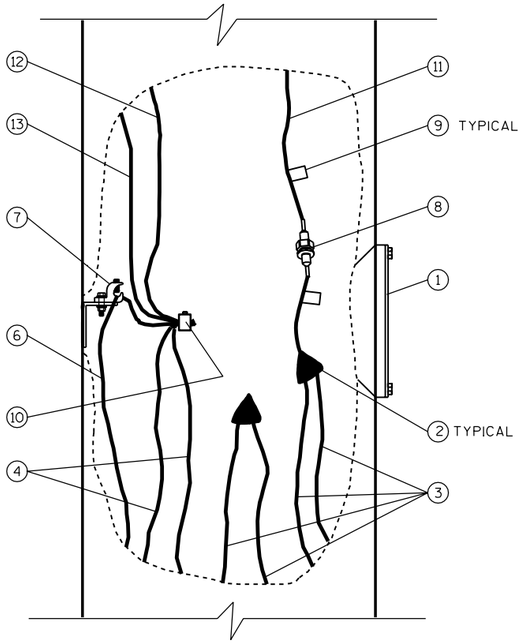
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

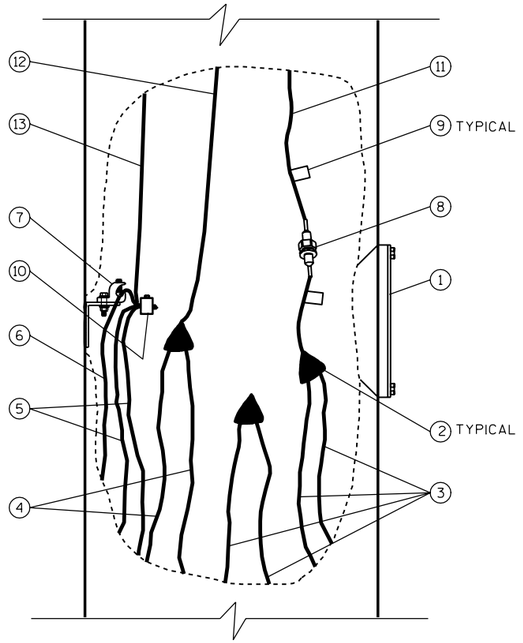
THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

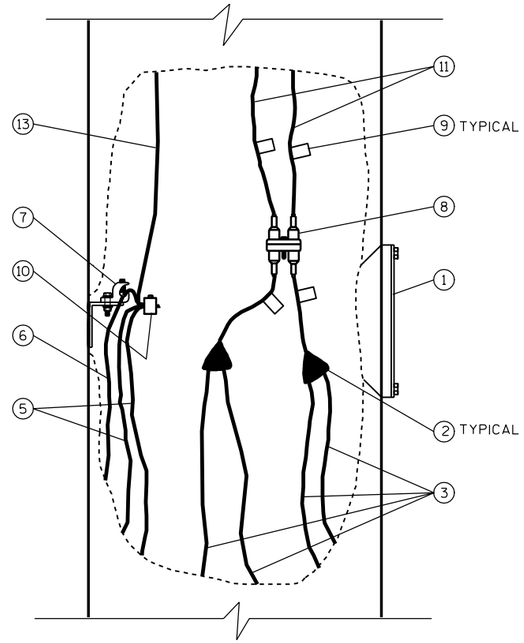
CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



CUTAWAY HAND HOLE DETAIL
GROUNDED NEUTRAL SYSTEMS
1-Φ



CUTAWAY HAND HOLE DETAIL
ISOLATED NEUTRAL SYSTEMS
1-Φ SHOWN; 3-Φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HAND HOLE DETAIL
PHASE-TO-PHASE SYSTEMS
1-Φ SHOWN; 3-Φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

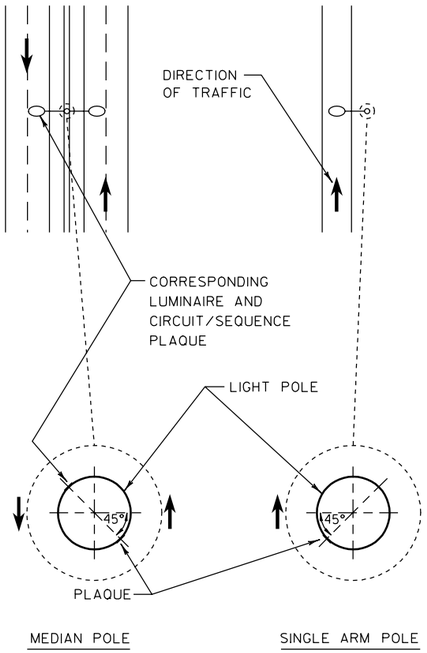
1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/14/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA

REVISION DATE: 11-14-96
IPLOT PEN TABLE: SSOLID.PEN OR BSOLID.PEN
FILE NAME: IOHL2I.DGN
ORIGINATOR: D2 ELECTRICAL OPERATIONS UNIT G.E.



LOCATION OF LIGHT POLE
CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES:

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

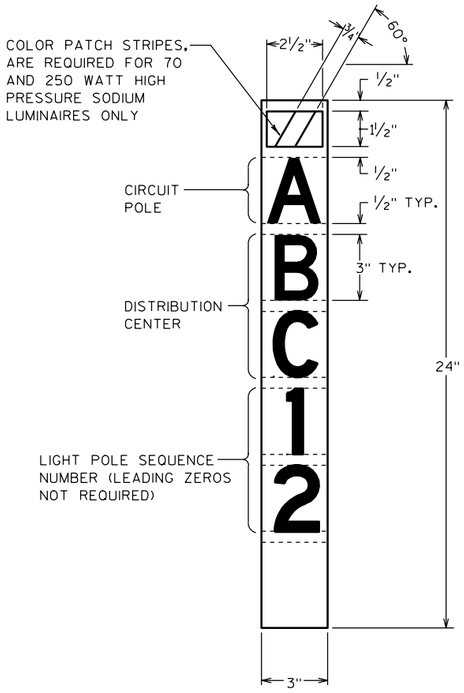
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS LUMINAIRES

1000 WATT - NO PATCH
400 WATT - ORANGE
310 WATT - BLUE
250 WATT - ORANGE WITH WHITE STRIPE
200 WATT - RED
150 WATT - GREEN
100 WATT - BROWN
70 WATT - BROWN WITH WHITE STRIPE



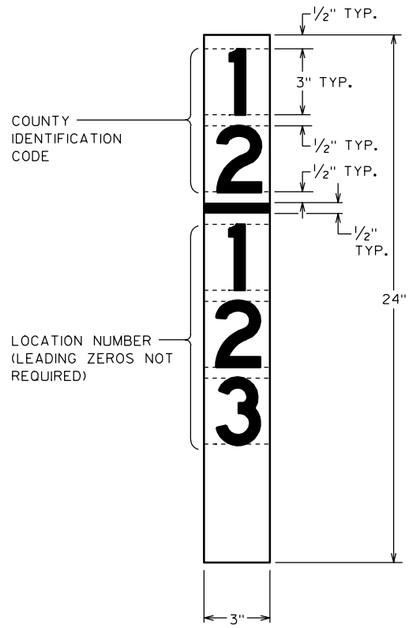
LIGHT POLE CIRCUIT/SEQUENCE
PLAQUE

IDENTIFICATION PLAQUES
LIGHT POLES

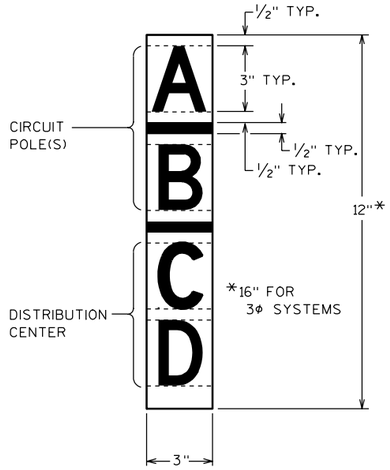
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/14/96
DATE
FHWA

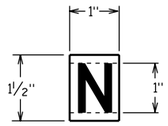
STATE ELECTRICAL ENGINEER FOR HIGHWAYS



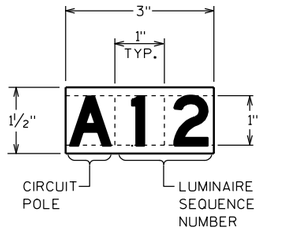
HIGH MAST LIGHT TOWER
STRUCTURE PLAQUE



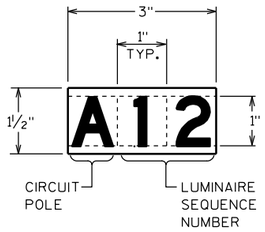
UNDERDECK LIGHTING OR HIGH MAST
LIGHT TOWER CIRCUIT PLAQUE



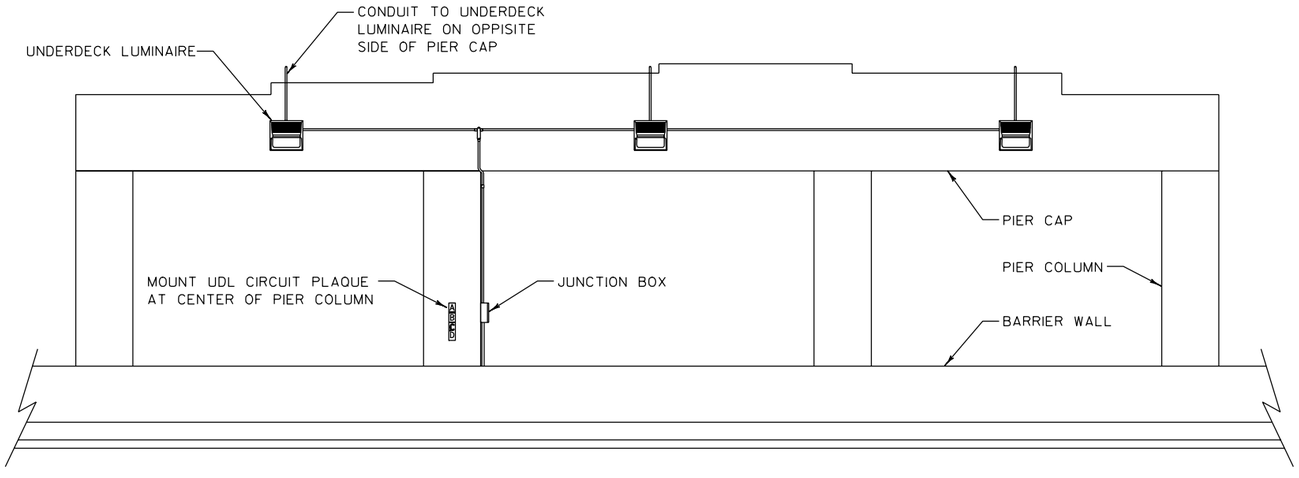
HIGH MAST LIGHT TOWER
NORTH PLAQUE
(MOUNT ON LOWERING RING - INDICATING NORTH
HEADING ^{2} ± 10°^{3} WHEN RING IS RAISED AND LATCHED)



HIGH MAST LIGHT TOWER
LUMINAIRE SEQUENCE PLAQUE
(MOUNT ON LUMINAIRE RING)



UNDER DECK LUMINAIRE
SEQUENCE DECAL
(MOUNT ON LUMINAIRE)



LOCATION OF UNDERDECK LIGHTING
CIRCUIT PLAQUE

GENERAL NOTES:

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

CONCRETE SURFACE - MASONRY ANCHORS

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

PLAQUE MATERIALS:

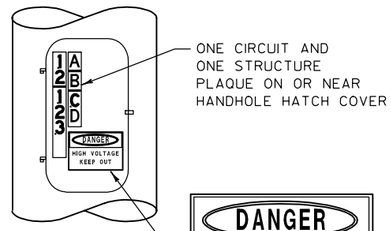
BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.



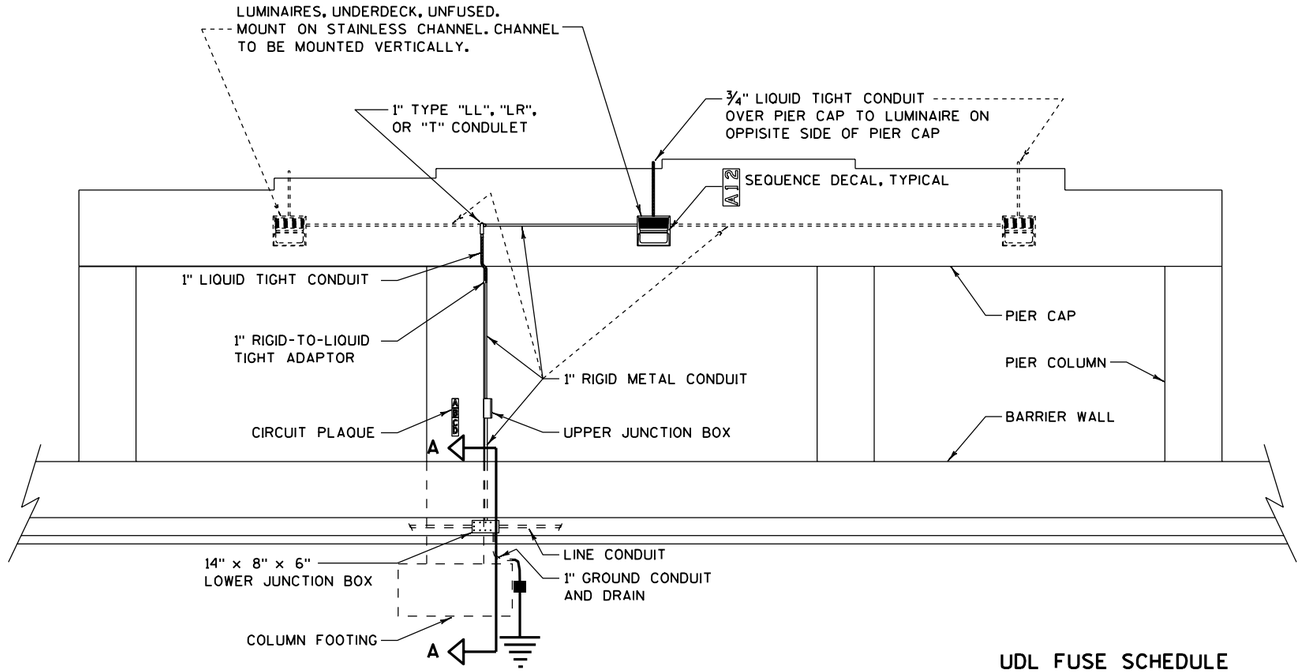
NOTE: NEMA PLAQUE SHOWN ABOVE IS REQUIRED ONLY IN PARK AND RIDE LOTS OR IN OTHER PEDESTRIAN ACCESSIBLE AREAS.

LOCATION OF HIGH MAST LIGHT TOWER
STRUCTURE PLAQUE AND CIRCUIT PLAQUE

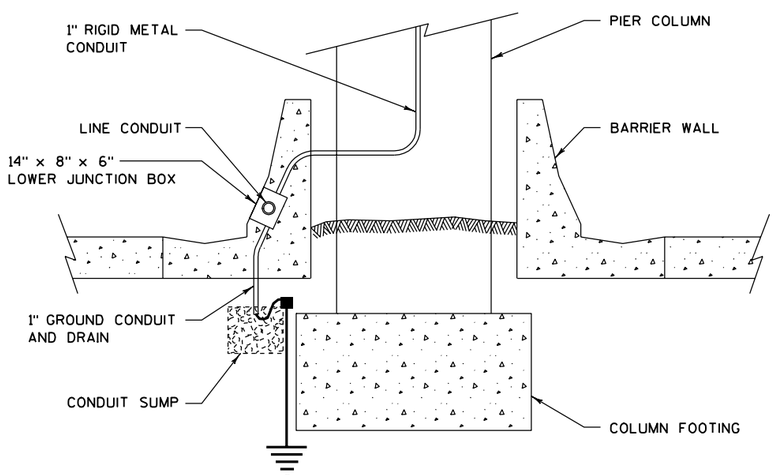
IDENTIFICATION PLAQUES
UNDERDECK AND HIGH MAST LIGHTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/14/96
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA



TYPICAL UNDERDECK
LIGHTING INSTALLATION



SECTION "A-A"

UDL FUSE SCHEDULE

LINE VOLTAGE φ-GROUND	TOP JUNCTION BOX FUSES
120VAC	5 A
208VAC	5 A
240VAC	5 A
480VAC	3 A

GENERAL NOTES:

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

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING, SUBSTITUTING THE LOWER JUNCTION BOX FOR THE HANDHOLE SHOWN IN THAT DETAIL.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE LUG OF THE LOWER JUNCTION BOX TO THE SPLICE.

THE PLANS WILL SHOW WHICH CIRCUIT LEGS(S) ARE CONNECTED TO EACH INSTALLATION AND THE REQUIRED NUMBER OF LUMINAIRES.

THE UPPER JUNCTION BOX (FOR FUSE ASSEMBLIES) SHALL CONFORM TO THE APPLICABLE PROVISIONS OF SECTION 653.2.2 OF THE STANDARD SPECIFICATIONS; SHALL BE SUITABLE FOR SURFACE MOUNTING WITH EXTERNAL MOUNTING LUGS; AND SHALL HAVE A HINGED COVER, WING-NUT FASTENERS, AND PADLOCK HASP. ALL HARDWARE SHALL BE STAINLESS STEEL. FURNISH O-Z/GEDNEY YW-120603, SPRING CITY HC-12-06-04, CROUSE-HINDS WTB-120604, OR APPROVED EQUAL.

MEDIAN CONFIGURATIONS VARY; NOT ALL CASES CAN BE SHOWN IN THIS DETAIL.

WIRING FOR THE FIRST LUMINAIRE PAIR IS SHOWN IN SOLID LINES. WIRING FOR ADDITIONAL LUMINAIRE PAIRS, WHERE REQUIRED, IS SHOWN IN DOTTED LINES.

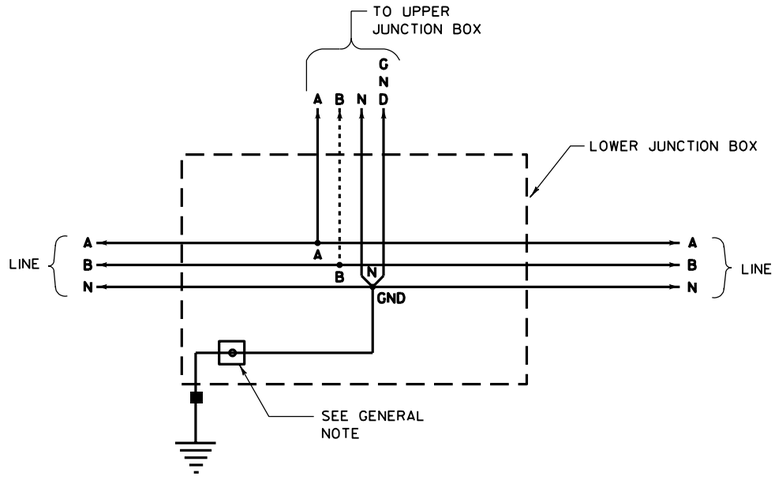
LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
φ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	UNFUSED LUMINAIRE
	SINGLE POLE (1P) FUSE ASSEMBLY
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD

ELECTRICAL DETAILS
UNDERDECK LIGHTING

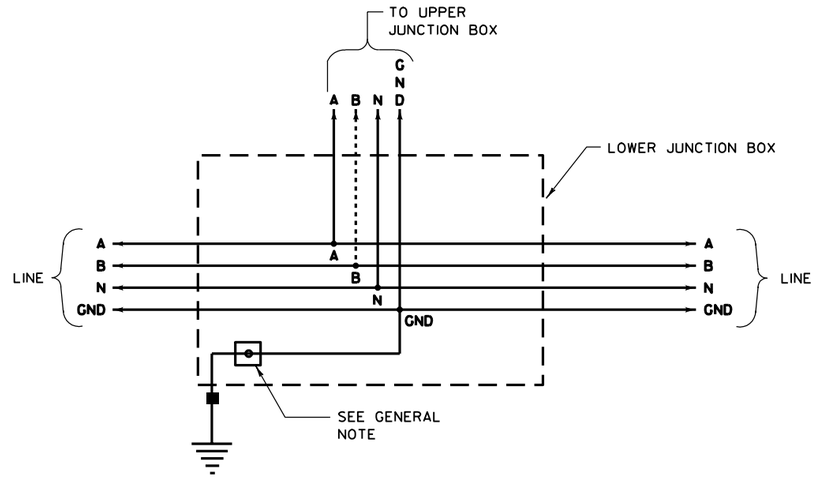
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 10 HL 15-20



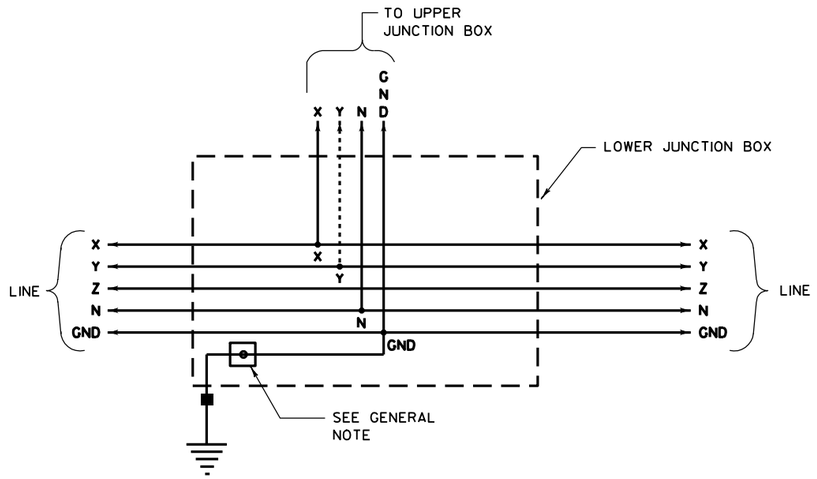
TYPICAL WIRING DIAGRAM, LOWER JUNCTION BOX

GROUNDED NEUTRAL SYSTEM
1-Φ 240/480VAC OR 3 WIRE OR 480VAC 2 WIRE



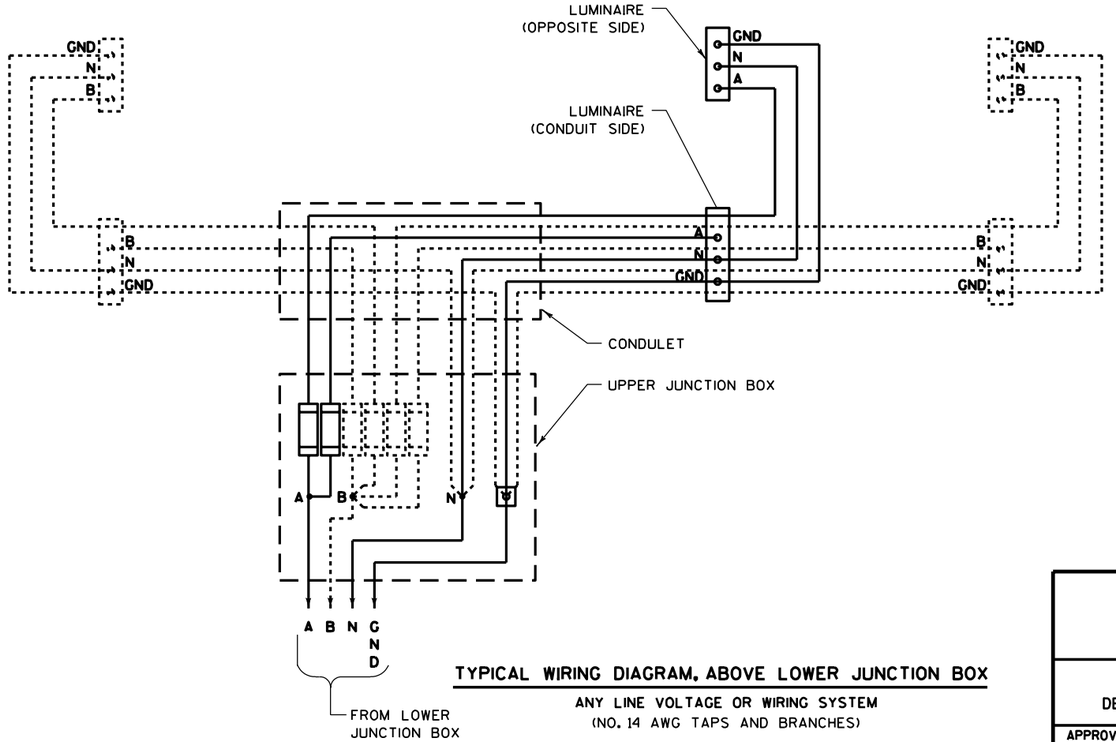
TYPICAL WIRING DIAGRAM, LOWER JUNCTION BOX

ISOLATED NEUTRAL SYSTEM
1-Φ 120/240VAC OR 240/480VAC 3 WIRE



TYPICAL WIRING DIAGRAM, LOWER JUNCTION BOX

ISOLATED NEUTRAL SYSTEM
3-Φ 208Y/120VAC OR 480Y/277VAC 4 WIRE



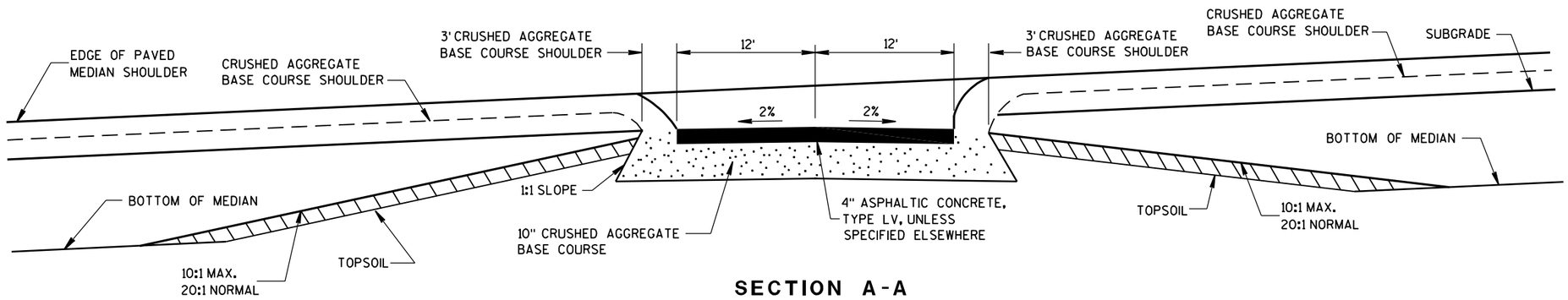
TYPICAL WIRING DIAGRAM, ABOVE LOWER JUNCTION BOX

ANY LINE VOLTAGE OR WIRING SYSTEM
(NO. 14 AWG TAPS AND BRANCHES)

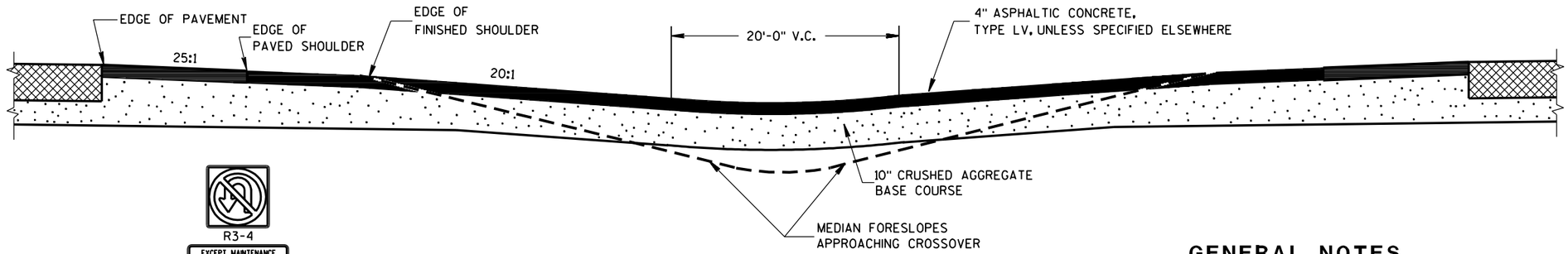
ELECTRICAL DETAILS
UNDERDECK LIGHTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

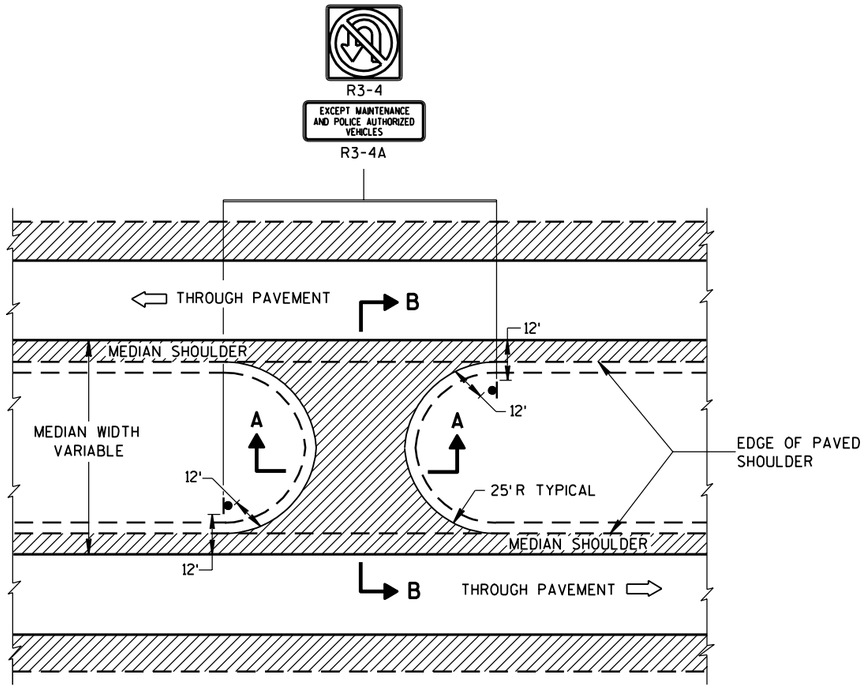
APPROVED
11/08/01
DATE
STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA



SECTION A-A



SECTION B-B



PLAN VIEW

GENERAL NOTES

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

INSTALL SIGNS R3-4 AND R3-4A IN LOCATION SHOWN.

SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/6/98
DATE
FHWA

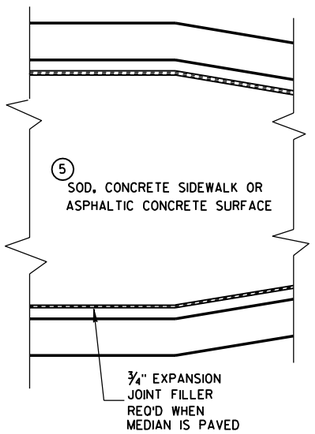
CHIEF ROADWAY DEVELOPMENT ENGINEER

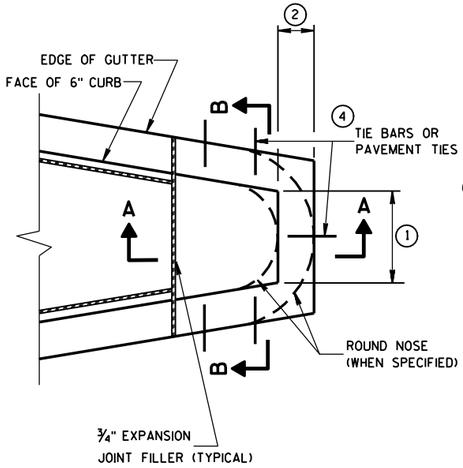
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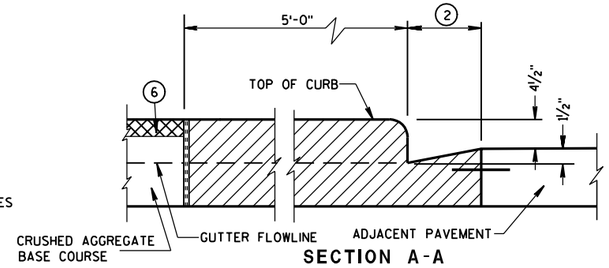
S.D.D. 11A 1-3

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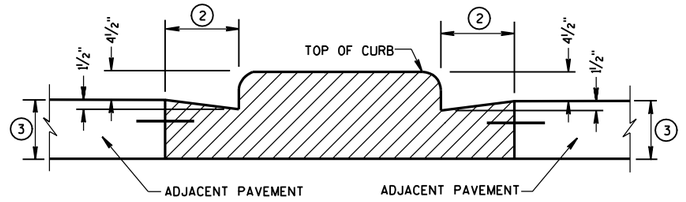
S.D.D. 11A 1-3







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

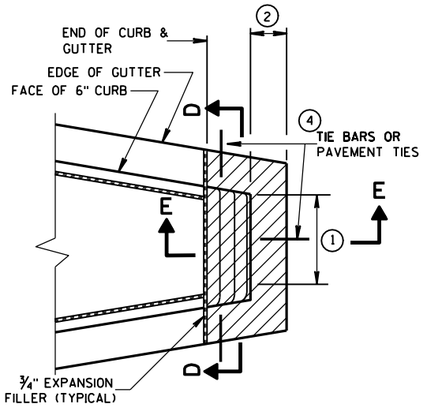
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

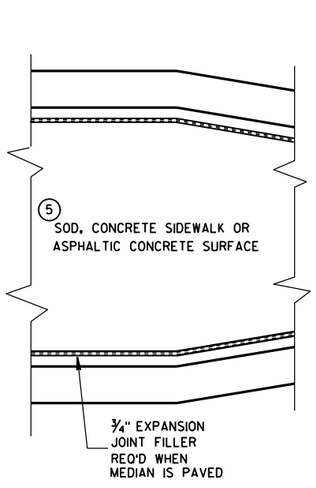
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

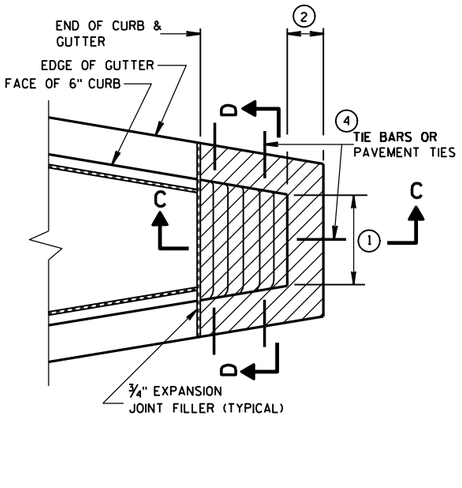
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

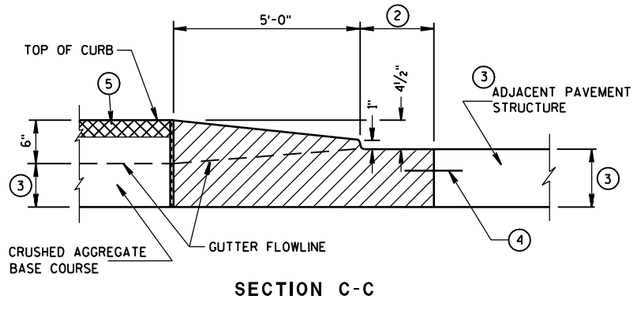
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



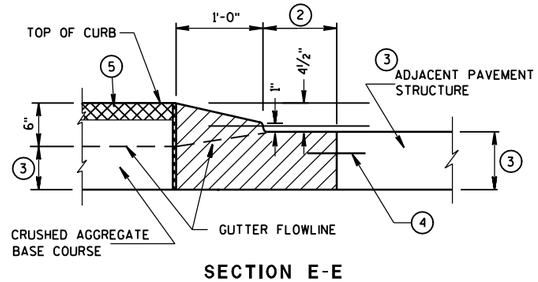




CONCRETE MEDIAN SLOPED NOSE TYPE 1

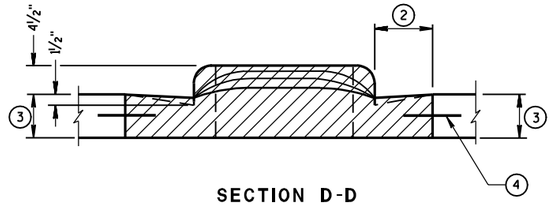


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

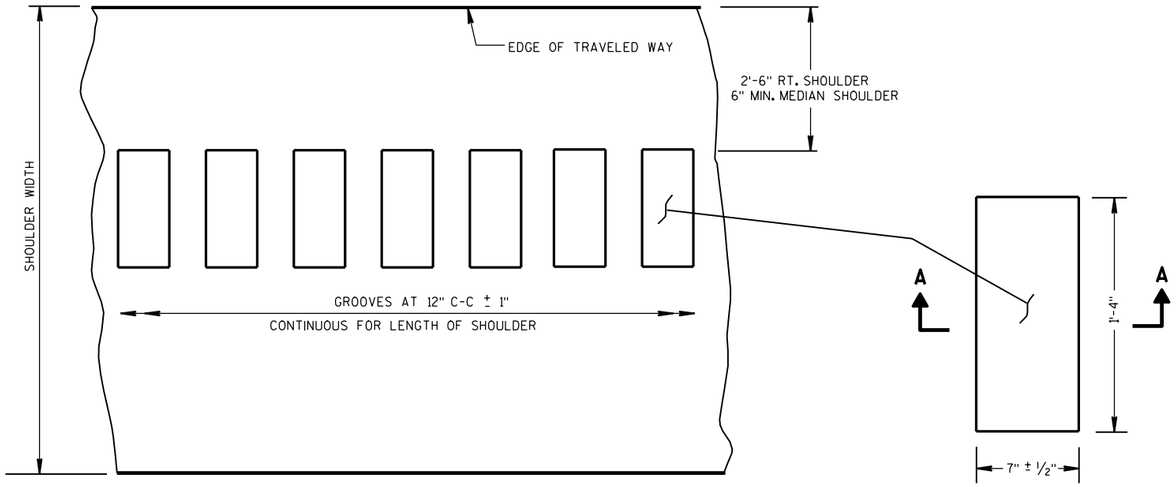
APPROVED
6/8/06
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 11B 2-2

6

S.D.D. 11B 2-2



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

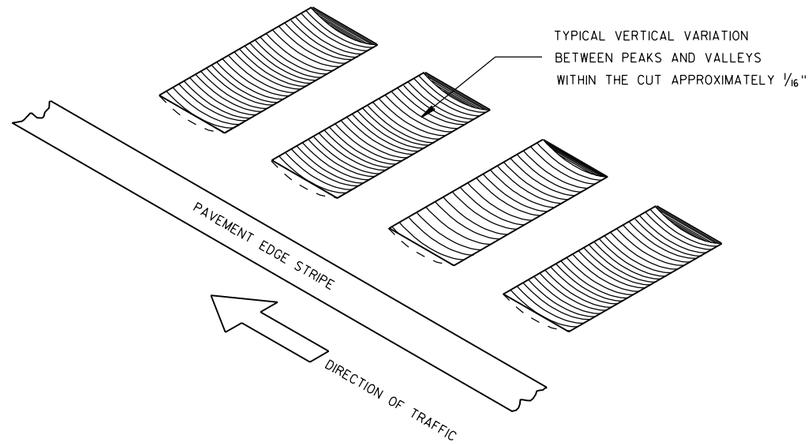
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

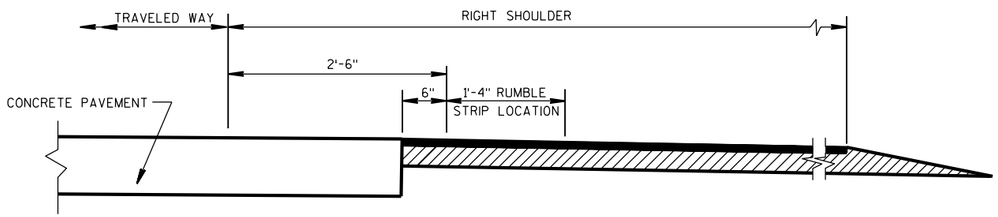
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

RUMBLE STRIPS ON EXPRESSWAYS
DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES OR TURN LANE TAPERS. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

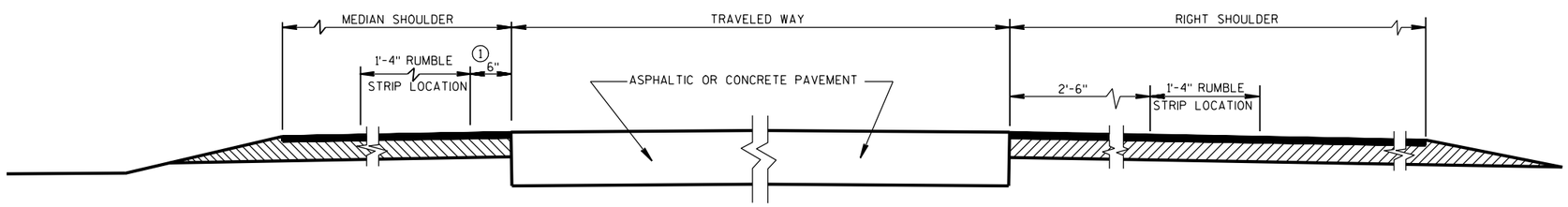
(1) 2'-6" FOR MEDIAN SHOULDERS THAT HAVE A PAVED WIDTH OF 5'-0" OR MORE.



ISOMETRIC



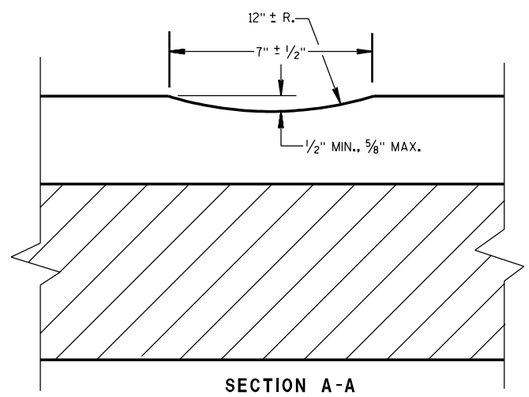
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF ASPHALTIC SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

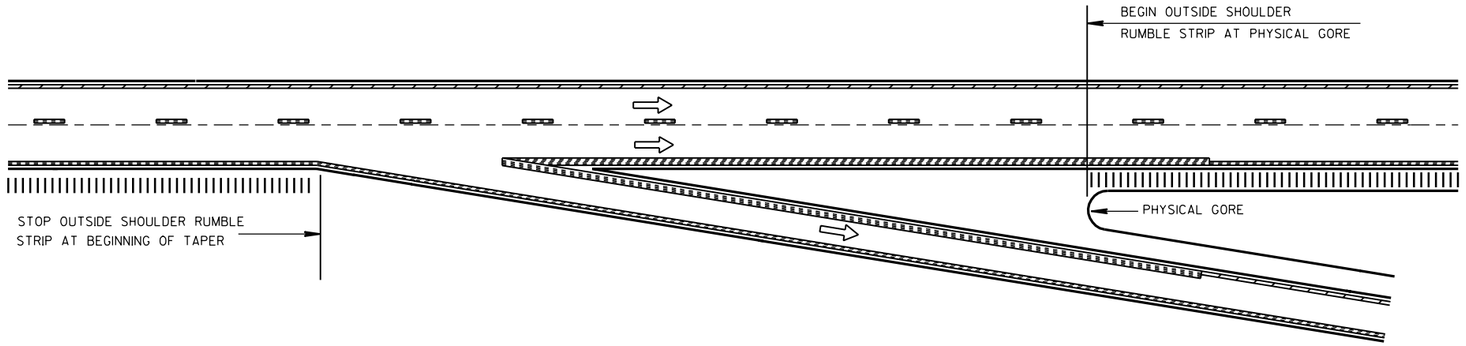
ASPHALTIC SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 13 A 5-30

6

S.D.D. 13 A 5-30



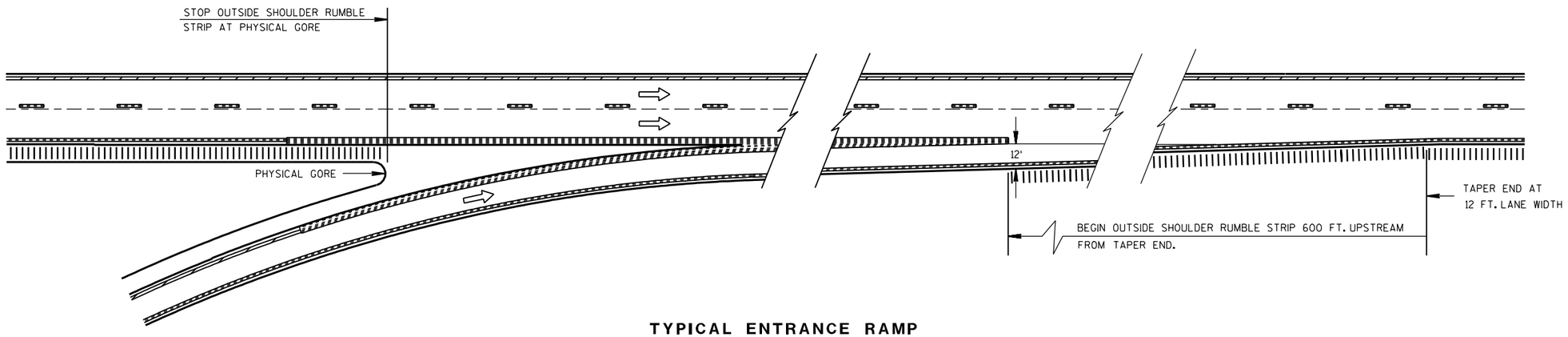
TYPICAL EXIT RAMP

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AS SHOWN.

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.



TYPICAL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

ASPHALTIC SHOULDER
RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

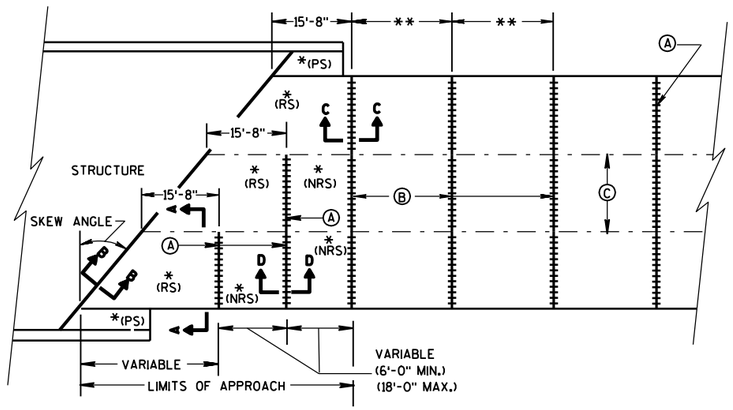
APPROVED
10/1/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

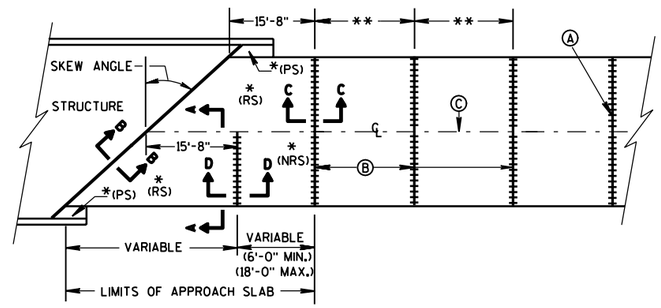
S.D.D. 13 A 5-3b

6

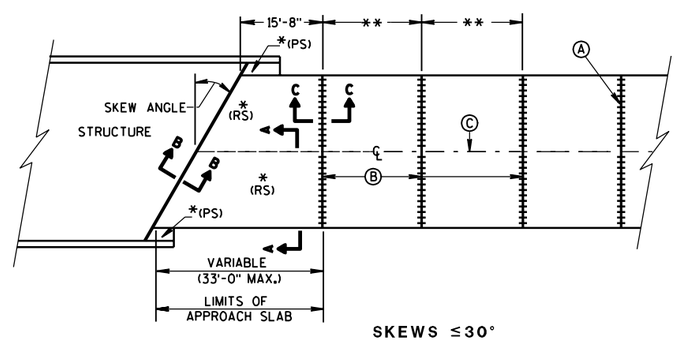
S.D.D. 13 A 5-3b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >30°
(PAVEMENT WIDTH ≤ 30')



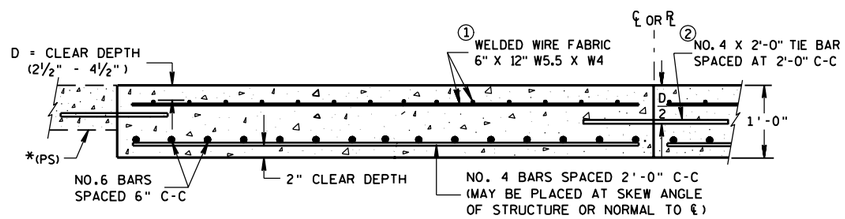
SKEWS ≤30°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

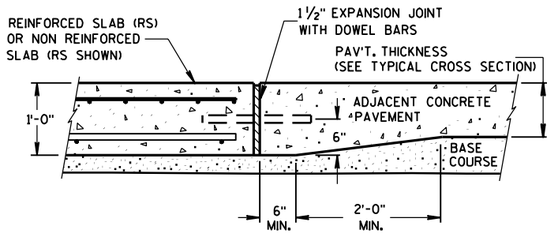
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER: CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN (SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

**STANDARD TRANSVERSE JOINT SPACING (SEE SDD 13C4, SDD 13C11, & SDD 13C13)

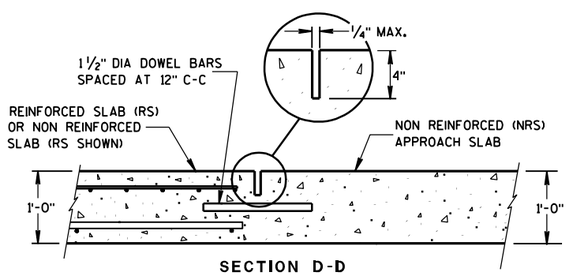
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
(B) 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄
(C) STANDARD LONGITUDINAL JOINT AND TIE BARS.



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

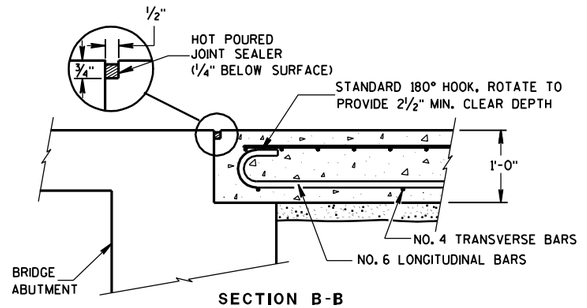
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

DOWEL BARS ARE NOT REQUIRED WHEN THE APPROACH SLAB ABUTS AN ASPHALT PAVEMENT OVER BASE COURSE.

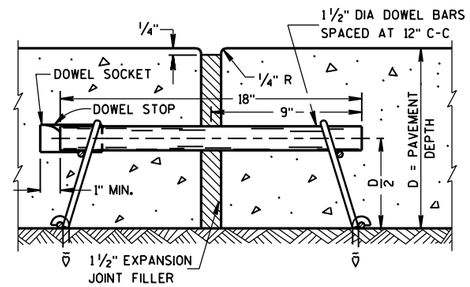
SPLICING OF NO. 6 BARS IN THE APPROACH SLAB IS PERMITTED FOR SKEWED STRUCTURES ONLY. SPLICES SHALL BE STAGGERED, WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP SHALL BE 20 INCHS.

① NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS MAY BE USED FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② TIE BARS BETWEEN REINFORCED SLABS MAY BE OMITTED WHERE SLAB REINFORCEMENT EXTEND ACCROSS THE CENTERLINE OR REFERENCE LINE.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

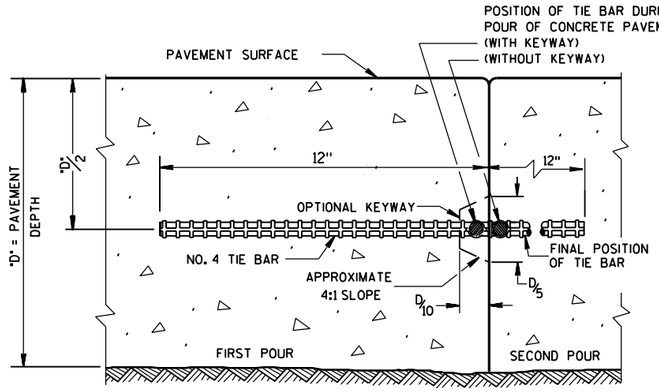
APPROVED
3/21/07 — DATE
/S/ Steven W. Krebs — CHIEF MATERIALS MANAGEMENT ENGINEER
FHWA

6

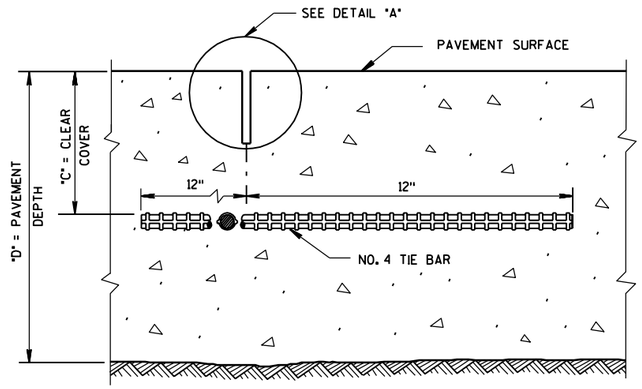
S.D.D. 13 B 2-5

6

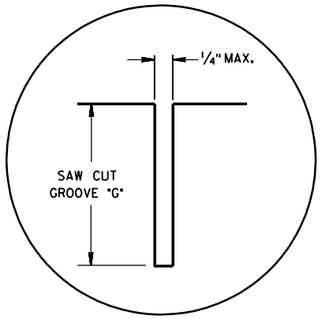
S.D.D. 13 B 2-5



CONSTRUCTION JOINT



SAWED JOINT



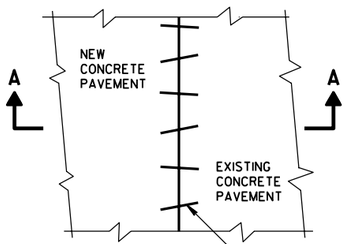
DETAIL "A"

GENERAL NOTES

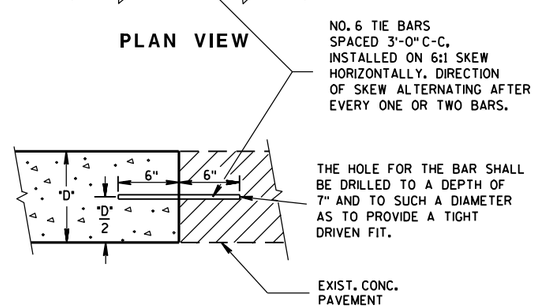
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPL ICABLE SPECIAL PROVISIONS.

LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

TIE BAR SPACINGS ARE VALID ONLY FOR PAVEMENT WIDTHS IN THE TABLE. FOR WIDER PAVEMENTS, TIED CONCRETE SHOULDERS OR RAMPS, THE TIE BAR SPACING SHALL BE AS SHOWN ON THE PLANS.



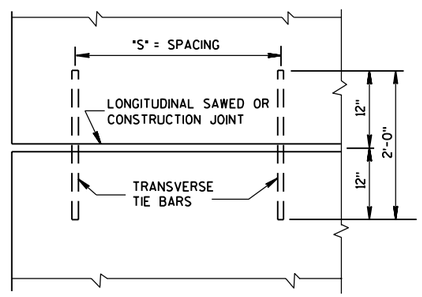
PLAN VIEW



SECTION A-A

PAVEMENT TIES

PAVEMENT DEPTH "D"	CLEAR COVER "C"	SAW CUT GROOVE "G"	MAXIMUM TIE BAR SPACING "S"	
			PAVEMENT WIDTH	
			24' OR 26'	30'
6, 6 1/2"	3"±1/2"	2"	48"	42"
7, 7 1/2"	3 1/4"±1"	2 1/4"	45"	36"
8, 8 1/2"	3 3/4"±1"	2 1/2"	39"	30"
9, 9 1/2"	4 1/4"±1"	3"	33"	27"
10, 10 1/2"	4 3/4"±1"	3 1/4"	30"	24"
11, 11 1/2"	5 1/4"±1"	3 3/4"	27"	21"
12"	5 3/4"±1"	4	24"	21"



PLAN VIEW

SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/21/07
DATE

/S/ Steven W. Krebs
CHIEF MATERIALS MANAGEMENT ENGINEER

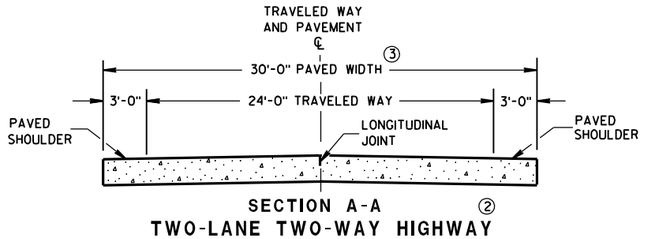
FHWA

6

S.D.D. 13 C 1-12

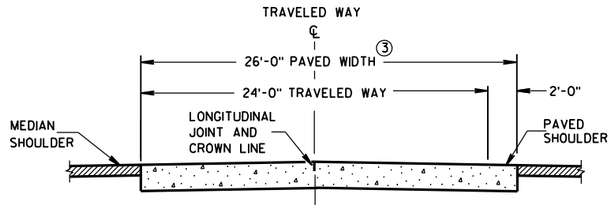
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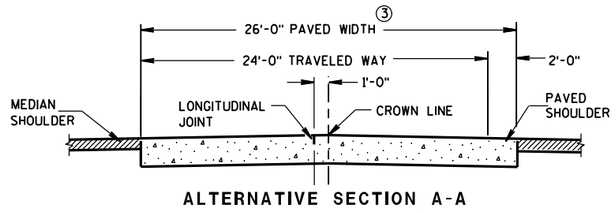


SECTION A-A

TWO-LANE TWO-WAY HIGHWAY ②



SECTION A-A



ALTERNATIVE SECTION A-A

② DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 14 INCHES FROM THE EDGE OF PAVEMENT OR LONGITUDINAL JOINT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

THE CONTRACTOR MAY INSERT TIE BARS THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN PLACED.

① THE ENGINEER MAY APPROVE THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. THE CONTRACTOR MAY USE MECHANICAL DOWEL BAR INSERTERS INSTEAD OF DOWEL ASSEMBLIES.

② REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

③ MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

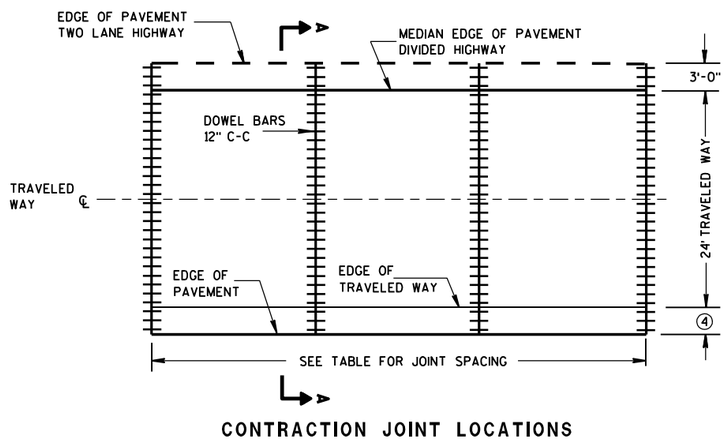
④ 2'-0" DIVIDED HIGHWAYS
3'-0" TWO-LANE TWO-WAY HIGHWAYS
SEE SECTION A-A

⑤ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ SPACE DOWEL BARS INSTALLED BY DRILLING 1'-3" ON CENTER. CENTER THE GROUPING OF DOWEL BARS INSIDE THE SLAB BASED ON ALL THE FOLLOWING SITUATIONS:

BETWEEN THE EDGES OF PAVEMENTS WITHOUT LONGITUDINAL JOINTS OR BETWEEN THE EDGE OF PAVEMENT AND NEAREST LONGITUDINAL JOINT OR BETWEEN TWO ADJACENT LONGITUDINAL JOINTS.



CONTRACTION JOINT LOCATIONS

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

RURAL DOWELED
CONCRETE PAVEMENT

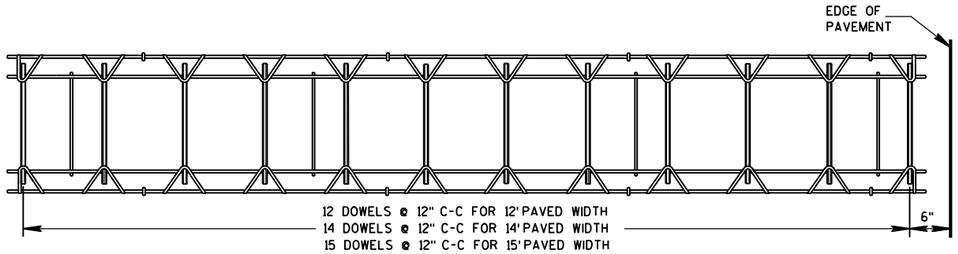
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

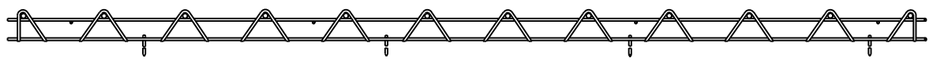
S.D.D. 13 C 11-90

6

S.D.D. 13 C 11-90



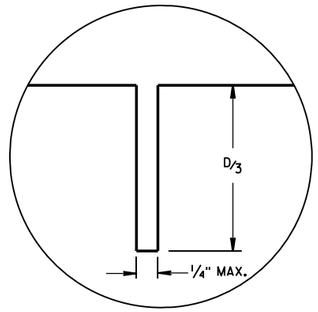
PLAN VIEW



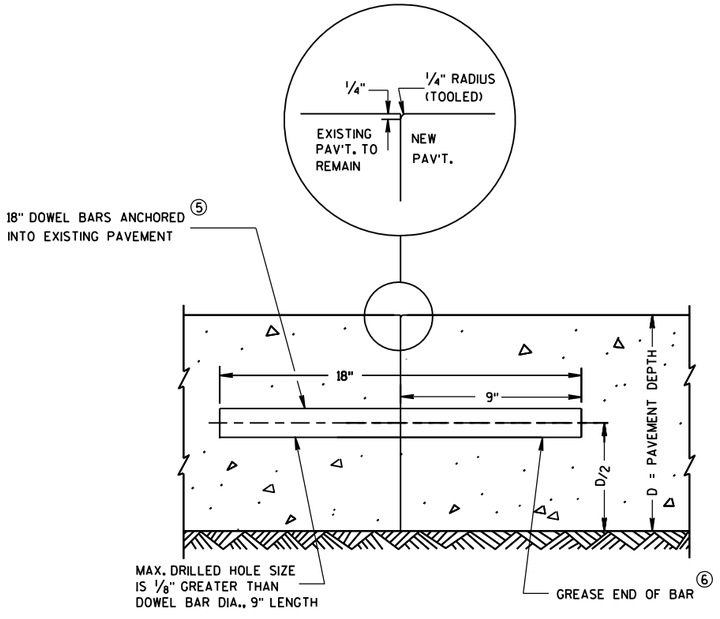
SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①

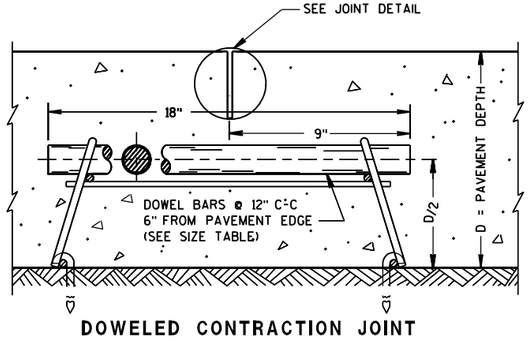


JOINT DETAIL

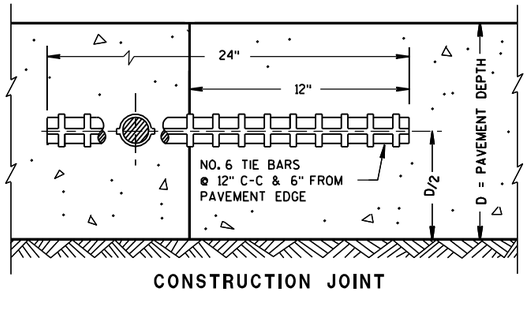


TRANSVERSE CONTRACTION JOINTS ABUTTING EXISTING PAVEMENT

⑦ DOWEL BAR DETAIL



DOWELED CONTRACTION JOINT



CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/30/08 — DATE

/S/ Debra Bischoff — PAVEMENT POLICY & DESIGN ENGINEER

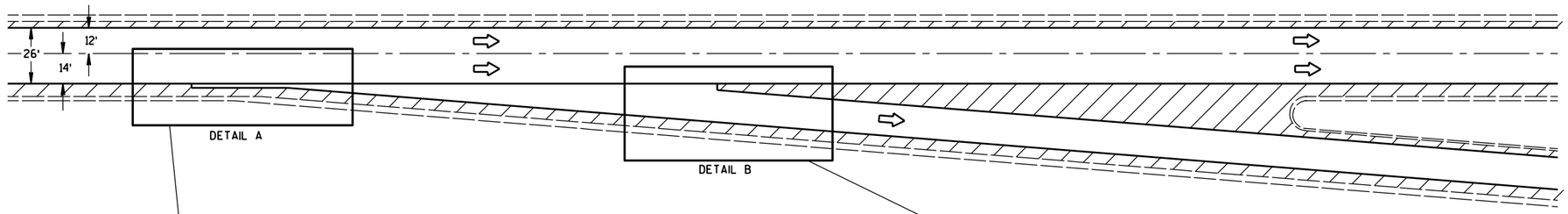
FHWA

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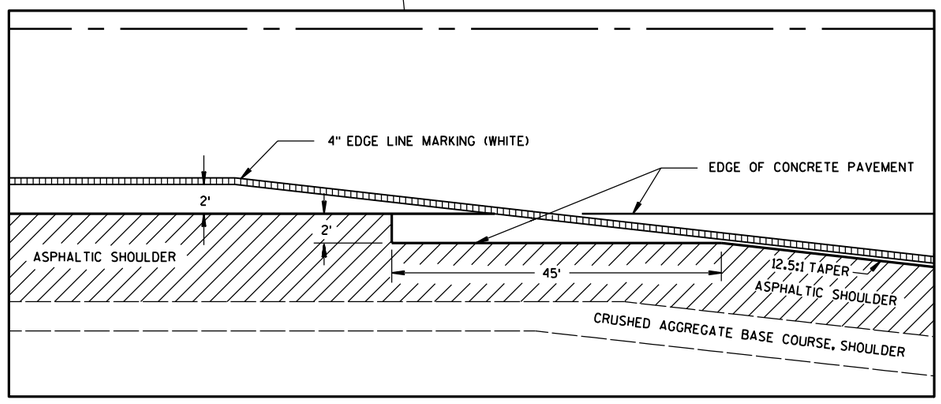
S.D.D. 13 C 11-9b

6

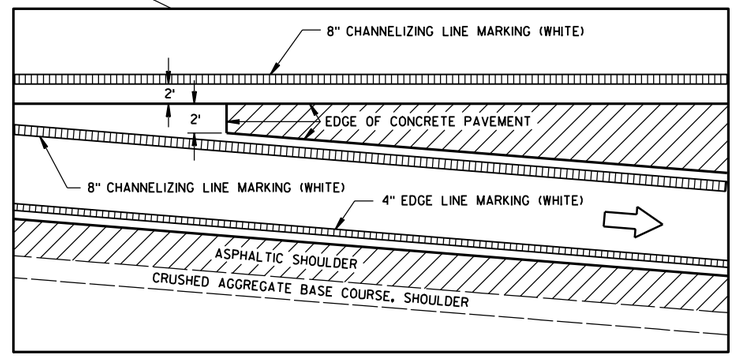
S.D.D. 13 C 11-9b



EXIT RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI

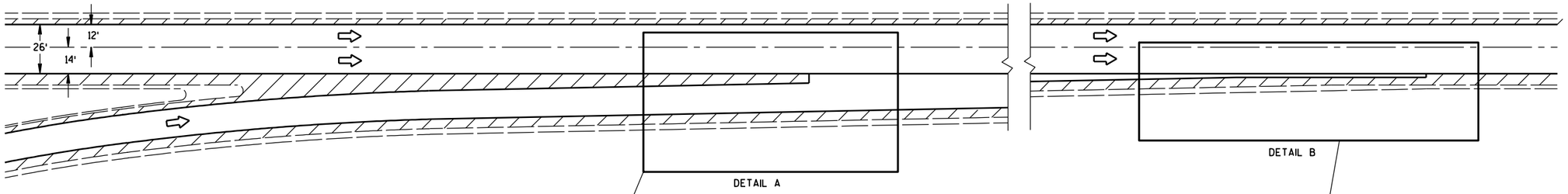
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 13 C 17-1a

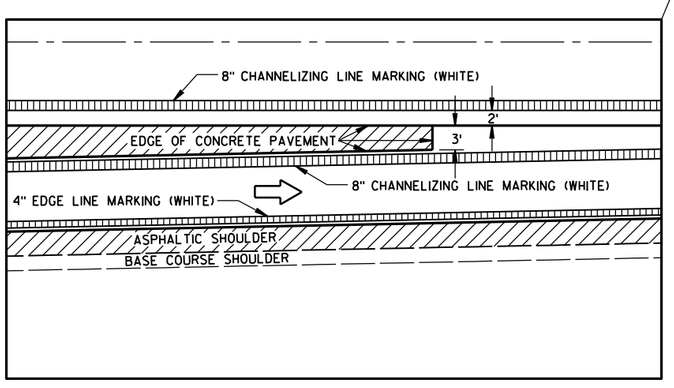
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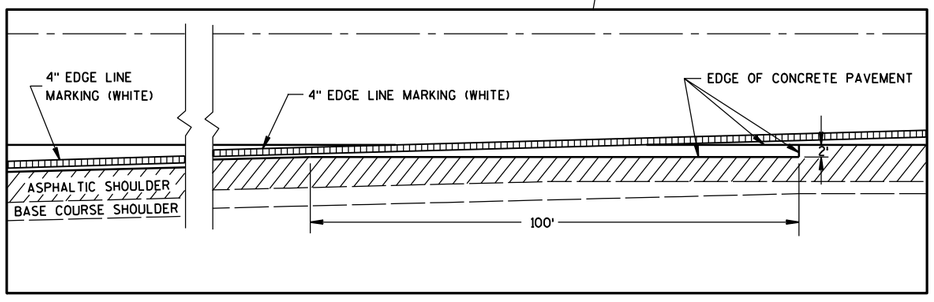
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ENTRANCE RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

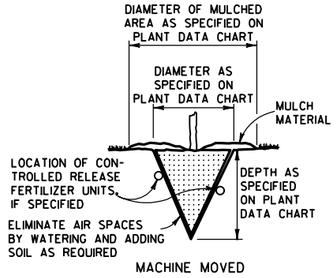
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

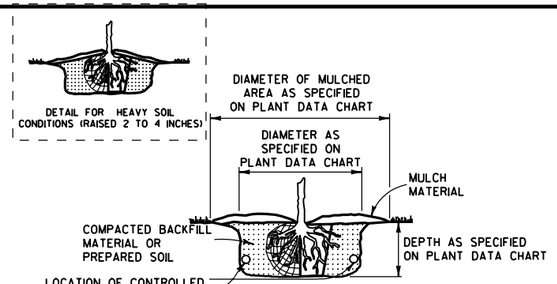
CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

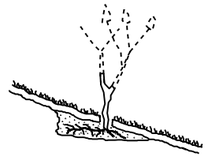
APPROVED
5/27/98
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



MACHINE MOVED

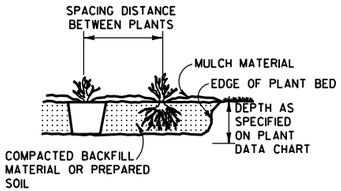


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



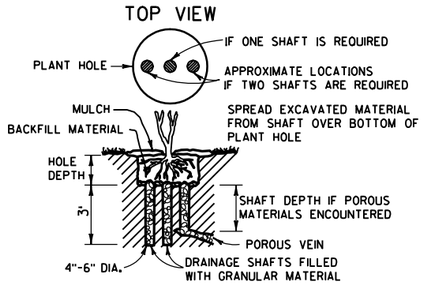
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



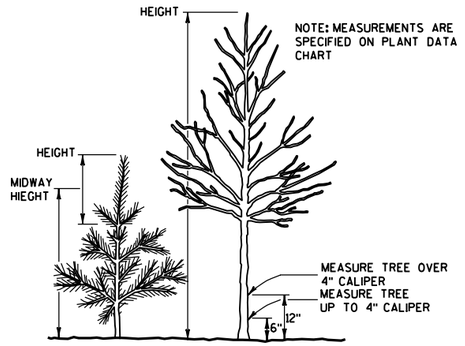
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

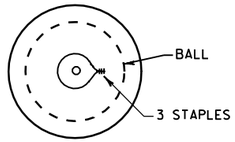


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

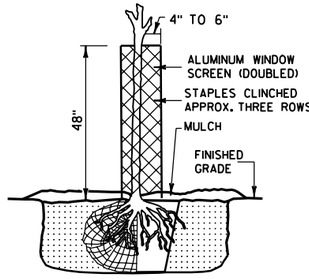
DRAINING



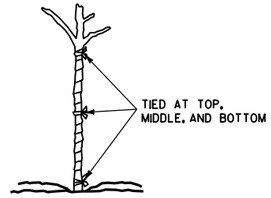
MEASURING



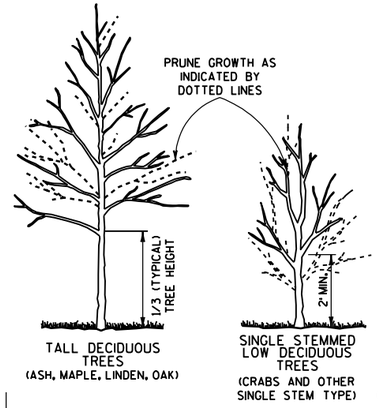
TOP VIEW



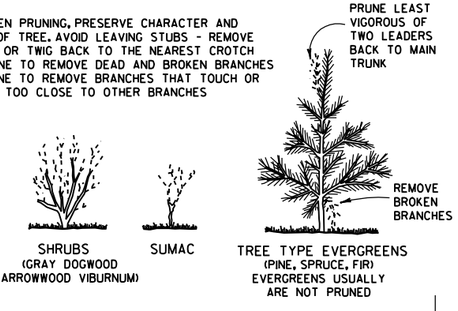
RODENT PROTECTION



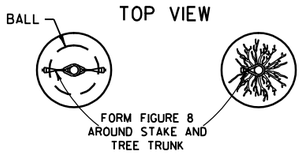
WRAPPING

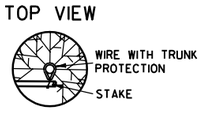


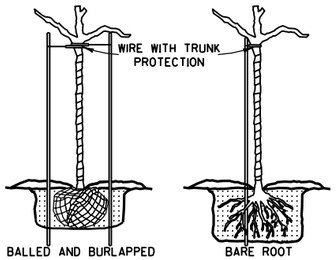
NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

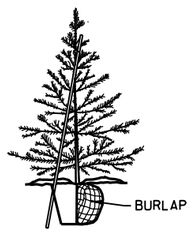


PRUNING



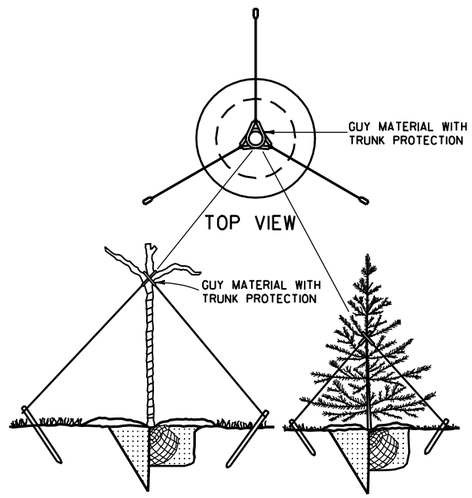




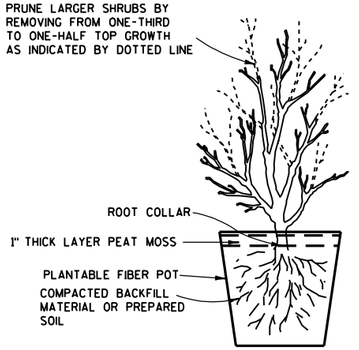


NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/11/94
DATE

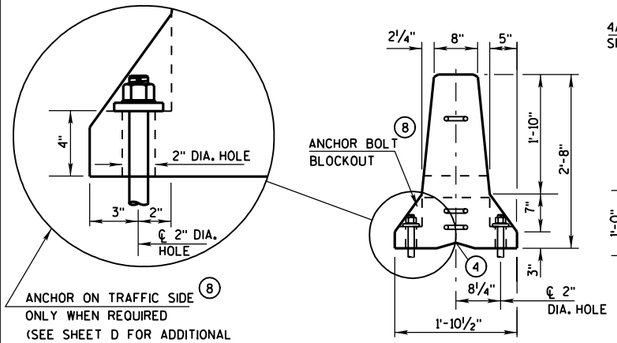
Roy D. Thuemmler
CHIEF METHODS DEVELOPMENT ENGINEER

FHWA

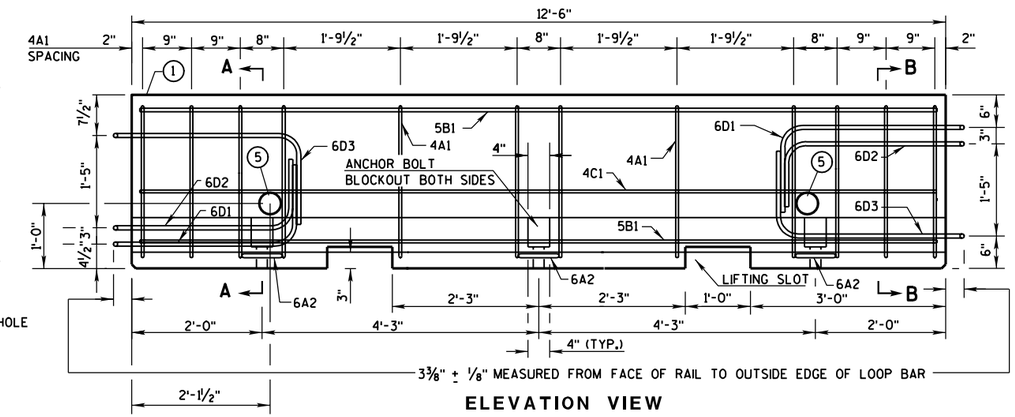
S.D.D. 14 A 2-1

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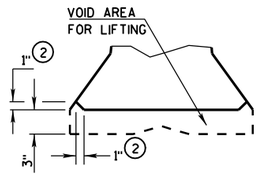
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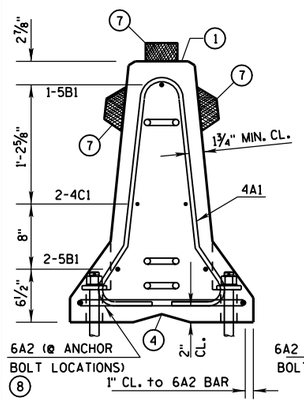
END VIEW



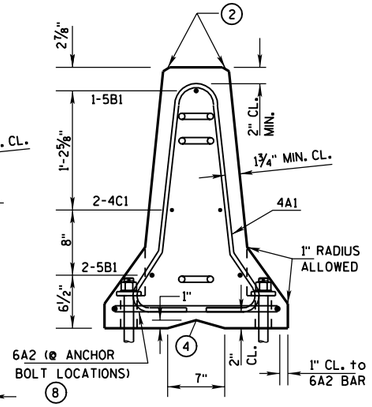
ELEVATION VIEW



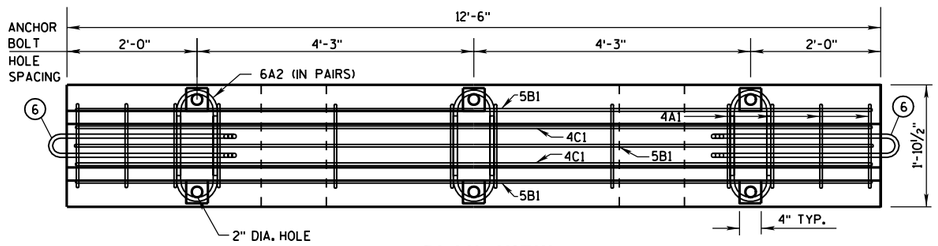
DETAIL "B"
LIFTING SLOT DETAIL



SECTION A-A
(STIRRUP PLACEMENT)

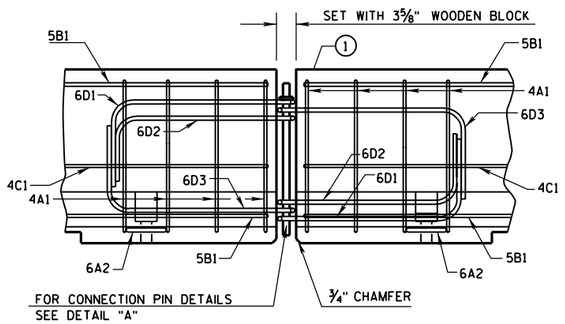


SECTION B-B
(STIRRUP PLACEMENT)

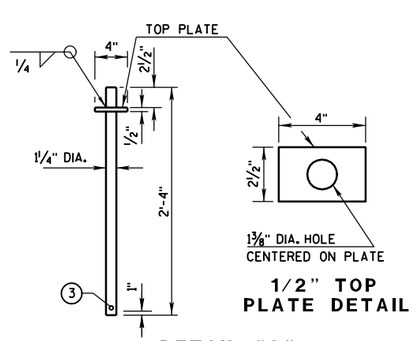


PLAN VIEW

DETAILS OF BARRIER SECTION



DETAILS OF BARRIER CONNECTION



1/2" TOP PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-11(a) THRU 14B7-11(d).

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

THIS STANDARD DETAIL DRAWING CONSISTS OF 6 SHEETS, 14B7-11(a) THRU 14B7-11(f).

DETAILS AND REQUIREMENTS FOR THE FABRICATION AND INSTALLATION OF CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (CBTP12.5) ARE SHOWN ON 4 SHEETS, 14B7-11(a) THRU 14B7-11(d)

DETAILS AND REQUIREMENTS FOR CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) ARE SHOWN ON 2 SHEETS, 14B7-11(e) THRU 14B7-11(f). CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) MAY BE USED UNTIL MAY 31, 2013, BUT ONLY IF ALL THE FOLLOWING CONDITIONS ARE MET:

- THE CBTP10.0 WAS MANUFACTURED BEFORE JUNE 1, 2003.
- THE CBTP10.0 MEETS ALL THE REQUIREMENTS OF STANDARD DETAIL DRAWINGS 14B7-11(e) AND 14B7-11(f).
- THE CBTP10.0 IS IN GOOD CONDITION.

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) IN ANY SINGLE RUN OR INSTALLATION.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY STAMPING OR FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE CBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

(8) SEE SHEET D FOR ANCHORING CRITERIA.

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

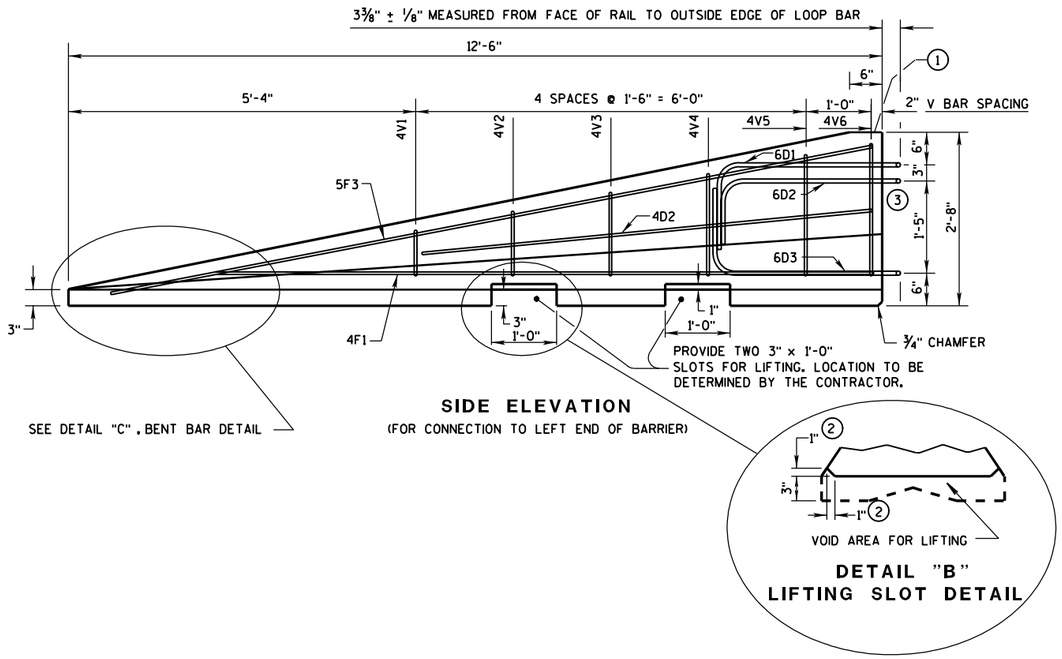
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

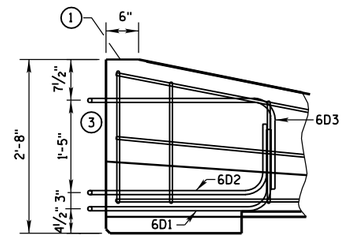
6

S.D.D. 14 B 7-11a

6

S.D.D. 14 B 7-11a





SIDE ELEVATION

LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

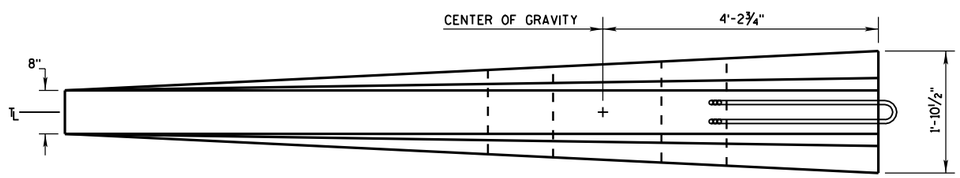
GENERAL NOTES

THE GENERAL NOTES ON SHEET 14B7-11(a) APPLY TO THIS SHEET.

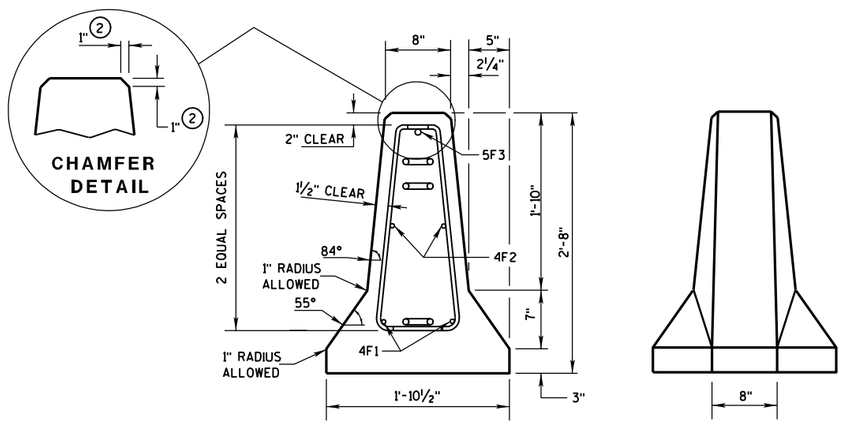
(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY STAMPING OR FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

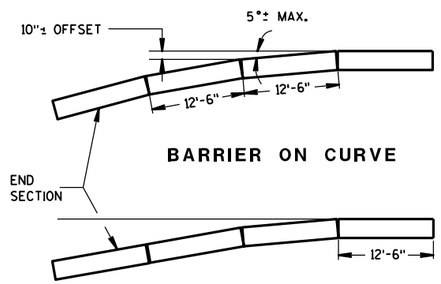


PLAN VIEW



END SECTION

FRONT ELEVATION



FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	10:1
45 OR GREATER	15:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 7-11b

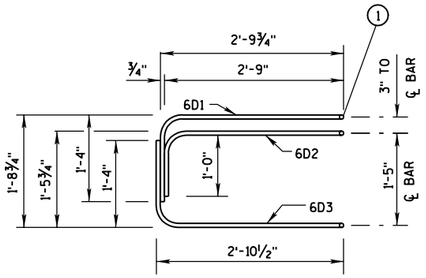
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S.D.D. 14 B 7-11b

BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY

DETAIL "C"
BENT BAR DETAIL

BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

GENERAL NOTES

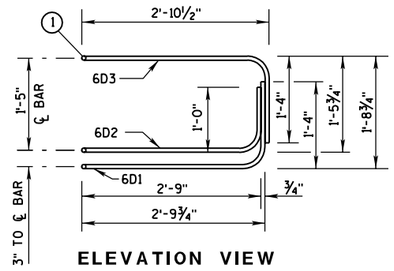
THE GENERAL NOTES ON SHEET 14B7-11(a) APPLY TO THIS SHEET.

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

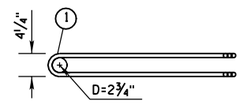
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

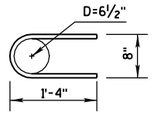
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



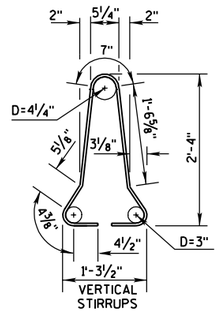
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

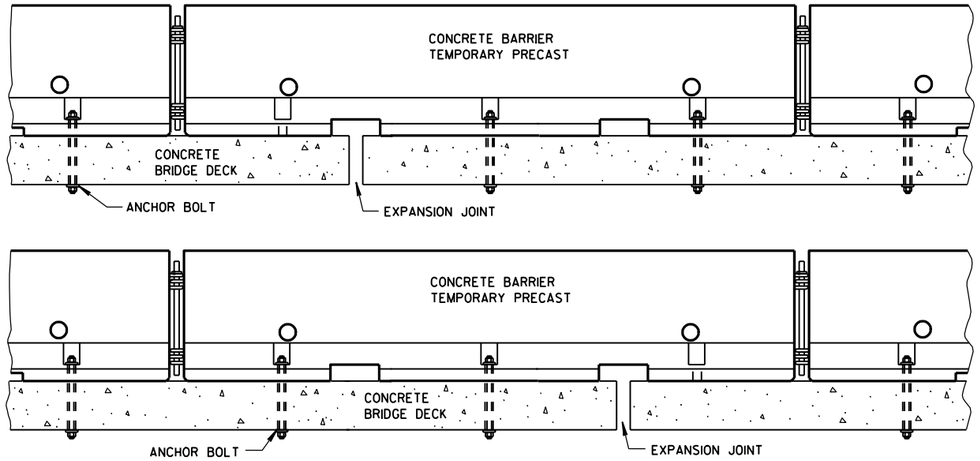
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 7-11c

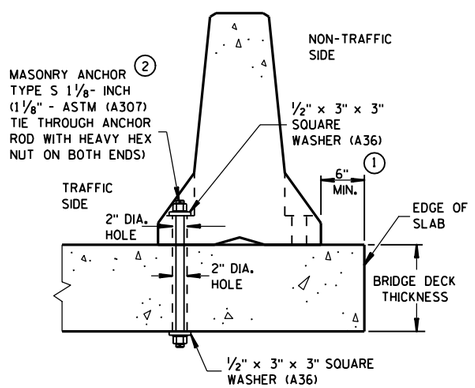
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S.D.D. 14 B 7-11c



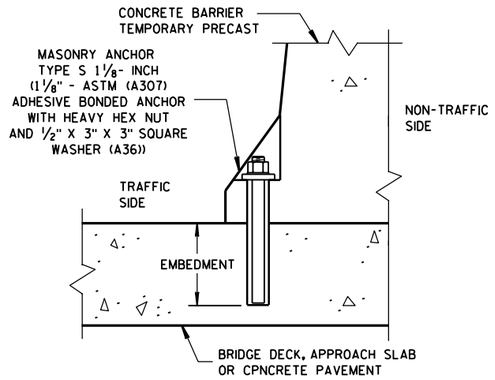
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE BONDED ANCHOR (2) INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

THE GENERAL NOTES ON SHEET 14B7-11(a) APPLY TO THIS SHEET.

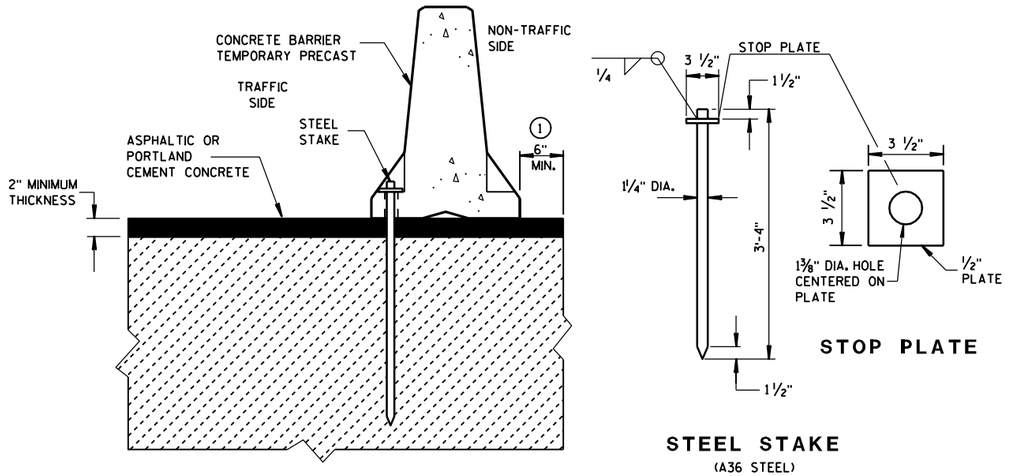
(1) CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" SHALL BE ANCHORED IF:
THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 4 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 45 MPH OR GREATER, OR

THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 2 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF AND THE POSTED SPEED IS 40 MPH OR LESS.

(2) ANCHORING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST.

WITH THE APPROVAL OF THE ENGINEER, REMOVABLE ADHESIVE BONDED (EPOXY) ANCHOR BOLT INSTALLATION MAY BE USED IN LIEU OF THROUGH BOLTED ANCHOR INSTALLATION. THE ADHESIVE BONDED ANCHOR BOLT MUST BE REMOVABLE. USE ASTM (A307) MASONRY ANCHORS TYPE S 1⅛-INCH, EMBEDDED TO A DEPTH SUFFICIENT TO DEVELOP THE ULTIMATE CAPACITY OF THE ANCHOR BOLT AND PROVIDE DOCUMENTATION TO CONFIRM THIS.

UPON REMOVAL OR RELOCATION OF THE BARRIER UNITS, REMOVE ALLANCHOR BOLTS AND COMPLETELY FILL IN THE REMAINING HOLES IN CONCRETE BRIDGE DECKS, CONCRETE APPROACH SLABS AND CONCRETE PAVEMENTS THAT ARE TO REMAIN, WITH A NON-SHRINK COMMERICAL GROUT OR EPOXY MATERIAL IDENTIFIED ON THE CURRENT WISDOT APPROVED PRODUCTS LIST.



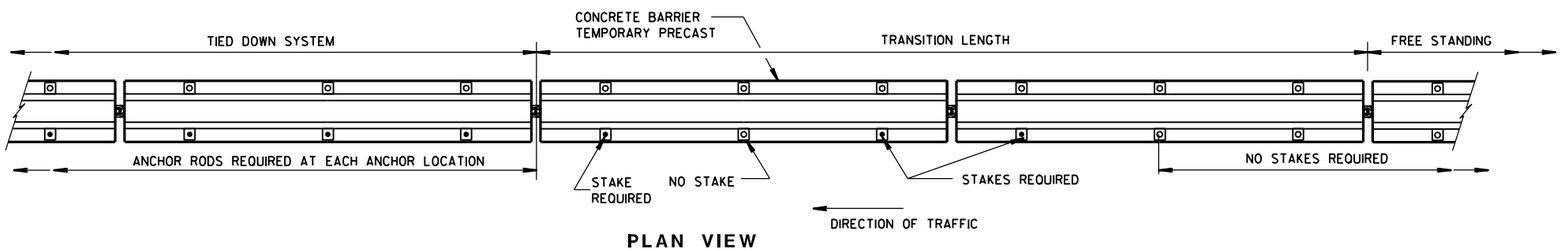
STAKE DOWN INSTALLATION FOR ASPHALTIC OR PORTLAND CEMENT CONCRETE SURFACE

(STAKING IS INCIDENTAL TO CONCRETE BARRIER TEMPORARY PRECAST)

STOP PLATE

STEEL STAKE

(A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-24-06 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARD DEVELOPMENT ENGINEER
FHWA

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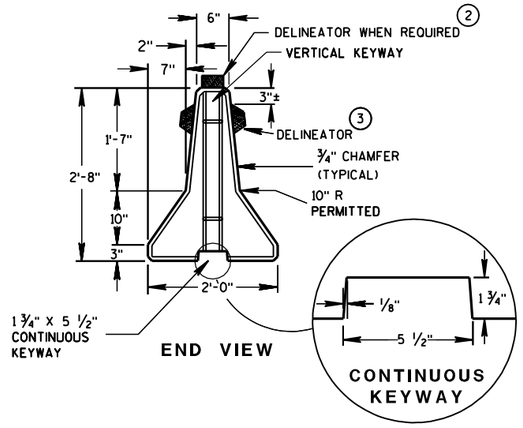
S.D.D. 14 B 7-11d

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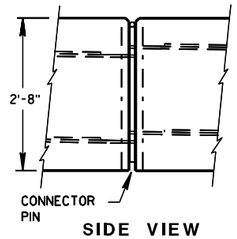
S.D.D. 14 B 7-11d

DESCRIPTION	SIZE	NO. REQ'D	LENGTH
TOP CONNECTOR WIRE ROPE (1)	1/2"	2	6'-0"
BOTTOM CONN. WIRE ROPE (1)	1/2"	2	6'-0"
TOP CONNECTOR STEEL BAR	NO. 4	1	9'-0"
BOTTOM CONN. STEEL BAR	NO. 4	1	9'-0"
STEEL CONNECTING PIN	1 1/4" DIA.	1	2'-6"
BOTTOM TIE BARS	NO. 4	5	1'-8"
VERTICAL STEEL BAR	NO. 4	10	2'-1"
HORIZONTAL STEEL BAR	NO. 5	4	9'-4"

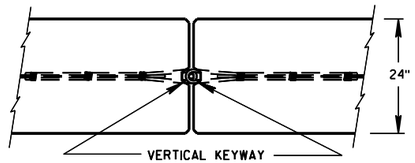
BILL OF MATERIALS



END VIEW



SIDE VIEW



PLAN VIEW

PIN & LOOP CONNECTION DETAILS

GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-11(e) AND 14B7-11(f).

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

THIS STANDARD DETAIL DRAWING CONSISTS OF 6 SHEETS, 14B7-11(a) THRU 14B7-11(f).

DETAILS AND REQUIREMENTS FOR THE FABRICATION AND INSTALLATION OF CONCRETE BARRIER TEMPORARY PRECAST, 12'-6" (CBTP12.5) ARE SHOWN ON 4 SHEETS, 14B7-11(a) THRU 14B7-11(d).

DETAILS AND REQUIREMENTS FOR CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) ARE SHOWN ON 2 SHEETS, 14B7-11(e) THRU 14B7-11(f). CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) MAY BE USED UNTIL MAY 31, 2013, BUT ONLY IF ALL THE FOLLOWING CONDITIONS ARE MET:

- THE CBTP10.0 WAS MANUFACTURED BEFORE JUNE 1, 2003.
- THE CBTP10.0 MEETS ALL THE REQUIREMENTS OF STANDARD DETAIL DRAWINGS 14B7-11(e) AND 14B7-11(f).
- THE CBTP10.0 IS IN GOOD CONDITION.

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH CONCRETE BARRIER TEMPORARY PRECAST, 10'-0" (CBTP10.0) IN ANY SINGLE RUN OR INSTALLATION.

PLACE BARRIER ON PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

DO NOT ANCHOR CONCRETE BARRIER TEMPORARY PRECAST 10'-0".

BARRIERS SHALL BE REINFORCED WITH EITHER BAR STEEL REINFORCEMENT AS DETAILED ON THIS DRAWING OR WELDED STEEL WIRE FABRIC ADEQUATE TO ASSURE SAFE HANDLING STRENGTH.

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

WIRE ROPE SHALL BE ZINC-COATED 6 X 19 CLASS 2 IWRC WITH A MINIMUM BREAKING STRENGTH OF 20,000 LBS. AND SHALL CONFORM TO FEDERAL SPECIFICATION RR-W-410. THE ZINC COATING SHALL CONFORM TO TABLE II OF THE FEDERAL SPECIFICATIONS.

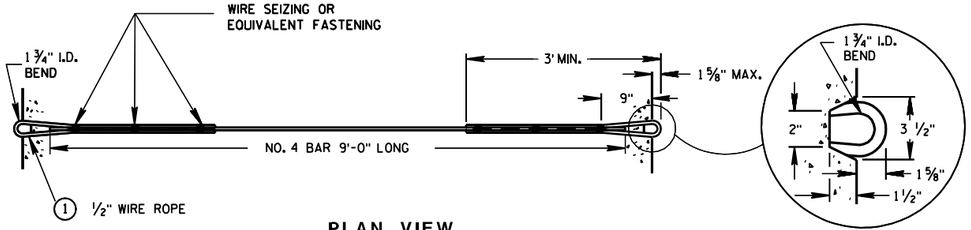
DELINEATORS SHALL CONFORM TO SECTION 633 OF THE STANDARD SPECIFICATIONS EXCEPT THE SHAPE SHALL BE AS SHOWN ON THIS DRAWING. ALTERNATIVE SHAPES MAY BE USED WHEN APPROVED BY THE ENGINEER. CONCRETE SURFACE PREPARATION, ADHESIVE AND METHOD OF APPLICATION SHALL BE AS RECOMMENDED BY THE DELINEATOR MANUFACTURER. THE COLOR OF REFLECTORS SHALL BE YELLOW WHEN LOCATED TO THE LEFT OF TRAFFIC AND WHITE WHEN LOCATED TO THE RIGHT OF TRAFFIC. MAXIMUM SPACING SHALL BE 20 FEET.

CONCRETE BARRIER TEMPORARY PRECAST, 10'-0", WHETHER UN-RESTRAINED OR RESTRAINED, SHALL NOT BE USED IF THE DISTANCE TO A 2 FOOT OR GREATER DROPOFF THAT IS STEEPER THAN 3H : 1V, FOR EXAMPLE THE EDGE OF A BRIDGE DECK OR A DROPOFF AT THE EDGE OF PAVEMENT, IS LESS THAN 8 FEET FROM THE SIDE OF THE BARRIER CLOSEST TO THE DROPOFF.

(1) CONNECTOR ASSEMBLIES MAY, AT THE CONTRACTORS OPTION, BE FORMED FROM A CONTINUOUS SECTION OF 1/2 INCH WIRE ROPE (16'-6" MIN. LENGTH). THE NO 4 CONNECTOR STEEL BARS MAY THEN BE OMITTED.

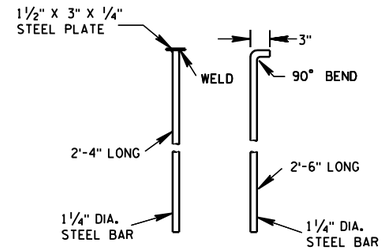
(2) TOP MOUNTED DELINEATORS SHALL BE PROVIDED IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON CURVED ALIGNMENT LONGER THAN 200 FT.

(3) BARRIERS USED TO SEPARATE OPPOSING TRAFFIC SHALL HAVE DELINEATORS ON BOTH SIDES. TOP MOUNTED DELINEATORS SHALL BE DOUBLE FACED FOR THIS CONDITION.

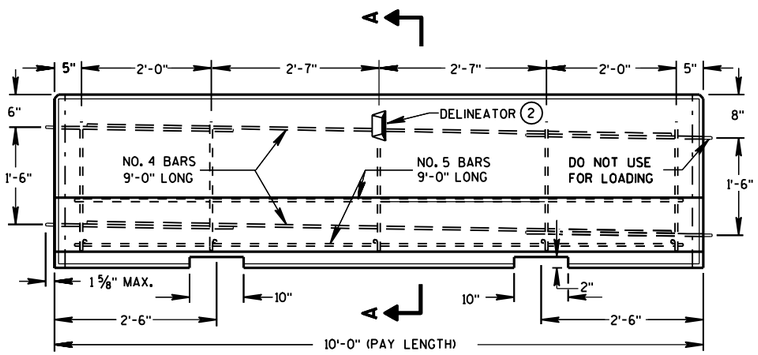


PLAN VIEW

TOP & BOTTOM CONNECTOR ASSEMBLY (1)

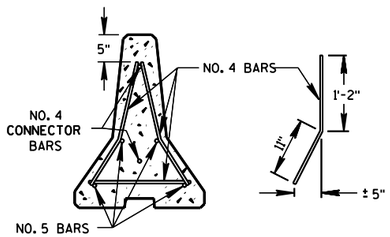


ALTERNATE CONNECTING PINS



SIDE VIEW

LOCATION OF REINFORCEMENT STEEL



SECTION A-A

BAR STEEL REINFORCEMENT

CONCRETE BARRIER TEMPORARY PRECAST, 10'-0"

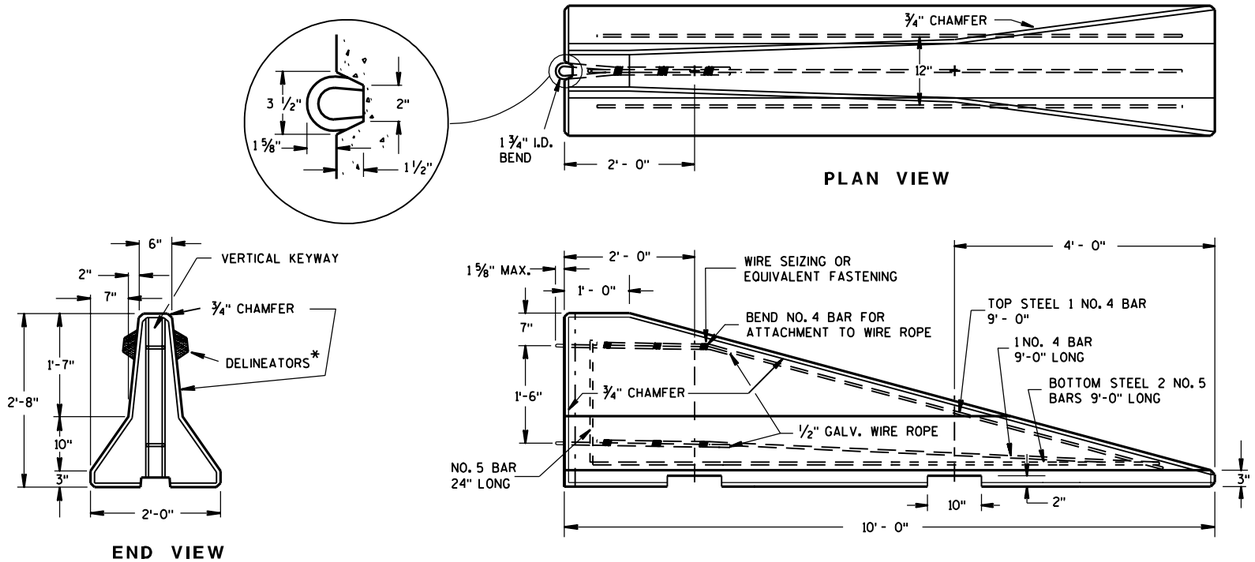
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

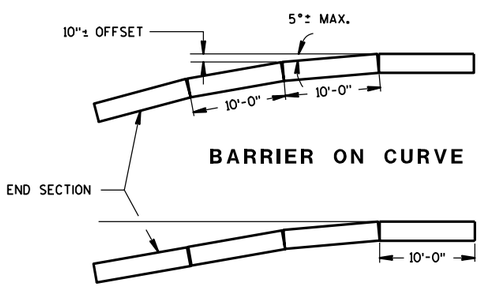
S.D.D. 14 B 7-11e

6

S.D.D. 14 B 7-11e



END SECTION FOR TEMPORARY PRECAST CONCRETE BARRIER



POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	10:1
45 OR GREATER	15:1

GENERAL NOTES

THE GENERAL NOTES ON SHEET 14B7- 11(e) APPLY TO THIS SHEET.

* WHEN BARRIERS ARE USED TO SEPARATE OPPOSING TRAFFIC, DELINEATORS ARE REQUIRED ON BOTH SIDES.

CONCRETE BARRIER TEMPORARY PRECAST, 10'-0"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/24/06
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 14B 7-11f

6

S.D.D. 14B 7-11f

GENERAL NOTES

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

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

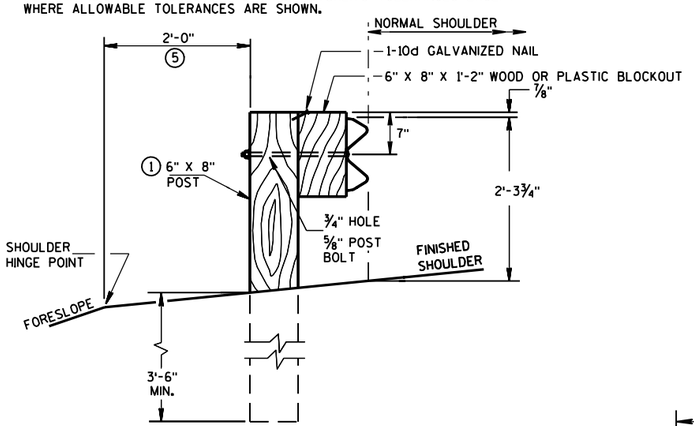
(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

(5) WHEN SPECIFIED IN THE PLANS, THE SHOULDER HINGE POINT MAY BE BETWEEN THE FRONT FACE OF THE POST AND 2 FEET BEHIND THE BACK OF THE POST, IF EXISTING CONDITIONS DO NOT PERMIT THE DESIRABLE EARTHWORK.
INCREASE POST DEPTH TO PROVIDE A MINIMUM EMBEDMENT OF 4'-6" WHERE THE SHOULDER HINGE POINT IS LOCATED BETWEEN THE FRONT FACE OF THE POST AND 2 FEET BEHIND THE BACK OF THE POST.

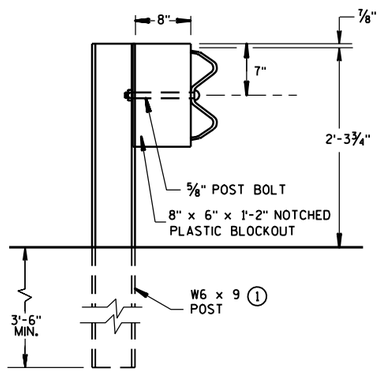
(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

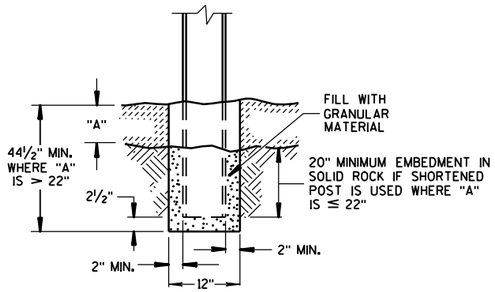
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



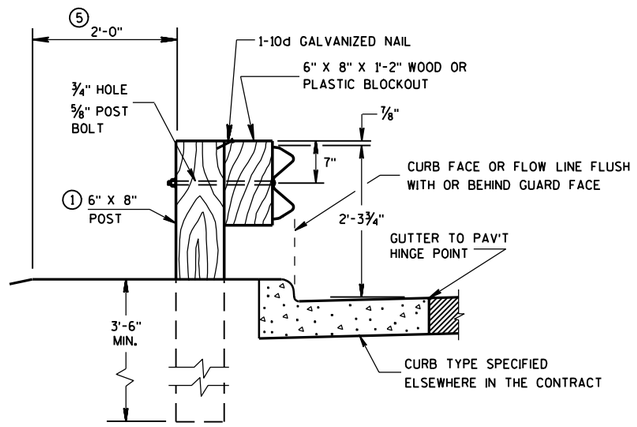
END VIEW
LOCATED ALONG A ROADWAY SHOULDER



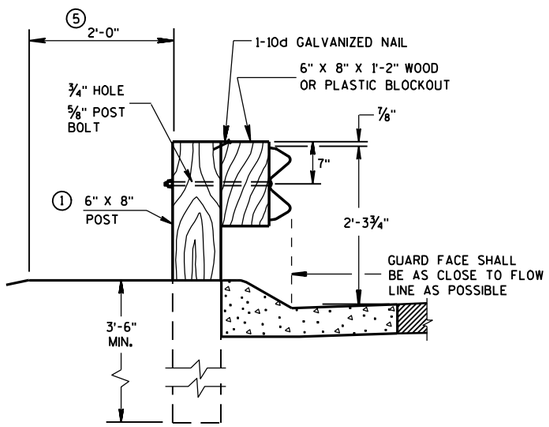
END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE



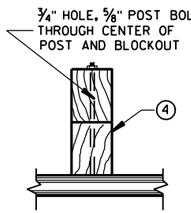
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)



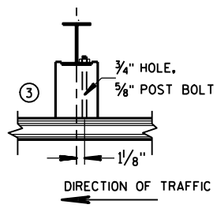
END VIEW
LOCATED ALONG A CURBED ROADWAY



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

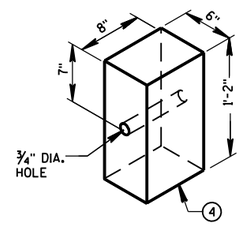


PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM

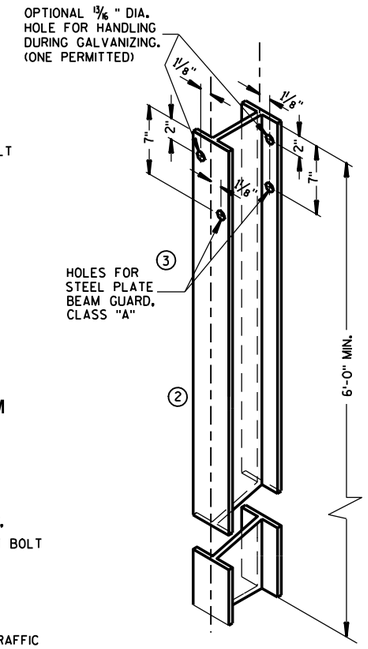


PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM

WOOD POST
(6"X8") NOMINAL

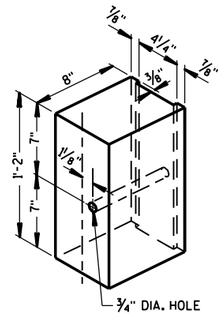


WOOD OR PLASTIC
BLOCKOUT FOR WOOD POSTS



STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



TYPICAL NOTCHED PLASTIC (1)
BLOCKOUT FOR STEEL POSTS

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

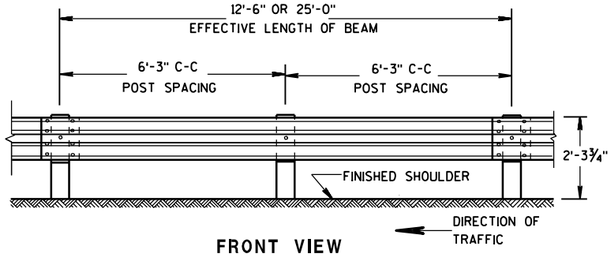
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

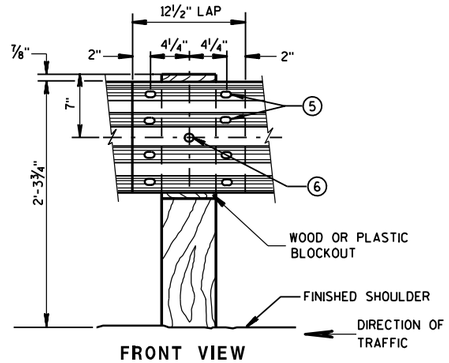
S.D.D. 14 B 15-5a

6

S.D.D. 14 B 15-5a



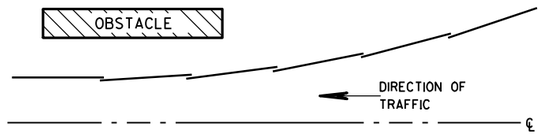
FRONT VIEW



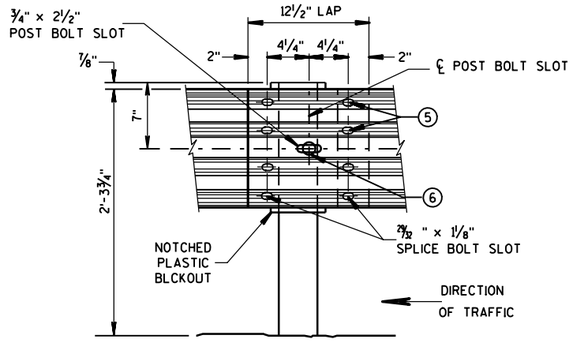
FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL

GENERAL NOTES

1. PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.
2. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
3. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
4. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.
5. 8 -⅝" ϕ X 1¼" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
6. ⅝" ϕ X 1'-6" BUTTON HEAD BOLT AND AND RECESS NUT WITH ROUND WASHER UNDER NUT.



PLAN VIEW
BEAM LAPPING DETAIL

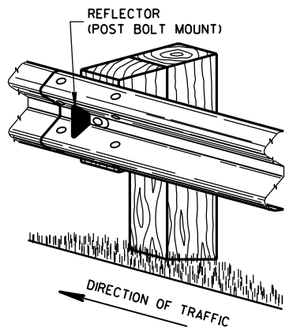


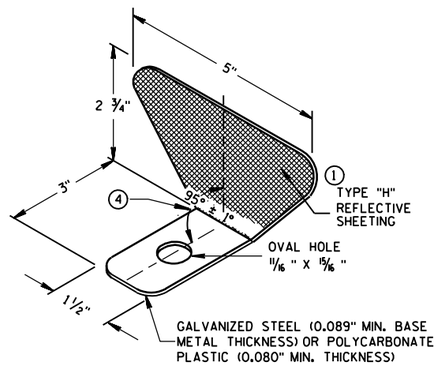
FRONT VIEW
BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

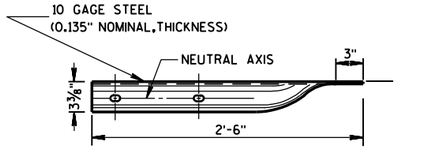
REFLECTOR SPACING (2)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (3)	6
	> 200'	50' C-C	1 (3)	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (4)	

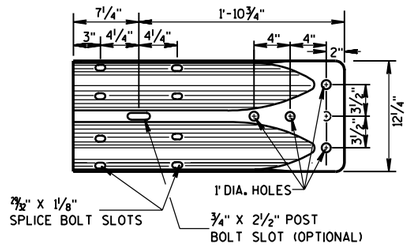




ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (1)



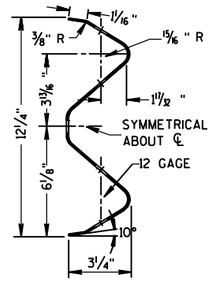
PLAN VIEW



FRONT VIEW

W BEAM TERMINAL CONNECTOR

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



SECTION THRU W BEAM

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

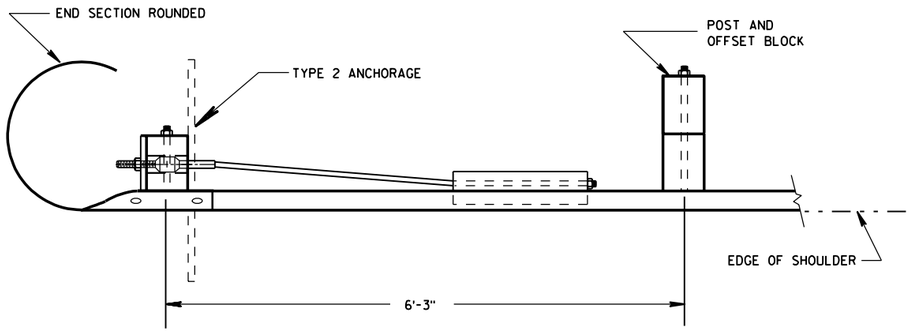
APPROVED
10/23/06 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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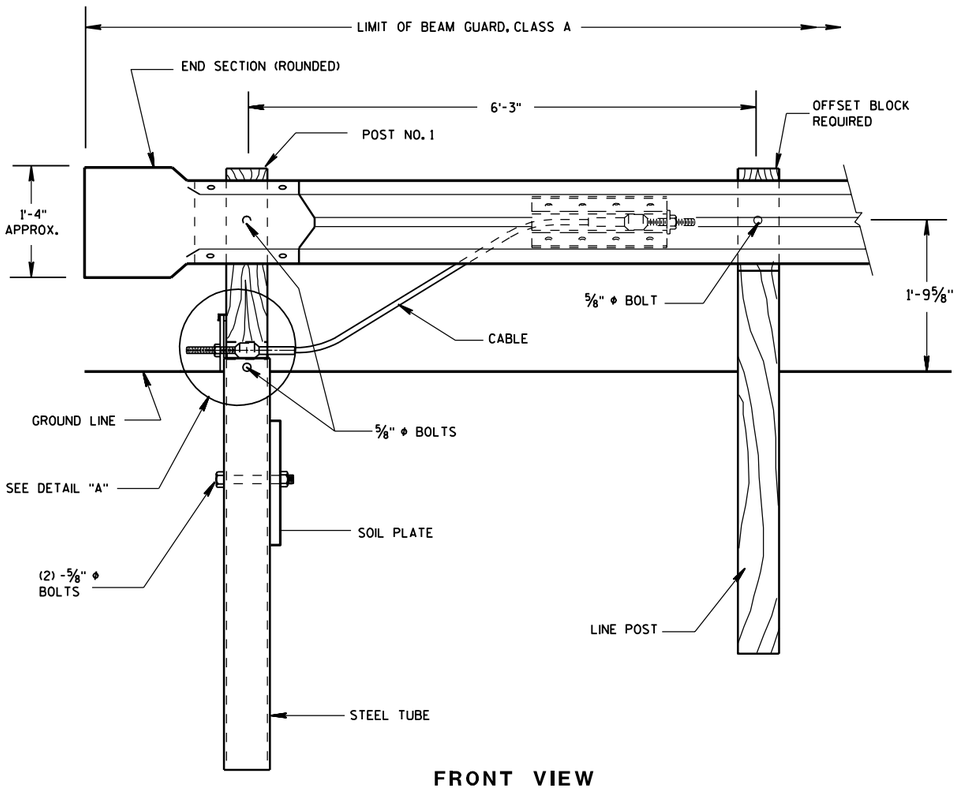
S.D.D. 14 B 15-5b

6

S.D.D. 14 B 15-5b



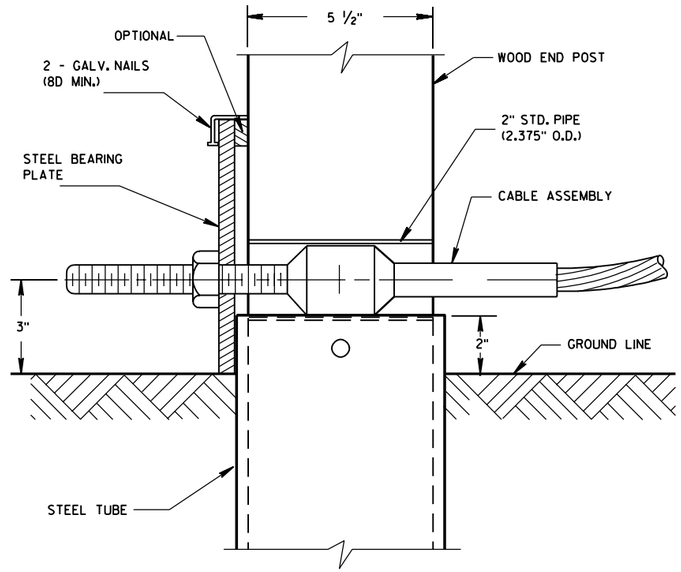
PLAN VIEW



FRONT VIEW

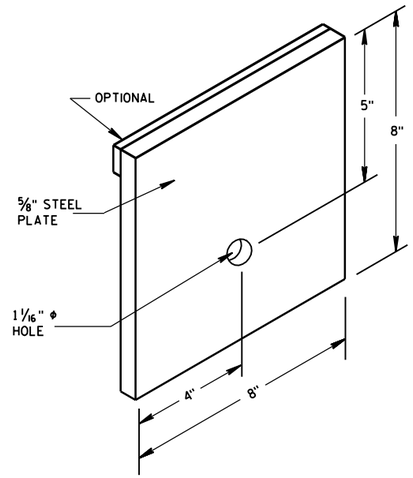
END TREATMENT WITH TYPE 2 ANCHORAGE

(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)



DETAIL "A"

POST NO. 1



STEEL BEARING PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

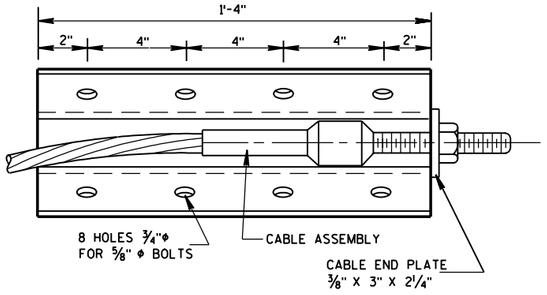
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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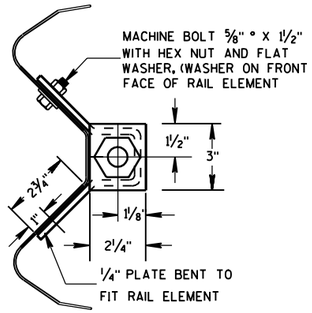
S.D.D. 14 B 16-4a

6

S.D.D. 14 B 16-4a

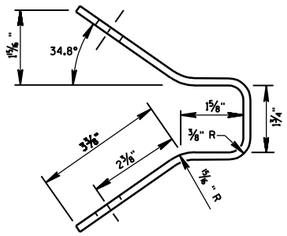


FRONT VIEW

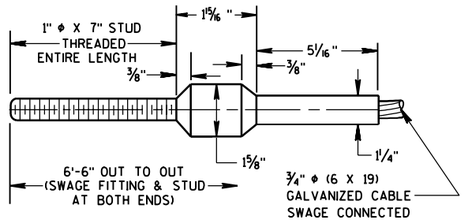


END VIEW

ANCHOR PLATE DETAIL



END VIEW OF BRACKET



CABLE ASSEMBLY

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB (TIGHTEN UNTIL TAUT)

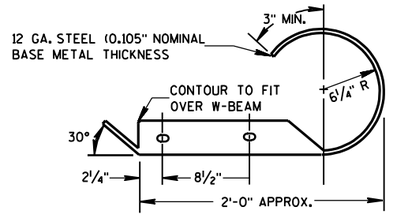
GENERAL NOTES

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

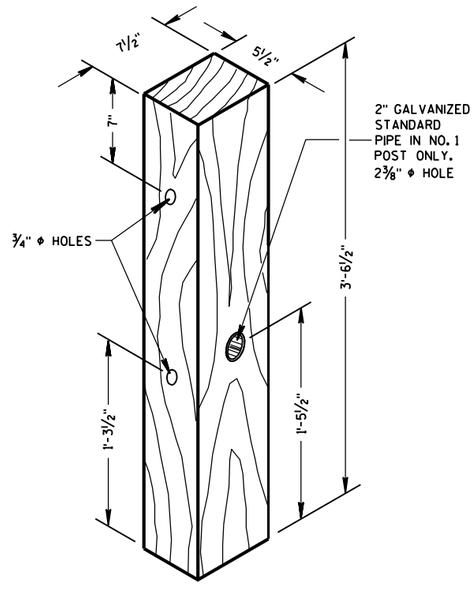
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501.

POST NO. 1 SHALL BE WOOD BREAKAWAY POST INSERTED AND BOLTED INTO STEEL TUBE.

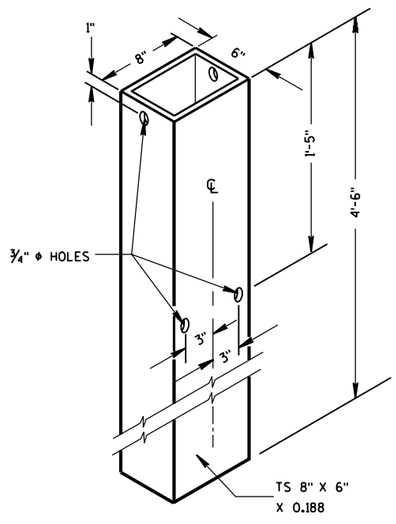
TYPE 2 ANCHORAGE SHALL CONSIST OF A STEEL TUBE, SOIL PLATE WOOD BREAKAWAY POST, BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW

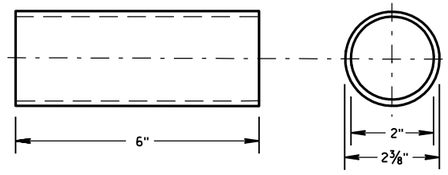


WOOD BREAKAWAY POST



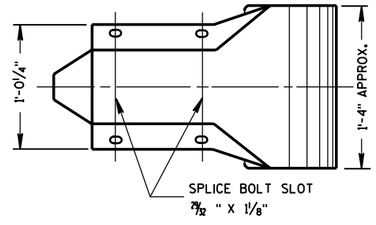
STEEL TUBE

STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A500

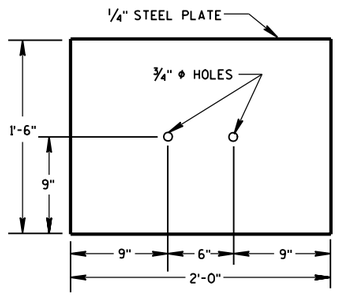


BREAKAWAY TERMINAL POST SLEEVE

GALVANIZED STANDARD STRENGTH STEEL PIPE, ASTM 53 GRADE "B"



FRONT VIEW
W BEAM END SECTION ROUNDED



SOIL PLATE

ANCHORAGE FOR STEEL
PLATE BEAM GUARD
TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

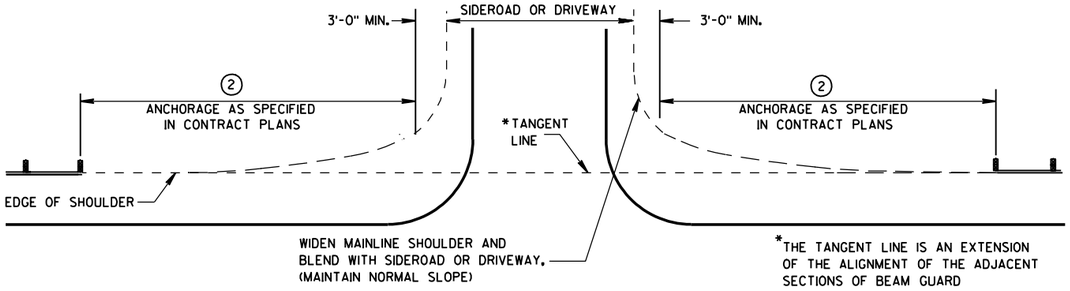
APPROVED
8/21/07
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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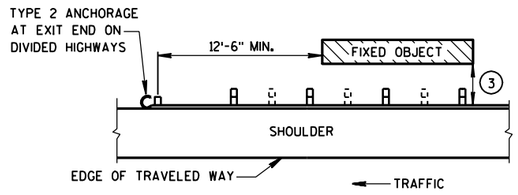
S.D.D. 14 B 16-4b

6

S.D.D. 14 B 16-4b



BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES EXIT END - ONE WAY TRAFFIC

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE PERTINENT STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

W6 X 9 OR W6 X 8.5 STEEL POSTS WITH NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

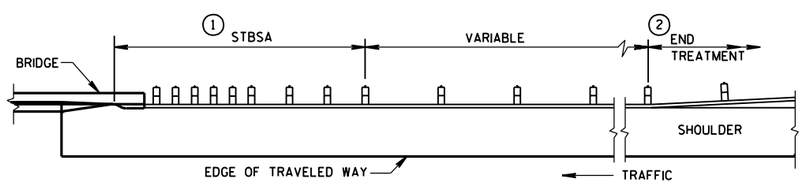
THE LOCATIONS AND LENGTHS OF BEAM GUARD ARE SHOWN ELSEWHERE IN THE PLAN.

(1) STEEL THRIE BEAM STRUCTURAL APPROACH (STBSA) - SEE CURRENT SDD 14B20.

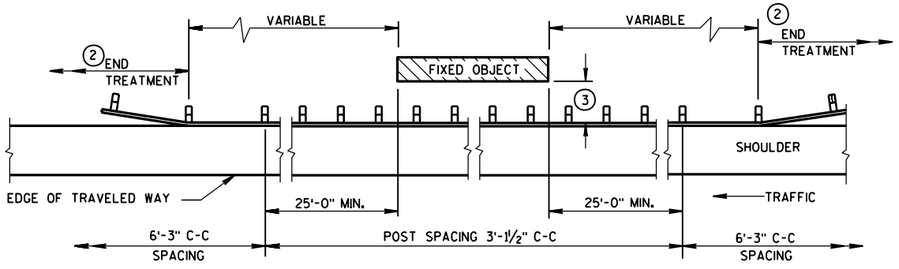
(2) USE AN APPROVED END TREATMENT FOR THE TRAFFIC APPROACH SIDE OF BRIDGE/OBSTACLES. USE TYPE 2 ANCHORAGE ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.

(3)

MINIMUM LATERAL DISTANCE FROM FACE OF BEAM GUARD TO FIXED OBJECT	POST SPACING
3'-6"	3' - 1½"
4'-6"	6' - 3"

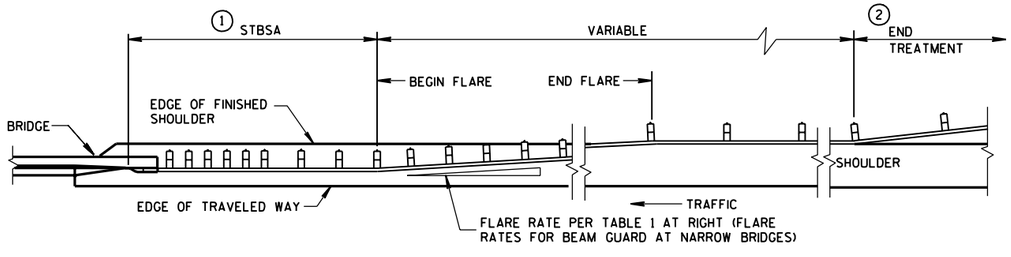


BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC

(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



BEAM GUARD AT NARROW BRIDGES

(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

TABLE 1
FLARE RATES FOR BEAM GUARD AT NARROW BRIDGES

POSTED SPEED (MPH)	FLARE RATE
25	13:1
30	15:1
35	16:1
40	18:1
45	21:1
50	24:1
55	26:1
65	30:1

STEEL PLATE BEAM GUARD, CLASS "A" (AT BRIDGES, OBSTACLES AND SIDEROADS/DRIVEWAYS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

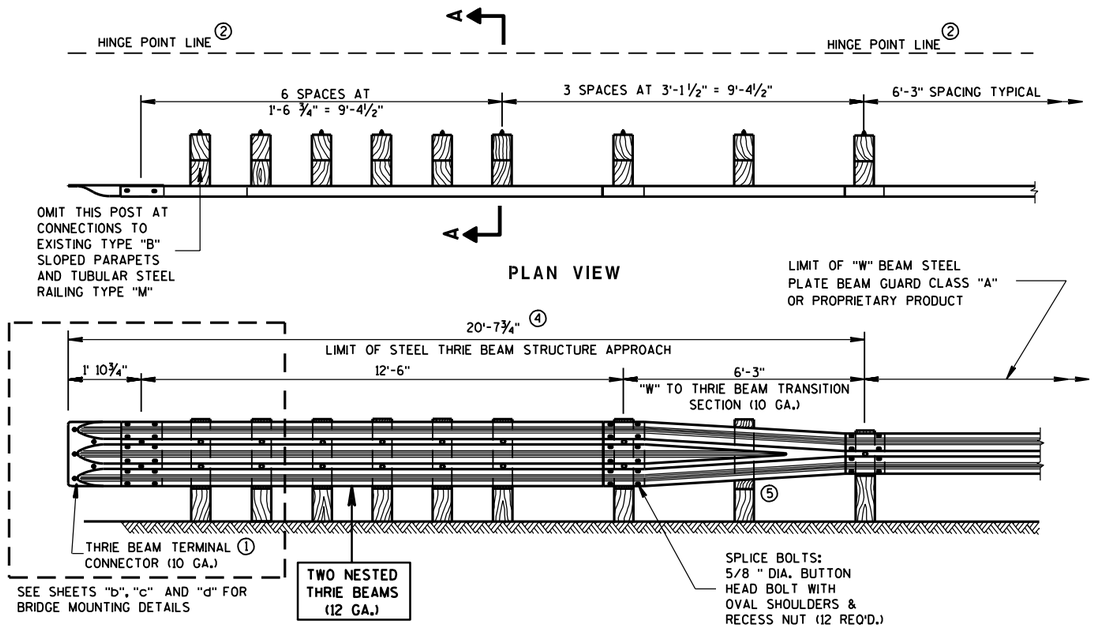
APPROVED
8-21-07 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 18-6a

6

S.D.D. 14 B 18-6a



GENERAL NOTES

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

FURNISH AND CONSTRUCT THRIE BEAM STRUCTURAL APPROACH ACCORDING TO THE REQUIREMENTS OF SECTION 614 OF THE STANDARD SPECIFICATIONS. THRIE BEAM SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M180, CLASS "A", TYPE 2.

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN THE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATELY. (SEE SDD 14 B 15-4a).

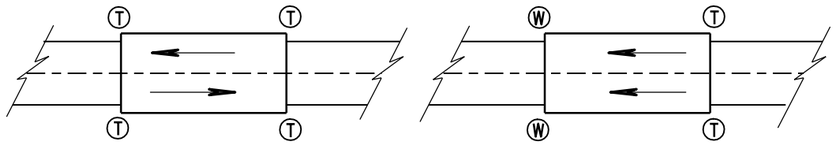
① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ BOLTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F-1554, GRADE 55. NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-563 DH.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.

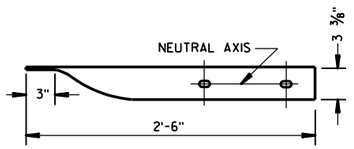
⑤ DO NOT ATTACH POST IN "W" TO THRIE BEAM TRANSITION SECTION.

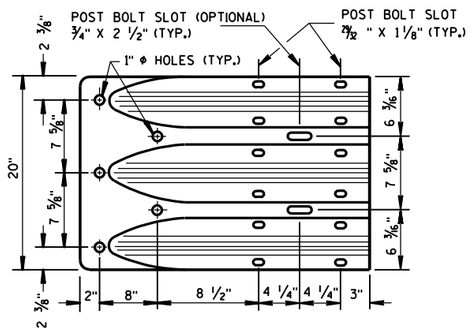


Ⓣ THRIE BEAM CONNECTION

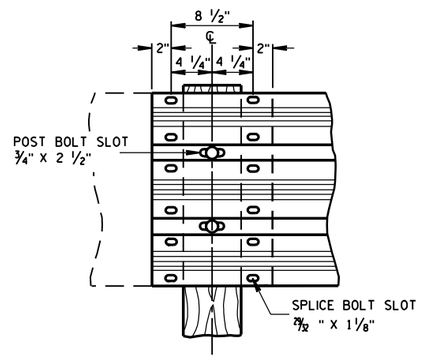
Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

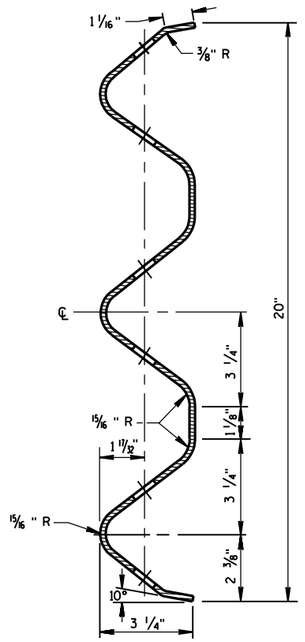




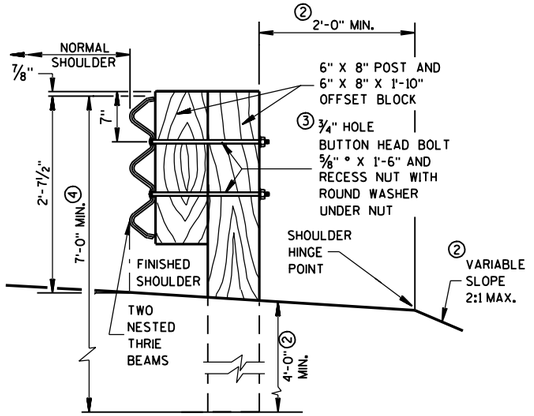
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION A-A

STEEL THRIE BEAM STRUCTURE APPROACH

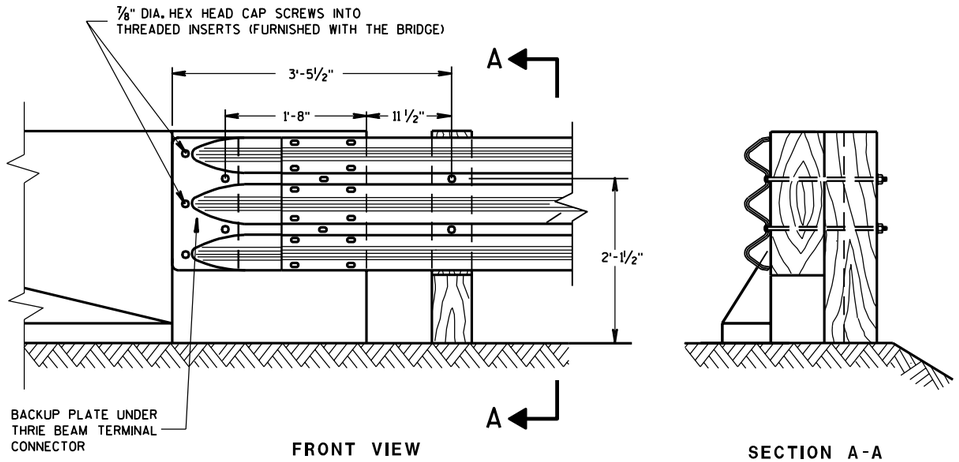
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 20-6a

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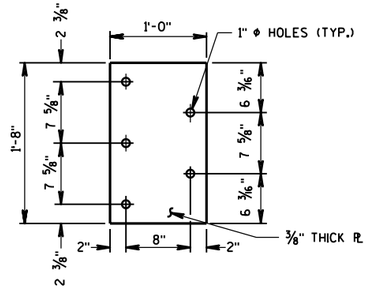
S.D.D. 14 B 20-6a



FRONT VIEW

SECTION A-A

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



② BACKUP PLATE DETAIL

(USE ONLY AT BRIDGE PARAPET CONNECTIONS)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

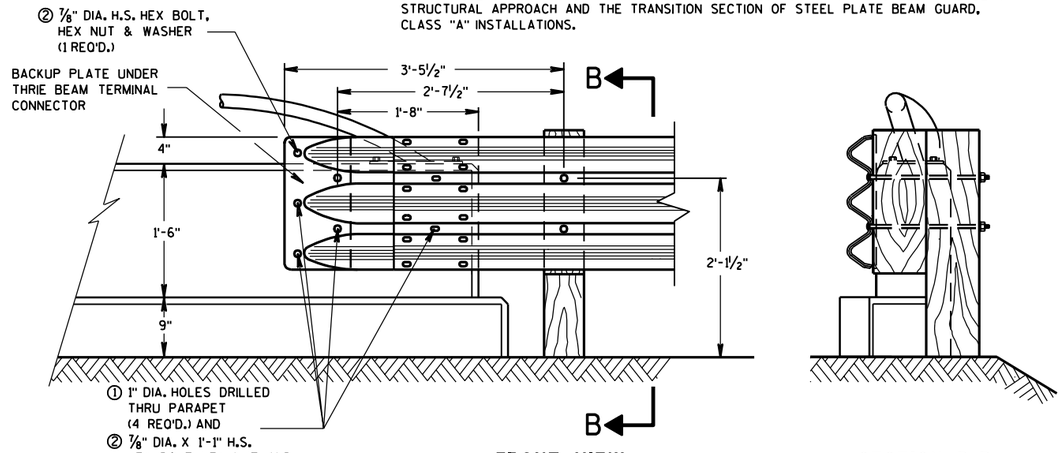
① INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND THE BACKUP PLATE AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

② EACH BOLT AT THE BACK FACE OF THE PARAPET REQUIRES A HARDENED ROUND STEEL WASHER WITH A 2 1/4" O.D. X 5/32 " THICK.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

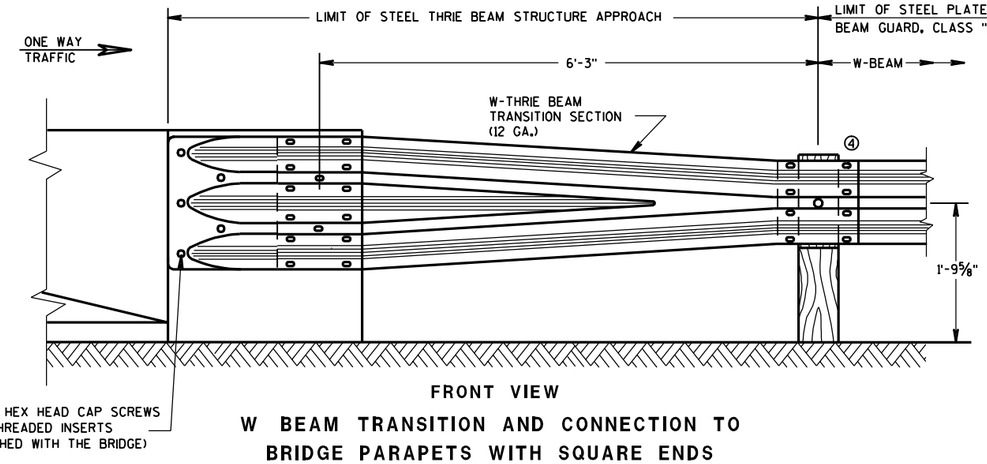
DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



FRONT VIEW

SECTION B-B

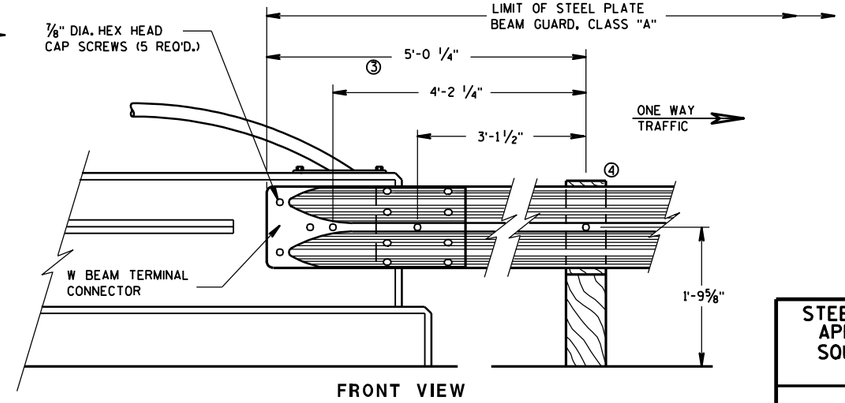
THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

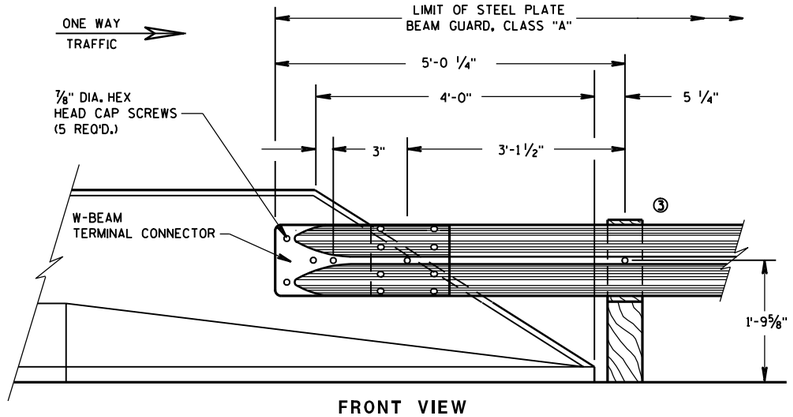
STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END AND VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-12-04
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

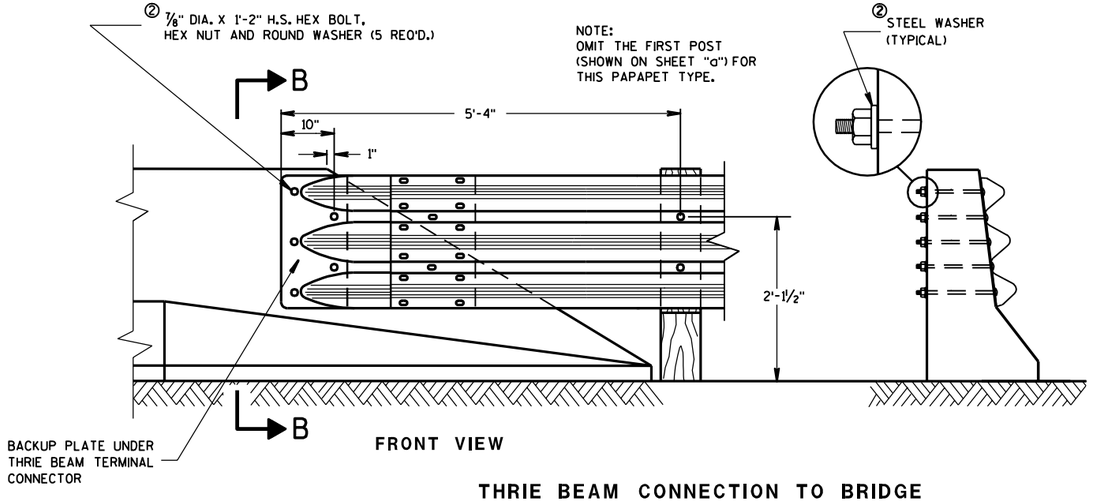
BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325, AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

① INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND THE BACKUP PLATE AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

② EACH BOLT AT THE BACK FACE OF THE PARAPET REQUIRES A HARDENED ROUND STEEL WASHER WITH A 2 1/4" O.D. X 5/32 " THICK.

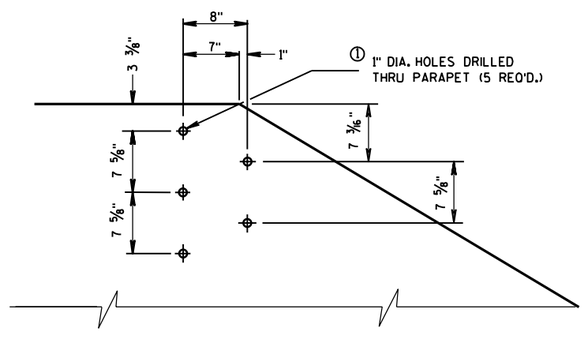
③ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



FRONT VIEW

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-12-04
DATE
FHWA

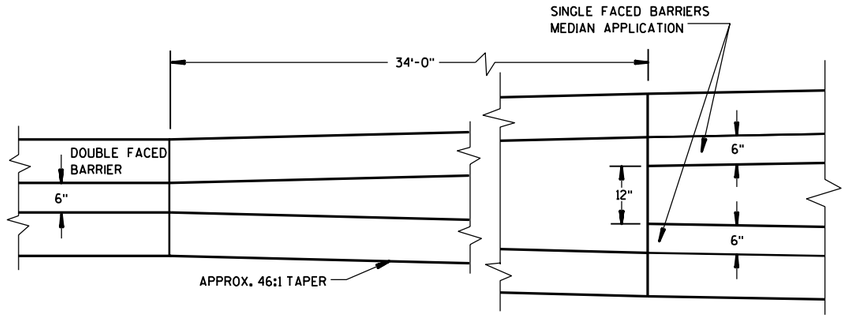
CHIEF, ROADWAY DEVELOPMENT ENGINEER

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S.D.D. 14 B 20-6c

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S.D.D. 14 B 20-6c

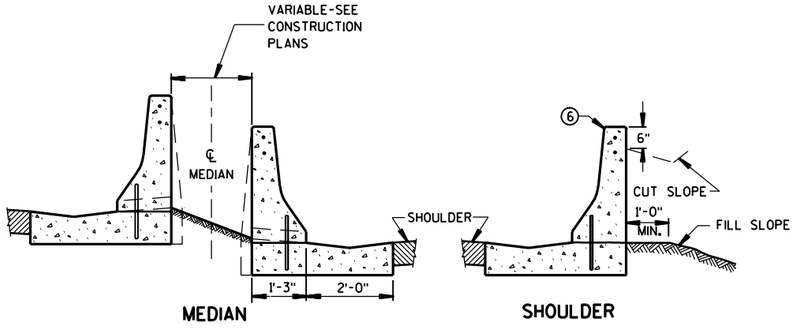


PLAN VIEW

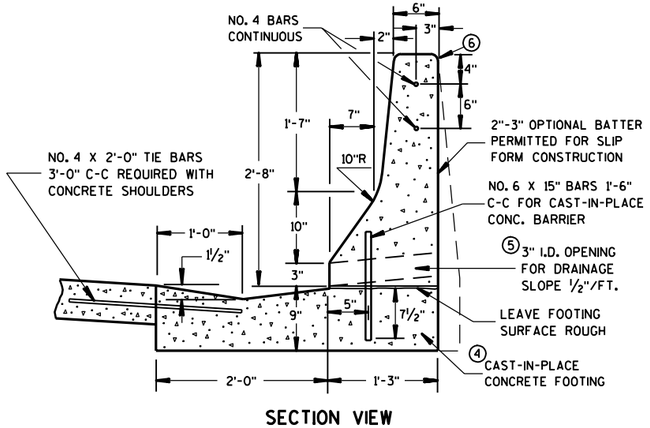
TRANSITION DETAILS OF DOUBLE FACED TO SINGLE FACED CONCRETE MEDIAN BARRIER

(FOOTINGS ARE NOT SHOWN)

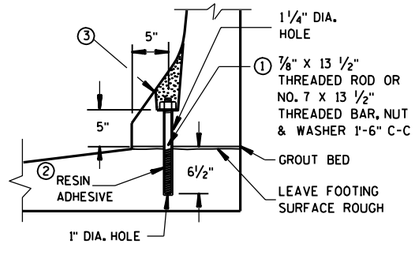
HIGH SIDE
CONCRETE BARRIER DETAIL



TYPICAL APPLICATIONS



SECTION VIEW



ANCHORAGE DETAIL FOR
PRECAST CONCRETE ALTERNATE

GENERAL NOTES

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

PRECAST UNITS SHALL BE FIRMLY BUTTED TOGETHER IN A CONTINUOUS LINE AND BE INTERCONNECTED BY VERTICAL MALE-FEMALE SHEAR CONNECTORS FORMED IN THE BARRIER ENDS.

SPLICES OF LONGITUDINAL BARS SHALL BE MADE WITH BARS LAPPED AT LEAST 18-INCHES AND FIRMLY TIED OR FASTENED TOGETHER.

ALL BAR STEEL REINFORCEMENT SHALL CONFORM TO REQUIREMENTS OF AASHTO M31, GRADE 60.

(1) THREADED RODS SHALL MEET THE REQUIREMENTS OF ASTM A572, GRADE 50, AND BE THREADED A MINIMUM LENGTH OF 2 1/2 INCHES AT THE TOP AND 6 1/2 INCHES AT THE BOTTOM. NO. 7 REINFORCEMENT BARS SHALL MEET THE REQUIREMENTS OF AASHTO M31, GRADE 60 AND BE THREADED A MINUMIM LENGTH OF 2 1/2 INCHES AT THE TOP. THE THREADED ROD OR NO. 7 REINFORCEMENT BAR, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153. NUTS SHALL BE TOROUED TO 300 FOOT POUNDS.

(2) THE RESIN ADHESIVE SHALL BE MADE BY AN APPROVED MANUFACTURER AND CERTIFIED TO PROVIDE A PULLOUT STRENGTH OF 19,000 POUNDS FOR THE ANCHORS AND CONCRETE EMBEDMENT SHOWN.

(3) BLOCKED OUT OPENINGS SHALL BE FILLED WITH A COMMERCIAL NON-SHRINK GROUT AFTER BARRIER IS INSTALLED.

(4) BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN CONTRACT.

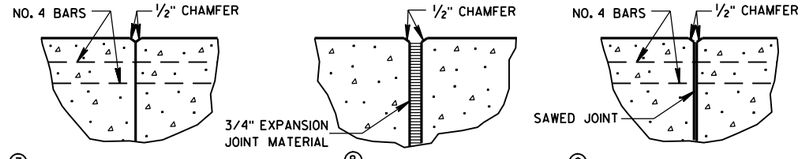
(5) OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.

(6) 3/4-INCH BEVEL OR 1-INCH RADIUS (TYPICAL).

(7) NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.

(8) EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES. SEE REINFORCEMENT AT BARRIER END DETAIL.

(9) SAWED CONTRACTION JOINTS SHALL BE PROVIDED ACROSS THE FULL WIDTH OF THE BARRIER FOOTING, AND IN FRONT, TOP AND BACK FACE OF THE BARRIER AT EXISTING PAVEMENT JOINTS AND AT UNIFORM INTERVALS BETWEEN WITH A MAXIMUM SPACING OF 25 FEET.



JOINT DETAILS

6

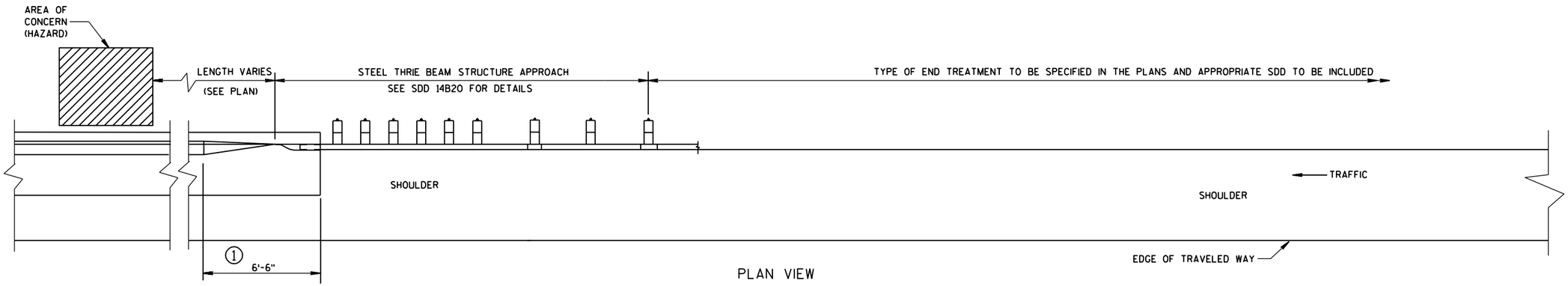
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S.D.D. 14 B 22-4a

S.D.D. 14 B 22-4a

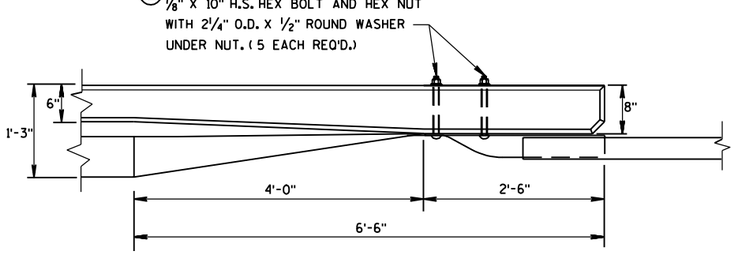
CONCRETE BARRIER,
SINGLE-FACED
(WITH ANCHORAGE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

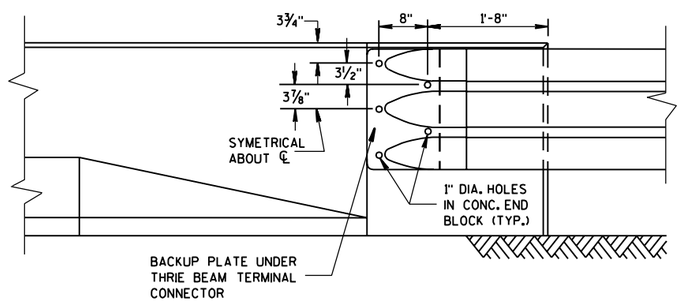


PLAN VIEW

TRANSITION TO STEEL PLATE BEAM GUARD AND END TERMINAL

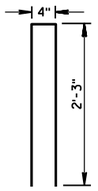


PLAN VIEW

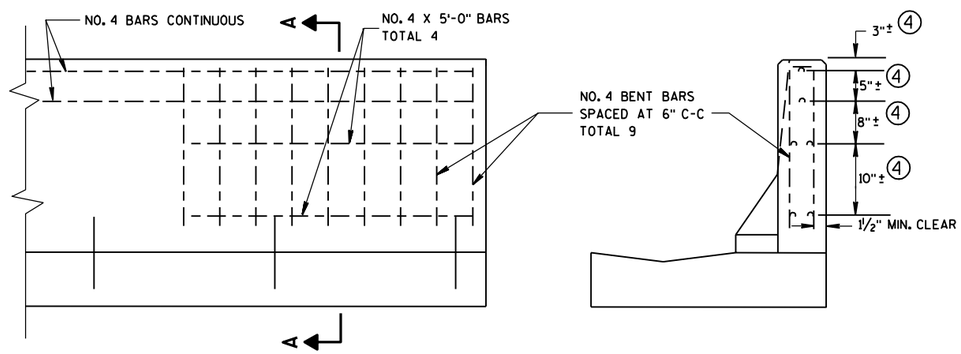


FRONT VIEW

CONCRETE BARRIER TRANSITION TO THRIE BEAM



BENT BAR DETAIL



FRONT VIEW

SECTION A-A

③ REINFORCEMENT AT BARRIER END

GENERAL NOTES

① A SPECIAL END IS REQUIRED ON THE CONCRETE BARRIER TO TRANSITION TO A CONNECTION WITH THE STEEL THRIE BEAM STRUCTURE APPROACH. SEE THE DETAILS ON THIS SHEET.

② HIGH STRENGTH BOLTS SHALL MEET REQUIREMENTS OF ASTM A325.

③ REINFORCEMENT REQUIRED AT EXPANSION JOINTS AND WHERE CONCRETE BARRIER IS TERMINATED.

④ PLACE REINFORCEMENT SUCH THAT IT WILL NOT CONFLICT WITH THE BOLT HOLES IN THE THRIE BEAM TERMINAL CONNECTOR.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/30/07
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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S.D.D. 14 B 22-4b

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S.D.D. 14 B 22-4b

BILL OF MATERIALS

NOTE NO.	QTY.	DESCRIPTION
(1)	4	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
(2)	4	STEEL TUBE: TS 8" X 6" X 0.188", 4'-6" LONG
(3)	4	SOIL PLATE: 2'-0" X 1'-6" X ¼"
(4)	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
(5)	6	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
(6)	1	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
(7)	1	BEARING PLATE
(8)	1	BCT CABLE ASSEMBLY
(9)	1	CABLE ANCHOR BOX
(10)	1	STRUT & YOKE
(11)	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6½" LONG FOR SKT-350, ET-2000 AND ET-2000 PLUS
(12)	3	STEEL PLATE BEAM: 12 GA. 13'-6½"
(13)	1	ET-2000/ET-2000 PLUS GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
(14)	1	REFLECTIVE SHEETING: 18" X 18"

GENERAL NOTES

(A) USE 3:1 OR FLATTER SLOPE FOR INSTALLATION ON EXISTING HIGHWAYS.

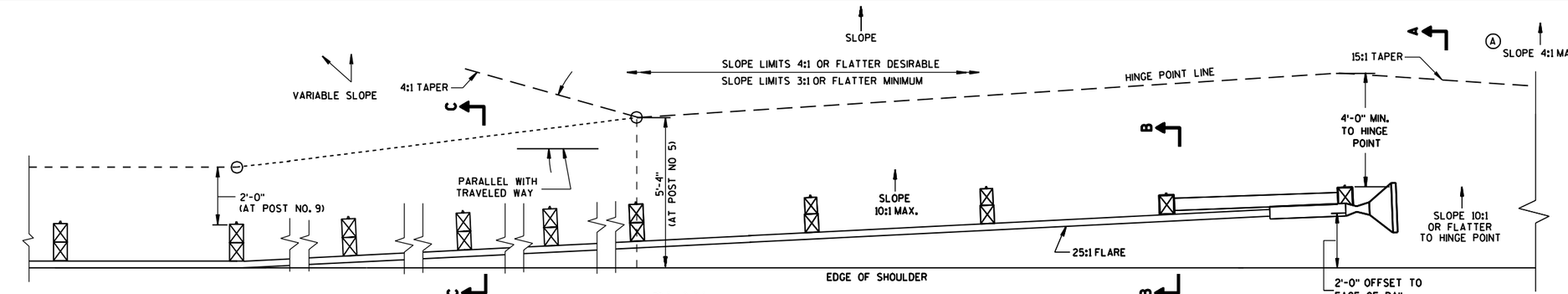
(B) DO NOT ATTACH GUARDRAIL TO POST BLOCKS AT POSTS NO. 3, 5 & 7.

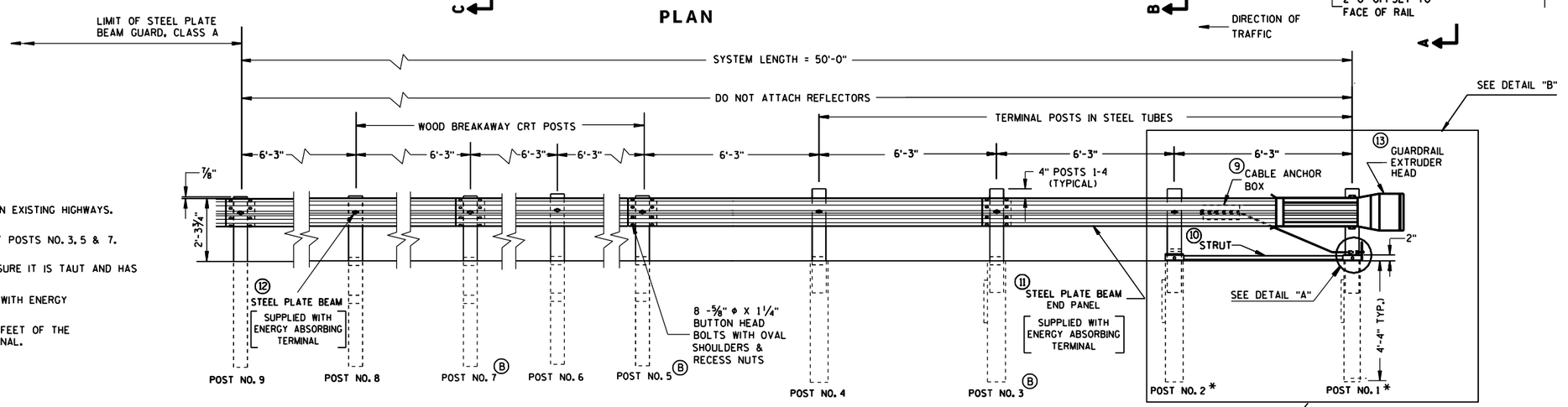
(C) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

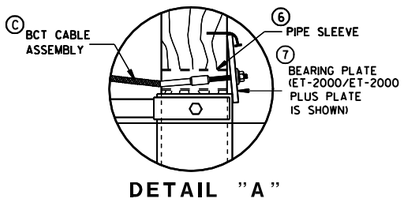
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

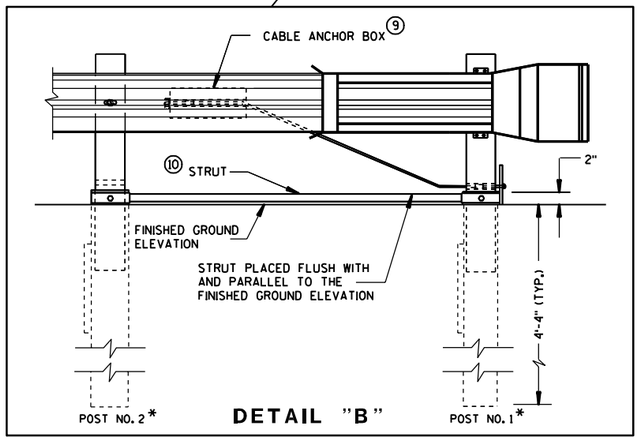




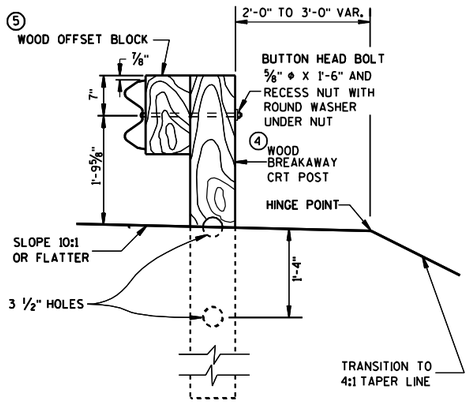
ELEVATION



DETAIL "A"

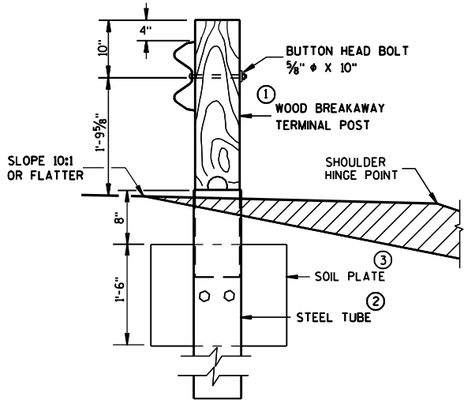


DETAIL "B"



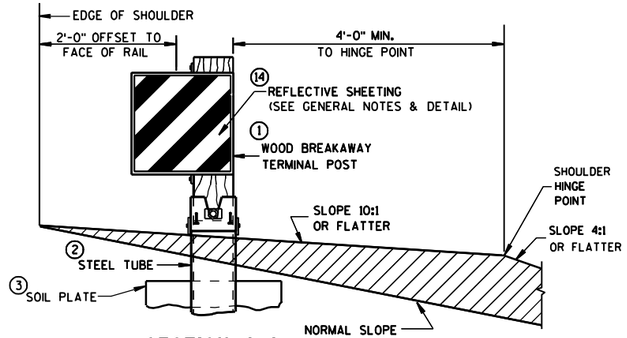
SECTION C-C

TYPICAL AT POST NOS. 4, 6, 8



SECTION B-B

TYPICAL AT POST NO. 2*



SECTION A-A

TYPICAL AT POST NO. 1*

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

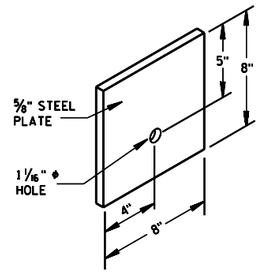
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

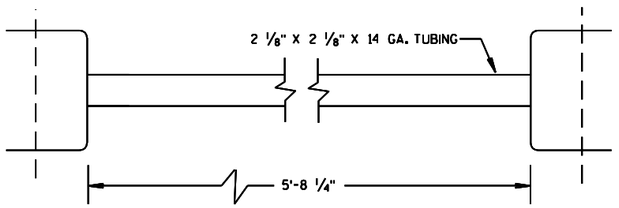
S.D.D. 14 B 24-4a

6

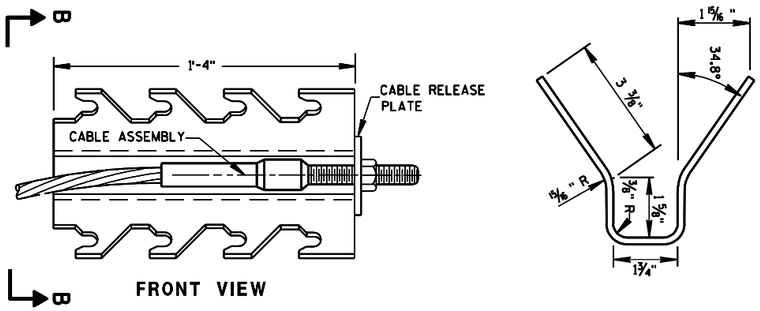
S.D.D. 14 B 24-4a



STEEL BEARING PLATE (SKT-350)



STRUT DETAIL (SKT-350)

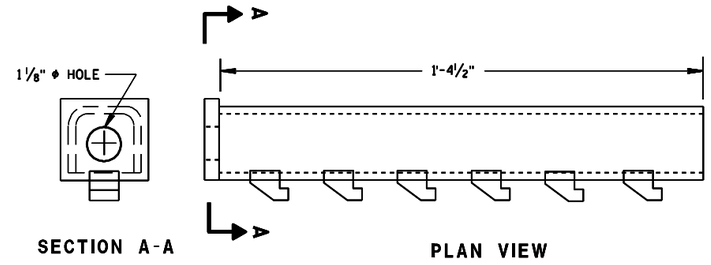


FRONT VIEW

SECTION B-B

CABLE ANCHOR BOX (SKT-350)

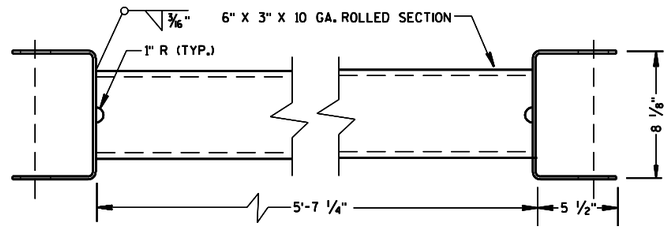
(SKT-350)



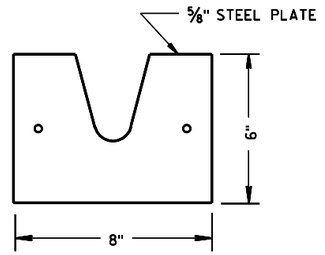
SECTION A-A

PLAN VIEW

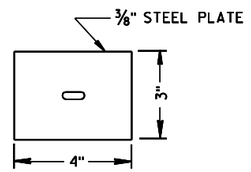
CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



STRUT DETAIL (ET-2000/ET-2000 PLUS)

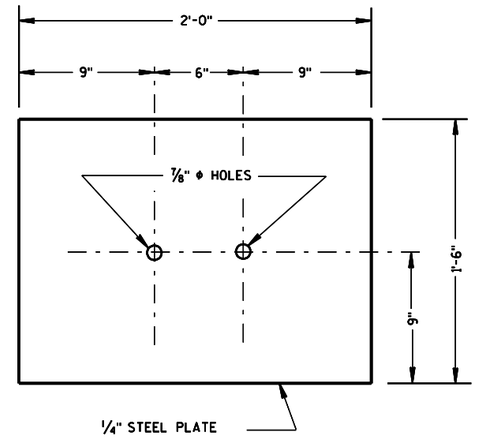


STEEL BEARING PLATE
(ET-2000/ET-2000 PLUS)



BEARING PLATE WASHER
(ET-2000/ET-2000 PLUS)

(ET-2000/ET-2000 PLUS)



SOIL PLATE
(SKT-350, ET-2000/ET-2000 PLUS)

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

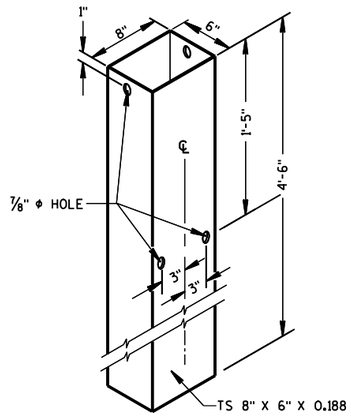
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

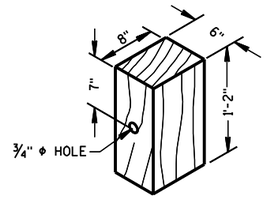
S.D.D. 14 B 24-4b

6

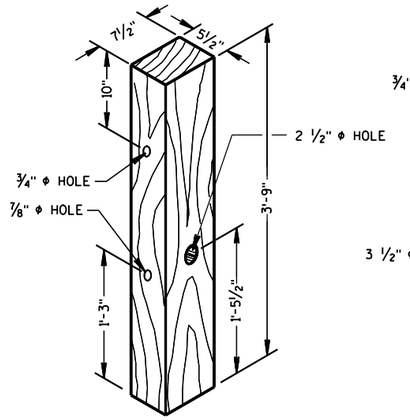
S.D.D. 14 B 24-4b



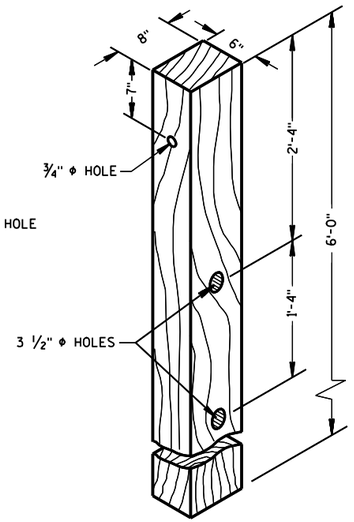
STEEL TUBE
(POSTS NO. 1-4
THE STEEL TUBE SHALL CONFORM
TO REQUIREMENTS OF ASTM A500



WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

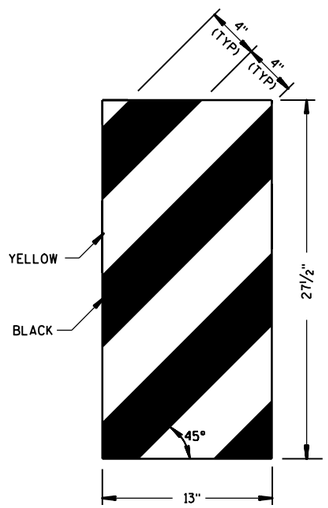


TERMINAL POST
(POSTS NO. 1-4

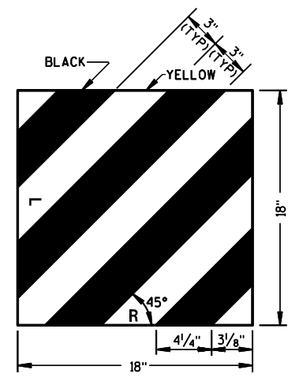


CRT POST
(POSTS NO'S 5-8

WOOD BREAKAWAY POSTS



ET-2000 PLUS ONLY



ET-2000 AND SKT-350

REFLECTIVE SHEETING DETAILS

GENERAL NOTES

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

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL SHALL BE EITHER THE EXTRUDER TERMINAL (ET-2000), OR THE SEQUENTIAL KINKING TERMINAL (SKT-350). THE CONTRACTOR SHALL NOT INTERMIX PROPRIATERY PRODUCT MATERIALS.

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH SHALL INCLUDE HARDWARE, STEEL PLATE BEAM GUARD, POSTS, REFLECTIVE SHEETING AND INSTALLATION AS SHOWN.

REFLECTIVE SHEETING - SHALL CONFORM TO ASTM SPECIFICATION D4956-94, REFLECTIVE SHEETING TYPE III, BACKING CLASS 4, PERFORMANCE REQUIREMENT TYPE III. THE MESSAGE AND LINES SHALL BE APPLIED TO THE SIGNS BY THE SILK SCREEN STENCIL PROCESS USING A BLACK OR DARK STENCIL PASTE AS A TYPE APPROVED BY THE MANUFACTURER OF THE FACE MATERIAL TO WHICH IT IS TO BE APPLIED. MESSAGE UNITS CUT FROM NONREFLECTIVE SHEETING AND APPLIED TO THE SIGN FACE ARE NOT ACCEPTABLE. AFTER THE APPROACH END OF THE STEEL PLATE BEAM GUARD INSTALLATION IS COMPLETE, CLEAN THE AREA WHERE THE REFLECTIVE SHEETING WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION. ONCE CLEAN, APPLY REFLECTIVE SHEETING DIRECTLY TO THE STEEL PLATE BEAM GUARD AS SHOWN. THE CONTRACTOR SHALL TURN OVER THE MANUFACTURERS WARRANTY FOR THE REFLECTIVE SHEETING TO THE DEPARTMENT FOR POTENTIAL DEALING WITH THE MANUFACTURER. PAYMENT OF REFLECTIVE SHEETING IS INCIDENTAL TO STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL.

WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-25-03
DATE
FHWA

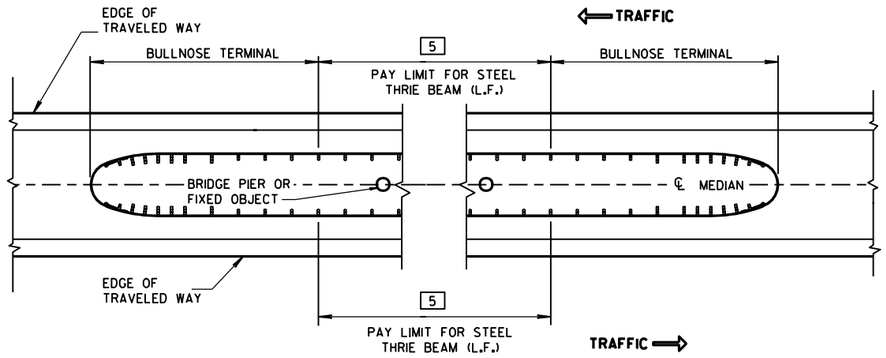
CHIEF ROADWAY DEVELOPMENT ENGINEER

6

S.D.D. 14 B 24-4c

6

S.D.D. 14 B 24-4c



MEDIAN HAZARD PROTECTION

GENERAL NOTES

THIS DRAWING CONSISTS OF 5 SHEETS 14B26-1(a-e). THESE GENERAL NOTES APPLY TO ALL SHEETS.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

ALTERNATE HARDWARE DESIGNS WILL BE CONSIDERED FOR APPROVAL PROVIDED THEIR CONNECTION DETAILS, FOR THE PURPOSE OF MAINTENANCE SUBSTITUTIONS, ARE COMPATIBLE WITH THE DETAILS OF THIS STANDARD AND THEIR OPERATING CHARACTERISTICS ARE SIMILAR TO THOSE OF THE HARDWARE SHOWN IN THIS STANDARD.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

[1] SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3". (POST 1 TO POST 1)

[2] SLOTTED THRIE BEAM RAIL NO. 2, 12'-6", SHOP BEND TO R=34'-2". (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, 12'-6". (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

② NOSE CABLE W/SWAGED END BUTTONS.

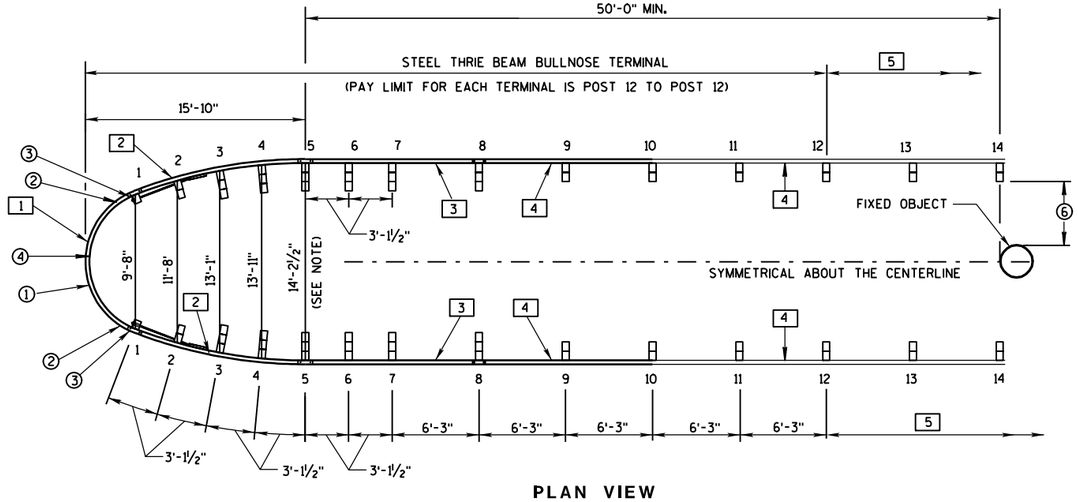
③ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

④ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

⑤ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

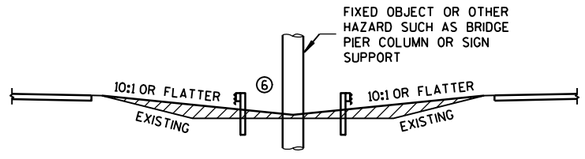
⑥ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

NOTE: MEASUREMENTS ARE FROM BACK OF RAIL TO BACK OF RAIL.

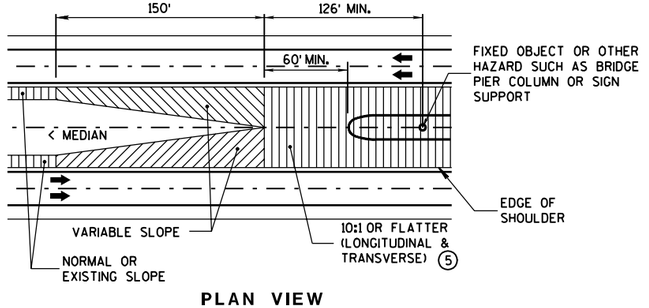


PLAN VIEW

TYPICAL BULLNOSE LAYOUT

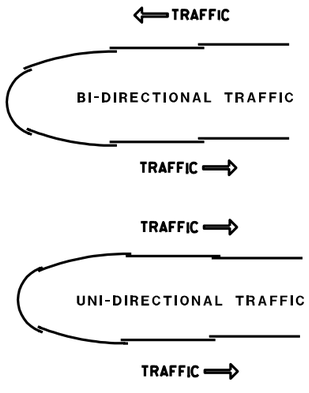


MEDIAN GRADING SECTION



PLAN VIEW

GRADING AT BULLNOSE



GUARDRAIL LAPPING DETAIL

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 26-1a

6

S.D.D. 14 B 26-1a

TABLE - SHY LINE DISTANCES *

POSTED SPEED	SHY LINE OFFSET (FEET)
25	3.6
30	4.1
35	4.6
40	5.6
45	6.6
50	7.2
55	7.9
65	9.2

* SOURCE: TABLE 5.5 AASHTO ROASISDE DESIGN GUIDE 2002

GENERAL NOTES

THE GENERAL NOTES ON SDD 14B26-1a APPLY TO THIS SHEET.

[1] SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3". (POST 1 TO POST 1)

[2] SLOTTED THRIE BEAM RAIL NO. 2, 12'-6", SHOP BEND TO R=34'-2". (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, 12'-6". (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

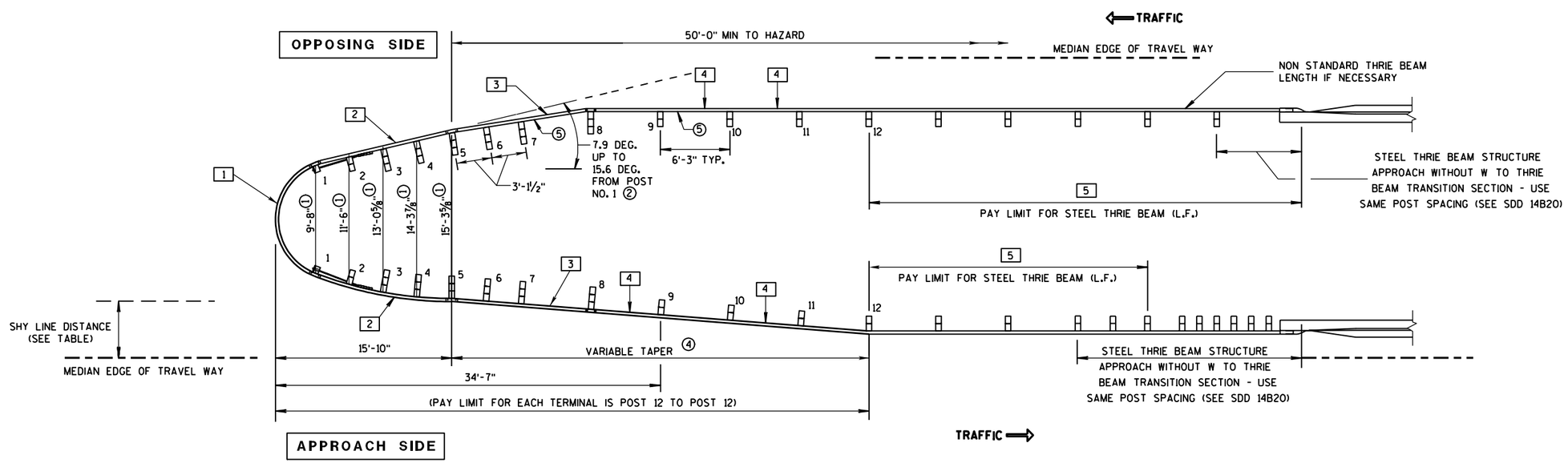
① POST SPACINGS ACROSS THE BARRIER ARE MEASURED AS PERPENDICULAR DISTANCE ACROSS THE BARRIER FROM THE CENTER OF THE POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS.

③ THRIE BEAM BULLNOSE. SEE SDD 14B26-1a FOR DETAILS.

④ FOR MEDIANS WIDER THAN 14'-2½", BEFORE TAPERING THE APPROACH SIDE, TAPER THE OPPOSING SIDE AS SHOWN ON THE BULLNOSE DESIGN DETAIL. APPROACH TAPER SHOULD NOT EXCEED 1:25 IF THE BARRIER IS WITHIN THE SHY LINE (SEE TABLE) OR 1:15 IF IT IS OUTSIDE. USE APPROACH SIDE TAPER ON BOTH SIDES AT LOCATIONS WITH UNI-DIRECTIONAL TRAFFIC, SUCH AS INTERCHANGE RAMP GORE AREAS.

⑤ THRIE BEAM MAY BE SHOP BENT UP TO 18" IN A 12'-6" LENGTH (APPROX. 6.9 DEGREES). ADJUST BENDS TO FIT BULLNOSE TO SITE. SLOTTED RAIL NO. 2 ON OPPOSING SIDE MAY BE USED STRAIGHT OR NORMAL (SHOP BEND TO 34"-2" RADIUS.



PLAN VIEW

WIDENED BULLNOSE DESIGN ③

(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM BULLNOSE TERMINAL

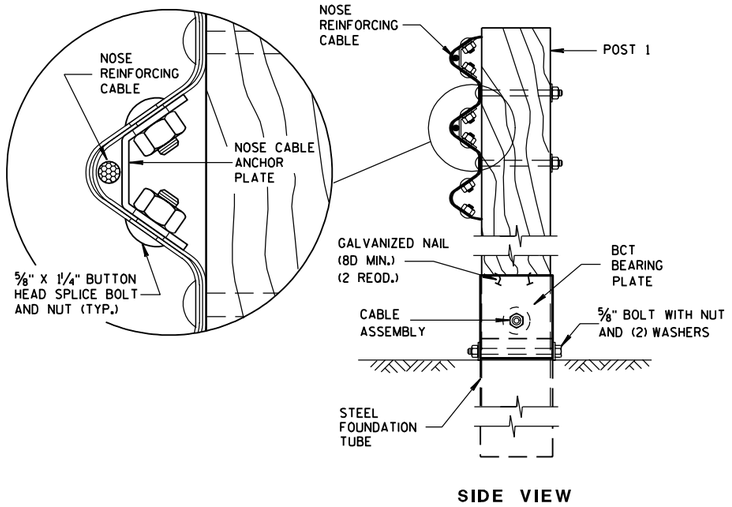
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 26-1b

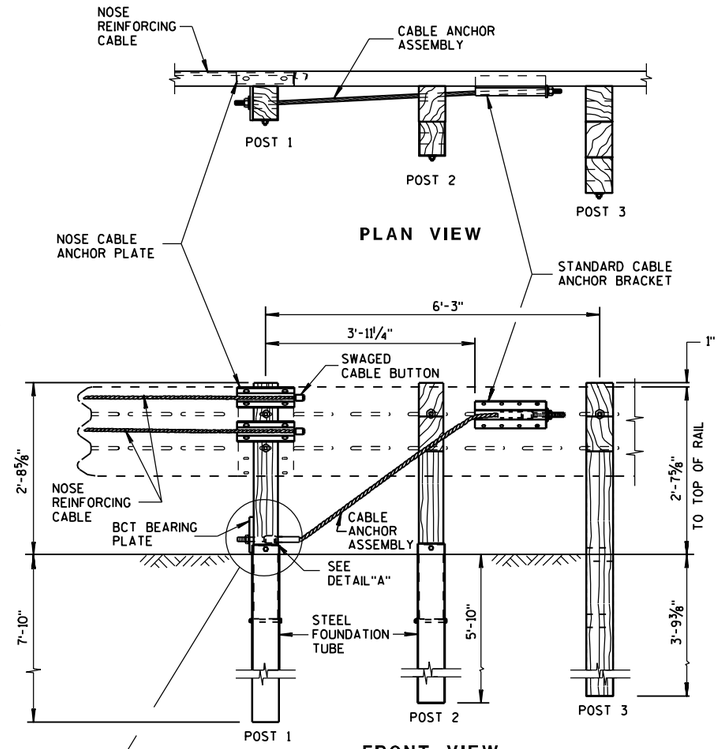
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S.D.D. 14 B 26-1b

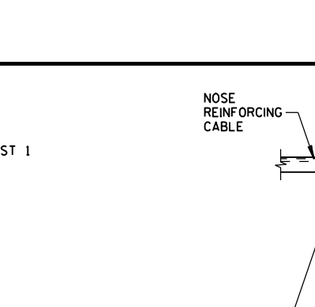


SIDE VIEW

NOSE CABLE ASSEMBLY



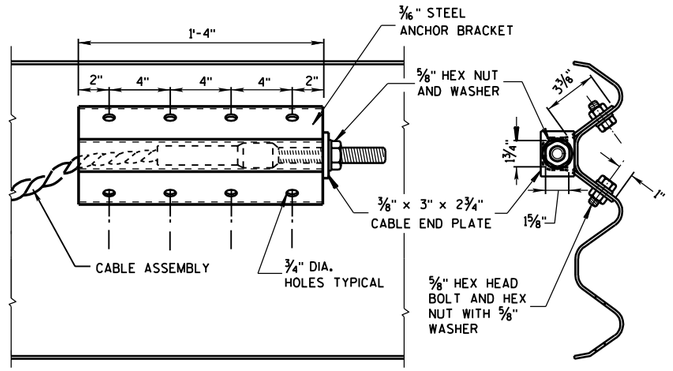
CABLE ANCHOR AND BRACKET ASSEMBLY



DETAIL ''A''

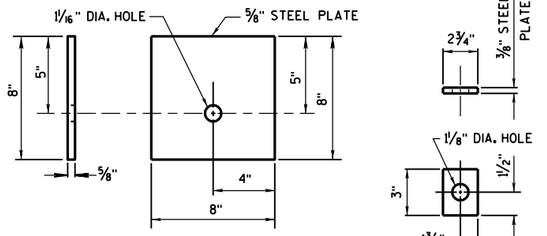
GENERAL NOTES

THE GENERAL NOTES ON SDD 14B26-1a APPLY TO THIS SHEET.



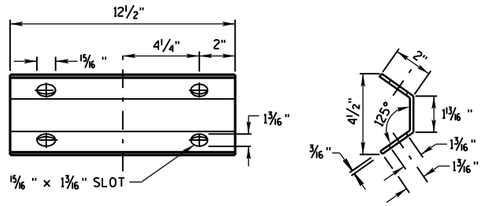
FRONT VIEW END VIEW

DETAILS OF CABLE ANCHOR BRACKET



BCT BEARING PLATE

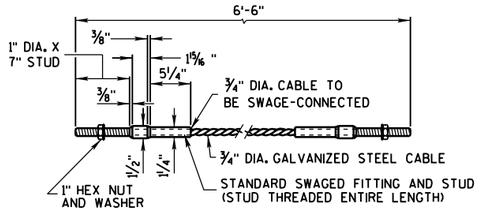
CABLE END PLATE



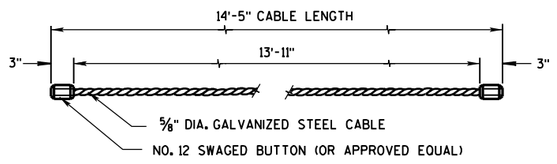
ELEVATION VIEW END VIEW

NOSE CABLE ANCHOR PLATE

NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



DETAILS OF CABLE ANCHOR ASSEMBLY



NOSE REINFORCING CABLE

STEEL THRIE BEAM BULLNOSE TERMINAL

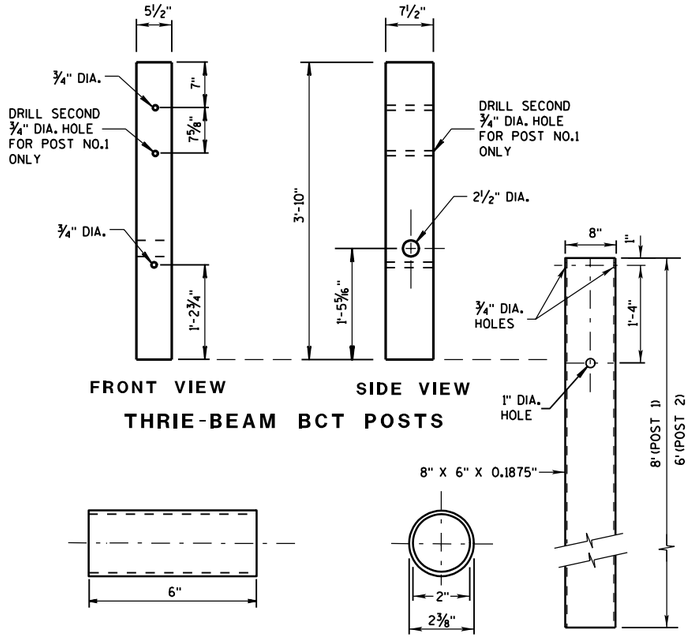
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

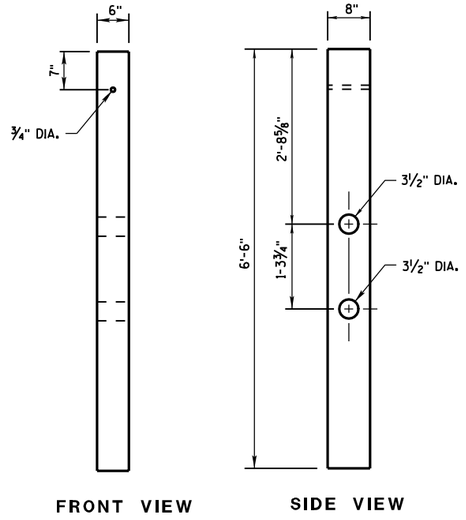
S.D.D. 14 B 26-1c

6

S.D.D. 14 B 26-1c



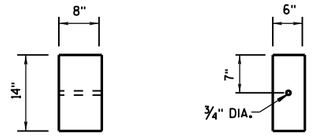
THRIE-BEAM BCT POSTS



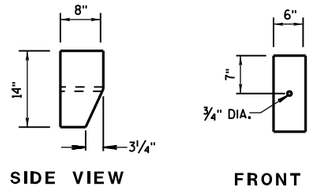
THRIE-BEAM CRT WOOD POSTS

GENERAL NOTES

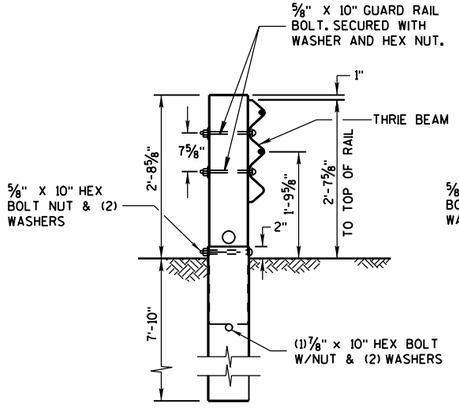
THE GENERAL NOTES ON SDD 14B26-1a APPLY TO THIS SHEET.



STANDARD WOOD BLOCK

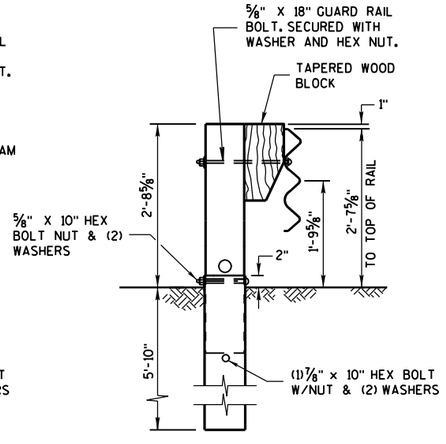


TAPERED WOOD BLOCK



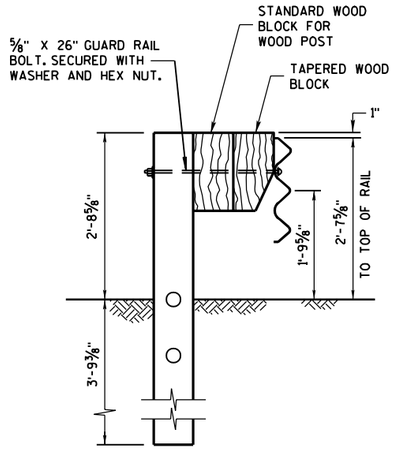
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



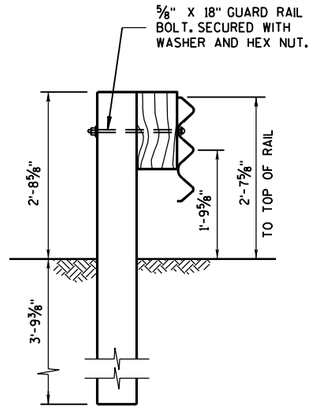
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12
(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

STEEL THRIE BEAM BULLNOSE TERMINAL

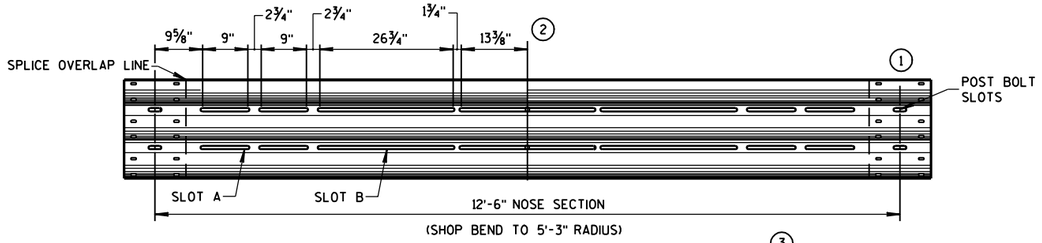
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

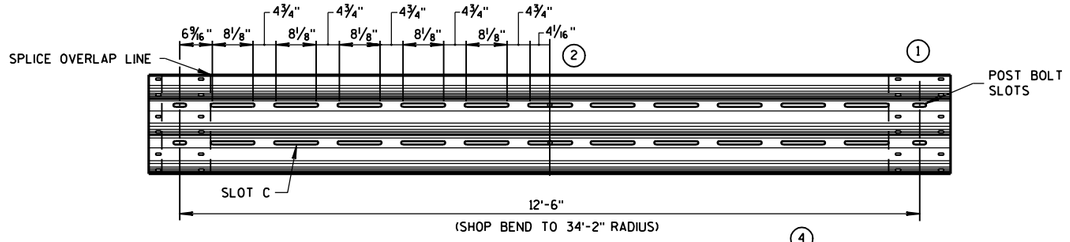
S.D.D. 14 B 26-1d

6

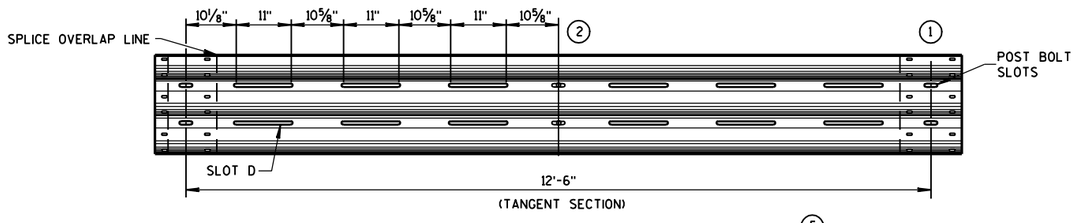
S.D.D. 14 B 26-1d



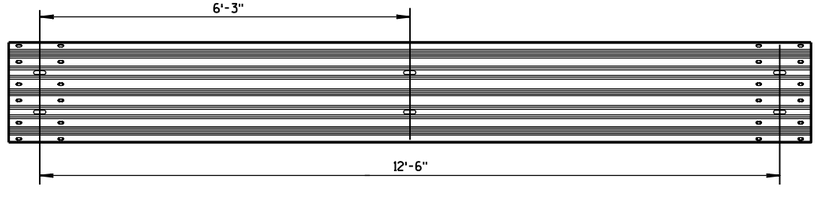
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAIL NO. 2 (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

THE GENERAL NOTES ON SDSD 14B26-1a APPLY TO THIS SHEET.

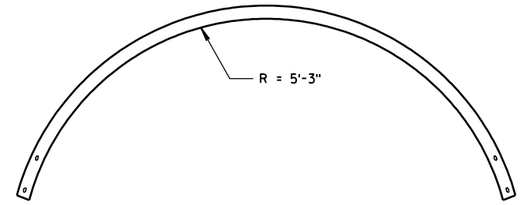
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

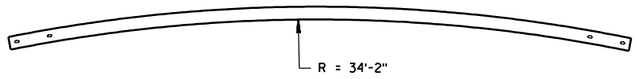
(4) SLOTTED THRIE BEAM RAIL NO. 2, 12'-6", SHOP BEND TO R=34'-2".

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



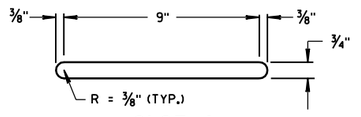
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

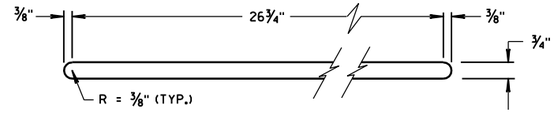


PLAN VIEW

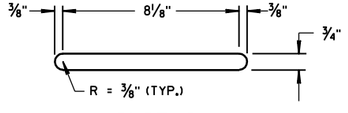
SLOTTED THRIE BEAM RAIL NO. 2



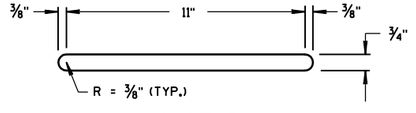
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10-5-06
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

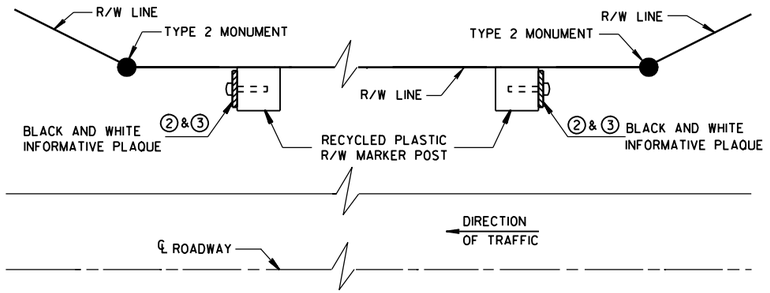
FHWA

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S.D.D. 14 B 26-1e

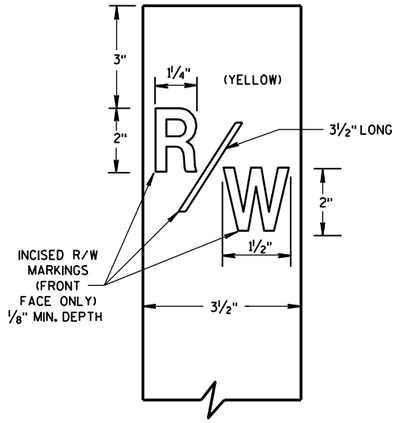
6

S.D.D. 14 B 26-1e

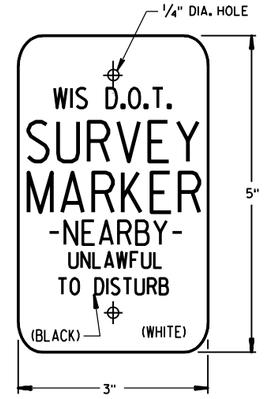


PLAN VIEW

TYPICAL LOCATION ②



RECYCLED PLASTIC RIGHT-OF-WAY MARKER POST FRONT FACE



INFORMATIVE PLAQUE ③

GENERAL NOTES

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

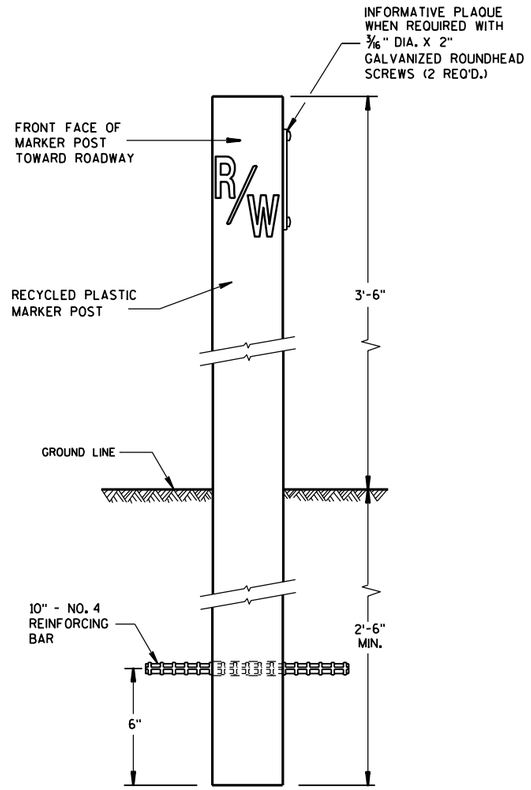
① POSTS SHALL BE ANCHORED AND SET INTO EXCAVATED HOLES AS ILLUSTRATED OR MAY BE DRIVEN AND ANCHORED INTO THE GROUND BY ALTERNATE DEVICES APPROVED BY THE ENGINEER.

② A MARKER POST FOR RIGHT-OF-WAY SHALL BE PLACED ADJACENT TO EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

③ INFORMATIVE PLAQUES WILL BE FURNISHED BY THE DEPARTMENT OF TRANSPORTATION AND BE PLACED ON THE SIDE OF THE POST FACING THE TYPE 2 MONUMENT.

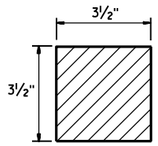
④ IN AREAS OF SOLID ROCK, DRILL A 1½" MIN. BORE HOLE INTO THE ROCK TO A DEPTH OF 12". CUT THE POST SO THAT A LENGTH OF 3'-6" PROTRUDES ABOVE THE GROUND. DRILL A ⅝" PILOT HOLE 1 FOOT INTO THE BOTTOM OF THE POST. DRIVE A 2 FOOT PIECE OF NO. 6 REINFORCING BAR INTO THE POST. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH EPOXY, CONCRETE CEMENT OR EQUIVALENT. PLACE THE POST WITH THE EXTENDED REINFORCING BAR INTO THE BORE HOLE WITH ADHESIVE. DEPENDING ON THE STABILITY OF THE ROCK, DEPTH OF THE BORE HOLE AND REINFORCING BAR MAY BE INCREASED AT THE DIRECTION OF THE ENGINEER.

MARKING & SIGNING DETAILS

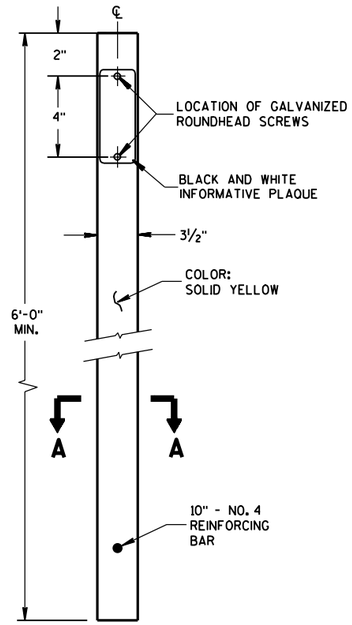


FRONT VIEW

TYPICAL INSTALLATION ①

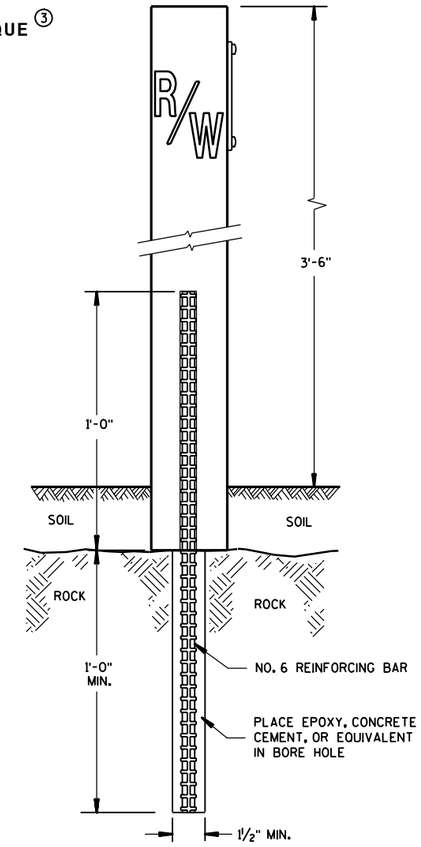


SECTION A-A



SIDE VIEW

STANDARD RECYCLED PLASTIC MARKER POST



FRONT VIEW

ROCK INSTALLATION ④

MARKER POST FOR RIGHT-OF-WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

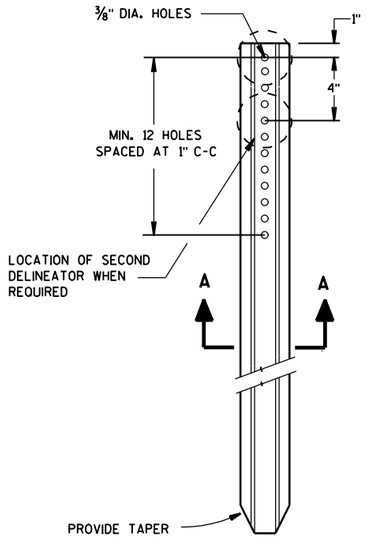
APPROVED
8/24/06 — DATE
/S/ K. G. Brockman — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

6

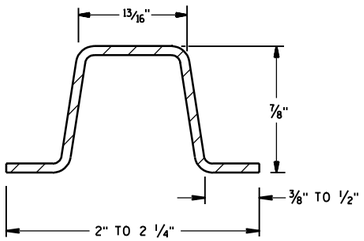
S.D.D. 15 A 1-10

6

S.D.D. 15 A 1-10

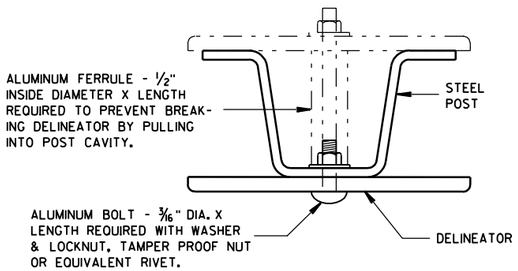


DELINEATOR POST

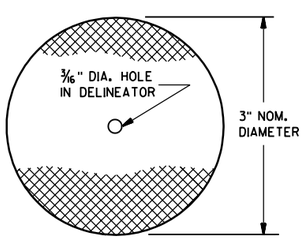


SECTION A-A

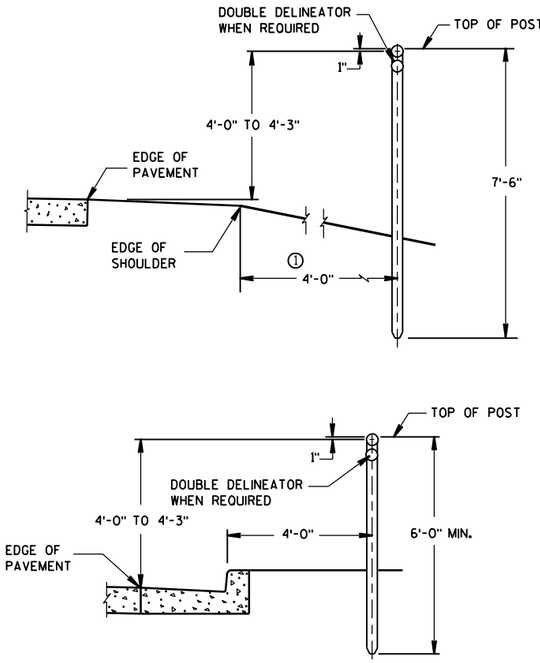
WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



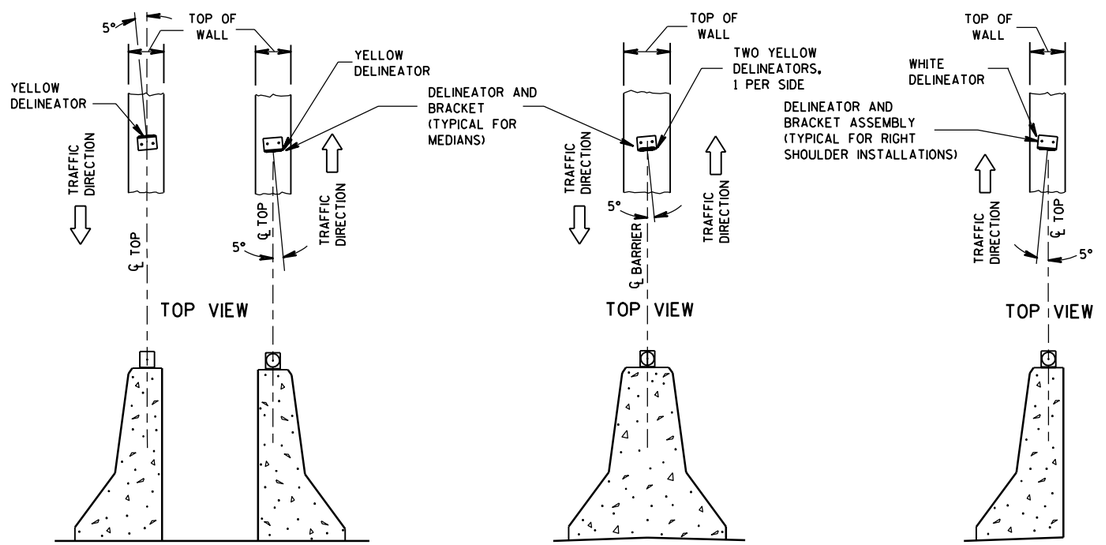
MOUNTING DETAIL FOR DELINEATOR



DELINEATOR



TYPICAL INSTALLATIONS OF DELINEATOR POSTS



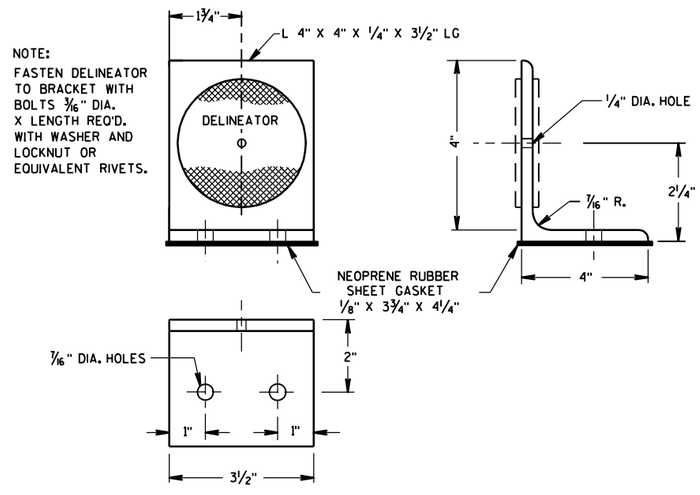
DOUBLE BARRIERS IN MEDIAN | MEDIAN BARRIER | BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATORS MOUNTED ON CONCRETE BARRIERS

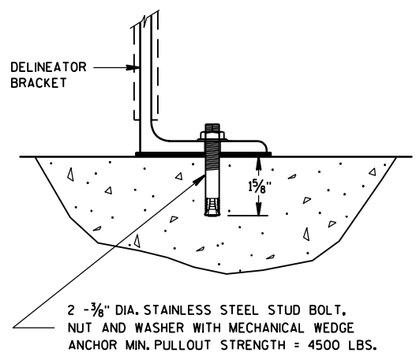
GENERAL NOTES

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

① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



DELINEATOR BRACKET



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR BRACKET AND DELINEATOR

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

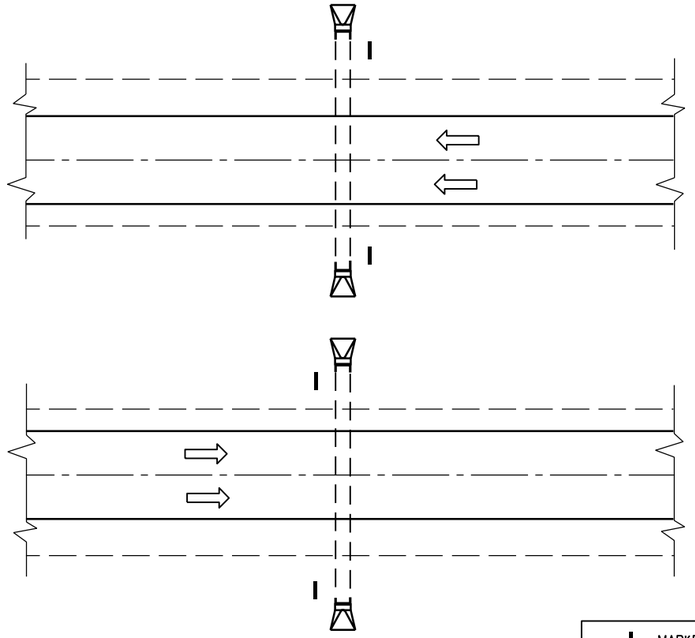
APPROVED 2/19/04 (DATE)
Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

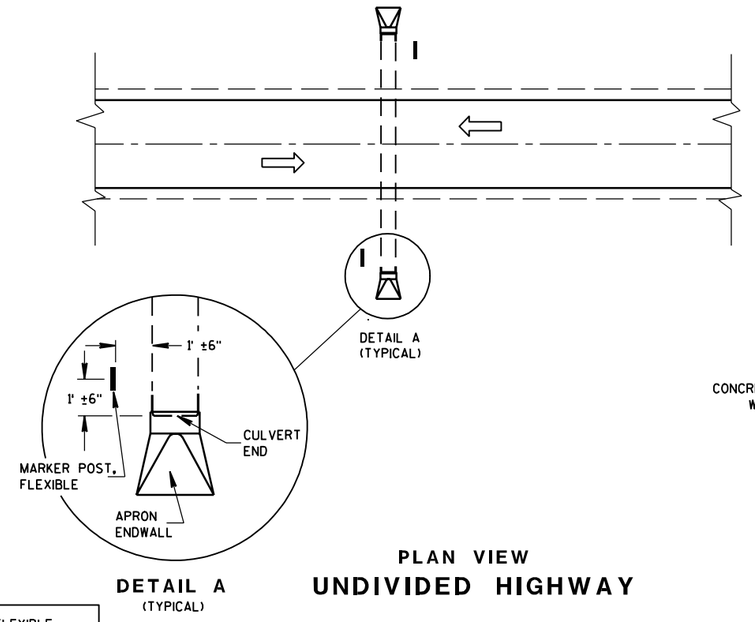
S.D.D. 15 A 2-6

6

S.D.D. 15 A 2-6



PLAN VIEW
DIVIDED HIGHWAY



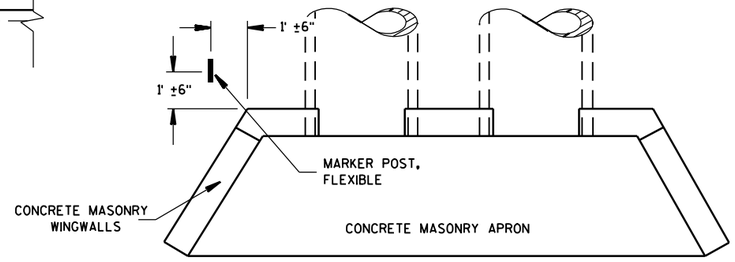
PLAN VIEW
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE
DIRECTION OF TRAFFIC FLOW

FLEXIBLE MARKER POST LOCATION

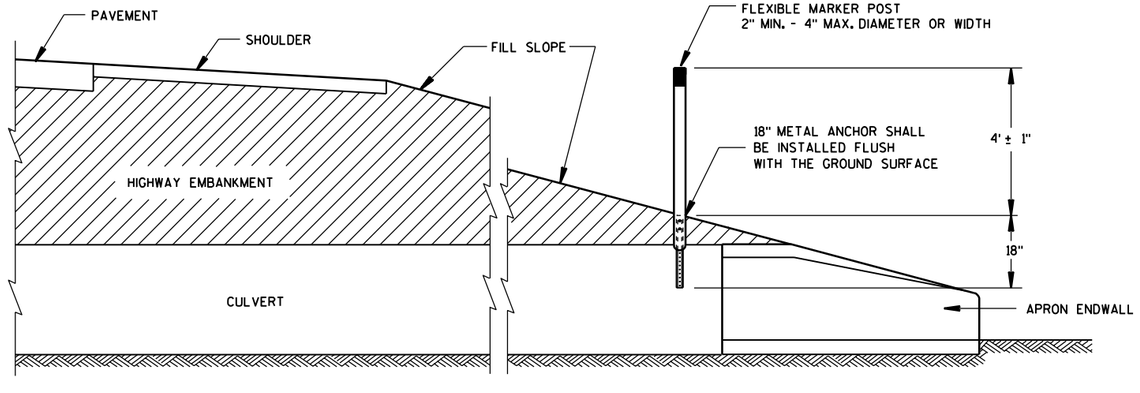
GENERAL NOTES

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

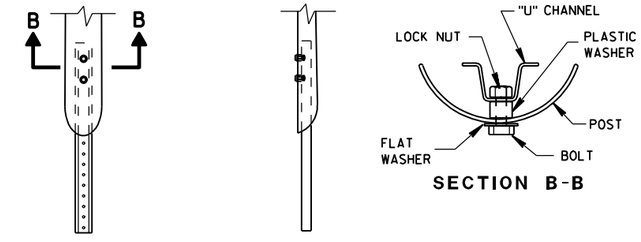


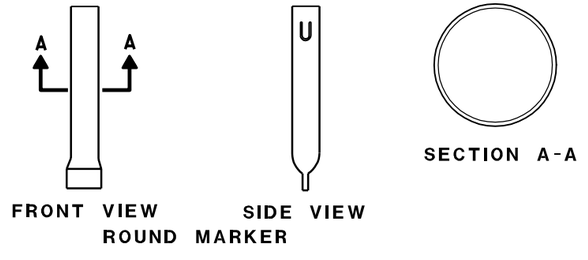
PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

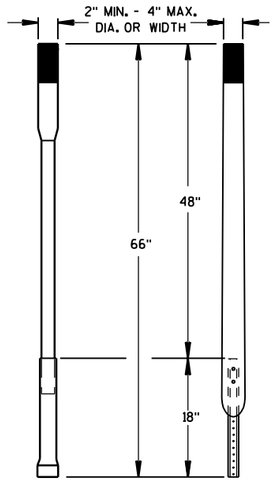


CROSS SECTION
FLEXIBLE MARKER POST





FLEXIBLE MARKER POST ANCHORS



ALTERNATE 1 ALTERNATE 2

FLEXIBLE MARKER POST

MARKER POST, FLEXIBLE, FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

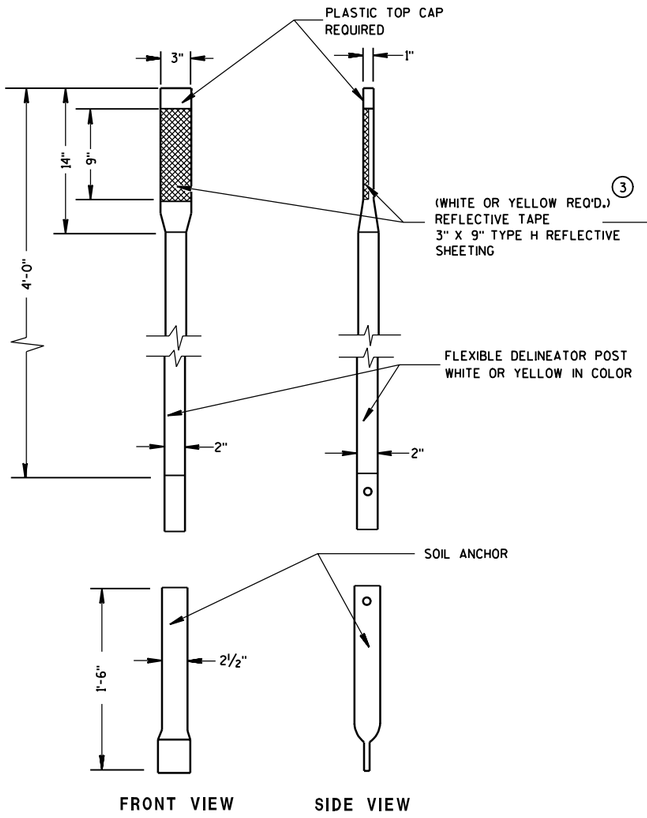
APPROVED
10/1/98
DATE

CHIEF ROADWAY DEVELOPMENT ENGINEER

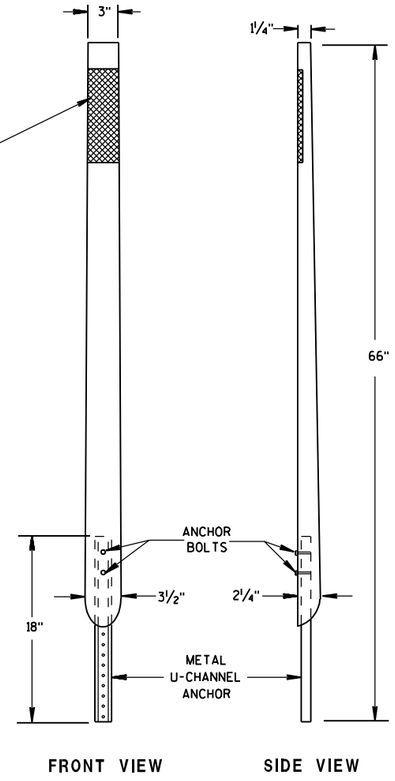
FHWA

6

S.D.D. 15 A 3-1

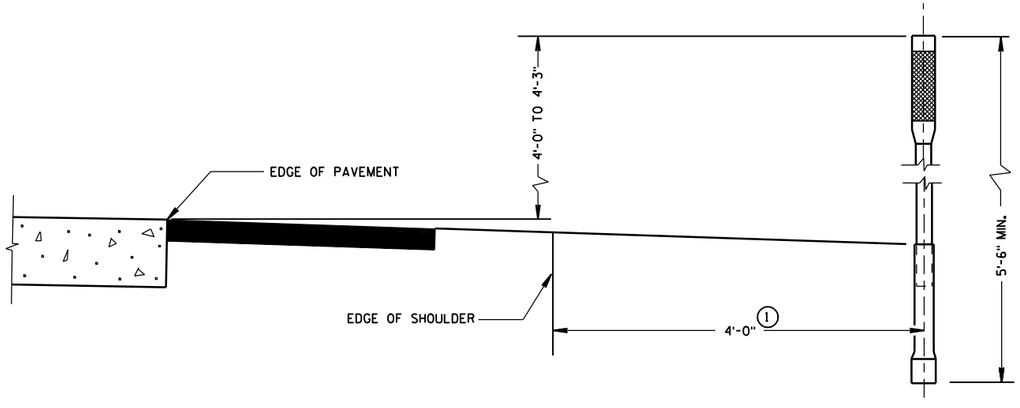


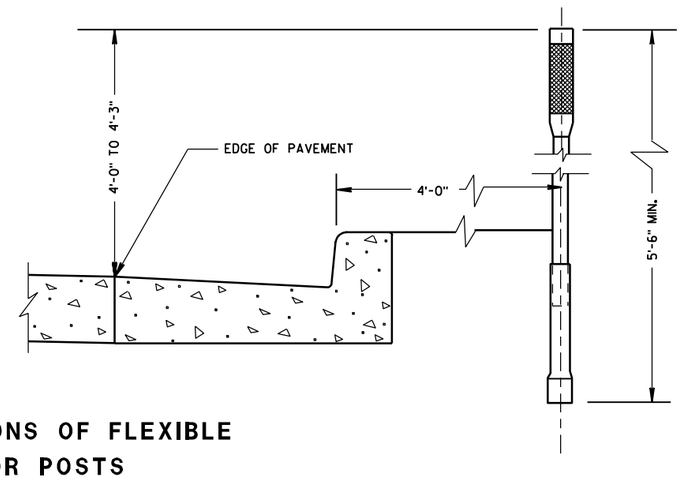
ALTERNATE 1



ALTERNATE 2

FLEXIBLE DELINEATOR POST





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

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

① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

② EITHER ALTERNATE NO. 1 OR NO. 2 MAY BE FURNISHED.

③ AS PER SECTION 637.2.2.2. OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

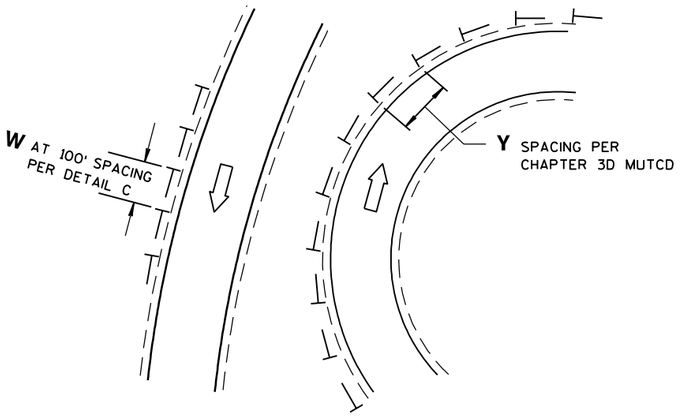
APPROVED
11-6-01
DATE

Chester J. Spacy
CHIEF SIGNS AND MARKING ENGINEER

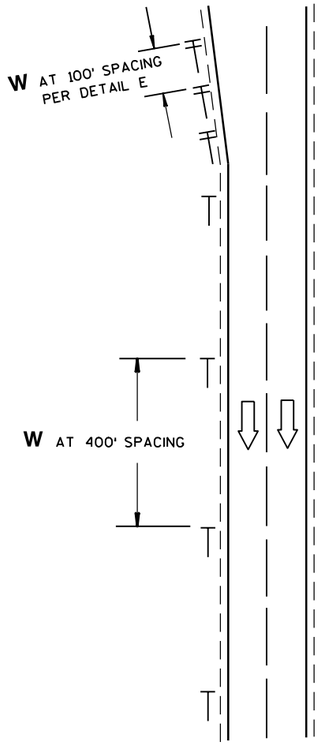
FHWA

6

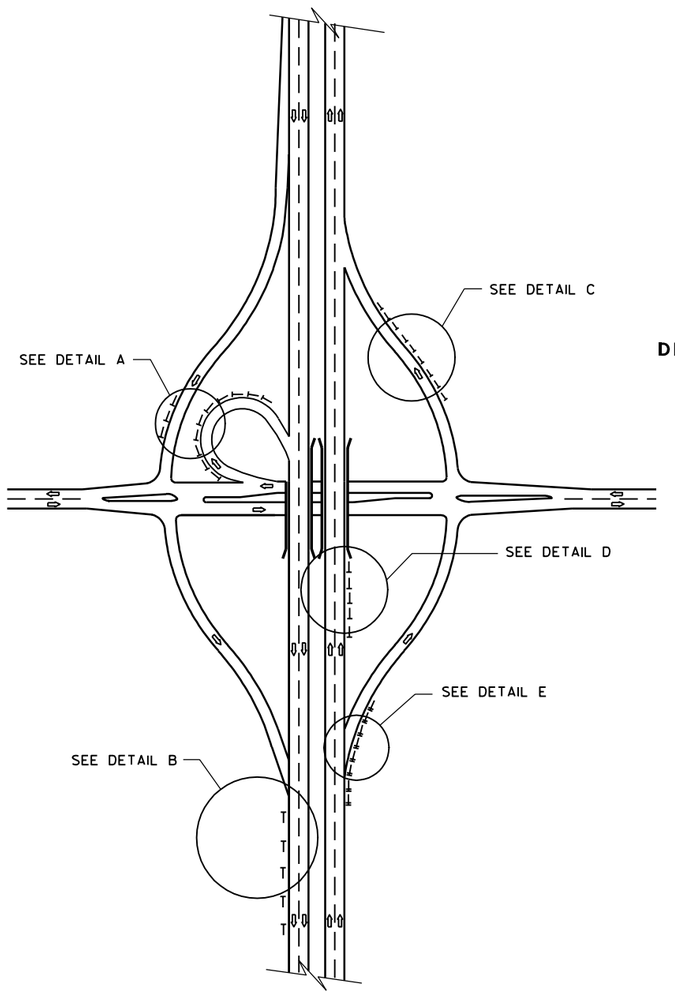
S.D.D. 15 A 4-1



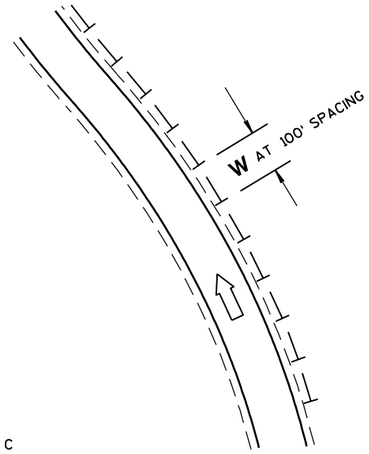
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



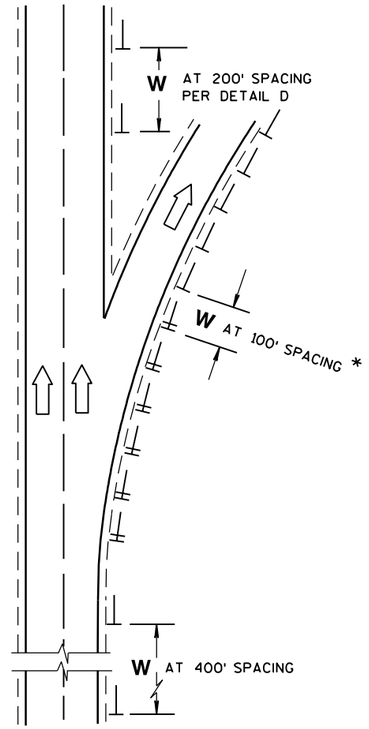
DETAIL B
DELINEATOR LAYOUT
ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL C
DELINEATOR LAYOUT ALONG RAMP



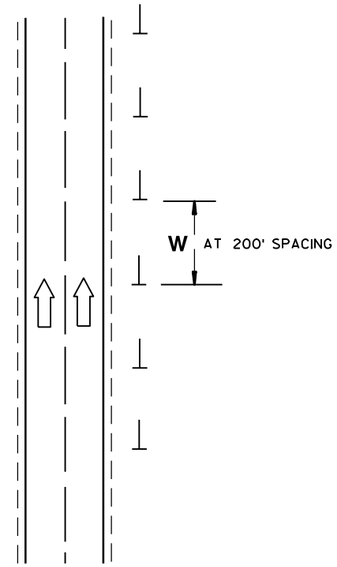
DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION
- DECELERATION LANES AND TAPERS AT RAMPS

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.

LEGEND

- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



DETAIL D
DELINEATOR LAYOUT
BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/28/05
DATE

Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

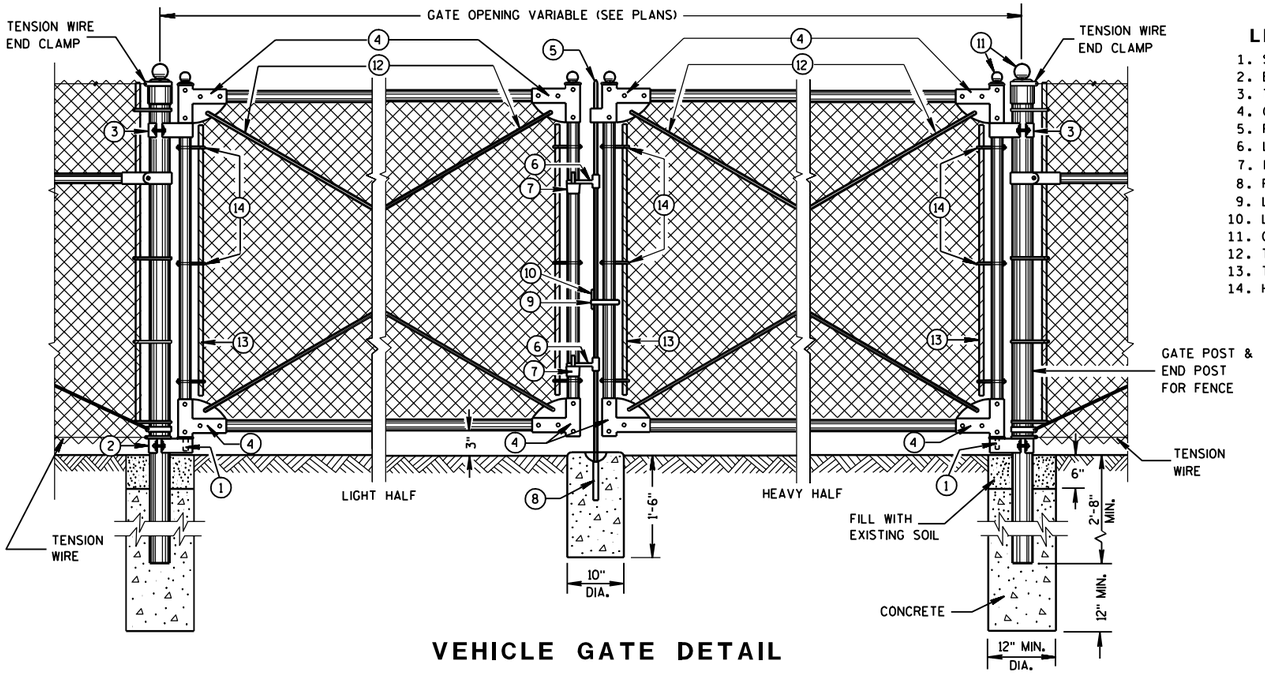
FHWA

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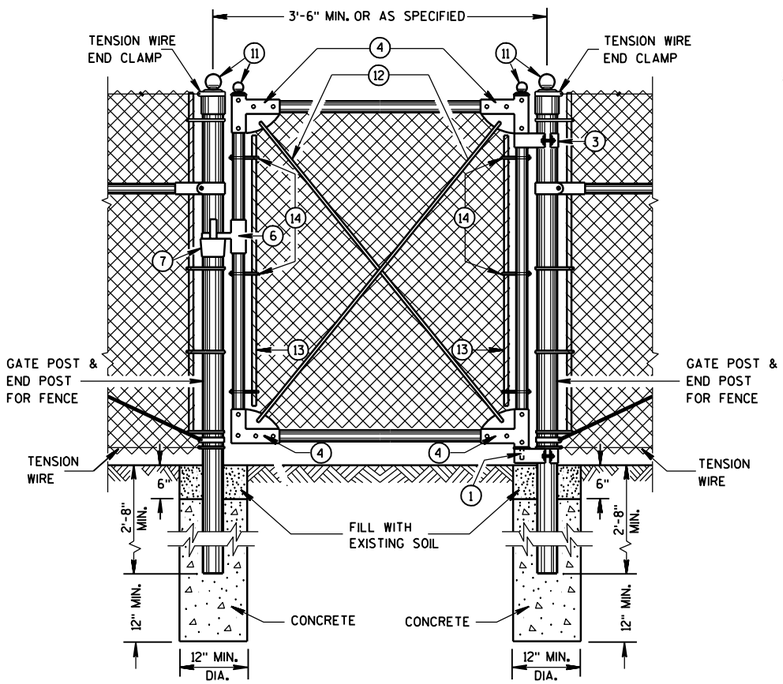
S.D.D. 15 A 6-1

6

S.D.D. 15 A 6-1



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

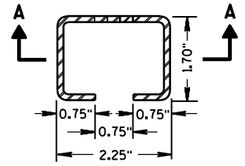
1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. CORNER ELBOW
5. PLUNGER ROD
6. LATCH FORK
7. FORK CATCH
8. PLUNGER ROD CATCH
9. LOCK KEEPER GUIDE
10. LOCK KEEPER
11. ORNAMENTAL TOPS
12. TRUSS RODS
13. TENSION BAR
14. HOOK BOLTS

GENERAL NOTES

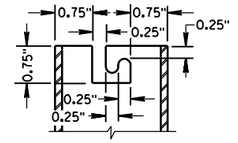
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. DETAILS NOT COVERED BY ANY OF THE ABOVE SHALL CONFORM TO THE MANUFACTURERS SPECIFICATIONS.

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

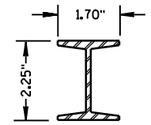


TOP VIEW

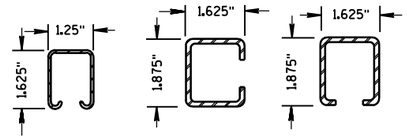


SECTION A-A

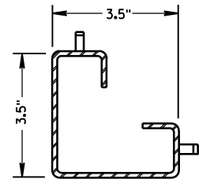
ALTERNATIVE POST TOP

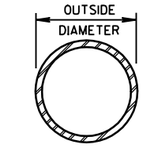


"H" SECTION



FORMED





ROUND

CROSS SECTIONS OF POSTS AND RAILS

SHAPE, SIZE AND WEIGHT REQUIREMENTS FOR FENCE POSTS AND RAILS

USE	FENCE HT. FEET	SHAPE	OUTSIDE DIMENSIONS INCHES	WEIGHT LBS./L.F.
TERMINAL POSTS **	6 AND LESS	ROUND	2.375	3.65
	6 AND LESS	*ROUND	2.375	3.12
	OVER 6	ROUND	2.875	5.79
	OVER 6	*ROUND	2.875	4.64
	ALL HEIGHTS	FORMED	3.5 X 3.5	5.14
LINE POSTS	6 AND LESS	ROUND	1.90	2.72
		*ROUND	1.90	2.28
		"H" SECTION	2.25 X 1.70	3.26
		FORMED	1.875 X 1.625	1.65
	OVER 6	ROUND	2.375	3.65
		*ROUND	2.375	3.12
		"H" SECTION	2.25 X 1.70	3.26
		FORMED	1.875 X 1.625	2.28
BRACE RAIL		ROUND	1.66	2.27
		*ROUND	1.66	1.84
		FORMED	1.625 X 1.25	1.35

* HIGH STRENGTH STEEL

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

GATE FRAME MEMBERS, SIZE AND WEIGHT

GATE FABRIC HEIGHT (FEET)	OUTSIDE DIMENSION (INCHES)	WEIGHT LBS./L.F.
6 OR LESS		
Round	1.66	2.27
Round	1.66	*1.84
Rectangular	1.50	1.84
OVER 6		
Round	1.90	2.72
Round	1.90	*2.28
Rectangular	2.00	2.52
INTERIOR BRACING		
Round	1.66	2.27
Round	1.66	*1.84
Rectangular	1.50	1.84

* HIGH STRENGTH STEEL

GATE POST SIZE AND WEIGHT

GATE LEAF WIDTH (FEET)	POST SIZE (INCHES)	
	OUTSIDE DIAMETER (INCHES)	WEIGHT LBS./L.F.
6 AND UNDER	2.875	5.79
	2.875	*4.64
OVER 6 TO 12	4.00	9.10
	4.00	*8.65
OVER 12 TO 18	6.62	18.97
	6.62	*18.02

* HIGH STRENGTH STEEL

CHAIN LINK FENCE

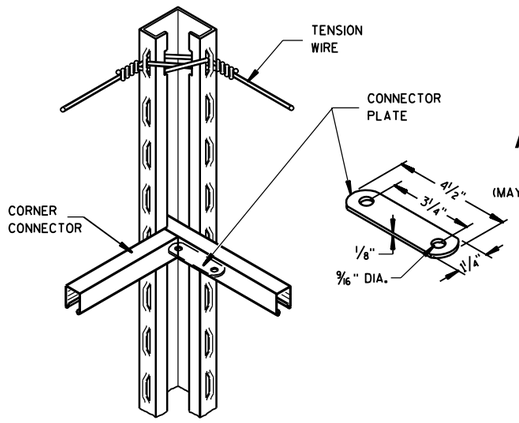
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 B 3-11a

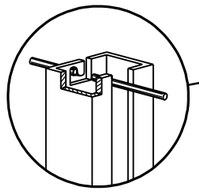
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S.D.D. 15 B 3-11a



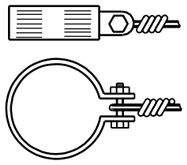
BRACE RAIL CORNER CONNECTION

ROLL FORMED POST

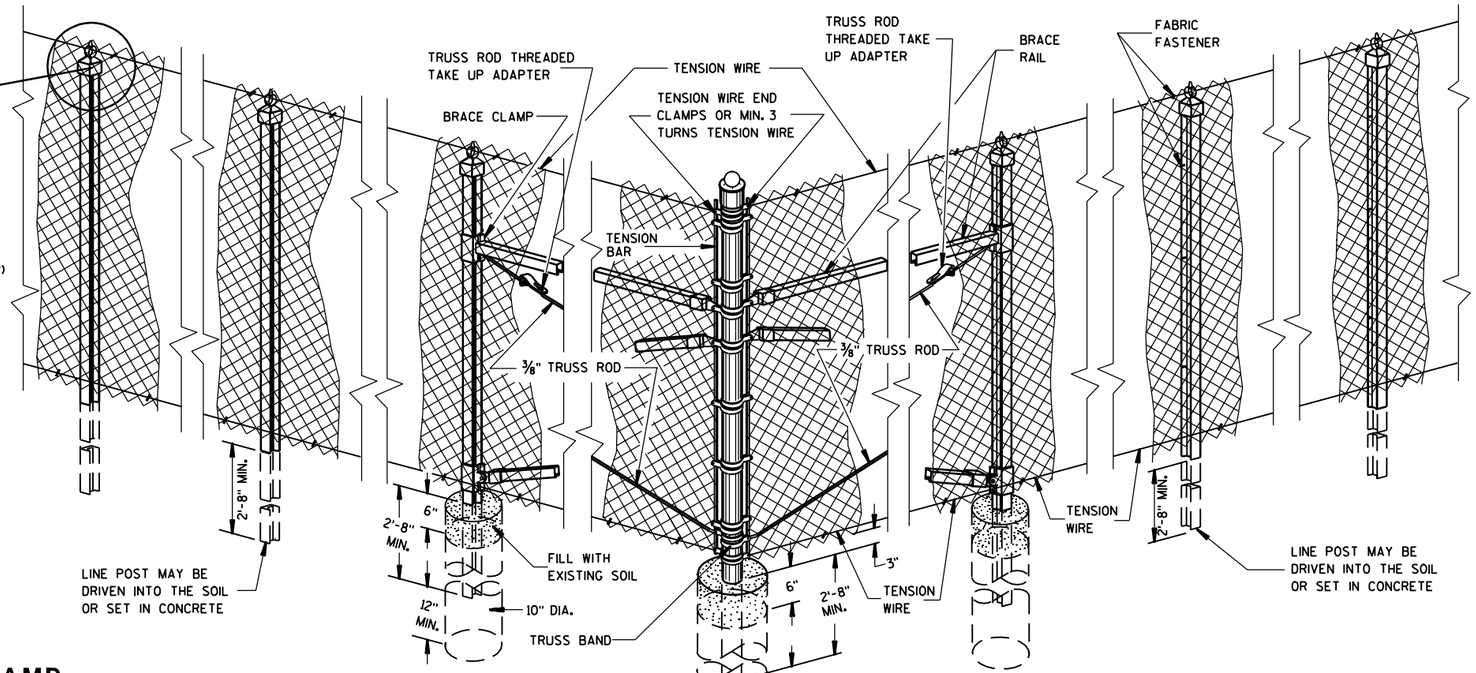


ALTERNATIVE POST TOP

(MAY BE USED INSTEAD OF LOOP CAP)



TENSION WIRE END CLAMP



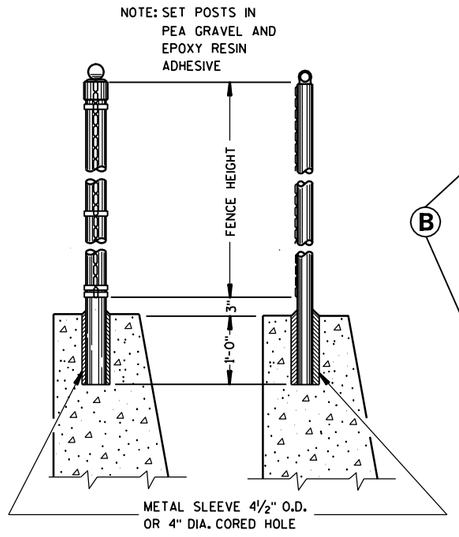
NOTE: 10'-0" LINE POST SPACING

LINE POST - TYPICAL LINE SECTION

"H" SECTION ALTERNATE

END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS

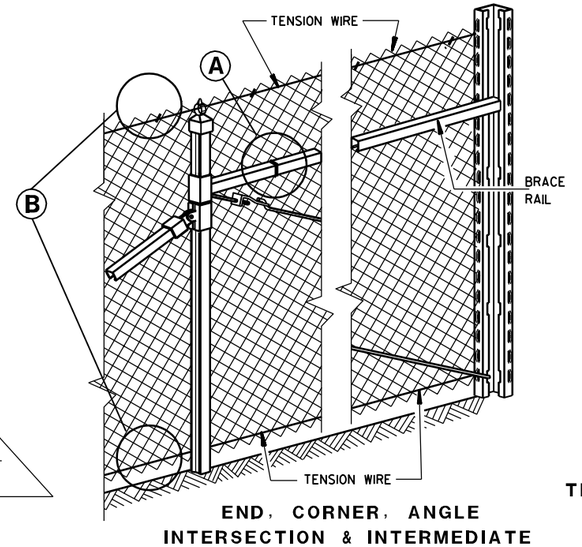
PIPE ALTERNATE



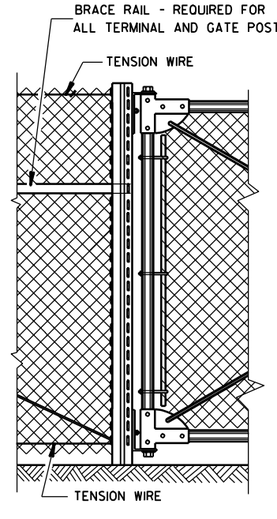
END POST & CORNER POST

LINE POST

DETAILS OF FENCE ON WALL



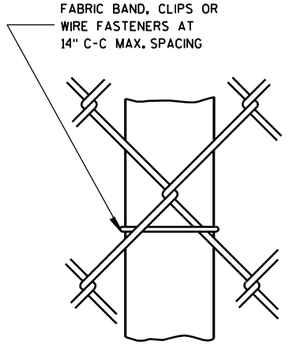
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



TERMINAL OR GATE POST

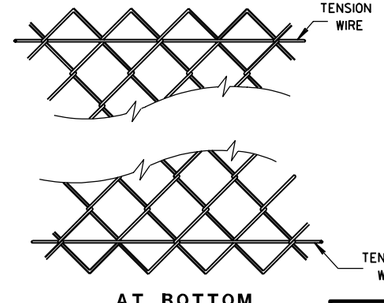
ROLL FORMED ALTERNATE

NOTE: DETAILS OF FOOTINGS ARE SHOWN ON THE PIPE ALTERNATE DETAIL



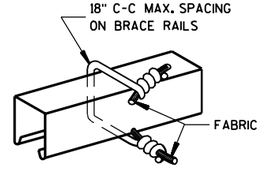
LINE POST

FABRIC FASTENER



SELVAGES

B



BRACE RAIL

FABRIC FASTENER

A

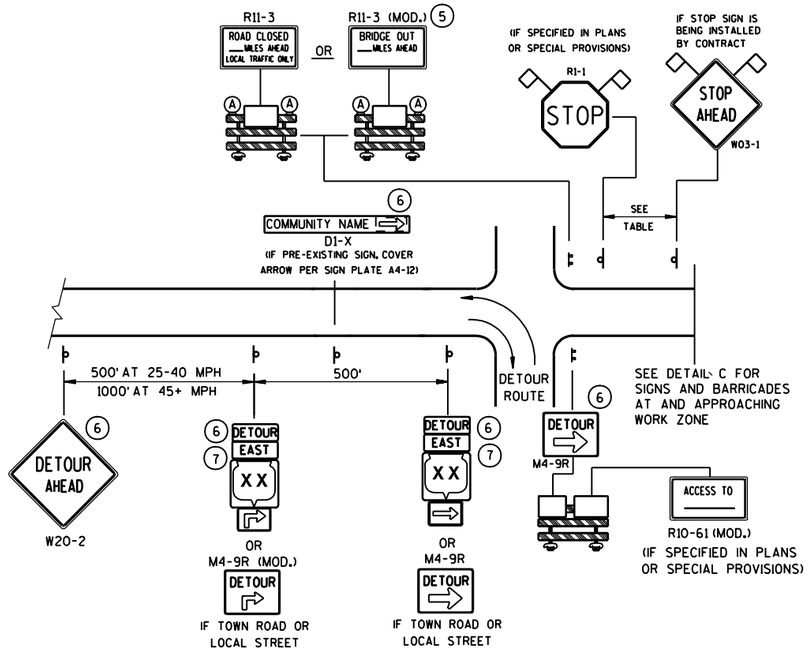
CHAIN LINK FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/26/05 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

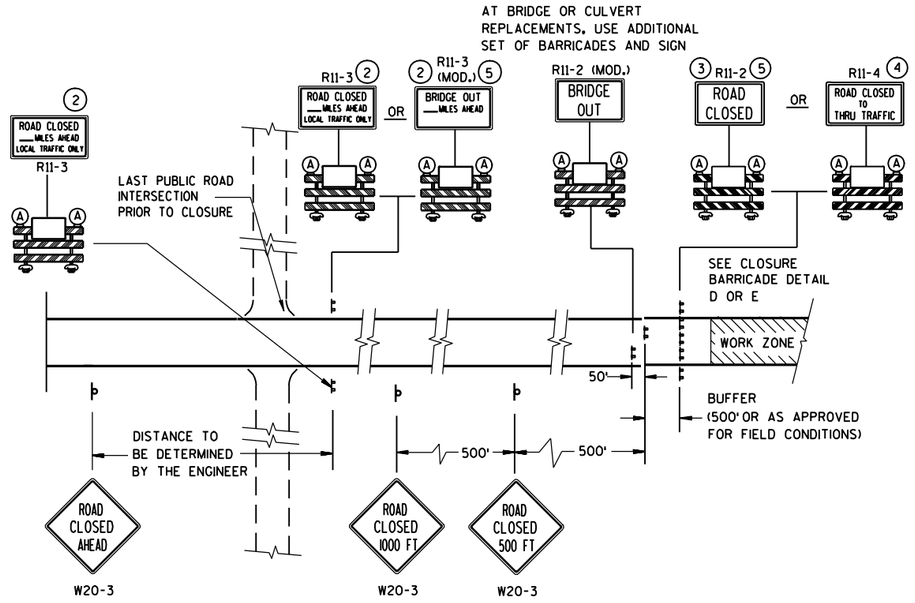
S.D.D. 15 B 3-11b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

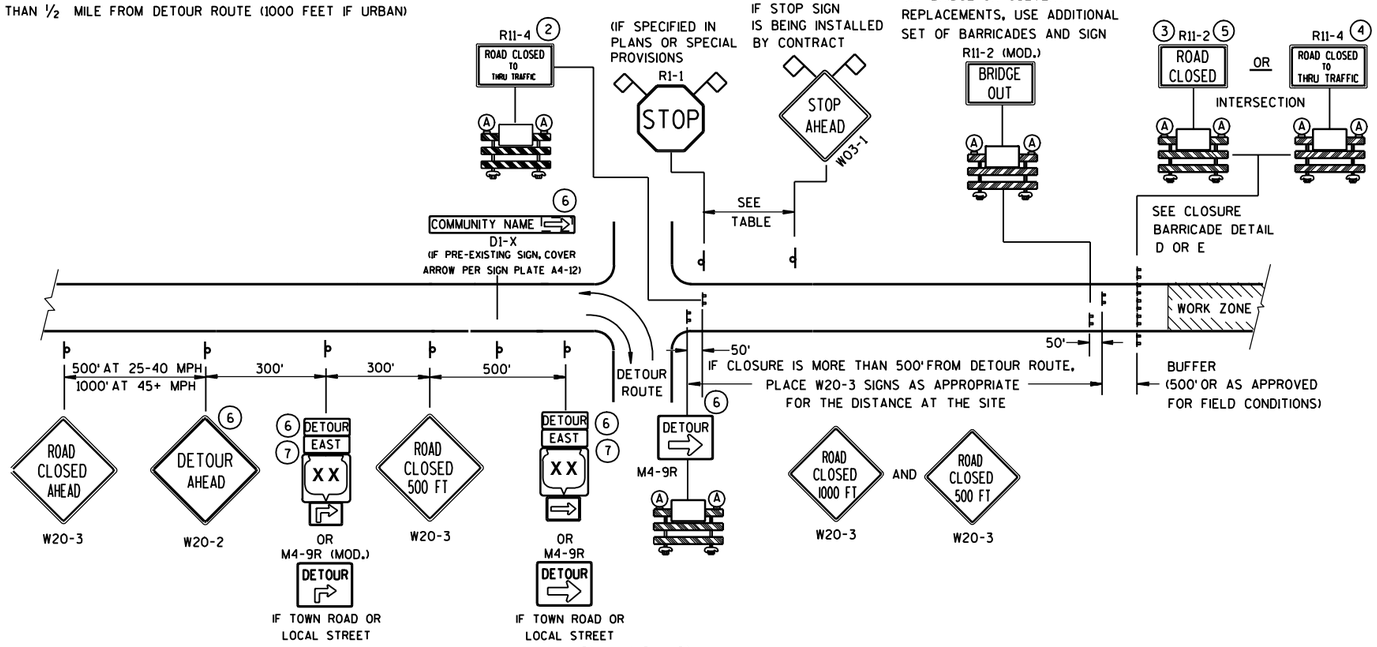


DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- POST MOUNTED SIGN
- TYPE III BARRICADES
- (A) TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

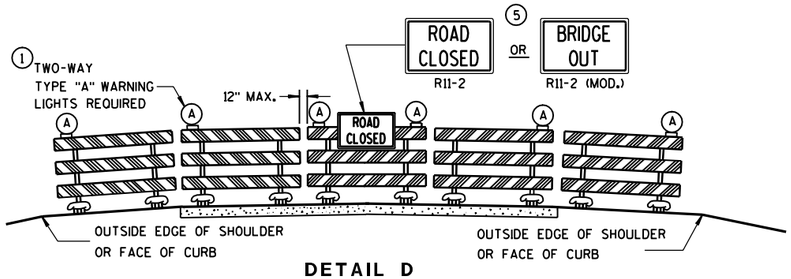
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 2-4a

6

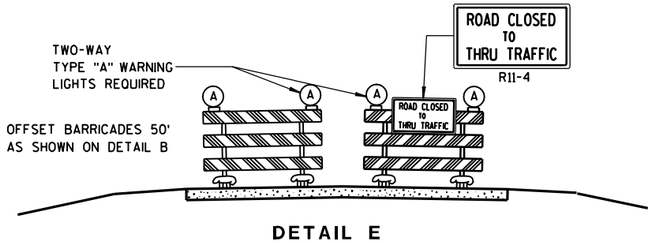
S.D.D. 15 C 2-4a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-4a FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/16/03
DATE

Thomas N. Nottbohm for
CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

S.D.D. 15 C 2-4b

6

S.D.D. 15 C 2-4b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

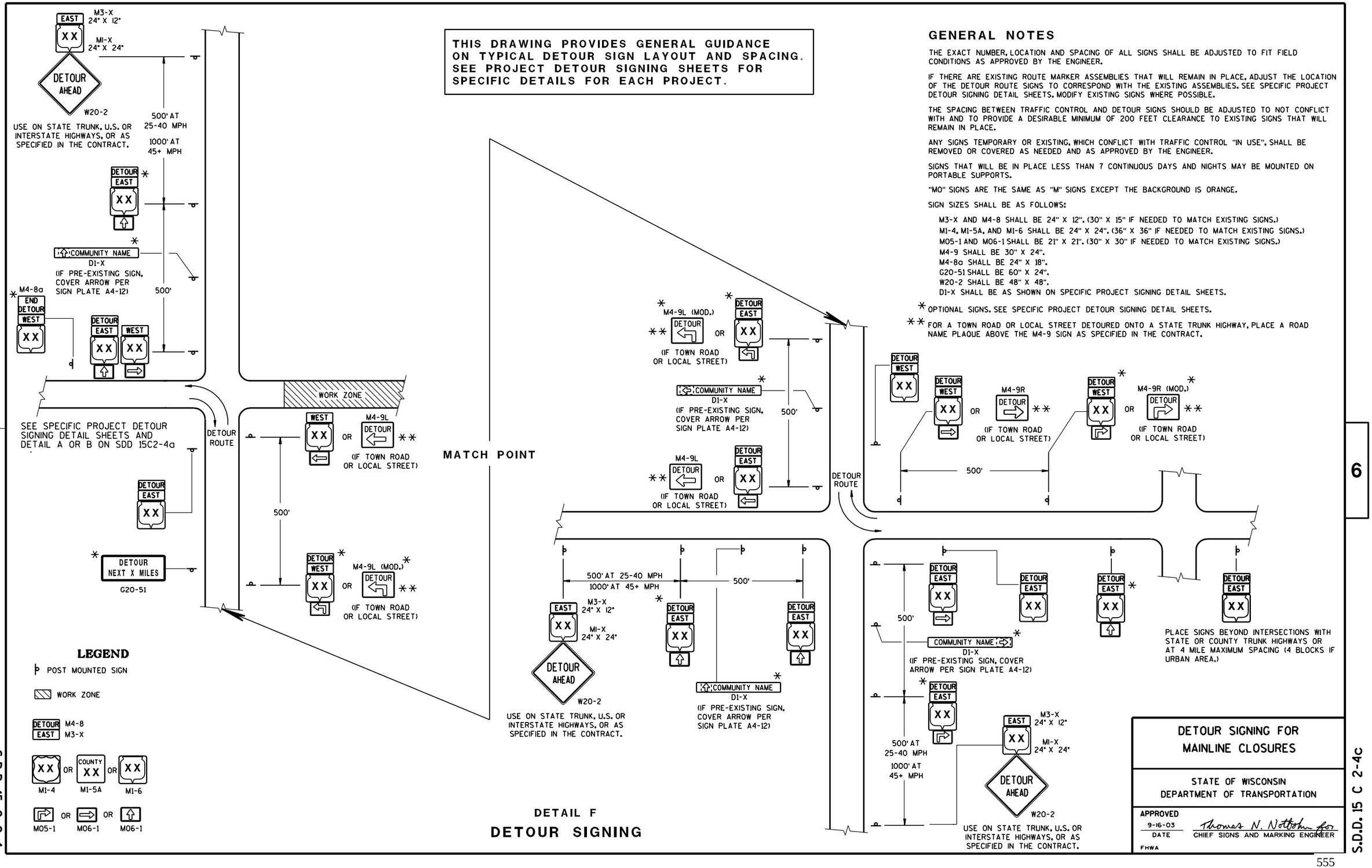
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

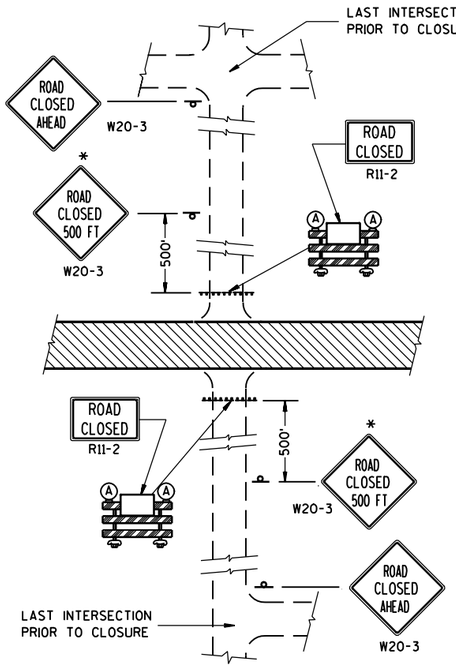
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

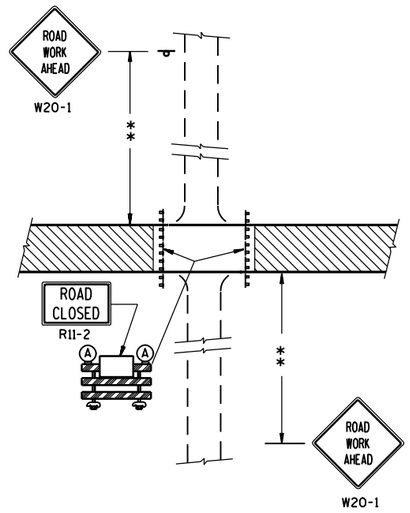
APPROVED
9-16-03 DATE
Thomas N. Notbohm for
CHIEF SIGNS AND MARKING ENGINEER
FHWA

S.D.D. 15 C 2-4c



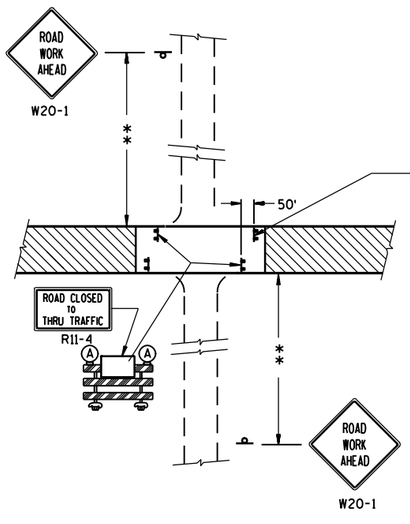
DETAIL 1

(NO ACCESS TO PROJECT)



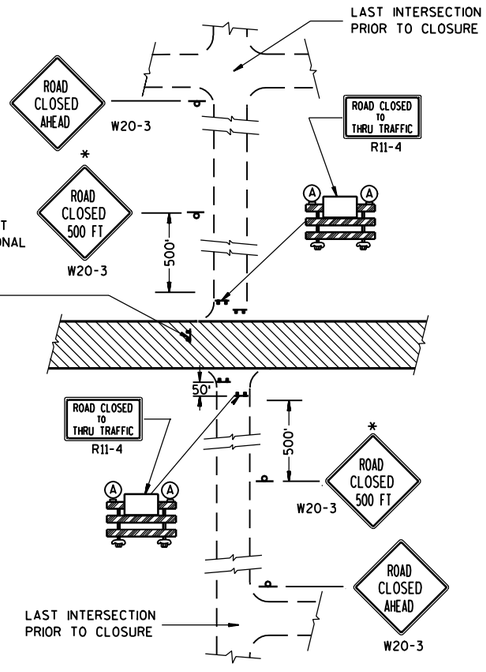
DETAIL 2

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



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-16-03
DATE
FHWA

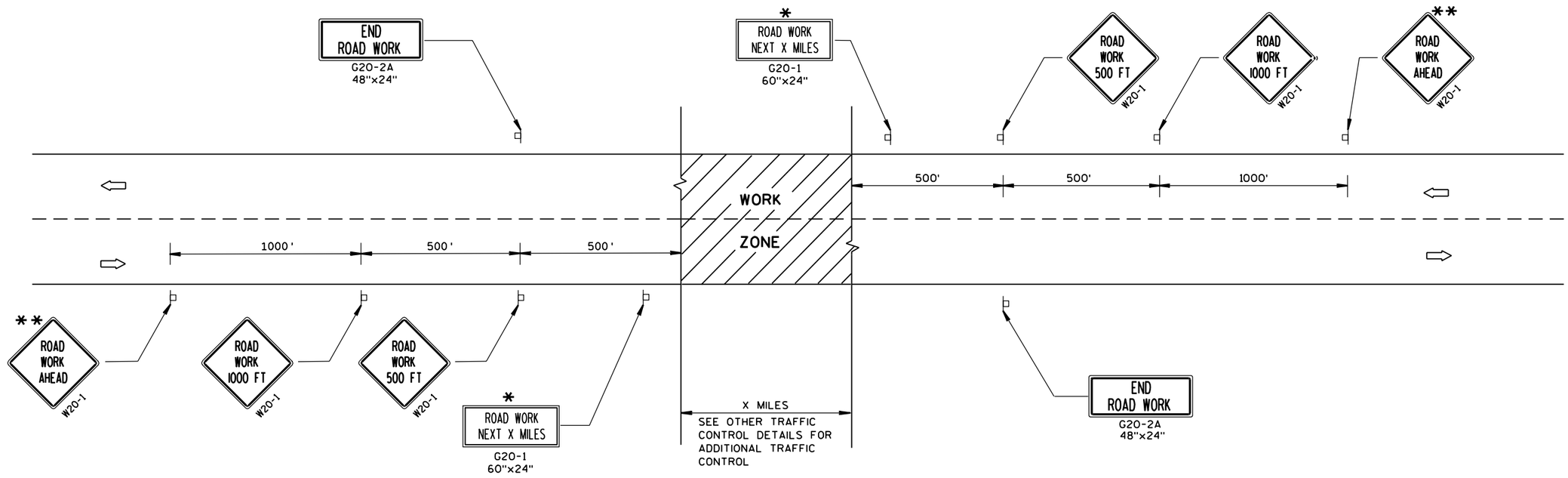
Thomas N. Nottbohm for
CHIEF SIGNS AND MARKING ENGINEER

6

S.D.D. 15 C 3-1

6

S.D.D. 15 C 3-1



6

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

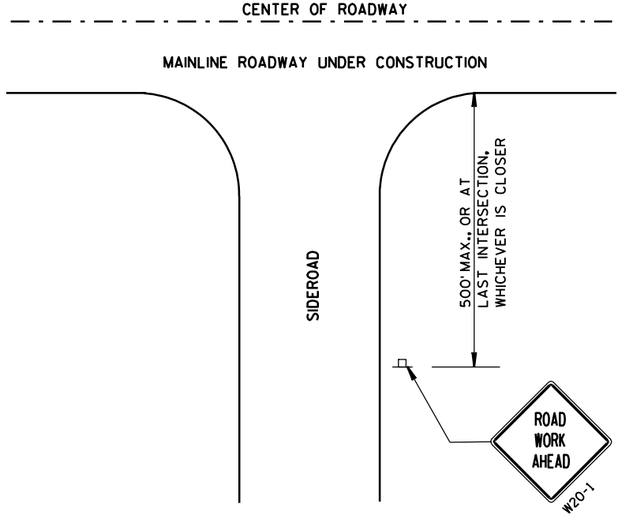
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL,
ADVANCE WARNING SIGNS
45 M.P.H. OR GREATER
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

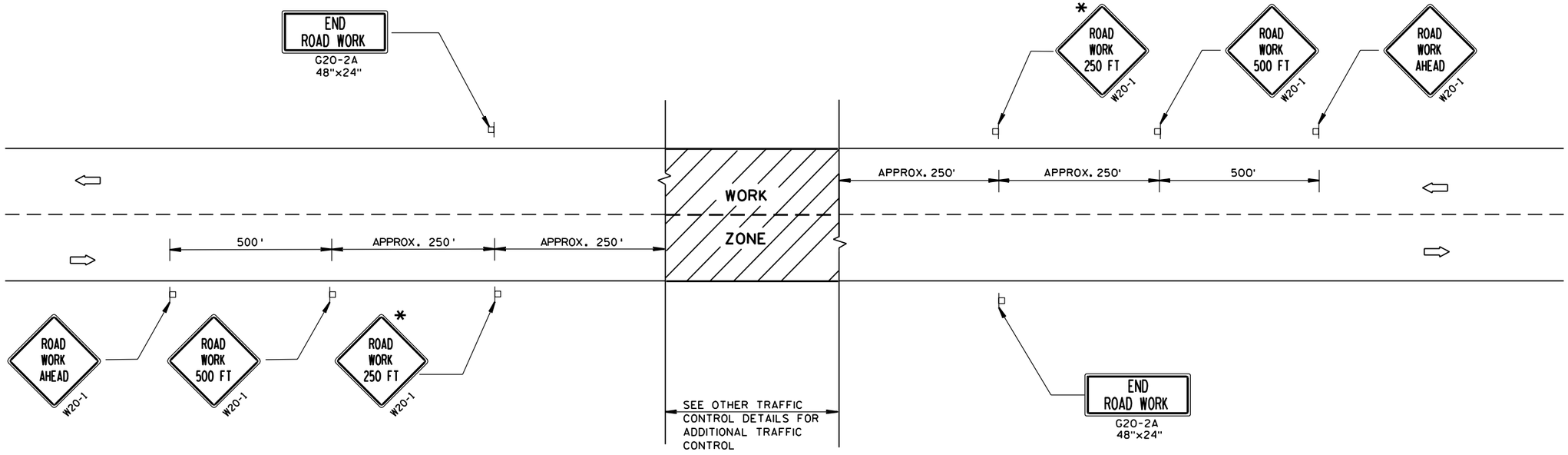
Chester J. Sparr
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 C 4-1

6

S.D.D. 15 C 4-1



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

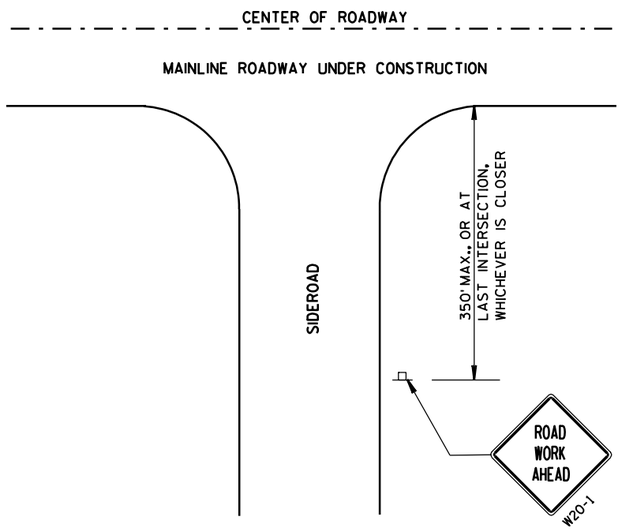
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS, IF APPROVED BY DISTRICT TRAFFIC UNIT.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



LEGEND

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL.
ADVANCE WARNING SIGNS
40 M.P.H. OR LESS
TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

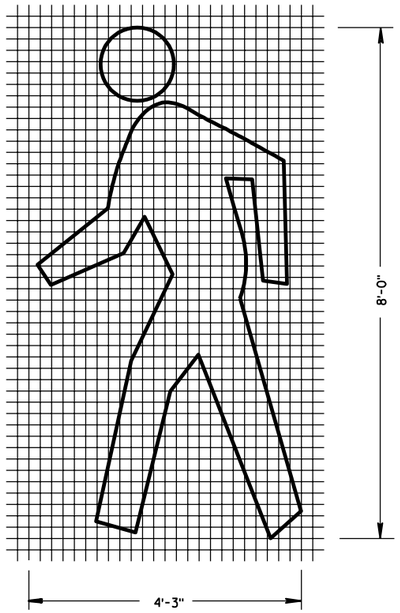
Chester J. Spacy
CHIEF SIGNS AND MARKING ENGINEER

FHWA

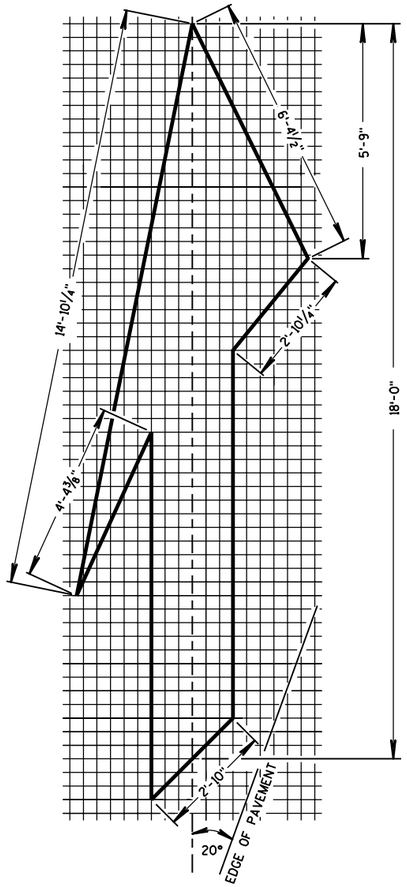
S.D.D. 15 C 5-1

6

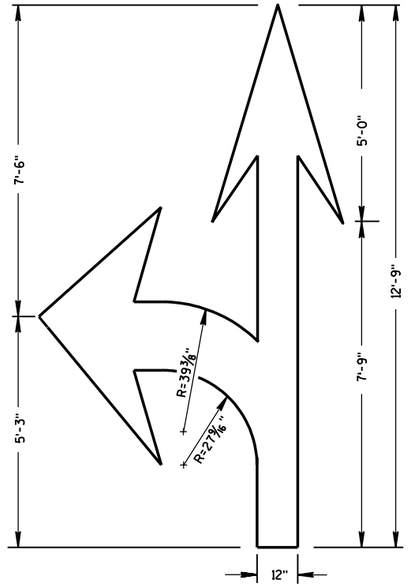
S.D.D. 15 C 5-1



PEDESTRIAN SYMBOL



TYPE 5 LANE DROP ARROW



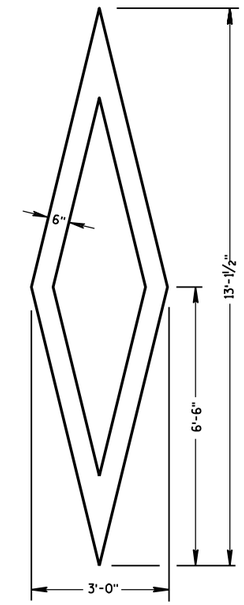
TYPE 3

GENERAL NOTES

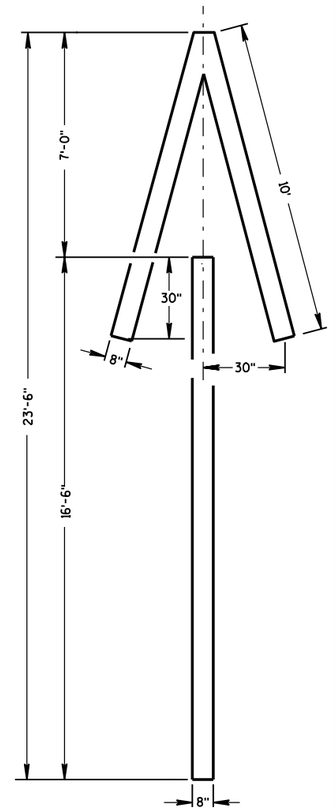
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

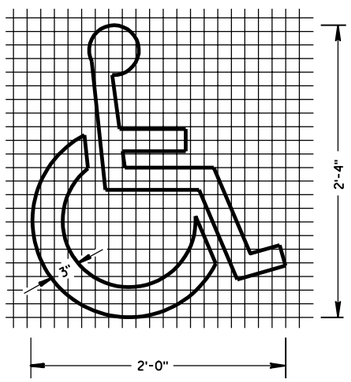
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

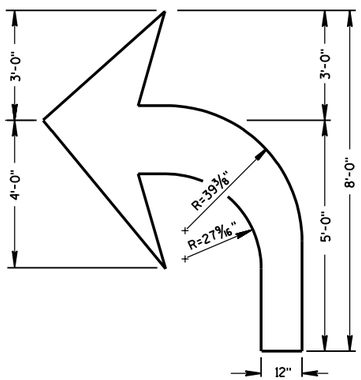


PREFERENTIAL LANE SYMBOL

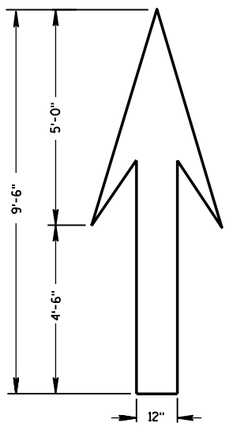


TYPE 4





TYPE 2



TYPE 1

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/22/05
DATE

Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

6

S.D.D. 15 C 7-8a

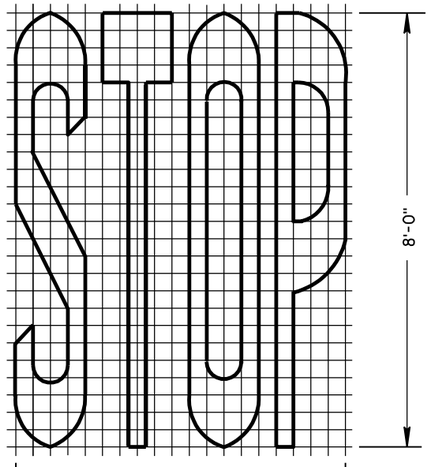
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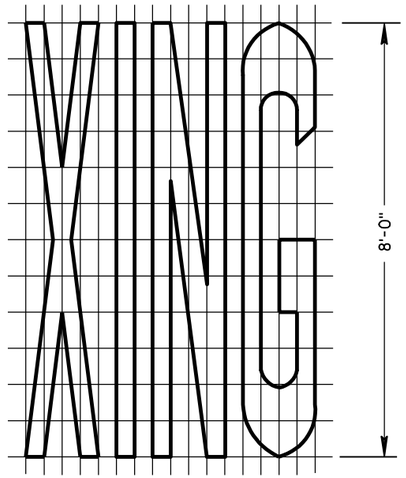
S.D.D. 15 C 7-8a

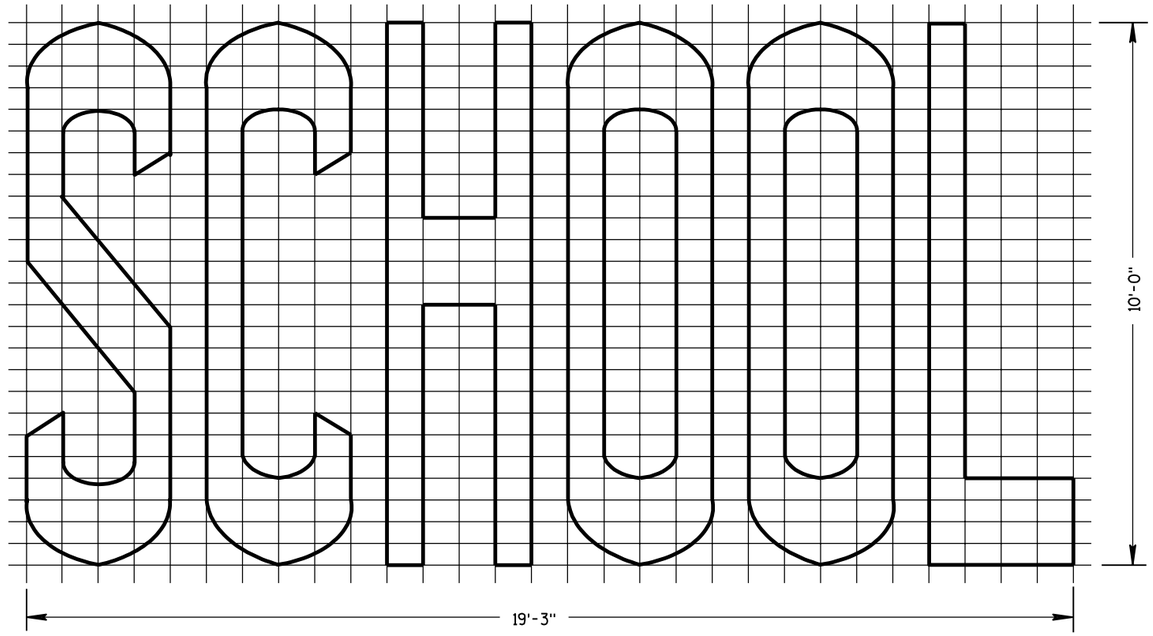
GENERAL NOTES

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

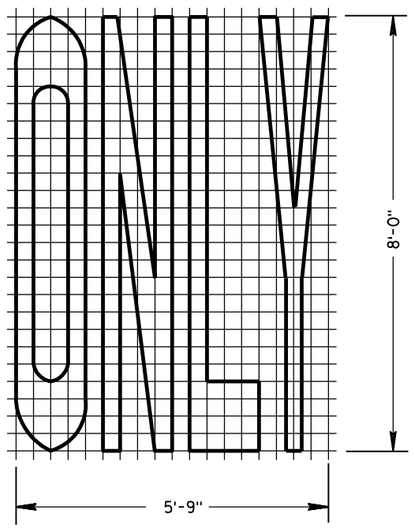
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

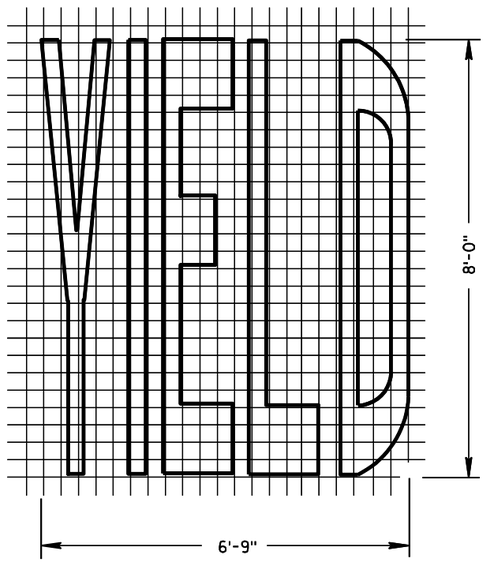


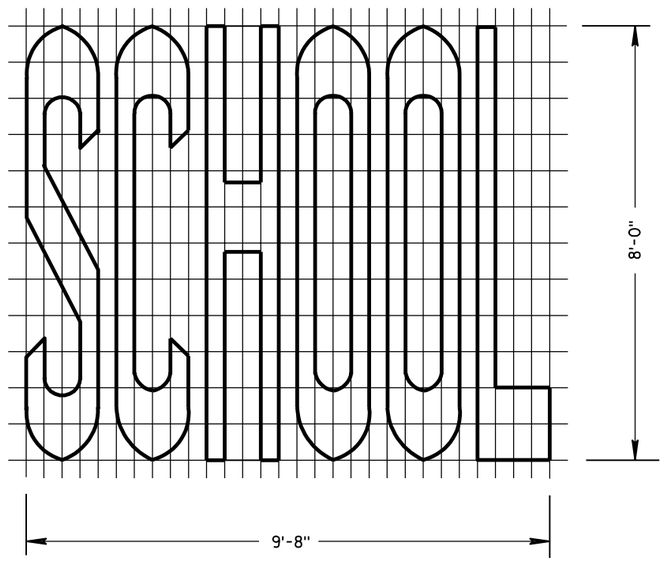




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-22-05
DATE

Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

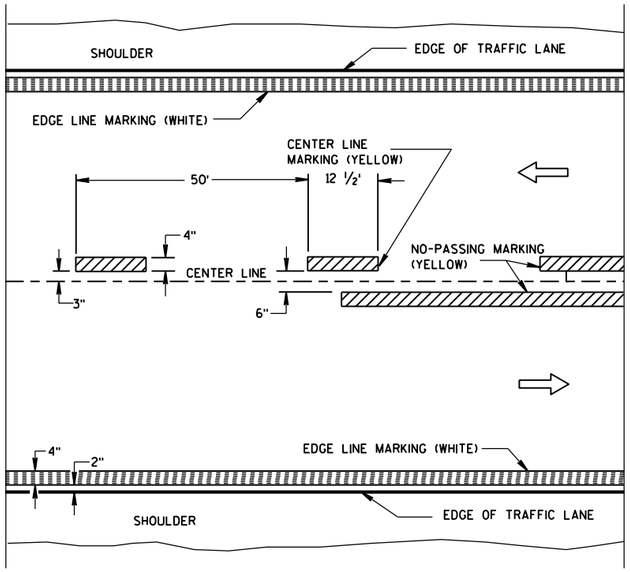
FHWA

6

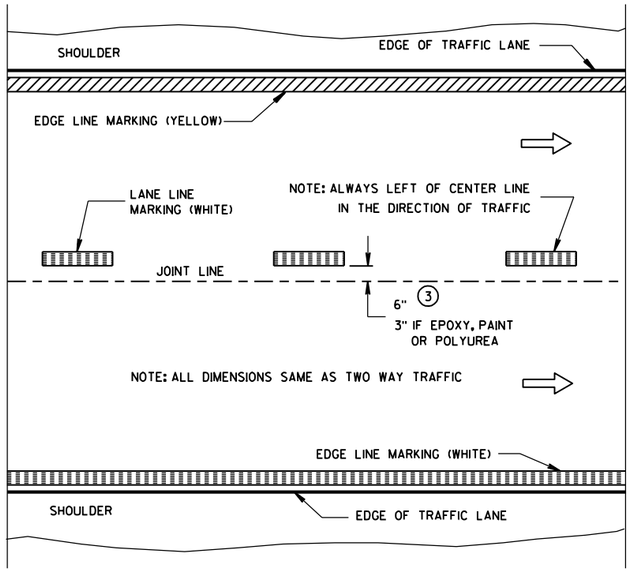
S.D.D. 15 C 7-8b

6

S.D.D. 15 C 7-8b



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

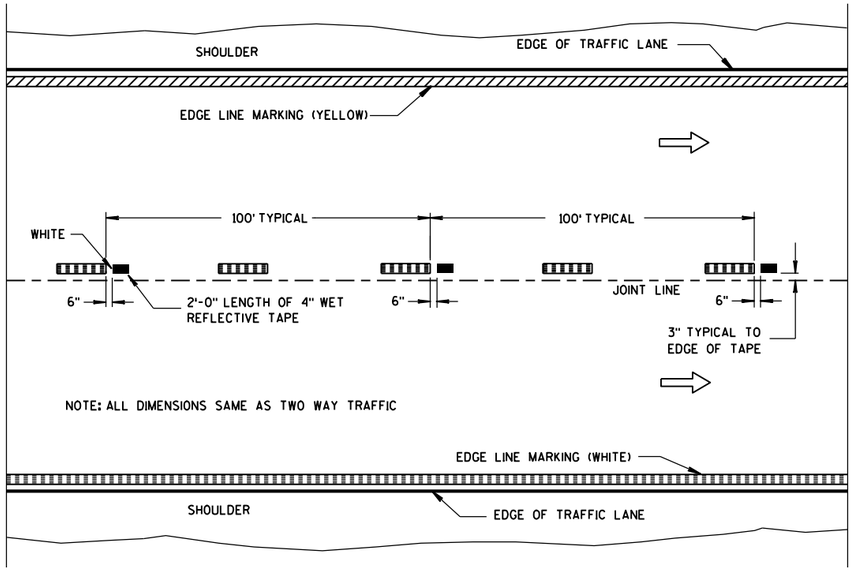
GENERAL NOTES

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

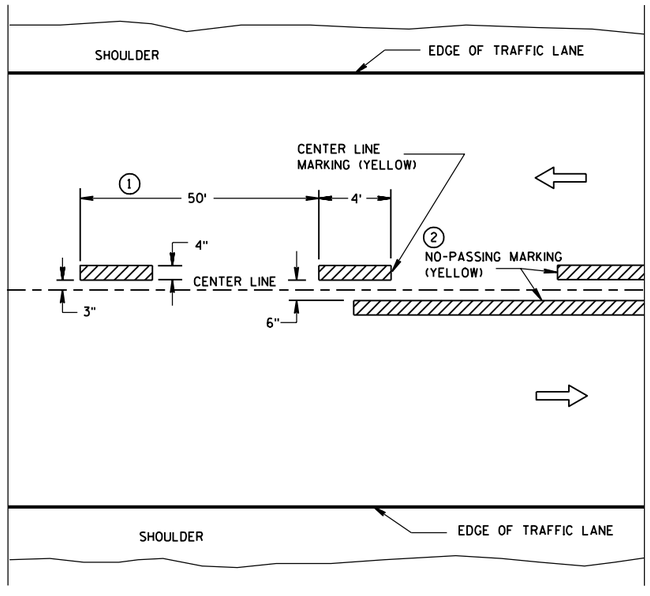
1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED. WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. DIMENSION FROM THE WHITE REFLECTIVE EDGE FOR WET REFLECTIVE TAPE PLACEMENT ONLY.

NOTE

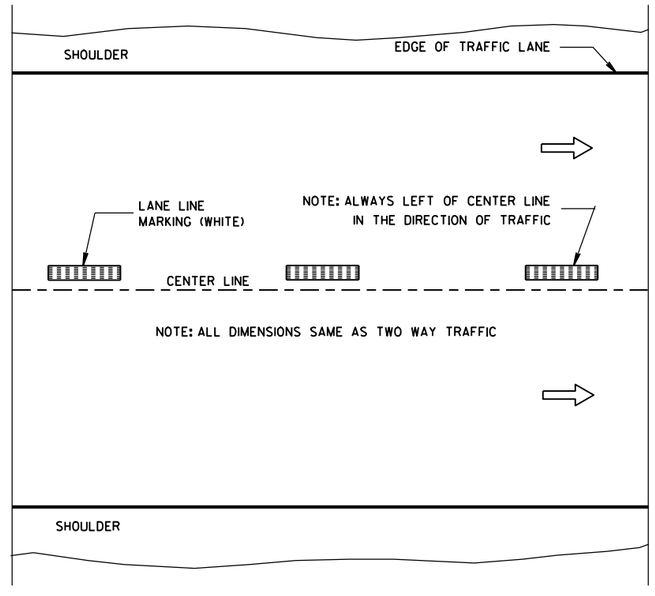
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

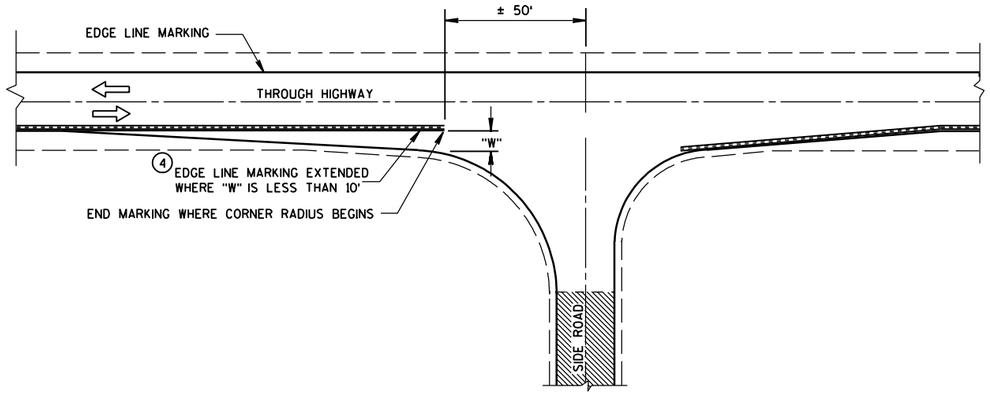
PAVEMENT MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
1-16-07 DATE	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

6

S.D.D. 15 C 8-10a

6

S.D.D. 15 C 8-10a



MINOR INTERSECTION WITHOUT CURBS

POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET) ⑧
25 - 30	528
35 - 40	528
45 - 50	686
55	792

GENERAL NOTES

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

① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

④ LOCATE THE EDGE LINE ALONG THE TAPER WHERE "W" IS 10' OR MORE.

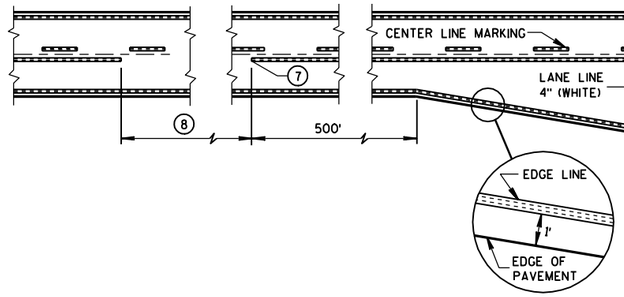
⑤ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

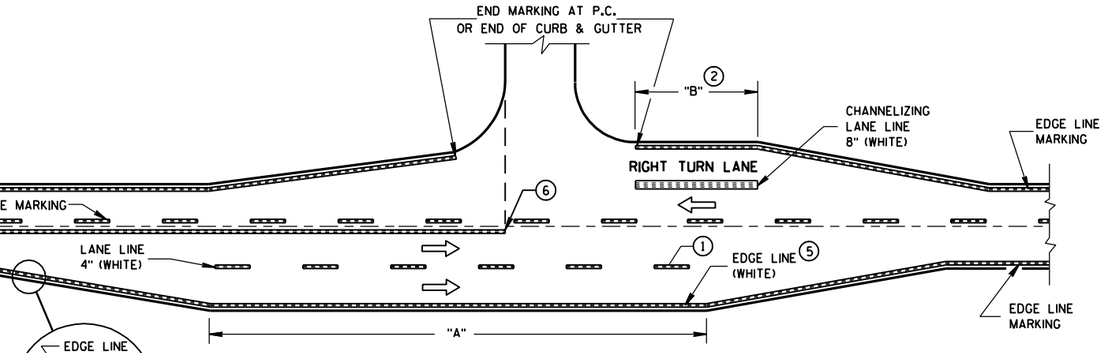
⑥ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

⑦ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

⑧ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

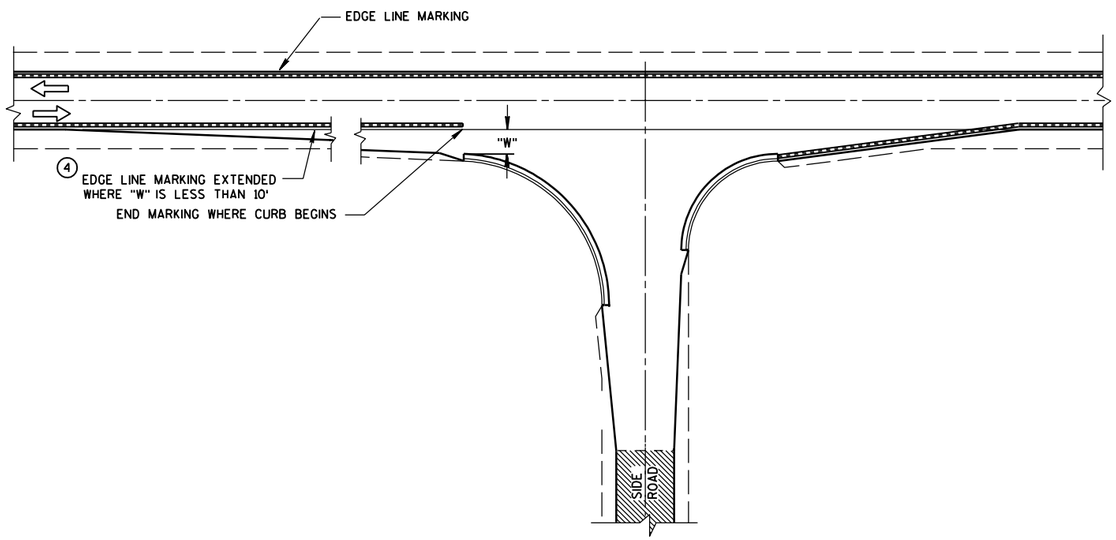
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL





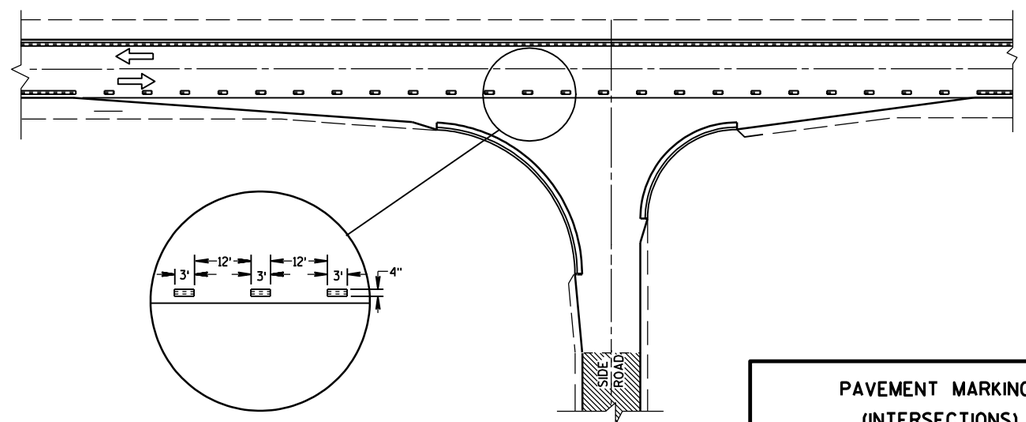
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/15/05
DATE

Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

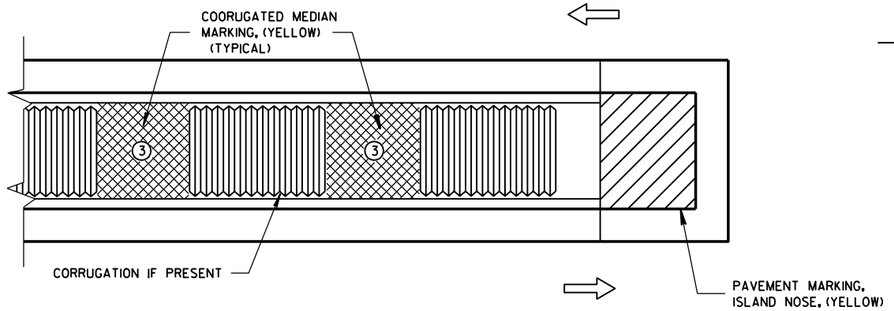
FHWA

6

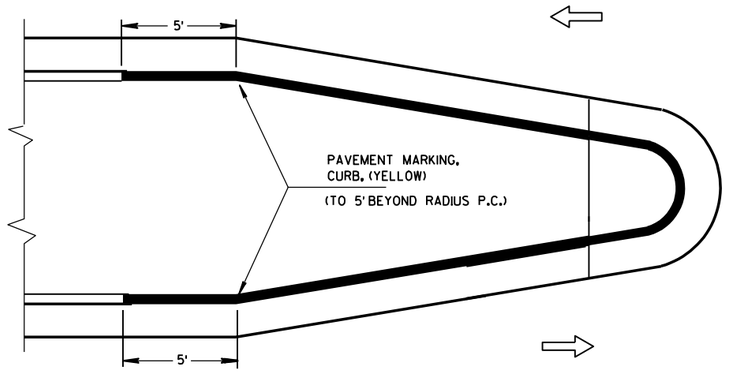
S.D.D. 15 C 8-10b

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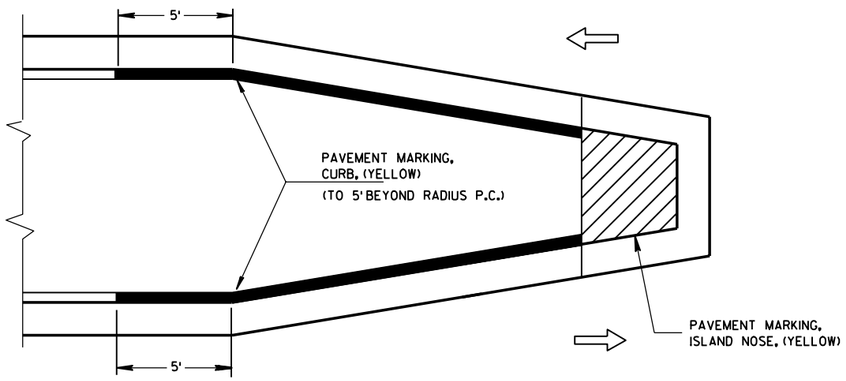
S.D.D. 15 C 8-10b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

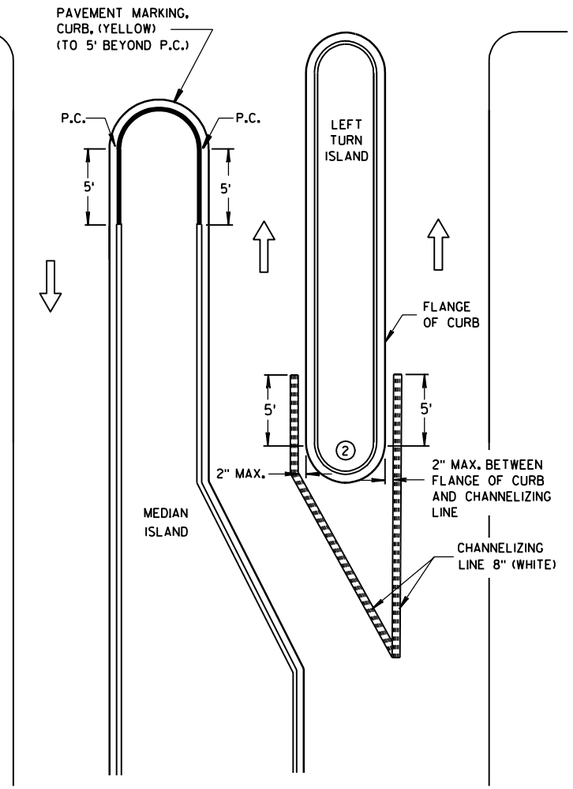


MEDIAN ISLAND WITH ROUND BLUNT NOSE

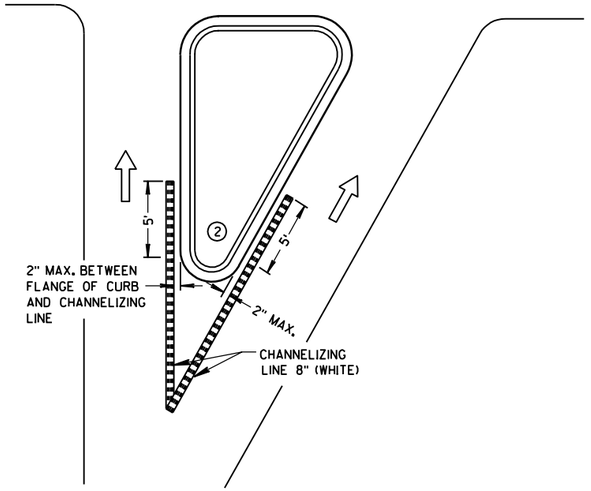


MEDIAN ISLAND WITH SLOPED NOSE

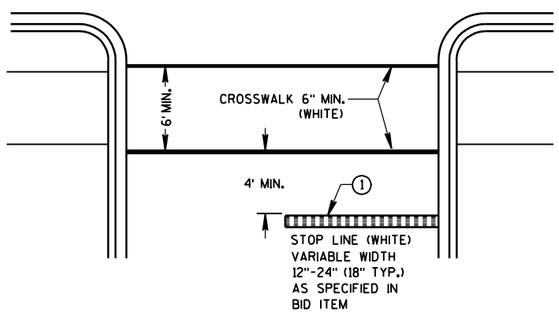
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



STOP LINE AND CROSSWALK

GENERAL NOTES

1. STOP LINE IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
3. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

LEGEND

- ISLAND NOSE MARKING
- CURB MAKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

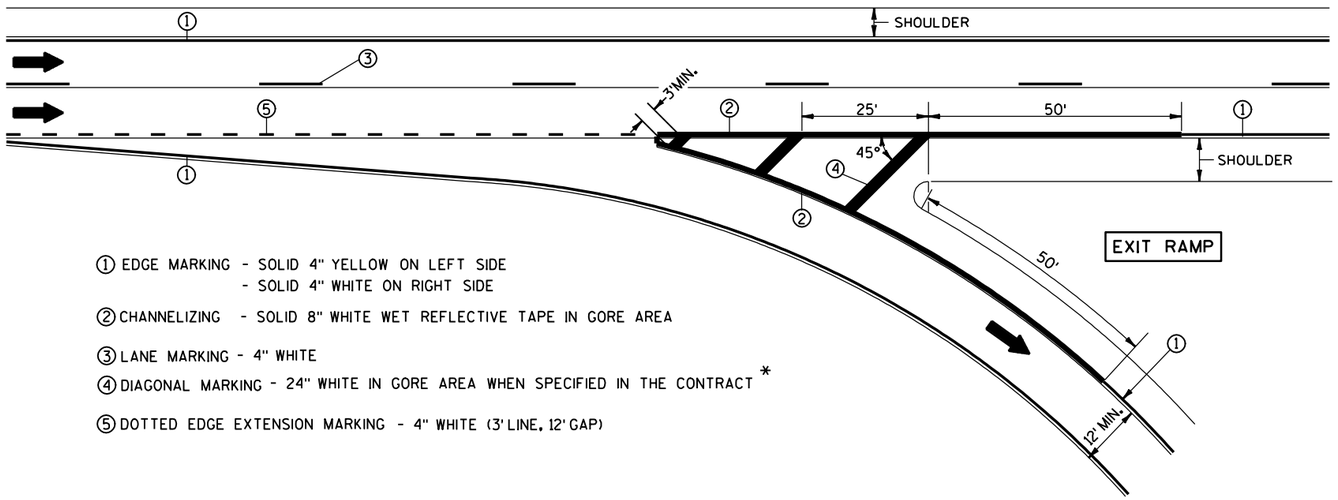
APPROVED
9-21-07 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

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S.D.D. 15 C 8-11e

6

S.D.D. 15 C 8-11e



① EDGE MARKING - SOLID 4" YELLOW ON LEFT SIDE
- SOLID 4" WHITE ON RIGHT SIDE

② CHANNELIZING - SOLID 8" WHITE WET REFLECTIVE TAPE IN GORE AREA

③ LANE MARKING - 4" WHITE

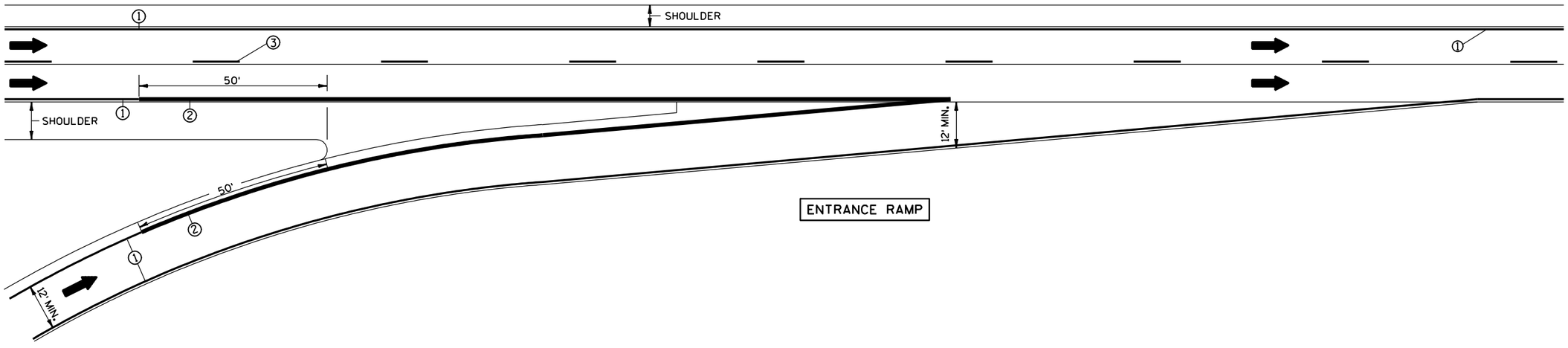
④ DIAGONAL MARKING - 24" WHITE IN GORE AREA WHEN SPECIFIED IN THE CONTRACT *

⑤ DOTTED EDGE EXTENSION MARKING - 4" WHITE (3' LINE, 12' GAP)

NOTES:

1. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.

*REFER TO DESIGN NOTES.



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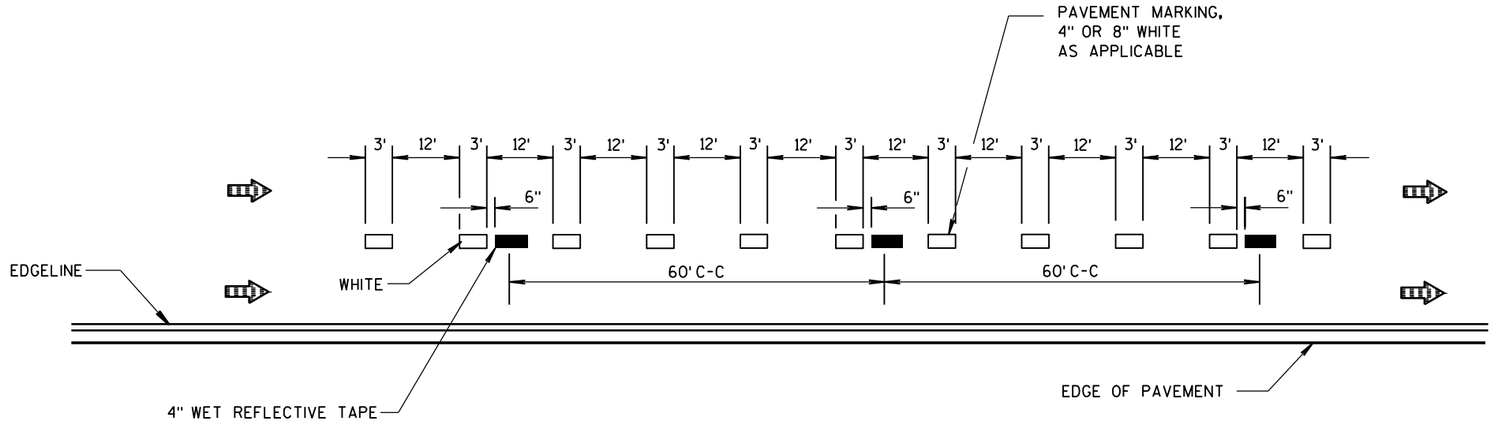
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S.D.D. 15 C 8-10f

S.D.D. 15 C 8-10f

PAVEMENT MARKING
(RAMPS AND GORES)

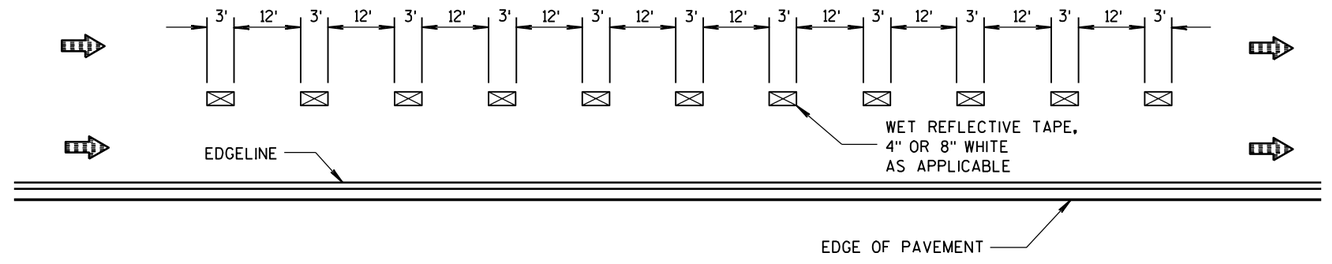
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SPRAYED OR NON WET REFLECTIVE DROP LANE LINE SUPPLEMENTED BY WET REFLECTIVE TAPE SEGMENT

LEGEND

- 2.0' LENGTH OF WET REFLECTIVE TAPE
- 3.0' LENGTH OF WET REFLECTIVE TAPE
- DROP LANE MARKING SPRAYED OR NON WET REFLECTIVE TAPE
- DIRECTION OF TRAFFIC



DROP LANE DETAIL FOR NEW WET REFLECTIVE TAPE INSTALLATIONS

PAVEMENT MARKINGS FOR DROP LANES FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
1/16/07 — DATE
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S.D.D. 15 C 10-9

6

S.D.D. 15 C 10-9

TWO-LANE ROADWAY

SYMBOLS

WORK AREA

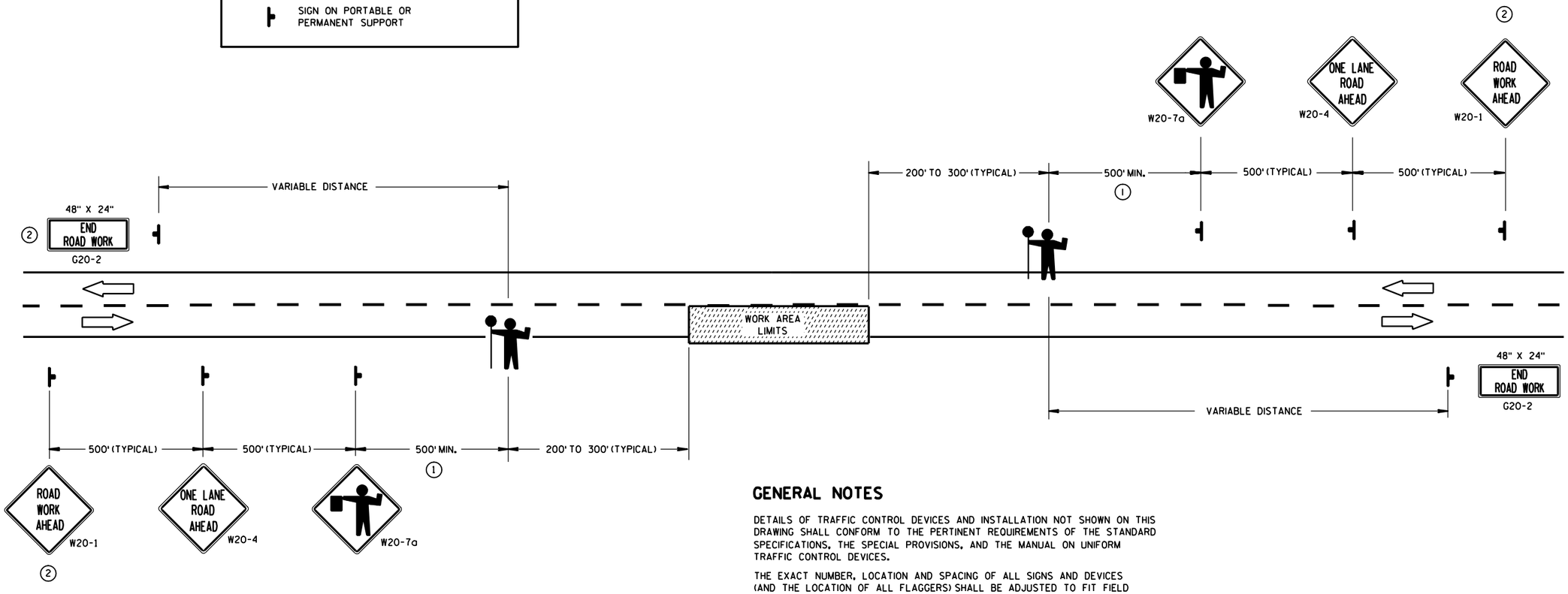
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT



W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

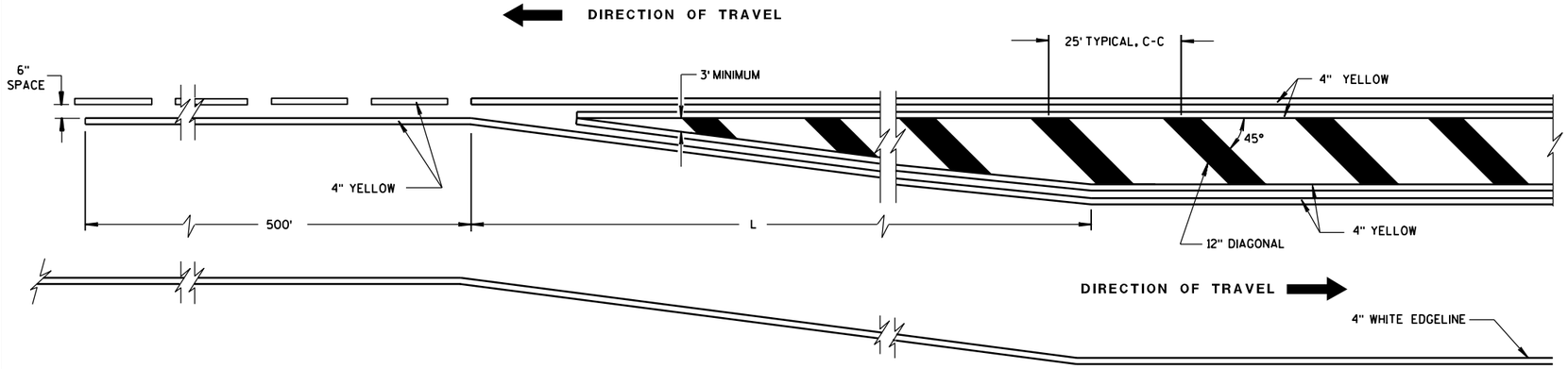
APPROVED
9/5/06 — DATE
/S/ Thomas N. Notbohm — STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

S.D.D. 15 C 12-3

6

S.D.D. 15 C 12-3



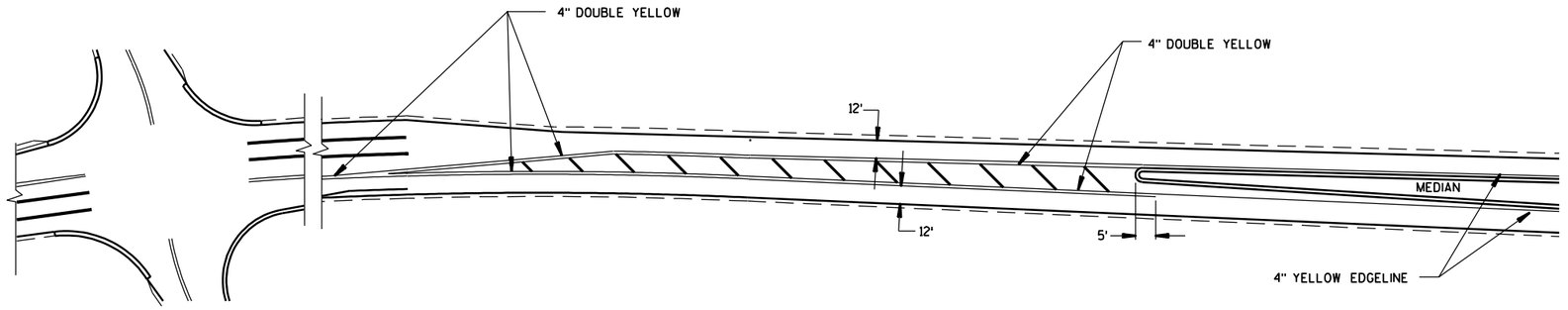
MEDIAN ISLAND DETAIL

GENERAL NOTE

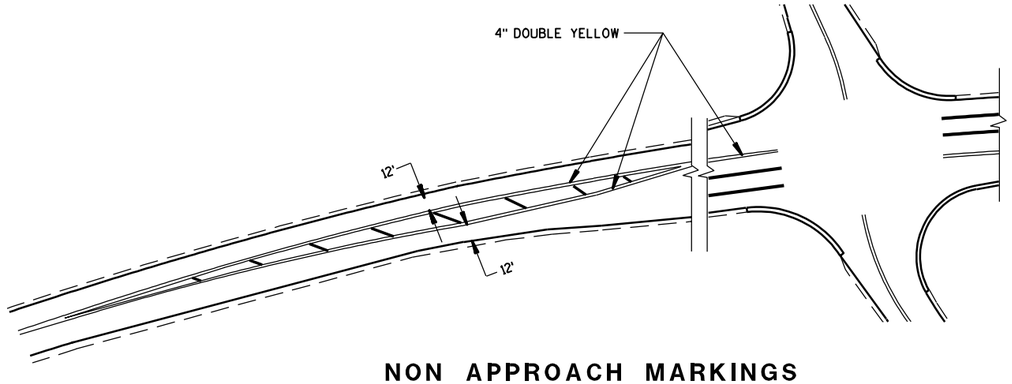
DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

MINIMUM SHIFTING TAPER LENGTH TABLE

POSTED SPEED (S)	TAPER LENGTH (L)
25	100'
30	100'
35	125'
40	165'
45	270'
50	300'
55	330'
65	390'



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-07 DATE
/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

6

S.D.D. 15 C 18-2

6

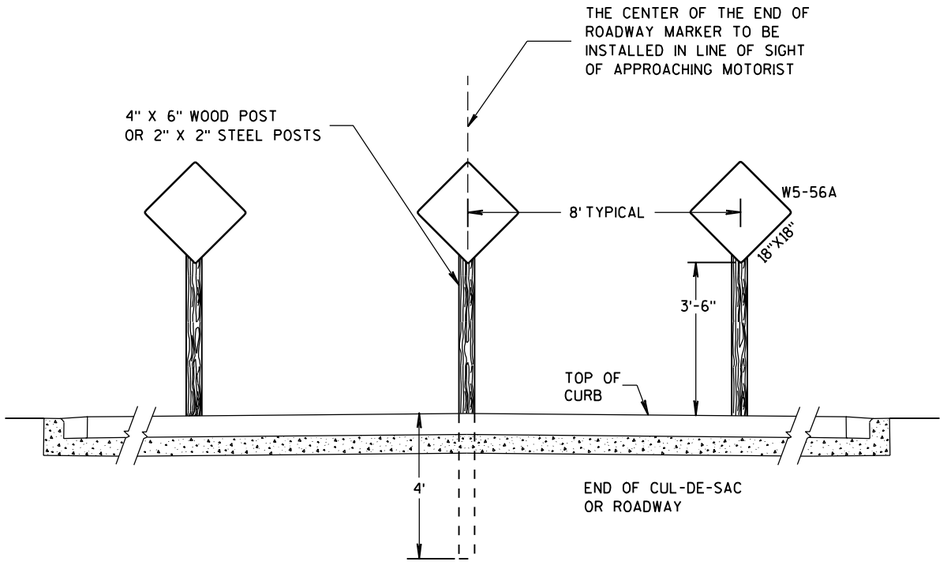
S.D.D. 15 C 18-2

GENERAL NOTES

SIGN LOCATIONS SHOWN ARE TYPICAL PLACEMENT AND MAY BE ADJUSTED BY THE ENGINEER AS FIELD CONDITIONS DICTATE.

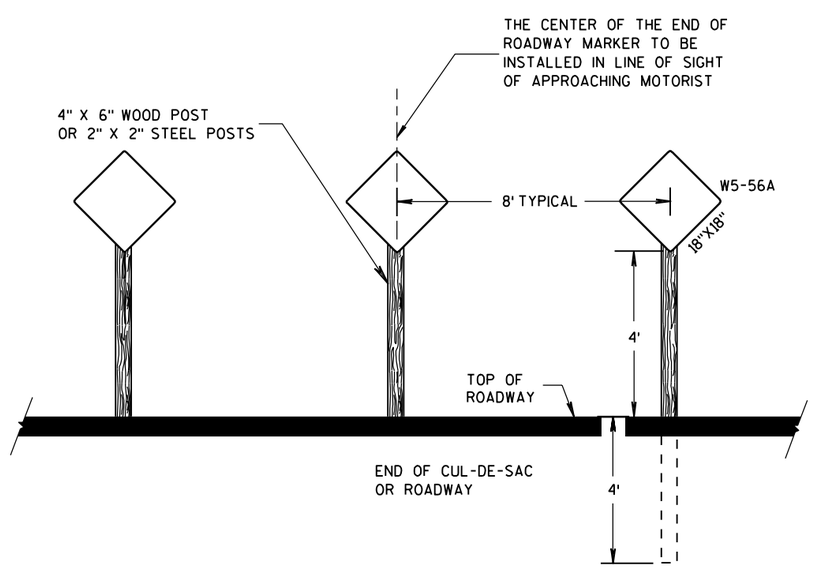
THE MINIMUM NUMBER OF END-OF-ROADWAY SIGNS ARE THREE (AS SHOWN). ADDITIONAL END-OF-ROADWAY SIGNS MAY BE INSTALLED AS FIELD CONDITIONS DICTATE. (SEE SIGNING PLAN).

WHEN BEAMGUARD IS REQUIRED, PLACE END-OF-ROADWAY SIGNING BEHIND BEAMGUARD.



TYPICAL URBAN SIGN INSTALLATION

(WITH CURB & GUTTER)



TYPICAL RURAL SIGN INSTALLATION

(WITHOUT CURB & GUTTER)

6

6

S.D.D. 15 C 26-1

S.D.D. 15 C 26-1

END-OF-ROADWAY SIGNING

STATE OF WISCONSIN
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APPROVED

12-5-07
DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

LEGEND

- POST WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- ARROW BOARD
- REMOVING PAVEMENT MARKING
- TEMPORARY PRECAST CONCRETE BARRIER
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES :

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

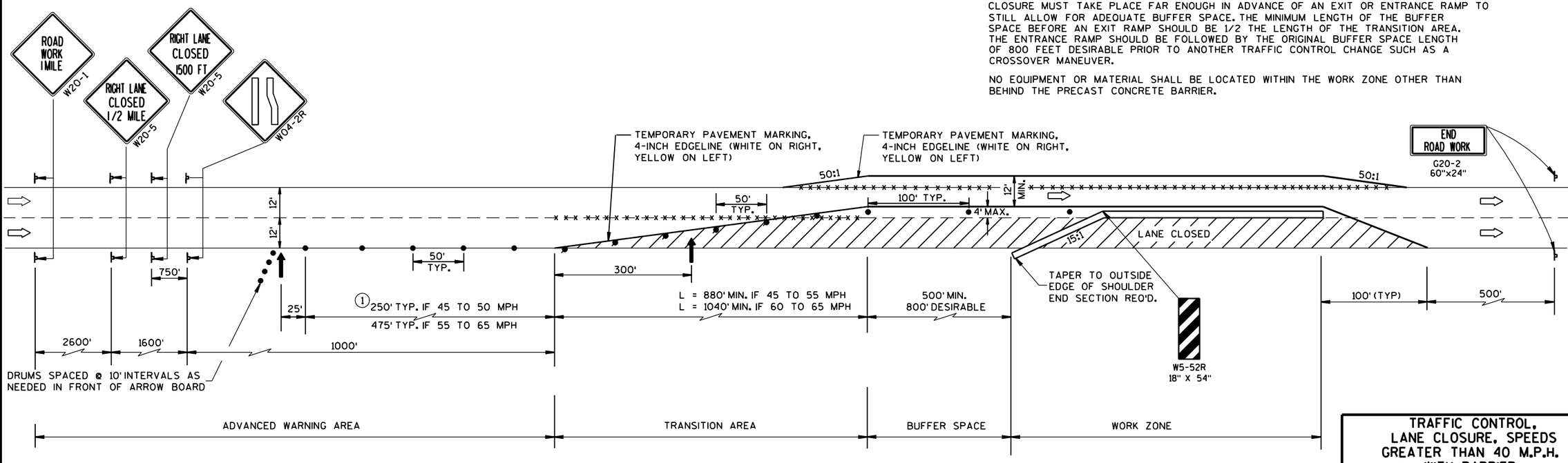
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

NO EQUIPMENT OR MATERIAL SHALL BE LOCATED WITHIN THE WORK ZONE OTHER THAN BEHIND THE PRECAST CONCRETE BARRIER.



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER

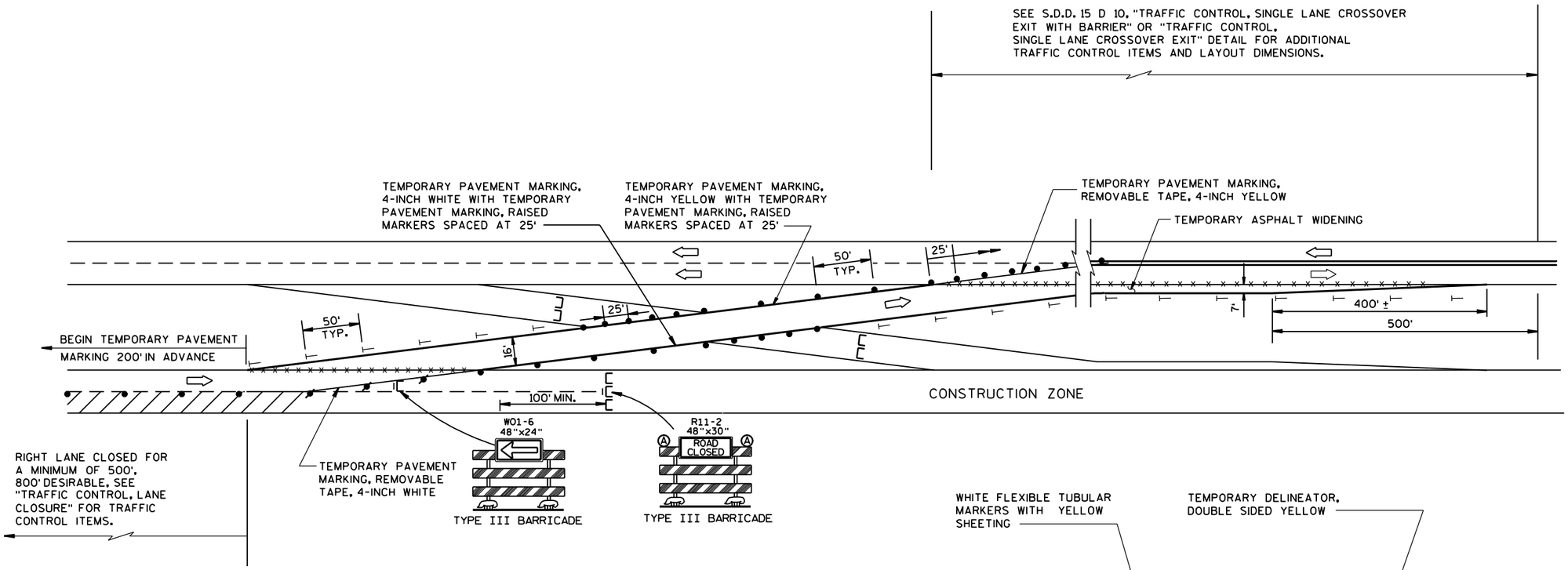
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

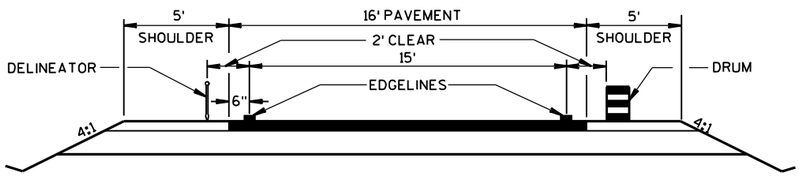
APPROVED
7-14-94
DATE
Charles J. Spang
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

S.D.D. 15 D 3-1

6

S.D.D. 15 D 3-1





TYPICAL CROSSOVER ROADWAY DIMENSIONS

LEGEND

- ⊏/I⊏ 8' TYPE III BARRICADE WITHOUT/WITH ATTACHED SIGN
- DRUM WITH WARNING LIGHTS, TYPE C
- DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE PAINT
- Ⓐ WARNING LIGHT, TYPE A
- ×-×-×-× REMOVING PAVEMENT MARKINGS
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- FLEXIBLE TUBULAR MARKER AND BASE
- DIRECTION OF TRAFFIC

GENERAL NOTES :

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

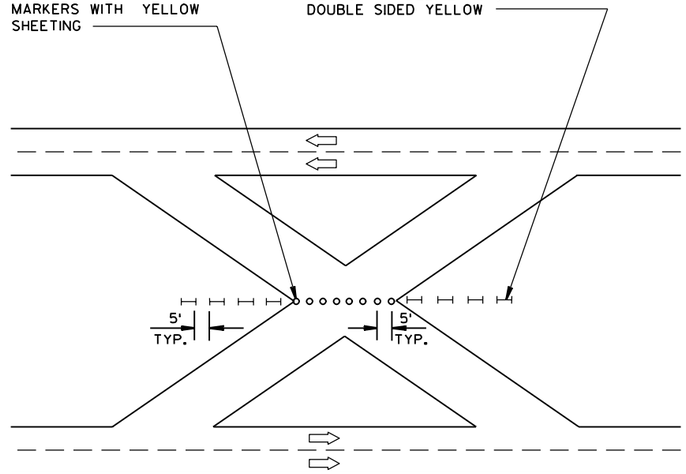
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.



PROTECTION OF CROSSOVER NOT IN USE
WHEN CONSTRUCTION IS NOT TAKING PLACE

TRAFFIC CONTROL,
SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-22-96
DATE
Charles J. Spang
for DIRECTOR, OFFICE OF TRAFFIC
FHWA

S.D.D. 15 D 11-3

6

S.D.D. 15 D 11-3

LEGEND

- POST WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN IN DRUM
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- ARROW BOARD
- 8' TYPE III BARRICADE
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

GENERAL NOTES :

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

① CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

GENERAL NOTES CONTINUED:

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

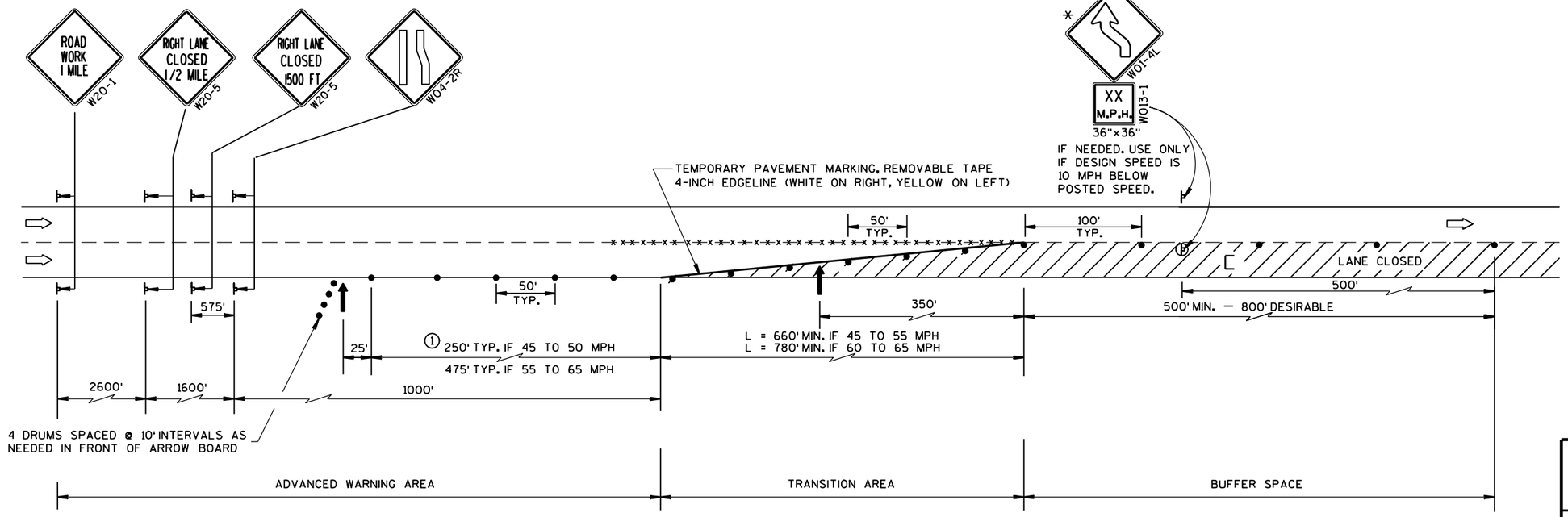
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8-7-95
DATE

Charles J. Spacy
for DIRECTOR, OFFICE OF TRAFFIC

FHWA

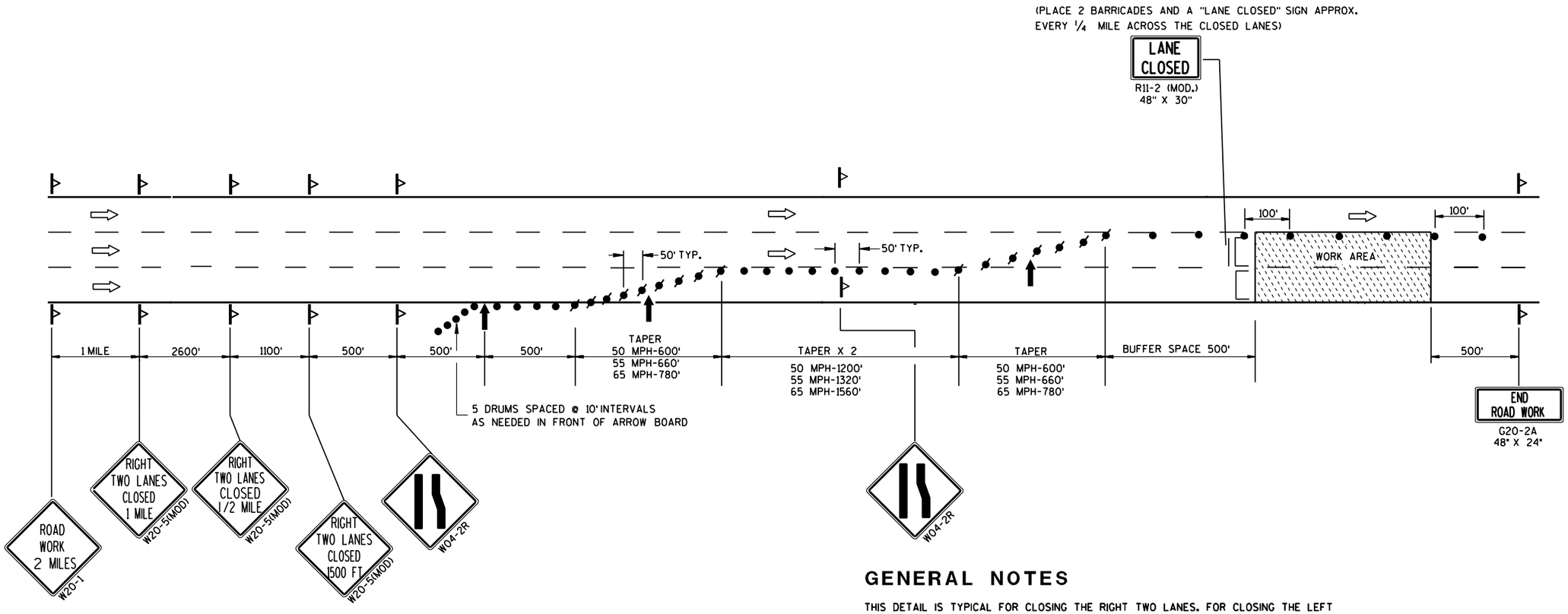
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S.D.D. 15 D 12-2

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S.D.D. 15 D 12-2

(PLACE 2 BARRICADES AND A "LANE CLOSED" SIGN APPROX.
EVERY 1/4 MILE ACROSS THE CLOSED LANES)



LEGEND

- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY BURN)
- SIGN ON POST OR PORTABLE SUPPORT
- FLASHING ARROW BOARD
- TYPE III BARRICADE (8' EQUIVALENT) WITH/WITHOUT SIGN
- DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE
Chester J. Seavy
CHIEF SIGNS AND MARKING ENGINEER
FHWA

SYMBOLS

IC/C	TYPE III BARRICADE (8' EQUIVALENT) WITH/WITHOUT SIGN
•	DRUM
	POST MOUNTED SIGN
(A)	WARNING LIGHT, TYPE A (FLASHING)
⇨	DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

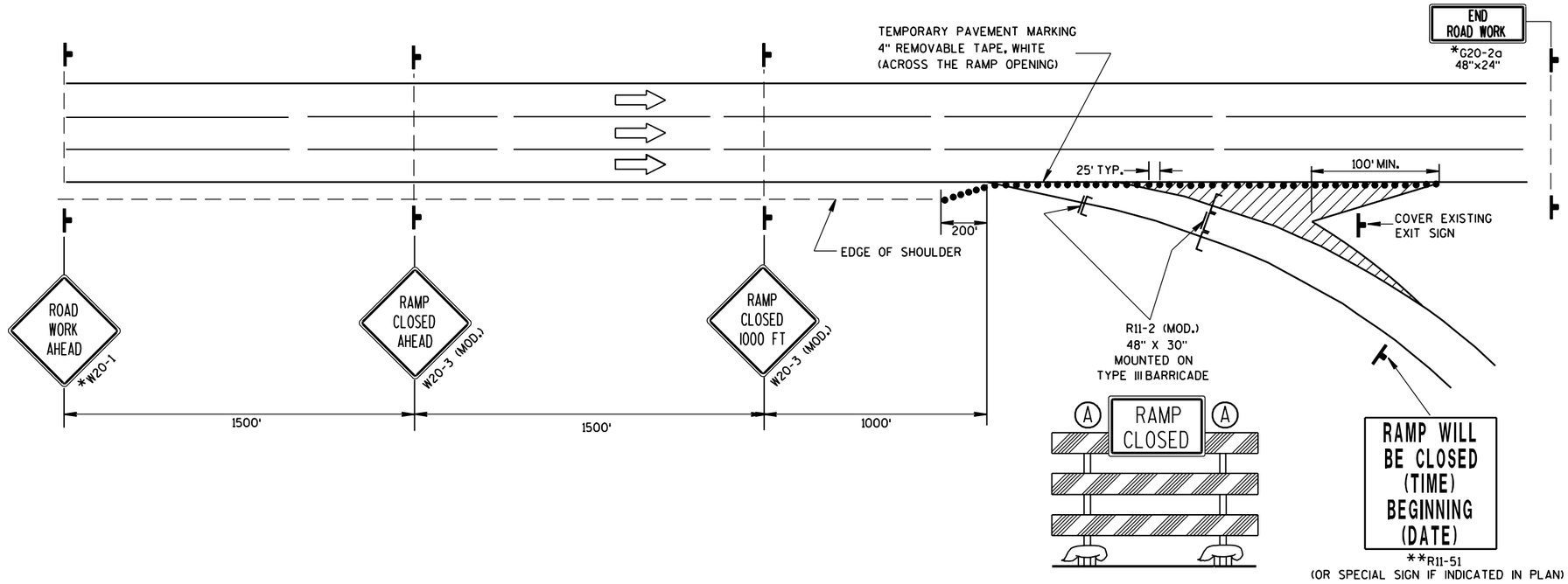
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

*W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

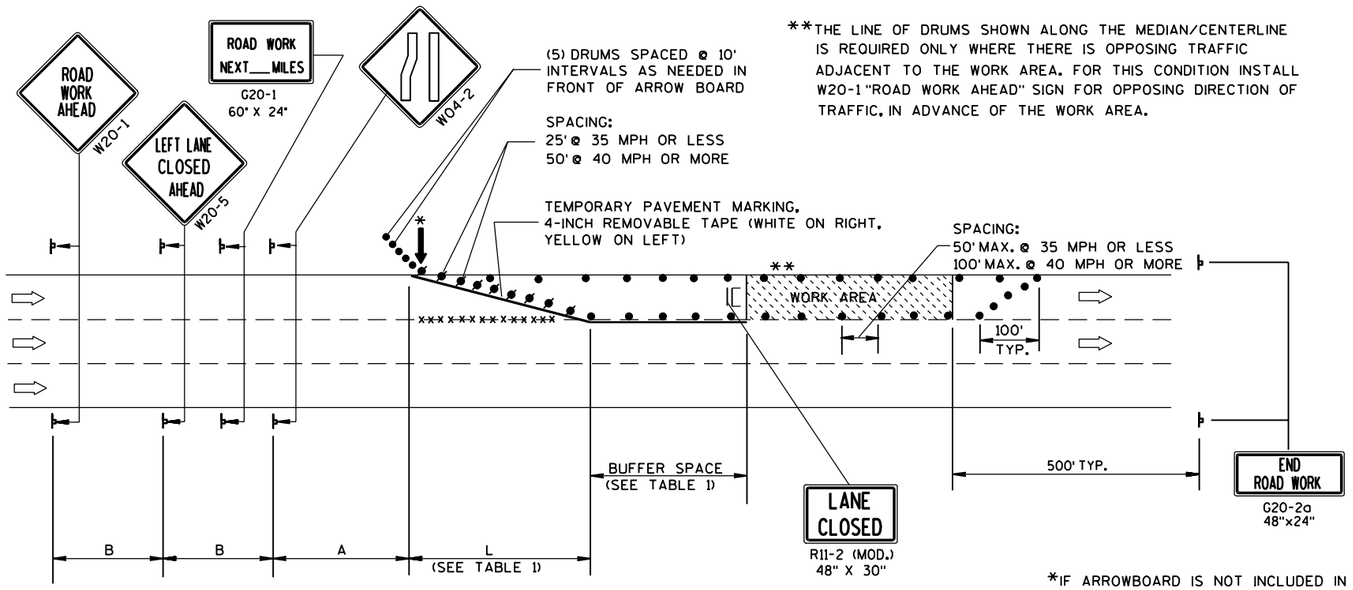
**USE THE "RAMP WILL BE CLOSED" SIGN IF INDICATED IN MISCELLANEOUS QUANTITIES. PLACE 10 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE
Chester J. Sprang
CHIEF SIGNS AND MARKING ENGINEER
FHWA



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

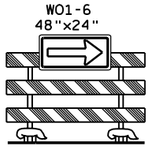


TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY-BURN)
- POST MOUNTED SIGN
- ARROW BOARD
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHTS, TYPE A (FLASHING) WITH/WITHOUT SIGN
- DIRECTION OF TRAFFIC FLOW
- xxxx REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

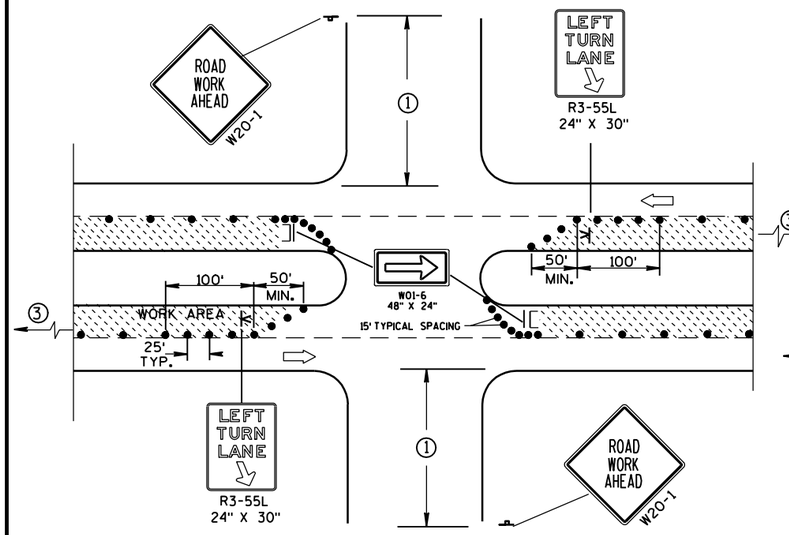
APPROVED
5/23/00
DATE

Chester J. Sgarz
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 D 20-1

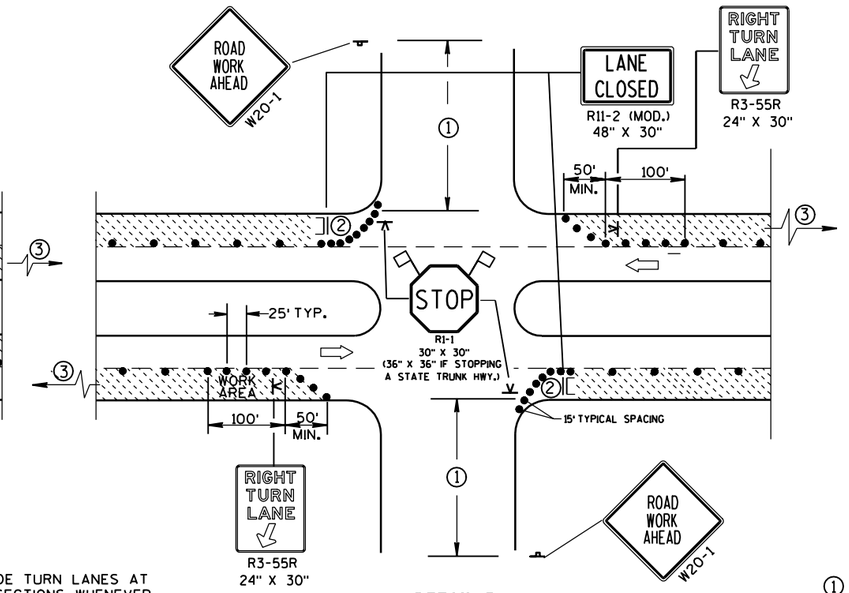
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DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

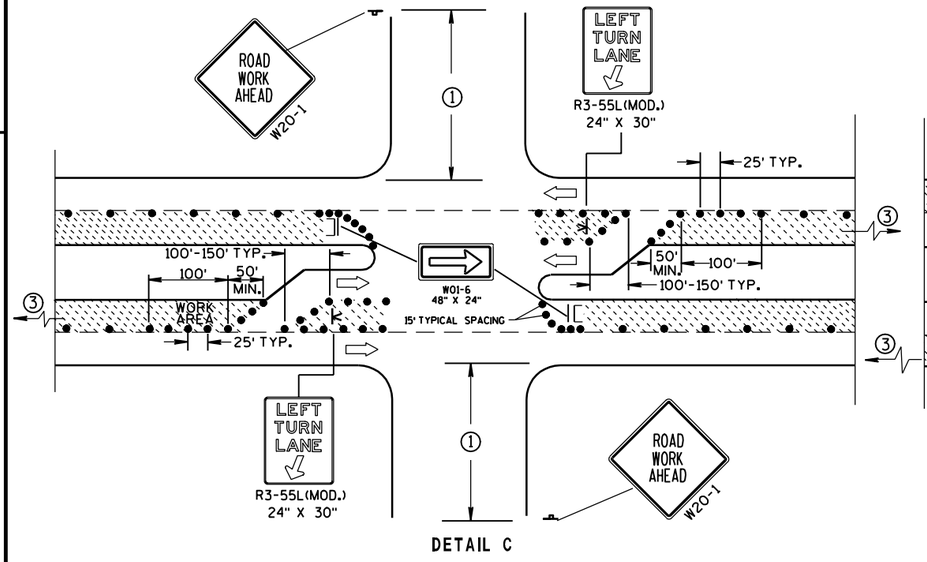
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

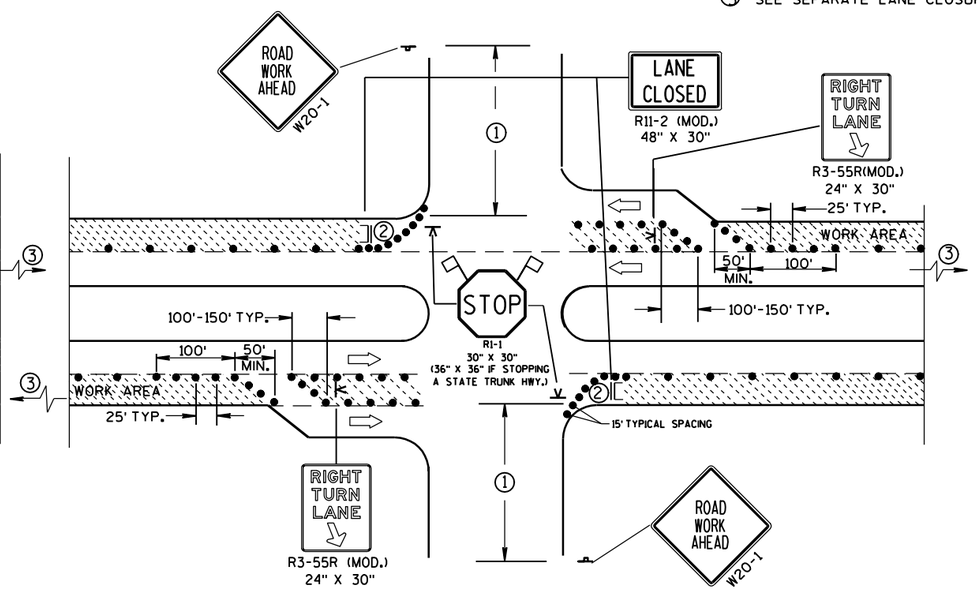
② ALSO USE BARRICADE AND 15' TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- DRUM
- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHT, TYPE A (FLASHING) WITH SIGN
- DIRECTION OF TRAFFIC FLOW
- FLAGS, 16" X 16" MIN., ORANGE

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/23/00 — DATE

/S/ Chester J. Spang — CHIEF SIGNS AND MARKING ENGINEER

FHWA

6

S.D.D. 15 D 21-1

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S.D.D. 15 D 21-1

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

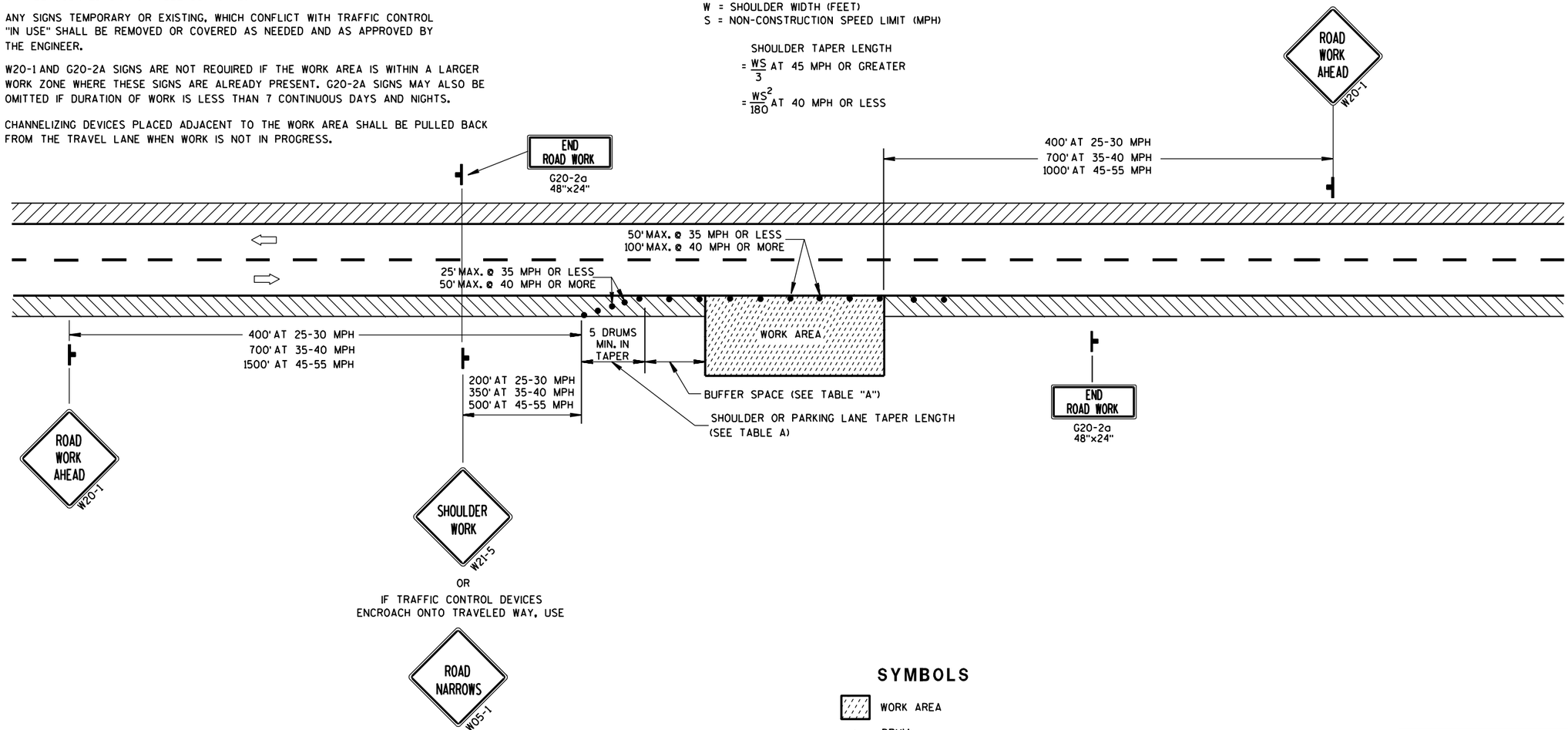
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	85
35	30	45	55	70	120
40	40	55	75	90	170
45	60	90	120	150	220
50	70	100	135	170	280
55	75	110	150	185	335

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
$= \frac{WS}{3}$ AT 45 MPH OR GREATER
$= \frac{WS^2}{180}$ AT 40 MPH OR LESS



SYMBOLS

- WORK AREA
- DRUM
- POST MOUNTED SIGN
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

Chester J. Spong
CHIEF SIGNS AND MARKING ENGINEER

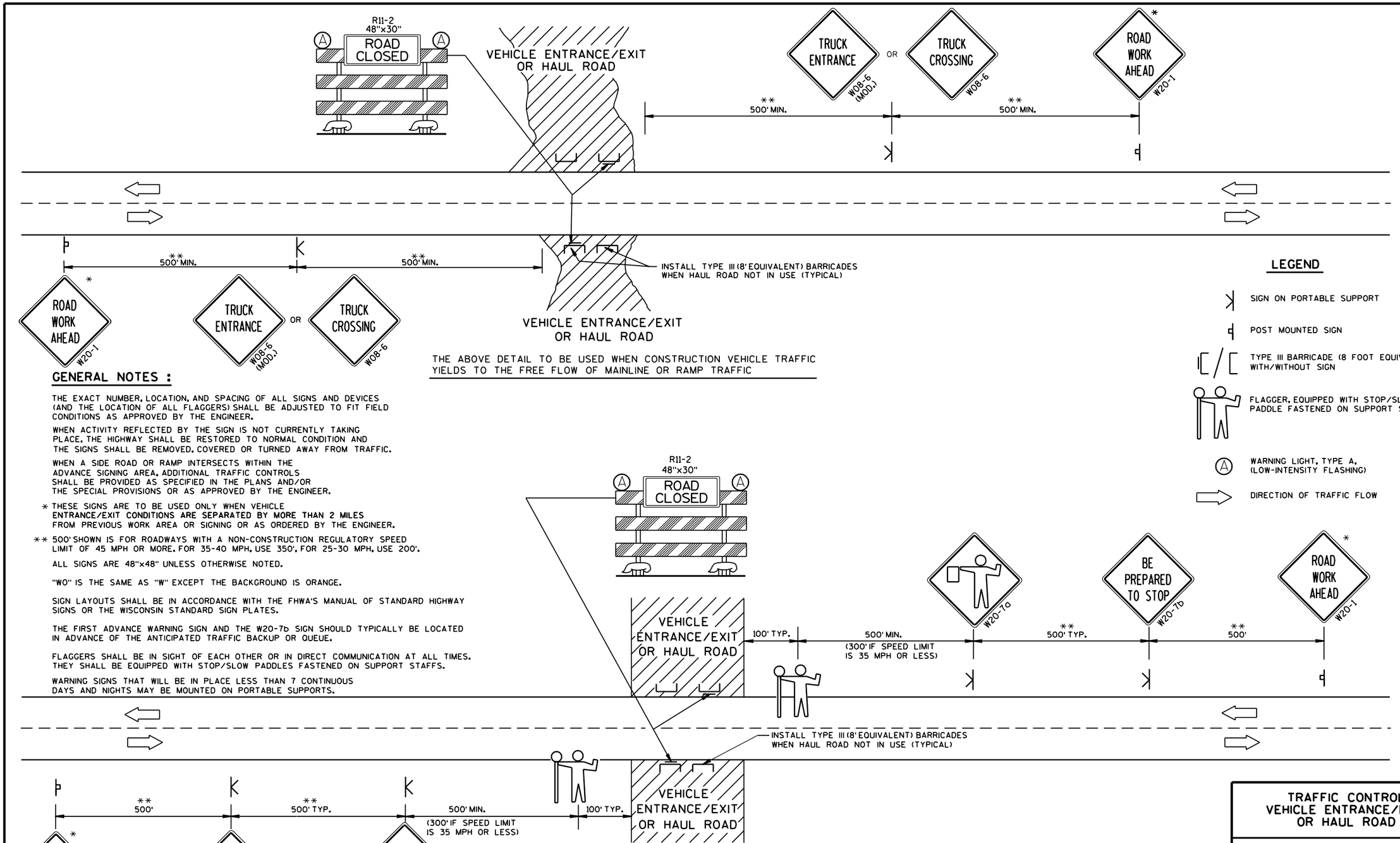
FHWA

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S.D.D. 15 D 28-1

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S.D.D. 15 D 28-1



THE ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC

GENERAL NOTES :

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

* THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE/EXIT CONDITIONS ARE SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS ORDERED BY THE ENGINEER.

** 500' SHOWN IS FOR ROADWAYS WITH A NON-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350', FOR 25-30 MPH, USE 200'.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

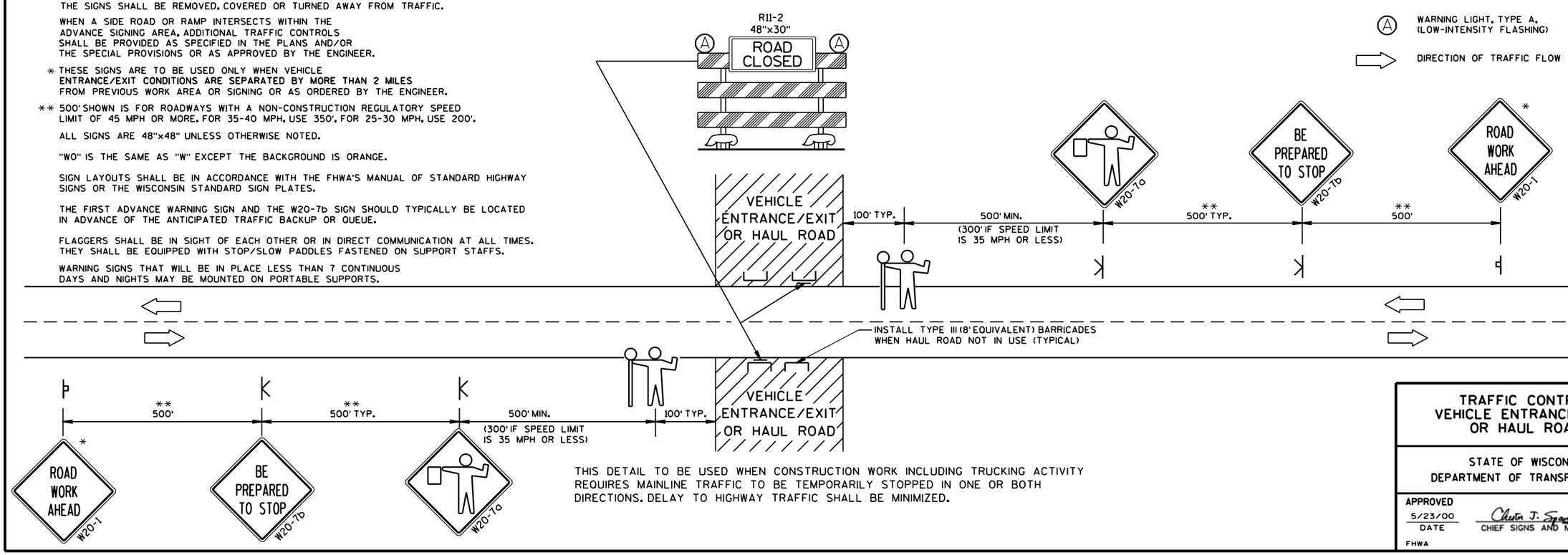
THE FIRST ADVANCE WARNING SIGN AND THE W20-7b SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS.

WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

LEGEND

- SIGN ON PORTABLE SUPPORT
- POST MOUNTED SIGN
- TYPE III BARRICADE (8 FOOT EQUIVALENT) WITH/WITHOUT SIGN
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- WARNING LIGHT, TYPE A, (LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC FLOW



THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00
DATE

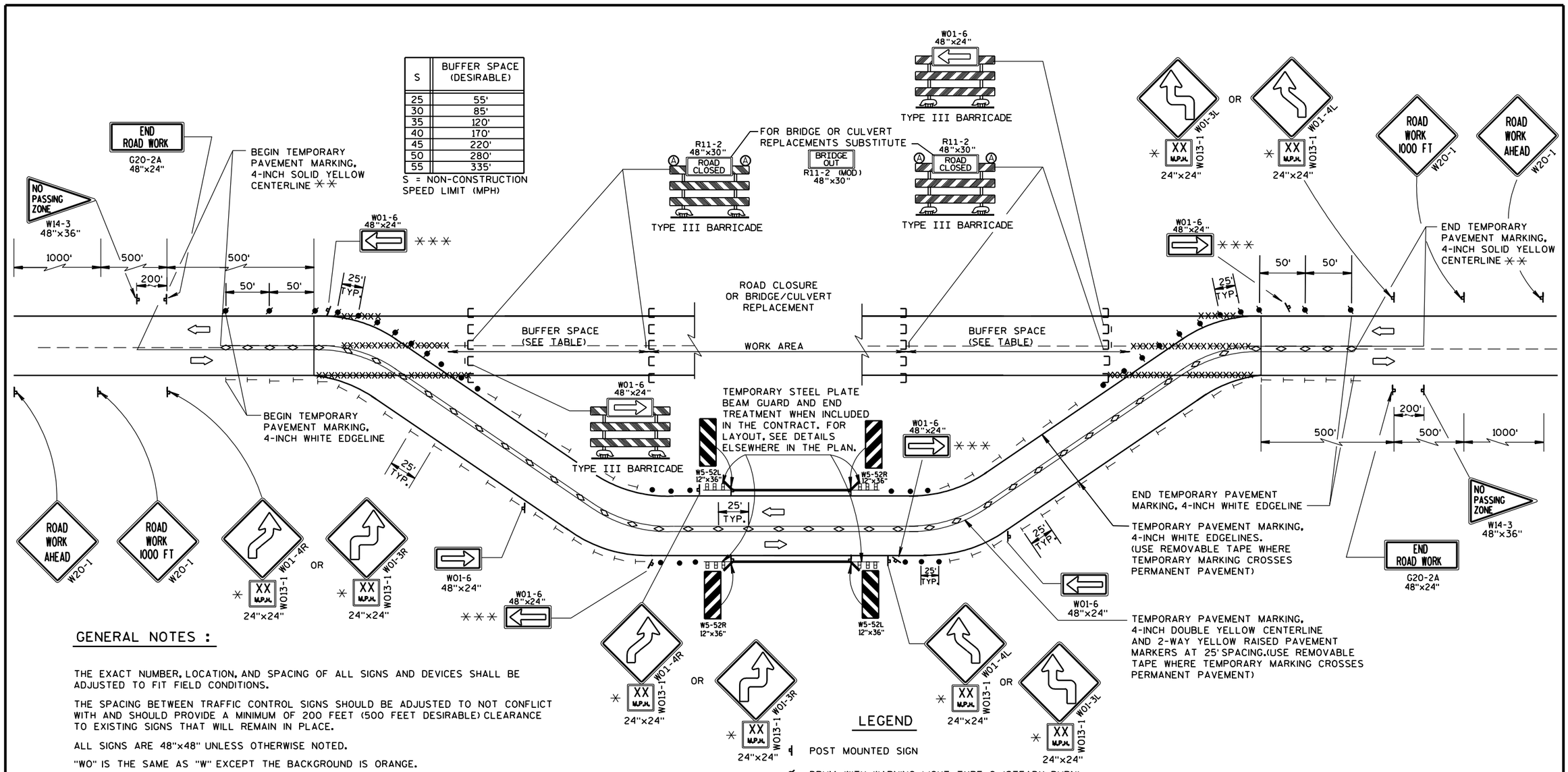
Chester J. Sprang
CHIEF SIGNS AND MARKING ENGINEER

FHWA

S.D.D. 15 D 29-1

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S.D.D. 15 D 29-1



S	BUFFER SPACE (DESIRABLE)
25	55'
30	85'
35	120'
40	170'
45	220'
50	280'
55	335'

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

GENERAL NOTES :

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

* INDICATE THE ADVISORY SPEED PLATE LEGEND IN THE MISCELLANEOUS QUANTITIES. IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE W01-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE W01-3 SIGN.

** WHEN THE DISTANCE TO/FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

*** OMIT THESE W01-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.

LEGEND

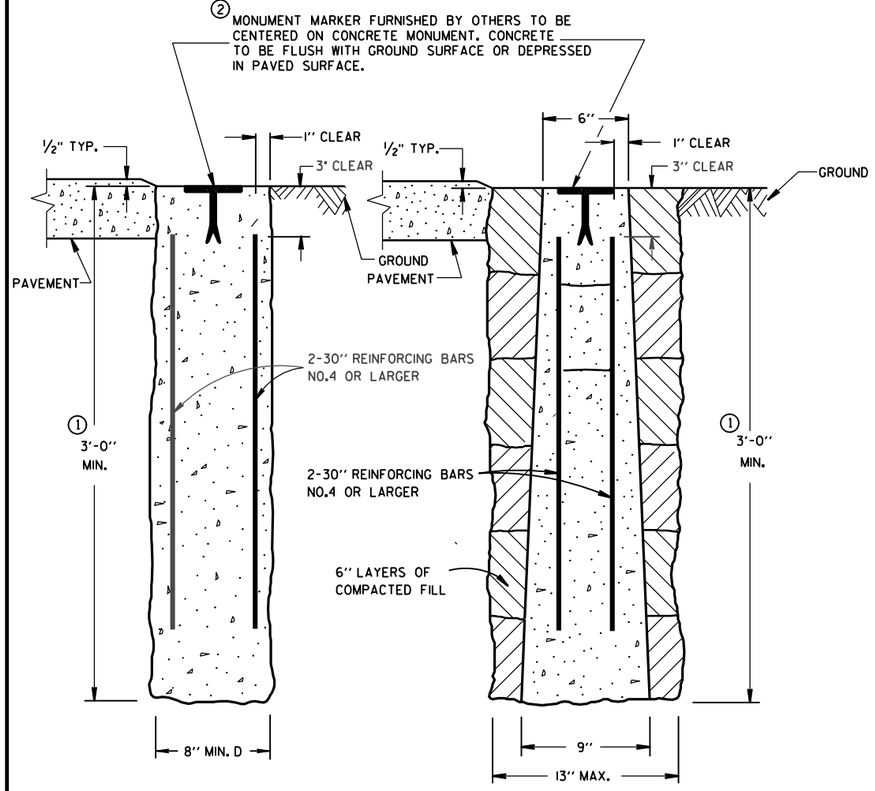
- POST MOUNTED SIGN
- DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- DRUM
- TYPE III BARRICADE (8' EQUIVALENT) WITHOUT / WITH SIGN
- WARNING LIGHT, TYPE A (LOW-INTENSITY FLASHING)
- TEMPORARY DELINEATOR, CRYSTAL (WHITE) (SINGLE DELINEATOR)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO-WAY YELLOW)
- XXX REMOVE PAVEMENT MARKING
- DIRECTION OF TRAFFIC FLOW
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT

TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/23/00 DATE
Chester J. Sparg
CHIEF SIGNS AND MARKING ENGINEER
FHWA

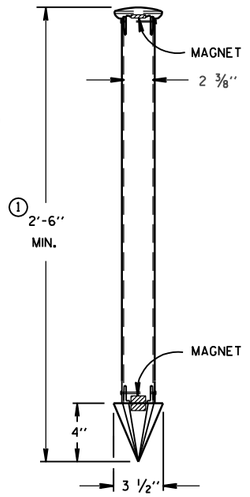
S.D.D. 15 D 31-1



CAST-IN-PLACE PRECAST

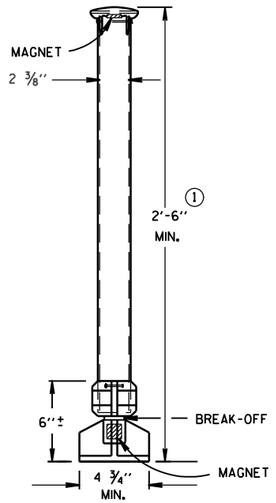
CONCRETE MONUMENTS

TYPE A



TYPE C

DRIVE-IN MONUMENT



TYPE D

BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

INSTALLED METAL MONUMENTS MUST BE EASILY DETECTED WITH A DIP NEEDLE. INSERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

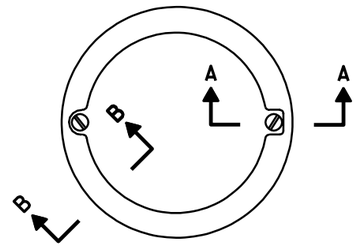
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

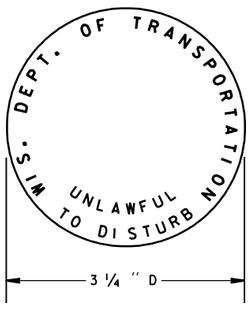
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

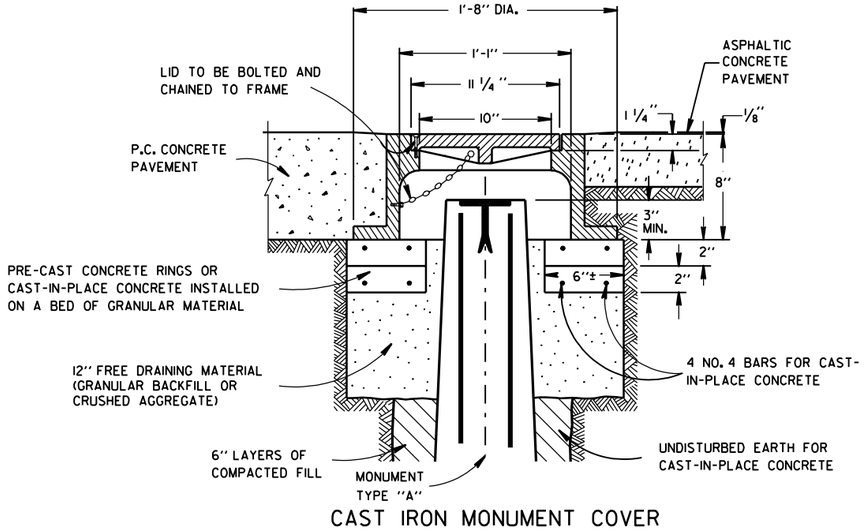


TOP VIEW



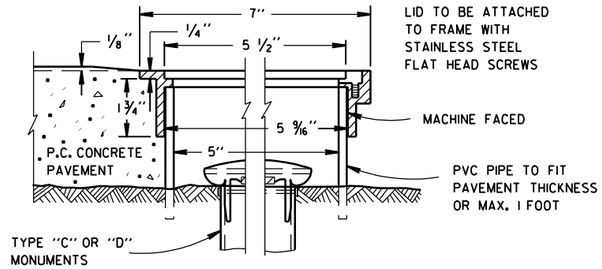
② WIS DOT MONUMENT MARKER LOGO

FOR TYPES "A", "C" & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT - 95 LBS.)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)

(FOR CONCRETE PAVEMENT ONLY)

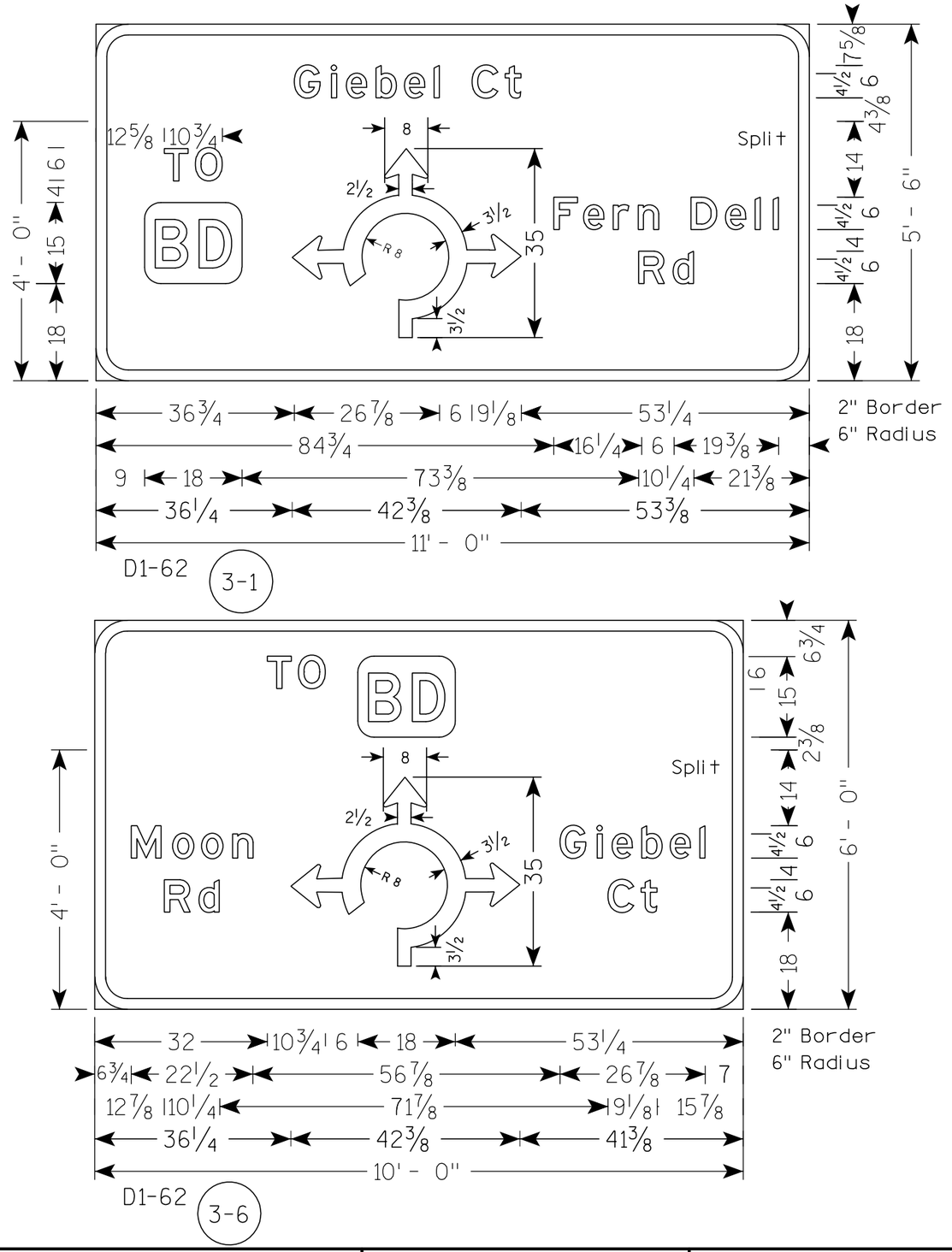
LANDMARK REFERENCE MONUMENTS AND COVERS

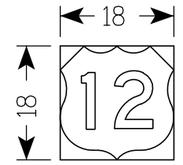
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 9/22/99 DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

6
S.D.D. 16 A 1-6

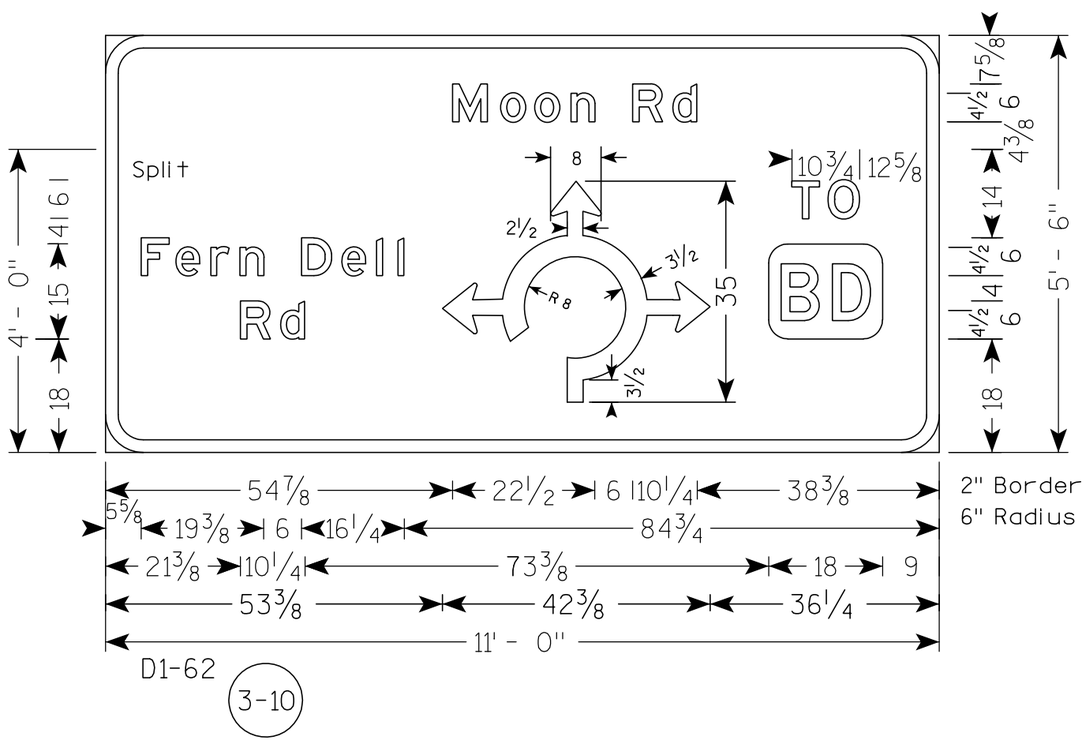




0.040" Aluminum Shield
Cover CTH BD Shield
ALL Signs This Sheet (3)

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E



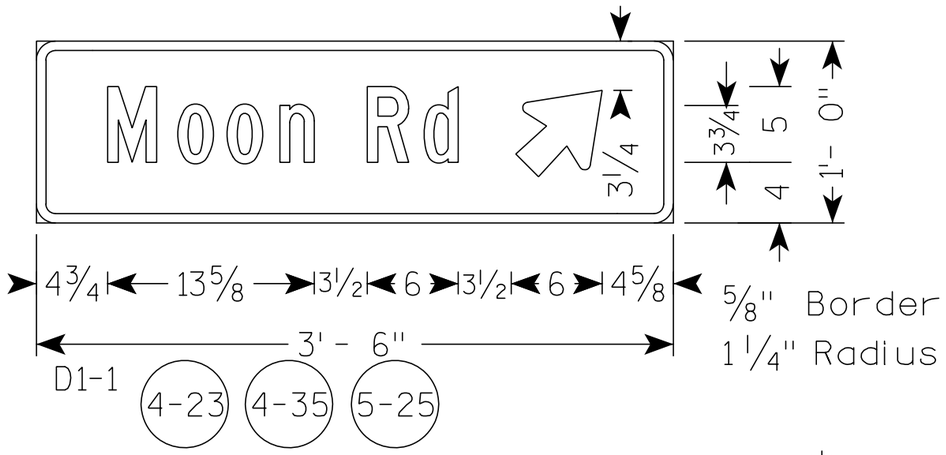
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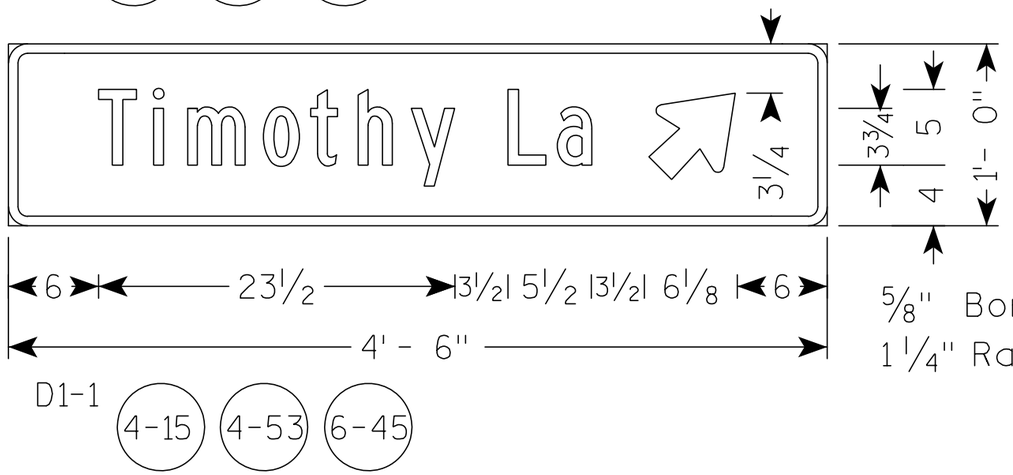
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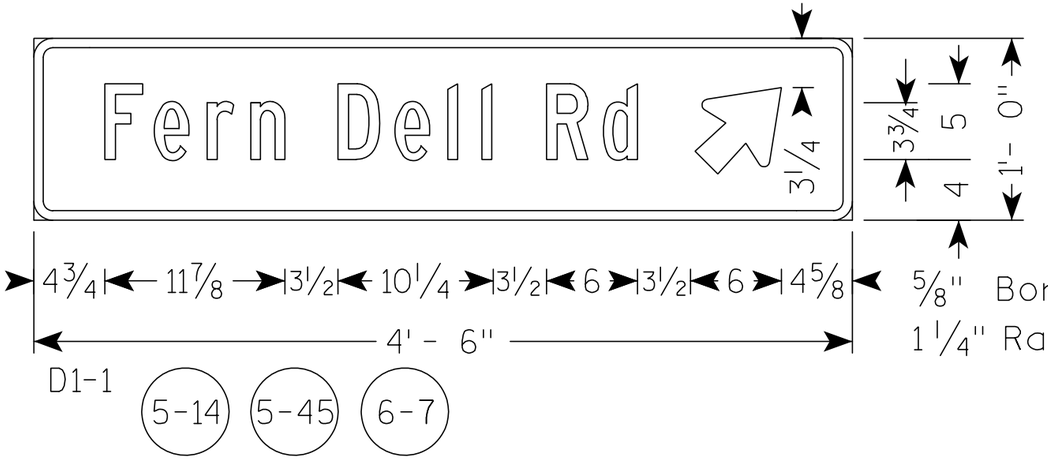
PROJECT NO:1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING DETAILS	SHEET NO: 580	E

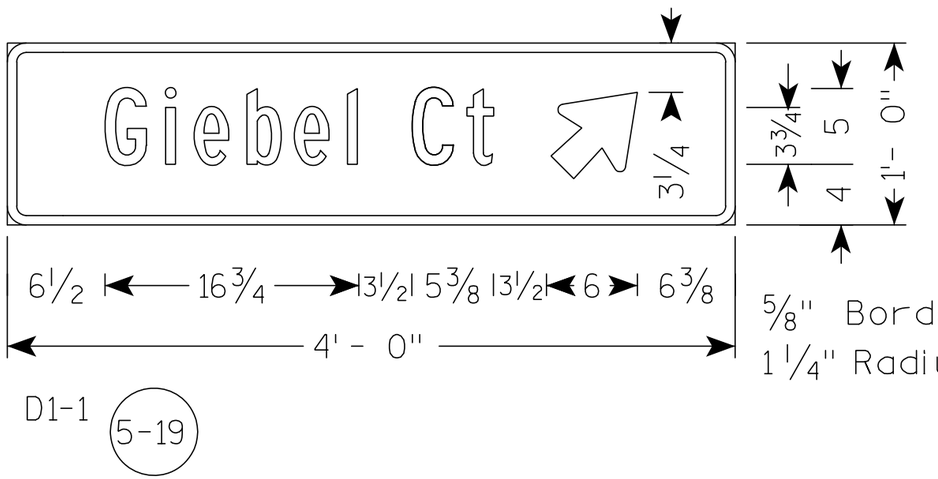
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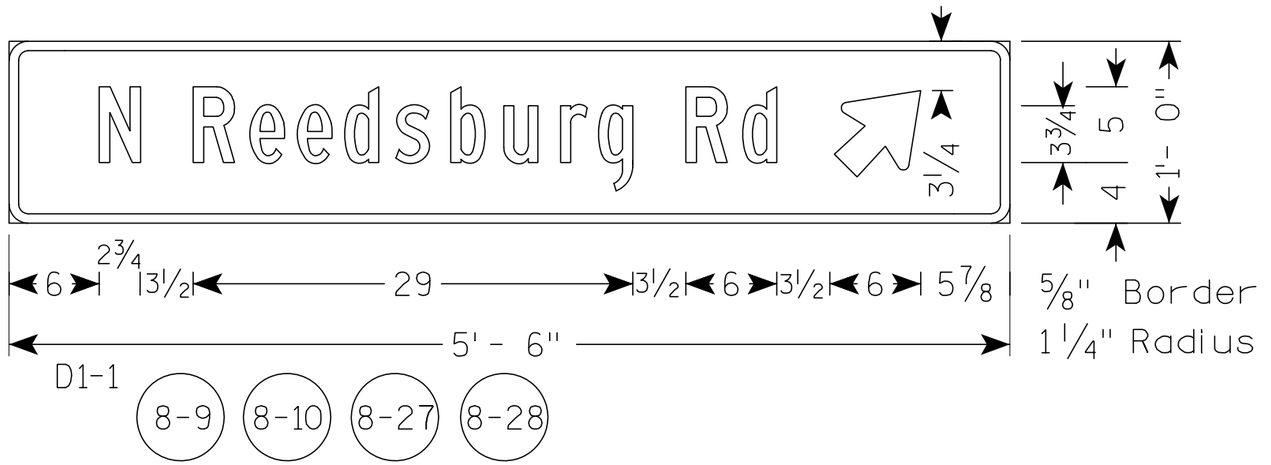
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - C







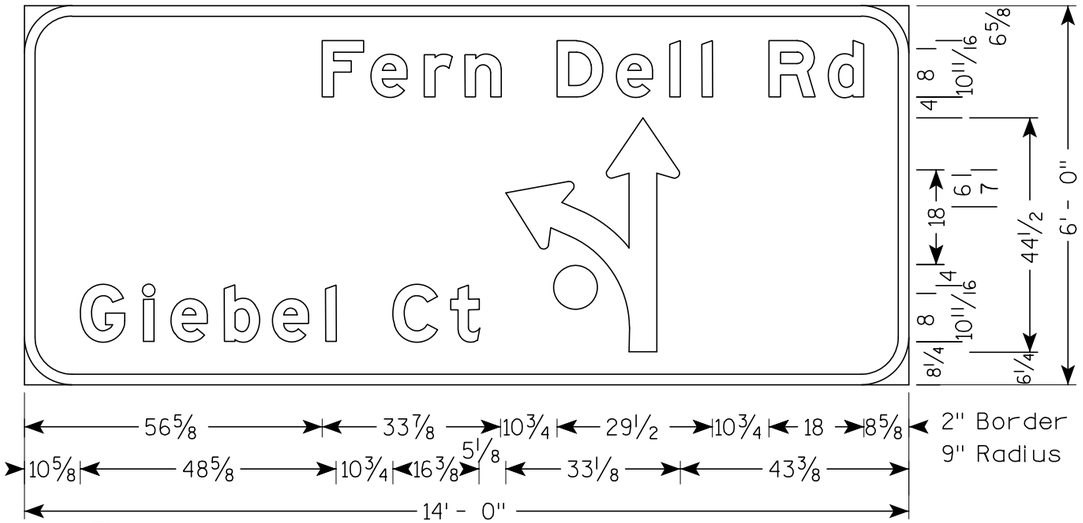




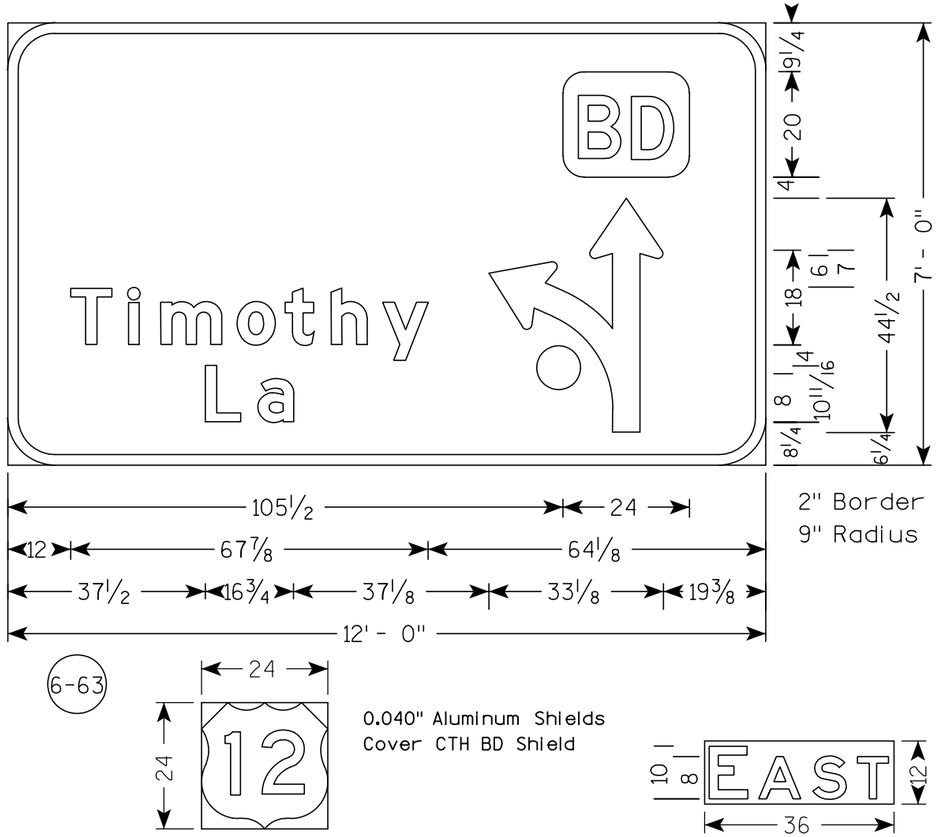
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7

PROJECT NO:1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING DETAILS	SHEET NO: 581	E

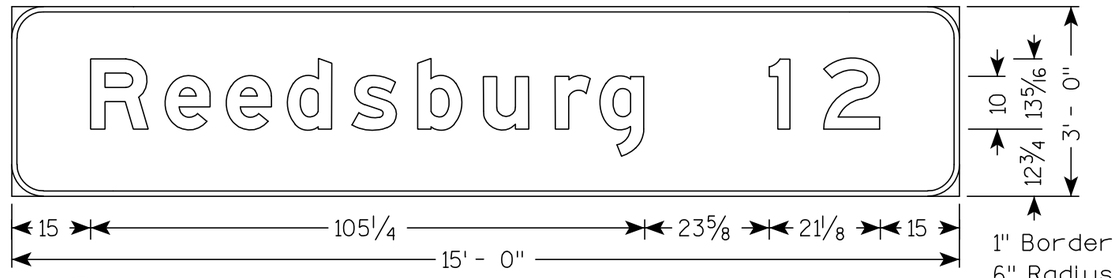


5-36

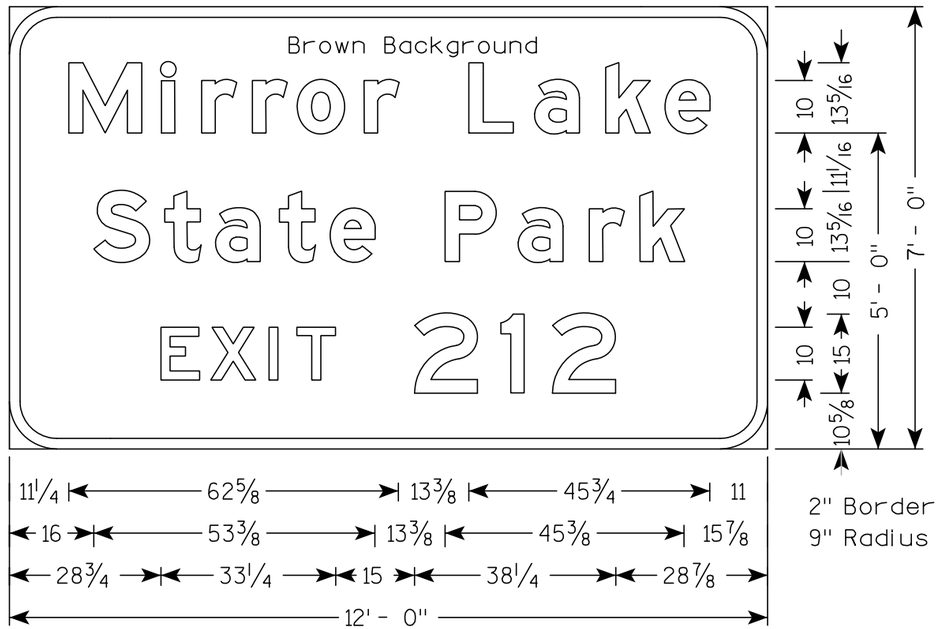


6-63

0.040" Aluminum Shields
Cover CTH BD Shield



9-7

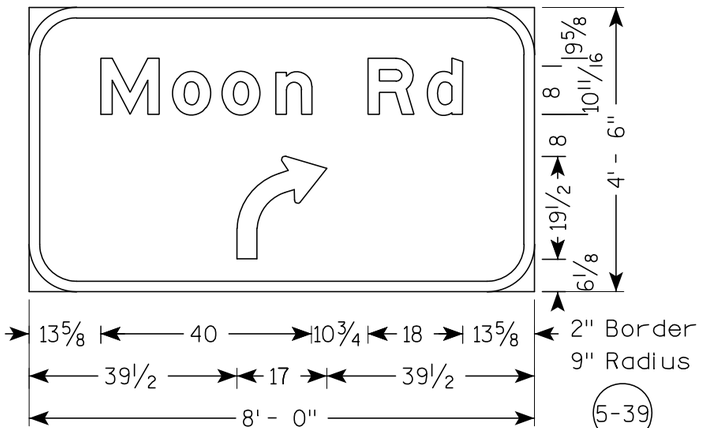


E3-1

1-10

NOTES

1. All Signs are Type I- Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. Message Series - E Modified

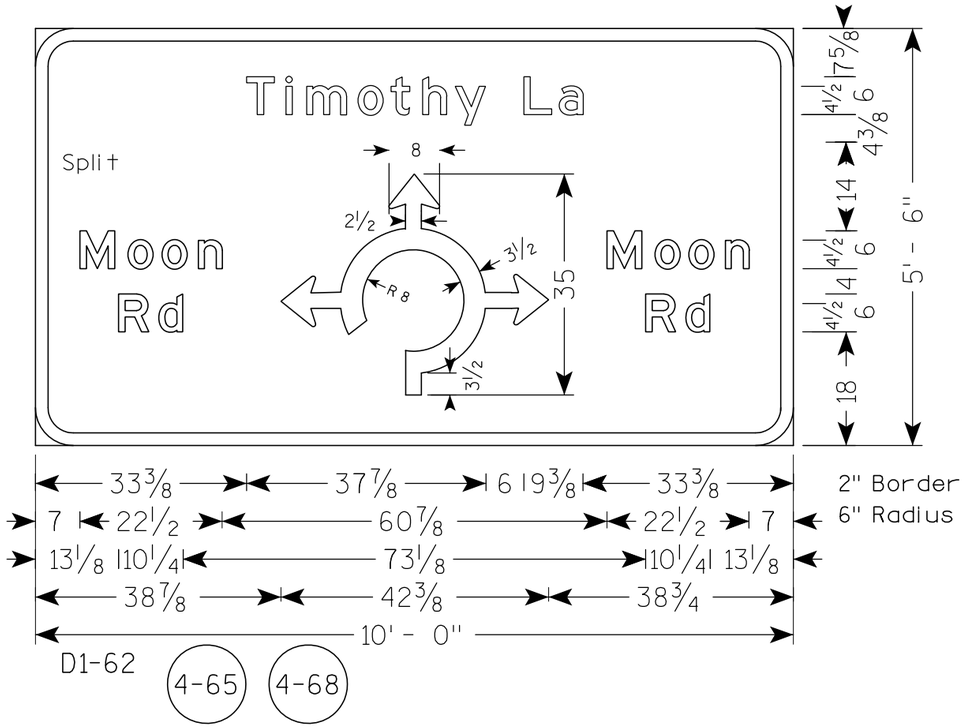


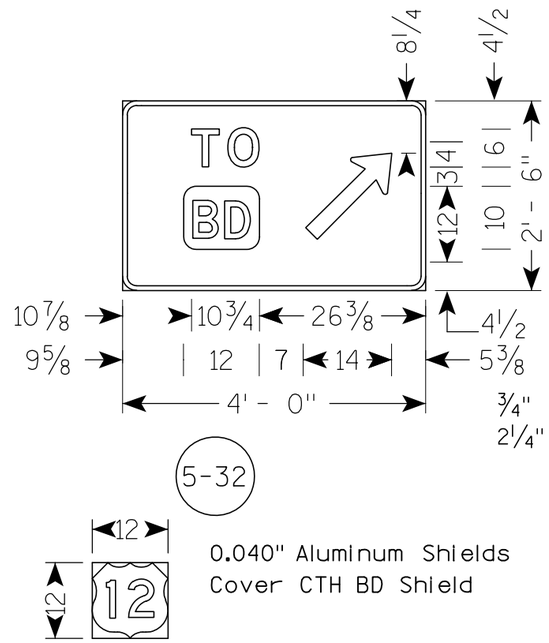
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7

7

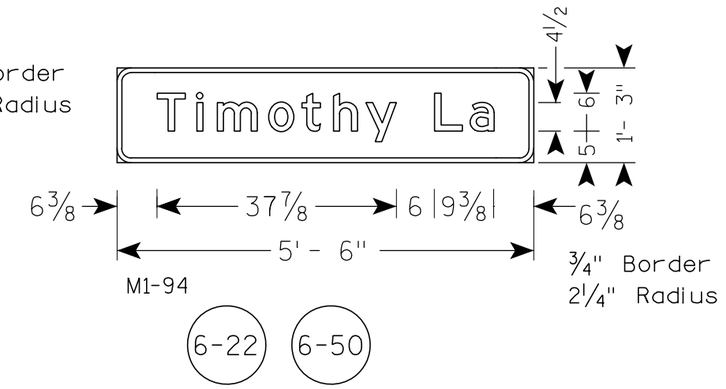
PROJECT NO:1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING DETAILS	SHEET NO: 582	E

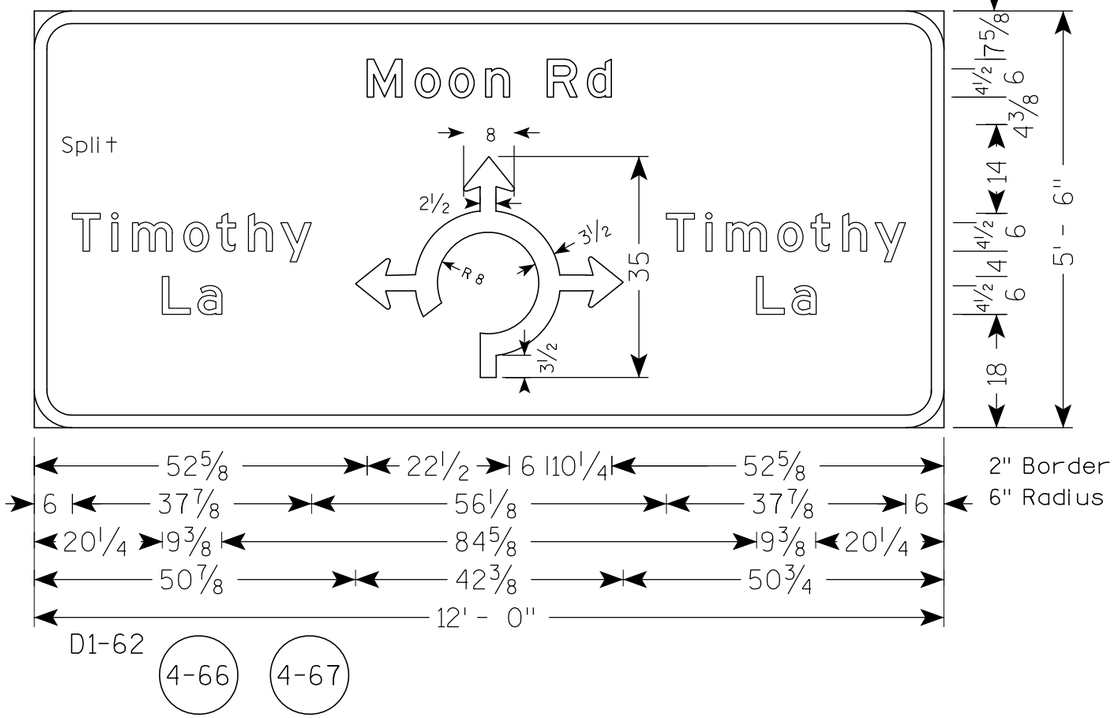


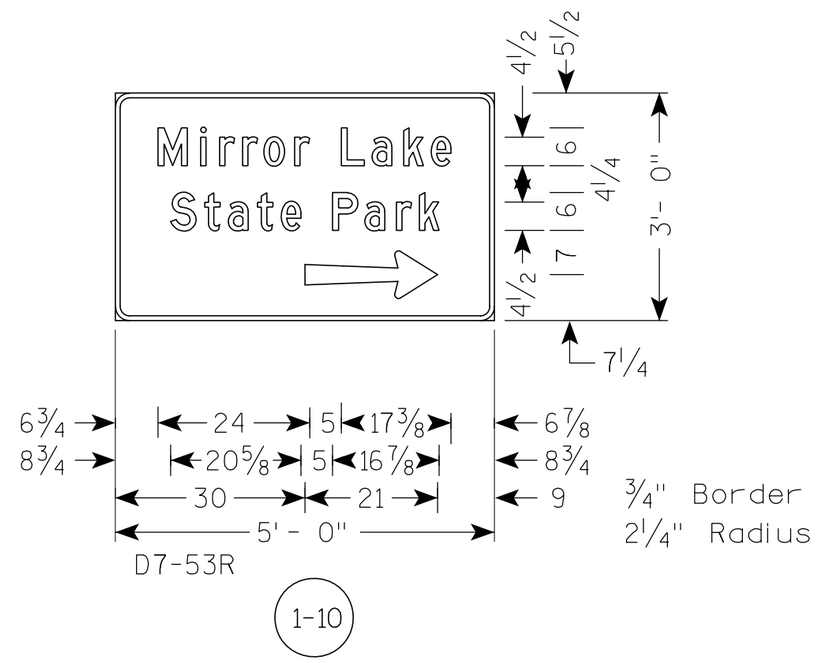


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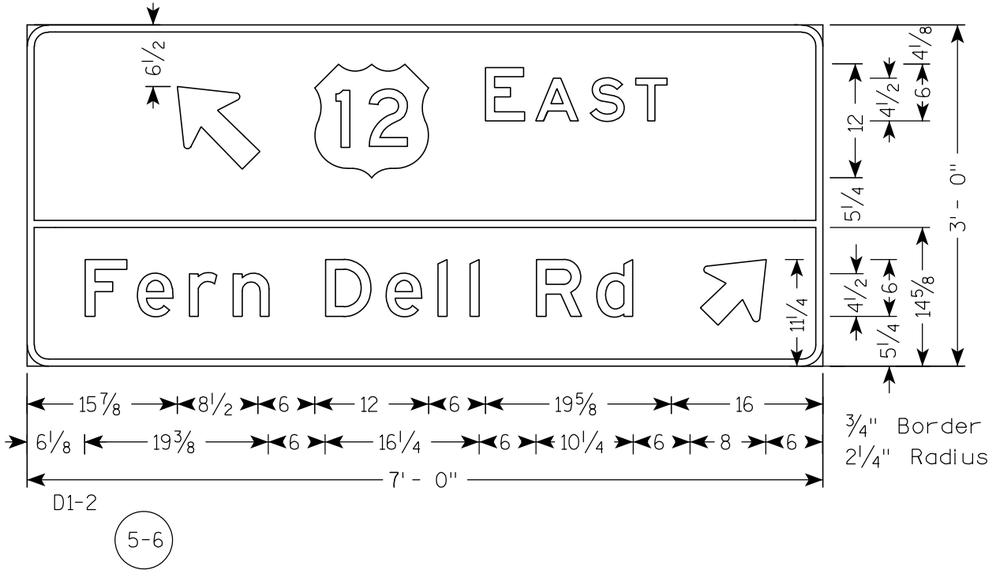
1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White
3. Message Series - E





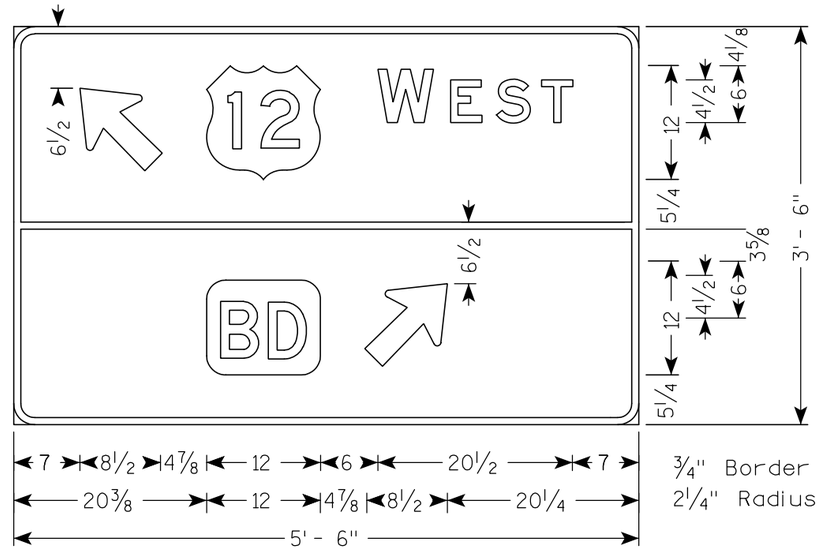


SIGNS PLACED AS PART OF 1674-00-76,
FOR INFORMATION ONLY



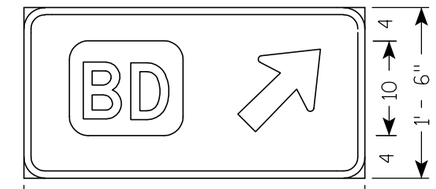
D1-2

5-6

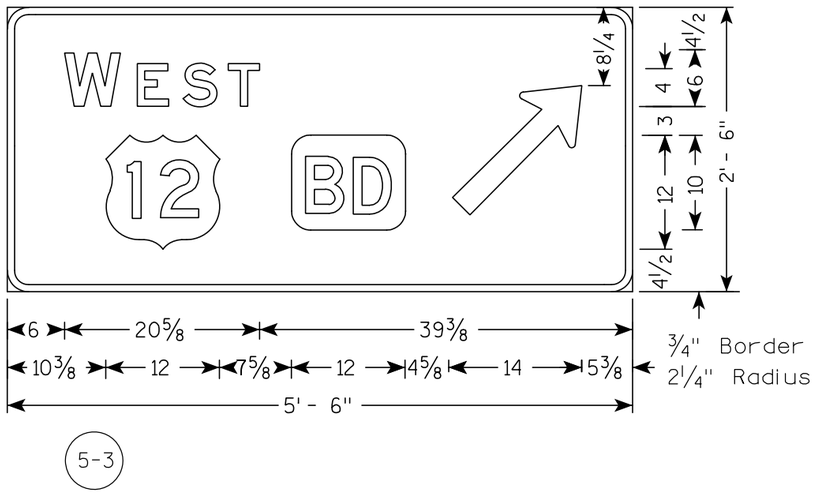


D1-2

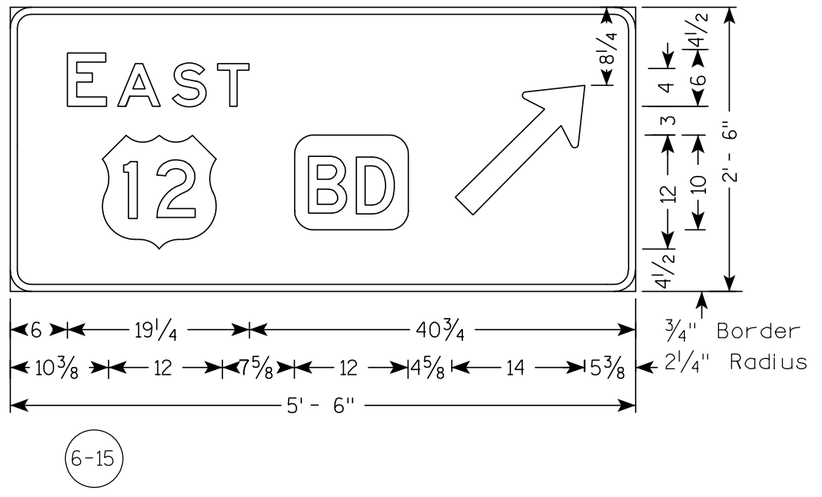
6-5



6-7 6-9



5-3

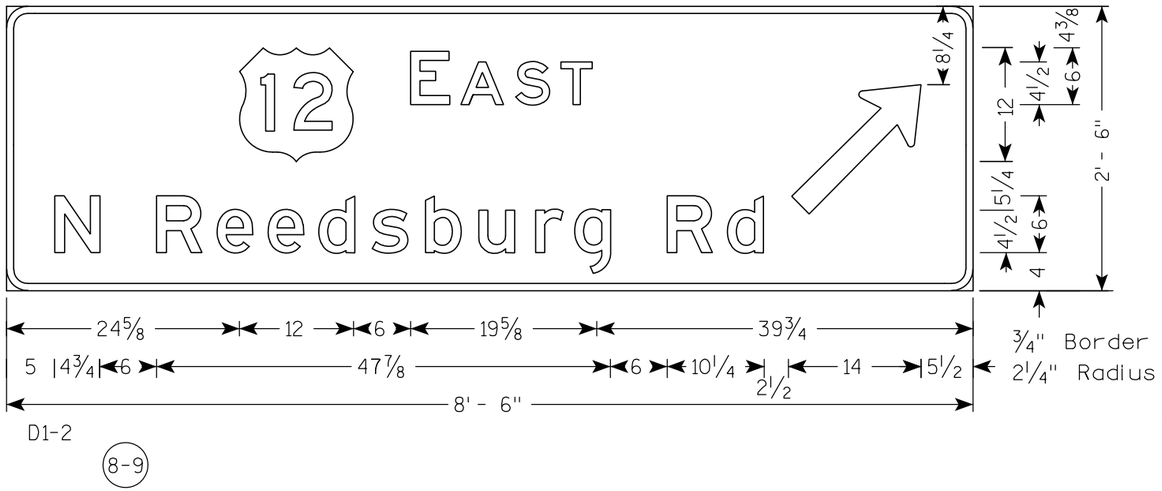


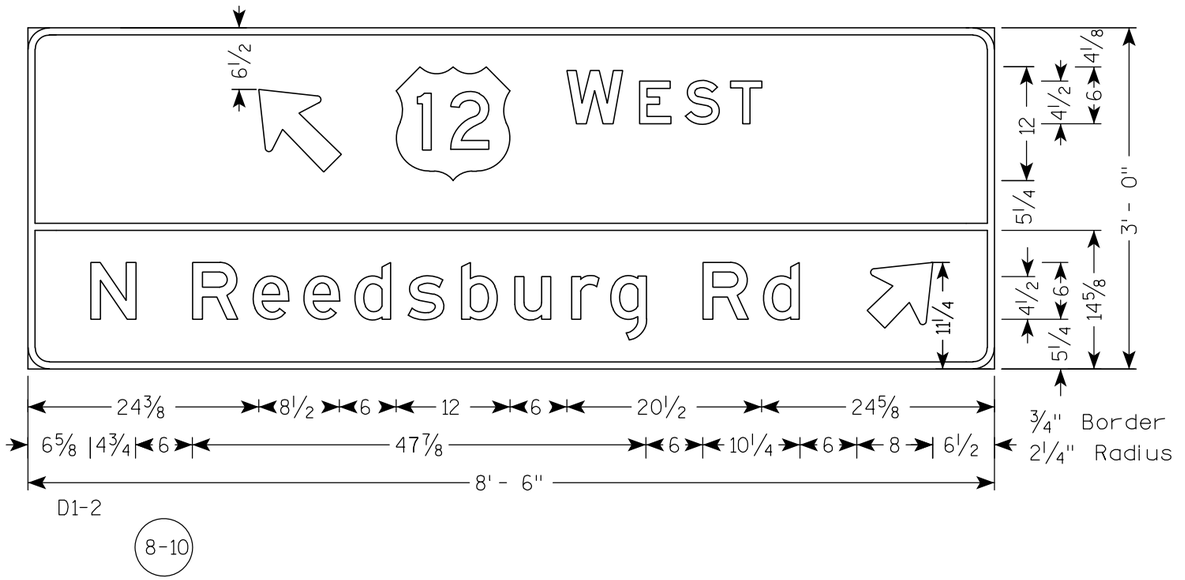
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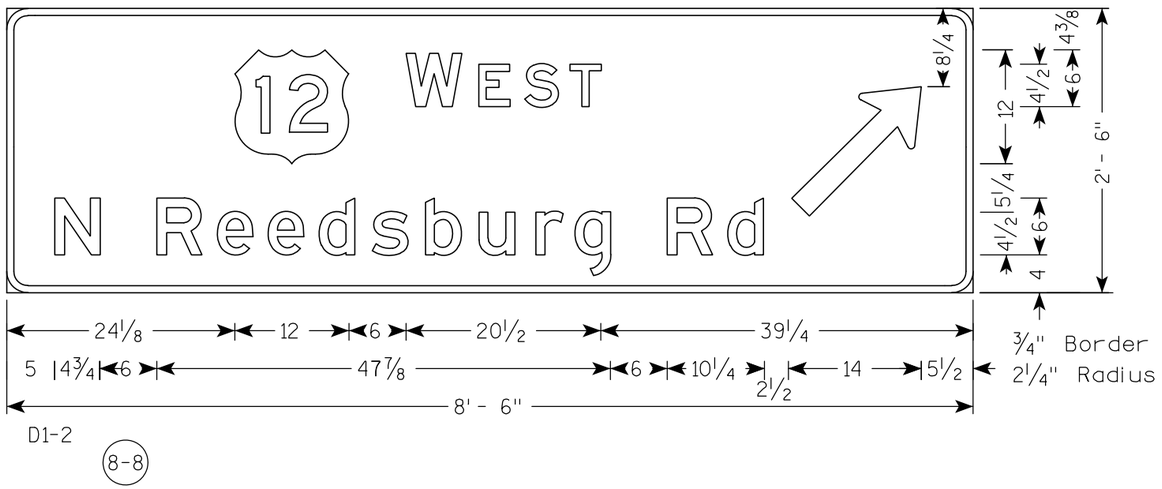
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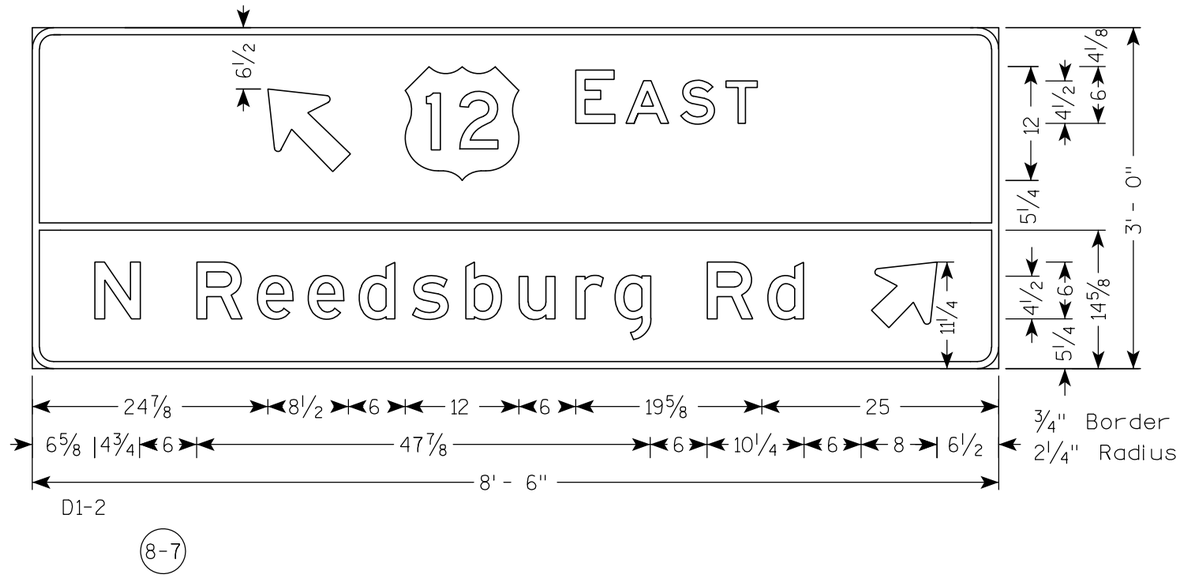
PROJECT NO:1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING DETAILS	SHEET NO: 584	E





SIGNS PLACED AS PART OF 1674-00-76,
FOR INFORMATION ONLY

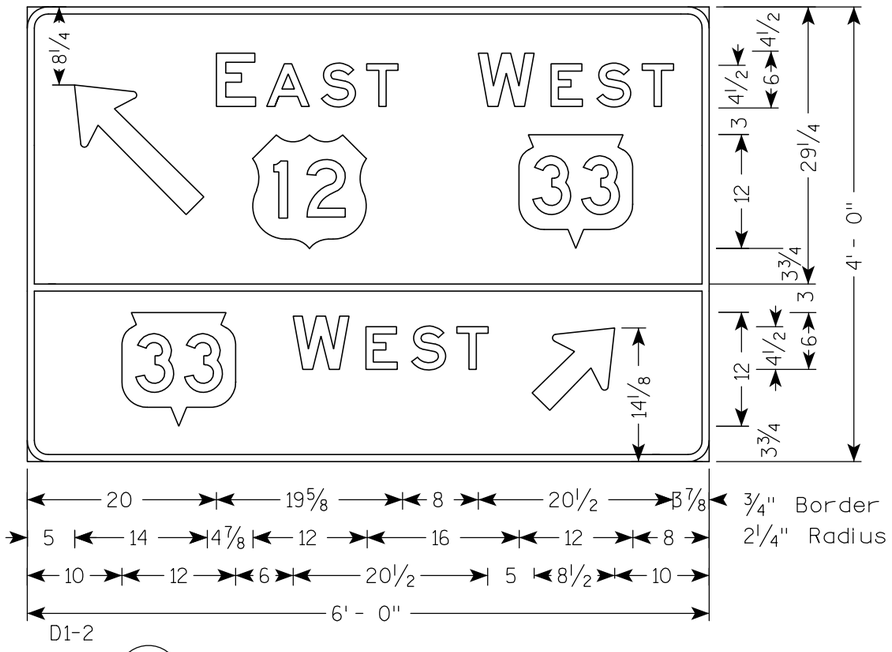


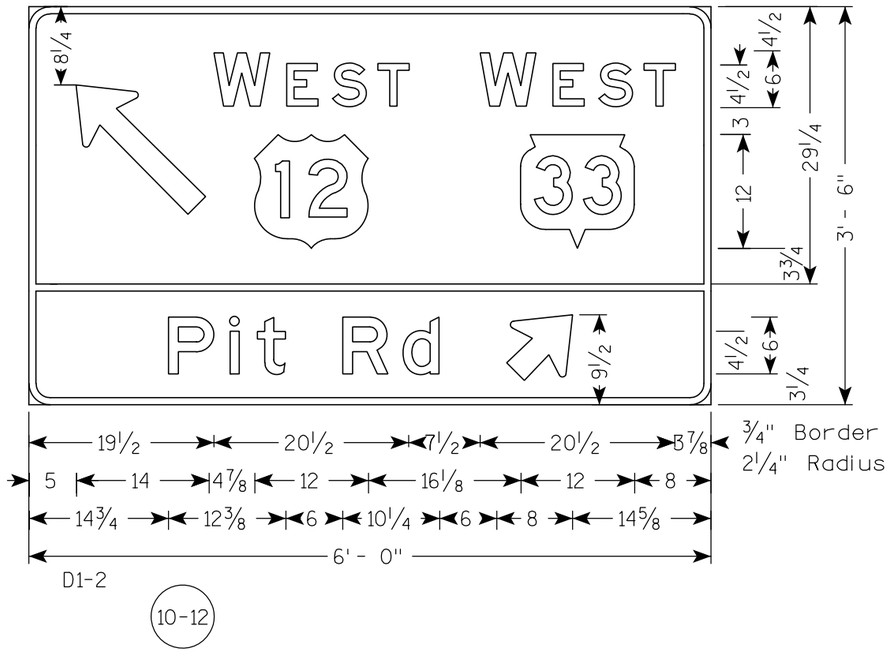


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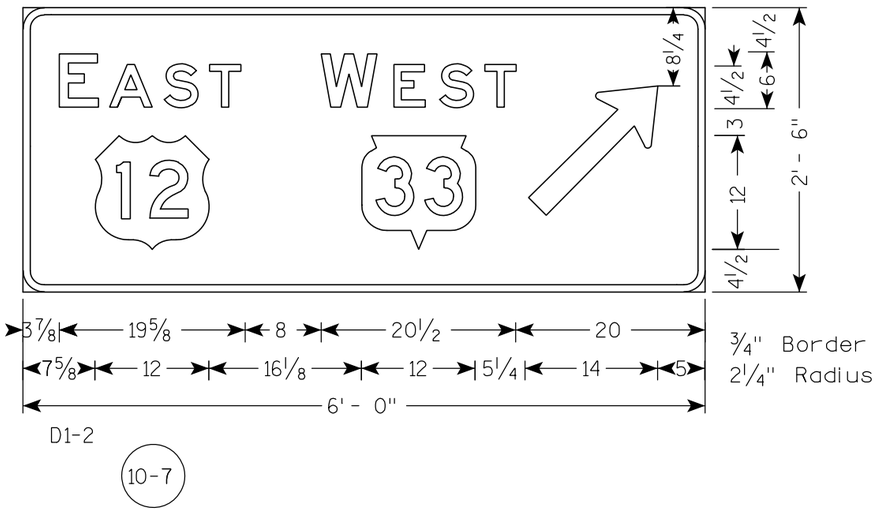
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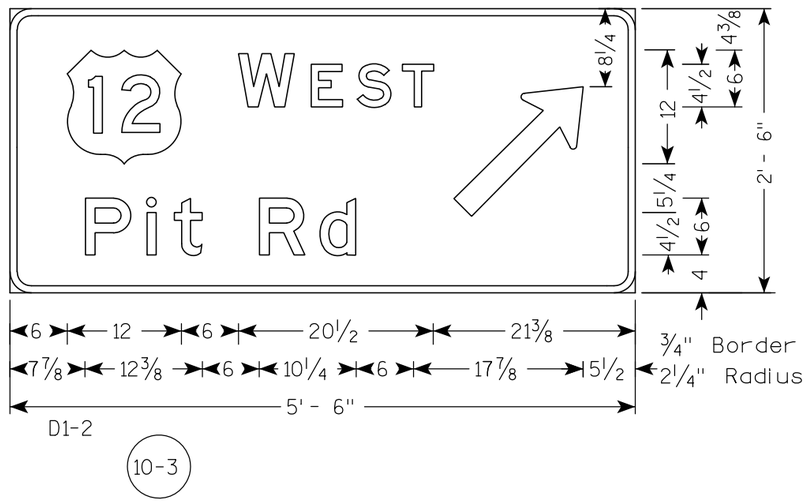
PROJECT NO:1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING DETAILS	SHEET NO: 585	E





SIGNS PLACED AS PART OF 1674-00-76,
FOR INFORMATION ONLY





7

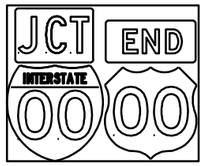
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PROJECT NO:1674-00-72	HWY: USH 12	COUNTY: SAUK	PERMANENT SIGNING DETAILS	SHEET NO: 586	E

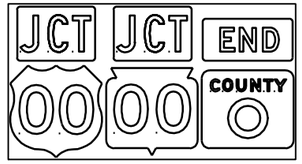
TYPICAL ASSEMBLIES



J1-1



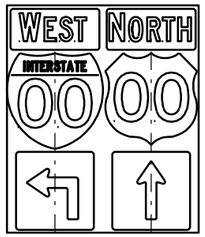
J1-2



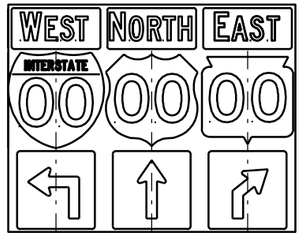
J1-3



J2-1



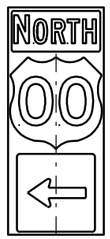
J2-2



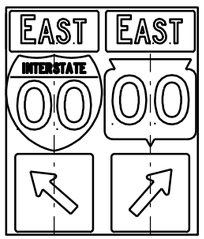
J2-3



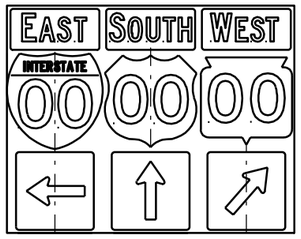
JV



J3-1



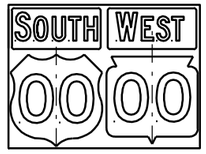
J3-2



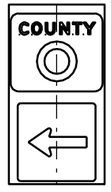
J3-3



J4-1



J4-2



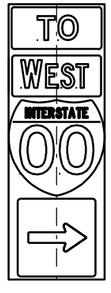
J13-1



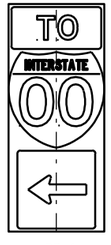
J12-1



J32-1



J33-1



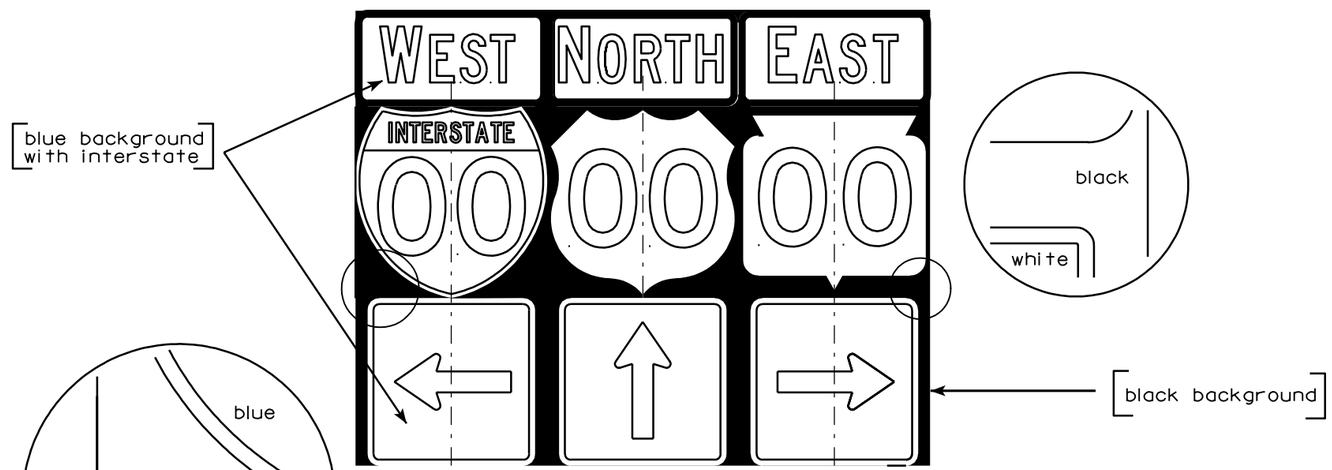
J23-1



J22-1

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square since base material is plywood.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker heads that are same size. If the route marker heads are different size use multiple piece component.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

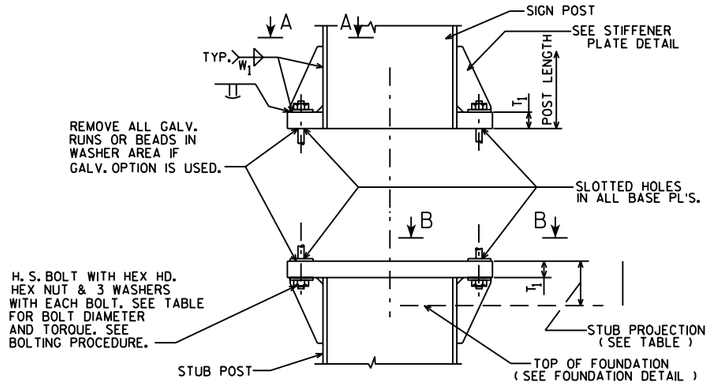
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

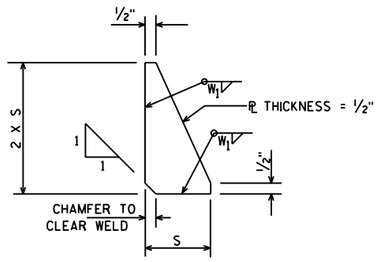
DATE 8/26/05 PLATE NO. A2-15.4

PROJECT NO:

SHEET NO: 587 E

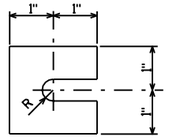


SIGN POST AND STUB POST ELEVATION



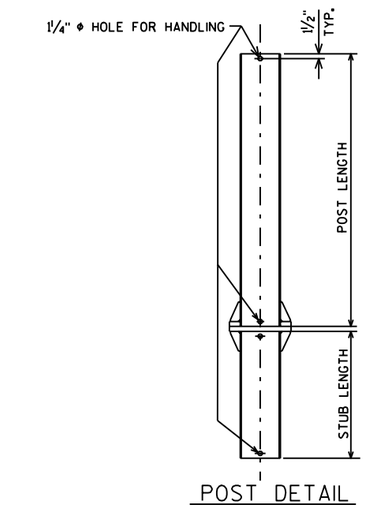
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)



FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

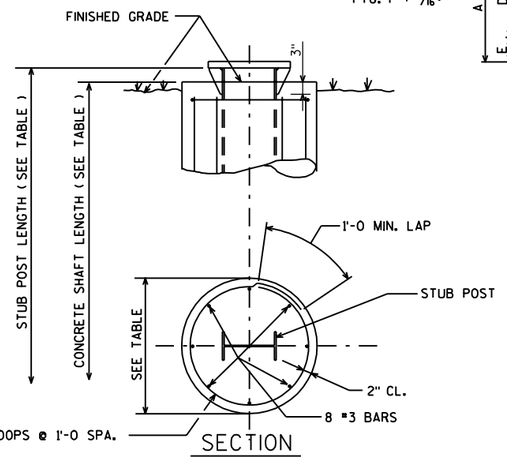
SHIM DETAIL



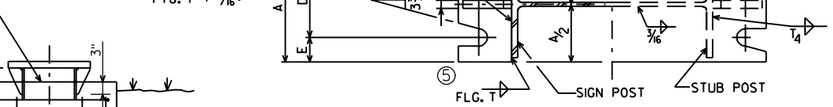
POST DETAIL

	QUANTITIES FOR 1 FOOTING	
	CONC. MASONRY C.Y.	REINF. STEEL LBS.
A	0.6	34
B	0.8	49
C	0.9	50
D	0.9	56
⑦ E	1.0	62

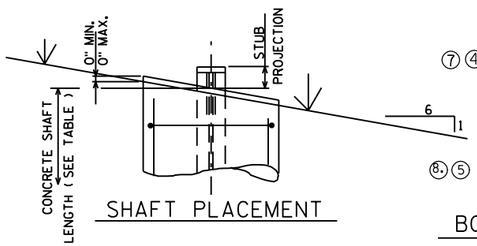
	TYPE	#3	#4
⑦ REINF.	A	8 @ 4'-5	5 @ 6'-3
	B	8 @ 6'-5	7 @ 6'-3
	C	8 @ 6'-11	7 @ 6'-3
	D	8 @ 7'-5	8 @ 6'-3
	E	8 @ 7'-11	9 @ 6'-3



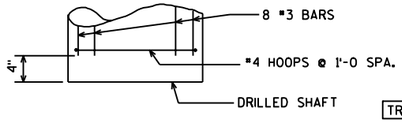
SECTION



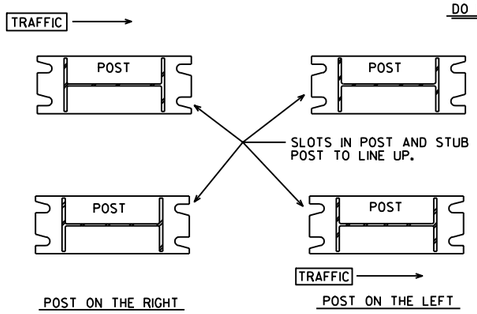
SECTION A-A SECTION B-B



SHAFT PLACEMENT



FOUNDATION DETAIL



POST SLOT ORIENTATION ⑦

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & ½ WIND△	140 △25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50, EXCEPT WHERE CONTRACT REQUIRES A.S.T.M. A709 GRADE 50 W.
IF A709 GRADE 50 MATERIAL IS USED, THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST, FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
H.S. BOLTS, WASHERS & NUTS SHALL BE A325 GALVANIZED WHEN POSTS, POST STUBS AND ATTACHMENTS ARE A709 GRADE 50 AND GALVANIZED.
H. S. BOLTS, WASHERS & NUTS SHALL BE A325 TYPE 3 NOT GALVANIZED WHEN CONTRACT REQUIRES A709 GRADE 50 W POSTS, POSTS STUBS AND ATTACHMENTS.

BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
4. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

	TYPE	DIMENSION / POST SIZE	BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
④	A	W10"X12.0 #/FT.	¾" ϕ @ 75"-FT.	5¼"	1'-0⅜"	⅞"	3½"	⅞"	1"	⅜"	5/16"	13/32 "	2⅛"	3'-6	3"	2'-0 ϕ	5'-0	76.0# ④
④	B	W12"X16.0 #/FT.	⅞" ϕ @ 85"-FT.	5½"	1'-4¼	1"	3½"	1"	1¼"	¼"	5/16"	15/32 "	3"	5'-6	3"	2'-0 ϕ	7'-0	146.5# ④
	C	W12"X19.0 #/FT.	⅞" ϕ @ 85"-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	5/16"	5/16"	15/32 "	3"	6'-0	3"	2'-0 ϕ	7'-6	182.1#
	D	W12"X22.0 #/FT.	⅞" ϕ @ 85"-FT.	5½"	1'-4¼	1"	3½"	1"	1½"	⅜"	5/16"	15/32 "	3"	6'-6	3"	2'-0 ϕ	8'-0	210.5#
③	E	W12"X26.0 #/FT.	1" ϕ @ 90"-FT.	7"	1'-4¼	1¼"	4"	1½"	1½"	⅜"	5/16"	11/32 "	3"	7'-0	3"	2'-0 ϕ	8'-6	293.0# ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chesta J Spey for State Traffic Engineer

DATE 8/26/97 PLATE NO. A3-1.12

NO.	DATE	REVISION
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE PL WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 , T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

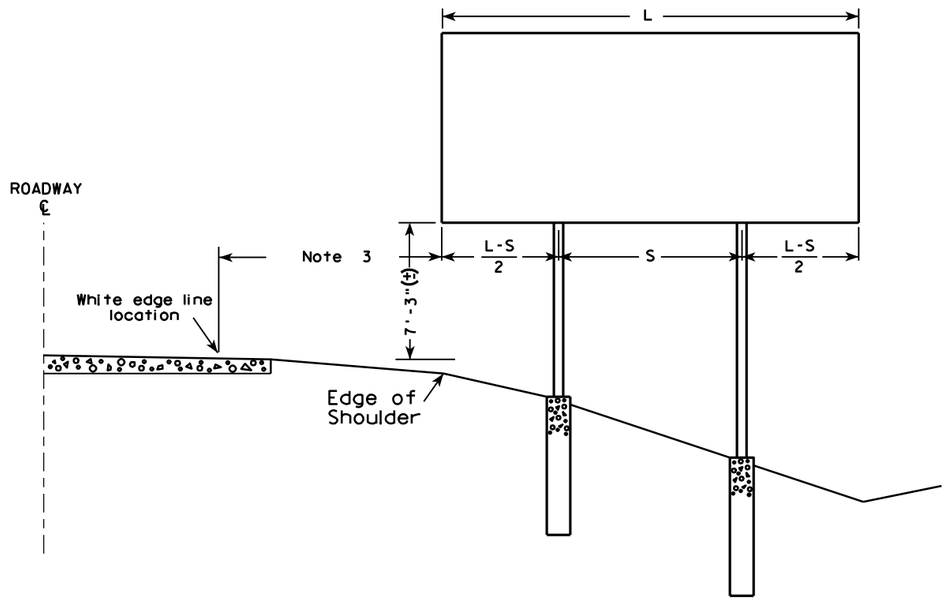
TYPE A, B, C, D, & E

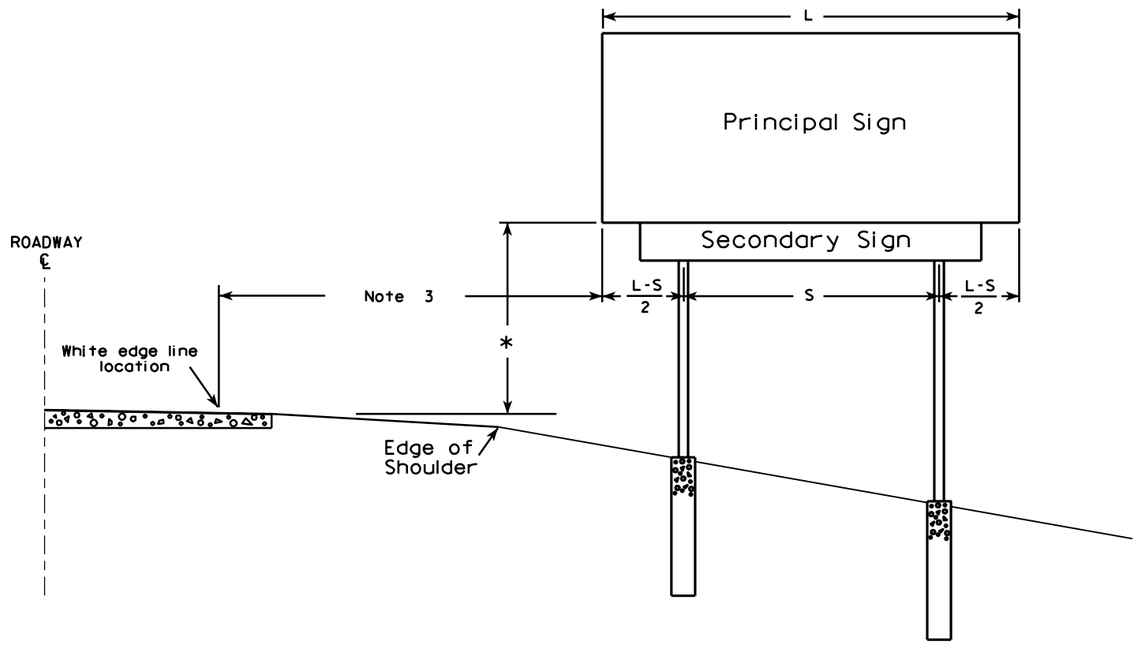
CONST. SPEC. 1989 | DRAWN BY LOY | PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS | SHEET

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 588 | E

FILE NAME : C:\Users\Projects\tr_stdplate\A31.DGN PLOT DATE : 28-SEP-2005 07:13 PLOT BY : DOTDZK PLOT NAME : PLOT SCALE : 87944.952381:1.000000 WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

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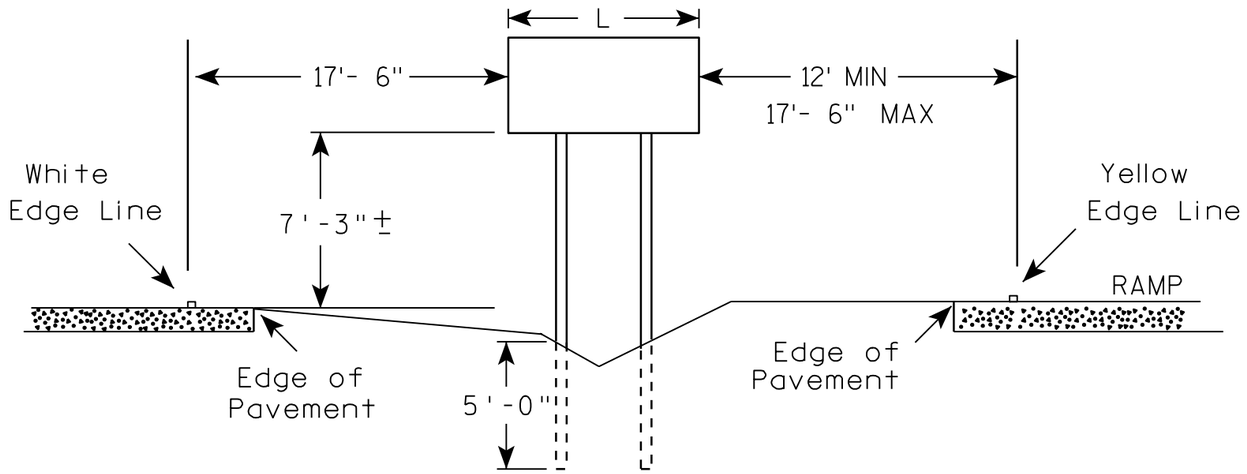
TYPICAL INSTALLATION
OF TYPE I SIGNS

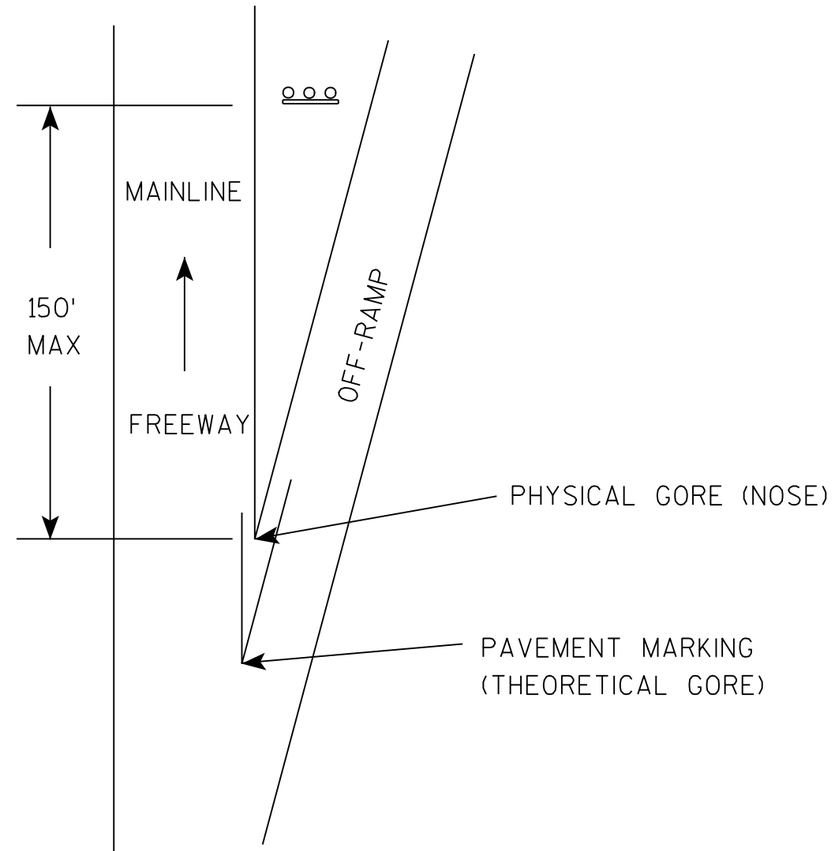
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 589	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 9 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

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TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

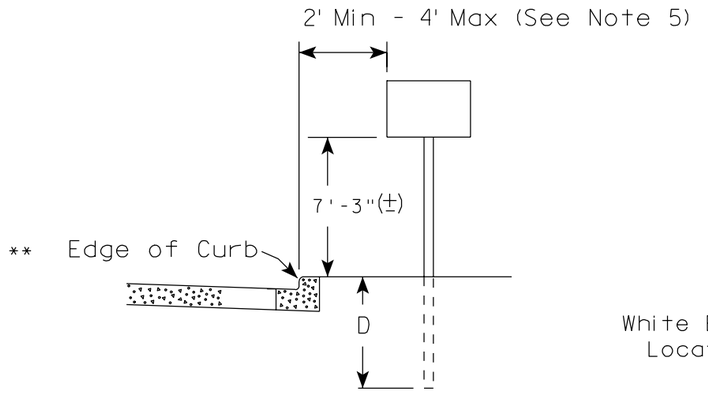
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

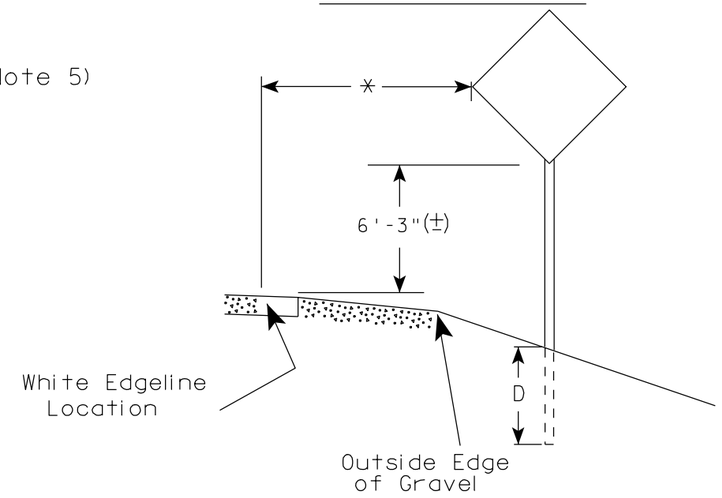
DATE 4/4/00 PLATE NO. A4-2.2

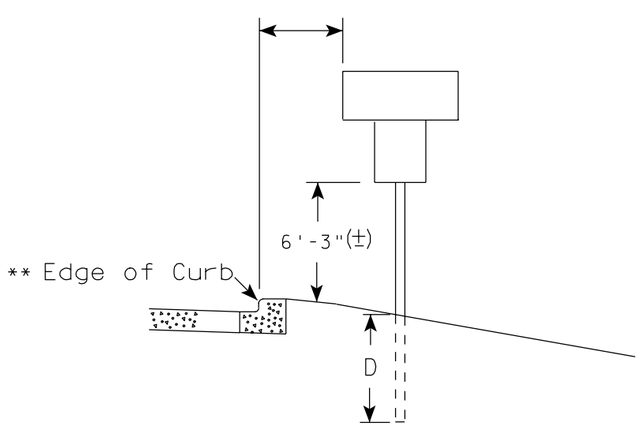
PROJECT NO:				SHEET NO: 590	E

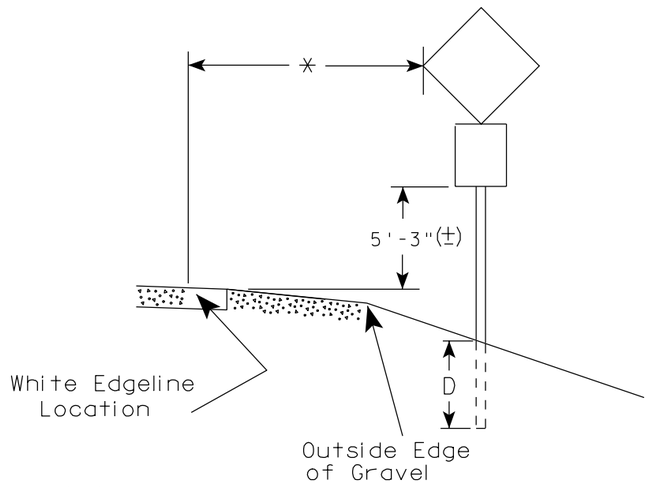
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
3. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

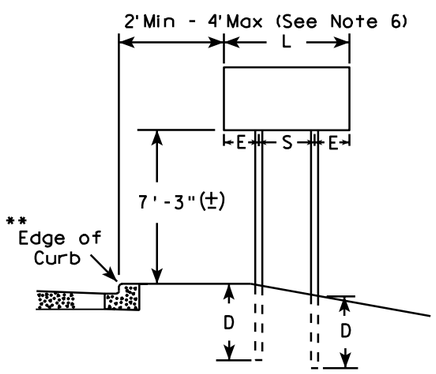
DATE 12/12/07 PLATE NO. A4-3.14

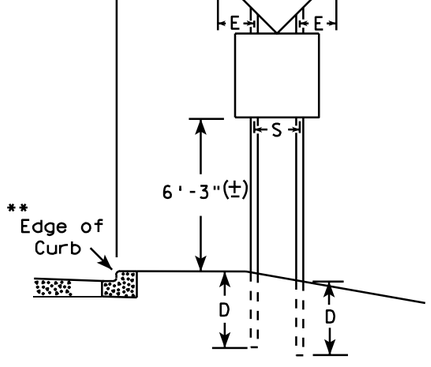
7

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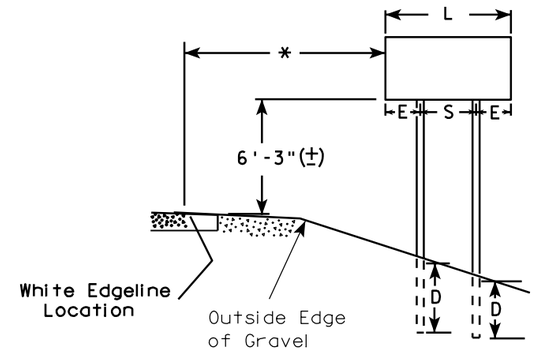
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 591	E

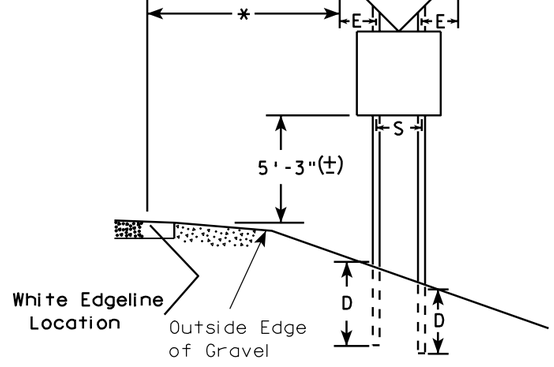
URBAN AREA

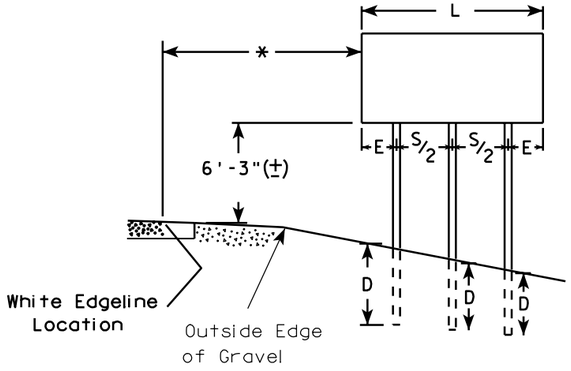




RURAL AREA (See Note 3)







DIAMOND SHAPED SIGNS		
L	S	E
Less than 60"	20"	L/2 - 10
60"--72"	32"	L/2 - 16
Greater than 72"	3 L/5	L/5

SIGN SHAPE OTHER THAN DIAMOND (Two Post Installations)		
L	S	E
Less than 60"	L-24"	12"
60" or more	3 L/5	L/5

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. For 3 post installations, spacing is S/2 and S must be greater than 7'-0".
2. For 4 post installations, spacing is S/3 and S must be greater than 10'-6".
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (W1-8A), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

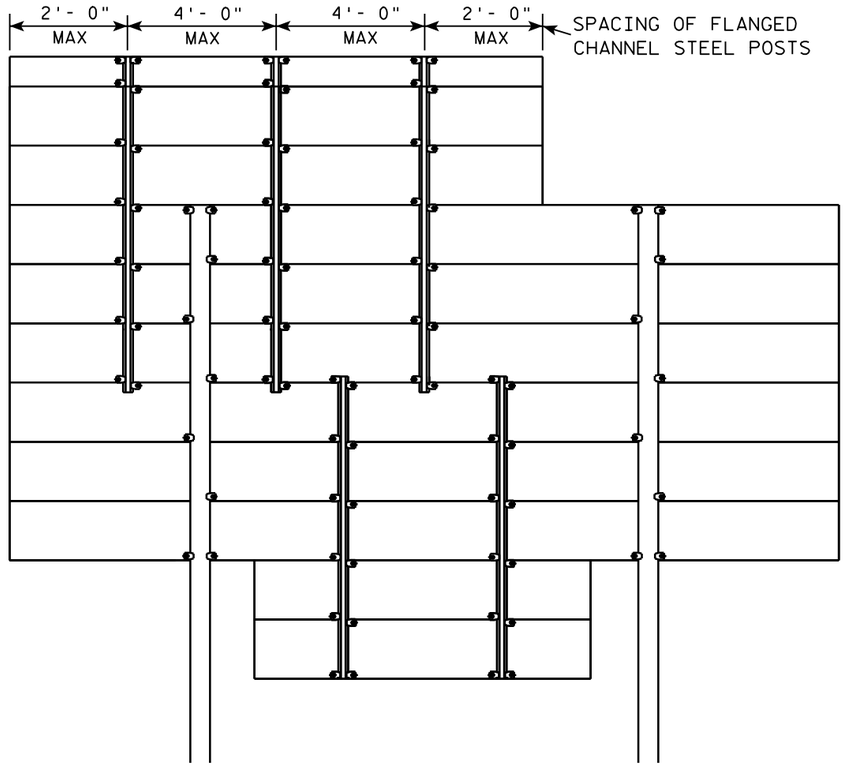
DATE 12/12/07 PLATE NO. A4-4.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 592	E

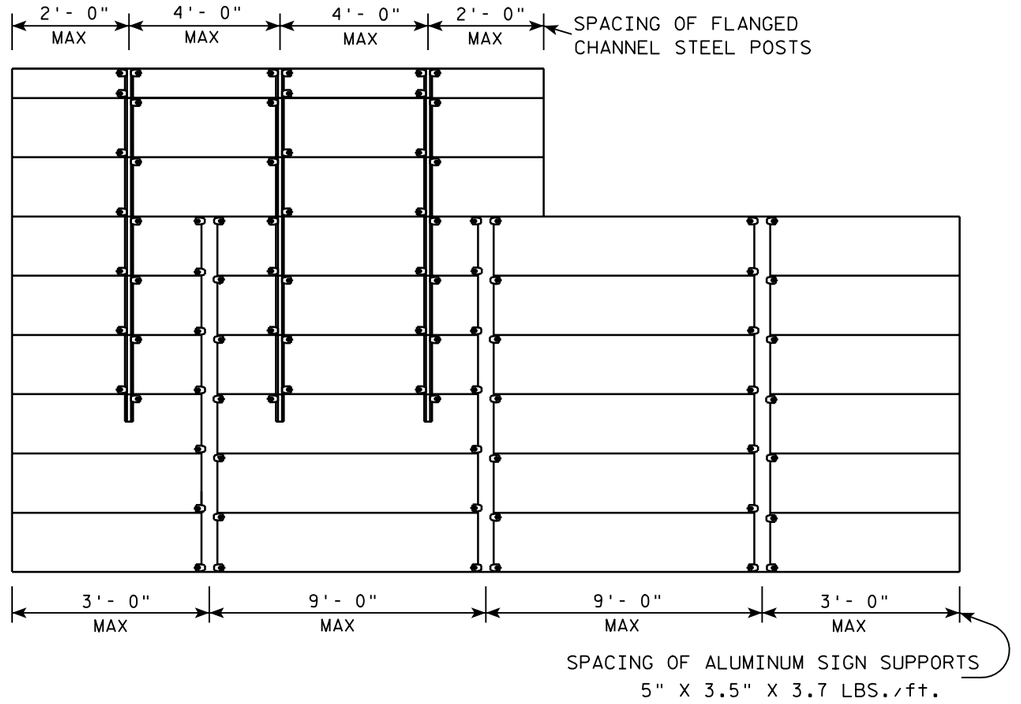
7

FILE NAME : C:\Users\Projects\tr_stdplate\A44.DGN PLOT DATE : 01-APR-2008 10:10 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 109.931250:1.000000
WISDOT/CADDS SHEET 42

GROUND MOUNTED SIGN



SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to section 633 of STANDARD SPECIFICATIONS and shall be considered as incidental to other items in the contract.

2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.

3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.

4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.

5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)

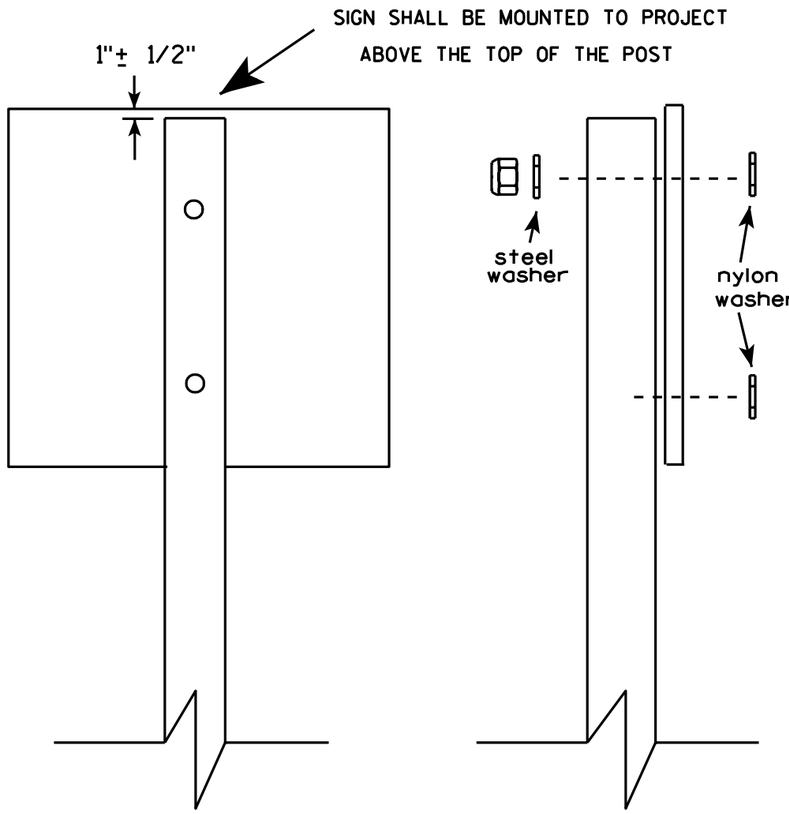
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

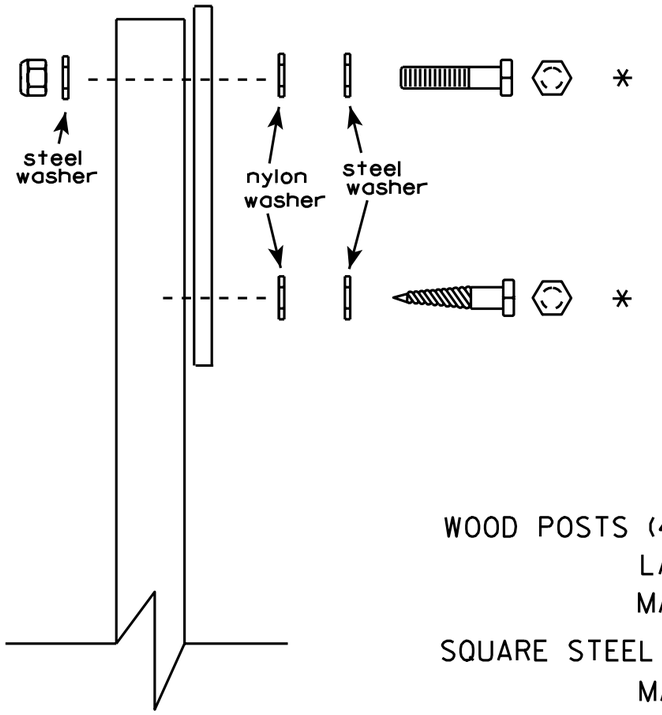
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/04 PLATE NO. A4-6.10

PROJECT NO:				SHEET NO: 593	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

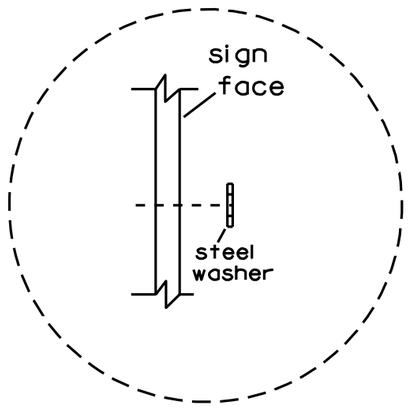
a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.



Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

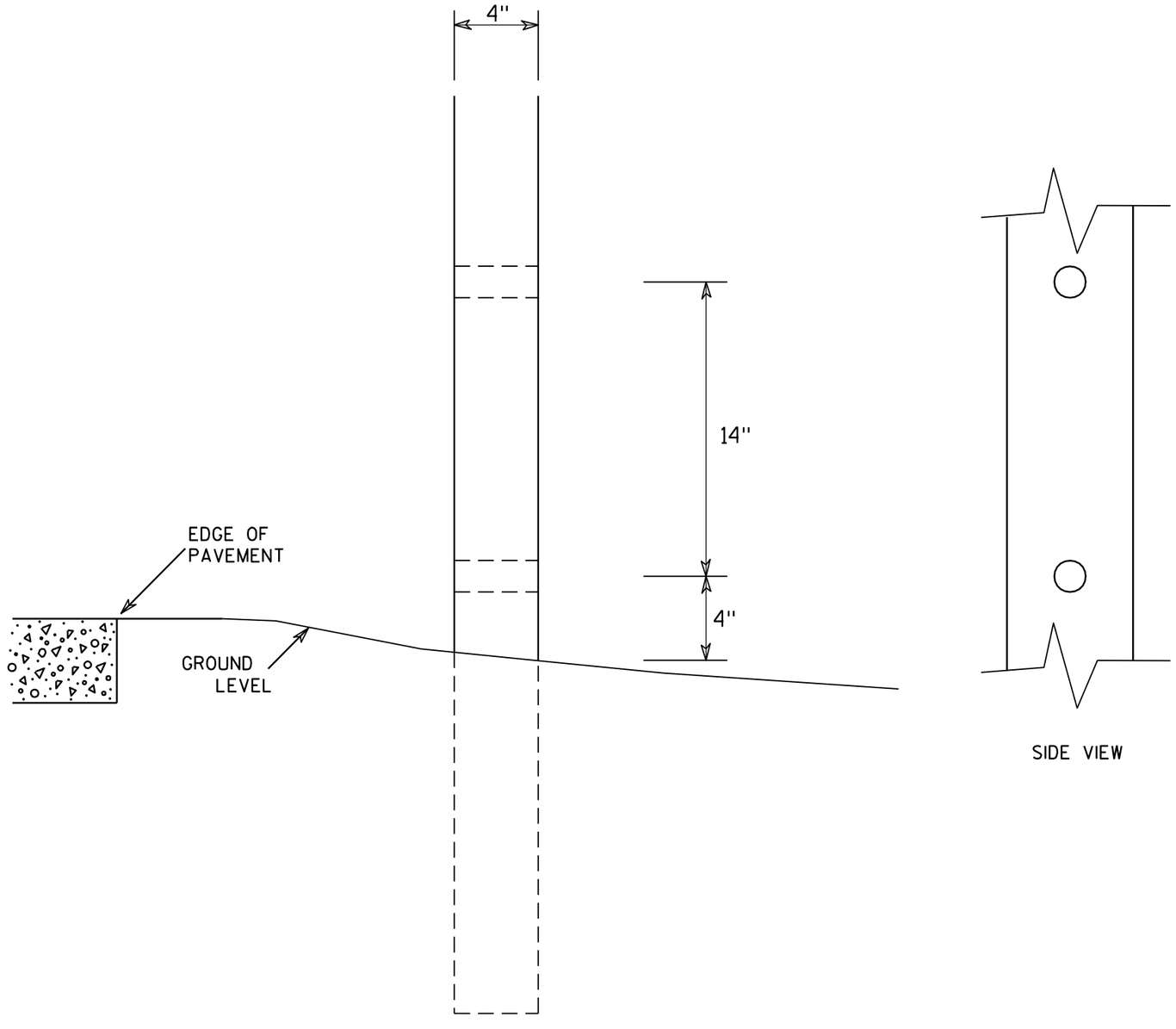
DATE 8/30/06 PLATE NO. A4-8.6

7

7

PROJECT NO:

SHEET NO: 594 E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

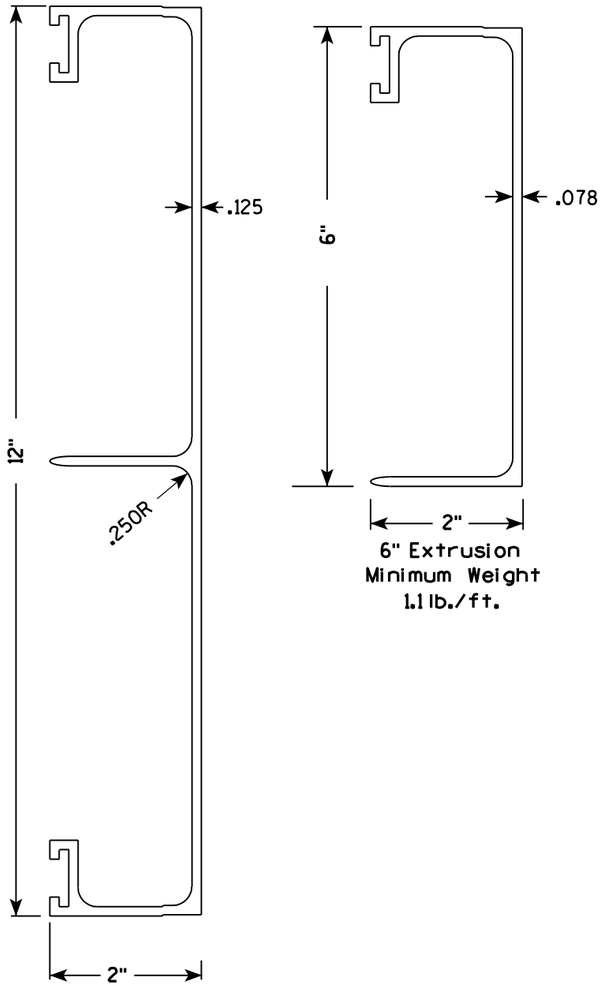
WISCONSIN DEPT OF TRANSPORTATION

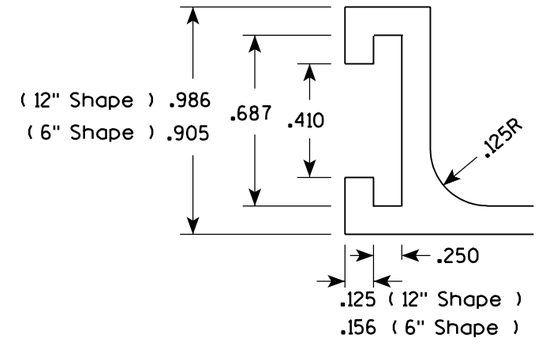
APPROVED Chester J Spang for State Traffic Engineer

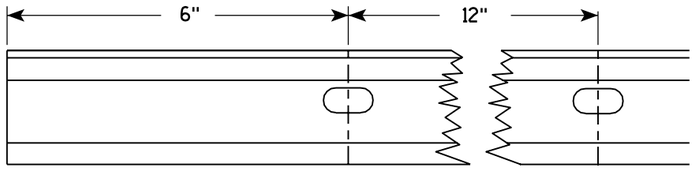
DATE 3/27/97 PLATE NO. A4-11.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 595	E

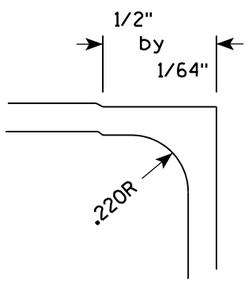
Extruded Shape







Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

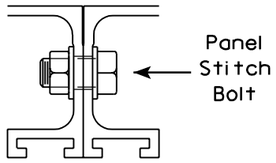


Hardware

STITCH BOLT, WASHER & NUT

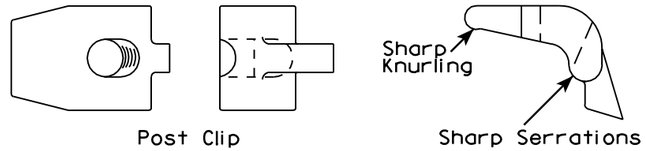
The hardware includes:

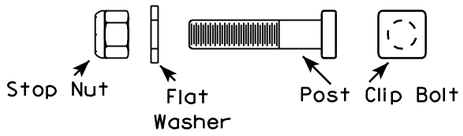
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

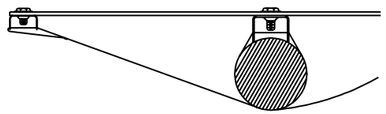
APPROVED Chester J Spang
for State Traffic Engineer

DATE 11/18/99 PLATE NO. A5-2.9

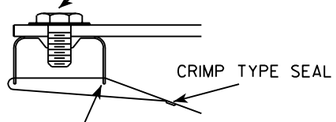
PROJECT NO:

SHEET NO: 596 E

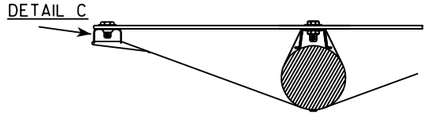
BRACE BANDING

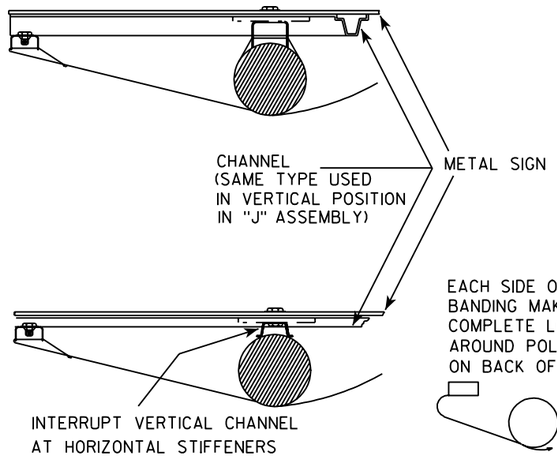


DETAIL C
CADMIUM PLATED STEEL BOLT
THROUGH BLACK BORDER



DETAIL C

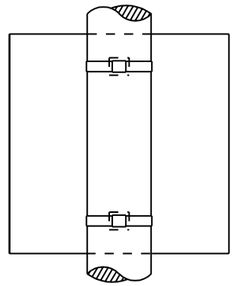


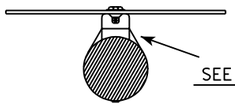


EACH SIDE OF BRACE
BANDING MAKES ONE
COMPLETE LOOP
AROUND POLE-SEAL
ON BACK OF POLE

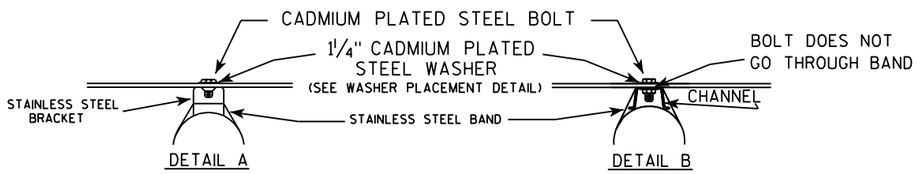
BRACKET BANDING

SINGLE SIGN





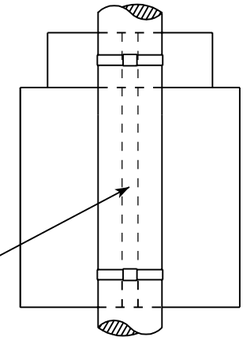
SEE DETAIL A



DETAIL A

DETAIL B

"J" ASSEMBLY

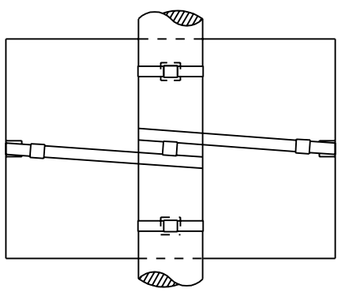


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B

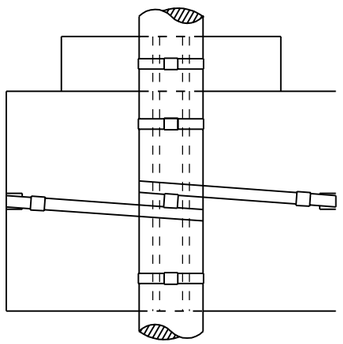
GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.

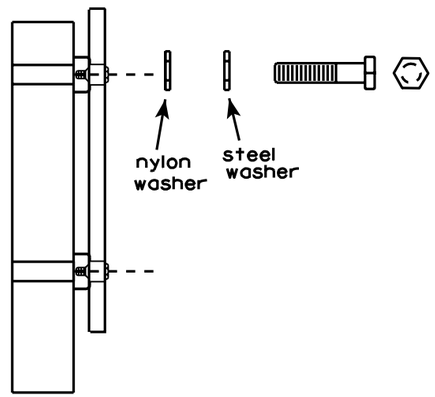


BRACE BANDING

BRACE BANDING SHALL BE TIGHTENED FIRMLY BUT NOT SO TIGHT AS TO APPRECIABLY CURVE FACE OF SIGN.



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

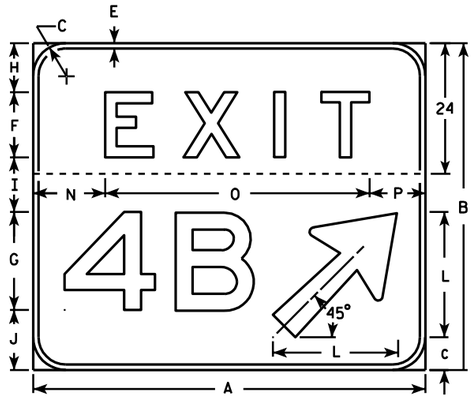
STANDARD SIGN
SIGN BANDING DETAILS

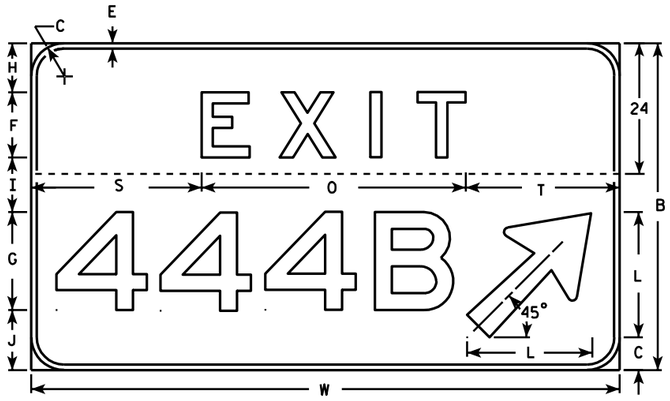
WISCONSIN DEPT OF TRANSPORTATION

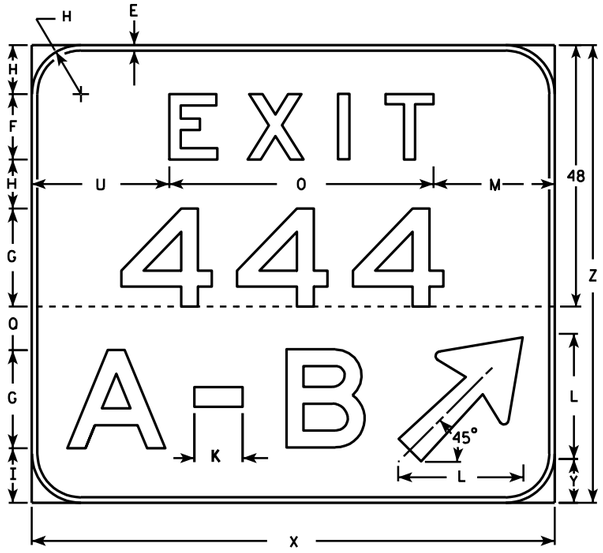
APPROVED Matthew R Rauch
for State Traffic Engineer

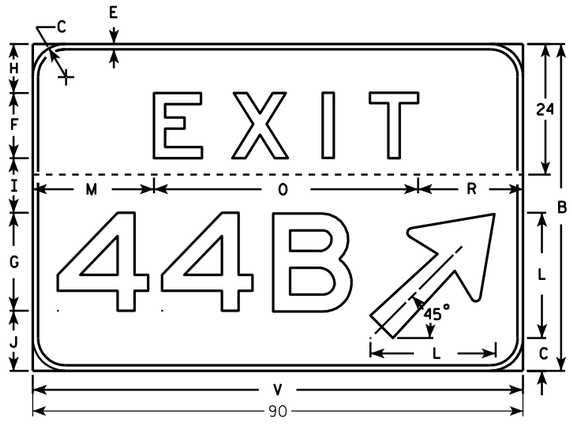
DATE 11/08/05 PLATE NO. A5-9.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 597	E









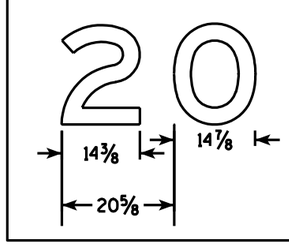
NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. When two letters are hyphenated, the distance between them should be equal to two letter heights and the hyphen is spaced optically between them.
9. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8	19 7/8	22 1/8	22 1/8
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14	9 7/8	14	14
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8	20 1/4	21 1/8	21 1/8
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4	20 1/4	21 1/8	21 1/8
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8	22 1/2	23 3/8	23 3/8
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8	19 1/4	20 5/8	20 5/8
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8	18	20 3/4	20 3/4
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/4	21 1/2	21 1/2
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18	21 3/4	21 3/4
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

EXAMPLE FOR USING SPACING CHART



Metric equivalent for this sign is:

PHY. SIZE		
72 X 60	1800 mm X 1500 mm	1-2 Digit
90 X 60	2250 mm X 1500 mm	3 Digit
108 X 60	2700 mm X 1500 mm	4 Digit
96 X 84	2400 mm X 2100 mm	5 Digit

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4	8	19 1/4	31 1/4	28 1/4	25 1/4	90	108	96	7 1/2	84

1-2 Digit Bid Area	3 Digit Bid Area	4 Digit Bid Area	5 Digit Bid Area
Sq. Ft.			
30	37.5	45	56
m2			
2.70	3.38	4.05	5.04

STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

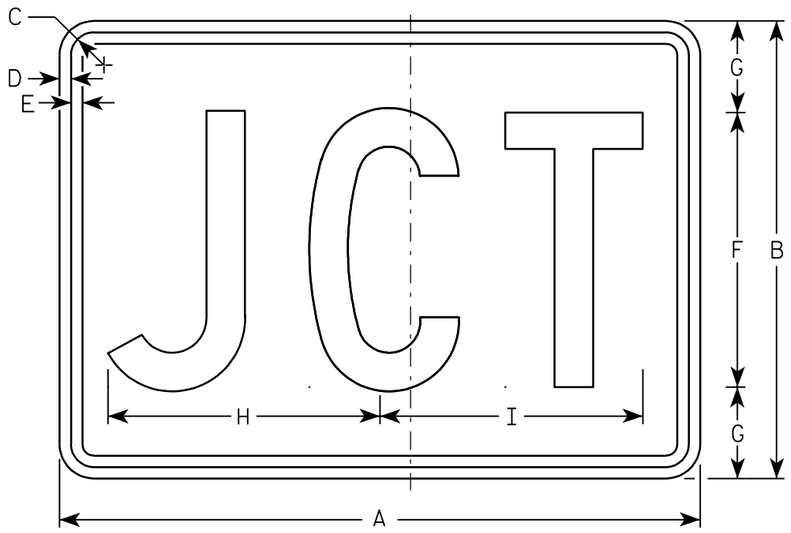
APPROVED Chester J Spay for State Traffic Engineer

DATE 3/16/01 PLATE NO. E5-1A.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 598 | E

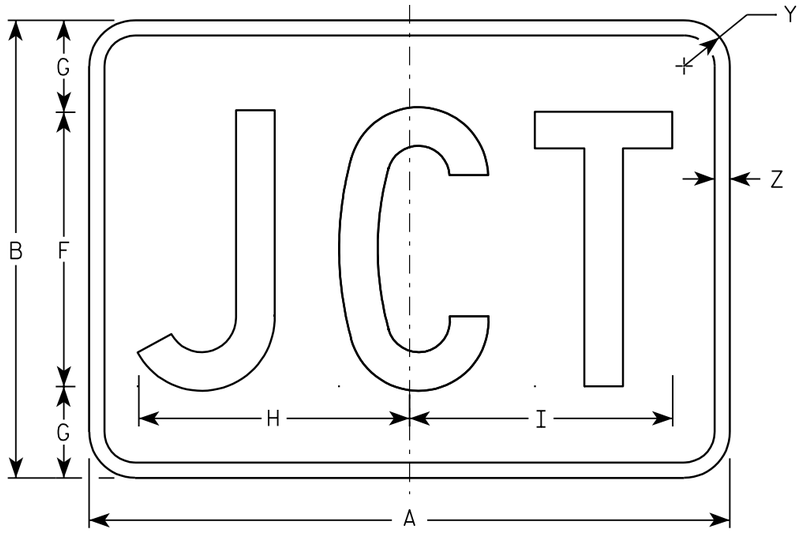
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FILE NAME : C:\Users\Projects\tr_stdplate\E51A.DGN PLOT DATE : 13-OCT-2005 10:50 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 27.817221:1.000000
WISDOT/CADDS SHEET 42



M2-1
MK2-1
MM2-1*
MR2-1

*See Note 6



MB2-1
MG2-1
MN2-1

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   Message - Black
   MB2-1 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary Signs - Reflective)
   MG2-1 Background - Green
   Message - White - Type H Reflective
   MK2-1 Background - Green
   Message - White - Type H Reflective
   MM2-1 Background - White - Type H Reflective
   Message - Green
   MN2-1 Background - Brown
   Message - White - Type H Reflective
   MR2-1 Background - Brown
   Message - Yellow - Type H Reflective
6. Border shall be omitted on MM2-1.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

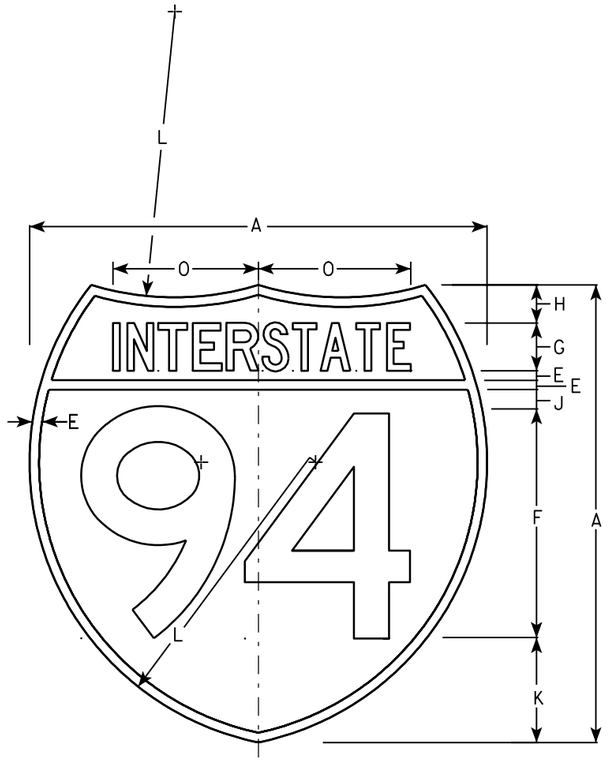
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

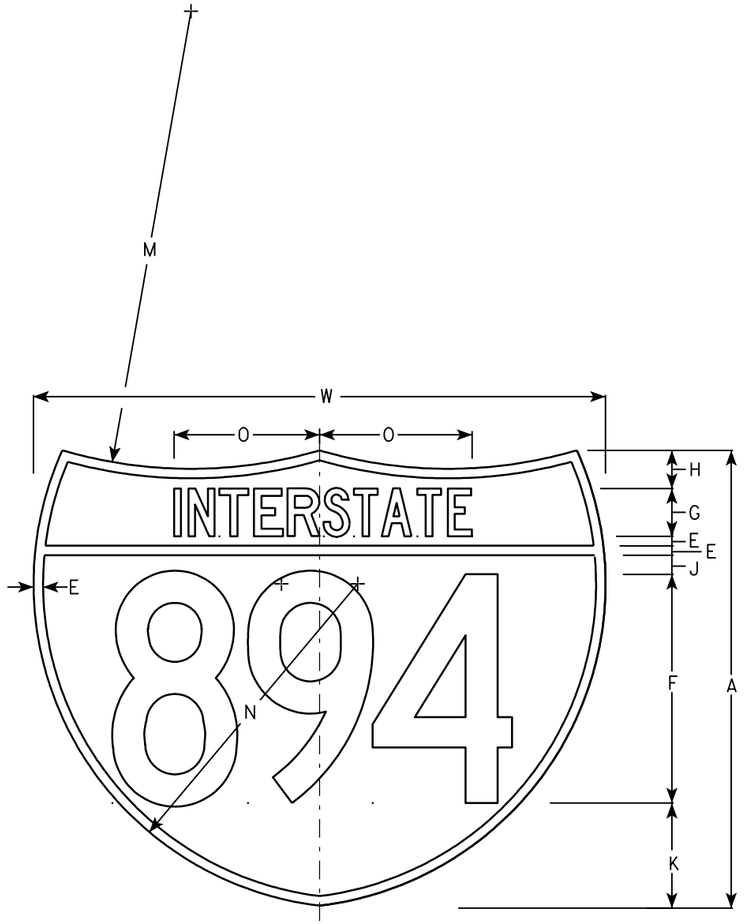
APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/20/02 PLATE NO. M2-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 599	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

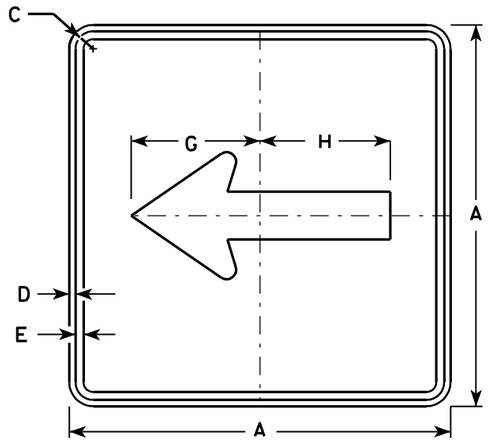
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

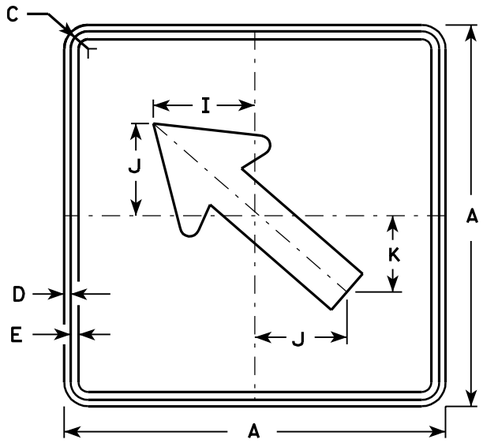
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

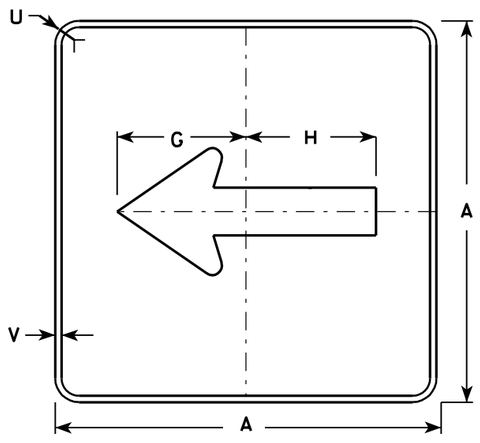
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 600	E



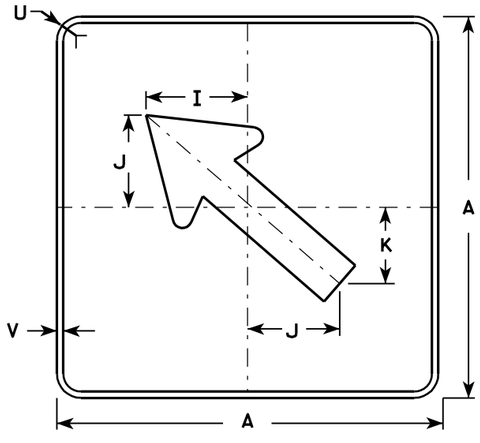
M6-1
MK6-1
MM6-1 (See Note 5)
MO6-1
MR6-1



M6-2
MK6-2
MM6-2 (See Note 5)
MO6-2
MR6-2



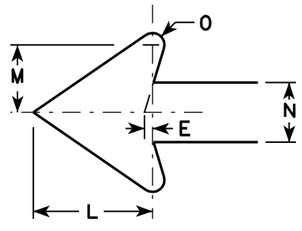
MB6-1
MG6-1
MN6-1



MB6-2
MG6-2
MN6-2

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB6-1 and MB6-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-1 and MG6-2 Background - Green Message - White - Type H Reflective
   MK6-1 and MK6-2 Background - Green Message - White - Type H Reflective
   MM6-1 and MM6-2 Background - White - Type H Reflective Message - Green
   MN6-1 and MN6-2 Background - Brown Message - White - Type H Reflective
   MO6-1 and MO6-2 Background - Orange - Reflective Message - Black
   MR6-1 and MR6-2 Background - Brown Message - Yellow - Type H Reflective
5. Border shall be omitted on MM series.



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

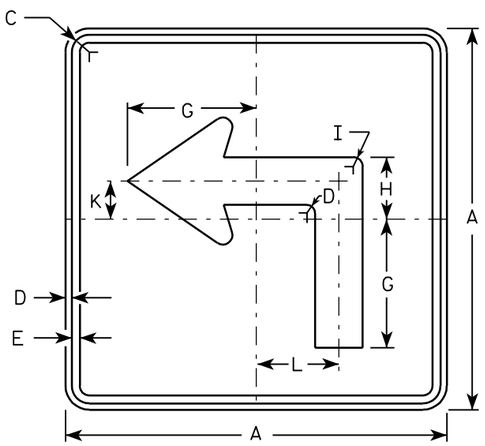
STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

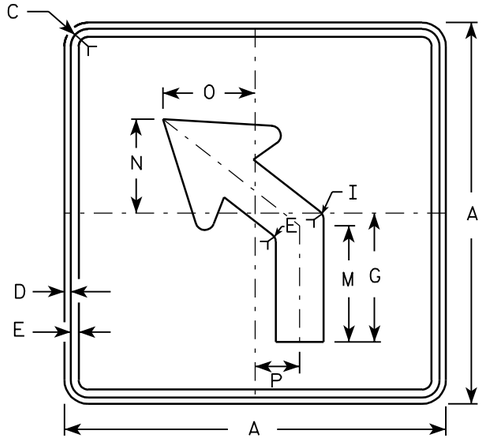
APPROVED Chester J Spong for State Traffic Engineer

DATE 3/20/02 PLATE NO. M6-1.11

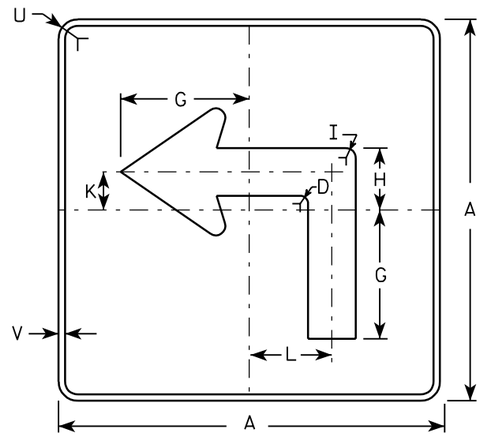
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 601	E



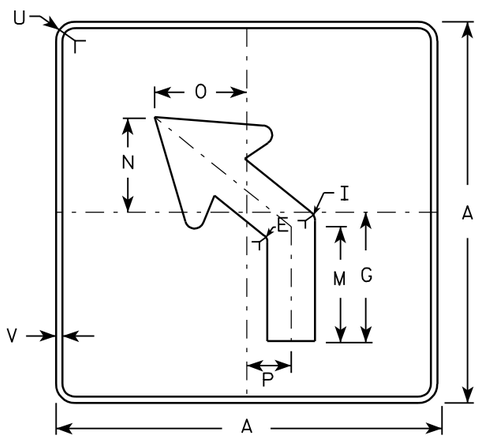
M5-1L
MK5-1L
MM5-1L (See Note 7)
MO5-1L
MR5-1L



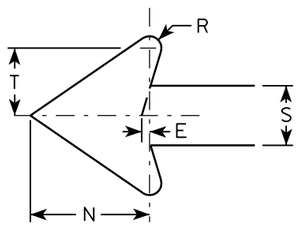
M5-2L
MK5-2L
MM5-2L (See Note 7)
MO5-2L
MR5-2L



MB5-1L
MG5-1L
MN5-1L



MB5-2L
MG5-2L
MN5-2L



NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White - Type H Reflective (Detour or temporary Signs - Reflective) Message - Black
   MB5-1 and MB5-2 Background - Blue Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG5-1 and MG5-2 Background - Green Message - White - Type H Reflective
   MK5-1 and MK5-2 Background - Green Message - White Type H Reflective
   MM5-1 and MM5-2 Background - White - Type H Reflective Message - Green
   MN5-1 and MN5-2 Background - Brown Message - White - Type H Reflective
   MO5-1 and MO5-2 Background - Orange - Reflective Message - Black
   MR5-1 and MR5-2 Background - Brown Message - Yellow - Type H Reflective
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.
7. Border shall be omitted on MM series.

Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25	0.56

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/03/03 PLATE NO. M5-1.10

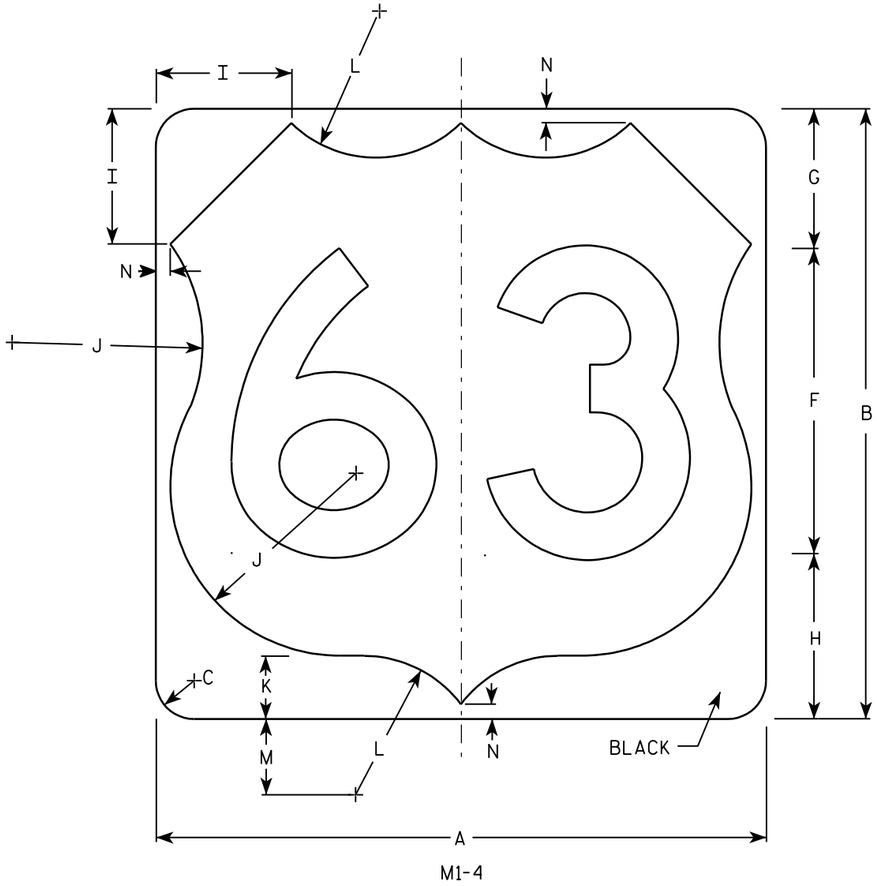
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 602	E

FILE NAME : C:\Users\Projects\tr_stdplate\M51.DGN PLOT DATE : 14-OCT-2005 11:24 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 11.921666:1.000000

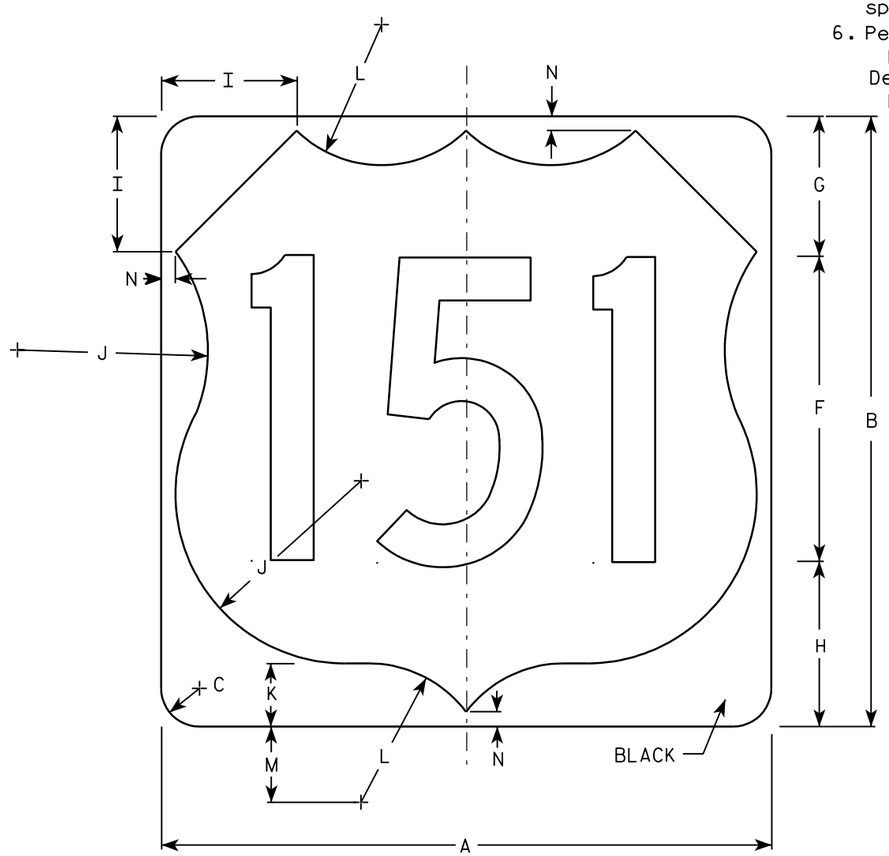
7

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

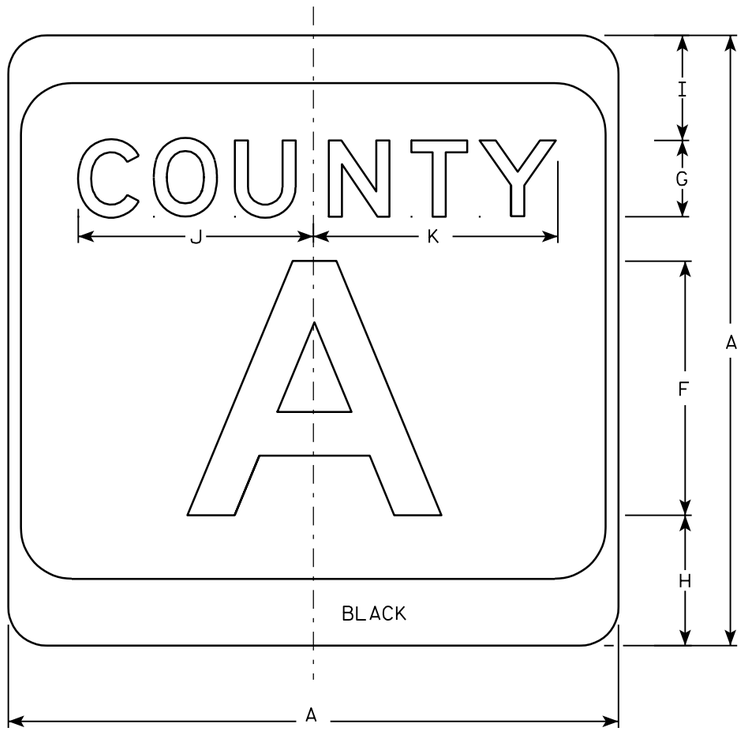
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

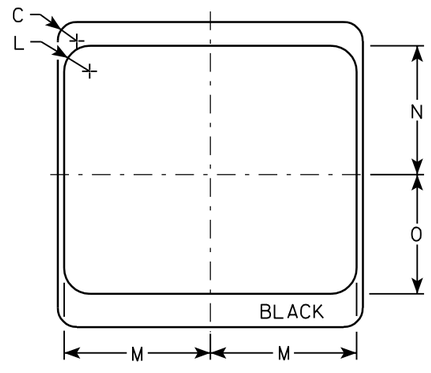
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 603 | E



M1-5A



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropirate letters & optically adjust spacing to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8												4.0	.36
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14												9.0	.81
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14												9.0	.81
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14												9.0	.81

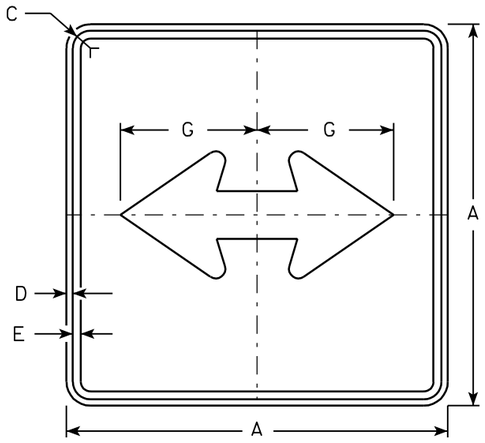
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

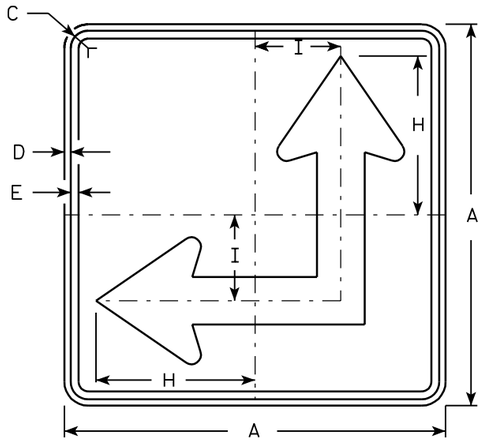
APPROVED Chester J Spagg for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-5A.7

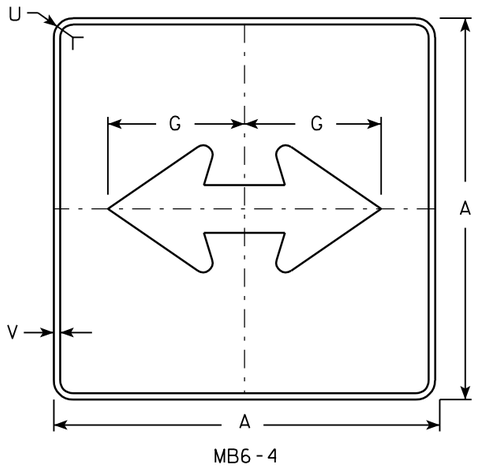
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 604	E



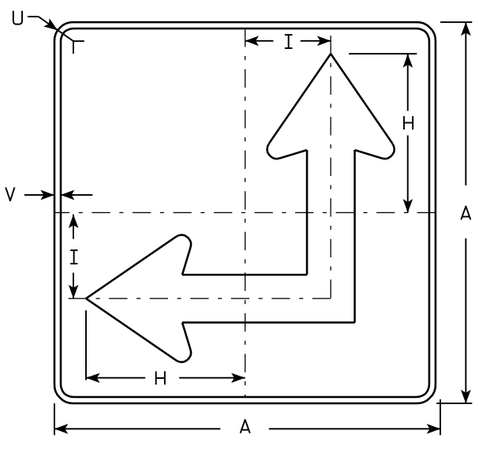
M6-4
MK6-4
MM6-4 (See Note 5)
MO6-4
MR6-4



M6-6
MK6-6
MM6-6 (See Note 5)
MO6-6
MR6-6



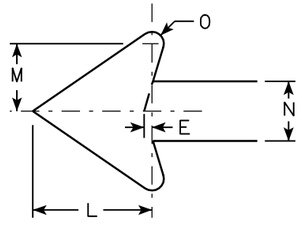
MB6-4
MG6-4
MN6-4



MB6-6
MG6-6
MN6-6

NOTES

1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White - Type H Reflective (Detour or temporary Signs - Reflective)
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White - Type H Reflective (Detour or temporary Signs - Reflective)
   MG6-4 and MG6-6 Background - Green
   Message - White - Type H Reflective
   MK6-4 and MK6-6 Background - Green
   Message - White - Type H Reflective
   MM6-4 and MM6-6 Background - White - Type H Reflective
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White - Type H Reflective
   MO6-4 and MO6-6 Background - Orange - Reflective
   Message - Black
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow - Type H Reflective
5. M6-6R same as M6-6L except arrow points ahead and right.
6. Border shall be omitted on MM series.



Metric equivalent for this sign is:

SIZE	
1	
2	525 mm X 525 mm
3	750 mm X 750 mm
4	750 mm X 750 mm
5	750 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06	0.28
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25	0.56

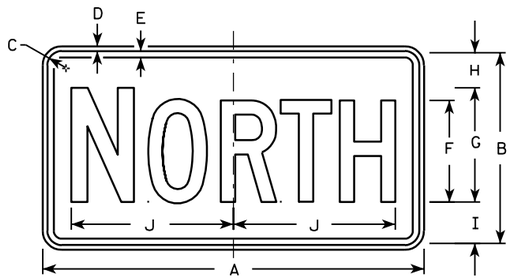
STANDARD SIGN M6-4 & M6-6 SERIES

WISCONSIN DEPT OF TRANSPORTATION

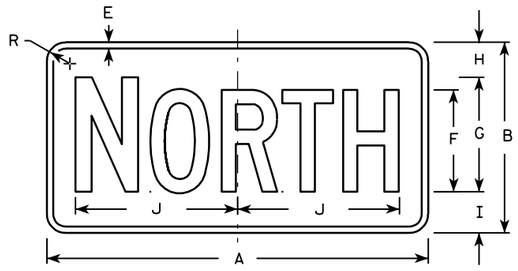
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M6-4.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 605	E



M3-1
MK3-1
MO3-1



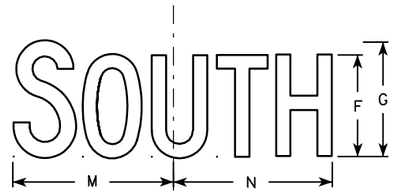
MB3-1
MG3-1
MM3-1*
MN3-1



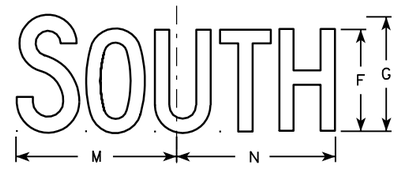
M3-2
MK3-2
MO3-2



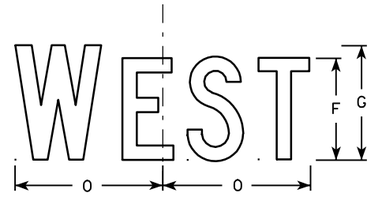
MB3-2
MG3-2
MM3-2*
MN3-2



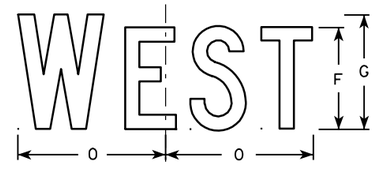
M3-3
MK3-3
MO3-3



MB3-3
MG3-3
MM3-3*
MN3-3



M3-4
MK3-4
MO3-4



MB3-4
MG3-4
MM3-4*
MN3-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 375 mm
4	750 mm X 375 mm
5	750 mm X 375 mm

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White - Type H Reflective
   (Detour or temporary signs - Reflective)
   MG3-1 thru MG3-4 Background - Green
   Message - White - Type H Reflective
   MK3-1 thru MK3-4 Background - Green
   Message - White - Type H Reflective
   MM3-1 thru MM3-4 Background - White - Type H Reflective
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White - Type H Reflective
   MO3-1 thru MO3-4 Background - Orange - Reflective
   Message - Black
6. Border shall be omitted on MM series.
7. Note the first letter of each direction is larger than the remainder of the message.

* See Note 6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	12	1 1/8	3/8	1/2	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00	0.18
3	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28
4	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28
5	30	15	1 1/8	3/8	1/2	8	9	2 3/4	3 1/4	12 3/4	10 3/8	11 1/8	12 5/8	12 1/2	11 5/8			1 1/2									3.13	0.28

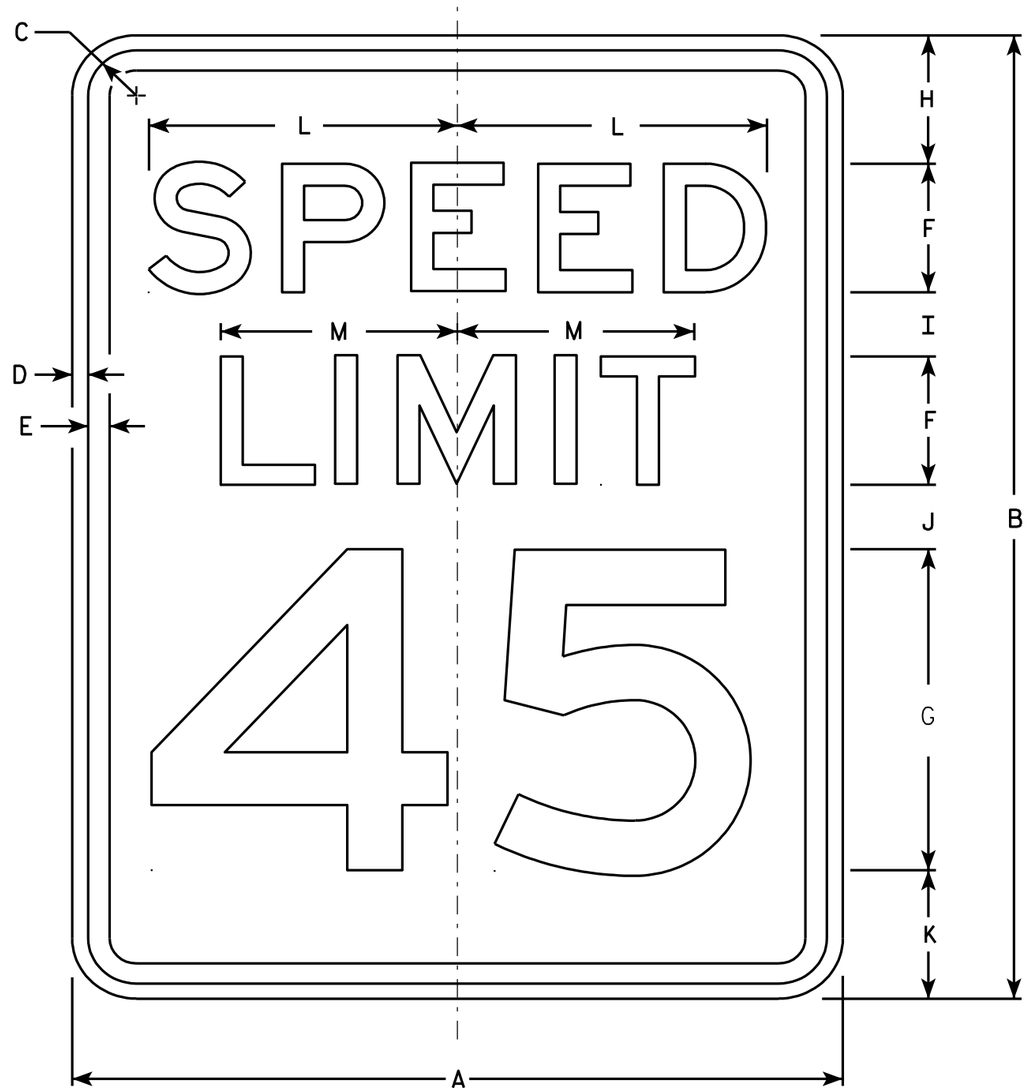
STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M3-1.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 606	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	1200 mm X 1500 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0	.28
2	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0	.46
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0	1.11
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0	1.11
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0	1.86

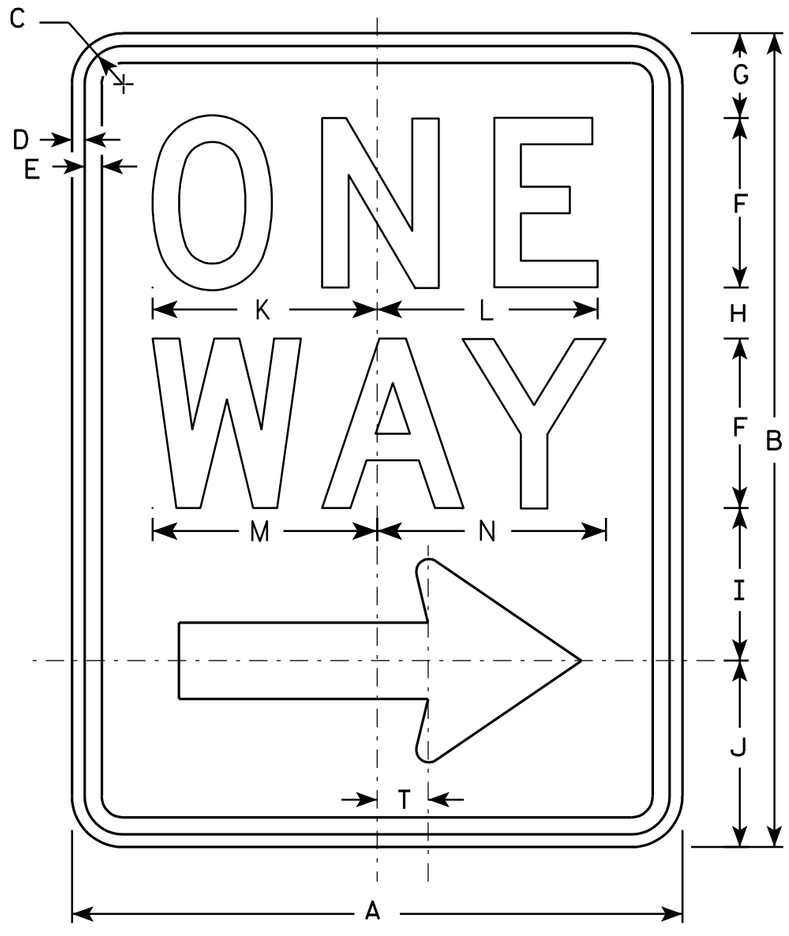
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/05/05 PLATE NO. R2-1.12

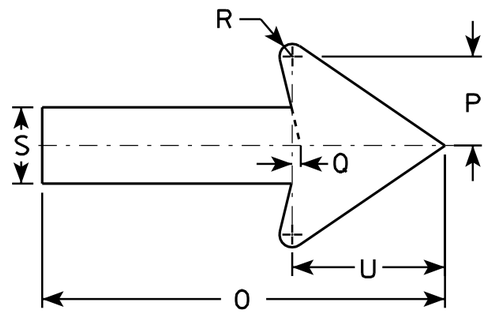
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 607	E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	900 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2						3.0	0.27
2	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6						5.0	0.45
3	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6						5.0	0.45
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9						12.0	1.08
5	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9						12.0	1.08

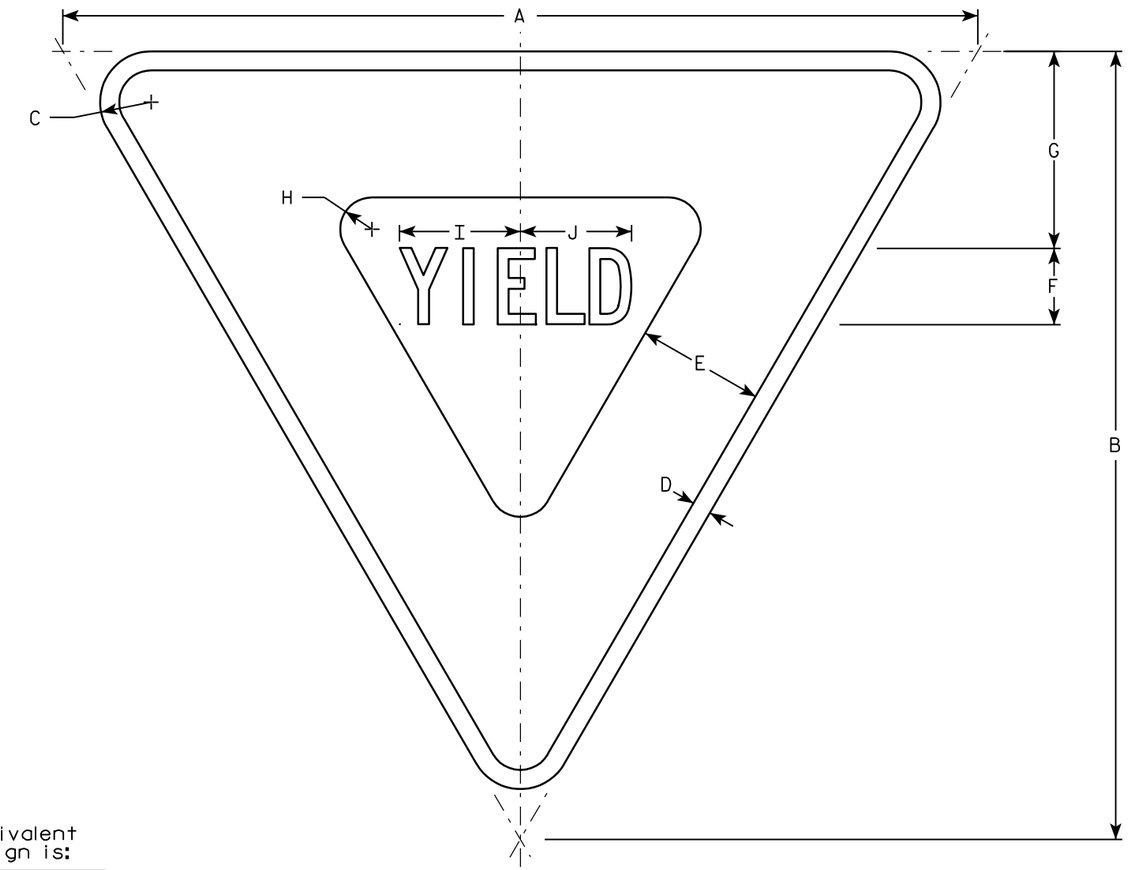
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/05 PLATE NO. R6-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 608	E



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 650 mm
2	900 mm X 775 mm
3	
4	1200 mm X 1050 mm
5	1500 mm X 1300 mm
6	600 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71	0.24
2	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88	0.35
3																												
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00	0.63
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83	0.98
6	24	21	1 1/2	3/8	3	2	4 3/4	7/8	3 1/4	3																	1.75	0.16

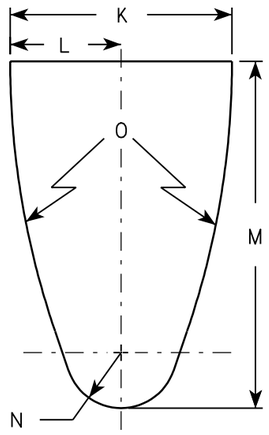
STANDARD SIGN
R1-2

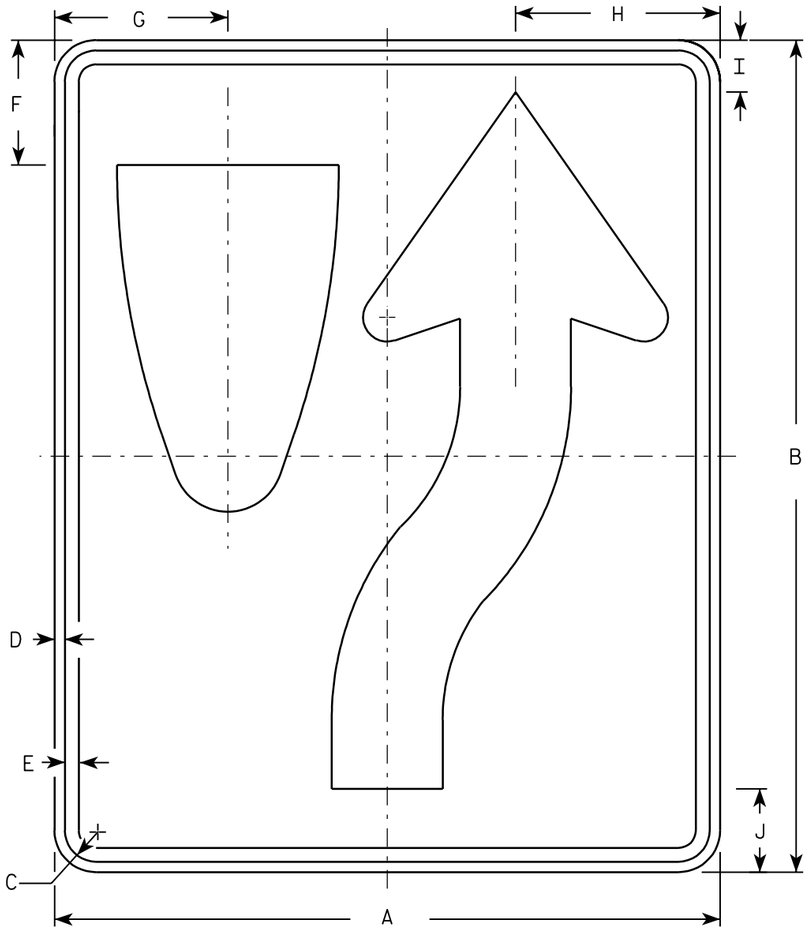
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 2/03/98 PLATE NO. R1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 609	E

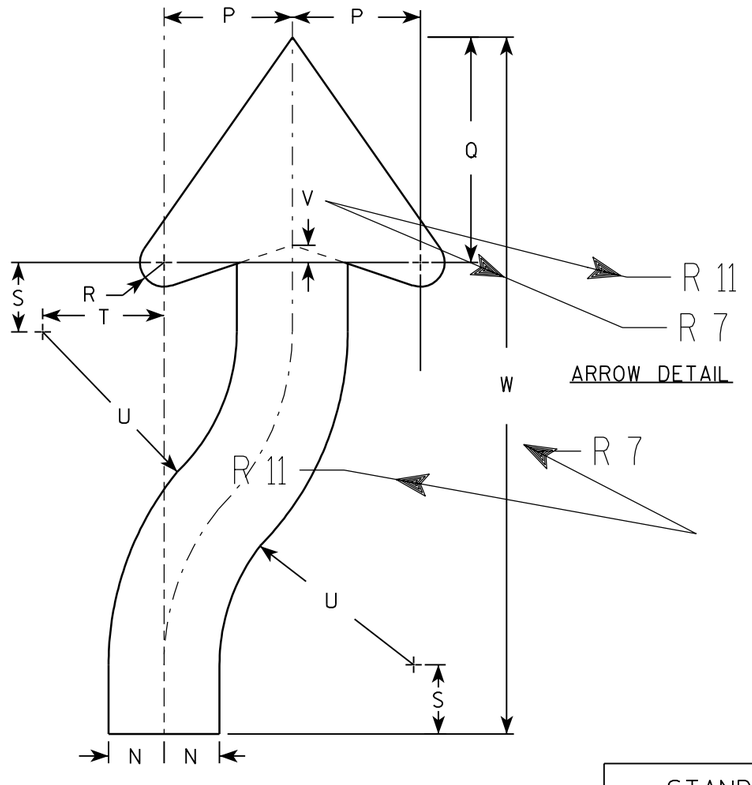




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	450 mm X 600 mm
2	600 mm X 750 mm
3	900 mm X 1200 mm
4	900 mm X 1200 mm
5	900 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0	.27
2	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0	.45
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0	1.08
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0	1.08

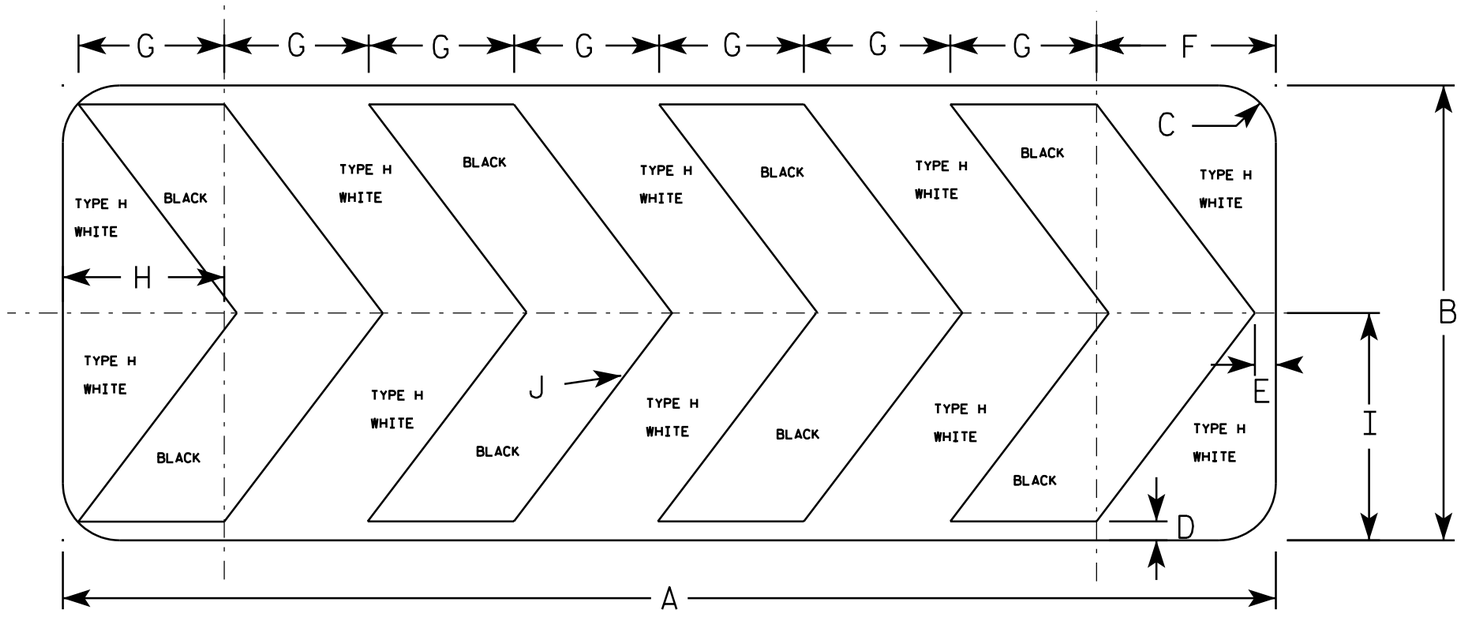
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 2/6/02 PLATE NO. R4-7.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 610	E



R6-4B

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	1200 mm X 450 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	48	18	2 1/4	3/4	7/8	7 1/8	5 3/4	6 3/8	9	36°																	6.0	0.54
3																												
4																												
5																												

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. R6-4B.1

PROJECT NO:

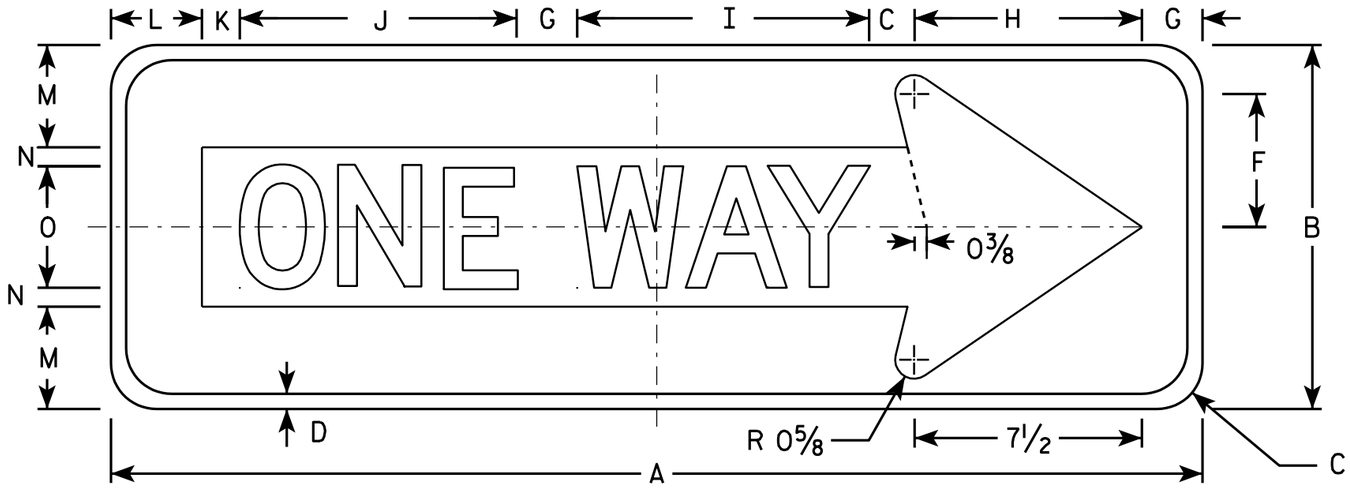
SHEET NO: 611 E

FILE NAME : C:\Users\Projects\tr_stdplate\R64B.dgn PLOT DATE : 02-APR-2008 15:55 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

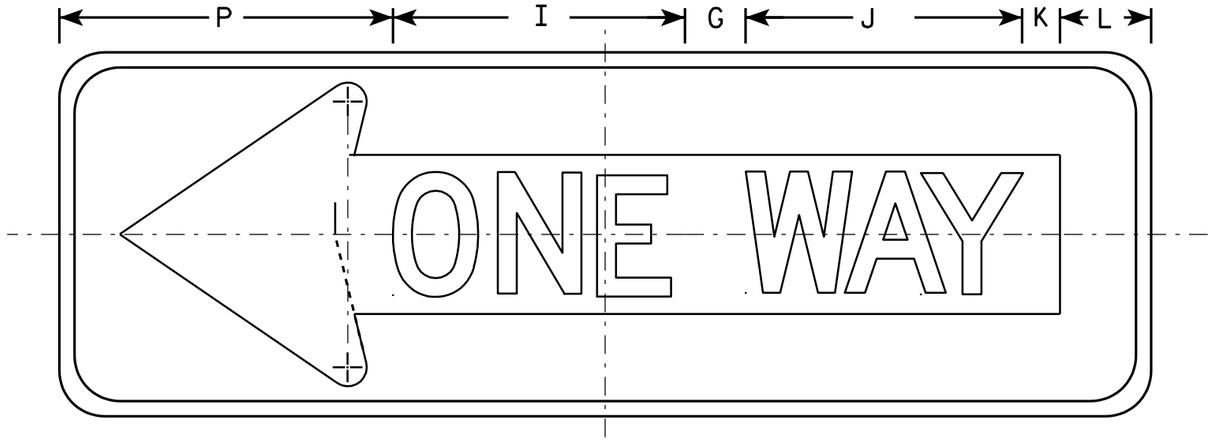
7



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

Metric equivalent for this sign is:

SIZE	
1	
2	900 mm X 300 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	36	12	1 ½	½		4 ⅜	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4	11											3.0	0.27
3																												
4																												
5																												

STANDARD SIGN
R6-1 L & R

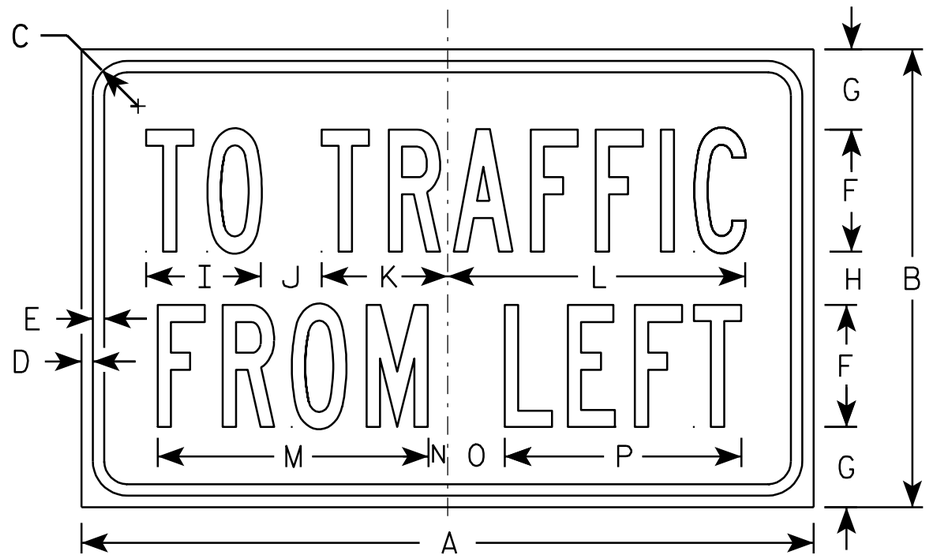
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/17/08 PLATE NO. R6-1.1

PROJECT NO:

SHEET NO: 612 E



R1-54

R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

Metric equivalent for this sign is:

SIZE	
1	
2	375 mm x 600 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5	0.20
3																												
4																												
5																												

STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/07/05 PLATE NO. R1-54.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 613	E



R5-57

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2																												
3																												
4	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0	.81
5	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0	.81

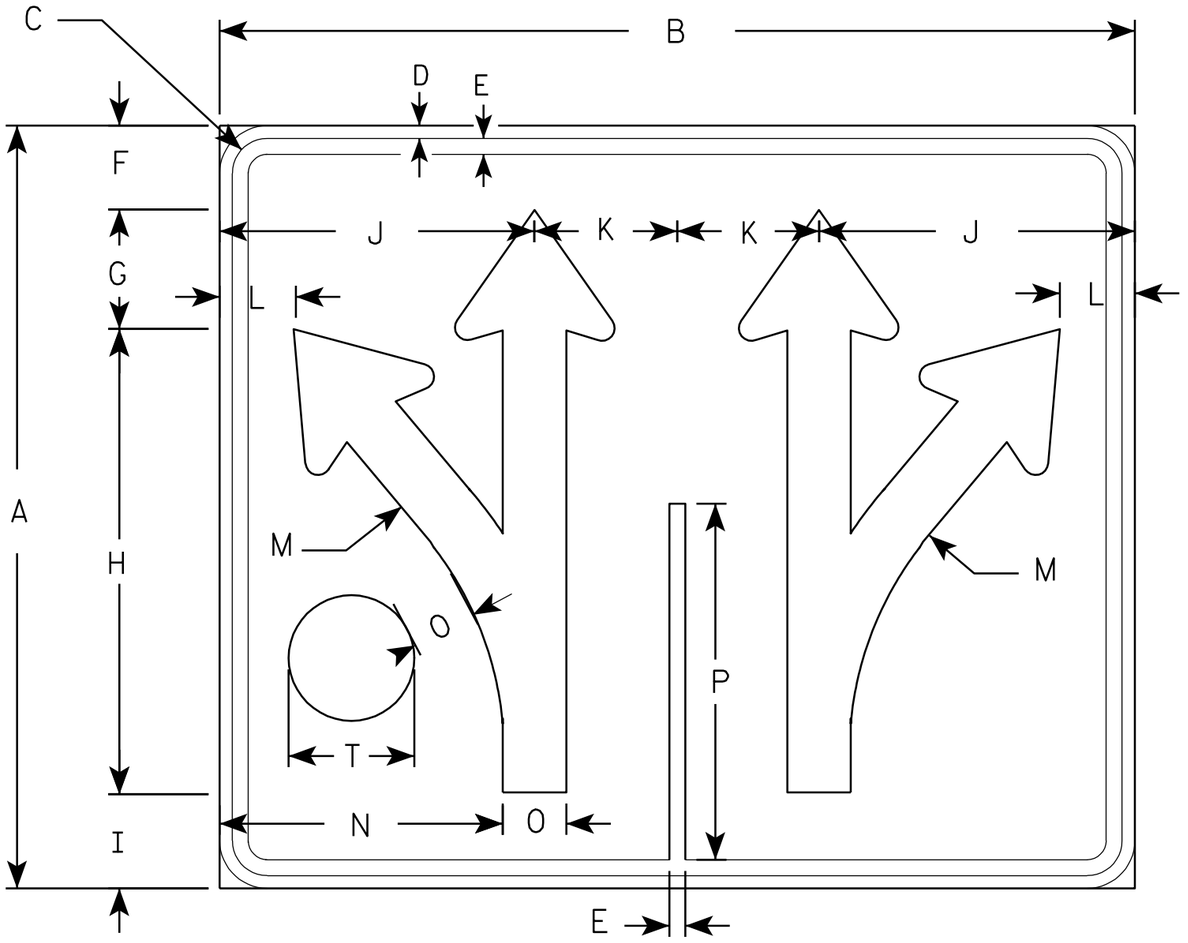
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
for State Traffic Engineer

DATE 05/24/05 PLATE NO. R5-57.9

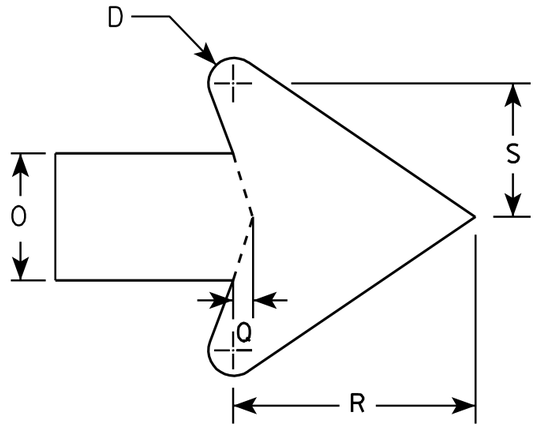
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 614	E



R3-8CC

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 900 mm
3	
4	1200 mm X 1350 mm
5	1200 mm X 1350 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30	36	1 3/8	1/2	5/8	3 1/4	4 3/4	18 1/4	3 3/4	12 3/8	5 5/8	3	13 1/4	11 1/8	2 1/2	14	3/8	4 3/4	2 5/8	5							7.5	0.68
3																												
4																												

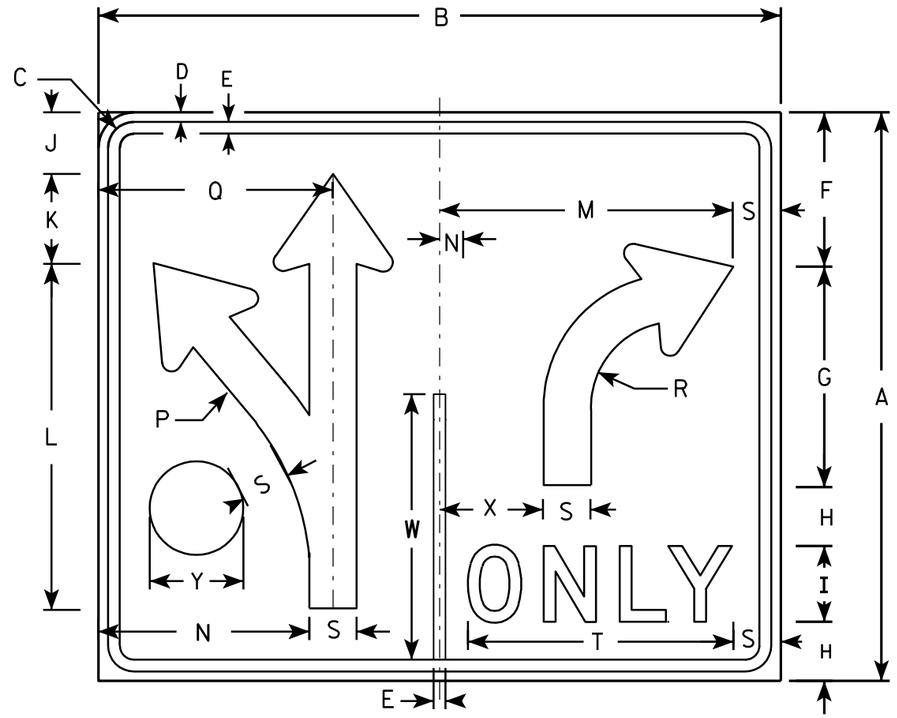
STANDARD SIGN
R3-8CC

WISCONSIN DEPT OF TRANSPORTATION

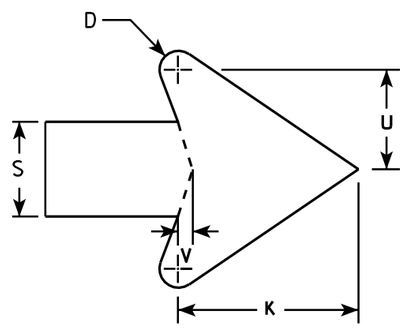
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/18/08 PLATE NO. R3-8CC.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 615 | E



R3-8DD



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-8B & R3-8C is the same but reversed.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 900 mm
3	
4	1200 mm X 1350 mm
5	1200 mm X 1350 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5	0.68
3																												

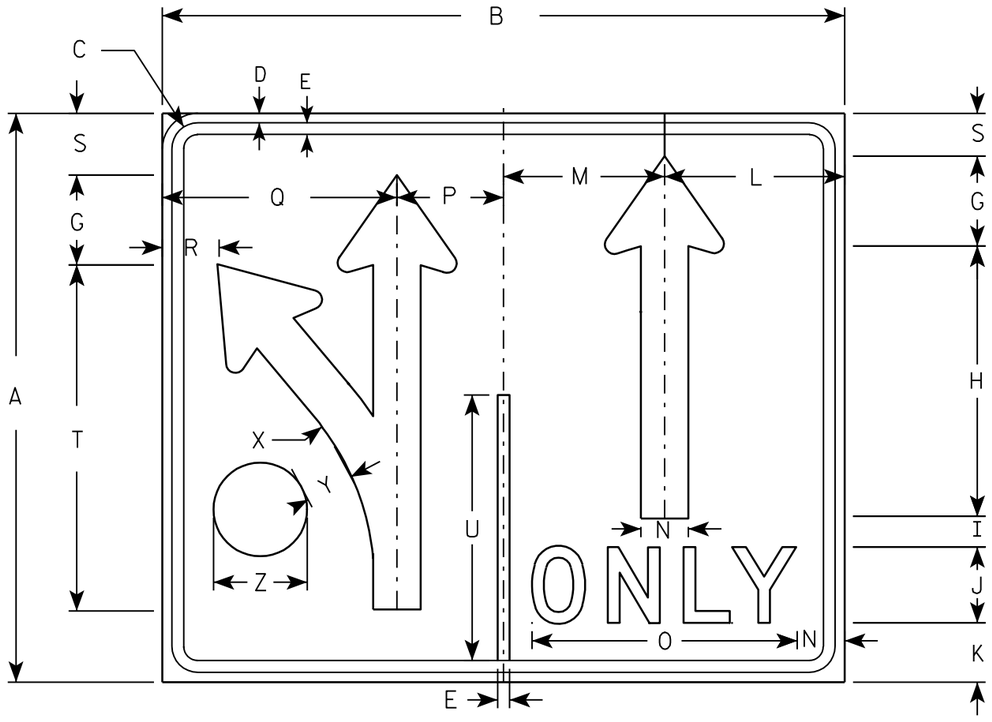
STANDARD SIGN
R3-8DD

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/18/08 PLATE NO. R3-8DD.1

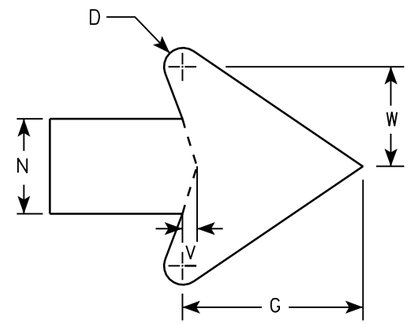
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 616	E



R3-8GG

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4	2 1/2	5	7.5	0.68
3																												
4																												
5																												

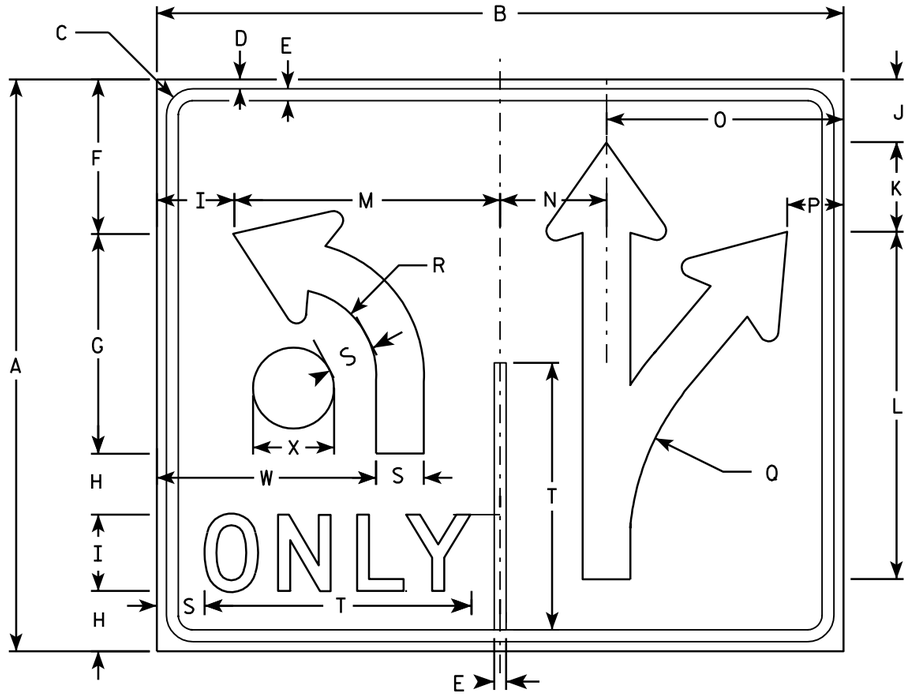
STANDARD SIGN
R3-8GG

WISCONSIN DEPT OF TRANSPORTATION

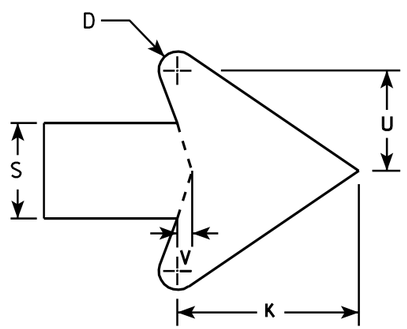
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/7/08 PLATE NO. R3-8GG.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 617	E



R3-8EE



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	11 1/2	4 1/4			7.5	0.68
3																												
4																												
5																												

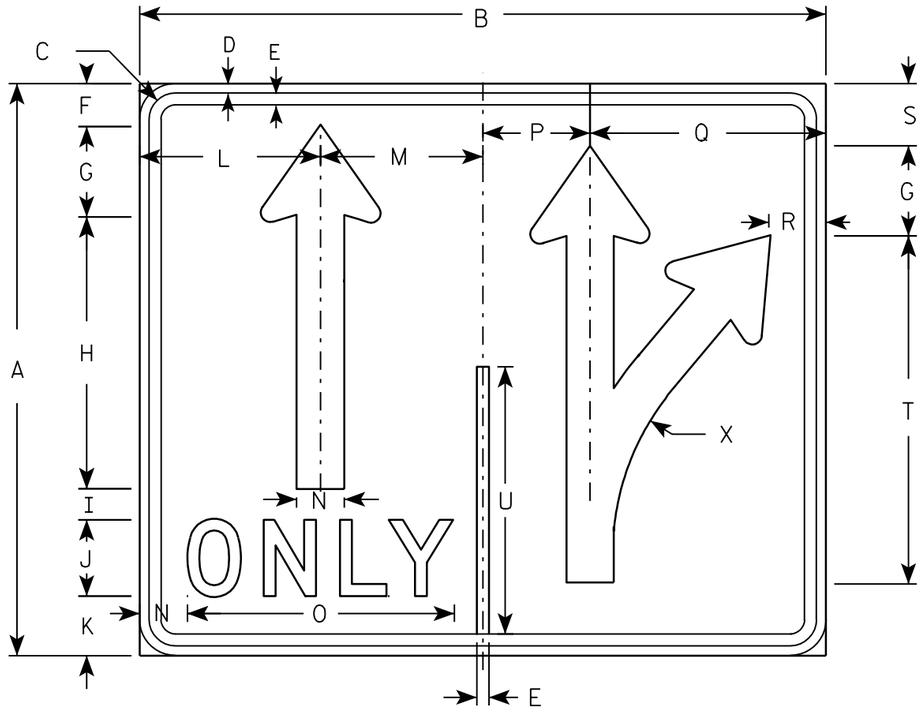
STANDARD SIGN
R3-8EE

WISCONSIN DEPT OF TRANSPORTATION

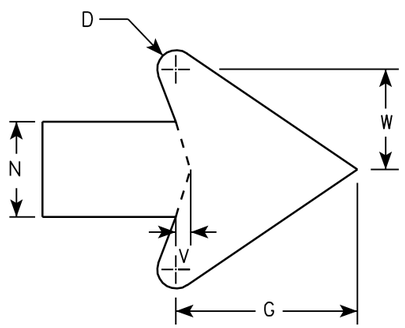
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/08 PLATE NO. R3-8EE.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 618	E



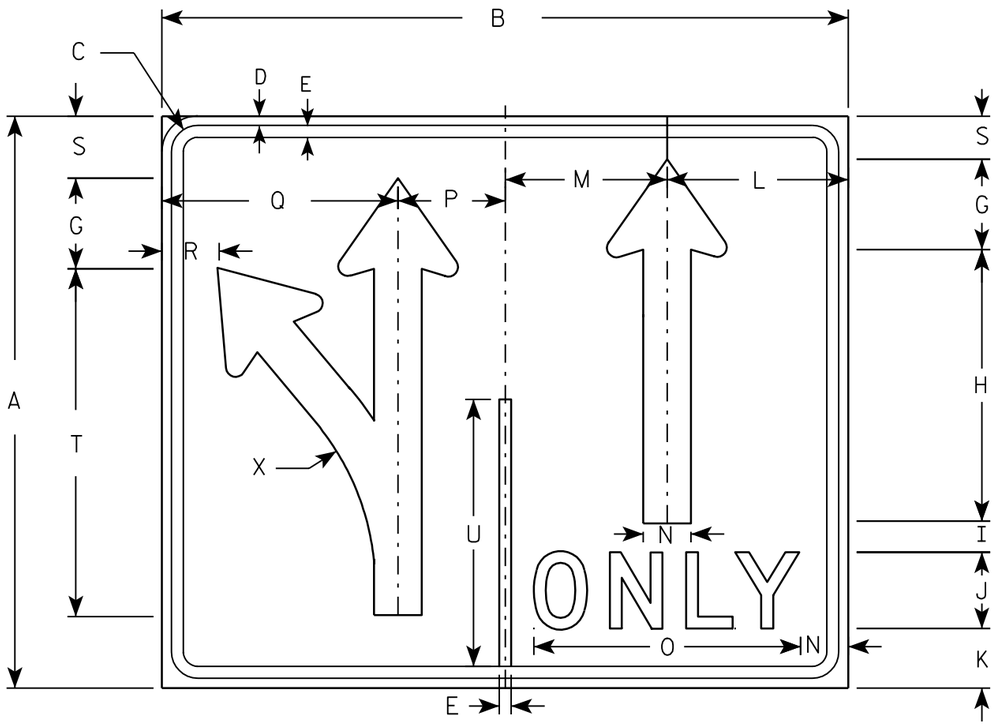
R3-8G



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8H

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 900 mm
3	
4	1200 mm X 1350 mm
5	1200 mm X 1350 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4			7.5	0.68
3																												
4	48	54	2 1/4	3/4	1	3 1/2	7 1/8	29 1/8	2 7/8	6	5 1/8	14 1/4	12 3/4	3 3/4	20 5/8	8 3/8	18 5/8	4 3/8	5 1/4	29 1/8	22 3/8	5/8	4	21 7/8			18.0	1.62
5	48	54	2 1/4	3/4	1	3 1/2	7 1/8	29 1/8	2 7/8	6	5 1/8	14 1/4	12 3/4	3 3/4	20 5/8	8 3/8	18 5/8	4 3/8	5 1/4	29 1/8	22 3/8	5/8	4	21 7/8			18.0	1.62

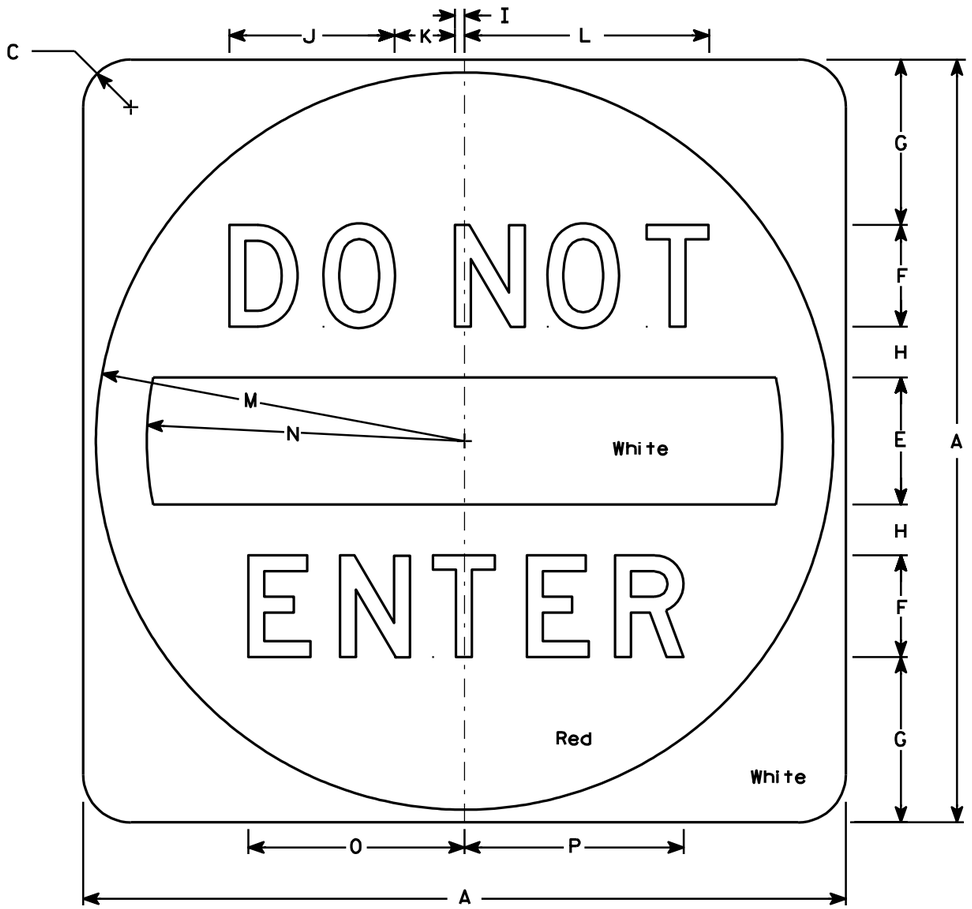
STANDARD SIGN
R3-8G & R3-8H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/19/04 PLATE NO. R3-8G.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 619	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26	0.56
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0	0.81
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0	0.81
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0	1.44

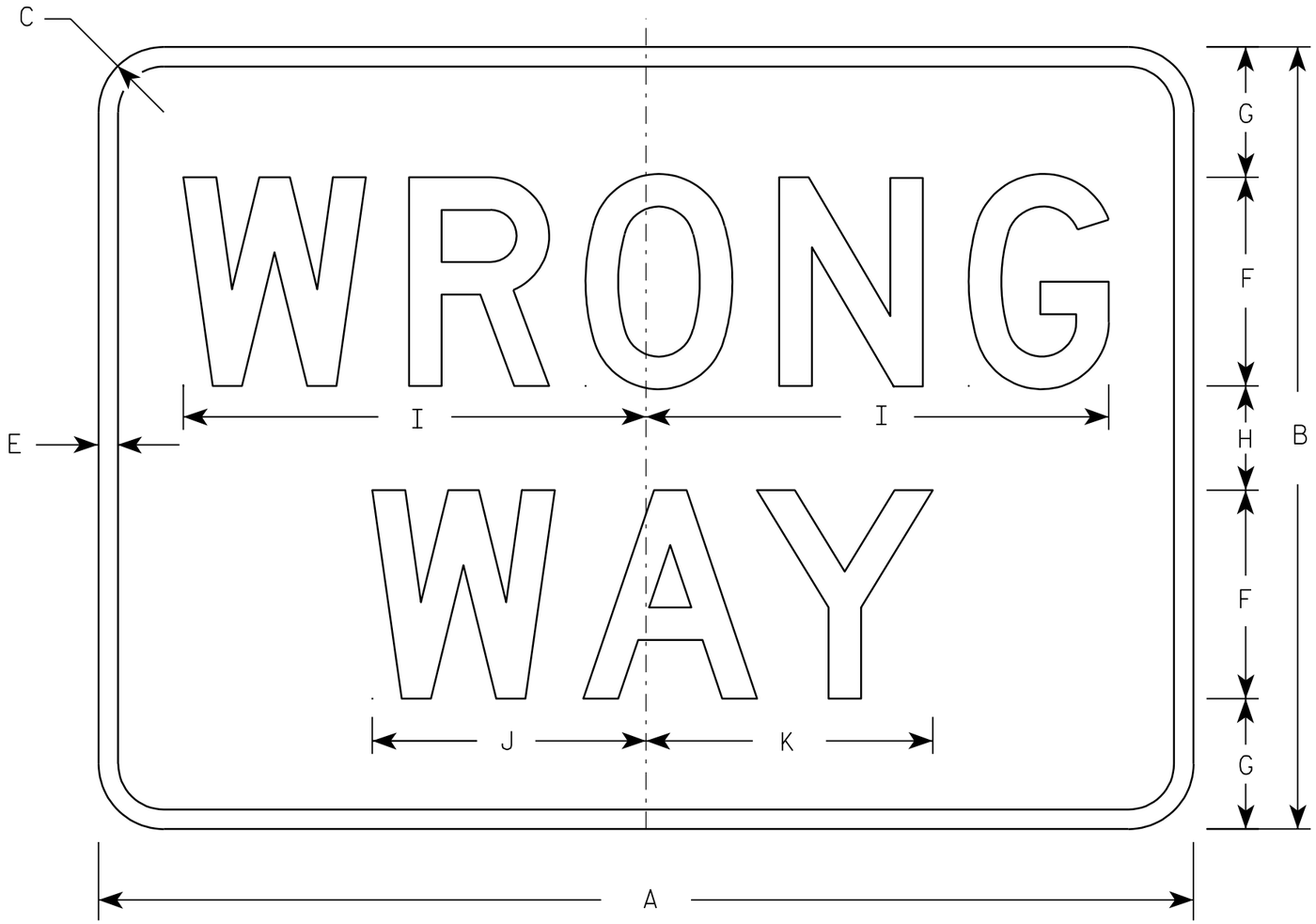
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/05/05 PLATE NO. R5-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 620 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 450 mm
2	900 mm X 600 mm
3	1050 mm X 750 mm
4	1050 mm X 750 mm
5	1050 mm X 750 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30	18	1 ½		½	5	3	2	11	6 ½	6 ⅞																3.75	0.34
2	36	24	2		⅝	6	4 ½	3	13 ¼	7 ⅞	8 ¼																6.00	0.54
3	42	30	2 ½		¾	8	5	4	17 ¾	10 ½	11																8.75	0.79
4	42	30	2 ½		¾	8	5	4	17 ¾	10 ½	11																8.75	0.79
5	42	30	2 ½		¾	8	5	4	17 ¾	10 ½	11																8.75	0.79

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

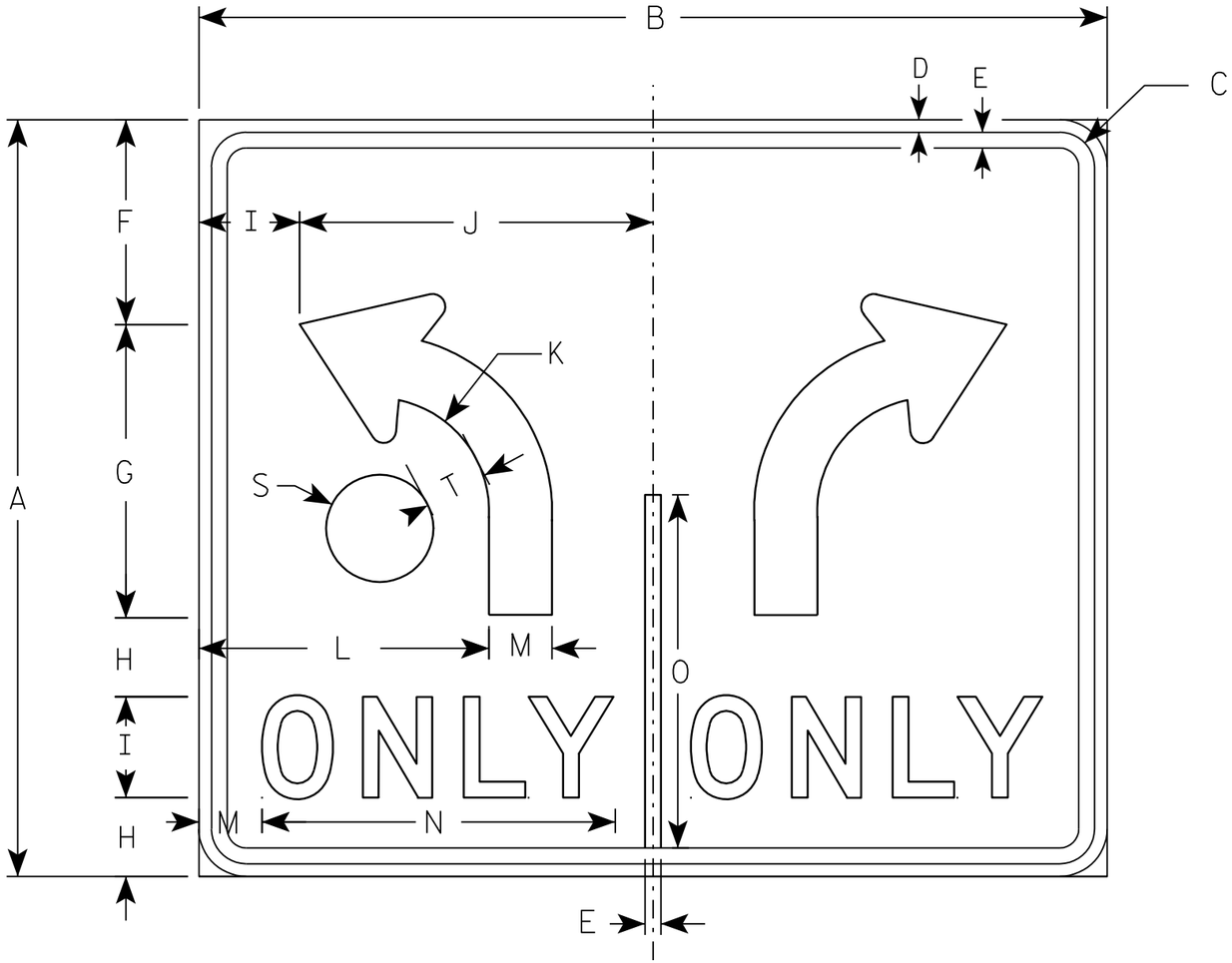
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/24/02 PLATE NO. R5-1A.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 621	E

FILE NAME : C:\Users\Projects\tr_stdplate\R51A.DGN PLOT DATE : 04-OCT-2005 08:55 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 5.464098:1.000000

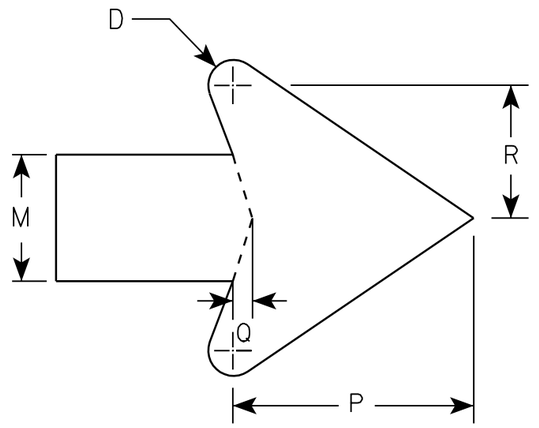
7



R3-8HH

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	750 mm X 900 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1																												
2	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8	4 1/4	2 1/2							7.5	0.68
3																												
4																												
5																												

STANDARD SIGN
R3-8HH

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/7/08 PLATE NO. R3-8HH.1

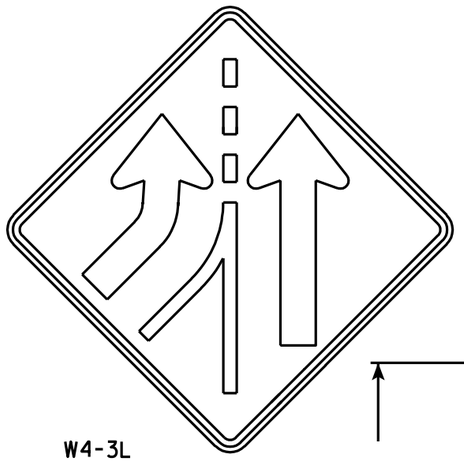
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 622	E

FILE NAME : c:\users\projects\tr_stdplate\R38HH.dgn PLOT DATE : 07-JUL-2008 14:32 PLOT BY : dtjph PLOT NAME : PLOT SCALE : 5.996250:1.000000

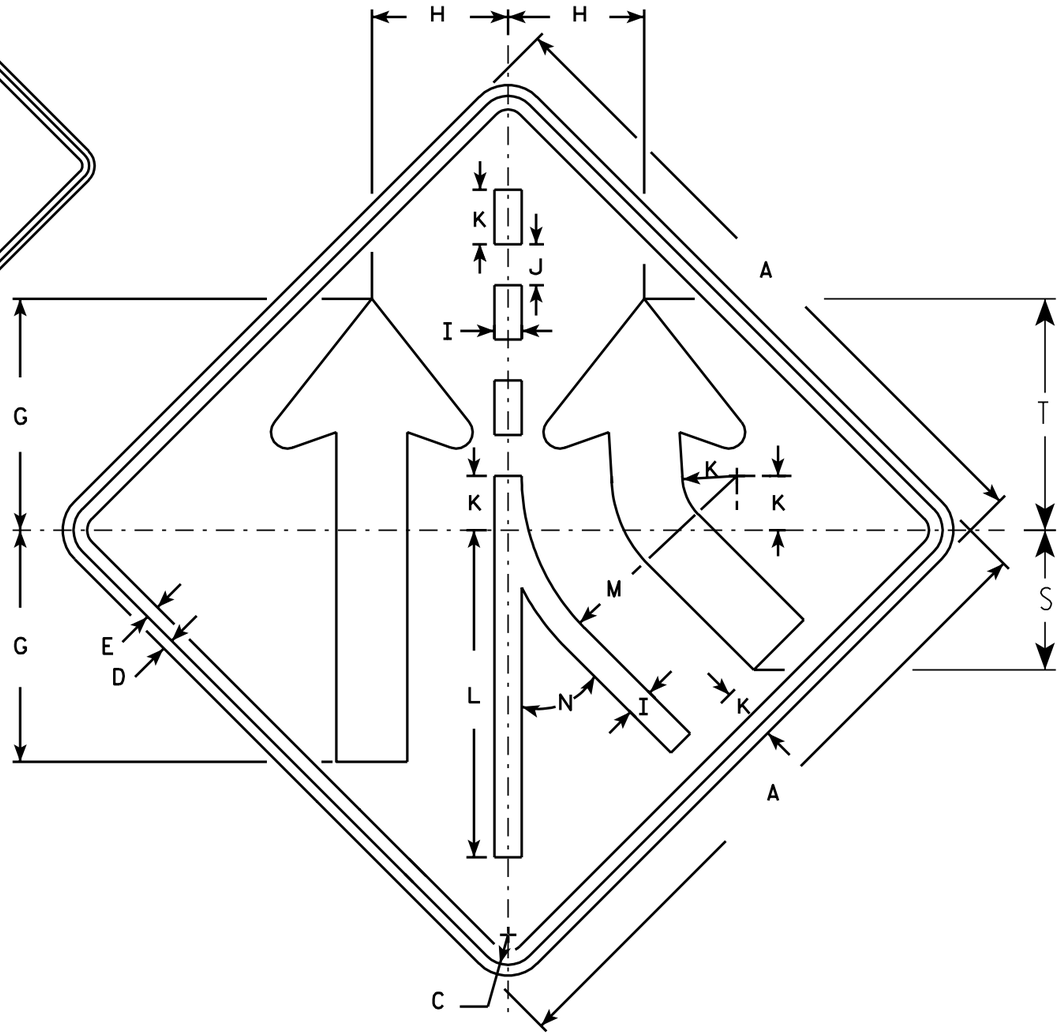
WISDOT/CADDS SHEET 42

7

7



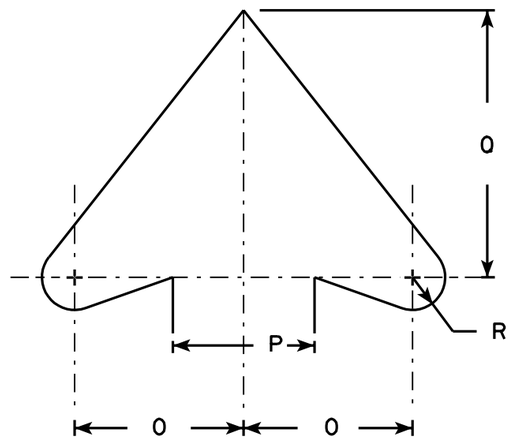
W4-3L



W4-3R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-3 L is the same as W4-3 R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8		10 5/8	6 1/4	1 1/4	1 7/8	2 1/2	15	9 7/8	45°	3 7/8	3 1/4	6 1/8	3/4	6 3/8	10 5/8							6.25	0.56
2	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0	0.81
3																												
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0	1.44
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0	1.44

STANDARD SIGN
W4-3

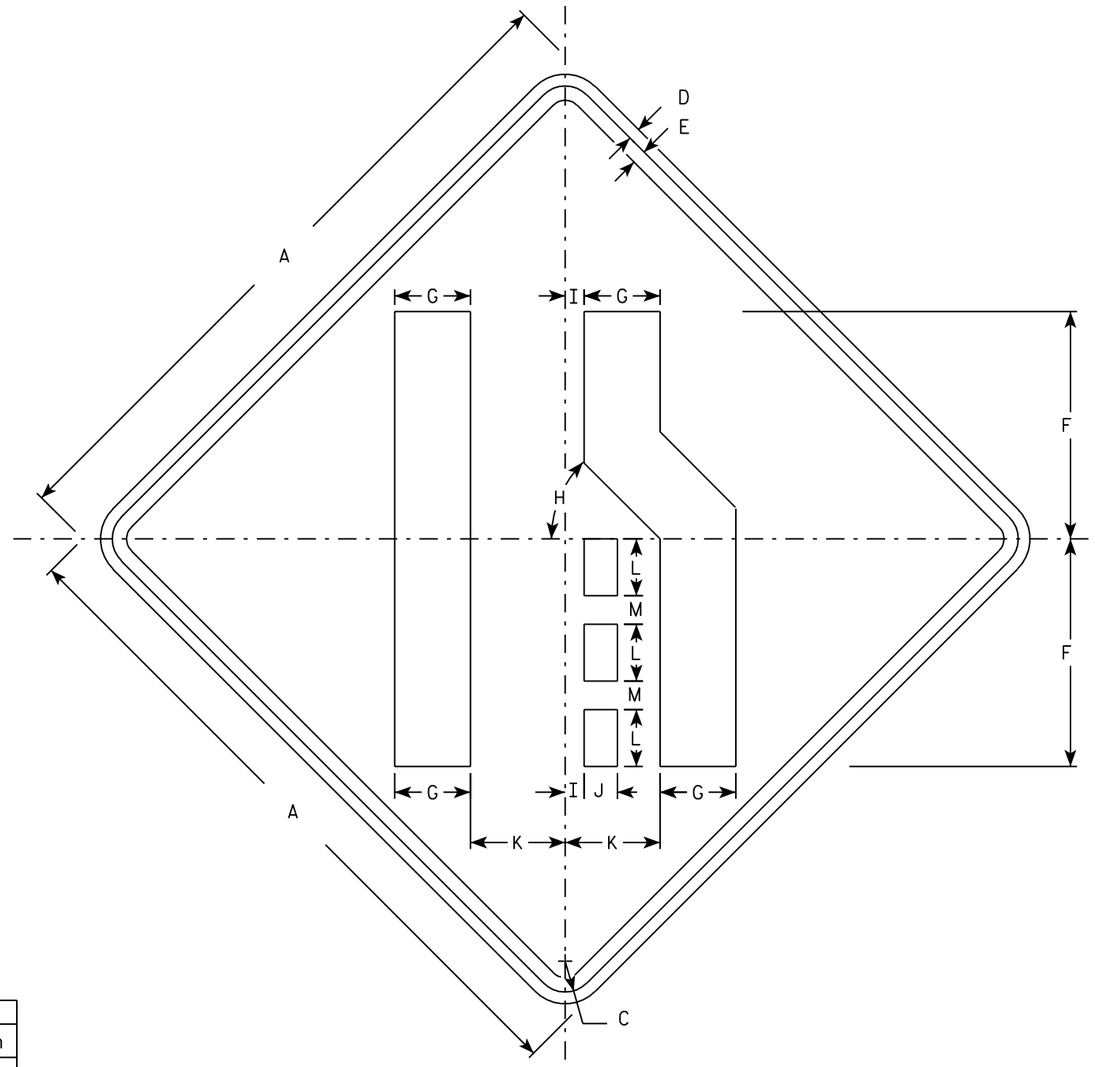
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/17/06 PLATE NO. W4-3.6

PROJECT NO:

SHEET NO: 623 E



W4-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the message is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	1200 mm X 1200 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25	0.56
2	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0	0.81
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0	1.44
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0	1.44
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0	1.44

STANDARD SIGN
W4-2

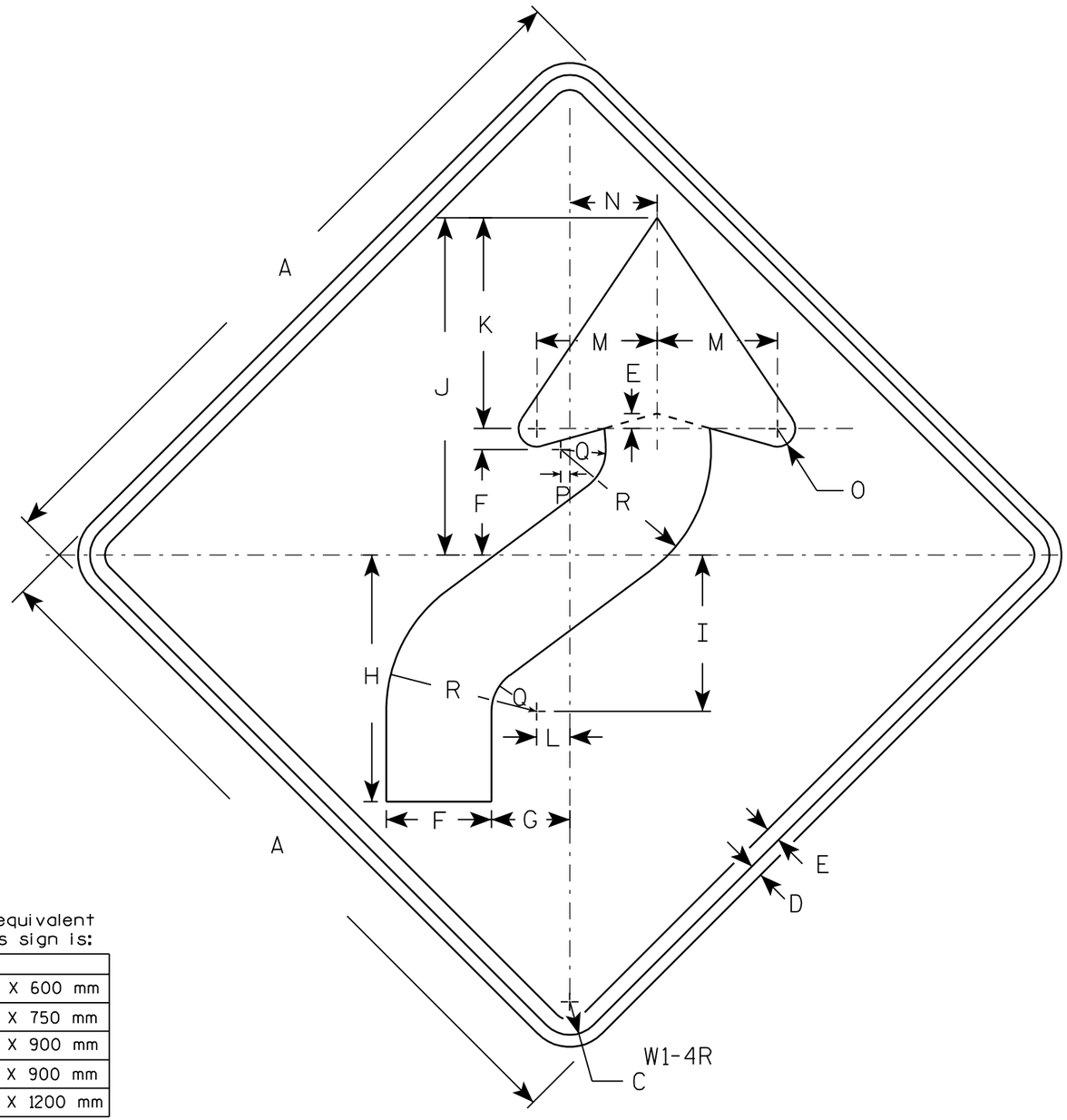
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/08/05 PLATE NO. W4-2.11

PROJECT NO:

SHEET NO: 624 E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0	0.36
2	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25	0.56
3	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0	0.81
4	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0	0.81
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0	1.44

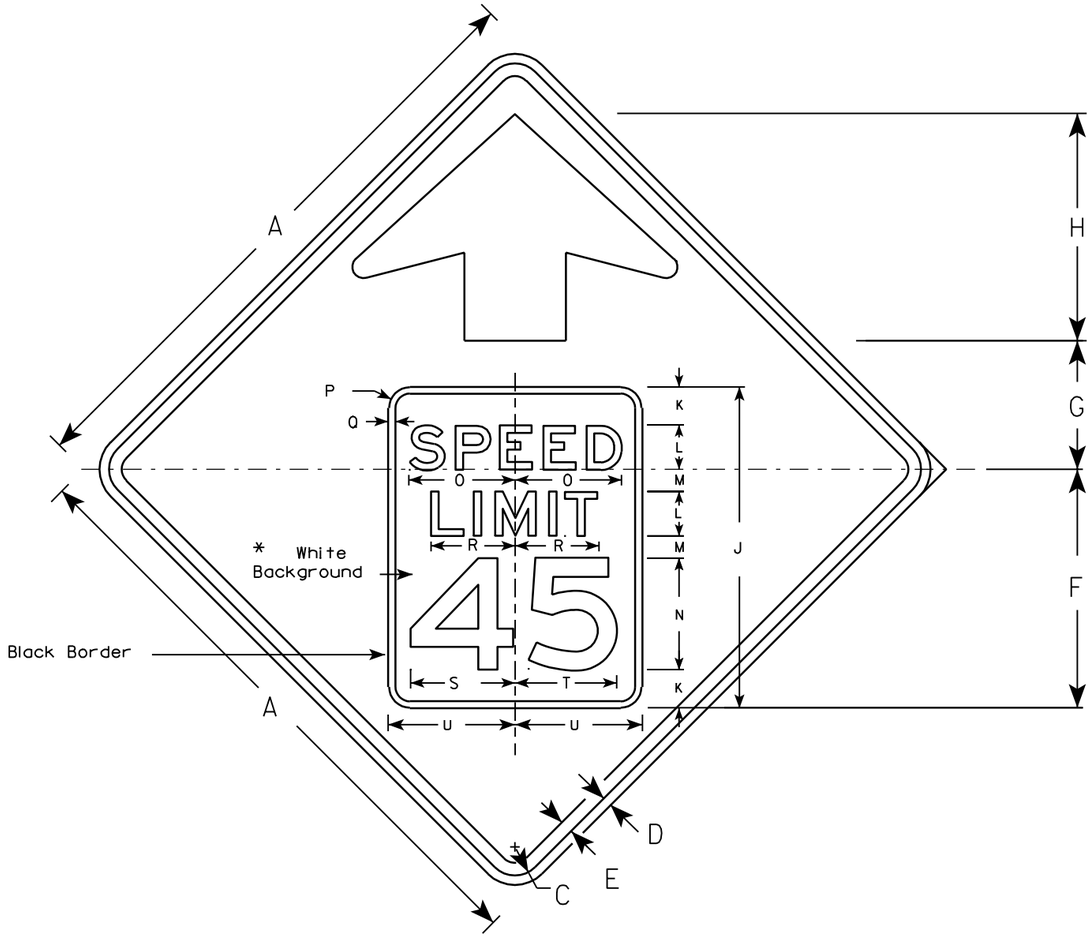
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg
for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-4.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 625	E

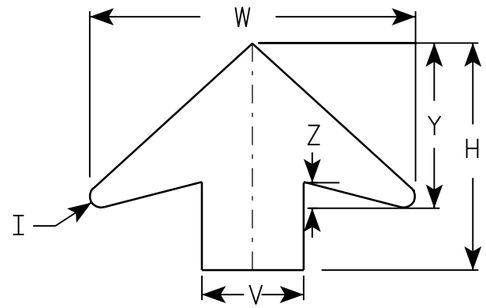


W3-5

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	
2	900 mm X 900 mm
3	1200 mm X 1200 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq
1																												
2	36		1 5/8	5/8	3/4	14 1/8	7 1/2	13 1/2	5/8	19	2 1/4	2 5/8	1 3/8	6 1/2	6 1/4	1 1/2	3/8	4 7/8	6 1/4	6	7 1/2	6	19 1/4		9 3/4	1 5/8	9.0	0.81
3	36		1 5/8	5/8	3/4	14 1/8	7 1/2	13 1/2	5/8	19	2 1/4	2 5/8	1 3/8	6 1/2	6 1/4	1 1/2	3/8	4 7/8	6 1/4	6	7 1/2	6	19 1/4		9 3/4	1 5/8	9.0	0.81
4	48		2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	7/8	25 1/4	3	3 1/2	1 3/4	8 3/4	8 3/8	1 5/8	1/2	6 5/8	8 1/4	8	10	8	25 5/8		13	2	16.0	1.44
5	48		2 1/4	3/4	1	18 3/4	10 1/8	17 7/8	7/8	25 1/4	3	3 1/2	1 3/4	8 3/4	8 3/8	1 5/8	1/2	6 5/8	8 1/4	8	10	8	25 5/8		13	2	16.0	1.44

STANDARD SIGN
W3-5

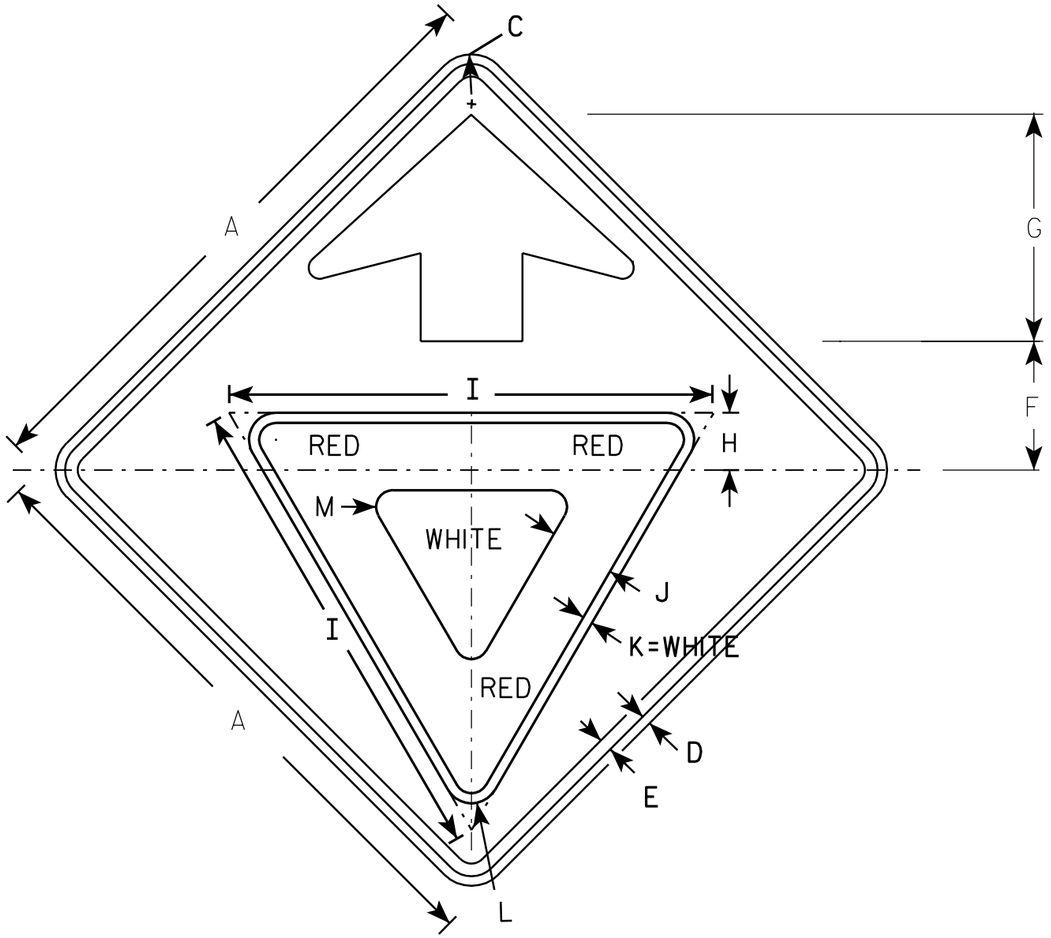
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/18/04 PLATE NO. W3-5.1

PROJECT NO:

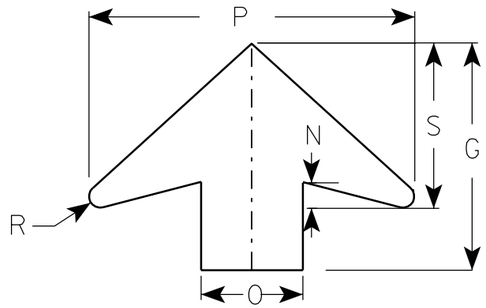
SHEET NO: 626 E



W3-2

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25	0.56
2	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0	0.81
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0	0.81
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0	1.44
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0	1.44

STANDARD SIGN
W3-2

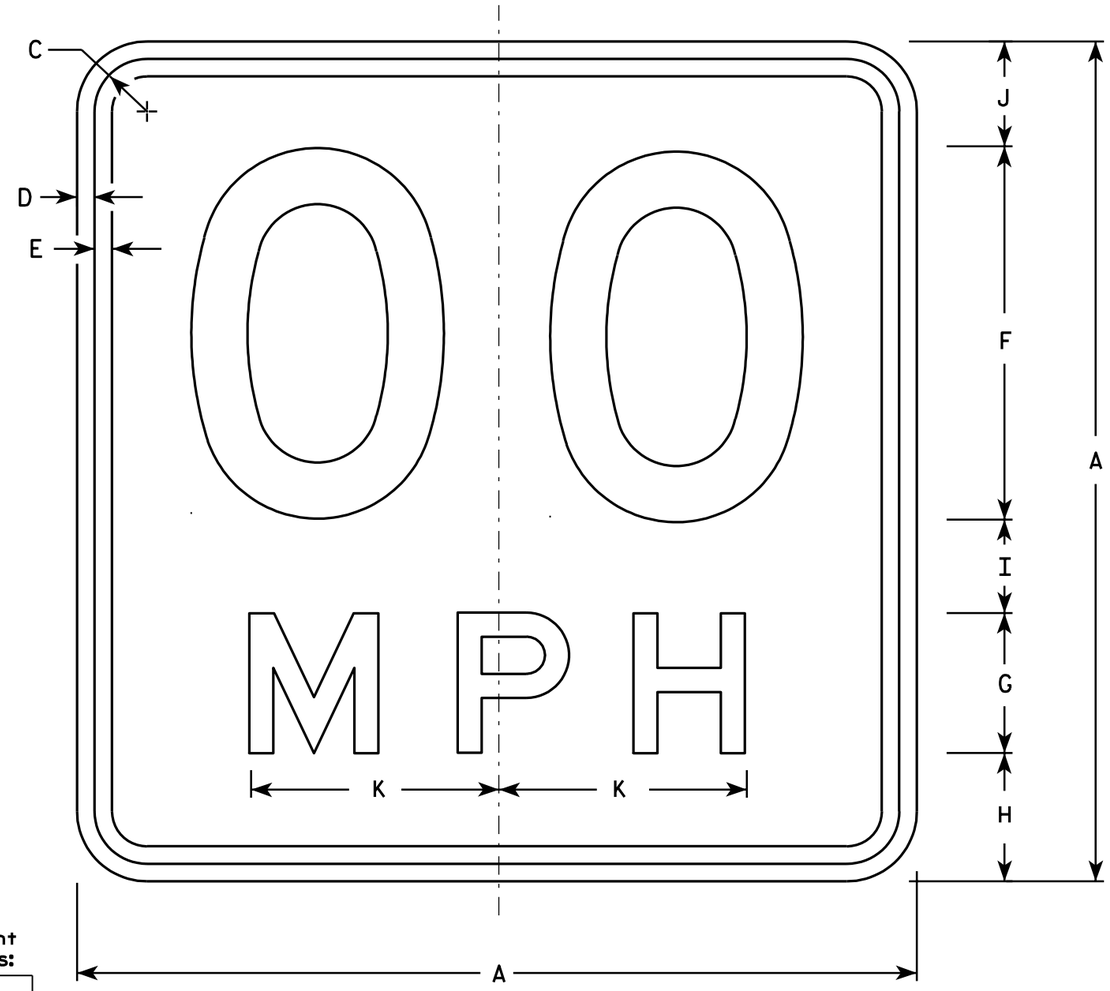
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/28/05 PLATE NO. W3-2..8

PROJECT NO:

SHEET NO: 627 E



W13-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

Metric equivalent for this sign is:

SIZE	
1	450 mm X 450 mm
2	450 mm X 450 mm
3	600 mm X 600 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m^2
1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
2*	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25	0.20
2*	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00	0.36
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00	0.36
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00	0.81

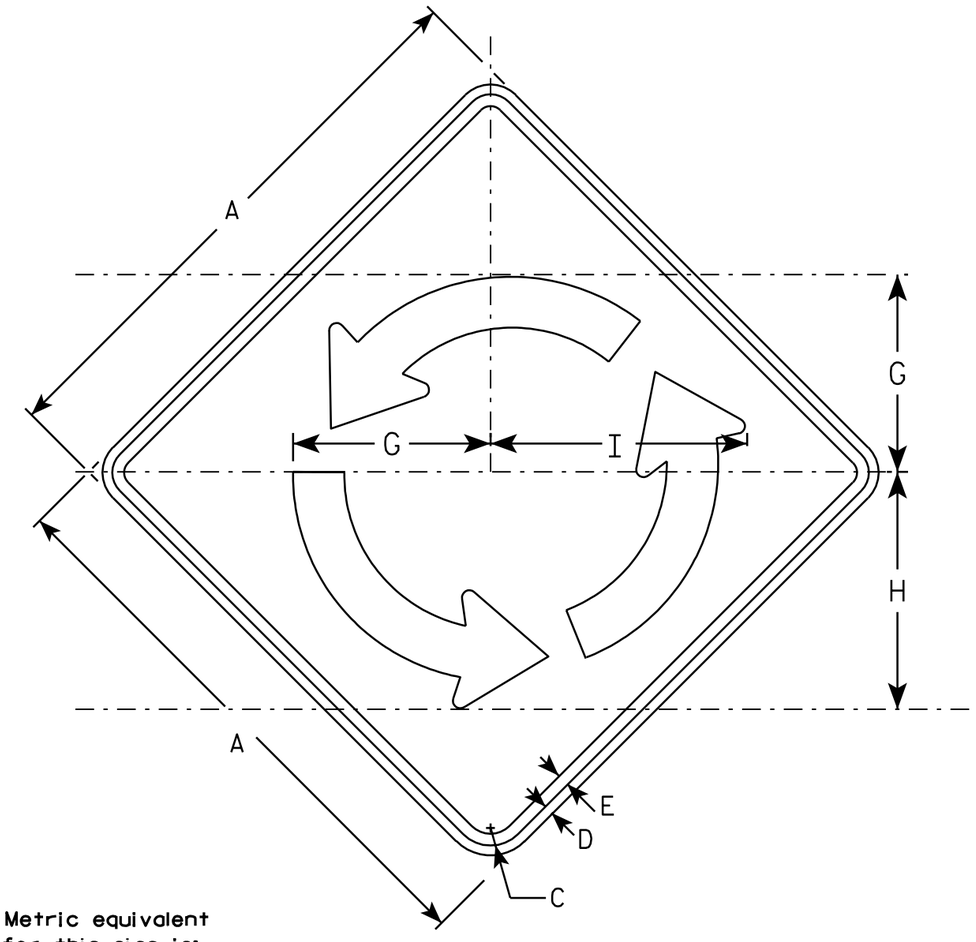
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/05/06 PLATE NO. W13-1.14

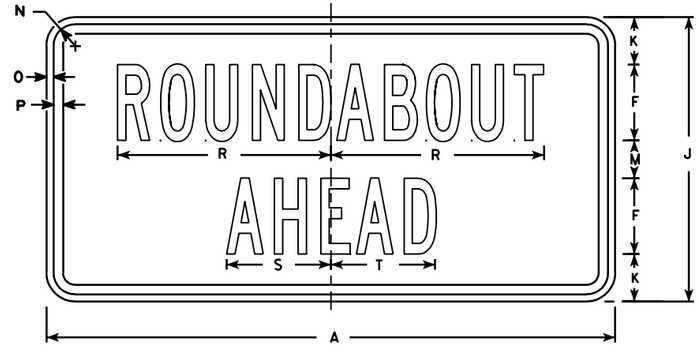
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 628	E



W2-6

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W2-6P

SIZE	Metric equivalent for this sign is: W2-6	SIZE	Metric equivalent for this sign is: W2-6P
1		1	
2	750 mm X 750 mm	2	750 mm X 375 mm
3	900 mm X 900 mm	3	900 mm X 450 mm
4	1200 mm X 1200 mm	4	1200 mm X 600 mm
5		5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	W2-6 Area sq. ft.	W2-6 Area m2	W2-6P Area sq. ft.	W2-6P Area m2
1																												
2	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	0.56	3.12	0.28
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	0.81	4.50	0.40
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	1.44	8.0	.72
5																												

STANDARD SIGN
W2-6

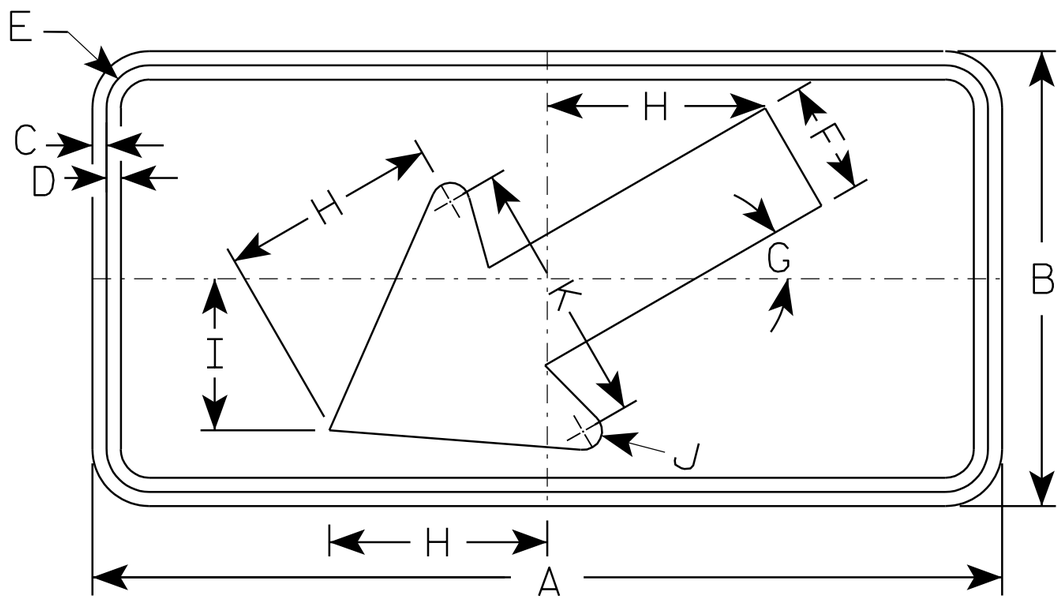
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/07 PLATE NO. W2-6.3

PROJECT NO:

SHEET NO: 629 E



W16-7L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Reflective Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 300 mm
3	750 mm X 450 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0	0.18
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75	0.34
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8	0.72
5	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8	0.72

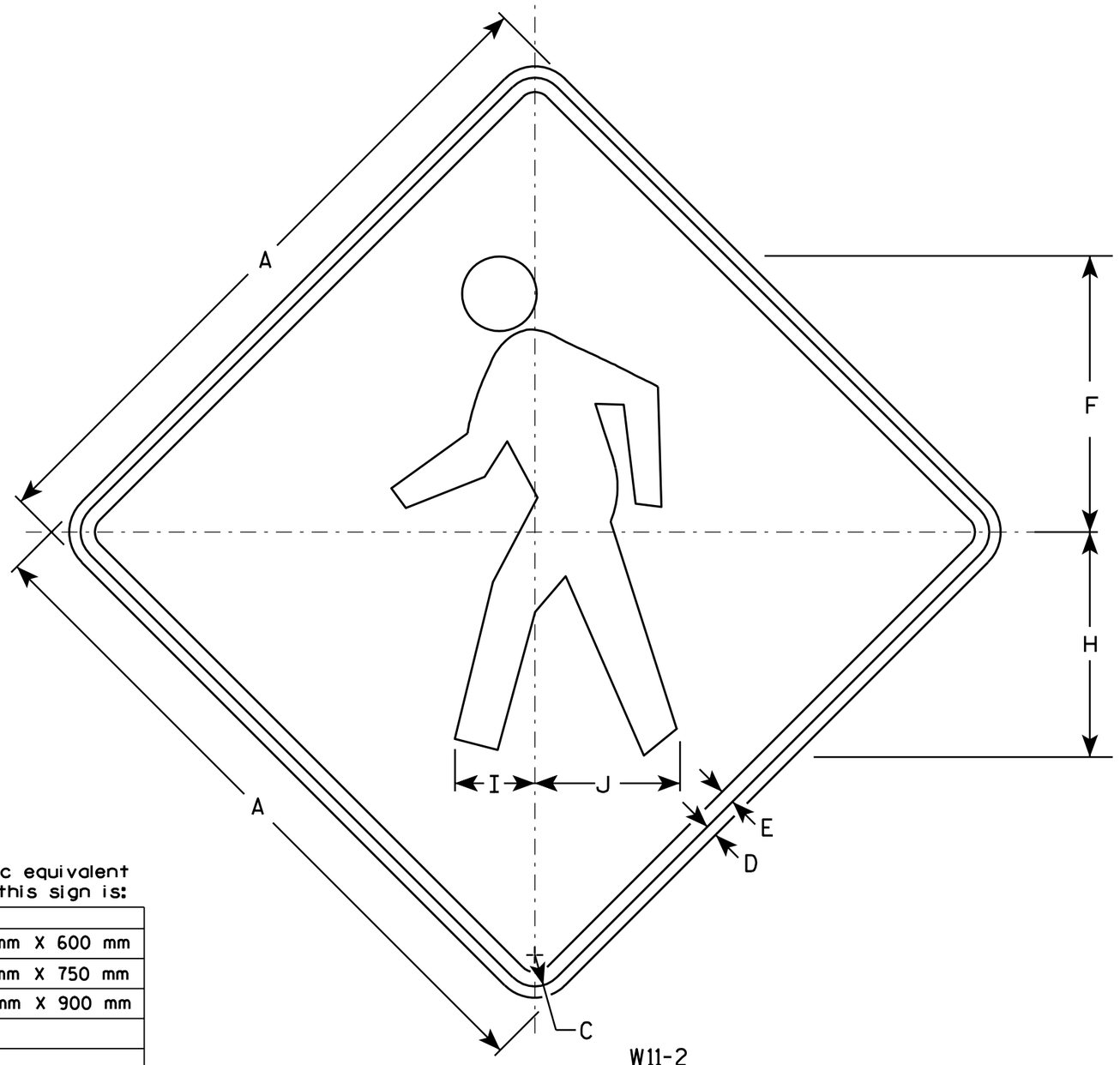
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/08 PLATE NO. W16-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 630	E



W11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0	0.36
2	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25	0.56
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0	0.81
4																												
5																												

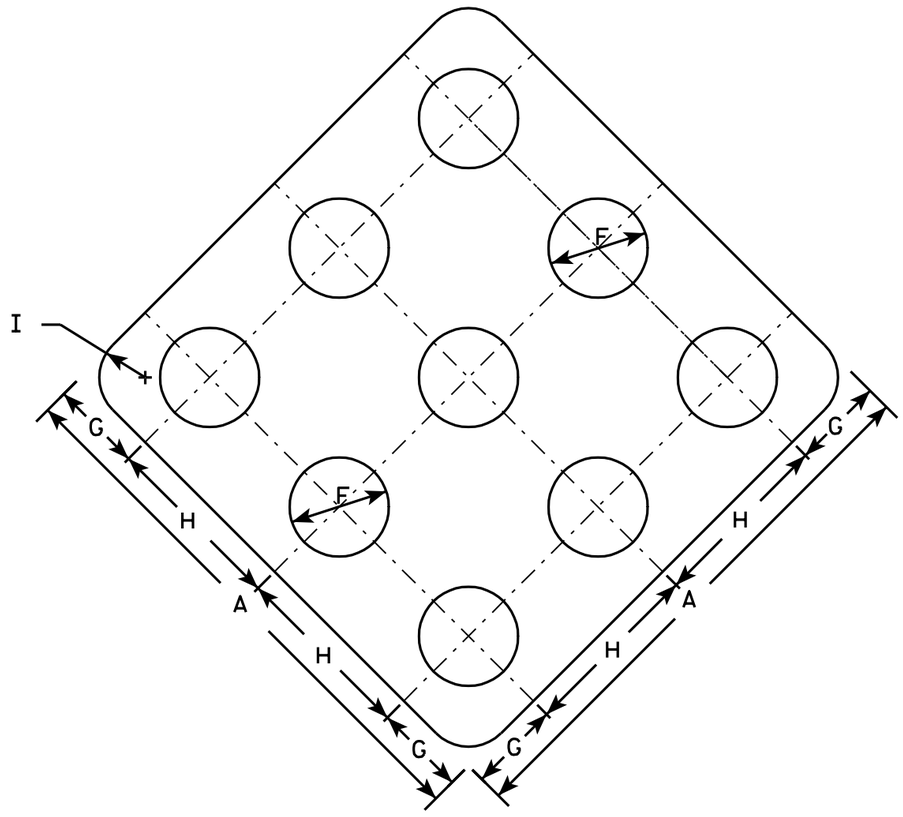
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

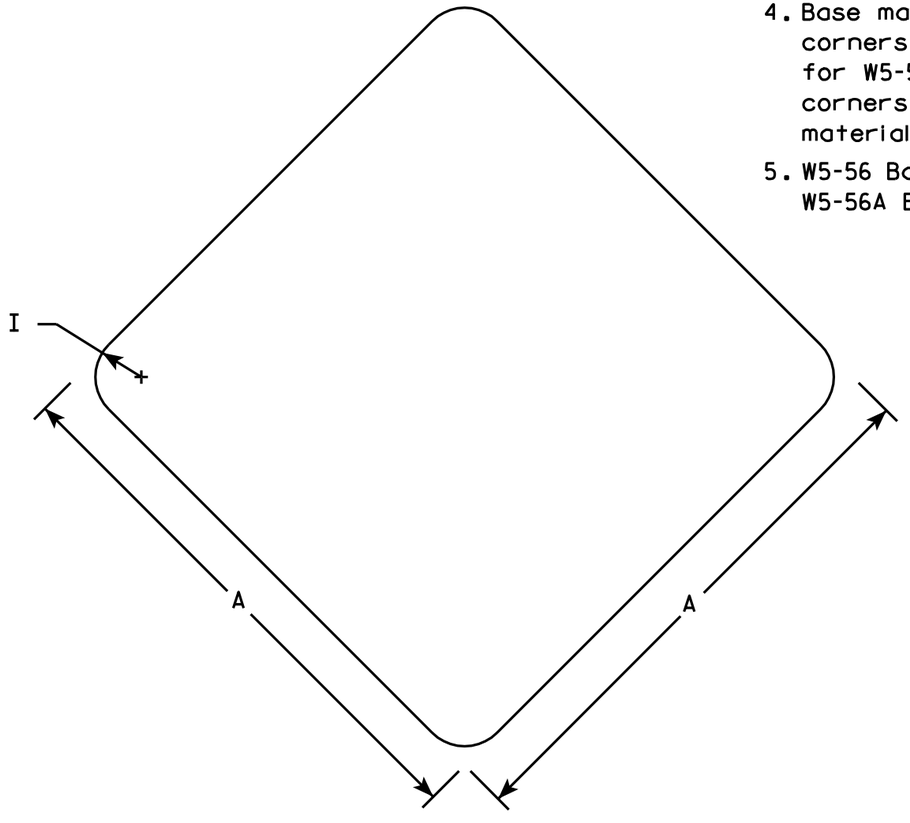
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/24/05 PLATE NO. W11-2.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 631	E



W5-56



W5-56A

NOTES

1. Sign is Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red (See Note 5)
   Message - See Note 3
3. W5-56 Message Units are 3" center mount Red delineators as per 633.2.3.
4. Base material for W5-56 shall be metal and corners shall be rounded. Base material for W5-56A may be plywood or metal and corners may be square or rounded when material is plywood but rounded when metal.
5. W5-56 Background is Reflective
   W5-56A Background is Type H Reflective

Metric equivalent for this sign is:

SIZE	
1	300 mm X 300 mm
2	450 mm X 450 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	12					3 1/4	2	4	1																		1.0	0.09
2	18					3 1/4	3	6	1 1/2																		2.25	0.20
3																												
4																												
5																												

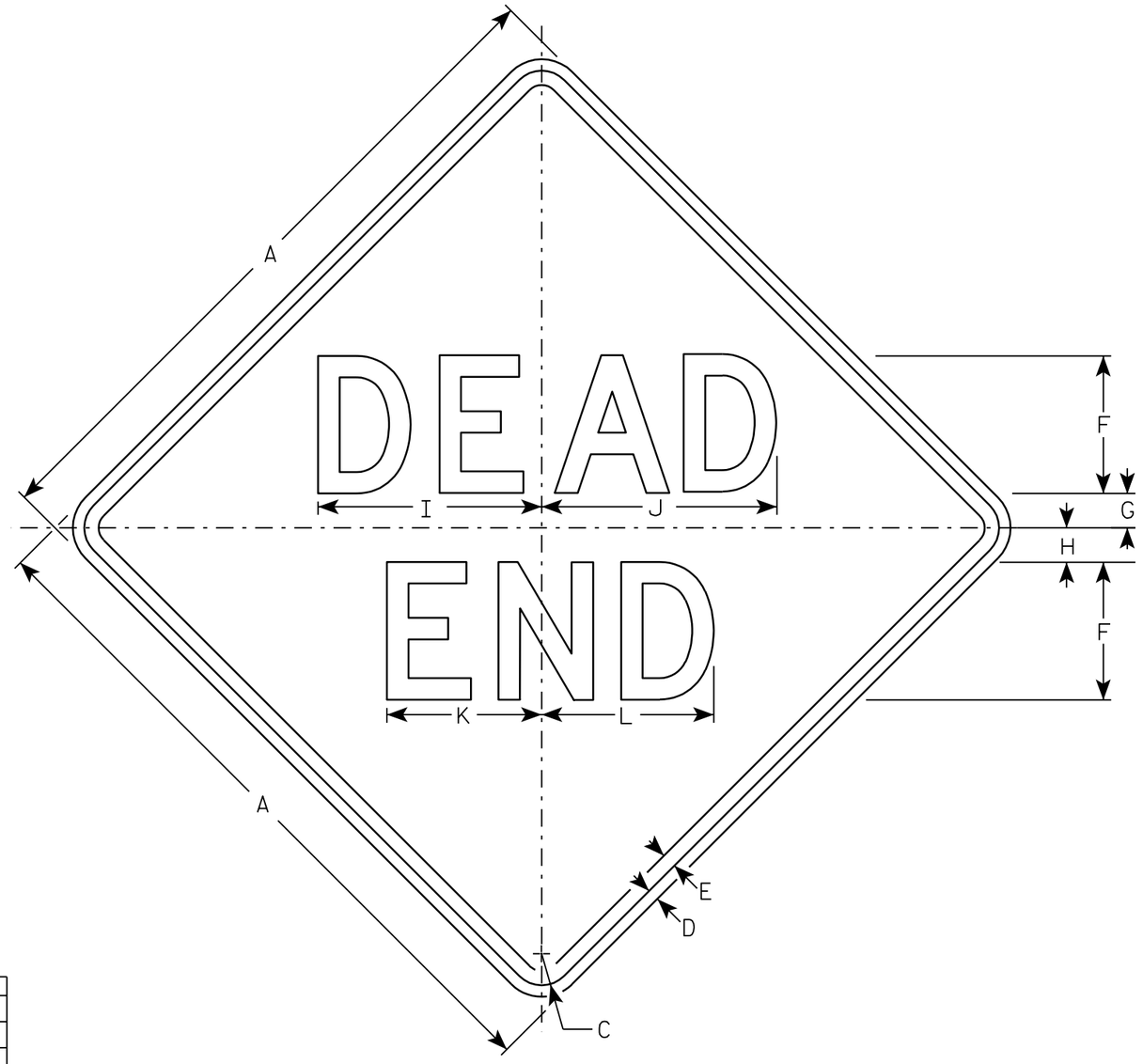
STANDARD SIGN
W5-56 & W5-56A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch
for State Traffic Engineer

DATE 7/05/05 PLATE NO. W5-56.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 632	E



W14-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0	0.36
2	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25	0.56
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0	0.81
4																												
5																												

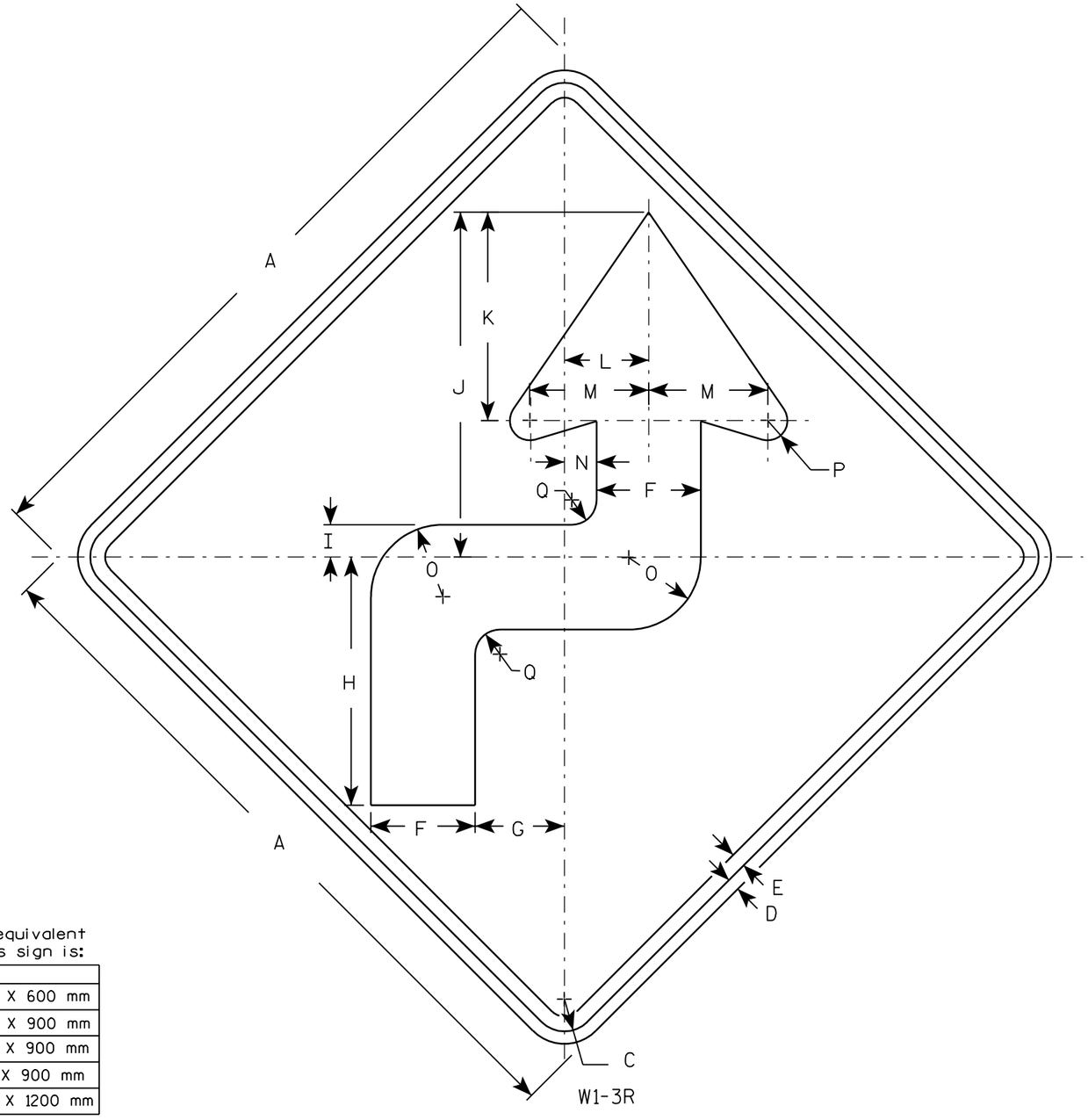
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Christa J Sprague for State Traffic Engineer

DATE 01/23/02 PLATE NO. W14-1.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 633	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-3L is the same as W1-3R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	3 1/2	3	8 3/8	1 1/8	11 5/8	7	2 3/4	4	1 1/8	2 1/2	5/8	7/8										4.0	0.36
2	36		1 5/8	5/8	3/4	5 1/4	4 1/2	12 1/2	1 5/8	17 3/8	10 1/2	4 1/4	6	1 5/8	3 5/8	1	1 1/4										9.0	0.81
3	36		1 5/8	5/8	3/4	5 1/4	4 1/2	12 1/2	1 5/8	17 3/8	10 1/2	4 1/4	6	1 5/8	3 5/8	1	1 1/4										9.0	0.81
4	36		1 5/8	5/8	3/4	5 1/4	6	12 1/2	1 5/8	17 3/8	10 1/2	4 1/4	6	1 5/8	3 5/8	1	1 1/4										9.0	0.81
5	48		2 1/4	3/4	1	7	6	16 5/8	2 1/4	23 1/4	14	5 5/8	8	2 1/8	4 7/8	1 1/4	1 5/8										16.0	1.44

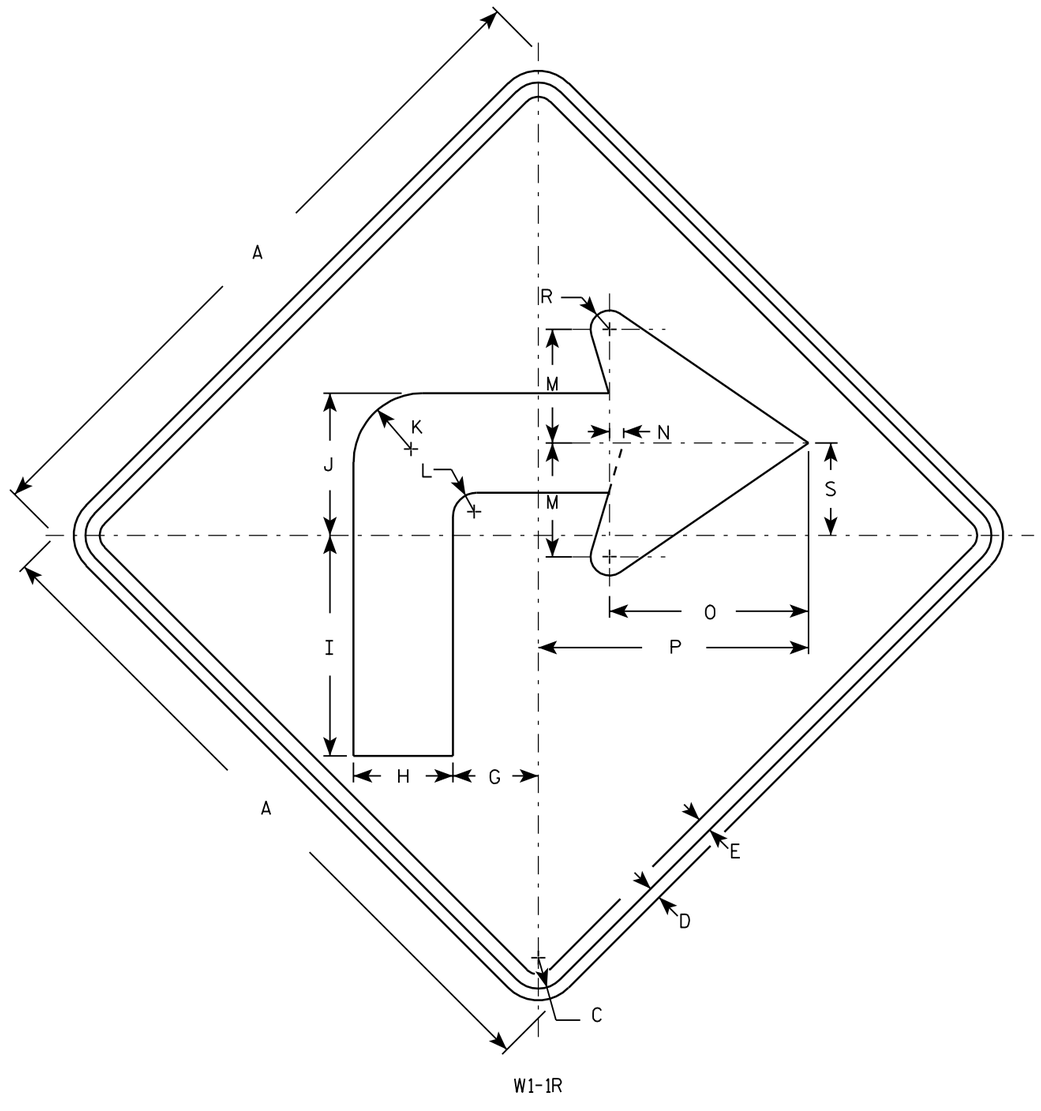
STANDARD SIGN
W1-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spagg
for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-3.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 634	E



W1-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0	0.36
2	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0	0.81
3	36		1 5/8	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0	0.81
4	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0	1.44
5	48		2 1/4	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0	1.44

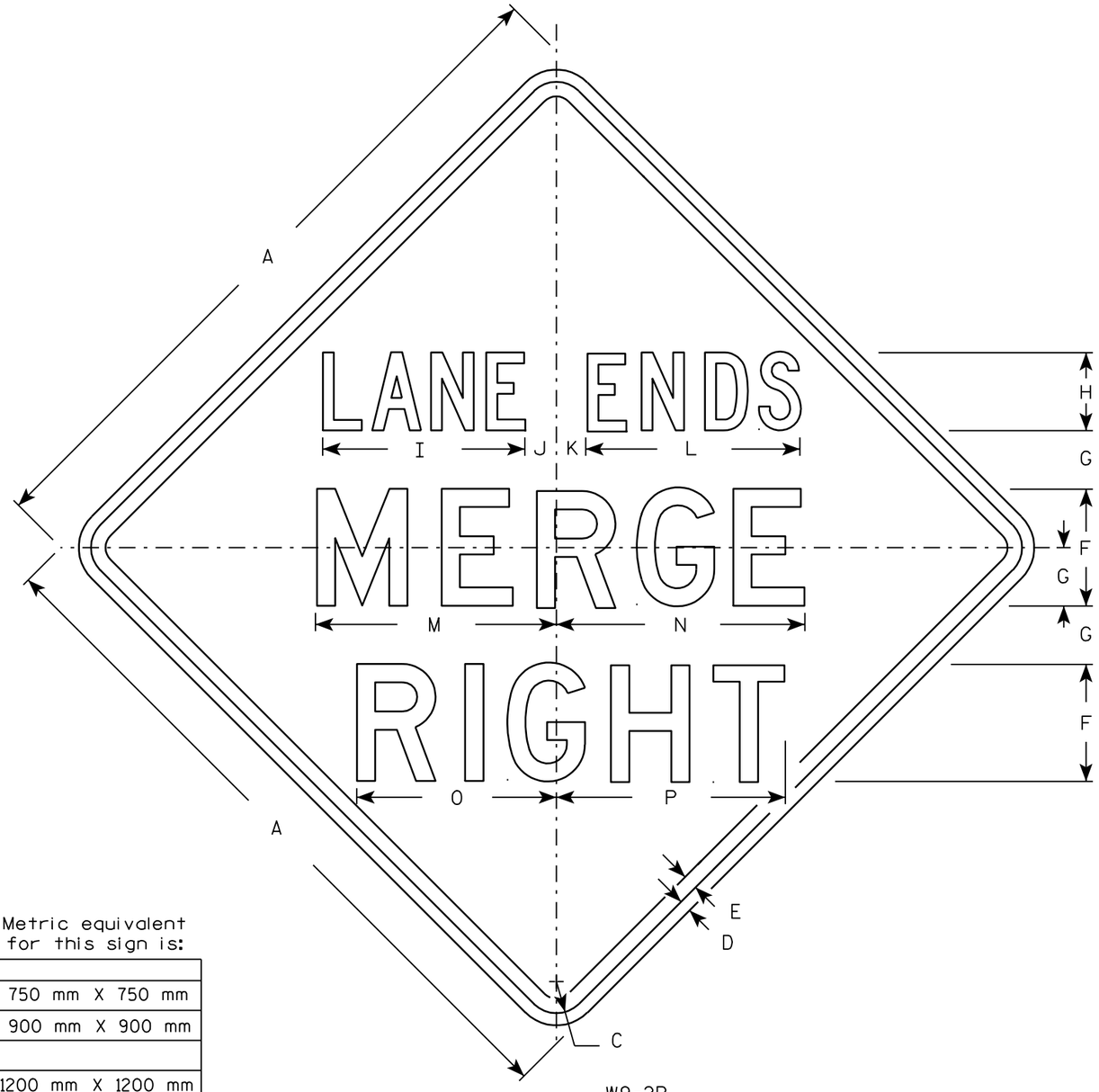
STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

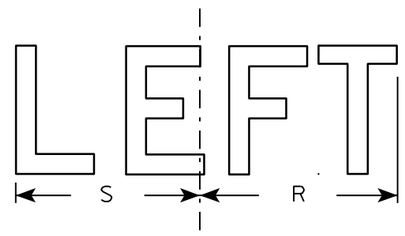
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/05 PLATE NO. W1-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 635	E



W9-2R



W9-2L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1is Series C, lines 2 & 3 are Series D.
6. W9-1L is the same as W9-2R except the word LEFT replaces RIGHT.

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8	5	2 1/2	3	8	1	1 1/8	8 1/4	10 3/8	10 5/8	8 5/8	9 7/8		7 5/8	7 1/8								6.25	0.56
2	36		1 5/8	5/8	3/4	6	3	4	10 3/8	1 5/8	1 1/2	11	12 3/8	12 3/4	10 1/4	11 3/4		9 1/8	8 1/2								9.0	0.81
3																												
4	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 3/4		12 1/4	11 1/4								16.0	1.44
5	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 3/4		12 1/4	11 1/4								16.0	1.44

STANDARD SIGN
W9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/28/05 PLATE NO. W9-2.8

PROJECT NO:

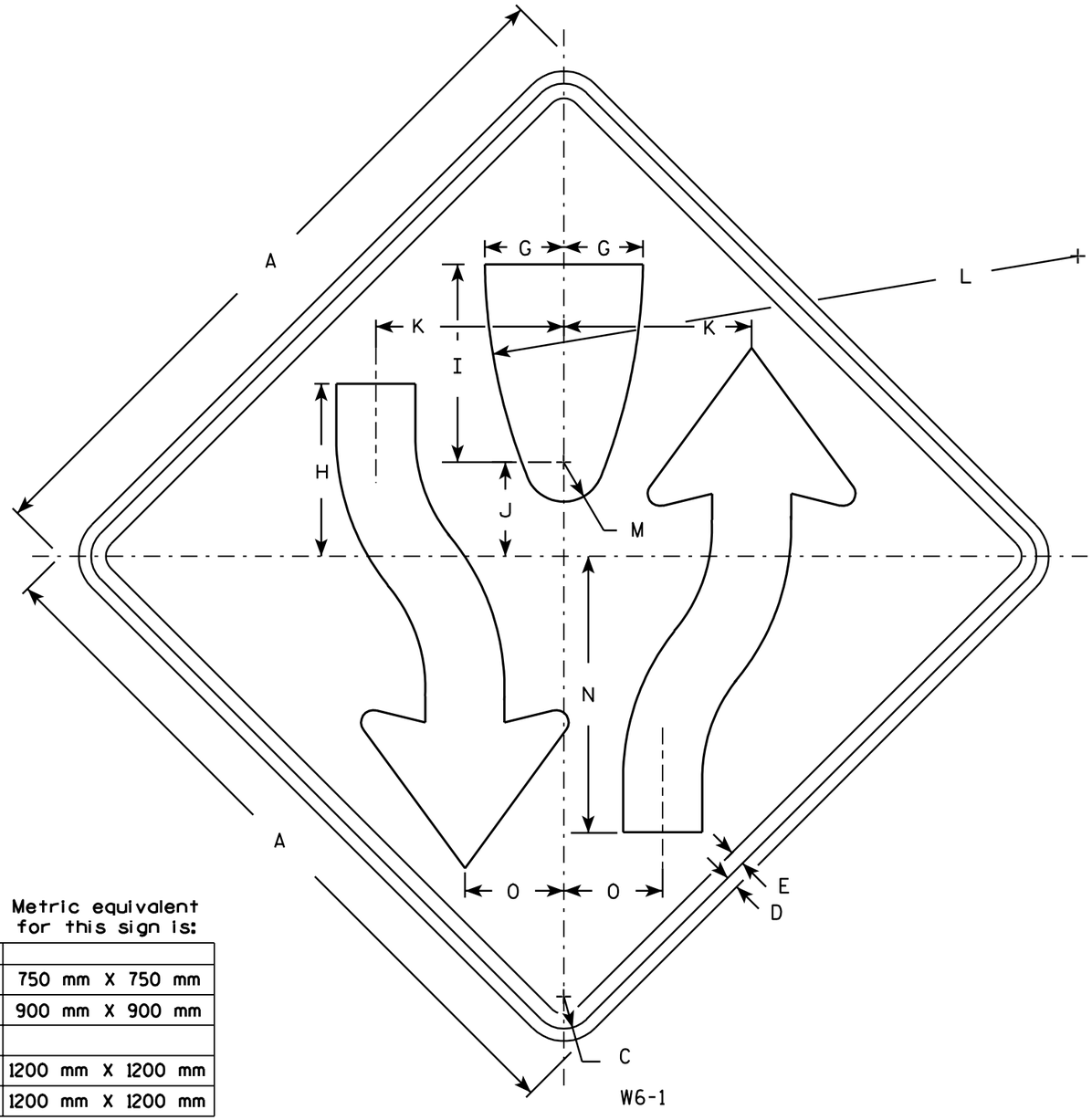
SHEET NO: 636 E

FILE NAME : C:\Users\Projects\tr_stdplate\W92.DGN PLOT DATE : 28-OCT-2005 13:49 PLOT BY : DOTDZK

WISDOT/CADDS SHEET 42

7

7



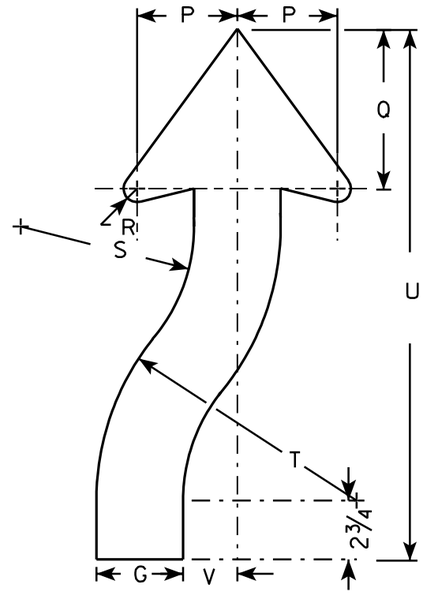
W6-1

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m²
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25	0.56
2	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0	0.81
3																												
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0	1.44
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0	1.44

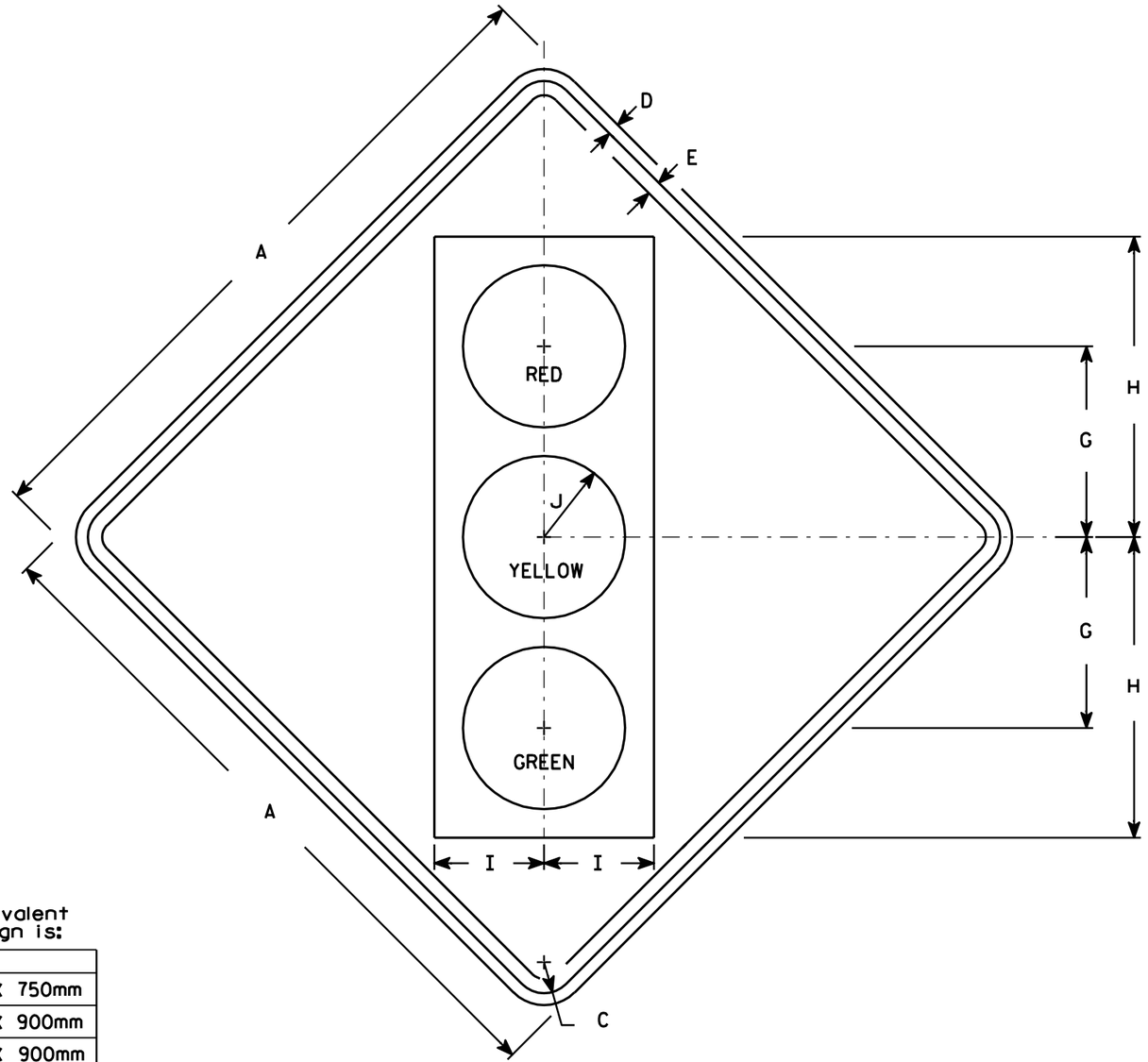
STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/01/05 PLATE NO. W6-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 637	E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

Metric equivalent for this sign is:

SIZE	
1	750mm X 750mm
2	900mm X 900mm
3	900mm X 900mm
4	1200mm X 1200mm
5	1200mm X 1200mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25	0.56
2	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0	0.81
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0	0.81
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0	1.44
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0	1.44

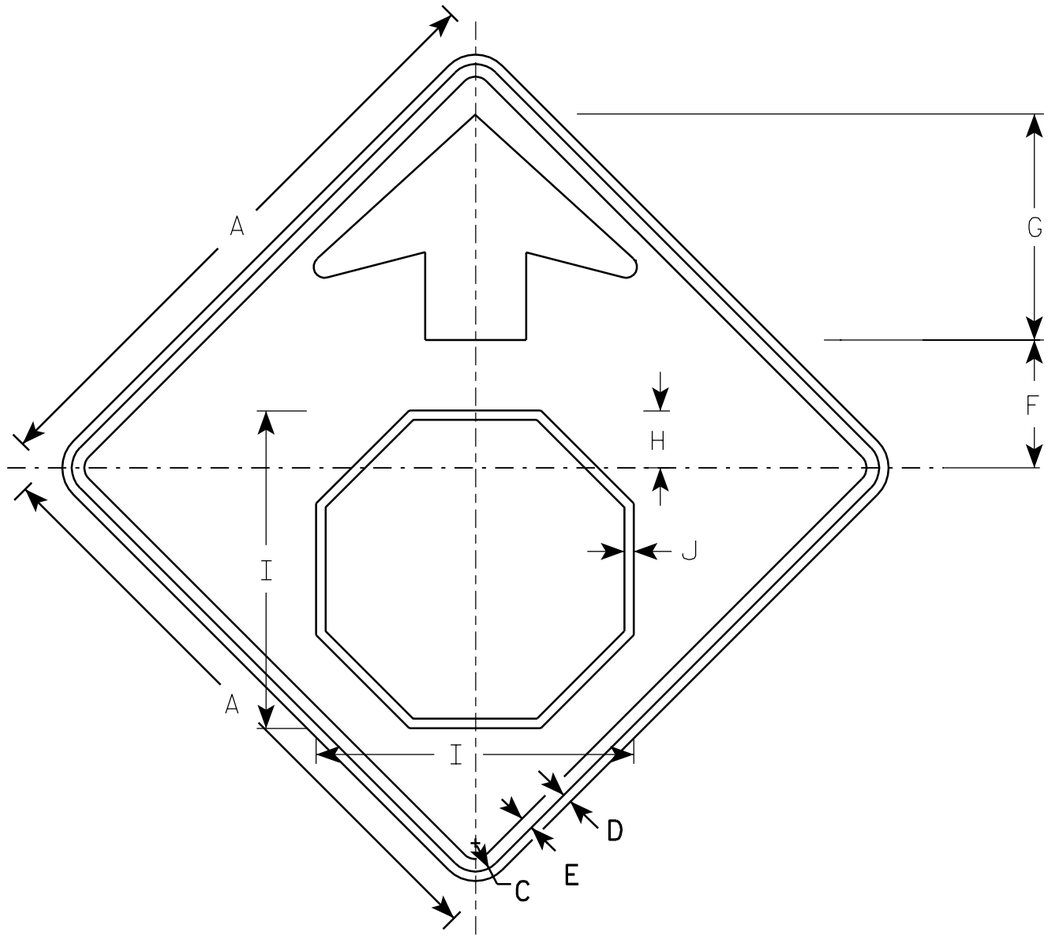
STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/11/07 PLATE NO. W3-3.10

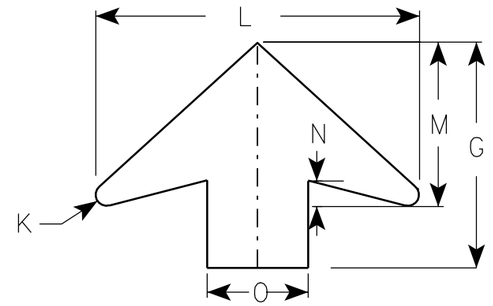
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 638 | E



W3-1

NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	750 mm X 750 mm
2	900 mm X 900 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25	0.56
2	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0	0.81
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0	0.81
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0	1.44
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0	1.44

STANDARD SIGN
W3-1

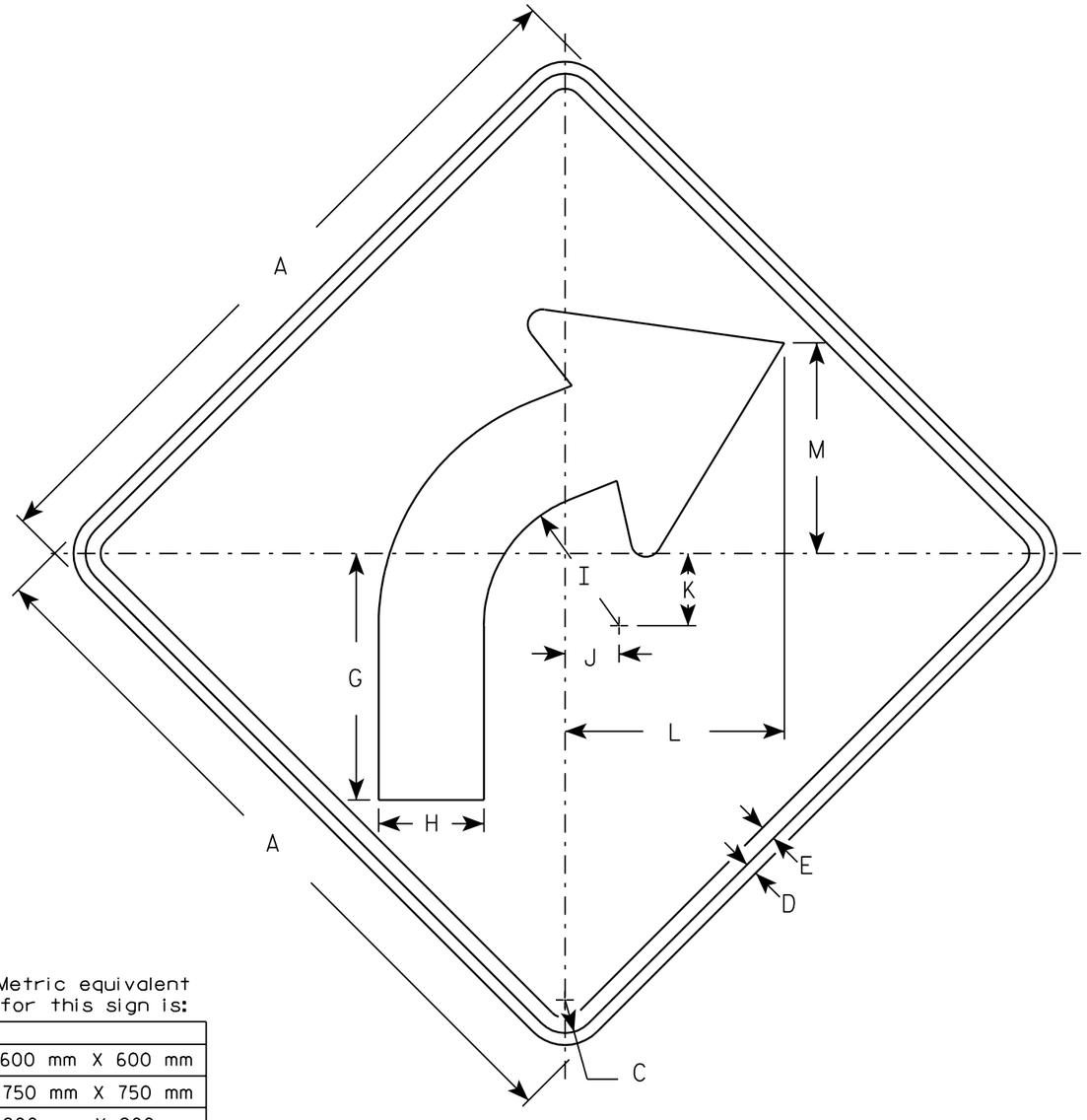
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/05 PLATE NO. W3/1.11

PROJECT NO:

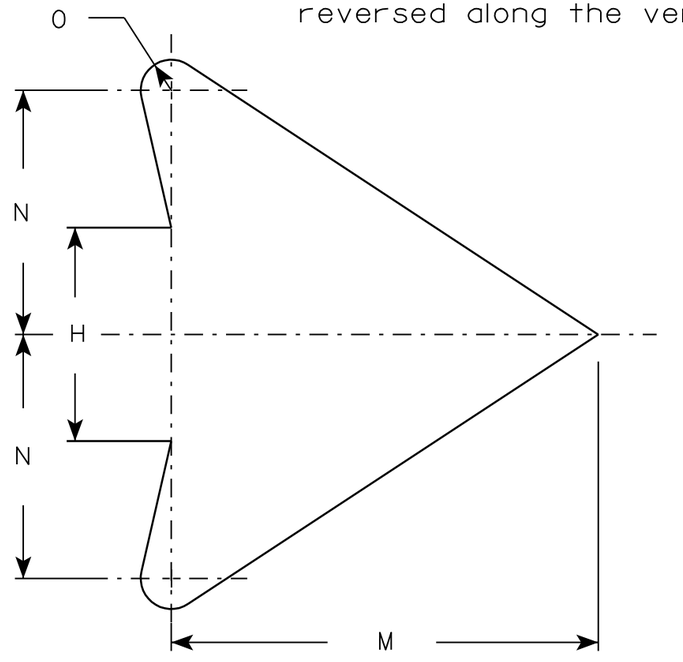
SHEET NO: 639 E



W1-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	1200 mm X 1200 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0	0.36
2	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25	0.56
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0	0.81
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0	0.81
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0	1.44

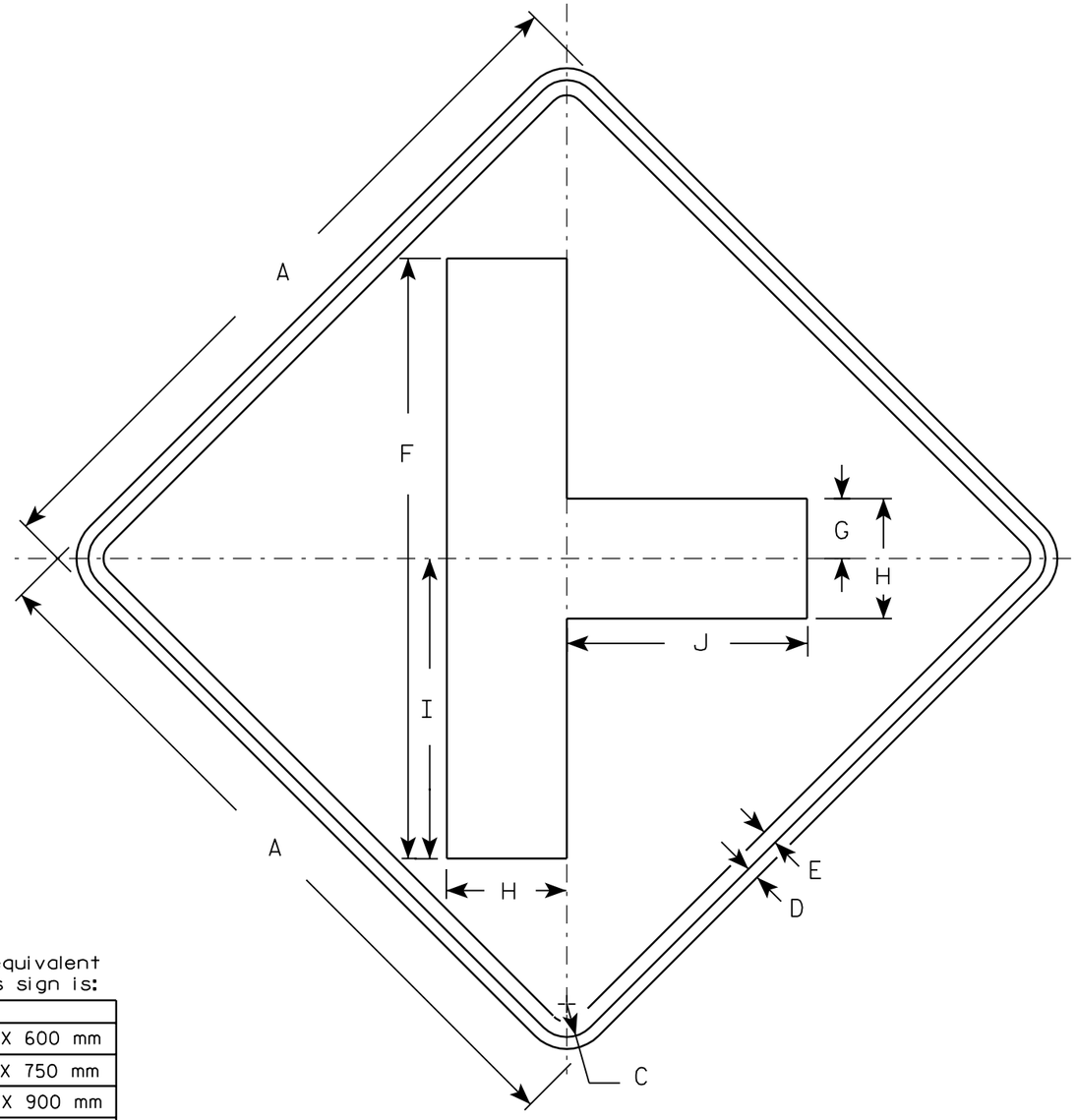
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 01/14/02 PLATE NO. W1-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 640	E



W2-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	600 mm X 600 mm
2	750 mm X 750 mm
3	900 mm X 900 mm
4	1200 mm X 1200 mm
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	24		1 1/8	3/8	1/2	20	2	4	10	8																	4.0	0.36
2	30		1 3/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25	0.56
3	36		1 5/8	5/8	3/4	30	3	6	15	12																	9.0	0.81
4	48		2 1/4	3/4	1	40	4	8	20	16																	16.0	1.44
5																												

STANDARD SIGN
W2-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spay
for State Traffic Engineer

DATE 01/14/02 PLATE NO. W2-2.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 641	E

MAINLINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
00+00	---	---	36	36	2												
01+00	100	---	36	36	2	133	133	133	7	133	133	133	166	7	9	5	-166
02+00	100	---	36	36	2	133	133	133	7	267	267	267	333	13	17	11	-333
03+00	100	---	36	36	2	133	133	133	7	400	400	400	499	20	26	16	-499
04+00	100	---	36	36	2	133	133	133	7	533	533	533	666	27	35	21	-666
05+00	100	---	36	36	2	133	133	133	7	667	667	667	832	33	43	27	-832
05+63	63	---	36	36	2	83	83	83	4	750	750	750	936	38	49	30	-936

MAINLINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
12+73	---	4	1	3	0												
13+00	27	6	2	4	0	6	1	4	0	6	1	4	4	0	0	0	1
13+25	25	7	2	5	0	8	2	4	0	14	3	8	9	1	1	1	2
13+25	---	22	3	19	1	---	---	---	---	14	3	8	9	1	1	1	2
13+50	25	22	4	18	1	24	3	17	1	38	7	25	30	2	2	2	1
14+00	50	22	10	12	2	54	13	28	3	92	20	52	63	5	6	4	9
14+50	50	22	10	12	2	59	19	22	3	151	39	74	88	8	10	6	24
15+00	50	19	8	11	1	55	17	21	3	206	55	96	113	10	13	8	37
15+50	50	5	1	4	0	31	8	14	2	236	64	109	130	12	15	9	43
15+59	9	---	---	---	---	1	0	1	0	238	64	110	131	12	15	10	43

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

MAINLINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
17+45	---	96	53	162	5												
17+50	5	254	53	29	15	42	10	18	2	42	10	18	21	2	3	2	12
18+00	50	152	56	47	10	477	101	71	24	519	111	88	88	26	34	21	320
19+00	100	349	57	38	20	1,138	209	157	57	1,656	319	245	232	83	108	66	1,105
20+00	100	415	114	104	26	1,732	315	261	87	3,388	634	506	482	169	220	136	2,272
21+00	100	211	48	283	13	1,459	299	716	73	4,847	933	1,222	1,336	242	315	194	2,578
22+00	100	191	52	499	12	929	185	1,448	46	5,776	1,118	2,669	3,170	289	375	231	1,488
23+00	100	128	45	588	9	771	180	2,013	39	6,546	1,298	4,682	5,747	327	426	262	-498
24+00	100	118	44	753	8	622	165	2,483	31	7,168	1,463	7,165	8,942	358	466	287	-3,237
25+00	100	70	64	950	7	550	201	3,154	27	7,718	1,664	10,319	13,013	386	502	309	-6,959
26+00	100	63	68	1,312	7	492	244	4,190	25	8,210	1,908	14,509	18,435	410	534	328	-12,133
27+00	100	53	68	1,718	6	466	251	5,612	23	8,676	2,159	20,122	25,707	434	564	347	-19,190
28+00	100	55	70	1,995	6	454	254	6,877	23	9,130	2,413	26,998	34,623	456	593	365	-27,906
29+00	100	65	74	2,176	7	488	266	7,725	24	9,618	2,679	34,723	44,640	481	625	385	-37,702
30+00	100	30	68	2,678	5	439	263	8,989	22	10,057	2,942	43,712	56,303	503	654	402	-49,188
31+00	100	39	69	3,432	5	382	254	11,315	19	10,439	3,196	55,027	70,993	522	679	418	-63,751
31+13	13	43	69	4,152	6	53	33	1,826	3	10,491	3,230	56,853	73,364	525	682	420	-66,102
31+13	---	---	---	---	---	---	---	---	---	10,491	3,230	56,853	73,364	525	682	420	-66,102
32+00	---	---	---	---	---	---	---	---	---	10,491	3,230	56,853	73,364	525	682	420	-66,102
32+67	---	---	---	---	---	---	---	---	---	10,491	3,230	56,853	73,364	525	682	420	-66,102
32+67	---	6	62	6,579	3	---	---	---	---	10,491	3,230	56,853	73,364	525	682	420	-66,102
33+00	33	6	62	6,579	3	84	76	8,041	4	10,575	3,306	64,894	83,812	529	687	423	-76,543
Ramp	---	---	---	---	---	---	---	---	---	10,575	3,306	64,894	83,812	529	687	423	-76,543
33+00	---	5	41	5,495	2	---	---	---	---	10,575	3,306	64,894	83,812	529	687	423	-76,543
34+00	100	5	41	5,495	2	170	151	20,351	9	10,746	3,458	85,245	110,260	537	698	430	-102,972
35+00	100	3	26	6,331	1	140	124	21,899	7	10,886	3,582	107,144	138,721	544	708	435	-131,417
36+00	100	---	12	7,112	1	77	71	24,893	4	10,963	3,653	132,037	171,078	548	713	439	-163,768
37+00	100	---	---	7,468	---	22	22	26,999	1	10,985	3,675	159,036	206,176	549	714	439	-198,865
38+00	100	---	---	7,479	---	---	---	27,679	---	10,985	3,675	186,715	242,159	549	714	439	-234,848
39+00	100	---	---	8,149	---	---	---	28,940	---	10,985	3,675	215,655	279,781	549	714	439	-272,470
40+00	100	---	---	9,490	---	---	---	32,664	---	10,985	3,675	248,319	322,243	549	714	439	-314,933
41+00	100	---	---	8,575	---	---	---	33,454	---	10,985	3,675	281,772	365,733	549	714	439	-358,423
42+00	100	---	---	8,062	---	---	---	30,809	---	10,985	3,675	312,582	405,785	549	714	439	-398,475
43+00	100	---	---	7,601	---	---	---	29,005	---	10,985	3,675	341,586	443,491	549	714	439	-436,181
43+32	32	1	---	7,601	0	1	---	9,008	0	10,986	3,675	350,594	455,202	549	714	439	-447,891
43+32	---	---	---	---	---	---	---	---	---	10,986	3,675	350,594	455,202	549	714	439	-447,891
44+00	---	---	---	---	---	---	---	---	---	10,986	3,675	350,594	455,202	549	714	439	-447,891
45+00	---	---	---	---	---	---	---	---	---	10,986	3,675	350,594	455,202	549	714	439	-447,891
45+11	---	---	---	---	---	---	---	---	---	10,986	3,675	350,594	455,202	549	714	439	-447,891
45+11	---	92	---	5,699	5	---	---	---	---	10,986	3,675	350,594	455,202	549	714	439	-447,891
46+00	89	92	---	5,699	5	303	---	18,786	15	11,289	3,675	369,380	479,607	564	734	452	-471,993
47+00	100	56	---	4,963	3	274	---	19,744	14	11,563	3,675	389,125	505,261	578	752	463	-497,372
48+00	100	51	---	4,284	3	198	---	17,124	10	11,761	3,675	406,249	527,512	588	764	470	-519,425
49+00	100	---	---	4,149	---	94	---	15,617	5	11,856	3,675	421,865	547,808	593	771	474	-539,627
50+00	100	---	---	3,668	---	---	---	14,476	---	11,856	3,675	436,341	566,627	593	771	474	-558,446
51+00	100	---	---	2,890	---	---	---	12,144	---	11,856	3,675	448,486	582,415	593	771	474	-574,234
52+00	100	---	---	2,890	---	---	---	10,704	---	11,856	3,675	459,189	596,330	593	771	474	-588,149
Ramp	---	---	---	---	---	---	---	---	---	11,856	3,675	459,189	596,330	593	771	474	-588,149
52+00	---	9	---	2,845	0	---	---	---	---	11,856	3,675	459,189	596,330	593	771	474	-588,149
53+00	100	2	---	2,100	0	20	---	9,157	1	11,876	3,675	468,347	608,233	594	772	475	-600,032
54+00	100	14	---	1,300	1	30	---	6,296	1	11,906	3,675	474,643	616,417	595	774	476	-608,186
55+00	100	10	---	610	1	44	---	3,537	2	11,950	3,675	478,180	621,012	598	777	478	-612,737
56+00	100	50	---	206	3	111	---	1,511	6	12,061	3,675	479,690	622,970	603	784	482	-614,584
57+00	100	148	---	10	7	367	---	400	18	12,428	3,675	480,090	623,471	621	808	497	-614,718
58+00	100	332	---	---	17	889	---	19	44	13,317	3,675	480,109	623,449	666	866	533	-613,807
59+00	100	320	---	4	16	1,207	---	7	60	14,524	3,675	480,116	623,396	726	944	581	-612,546
60+00	100	458	---	---	23	1,441	---	7	72	15,965	3,675	480,124	623,331	798	1,038	639	-611,040
61+00	100	446	---	---	22	1,674	---	---	84	17,639	3,675	480,124	623,244	882	1,147	706	-609,279
62+00	100	559	---	25	28	1,861	---	46	93	19,500	3,675	480,170	623,207	975	1,268	780	-607,382
63+00	100	660	---	27	33	2,257	---	96	113	21,757	3,675	480,266	623,215	1,088	1,414	870	-605,132
64+00	100	884	---	6	44	2,859	---	61	143	24,617	3,675	480,327	623,145	1,231	1,600	985	-602,204
65+00	100	829	---	3	41	3,172	---	17	159	27,789	3,675	480,344	623,002	1,389	1,806	1,112	-598,888
66+00	100	692	---	46	35	2,817	---	91	141	30,606	3,675	480,435	622,974	1,530	1,989	1,224	-596,043
67+00	100	621	---	56	31	2,431	---	189	122	33,037	3,675	480,624	623,093	1,652	2,147	1,321	-593,730
68+00	100	381	---	18	19	1,856	---	136	93	34,893	3,675	480,760	623,174	1,745	2,268	1,396	-591,955
69+00	100	544	---	29	27	1,714	---	87	86	36,608	3,675	480,847	623,198	1,830	2,379	1,464	-590,265
70+00	100	975	---	---	49	2,813	---	55	141	39,421	3,675	480,902	623,122	1,971	2,562	1,577	-587,376
71+00	100	1,177	---	---	59	3,984	---	---	199	43,406	3,675	480,902	622,915	2,170	2,821	1,736	-583,184
72+00	100	1,208	---	---	60	4,416	---	---	221	47,822	3,675	480,902	622,686	2,391	3,108	1,913	-578,539

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

MAINLINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
73+00	100	1,006	---	---	50	4,099	---	---	205	51,921	3,675	480,902	622,472	2,596	3,375	2,077	-574,226
74+00	100	1,243	---	---	62	4,163	---	---	208	56,084	3,675	480,902	622,256	2,804	3,645	2,243	-569,846
75+00	100	302	---	411	15	2,861	---	761	143	58,945	3,675	481,662	623,096	2,947	3,831	2,358	-567,826
76+00	100	65	---	1,810	3	680	---	4,112	34	59,625	3,675	485,774	628,405	2,981	3,876	2,385	-572,455
77+00	100	18	---	2,891	1	154	---	8,704	8	59,779	3,675	494,478	639,712	2,989	3,886	2,391	-583,608
78+00	100	---	---	3,108	---	33	---	11,108	2	59,812	3,675	505,585	654,151	2,991	3,888	2,392	-598,013
79+00	100	---	---	1,656	---	---	---	8,822	---	59,812	3,675	514,407	665,619	2,991	3,888	2,392	-609,482
80+00	100	431	---	---	22	798	---	3,067	40	60,610	3,675	517,474	669,565	3,031	3,940	2,424	-612,629
81+00	100	1,712	---	---	86	3,969	---	---	198	64,579	3,675	517,474	669,359	3,229	4,198	2,583	-608,455
82+00	100	1,763	---	---	88	6,435	---	---	322	71,014	3,675	517,474	669,024	3,551	4,616	2,841	-601,685
83+00	100	1,766	---	---	88	6,535	---	---	327	77,549	3,675	517,474	668,684	3,877	5,041	3,102	-594,810
84+00	100	1,926	---	---	96	6,837	---	---	342	84,386	3,675	517,474	668,329	4,219	5,485	3,375	-587,617
85+00	100	1,695	---	---	85	6,706	---	---	335	91,093	3,675	517,474	667,980	4,555	5,921	3,644	-580,562
86+00	100	1,369	---	---	68	5,675	---	---	284	96,768	3,675	517,474	667,685	4,838	6,290	3,871	-574,591
87+00	100	495	---	107	25	3,453	---	198	173	100,221	3,675	517,672	667,762	5,011	6,514	4,009	-571,216
88+00	100	956	---	---	48	2,687	---	198	134	102,908	3,675	517,870	667,879	5,145	6,689	4,116	-568,646
89+00	100	1,708	---	---	85	4,932	---	---	247	107,840	3,675	517,870	667,623	5,392	7,010	4,314	-563,458
90+00	100	2,175	---	---	109	7,190	---	---	359	115,029	3,675	517,870	667,249	5,751	7,477	4,601	-555,894
91+00	100	2,405	---	---	120	8,481	---	---	424	123,511	3,675	517,870	666,808	6,176	8,028	4,940	-546,972
Abutment	---	---	---	---	---	---	---	---	---	123,511	3,675	517,870	666,808	6,176	8,028	4,940	-546,972
92+00	100	2,921	---	---	146	9,863	---	---	493	133,374	3,675	517,870	666,295	6,669	8,669	5,335	-536,595
93+00	100	3,148	---	---	157	11,239	---	---	562	144,613	3,675	517,870	665,710	7,231	9,400	5,785	-524,772
94+00	100	3,411	---	---	171	12,146	---	---	607	156,759	3,675	517,870	665,079	7,838	10,189	6,270	-511,994
95+00	100	3,672	---	---	184	13,117	---	---	656	169,876	3,675	517,870	664,397	8,494	11,042	6,795	-498,196
96+00	100	3,813	---	---	191	13,861	---	---	693	183,737	3,675	517,870	663,676	9,187	11,943	7,349	-483,614
97+00	100	3,917	---	---	196	14,315	---	---	716	198,052	3,675	517,870	662,932	9,903	12,873	7,922	-468,554
98+00	100	4,014	---	---	201	14,687	---	---	734	212,739	3,675	517,870	662,168	10,637	13,828	8,510	-453,104
99+00	100	4,156	---	---	208	15,130	---	---	756	227,869	3,675	517,870	661,381	11,393	14,811	9,115	-437,187
100+00	100	4,039	---	---	202	15,176	---	---	759	243,044	3,675	517,870	660,592	12,152	15,798	9,722	-421,222
101+00	100	4,028	---	---	201	14,939	---	---	747	257,983	3,675	517,870	659,815	12,899	16,769	10,319	-405,507
102+00	100	4,123	---	---	206	15,094	---	---	755	273,078	3,675	517,870	659,030	13,654	17,750	10,923	-389,627
103+00	100	4,197	---	---	210	15,407	---	---	770	288,485	3,675	517,870	658,229	14,424	18,752	11,539	-373,419
104+00	100	4,307	---	---	215	15,748	---	---	787	304,233	3,675	517,870	657,410	15,212	19,775	12,169	-356,852
105+00	100	4,547	---	---	227	16,396	---	---	820	320,630	3,675	517,870	656,558	16,031	20,841	12,825	-339,603
106+00	100	4,465	---	---	223	16,689	---	---	834	337,319	3,675	517,870	655,690	16,866	21,926	13,493	-322,046
107+00	100	4,697	---	---	235	16,967	---	---	848	354,285	3,675	517,870	654,808	17,714	23,029	14,171	-304,197
108+00	100	4,589	---	---	229	17,196	---	---	860	371,481	3,675	517,870	653,913	18,574	24,146	14,859	-286,107
109+00	100	4,677	---	---	234	17,159	---	---	858	388,641	3,675	517,870	653,021	19,432	25,262	15,546	-268,055
110+00	100	4,720	---	---	236	17,402	---	---	870	406,043	3,675	517,870	652,116	20,302	26,393	16,242	-249,748
111+00	100	5,072	---	---	254	18,133	---	---	907	424,176	3,675	517,870	651,173	21,209	27,571	16,967	-230,672
112+00	100	5,323	---	---	266	19,250	---	---	963	443,426	3,675	517,870	650,172	22,171	28,823	17,737	-210,421
113+00	100	5,395	---	---	270	19,848	---	---	992	463,274	3,675	517,870	649,140	23,164	30,113	18,531	-189,541
114+00	100	5,138	---	---	257	19,506	---	---	975	482,780	3,675	517,870	648,126	24,139	31,381	19,311	-169,021
115+00	100	4,477	---	---	224	17,806	---	---	890	500,585	3,675	517,870	647,200	25,029	32,538	20,023	-150,290
116+00	100	3,920	---	---	196	15,550	---	---	778	516,135	3,675	517,870	646,391	25,807	33,549	20,645	-133,931
117+00	100	3,681	---	---	184	14,076	---	---	704	530,211	3,675	517,870	645,659	26,511	34,464	21,208	-119,123
118+00	100	4,444	---	---	222	15,046	---	---	752	545,257	3,675	517,870	644,877	27,263	35,442	21,810	-103,294
119+00	100	4,142	---	---	207	15,900	---	---	795	561,157	3,675	517,870	644,050	28,058	36,475	22,446	-86,568
120+00	100	3,635	---	---	182	14,402	---	---	720	575,559	3,675	517,870	643,301	28,778	37,411	23,022	-71,417
121+00	100	3,676	---	---	184	13,539	---	---	677	589,098	3,675	517,870	642,597	29,455	38,291	23,564	-57,174
122+00	100	3,388	---	---	169	13,081	---	---	654	602,180	3,675	517,870	641,917	30,109	39,142	24,087	-43,412
123+00	100	3,073	---	---	154	11,965	---	---	598	614,144	3,675	517,870	641,295	30,707	39,919	24,566	-30,825
124+00	100	2,716	---	---	136	10,720	---	---	536	624,865	3,675	517,870	640,737	31,243	40,616	24,995	-19,548
125+00	100	2,857	---	---	143	10,320	---	---	516	635,185	3,675	517,870	640,201	31,759	41,287	25,407	-8,691
126+00	100	3,135	---	---	157	11,095	---	---	555	646,280	3,675	517,870	639,624	32,314	42,008	25,851	2,982
127+00	100	2,400	---	---	120	10,249	---	---	512	656,529	3,675	517,870	639,091	32,826	42,674	26,261	13,764
128+00	100	1,336	---	1,070	67	6,919	---	1,981	346	663,448	3,675	519,851	641,307	33,172	43,124	26,538	18,466
129+00	100	674	---	2,313	34	3,722	---	6,265	186	667,170	3,675	526,116	649,258	33,358	43,366	26,687	14,238
130+00	100	252	---	4,280	13	1,715	---	12,208	86	668,885	3,675	538,324	665,039	33,444	43,478	26,755	171
131+00	100	91	---	6,113	5	635	---	19,245	32	669,520	3,675	557,570	690,025	33,476	43,519	26,781	-24,180
132+00	100	60	---	7,006	3	280	---	24,294	14	669,800	3,675	581,864	721,594	33,490	43,537	26,792	-55,469
133+00	100	---	---	7,382	---	111	---	26,644	6	669,911	3,675	608,508	756,226	33,496	43,544	26,796	-89,990
134+00	100	---	---	---	---	---	---	13,670	---	669,911	3,675	622,179	773,997	33,496	43,544	26,796	-107,761
135+00	100	3	---	2,674	0	6	---	4,952	0	669,916	3,675	627,131	780,434	33,496	43,545	26,797	-114,193
136+00	100	3	---	2,839	0	11	---	10,209	1	669,927	3,675	637,340	793,706	33,496	43,545	26,797	-127,453
Ramp	---	---	---	---	---	---	---	---	---	669,927	3,675	637,340	793,706	33,496	43,545	26,797	-127,453
136+00	---	---	---	1,618	---	---	---	---	---	669,927	3,675	637,340	793,706	33,496	43,545	26,797	-127,453
137+00	100	---	---	1,618	---	---	---	5,993	---	669,927	3,675	643,333	801,496	33,496	43,545	26,797	-135,244
138+00	100	34	---	1,561	2	63	---	5,887	3	669,990	3,675	649,220	809,146	33,500	43,549	26,800	-142,830
139+00	100	13	---	2,655	1	87	---	7,807	4	670,078	3,675	657,027	819,291	33,504	43,555	26,803	-152,888
140+00	100	---	---	5,092	---	24	---	14,346	1	670,102	3,675	671,373	837,940	33,505	43,557	26,804	-171,513

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

MAINLINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
141+00	100	27	---	5,845	1	50	---	20,255	3	670,152	3,675	691,628	864,268	33,508	43,560	26,806	-197,792
142+00	100	214	---	5,203	11	447	---	20,461	22	670,599	3,675	712,089	890,844	33,530	43,589	26,824	-223,920
143+00	100	124	---	4,945	6	627	---	18,794	31	671,226	3,675	730,882	915,243	33,561	43,630	26,849	-247,692
143+79	79	---	---	5,027	---	181	---	14,589	9	671,407	3,675	745,471	934,199	33,570	43,641	26,856	-266,467
143+79	---	---	---	---	---	---	---	---	---	671,407	3,675	745,471	934,199	33,570	43,641	26,856	-266,467
144+00	---	---	---	---	---	---	---	---	---	671,407	3,675	745,471	934,199	33,570	43,641	26,856	-266,467
145+00	---	---	---	---	---	---	---	---	---	671,407	3,675	745,471	934,199	33,570	43,641	26,856	-266,467
145+50	---	---	---	---	---	---	---	---	---	671,407	3,675	745,471	934,199	33,570	43,641	26,856	-266,467
145+50	---	124	---	6,256	6	---	---	---	---	671,407	3,675	745,471	934,199	33,570	43,641	26,856	-266,467
146+00	50	158	---	6,256	8	261	---	11,585	13	671,668	3,675	757,056	949,247	33,583	43,658	26,867	-281,253
147+00	100	149	---	6,323	7	569	---	23,294	28	672,237	3,675	780,351	979,500	33,612	43,695	26,889	-310,938
148+00	100	75	---	6,172	4	415	---	23,139	21	672,651	3,675	803,490	1,009,559	33,633	43,722	26,906	-340,582
149+00	100	14	---	5,901	1	165	---	22,357	8	672,816	3,675	825,847	1,038,615	33,641	43,733	26,913	-369,473
150+00	100	---	---	5,581	---	26	---	21,263	1	672,842	3,675	847,110	1,066,255	33,642	43,735	26,914	-397,088
151+00	100	---	---	5,174	---	---	---	19,917	---	672,842	3,675	867,027	1,092,147	33,642	43,735	26,914	-422,980
152+00	100	---	---	5,295	---	---	---	19,387	---	672,842	3,675	886,414	1,117,350	33,642	43,735	26,914	-448,183
153+00	100	---	---	4,848	---	---	---	18,783	---	672,842	3,675	905,197	1,141,768	33,642	43,735	26,914	-472,601
154+00	100	---	---	4,848	---	---	---	17,956	---	672,842	3,675	923,153	1,165,111	33,642	43,735	26,914	-495,943
Ramp	---	---	---	---	---	---	---	---	---	672,842	3,675	923,153	1,165,111	33,642	43,735	26,914	-495,943
154+00	---	---	---	6,662	---	---	---	---	---	672,842	3,675	923,153	1,165,111	33,642	43,735	26,914	-495,943
155+00	100	---	---	5,511	---	---	---	22,543	---	672,842	3,675	945,695	1,194,416	33,642	43,735	26,914	-525,249
156+00	100	---	---	4,468	---	---	---	18,480	---	672,842	3,675	964,175	1,218,440	33,642	43,735	26,914	-549,272
157+00	100	---	---	3,821	---	---	---	15,350	---	672,842	3,675	979,525	1,238,395	33,642	43,735	26,914	-569,227
158+00	100	---	---	3,678	---	---	---	13,887	---	672,842	3,675	993,412	1,256,448	33,642	43,735	26,914	-587,280
159+00	100	---	---	3,886	---	---	---	14,007	---	672,842	3,675	1,007,419	1,274,657	33,642	43,735	26,914	-605,490
160+00	100	---	---	3,647	---	---	---	13,950	---	672,842	3,675	1,021,369	1,292,792	33,642	43,735	26,914	-623,625
161+00	100	---	---	3,413	---	---	---	13,074	---	672,842	3,675	1,034,443	1,309,789	33,642	43,735	26,914	-640,621
162+00	100	---	---	3,328	---	---	---	12,483	---	672,842	3,675	1,046,927	1,326,017	33,642	43,735	26,914	-656,850
163+00	100	---	---	3,213	---	---	---	12,113	---	672,842	3,675	1,059,040	1,341,764	33,642	43,735	26,914	-672,597
164+00	100	---	---	2,915	---	---	---	11,348	---	672,842	3,675	1,070,388	1,356,517	33,642	43,735	26,914	-687,350
165+00	100	---	---	2,755	---	---	---	10,500	---	672,842	3,675	1,080,888	1,370,167	33,642	43,735	26,914	-701,000
166+00	100	---	---	2,715	---	---	---	10,130	---	672,842	3,675	1,091,018	1,383,336	33,642	43,735	26,914	-714,168
167+00	100	---	---	2,664	---	---	---	9,961	---	672,842	3,675	1,100,979	1,396,285	33,642	43,735	26,914	-727,118
168+00	100	---	---	2,661	---	---	---	9,861	---	672,842	3,675	1,110,840	1,409,104	33,642	43,735	26,914	-739,937
169+00	100	---	---	2,726	---	---	---	9,976	---	672,842	3,675	1,120,816	1,422,073	33,642	43,735	26,914	-752,906
170+00	100	---	---	2,763	---	---	---	10,165	---	672,842	3,675	1,130,981	1,435,287	33,642	43,735	26,914	-766,120
171+00	100	---	---	2,194	---	---	---	9,180	---	672,842	3,675	1,140,160	1,447,221	33,642	43,735	26,914	-778,053
172+00	100	---	---	1,778	---	---	---	7,356	---	672,842	3,675	1,147,516	1,456,783	33,642	43,735	26,914	-787,616
173+00	100	---	---	2,054	---	---	---	7,096	---	672,842	3,675	1,154,612	1,466,008	33,642	43,735	26,914	-796,841
174+00	100	---	---	1,819	---	---	---	7,172	---	672,842	3,675	1,161,785	1,475,332	33,642	43,735	26,914	-806,165
175+00	100	---	---	1,749	---	---	---	6,607	---	672,842	3,675	1,168,392	1,483,922	33,642	43,735	26,914	-814,754
176+00	100	---	---	1,801	---	---	---	6,574	---	672,842	3,675	1,174,966	1,492,468	33,642	43,735	26,914	-823,301
177+00	100	---	---	1,638	---	---	---	6,369	---	672,842	3,675	1,181,335	1,500,747	33,642	43,735	26,914	-831,580
178+00	100	---	---	1,479	---	---	---	5,772	---	672,842	3,675	1,187,107	1,508,251	33,642	43,735	26,914	-839,084
179+00	100	---	---	1,362	---	---	---	5,261	---	672,842	3,675	1,192,368	1,515,090	33,642	43,735	26,914	-845,923
180+00	100	---	---	1,184	---	---	---	4,715	---	672,842	3,675	1,197,083	1,521,220	33,642	43,735	26,914	-852,052
181+00	100	---	---	1,091	---	---	---	4,213	---	672,842	3,675	1,201,296	1,526,697	33,642	43,735	26,914	-857,529
182+00	100	---	---	1,065	---	---	---	3,993	---	672,842	3,675	1,205,288	1,531,887	33,642	43,735	26,914	-862,719
183+00	100	---	---	1,158	---	---	---	4,117	---	672,842	3,675	1,209,405	1,537,239	33,642	43,735	26,914	-868,071
184+00	100	---	---	1,173	---	---	---	4,317	---	672,842	3,675	1,213,722	1,542,850	33,642	43,735	26,914	-873,683
185+00	100	---	---	1,111	---	---	---	4,230	---	672,842	3,675	1,217,951	1,548,349	33,642	43,735	26,914	-879,181

Notes:

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3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

MAINLINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
185+00	---	---	---	1,112	---												
186+00	100	---	---	1,081	---	---	---	4,060	---	---	---	4,060	5,279	---	---	---	-5,279
187+00	100	---	---	1,024	---	---	---	3,897	---	---	---	7,958	10,345	---	---	---	-10,345
188+00	100	---	---	914	---	---	---	3,588	---	---	---	11,546	15,010	---	---	---	-15,010
189+00	100	---	---	1,039	---	---	---	3,616	---	---	---	15,162	19,711	---	---	---	-19,711
190+00	100	20	---	812	1	36	---	3,427	2	36	---	18,590	24,165	2	2	1	-24,129
191+00	100	42	---	703	2	114	---	2,805	6	151	---	21,395	27,806	8	10	6	-27,655
192+00	100	83	---	614	4	232	---	2,439	12	382	---	23,833	30,964	19	25	15	-30,581
193+00	100	91	---	558	5	321	---	2,170	16	704	---	26,004	33,768	35	46	28	-33,064
194+00	100	155	---	367	8	455	---	1,712	23	1,159	---	27,716	35,970	58	75	46	-34,811
195+00	100	262	---	241	13	772	---	1,125	39	1,931	---	28,841	37,393	97	125	77	-35,462
196+00	100	383	---	81	19	1,194	---	595	60	3,125	---	29,436	38,105	156	203	125	-34,980
197+00	100	379	---	114	19	1,412	---	360	71	4,537	---	29,796	38,499	227	295	181	-33,962
198+00	100	364	---	118	18	1,377	---	429	69	5,914	---	30,226	38,986	296	384	237	-33,072
199+00	100	359	---	151	18	1,340	---	498	67	7,254	---	30,724	39,564	363	472	290	-32,310
200+00	100	622	---	3	31	1,818	---	285	91	9,072	---	31,009	39,840	454	590	363	-30,768
201+00	100	834	---	---	42	2,697	---	5	135	11,769	---	31,014	39,707	588	765	471	-27,937
202+00	100	603	---	36	30	2,662	---	68	133	14,431	---	31,082	39,656	722	938	577	-25,224
Ramp	---	---	---	---	---	---	---	---	---	14,431	---	31,082	39,656	722	938	577	-25,224
202+00	---	78	---	7	4	---	---	---	---	14,431	---	31,082	39,656	722	938	577	-25,224
203+00	100	78	---	7	4	289	---	27	14	14,720	---	31,108	39,675	736	957	589	-24,955
204+00	100	6	---	294	0	156	---	557	8	14,876	---	31,666	40,392	744	967	595	-25,516
205+00	100	---	---	1,020	---	12	---	2,432	1	14,888	---	34,097	43,553	744	968	596	-28,665
206+00	100	14	---	676	1	26	---	3,139	1	14,914	---	37,237	47,632	746	969	597	-32,719
207+00	100	217	---	---	11	427	---	1,251	21	15,341	---	38,488	49,237	767	997	614	-33,896
208+00	100	91	---	138	5	569	---	255	28	15,910	---	38,743	49,539	796	1,034	636	-33,629
209+00	100	56	---	364	3	271	---	929	14	16,181	---	39,672	50,732	809	1,052	647	-34,551
210+00	100	30	---	124	2	159	---	904	8	16,340	---	40,576	51,898	817	1,062	654	-35,558
211+00	100	12	---	547	1	78	---	1,244	4	16,418	---	41,819	53,511	821	1,067	657	-37,093
211+06	6	12	---	547	1	3	---	122	0	16,421	---	41,941	53,669	821	1,067	657	-37,248
211+06	---	---	---	---	---	---	---	---	---	16,421	---	41,941	53,669	821	1,067	657	-37,248
211+55	---	---	---	---	---	---	---	---	---	16,421	---	41,941	53,669	821	1,067	657	-37,248
211+55	---	17	---	62	1	---	---	---	---	16,421	---	41,941	53,669	821	1,067	657	-37,248
212+00	45	17	---	62	1	28	---	103	1	16,449	---	42,044	53,802	822	1,069	658	-37,353
213+00	100	250	---	23	12	494	---	157	25	16,943	---	42,201	53,980	847	1,101	678	-37,038
214+00	100	187	---	64	9	809	---	161	40	17,752	---	42,362	54,148	888	1,154	710	-36,395
215+00	100	128	---	133	6	584	---	365	29	18,336	---	42,727	54,591	917	1,192	733	-36,255
216+00	100	117	---	156	6	453	---	535	23	18,789	---	43,262	55,264	939	1,221	752	-36,475
217+00	100	156	---	72	8	506	---	423	25	19,295	---	43,685	55,787	965	1,254	772	-36,491
218+00	100	91	---	68	5	458	---	260	23	19,753	---	43,944	56,100	988	1,284	790	-36,347
219+00	100	32	---	135	2	226	---	376	11	19,979	---	44,320	56,577	999	1,299	799	-36,598
220+00	100	32	---	135	2	117	---	500	6	20,096	---	44,820	57,221	1,005	1,306	804	-37,125
Ramp	---	---	---	---	---	---	---	---	---	20,096	---	44,820	57,221	1,005	1,306	804	-37,125
220+00	---	136	---	448	7	---	---	---	---	20,096	---	44,820	57,221	1,005	1,306	804	-37,125
221+00	100	80	---	1,123	4	399	---	2,909	20	20,495	---	47,729	60,982	1,025	1,332	820	-40,487
222+00	100	13	---	1,725	1	171	---	5,272	9	20,666	---	53,001	67,827	1,033	1,343	827	-47,160
223+00	100	38	---	1,689	2	94	---	6,320	5	20,761	---	59,322	76,039	1,038	1,349	830	-55,278
224+00	100	7	---	1,899	0	83	---	6,643	4	20,844	---	65,965	84,671	1,042	1,355	834	-63,827
225+00	100	5	---	2,310	0	21	---	7,793	1	20,865	---	73,758	94,801	1,043	1,356	835	-73,936
226+00	100	286	---	804	14	538	---	5,765	27	21,403	---	79,524	102,268	1,070	1,391	856	-80,865
227+00	100	368	---	319	18	1,210	---	2,079	60	22,612	---	81,603	104,908	1,131	1,470	904	-82,296
228+00	100	89	---	841	4	845	---	2,148	42	23,457	---	83,751	107,656	1,173	1,525	938	-84,199
229+00	100	123	---	447	6	392	---	2,384	20	23,849	---	86,135	110,736	1,192	1,550	954	-86,887
230+00	100	542	---	7	27	1,232	---	841	62	25,081	---	86,976	111,765	1,254	1,630	1,003	-86,684
231+00	100	2,768	---	---	138	6,129	---	13	306	31,211	---	86,990	111,464	1,561	2,029	1,248	-80,253
232+00	100	2,573	---	---	129	9,890	---	---	494	41,101	---	86,990	110,949	2,055	2,672	1,644	-69,849
233+00	100	2,246	---	---	112	8,924	---	---	446	50,024	---	86,990	110,485	2,501	3,252	2,001	-60,461
234+00	100	3,237	---	---	162	10,154	---	---	508	60,178	---	86,990	109,957	3,009	3,912	2,407	-49,779
235+00	100	4,173	---	---	209	13,722	---	---	686	73,900	---	86,990	109,244	3,695	4,803	2,956	-35,344
236+00	100	4,722	---	---	236	16,472	---	---	824	90,372	---	86,990	108,387	4,519	5,874	3,615	-18,015
237+00	100	4,091	---	---	205	16,320	---	---	816	106,693	---	86,990	107,538	5,335	6,935	4,268	-846
238+00	100	3,231	---	---	162	13,559	---	---	678	120,251	---	86,990	106,833	6,013	7,816	4,810	13,418
239+00	100	2,569	---	---	128	10,741	---	---	537	130,992	---	86,990	106,275	6,550	8,514	5,240	24,717
240+00	100	1,291	---	---	65	7,149	---	---	357	138,141	---	86,990	105,903	6,907	8,979	5,526	32,238
241+00	100	692	---	---	35	3,674	---	---	184	141,815	---	86,990	105,712	7,091	9,218	5,673	36,102
242+00	100	125	---	163	6	1,513	---	302	76	143,328	---	87,291	106,026	7,166	9,316	5,733	37,302
243+00	100	19	---	786	1	265	---	1,756	13	143,593	---	89,048	108,295	7,180	9,334	5,744	35,298
244+00	100	21	---	621	1	73	---	2,604	4	143,666	---	91,652	111,677	7,183	9,338	5,747	31,989
245+00	100	715	---	---	36	1,363	---	1,149	68	145,029	---	92,801	113,100	7,251	9,427	5,801	31,928

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

MAINLINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
246+00	100	1,246	---	---	62	3,632	---	---	182	148,661	---	92,801	112,912	7,433	9,663	5,946	35,750
247+00	100	121	---	1,070	6	2,532	---	1,982	127	151,193	---	94,783	115,356	7,560	9,828	6,048	35,836
248+00	100	---	---	2,756	---	224	---	7,085	11	151,417	---	101,868	124,555	7,571	9,842	6,057	26,862
249+00	100	10	---	2,821	0	18	---	10,327	1	151,435	---	112,195	137,979	7,572	9,843	6,057	13,456
250+00	100	94	---	2,103	5	192	---	9,119	10	151,627	---	121,314	149,824	7,581	9,856	6,065	1,803
251+00	100	83	---	1,583	4	327	---	6,826	16	151,954	---	128,140	158,681	7,598	9,877	6,078	-6,727
252+00	100	143	---	732	7	418	---	4,286	21	152,372	---	132,427	164,231	7,619	9,904	6,095	-11,859
253+00	100	55	---	1,273	3	368	---	3,713	18	152,740	---	136,140	169,039	7,637	9,928	6,110	-16,299
254+00	100	8	---	917	0	117	---	4,057	6	152,858	---	140,197	174,307	7,643	9,936	6,114	-21,449
255+00	100	361	---	19	18	683	---	1,733	34	153,540	---	141,930	176,525	7,677	9,980	6,142	-22,985
256+00	100	2,428	---	---	121	5,164	---	35	258	158,705	---	141,965	176,302	7,935	10,316	6,348	-17,597
257+00	100	2,515	---	---	126	9,154	---	---	458	167,859	---	141,965	175,826	8,393	10,911	6,714	-7,967
258+00	100	2,232	---	---	112	8,790	---	---	440	176,649	---	141,965	175,368	8,832	11,482	7,066	1,281
259+00	100	1,917	---	---	96	7,682	---	---	384	184,331	---	141,965	174,969	9,217	11,982	7,373	9,362
260+00	100	2,255	---	---	113	7,725	---	---	386	192,056	---	141,965	174,567	9,603	12,484	7,682	17,489
261+00	100	3,209	---	---	160	10,117	---	---	506	202,173	---	141,965	174,041	10,109	13,141	8,087	28,132
262+00	100	3,847	---	---	192	13,066	---	---	653	215,240	---	141,965	173,362	10,762	13,991	8,610	41,878
263+00	100	3,917	---	---	196	14,379	---	---	719	229,619	---	141,965	172,614	11,481	14,925	9,185	57,004
264+00	100	801	---	215	40	8,737	---	398	437	238,356	---	142,363	172,677	11,918	15,493	9,534	65,679
265+00	100	29	---	2,792	1	1,537	---	5,569	77	239,893	---	147,932	179,837	11,995	15,593	9,596	60,056
266+00	100	13	---	2,883	1	79	---	10,510	4	239,971	---	158,441	193,495	11,999	15,598	9,599	46,476
267+00	100	741	---	889	37	1,396	---	6,985	70	241,368	---	165,426	202,503	12,068	15,689	9,655	38,865
268+00	100	327	---	805	16	1,977	---	3,136	99	243,345	---	168,562	206,477	12,167	15,817	9,734	36,868
269+00	100	802	---	42	40	2,091	---	1,568	105	245,437	---	170,130	208,407	12,272	15,953	9,817	37,030
270+00	100	2,593	---	---	130	6,287	---	78	314	251,724	---	170,208	208,181	12,586	16,362	10,069	43,543
271+00	100	3,825	---	---	191	11,885	---	---	594	263,609	---	170,208	207,563	13,180	17,135	10,544	56,045
272+00	100	3,337	---	---	167	13,263	---	---	663	276,871	---	170,208	206,874	13,844	17,997	11,075	69,998
273+00	100	3,327	---	---	166	12,340	---	---	617	289,211	---	170,208	206,232	14,461	18,799	11,568	82,979
274+00	100	3,325	---	---	166	12,318	---	---	616	301,529	---	170,208	205,591	15,076	19,599	12,061	95,938
275+00	100	3,354	---	---	168	12,369	---	---	618	313,899	---	170,208	204,948	15,695	20,403	12,556	108,950
276+00	100	3,342	---	---	167	12,401	---	---	620	326,300	---	170,208	204,303	16,315	21,209	13,052	121,997
277+00	100	3,143	---	---	157	12,010	---	---	601	338,310	---	170,208	203,679	16,915	21,990	13,532	134,631
277+83	83	3,143	---	---	157	9,704	---	---	485	348,014	---	170,208	203,174	17,401	22,621	13,921	144,839
277+83	---	2,262	---	---	113	---	---	---	---	348,014	---	170,208	203,174	17,401	22,621	13,921	144,839
278+23	39	2,262	---	---	113	3,300	---	---	165	351,314	---	170,208	203,003	17,566	22,835	14,053	148,312
278+23	---	3,422	---	---	171	---	---	---	---	351,314	---	170,208	203,003	17,566	22,835	14,053	148,312
279+00	77	3,422	---	---	171	9,789	---	---	489	361,103	---	170,208	202,494	18,055	23,472	14,444	158,609
280+00	100	3,485	---	---	174	12,790	---	---	640	373,893	---	170,208	201,829	18,695	24,303	14,956	172,065
281+00	100	3,428	---	---	171	12,802	---	---	640	386,695	---	170,208	201,163	19,335	25,135	15,468	185,533
282+00	100	3,287	---	---	164	12,436	---	---	622	399,131	---	170,208	200,516	19,957	25,944	15,965	198,615
283+00	100	2,933	---	---	147	11,518	---	---	576	410,649	---	170,208	199,917	20,532	26,692	16,426	210,732
284+00	100	2,643	---	---	132	10,325	---	---	516	420,975	---	170,208	199,380	21,049	27,363	16,839	221,594
285+00	100	1,730	---	---	87	8,098	---	---	405	429,072	---	170,208	198,959	21,454	27,890	17,163	230,113
286+00	100	1,058	---	---	53	5,163	---	---	258	434,236	---	170,208	198,691	21,712	28,225	17,369	235,545
287+00	100	472	---	82	24	2,832	---	151	142	437,068	---	170,360	198,740	21,853	28,409	17,483	238,328
288+00	100	383	---	404	19	1,582	---	899	79	438,650	---	171,258	199,826	21,932	28,512	17,546	238,824
289+00	100	93	---	637	5	881	---	1,928	44	439,531	---	173,186	202,287	21,977	28,569	17,581	237,244
290+00	100	449	---	158	22	1,003	---	1,472	50	440,533	---	174,658	204,148	22,027	28,635	17,621	236,385
291+00	100	1,620	---	---	81	3,831	---	292	192	444,364	---	174,950	204,328	22,218	28,884	17,775	240,036
292+00	100	2,175	---	---	109	7,027	---	---	351	451,391	---	174,950	203,963	22,570	29,340	18,056	247,429
293+00	100	480	---	---	24	4,917	---	---	246	456,308	---	174,950	203,707	22,815	29,660	18,252	252,601
294+00	100	459	---	---	23	1,739	---	---	87	458,047	---	174,950	203,616	22,902	29,773	18,322	254,431
295+00	100	860	---	---	43	2,442	---	---	122	460,489	---	174,950	203,489	23,024	29,932	18,420	257,000
296+00	100	1,647	---	---	82	4,642	---	---	232	465,131	---	174,950	203,248	23,257	30,234	18,605	261,883
297+00	100	1,715	---	---	86	6,225	---	---	311	471,356	---	174,950	202,924	23,568	30,638	18,854	268,431
298+00	100	1,751	---	---	88	6,418	---	---	321	477,773	---	174,950	202,591	23,889	31,055	19,111	275,183
299+00	100	2,375	---	---	119	7,640	---	---	382	485,413	---	174,950	202,193	24,271	31,552	19,417	283,220
300+00	100	2,557	---	---	128	9,134	---	---	457	494,547	---	174,950	201,718	24,727	32,146	19,782	292,828
301+00	100	2,821	---	---	141	9,960	---	---	498	504,507	---	174,950	201,201	25,225	32,793	20,180	303,306
302+00	100	2,027	---	---	101	8,979	---	---	449	513,486	---	174,950	200,734	25,674	33,377	20,539	312,752
303+00	100	2,161	---	---	108	7,756	---	---	388	521,242	---	174,950	200,330	26,062	33,881	20,850	320,912
304+00	100	1,529	---	---	76	6,833	---	---	342	528,075	---	174,950	199,975	26,404	34,325	21,123	328,100
305+00	100	486	---	169	24	3,731	---	313	187	531,806	---	175,263	200,188	26,590	34,567	21,272	331,618
306+00	100	12	---	1,761	1	922	---	3,575	46	532,728	---	178,838	204,788	26,636	34,627	21,309	327,940
307+00	100	4	---	3,597	0	28	---	9,923	1	532,756	---	188,761	217,687	26,638	34,629	21,310	315,070
308+00	100	38	---	2,852	2	77	---	11,943	4	532,833	---	200,704	233,208	26,642	34,634	21,313	299,625
309+00	100	29	---	921	1	124	---	6,987	6	532,957	---	207,691	242,285	26,648	34,642	21,318	290,672
310+00	100	713	---	---	36	1,373	---	1,706	69	534,330	---	209,397	244,430	26,716	34,731	21,373	289,899

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

MAINLINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
311+00	100	1,394	---	---	70	3,901	---	---	195	538,231	---	209,397	244,228	26,912	34,985	21,529	294,003
312+00	100	2,404	---	---	120	7,033	---	---	352	545,264	---	209,397	243,862	27,263	35,442	21,811	301,402
313+00	100	3,028	---	---	151	10,059	---	---	503	555,323	---	209,397	243,339	27,766	36,096	22,213	311,984
314+00	100	4,208	---	---	210	13,400	---	---	670	568,723	---	209,397	242,642	28,436	36,967	22,749	326,081
315+00	100	5,168	---	---	258	17,363	---	---	868	586,086	---	209,397	241,739	29,304	38,096	23,443	344,347
316+00	100	5,371	---	---	269	19,516	---	---	976	605,602	---	209,397	240,724	30,280	39,364	24,224	364,878
317+00	100	3,359	---	---	168	16,166	---	---	808	621,769	---	209,397	239,884	31,088	40,415	24,871	381,885
318+00	100	3,127	---	---	156	12,011	---	---	601	633,779	---	209,397	239,259	31,689	41,196	25,351	394,520
319+00	100	2,298	---	---	115	10,046	---	---	502	643,825	---	209,397	238,737	32,191	41,849	25,753	405,089
320+00	100	1,148	---	---	57	6,381	---	---	319	650,207	---	209,397	238,405	32,510	42,263	26,008	411,802
320+28	28	1,148	---	---	57	1,203	---	---	60	651,410	---	209,397	238,342	32,571	42,342	26,056	413,068
320+28	---	---	---	---	---	---	---	---	---	651,410	---	209,397	238,342	32,571	42,342	26,056	413,068
321+00	72	---	---	---	---	---	---	---	---	651,410	---	209,397	238,342	32,571	42,342	26,056	413,068
321+77	77	---	---	---	---	---	---	---	---	651,410	---	209,397	238,342	32,571	42,342	26,056	413,068
321+77	---	1,623	---	---	81	---	---	---	---	651,410	---	209,397	238,342	32,571	42,342	26,056	413,068
322+00	23	1,623	---	---	81	1,365	---	---	68	652,775	---	209,397	238,271	32,639	42,430	26,111	414,504
323+00	100	788	---	---	39	4,465	---	---	223	657,240	---	209,397	238,039	32,862	42,721	26,290	419,201
323+25	25	380	---	77	19	541	---	36	27	657,781	---	209,432	238,058	32,889	42,756	26,311	419,723

'A' LINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
33+14'A'	---	5	---	2,232	0												
34+00'A'	86	5	---	2,232	0	16	---	7,086	1	16	---	7,086	9,211	1	1	1	-9,196
35+00'A'	100	2	---	2,437	0	13	---	8,645	1	29	---	15,731	20,449	1	2	1	-20,421
36+00'A'	100	4	---	2,562	0	11	---	9,256	1	39	---	24,988	32,482	2	3	2	-32,443
36+25'A'	25	4	25	2,587	1	15	12	2,384	1	55	12	27,371	35,580	3	4	2	-35,537
37+00'A'	75	4	50	2,578	3	115	104	7,174	6	170	116	34,546	44,900	8	11	7	-44,846
38+00'A'	100	1	50	2,646	3	194	184	9,675	10	364	299	44,220	57,468	18	24	15	-57,403
39+00'A'	100	6	52	2,448	3	202	188	9,433	10	566	488	53,654	69,720	28	37	23	-69,643
40+00'A'	100	11	50	2,213	3	221	190	8,631	11	786	678	62,284	80,929	39	51	31	-80,820
40+50'A'	50	11	50	2,213	3	113	93	4,097	6	900	771	66,382	86,249	45	58	36	-86,121
41+00'A'	50	144	54	1,933	10	239	96	3,839	12	1,139	867	70,220	91,227	57	74	46	-90,956
41+50'A'	50	144	---	1,933	7	316	50	3,580	16	1,455	917	73,800	95,865	73	95	58	-95,327
42+00'A'	50	222	---	1,668	11	339	---	3,334	17	1,794	917	77,135	100,182	90	117	72	-99,305
43+00'A'	100	2	---	1,205	0	414	---	5,322	21	2,208	917	82,456	107,078	110	144	88	-105,787
44+00'A'	100	---	---	575	---	3	---	3,298	0	2,211	917	85,754	111,365	111	144	88	-110,071
44+25'A'	25	---	---	575	---	---	---	533	---	2,211	917	86,286	112,057	111	144	88	-110,763
44+25'A'	---	---	---	493	---	---	---	---	---	2,211	917	86,286	112,057	111	144	88	-110,763
45+00'A'	75	---	---	277	---	---	---	1,069	---	2,211	917	87,356	113,448	111	144	88	-112,153

'B' LINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
32+70'B'	---	7	---	1,776	0												
33+00'B'	30	7	---	1,776	0	8	---	1,973	0	8	---	1,973	2,565	0	1	0	-2,557
34+00'B'	100	9	---	1,730	0	30	---	6,493	1	38	---	8,466	11,004	2	2	2	-10,966
35+00'B'	100	21	---	1,590	1	56	---	6,148	3	93	---	14,614	18,993	5	6	4	-18,900
36+00'B'	100	20	---	1,347	1	76	---	5,439	4	169	---	20,053	26,060	8	11	7	-25,891
37+00'B'	100	23	---	933	1	80	---	4,222	4	249	---	24,275	31,545	12	16	10	-31,296
38+00'B'	100	7	---	531	0	56	---	2,711	3	304	---	26,986	35,066	15	20	12	-34,762
39+00'B'	100	6	---	468	0	24	---	1,850	1	328	---	28,836	37,470	16	21	13	-37,142
40+00'B'	100	---	---	534	---	11	---	1,856	1	339	---	30,692	39,882	17	22	14	-39,542
40+30'B'	30	---	---	534	---	---	---	593	---	339	---	31,285	40,653	17	22	14	-40,314
40+30'B'	---	---	---	418	---	---	---	---	---	339	---	31,285	40,653	17	22	14	-40,314
41+00'B'	70	---	---	161	---	---	---	751	---	339	---	32,036	41,629	17	22	14	-41,290
42+00'B'	100	---	---	77	---	---	---	442	---	339	---	32,477	42,203	17	22	14	-41,863

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'C' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
45+00'C'	---	---	---	190	---												
46+00'C'	100	---	---	183	---	---	---	691	---	---	---	691	898	---	---	---	-898
46+00'C'	---	---	---	183	---	---	---	---	---	---	---	691	898	---	---	---	-898
47+00'C'	100	---	---	350	---	---	---	987	---	---	---	1,678	2,181	---	---	---	-2,181
48+00'C'	100	---	---	340	---	---	---	1,278	---	---	---	2,956	3,842	---	---	---	-3,842
49+00'C'	100	---	---	471	---	---	---	1,502	---	---	---	4,457	5,795	---	---	---	-5,795
50+00'C'	100	---	---	589	---	---	---	1,963	---	---	---	6,420	8,346	---	---	---	-8,346
51+00'C'	100	---	---	589	---	---	---	2,181	---	---	---	8,602	11,182	---	---	---	-11,182
51+95'C'	95	---	---	589	---	---	---	2,064	---	---	---	10,666	13,865	---	---	---	-13,865

'D' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
45+00'D'	---	17	---	122	1												
46+00'D'	100	16	---	226	1	61	---	645	3	61	---	645	835	3	4	2	-774
46+50'D'	50	13	---	209	1	26	---	402	1	87	---	1,047	1,357	4	6	3	-1,270
46+50'D'	---	10	---	197	0	---	---	---	---	87	---	1,047	1,357	4	6	3	-1,270
47+00'D'	50	10	---	197	0	18	---	365	1	106	---	1,412	1,830	5	7	4	-1,724
48+00'D'	100	---	---	302	---	18	---	923	1	124	---	2,335	3,029	6	8	5	-2,905
49+00'D'	100	7	---	409	0	12	---	1,317	1	137	---	3,652	4,740	7	9	5	-4,604
50+00'D'	100	24	---	377	1	57	---	1,456	3	194	---	5,108	6,630	10	13	8	-6,436
51+00'D'	100	11	---	396	1	66	---	1,431	3	260	---	6,539	8,487	13	17	10	-8,228
51+98'D'	98	11	---	396	1	40	---	1,443	2	300	---	7,982	10,361	15	20	12	-10,061

'F' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
136+00'F'	---	1	---	188	0												
137+00'F'	100	1	---	188	0	5	---	698	0	5	---	698	907	0	0	0	-902
138+00'F'	100	106	---	---	5	198	---	349	10	203	---	1,047	1,351	10	13	8	-1,147
139+00'F'	100	34	---	65	2	257	---	120	13	461	---	1,167	1,494	23	30	18	-1,033
140+00'F'	100	---	---	525	---	62	---	1,093	3	523	---	2,260	2,911	26	34	21	-2,388
141+00'F'	100	---	---	762	---	---	---	2,384	---	523	---	4,644	6,010	26	34	21	-5,487
142+00'F'	100	9	---	404	0	16	---	2,160	1	539	---	6,805	8,818	27	35	22	-8,279
143+00'F'	100	20	---	258	1	54	---	1,227	3	593	---	8,031	10,410	30	39	24	-9,817
143+25'F'	25	20	---	258	1	19	---	239	1	612	---	8,270	10,719	31	40	24	-10,108
143+25'F'	---	12	---	249	1	---	---	---	---	612	---	8,270	10,719	31	40	24	-10,108
144+00'F'	75	6	---	245	0	25	---	687	1	637	---	8,957	11,611	32	41	25	-10,975

'G' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
146+00'G'	---	42	---	39	2												
146+75'G'	75	67	---	25	3	152	---	90	8	152	---	90	109	8	10	6	43
146+75'G'	---	75	---	13	4	---	---	---	---	152	---	90	109	8	10	6	43
147+00'G'	25	75	---	13	4	69	---	12	3	221	---	102	121	11	14	9	100
148+00'G'	100	112	---	144	6	346	---	291	17	566	---	393	481	28	37	23	85
149+00'G'	100	200	---	232	10	577	---	696	29	1,143	---	1,088	1,355	57	74	46	-212
150+00'G'	100	128	---	571	6	606	---	1,487	30	1,749	---	2,575	3,257	87	114	70	-1,508
151+00'G'	100	22	---	1,059	1	276	---	3,019	14	2,025	---	5,594	7,167	101	132	81	-5,142
152+00'G'	100	---	---	1,405	---	40	---	4,564	2	2,066	---	10,158	13,098	103	134	83	-11,032
153+00'G'	100	---	---	1,533	---	---	---	5,441	---	2,066	---	15,599	20,171	103	134	83	-18,106

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'H' LINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
145+50'H'	---	12	---	30	1												
146+00'H'	50	40	---	31	2	48	---	56	2	48	---	56	71	2	3	2	-22
146+00'H'	---	102	---	24	5	---	---	---	---	48	---	56	71	2	3	2	-22
147+00'H'	100	102	---	24	5	377	---	88	19	425	---	144	165	21	28	17	260
148+00'H'	100	29	---	97	1	241	---	224	12	666	---	368	444	33	43	27	223
149+00'H'	100	25	---	116	1	99	---	395	5	765	---	762	951	38	50	31	-186
150+00'H'	100	---	---	278	---	46	---	730	2	811	---	1,493	1,898	41	53	32	-1,087
151+00'H'	100	---	---	689	---	---	---	1,792	---	811	---	3,285	4,228	41	53	32	-3,417
152+00'H'	100	---	---	862	---	---	---	2,873	---	811	---	6,157	7,962	41	53	32	-7,152
153+00'H'	100	---	---	954	---	---	---	3,363	---	811	---	9,520	12,334	41	53	32	-11,523

'J' LINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
137+00'J'	---	---	---	209	---												
138+00'J'	100	10	---	154	1	19	---	672	1	19	---	672	873	1	1	1	-854
139+00'J'	100	---	---	512	---	19	---	1,234	1	39	---	1,906	2,476	2	3	2	-2,437
140+00'J'	100	---	---	1,149	---	---	---	3,077	---	39	---	4,984	6,477	2	3	2	-6,438
141+00'J'	100	5	---	393	0	9	---	2,856	0	48	---	7,839	10,189	2	3	2	-10,140
142+00'J'	100	159	---	98	8	304	---	908	15	352	---	8,747	11,353	18	23	14	-11,001
142+50'J'	50	72	---	208	4	214	---	283	11	566	---	9,030	11,710	28	37	23	-11,144
142+50'J'	---	56	---	242	3	---	---	---	---	566	---	9,030	11,710	28	37	23	-11,144
143+00'J'	50	36	---	371	2	85	---	567	4	650	---	9,597	12,442	33	42	26	-11,792
143+50'J'	50	---	---	484	---	33	---	792	2	684	---	10,389	13,470	34	44	27	-12,786

'K' LINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
202+02'K'	---	283	---	41	14												
203+00'K'	98	283	---	41	14	1,032	---	149	52	1,032	---	149	140	52	67	41	892
204+00'K'	100	149	---	419	7	801	---	851	40	1,833	---	1,000	1,205	92	119	73	628
205+00'K'	100	89	---	851	4	442	---	2,351	22	2,275	---	3,351	4,239	114	148	91	-1,964
206+00'K'	100	291	---	612	15	704	---	2,710	35	2,979	---	6,061	7,725	149	194	119	-4,746
207+00'K'	100	355	---	813	18	1,196	---	2,639	60	4,175	---	8,700	11,093	209	271	167	-6,918
208+00'K'	100	354	---	1,231	18	1,312	---	3,786	66	5,486	---	12,486	15,947	274	357	219	-10,460
209+00'K'	100	252	---	1,710	13	1,121	---	5,447	56	6,607	---	17,933	22,970	330	429	264	-16,362
210+00'K'	100	237	---	2,022	12	904	---	6,911	45	7,511	---	24,844	31,906	376	488	300	-24,395
211+00'K'	100	244	---	2,180	12	890	---	7,780	44	8,401	---	32,624	41,974	420	546	336	-33,573
211+30'K'	30	223	---	2,048	11	259	---	2,348	13	8,660	---	34,972	45,014	433	563	346	-36,354
211+30'K'	---	226	---	2,003	11	---	---	---	---	8,660	---	34,972	45,014	433	563	346	-36,354
212+00'K'	70	196	---	1,339	10	548	---	4,332	27	9,208	---	39,305	50,617	460	599	368	-41,409

'L' LINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
213+00'L'	---	---	---	1,844	---												
214+00'L'	100	58	---	1,793	3	108	---	6,735	5	108	---	6,735	8,750	5	7	4	-8,642
214+00'L'	---	59	---	1,751	3	---	---	---	---	108	---	6,735	8,750	5	7	4	-8,642
215+00'L'	100	40	---	1,317	2	184	---	5,683	9	291	---	12,418	16,128	15	19	12	-15,836
216+00'L'	100	26	---	987	1	123	---	4,268	6	414	---	16,686	21,670	21	27	17	-21,256
217+00'L'	100	35	---	581	2	113	---	2,904	6	527	---	19,590	25,439	26	34	21	-24,912
218+00'L'	100	40	---	214	2	138	---	1,471	7	665	---	21,061	27,345	33	43	27	-26,680
219+00'L'	100	58	---	90	3	180	---	561	9	845	---	21,622	28,065	42	55	34	-27,220
219+98'L'	98	58	---	90	3	210	---	326	11	1,056	---	21,949	28,478	53	69	42	-27,423

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'M' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
211+00'M'	---	56	---	2,724	3												
211+20'M'	20	38	---	2,371	2	35	---	1,887	2	35	---	1,887	2,452	2	2	1	-2,417
211+20'M'	---	63	---	2,178	3	---	---	---	---	35	---	1,887	2,452	2	2	1	-2,417
212+00'M'	80	63	---	2,178	3	186	---	6,452	9	220	---	8,340	10,830	11	14	9	-10,610
213+00'M'	100	48	---	1,702	2	205	---	7,185	10	425	---	15,525	20,160	21	28	17	-19,734
214+00'M'	100	48	---	1,067	2	178	---	5,127	9	603	---	20,652	26,816	30	39	24	-26,213
215+00'M'	100	34	---	703	2	152	---	3,277	8	755	---	23,929	31,068	38	49	30	-30,313
216+00'M'	100	11	---	473	1	85	---	2,176	4	840	---	26,105	33,893	42	55	34	-33,053
217+00'M'	100	14	---	272	1	46	---	1,378	2	886	---	27,483	35,682	44	58	35	-34,796
218+00'M'	100	41	---	121	2	101	---	728	5	987	---	28,211	36,623	49	64	39	-35,636
219+00'M'	100	52	---	56	3	172	---	329	9	1,159	---	28,540	37,042	58	75	46	-35,882
219+98'M'	98	52	---	56	3	191	---	205	10	1,350	---	28,745	37,299	68	88	54	-35,948

'N' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
202+01'N'	---	317	---	33	16												
203+00'N'	99	317	---	33	16	1,164	---	123	58	1,164	---	123	99	58	76	47	1,066
204+00'N'	100	215	---	256	11	986	---	536	49	2,150	---	658	744	107	140	86	1,406
205+00'N'	100	103	---	784	5	589	---	1,927	29	2,739	---	2,585	3,218	137	178	110	-480
206+00'N'	100	23	---	1,567	1	234	---	4,355	12	2,973	---	6,940	8,868	149	193	119	-5,895
207+00'N'	100	---	---	1,671	---	43	---	5,997	2	3,016	---	12,937	16,662	151	196	121	-13,645
208+00'N'	100	---	---	2,456	---	---	---	7,643	---	3,016	---	20,581	26,598	151	196	121	-23,582
208+60'N'	60	---	---	2,967	---	---	---	6,025	---	3,016	---	26,606	34,431	151	196	121	-31,415
208+60'N'	---	---	---	3,006	---	---	---	---	---	3,016	---	26,606	34,431	151	196	121	-31,415
209+00'N'	40	---	---	3,181	---	---	---	4,583	---	3,016	---	31,189	40,389	151	196	121	-37,373

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'MO' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
87+00'MO'	---	423	---	57	21												
87+50'MO'	50	539	---	---	27	890	---	53	45	890	---	53	22	45	58	36	868
88+00'MO'	50	508	---	---	25	969	---	---	48	1,859	---	53	-28	93	121	74	1,887
88+29'MO'	29	494	---	---	25	538	---	---	27	2,397	---	53	-56	120	156	96	2,453
88+50'MO'	21	436	---	---	22	362	---	---	18	2,759	---	53	-75	138	179	110	2,834
89+00'MO'	50	330	---	41	17	710	---	38	35	3,469	---	91	-62	173	225	139	3,531
89+50'MO'	50	272	---	28	14	557	---	64	28	4,026	---	155	-8	201	262	161	4,034
90+00'MO'	50	275	---	6	14	507	---	31	25	4,533	---	186	6	227	295	181	4,527
90+50'MO'	50	191	---	3	10	432	---	8	22	4,965	---	194	-6	248	323	199	4,971
91+00'MO'	50	130	---	---	7	297	---	3	15	5,262	---	197	-17	263	342	210	5,280
91+50'MO'	50	133	---	---	7	244	---	---	12	5,506	---	197	-30	275	358	220	5,536
92+00'MO'	50	172	---	---	9	282	---	---	14	5,788	---	197	-45	289	376	232	5,833
92+13'MO'	13	194	---	---	10	88	---	---	4	5,877	---	197	-49	294	382	235	5,926
92+50'MO'	37	165	---	11	8	246	---	8	12	6,123	---	205	-52	306	398	245	6,175
93+00'MO'	50	172	---	14	9	312	---	24	16	6,435	---	229	-38	322	418	257	6,473
93+50'MO'	50	169	---	14	8	316	---	26	16	6,751	---	255	-20	338	439	270	6,771
94+00'MO'	50	153	---	12	8	298	---	24	15	7,049	---	279	-4	352	458	282	7,054
94+26'MO'	26	140	---	---	7	141	---	6	7	7,190	---	284	-4	360	467	288	7,195
94+50'MO'	24	104	---	11	5	108	---	5	5	7,299	---	289	-4	365	474	292	7,302
95+00'MO'	50	91	---	28	5	180	---	36	9	7,479	---	325	34	374	486	299	7,444
95+50'MO'	50	99	---	5	5	176	---	31	9	7,654	---	356	65	383	498	306	7,589
96+00'MO'	50	87	---	24	4	173	---	27	9	7,827	---	383	91	391	509	313	7,737
96+50'MO'	50	70	---	23	3	145	---	44	7	7,973	---	426	140	399	518	319	7,833
96+70'MO'	20	93	---	25	5	60	---	18	3	8,033	---	444	160	402	522	321	7,873
97+00'MO'	30	69	---	29	3	90	---	30	4	8,123	---	474	194	406	528	325	7,929
97+50'MO'	50	84	---	22	4	141	---	47	7	8,264	---	521	248	413	537	331	8,016
98+00'MO'	50	102	---	13	5	172	---	32	9	8,436	---	553	281	422	548	337	8,156
98+25'MO'	25	117	---	16	6	102	---	13	5	8,538	---	567	293	427	555	342	8,245
98+50'MO'	25	85	---	293	4	94	---	143	5	8,632	---	710	474	432	561	345	8,157
99+00'MO'	50	68	---	444	3	141	---	683	7	8,773	---	1,393	1,354	439	570	351	7,419
99+50'MO'	50	72	---	630	4	130	---	994	6	8,902	---	2,387	2,640	445	579	356	6,263
100+00'MO'	50	86	---	692	4	147	---	1,224	7	9,049	---	3,610	4,223	452	588	362	4,826
100+50'MO'	50	63	---	571	3	138	---	1,169	7	9,187	---	4,779	5,736	459	597	367	3,451
101+00'MO'	50	23	---	66	1	79	---	590	4	9,266	---	5,369	6,498	463	602	371	2,768
101+50'MO'	50	31	---	85	2	49	---	140	2	9,315	---	5,509	6,677	466	605	373	2,638
102+00'MO'	50	44	---	52	2	69	---	127	3	9,384	---	5,635	6,838	469	610	375	2,546
102+50'MO'	50	77	---	45	4	113	---	90	6	9,497	---	5,725	6,949	475	617	380	2,548
103+00'MO'	50	110	---	14	6	174	---	55	9	9,671	---	5,780	7,012	484	629	387	2,659
103+50'MO'	50	184	---	14	9	272	---	26	14	9,943	---	5,807	7,032	497	646	398	2,911
104+00'MO'	50	239	---	249	12	391	---	243	20	10,334	---	6,050	7,328	517	672	413	3,006
104+50'MO'	50	71	---	134	4	286	---	354	14	10,620	---	6,404	7,773	531	690	425	2,847
105+00'MO'	50	38	---	113	2	101	---	228	5	10,721	---	6,632	8,065	536	697	429	2,656
105+50'MO'	50	70	---	45	3	100	---	146	5	10,820	---	6,778	8,249	541	703	433	2,572
106+00'MO'	50	100	---	20	5	157	---	60	8	10,977	---	6,838	8,318	549	714	439	2,659
106+50'MO'	50	86	---	9	4	172	---	27	9	11,149	---	6,864	8,344	557	725	446	2,805
107+00'MO'	50	82	---	15	4	156	---	22	8	11,305	---	6,887	8,365	565	735	452	2,940
107+50'MO'	50	86	---	8	4	156	---	22	8	11,461	---	6,908	8,385	573	745	458	3,076
108+00'MO'	50	84	---	0	4	157	---	8	8	11,618	---	6,916	8,387	581	755	465	3,231
108+50'MO'	50	75	---	8	4	147	---	8	7	11,765	---	6,924	8,389	588	765	471	3,376
109+00'MO'	50	81	---	18	4	144	---	24	7	11,909	---	6,947	8,412	595	774	476	3,496
109+50'MO'	50	68	---	---	3	137	---	16	7	12,046	---	6,964	8,426	602	783	482	3,620
Driveways	---	---	---	---	---	162	---	---	8	12,208	---	6,964	8,418	610	794	488	3,790

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'E' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
80+50'E'	---	---	---	---	---												
81+00'E'	50	44	---	25	2	40	---	23	2	40	---	23	28	2	3	2	12
81+50'E'	50	48	---	18	2	85	---	40	4	125	---	63	76	6	8	5	49
82+00'E'	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
82+50'E'	100	103	---	4	5	278	---	42	14	404	---	105	115	20	26	16	288
82+73'E'	23	125	---	7	6	97	---	5	5	501	---	110	117	25	33	20	384
83+00'E'	27	189	---	29	9	157	---	18	8	658	---	128	132	33	43	26	526
83+50'E'	50	209	---	12	10	368	---	38	18	1,026	---	165	162	51	67	41	864
84+00'E'	50	246	---	---	12	421	---	11	21	1,447	---	176	154	72	94	58	1,293
84+50'E'	50	276	---	---	14	483	---	---	24	1,930	---	176	129	97	125	77	1,802
85+00'E'	50	216	---	---	11	455	---	---	23	2,386	---	176	105	119	155	95	2,281
85+50'E'	50	107	---	8	5	299	---	7	15	2,685	---	183	99	134	175	107	2,586
86+00'E'	50	179	---	41	9	266	---	45	13	2,950	---	228	143	148	192	118	2,807
86+50'E'	50	301	---	96	15	445	---	126	22	3,395	---	354	284	170	221	136	3,111
87+00'E'	50	117	---	277	6	387	---	345	19	3,783	---	699	713	189	246	151	3,070
87+50'E'	50	193	---	690	10	288	---	896	14	4,071	---	1,595	1,862	204	265	163	2,209
88+00'E'	50	74	---	1,137	4	248	---	1,691	12	4,319	---	3,287	4,048	216	281	173	271
88+50'E'	50	3	---	1,028	0	72	---	2,005	4	4,391	---	5,291	6,650	220	285	176	-2,259
89+00'E'	50	---	---	902	---	3	---	1,788	0	4,394	---	7,079	8,974	220	286	176	-4,580
89+50'E'	50	2	---	841	0	2	---	1,614	0	4,395	---	8,692	11,072	220	286	176	-6,676
90+00'E'	50	2	---	1,013	0	3	---	1,717	0	4,399	---	10,409	13,303	220	286	176	-8,904
90+50'E'	50	18	---	1,169	1	19	---	2,020	1	4,417	---	12,429	15,928	221	287	177	-11,511
91+00'E'	50	57	---	1,166	3	69	---	2,161	3	4,487	---	14,591	18,734	224	292	179	-14,248
91+50'E'	50	70	---	1,324	3	117	---	2,305	6	4,604	---	16,896	21,725	230	299	184	-17,121
92+00'E'	50	34	---	1,551	2	96	---	2,661	5	4,700	---	19,557	25,179	235	305	188	-20,479
92+50'E'	50	4	---	1,717	0	35	---	3,025	2	4,735	---	22,582	29,110	237	308	189	-24,375
93+00'E'	50	1	---	1,432	0	4	---	2,915	0	4,739	---	25,496	32,899	237	308	190	-28,160
93+50'E'	50	15	---	874	1	15	---	2,135	1	4,754	---	27,631	35,674	238	309	190	-30,920
94+00'E'	50	6	---	551	0	19	---	1,320	1	4,773	---	28,951	37,388	239	310	191	-32,615
94+50'E'	50	19	---	469	1	23	---	945	1	4,797	---	29,896	38,616	240	312	192	-33,819
95+00'E'	50	20	---	420	1	36	---	823	2	4,833	---	30,719	39,684	242	314	193	-34,851
95+50'E'	50	17	---	335	1	35	---	699	2	4,868	---	31,418	40,591	243	316	195	-35,723
96+00'E'	50	12	---	338	1	27	---	624	1	4,894	---	32,042	41,400	245	318	196	-36,506
96+50'E'	50	12	---	465	1	22	---	744	1	4,916	---	32,786	42,367	246	320	197	-37,450
97+00'E'	50	---	---	399	---	11	---	800	1	4,927	---	33,586	43,406	246	320	197	-38,479
97+50'E'	50	---	---	750	---	---	---	1,064	---	4,927	---	34,650	44,789	246	320	197	-39,861
98+00'E'	50	---	---	554	---	---	---	1,207	---	4,927	---	35,857	46,358	246	320	197	-41,431
98+50'E'	50	---	---	469	---	---	---	948	---	4,927	---	36,805	47,590	246	320	197	-42,663
99+00'E'	50	---	---	363	---	---	---	771	---	4,927	---	37,576	48,592	246	320	197	-43,665
99+50'E'	50	---	---	1,194	---	---	---	1,442	---	4,927	---	39,018	50,467	246	320	197	-45,540
100+00'E'	50	---	---	1,326	---	---	---	2,334	---	4,927	---	41,352	53,501	246	320	197	-48,573
100+50'E'	50	---	---	1,183	---	---	---	2,323	---	4,927	---	43,675	56,521	246	320	197	-51,594
101+00'E'	50	---	---	423	---	---	---	1,487	---	4,927	---	45,162	58,454	246	320	197	-53,527
101+50'E'	50	0	---	587	0	0	---	935	0	4,928	---	46,097	59,670	246	320	197	-54,742
102+00'E'	50	---	---	779	---	0	---	1,265	0	4,928	---	47,362	61,314	246	320	197	-56,386
102+50'E'	50	---	---	1,081	---	---	---	1,722	---	4,928	---	49,083	63,552	246	320	197	-58,624
103+00'E'	50	---	---	782	---	---	---	1,725	---	4,928	---	50,808	65,794	246	320	197	-60,867
103+50'E'	50	28	---	757	1	26	---	1,425	1	4,954	---	52,233	67,646	248	322	198	-62,691
104+00'E'	50	84	---	608	4	104	---	1,264	5	5,058	---	53,498	69,284	253	329	202	-64,225
104+50'E'	50	112	---	530	6	181	---	1,054	9	5,240	---	54,551	70,644	262	341	210	-65,405
105+00'E'	50	136	---	543	7	229	---	993	11	5,469	---	55,545	71,924	273	355	219	-66,455
105+50'E'	50	108	52	589	8	274	48	1,048	14	5,743	48	56,593	73,272	287	373	230	-67,577
106+00'E'	50	278	52	718	16	453	96	1,210	23	6,196	144	57,803	74,821	310	403	248	-68,769
106+50'E'	50	193	52	632	12	532	96	1,250	27	6,728	240	59,052	76,418	336	437	269	-69,930
107+00'E'	50	34	52	563	4	306	96	1,107	15	7,033	336	60,159	77,841	352	457	281	-71,143
107+50'E'	50	22	52	551	4	148	96	1,032	7	7,181	432	61,191	79,175	359	467	287	-72,425
108+00'E'	50	39	52	476	5	153	96	952	8	7,334	528	62,143	80,404	367	477	293	-73,598
108+50'E'	50	34	52	379	4	164	96	792	8	7,498	625	62,934	81,425	375	487	300	-74,551
109+00'E'	50	36	52	273	4	160	96	604	8	7,659	721	63,538	82,201	383	498	306	-75,263
109+50'E'	50	5	52	361	3	134	96	588	7	7,793	817	64,126	82,958	390	507	312	-75,982
110+00'E'	50	---	52	583	3	101	96	874	5	7,894	913	65,000	84,090	395	513	316	-77,109
110+50'E'	50	73	52	329	6	164	96	844	8	8,057	1,009	65,844	85,179	403	524	322	-78,131
111+00'E'	50	117	29	481	7	251	75	750	13	8,308	1,084	66,595	86,141	415	540	332	-78,917
111+50'E'	50	223	73	294	15	410	95	718	21	8,719	1,179	67,312	87,053	436	567	349	-79,514
112+00'E'	50	204	41	226	12	502	106	481	25	9,220	1,286	67,794	87,653	461	599	369	-79,718
112+50'E'	50	187	27	206	11	425	63	400	21	9,646	1,349	68,194	88,151	482	627	386	-79,854
113+00'E'	50	143	21	173	8	350	45	351	18	9,996	1,393	68,545	88,588	500	650	400	-79,985
113+50'E'	50	170	20	105	9	328	38	257	16	10,324	1,432	68,801	88,905	516	671	413	-80,013
114+00'E'	50	159	19	73	9	341	36	164	17	10,664	1,468	68,966	89,101	533	693	427	-79,904
114+25'E'	25	152	18	54	8	161	17	59	8	10,826	1,485	69,024	89,169	541	704	433	-79,828
Driveways	---	---	---	---	---	65	---	96	3	10,890	1,485	69,120	89,290	545	708	436	-79,884

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'SL' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
91+00'SL'	---	44		---	2												
91+50'SL'	50	150		---	7	180	---	---	9	180	---	---	-9	9	12	7	189
92+00'SL'	50	135		0	7	264	---	0	13	444	---	0	-23	22	29	18	467
92+50'SL'	50	92		3	5	211	---	2	11	655	---	3	-31	33	43	26	686
93+00'SL'	50	69		6	3	149	---	8	7	804	---	11	-28	40	52	32	832
93+50'SL'	50	63		12	3	122	---	17	6	926	---	27	-13	46	60	37	939
94+00'SL'	50	65		20	3	118	---	30	6	1,044	---	57	20	52	68	42	1,024
94+50'SL'	50	71		37	4	125	---	53	6	1,169	---	110	82	58	76	47	1,087
95+00'SL'	50	90		65	4	149	---	94	7	1,318	---	204	197	66	86	53	1,121
95+50'SL'	50	212		107	11	279	---	159	14	1,597	---	364	390	80	104	64	1,208
96+00'SL'	50	220		141	11	400	---	229	20	1,997	---	593	667	100	130	80	1,331
96+50'SL'	50	154		273	8	347	---	383	17	2,344	---	976	1,147	117	152	94	1,198
97+00'SL'	50	129		386	6	262	---	610	13	2,607	---	1,586	1,927	130	169	104	680
97+50'SL'	50	130		477	6	240	---	799	12	2,846	---	2,385	2,953	142	185	114	-106
98+00'SL'	50	132		584	7	243	---	982	12	3,089	---	3,368	4,217	154	201	124	-1,128
98+50'SL'	50	115		678	6	229	---	1,168	11	3,318	---	4,536	5,724	166	216	133	-2,406
98+91'SL'	41	115		678	6	175	---	1,029	9	3,493	---	5,565	7,053	175	227	140	-3,559
99+00'SL'	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
99+50'SL'	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
100+00'SL'	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
100+50'SL'	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
101+00'SL'	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	0
101+08'SL'	8	58		772	3	---	---	---	---	---	---	---	0	---	---	---	0
101+50'SL'	42	58		772	3	90	---	1,201	4	3,583	---	6,766	8,609	179	233	143	-5,026
102+00'SL'	50	65		749	3	114	---	1,408	6	3,697	---	8,174	10,434	185	240	148	-6,737
102+50'SL'	50	38		816	2	96	---	1,449	5	3,792	---	9,623	12,313	190	247	152	-8,520
103+00'SL'	50	15		849	1	49	---	1,542	2	3,842	---	11,165	14,315	192	250	154	-10,473
103+50'SL'	50	29		793	1	41	---	1,520	2	3,883	---	12,685	16,289	194	252	155	-12,406
104+00'SL'	50	62		---	3	84	---	734	4	3,967	---	13,419	17,239	198	258	159	-13,272
104+50'SL'	50	88		---	4	138	---	---	7	4,105	---	13,419	17,232	205	267	164	-13,127
105+00'SL'	50	82		---	4	157	---	---	8	4,262	---	13,419	17,224	213	277	170	-12,961
105+50'SL'	50	76		---	4	146	---	---	7	4,408	---	13,419	17,216	220	287	176	-12,808
106+00'SL'	50	76		---	4	140	---	---	7	4,549	---	13,419	17,209	227	296	182	-12,660
106+50'SL'	50	76		---	4	141	---	---	7	4,690	---	13,419	17,201	234	305	188	-12,512
107+00'SL'	50	72		---	4	137	---	---	7	4,827	---	13,419	17,194	241	314	193	-12,367
107+50'SL'	50	93		4	5	153	---	4	8	4,980	---	13,423	17,191	249	324	199	-12,211
108+00'SL'	50	125		---	6	202	---	4	10	5,183	---	13,427	17,185	259	337	207	-12,003
108+50'SL'	50	139		---	7	245	---	---	12	5,428	---	13,427	17,173	271	353	217	-11,745
109+00'SL'	50	128		---	6	247	---	---	12	5,675	---	13,427	17,160	284	369	227	-11,485
109+50'SL'	50	109		---	5	219	---	---	11	5,894	---	13,427	17,148	295	383	236	-11,254
110+00'SL'	50	42		---	2	139	---	---	7	6,034	---	13,427	17,141	302	392	241	-11,108
Driveways	---	---	---	---	---	-30	---	41	-1	6,004	---	13,468	17,197	300	390	240	-11,193

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'NR' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
87+50'NR'	---	---	---	---	---												
88+00'NR'	50	52	---	---	3	48	---	---	2	48	---	---	-2	2	3	2	51
88+50'NR'	50	87	---	---	4	129	---	---	6	177	---	---	-9	9	11	7	186
89+00'NR'	50	133	---	---	7	204	---	---	10	381	---	---	-20	19	25	15	401
89+50'NR'	50	232	---	---	12	338	---	---	17	719	---	---	-37	36	47	29	757
90+00'NR'	50	269	---	---	13	464	---	---	23	1,184	---	---	-62	59	77	47	1,245
90+50'NR'	50	279	---	---	14	507	---	---	25	1,691	---	---	-88	85	110	68	1,779
91+00'NR'	50	198	---	---	10	441	---	---	22	2,132	---	---	-111	107	139	85	2,243
91+50'NR'	50	169	---	0	8	340	---	0	17	2,472	---	0	-128	124	161	99	2,600
92+00'NR'	50	230	---	---	12	370	---	0	19	2,842	---	1	-147	142	185	114	2,989
92+50'NR'	50	295	---	---	15	486	---	---	24	3,328	---	1	-172	166	216	133	3,501
93+00'NR'	50	379	---	---	19	624	---	---	31	3,952	---	1	-205	198	257	158	4,157
93+50'NR'	50	489	---	---	24	804	---	---	40	4,755	---	1	-247	238	309	190	5,002
94+00'NR'	50	318	---	---	16	747	---	---	37	5,502	---	1	-285	275	358	220	5,788
94+50'NR'	50	231	---	---	12	508	---	---	25	6,011	---	1	-312	301	391	240	6,322
95+00'NR'	50	241	---	4	12	438	---	3	22	6,448	---	4	-330	322	419	258	6,778
95+50'NR'	50	176	---	30	9	387	---	31	19	6,835	---	35	-311	342	444	273	7,145
96+00'NR'	50	73	---	111	4	231	---	130	12	7,066	---	165	-153	353	459	283	7,219
96+50'NR'	50	16	---	404	1	82	---	477	4	7,148	---	642	463	357	465	286	6,685
97+00'NR'	50	8	---	1,098	0	22	---	1,391	1	7,170	---	2,033	2,270	359	466	287	4,900
97+50'NR'	50	---	---	1,933	---	7	---	2,806	0	7,178	---	4,839	5,918	359	467	287	1,260
98+00'NR'	50	---	---	1,301	---	---	---	2,994	---	7,178	---	7,834	9,810	359	467	287	-2,633
98+50'NR'	50	---	---	804	---	---	---	1,949	---	7,178	---	9,783	12,345	359	467	287	-5,167
99+00'NR'	50	---	---	497	---	---	---	1,204	---	7,178	---	10,987	13,910	359	467	287	-6,733
99+50'NR'	50	---	---	1,060	---	---	---	1,442	---	7,178	---	12,429	15,784	359	467	287	-8,607
100+00'NR'	50	19	---	956	1	18	---	1,866	1	7,196	---	14,295	18,210	360	468	288	-11,014
100+50'NR'	50	93	---	514	5	104	---	1,360	5	7,300	---	15,656	19,973	365	474	292	-12,673
101+00'NR'	50	108	---	32	5	187	---	505	9	7,487	---	16,161	20,620	374	487	299	-13,133
101+50'NR'	50	164	---	53	8	252	---	79	13	7,739	---	16,240	20,709	387	503	310	-12,970
102+00'NR'	50	199	---	146	10	336	---	185	17	8,075	---	16,425	20,932	404	525	323	-12,857
102+50'NR'	50	11	---	845	1	194	---	918	10	8,269	---	17,343	22,115	413	537	331	-13,847
103+00'NR'	50	---	---	575	---	10	---	1,315	0	8,279	---	18,658	23,824	414	538	331	-15,546
103+50'NR'	50	8	---	732	0	7	---	1,210	0	8,286	---	19,868	25,397	414	539	331	-17,112
104+00'NR'	50	---	---	697	---	7	---	1,323	0	8,293	---	21,191	27,117	415	539	332	-18,824
104+50'NR'	50	---	---	461	---	---	---	1,073	---	8,293	---	22,264	28,511	415	539	332	-20,219
105+00'NR'	50	---	---	188	---	---	---	601	---	8,293	---	22,865	29,293	415	539	332	-21,000
105+50'NR'	50	13	---	73	1	12	---	242	1	8,305	---	23,107	29,607	415	540	332	-21,302
106+00'NR'	50	77	---	14	4	83	---	81	4	8,387	---	23,188	29,708	419	545	335	-21,321
106+50'NR'	50	153	---	---	8	213	---	13	11	8,601	---	23,201	29,714	430	559	344	-21,114
107+00'NR'	50	198	---	---	10	325	---	---	16	8,926	---	23,201	29,697	446	580	357	-20,772
107+50'NR'	50	225	---	---	11	391	---	---	20	9,317	---	23,201	29,677	466	606	373	-20,360
108+00'NR'	50	276	---	---	14	463	---	---	23	9,781	---	23,201	29,653	489	636	391	-19,872
108+50'NR'	50	307	---	---	15	539	---	---	27	10,320	---	23,201	29,625	516	671	413	-19,305
109+00'NR'	50	313	---	---	16	574	---	---	29	10,893	---	23,201	29,595	545	708	436	-18,702
109+50'NR'	50	262	---	---	13	533	---	---	27	11,426	---	23,201	29,567	571	743	457	-18,141
110+00'NR'	50	264	---	---	13	488	---	---	24	11,914	---	23,201	29,542	596	774	477	-17,628
110+50'NR'	50	245	---	---	12	472	---	---	24	12,385	---	23,201	29,517	619	805	495	-17,132
111+00'NR'	50	215	---	---	11	426	---	---	21	12,811	---	23,201	29,495	641	833	512	-16,684
111+50'NR'	50	145	---	0	7	333	---	0	17	13,144	---	23,201	29,478	657	854	526	-16,334
112+00'NR'	50	225	---	---	11	343	---	0	17	13,487	---	23,201	29,460	674	877	539	-15,973
112+50'NR'	50	268	---	---	13	457	---	---	23	13,944	---	23,201	29,437	697	906	558	-15,493
113+00'NR'	50	268	---	---	13	497	---	---	25	14,441	---	23,201	29,411	722	939	578	-14,970
113+50'NR'	50	283	---	---	14	511	---	---	26	14,951	---	23,201	29,384	748	972	598	-14,433
114+00'NR'	50	245	---	---	12	489	---	---	24	15,440	---	23,201	29,359	772	1,004	618	-13,919
114+50'NR'	50	182	---	---	9	395	---	---	20	15,835	---	23,201	29,338	792	1,029	633	-13,504
115+00'NR'	50	166	---	---	8	322	---	---	16	16,156	---	23,201	29,321	808	1,050	646	-13,165
115+50'NR'	50	160	---	---	8	302	---	---	15	16,458	---	23,201	29,306	823	1,070	658	-12,848
116+00'NR'	50	167	---	---	8	302	---	---	15	16,760	---	23,201	29,290	838	1,089	670	-12,530
116+50'NR'	50	213	---	---	11	352	---	---	18	17,112	---	23,201	29,272	856	1,112	684	-12,160
117+00'NR'	50	253	---	---	13	432	---	---	22	17,544	---	23,201	29,249	877	1,140	702	-11,706
117+50'NR'	50	277	---	---	14	490	---	---	25	18,034	---	23,201	29,224	902	1,172	721	-11,190
118+00'NR'	50	304	---	---	15	538	---	---	27	18,571	---	23,201	29,196	929	1,207	743	-10,624
118+50'NR'	50	287	---	---	14	548	---	---	27	19,119	---	23,201	29,167	956	1,243	765	-10,048
119+00'NR'	50	180	---	---	9	433	---	---	22	19,552	---	23,201	29,145	978	1,271	782	-9,593
119+50'NR'	50	104	---	---	5	263	---	---	13	19,815	---	23,201	29,131	991	1,288	793	-9,317
120+00'NR'	50	92	---	6	5	182	---	6	9	19,997	---	23,207	29,129	1,000	1,300	800	-9,133
Driveways	---	---	---	---	---	-49	---	6	-2	19,948	---	23,213	29,140	997	1,297	798	-9,192

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'R' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
83+50'R'	---	91	---	3	5												
84+00'R'	50	129	---	3	6	204	---	5	10	204	---	5	-4	10	13	8	208
84+50'R'	50	119	---	6	6	229	---	8	11	433	---	13	-6	22	28	17	439
85+00'R'	50	105	---	10	5	207	---	15	10	640	---	28	3	32	42	26	637
85+50'R'	50	103	---	12	5	192	---	20	10	832	---	48	19	42	54	33	813
86+00'R'	50	---	---	---	---	95	---	11	5	927	---	59	28	46	60	37	899
86+50'R'	50	118	---	21	6	109	---	20	5	1,036	---	78	48	52	67	41	989
87+00'R'	50	64	---	51	3	169	---	66	8	1,205	---	145	125	60	78	48	1,080
87+50'R'	50	45	---	66	2	101	---	108	5	1,306	---	252	260	65	85	52	1,046
88+00'R'	50	15	---	59	1	56	---	115	3	1,362	---	368	407	68	89	54	955
88+50'R'	50	12	---	278	1	25	---	312	1	1,387	---	680	811	69	90	55	575
89+00'R'	50	6	---	451	0	17	---	675	1	1,404	---	1,355	1,688	70	91	56	-284
89+50'R'	50	3	---	671	0	9	---	1,039	0	1,412	---	2,393	3,038	71	92	56	-1,626
90+00'R'	50	0	---	902	0	3	---	1,456	0	1,415	---	3,849	4,930	71	92	57	-3,515
90+50'R'	50	14	4	1,078	1	16	4	1,833	1	1,431	4	5,683	7,313	72	93	57	-5,885
91+00'R'	50	---	7	1,166	0	23	10	2,078	1	1,454	13	7,760	10,013	73	95	58	-8,572
91+50'R'	50	---	---	1,398	---	6	6	2,373	0	1,460	20	10,134	13,098	73	95	58	-11,657
92+00'R'	50	---	---	1,621	---	---	---	2,795	---	1,460	20	12,929	16,732	73	95	58	-15,291
92+50'R'	50	---	---	1,847	---	---	---	3,211	---	1,460	20	16,140	20,907	73	95	58	-19,466
93+00'R'	50	---	---	1,901	---	---	---	3,470	---	1,460	20	19,610	25,418	73	95	58	-23,977
93+50'R'	50	---	---	1,896	---	---	---	3,516	---	1,460	20	23,126	29,988	73	95	58	-28,547
94+00'R'	50	---	---	1,336	---	---	---	2,993	---	1,460	20	26,119	33,878	73	95	58	-32,437
94+50'R'	50	---	---	1,613	---	---	---	2,730	---	1,460	20	28,849	37,427	73	95	58	-35,987
95+00'R'	50	57	---	2,306	3	53	---	3,628	3	1,513	20	32,477	42,142	76	98	61	-40,648
95+50'R'	50	66	---	2,506	3	114	---	4,456	6	1,627	20	36,933	47,928	81	106	65	-46,321
96+00'R'	50	---	---	2,916	---	61	---	5,020	3	1,688	20	41,954	54,452	84	110	68	-52,784
96+50'R'	50	---	---	6,278	---	---	---	8,513	---	1,688	20	50,466	65,519	84	110	68	-63,851
97+00'R'	50	---	---	6,813	---	---	---	12,122	---	1,688	20	62,588	81,277	84	110	68	-79,608
97+50'R'	50	---	---	5,591	---	---	---	11,485	---	1,688	20	74,073	96,208	84	110	68	-94,539
98+00'R'	50	57	---	4,136	3	53	---	9,006	3	1,741	20	83,080	107,913	87	113	70	-106,192
98+50'R'	50	68	---	3,465	3	115	---	7,038	6	1,856	20	90,118	117,057	93	121	74	-115,220
98+91'R'	41	68	---	3,465	3	103	---	5,262	5	1,959	20	95,380	123,892	98	127	78	-121,953
99+00'R'	9	---	---	---	---	11	---	578	1	1,970	20	95,958	124,642	99	128	79	-122,692
99+50'R'	50	---	---	---	---	---	---	---	---	1,970	20	95,958	124,642	99	128	79	-122,692
100+00'R'	50	---	---	---	---	---	---	---	---	1,970	20	95,958	124,642	99	128	79	-122,692
100+50'R'	50	---	---	---	---	---	---	---	---	1,970	20	95,958	124,642	99	128	79	-122,692
101+00'R'	50	---	---	---	---	---	---	---	---	1,970	20	95,958	124,642	99	128	79	-122,692
101+09'R'	9	26	---	3,116	1	4	---	519	0	1,975	20	96,477	125,317	99	128	79	-123,363
101+50'R'	41	26	---	3,116	1	40	---	4,732	2	2,014	20	101,209	131,467	101	131	81	-129,472
102+00'R'	50	19	---	3,680	1	42	---	6,292	2	2,056	20	107,501	139,645	103	134	82	-137,608
102+50'R'	50	---	---	5,049	---	17	---	8,082	1	2,073	20	115,583	150,151	104	135	83	-148,097
103+00'R'	50	---	---	4,056	---	---	---	8,431	---	2,073	20	124,014	161,111	104	135	83	-159,057
103+50'R'	50	---	---	3,671	---	---	---	7,155	---	2,073	20	131,169	170,412	104	135	83	-168,359
104+00'R'	50	---	---	2,955	---	---	---	6,135	---	2,073	20	137,304	178,388	104	135	83	-176,334
104+50'R'	50	241	---	2,231	12	223	---	4,802	11	2,297	20	142,106	184,618	115	149	92	-182,341
105+00'R'	50	170	---	1,961	9	381	---	3,882	19	2,678	20	145,988	189,645	134	174	107	-186,987
105+50'R'	50	306	18	1,724	16	458	17	3,412	23	3,136	37	149,400	194,057	157	204	125	-190,958
106+00'R'	50	253	18	1,386	14	551	33	2,879	28	3,688	70	152,280	197,772	184	240	148	-194,154
106+50'R'	50	242	18	1,123	13	491	33	2,323	25	4,179	103	154,602	200,766	209	272	167	-196,690
107+00'R'	50	236	17	887	13	476	33	1,861	24	4,655	136	156,463	203,160	233	303	186	-198,641
107+50'R'	50	202	17	682	11	438	32	1,452	22	5,093	168	157,916	205,026	255	331	204	-200,101
108+00'R'	50	159	17	379	9	365	31	983	18	5,458	199	158,898	206,284	273	355	218	-201,025
108+50'R'	50	99	14	213	6	268	29	549	13	5,725	228	159,447	206,983	286	372	229	-201,486
109+00'R'	50	85	9	107	5	192	22	297	10	5,917	250	159,744	207,359	296	385	237	-201,692
109+50'R'	50	141	5	37	7	223	13	134	11	6,140	263	159,878	207,522	307	399	246	-201,645
110+00'R'	50	270	---	0	13	386	5	35	19	6,525	268	159,913	207,547	326	424	261	-201,290
110+50'R'	50	304	---	---	15	531	---	0	27	7,056	268	159,913	207,520	353	459	282	-200,731
111+00'R'	50	305	---	---	15	564	---	---	28	7,620	268	159,913	207,491	381	495	305	-200,138
111+50'R'	50	299	---	---	15	559	---	---	28	8,180	268	159,913	207,461	409	532	327	-199,550
112+00'R'	50	301	---	---	15	555	---	---	28	8,735	268	159,913	207,433	437	568	349	-198,966
112+50'R'	50	280	---	---	14	538	---	---	27	9,272	268	159,913	207,405	464	603	371	-198,400
113+00'R'	50	279	---	---	14	517	---	---	26	9,789	268	159,913	207,378	489	636	392	-197,856
113+50'R'	50	223	---	---	11	464	---	---	23	10,254	268	159,913	207,354	513	666	410	-197,368
114+00'R'	50	208	---	---	10	399	---	---	20	10,652	268	159,913	207,333	533	692	426	-196,948
114+50'R'	50	182	---	---	9	361	---	---	18	11,014	268	159,913	207,314	551	716	441	-196,568
115+00'R'	50	148	---	---	7	306	---	---	15	11,320	268	159,913	207,298	566	736	453	-196,246
115+50'R'	50	158	---	2	8	284	---	2	14	11,604	268	159,915	207,286	580	754	464	-195,949
Driveways	---	---	---	---	---	11	---	50	1	11,615	268	159,965	207,350	581	755	465	-196,002

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'Q' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
86+40'Q'	---	37	---	---	2												
86+50'Q'	10	39	---	---	2	14	---	---	1	14	---	---	-1	1	1	1	15
87+00'Q'	50	133	---	---	7	160	---	---	8	174	---	---	-9	9	11	7	183
87+50'Q'	50	244	---	---	12	349	---	---	17	523	---	---	-27	26	34	21	550
88+00'Q'	50	392	---	---	20	589	---	---	29	1,111	---	---	-58	56	72	44	1,169
88+50'Q'	50	364	---	---	18	700	---	---	35	1,812	---	---	-94	91	118	72	1,906
89+00'Q'	50	193	---	2	10	515	---	2	26	2,327	---	2	-119	116	151	93	2,446
89+50'Q'	50	67	---	62	3	240	---	59	12	2,567	---	61	-54	128	167	103	2,621
90+00'Q'	50	60	---	172	3	117	---	217	6	2,685	---	278	222	134	175	107	2,463
90+50'Q'	50	17	---	254	1	72	---	395	4	2,757	---	673	731	138	179	110	2,026
91+00'Q'	50	2	---	238	0	18	---	455	1	2,775	---	1,128	1,322	139	180	111	1,453
91+50'Q'	50	5	---	159	0	6	---	367	0	2,781	---	1,495	1,799	139	181	111	982
92+00'Q'	50	35	---	105	2	36	---	244	2	2,818	---	1,739	2,115	141	183	113	703
92+50'Q'	50	45	---	59	2	74	---	151	4	2,891	---	1,891	2,307	145	188	116	584
93+00'Q'	50	39	---	41	2	78	---	92	4	2,969	---	1,983	2,423	148	193	119	546
93+50'Q'	50	31	---	49	2	65	---	83	3	3,034	---	2,066	2,527	152	197	121	506
94+00'Q'	50	8	---	49	0	36	---	91	2	3,069	---	2,156	2,644	153	200	123	426
94+50'Q'	50	3	---	93	0	10	---	132	1	3,080	---	2,288	2,814	154	200	123	265
95+00'Q'	50	5	---	200	0	7	---	272	0	3,087	---	2,560	3,167	154	201	123	-80
95+50'Q'	50	8	---	290	0	12	---	454	1	3,099	---	3,014	3,757	155	201	124	-658
96+00'Q'	50	9	---	324	0	16	---	568	1	3,116	---	3,582	4,495	156	203	125	-1,379
96+50'Q'	50	13	---	367	1	21	---	639	1	3,137	---	4,222	5,325	157	204	125	-2,188
97+00'Q'	50	26	---	524	1	37	---	825	2	3,173	---	5,046	6,395	159	206	127	-3,222
97+50'Q'	50	23	---	647	1	46	---	1,084	2	3,219	---	6,130	7,802	161	209	129	-4,583
98+00'Q'	50	15	---	759	1	35	---	1,302	2	3,254	---	7,432	9,492	163	211	130	-6,239
98+50'Q'	50	13	---	822	1	25	---	1,464	1	3,279	---	8,896	11,395	164	213	131	-8,116
98+93'Q'	43	13	---	822	1	20	---	1,309	1	3,299	---	10,205	13,095	165	214	132	-9,796
101+07'Q'	---	171	---	688	9	---	---	---	---	---	---	---	---	---	---	---	---
101+50'Q'	43	171	---	688	9	273	---	1,095	14	3,572	---	11,300	14,505	179	232	143	-10,933
102+00'Q'	50	148	---	619	7	296	---	1,210	15	3,868	---	12,510	16,062	193	251	155	-12,194
102+50'Q'	50	150	---	504	8	276	---	1,040	14	4,145	---	13,550	17,400	207	269	166	-13,255
103+00'Q'	50	149	---	385	7	277	---	823	14	4,422	---	14,373	18,455	221	287	177	-14,034
103+50'Q'	50	132	---	301	7	260	---	635	13	4,682	---	15,008	19,267	234	304	187	-14,586
104+00'Q'	50	97	---	239	5	212	---	499	11	4,894	---	15,508	19,906	245	318	196	-15,012
104+50'Q'	50	74	---	169	4	158	---	377	8	5,052	---	15,885	20,388	253	328	202	-15,335
105+00'Q'	50	84	---	90	4	146	---	239	7	5,199	---	16,124	20,691	260	338	208	-15,493
105+50'Q'	50	86	---	9	4	157	---	91	8	5,356	---	16,216	20,802	268	348	214	-15,446
106+00'Q'	50	144	---	---	7	212	---	8	11	5,568	---	16,224	20,801	278	362	223	-15,233
106+50'Q'	50	163	---	---	8	284	---	---	14	5,853	---	16,224	20,787	293	380	234	-14,934
107+00'Q'	50	74	---	---	4	220	---	---	11	6,072	---	16,224	20,775	304	395	243	-14,703
107+17'Q'	17	73	---	---	4	46	---	---	2	6,119	---	16,224	20,773	306	398	245	-14,654
Driveways	---	---	---	---	---	-206	---	-70	-10	5,912	---	16,154	20,692	296	384	236	-14,780

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'TE' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
85+50'TE'	---	36	---	---	2												
86+00'TE'	50	39	---	15	2	69	---	14	3	69	---	14	14	3	4	3	55
86+50'TE'	50	62	---	13	3	94	---	25	5	163	---	39	43	8	11	7	120
87+00'TE'	50	94	---	63	5	144	---	70	7	307	---	109	126	15	20	12	181
87+50'TE'	50	195	---	32	10	268	---	88	13	575	---	198	227	29	37	23	347
88+00'TE'	50	309	---	1	15	466	---	31	23	1,041	---	229	243	52	68	42	798
88+50'TE'	50	453	---	---	23	705	---	1	35	1,746	---	230	208	87	114	70	1,538
89+00'TE'	50	630	---	---	32	1,003	---	---	50	2,749	---	230	156	137	179	110	2,593
89+50'TE'	50	575	---	---	29	1,116	---	---	56	3,865	---	230	98	193	251	155	3,767
89+64'TE'	14	637	---	---	32	306	---	---	15	4,171	---	230	82	209	271	167	4,089
90+00'TE'	36	785	---	---	39	958	---	---	48	5,128	---	230	32	256	333	205	5,096
90+50'TE'	50	918	---	---	46	1,576	---	---	79	6,705	---	230	-50	335	436	268	6,754
91+00'TE'	50	1,307	---	---	65	2,060	---	---	103	8,765	---	230	-157	438	570	351	8,921
91+50'TE'	50	1,788	---	---	89	2,865	---	---	143	11,630	---	230	-306	581	756	465	11,936
92+00'TE'	50	2,068	---	---	103	3,570	---	---	178	15,200	---	230	-491	760	988	608	15,691
92+50'TE'	50	2,202	---	---	110	3,953	---	---	198	19,153	---	230	-697	958	1,245	766	19,850
93+00'TE'	50	2,484	---	---	124	4,339	---	---	217	23,492	---	230	-923	1,175	1,527	940	24,415
93+50'TE'	50	2,716	---	---	136	4,815	---	---	241	28,307	---	230	-1,173	1,415	1,840	1,132	29,480
94+00'TE'	50	2,974	---	---	149	5,268	---	---	263	33,575	---	230	-1,447	1,679	2,182	1,343	35,022
94+50'TE'	50	3,430	---	---	171	5,929	---	---	296	39,504	---	230	-1,755	1,975	2,568	1,580	41,260
95+00'TE'	50	3,782	---	---	189	6,677	---	---	334	46,182	---	230	-2,102	2,309	3,002	1,847	48,284
95+50'TE'	50	2,518	---	---	126	5,834	---	---	292	52,015	---	230	-2,406	2,601	3,381	2,081	54,421
96+00'TE'	50	2,564	---	---	128	4,706	---	---	235	56,721	---	230	-2,650	2,836	3,687	2,269	59,371
96+50'TE'	50	2,744	---	---	137	4,915	---	---	246	61,636	---	230	-2,906	3,082	4,006	2,465	64,542
97+00'TE'	50	2,690	---	---	135	5,032	---	---	252	66,668	---	230	-3,168	3,333	4,333	2,667	69,835
97+50'TE'	50	4,875	---	---	244	7,005	---	---	350	73,673	---	230	-3,532	3,684	4,789	2,947	77,205
98+00'TE'	50	4,760	---	---	238	8,922	---	---	446	82,595	---	230	-3,996	4,130	5,369	3,304	86,591
98+50'TE'	50	4,638	---	---	232	8,702	---	---	435	91,297	---	230	-4,448	4,565	5,934	3,652	95,746
99+00'TE'	50	4,339	---	---	217	8,312	---	---	416	99,610	---	230	-4,881	4,980	6,475	3,984	104,490
99+50'TE'	50	4,174	---	---	209	7,882	---	---	394	107,492	---	230	-5,291	5,375	6,987	4,300	112,783
100+00'TE'	50	3,744	---	---	187	7,331	---	---	367	114,823	---	230	-5,672	5,741	7,464	4,593	120,495
100+50'TE'	50	4,354	---	---	218	7,498	---	---	375	122,321	---	230	-6,062	6,116	7,951	4,893	128,383
101+00'TE'	50	3,655	---	---	183	7,416	---	---	371	129,737	---	230	-6,447	6,487	8,433	5,189	136,184
101+50'TE'	50	3,683	---	---	184	6,795	---	---	340	136,532	---	230	-6,801	6,827	8,875	5,461	143,332
102+00'TE'	50	2,787	---	---	139	5,991	---	---	300	142,523	---	230	-7,112	7,126	9,264	5,701	149,635
102+50'TE'	50	2,154	---	---	108	4,575	---	---	229	147,097	---	230	-7,350	7,355	9,561	5,884	154,447
103+00'TE'	50	1,526	---	---	76	3,407	---	---	170	150,505	---	230	-7,527	7,525	9,783	6,020	158,032
103+50'TE'	50	729	---	---	36	2,088	---	---	104	152,593	---	230	-7,636	7,630	9,919	6,104	160,228
104+00'TE'	50	314	---	129	16	965	---	119	48	153,558	---	349	-7,531	7,678	9,981	6,142	161,088
104+50'TE'	50	260	---	345	13	531	---	439	27	154,089	---	788	-6,988	7,704	10,016	6,164	161,077
105+00'TE'	50	335	---	632	17	551	---	905	28	154,640	---	1,693	-5,840	7,732	10,052	6,186	160,480
105+50'TE'	50	341	---	623	17	625	---	1,162	31	155,265	---	2,855	-4,362	7,763	10,092	6,211	159,627
106+00'TE'	50	137	---	468	7	442	---	1,010	22	155,707	---	3,865	-3,072	7,785	10,121	6,228	158,779
106+50'TE'	50	113	---	357	6	231	---	764	12	155,939	---	4,629	-2,091	7,797	10,136	6,238	158,030
107+00'TE'	50	67	---	404	3	166	---	705	8	156,105	---	5,334	-1,184	7,805	10,147	6,244	157,289
107+50'TE'	50	53	---	231	3	111	---	588	6	156,216	---	5,922	-425	7,811	10,154	6,249	156,641
107+65'TE'	15	69	---	166	3	34	---	110	2	156,250	---	6,032	-284	7,812	10,156	6,250	156,533
Driveways	---	---	---	---	---	35	---	---	2	156,285	---	6,032	-285	7,814	10,158	6,251	156,570

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'AC1' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
15+00'AC1'	0	304	14	16	16												
15+50'AC1'	50	654	15	31	33	915	27	44	46	915	27	44	9	46	59	37	878
16+00'AC1'	50	675	19	324	35	1,262	32	329	63	2,177	60	372	371	109	142	87	1,746
16+50'AC1'	50	336	16	368	18	969	33	640	48	3,146	92	1,013	1,153	157	204	126	1,900
17+00'AC1'	50	386	25	399	21	707	38	710	35	3,853	131	1,722	2,039	193	250	154	1,684
17+50'AC1'	50	228	23	289	13	614	44	637	31	4,467	175	2,359	2,834	223	290	179	1,457
18+00'AC1'	50	152	21	224	9	393	40	475	20	4,859	215	2,834	3,432	243	316	194	1,212
18+50'AC1'	50	84	19	216	5	255	37	408	13	5,115	252	3,242	3,948	256	332	205	914
19+00'AC1'	50	61	19	242	4	169	35	424	8	5,283	287	3,666	4,491	264	343	211	506
19+50'AC1'	50	70	4	325	4	142	21	525	7	5,426	308	4,191	5,166	271	353	217	-48
20+00'AC1'	50	70	4	338	4	137	7	614	7	5,563	315	4,805	5,957	278	362	223	-709
20+50'AC1'	50	62	13	374	4	138	16	660	7	5,700	331	5,464	6,807	285	371	228	-1,438
21+00'AC1'	50	68	8	281	4	139	19	607	7	5,840	351	6,071	7,589	292	380	234	-2,100
21+50'AC1'	50	111	29	310	7	200	34	547	10	6,040	385	6,618	8,290	302	393	242	-2,635
22+00'AC1'	50	69	8	277	4	201	34	544	10	6,241	419	7,163	8,987	312	406	250	-3,165
22+50'AC1'	50	70	8	248	4	143	14	486	7	6,384	434	7,649	9,612	319	415	255	-3,662
23+00'AC1'	50	69	8	223	4	143	14	435	7	6,527	448	8,084	10,170	326	424	261	-4,092
23+50'AC1'	50	68	7	191	4	141	14	383	7	6,667	462	8,467	10,660	333	433	267	-4,455
24+00'AC1'	50	70	5	174	4	139	12	337	7	6,807	474	8,804	11,092	340	442	272	-4,759
24+50'AC1'	50	70	3	160	4	138	8	309	7	6,945	482	9,113	11,486	347	451	278	-5,024
25+00'AC1'	50	72	1	135	4	136	4	273	7	7,080	486	9,386	11,834	354	460	283	-5,240
25+50'AC1'	50	76	0	4	4	137	1	129	7	7,218	487	9,515	11,994	361	469	289	-5,264
26+00'AC1'	50	173	0	4	9	231	0	8	12	7,448	487	9,523	11,993	372	484	298	-5,032
26+50'AC1'	50	152	0	4	8	302	0	8	15	7,750	487	9,531	11,987	387	504	310	-4,724
27+00'AC1'	50	162	0	4	8	291	0	8	15	8,041	487	9,539	11,982	402	523	322	-4,428
27+50'AC1'	50	170	0	4	9	308	0	8	15	8,349	487	9,546	11,976	417	543	334	-4,114
28+00'AC1'	50	170	0	4	8	315	0	8	16	8,664	487	9,554	11,970	433	563	347	-3,793
28+50'AC1'	50	114	0	4	6	263	0	8	13	8,926	487	9,562	11,966	446	580	357	-3,527
29+00'AC1'	50	73	0	18	4	173	0	21	9	9,099	487	9,583	11,984	455	591	364	-3,372
29+50'AC1'	50	32	0	48	2	97	0	61	5	9,196	487	9,644	12,059	460	598	368	-3,350
30+00'AC1'	50	7	0	100	0	36	0	136	2	9,232	487	9,780	12,234	462	600	369	-3,489
30+50'AC1'	50	6	0	91	0	12	0	177	1	9,244	487	9,957	12,463	462	601	370	-3,706
31+00'AC1'	50	11	0	118	1	16	0	194	1	9,259	487	10,150	12,714	463	602	370	-3,942
31+50'AC1'	50	59	0	85	3	65	0	188	3	9,324	487	10,338	12,955	466	606	373	-4,118
32+00'AC1'	50	128	0	129	6	173	0	198	9	9,497	487	10,537	13,204	475	617	380	-4,193
32+50'AC1'	50	25	0	326	1	142	0	421	7	9,639	487	10,958	13,744	482	627	386	-4,592
33+00'AC1'	50	124	0	118	6	138	0	411	7	9,778	487	11,368	14,271	489	636	391	-4,980
33+50'AC1'	50	120	0	35	6	226	0	142	11	10,003	487	11,510	14,443	500	650	400	-4,927
34+00'AC1'	50	123	0	8	6	224	0	40	11	10,228	487	11,550	14,484	511	665	409	-4,743
34+50'AC1'	50	77	0	23	4	185	0	29	9	10,412	487	11,579	14,512	521	677	416	-4,586
35+00'AC1'	50	74	0	27	4	140	0	46	7	10,552	487	11,626	14,565	528	686	422	-4,500
35+50'AC1'	50	40	0	42	2	105	0	63	5	10,657	487	11,689	14,641	533	693	426	-4,471
36+00'AC1'	50	55	0	41	3	88	0	76	4	10,745	487	11,765	14,736	537	698	430	-4,478
36+50'AC1'	50	81	0	26	4	126	0	62	6	10,871	487	11,827	14,810	544	707	435	-4,426
37+00'AC1'	50	86	---	29	4	155	---	52	8	11,026	487	11,879	14,870	551	717	441	-4,331
37+50'AC1'	50	92	---	23	5	164	---	49	8	11,190	487	11,928	14,925	560	727	448	-4,222
38+00'AC1'	50	107	---	7	5	184	---	28	9	11,374	487	11,957	14,952	569	739	455	-4,065
38+50'AC1'	50	136	---	4	7	225	---	11	11	11,599	487	11,967	14,954	580	754	464	-3,842
39+00'AC1'	50	163	---	4	8	278	---	8	14	11,876	487	11,975	14,950	594	772	475	-3,561
39+50'AC1'	50	283	---	4	14	413	---	8	21	12,290	487	11,983	14,938	614	799	492	-3,136
40+00'AC1'	50	353	---	4	18	589	---	8	29	12,878	487	11,990	14,918	644	837	515	-2,527
40+50'AC1'	50	326	---	4	16	629	---	8	31	13,507	487	11,998	14,895	675	878	540	-1,875
41+00'AC1'	50	215	---	4	11	501	---	8	25	14,008	487	12,006	14,879	700	911	560	-1,358
41+50'AC1'	50	173	---	4	9	359	---	8	18	14,367	487	12,014	14,870	718	934	575	-990
42+00'AC1'	50	155	---	4	8	303	---	8	15	14,670	487	12,021	14,865	734	954	587	-682
42+50'AC1'	50	137	---	4	7	270	---	8	14	14,940	487	12,029	14,861	747	971	598	-407
43+00'AC1'	50	60	16	172	4	197	14	163	10	15,137	501	12,192	15,062	757	984	605	-426
43+50'AC1'	50	58	15	321	4	139	29	456	7	15,276	530	12,648	15,648	764	993	611	-902
44+00'AC1'	50	73	16	374	4	151	30	644	8	15,427	560	13,292	16,477	771	1,003	617	-1,610
44+50'AC1'	50	40	18	384	3	136	32	702	7	15,563	591	13,994	17,383	778	1,012	623	-2,411
45+00'AC1'	50	5	20	549	1	77	35	864	4	15,640	626	14,858	18,502	782	1,017	626	-3,489
45+50'AC1'	50	187	20	674	10	215	37	1,132	11	15,855	663	15,991	19,963	793	1,031	634	-4,771
46+00'AC1'	50	198	---	4	10	375	19	628	19	16,230	682	16,618	20,760	812	1,055	649	-5,212
46+50'AC1'	50	187	---	4	9	356	---	8	18	16,587	682	16,626	20,752	829	1,078	663	-4,847
47+00'AC1'	50	213	---	4	11	371	---	8	19	16,958	682	16,634	20,742	848	1,102	678	-4,467
47+50'AC1'	50	204	---	4	10	387	---	8	19	17,345	682	16,642	20,732	867	1,127	694	-4,070
48+00'AC1'	50	173	---	4	9	350	---	8	17	17,694	682	16,649	20,724	885	1,150	708	-3,712
48+50'AC1'	50	165	---	4	8	313	---	8	16	18,007	682	16,657	20,718	900	1,170	720	-3,393
49+00'AC1'	50	113	---	4	6	257	---	8	13	18,265	682	16,665	20,714	913	1,187	731	-3,132
49+50'AC1'	50	99	---	6	5	196	---	10	10	18,461	682	16,674	20,717	923	1,200	738	-2,938
50+00'AC1'	50	113	---	4	6	196	---	10	10	18,657	682	16,684	20,719	933	1,213	746	-2,745
50+50'AC1'	50	153	---	4	8	246	---	8	12	18,903	682	16,692	20,716	945	1,229	756	-2,496
51+00'AC1'	50	178	---	4	9	306	---	8	15	19,209	682	16,699	20,710	960	1,249	768	-2,183
51+50'AC1'	50	203	---	4	10	353	---	8	18	19,562	682	16,707	20,702	978	1,272	782	-1,822
52+00'AC1'	50	181	---	4	9	356	---	8	18	19,918	682	16,715	20,694	996	1,295	797	-1,458
52+50'AC1'	50	123	---	4	6	281	---	8	14	20,199	682	16,723	20,689	1,010	1,313	808	-1,172
53+00'AC1'	50	82	---	17	4	190	---	20	9	20,389	682	16,742	20,705	1,019	1,325	816	-998
53+50'AC1'	50	19	---	62	1	94	---	73	5	20,483	682	16,816	20,795	1,024	1,331	819	-994
54+00'AC1'	50	11	---	118	1	28	---	167	1	20,511	682	16,982	21,011	1,026	1,333	820	-1,182
54+50'AC1'	50	16	---	194	1	25	---	289	1	20,536	682	17,272	21,386	1,027	1,335	821	-1,532
55+00'AC1'	50	43	---	492	2	54	---	636	3	20,590	682	17,908	22,209	1,029	1,338	824	-2,302
55+50'AC1'	50	18	---	665	1	56	---	1,071	3	20,645	682	18,979	23,599	1,032	1,342	826	-3,636
56+00'AC1'	50	44	---	574	2	57	---	1,147	3	20,703	682	20,127	25,088	1,035	1,346	828	-5,068
56+50'AC1'	50	53	---	467	3	90	---	964	4	20,792	682	21,090	26,336	1,040	1,351	832	-6,226
Driveways		---	---	---	---	317	---	-72	16	21,109	682	21,018	26,226	1,055	1,372	844	-5,799

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'AC2' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
40+00'AC2'	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
41+00'AC2'	100	---	---	1,091	---	---	---	2,020	---	---	---	2,020	2,626	---	---	---	
41+50'AC2'	50	---	---	683	---	---	---	1,642	---	---	---	3,662	4,761	---	---	---	
42+00'AC2'	50	---	---	229	---	---	---	844	---	---	---	4,506	5,858	---	---	---	
42+50'AC2'	50	10	---	92	0	9	---	297	0	9	---	4,803	6,244	0	1	0	
43+00'AC2'	50	56	---	23	3	61	---	106	3	70	---	4,910	6,379	3	5	3	
43+50'AC2'	50	89	---	10	4	135	---	31	7	204	---	4,940	6,412	10	13	8	
44+00'AC2'	50	123	---	1	6	197	---	10	10	401	---	4,950	6,415	20	26	16	
44+50'AC2'	50	152	---	---	8	255	---	1	13	656	---	4,951	6,402	33	43	26	
45+00'AC2'	50	168	---	---	8	296	---	---	15	952	---	4,951	6,387	48	62	38	
45+50'AC2'	50	154	---	---	8	298	---	---	15	1,250	---	4,951	6,372	62	81	50	
46+00'AC2'	50	130	---	---	7	263	---	---	13	1,513	---	4,951	6,358	76	98	61	
46+50'AC2'	50	139	---	---	7	249	---	---	12	1,762	---	4,951	6,345	88	115	70	
47+00'AC2'	50	182	---	---	9	297	---	---	15	2,059	---	4,951	6,330	103	134	82	
47+50'AC2'	50	169	---	---	8	325	---	---	16	2,384	---	4,951	6,313	119	155	95	
48+00'AC2'	50	149	---	---	7	294	---	---	15	2,678	---	4,951	6,297	134	174	107	
48+50'AC2'	50	113	---	---	6	242	---	---	12	2,921	---	4,951	6,285	146	190	117	
49+00'AC2'	50	113	---	---	6	209	---	---	10	3,130	---	4,951	6,274	156	203	125	
49+50'AC2'	50	109	---	---	5	206	---	---	10	3,336	---	4,951	6,263	167	217	133	
50+00'AC2'	50	120	---	---	6	212	---	---	11	3,549	---	4,951	6,252	177	231	142	
50+50'AC2'	50	123	---	---	6	225	---	---	11	3,774	---	4,951	6,240	189	245	151	
51+00'AC2'	50	131	---	---	7	235	---	---	12	4,009	---	4,951	6,228	200	261	160	
51+50'AC2'	50	116	---	---	6	229	---	---	11	4,238	---	4,951	6,216	212	275	170	
52+00'AC2'	50	103	---	---	5	203	---	---	10	4,441	---	4,951	6,206	222	289	178	
52+50'AC2'	50	126	---	---	6	212	---	---	11	4,653	---	4,951	6,195	233	302	186	
53+00'AC2'	50	130	---	---	6	237	---	---	12	4,890	---	4,951	6,182	245	318	196	
53+50'AC2'	50	119	---	---	6	230	---	---	12	5,120	---	4,951	6,170	256	333	205	
54+00'AC2'	50	128	---	---	6	228	---	---	11	5,349	---	4,951	6,158	267	348	214	
54+50'AC2'	50	139	---	---	7	247	---	---	12	5,596	---	4,951	6,146	280	364	224	
55+00'AC2'	50	139	---	---	7	257	---	---	13	5,853	---	4,951	6,132	293	380	234	
55+50'AC2'	50	159	---	---	8	276	---	---	14	6,129	---	4,951	6,118	306	398	245	11
56+00'AC2'	50	106	---	---	5	246	---	---	12	6,375	---	4,951	6,105	319	414	255	270
56+50'AC2'	50	146	---	---	7	234	---	---	12	6,609	---	4,951	6,093	330	430	264	516
57+00'AC2'	50	155	---	---	8	279	---	---	14	6,888	---	4,951	6,078	344	448	276	810
57+50'AC2'	50	201	---	---	10	330	---	---	16	7,218	---	4,951	6,061	361	469	289	1,156
58+00'AC2'	50	97	---	---	5	276	---	---	14	7,494	---	4,951	6,047	375	487	300	1,447
58+50'AC2'	50	114	---	---	6	196	---	---	10	7,690	---	4,951	6,037	385	500	308	1,654
59+00'AC2'	50	116	---	---	6	213	---	---	11	7,904	---	4,951	6,026	395	514	316	1,878
59+50'AC2'	50	118	---	---	6	217	---	---	11	8,120	---	4,951	6,014	406	528	325	2,106
60+00'AC2'	50	109	---	---	5	211	---	---	11	8,331	---	4,951	6,003	417	542	333	2,328
60+50'AC2'	50	102	---	---	5	195	---	---	10	8,526	---	4,951	5,993	426	554	341	2,533
61+00'AC2'	50	117	---	---	6	203	---	---	10	8,729	---	4,951	5,983	436	567	349	2,747
61+50'AC2'	50	119	---	---	6	219	---	---	11	8,948	---	4,951	5,971	447	582	358	2,977
62+00'AC2'	50	93	---	3	5	196	---	3	10	9,143	---	4,954	5,965	457	594	366	3,179
62+50'AC2'	50	103	---	4	5	181	---	6	9	9,324	---	4,960	5,964	466	606	373	3,361
63+00'AC2'	50	148	---	---	7	232	---	4	12	9,556	---	4,964	5,957	478	621	382	3,600
63+50'AC2'	50	163	---	---	8	287	---	---	14	9,843	---	4,964	5,942	492	640	394	3,902
64+00'AC2'	50	176	---	---	9	314	---	---	16	10,157	---	4,964	5,925	508	660	406	4,232
64+50'AC2'	50	185	---	---	9	335	---	---	17	10,492	---	4,964	5,908	525	682	420	4,584
65+00'AC2'	50	180	---	---	9	338	---	---	17	10,830	---	4,964	5,890	542	704	433	4,940
65+50'AC2'	50	153	---	---	8	308	---	---	15	11,138	---	4,964	5,874	557	724	446	5,264
66+00'AC2'	50	126	---	---	6	258	---	---	13	11,397	---	4,964	5,861	570	741	456	5,536
66+50'AC2'	50	103	---	---	5	212	---	---	11	11,609	---	4,964	5,850	580	755	464	5,759
67+00'AC2'	50	87	---	---	4	176	---	---	9	11,785	---	4,964	5,841	589	766	471	5,945
67+50'AC2'	50	77	---	---	4	152	---	---	8	11,937	---	4,964	5,833	597	776	477	6,104
68+00'AC2'	50	96	---	---	5	160	---	---	8	12,097	---	4,964	5,824	605	786	484	6,272
68+50'AC2'	50	182	---	---	9	257	---	---	13	12,353	---	4,964	5,811	618	803	494	6,542
69+00'AC2'	50	279	---	---	14	427	---	---	21	12,780	---	4,964	5,789	639	831	511	6,991
69+50'AC2'	50	166	---	---	8	412	---	---	21	13,192	---	4,964	5,767	660	857	528	7,424
Driveway	---	---	---	---	---	134	---	---	7	13,326	---	4,964	5,760	666	866	533	7,565

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'AC3' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
33+44'AC3'	---	1,197	---	---	60												
33+50'AC3'	6	1,202	---	---	60	267	---	---	13	267	---	---		13	17	11	280
34+00'AC3'	50	796	---	---	40	1,849	---	---	92	2,116	---	---		106	138	85	2,226
34+50'AC3'	50	513	---	---	26	1,212	---	---	61	3,327	---	---		166	216	133	3,500
35+00'AC3'	50	489	---	---	24	928	---	---	46	4,255	---	---		213	277	170	4,477
35+50'AC3'	50	286	---	---	14	718	---	---	36	4,973	---	---		249	323	199	5,232
36+00'AC3'	50	213	---	---	11	462	---	---	23	5,435	---	---		272	353	217	5,717
36+50'AC3'	50	178	---	---	9	362	---	---	18	5,797	---	---		290	377	232	6,098
37+00'AC3'	50	157	---	---	8	310	---	---	16	6,107	---	---		305	397	244	6,425
37+50'AC3'	50	227	---	---	11	355	---	---	18	6,463	---	---		323	420	259	6,799
38+00'AC3'	50	327	---	---	16	513	---	---	26	6,975	---	---		349	453	279	7,338
38+50'AC3'	50	304	---	---	15	584	---	---	29	7,560	---	---		378	491	302	7,953
39+00'AC3'	50	274	---	---	14	535	---	---	27	8,095	---	---		405	526	324	8,516
39+50'AC3'	50	275	---	---	14	509	---	---	25	8,604	---	---		430	559	344	9,051
40+00'AC3'	50	288	---	---	14	521	---	---	26	9,125	---	---		456	593	365	9,600
40+50'AC3'	50	232	---	---	12	481	---	---	24	9,607	---	---		480	624	384	10,106
41+00'AC3'	50	178	---	3	9	380	---	3	19	9,986	---	3		499	649	399	10,502
41+50'AC3'	50	110	---	11	5	267	---	13	13	10,253	---	16		513	666	410	10,766
42+00'AC3'	50	84	---	25	4	179	---	33	9	10,432	---	49		522	678	417	10,911
42+50'AC3'	50	27	---	99	1	103	---	115	5	10,535	---	164		527	685	421	10,870
43+00'AC3'	50	8	---	151	0	33	---	231	2	10,567	---	395		528	687	423	10,603
43+50'AC3'	50	3	---	172	0	10	---	299	0	10,577	---	694	353	529	688	423	10,225
44+00'AC3'	50	3	---	160	0	6	---	307	0	10,583	---	1,002	752	529	688	423	9,831
44+50'AC3'	50	7	---	94	0	9	---	235	0	10,592	---	1,237	1,057	530	688	424	9,535
45+00'AC3'	50	107	---	---	5	106	---	87	5	10,698	---	1,324	1,165	535	695	428	9,533
45+50'AC3'	50	425	---	---	21	493	---	---	25	11,190	---	1,324	1,139	560	727	448	10,051
46+00'AC3'	50	441	---	---	22	802	---	---	40	11,992	---	1,324	1,098	600	779	480	10,894
46+50'AC3'	50	446	---	---	22	822	---	---	41	12,814	---	1,324	1,055	641	833	513	11,759
47+00'AC3'	50	281	---	---	14	673	---	---	34	13,487	---	1,324	1,020	674	877	539	12,467
47+50'AC3'	50	133	---	---	7	382	---	---	19	13,869	---	1,324	1,000	693	901	555	12,869
48+00'AC3'	50	41	---	159	2	161	---	147	8	14,030	---	1,471	1,183	701	912	561	12,847
48+50'AC3'	50	13	---	397	1	50	---	515	2	14,080	---	1,986	1,850	704	915	563	12,230
49+00'AC3'	50	---	---	472	---	12	---	805	1	14,092	---	2,791	2,895	705	916	564	11,196
49+50'AC3'	50	---	---	468	---	---	---	870	---	14,092	---	3,661	4,027	705	916	564	10,065
50+00'AC3'	50	---	---	444	---	---	---	844	---	14,092	---	4,506	5,124	705	916	564	8,967
50+50'AC3'	50	---	---	422	---	---	---	802	---	14,092	---	5,307	6,167	705	916	564	7,925
51+00'AC3'	50	4	---	329	0	4	---	695	0	14,095	---	6,003	7,071	705	916	564	7,024
51+50'AC3'	50	4	---	350	0	7	---	629	0	14,102	---	6,631	7,888	705	917	564	6,215
52+00'AC3'	50	28	---	324	1	29	---	624	1	14,132	---	7,256	8,697	707	919	565	5,435
52+50'AC3'	50	32	---	378	2	55	---	650	3	14,187	---	7,906	9,539	709	922	567	4,647
53+00'AC3'	50	13	---	391	1	41	---	712	2	14,228	---	8,618	10,463	711	925	569	3,765
53+50'AC3'	50	7	---	334	0	19	---	671	1	14,247	---	9,289	11,335	712	926	570	2,912
54+00'AC3'	50	14	---	183	1	20	---	479	1	14,266	---	9,768	11,956	713	927	571	2,310
54+50'AC3'	50	36	---	87	2	46	---	250	2	14,313	---	10,018	12,279	716	930	573	2,034
55+00'AC3'	50	192	---	---	10	211	---	81	11	14,524	---	10,098	12,372	726	944	581	2,151
55+50'AC3'	50	541	---	---	27	678	---	---	34	15,202	---	10,098	12,337	760	988	608	2,865
56+00'AC3'	50	811	---	---	41	1,251	---	---	63	16,453	---	10,098	12,272	823	1,069	658	4,181
56+50'AC3'	50	947	---	---	47	1,628	---	---	81	18,081	---	10,098	12,187	904	1,175	723	5,894
56+82'AC3'	32	993	---	---	50	1,150	---	---	57	19,231	---	10,098	12,128	962	1,250	769	7,103
57+00'AC3'	18	1,024	---	---	51	672	---	---	34	19,903	---	10,098	12,093	995	1,294	796	7,810
57+50'AC3'	50	961	---	---	48	1,838	---	---	92	21,741	---	10,098	11,997	1,087	1,413	870	9,744
58+00'AC3'	50	769	---	---	38	1,603	---	---	80	23,343	---	10,098	11,914	1,167	1,517	934	11,429
58+50'AC3'	50	412	---	---	21	1,094	---	---	55	24,438	---	10,098	11,857	1,222	1,588	978	12,581
59+00'AC3'	50	223	---	6	11	589	---	6	29	25,026	---	10,104	11,833	1,251	1,627	1,001	13,193
59+50'AC3'	50	158	---	47	8	353	---	49	18	25,379	---	10,153	11,879	1,269	1,650	1,015	13,500
60+00'AC3'	50	474	---	---	24	585	---	44	29	25,964	---	10,196	11,905	1,298	1,688	1,039	14,059
60+50'AC3'	50	944	---	---	47	1,313	---	---	66	27,278	---	10,196	11,837	1,364	1,773	1,091	15,441
61+00'AC3'	50	1,154	---	---	58	1,943	---	---	97	29,220	---	10,196	11,736	1,461	1,899	1,169	17,485
61+50'AC3'	50	1,006	---	---	50	2,000	---	---	100	31,221	---	10,196	11,632	1,561	2,029	1,249	19,589
62+00'AC3'	50	833	---	---	42	1,703	---	---	85	32,923	---	10,196	11,543	1,646	2,140	1,317	21,380
62+50'AC3'	50	790	---	---	40	1,503	---	---	75	34,426	---	10,196	11,465	1,721	2,238	1,377	22,961
63+00'AC3'	50	885	---	---	44	1,551	---	---	78	35,978	---	10,196	11,384	1,799	2,339	1,439	24,594
63+50'AC3'	50	661	---	---	33	1,432	---	---	72	37,410	---	10,196	11,310	1,871	2,432	1,496	26,100
64+00'AC3'	50	407	---	65	20	989	---	60	49	38,399	---	10,256	11,337	1,920	2,496	1,536	27,062
64+50'AC3'	50	44	---	441	2	417	---	469	21	38,816	---	10,725	11,924	1,941	2,523	1,553	26,892
65+00'AC3'	50	12	---	1,106	1	51	---	1,432	3	38,868	---	12,157	13,784	1,943	2,526	1,555	25,084
65+50'AC3'	50	11	---	1,572	1	20	---	2,480	1	38,888	---	14,637	17,006	1,944	2,528	1,556	21,882
66+00'AC3'	50	6	---	1,980	0	15	---	3,289	1	38,903	---	17,926	21,281	1,945	2,529	1,556	17,622
66+50'AC3'	50	---	---	2,041	---	5	---	3,723	0	38,908	---	21,649	26,121	1,945	2,529	1,556	12,788
67+00'AC3'	50	---	---	1,908	---	---	---	3,656	---	38,908	---	25,306	30,874	1,945	2,529	1,556	8,034

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'AC3' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
67+50'AC3'	50	---	---	1,725	---	---	---	3,364	---	38,908	---	28,669	35,247	1,945	2,529	1,556	3,661
68+00'AC3'	50	---	---	1,402	---	---	---	2,895	---	38,908	---	31,565	39,011	1,945	2,529	1,556	-103
68+50'AC3'	50	---	---	587	---	---	---	1,842	---	38,908	---	33,406	41,405	1,945	2,529	1,556	-2,497
69+00'AC3'	50	13	---	119	1	12	---	654	1	38,920	---	34,060	42,254	1,946	2,530	1,557	-3,334
69+50'AC3'	50	52	---	70	3	60	---	175	3	38,981	---	34,235	42,479	1,949	2,534	1,559	-3,498
70+00'AC3'	50	356	---	---	18	378	---	65	19	39,359	---	34,300	42,543	1,968	2,558	1,574	-3,185
70+50'AC3'	50	830	---	---	42	1,098	---	---	55	40,457	---	34,300	42,486	2,023	2,630	1,618	-2,029
71+00'AC3'	50	301	---	---	15	1,048	---	---	52	41,505	---	34,300	42,432	2,075	2,698	1,660	-927
71+50'AC3'	50	13	---	157	1	291	---	145	15	41,796	---	34,445	42,606	2,090	2,717	1,672	-810
72+00'AC3'	50	6	---	215	0	18	---	344	1	41,814	---	34,790	43,052	2,091	2,718	1,673	-1,239
72+50'AC3'	50	11	---	152	1	16	---	340	1	41,830	---	35,130	43,493	2,091	2,719	1,673	-1,664
73+00'AC3'	50	176	---	---	9	173	---	141	9	42,003	---	35,270	43,667	2,100	2,730	1,680	-1,664
73+50'AC3'	50	525	---	---	26	649	---	---	32	42,652	---	35,270	43,634	2,133	2,772	1,706	-982
74+00'AC3'	50	607	---	---	30	1,048	---	---	52	43,700	---	35,270	43,579	2,185	2,840	1,748	121
74+50'AC3'	50	468	---	---	23	995	---	---	50	44,695	---	35,270	43,527	2,235	2,905	1,788	1,167
75+00'AC3'	50	303	---	---	15	714	---	---	36	45,409	---	35,270	43,490	2,270	2,952	1,816	1,919
75+50'AC3'	50	98	---	---	5	372	---	---	19	45,781	---	35,270	43,471	2,289	2,976	1,831	2,310
75+66'AC3'	16	54	---	3	3	45	---	1	2	45,826	---	35,271	43,470	2,291	2,979	1,833	2,357
76+00'AC3'	34	19	---	46	1	46	---	31	2	45,872	---	35,302	43,507	2,294	2,982	1,835	2,365
76+50'AC3'	50	3	---	95	0	21	---	131	1	45,893	---	35,433	43,676	2,295	2,983	1,836	2,217
77+00'AC3'	50	2	---	---	0	5	---	88	0	45,898	---	35,521	43,790	2,295	2,983	1,836	2,108
77+50'AC3'	50	19	---	---	1	19	---	---	1	45,917	---	35,521	43,789	2,296	2,985	1,837	2,128
78+00'AC3'	50	46	---	2	2	60	---	2	3	45,977	---	35,522	43,788	2,299	2,989	1,839	2,189
Driveways	---	---	---	---	---	-150	---	68	-7	45,827	---	35,590	43,884	2,291	2,979	1,833	1,943

'AC4' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
10+00'AC4'	---	---	---	---	---												
10+50'AC4'	50	---	---	552	---	---	---	511	---	---	---	511	664	---	---	---	-664
11+00'AC4'	50	---	---	245	---	---	---	738	---	---	---	1,249	1,624	---	---	---	-1,624
11+50'AC4'	50	---	---	129	---	---	---	347	---	---	---	1,596	2,074	---	---	---	-2,074
12+00'AC4'	50	1	---	61	0	1	---	176	0	1	---	1,772	2,303	0	0	0	-2,302
12+50'AC4'	50	3	---	35	0	4	---	89	0	5	---	1,861	2,419	0	0	0	-2,414
13+00'AC4'	50	59	---	---	3	58	---	33	3	63	---	1,894	2,459	3	4	3	-2,396
13+50'AC4'	50	92	---	---	5	140	---	---	7	203	---	1,894	2,451	10	13	8	-2,248
14+00'AC4'	50	96	---	---	5	175	---	---	9	378	---	1,894	2,442	19	25	15	-2,064
14+50'AC4'	50	81	---	---	4	164	---	---	8	542	---	1,894	2,434	27	35	22	-1,891
15+00'AC4'	50	4	---	193	0	79	---	179	4	621	---	2,073	2,662	31	40	25	-2,041
Driveways	---	---	---	---	---	-5	---	---	0	616	---	2,073	2,663	31	40	25	-2,046

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'TR1' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
15+00'TR1'	---	22	---	90	1												
15+50'TR1'	50	20	---	188	1	38	---	257	2	38	---	257	333	2	2	2	-295
16+00'TR1'	50	20	---	301	1	36	---	453	2	74	---	711	920	4	5	3	-845
16+50'TR1'	50	8	---	421	0	25	---	669	1	100	---	1,379	1,788	5	6	4	-1,688
17+00'TR1'	50	---	---	427	---	7	---	786	0	107	---	2,165	2,809	5	7	4	-2,702
17+50'TR1'	50	14	---	237	1	13	---	615	1	120	---	2,780	3,607	6	8	5	-3,488
18+00'TR1'	50	92	---	220	5	98	---	423	5	218	---	3,202	4,152	11	14	9	-3,934
18+50'TR1'	50	206	---	380	10	276	---	555	14	494	---	3,758	4,859	25	32	20	-4,365
19+00'TR1'	50	176	---	450	9	354	---	769	18	848	---	4,526	5,840	42	55	34	-4,993
19+50'TR1'	50	121	---	376	6	275	---	765	14	1,122	---	5,292	6,821	56	73	45	-5,699
20+00'TR1'	50	221	---	135	11	317	---	473	16	1,440	---	5,765	7,419	72	94	58	-5,980
20+50'TR1'	50	384	---	17	19	561	---	140	28	2,000	---	5,905	7,573	100	130	80	-5,573
21+00'TR1'	50	337	---	75	17	668	---	85	33	2,669	---	5,990	7,648	133	173	107	-4,980
21+50'TR1'	50	531	---	---	27	804	---	69	40	3,472	---	6,059	7,696	174	226	139	-4,224
22+00'TR1'	50	404	---	73	20	865	---	67	43	4,337	---	6,126	7,739	217	282	173	-3,401
22+50'TR1'	50	286	---	67	14	638	---	129	32	4,976	---	6,256	7,874	249	323	199	-2,898
23+00'TR1'	50	215	---	95	11	463	---	150	23	5,439	---	6,406	8,045	272	354	218	-2,606
23+50'TR1'	50	169	---	114	8	355	---	194	18	5,794	---	6,600	8,279	290	377	232	-2,485
24+00'TR1'	50	175	---	92	9	318	---	191	16	6,113	---	6,791	8,511	306	397	245	-2,398
24+50'TR1'	50	215	---	22	11	361	---	106	18	6,474	---	6,897	8,630	324	421	259	-2,156
25+00'TR1'	50	282	---	---	14	460	---	21	23	6,934	---	6,918	8,633	347	451	277	-1,699
25+50'TR1'	50	179	---	---	9	427	---	---	21	7,360	---	6,918	8,611	368	478	294	-1,250

'TR2' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
42+75'TR2'	---	137	---	---	7												
43+00'TR2'	25	330	---	---	16	216	---	---	11	216	---	---		11	14	9	227
43+50'TR2'	50	531	---	---	27	797	---	---	40	1,013	---	---		51	66	41	1,066
44+00'TR2'	50	560	---	---	28	1,011	---	---	51	2,024	---	---		101	132	81	2,129
44+50'TR2'	50	535	---	---	27	1,014	---	---	51	3,038	---	---		152	197	122	3,195
45+00'TR2'	50	507	---	---	25	964	---	---	48	4,002	---	---		200	260	160	4,210
45+50'TR2'	50	635	---	---	32	1,057	---	---	53	5,059	---	---		253	329	202	5,322
46+00'TR2'	50	531	16	462	27	1,094	14	427	55	6,153	14	427	236	308	400	246	5,903
46+50'TR2'	50	491	16	423	25	975	29	819	49	7,128	43	1,246	1,250	356	463	285	5,835
47+00'TR2'	50	464	16	395	24	914	29	757	46	8,042	72	2,004	2,187	402	523	322	5,783
47+50'TR2'	50	447	16	376	23	873	29	714	44	8,914	101	2,718	3,070	446	579	357	5,744
48+00'TR2'	50	427	16	357	22	839	29	679	42	9,753	130	3,397	3,908	488	634	390	5,715
48+50'TR2'	50	421	16	349	22	814	29	654	41	10,567	159	4,050	4,716	528	687	423	5,693
49+00'TR2'	50	389	16	316	20	779	29	616	39	11,346	188	4,666	5,476	567	737	454	5,682
49+50'TR2'	50	418	16	344	22	776	29	612	39	12,122	216	5,278	6,231	606	788	485	5,675
50+00'TR2'	50	360	16	284	19	749	29	582	37	12,871	245	5,860	6,949	644	837	515	5,677
50+50'TR2'	50	344	16	269	18	680	29	512	34	13,551	274	6,372	7,579	678	881	542	5,698
51+00'TR2'	50	346	16	267	18	667	29	496	33	14,219	303	6,868	8,189	711	924	569	5,726
51+50'TR2'	50	286	---	1	14	600	14	1	30	14,818	317	6,869	8,160	741	963	593	6,341
52+00'TR2'	50	338	---	---	17	578	---	1	29	15,396	317	6,871	8,131	770	1,001	616	6,948
52+50'TR2'	50	386	---	---	19	670	---	---	33	16,066	317	6,871	8,096	803	1,044	643	7,653
53+00'TR2'	50	353	---	---	18	684	---	---	34	16,750	317	6,871	8,061	838	1,089	670	8,372
53+50'TR2'	50	270	---	2	14	577	---	2	29	17,328	317	6,872	8,033	866	1,126	693	8,977
54+00'TR2'	50	220	---	---	11	453	---	2	23	17,781	317	6,874	8,012	889	1,156	711	9,452
54+50'TR2'	50	238	---	---	12	423	---	---	21	18,204	317	6,874	7,990	910	1,183	728	9,897
55+00'TR2'	50	226	---	---	11	429	---	---	21	18,633	317	6,874	7,967	932	1,211	745	10,348
55+50'TR2'	50	125	---	---	6	325	---	---	16	18,958	317	6,874	7,951	948	1,232	758	10,690
56+00'TR2'	50	113	---	15	6	220	---	14	11	19,178	317	6,888	7,958	959	1,247	767	10,903
56+50'TR2'	50	119	---	1	6	214	---	15	11	19,393	317	6,904	7,966	970	1,261	776	11,109
57+00'TR2'	50	101	---	1	5	204	---	3	10	19,596	317	6,906	7,959	980	1,274	784	11,320
57+50'TR2'	50	80	---	1	4	168	---	3	8	19,764	317	6,909	7,954	988	1,285	791	11,493
58+00'TR2'	50	47	---	1	2	118	---	3	6	19,881	317	6,912	7,951	994	1,292	795	11,613
58+50'TR2'	50	31	---	1	2	73	---	3	4	19,954	317	6,914	7,951	998	1,297	798	11,686
Driveway	---	---	---	---	---	-36	---	---	-2	19,918	317	6,914	7,953	996	1,295	797	11,648

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'TR3' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
13+00'TR3'	---	69	4	52	3												
13+50'TR3'	50	218	6	190	11	276	10	225	14	276	10	225	278	14	18	11	-12
14+00'TR3'	50	305	6	277	16	496	12	433	25	772	22	657	815	38	50	31	-64
14+50'TR3'	50	347	6	319	18	615	12	552	31	1,387	34	1,209	1,500	69	90	55	-146
15+00'TR3'	50	309	6	282	16	620	12	556	31	2,007	46	1,765	2,191	100	130	80	-229
15+50'TR3'	50	251	6	223	13	531	12	468	27	2,538	57	2,233	2,771	127	165	101	-290
16+00'TR3'	50	223	6	195	11	451	12	387	23	2,989	69	2,620	3,251	149	194	119	-331
16+50'TR3'	50	204	6	176	11	407	12	343	20	3,395	81	2,963	3,676	170	220	136	-361
17+00'TR3'	50	203	6	175	10	389	12	325	19	3,784	93	3,288	4,078	189	246	151	-387
17+50'TR3'	50	178	6	150	9	365	12	302	18	4,149	105	3,590	4,451	207	269	166	-407
18+00'TR3'	50	219	6	191	11	379	12	316	19	4,529	117	3,906	4,842	226	294	181	-431
18+50'TR3'	50	342	6	314	17	531	12	468	27	5,060	129	4,373	5,423	253	329	202	-492
19+00'TR3'	50	508	6	480	26	799	12	736	40	5,859	141	5,109	6,337	293	381	234	-619
19+50'TR3'	50	553	6	525	28	995	12	931	50	6,853	152	6,040	7,496	342	445	274	-795
20+00'TR3'	50	220	7	190	11	728	13	663	36	7,582	165	6,703	8,320	379	493	303	-903
20+50'TR3'	50	111	9	68	6	322	15	240	16	7,903	180	6,942	8,614	395	513	316	-891

'TR5' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
11+00'TR5'	---	21	---	46	1												
11+50'TR5'	50	25	---	116	1	43	---	151	2	43	---	151	194	2	3	2	-151
12+00'TR5'	50	29	---	585	1	50	---	650	3	93	---	801	1,036	5	6	4	-943
12+50'TR5'	50	---	---	1,329	---	27	---	1,772	1	120	---	2,573	3,338	6	8	5	-3,219
13+00'TR5'	50	---	---	2,103	---	---	---	3,177	---	120	---	5,750	7,469	6	8	5	-7,349
13+50'TR5'	50	---	---	2,553	---	---	---	4,311	---	120	---	10,061	13,073	6	8	5	-12,953
14+00'TR5'	50	---	---	3,094	---	---	---	5,229	---	120	---	15,289	19,870	6	8	5	-19,750

'TR7' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
01+50'TR7'	---	174	---	5	9												
01+80'TR7'	30	43	---	13	2	120	---	9	6	120	---	9	6	6	8	5	114
02+00'TR7'	20	---	---	20	---	16	---	12	1	136	---	22	21	7	9	5	115
02+20'TR7'	20	9	---	---	0	3	---	8	0	139	---	29	31	7	9	6	109
02+50'TR7'	30	---	---	---	---	5	---	---	0	144	---	29	30	7	9	6	114
02+65'TR7'	15	2	---	0	0	0	---	0	0	145	---	29	31	7	9	6	114
03+00'TR7'	35	---	---	20	---	1	---	13	0	146	---	42	47	7	9	6	99
03+50'TR7'	50	4	---	---	0	4	---	18	0	150	---	60	71	7	10	6	79
04+00'TR7'	50	12	---	---	1	15	---	---	1	165	---	60	70	8	11	7	95

'TR8' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
1019+75'TR8'	---	24	7	67	1												
1020+00'TR8'	25	24	7	---	2	29	6	31	1	29	6	31	39	1	2	1	-17
1020+50'TR8'	50	29	7	---	2	62	13	---	3	91	20	31	36	4	6	4	36
1021+00'TR8'	50	515	8	---	26	518	14	---	26	609	34	31	9	30	39	24	566
1021+50'TR8'	50	33	9	---	2	523	15	---	26	1,132	49	31	-18	56	73	45	1,101
1022+00'TR8'	50	37	9	2	2	81	17	2	4	1,214	66	33	-20	61	79	48	1,167
1022+50'TR8'	50	89	10	53	5	134	17	51	7	1,348	83	84	40	67	87	54	1,225
1023+00'TR8'	50	61	10	22	4	157	18	69	8	1,505	102	154	122	75	98	60	1,282
1023+50'TR8'	50	102	10	63	6	170	19	79	8	1,675	120	232	215	84	109	67	1,340
1024+00'TR8'	50	102	12	57	6	210	21	111	10	1,885	141	343	348	94	122	75	1,396
1024+50'TR8'	50	106	26	---	7	228	35	52	11	2,113	176	395	404	105	137	84	1,532
1024+75'TR8'	25	106	37	---	7	127	29	---	6	2,240	205	395	398	112	145	89	1,637

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'TR4' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
285+00'TR4'	---	742	---	---	37												
285+50'TR4'	50	928	---	---	46	1,546	---	---	77	1,546	---	---	-80	77	100	62	1,626
286+00'TR4'	50	793	---	---	40	1,593	---	---	80	3,139	---	---	-163	157	204	126	3,302
286+50'TR4'	50	471	---	---	24	1,170	---	---	59	4,309	---	---	-224	215	280	172	4,533
287+00'TR4'	50	241	---	---	12	659	---	---	33	4,969	---	---	-258	248	323	199	5,227
287+50'TR4'	50	124	---	---	6	338	---	---	17	5,306	---	---	-276	265	345	212	5,582
288+00'TR4'	50	86	---	12	4	194	---	11	10	5,501	---	11	-271	275	358	220	5,772
288+50'TR4'	50	86	---	18	4	160	---	28	8	5,661	---	39	-243	283	368	226	5,904
289+00'TR4'	50	175	---	0	9	242	---	17	12	5,903	---	56	-234	295	384	236	6,137
289+50'TR4'	50	399	---	---	20	532	---	0	27	6,435	---	57	-261	322	418	257	6,696
290+00'TR4'	50	701	---	---	35	1,018	---	---	51	7,453	---	57	-314	373	484	298	7,767
290+50'TR4'	50	1,109	---	---	55	1,675	---	---	84	9,129	---	57	-401	456	593	365	9,530
291+00'TR4'	50	1,400	---	---	70	2,323	---	---	116	11,452	---	57	-522	573	744	458	11,974
291+50'TR4'	50	1,304	---	---	65	2,504	---	---	125	13,956	---	57	-652	698	907	558	14,607
292+00'TR4'	50	1,389	---	---	69	2,494	---	---	125	16,449	---	57	-782	822	1,069	658	17,231
292+50'TR4'	50	2,553	---	---	128	3,651	---	---	183	20,100	---	57	-971	1,005	1,307	804	21,071
293+00'TR4'	50	2,748	---	---	137	4,909	---	---	245	25,009	---	57	-1,227	1,250	1,626	1,000	26,236
293+50'TR4'	50	2,754	---	---	138	5,095	---	---	255	30,104	---	57	-1,492	1,505	1,957	1,204	31,595
294+00'TR4'	50	2,519	---	---	126	4,882	---	---	244	34,986	---	57	-1,745	1,749	2,274	1,399	36,731
294+50'TR4'	50	2,282	---	---	114	4,445	---	---	222	39,431	---	57	-1,977	1,972	2,563	1,577	41,408
295+00'TR4'	50	2,450	---	---	123	4,382	---	---	219	43,813	---	57	-2,204	2,191	2,848	1,753	46,017
295+50'TR4'	50	2,985	---	---	149	5,033	---	---	252	48,846	---	57	-2,466	2,442	3,175	1,954	51,312
296+00'TR4'	50	3,460	---	---	173	5,968	---	---	298	54,814	---	57	-2,776	2,741	3,563	2,193	57,590
296+50'TR4'	50	3,600	---	---	180	6,537	---	---	327	61,351	---	57	-3,116	3,068	3,988	2,454	64,467
297+00'TR4'	50	3,578	---	---	179	6,646	---	---	332	67,997	---	57	-3,462	3,400	4,420	2,720	71,459
297+50'TR4'	50	3,586	---	---	179	6,633	---	---	332	74,630	---	57	-3,807	3,732	4,851	2,985	78,437
298+00'TR4'	50	3,584	---	---	179	6,638	---	---	332	81,268	---	57	-4,152	4,063	5,282	3,251	85,420
298+50'TR4'	50	2,889	---	---	144	5,993	---	---	300	87,262	---	57	-4,464	4,363	5,672	3,490	91,725
299+00'TR4'	50	2,697	---	---	135	5,172	---	---	259	92,433	---	57	-4,733	4,622	6,008	3,697	97,166
299+50'TR4'	50	2,653	---	---	133	4,954	---	---	248	97,387	---	57	-4,990	4,869	6,330	3,895	102,377
300+00'TR4'	50	2,740	---	---	137	4,993	---	---	250	102,380	---	57	-5,250	5,119	6,655	4,095	107,630
300+50'TR4'	50	2,838	---	---	142	5,164	---	---	258	107,544	---	57	-5,518	5,377	6,990	4,302	113,063
301+00'TR4'	50	2,824	---	---	141	5,243	---	---	262	112,787	---	57	-5,791	5,639	7,331	4,511	118,578
301+50'TR4'	50	2,779	---	---	139	5,189	---	---	259	117,976	---	57	-6,061	5,899	7,668	4,719	124,037
302+00'TR4'	50	2,791	---	---	140	5,158	---	---	258	123,134	---	57	-6,329	6,157	8,004	4,925	129,463
302+50'TR4'	50	2,678	---	---	134	5,064	---	---	253	128,198	---	57	-6,592	6,410	8,333	5,128	134,790
303+00'TR4'	50	2,418	---	---	121	4,718	---	---	236	132,916	---	57	-6,838	6,646	8,640	5,317	139,754
303+50'TR4'	50	1,679	---	---	84	3,794	---	---	190	136,709	---	57	-7,035	6,835	8,886	5,468	143,745
304+00'TR4'	50	1,150	---	413	58	2,620	---	382	131	139,329	---	439	-6,674	6,966	9,056	5,573	146,003
304+50'TR4'	50	911	---	899	46	1,909	---	1,215	95	141,238	---	1,654	-5,194	7,062	9,180	5,650	146,432
305+00'TR4'	50	397	---	1,490	20	1,212	---	2,212	61	142,450	---	3,866	-2,381	7,122	9,259	5,698	144,831
305+50'TR4'	50	82	---	2,399	4	444	---	3,601	22	142,894	---	7,467	2,277	7,145	9,288	5,716	140,617
306+00'TR4'	50	16	---	3,407	1	91	---	5,376	5	142,986	---	12,843	9,261	7,149	9,294	5,719	133,725
306+50'TR4'	50	12	---	4,128	1	26	---	6,977	1	143,011	---	19,820	18,330	7,151	9,296	5,720	124,681
307+00'TR4'	50	10	---	4,608	1	21	---	8,089	1	143,032	---	27,910	28,845	7,152	9,297	5,721	114,187
307+50'TR4'	50	23	---	4,795	1	31	---	8,707	2	143,063	---	36,617	40,163	7,153	9,299	5,723	102,900
308+00'TR4'	50	---	---	5,554	---	21	---	9,582	1	143,084	---	46,199	52,619	7,154	9,300	5,723	90,465
308+50'TR4'	50	---	---	4,088	---	---	---	8,928	---	143,084	---	55,127	64,225	7,154	9,300	5,723	78,859
309+00'TR4'	50	---	---	3,629	---	---	---	7,145	---	143,084	---	62,272	73,513	7,154	9,300	5,723	69,571
309+50'TR4'	50	---	---	1,326	---	---	---	4,588	---	143,084	---	66,860	79,477	7,154	9,300	5,723	63,607
310+00'TR4'	50	148	---	557	7	137	---	1,743	7	143,221	---	68,603	81,736	7,161	9,309	5,729	61,485
310+50'TR4'	50	93	---	255	5	222	---	752	11	143,443	---	69,355	82,702	7,172	9,324	5,738	60,741
311+00'TR4'	50	10	---	230	0	95	---	450	5	143,538	---	69,805	83,282	7,177	9,330	5,742	60,256
311+50'TR4'	50	---	---	129	---	9	---	333	0	143,547	---	70,138	83,714	7,177	9,331	5,742	59,832
312+00'TR4'	50	---	---	37	---	---	---	154	---	143,547	---	70,291	83,914	7,177	9,331	5,742	59,632
312+50'TR4'	50	335	---	5	17	311	---	39	16	143,857	---	70,330	83,949	7,193	9,351	5,754	59,909
313+00'TR4'	50	265	---	---	13	556	---	5	28	144,413	---	70,335	83,926	7,221	9,387	5,777	60,487
313+50'TR4'	50	247	---	---	12	474	---	---	24	144,887	---	70,335	83,901	7,244	9,418	5,795	60,985
314+00'TR4'	50	292	---	---	15	499	---	---	25	145,386	---	70,335	83,875	7,269	9,450	5,815	61,510
314+50'TR4'	50	363	---	---	18	607	---	---	30	145,993	---	70,335	83,844	7,300	9,490	5,840	62,149
315+00'TR4'	50	536	---	---	27	832	---	---	42	146,825	---	70,335	83,801	7,341	9,544	5,873	63,025
315+50'TR4'	50	645	---	---	32	1,093	---	---	55	147,919	---	70,335	83,744	7,396	9,615	5,917	64,175
316+00'TR4'	50	813	---	---	41	1,350	---	---	67	149,268	---	70,335	83,674	7,463	9,702	5,971	65,595
316+50'TR4'	50	852	---	---	43	1,541	---	---	77	150,810	---	70,335	83,593	7,540	9,803	6,032	67,217
317+00'TR4'	50	785	---	---	39	1,516	---	---	76	152,326	---	70,335	83,515	7,616	9,901	6,093	68,811
317+50'TR4'	50	579	---	---	29	1,263	---	---	63	153,589	---	70,335	83,449	7,679	9,983	6,144	70,140
318+00'TR4'	50	478	---	---	24	978	---	---	49	154,567	---	70,335	83,398	7,728	10,047	6,183	71,169
318+50'TR4'	50	896	---	---	45	1,271	---	---	64	155,839	---	70,335	83,332	7,792	10,130	6,234	72,507
319+00'TR4'	50	1,267	---	---	63	2,002	---	---	100	157,841	---	70,335	83,228	7,892	10,260	6,314	74,613
319+50'TR4'	50	1,066	---	---	53	2,160	---	---	108	160,001	---	70,335	83,115	8,000	10,400	6,400	76,885
320+00'TR4'	50	752	---	---	38	1,683	---	---	84	161,684	---	70,335	83,028	8,084	10,509	6,467	78,656
320+50'TR4'	50	516	---	---	26	1,174	---	---	59	162,859	---	70,335	82,967	8,143	10,586	6,514	79,892
321+00'TR4'	50	269	---	---	13	727	---	---	36	163,585	---	70,335	82,929	8,179	10,633	6,543	80,656
321+50'TR4'	50	125	---	---	6	364	---	---	18	163,949	---	70,335	82,910	8,197	10,657	6,558	81,039
322+00'TR4'	50	63	---	---	3	173	---	---	9	164,123	---	70,335	82,901	8,206	10,668	6,565	81,222
322+50'TR4'	50	32	---	---	2	88	---	---	4	164,211	---	70,335	82,897	8,211	10,674	6,568	81,314
323+00'TR4'	50	25	---	2	1	53	---	2	3	164,263	---	70,337	82,896	8,213	10,677	6,571	81,367
323+50'TR4'	50	19	---	---	1	41	---	2	2	164,304	---	70,339	82,897	8,215	10,680	6,572	81,408
324+00'TR4'	50	11	---	---	1	28	---	---	1	164,333	---	70,339	82,895	8,217	10,682	6,573	81,437
324+14'TR4'	14	11	---	---	1	6	---	---	0	164,339	---	70,339	82,895	8,217	10,682	6,574	81,444

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'TR6' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
10+00'TR6'	---	---	---	---	---												
10+50'TR6'	50	22	---	14	1	20	---	13	1	20	---	13	16	1	1	1	5
11+00'TR6'	50	26	---	20	1	44	---	31	2	64	---	44	54	3	4	3	11
11+50'TR6'	50	17	---	89	1	40	---	100	2	104	---	144	182	5	7	4	-78
12+00'TR6'	50	27	---	142	1	40	---	214	2	144	---	358	458	7	9	6	-314
12+50'TR6'	50	45	---	212	2	66	---	328	3	210	---	686	881	10	14	8	-671
13+00'TR6'	50	33	---	326	2	72	---	498	4	282	---	1,184	1,525	14	18	11	-1,243
13+50'TR6'	50	29	---	436	1	57	---	706	3	339	---	1,890	2,439	17	22	14	-2,100
14+00'TR6'	50	22	---	470	1	47	---	838	2	386	---	2,729	3,527	19	25	15	-3,141
14+50'TR6'	50	36	---	495	2	54	---	894	3	440	---	3,622	4,686	22	29	18	-4,246
15+00'TR6'	50	70	---	444	3	98	---	869	5	539	---	4,491	5,811	27	35	22	-5,272
15+50'TR6'	50	48	---	442	2	109	---	820	5	648	---	5,311	6,871	32	42	26	-6,223
16+00'TR6'	50	23	---	434	1	65	---	811	3	713	---	6,122	7,922	36	46	29	-7,209
16+50'TR6'	50	11	---	425	1	32	---	795	2	745	---	6,918	8,954	37	48	30	-8,209
17+00'TR6'	50	34	---	327	2	42	---	696	2	787	---	7,613	9,856	39	51	31	-9,070
17+11'TR6'	11	298	18	423	16	71	4	153	4	858	4	7,766	10,051	43	56	34	-9,197
17+50'TR6'	39	360	18	286	19	502	26	512	25	1,360	30	8,278	10,690	68	88	54	-9,360
18+00'TR6'	50	301	18	226	16	646	34	475	32	2,006	64	8,753	11,274	100	130	80	-9,332
18+50'TR6'	50	307	18	233	16	597	34	426	30	2,603	98	9,178	11,796	130	169	104	-9,292
19+00'TR6'	50	386	18	312	20	676	34	505	34	3,279	132	9,683	12,418	164	213	131	-9,271
19+50'TR6'	50	432	18	358	23	791	34	620	40	4,070	166	10,303	13,182	204	265	163	-9,278
20+00'TR6'	50	469	18	394	24	868	34	696	43	4,938	200	10,999	14,042	247	321	198	-9,305
20+50'TR6'	50	441	18	366	23	876	34	704	44	5,813	234	11,704	14,913	291	378	233	-9,333
21+00'TR6'	50	378	18	304	20	792	34	621	40	6,606	268	12,325	15,679	330	429	264	-9,341
21+50'TR6'	50	386	18	312	20	742	34	570	37	7,347	302	12,895	16,382	367	478	294	-9,336
22+00'TR6'	50	374	18	299	20	737	34	566	37	8,085	336	13,461	17,079	404	525	323	-9,330
22+50'TR6'	50	350	18	276	18	704	34	532	35	8,788	370	13,993	17,735	439	571	352	-9,316
23+00'TR6'	50	327	18	253	17	661	34	489	33	9,449	404	14,483	18,336	472	614	378	-9,292
23+04'TR6'	4	327	18	253	17	51	3	37	3	9,500	407	14,520	18,383	475	617	380	-9,289
23+50'TR6'	46	322	---	260	16	568	---	437	28	10,068	407	14,957	18,921	503	654	403	-9,259
24+00'TR6'	50	313	---	254	16	587	---	476	29	10,656	407	15,433	19,508	533	693	426	-9,259
24+50'TR6'	50	290	---	235	14	558	---	453	28	11,214	407	15,886	20,069	561	729	449	-9,261
25+00'TR6'	50	262	---	216	13	511	---	418	26	11,725	407	16,304	20,585	586	762	469	-9,267
25+50'TR6'	50	223	---	189	11	449	---	374	22	12,174	407	16,678	21,049	609	791	487	-9,281
26+00'TR6'	50	164	---	153	8	359	---	316	18	12,533	407	16,994	21,441	627	815	501	-9,315
26+50'TR6'	50	80	---	108	4	226	---	242	11	12,759	407	17,236	21,743	638	829	510	-9,391
27+00'TR6'	50	41	---	111	2	112	---	203	6	12,872	407	17,439	22,002	644	837	515	-9,536
27+50'TR6'	50	38	---	98	2	73	---	194	4	12,945	407	17,633	22,250	647	841	518	-9,711
28+00'TR6'	50	42	---	62	2	73	---	148	4	13,018	407	17,781	22,438	651	846	521	-9,827
28+50'TR6'	50	41	---	90	2	76	---	140	4	13,094	407	17,921	22,617	655	851	524	-9,929
29+00'TR6'	50	31	---	114	2	66	---	188	3	13,161	407	18,110	22,858	658	855	526	-10,104
29+50'TR6'	50	136	---	97	7	155	---	196	8	13,316	407	18,305	23,104	666	866	533	-10,195
30+00'TR6'	50	110	---	27	5	228	---	115	11	13,544	407	18,420	23,242	677	880	542	-10,105
30+50'TR6'	50	26	---	52	1	126	---	72	6	13,670	407	18,492	23,329	684	889	547	-10,066
31+00'TR6'	50	34	---	31	2	56	---	76	3	13,726	407	18,568	23,425	686	892	549	-10,106
31+50'TR6'	50	39	---	12	2	68	---	39	3	13,794	407	18,608	23,473	690	897	552	-10,086
32+00'TR6'	50	35	---	1	2	68	---	12	3	13,862	407	18,620	23,485	693	901	554	-10,030
32+50'TR6'	50	---	---	---	---	32	---	1	2	13,894	407	18,621	23,485	695	903	556	-9,998

'AM' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
01+00'AM'	---	---	---	---	---												
01+25'AM'	25	25	---	1	1	12	---	0	1	12	---	0	0	1	1	0	12
01+50'AM'	25	12	---	2	1	17	---	1	1	29	---	1	0	1	2	1	29
01+75'AM'	25	10	---	2	0	10	---	2	1	39	---	3	2	2	3	2	37
02+00'AM'	25	23	---	1	1	15	---	1	1	54	---	4	3	3	4	2	52
02+25'AM'	25	27	---	---	1	24	---	0	1	78	---	5	2	4	5	3	76
02+50'AM'	25	35	---	---	2	29	---	---	1	107	---	5	0	5	7	4	106
02+75'AM'	25	39	---	---	2	34	---	---	2	141	---	5	-1	7	9	6	143
03+00'AM'	25	50	---	---	3	41	---	---	2	183	---	5	-3	9	12	7	186
03+25'AM'	25	72	---	---	4	57	---	---	3	239	---	5	-6	12	16	10	246
03+50'AM'	25	---	---	---	---	34	---	---	2	273	---	5	-8	14	18	11	281

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'DN1' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
100+34'DN1'	---	2,461	---	---	123												
100+50'DN1'	16	3,200	---	---	160	1,677	---	---	84	1,677	---	---	-87	84	109	67	1,765
100+75'DN1'	25	4,040	---	---	202	3,351	---	---	168	5,029	---	---	-261	251	327	201	5,290
101+00'DN1'	25	4,564	---	---	228	3,983	---	---	199	9,012	---	---	-469	451	586	360	9,481
101+25'DN1'	25	4,519	---	---	226	4,205	---	---	210	13,217	---	---	-687	661	859	529	13,904
101+50'DN1'	25	4,276	---	---	214	4,071	---	---	204	17,288	---	---	-899	864	1,124	692	18,187
101+75'DN1'	25	3,949	---	---	197	3,808	---	---	190	21,096	---	---	-1,097	1,055	1,371	844	22,193
102+00'DN1'	25	3,562	---	---	178	3,477	---	---	174	24,573	---	---	-1,278	1,229	1,597	983	25,850
102+25'DN1'	25	3,054	---	---	153	3,063	---	---	153	27,636	---	---	-1,437	1,382	1,796	1,105	29,073
102+50'DN1'	25	2,378	---	---	119	2,515	---	---	126	30,151	---	---	-1,568	1,508	1,960	1,206	31,718
102+75'DN1'	25	1,771	---	---	89	1,921	---	---	96	32,072	---	---	-1,668	1,604	2,085	1,283	33,739
103+00'DN1'	25	1,246	---	---	62	1,397	---	---	70	33,469	---	---	-1,740	1,673	2,175	1,339	35,209
103+25'DN1'	25	800	---	---	40	947	---	---	47	34,416	---	---	-1,790	1,721	2,237	1,377	36,206
103+50'DN1'	25	465	---	---	23	586	---	---	29	35,002	---	---	-1,820	1,750	2,275	1,400	36,822
103+75'DN1'	25	241	---	---	12	327	---	---	16	35,328	---	---	-1,837	1,766	2,296	1,413	37,166
104+00'DN1'	25	98	---	---	5	157	---	---	8	35,486	---	---	-1,845	1,774	2,307	1,419	37,331
104+25'DN1'	25	---	---	---	---	45	---	---	2	35,531	---	---	-1,848	1,777	2,310	1,421	37,379

'DN2' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
100+34'DN2'	---	74	---	---	4												
100+50'DN2'	16	53	---	---	3	38	---	---	2	38	---	---	-2	2	2	2	40
100+75'DN2'	25	31	---	---	2	39	---	---	2	76	---	---	-4	4	5	3	80
101+00'DN2'	25	20	---	0	1	24	---	0	1	100	---	0	-5	5	7	4	105

'DT' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
10+00'DT'	---	---	---	---	---												
10+25'DT'	25	---	---	57	---	---	---	27	---	---	---	27	34	---	---	---	-34
10+50'DT'	25	---	---	19	---	---	---	36	---	---	---	62	81	---	---	---	-81
10+75'DT'	25	11	---	9	1	5	---	13	0	5	---	75	97	0	0	0	-92
11+00'DT'	25	15	---	9	1	12	---	8	1	17	---	83	108	1	1	1	-90
11+25'DT'	25	20	---	19	1	16	---	13	1	33	---	96	124	2	2	1	-90
11+50'DT'	25	24	---	4	1	21	---	11	1	54	---	107	137	3	4	2	-83
11+75'DT'	25	26	---	1	1	23	---	2	1	77	---	110	139	4	5	3	-61
12+00'DT'	25	36	---	1	2	29	---	1	1	106	---	111	138	5	7	4	-32
12+25'DT'	25	25	---	2	1	28	---	1	1	134	---	112	139	7	9	5	-5
12+45'DT'	20	41	---	4	2	25	---	2	1	159	---	114	140	8	10	6	19

'GR' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	NOTE 6
01+45'GR'	---	5	---	18	0												
01+50'GR'	5	8	---	27	0	1	---	4	0	1	---	4	5	0	0	0	-4
01+75'GR'	25	37	---	1	2	21	---	13	1	22	---	17	21	1	1	1	1
02+00'GR'	25	88	---	---	4	58	---	0	3	80	---	18	19	4	5	3	61
02+25'GR'	25	94	---	---	5	84	---	---	4	164	---	18	14	8	11	7	150
02+50'GR'	25	112	---	---	6	95	---	---	5	259	---	18	9	13	17	10	250
02+75'GR'	25	148	---	---	7	120	---	---	6	379	---	18	3	19	25	15	376
03+00'GR'	25	104	---	---	5	117	---	---	6	496	---	18	-3	25	32	20	499
03+25'GR'	25	---	---	---	---	48	---	---	2	544	---	18	-5	27	35	22	550

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'HC' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
10+05'HC'	---	64	---	---	3												
10+10'HC'	5	60	---	---	3	10	---	---	1	10	---	---	-1	1	1	0	11
10+20'HC'	10	68	---	---	3	24	---	---	1	34	---	---	-2	2	2	1	36
10+30'HC'	10	61	---	---	3	24	---	---	1	58	---	---	-3	3	4	2	61
10+40'HC'	10	72	---	---	4	25	---	---	1	83	---	---	-4	4	5	3	87
10+60'HC'	20	71	---	---	4	53	---	---	3	136	---	---	-7	7	9	5	143
10+80'HC'	20	46	---	---	2	43	---	---	2	179	---	---	-9	9	12	7	188
11+00'HC'	20	24	---	---	1	26	---	---	1	205	---	---	-11	10	13	8	215
11+20'HC'	20	11	---	---	1	13	---	---	1	218	---	---	-11	11	14	9	229
11+40'HC'	20	6	---	---	0	6	---	---	0	224	---	---	-12	11	15	9	235

'JM' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
04+50'JM'	---	---	---	1,074	---												
04+75'JM'	25	---	---	1,249	---	---	---	1,075	---	---	---	1,075	1,398	---	---	---	-1,398
05+00'JM'	25	---	---	1,286	---	---	---	1,174	---	---	---	2,249	2,923	---	---	---	-2,923
05+25'JM'	25	---	---	892	---	---	---	1,008	---	---	---	3,257	4,234	---	---	---	-4,234
05+50'JM'	25	---	---	678	---	---	---	727	---	---	---	3,983	5,178	---	---	---	-5,178
05+75'JM'	25	---	---	486	---	---	---	539	---	---	---	4,522	5,879	---	---	---	-5,879
06+00'JM'	25	---	---	284	---	---	---	356	---	---	---	4,878	6,342	---	---	---	-6,342
06+25'JM'	25	---	---	146	---	---	---	199	---	---	---	5,077	6,600	---	---	---	-6,600
06+50'JM'	25	---	---	54	---	---	---	92	---	---	---	5,170	6,720	---	---	---	-6,720
06+75'JM'	25	1	---	3	0	0	---	26	0	0	---	5,196	6,754	0	0	0	-6,754
07+00'JM'	25	10	---	---	0	5	---	1	0	5	---	5,197	6,756	0	0	0	-6,750

'MC1' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
100+13'MC1'	---	127	---	---	6												
100+50'MC1'	38	86	---	---	4	148	---	---	7	148	---	---	-8	7	10	6	155
101+00'MC1'	50	10	---	14	1	89	---	13	4	236	---	13	4	12	15	9	232
101+50'MC1'	50	22	---	5	1	29	---	17	1	266	---	30	25	13	17	11	241
102+00'MC1'	50	55	---	1	3	70	---	5	4	336	---	35	28	17	22	13	308
102+50'MC1'	50	61	---	0	3	107	---	1	5	443	---	35	23	22	29	18	420
103+00'MC1'	50	59	---	13	3	111	---	12	6	554	---	48	33	28	36	22	521
103+50'MC1'	50	73	---	---	4	123	---	12	6	677	---	60	43	34	44	27	634
103+83'MC1'	33	32	---	---	2	64	---	---	3	741	---	60	40	37	48	30	701

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'MC2' LINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
11+00'MC2'	---	---	---	1,291	---												
11+50'MC2'	50	11	---	470	1	11	---	1,631	1	11	---	1,631	2,120	1	1	0	-2,109
12+00'MC2'	50	92	---	333	5	96	---	744	5	107	---	2,375	3,082	5	7	4	-2,976
12+50'MC2'	50	3	---	177	0	88	---	473	4	195	---	2,848	3,692	10	13	8	-3,497
13+00'MC2'	50	2	---	62	0	5	---	221	0	200	---	3,069	3,980	10	13	8	-3,780
13+50'MC2'	50	49	---	2	2	47	---	59	2	247	---	3,129	4,054	12	16	10	-3,808
14+00'MC2'	50	241	---	---	12	268	---	2	13	515	---	3,130	4,043	26	33	21	-3,528
14+50'MC2'	50	1,357	---	---	68	1,479	---	---	74	1,994	---	3,130	3,966	100	130	80	-1,972
15+00'MC2'	50	34	---	7	2	1,288	---	6	64	3,282	---	3,136	3,907	164	213	131	-625
15+50'MC2'	50	37	---	5	2	65	---	10	3	3,347	---	3,147	3,917	167	218	134	-570
16+00'MC2'	50	55	---	---	3	85	---	4	4	3,432	---	3,151	3,918	172	223	137	-486
16+50'MC2'	50	70	---	---	4	116	---	---	6	3,548	---	3,151	3,912	177	231	142	-364
17+00'MC2'	50	56	---	---	3	117	---	---	6	3,665	---	3,151	3,906	183	238	147	-241
17+50'MC2'	50	59	---	---	3	107	---	---	5	3,772	---	3,151	3,900	189	245	151	-128
18+00'MC2'	50	72	---	---	4	121	---	---	6	3,893	---	3,151	3,894	195	253	156	-1
18+50'MC2'	50	45	---	3	2	109	---	3	5	4,001	---	3,154	3,892	200	260	160	109
19+00'MC2'	50	57	---	3	3	95	---	6	5	4,096	---	3,160	3,895	205	266	164	201
19+50'MC2'	50	67	---	---	3	115	---	3	6	4,211	---	3,163	3,893	211	274	168	318
20+00'MC2'	50	76	---	---	4	132	---	---	7	4,342	---	3,163	3,886	217	282	174	457
20+50'MC2'	50	64	---	---	3	130	---	---	6	4,472	---	3,163	3,879	224	291	179	593
20+94'MC2'	44	57	---	---	3	99	---	---	5	4,571	---	3,163	3,874	229	297	183	697

'MC3' LINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
100+28'MC3'	---	146	---	---	7												
100+50'MC3'	23	638	---	---	32	327		---	16	327	---	---	-17	16	21	13	343
100+75'MC3'	25	617	---	---	31	581	---	---	29	907	---	---	-47	45	59	36	955
101+00'MC3'	25	608	---	---	30	567	---	---	28	1,474	---	---	-77	74	96	59	1,551
101+25'MC3'	25	613	---	---	31	565	---	---	28	2,039	---	---	-106	102	133	82	2,146
101+50'MC3'	25	616	---	---	31	569	---	---	28	2,606	---	---	-136	130	170	104	2,744
101+75'MC3'	25	567	---	---	28	530	---	---	27	3,156	---	---	-164	158	205	126	3,320
102+00'MC3'	25	498	---	---	---	493	---	---	25	3,649	---	---	-190	182	237	146	3,838
102+25'MC3'	25	387	---	---	19	410	---	---	20	4,058	---	---	-203	203	264	162	4,269
102+50'MC3'	25	287	---	---	14	312	---	---	16	4,370	---	---	-227	227	284	175	4,598
102+75'MC3'	25	161	---	---	8	208	---	---	10	4,578	---	---	-238	229	298	183	4,816
103+00'MC3'	25	56	---	0	3	100	---	0	5	4,678	---	0	-243	234	304	187	4,922
103+25'MC3'	25	28	---	1	1	39	---	1	2	4,717	---	1	-244	236	307	189	4,961
103+50'MC3'	25	33	---	1	2	28	---	1	1	4,745	---	2	-245	237	308	190	4,985

'SN' LINE STATION	DISTANCE	AREA (SF) CUT	AREA (SF) SALVAGED/ UNUSABLE PAVEMENT MATERIAL	AREA (SF) FILL	AREA (SF) EBS	INCREMENTAL VOLUME (CY) - UNADJUSTED CUT NOTE 1	INCREMENTAL VOLUME (CY) - UNADJUSTED SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	INCREMENTAL VOLUME (CY) - UNADJUSTED FILL NOTE 3	INCREMENTAL VOLUME (CY) - UNADJUSTED EBS	CUMULATIVE VOLUME (CY) CUT 1.00 NOTE 1	CUMULATIVE VOLUME (CY) SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	CUMULATIVE VOLUME (CY) UNEXPANDED FILL	CUMULATIVE VOLUME (CY) EXPANDED FILL 1.30	CUMULATIVE VOLUME (CY) EBS	CUMULATIVE VOLUME (CY) EXPANDED EBS BACKFILL 1.30 NOTE 4	CUMULATIVE VOLUME (CY) REDUCED EBS IN FILL 0.80 NOTE 5	MASS ORDINATE NOTE 6
100+25'SN'	---	---	---	172	---												
100+50'SN'	25	---	---	132	---	---	---	140	---	---	---	140	183	---	---	---	-183
100+75'SN'	25	0	---	78	0	0	---	97	0	0	---	238	309	0	0	0	-309
101+00'SN'	25	0	---	34	0	0	---	52	0	0	---	290	376	0	0	0	-376
101+25'SN'	25	5	---	2	0	3	---	16	0	3	---	306	397	0	0	0	-394
101+50'SN'	25	17	---	0	1	10	---	1	1	13	---	306	398	1	1	1	-385
101+75'SN'	25	25	---	---	1	19	---	0	1	32	---	306	397	2	2	1	-364
101+98'SN'	23	22	---	---	1	20	---	---	1	52	---	306	396	3	3	2	-343

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'SZ' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
10+06'SZ'	---	86	---	---	4												
10+10'SZ'	4	93	---	---	5	14	---	---	1	14	---	---	-1	1	1	1	14
10+20'SZ'	10	113	---	---	6	38	---	---	2	52	---	---	-3	3	3	2	54
10+30'SZ'	10	118	---	---	6	43	---	---	2	94	---	---	-5	5	6	4	99
10+40'SZ'	10	112	---	---	6	43	---	---	2	137	---	---	-7	7	9	5	144
10+50'SZ'	10	85	---	---	4	37	---	---	2	173	---	---	-9	9	11	7	182
10+60'SZ'	10	52	---	---	3	25	---	---	1	199	---	---	-10	10	13	8	209
10+70'SZ'	10	35	---	---	2	16	---	---	1	215	---	---	-11	11	14	9	226
10+80'SZ'	10	22	---	---	1	11	---	---	1	225	---	---	-12	11	15	9	237
10+90'SZ'	10	15	---	---	1	7	---	---	0	232	---	---	-12	12	15	9	244
11+00'SZ'	10	10	---	---	1	5	---	---	0	237	---	---	-12	12	15	9	249
11+10'SZ'	10	7	---	---	0	3	---	---	0	240	---	---	-12	12	16	10	253
11+14'SZ'	4	5	---	---	0	1	---	---	0	241	---	---	-13	12	16	10	254

'TX' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
100+25'TX'	---	---	---	---	---												
100+50'TX'	25	350	---	---	18	162	---	---	8	162	---	---	-8	8	11	6	171
100+75'TX'	25	241	---	---	12	274	---	---	14	436	---	---	-23	22	28	17	459
101+00'TX'	25	223	---	---	11	215	---	---	11	651	---	---	-34	33	42	26	684
101+25'TX'	25	201	---	---	10	196	---	---	10	847	---	---	-44	42	55	34	891
101+50'TX'	25	171	---	---	9	172	---	---	9	1,019	---	---	-53	51	66	41	1,072
101+75'TX'	25	137	---	---	7	143	---	---	7	1,162	---	---	-60	58	75	46	1,222
102+00'TX'	25	129	---	---	6	123	---	---	6	1,285	---	---	-67	64	84	51	1,352
102+25'TX'	25	128	---	---	6	119	---	---	6	1,404	---	---	-73	70	91	56	1,477
102+50'TX'	25	115	---	---	6	113	---	---	6	1,517	---	---	-79	76	99	61	1,596
102+75'TX'	25	98	---	---	5	98	---	---	5	1,615	---	---	-84	81	105	65	1,699
103+00'TX'	25	70	---	---	4	78	---	---	4	1,693	---	---	-88	85	110	68	1,781
103+25'TX'	25	29	---	1	1	46	---	1	2	1,739	---	1	-90	87	113	70	1,829
103+50'TX'	25	16	---	4	1	21	---	2	1	1,760	---	3	-88	88	114	70	1,848
103+75'TX'	25	17	---	---	1	15	---	2	1	1,775	---	4	-87	89	115	71	1,861
104+00'TX'	25	21	---	2	1	18	---	1	1	1,793	---	5	-86	90	117	72	1,879
104+25'TX'	25	20	---	1	1	19	---	2	1	1,811	---	7	-85	91	118	72	1,896
104+50'TX'	25	19	---	---	1	18	---	1	1	1,829	---	8	-85	91	119	73	1,914
104+75'TX'	25	20	---	---	1	18	---	---	1	1,847	---	8	-86	92	120	74	1,933
105+00'TX'	25	18	---	---	1	18	---	---	1	1,865	---	8	-87	93	121	75	1,952
105+25'TX'	25	14	---	1	1	15	---	0	1	1,880	---	8	-87	94	122	75	1,967
105+50'TX'	25	10	---	4	1	11	---	2	1	1,891	---	10	-85	95	123	76	1,976
105+75'TX'	25	1	---	---	0	5	---	2	0	1,896	---	12	-83	95	123	76	1,979
106+00'TX'	25	---	---	38	---	1	---	17	0	1,897	---	29	-60	95	123	76	1,957
106+25'TX'	25	---	---	76	---	---	---	53	---	1,897	---	82	8	95	123	76	1,889
106+50'TX'	25	---	---	107	---	---	---	84	---	1,897	---	166	118	95	123	76	1,779
106+75'TX'	25	---	---	110	---	---	---	100	---	1,897	---	267	248	95	123	76	1,649
107+00'TX'	25	---	---	85	---	---	---	90	---	1,897	---	356	365	95	123	76	1,532
107+25'TX'	25	---	---	59	---	---	---	66	---	1,897	---	423	451	95	123	76	1,446
107+50'TX'	25	5	---	30	0	2	---	41	0	1,899	---	464	504	95	123	76	1,395
107+75'TX'	25	2	---	12	0	3	---	19	0	1,903	---	483	529	95	124	76	1,374
108+00'TX'	25	3	---	2	0	2	---	6	0	1,905	---	490	537	95	124	76	1,368
108+25'TX'	25	9	---	0	0	5	---	1	0	1,910	---	491	538	96	124	76	1,372
108+50'TX'	25	14	---	---	1	11	---	0	1	1,921	---	491	538	96	125	77	1,383
108+75'TX'	25	18	---	---	1	15	---	---	1	1,936	---	491	537	97	126	77	1,399
109+00'TX'	25	17	---	---	1	16	---	---	1	1,952	---	491	536	98	127	78	1,416
109+25'TX'	25	16	---	---	1	15	---	---	1	1,967	---	491	536	98	128	79	1,432
109+35'TX'	10	14	---	---	1	6	---	---	0	1,973	---	491	535	99	128	79	1,438
109+42'TX'	7	12	---	---	1	3	---	---	0	1,976	---	491	535	99	128	79	1,441

Notes:

1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]

'WG' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
100+11'WG'	---	---	---	7	---												
100+25'WG'	14	63	---	---	3	16	---	2	1	16	---	2	2	1	1	1	15
100+50'WG'	25	86	---	---	4	69	---	---	3	85	---	2	-2	4	6	3	87
100+75'WG'	25	59	---	---	3	67	---	---	3	152	---	2	-6	8	10	6	158
101+00'WG'	25	30	---	---	1	41	---	---	2	193	---	2	-8	10	13	8	201
101+25'WG'	25	82	---	---	4	52	---	---	3	245	---	2	-10	12	16	10	255
101+50'WG'	25	46	---	---	2	60	---	---	3	304	---	2	-13	15	20	12	318
101+75'WG'	25	41	---	---	2	41	---	---	2	345	---	2	-16	17	22	14	361
102+00'WG'	25	33	---	---	2	34	---	---	2	379	---	2	-17	19	25	15	397

'WS' LINE STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
100+25'WS'	---	---	---	236	---												
100+50'WS'	25	---	---	289	---	---	---	243	---	---	---	243	316	---	---	---	-316
100+75'WS'	25	---	---	157	---	---	---	207	---	---	---	450	585	---	---	---	-585
101+00'WS'	25	---	---	72	---	---	---	106	---	---	---	556	723	---	---	---	-723
101+25'WS'	25	---	---	15	---	---	---	41	---	---	---	597	775	---	---	---	-775
101+50'WS'	25	8	---	---	0	4	---	7	0	4	---	604	784	0	0	0	-781
101+75'WS'	25	14	---	---	1	10	---	---	1	14	---	604	784	1	1	1	-770
102+00'WS'	25	13	---	---	1	13	---	---	1	26	---	604	783	1	2	1	-757
102+25'WS'	25	13	---	---	1	12	---	---	1	38	---	604	783	2	2	2	-745
102+50'WS'	25	1	---	3	0	6	---	1	0	44	---	605	784	2	3	2	-740
102+75'WS'	25	---	---	15	---	0	---	9	0	44	---	614	795	2	3	2	-751
103+00'WS'	25	2	---	2	0	1	---	8	0	45	---	622	806	2	3	2	-760
103+17'WS'	17	16	---	---	1	6	---	1	0	51	---	622	806	3	3	2	-755

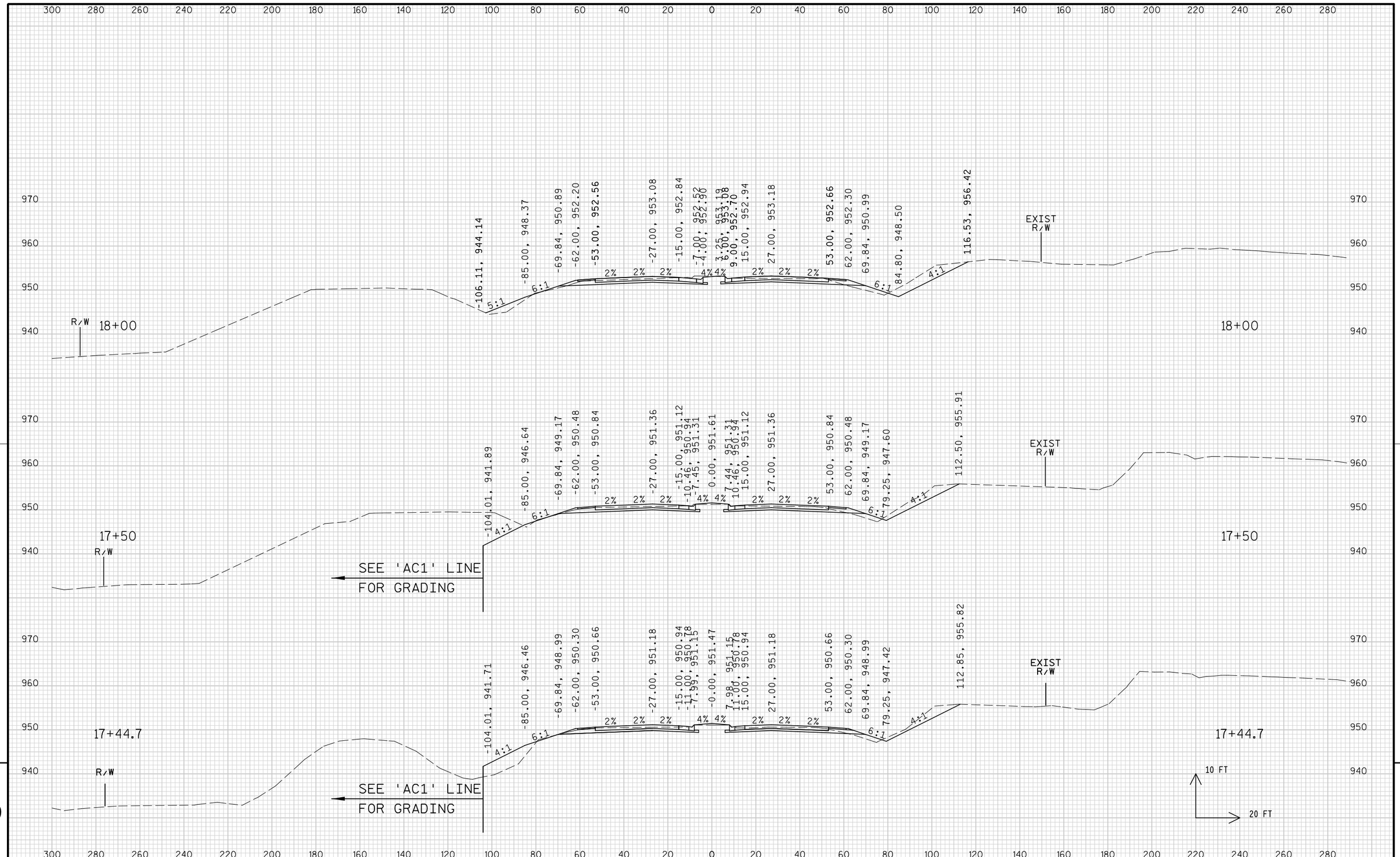
'DE1' STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
22+40	---	---	---	---	---												
23+00	60	326	---	---	16	362	---	---	18	362	---	---	-19	18	24	14	381
23+50	50	173	---	---	9	462	---	---	23	825	---	---	-43	41	54	33	867
24+00	50	66	---	---	3	221	---	---	11	1,046	---	---	-54	52	68	42	1100
24+50	50	---	---	---	---	61	---	---	3	1,107	---	---	-58	55	72	44	1164

'DE2' STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
17+50	---	---	---	---	---												
18+00	50	101	---	---	5	93	---	---	5	93	---	---	-5	5	6	4	98
18+50	50	---	---	---	---	93	---	---	5	186	---	---	-10	9	12	7	196

'DE3' STATION	DISTANCE	AREA (SF)				INCREMENTAL VOLUME (CY) - UNADJUSTED				CUMULATIVE VOLUME (CY)							MASS ORDINATE NOTE 6
		CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	SALVAGED/ UNUSABLE PAVEMENT MATERIAL NOTE 2	UNEXPANDED FILL	EXPANDED FILL 1.30	EBS	EXPANDED EBS BACKFILL 1.30 NOTE 4	REDUCED EBS IN FILL 0.80 NOTE 5	
10+80	---	---	---	---	---												
11+00	20	73	---	---	4	27	---	---	1	27	---	---	-1	1	2	1	28
11+50	50	11	---	---	1	78	---	---	4	105	---	---	-5	5	7	4	110
11+60	10	---	---	---	---	2	---	---	0	107	---	---	-6	5	7	4	112

Notes:

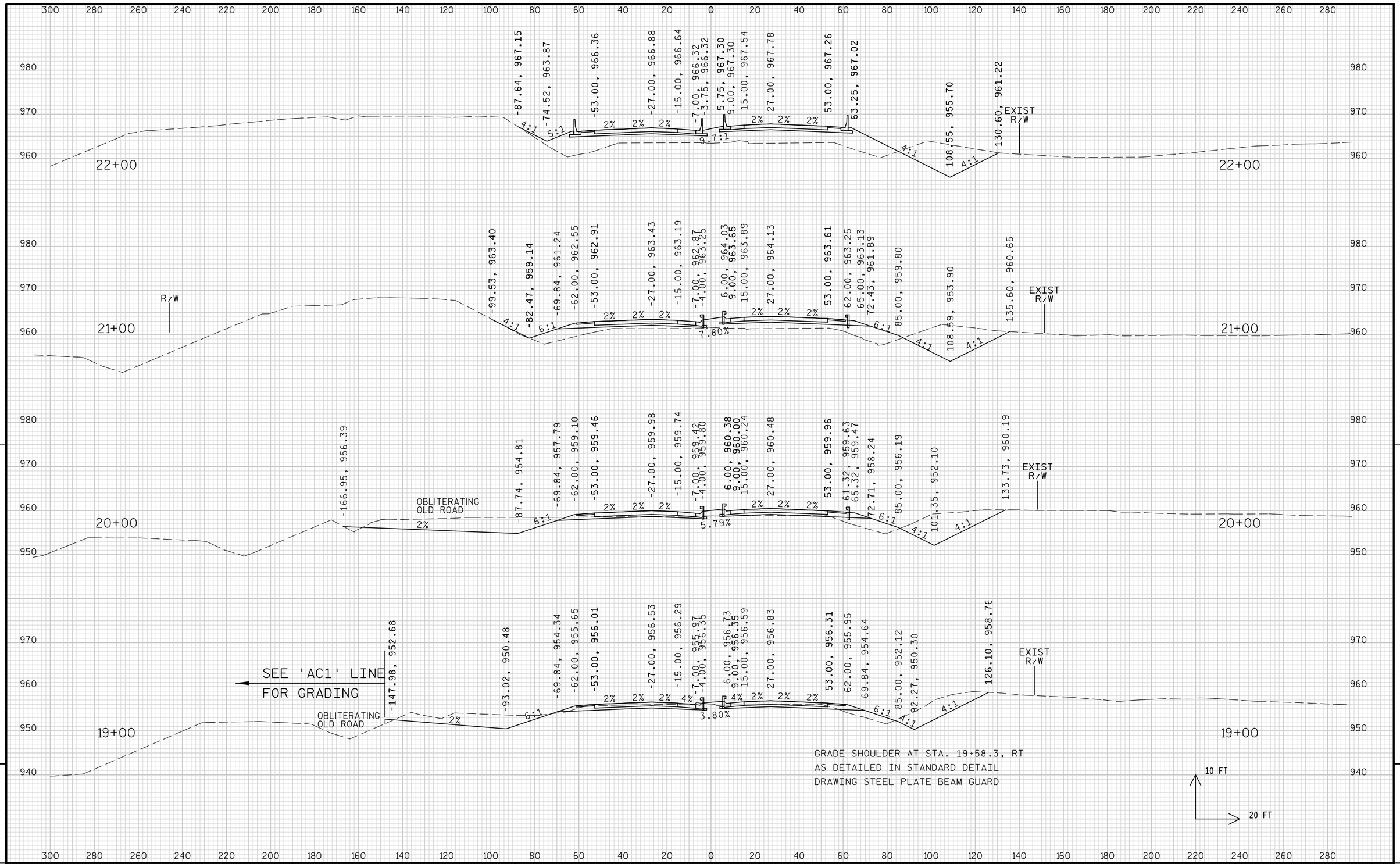
1) CUT: Cut does include Salvaged/Unusable Pavement Material
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: This is included in the cut
3) FILL: Fill does include Salvaged/Unusable Pavement Material excavation volume
4) EXPANDED EBS BACKFILL: This is to be filled with Excavation Common or Borrow material. EBS Backfill Factor = 1.3
5) REDUCED EBS IN FILL: Excavated EBS material is usable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
6) MASS ORDINATE: This is the CUT minus EXPANDED FILL AND SALVAGED/UNUSABLE PAVEMENT MATERIAL; MASS ORDINATE = CUT - [EXP. FILL + UNUSABLE MATERIAL]



9

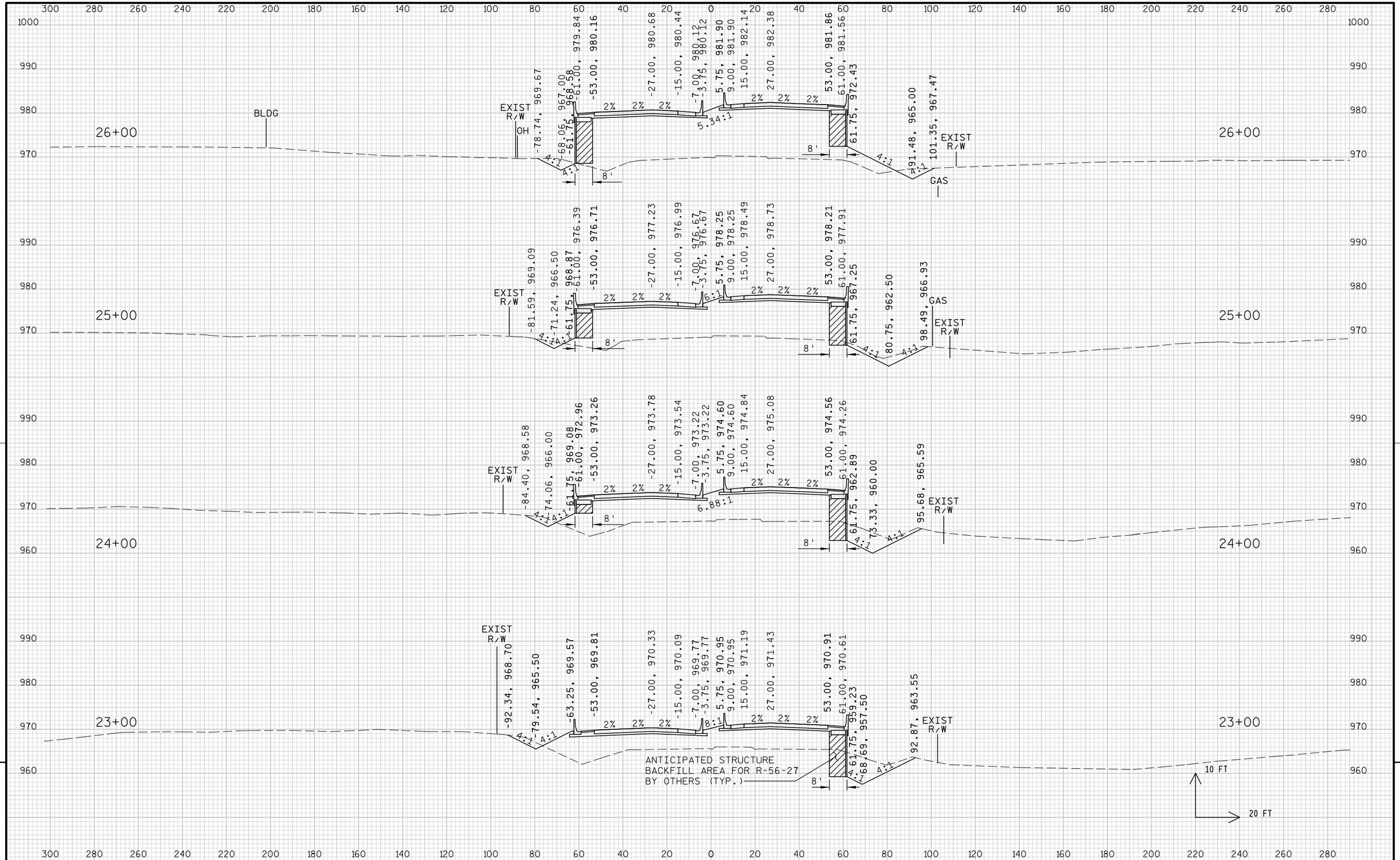
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 672	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 673	E

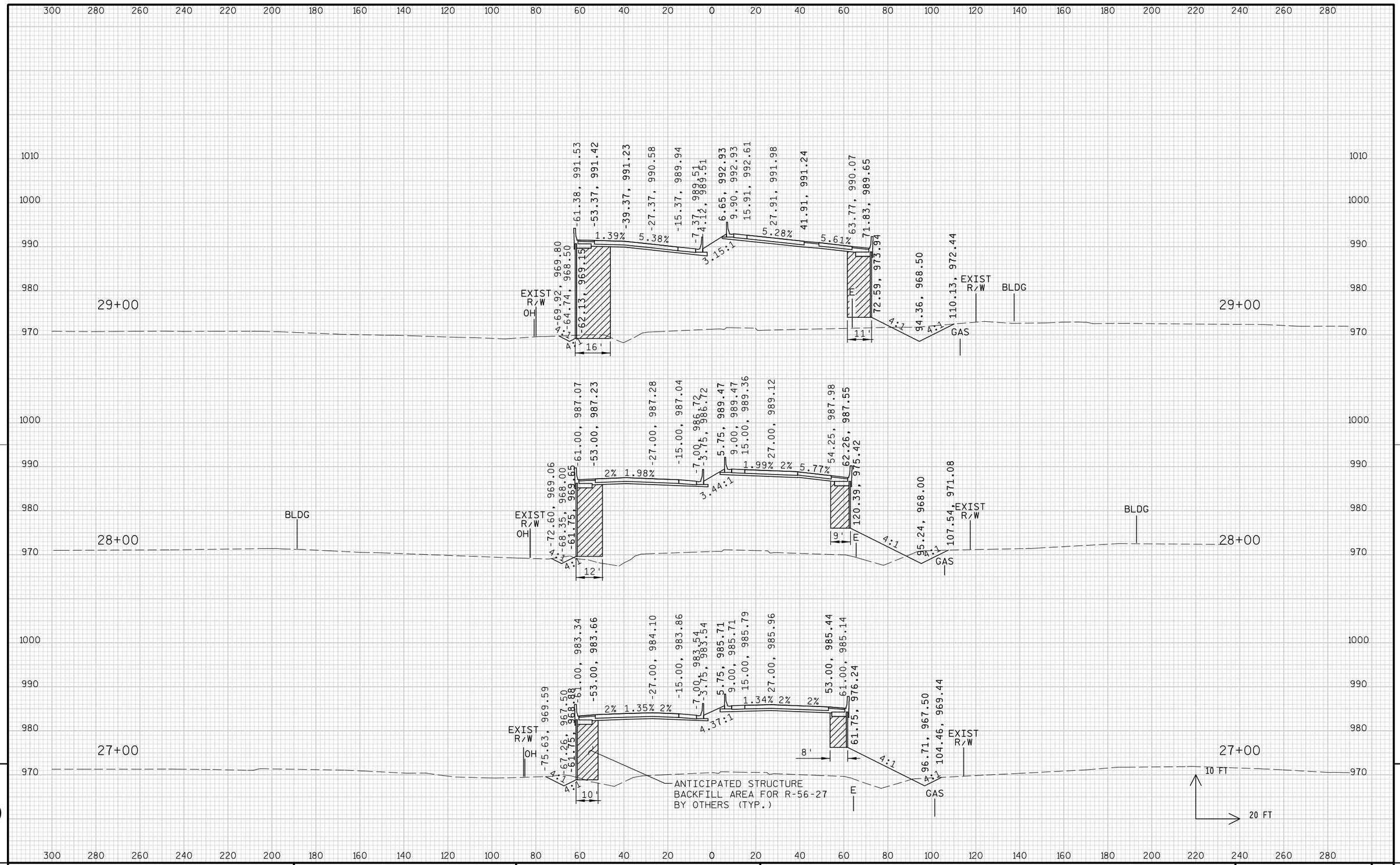
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 674	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

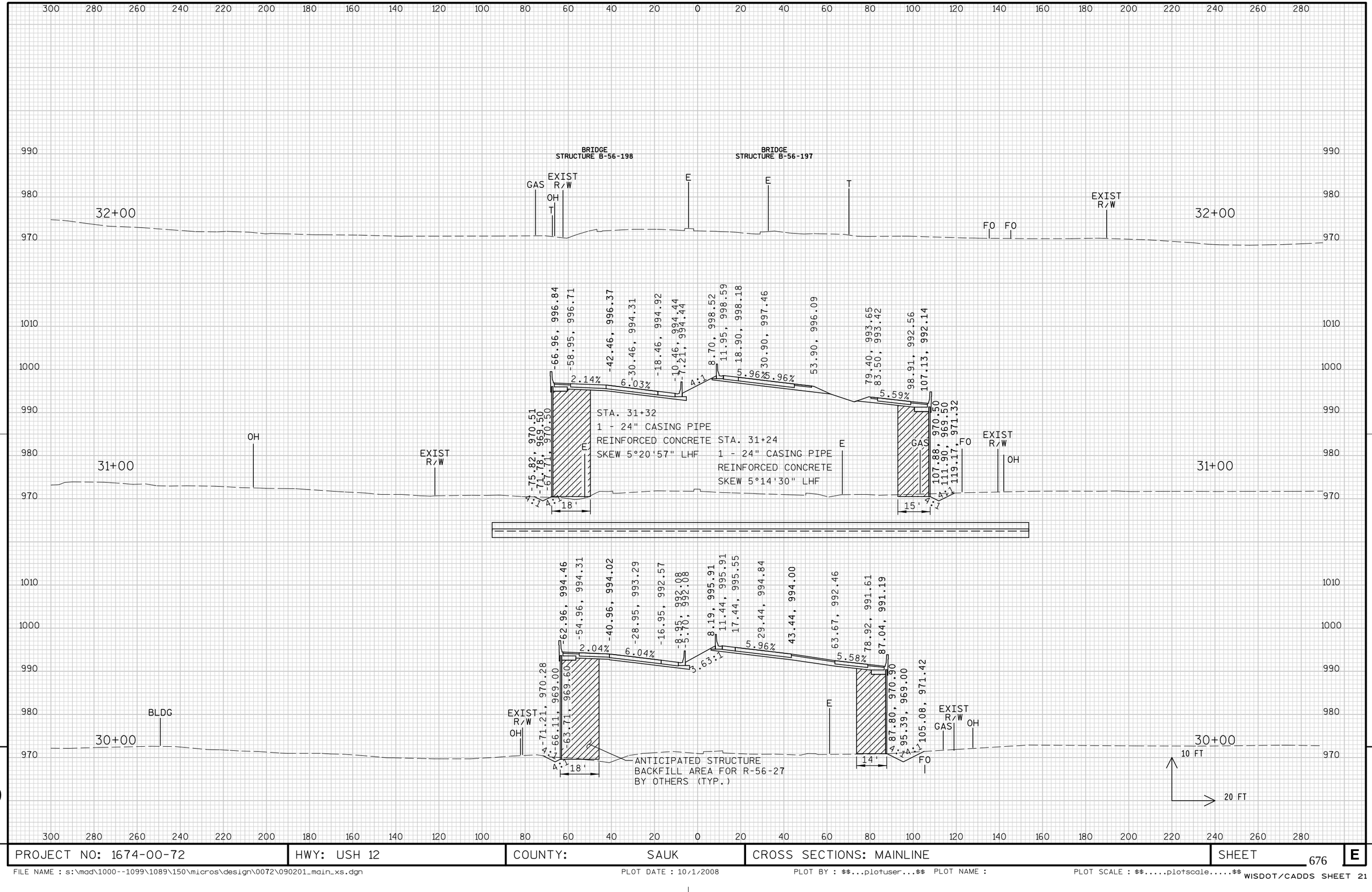
WISDOT/CADDS SHEET 21



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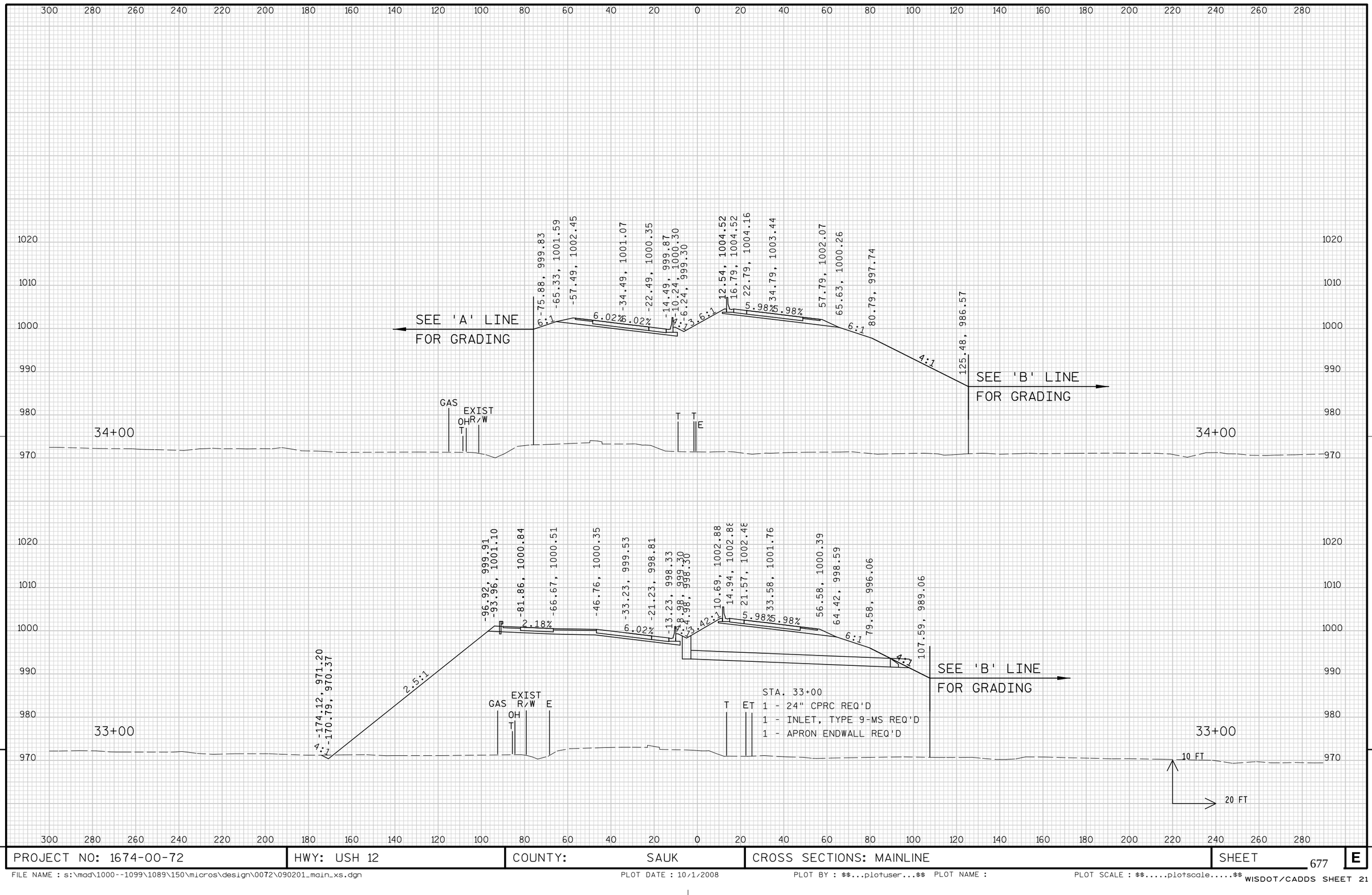
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 675	E



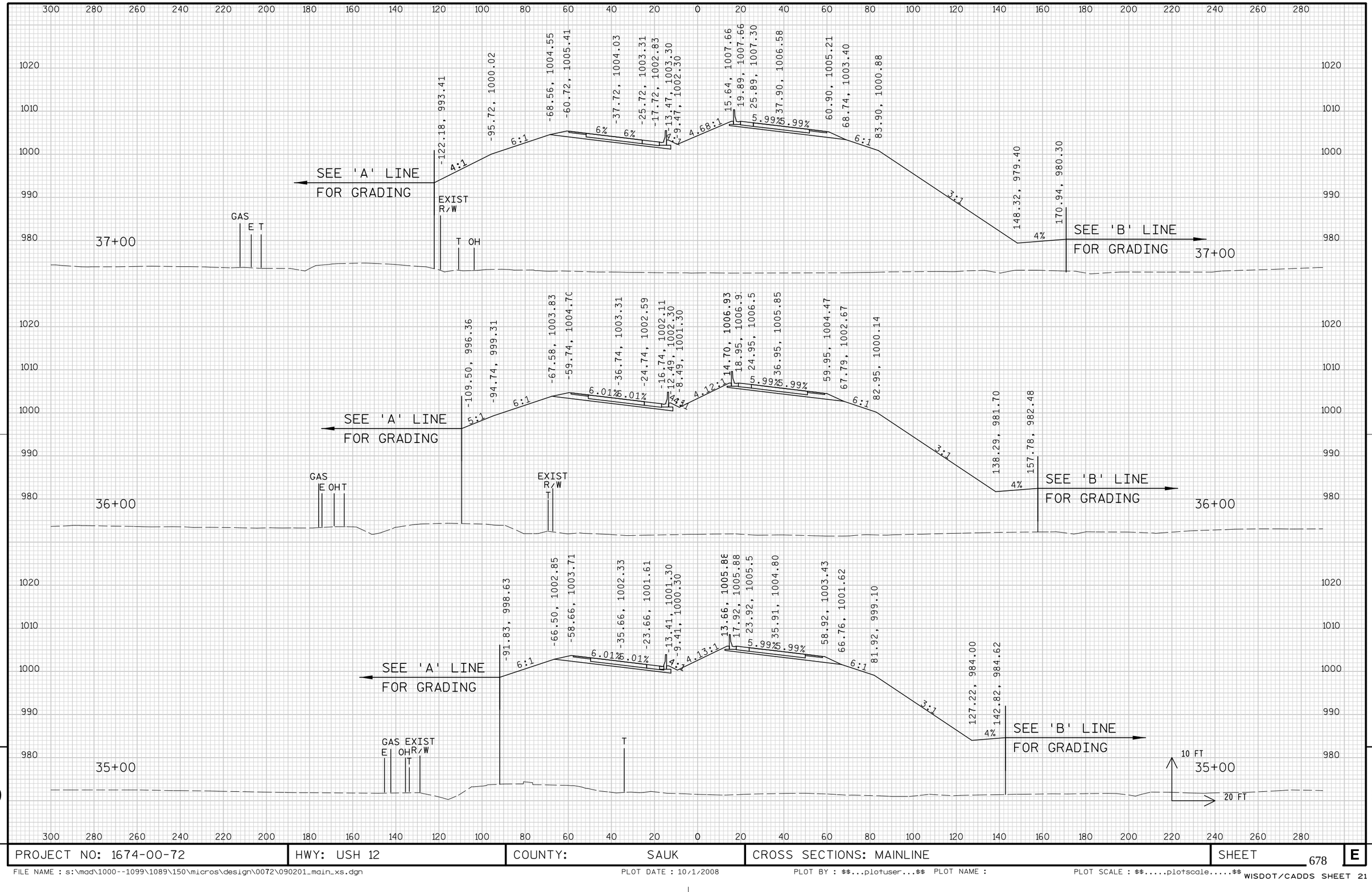
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 676	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9 9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 677	E



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9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 678	E

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

1030 1020 1010 1000 990 980

39+00

OH
E

EXIST
R/W
OHTT E

SEE 'A' LINE
FOR GRADING

-142.34, 985.64
-97.39, 1000.62
-70.23, 1005.15
-62.39, 1006.01
-39.39, 1004.63
-27.39, 1003.91
-19.39, 1003.43
-15.14, 1005.30
-11.14, 1004.30
17.25, 1008.18
21.50, 1008.18
27.50, 1007.82
39.50, 1007.10
62.50, 1005.72
70.34, 1003.92
85.50, 1001.39

3:1 6:1 6% 6% 7.31:1 6% 6% 6:1 3:1

BLDG

165.28, 974.80
192.11, 975.87

4%

39+00

SEE 'B' LINE
FOR GRADING

1030 1020 1010 1000 990 980

38+00

GAS
E OH
T

EXIST
R/W

T OH

SEE 'A' LINE
FOR GRADING

-130.02, 989.32
-96.61, 1000.46
-69.45, 1004.98
-61.61, 1005.85
-38.61, 1004.47
-26.60, 1003.75
-18.60, 1003.27
-14.35, 1004.30
-10.35, 1003.30
16.50, 1008.08
20.75, 1008.08
26.75, 1007.72
38.75, 1007.00
61.75, 1005.62
69.59, 1003.82
84.75, 1001.29

3:1 6:1 6% 6% 5.62:1 6% 6% 6:1 3:1

157.32, 977.10
182.34, 978.10

4%

38+00

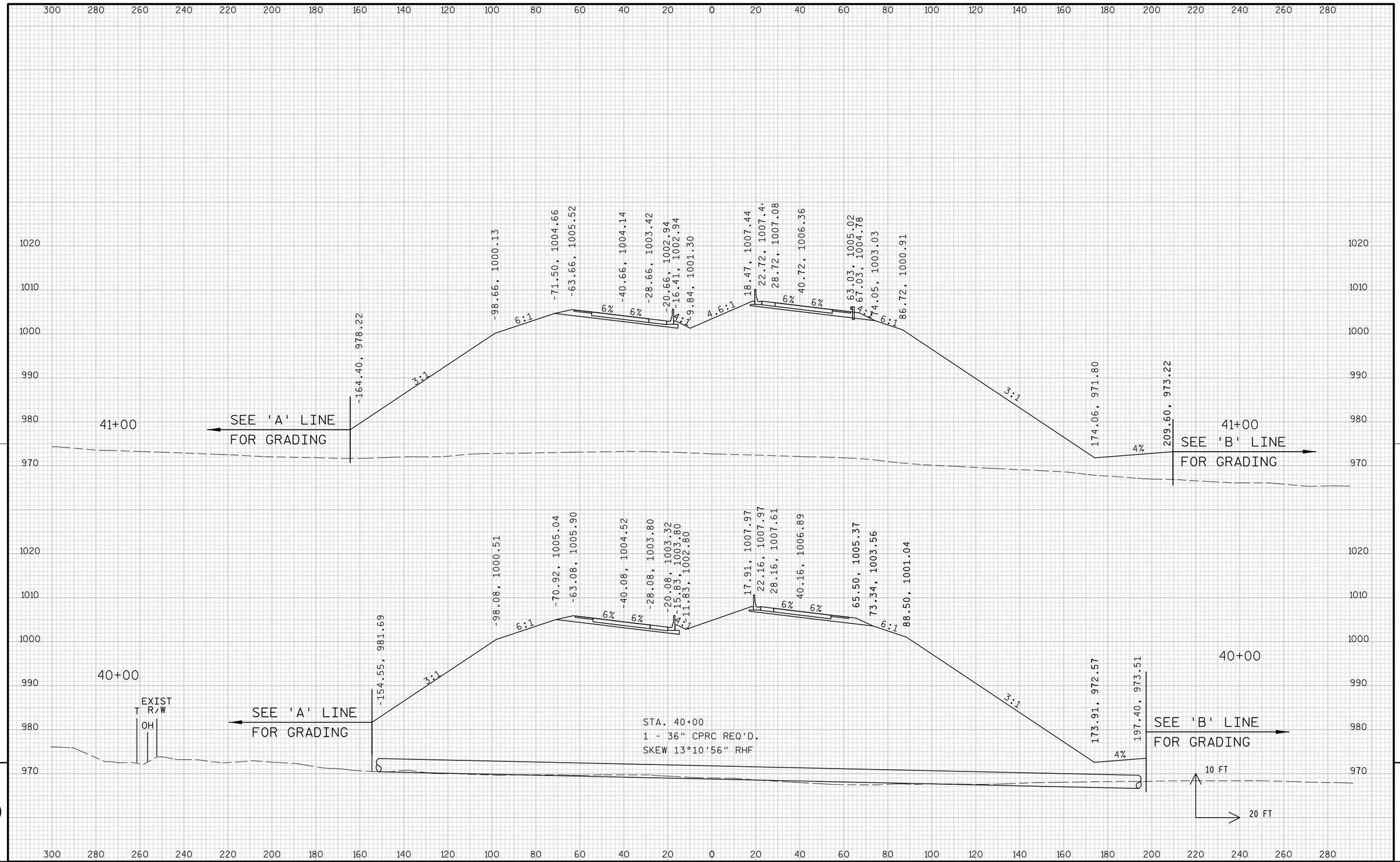
SEE 'B' LINE
FOR GRADING

10 FT
20 FT

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

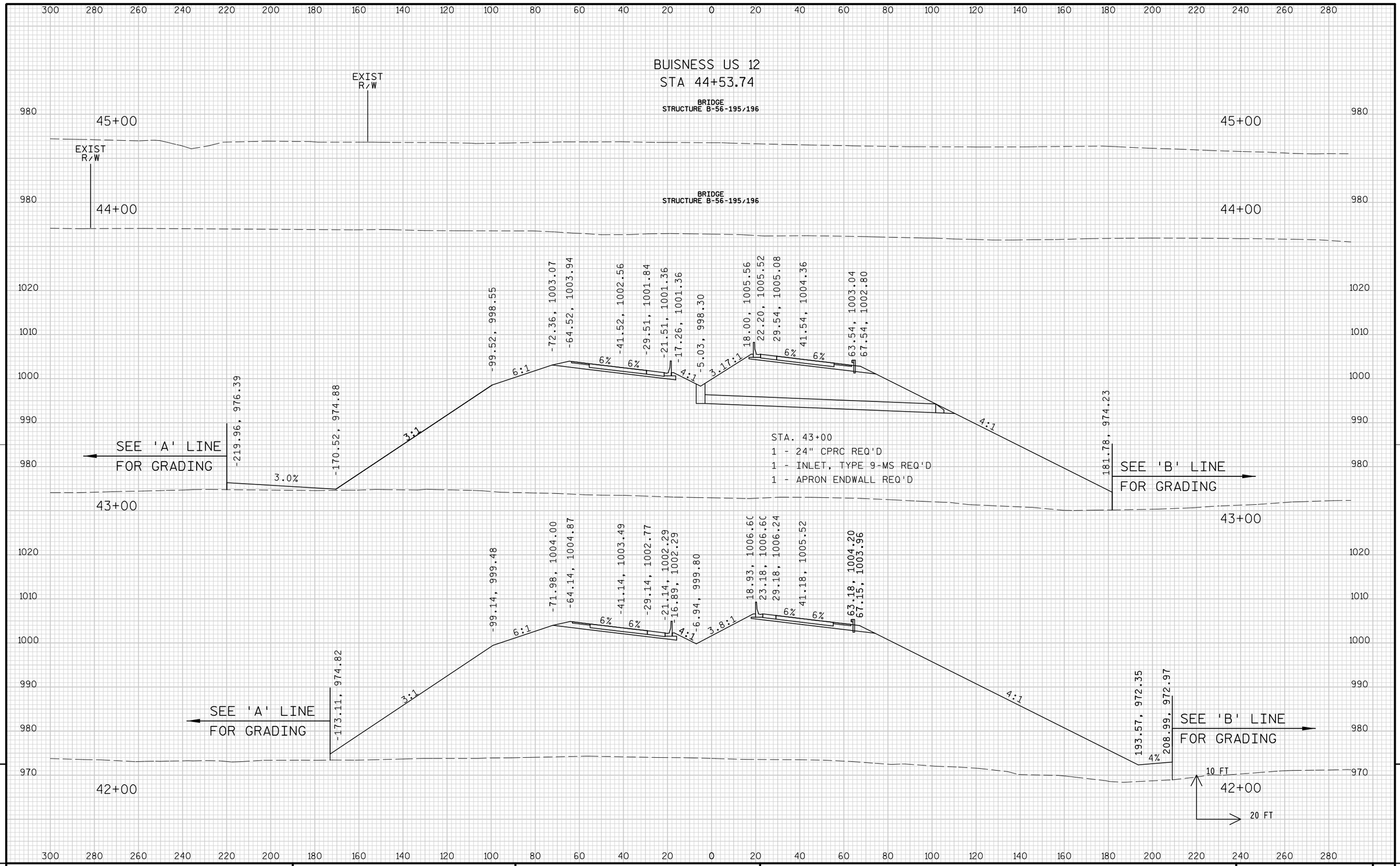
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 679	E



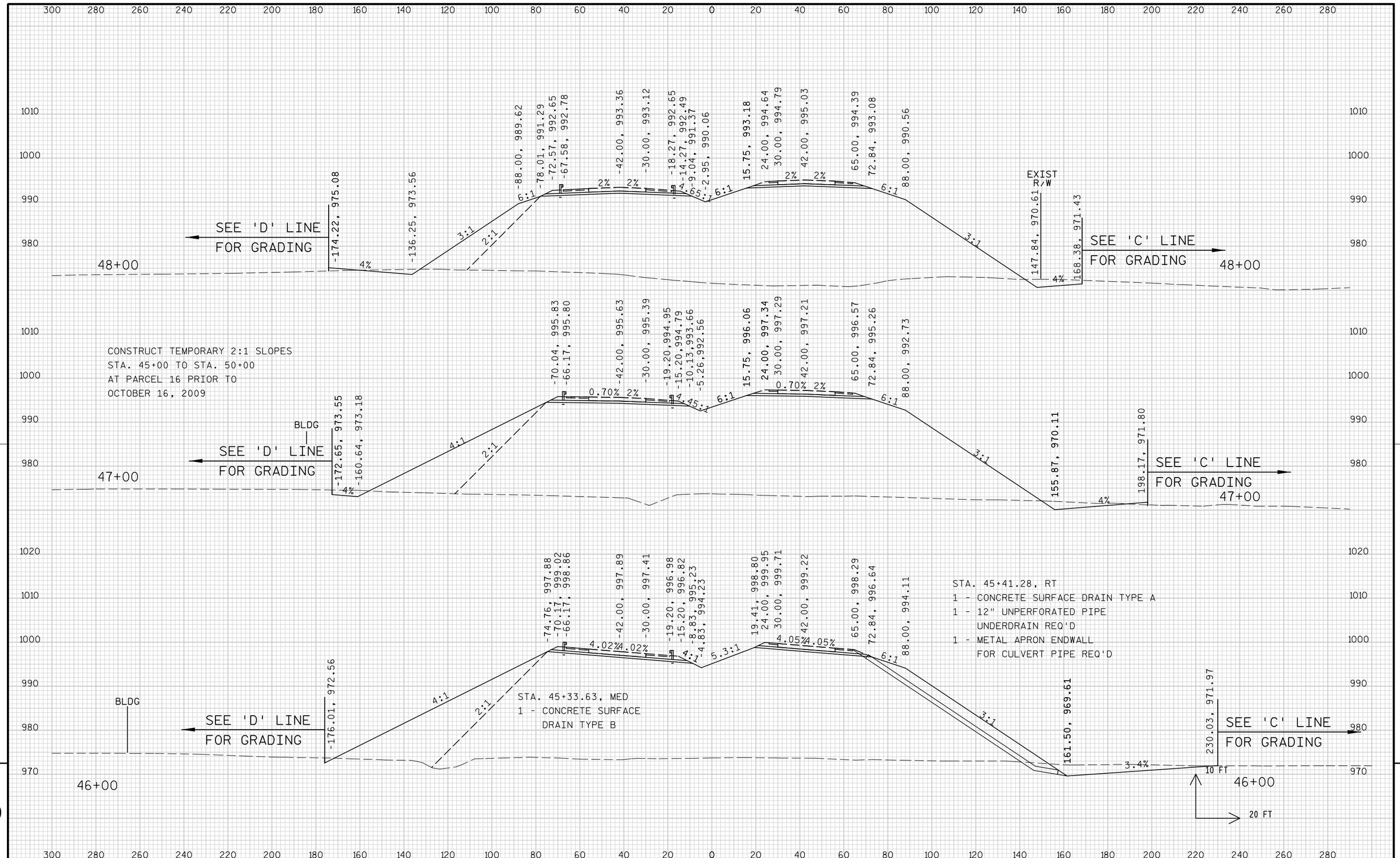
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 680	E

BUISNESS US 12
STA 44+53.74



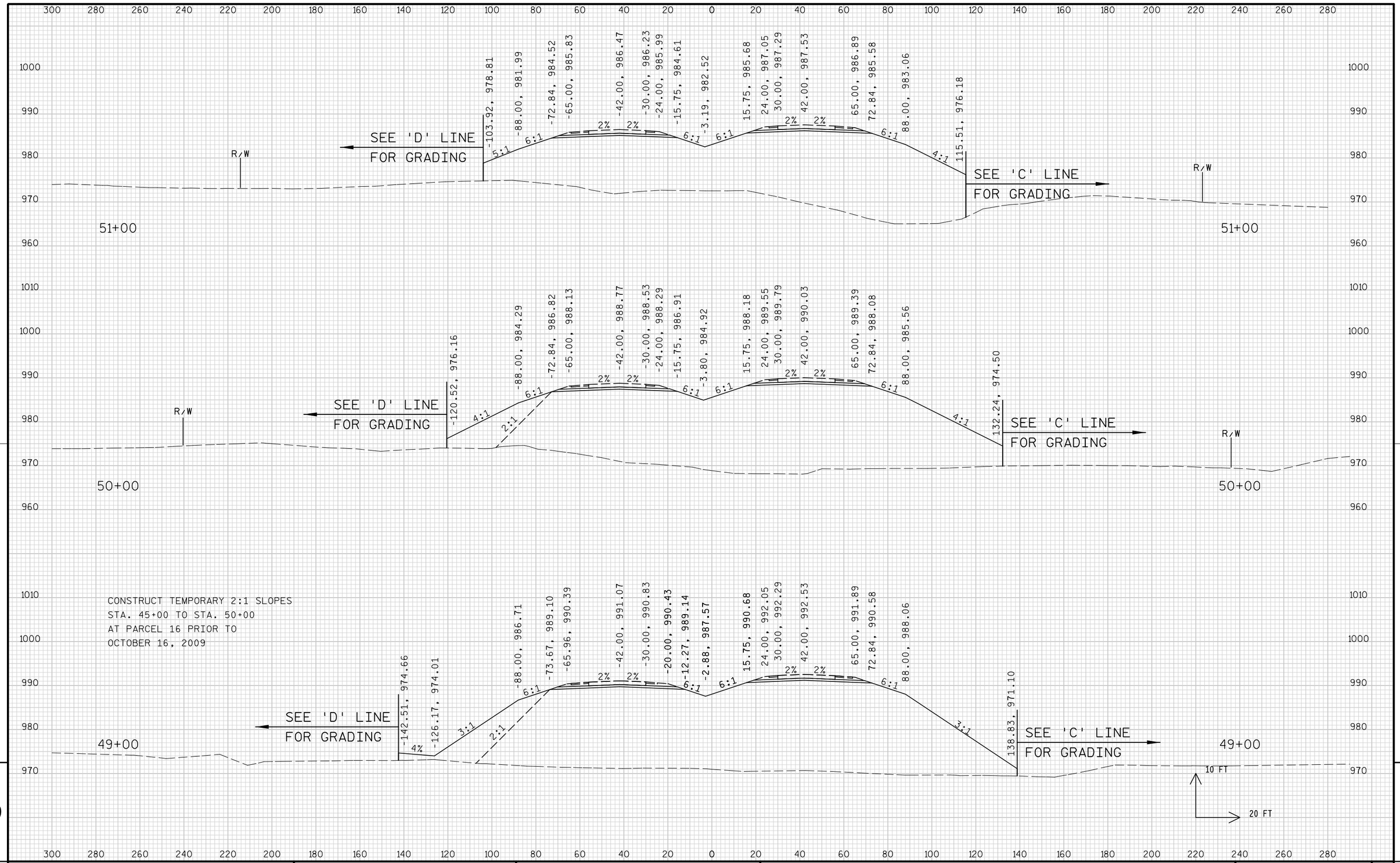
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 682	E

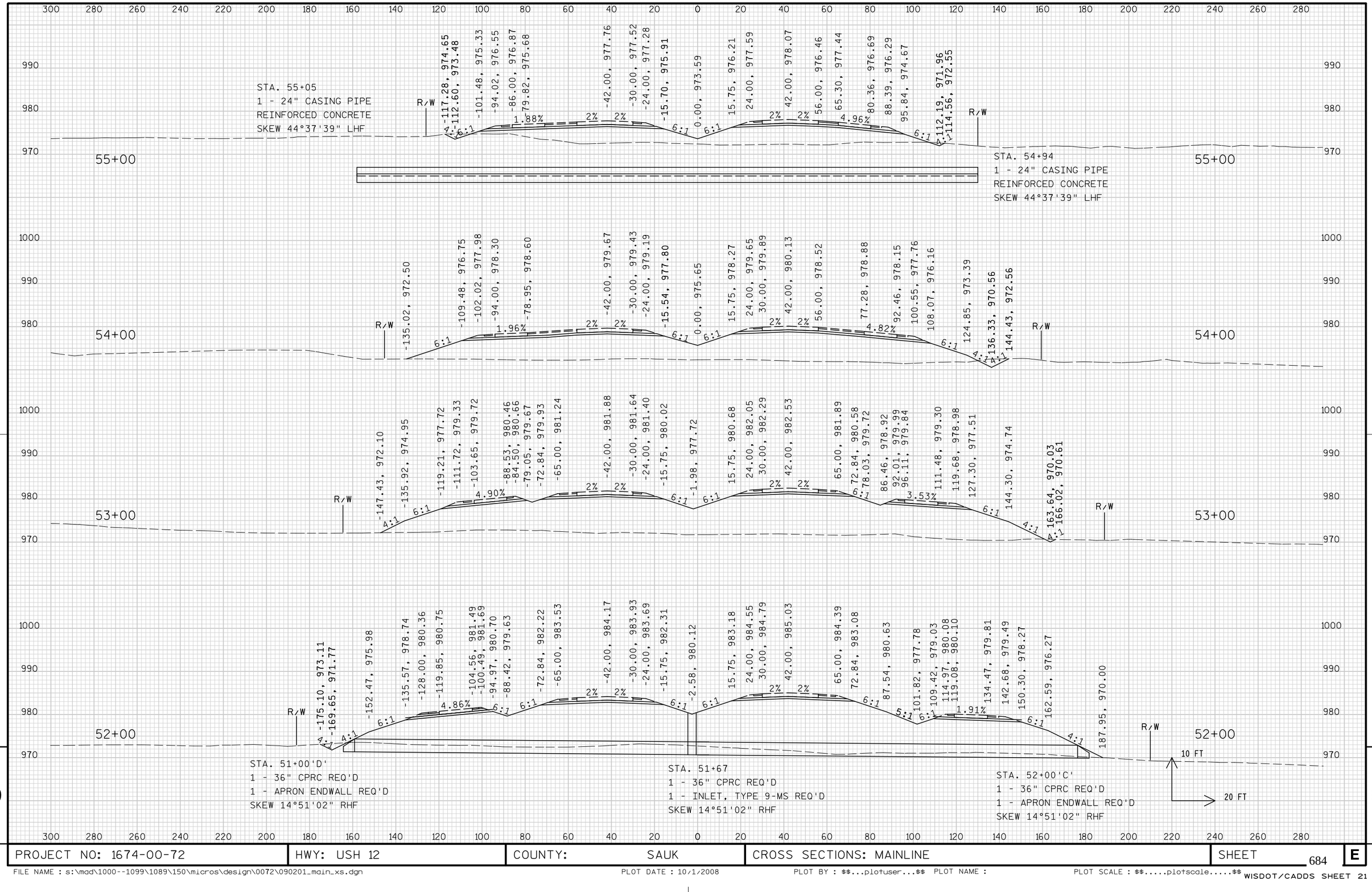
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 683	E

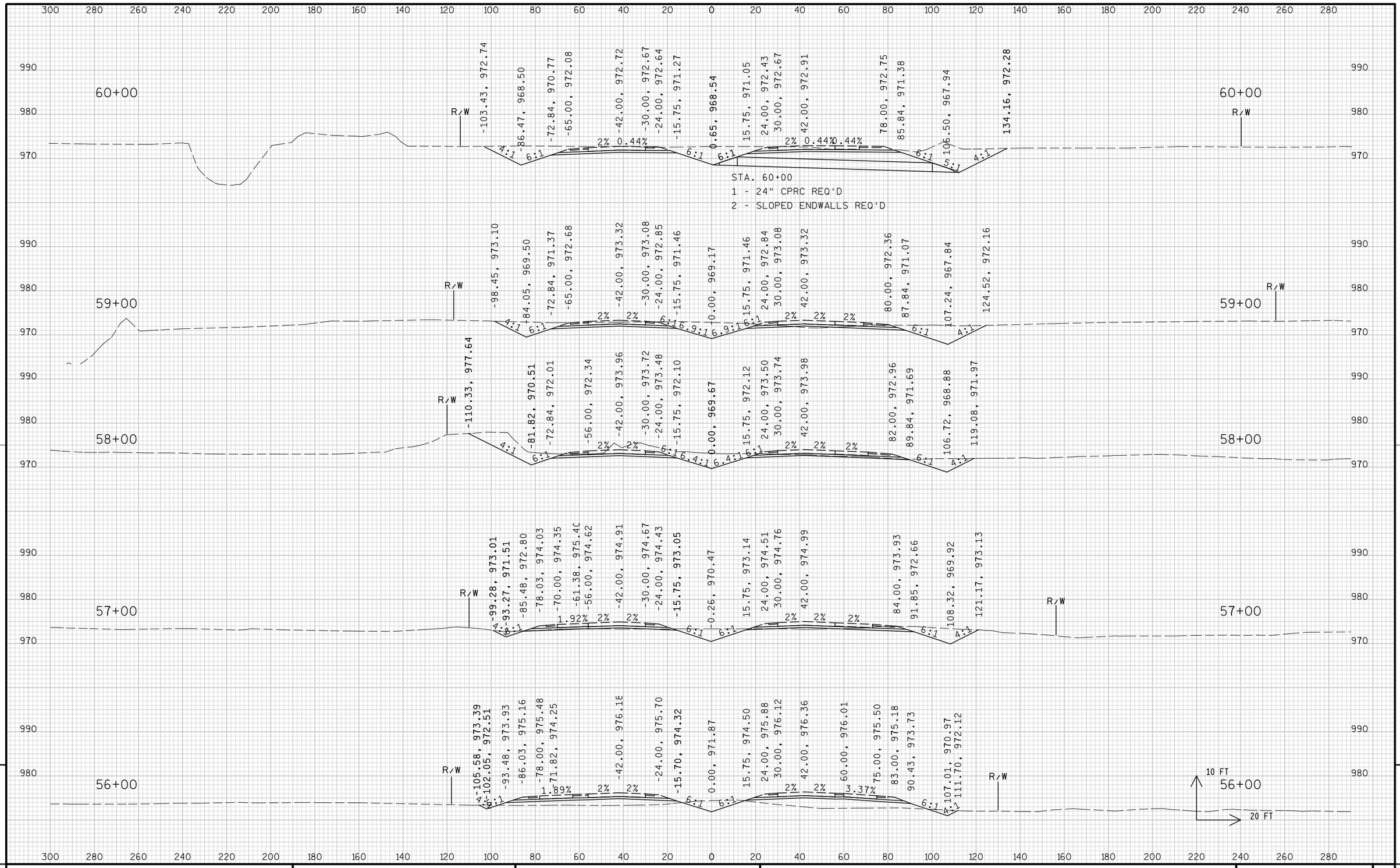


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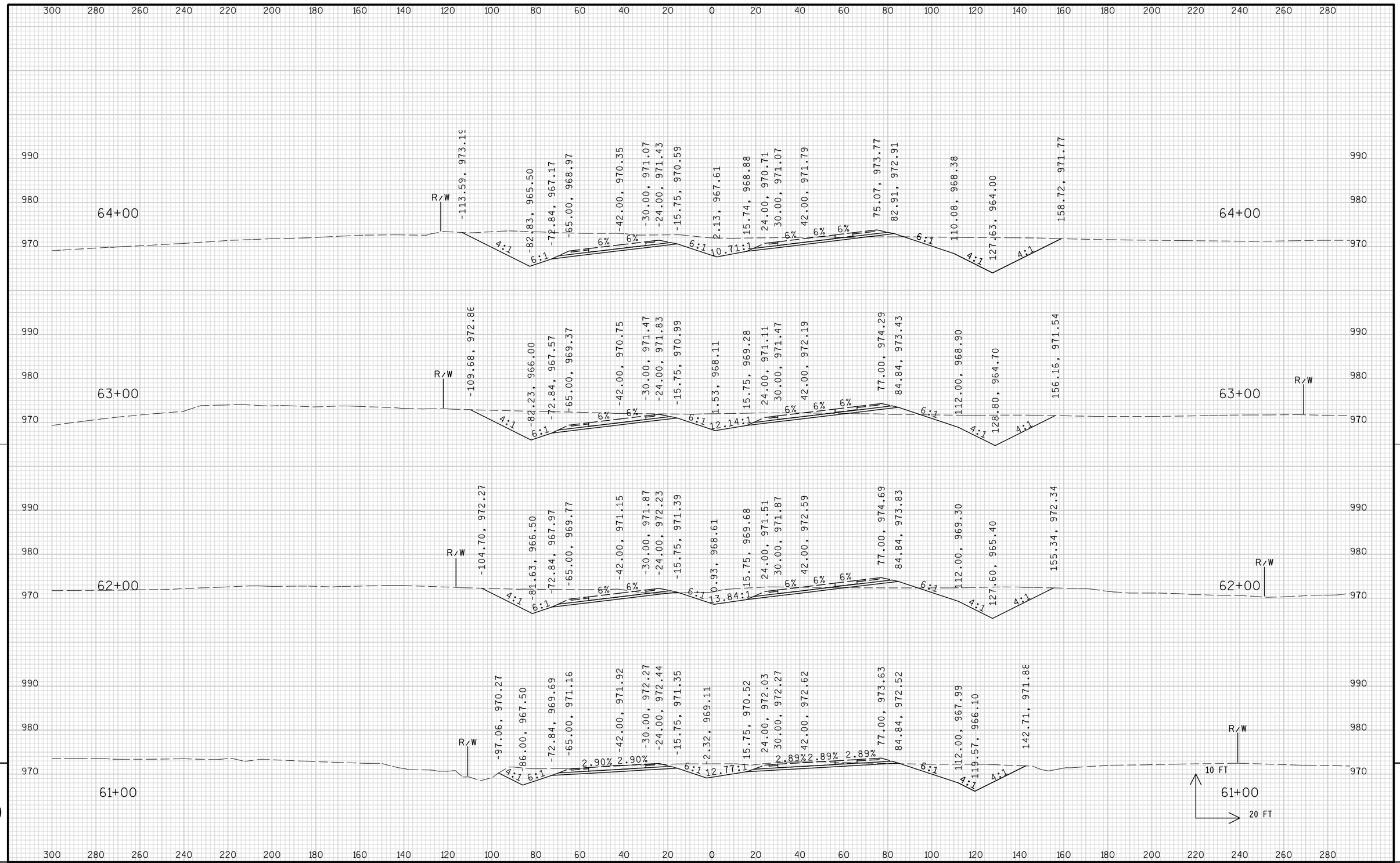
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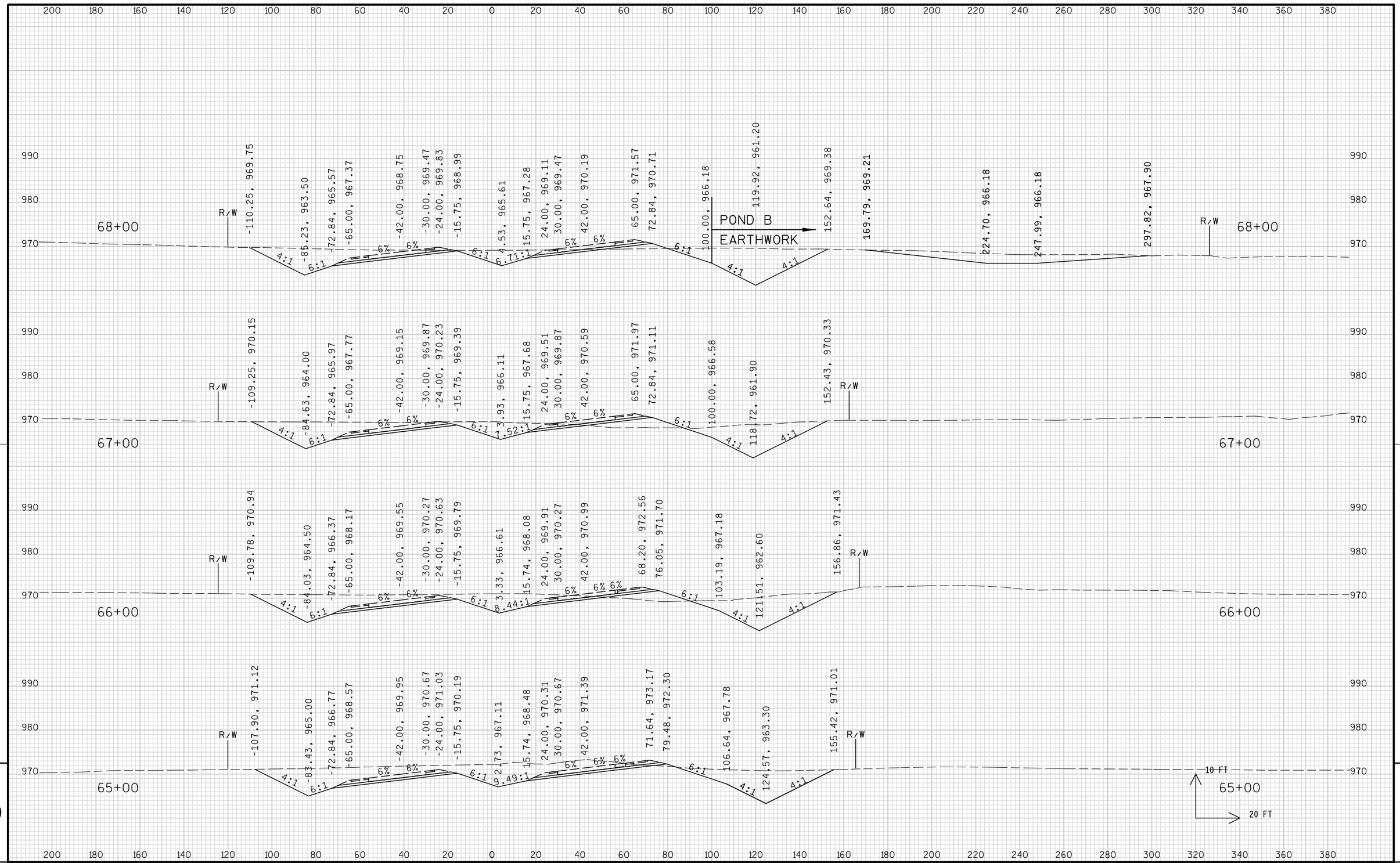
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 686	E

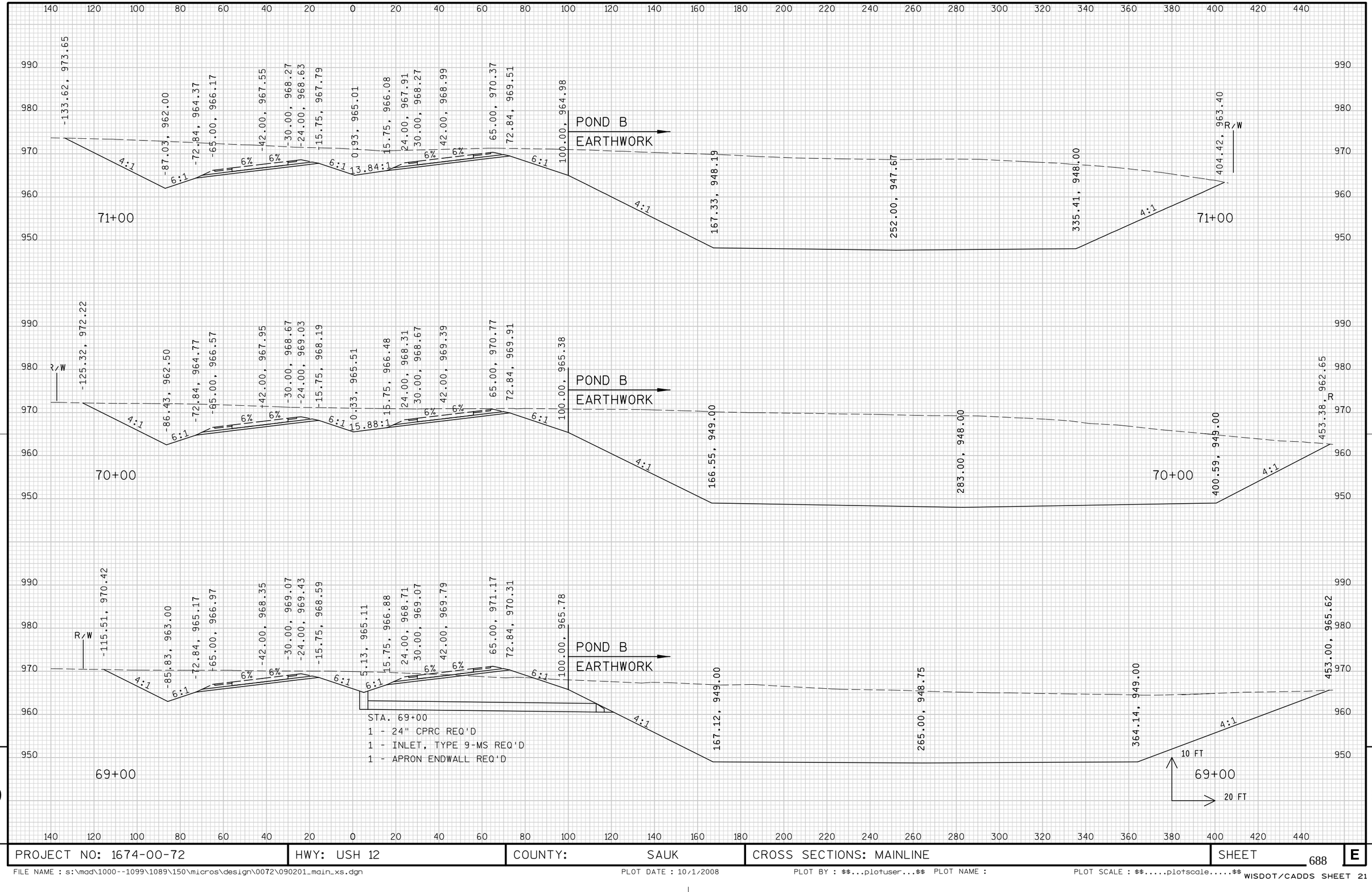
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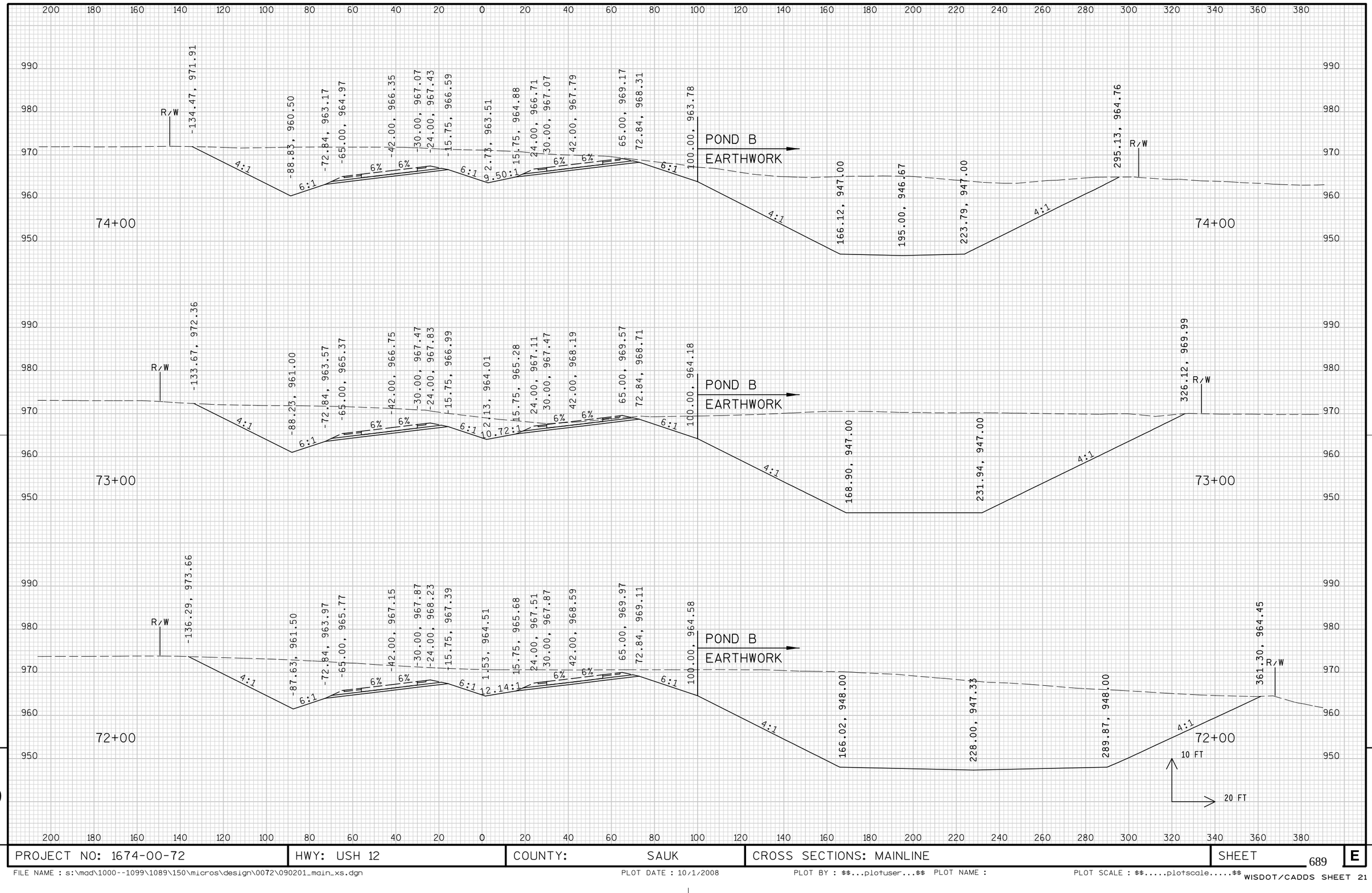
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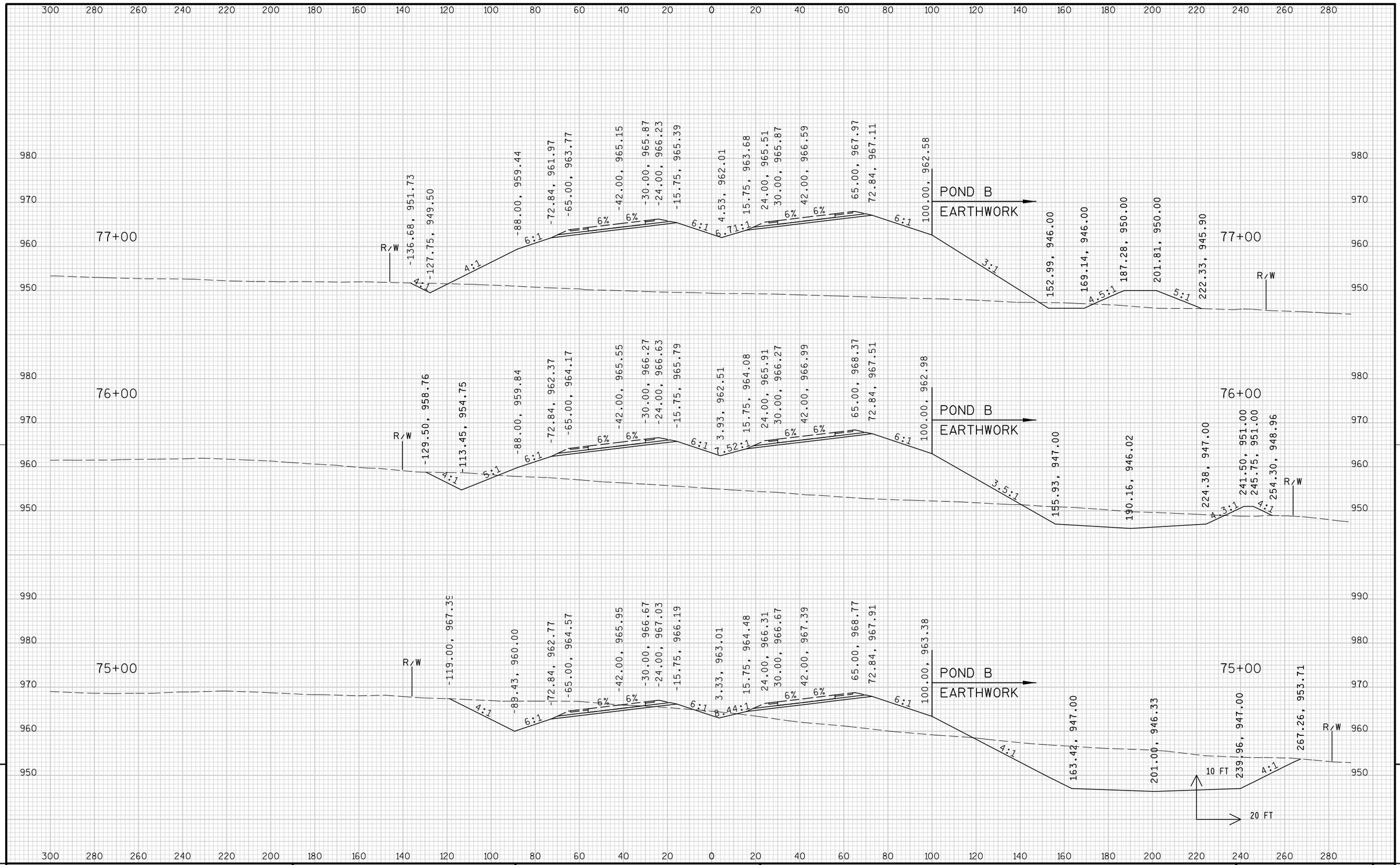
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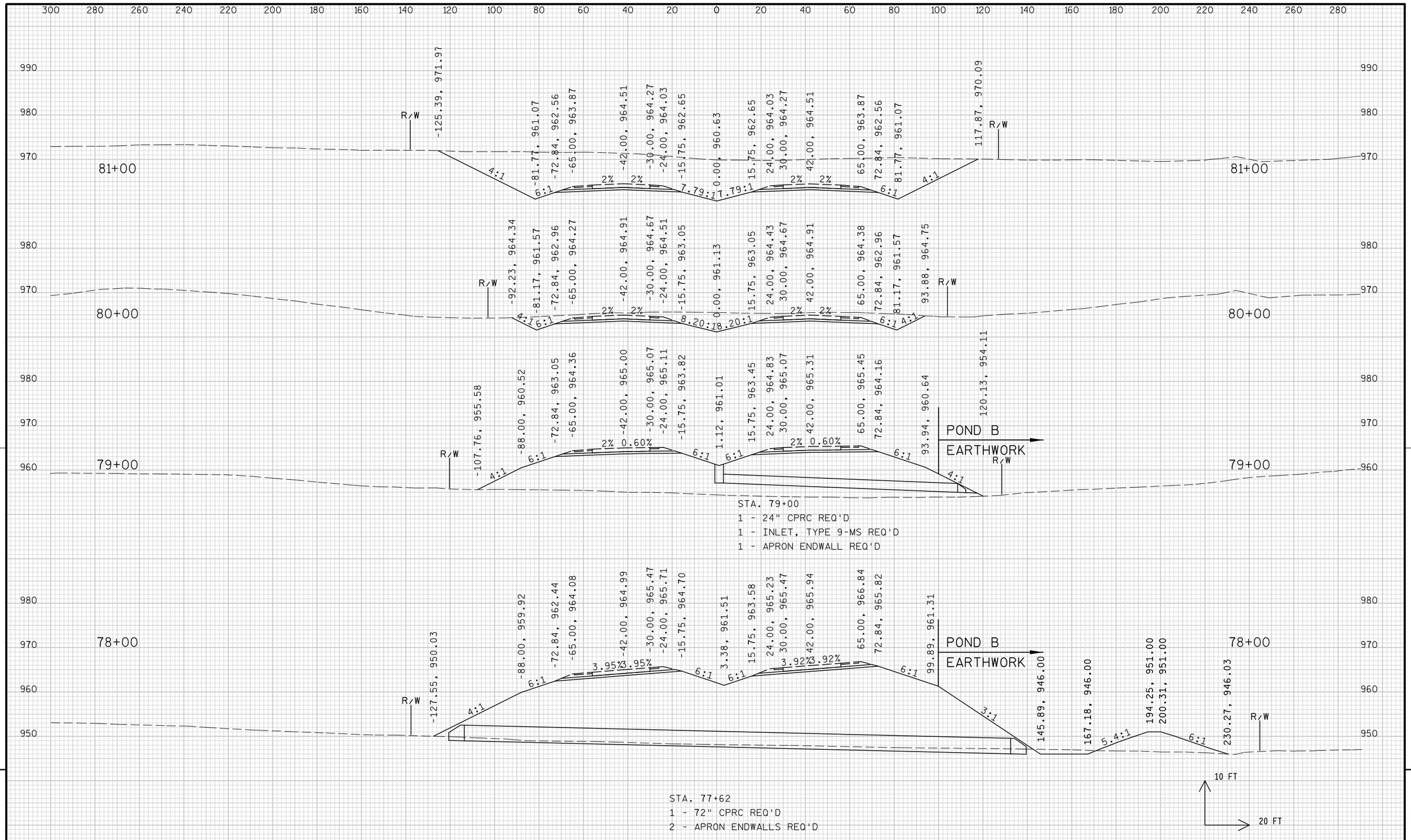
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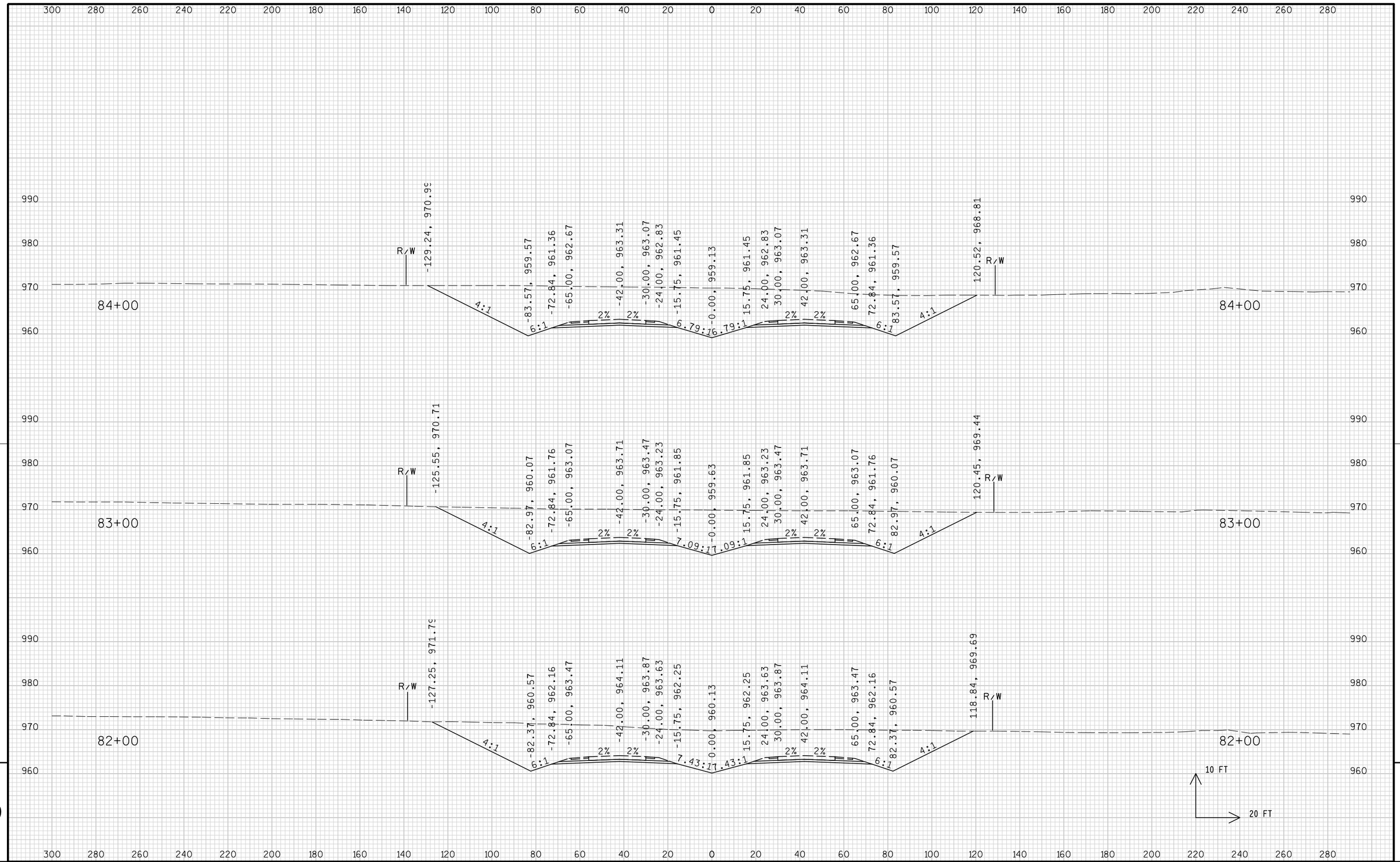
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 690	E



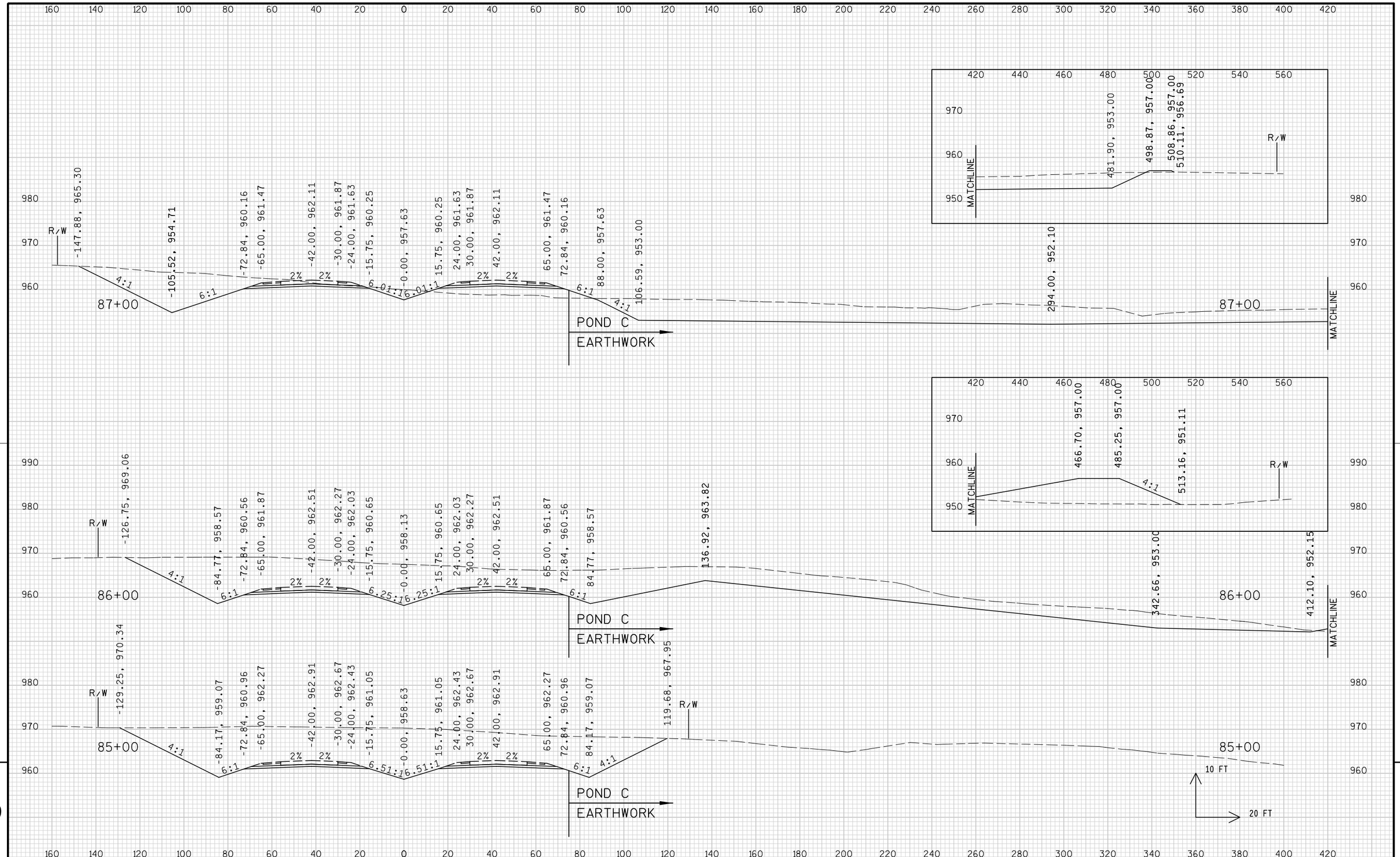
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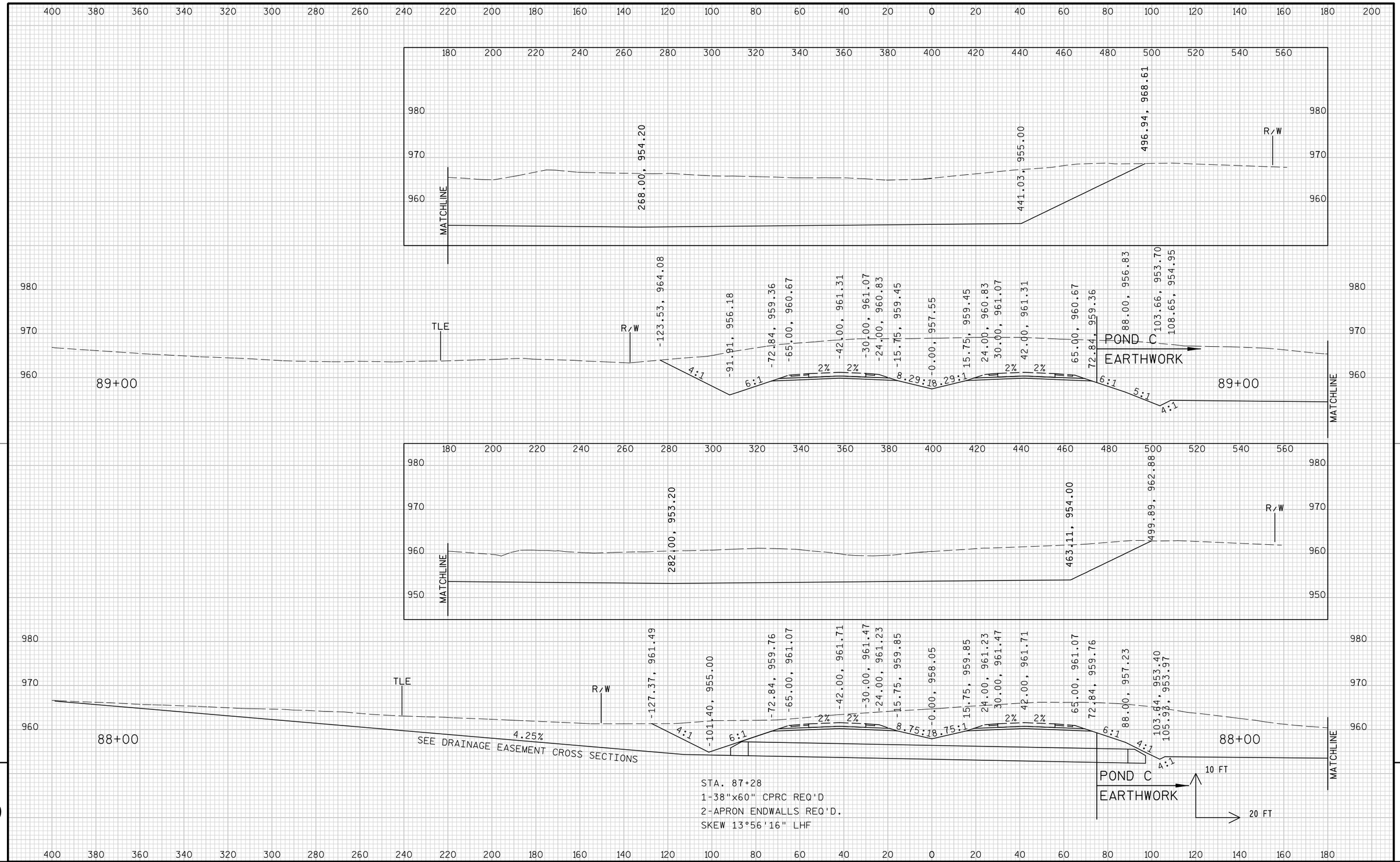
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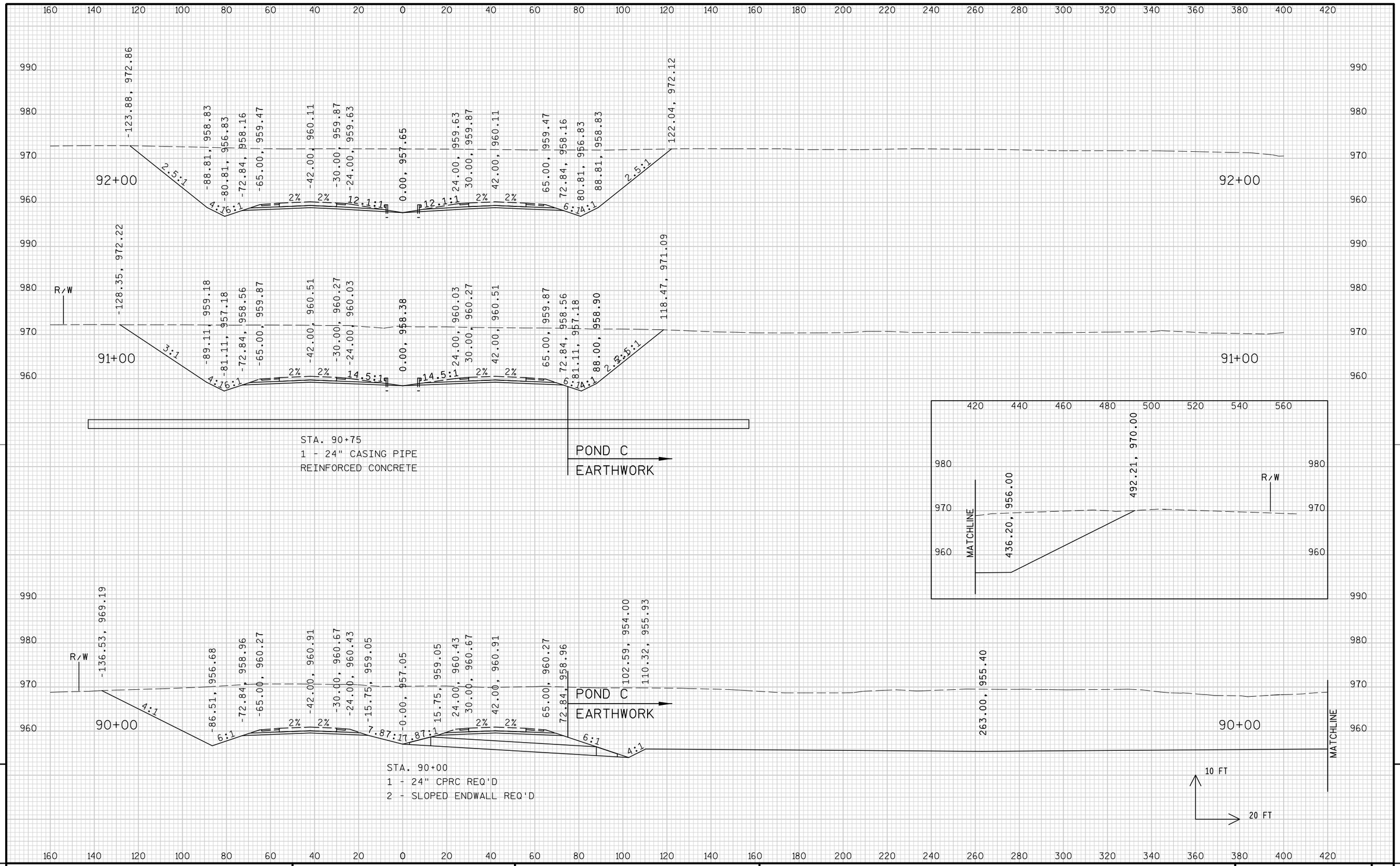
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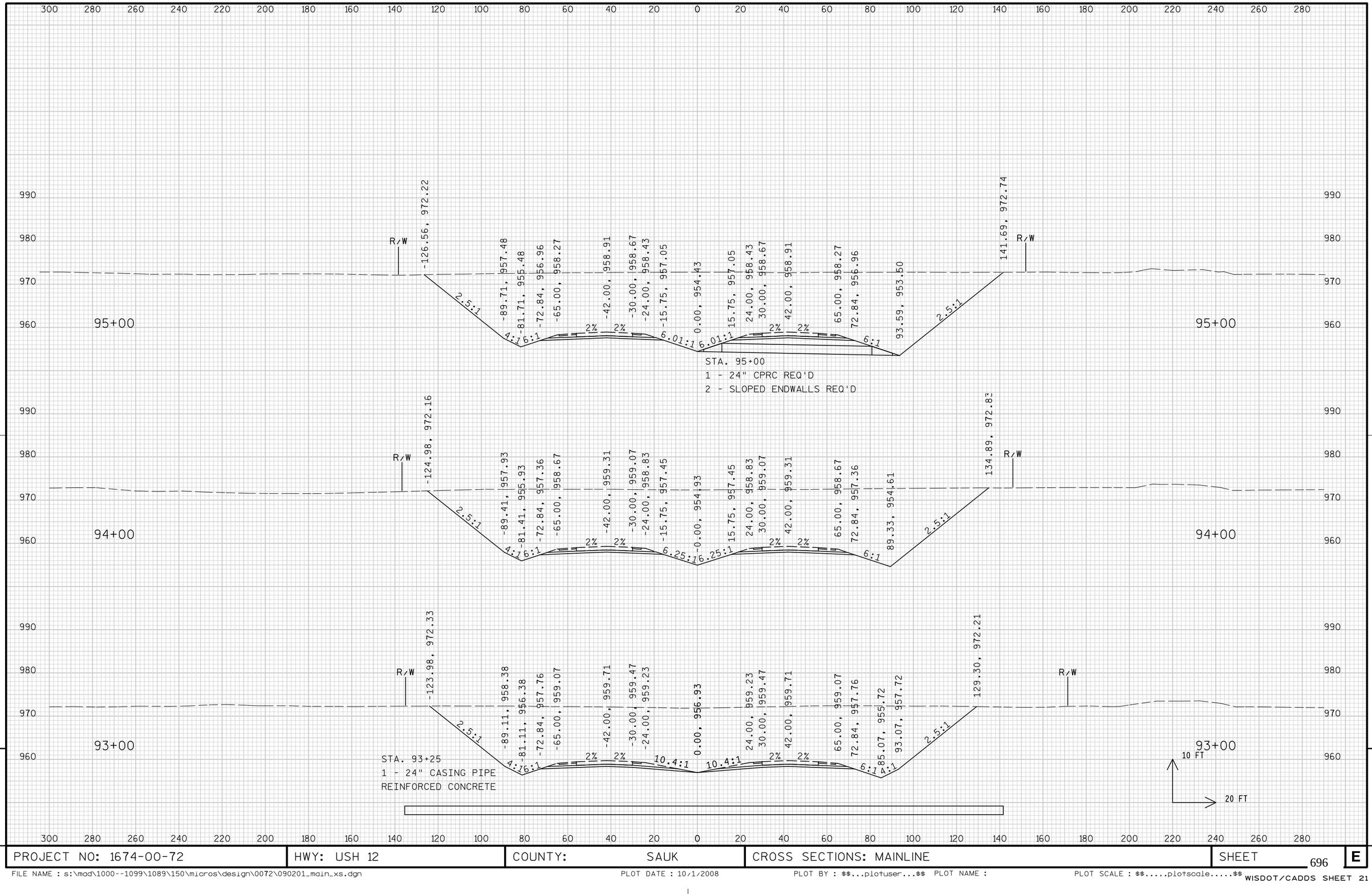
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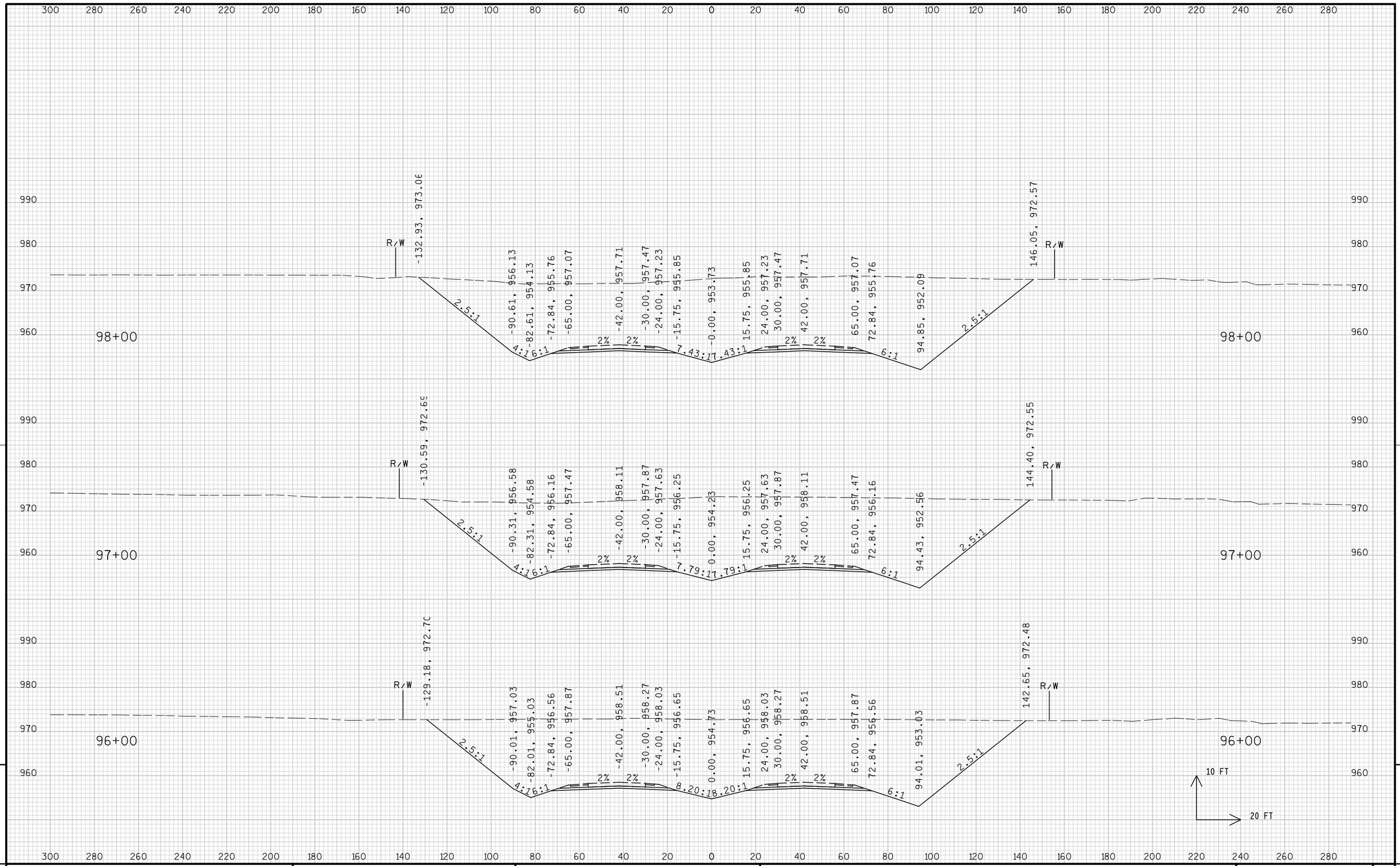
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 695	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 696	E



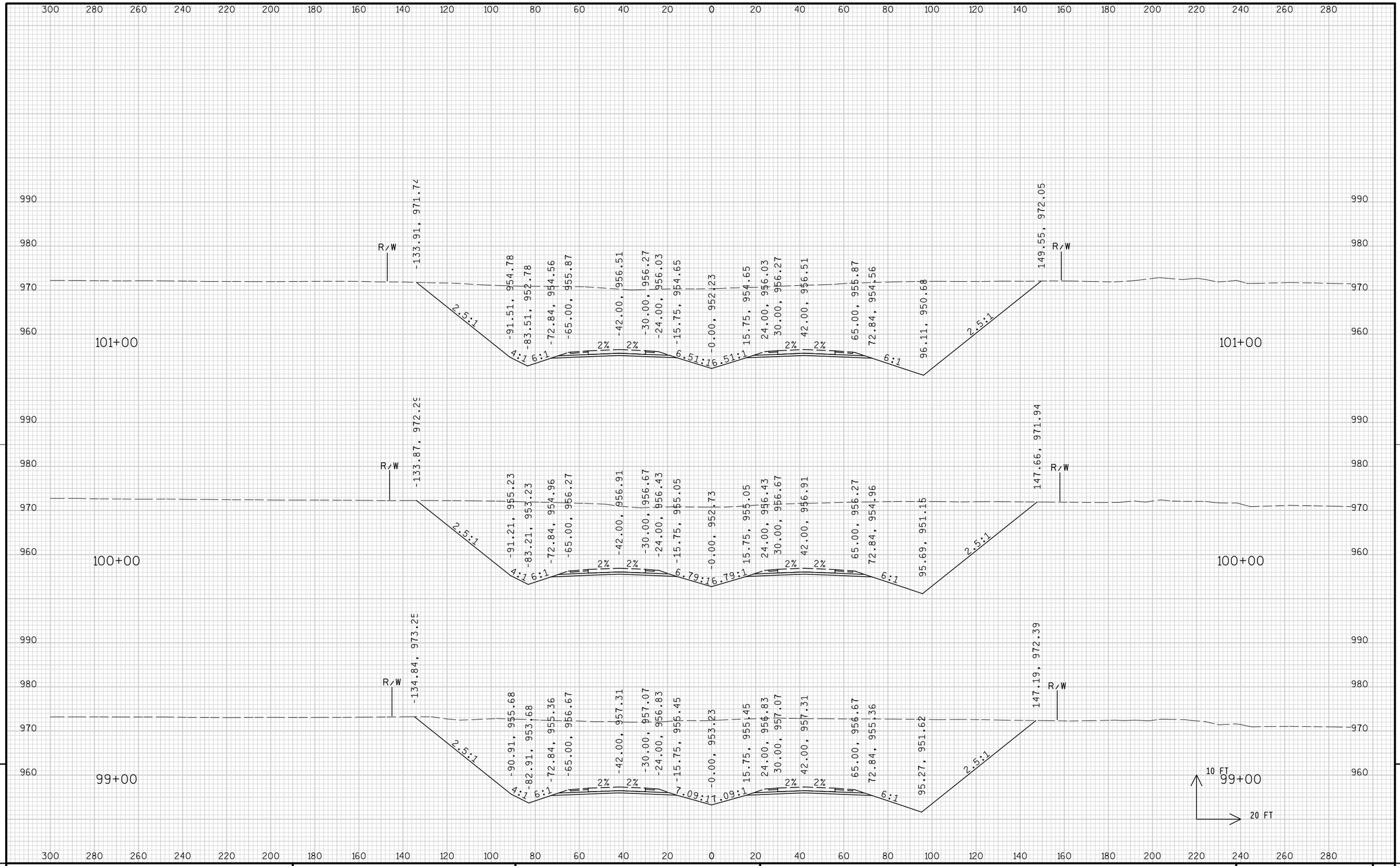
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 697	E

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WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 698	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

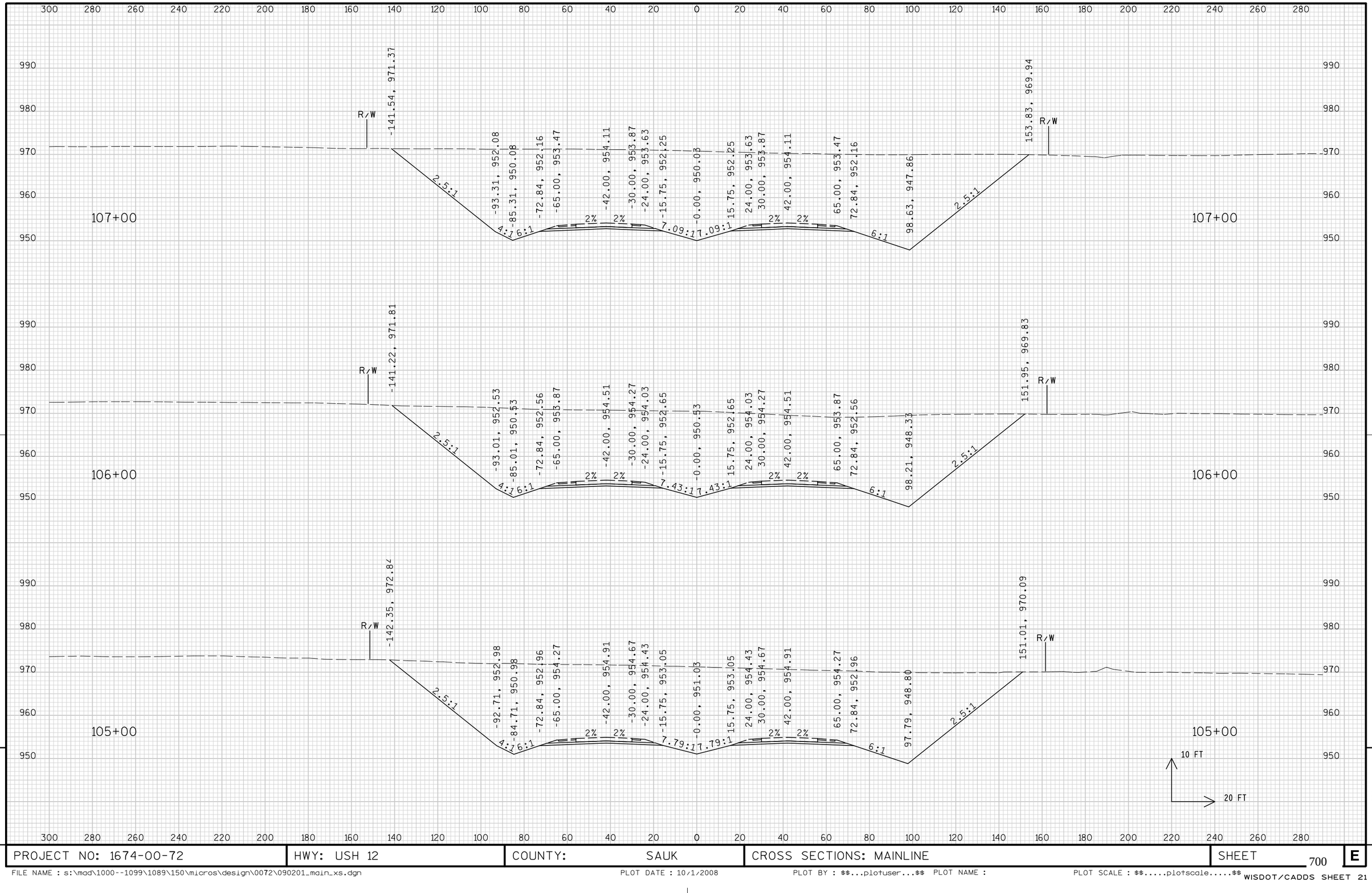
WISDOT/CADDS SHEET 21

9

9

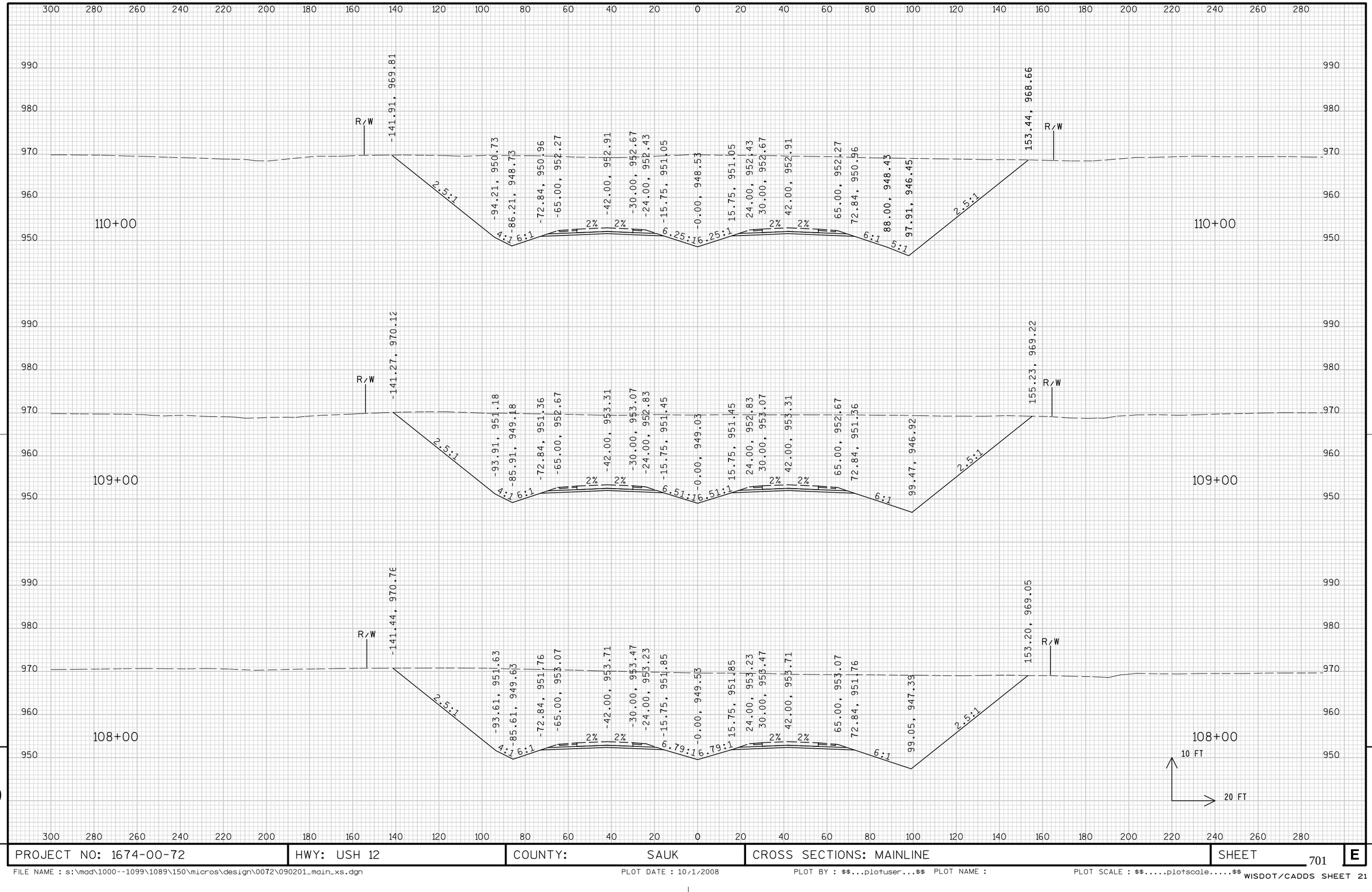
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 699	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 700	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



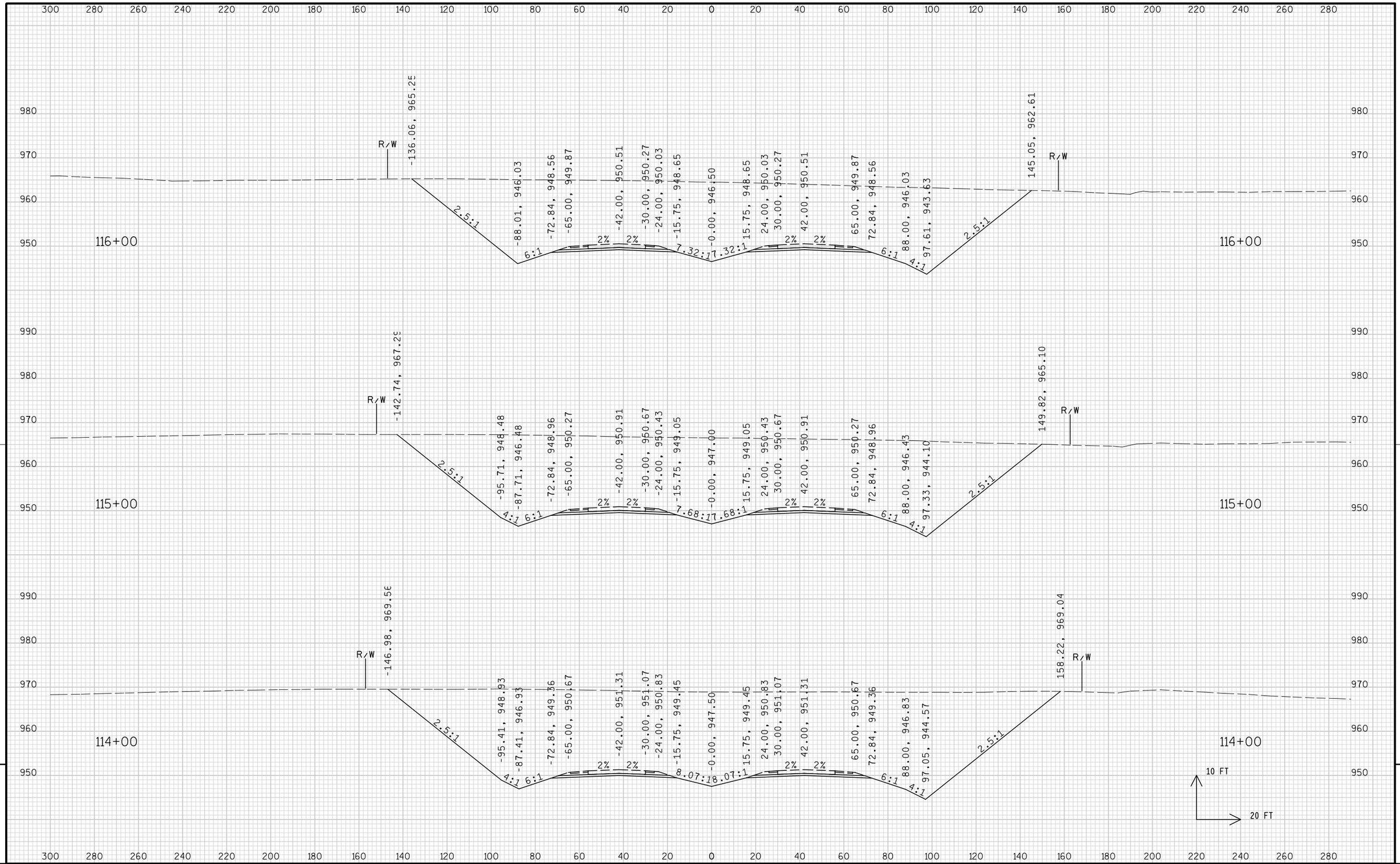
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 701	E

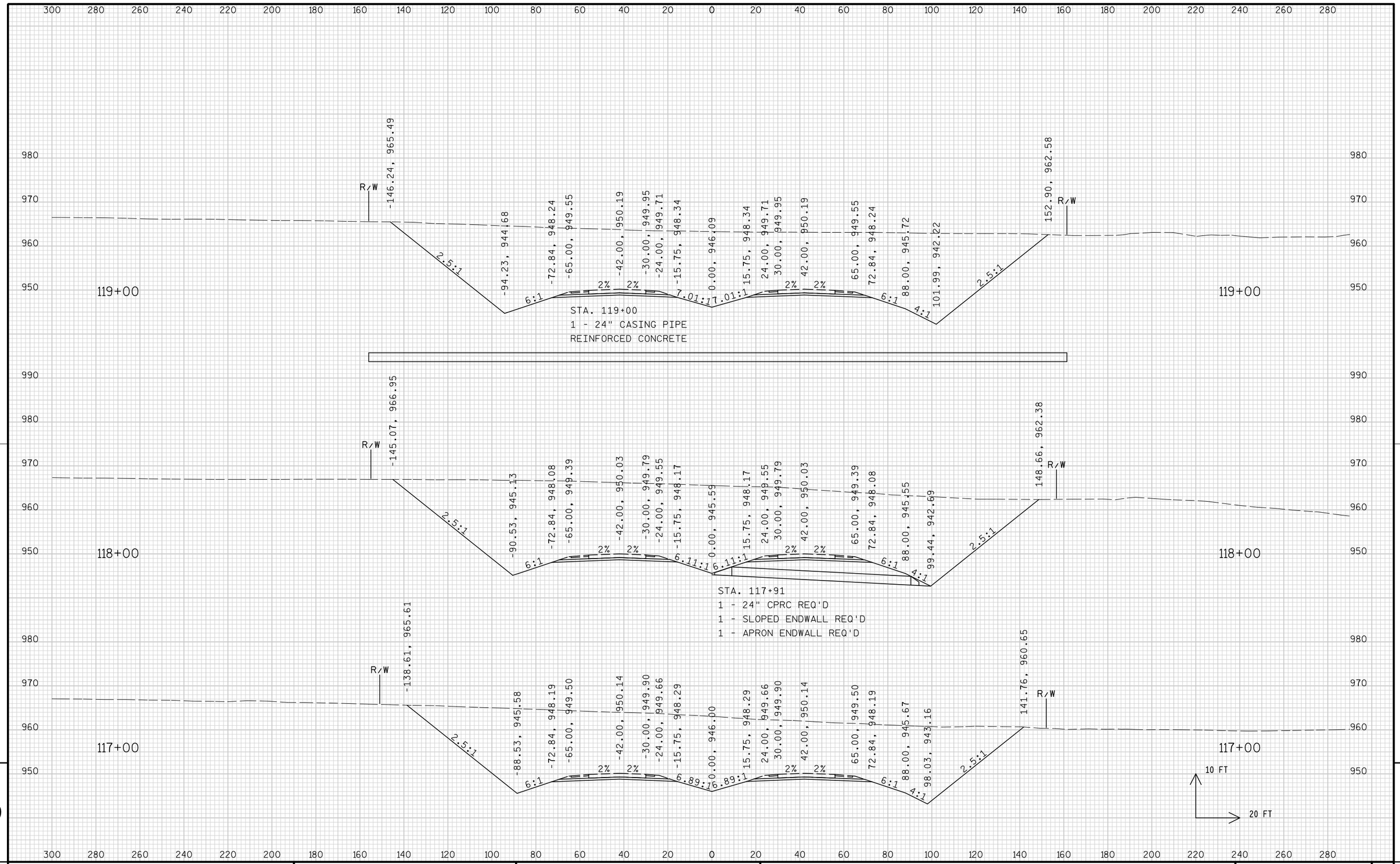
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 702	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



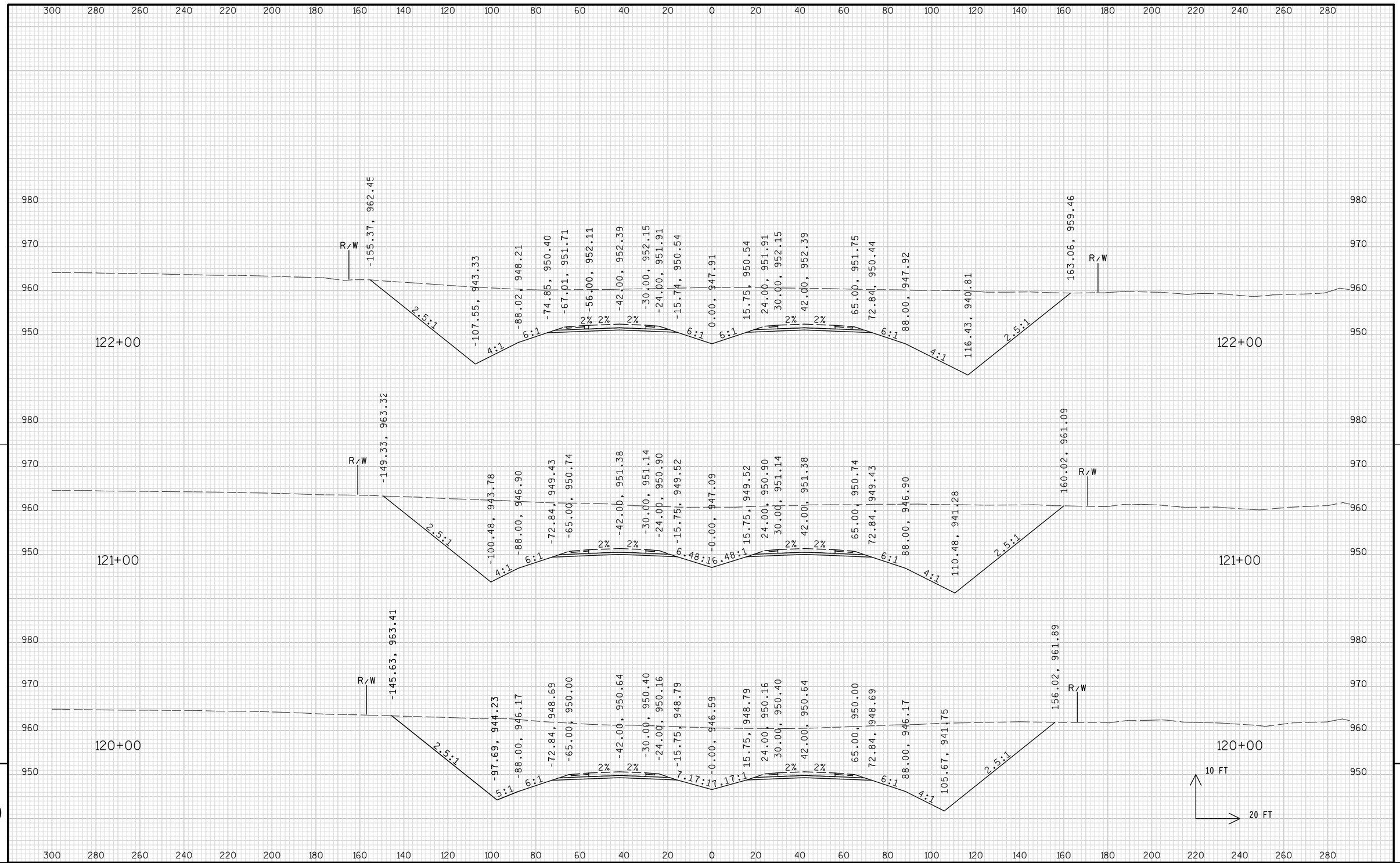
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 703	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

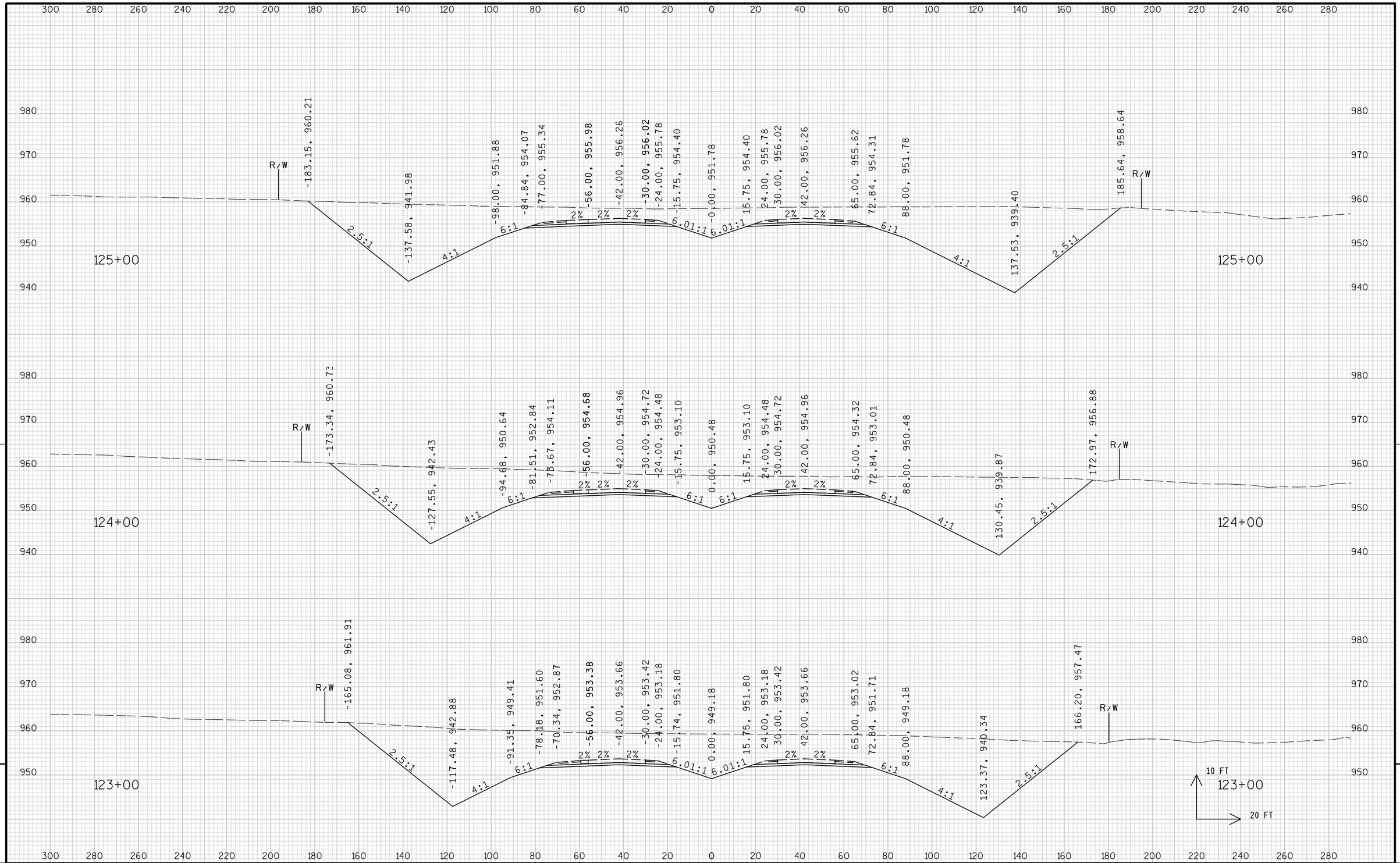


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 704	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

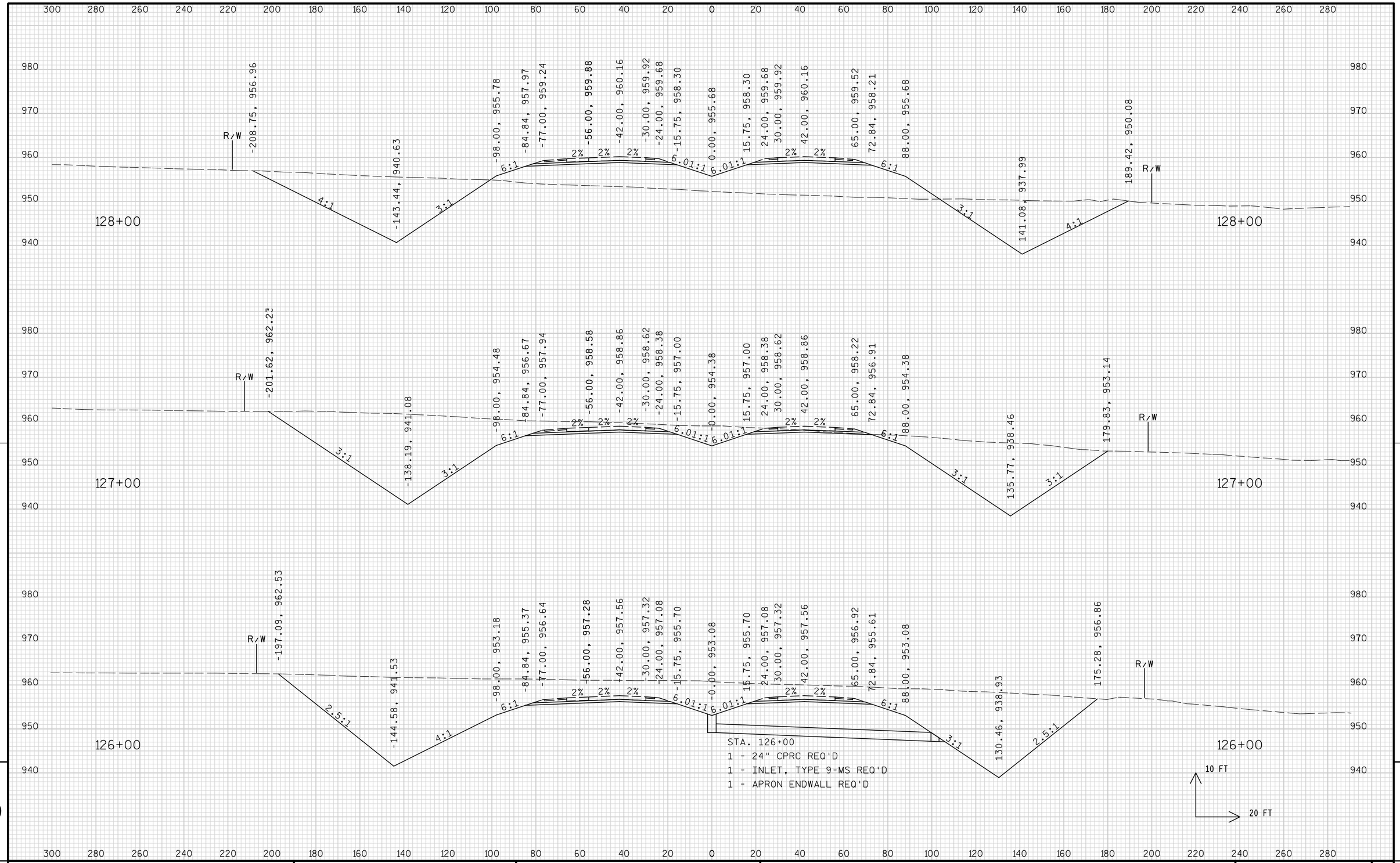


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 705	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 706	E

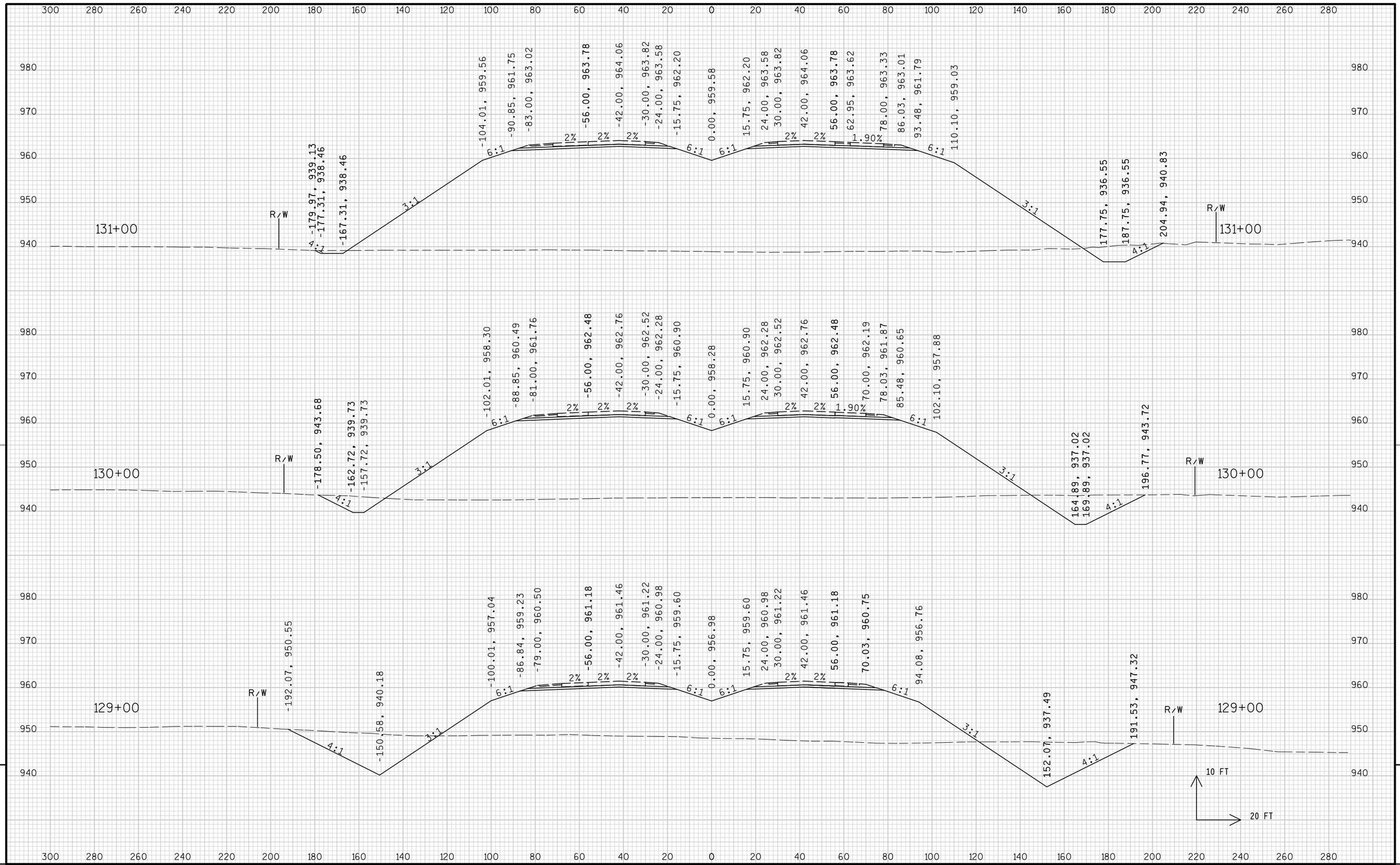
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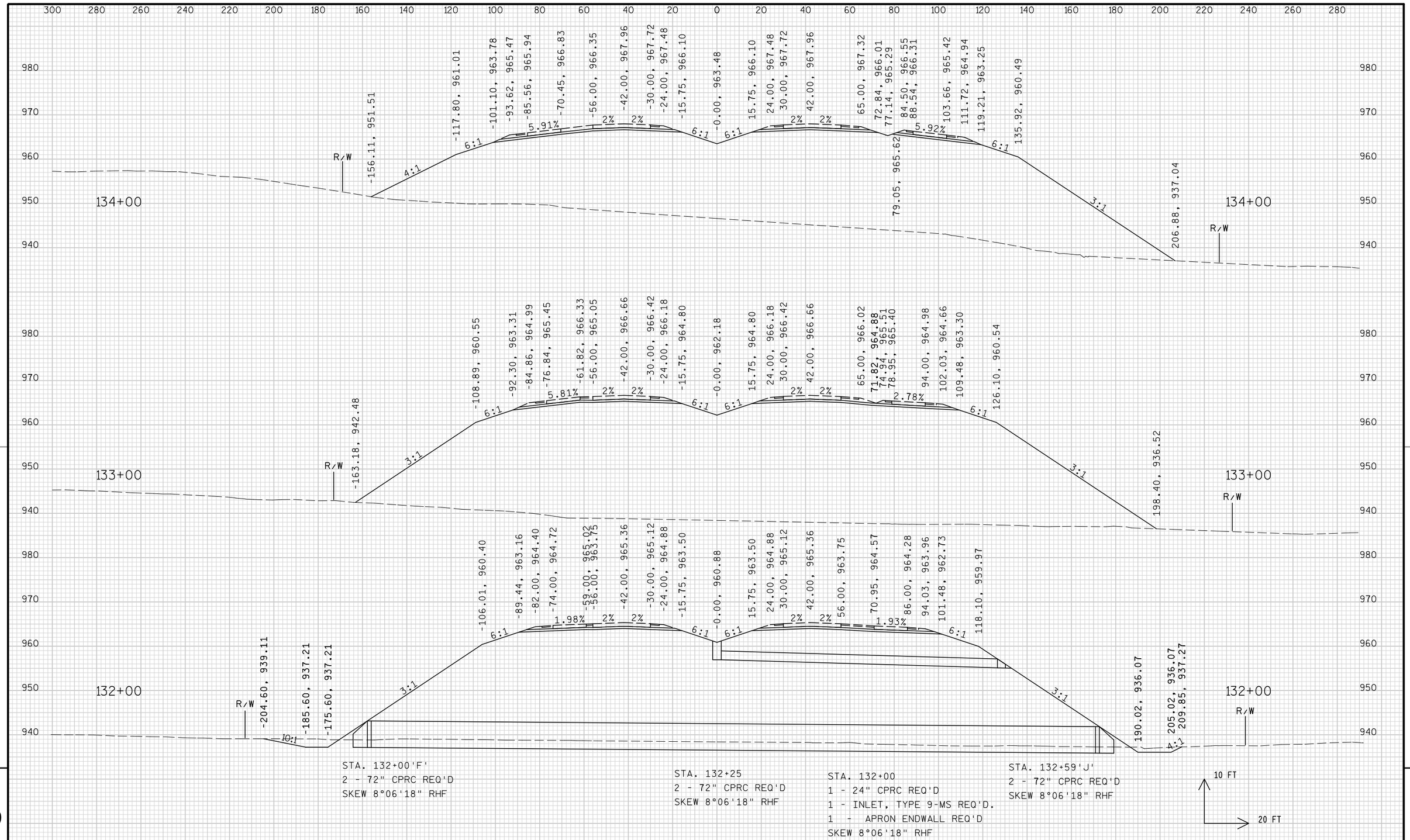
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 707	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 708	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



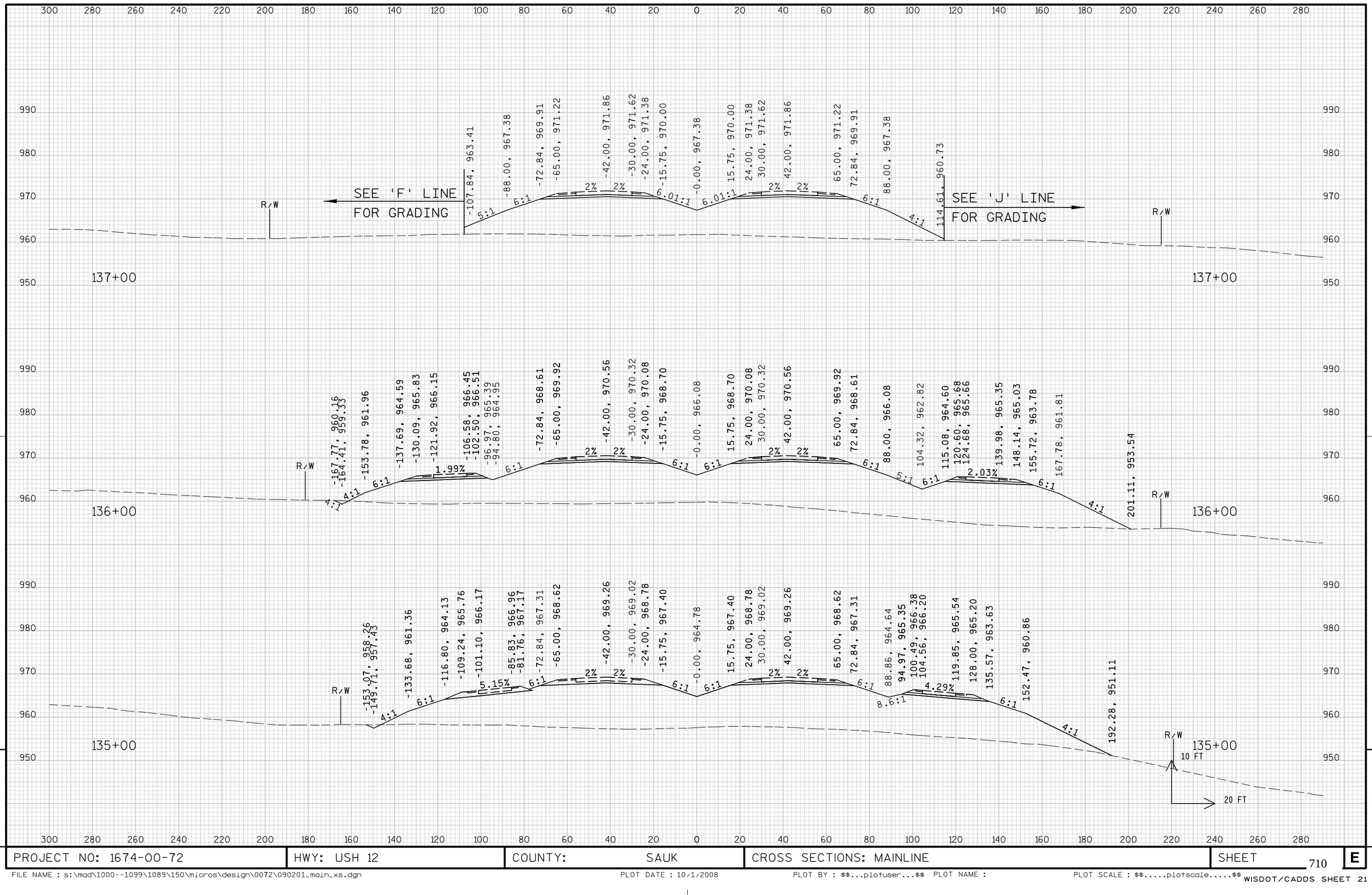
STA. 132+00'F'
2 - 72" CPRC REQ'D
SKEW 8°06'18" RHF

STA. 132+25
2 - 72" CPRC REQ'D
SKEW 8°06'18" RHF

STA. 132+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D.
1 - APRON ENDWALL REQ'D
SKEW 8°06'18" RHF

STA. 132+59'J'
2 - 72" CPRC REQ'D
SKEW 8°06'18" RHF

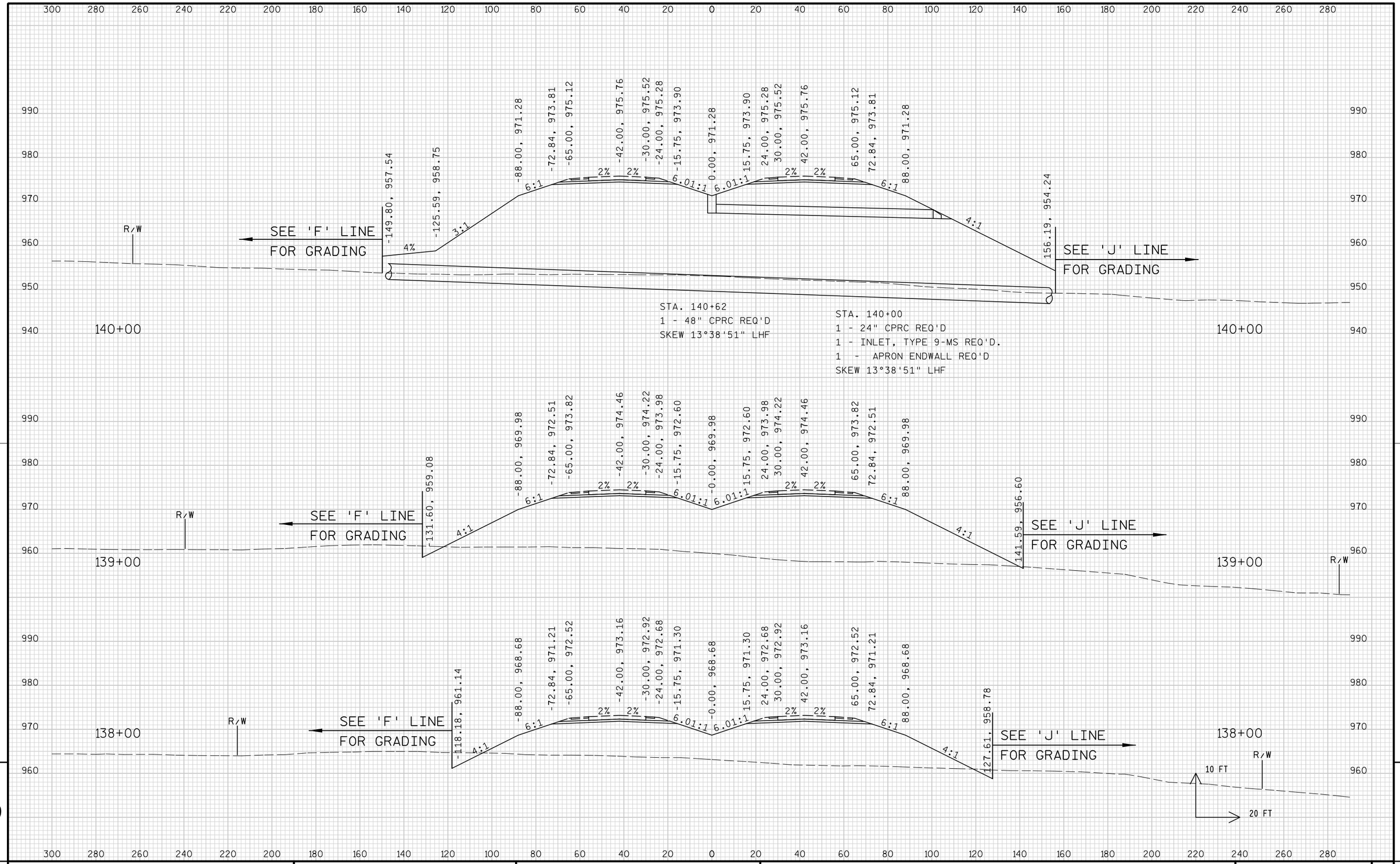
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 709	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 710	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

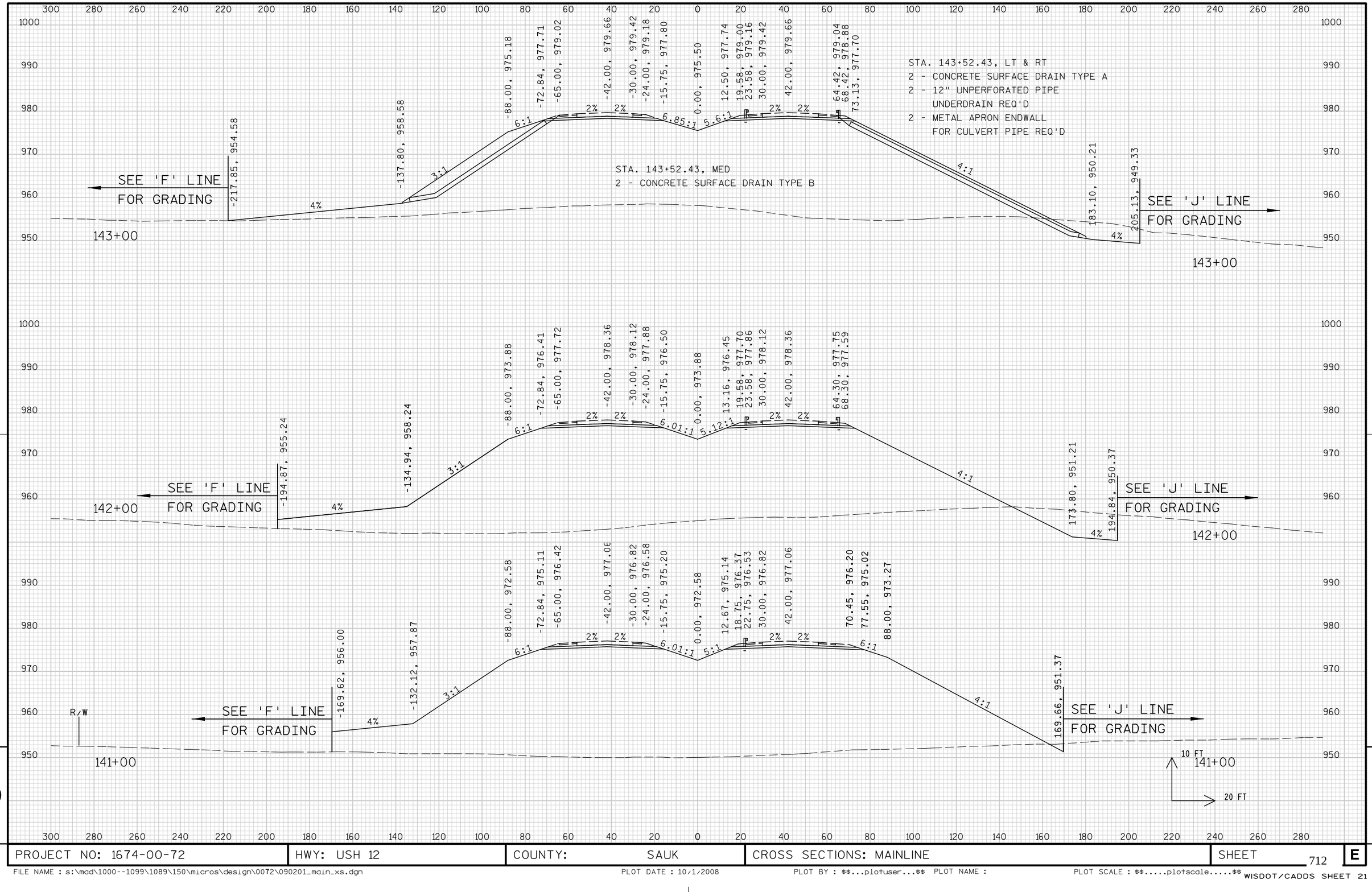
WISDOT/CADDS SHEET 21



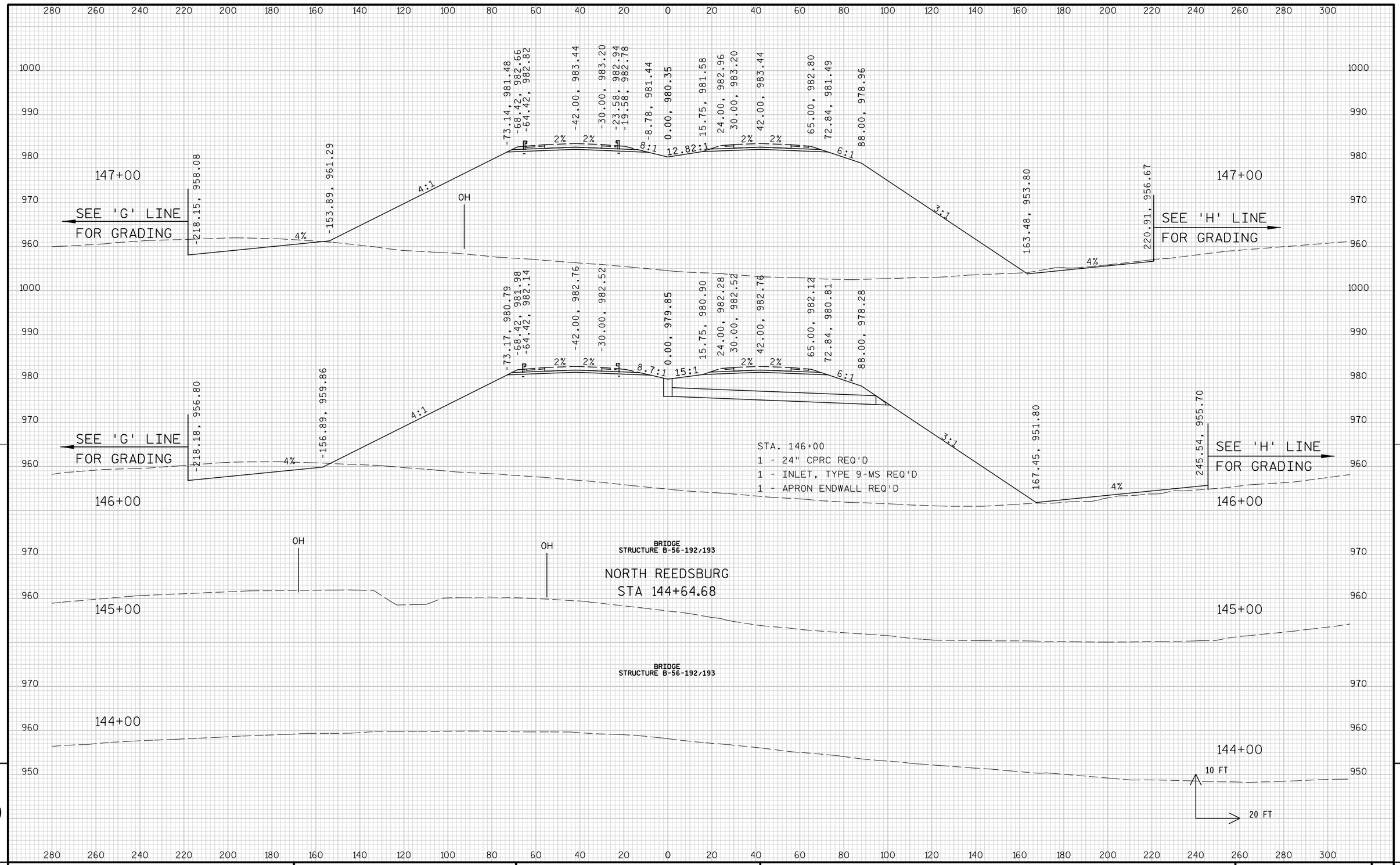
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 711	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 712	E



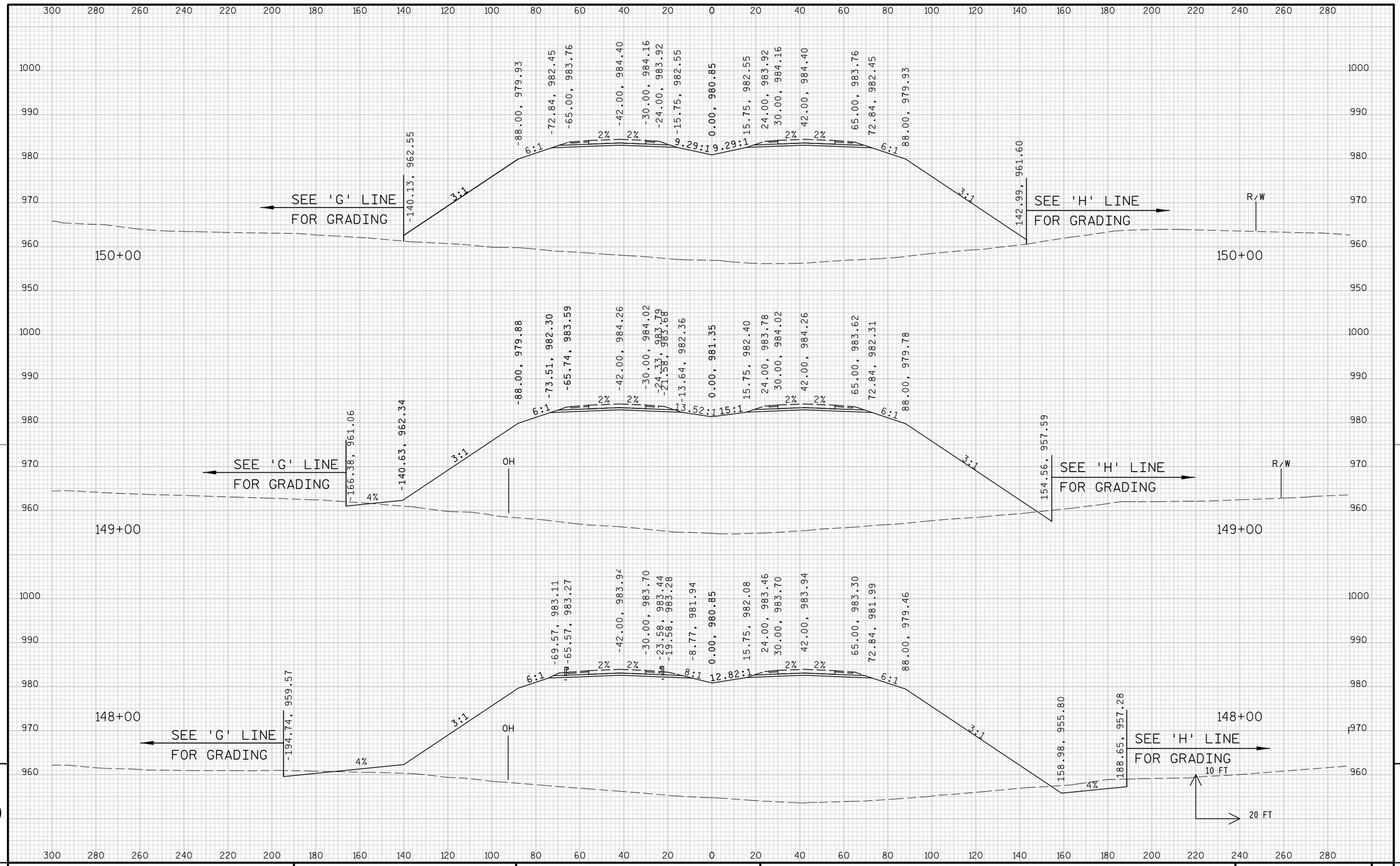
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 713	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



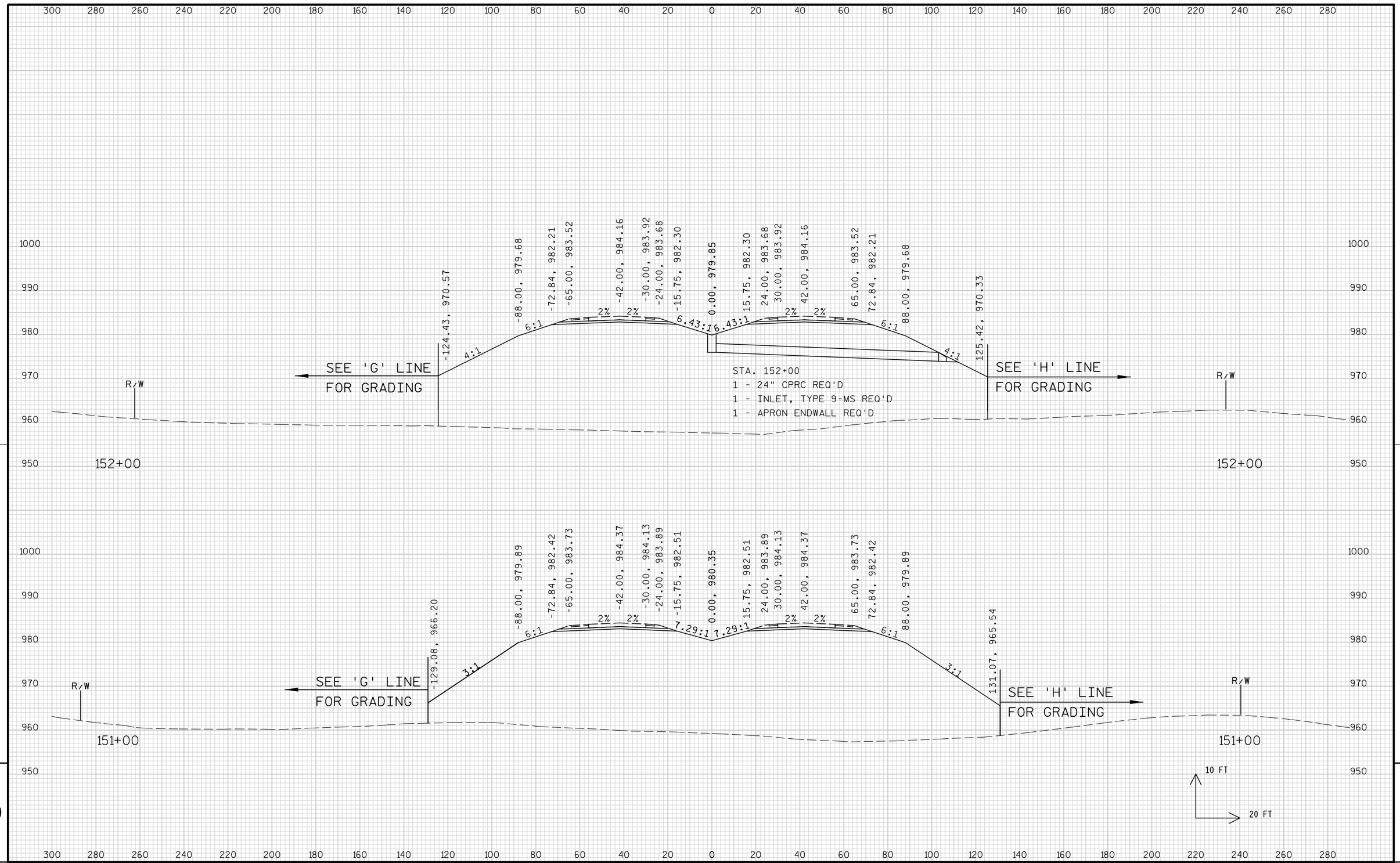
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 714	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

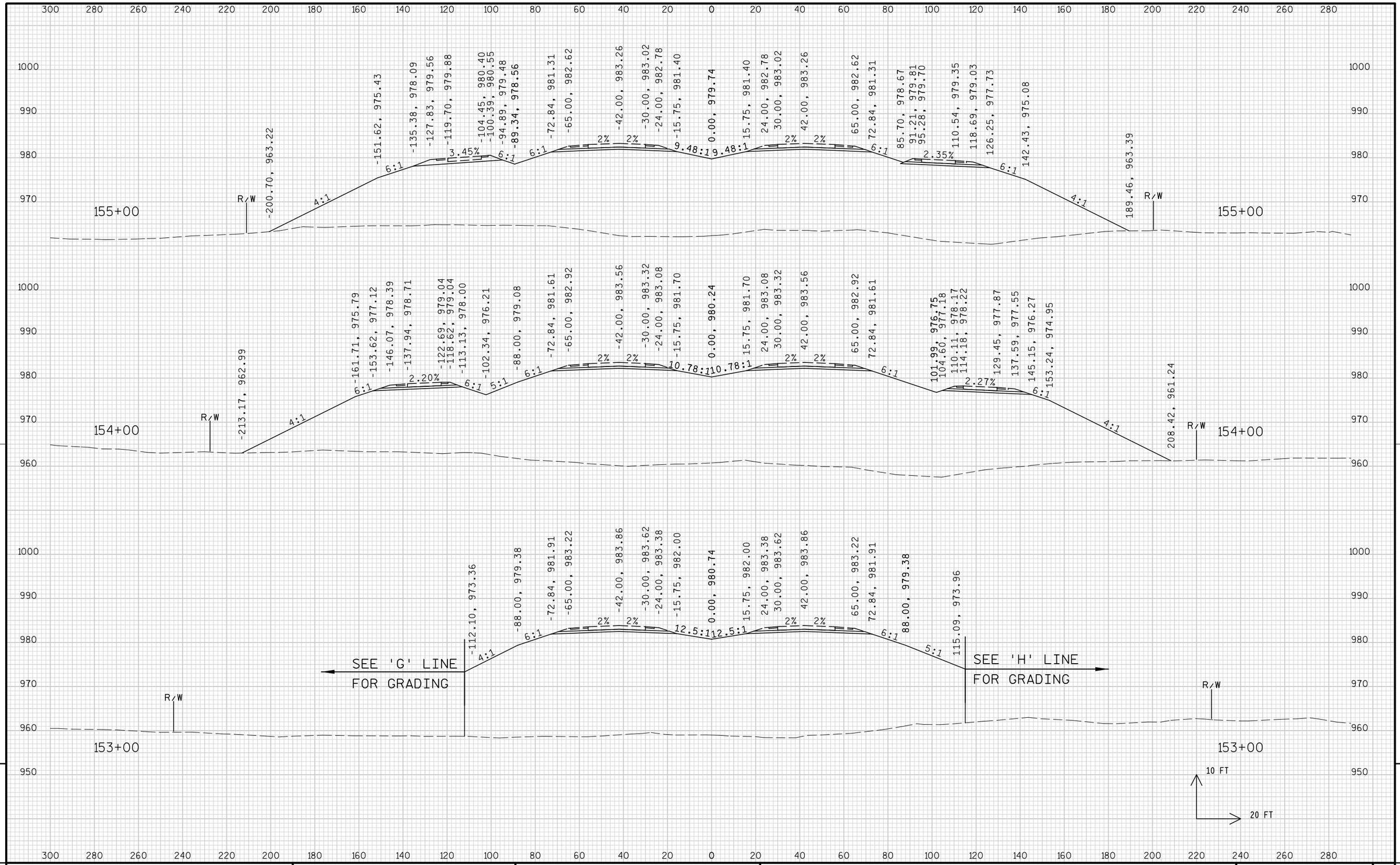
WISDOT/CADDS SHEET 21



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 715	E

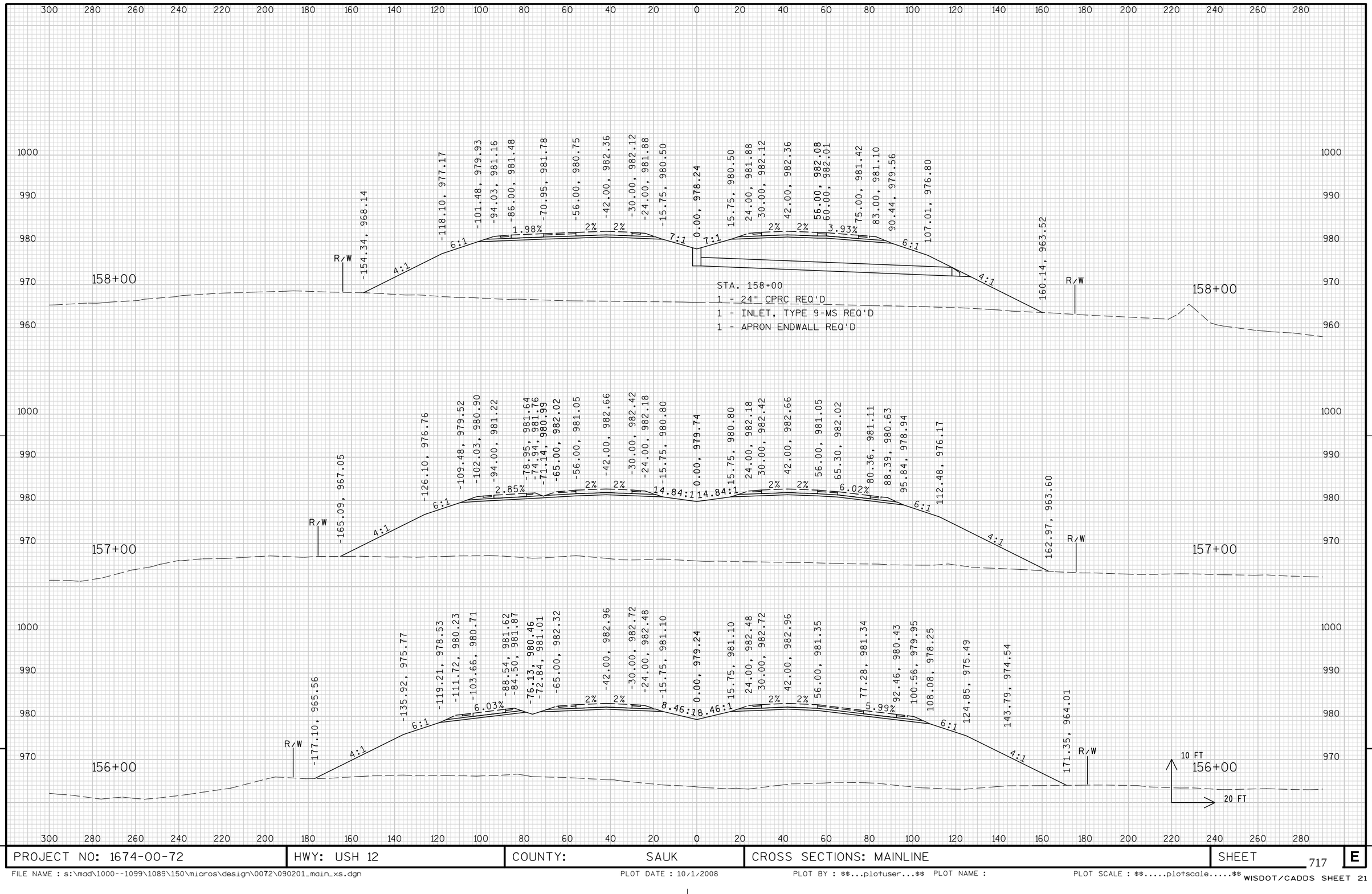


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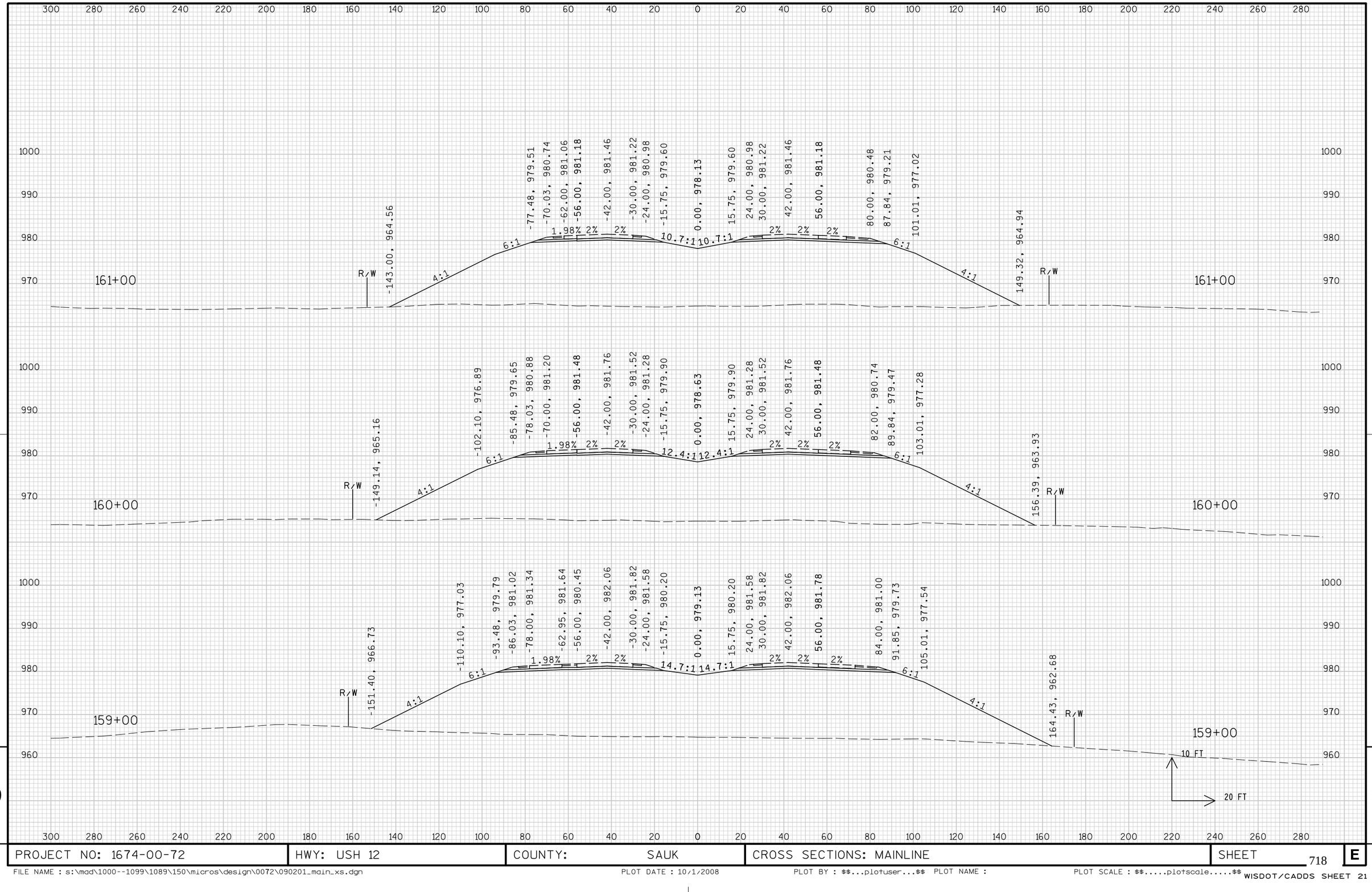
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 716	E

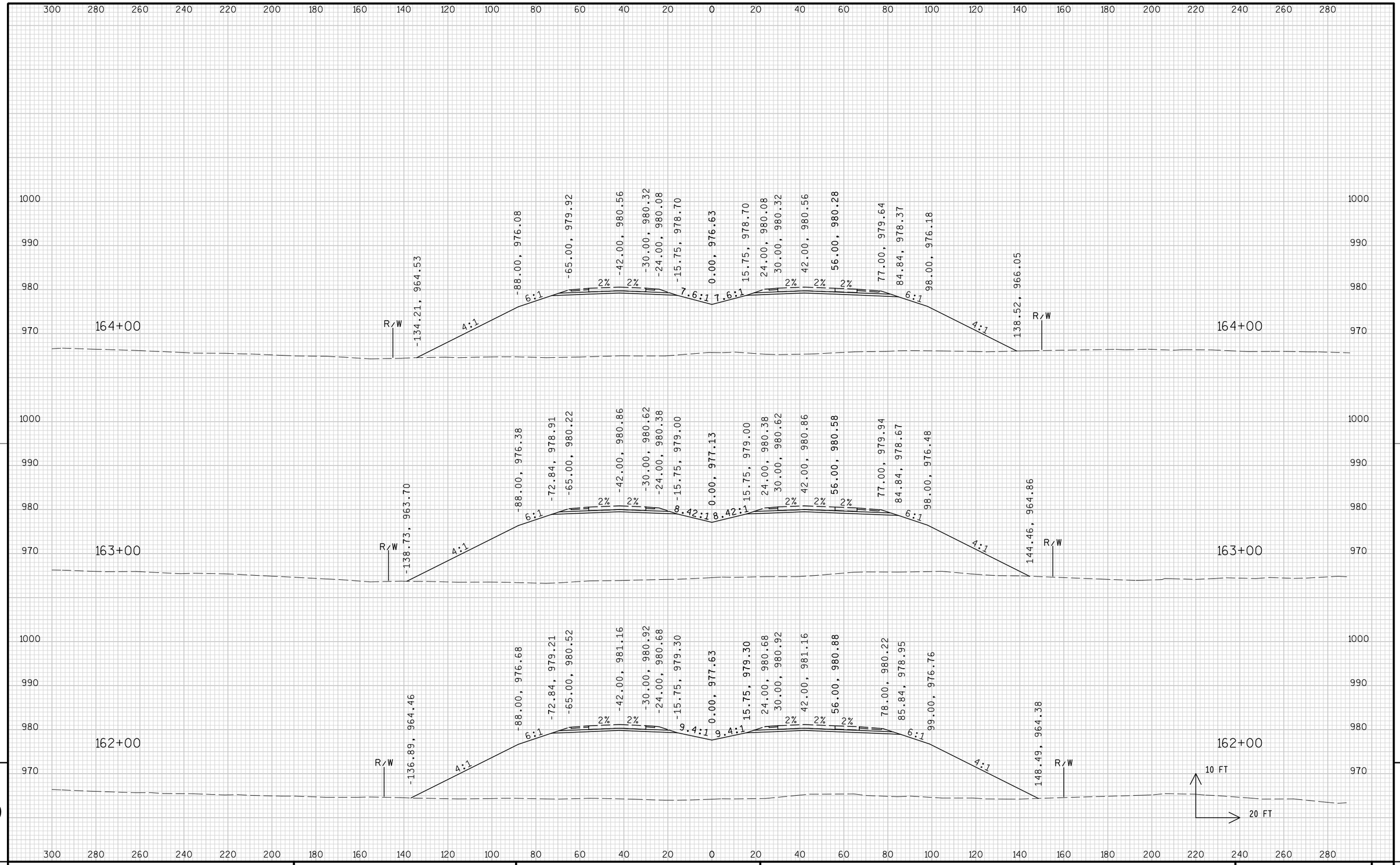
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 717	E

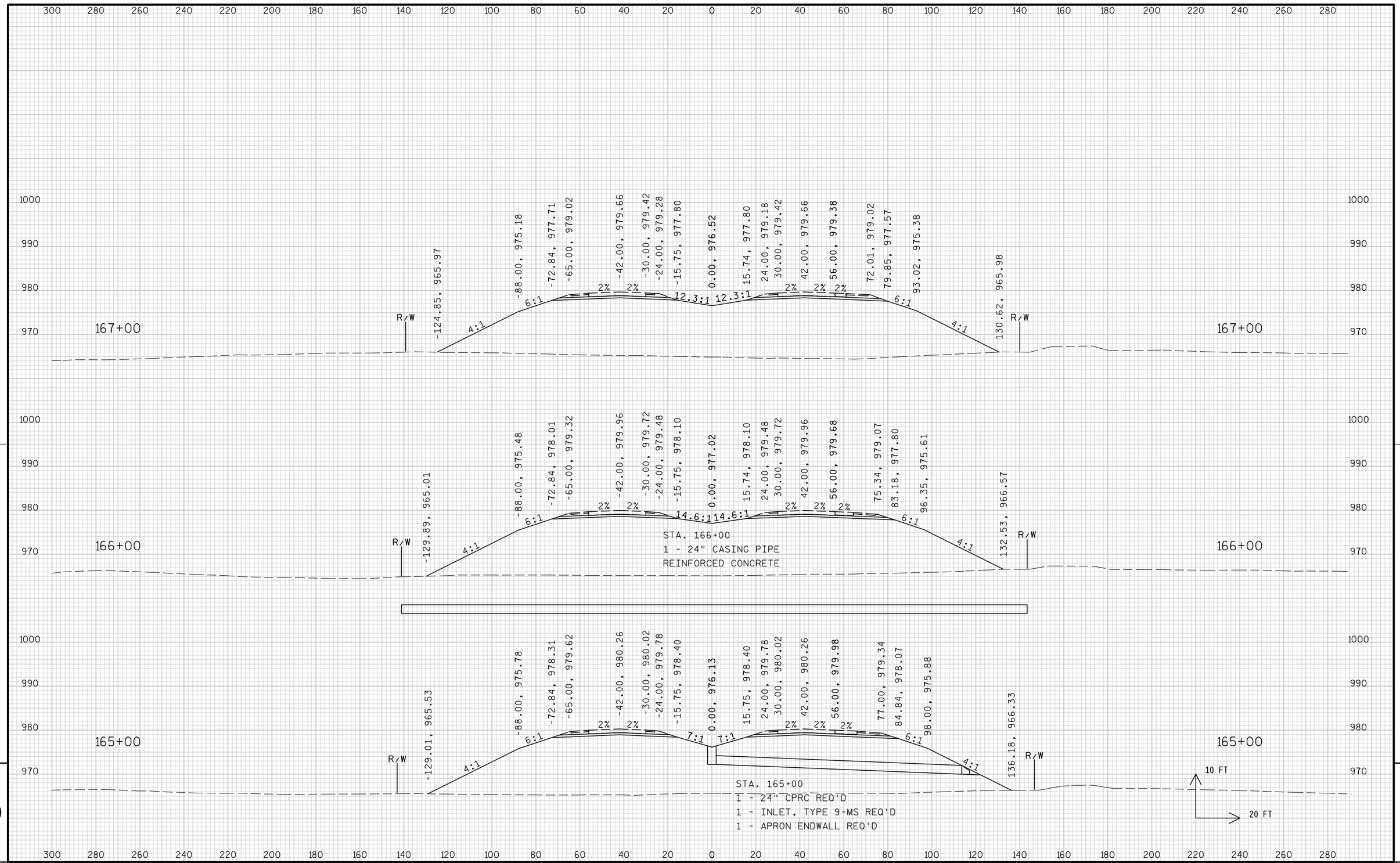


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 718	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 719	E

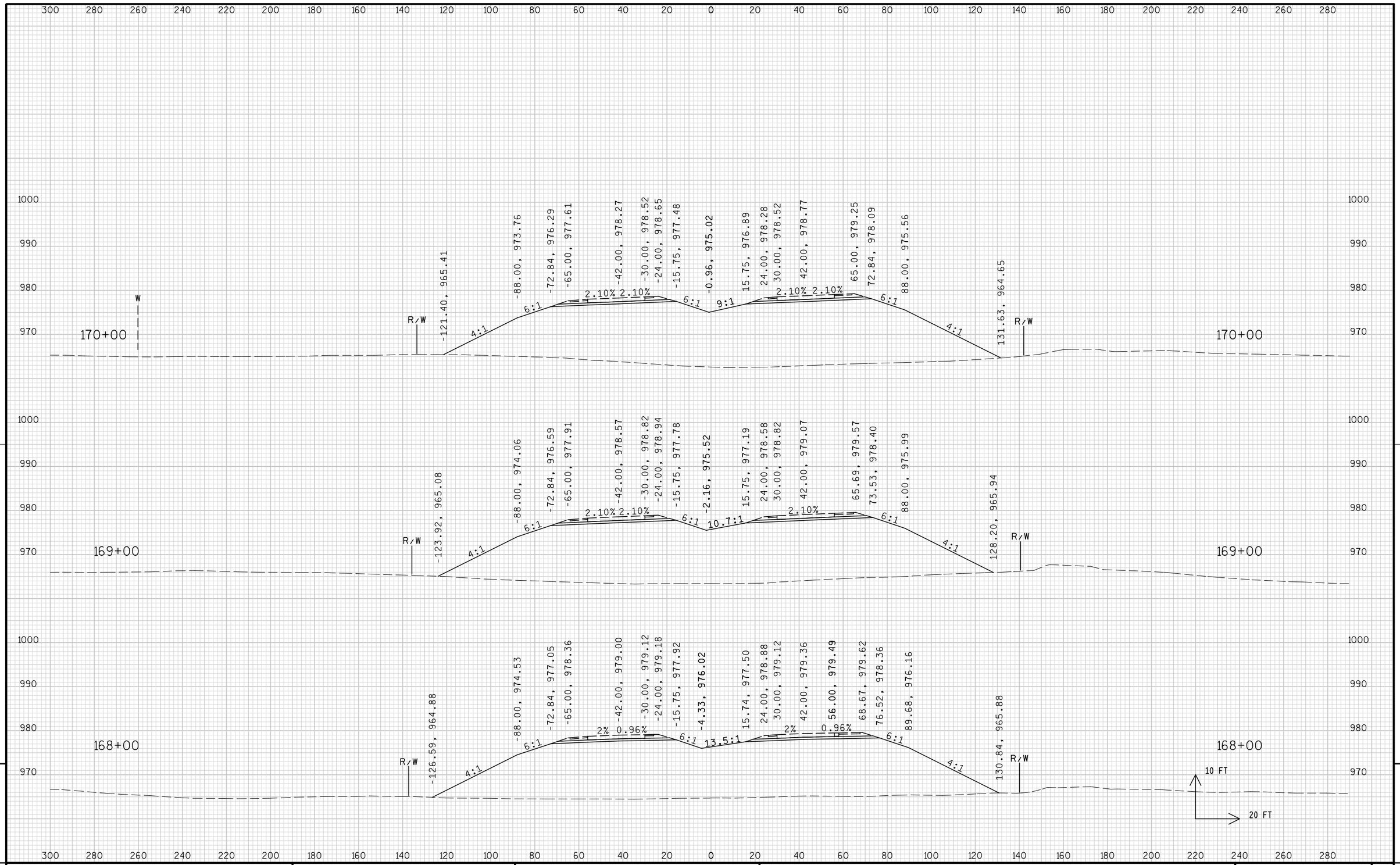
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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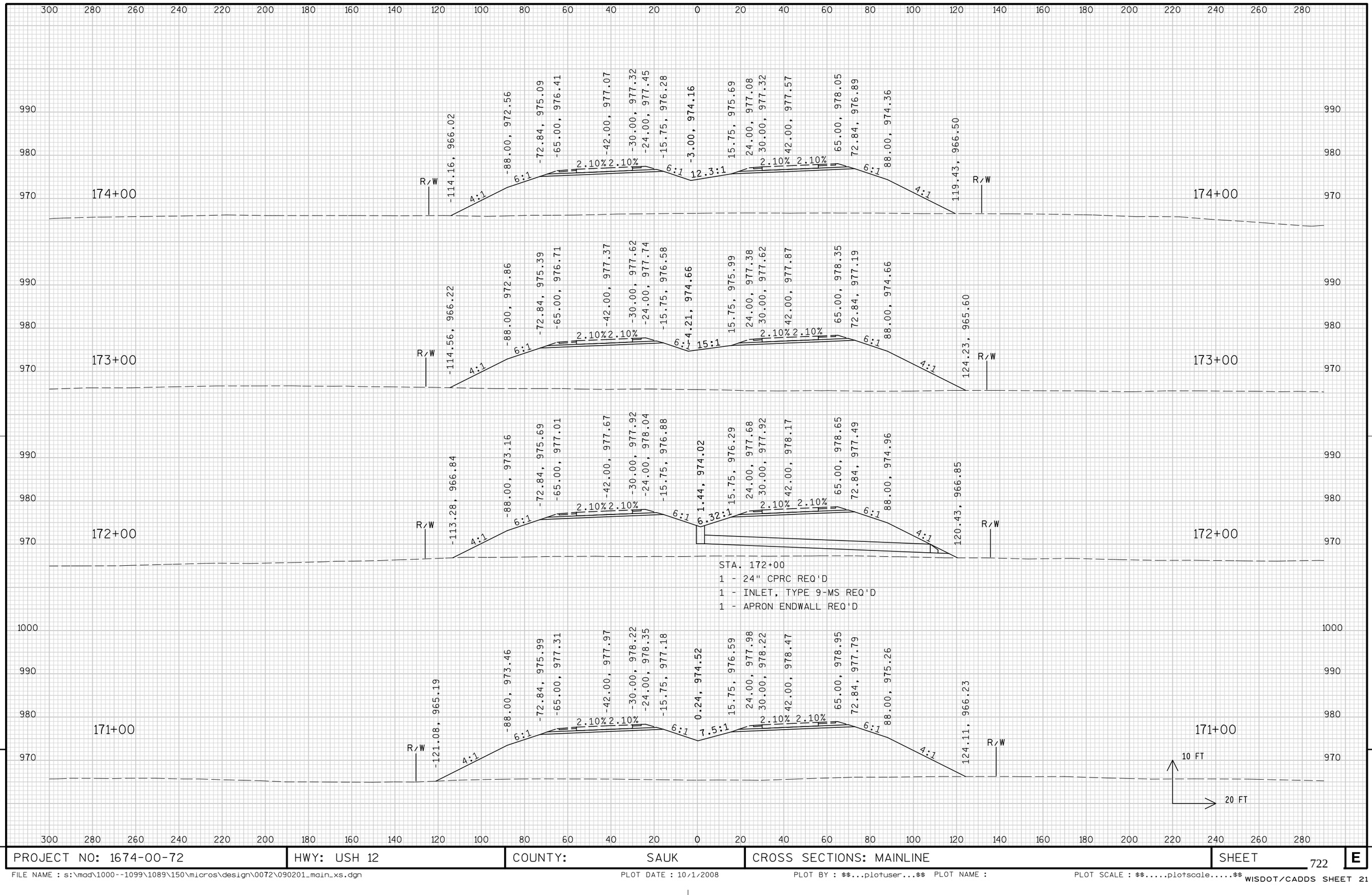
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 720	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 721	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 722	E

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

990 980 970

178+00

R/W -107.92, 966.38 4:1 -88.00, 971.36 6:1 -72.84, 973.89 -65.00, 975.21 2.10% 2.10% -42.00, 975.87 -30.00, 976.12 -24.00, 976.25 6:1 -15.75, 975.08 1.80, 972.16 6:1 15.75, 974.49 24.00, 975.88 30.00, 976.12 2.10% 2.10% 42.00, 976.37 65.00, 976.85 6:1 72.84, 975.69 88.00, 973.16 4:1 114.39, 966.56 R/W

178+00

STA. 178+00
1 - 24" CPRC REQ'D
1 - INLET, TYPE 9-MS REQ'D
1 - APRON ENDWALL REQ'D

990 980 970

177+00

R/W -110.64, 966.00 4:1 -88.00, 971.66 6:1 -72.84, 974.19 -65.00, 975.51 2.10% 2.10% -42.00, 976.17 -30.00, 976.42 -24.00, 976.55 6:1 -15.75, 975.38 0.60, 972.66 7.1:1 15.75, 974.79 24.00, 976.18 30.00, 976.42 2.10% 2.10% 42.00, 976.67 65.00, 977.15 6:1 72.84, 975.99 88.00, 973.46 4:1 117.23, 966.15 R/W

177+00

990 980 970

176+00

R/W -112.00, 965.96 4:1 -88.00, 971.96 6:1 -72.84, 974.49 -65.00, 975.81 2.10% 2.10% -42.00, 976.47 -30.00, 976.72 -24.00, 976.85 6:1 -15.75, 975.68 -0.60, 973.16 8.5:1 15.75, 975.09 24.00, 976.48 30.00, 976.72 2.10% 2.10% 42.00, 976.97 65.00, 977.45 6:1 72.84, 976.29 88.00, 973.76 4:1 120.39, 965.66 R/W

176+00

990 980 970

175+00

R/W -112.16, 966.22 4:1 -88.00, 972.26 6:1 -72.84, 974.79 -65.00, 976.11 2.10% 2.10% -42.00, 976.77 -30.00, 977.02 -24.00, 977.14 6:1 -15.75, 975.98 -1.80, 973.66 10.2:1 15.75, 975.39 24.00, 976.78 30.00, 977.02 2.10% 2.10% 42.00, 977.27 65.00, 977.75 6:1 72.84, 976.59 88.00, 974.06 4:1 120.19, 966.01 R/W

175+00

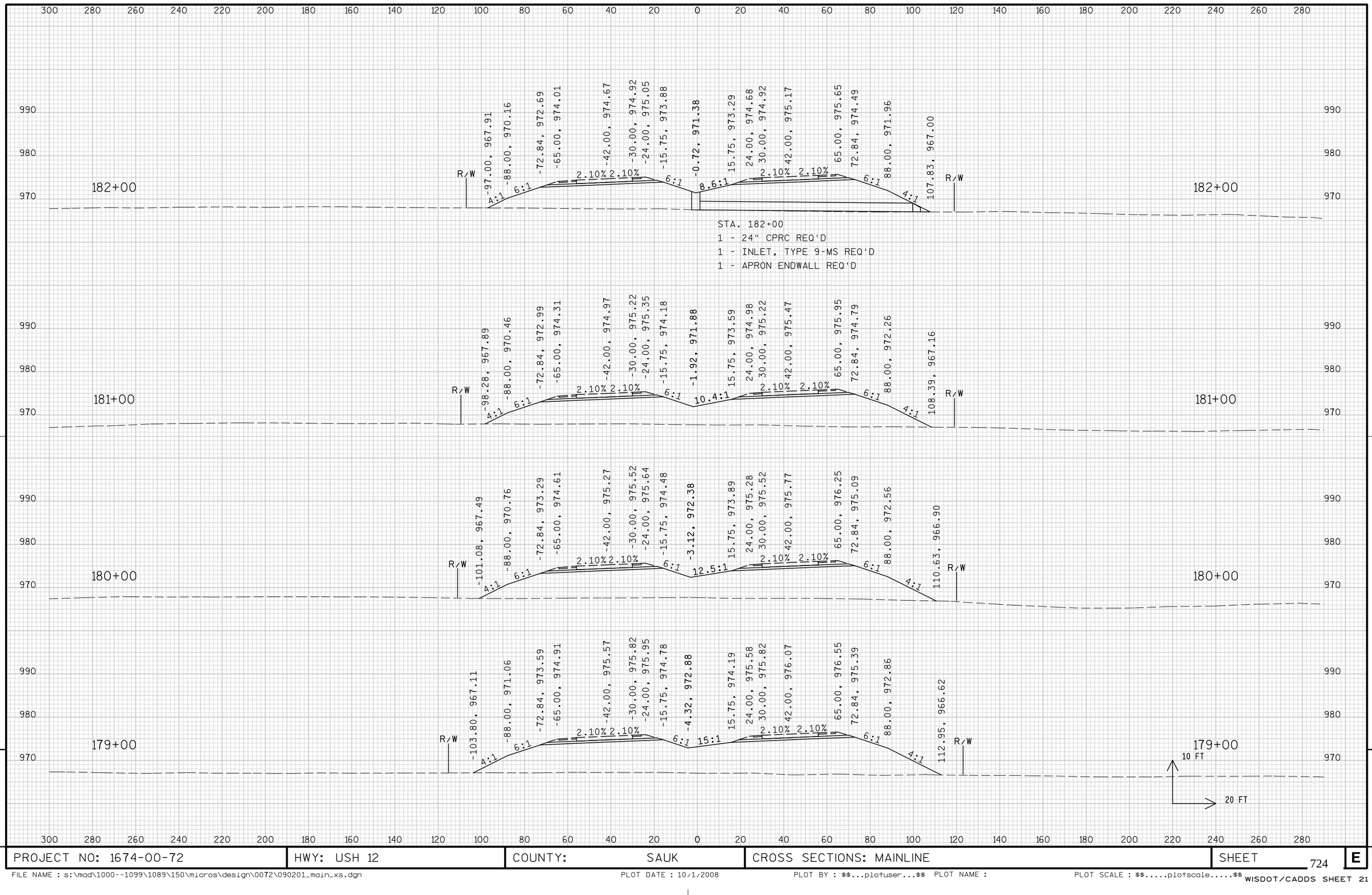
990 980 970

10 FT
20 FT

300 280 260 240 220 200 180 160 140 120 100 80 60 40 20 0 20 40 60 80 100 120 140 160 180 200 220 240 260 280

9 9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 723	E

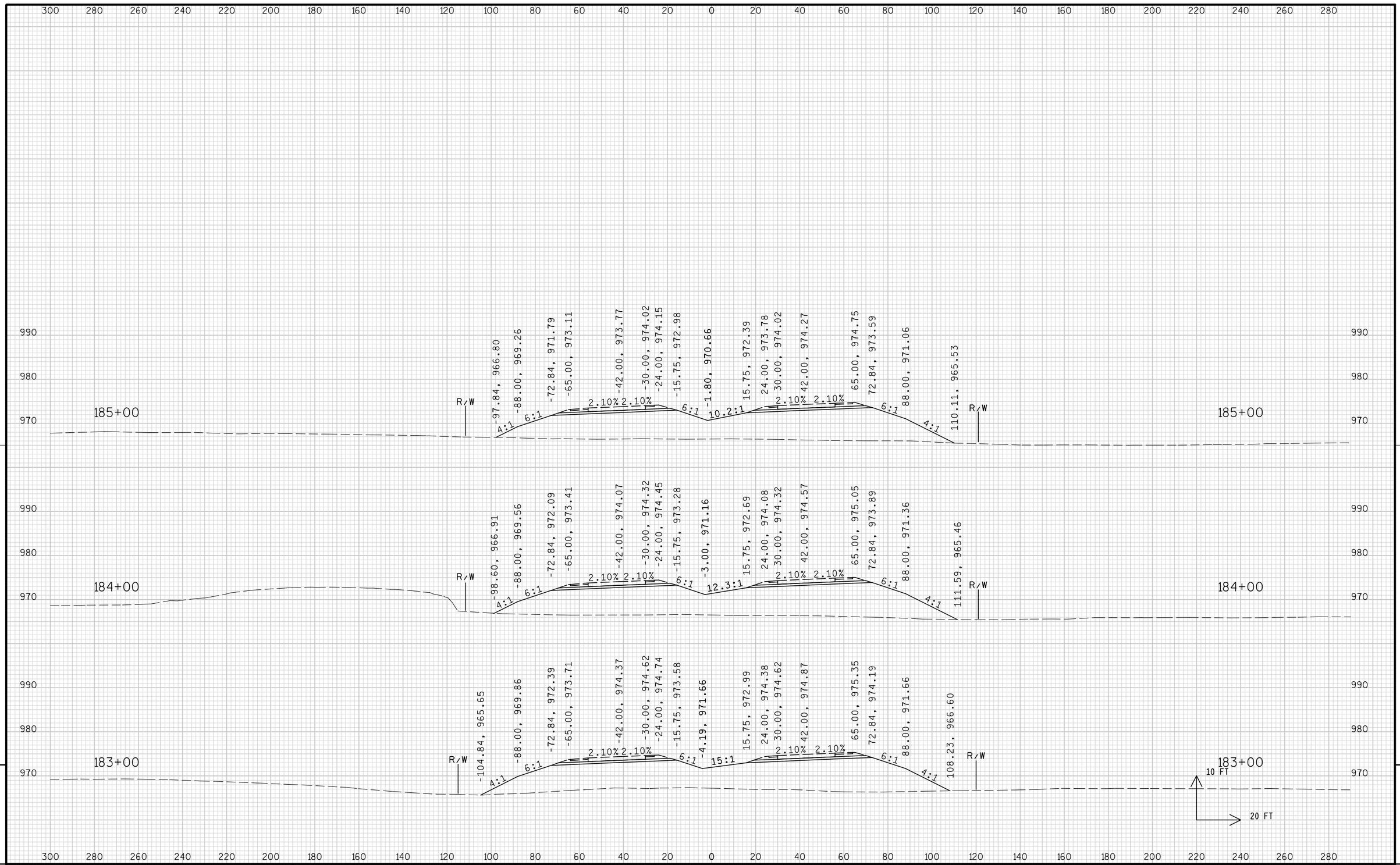


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 724	E

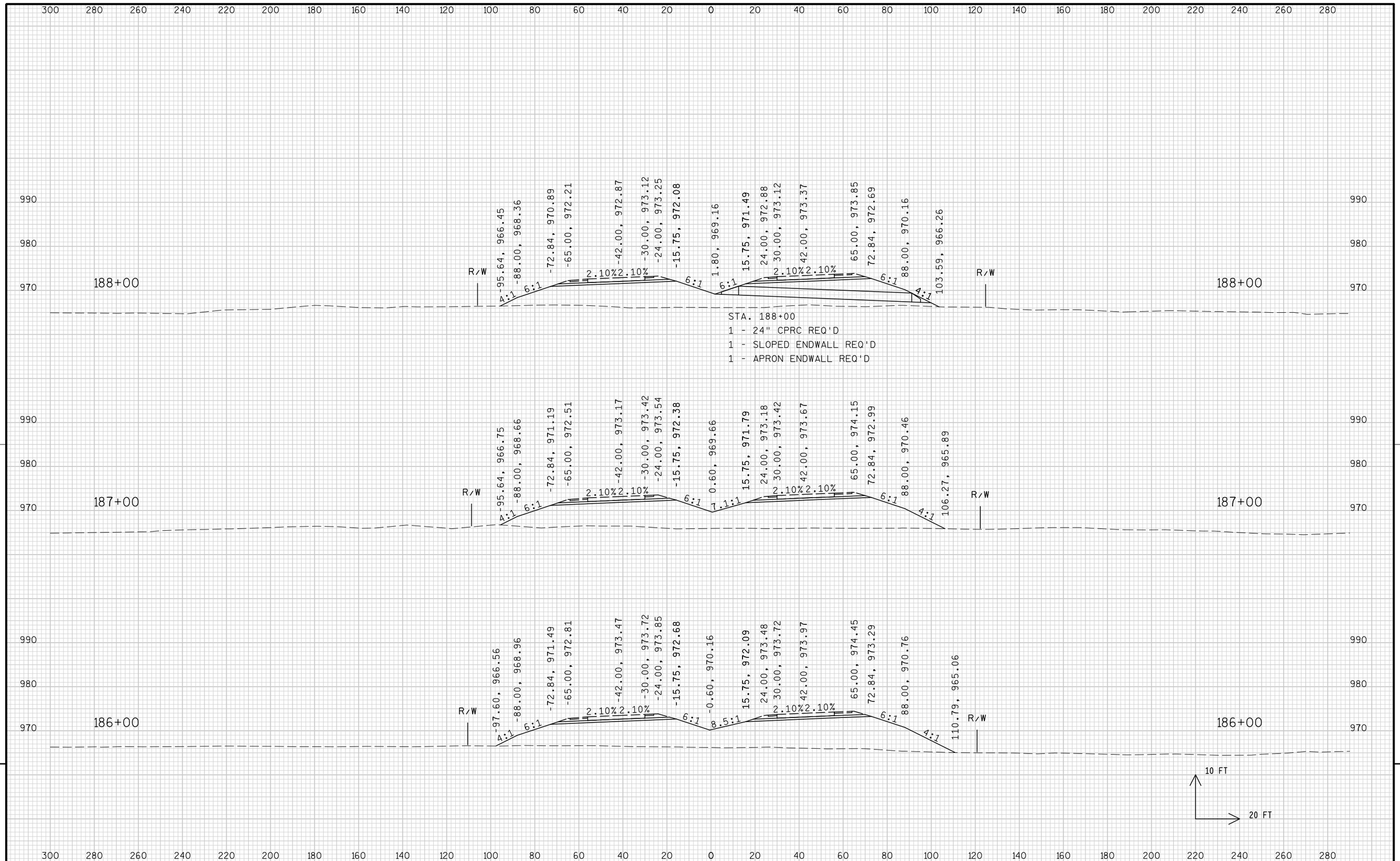
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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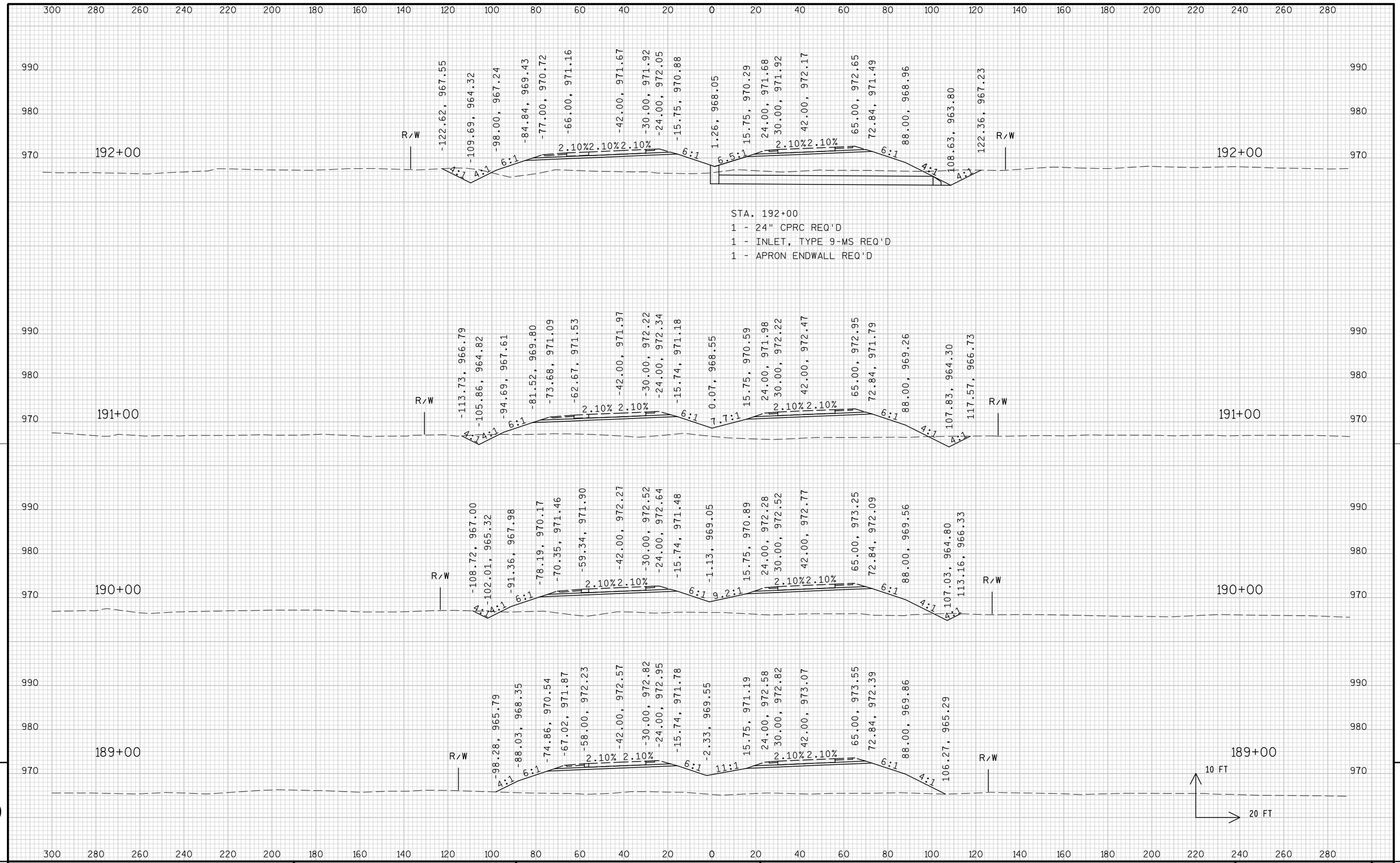
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 725	E



9

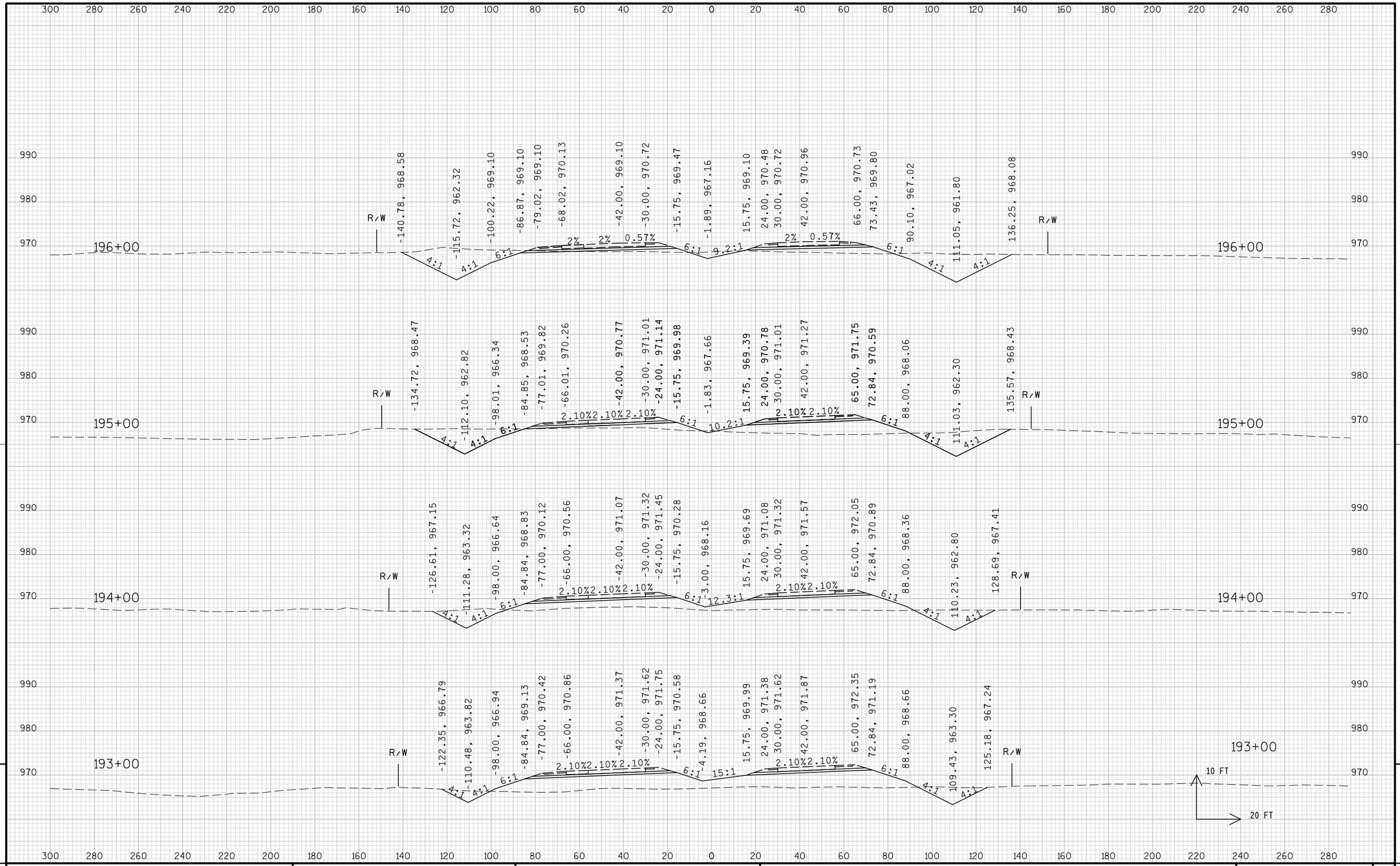
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 726	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 727	E

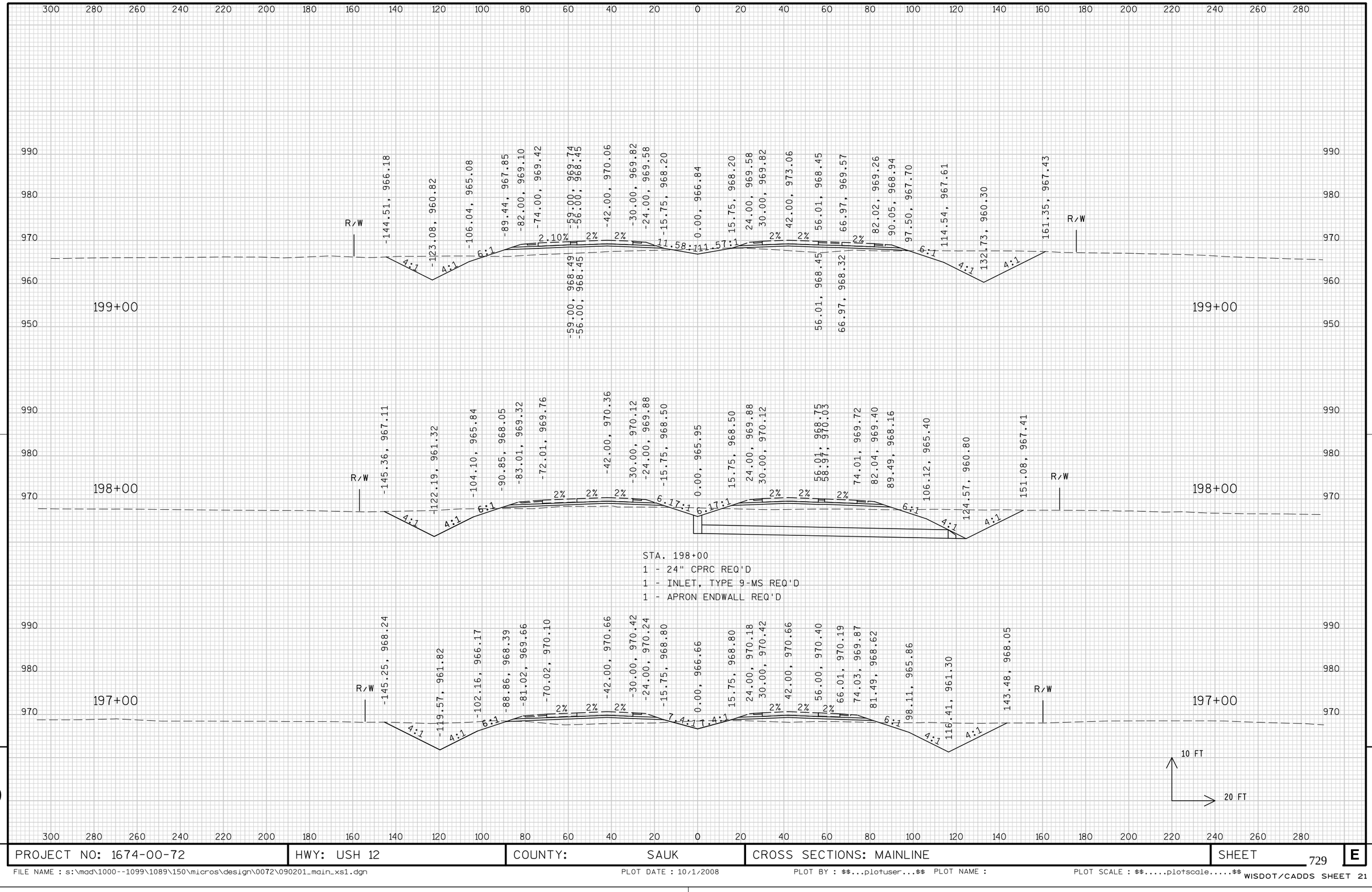
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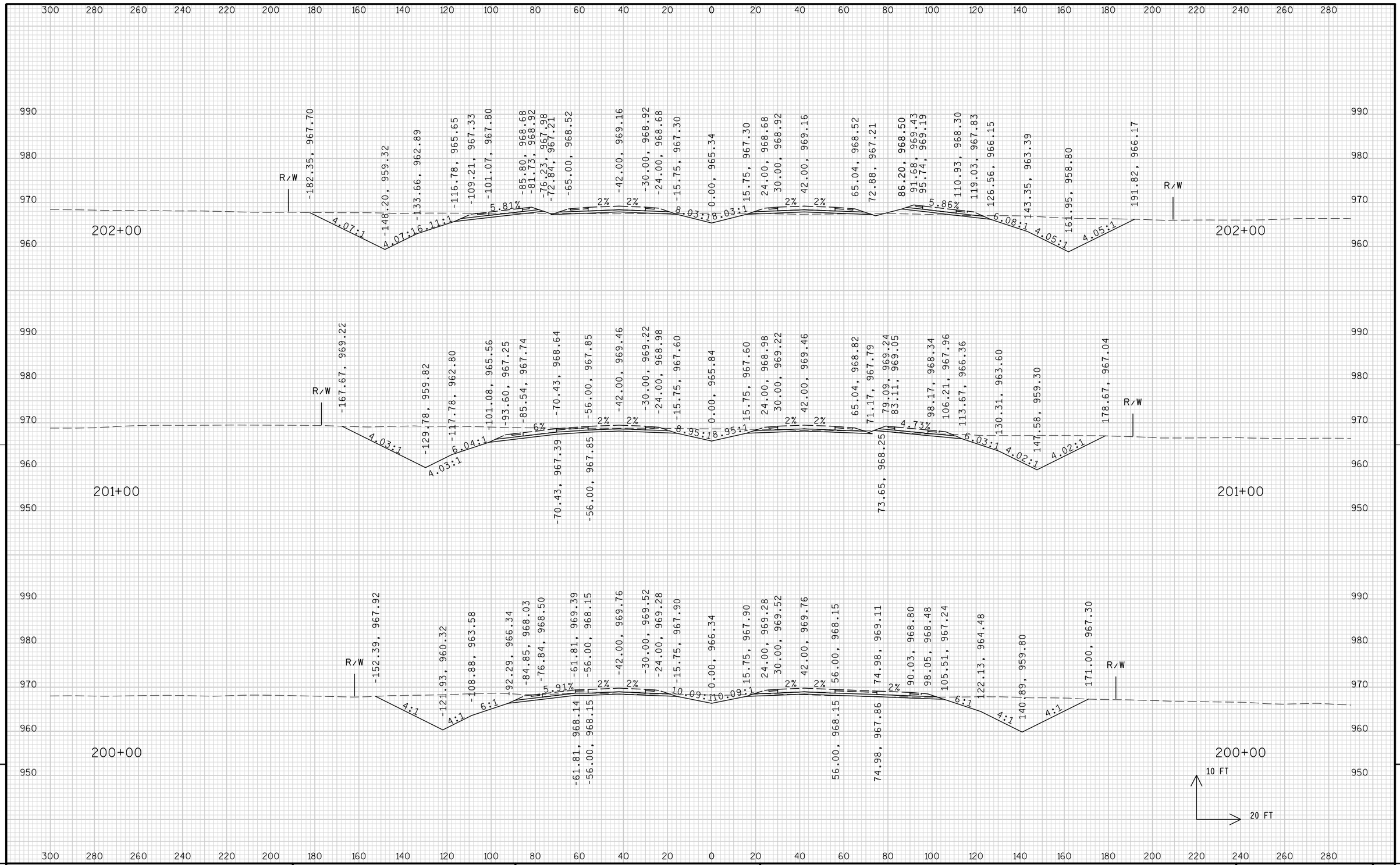
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 728	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 729 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs1.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

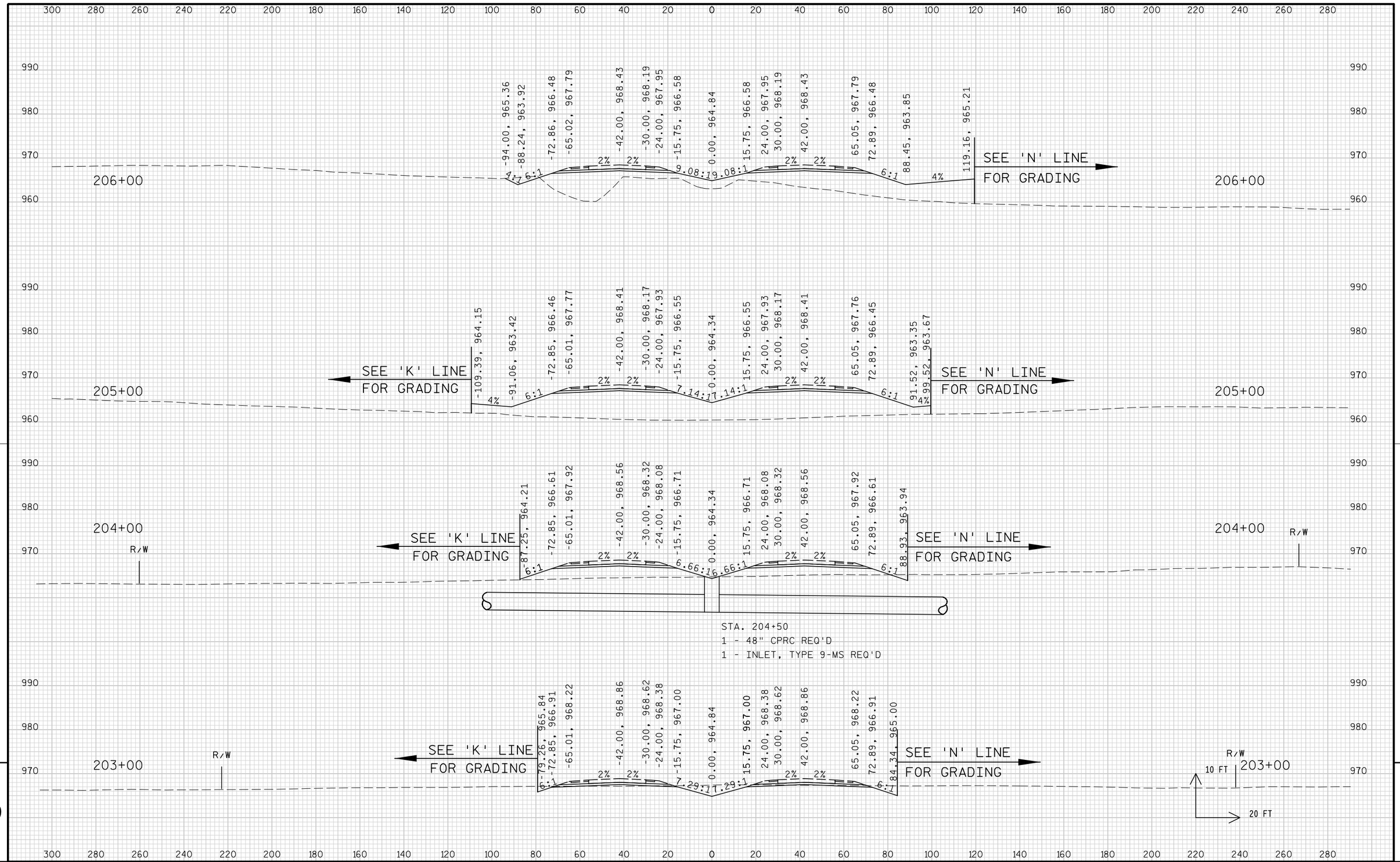


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 730	E

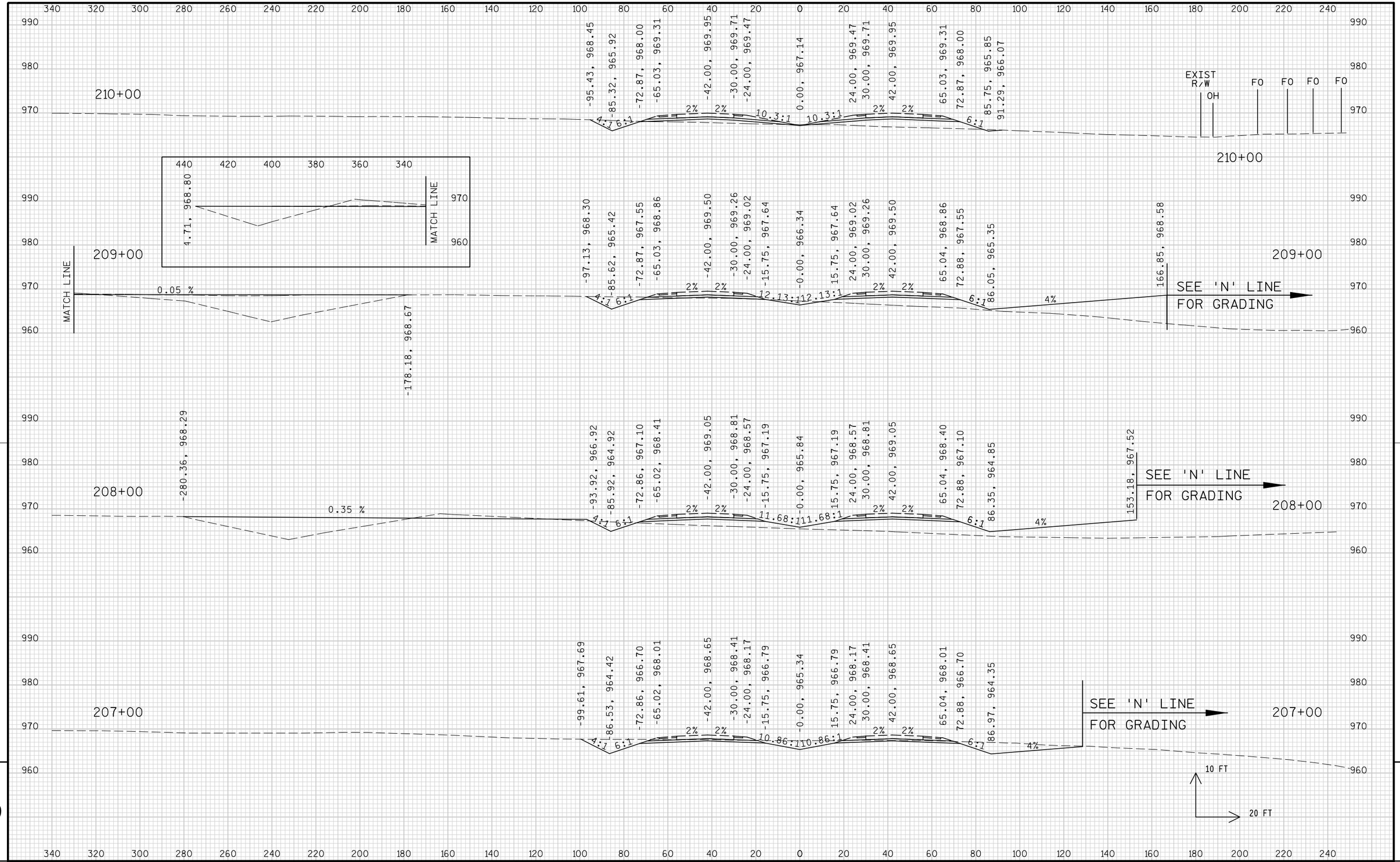
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs1.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



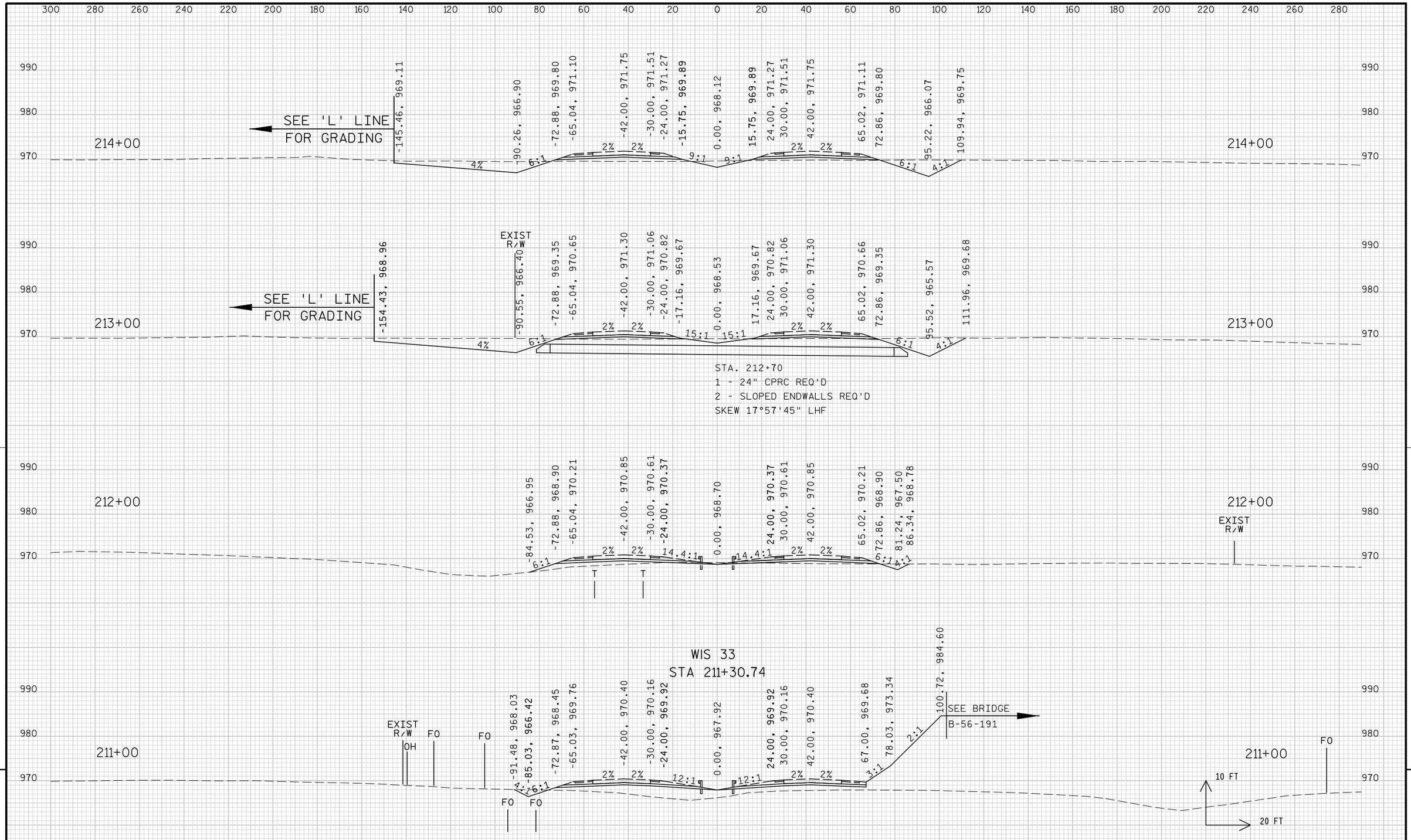
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 731	E



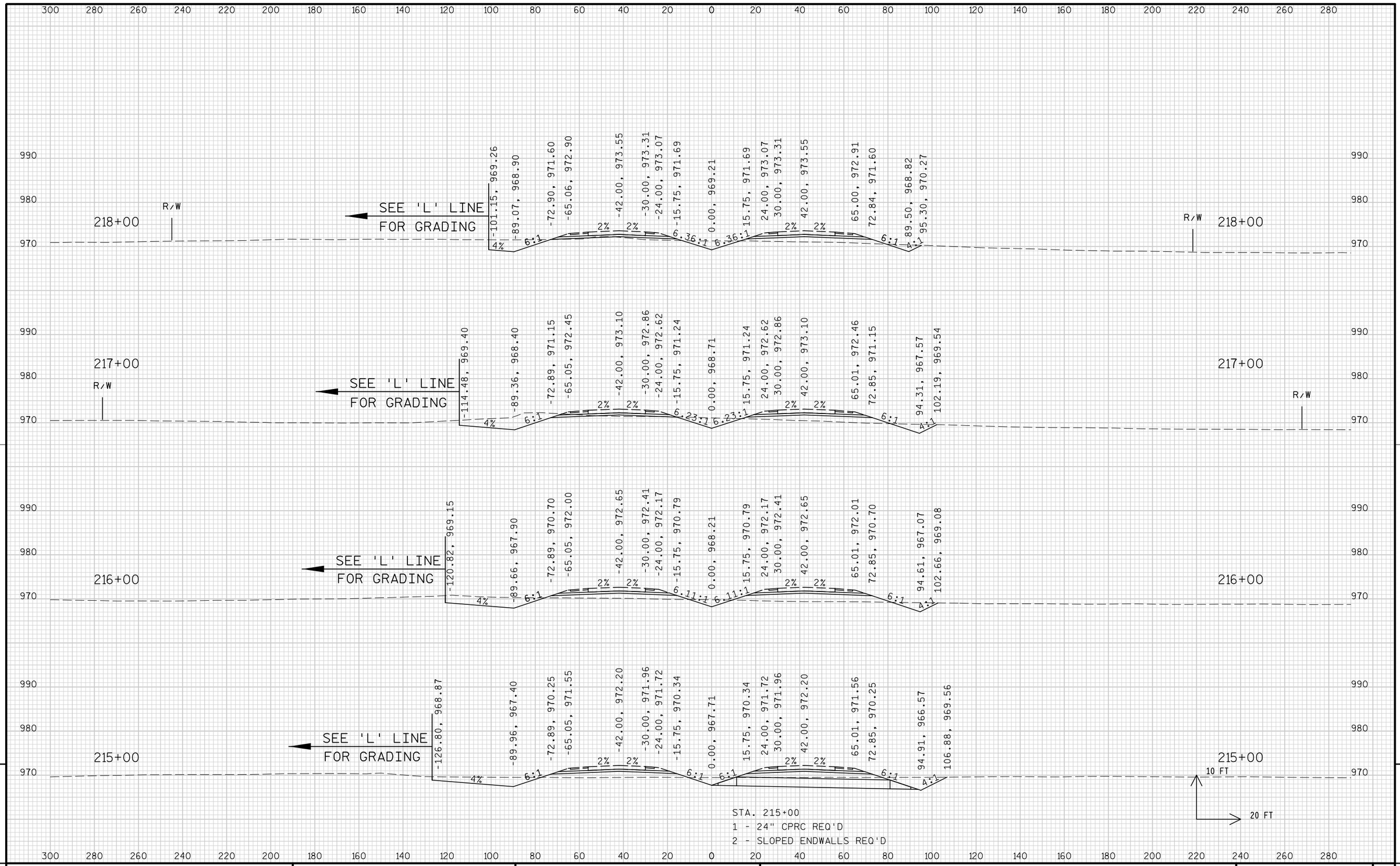
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 732	E



9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 733	E

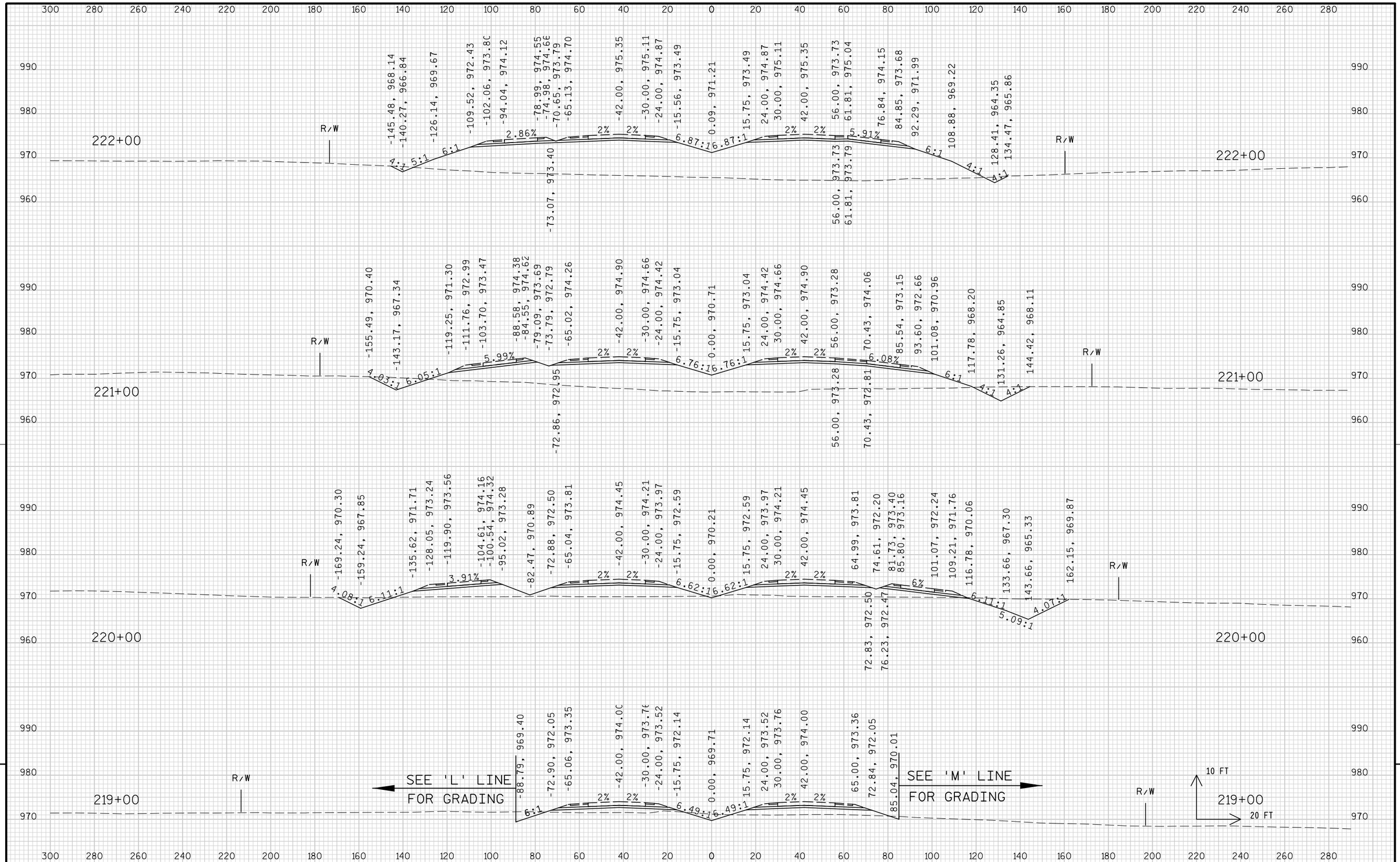


STA. 215+00
1 - 24" CPRC REQ'D
2 - SLOPED ENDWALLS REQ'D

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 734	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs1.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

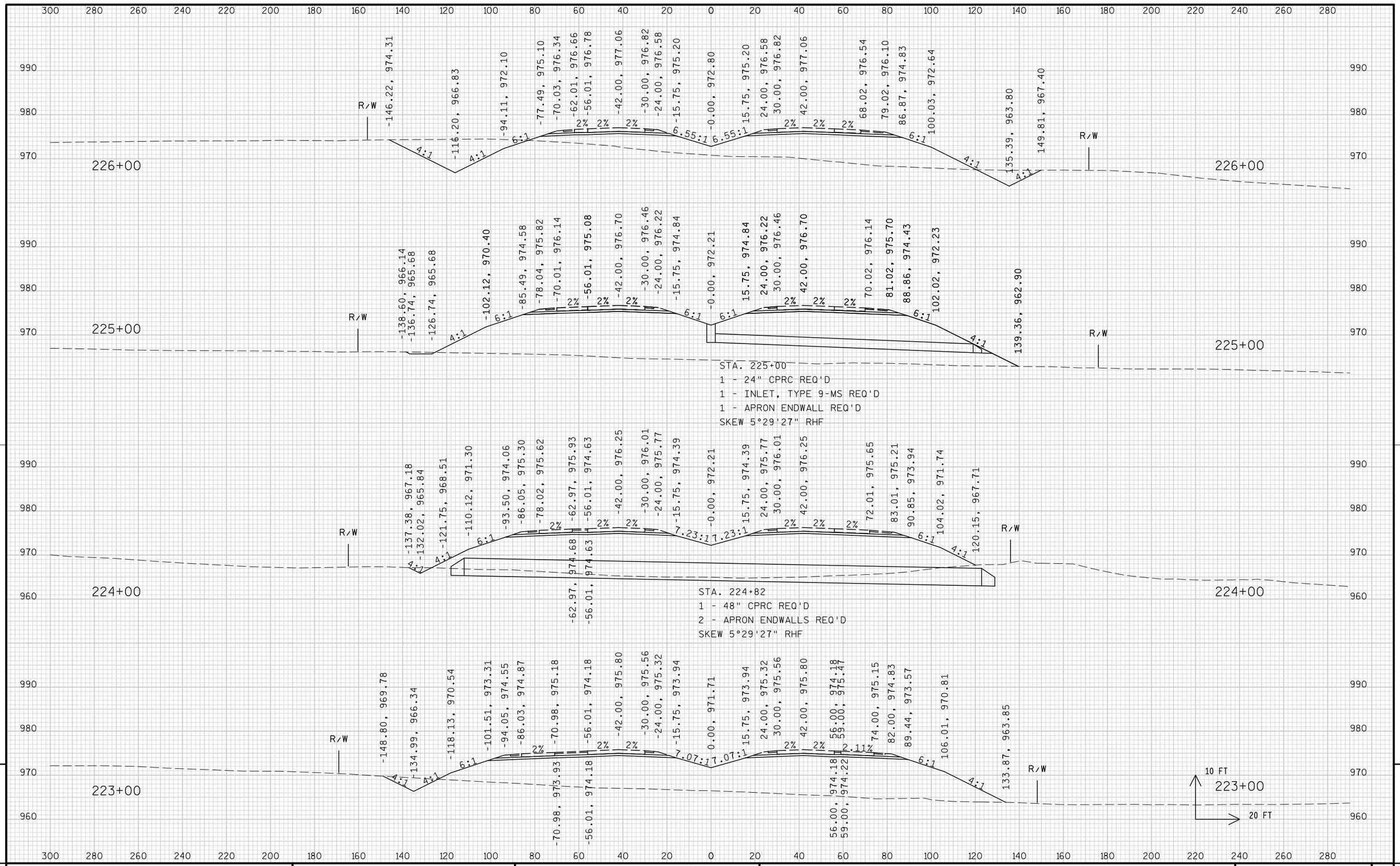
WISDOT/CADDS SHEET 21



9

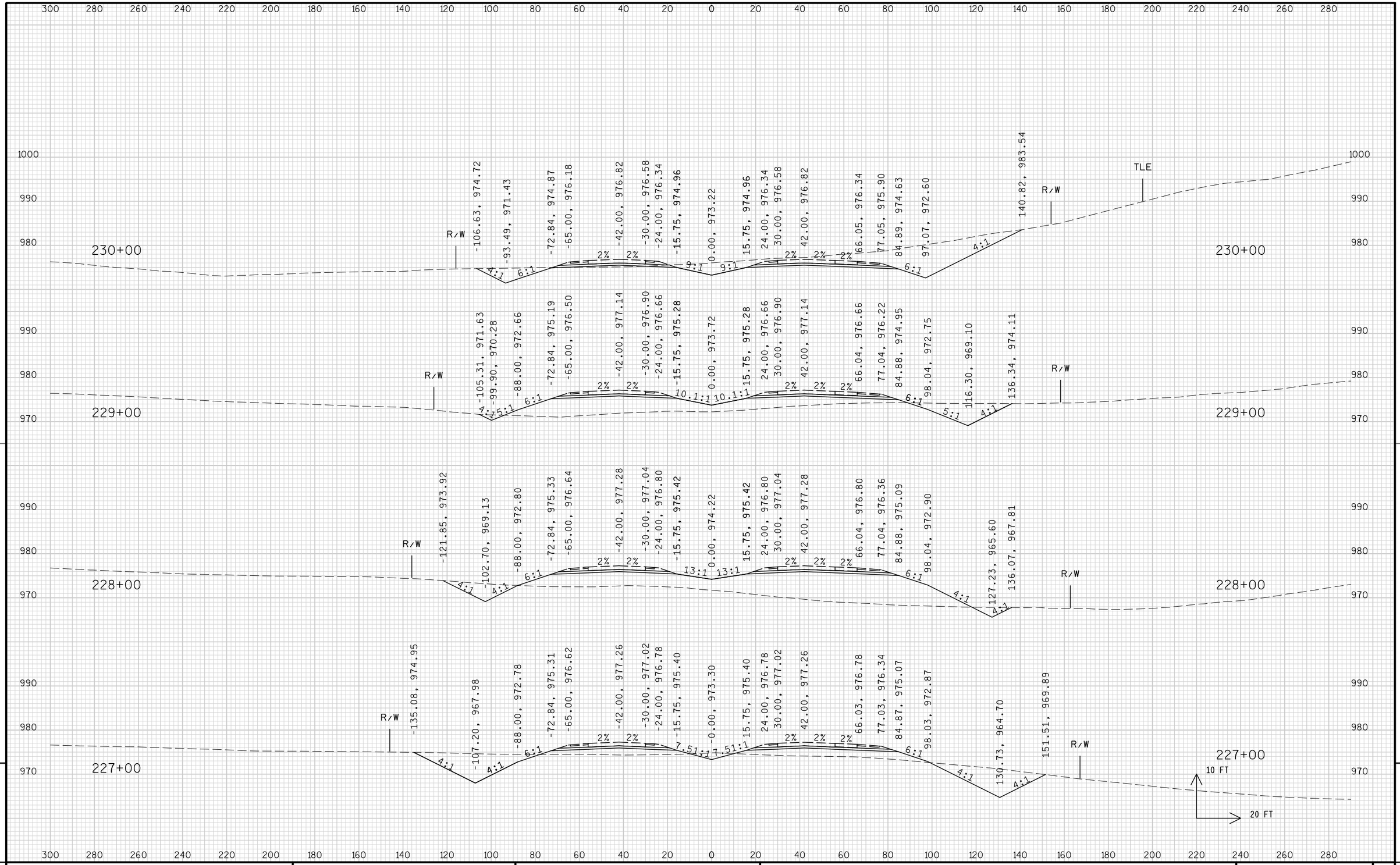
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 735	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs1.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 736	E



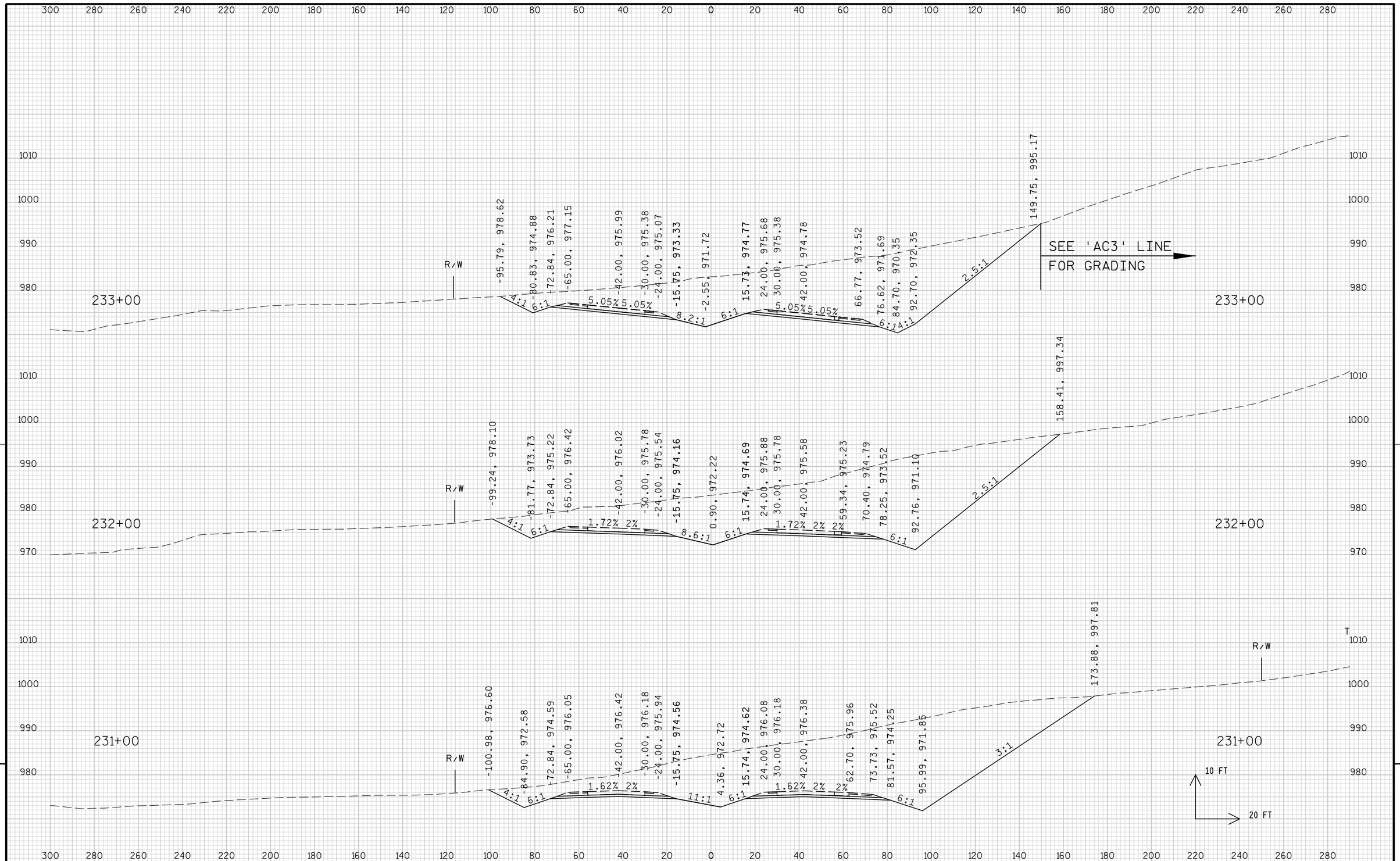
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 737	E

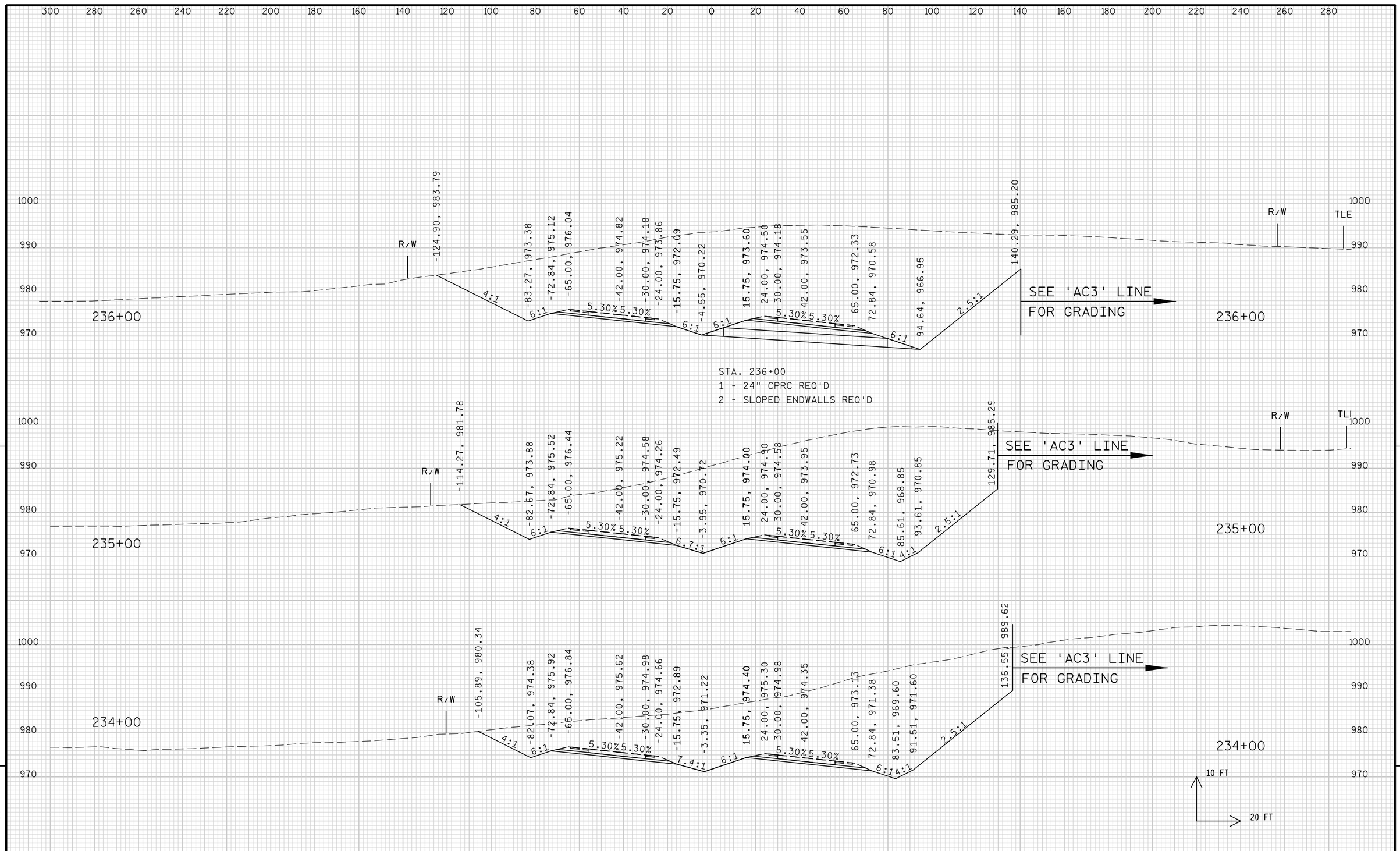
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WISDOT/CADDS SHEET 21



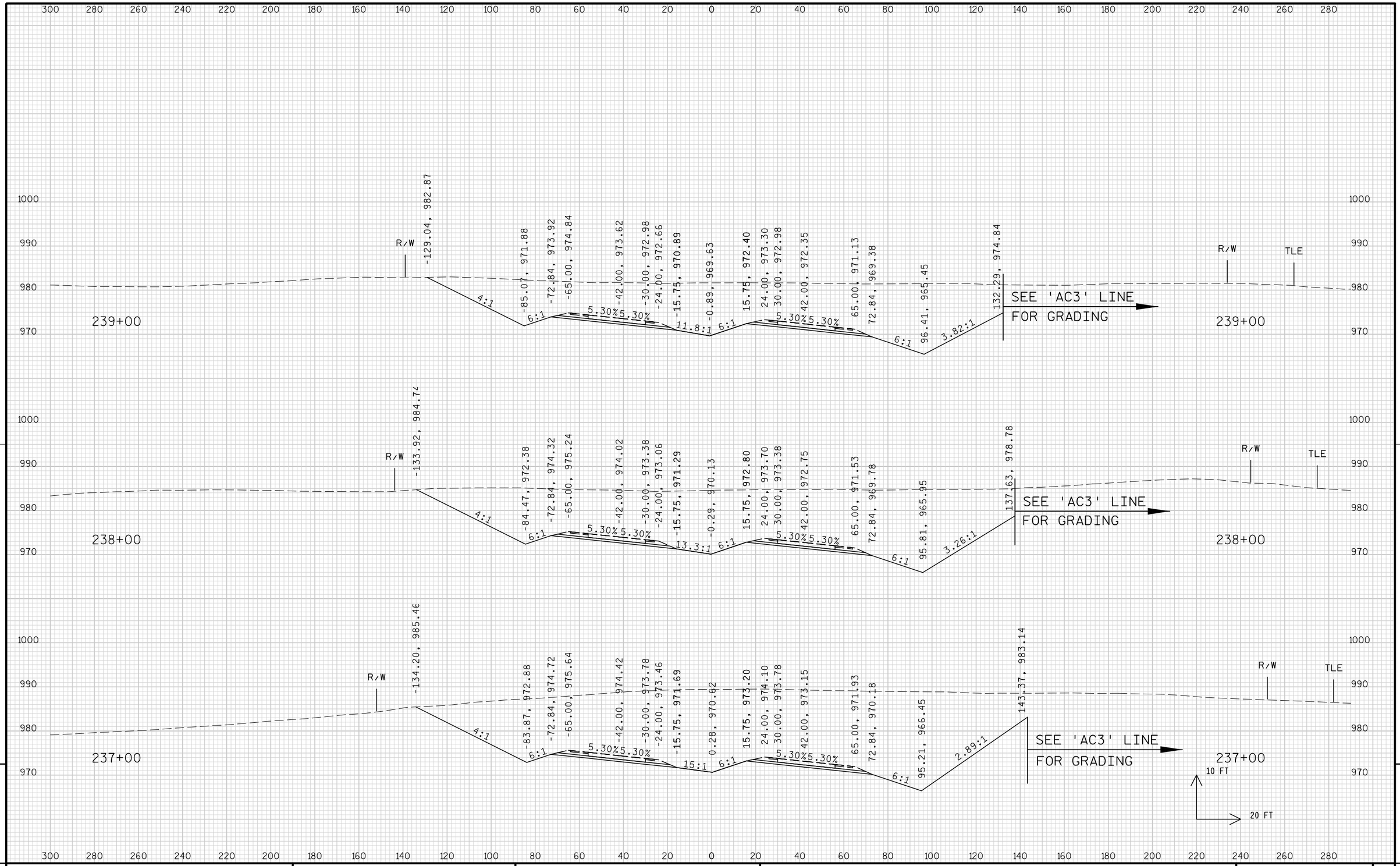
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 738 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs1.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 739	E

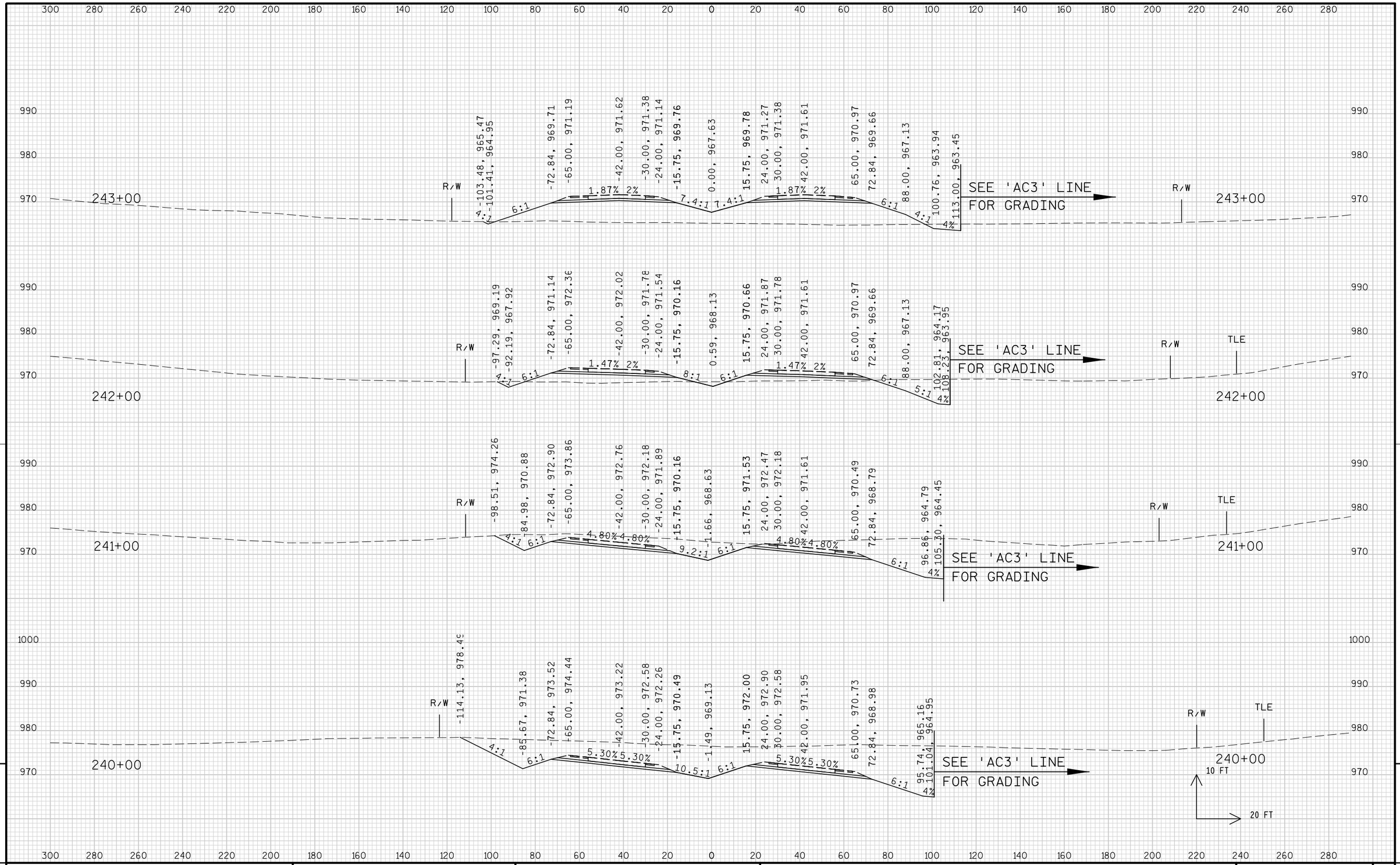
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 740	E

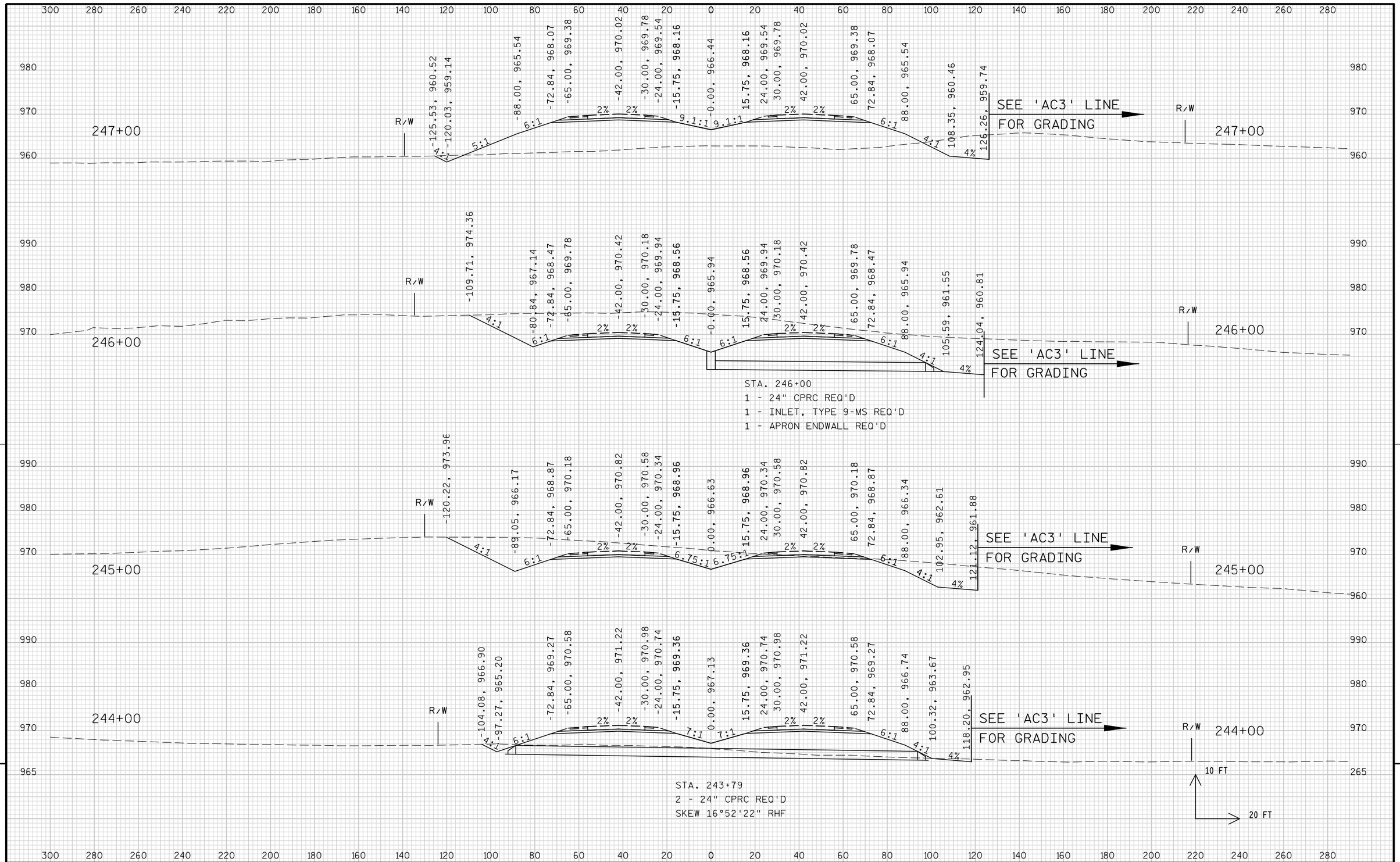


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 741	E

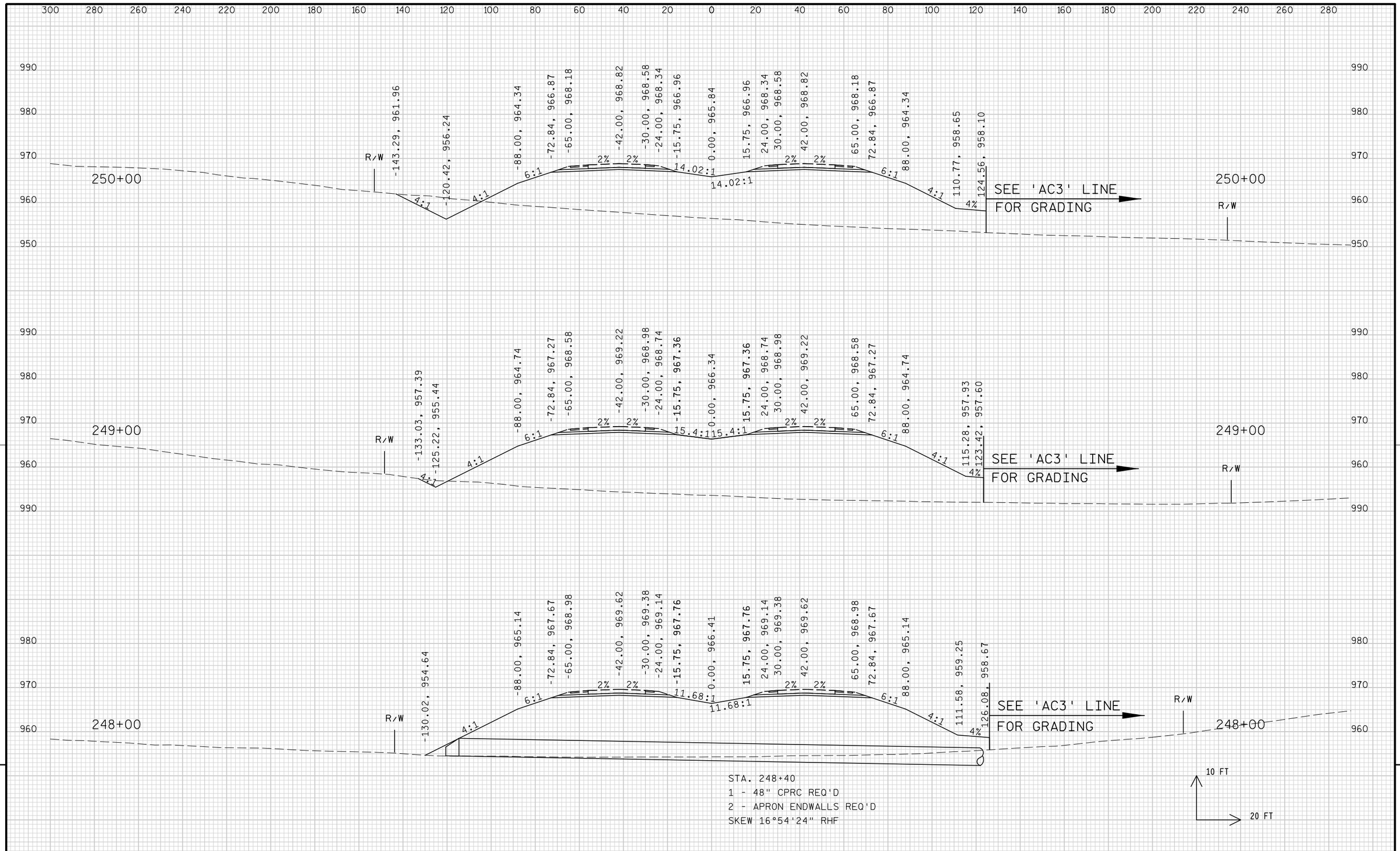
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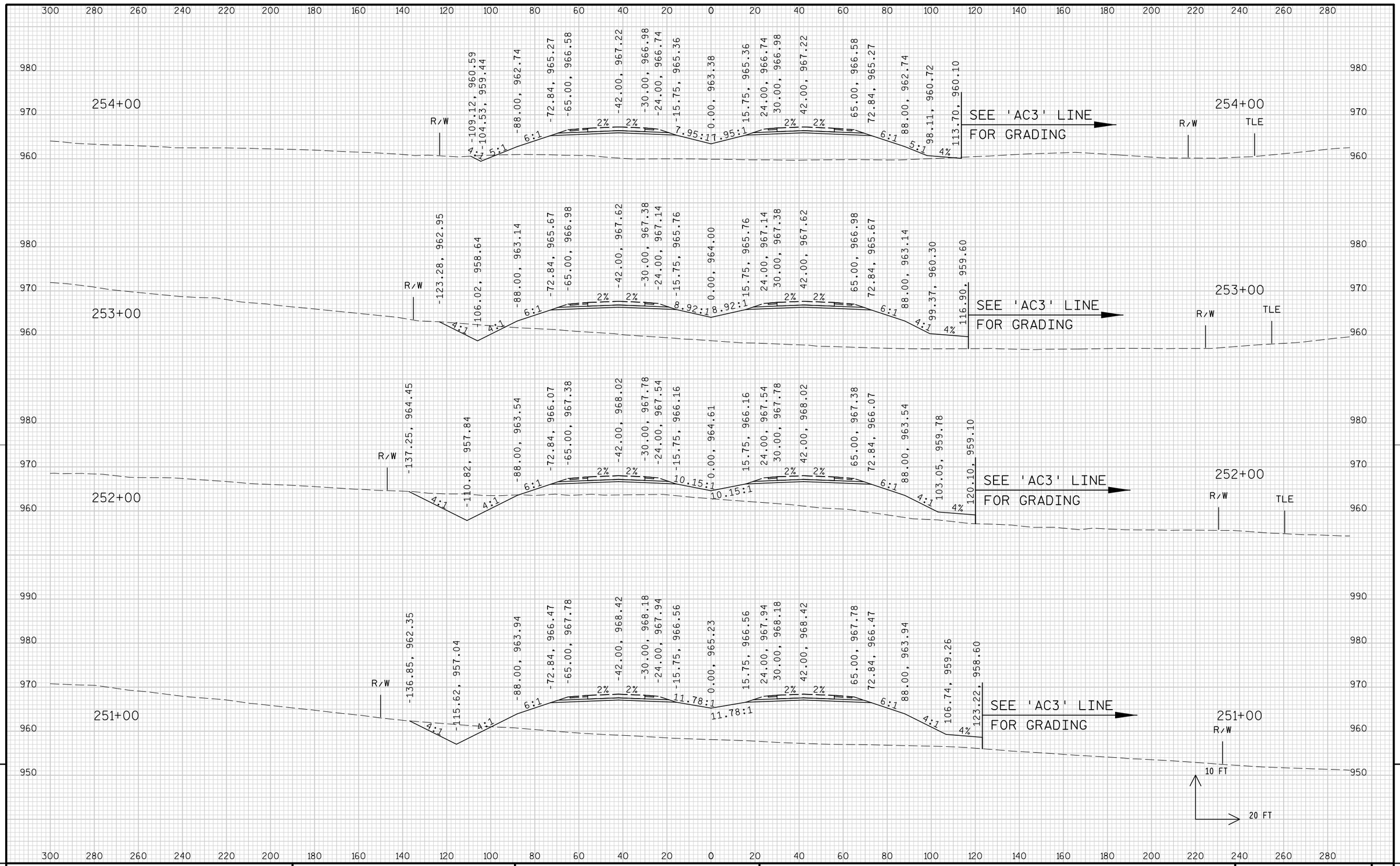
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 742	E

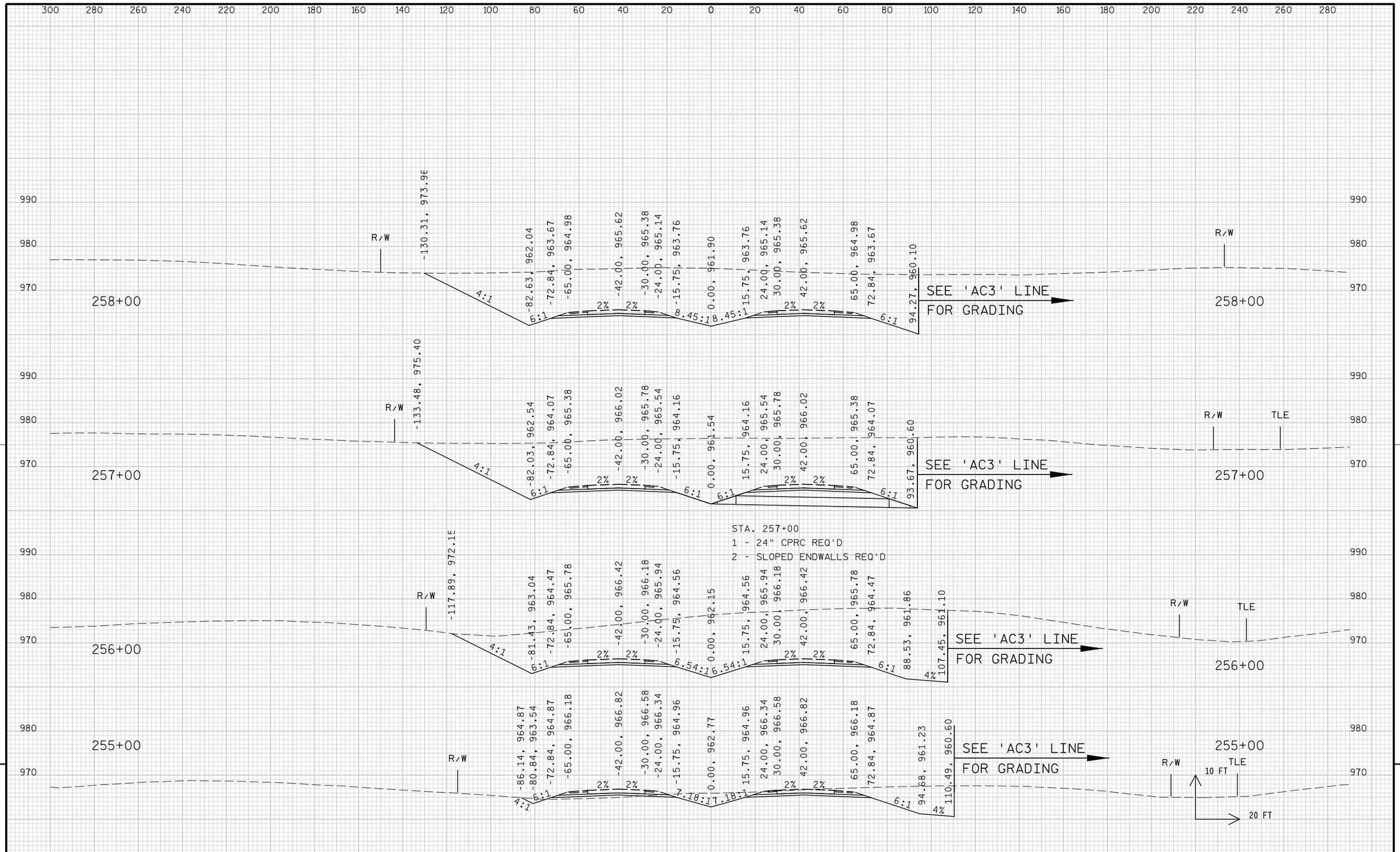


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 743	E

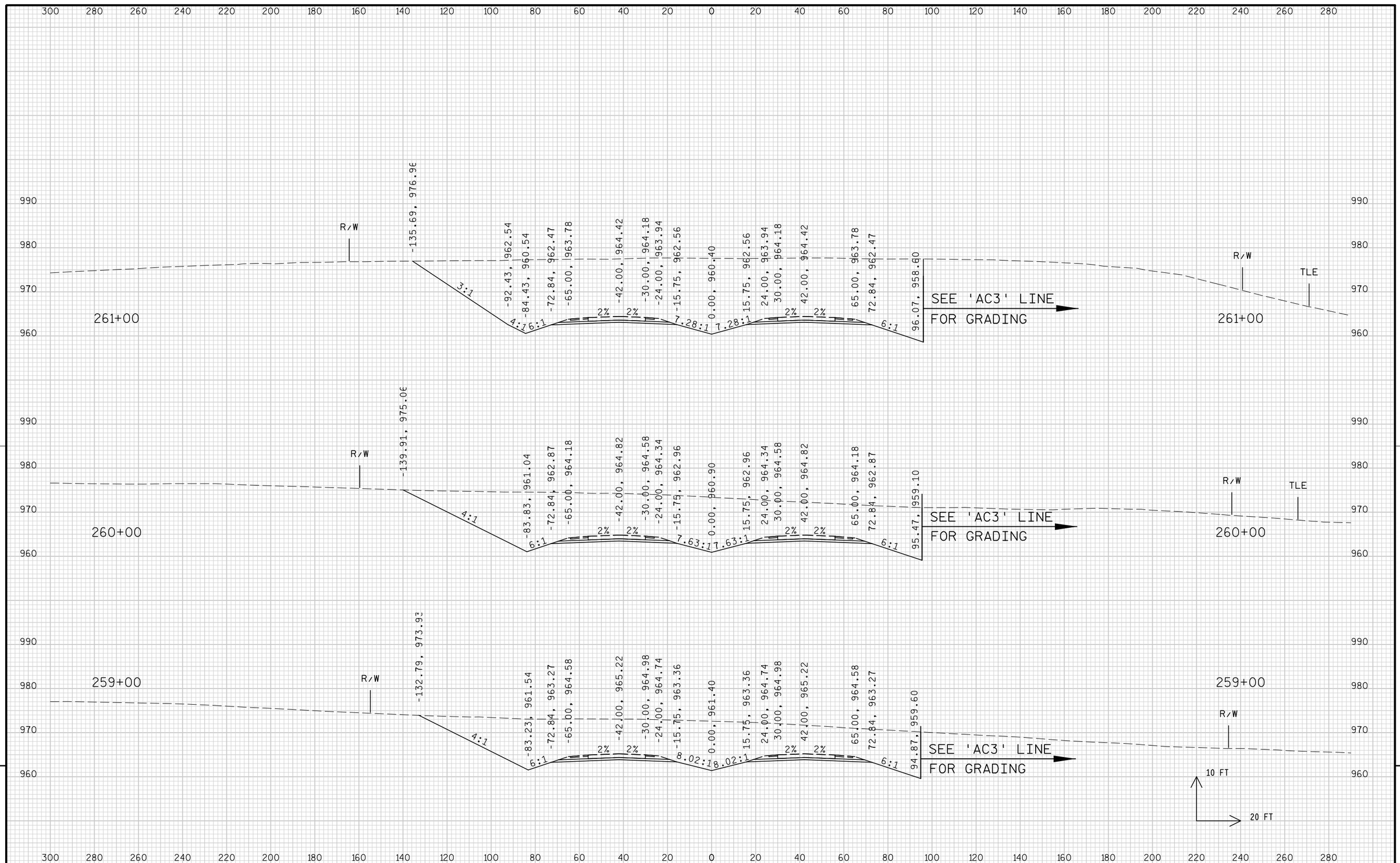


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 744	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs1.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



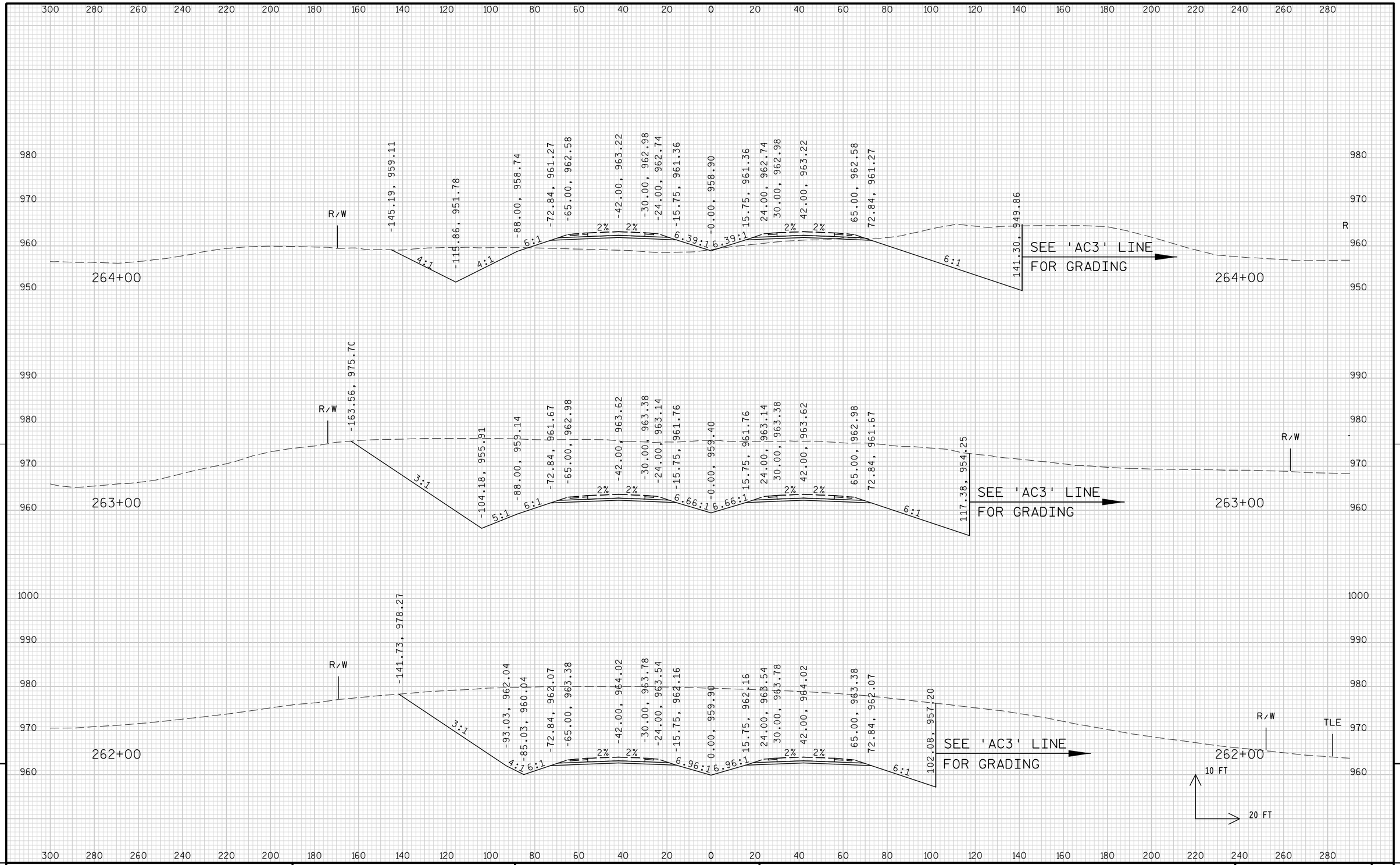
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 745	E



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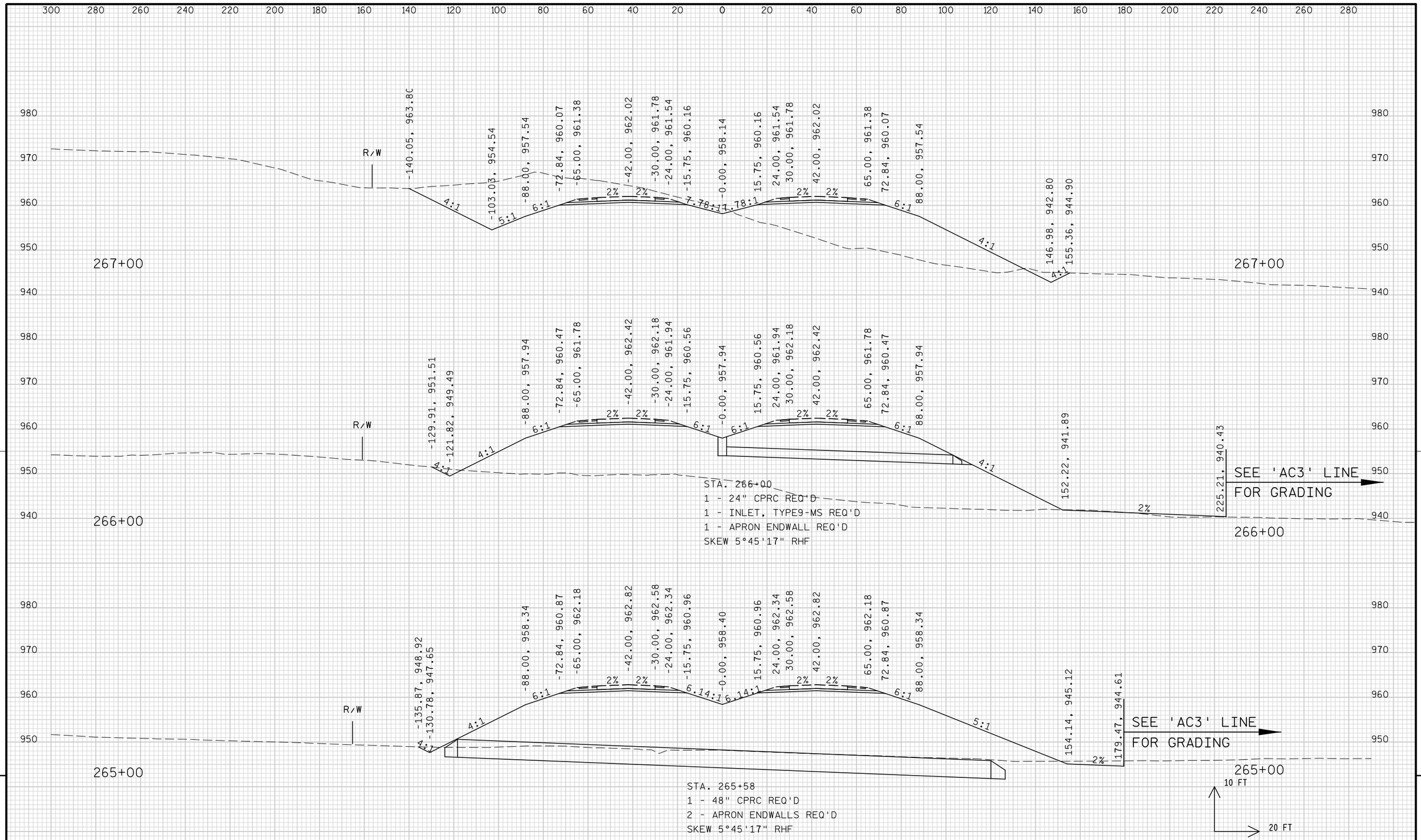
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 746	E



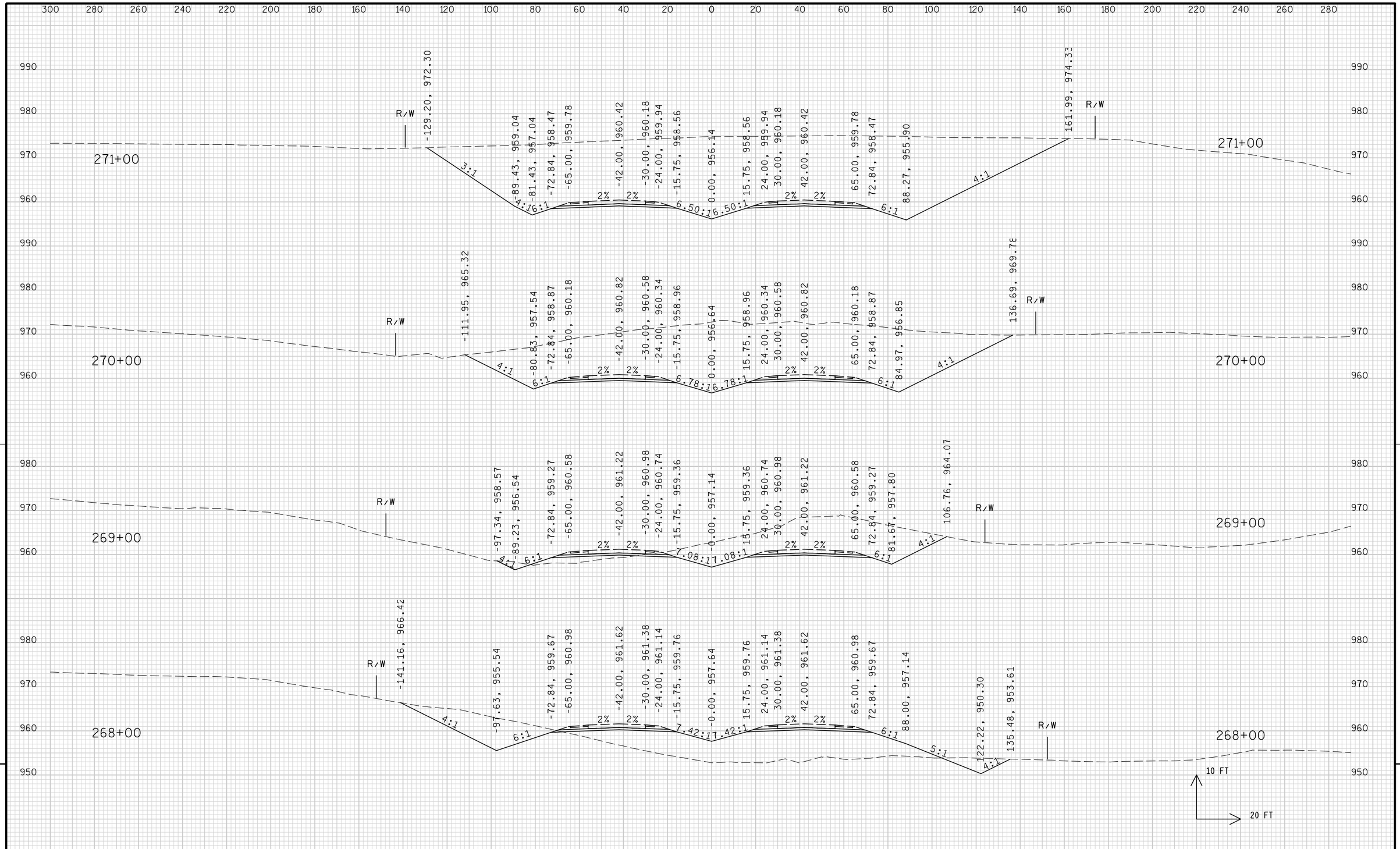
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 747	E

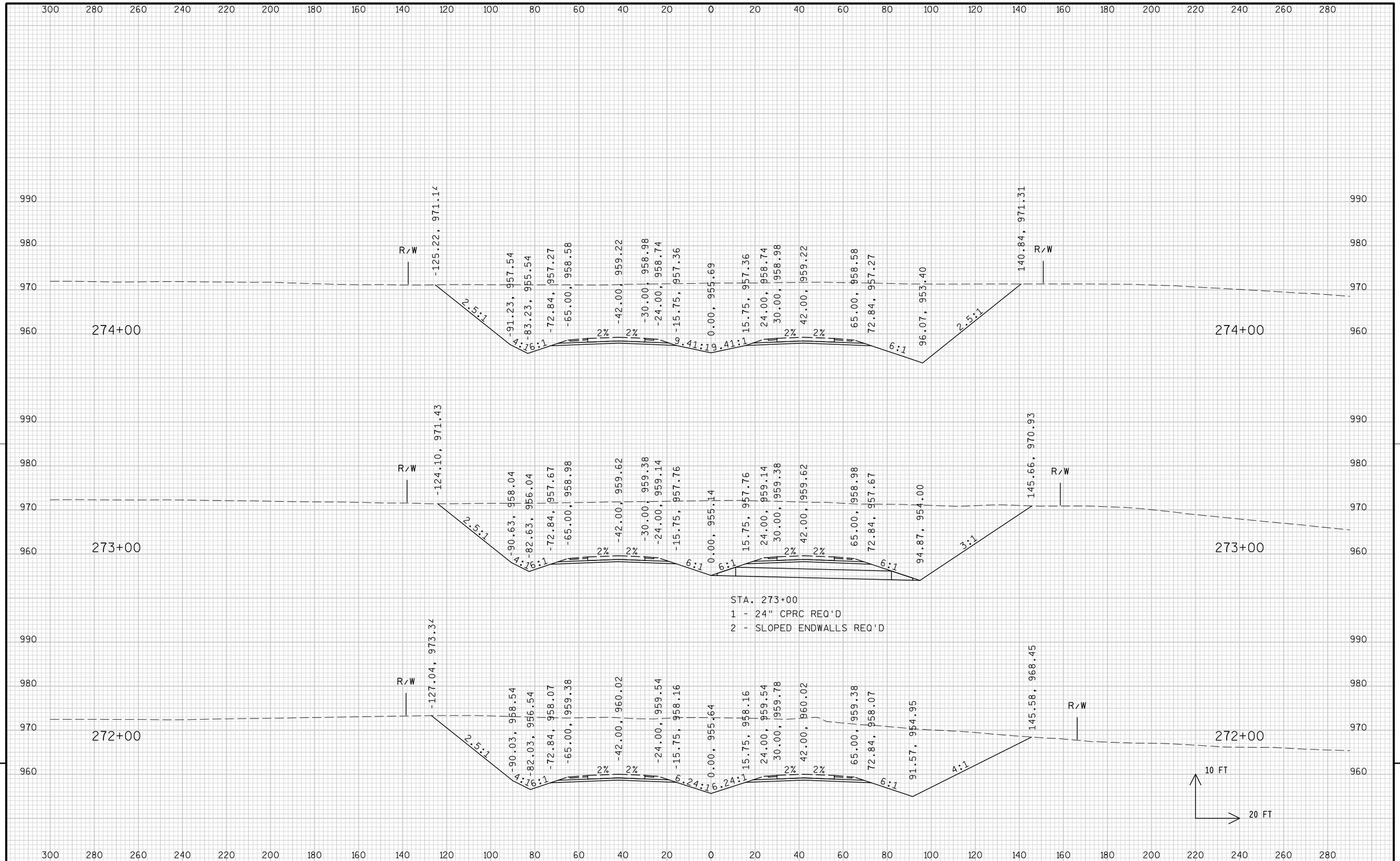


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 748	E



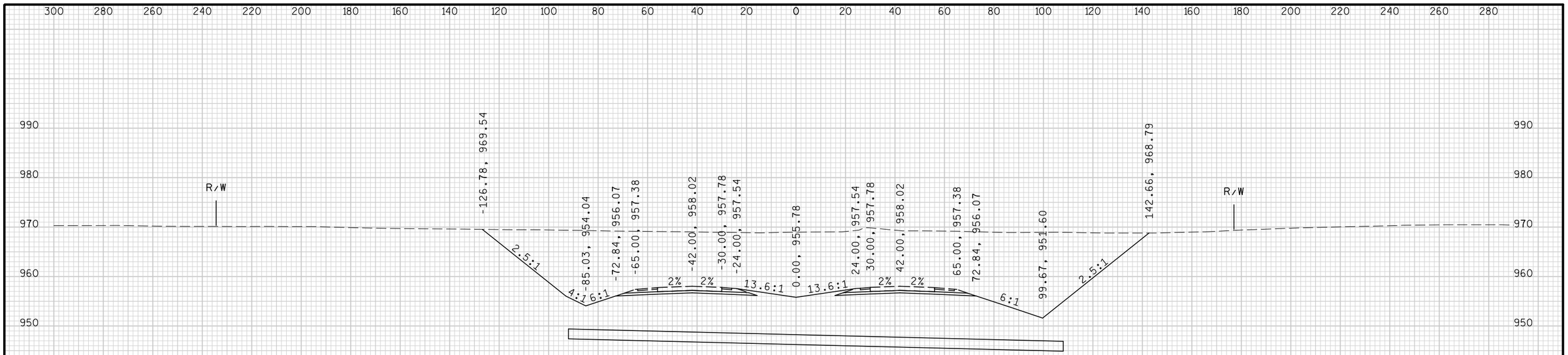
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 749	E

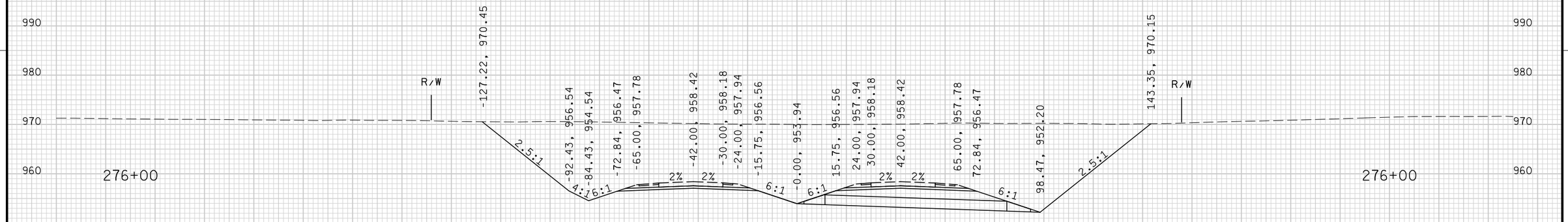
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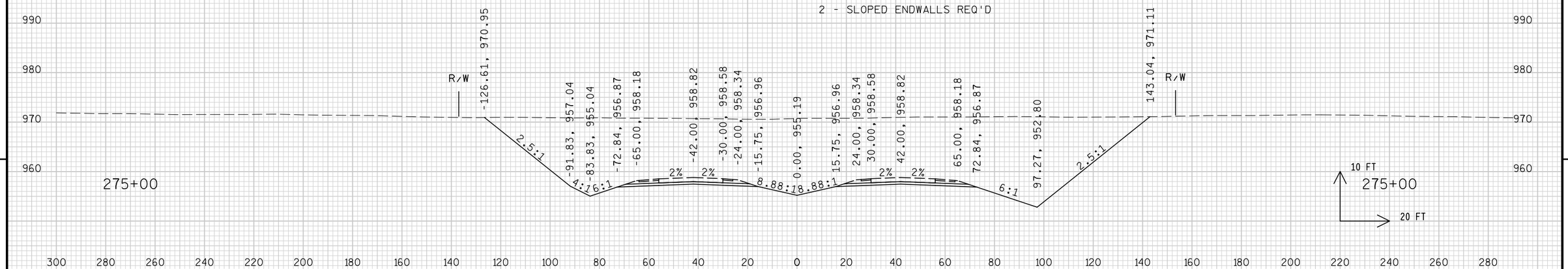


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 750	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs1.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



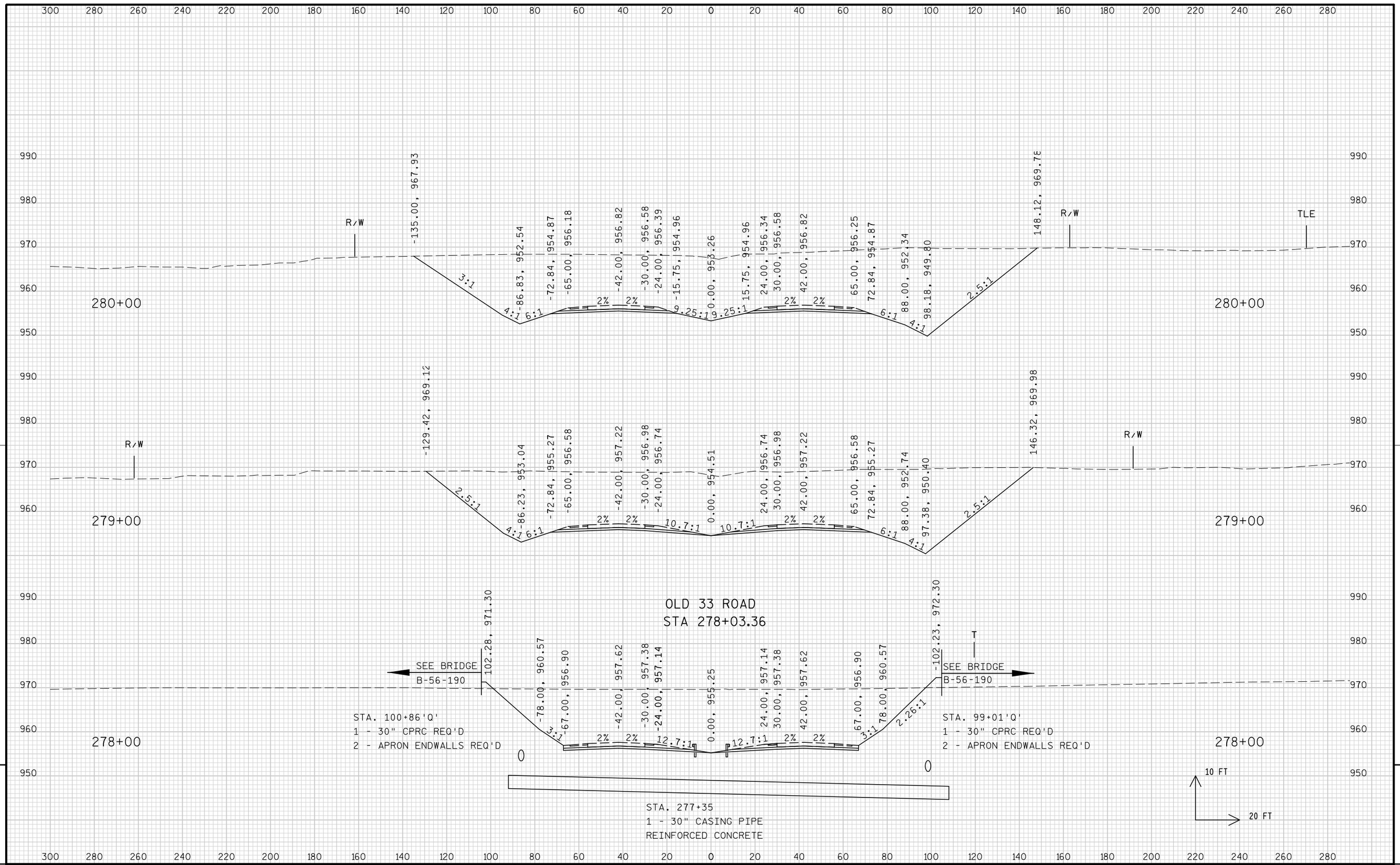




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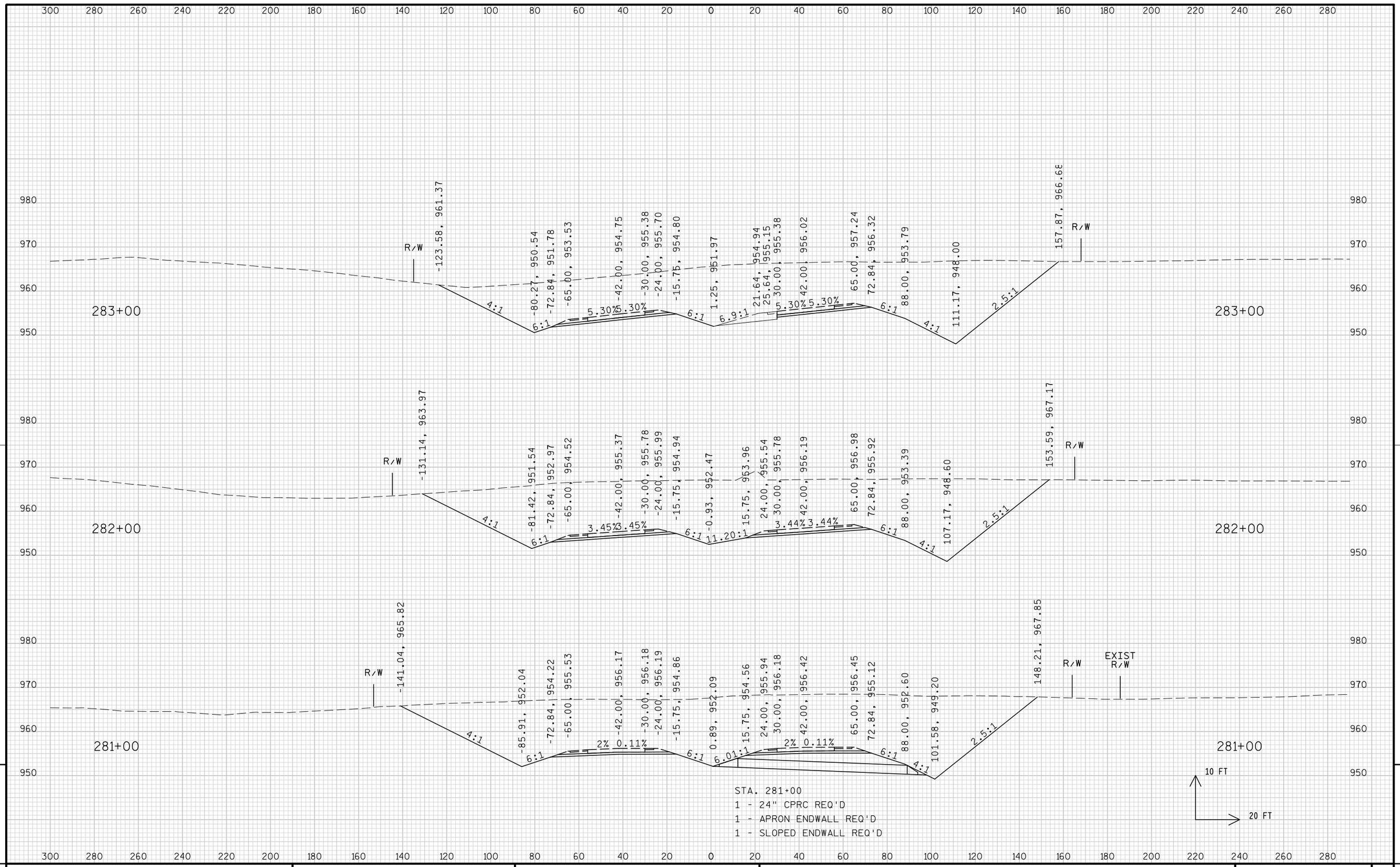
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 751	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 752	E

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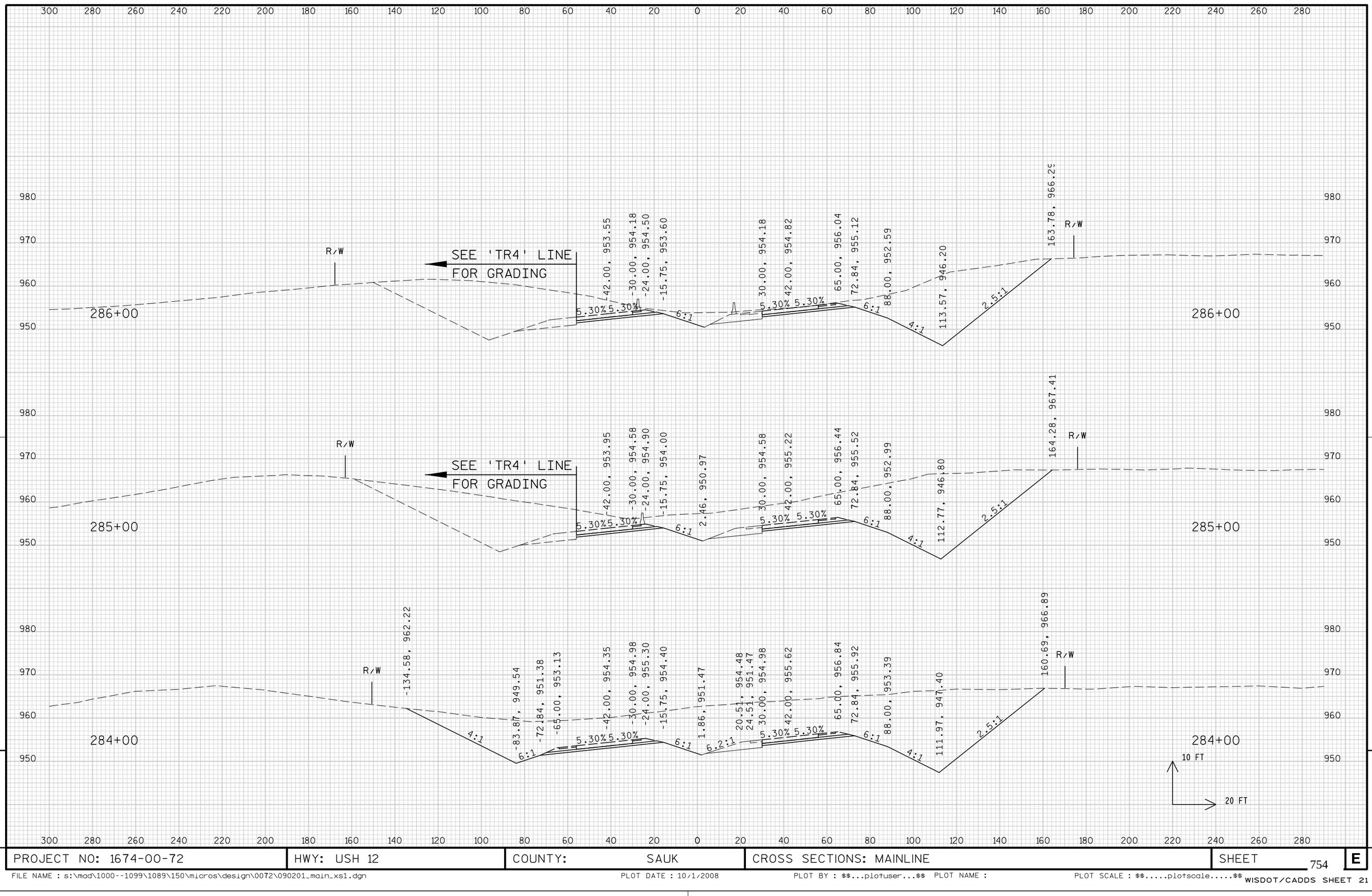
WISDOT/CADDS SHEET 21



STA. 281+00
1 - 24" CPRC REQ'D
1 - APRON ENDWALL REQ'D
1 - SLOPED ENDWALL REQ'D

9 9

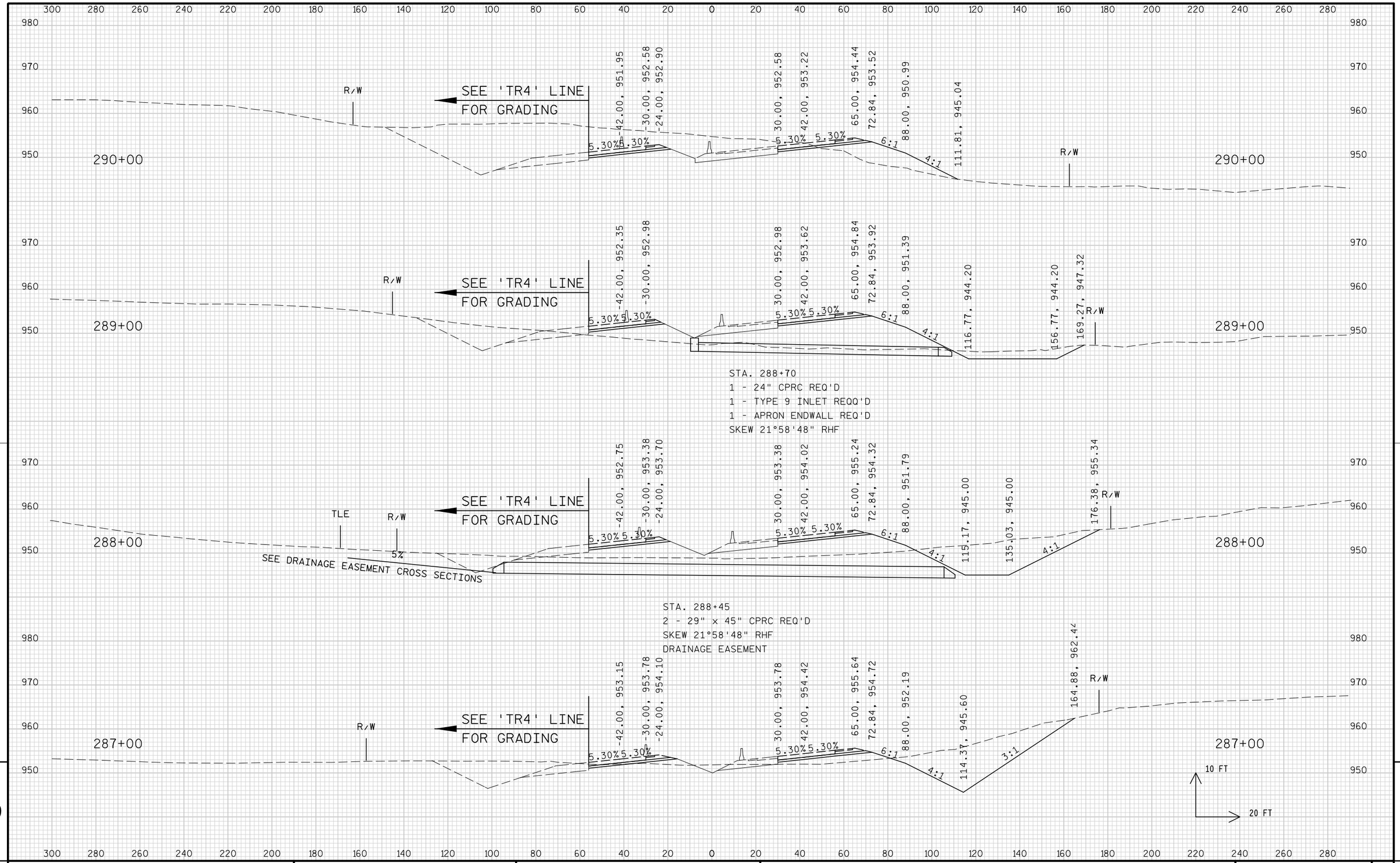
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 753	E



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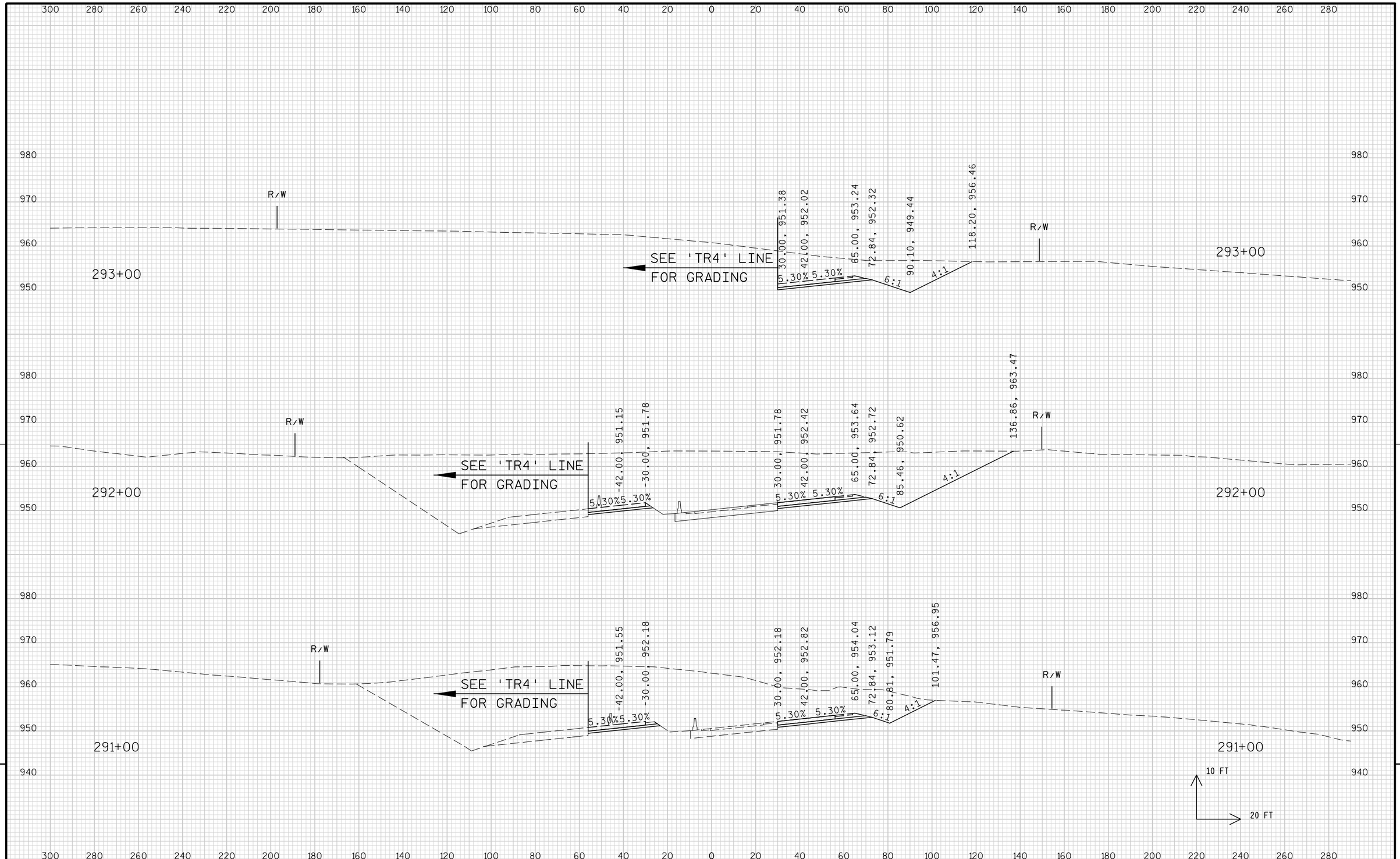
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 754	E



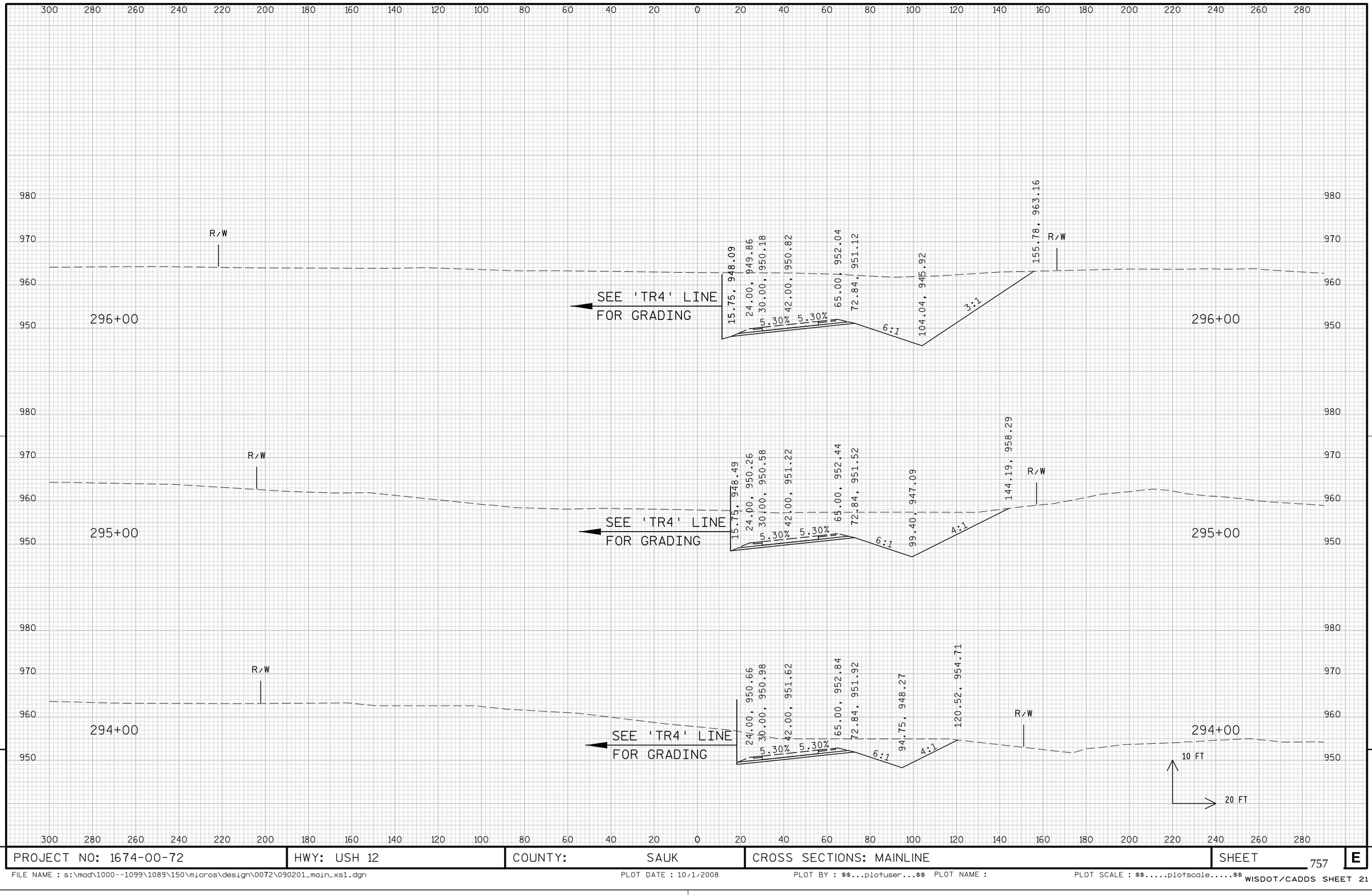
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 755	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs1.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 756	E

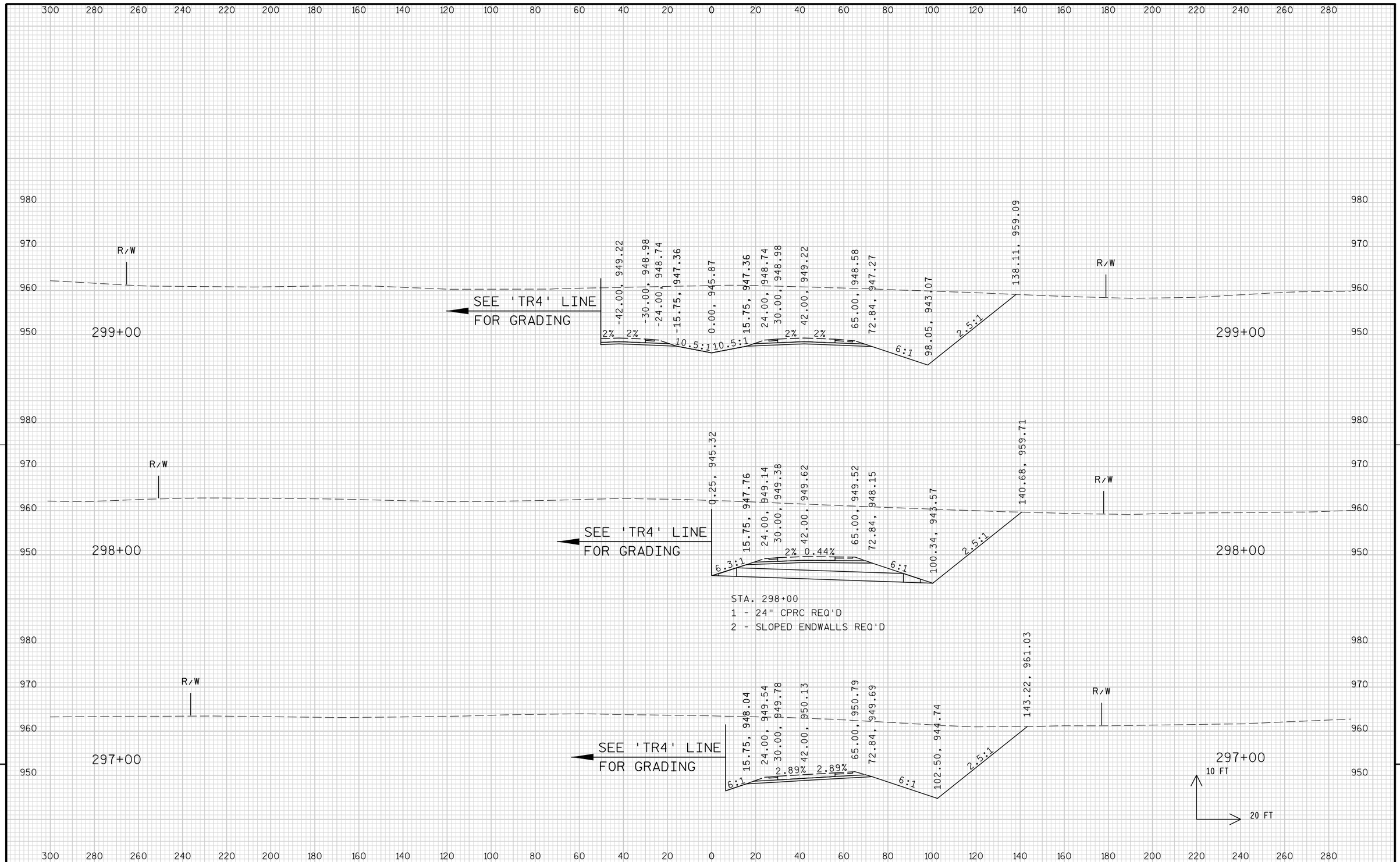
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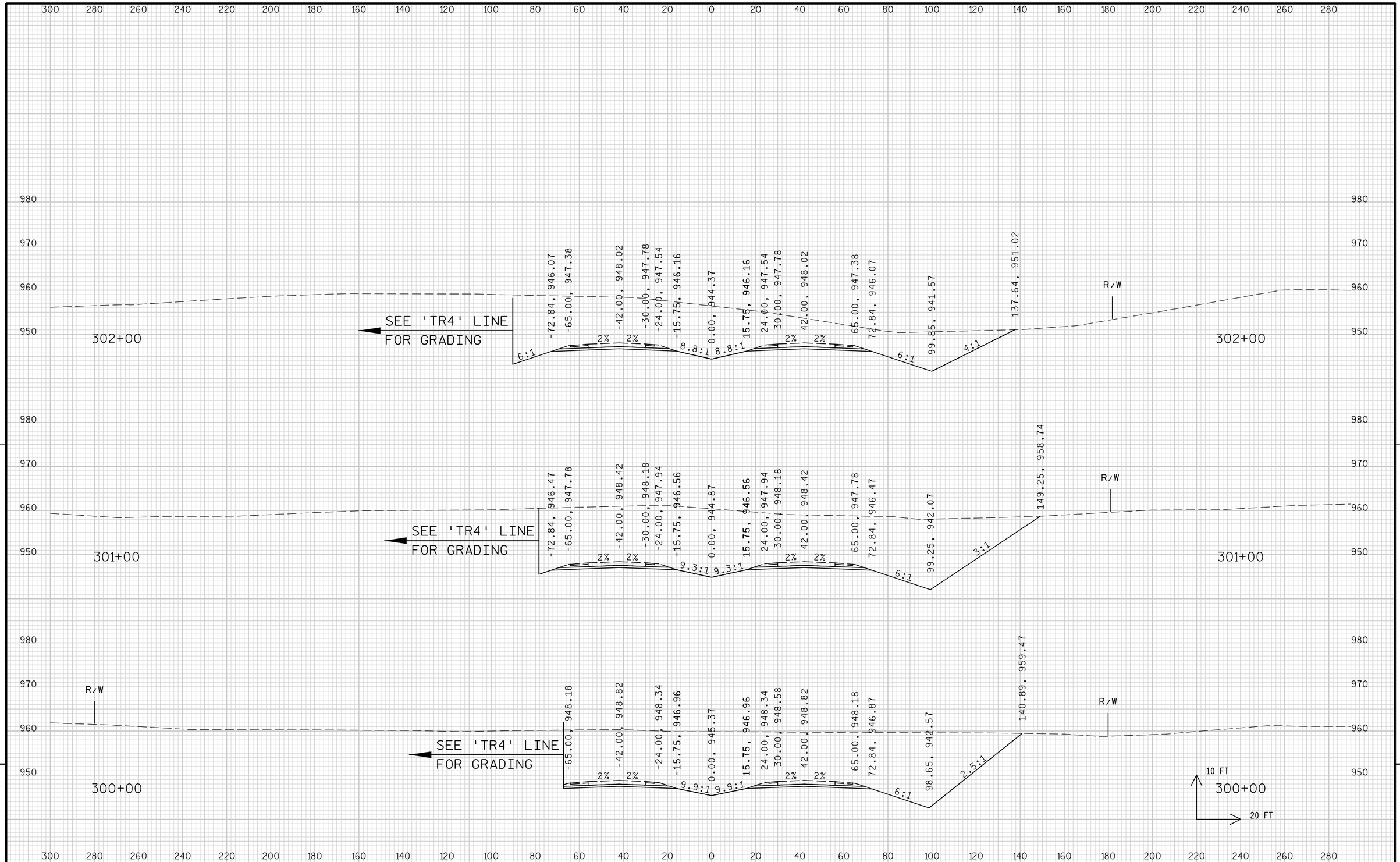
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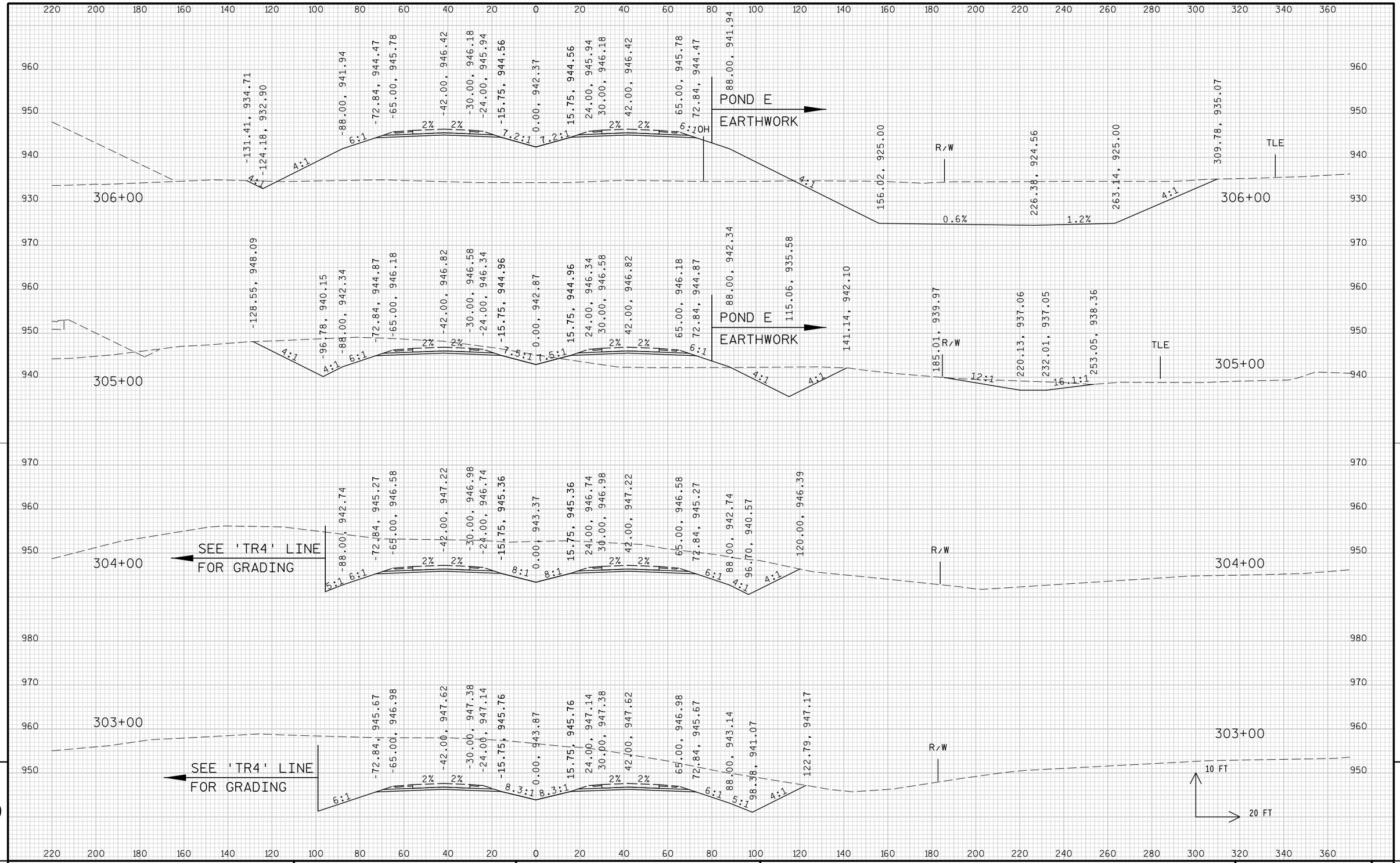
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 757	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 758	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 759 E

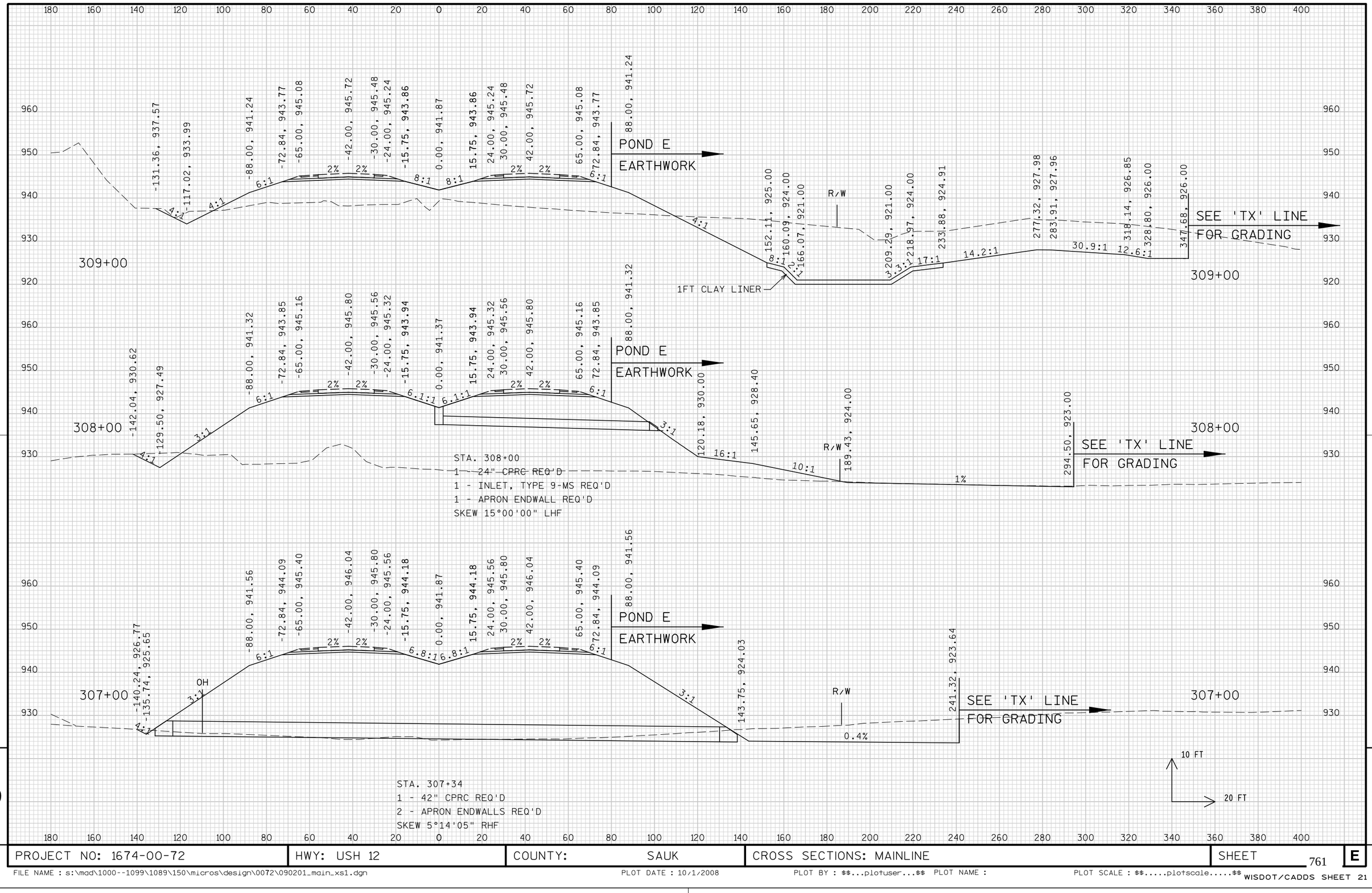


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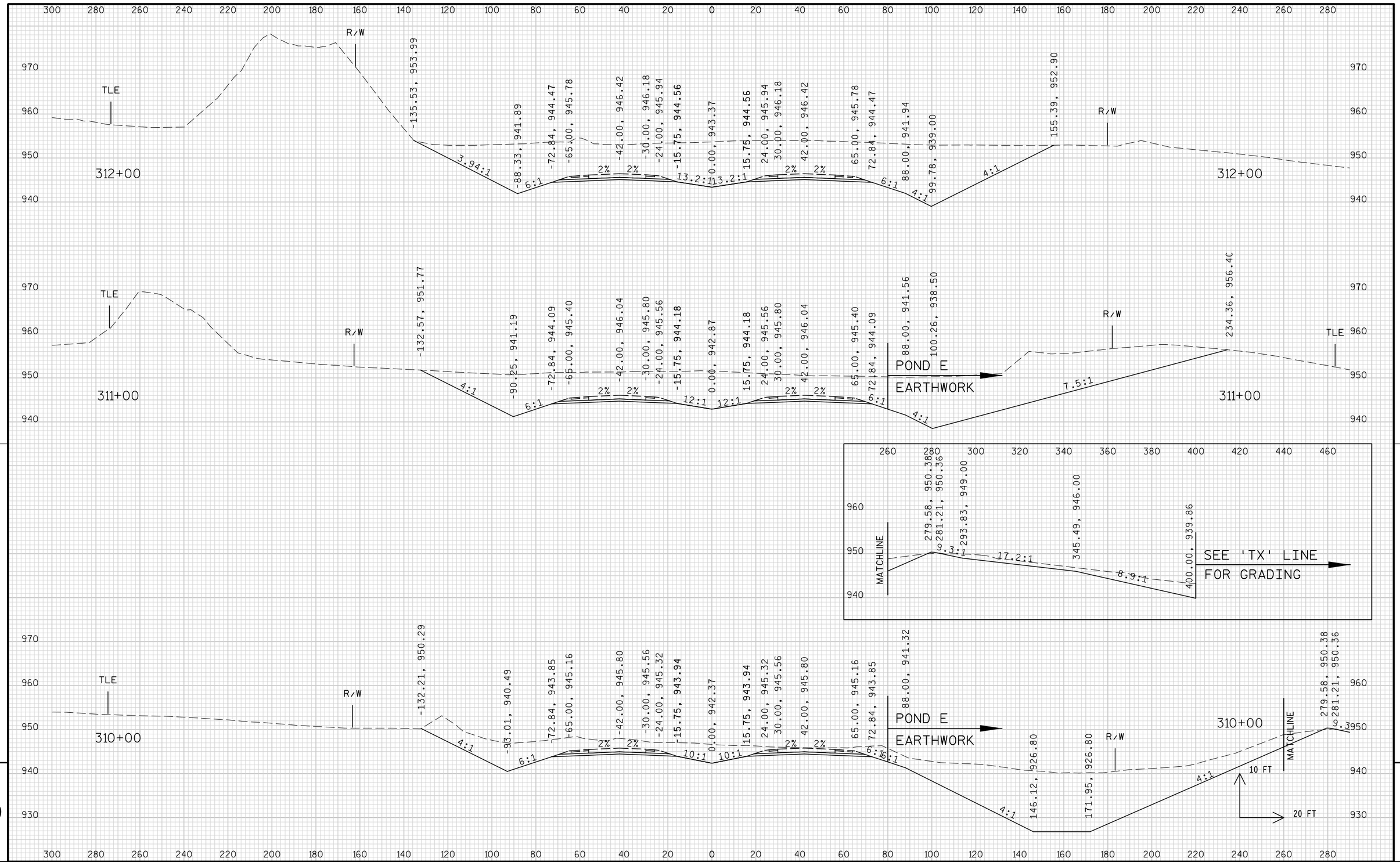
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 760	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\090201_main_xs1.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



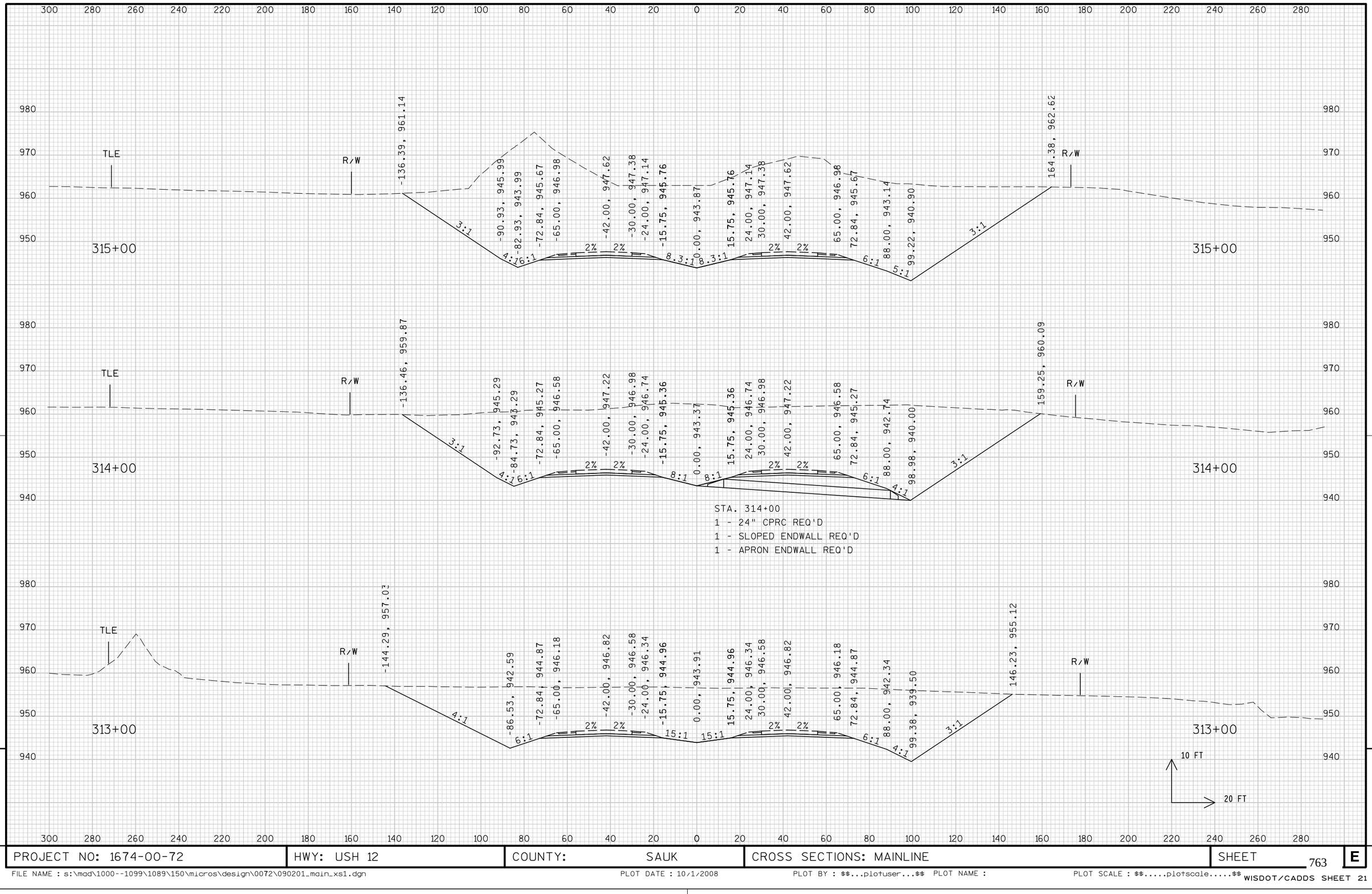
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 761	E



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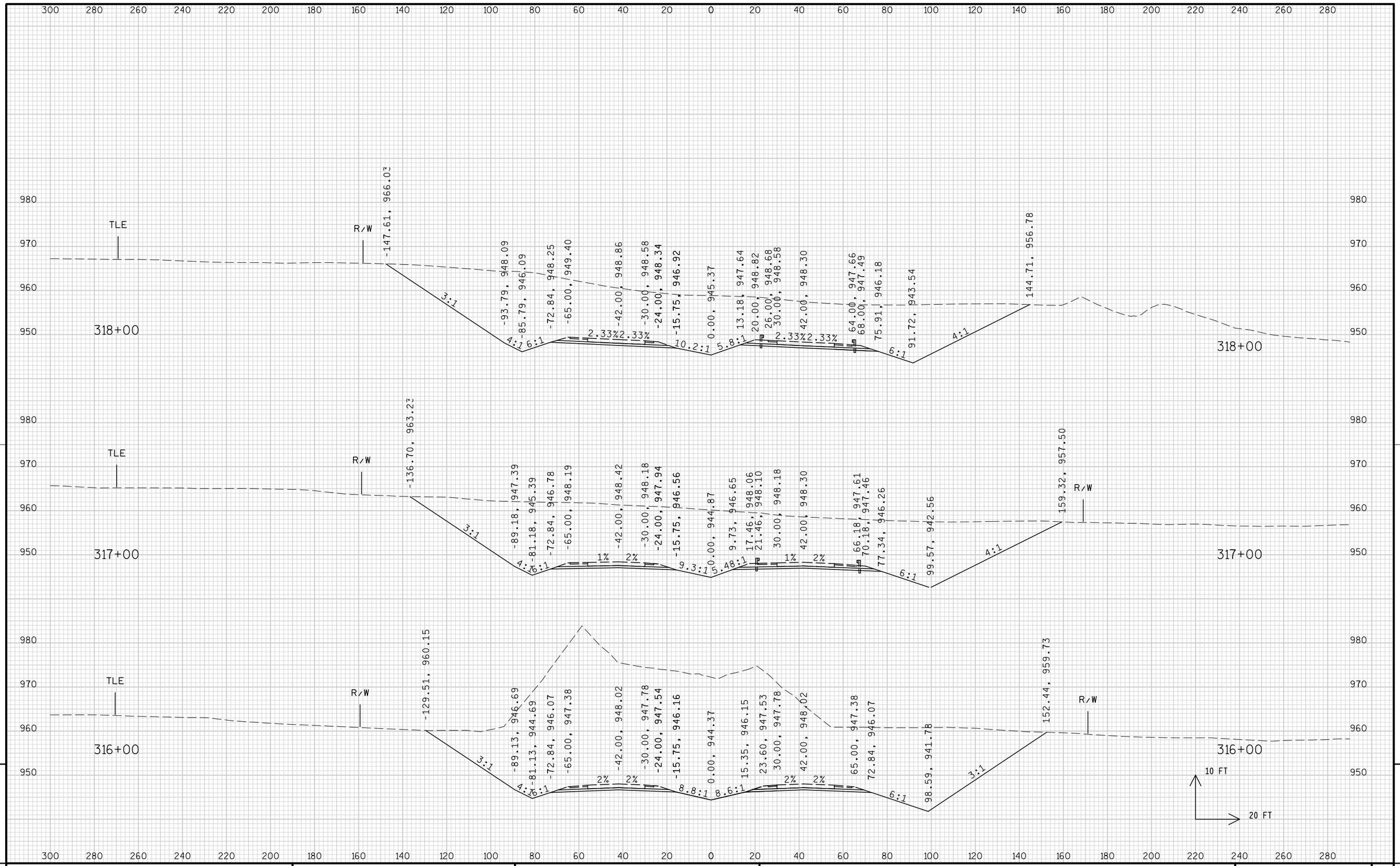
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 762	E



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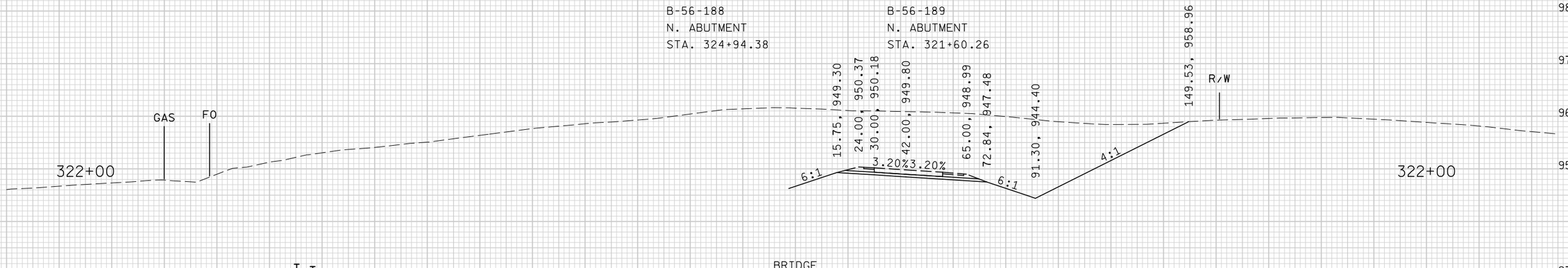
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 763	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 764	E

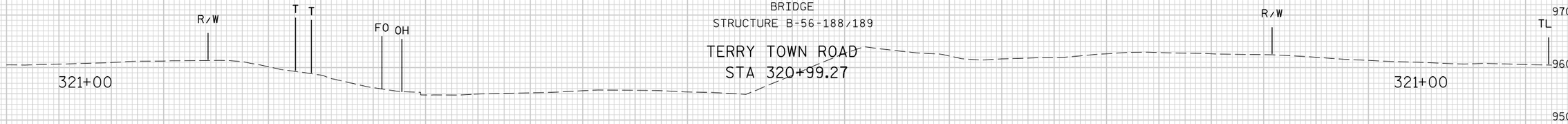
B-56-188
N. ABUTMENT
STA. 324+94.38

B-56-189
N. ABUTMENT
STA. 321+60.26



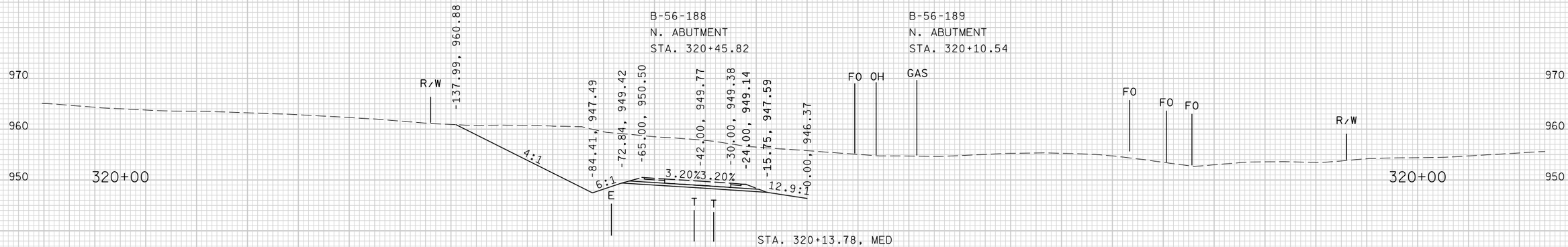
BRIDGE
STRUCTURE B-56-188/189

TERRY TOWN ROAD
STA 320+99.27

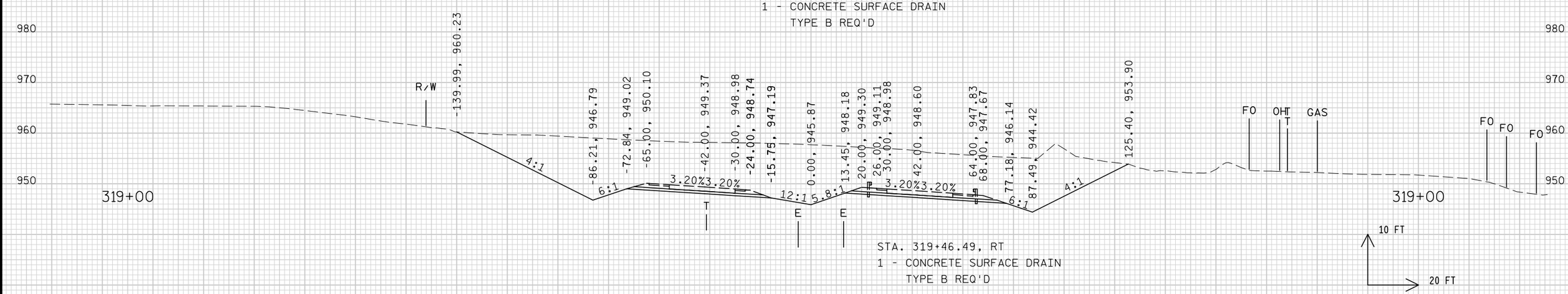


B-56-188
N. ABUTMENT
STA. 320+45.82

B-56-189
N. ABUTMENT
STA. 320+10.54



STA. 320+13.78, MED
1 - CONCRETE SURFACE DRAIN
TYPE B REQ'D



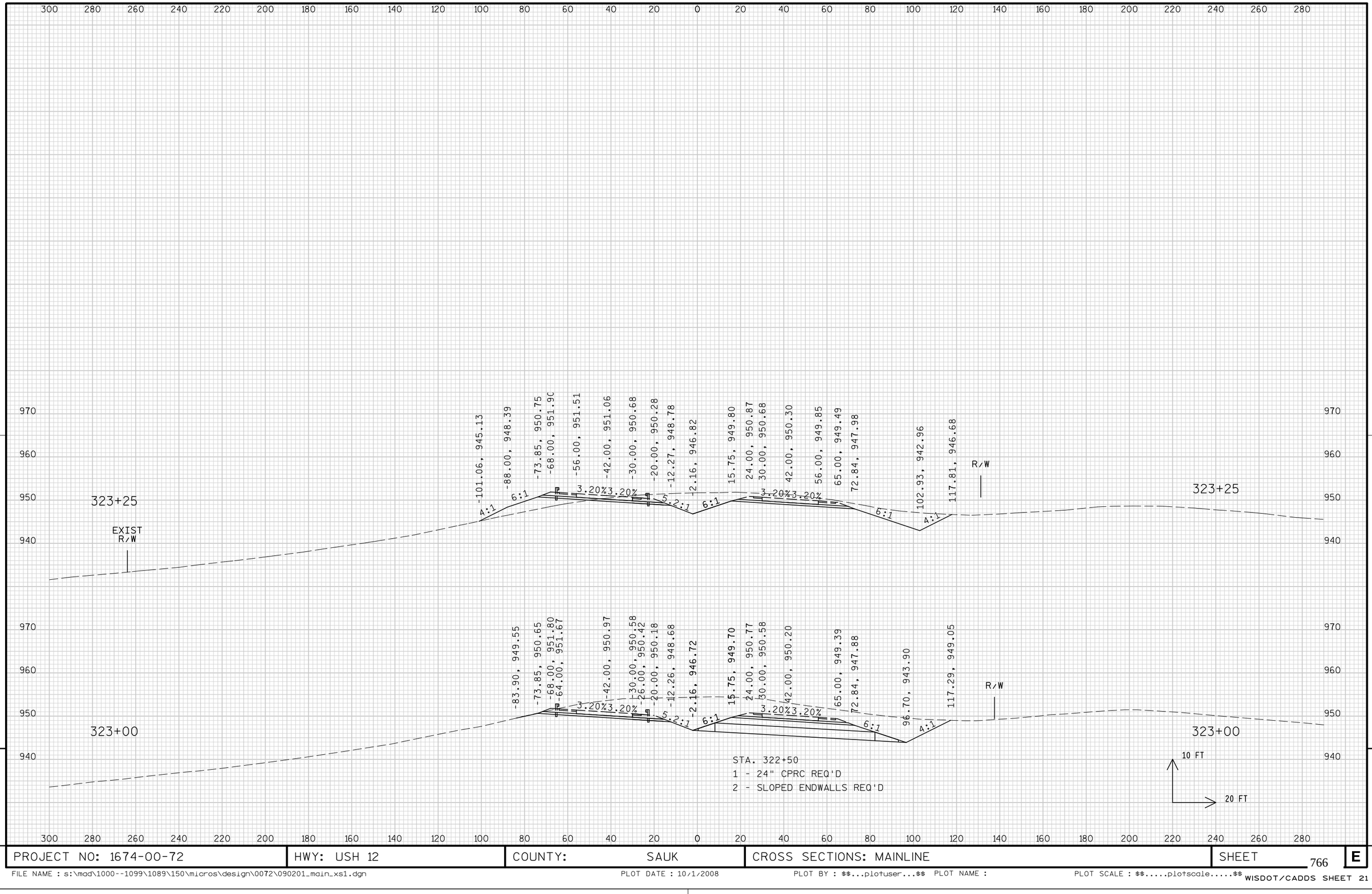
STA. 319+46.49, RT
1 - CONCRETE SURFACE DRAIN
TYPE B REQ'D

10 FT
20 FT

9

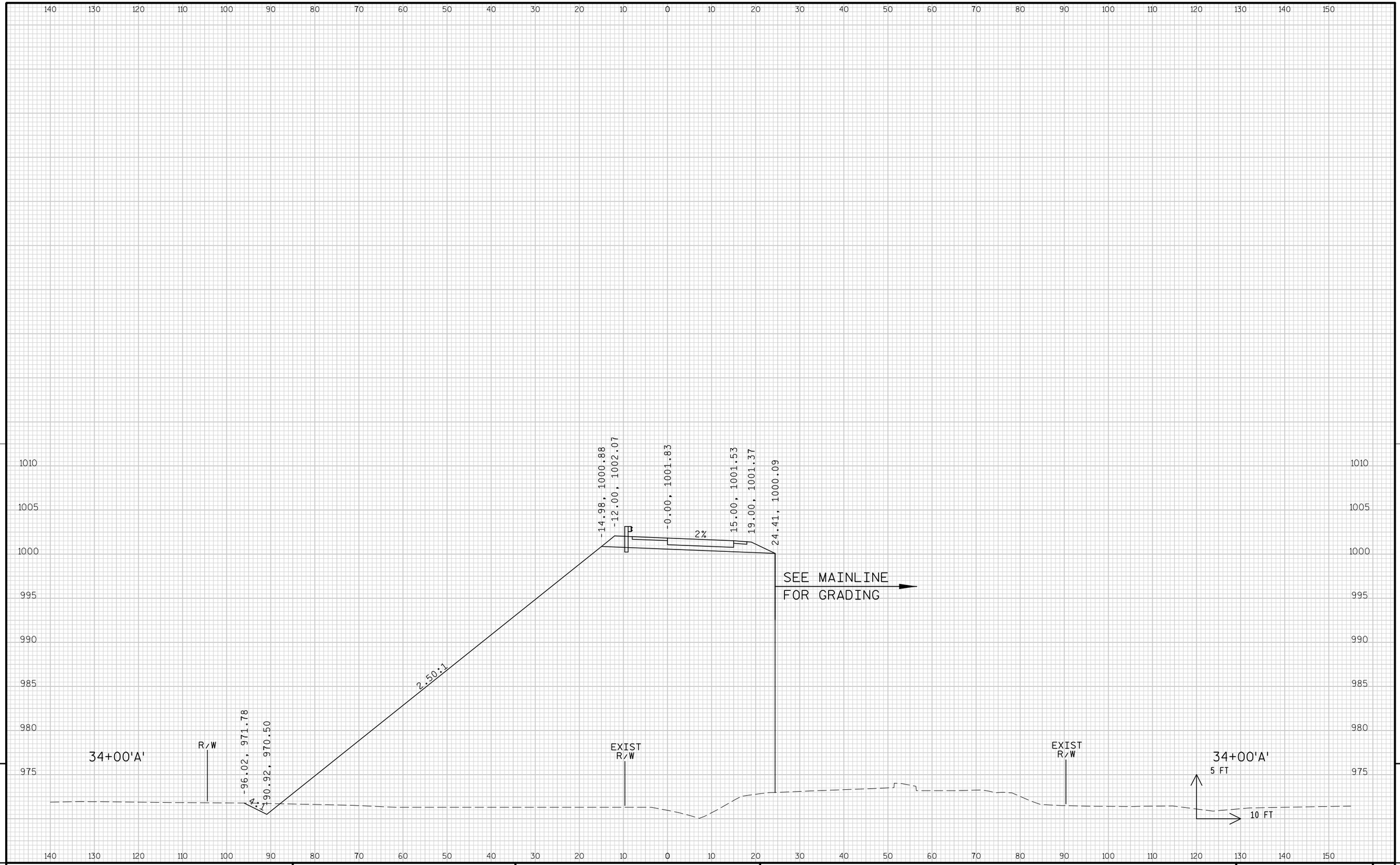
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 765	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE	SHEET 766	E

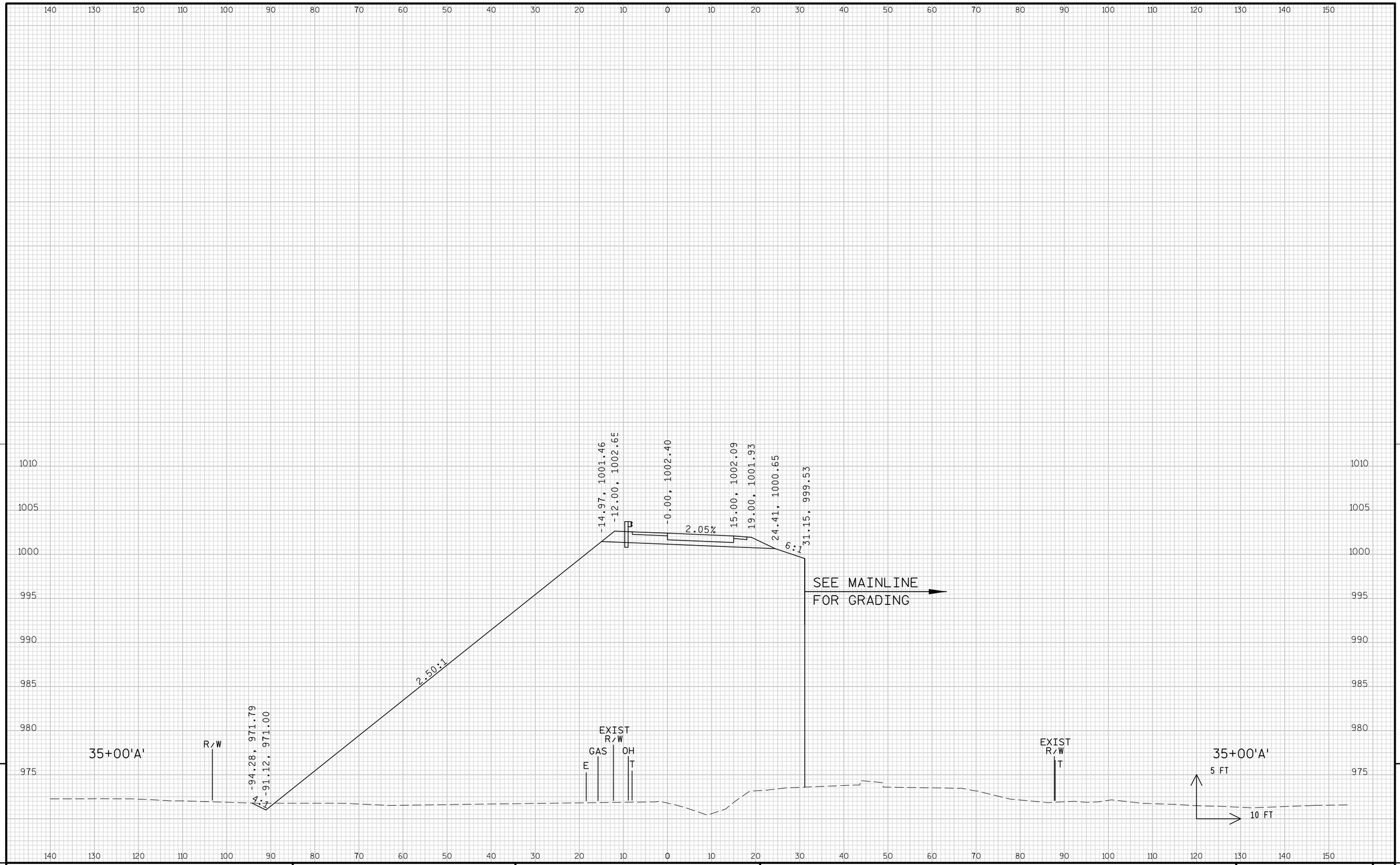
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'A' RAMP	SHEET 767	E

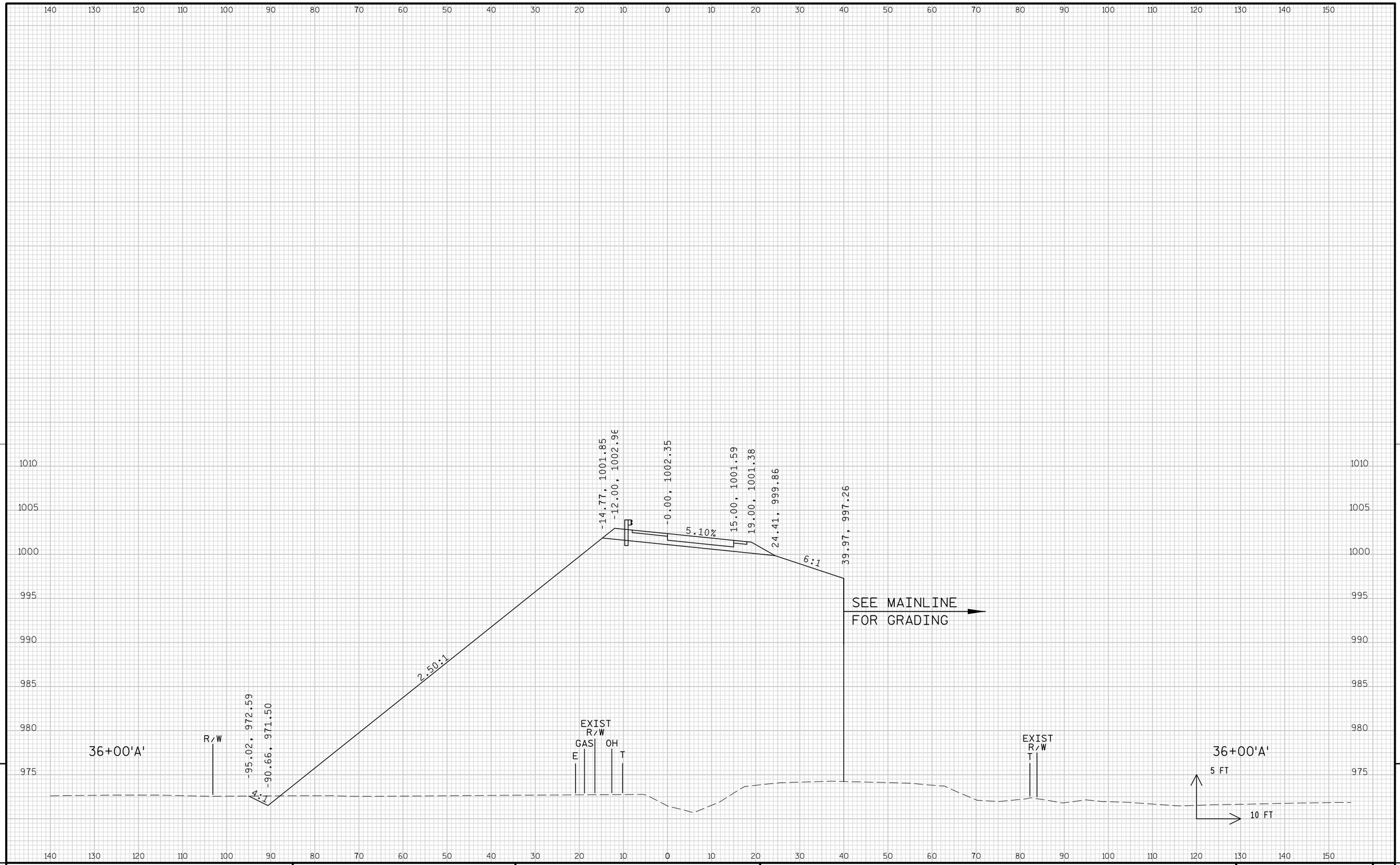


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'A' RAMP	SHEET 768	E

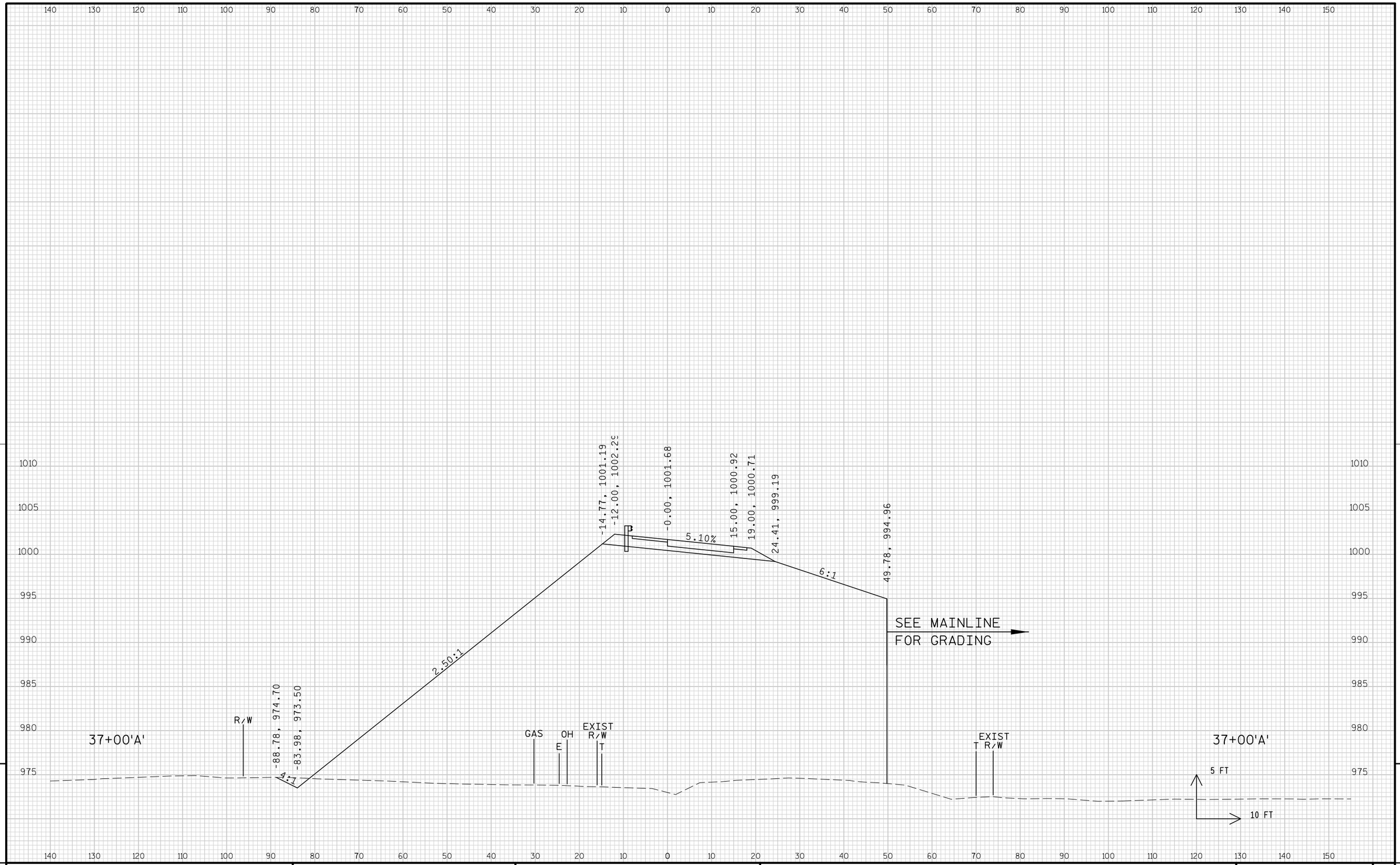
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'A' RAMP	SHEET 769	E

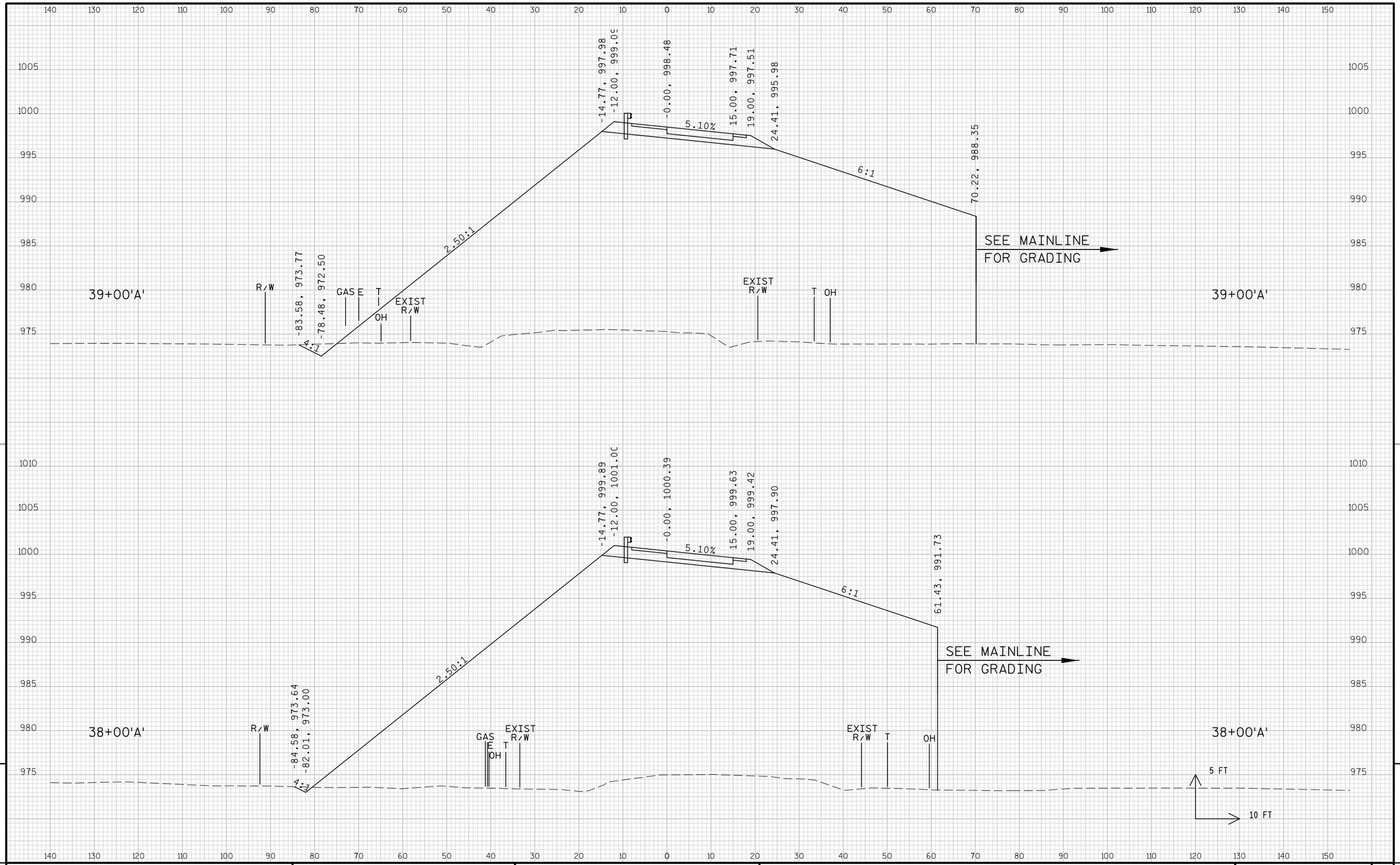


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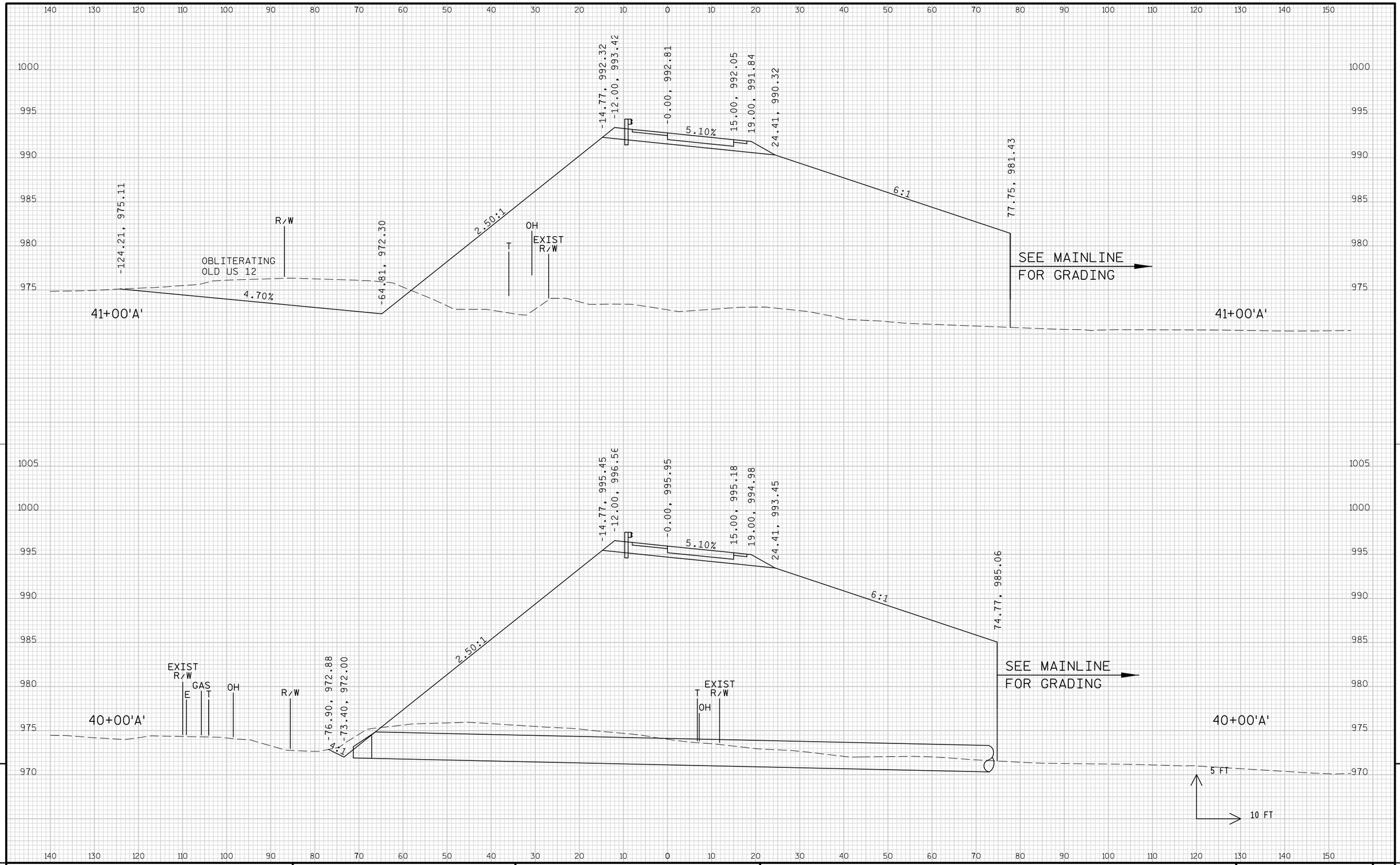
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'A' RAMP	SHEET 770	E

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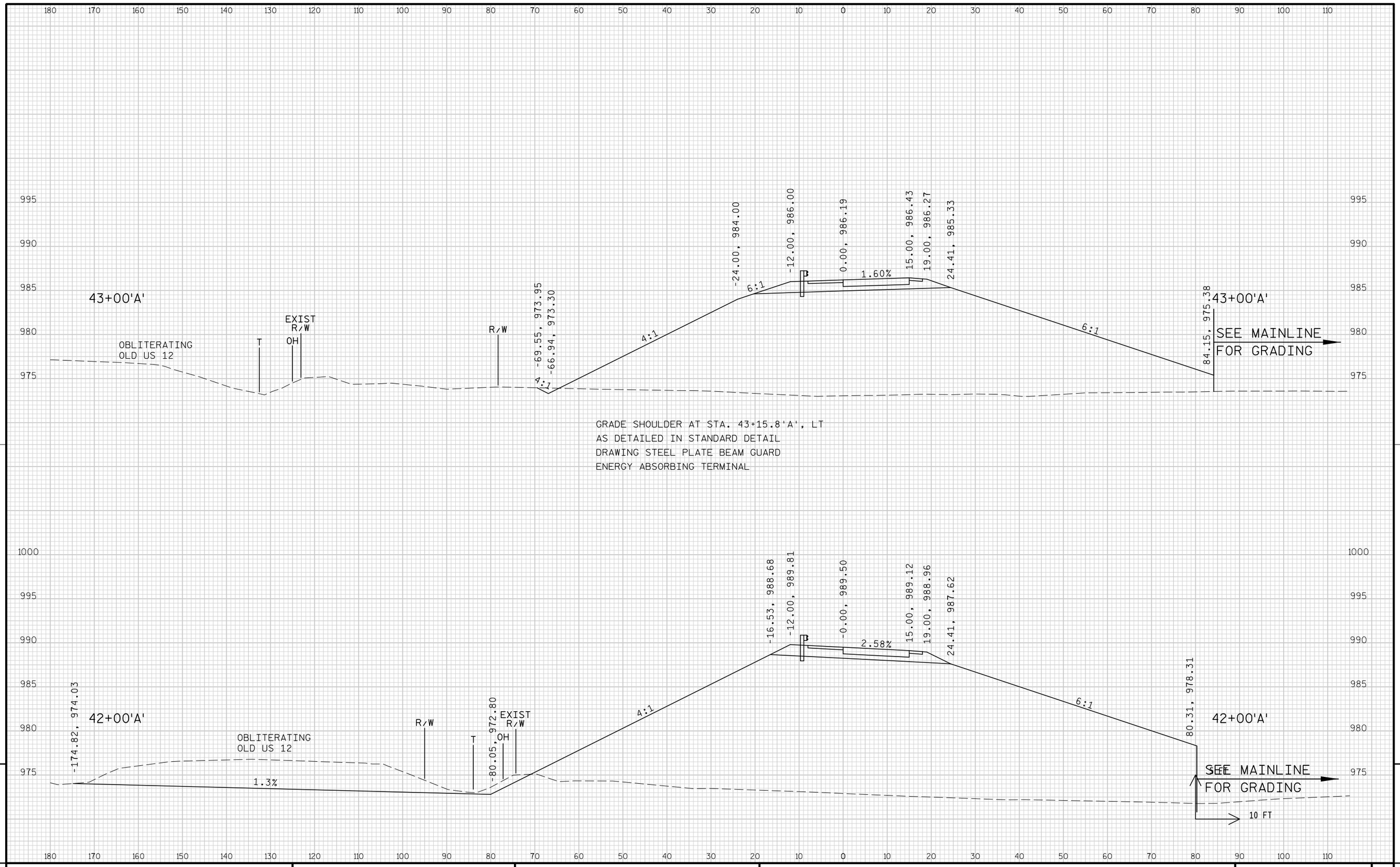
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'A' RAMP	SHEET 771	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\a ramp\090201_a_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

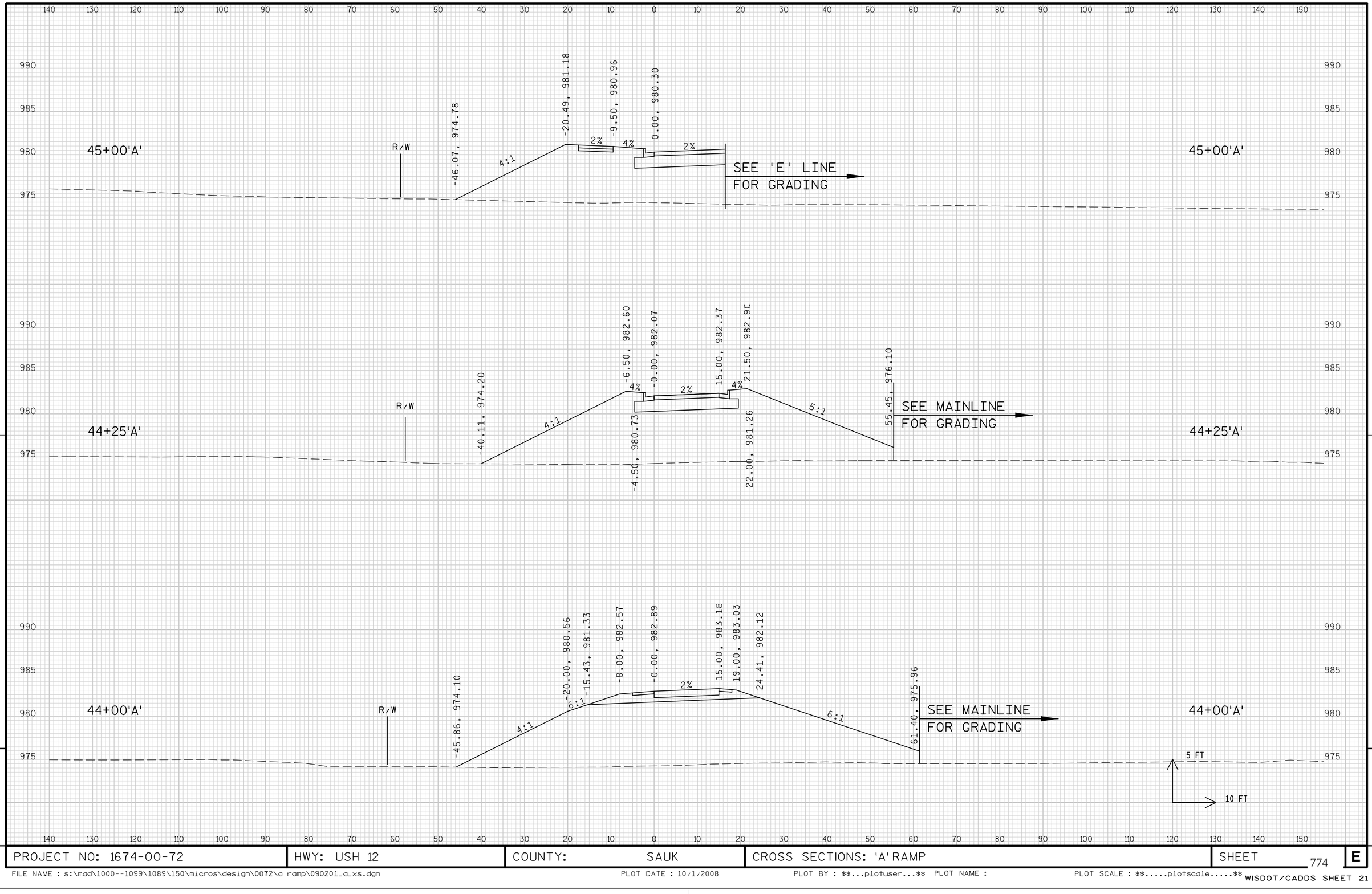


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'A' RAMP	SHEET 772	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\a ramp\090201_a_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



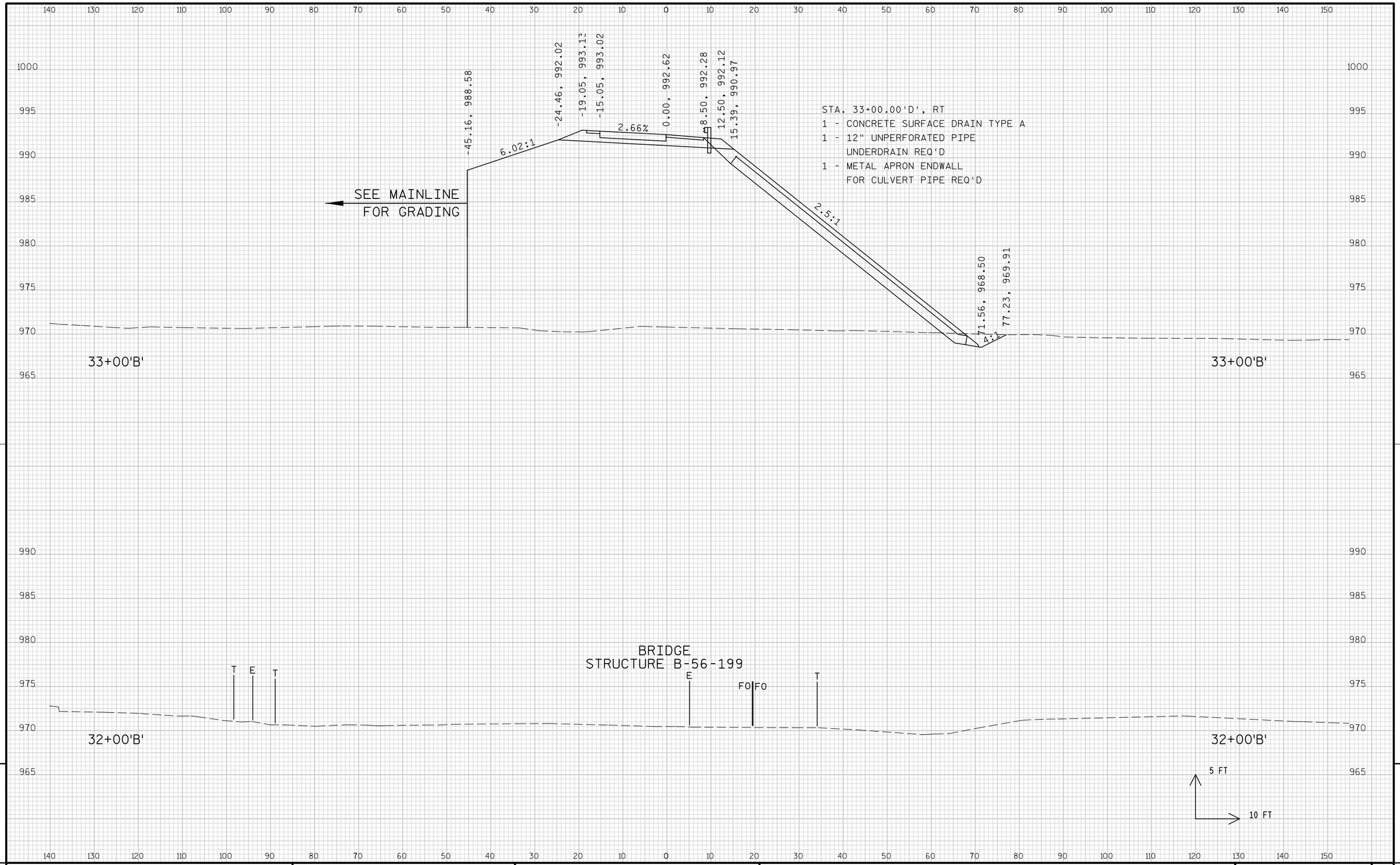
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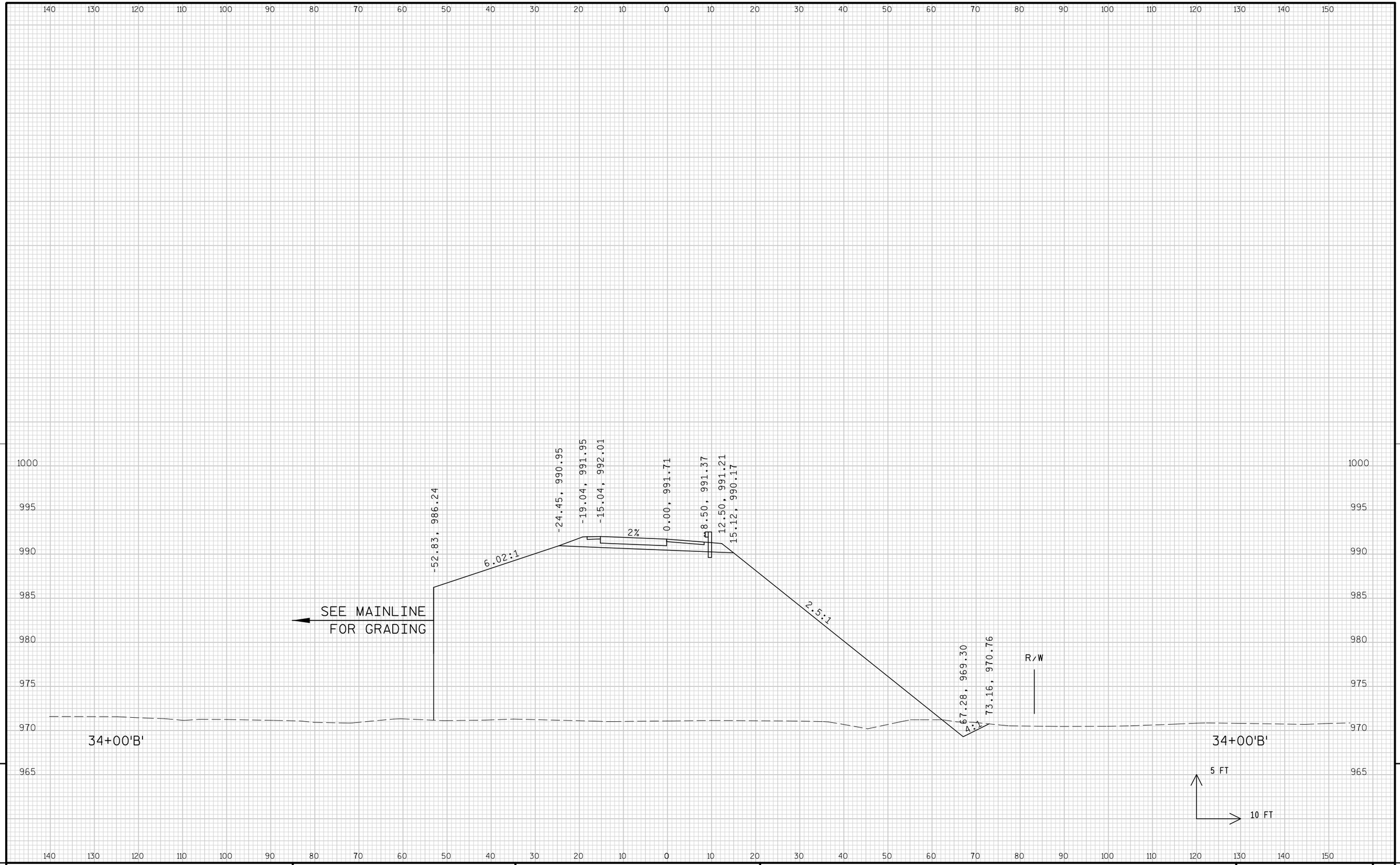
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'A' RAMP	SHEET 774	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'B' RAMP	SHEET 775	E

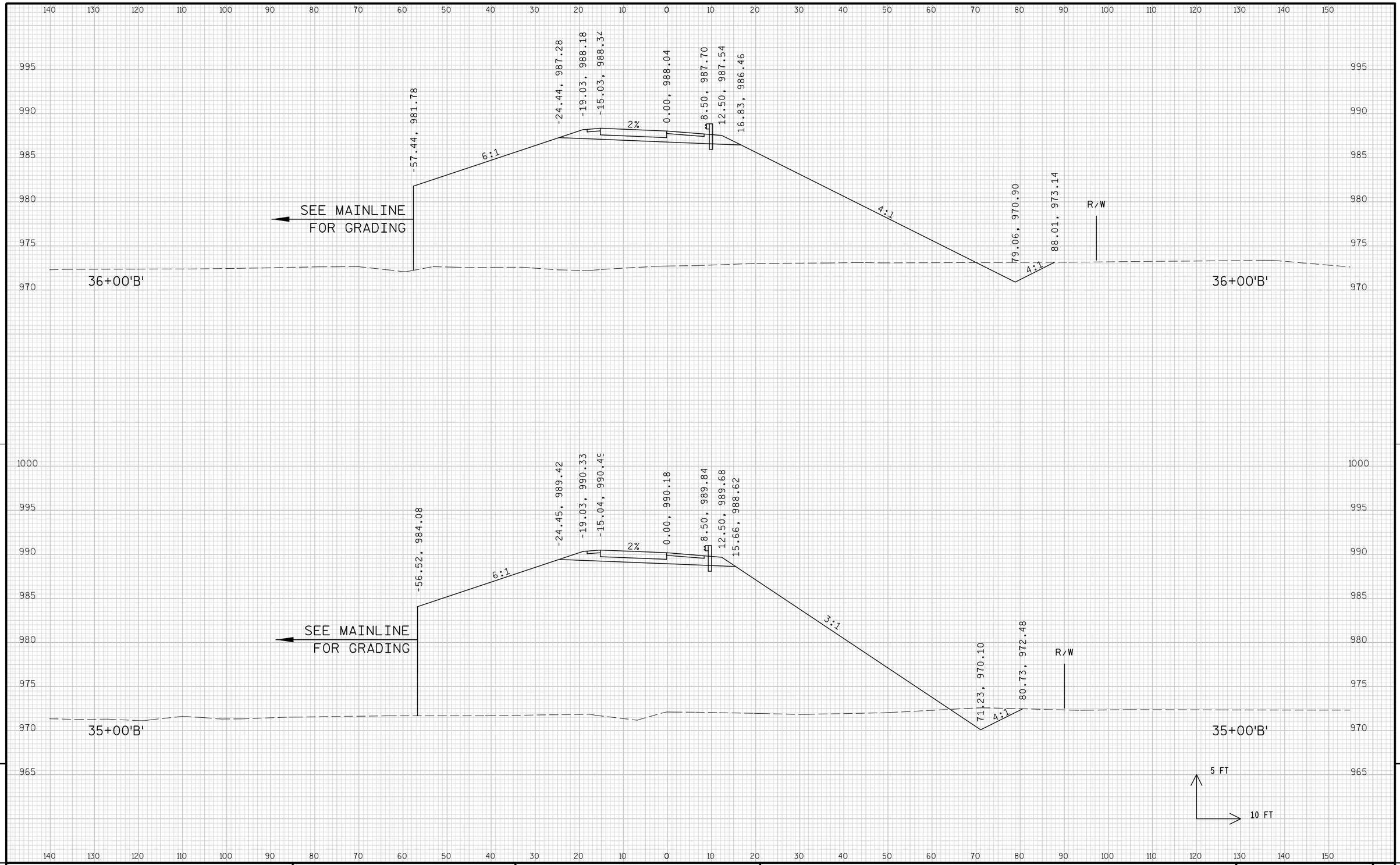


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'B' RAMP	SHEET 776	E

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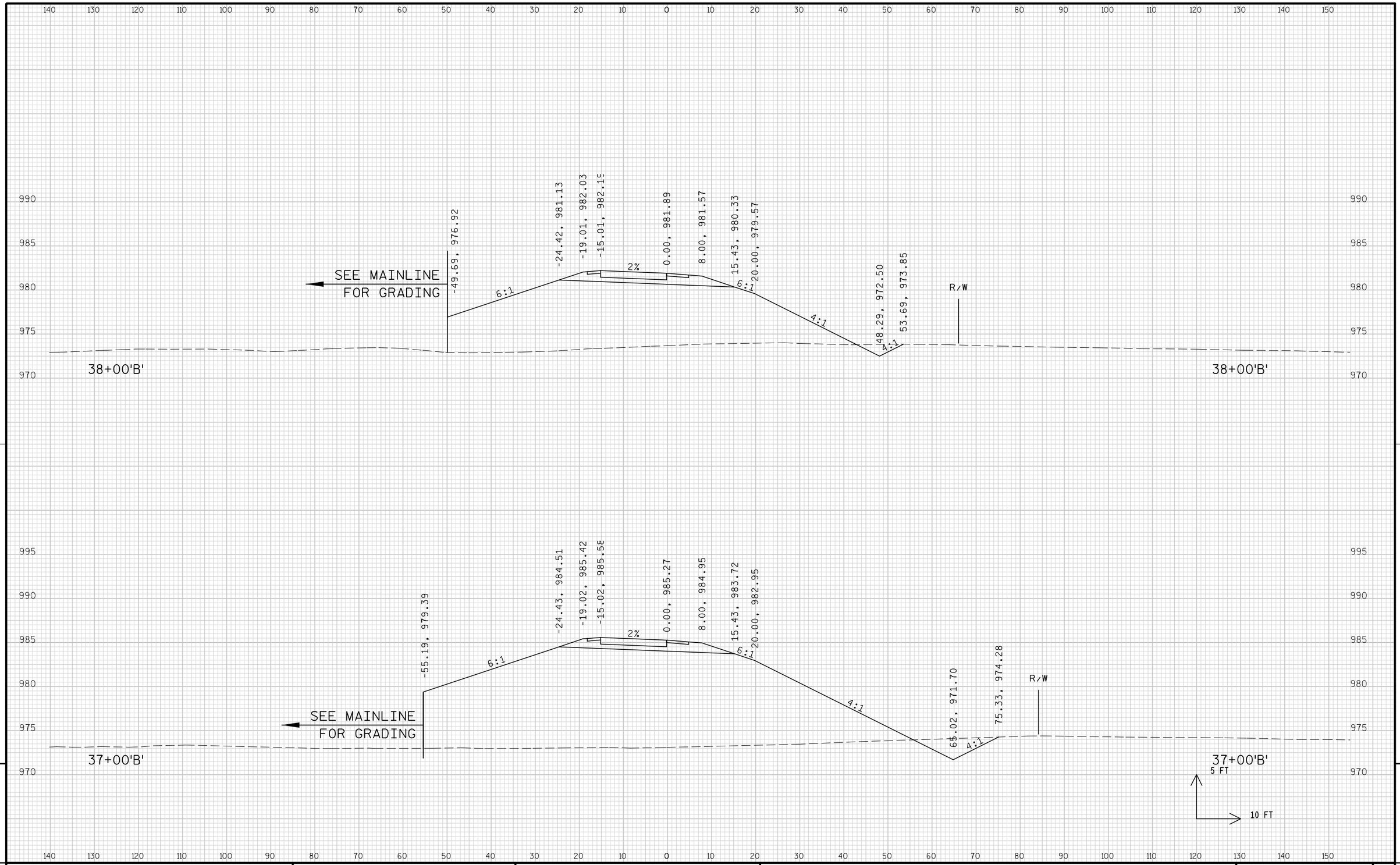


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'B' RAMP	SHEET 777	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\b ramp\090201_b_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

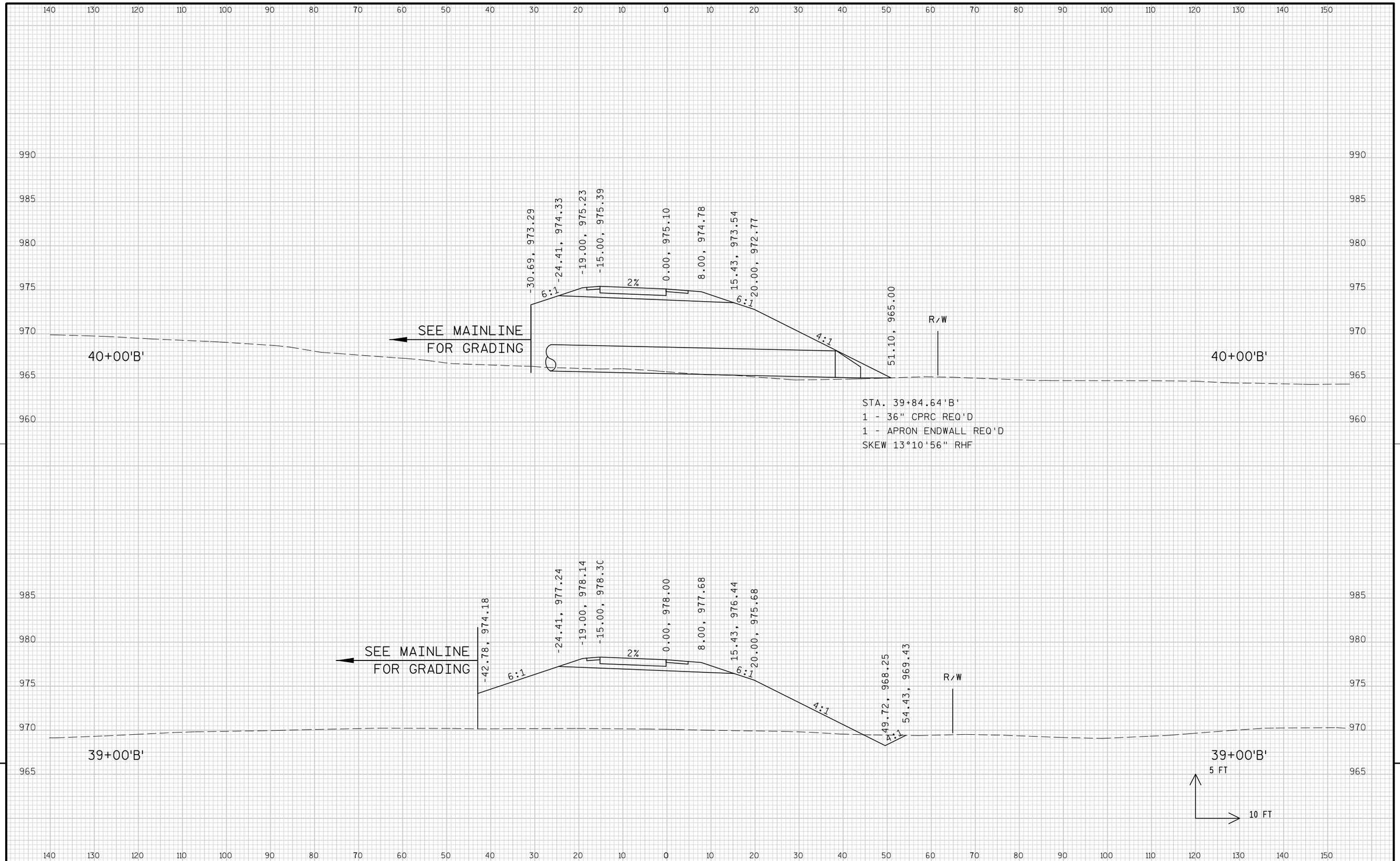


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'B' RAMP	SHEET 778	E

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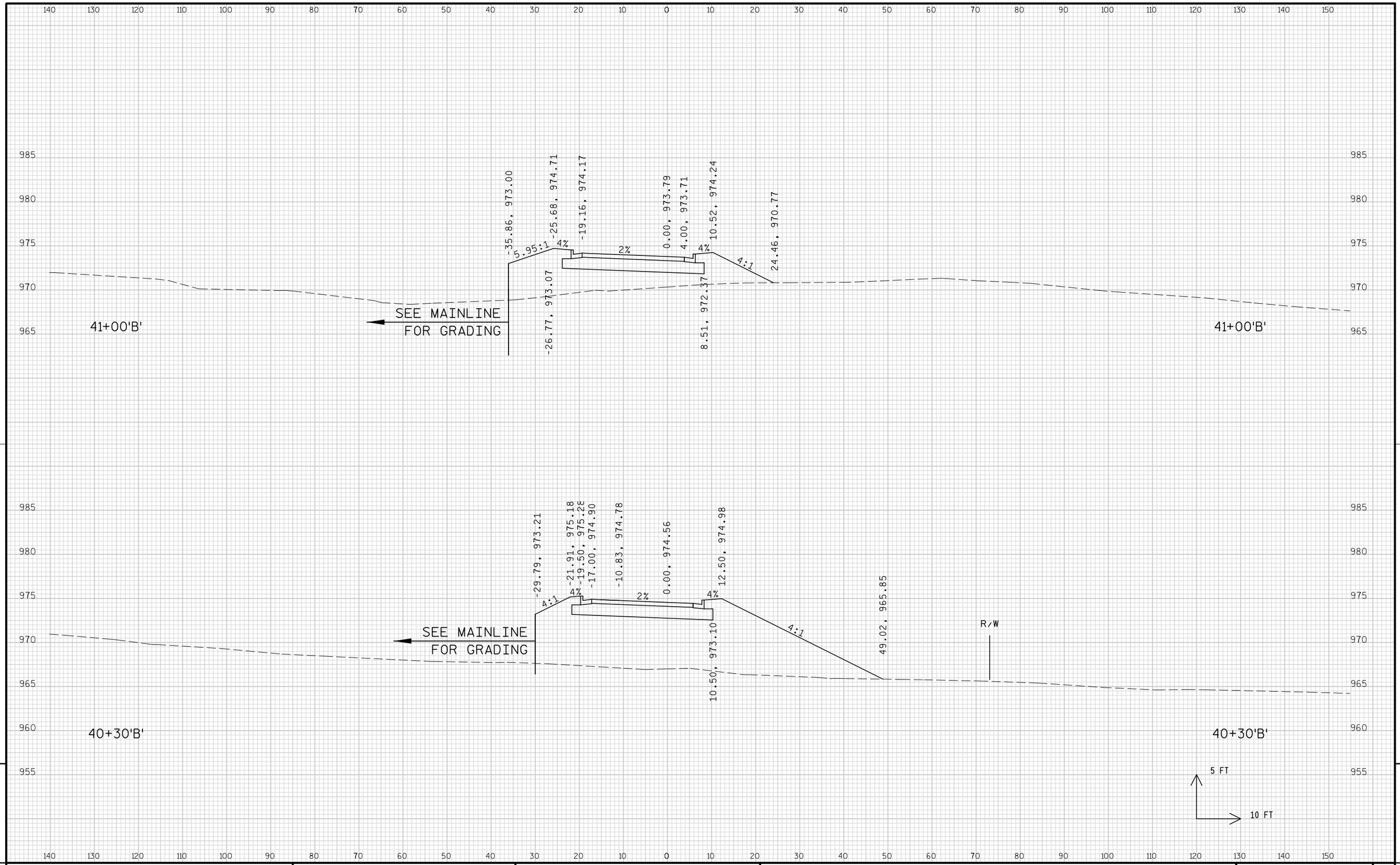


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'B' RAMP	SHEET 779	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\b ramp\090201_b_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

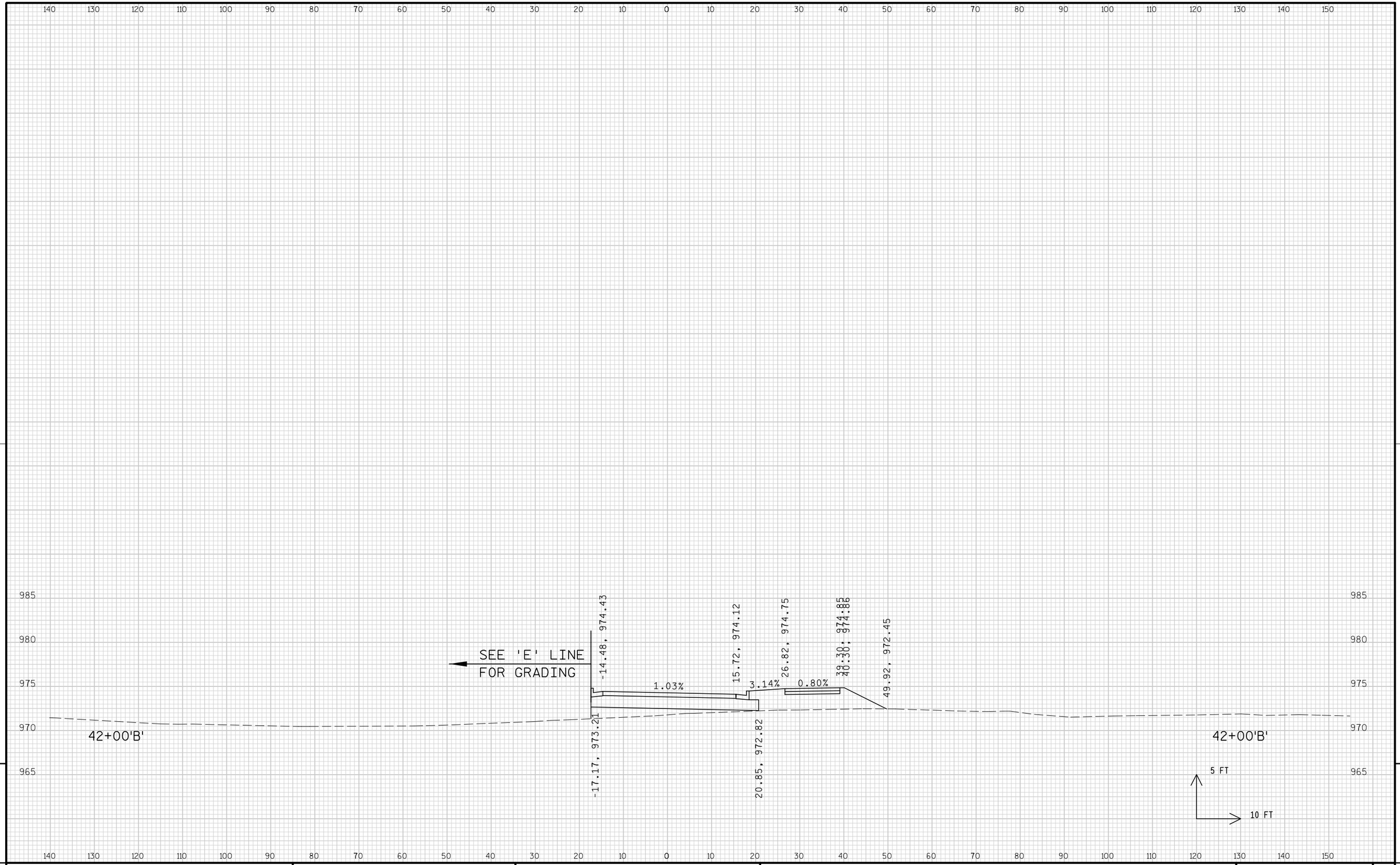


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'B' RAMP	SHEET 780	E

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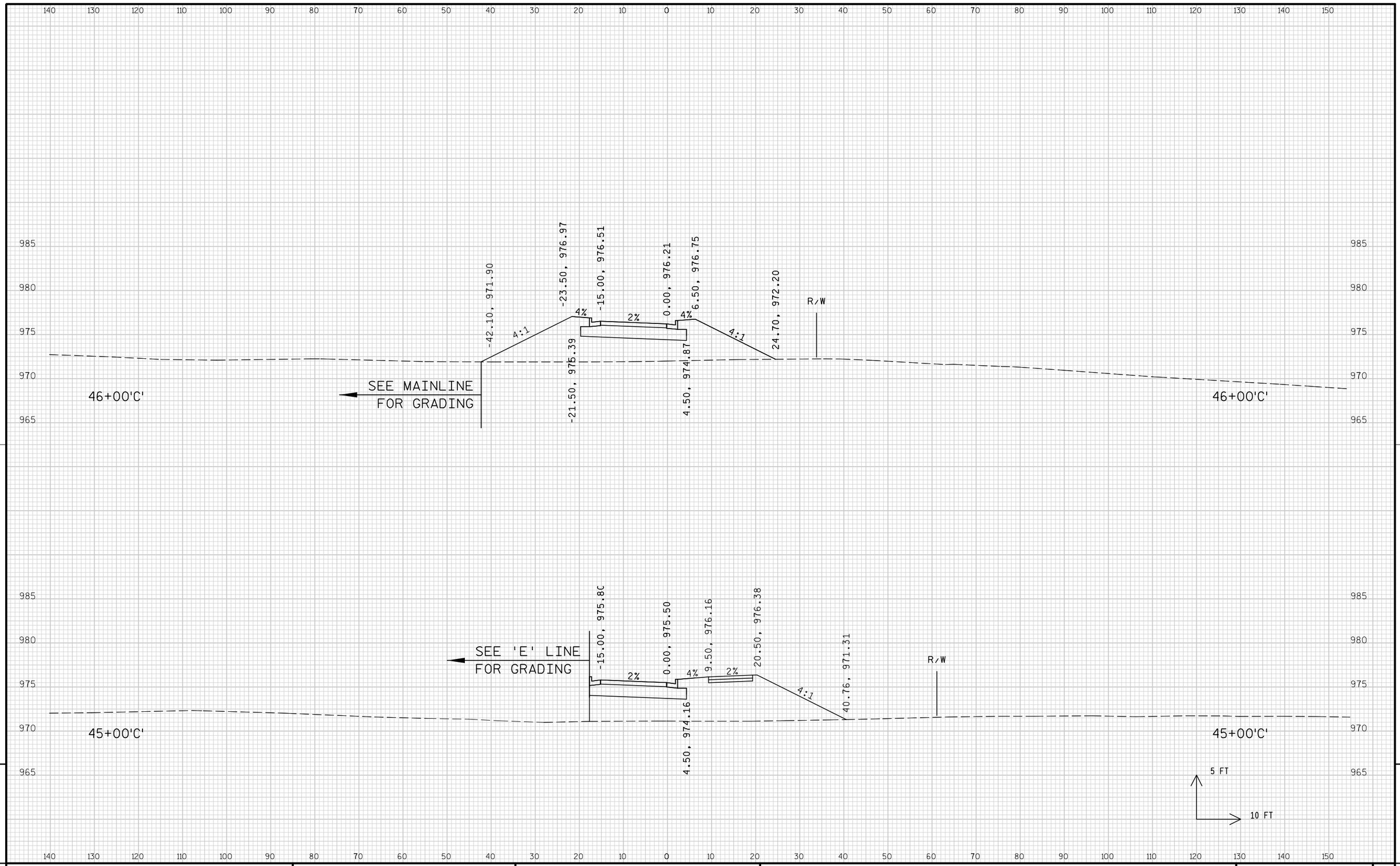


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'B' RAMP	SHEET 781	E

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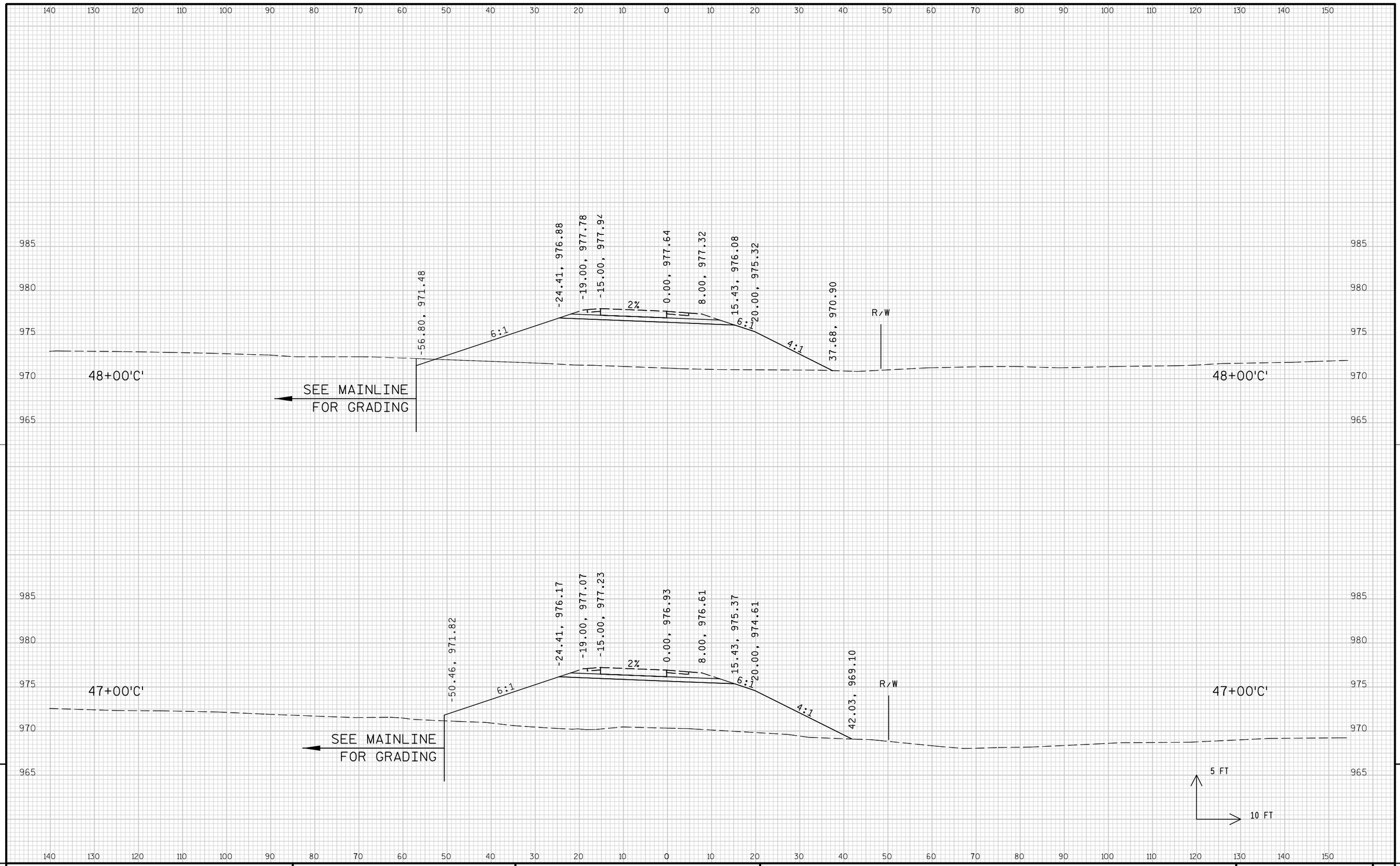


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'C' RAMP	SHEET 782	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\c ramp\090201_c_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 21

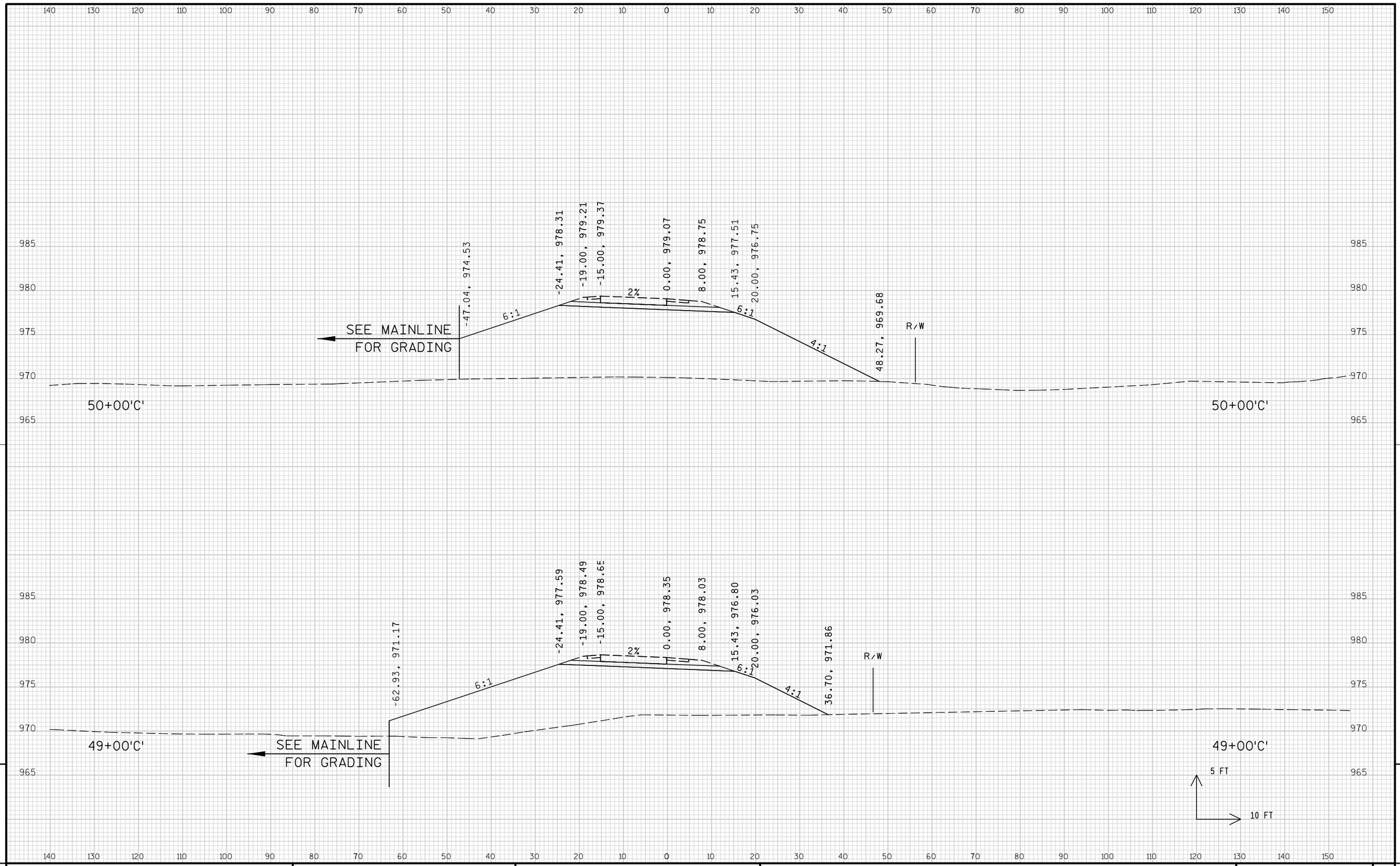


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'C' RAMP	SHEET 783	E

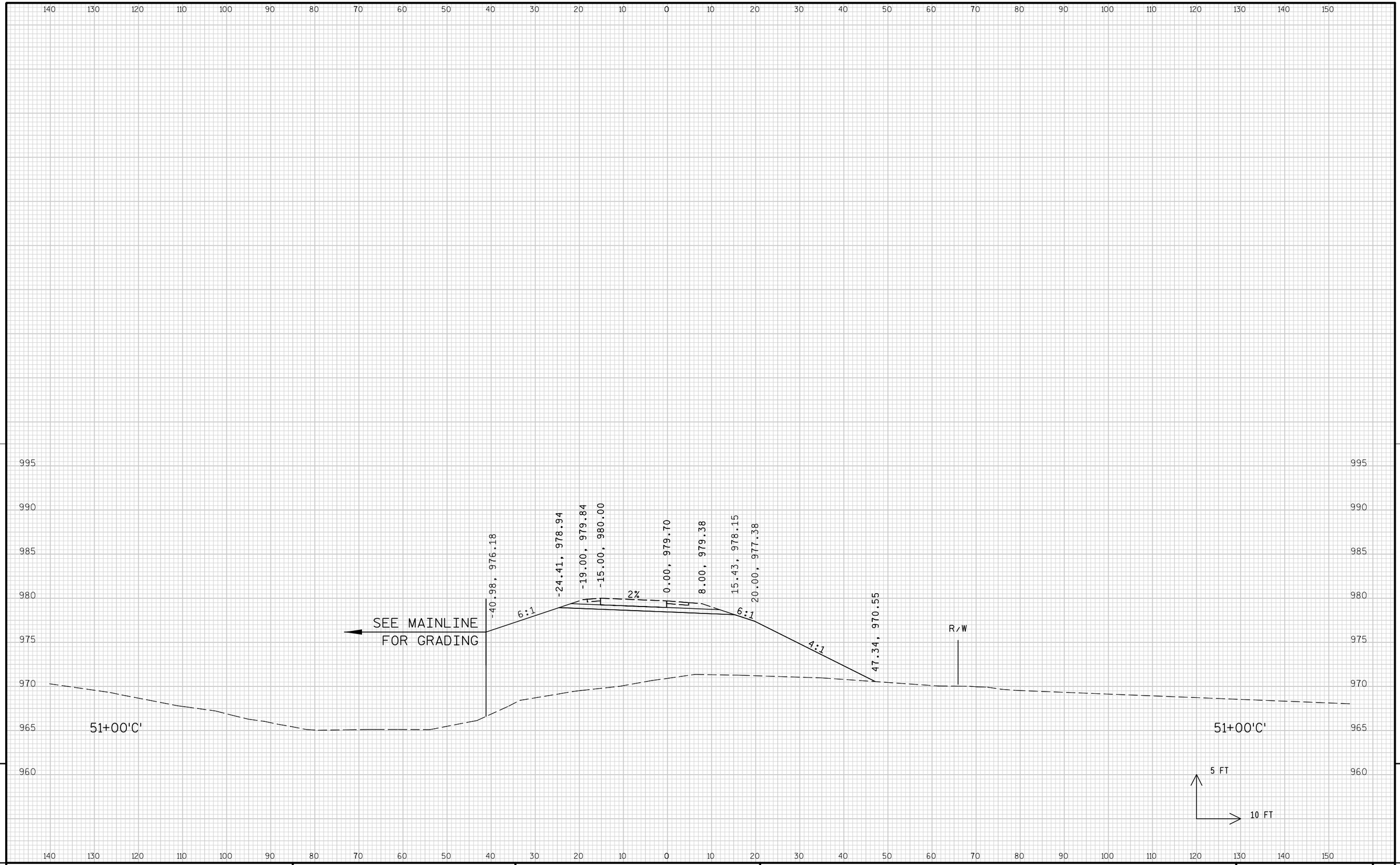
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'C' RAMP	SHEET 784	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\c ramp\090201_c_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

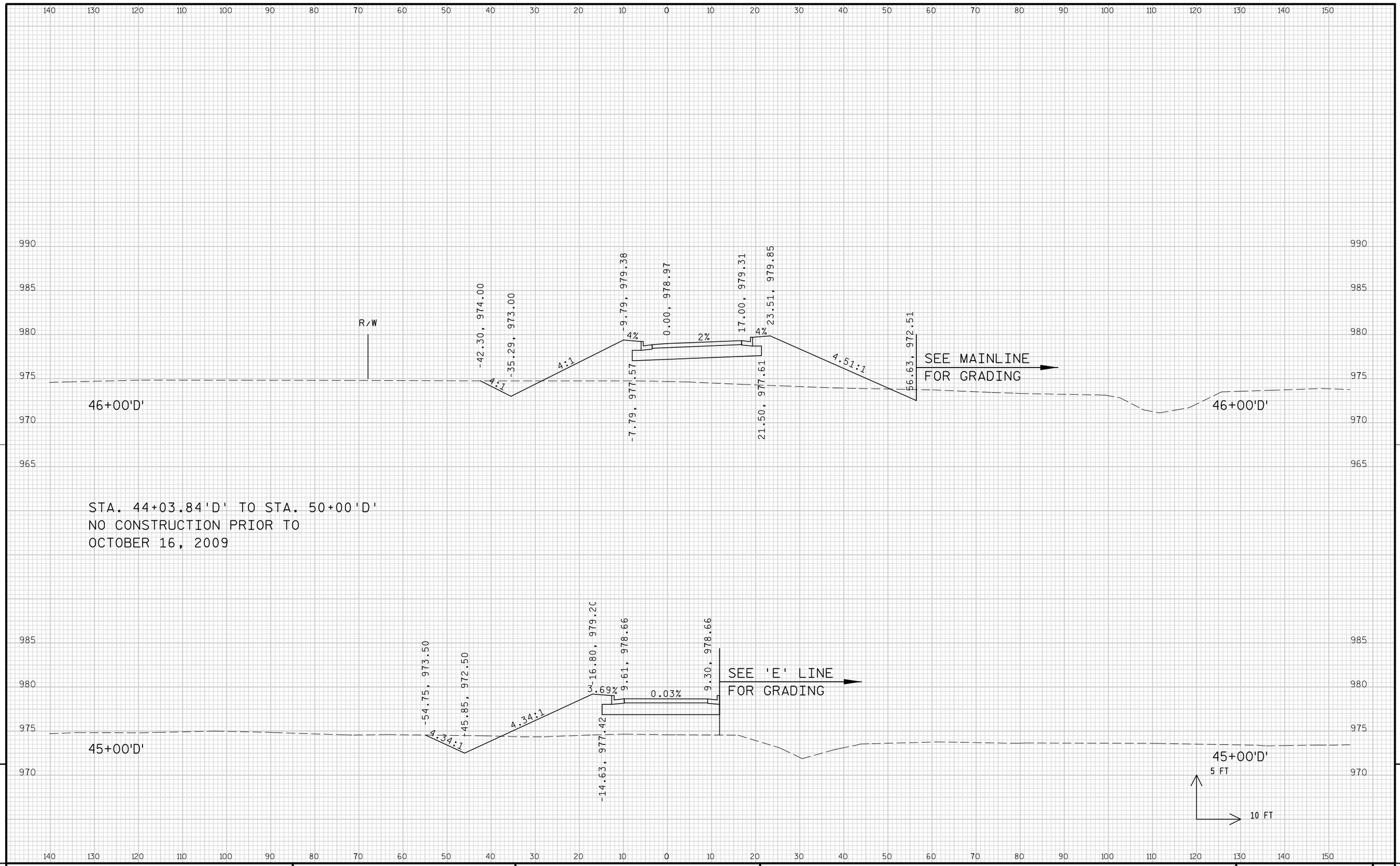
WISDOT/CADDS SHEET 21



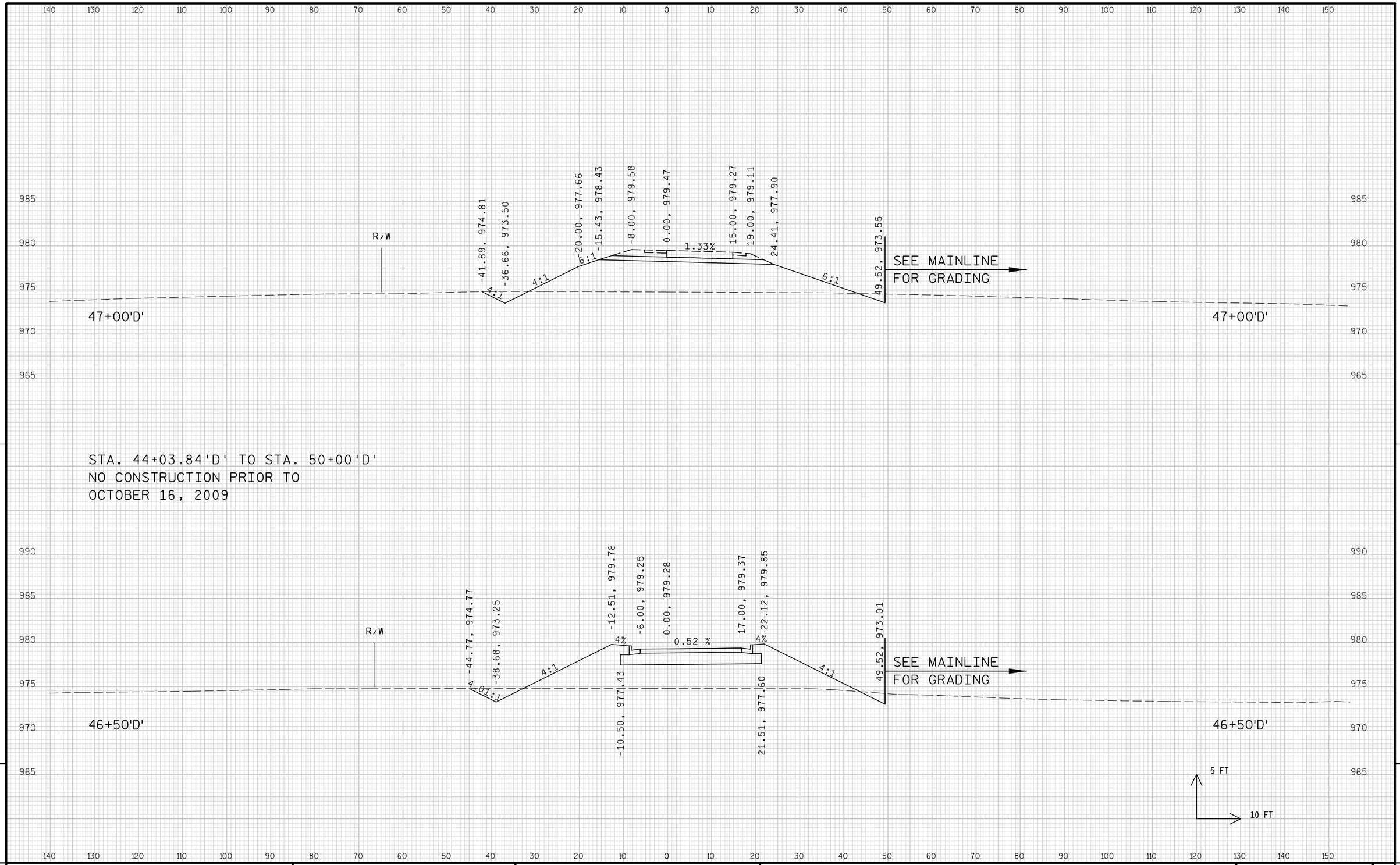
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'C' RAMP	SHEET 785	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'D' RAMP	SHEET 786 E



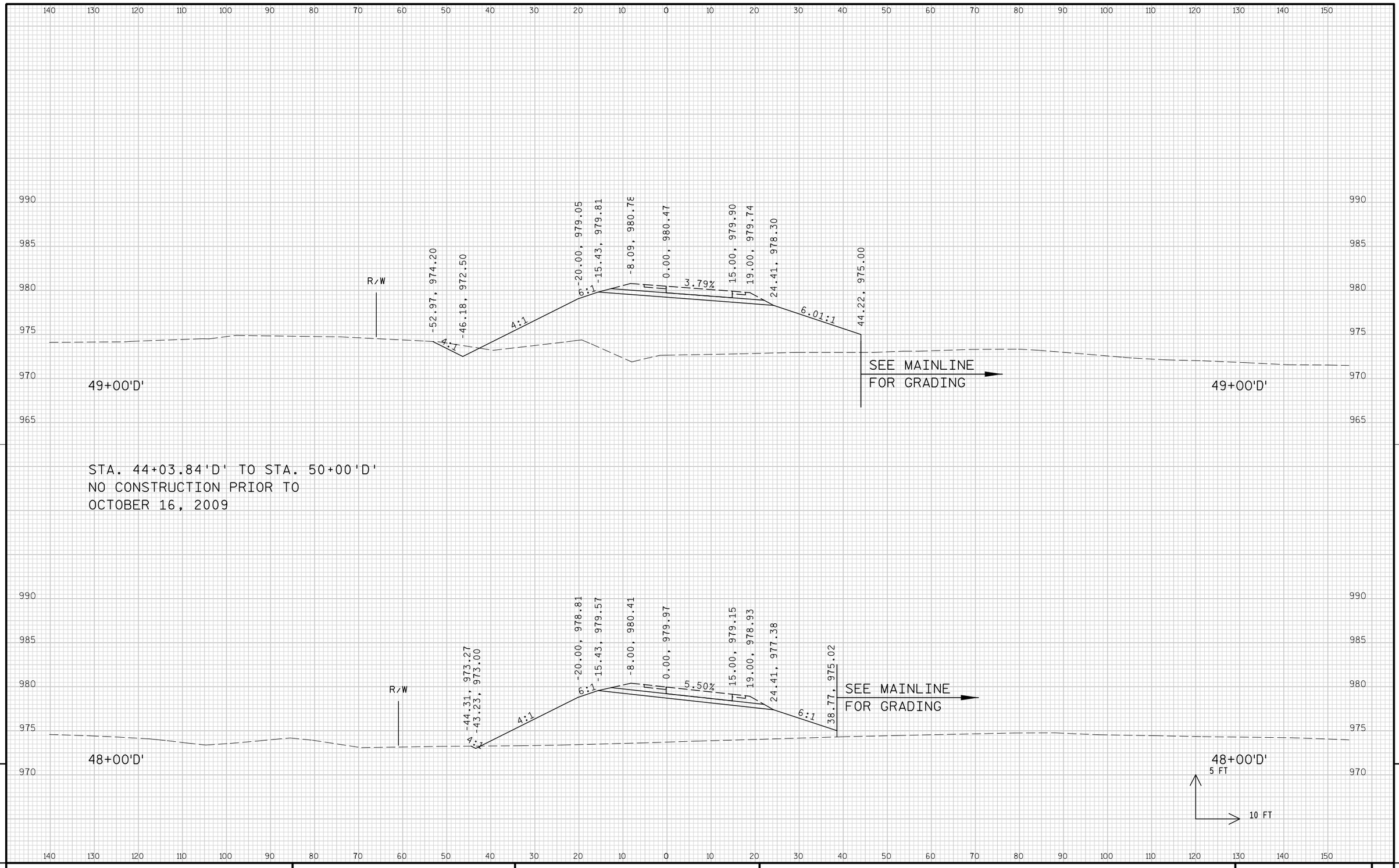
STA. 44+03.84'D' TO STA. 50+00'D'
NO CONSTRUCTION PRIOR TO
OCTOBER 16, 2009

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'D' RAMP	SHEET 787	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\d ramp\090201_d_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



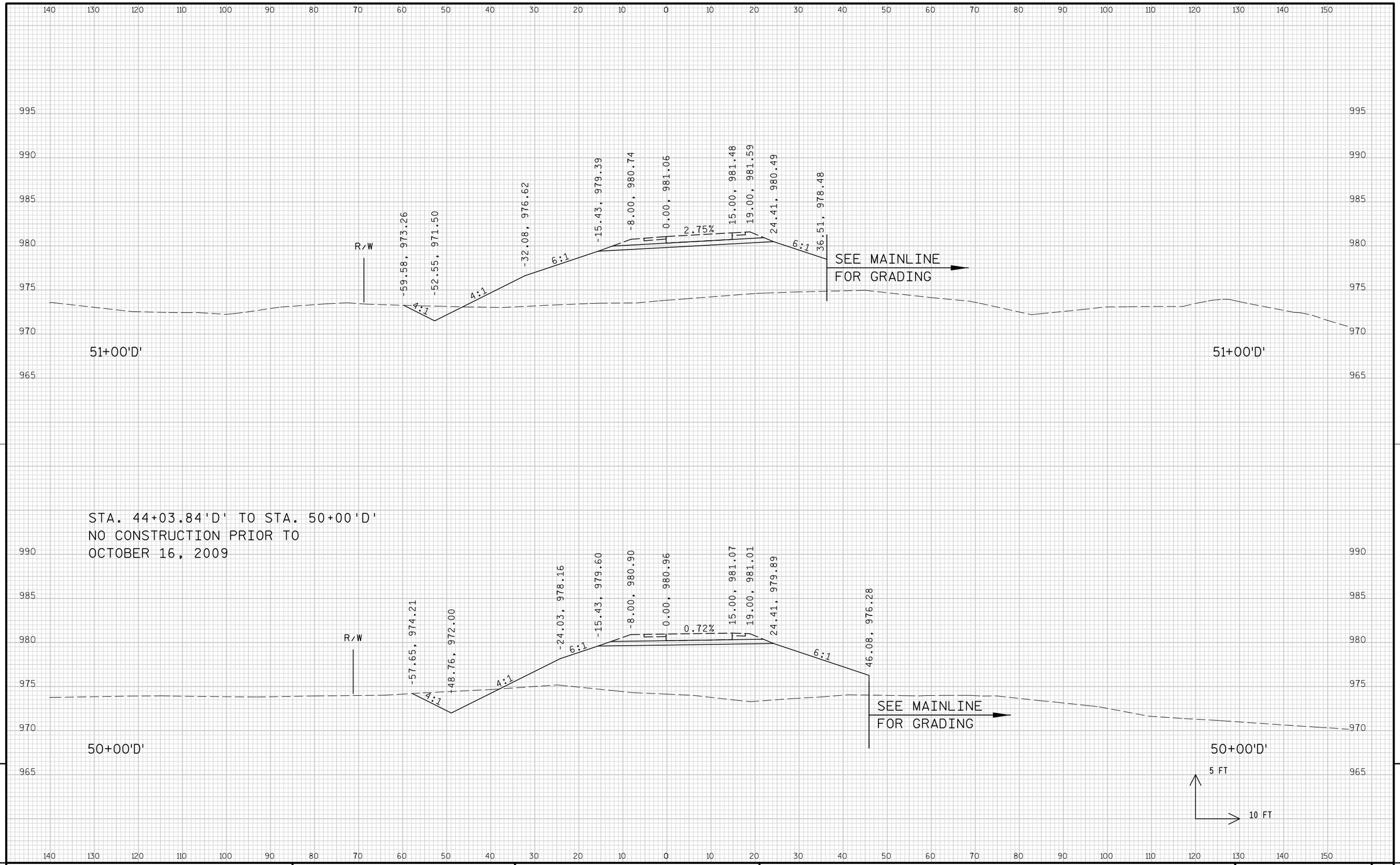
STA. 44+03.84'D' TO STA. 50+00'D'
NO CONSTRUCTION PRIOR TO
OCTOBER 16, 2009

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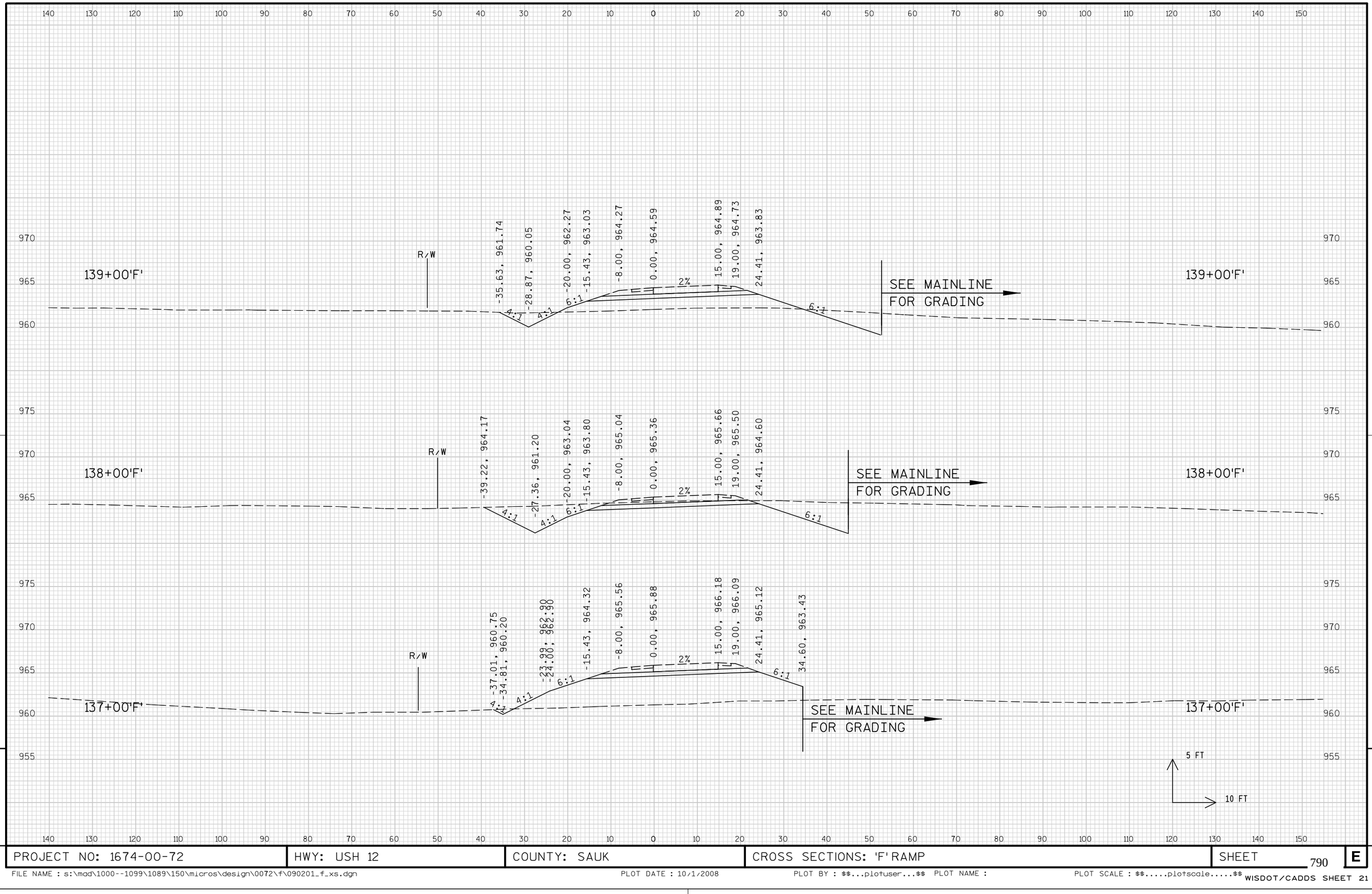
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'D' RAMP	SHEET 788	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\d ramp\090201_d_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

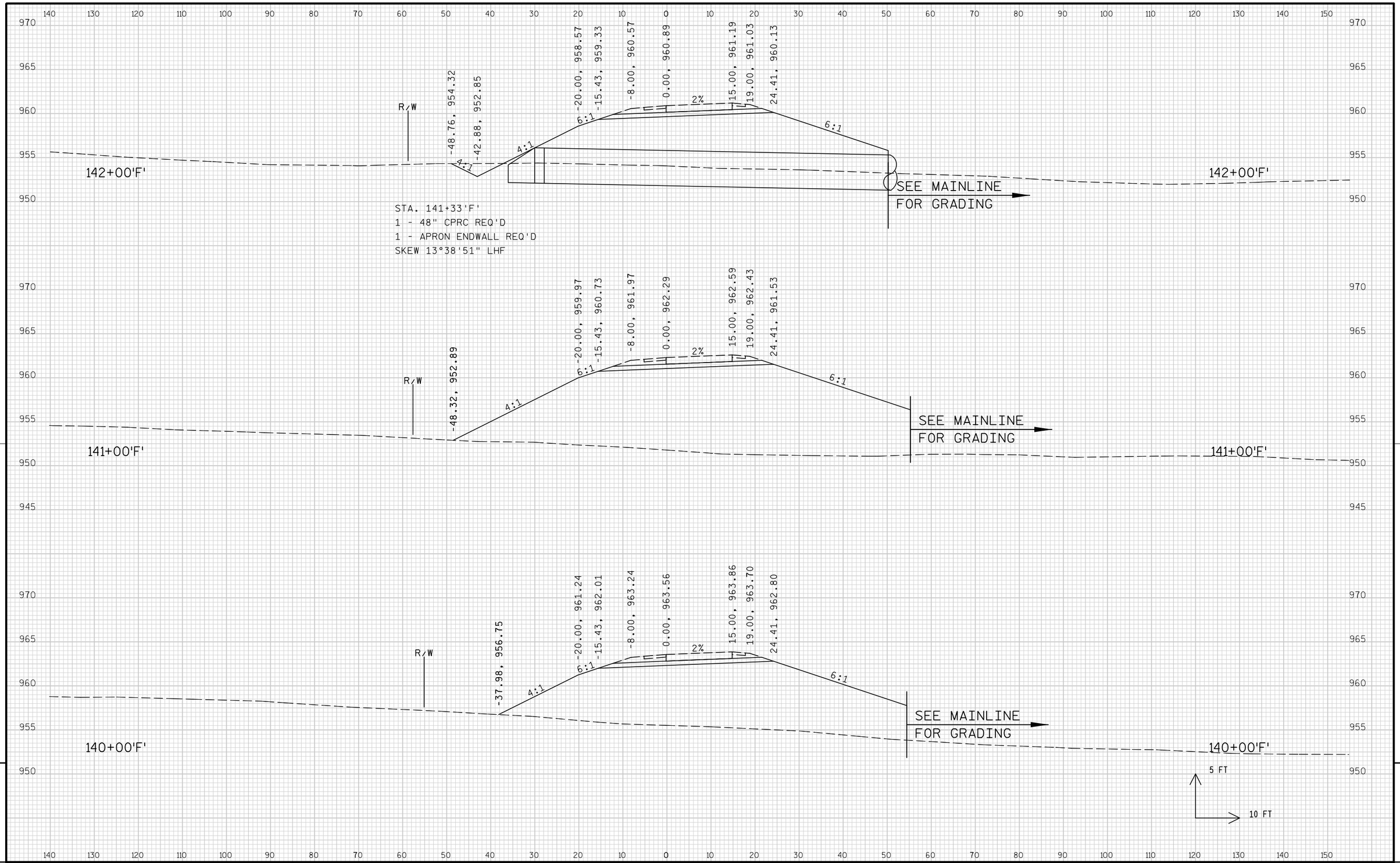


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'D' RAMP	SHEET 789	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\d ramp\090201_d_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

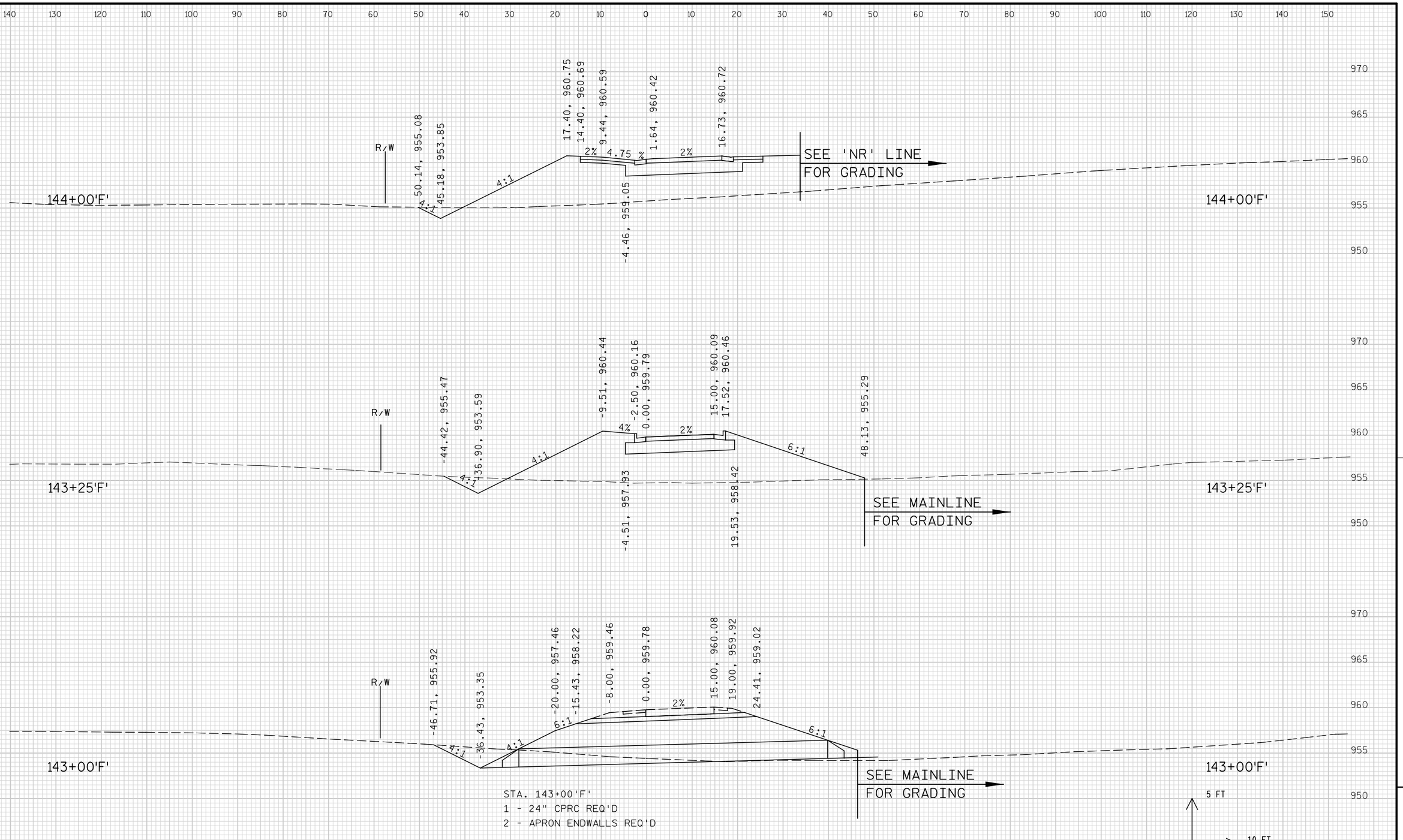


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'F' RAMP	SHEET 790 E



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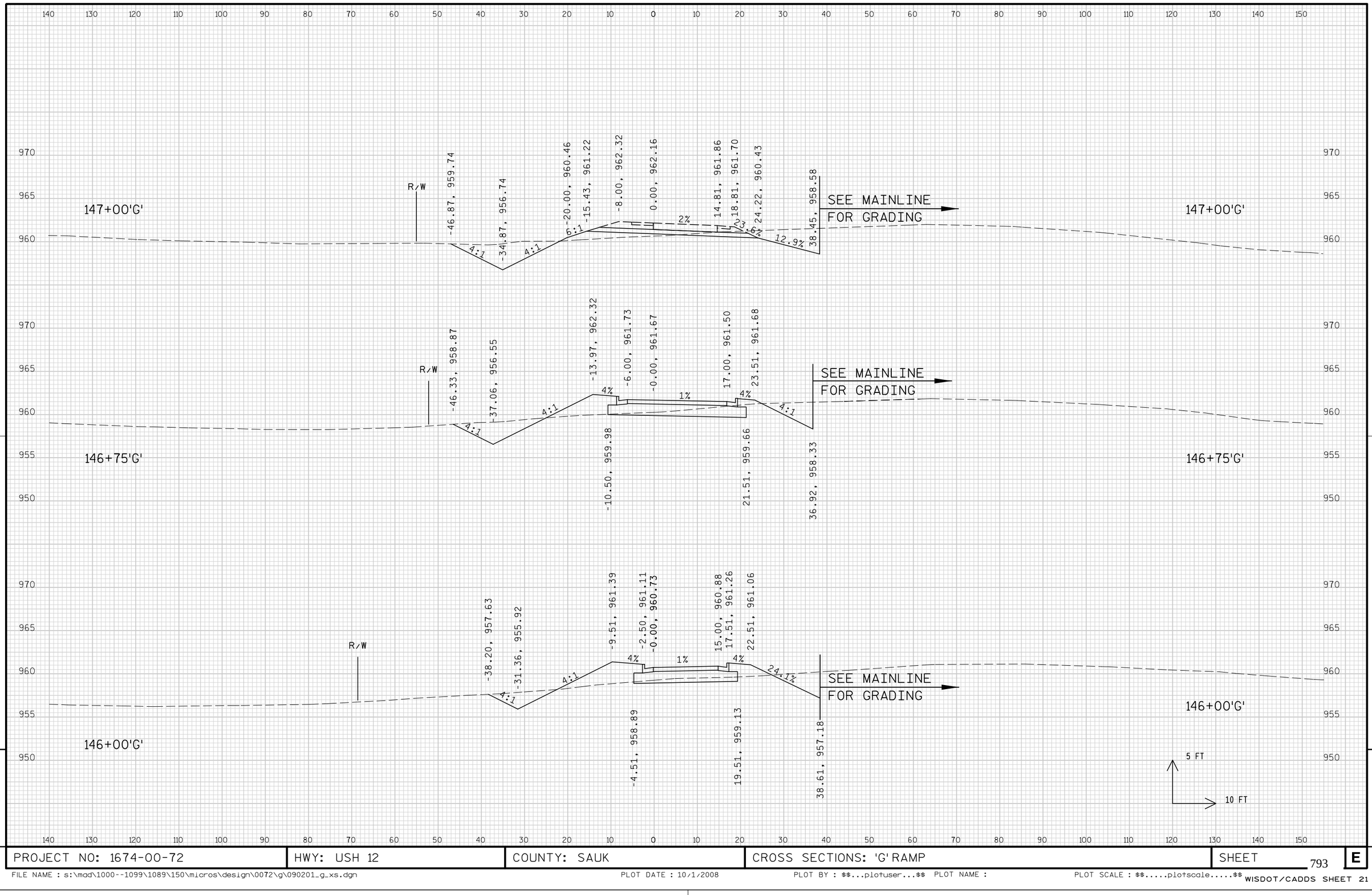
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'F' RAMP	SHEET 791	E



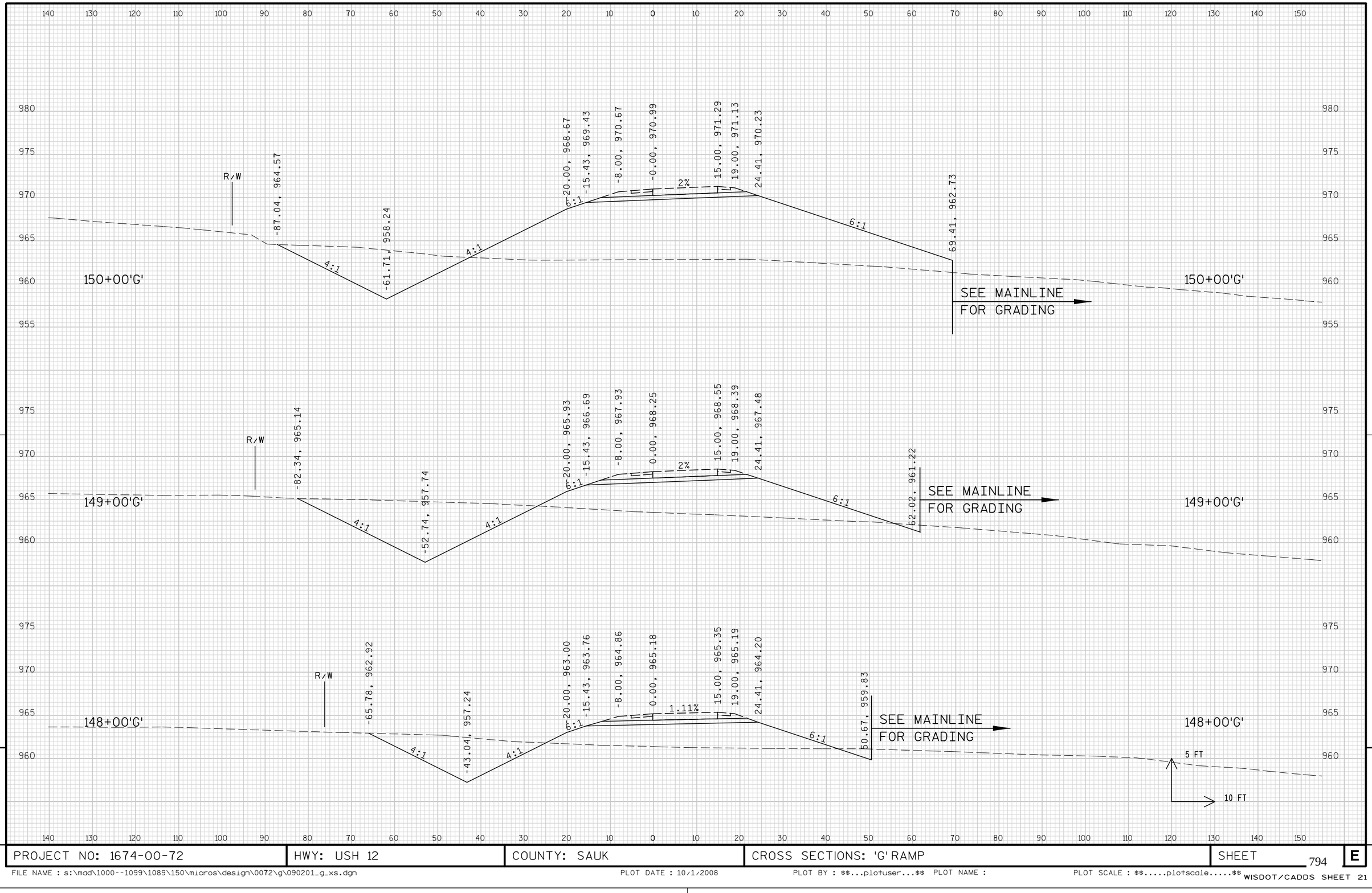
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'F' RAMP	SHEET 792	E

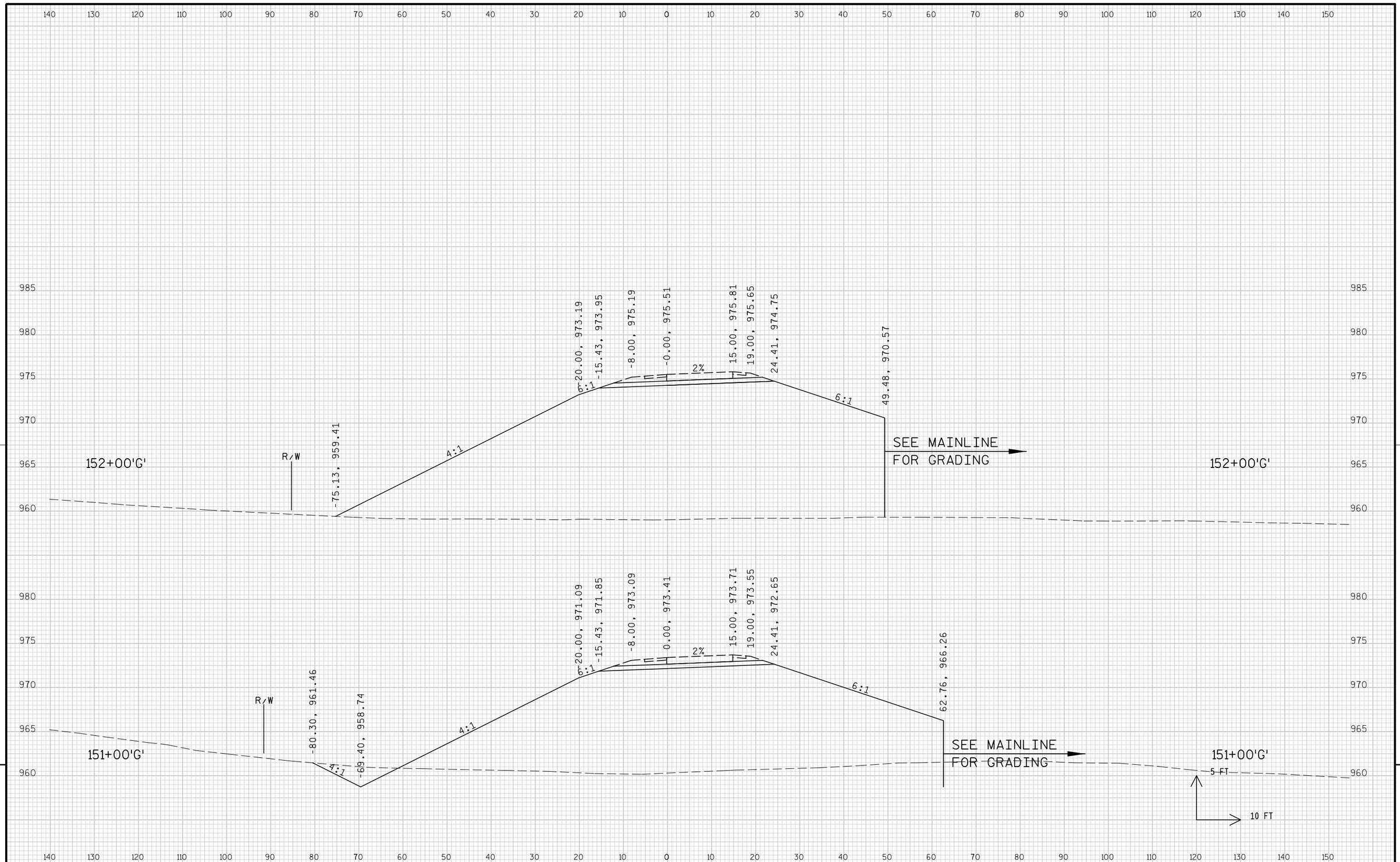


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'G' RAMP	SHEET 793	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'G' RAMP	SHEET 794	E

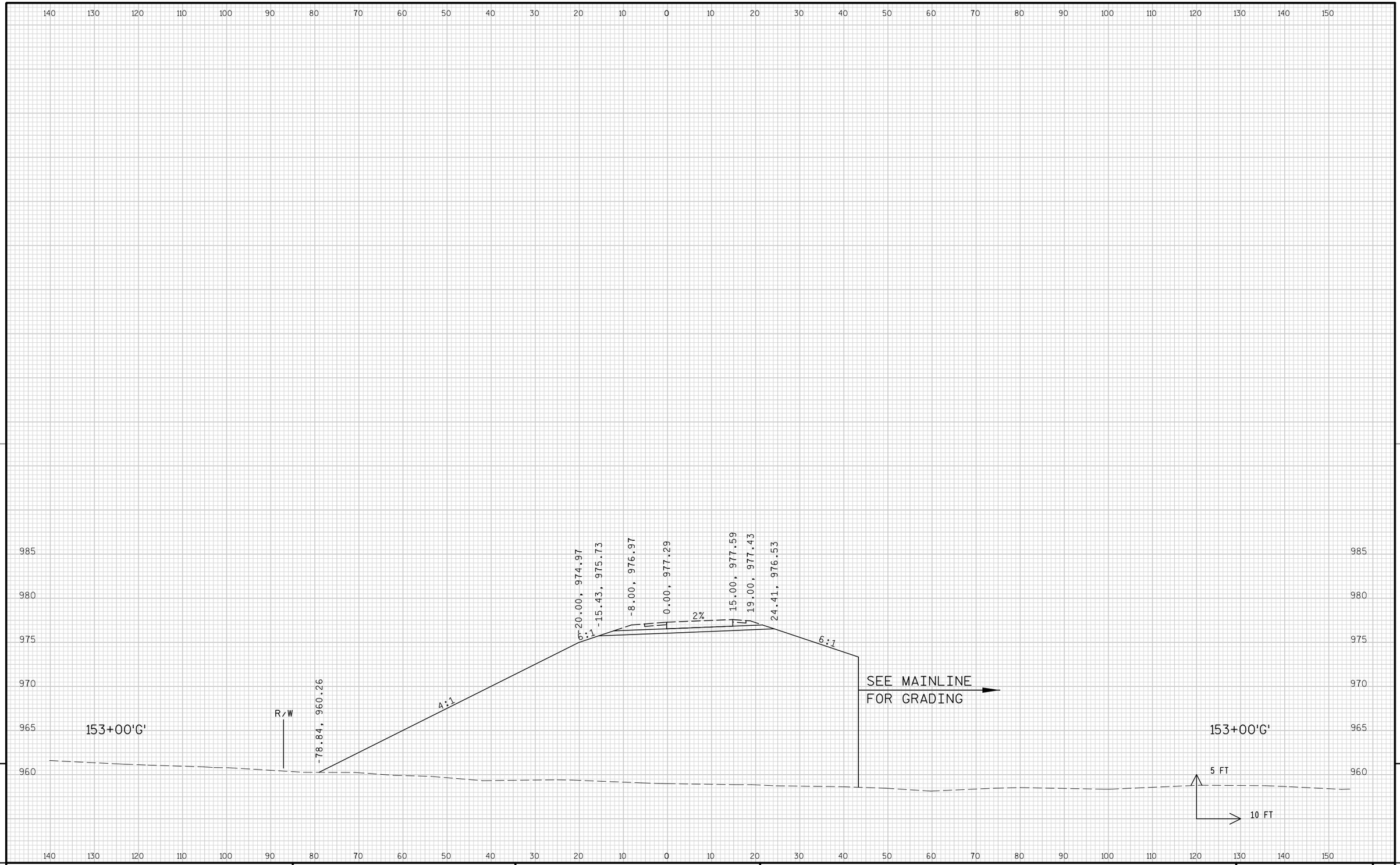
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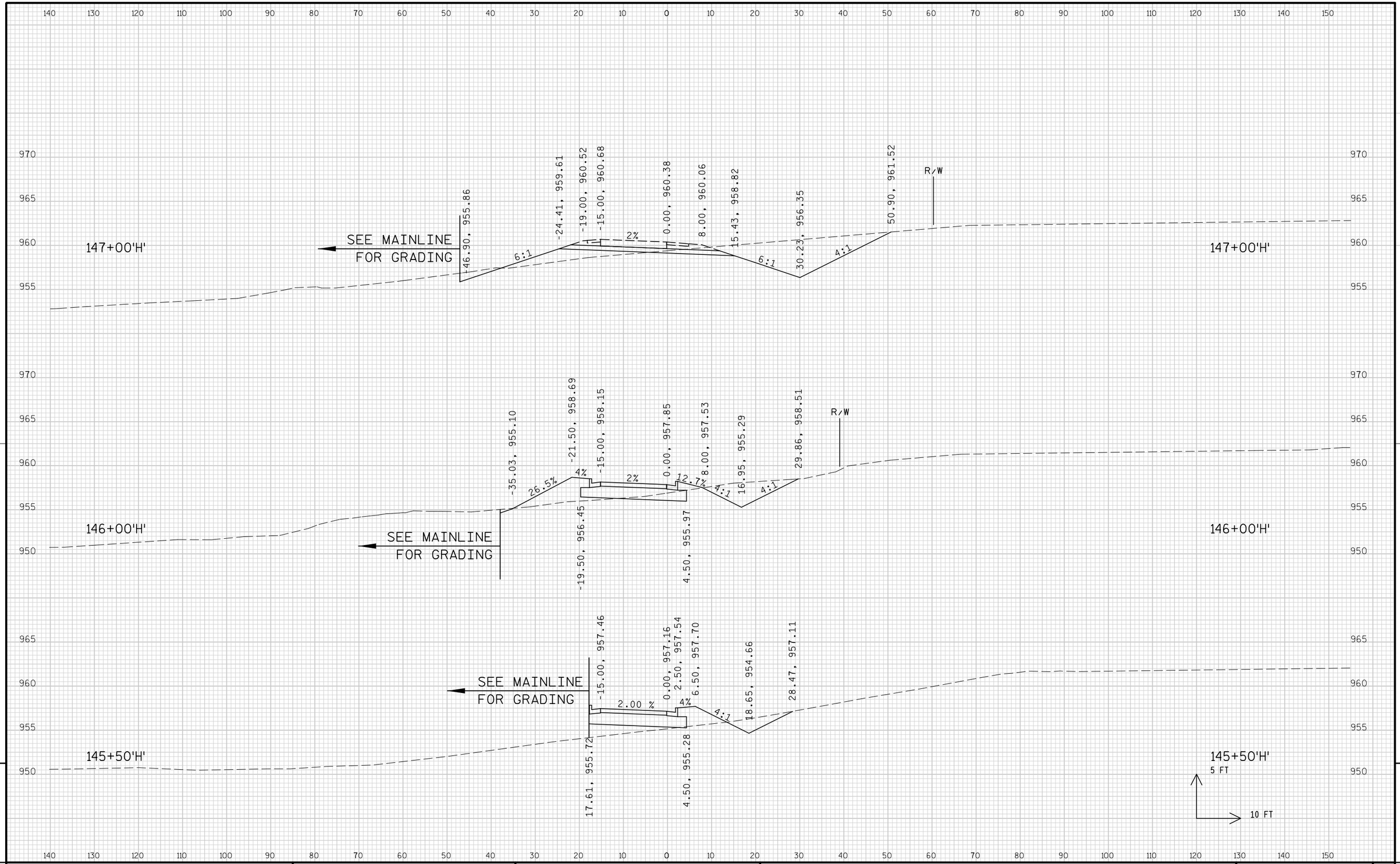
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'G' RAMP	SHEET 795	E



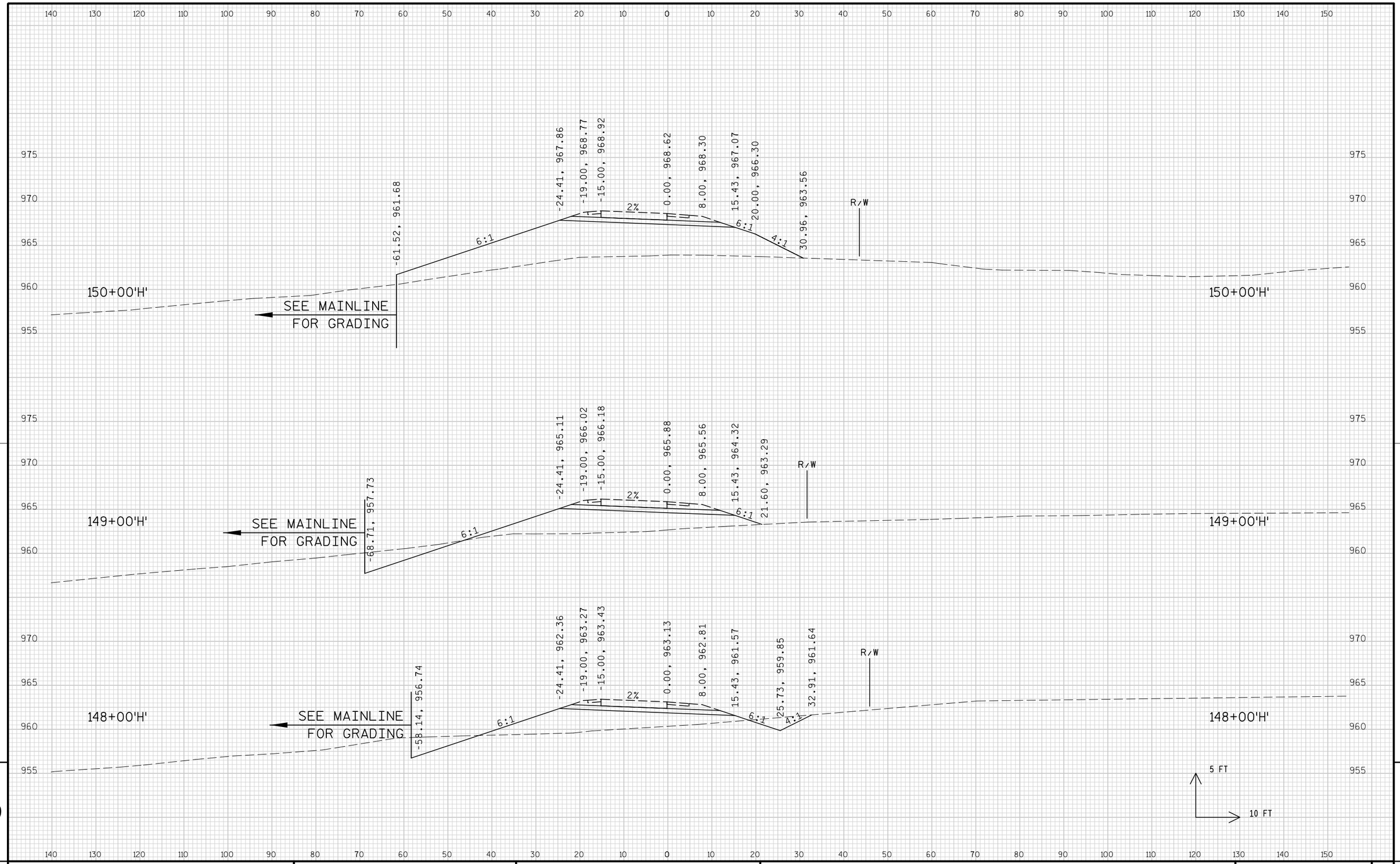
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'G' RAMP	SHEET 796	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\g\090201_g_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'H' RAMP	SHEET 797	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\h\090201_h_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

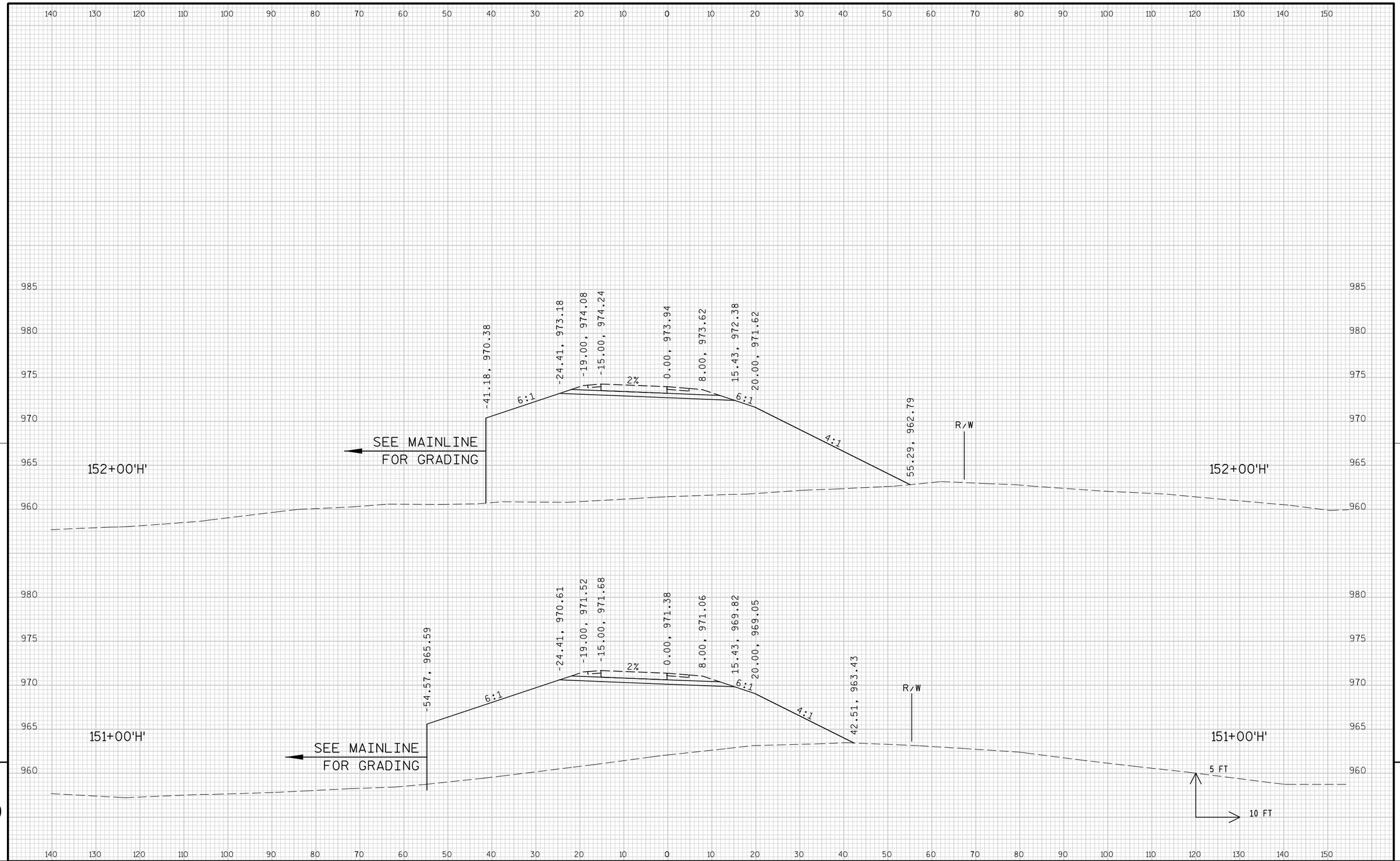


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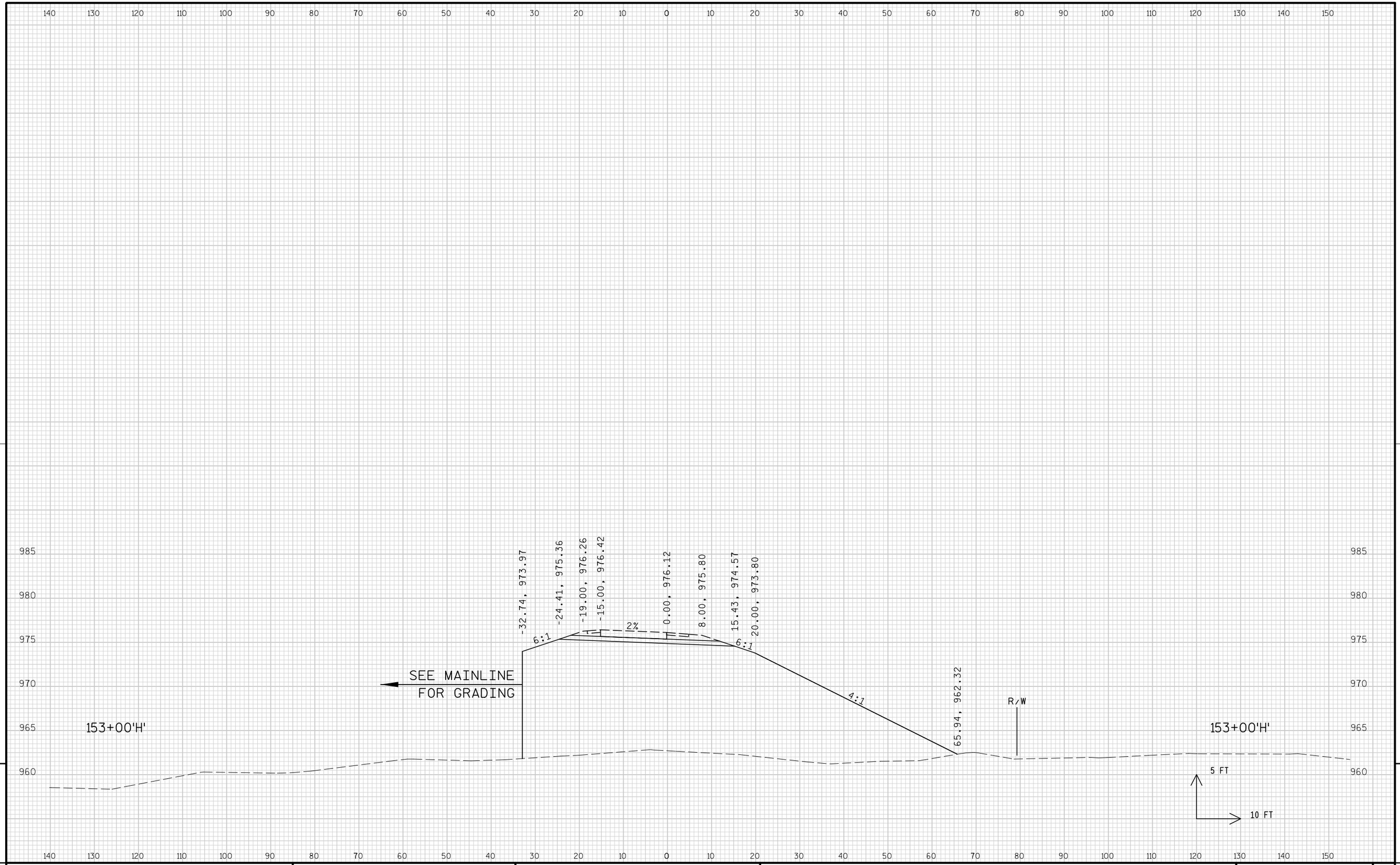
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'H' RAMP	SHEET 798	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\h\090201_h_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'H' RAMP	SHEET 799 E

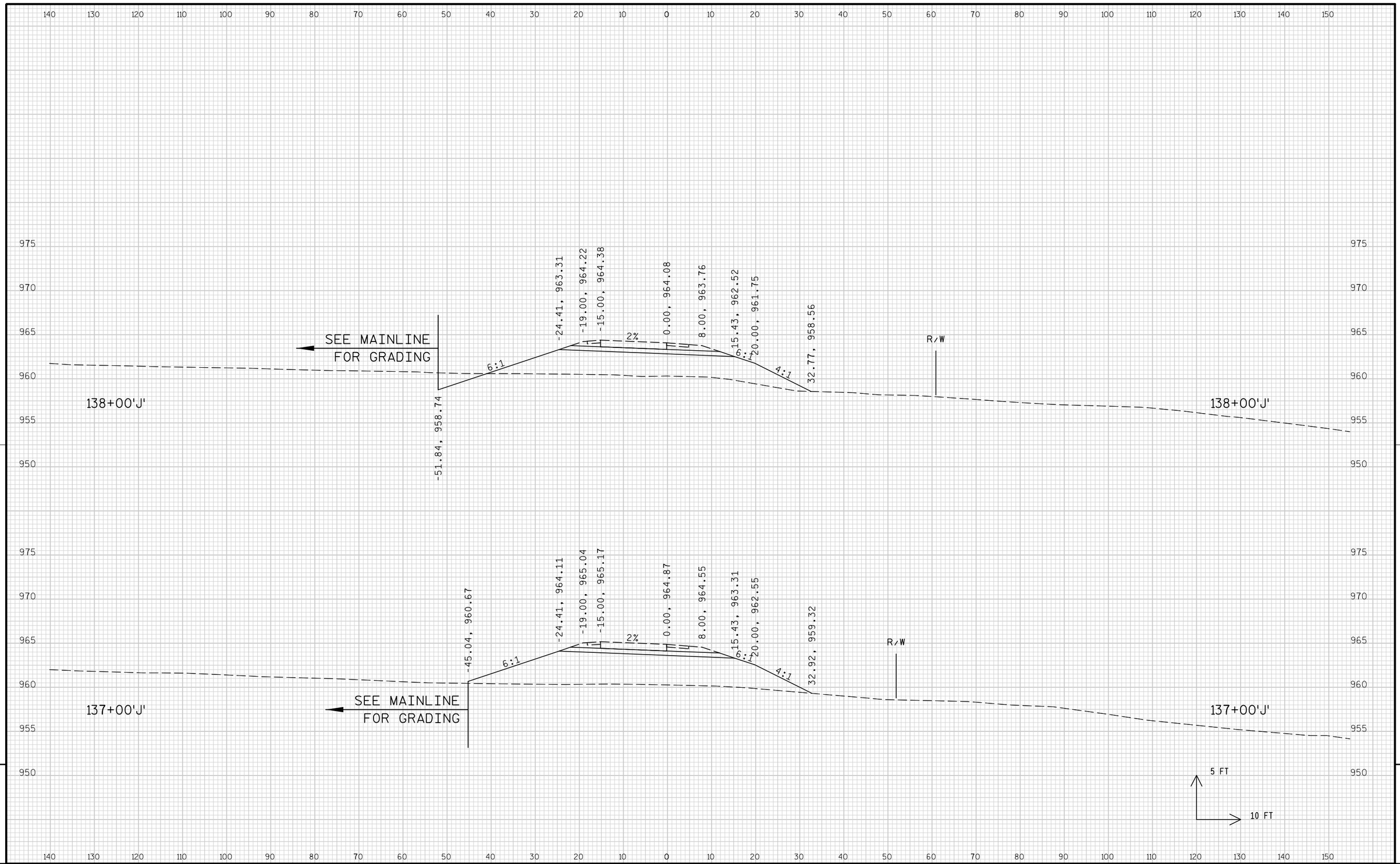


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'H' RAMP	SHEET 800	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\h\090201_h_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

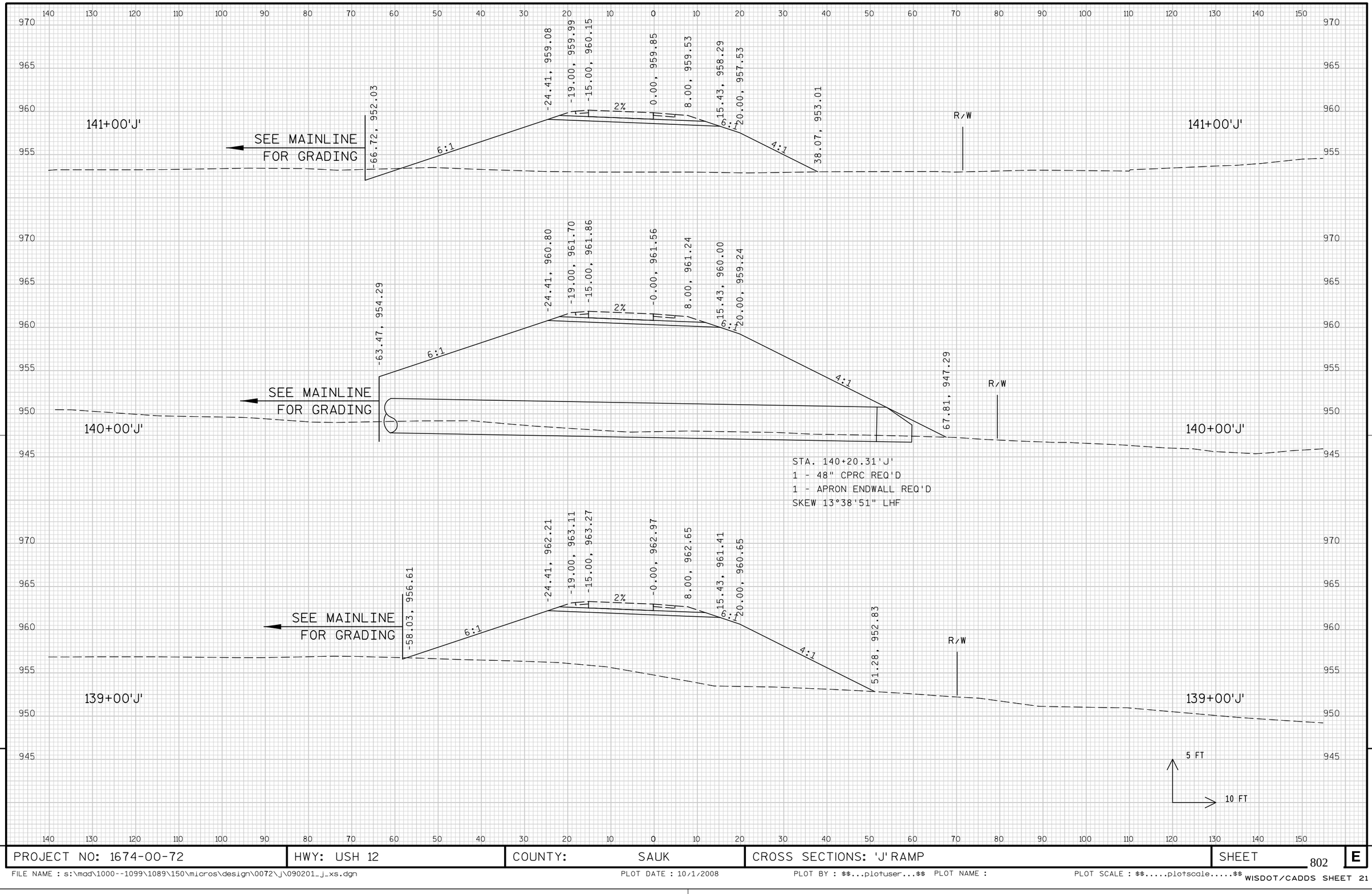


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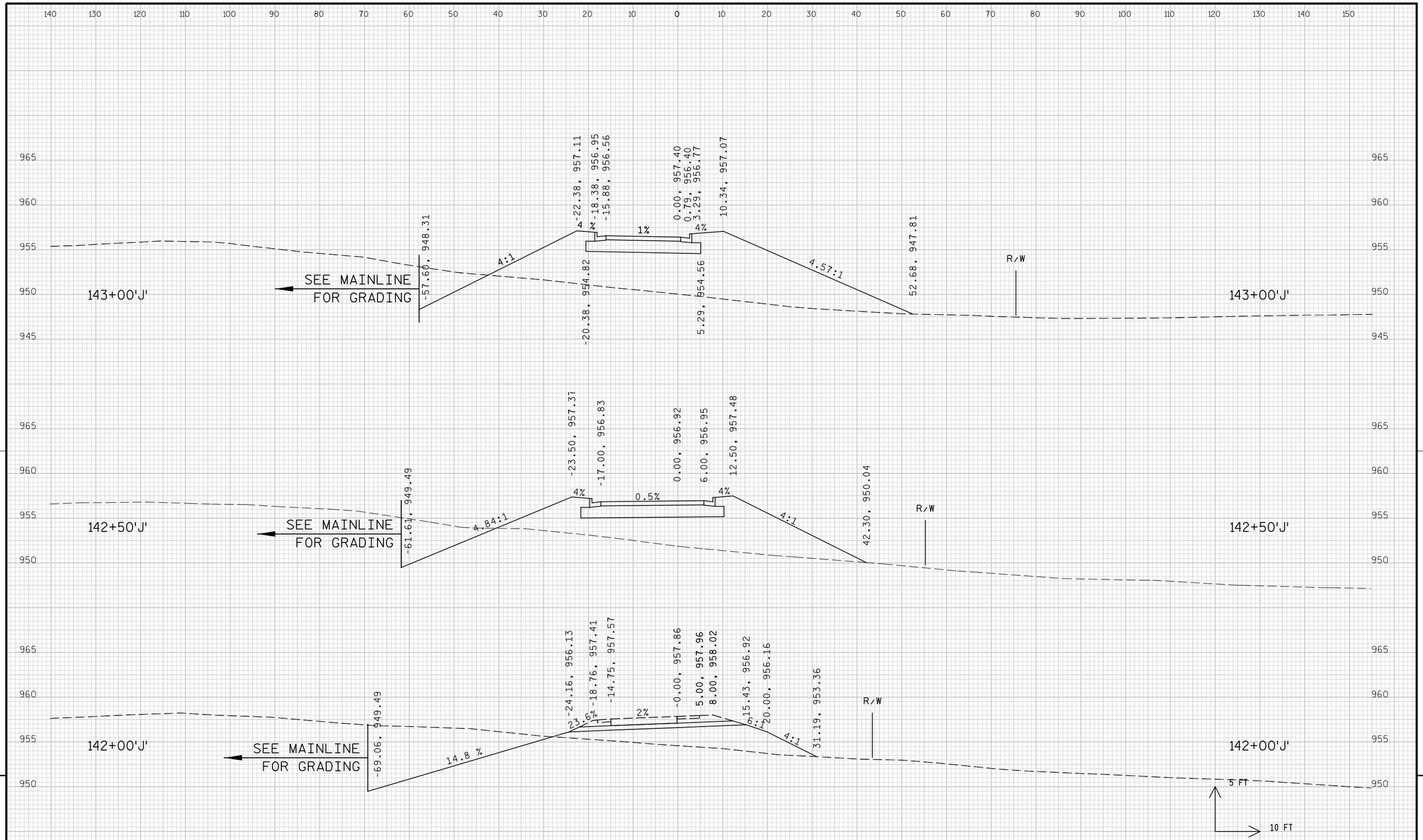
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'J' RAMP	SHEET 801	E

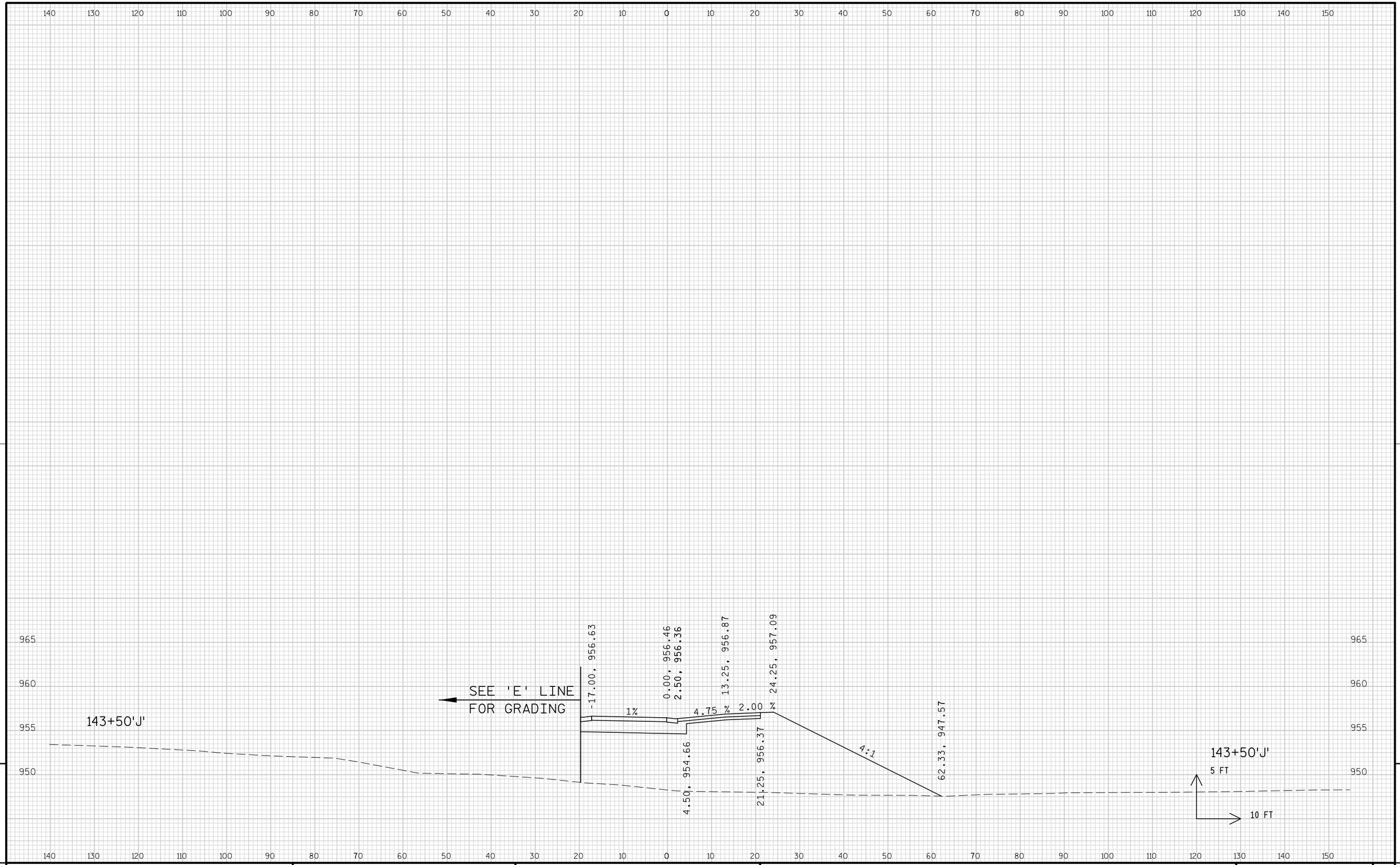
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WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'J' RAMP	SHEET 802	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'J' RAMP	SHEET 803	E

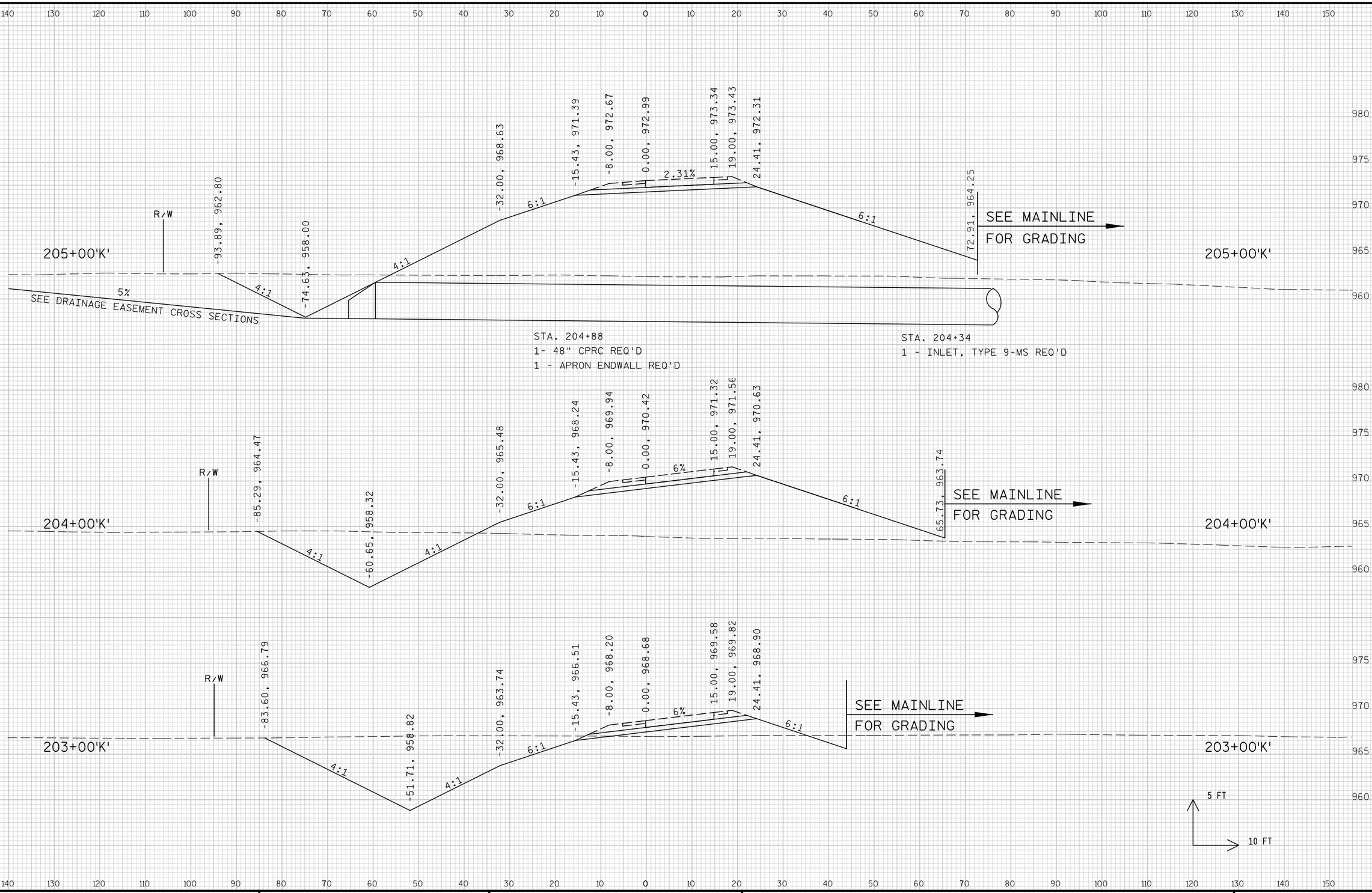


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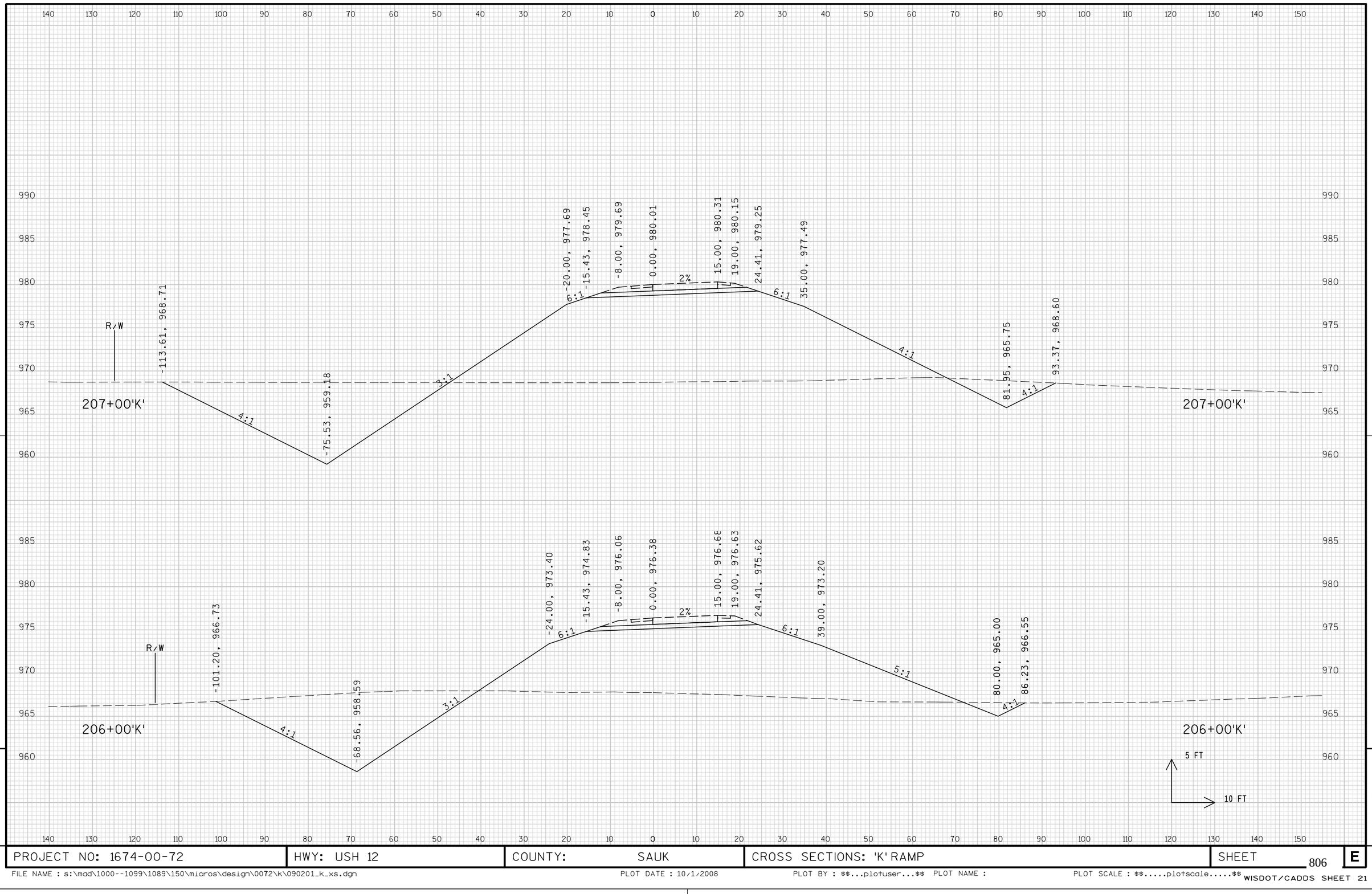
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'J' RAMP	SHEET 804	E

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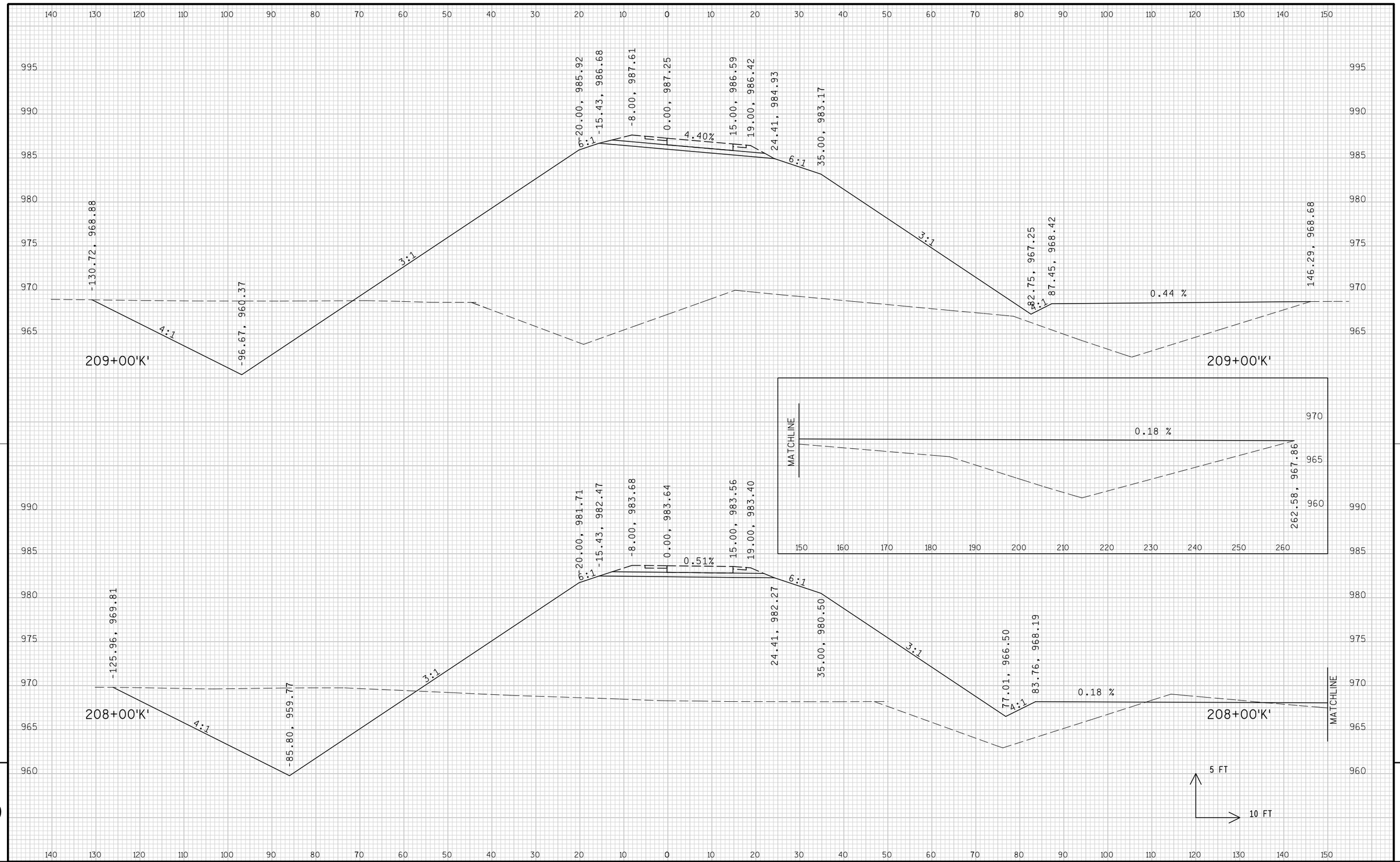


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'K' RAMP	SHEET 805	E



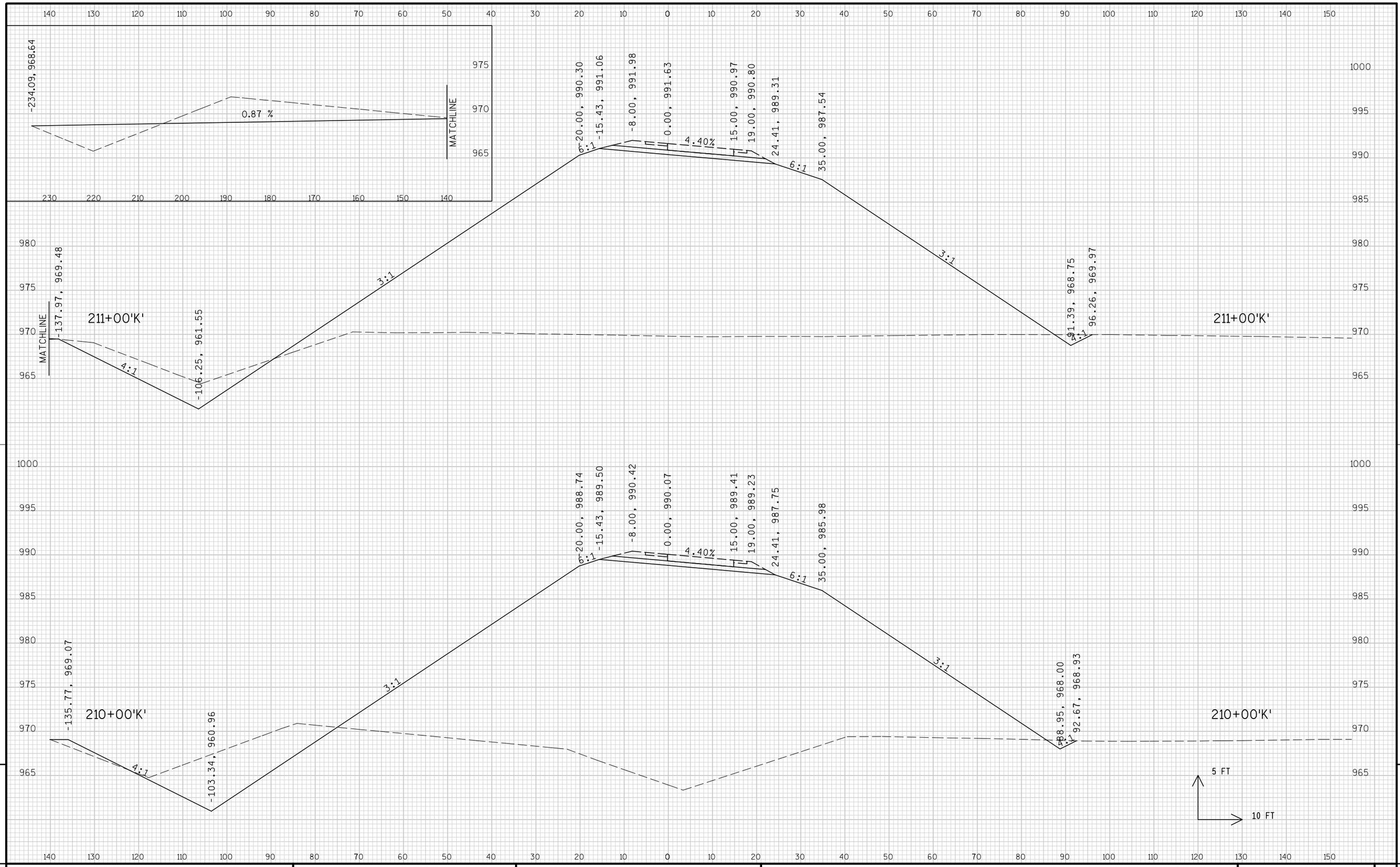
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'K' RAMP	SHEET 806	E

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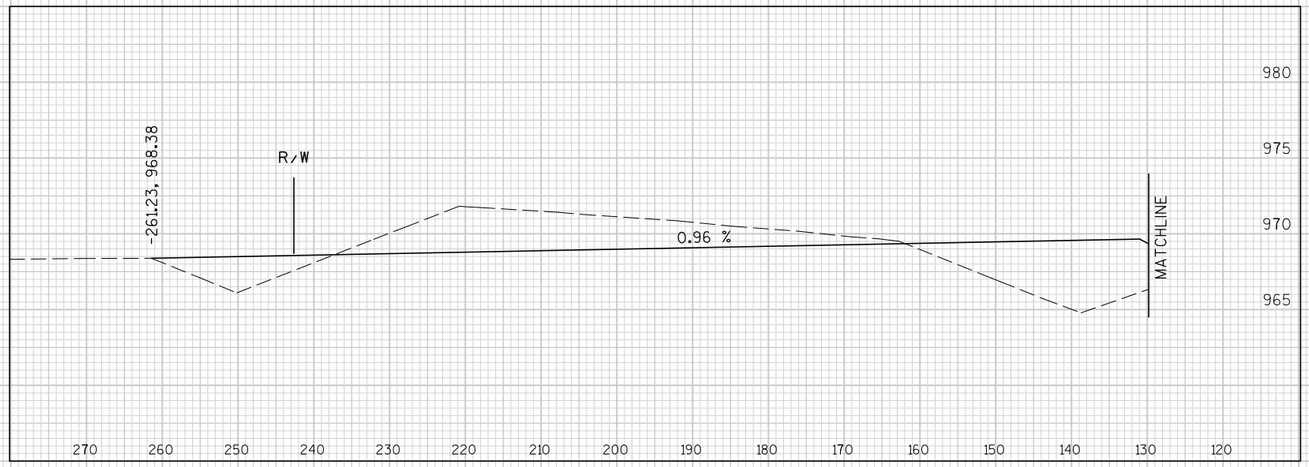
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'K' RAMP	SHEET 807	E

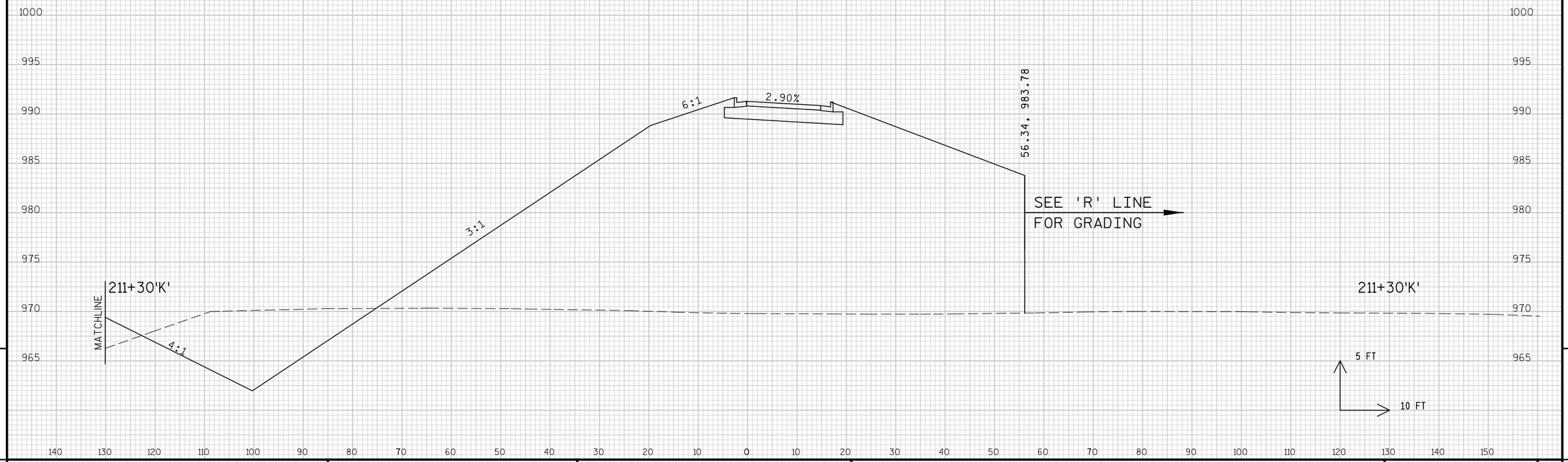
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'K' RAMP	SHEET 808	E

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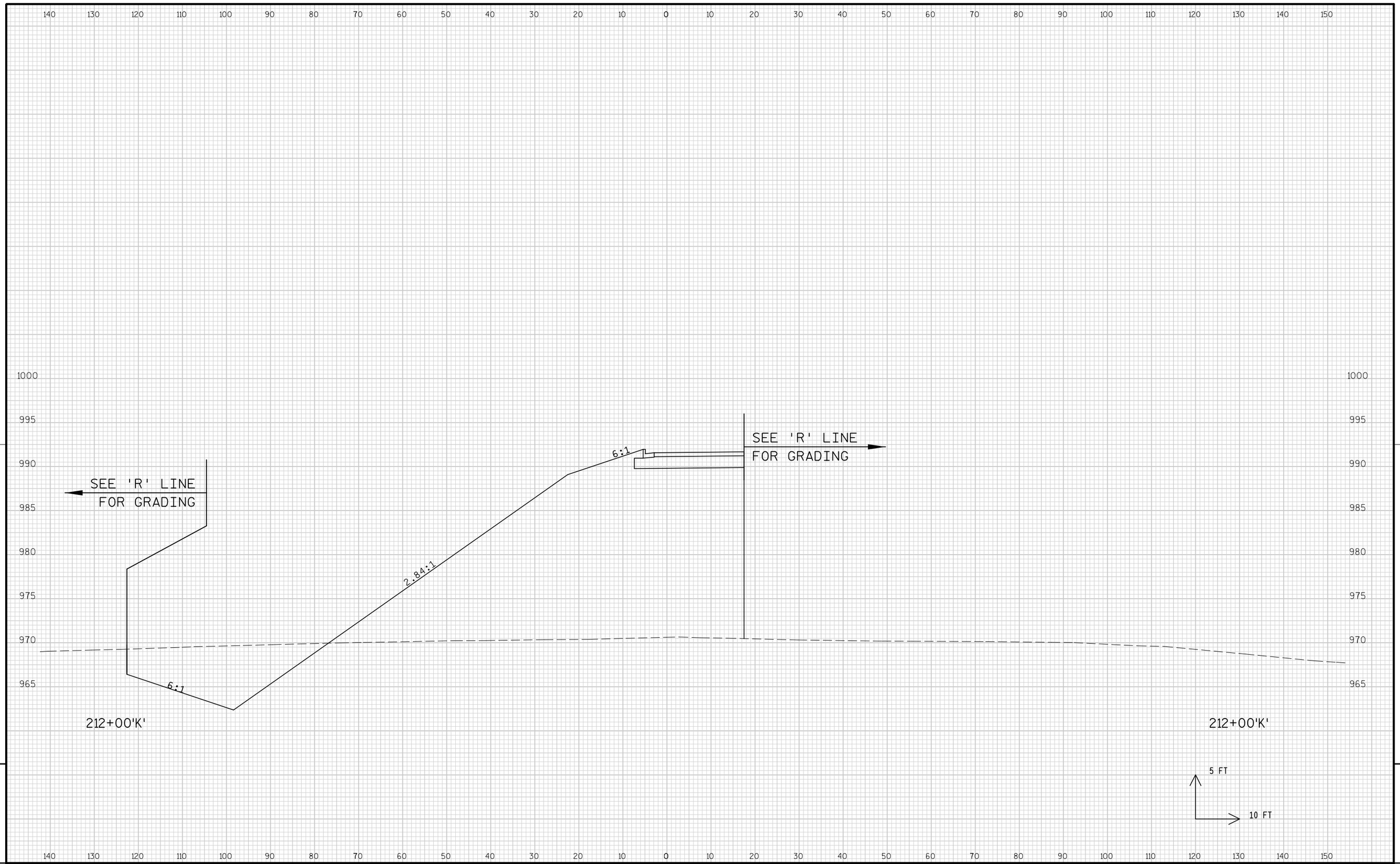


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'K' RAMP	SHEET 809	E

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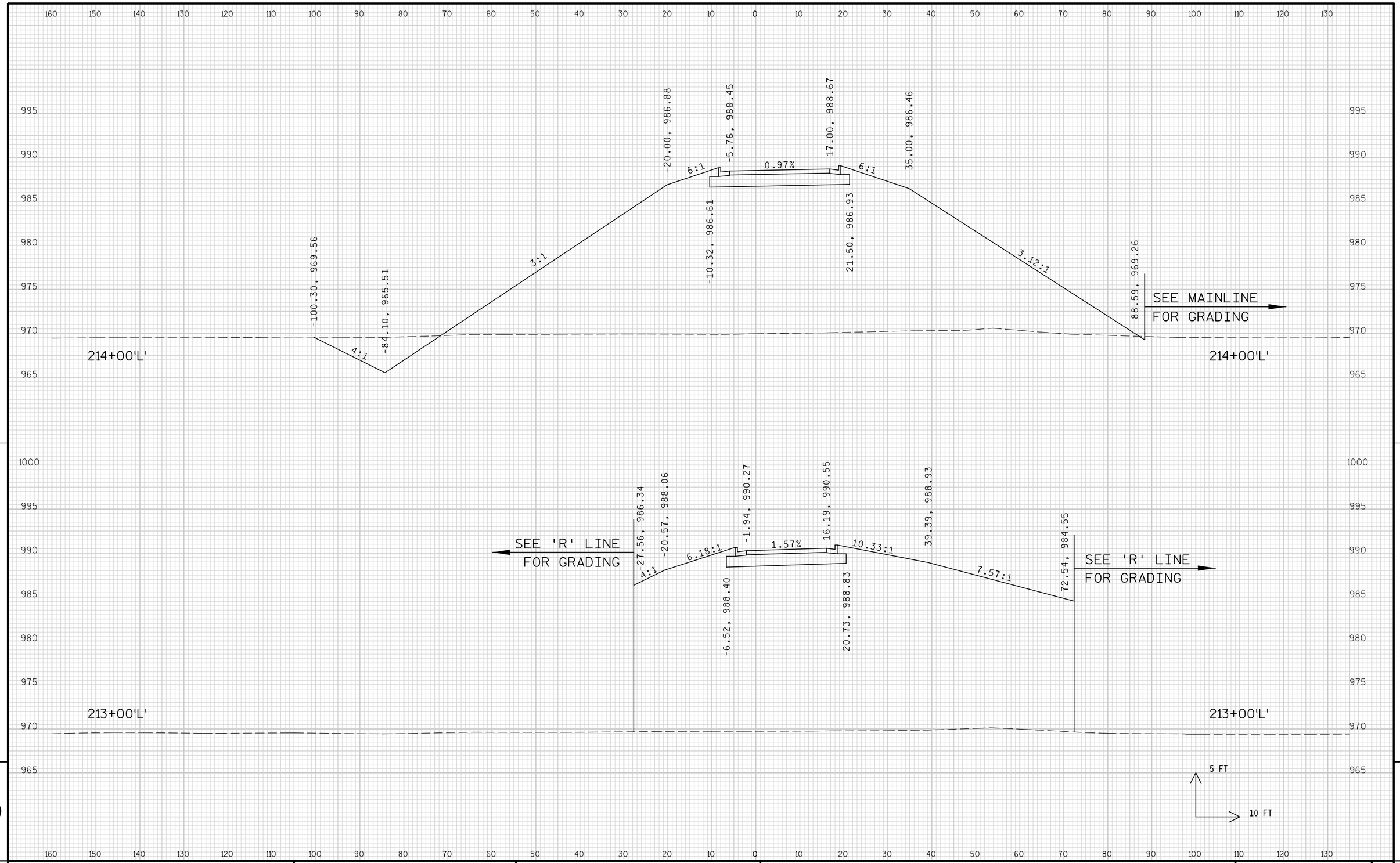


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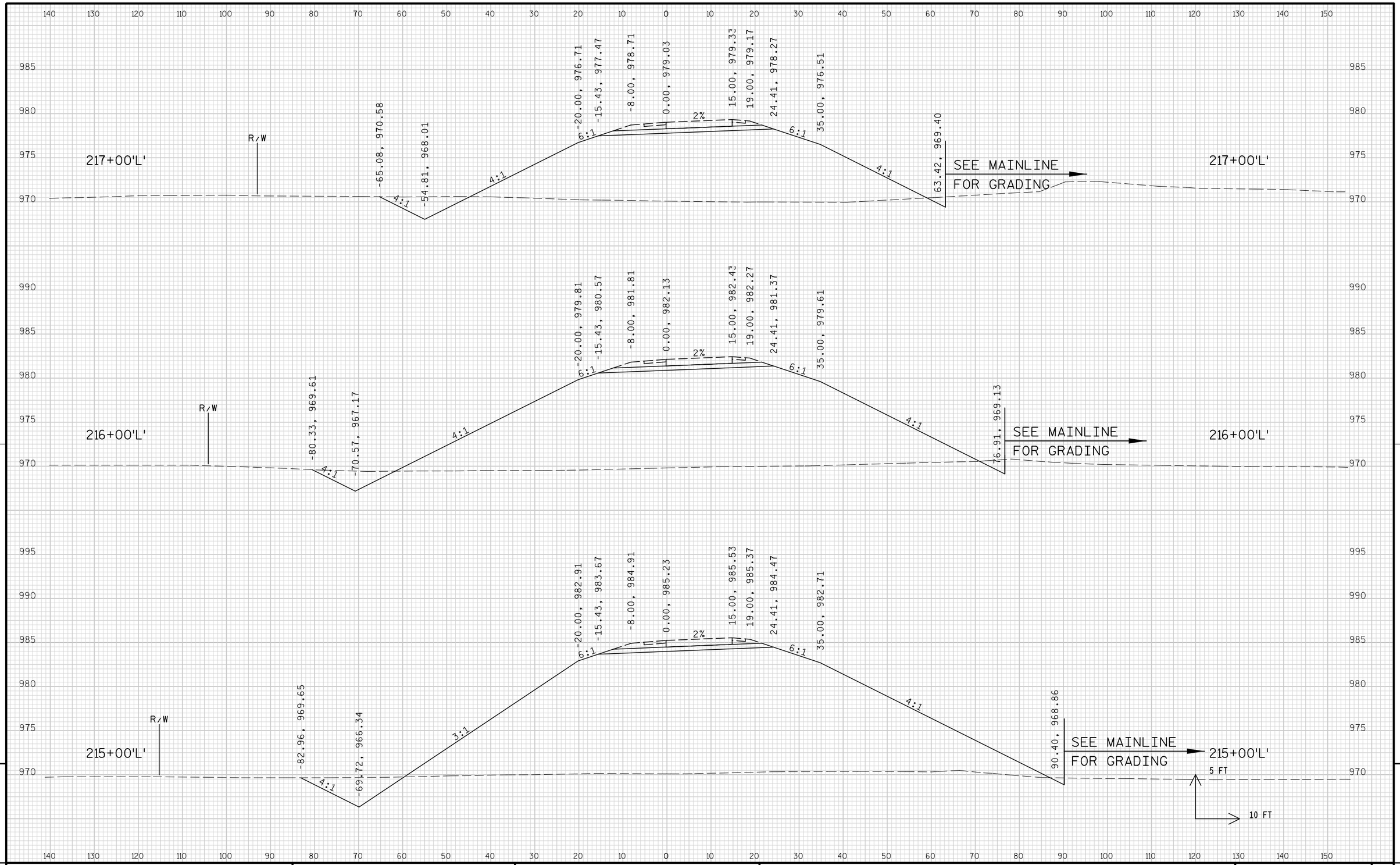
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'K' RAMP	SHEET 810	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\k\090201_k_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'L' RAMP	SHEET 811	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\l\090201_l_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



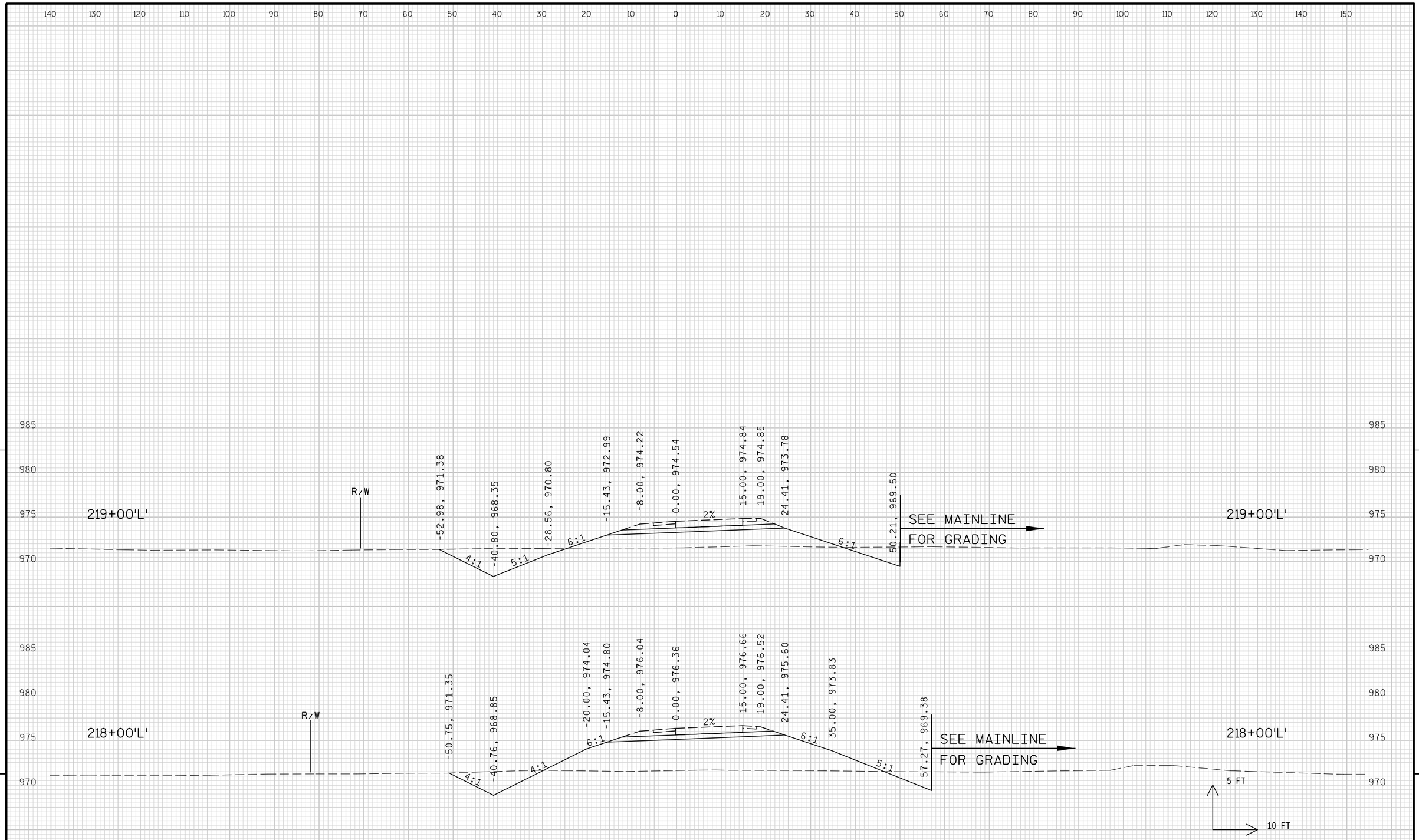
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'L' RAMP	SHEET 812	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\l\090201_l_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

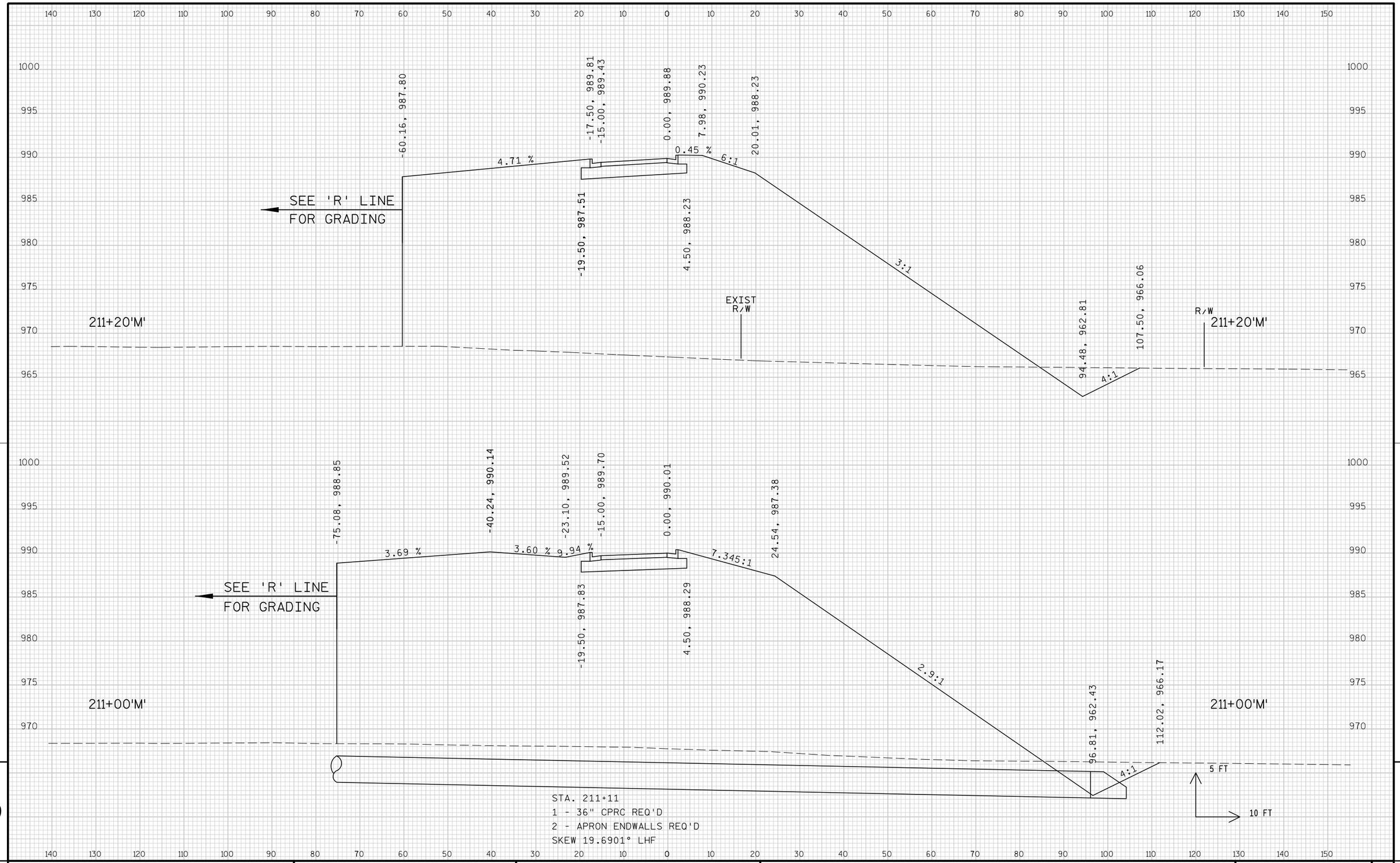


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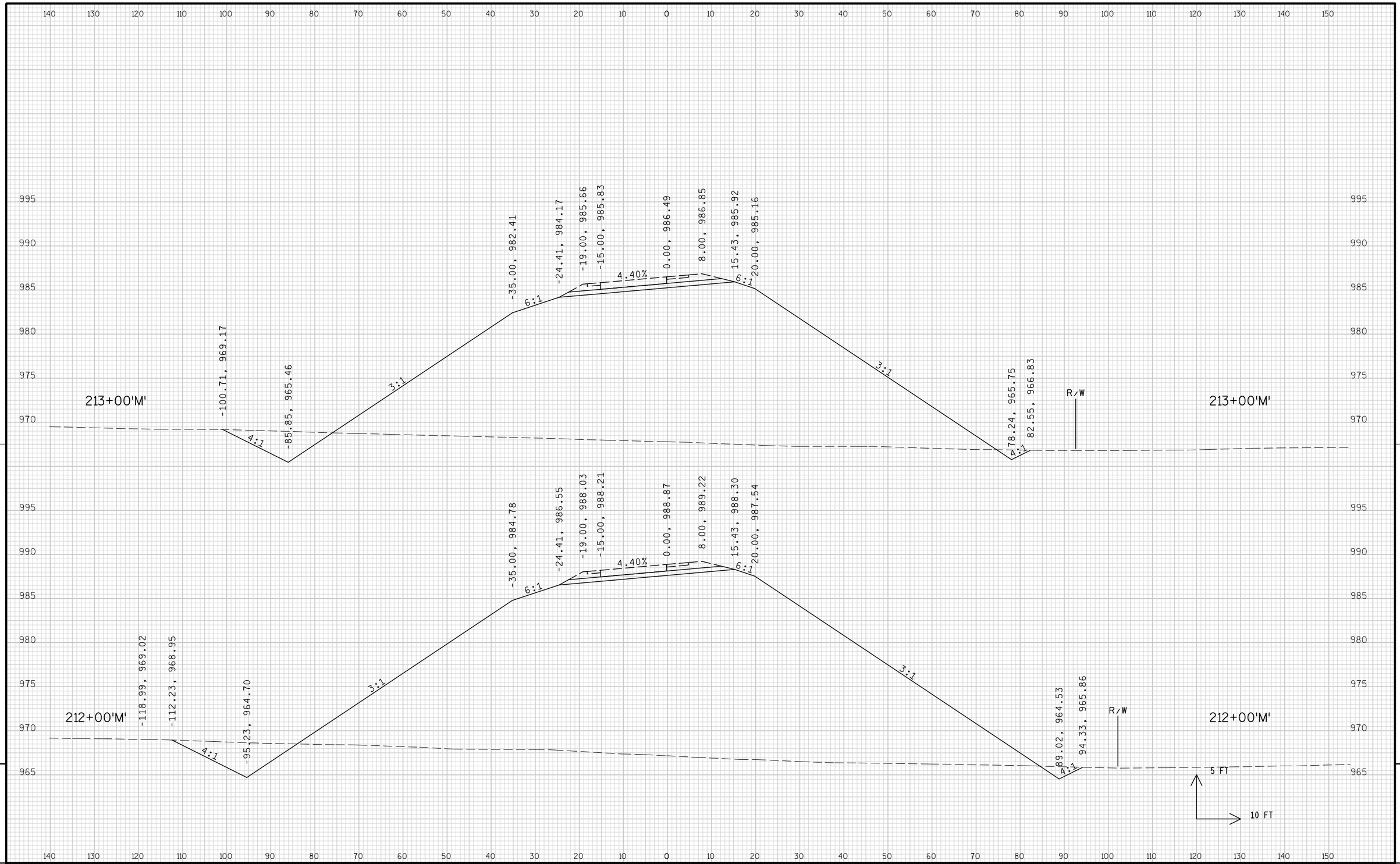
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FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\l\090201_l_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'M' RAMP	SHEET 814	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\m\090201_m_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

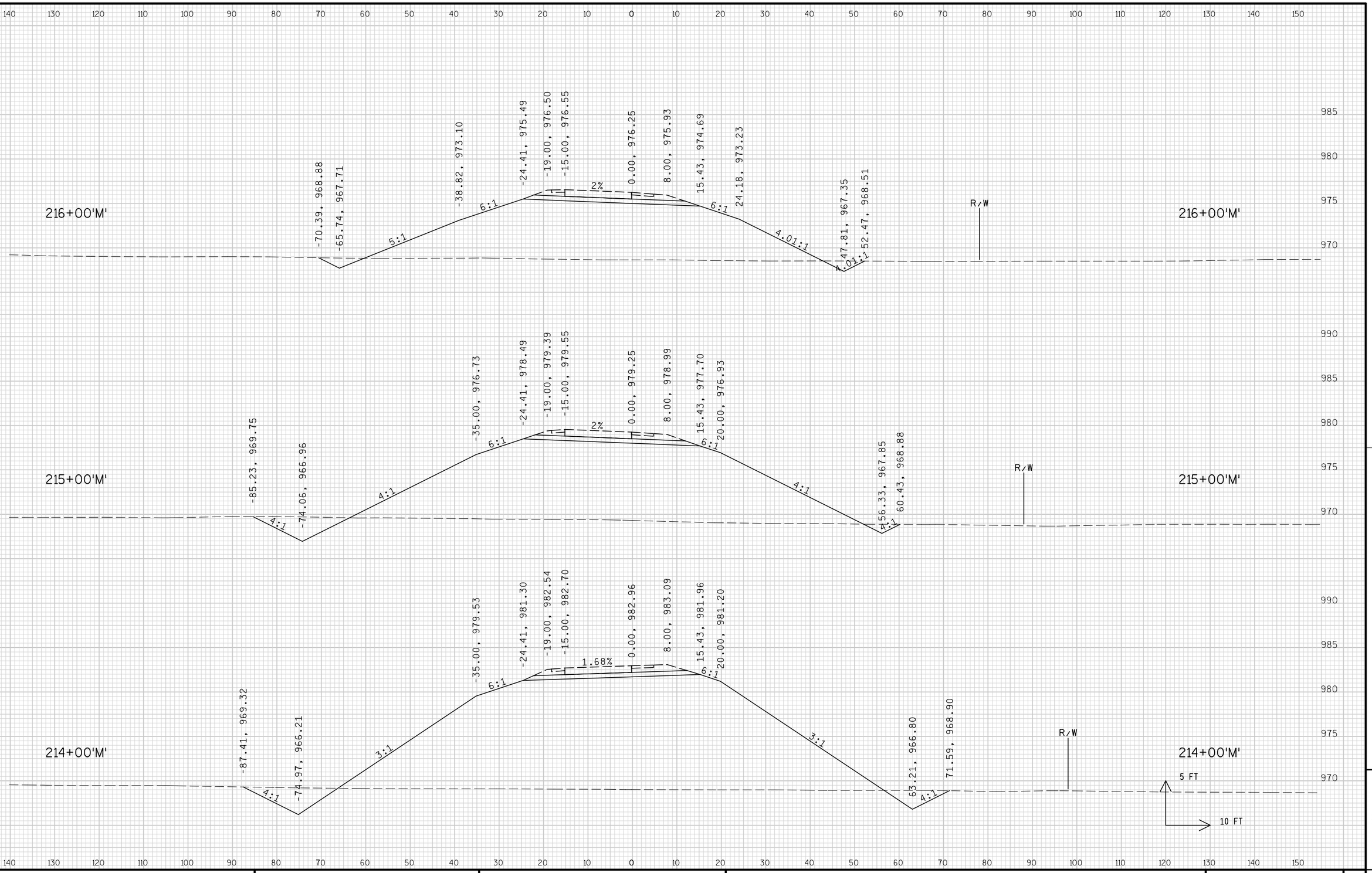


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'M' RAMP	SHEET 815	E

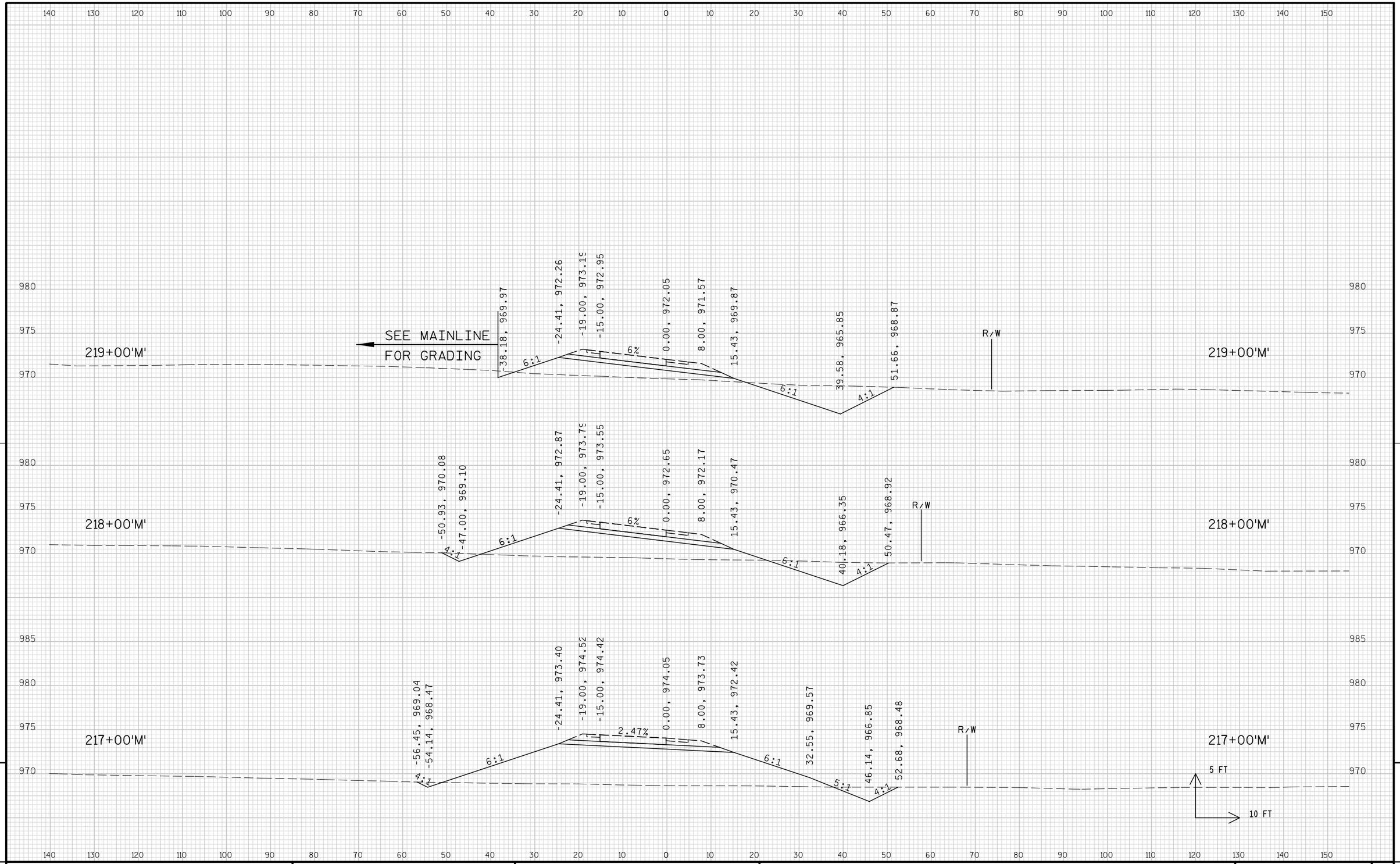
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'M' RAMP	SHEET 816	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\m\090201_m_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

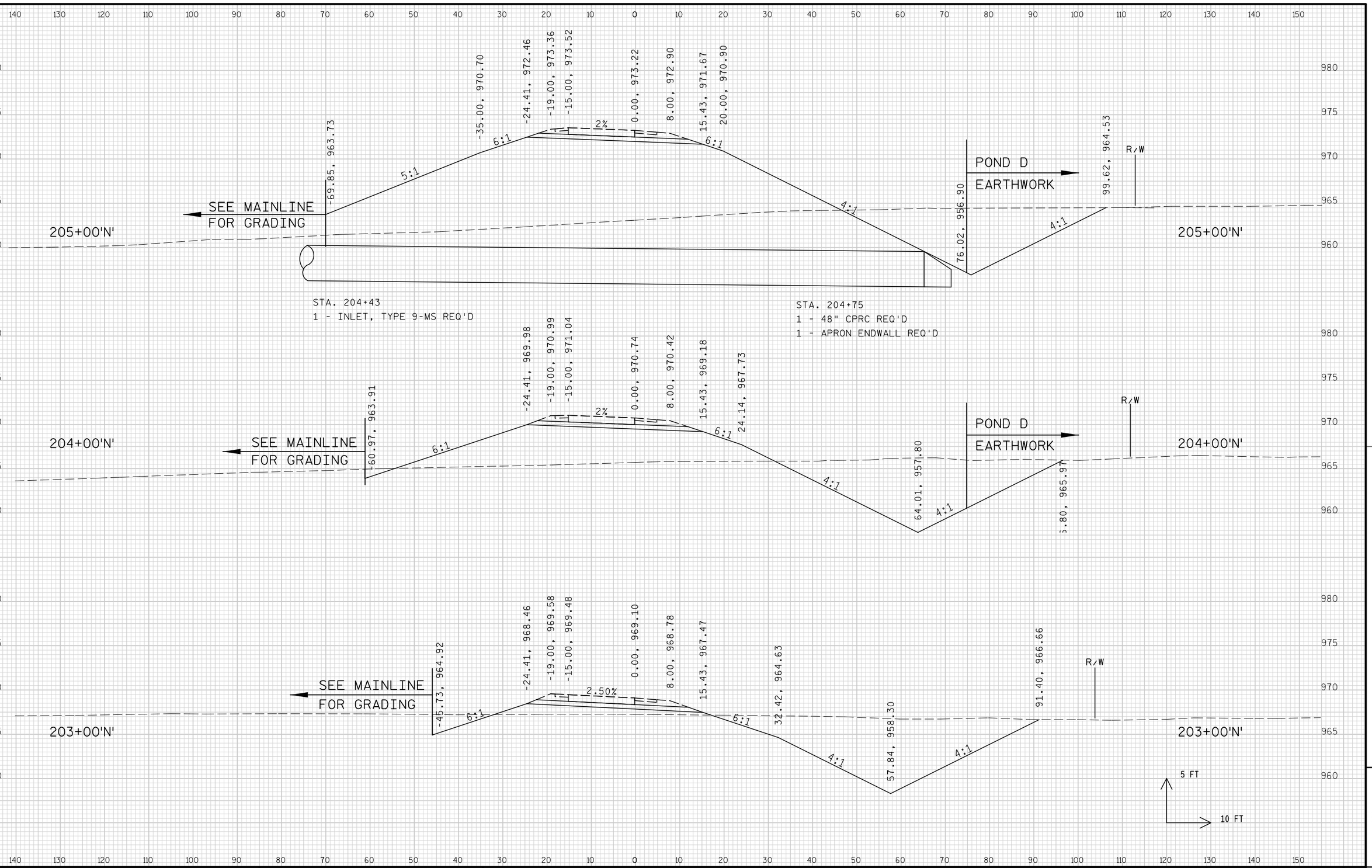


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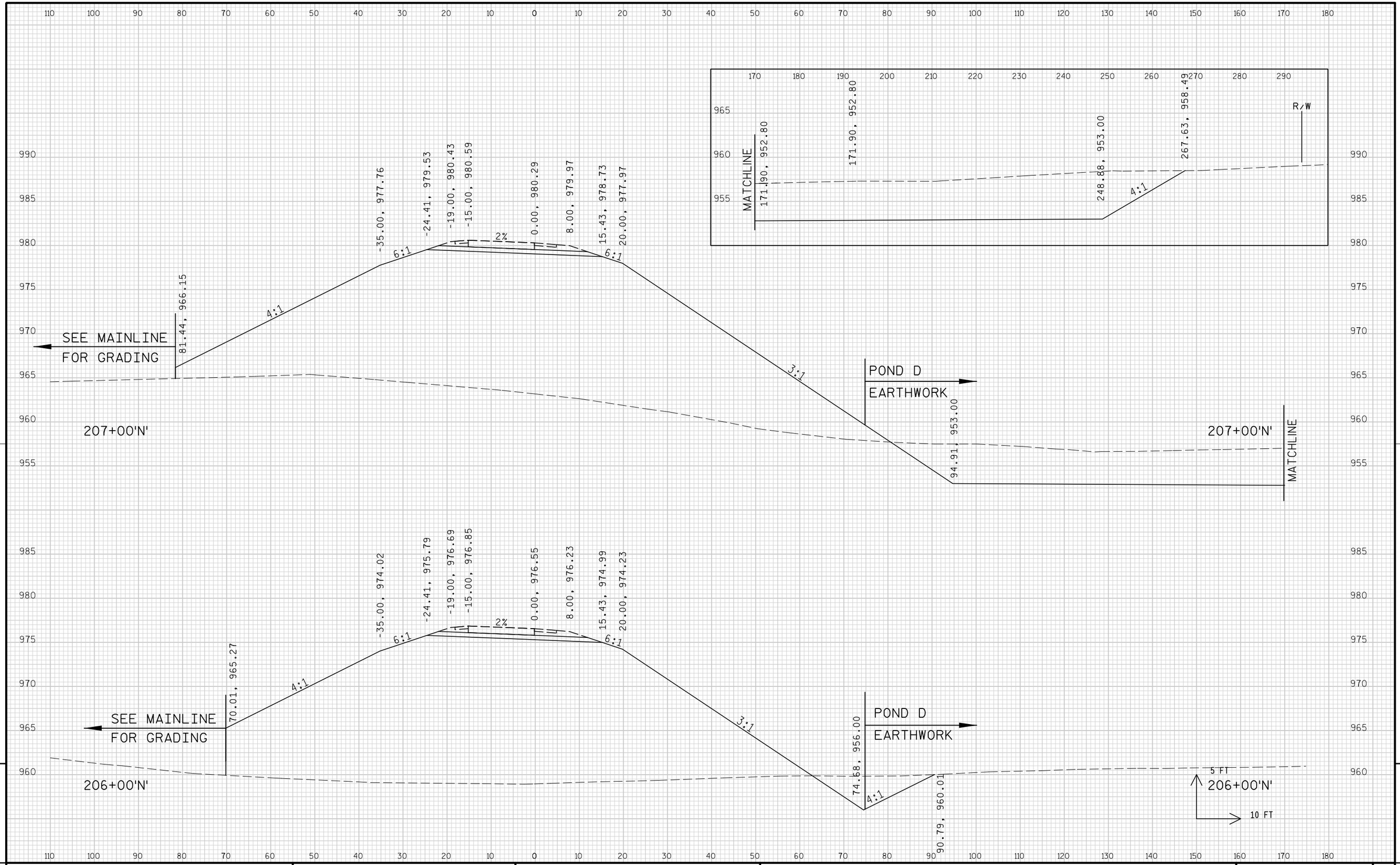
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'M' RAMP	SHEET 817	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\m\090201_m_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

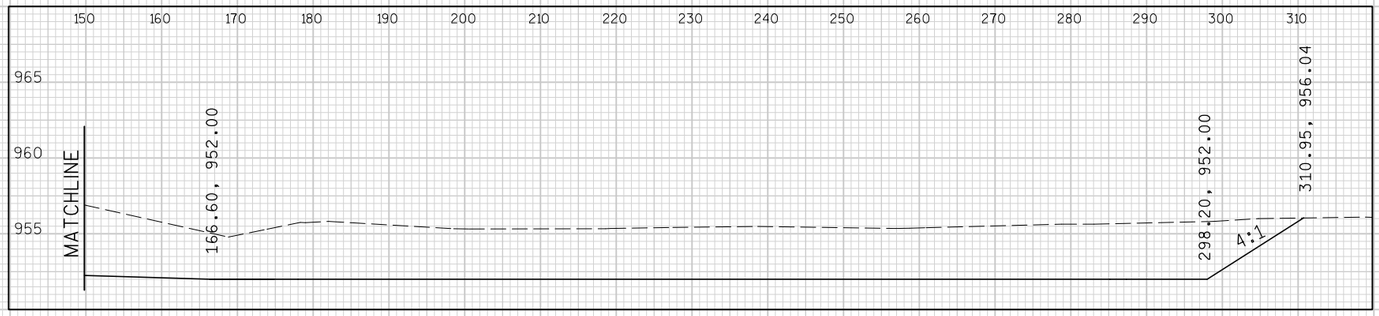


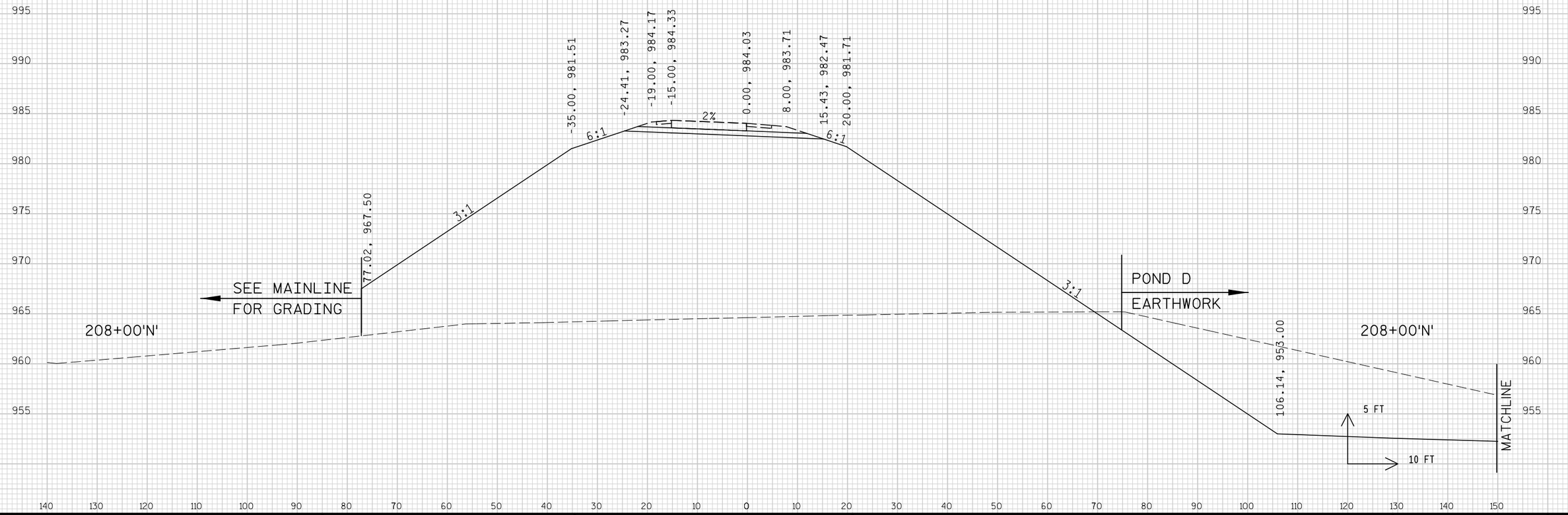
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'N' RAMP	SHEET 818	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'N' RAMP	SHEET 819	E

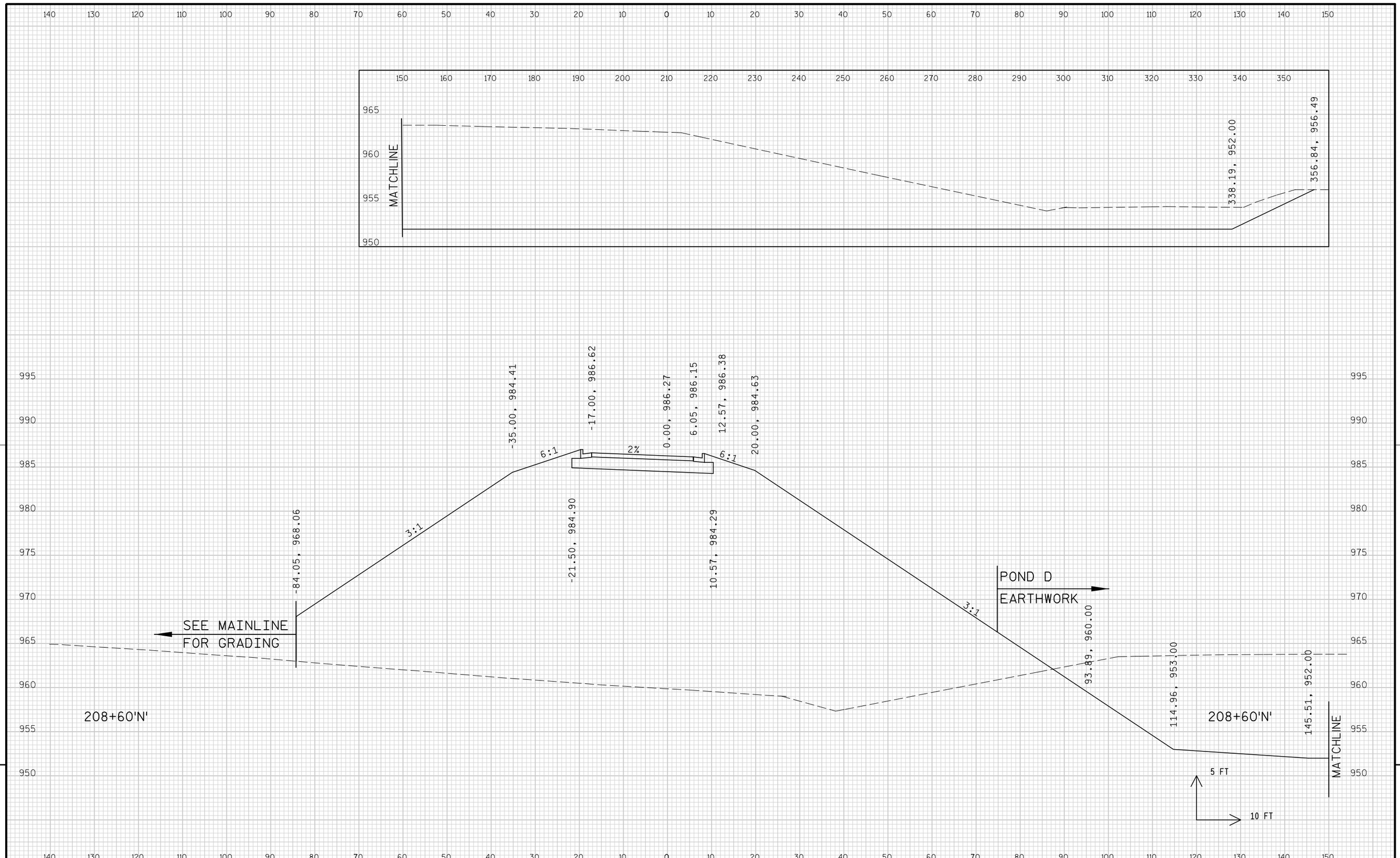
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'N' RAMP	SHEET 820	E

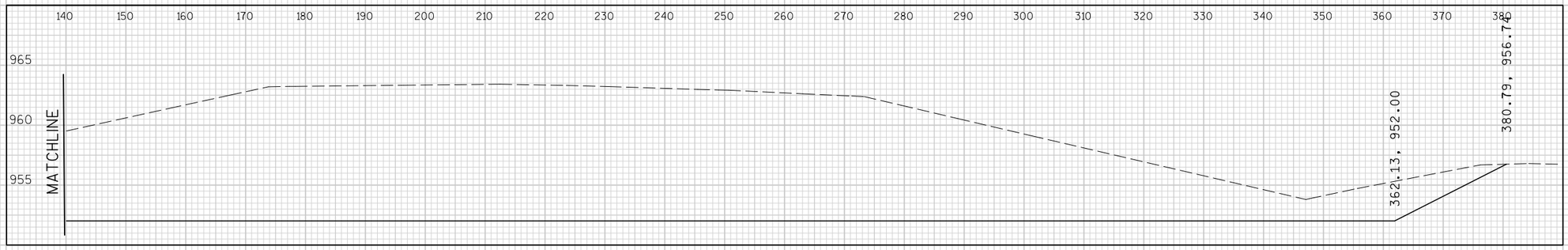
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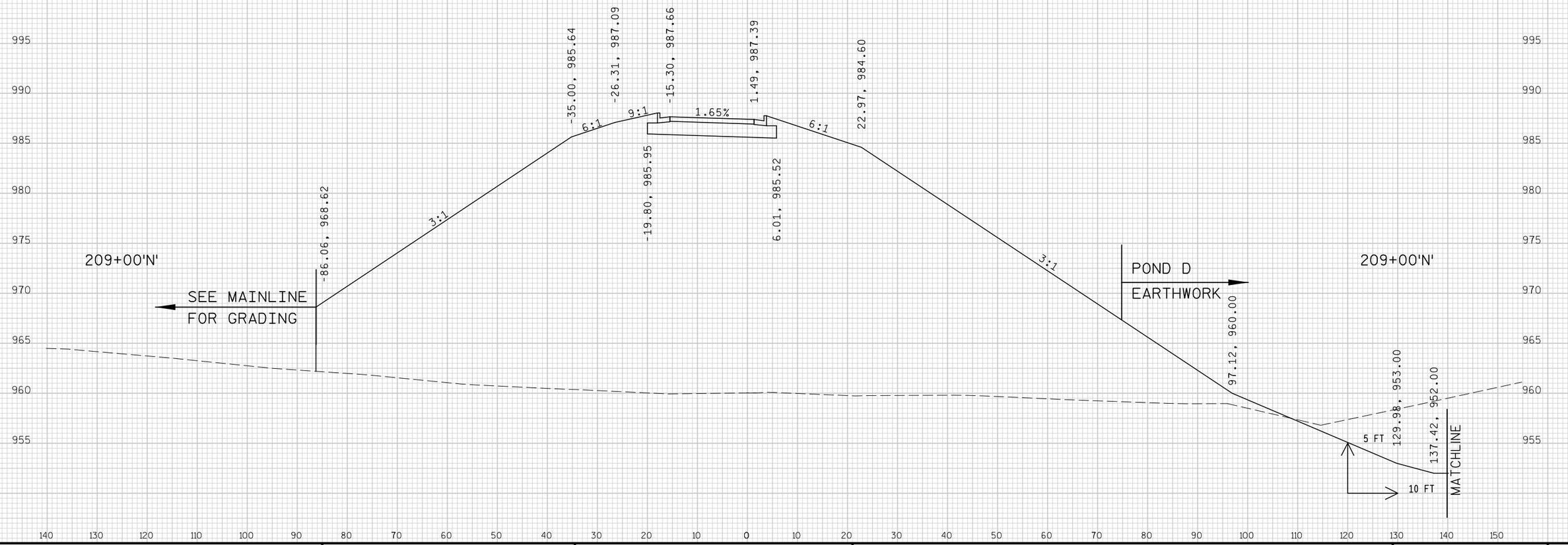


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'N' RAMP	SHEET 821	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\n\090201_n_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

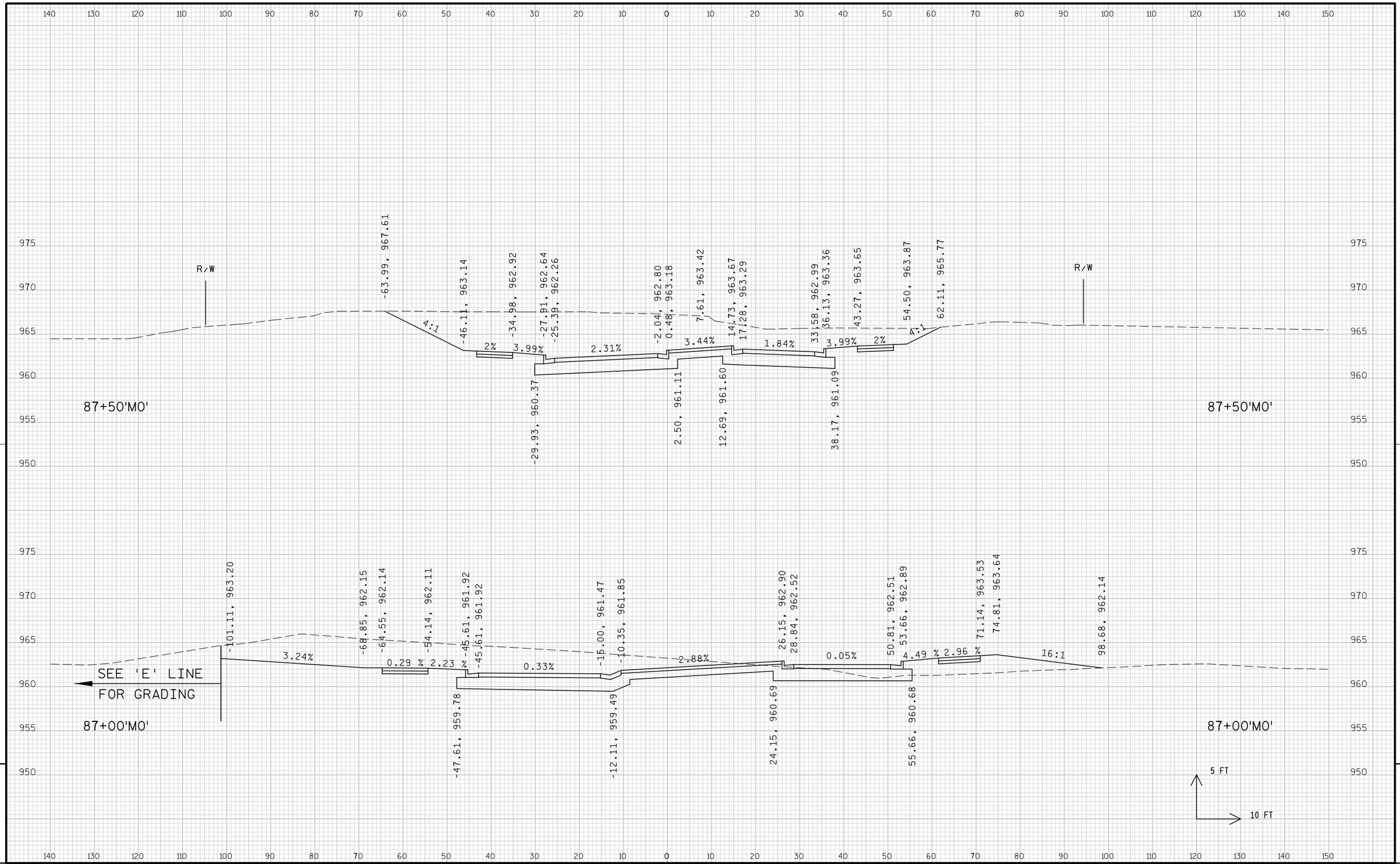
WISDOT/CADDS SHEET 21



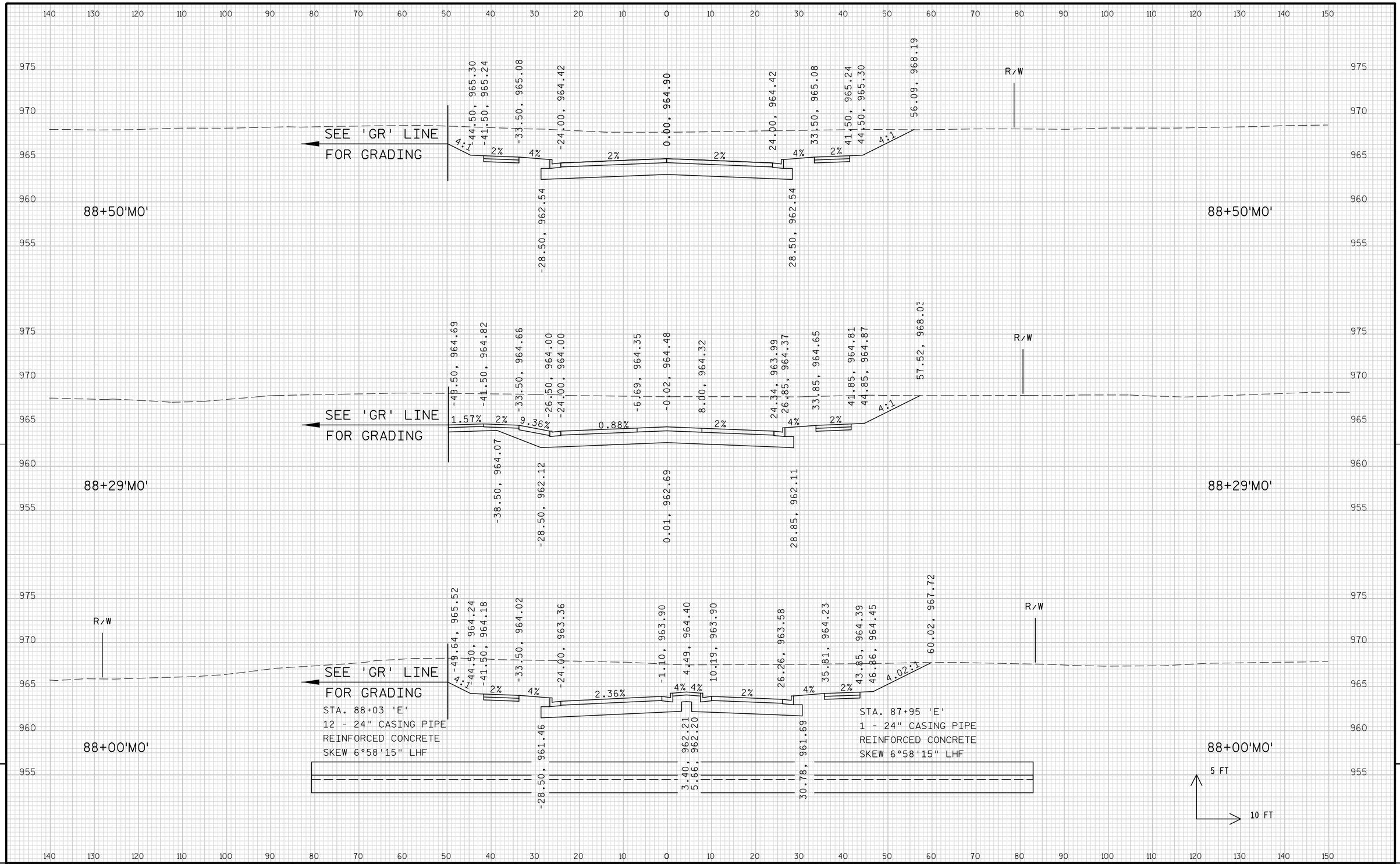


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'N' RAMP	SHEET 822	E

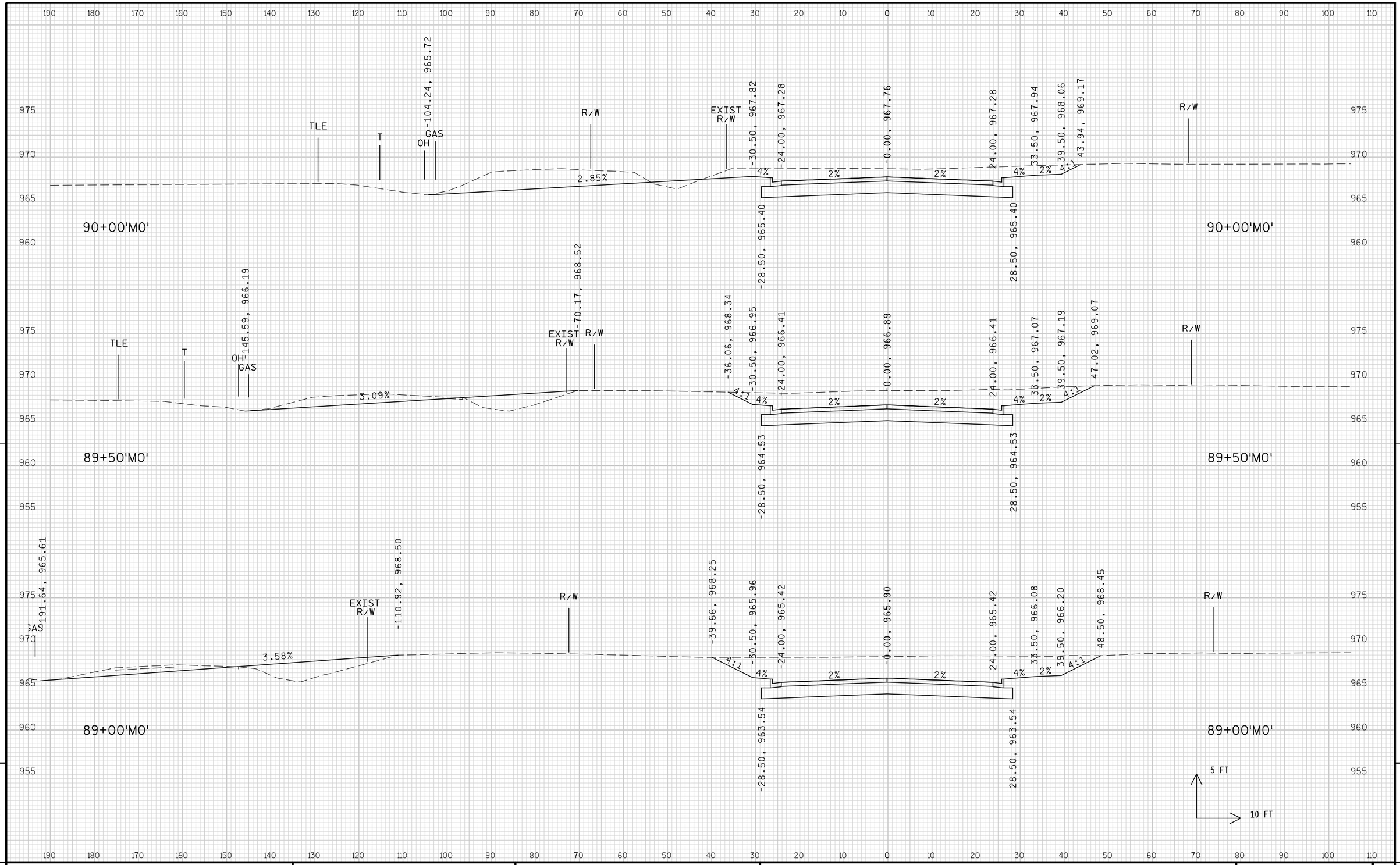
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\n\090201_n_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 823	E



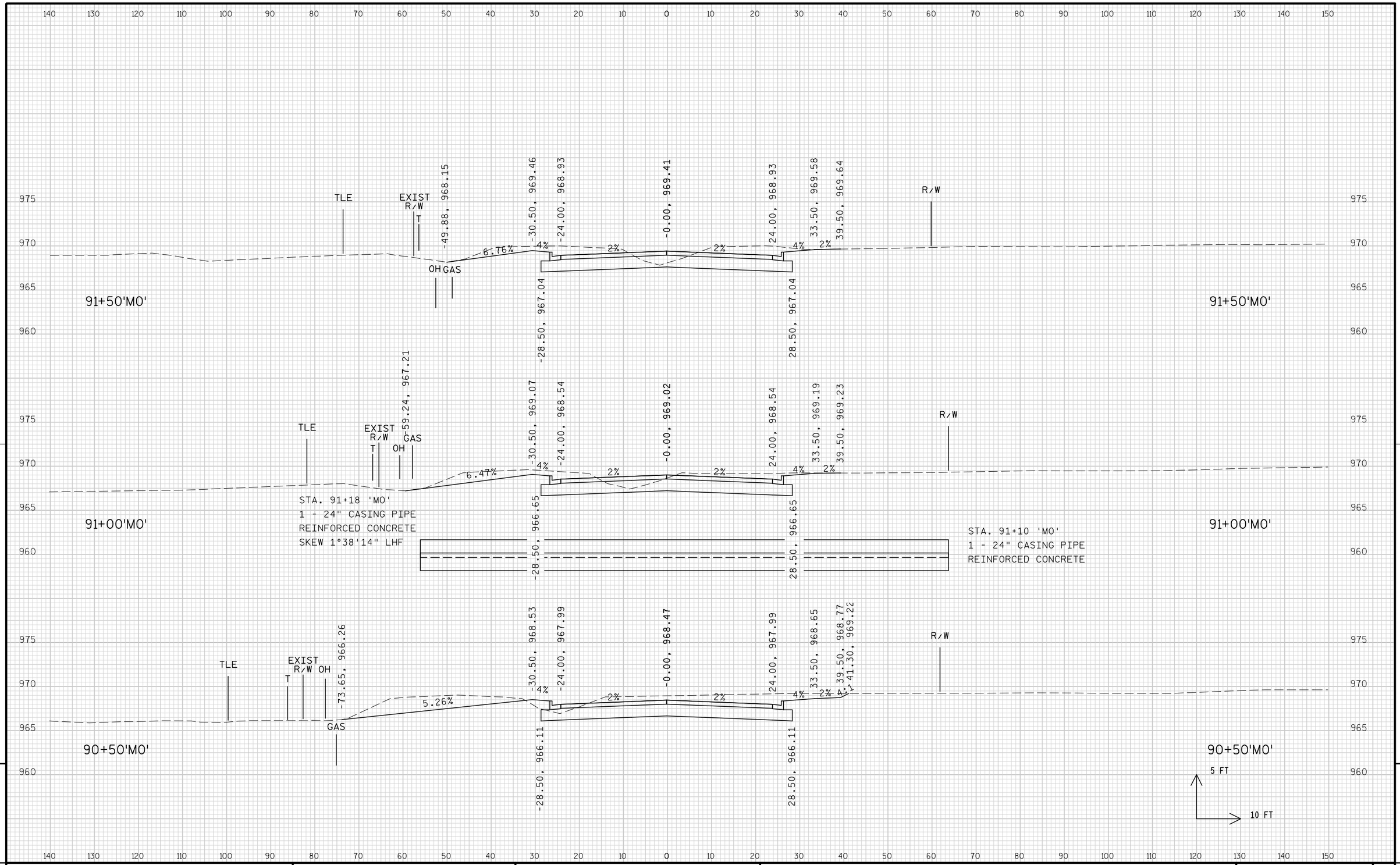
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 824	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 825	E

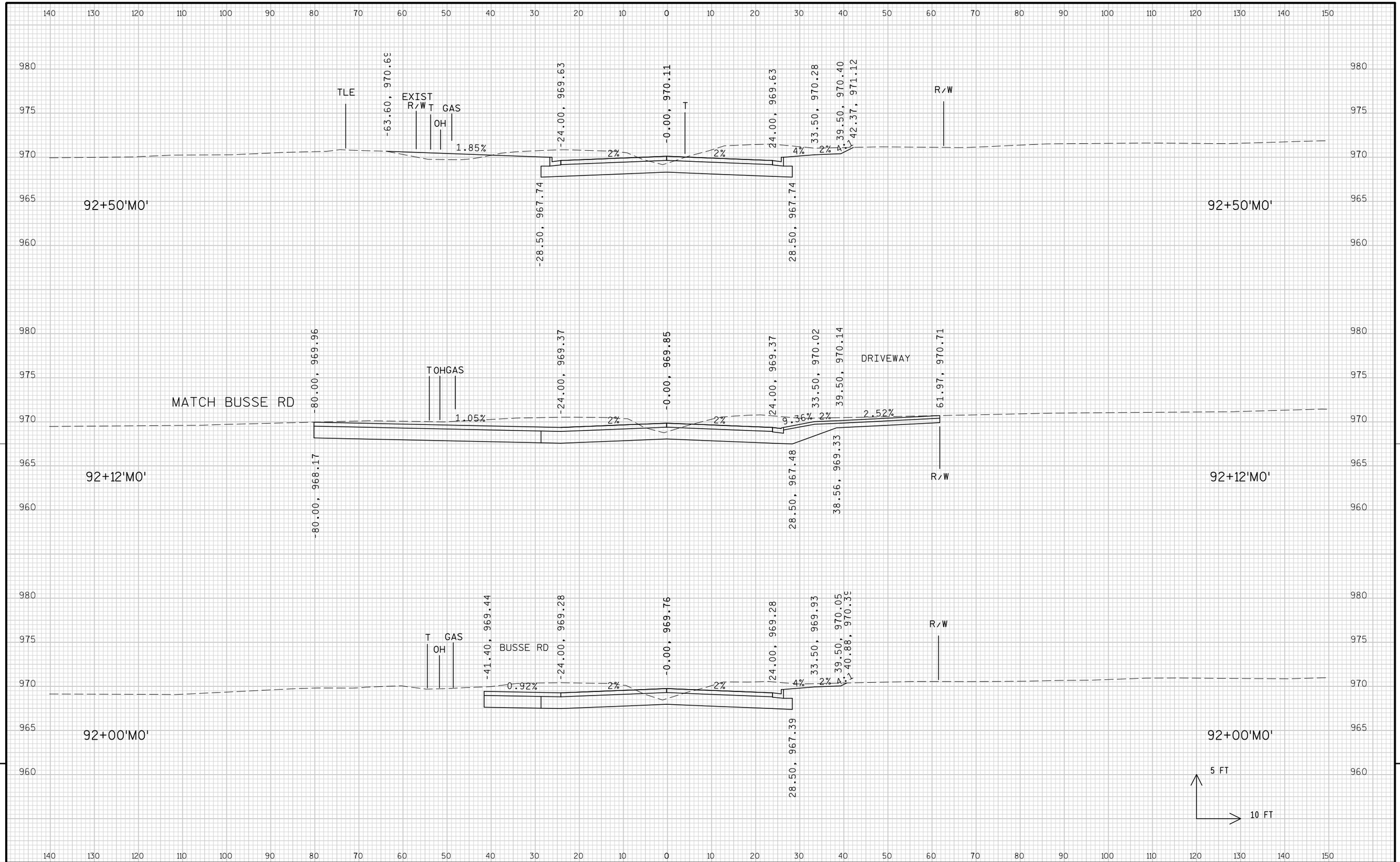


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 826	E

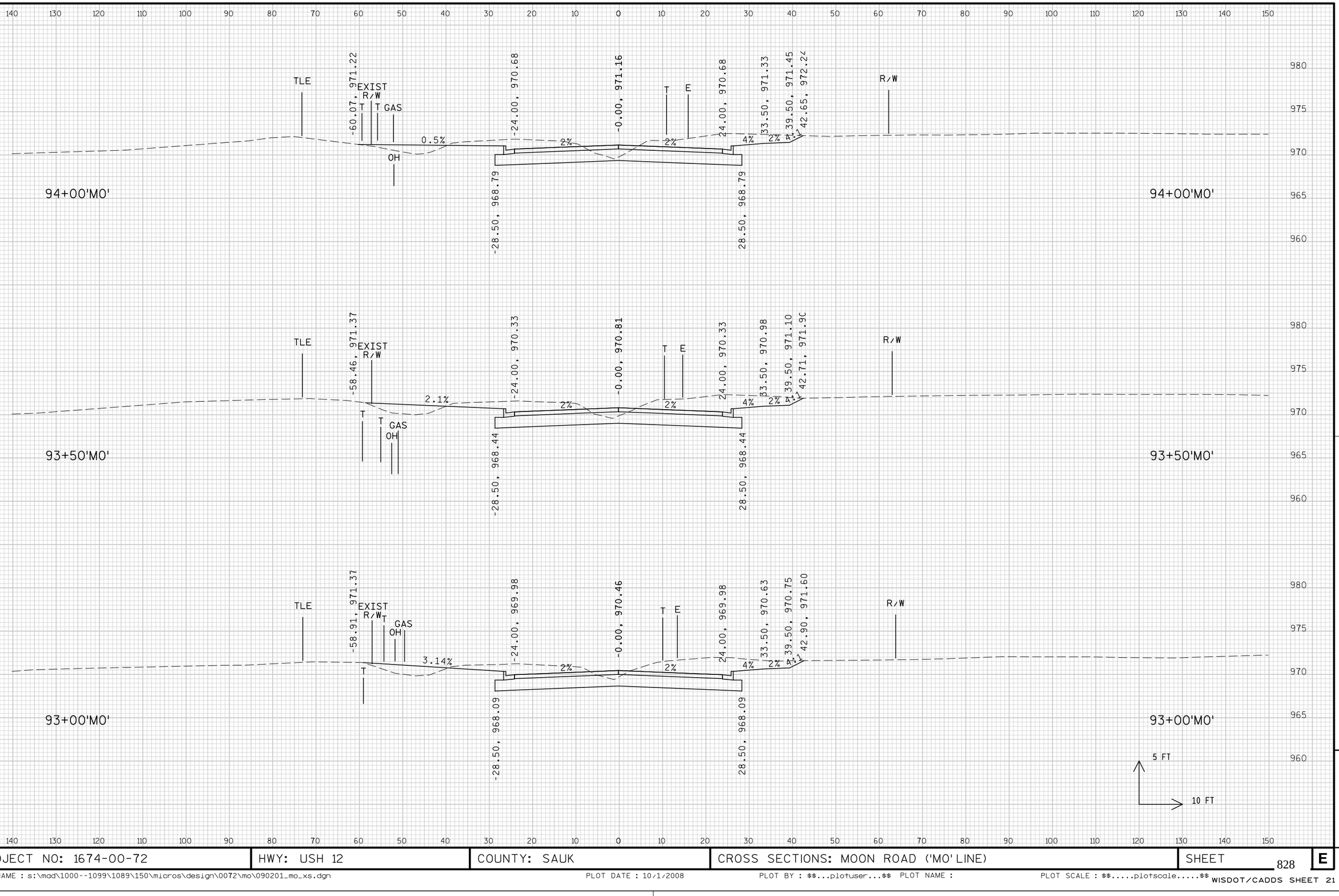
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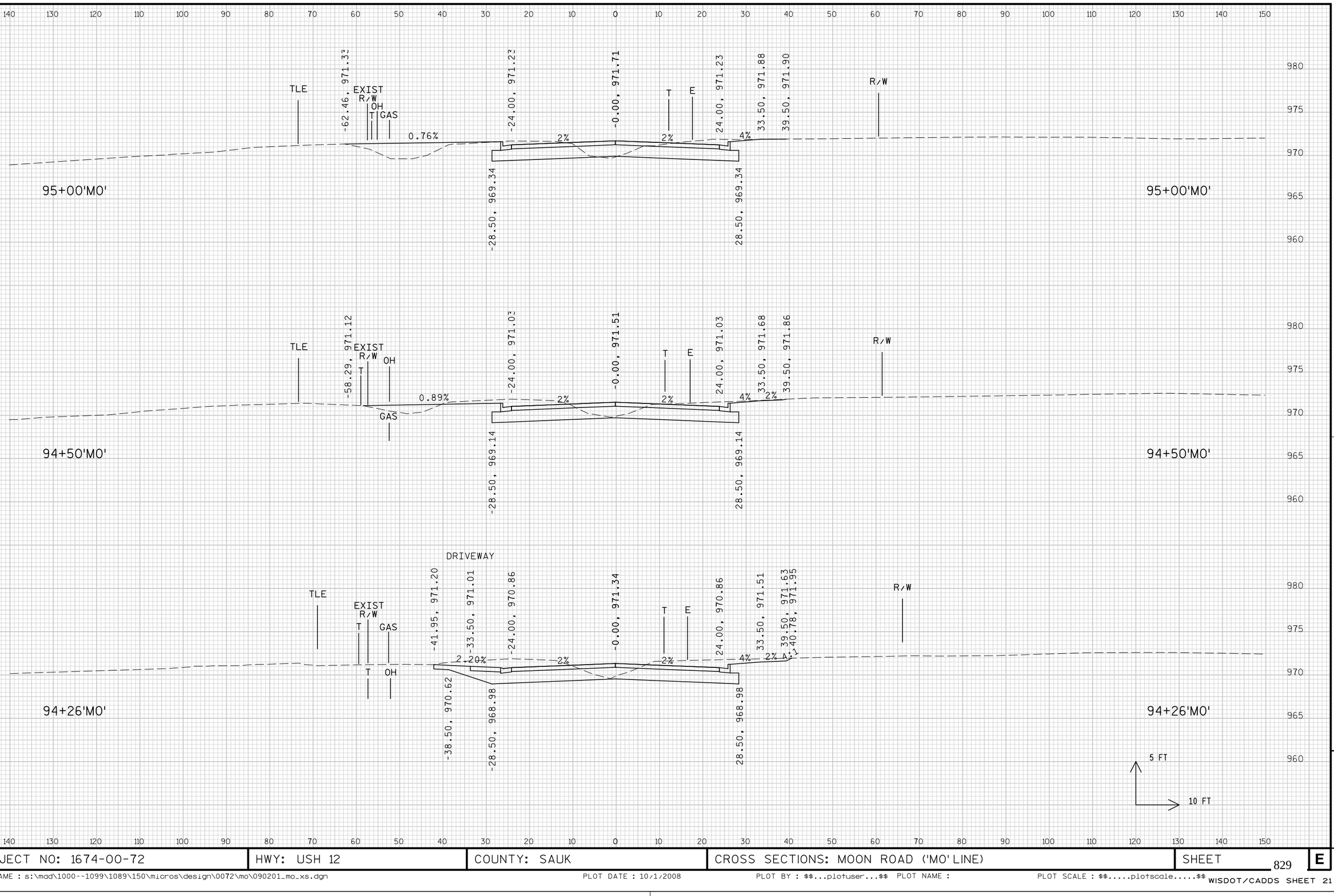
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 827	E



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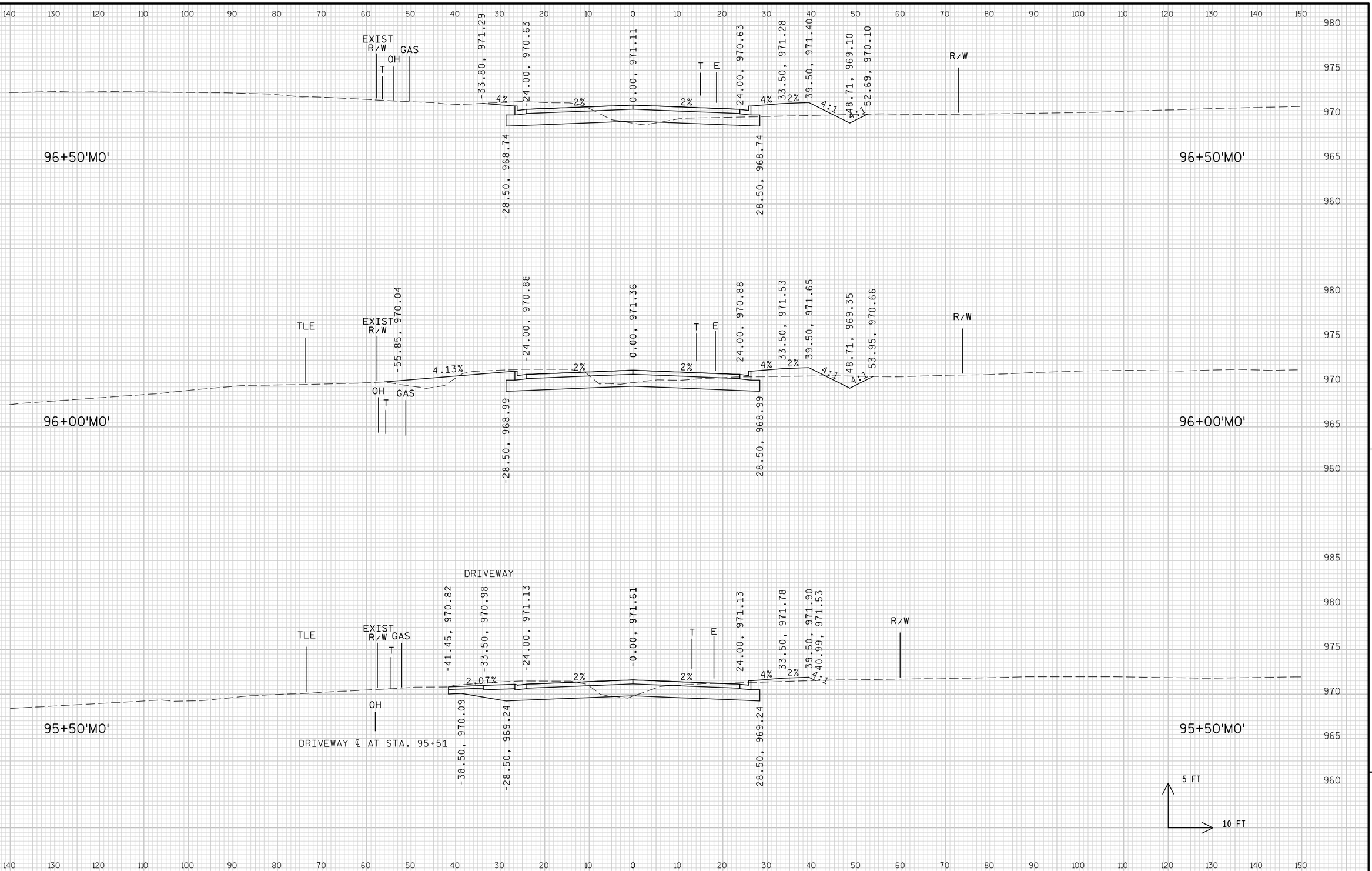
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 828	E



9

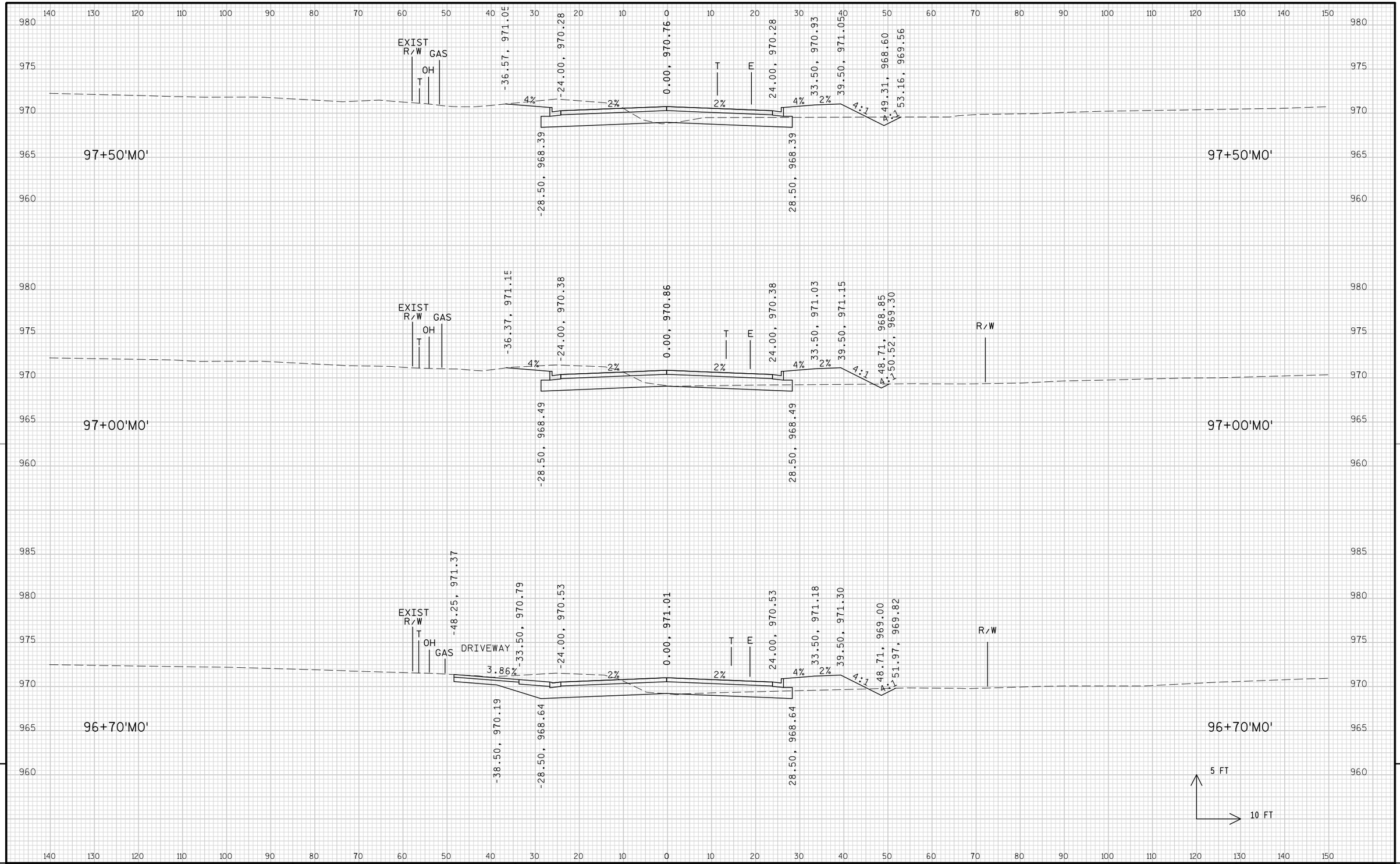
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 829	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 830	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mo\090201_mo_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

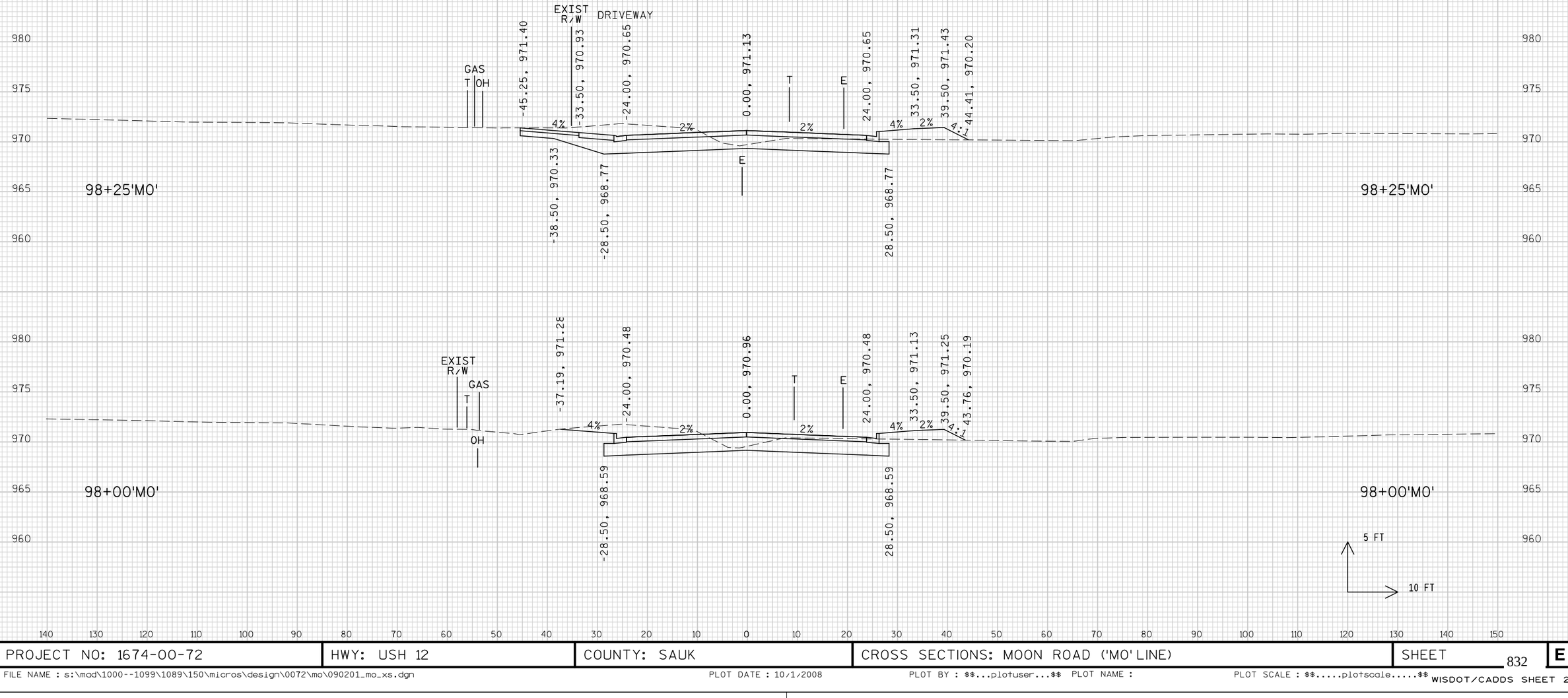


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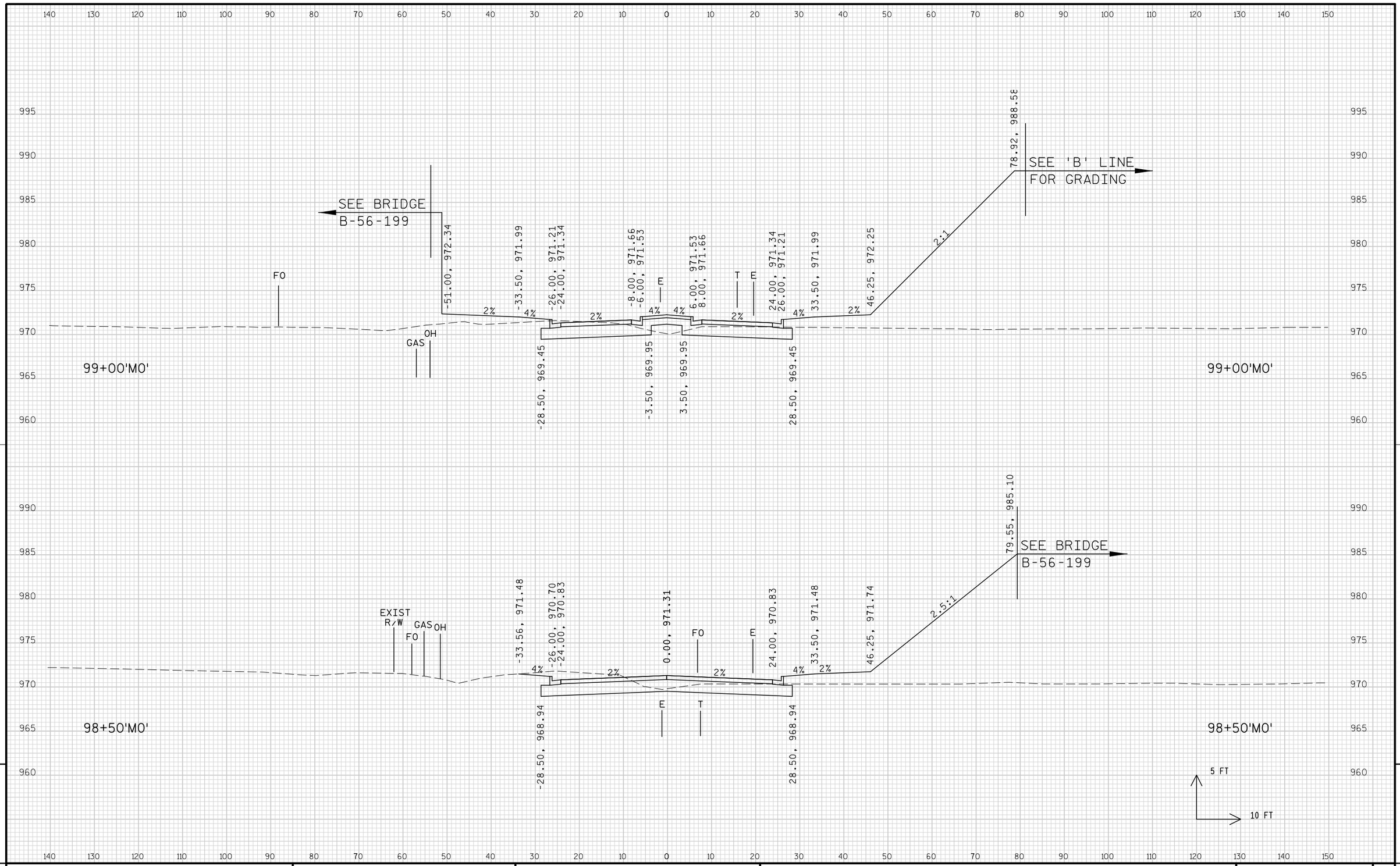
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 831	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mo\090201_mo_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



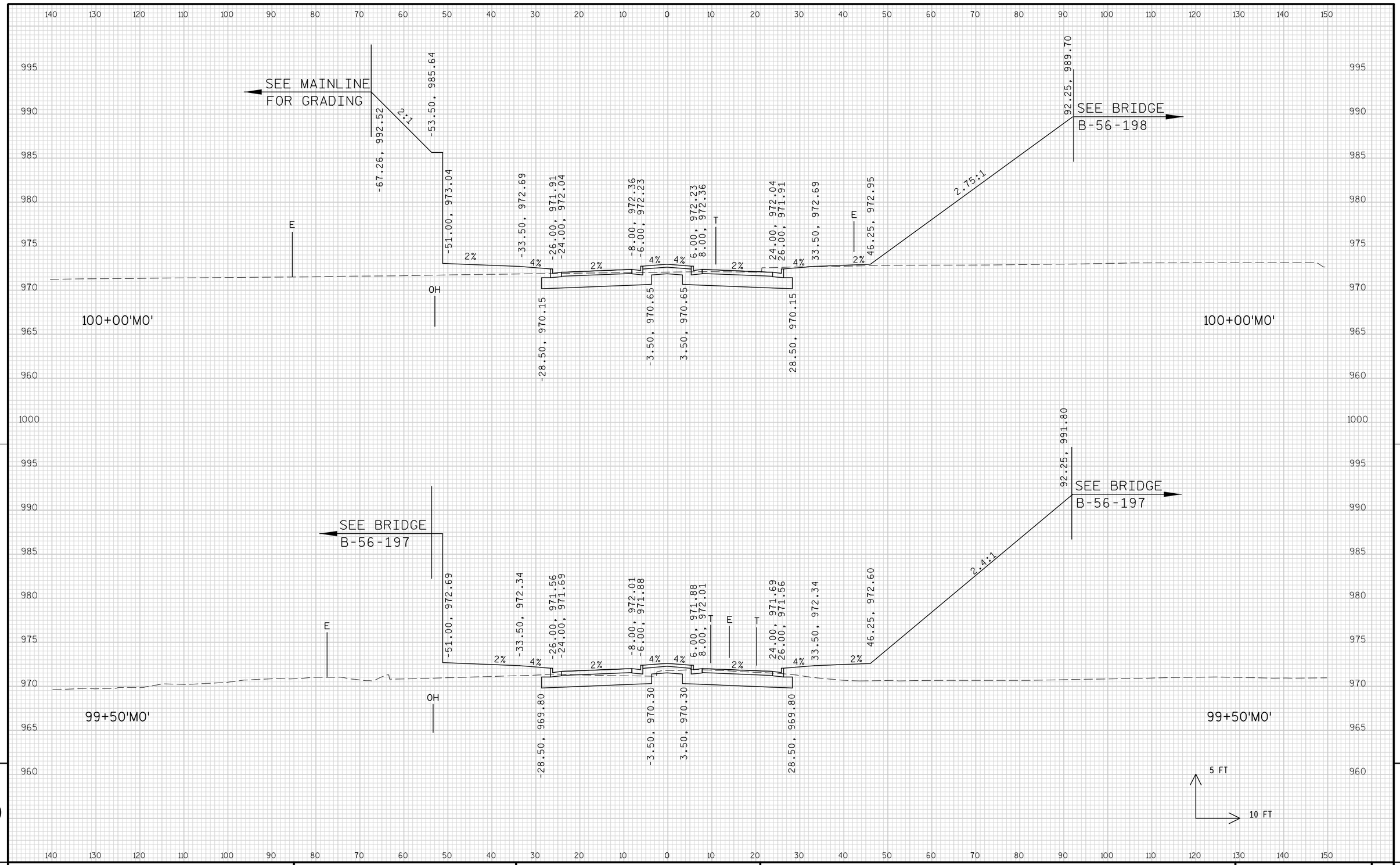
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 832	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 833	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mo\090201_mo_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

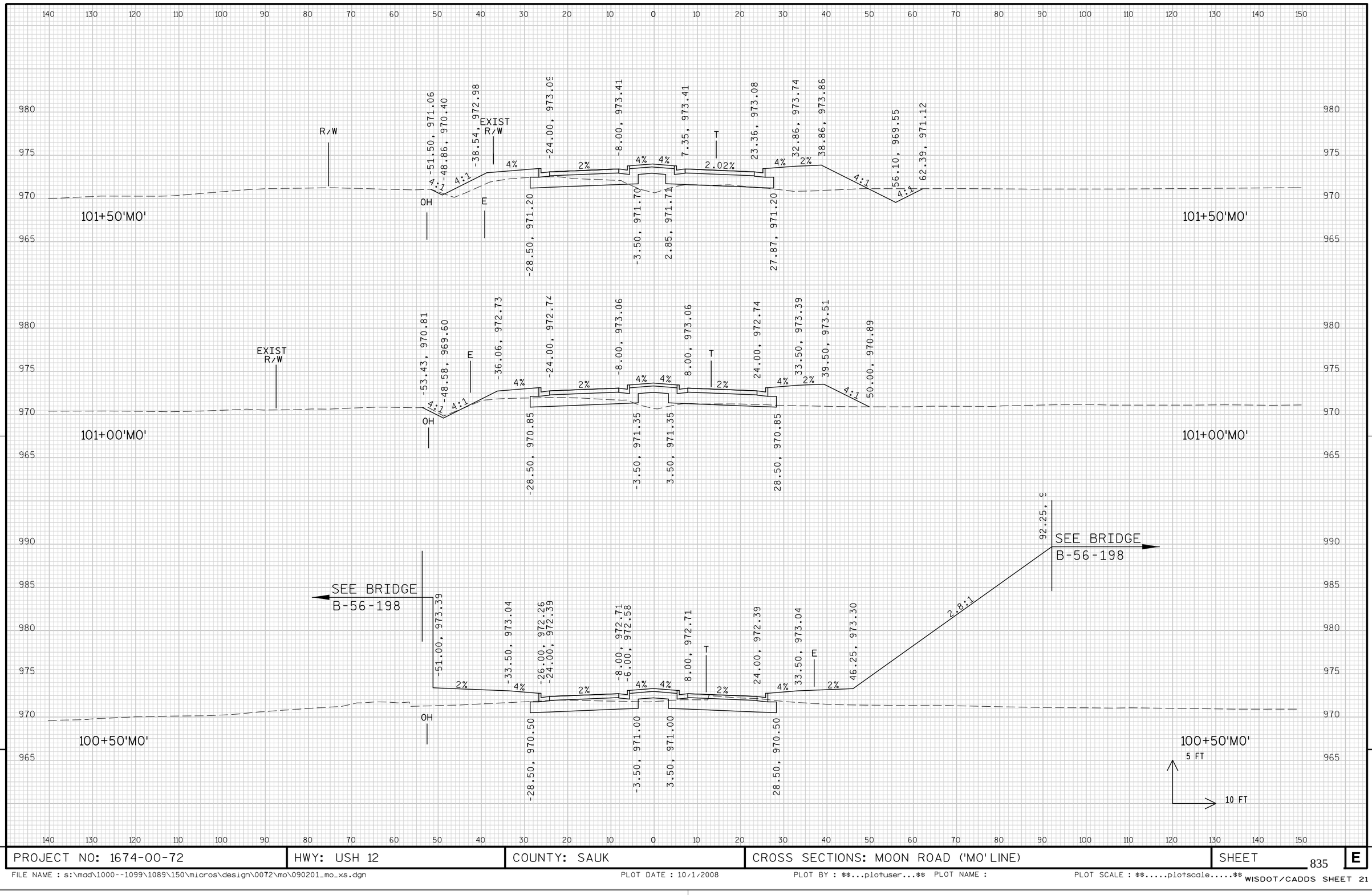
WISDOT/CADDS SHEET 21



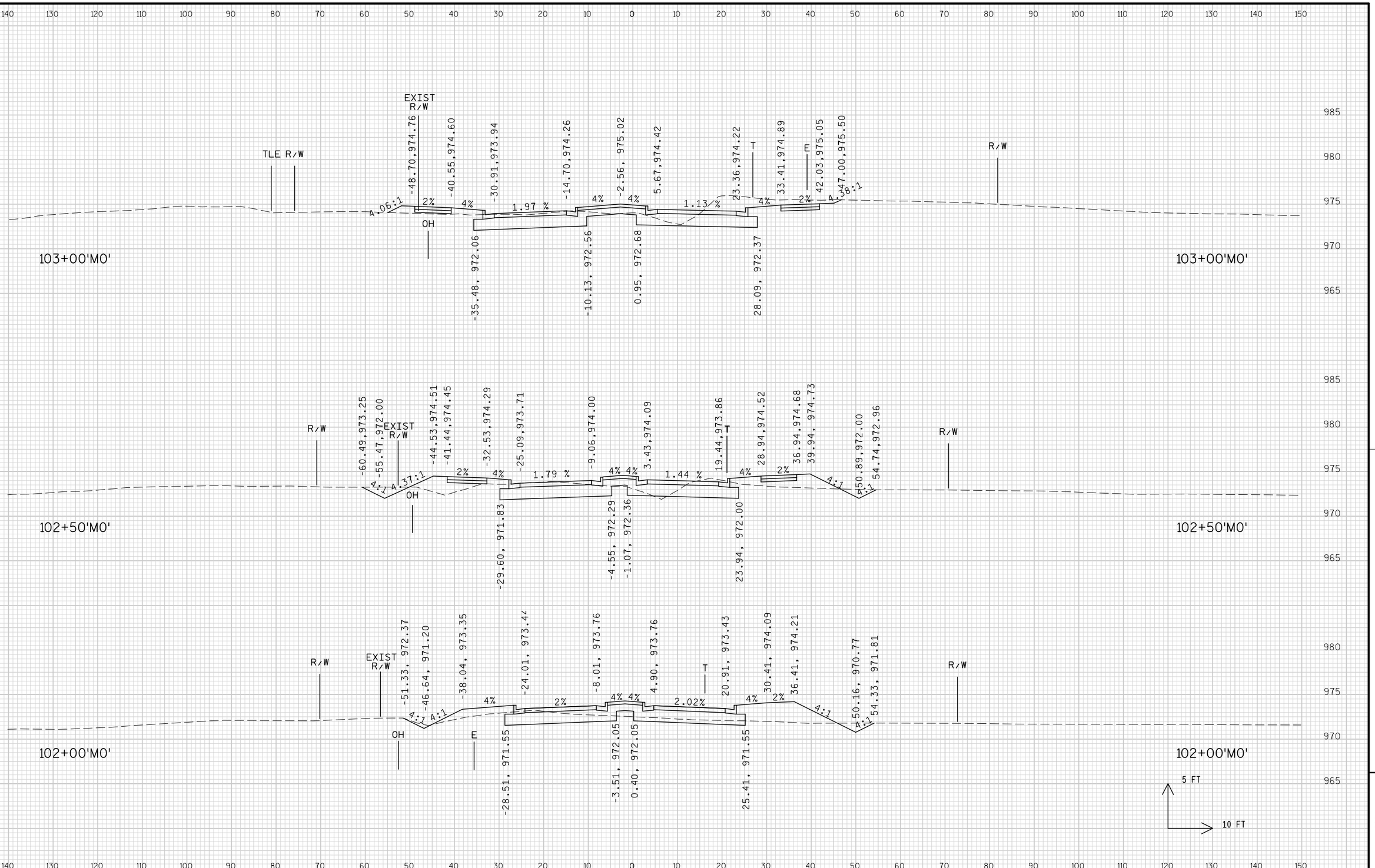
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 834	E

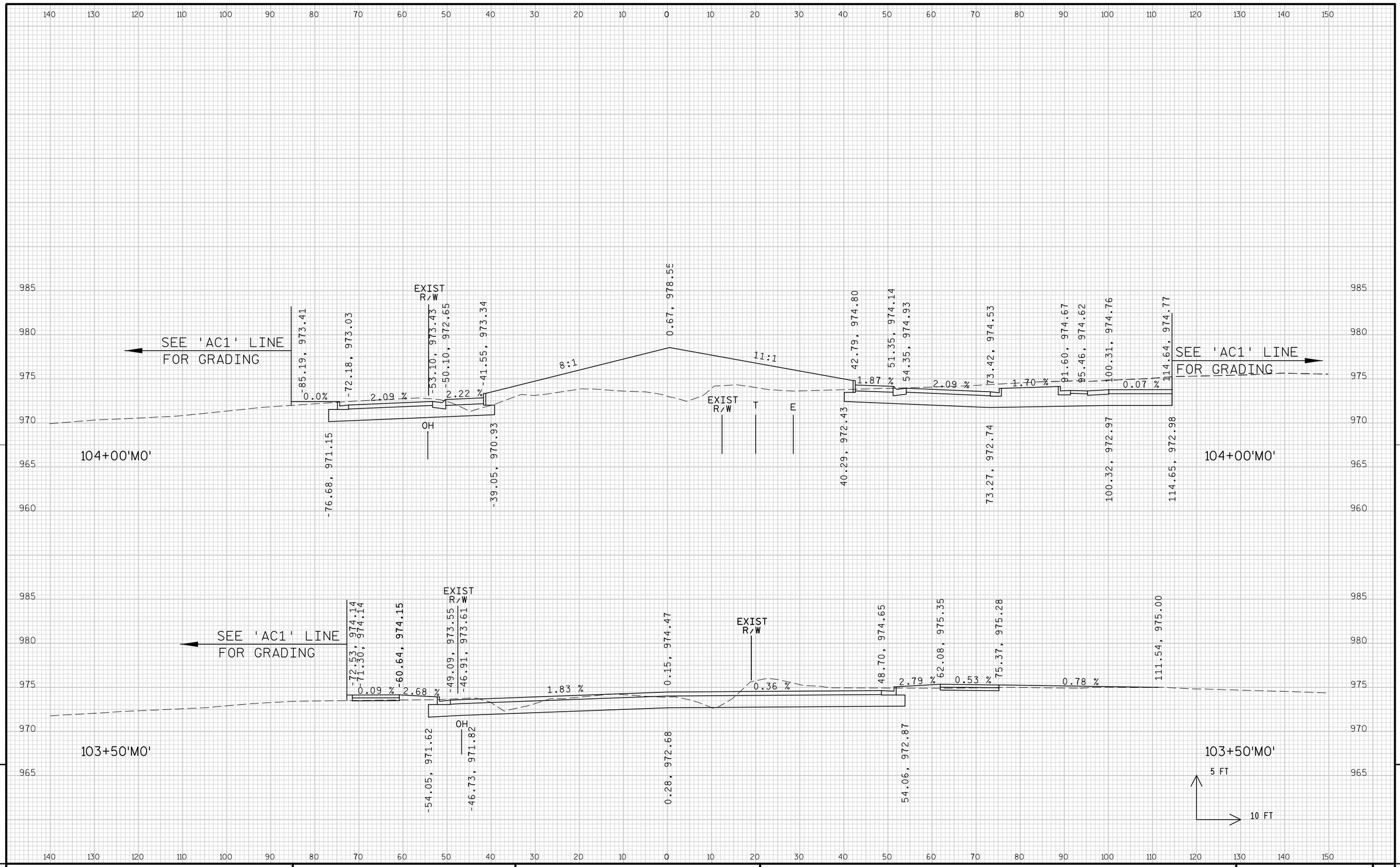


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 835	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 836	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mo\090201_mo_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

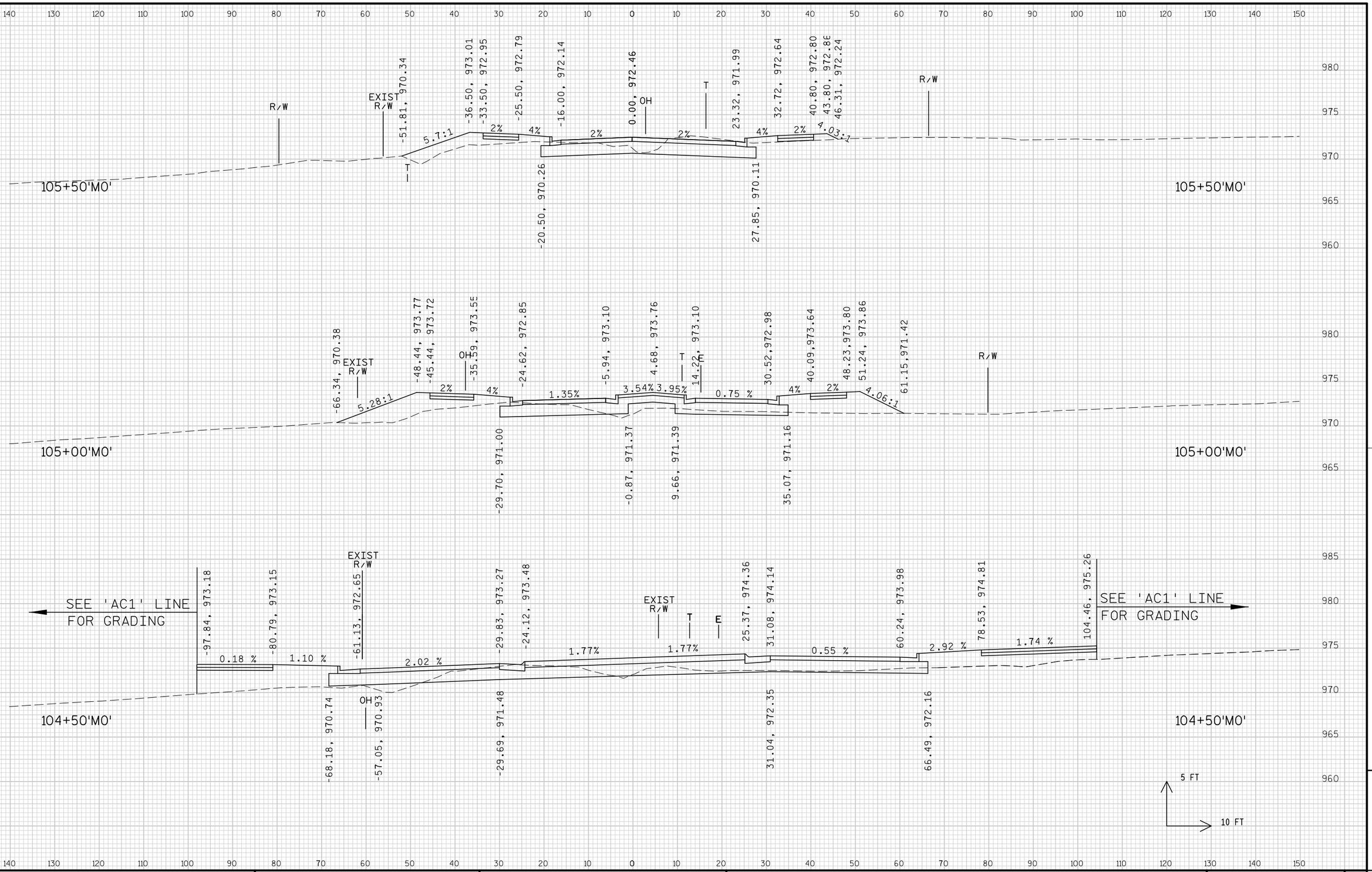


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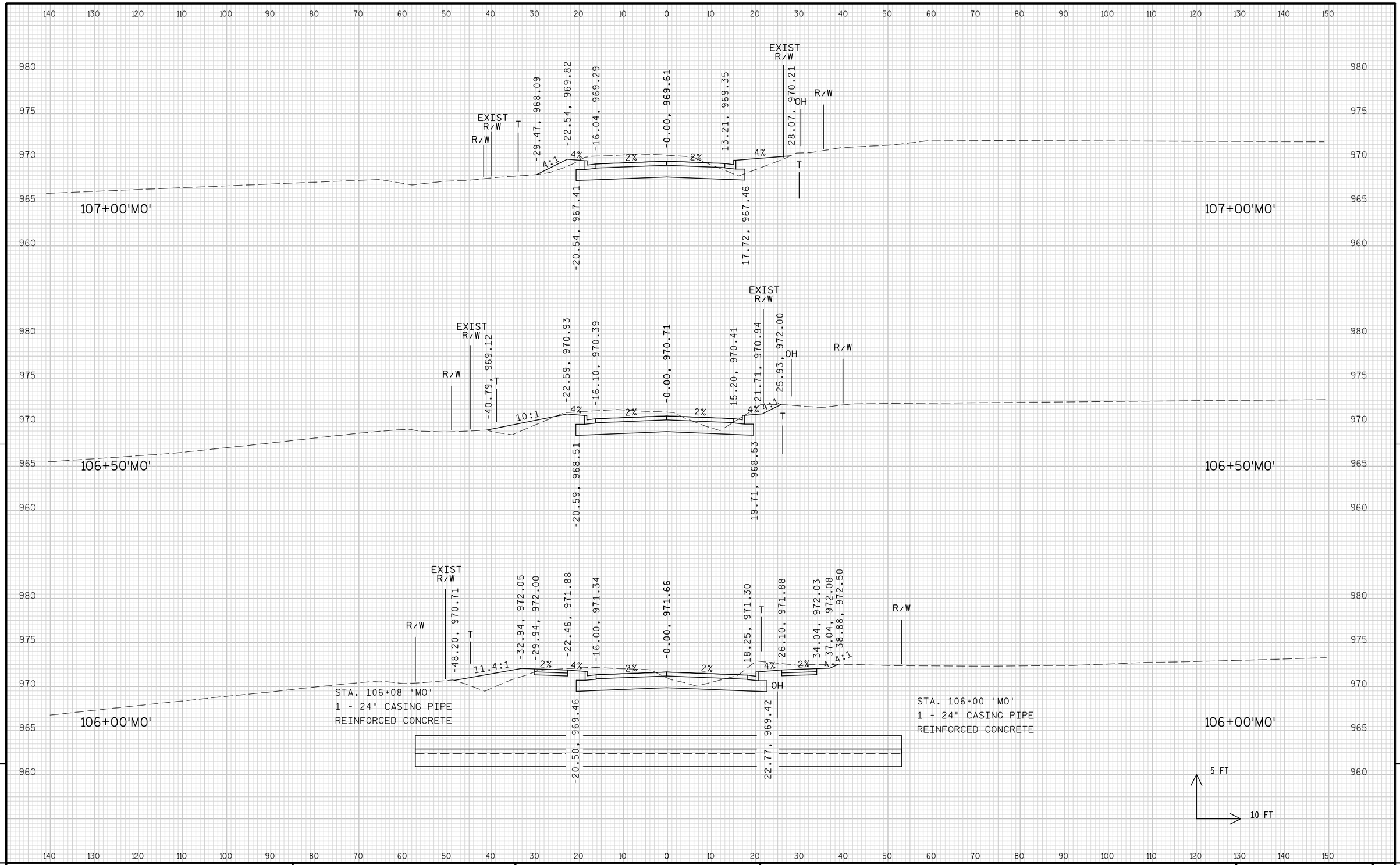
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 837	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mo\090201_mo_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 838 E

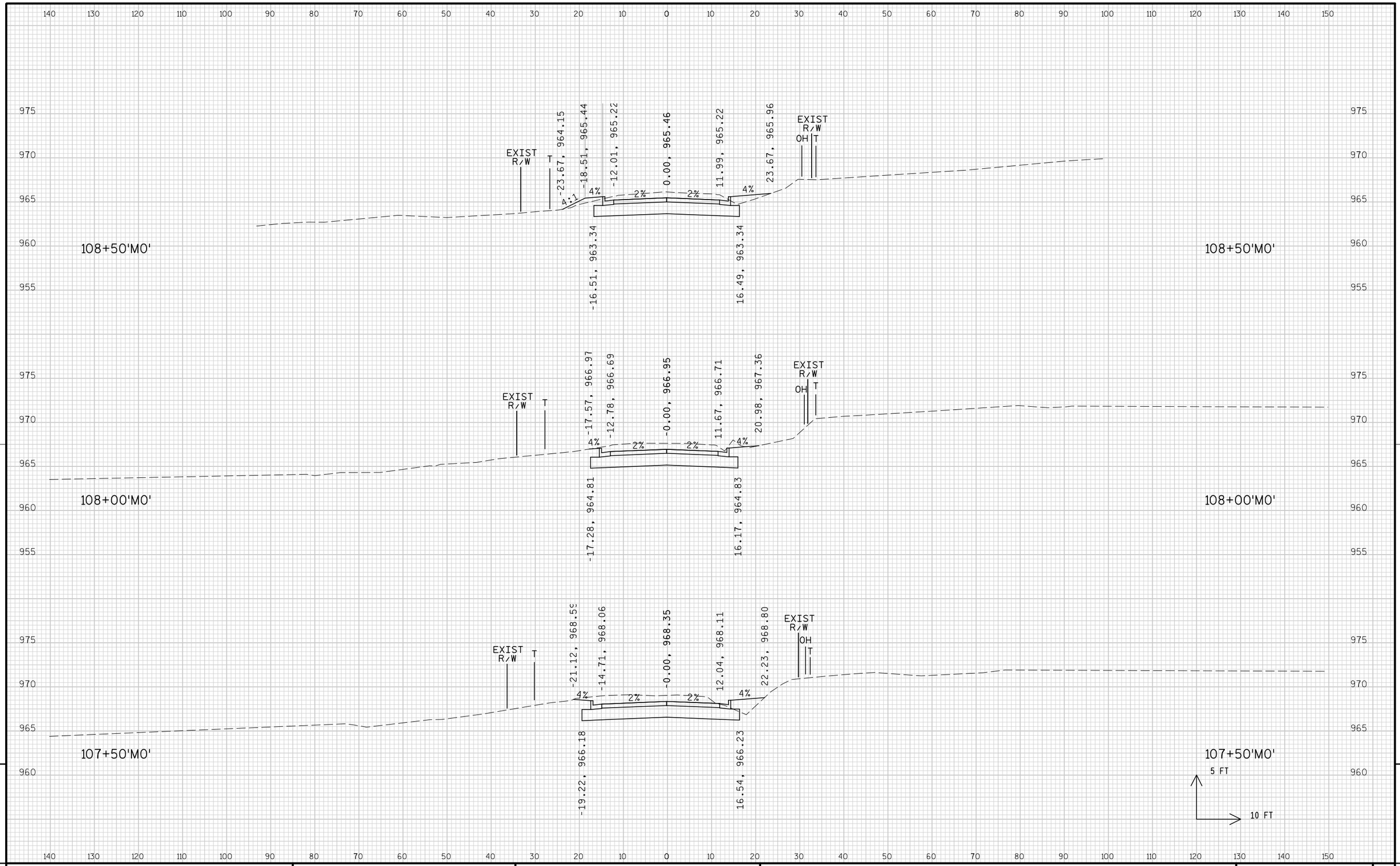


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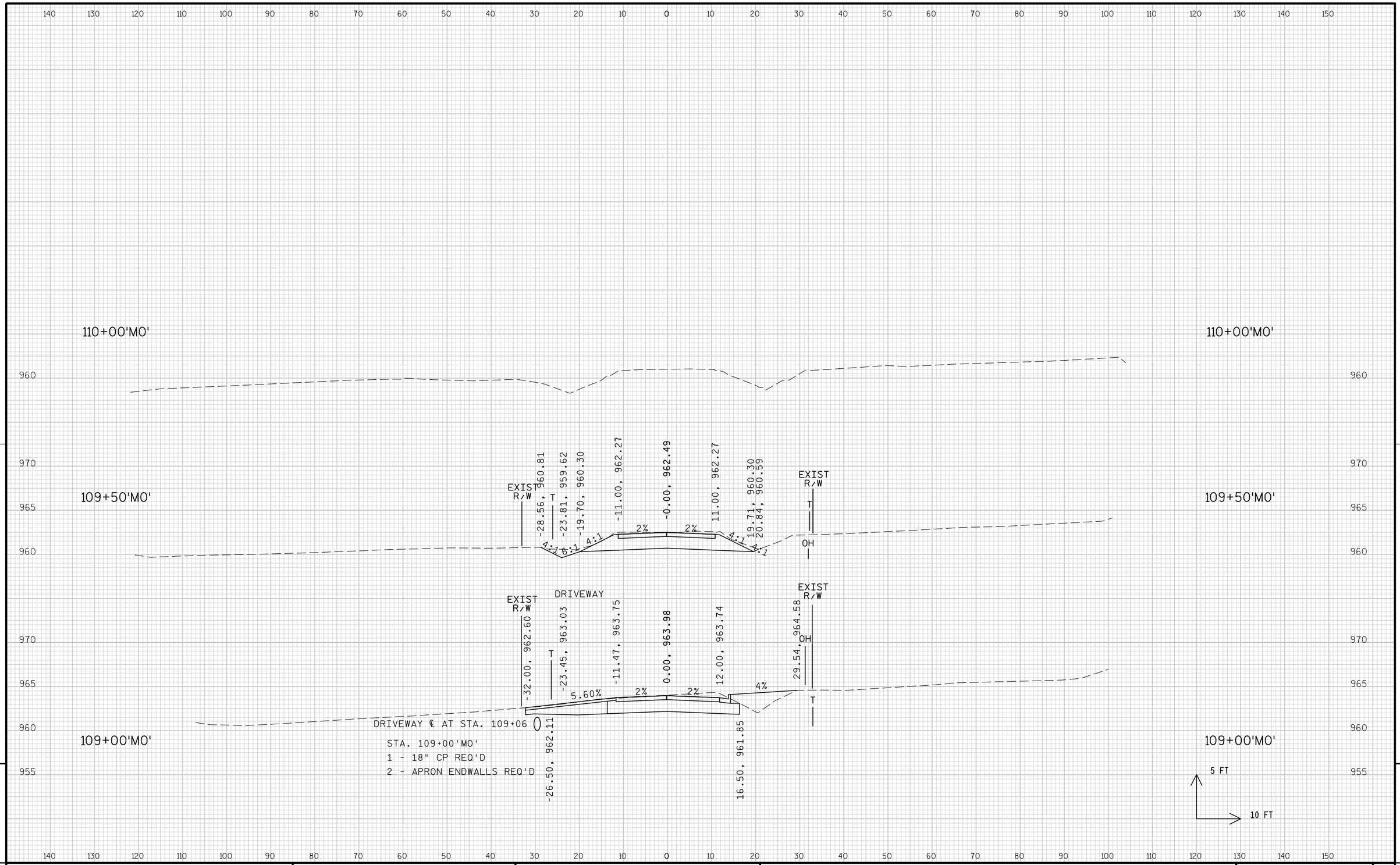
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 839	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mo\090201_mo_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 840	E

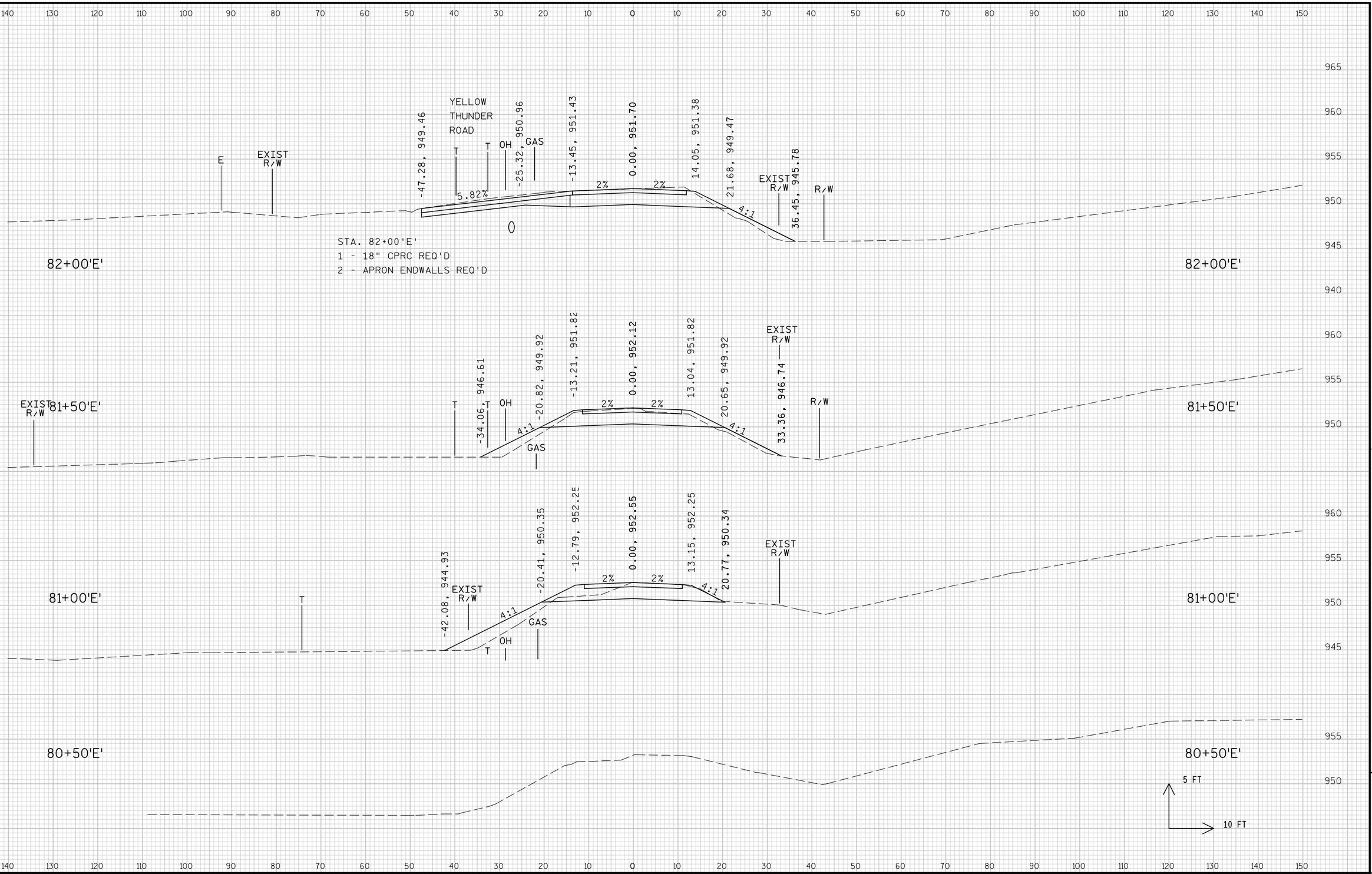


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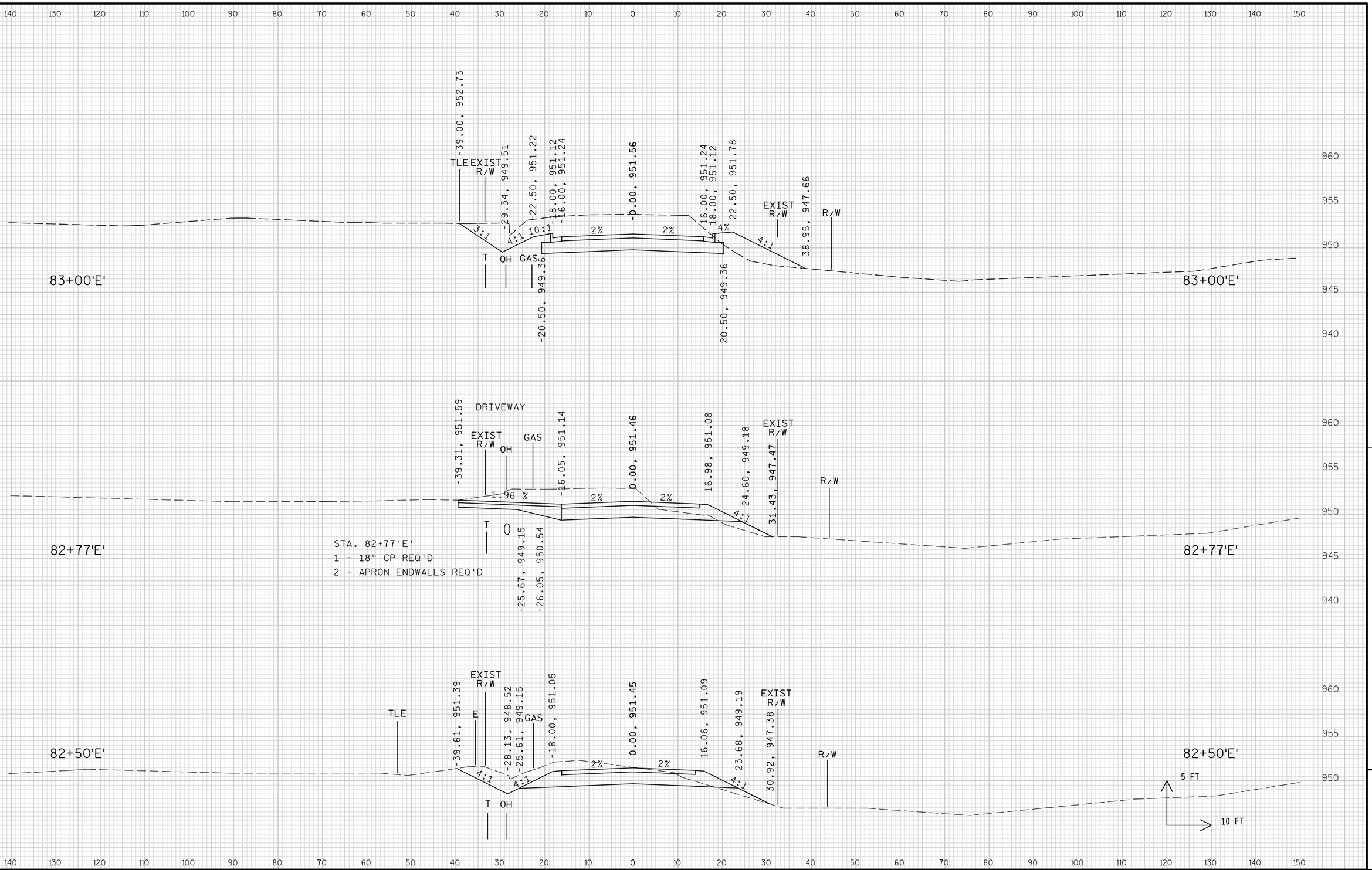
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MOON ROAD ('MO' LINE)	SHEET 841	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mo\090201_mo_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

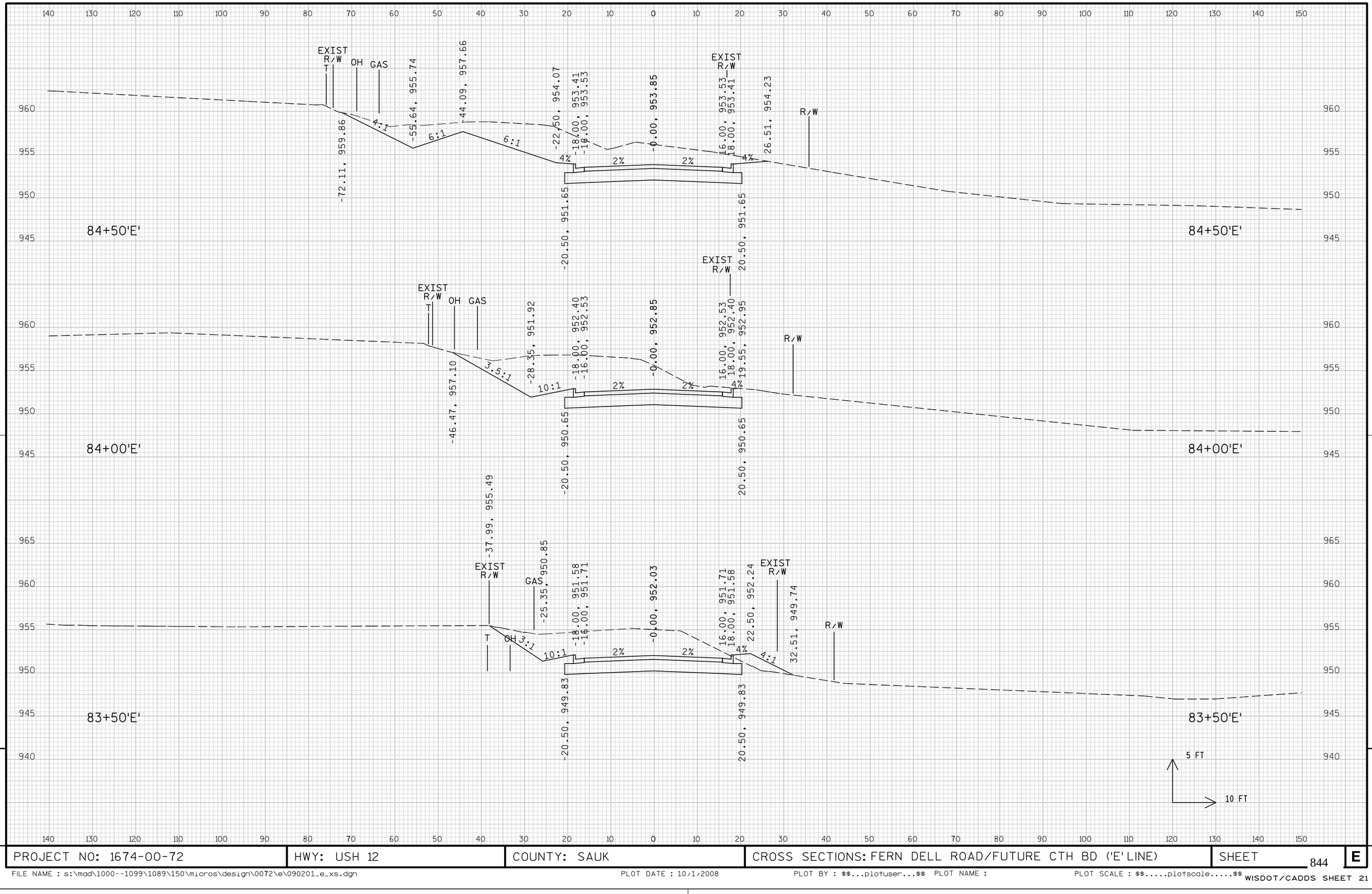


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 842	E



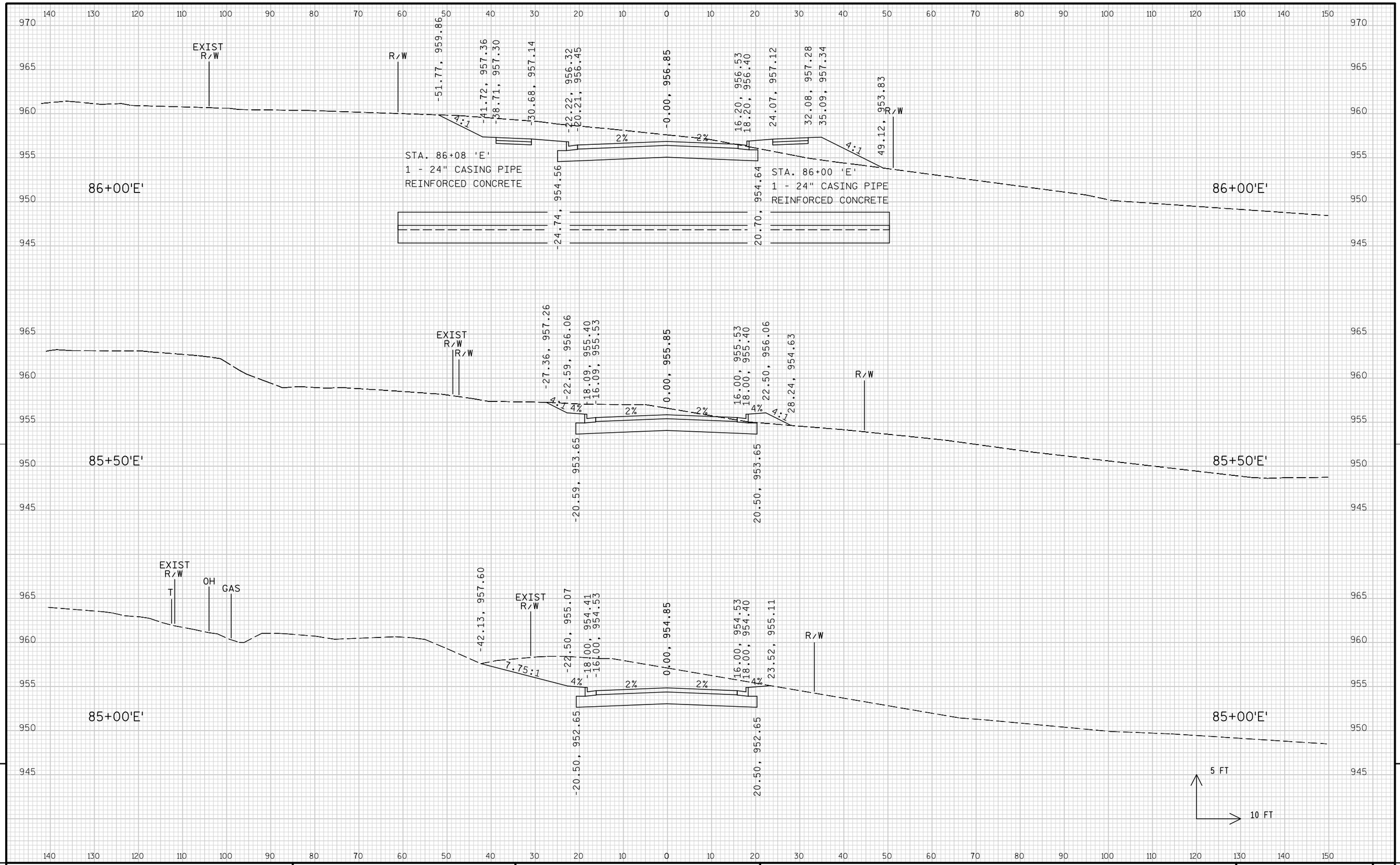
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 843 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\e\090201_e_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 844	E

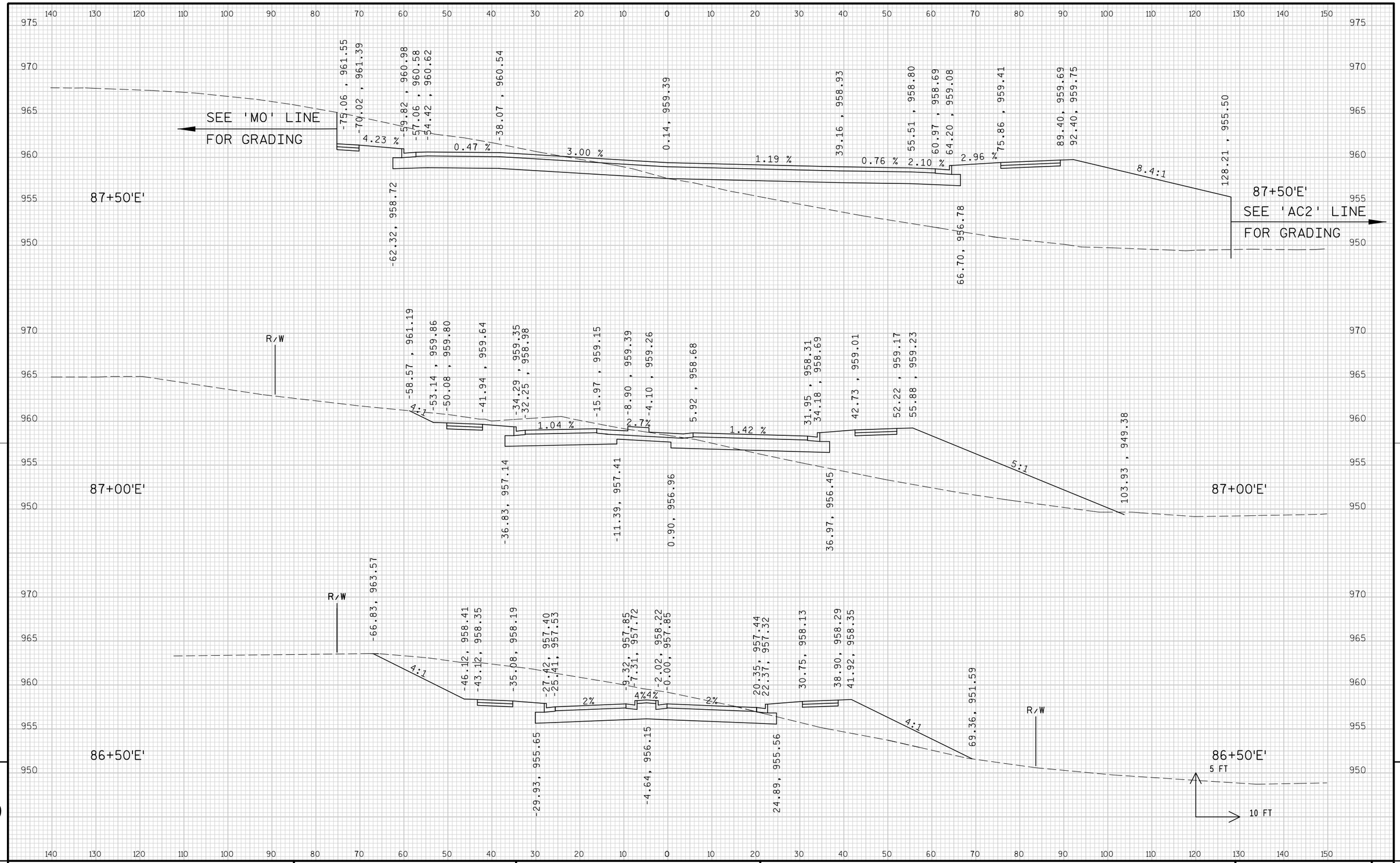
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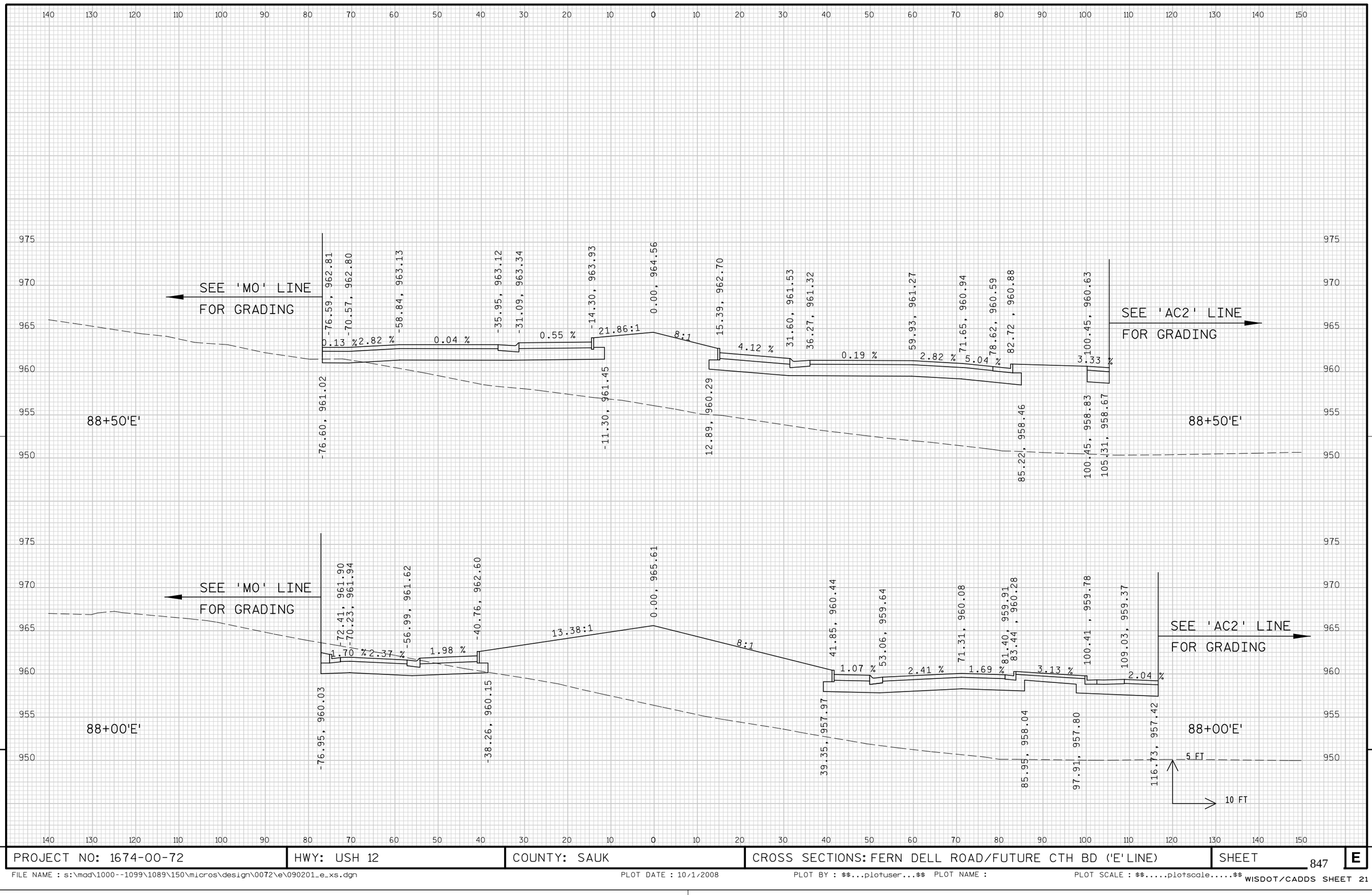
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 845	E



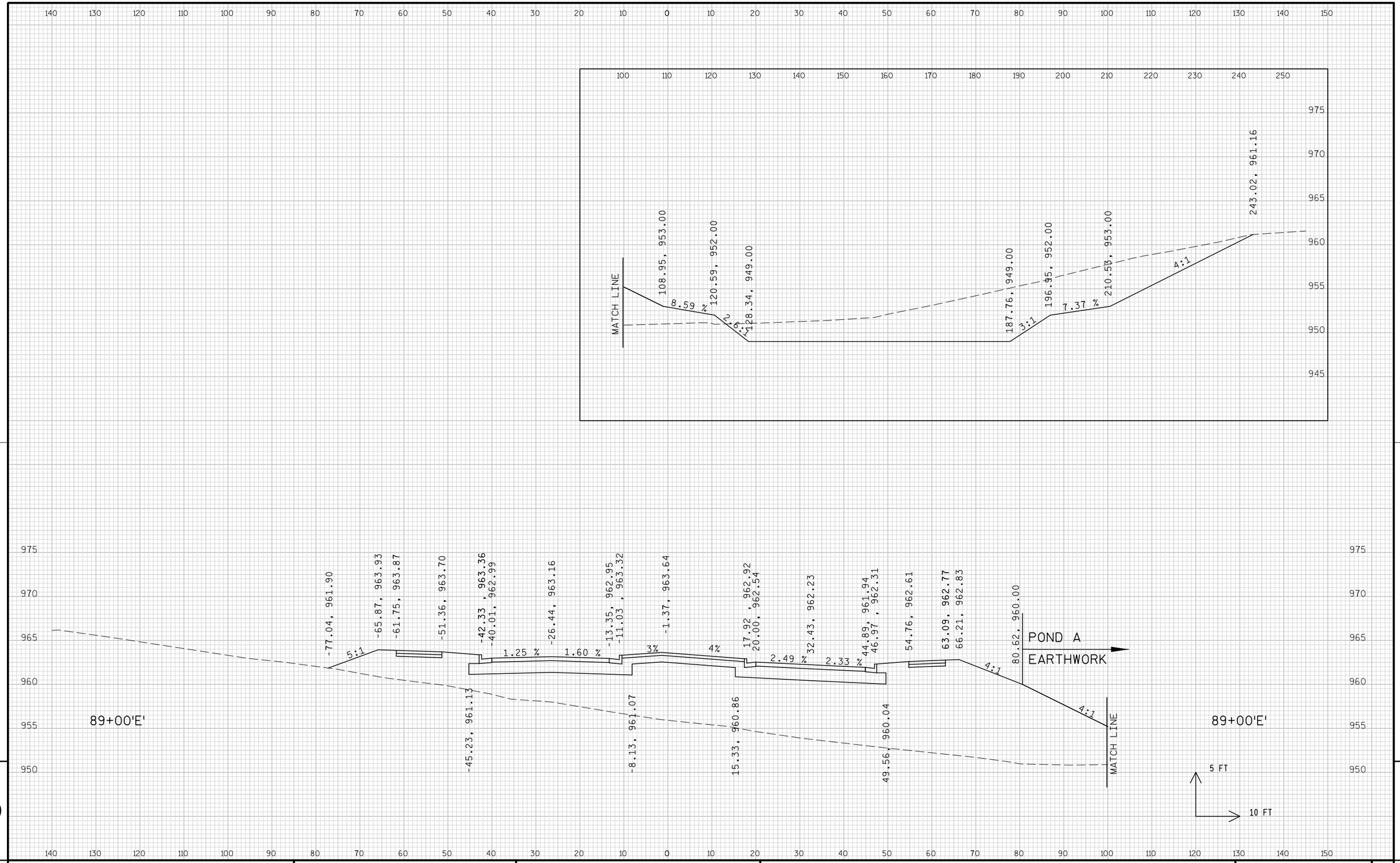
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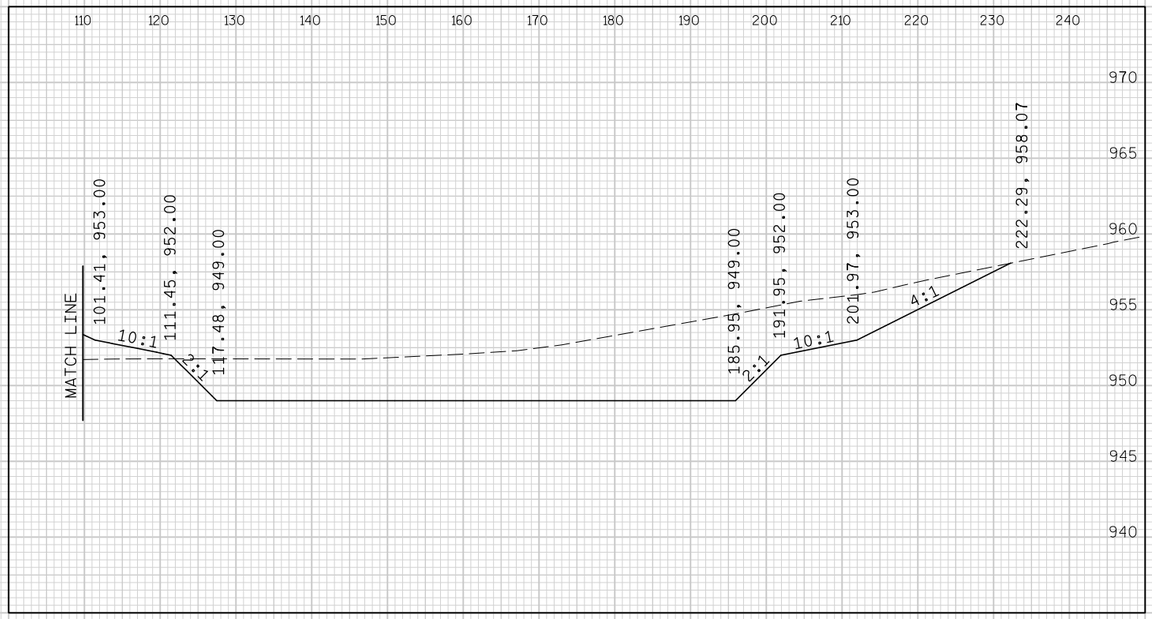
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 846	E

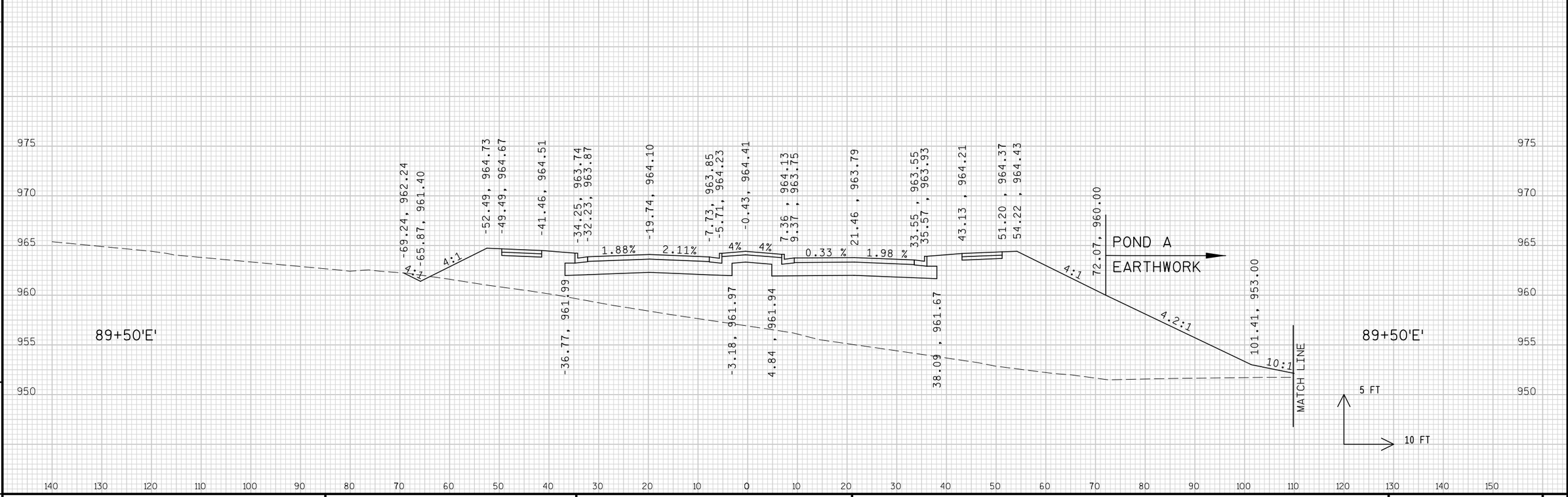


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 847	E

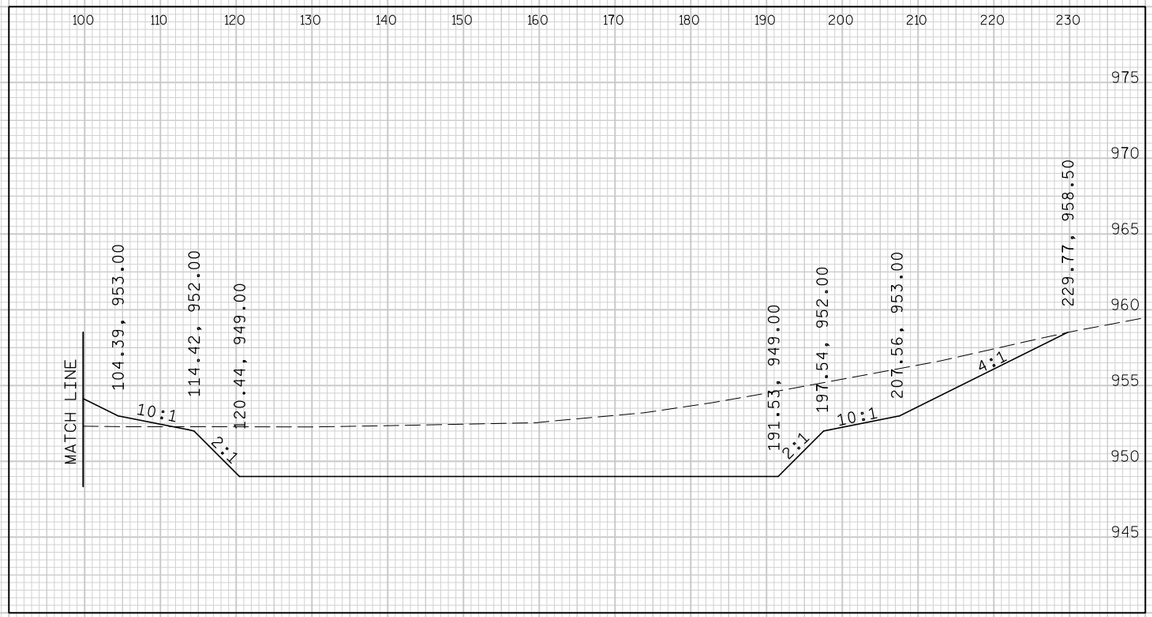


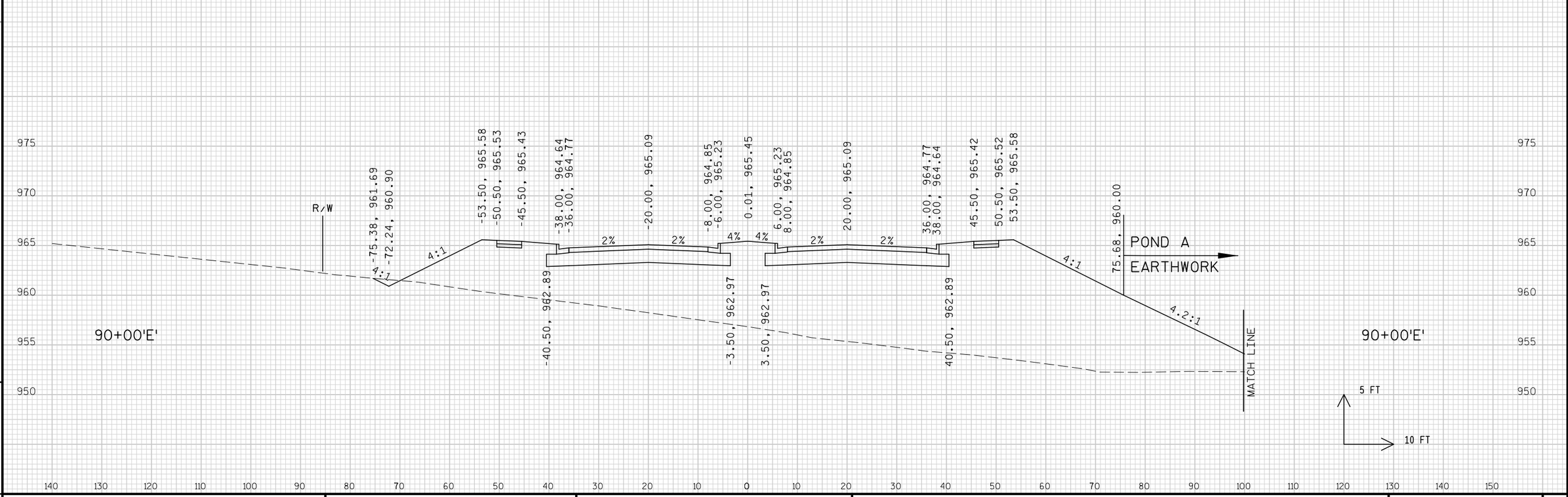
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 848	E





PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 849	E

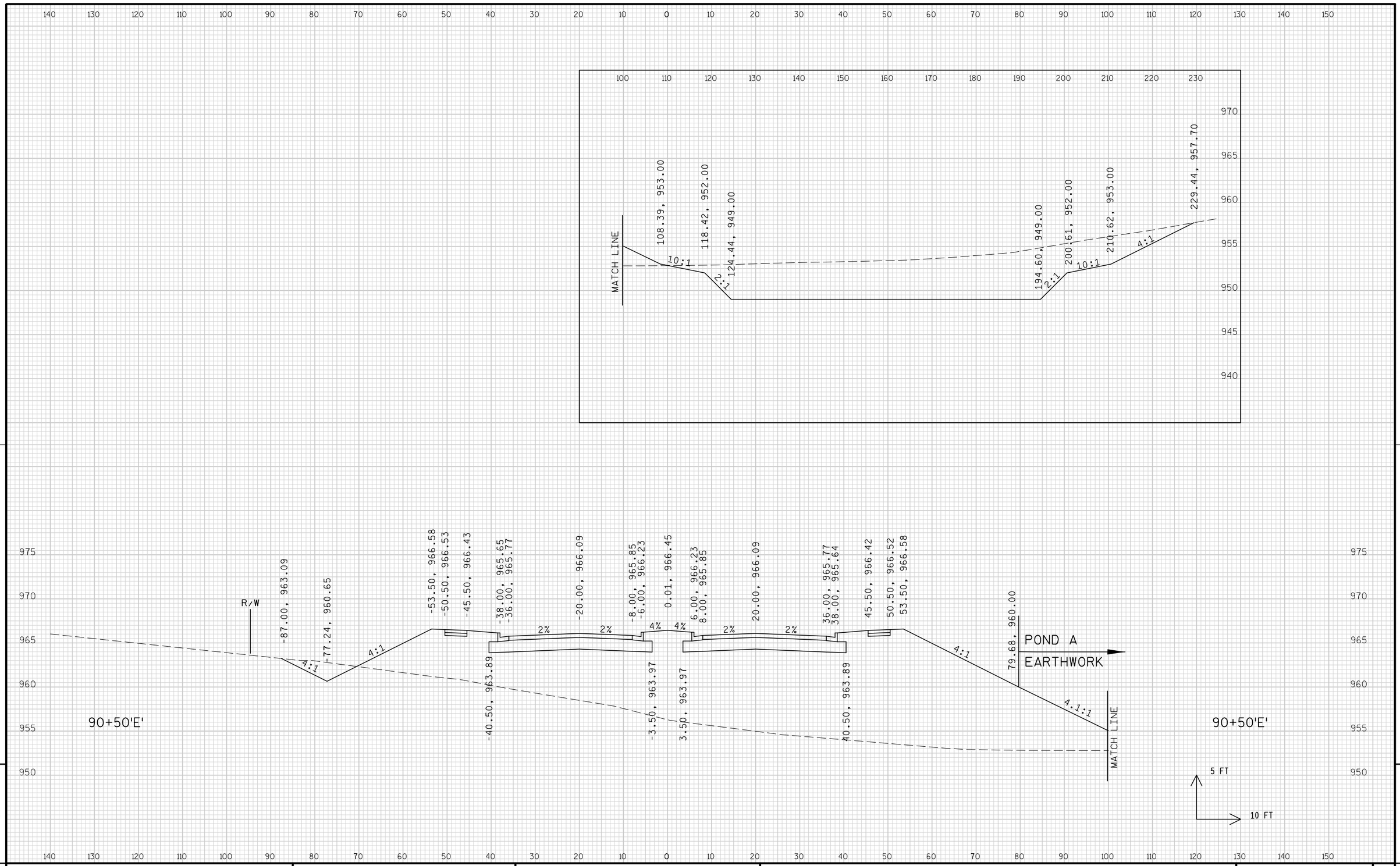




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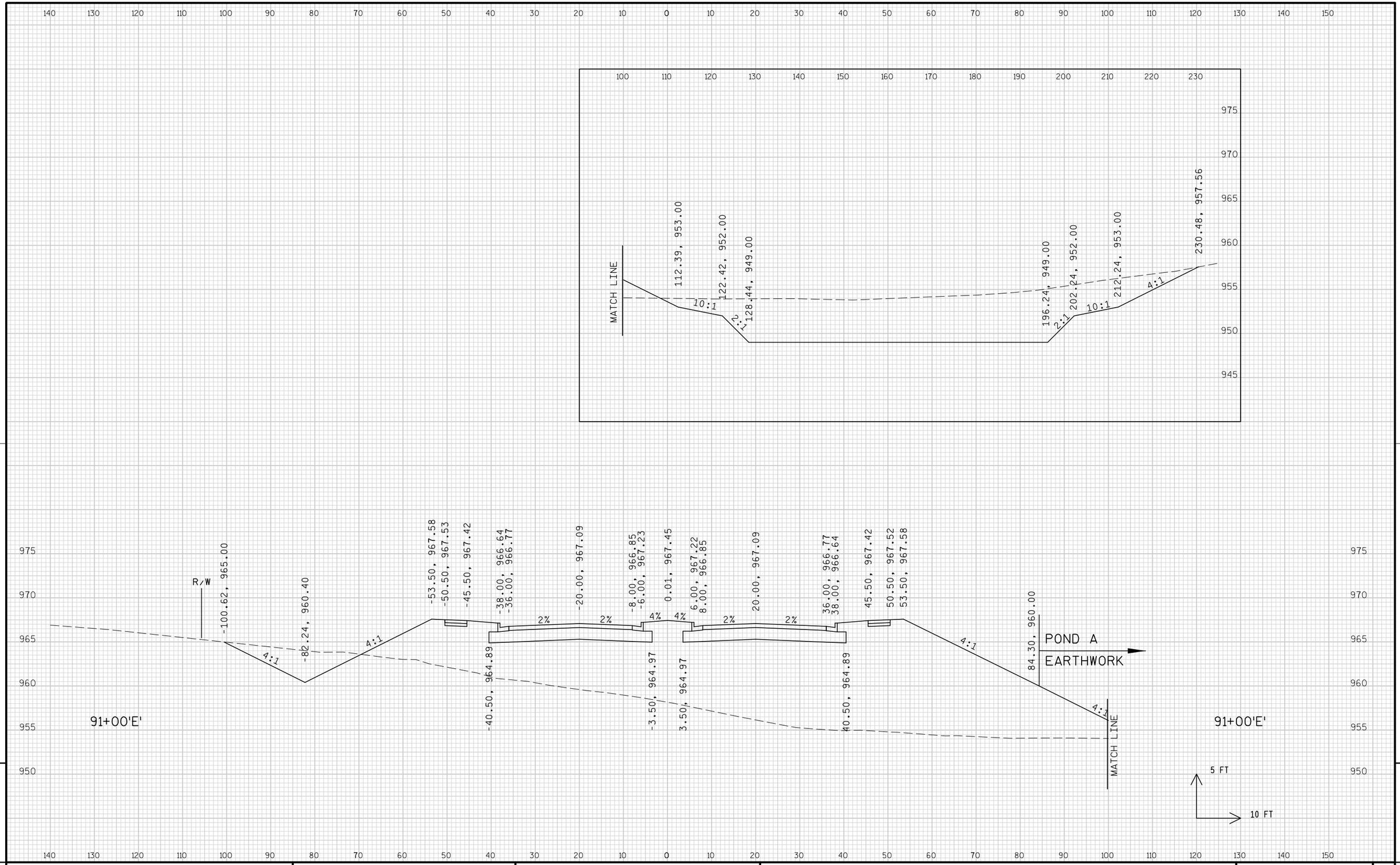
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 850	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 851	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\e\090201_e_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

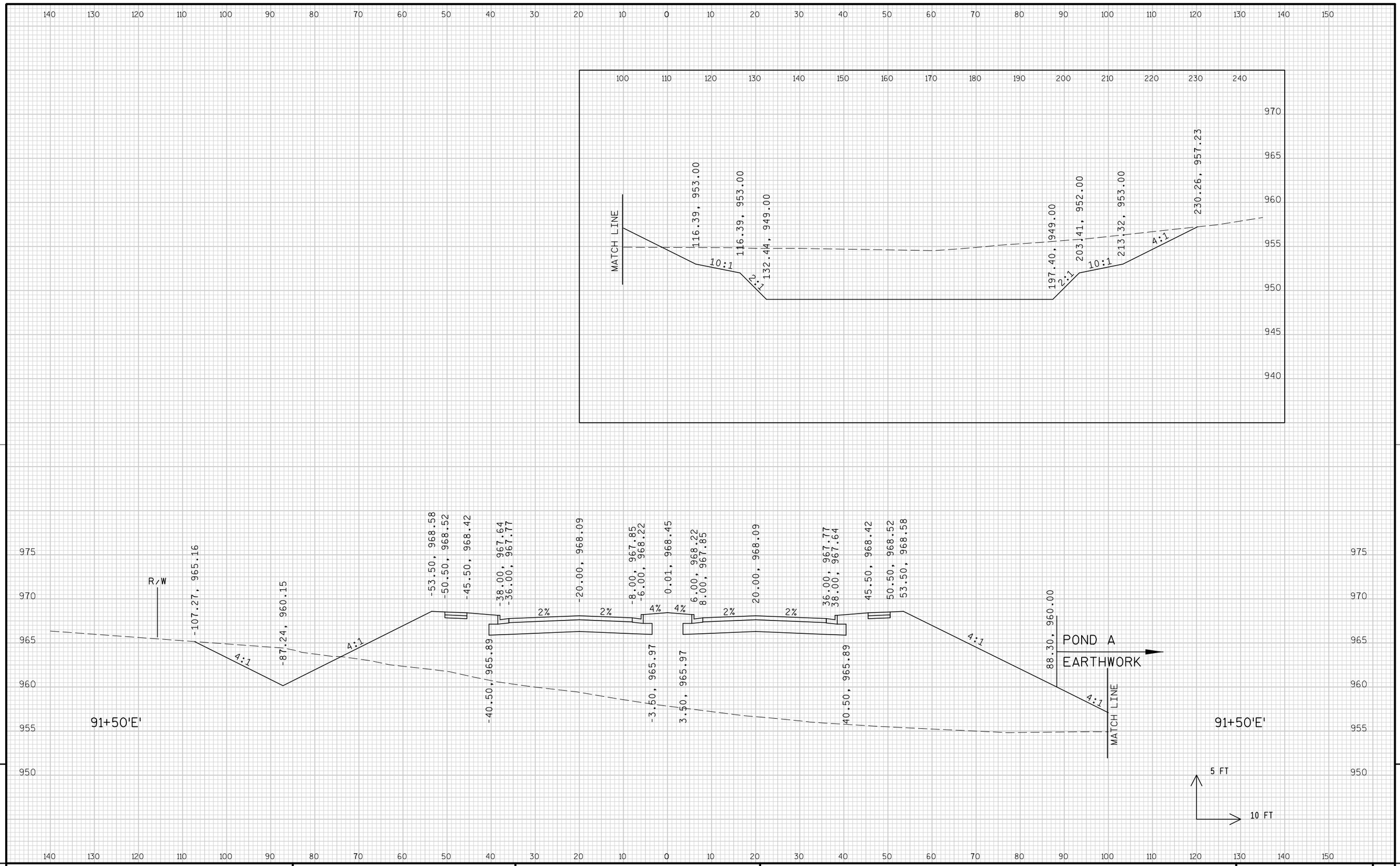


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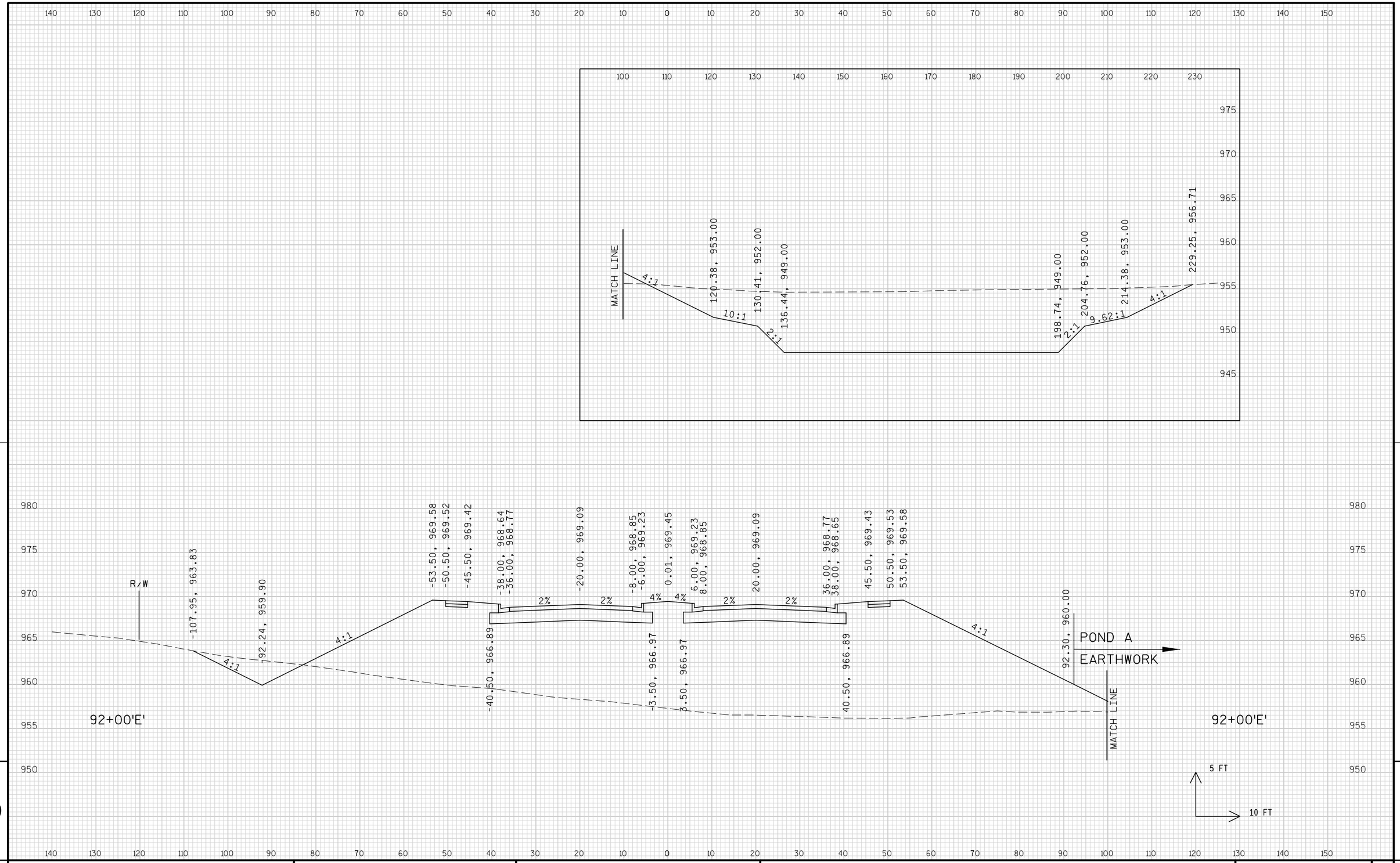
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 852	E

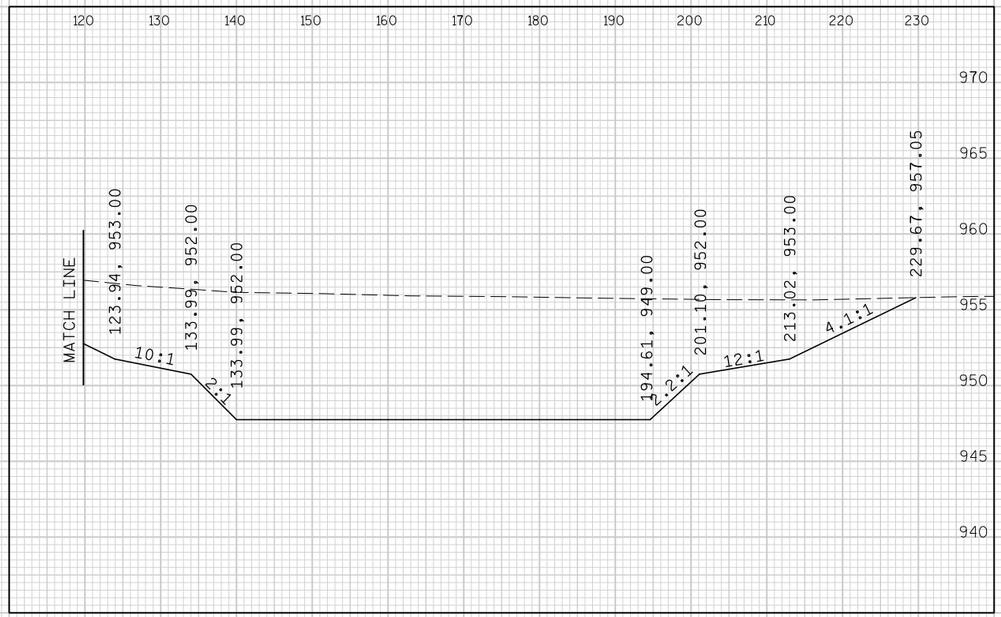
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\e\090201_e_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

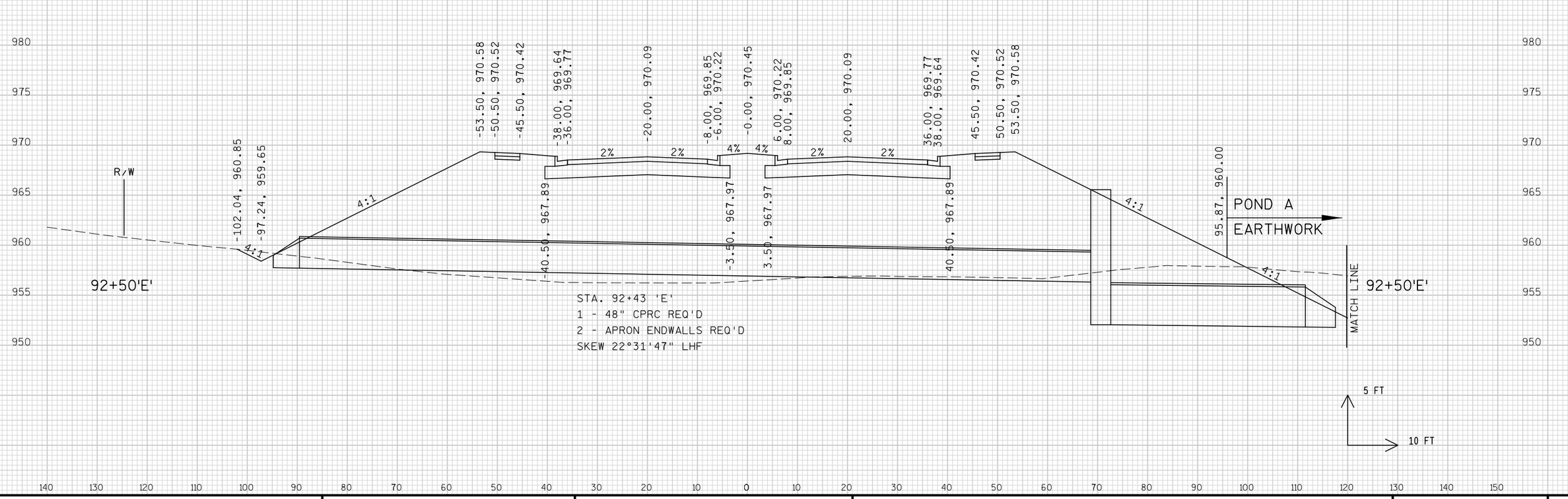


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 853	E

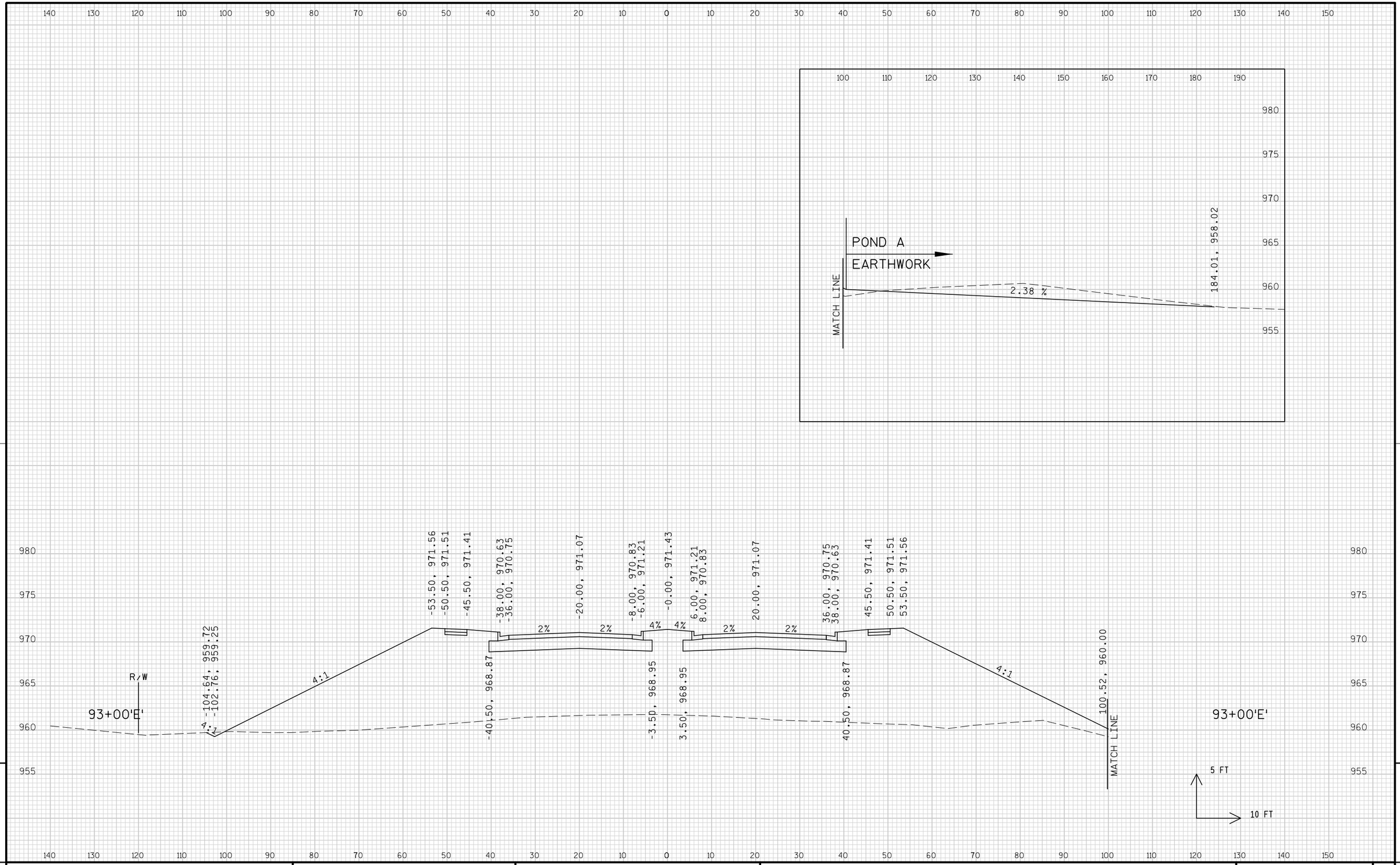


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 854	E





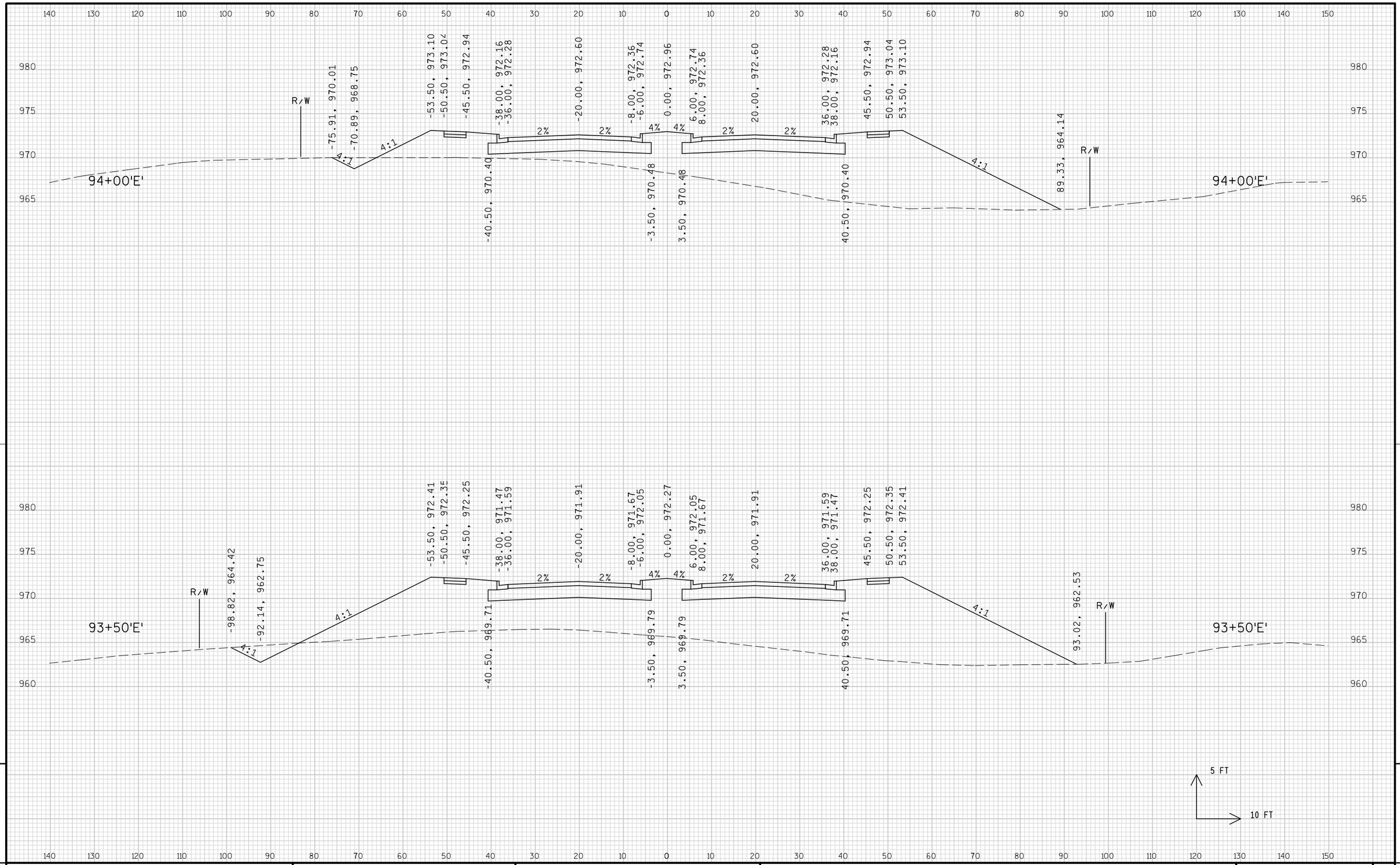
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 855	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 856	E

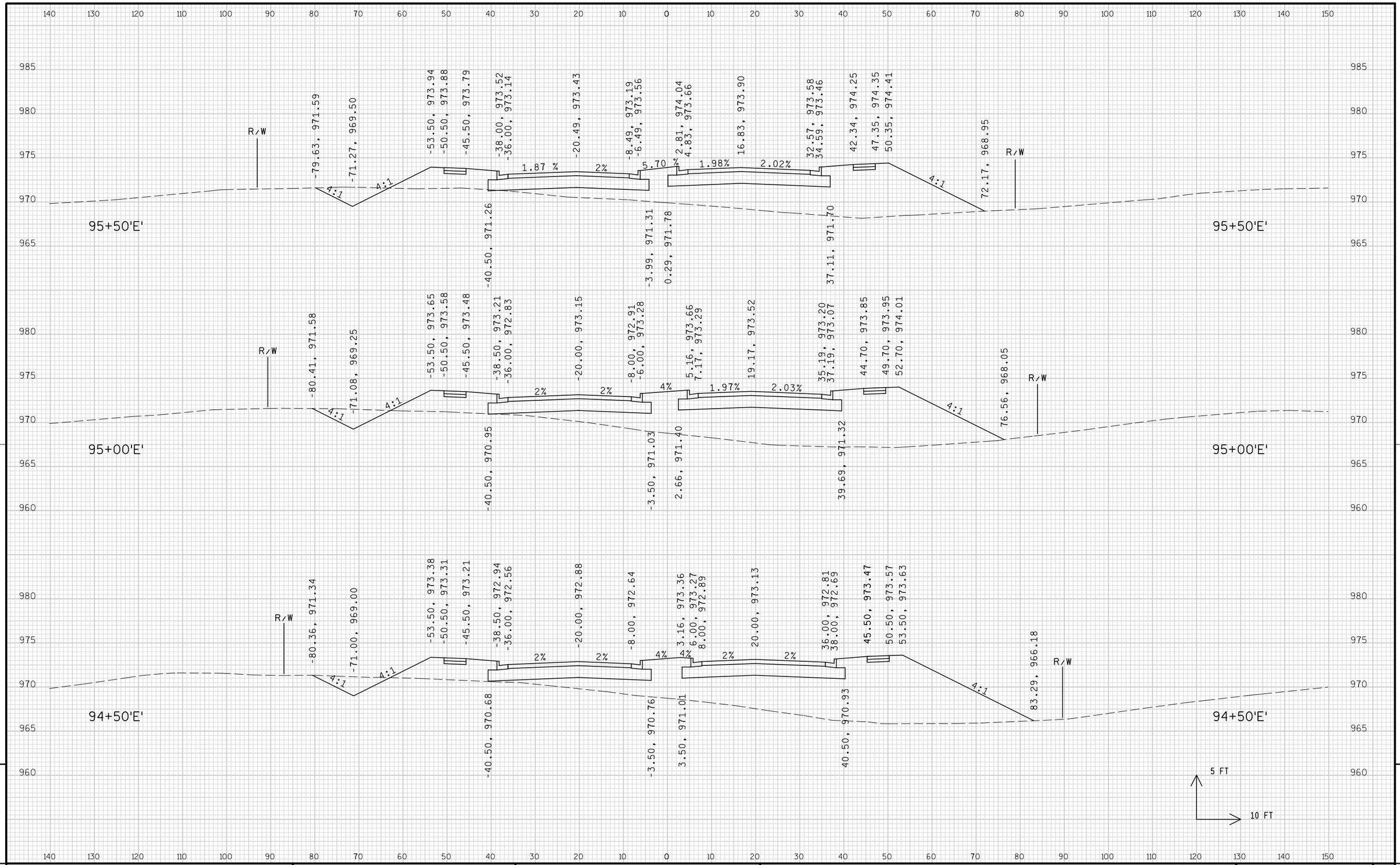
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\e\090201_e_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 857	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\e\090201_e_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

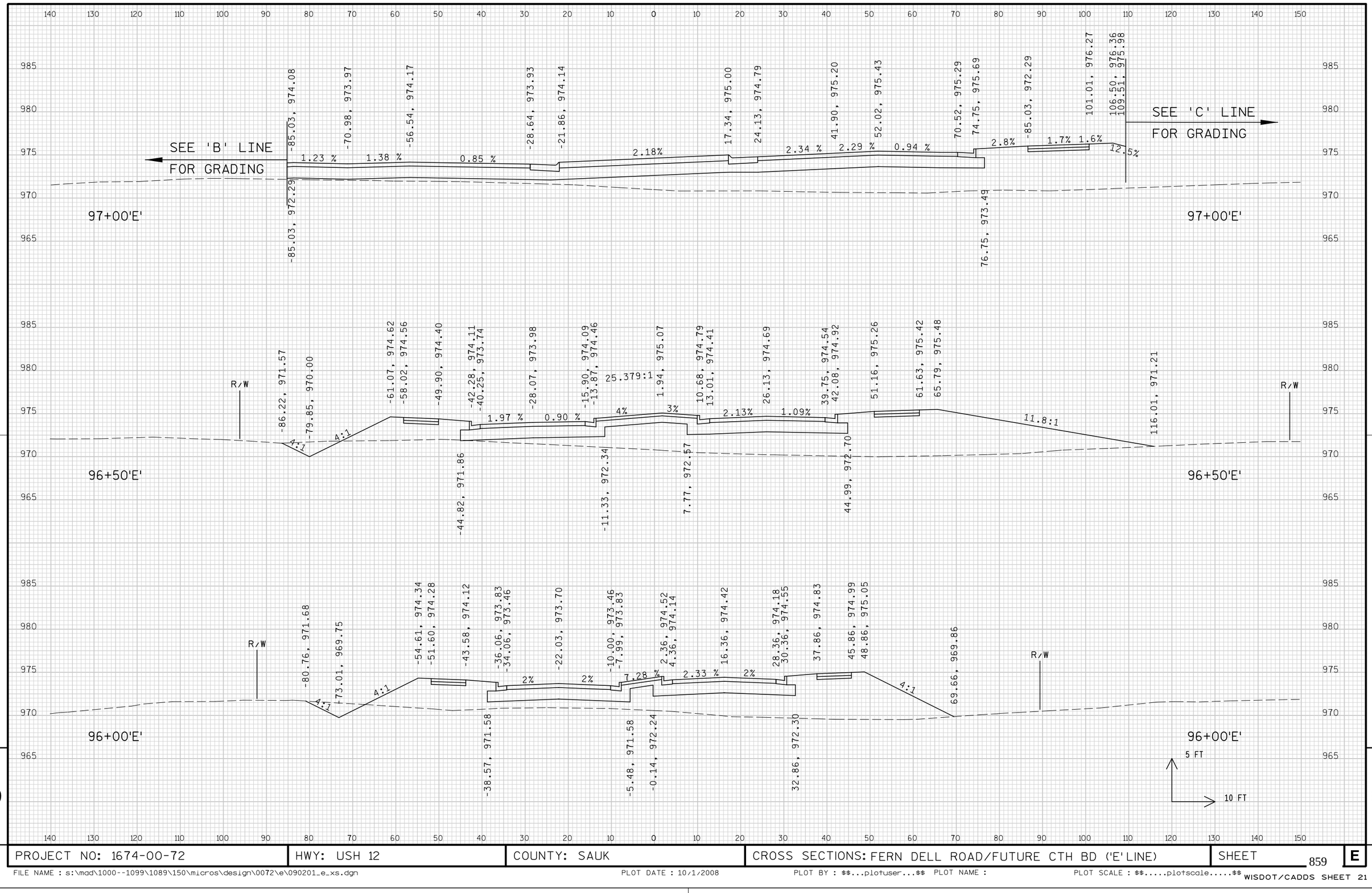


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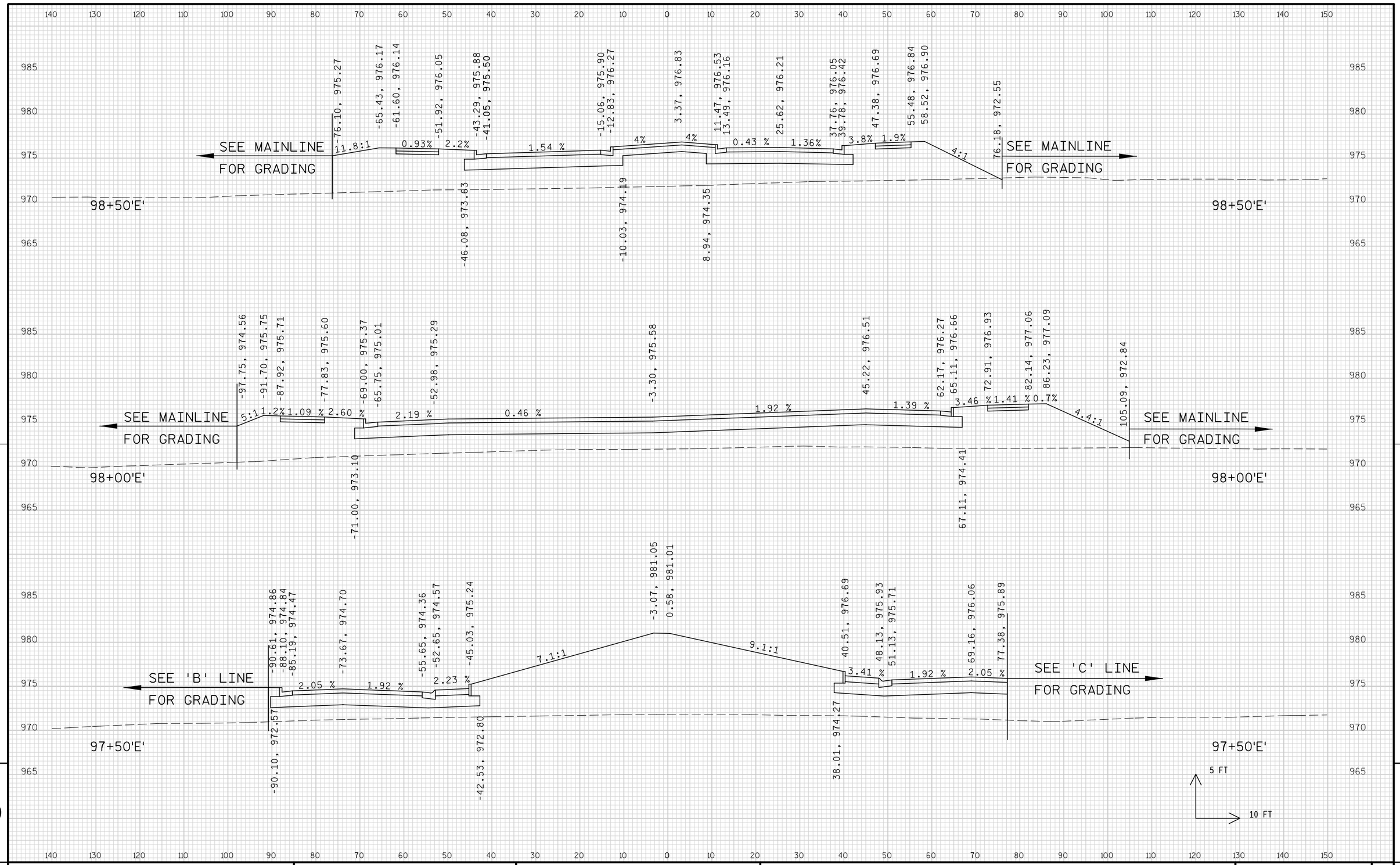
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 858	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\e\090201_e_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



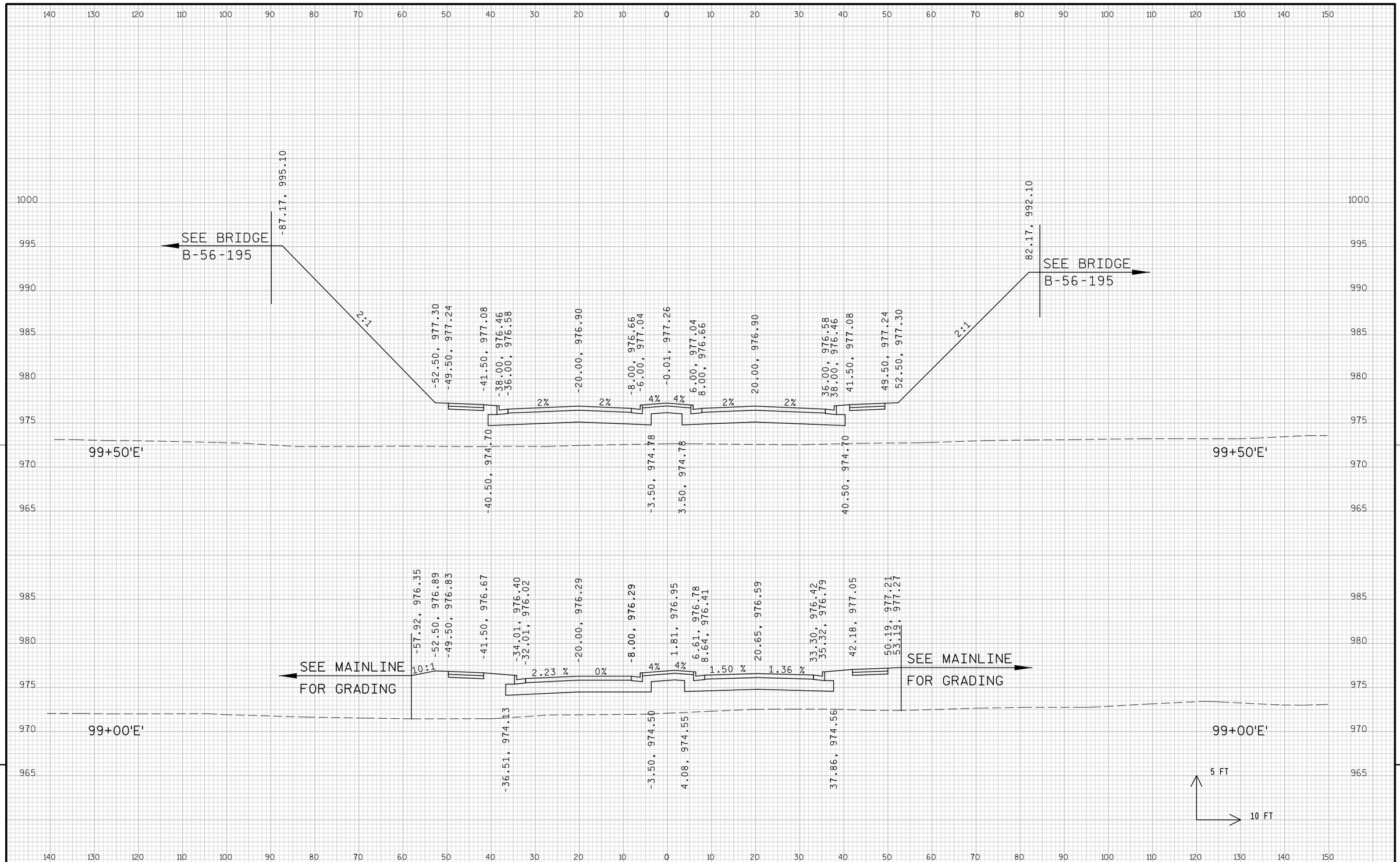
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 859	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 860	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\e\090201_e_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

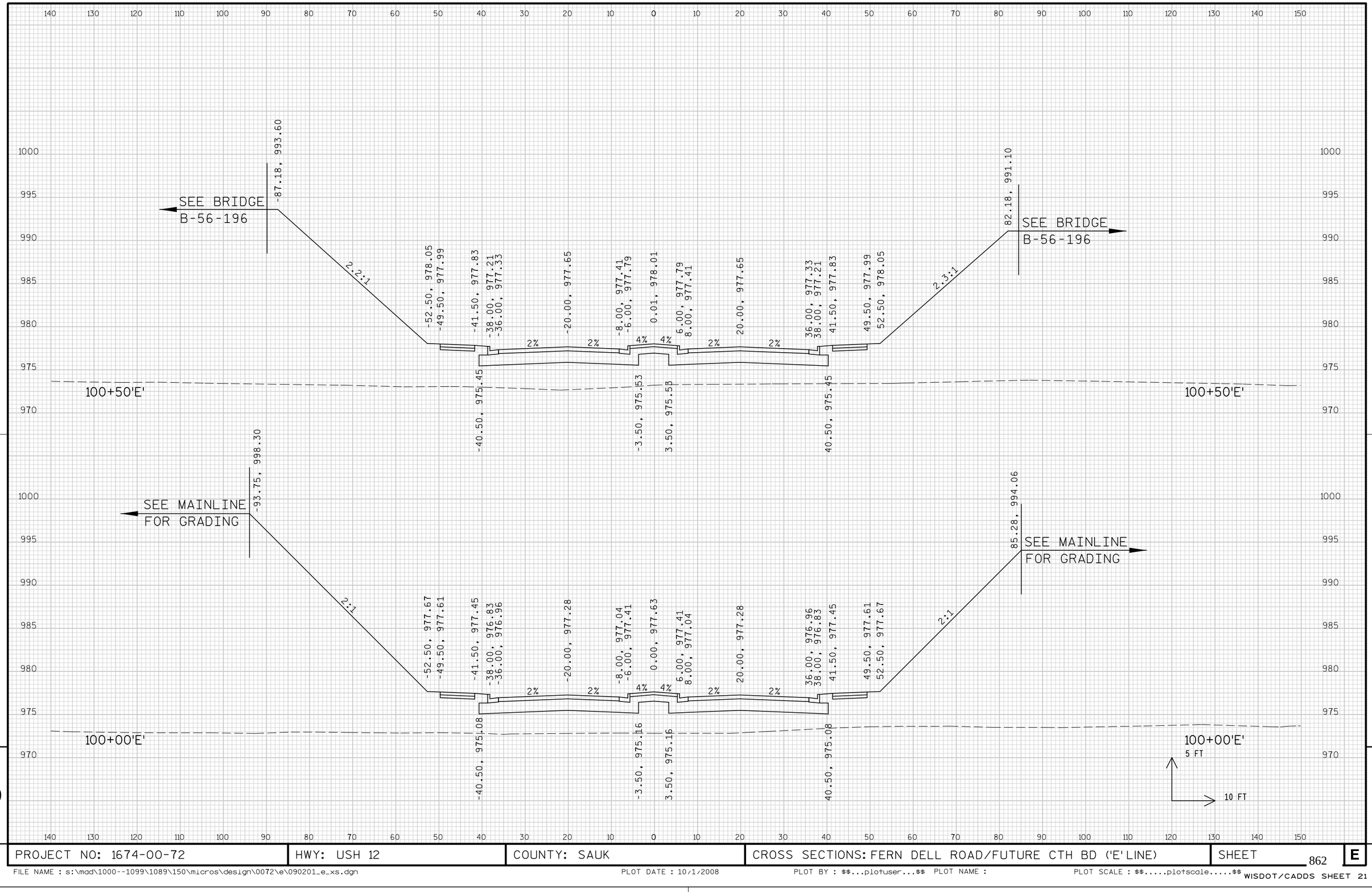
WISDOT/CADDS SHEET 21



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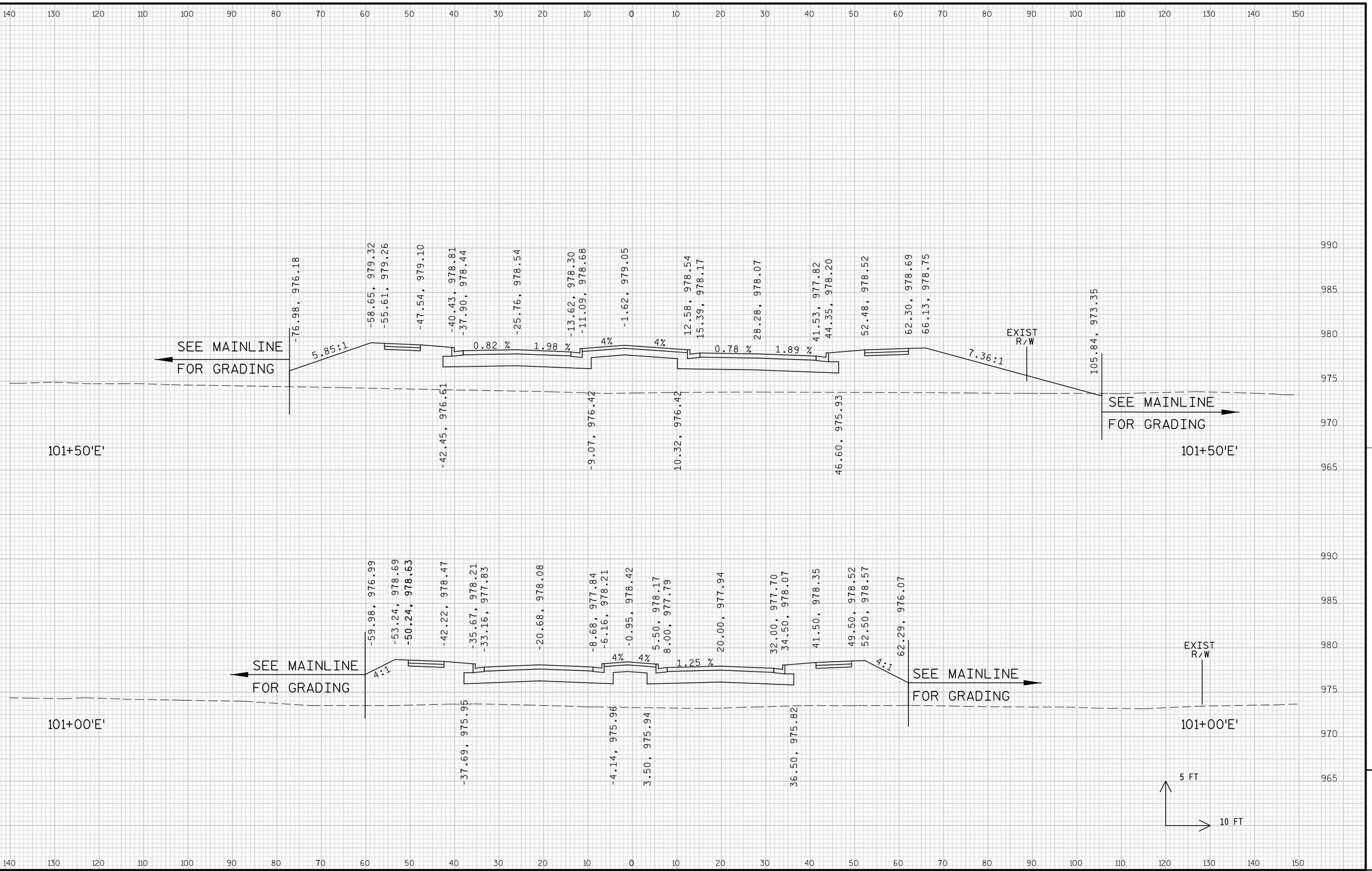
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 861	E

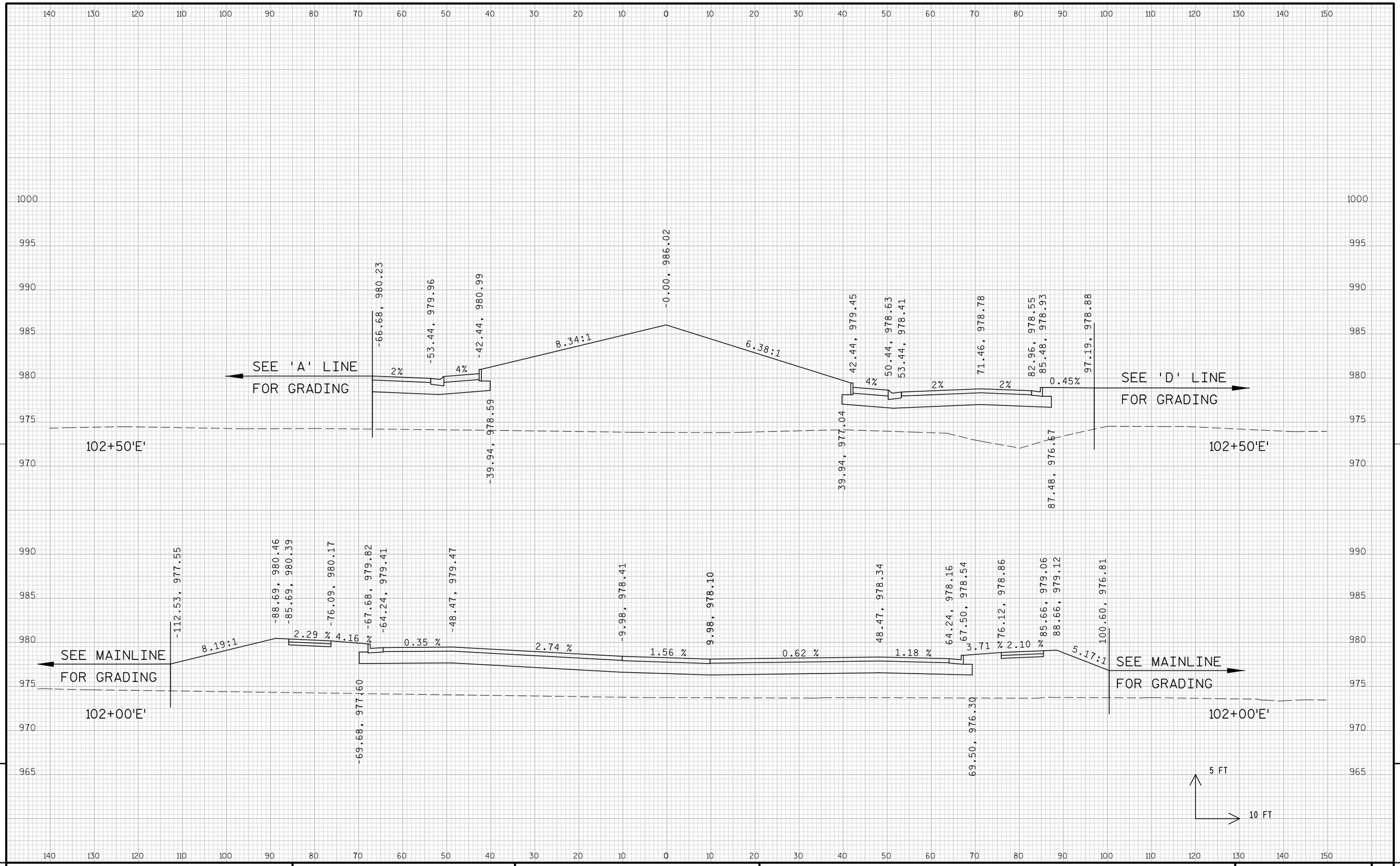


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 862	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\e\090201_e_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 863	E

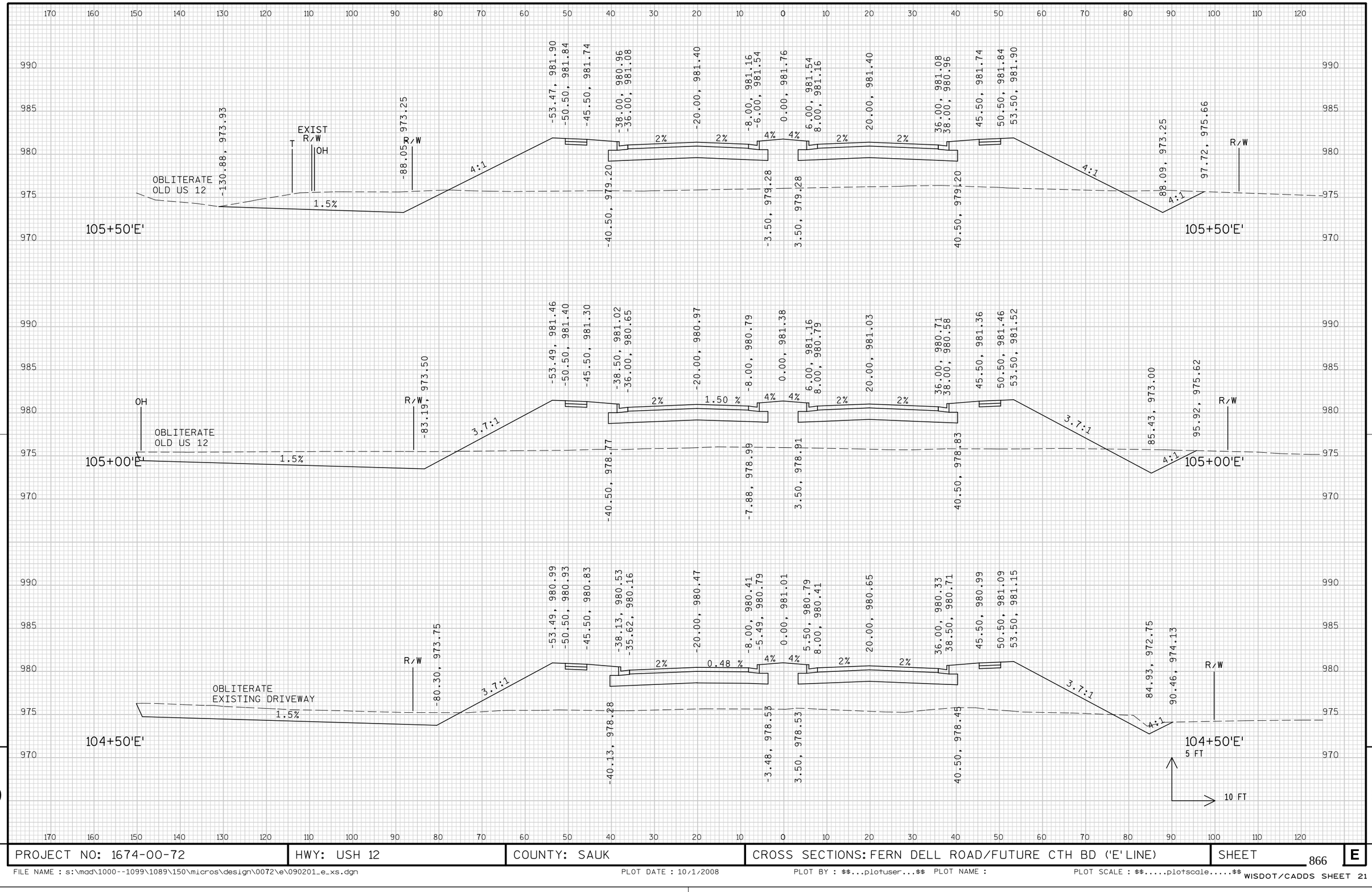


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 864	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 865	E

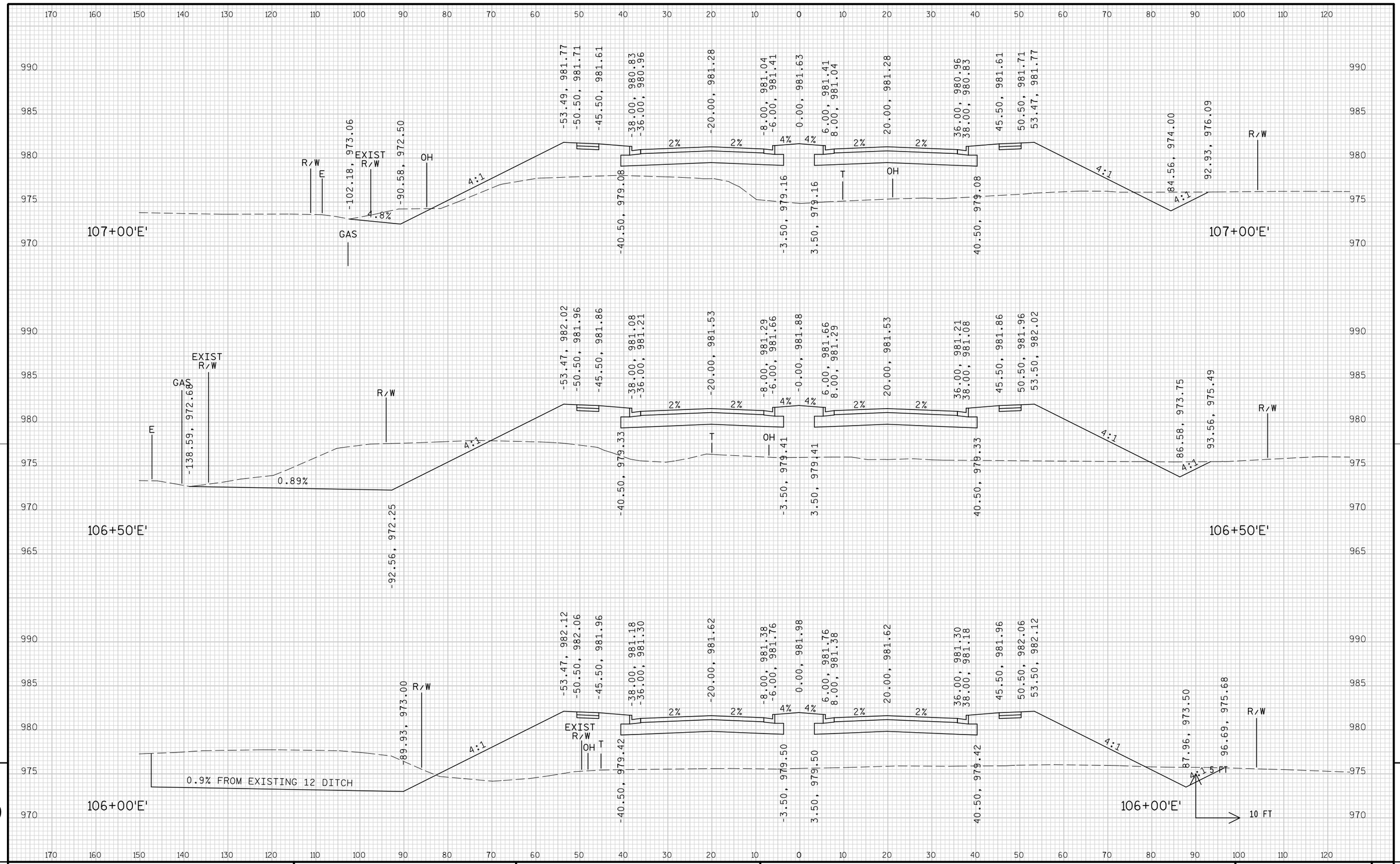
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 866	E

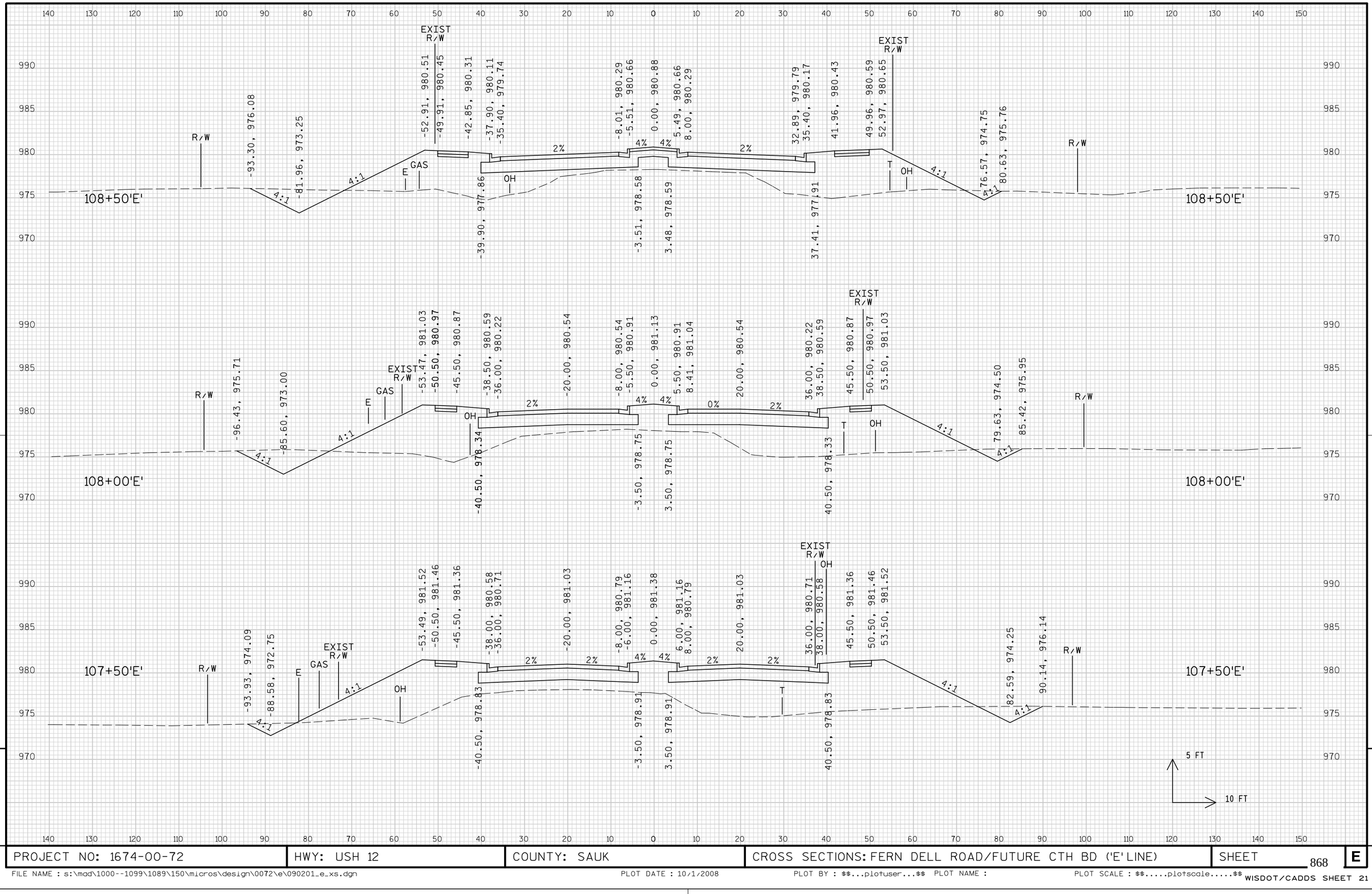
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WISDOT/CADDS SHEET 21

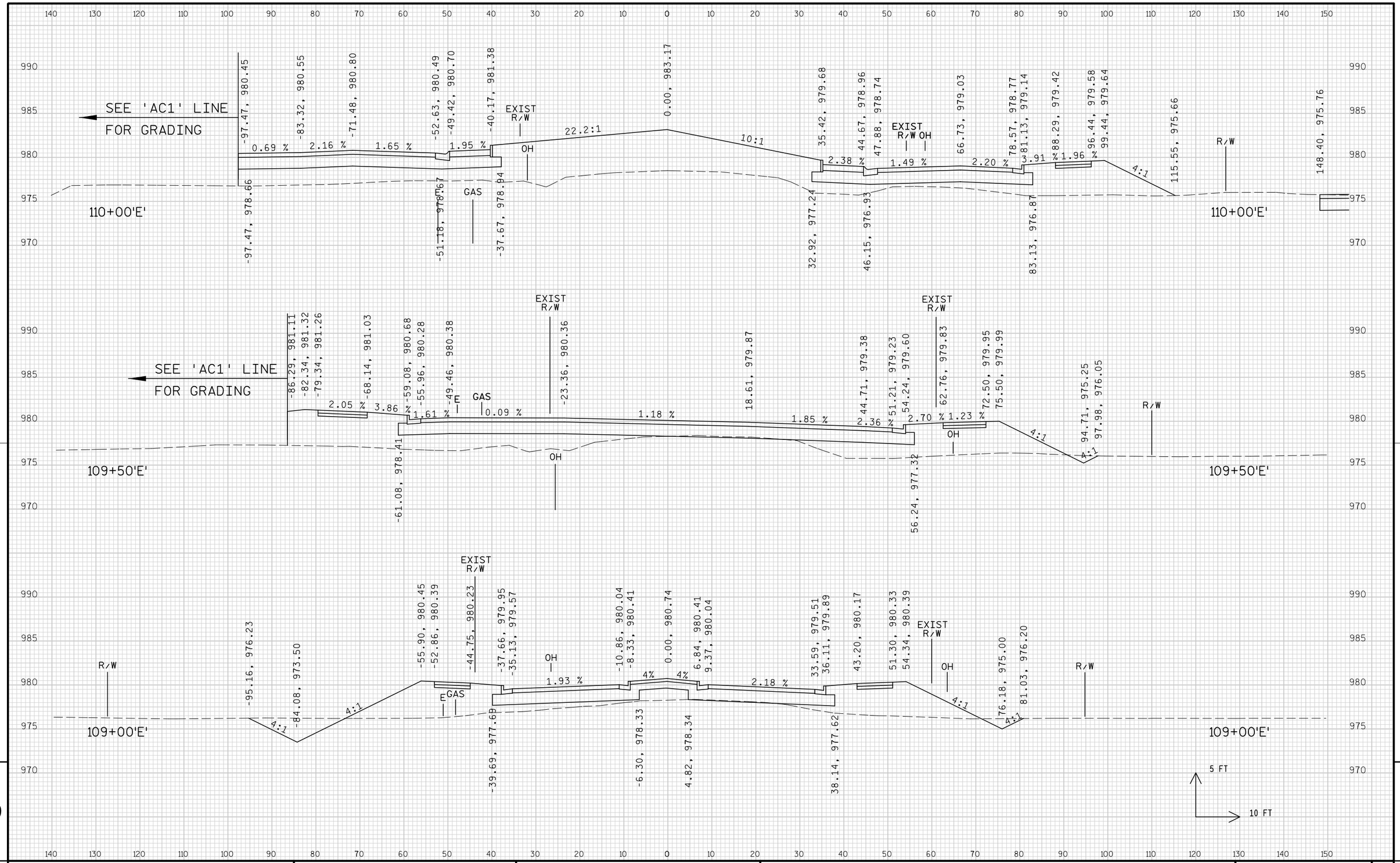


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 867	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 868	E

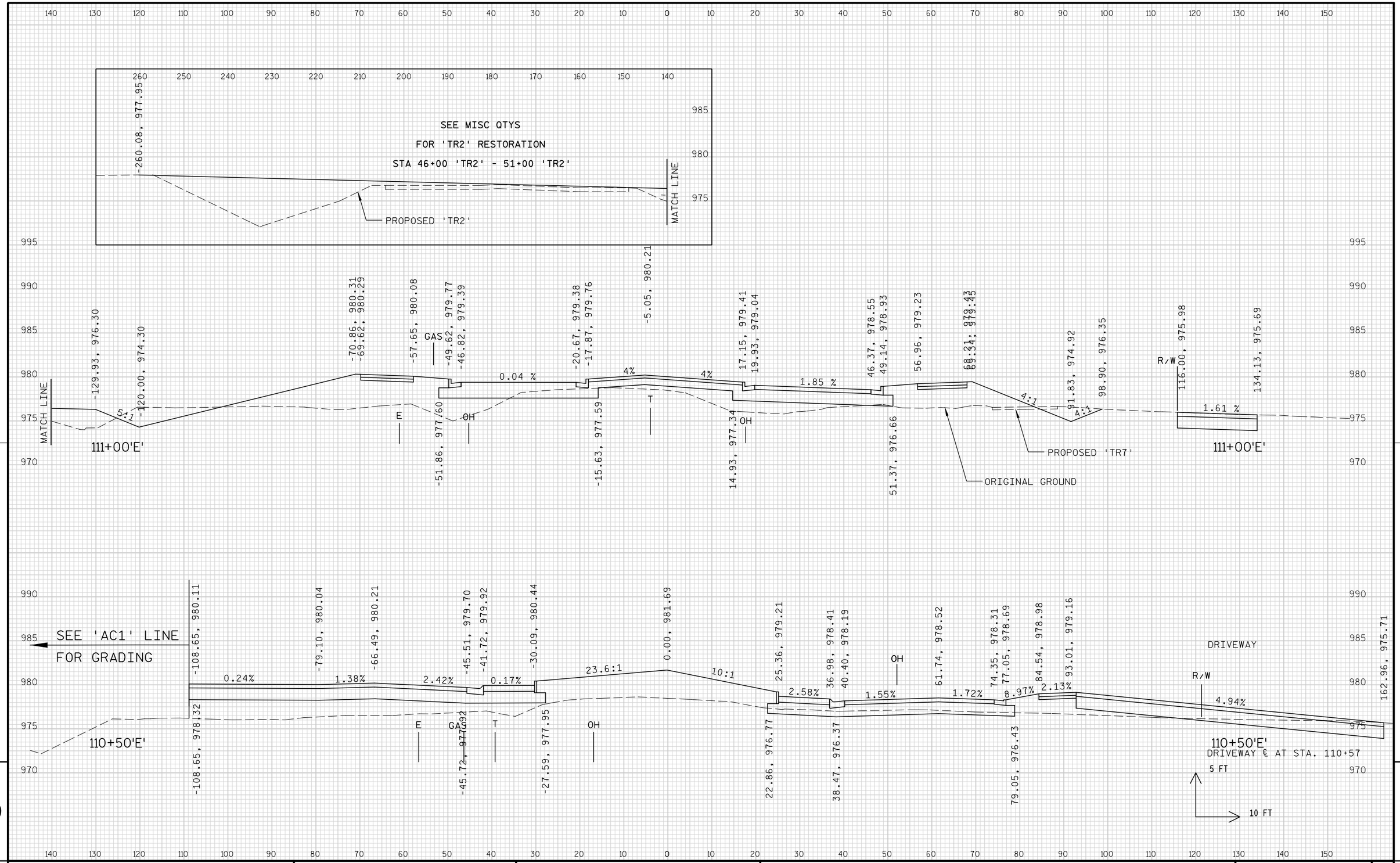


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 869	E

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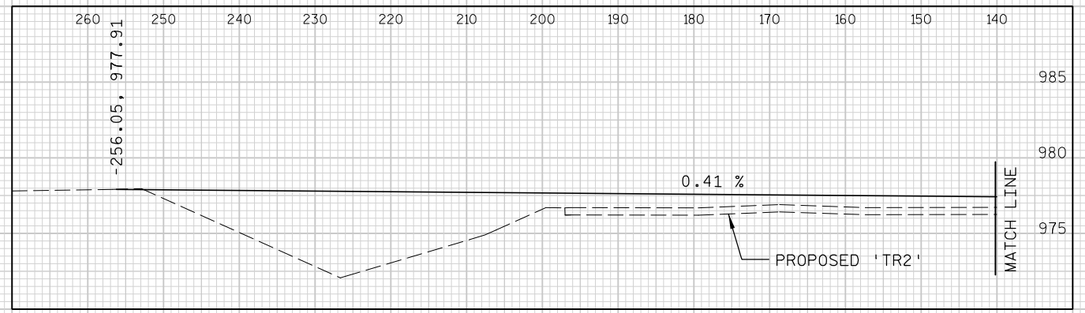


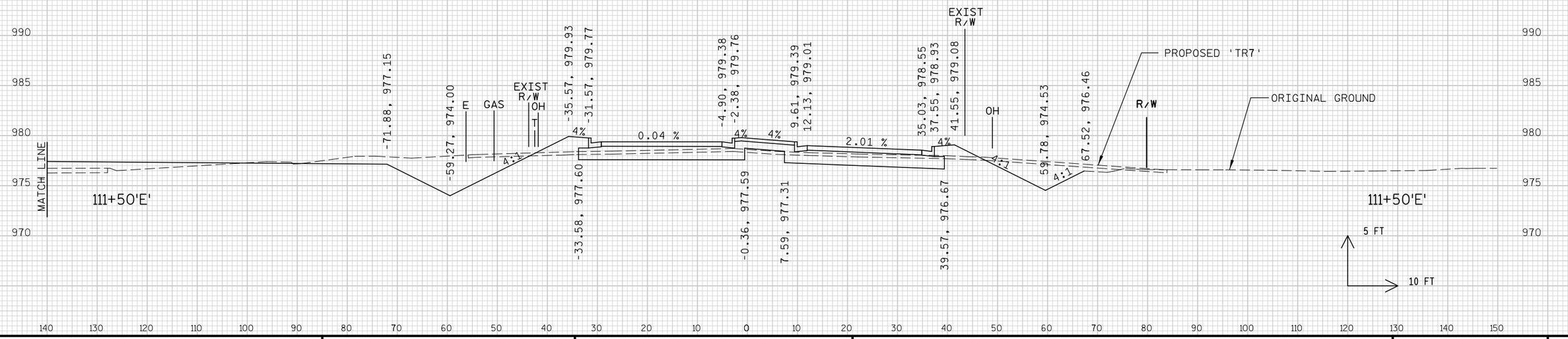
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 870	E

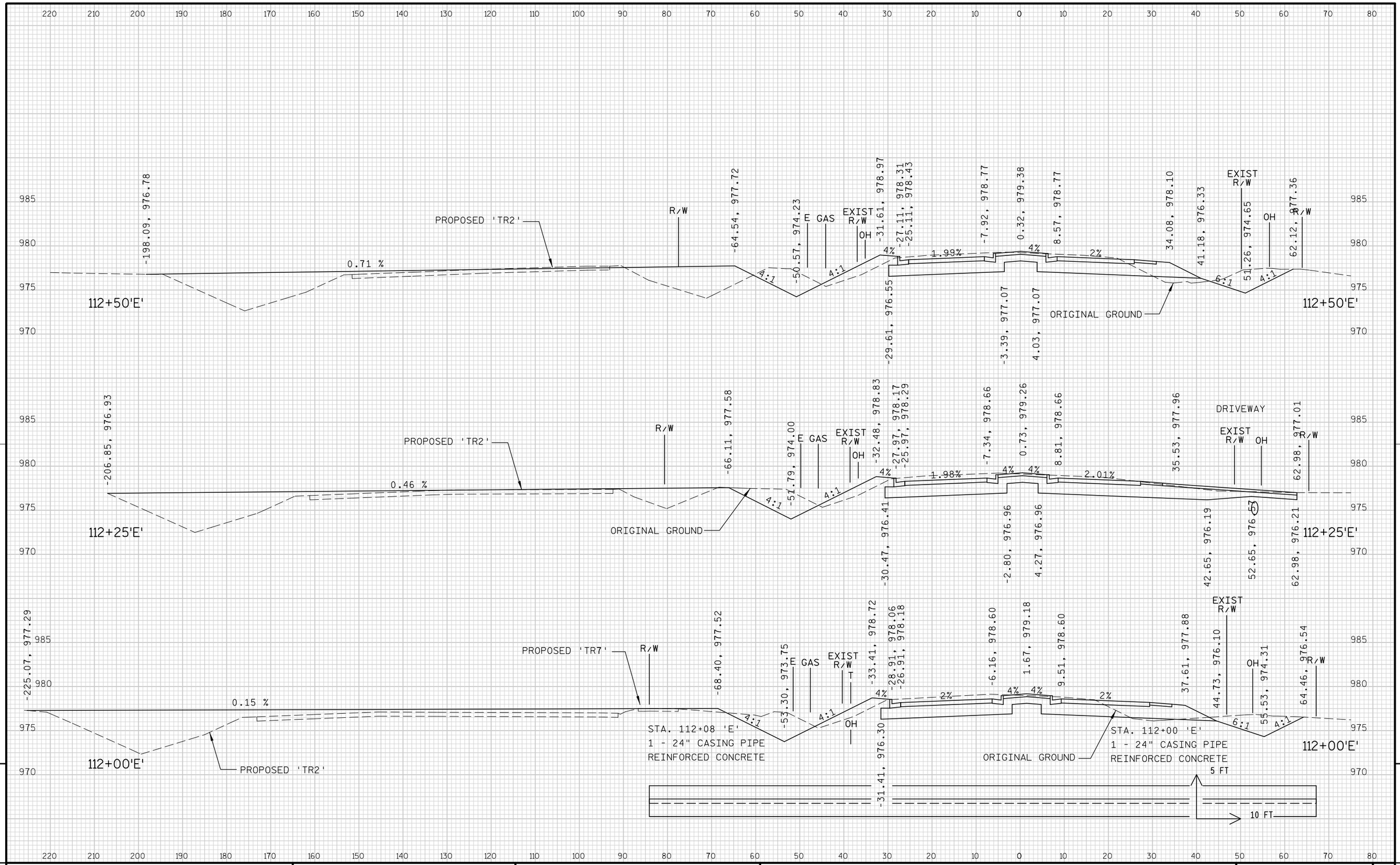
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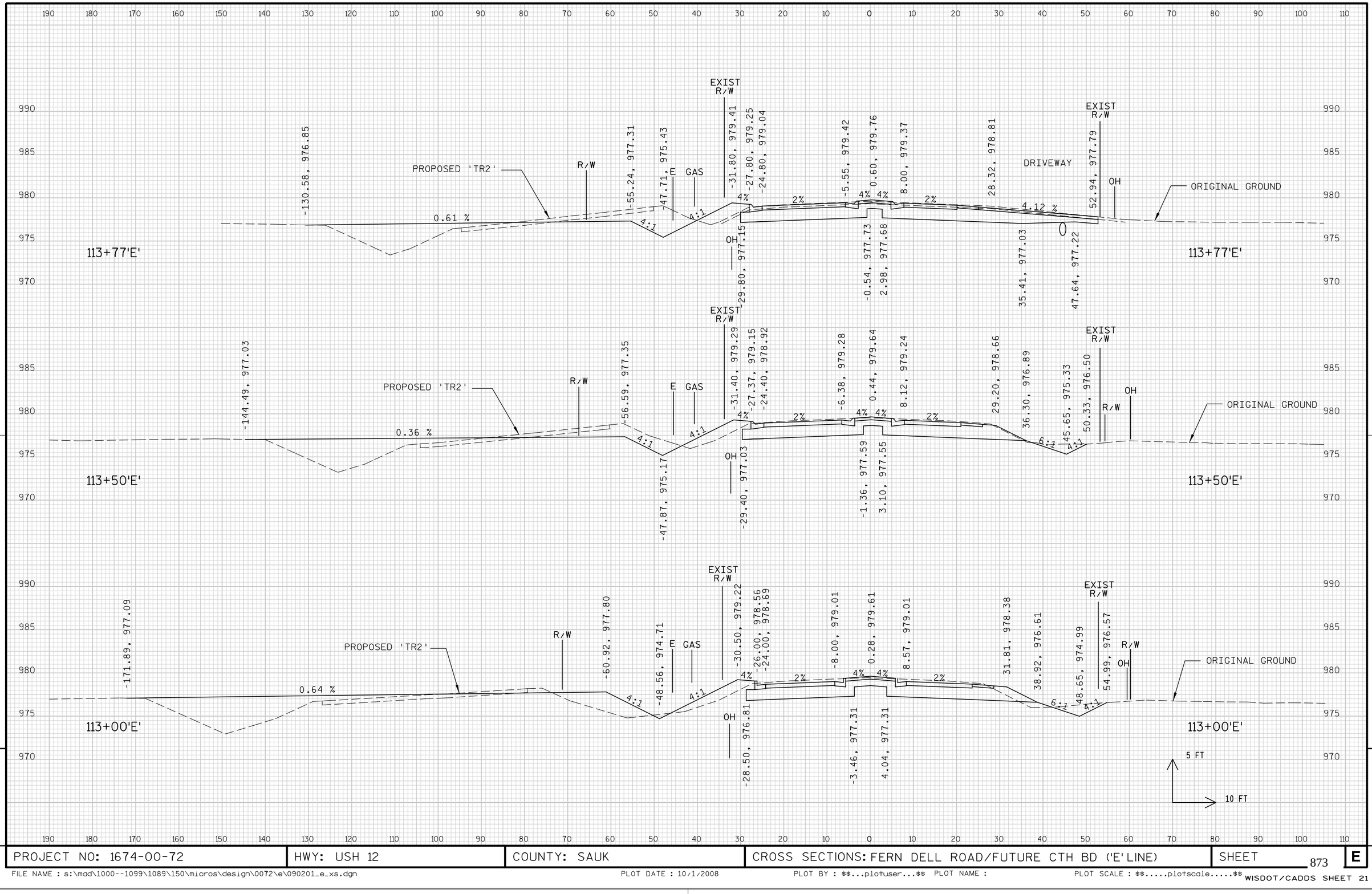


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 871	E

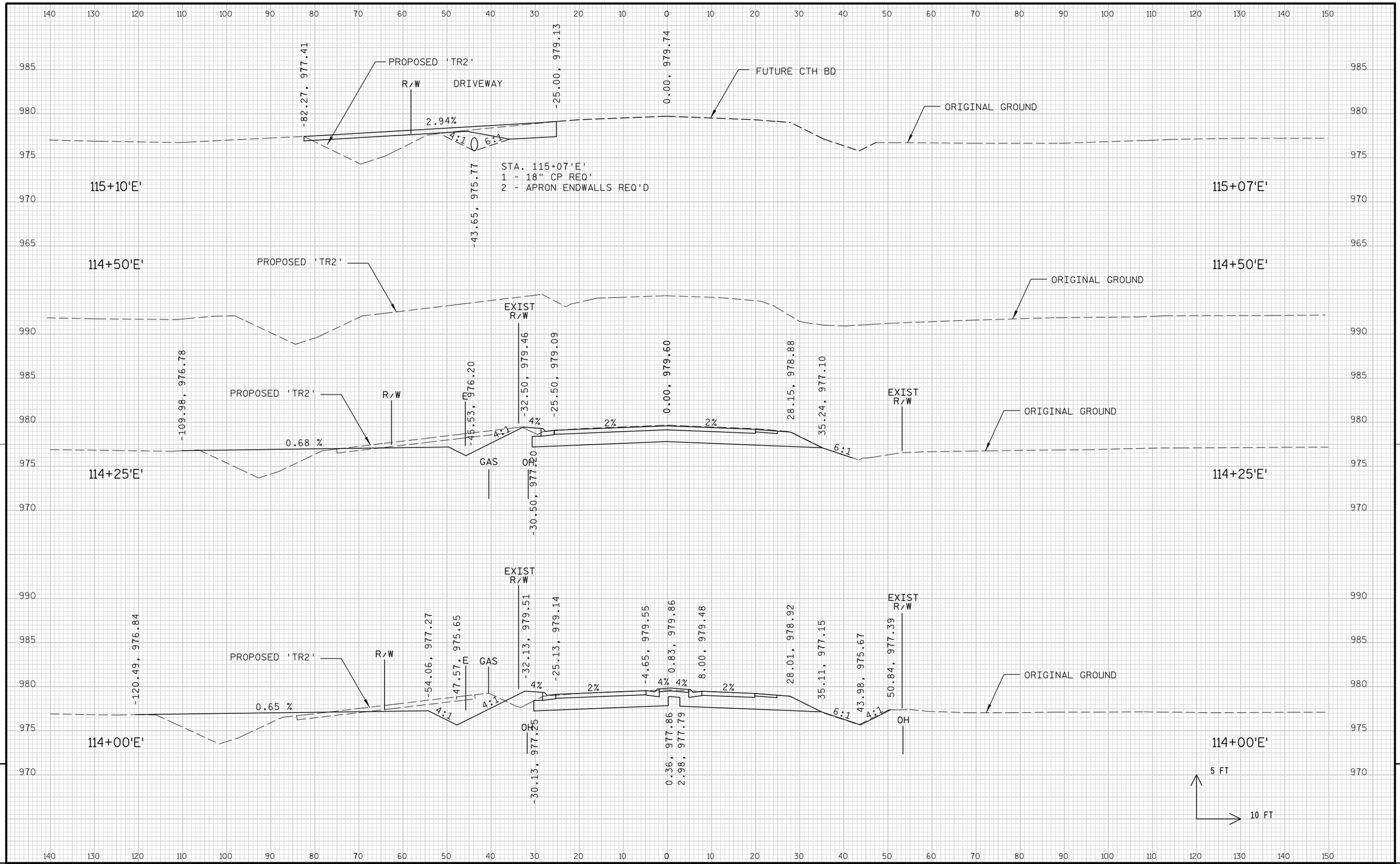
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 872	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 873	E

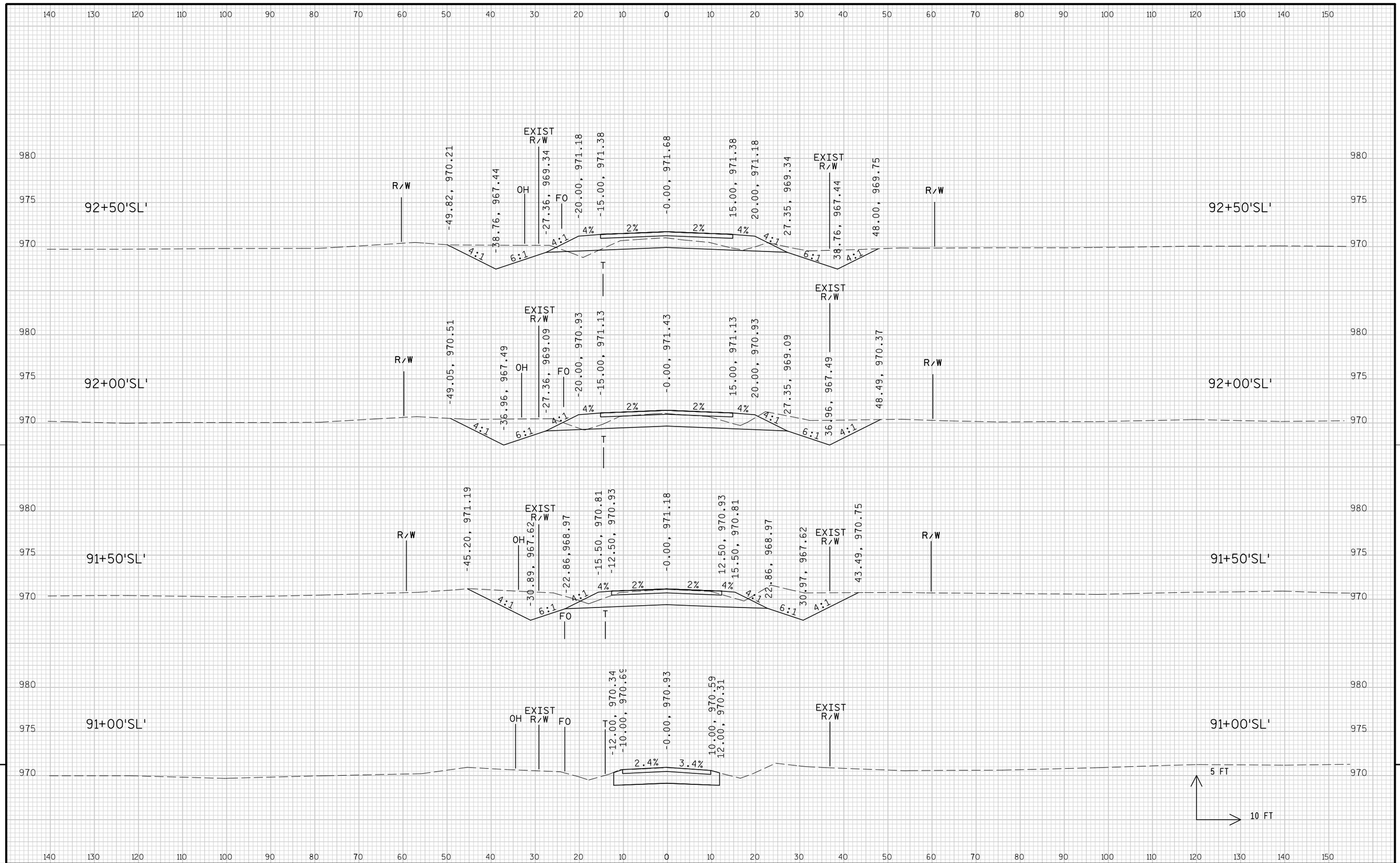


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FERN DELL ROAD/FUTURE CTH BD ('E' LINE)	SHEET 874	E

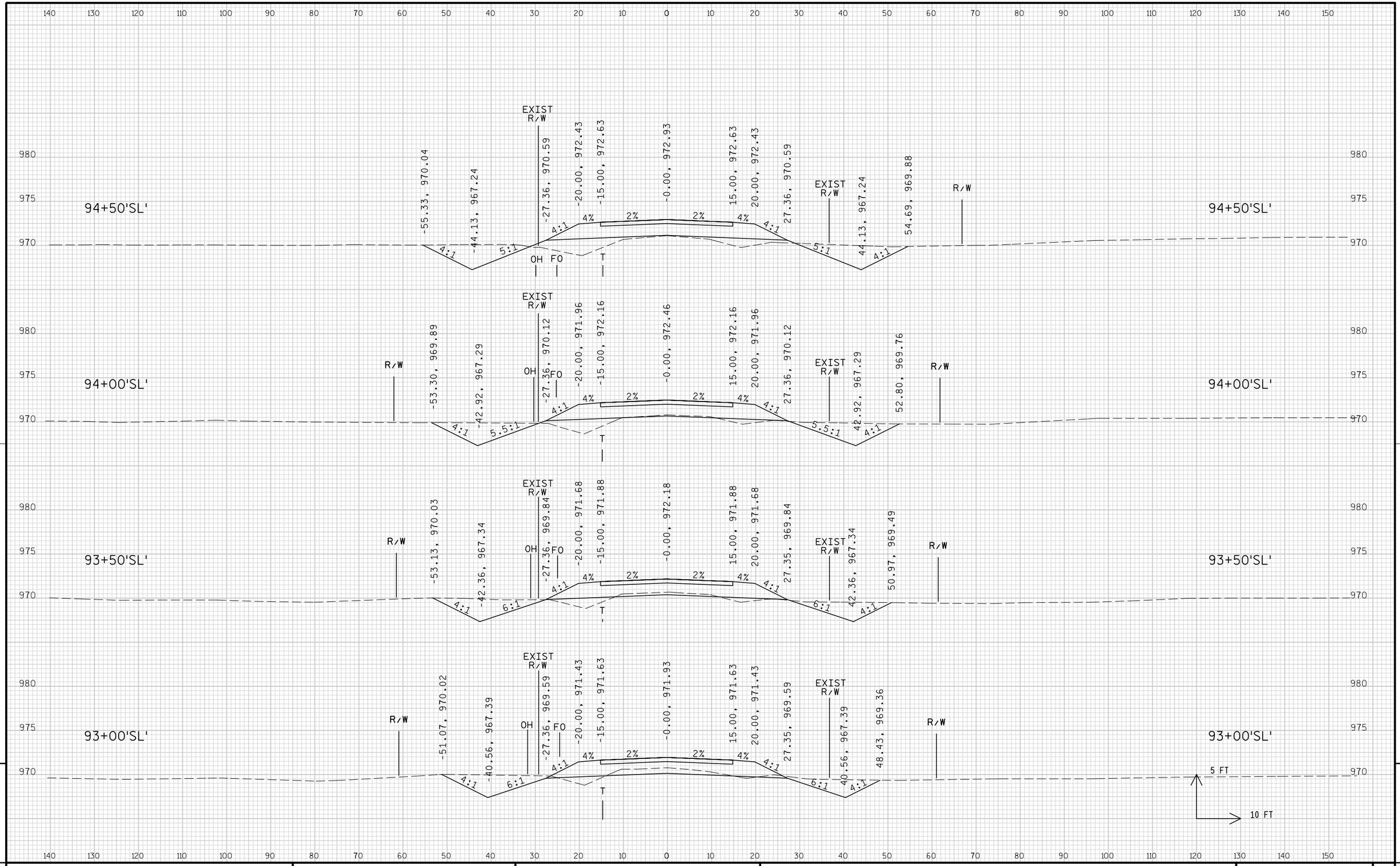
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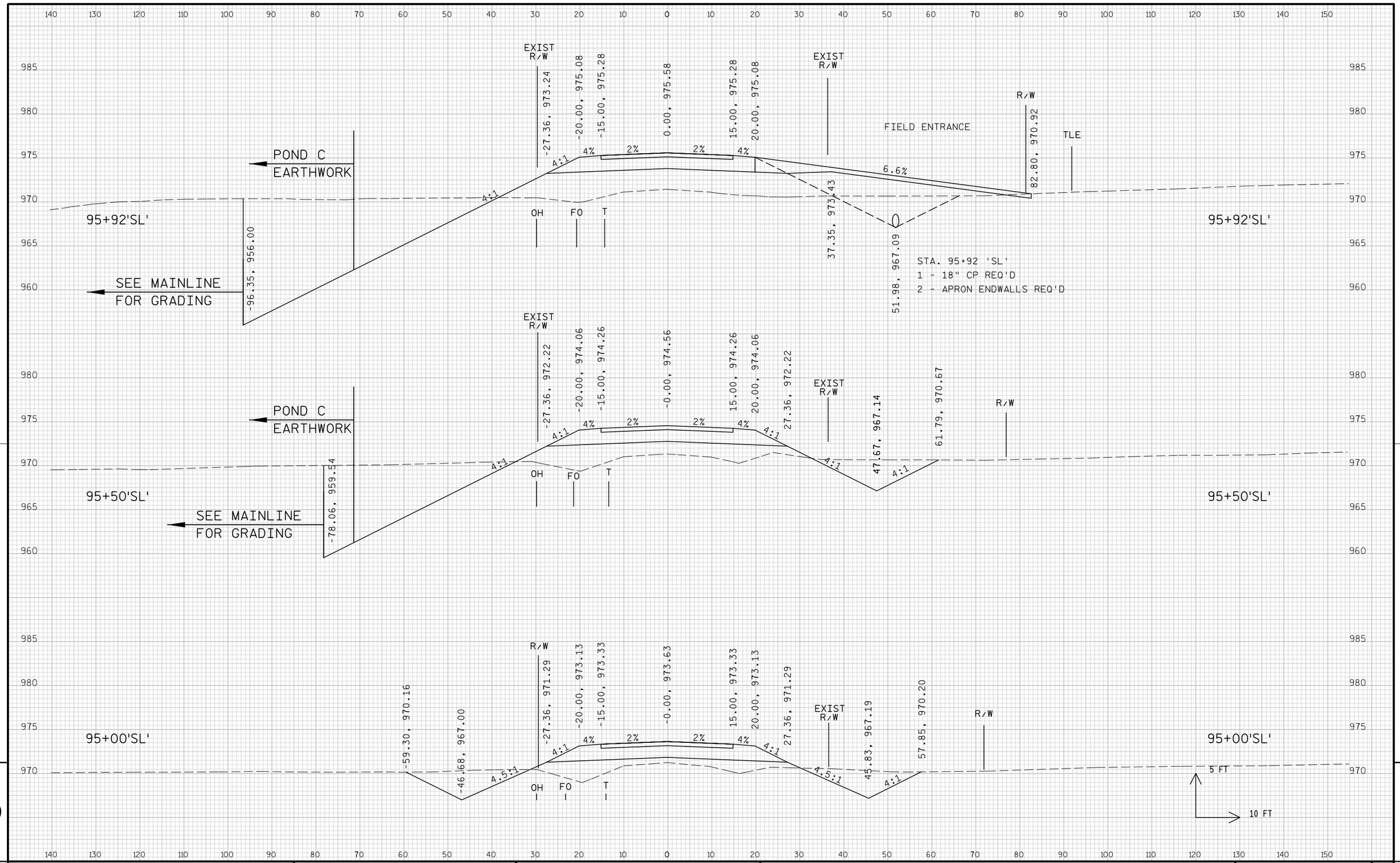
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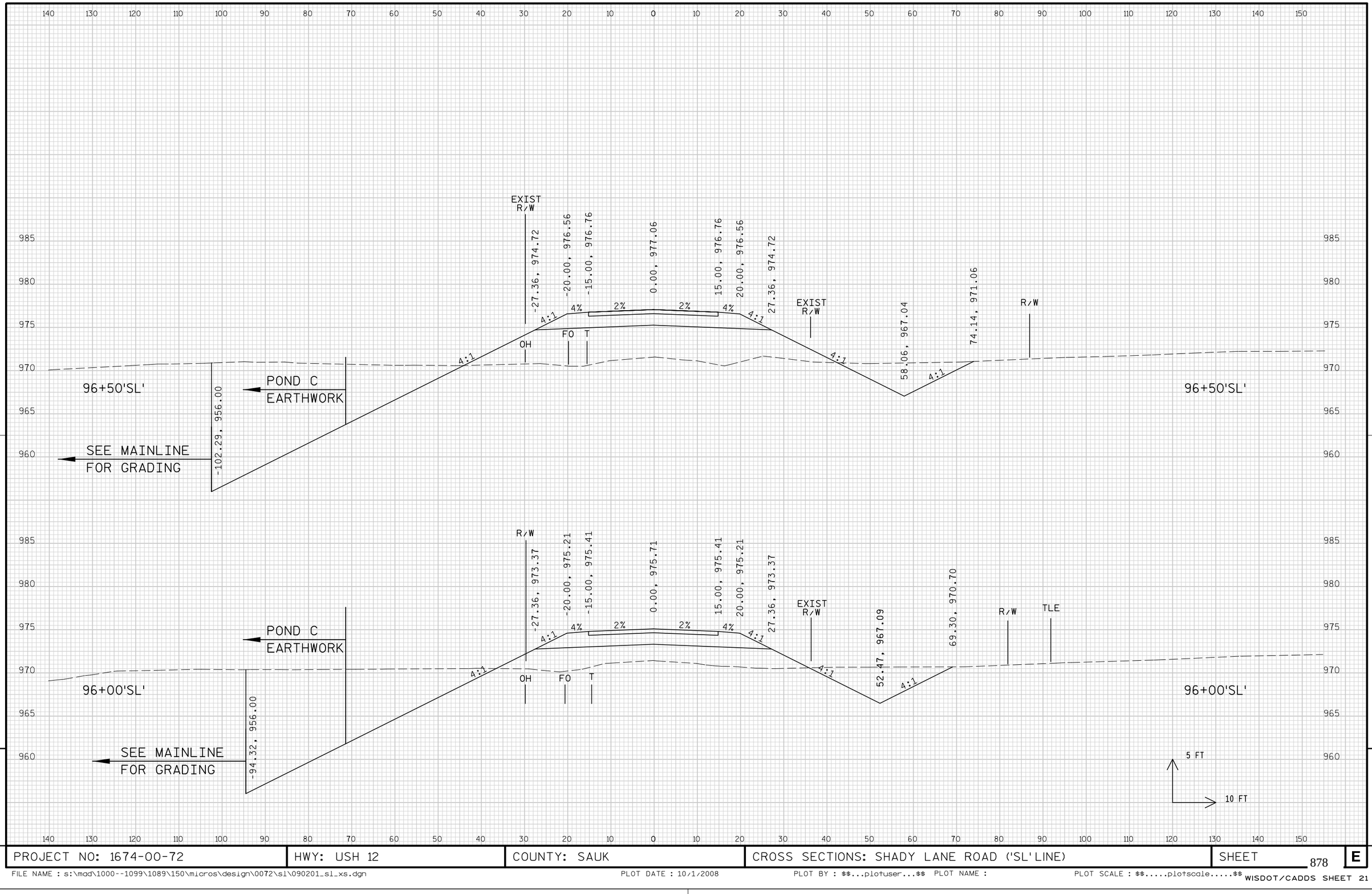
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL' LINE)	SHEET 875	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL'LINE)	SHEET 876	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL'LINE)	SHEET 877	E

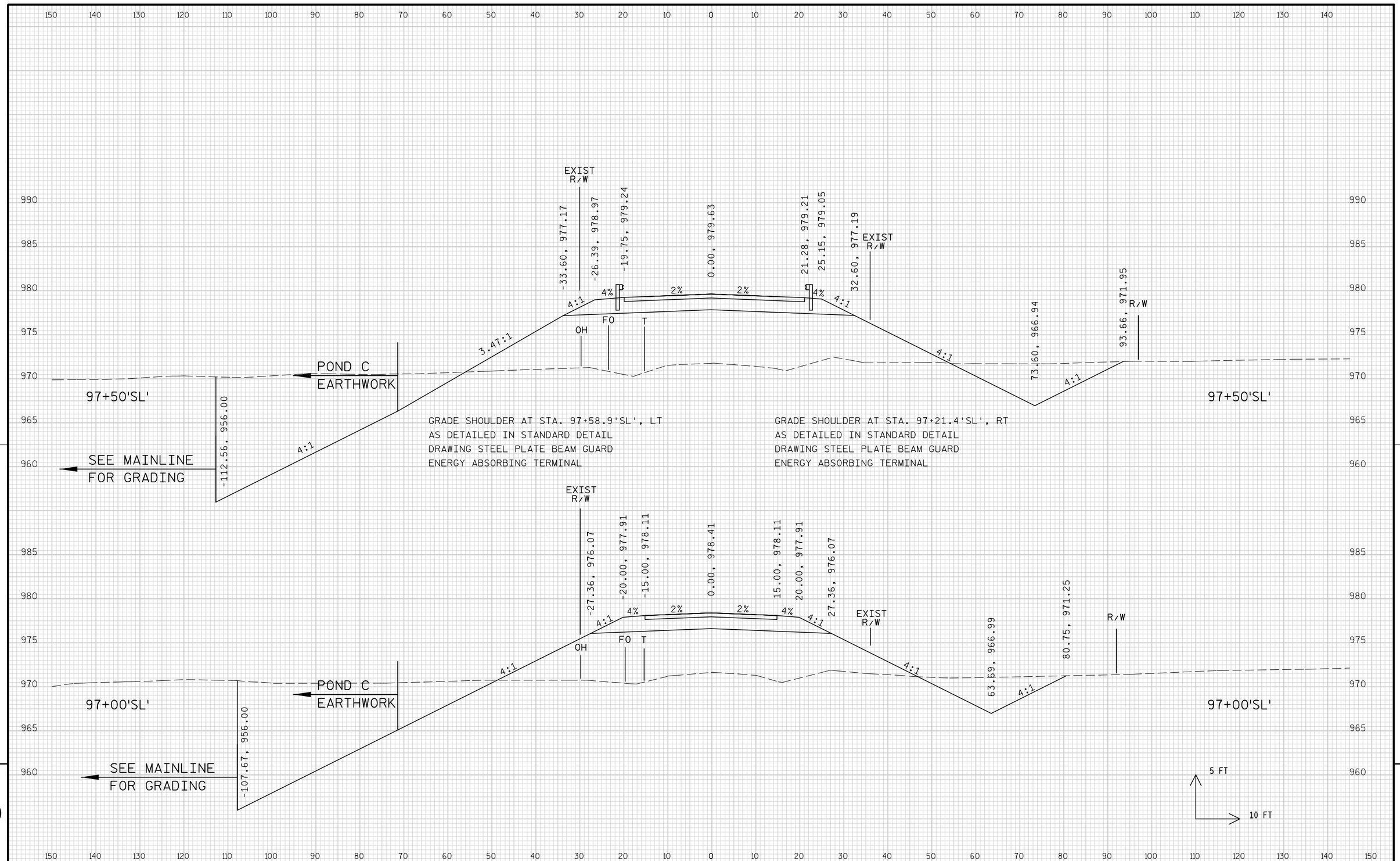


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL'LINE)	SHEET 878	E

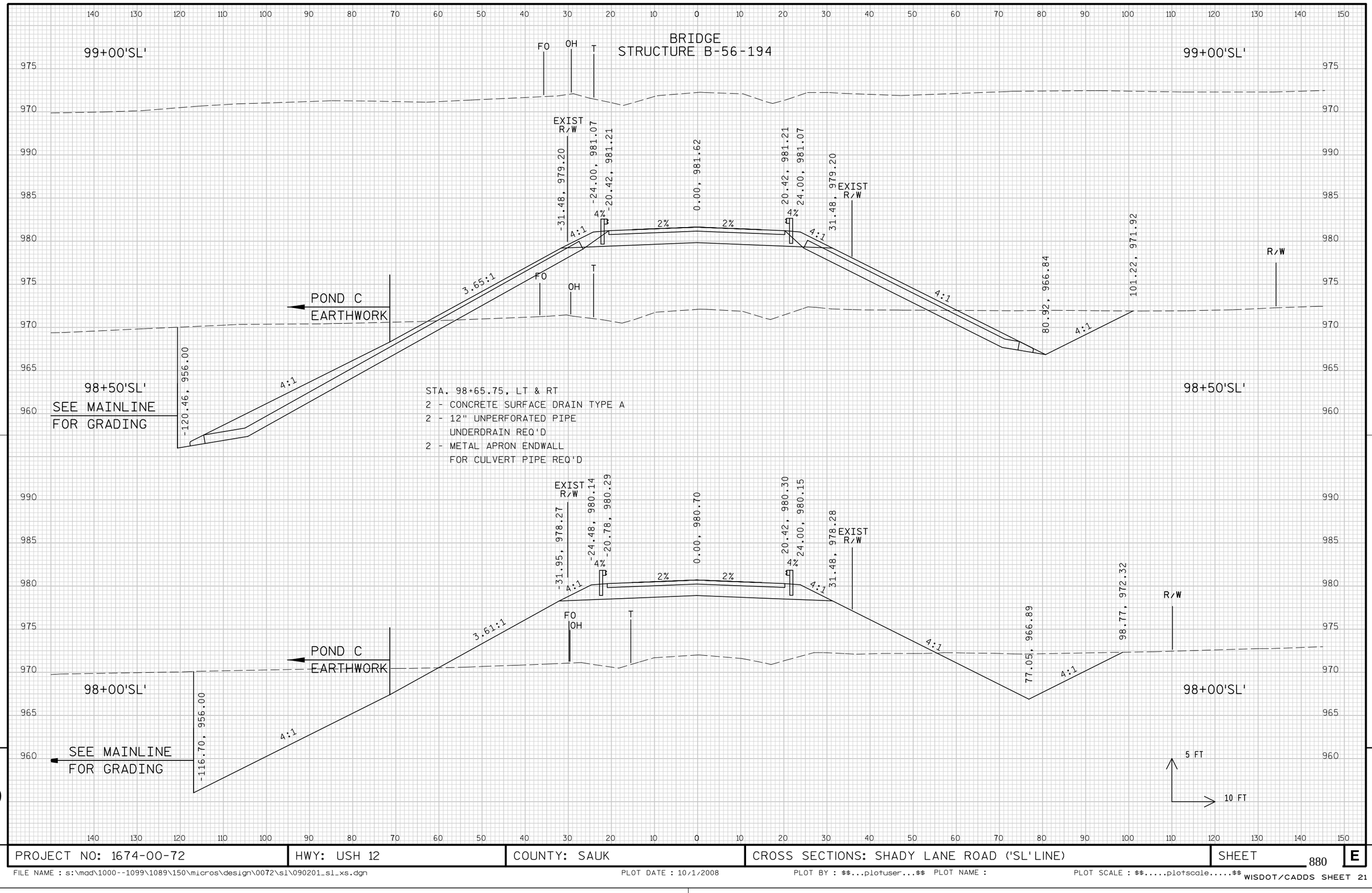
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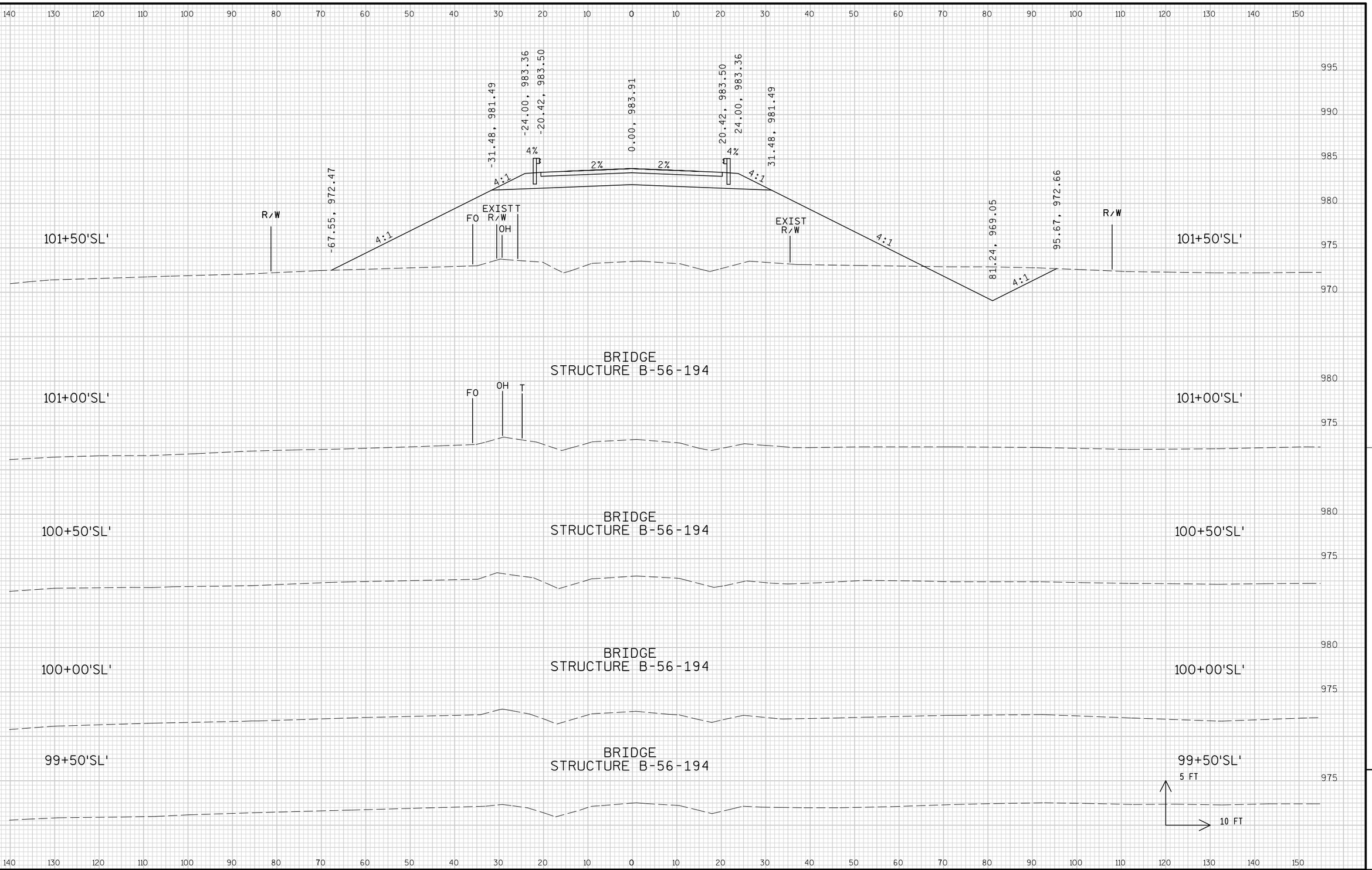
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL'LINE)	SHEET 879	E

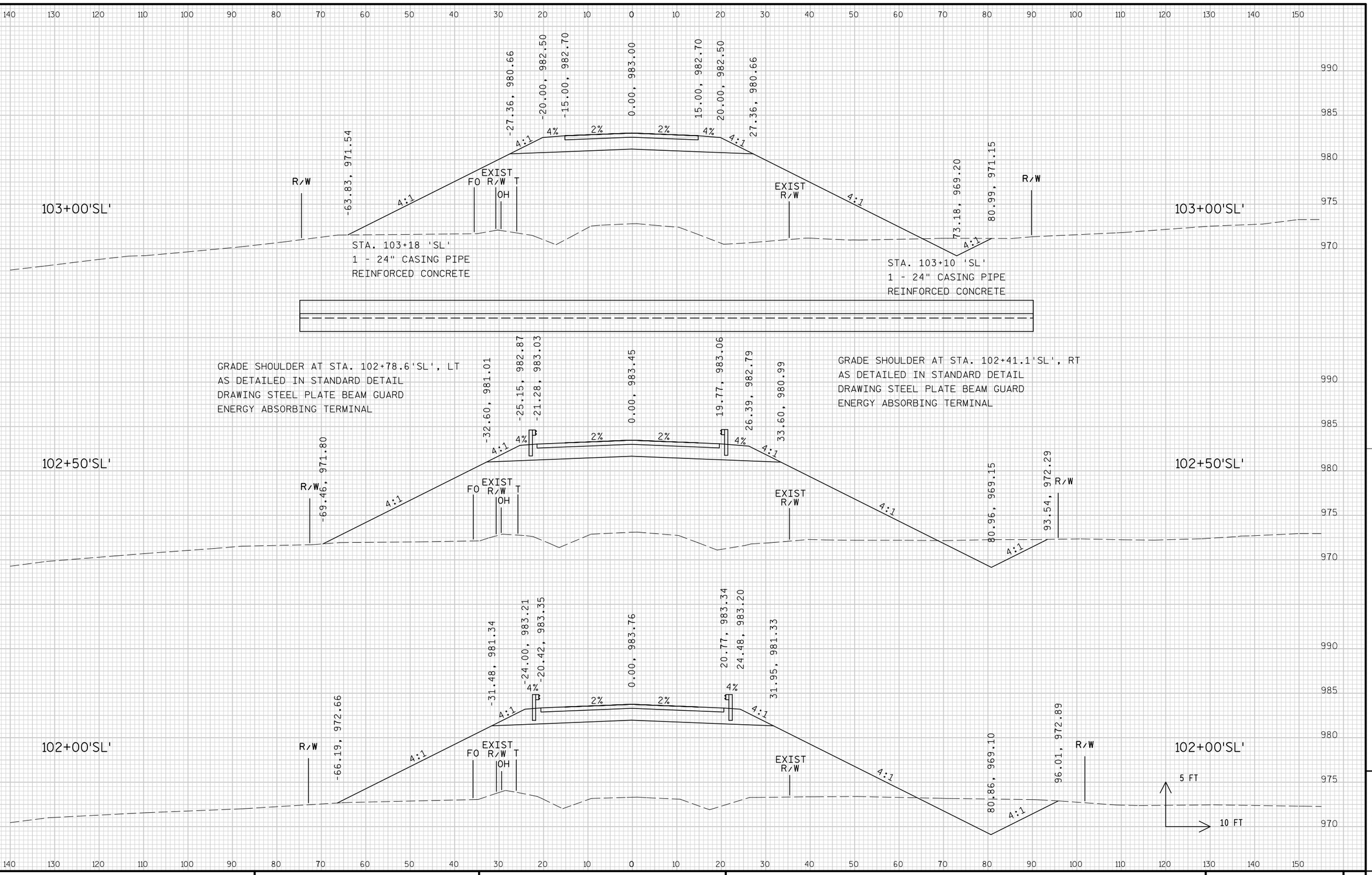


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL' LINE)	SHEET 880	E

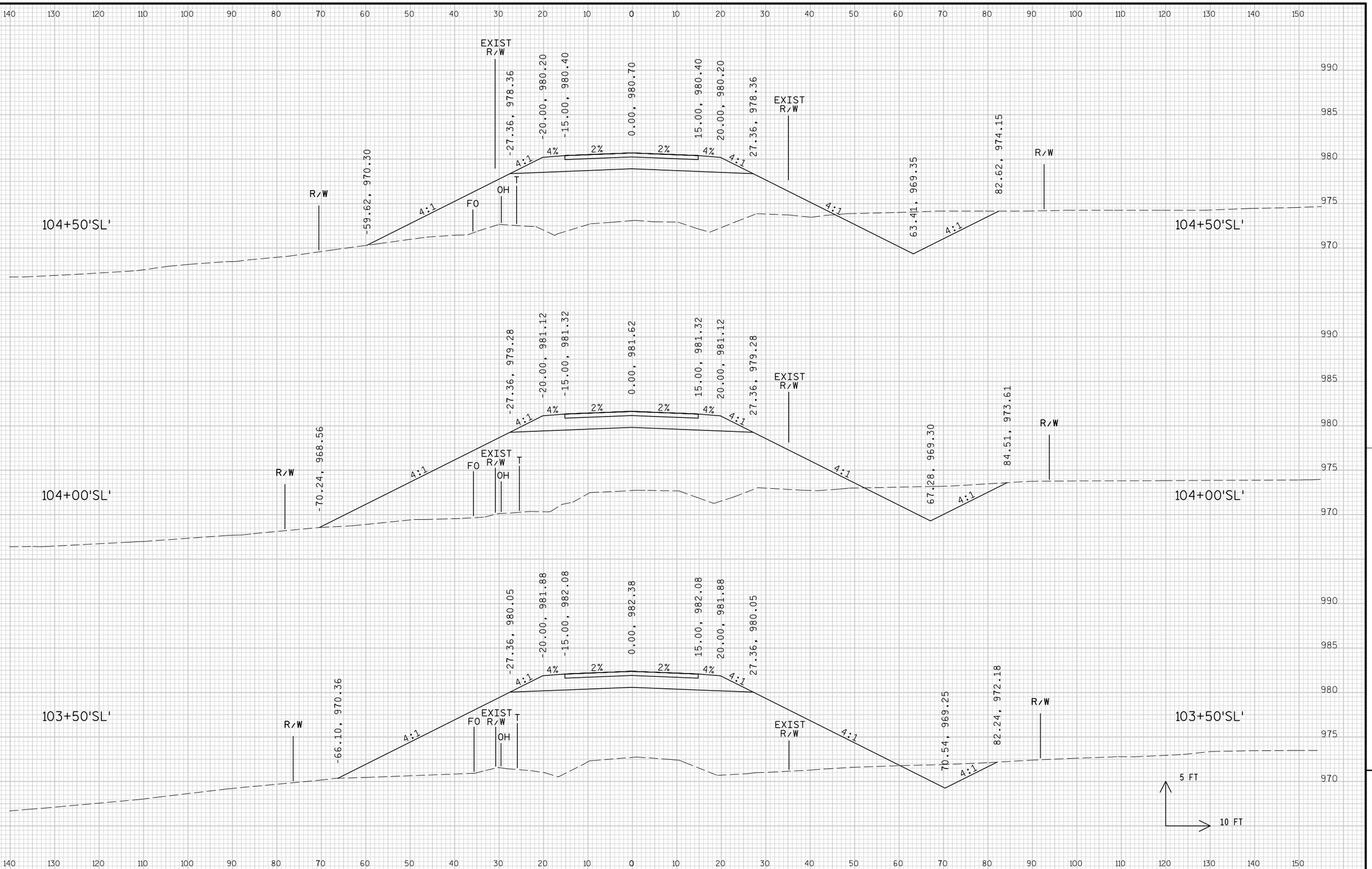


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL' LINE)	SHEET 881	E

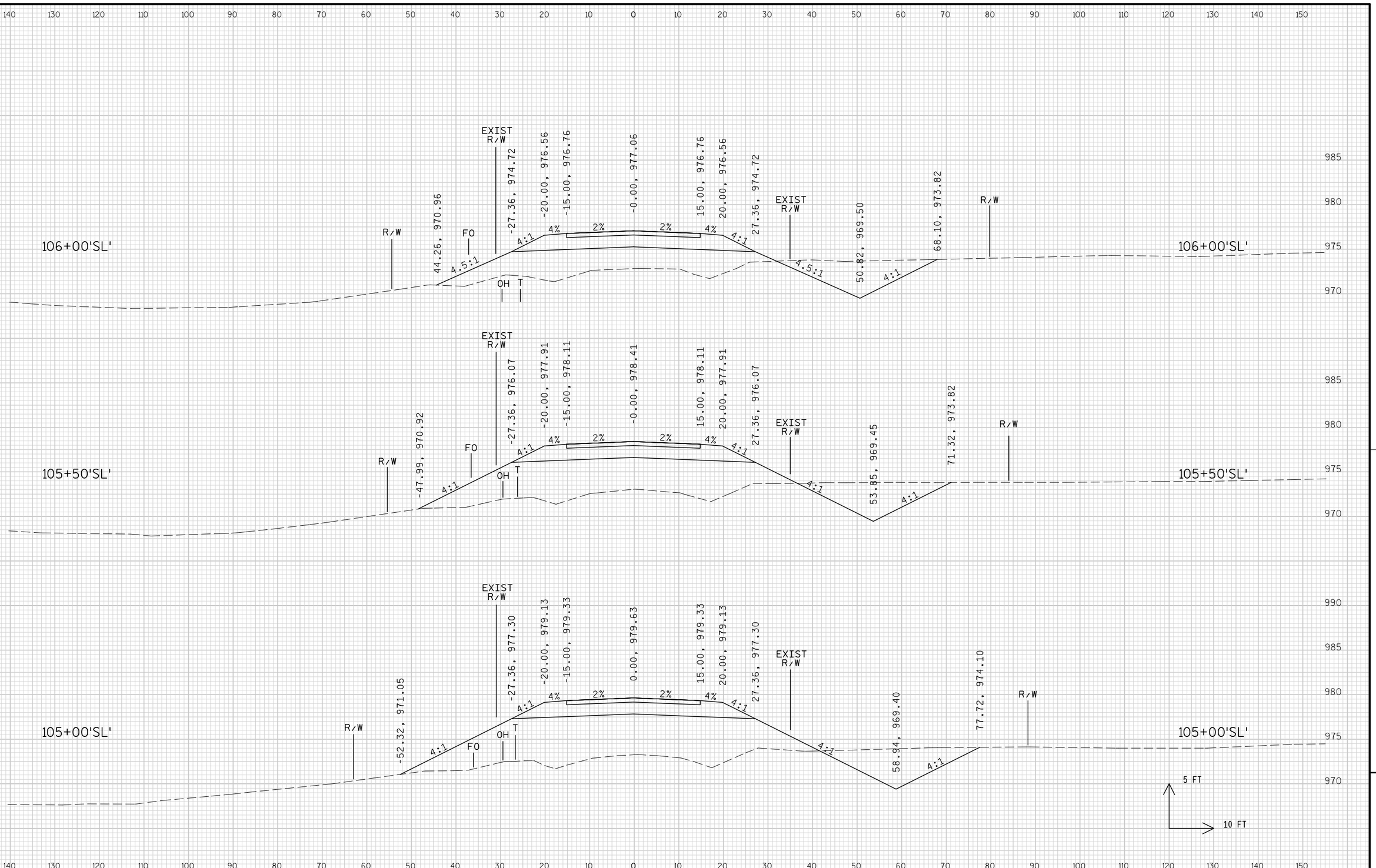
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL' LINE)	SHEET 882	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL'LINE	SHEET 883	E

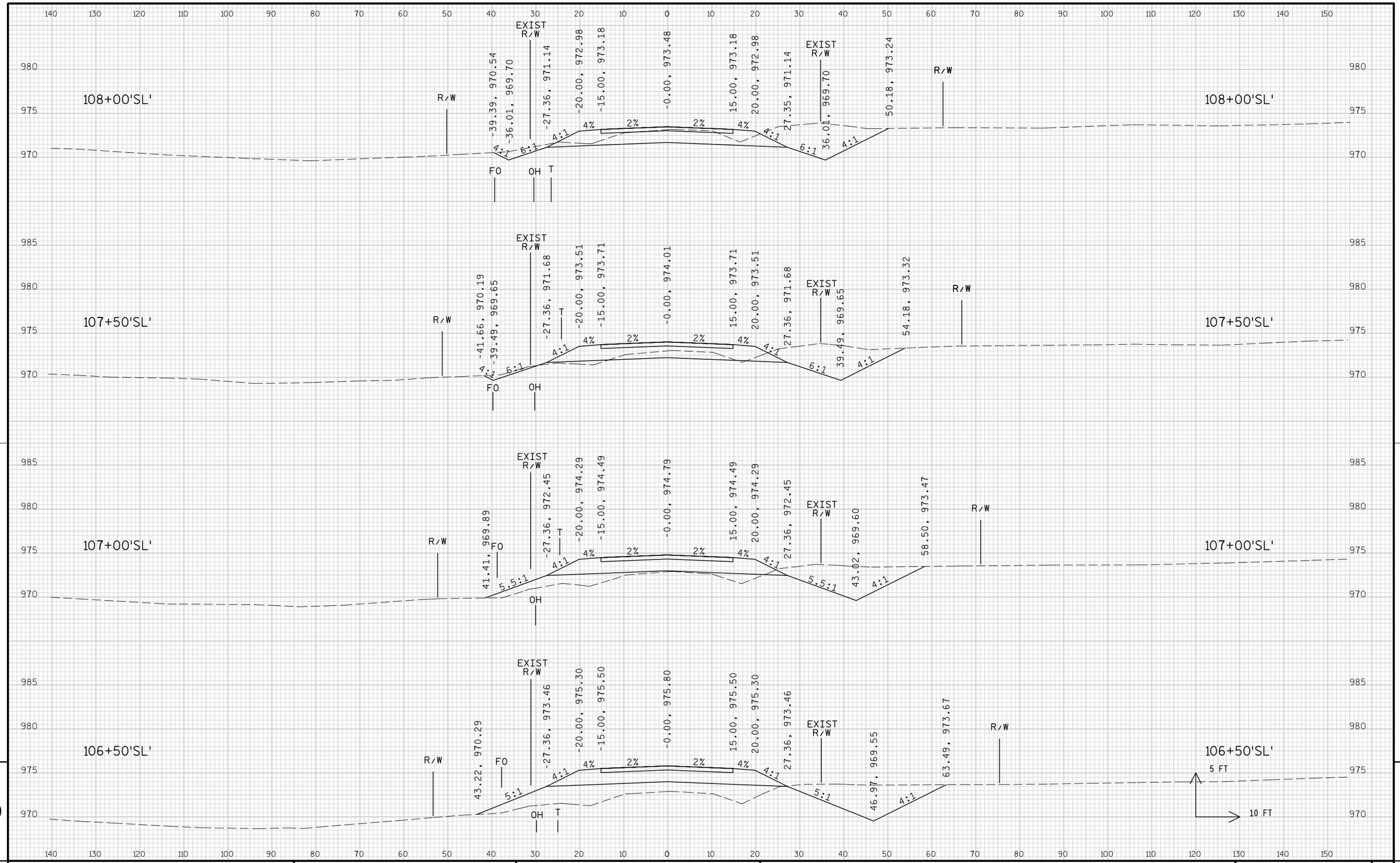


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL'LINE)	SHEET 884	E

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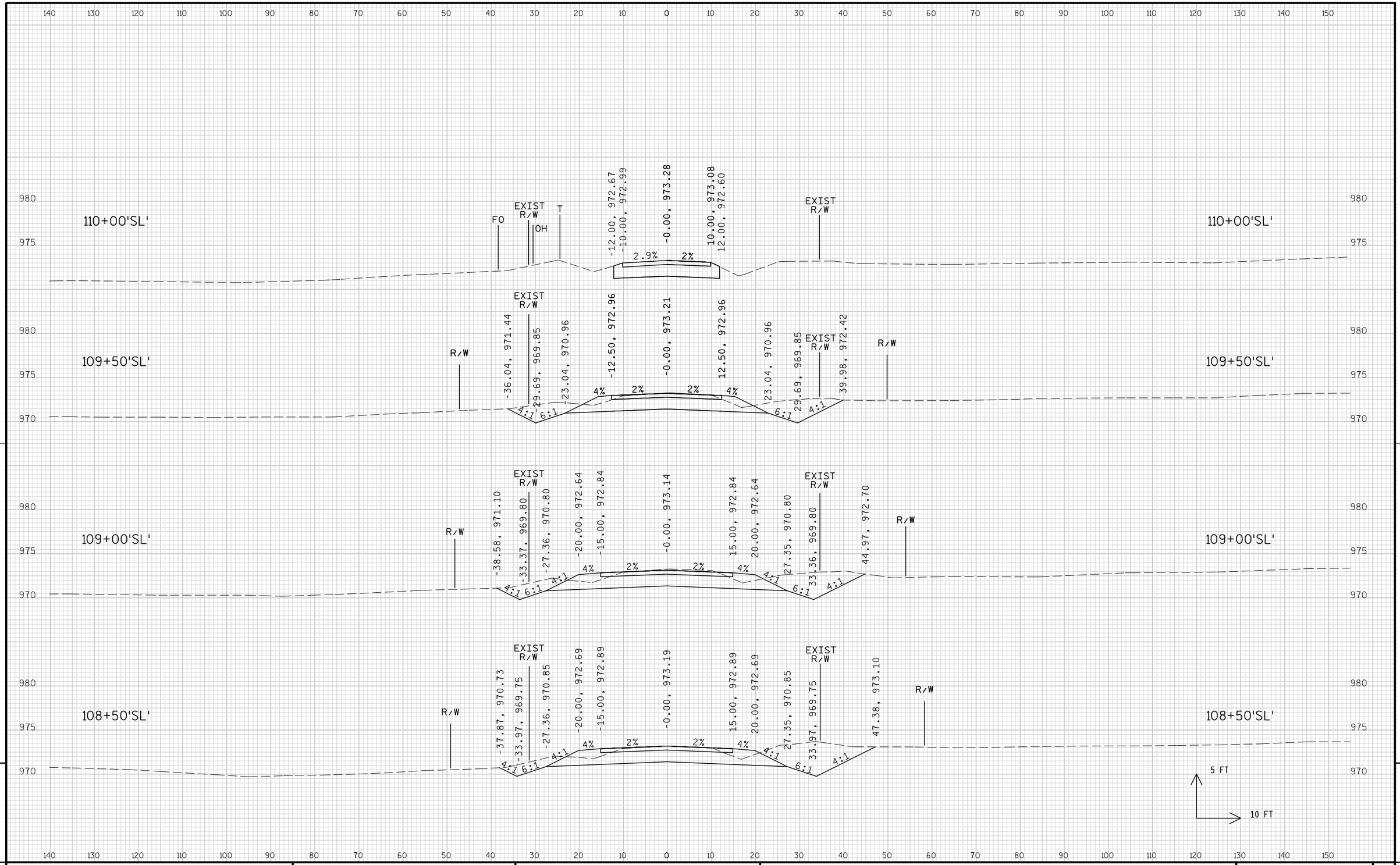


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL'LINE)	SHEET 885	E

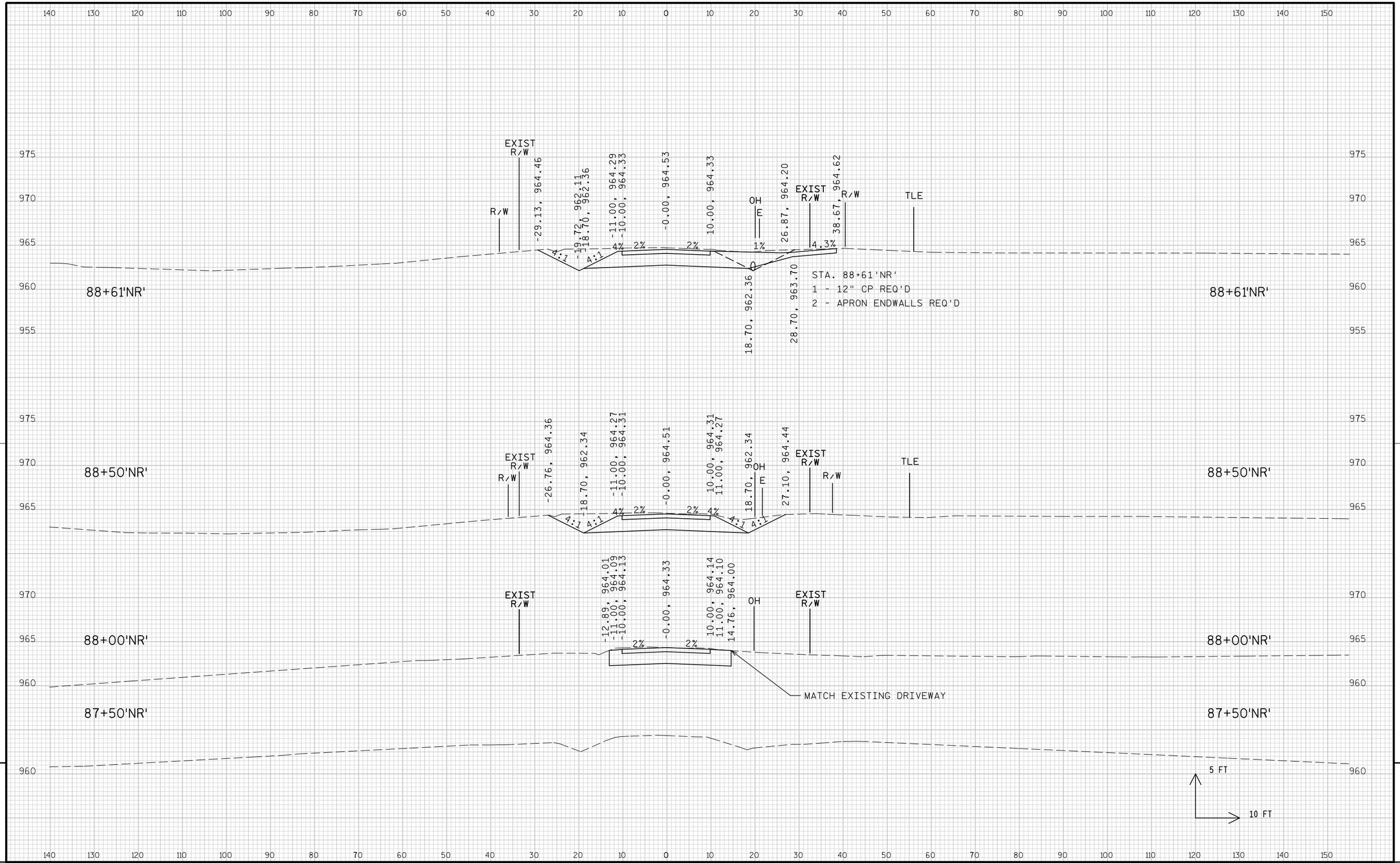
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: SHADY LANE ROAD ('SL'LINE)	SHEET 886	E

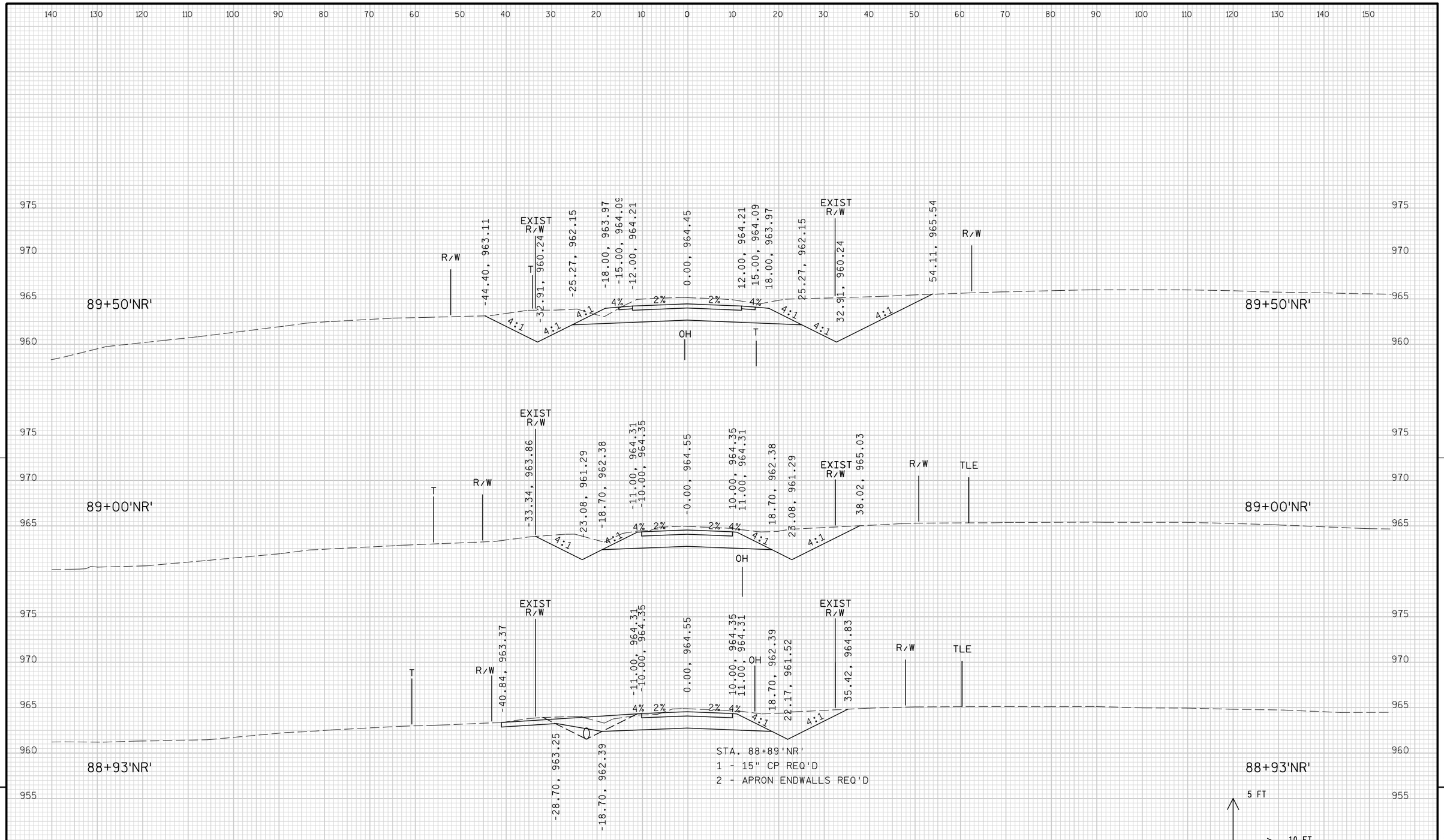


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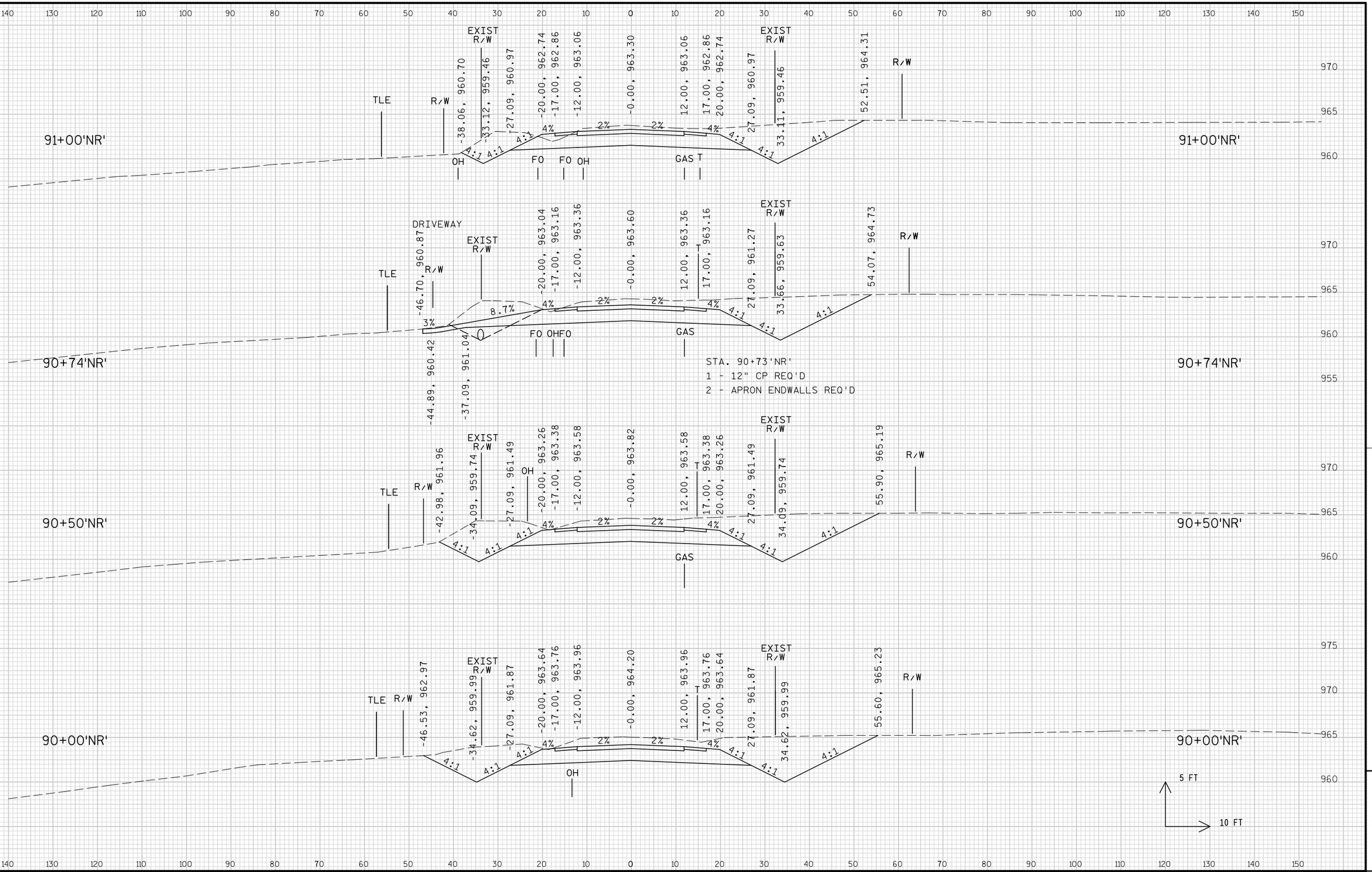
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 887	E

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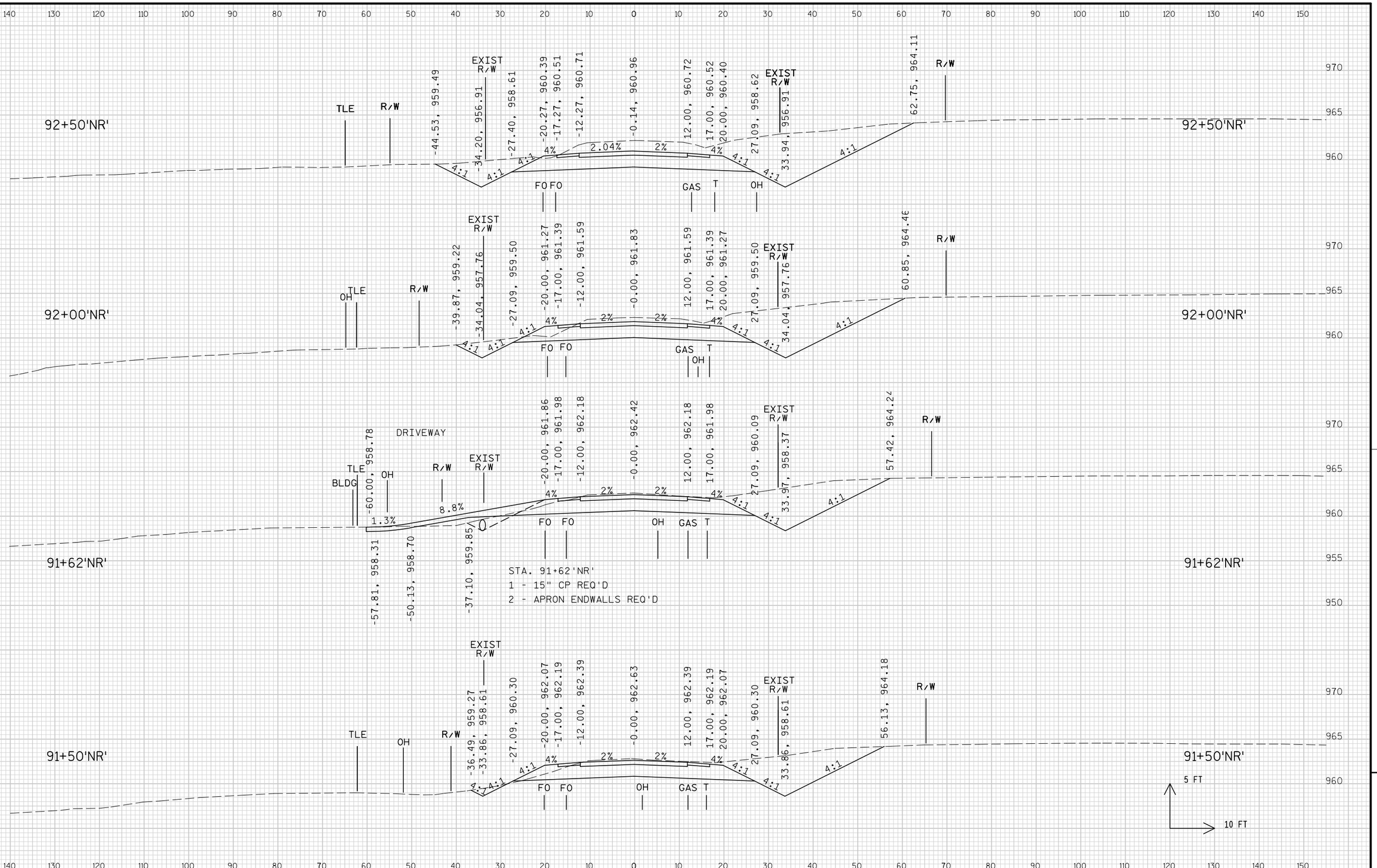


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 888	E

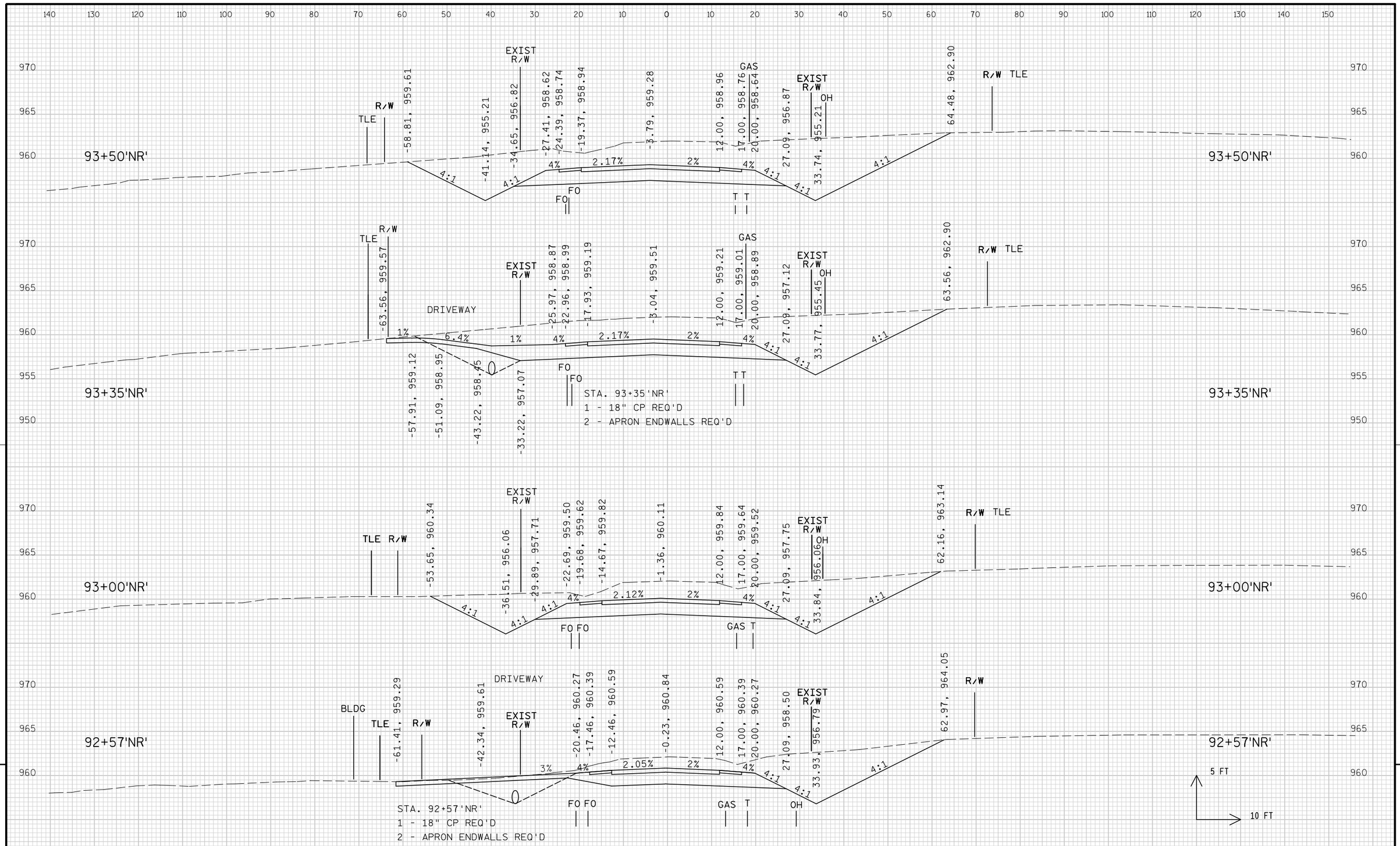


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 889 E

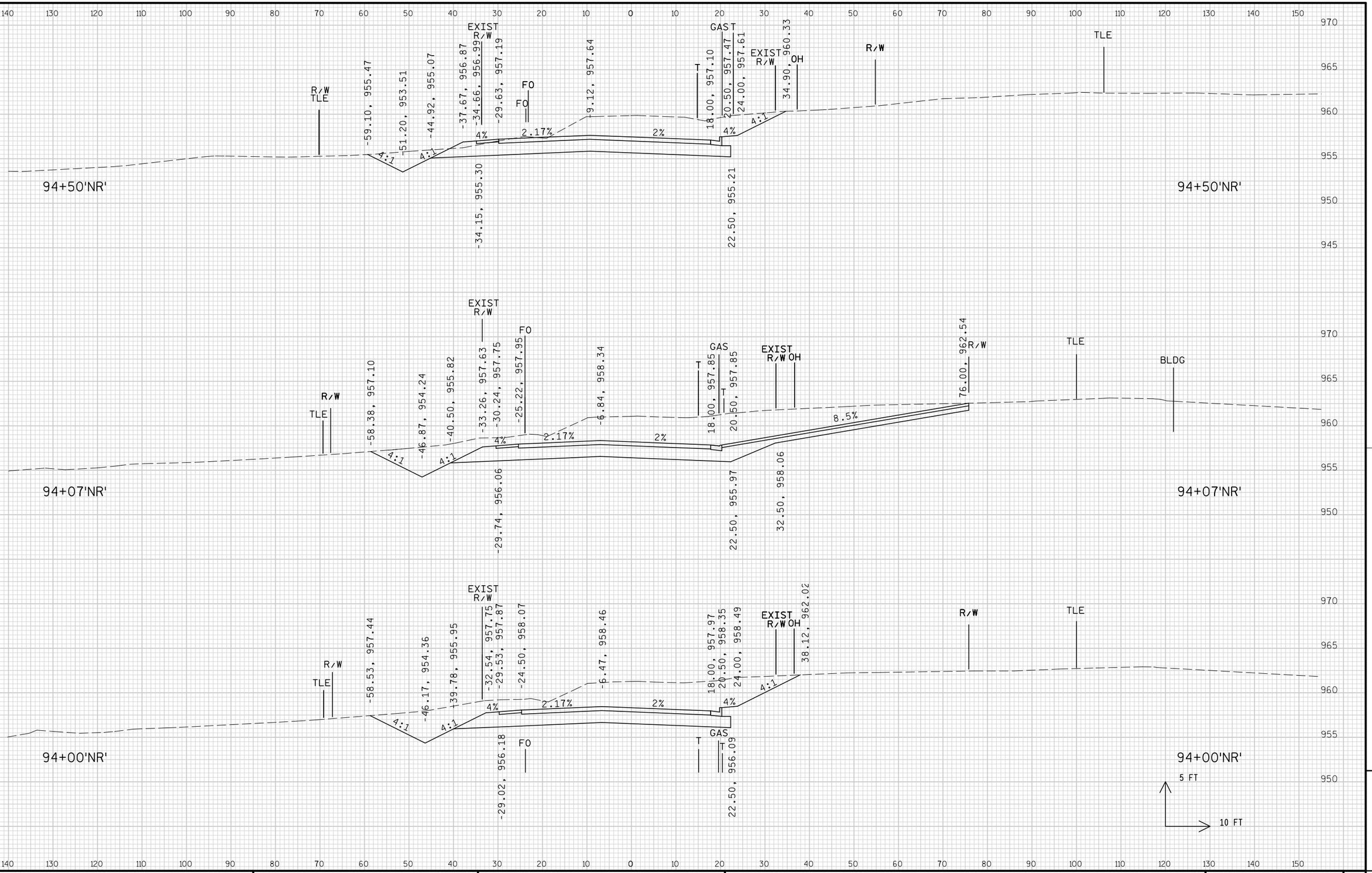
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 890	E

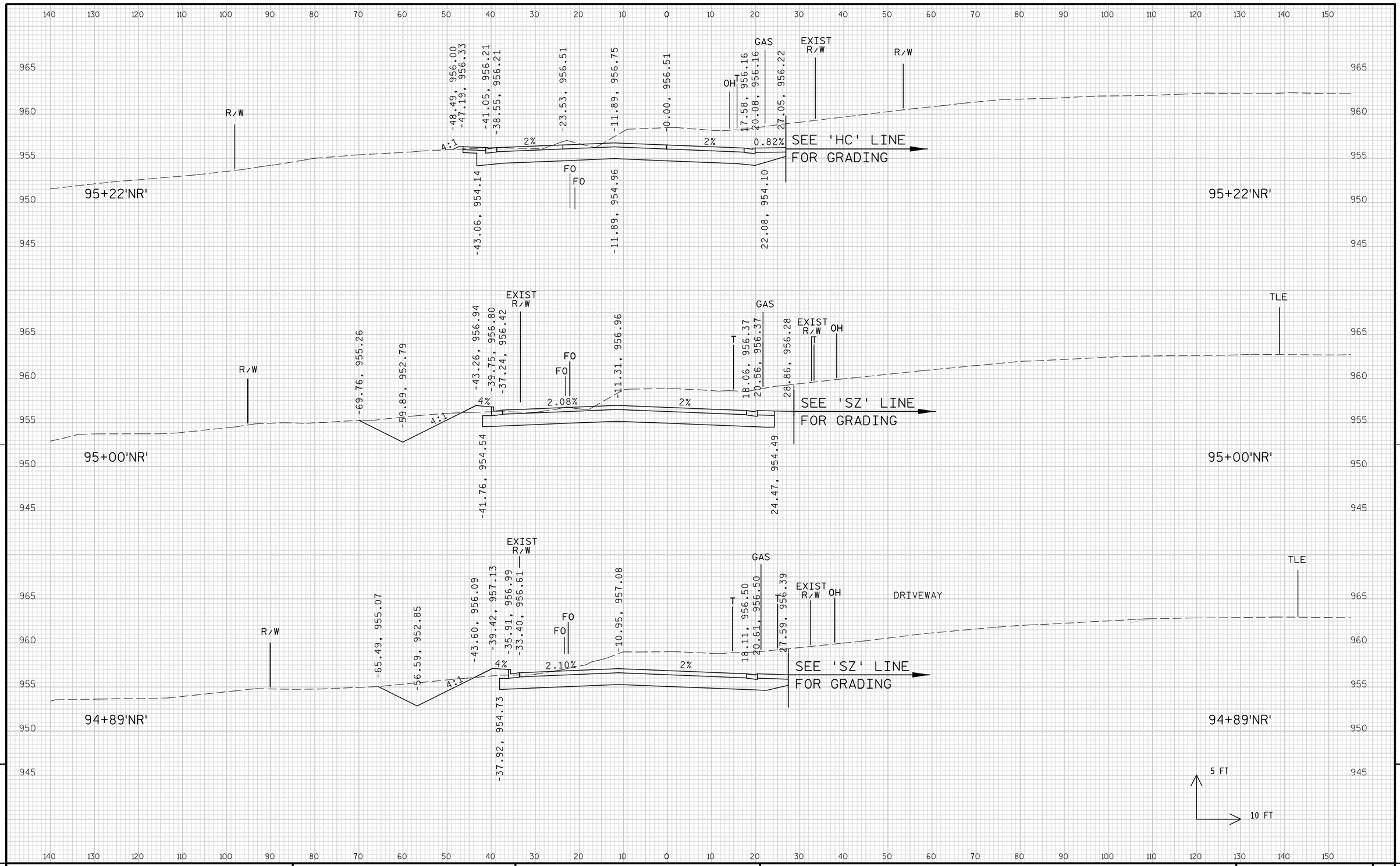


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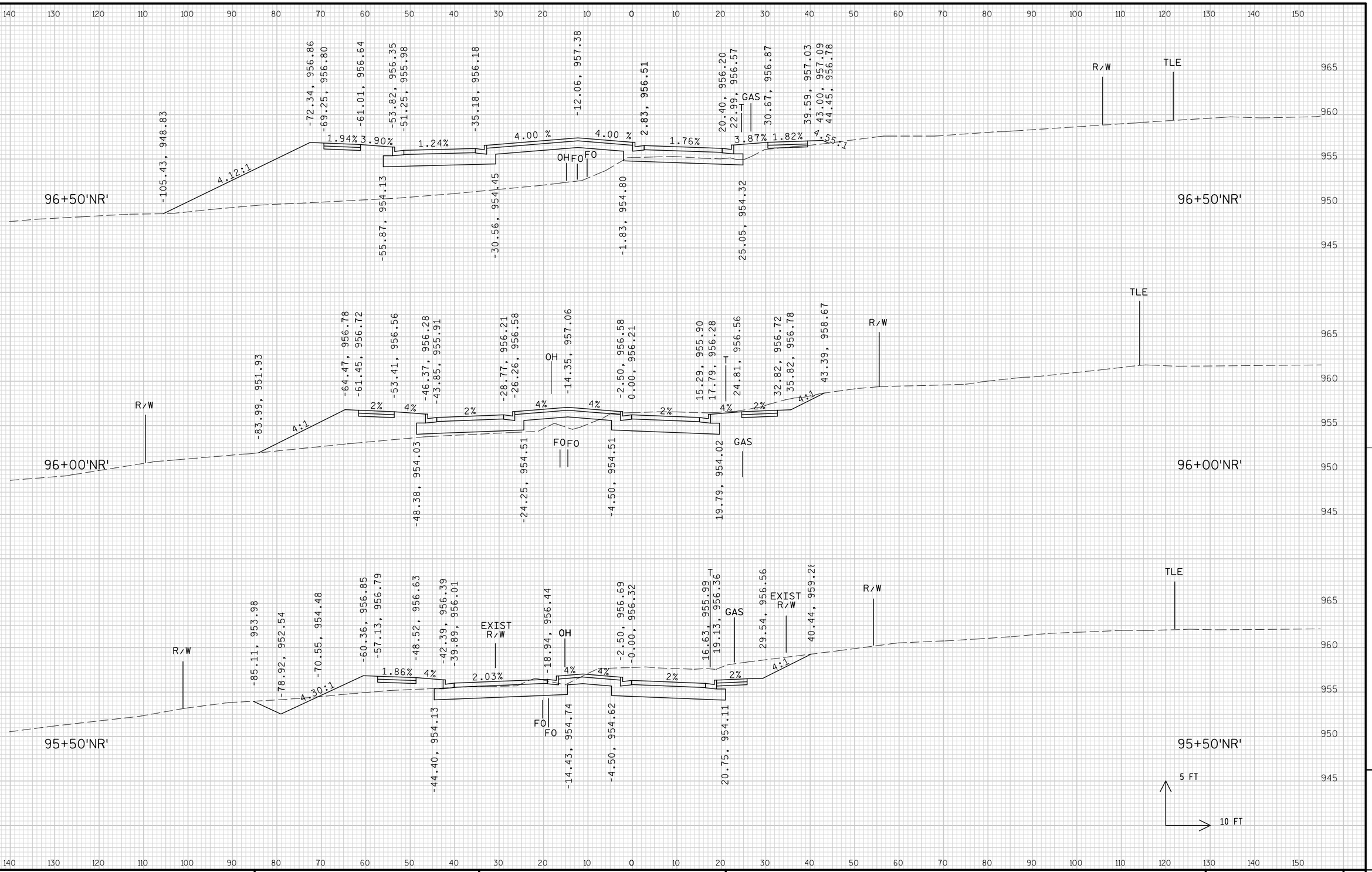


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 892	E

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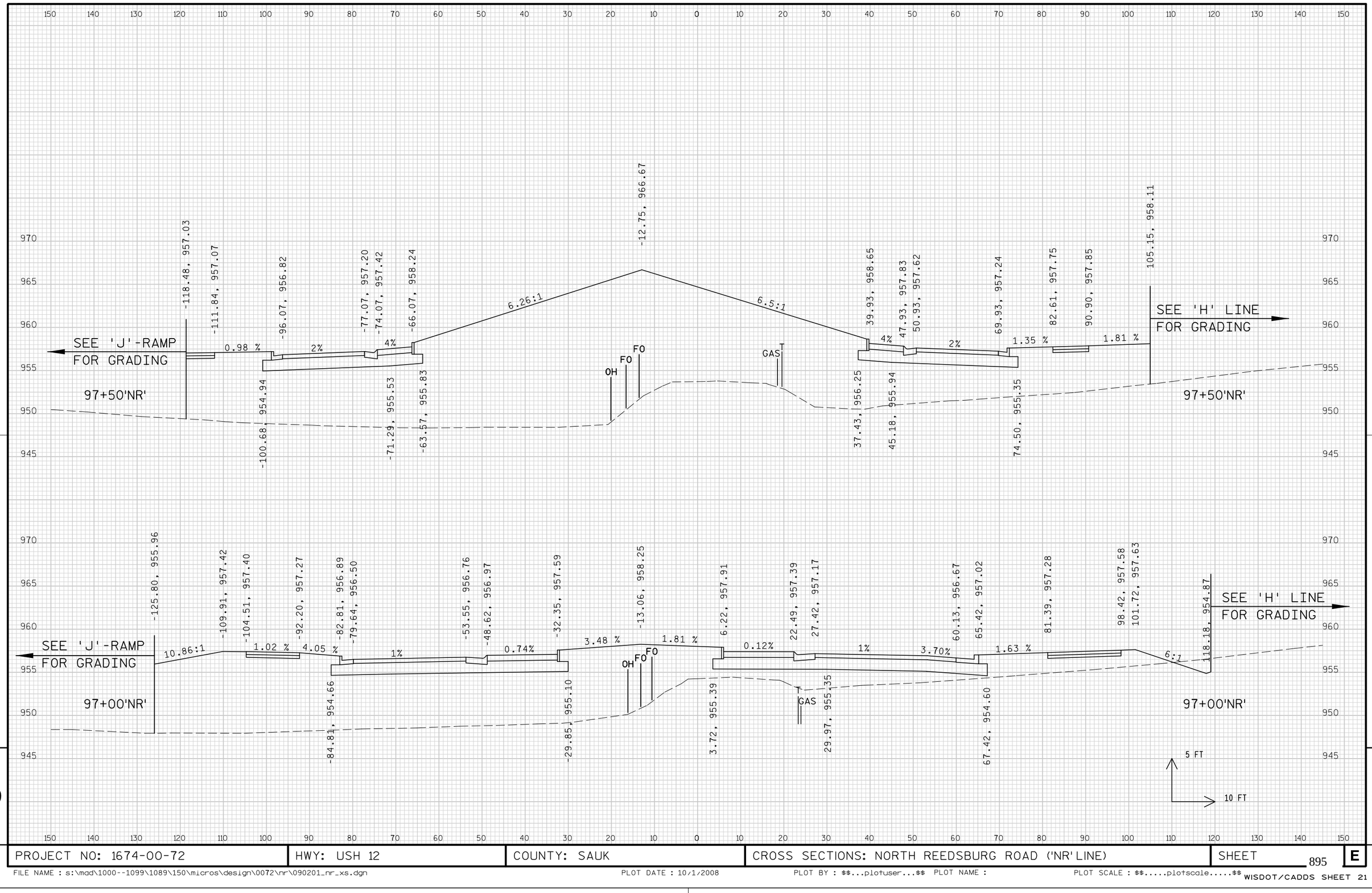


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 893	E

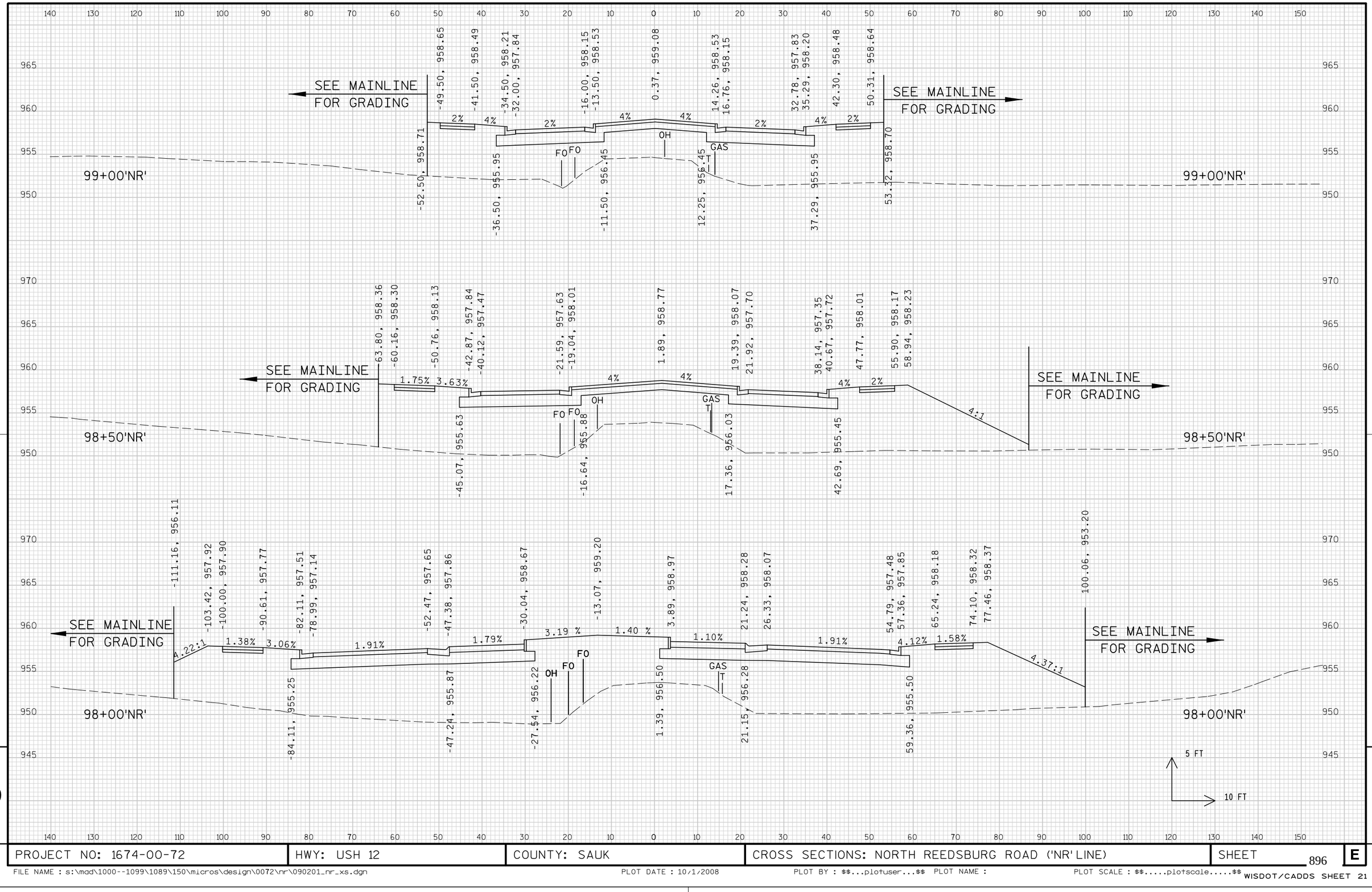


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 894	E

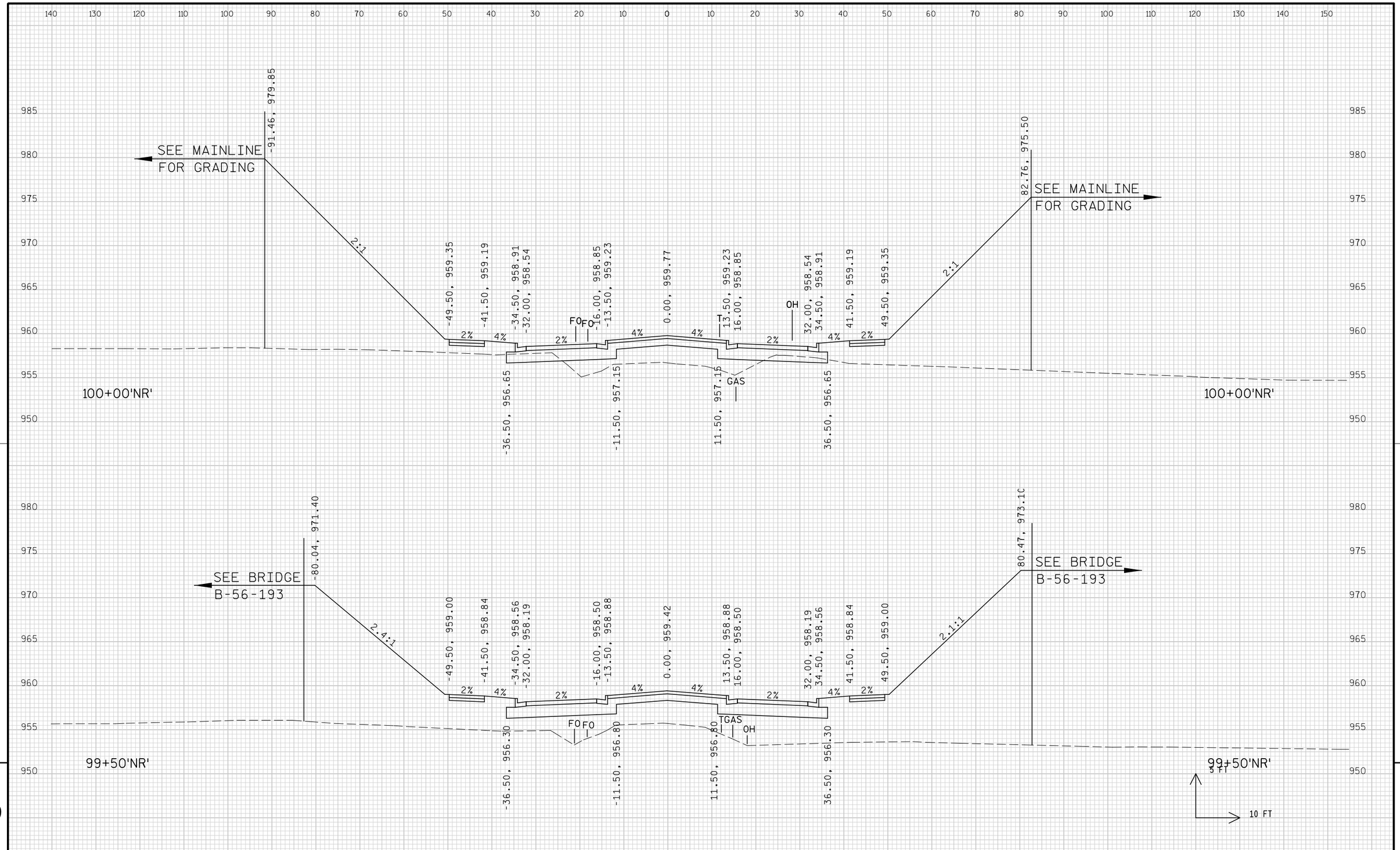
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 895	E

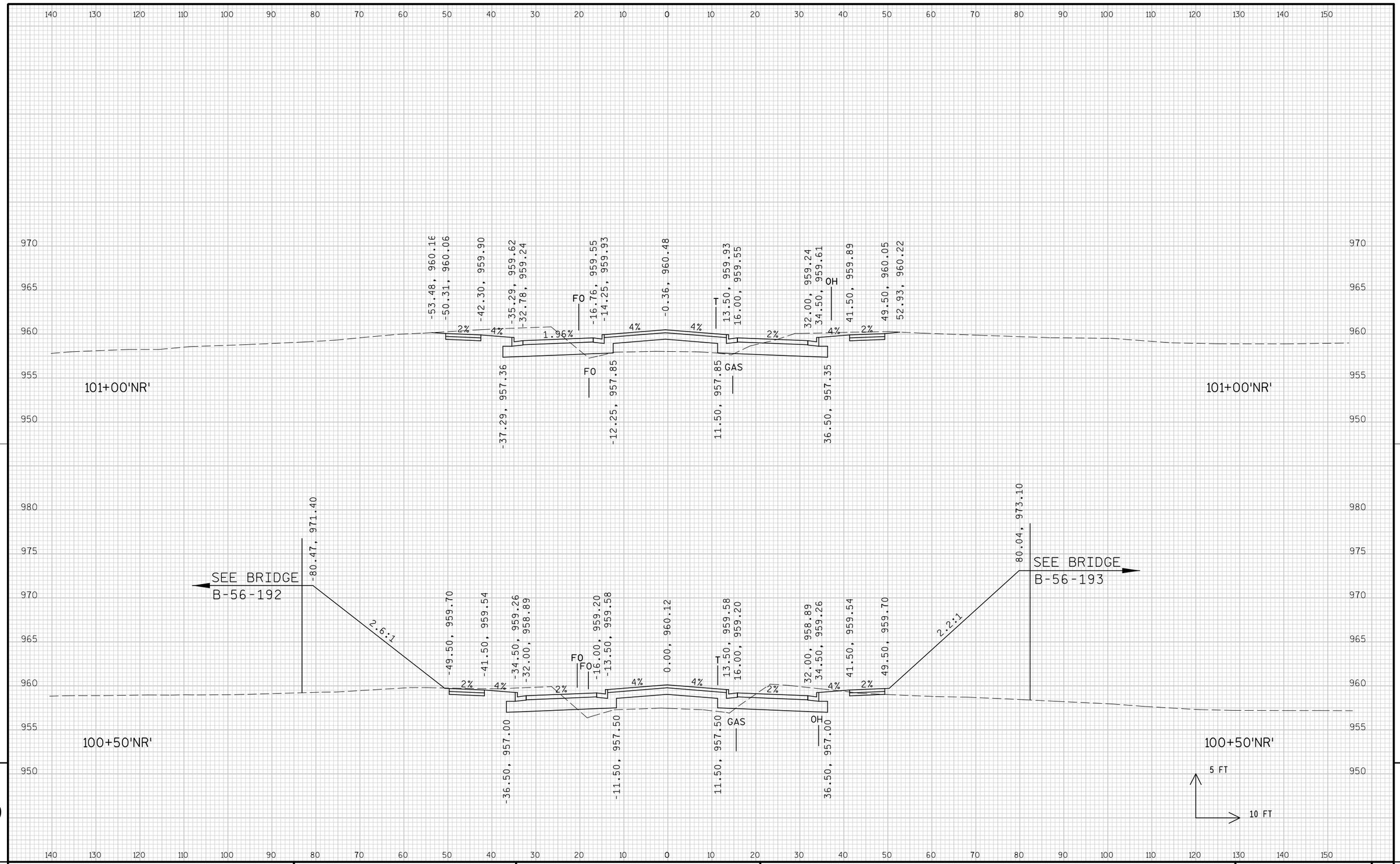


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 896	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 897	E

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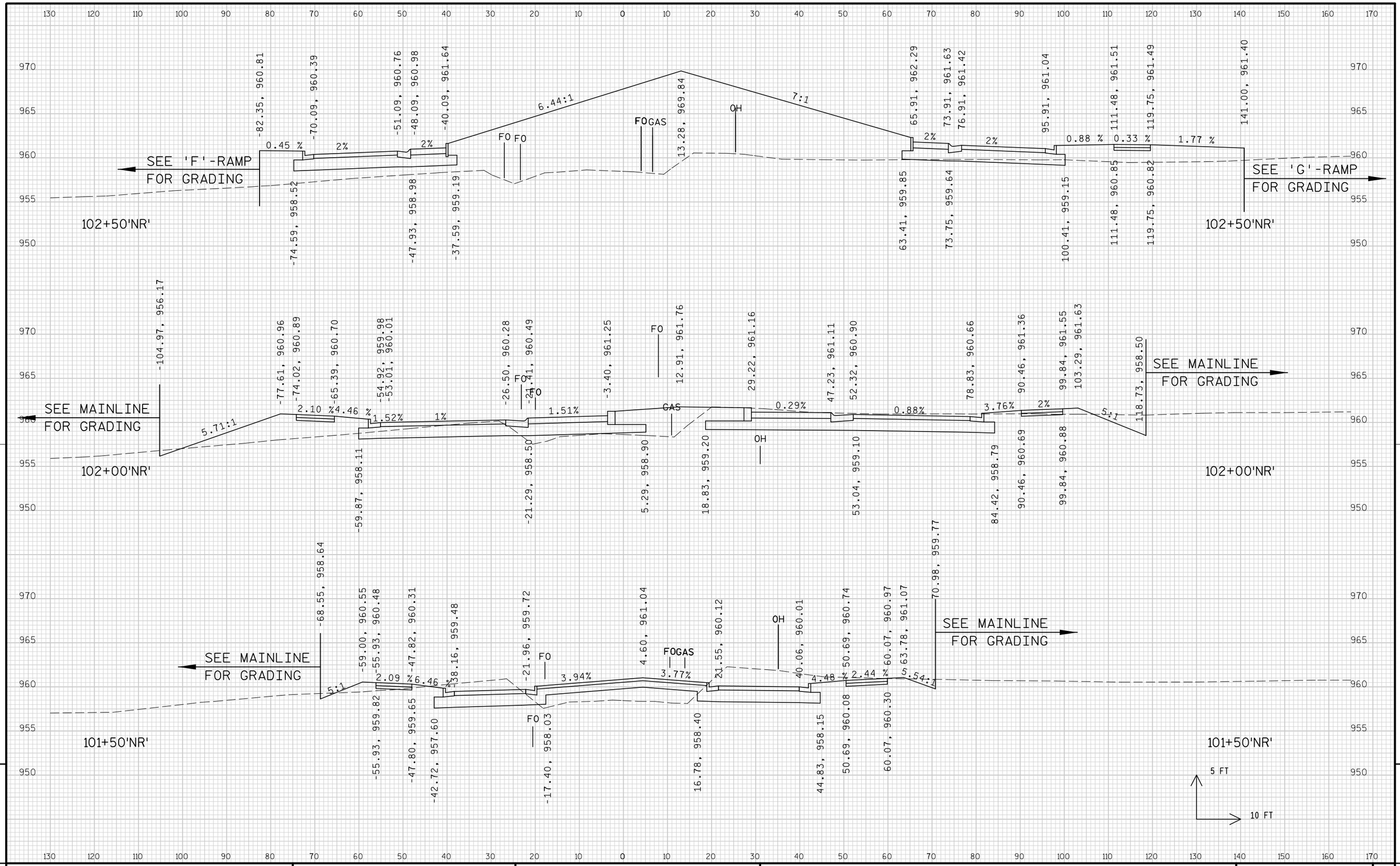


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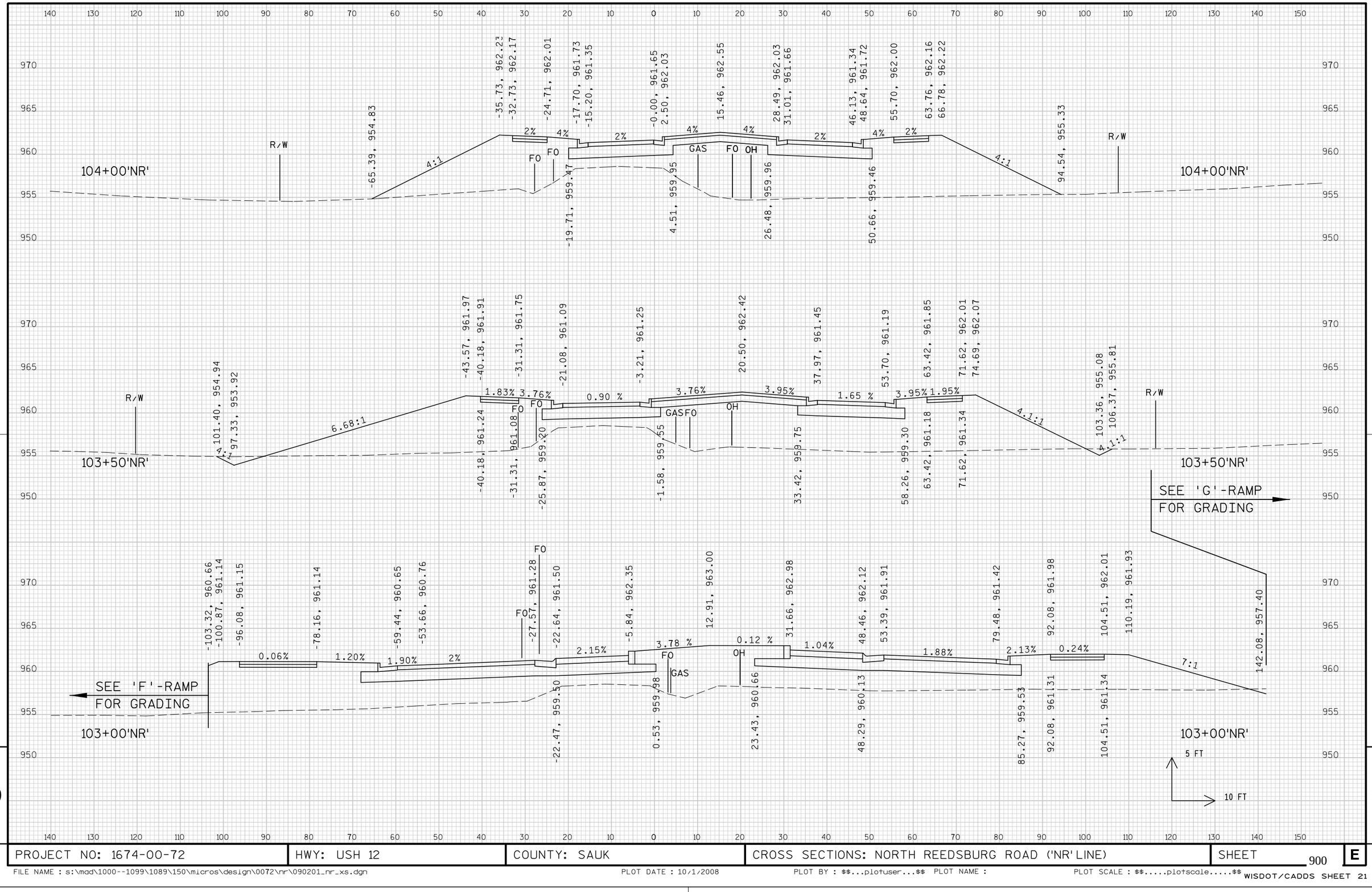
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 898	E

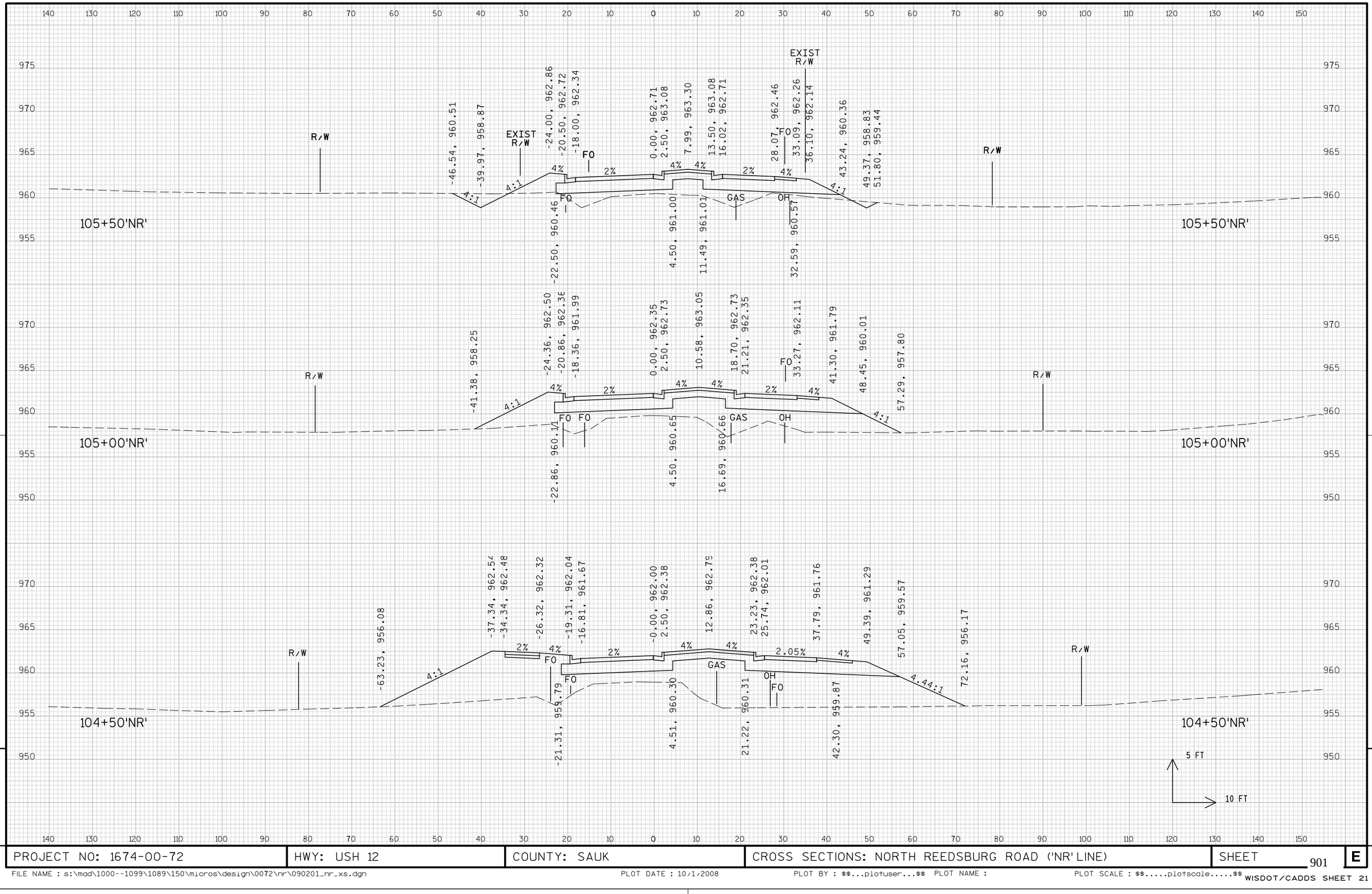
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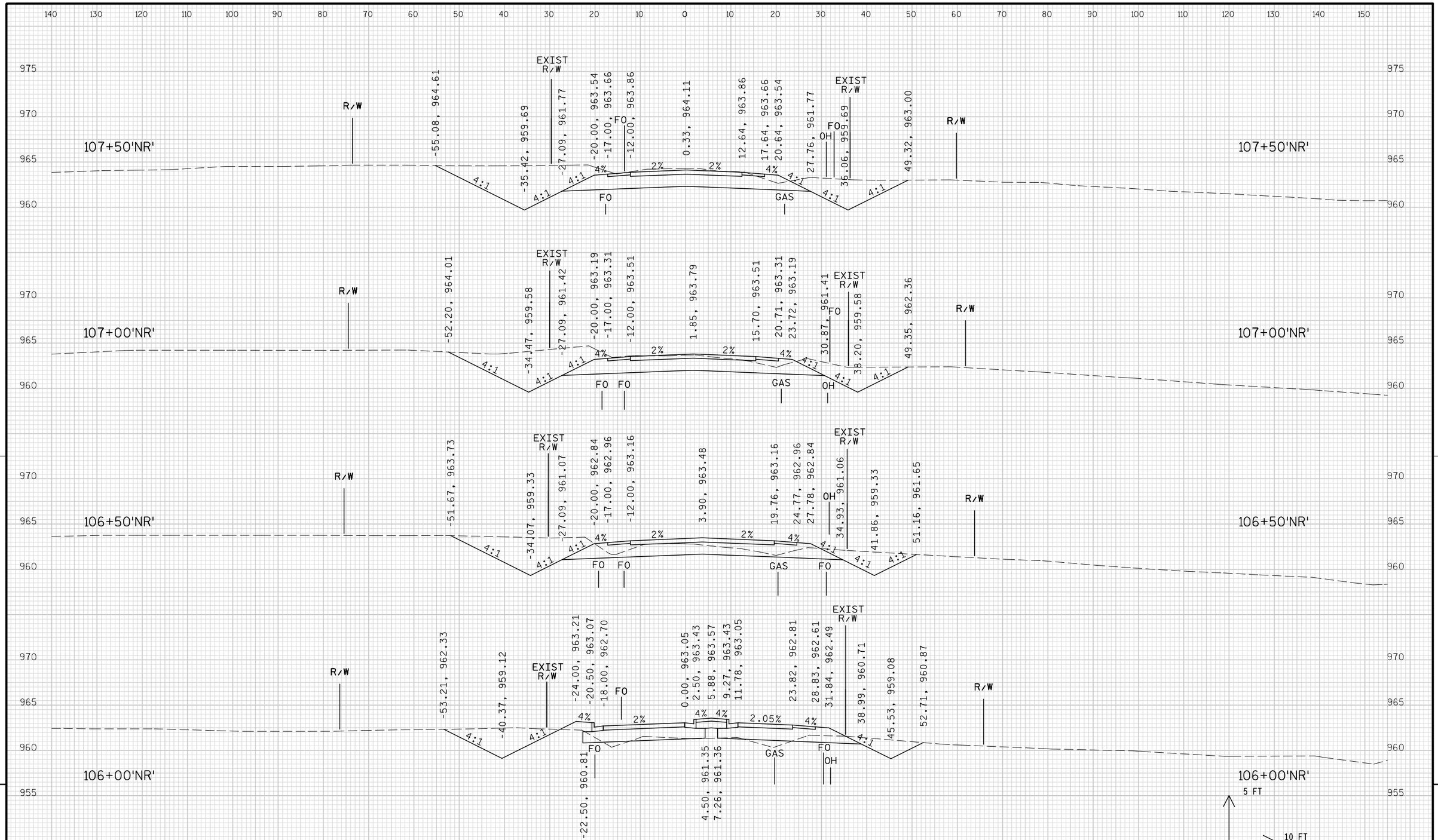
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 899	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 900 E

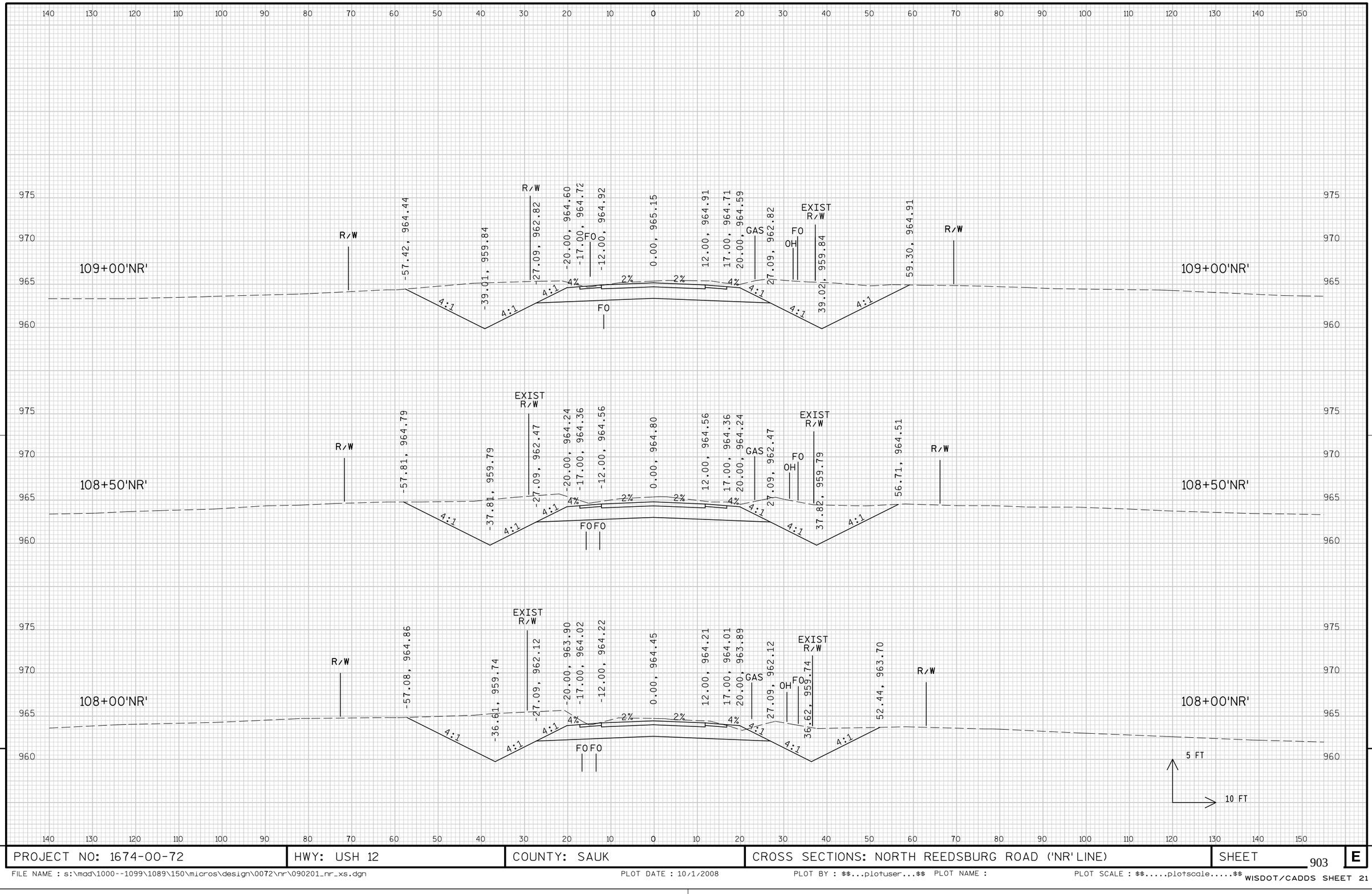


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 901	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 902	E

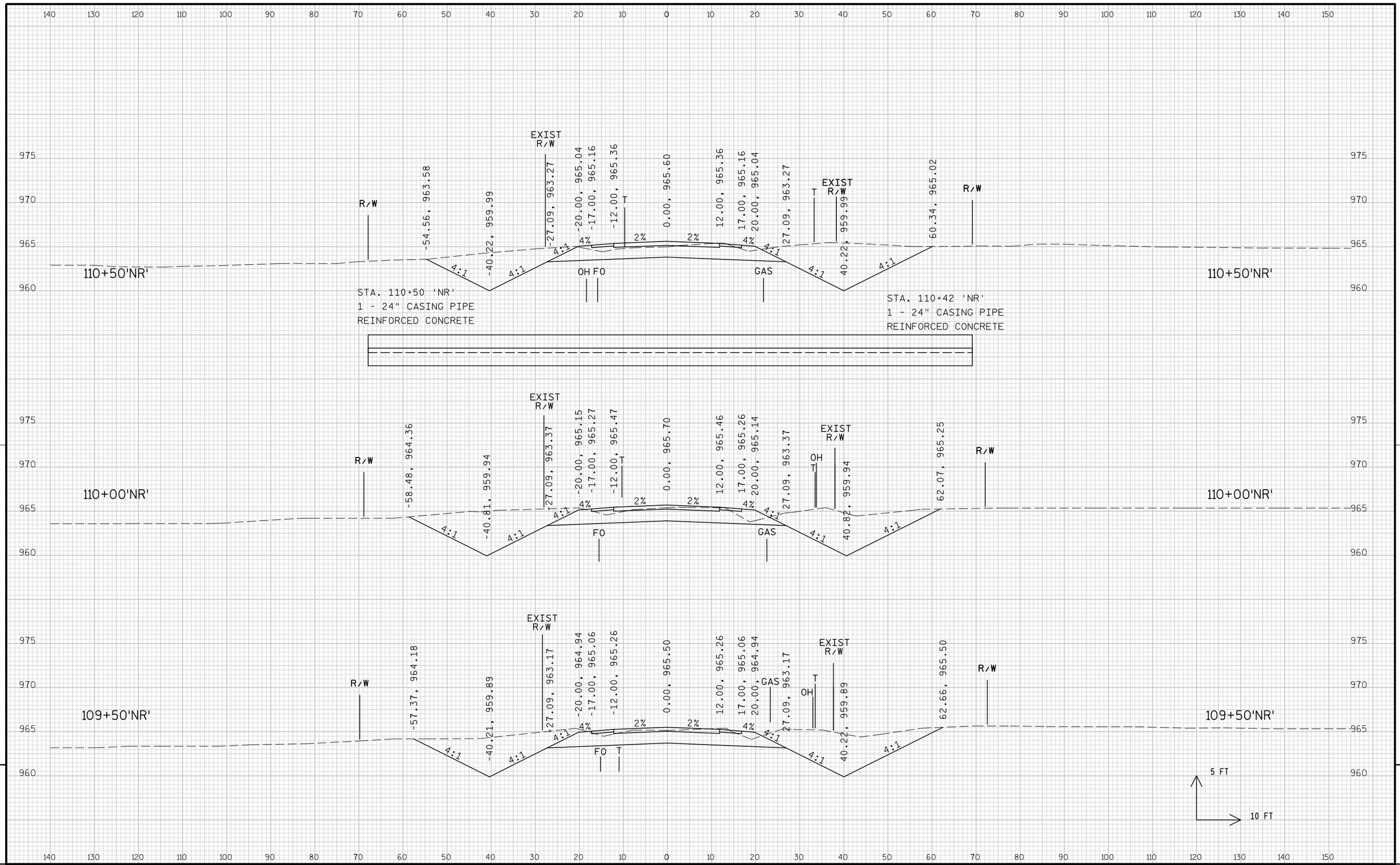
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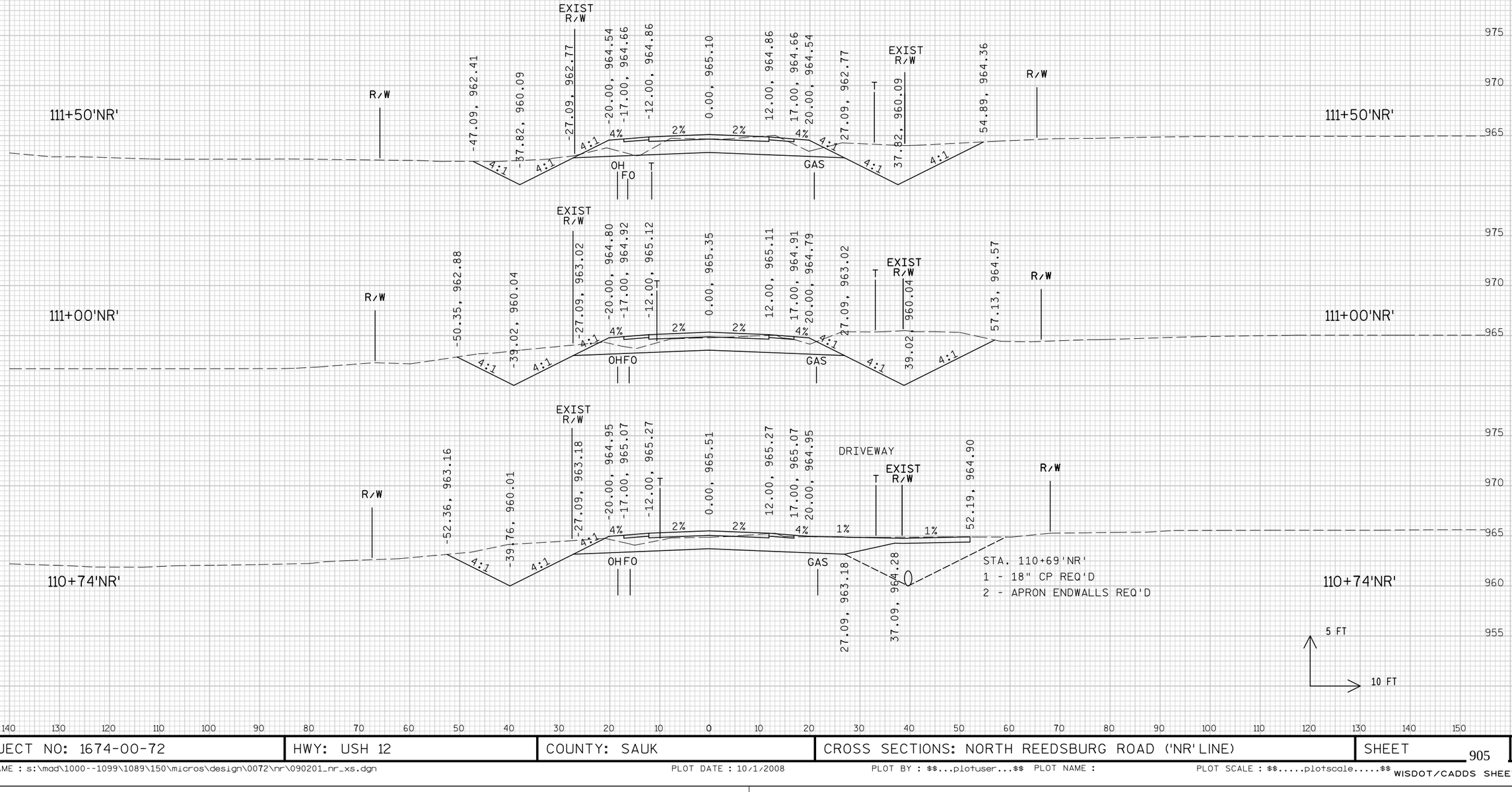
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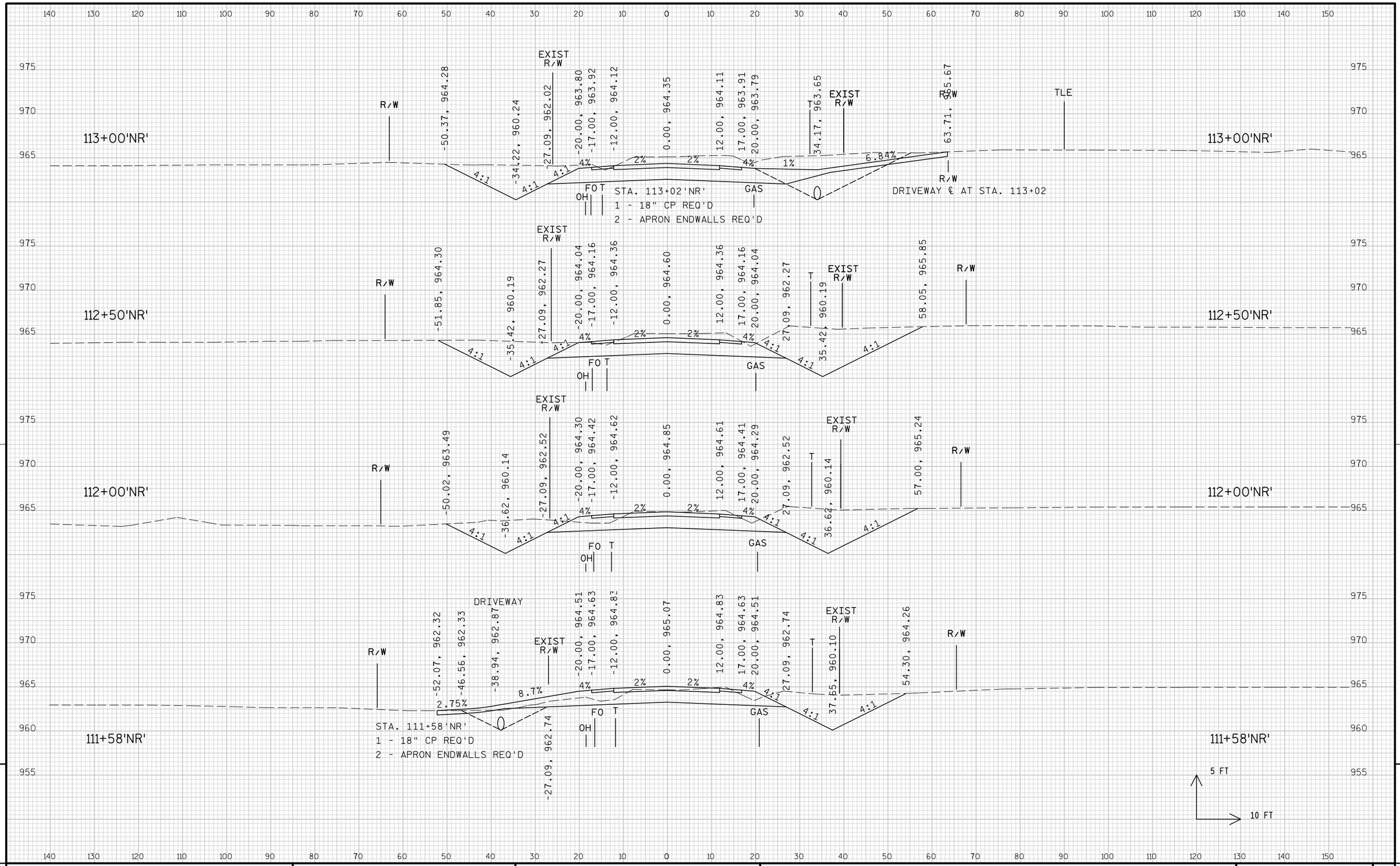
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 904	E



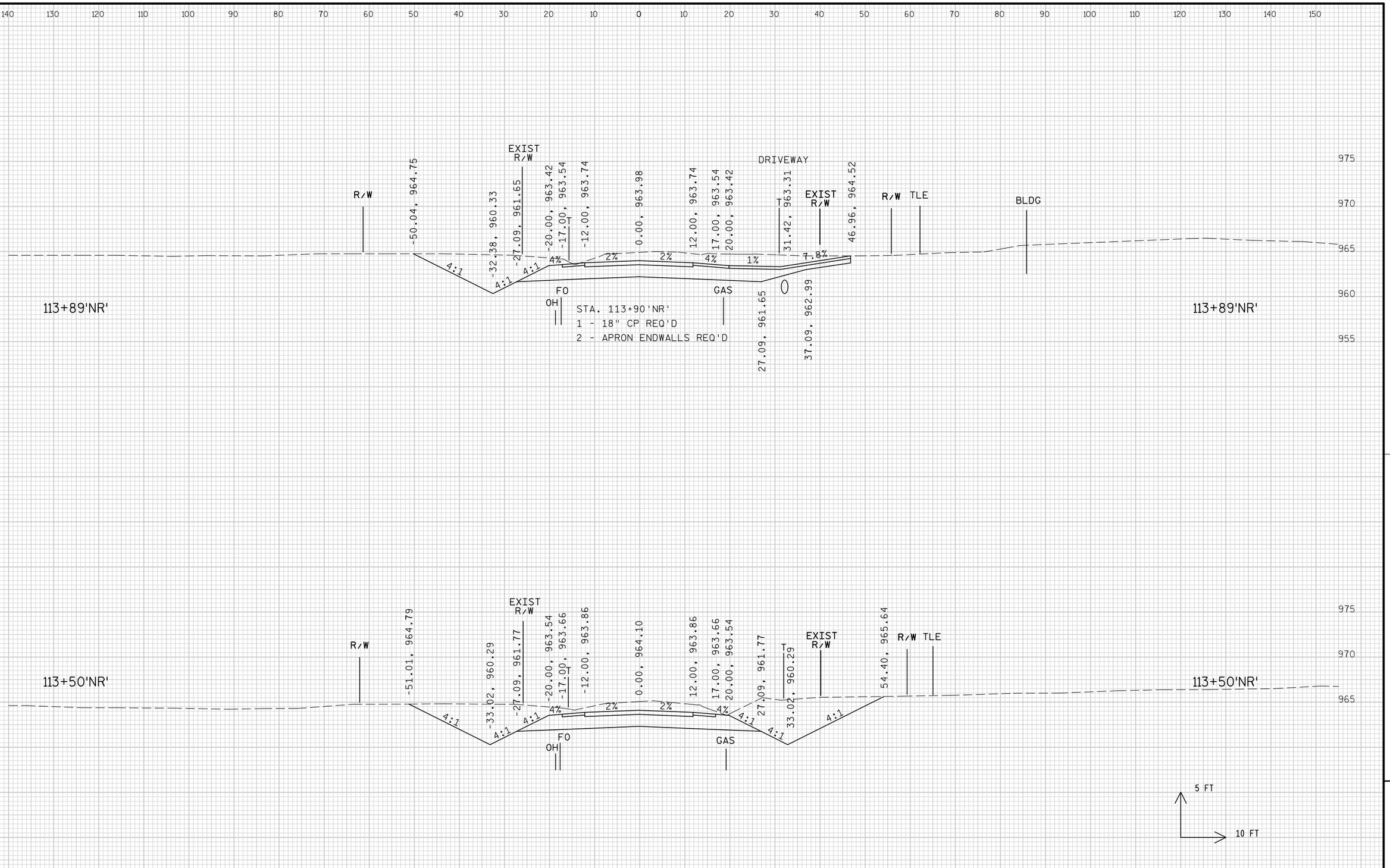
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 906	E

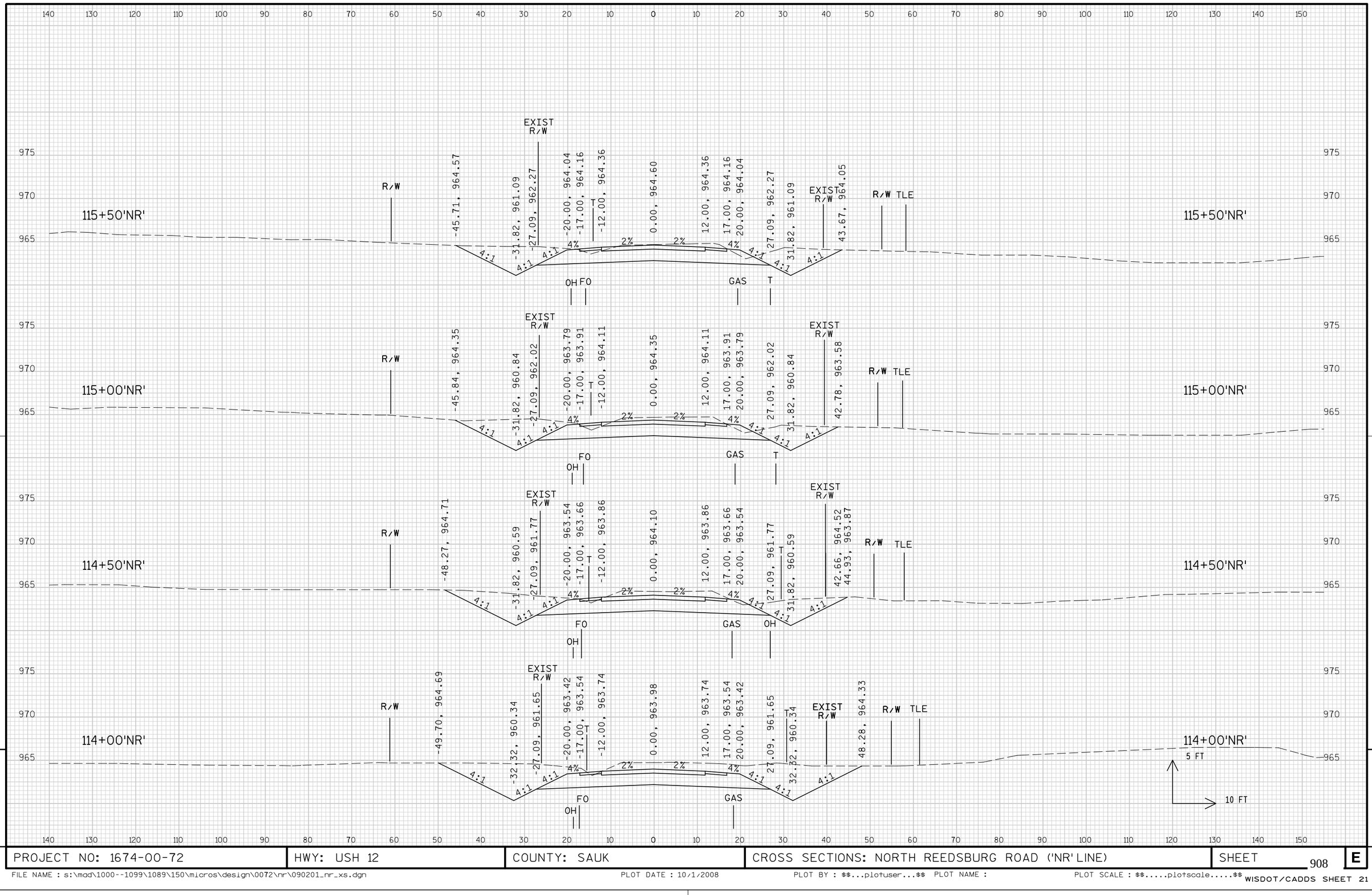


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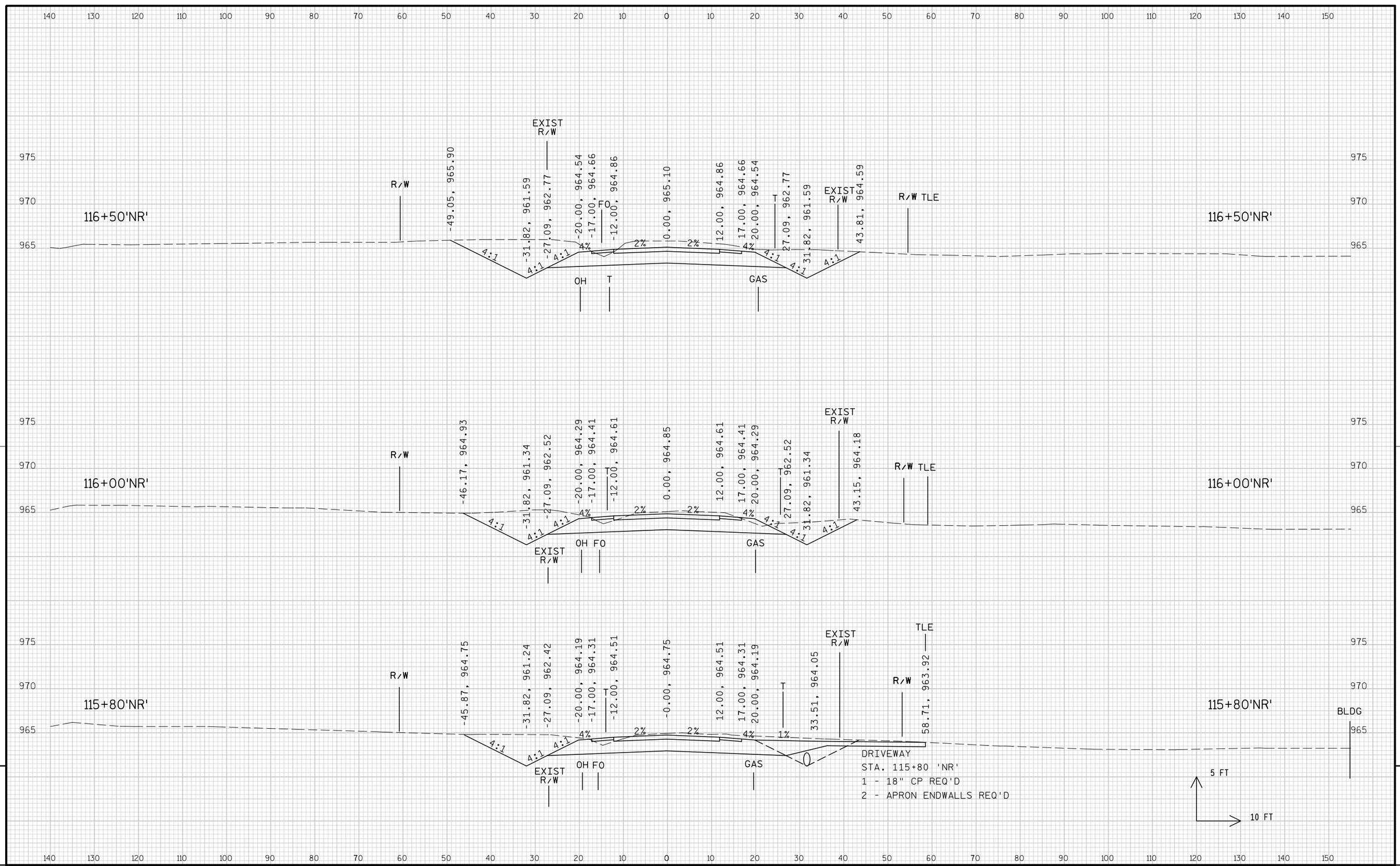
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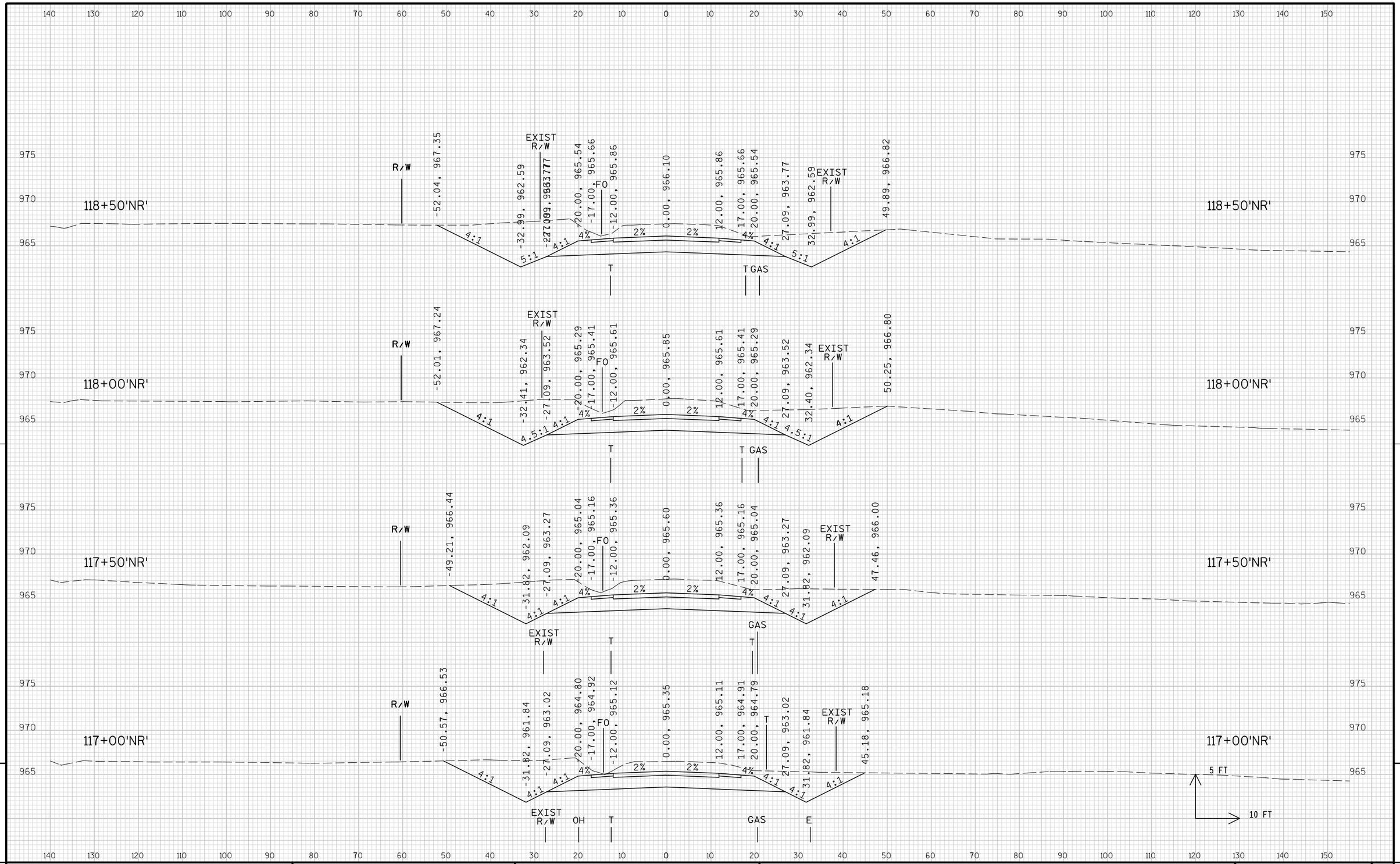


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: NORTH REEDSBURG ROAD ('NR' LINE)	SHEET 909	E

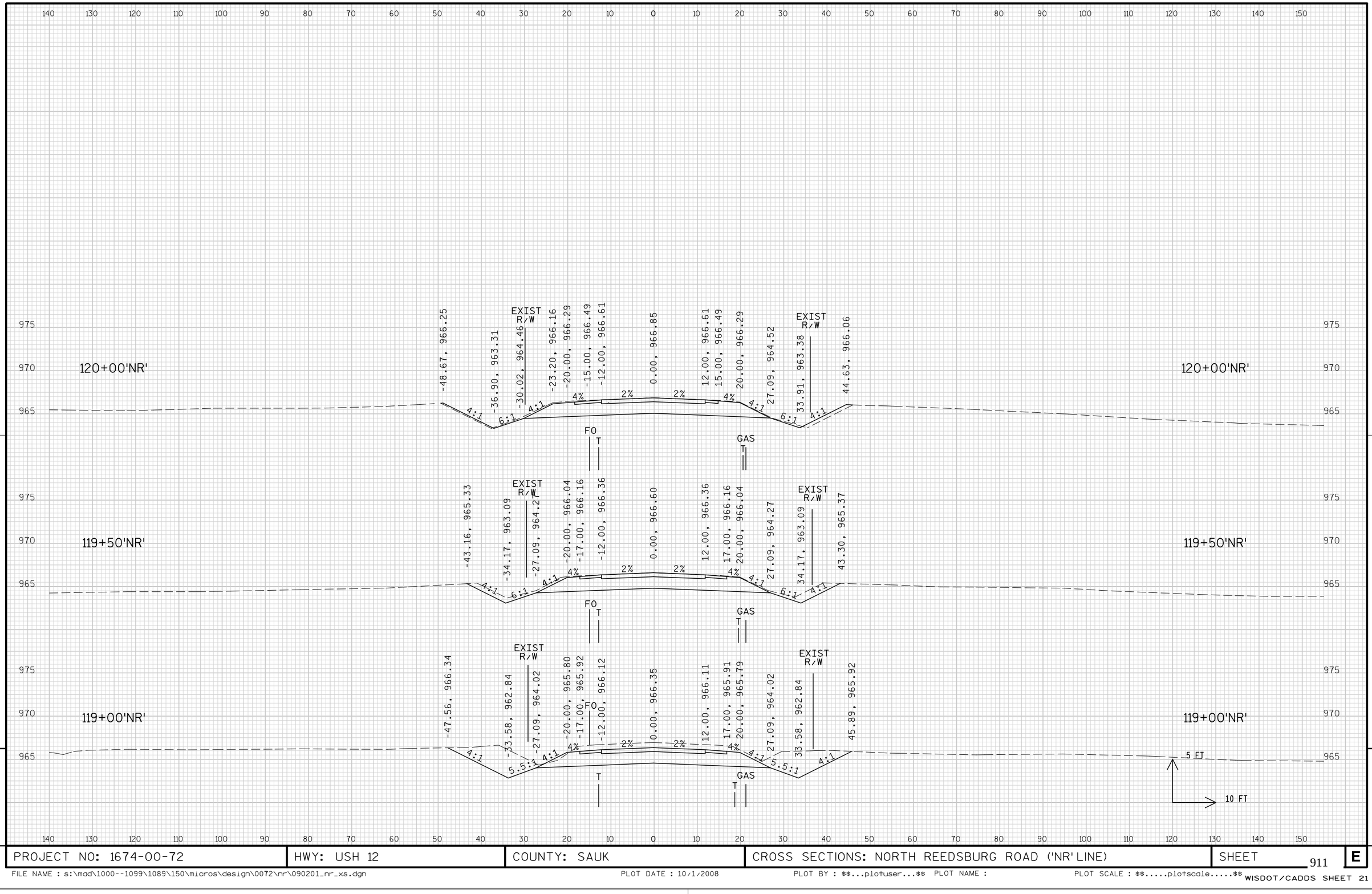
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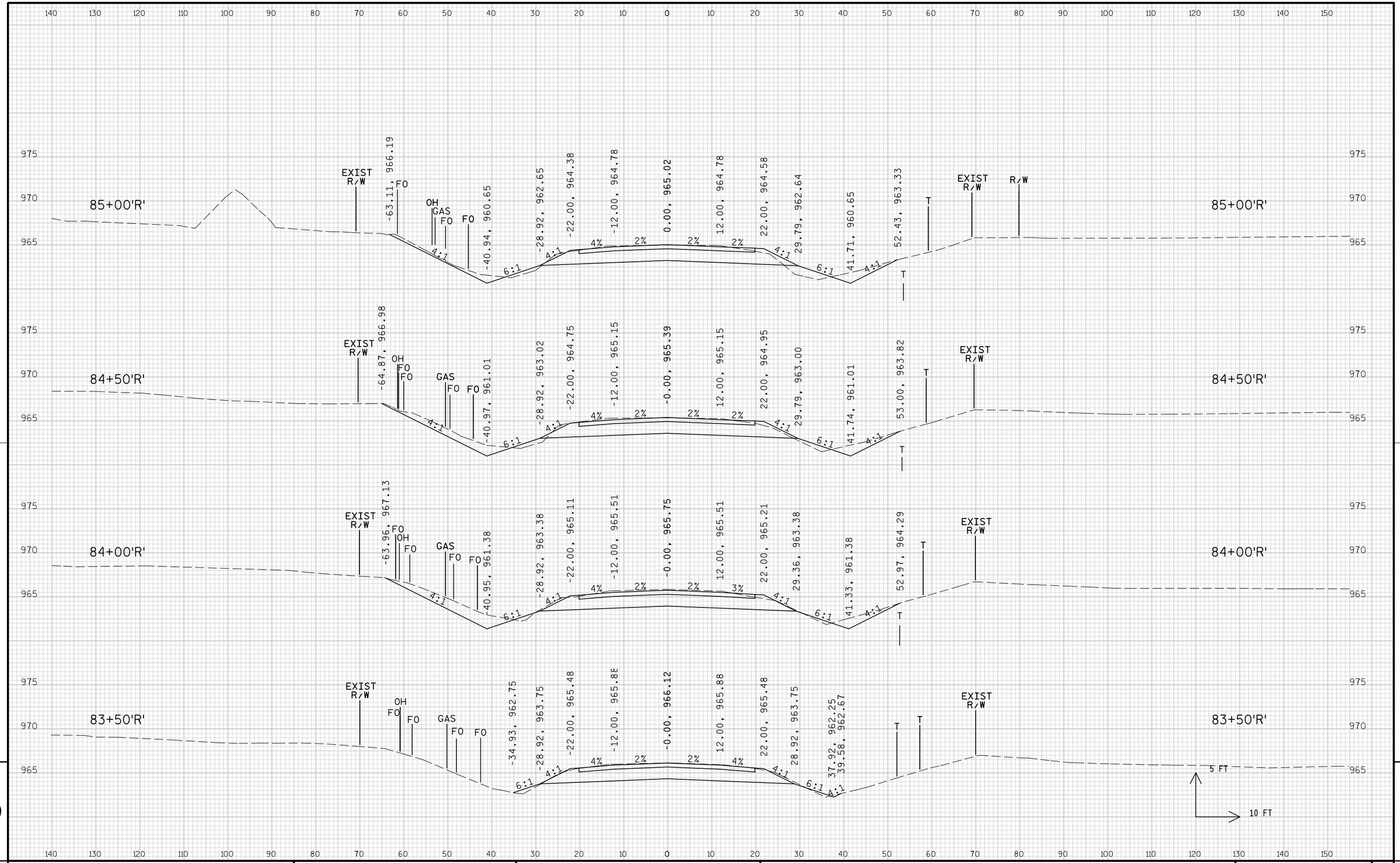
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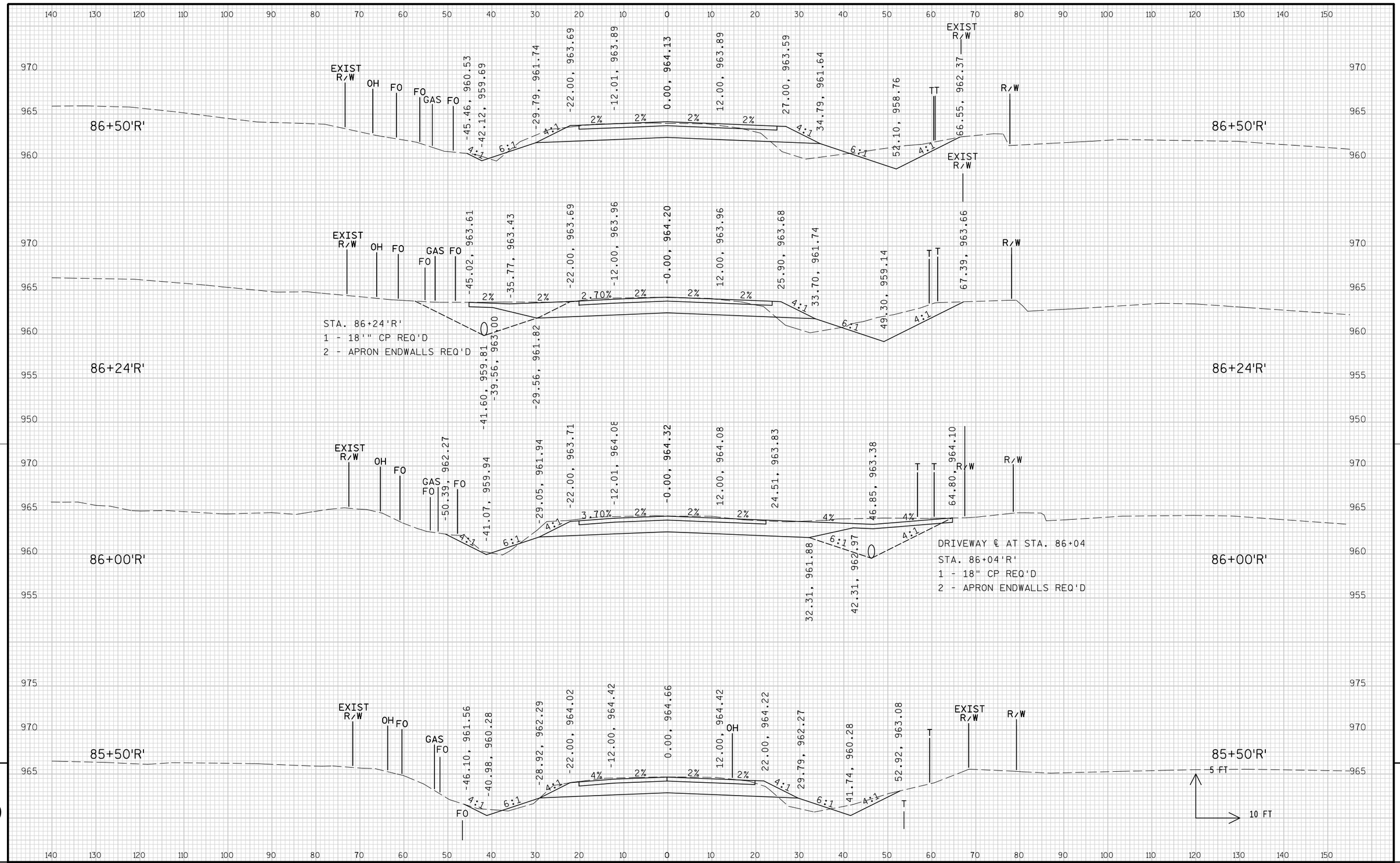
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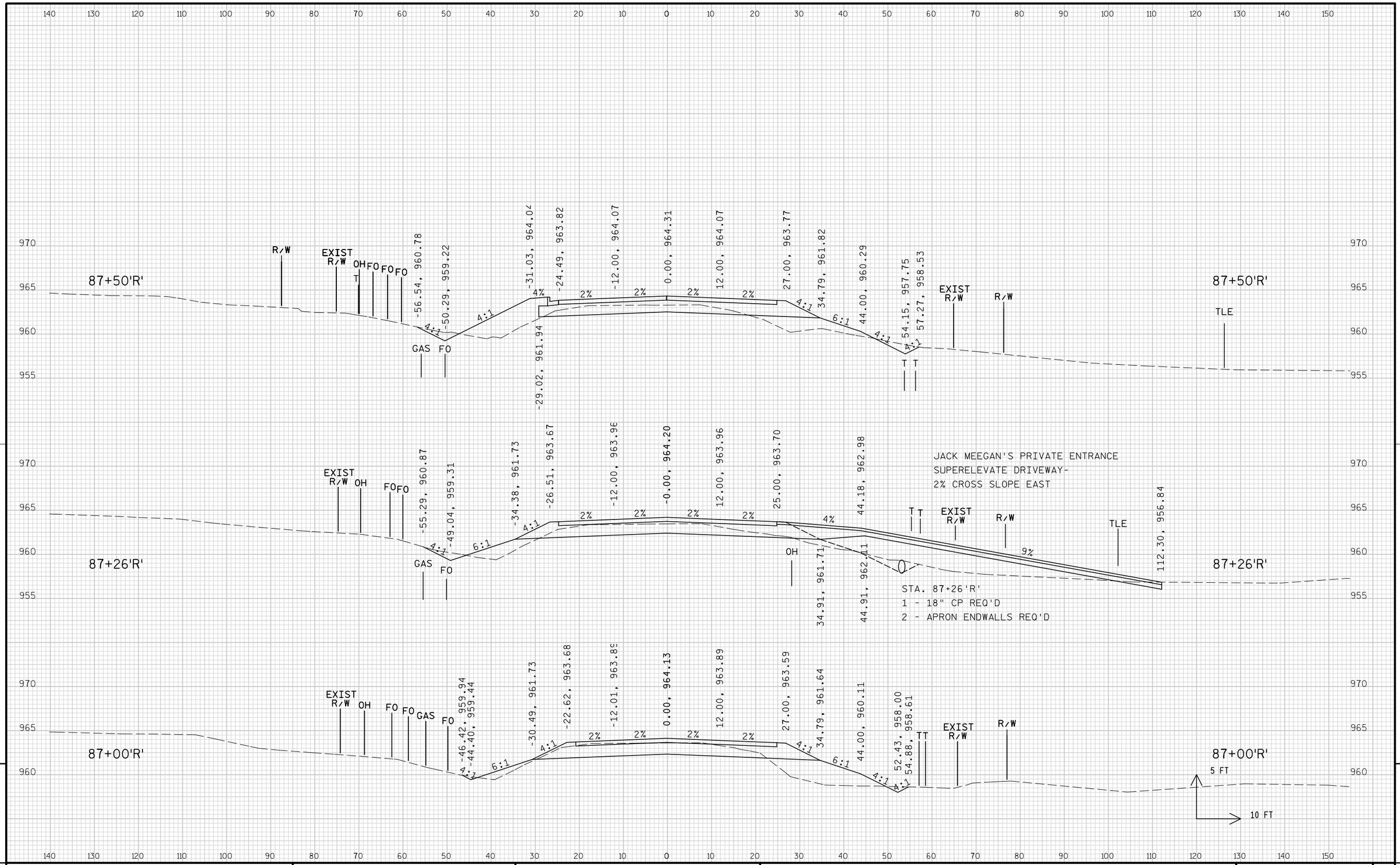
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 912	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 913	E

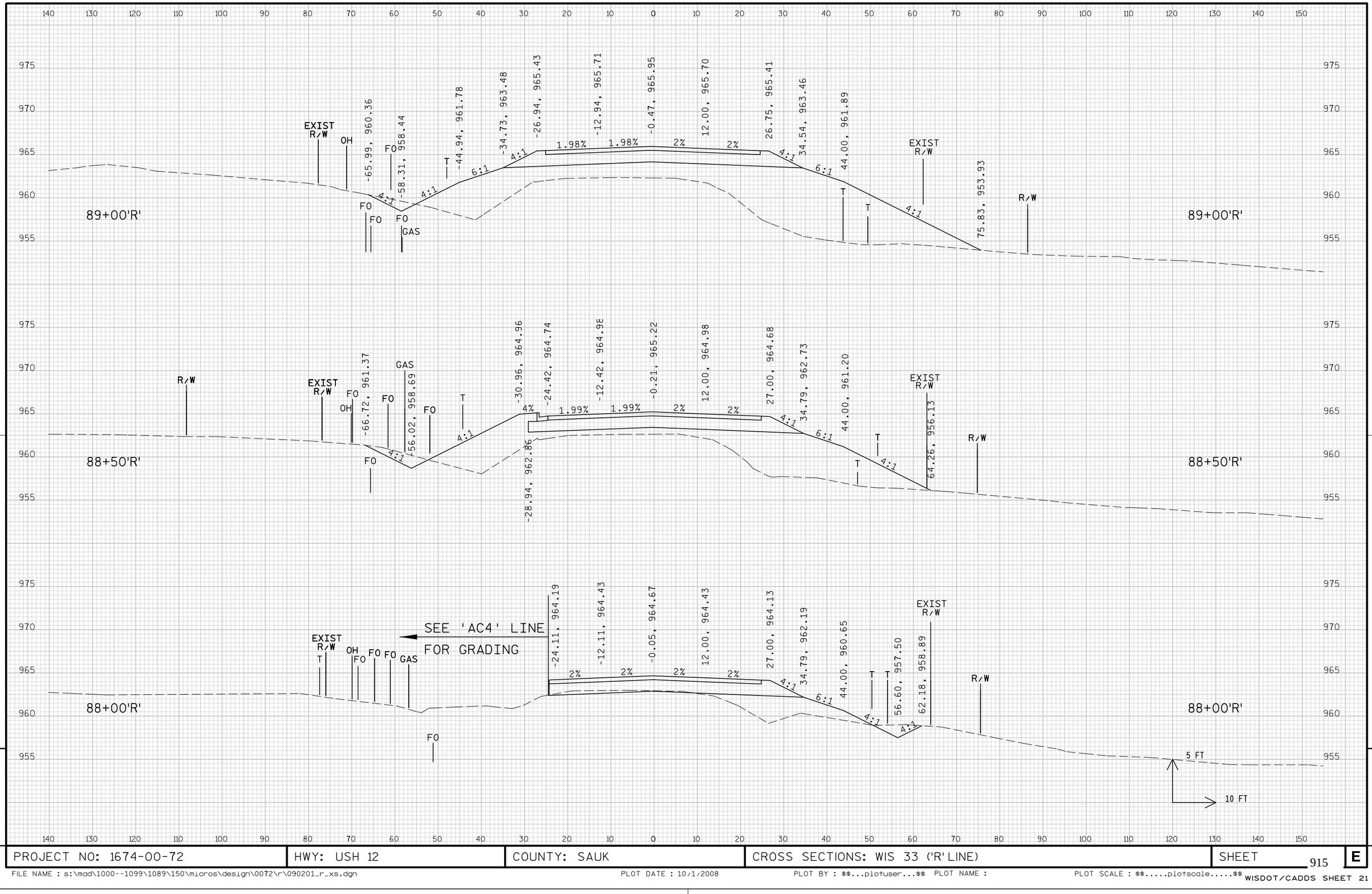


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 914	E

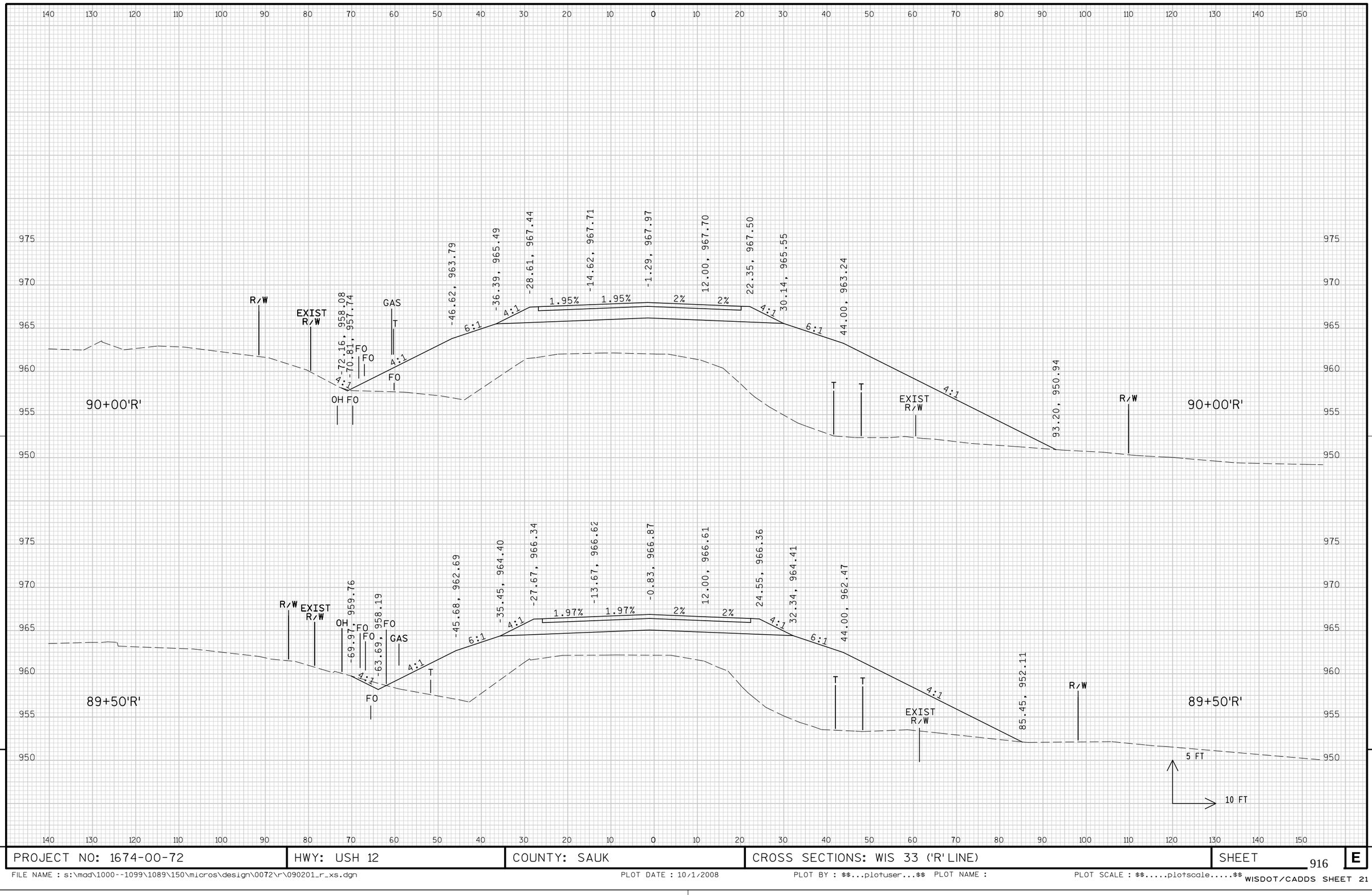
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 915	E

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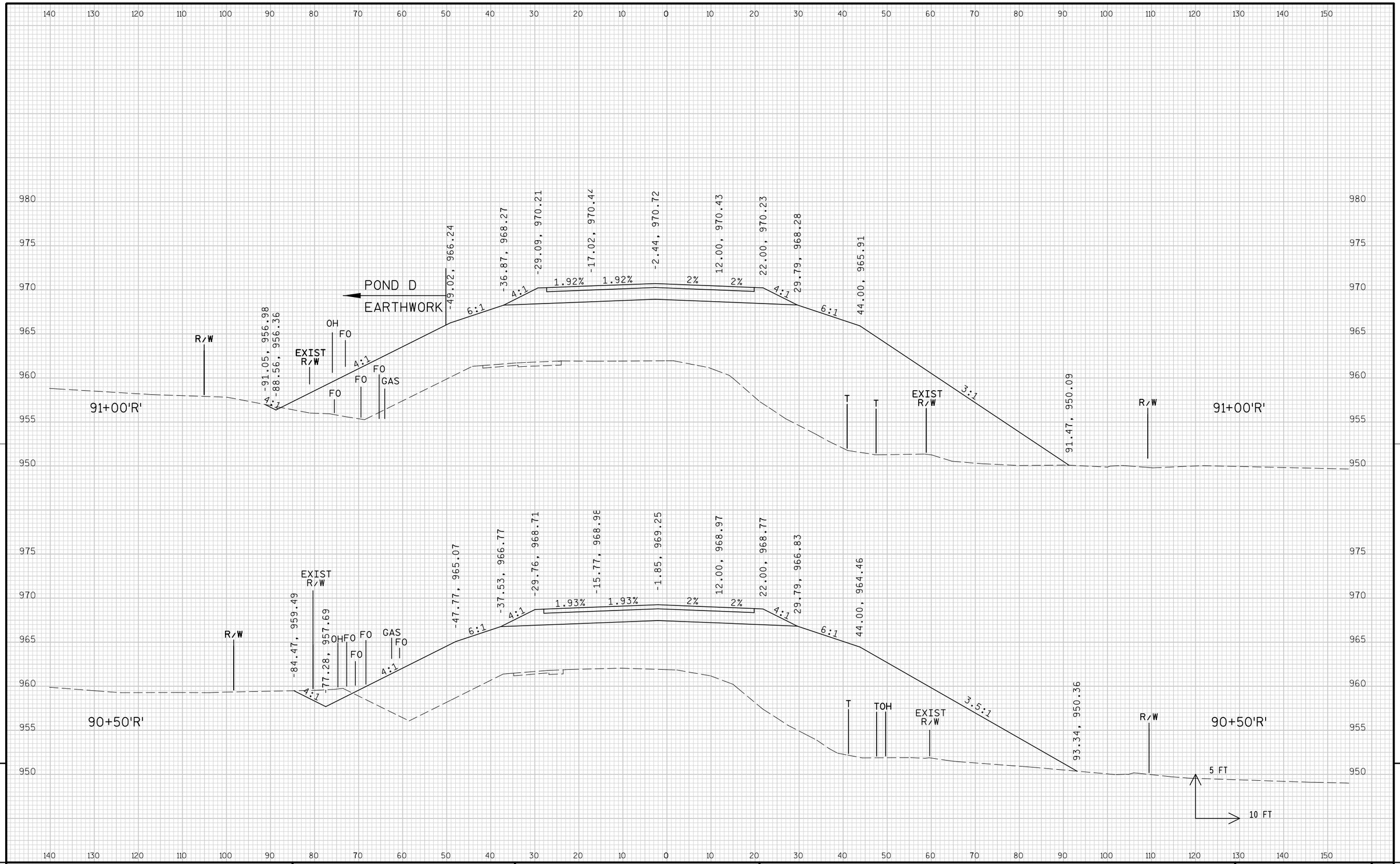
WISDOT/CADDS SHEET 21



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 916	E



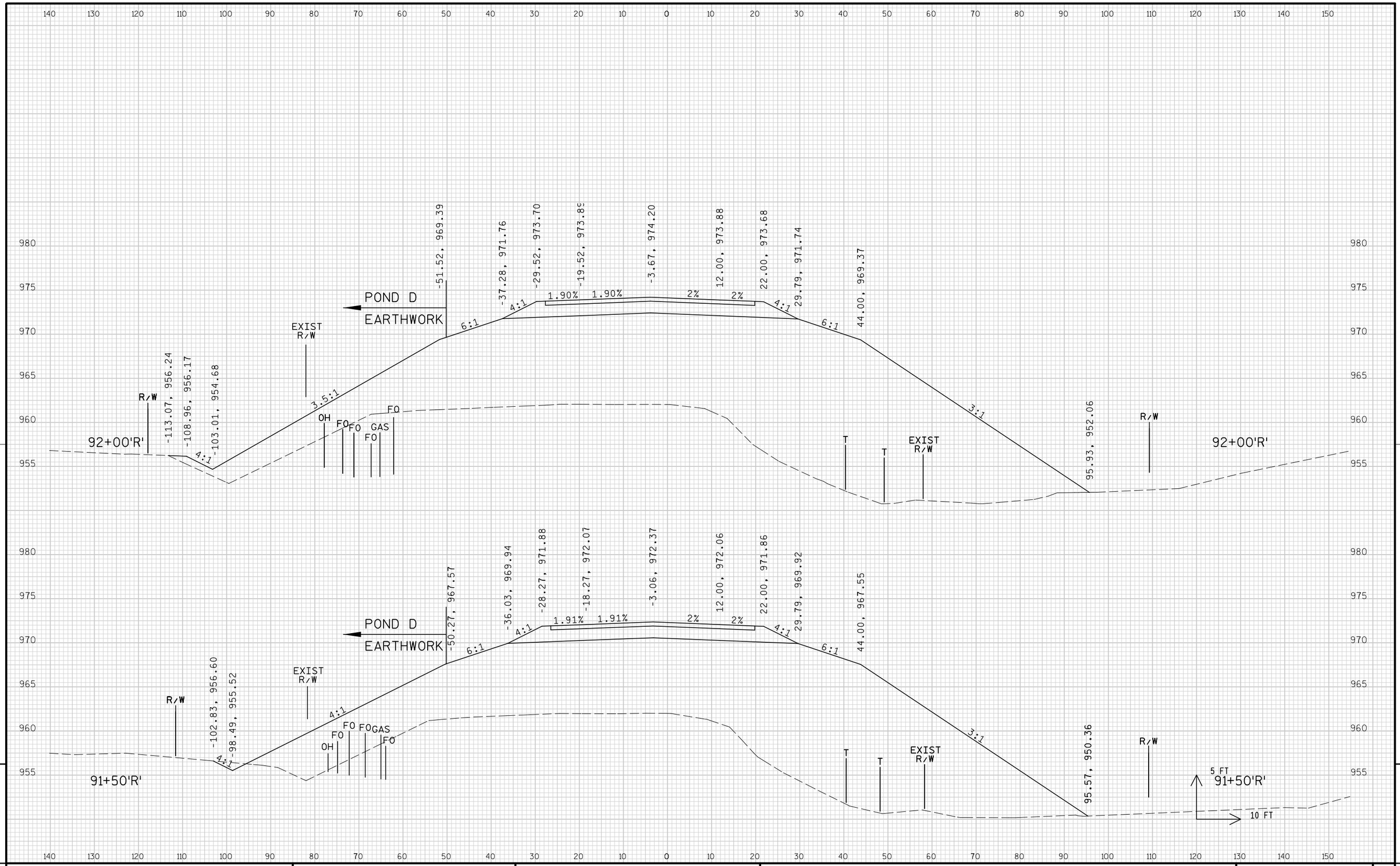
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 917	E

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WISDOT/CADDS SHEET 21



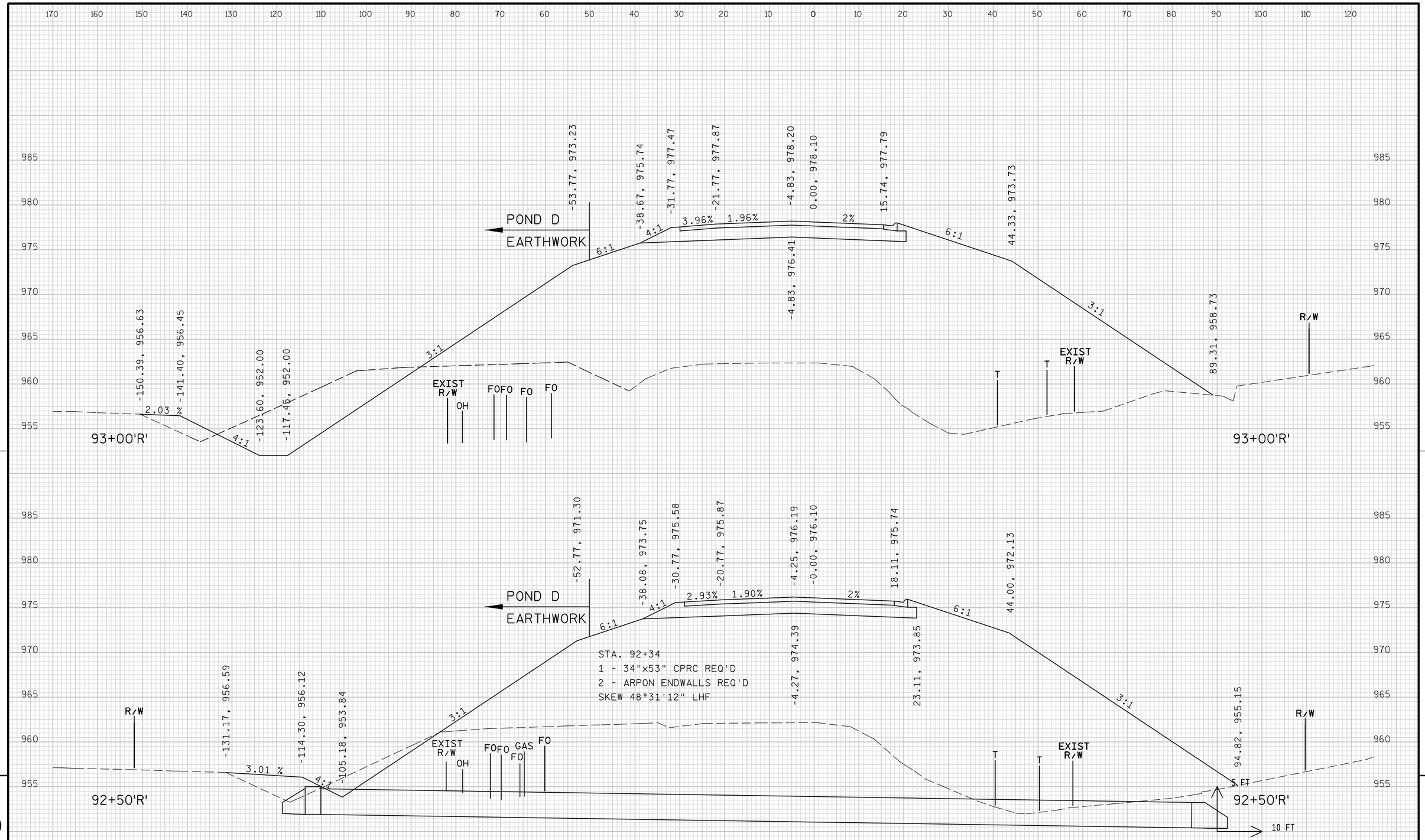
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 918	E

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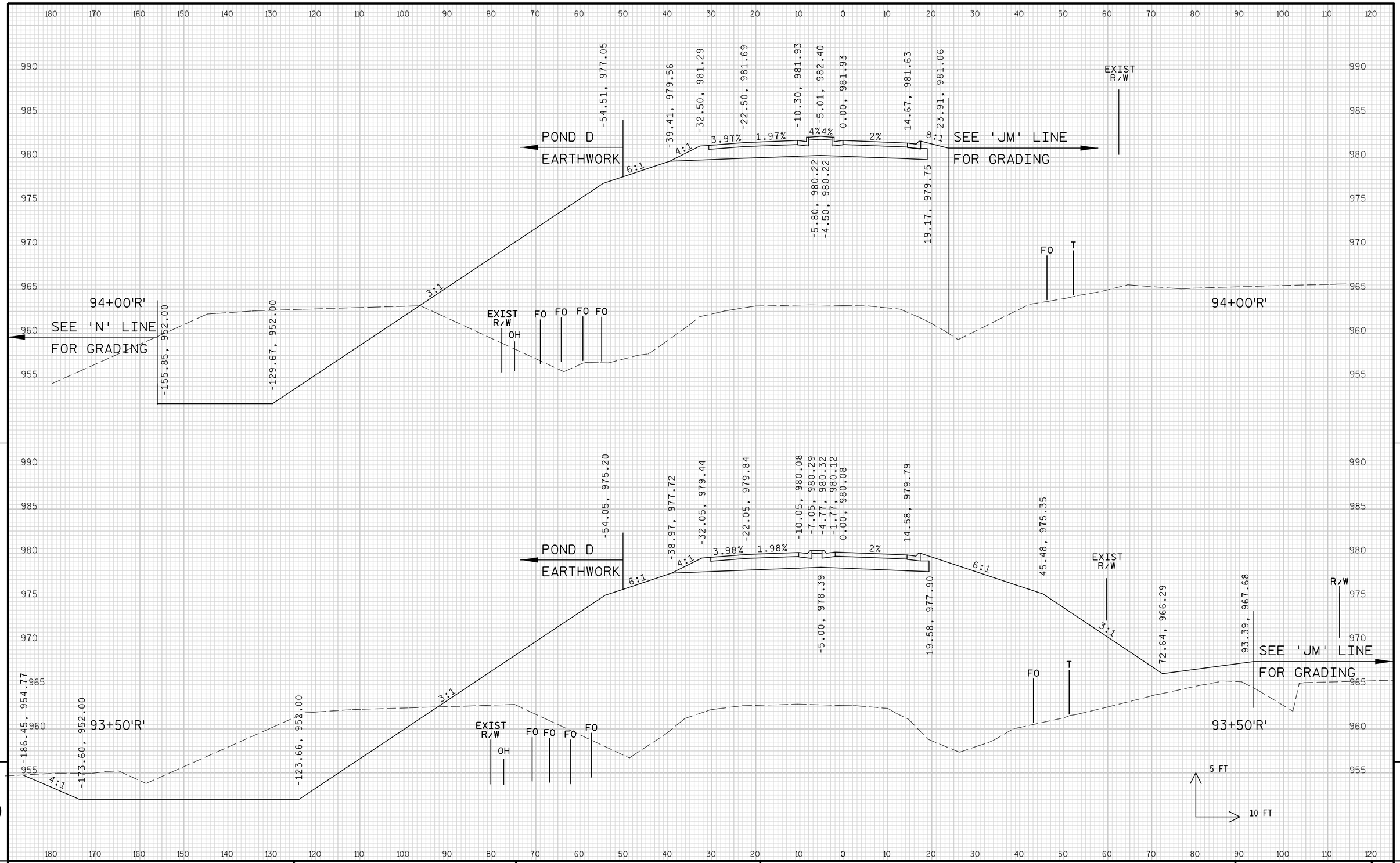
WISDOT/CADDS SHEET 21



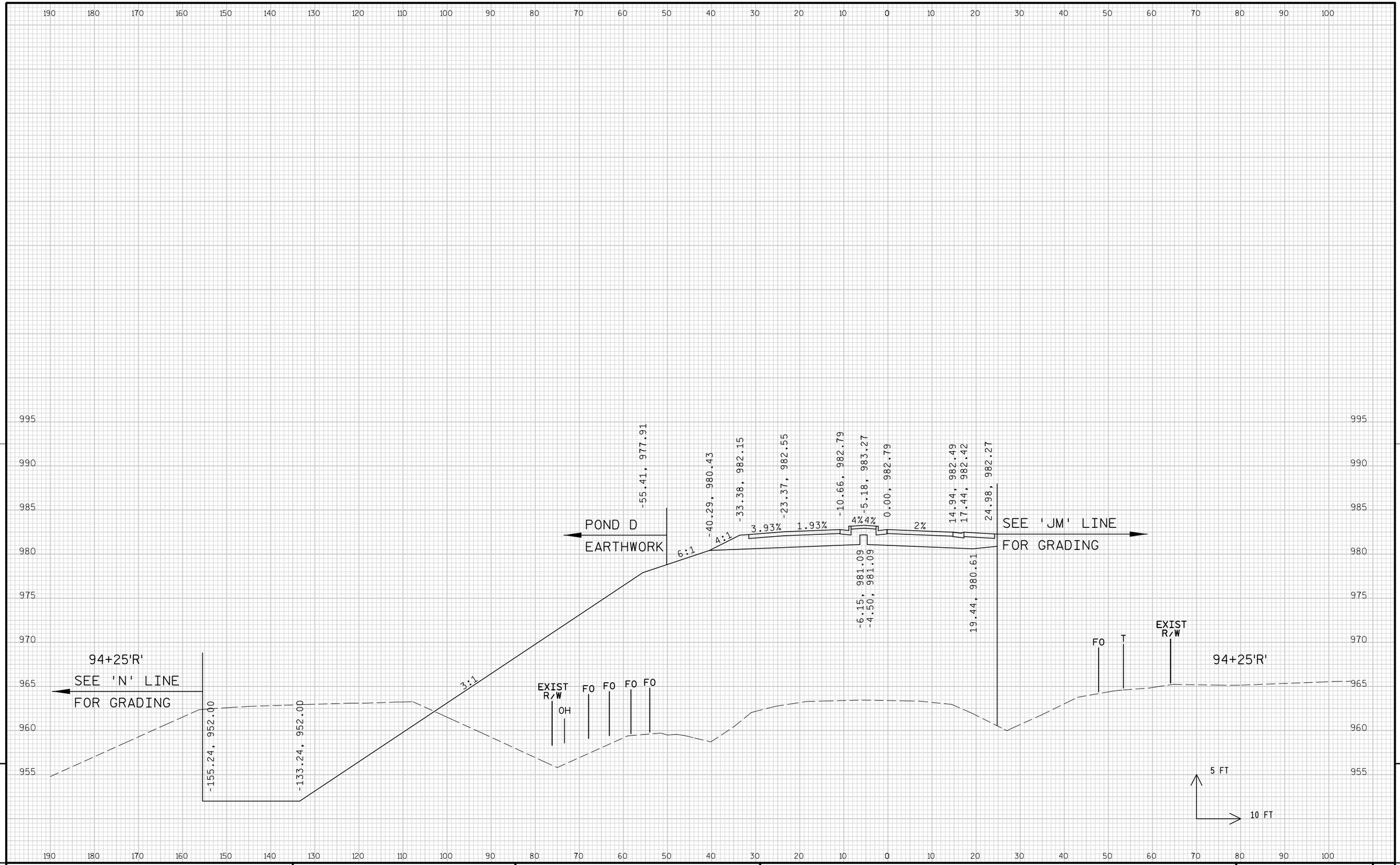
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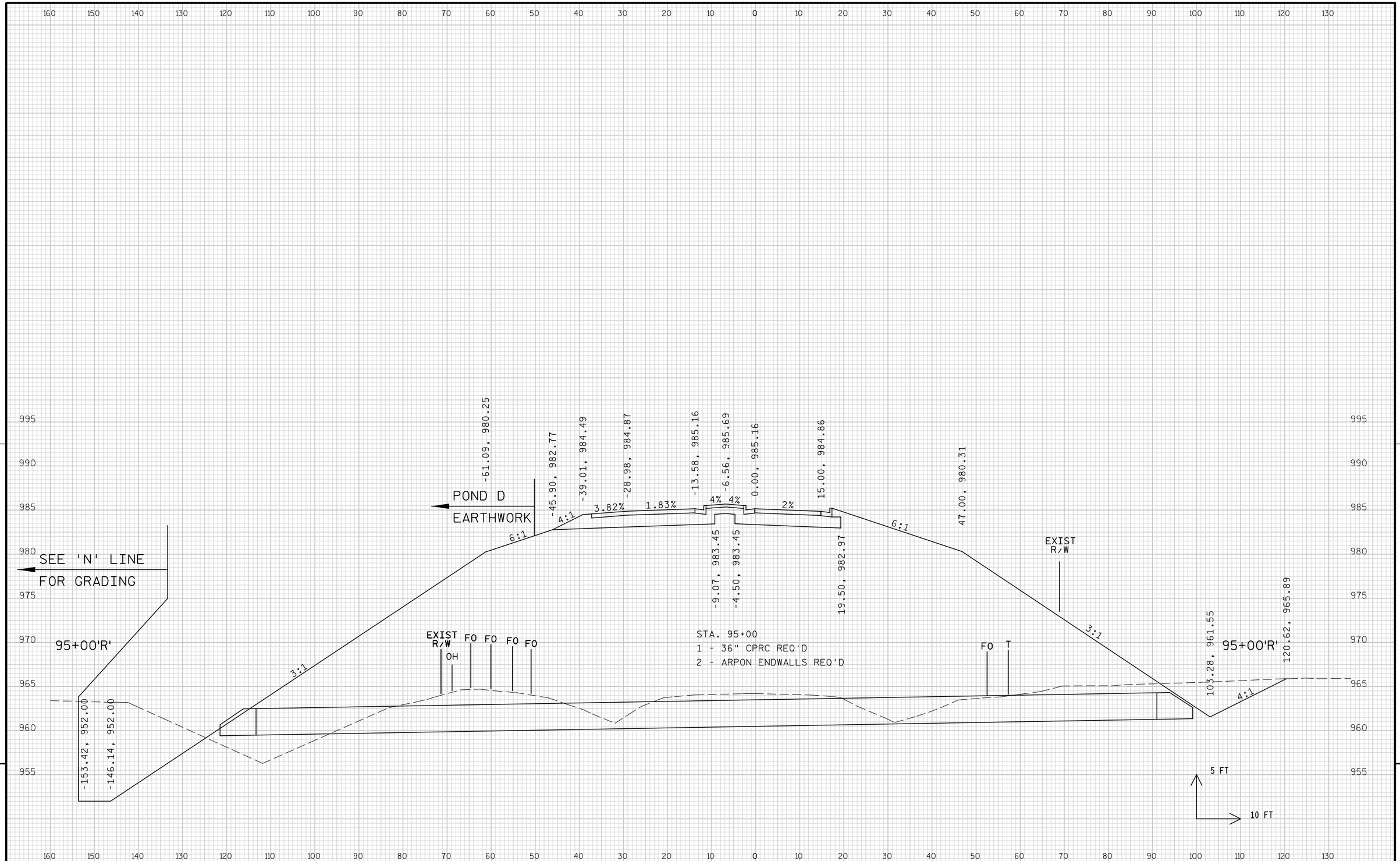
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 920 E

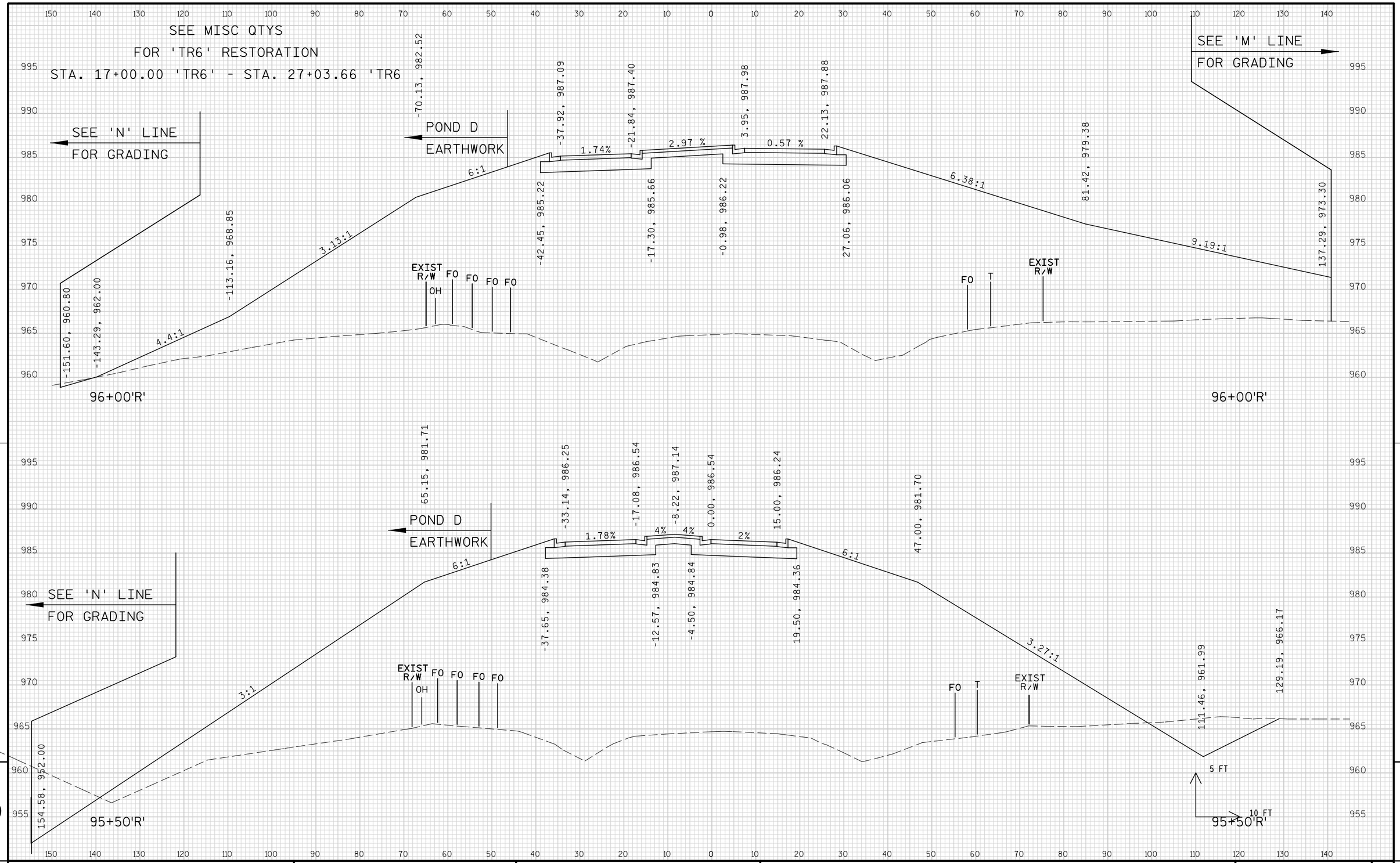


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 921	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 922	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 923	E

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WISDOT/CADDS SHEET 21

SEE 'N' LINE
FOR GRADING

SEE 'M' LINE
FOR GRADING

-155.86, 985.28
-117.62, 985.89
129.38, 982.10
-58.79, 988.25
-19.80, 988.42
16.13, 989.18
54.32, 989.81
103.50, 986.38
129.38, 982.10
-64.47, 986.44
56.41, 987.63

1.59 %
3.69 %
8.83 %
0.41 %
2.51 %
0.99 %
0.22 %
14.28:1
6:1

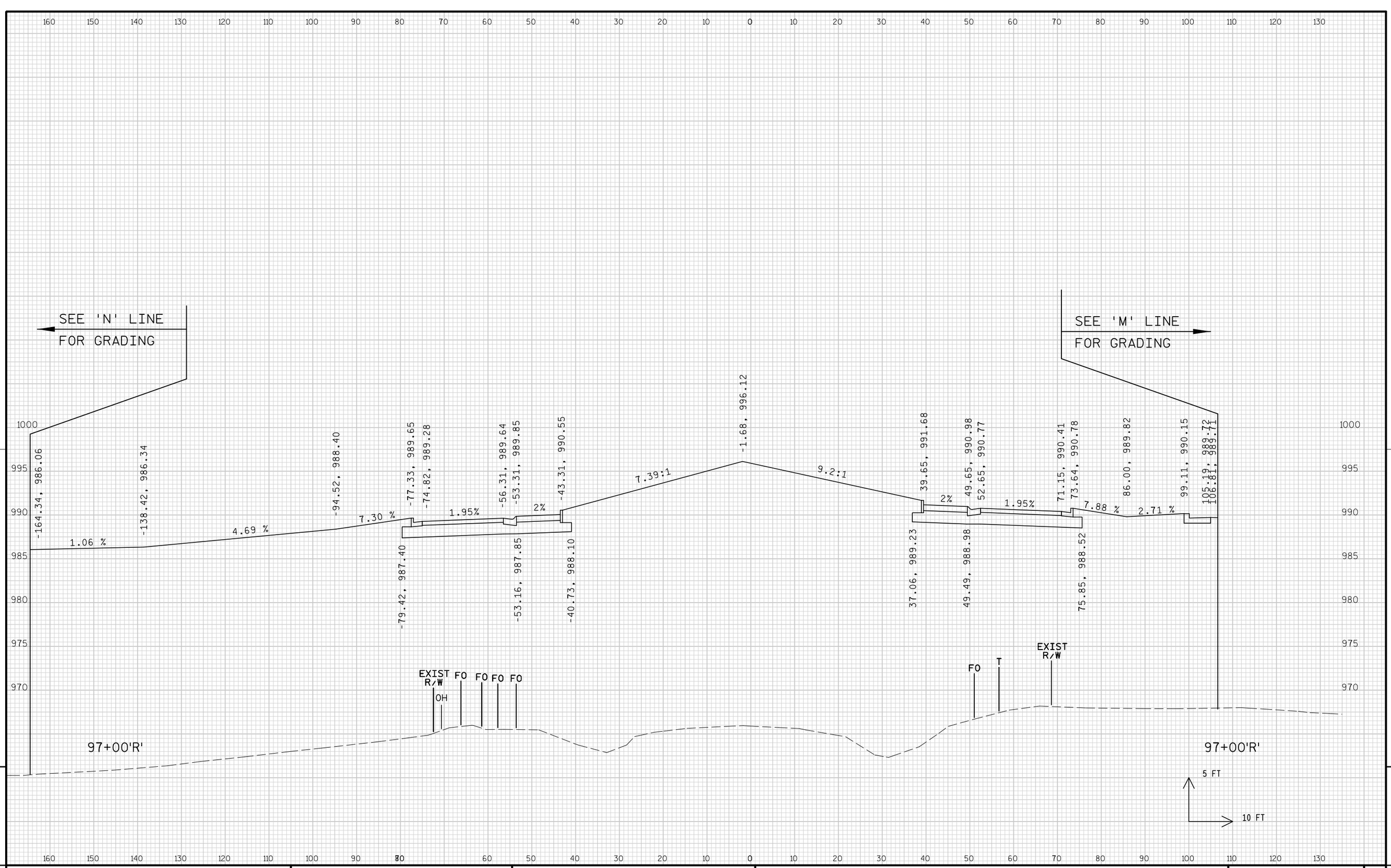
EXIST R/W
FO
FO
FO
FO
OH
FO
T
EXIST R/W

96+50'R'
96+50'R'

5 FT
10 FT

9
9

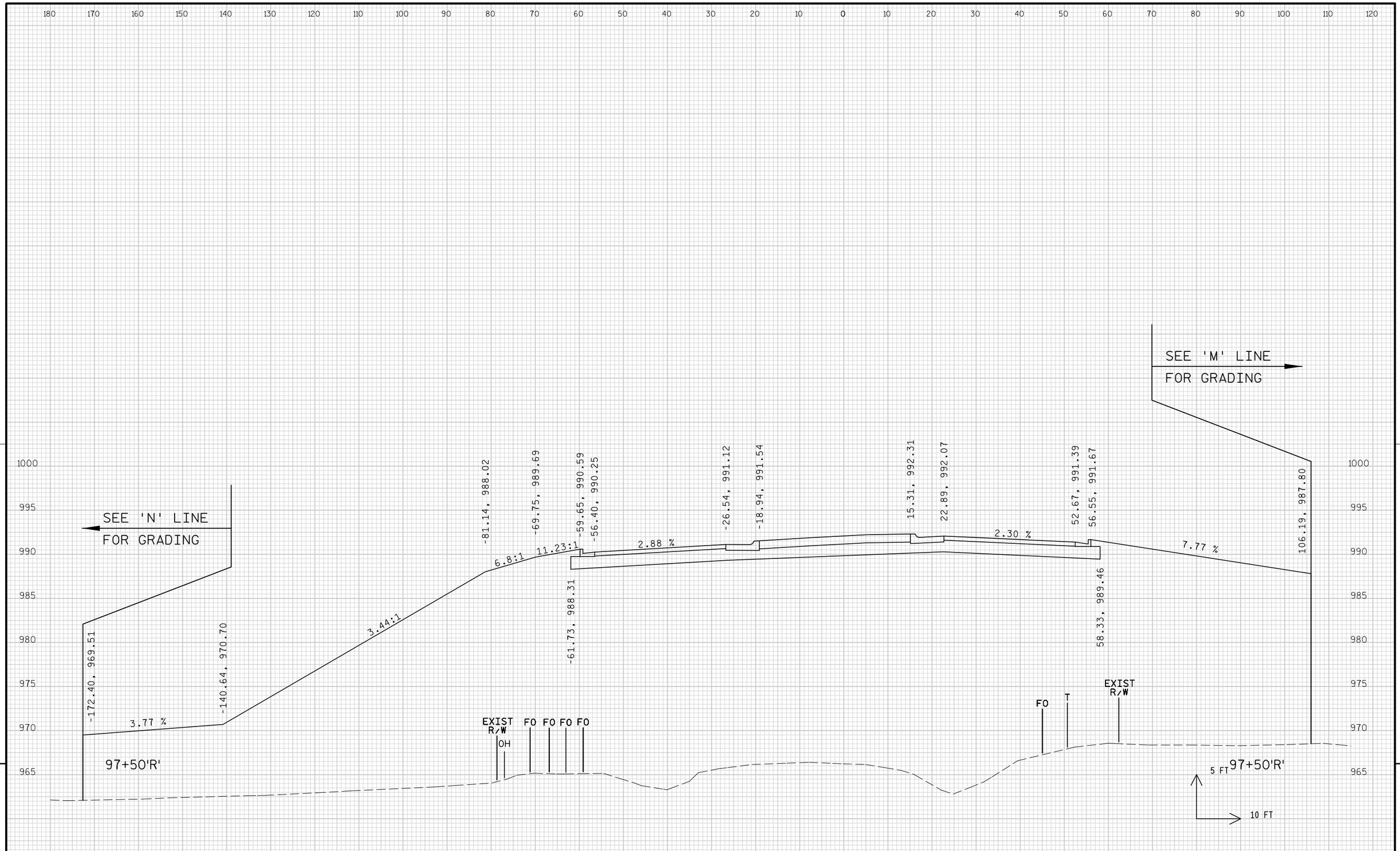
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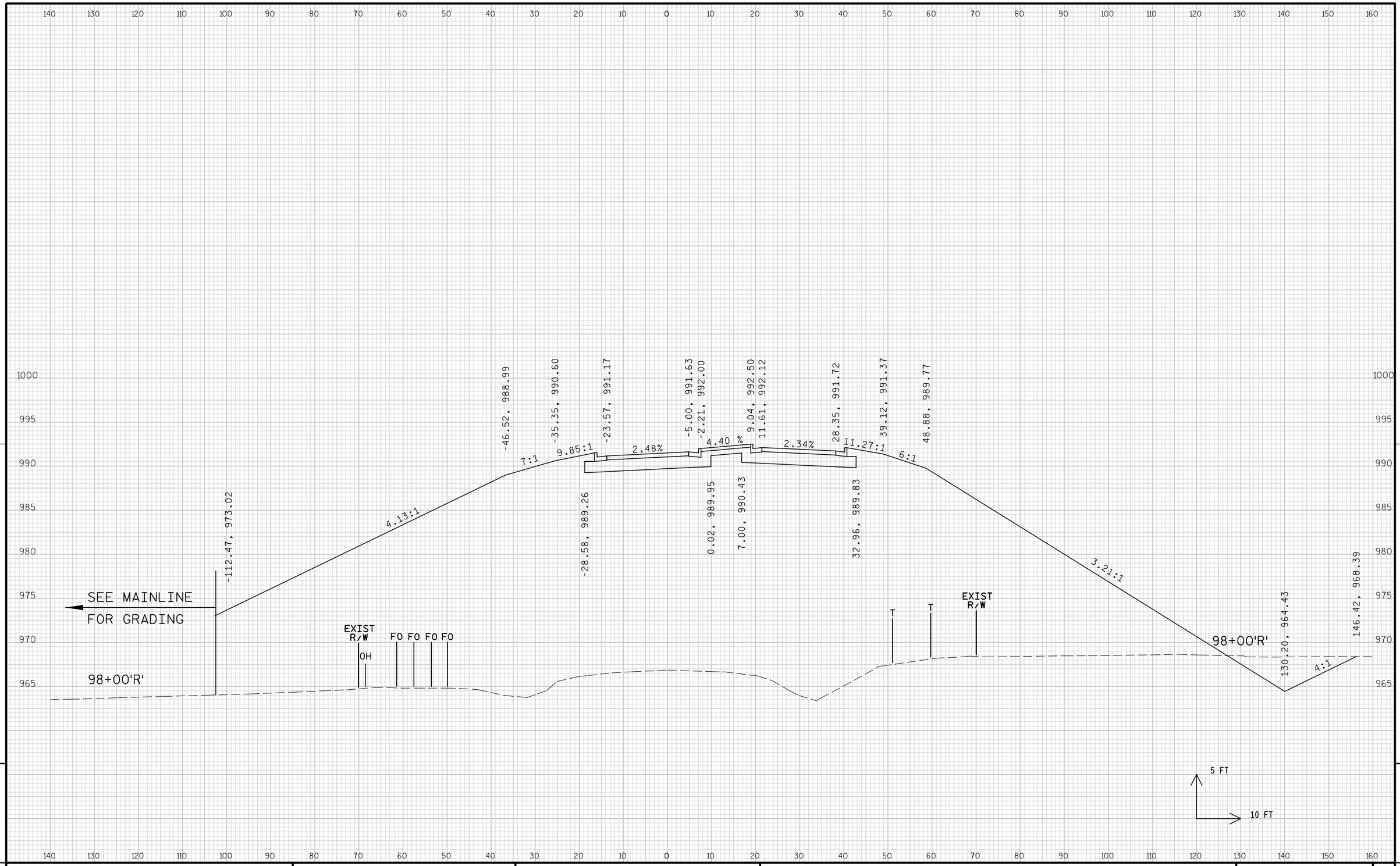
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 925	E



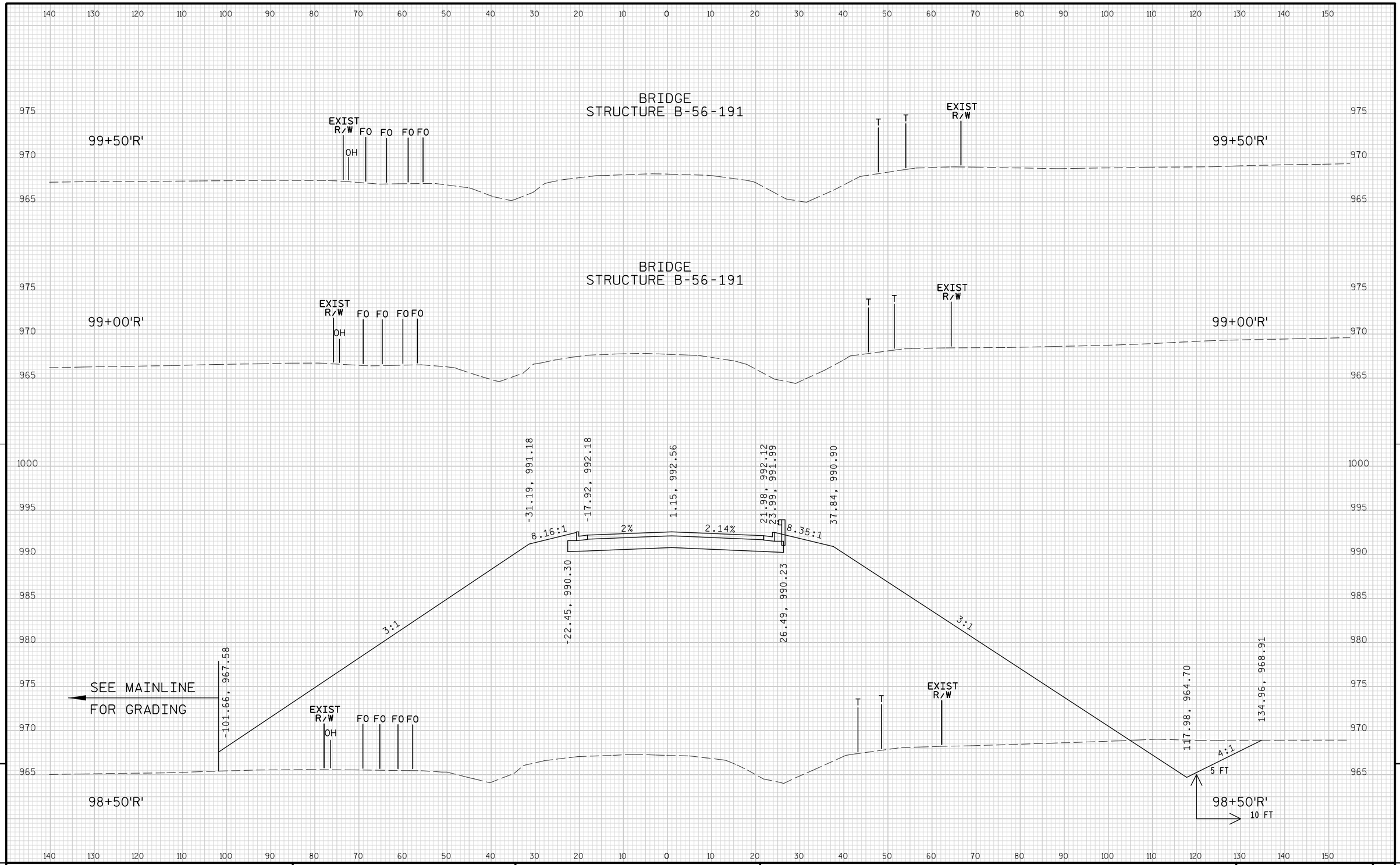
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 927	E

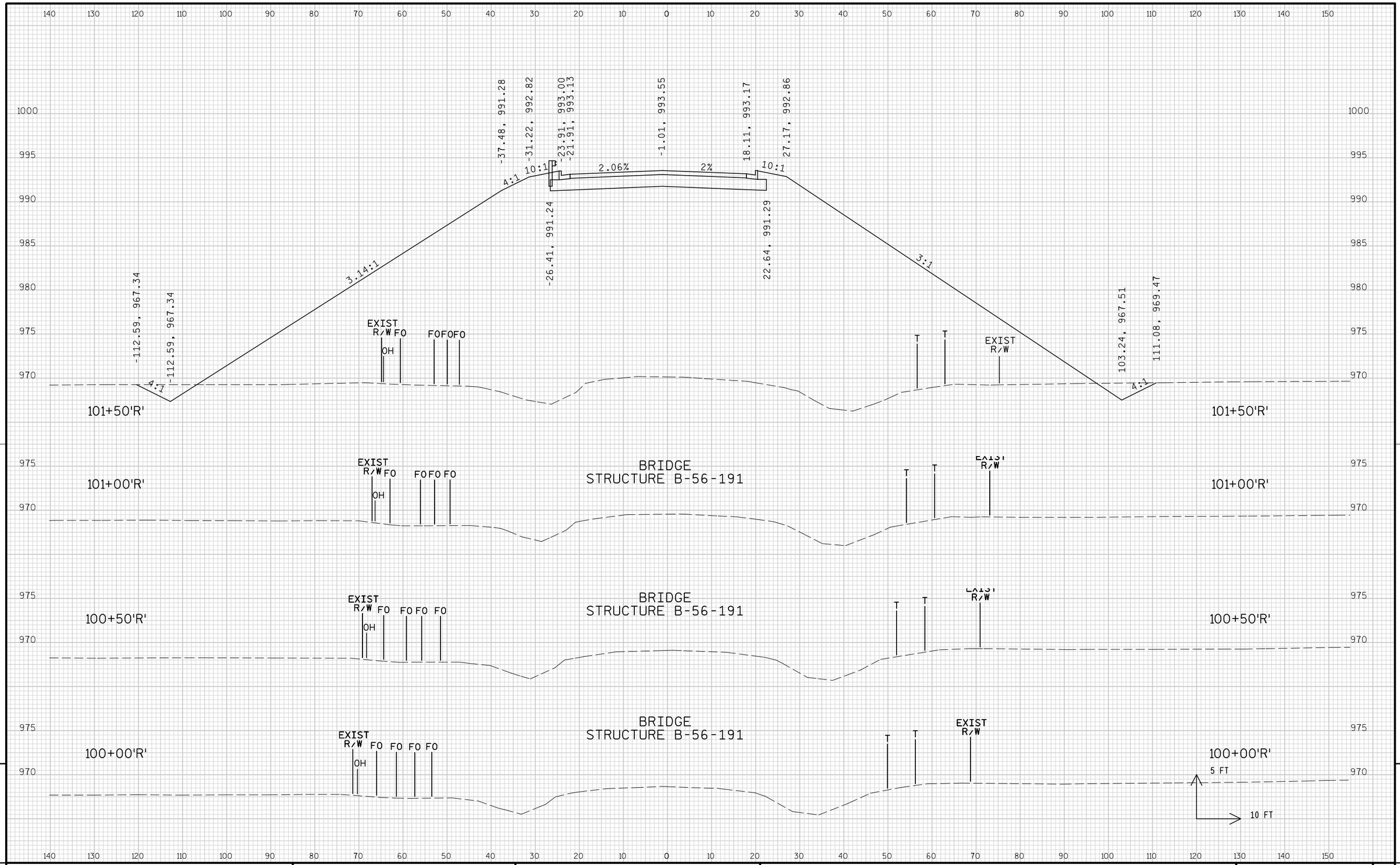
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 928	E

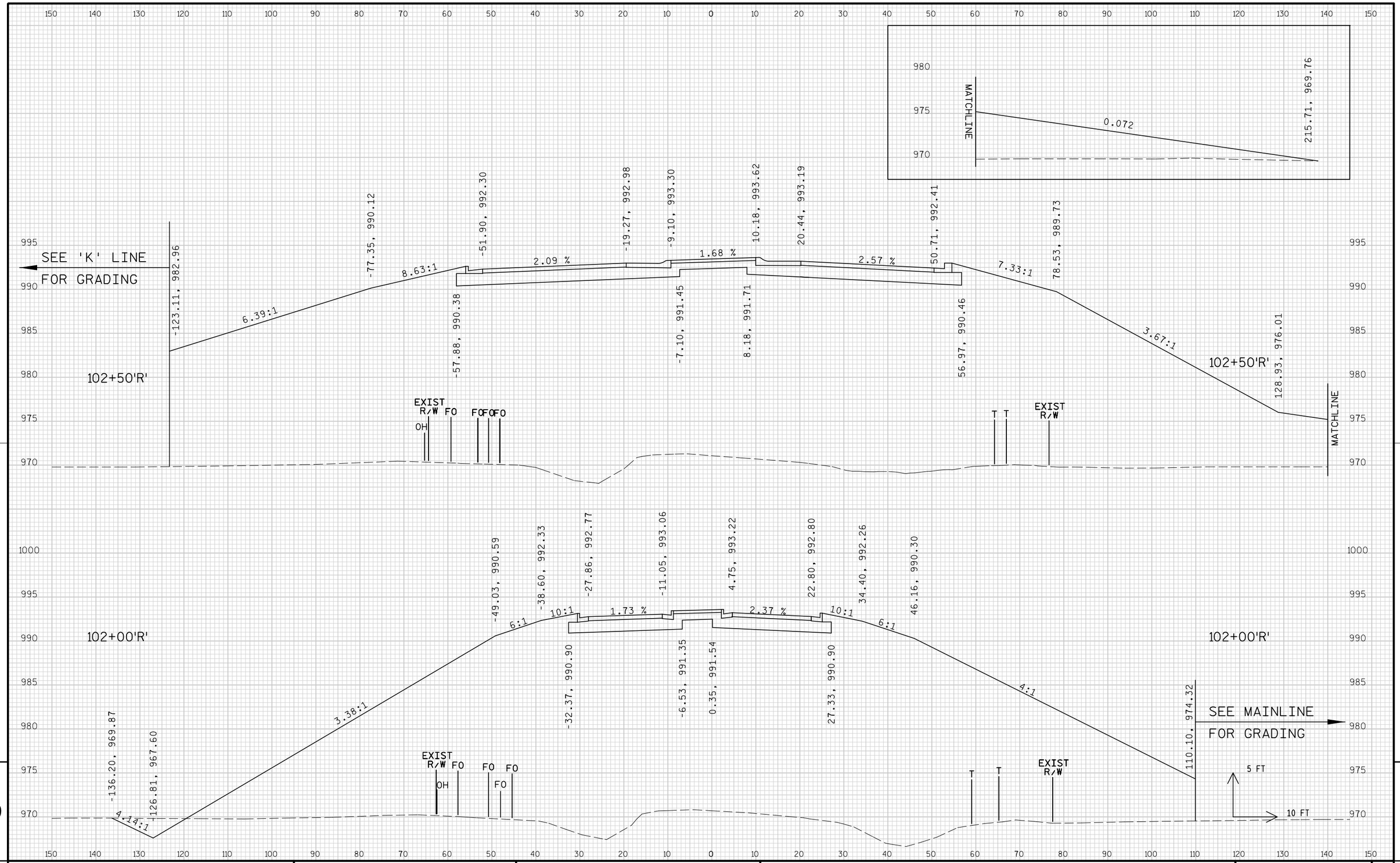


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 929	E

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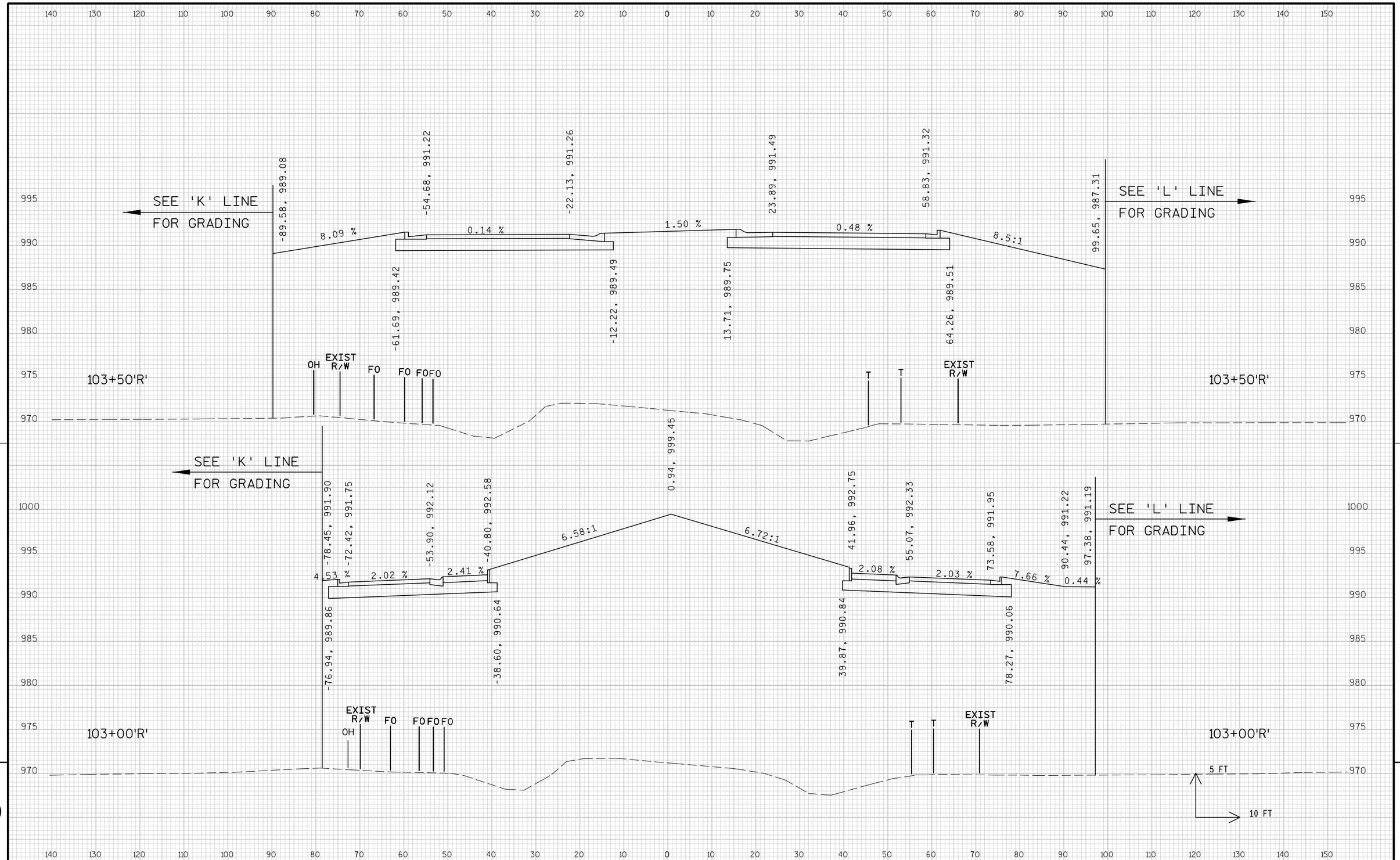


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 930	E

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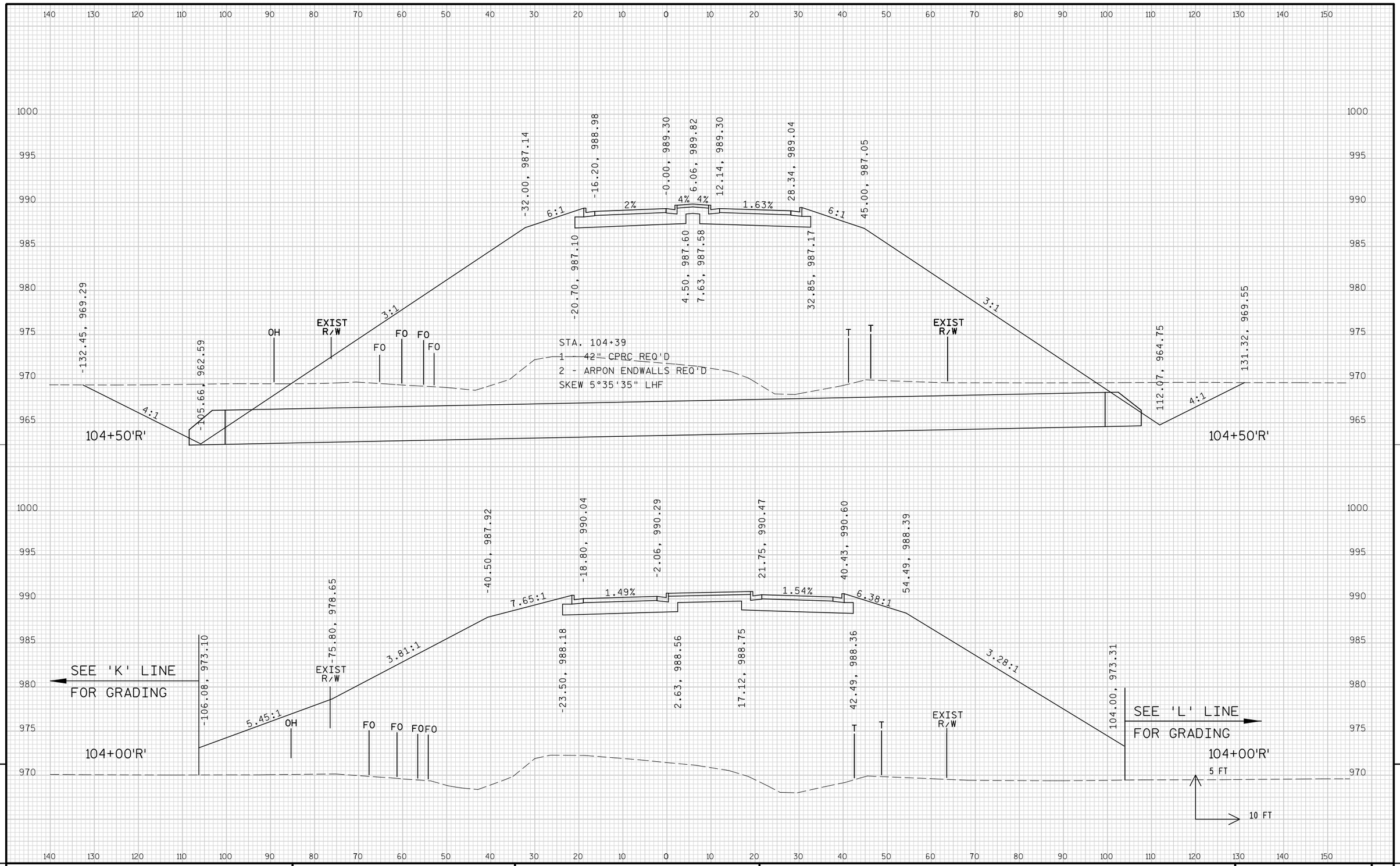


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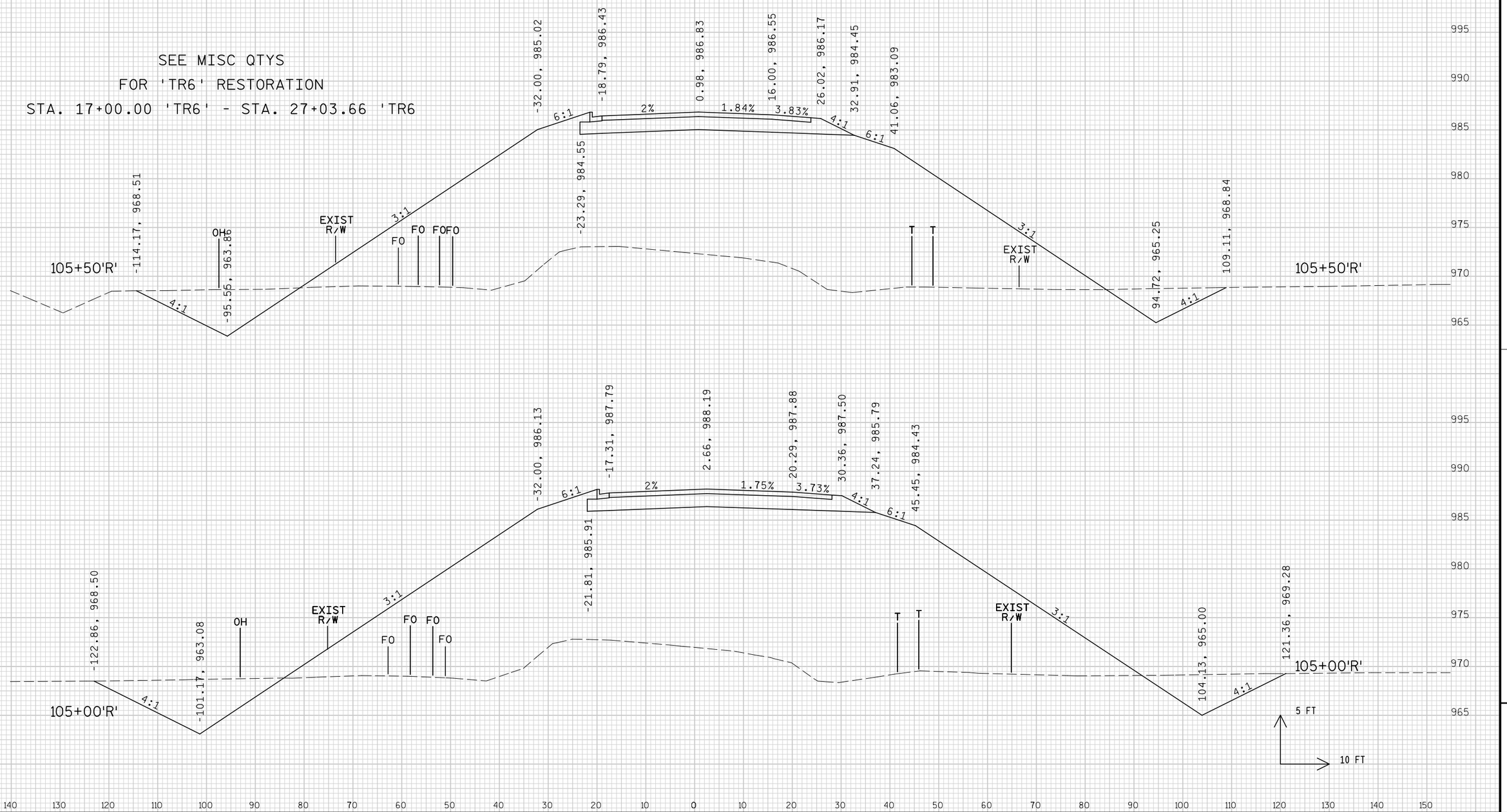
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 932	E

SEE MISC QTYS
FOR 'TR6' RESTORATION
STA. 17+00.00 'TR6' - STA. 27+03.66 'TR6

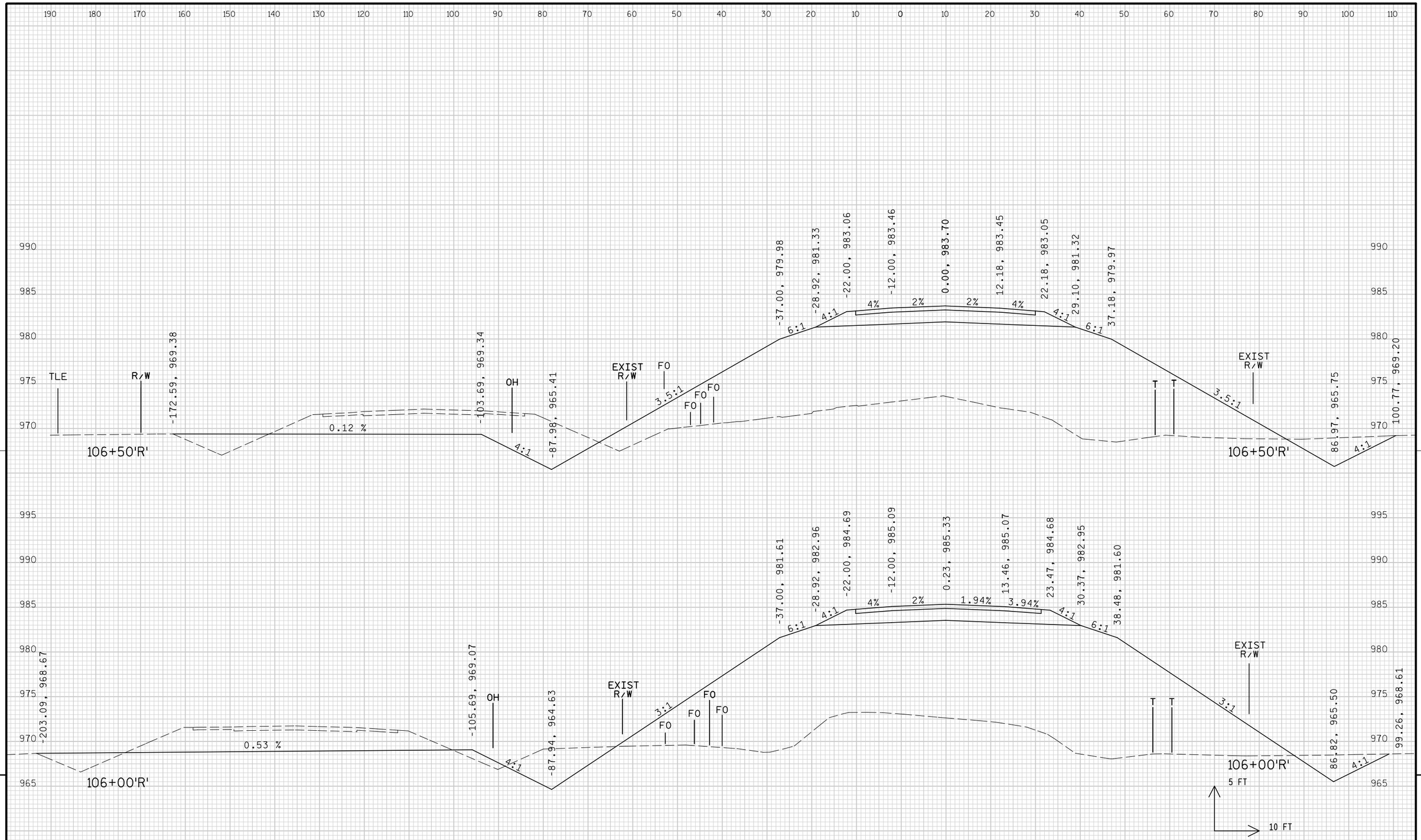


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 933	E

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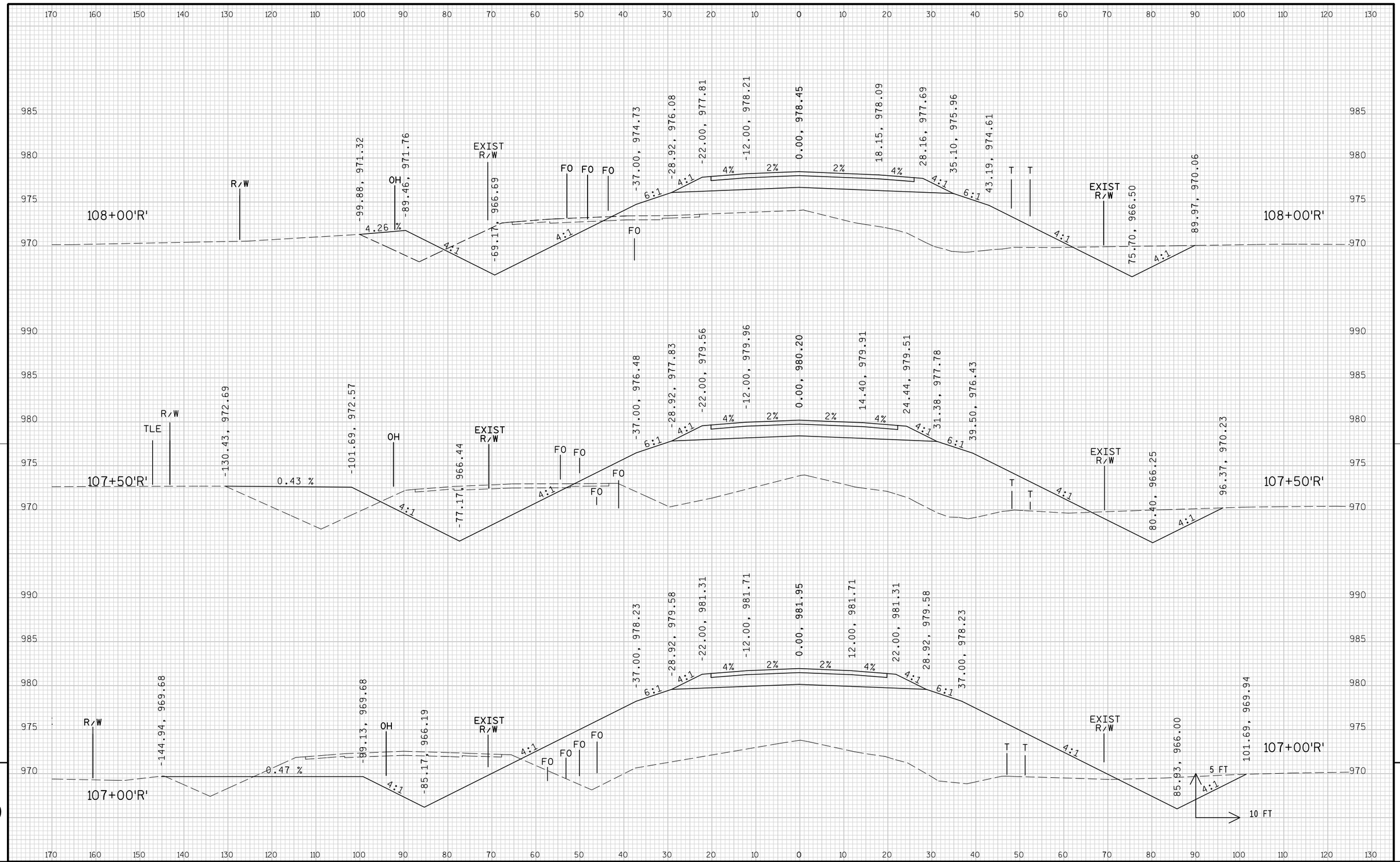


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 934	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\r\090201_r_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

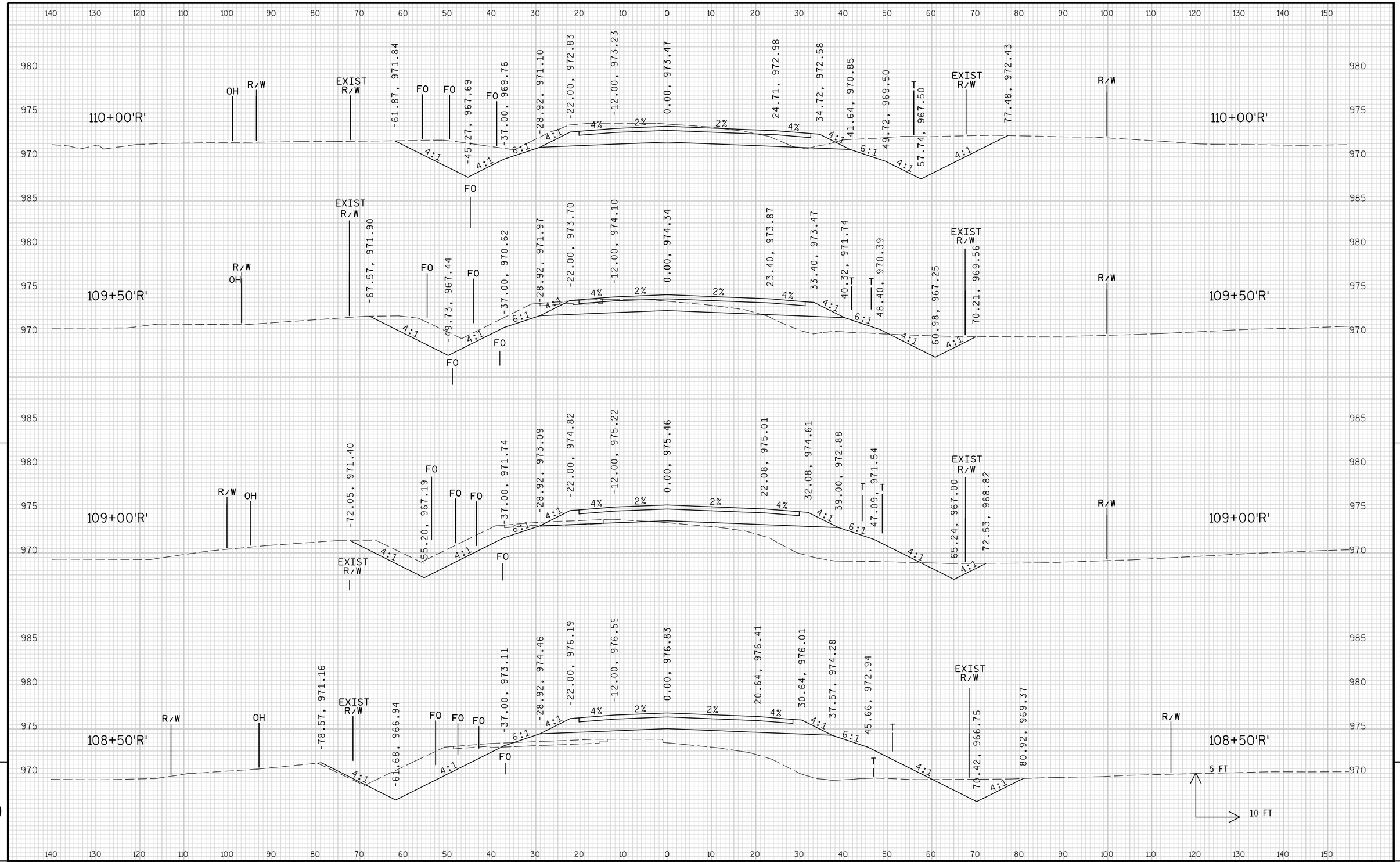


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 935	E

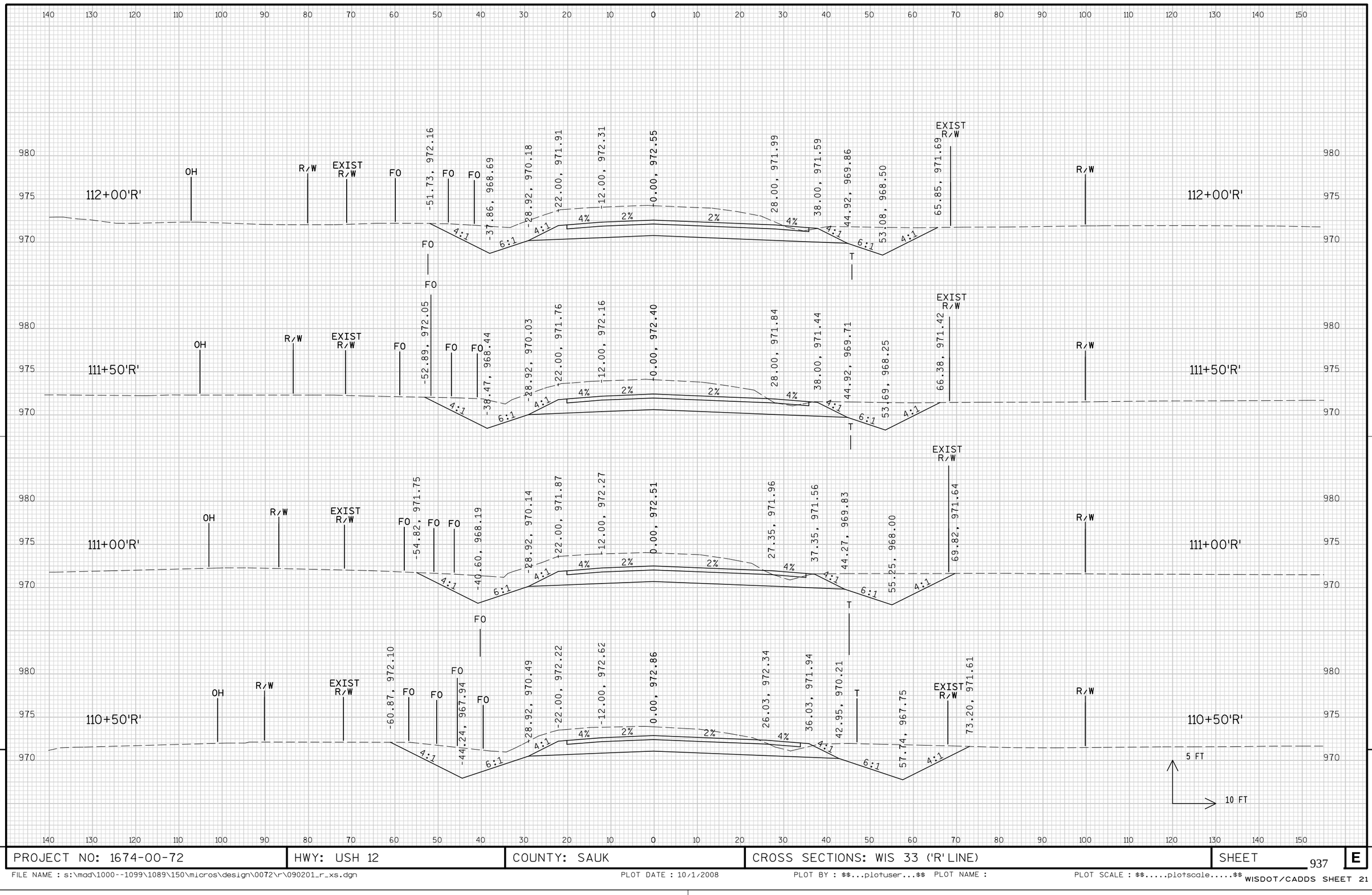
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 936	E

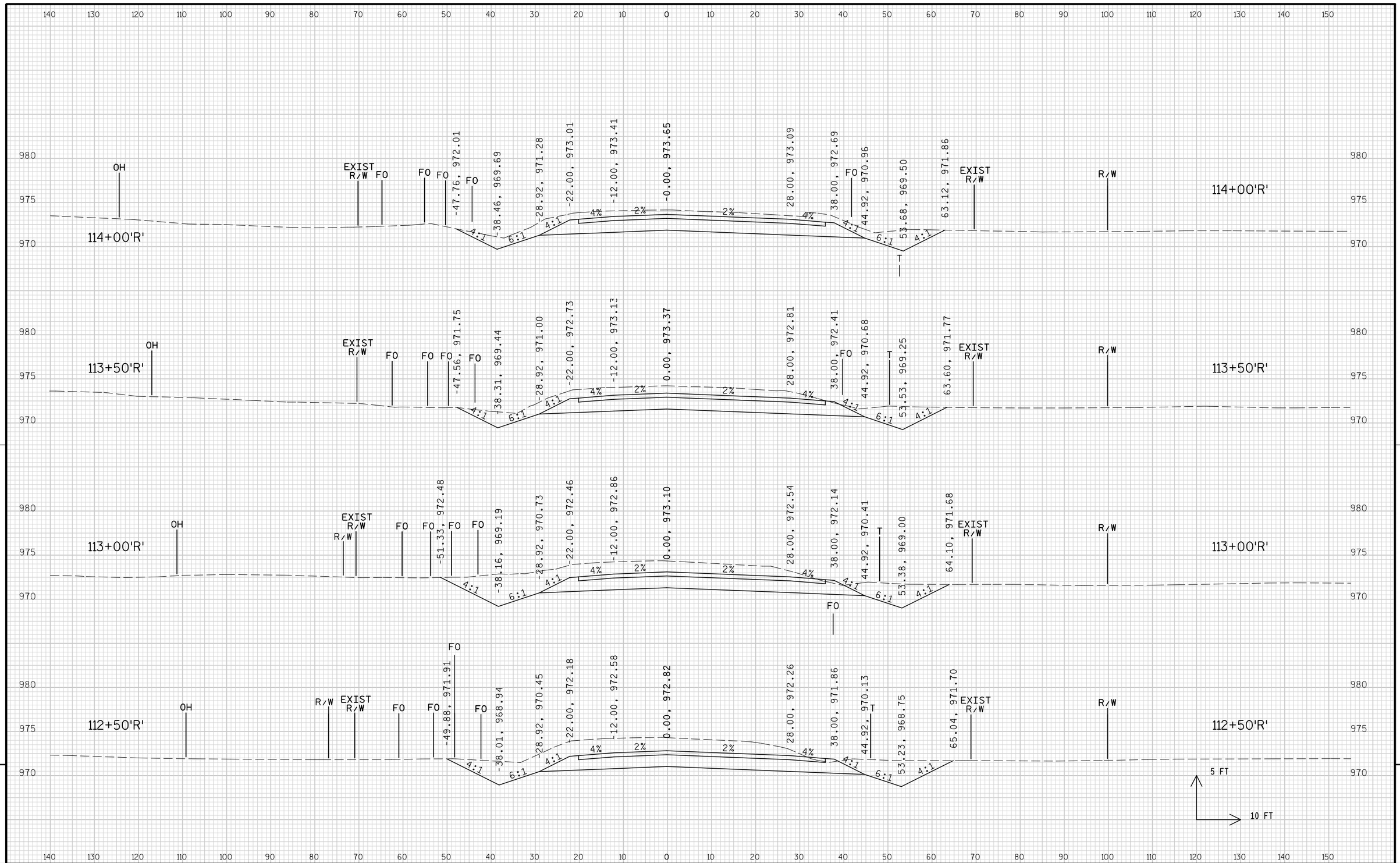
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WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 937	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\r\090201_r_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



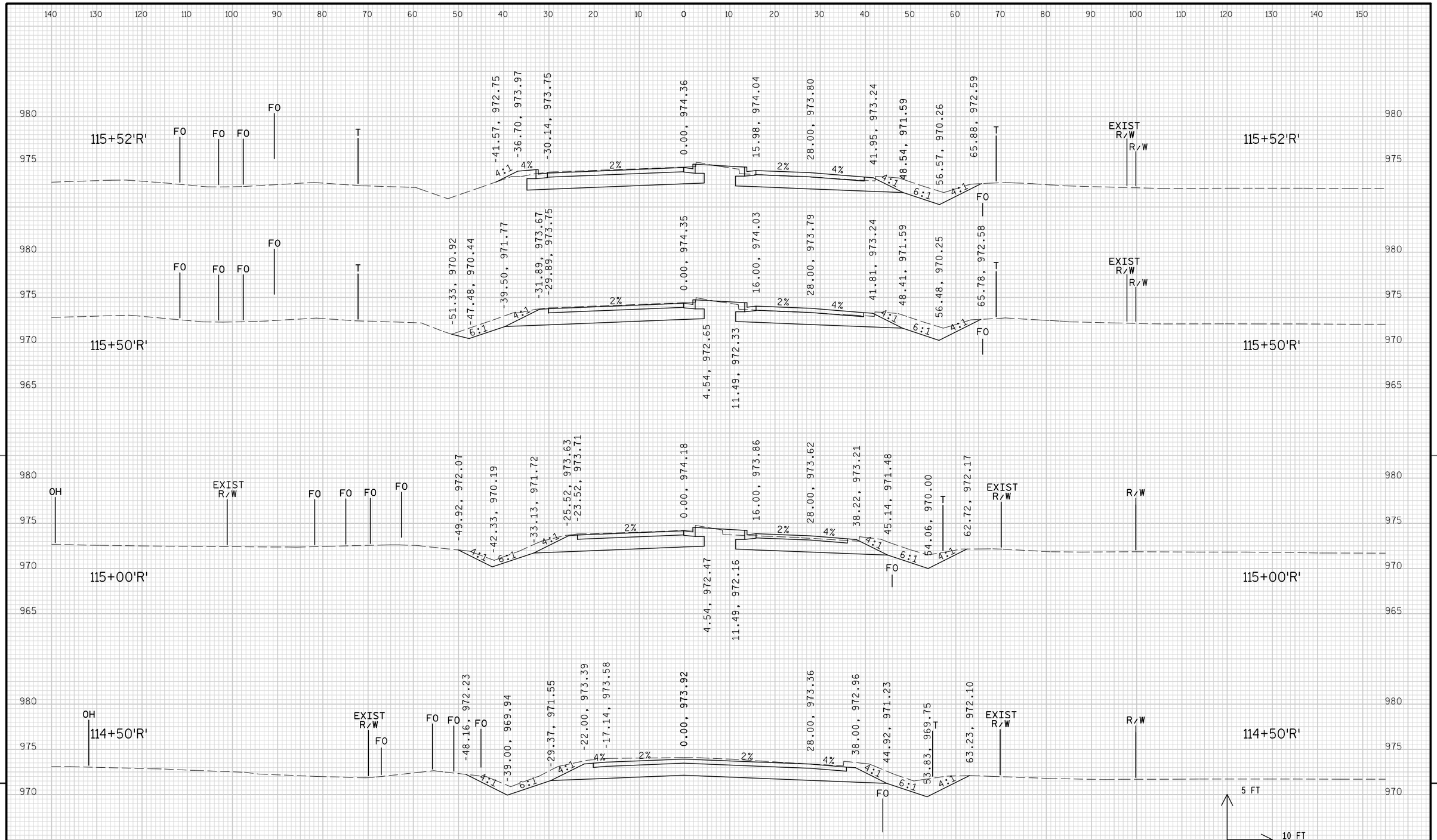
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 938	E

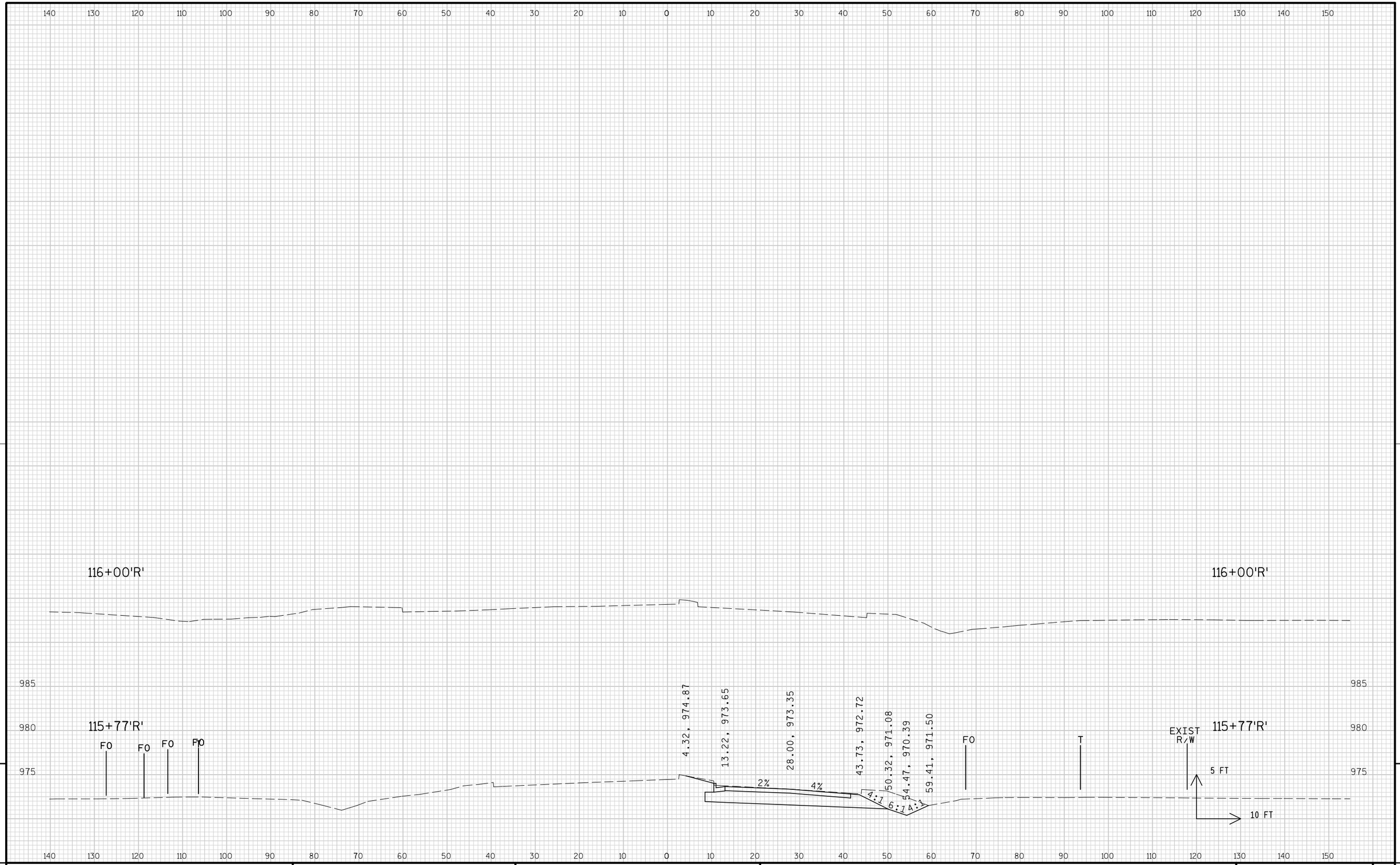
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WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 939	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\r\090201_r_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



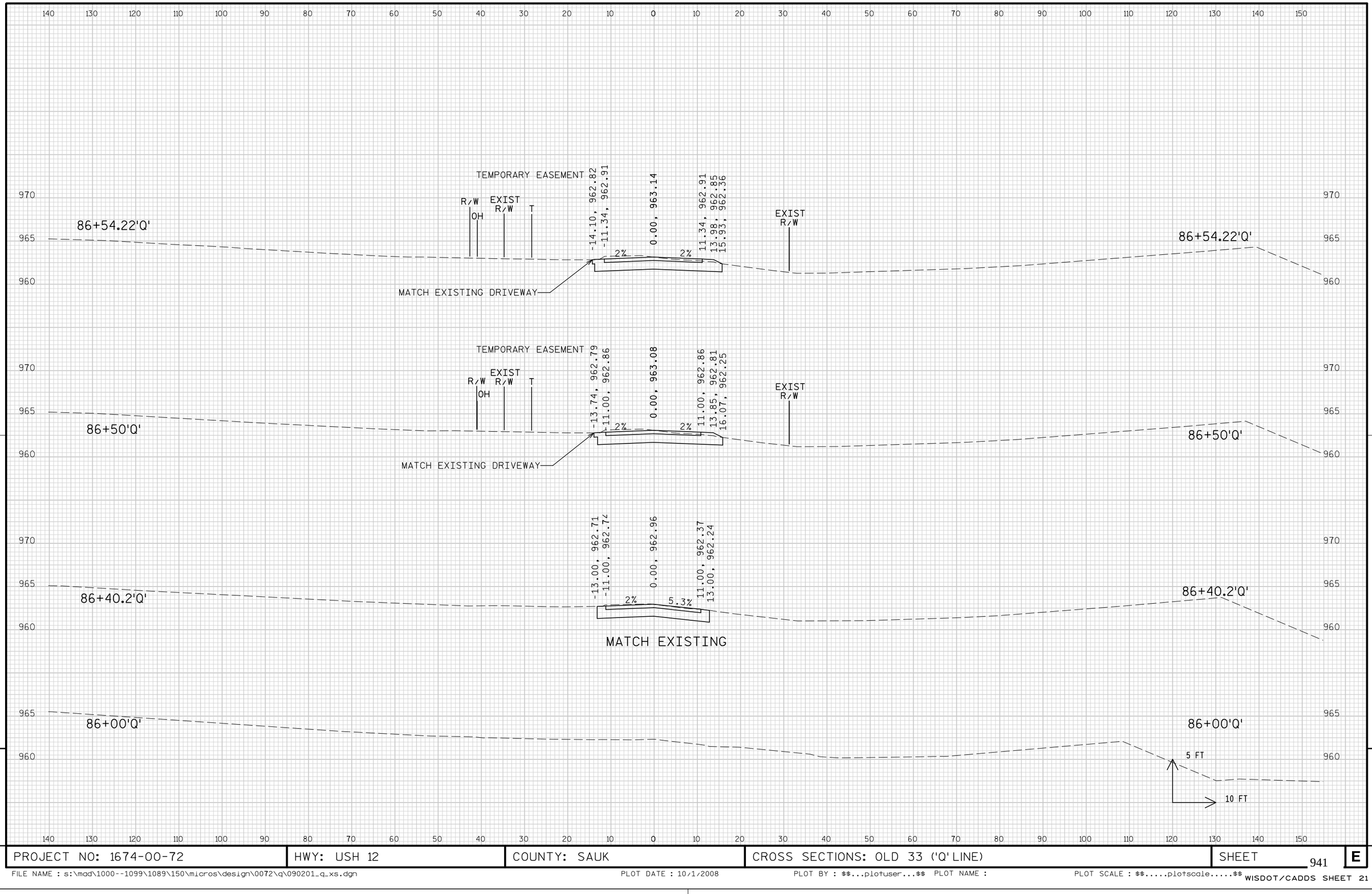
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WIS 33 ('R' LINE)	SHEET 940	E

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WISDOT/CADDS SHEET 21

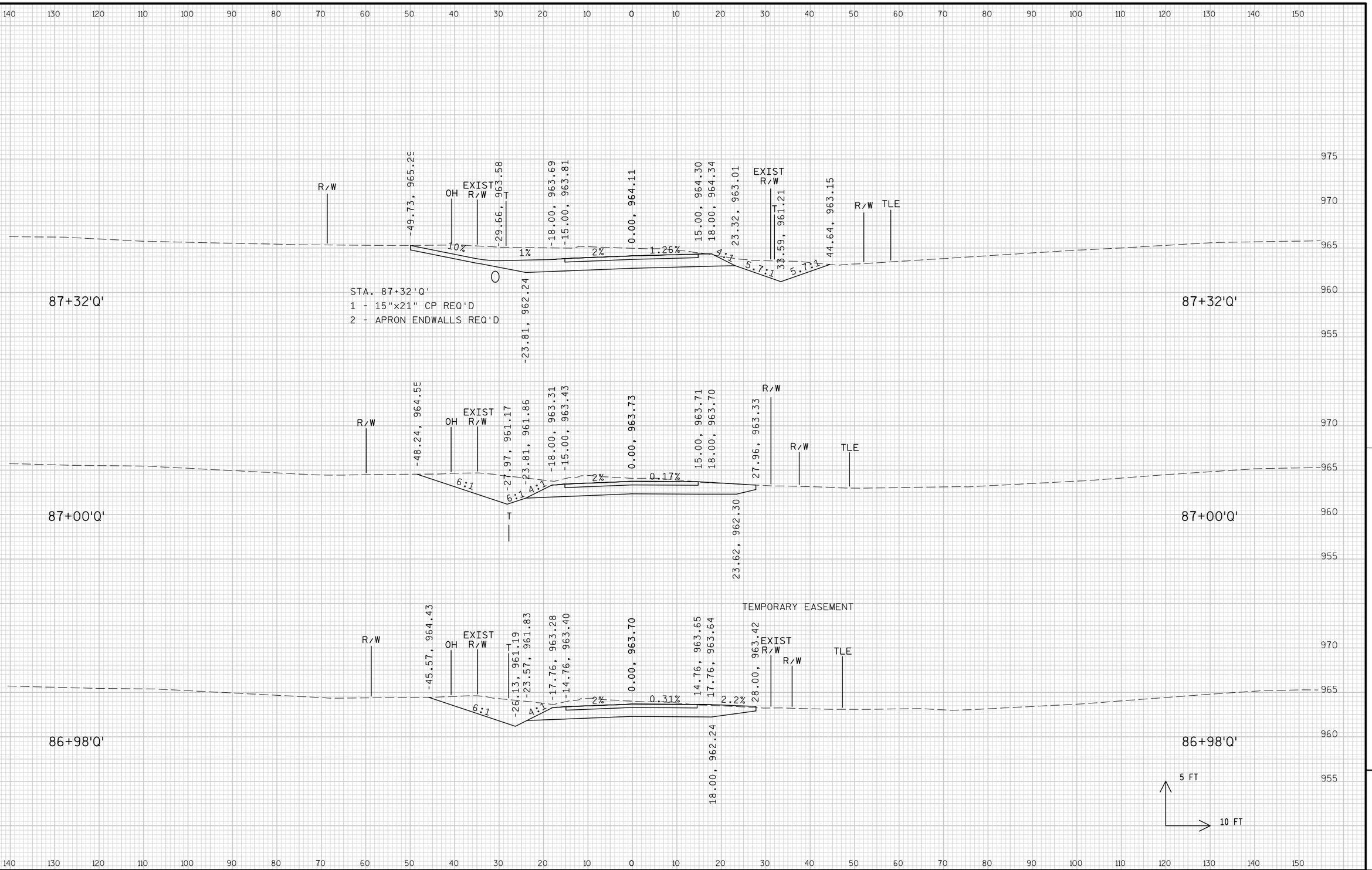


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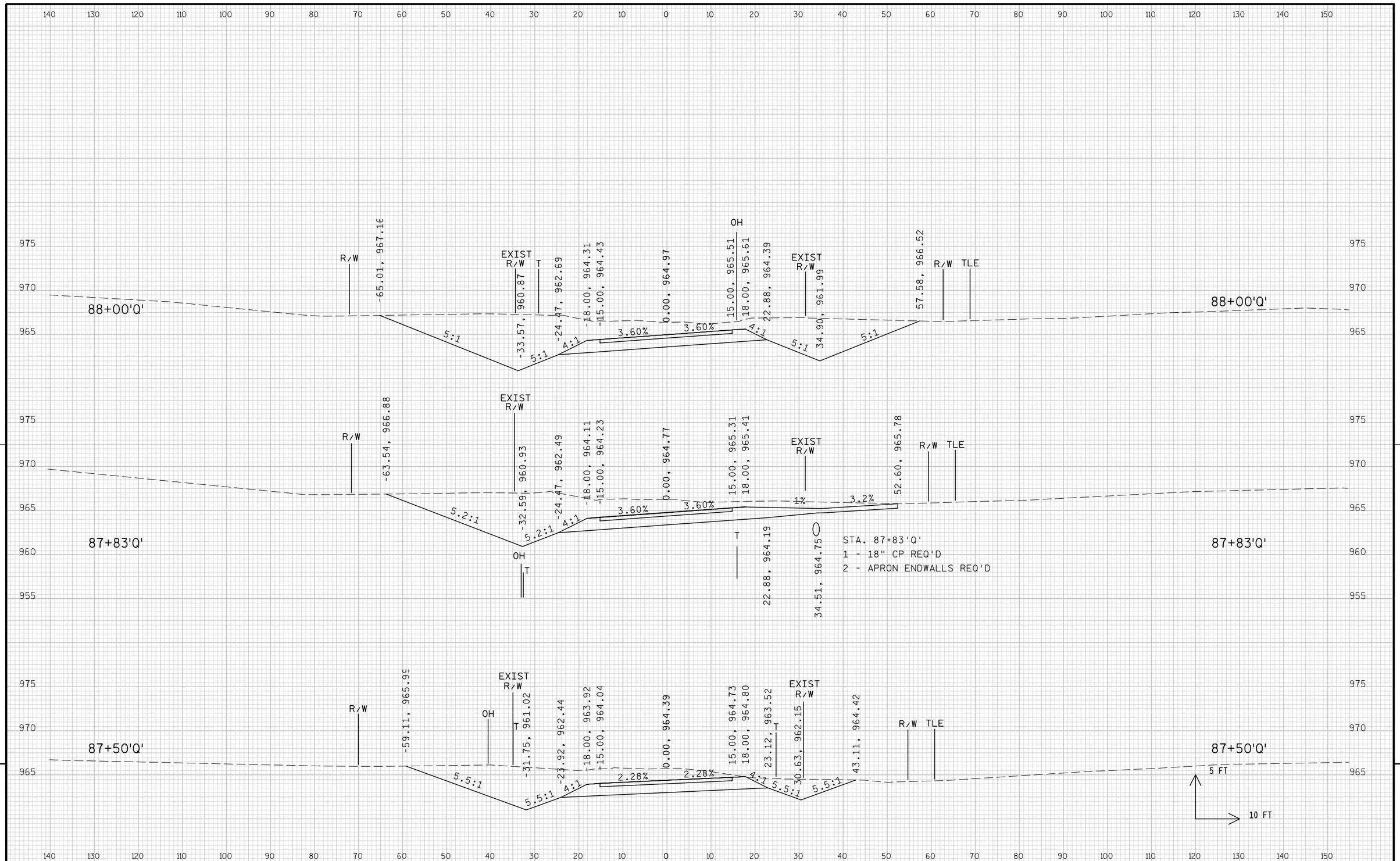
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 941	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\q\090201_q_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 942	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\q\090201_q_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



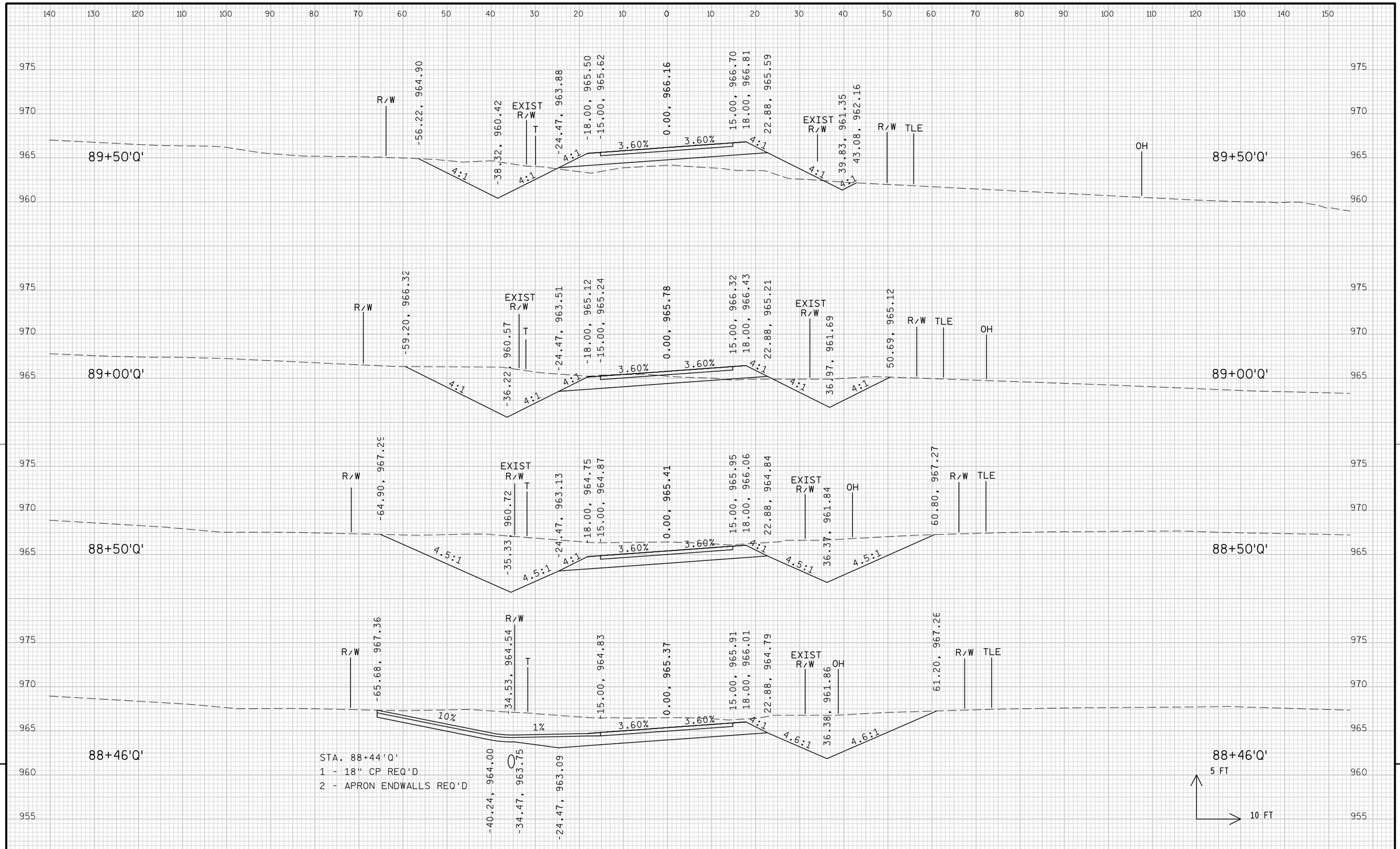
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9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 943	E

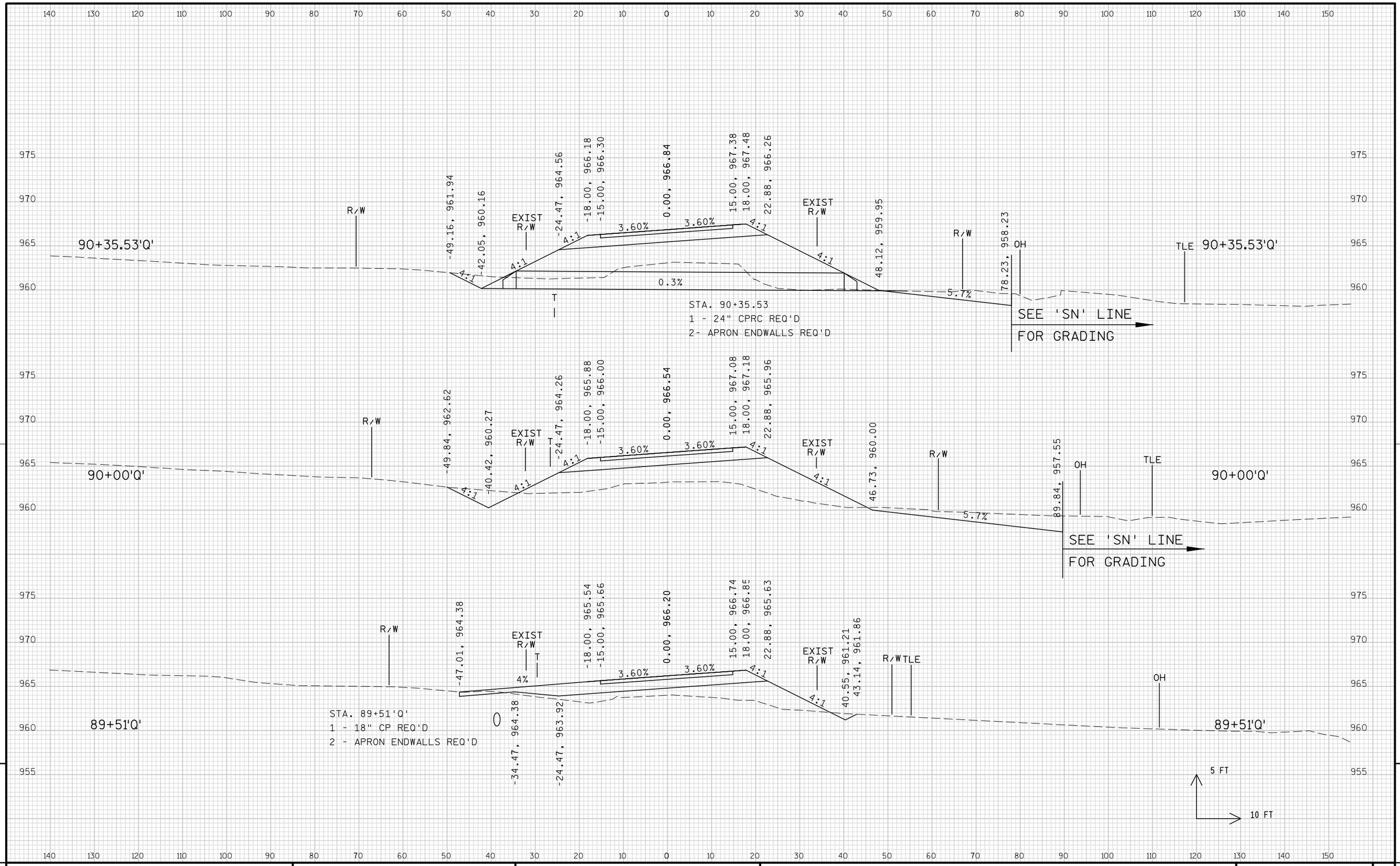
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WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 944	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\q\090201_q_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

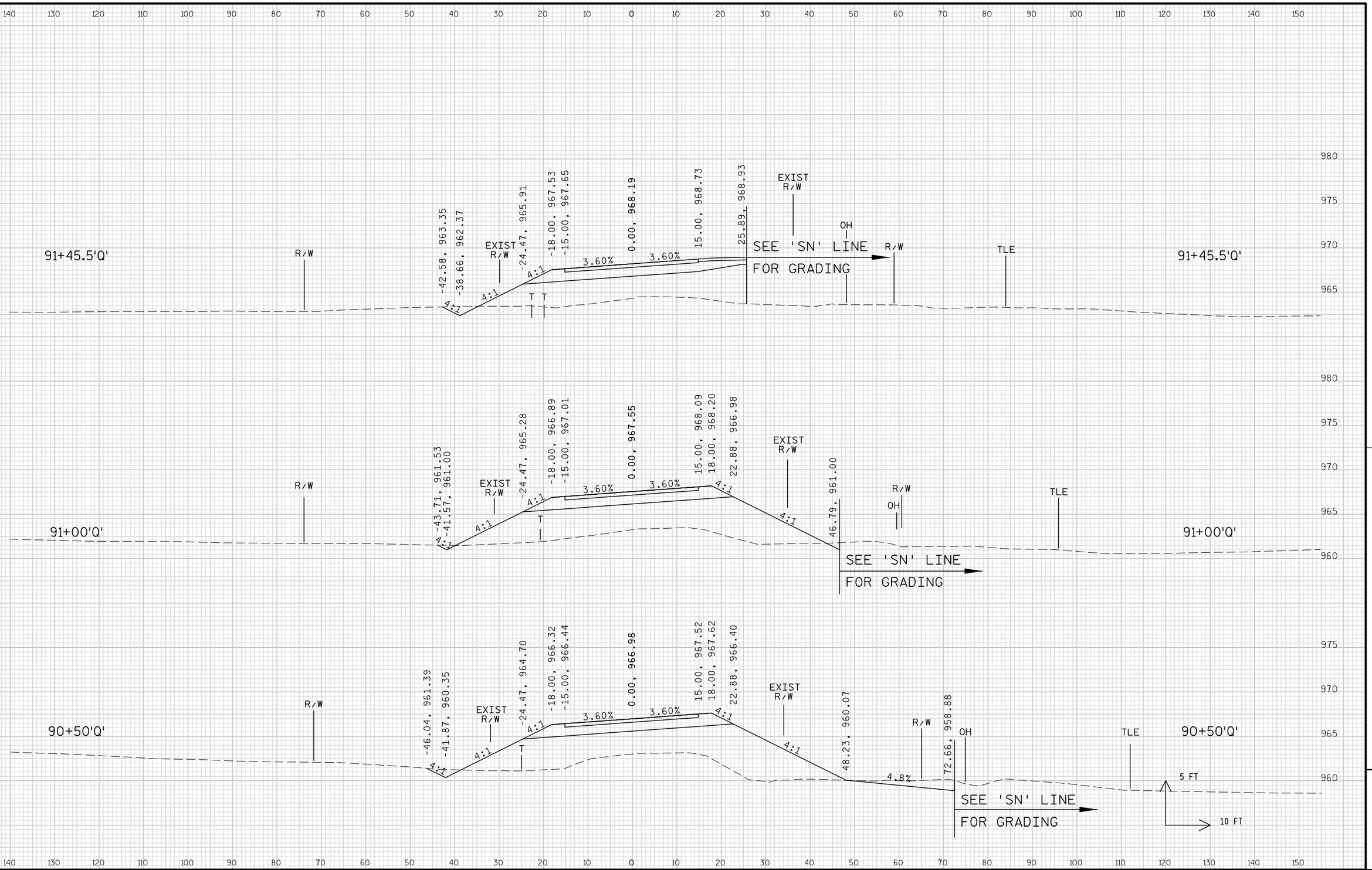


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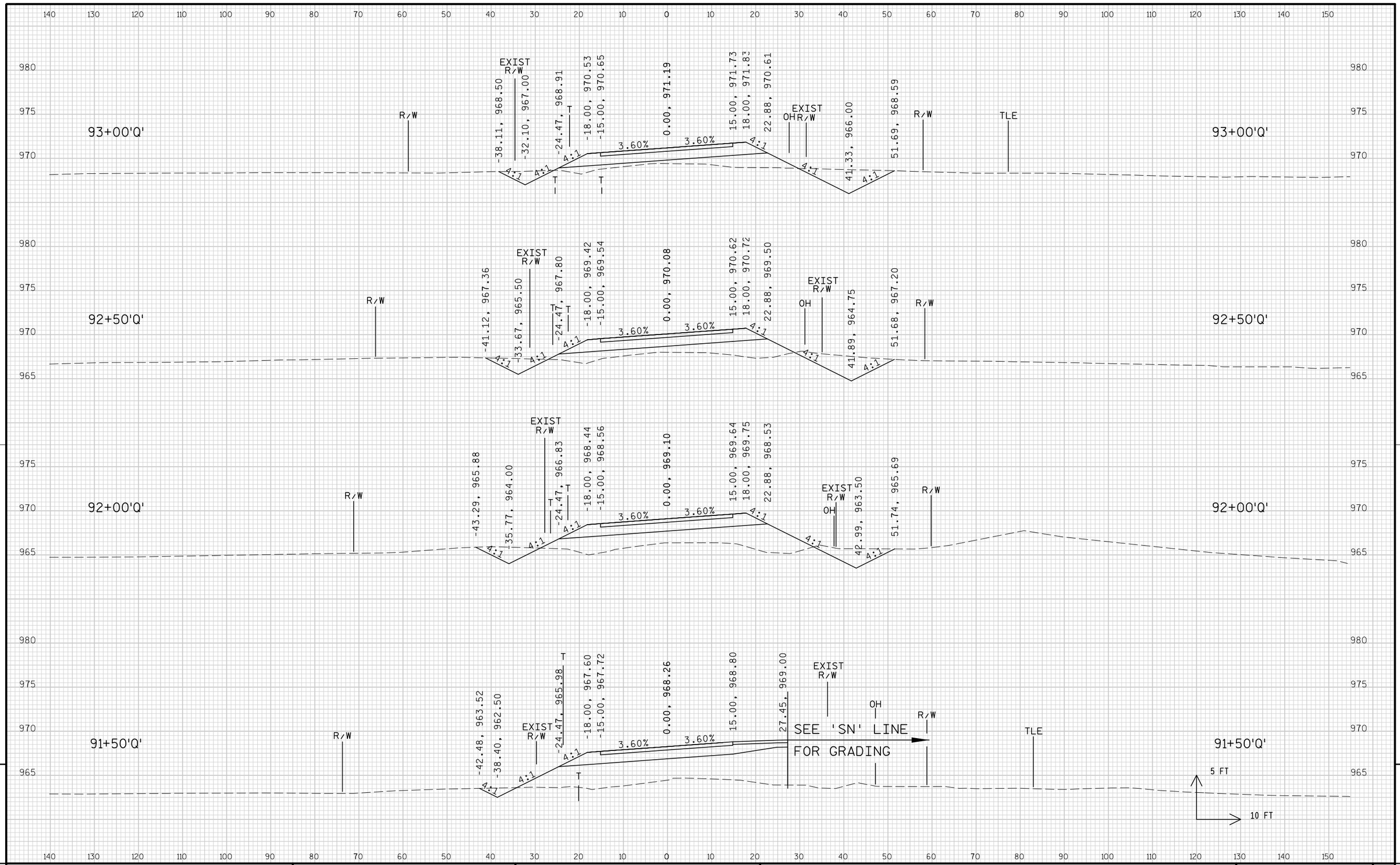
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 945	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\q\090201_q_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



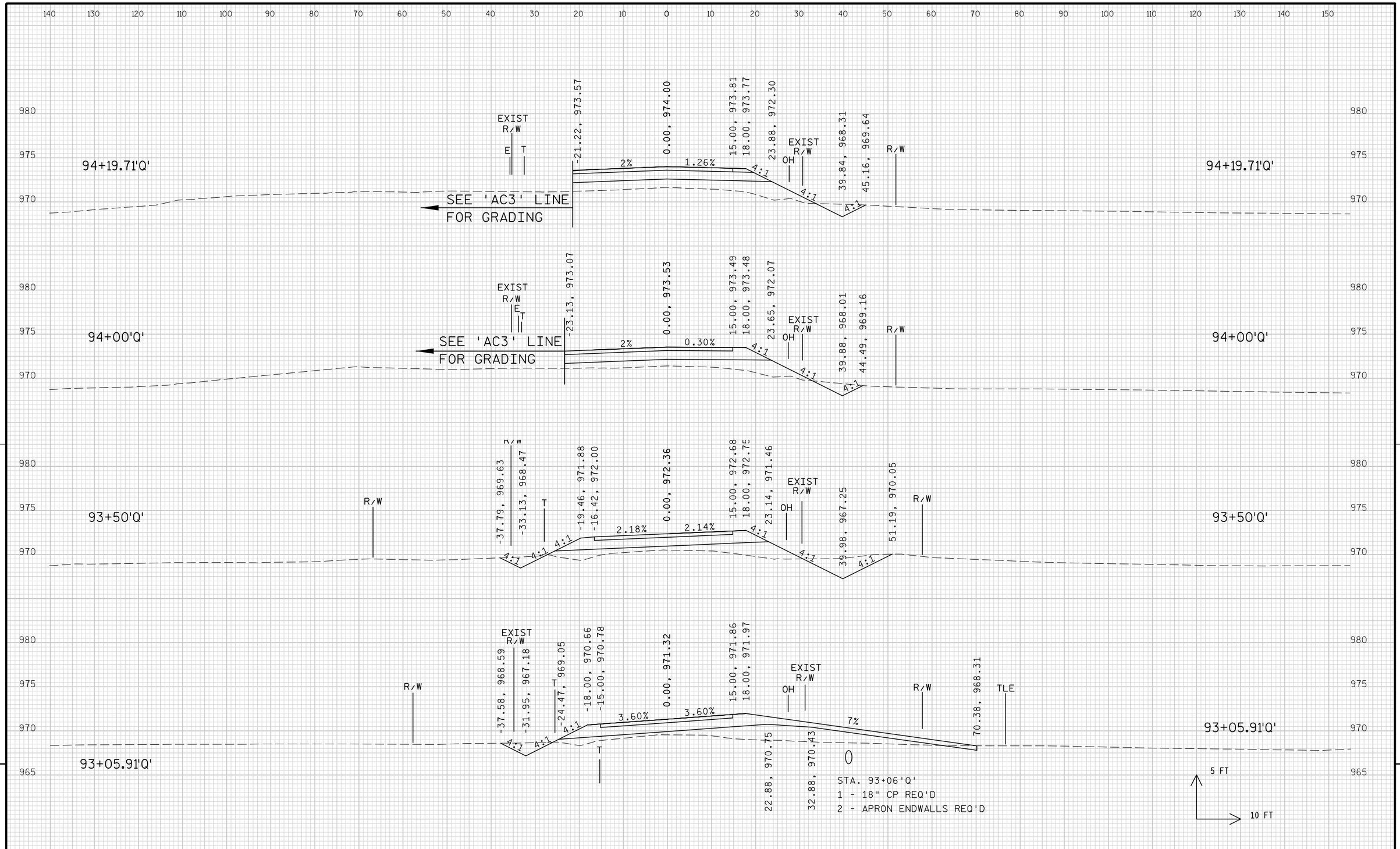
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 946	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\q\090201_q_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 947	E

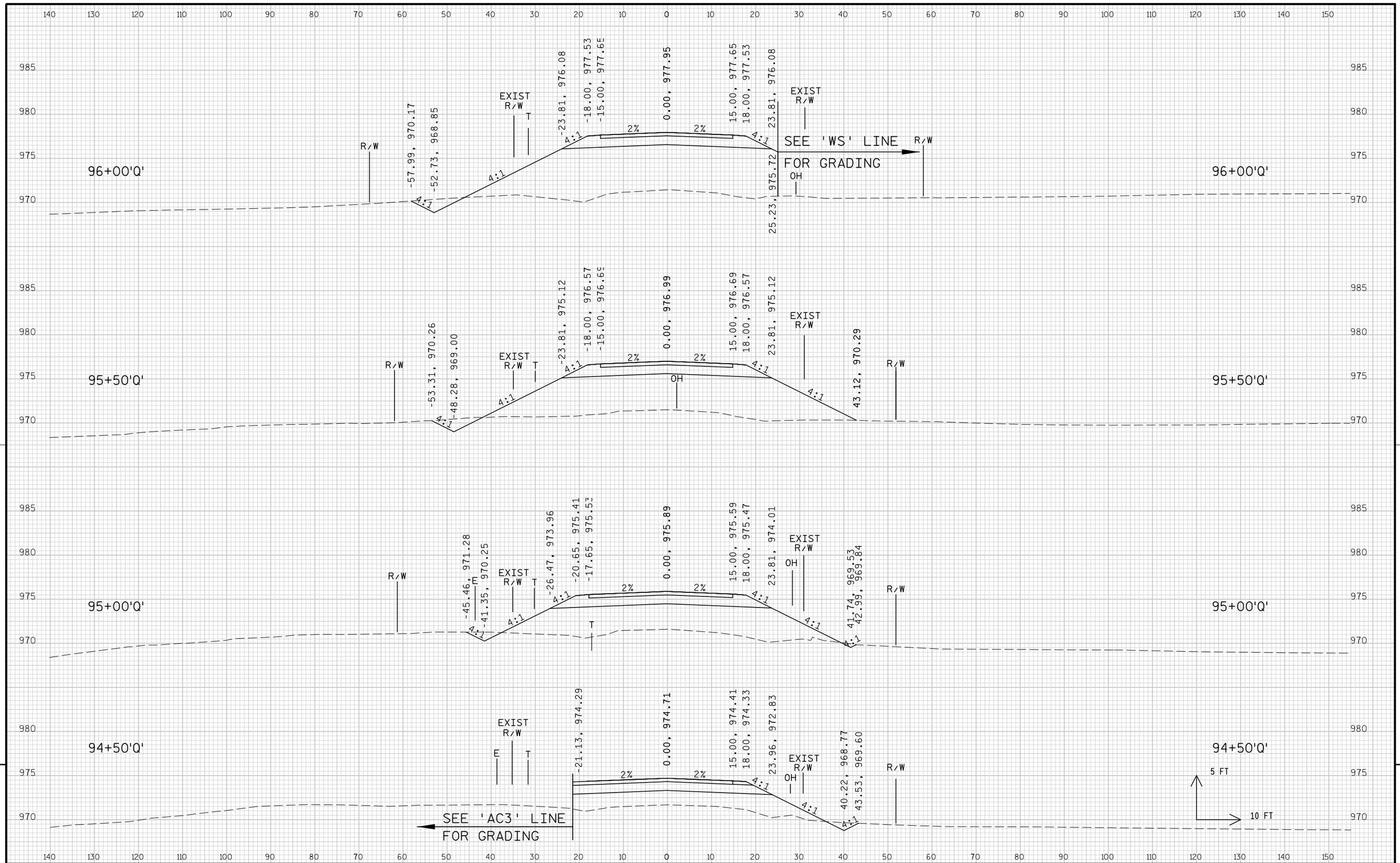
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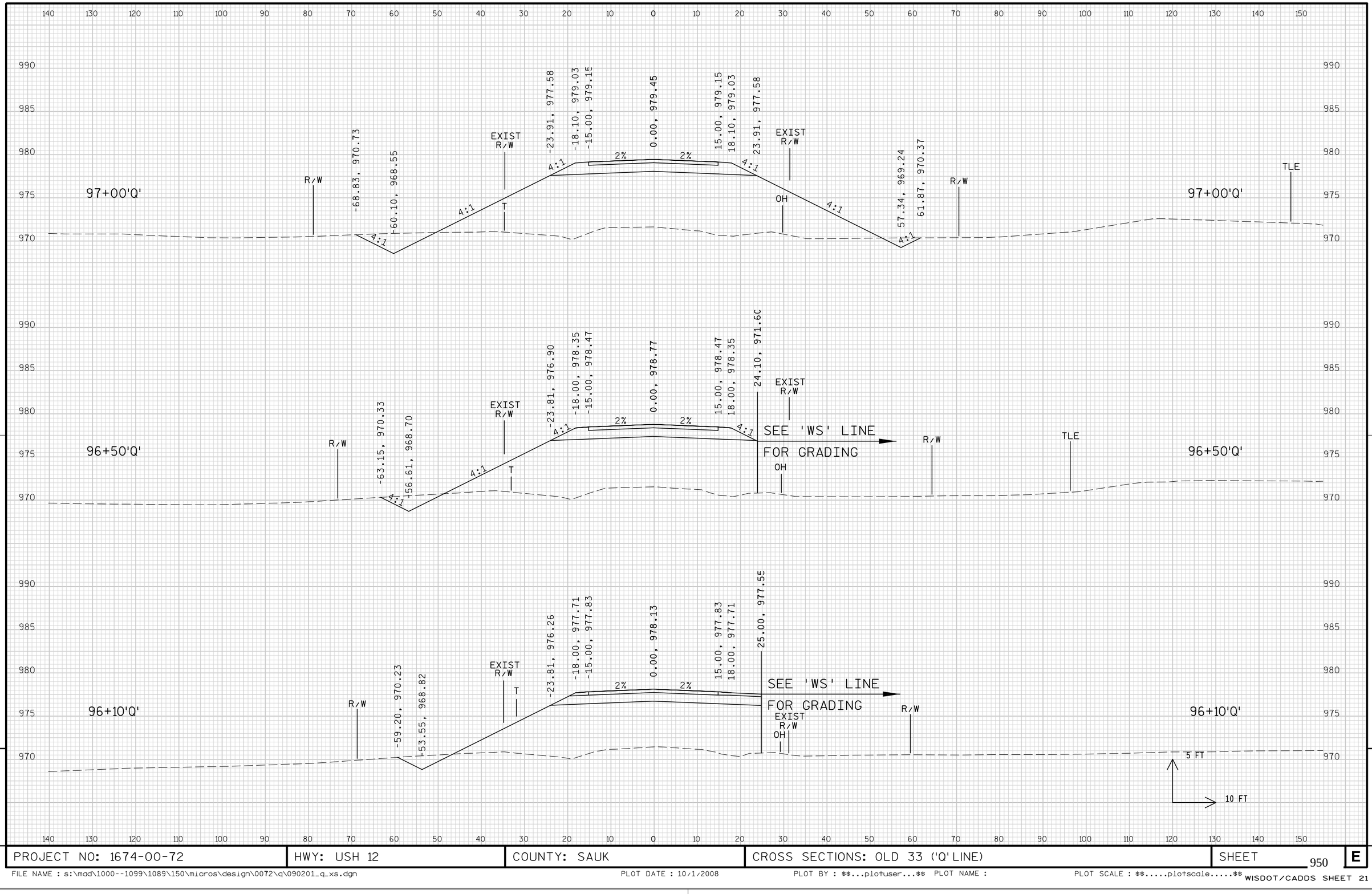
9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 948	E

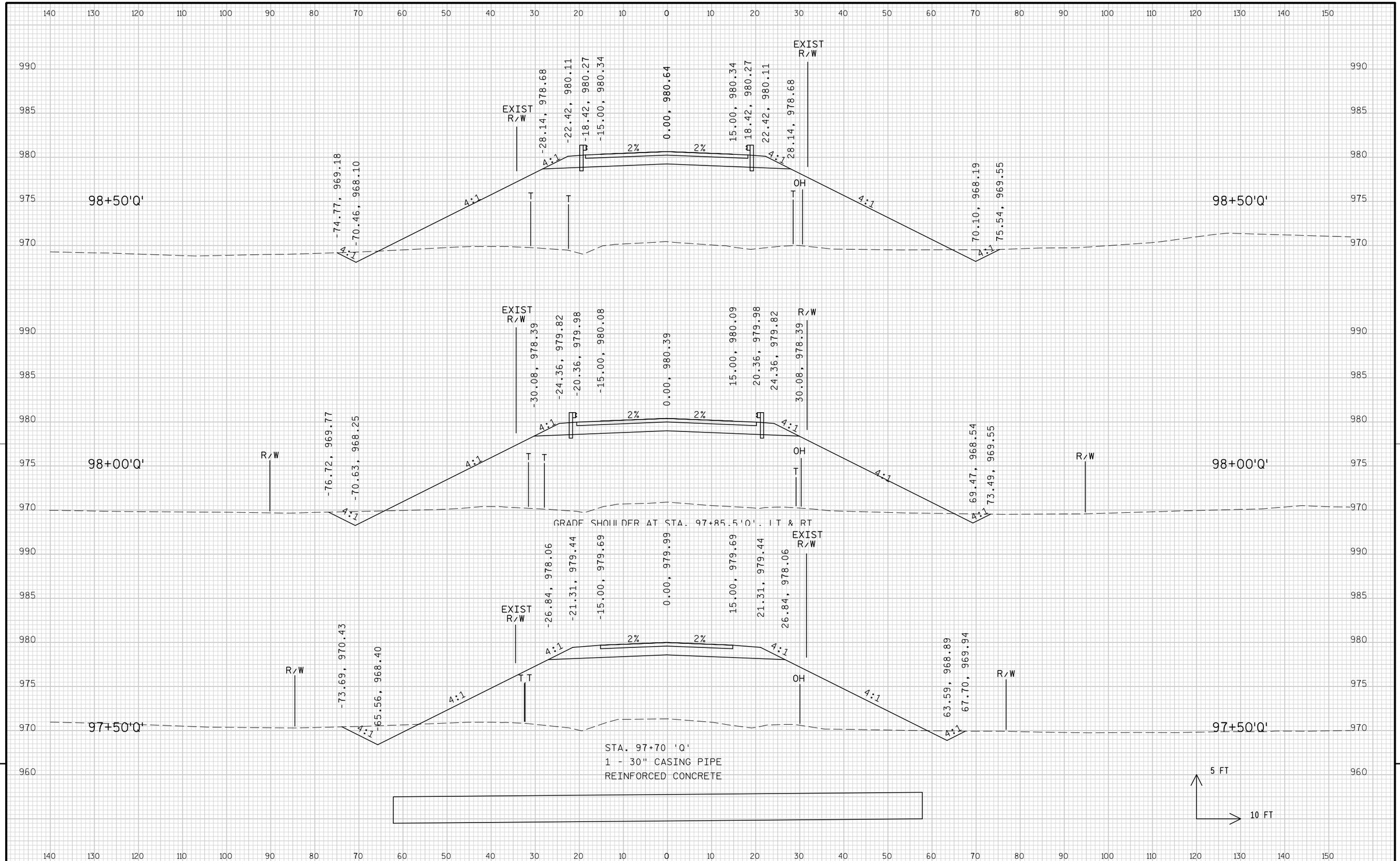


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 949	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 950	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\q\090201_q_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 951	E

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

975
970

101+00'Q'

EXIST R/W T

BRIDGE
STRUCTURE B-56-190

EXIST R/W OH

101+00'Q'

100+50'Q'

R/W T

BRIDGE
STRUCTURE B-56-190

R/W OH

100+50'Q'

100+00'Q'

R/W T

US 12
STA 278+03.36
BRIDGE
STRUCTURE B-56-190

EXIST R/W OH

100+00'Q'

99+50'Q'

EXIST R/W T

BRIDGE
STRUCTURE B-56-190

EXIST R/W OH

99+50'Q'

99+00'Q'

EXIST R/W T

BRIDGE
STRUCTURE B-56-190

EXIST R/W OH

99+00'Q'

5 FT

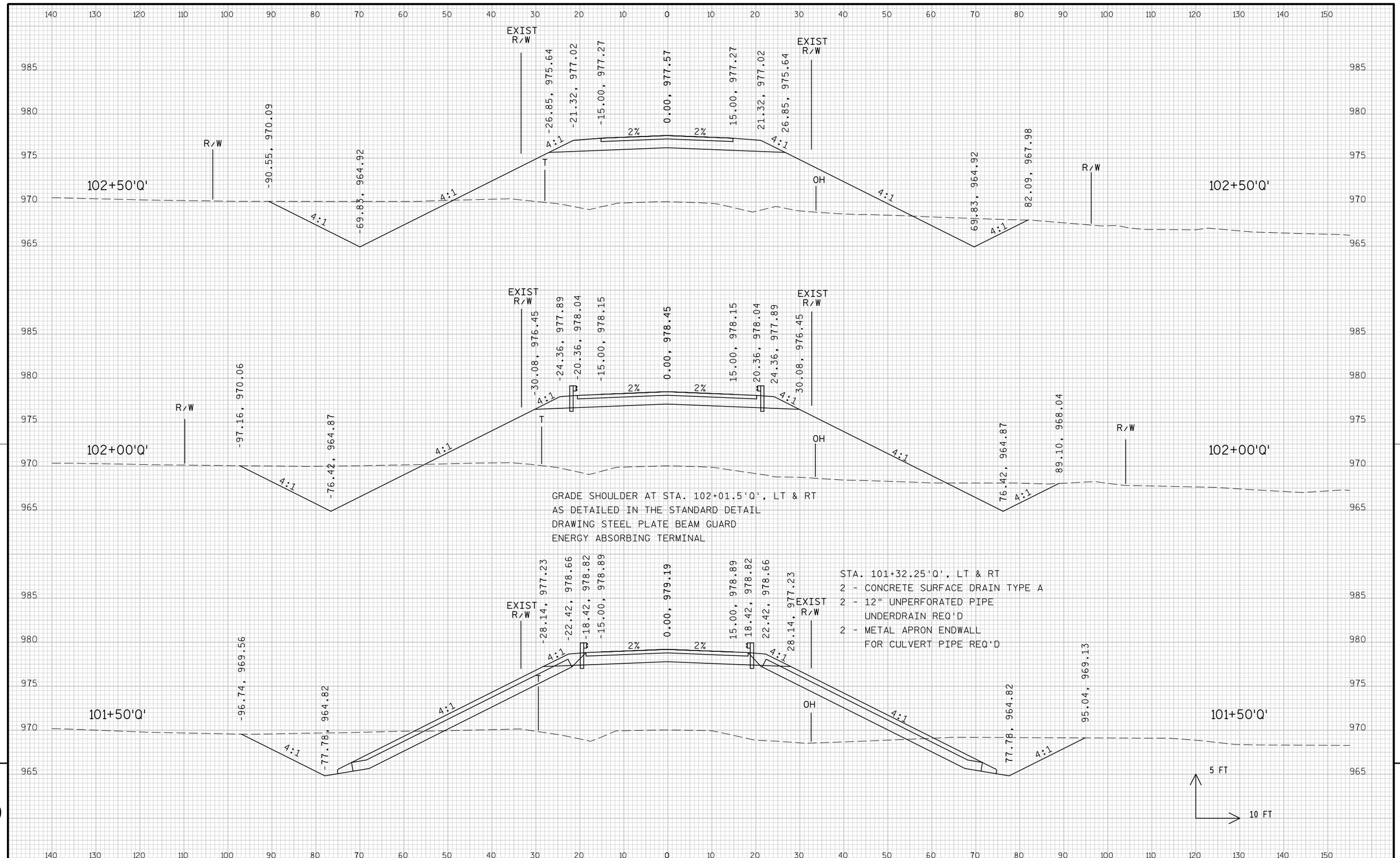
10 FT

9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 952	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\q\090201_q_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



GRADE SHOULDER AT STA. 102+01.5'Q', LT & RT
AS DETAILED IN THE STANDARD DETAIL
DRAWING STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STA. 101+32.25'Q', LT & RT
2 - CONCRETE SURFACE DRAIN TYPE A
2 - 12" UNPERFORATED PIPE
UNDERDRAIN REQ'D
2 - METAL APRON ENDWALL
FOR CULVERT PIPE REQ'D

5 FT
10 FT

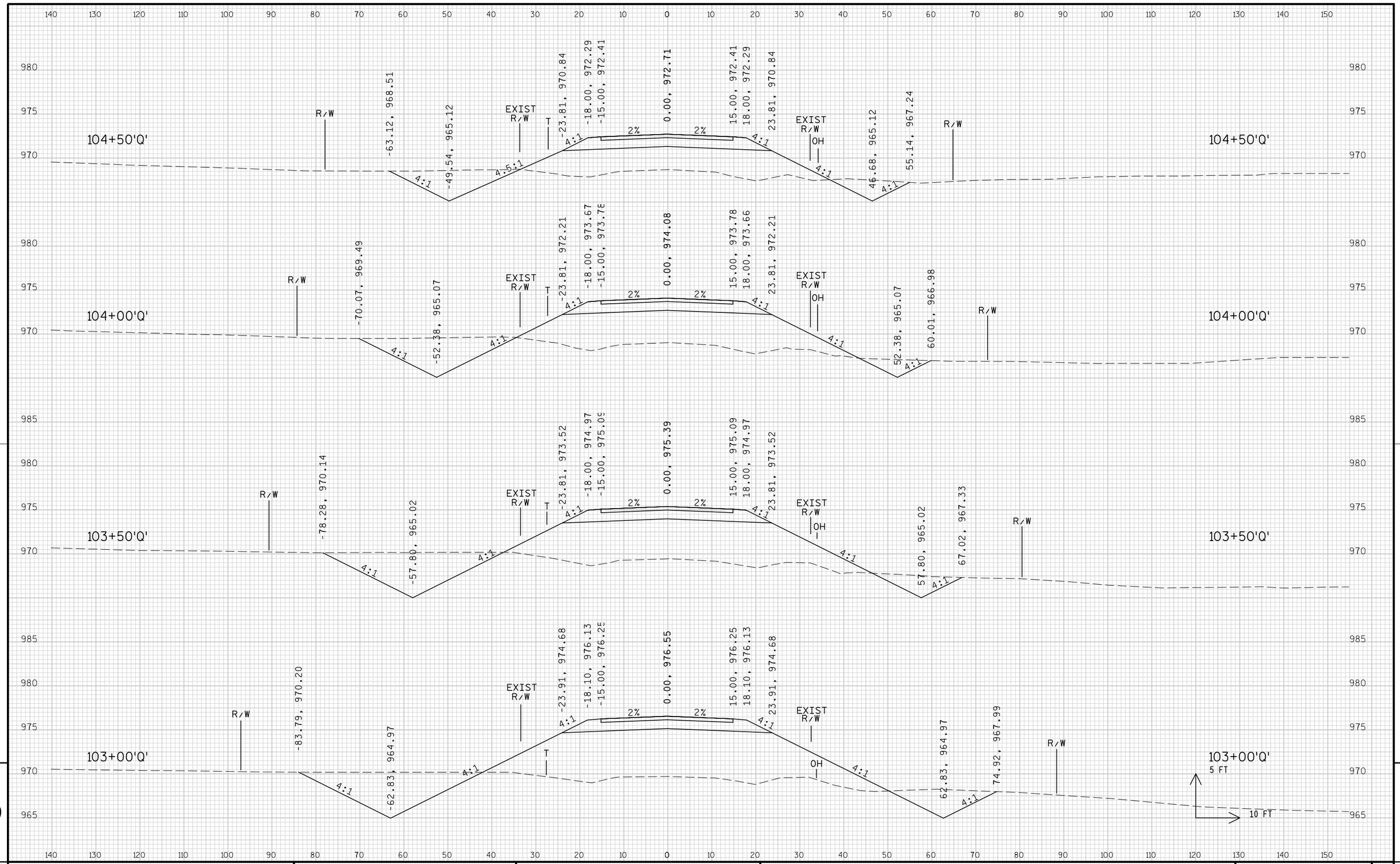
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9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 953	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\q\090201_q_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

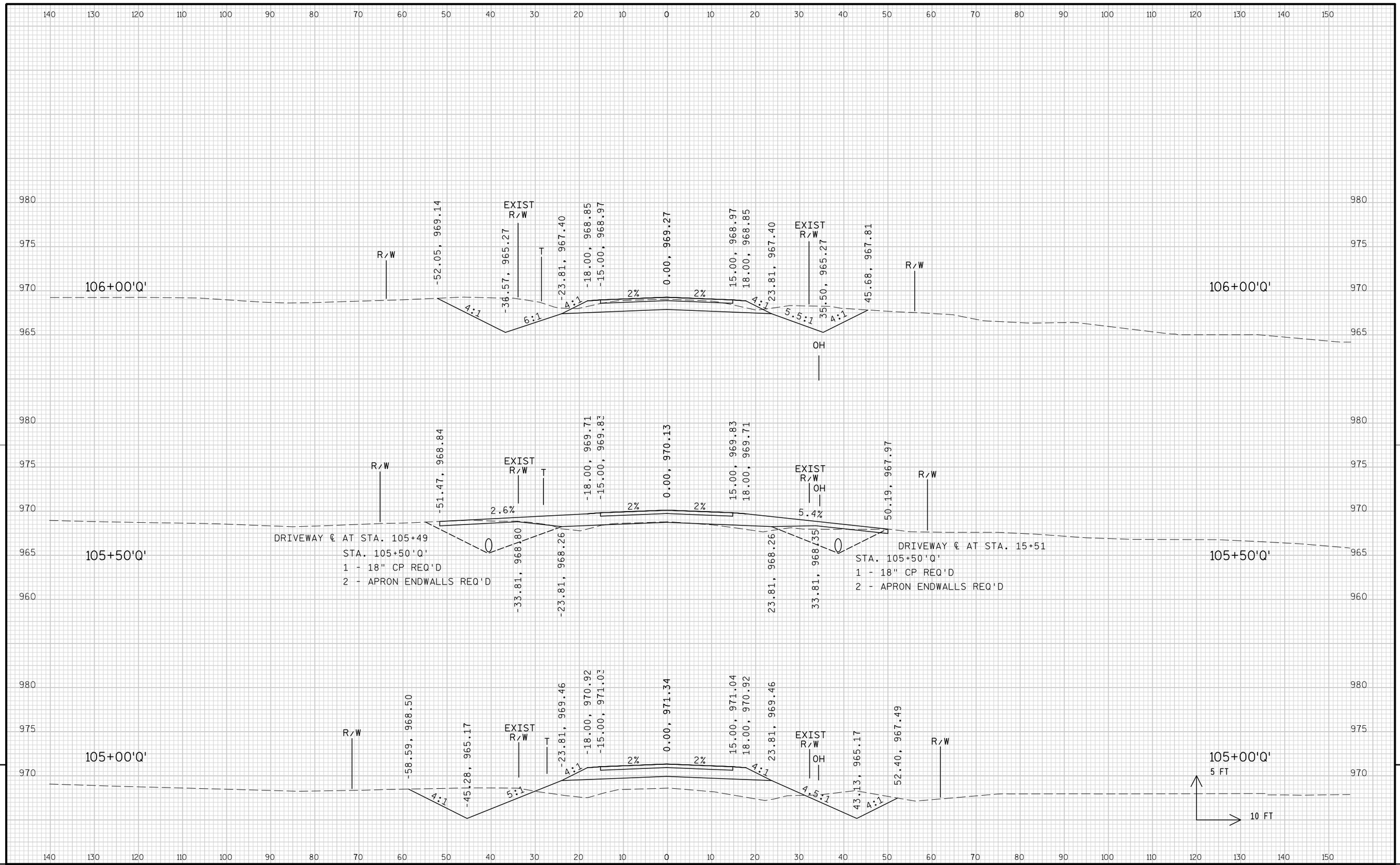
WISDOT/CADDS SHEET 21



9

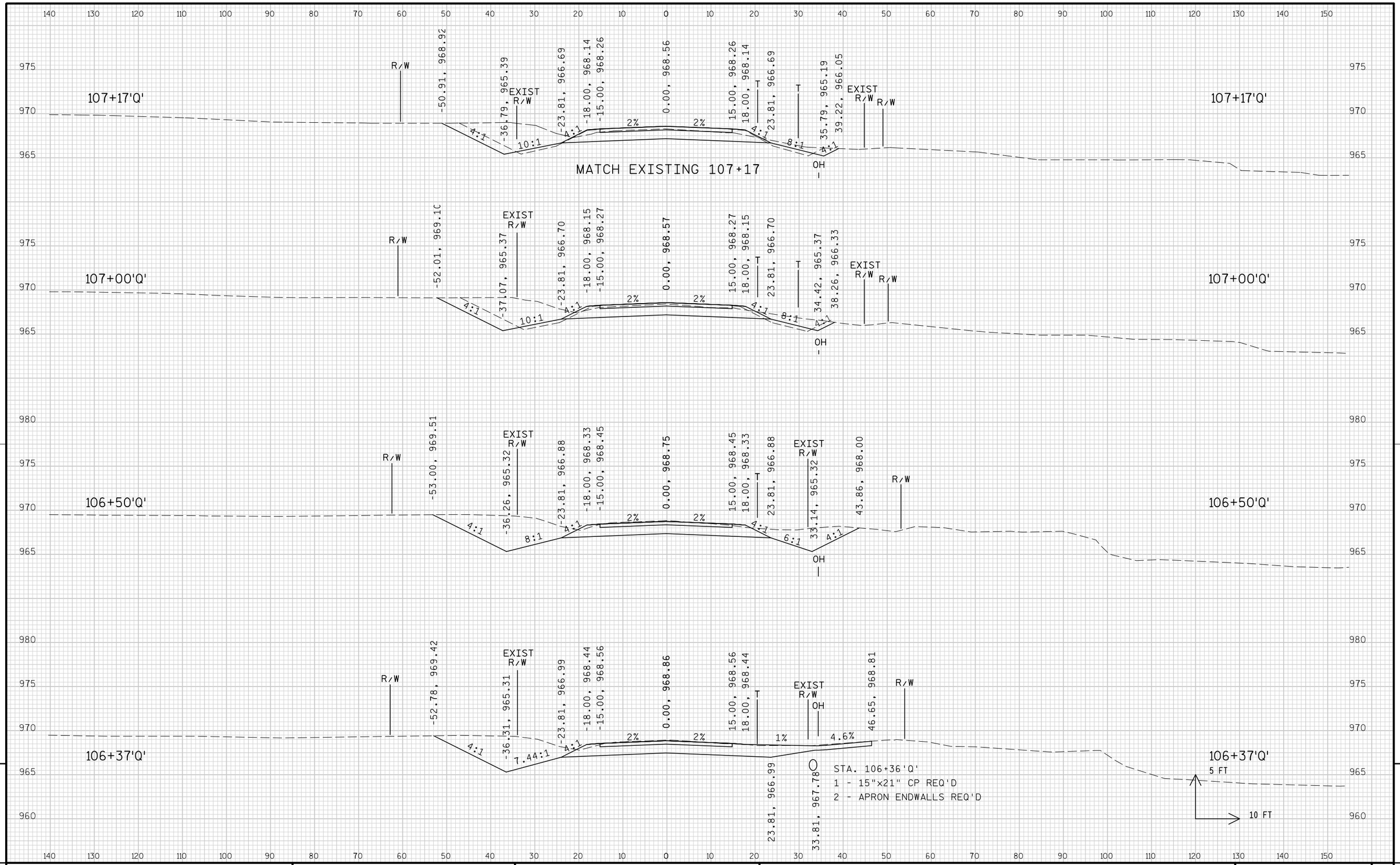
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 954	E

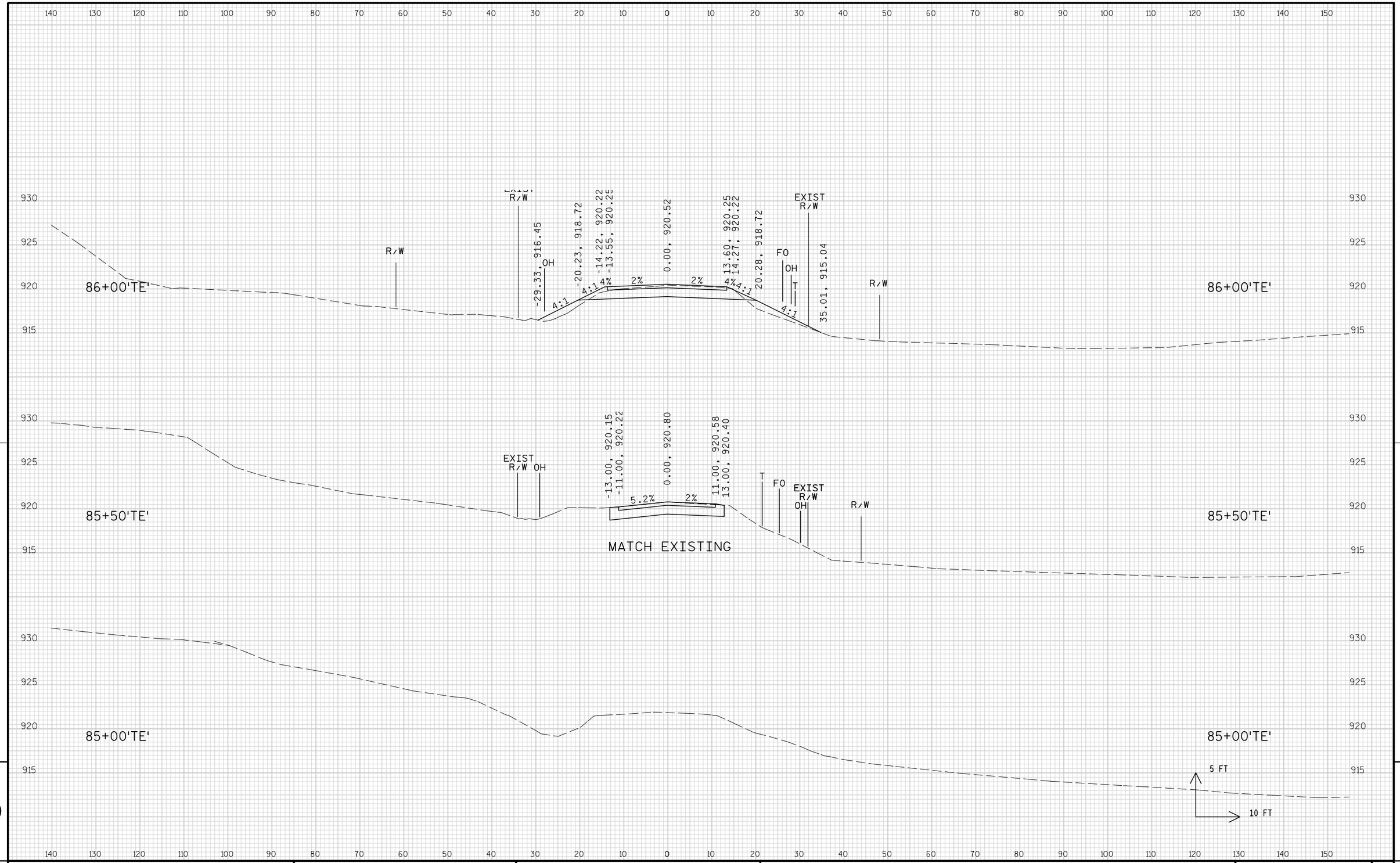


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 955	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\q\090201_q_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: OLD 33 ('Q' LINE)	SHEET 956	E



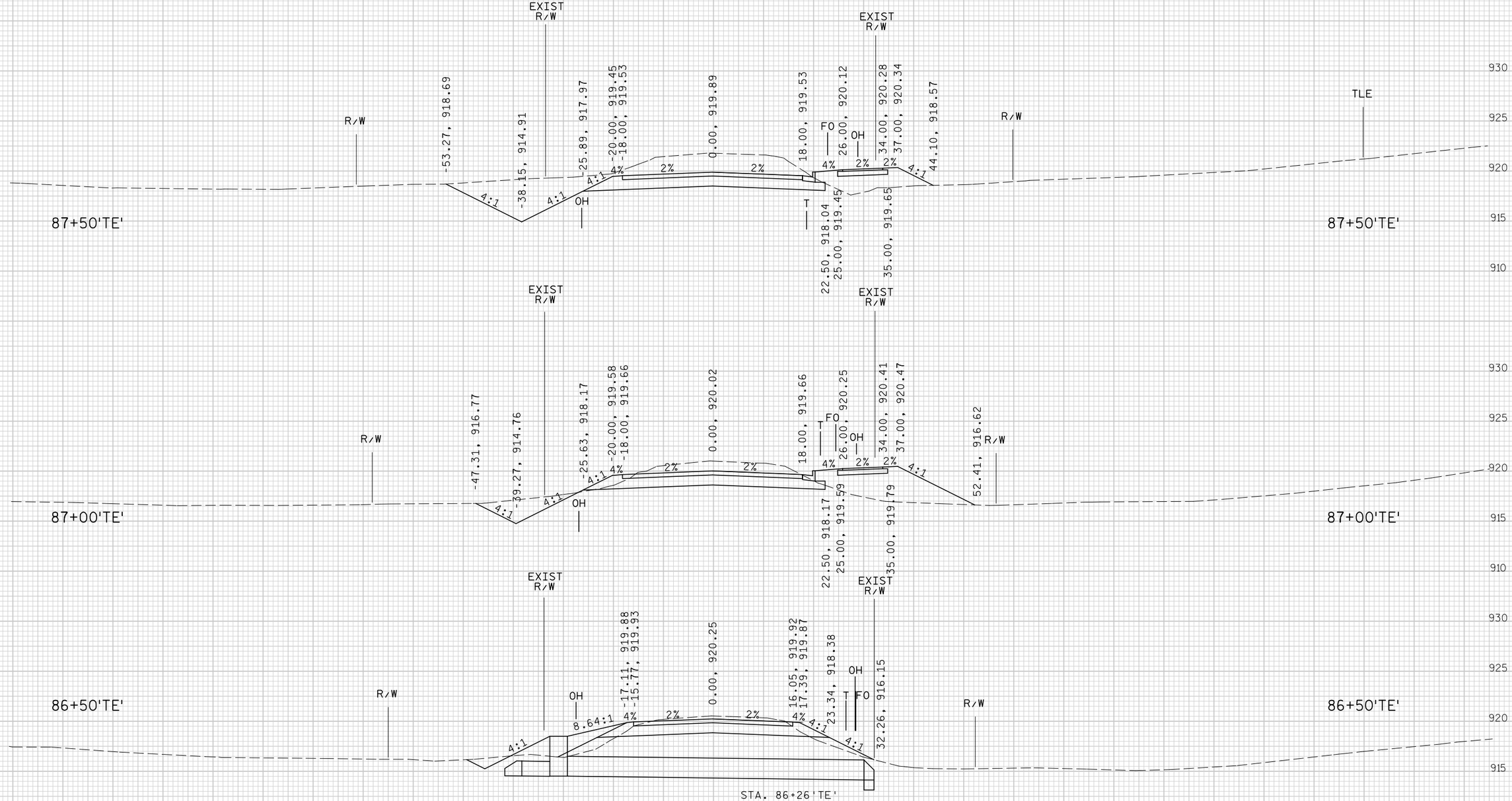
9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 957	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



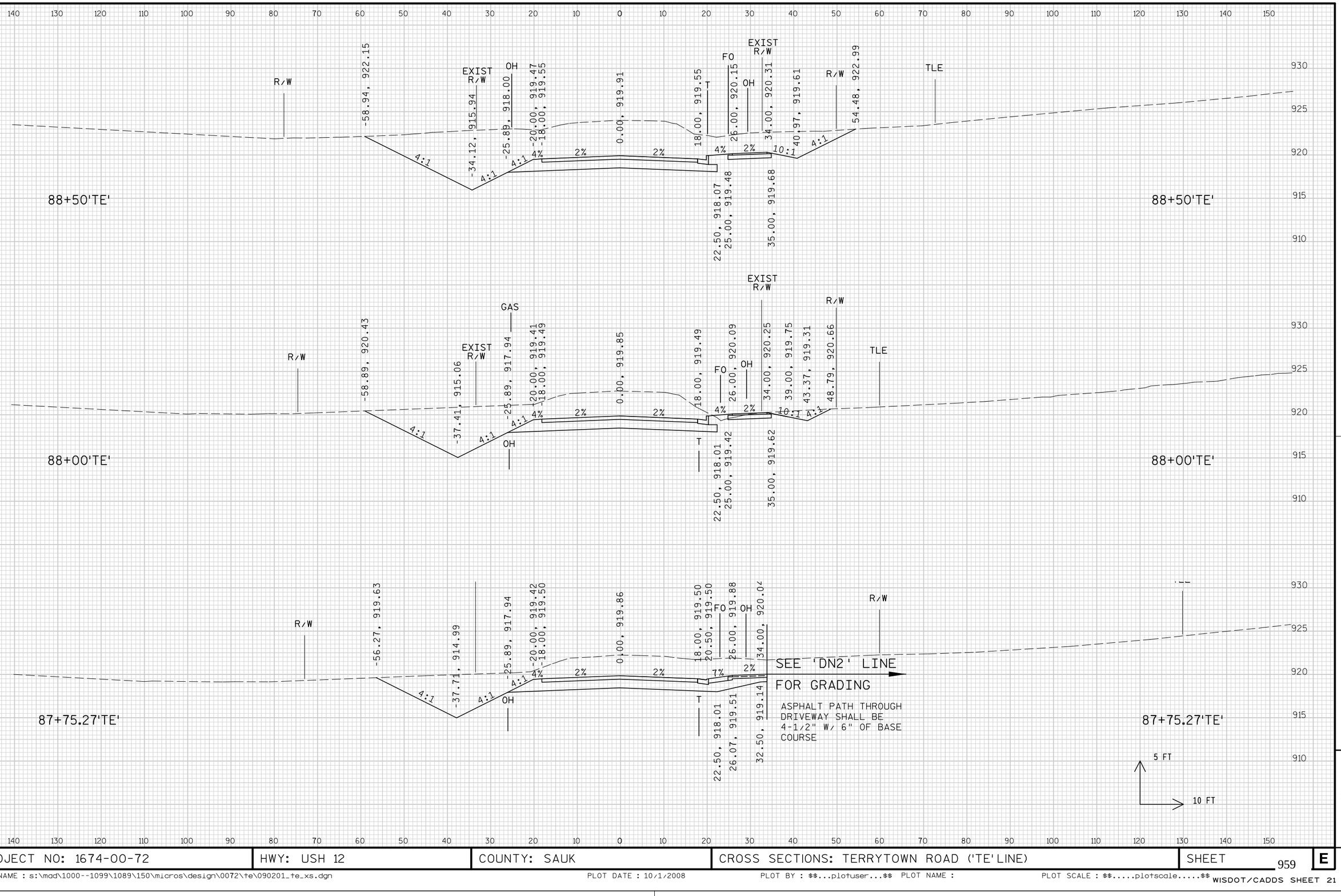
STA. 86+26'TE'
2 - 24" x 38" ELLIPTICAL CPRC REQ'D
2 - MASONRY ENDWALLS REQ'D
1- 18" CPRC REQ'D
1- 18" AEW REQ'D
SKEW 56°11'10" RHF

5 FT
10 FT

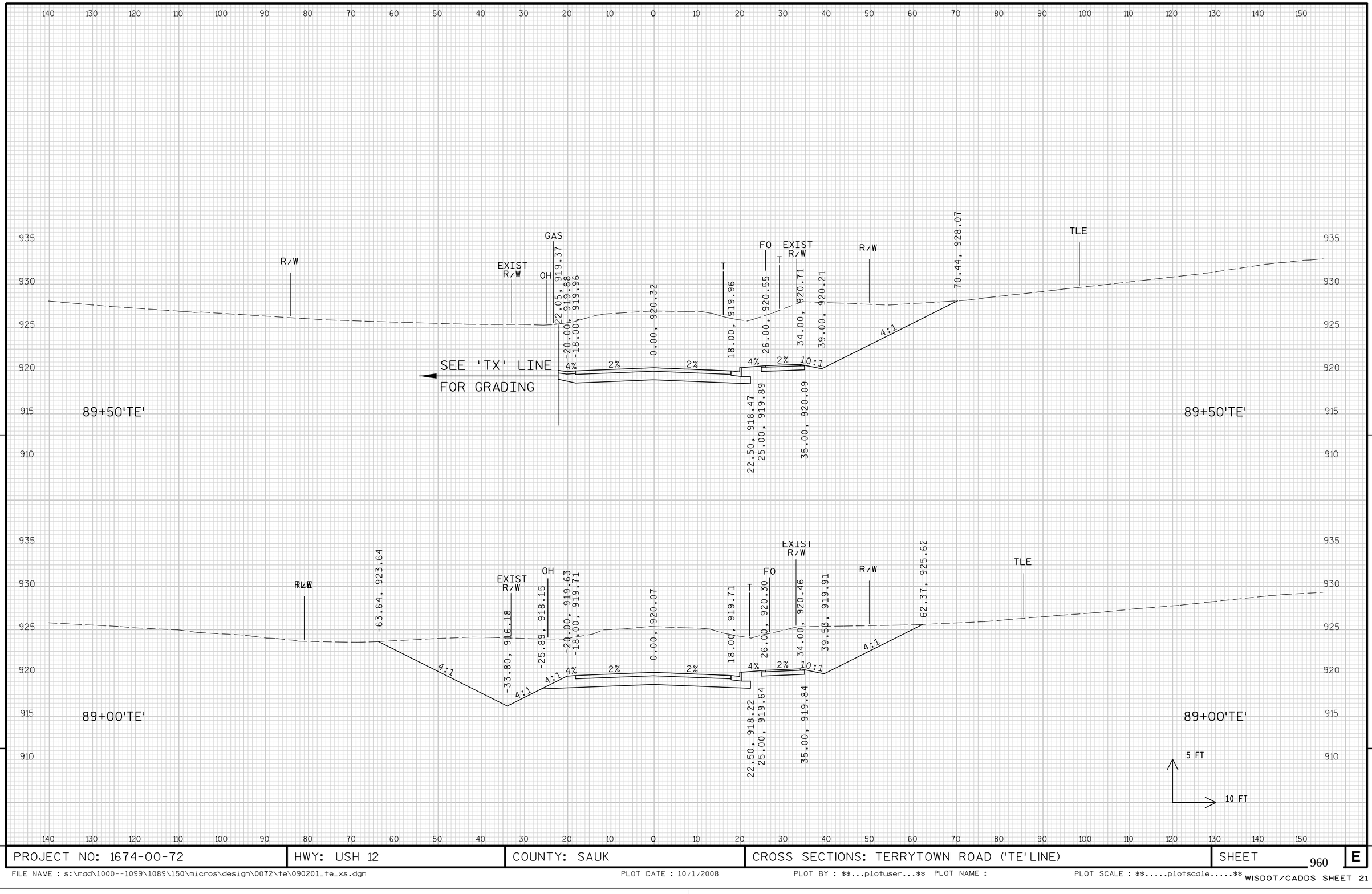
9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE'LINE)	SHEET 958	E



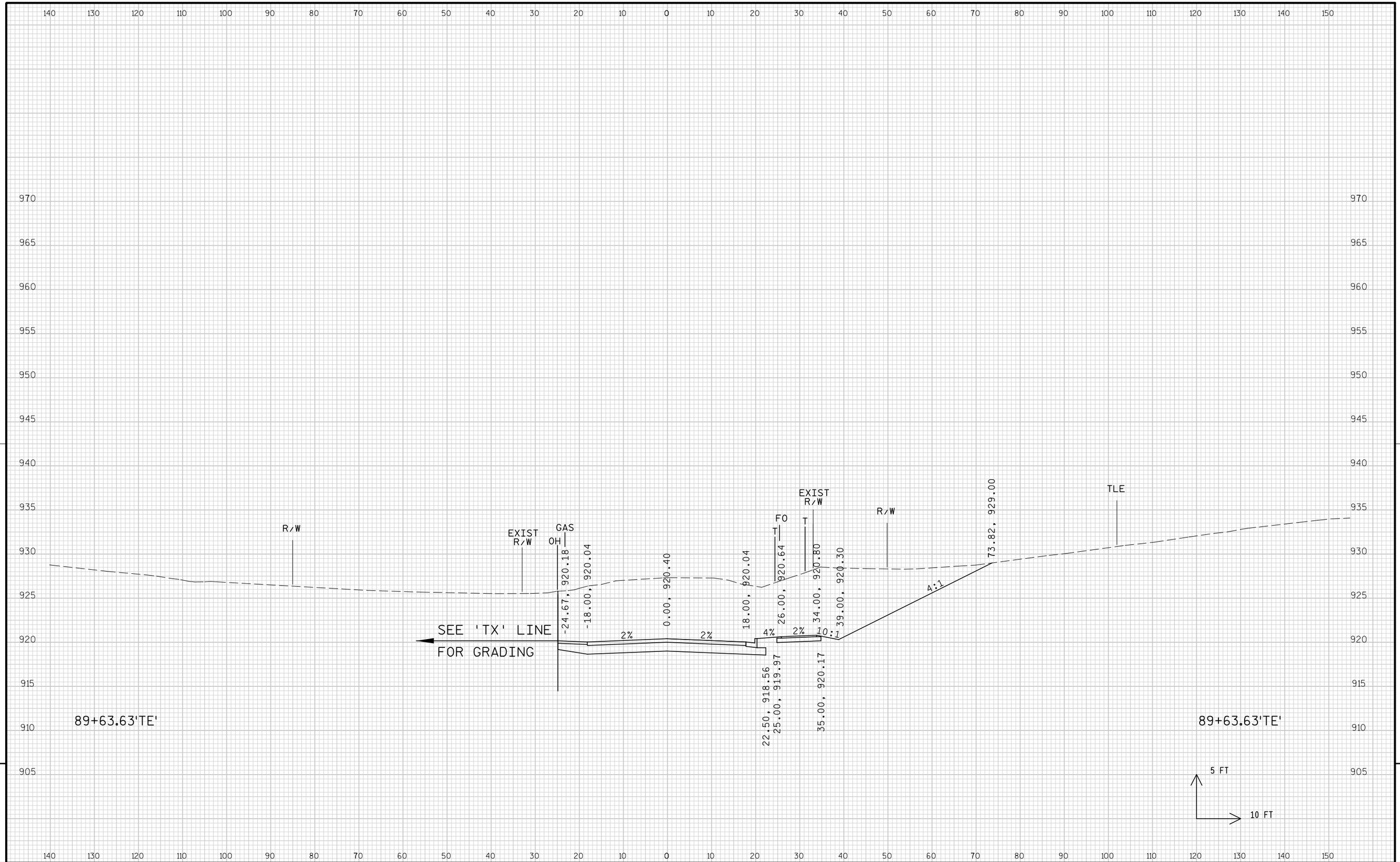
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 959	E



9

9

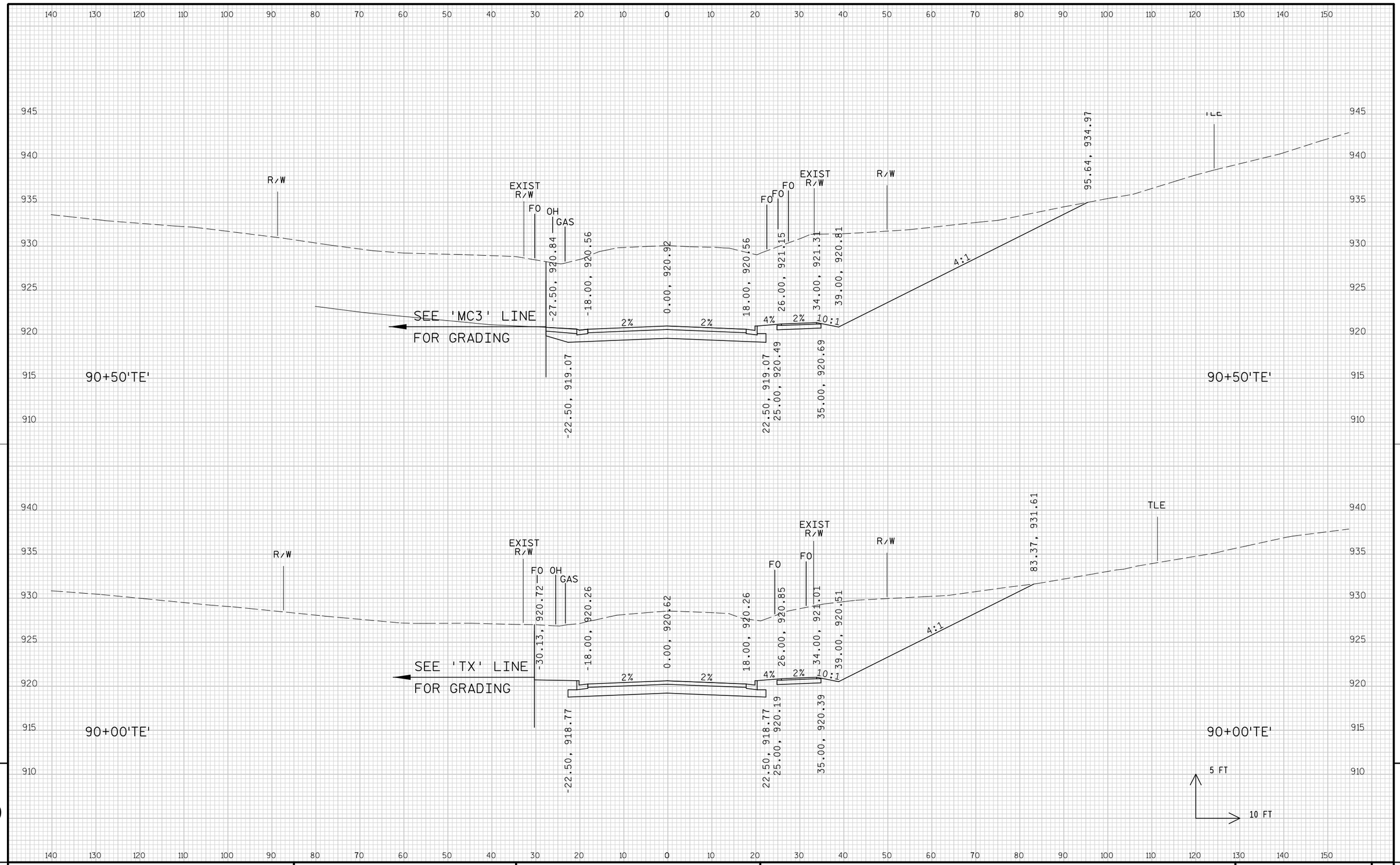
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 960	E



9

9

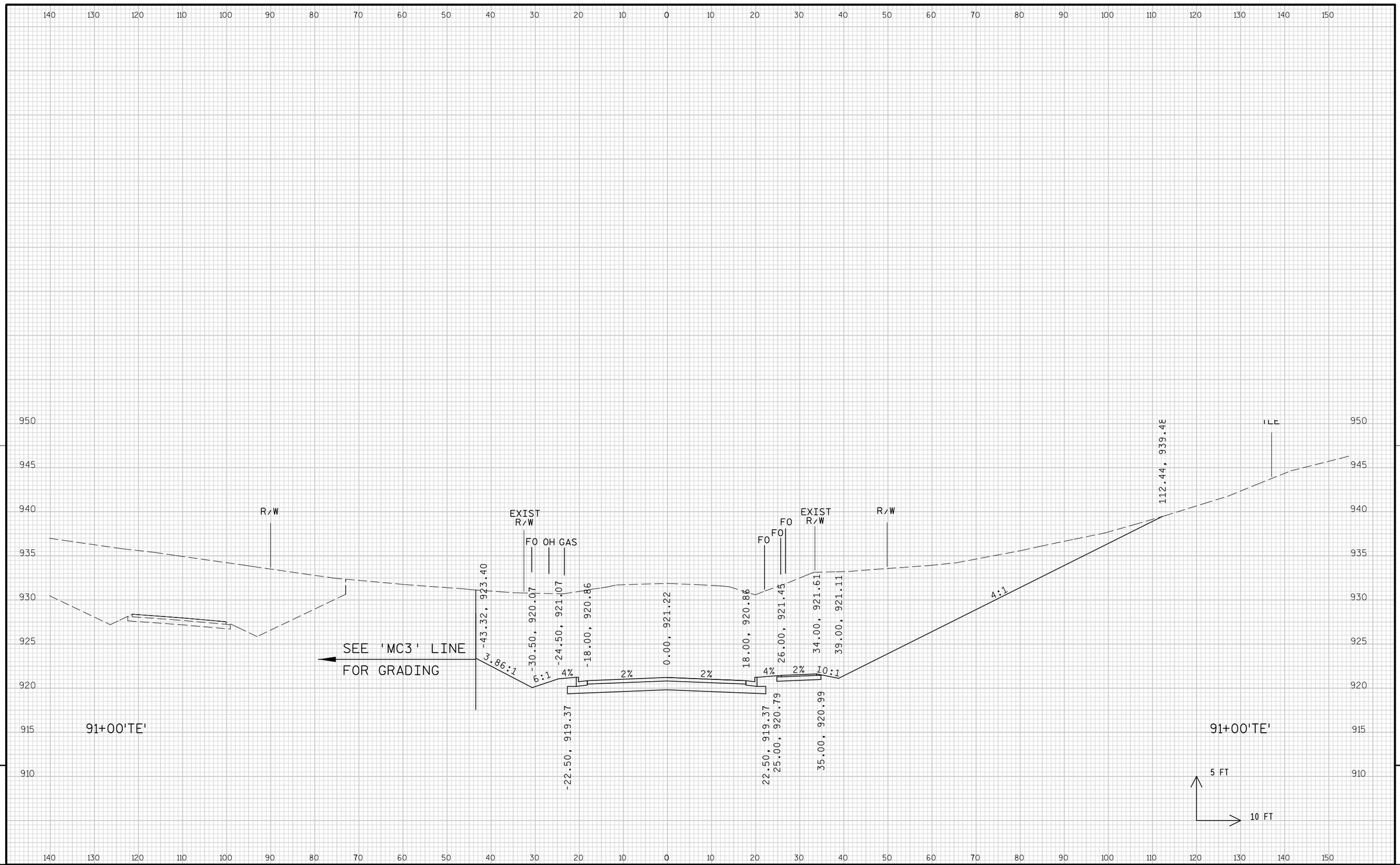
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE'LINE)	SHEET 961	E



9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 962	E

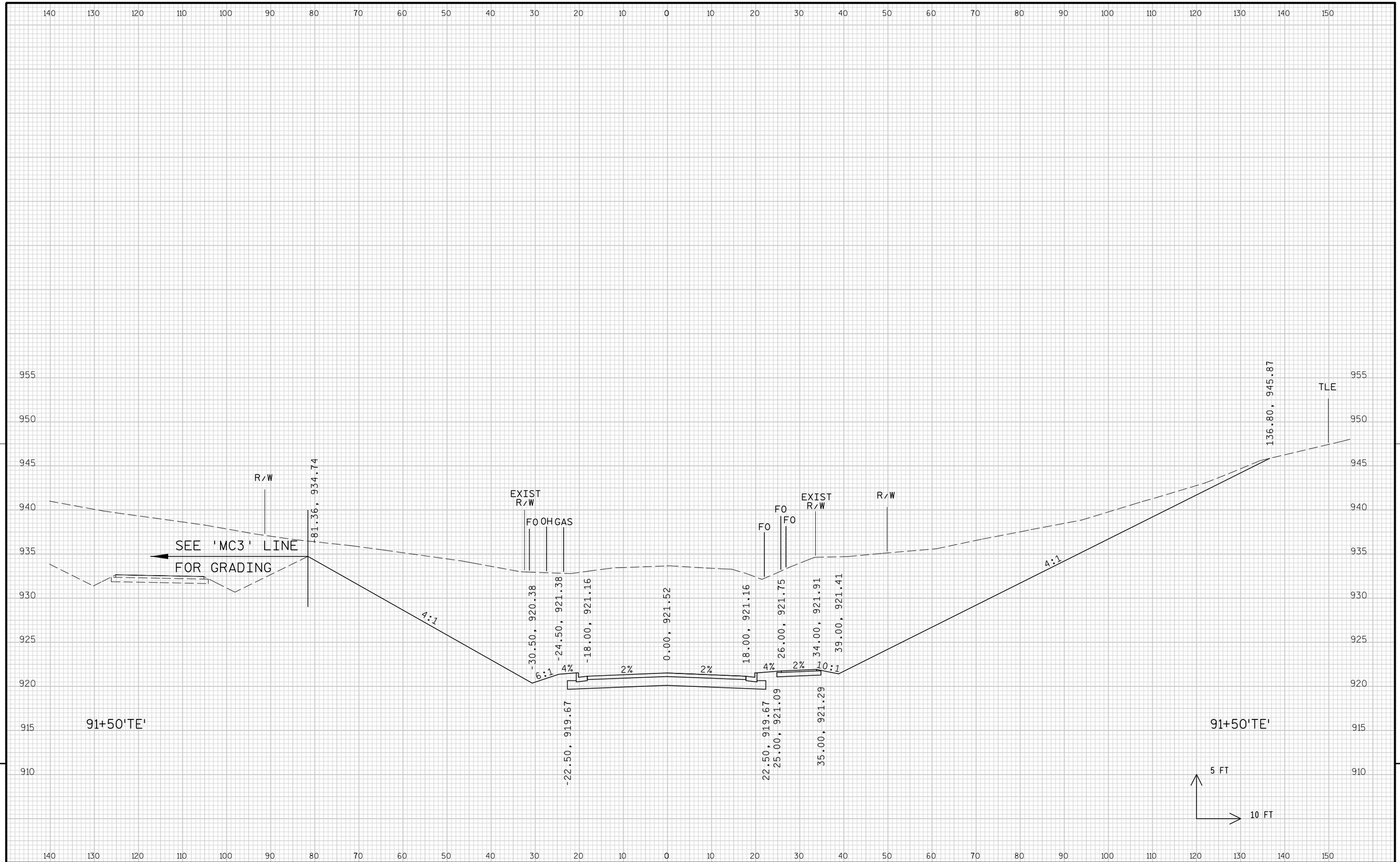


9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 963	E

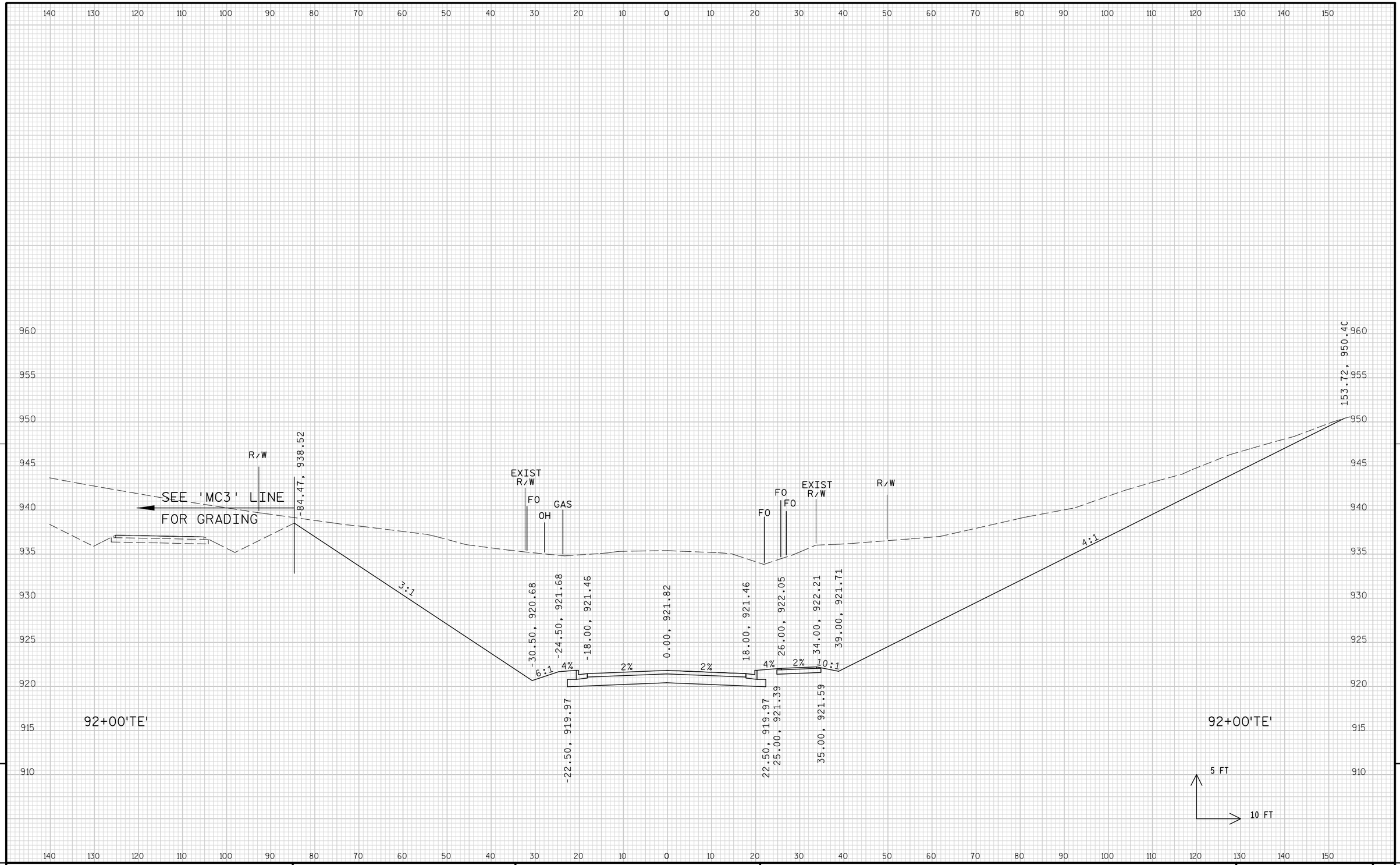
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9

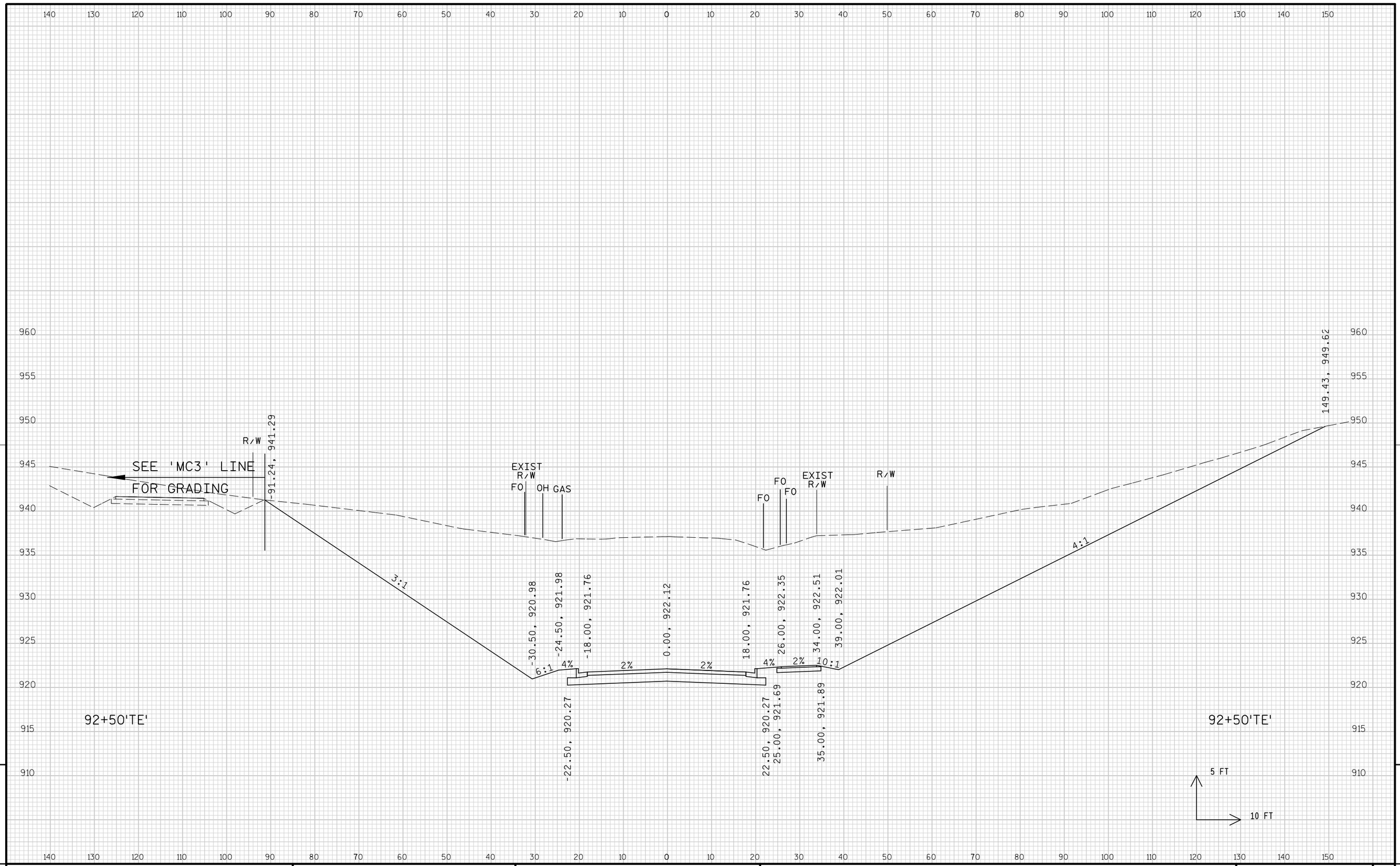
9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 964	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE'LINE)	SHEET 965	E

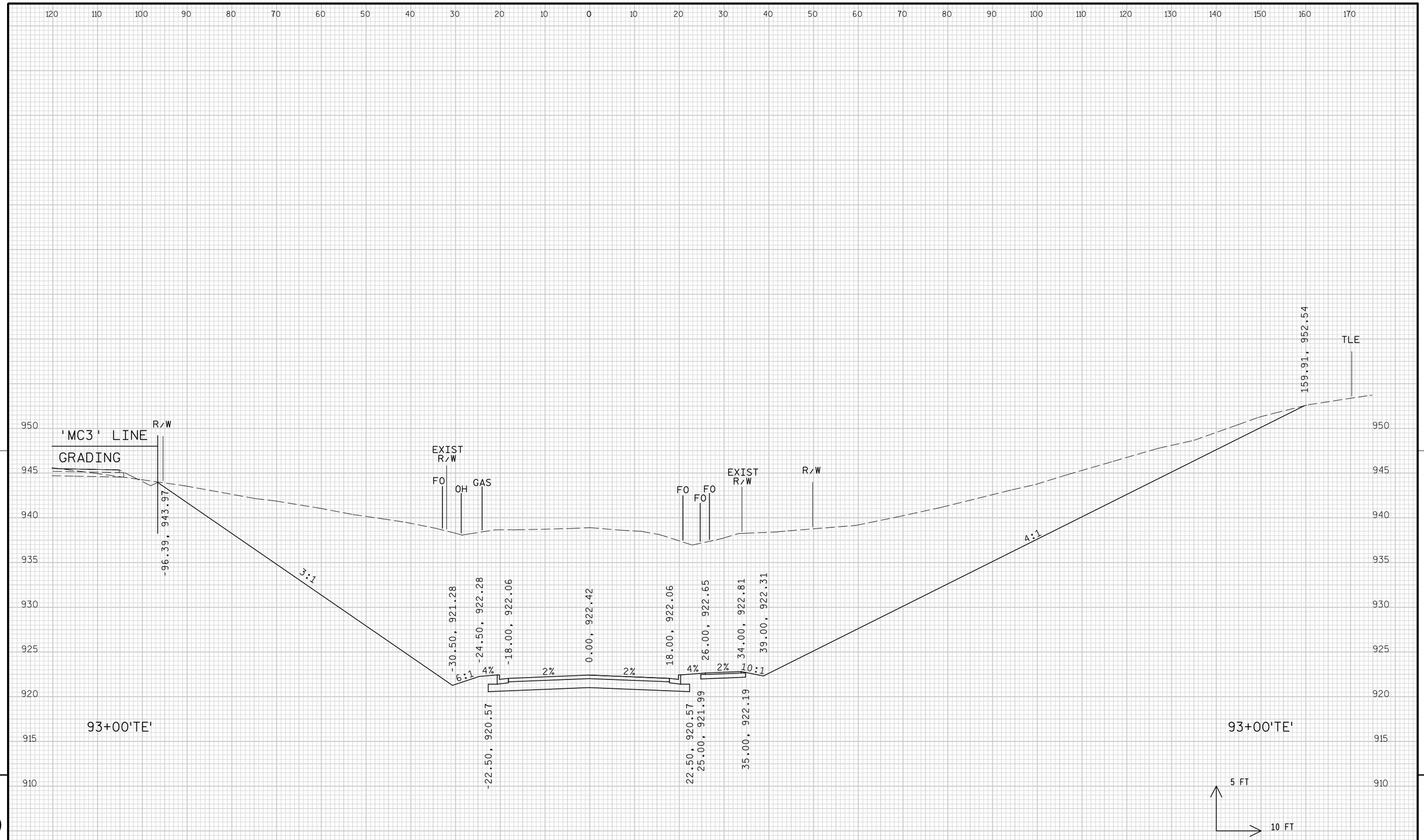
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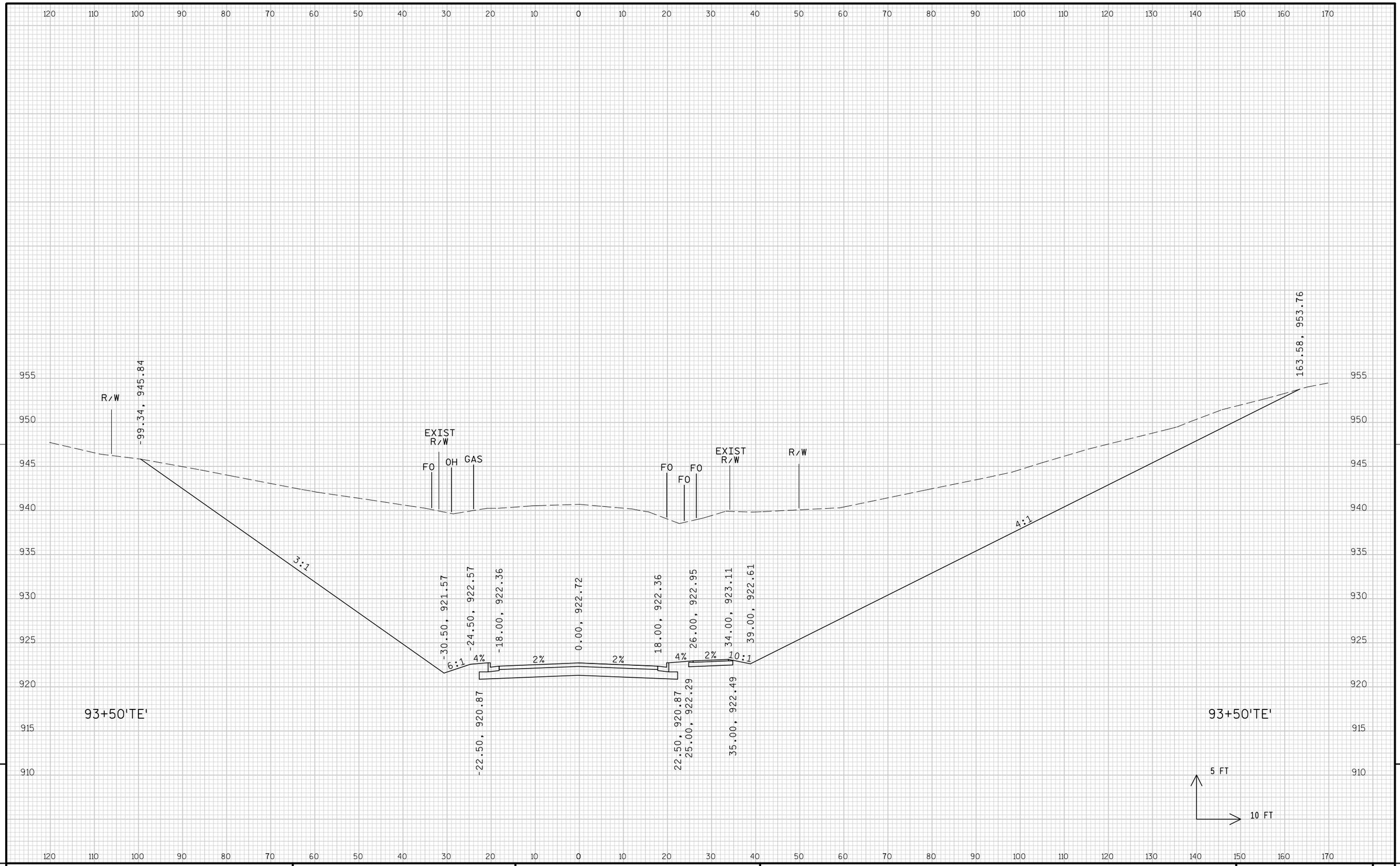
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 966	E



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9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 967	E

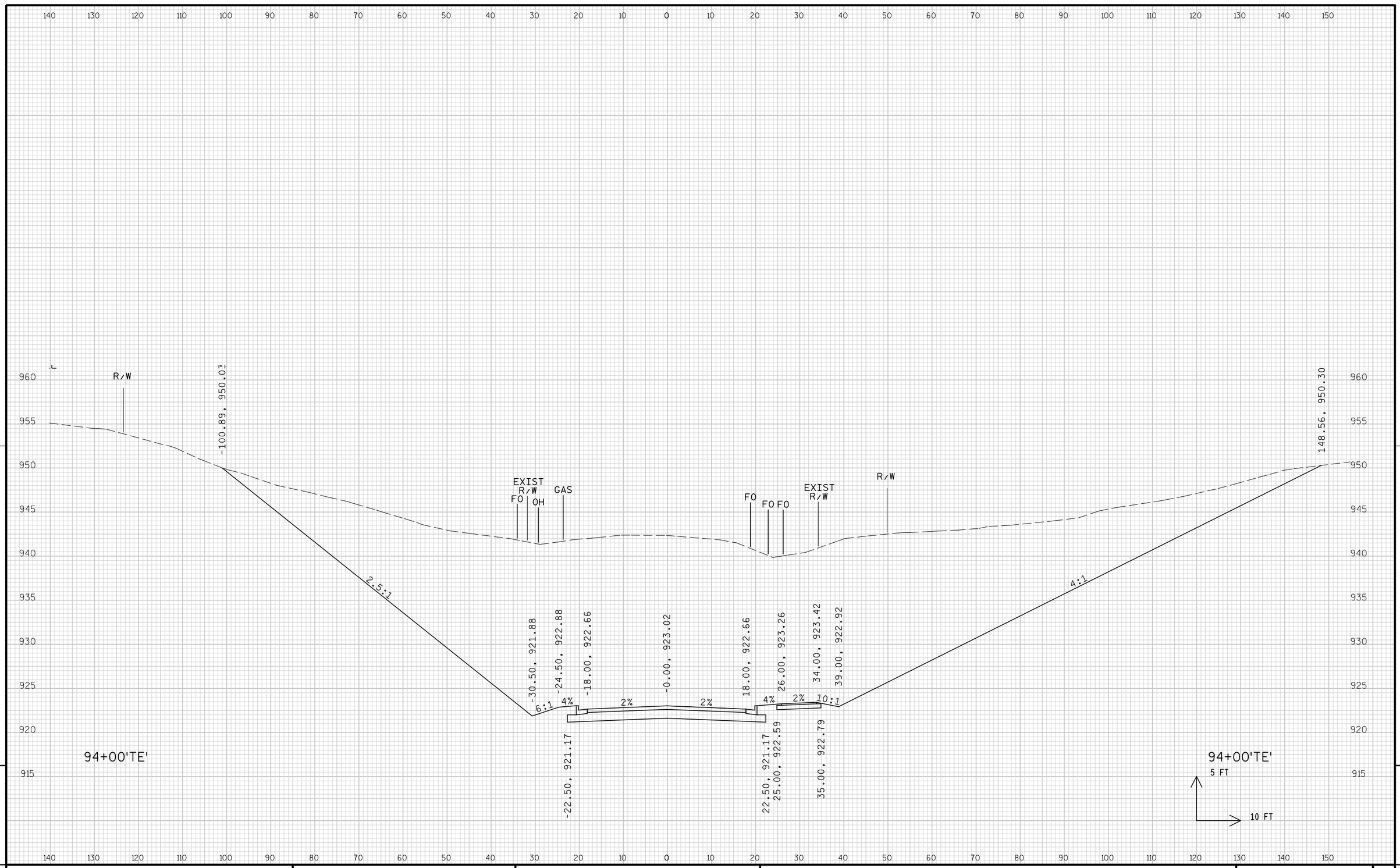


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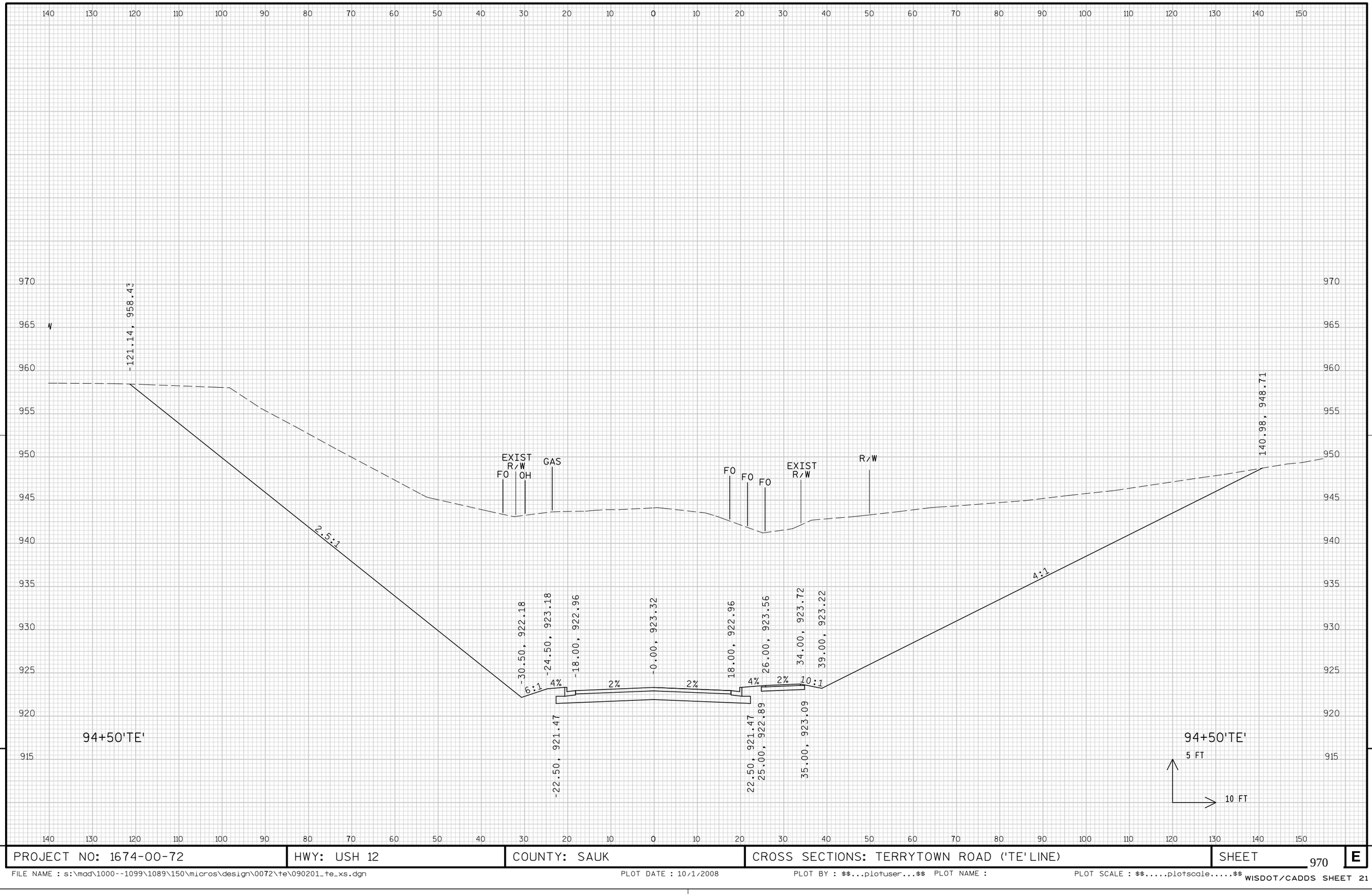
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 968	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 969	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



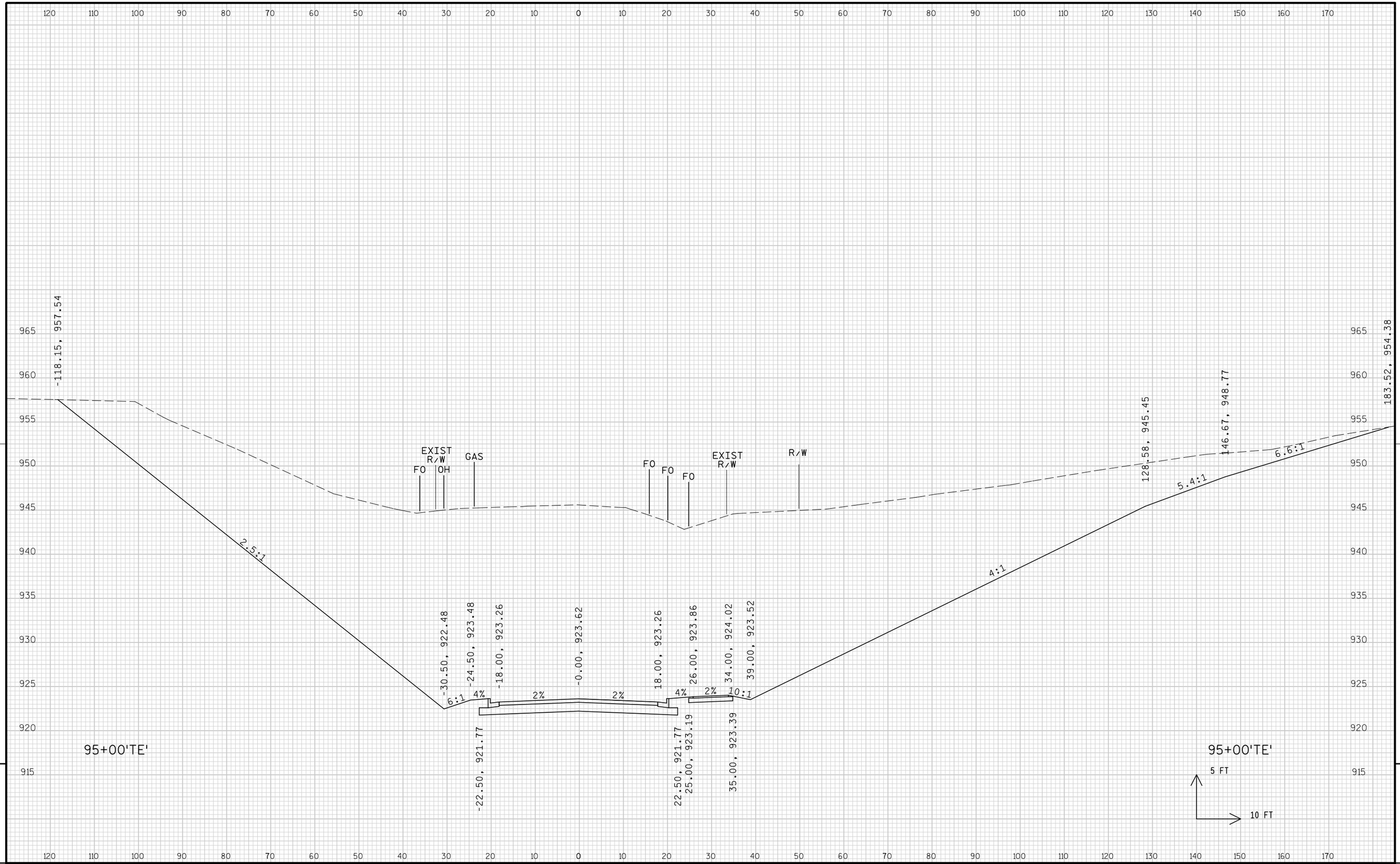
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 970	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



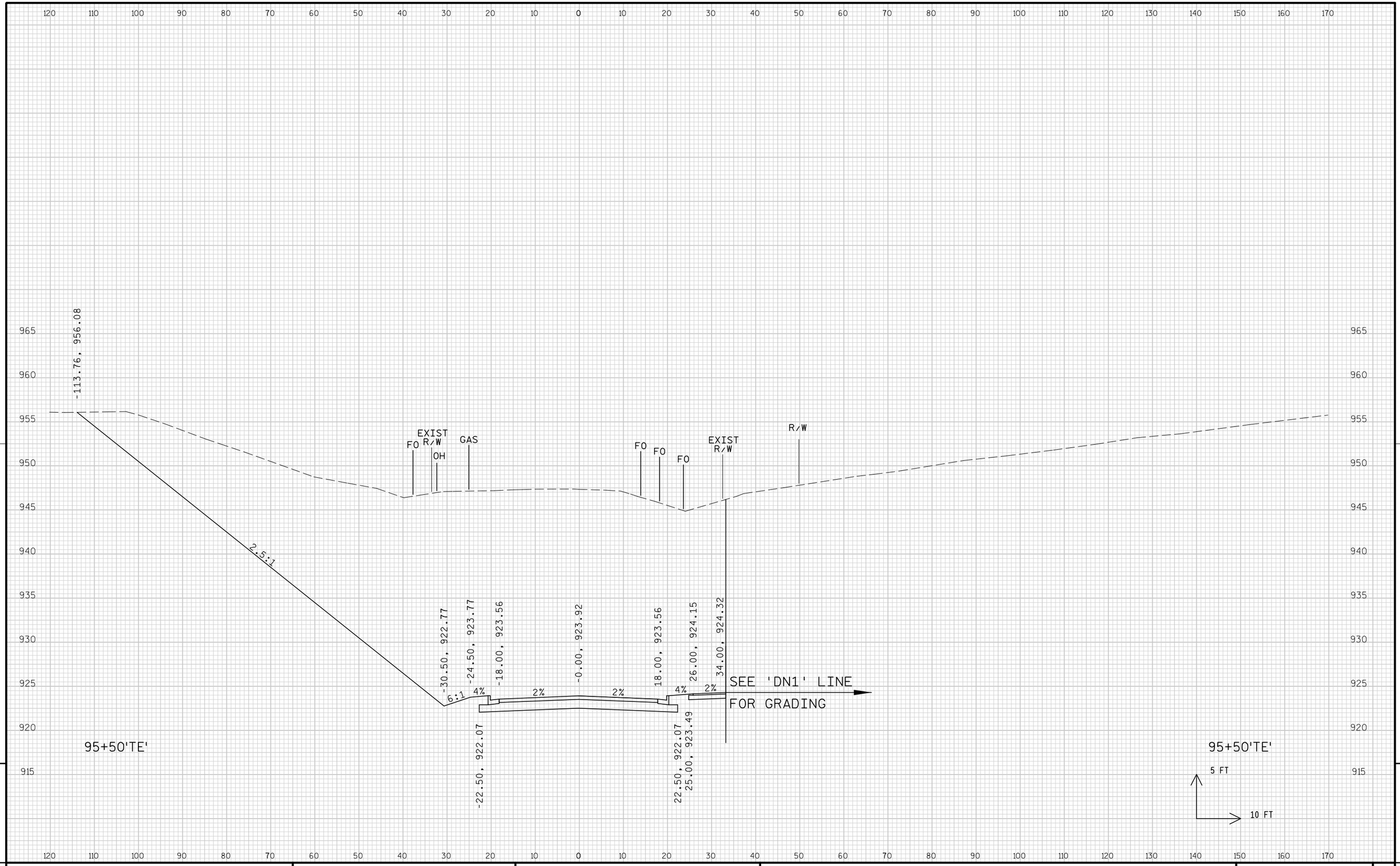
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 971	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

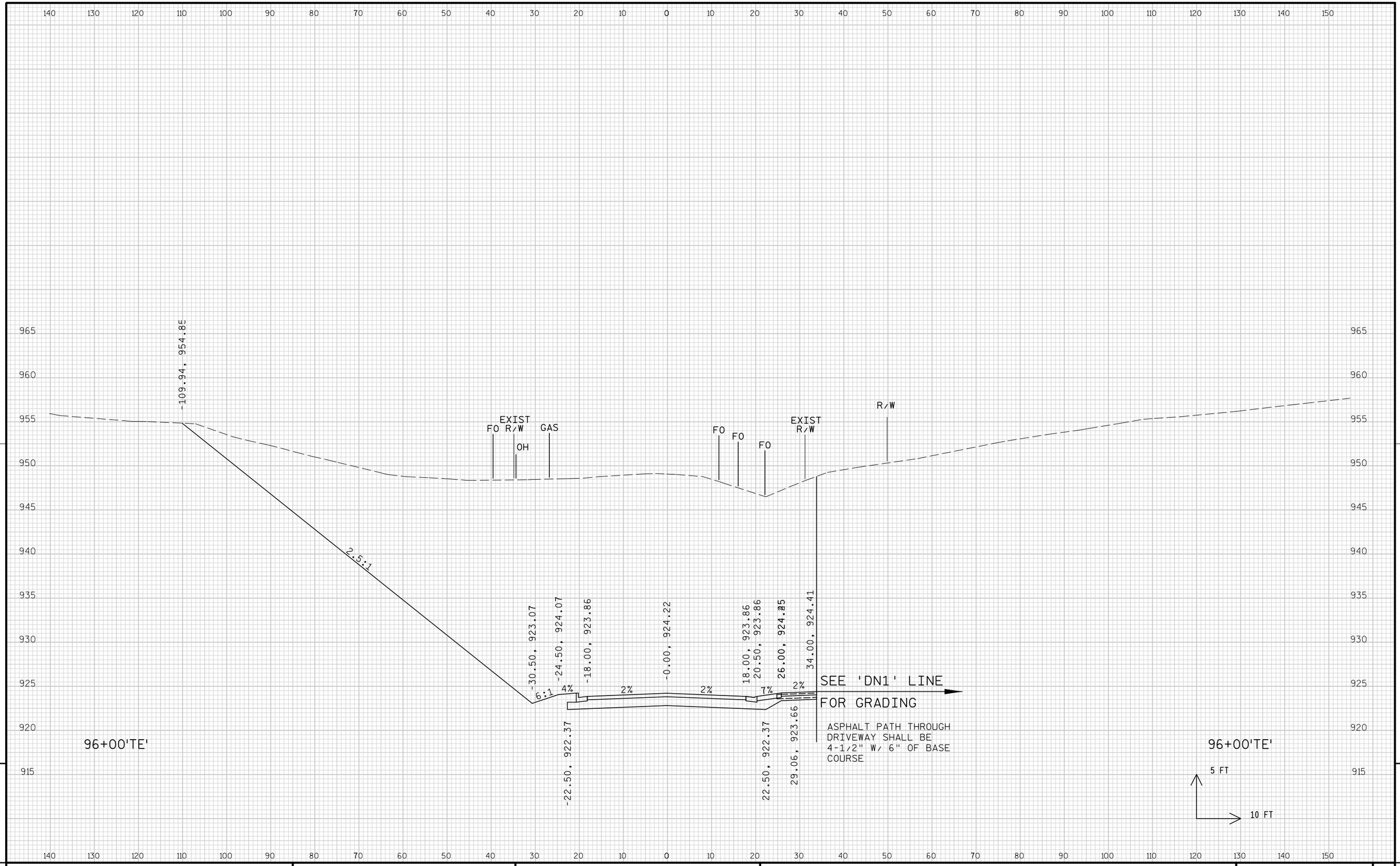
WISDOT/CADDS SHEET 21



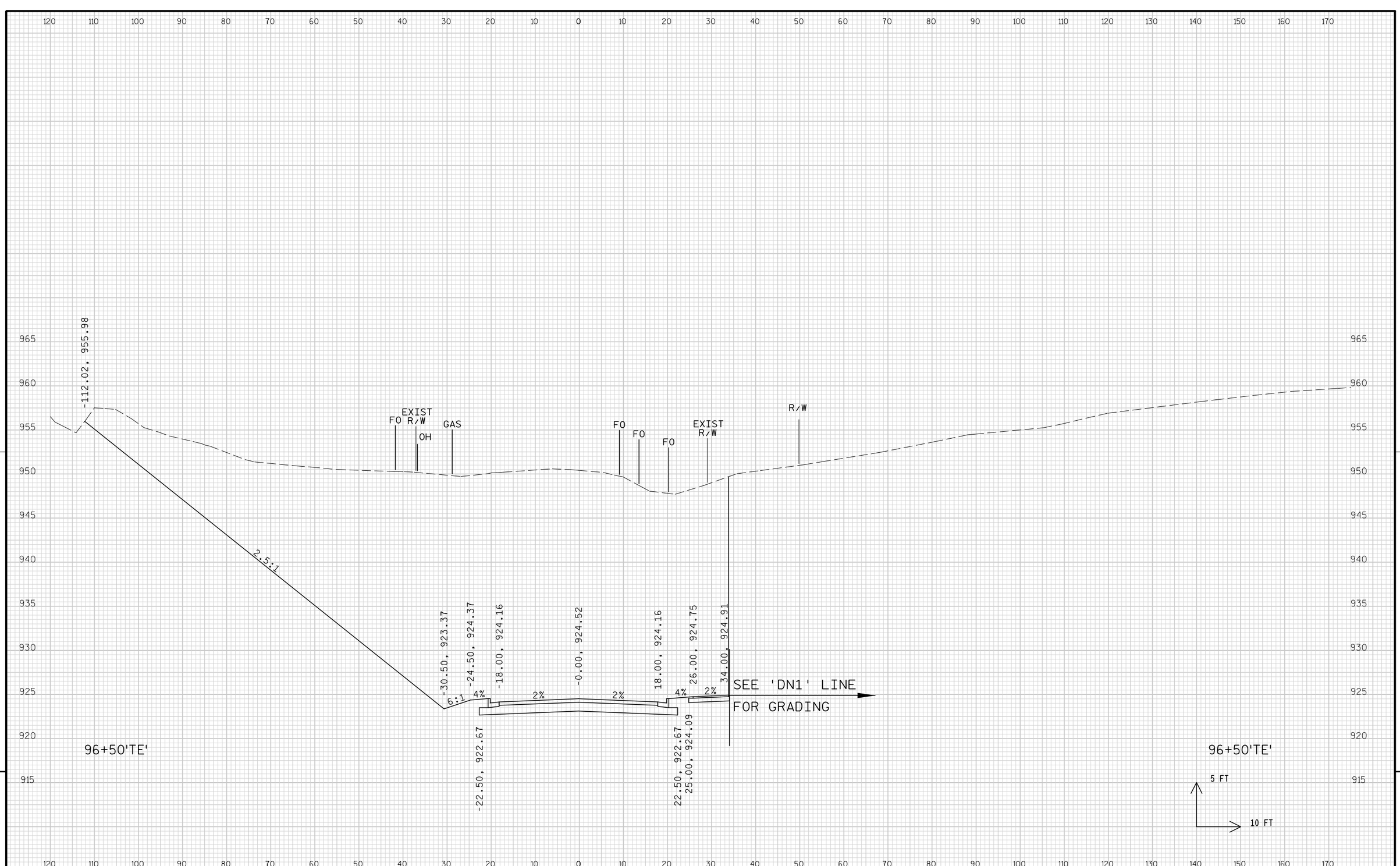
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 972	E

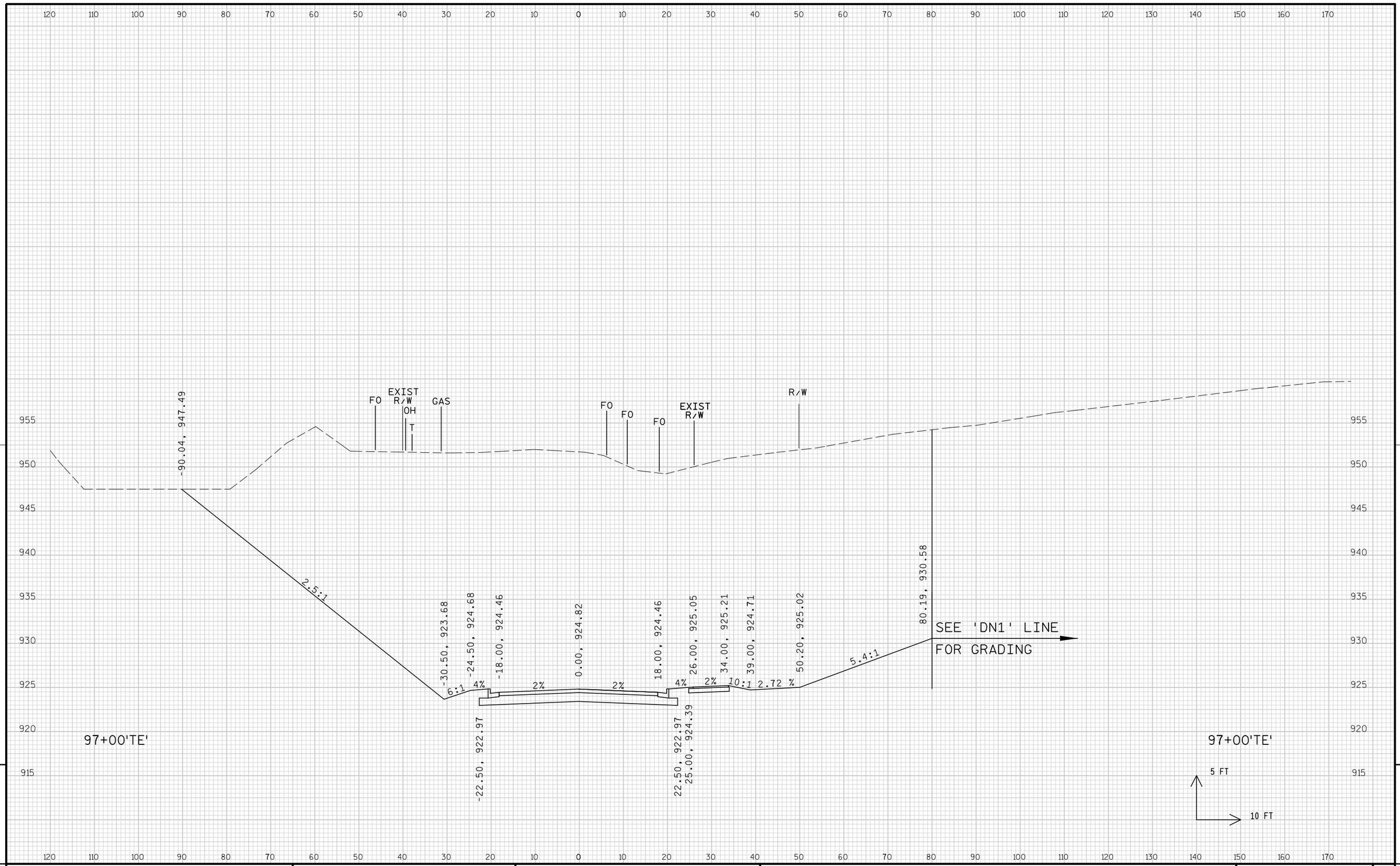


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 973 E

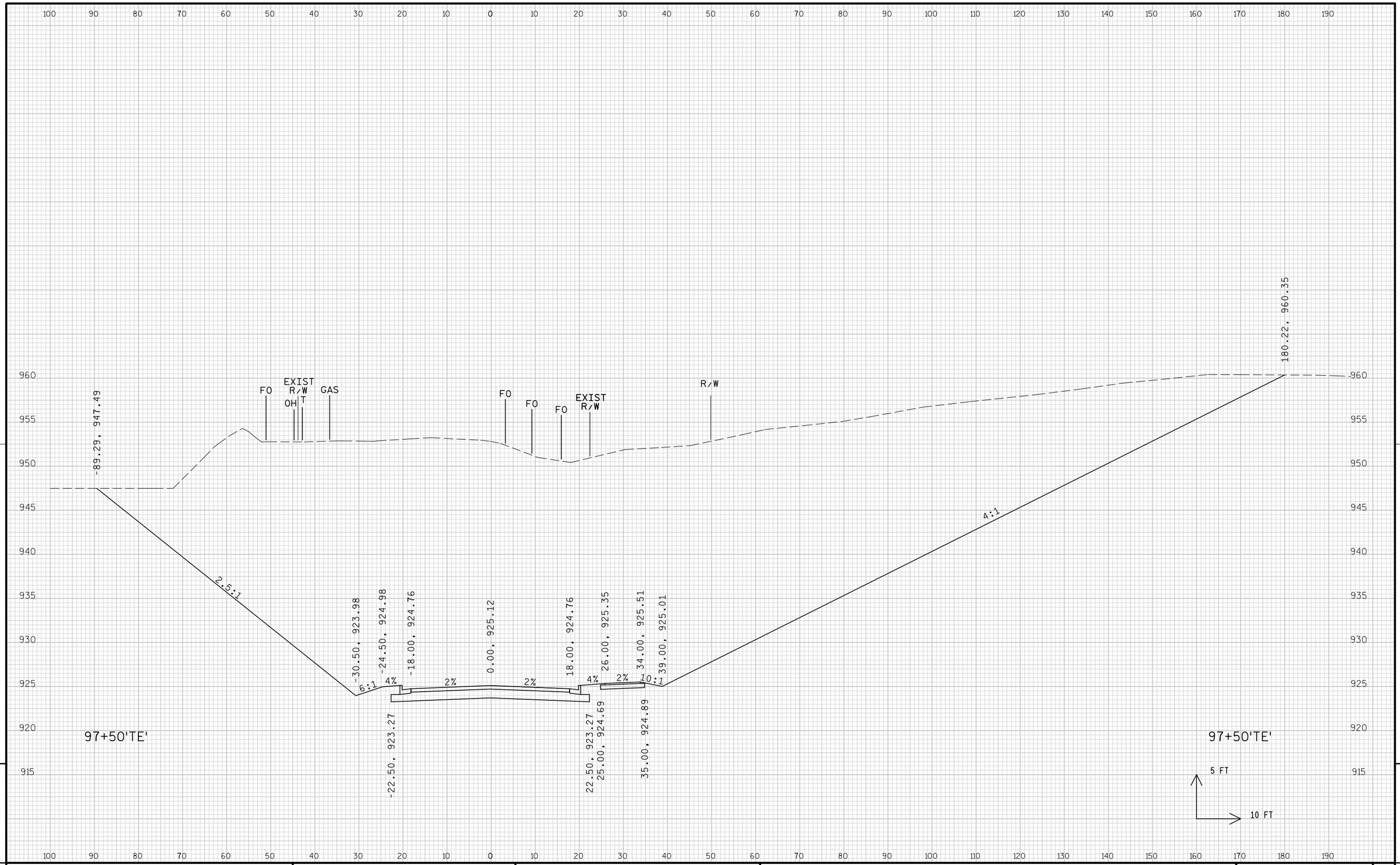


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 974	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 975	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE'LINE)	SHEET 976	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

970 965 960 955 950 945 940 935 930 925 920 915

FO
EXIST R/W
OHT
GAS
FO
FO
FO
EXIST R/W
R/W
144.93, 960.62

SEE MAIN LINE
FOR GRADING

2.6:1
6:1
3:1
10:1

-30.50, 924.28
-24.50, 925.28
-18.00, 925.06
0.00, 925.42
18.00, 925.06
26.00, 925.65
34.00, 925.81
39.00, 925.31
-22.50, 923.57
22.50, 923.57
25.00, 924.99
35.00, 925.19

4% 2% 2% 4% 2%

98+00'TE'

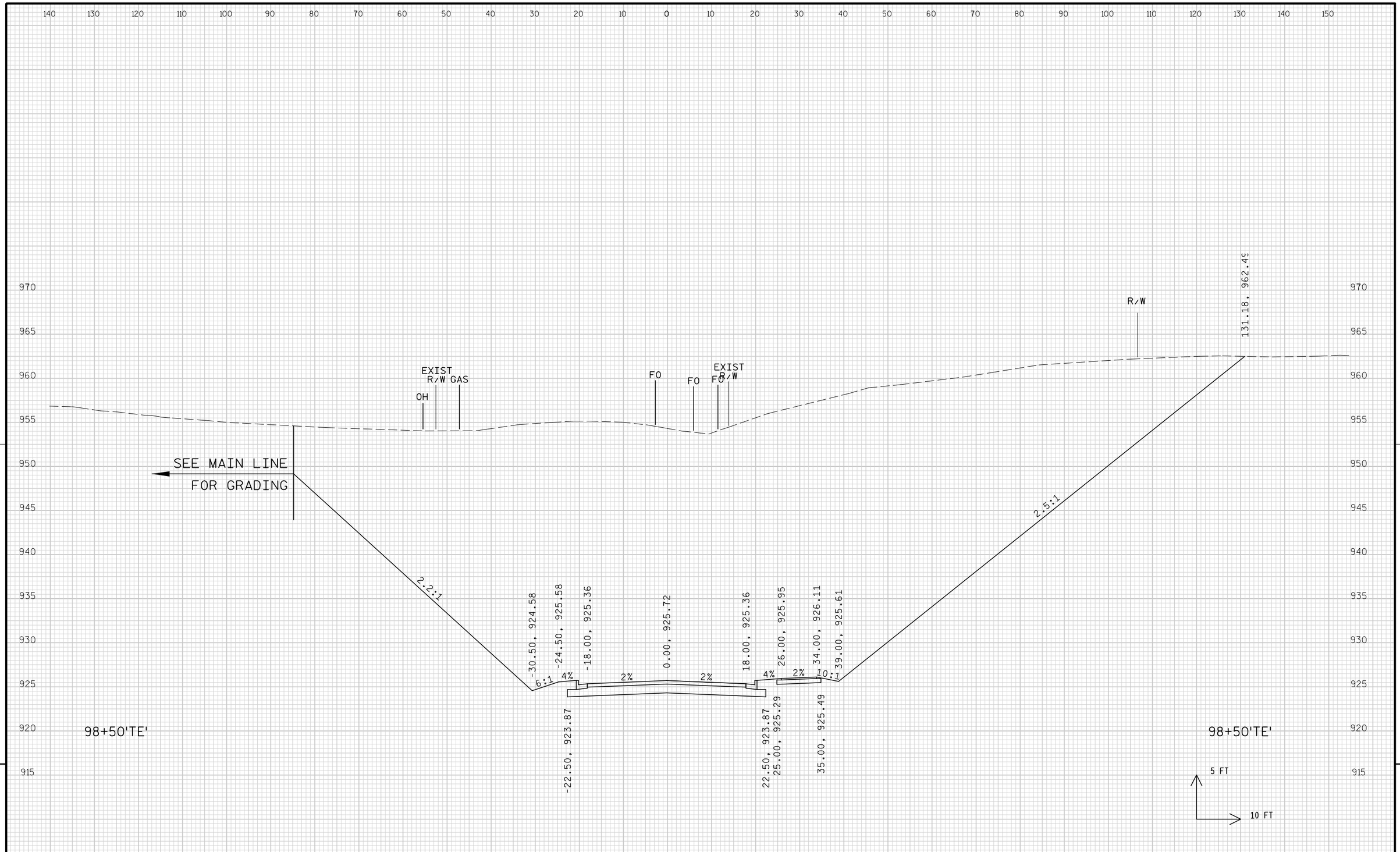
98+00'TE'

5 FT
10 FT

9

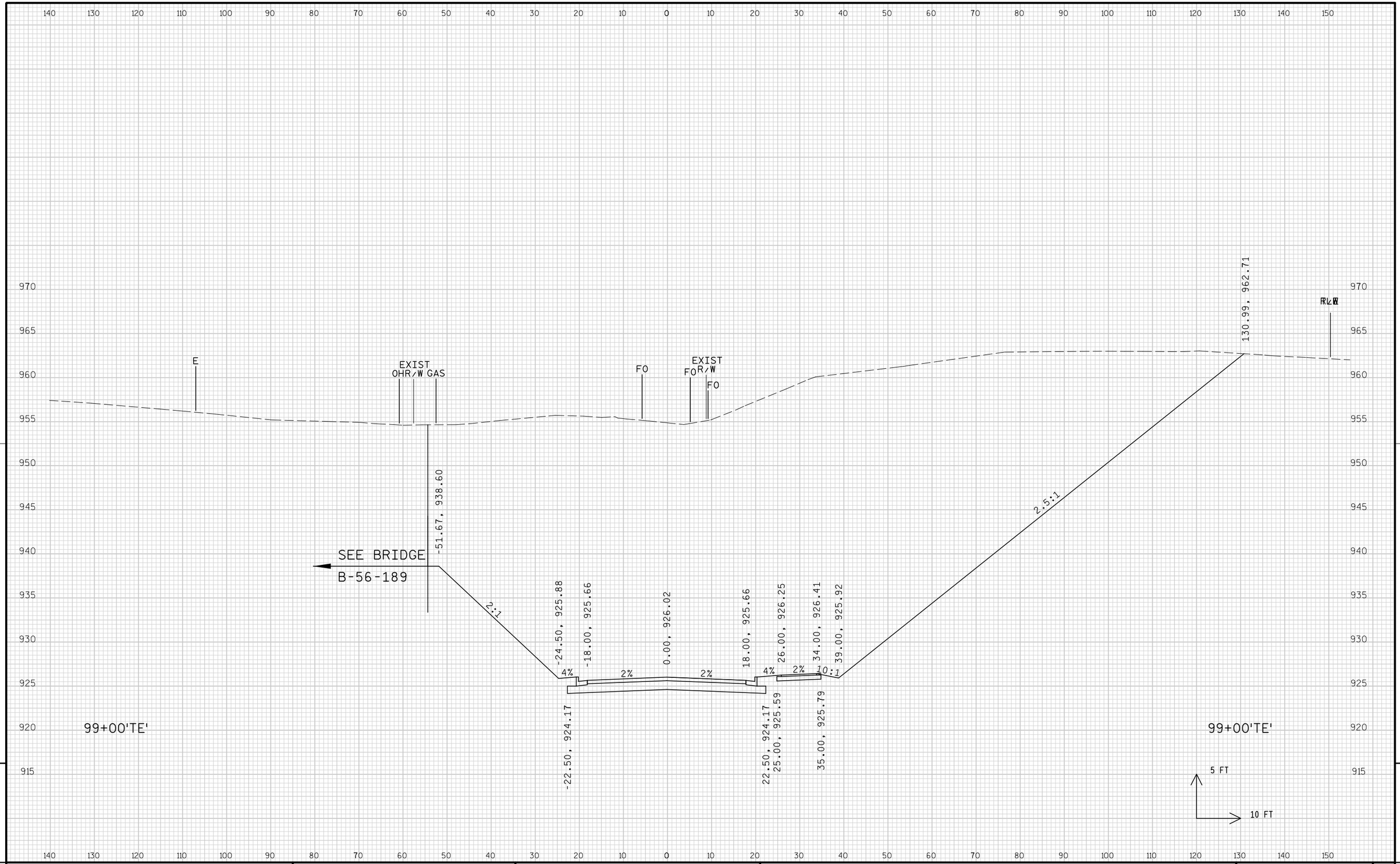
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 977	E



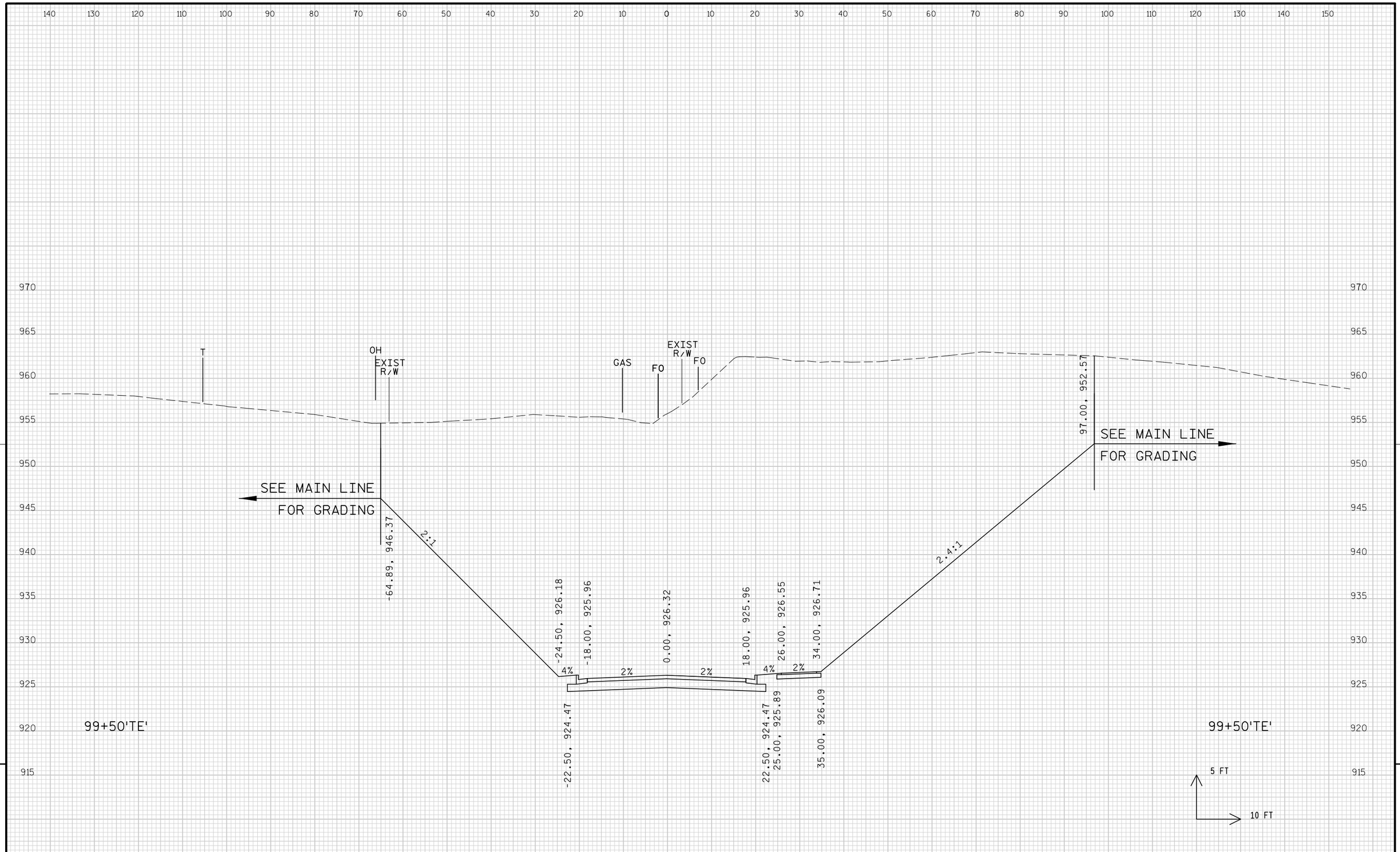
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 978	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 979	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 980	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

970 965 960 955 950 945 940 935 930 925 920 915

E

T T

EXIST R/W

OH

GAS FO

EXIST R/W

FO

-56.64, 939.80

SEE BRIDGE B-56-188

2.4:1

-24.50, 926.48

-18.00, 926.26

0.00, 926.62

18.00, 926.26

26.00, 926.85

34.00, 927.01

2.3:1

63.08, 939.20

SEE BRIDGE B-56-189

4% 2% 2% 4% 2%

-22.50, 924.77

22.50, 924.77

25.00, 926.19

35.00, 926.39

100+00'TE'

100+00'TE'

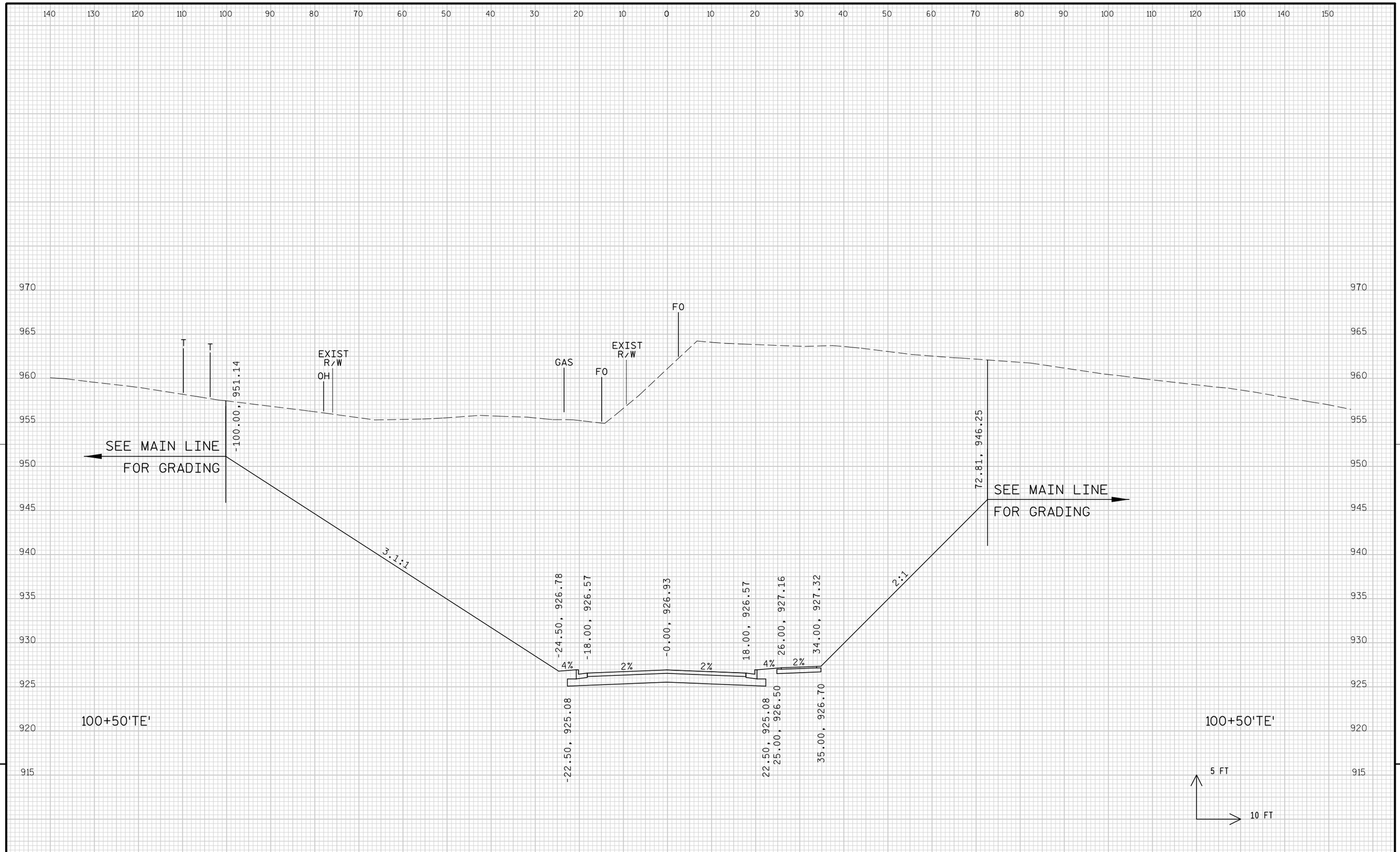
5 FT

10 FT

9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE'LINE)	SHEET 981	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 982	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

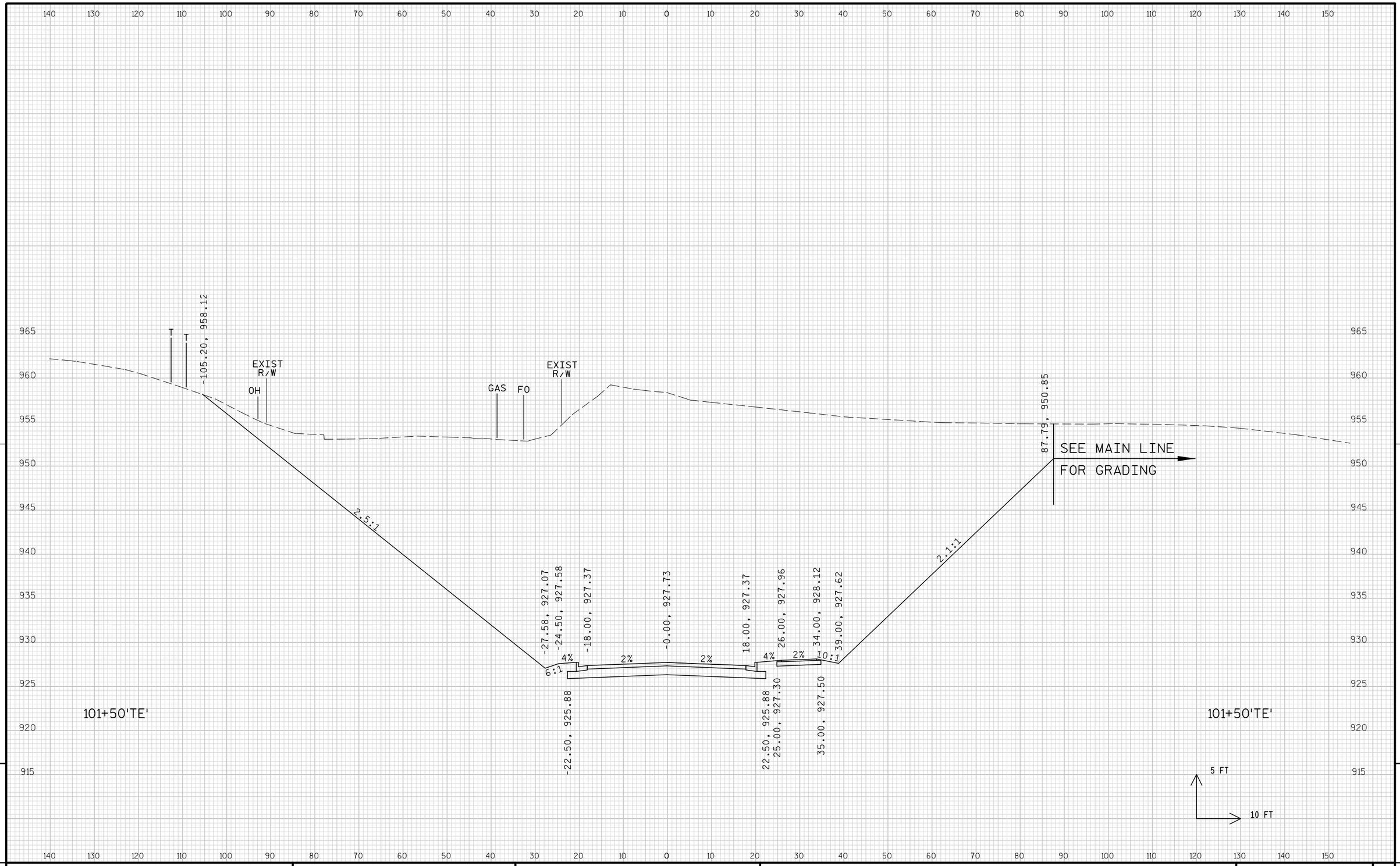
965
960
955
950
945
940
935
930
925
920
915

T
T
98.10, 956.59
EXIST R/W
FO
EXIST R/W
2.5:1
-24.50, 927.15
-18.00, 926.93
-0.00, 927.29
18.00, 926.94
26.00, 927.53
34.00, 927.69
2:1
58.10, 940.38
SEE BRIDGE B-56-188
4%
2%
2%
4%
2%
-22.50, 925.45
22.50, 925.45
25.00, 926.86
35.00, 927.06
101+00'TE'
101+00'TE'
5 FT
10 FT

9

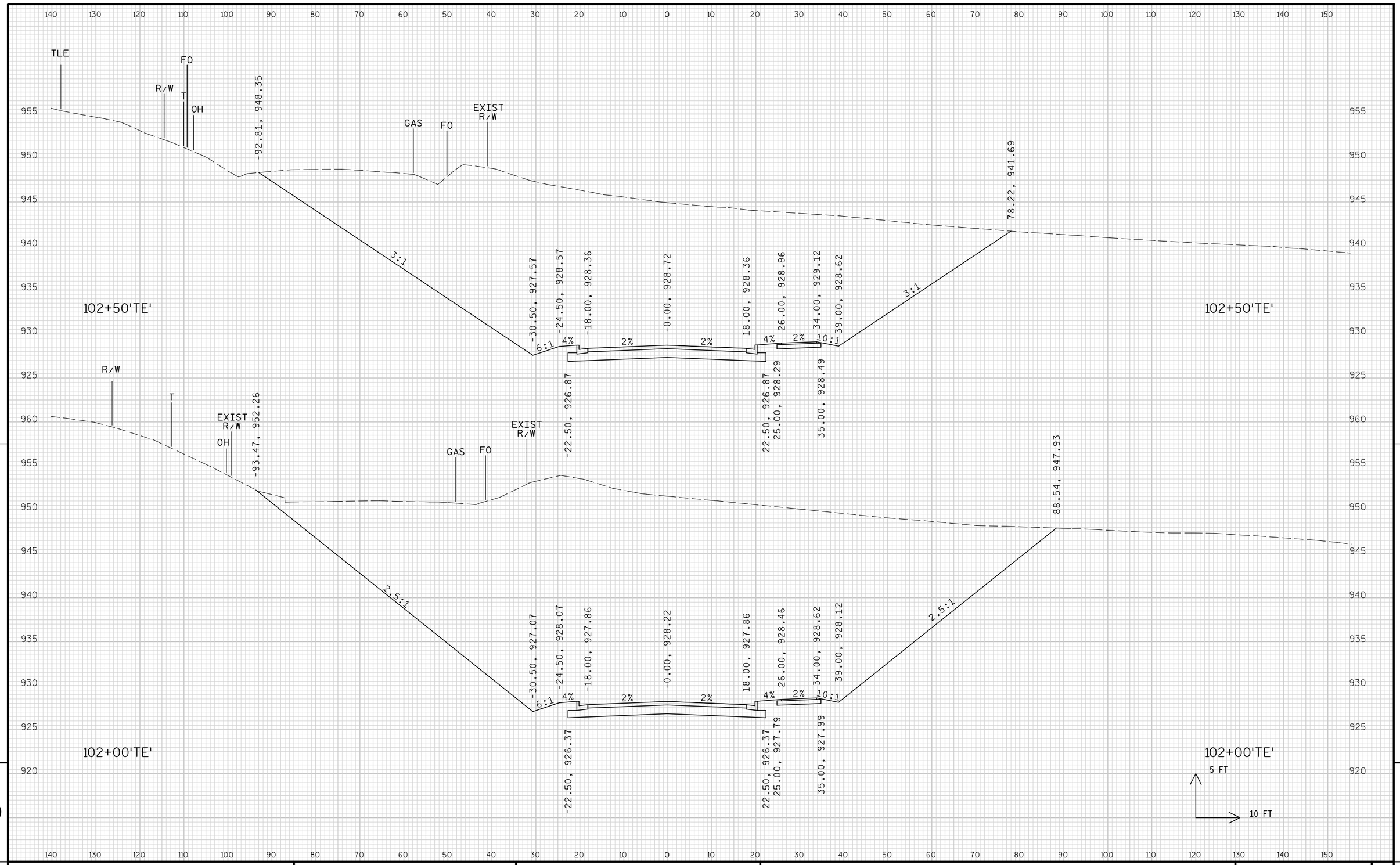
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 983	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE'LINE)	SHEET 984	E

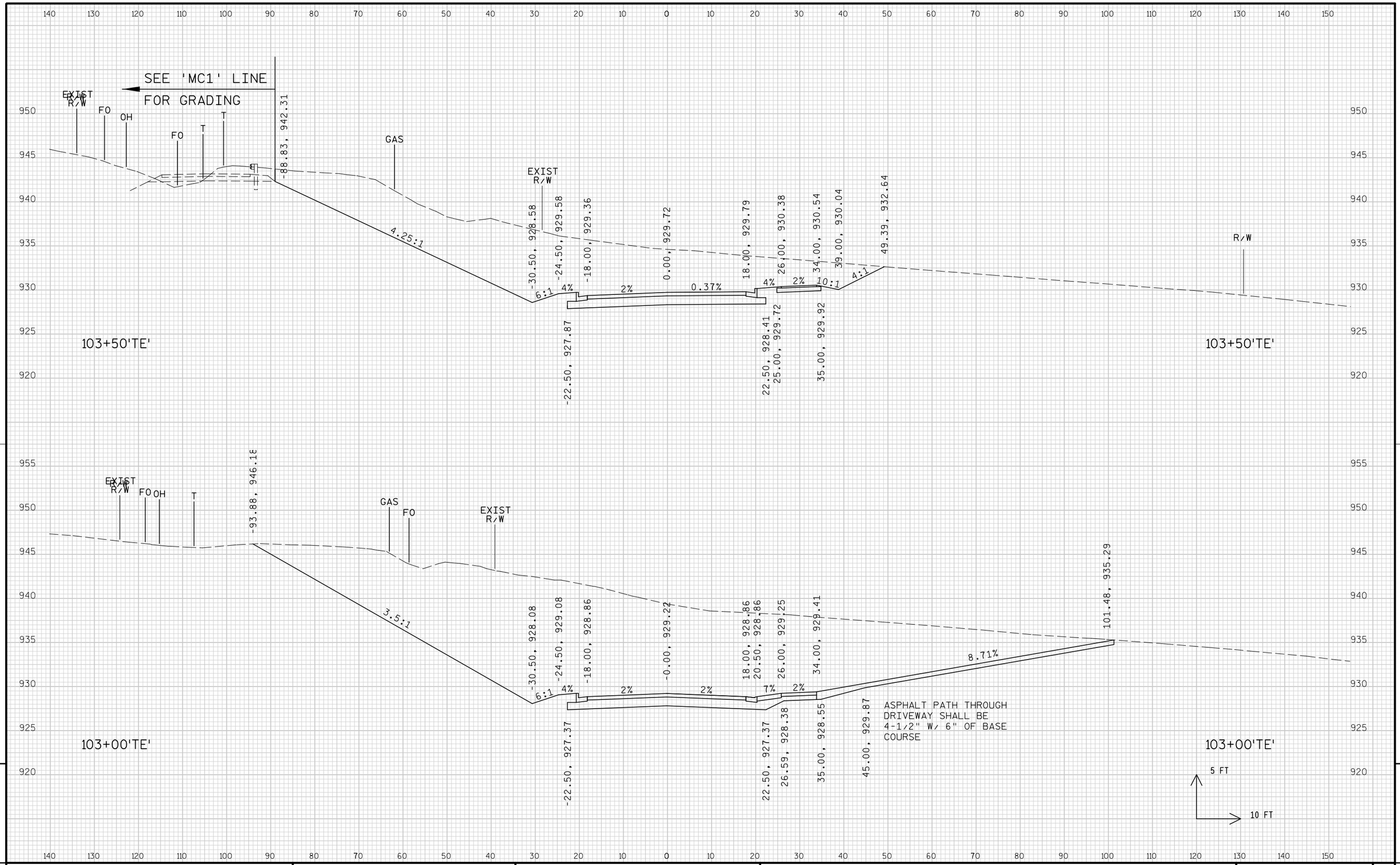
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9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 985	E

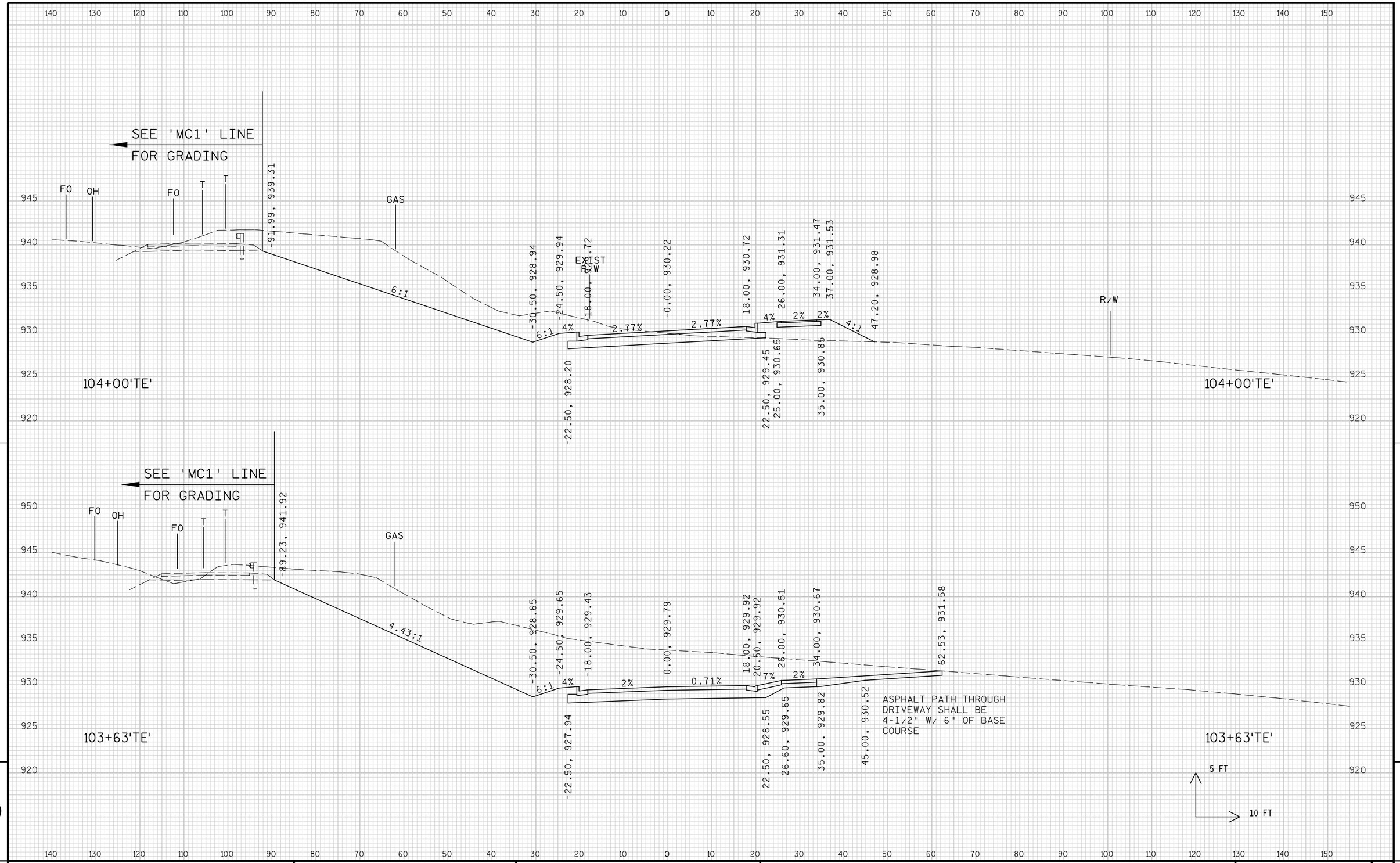


9

9

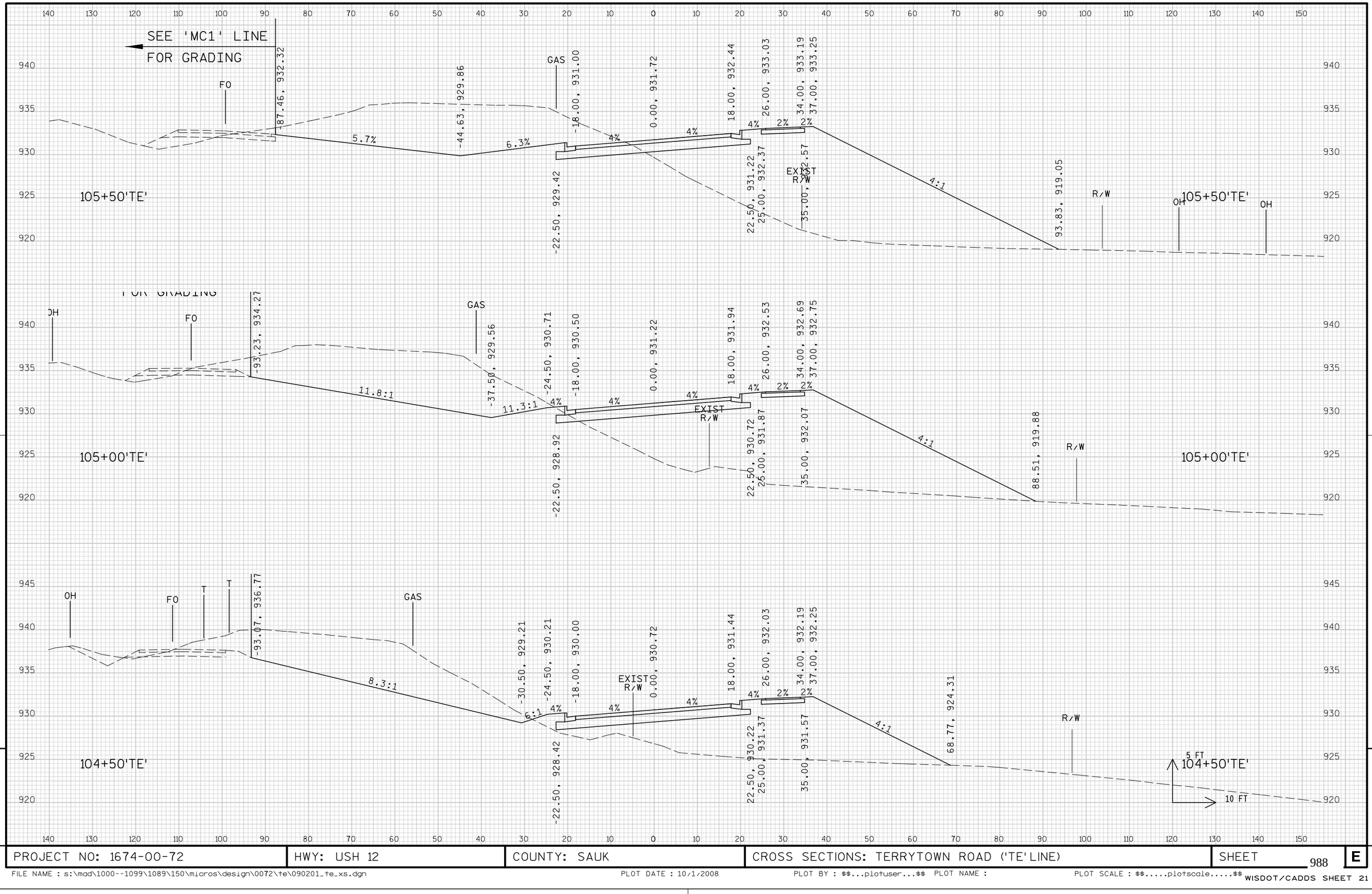
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 986	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 987	E

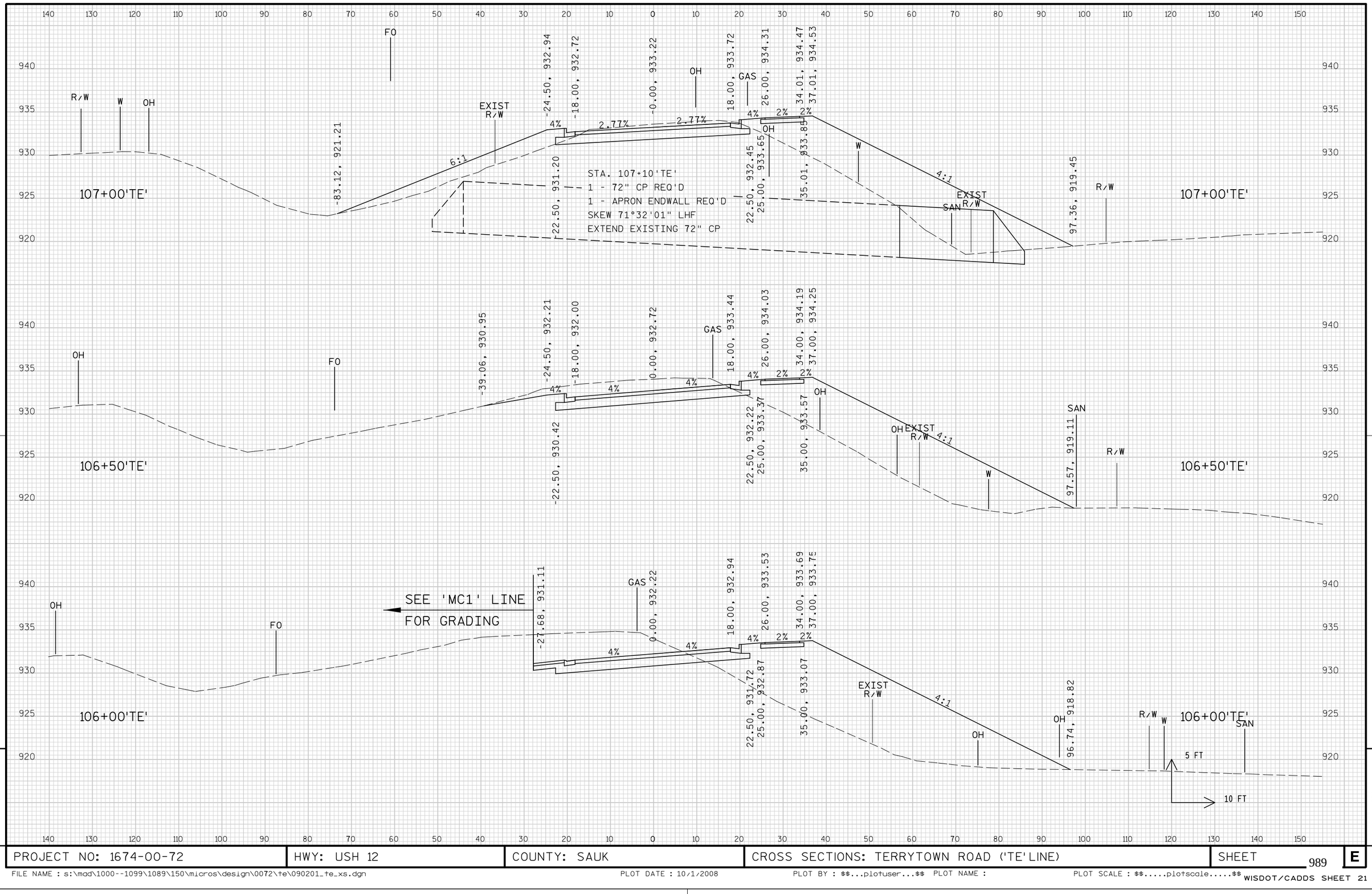
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9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 988	E

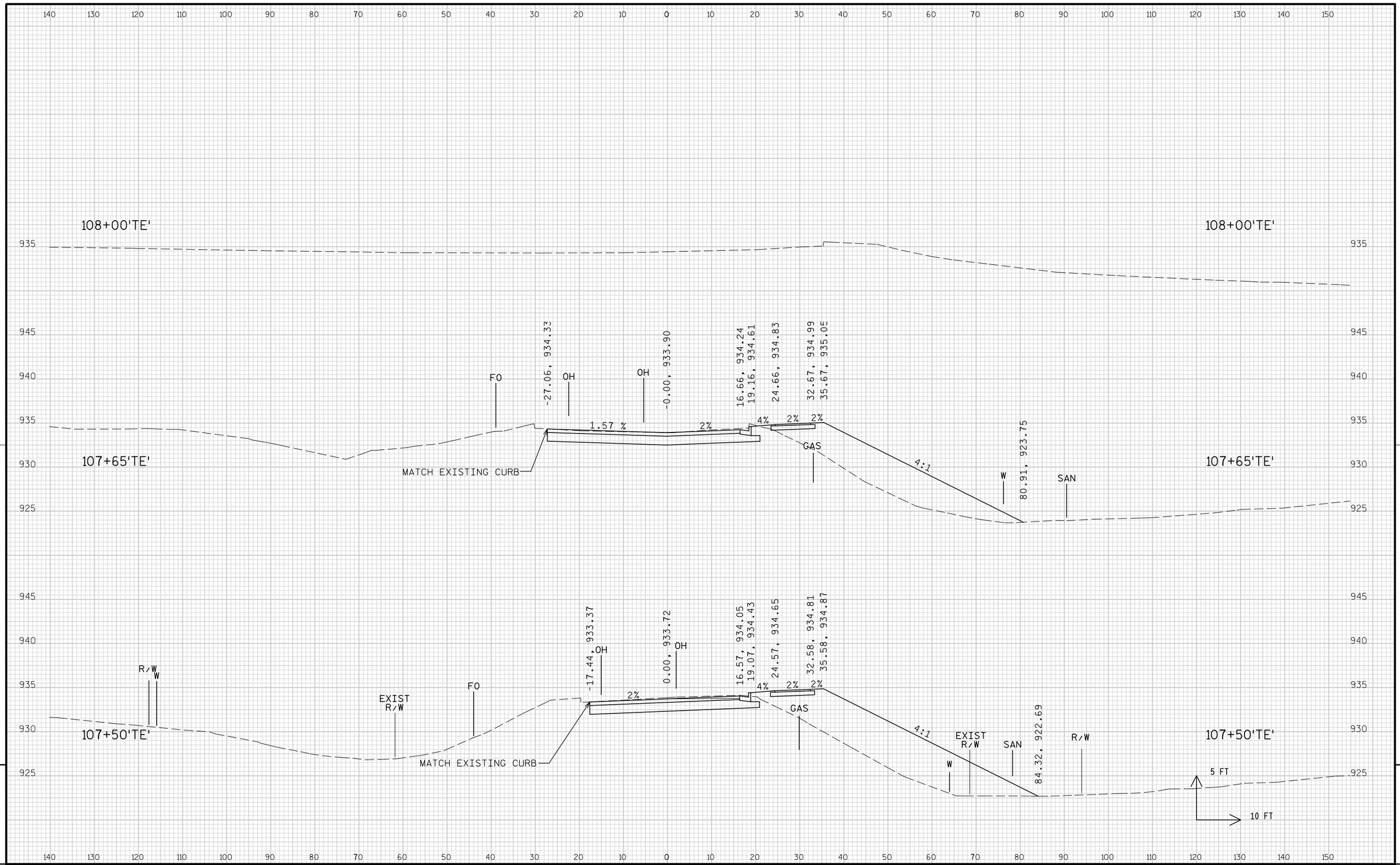


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 989	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



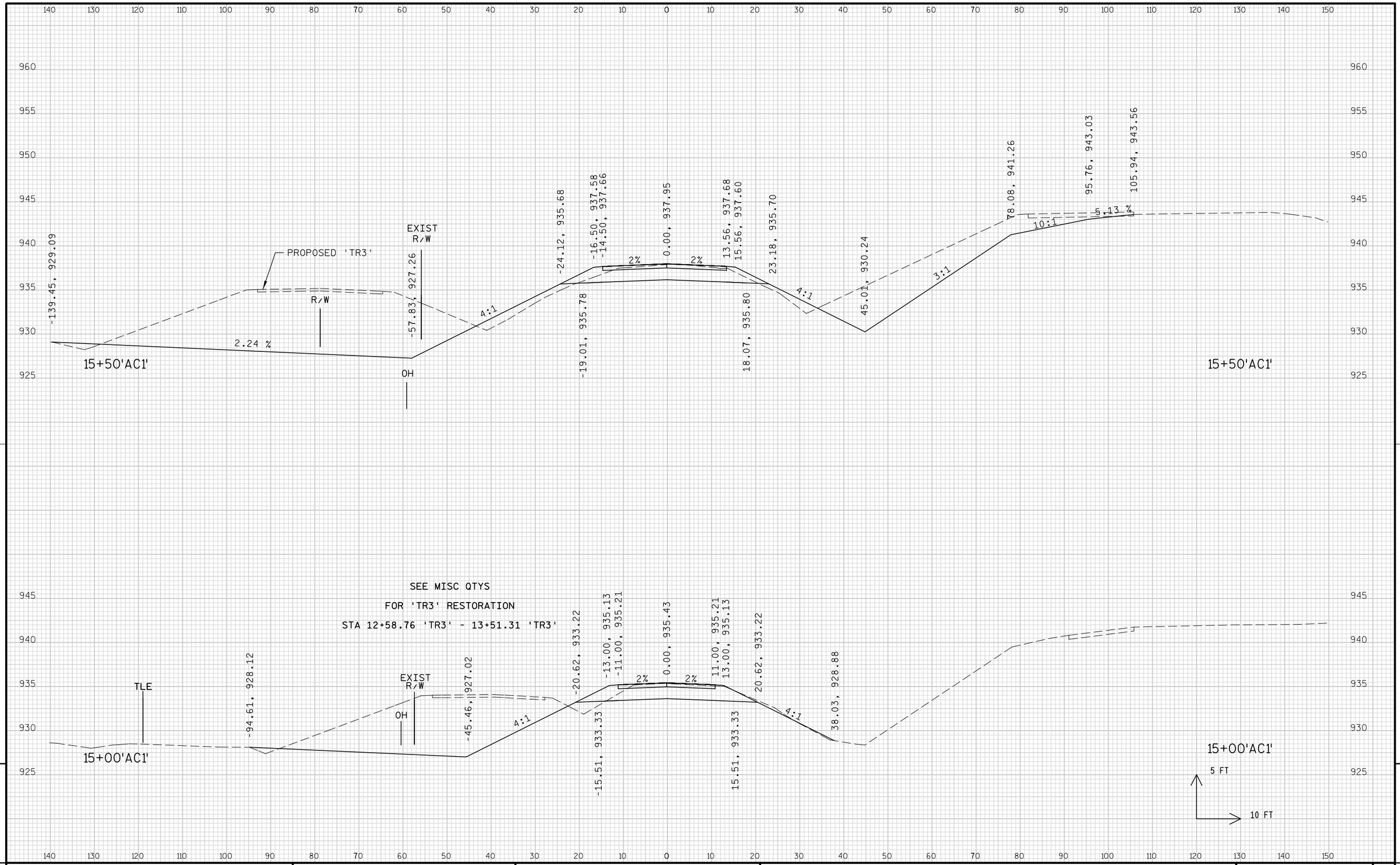
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TERRYTOWN ROAD ('TE' LINE)	SHEET 990	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\te\090201_te_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

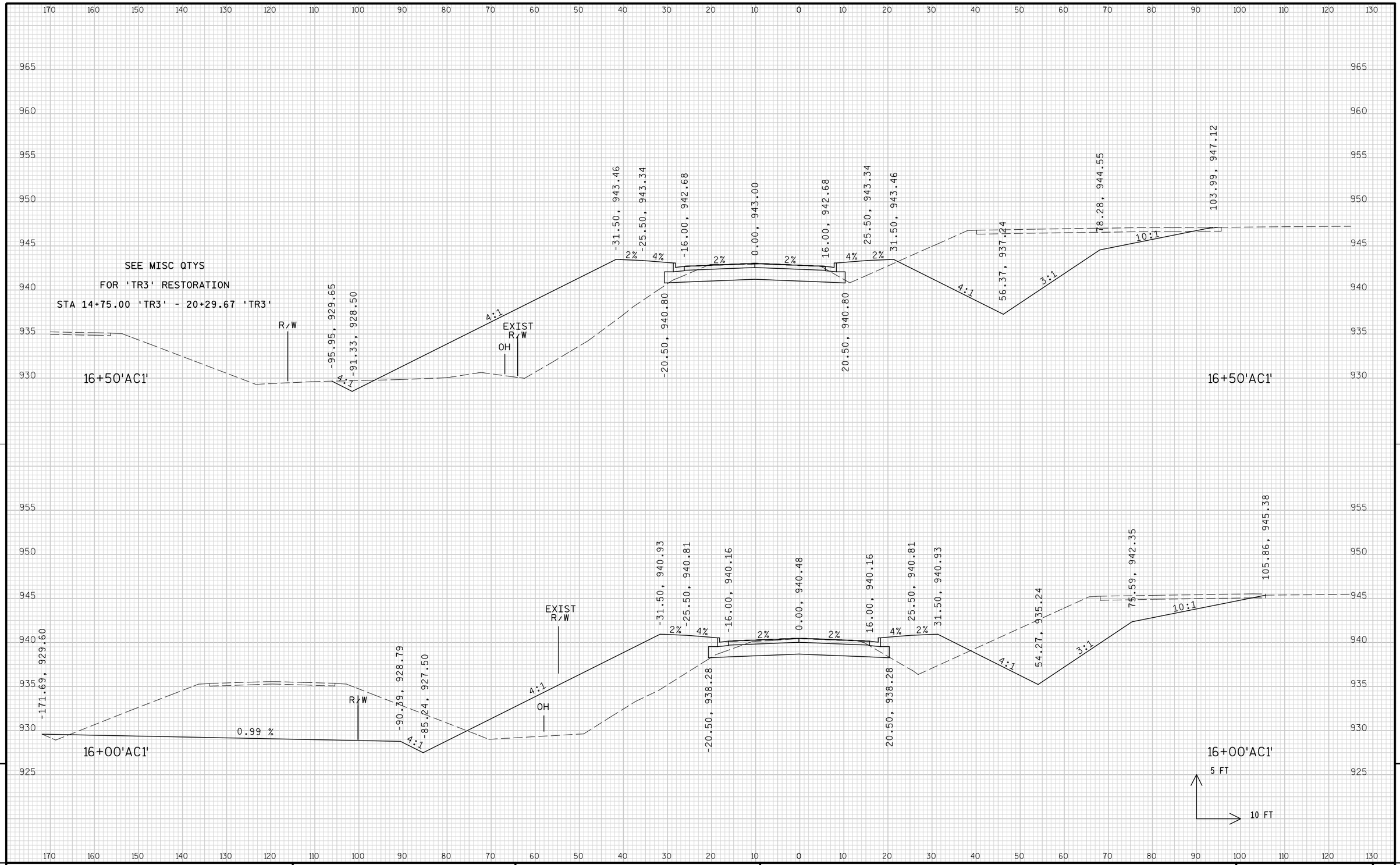
WISDOT/CADDS SHEET 21



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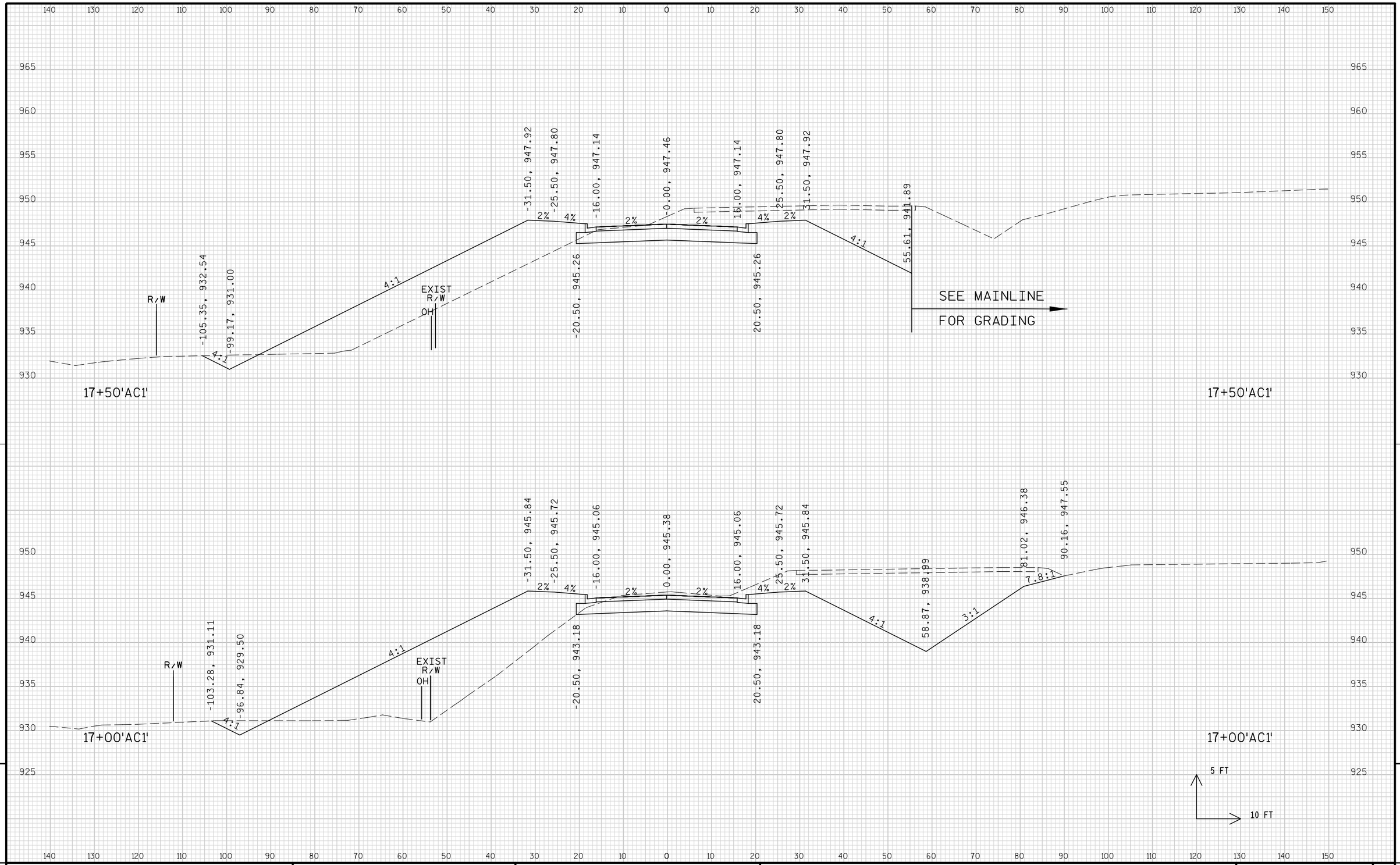
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 991	E

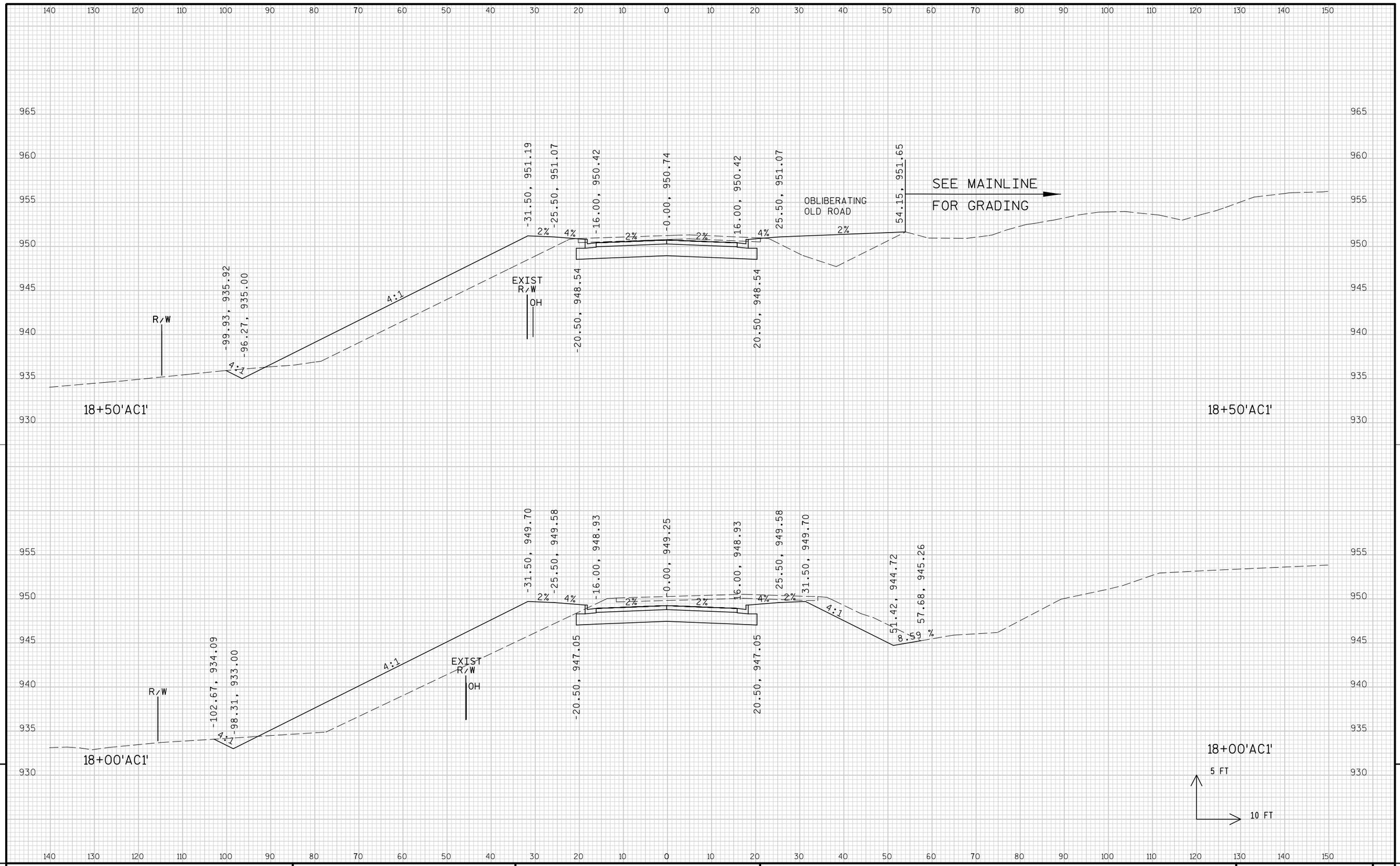


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 992	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac1\090201_ac1_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



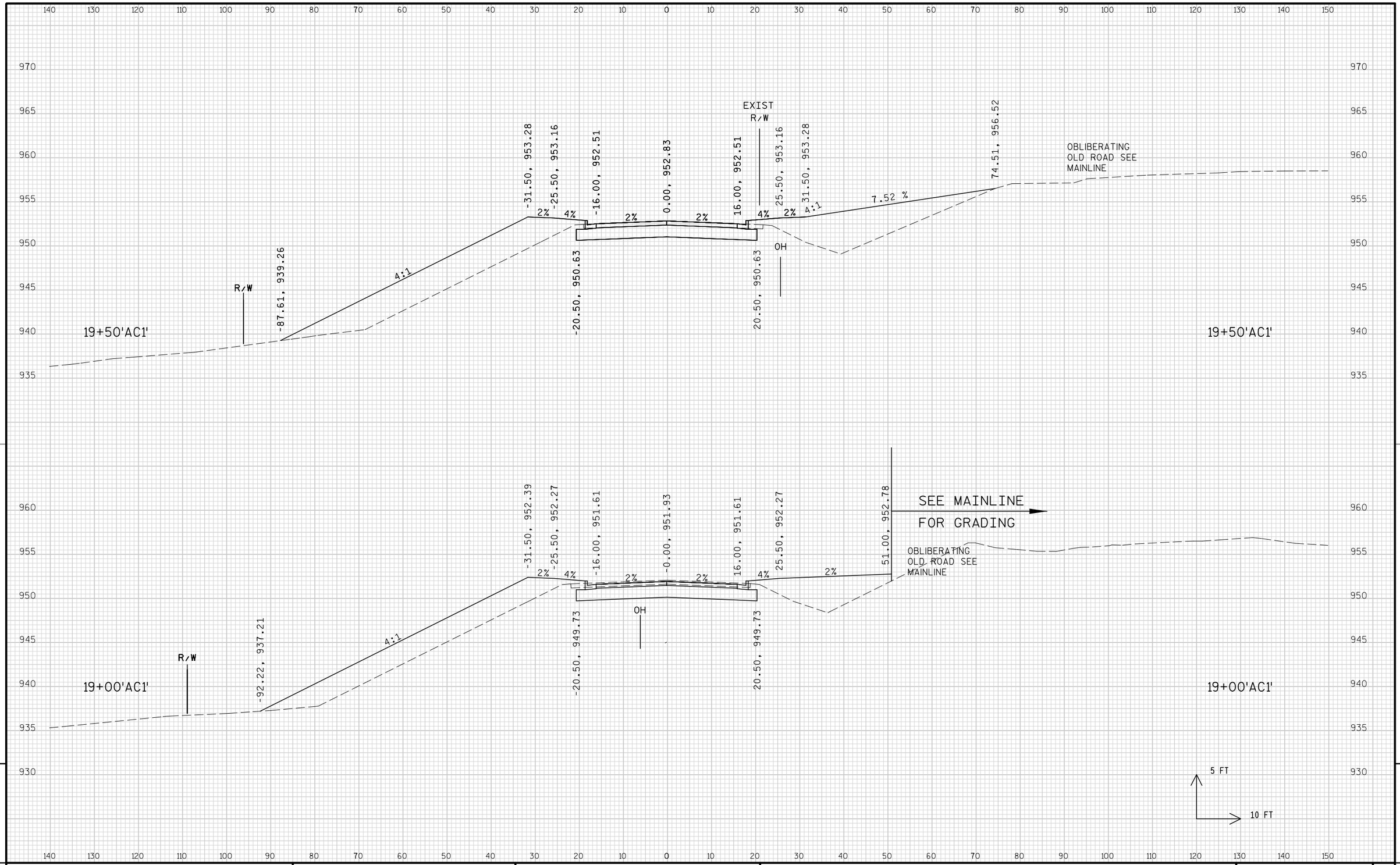
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 993 E



9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 994	E

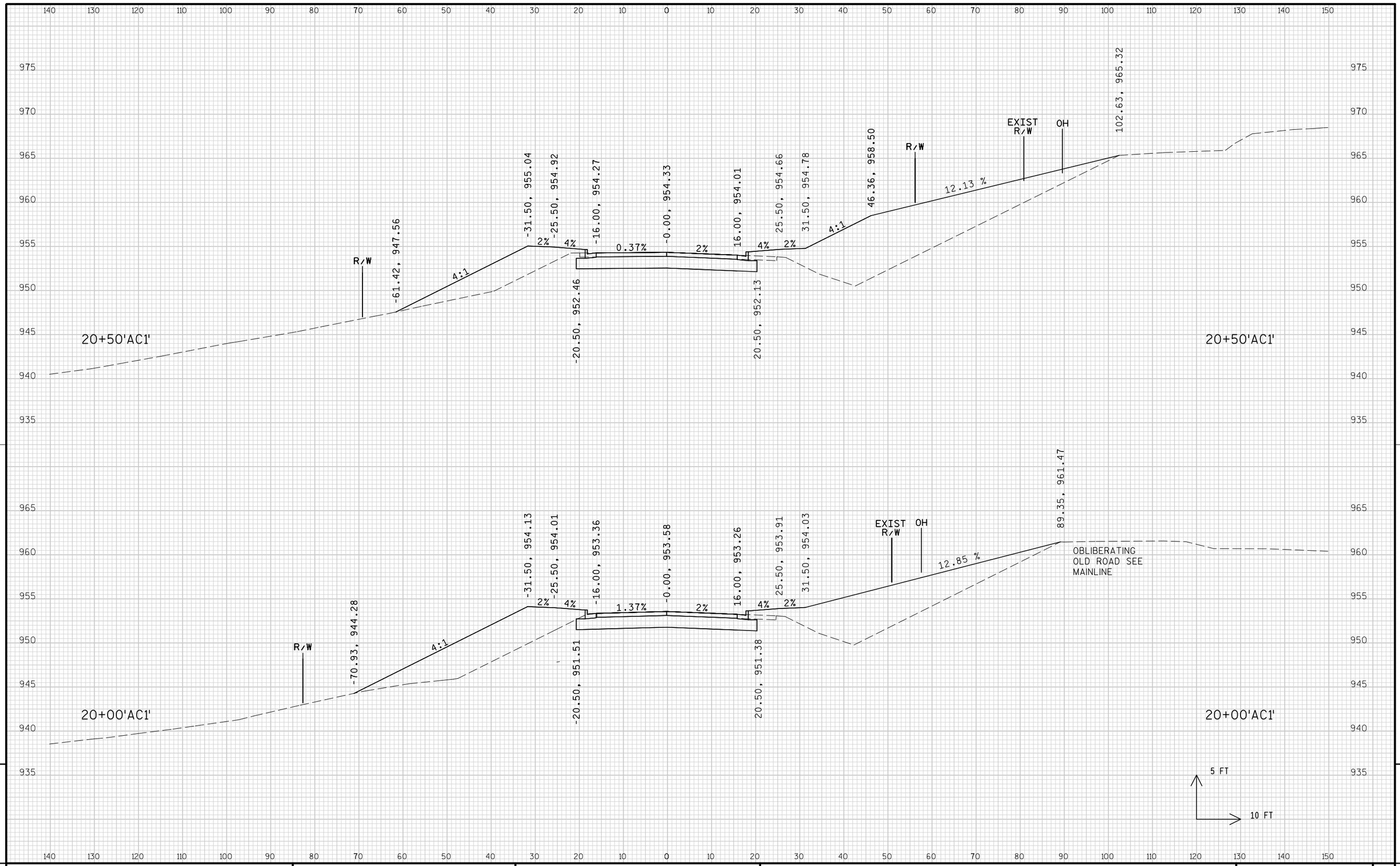


9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 995	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac1\090201_ac1_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

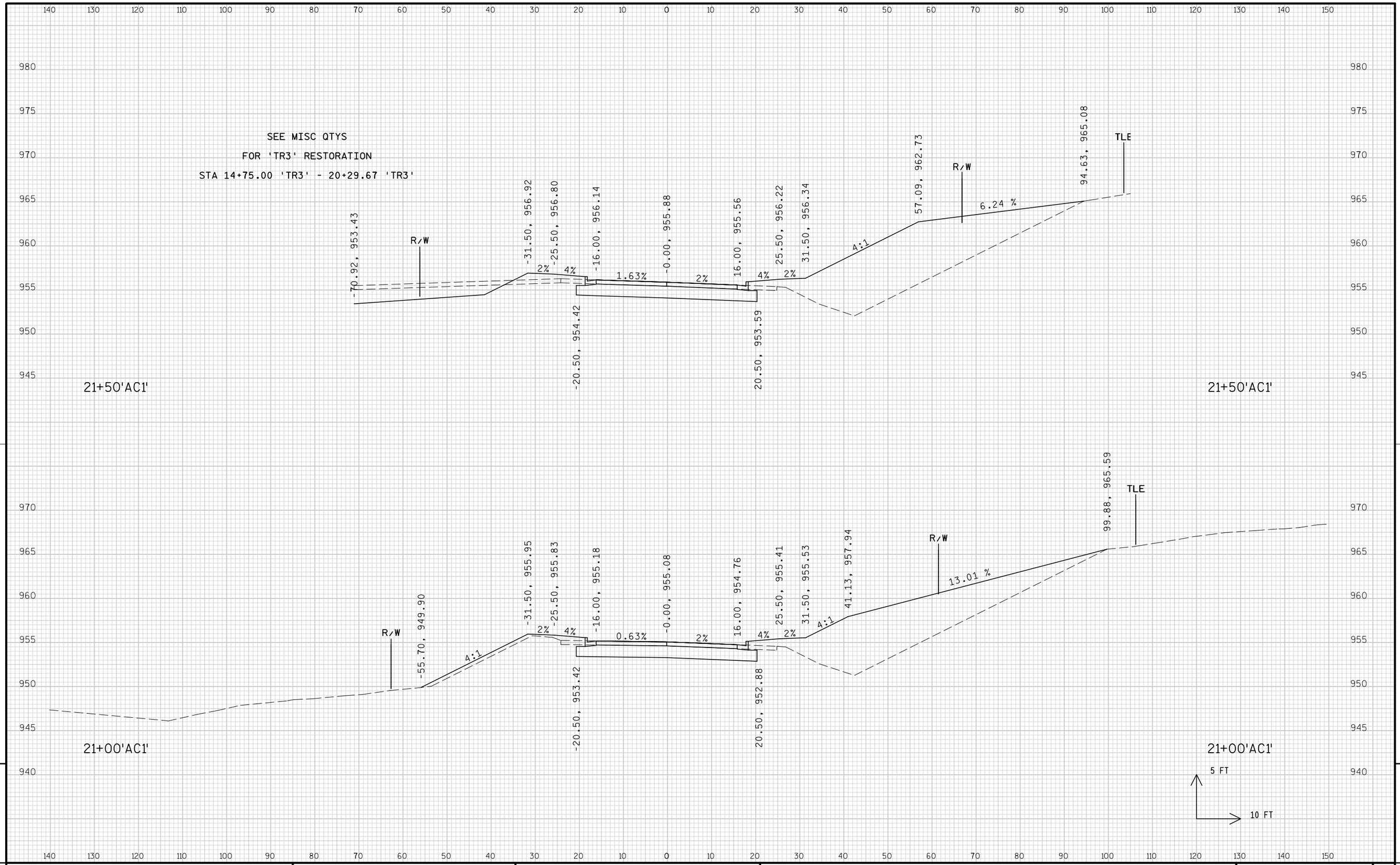


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 996	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac1\090201_ac1_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

SEE MISC QTYS
FOR 'TR3' RESTORATION
STA 14+75.00 'TR3' - 20+29.67 'TR3'

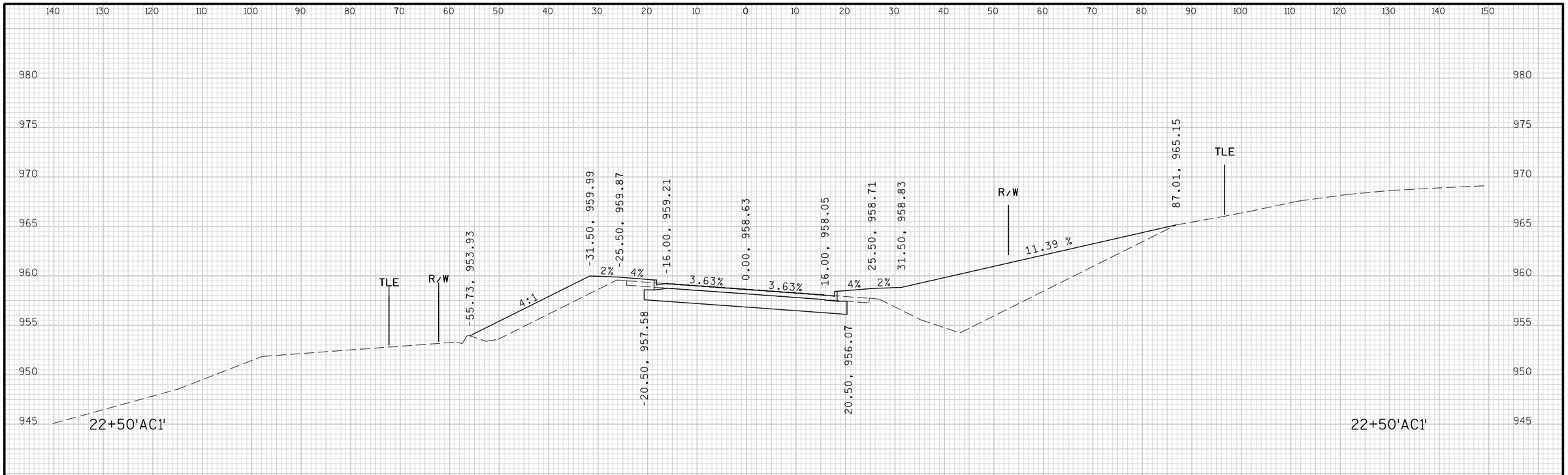


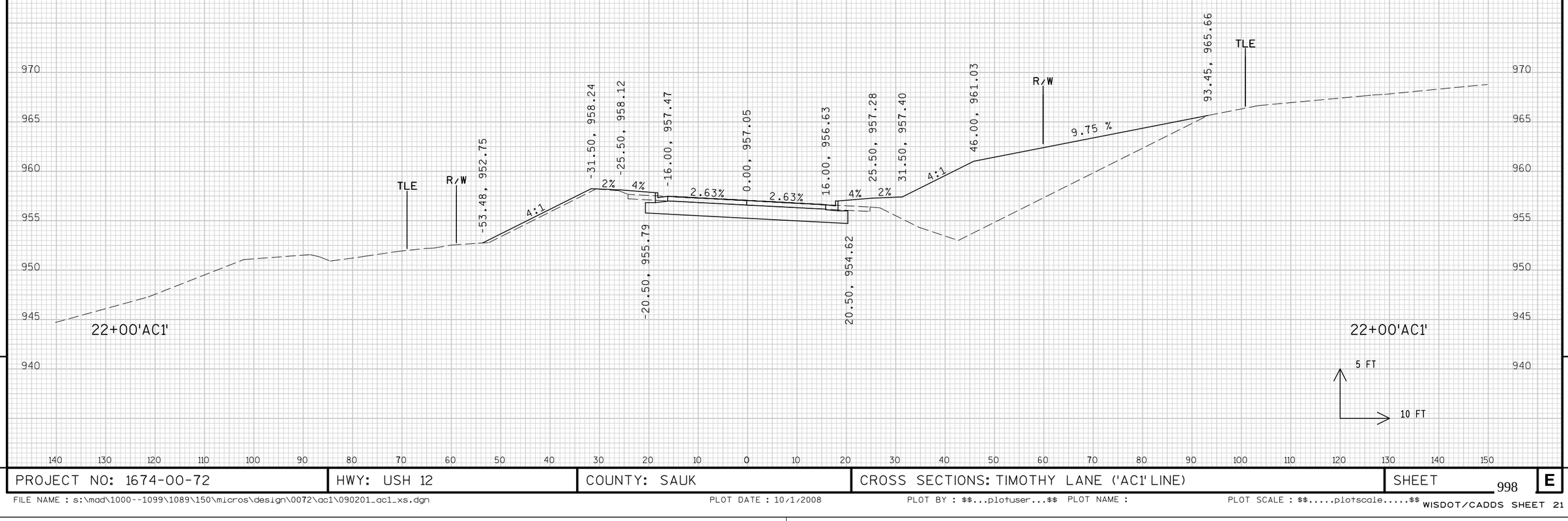
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 997	E

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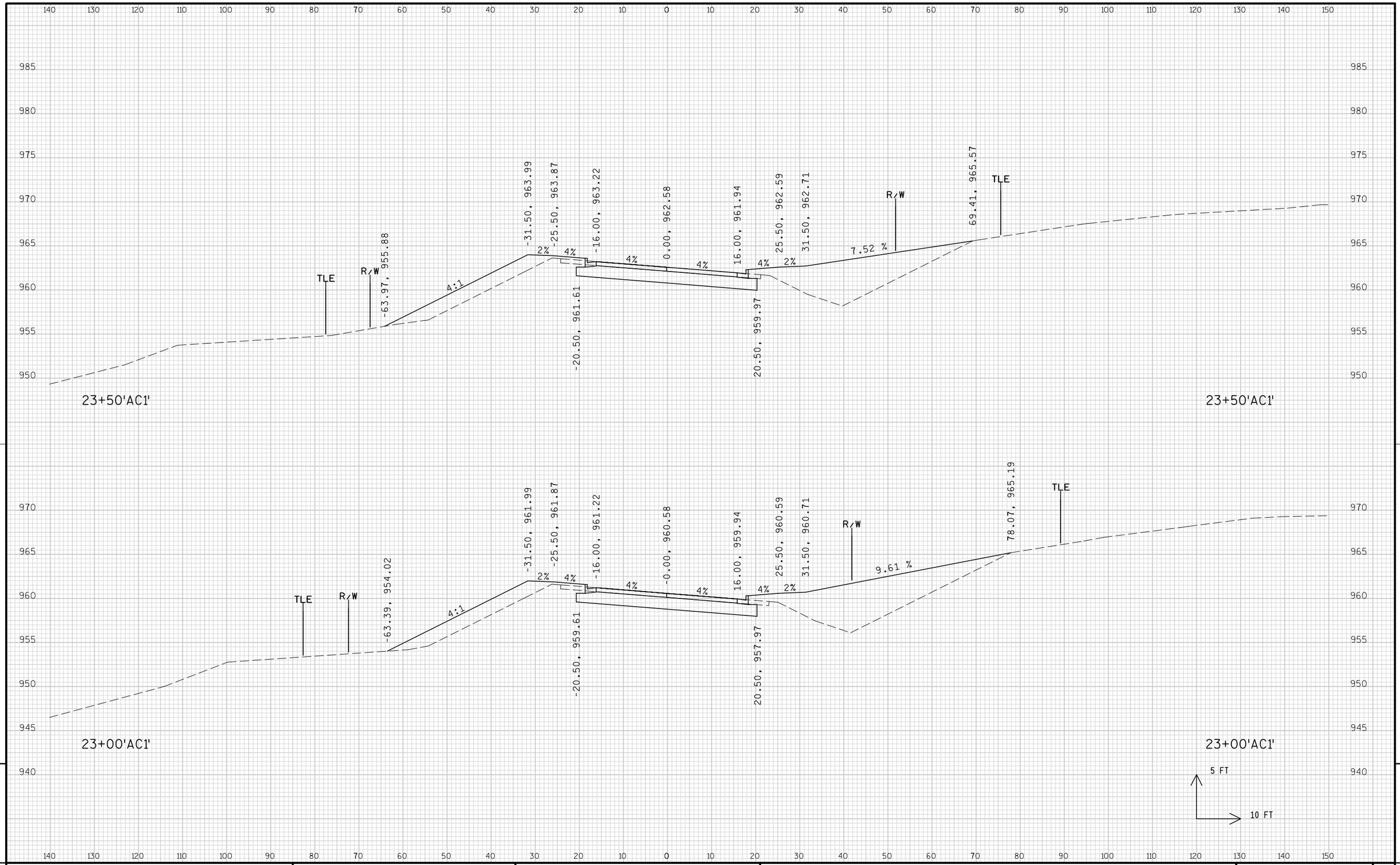




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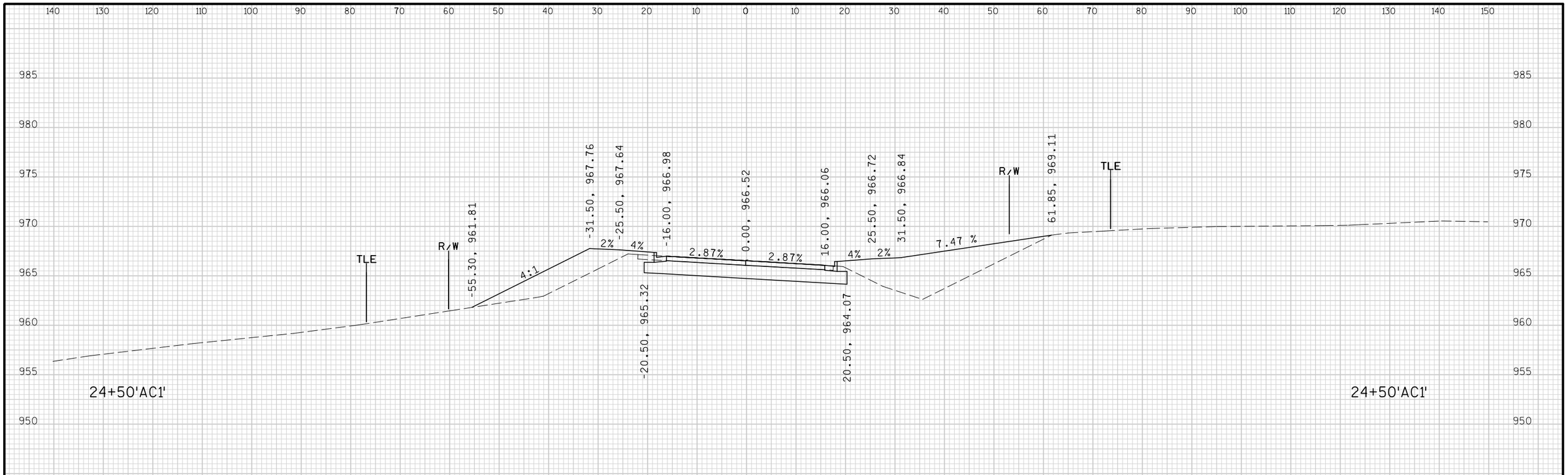
WISDOT/CADDS SHEET 21

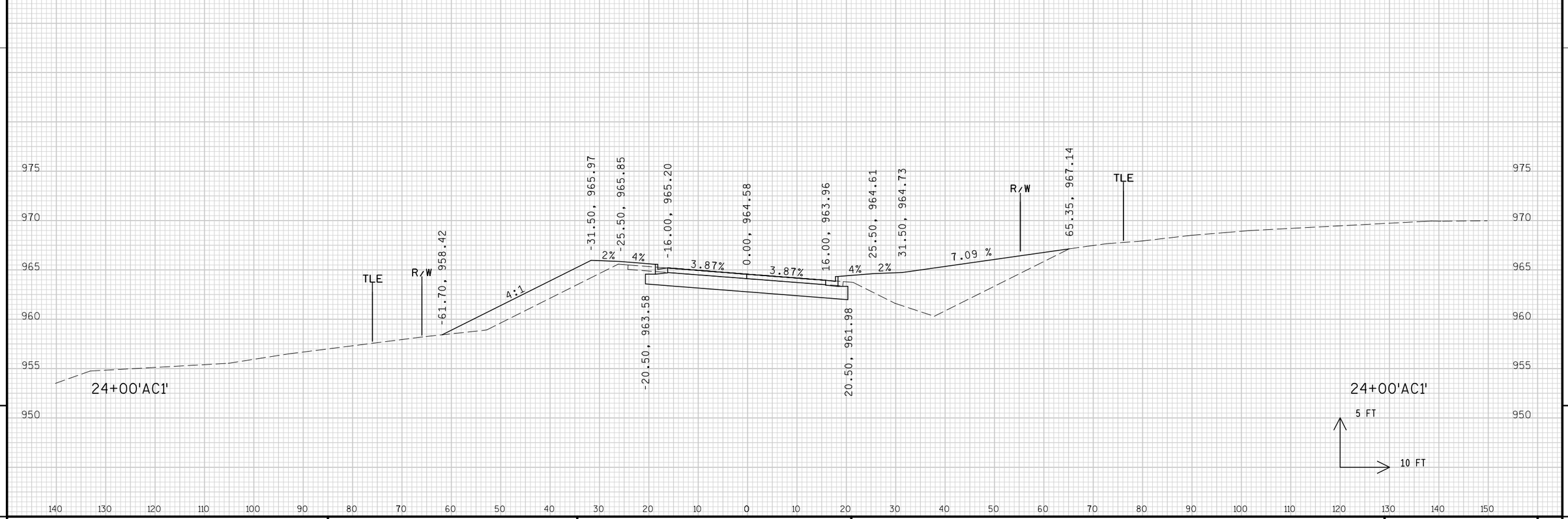


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 999	E



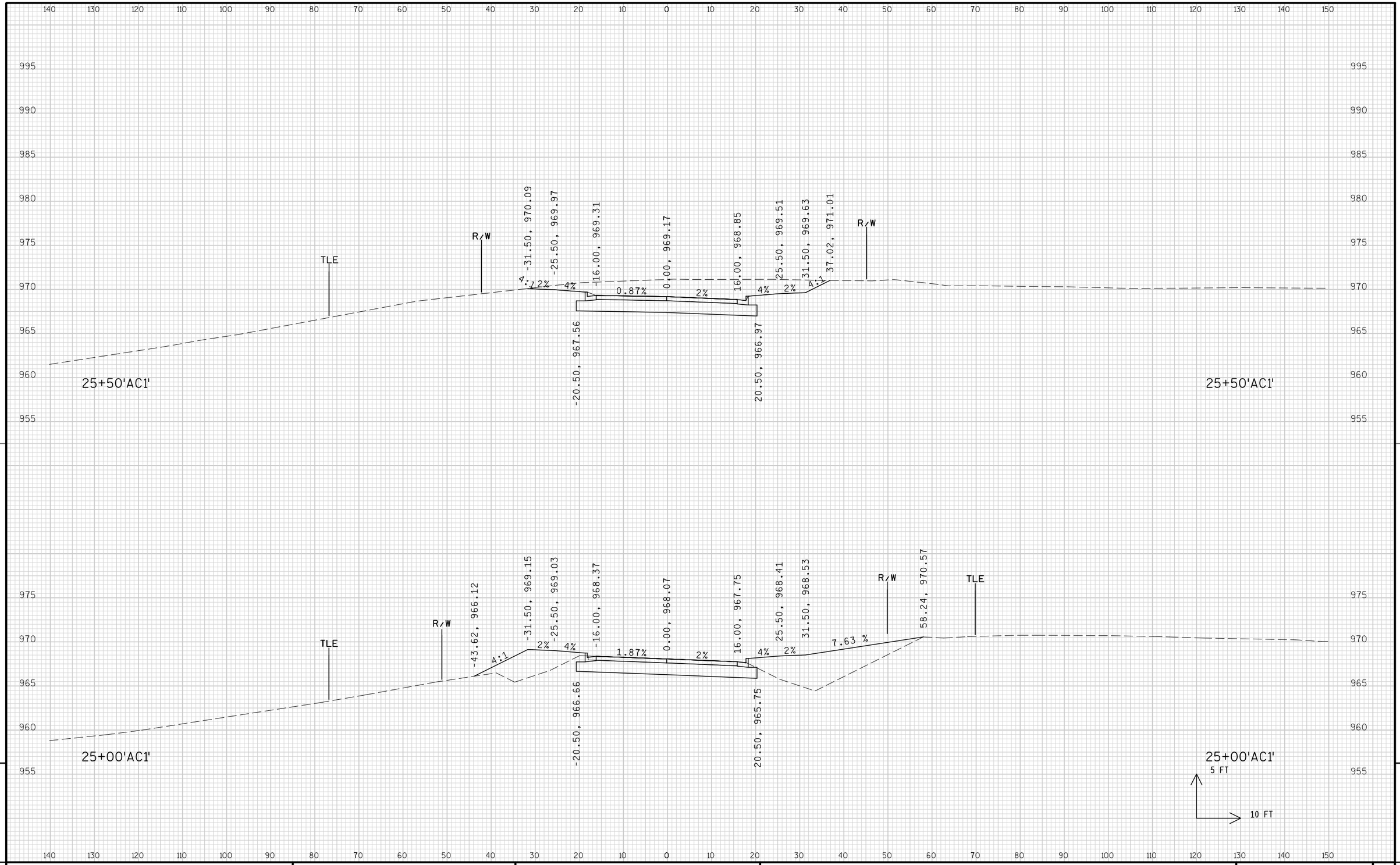


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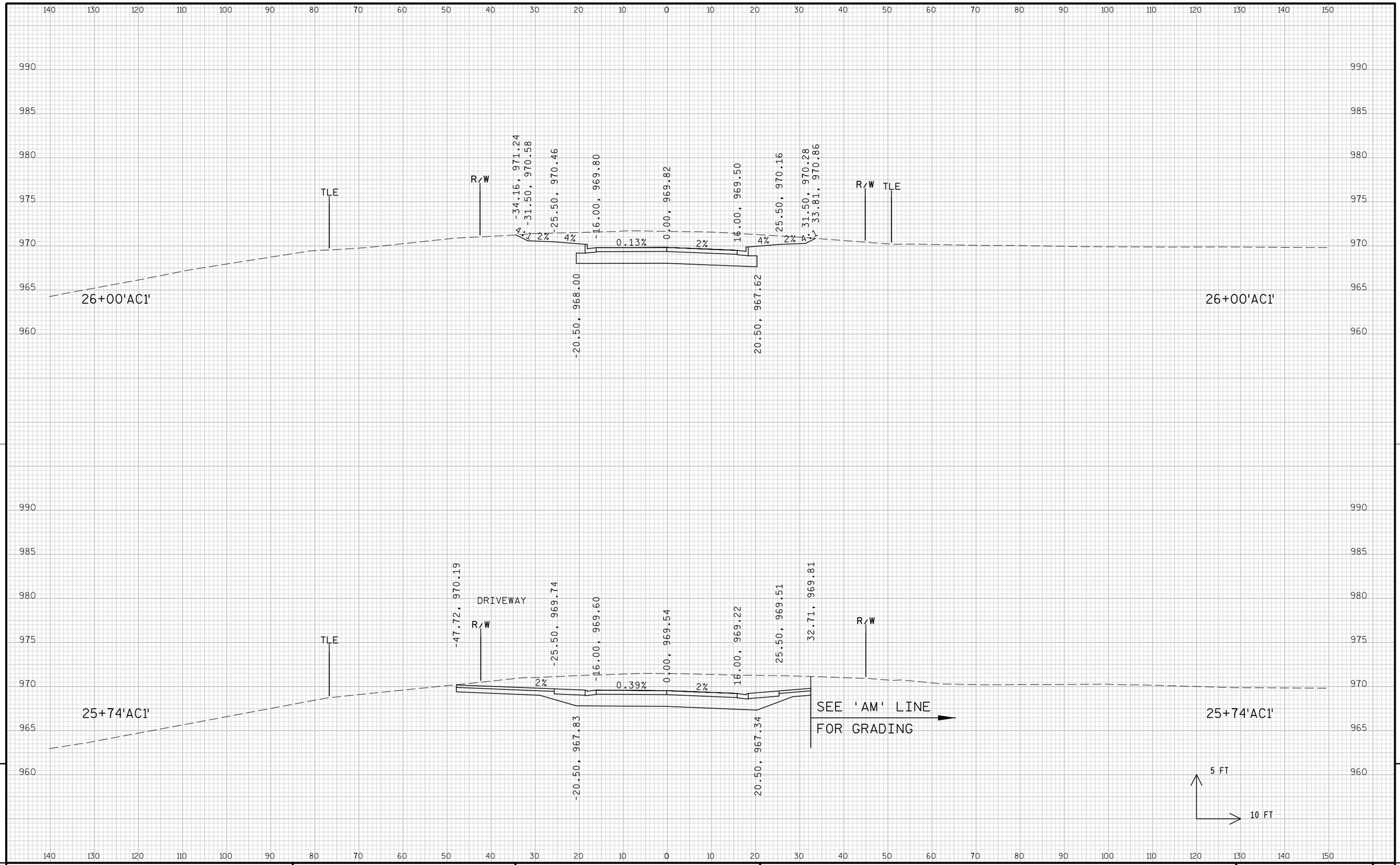
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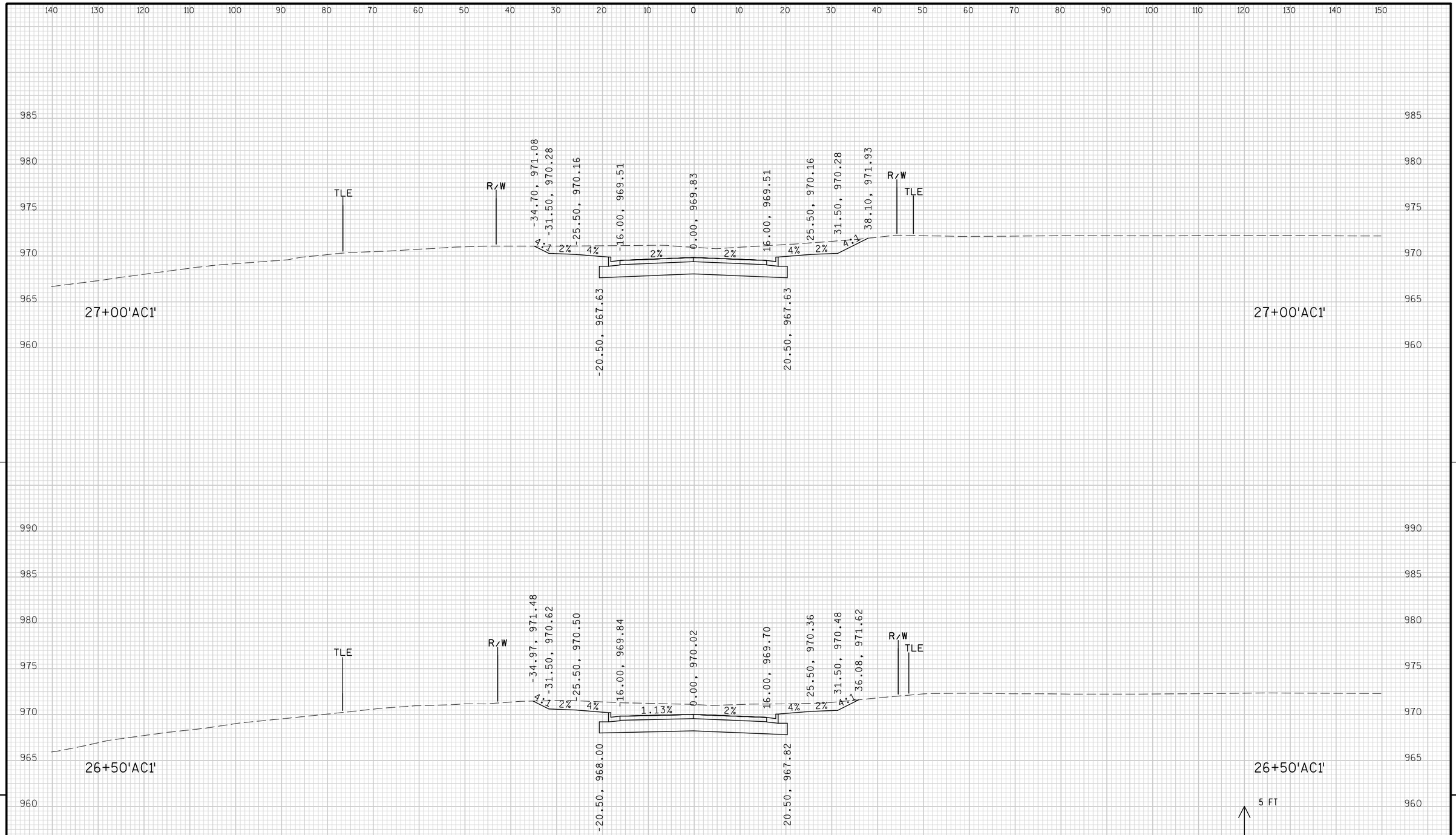
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WISDOT/CADDS SHEET 21



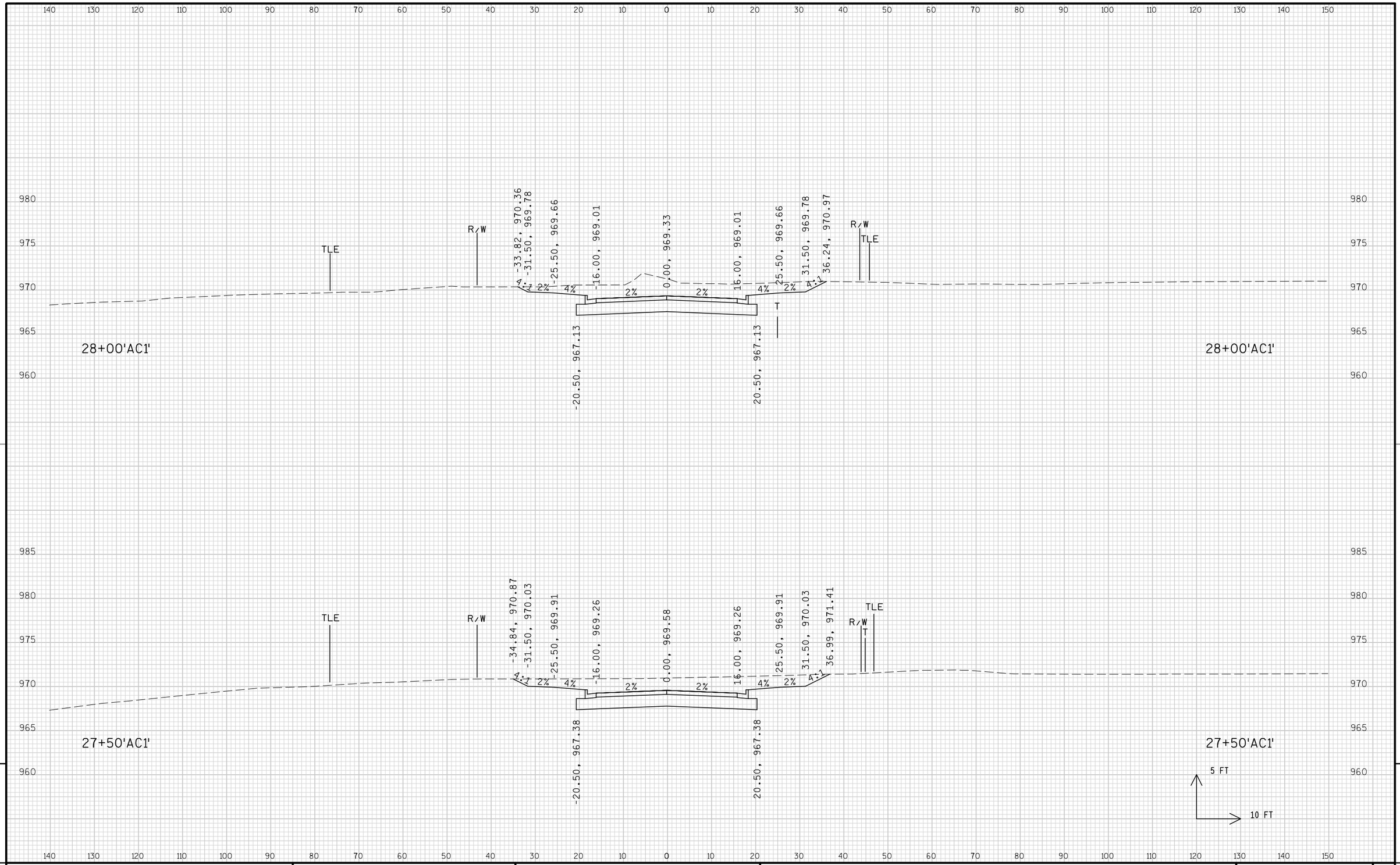
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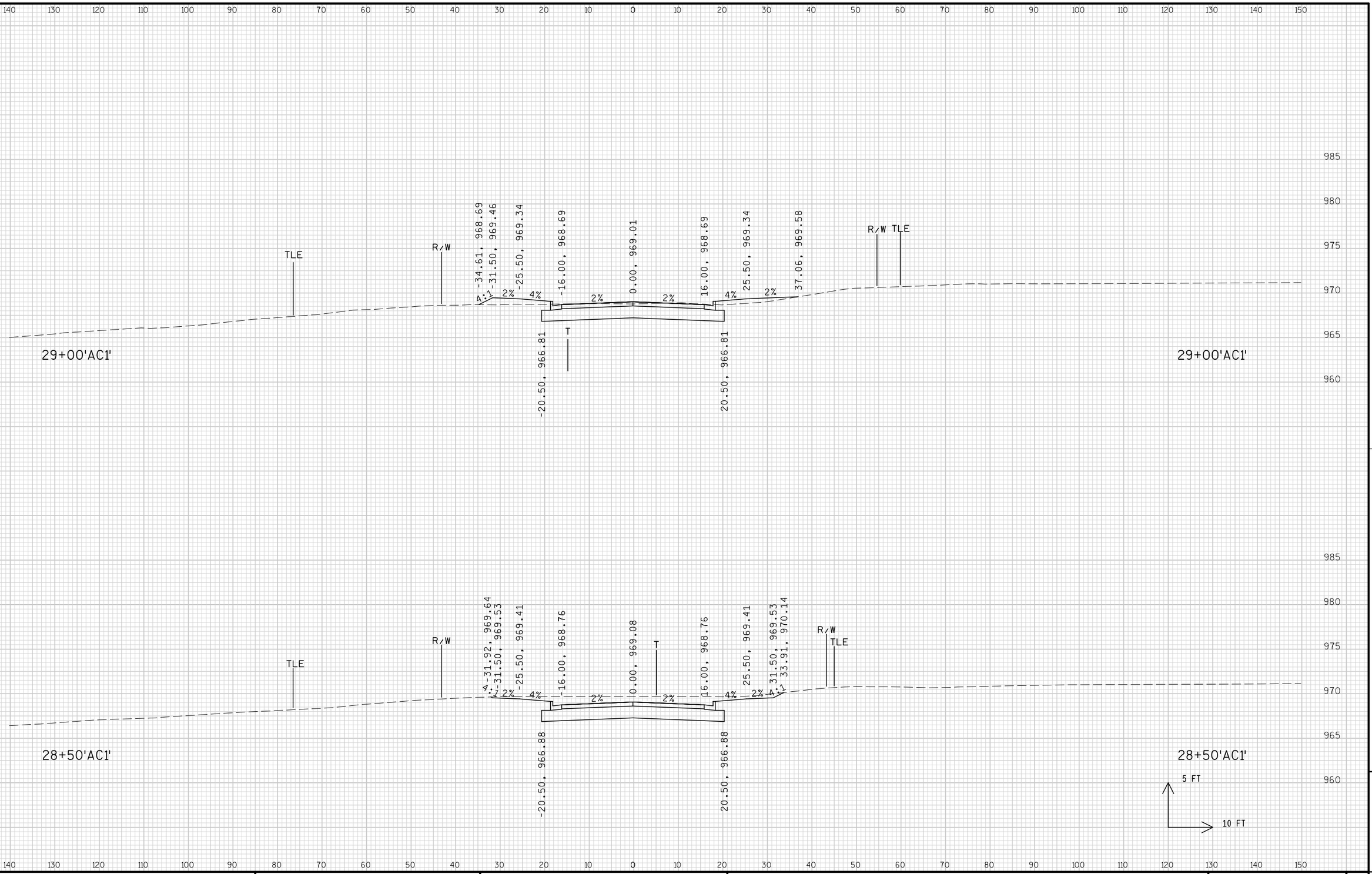
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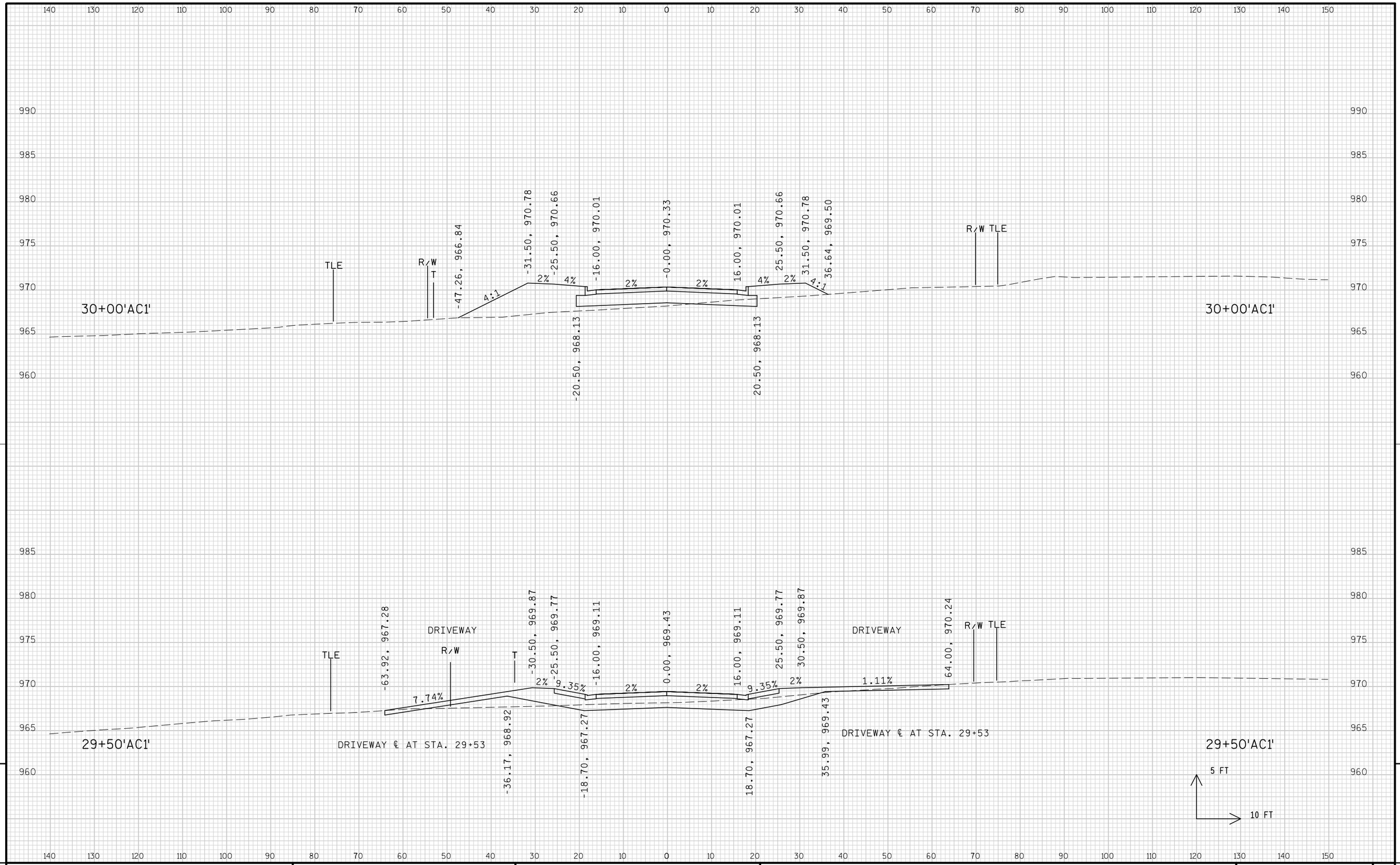
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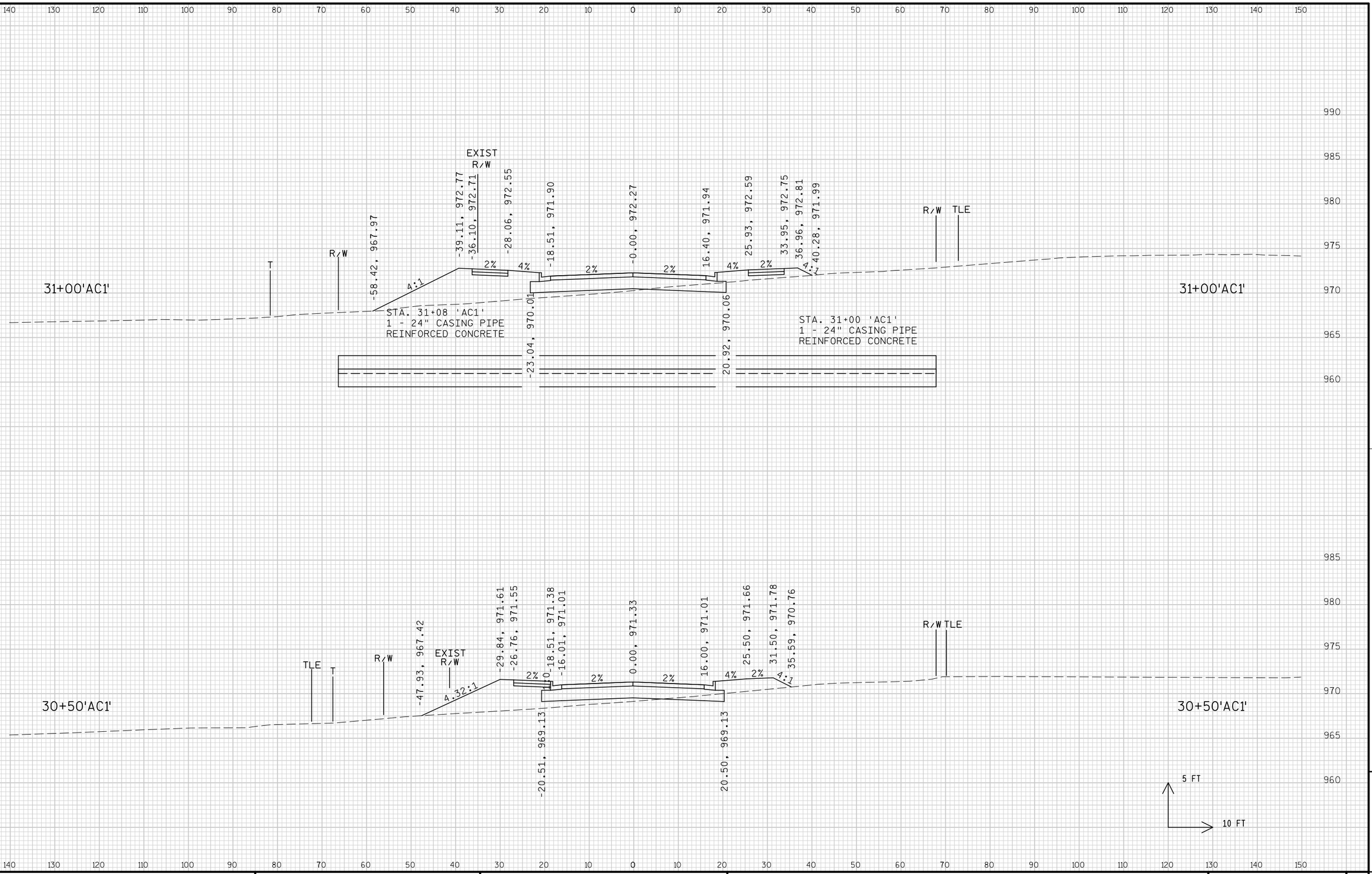
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1005	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1006	E

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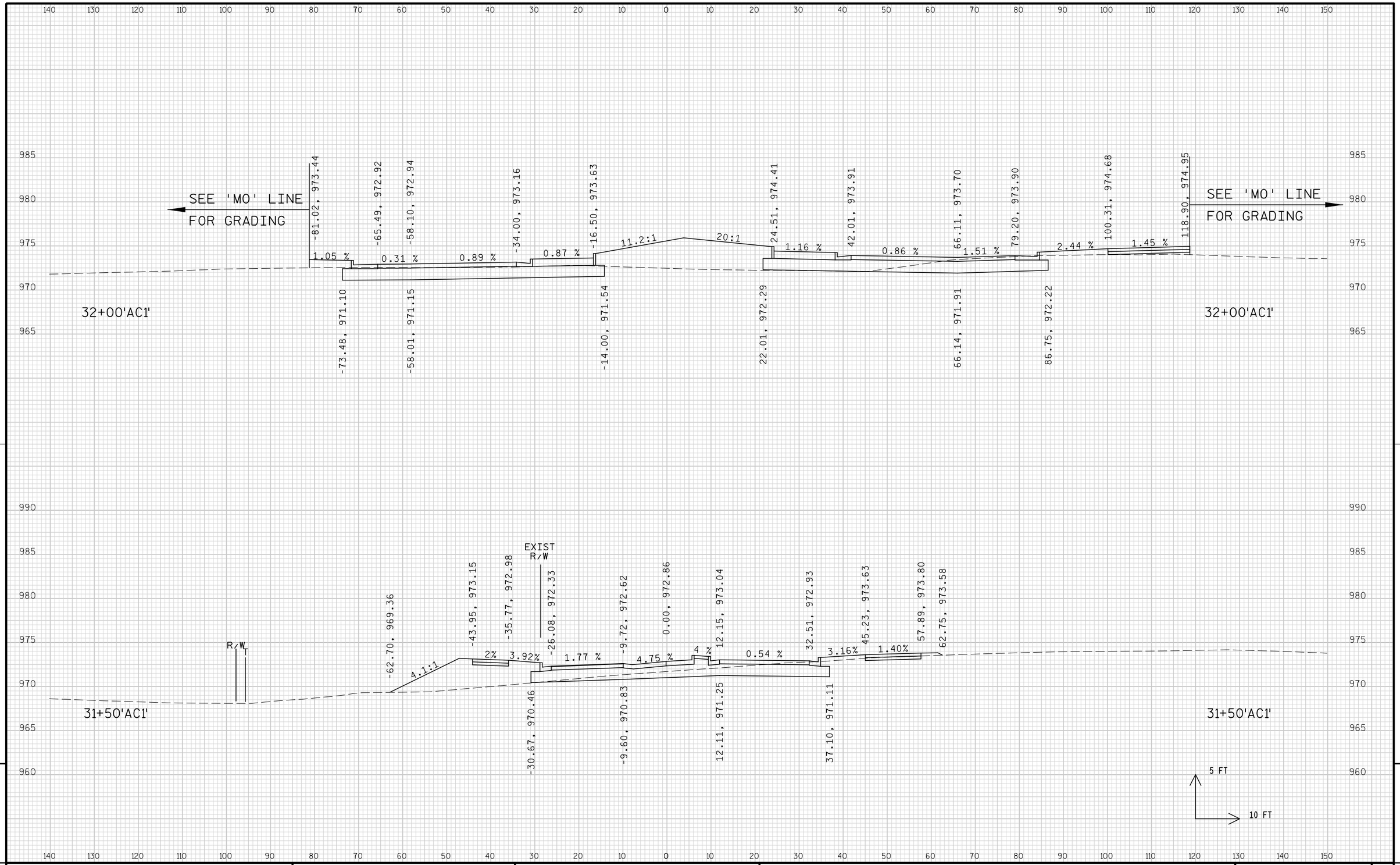


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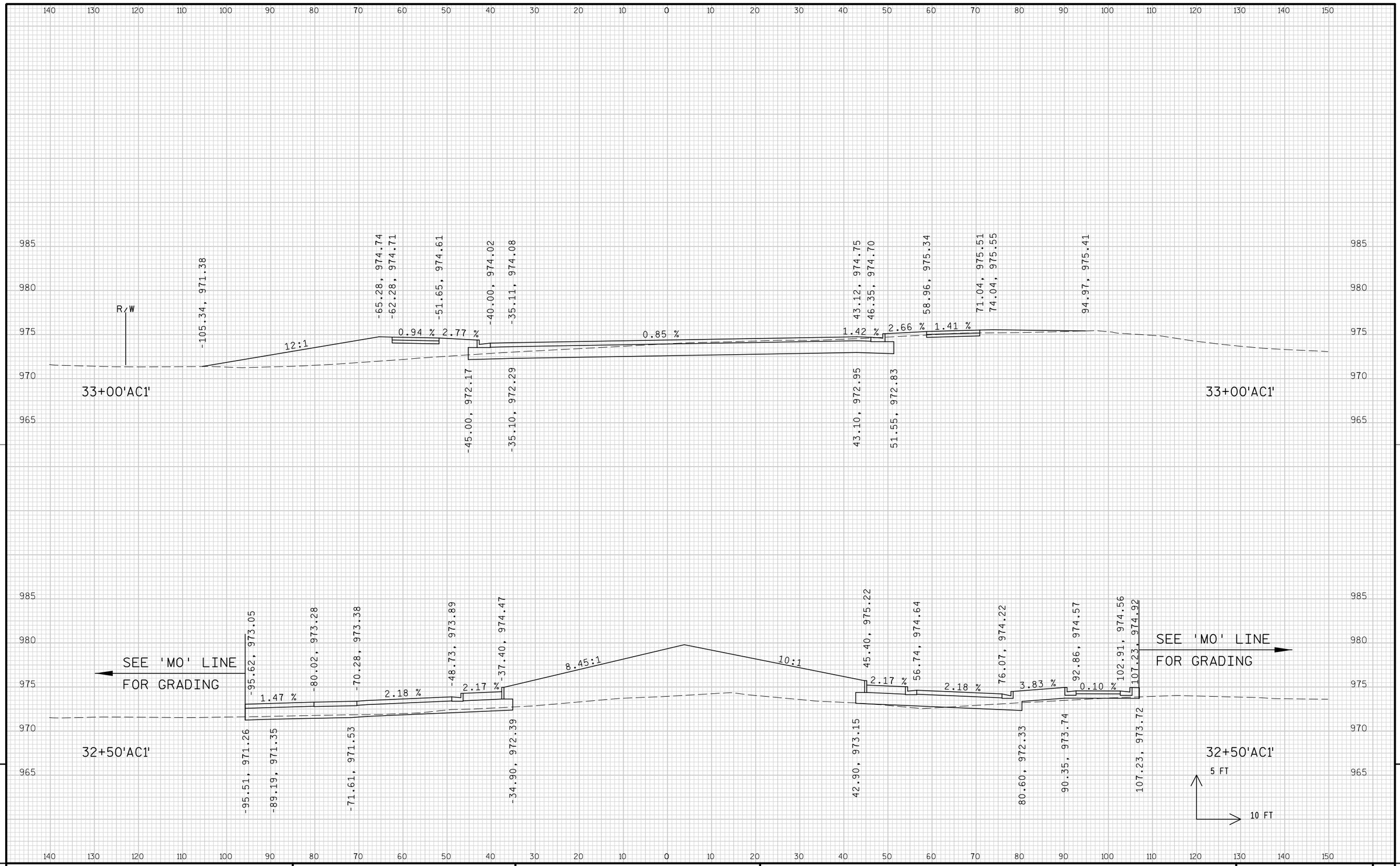
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1008	E

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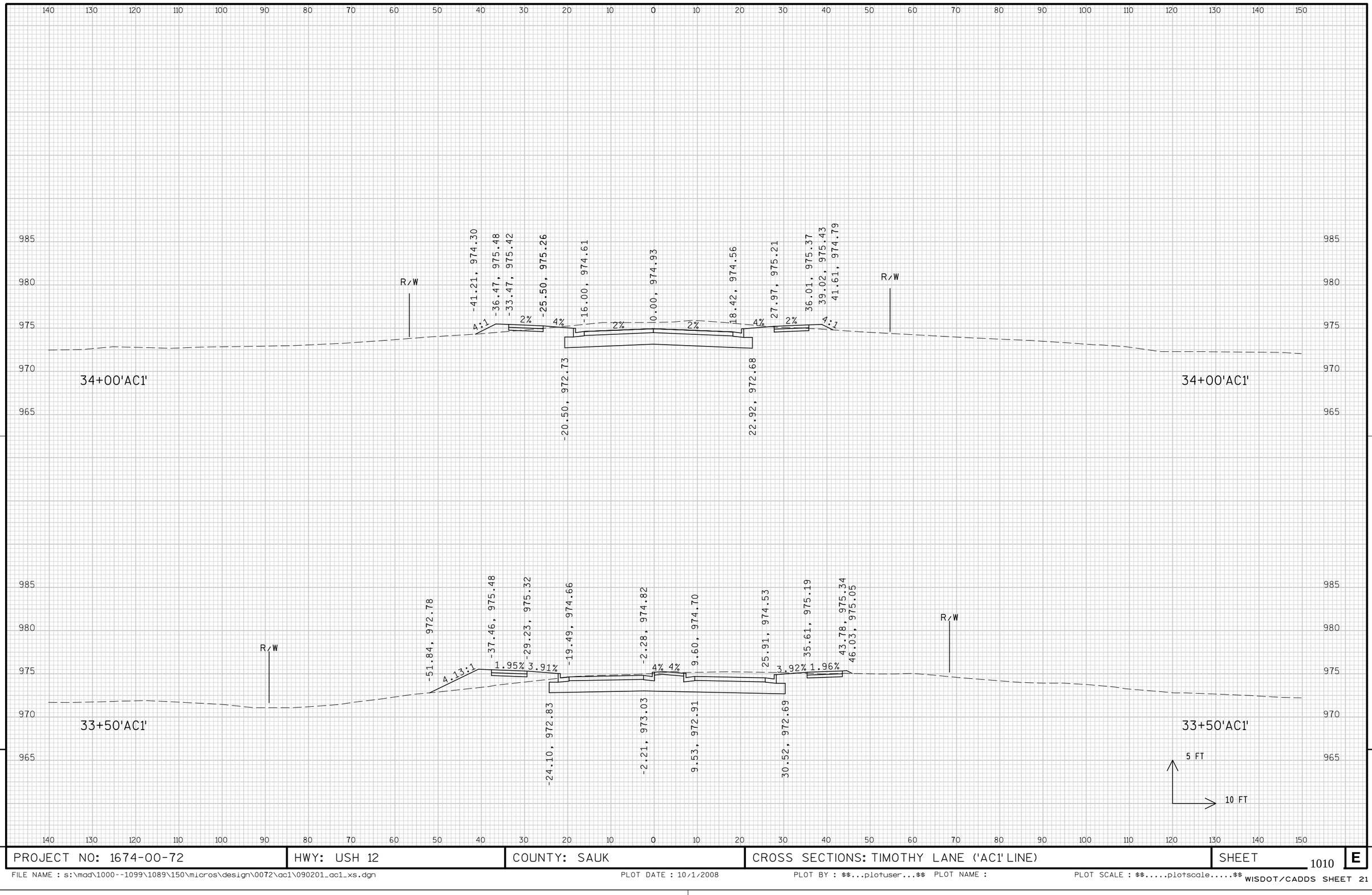


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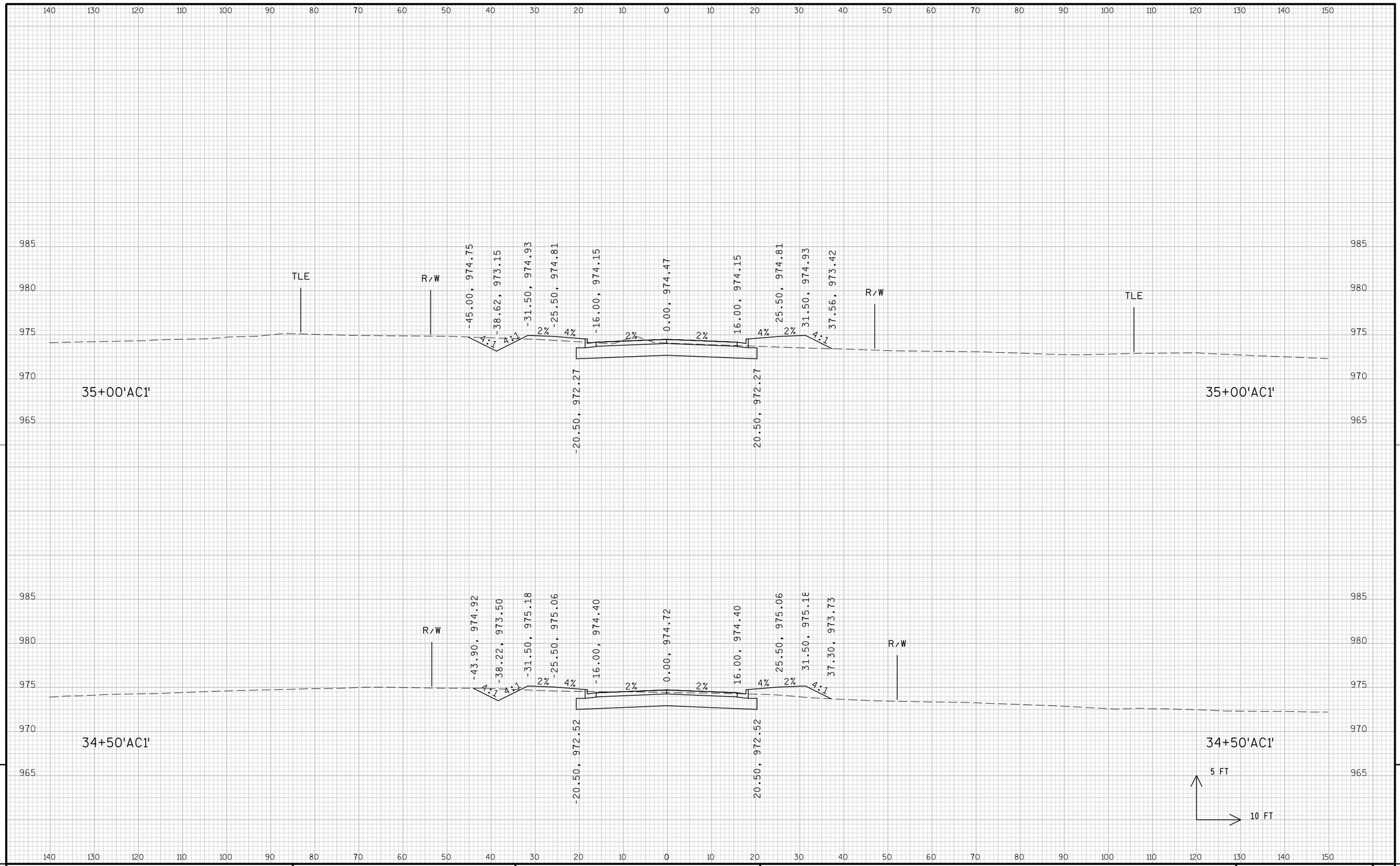
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1010	E

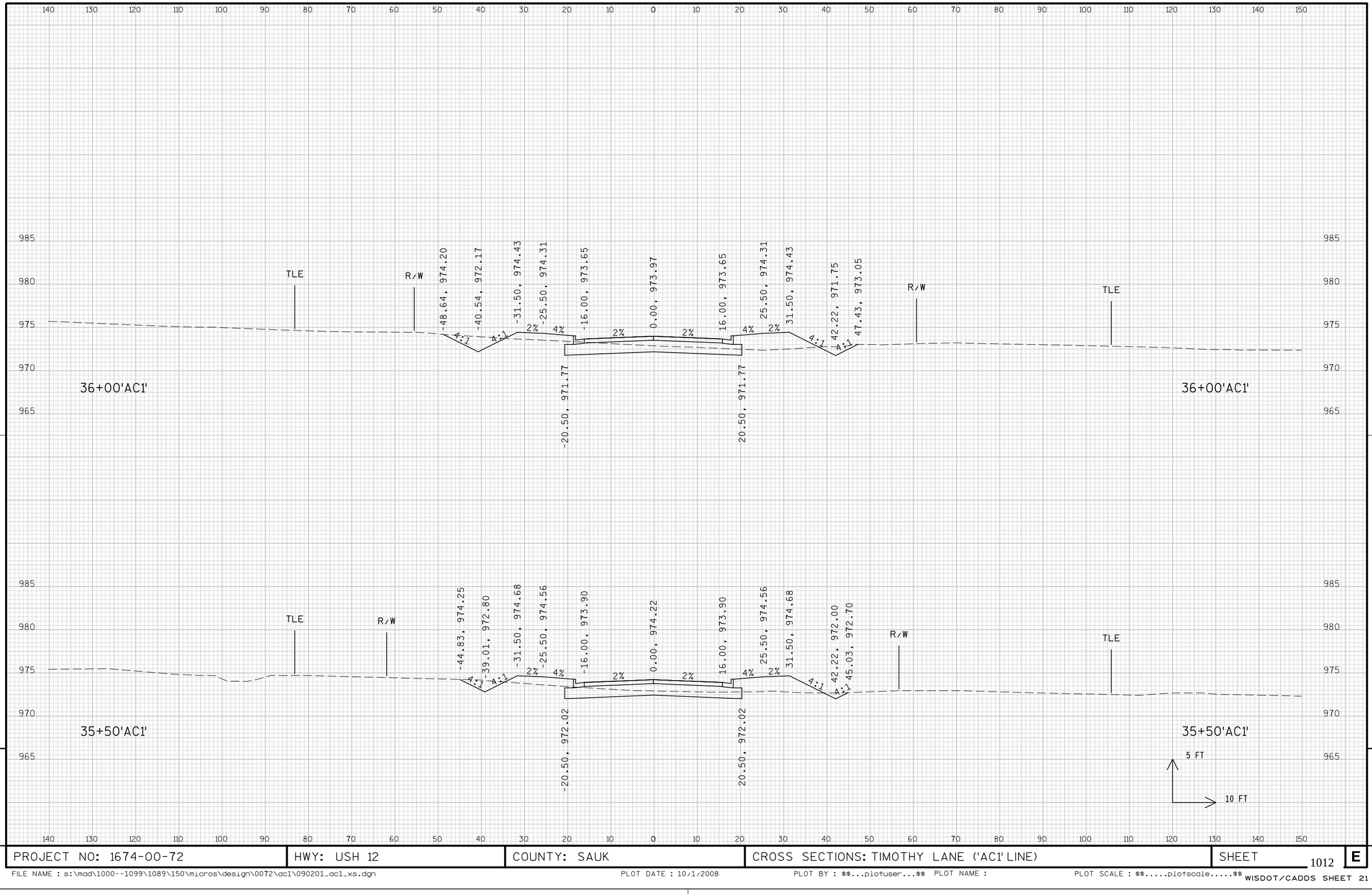
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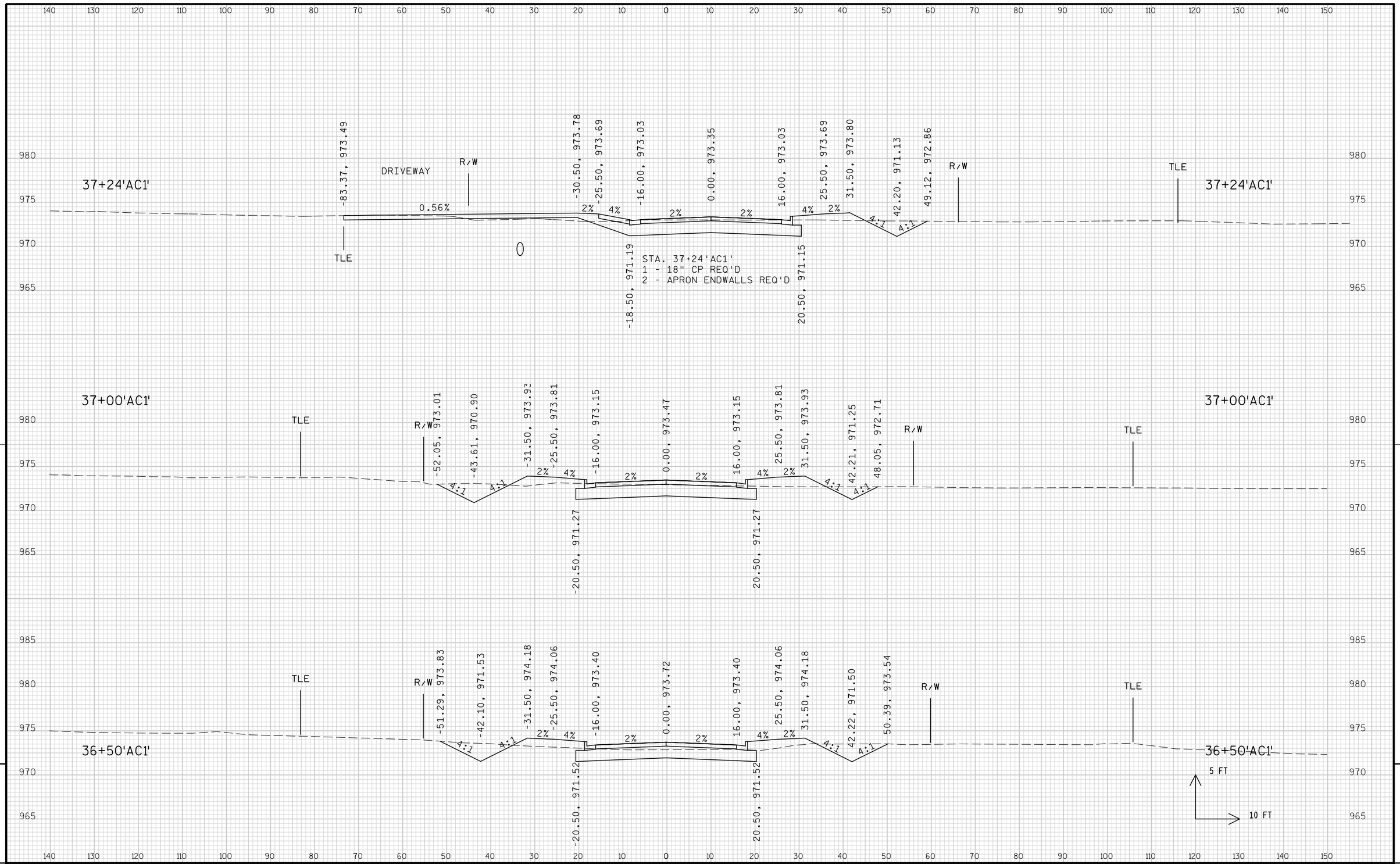
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1011	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1012 E

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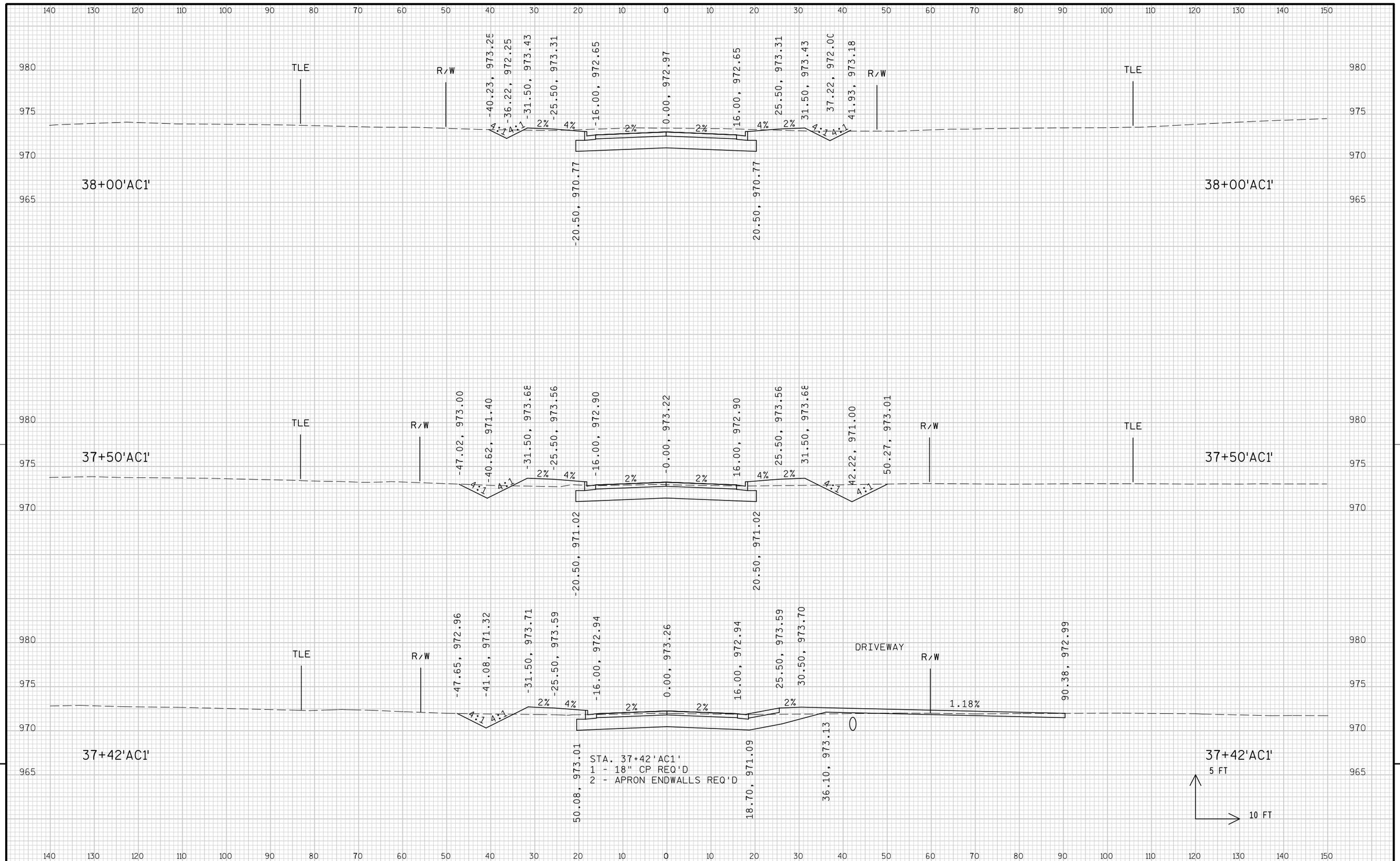


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1013	E

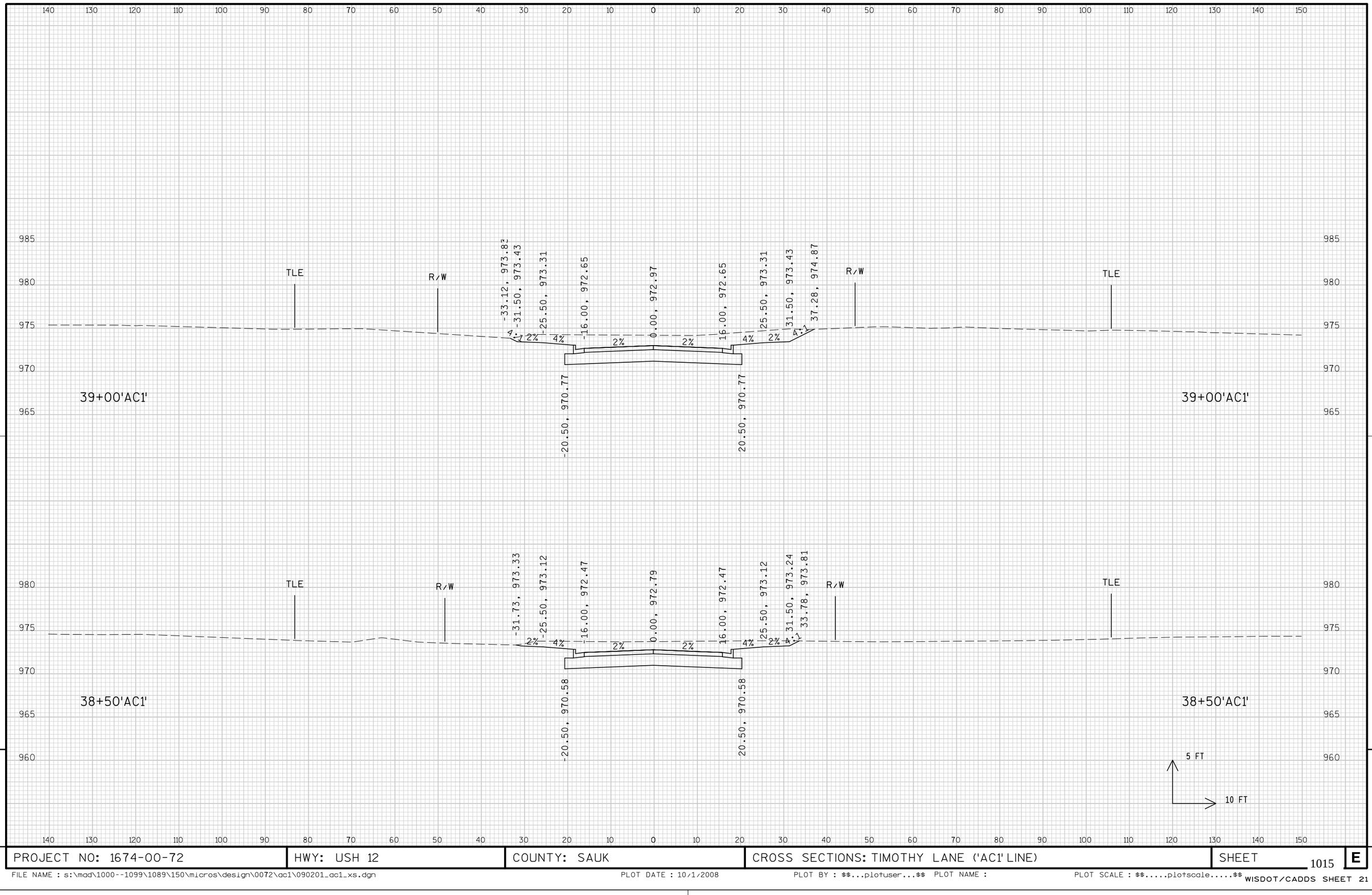
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1014	E



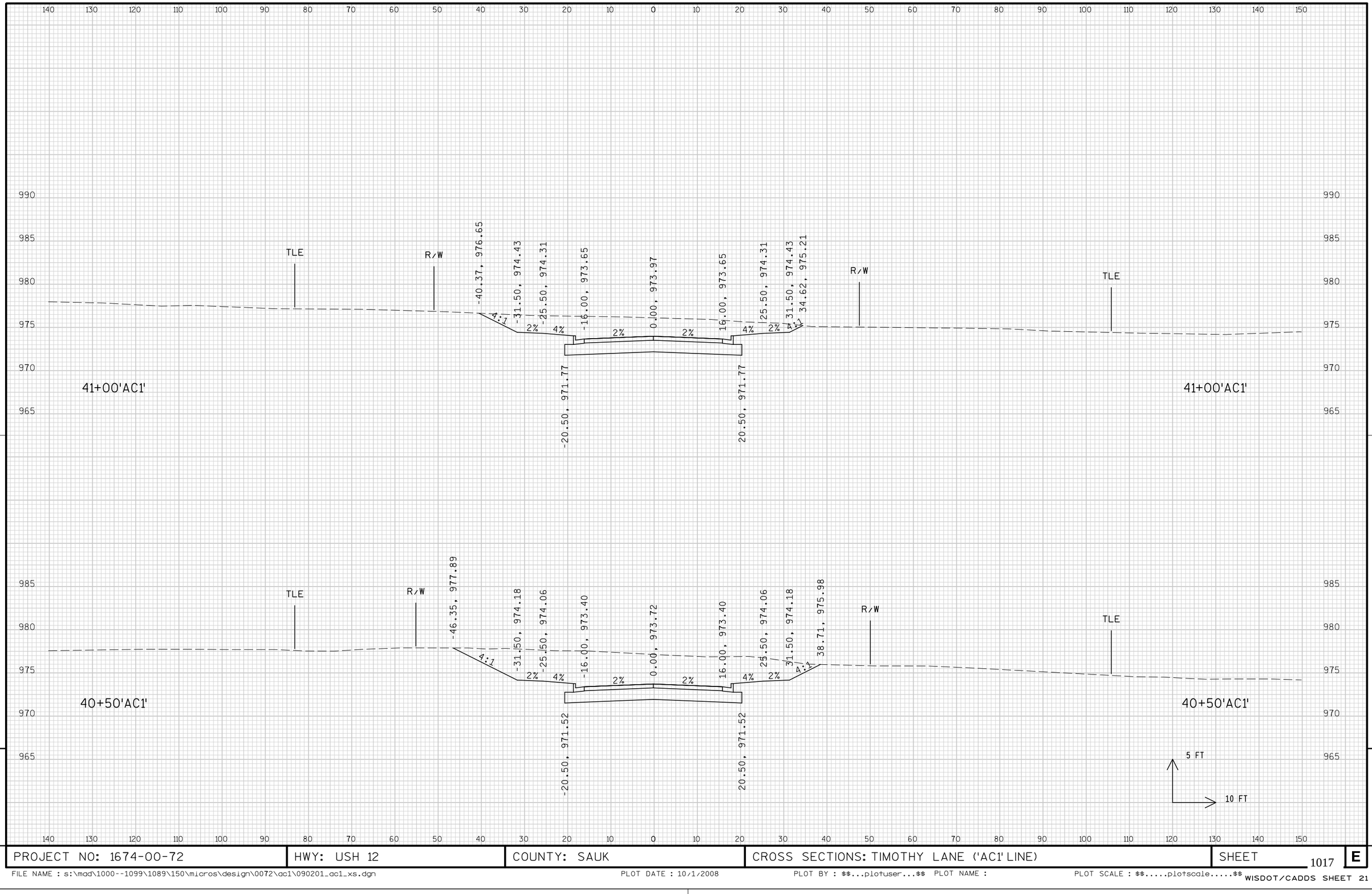
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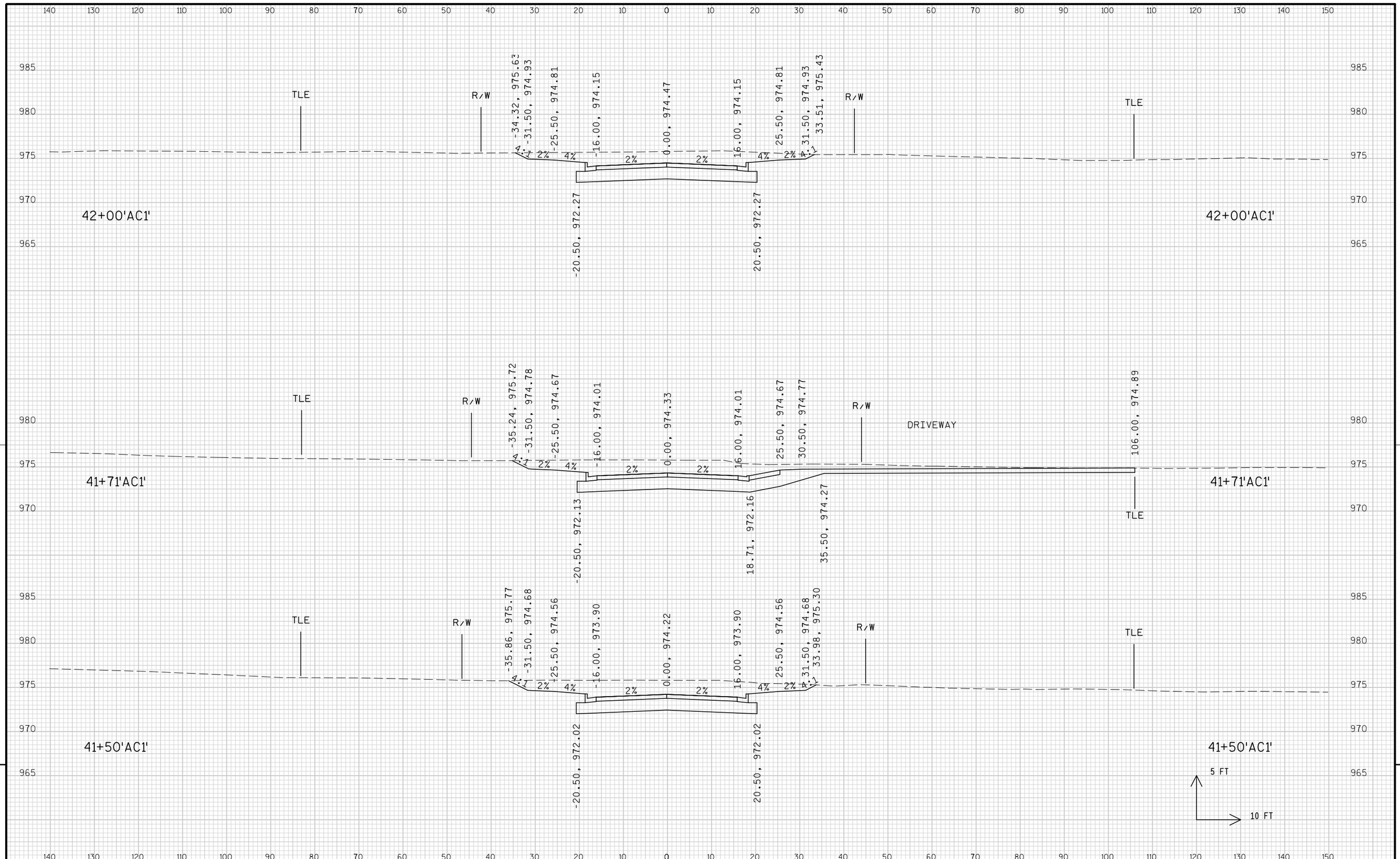
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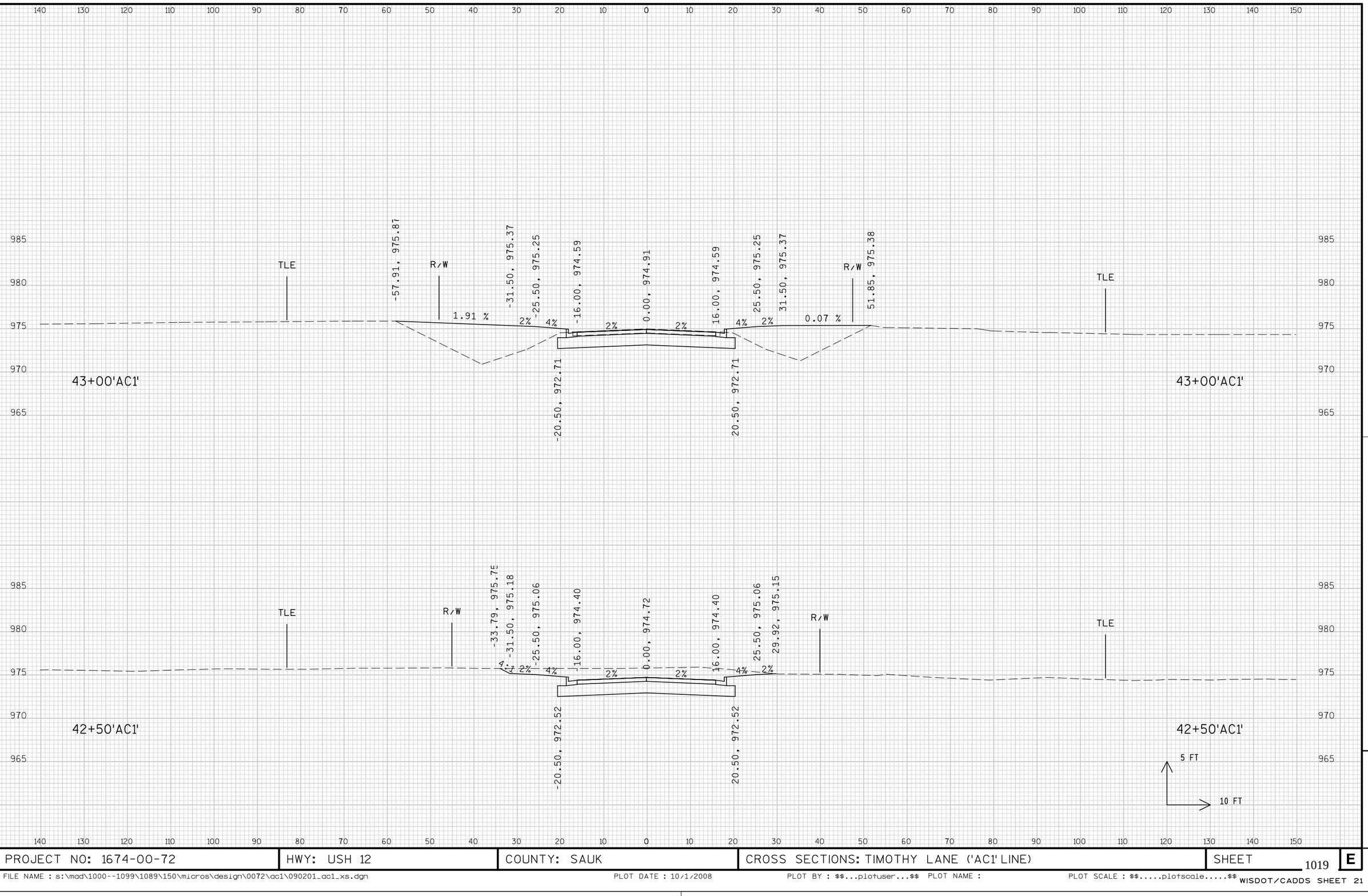
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1017	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1018	E

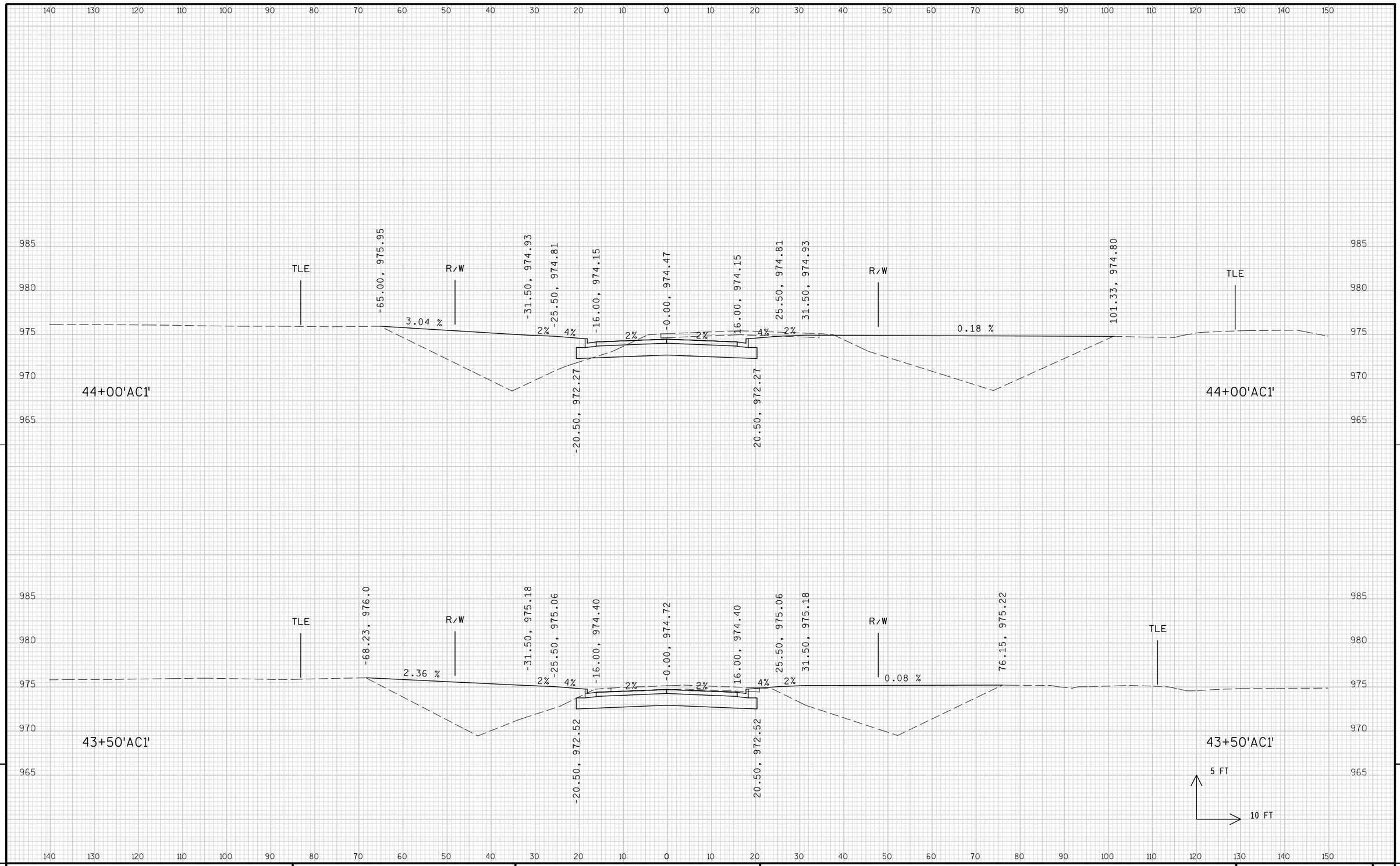


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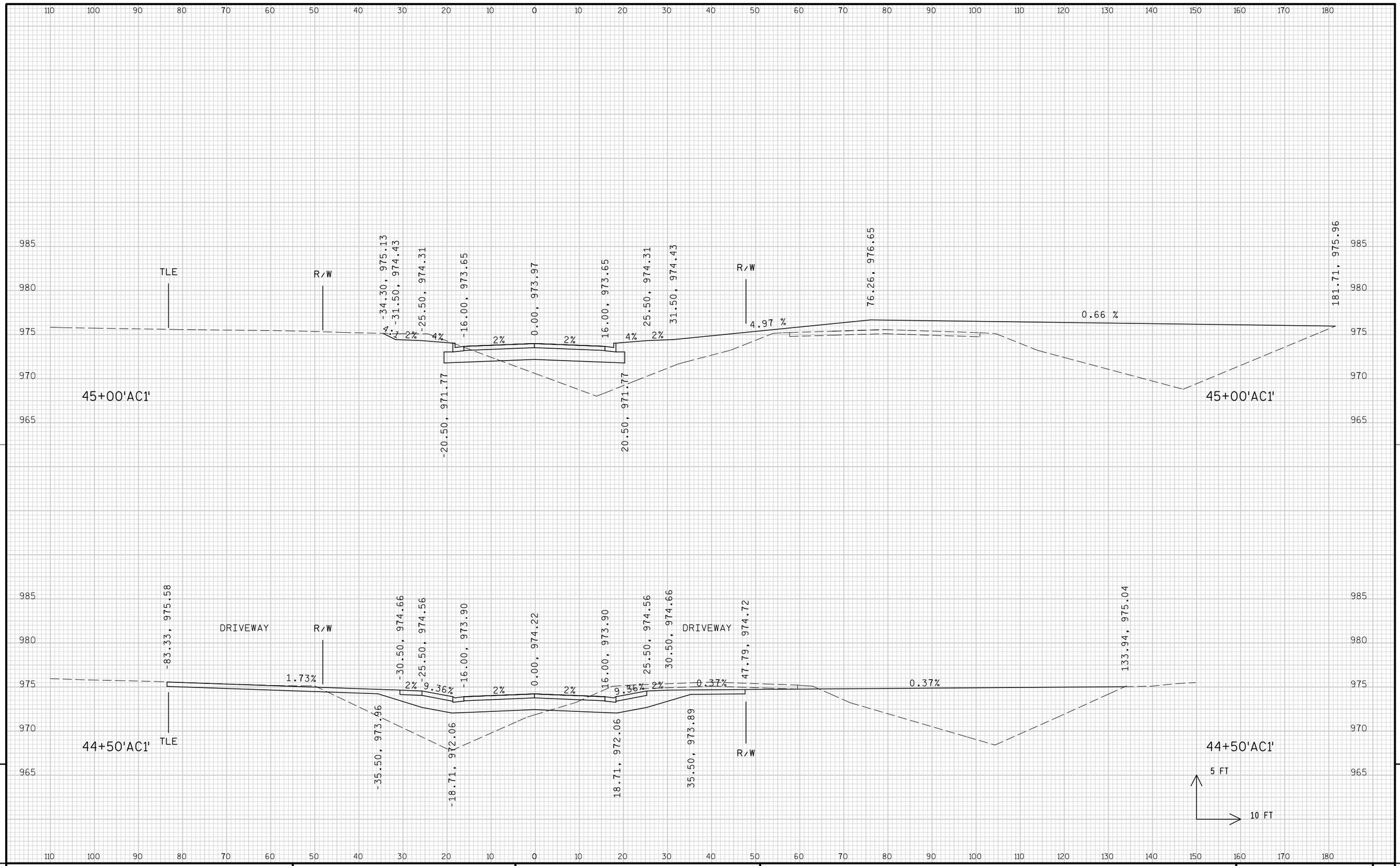
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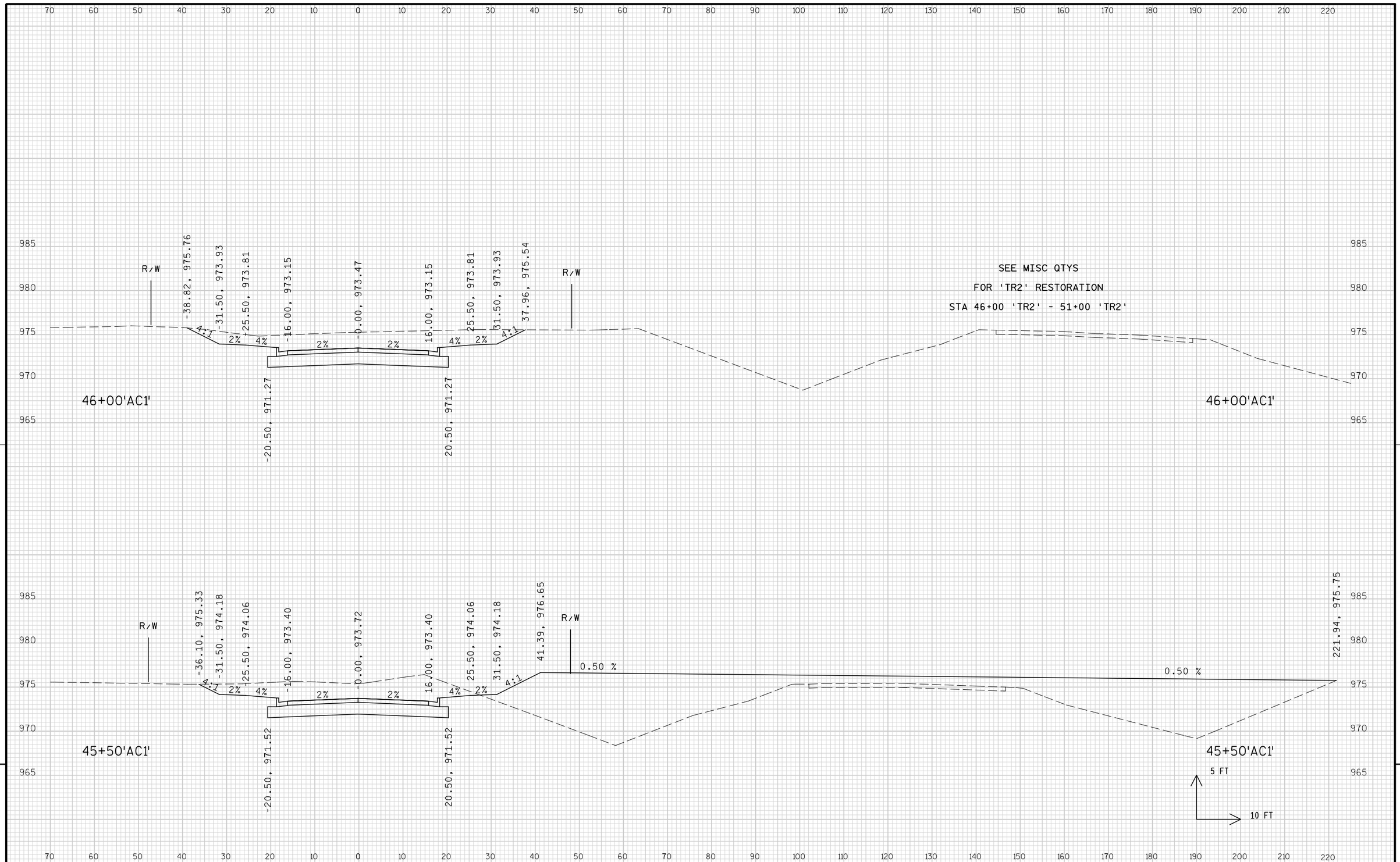
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1020	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1021	E

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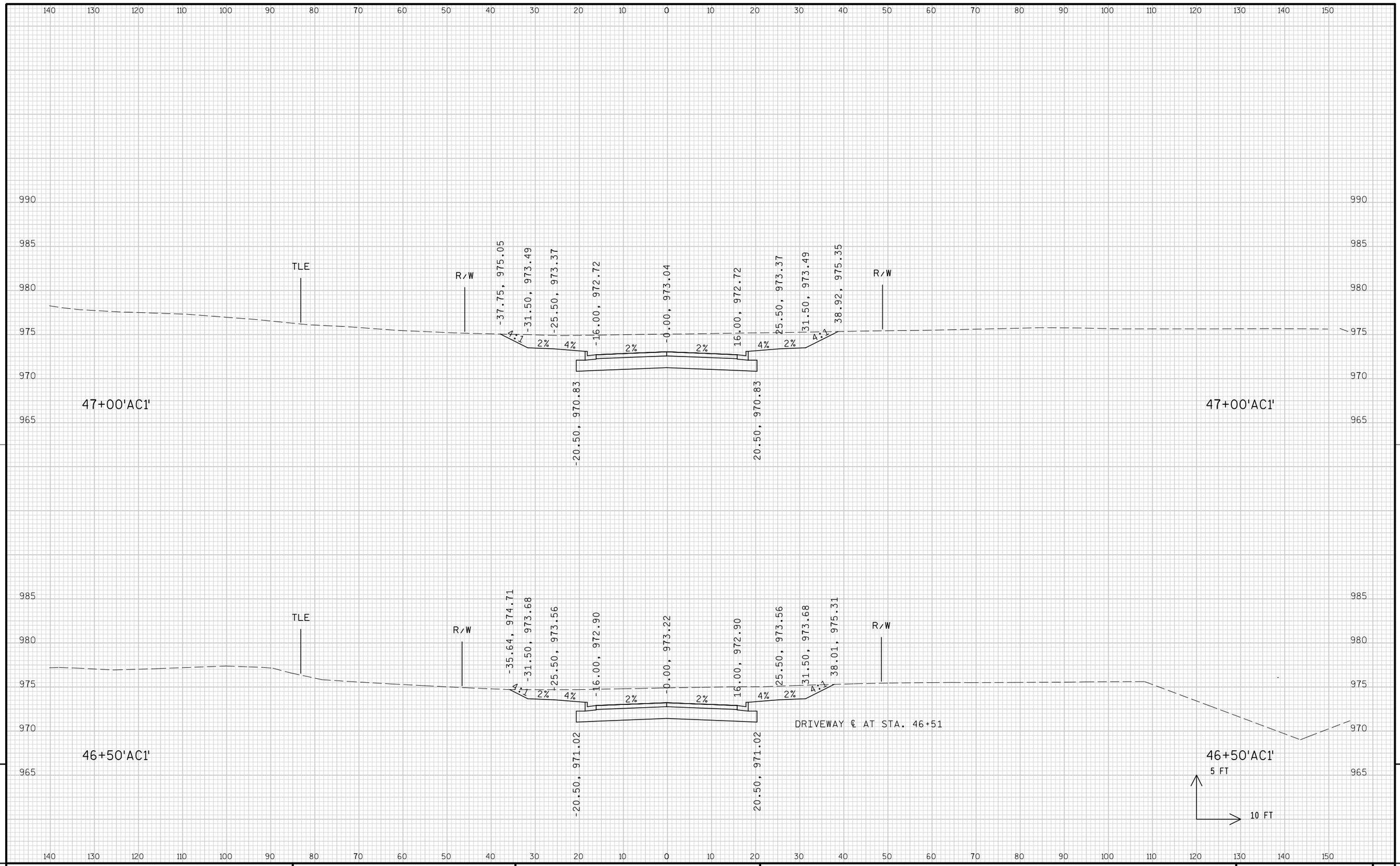
WISDOT/CADDS SHEET 21



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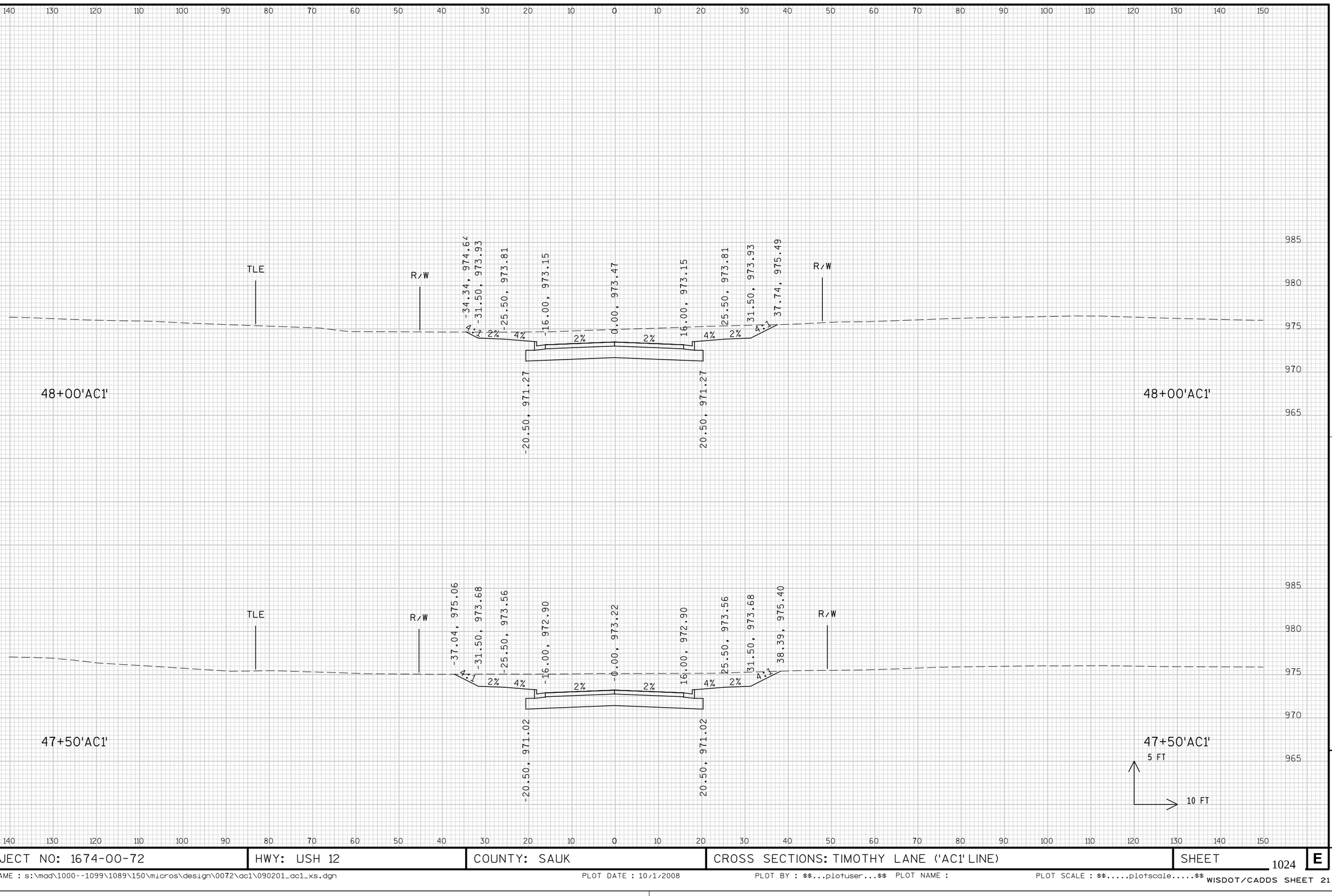
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1022	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1023	E

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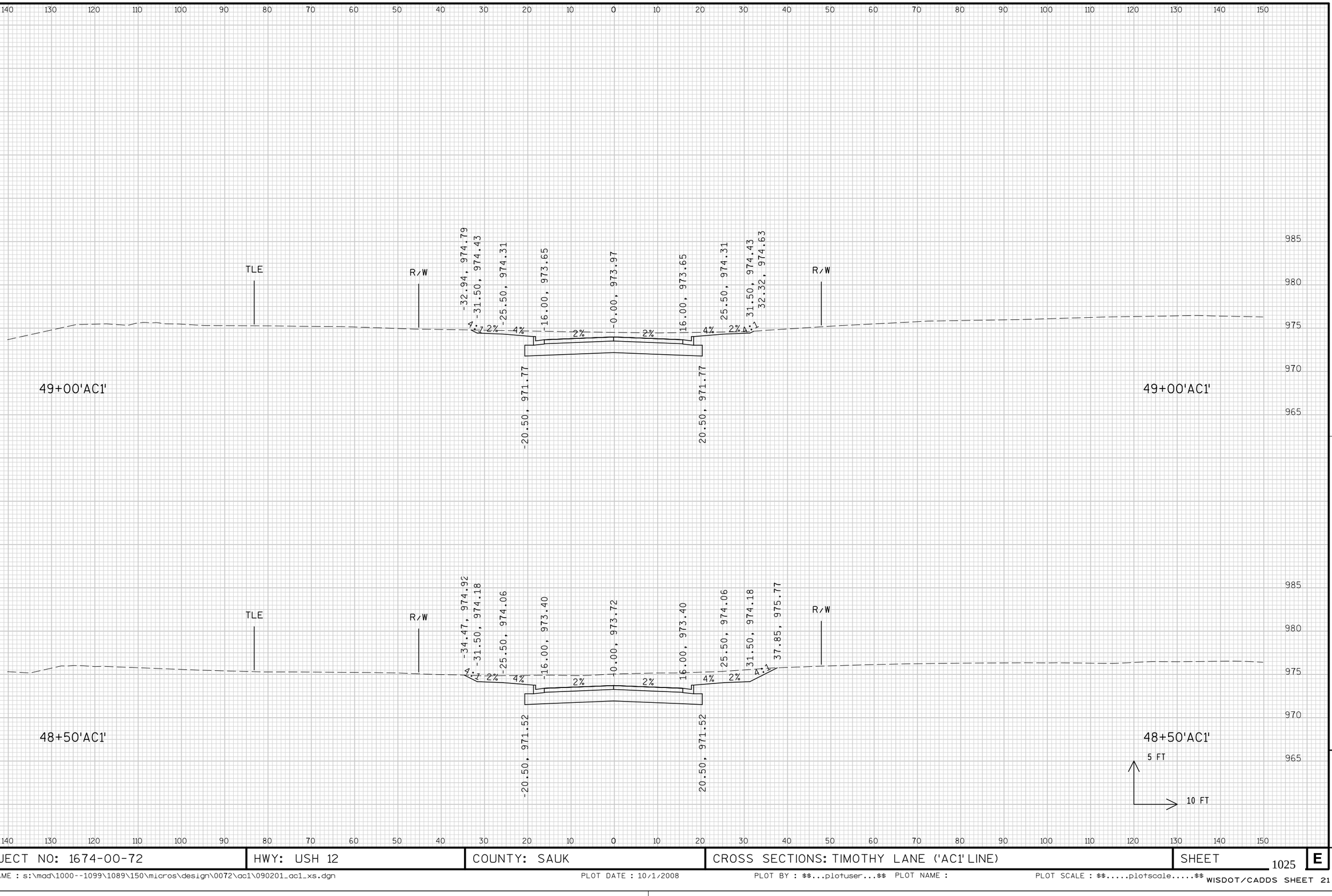


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1024	E

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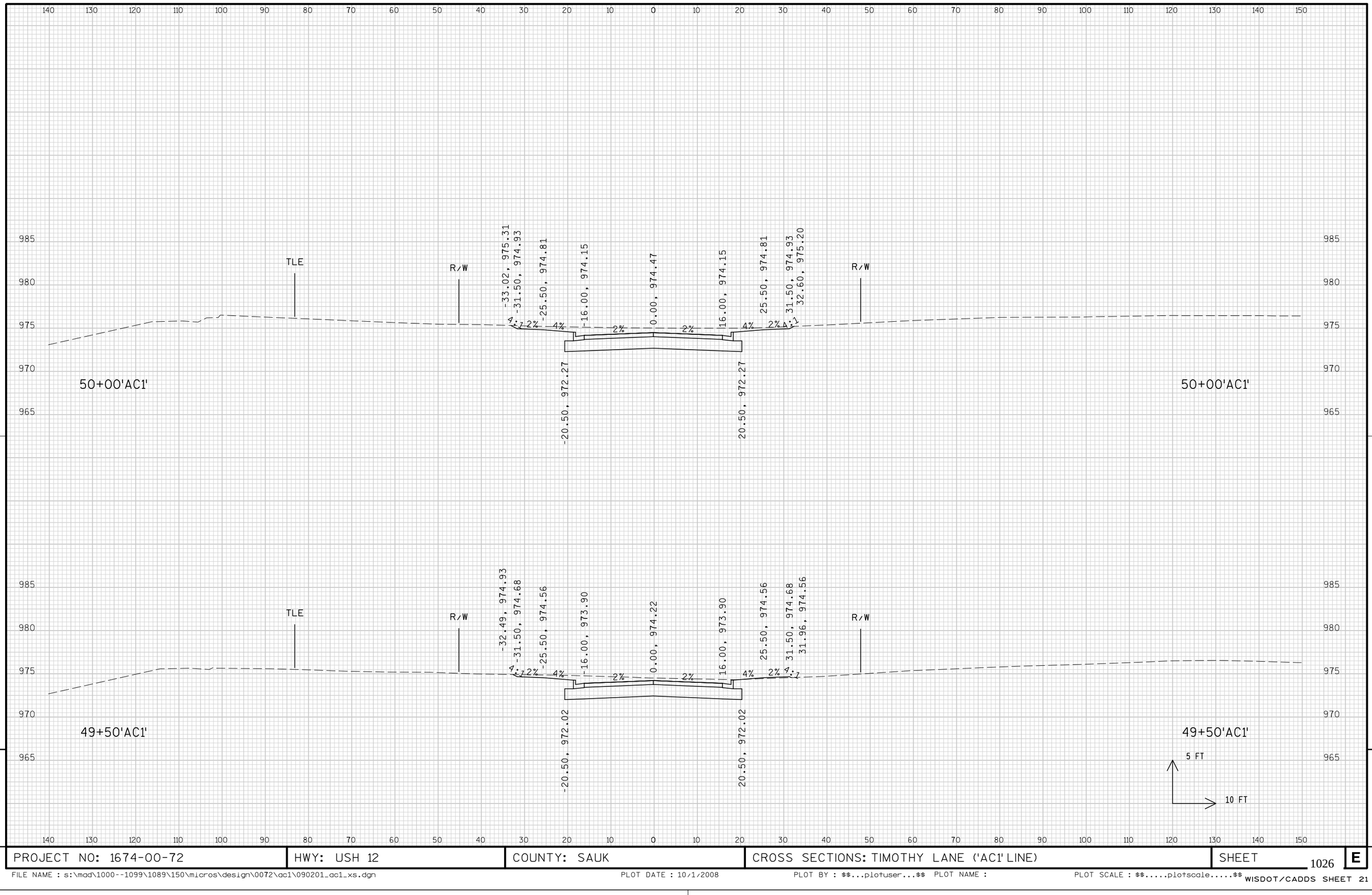


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1025	E

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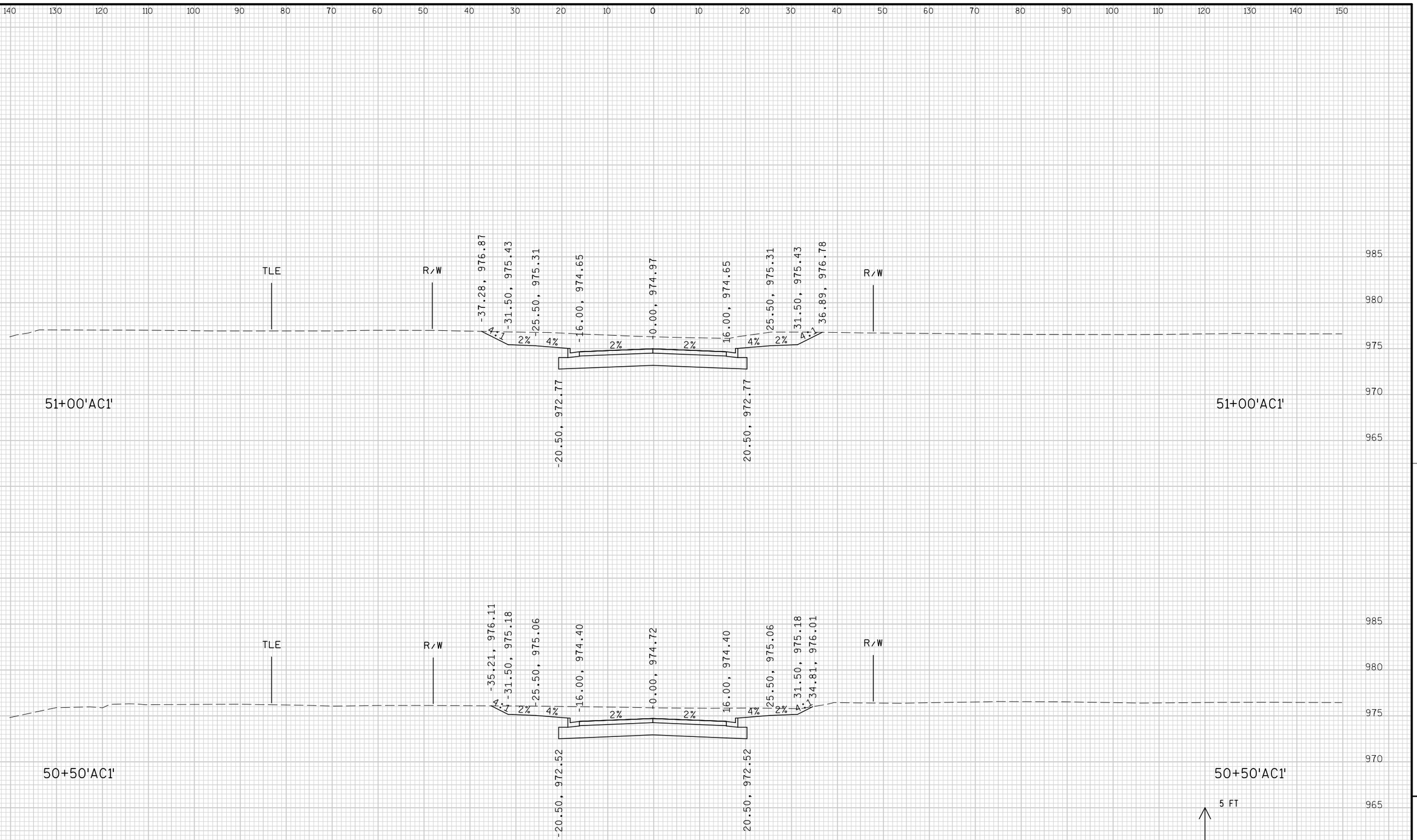


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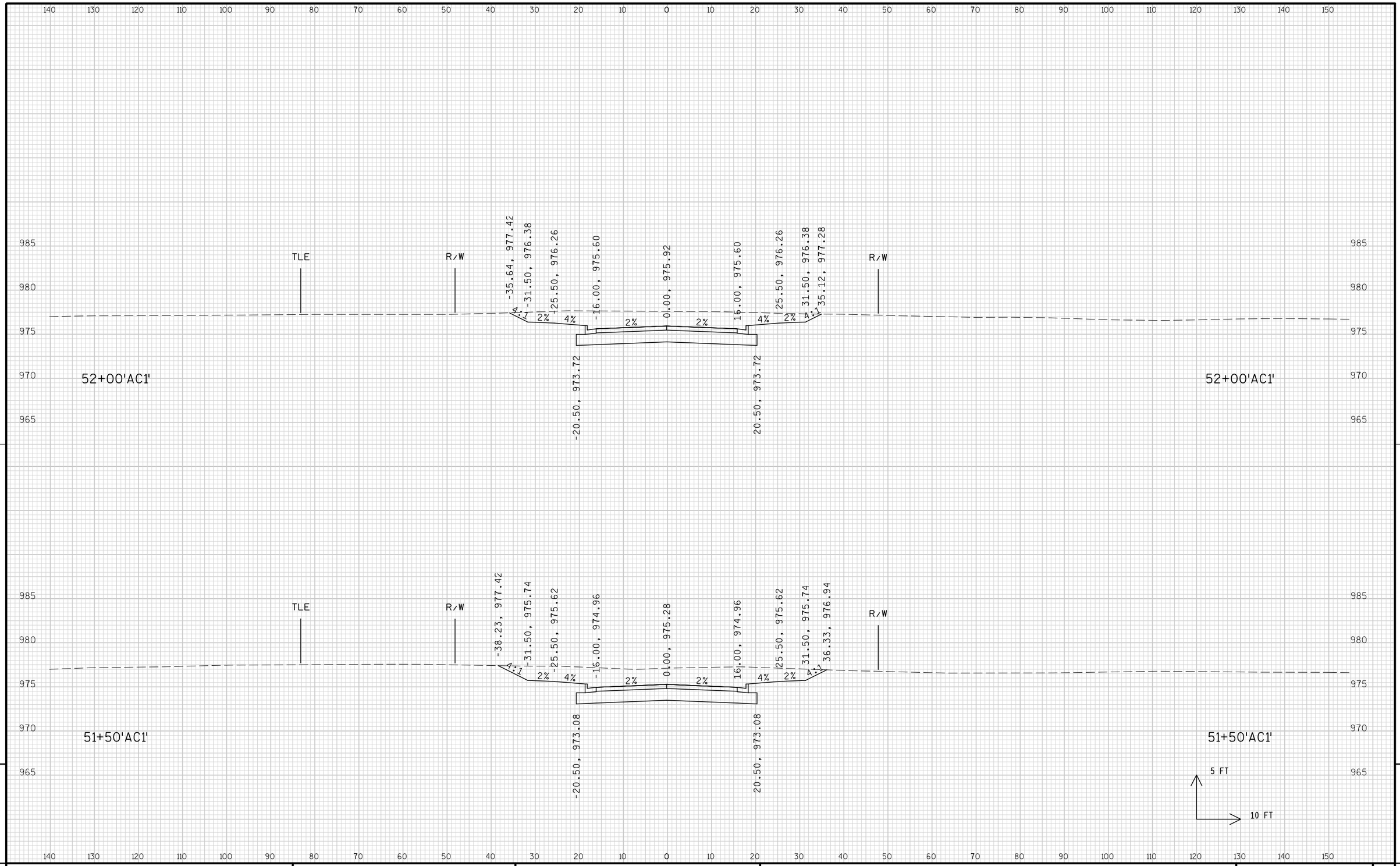
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1026	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1027	E



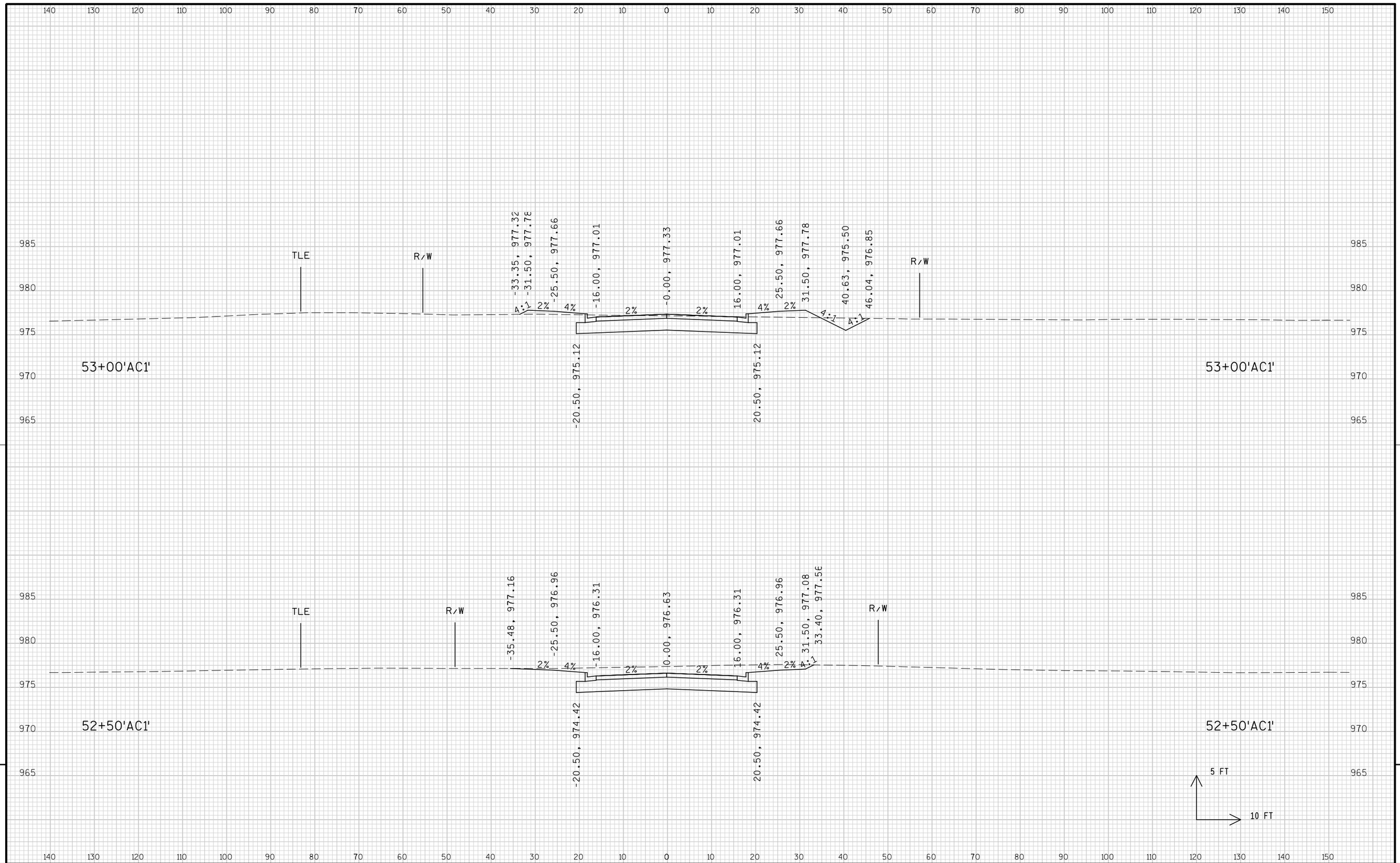
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1028	E

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WISDOT/CADDS SHEET 21



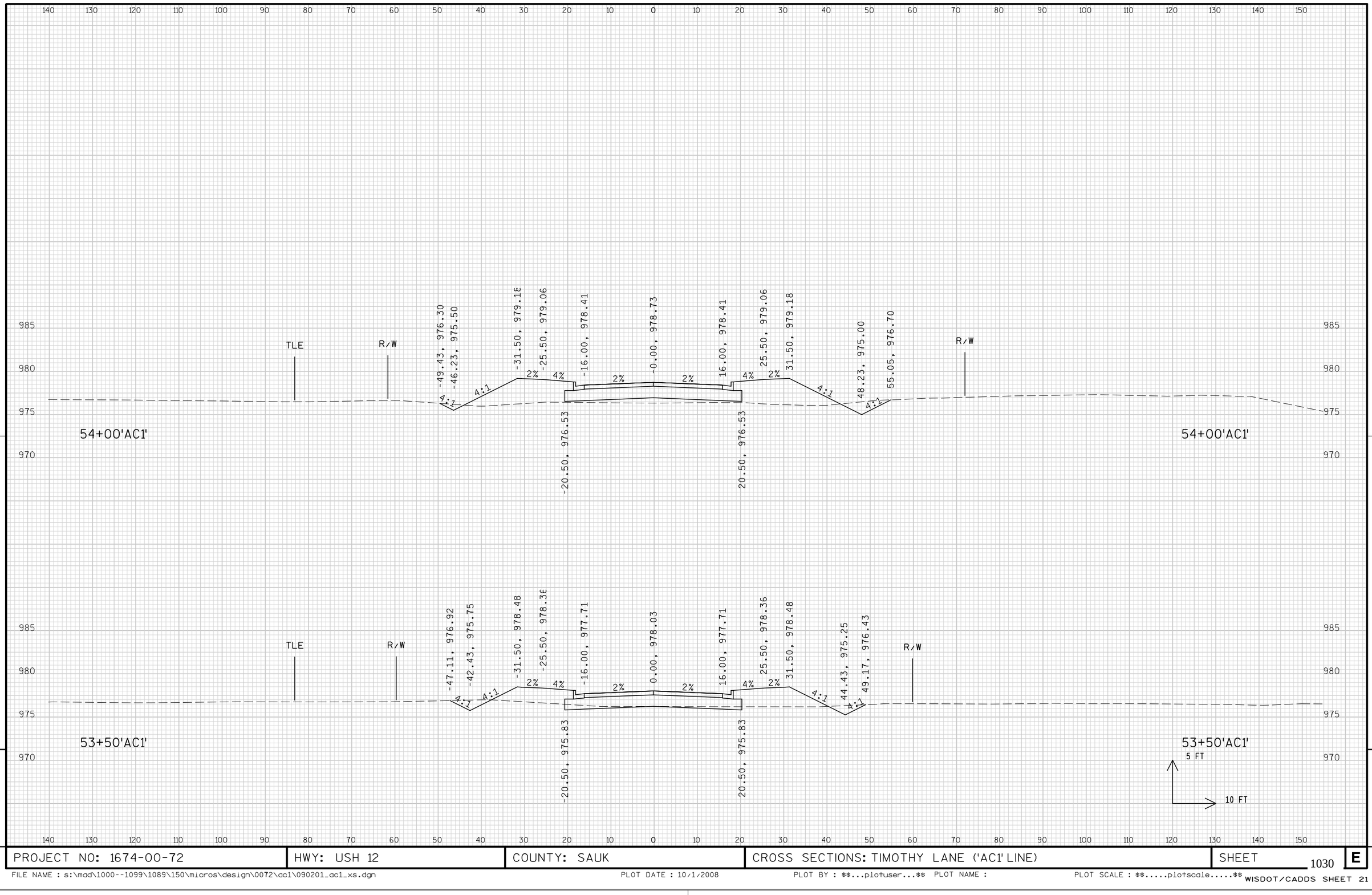
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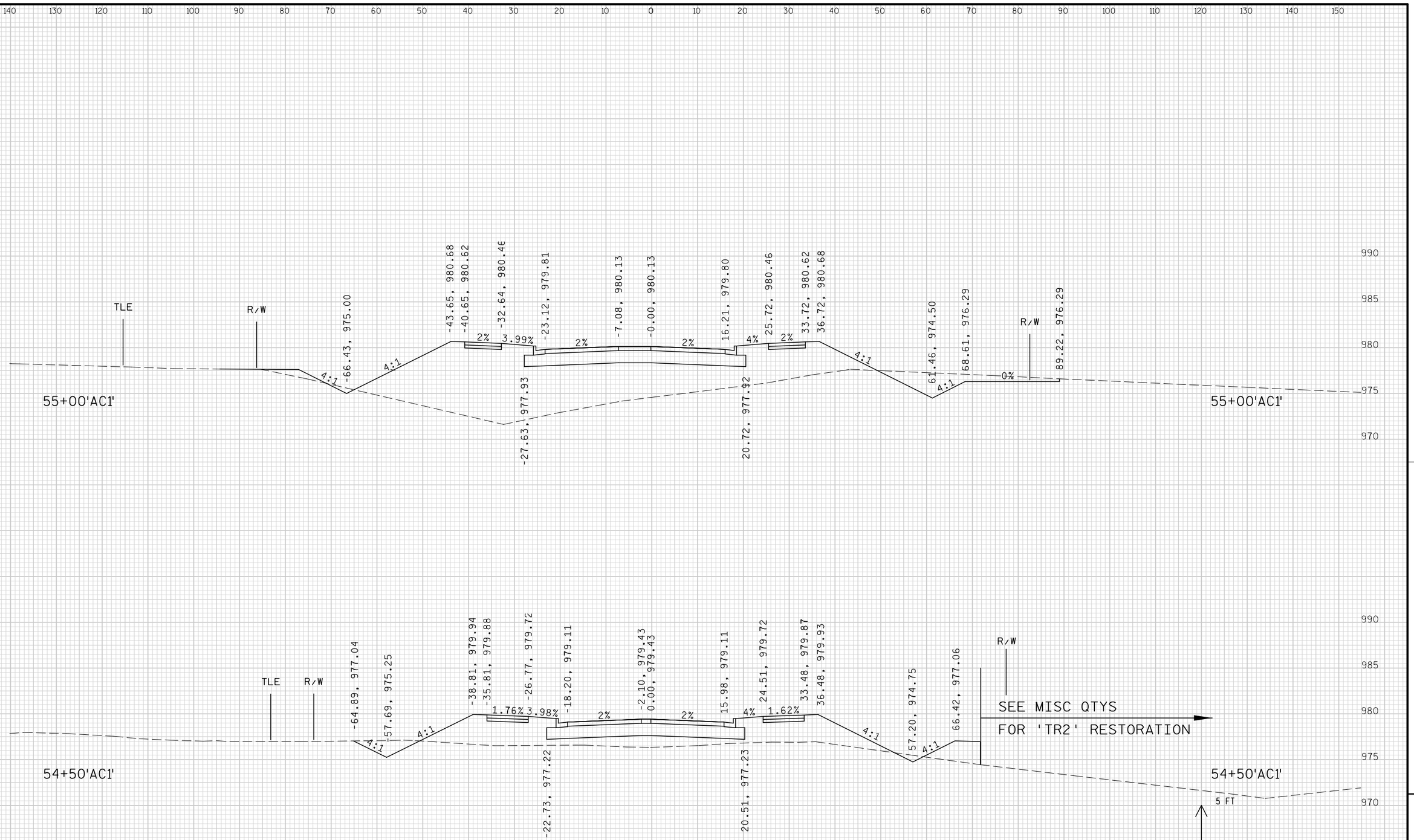
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1029	E

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WISDOT/CADDS SHEET 21

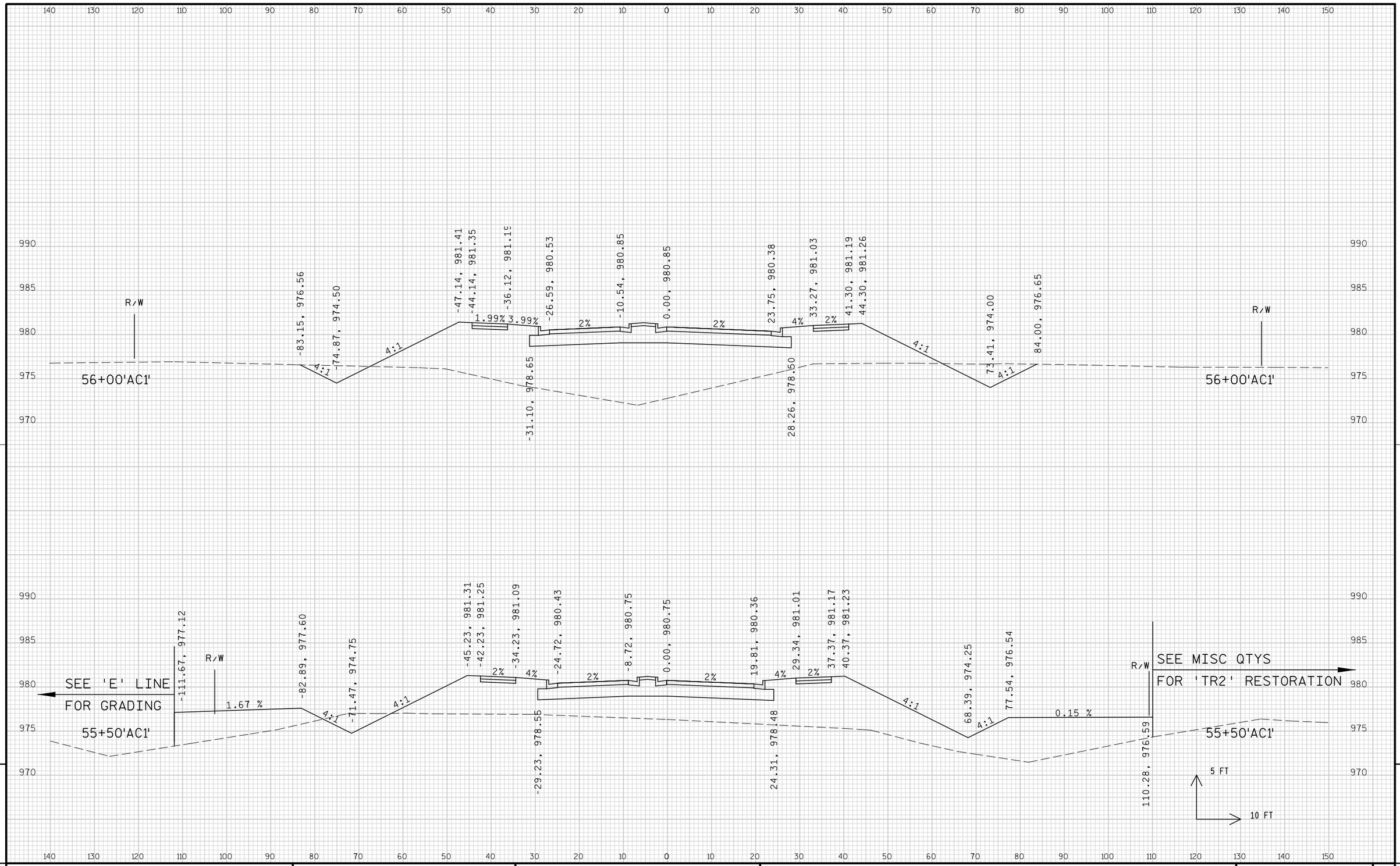


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1030	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1031 E

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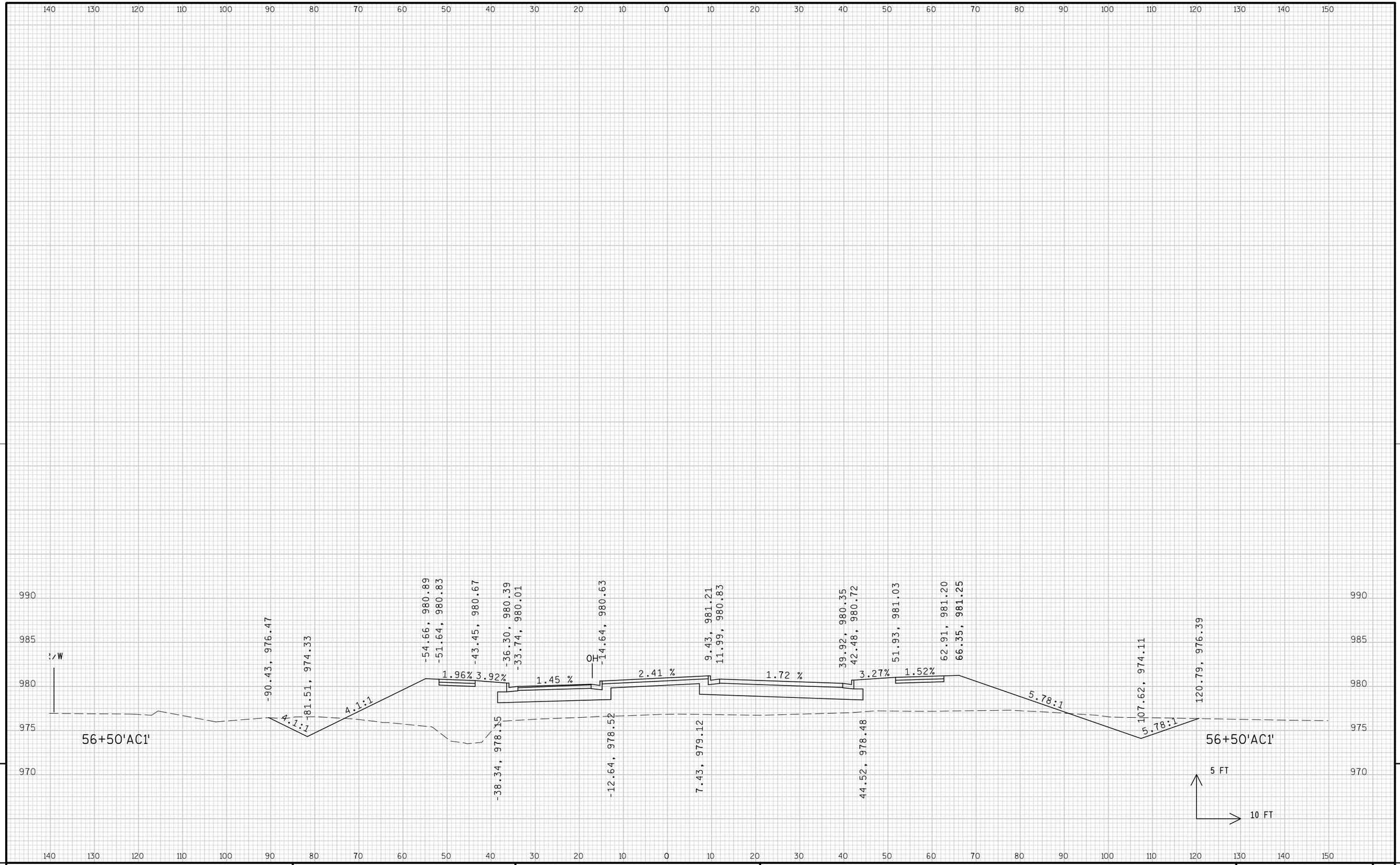


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1032	E

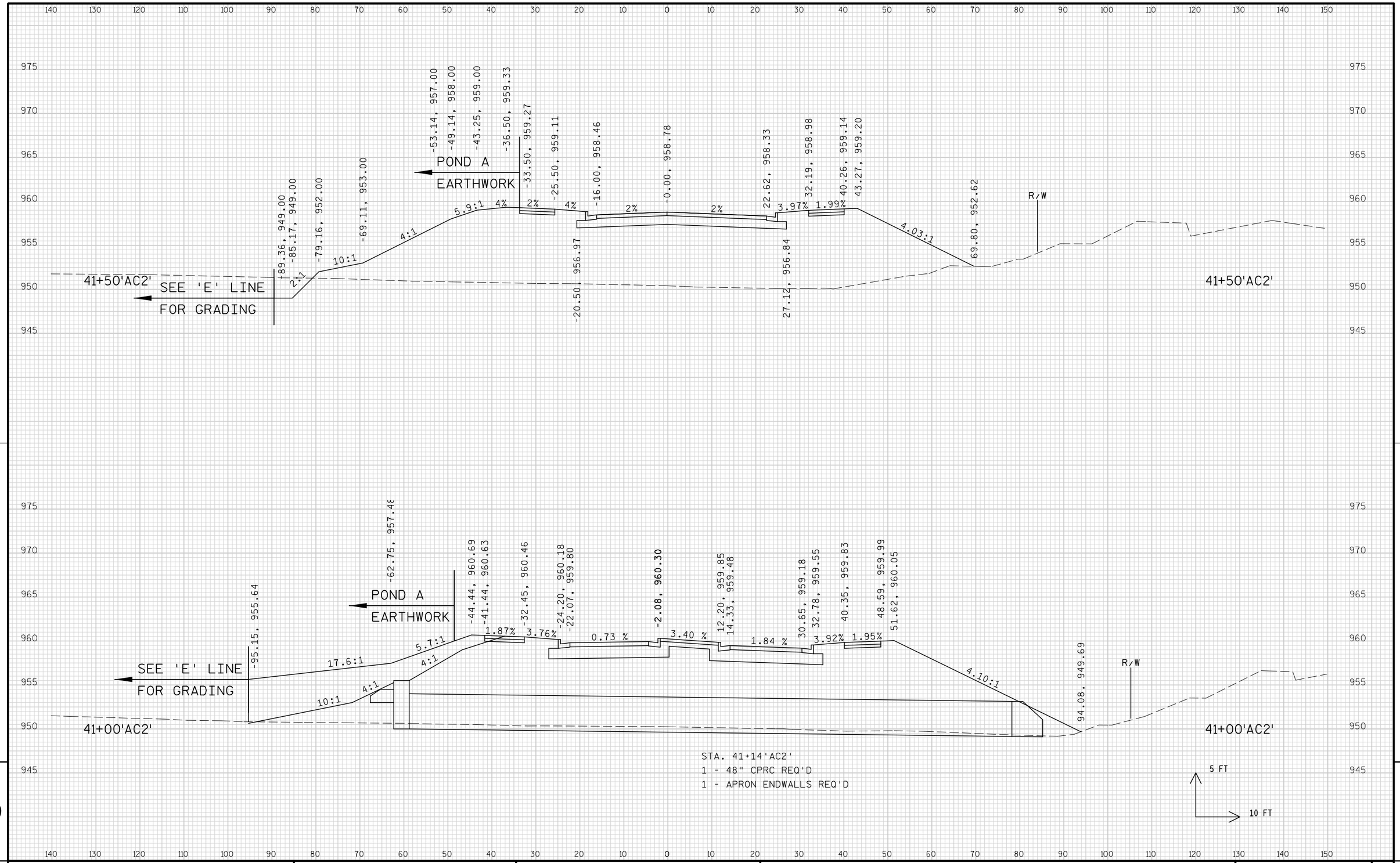
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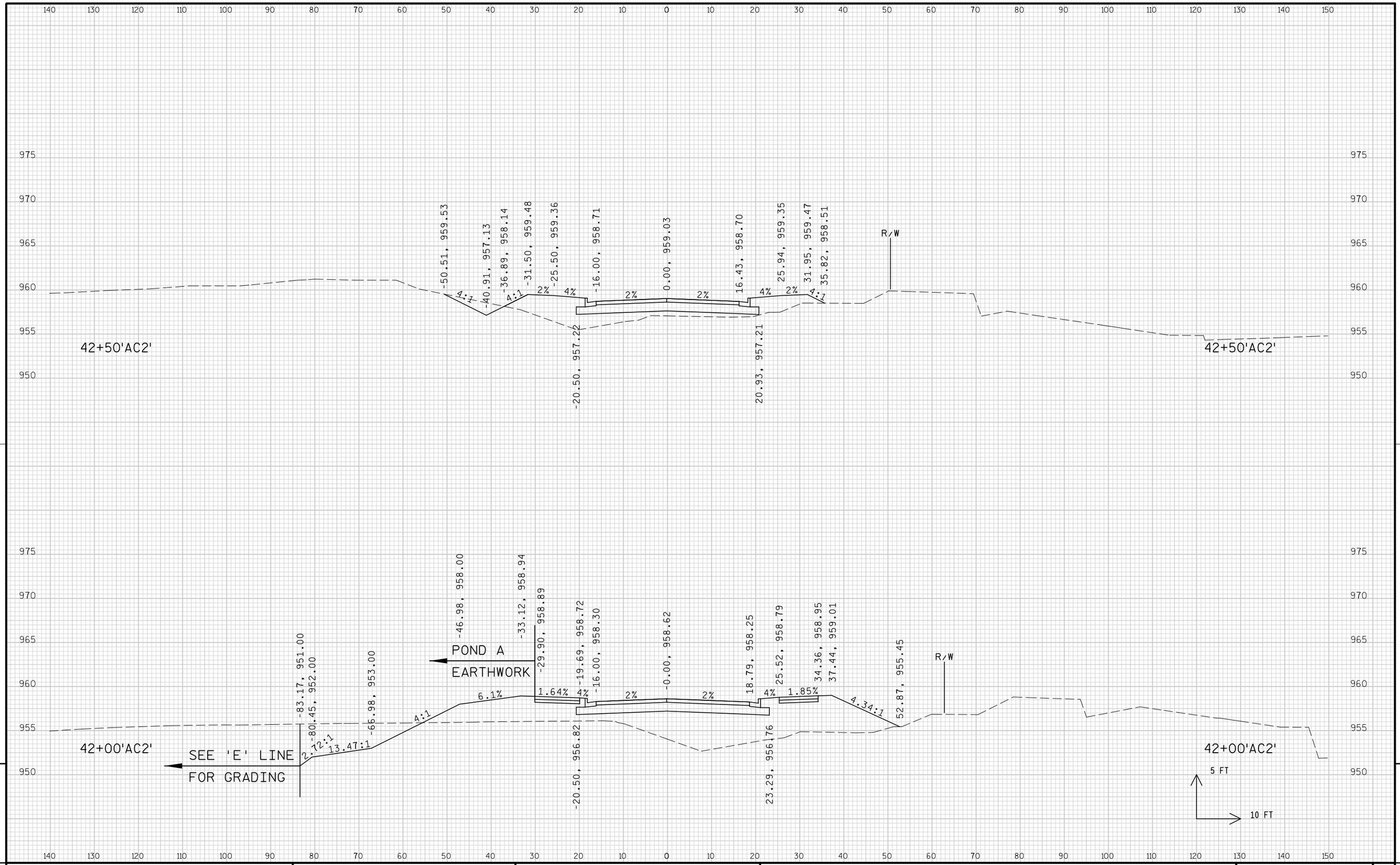
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TIMOTHY LANE ('AC1' LINE)	SHEET 1033	E

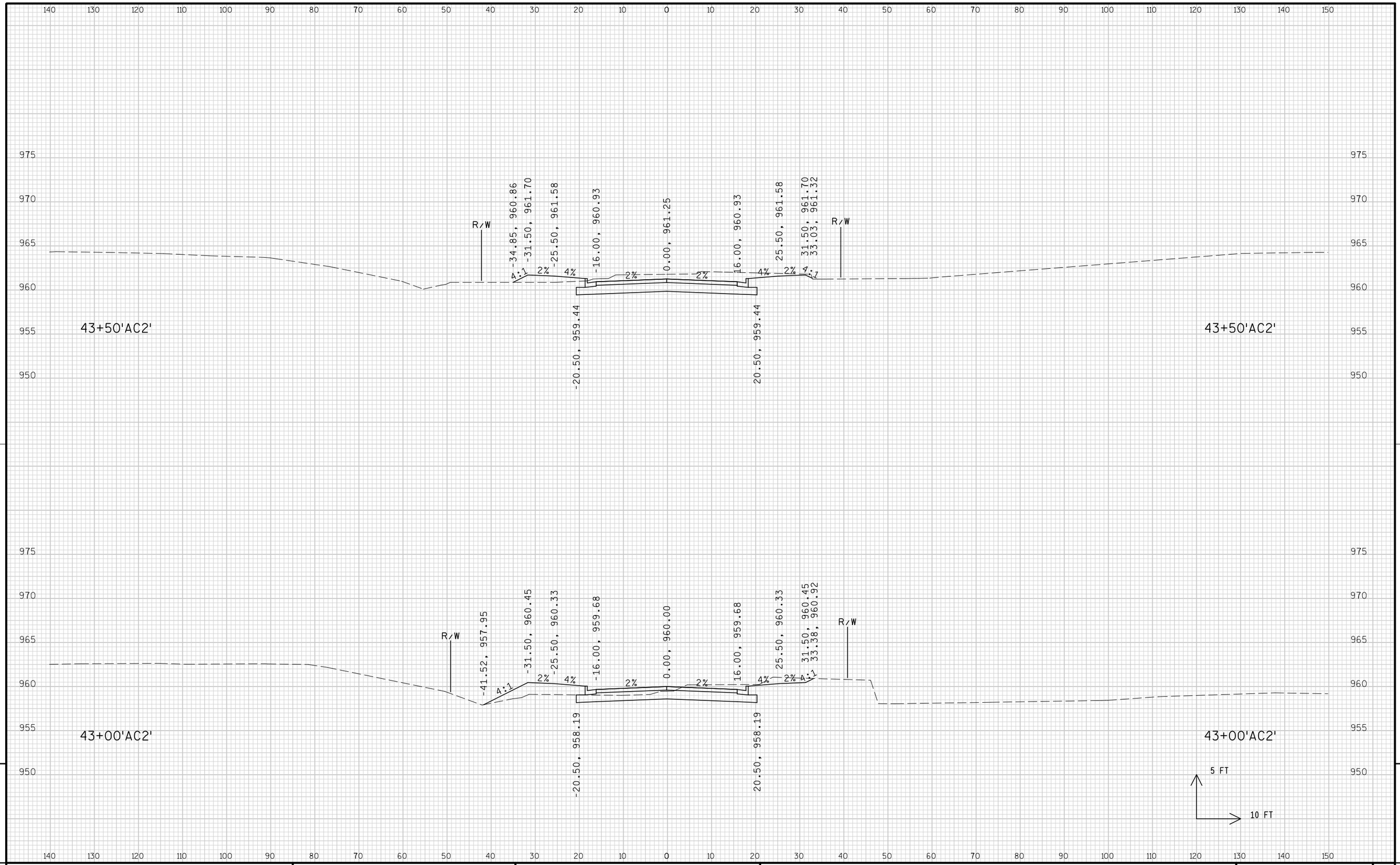


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1034	E



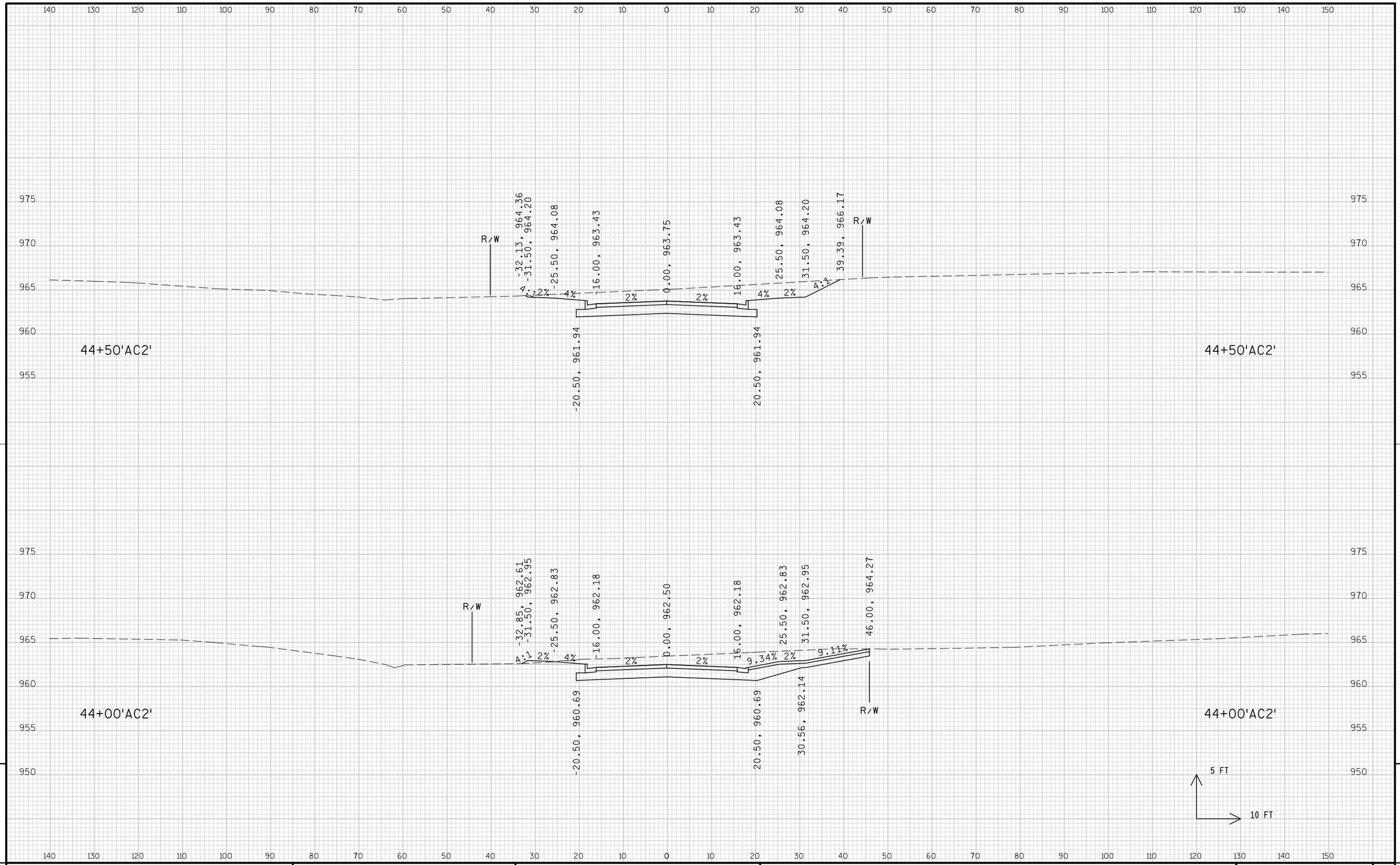
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1035 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac2\090201_ac2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

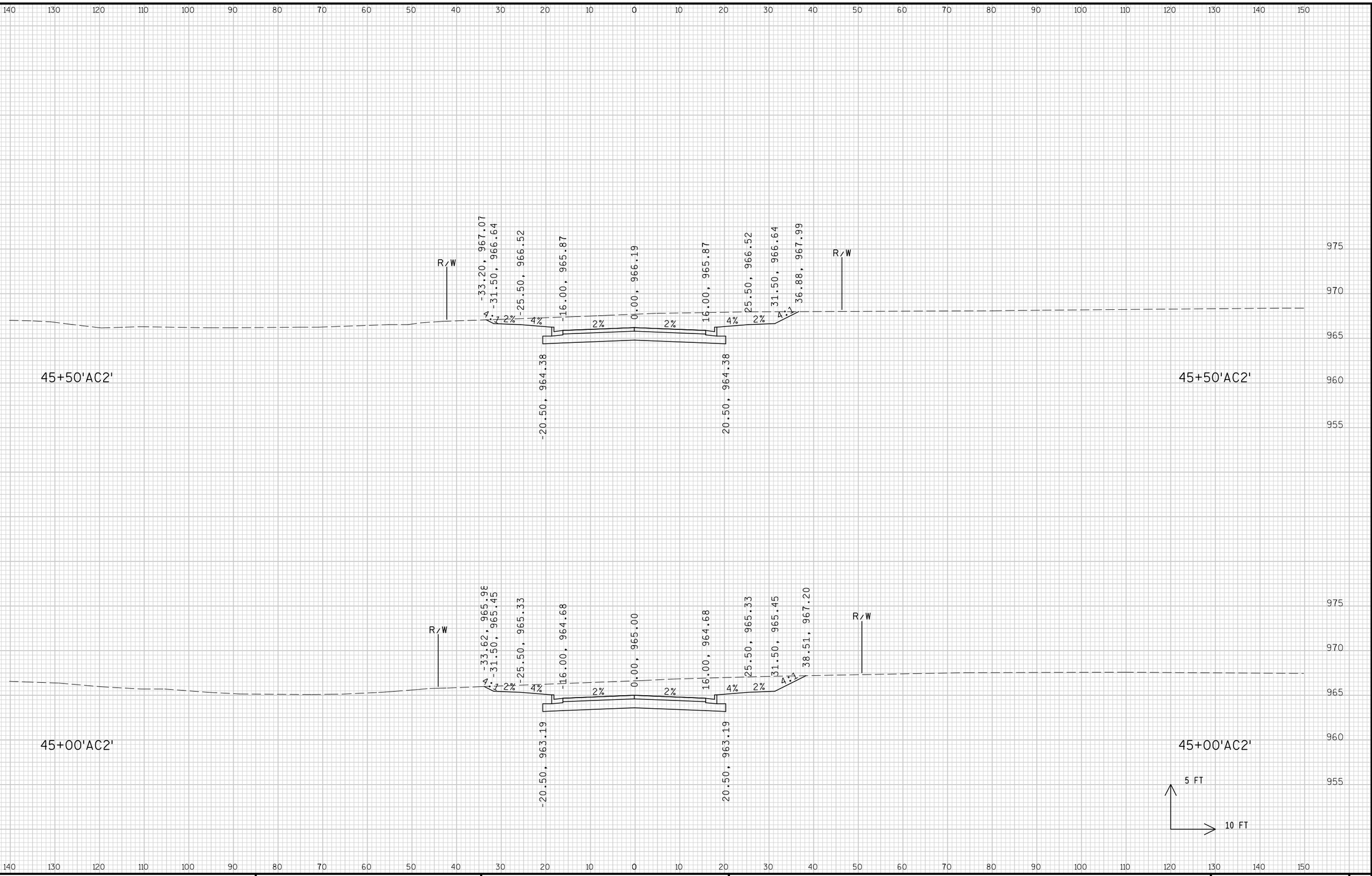


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1036 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac2\090201_ac2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1037	E

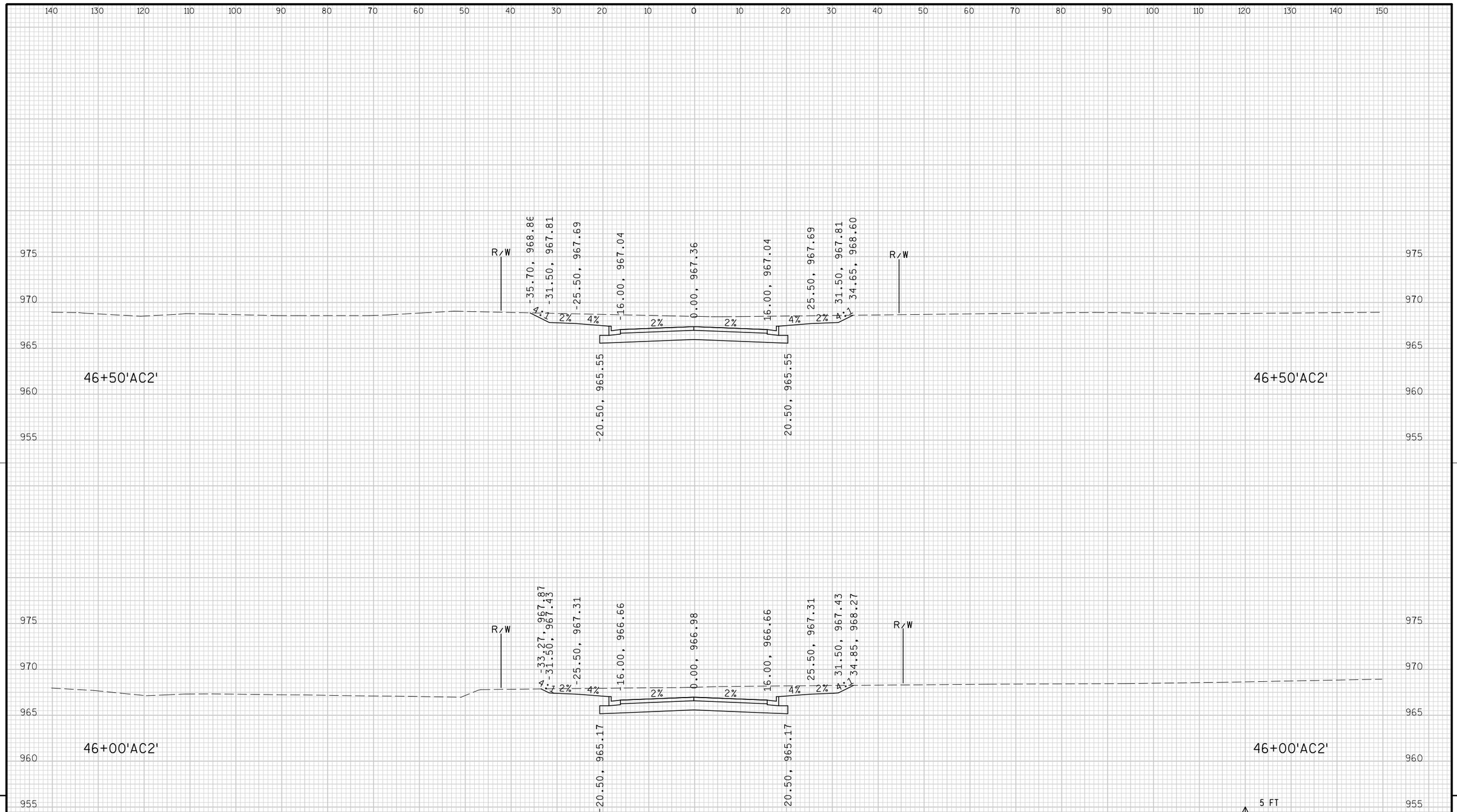


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1038	E

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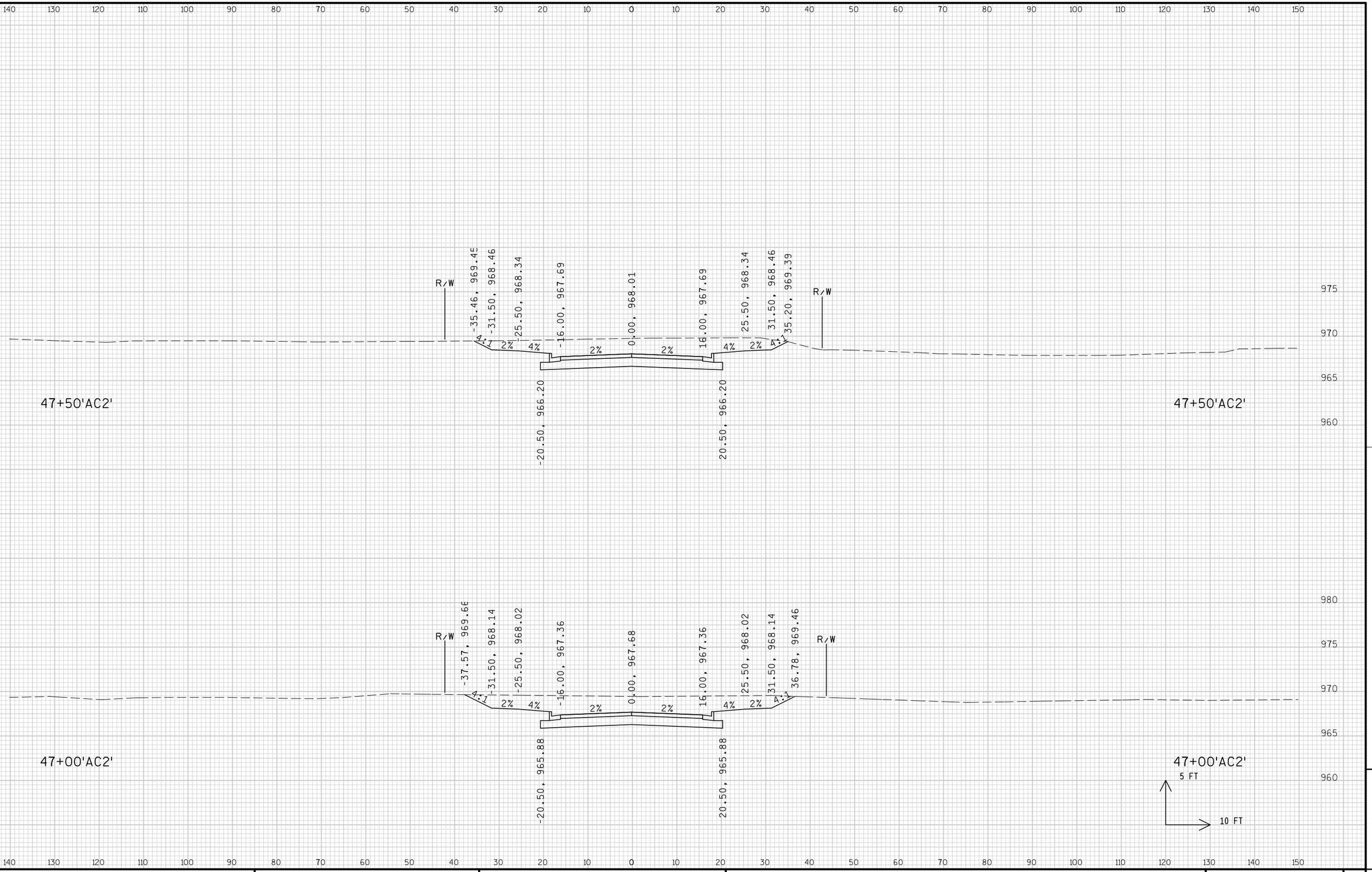


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1039	E

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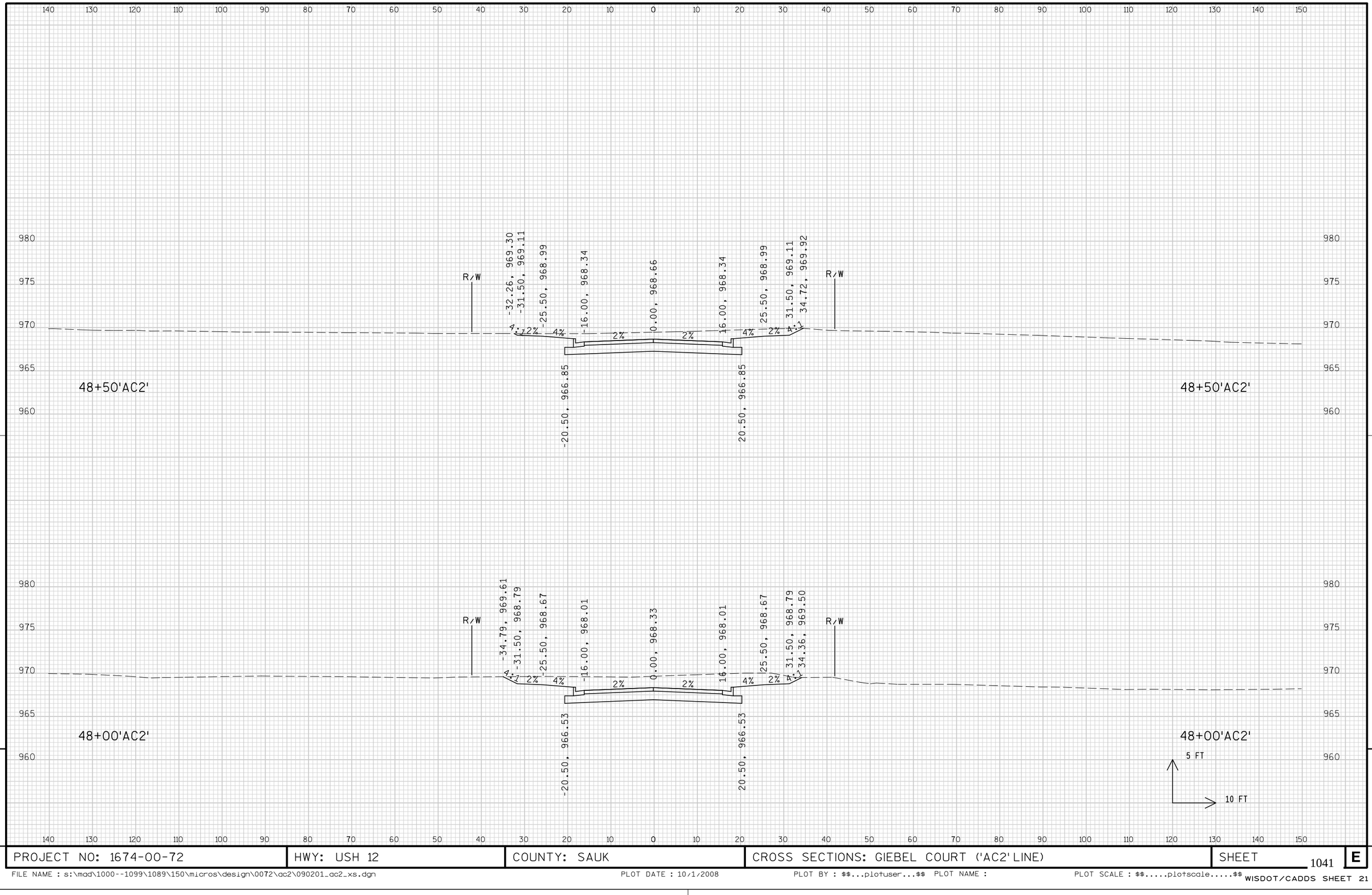


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1040	E

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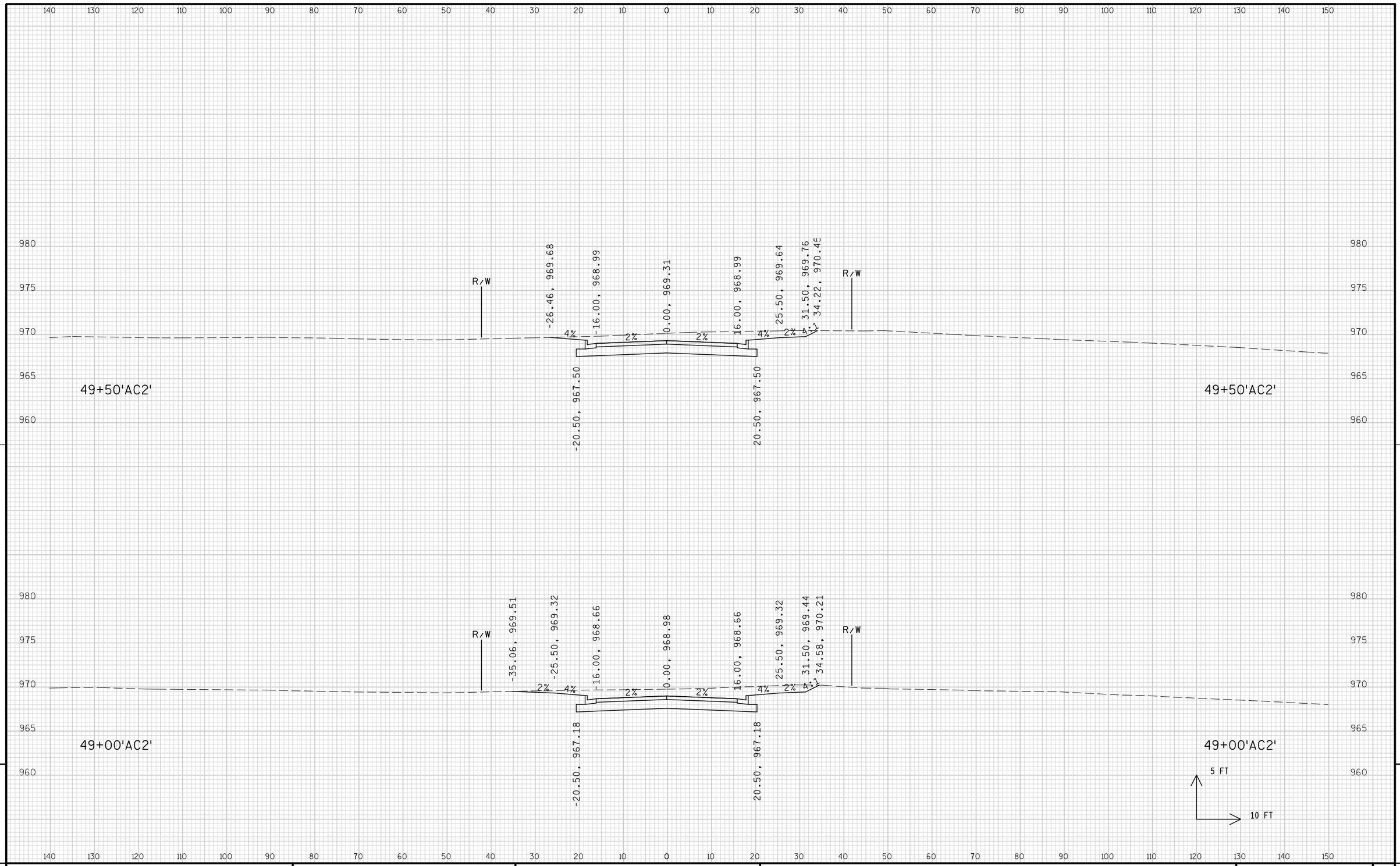


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1041	E

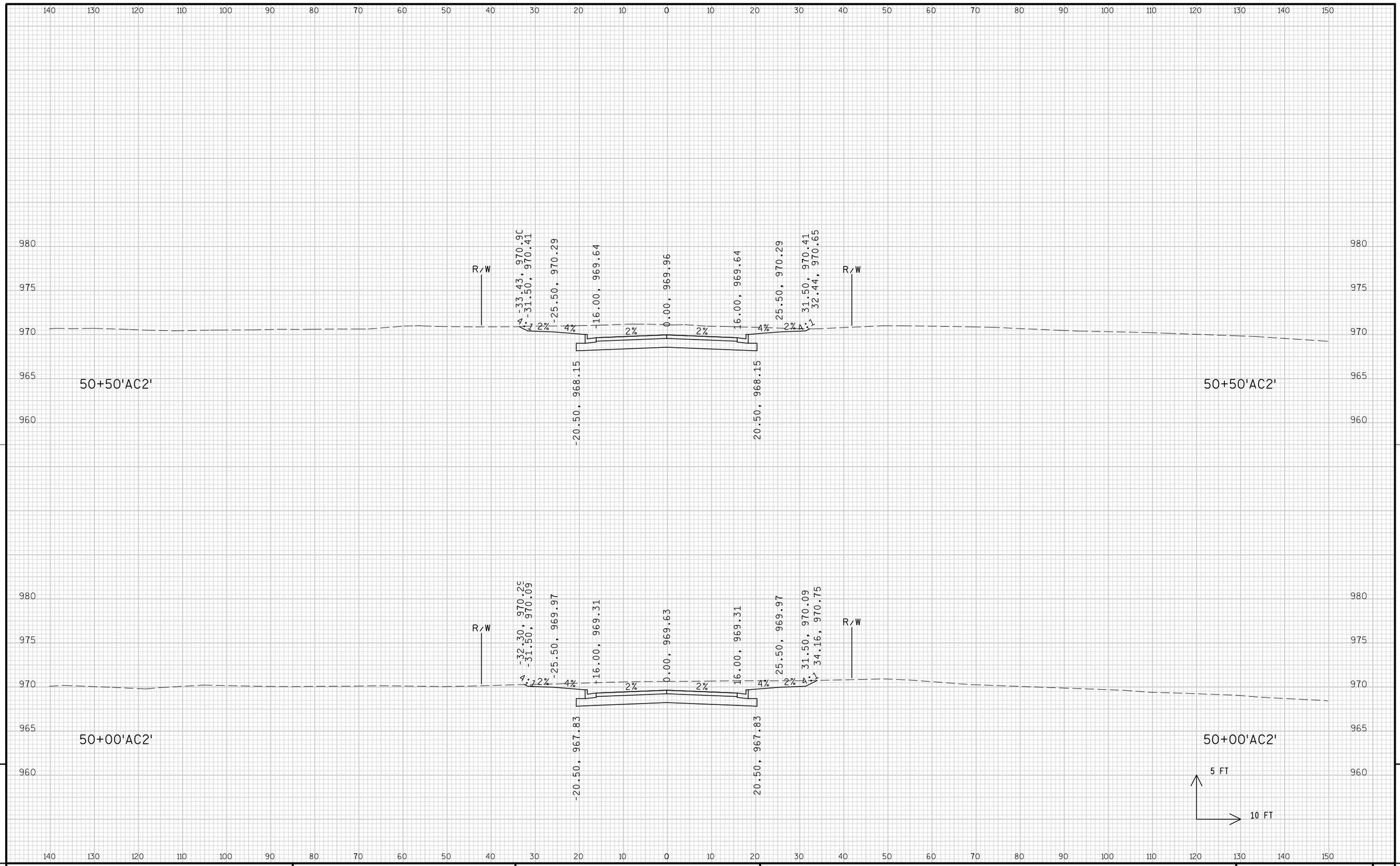
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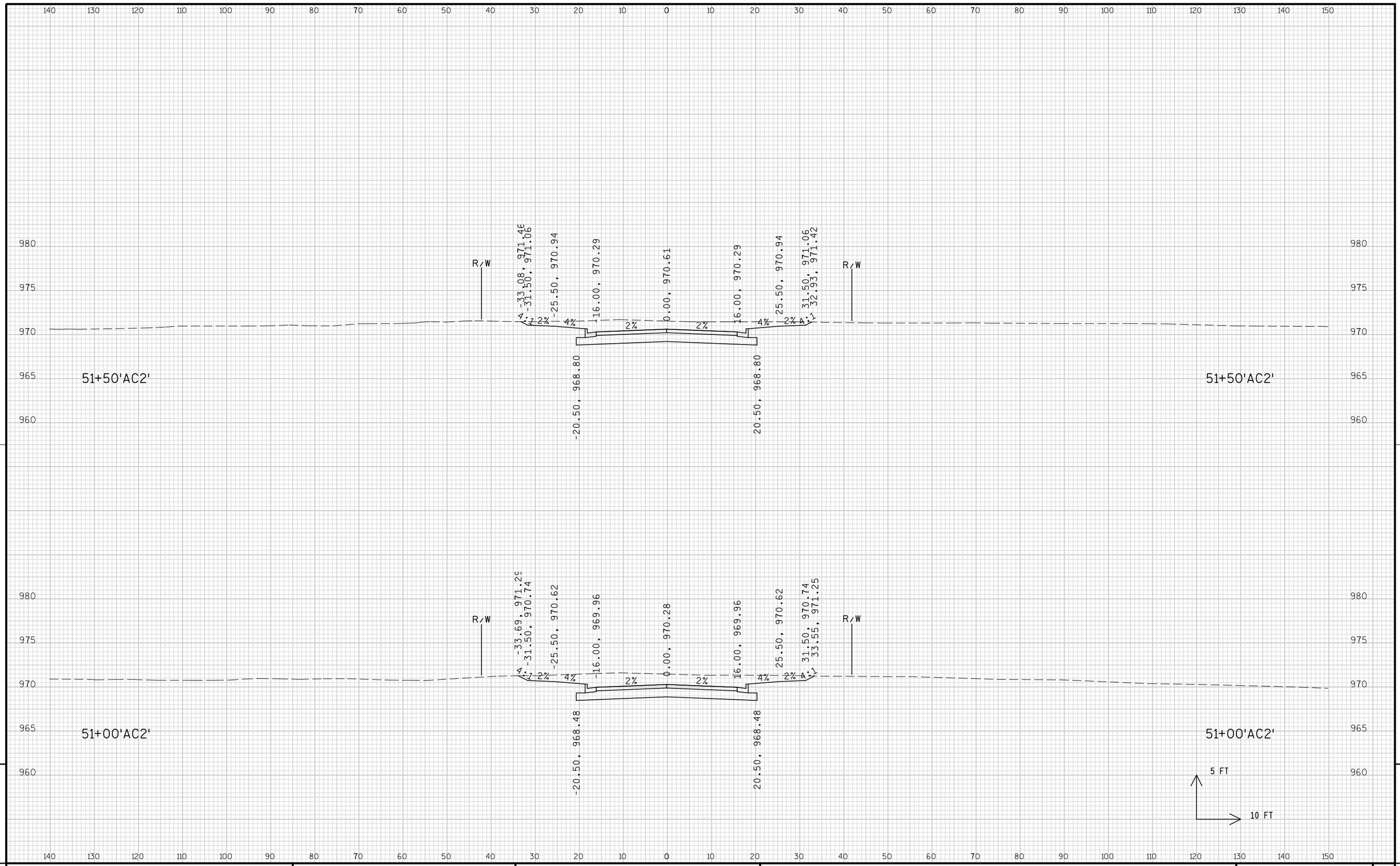
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1042	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1043	E

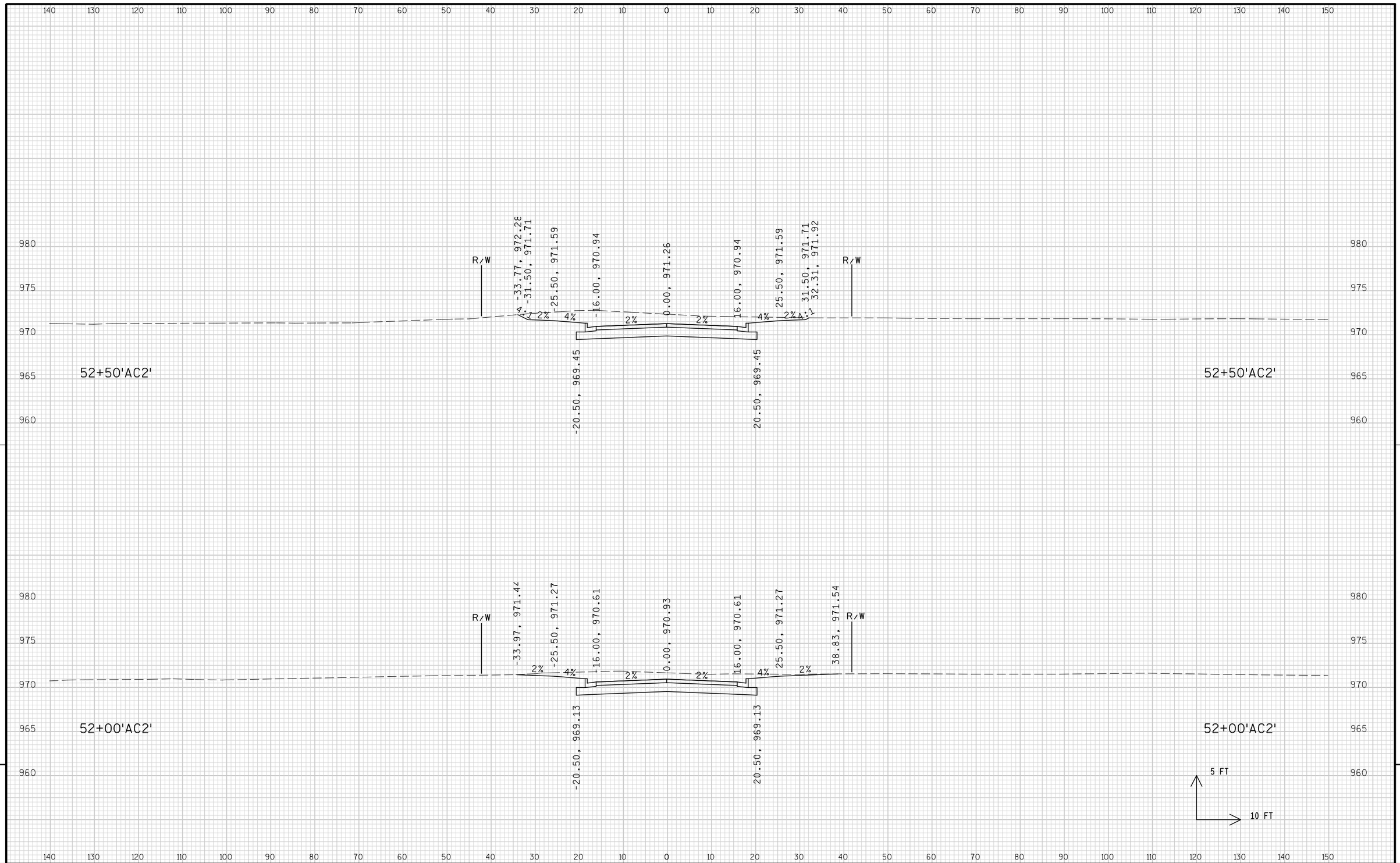


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1044	E

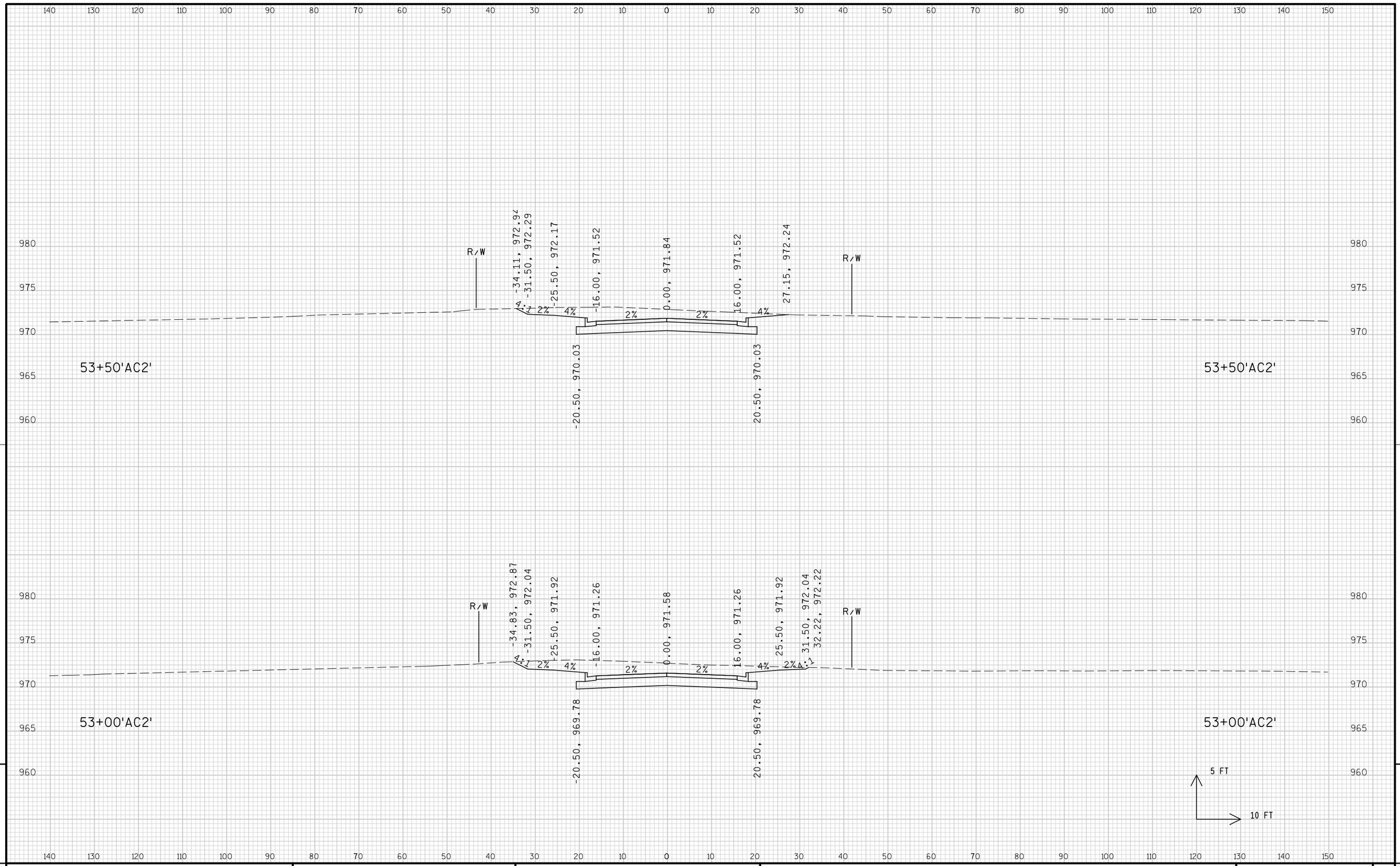
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1045	E

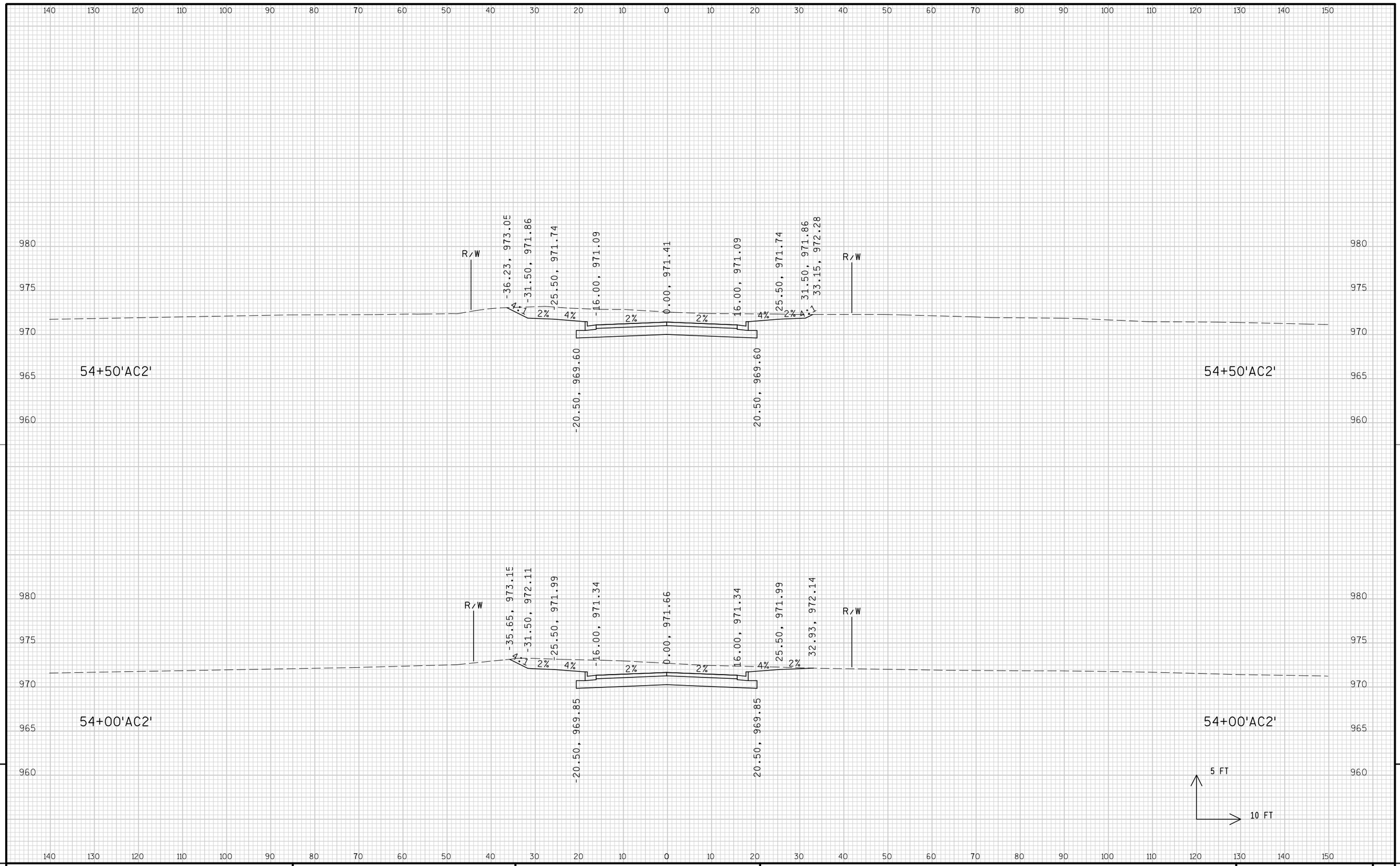


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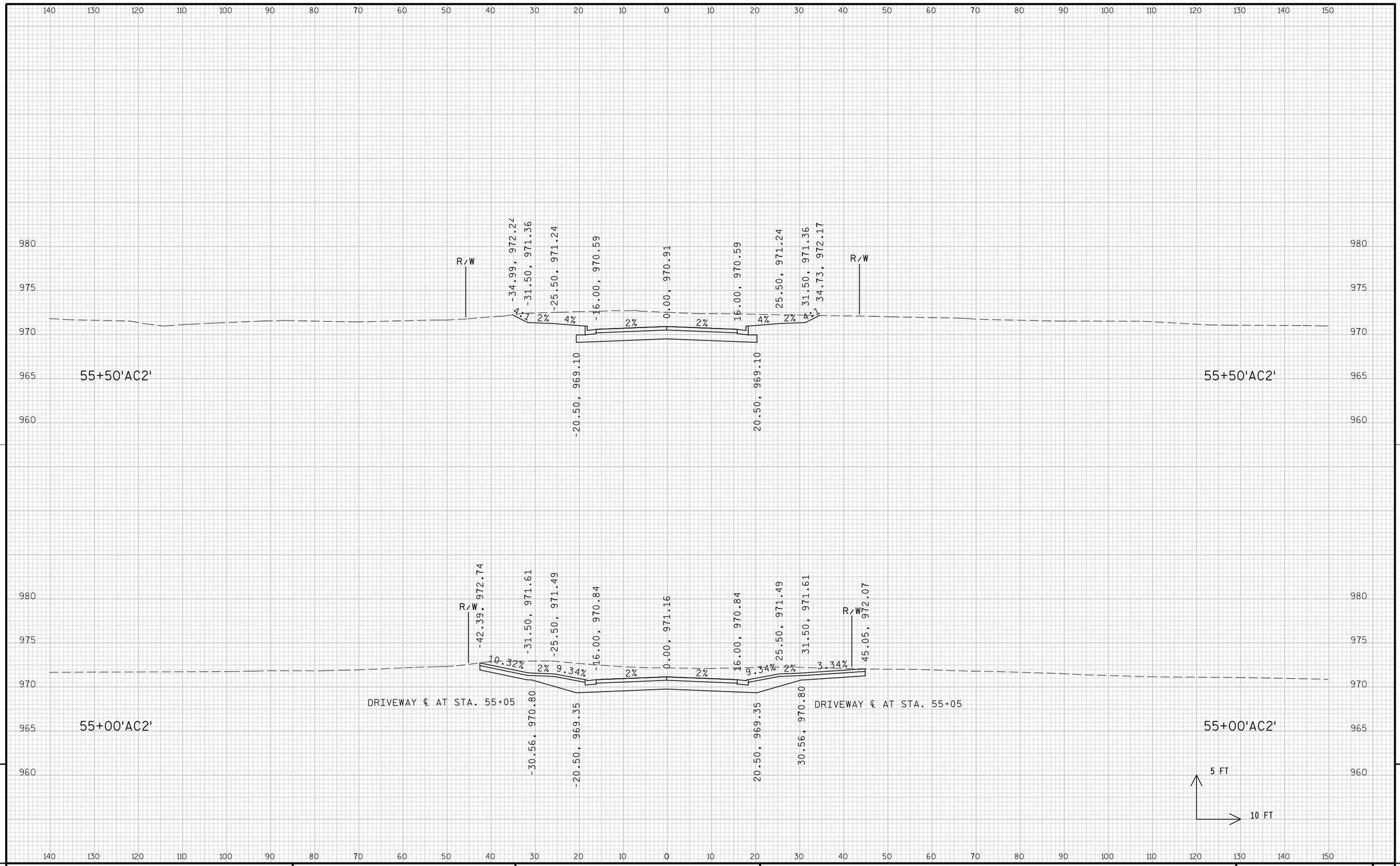
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1046	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1047	E

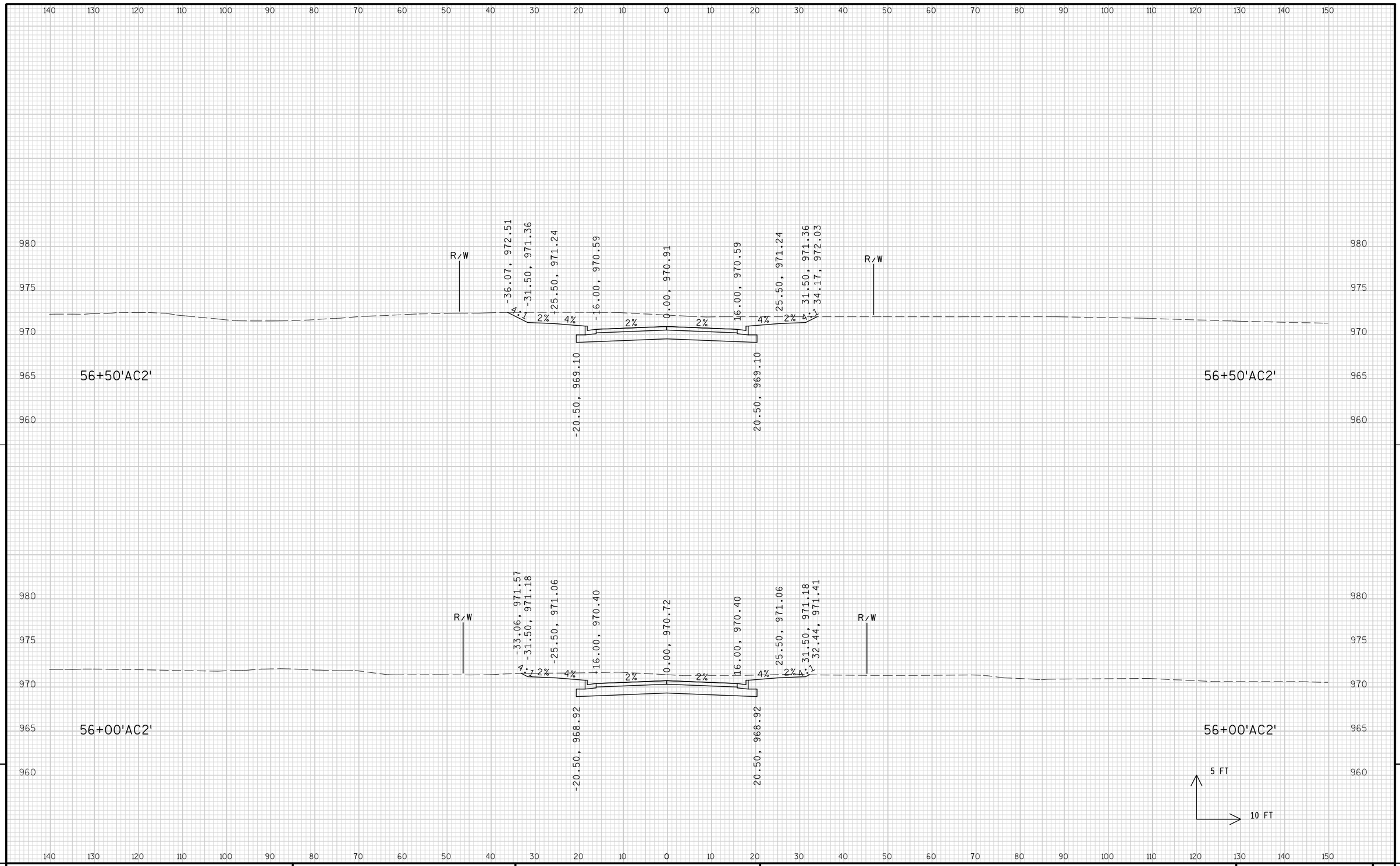


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1048	E

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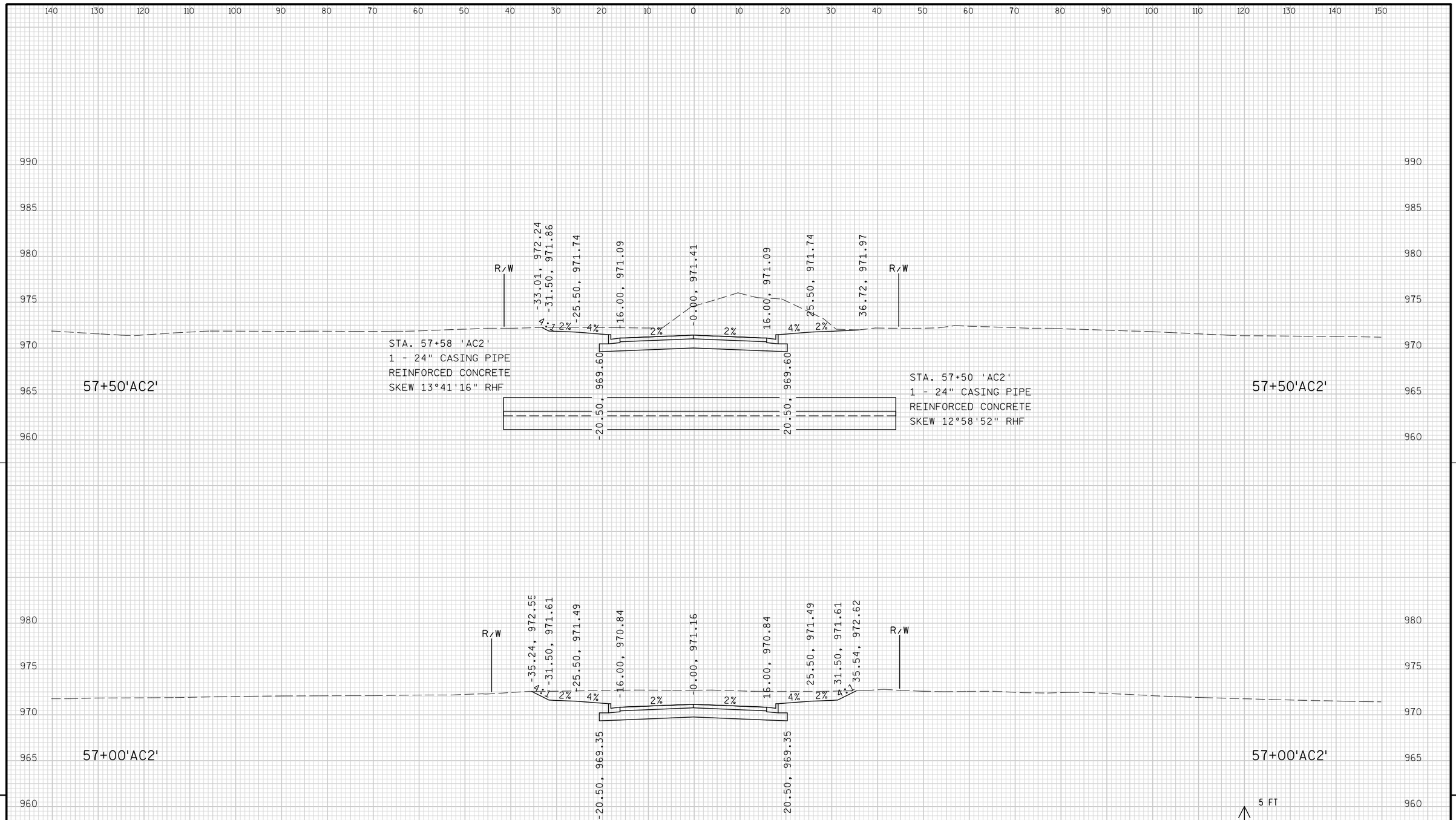


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1049	E

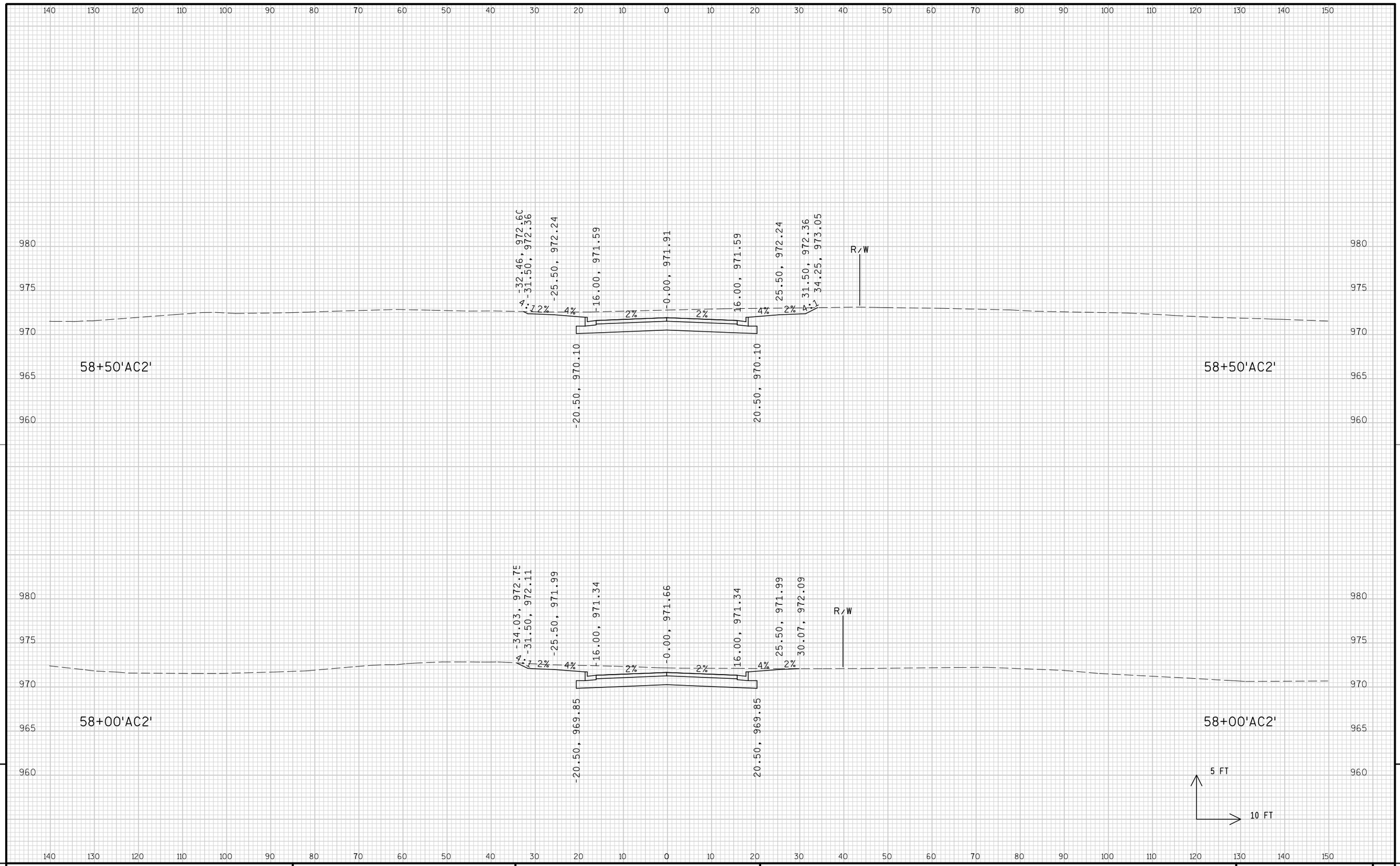
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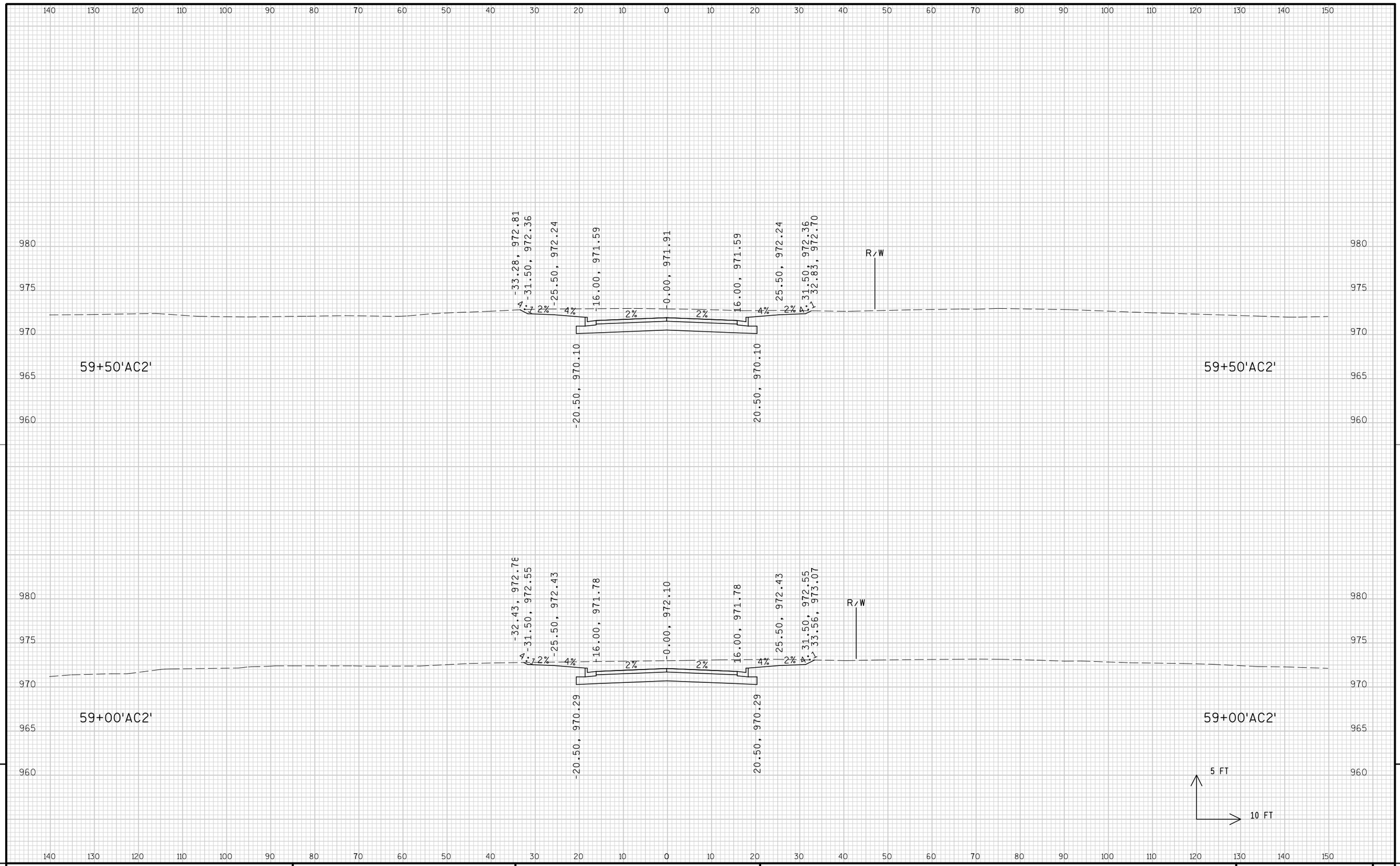
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1050	E



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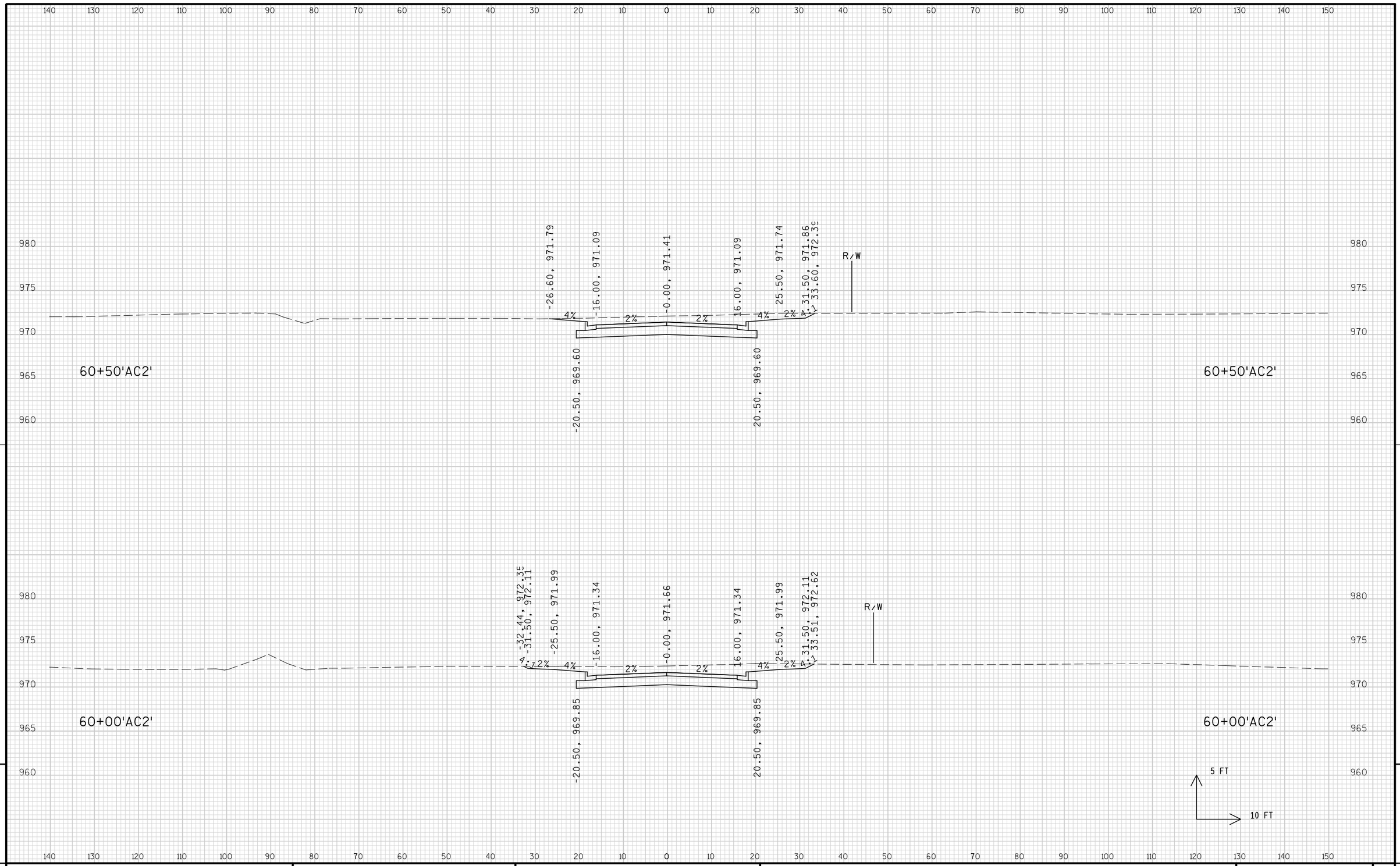
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1051	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1052	E

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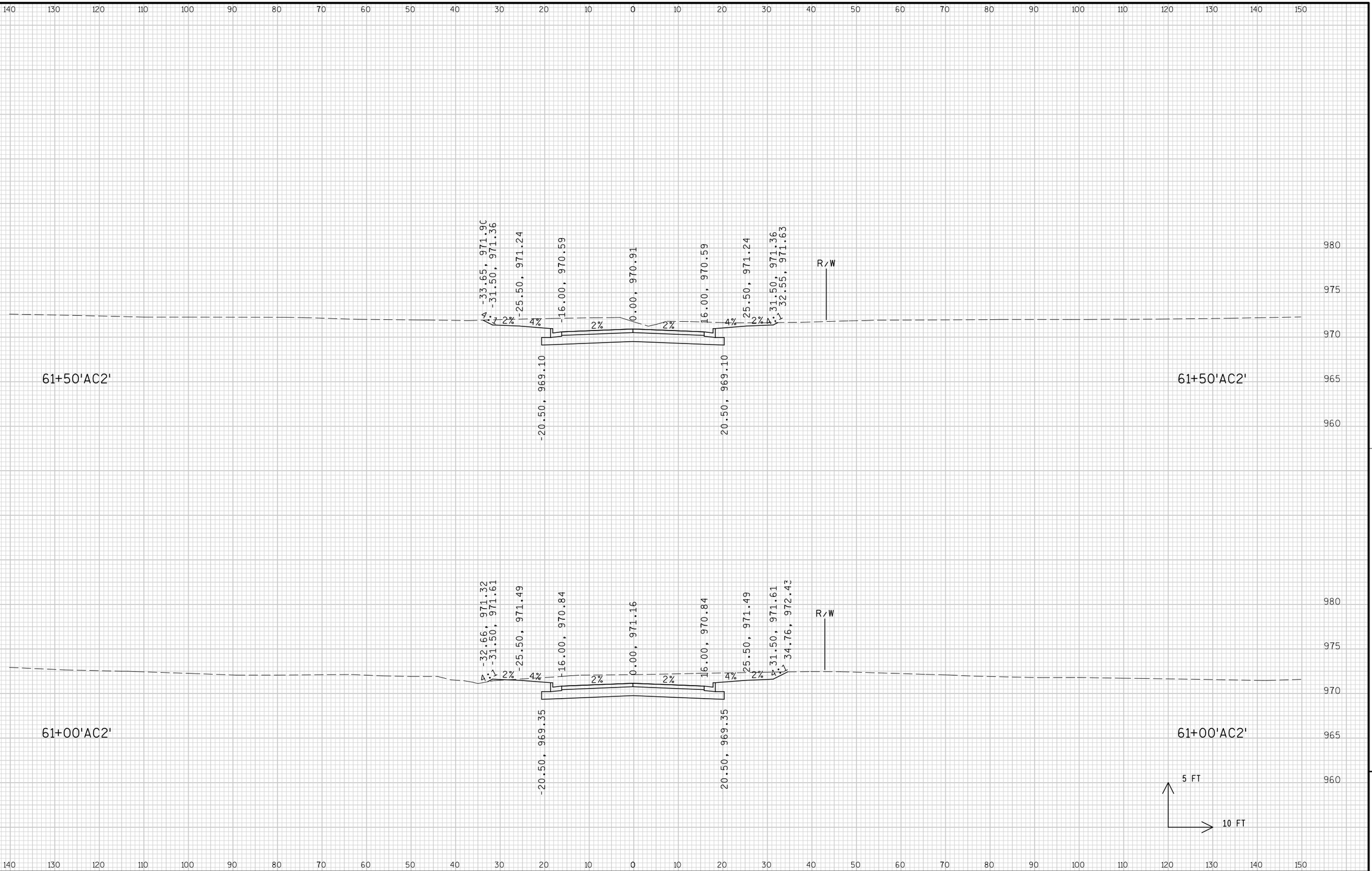


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1053	E

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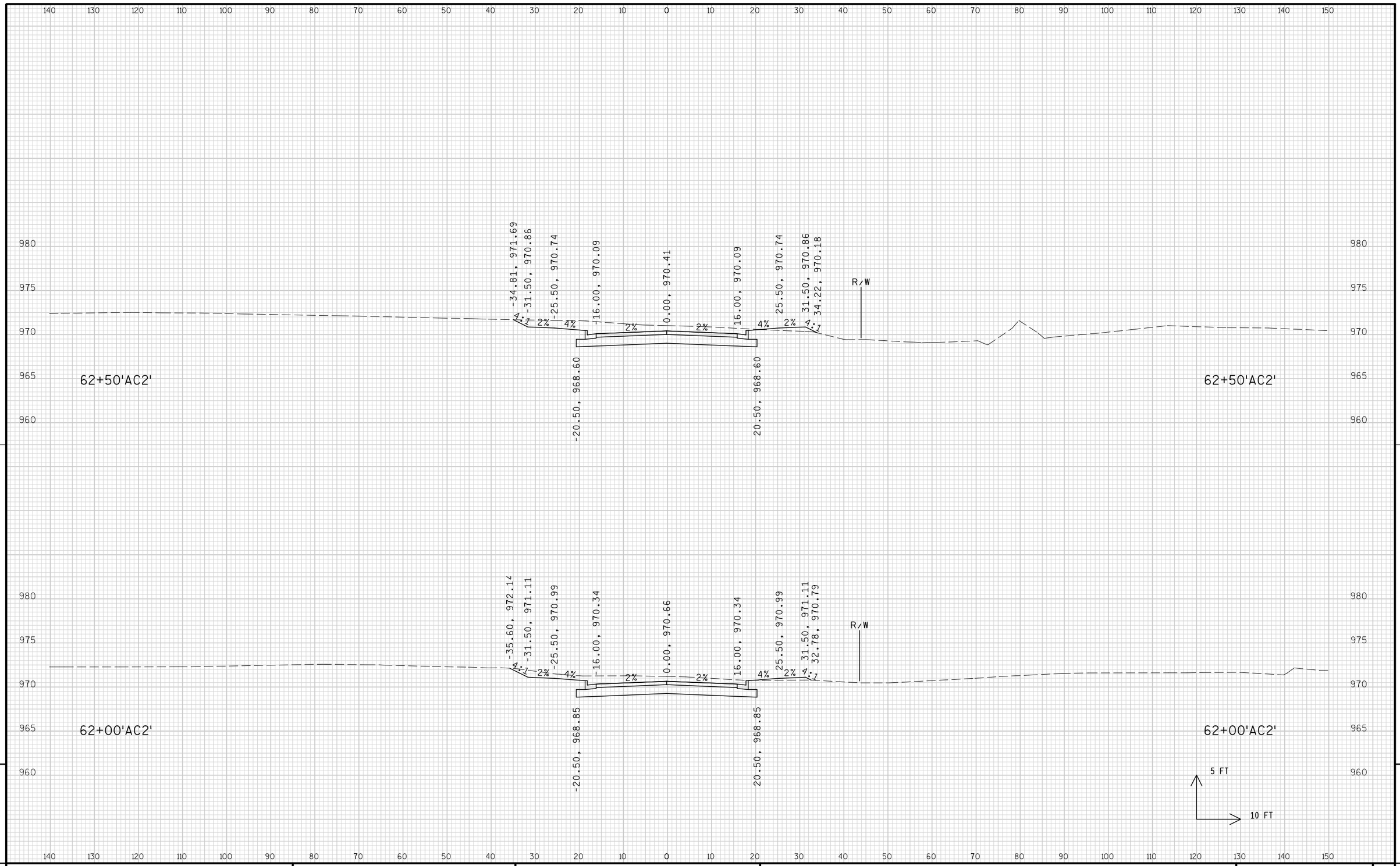
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1054	E

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WISDOT/CADDS SHEET 21



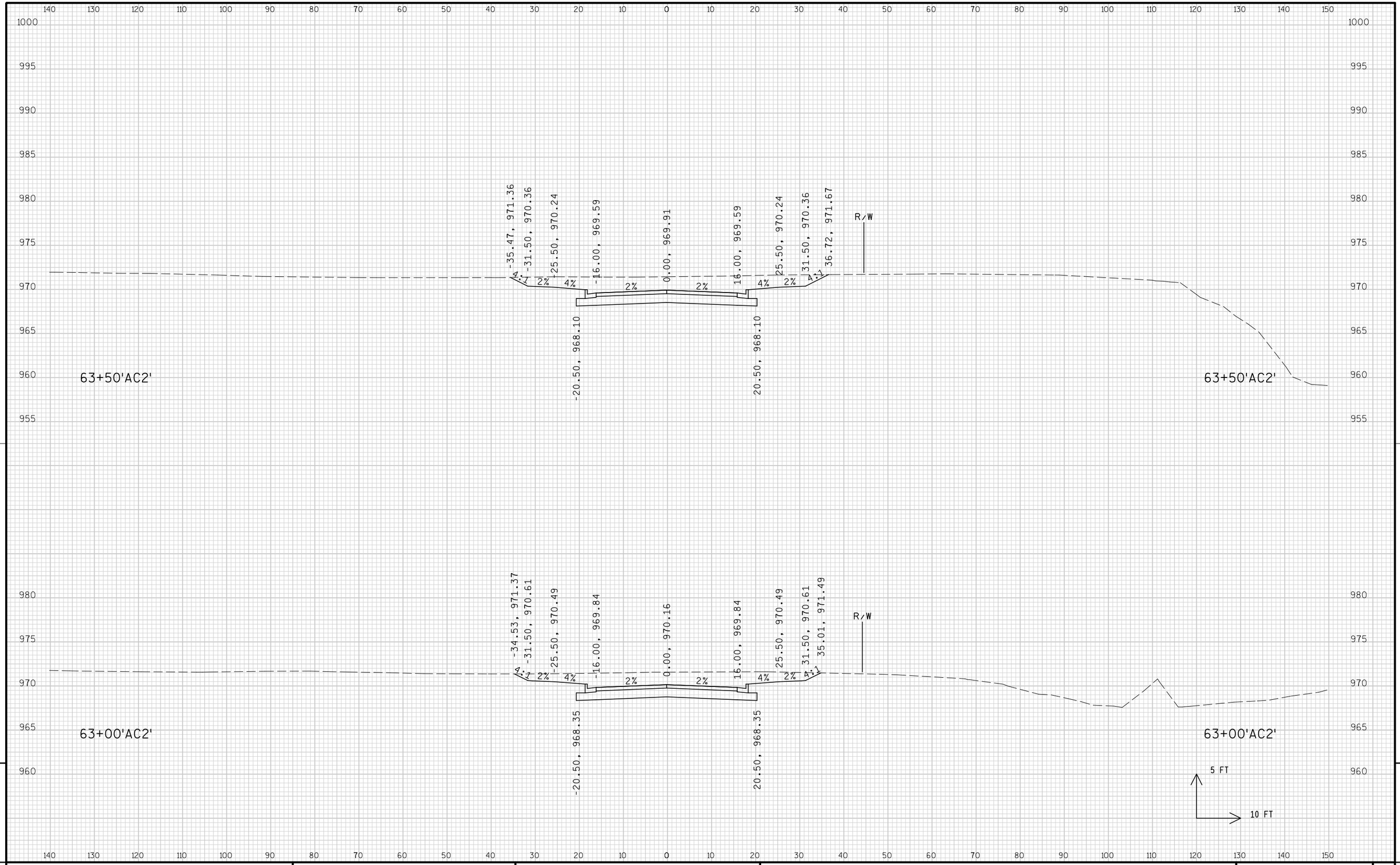
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1055	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac2\090201_ac2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



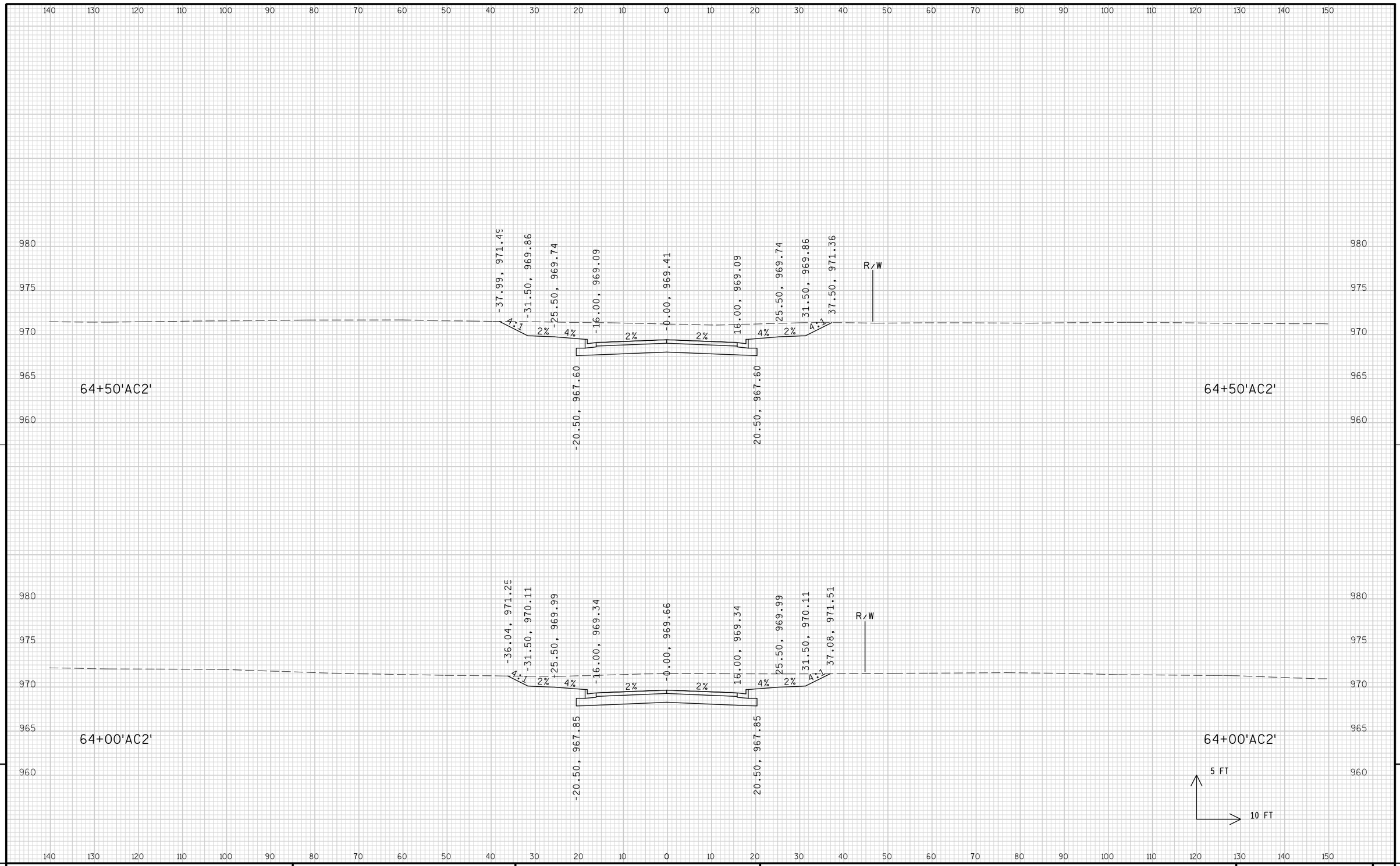
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1056	E

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WISDOT/CADDS SHEET 21

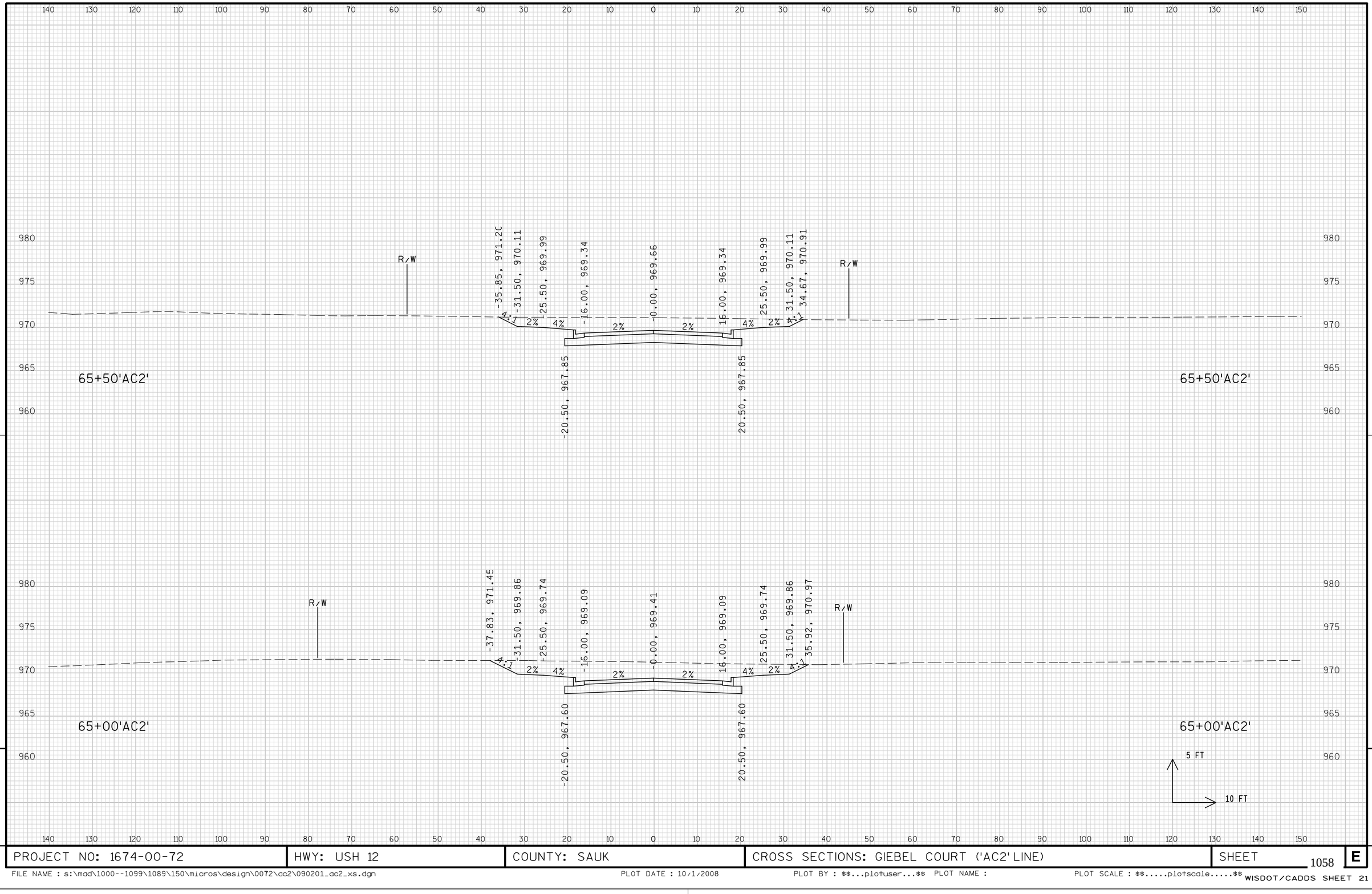


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1057	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac2\090201_ac2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

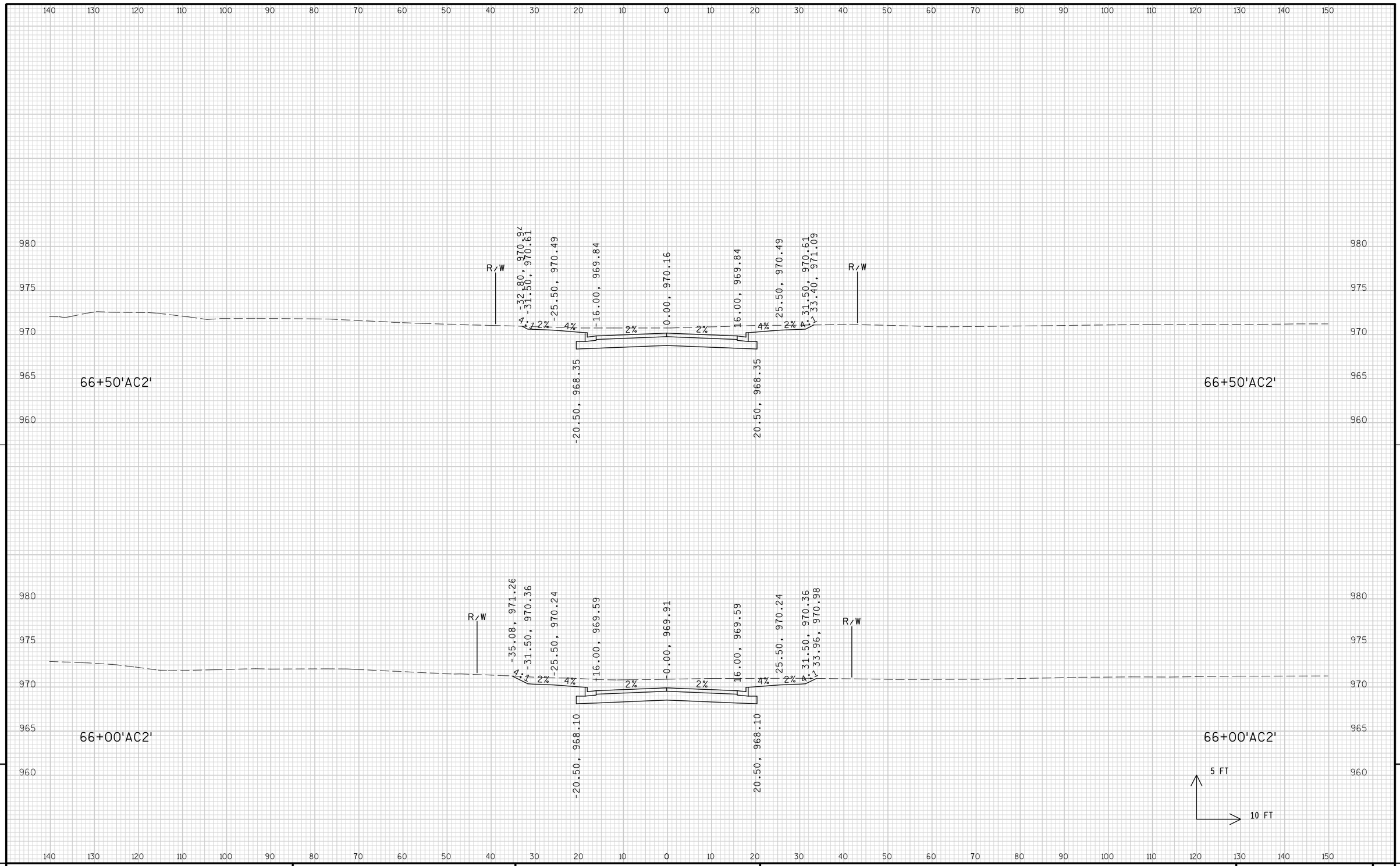


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1058	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac2\090201_ac2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



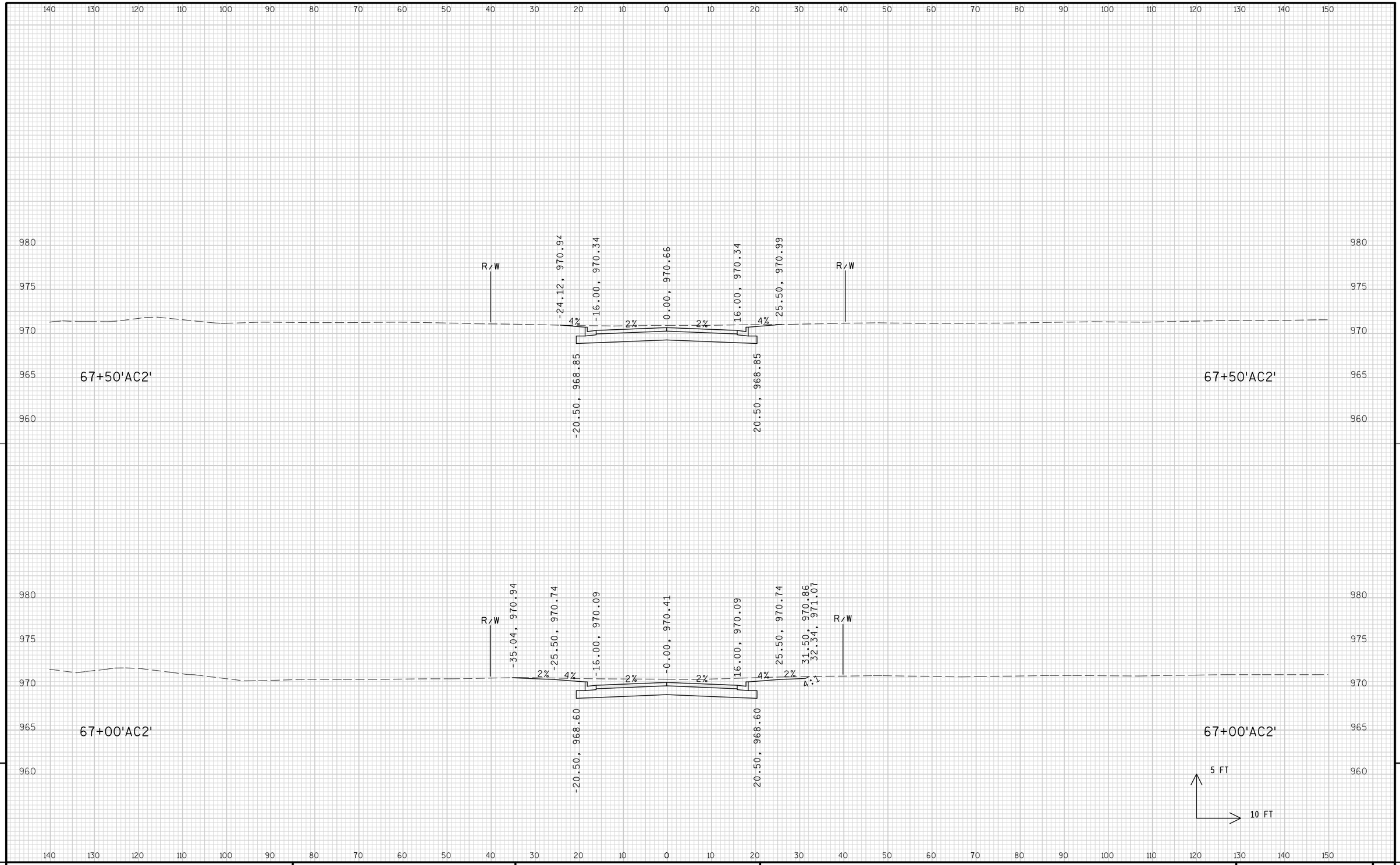
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1059	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac2\090201_ac2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



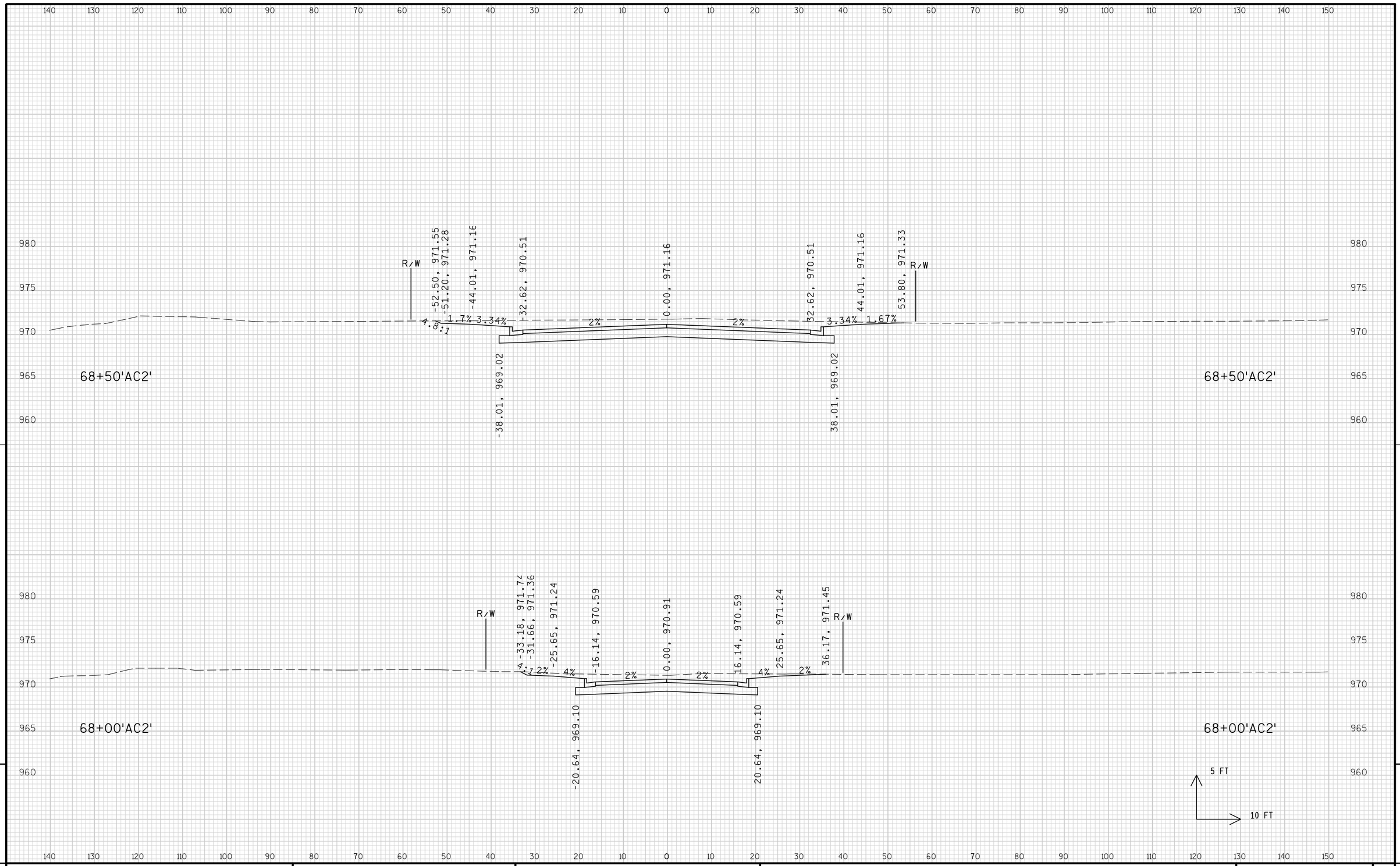
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1060	E

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WISDOT/CADDS SHEET 21

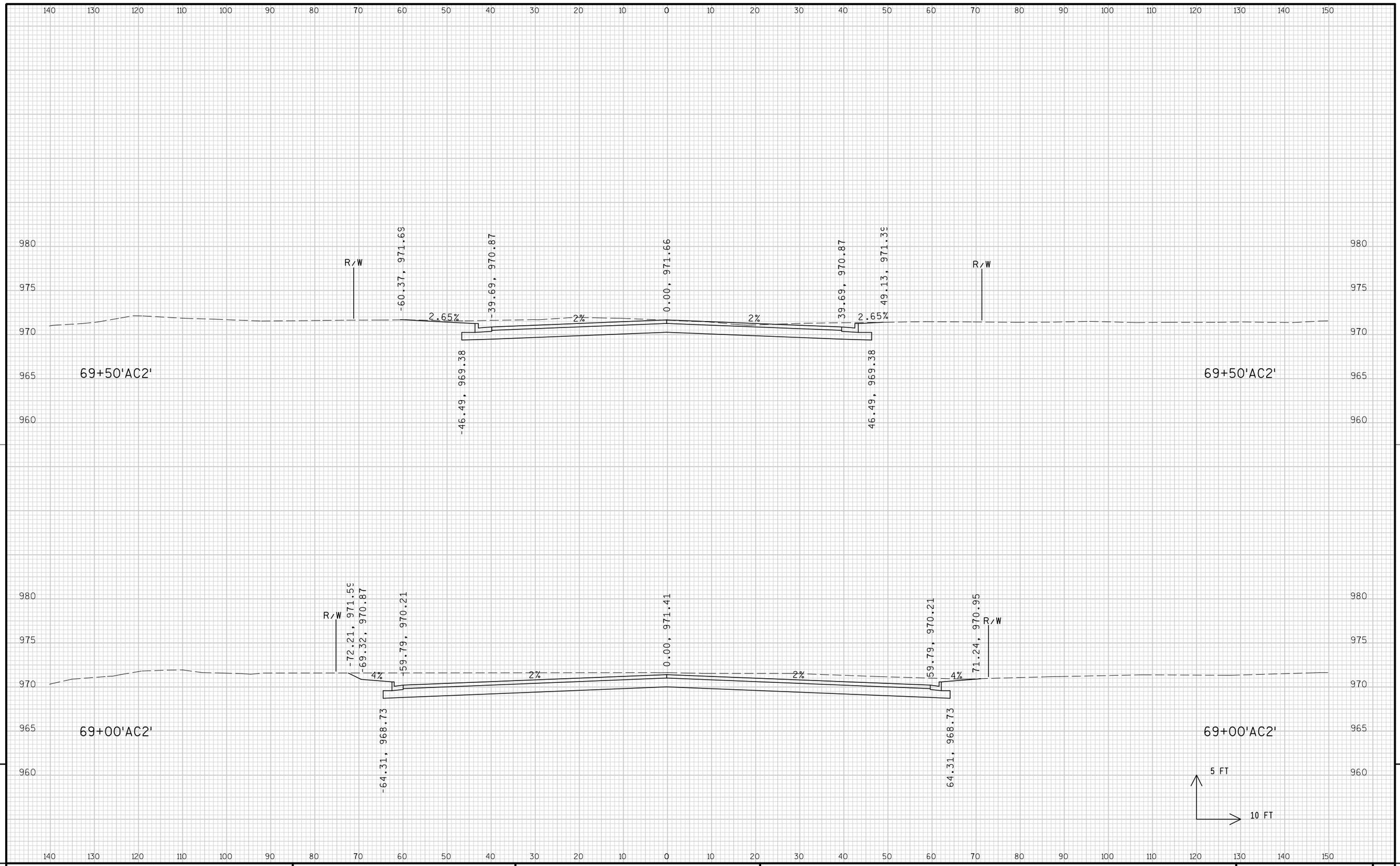


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1061	E

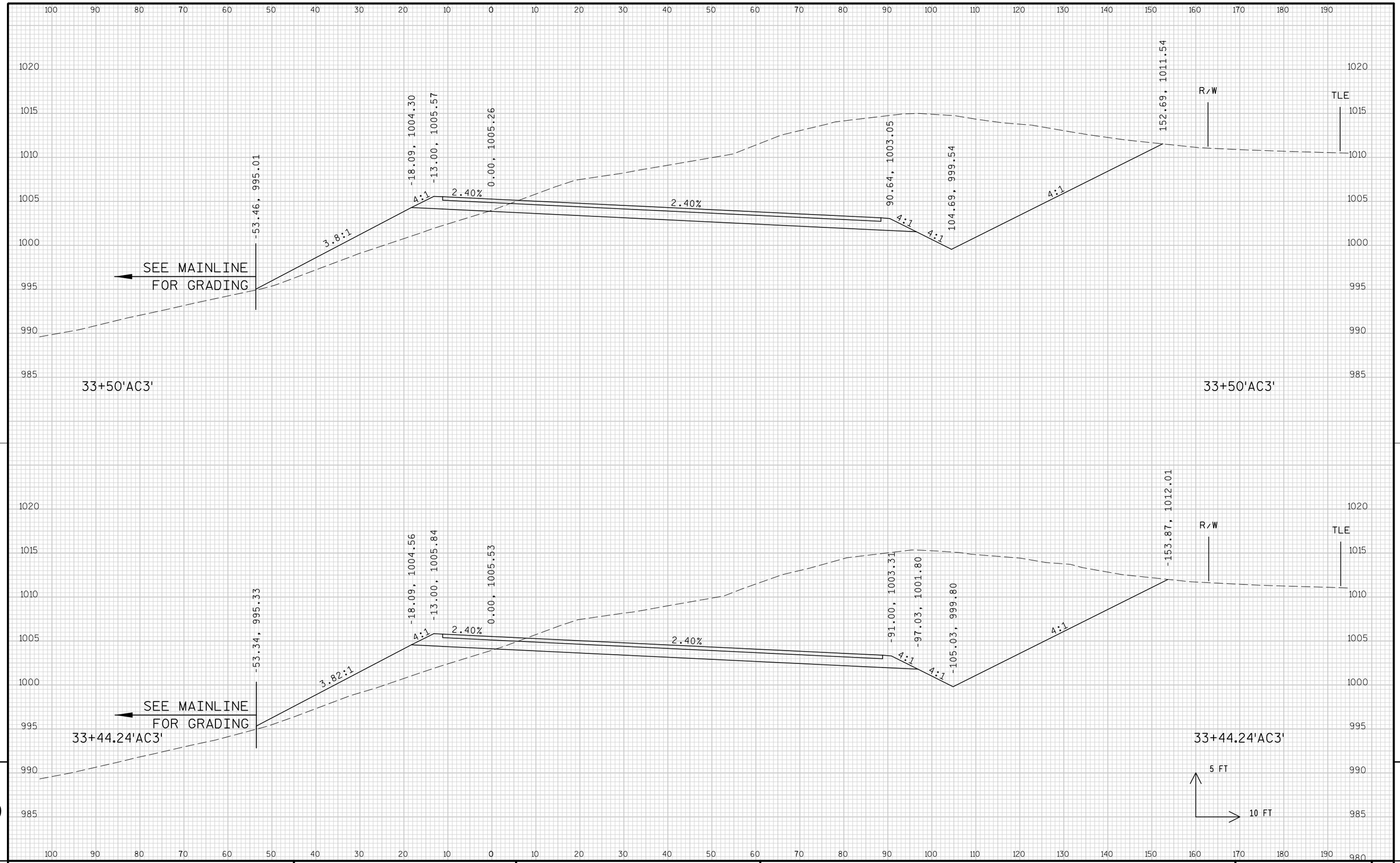
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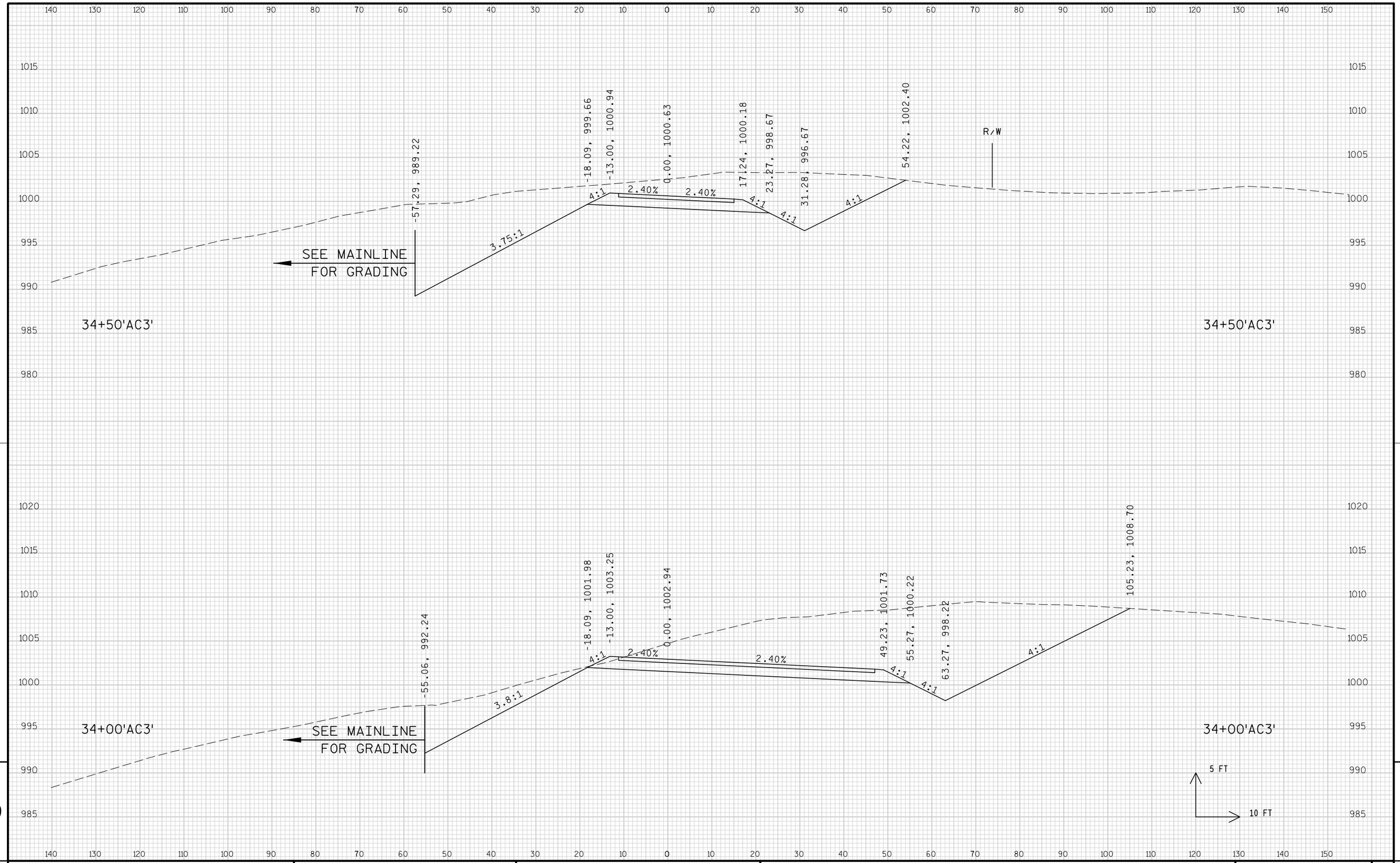
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: GIEBEL COURT ('AC2' LINE)	SHEET 1062	E



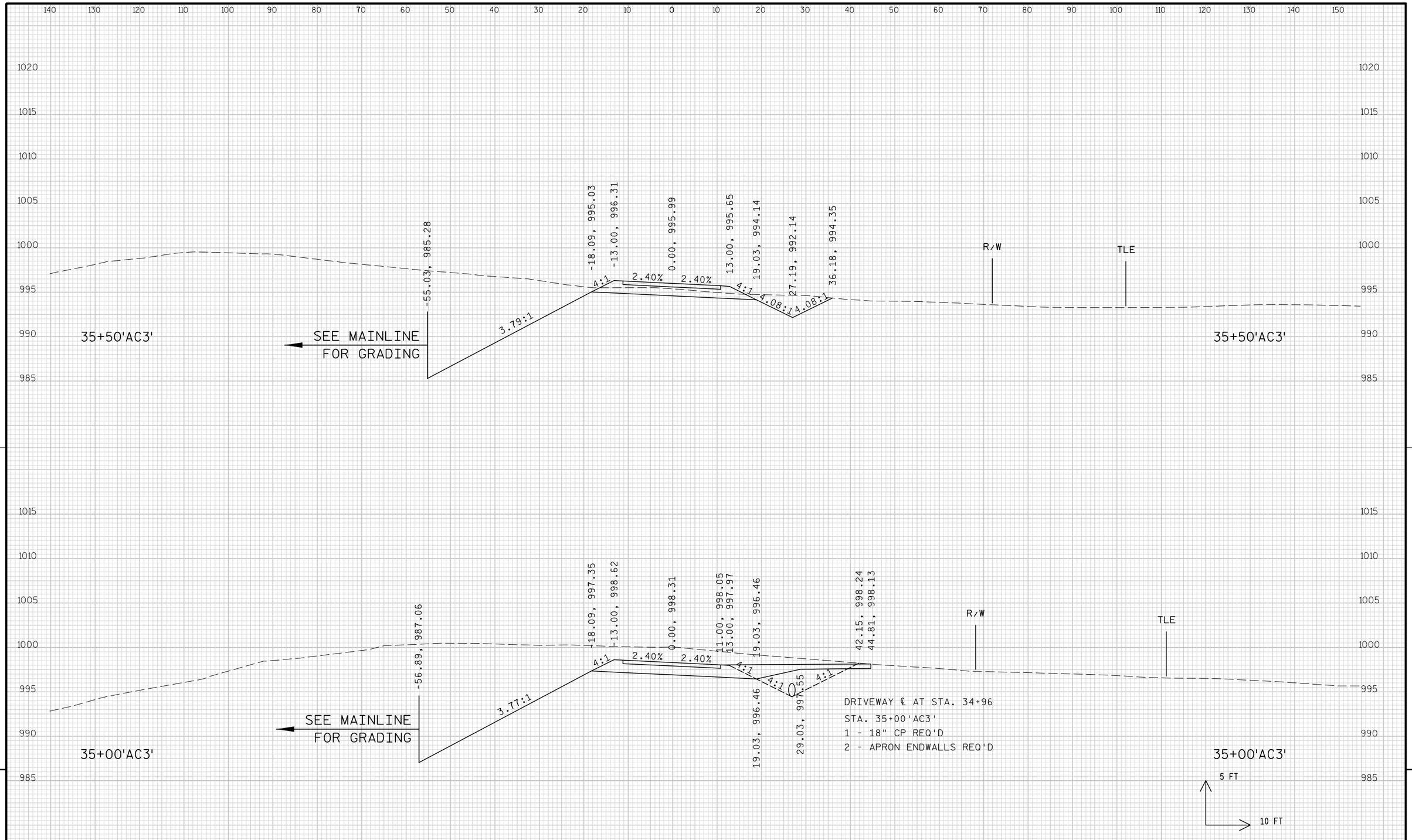
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1063	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1064	E

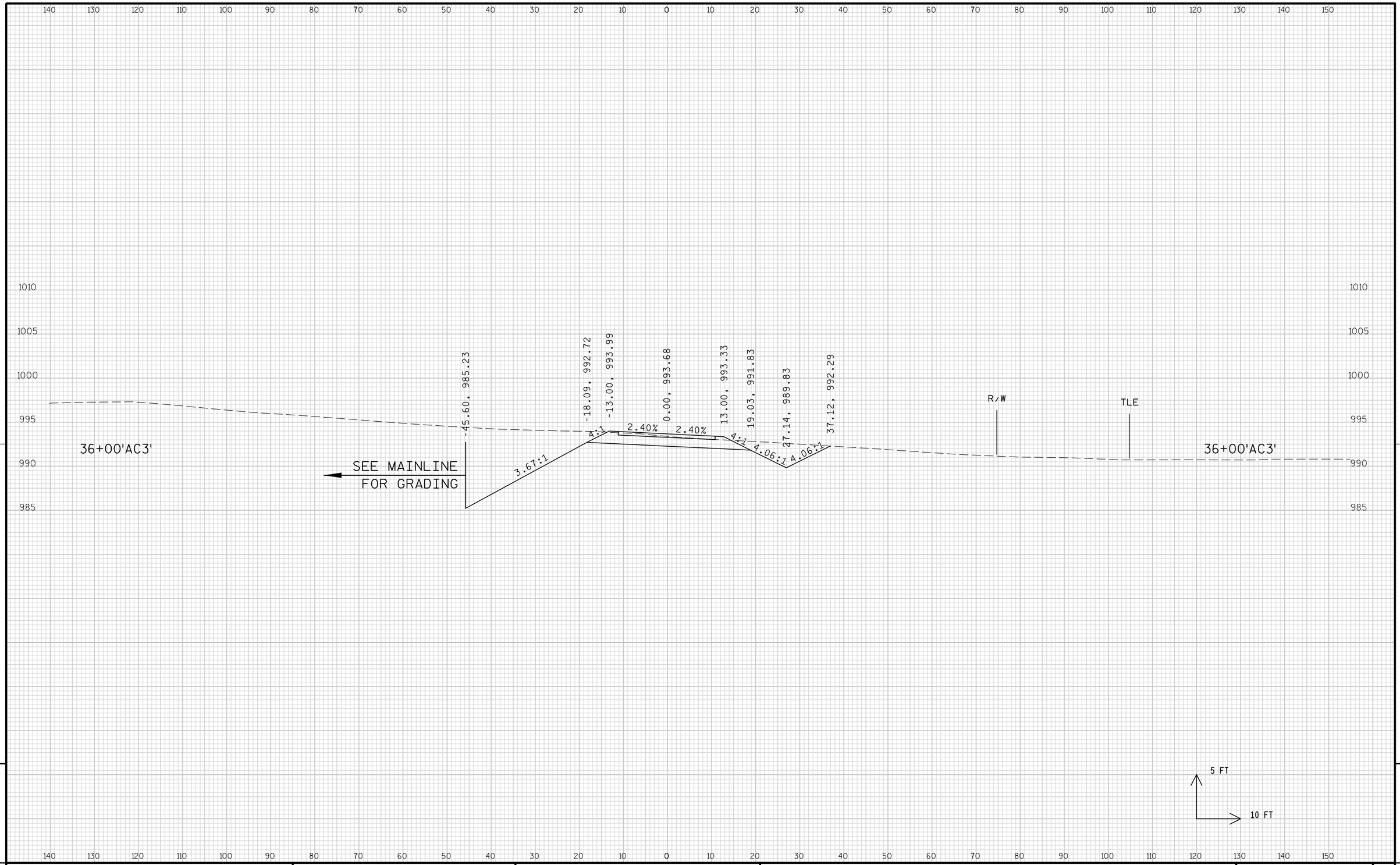
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1065	E

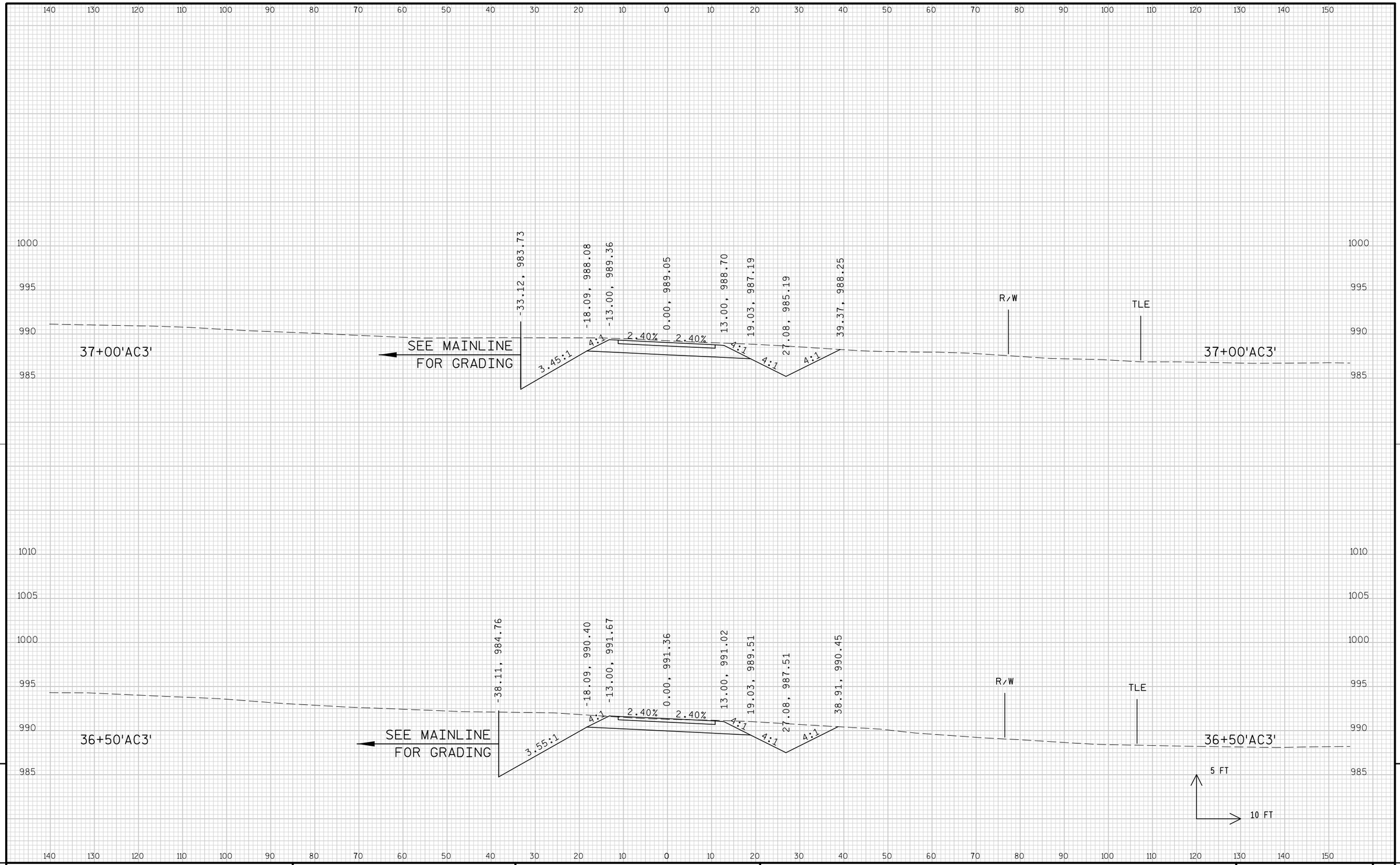


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1066	E

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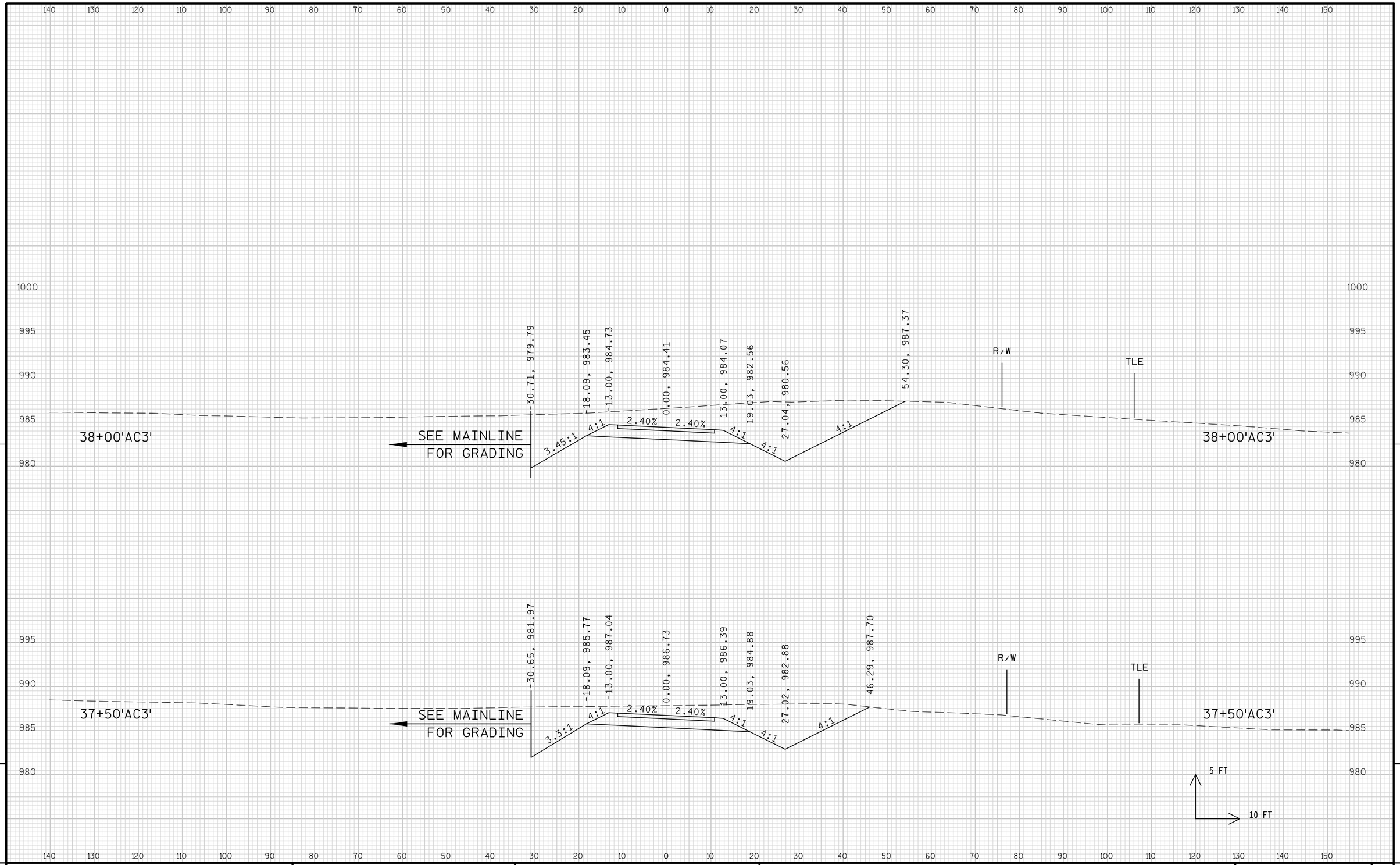


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1067	E

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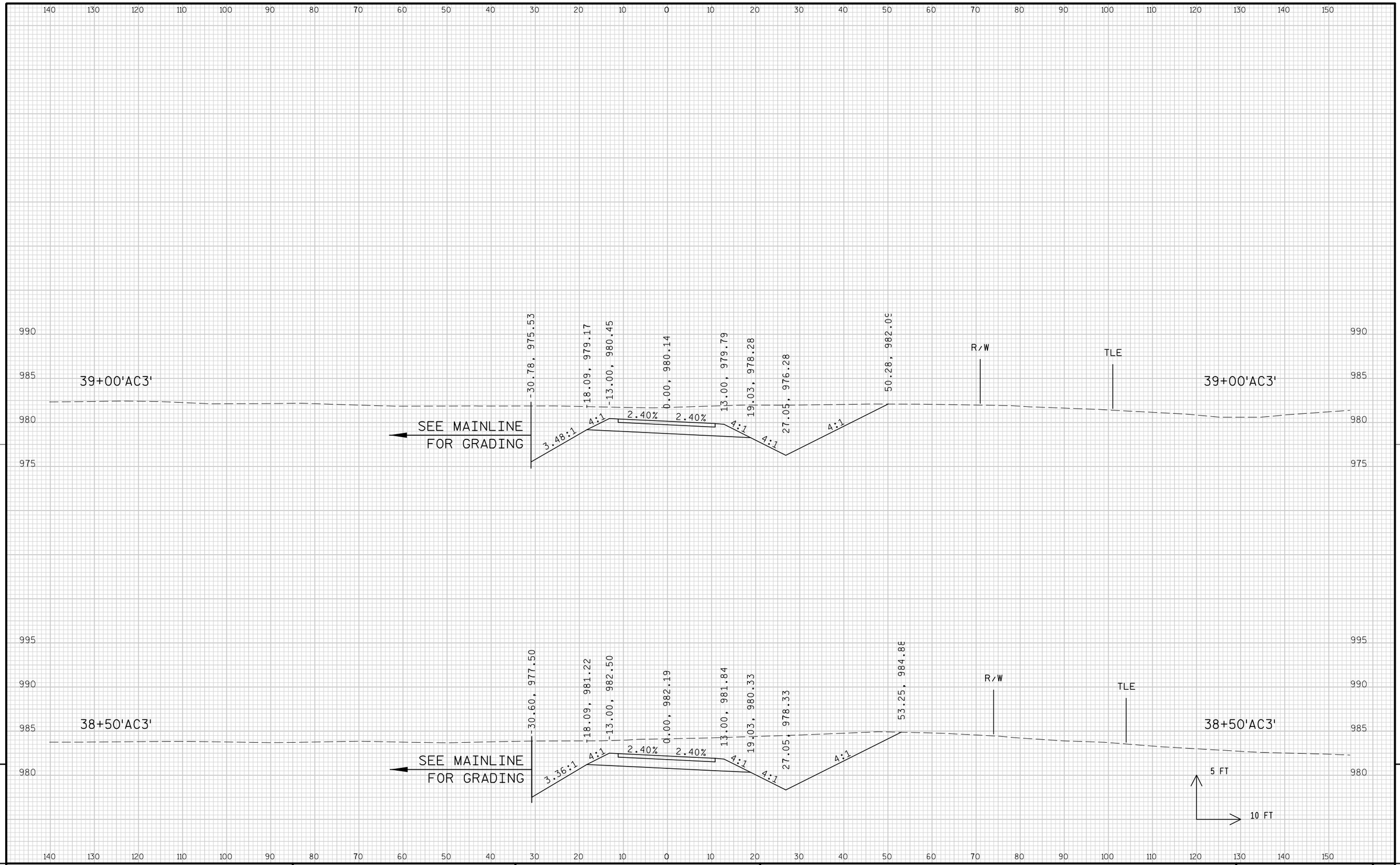
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1068	E

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WISDOT/CADDS SHEET 21



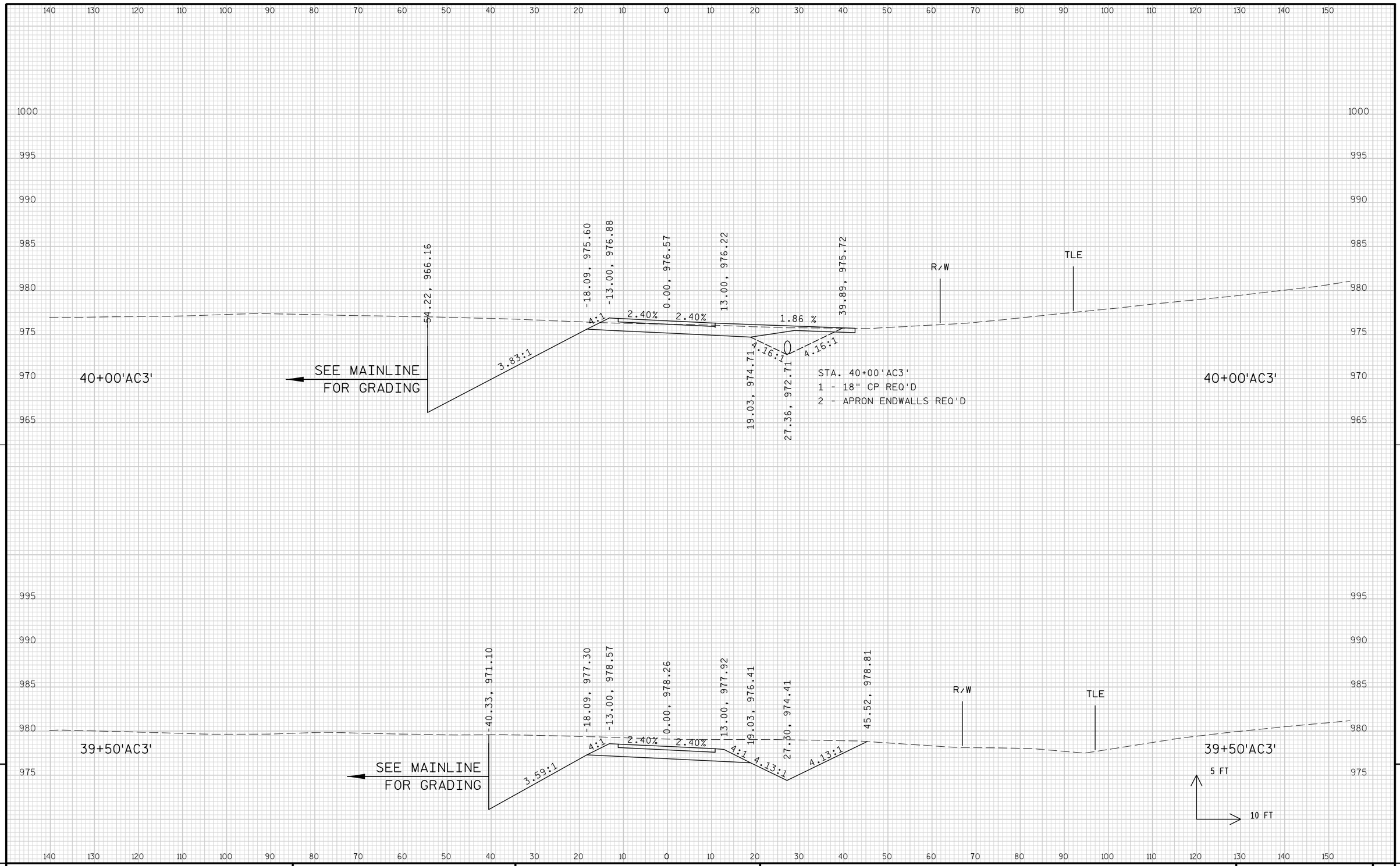
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1069	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac3\090201_ac3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

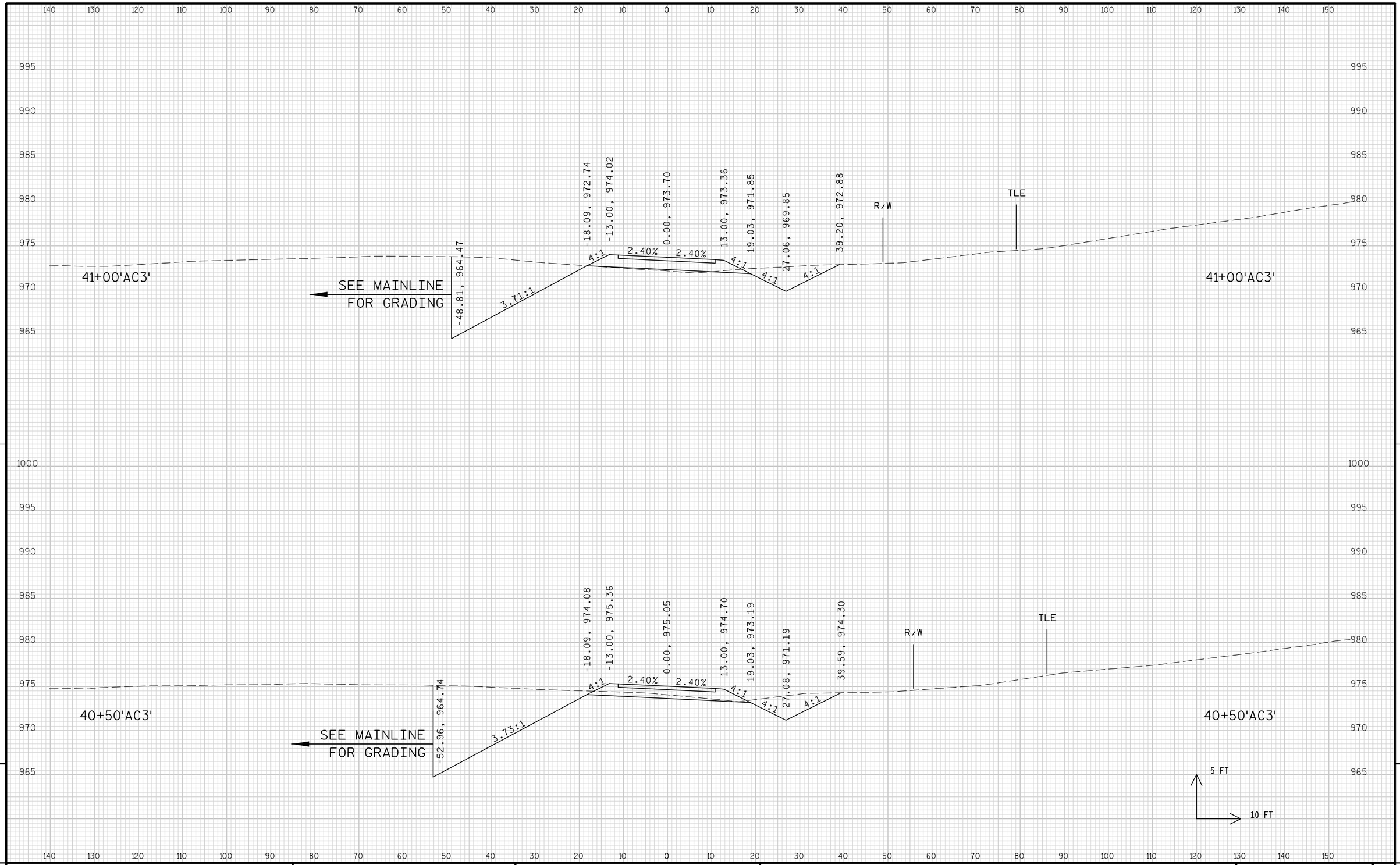
WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1070	E

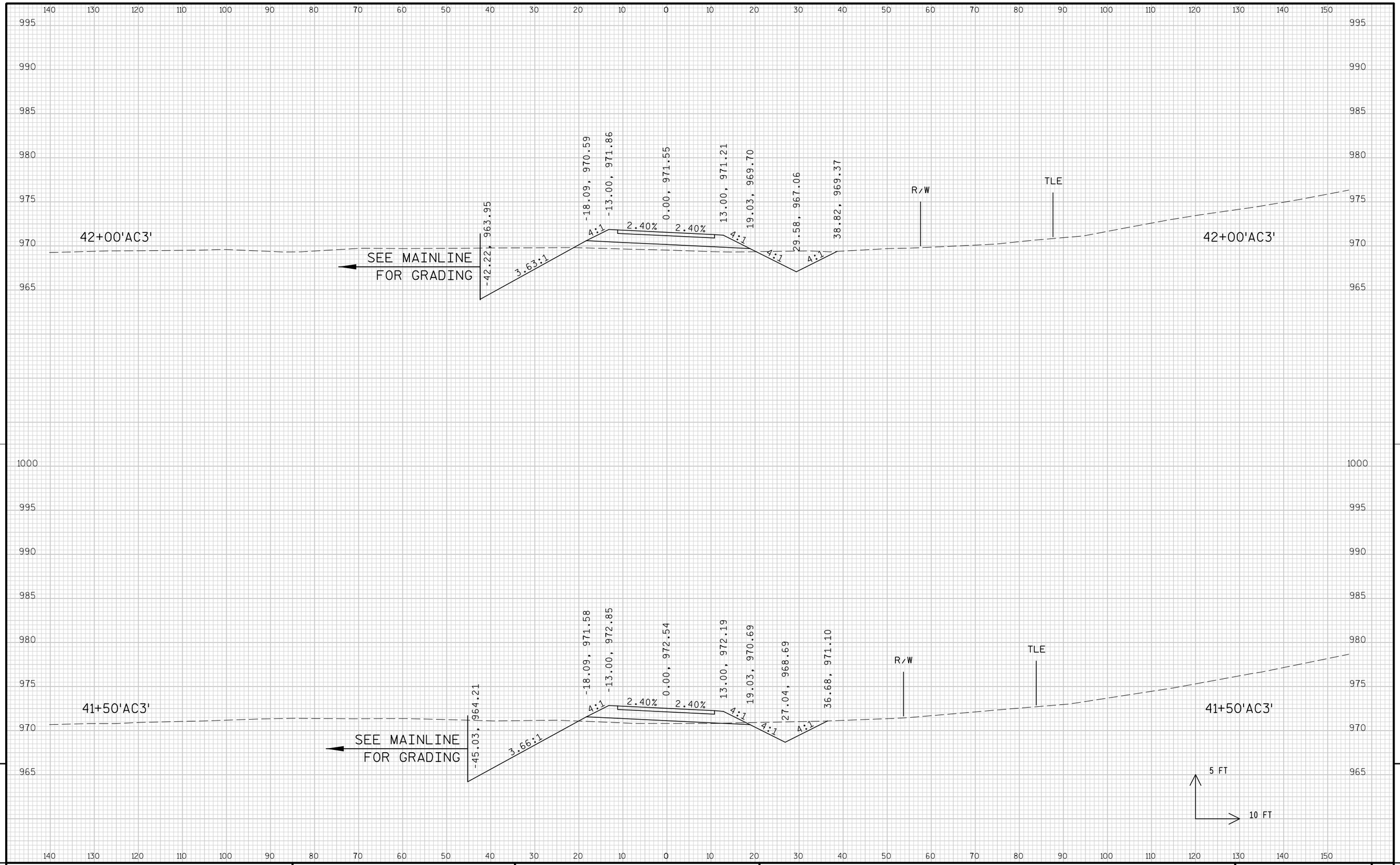
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WISDOT/CADDS SHEET 21

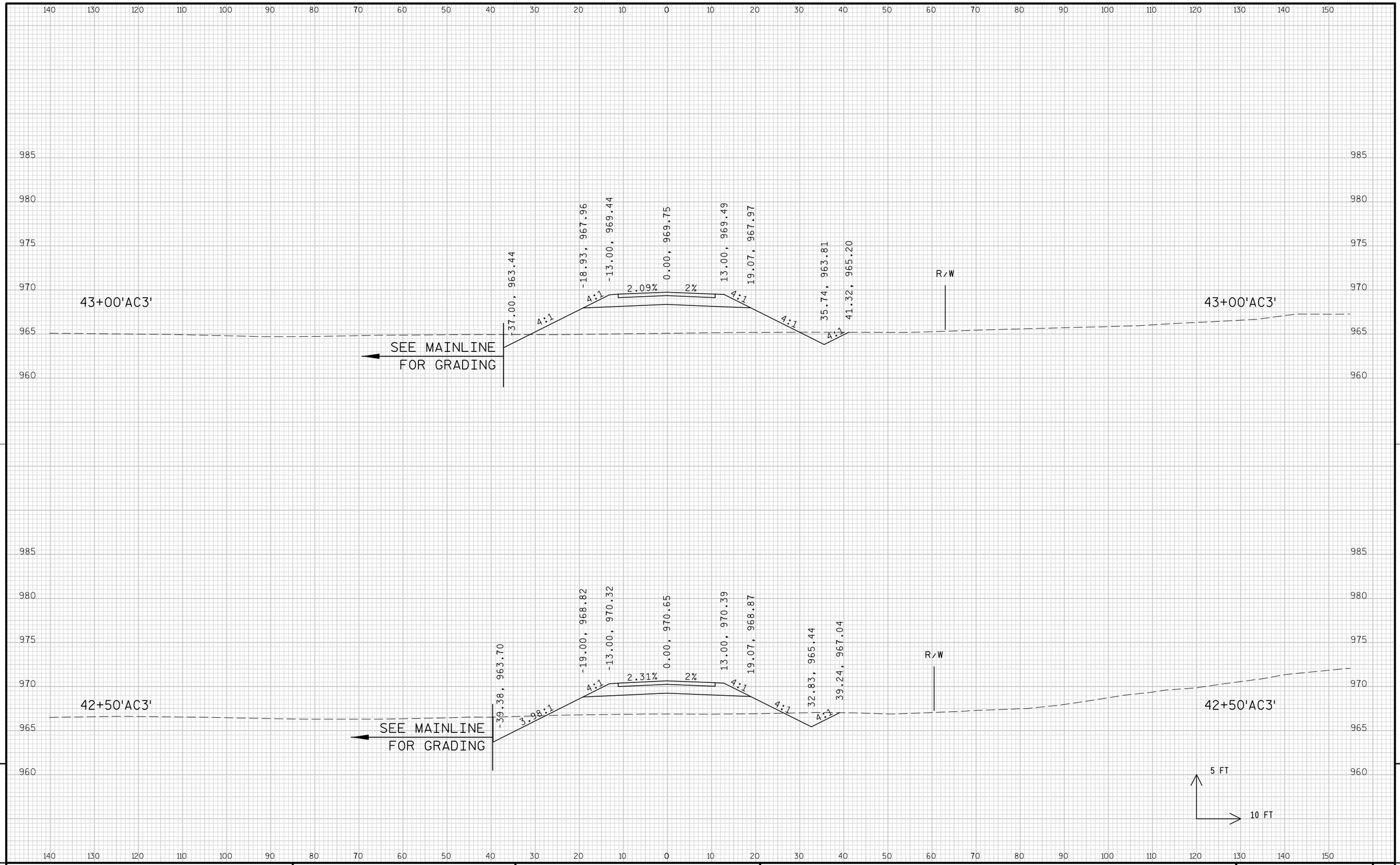


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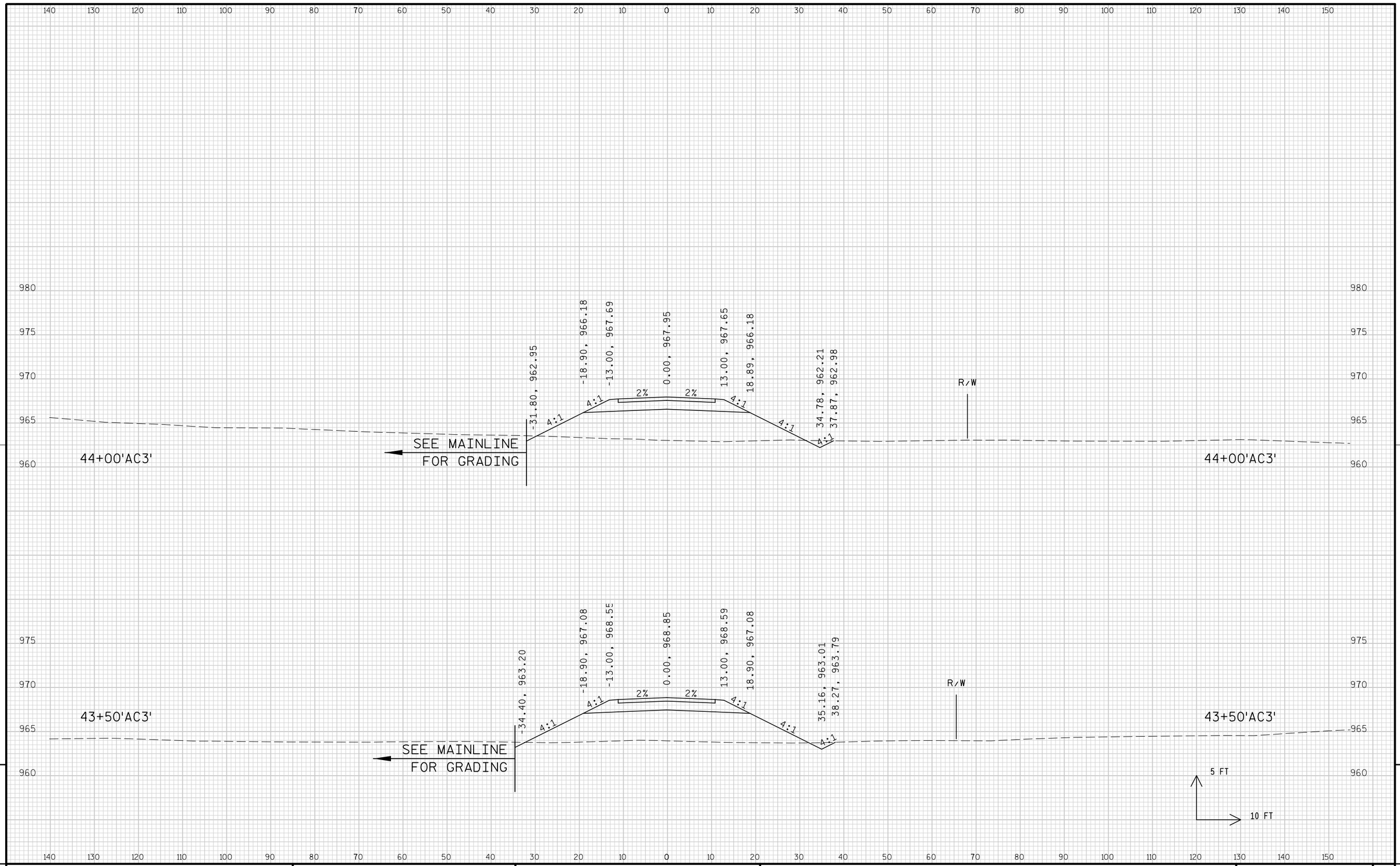
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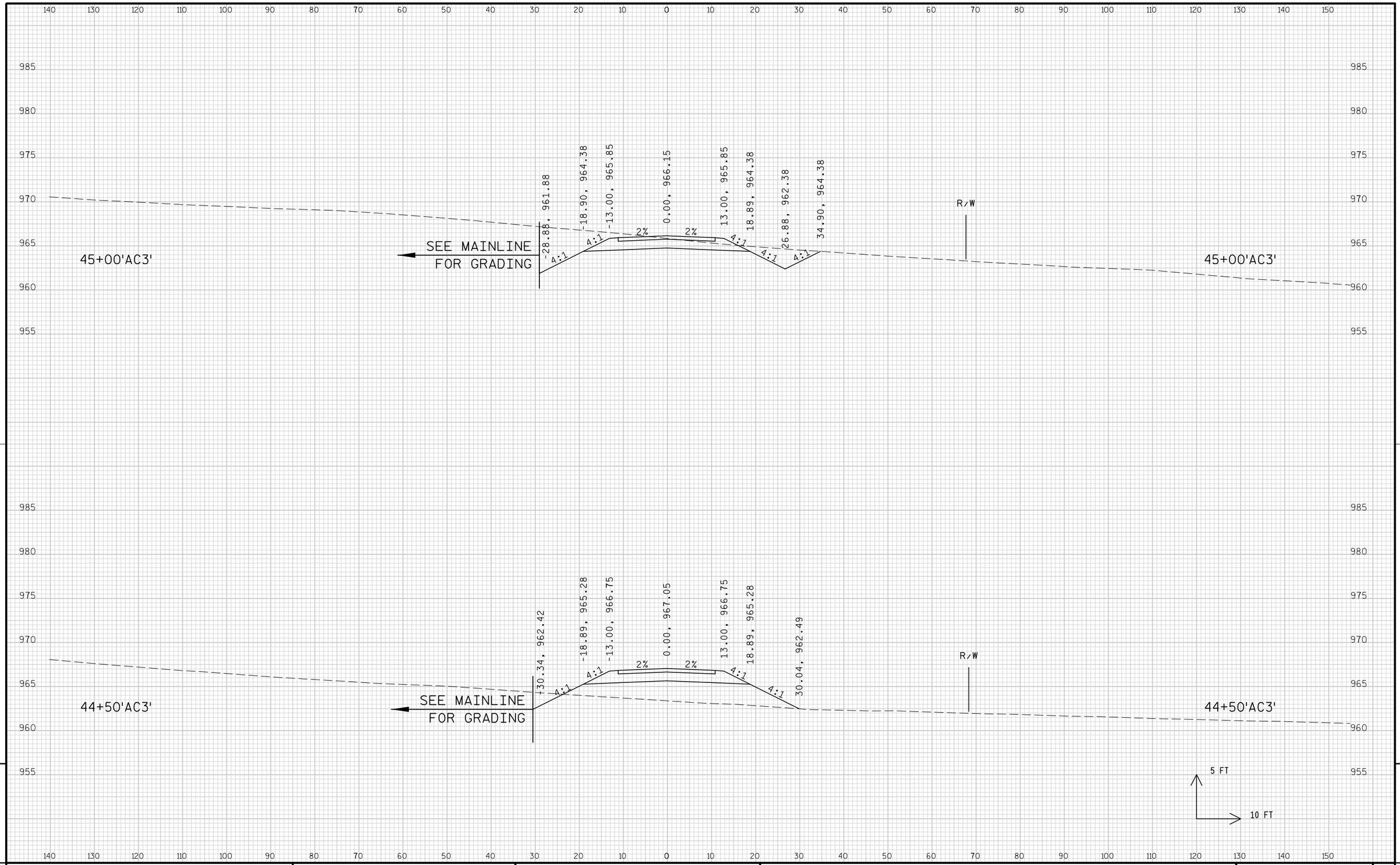
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1072	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1073 E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1074	E

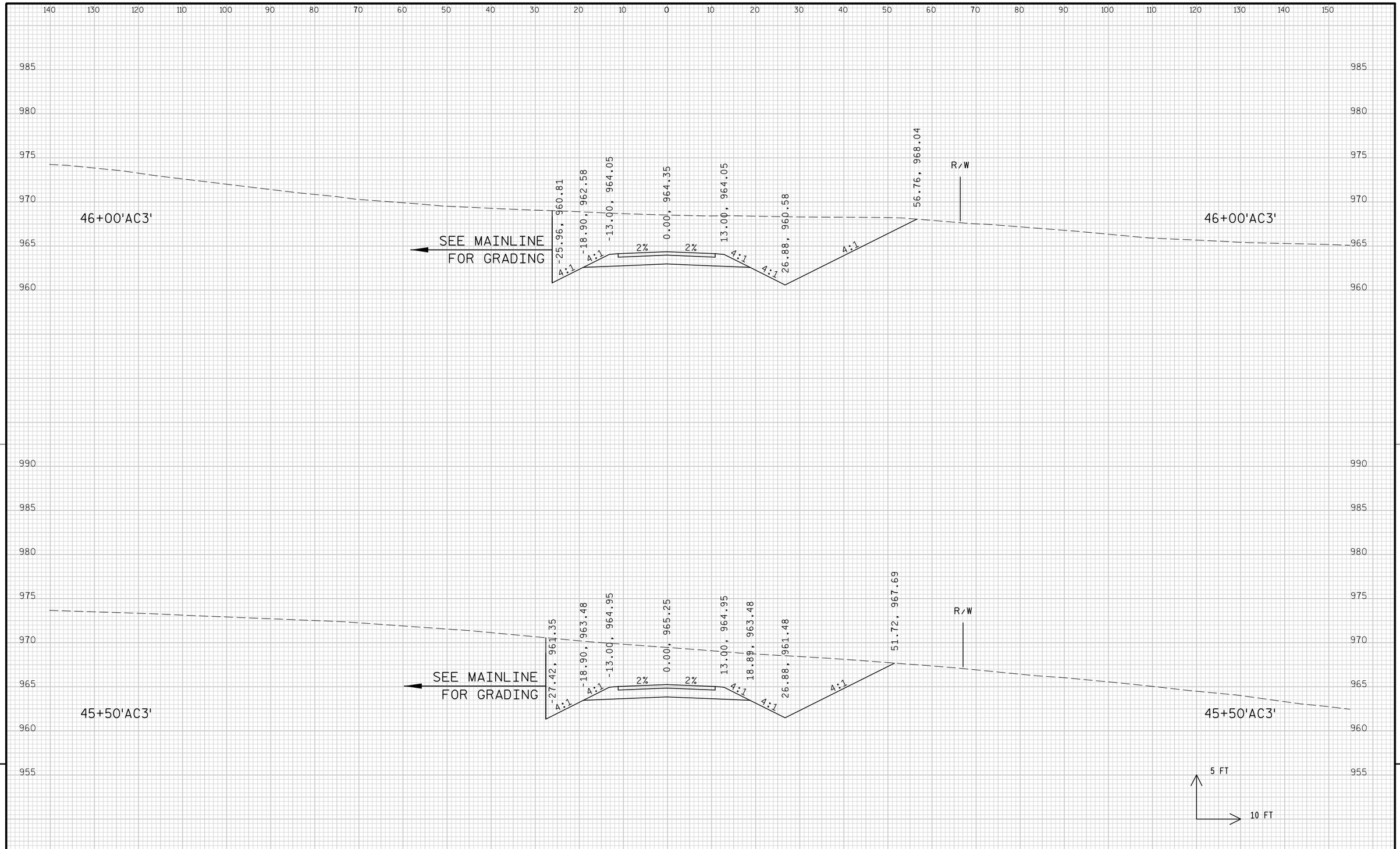


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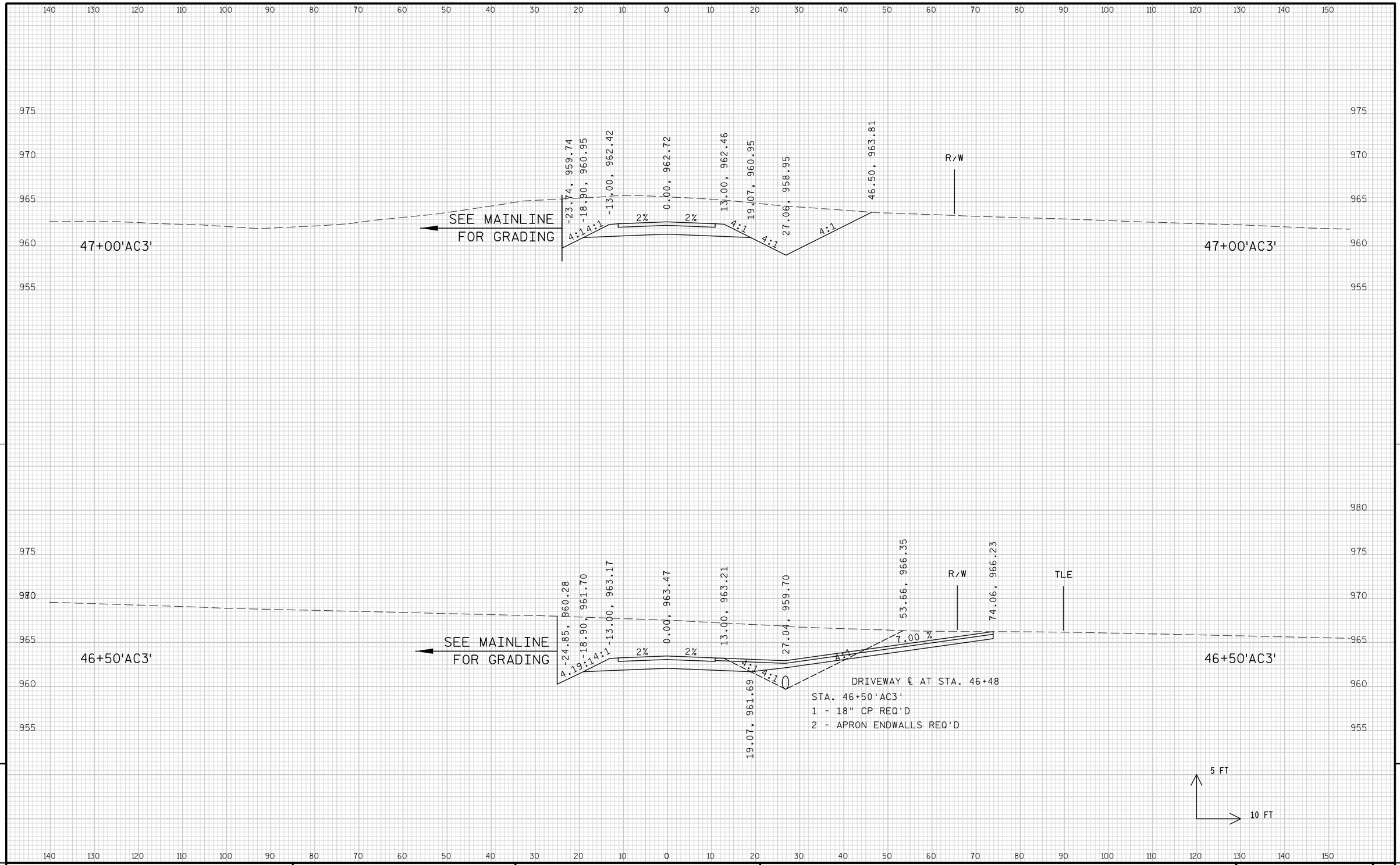
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1075	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac3\090201_ac3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1076	E

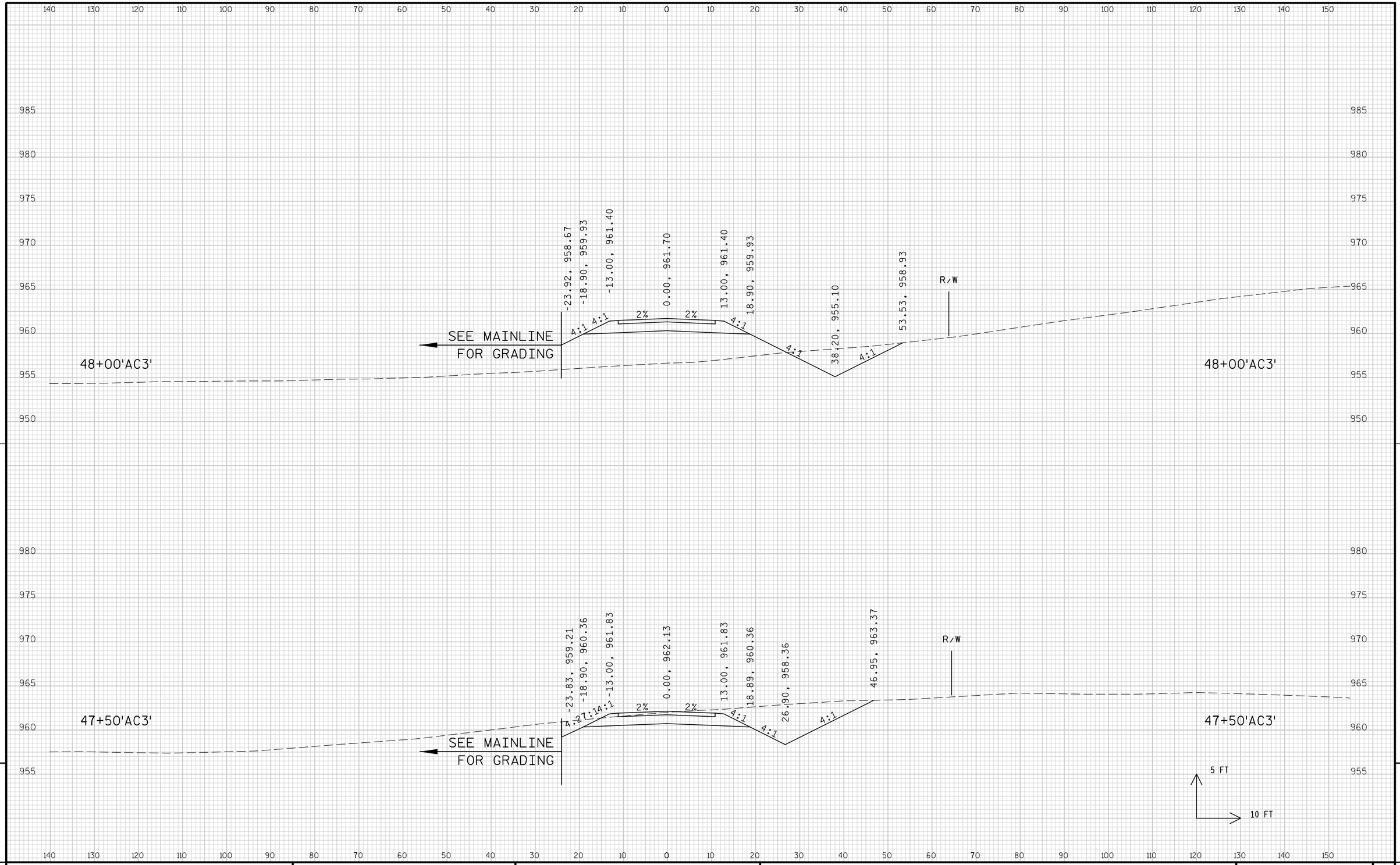


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1077	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac3\090201_ac3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

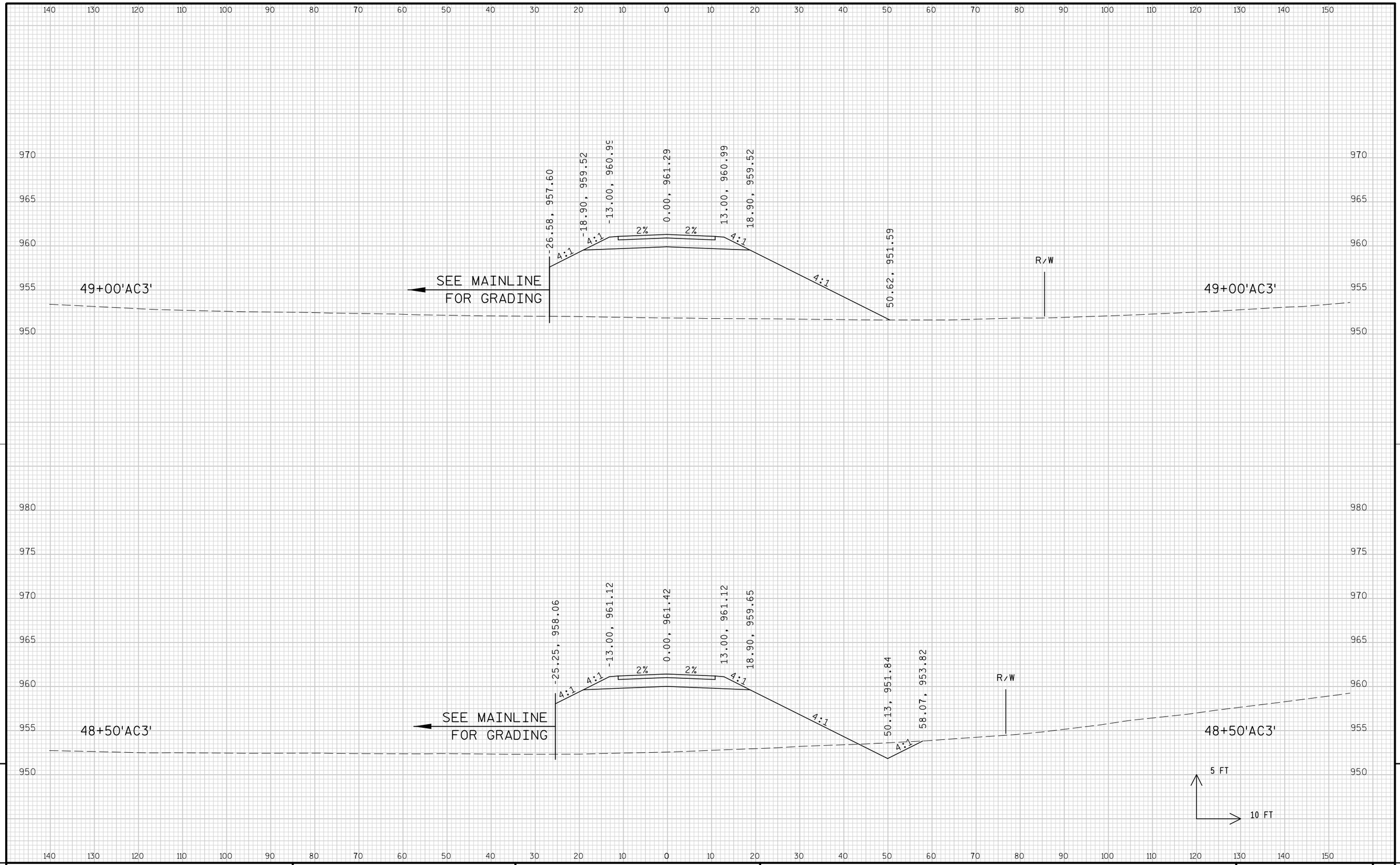


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1078	E

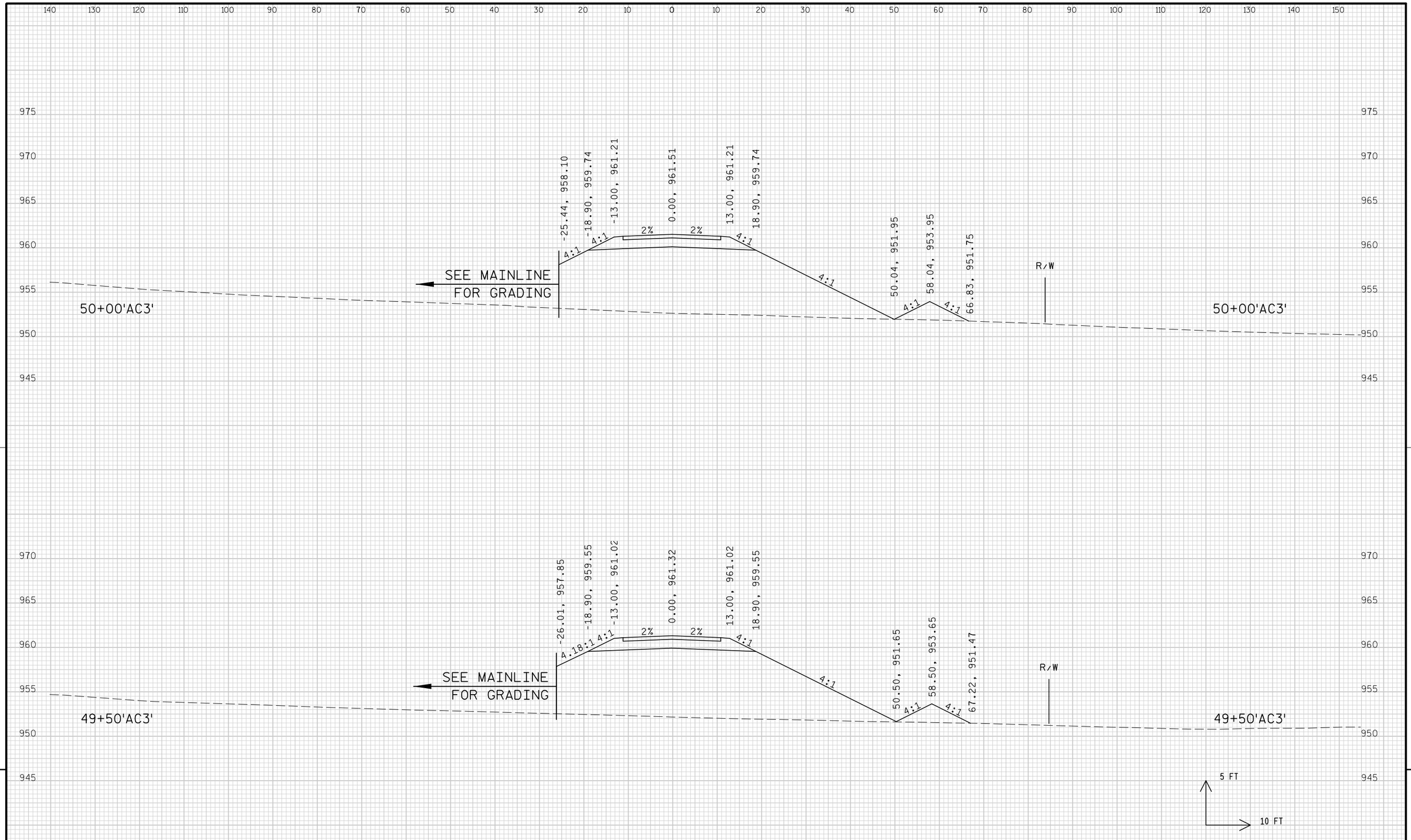
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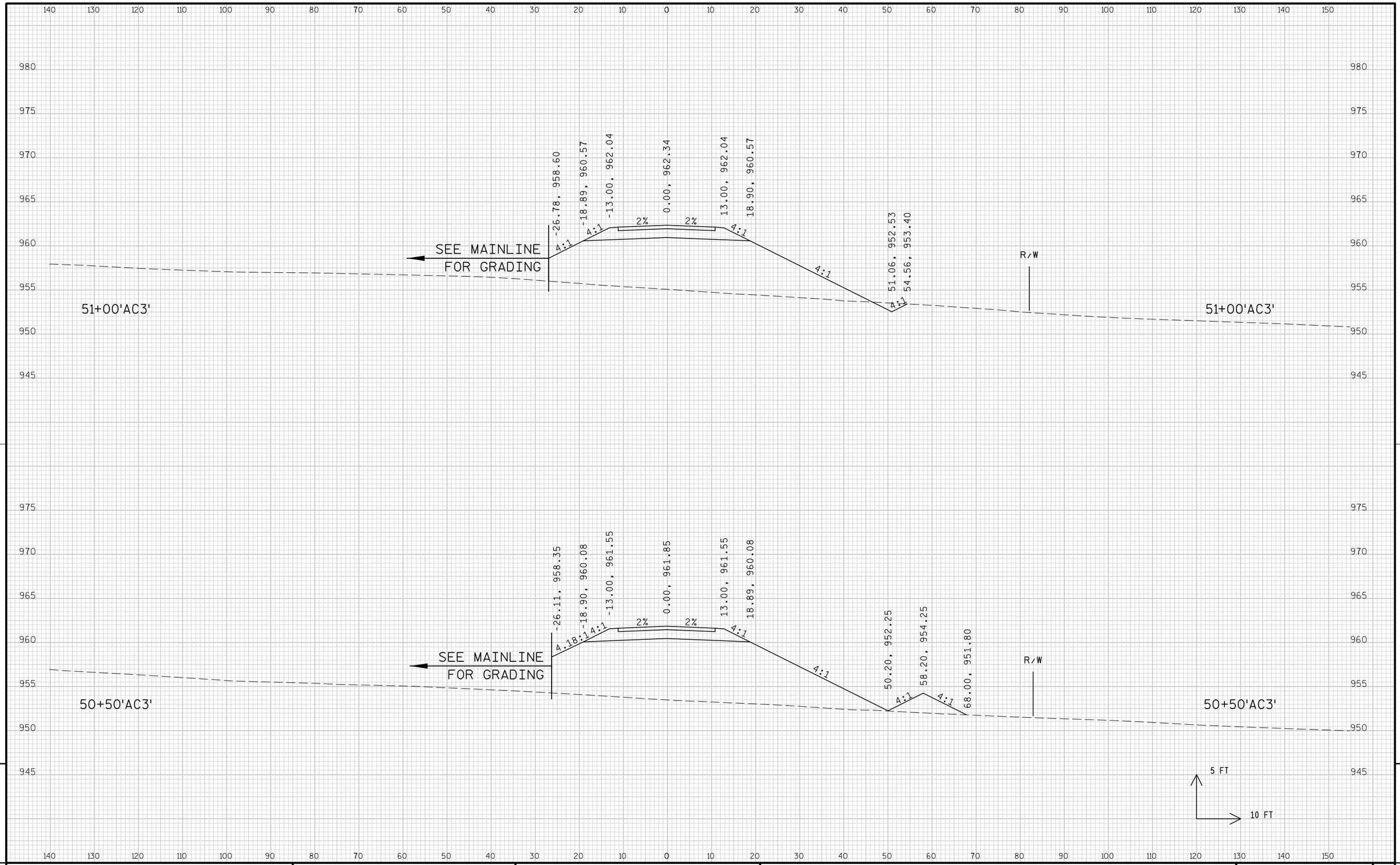
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1079	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1080	E

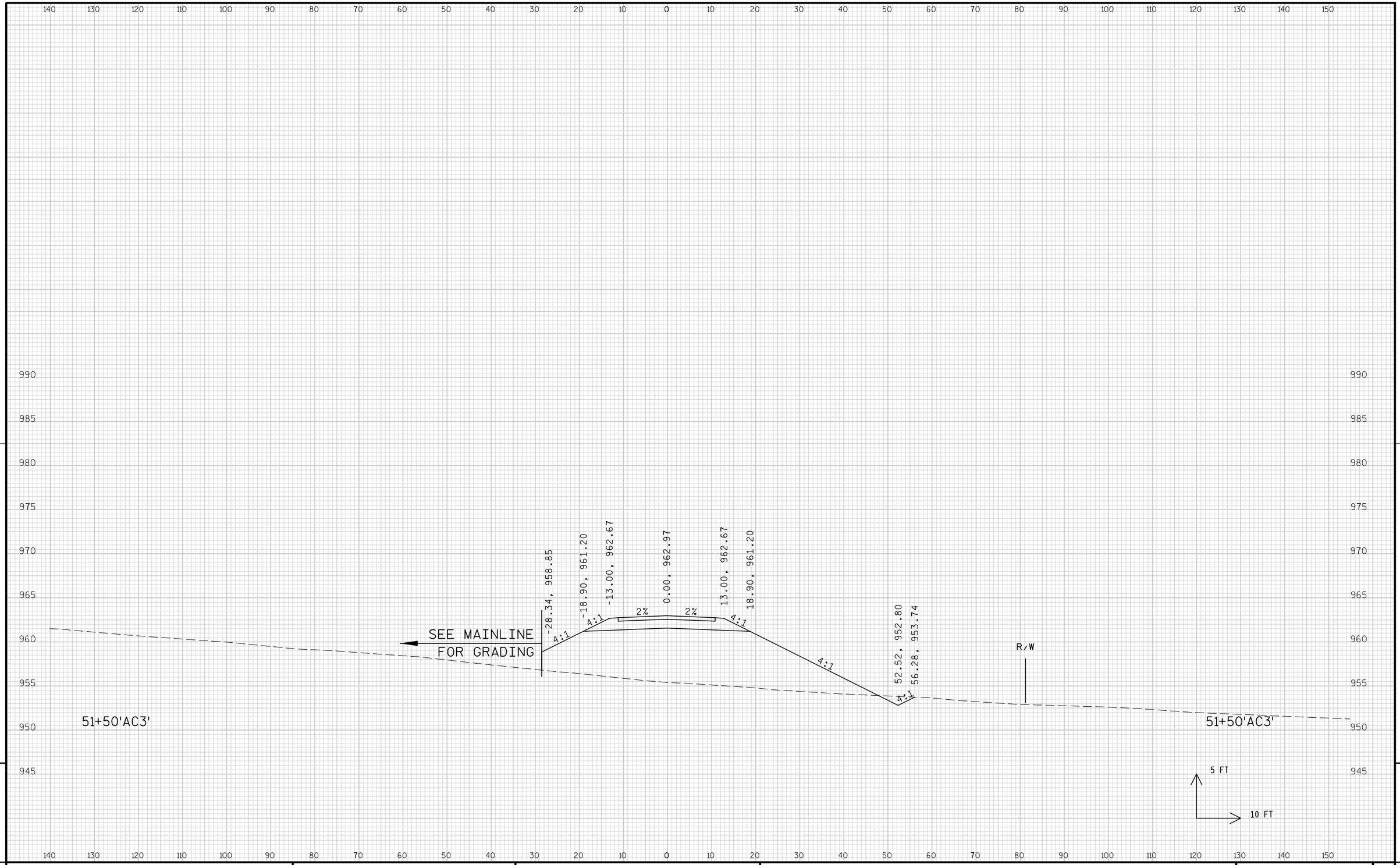
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1081	E

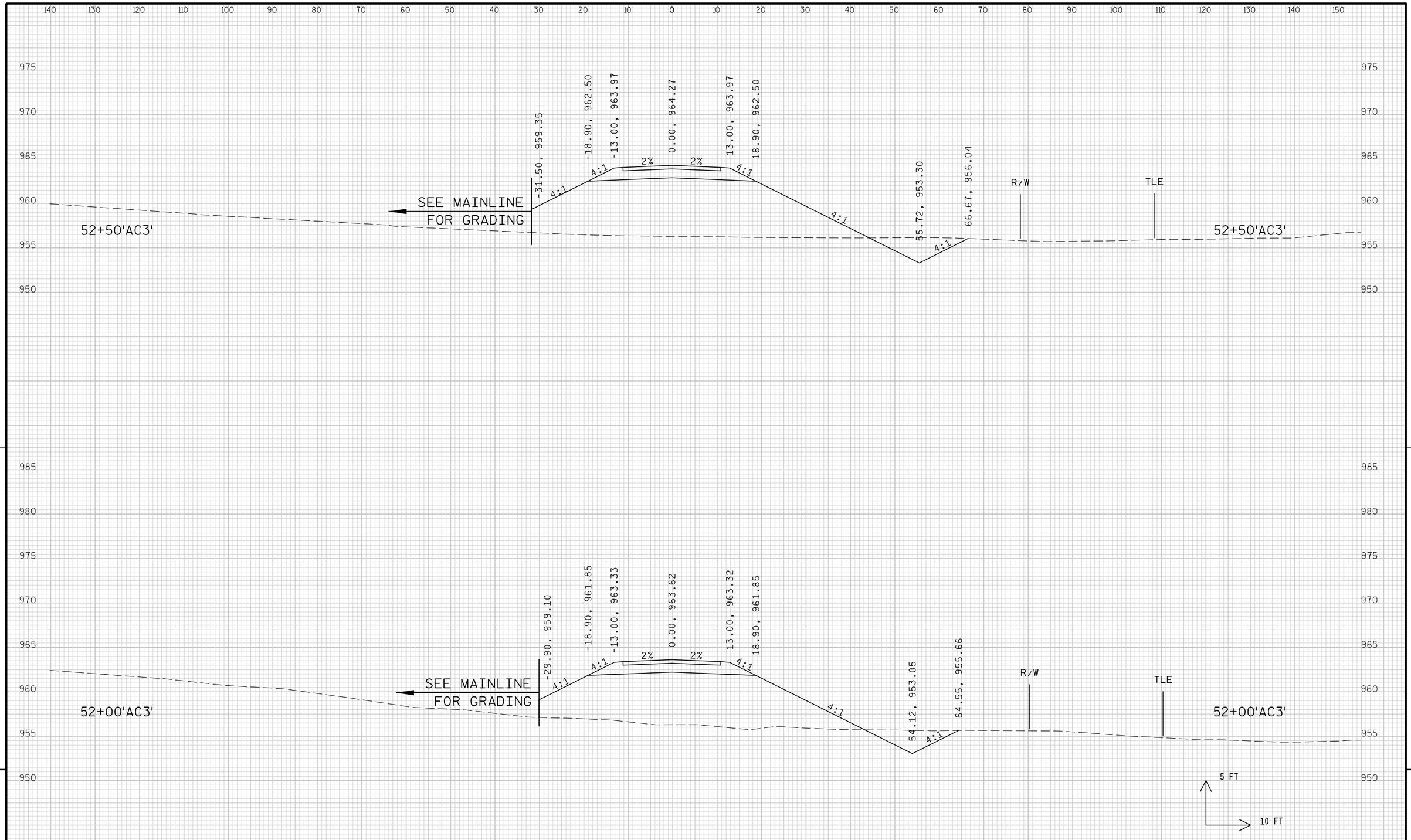


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9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1082	E

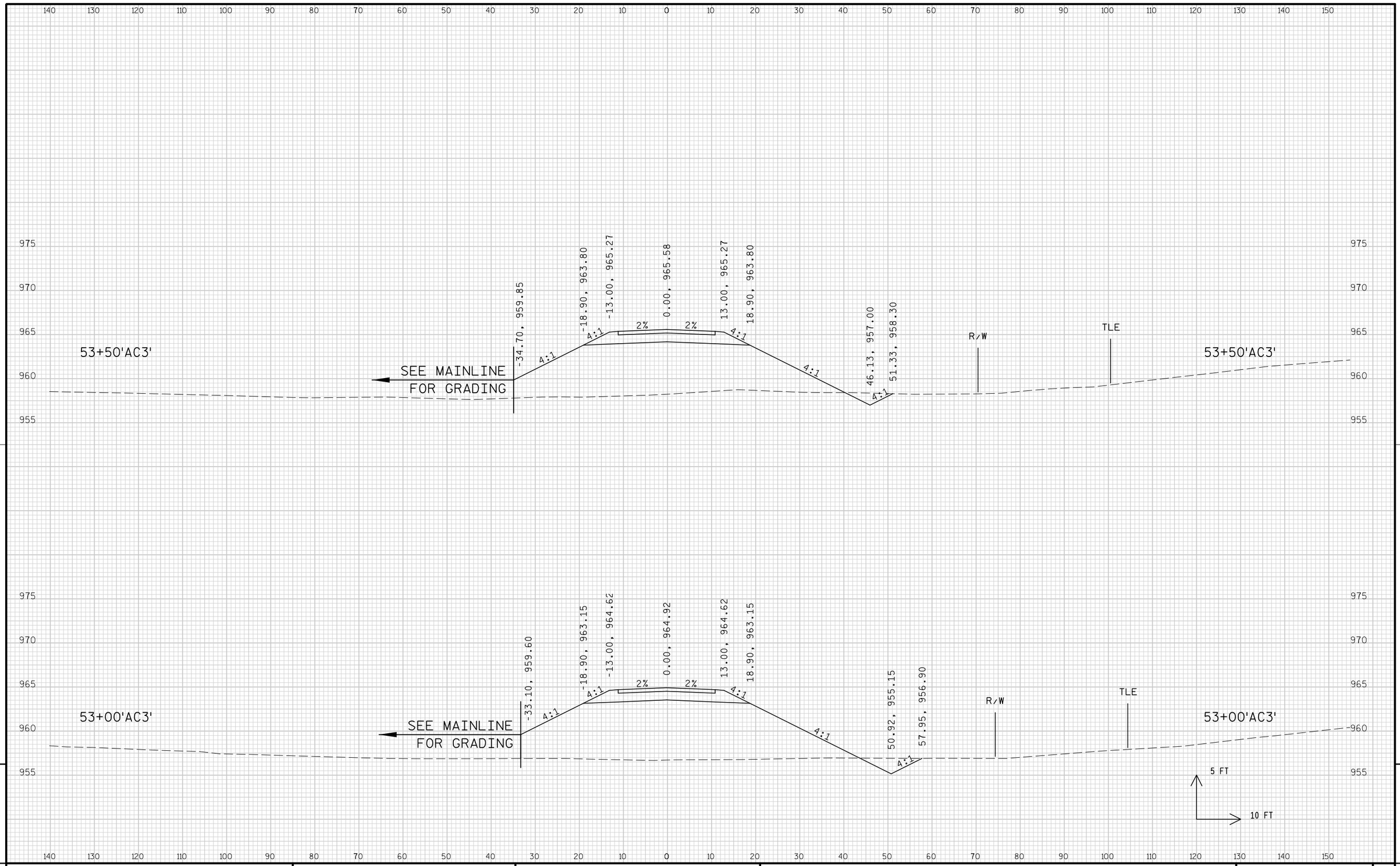
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1083	E

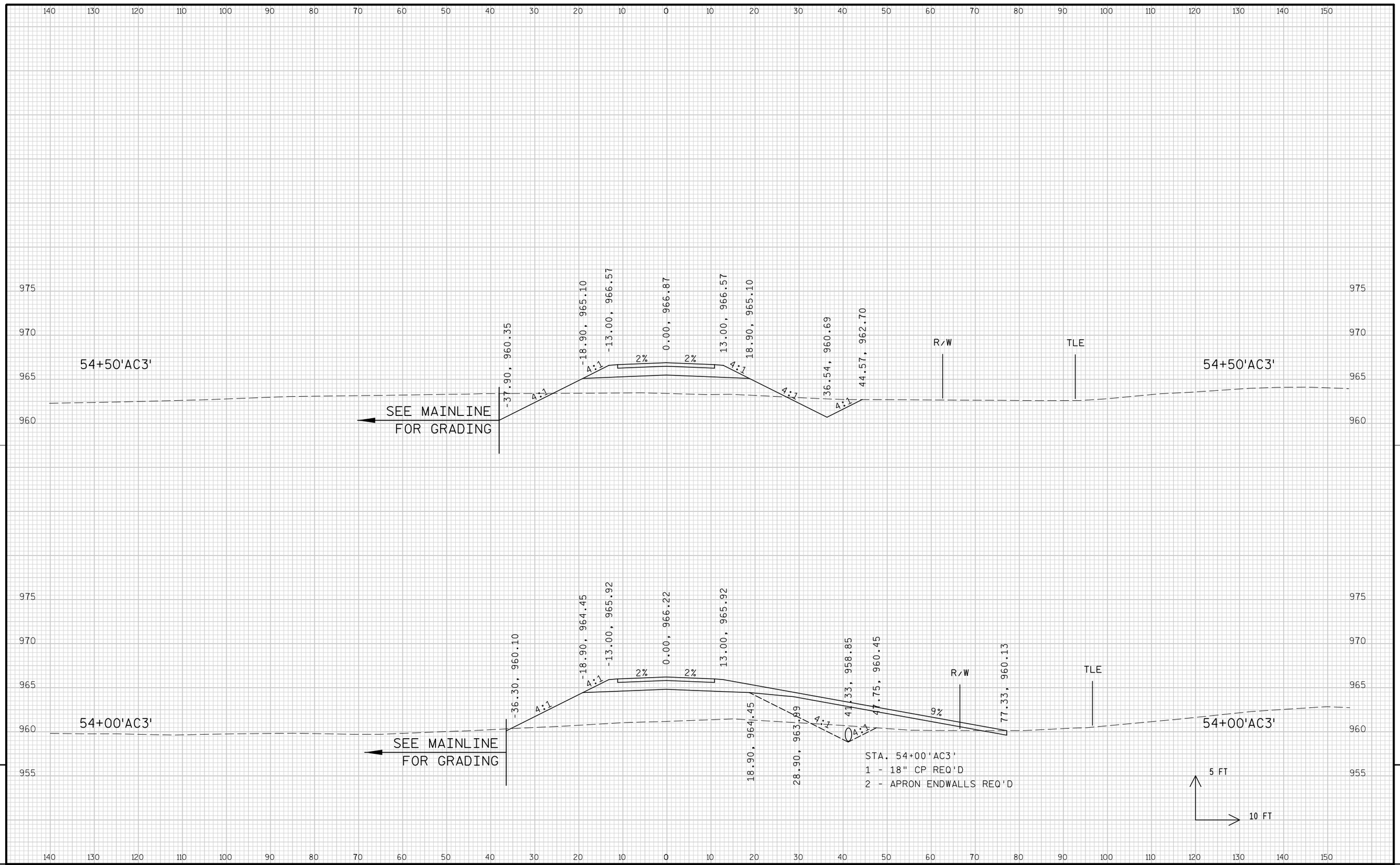


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1084	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac3\090201_ac3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

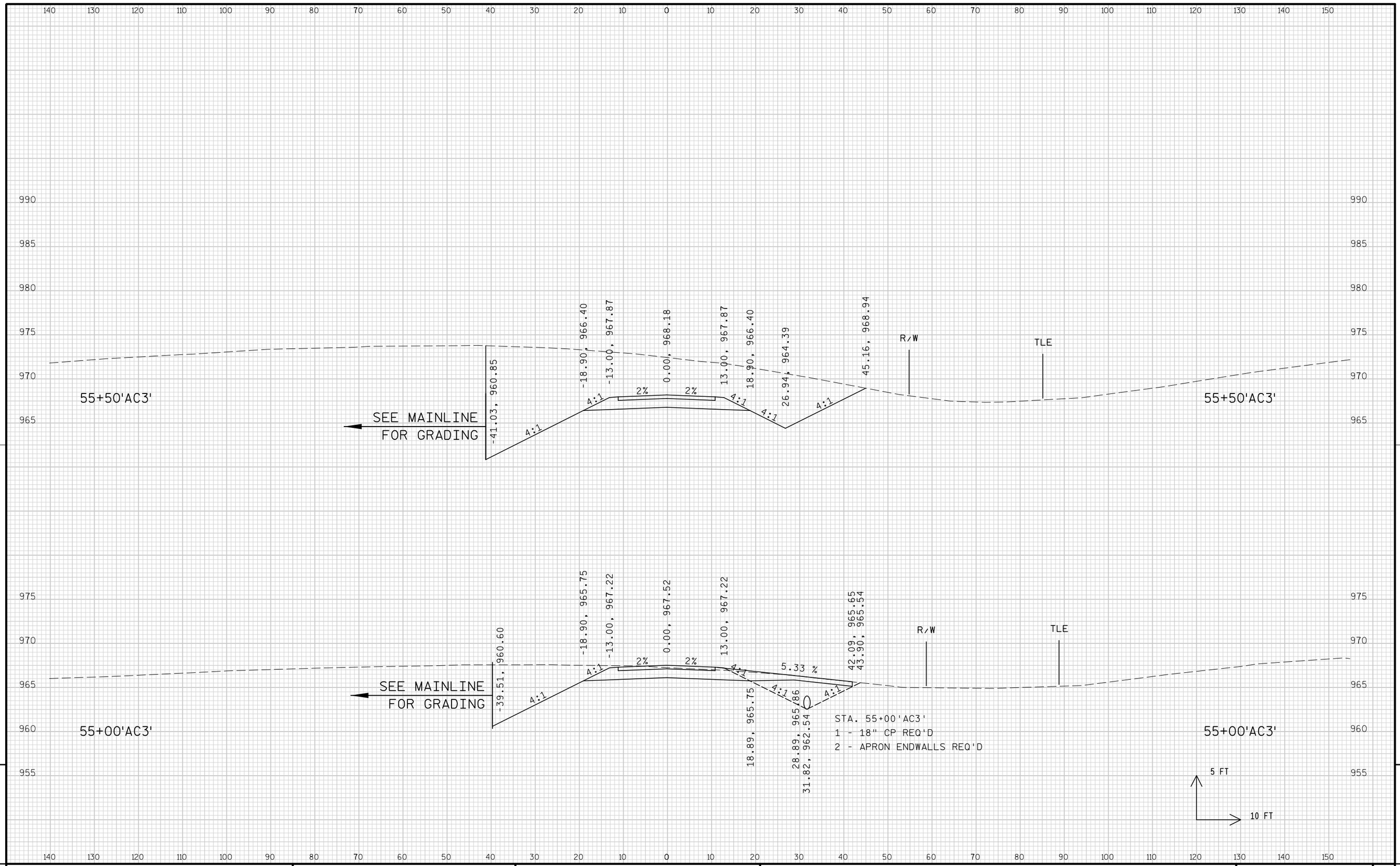


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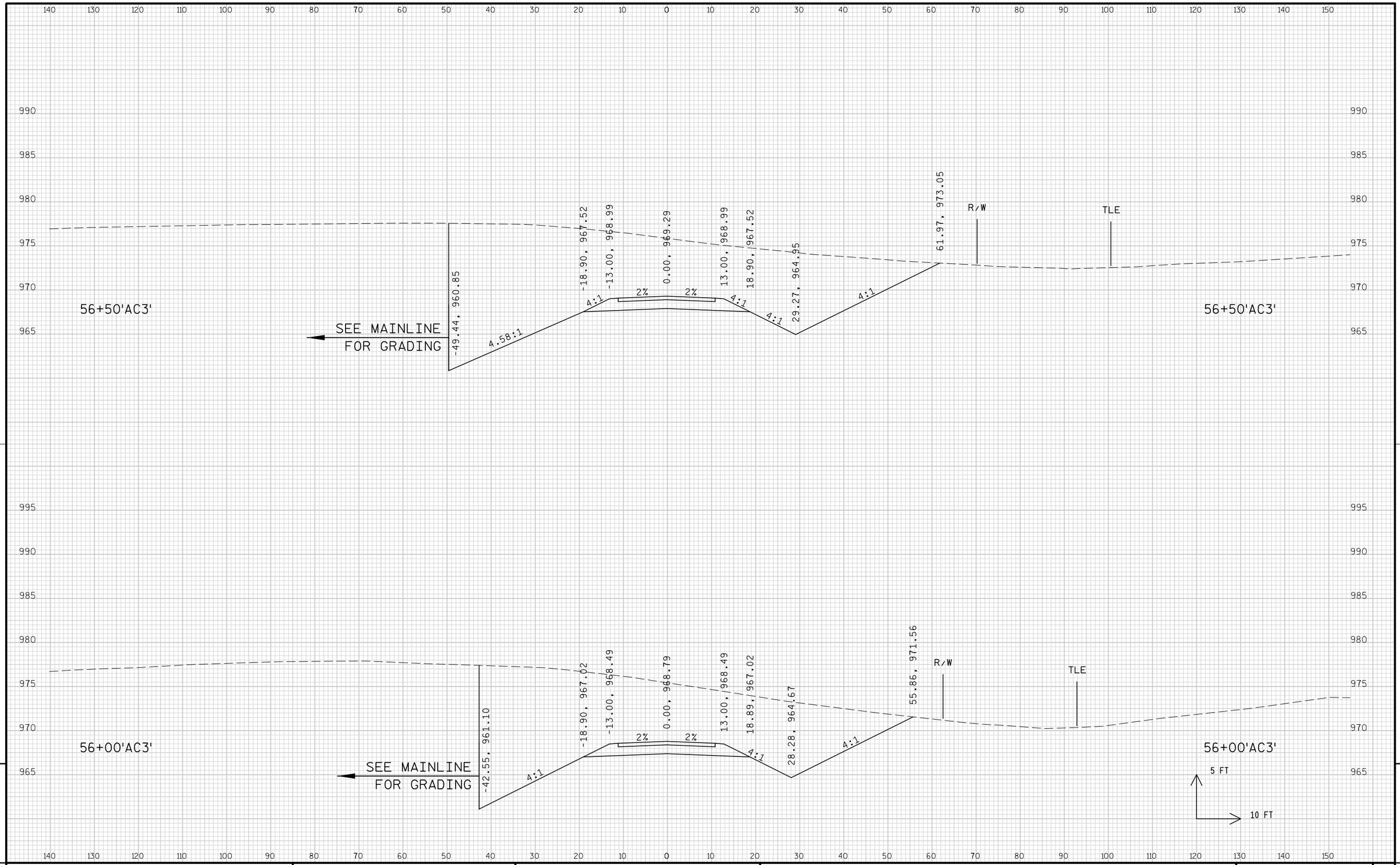
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1085	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac3\090201_ac3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



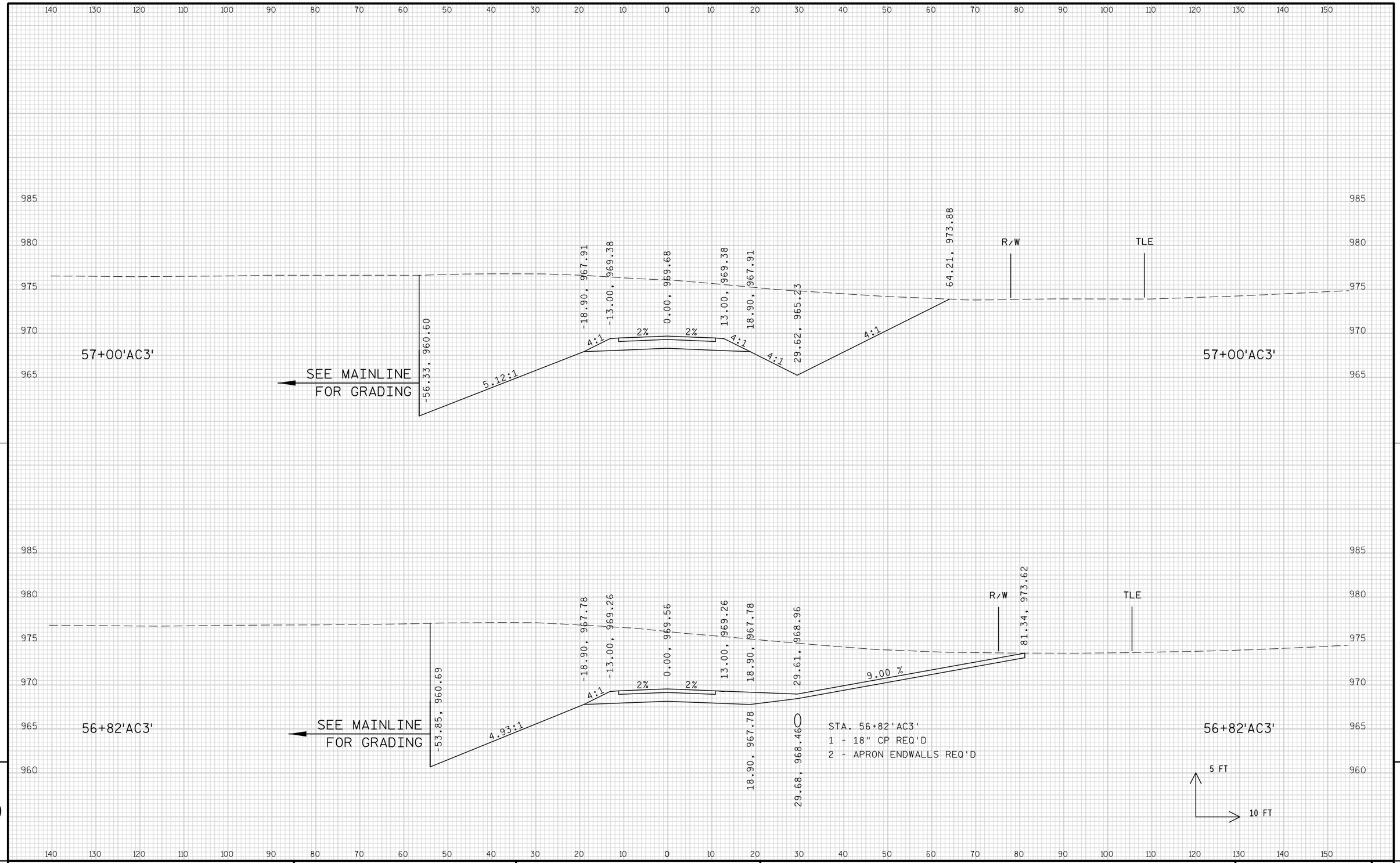
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1086	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1087	E

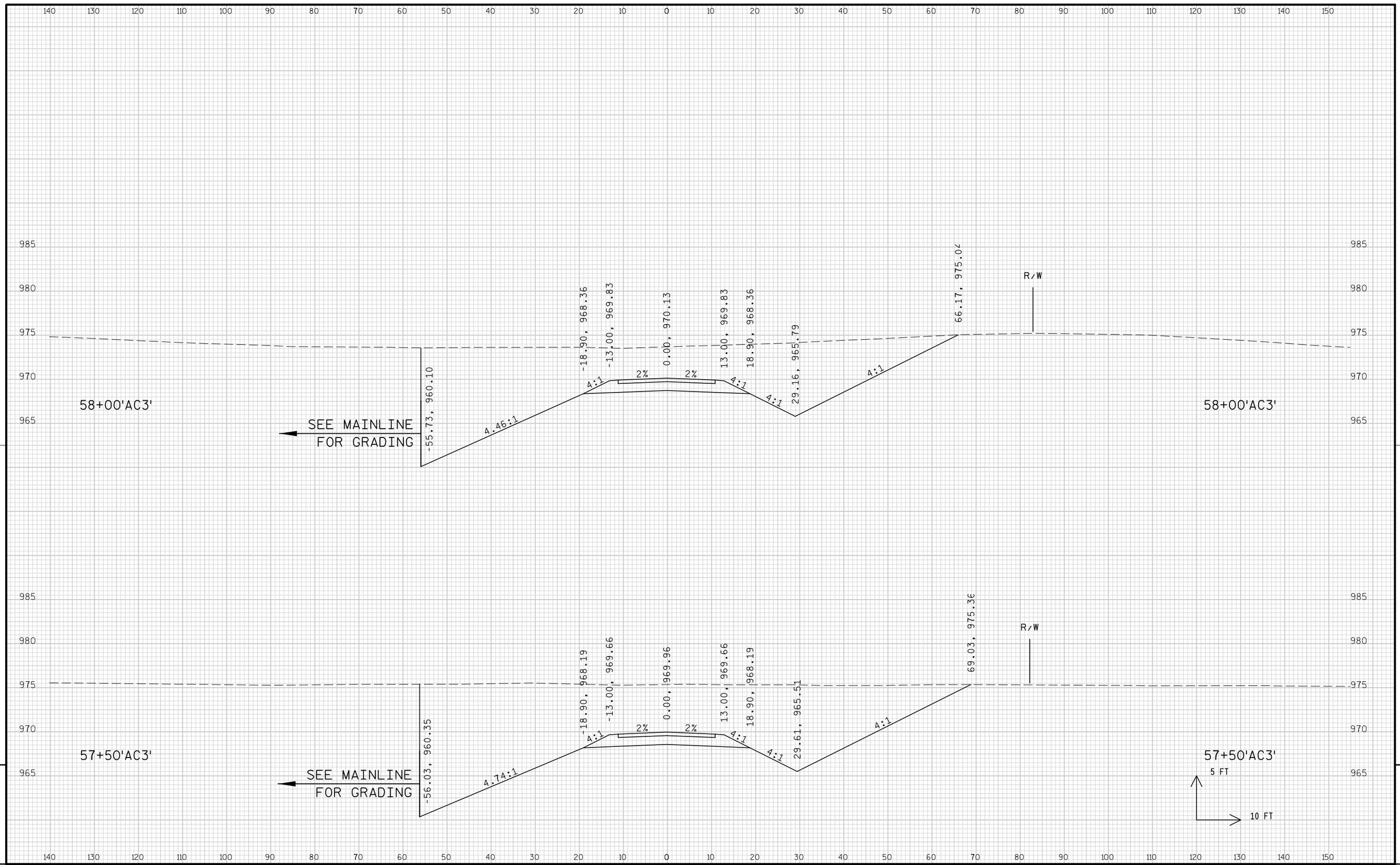
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WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1088	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac3\090201_ac3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

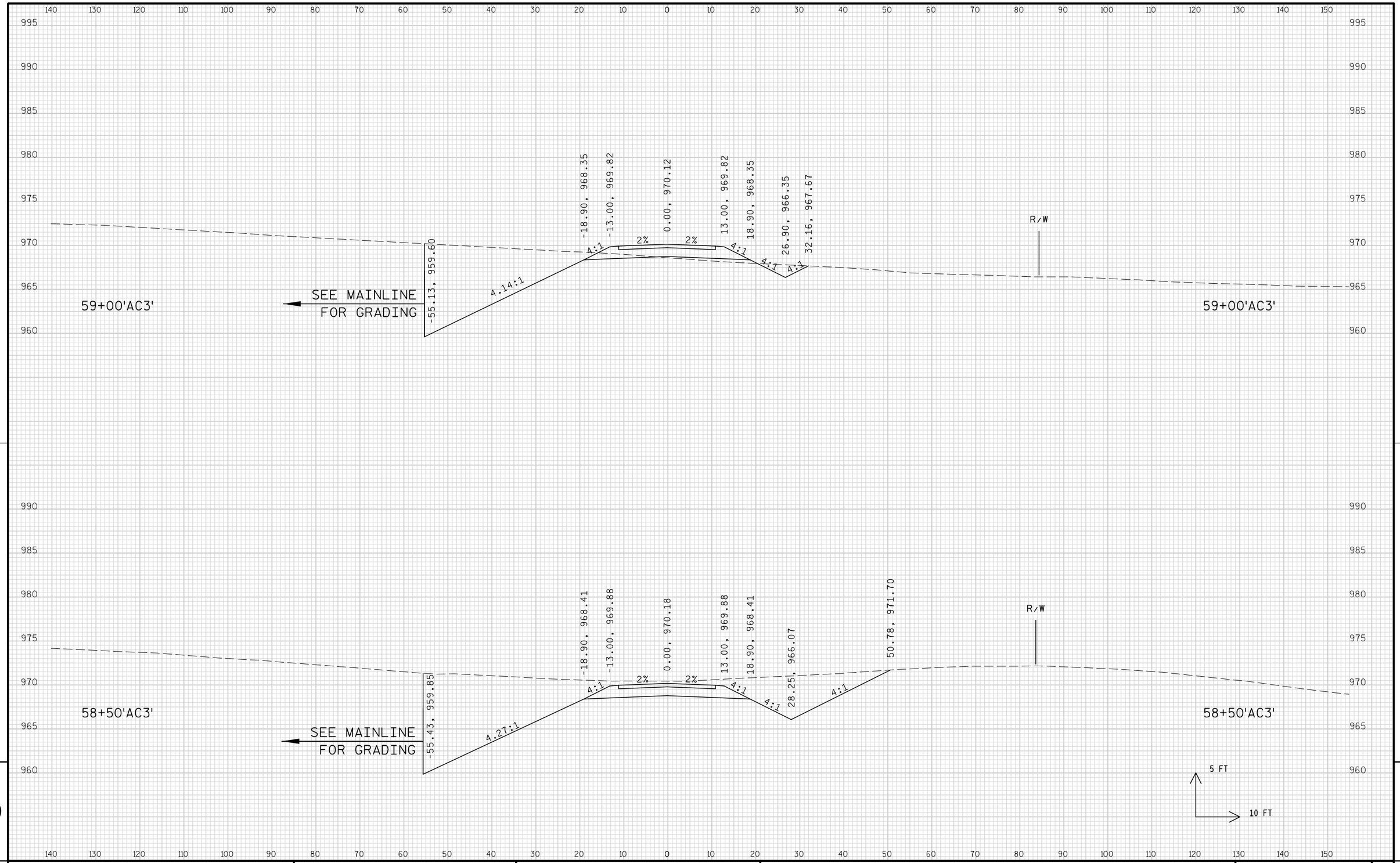


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9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1089	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac3\090201_ac3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

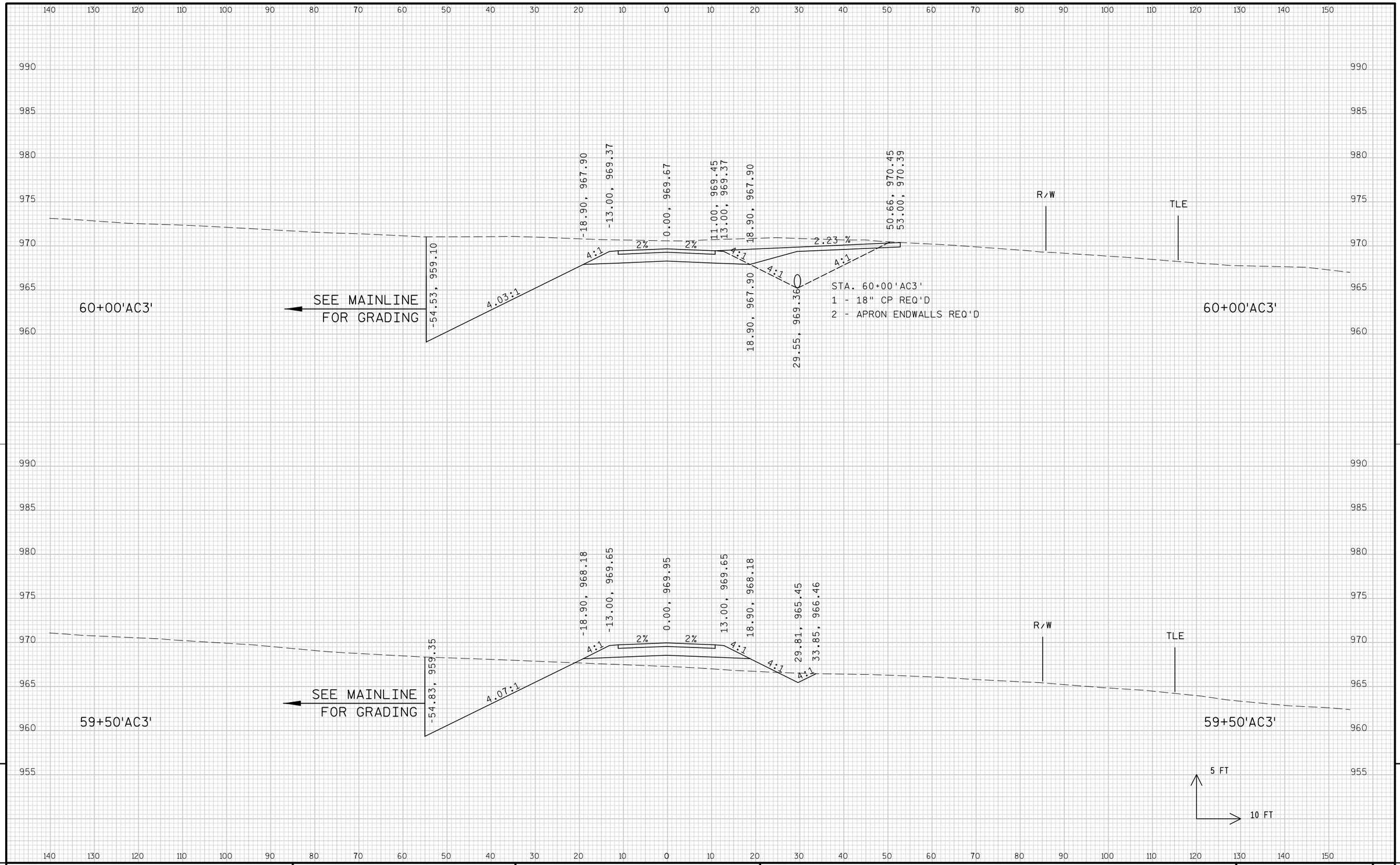


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1090	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac3\090201_ac3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

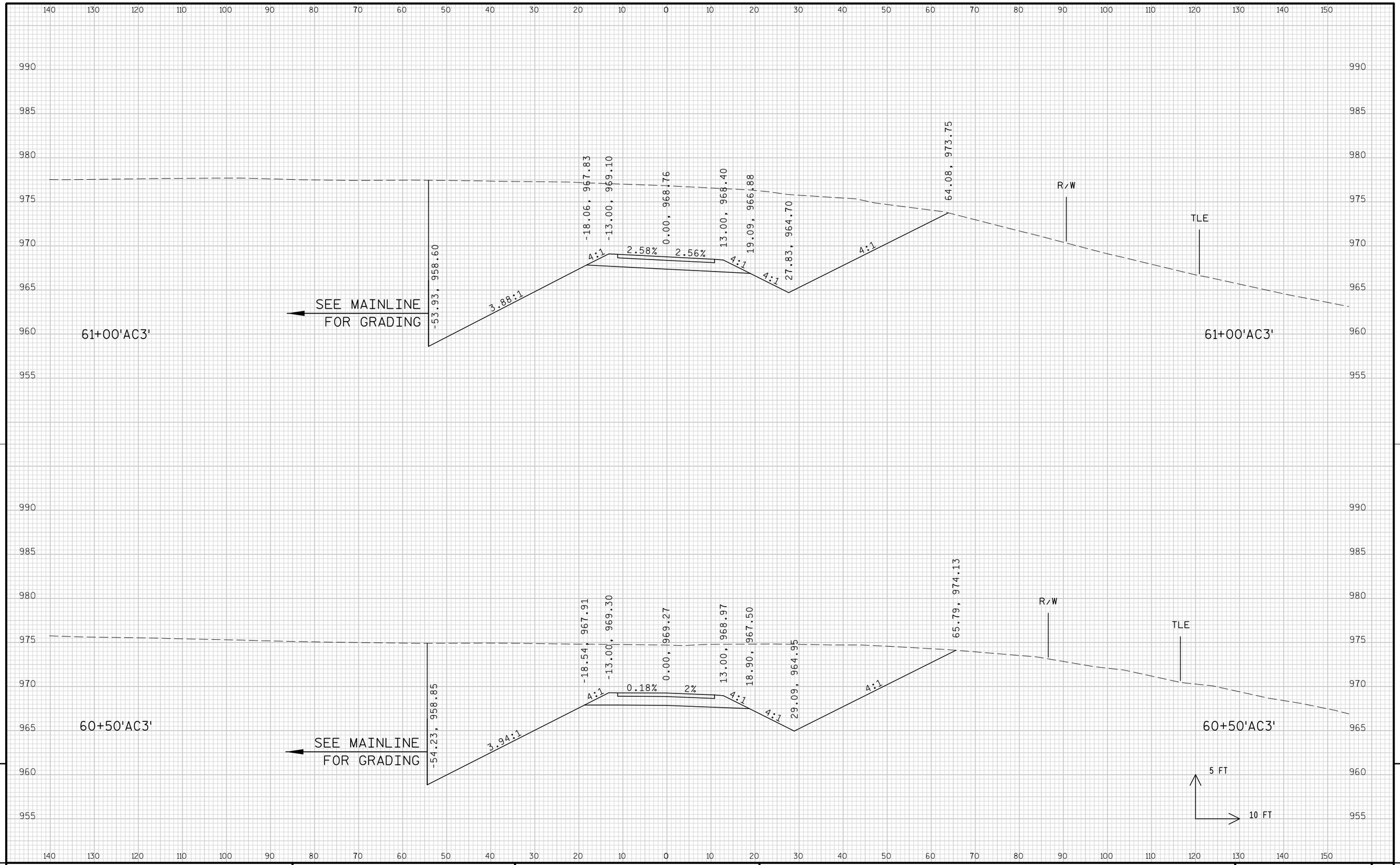


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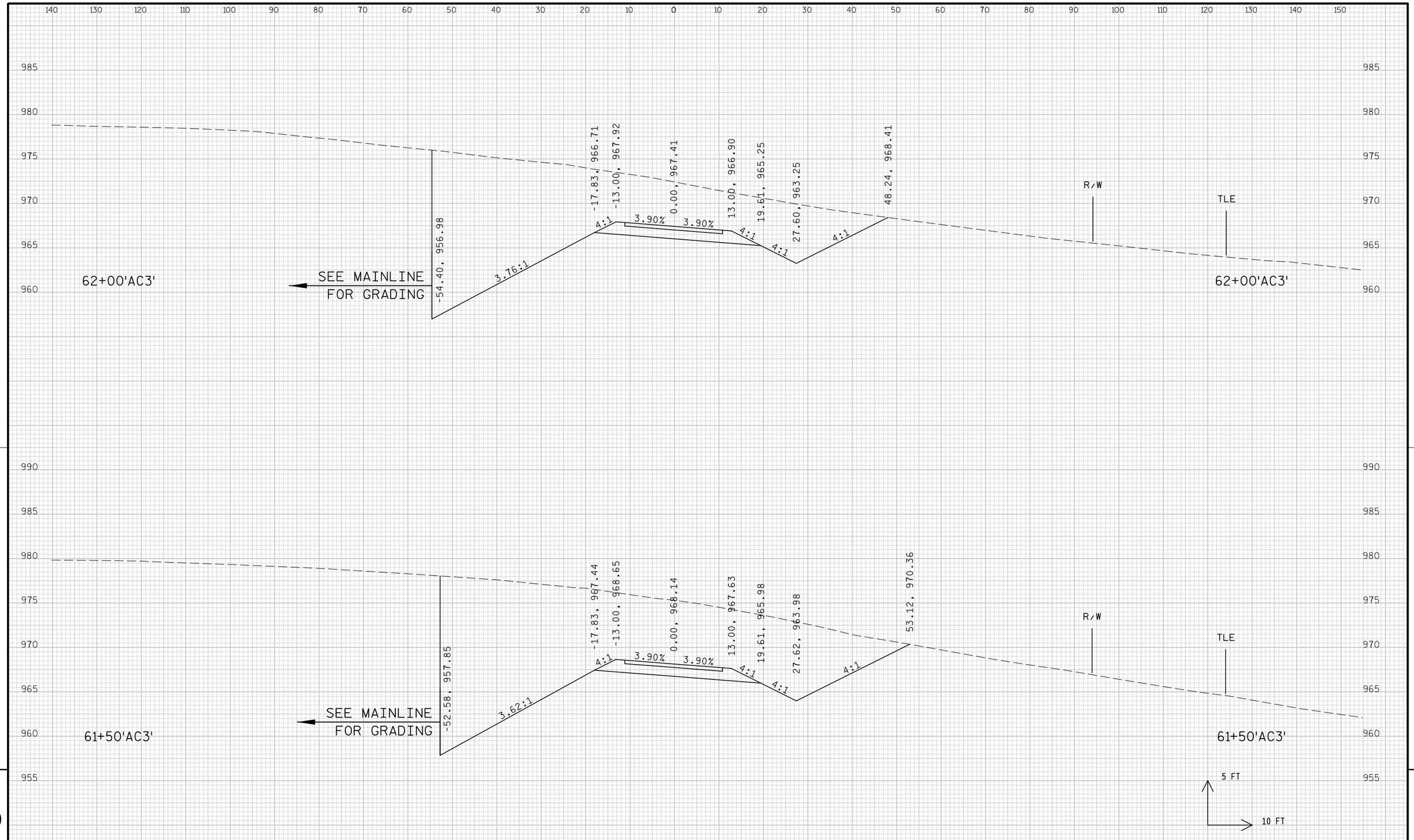
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1091	E

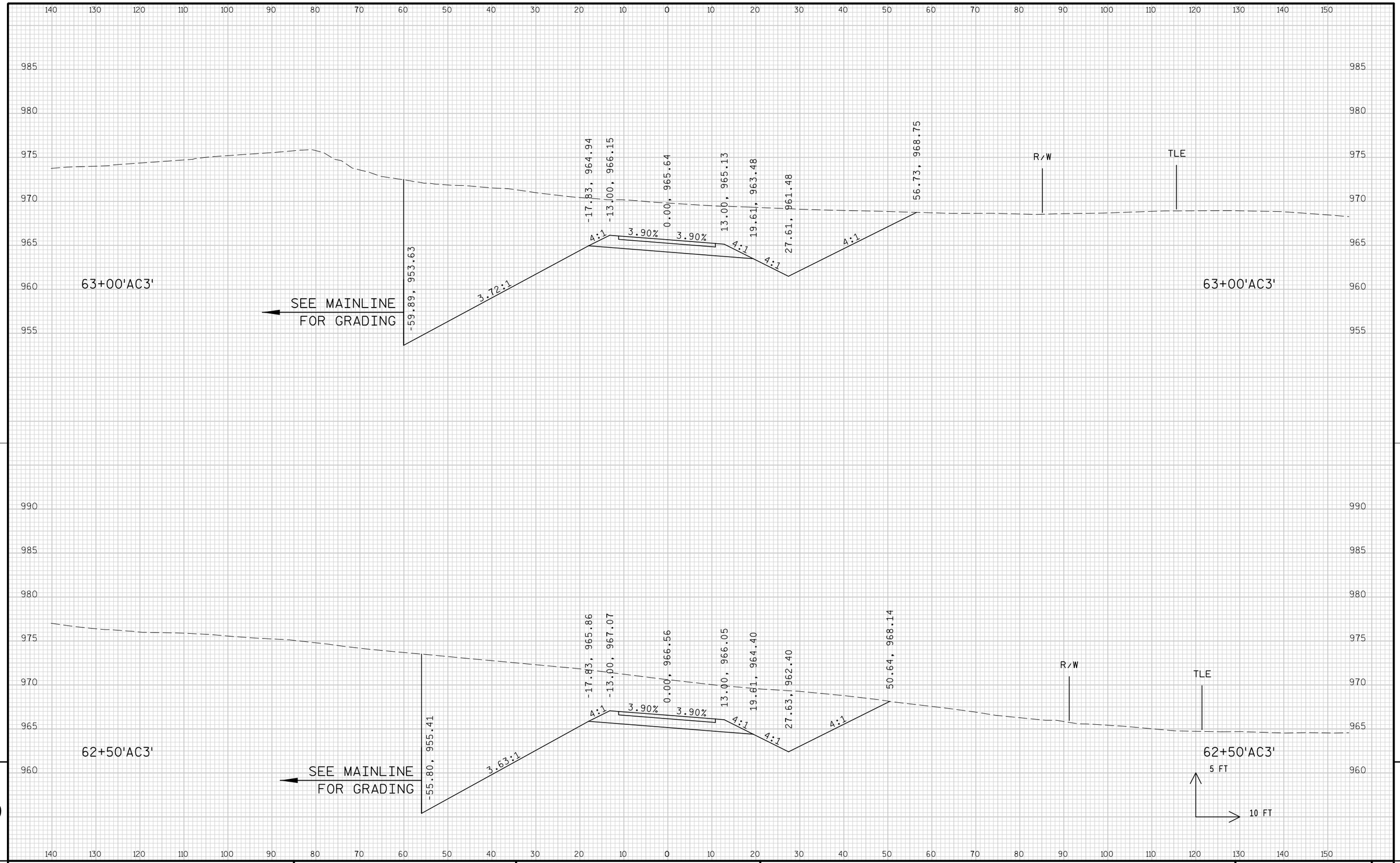
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1092	E

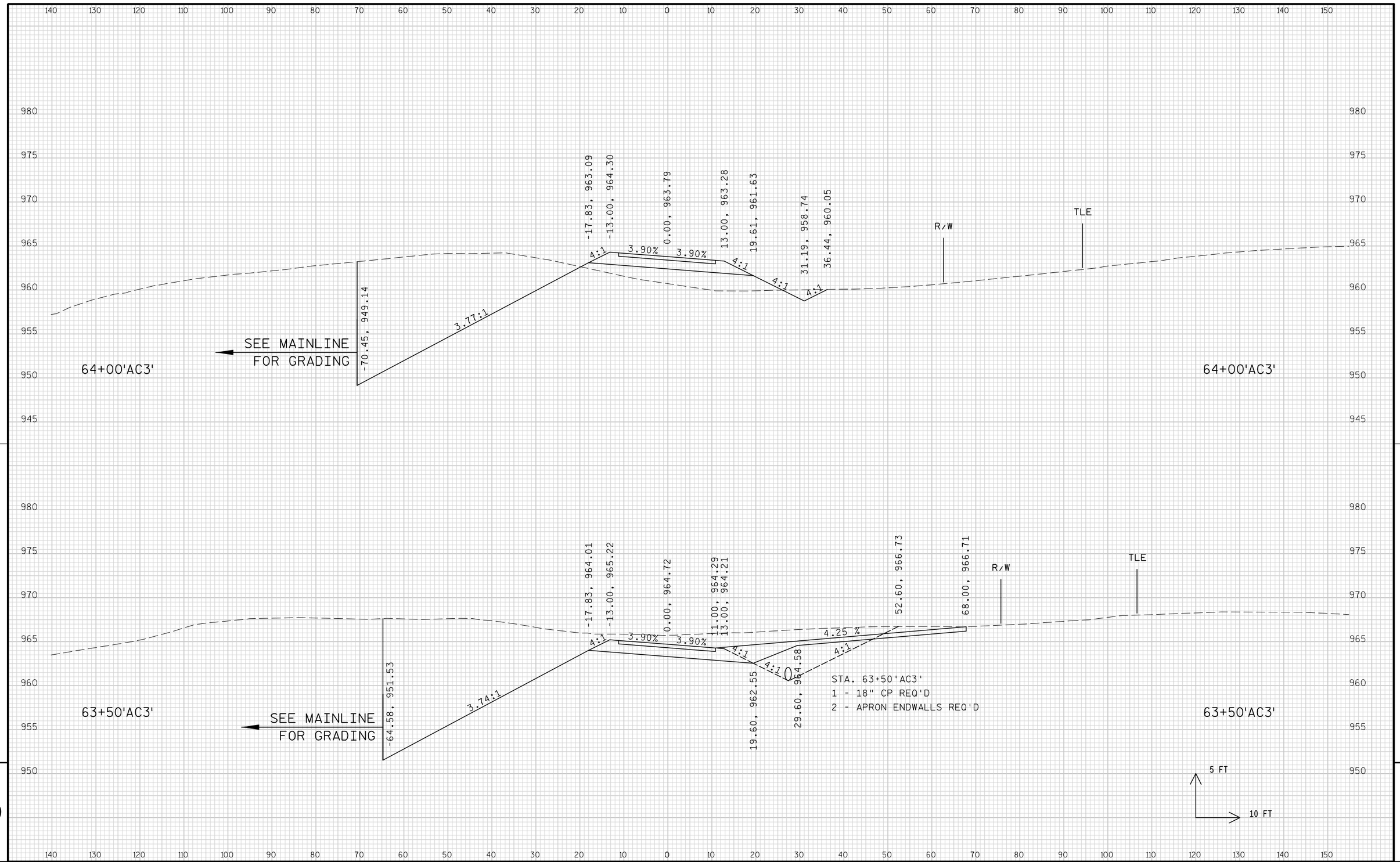


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1093	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1094	E

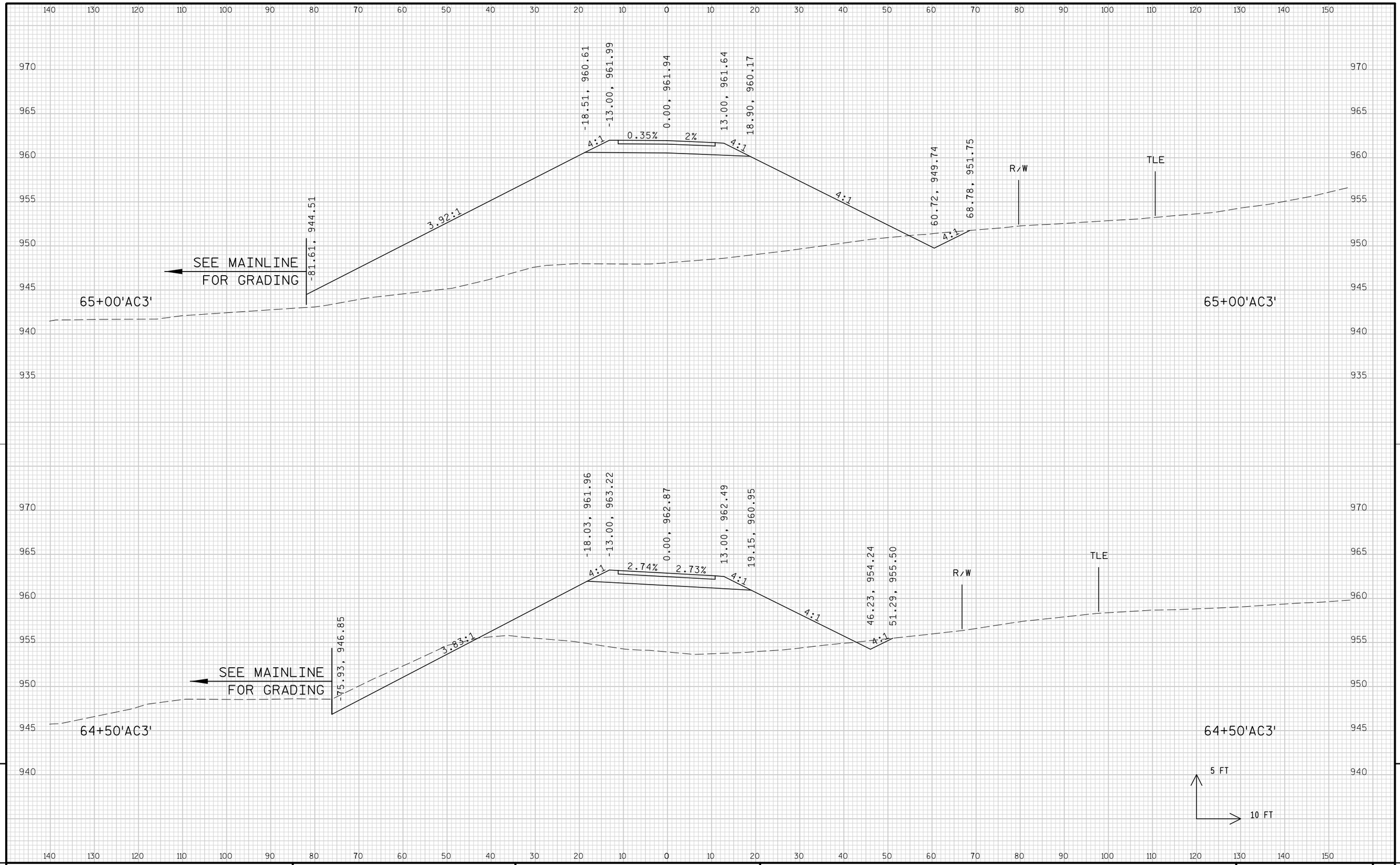
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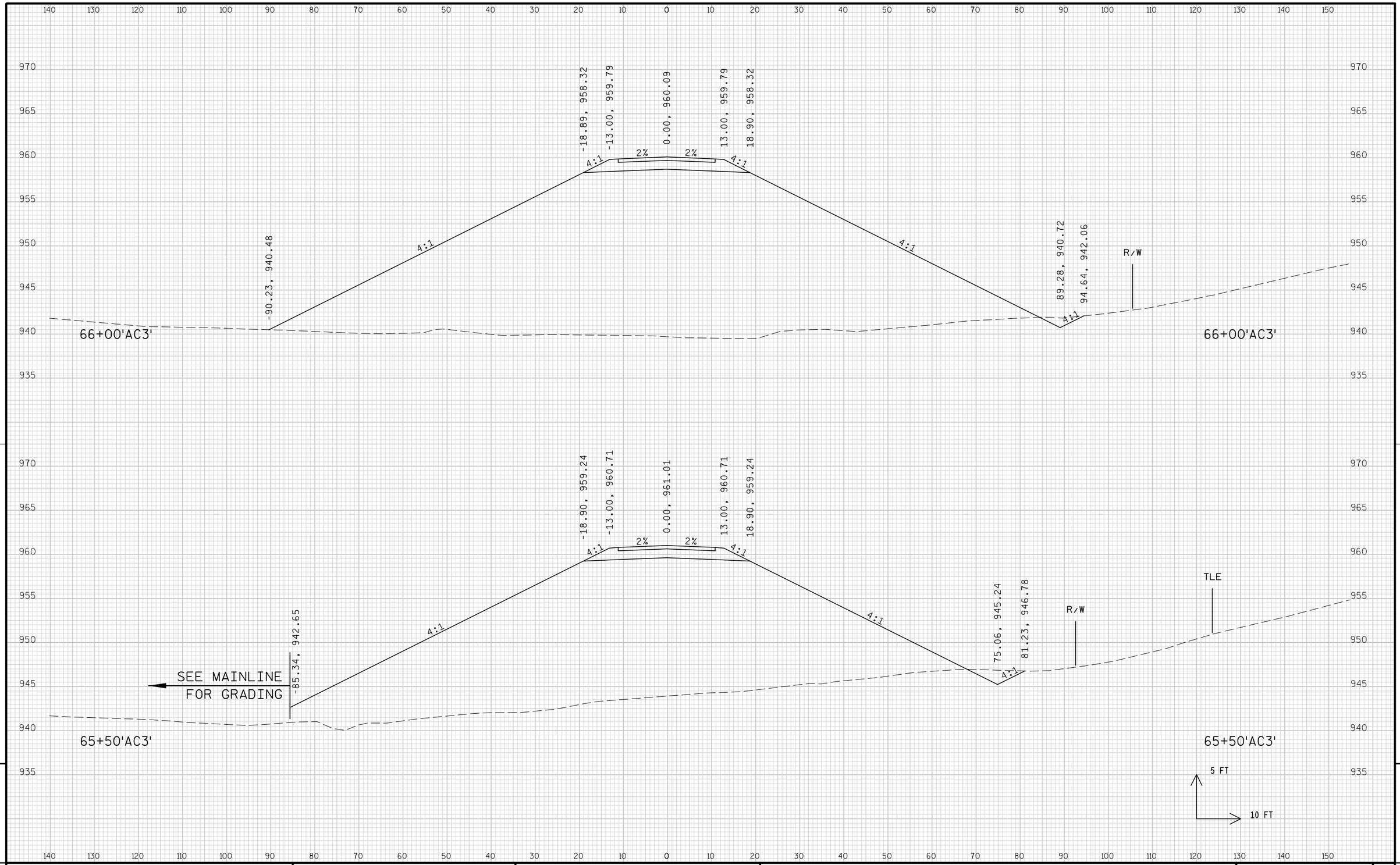
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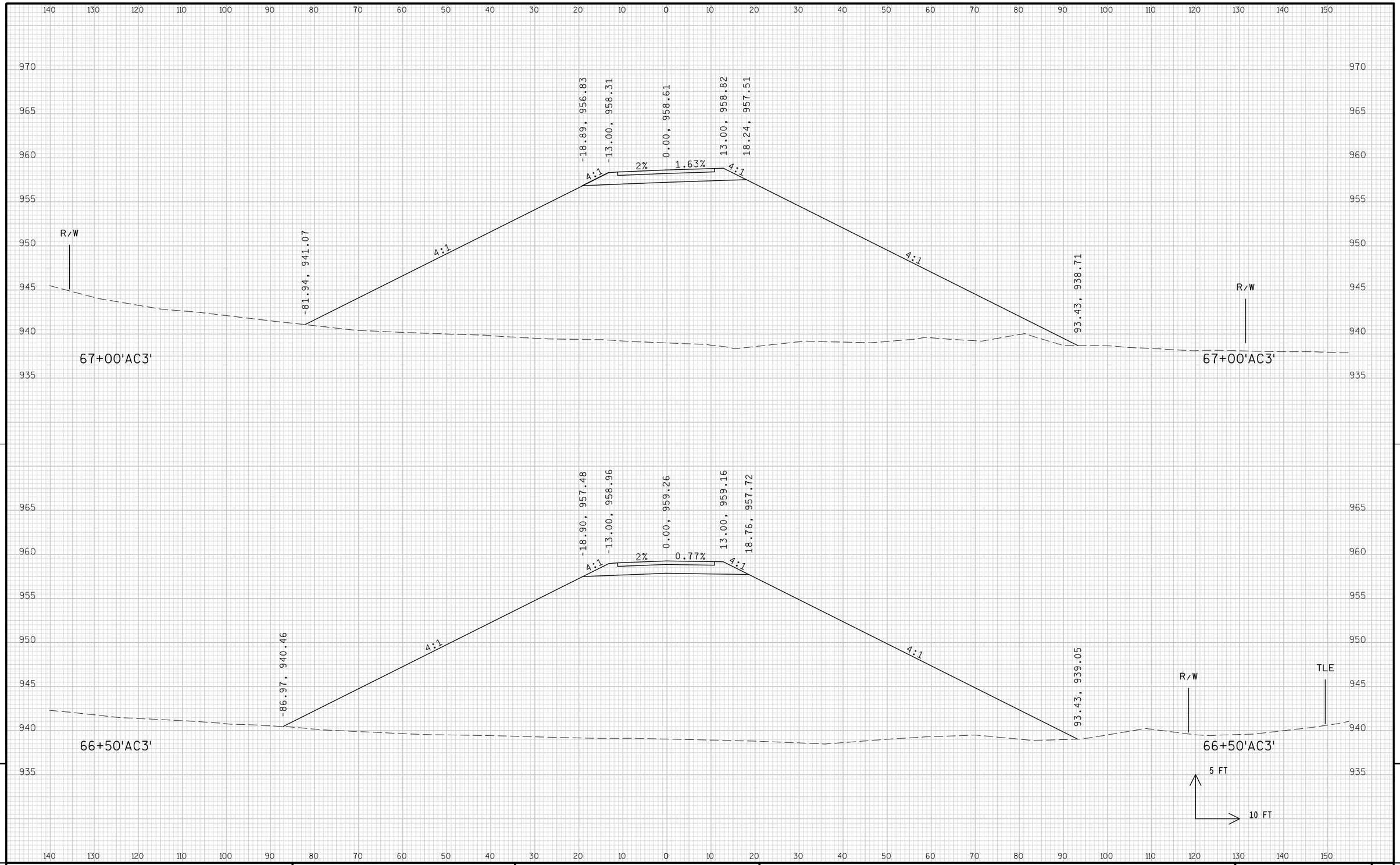
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1095	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1096	E

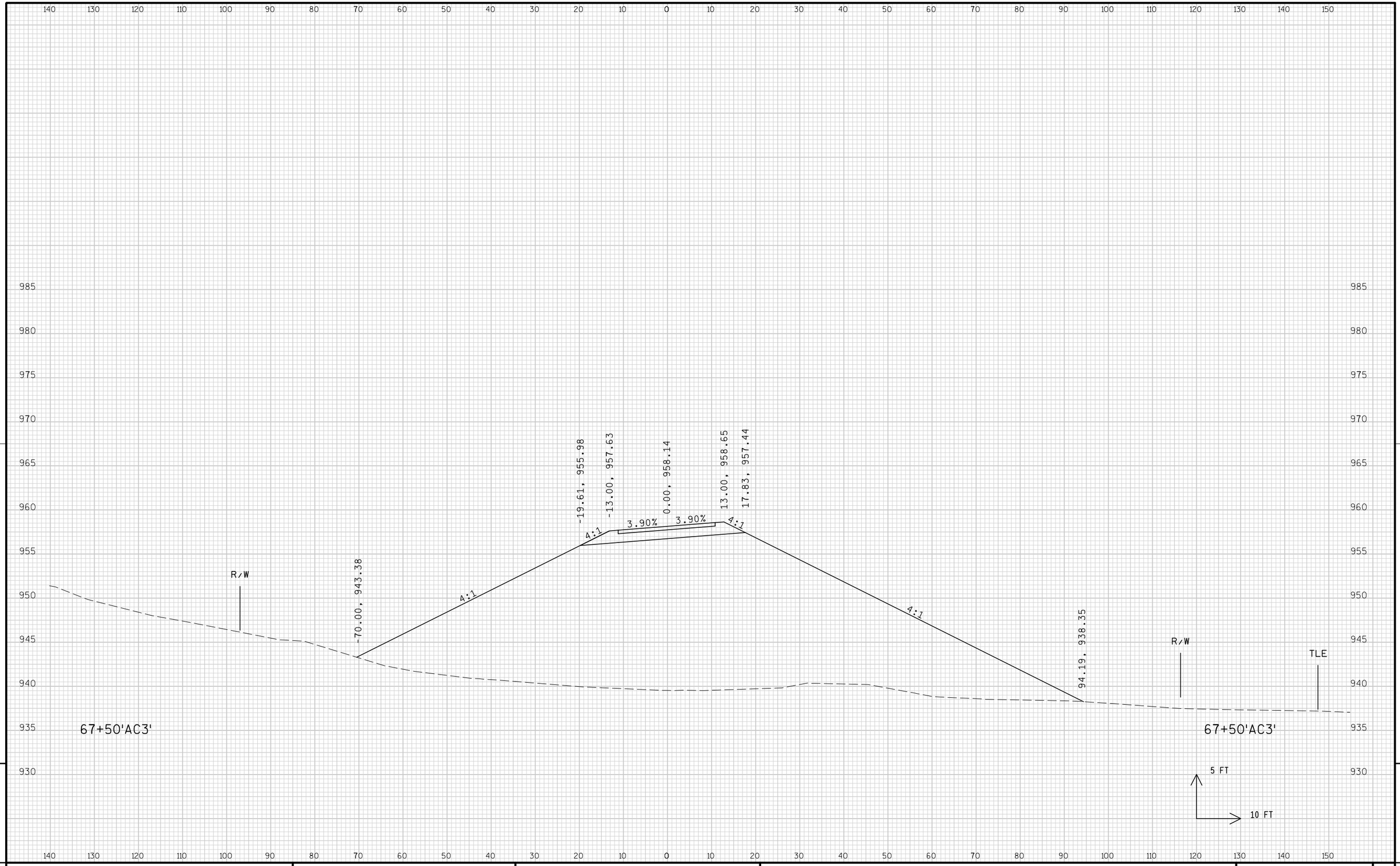


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1097	E

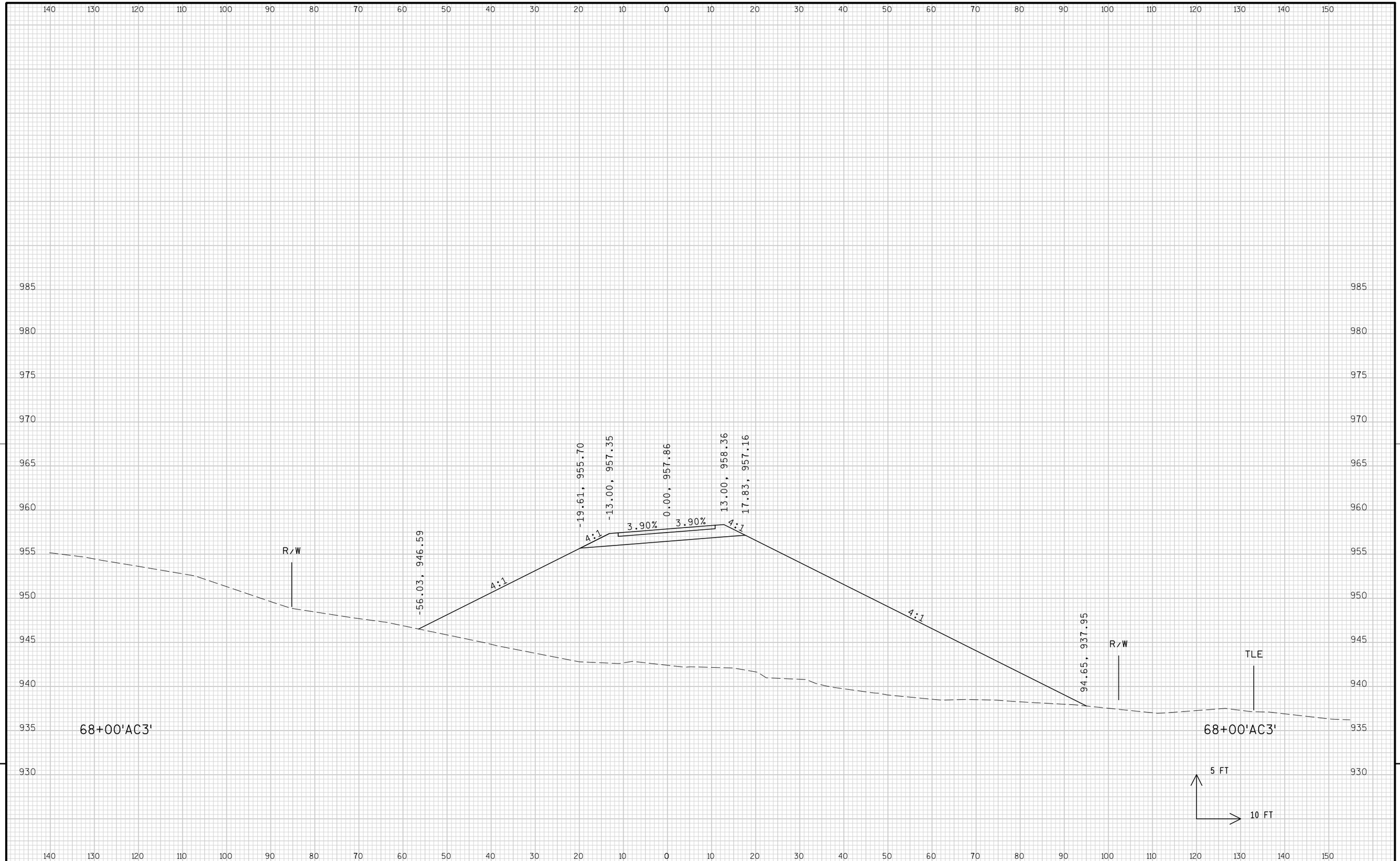


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1098	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1099	E

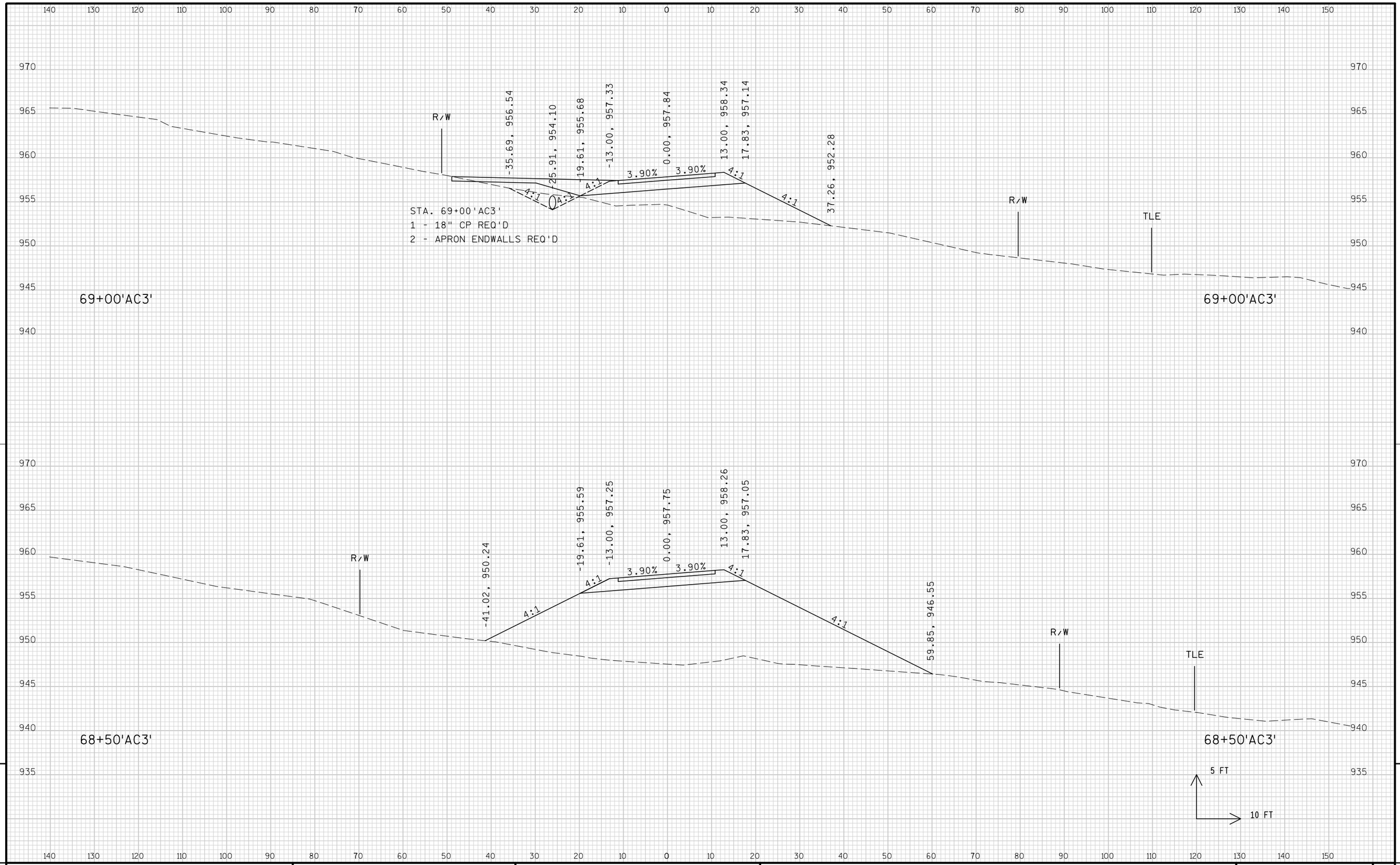


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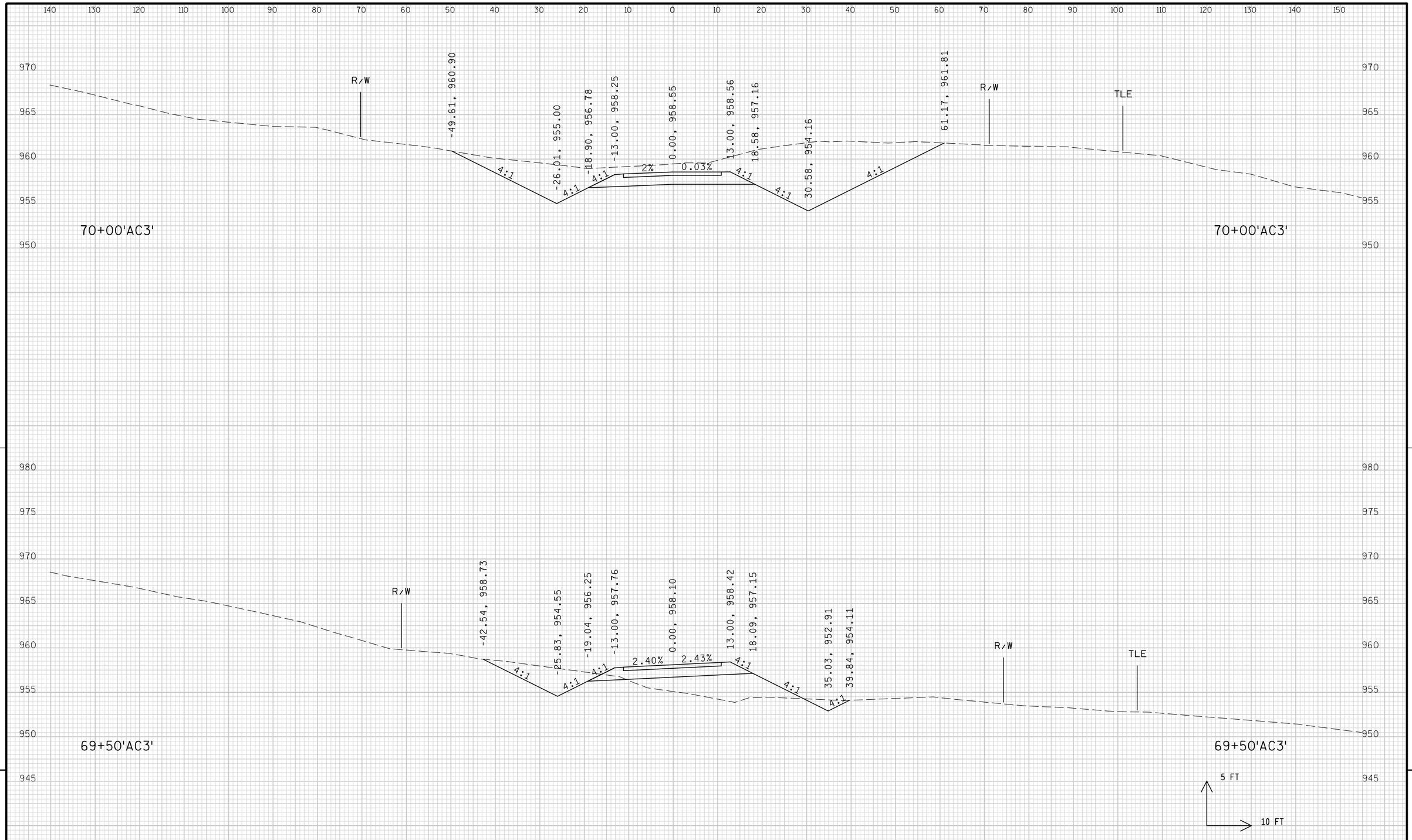
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1100	E

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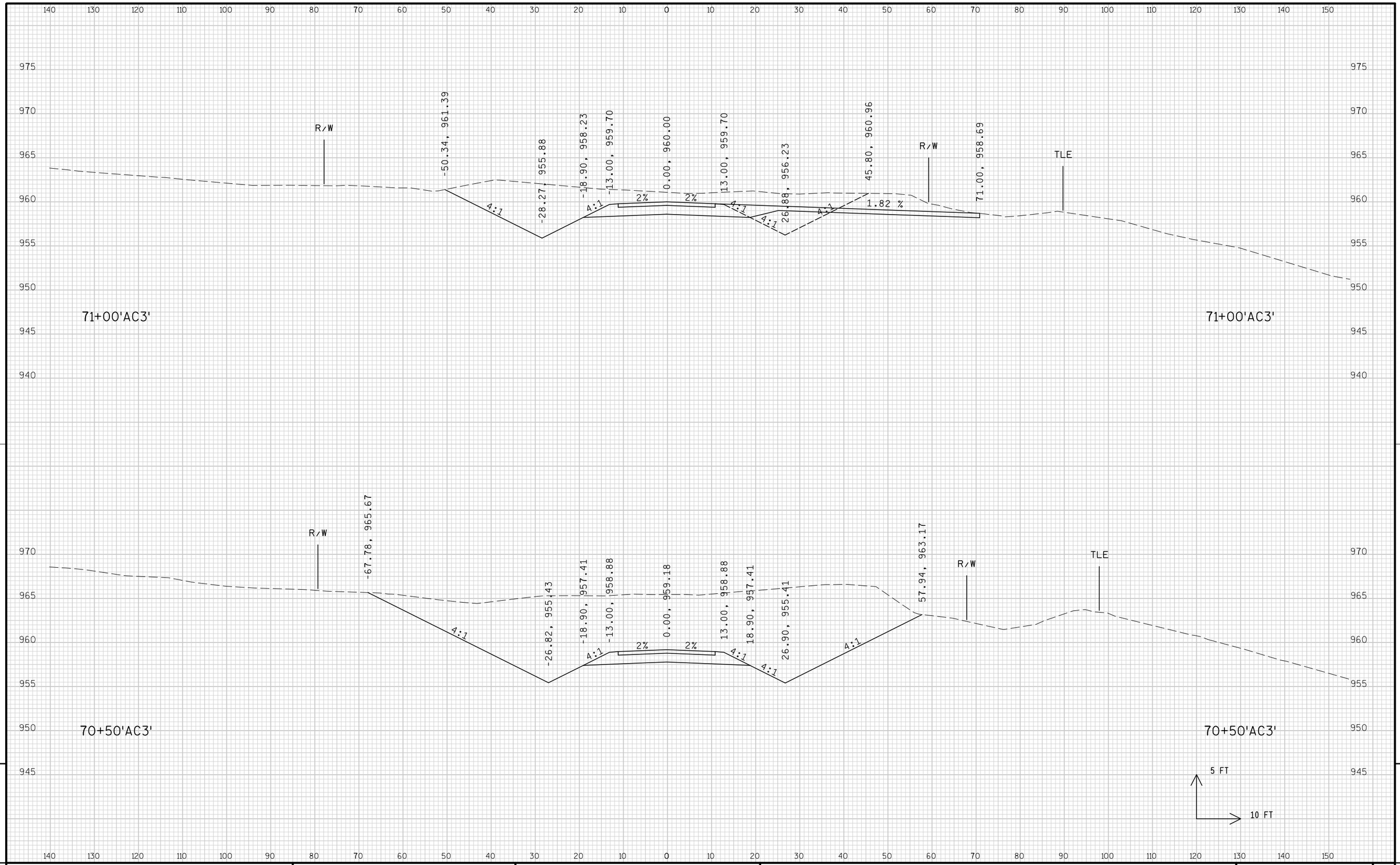


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1101	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1102	E

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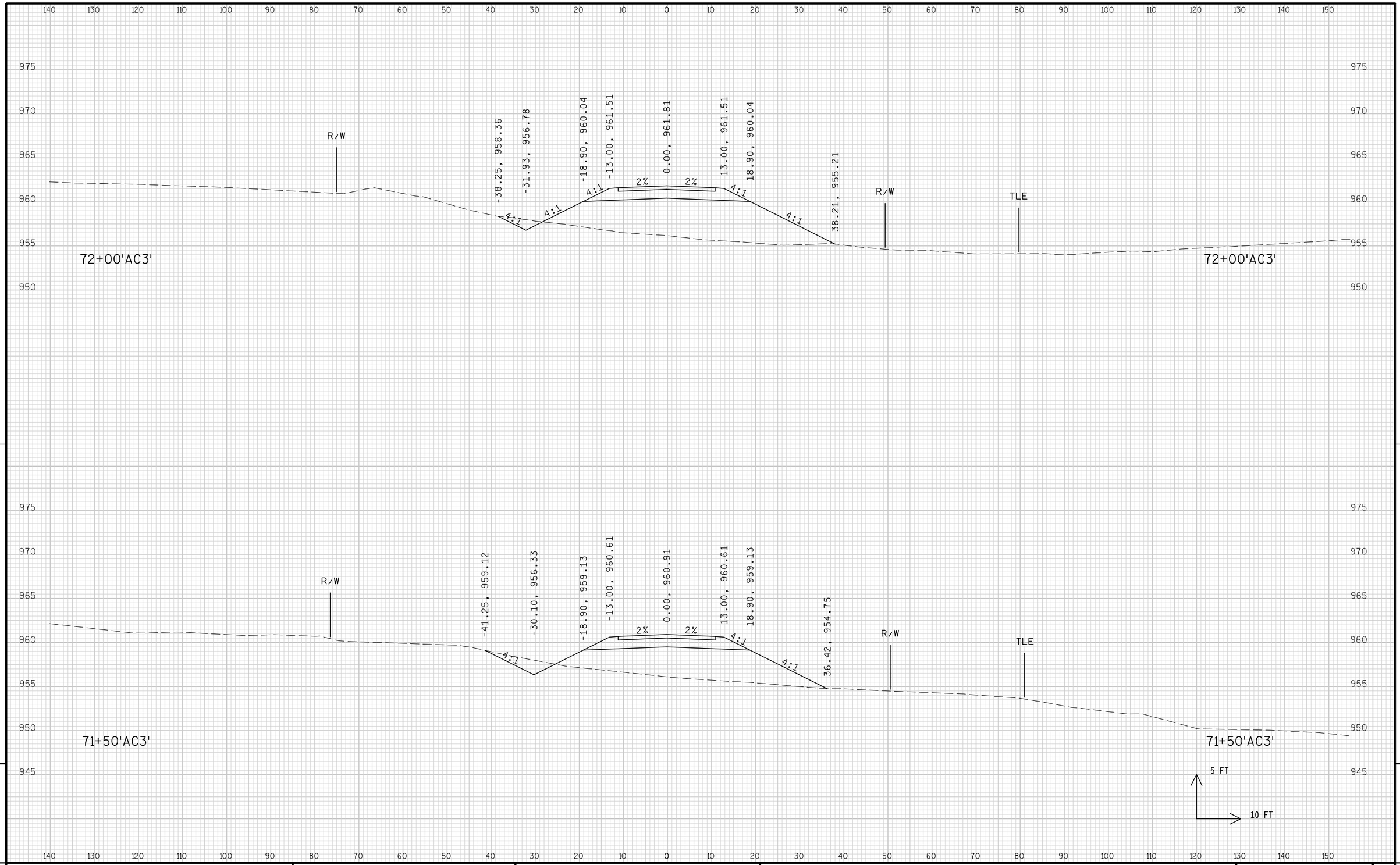


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1103	E

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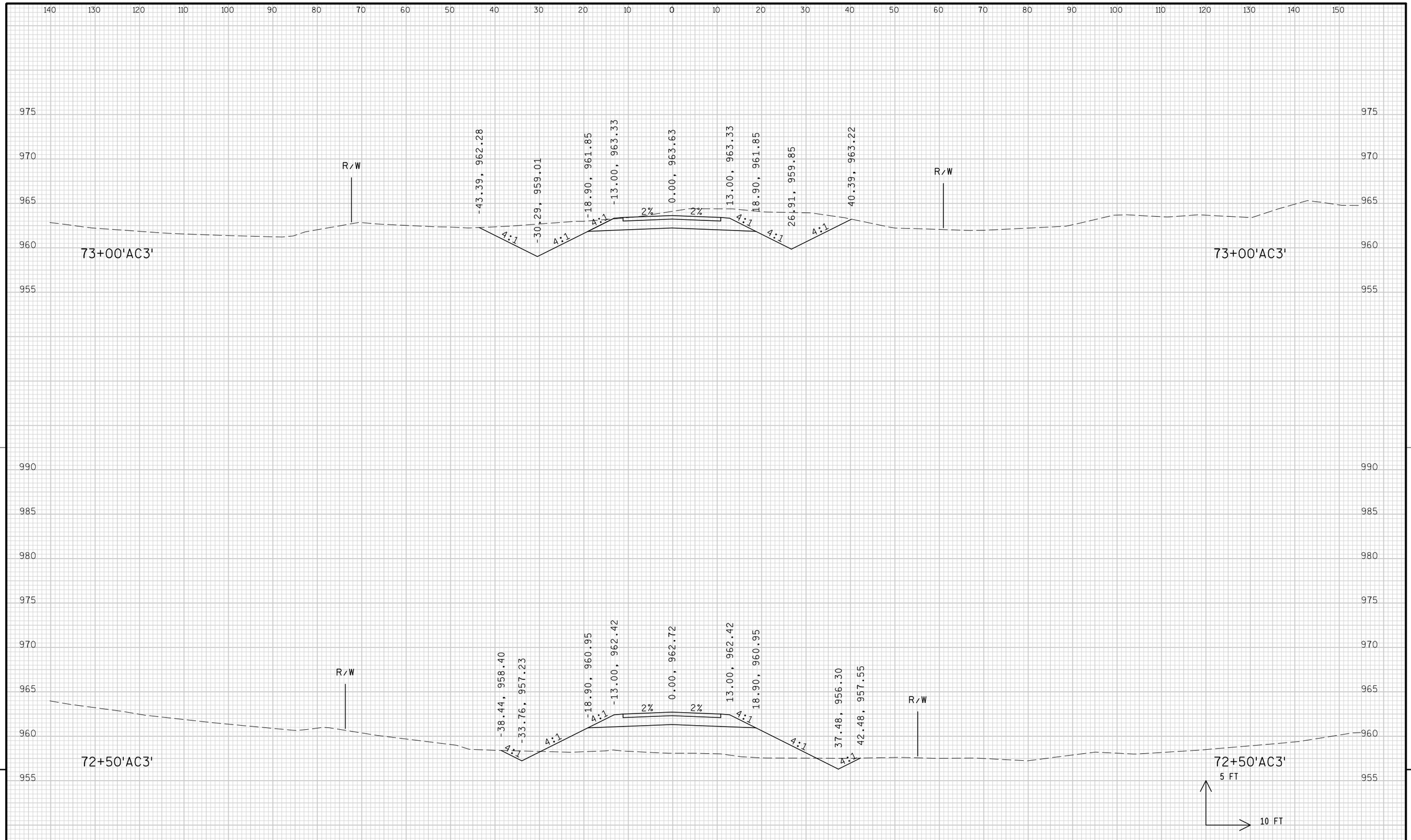


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1104	E

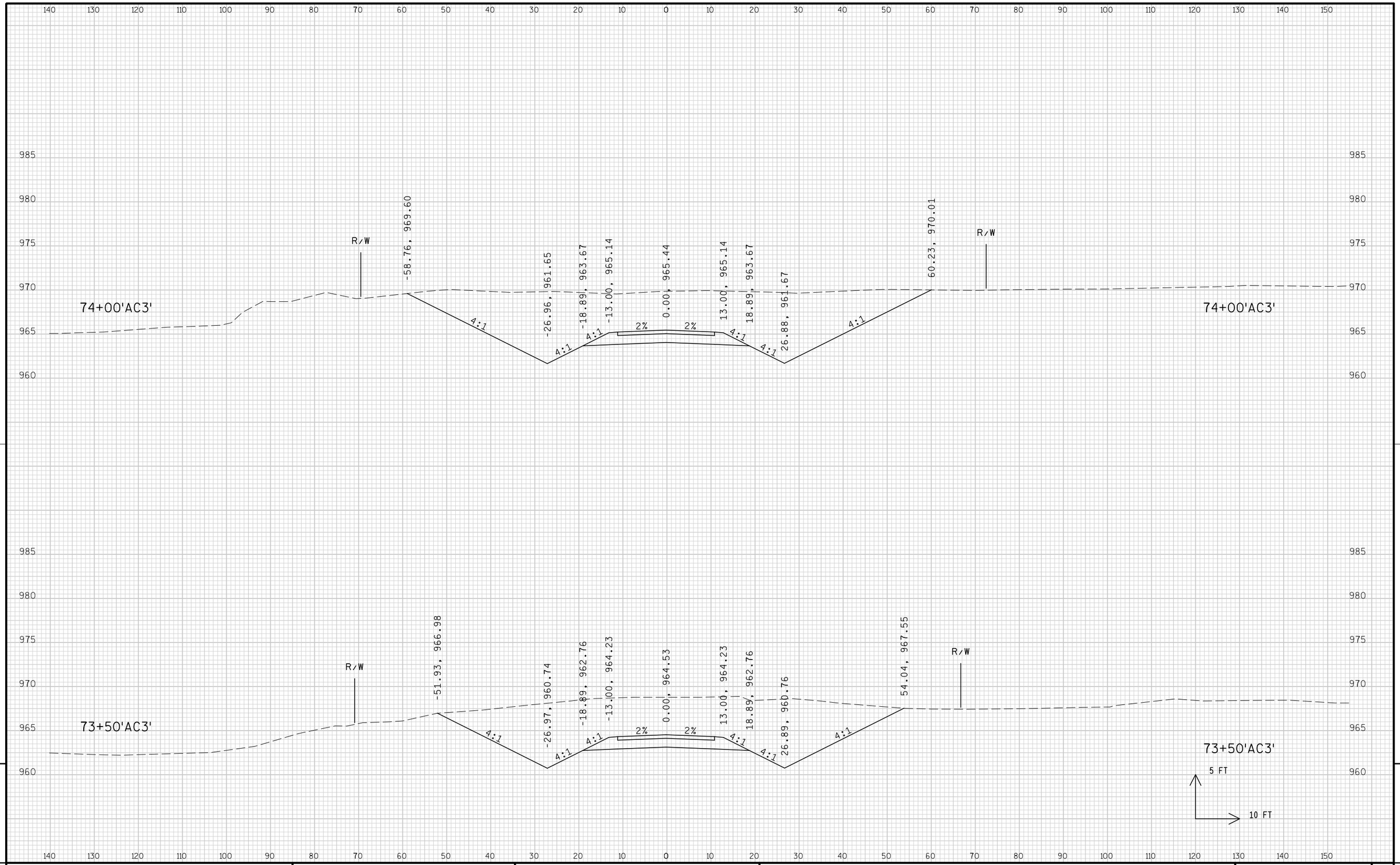
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1105	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac3\090201_ac3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

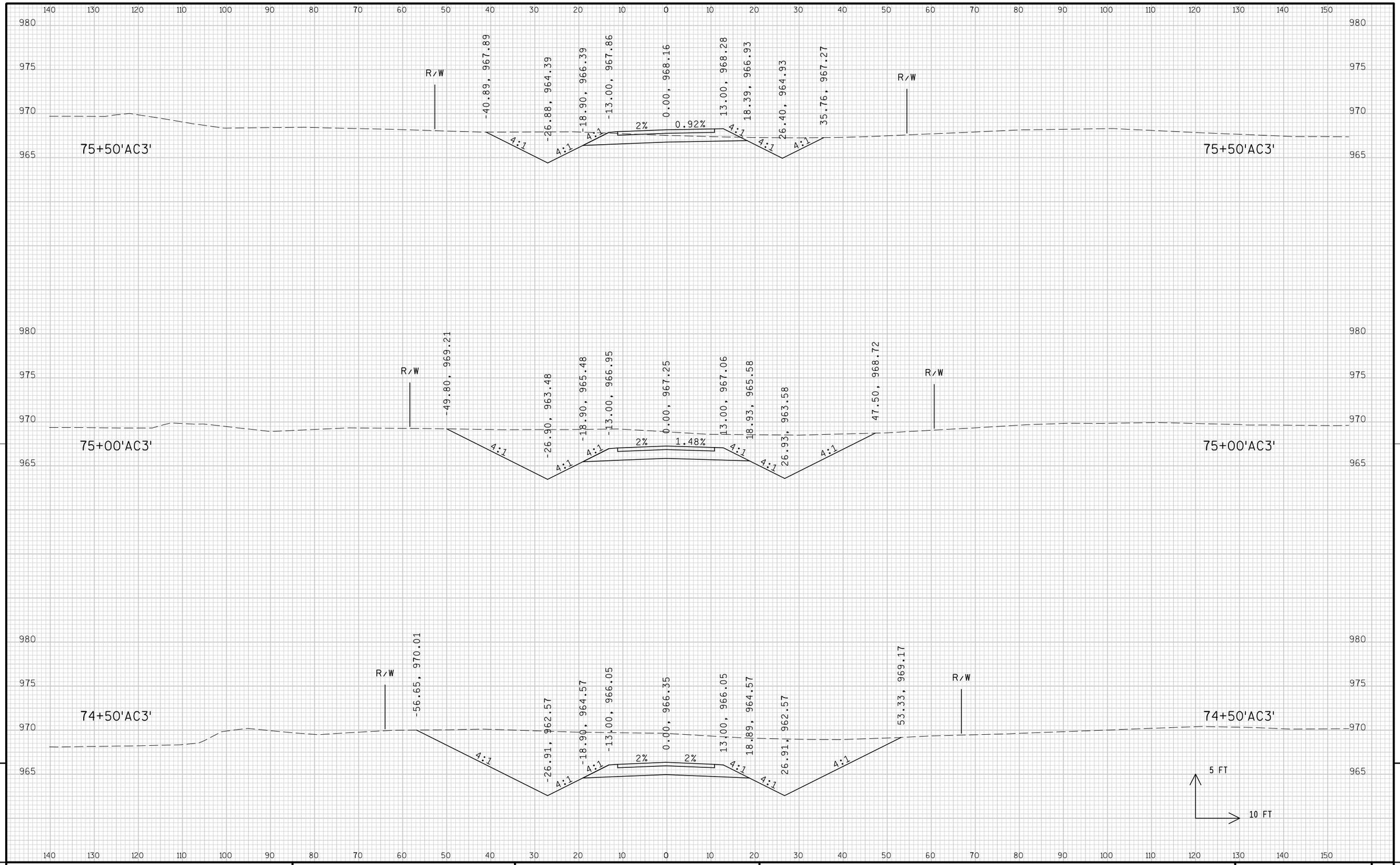
WISDOT/CADDS SHEET 21



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1106	E

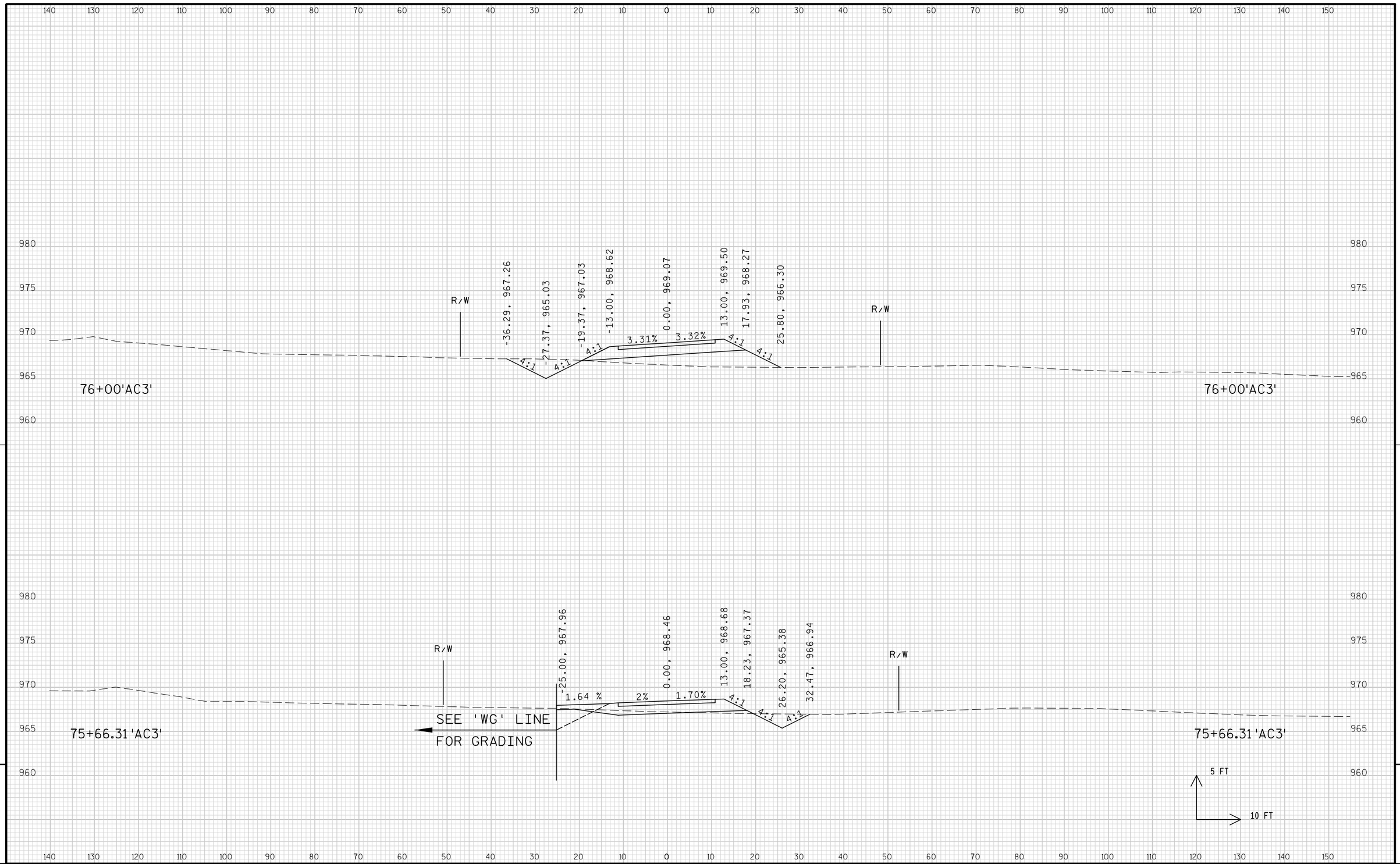


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1107	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1108	E

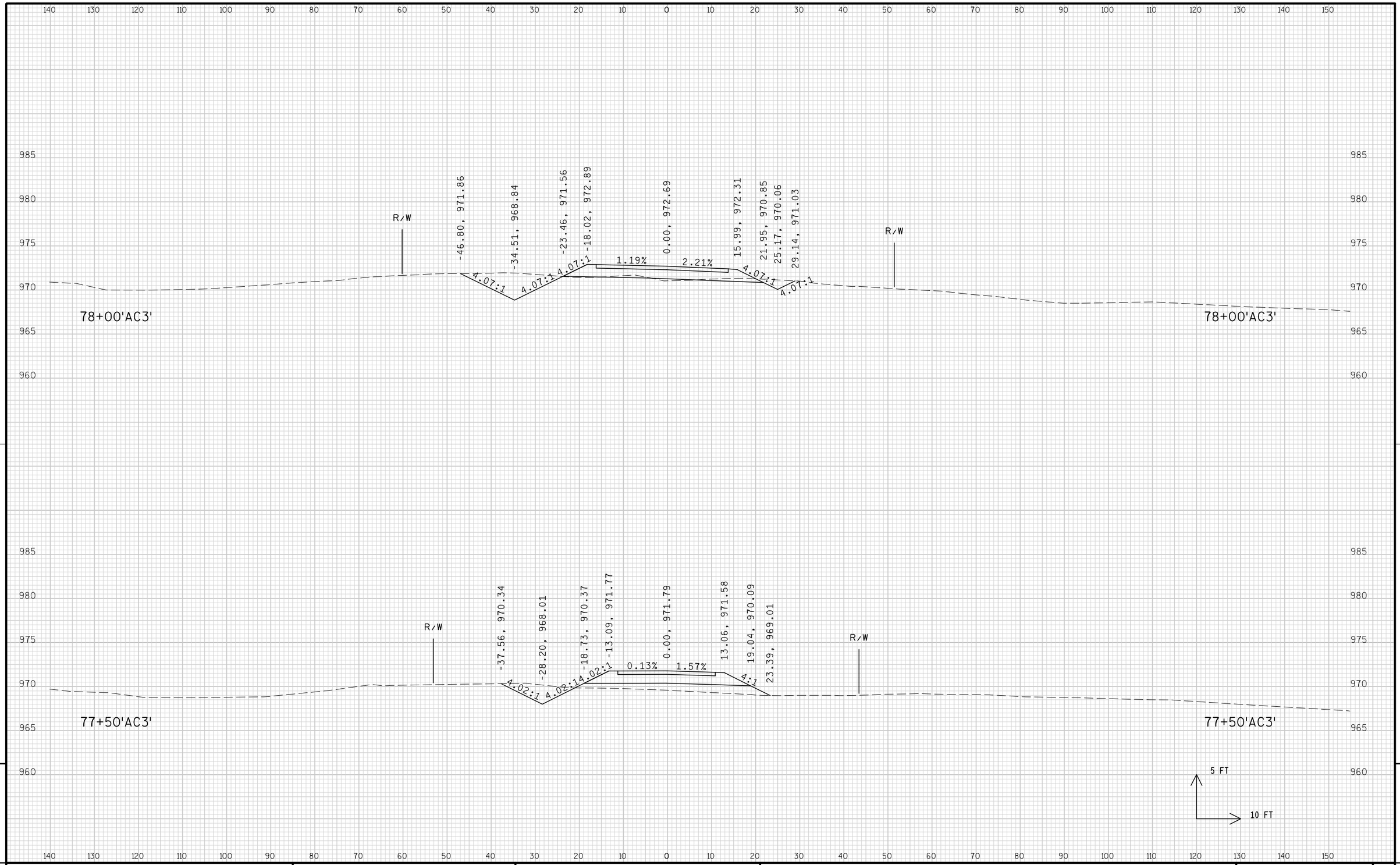


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1109	E

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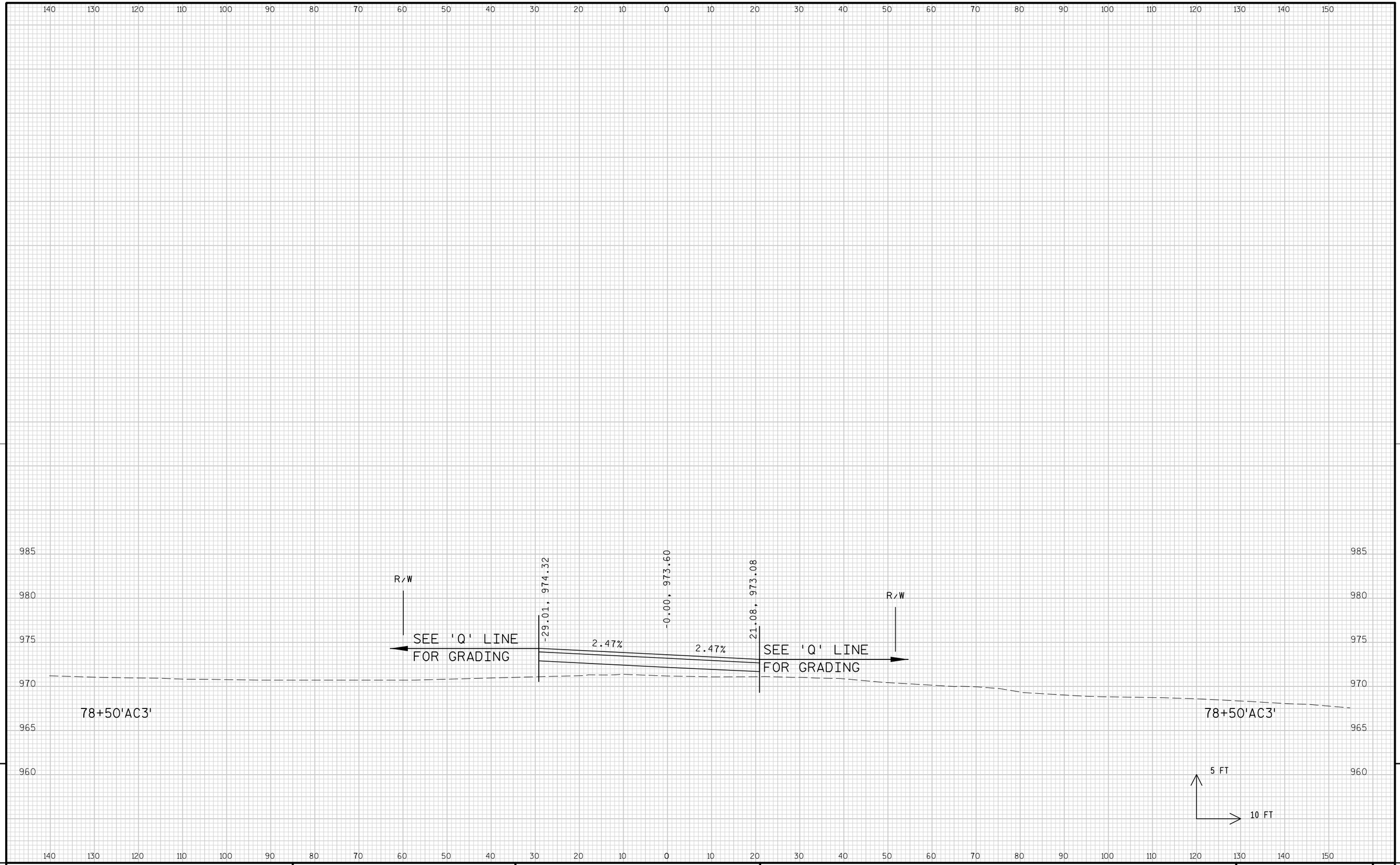


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1110	E

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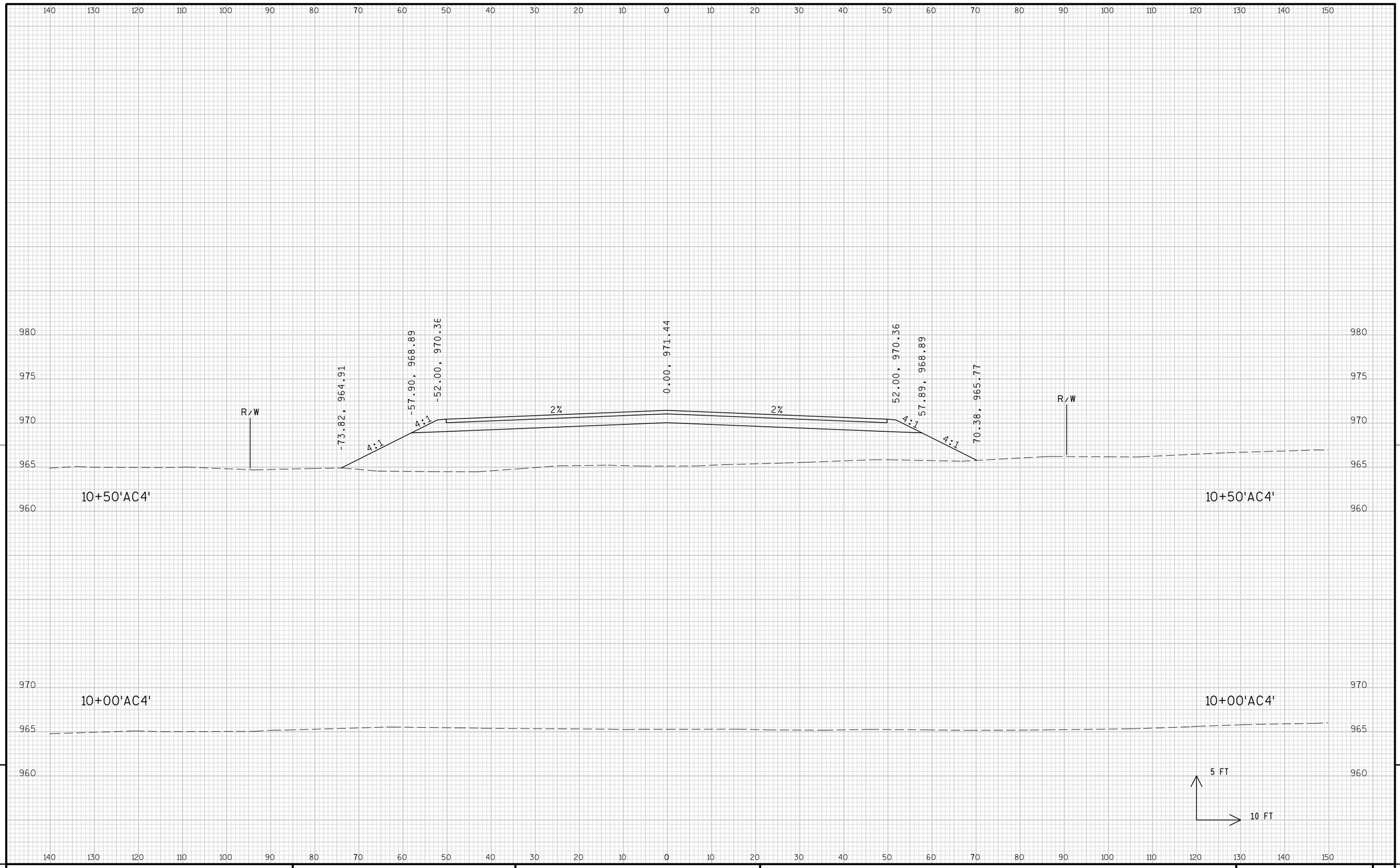


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: LOGGERS LANE ('AC3' LINE)	SHEET 1111	E

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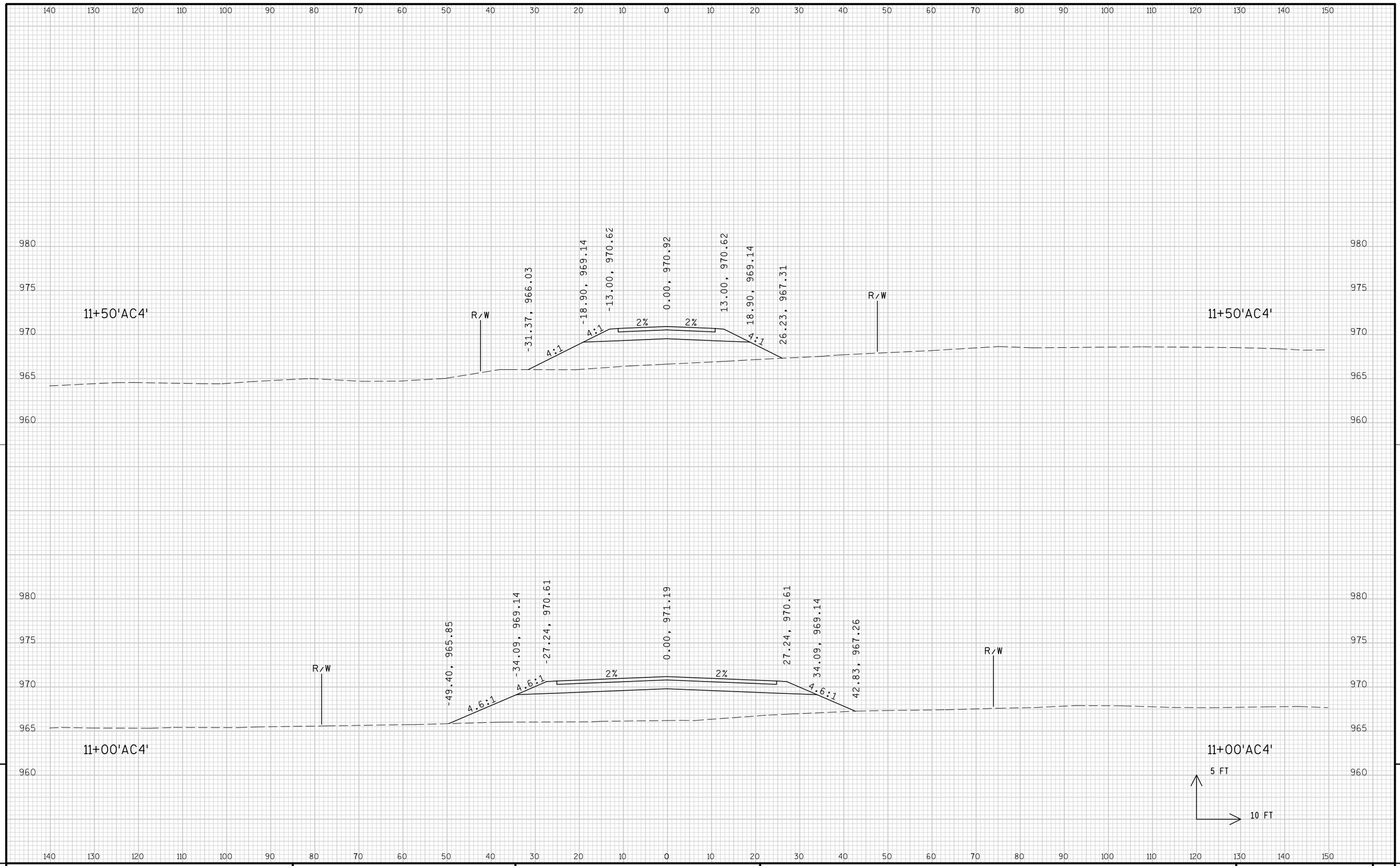


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WEBSTER LANE ('AC4'LINE)	SHEET 1112	E

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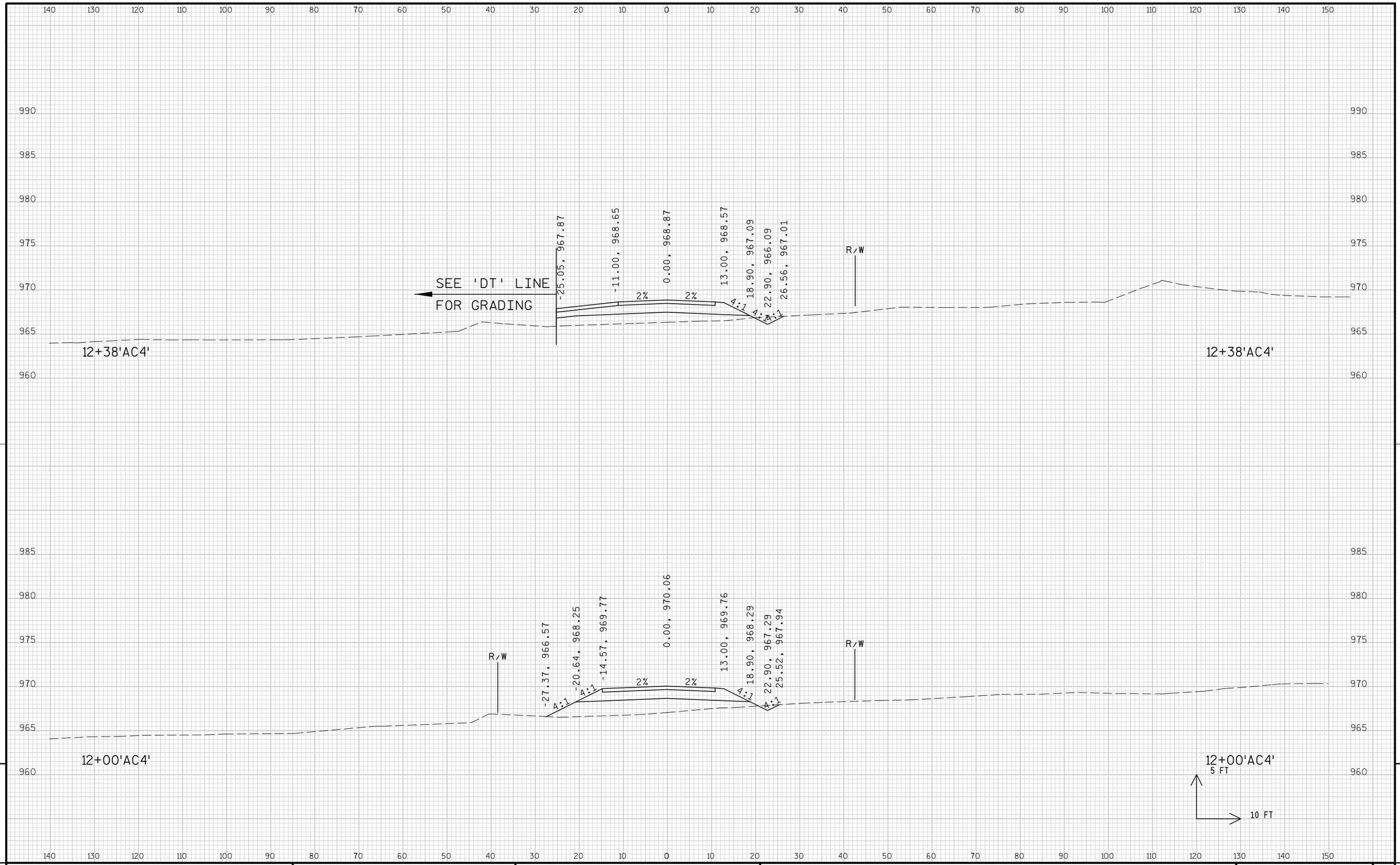
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WEBSTER LANE ('AC4' LINE)	SHEET 1113	E

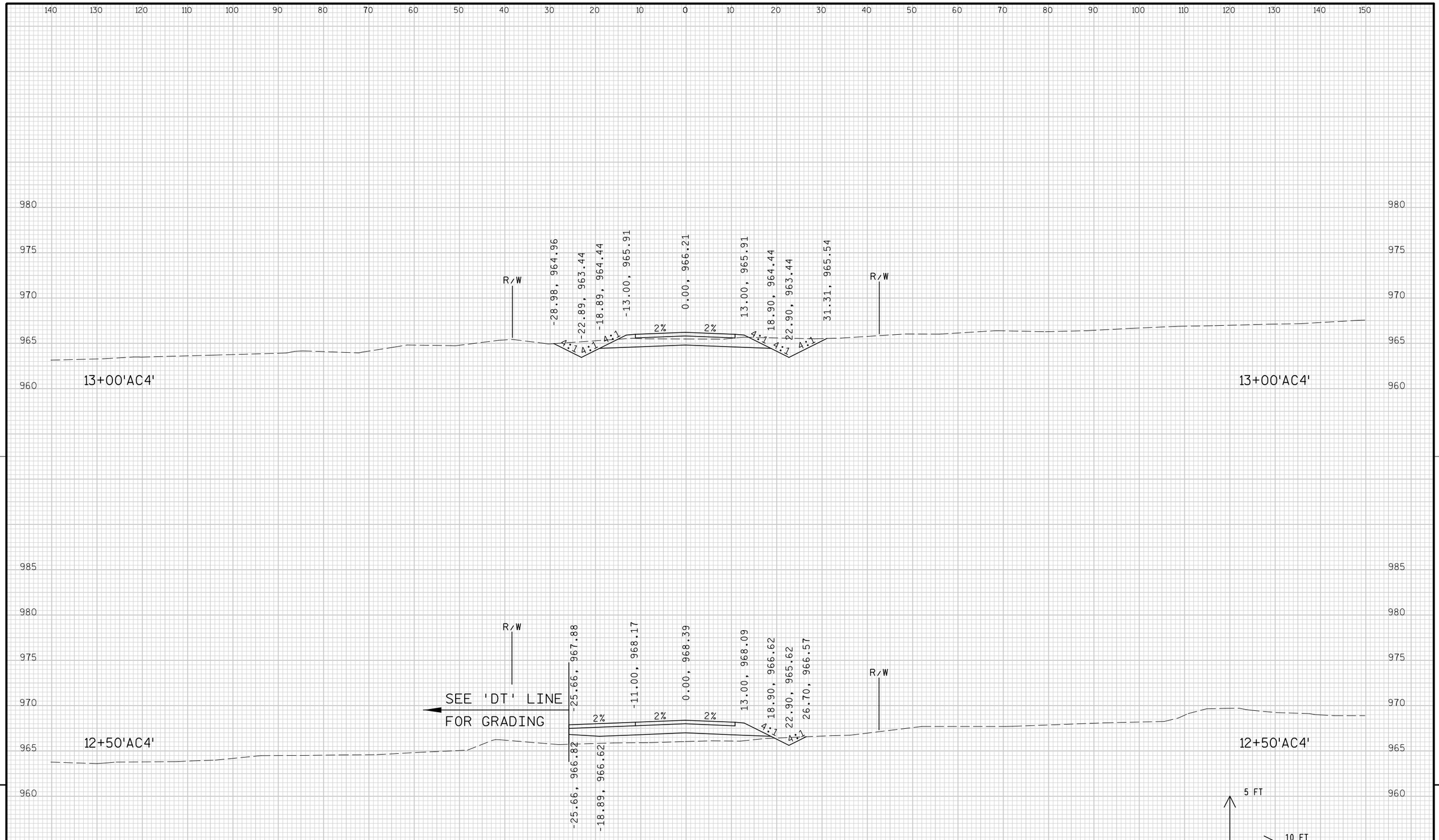
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WISDOT/CADDS SHEET 21



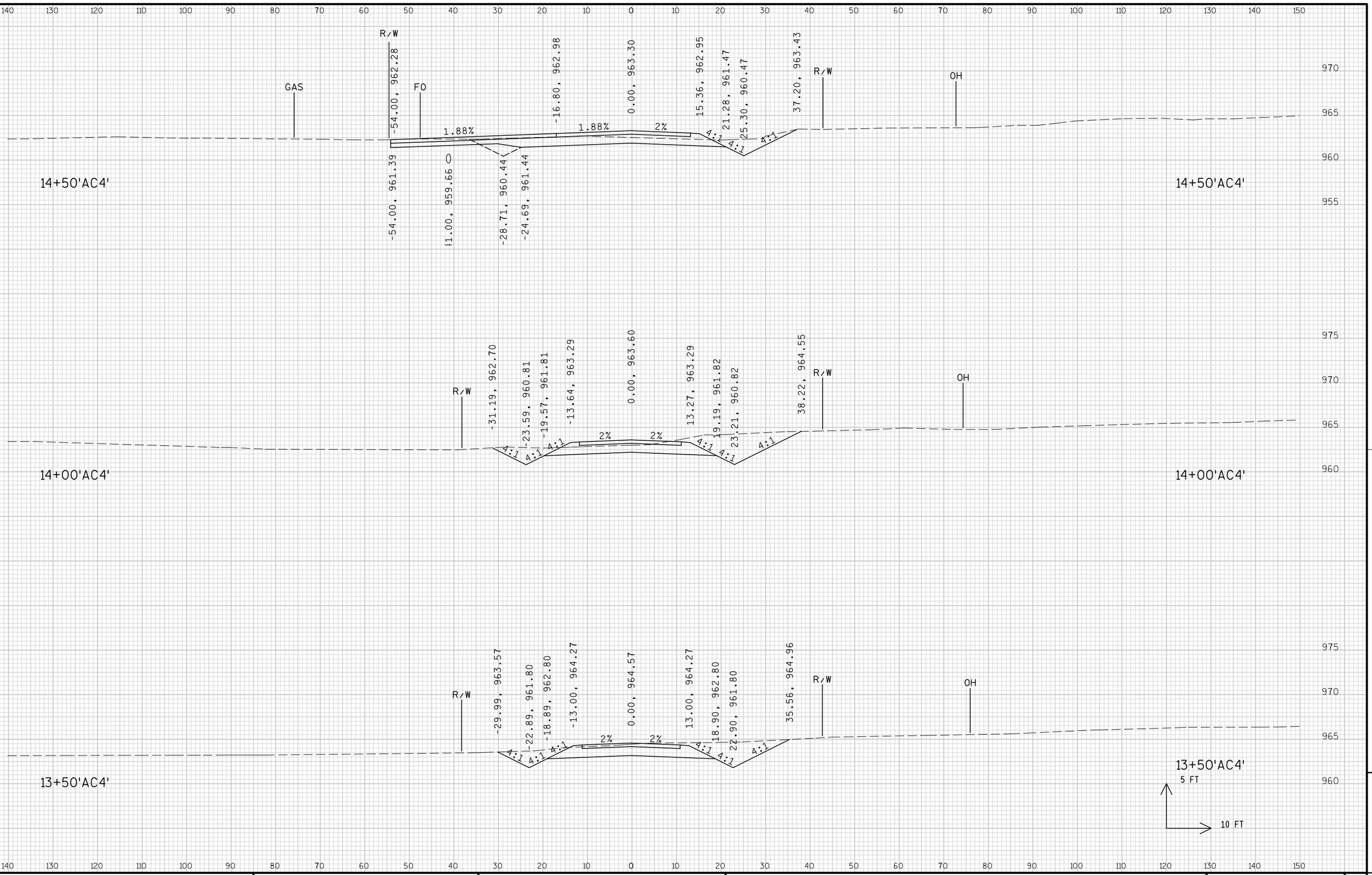
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WEBSTER LANE ('AC4' LINE)	SHEET 1114	E

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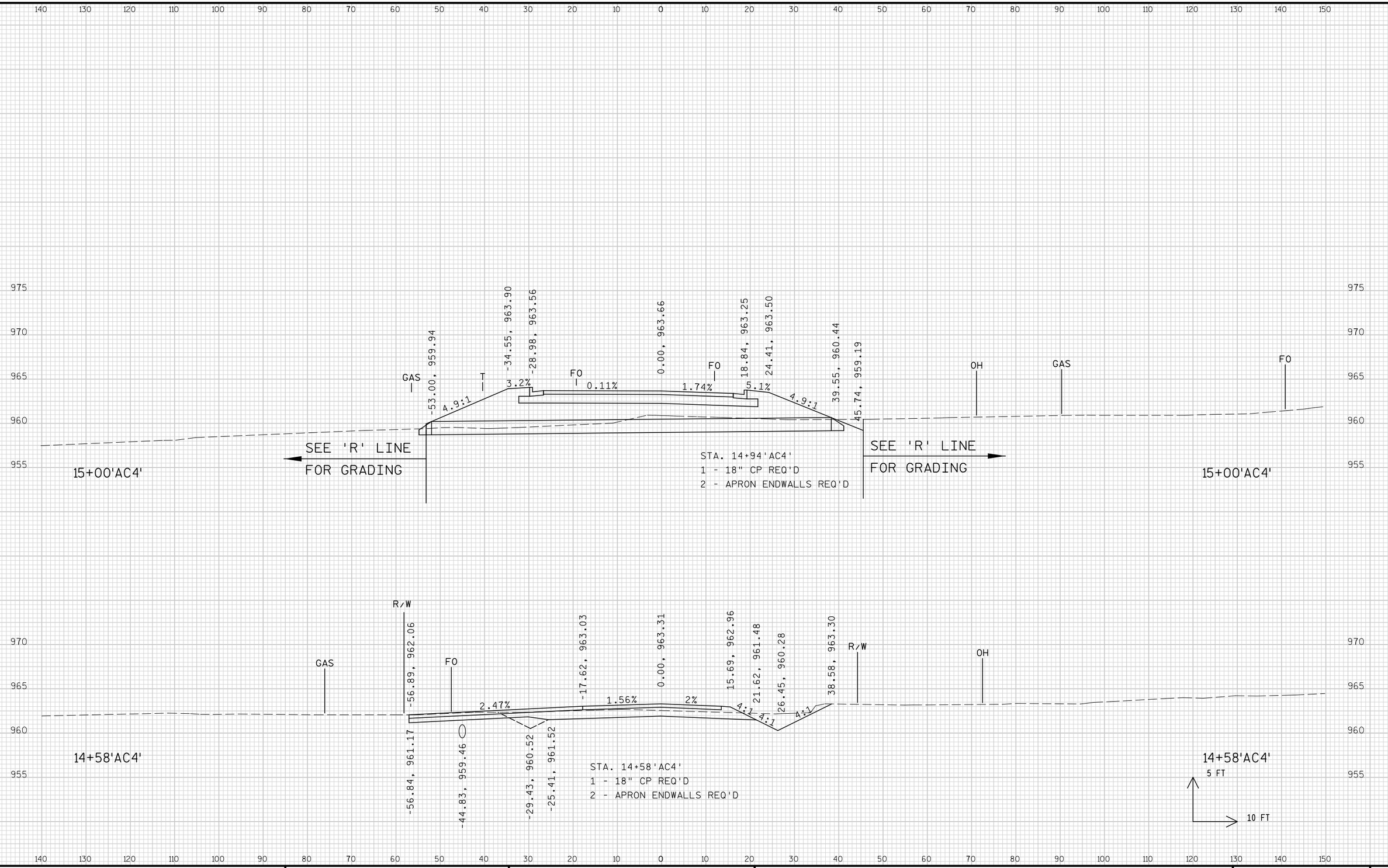


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WEBSTER LANE ('AC4' LINE)	SHEET 1115	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\ac4\090201_ac4_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WEBSTER LANE ('AC4' LINE)	SHEET 1116	E



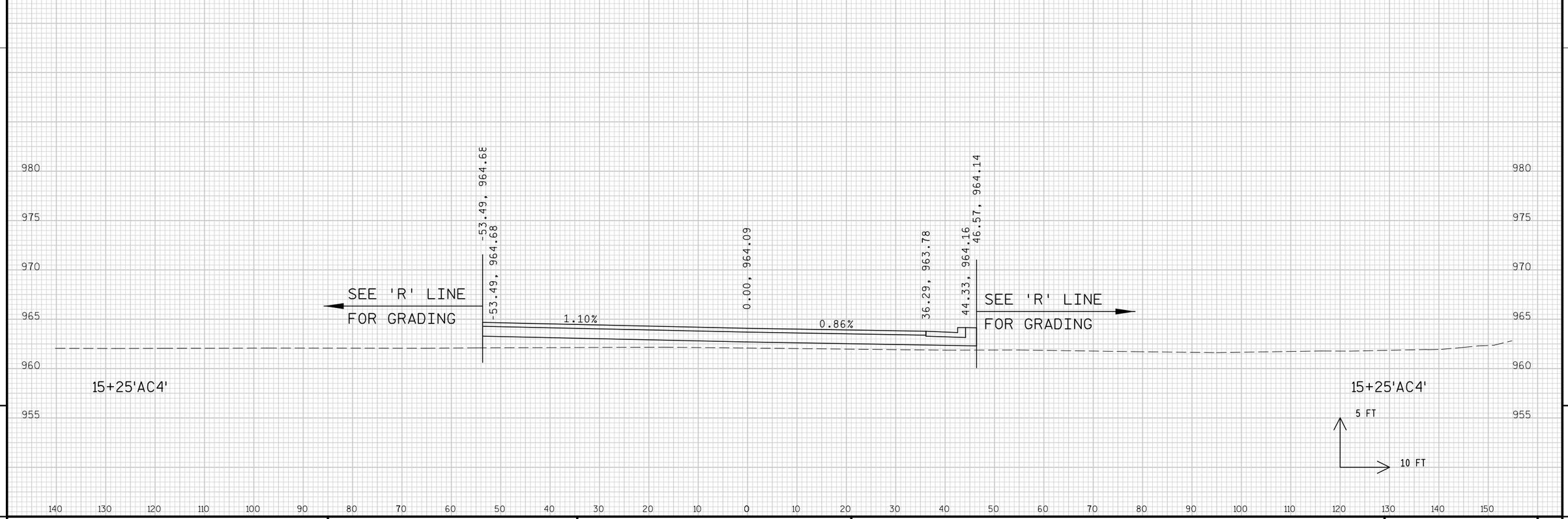
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WEBSTER LANE ('AC4'LINE)	SHEET 1117	E

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WISDOT/CADDS SHEET 21



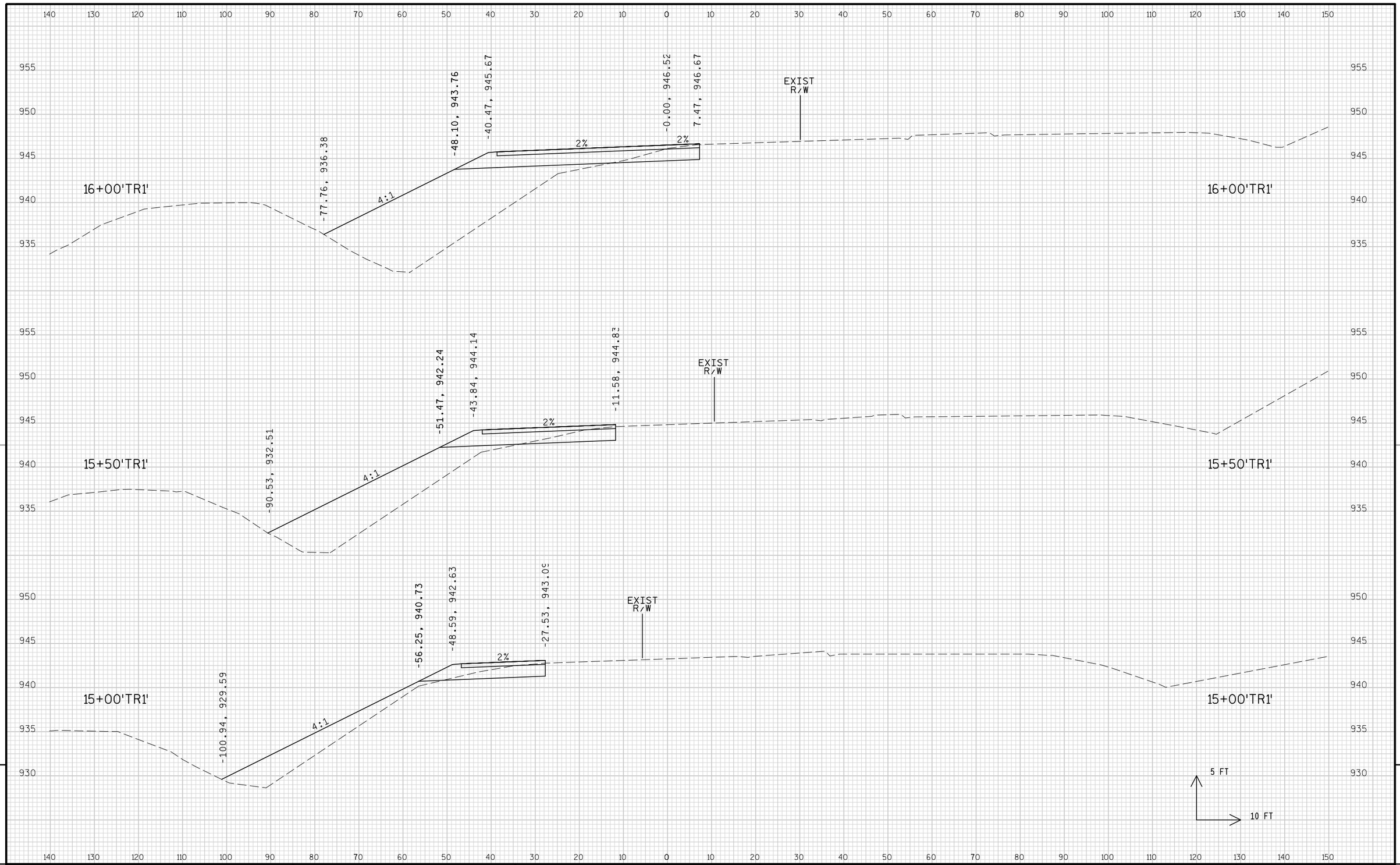
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: WEBSTER LANE ('AC4' LINE)	SHEET 1118	E

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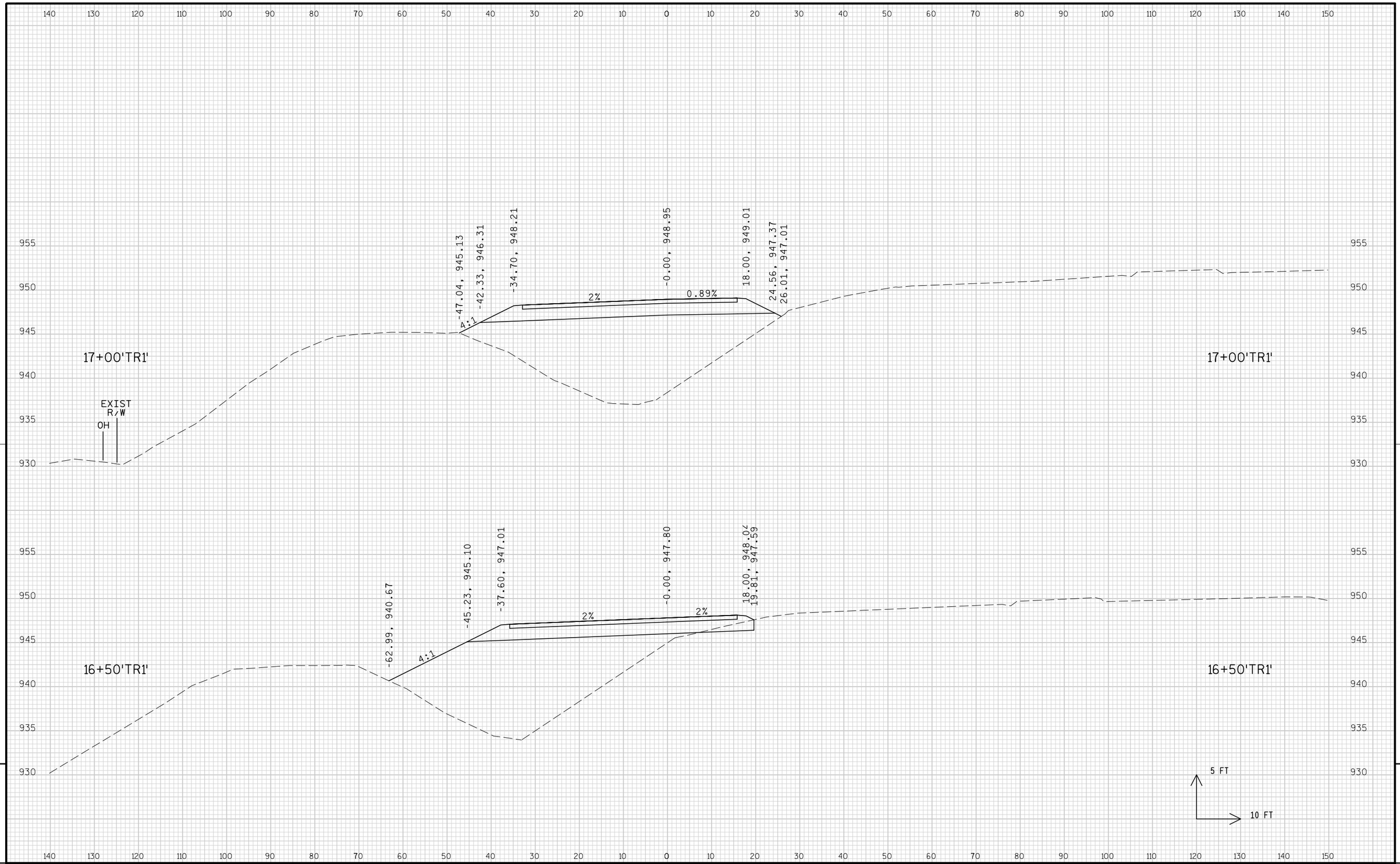
WISDOT/CADDS SHEET 21



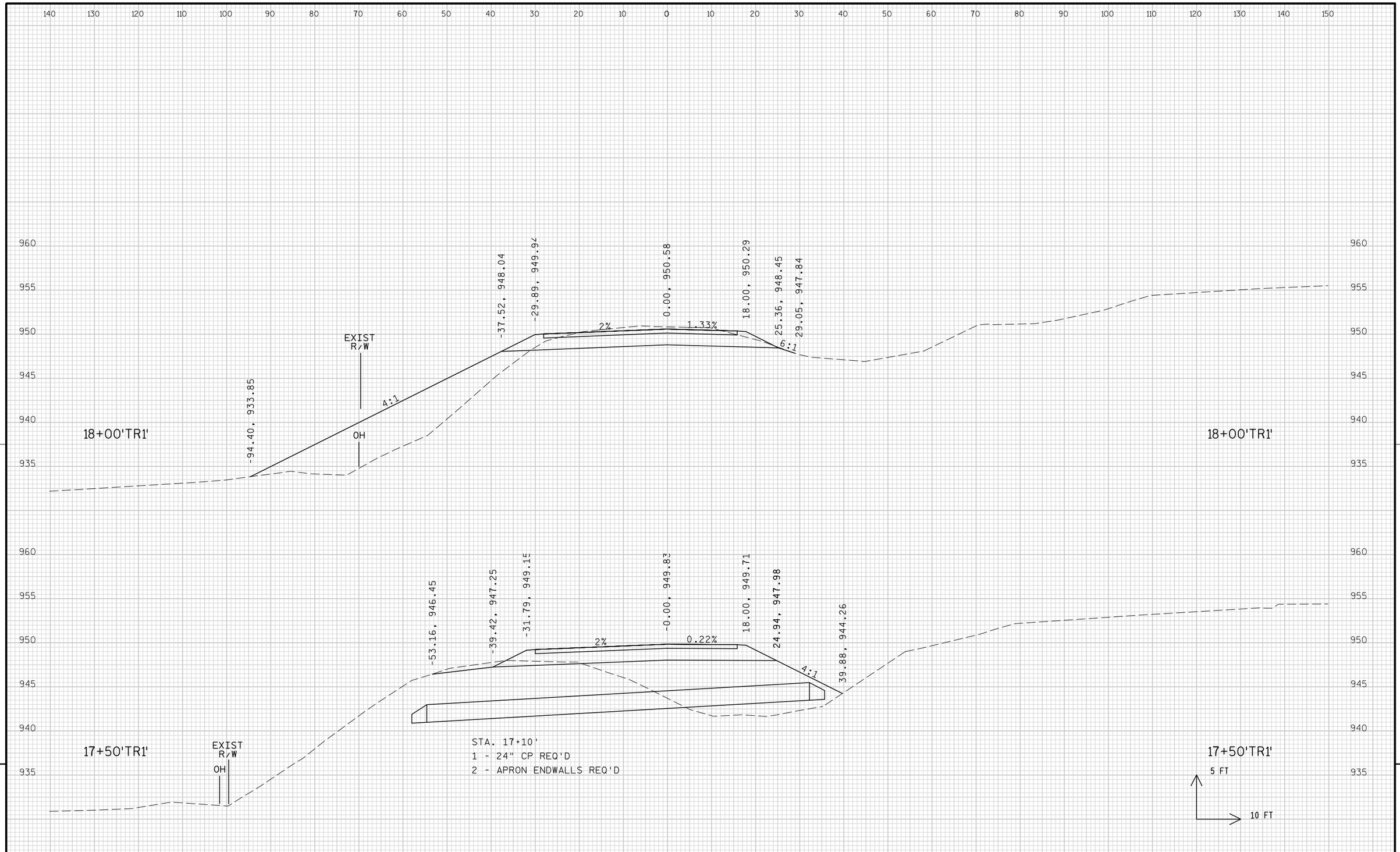
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR1' LINE)	SHEET 1119	E



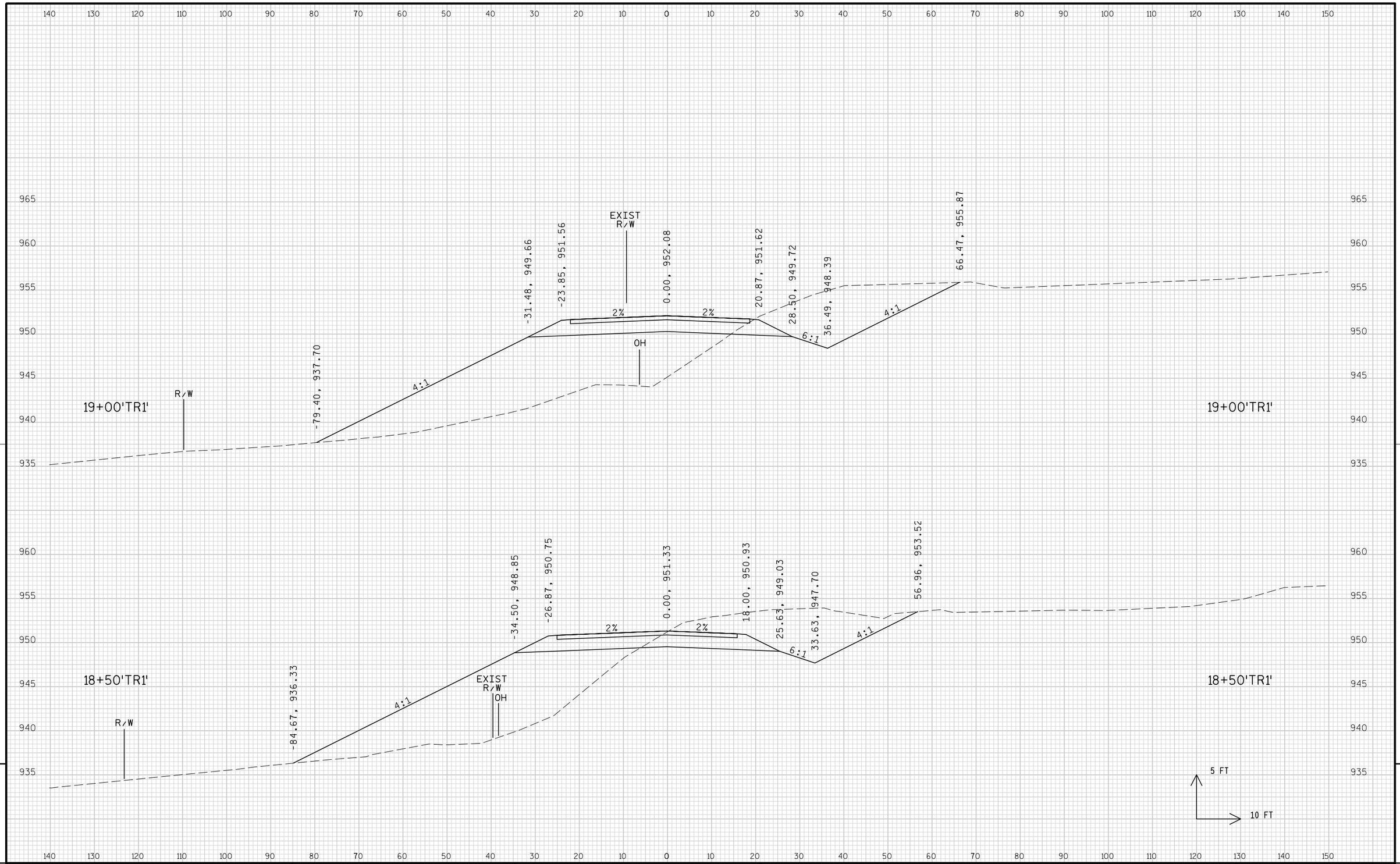
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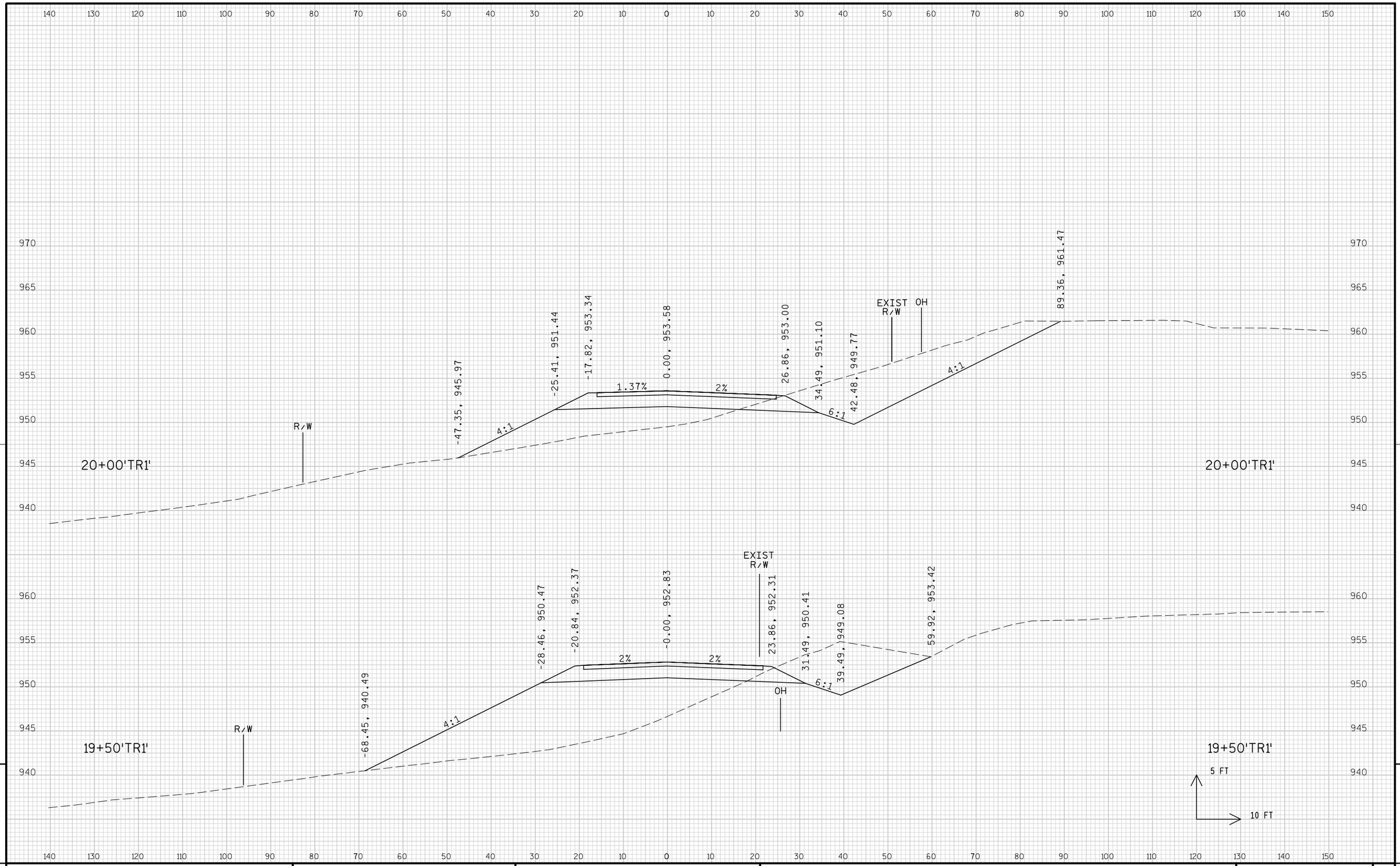
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR1' LINE)	SHEET 1121	E



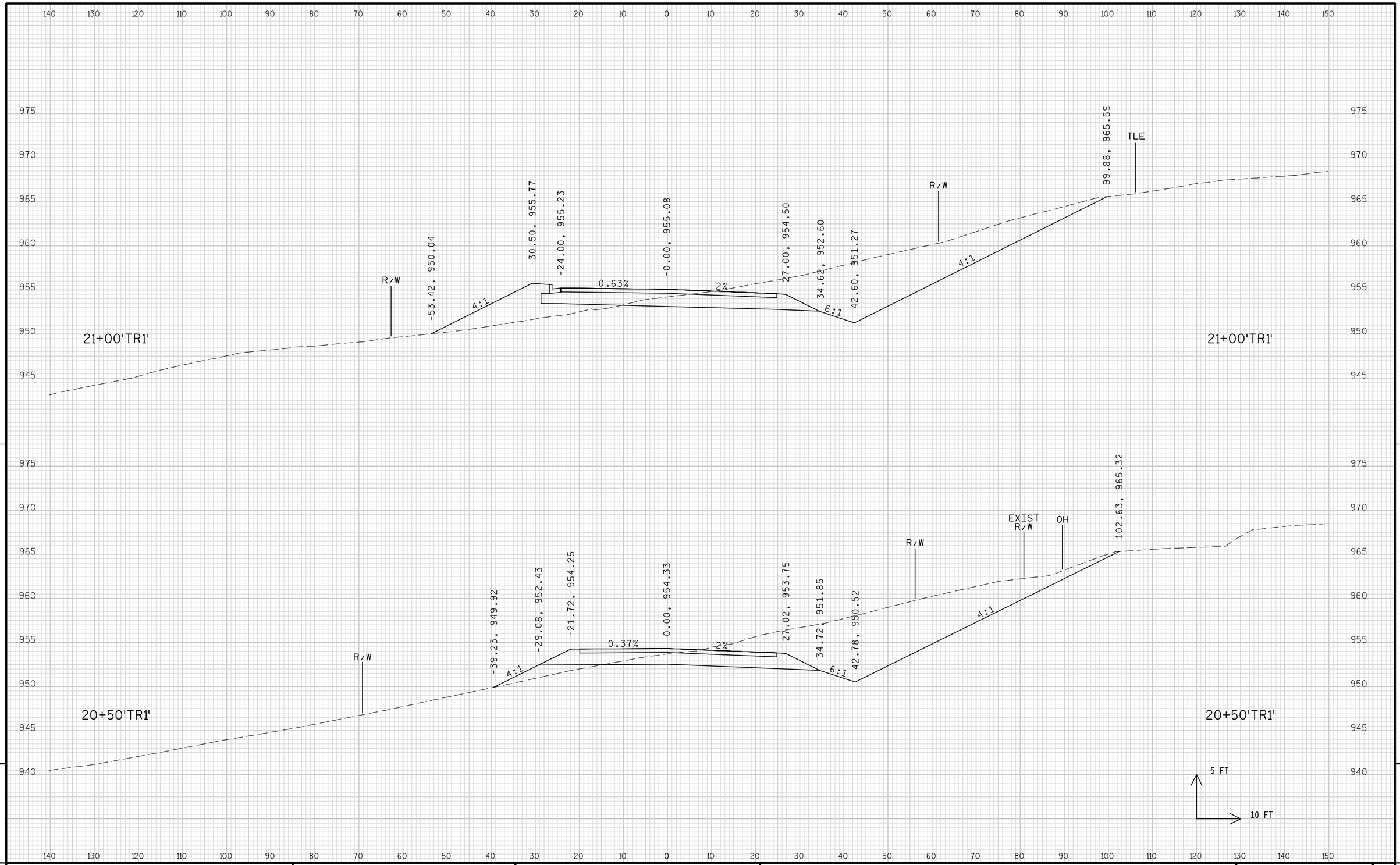
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR1' LINE)	SHEET 1122	E



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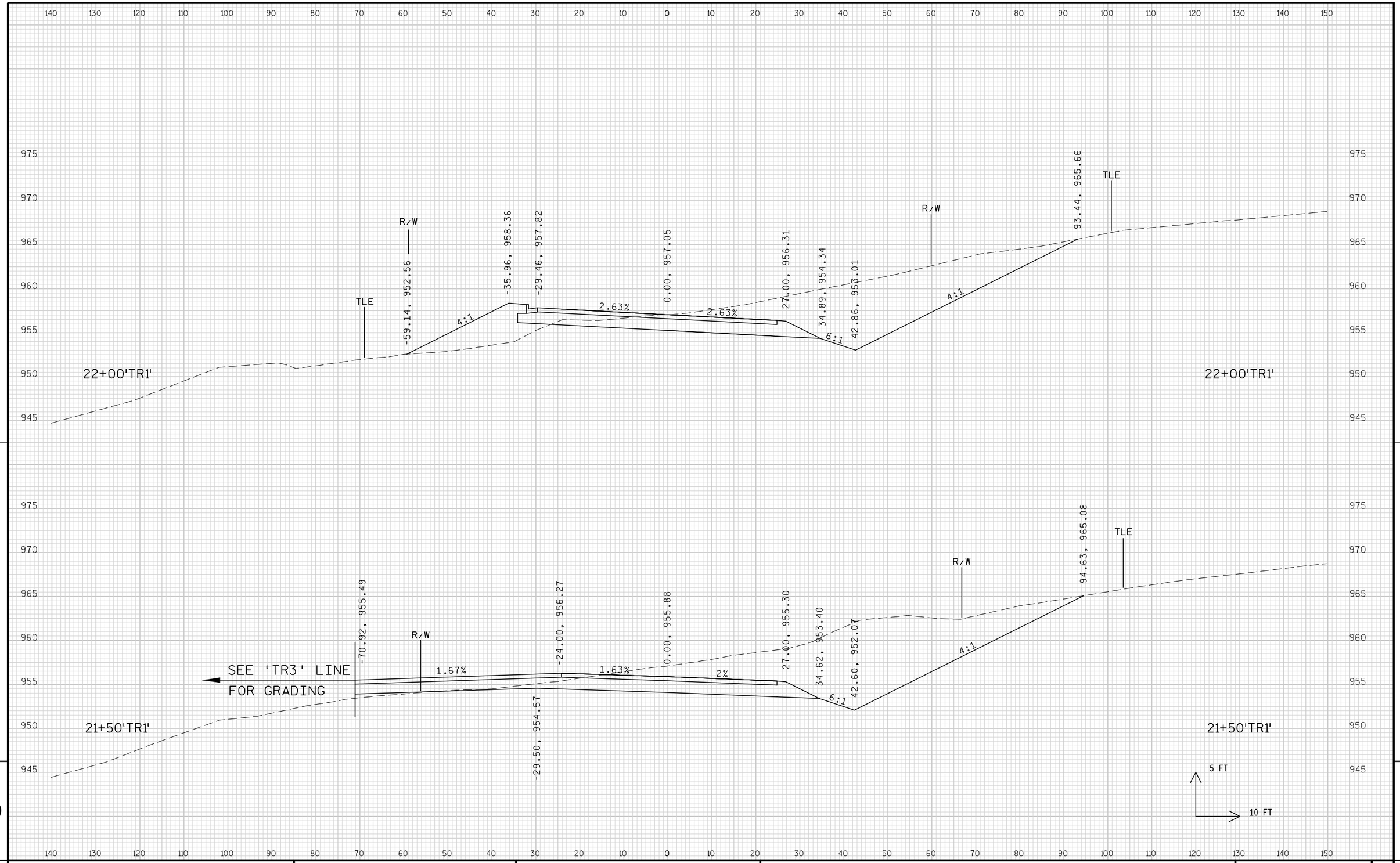
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR1' LINE)	SHEET 1123	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr1\090201_tr1_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR1' LINE)	SHEET 1124	E

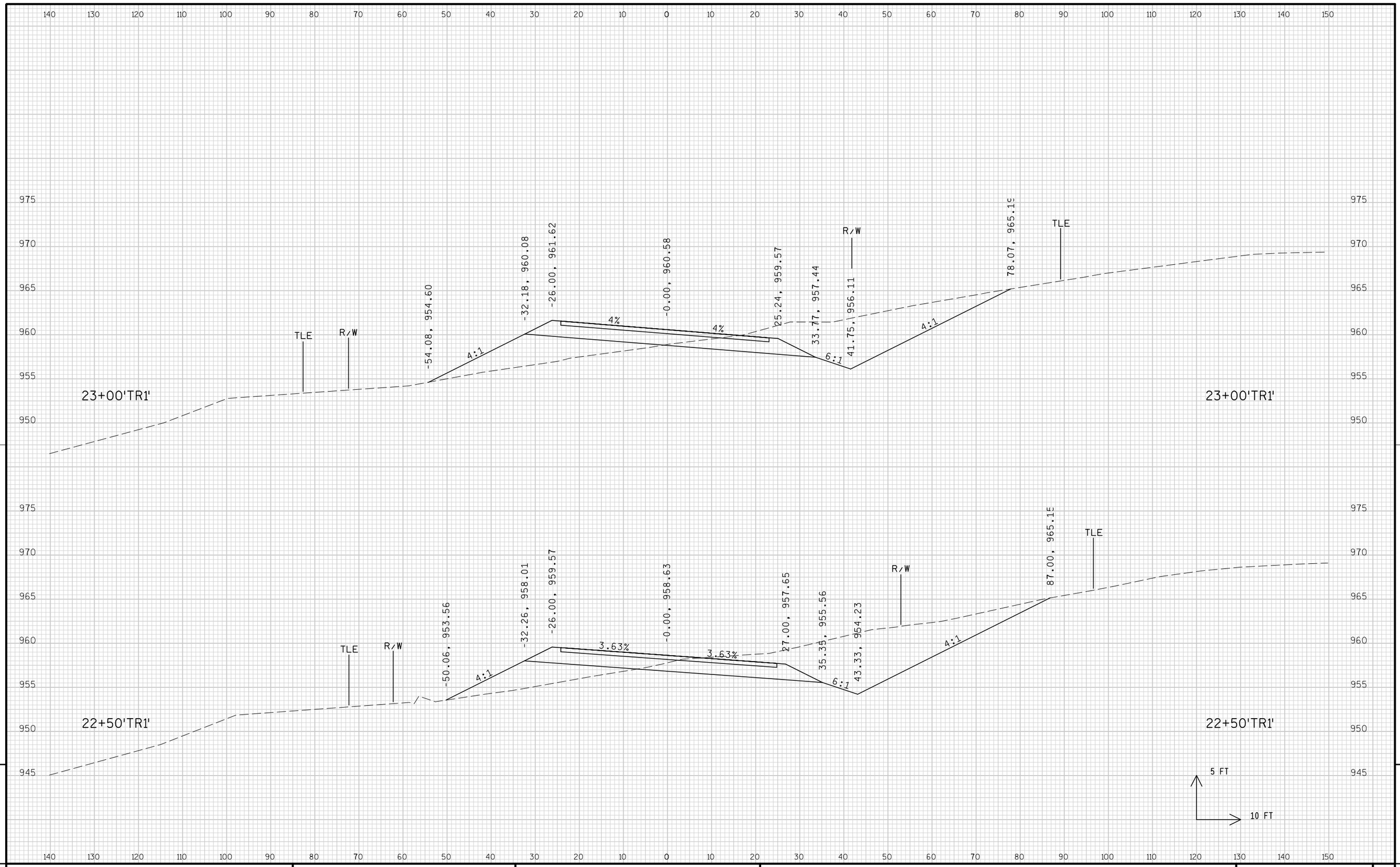
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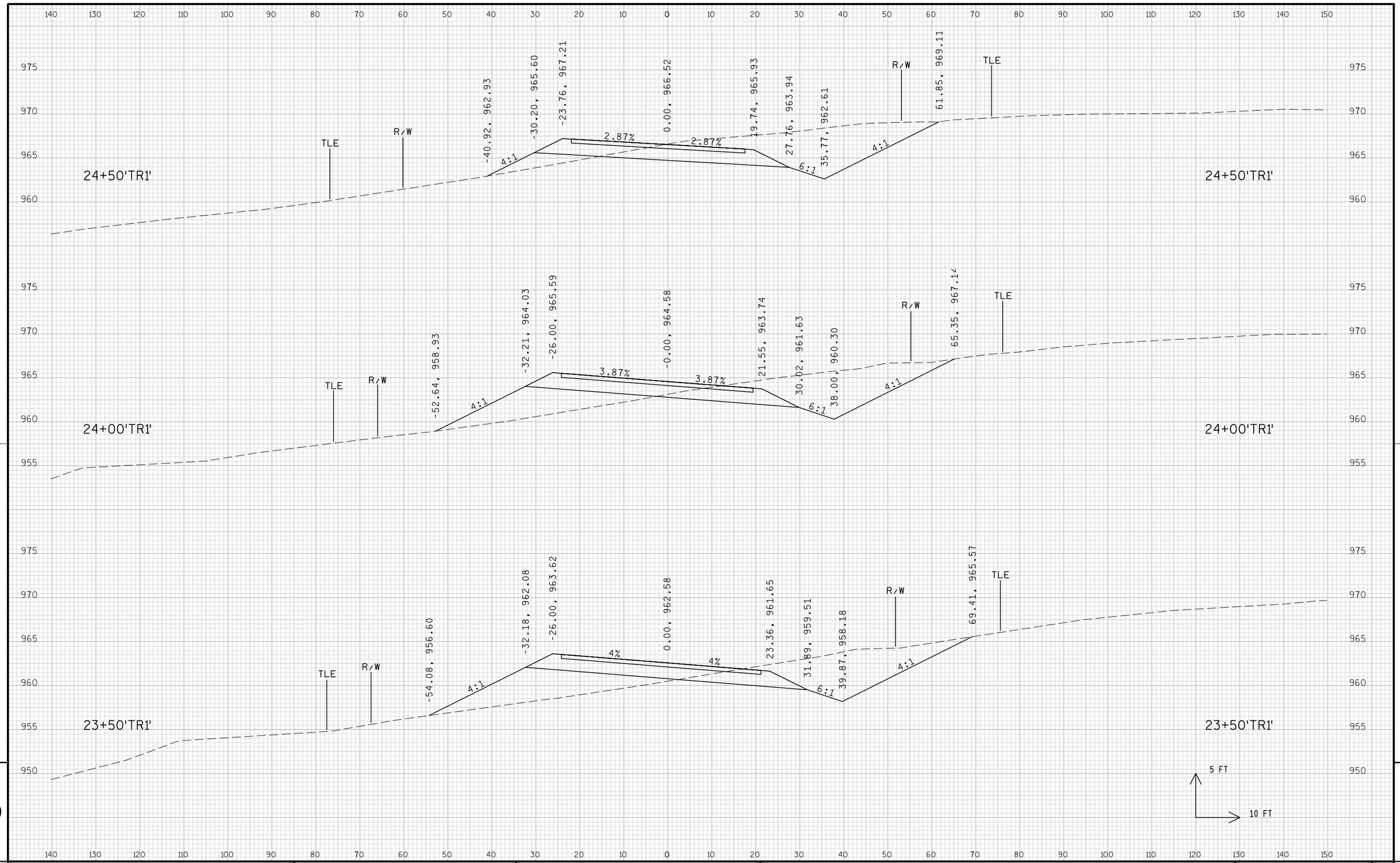
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR1' LINE)	SHEET 1125	E



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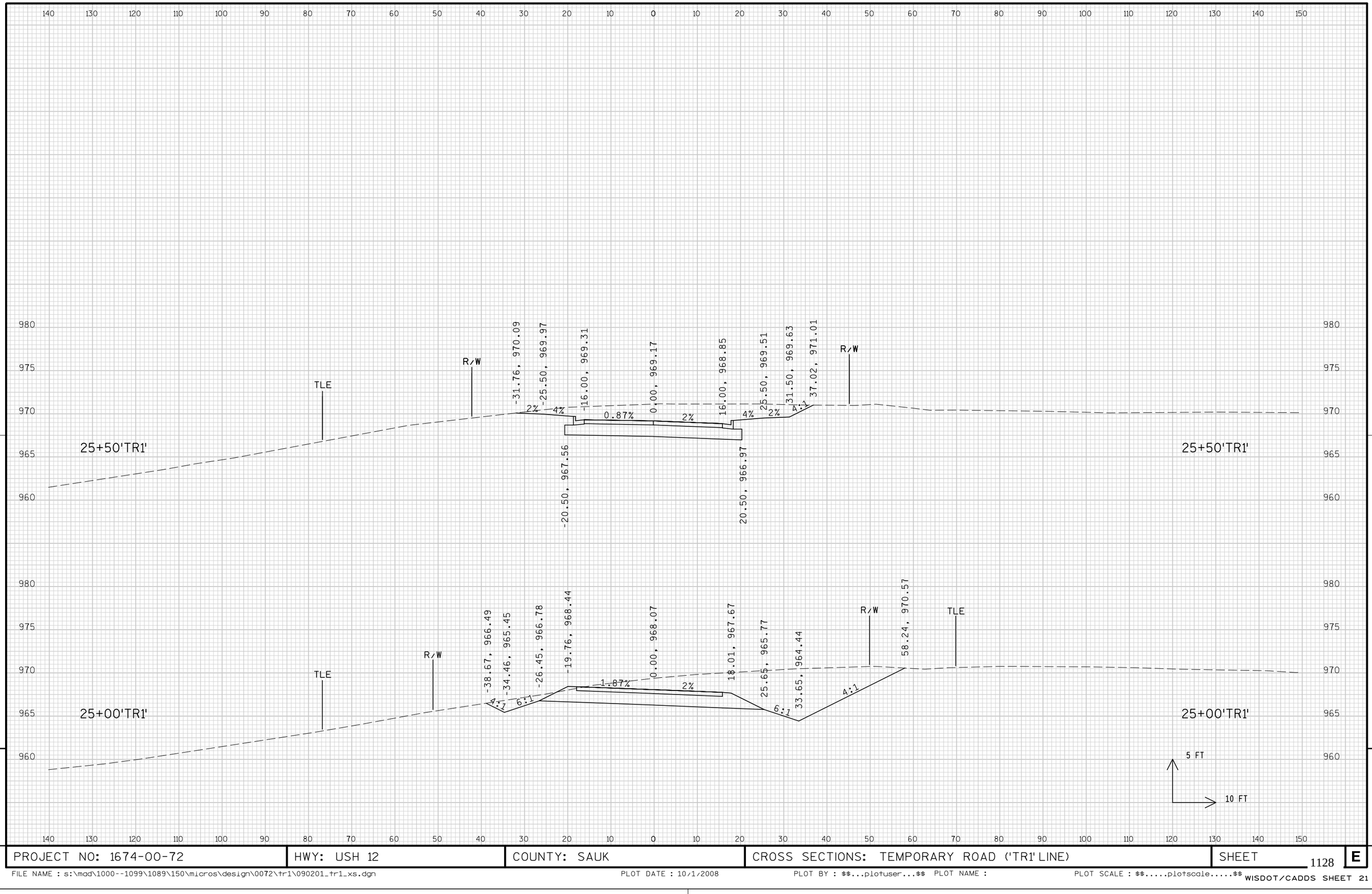
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR1' LINE)	SHEET 1126	E

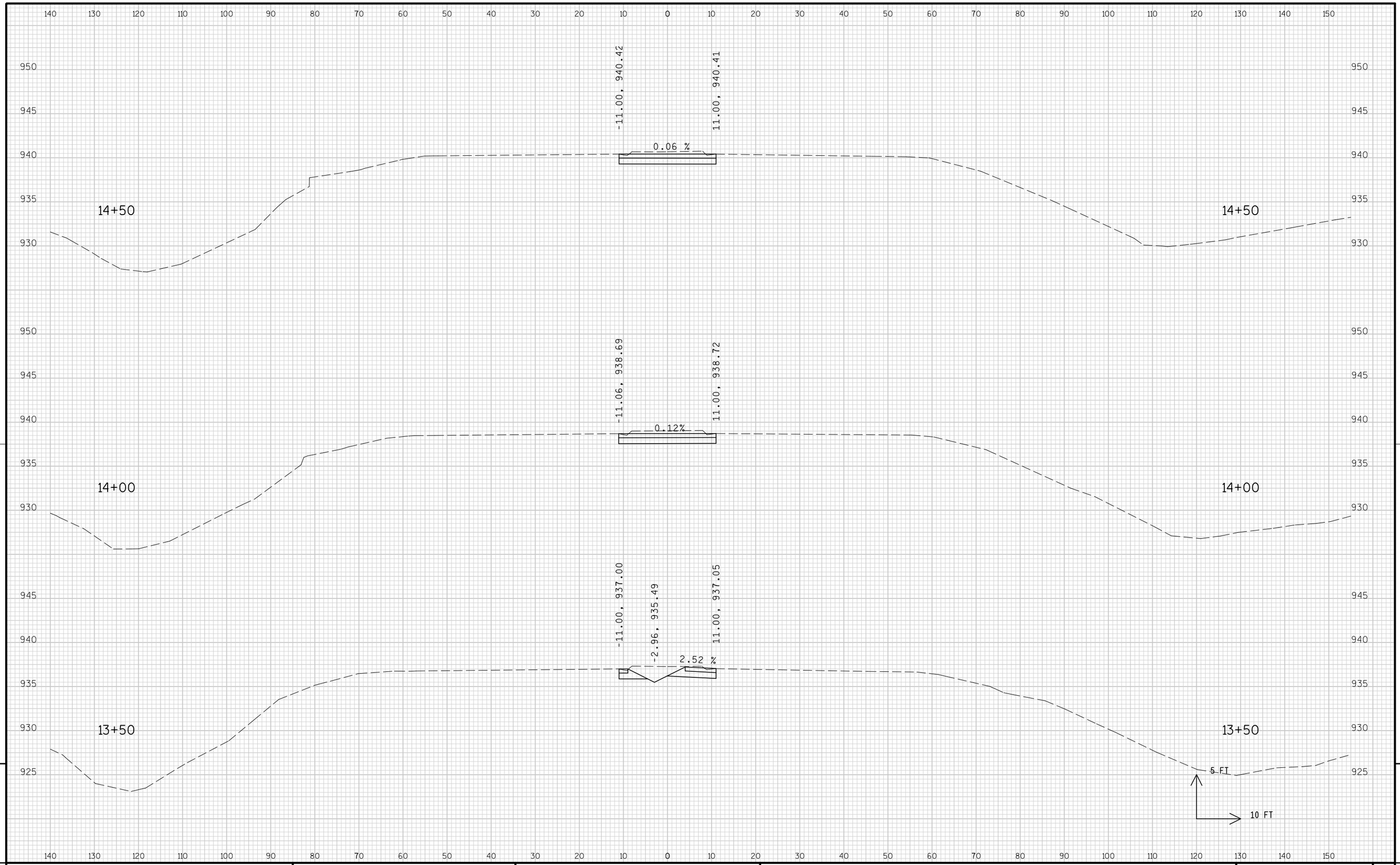


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR1' LINE)	SHEET 1127	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr1\090201_tr1_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR1' LINE)	SHEET 1128 E

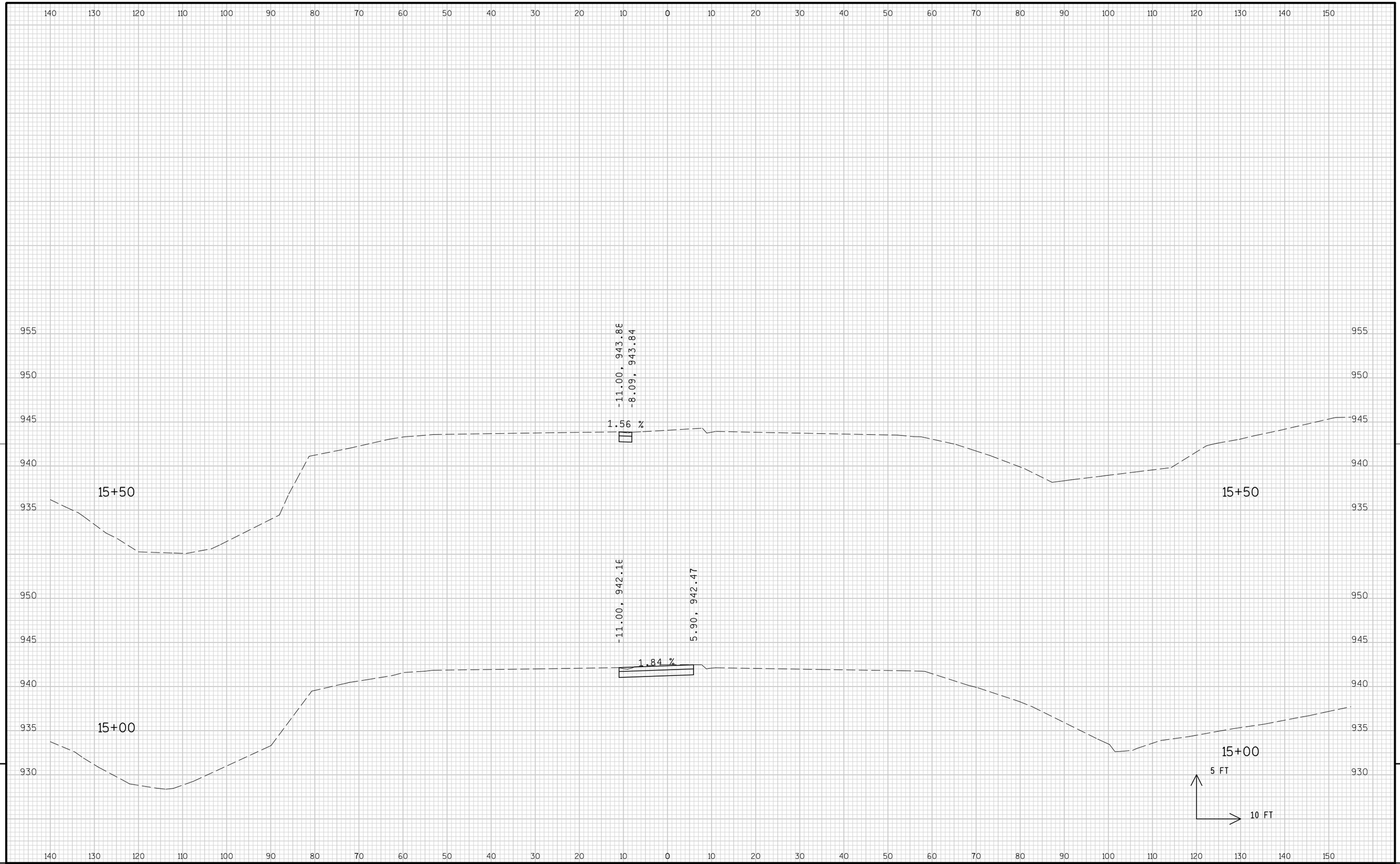


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE MEDIAN CROSSOVER	SHEET 1129	E

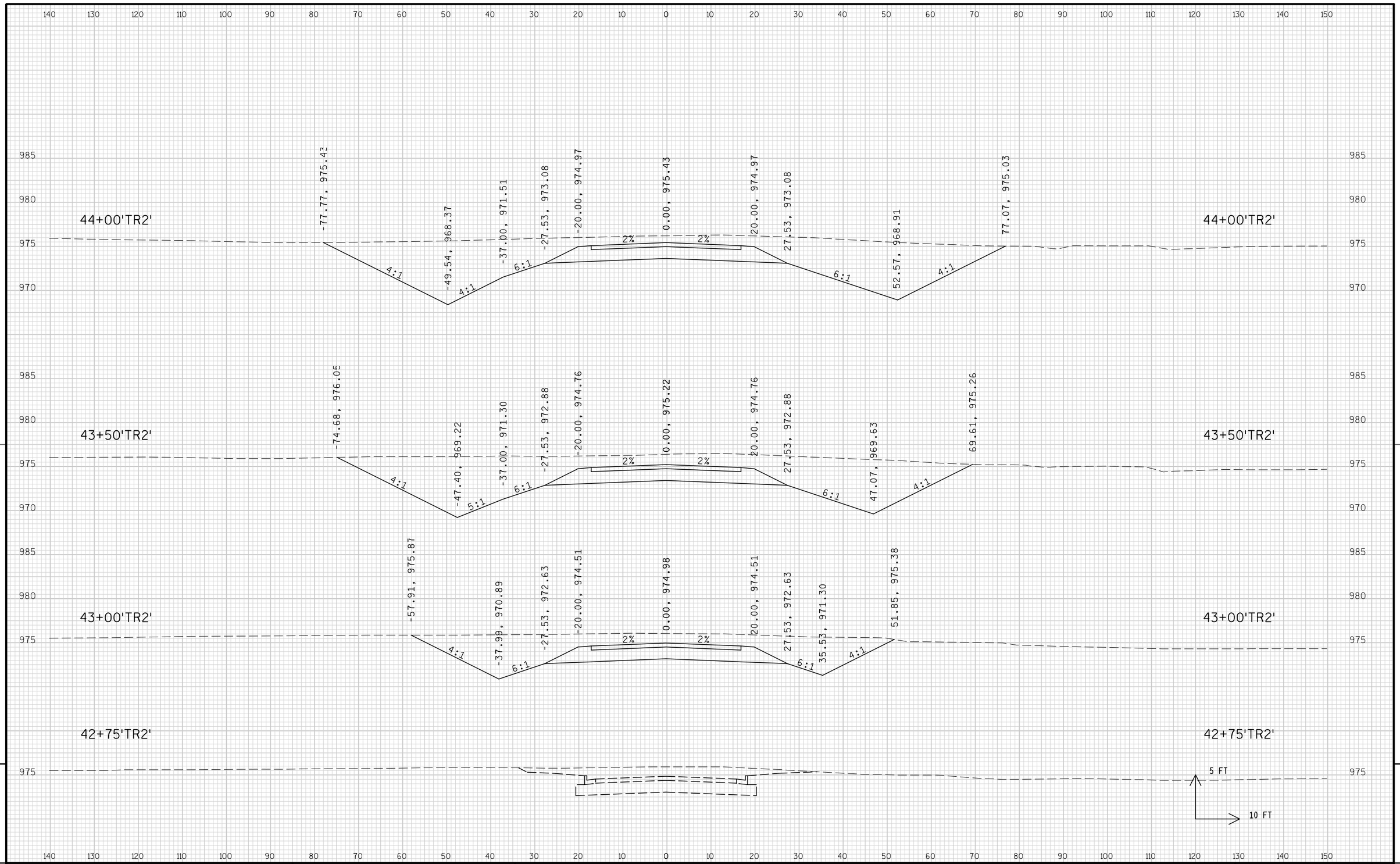
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MAINLINE MEDIAN CROSSOVER	SHEET 1130	E

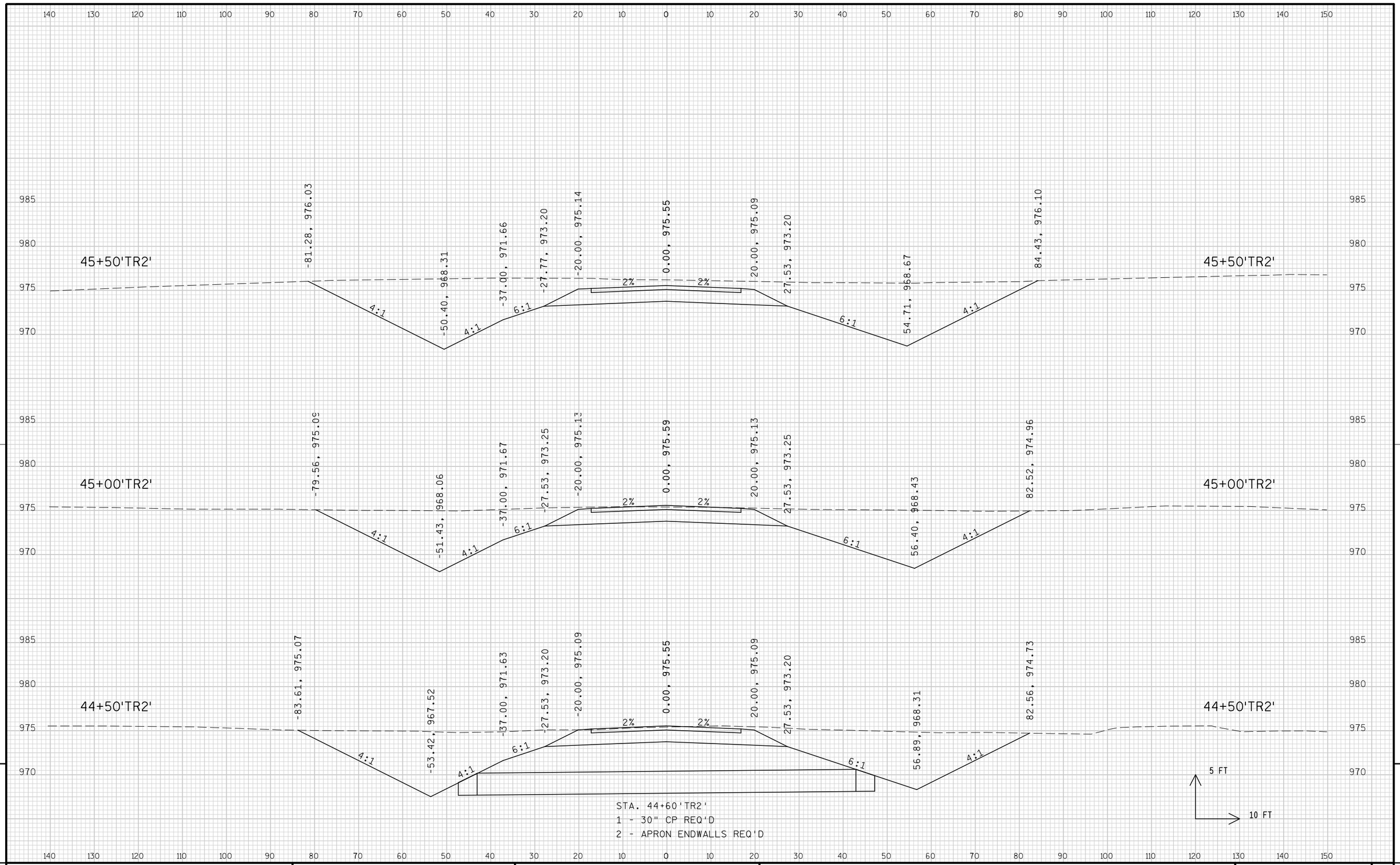


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR2' LINE)	SHEET 1131	E

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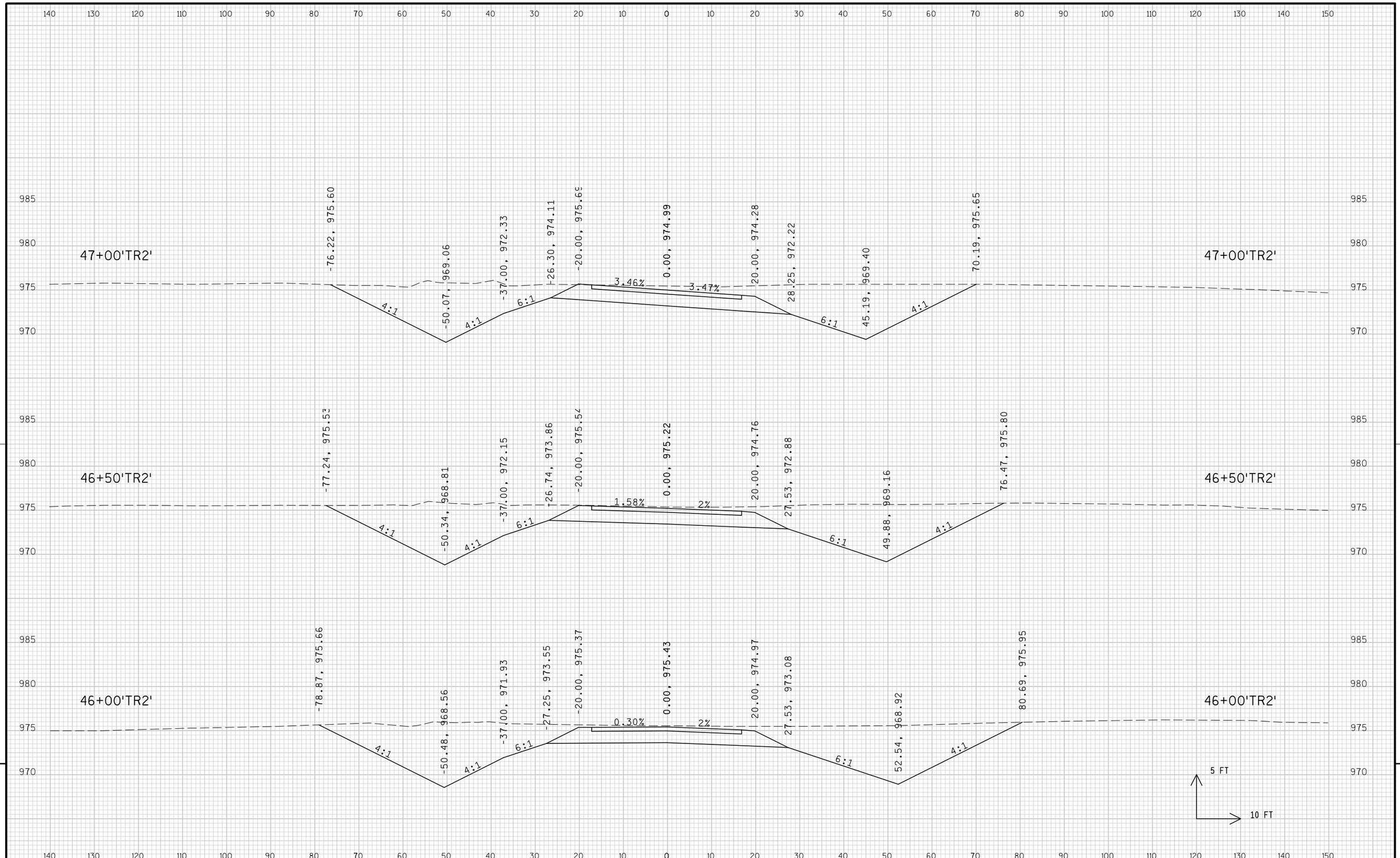


STA. 44+60'TR2'
1 - 30" CP REQ'D
2 - APRON ENDWALLS REQ'D

9

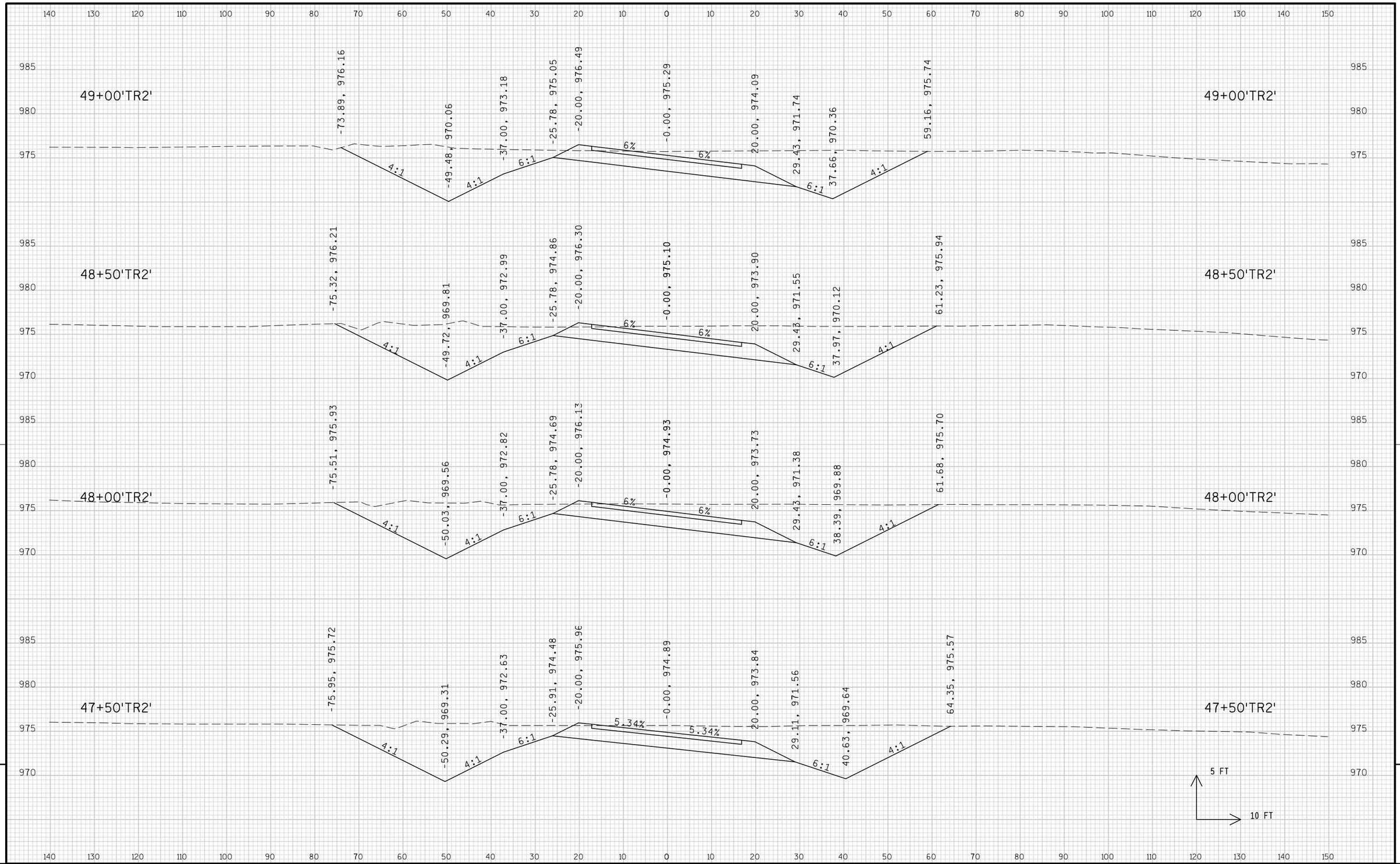
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR2' LINE)	SHEET 1132	E

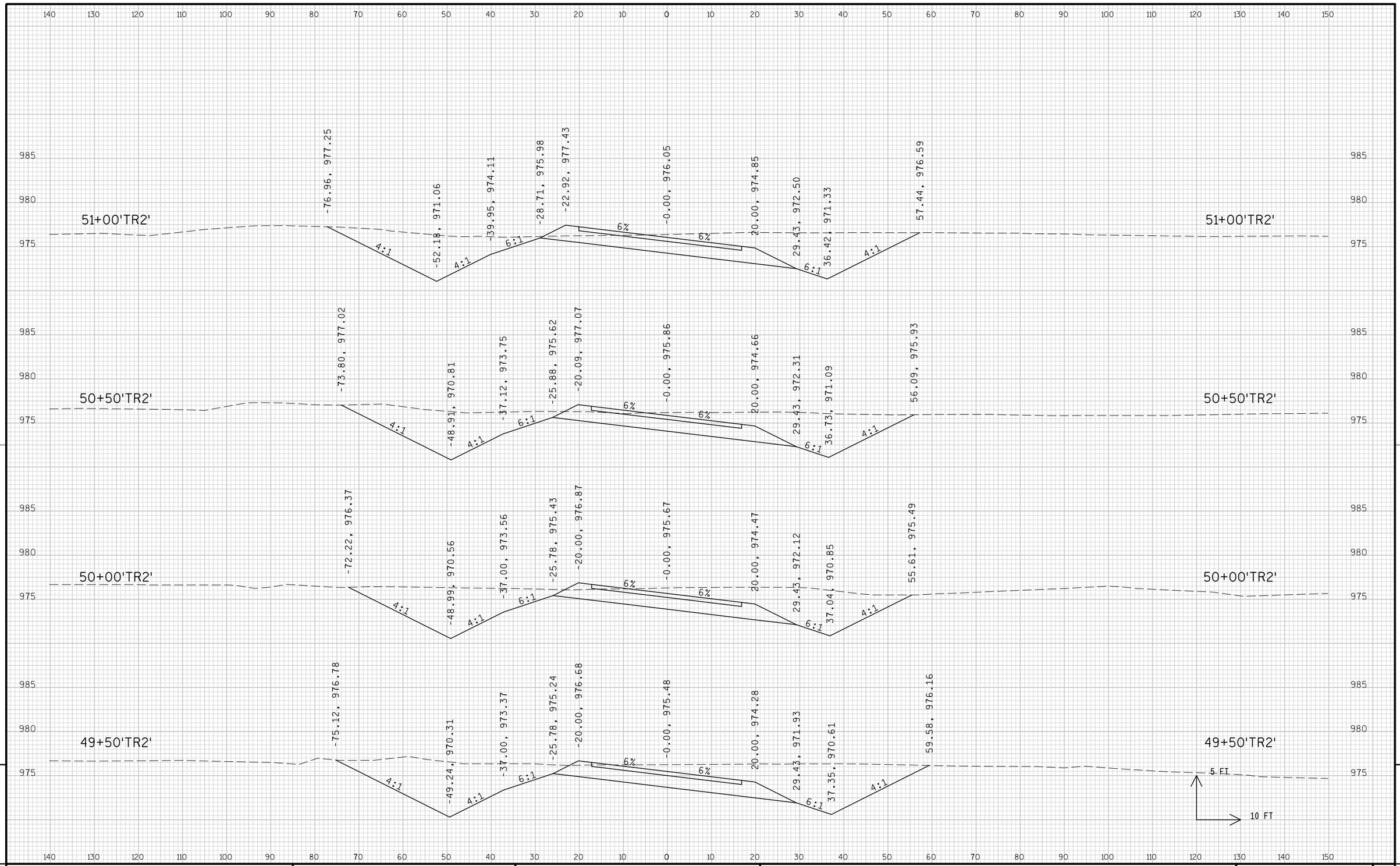


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR2' LINE)	SHEET 1133	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr2\090201_tr2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



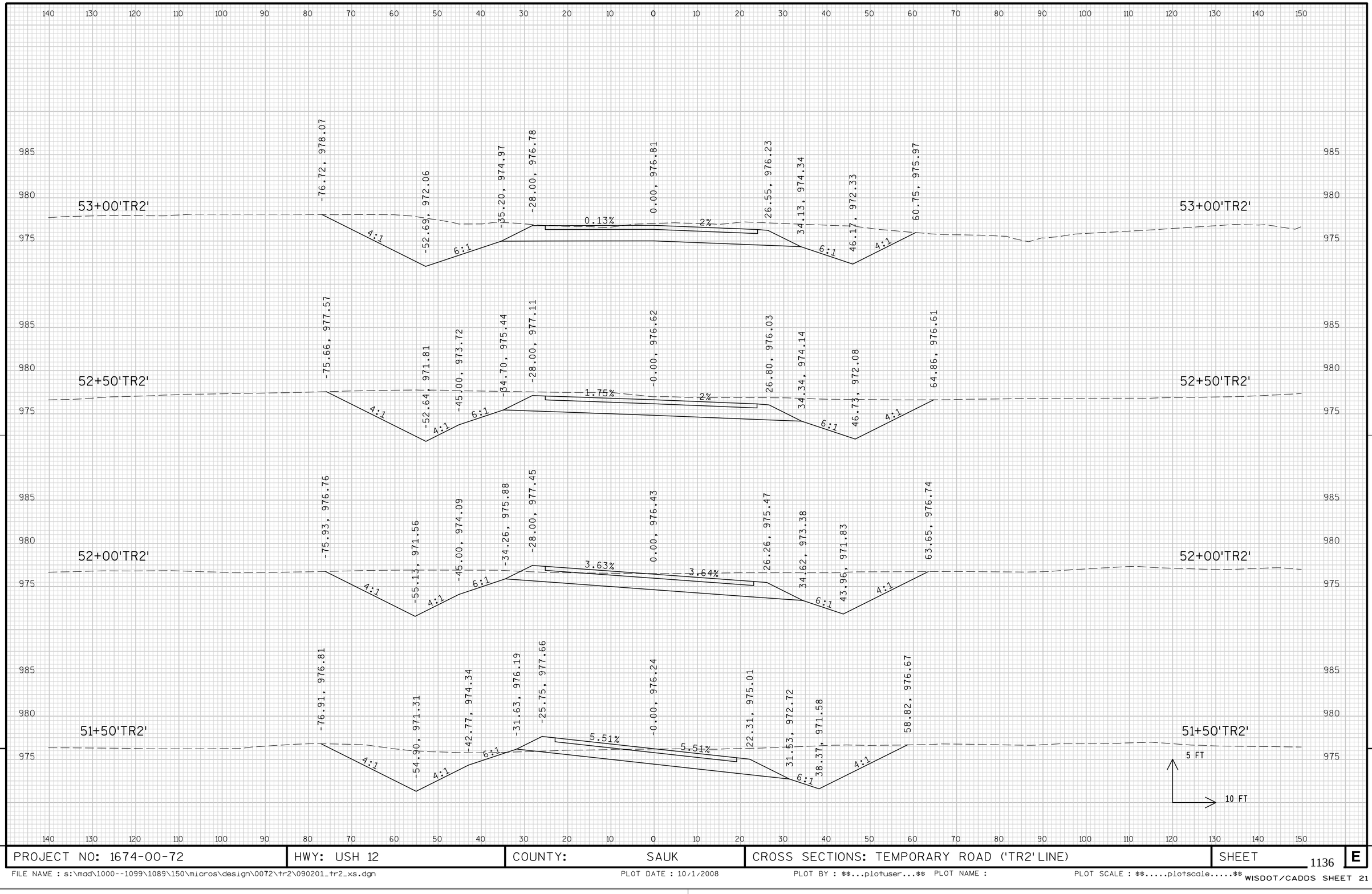
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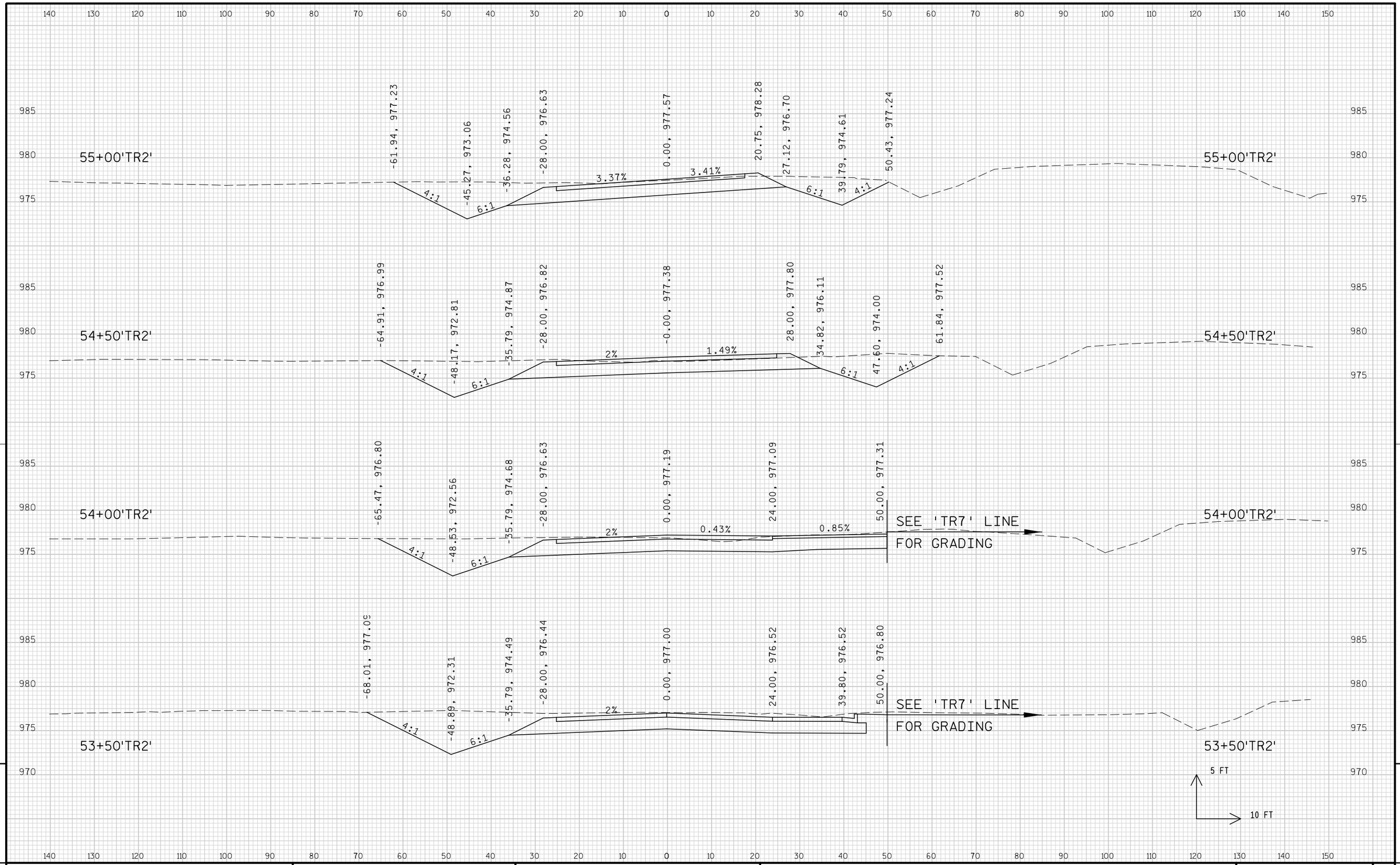
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR2' LINE)	SHEET 1135	E



9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR2' LINE)	SHEET 1136	E

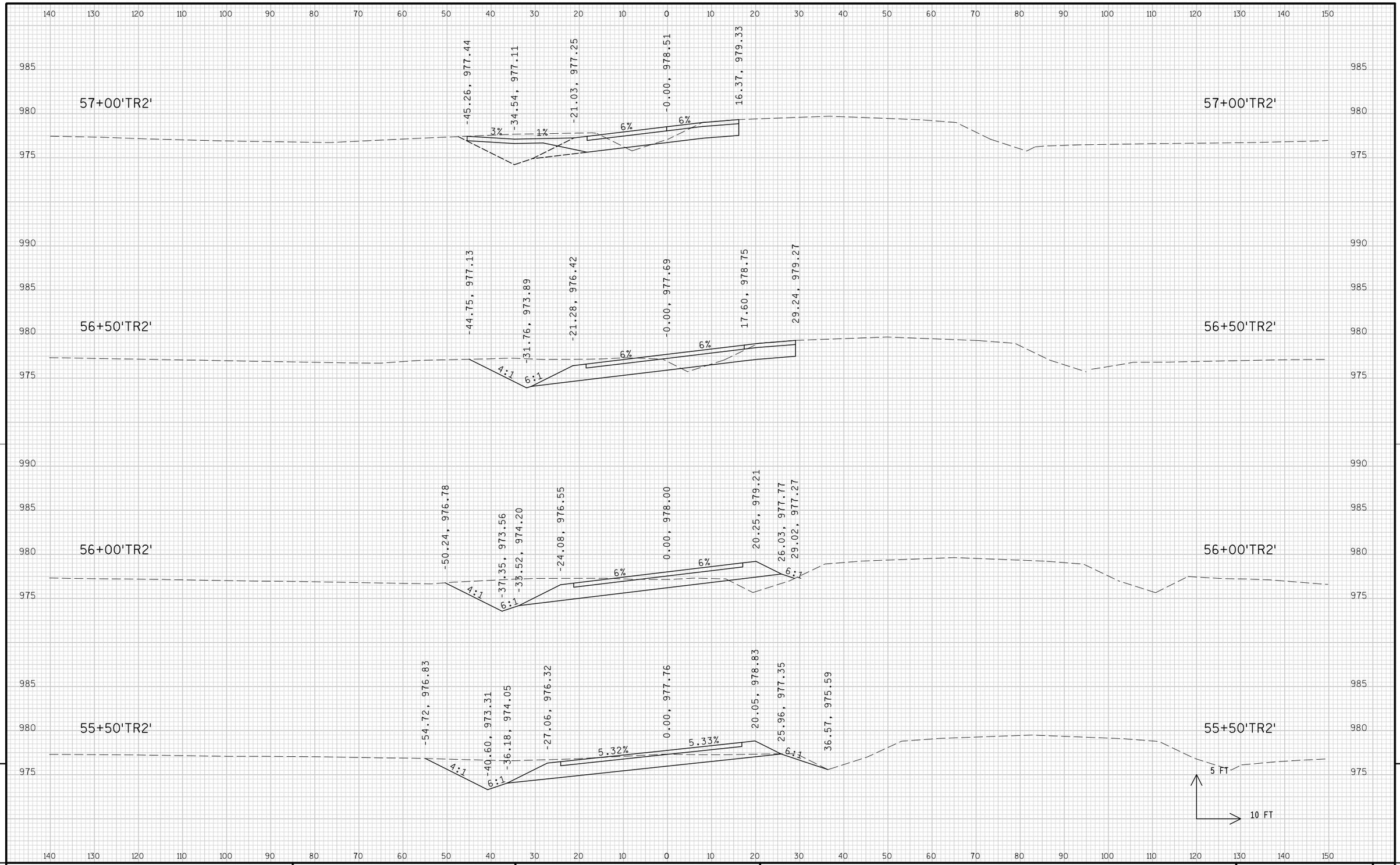


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR2' LINE)	SHEET 1137	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR2' LINE)	SHEET 1138 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr2\090201_tr2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

990
985
980

58+50'TR2'

-44.79, 977.57
-37.82, 975.83
-23.62, 978.98
-10.04, 979.63
6%
4:1
6:1

58+50'TR2'

990
985
980

990
985
980

58+00'TR2'

-46.43, 977.46
-37.48, 975.22
-22.58, 978.48
-3.19, 979.48
6%
4:1
6:1

58+00'TR2'

990
985
980

985
980

57+50'TR2'

-49.30, 977.76
-36.68, 974.61
-21.72, 977.88
-2.56, 979.03
5.59, 979.35
6%
4:1
6:1

57+50'TR2'

985
980

975

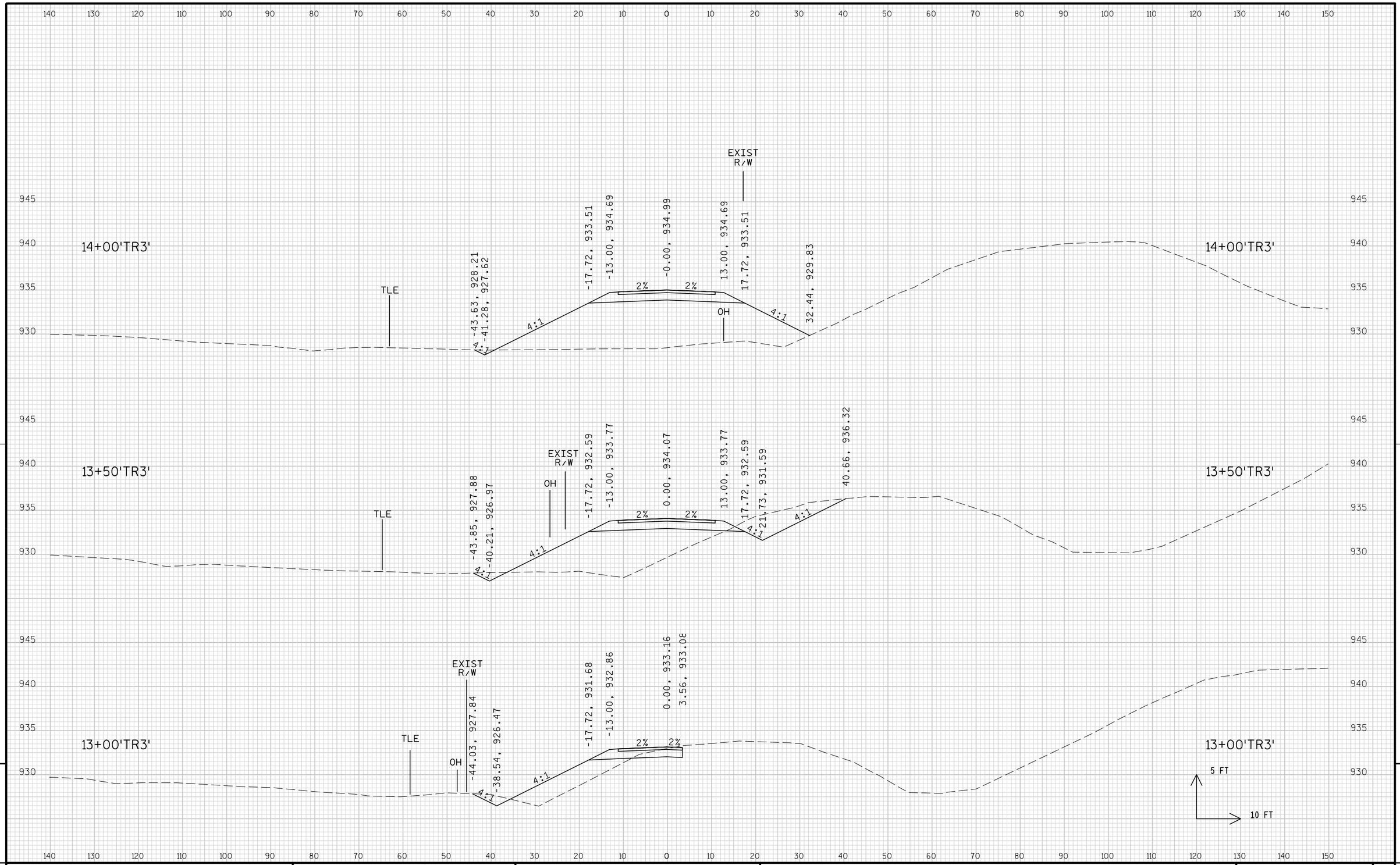
5 FT
10 FT

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

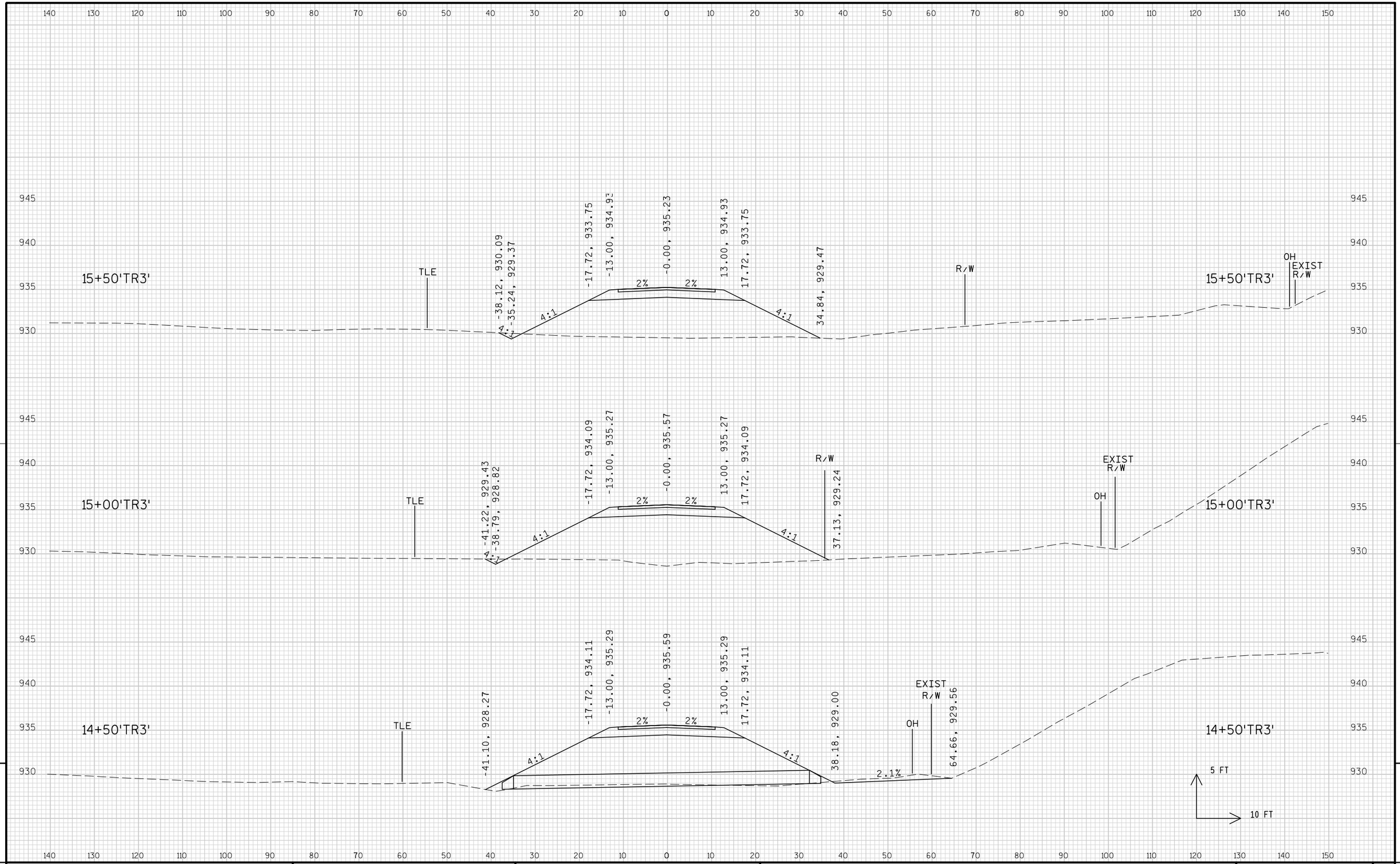
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR2' LINE)	SHEET 1139	E

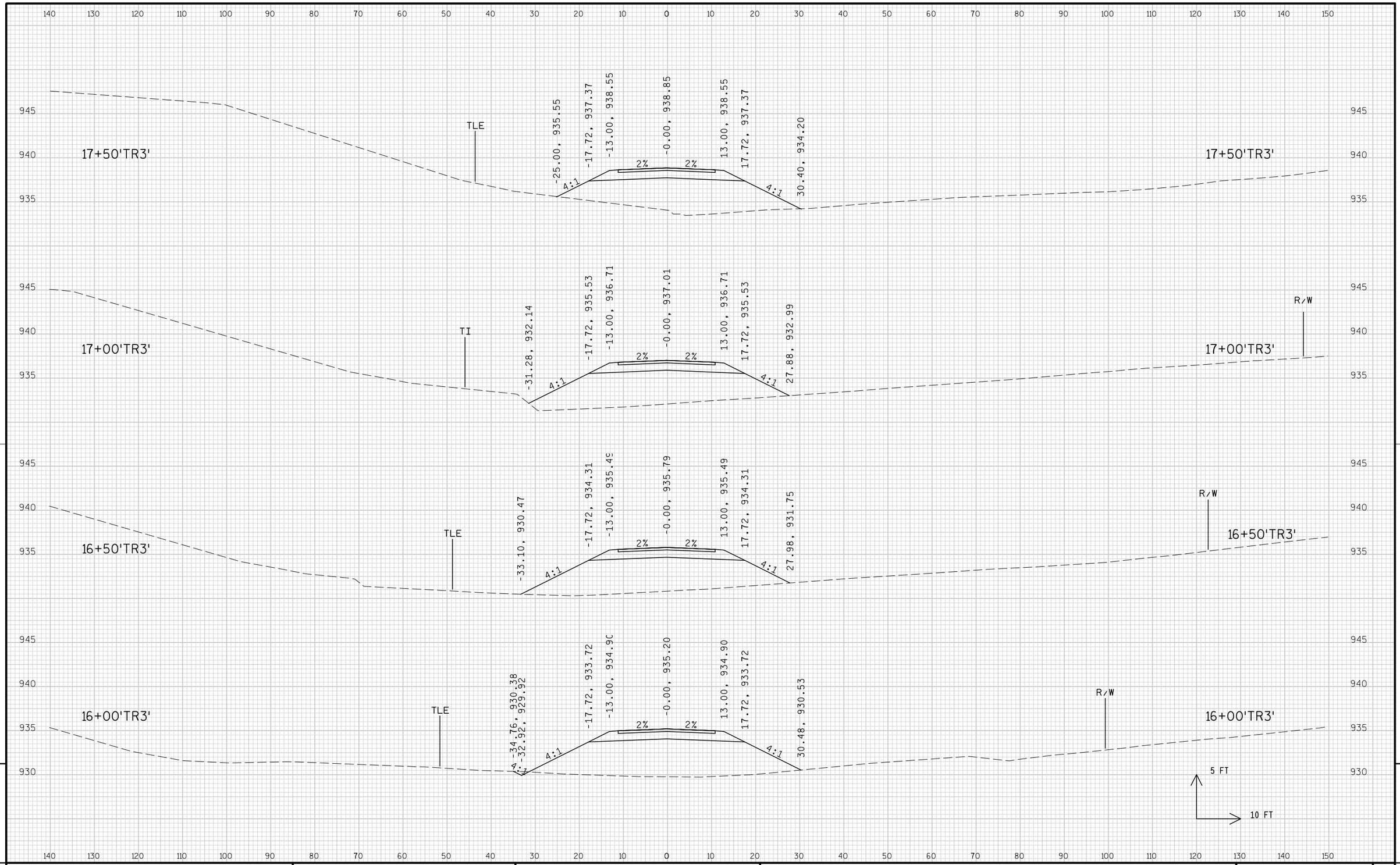


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR3'LINE)	SHEET 1140	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr3\090201_tr3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

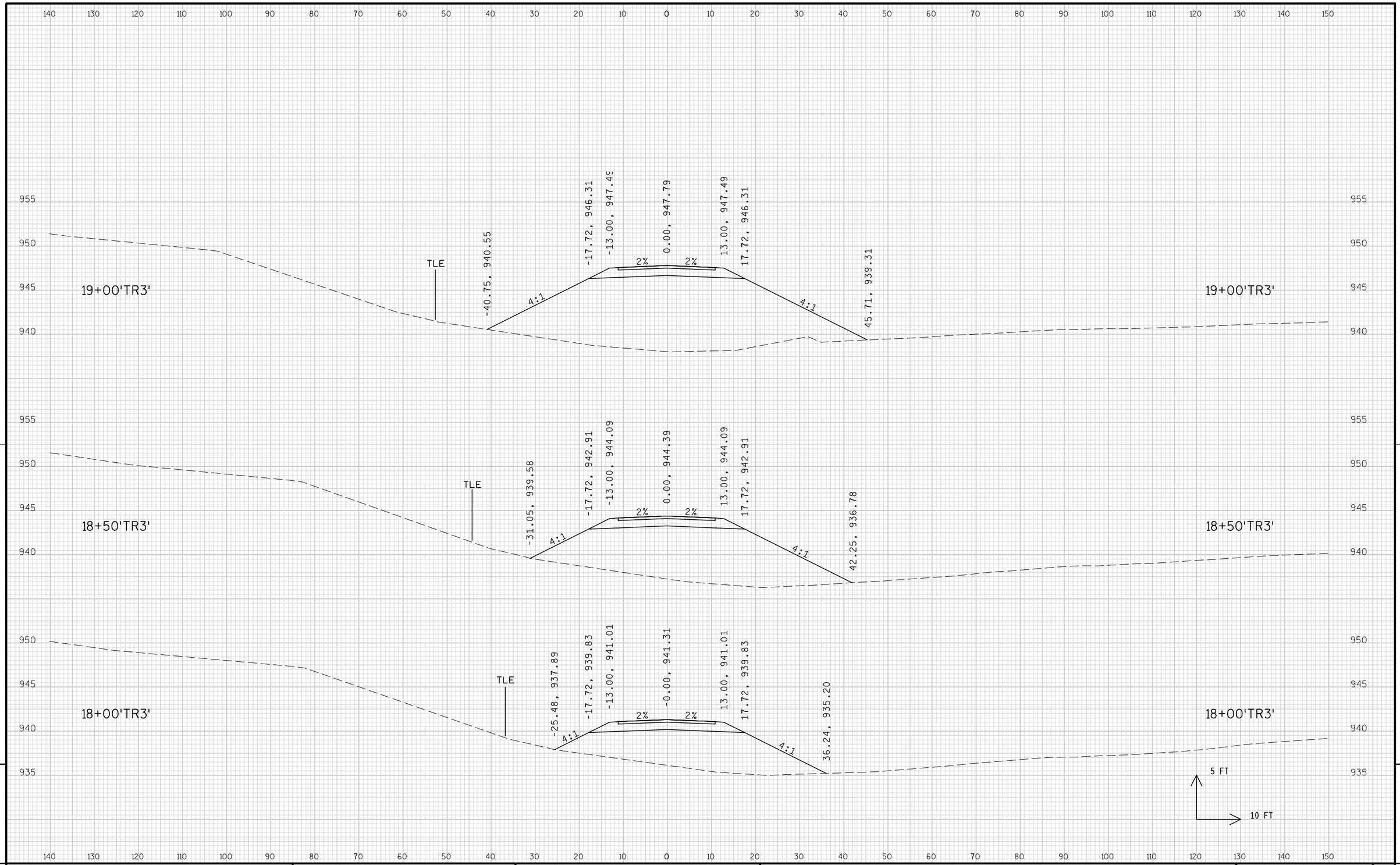


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR3' LINE)	SHEET 1141	E

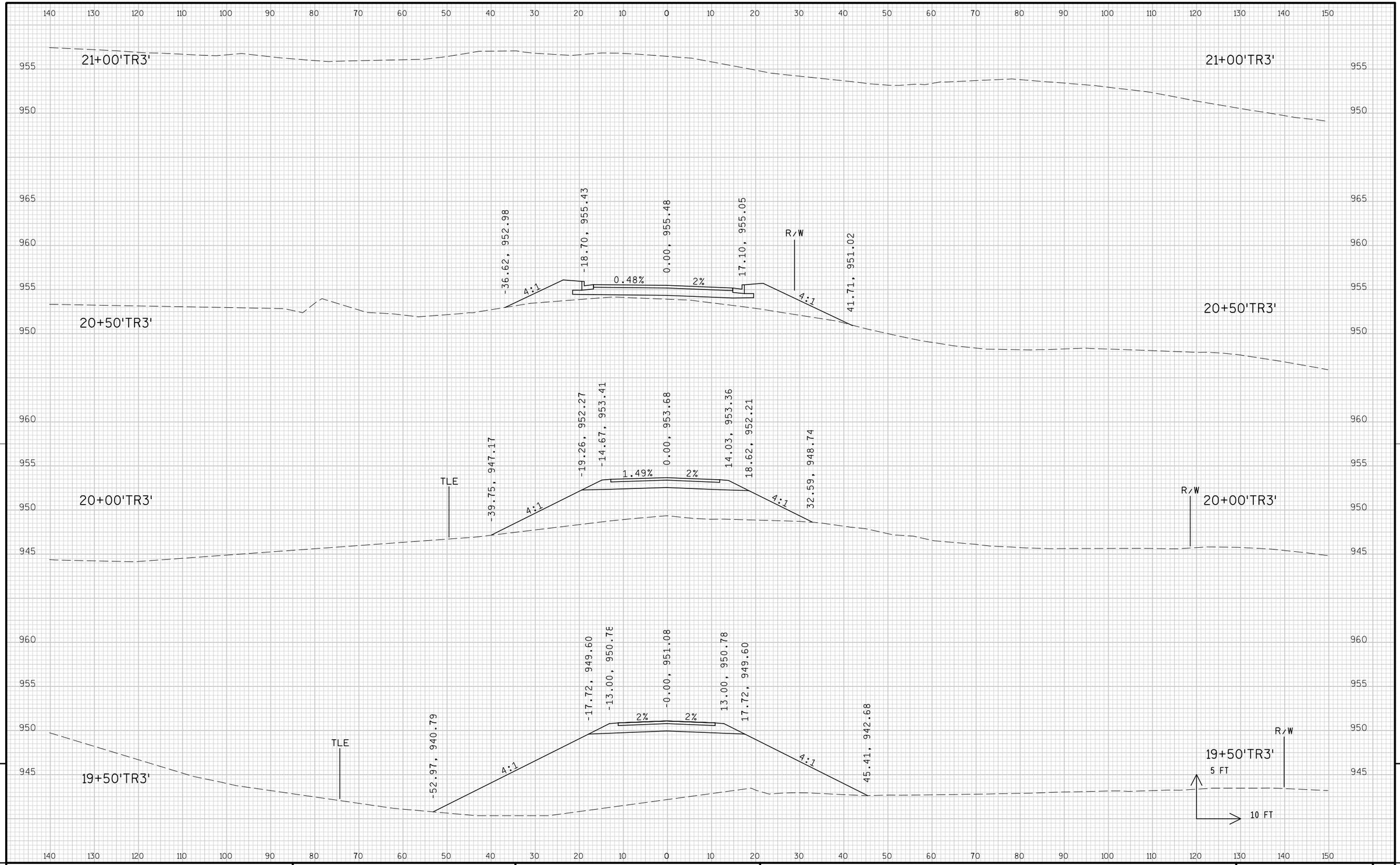


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR3' LINE)	SHEET 1142	E

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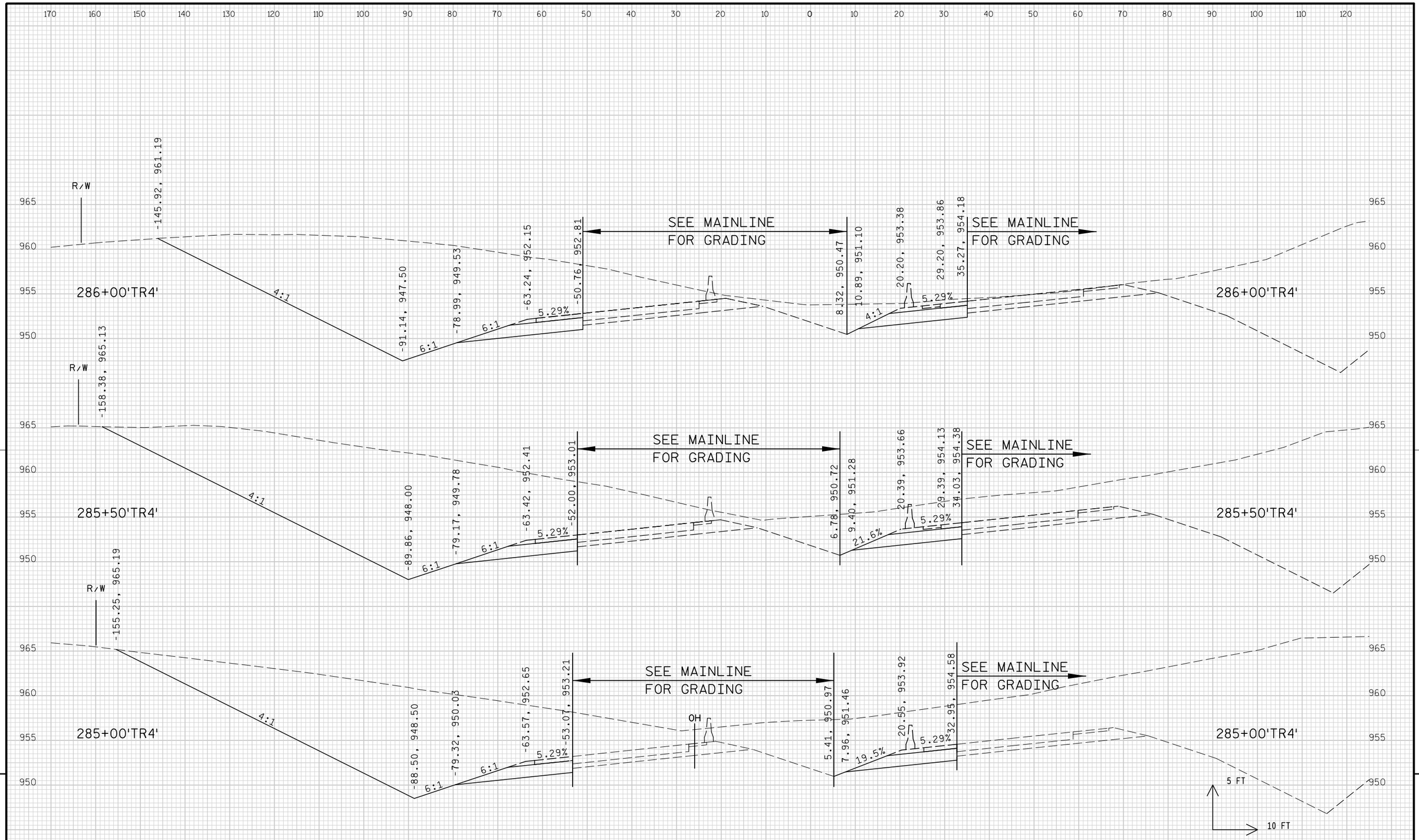


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR3' LINE)	SHEET 1143 E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR3' LINE)	SHEET 1144	E

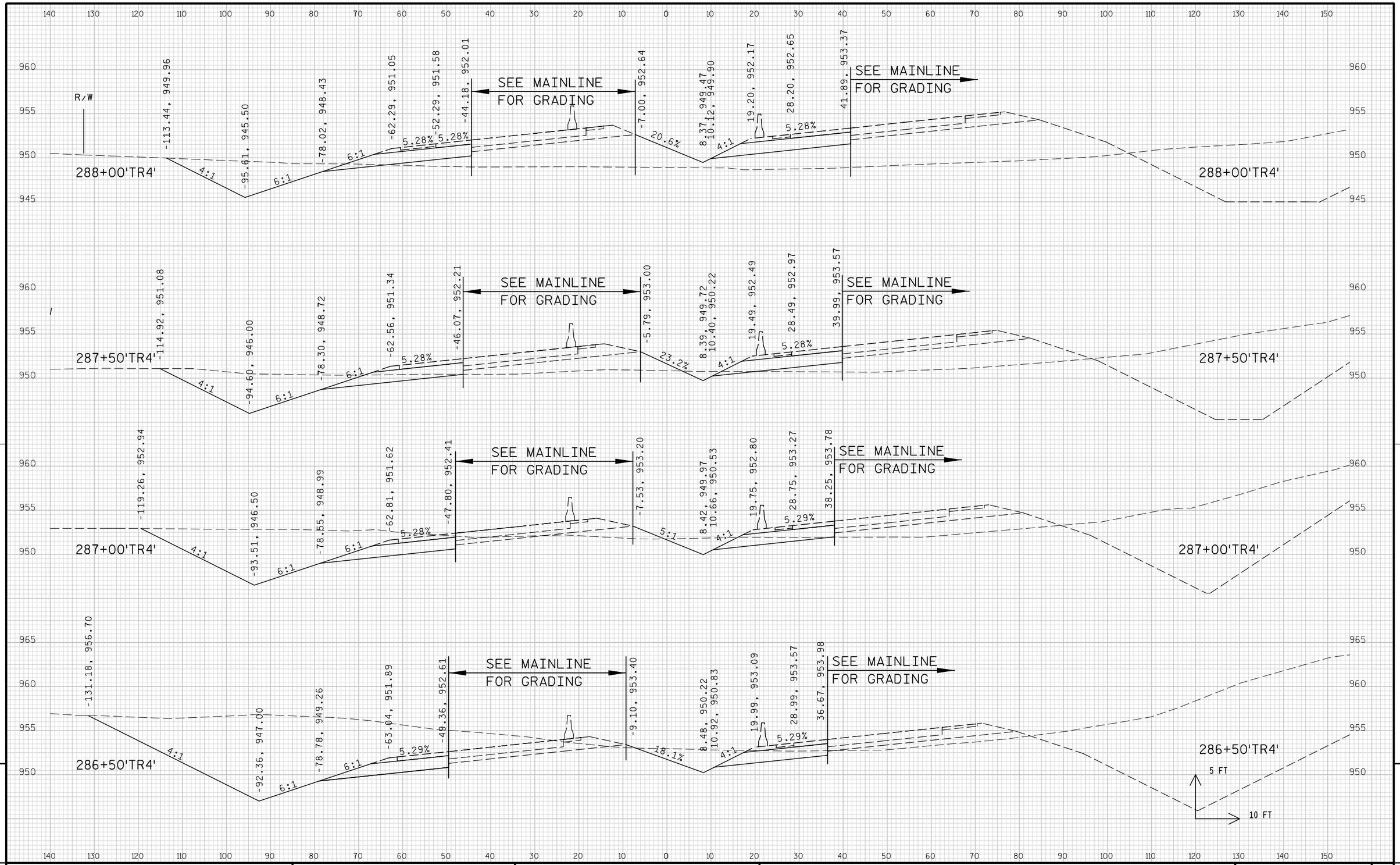
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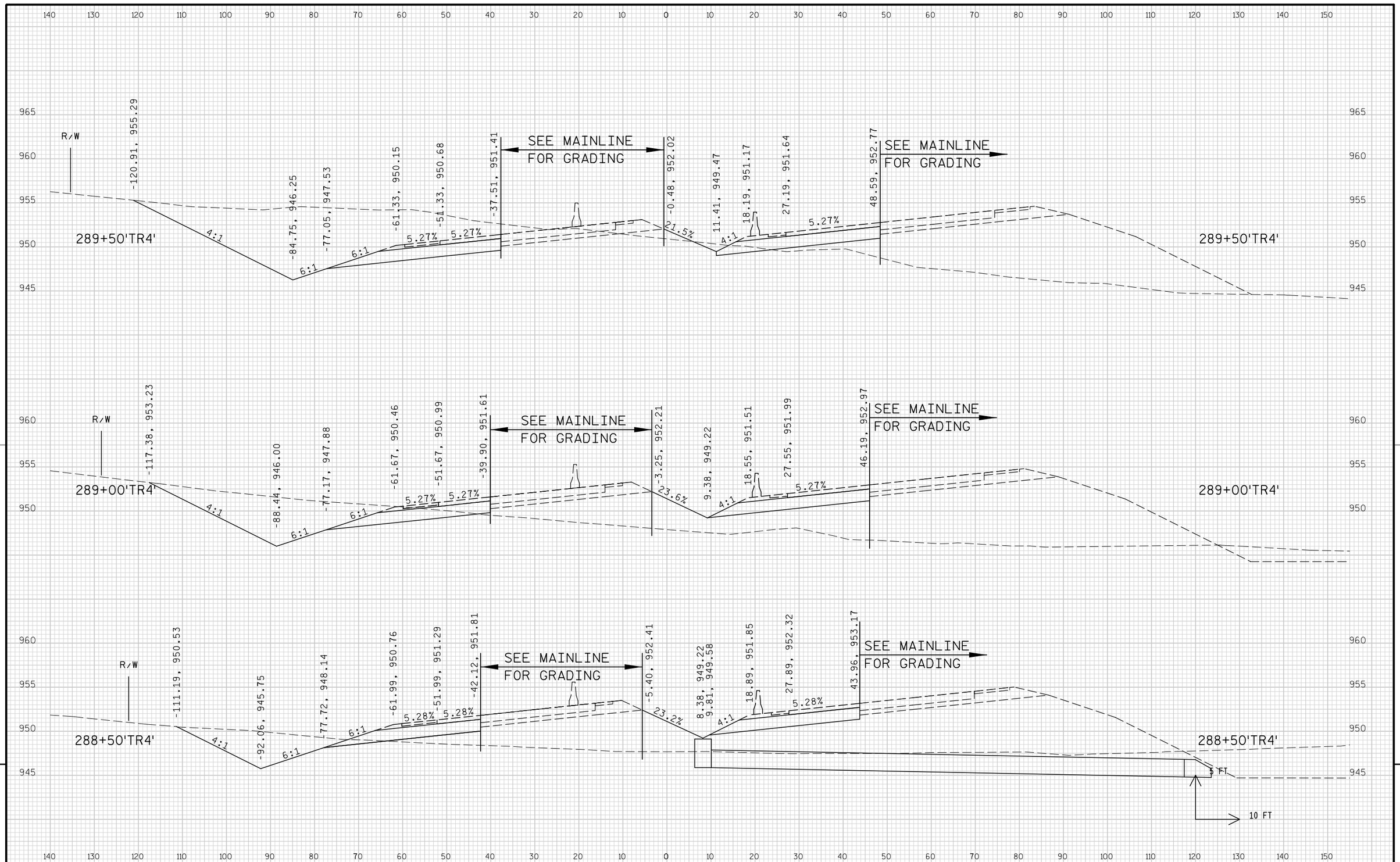
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1145	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1146 E

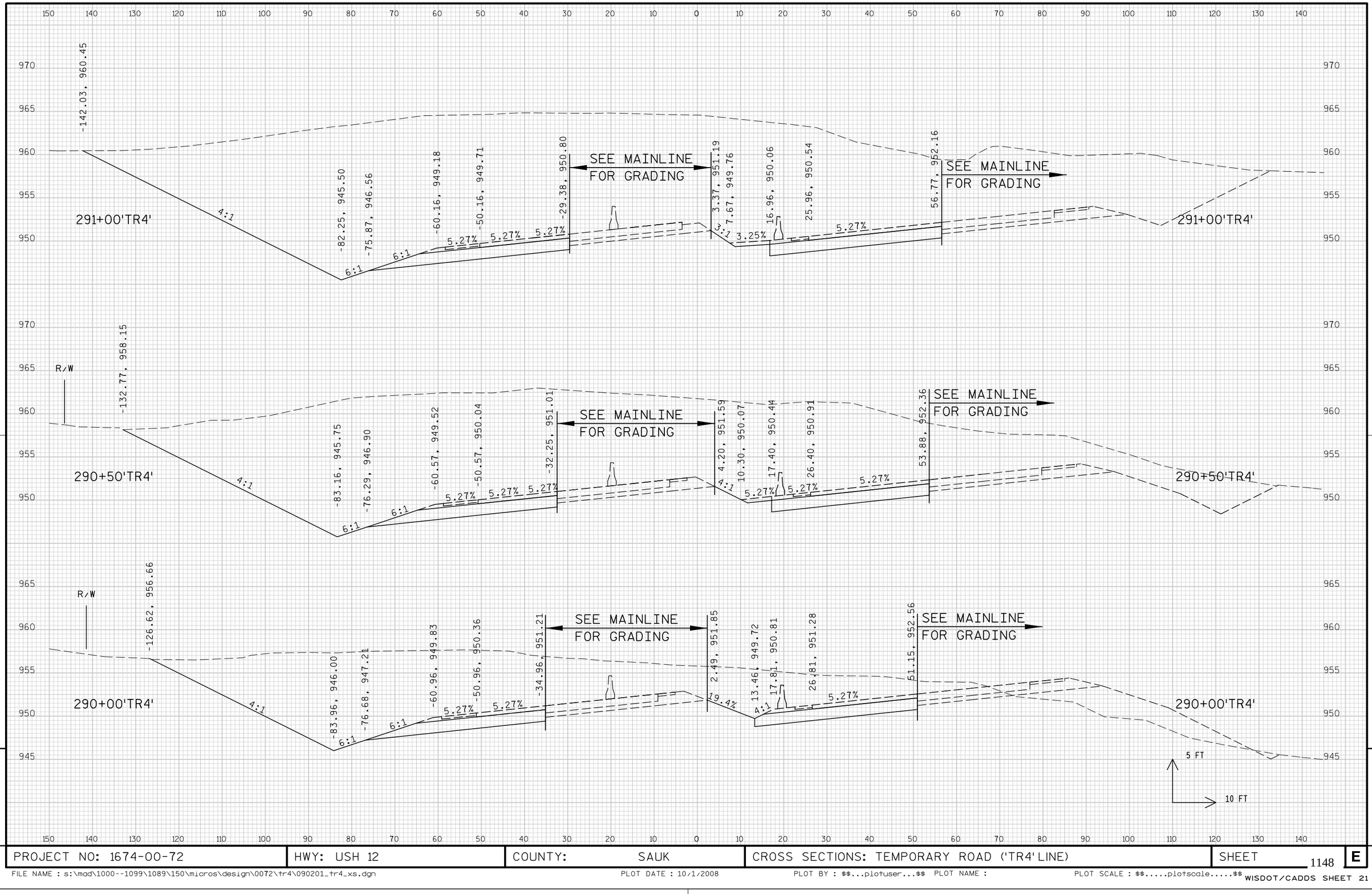
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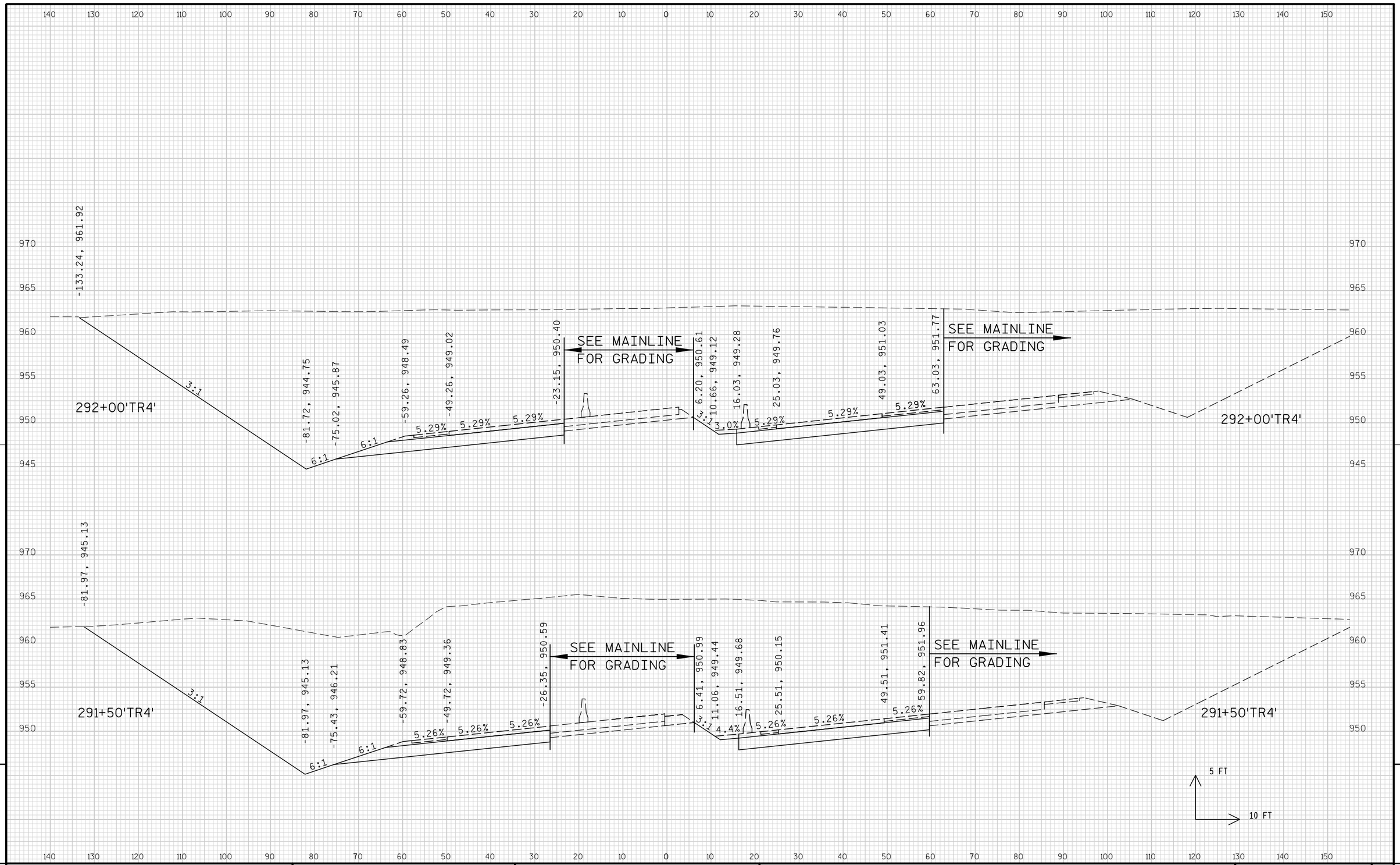
9

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1147	E

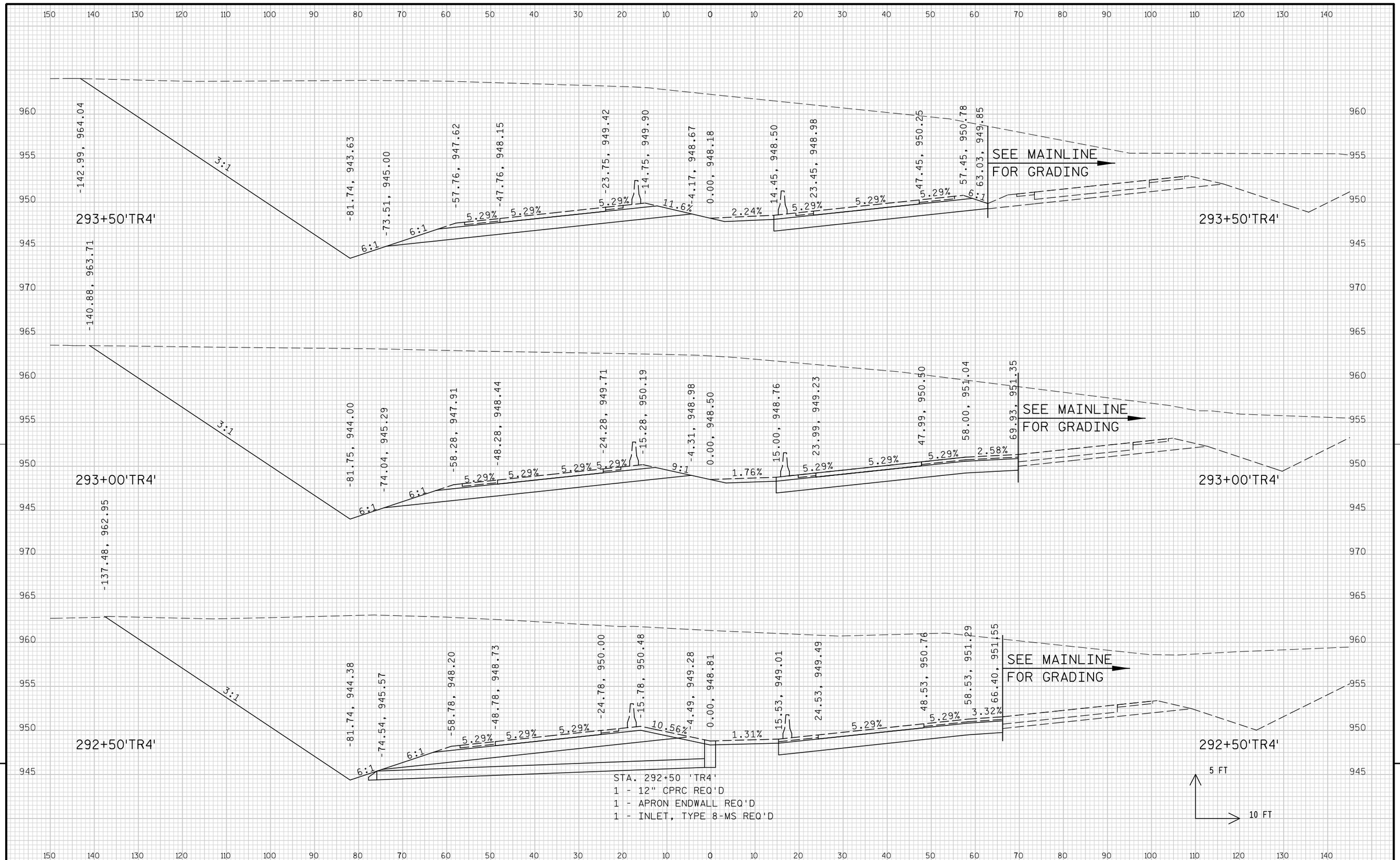


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1148	E



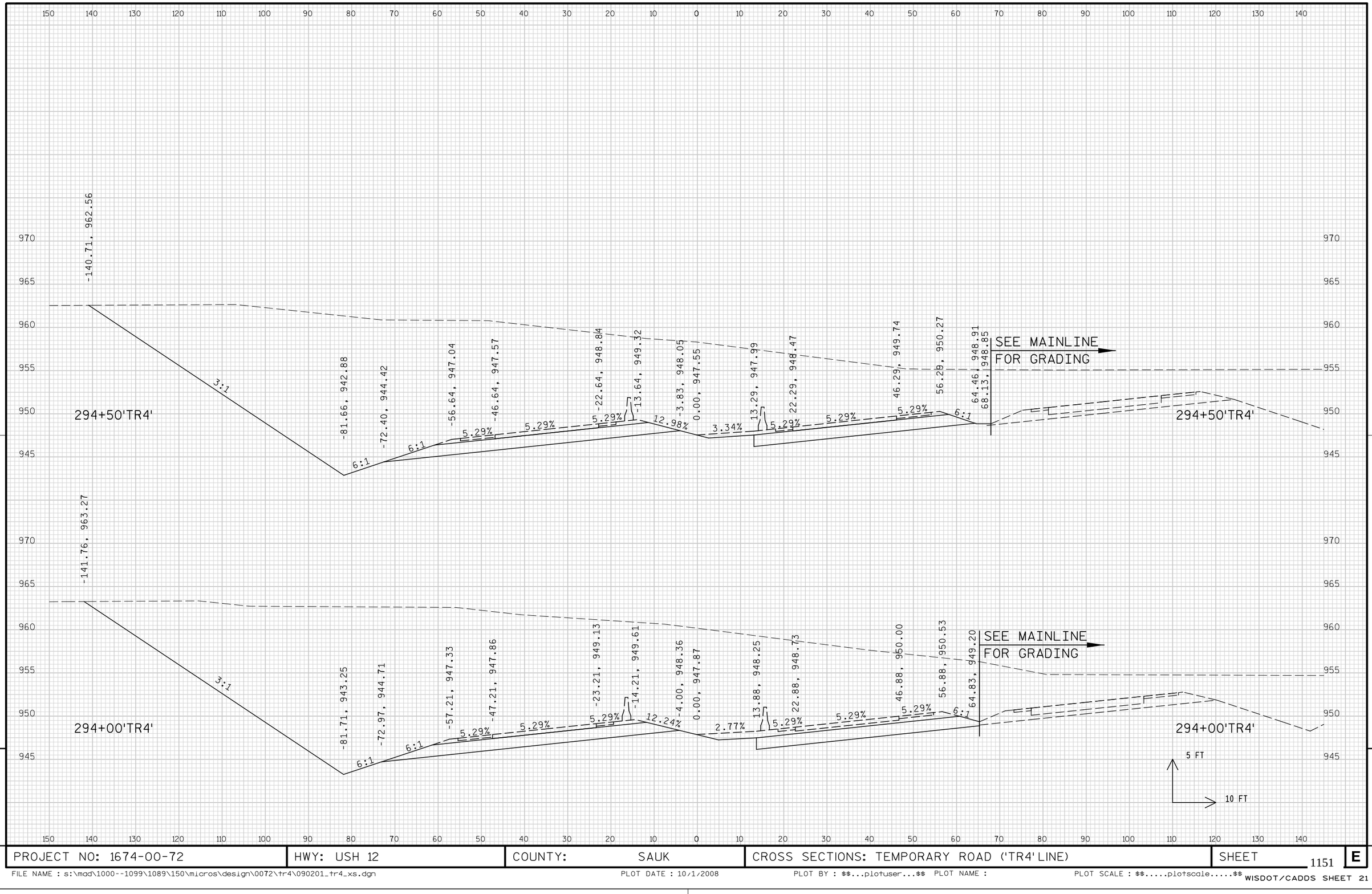
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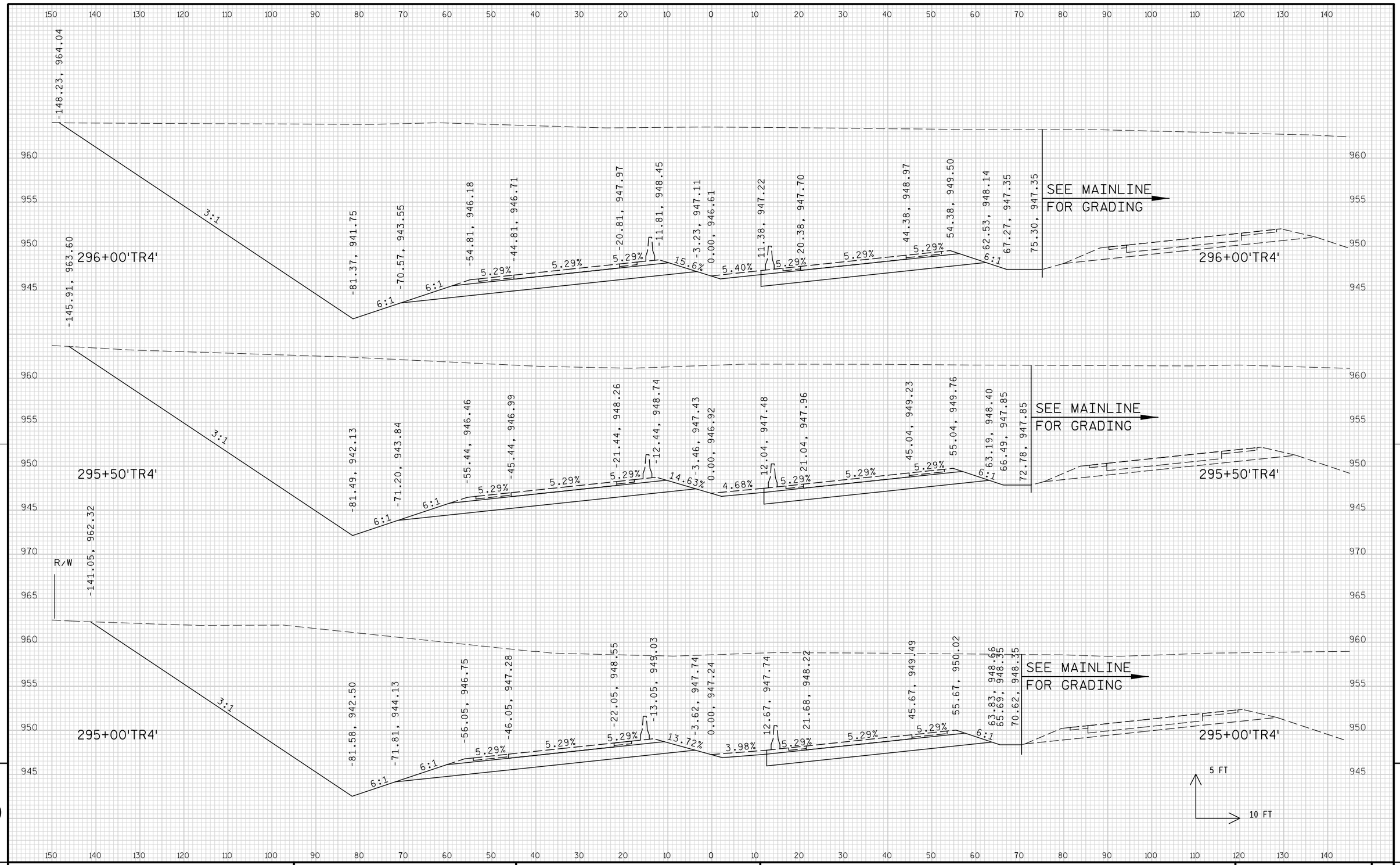


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4'LINE)	SHEET 1150	E

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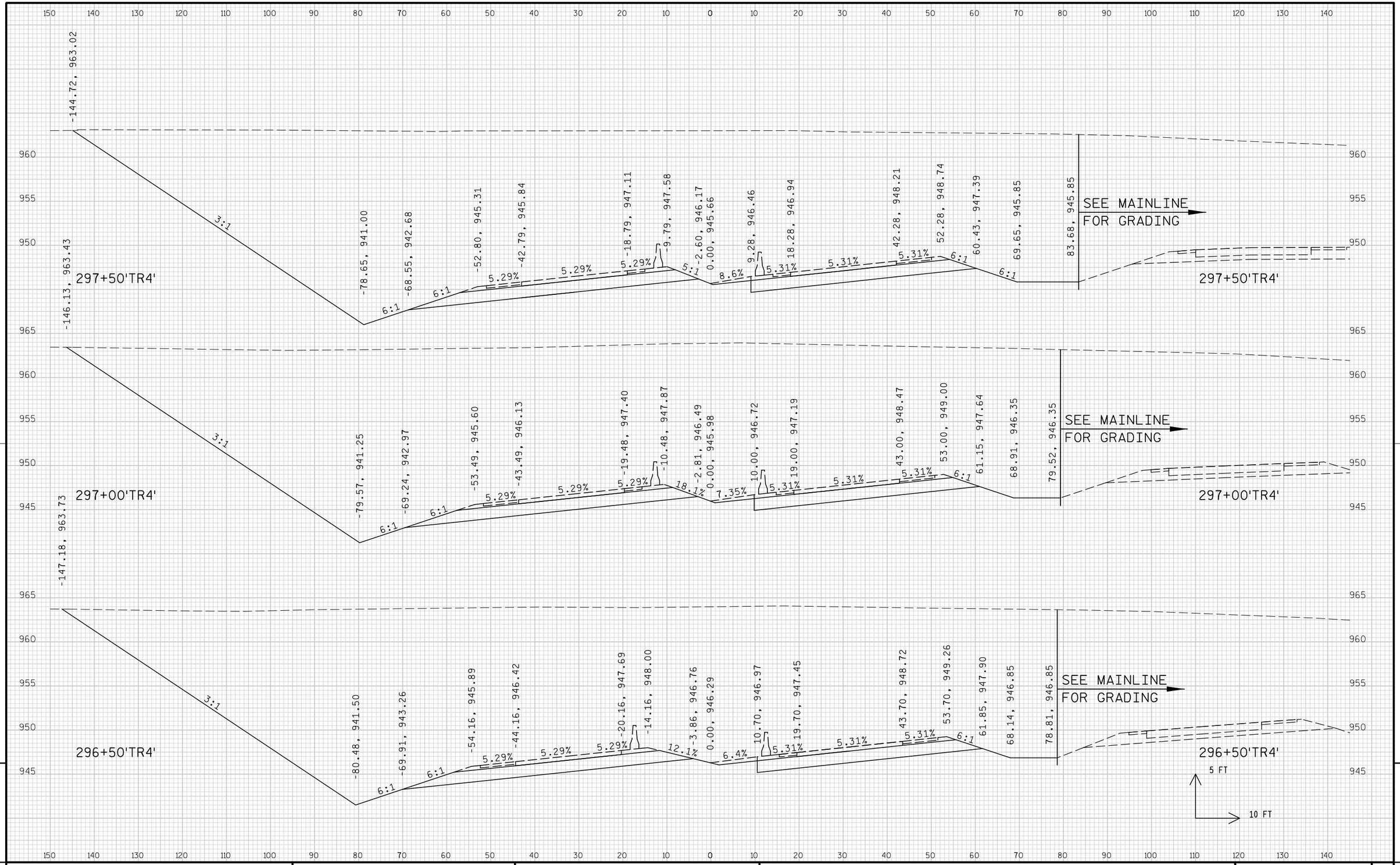


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4'LINE)	SHEET 1151 E



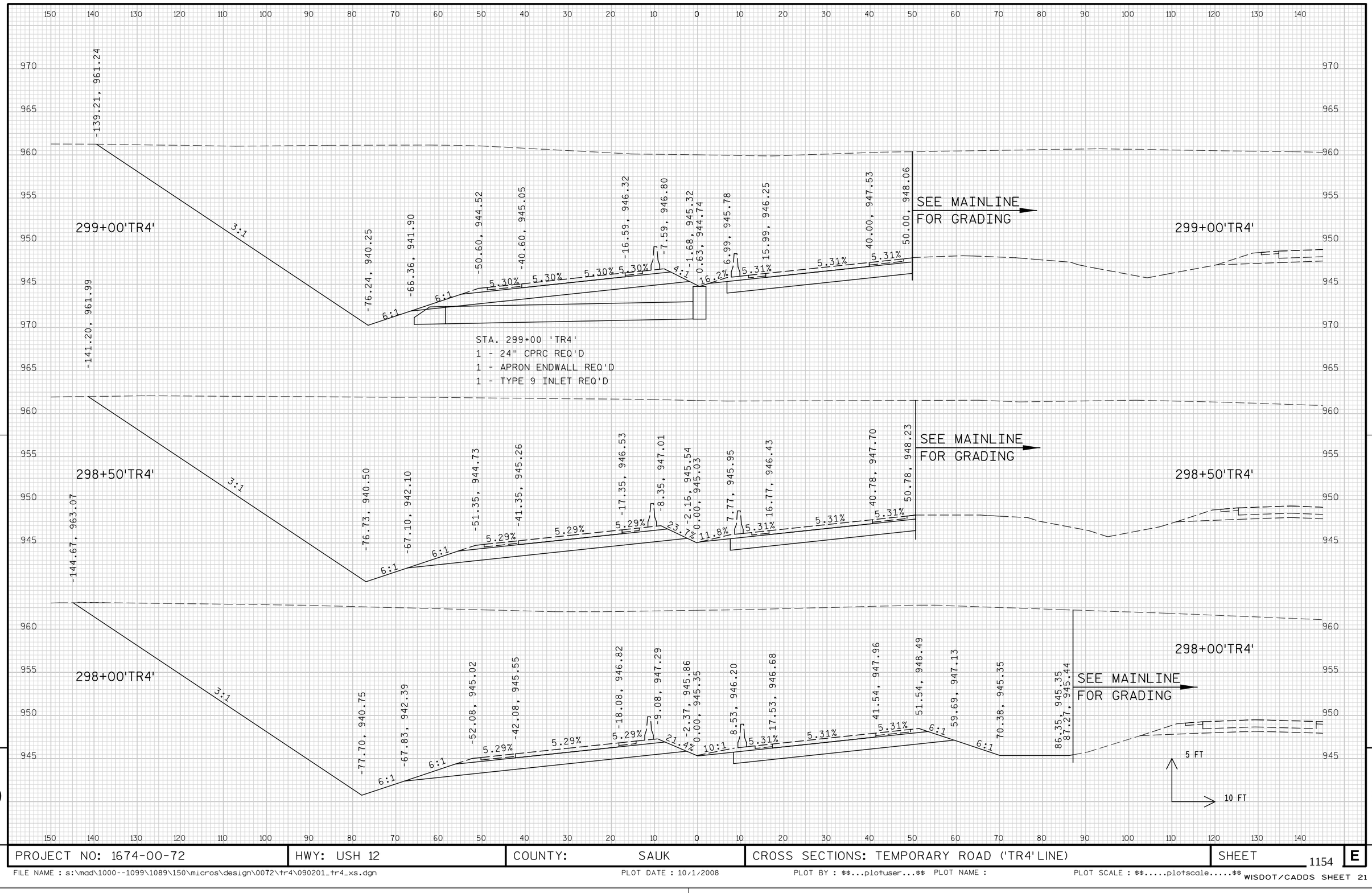
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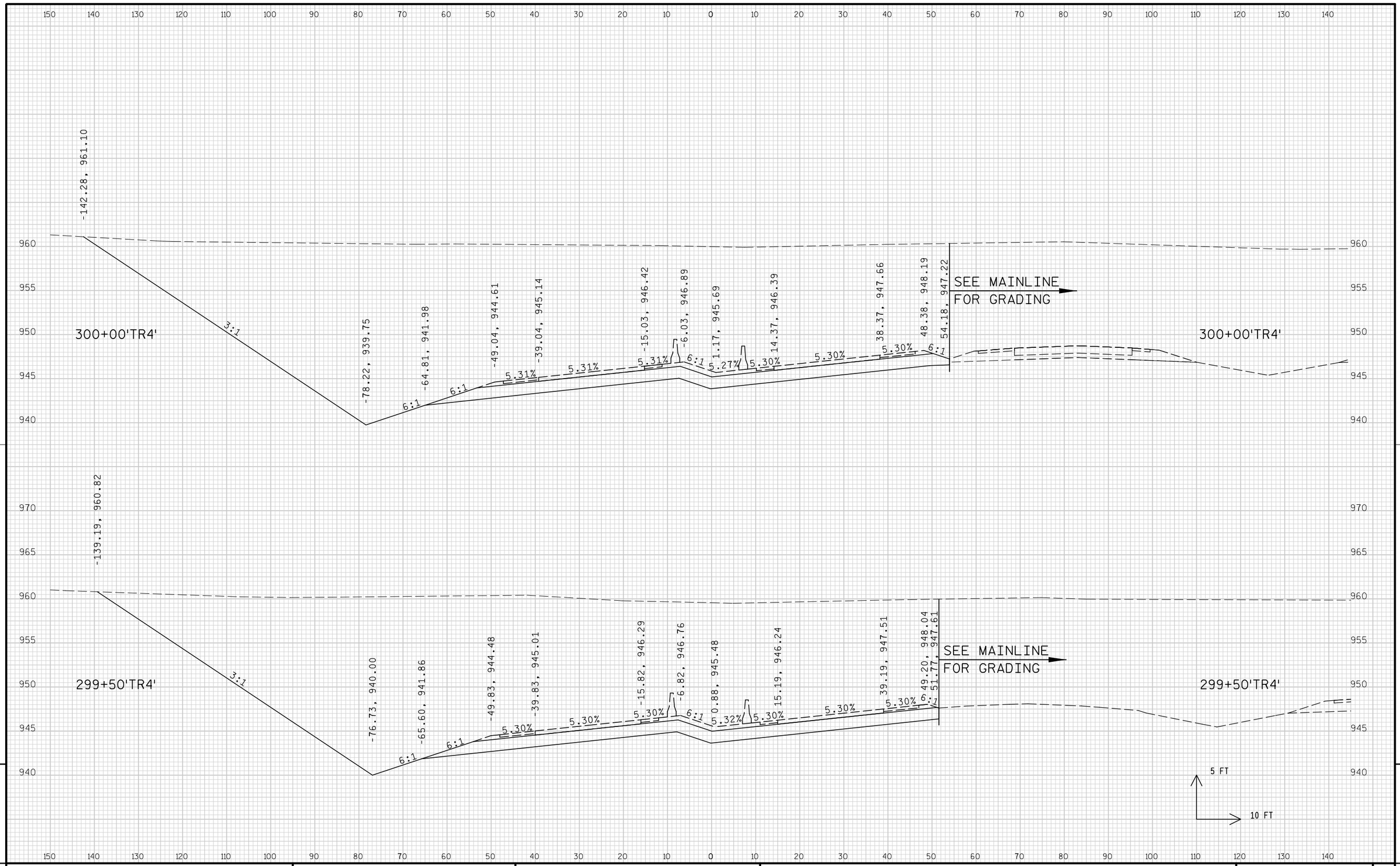
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1153	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4'LINE)	SHEET 1154	E

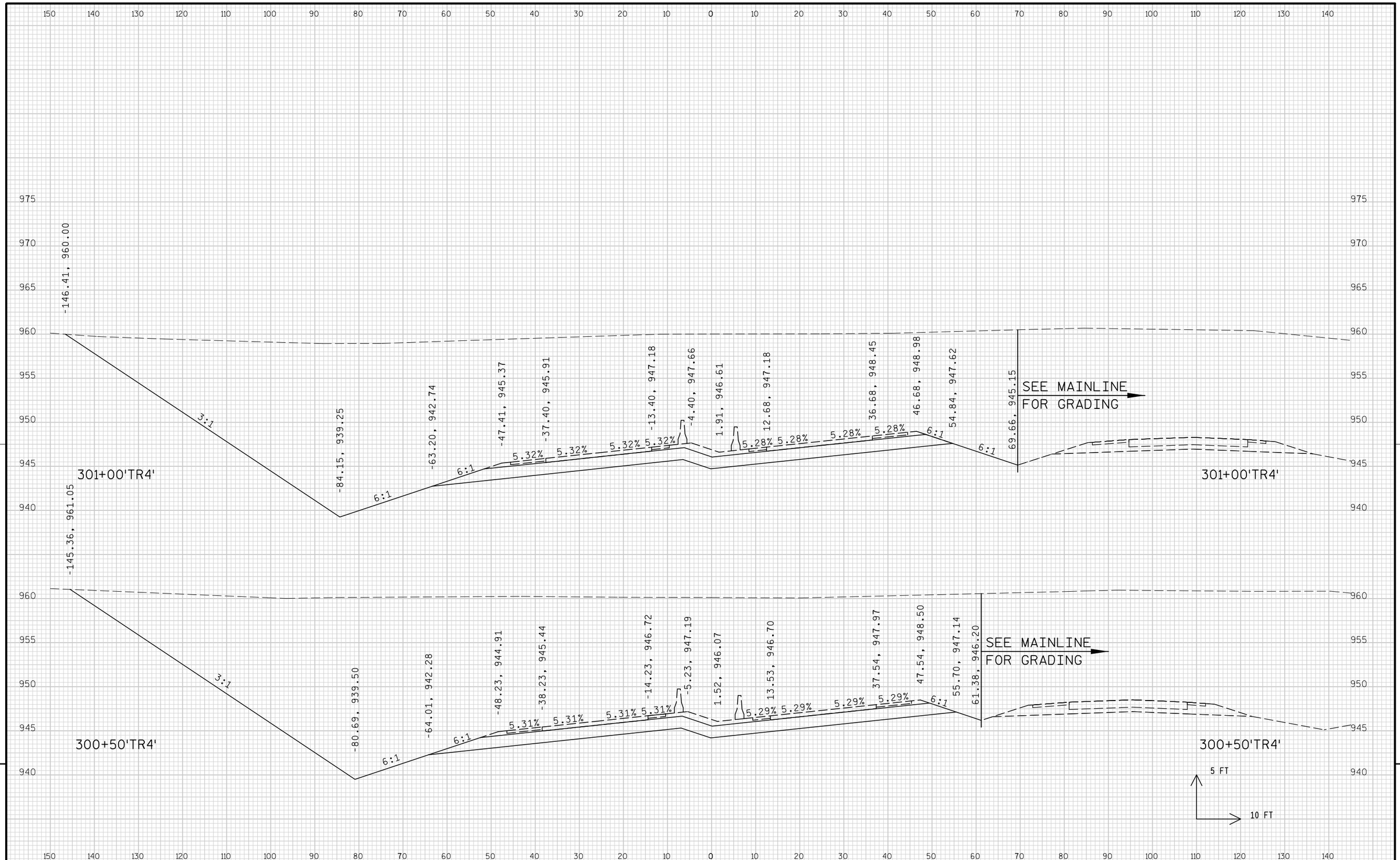
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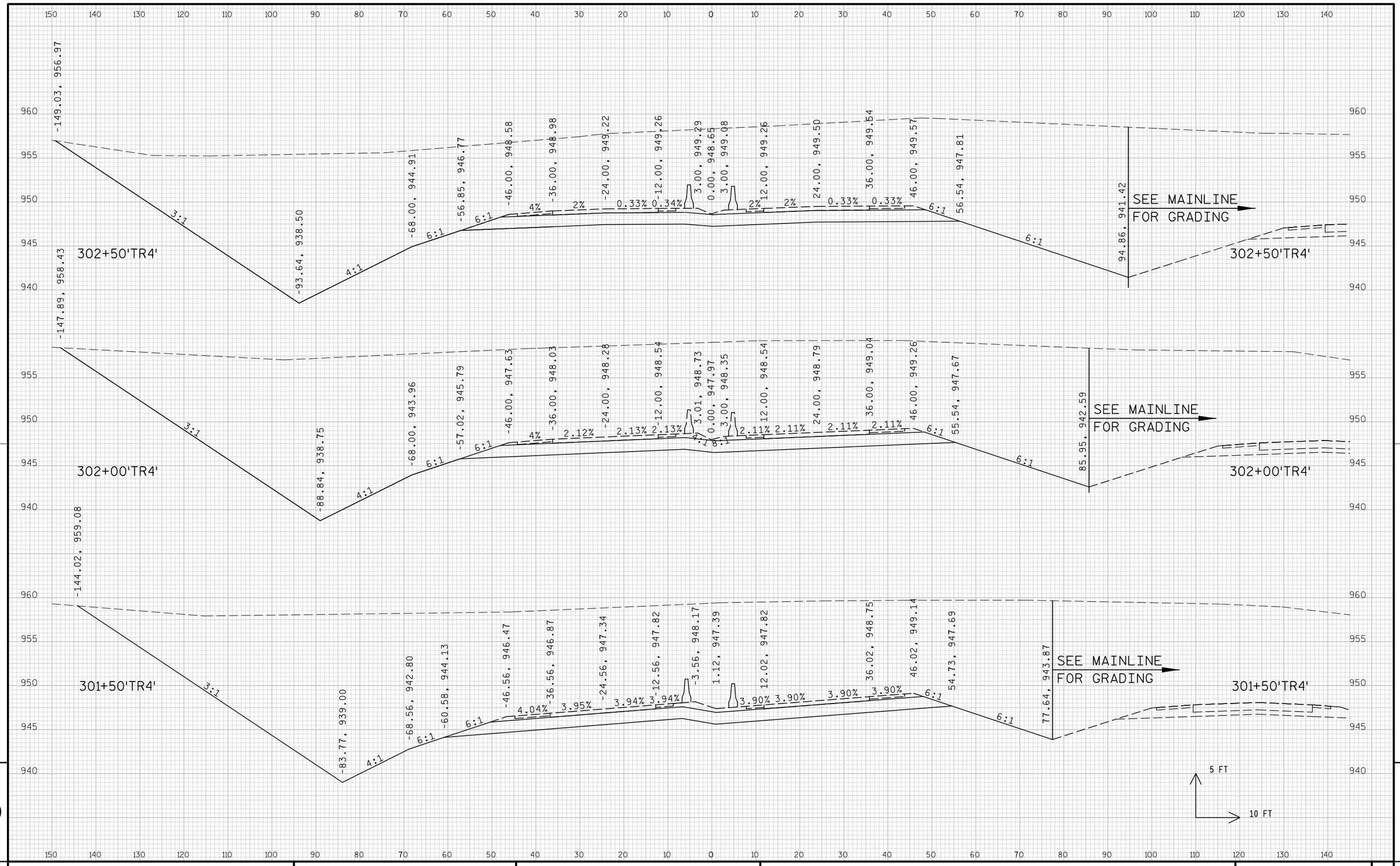
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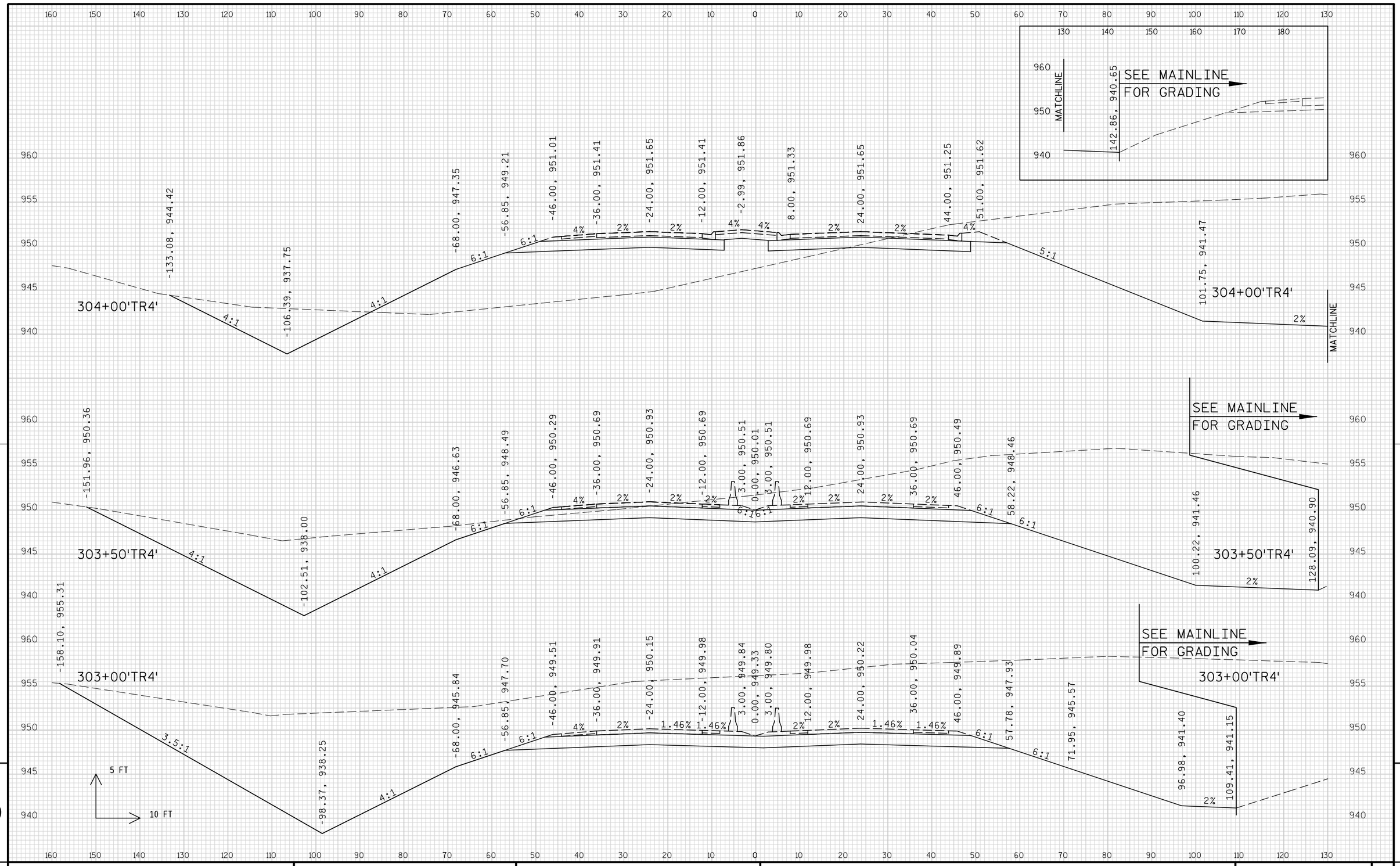
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1156	E



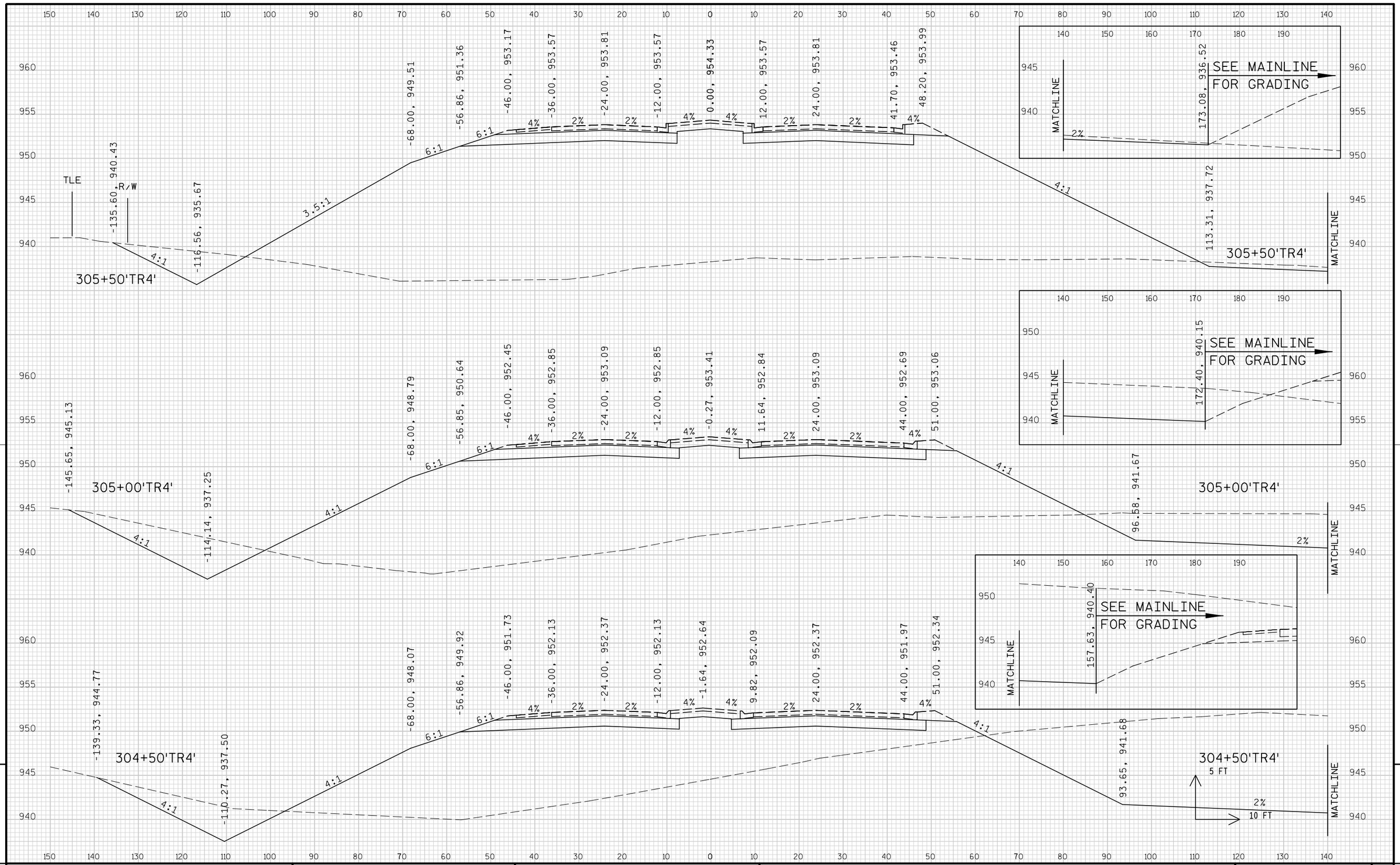
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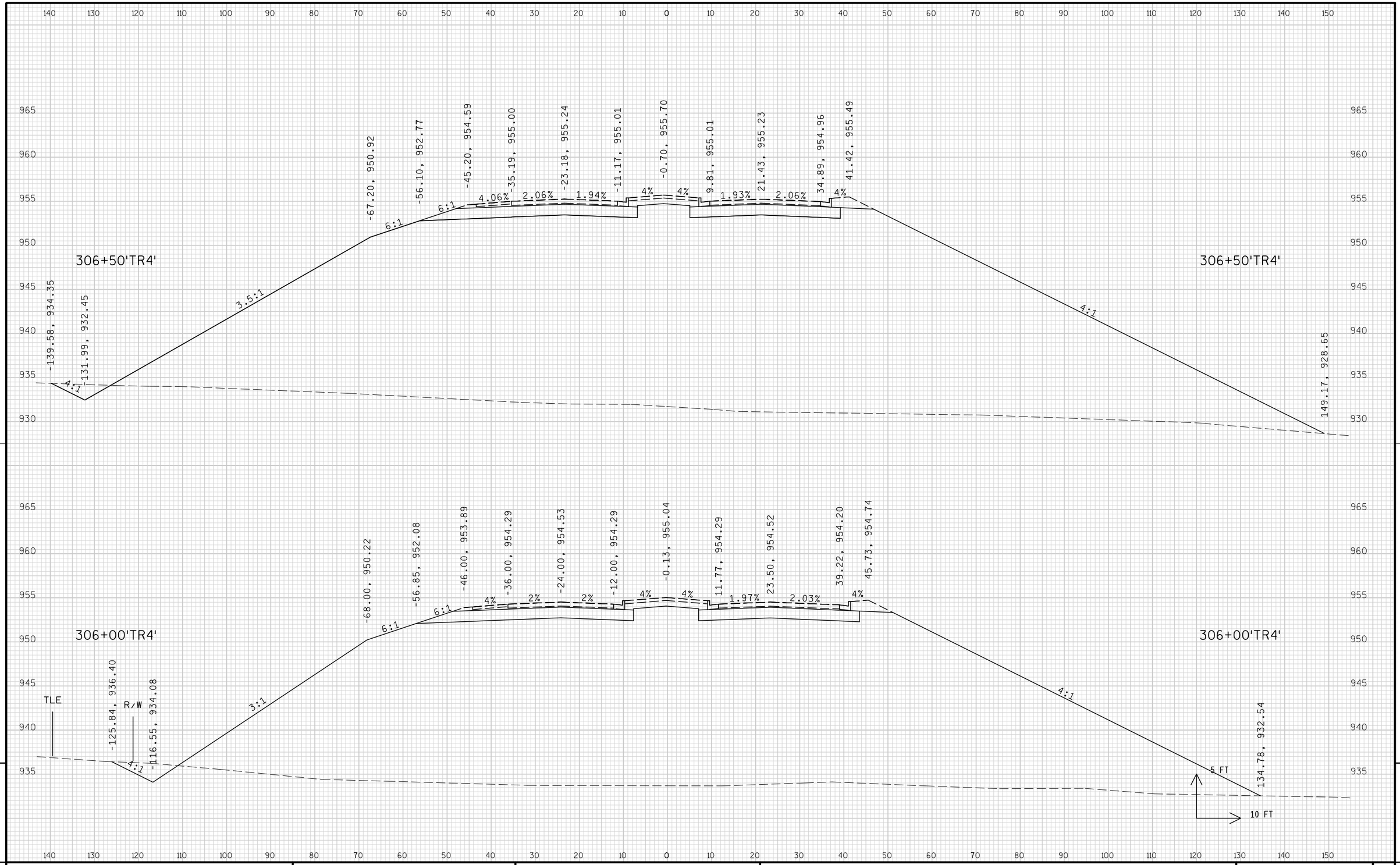
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9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1158	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1159	E

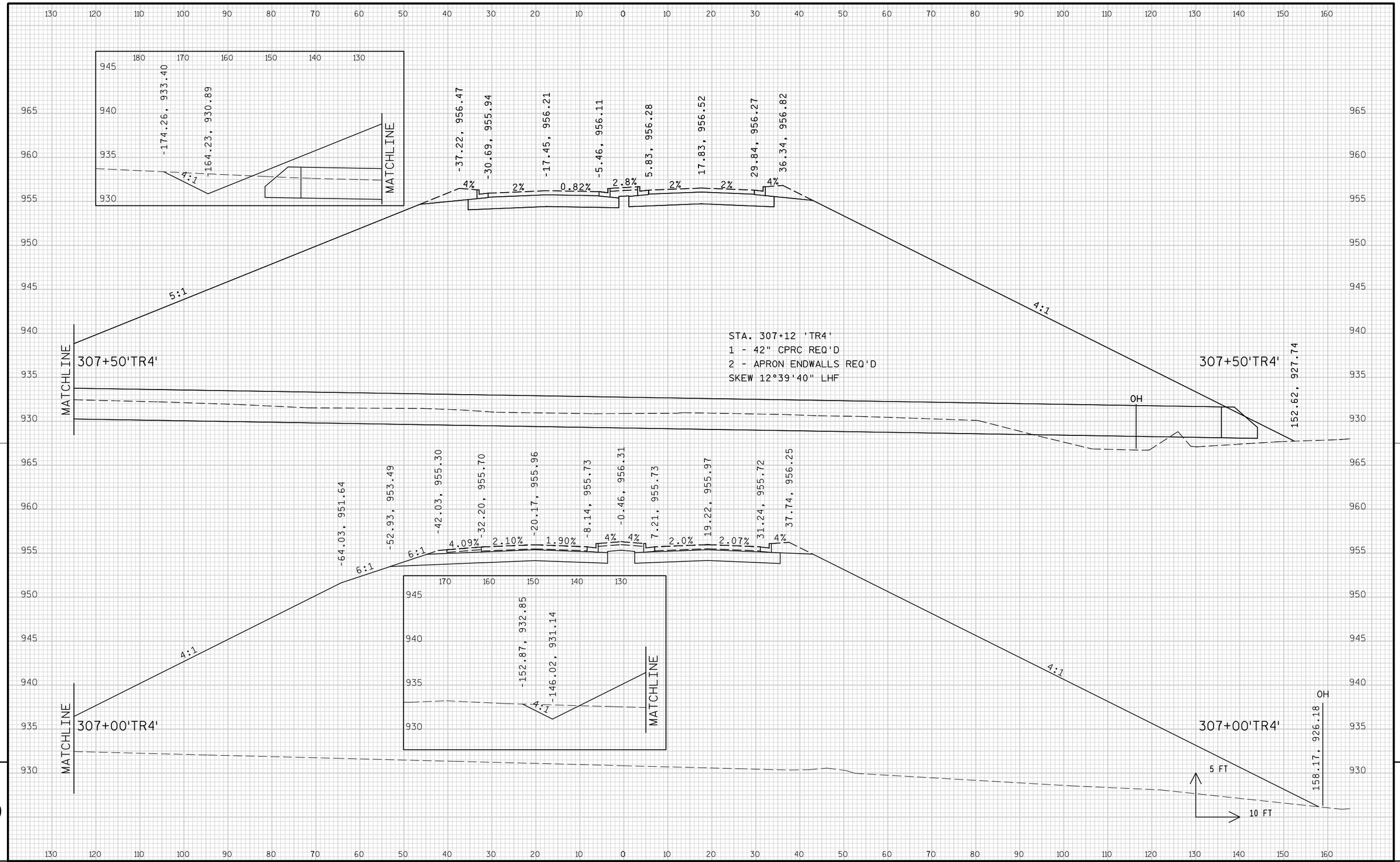


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1160 E

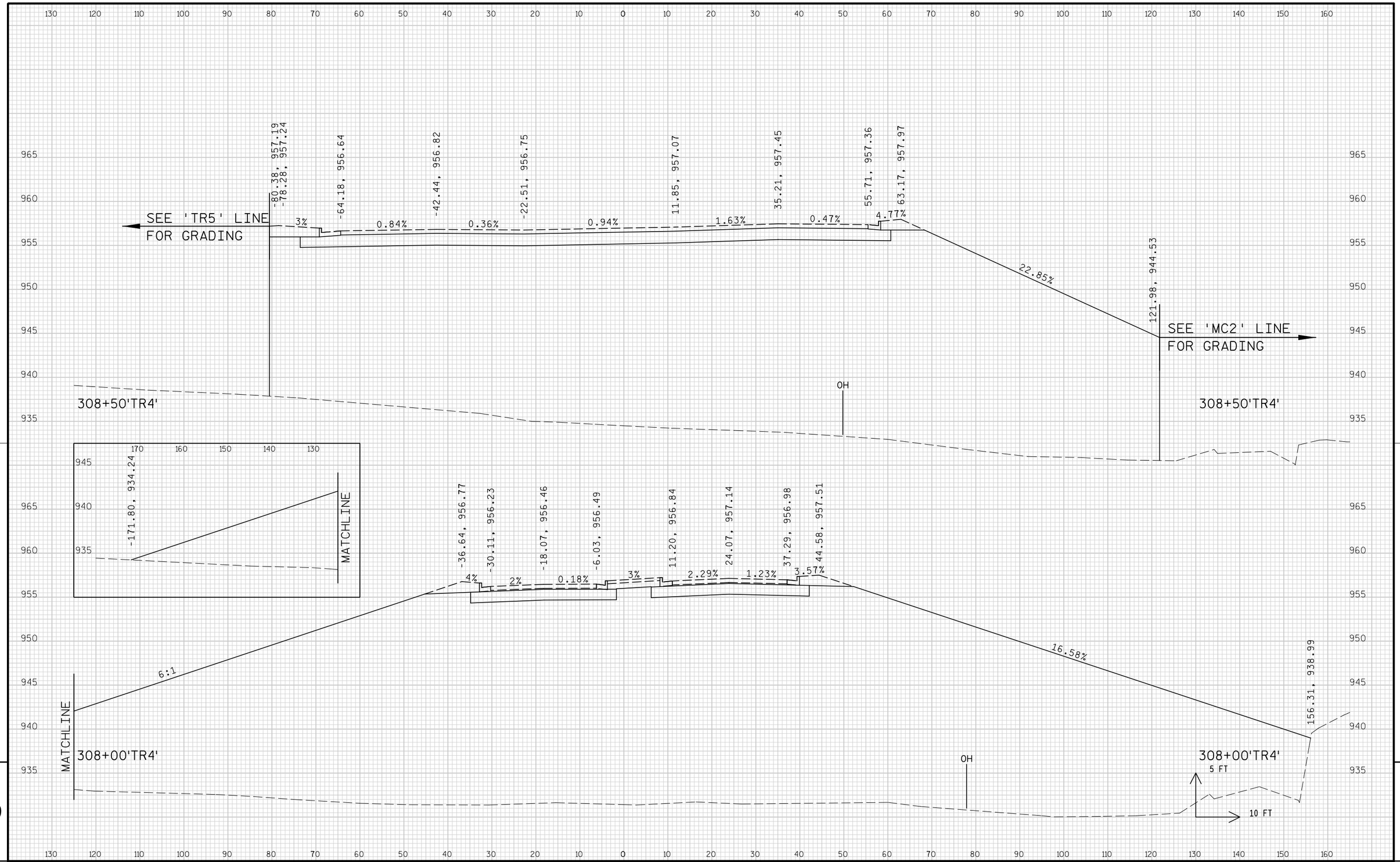
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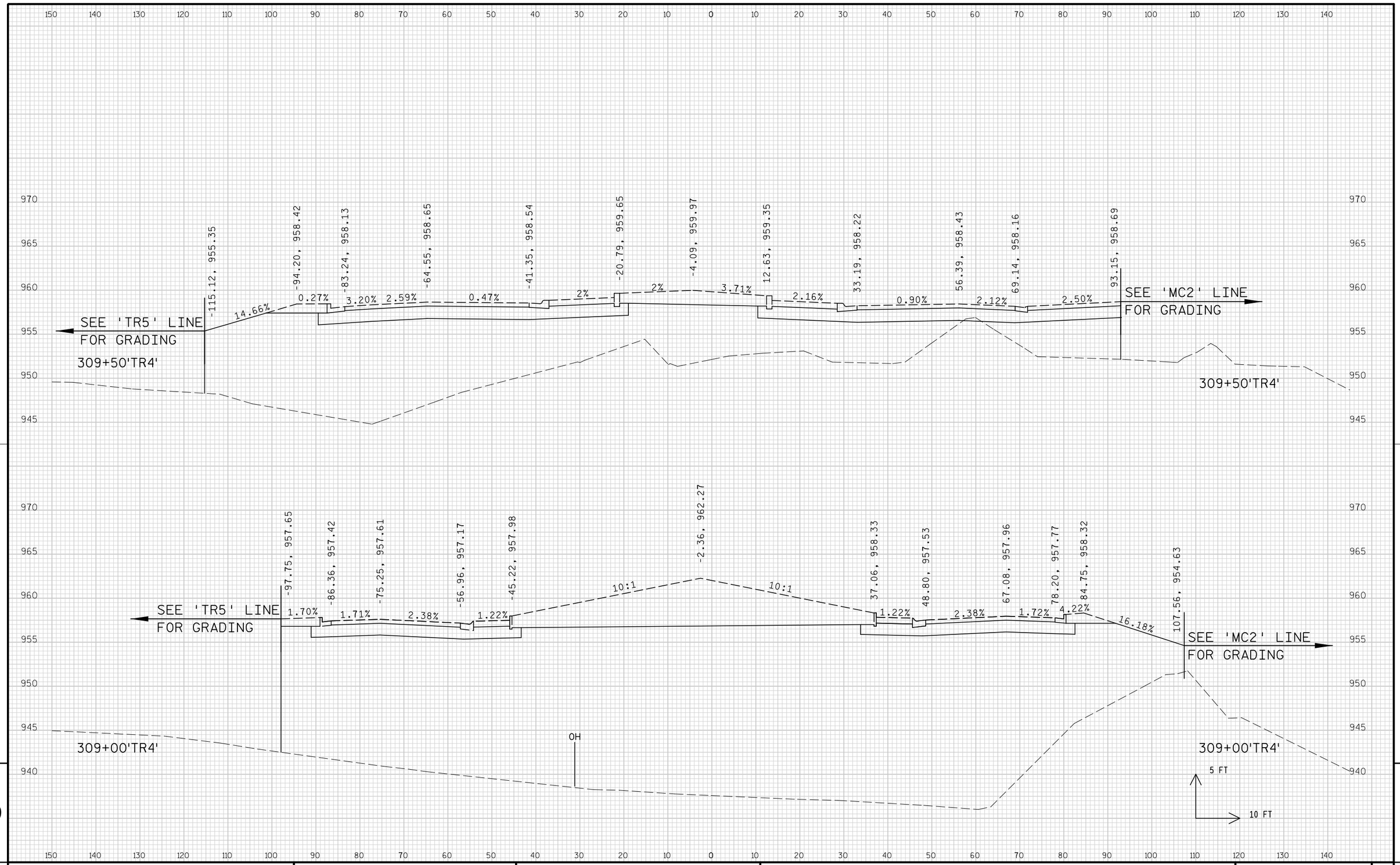
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1161 E

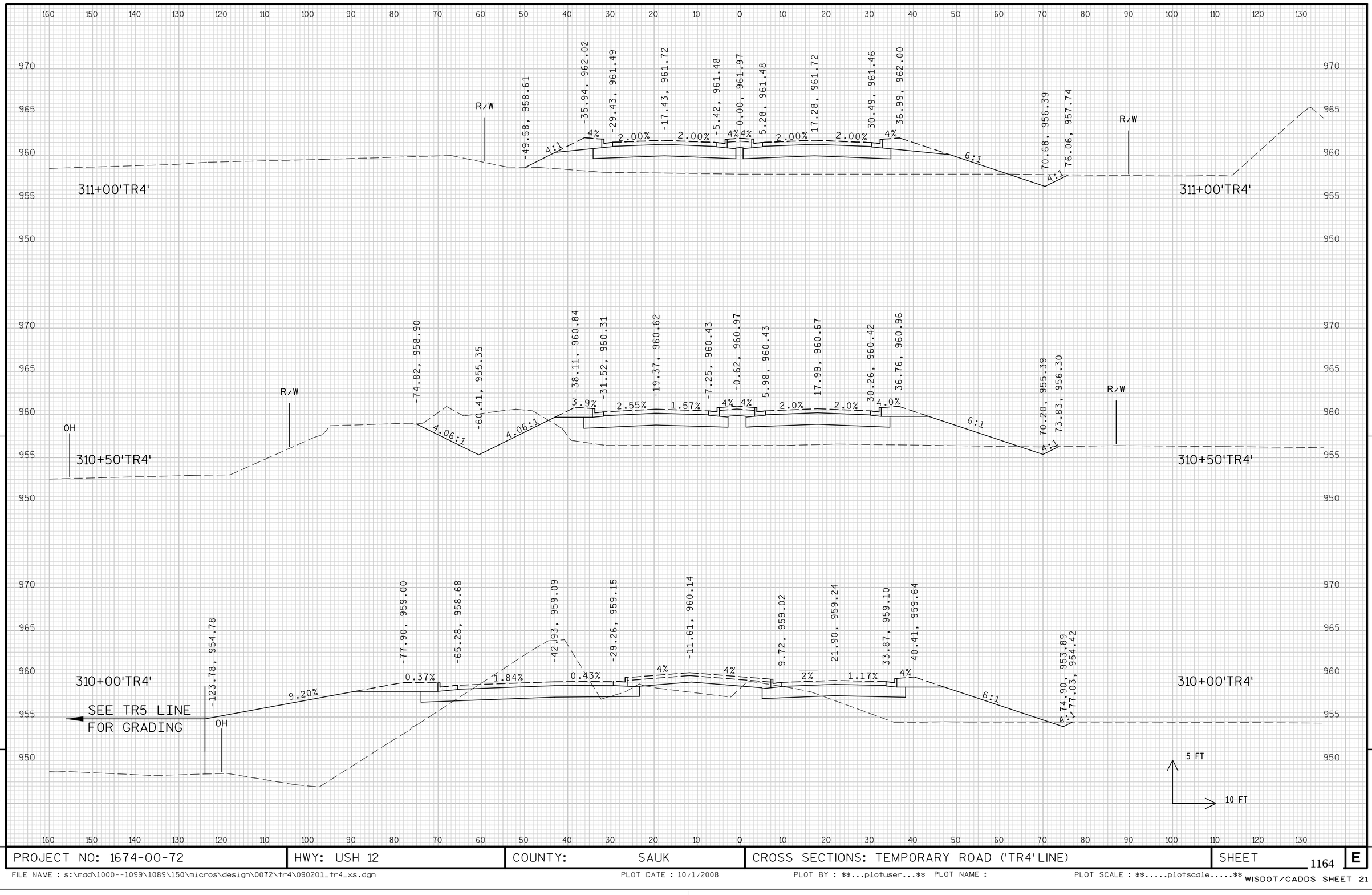


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1162 E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1163 E

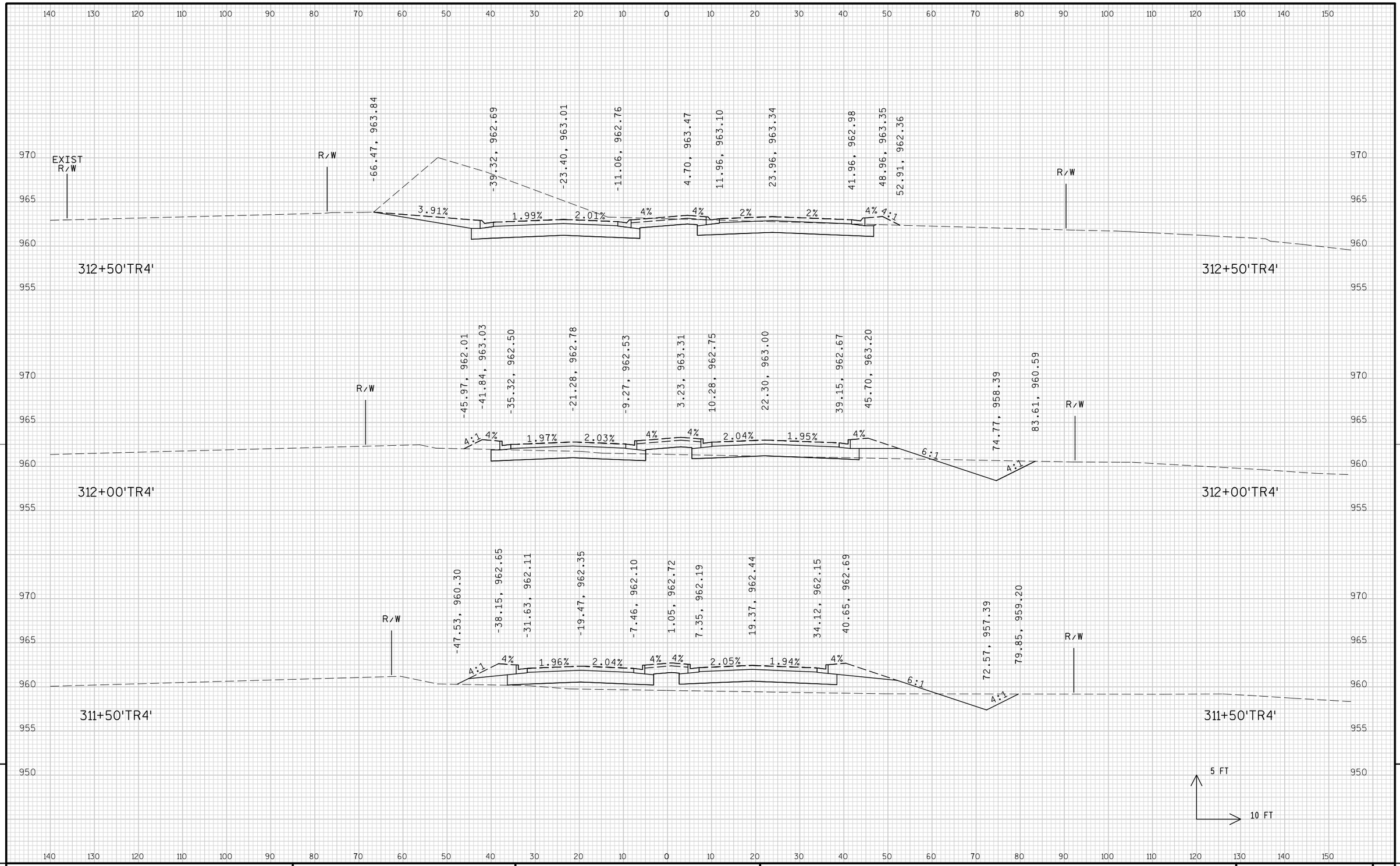
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr4\090201_tr4_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1164	E

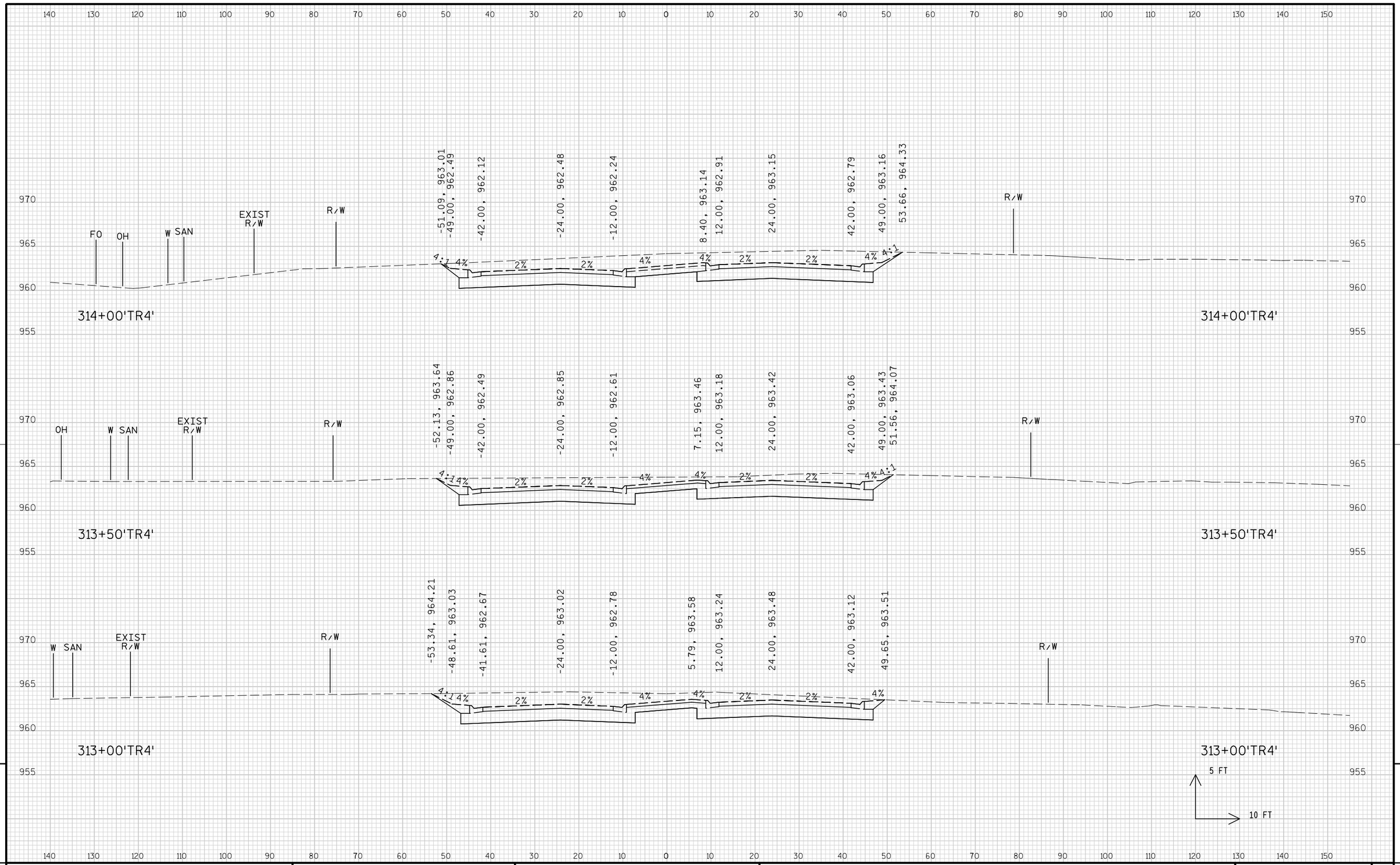


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1165	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr4\090201_tr4_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

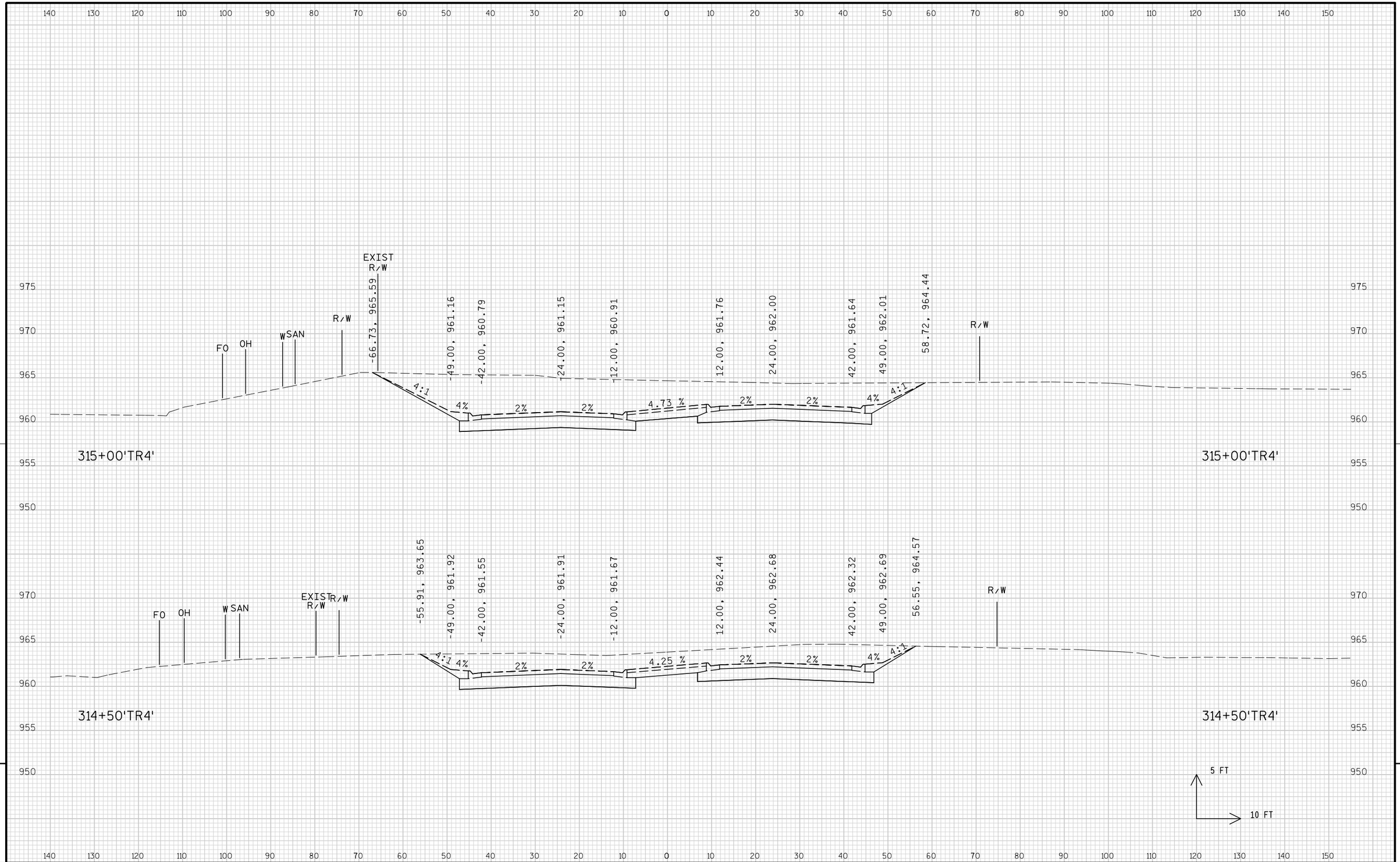


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1166	E

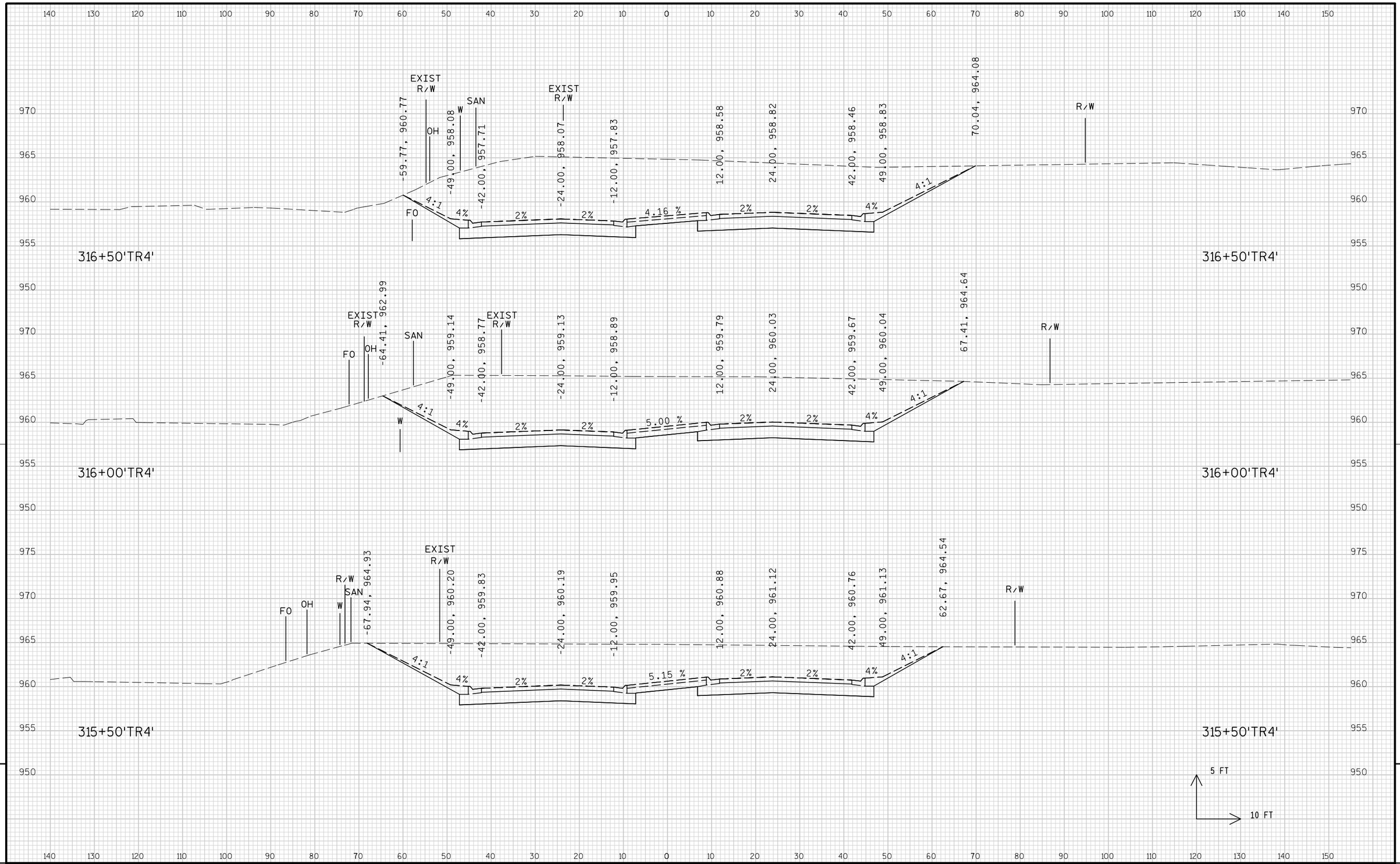
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1167	E

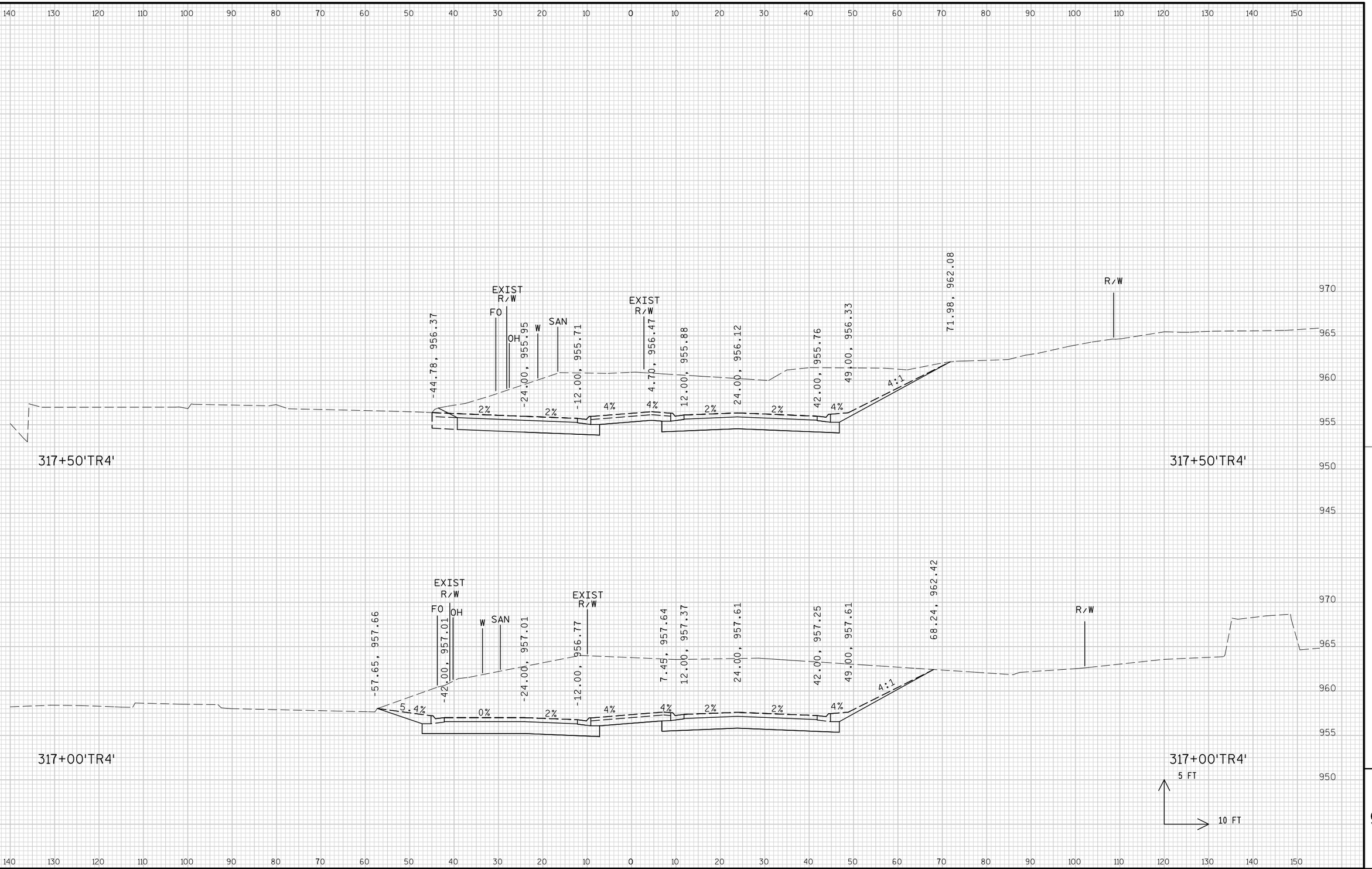


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1168 E

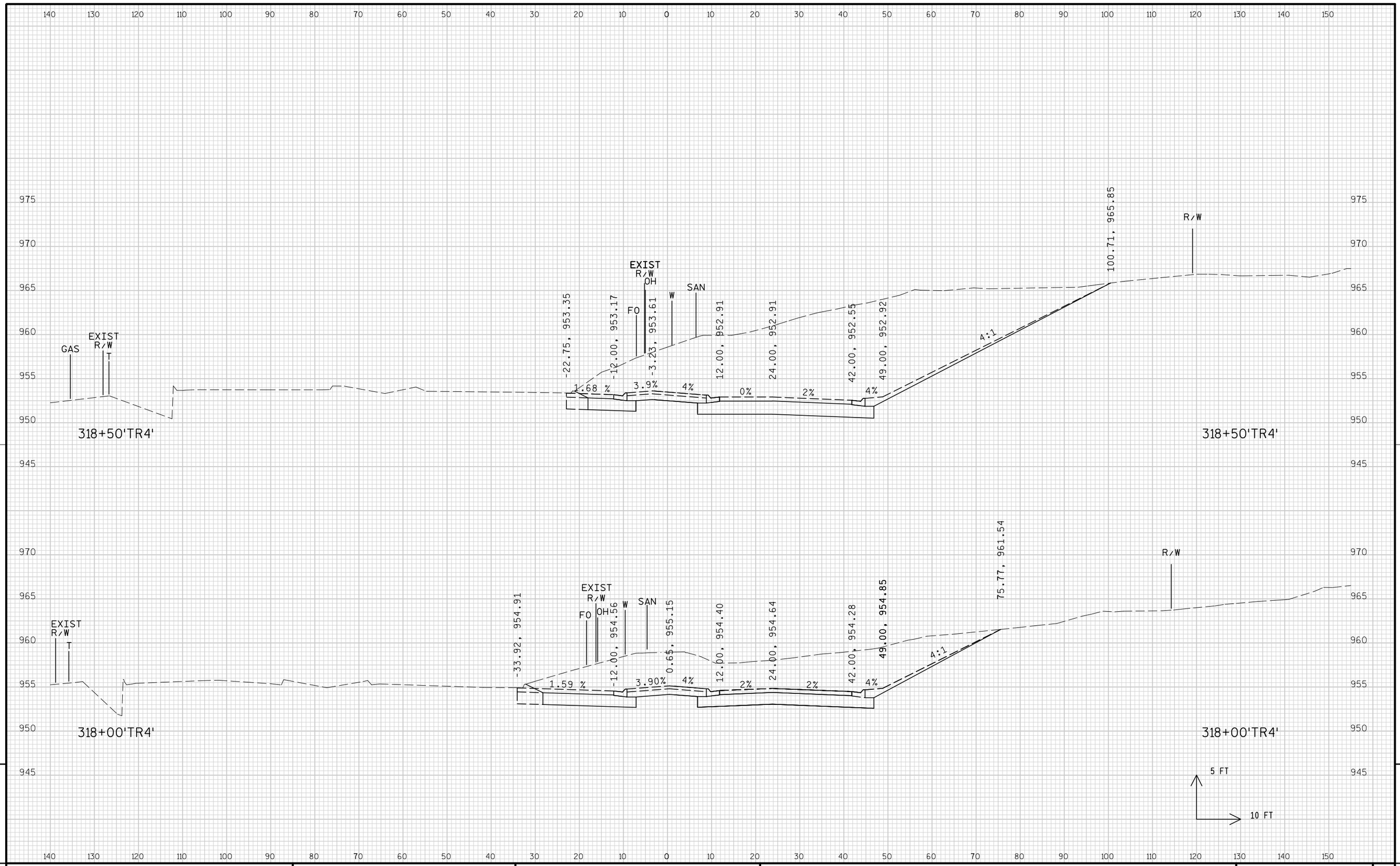
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1169	E

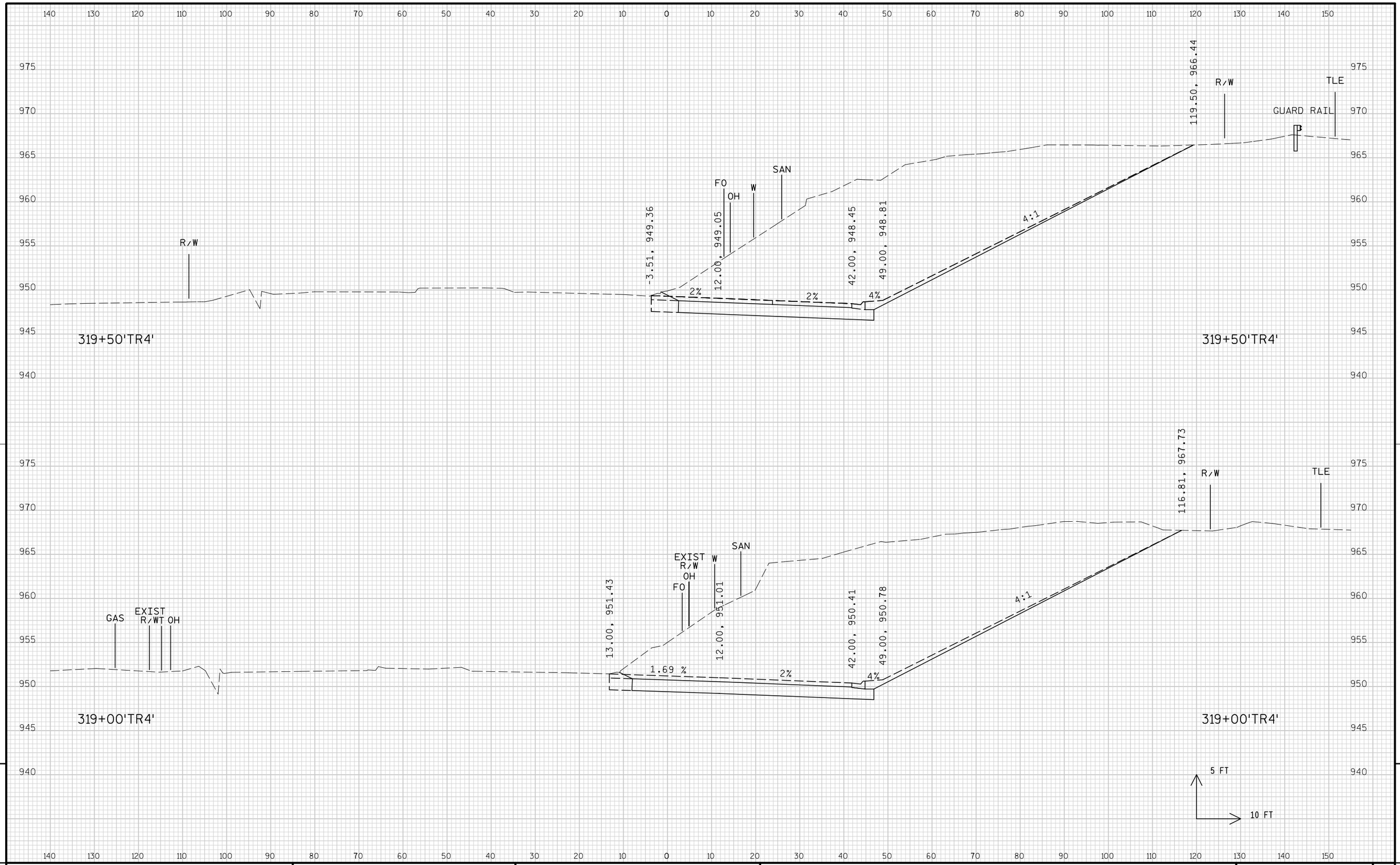


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1170	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr4\090201_tr4_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



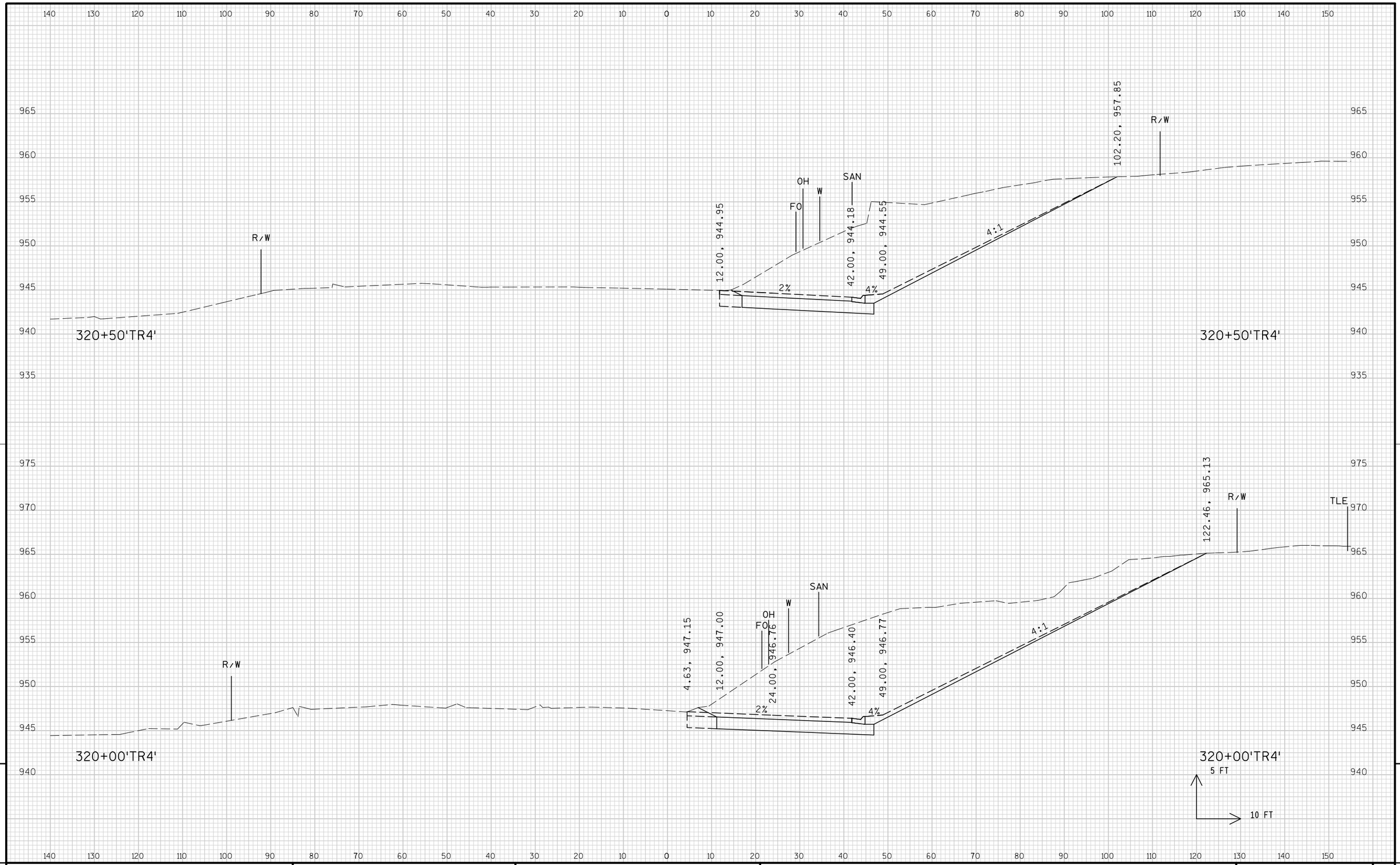
9

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1171	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr4\090201_tr4_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

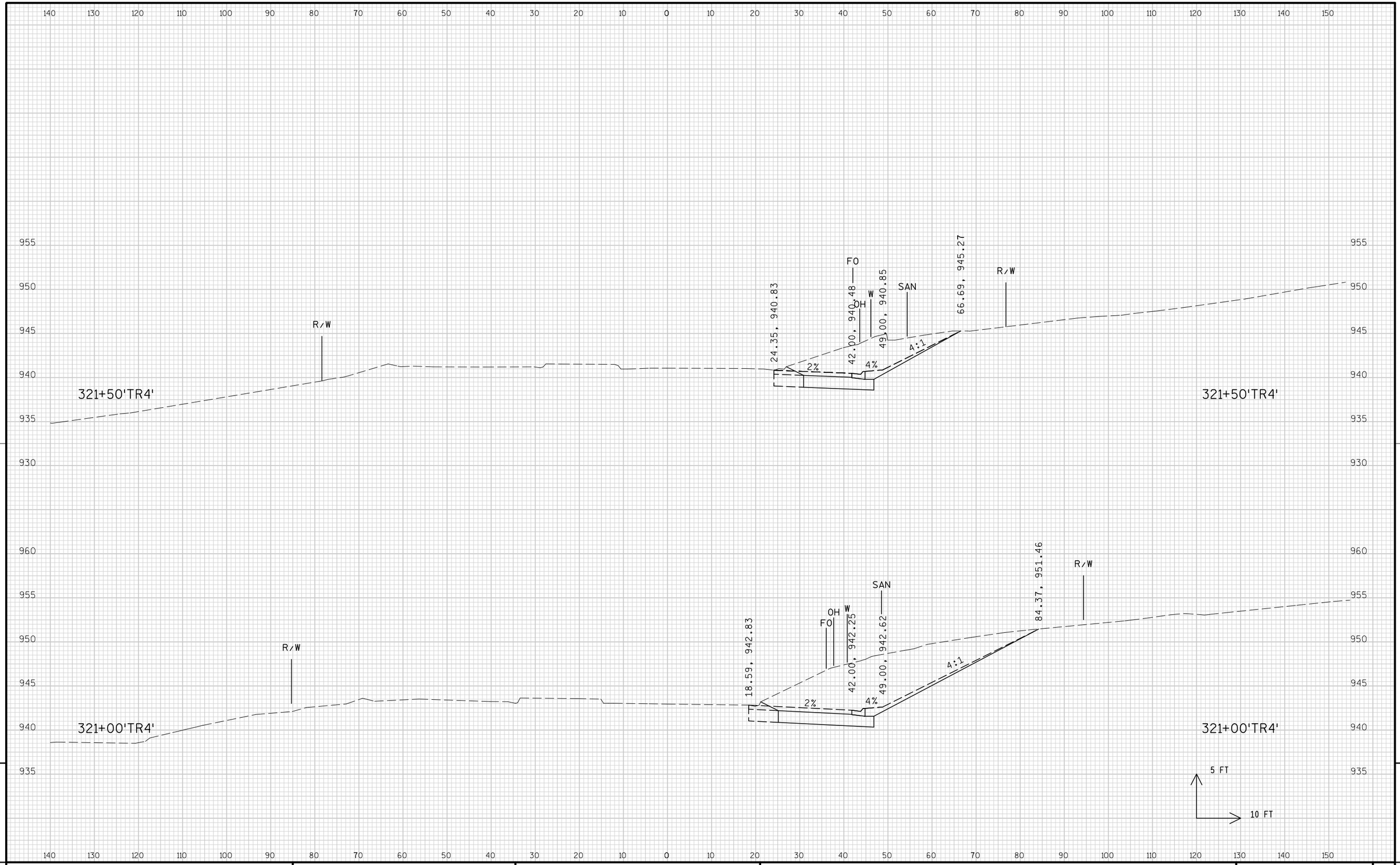
WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1172	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr4\090201_tr4_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

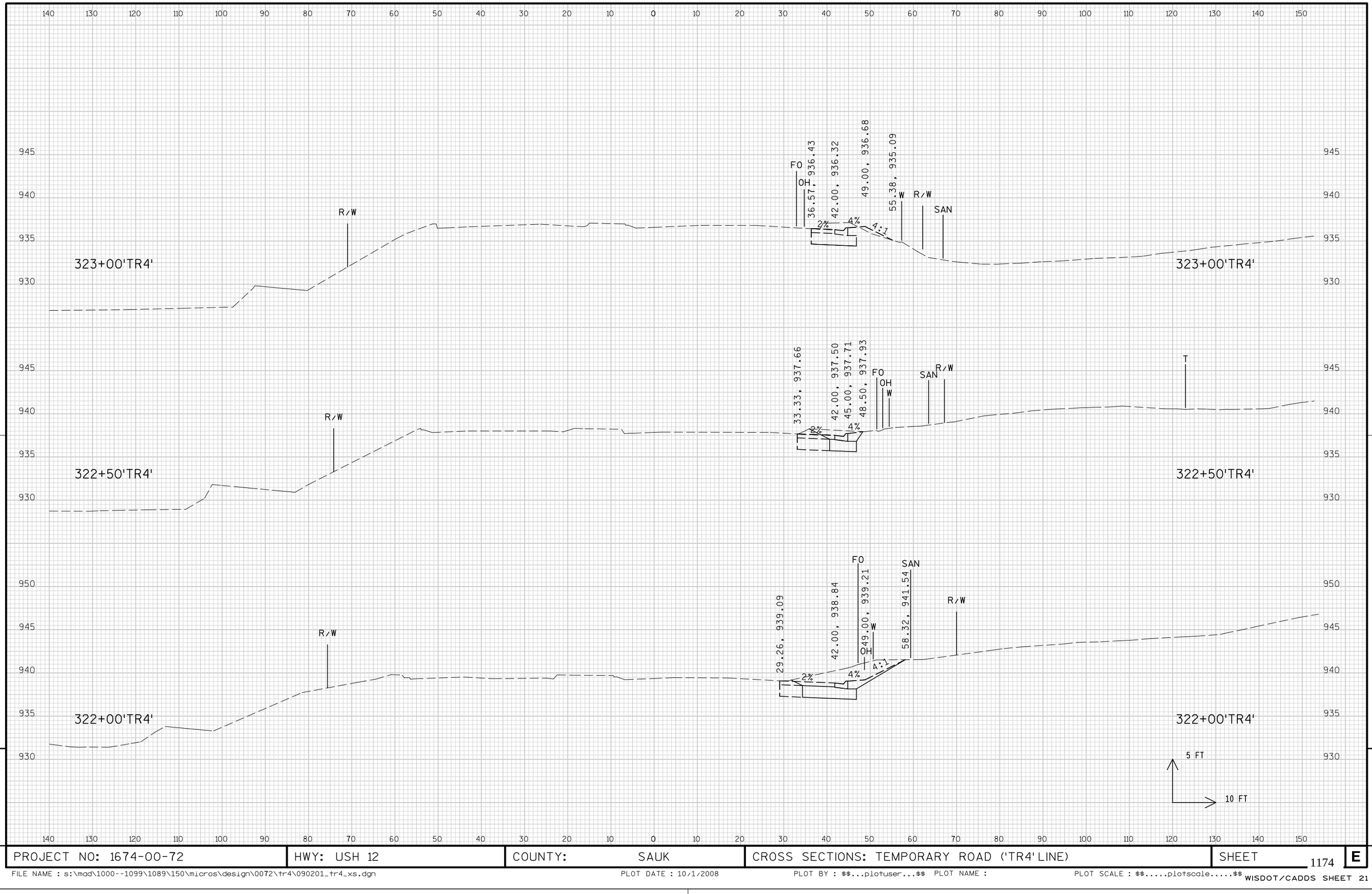
WISDOT/CADDS SHEET 21



9

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1173	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1174	E

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

945 940 935 930 925

FO OH

42.00, 934.68

48.11, 935.01

R/W W

EXIST R/W

4%

324+14'TR4'

324+14'TR4'

940 935 930 925

FO OH

42.00, 934.84

48.92, 935.20

R/W W

EXIST R/W

4%

324+00'TR4'

324+00'TR4'

945 940 935 930 925

R/W

FO OH

39.20, 935.51

42.00, 935.45

49.00, 935.82

R/W W

SAN

2% 4%

323+50'TR4'

323+50'TR4'

5 FT

10 FT

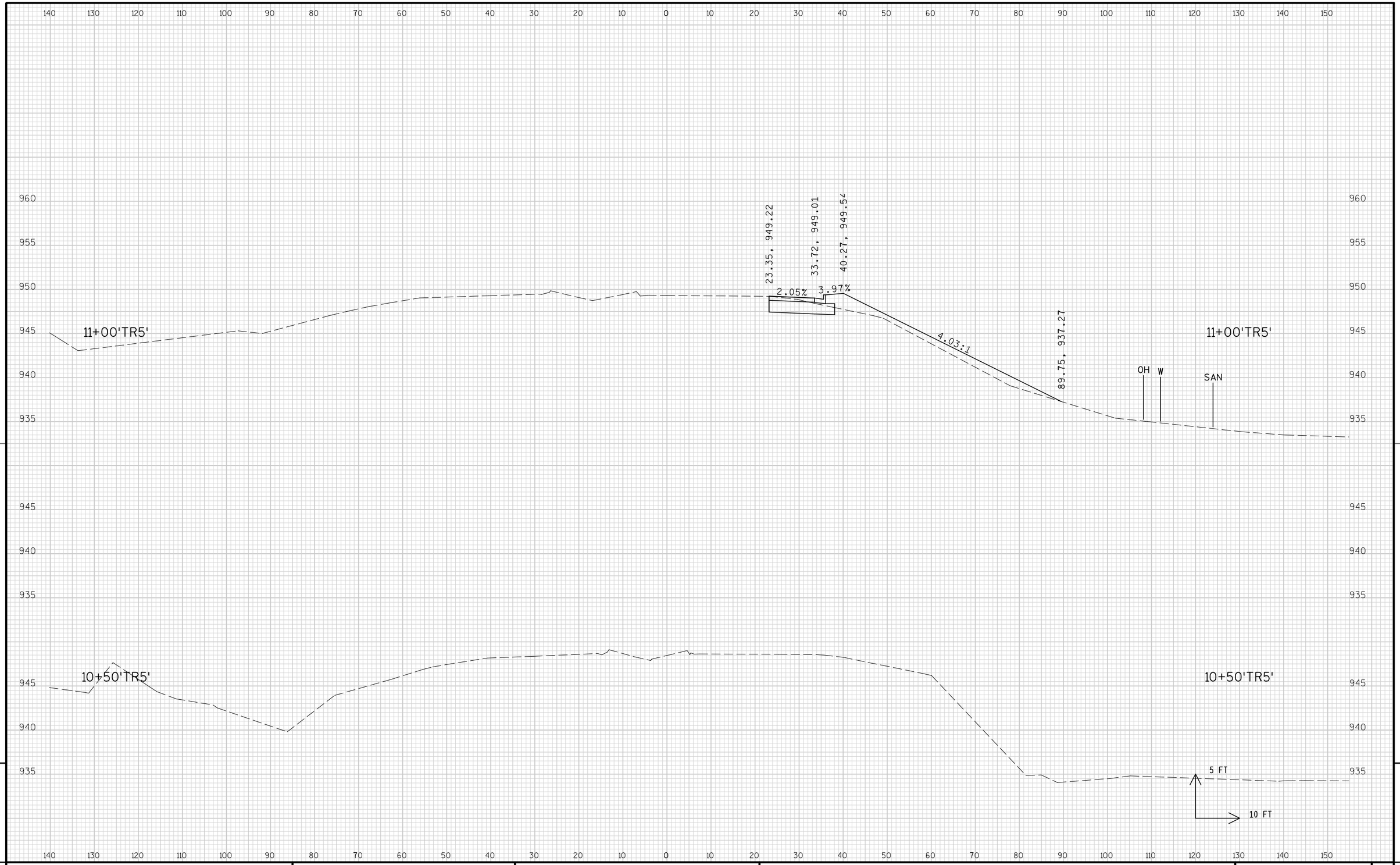
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR4' LINE)	SHEET 1175	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr4\090201_tr4_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



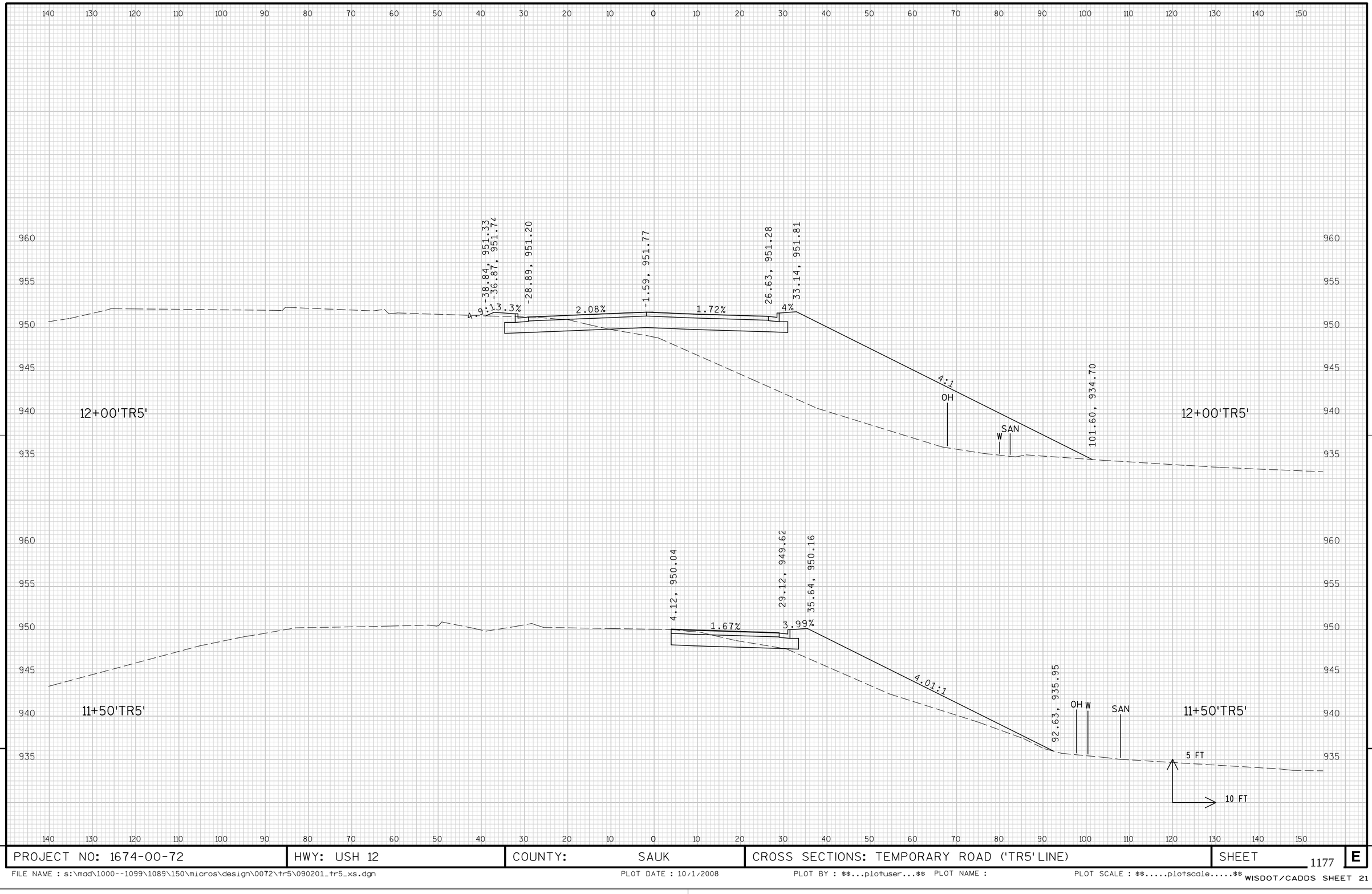
9

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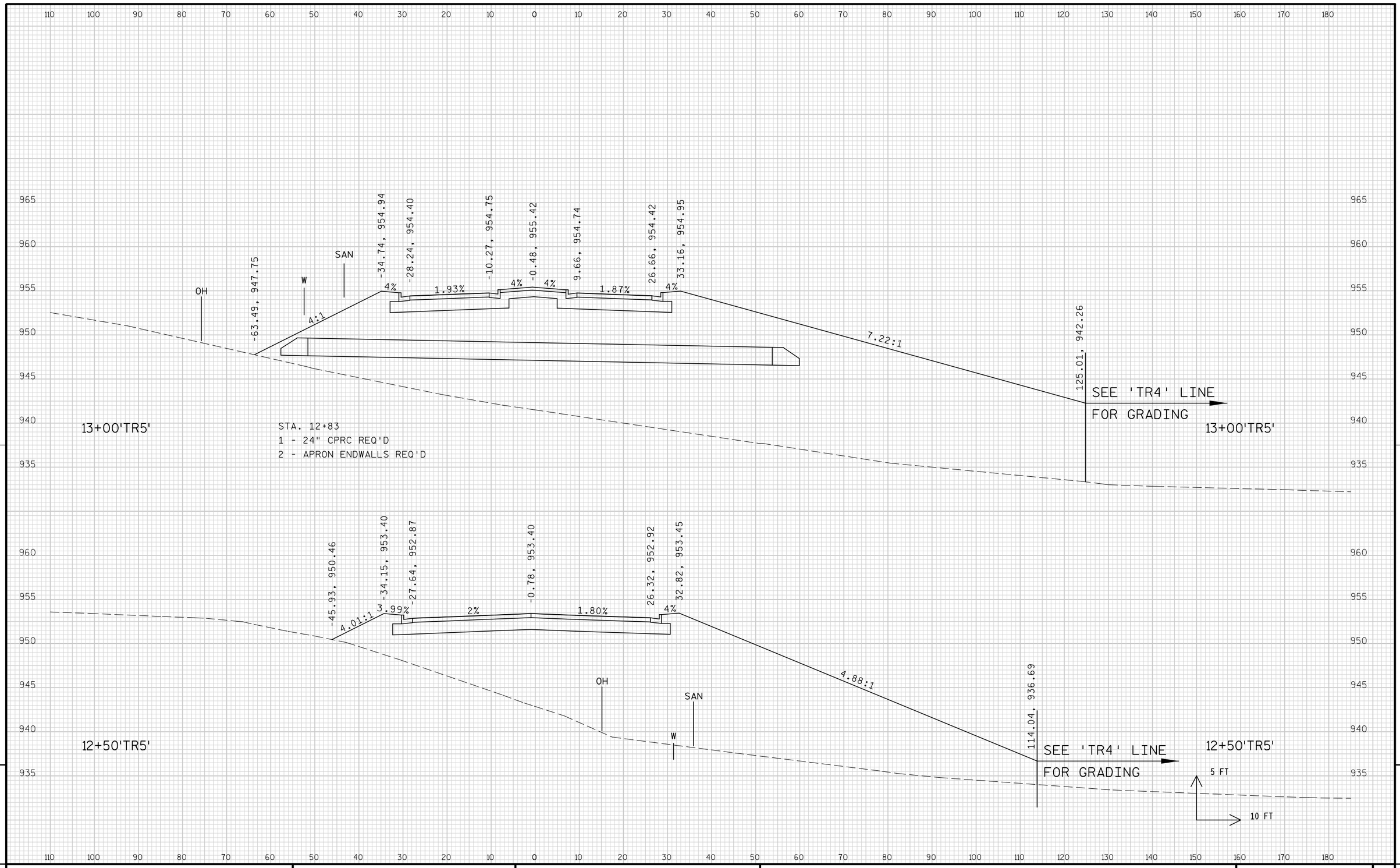
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR5' LINE)	SHEET 1176	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr5\090201_tr5_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



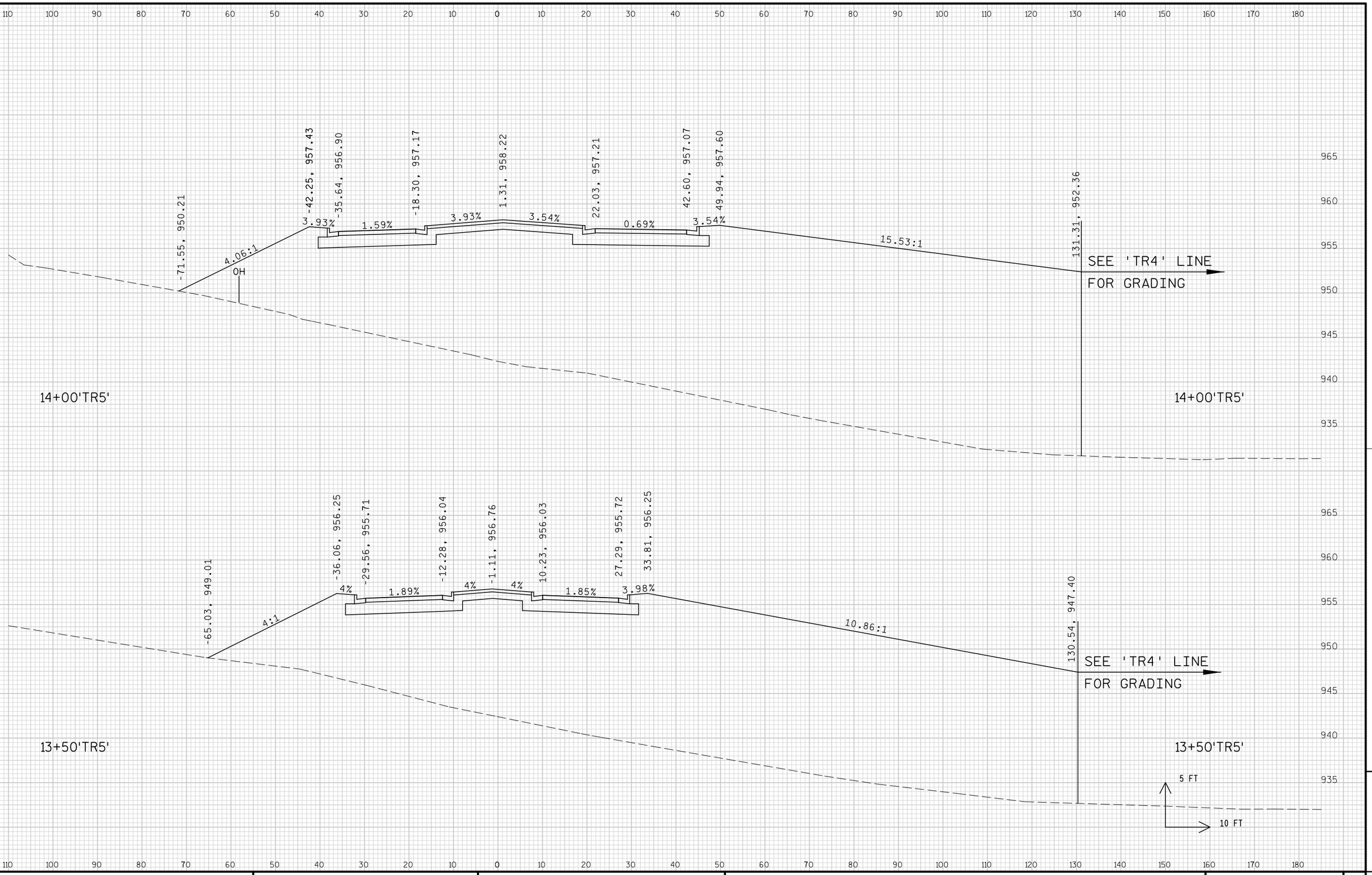
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR5' LINE)	SHEET 1177 E



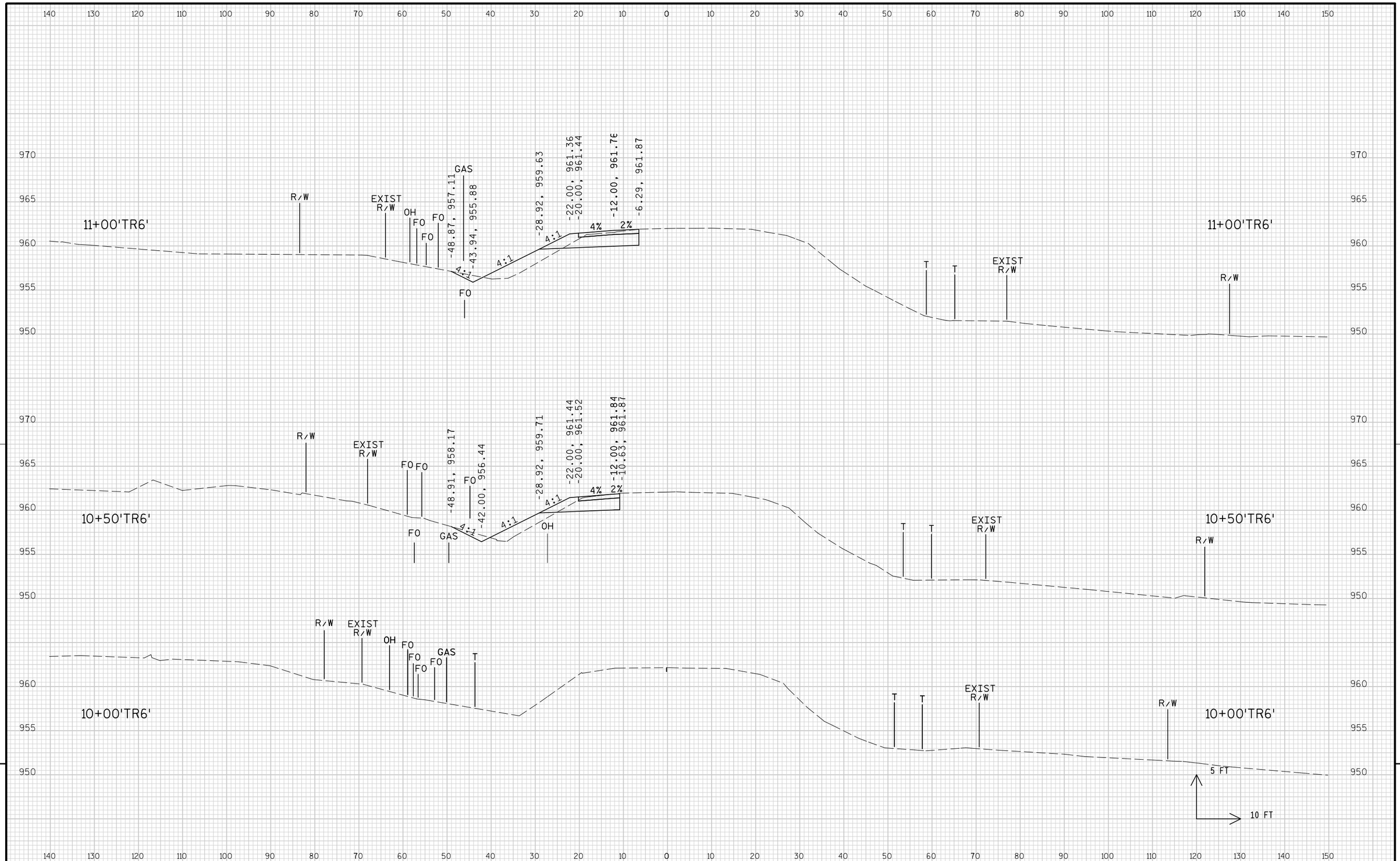
9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR5'LINE)	SHEET 1178	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR5'LINE)	SHEET 1179	E

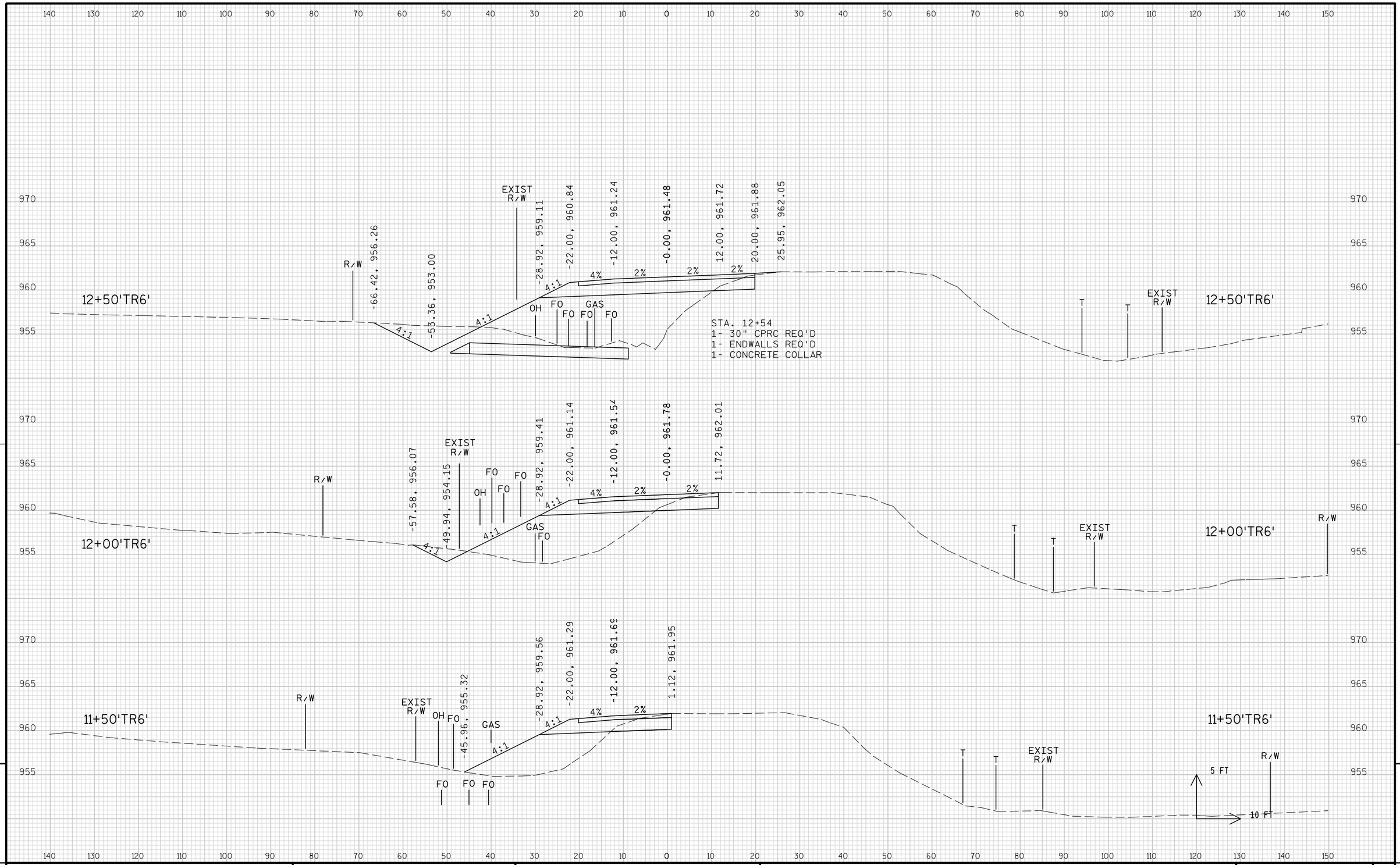


9

9

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6'LINE)	SHEET 1180	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr6\090201_tr6_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6'LINE)	SHEET 1181	E

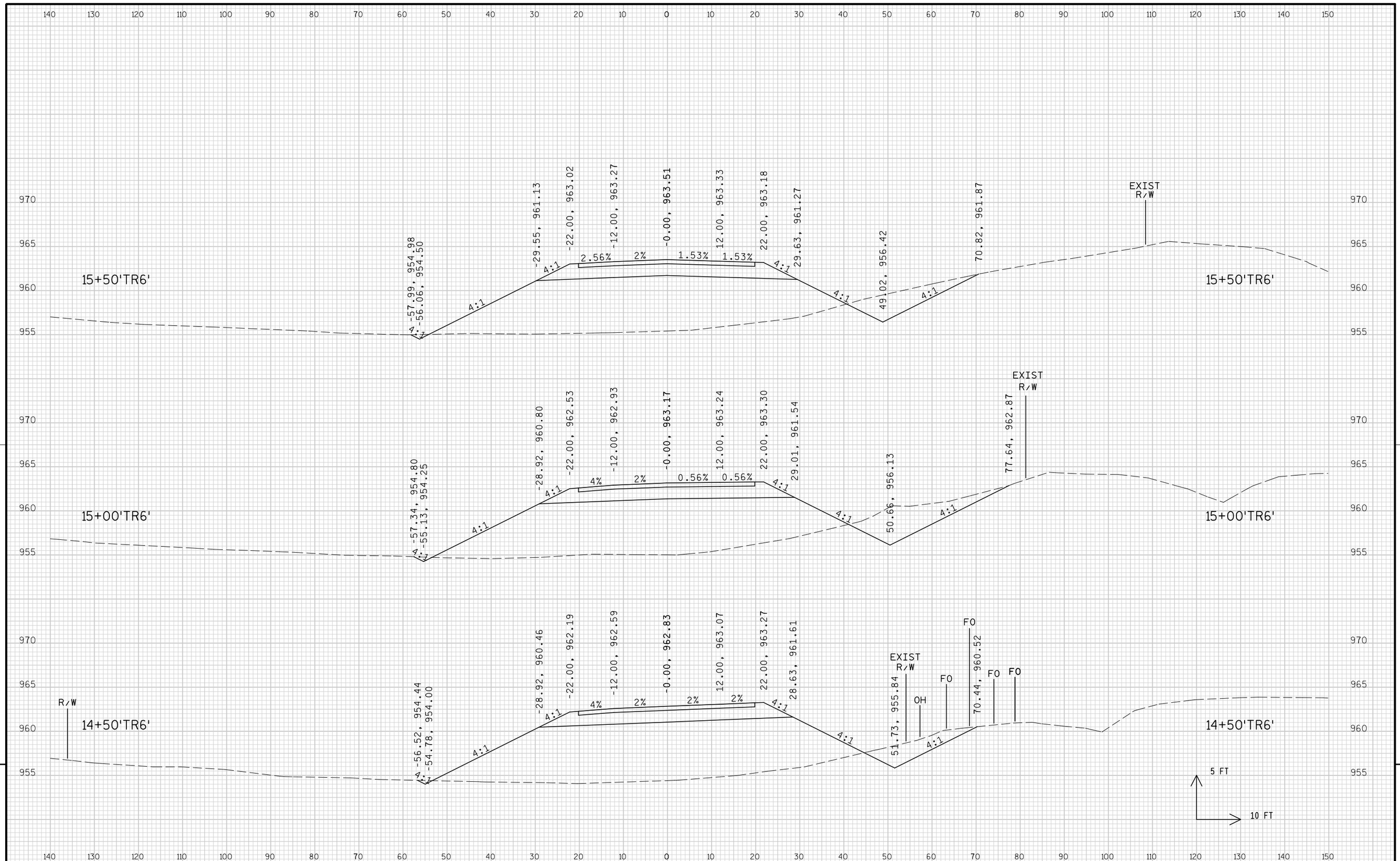
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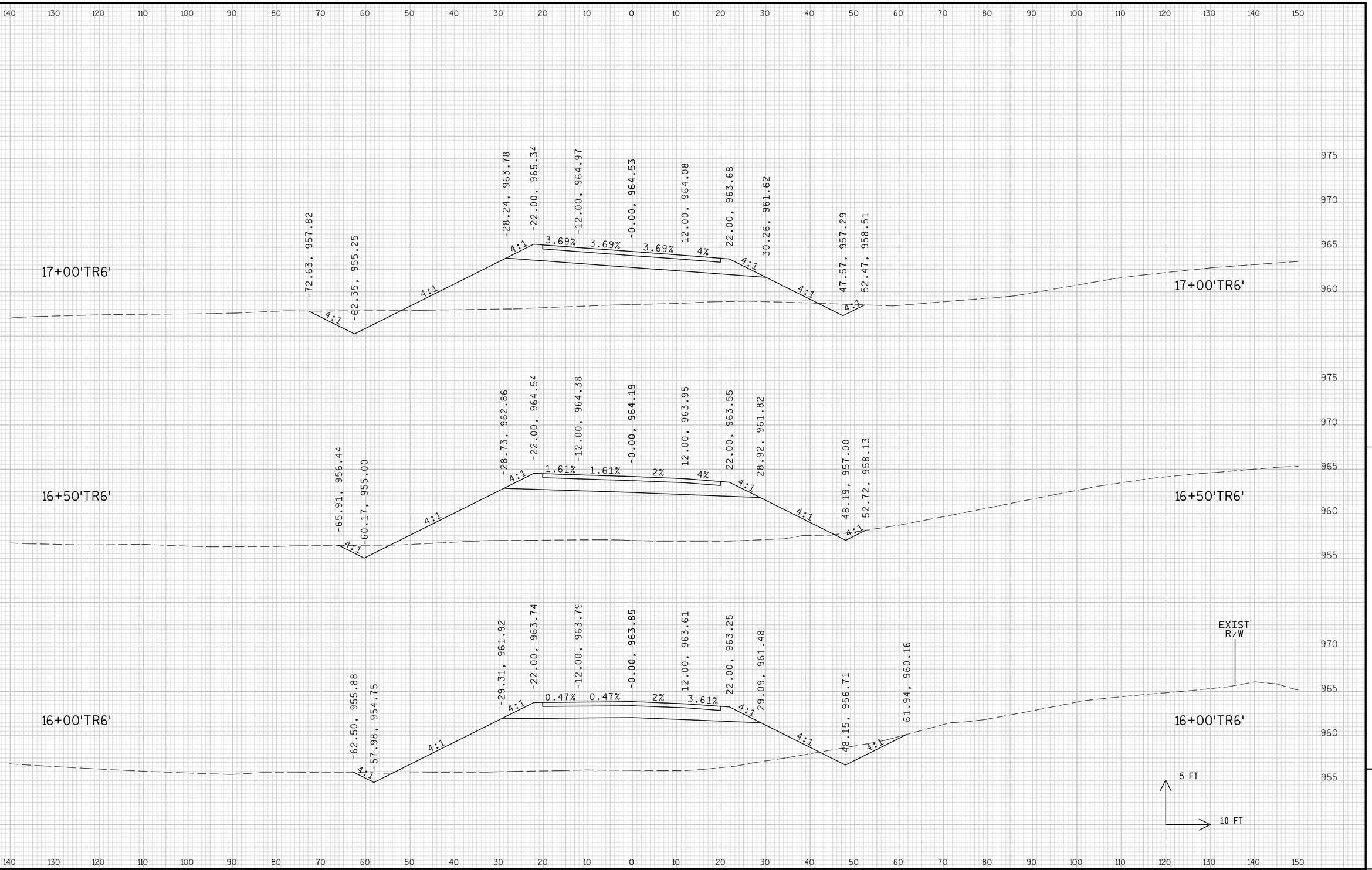
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9

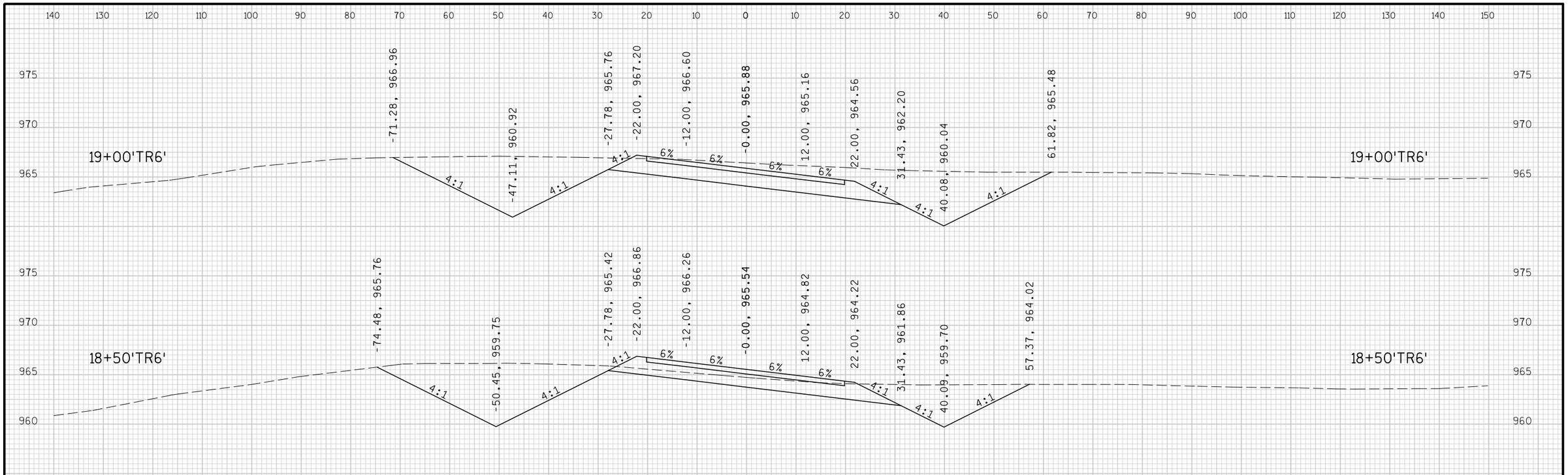
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1182	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6'LINE)	SHEET 1183	E

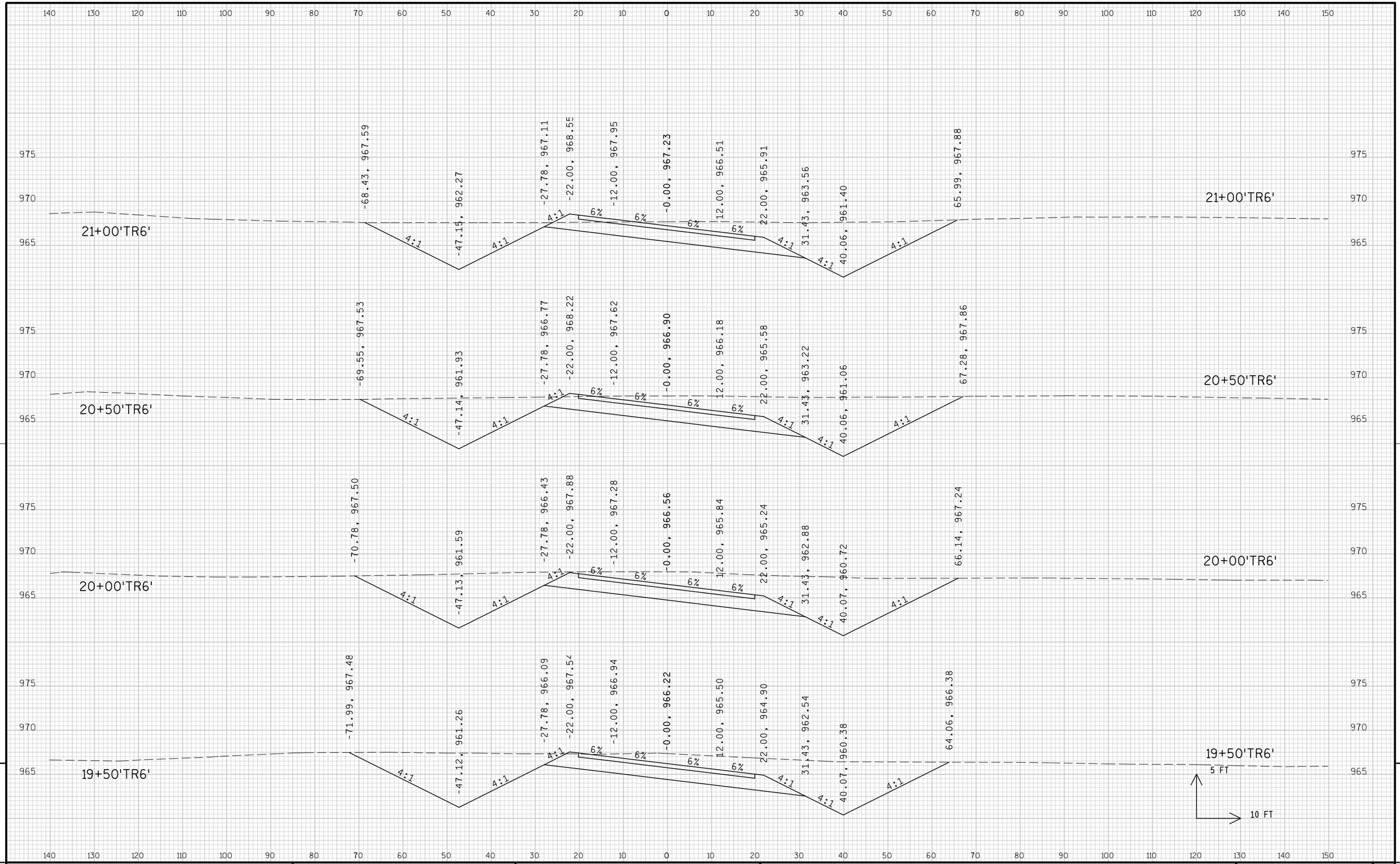


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1184 E

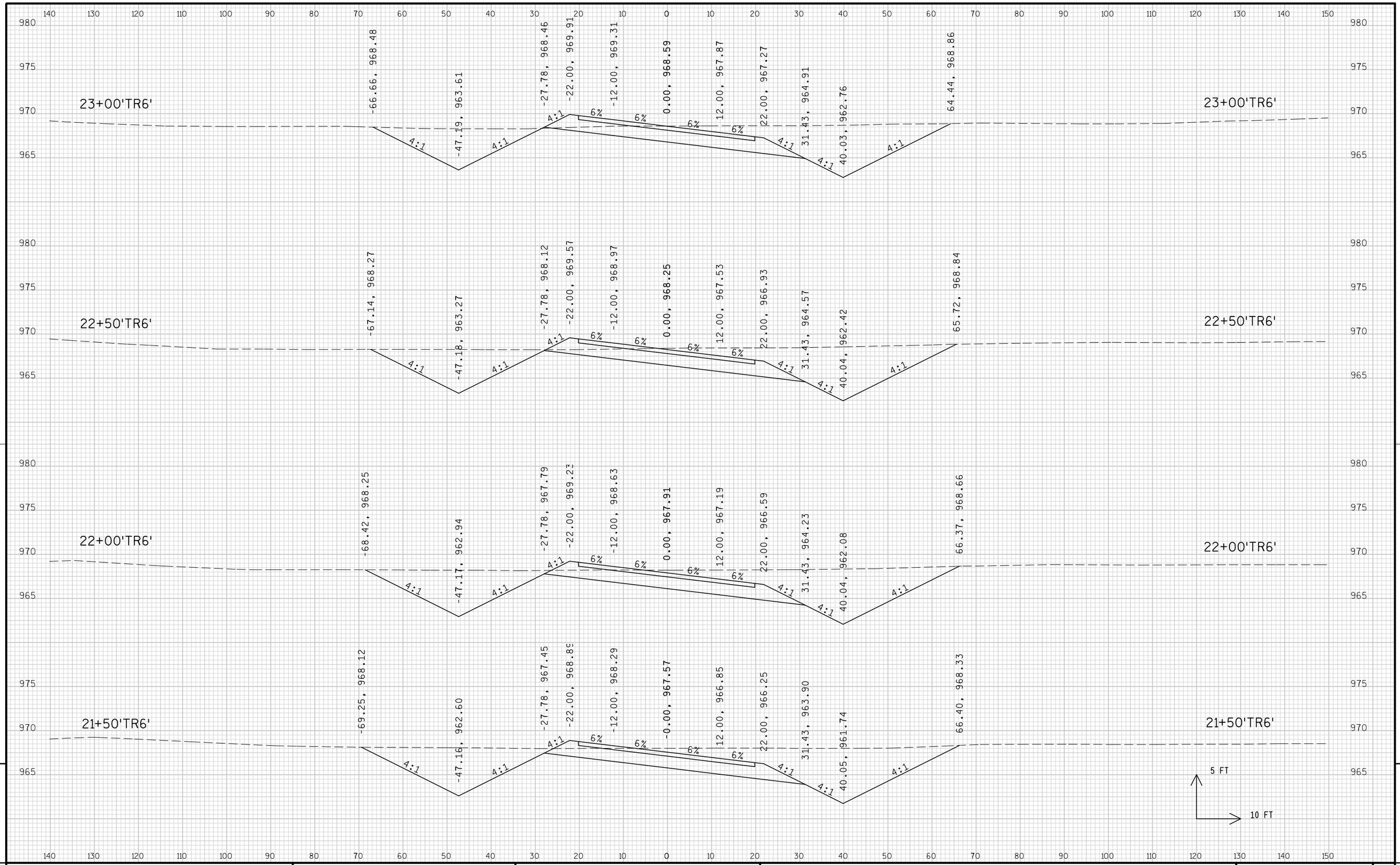


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1185	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr6\090201_tr6_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1186	E

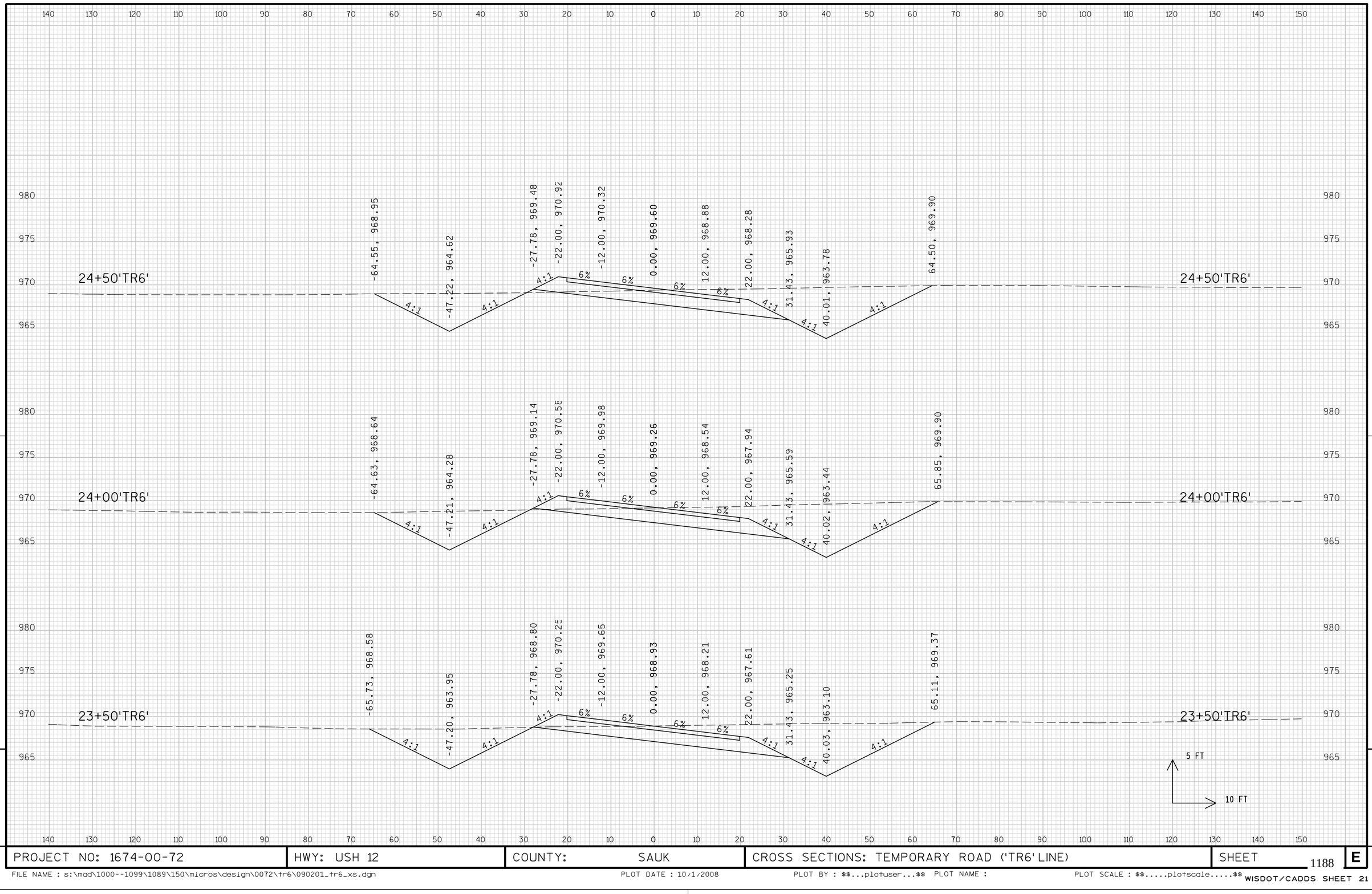


9

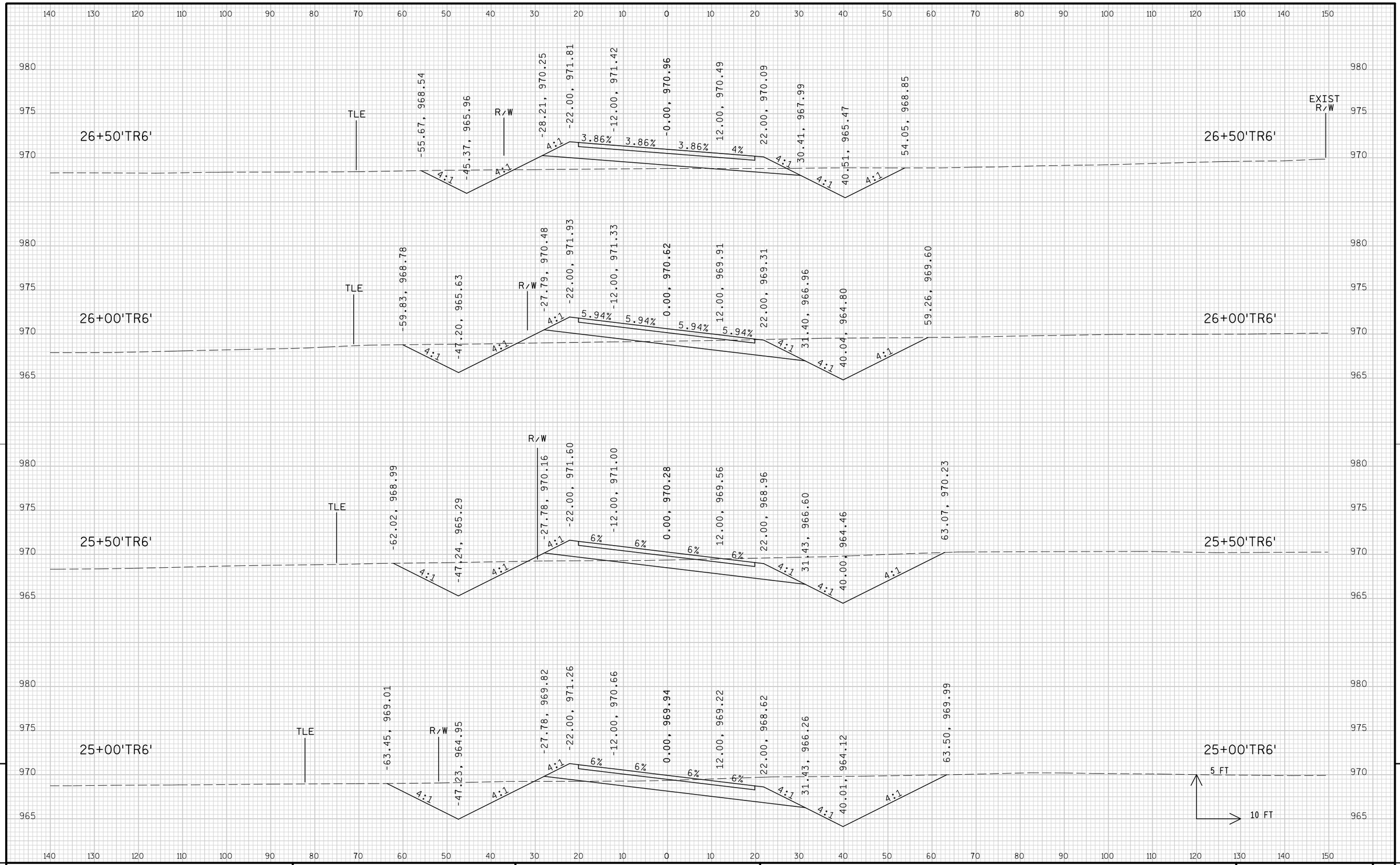
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1187	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr6\090201_tr6_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1188	E

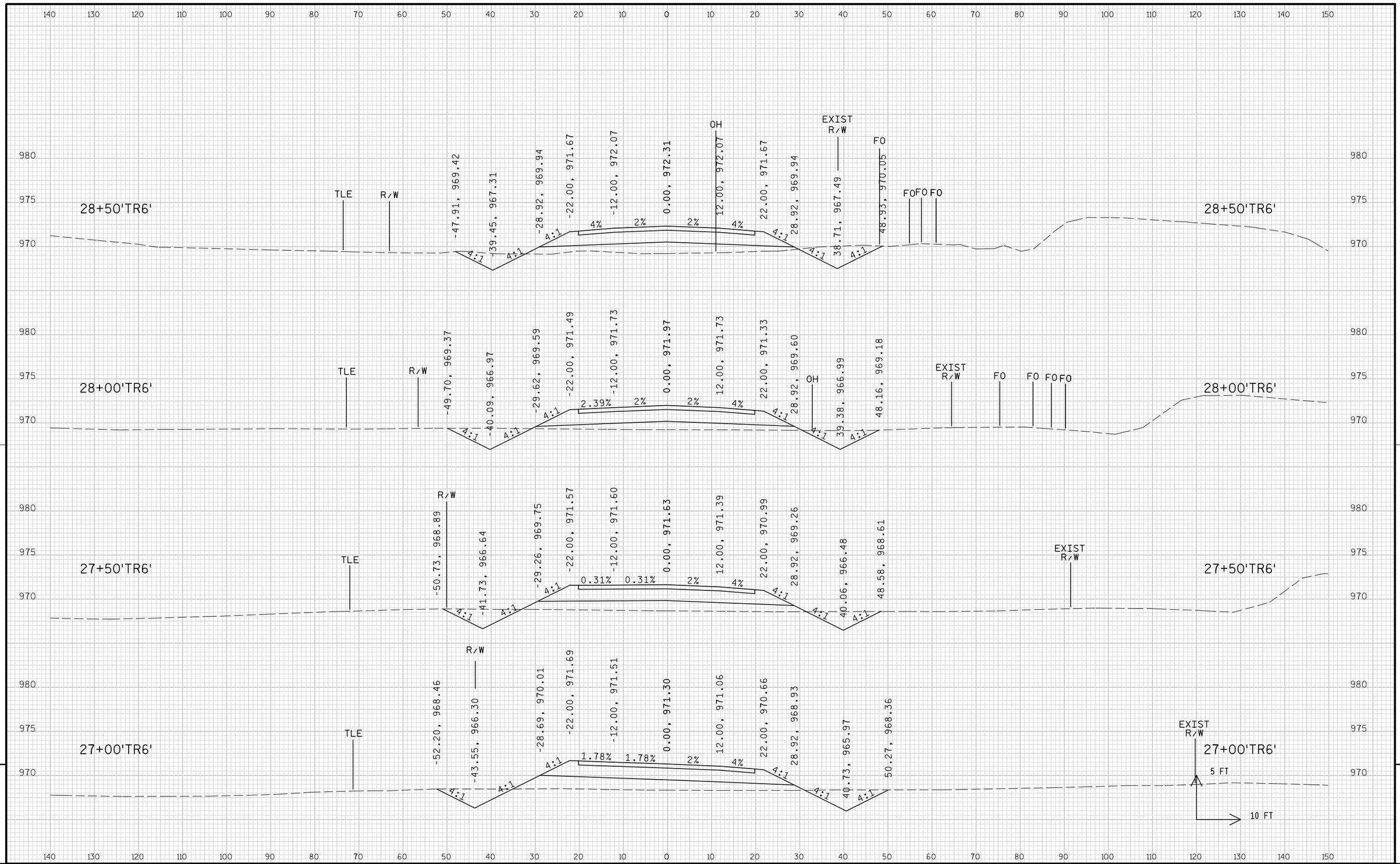


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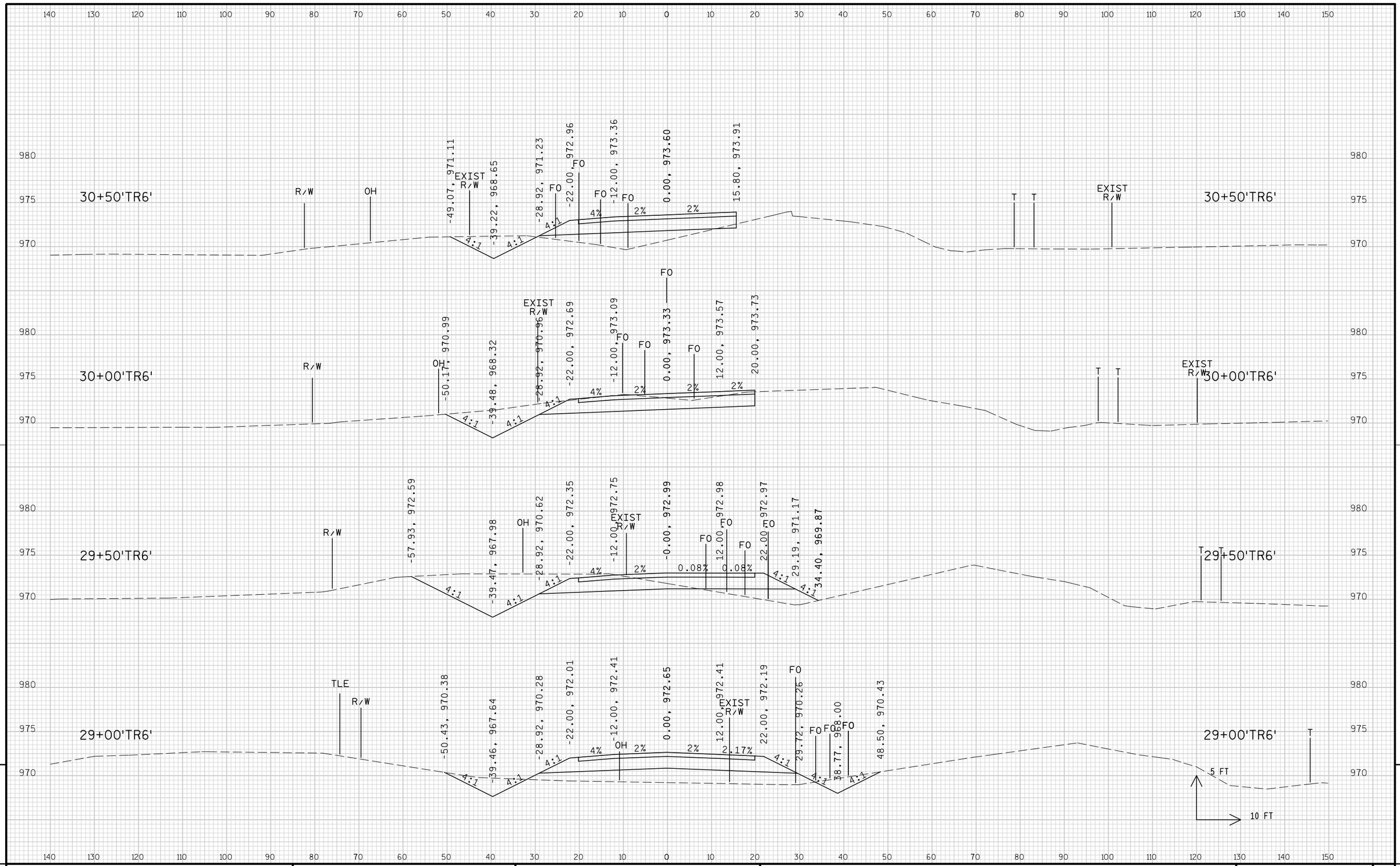
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1189	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr6\090201_tr6_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1190	E



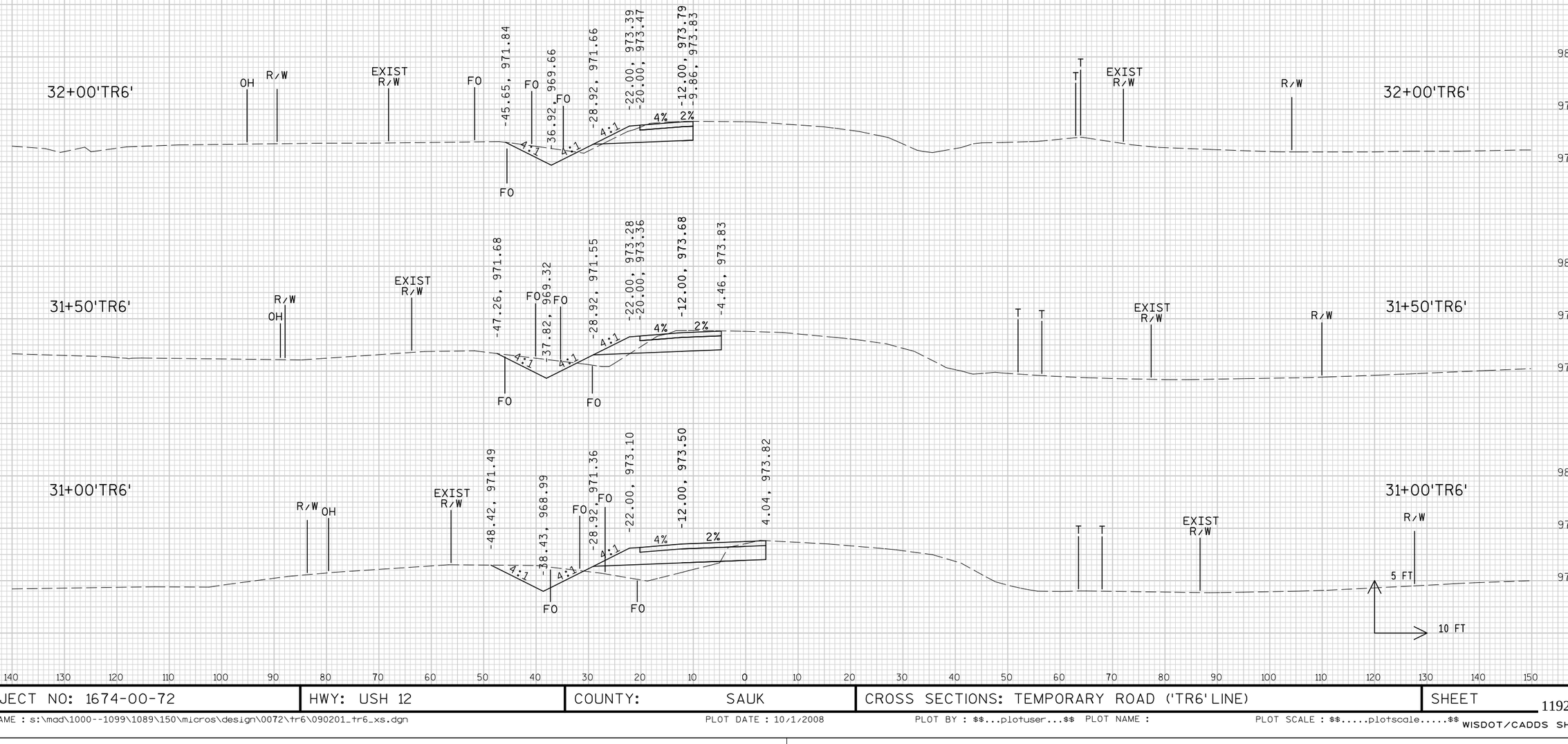
9

9

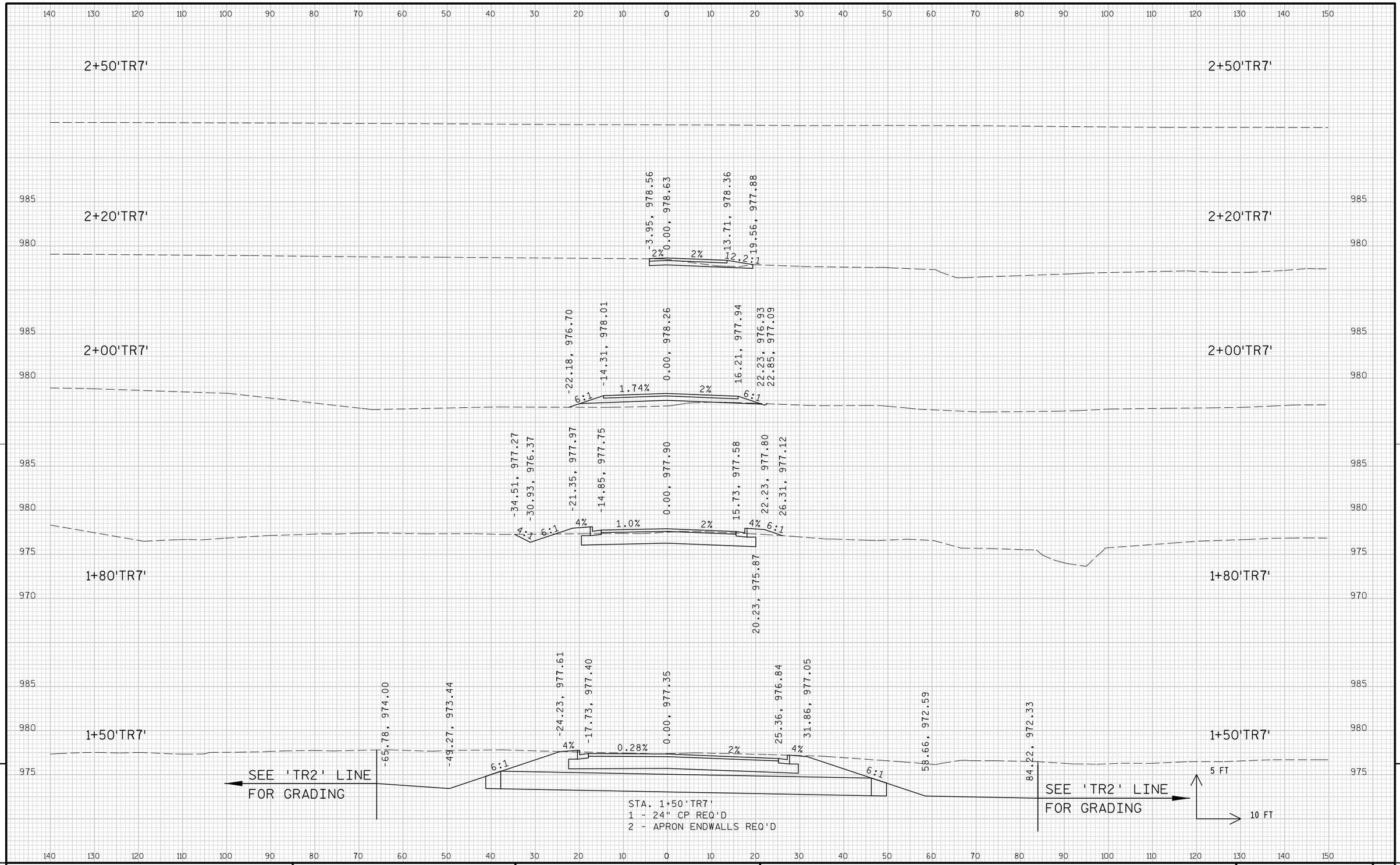
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1191	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr6\090201_tr6_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR6' LINE)	SHEET 1192 E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR7' LINE)	SHEET 1193	E

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

985
980

4+00'TR7'

-12.00, 975.97
0.00, 976.32
12.00, 976.08
2.9%
2%

4+00'TR7'

3+50'TR7'

-13.17, 976.57
-12.00, 976.86
0.00, 977.10
12.00, 976.86
13.12, 976.58
2%
2%

3+50'TR7'

3+00'TR7'

-15.89, 976.67
-14.17, 977.10
-12.00, 977.65
-0.00, 977.89
12.00, 977.65
14.17, 977.10
17.21, 976.34
4:1
2%
2%
4:1

3+00'TR7'

2+65'TR7'

-14.17, 977.65
-12.00, 978.19
0.00, 978.43
12.00, 978.19
14.17, 977.65
2%
2%

2+65'TR7'

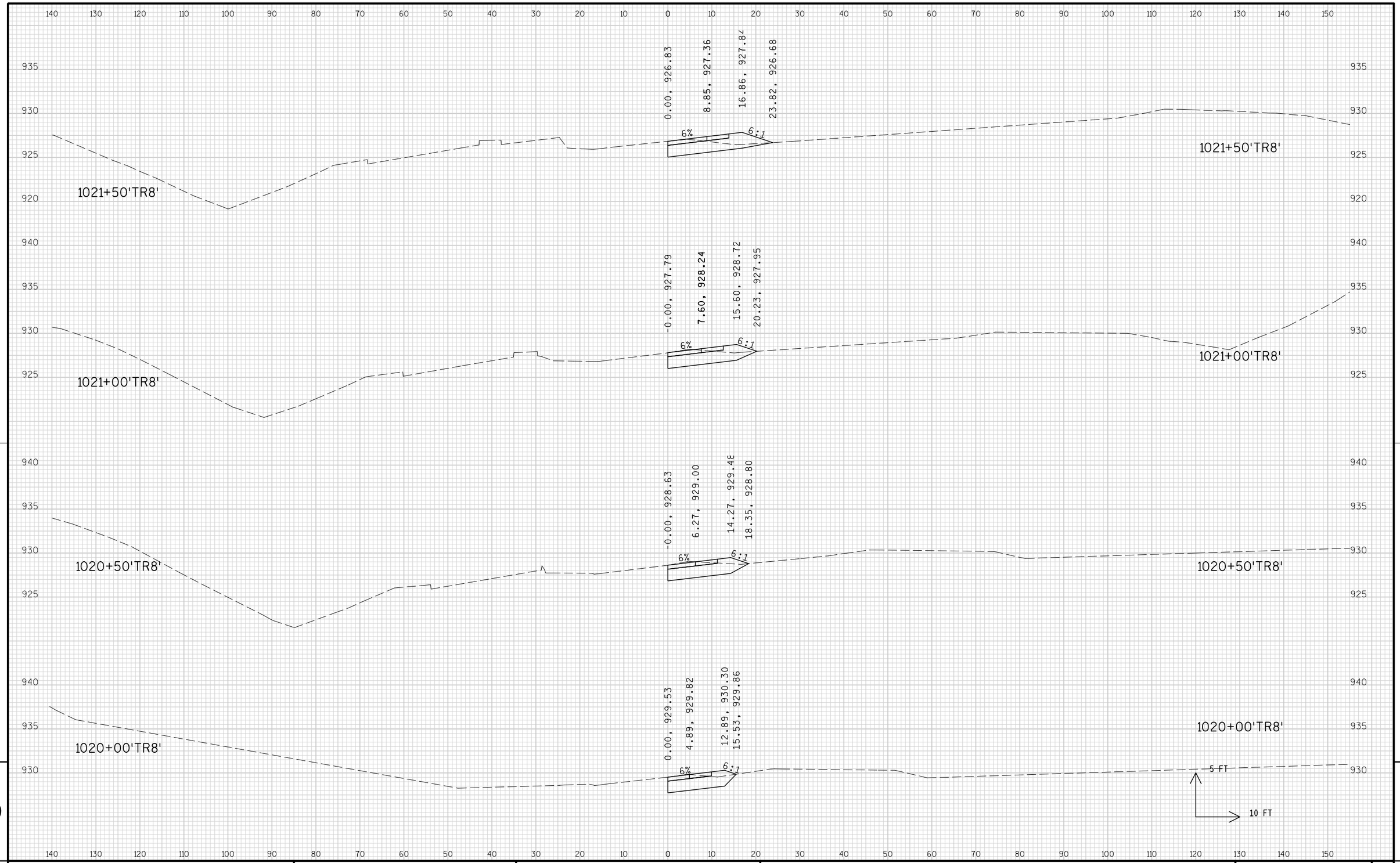
5 FT
10 FT

9

9

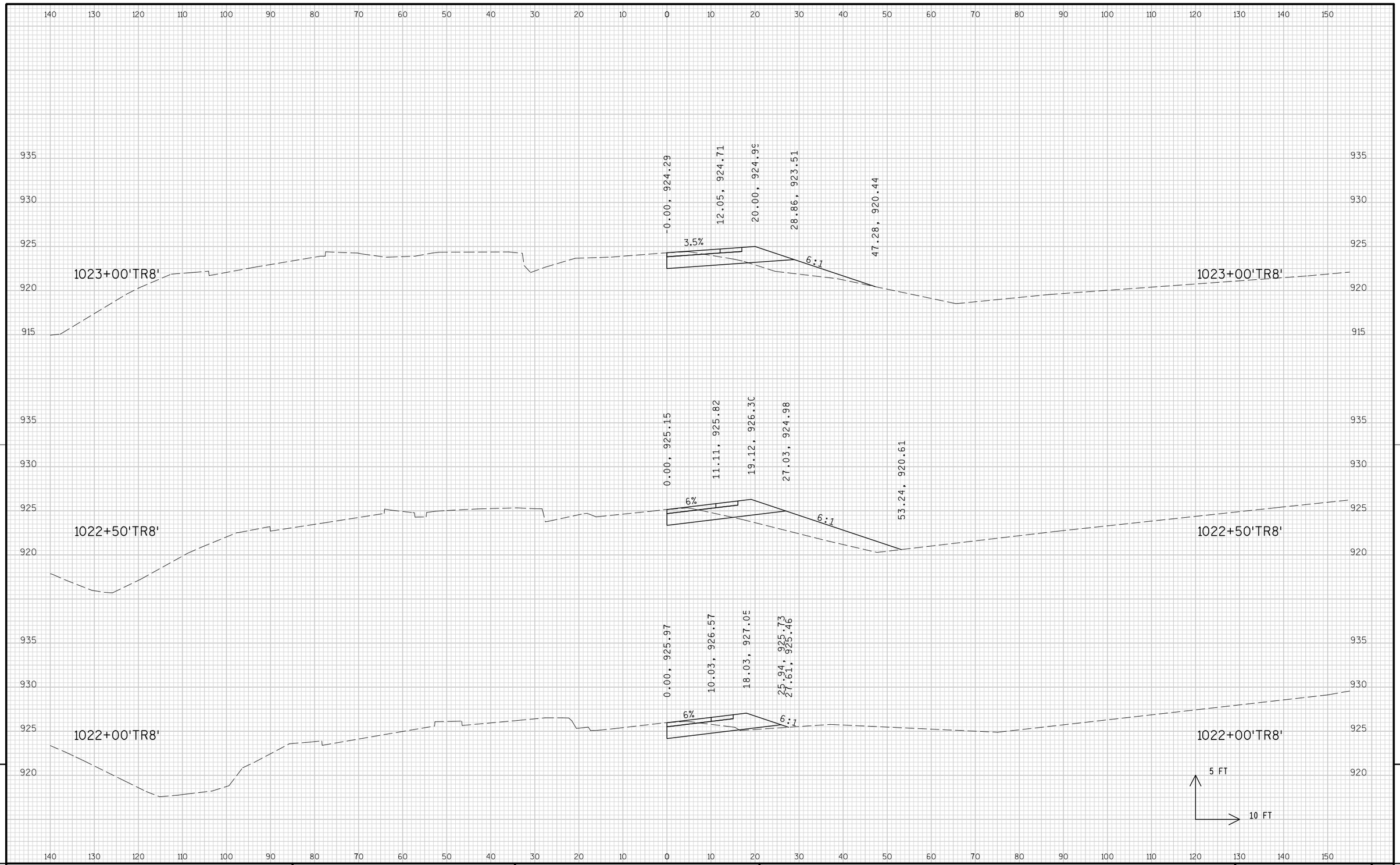
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: TEMPORARY ROAD ('TR7' LINE)	SHEET 1194	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'TR8'	SHEET 1195	E

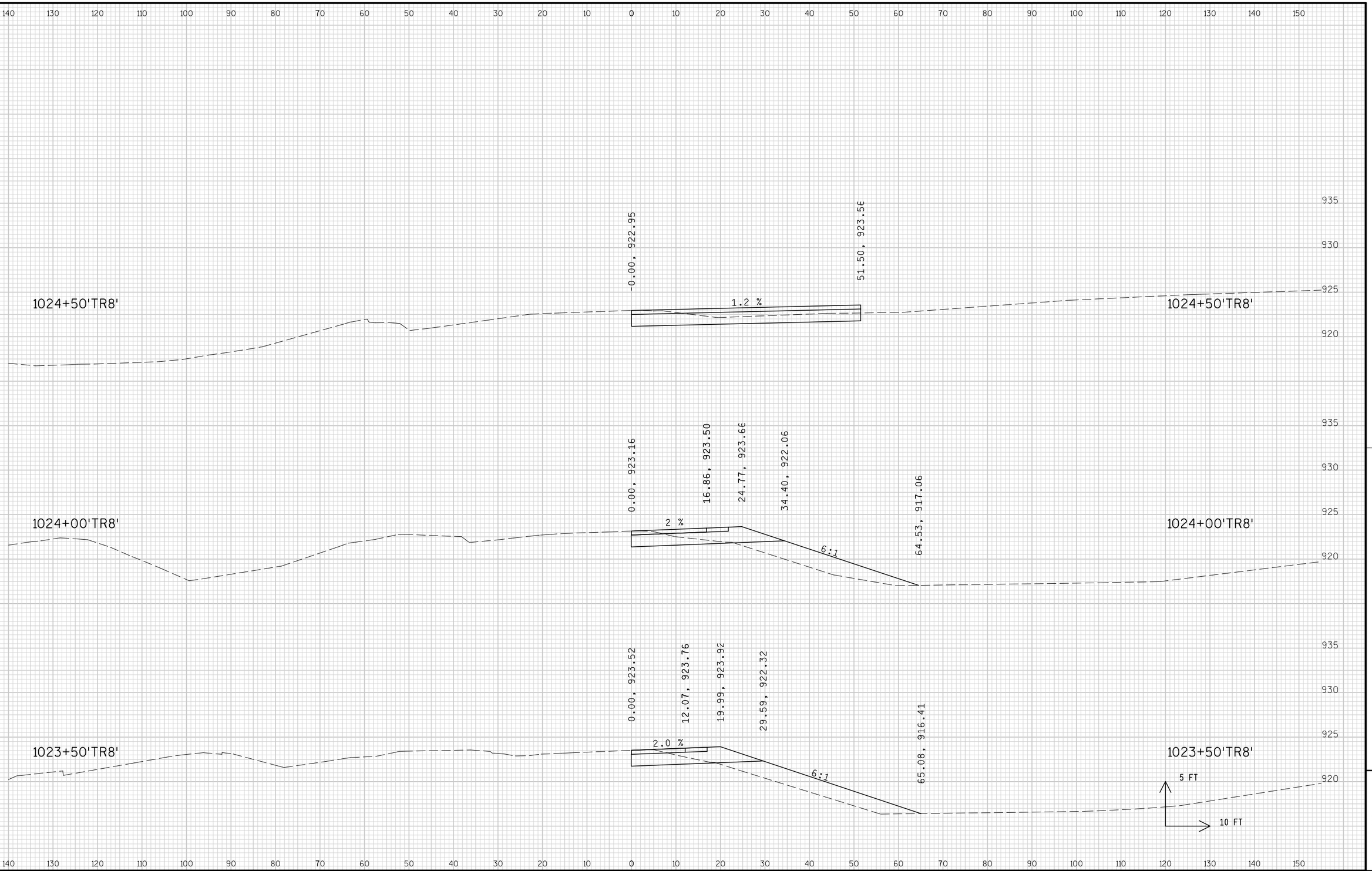
FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tr8\090201_tr8_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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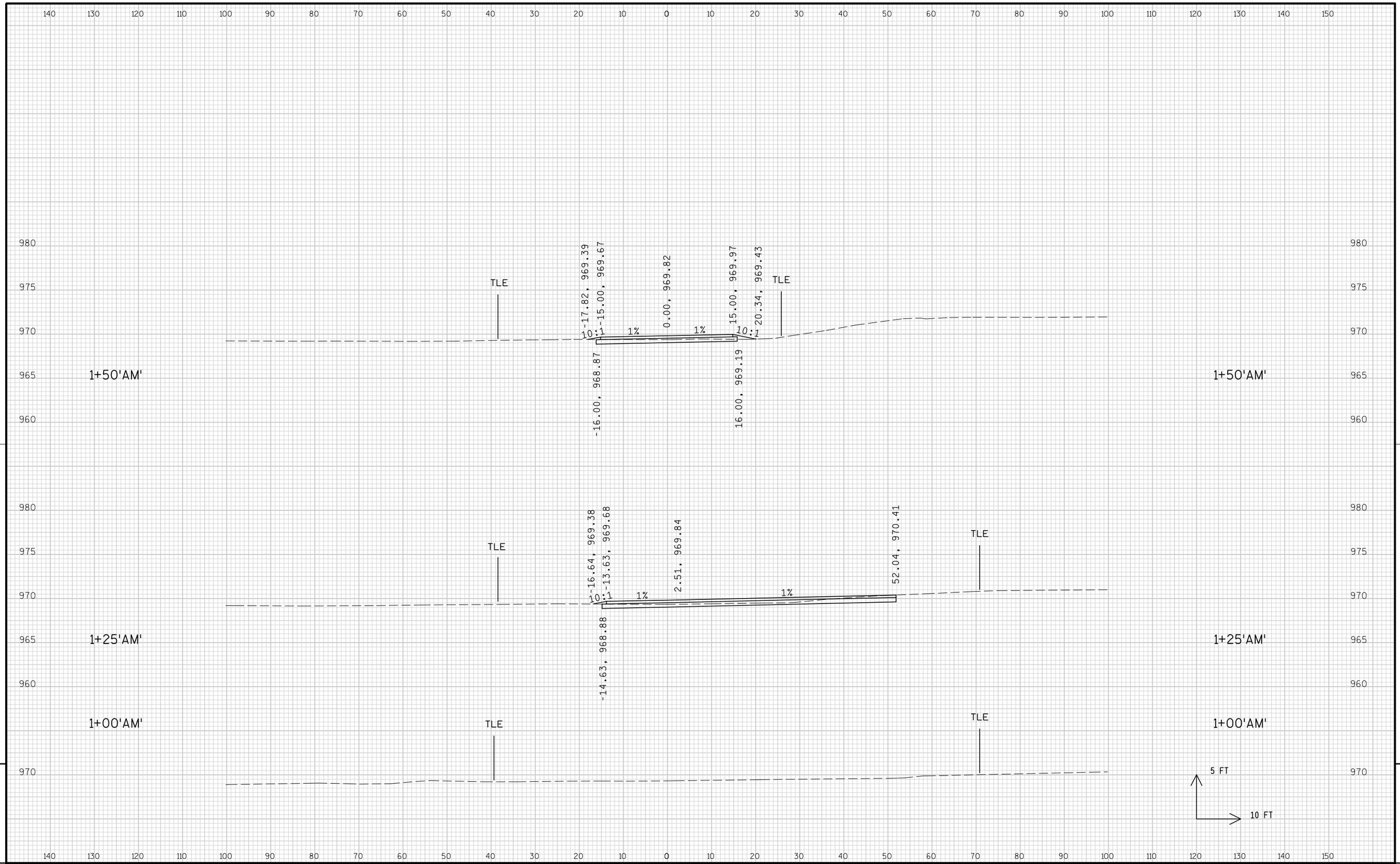
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'TR8'	SHEET 1196	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: 'TR8'	SHEET 1197	E

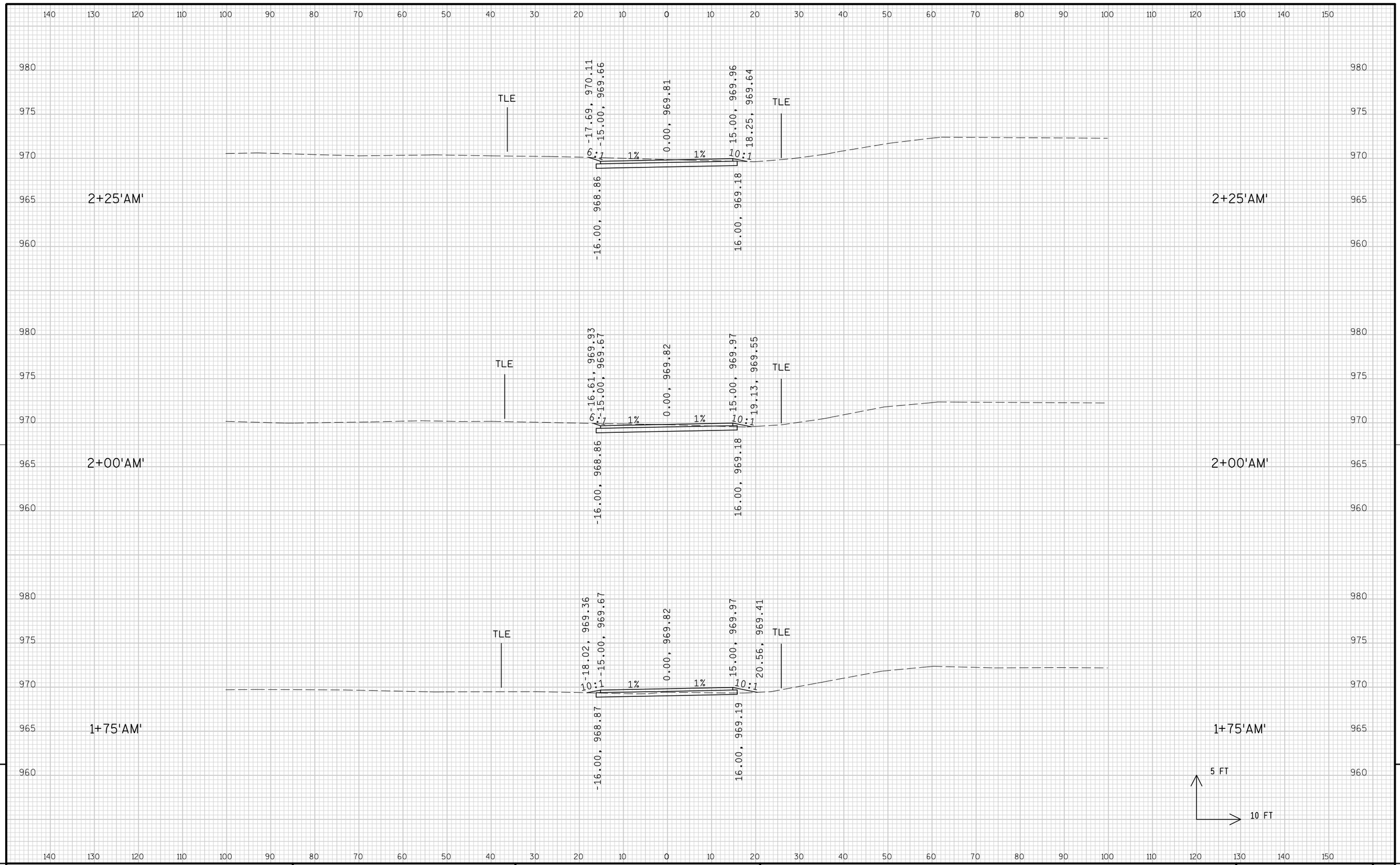


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('AM' LINE)	SHEET 1198	E

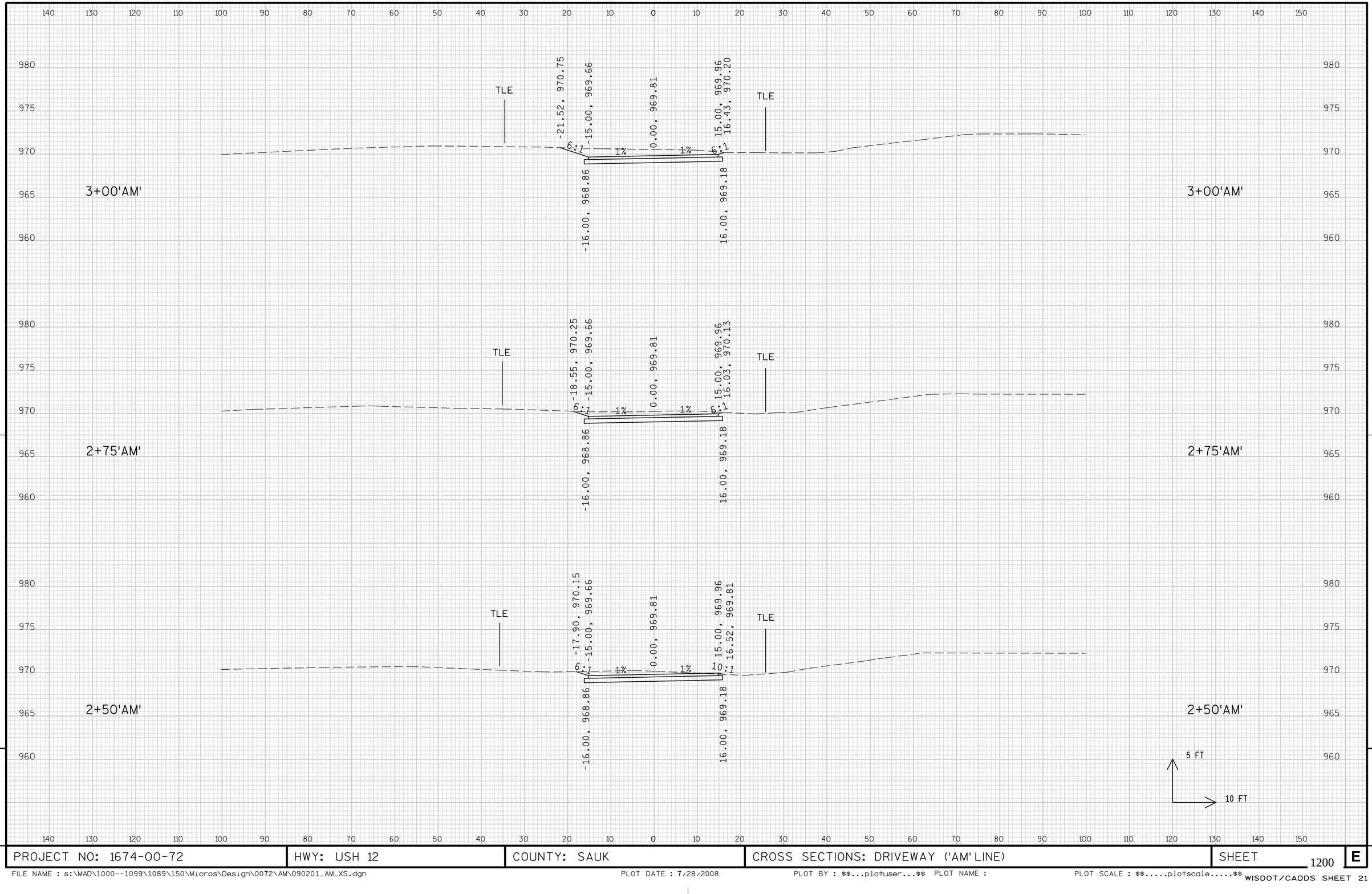
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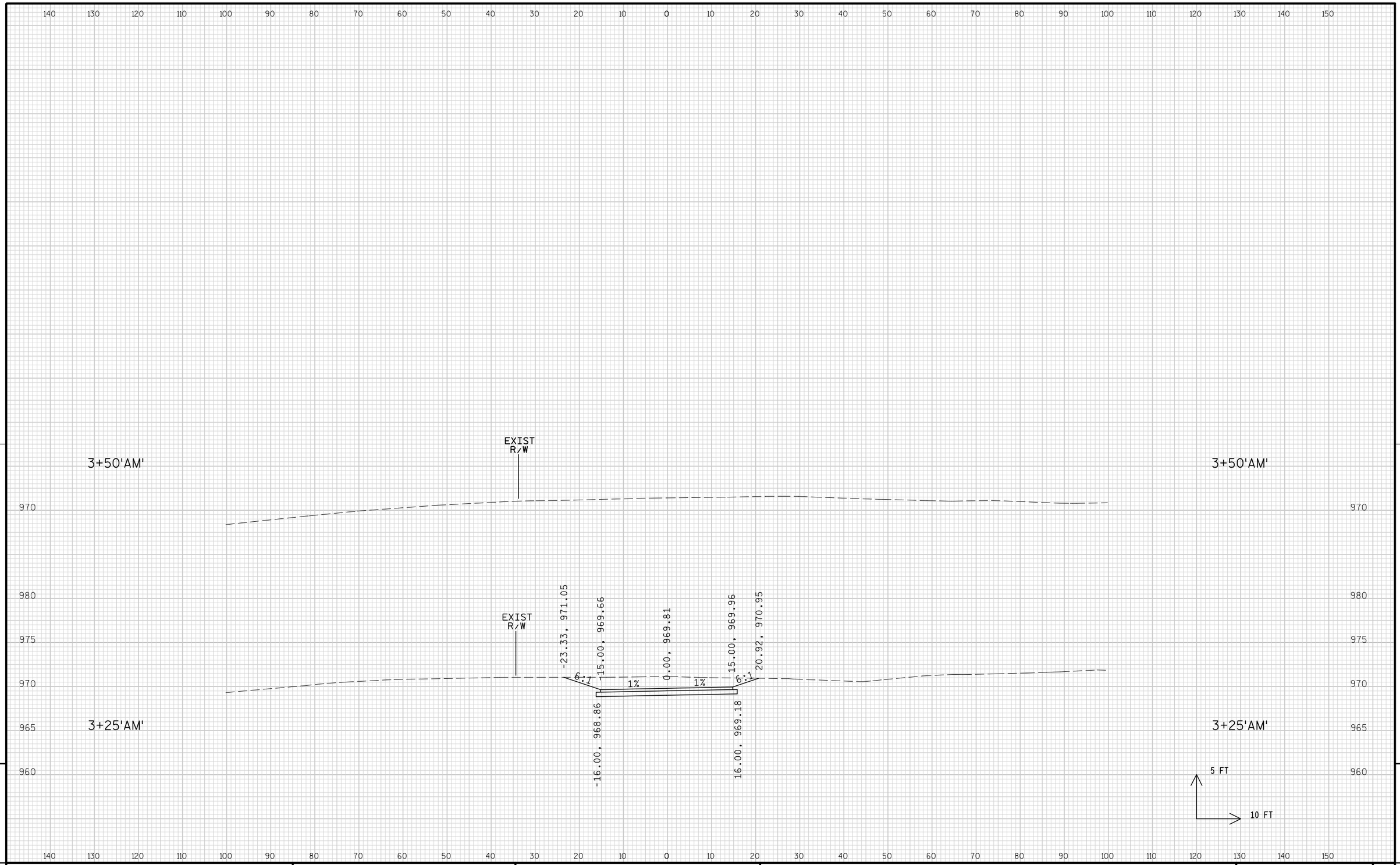
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('AM' LINE)	SHEET 1199	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('AM' LINE)	SHEET 1200	E

FILE NAME : s:\MAD\1000--1099\1089\150\Micros\Design\0072\AM\090201_AM_XS.dgn PLOT DATE : 7/28/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



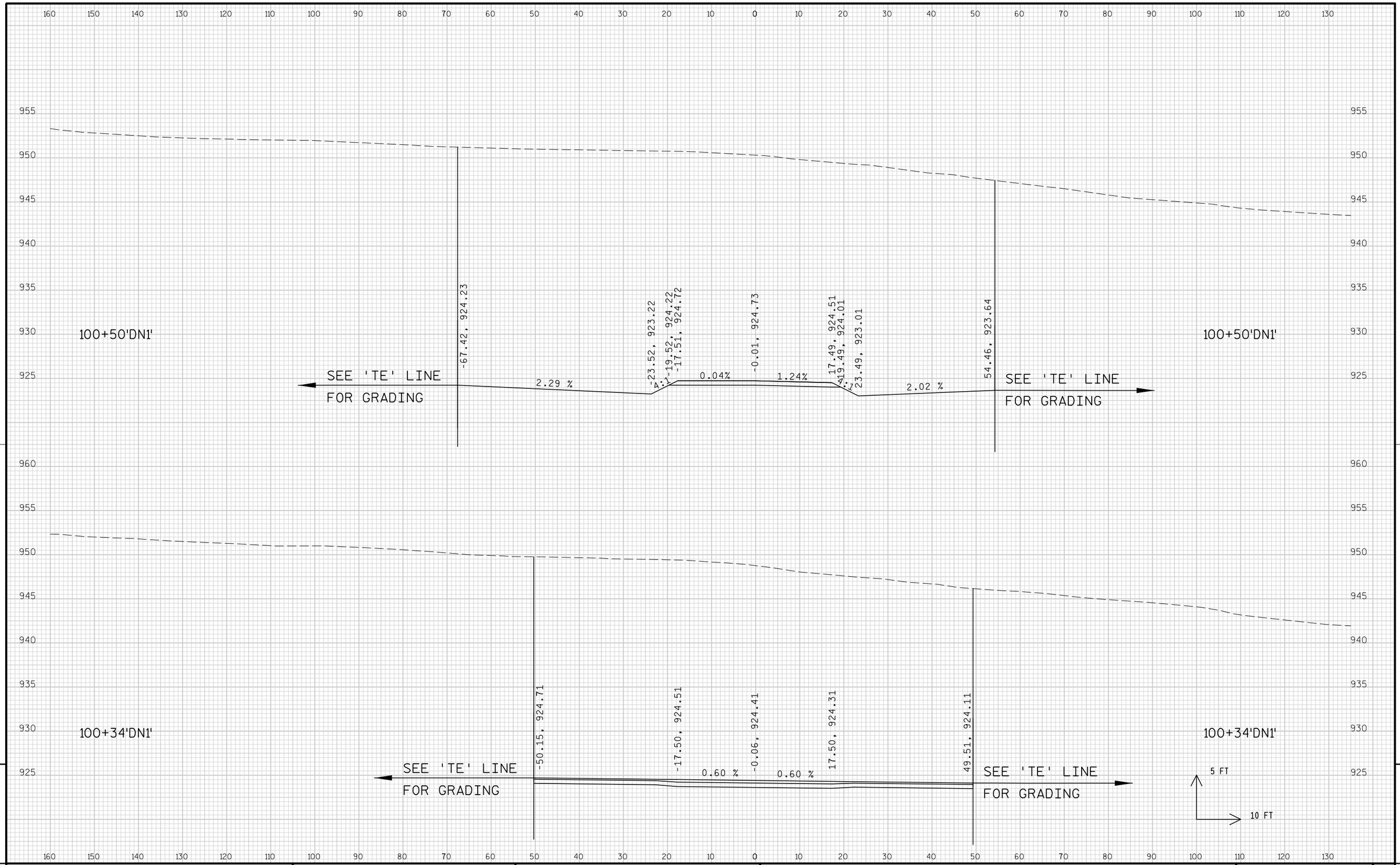
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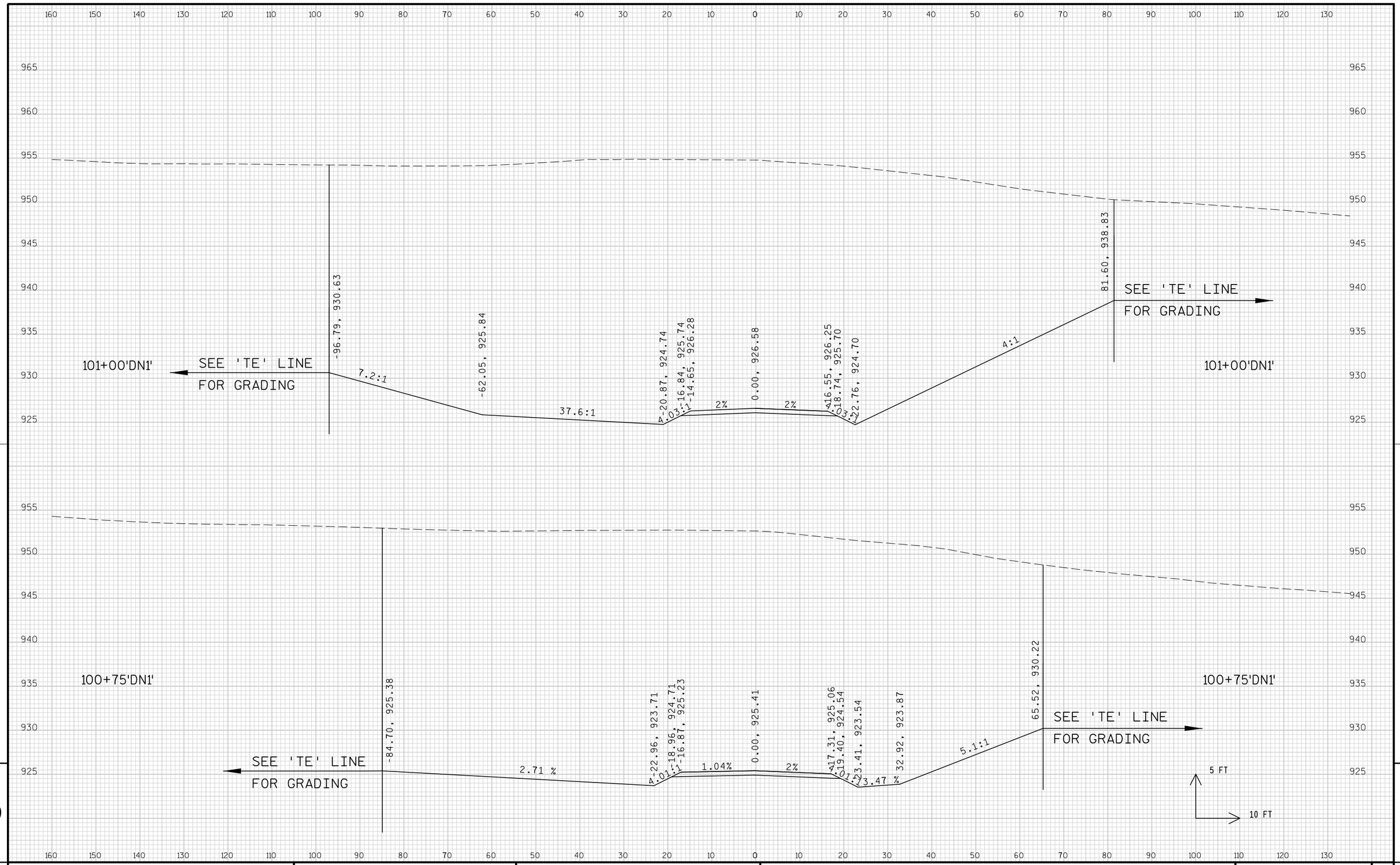
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('AM' LINE)	SHEET 1201	E

FILE NAME : s:\MAD\1000--1099\1089\150\Micros\Design\0072\AM\090201_AM_XS.dgn PLOT DATE : 7/28/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



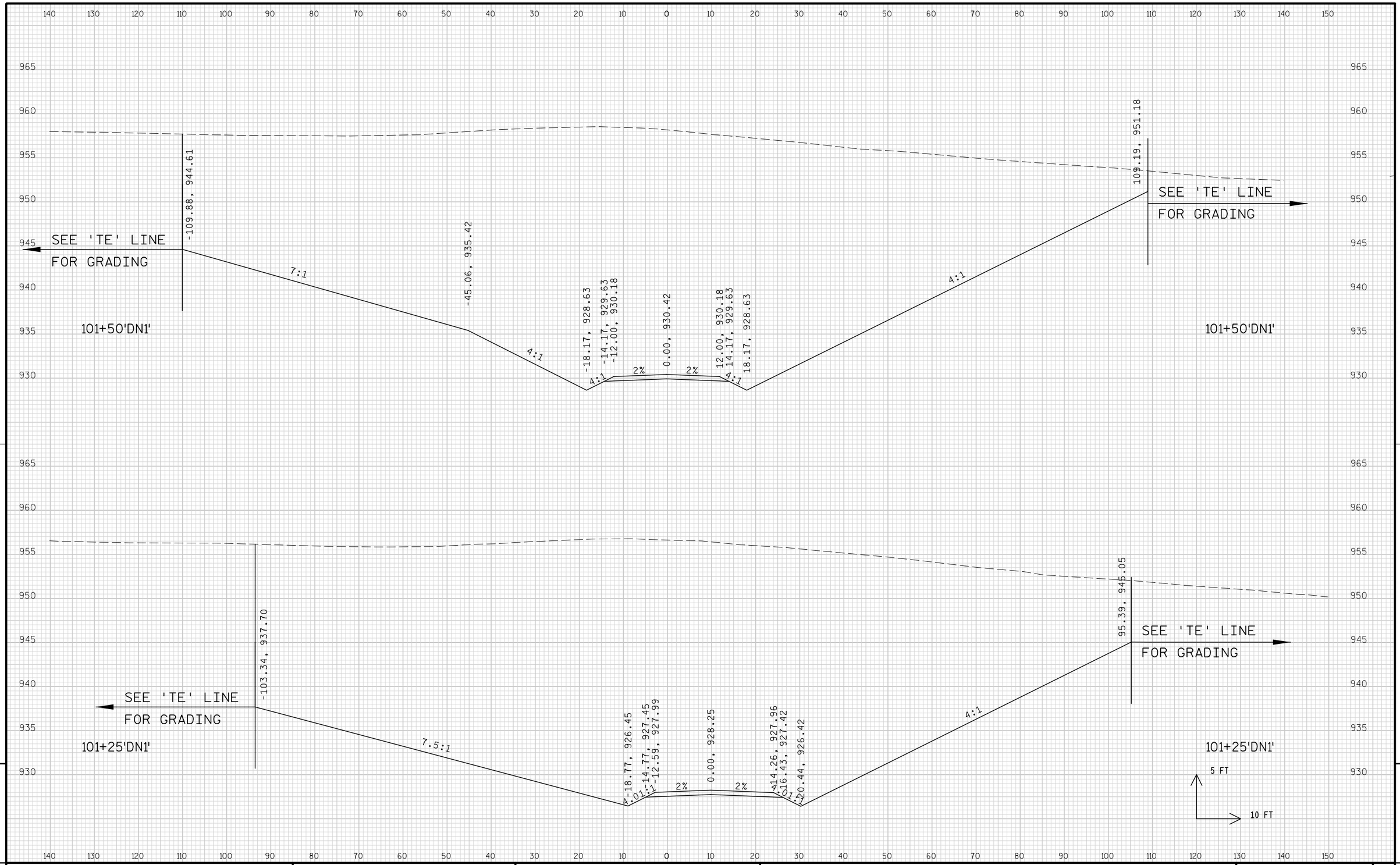
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DN1' LINE)	SHEET 1202	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DN1' LINE)	SHEET 1203	E

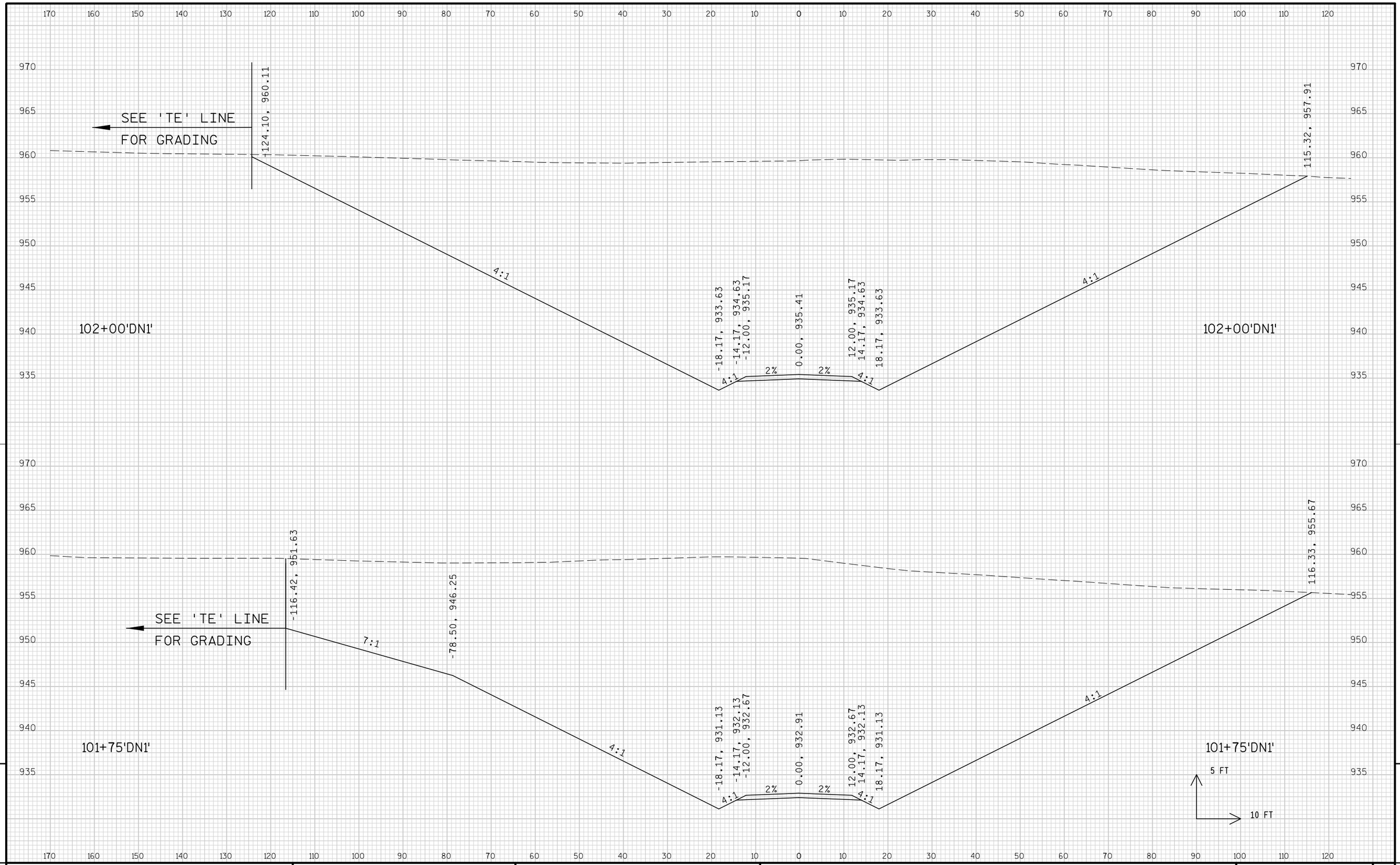


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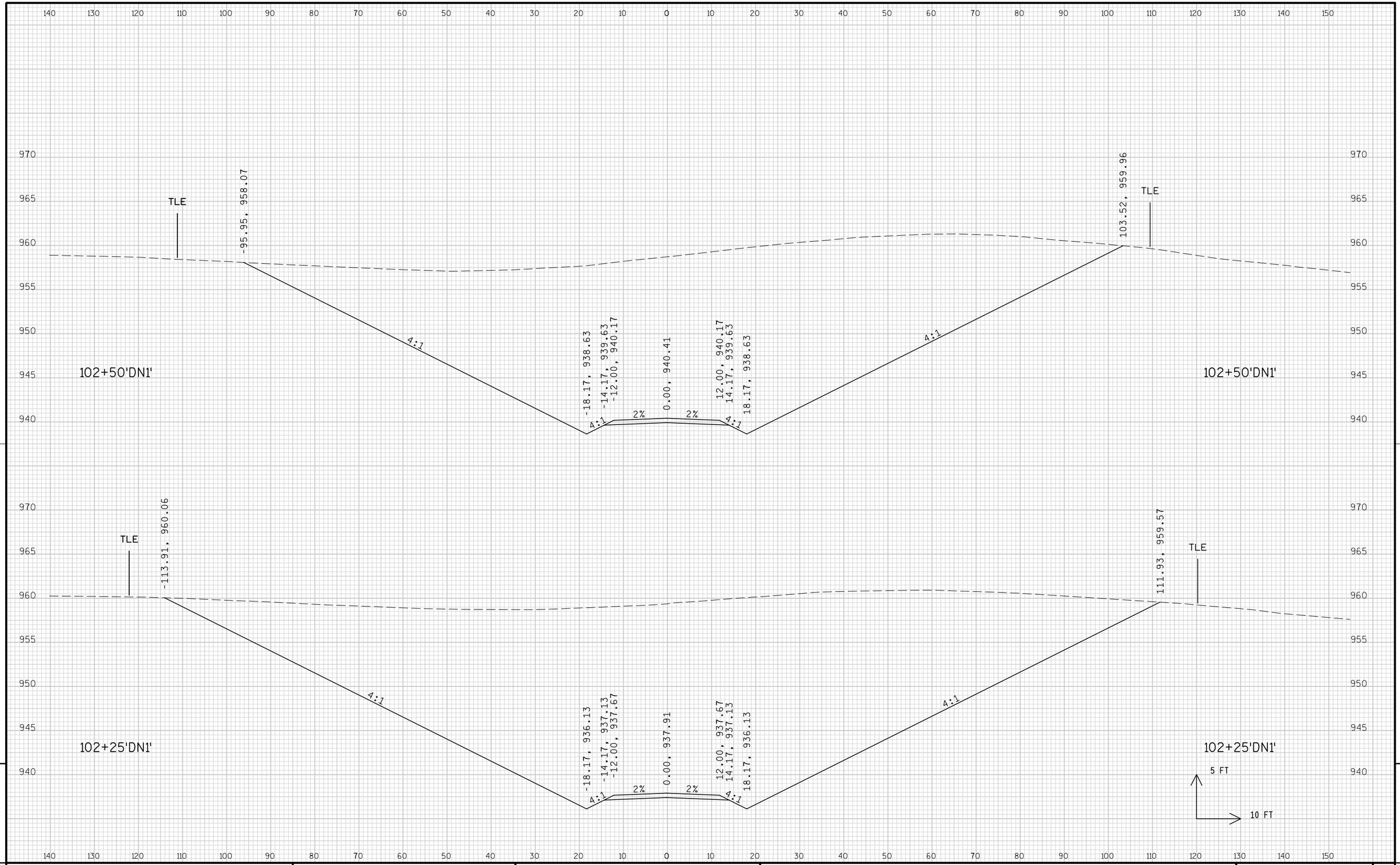
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DN1' LINE)	SHEET 1204	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\dn1\090201_dn1_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

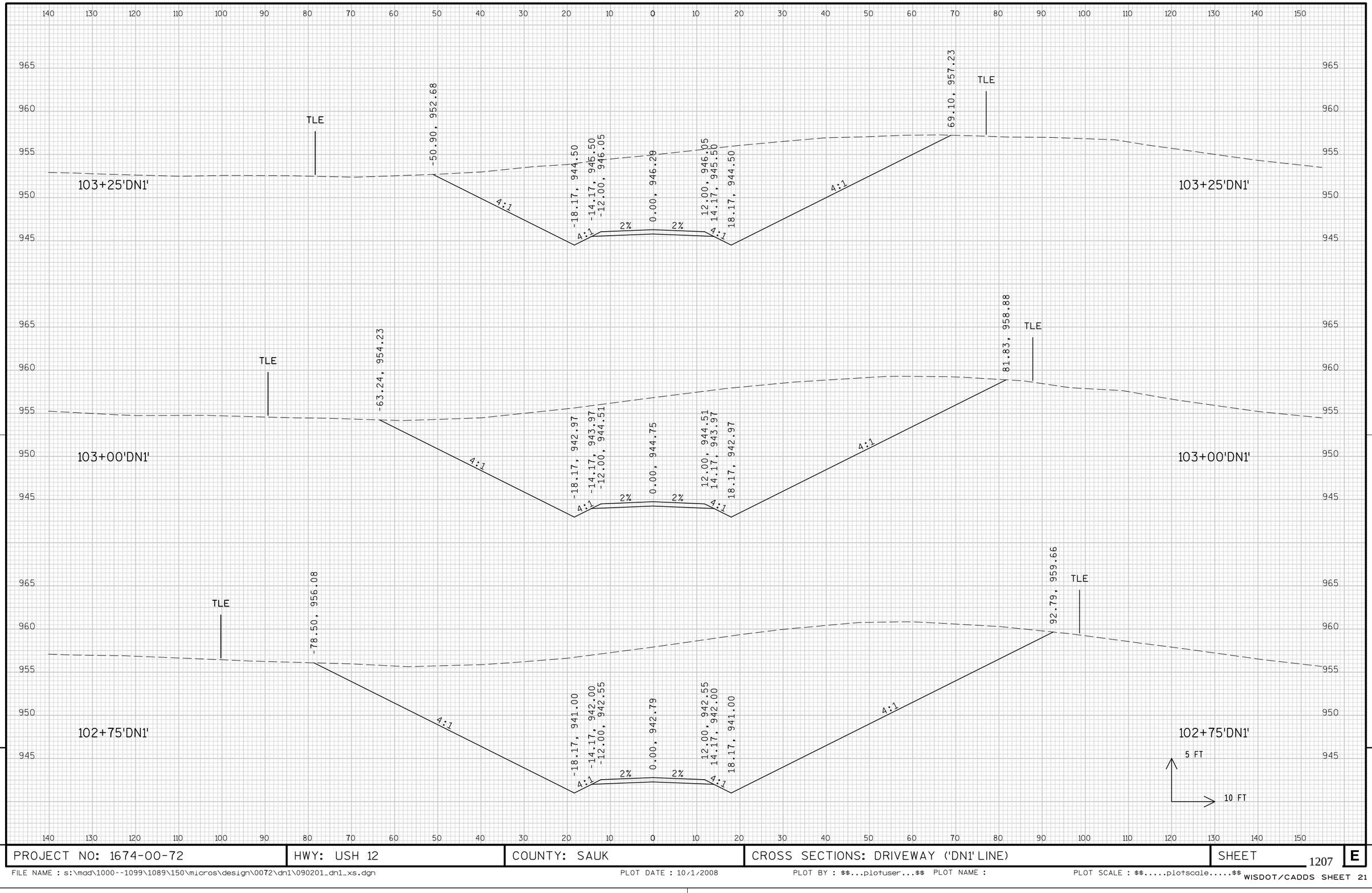


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DN1' LINE)	SHEET 1205	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DN1' LINE)	SHEET 1206	E



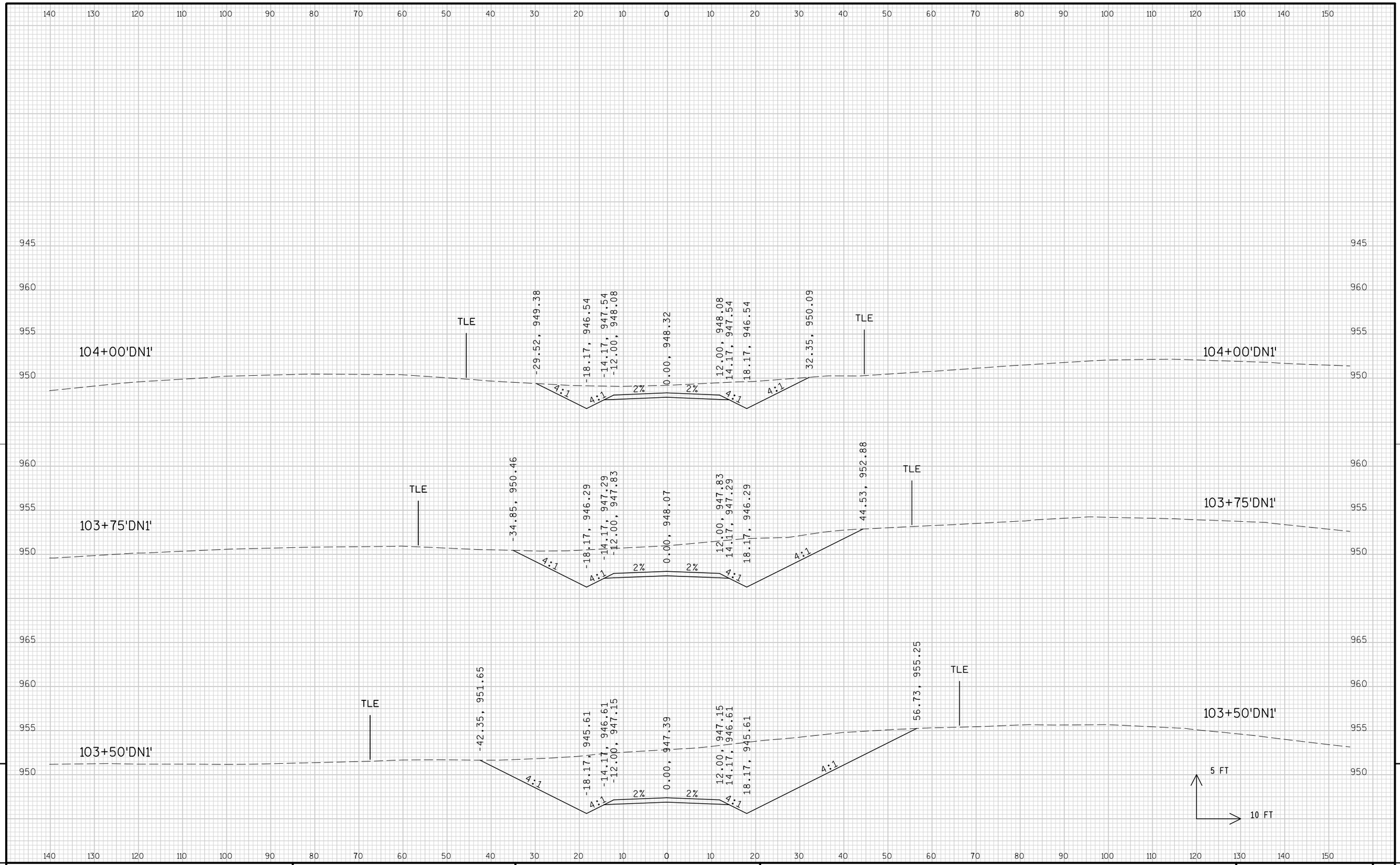
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DN1' LINE)	SHEET 1207	E

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WISDOT/CADDS SHEET 21

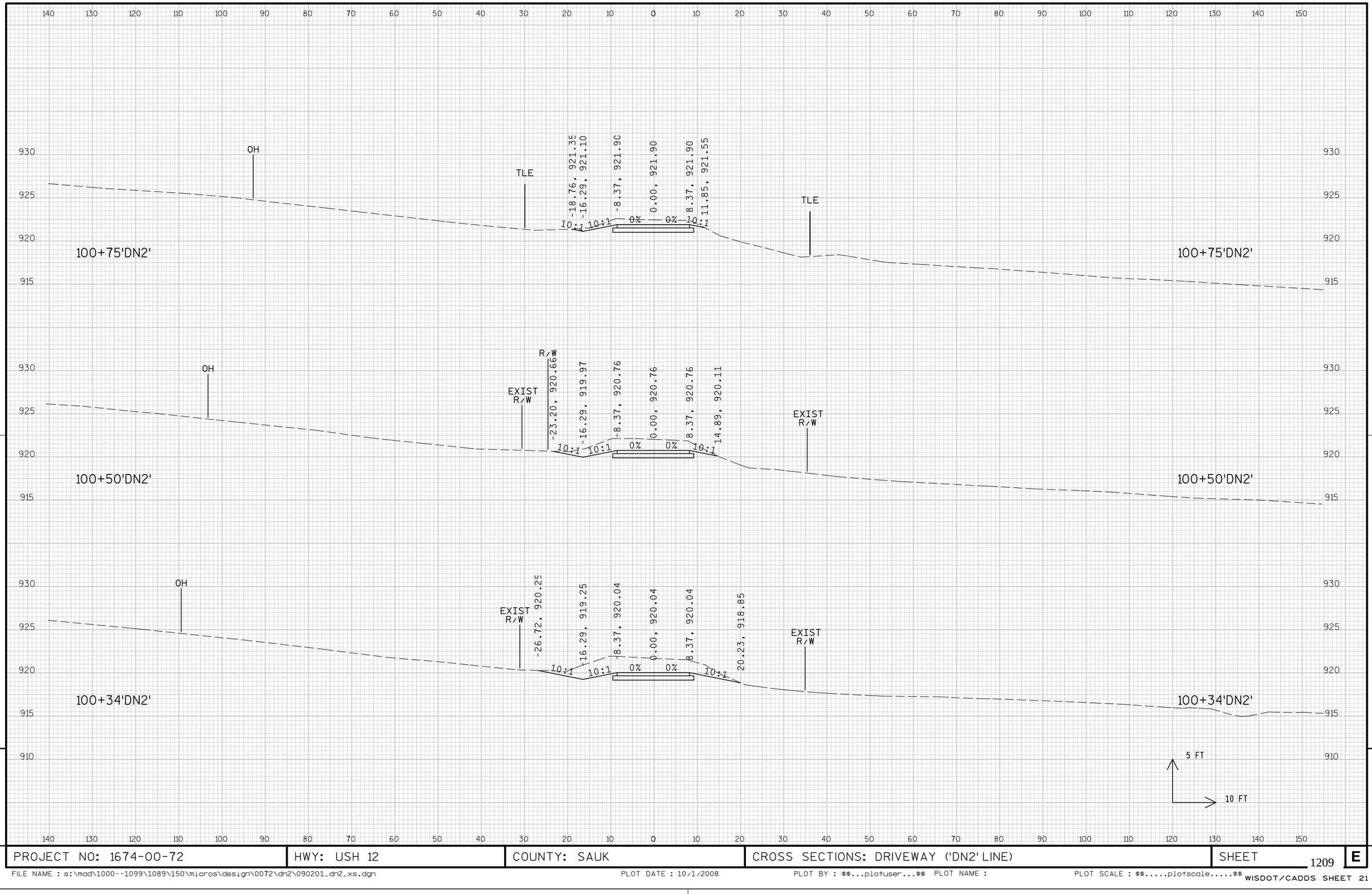


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DN1' LINE)	SHEET 1208	E

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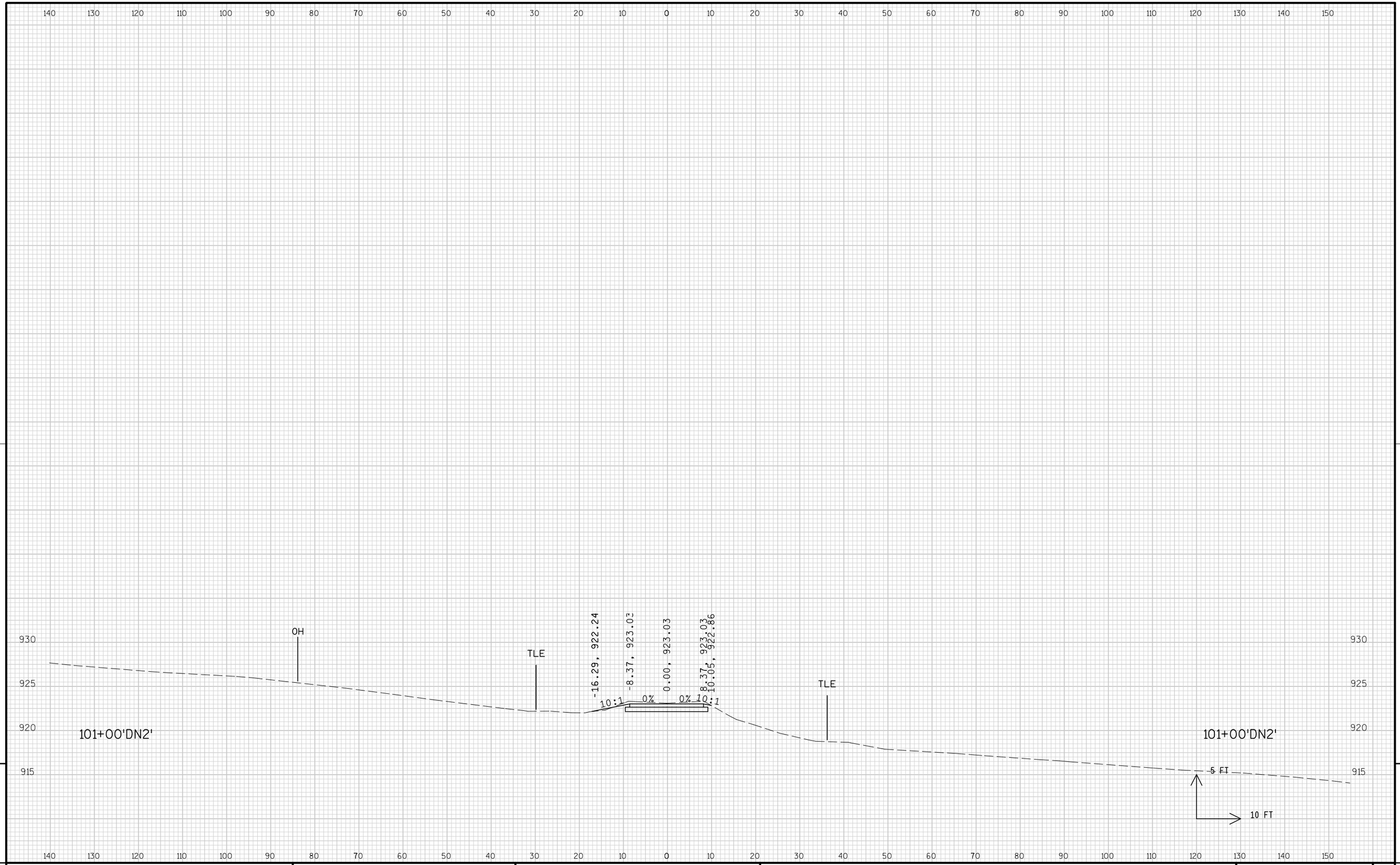
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DN2' LINE)	SHEET 1209	E

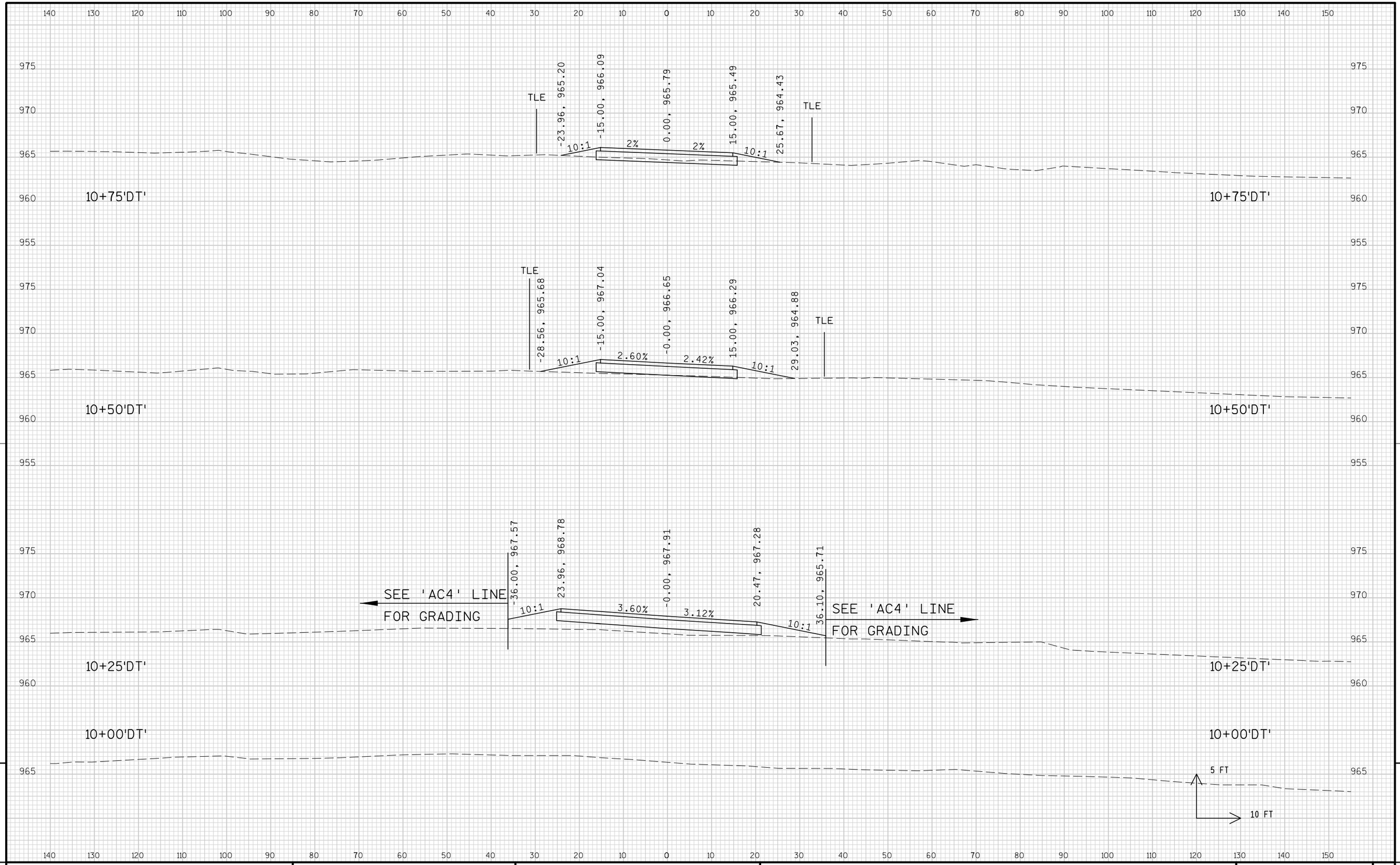
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WISDOT/CADDS SHEET 21

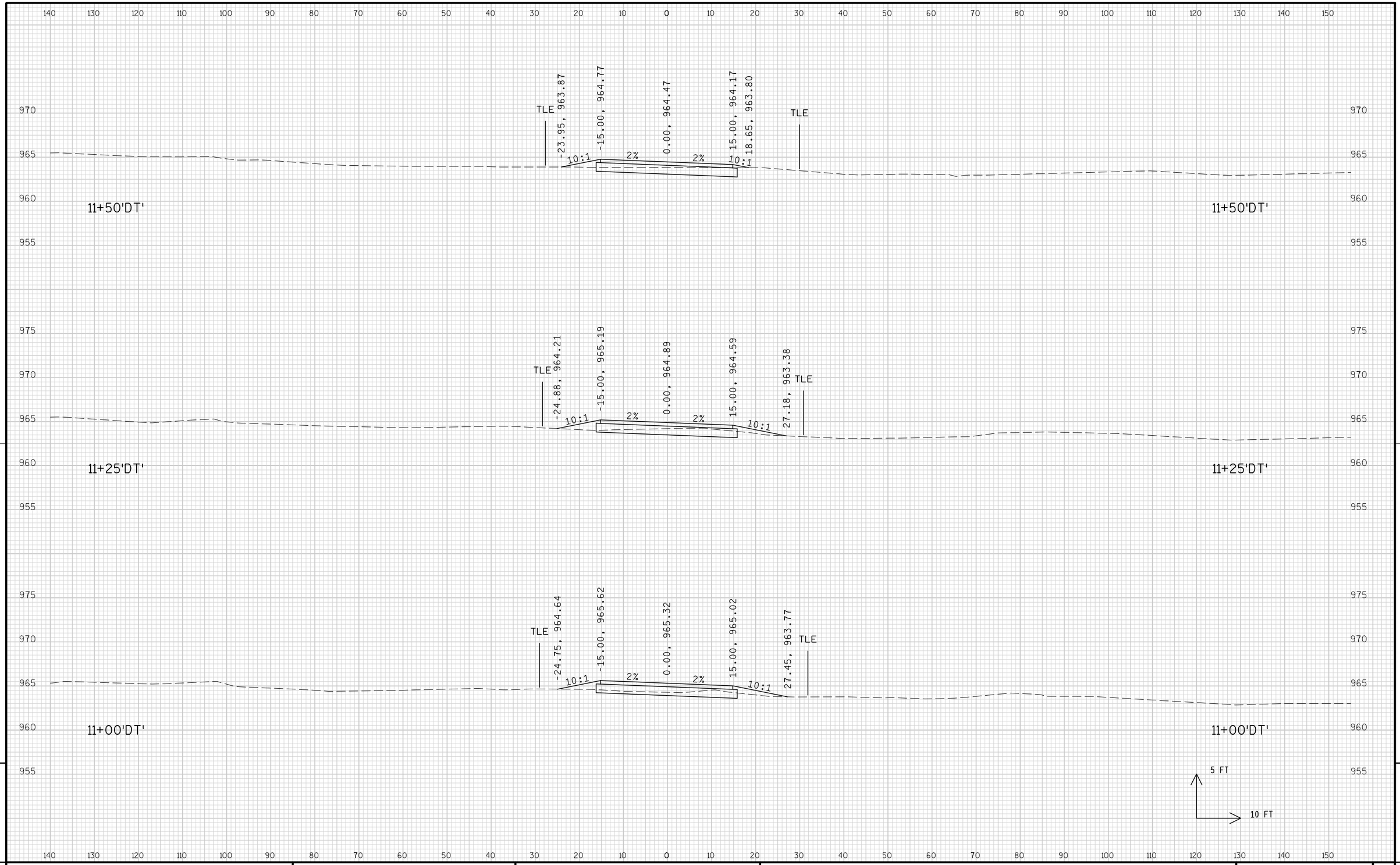


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DN2' LINE)	SHEET 1210	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DT'LINE)	SHEET 1211	E

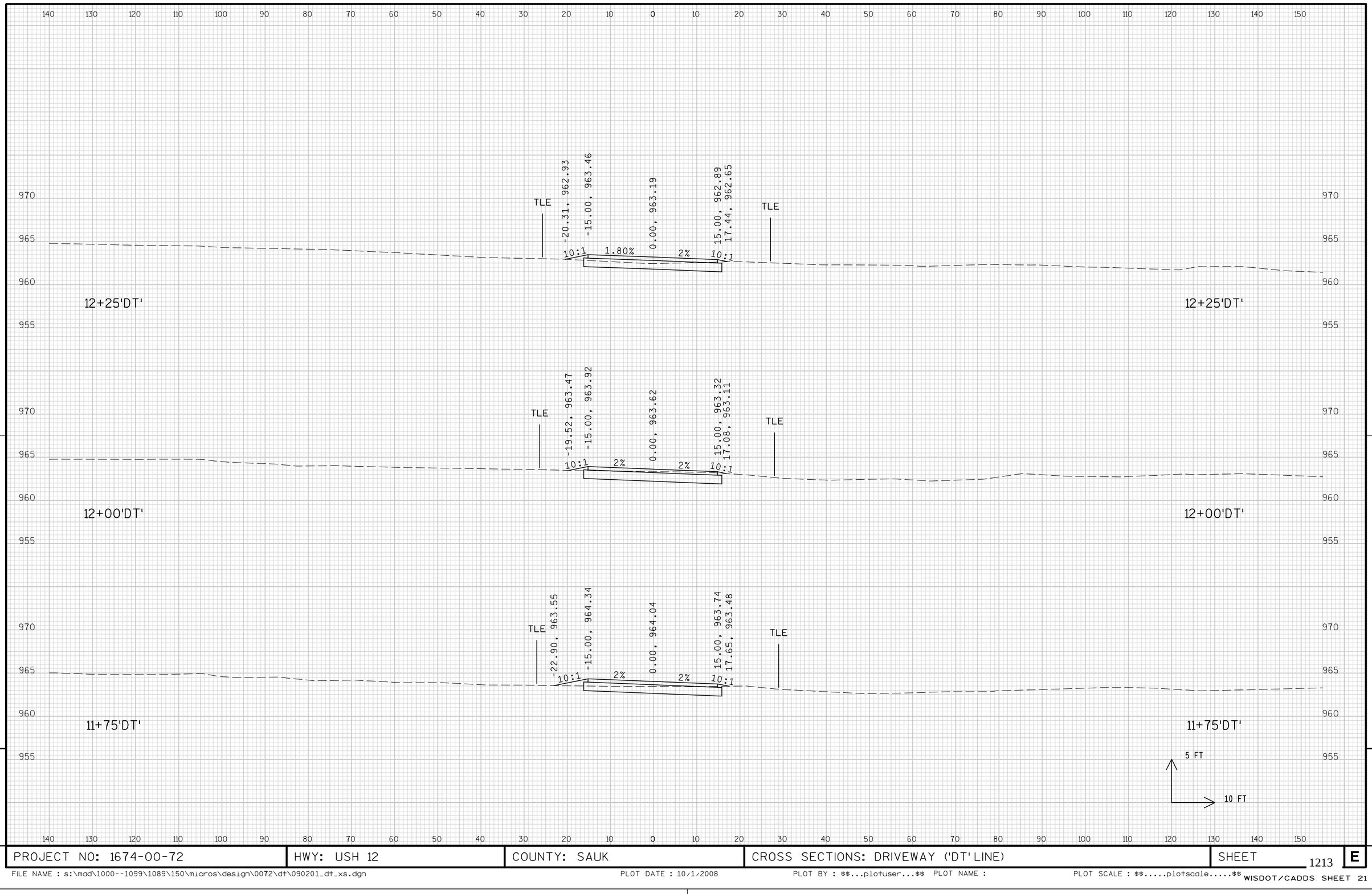


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DT'LINE)	SHEET 1212	E

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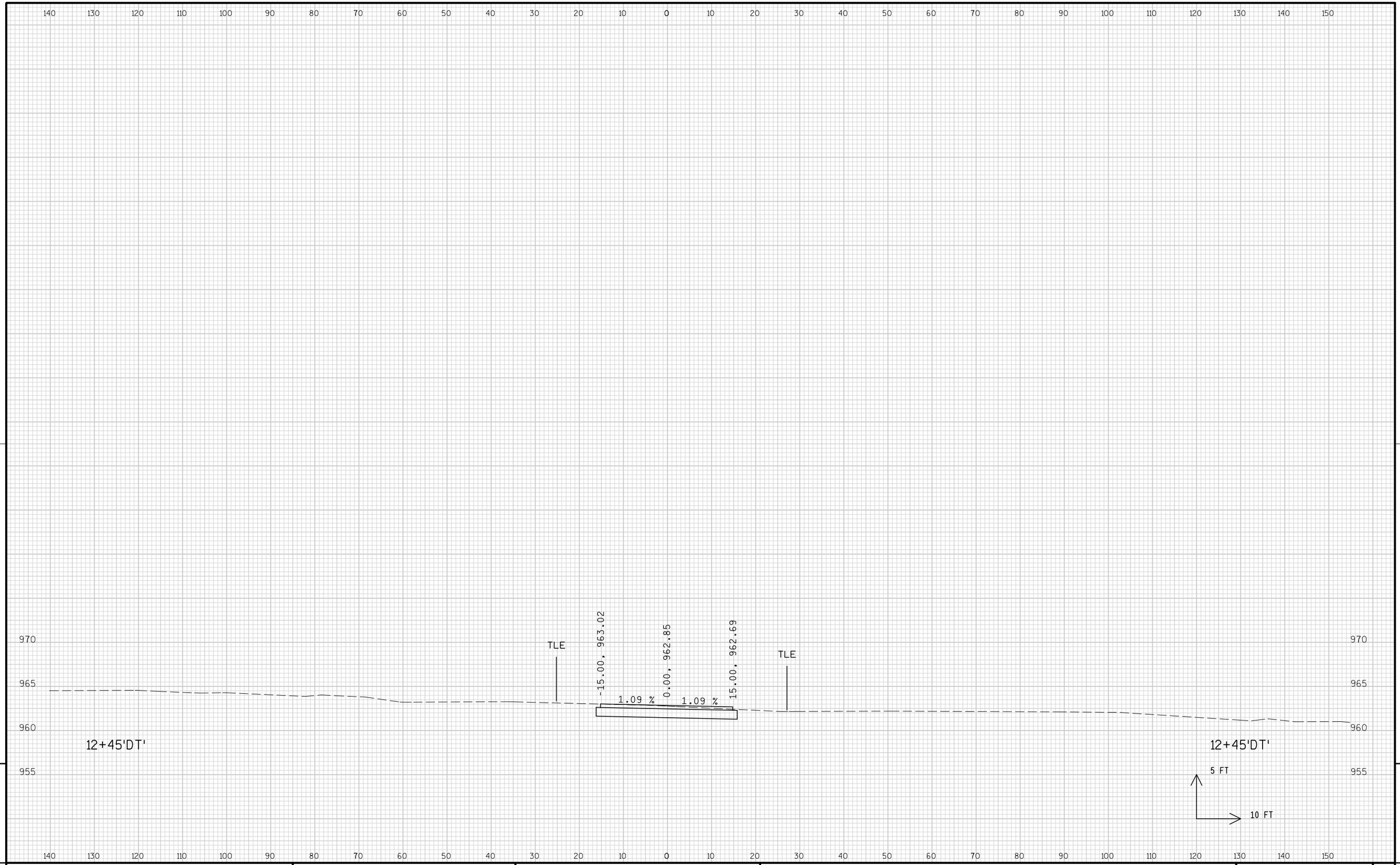


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DT' LINE)	SHEET 1213	E

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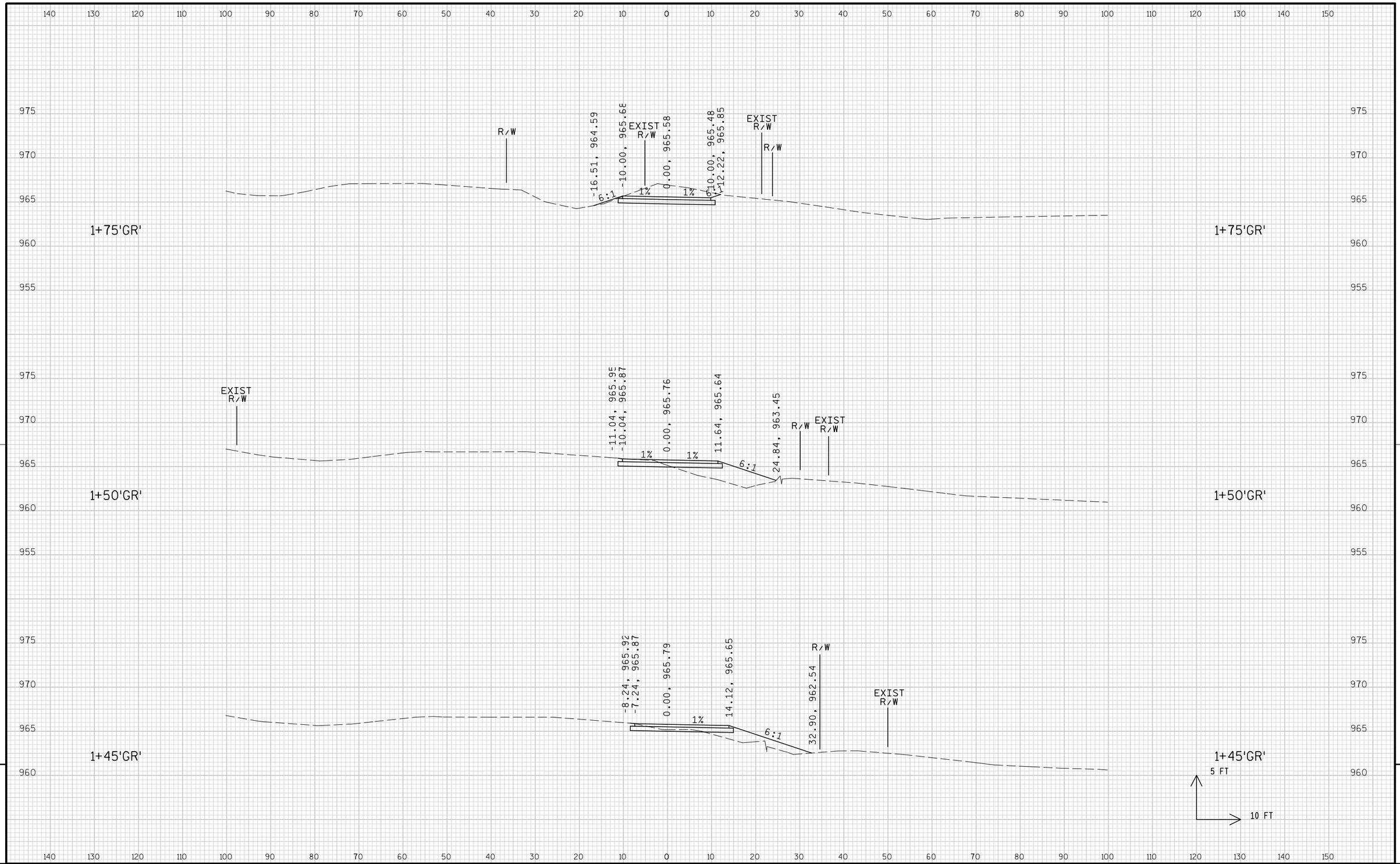


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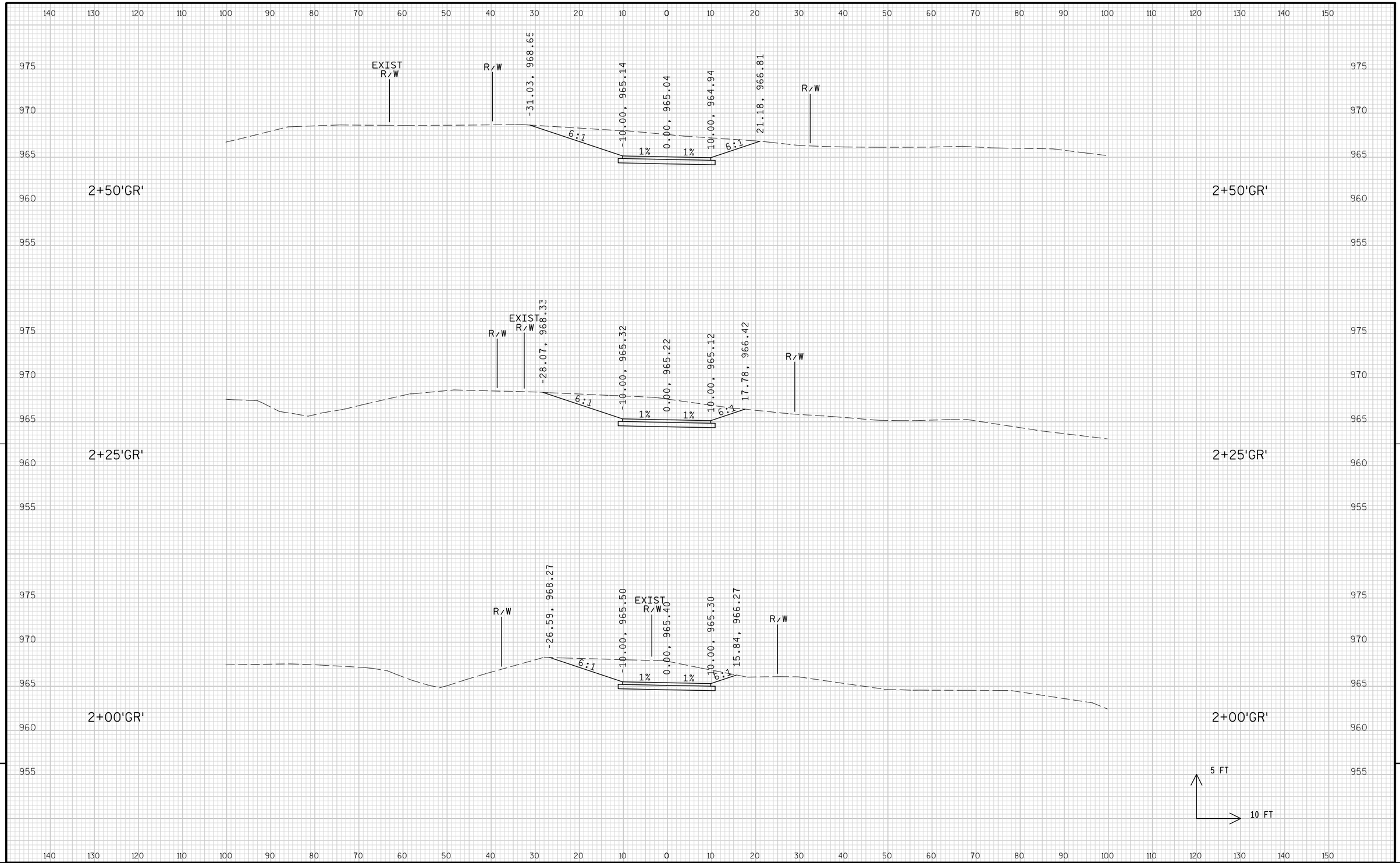
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('DT' LINE)	SHEET 1214	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('GR' LINE)	SHEET 1215	E



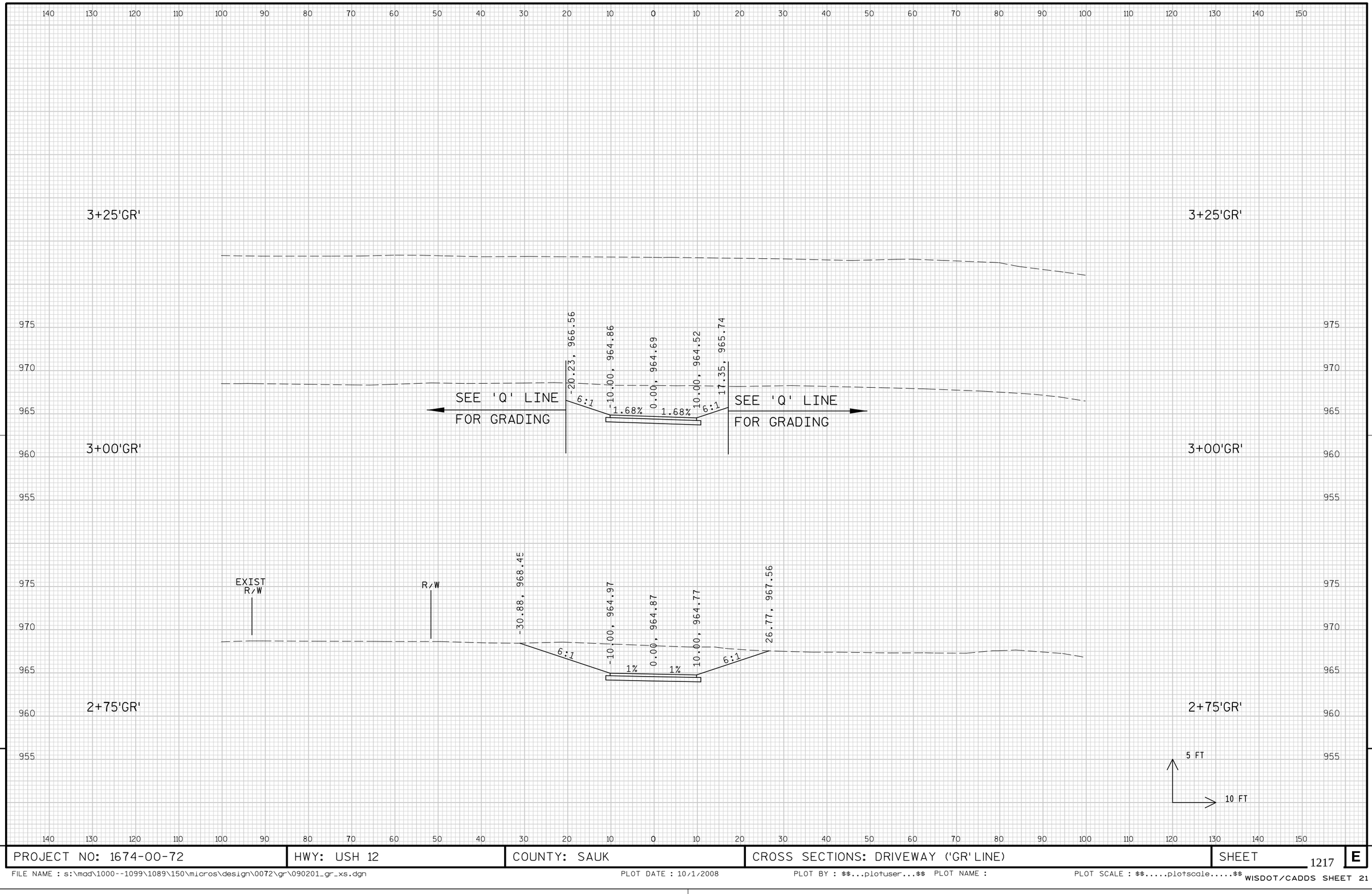
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('GR' LINE)	SHEET 1216	E

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WISDOT/CADDS SHEET 21

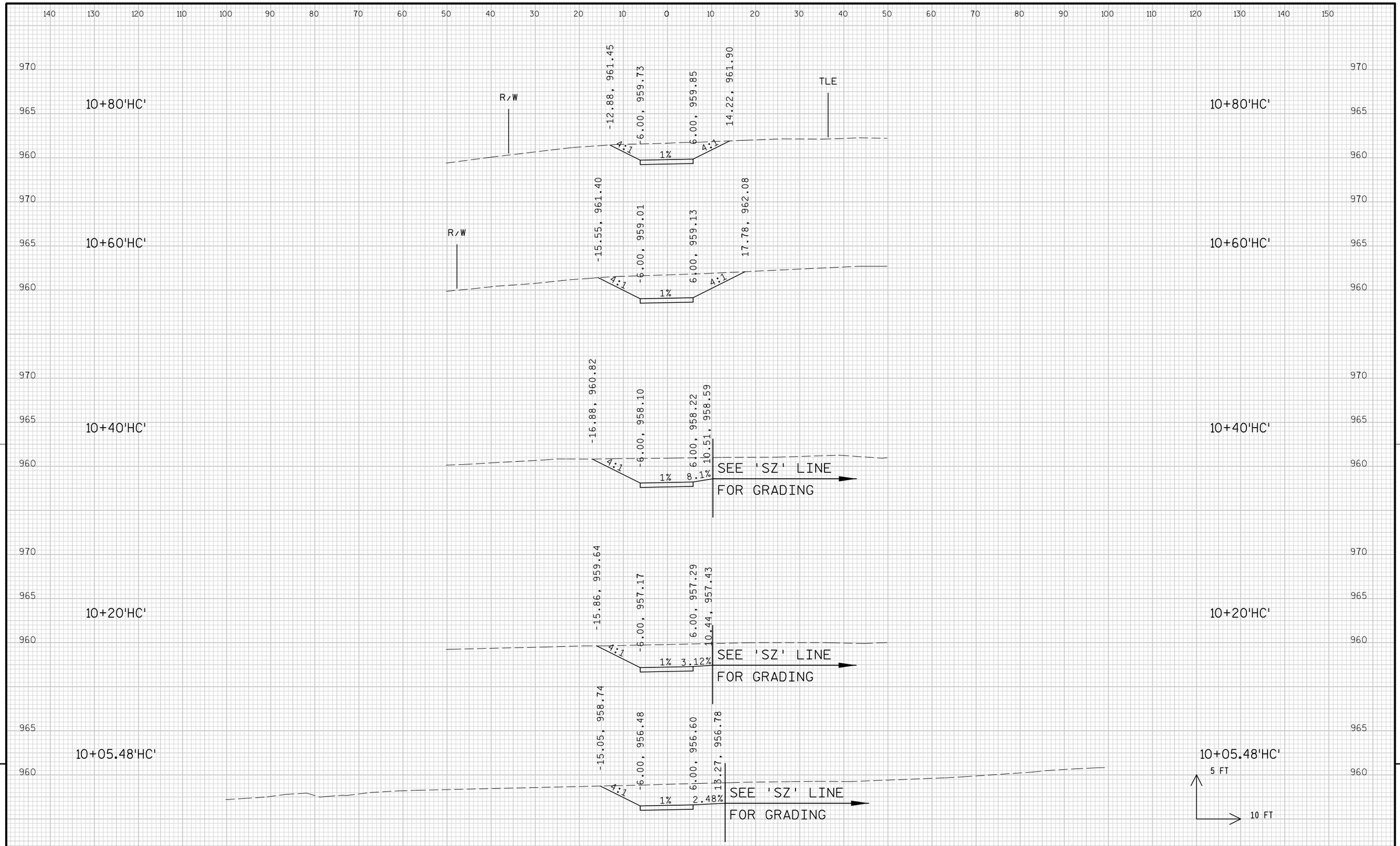


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('GR' LINE)	SHEET 1217	E

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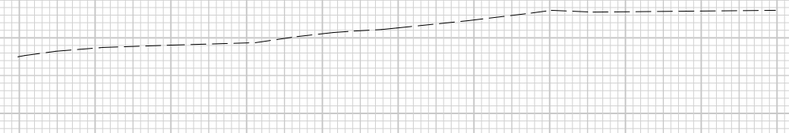
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('HC' LINE)	SHEET 1218	E

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140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

11+40'HC'

960



11+20'HC'

970
965
960

R/W

-6.30, 960.54

-6.00, 960.58
8.94, 961.32

4:1 1% 4:1

TLE

11+00'HC'

970
965
960

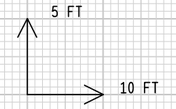
R/W

-8.65, 960.85
-6.00, 960.19

6.00, 960.31
11.71, 961.74

4:1 1% 4:1

TLE



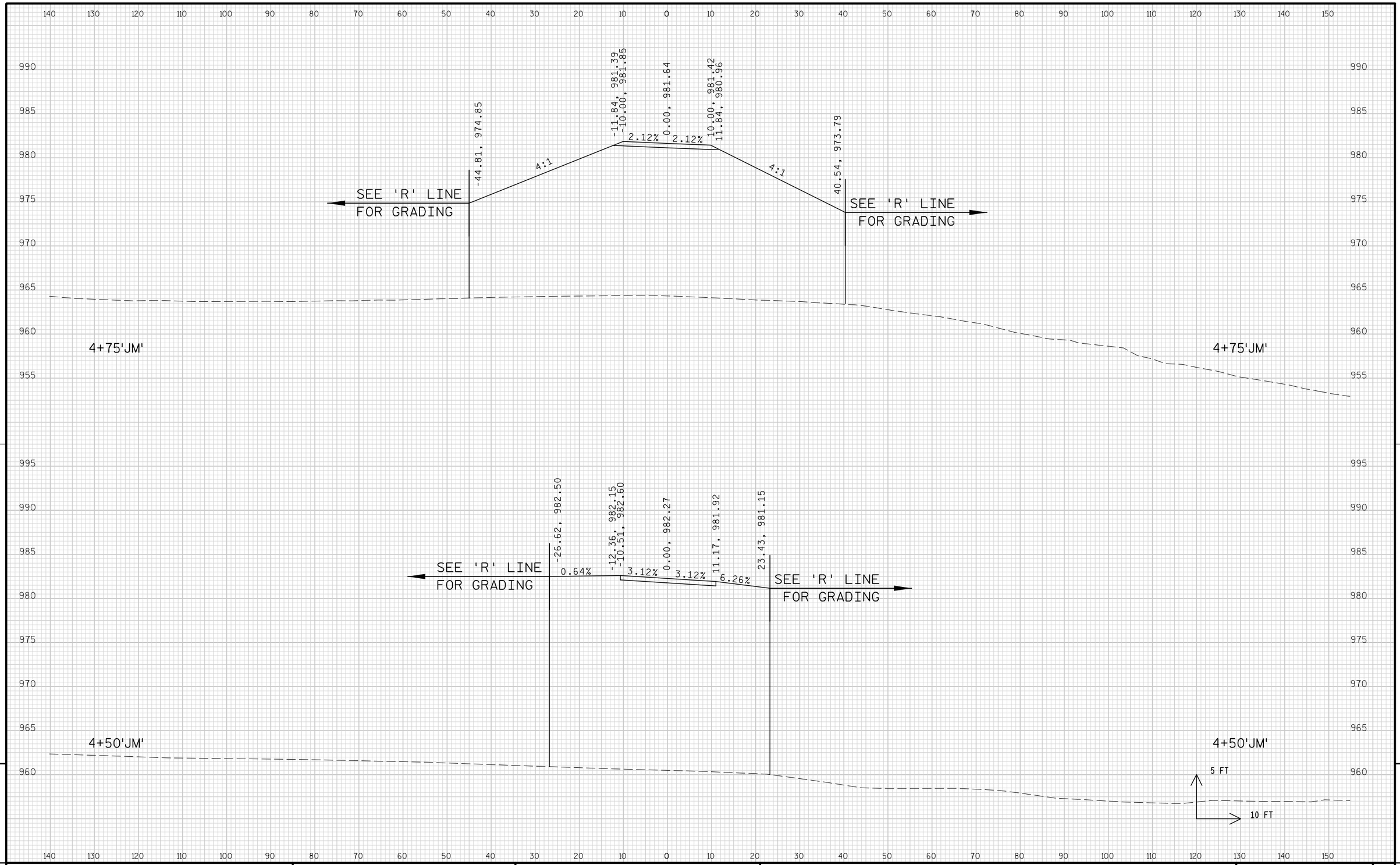
11+40'HC'
960
11+20'HC'
970
965
960
11+00'HC'
970
965
960
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

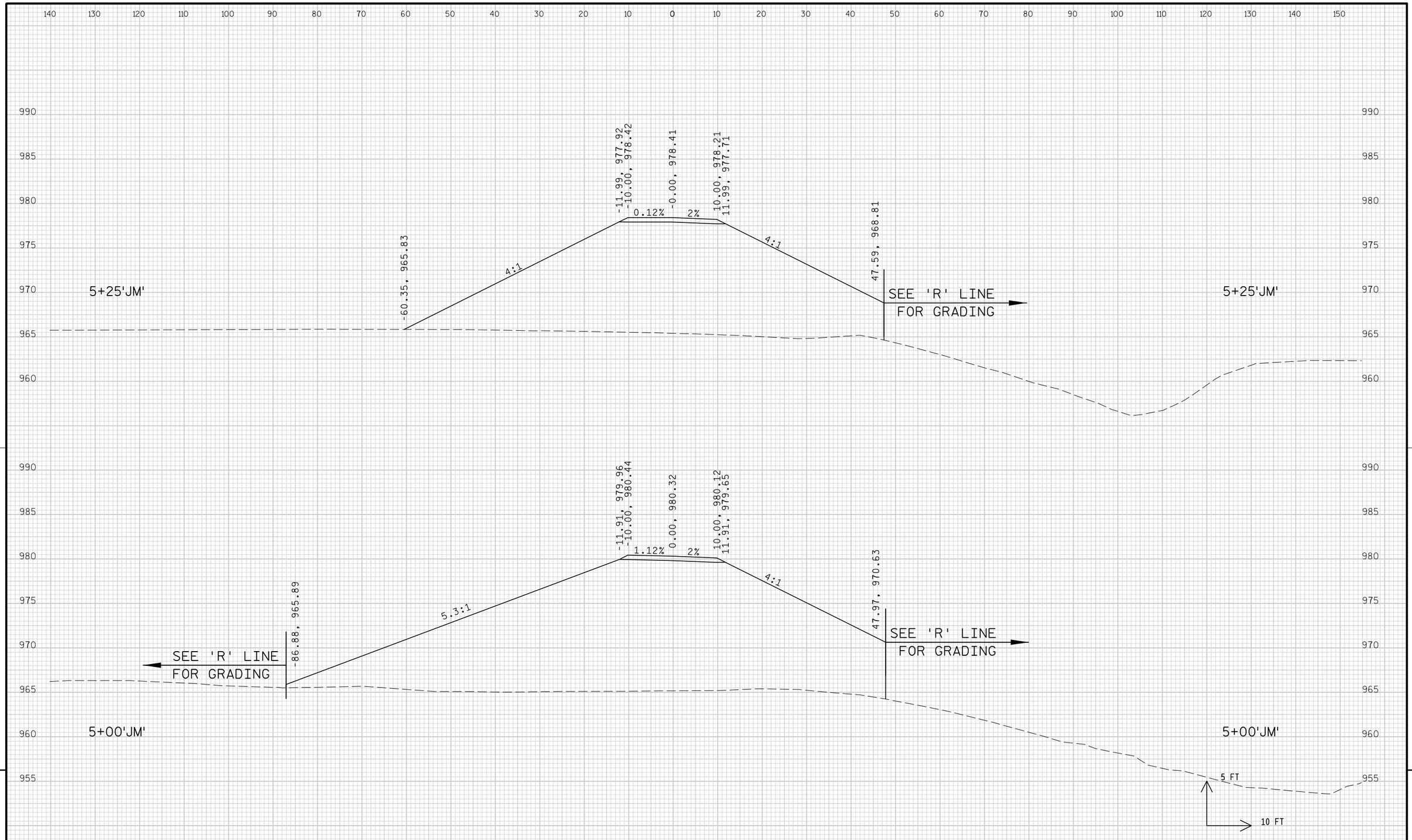
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('HC' LINE)	SHEET 1219	E

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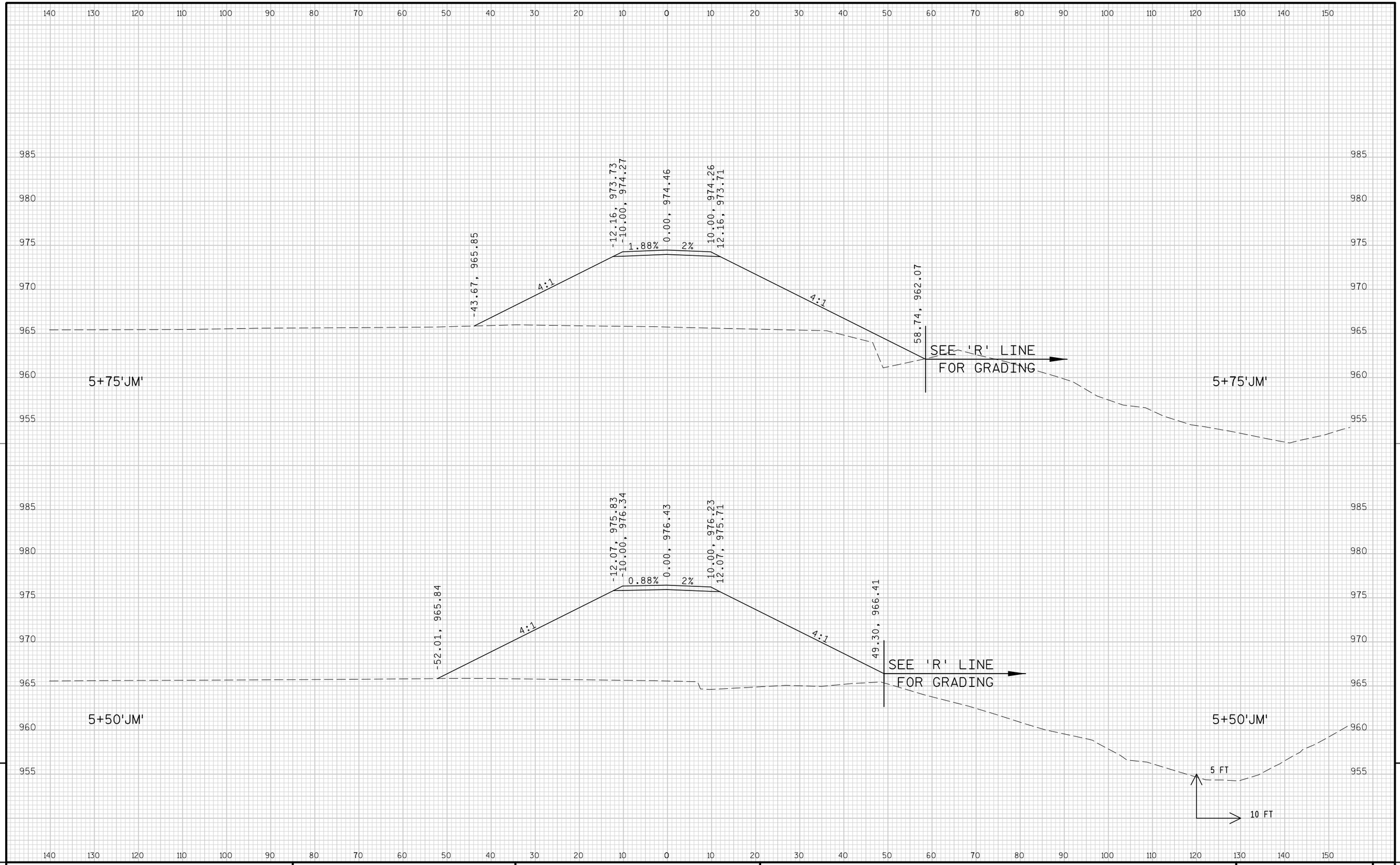


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FIELD ENTRANCE ('JM' LINE)	SHEET 1220 E

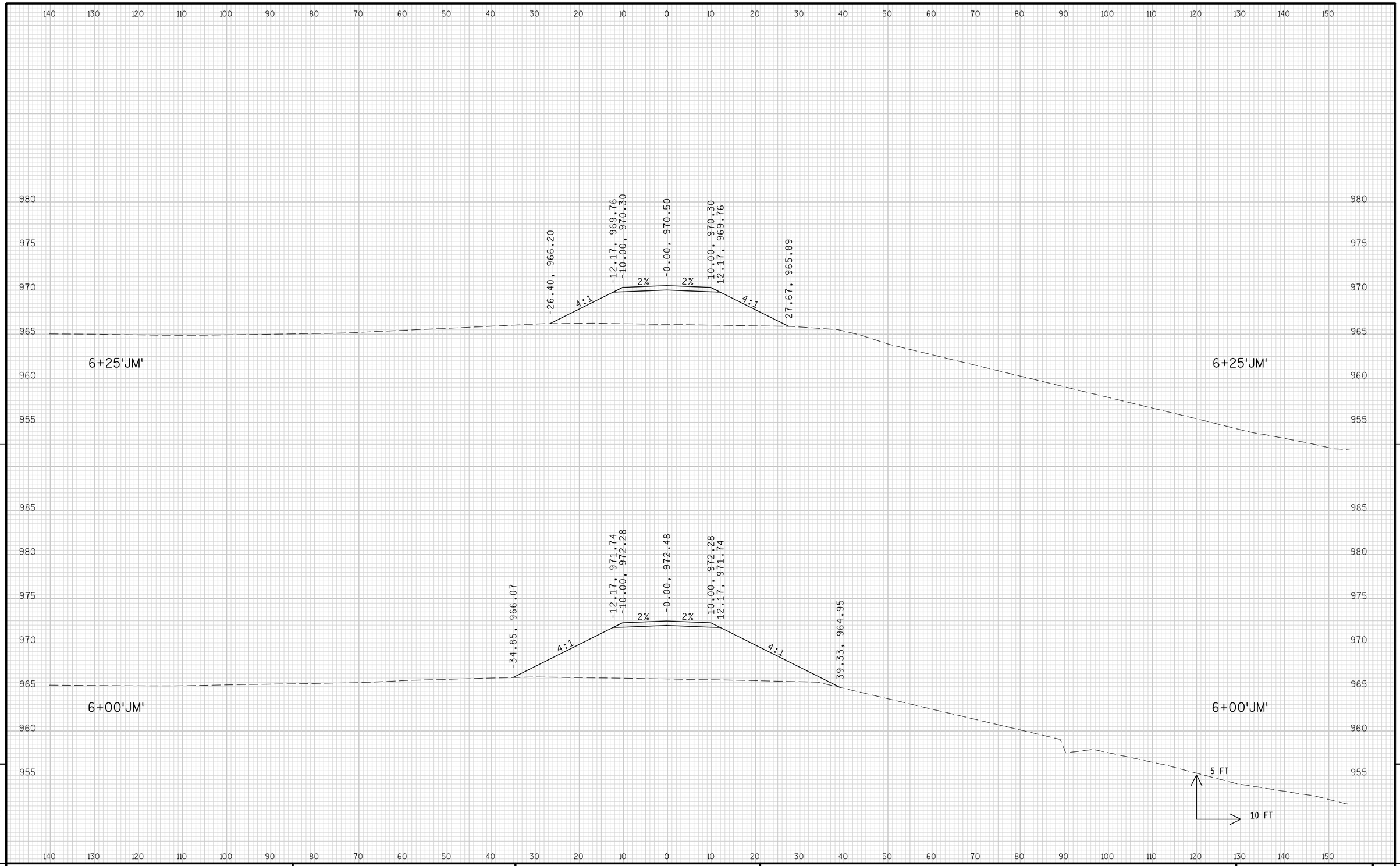


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FIELD ENTRANCE ('JM' LINE)	SHEET 1221	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\jm\090201_jm_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



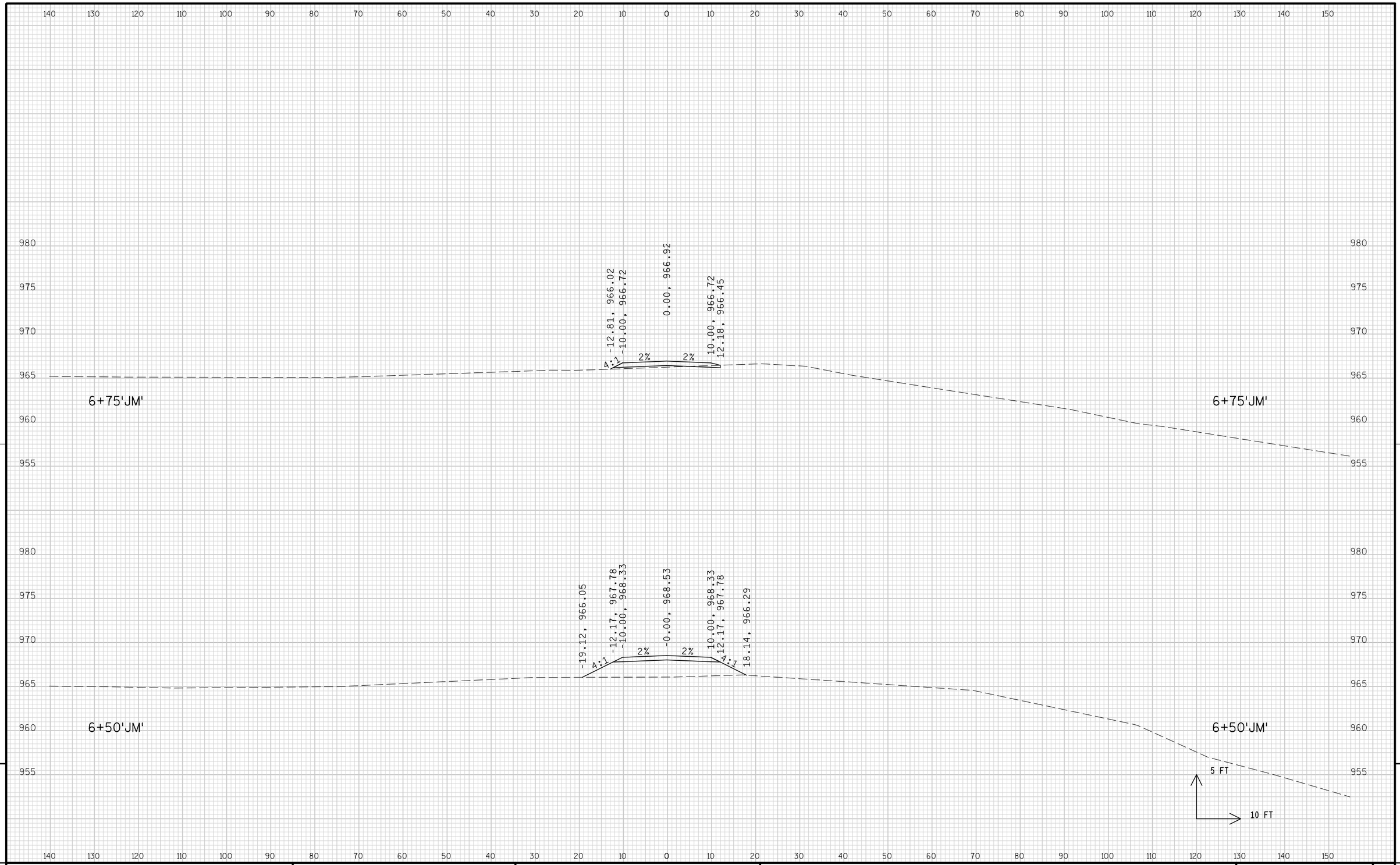
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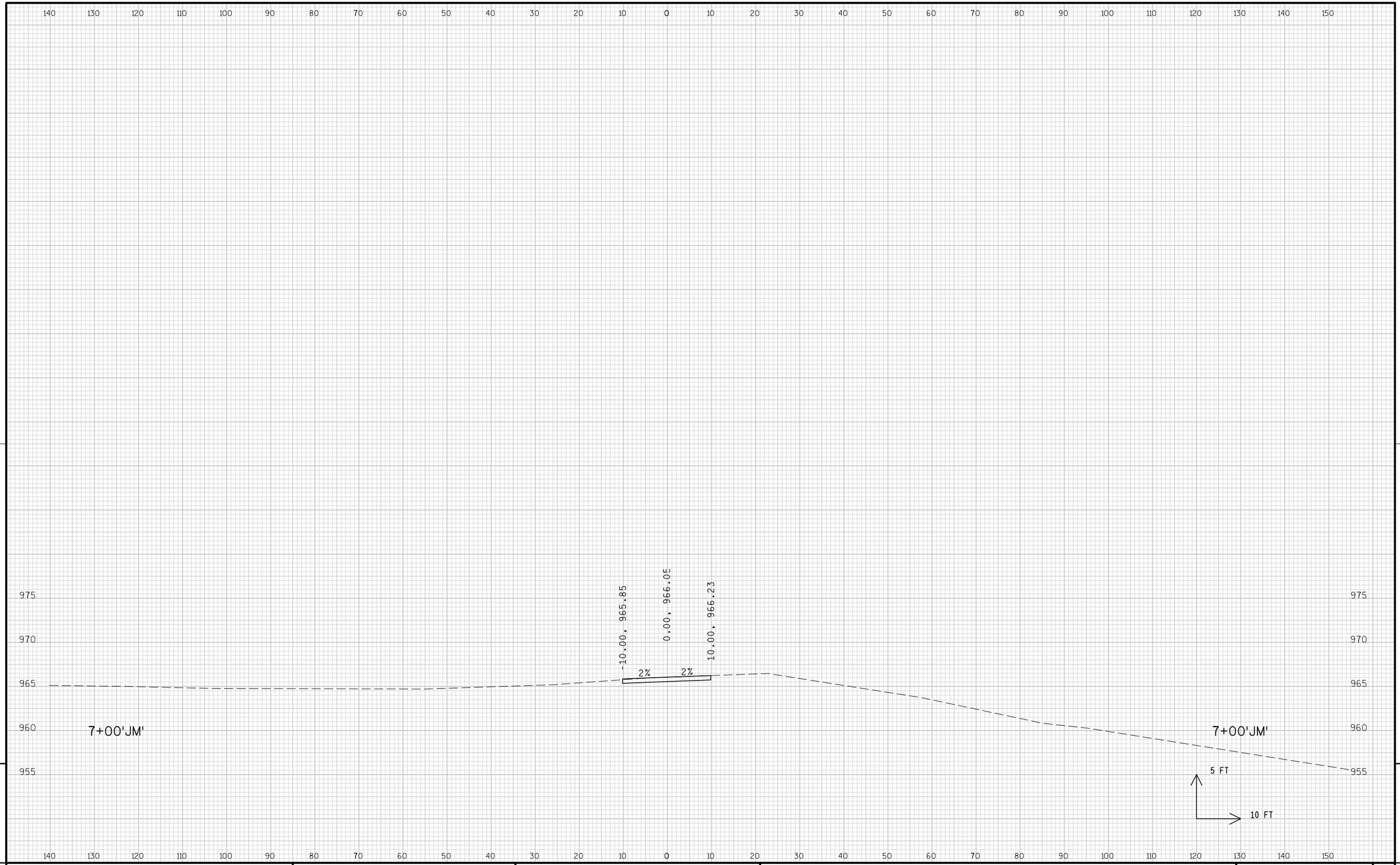
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FIELD ENTRANCE ('JM' LINE)	SHEET 1223	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FIELD ENTRANCE ('JM' LINE)	SHEET 1224	E

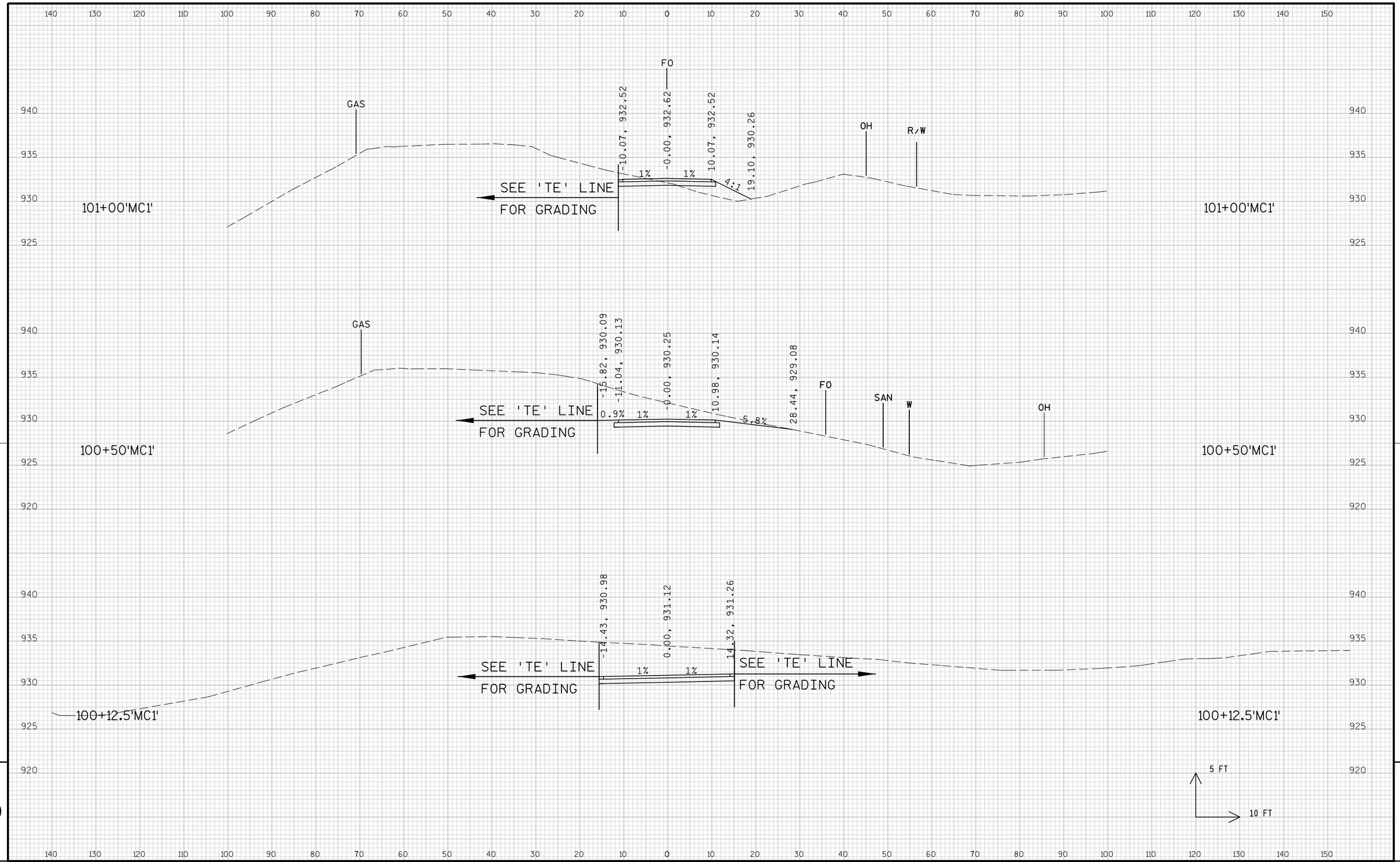


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: FIELD ENTRANCE ('JM' LINE)	SHEET 1225	E

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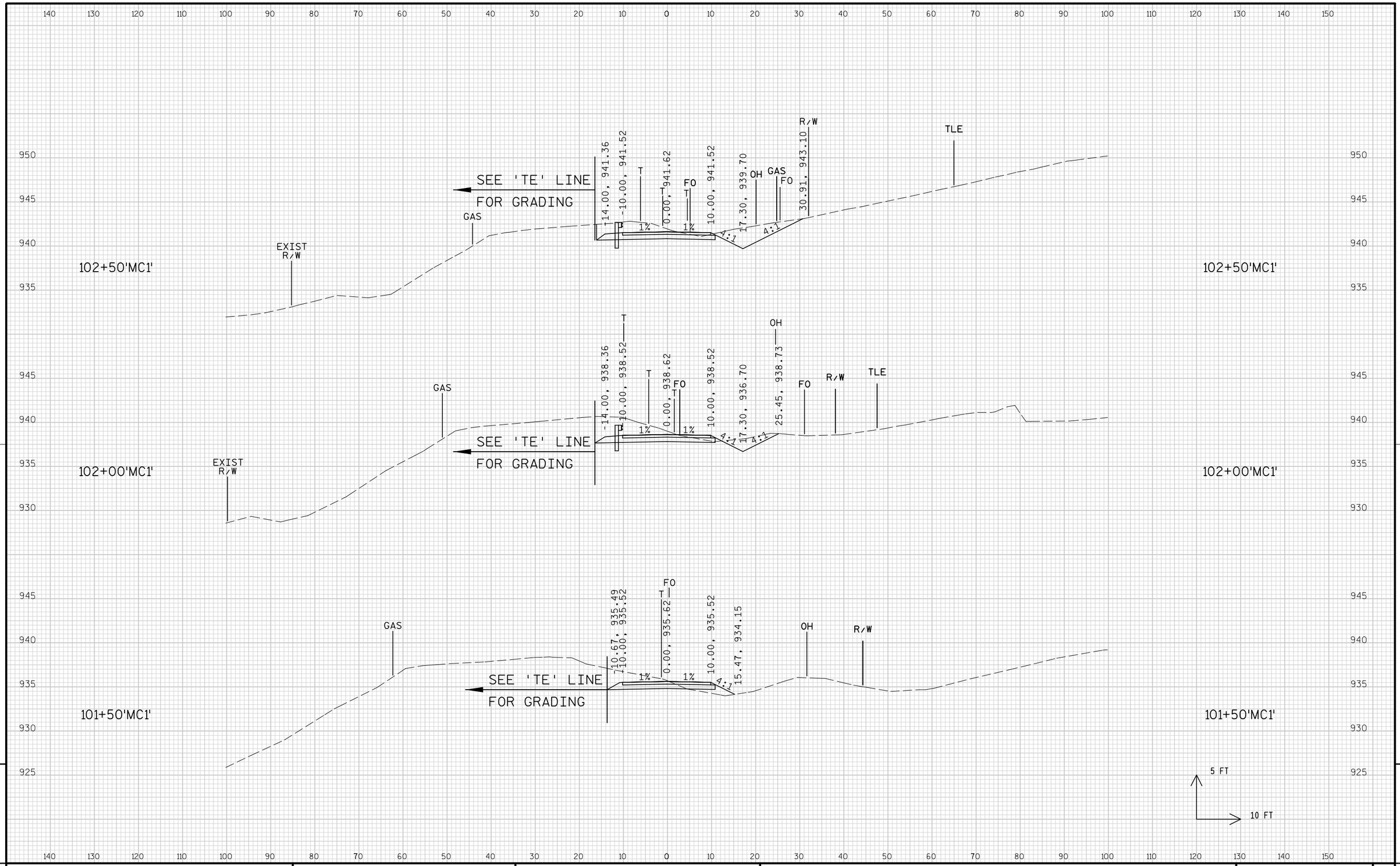


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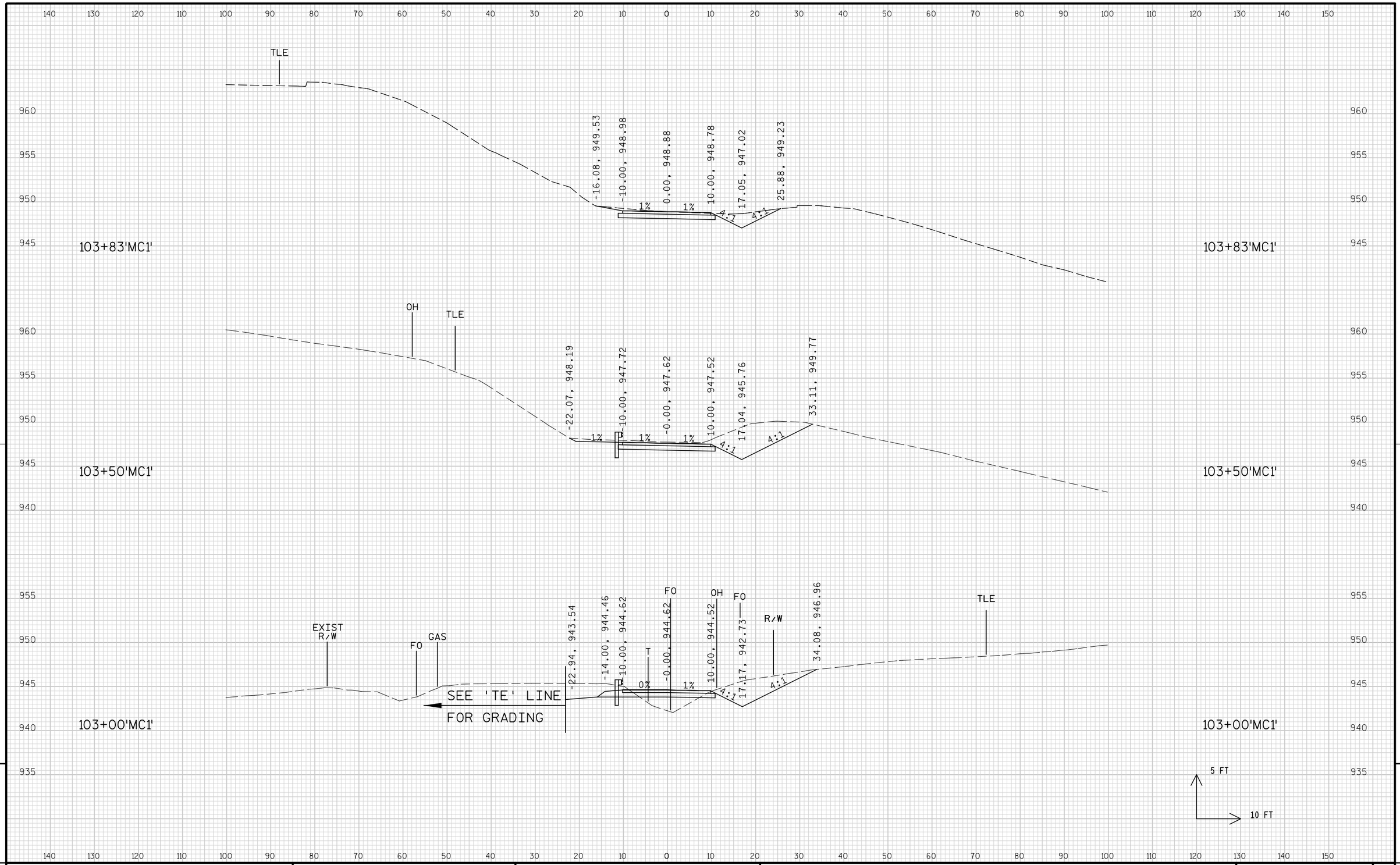
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY CONTSRUCTION DRIVEWAY ('MC1' LINE)	SHEET 1226	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mc1\090201_mc1_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY CONTSRUCTION DRIVEWAY ('MC1' LINE)	SHEET 1227	E

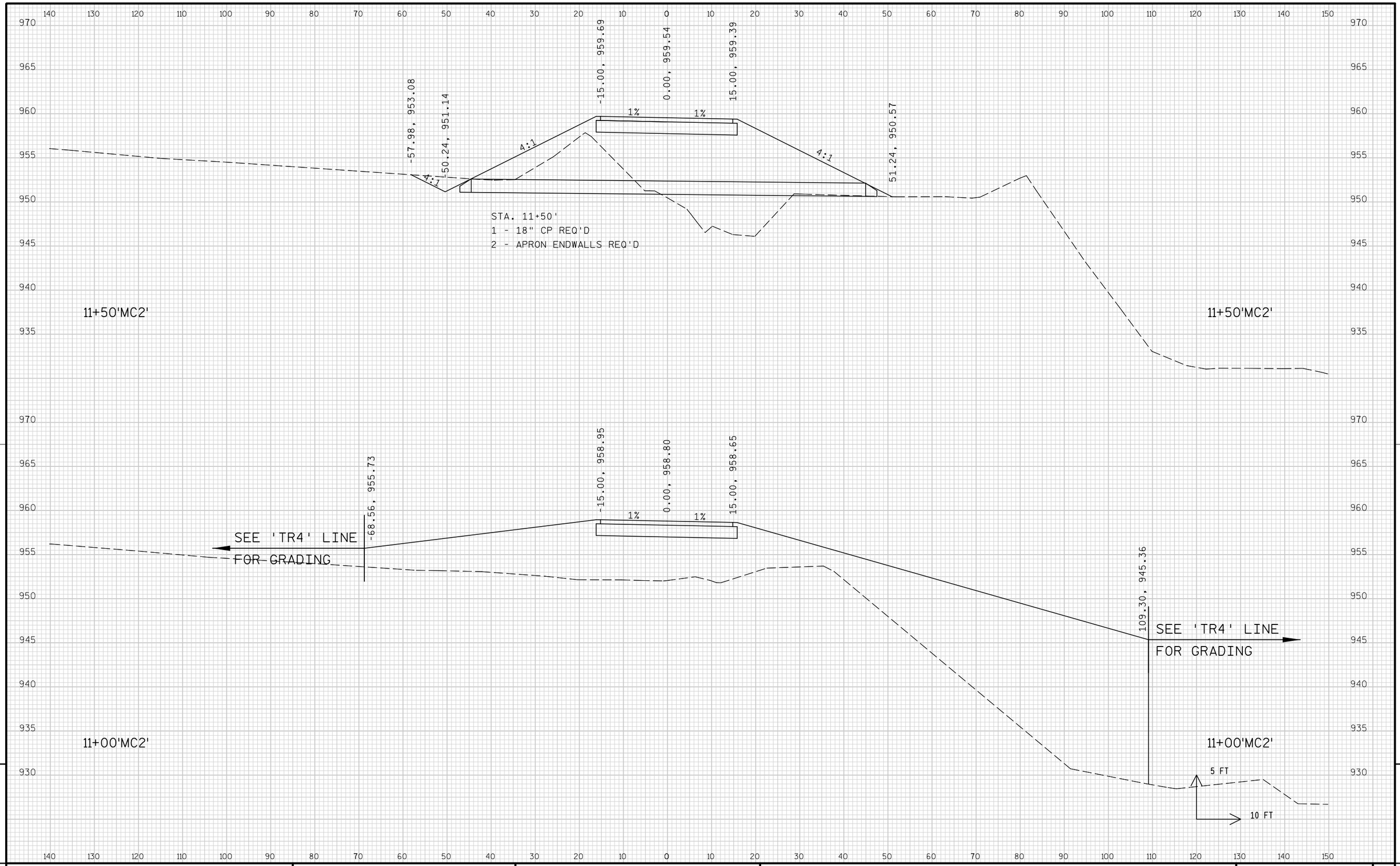


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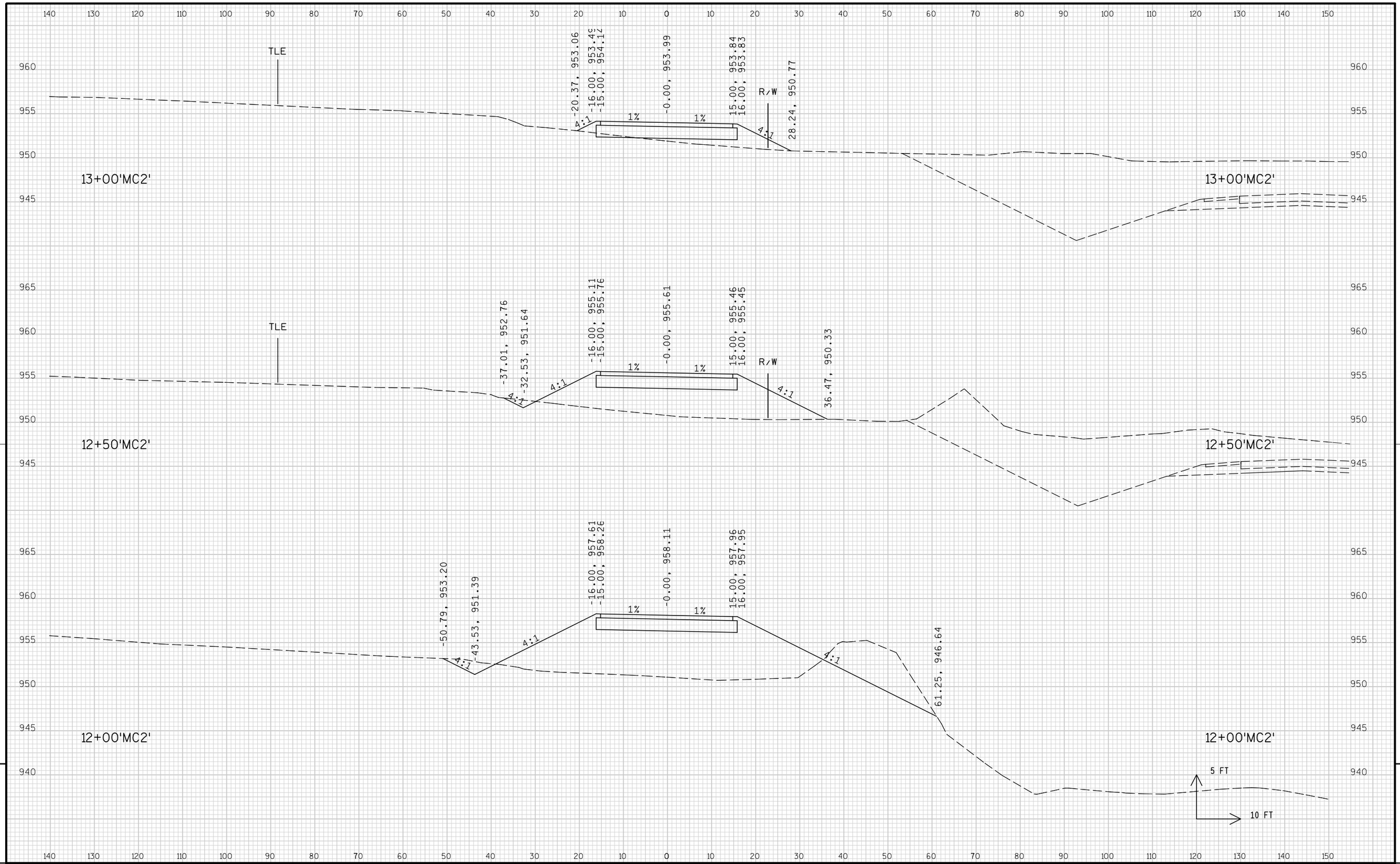
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY CONTSRUCTION DRIVEWAY ('MC1' LINE)	SHEET 1228	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mc1\090201_mc1_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



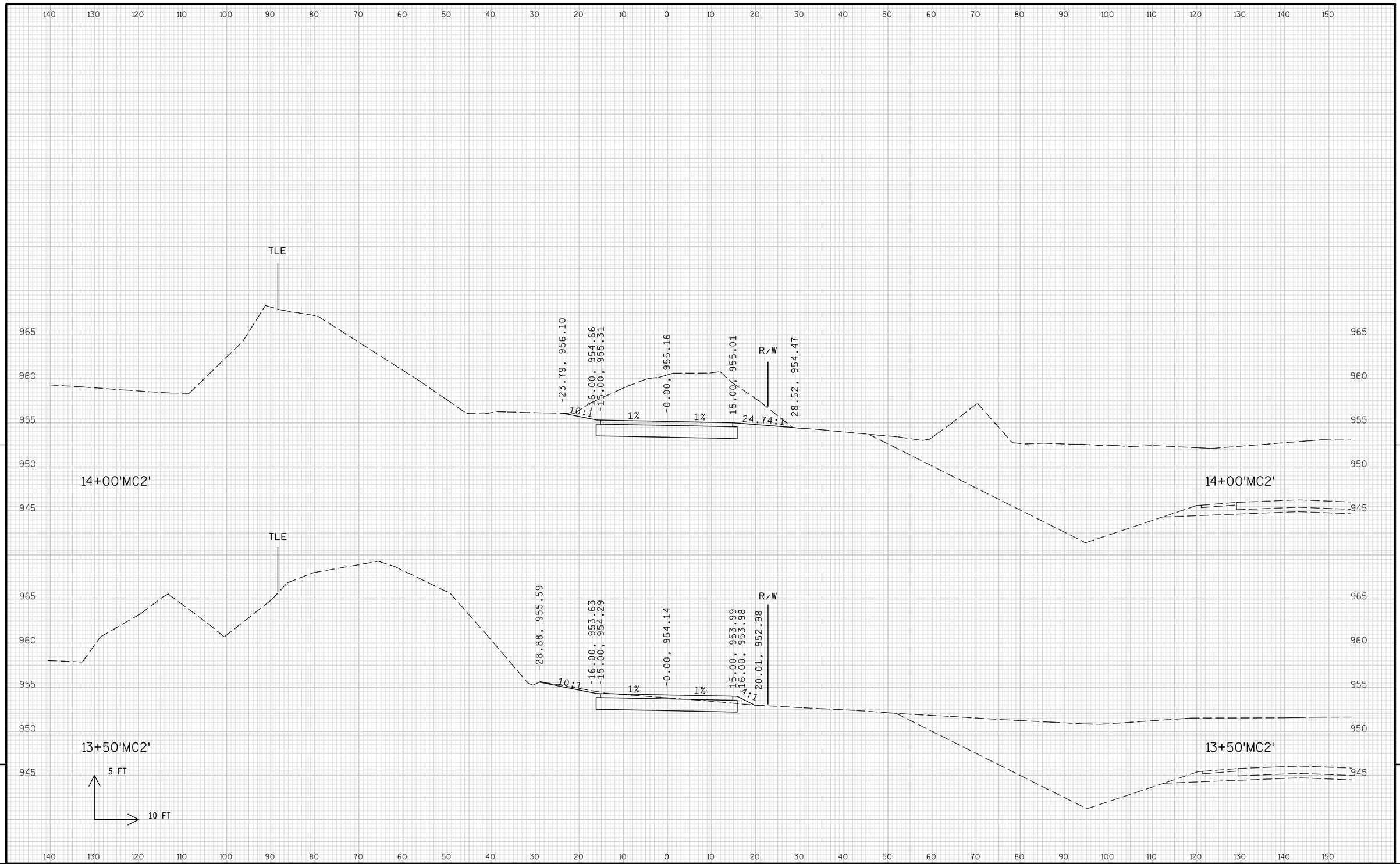
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY ROUNDABOUT DRIVEWAY ('MC2' LINE)	SHEET 1229	E



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY ROUNDABOUT DRIVEWAY ('MC2' LINE)	SHEET 1230	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mc2\090201_mc2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

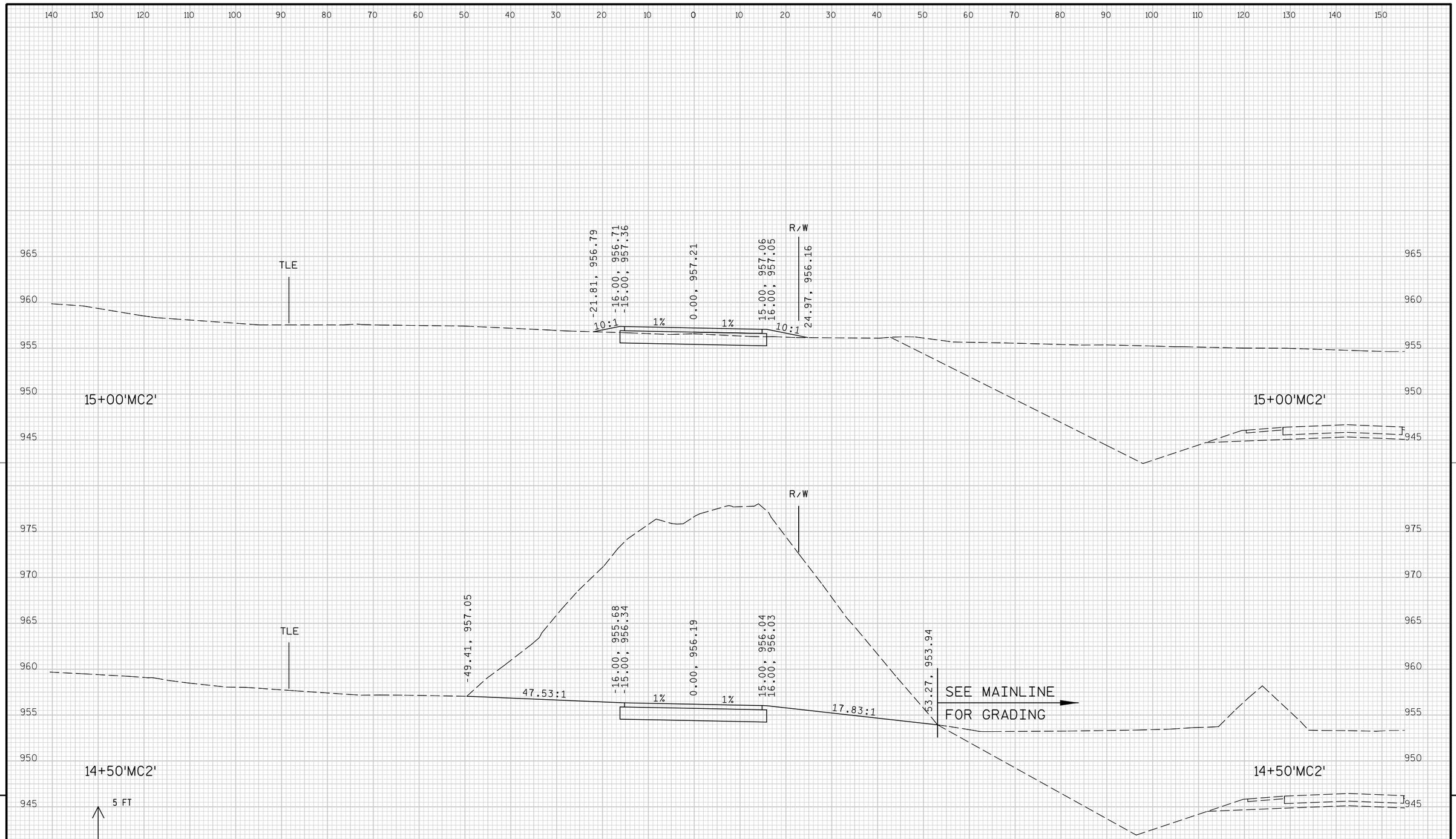
WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY ROUNDABOUT DRIVEWAY ('MC2' LINE)	SHEET 1231 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mc2\090201_mc2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

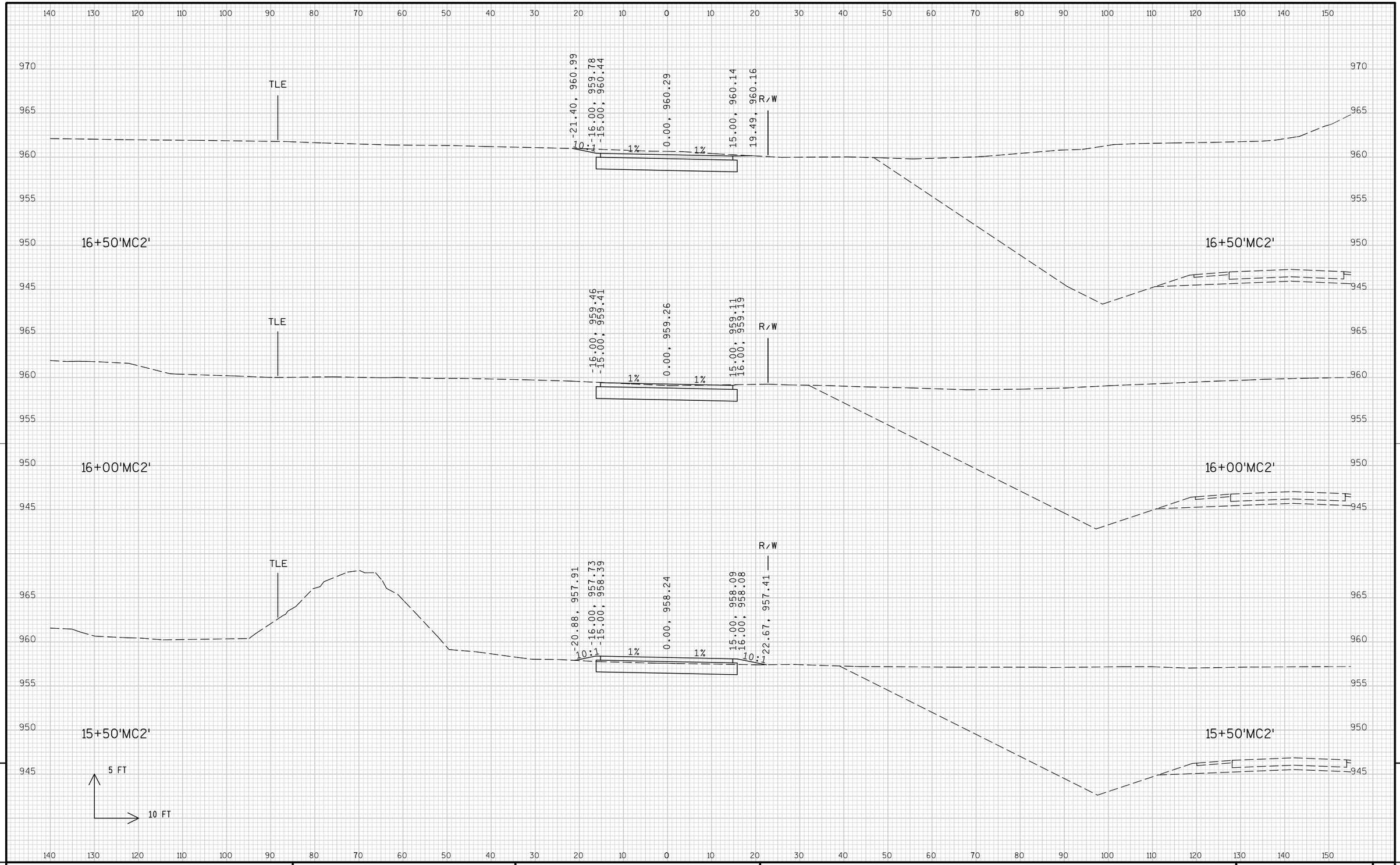


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY ROUNDABOUT DRIVEWAY ('MC2' LINE)	SHEET 1232	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mc2\090201_mc2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

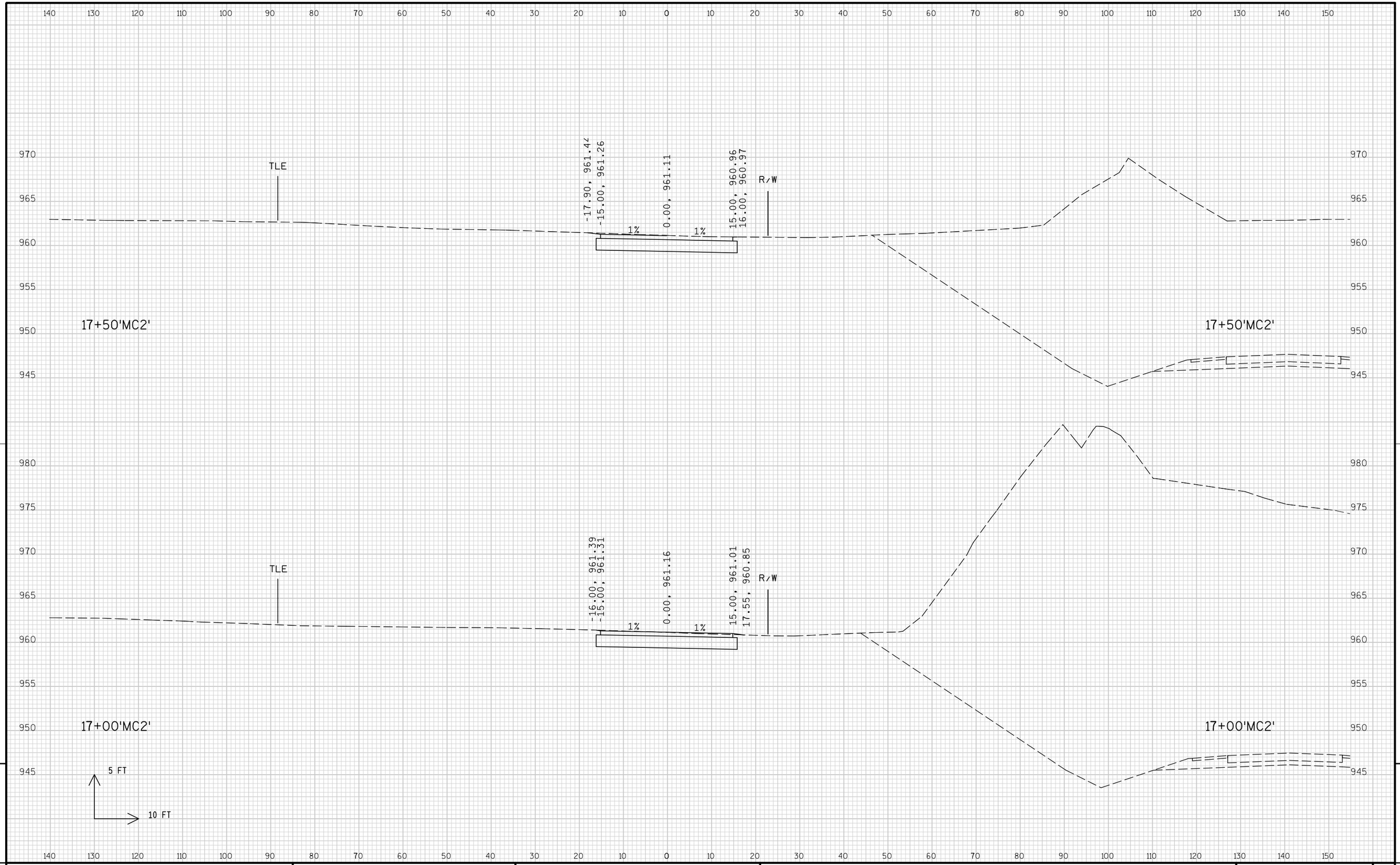


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY ROUNDABOUT DRIVEWAY ('MC2' LINE)	SHEET 1233	E

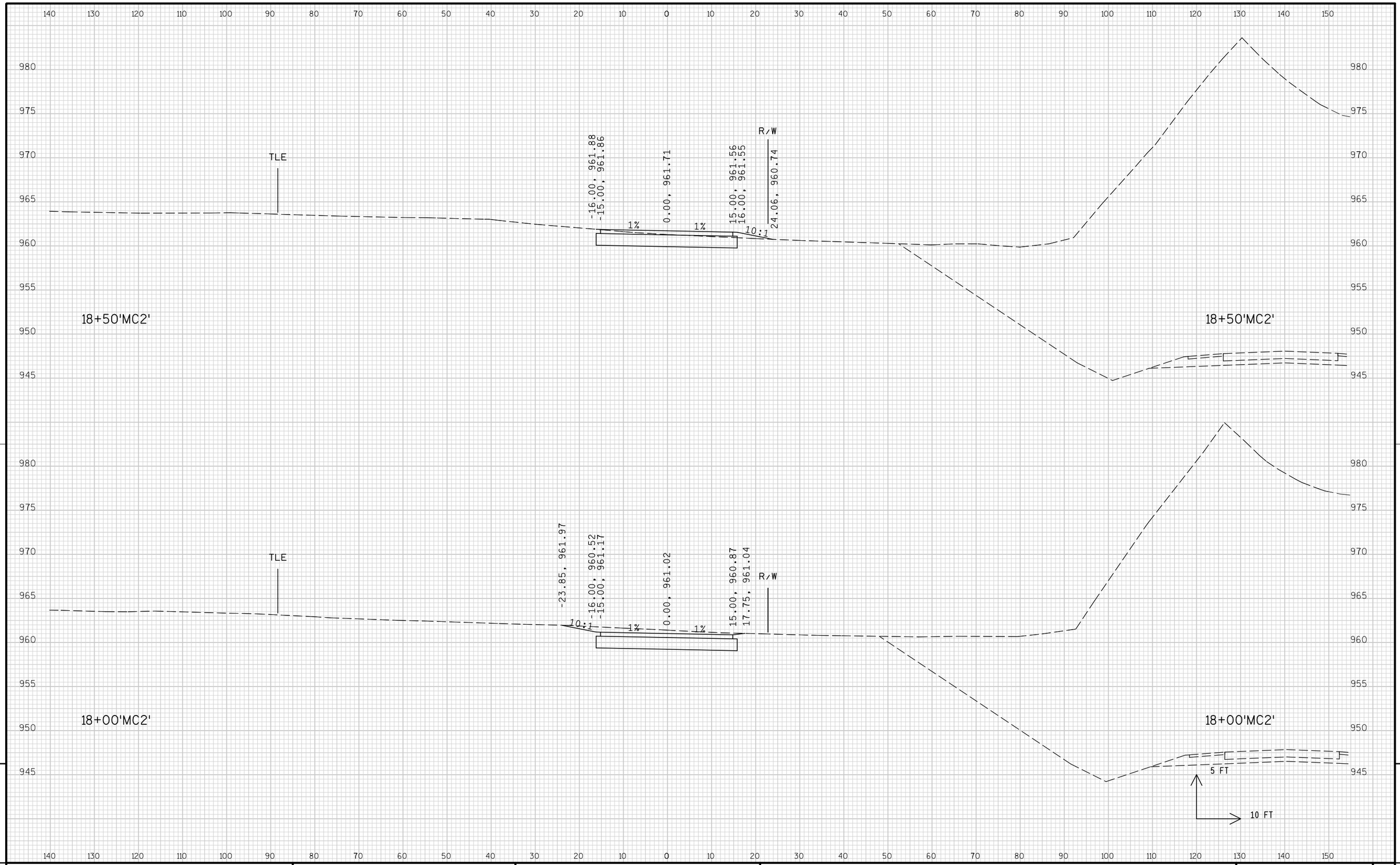
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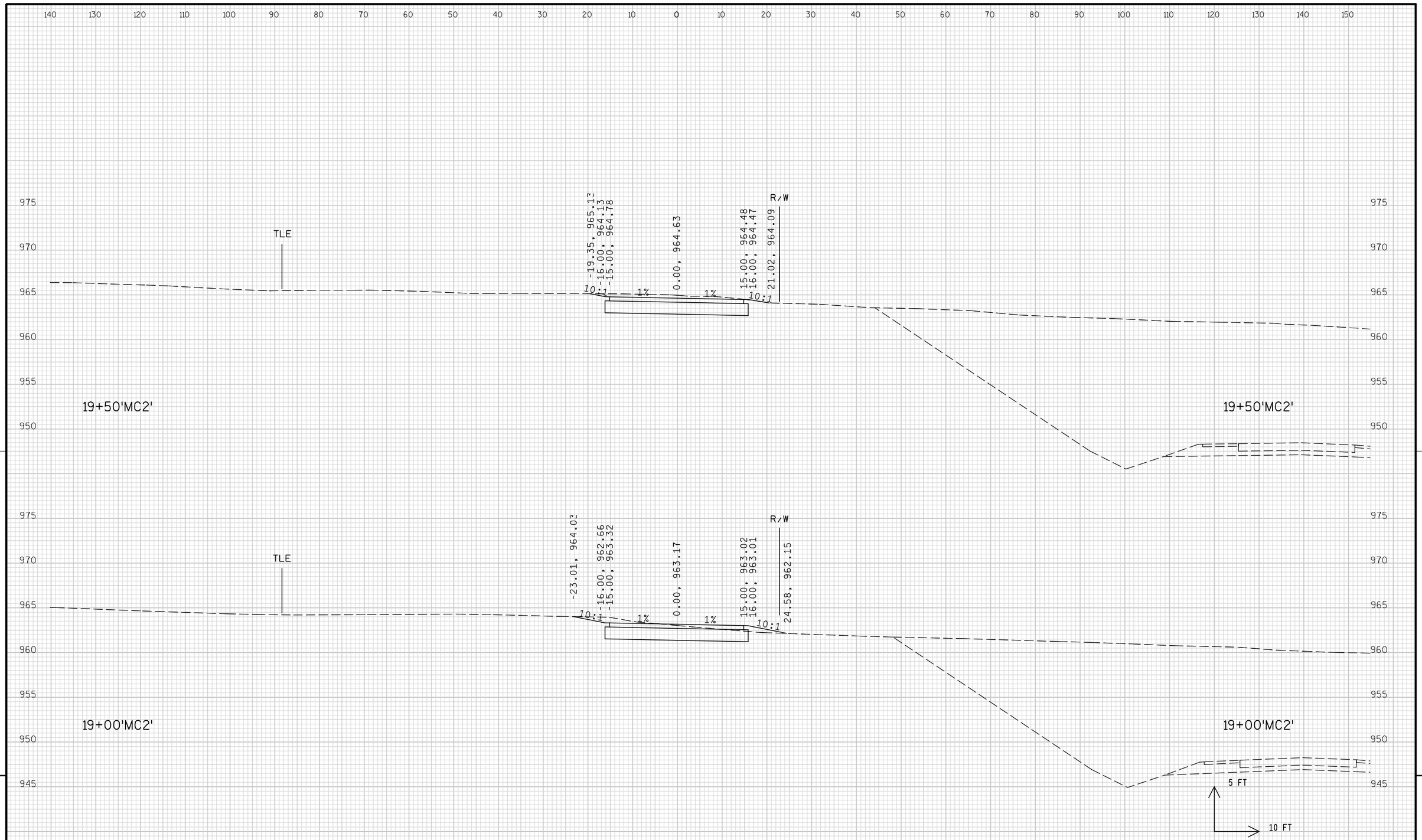
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY ROUNDABOUT DRIVEWAY ('MC2' LINE)	SHEET 1234	E



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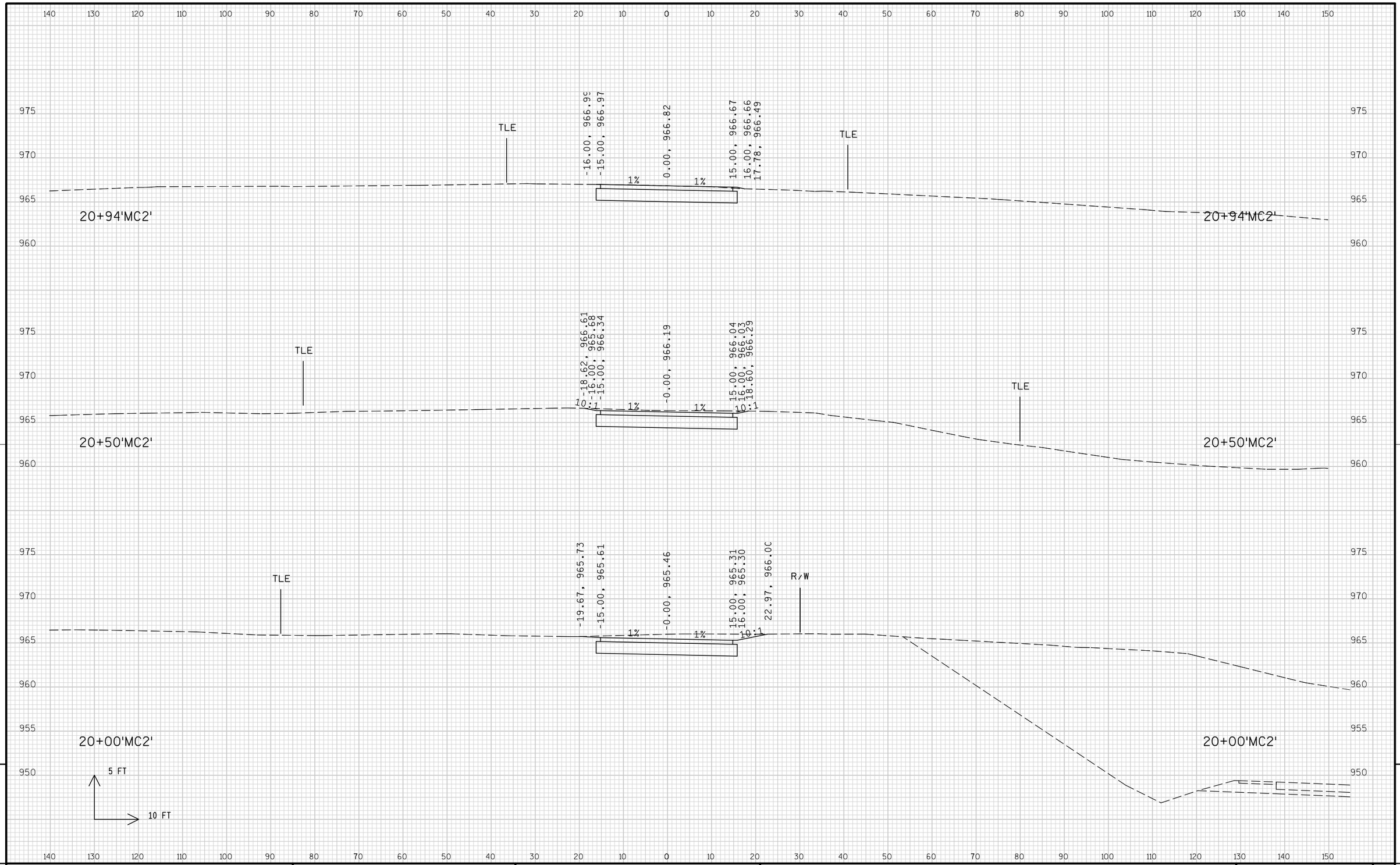
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY ROUNDABOUT DRIVEWAY ('MC2' LINE)	SHEET 1235	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY ROUNDABOUT DRIVEWAY ('MC2' LINE)	SHEET 1236	E

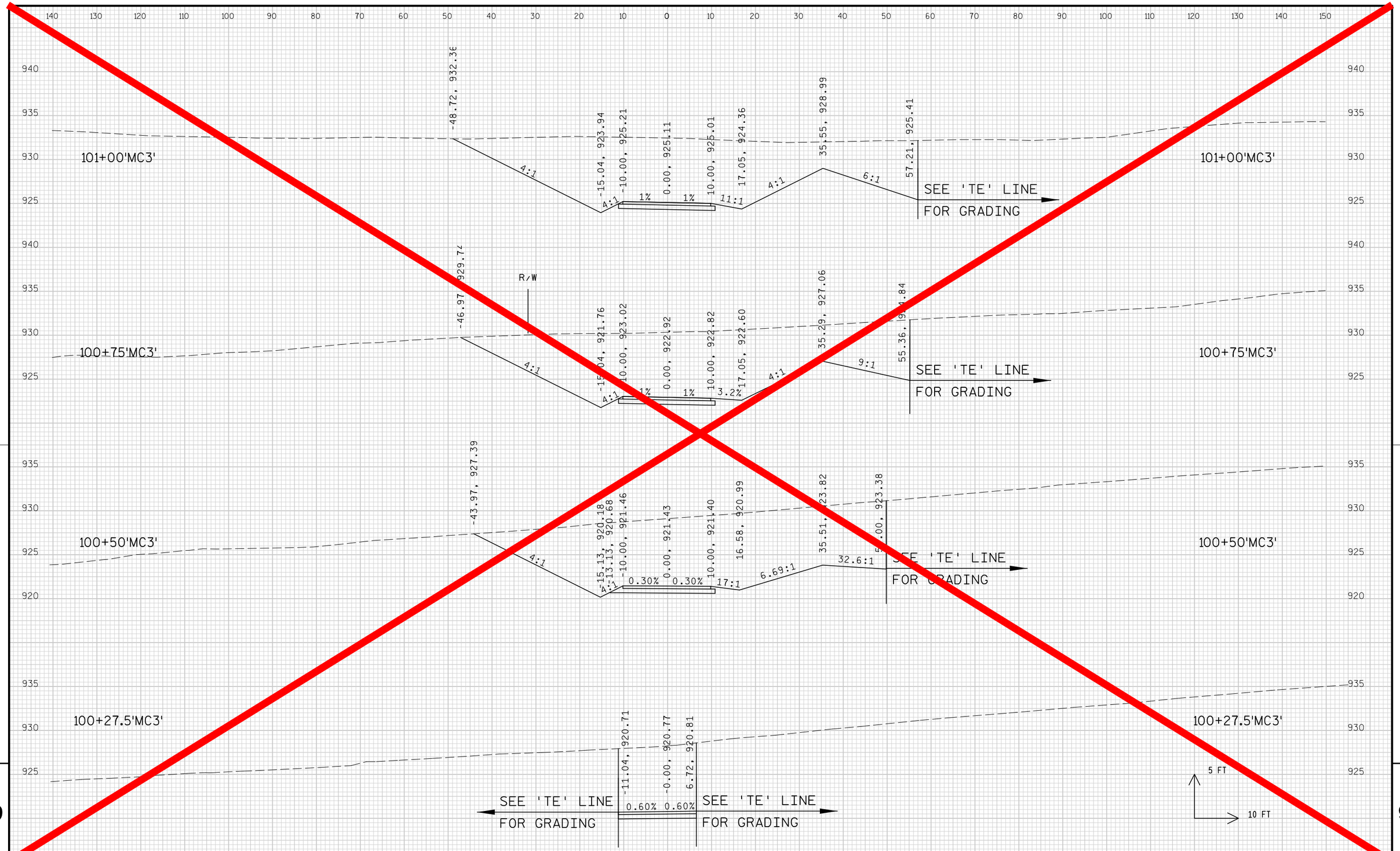


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY ROUNDABOUT DRIVEWAY ('MC2' LINE)	SHEET 1237	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mc2\090201_mc2_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

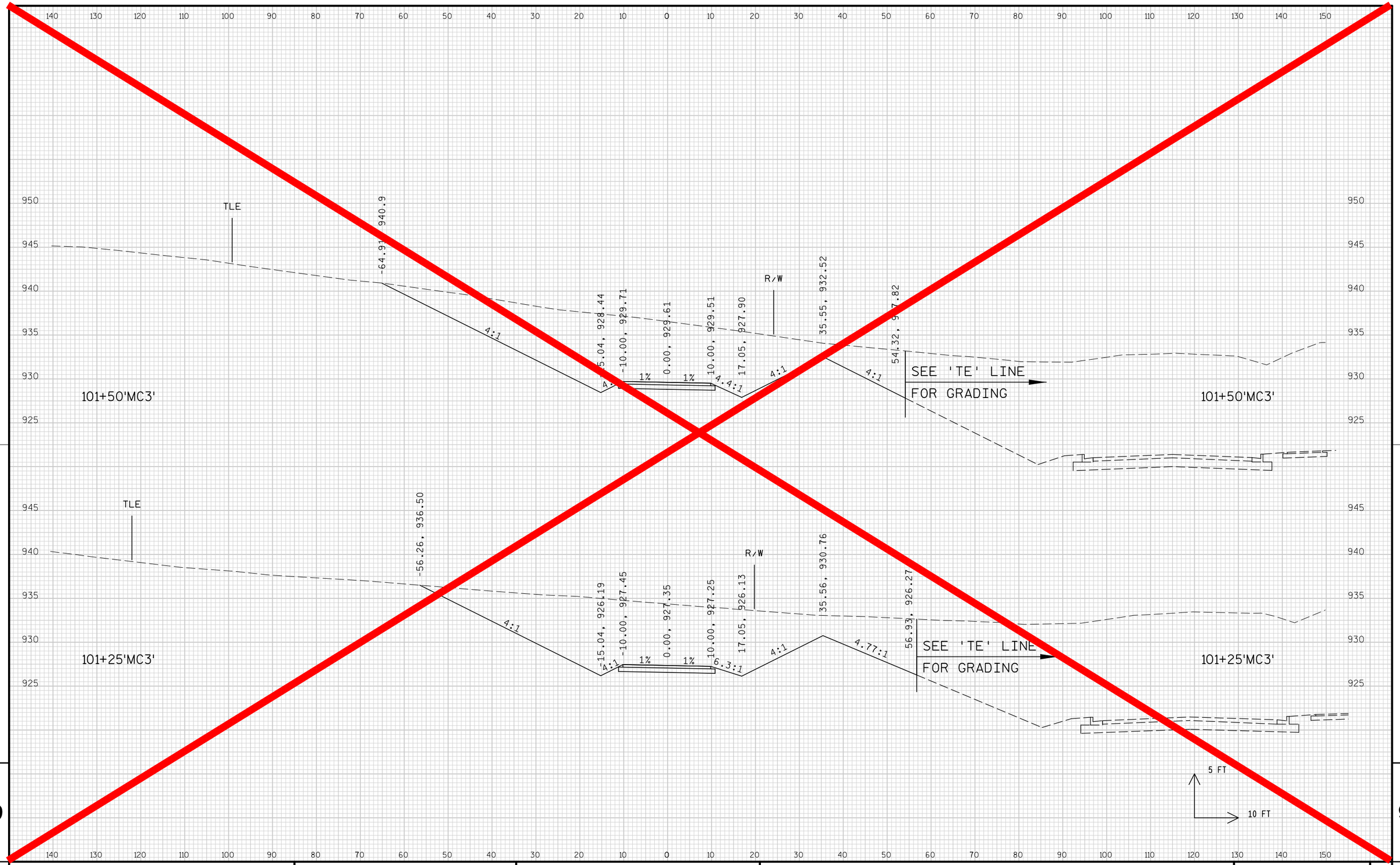


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY FIELD ENTRANCE ('MC3' LINE)	SHEET 1238	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\mc3\090201_mc3_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

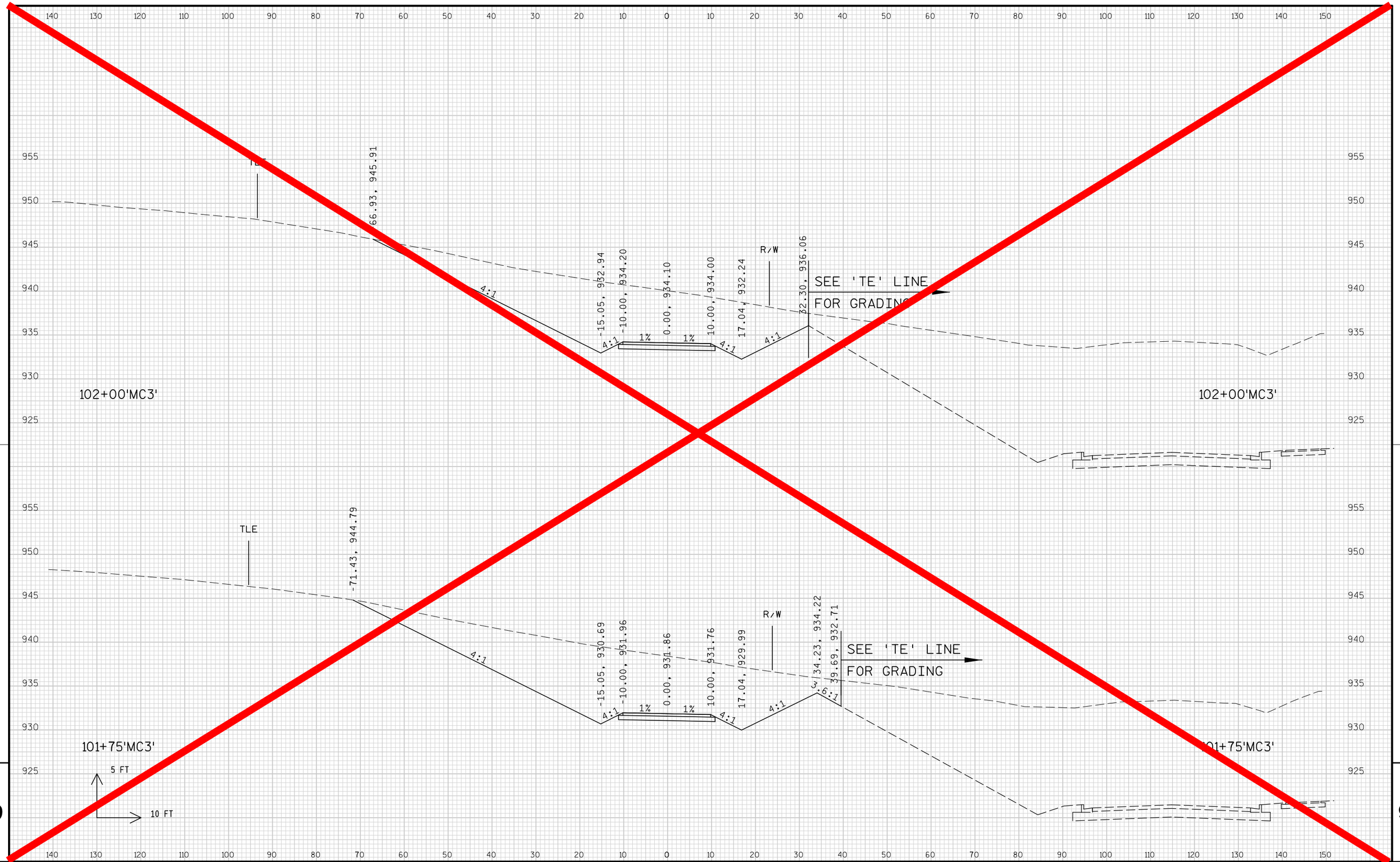


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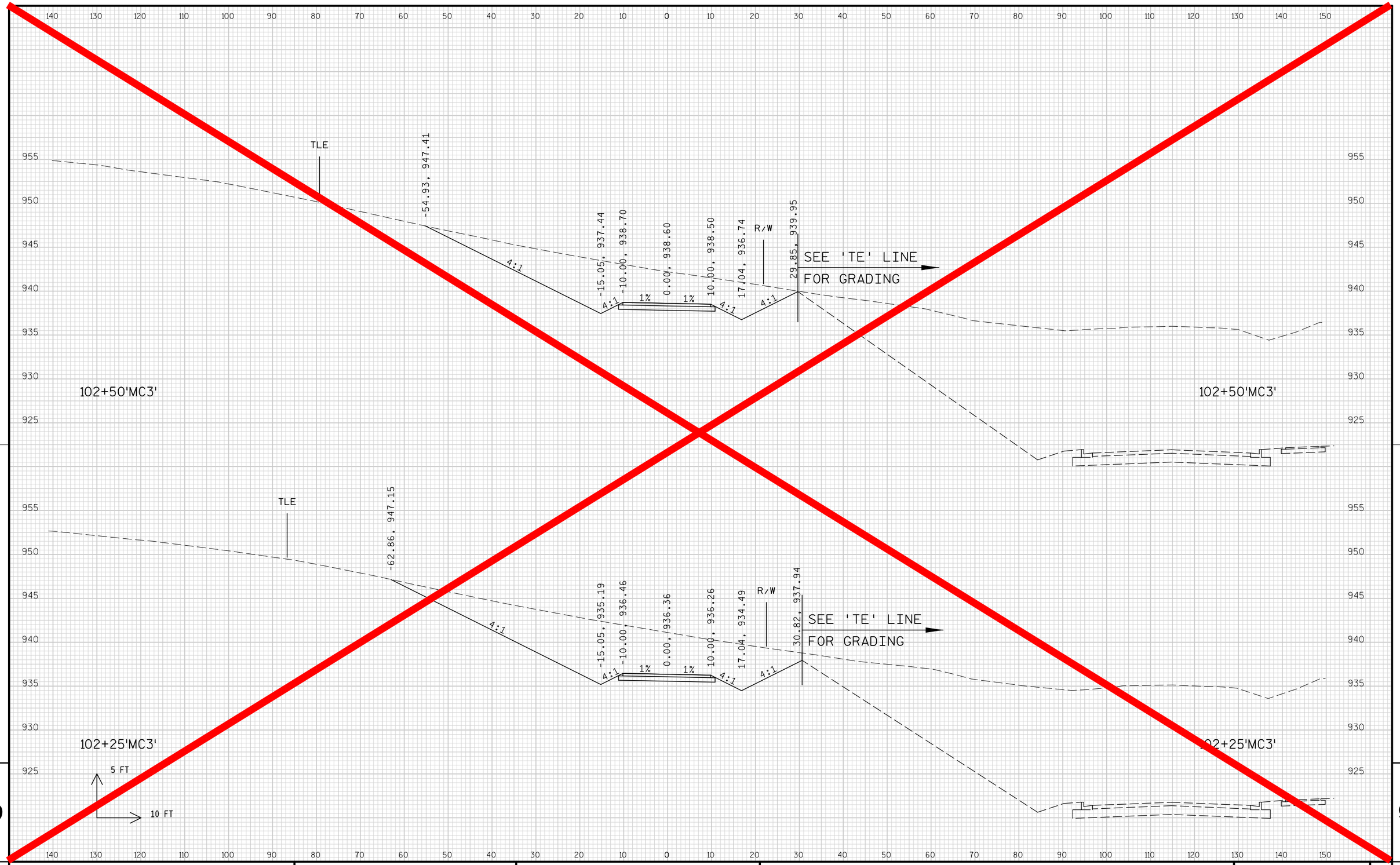
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY FIELD ENTRANCE ('MC3' LINE)	SHEET 1239	E

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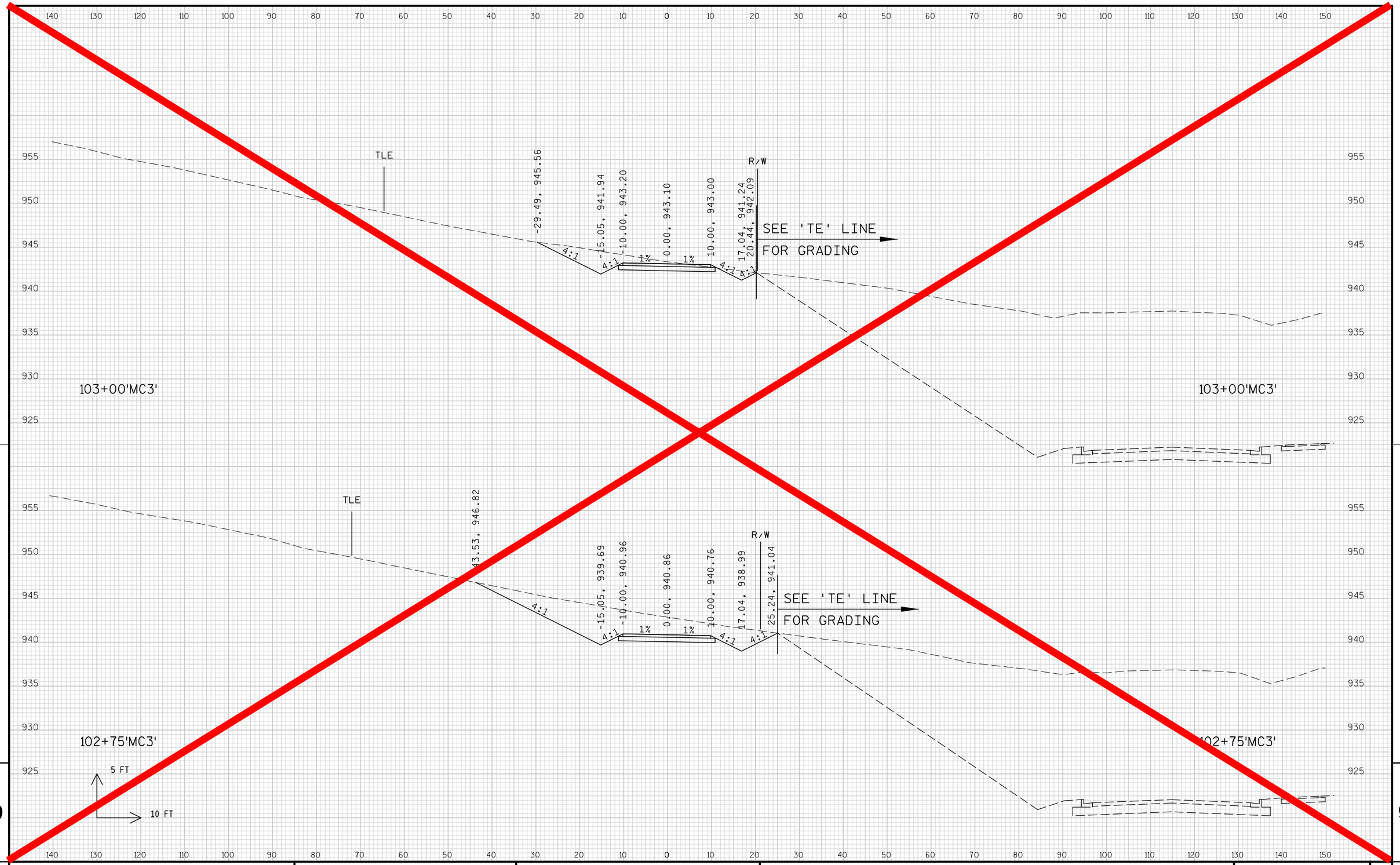
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY FIELD ENTRANCE ('MC3' LINE)	SHEET 1240 E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY FIELD ENTRANCE ('MC3' LINE)	SHEET 1241	E

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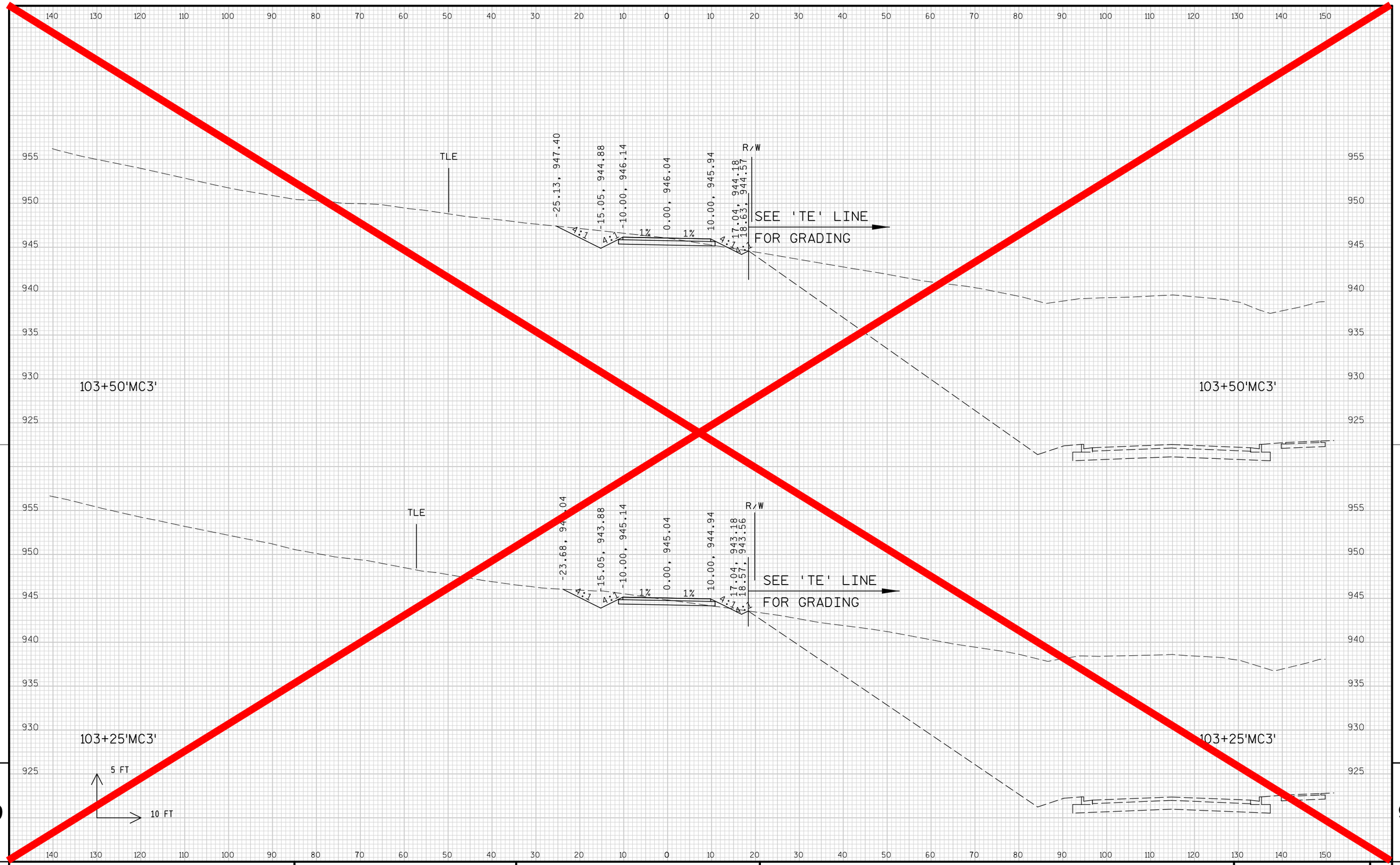


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY FIELD ENTRANCE ('MC3' LINE)	SHEET 1242	E

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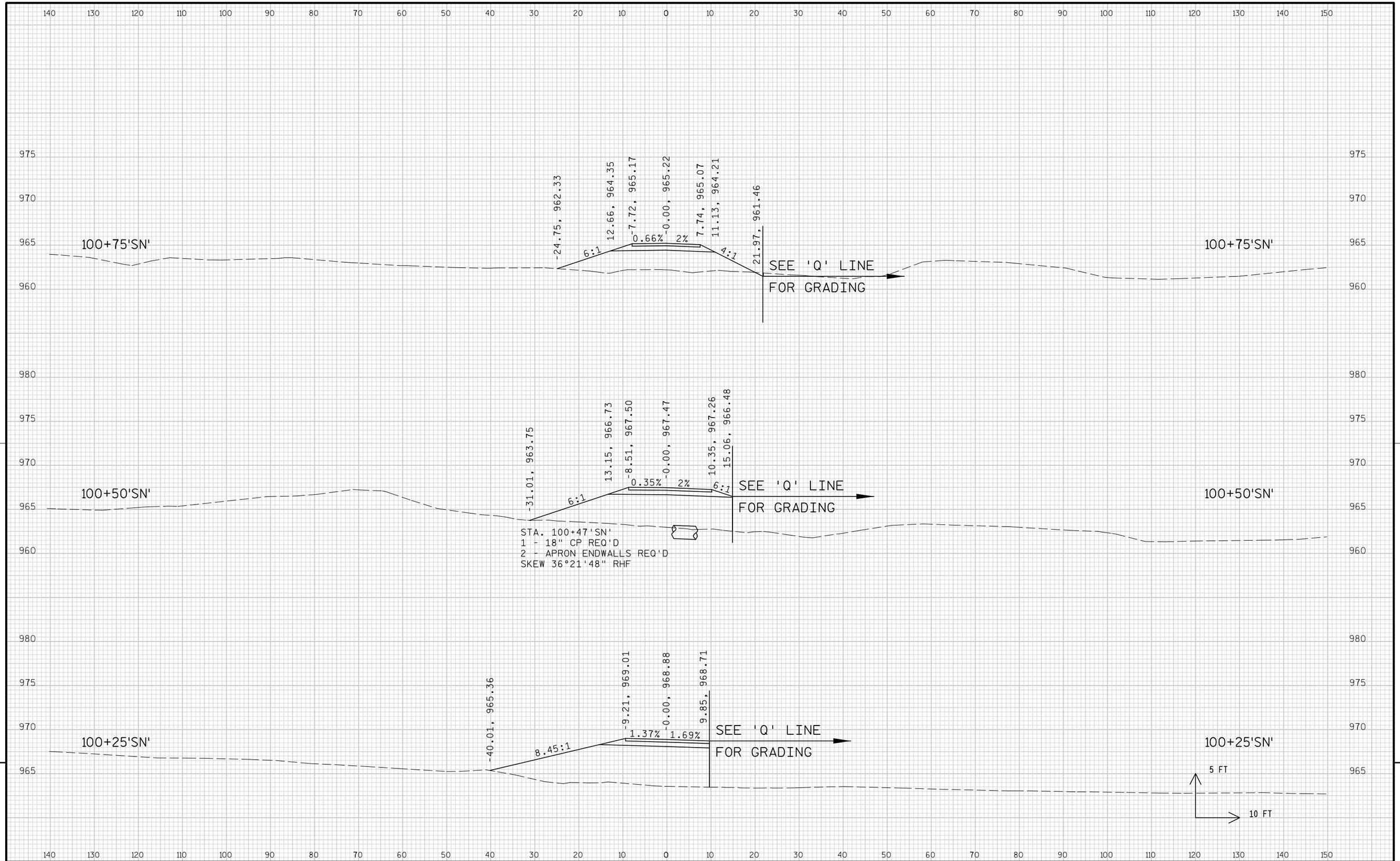


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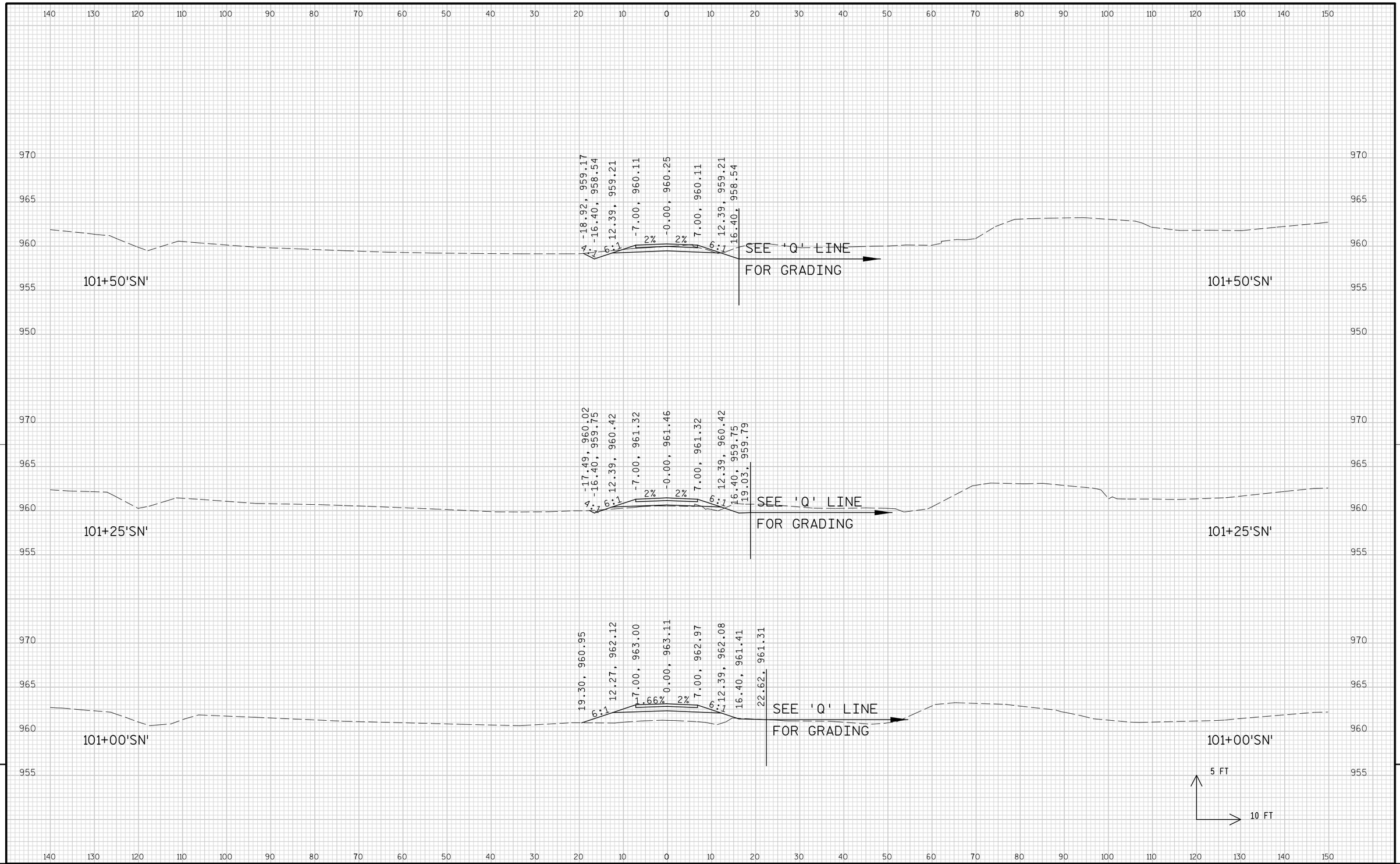
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: MATHY FIELD ENTRANCE ('MC3' LINE)	SHEET 1243	E

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('SN' LINE)	SHEET 1244	E

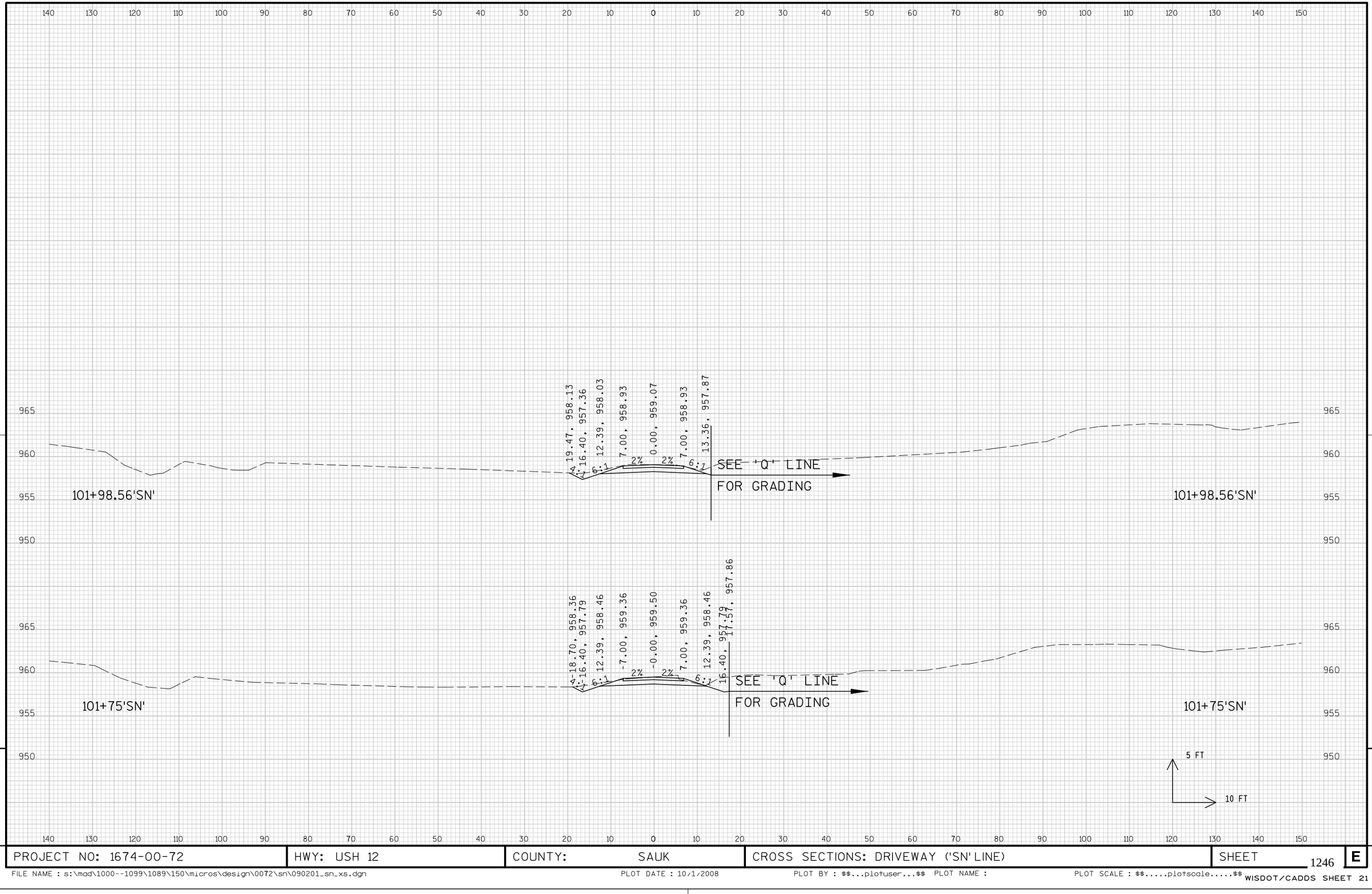


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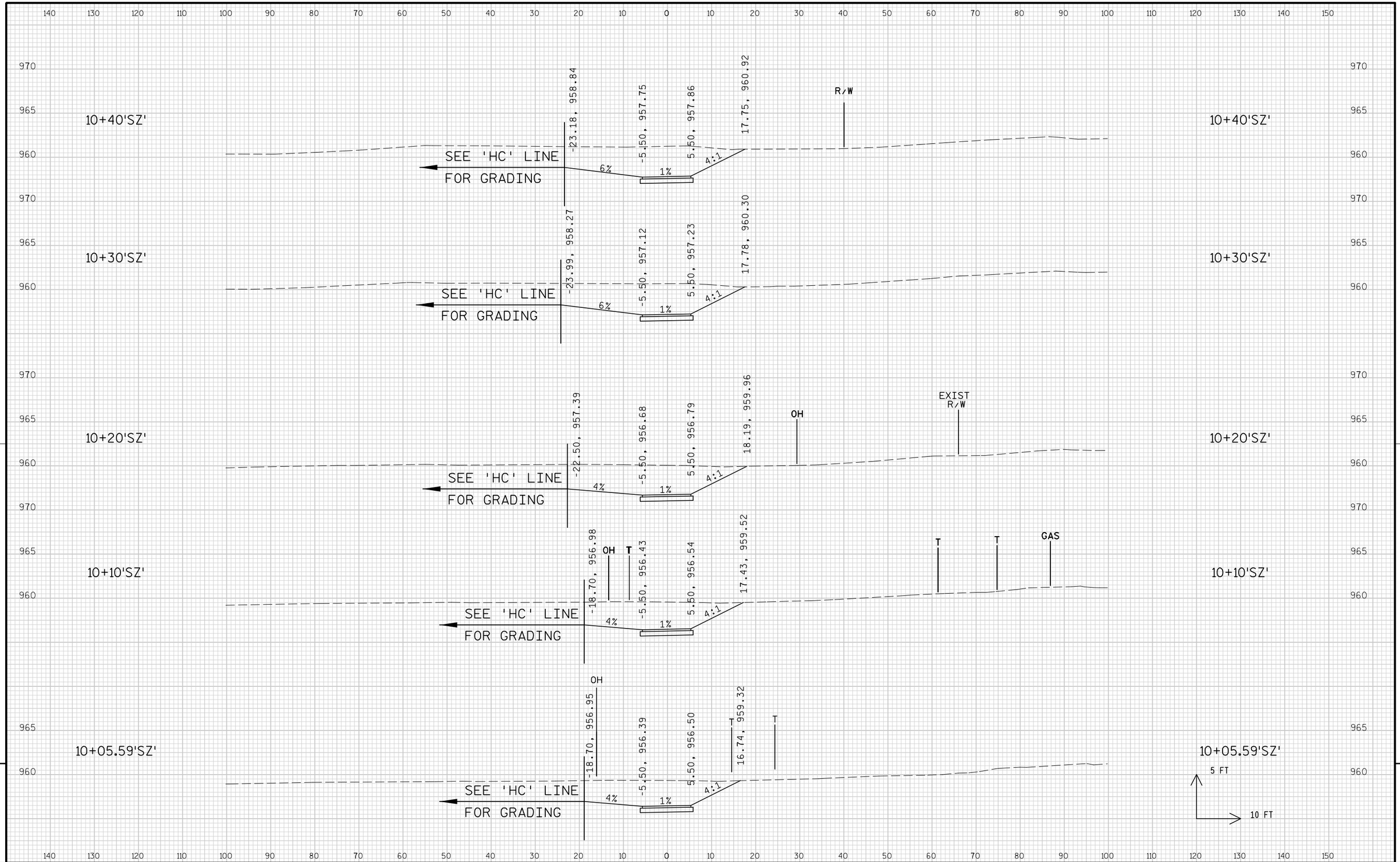
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('SN' LINE)	SHEET 1245	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\sn\090201_sn_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

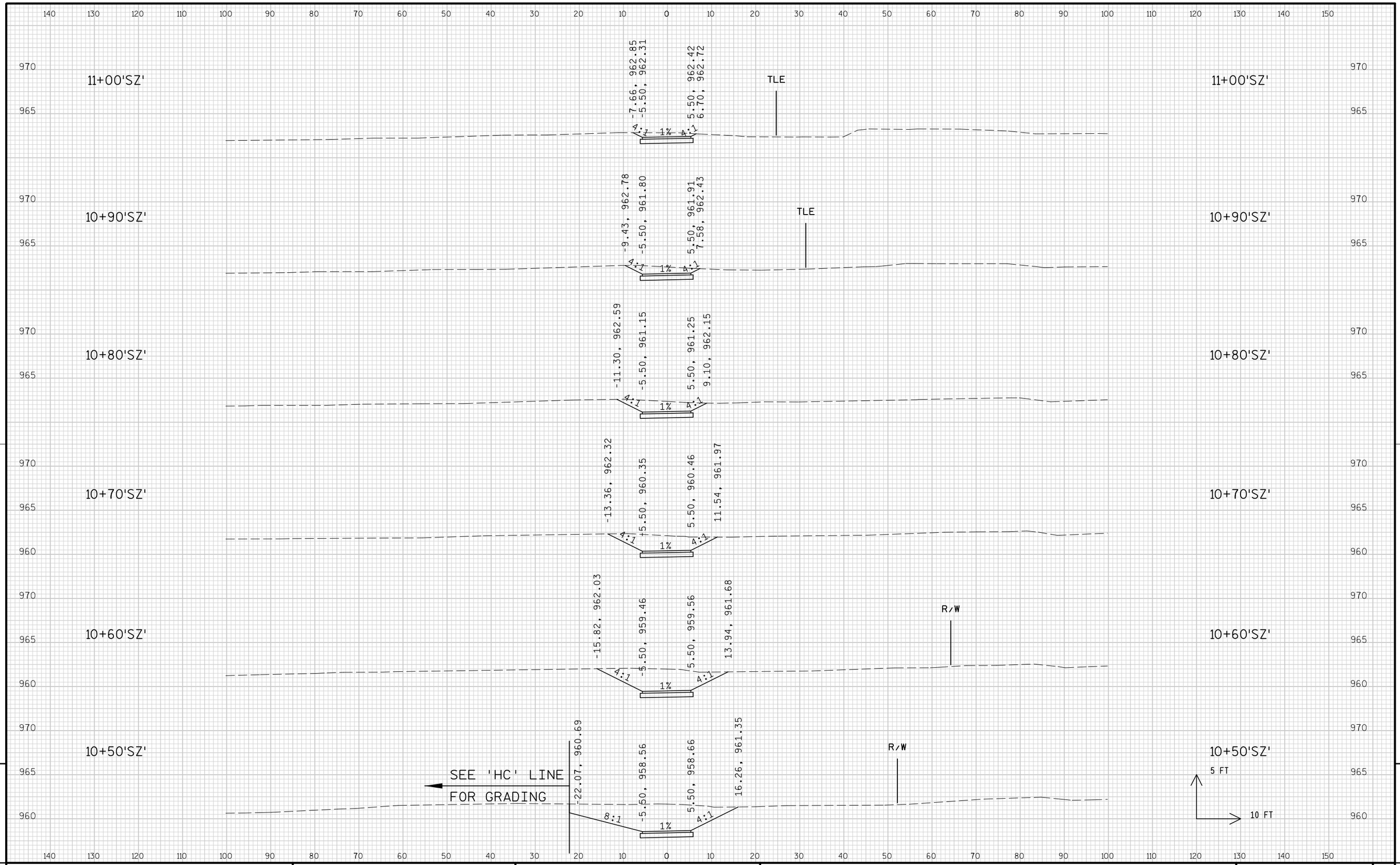


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('SN' LINE)	SHEET 1246	E

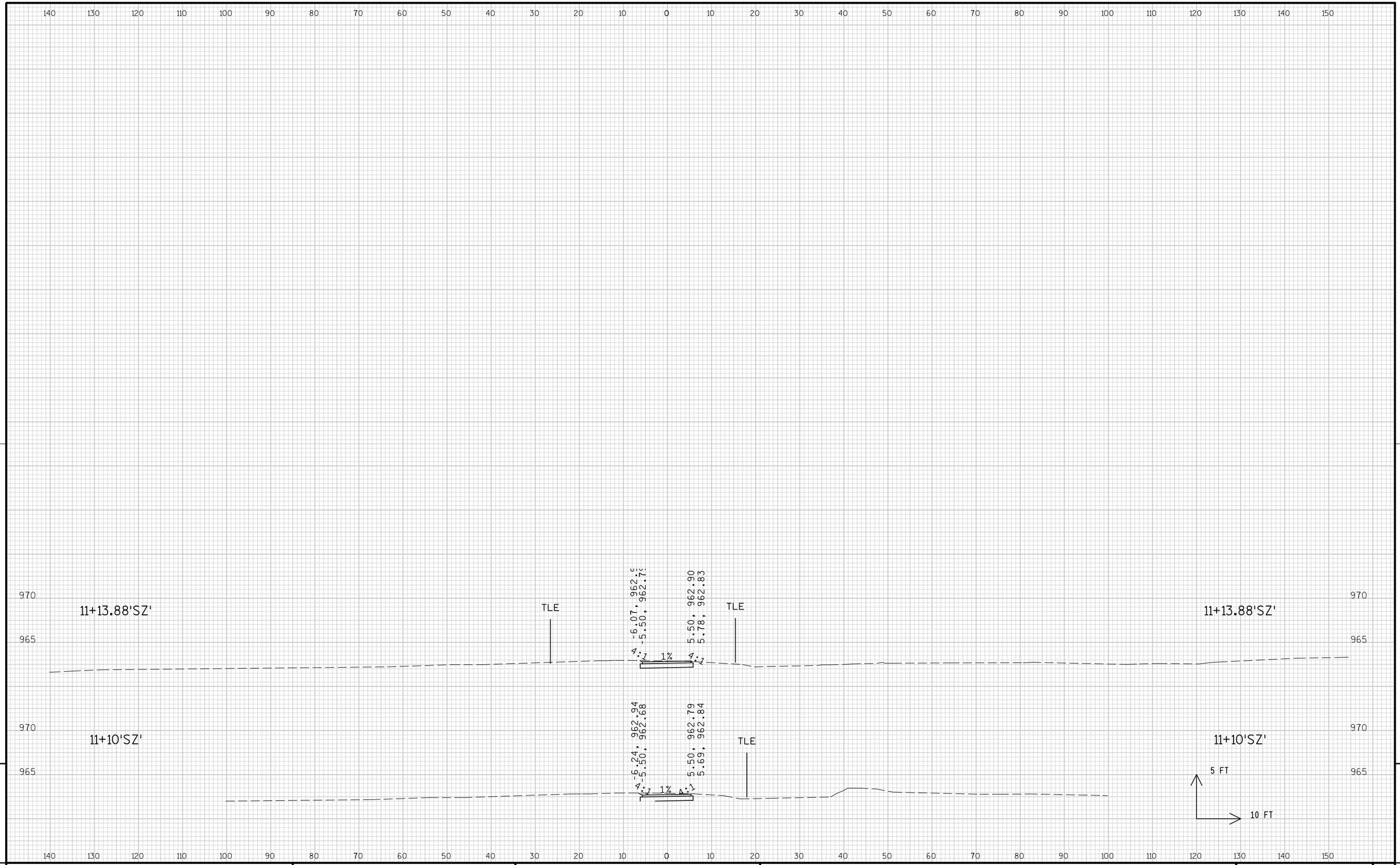


PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('SZ' LINE)	SHEET 1247	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\sz\090201_sz_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('SZ' LINE)	SHEET 1248	E

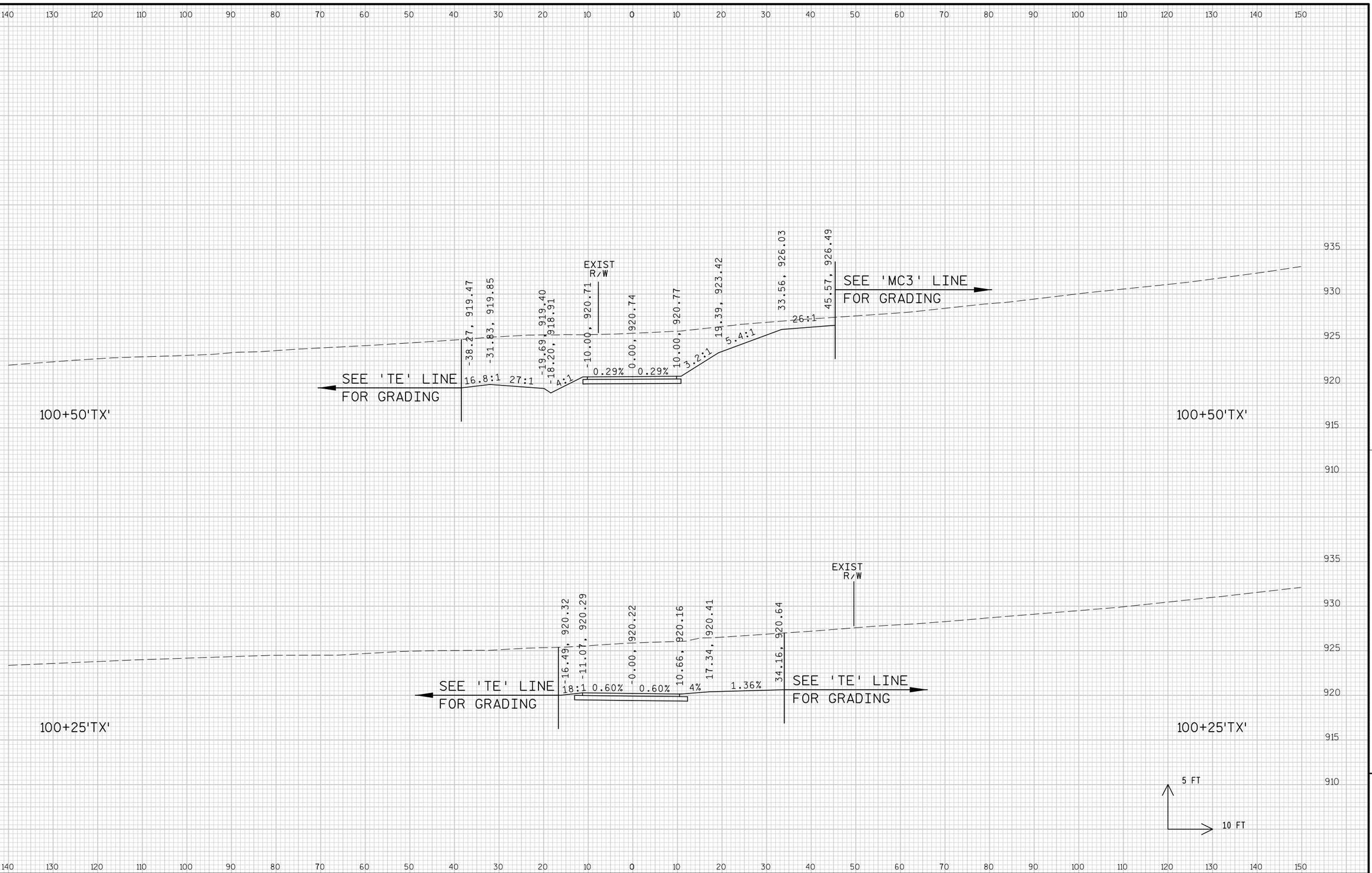


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('SZ' LINE)	SHEET 1249	E

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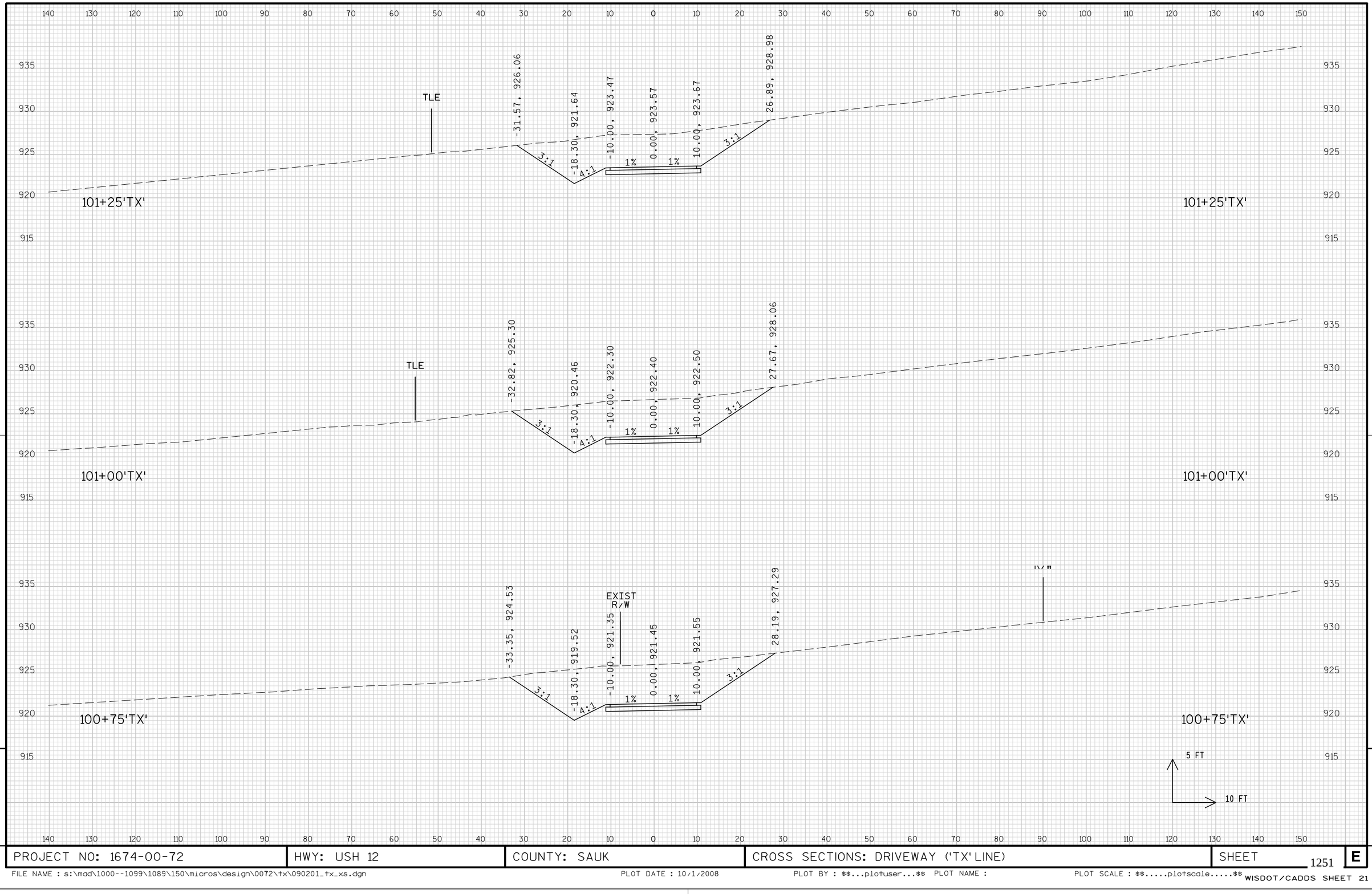


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX' LINE)	SHEET 1250	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tx\090201_tx_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

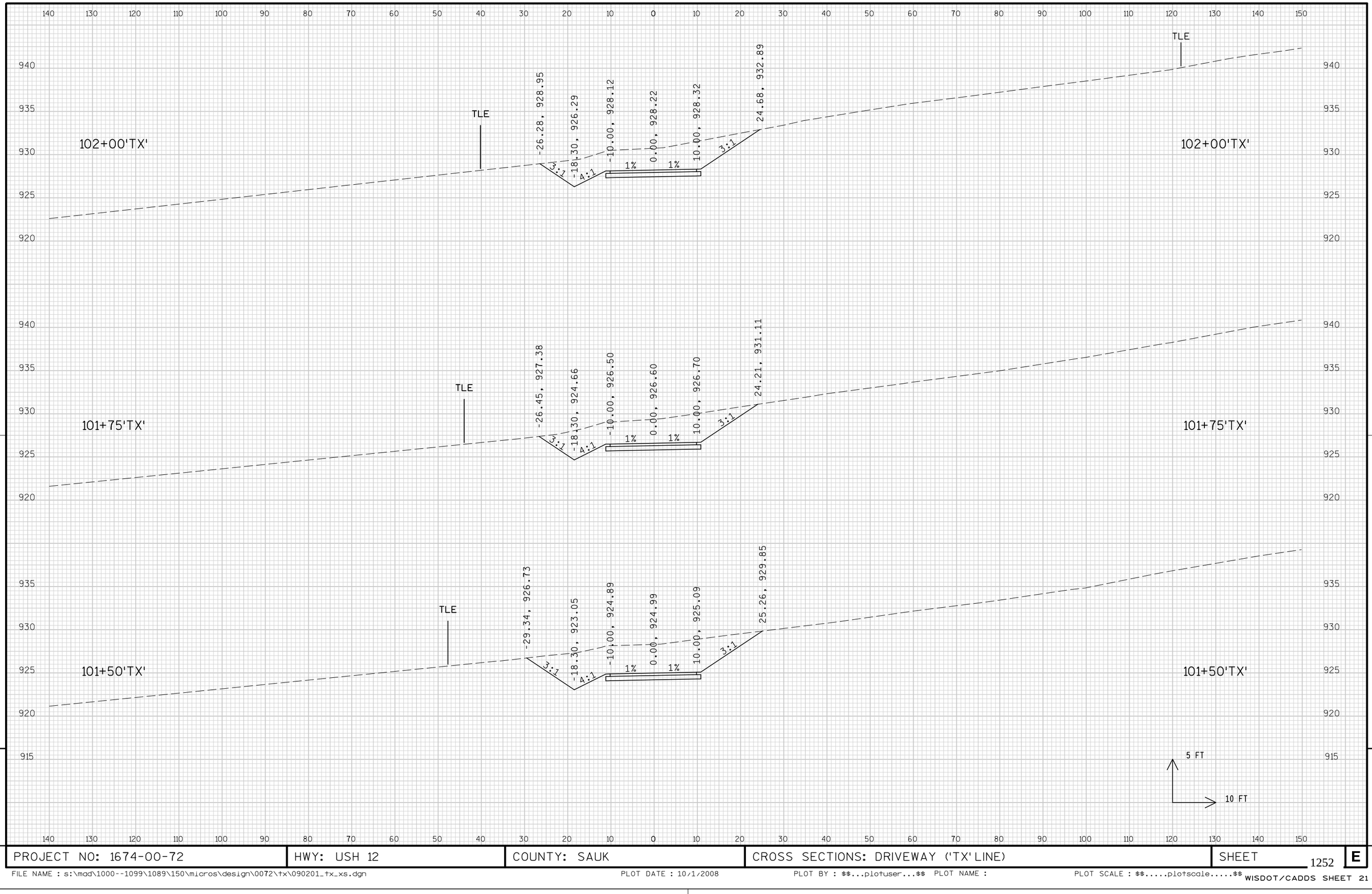


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX' LINE)	SHEET 1251	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tx\090201_tx_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

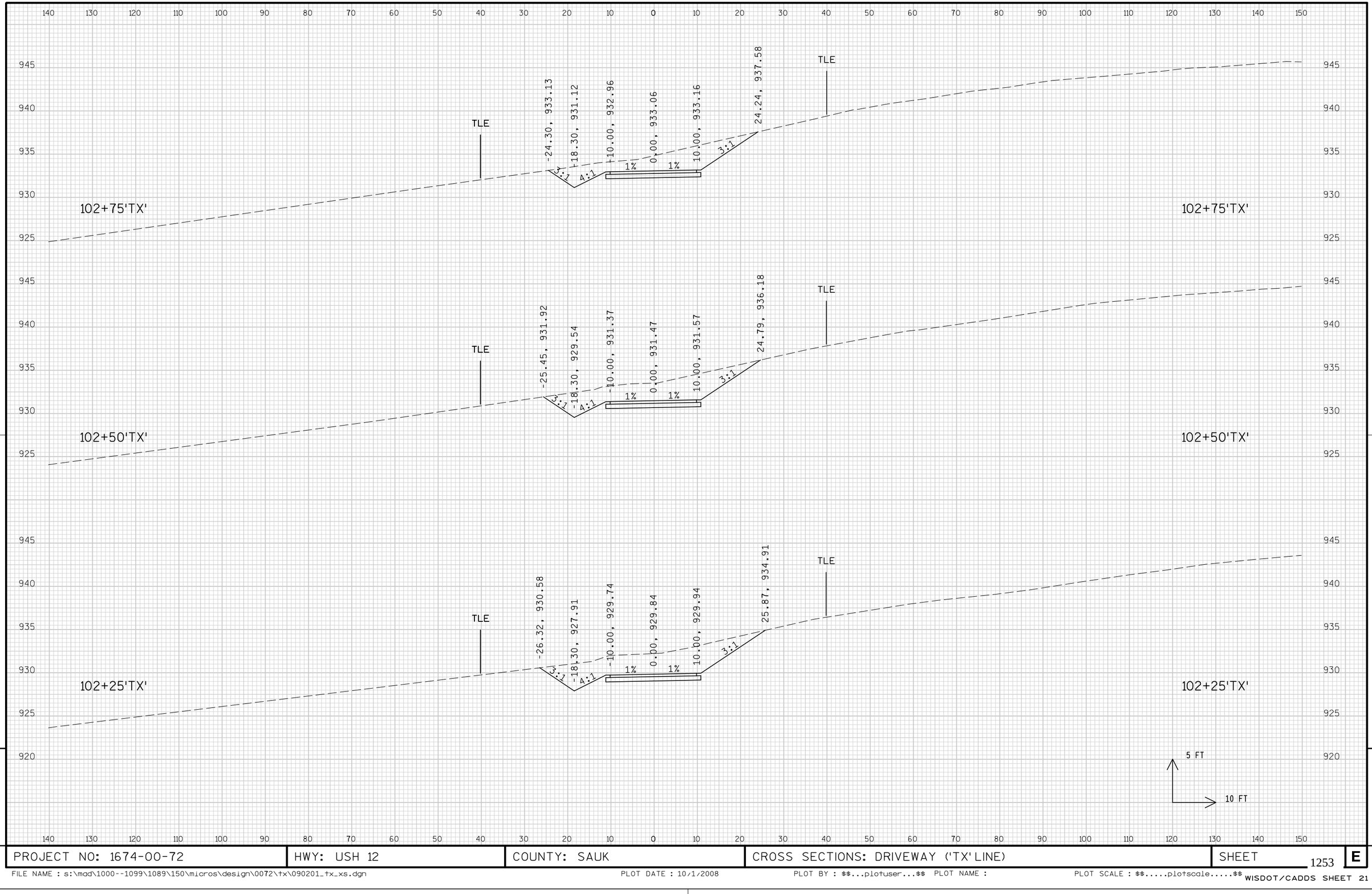


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX' LINE)	SHEET 1252	E

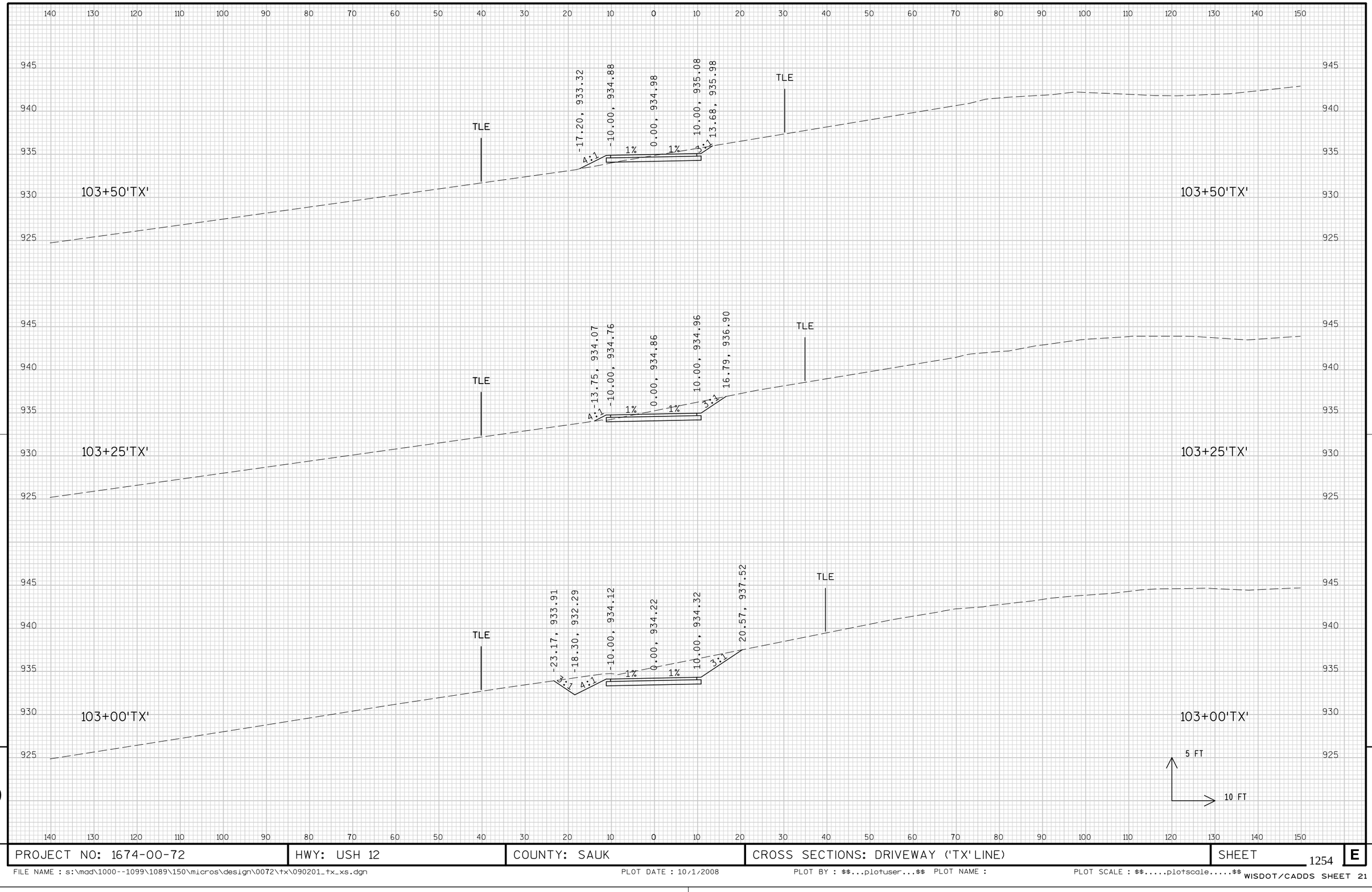
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX' LINE)	SHEET 1253	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tx\090201_tx_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

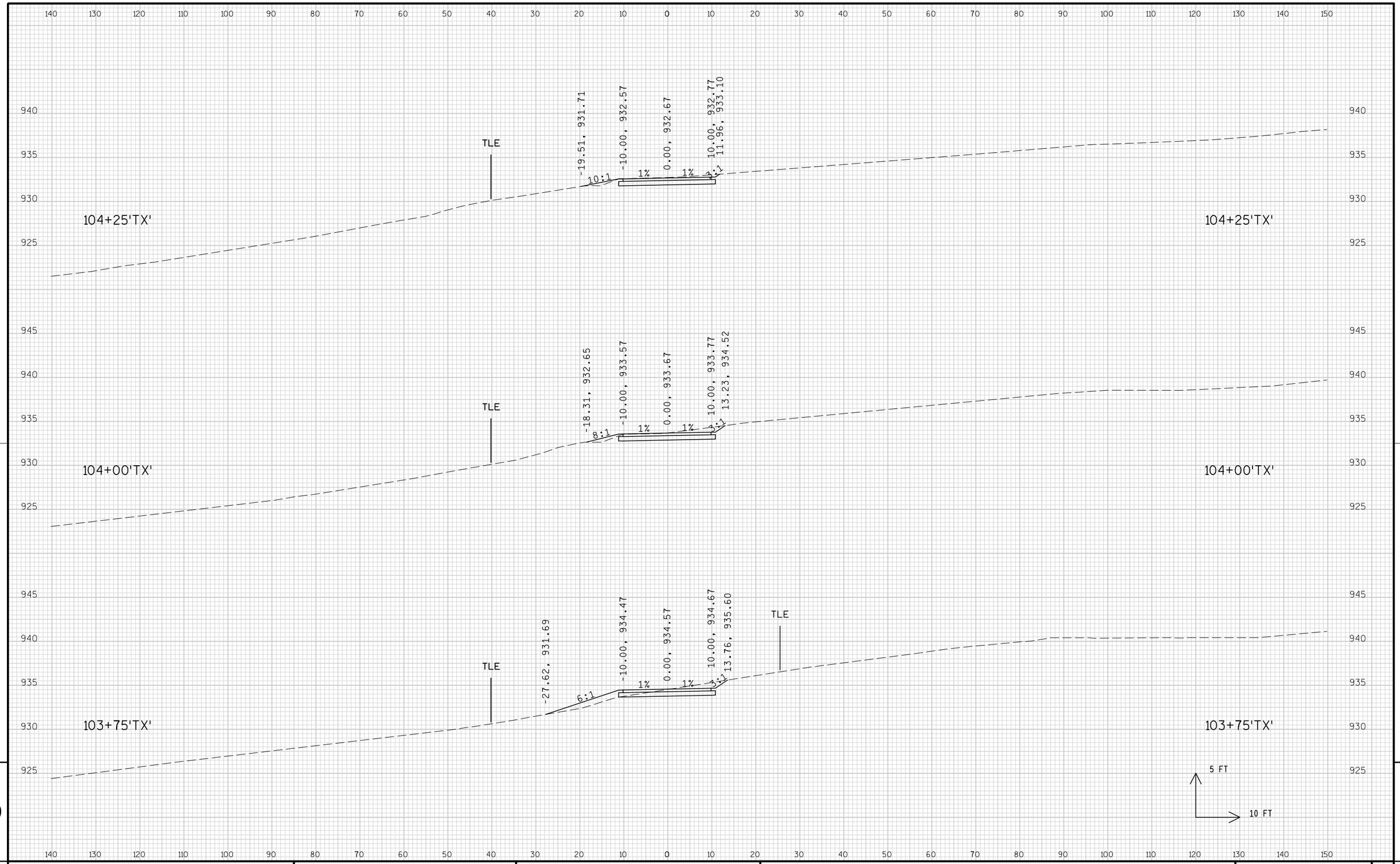


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX' LINE)	SHEET 1254	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tx\090201_tx_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

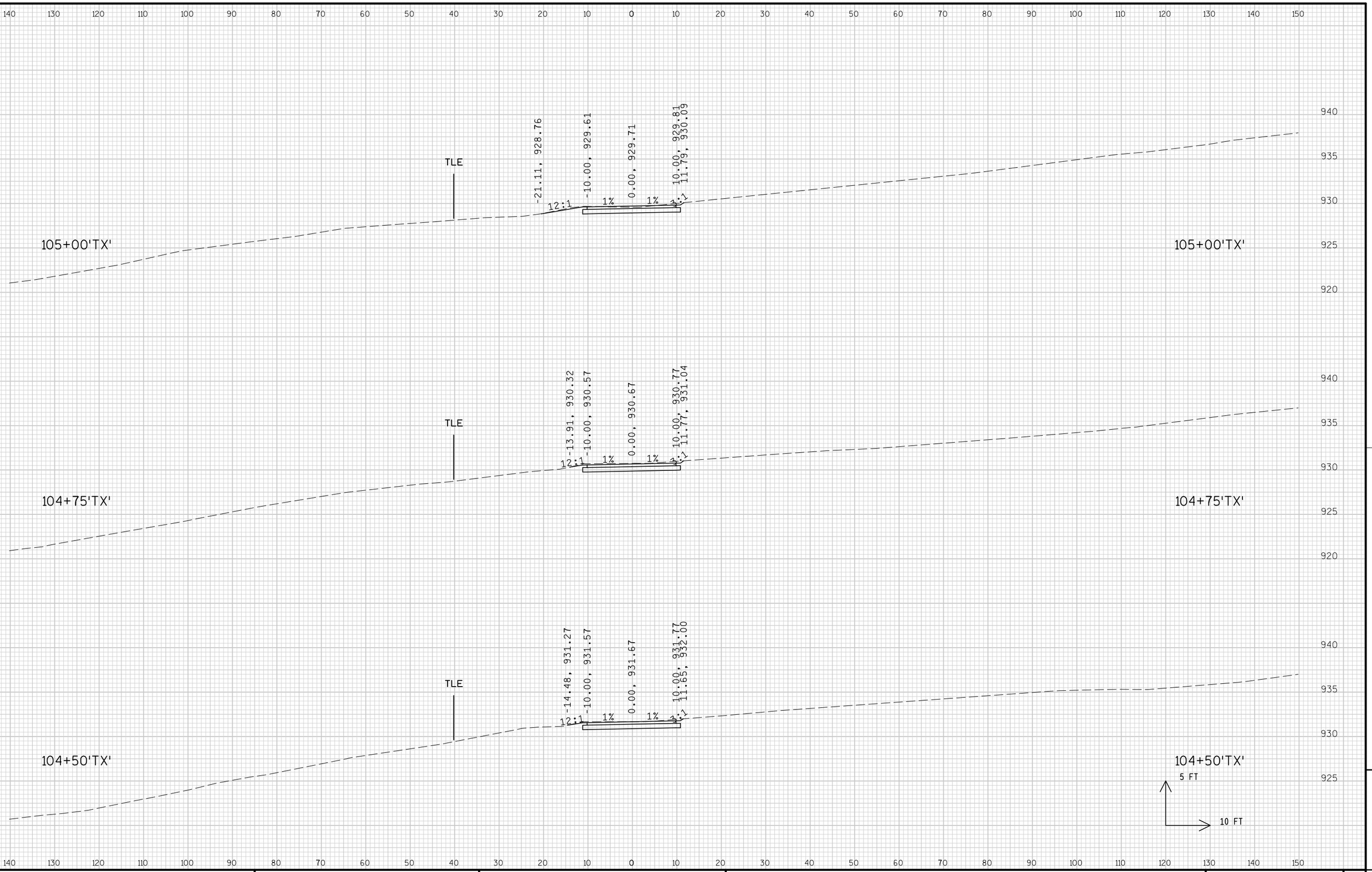


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX' LINE)	SHEET 1255	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tx\090201_tx_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

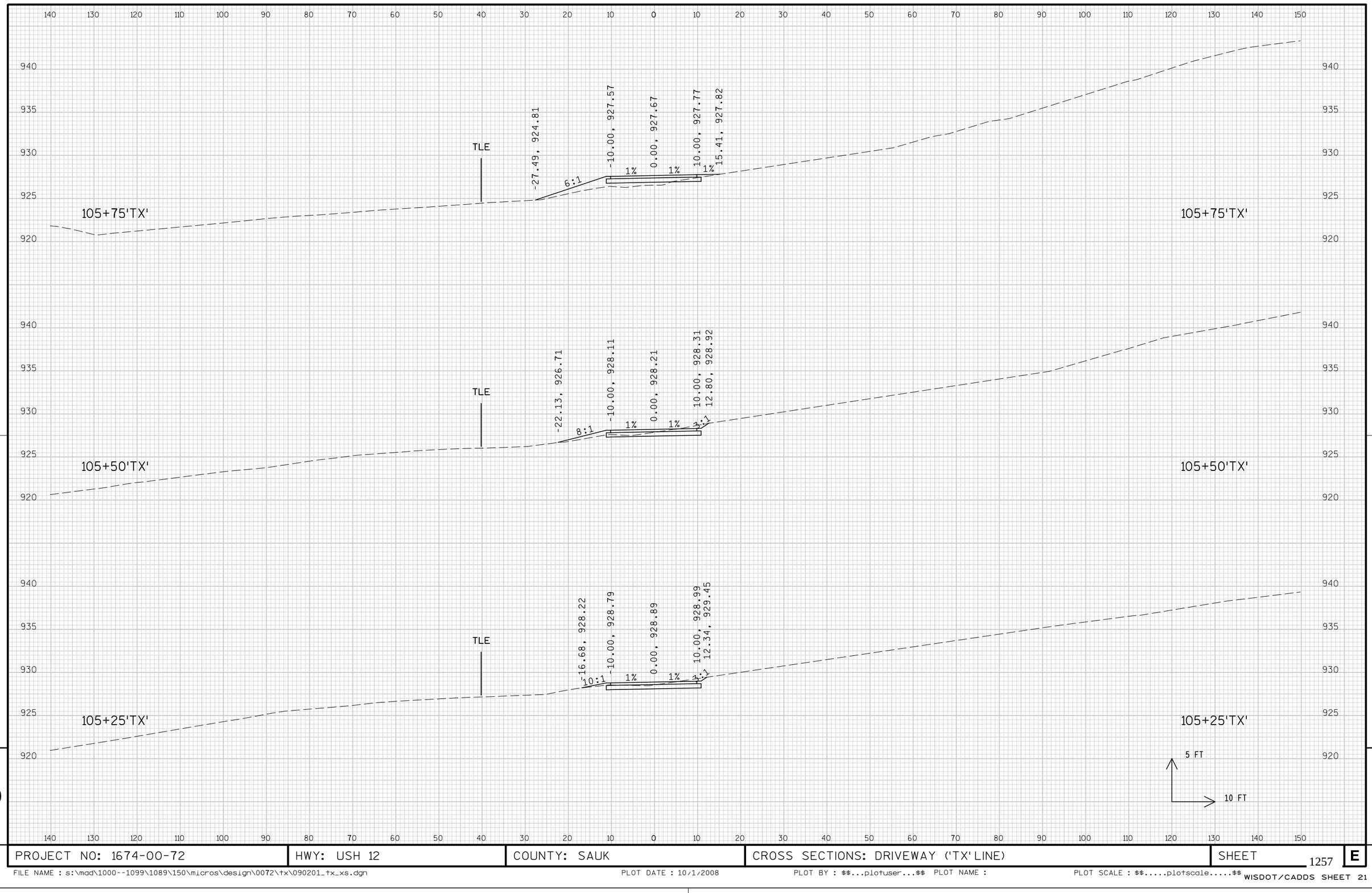


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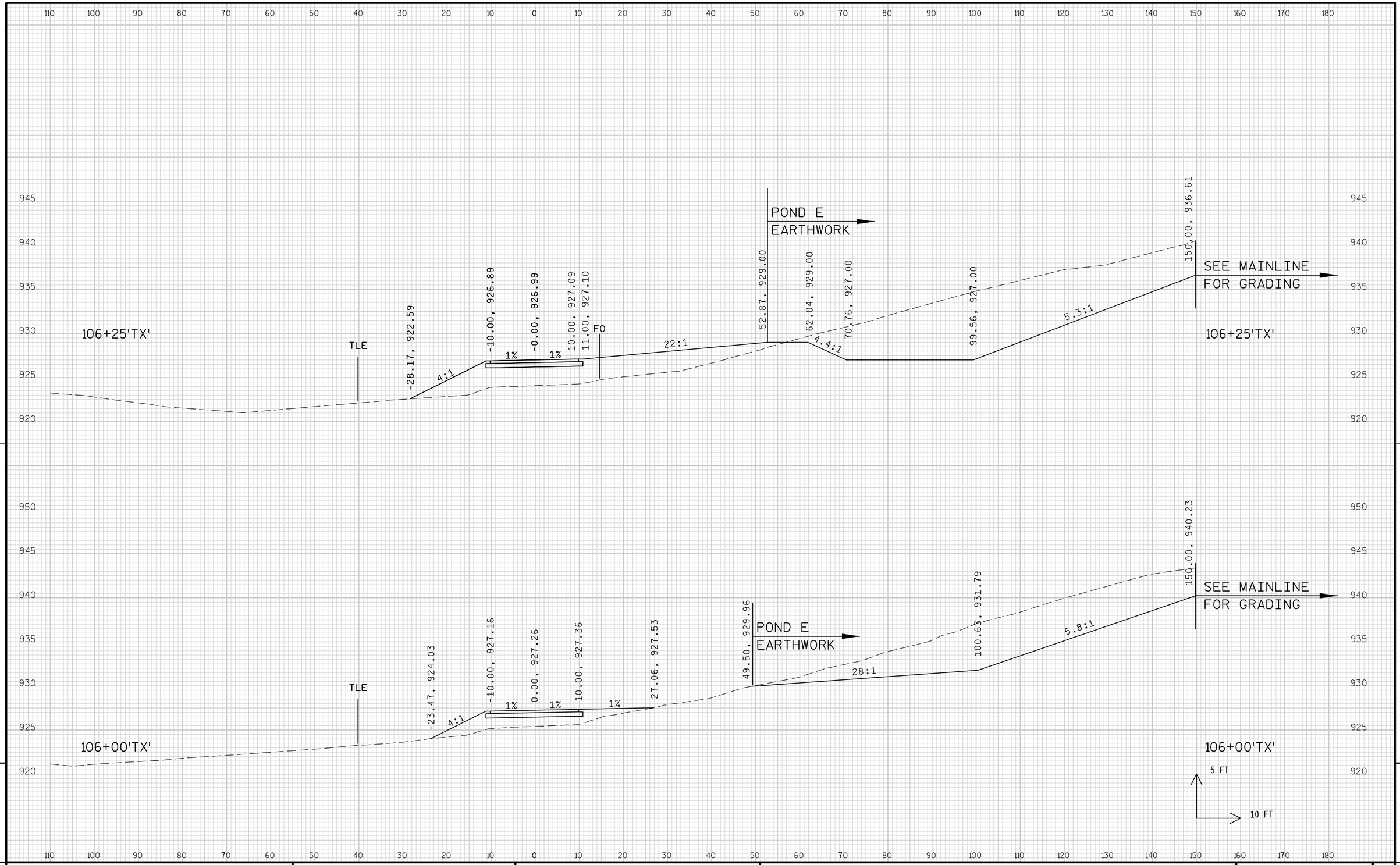
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FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tx\090201_tx_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX' LINE)	SHEET 1257 E

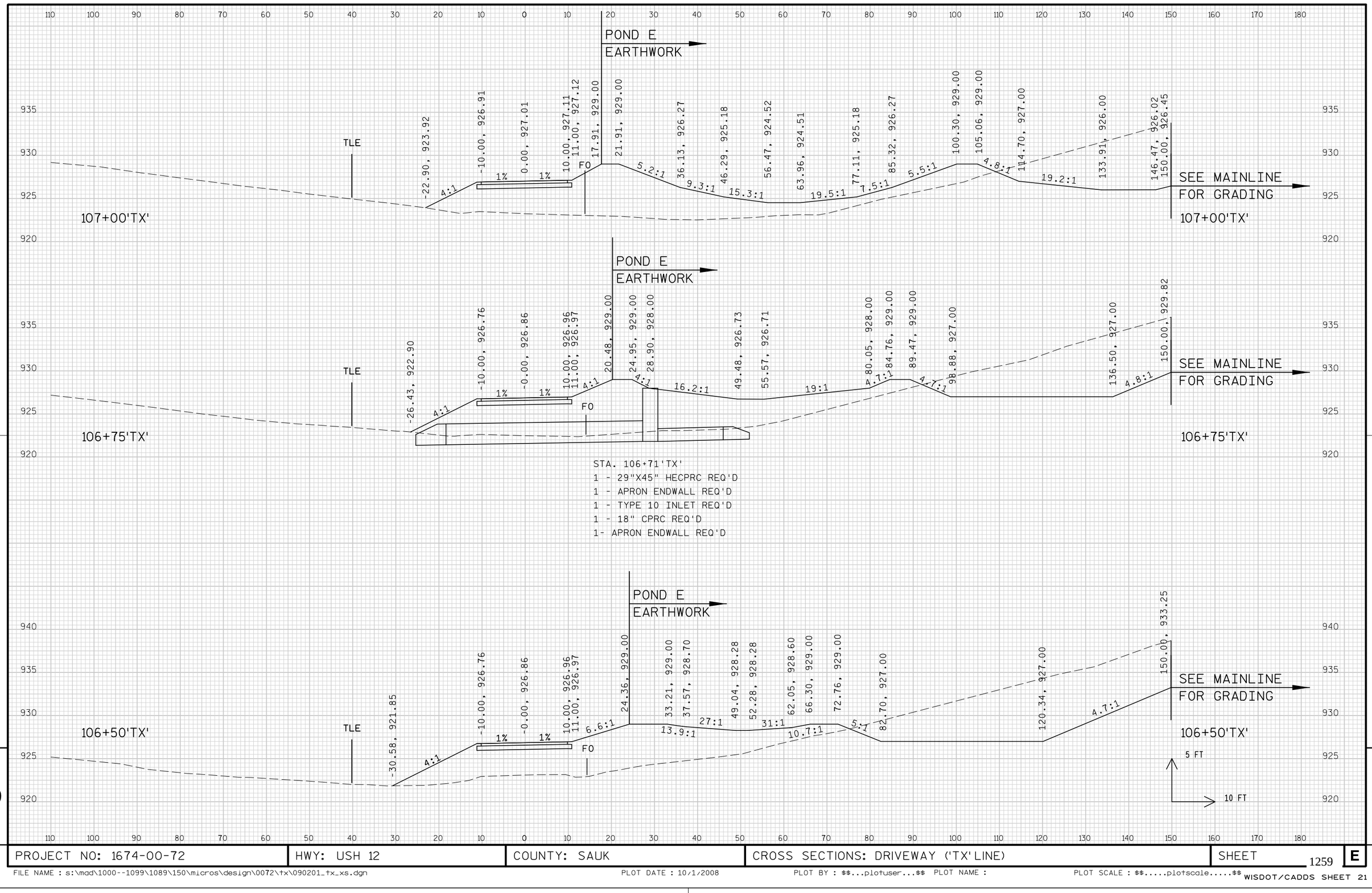
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX'LINE)	SHEET 1258 E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tx\090201_tx_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

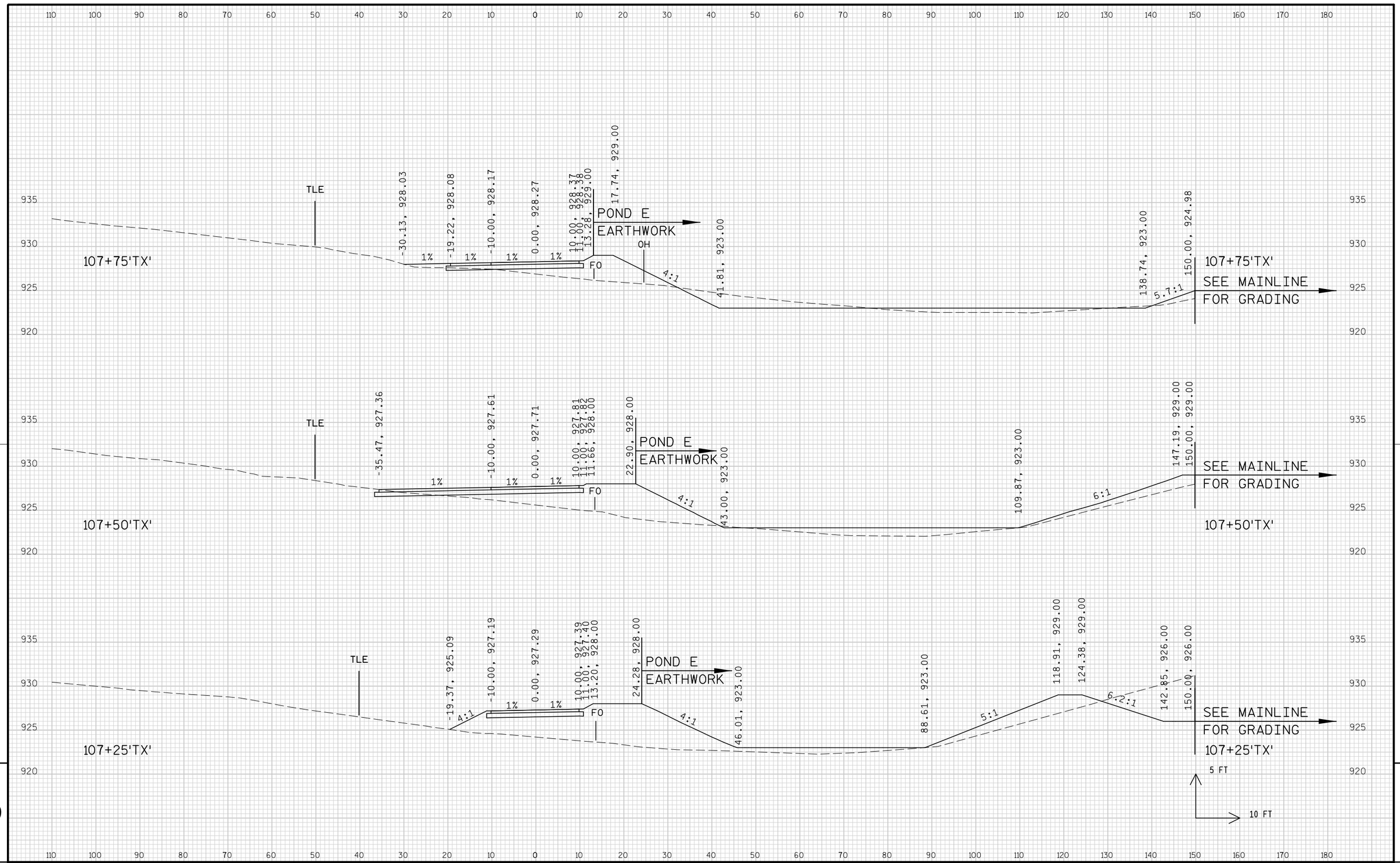
WISDOT/CADDS SHEET 21



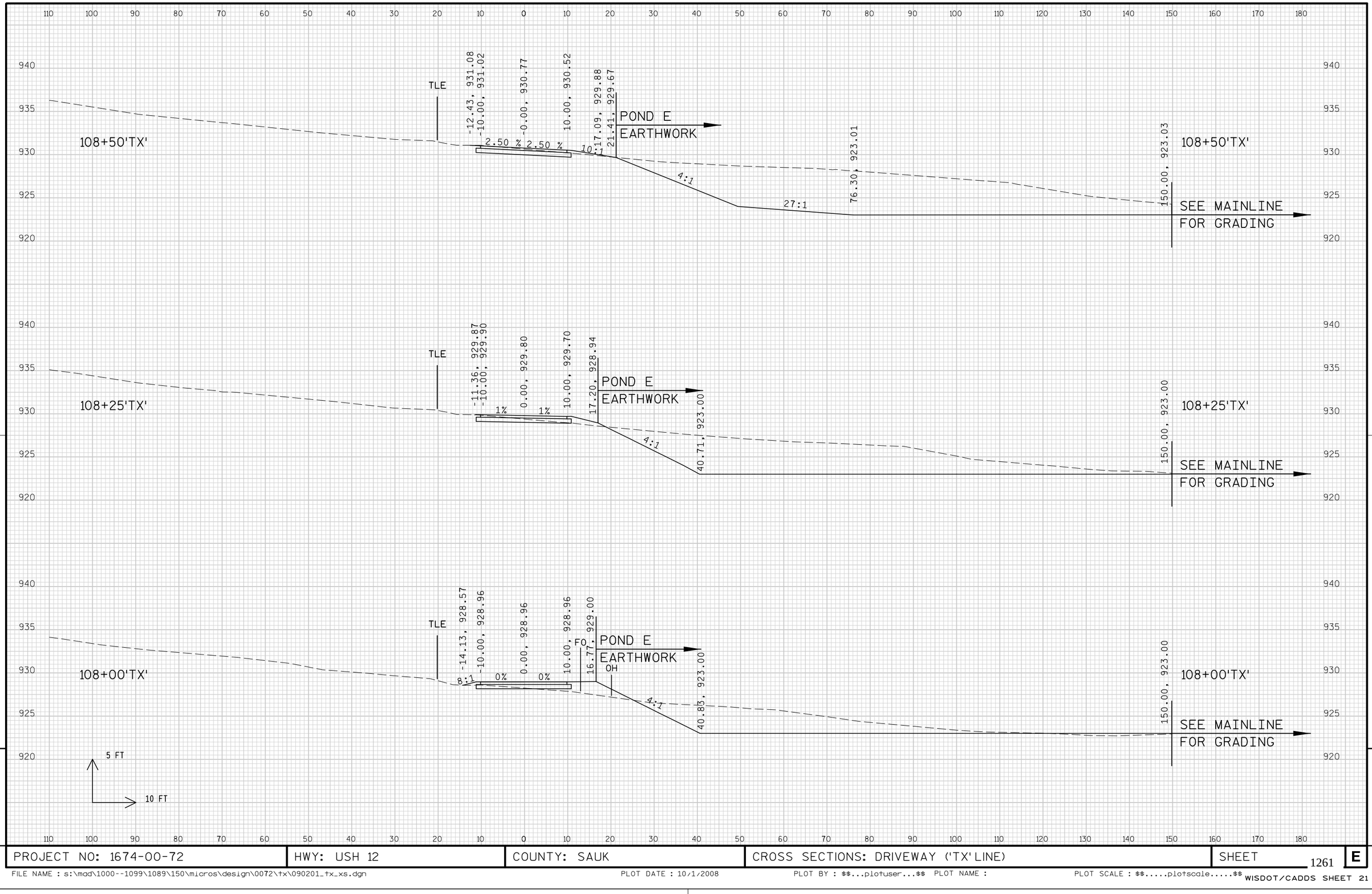
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FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\tx\090201_tx_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX' LINE)	SHEET 1260	E

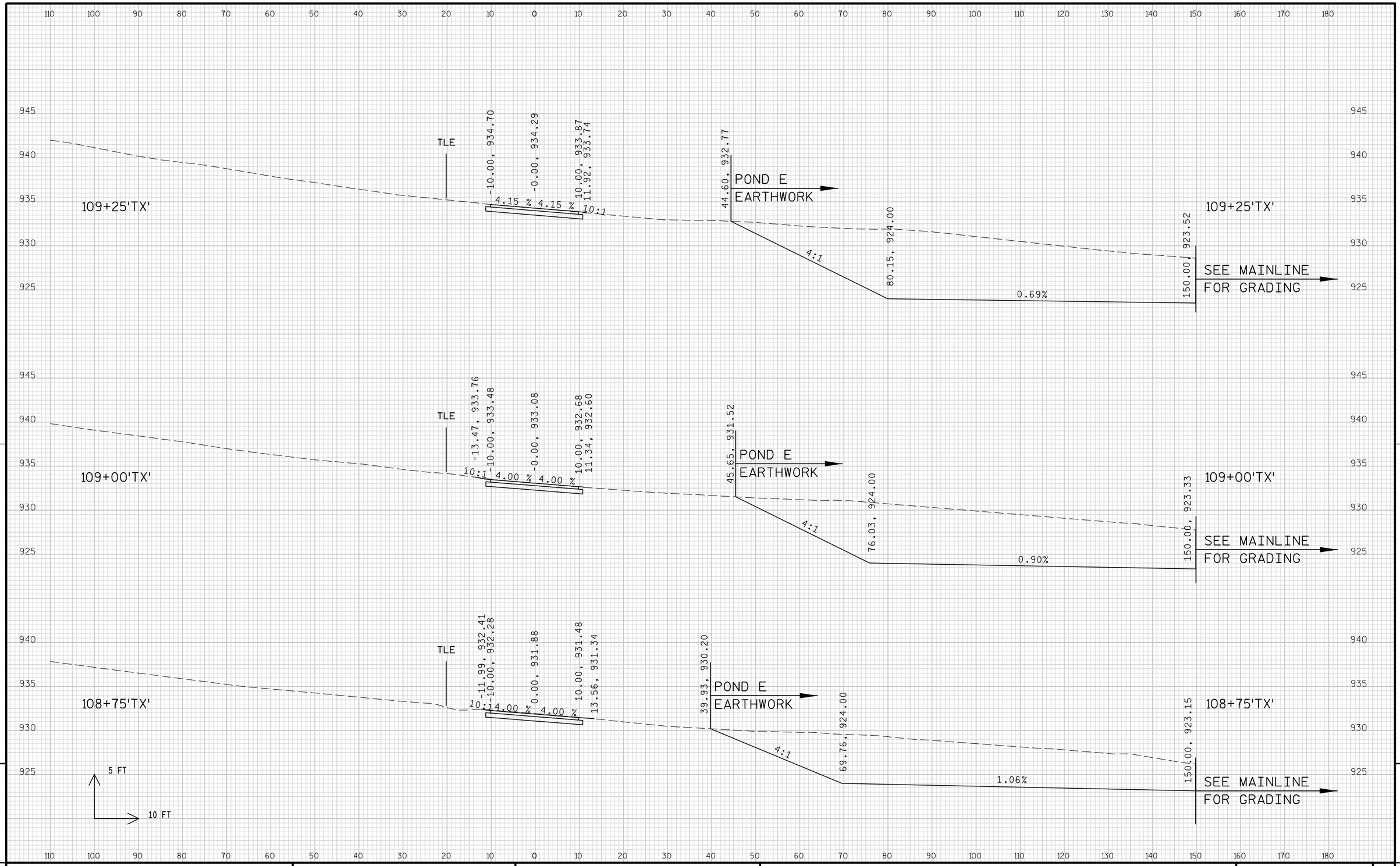


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('TX' LINE)	SHEET 1261	E

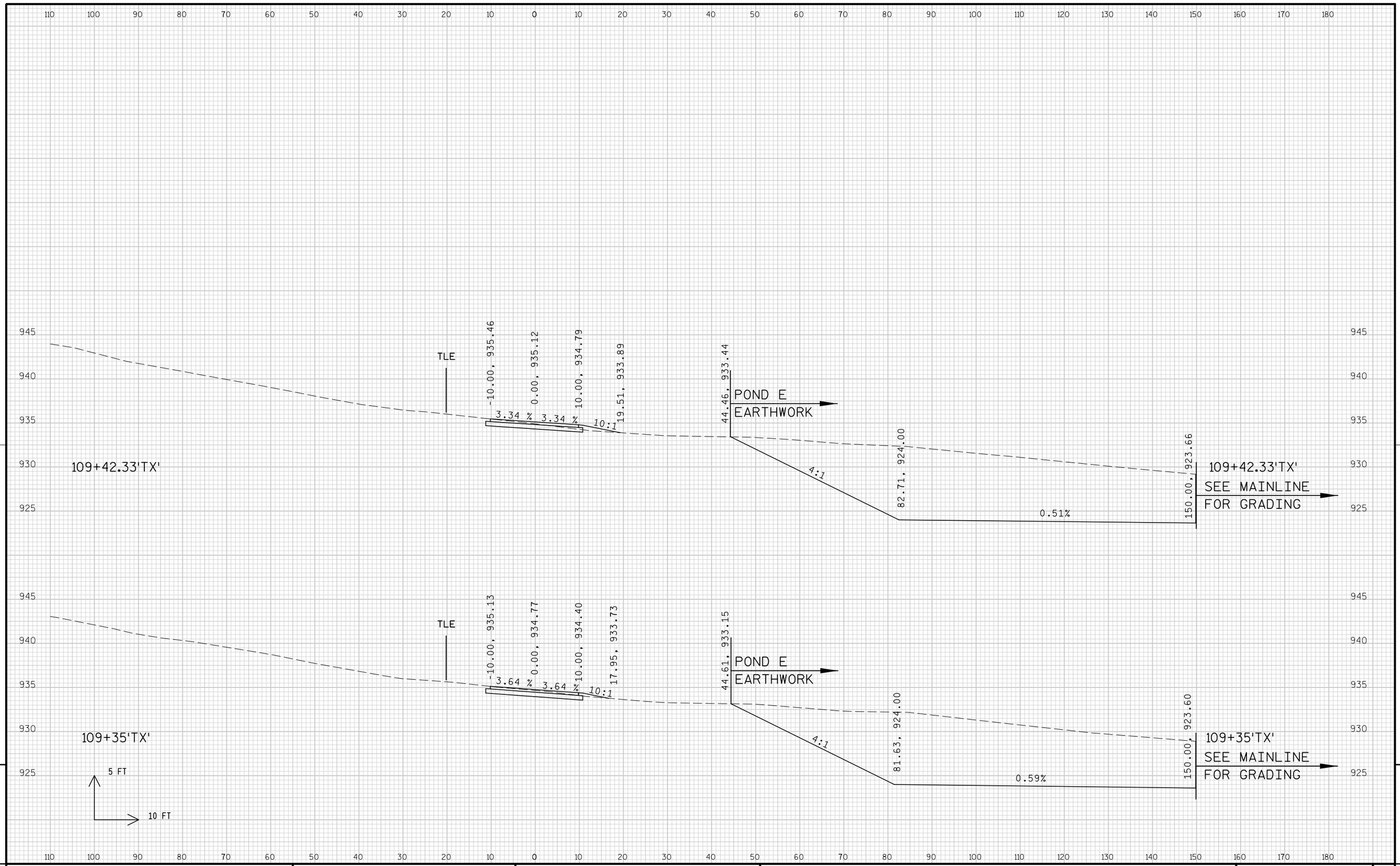
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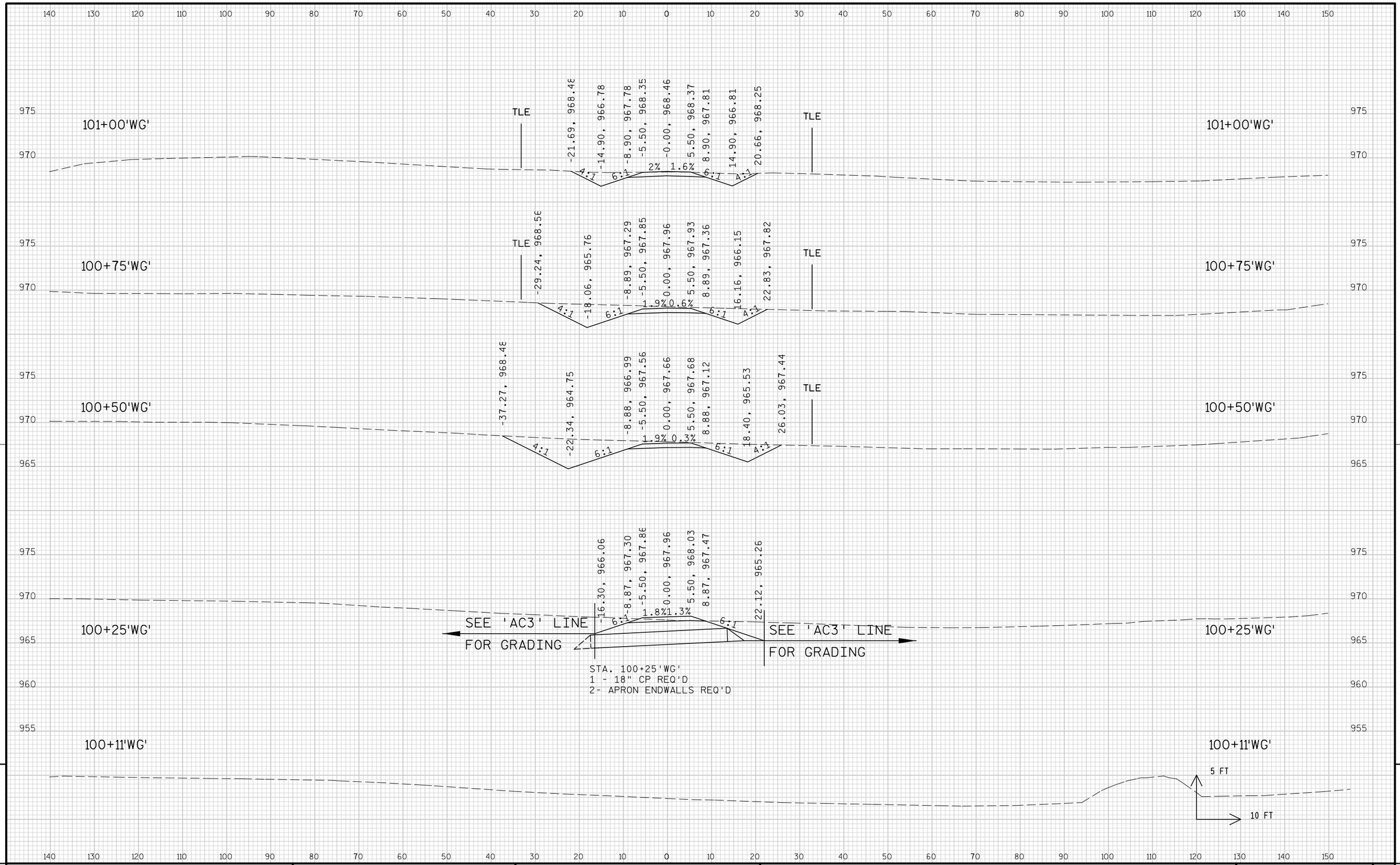
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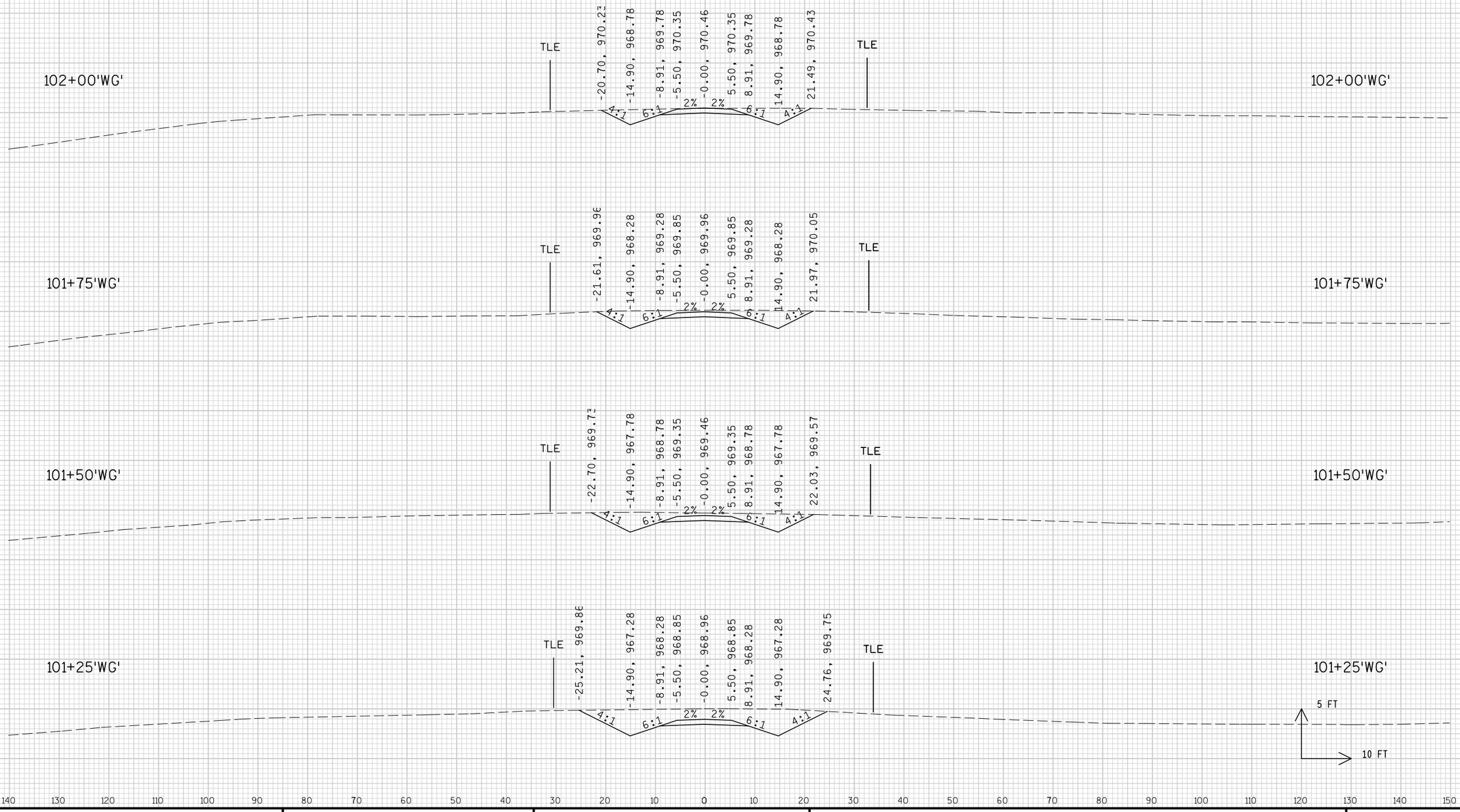


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('WG' LINE)	SHEET 1264	E

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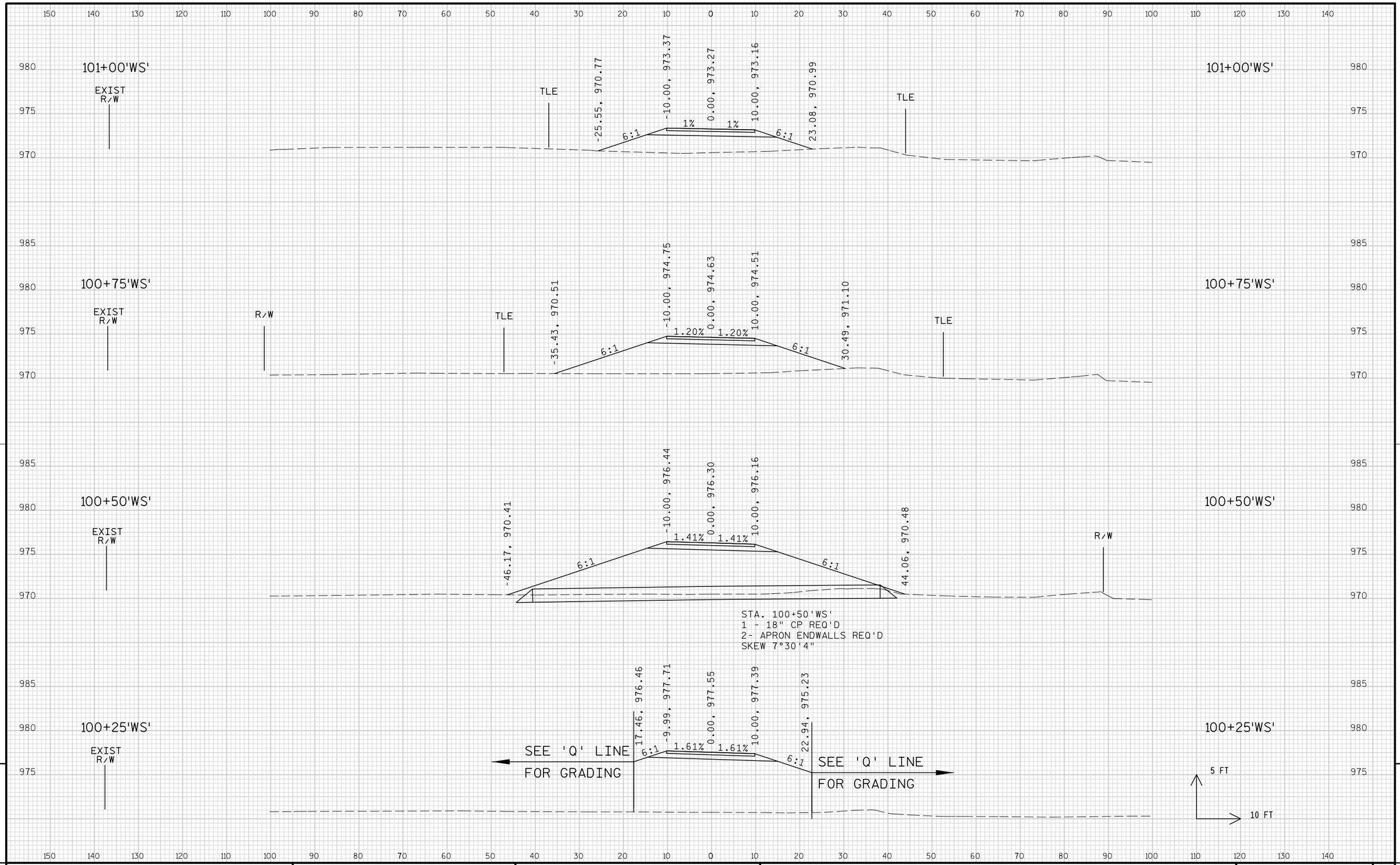


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('WG' LINE)	SHEET 1265	E

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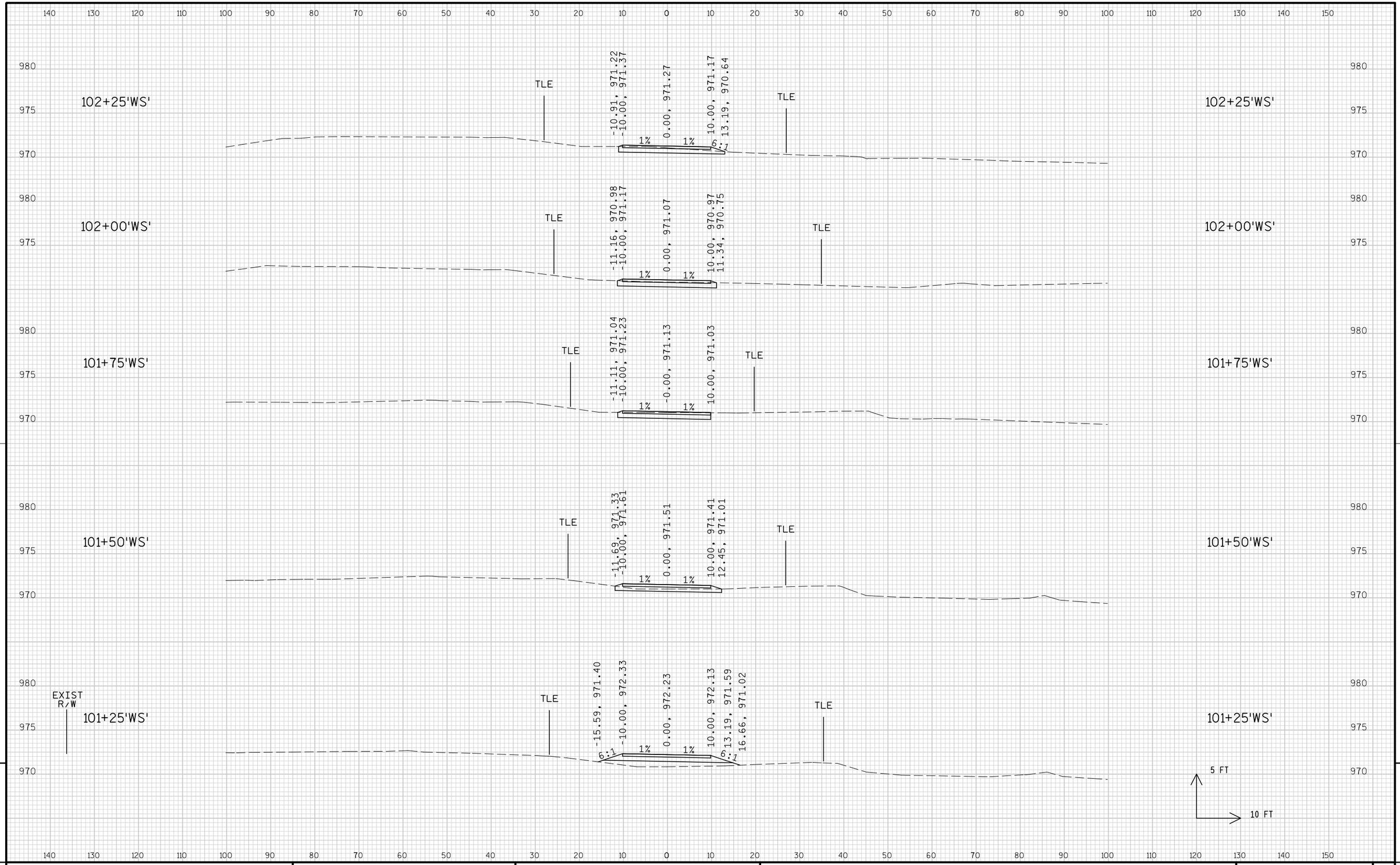
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('WS' LINE)	SHEET 1266	E

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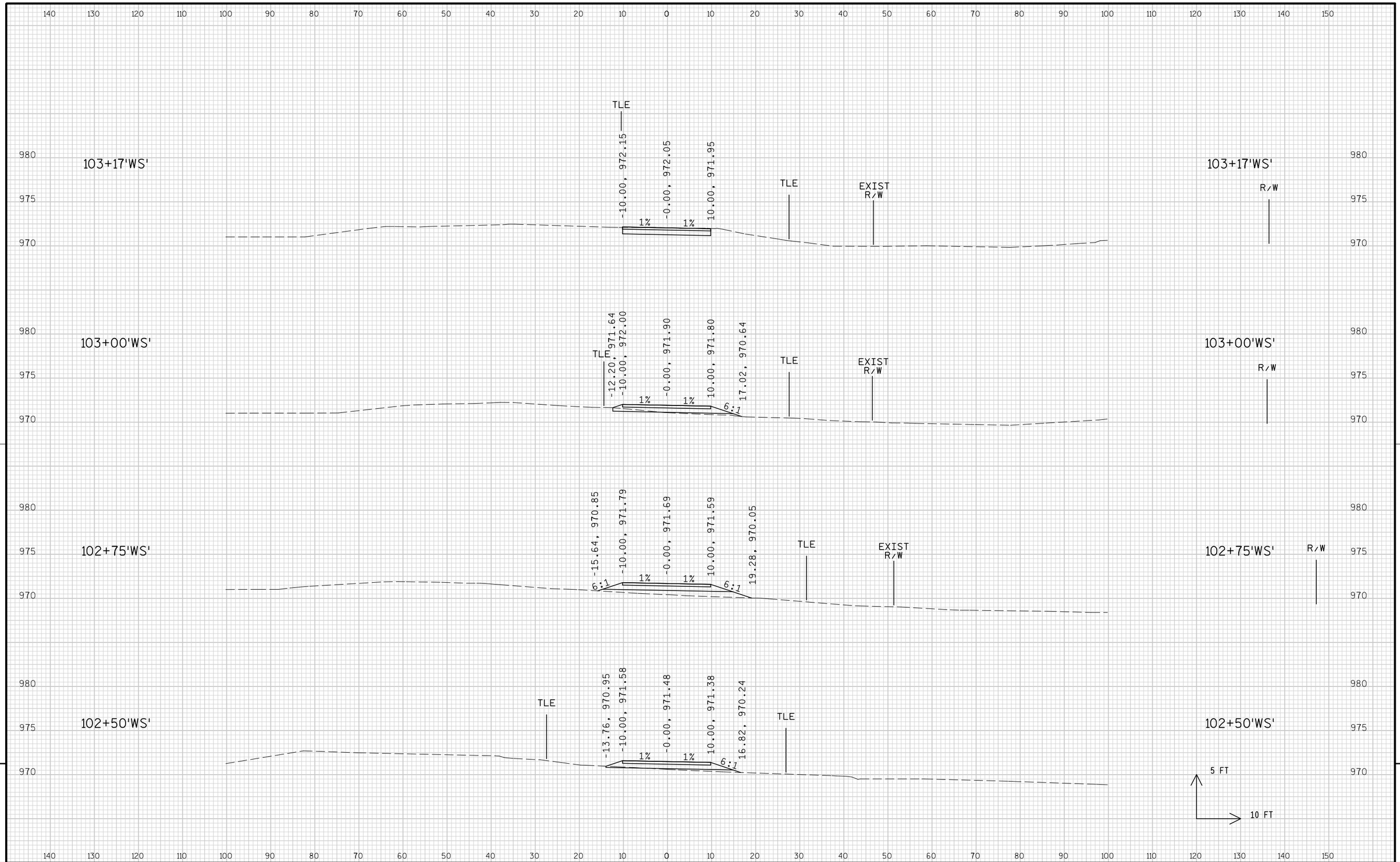
WISDOT/CADDS SHEET 21



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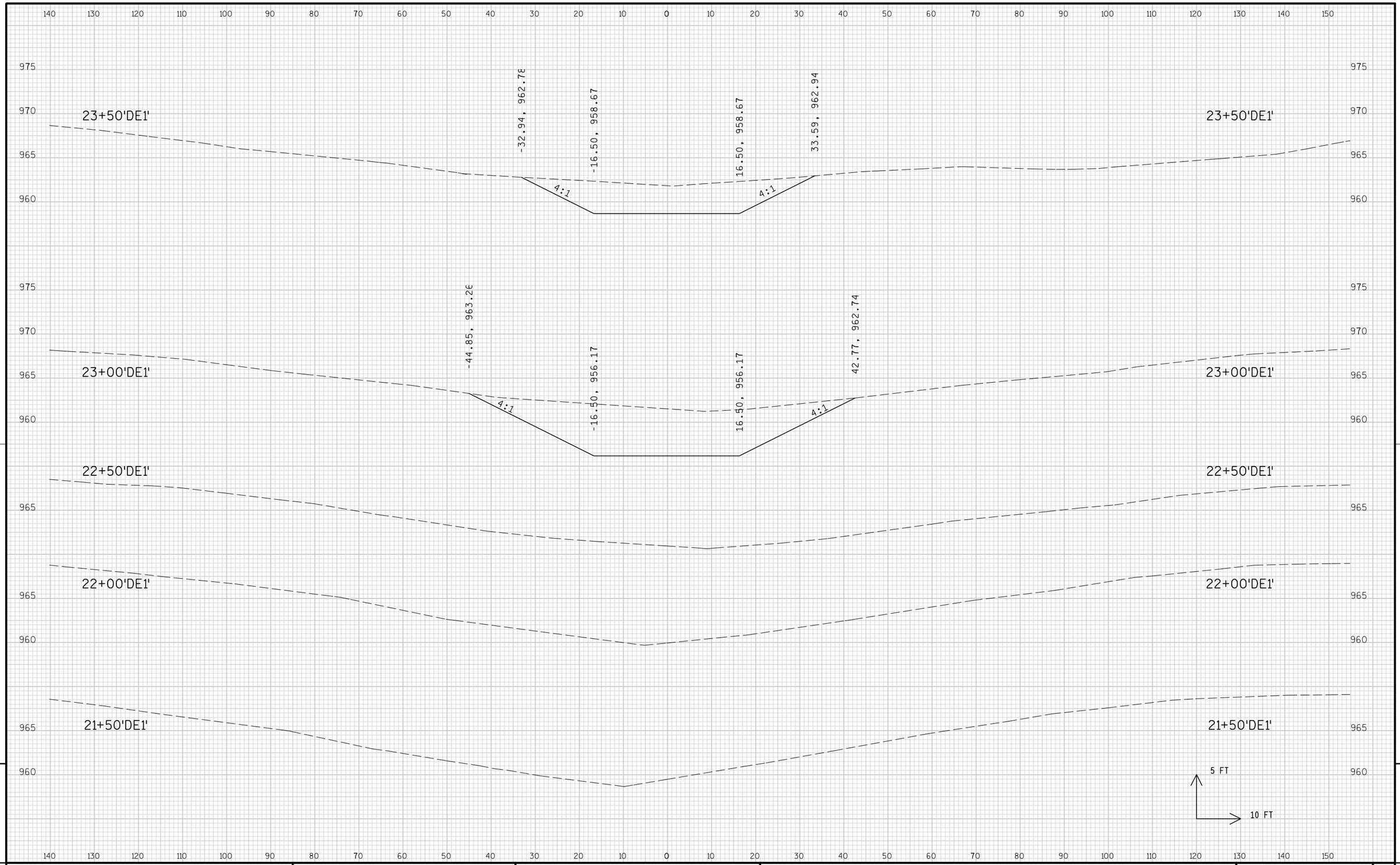
PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('WS' LINE)	SHEET 1267	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: DRIVEWAY ('WS' LINE)	SHEET 1268	E

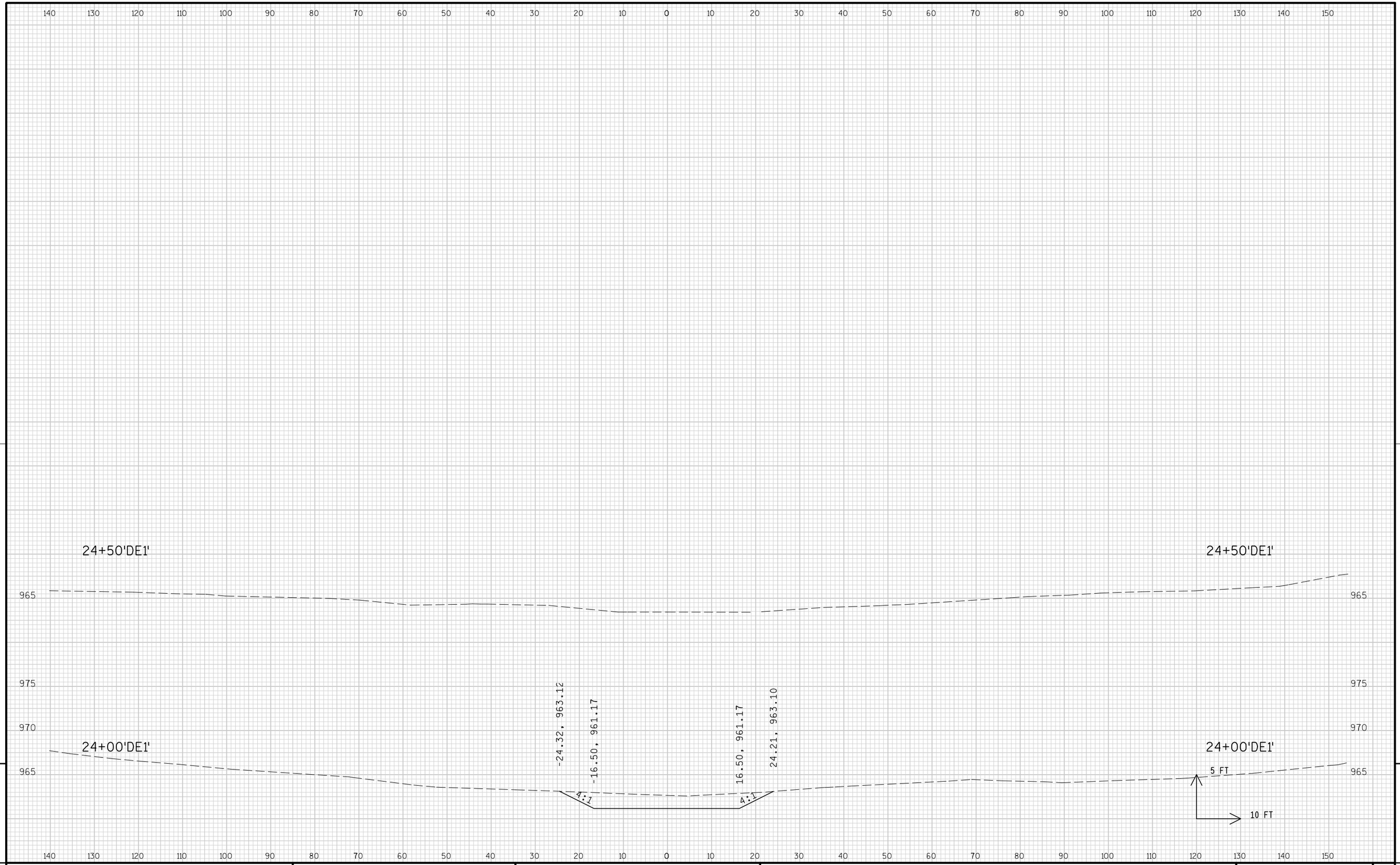


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: EASEMENT ('DE1' LINE)	SHEET 1269	E

FILE NAME : s:\mad\1000--1099\1089\150\micros\design\0072\easements\090201_de1_xs.dgn PLOT DATE : 10/1/2008 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

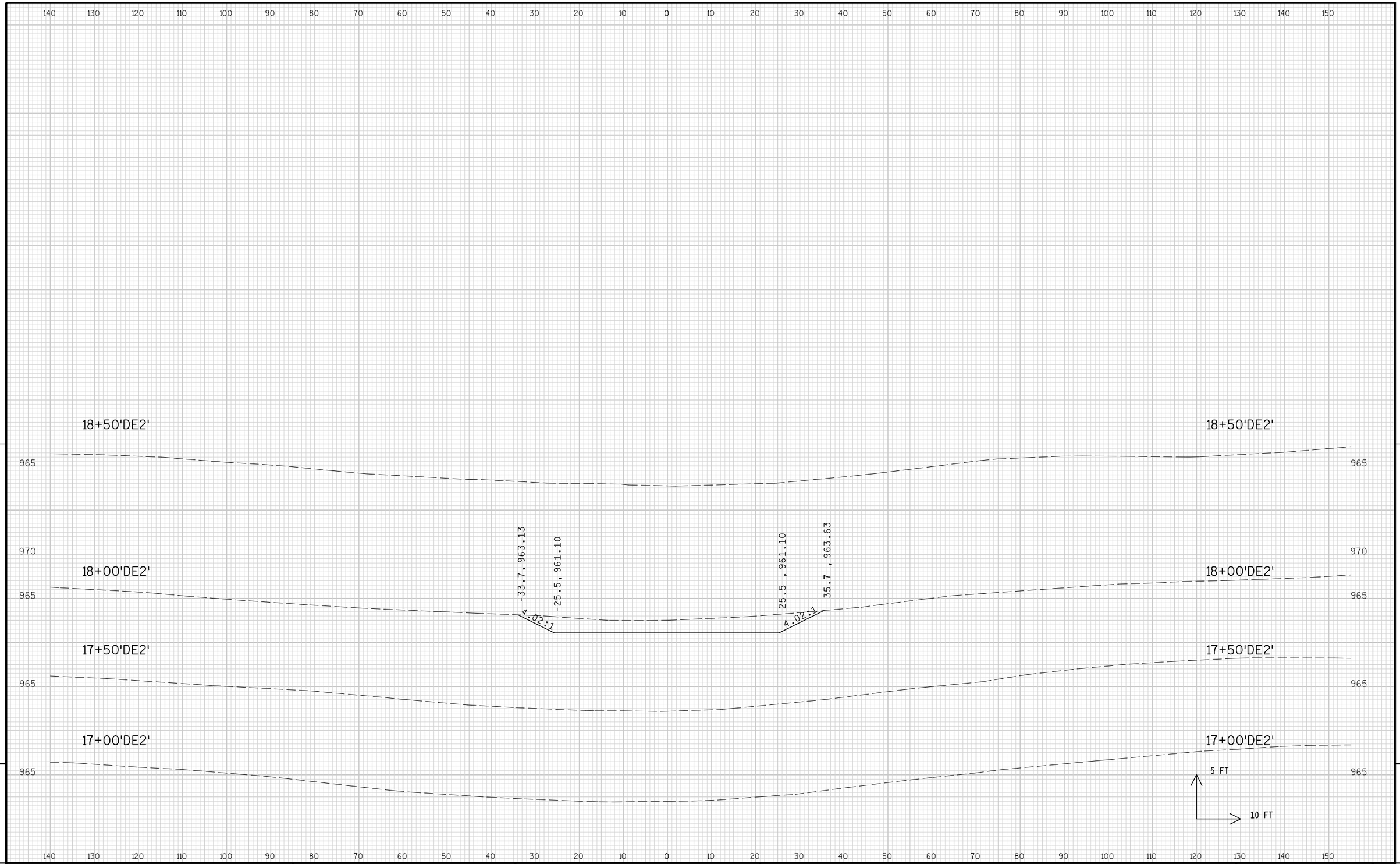


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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: EASEMENT ('DE1' LINE)	SHEET 1270	E

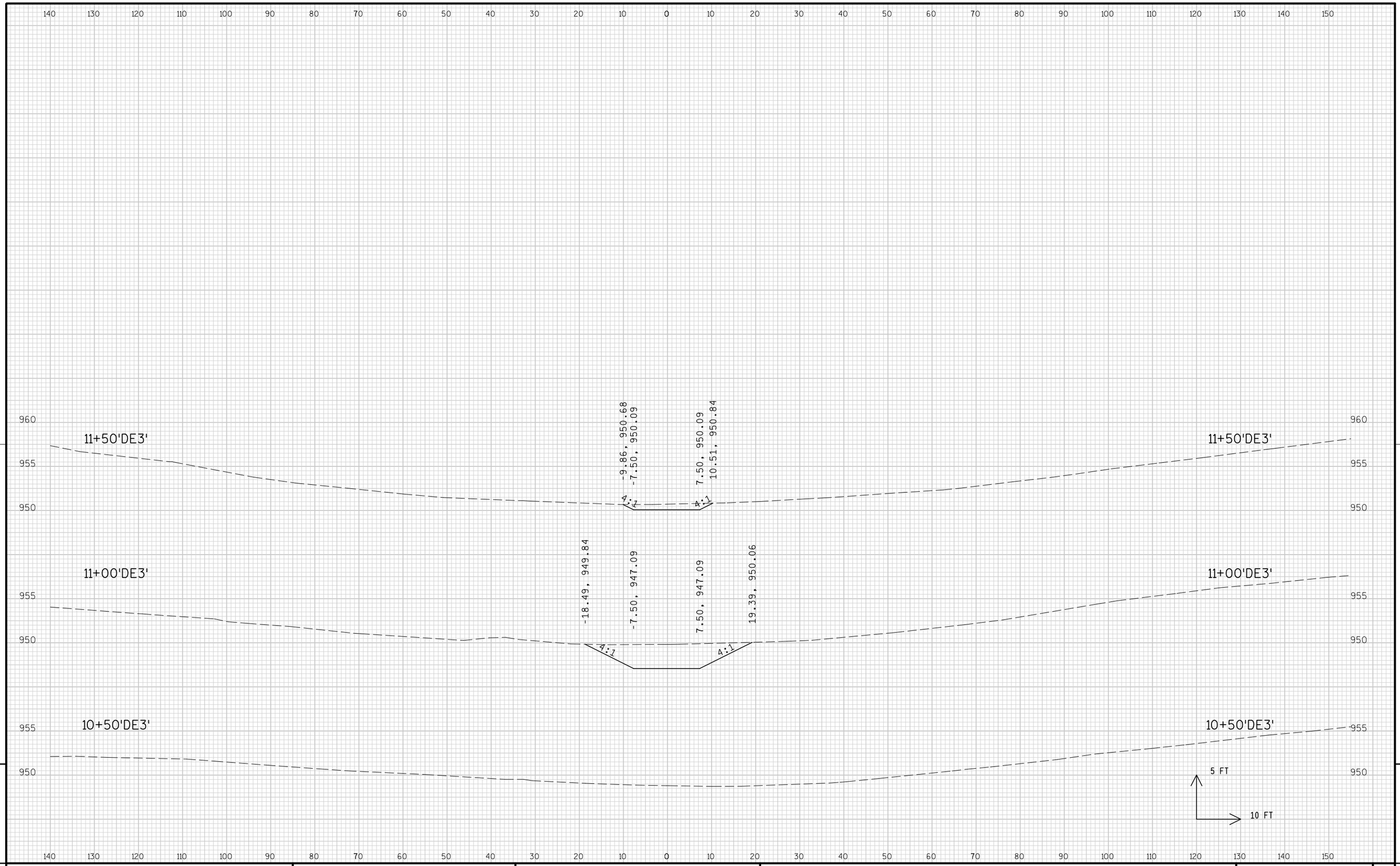
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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: EASEMENT ('DE2' LINE)	SHEET 1271	E



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PROJECT NO: 1674-00-72	HWY: USH 12	COUNTY: SAUK	CROSS SECTIONS: EASEMENT ('DE3' LINE)	SHEET 1272	E

Notes

Wisconsin Department of Transportation

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