INDEX OF SHEETS


| | | |
|---|---|---|
| Sheet No. | 1 | Title |
| Sheet No. | 2-2.97 | Typical Sections and Details |
| Sheet No. | 3-3.7 | Estimate of Quantities |
| Sheet No. | * | Miscellaneous Quantities |
| Sheet No. | 4-4.13 | Right of Way Plat |
| Sheet No. | 5-5.22 | Plan and Profile |
| Sheet No. | 6-6.40 | Standard Detail Drawings |
| Sheet No. | 7-7.18 | Sign Plates |
| Sheet No. | 8-8.14 | Structure Plans |
| Sheet No. | —— | Computer Earthwork Data |
| Sheet No. | 9-9.213 | Cross Sections |

*3A-3P, 8, 8.4 & 8.9


TOTAL SHEETS = 448

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# VERONA BYPASS

(C.T.H. M - NESBITT RD)

## U.S.H. 18

## DANE COUNTY

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1201-04-72 | —— | —— |

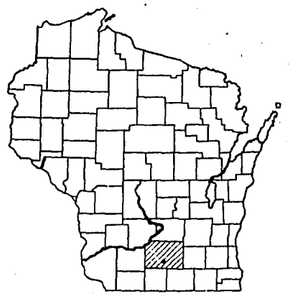
AS BUILT CONSTRUCTION PLAN

WORK TYPE Grading, Base, Box culverts

CONTRACTOR Mann Bros., Inc.

PROJECT MANAGER Mark J Spencer P.E.

WORK START-COMPLETED 4-19-94 — 8-10-95

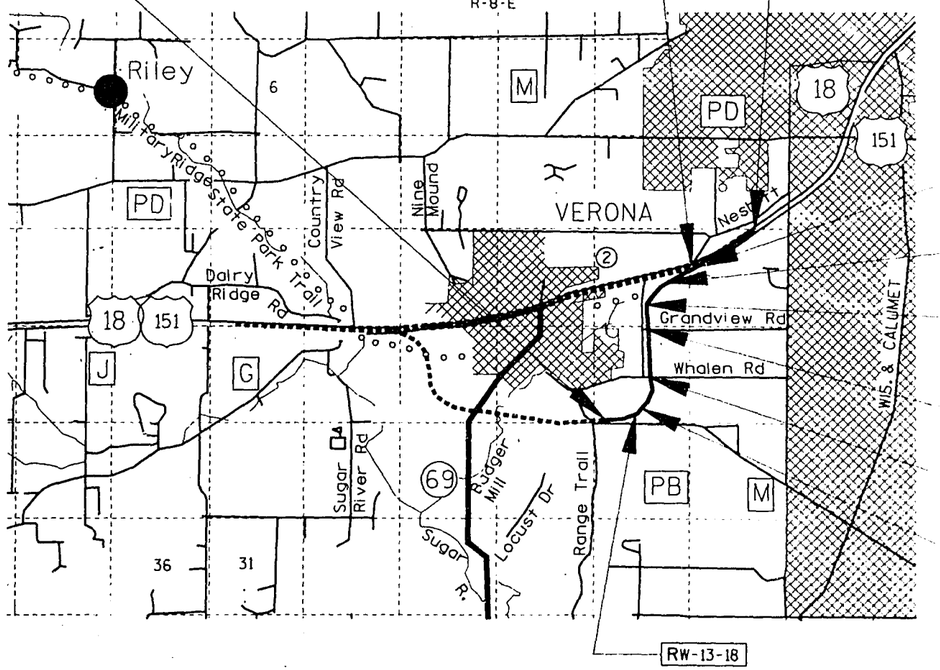


STATE PROJECT NUMBER
1201-04-72

BEGIN PROJECT 1201-04-72
STA. 648+00.00
X= 2,127,927.49
Y= 355,051.42

END PROJECT 1201-04-72
STA. 765+00.00

END CONSTRUCTION
STA. 805+50.00




B-13-417 & B-13-418
EXCEPTION TO NET C/L LENGTH
STA. 744+30.29 - STA. 745+00.63

B-13-425

C-13-117

B-13-415 & B-13-416
EXCEPTION TO NET C/L LENGTH
STA. 717+31.42 - STA. 718+33.26

B-13-413 & B-13-414
EXCEPTION TO NET C/L LENGTH
STA. 690+88.83 - STA. 692+08.83

B-13-411 & B-13-412
EXCEPTION TO NET C/L LENGTH
STA. 675+71.55 - STA. 677+57.53

SIGNAL PLANS PREPARED BY
TRAFFIC ENGINEERING SERVICES, INC.
WISCONSIN
11-1-93

CH2M HILL
WISCONSIN
11-1-93

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor
Designer JAM/JAS
District Engineer
District Supervisor DJP
Proj. Dev. Engineer Richard K. Felong
C.O. Engineer N.R. APFELDT

APPROVED FOR STATE
DATE 11-9-93

APPROVED FOR FEDERAL
DATE 12-9-93 Christa J. Sprey

APPROVED FOR
DATE 11/29/93

## DESIGN DESIGNATION

| | | | (BYPASS) | (CTH 'PB') |
|---|---|---|---|---|
| A.D.T. | 1995 | = | 5,300 | 4,100 |
| A.D.T. | 2012 | = | 9,000 | 6,400 |
| D.H.V. | 2012 | = | 900 | 640 |
| D. | | = | 60-40 | 60-40 |
| T. (DHV) | | = | 4.9% | 4.9% |
| DESIGN SPEED | | = | 65 MPH | 50 MPH |
| ESALS | | = | 1,679,000 | 1,058,500 |

## CONVENTIONAL SIGNS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
NEW RIGHT OF WAY
REFERENCE LINE
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE
CULVERT IN PLACE
CULVERT REQUIRED
CULVERT REQUIRED (Profile)
CULVERT IN PLACE (Profile)

COMBUSTIBLE FLUIDS (UNDER PRESSURE) — CAUTION
UNDERGROUND UTILITIES
GAS — G
ELECTRIC — E
TELEPHONE — T
SERVICE PEDESTAL
CABLE MARKER
POWER POLE
TELEPHONE POLE
RAILROADS
MARSH
WOODED AREA

LAYOUT
SCALE 0 0.8 MI.

TOTAL NET LENGTH OF CENTERLINE = 2.108 MI. RURAL

ALL COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE GRID SYSTEM SOUTH ZONE.
GRID CONVERSION FACTOR = 0.99996

FILE NAME: TITLE.DGN

WIS. CADDS SHEET

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.0

# PROJECT OVERVIEW AND BORING LOCATION

USH 18 — DANE COUNTY

KEY MAP

0 300 600 900

RANGE TRAIL ROAD (BY OTHERS)

CTH "M"

15 (BY OTHERS) 10 TO VERONA

B-13-410 (BY OTHERS)

BEGIN CONSTRUCTION
STA 646+74 "PB-1"

BEGIN PROJECT 1201-04-72
STA. 648+00

BEGIN CONSTRUCTION
STA 648+00 "PB-2"

OBLITERATE OLD ROADWAY

℄ BLACKHAWK BOWHUNTERS DRIVEWAY

OBLITERATE OLD ROADWAY

TO PAOLI

CTH "PB"

STA 193+00 "PB" MATCH

℄ KOCH DRIVEWAY

STA 51+00 "M" MATCH

STA 56+50 "M" MATCH

CTH "M"

℄ CTH "M"

℄ RAMP PB-1

℄ RAMP PB-2

℄ RAMP PB-3

℄ RAMP PB-4

RAMP PB-1

RAMP PB-2

RAMP PB-3

RAMP PB-4

USH 18

BRIDGES BY OTHERS

B-13-411
B-13-412

STA 13+00 "W" MATCH

STA 113+00 "PB" MATCH

STA 17+33 "G" MATCH

℄ CTH "PB"

END CONSTRUCTION
STA 692+00 "PB-4"

℄ USH 18

END CONSTRUCTION
STA 699+00 "PB-3"

B-13-413
B-13-414

B-13-415
B-13 416

BRIDGES BY OTHERS

STA 27+00 "W" MATCH

STA 25+00 "G" MATCH

WHALEN ROAD

℄ WHALEN ROAD

GRANDVIEW ROAD

℄ SLOTTEN DRIVEWAY

MATCH LINE STA. 722+00

RB638.0 RS641C RS641L RS641R RS643C RS643R SB8-1 SB8-2 SB8-3 SB8-4 SB8-5 RC-9 RC-10 RC-18 RB645.44 RS647L RS647R RS647C RB650.0 RB655.0 RB664.0 RB669.0 RBPB44.0 SB9A-1 SB9A-2 SB9A-3680 SB9B-1 SB9B-2 SB9B-3 RB679.2 RB685.0 RB688.8 SB10B-1 SB10B-2 RC17 SB10A-2 RB695.5 RB699.8 RS702.5L RS702.5 RS702.5R RB705.2 MBPB69.1 PBHA62.2

FILE NAME: HDGN: 722U0.DGN

KEY MAP

STATE PROJECT NUMBER 1201-04-72

SHEET NO. 2.1

# PROJECT OVERVIEW AND BORING LOCATION

USH 18 DANE COUNTY

N

TO VERONA

0 300 300 900

℄ LOCAL ROAD

BEGIN CONSTRUCTION
STA 738+50 "E-1"

BEGIN CONSTRUCTION
STA 742+00 "E-2"

℄ CTH "PB-N"

℄ NESBITT ROAD

BEGIN CONSTRUCTION
STA. 8+00 "MRRT"

B-13-417
B-13-418
BRIDGES BY OTHERS

END CONSTRUCTION
STA 763+00 "E-2"

END PROJECT 1201-04-72
STA 765+00 USH 18

MRRT

CTH "PB"

RAMP E-2

℄ RAMP E-2

NESBITT ROAD

END CONSTRUCTION 1201-04-72
STA. 805+50.00

B-13-426
BY OTHERS

B-13-425 (REQ'D)

C-13-117 (REQ'D)

USH 18

RAMP E-1

BADGER MILL CREEK

MILITARY RIDGE RECREATION TRAIL

℄ "MRRT"

STA 26+00 "MRRT" MATCH

END CONSTRUCTION
STA 765+00 "E-1"

MATCH LINE STA. 721+00

℄ SLOTTEN DRIVEWAY

GRANDVIEW ROAD

℄ RAMP "E-1"

℄ USH 18

TO MADISON

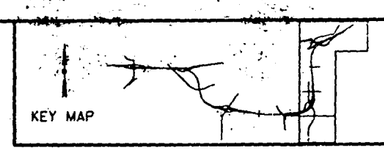
WETLAND MITIGATION SITE
CONSTRUCTION LOCATION

GOOSE LAKE

59.60. 51. 32. 29.30. 24.25. 20.

LEVELS ON •

FILE NAME: HDGN:T2200A.DGN ....




STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.2

# GENERAL NOTES

USH 18

DANE COUNTY

## GENERAL NOTES

1. NO TREES ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
2. FILL AS SHOWN ON THE PLAN PERTAINS TO EMBANKMENT CONSTRUCTED FROM BORROW, COMMON, ROCK AND MARSH EXCAVATION AND EXCAVATION BELOW SUBRADE (E.B.S.). THE FACTOR USED FOR EXPANDING THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS IN THE EARTHWORK SUMMARY.
3. EXCAVATION BELOW SUBGRADE (EBS/EBE) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION. THE LOCATION FOR EBS WILL BE DETERMINED BY THE ENGINEER.
4. THE 5-INCH & 4-1/2 INCH ASPHALTIC CONCRETE PAVEMENT SHALL CONSIST OF A 1-1/2-INCH SURFACE COURSE AND TWO BINDER COURSES.
5. THE 3 1/2-INCH ASPHALTIC CONCRETE PAVEMENT SHALL CONSIST OF A 1 1/2-INCH SURFACE COURSE AND ONE BINDER COURSE.
6. ASPHALTIC MATERIAL FOR TACK COAT SHALL BE APPLIED AT A MAXIUM RATE OF 0.025 GAL/S.Y..
7. ALL CONCRETE PIPE SHALL HAVE JOINT TIES INSTALLED ON THE LAST TWO PIPE JOINTS AND THE ENDWALL JOINT AT BOTH THE INLET AND DISCHARGE ENDS.
8. EXPANSION JOINTS TO BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER.
9. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
10. THE EXISTING DRIVEWAYS AND FIELD ENTRANCES WILL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD AND AT THE LOCATION DETERMINED BY THE ENGINEER.
11. THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS SUPERELEVATION WHEN SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF SUPERELEVATION IS LESS THAN OR EQUAL TO 0.04 FT./FT., THEN LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. HIGH SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS SUPERELEVATION.
12. DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED, SEEDED, AND MULCHED AS DIRECTED BY THE ENGINEER.
13. THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
14. ALL RADII ARE MEASURED TO THE FLANGE OF CURB UNLESS OTHERWISE NOTED.
15. A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET THE EXISTING ASPHALTIC SURFACE.
16. ALL COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM (SOUTH ZONE). THE CONTROL SURVEY FOR THIS PROJECT WAS CONDUCTED AND MET SPECIFICATIONS FOR THIRD ORDER SURVEYS.
17. ALL OPENINGS OR HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS, SHALL BE BACKFILLED WITH GRANULAR BACKFILL, THE COST OF WHICH WILL BE INCLUDED IN OTHER ITEMS.
18. AFTER PLACING CURB AND GUTTER, ANY EXCESS CONCRETE PROTRUDING BEYOND THE BACK OF CURB LINE SHALL BE REMOVED BY THE CONTRACTOR PRIOR TO BACKFILLING.
19. ALL CONCRETE CURB AND GUTTER IS LOW SIDE (NON-REJECT) UNLESS OTHERWISE INDICATED ON THE PLAN.
20. SILT FENCE REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.
21. INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.
22. ALL CURBS UNLESS OTHERWISE NOTED ON THE PLANS SHALL TAPER FROM 0 TO 6 INCHES IN HEIGHT IN 10-FEET.

## STANDARD DETAIL DRAWINGS

| | |
|---|---|
| 8A5-9a,9b | INLET COVERS |
| 8A5-9d | INLET AND MANHOLE COVERS |
| 8A6-3 | CATCH BASINS TYPES 1 & 2 |
| 8B6-3 | MANHOLES TYPE 1 |
| 8B7-3 | MANHOLES, TYPE 2 & 3 |
| 8C1-4 | INLETS, TYPE 1,2 AND 3 |
| 8C5-1 | INLETS, TYPES 8, 9, 10 AND 11 |
| 8D1-11 | CONCRETE CURB, CONCRETE CURB AND GUTTER AND PAVEMENT TIES |
| 8D4-3 | CONCRETE SURFACE DRAIN AND ASPHALTIC FLUME |
| 8E4-2 | SOD OR MASONRY AND SOD DITCH CHECKS |
| 8E5-1 | SODDED BACKSLOPE FLUME & INTERCEPTING EMBANKMENT |
| 8E6-7 | CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH |
| 8E7-1 | EROSION MAT |
| 8E8-1 | TYPICAL INSTALLATION OF EROSION BALES |
| 8E9-3 | SILT FENCE |
| 8F1-10a | APRON ENDWALLS FOR CULVERT PIPE |
| 8F4-5 | JOINT TIES FOR CONCRETE PIPE |
| 8F5-1 | CLASS "B" BEDDING FOR CULVERT PIPE AND STORM SEWER |
| 8F7-2 | STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SECTION |
| 9A1-8a | AT-GRADE SIDE ROAD INTERSECTIONS, TYPES "B", "C" AND "D" |
| 9B2-5 | CONDUIT |
| 9B4-1 | PULL BOXES |
| 9F3-1 | LOOP DETECTOR INSTALLED IN NEW CONCRETE PAVEMENT 6x6x6-INCH JUNCTION BOX (MULTIPLE LEAD-OUT) |
| 9F8-1 | LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT) |
| 12A3-4 | NAME PLATE-STRUCTURES |
| 13C1-9 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND PAVEMENT TIES |
| 13C13-1 | DOWELED NON-REINFORCED CONCRETE PAVEMENT (TRANSVERSE JOINTS SPACED AT 20' AND NORMAL) |
| 14B3-2 | CLASS "B" STEEL PLATE BEAM GUARD |
| 14B7-8a | TEMPORARY PRECAST CONCRETE BARRIER |
| 14B7-8b | TEMPORARY PRECAST CONCRETE BARRIER END SECTION AND PORTABLE CRASH CUSHION |
| 15B1-7a,7b | WOVEN WIRE FENCE |
| 15C2-2 | BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES |
| 15C7-2 | PAVEMENT MARKING SYMBOLS |
| 15C8-5a | PAVEMENT MARKING (MAINLINE & INTERSECTIONS) |
| 15C8-5b | PAVEMENT MARKING (LEFT TURN LANE) |
| 15C8-5c | PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK) |
| 15C11-4 | FLEXIBLE TUBULAR MARKER POST ANCHOR AND BASES |
| 15C12-1 | TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) |
| 16A1-5 | LANDMARK REFERENCE MONUMENTS AND COVER |

## STANDARD ABBREVIATIONS

| | |
|---|---|
| B/L | BASE LINE |
| C/L | CENTER LINE |
| T/L | TRANSIT LINE |
| R/L | REFERENCE LINE |
| MIN. | MINIMUM |
| MAX. | MAXIMUM |
| NOR. | NORMAL |
| TYP. | TYPICAL |
| VAR. | VARIABLE |
| F.E. | FIELD ENTRANCE |
| P.E. | PRIVATE ENTRANCE |
| CABC | CRUSHED AGGREGATE BASE COURSE |
| DGBC | DENSE GRADED BASE COURSE |
| OGBC | OPEN GRADED BASE COURSE |
| SHLDR. | SHOULDER |
| SDD | STANDARD DETAIL DRAWING |
| S.E. | SUPERELEVATION |
| N.C. | NORMAL CROWN |
| R.C. | REVERSE CROWN |
| EBRL | EASTBOUND REFERENCE LINE |
| WBRL | WESTBOUND REFERENCE LINE |
| PUU | PIPE UNDERDRAIN UNPERFORATED |
| CP | CULVERT PIPE |
| CSCP | CORRUGATED STEEL CULVERT PIPE |
| CSPA | CORRUGATED STEEL PIPE ARCH |
| RCCP | REINFORCED CONCRETE CULVERT PIPE |
| RCHECP | REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE |
| MH | MANHOLE |
| CB | CATCH BASIN |
| PCC | CONCRETE PAVEMENT |
| ACP | ASPHALTIC CONCRETE PAVEMENT |
| FO | FIBER OPTIC TELEPHONE LINE (BURIED) |
| REINF. | REINFORCED |
| CONC. | CONCRETE |
| H. E. | HORIZONTAL ELLIPTICAL |
| E.B.S. | EXCAVATION BELOW SUBGRADE |
| E.B.E. | EXCAVATION BELOW EMBANKMENT |

## UTILITIES

GAS

MADISON GAS AND ELECTRIC COMPANY
MR. JOHN YOGERST
P.O. BOX 1231
MADISON, WI 53701
PHONE: 608/252-7195

TELEPHONE

MOUNT VERNON TELEPHONE COMPANY
MR. JACK NORTHRUP
P.O. BOX 930095
VERONA, WI 53593
PHONE: 608/845-6445

CABLE T.V.

MARCUS CABLE
MR. RANDY STEURER
P.O. BOX 145
WAUNAKEE, WI 53597-0145
PHONE: 608/849-8033

WATER & SEWAGE

MADISON METROPOLITAN SEWERAGE DISTRICT
MR. DICK KLASS
1610 MOORLAND ROAD
MADISON, WI 53713
PHONE: 608/222-1201

TOWN OF VERONA
MS. ROSE JOHNSON
335 NORTH NINE MOUND ROAD
VERONA, WI 53593

ELECTRIC

WISCONSIN POWER AND LIGHT COMPANY
MR. JIM PALZKILL
P.O. BOX 192
MADISON, WI 53703
PHONE: 608/252-3456

WISCONSIN POWER AND LIGHT COMPANY
LOCAL CONTACT
MR. MIKE BURNS
P.O. BOX 4
OREGON, WI 53575
PHONE: 608/258-5143

WISCONSIN DEPARTMENT OF TRANSPORTATION
DISTRICT 1
MR. BRUCE BELSCAMPER
2101 WRIGHT STREET
MADISON, WI 53704-2583
PHONE: 608/246-3817

RECREATION TRAIL

ICE AGE PARK AND TRAIL FOUNDATION
MR. GARY WERNER
333 W. MIFFLIN ST.
MADISON, WI 53705

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
- SOUTHERN DISTRICT
MR. GREG MARKUS
3911 FISH HATCHERY ROAD
FITCHBERG, WI 53711
PHONE: 608/251-5550

DIGGERS HOTLINE

DANE COUNTY
PHONE: 800/242-8511*

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

WISCONSIN STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORKING DAYS NOTICE BEFORE YOU EXCAVATE

59.60

54

LEVELS ON

FILE NAME: HDGN: 72201.DGN

KEY MAP

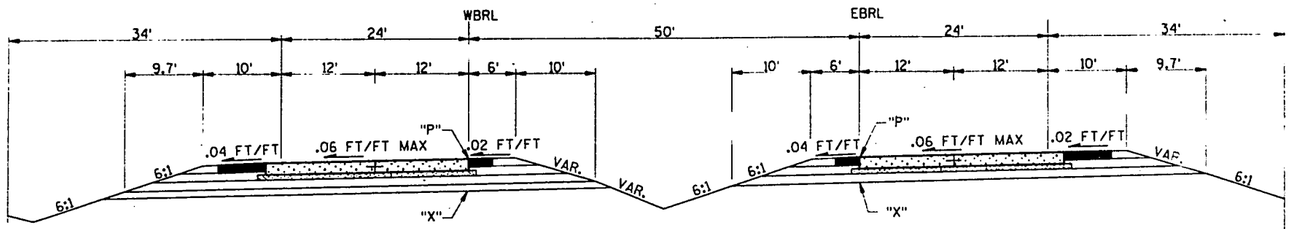
STATE PROJECT NUMBER 1201-04-72

SHEET NO. 2.3

# TYPICAL SECTION MAINLINE

USH 18

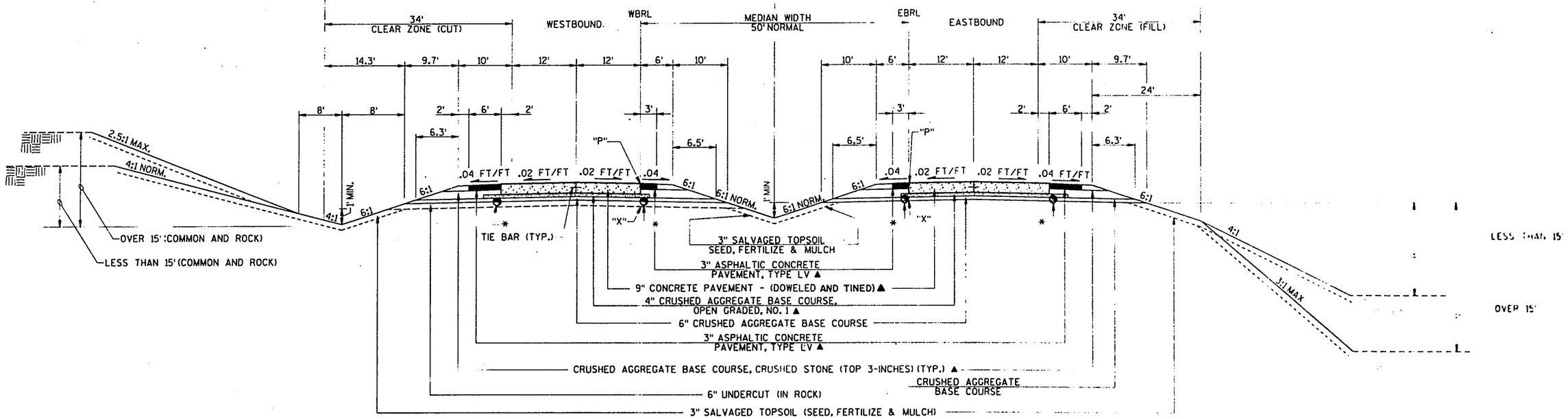
DANE COUNTY




TYPICAL SUPERELEVATED SECTION
(CONSTANT WIDTH SUBGRADE)

## NOTES:

1. MAINLINE AND RAMP CONSTRUCTION UNDER THIS CONTRACT IS GRADING & BASE ONLY.
2. NOT UNDER THIS CONTRACT (▲).
3. PROPOSED PIPE UNDERDRAIN (*) (NOT UNDER THIS CONTRACT).
4. "P" = POINT REFERRED TO ON PROFILE.
5. "X" = POINT REFERRED ON CROSS SECTION.
6. SEE TYPICAL SECTION FOR SPLIT PROFILE AREA BETWEEN THE CTH "PB" AND EAST INTERCHANGE.




TYPICAL FINISHED SECTION

# USH 18 BYPASS MAINLINE

STA. 648+00.00 TO 763+00.00 WB
STA. 648+00.00 TO 765+00.00 EB

GRADING & BASE ONLY
UNDER THIS CONTRACT

59.60

5L

LEVELS ON

FILE NAME: HDGN: 72202.DGN

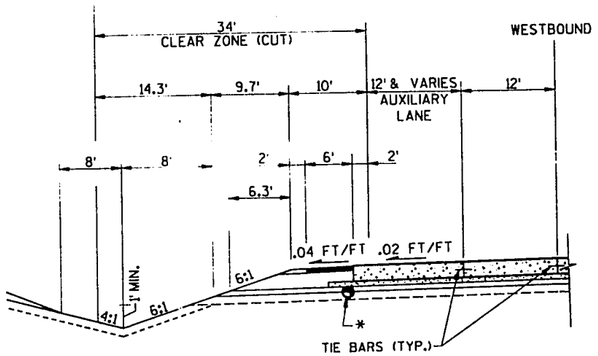
KEY MAP

STATE PROJECT NUMBER 1201-04-72

SHEET NO. 2.4

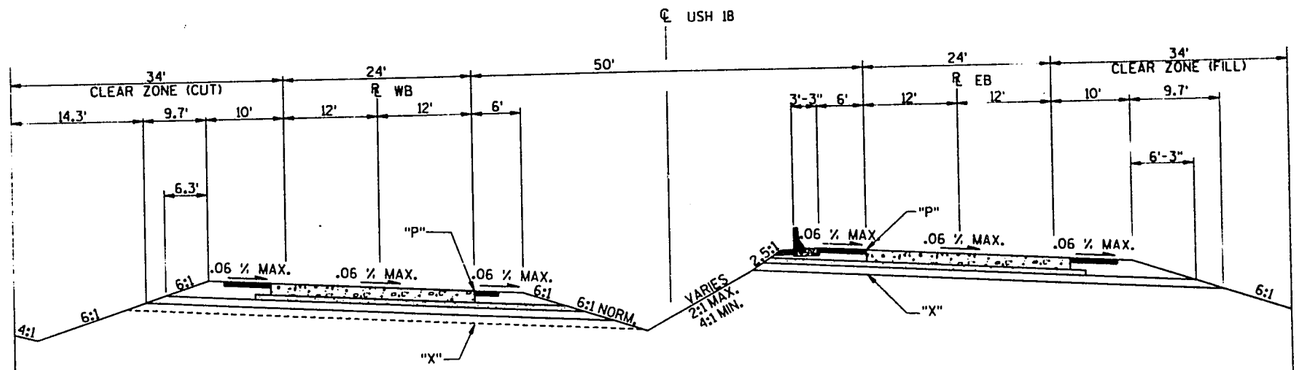
# TYPICAL SECTION MAINLINE

USH 18 DANE COUNTY



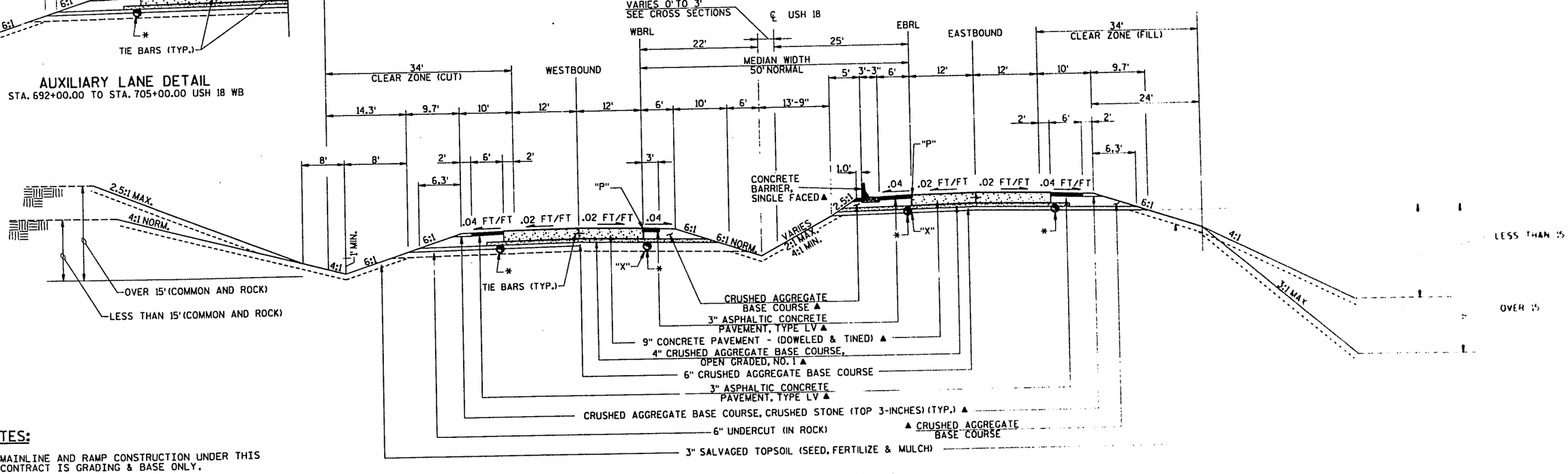

## AUXILIARY LANE DETAIL

STA. 692+00.00 TO STA. 705+00.00 USH 18 WB




## TYPICAL SUPERELEVATED SECTION

(CONSTANT WIDTH SUBGRADE)




## TYPICAL FINISHED SECTION

## USH 18 BYPASS MAINLINE

SPLIT PROFILE AREA

(CTH "PB" INTERCHANGE TO EAST INTERCHANGE)

**NOTES:**

1. MAINLINE AND RAMP CONSTRUCTION UNDER THIS CONTRACT IS GRADING & BASE ONLY.
2. NOT UNDER THIS CONTRACT (▲).
3. PROPOSED PIPE UNDERDRAIN (*) (NOT UNDER THIS CONTRACT).
4. "P" = POINT REFERRED TO ON PROFILE.
5. "X" = POINT REFERRED ON CROSS SECTION.
6. CONCRETE BARRIER, SINGLE-FACED (NOT PART OF THIS CONTRACT).

GRADING & BASE ONLY UNDER THIS CONTRACT

59.60.

5L

LEVELS ON

FILE NAME: HDGN: 72205.DGN

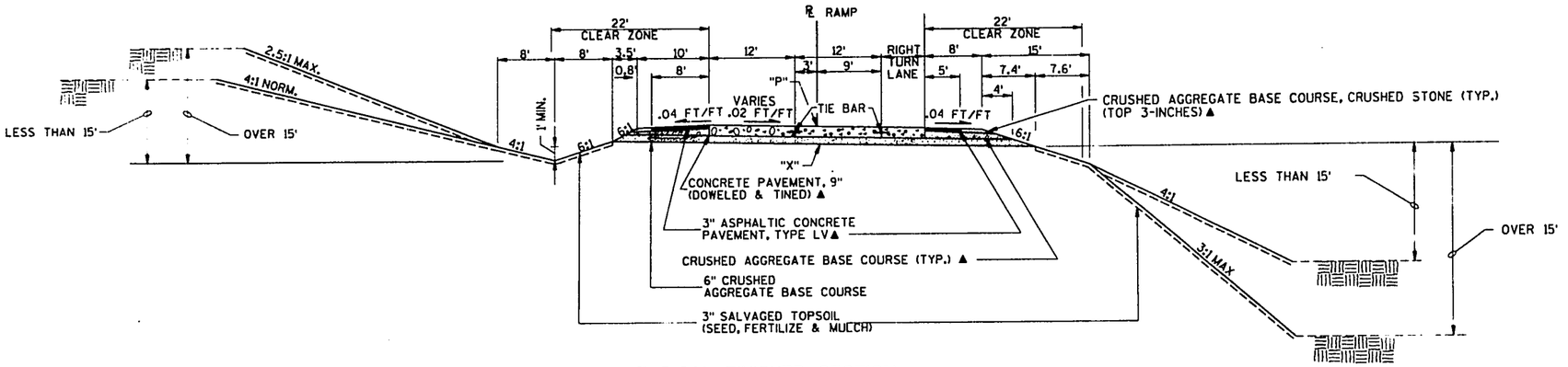
KEY MAP

STATE PROJECT NUMBER 1201-04-72

SHEET NO. 2.5

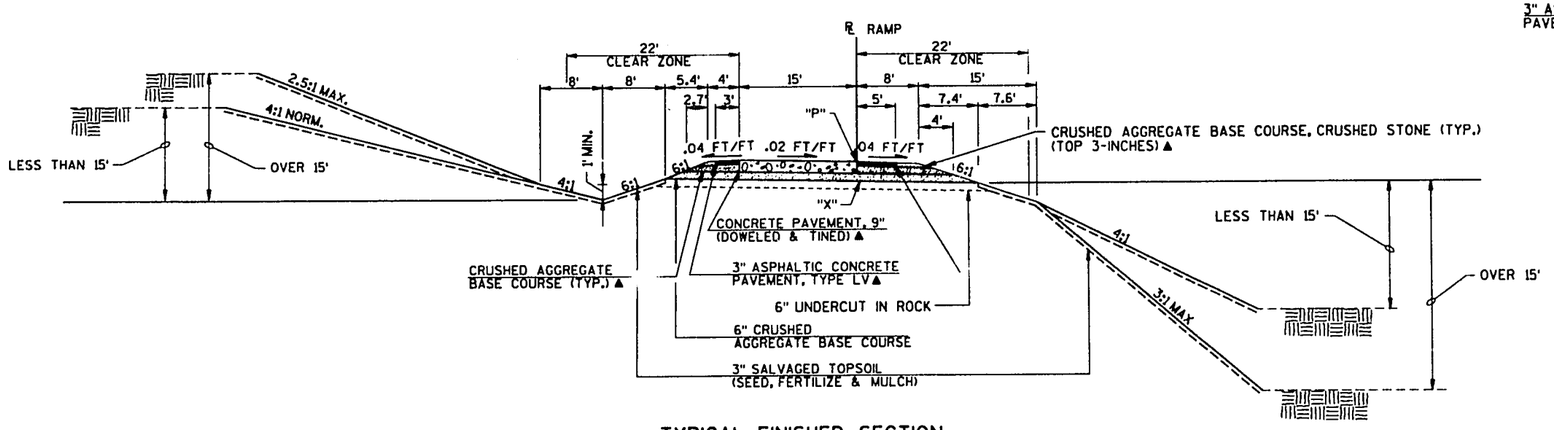
# TYPICAL SECTION RAMPS

USH 18 DANE COUNTY




## TYPICAL FINISHED SECTION
## TWO LANE RAMP

PB-4, E-1, E-2
(SHOWN IN DIRECTION OF TRAVEL)

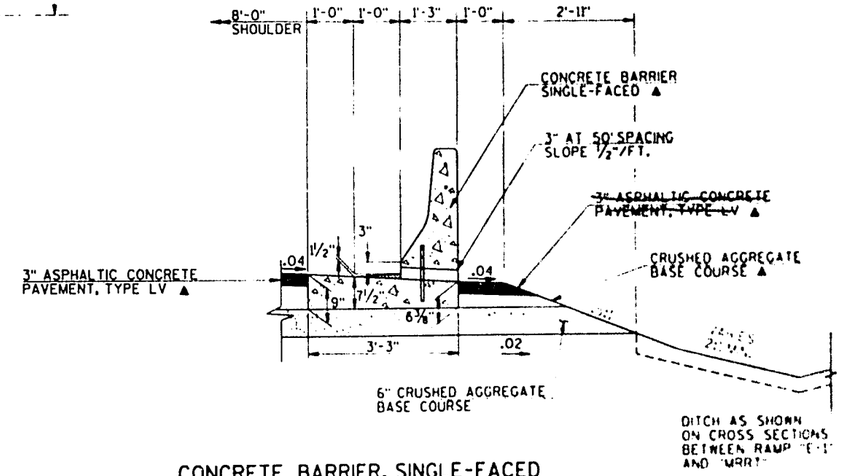



## TYPICAL FINISHED SECTION
## ONE LANE RAMP

E-1, E-2, PB-1, PB-2, PB-3
(SHOWN IN DIRECTION OF TRAVEL)

## NOTES:

1. MAINLINE AND RAMP CONSTRUCTION UNDER THIS CONTRACT IS GRADING & BASE ONLY.
2. NOT UNDER THIS CONTRACT (▲).
3. PROPOSED PIPE UNDERDRAIN (°) (NOT UNDER THIS CONTRACT).
4. "P" = POINT REFERRED TO ON PROFILE.
5. "X" = POINT REFERRED ON CROSS SECTION.
6. CONCRETE BARRIER, SINGLE FACED WILL BE CONSTRUCTED BY OTHERS BETWEEN STA. 741+00 TO STA. 753+00 ON RAMP "E-1", RT. SEE RAMP "E-1" SHOULDER DETAIL (THIS SHEET) AND CROSS SECTIONS. USE 8' ASPHALTIC CONCRETE PAVEMENT SHOULDER, TYPE LV IN THIS AREA.




## CONCRETE BARRIER, SINGLE-FACED

RAMP E-1, RIGHT SHOULDER

GRADING & BASE ONLY UNDER THIS CONTRACT

LEVELS ON

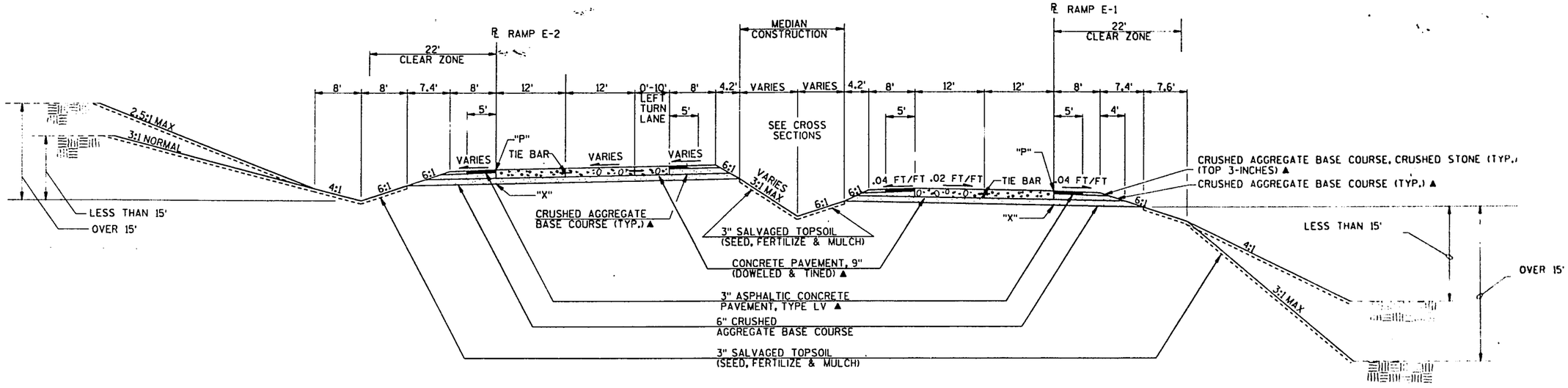
FILE NAME: HDGN: 72206.DGN

KEY MAP

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 2.6 |

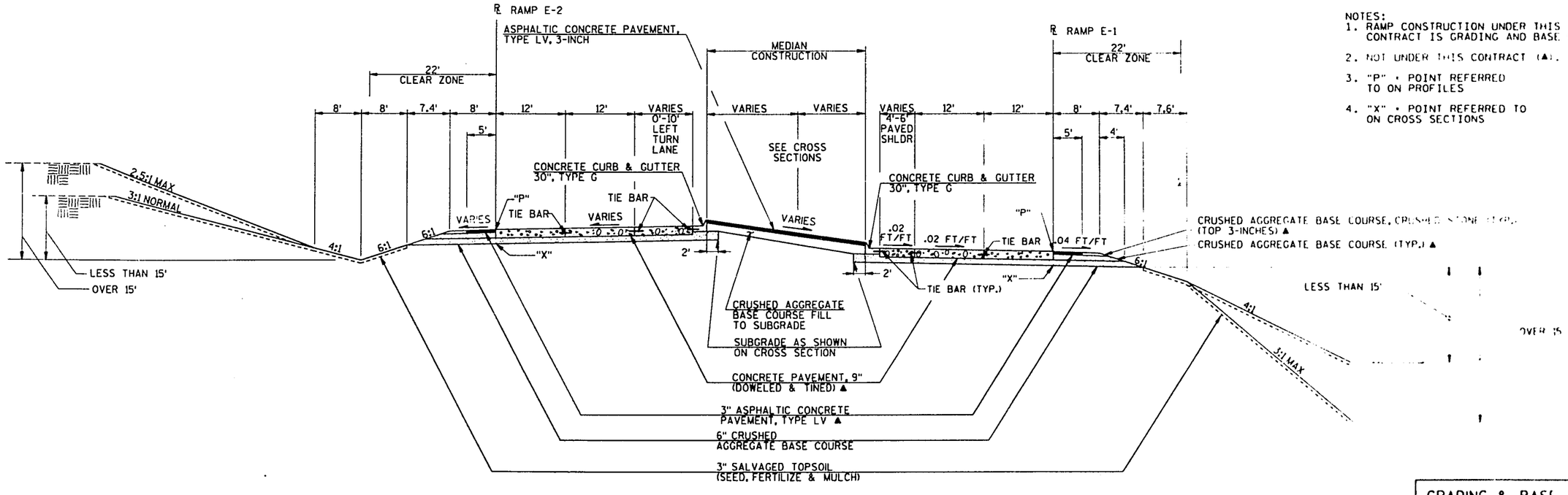
# TYPICAL SECTIONS

USH 18 — DANE COUNTY




## RAMP E-2 / RAMP E-1 MEDIAN DETAIL

RAMP E-2 STA. 742+60.75 TO STA. 747+37.49
RAMP E-1 STA. 739+20.00 TO STA. 741+70.00
(SHOWN IN DIRECTION OF STATIONING)




NOTES:
1. RAMP CONSTRUCTION UNDER THIS CONTRACT IS GRADING AND BASE ONLY.
2. NOT UNDER THIS CONTRACT (▲).
3. "P" = POINT REFERRED TO ON PROFILES
4. "X" = POINT REFERRED TO ON CROSS SECTIONS

## RAMP E-2 / RAMP E-1 MEDIAN DETAIL

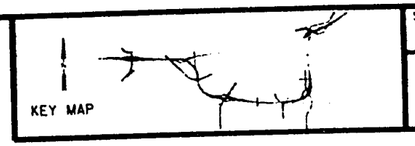
RAMP E-2 STA. 742+00.00 TO STA. 742+60.75
RAMP E-1 STA. 738+50.00 TO STA. 739+20.00
(SHOWN IN DIRECTION OF STATIONING)

GRADING & BASE ONLY UNDER THIS CONTRACT

59.60.

LEVELS ON •

FILE NAME: MDGN: 72210A.DGN



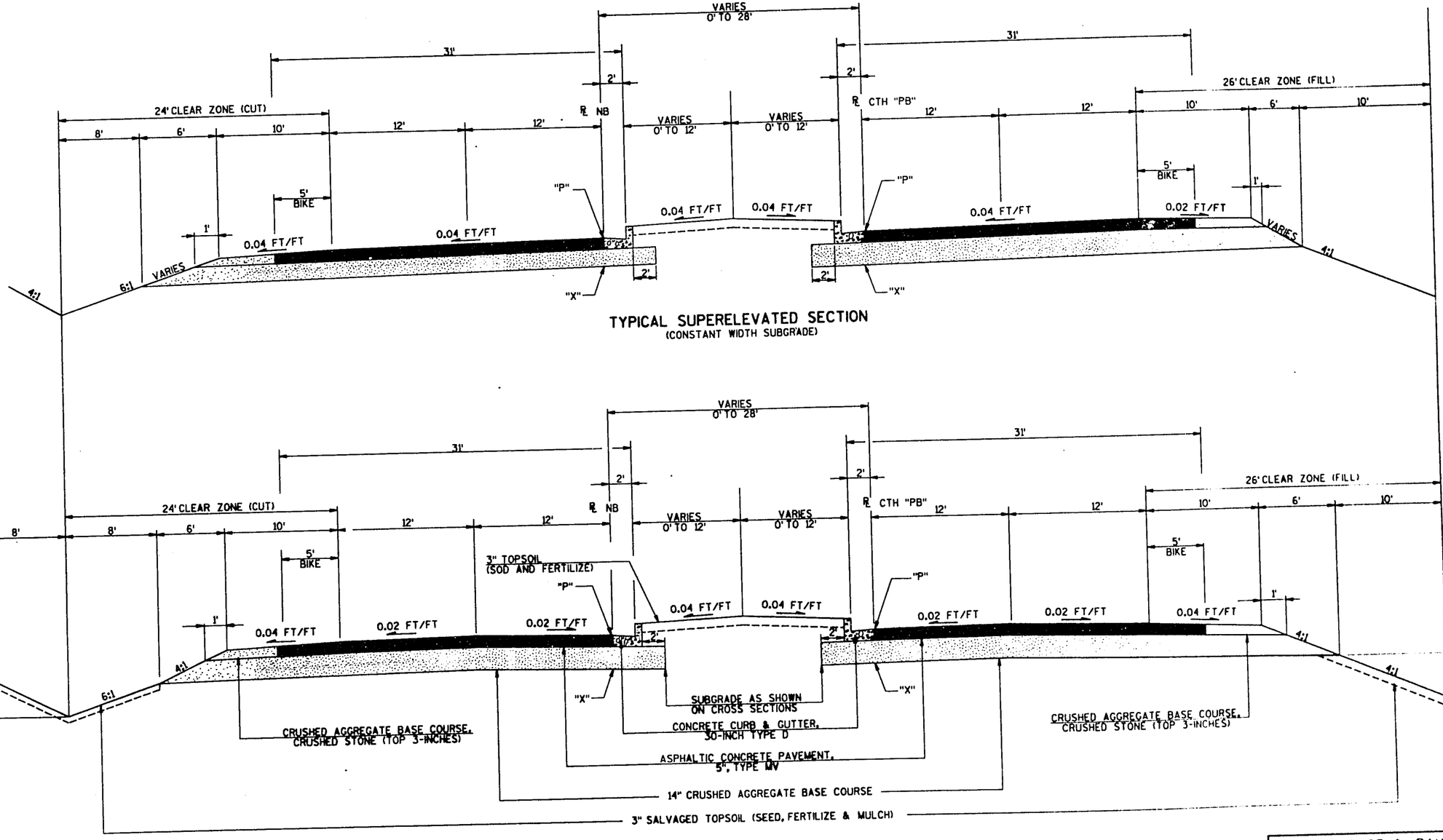

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.7

# TYPICAL SECTION

USH 18

DANE COUNTY




TYPICAL SUPERELEVATED SECTION
(CONSTANT WIDTH SUBGRADE)

TYPICAL FINISHED SECTION

* CTH "PB" ----- STA. 113+00.00 TO STA. 135+20.76
STA. 162+78.97 TO STA. 193+00.00

NOTE:
* NO MEDIAN REQUIRED FROM
STA. 113+00.00 TO STA. 119+63.10
STA. 186+55.07 TO STA. 193+00.00
PAVEMENT STRUCTURE IS THE SAME
AS SHOWN ON THIS TYPICAL FINISHED SECTION
FOR GEOMETRICS, SEE CONSTRUCTION DETAIL
FOR CTH "PB" 2 TO 4 LANE TRANSITION.

GRADING, BASE & PAVEMENT
UNDER THIS CONTRACT

"P" - POINT REFERED TO ON PROFILE
"X" - POINT REFERED TO ON CROSS SECTION

59.60.
LEVELS ON -
FILE NAME: HDGN: 72204B.DGN
WISDOT/CADDS SHEET 42

KEY MAP

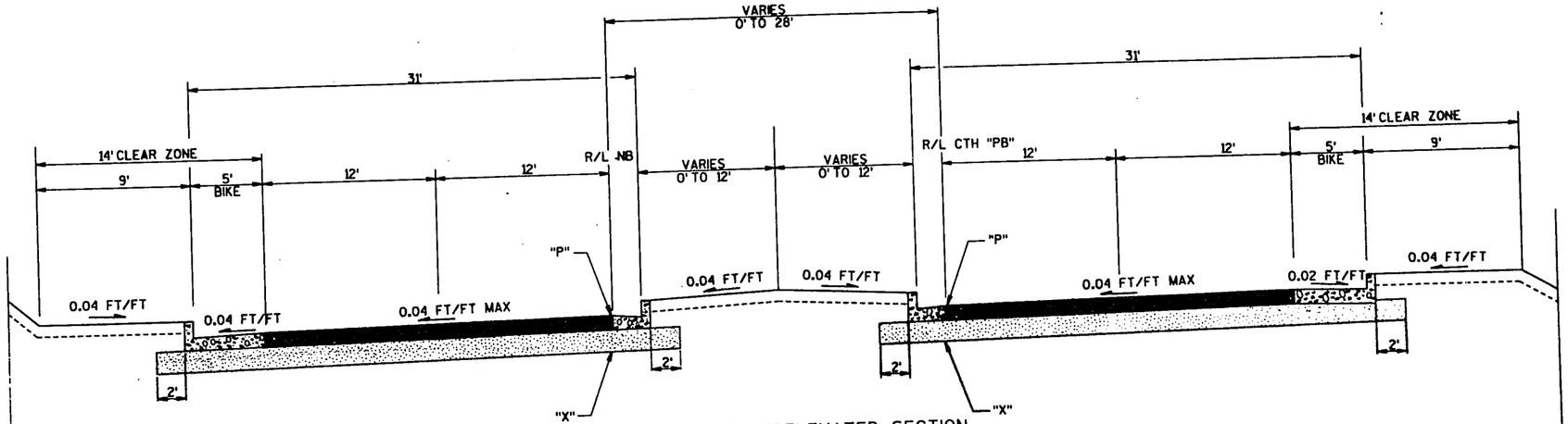
STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.8

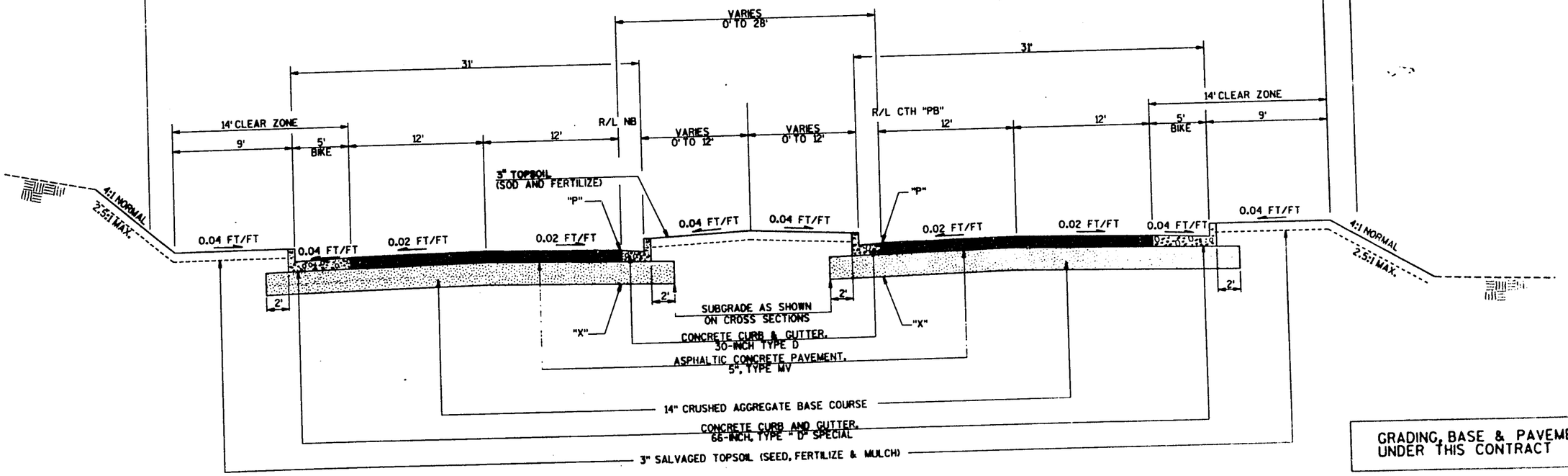
# TYPICAL SECTION

USH 18

DANE COUNTY




TYPICAL SUPERELEVATED SECTION
(CONSTANT WIDTH SUBGRADE)




GRADING, BASE & PAVEMENT
UNDER THIS CONTRACT

TYPICAL FINISHED SECTION

CTH "PB" ----- STA. 135+20.76 TO STA. 143+86.22
STA. 155+16.10 TO STA. 162+78.97

"P" - POINT REFERED TO ON PROFILE
"X" - POINT REFERED TO ON CROSS SECTION

WISDOT/CADDS SHEET 42

LEVELS ON

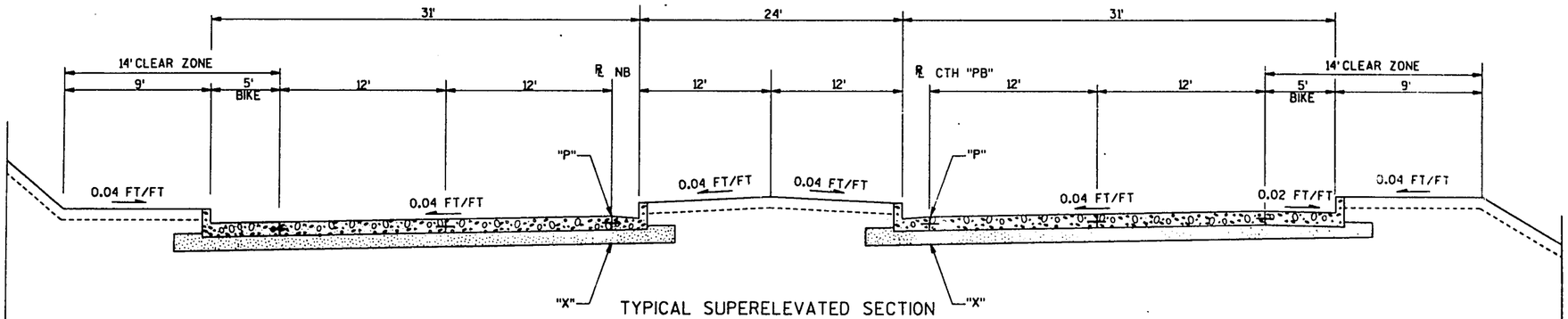
FILE NAME: HDGN: 72204.DGN

KEY MAP

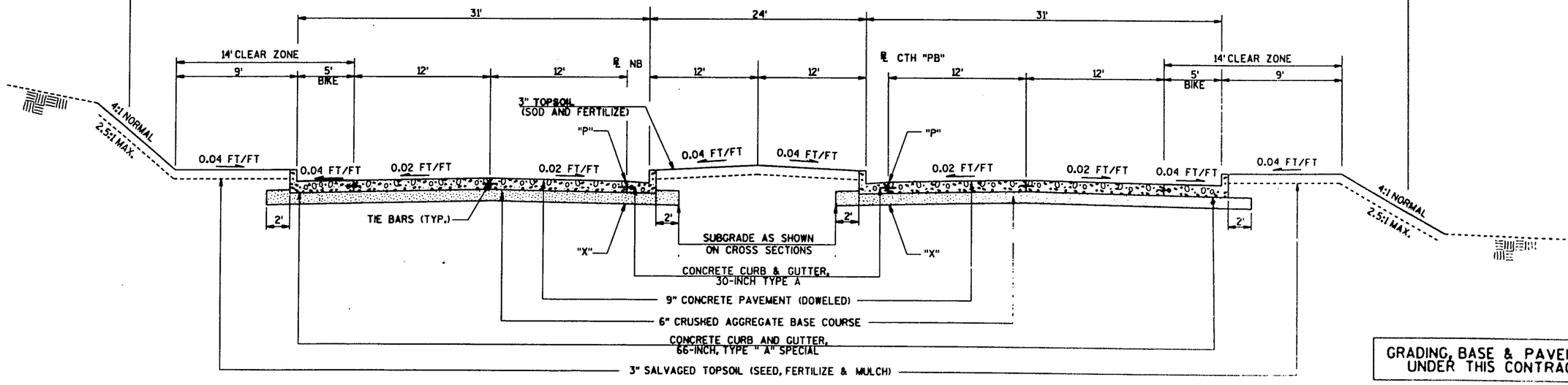
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 2.9 |

# TYPICAL SECTION

USH 18 — DANE COUNTY




TYPICAL SUPERELEVATED SECTION
(CONSTANT WIDTH SUBGRADE)




TYPICAL FINISHED SECTION
CTH PB ----- STA. 143+96.22 TO STA. 155+16.10

GRADING, BASE & PAVEMENT UNDER THIS CONTRACT

"P" = POINT REFERRED TO ON PROFILE
"X" = POINT REFERRED ON CROSS SECTION

LEVELS ON 59.60, 51.

FILE NAME: HDGN: 72204A.DGN

WISDOT CADDS SHEET 42

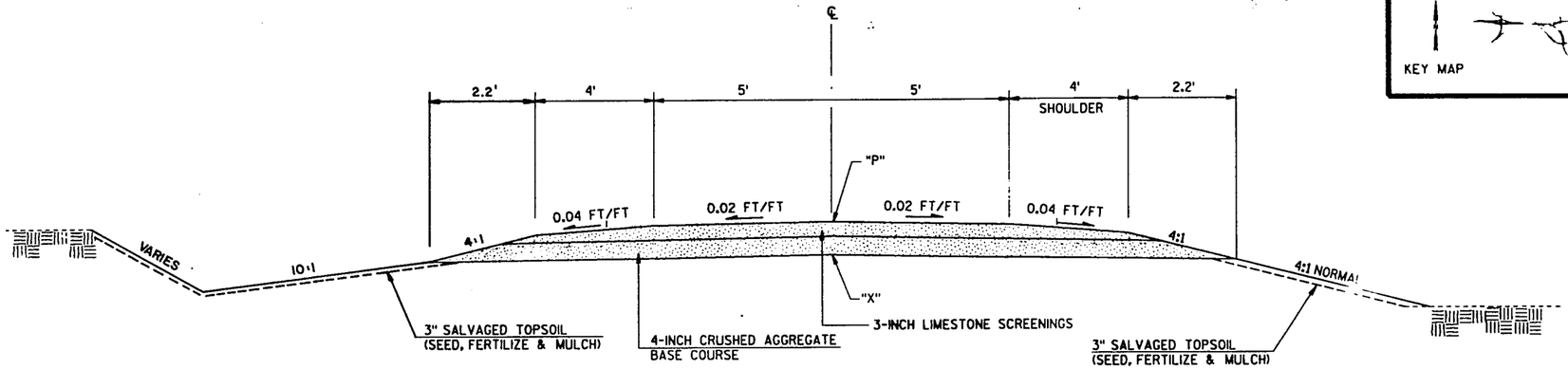
KEY MAP

STATE PROJECT NUMBER 1201-04-72

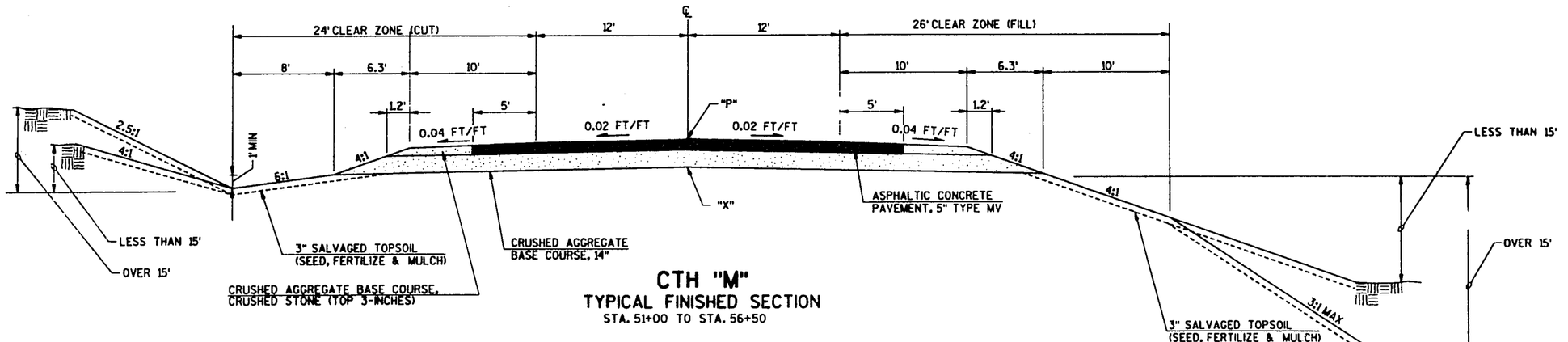
SHEET NO. 2.10

# TYPICAL SECTION SIDEROADS

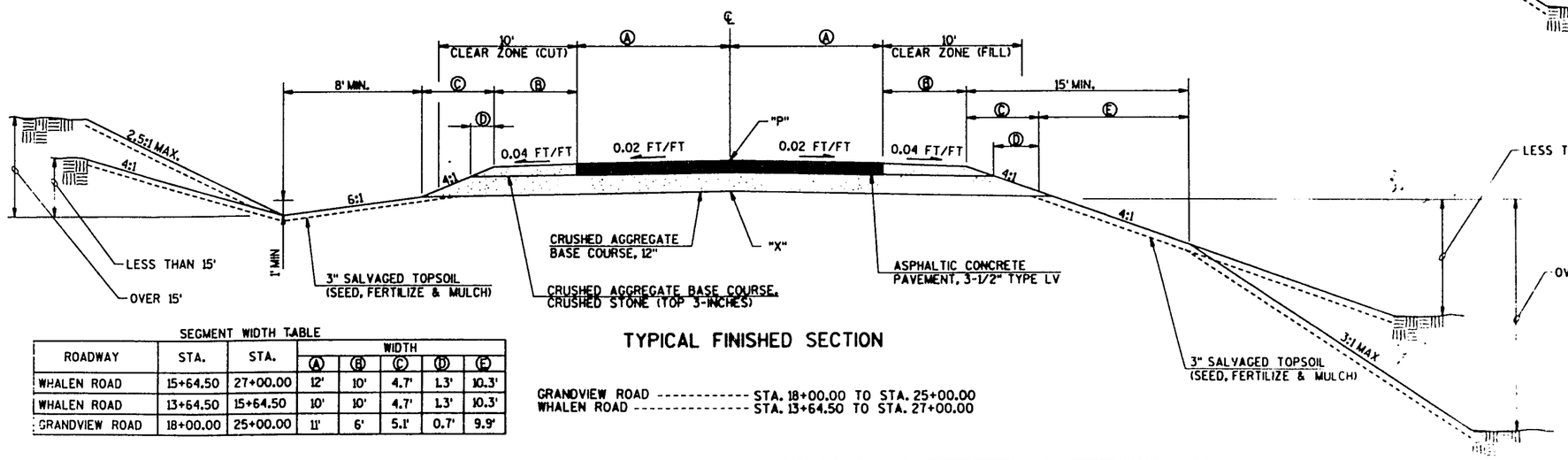
USH 18 — DANE COUNTY




## TYPICAL FINISHED SECTION
## MILITARY RIDGE RECREATION TRAIL
STA. 8+00.00 TO STA. 26+00.00 (AT EAST INTERCHANGE)




## CTH "M"
## TYPICAL FINISHED SECTION
STA. 51+00 TO STA. 56+50




SEGMENT WIDTH TABLE

| ROADWAY | STA. | STA. | WIDTH Ⓐ | Ⓑ | Ⓒ | Ⓓ | Ⓔ |
|---|---|---|---|---|---|---|---|
| WHALEN ROAD | 15+64.50 | 27+00.00 | 12' | 10' | 4.7' | 1.3' | 10.3' |
| WHALEN ROAD | 13+64.50 | 15+64.50 | 10' | 10' | 4.7' | 1.3' | 10.3' |
| GRANDVIEW ROAD | 18+00.00 | 25+00.00 | 11' | 6' | 5.1' | 0.7' | 9.9' |

## TYPICAL FINISHED SECTION

GRANDVIEW ROAD ---------- STA. 18+00.00 TO STA. 25+00.00
WHALEN ROAD ---------- STA. 13+64.50 TO STA. 27+00.00

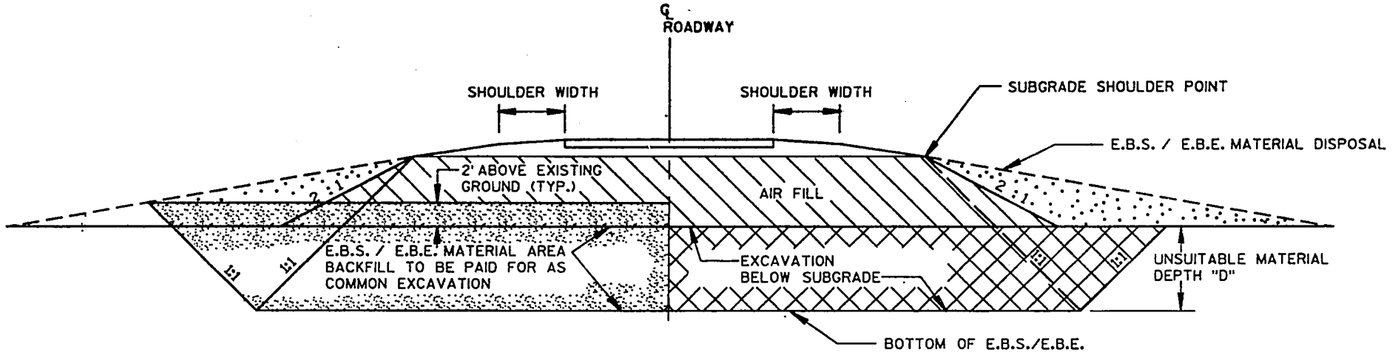
**GRADING, BASE & PAVEMENT UNDER THIS CONTRACT**

**NOTES:**
1. GRADING, BASE & PAVEMENT FOR SIDEROADS ARE TO BE CONSTRUCTED UNDER THIS CONTRACT.
2. "P" = POINT REFERRED TO ON PROFILE.
3. "X" = POINT REFERRED ON CROSS SECTION.

59.60

LEVELS ON

FILE NAME: HDGN: T2203.DGN




## TYPICAL E.B.S. / E.B.E. MATERIAL EXCAVATION AND BACKFILL DETAIL

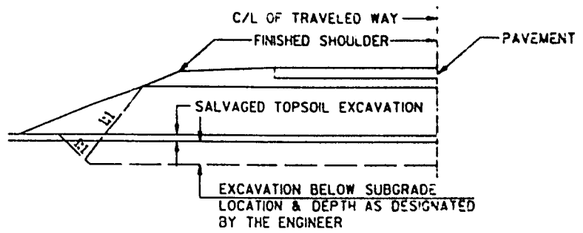
(NON MARSH AREAS)

NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

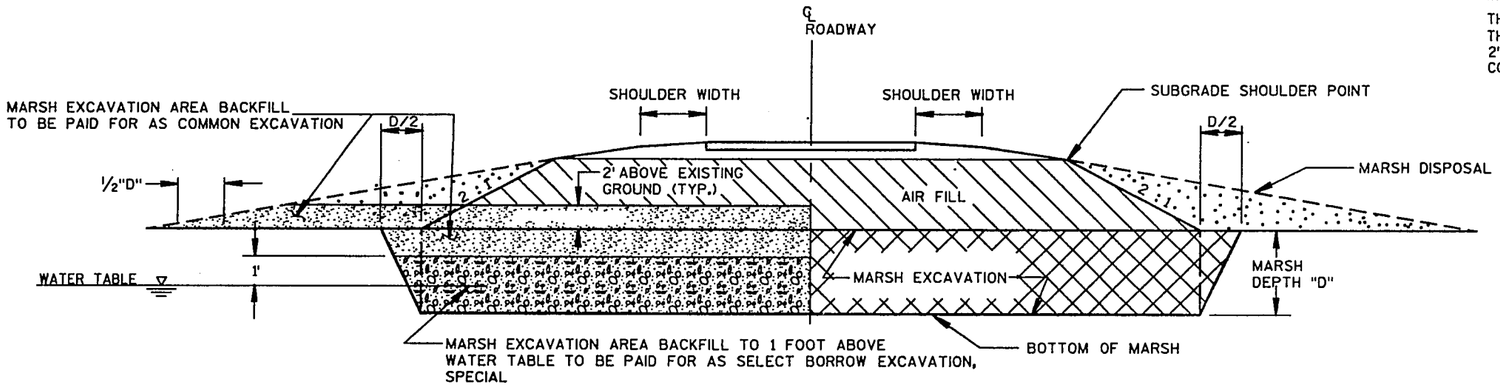
E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER

BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.

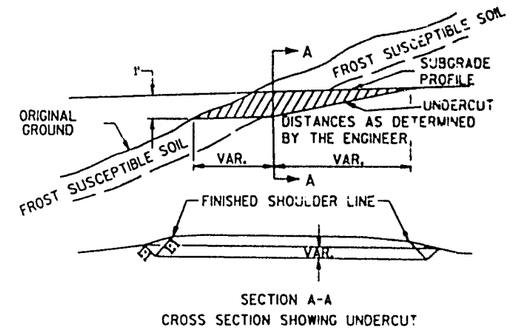



## DETAIL FOR EXCAVATION BELOW SUBGRADE



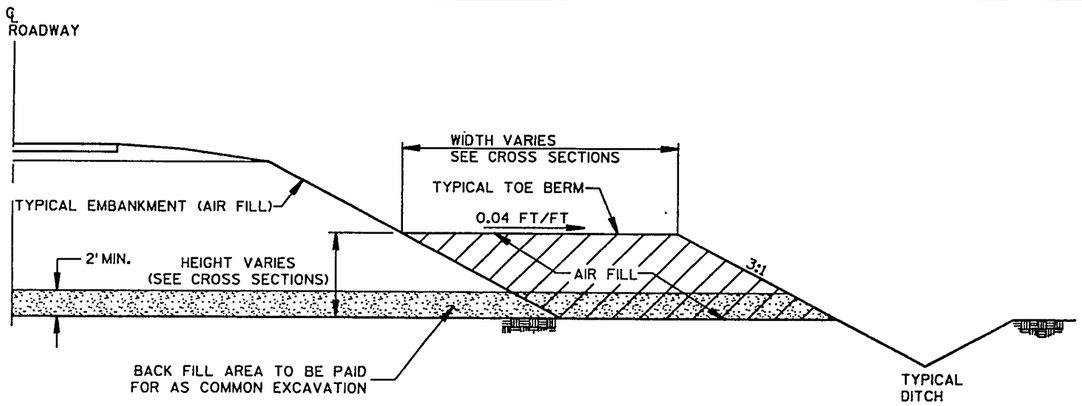

## TYPICAL MARSH EXCAVATION AND BACKFILL DETAIL

STA 729+00 - 731+50, STA 738+00 - 750+00
STA 759+70 TO 765+00



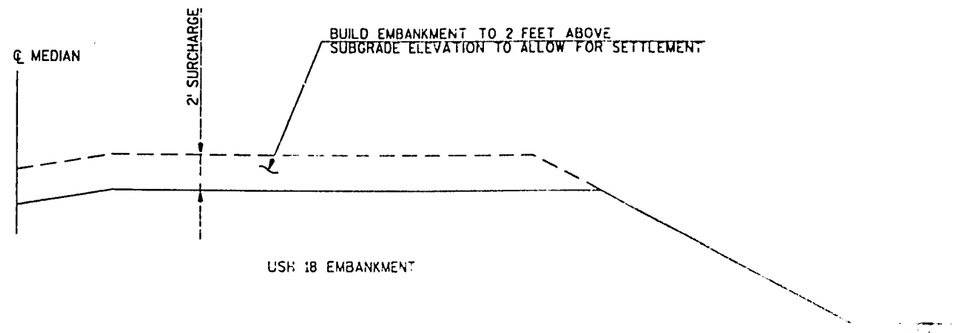

SECTION A-A
CROSS SECTION SHOWING UNDERCUT

## DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS




## TYPICAL TOE BERM DETAIL

STA 732+00 TO 736+00 USH 18 (NORTH OF GRANDVIEW)
STA 740+00 TO 744+00 USH 18 (NORTH OF MRRT)

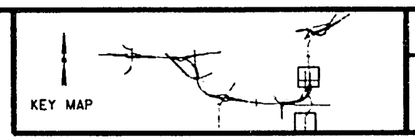



## USH 18 EMBANKMENT SURCHARGE DETAIL

STA. 729+00.00 TO STA. 750+00.00

LEVELS ON •

FILE NAME: HDGN: 72207.DGN

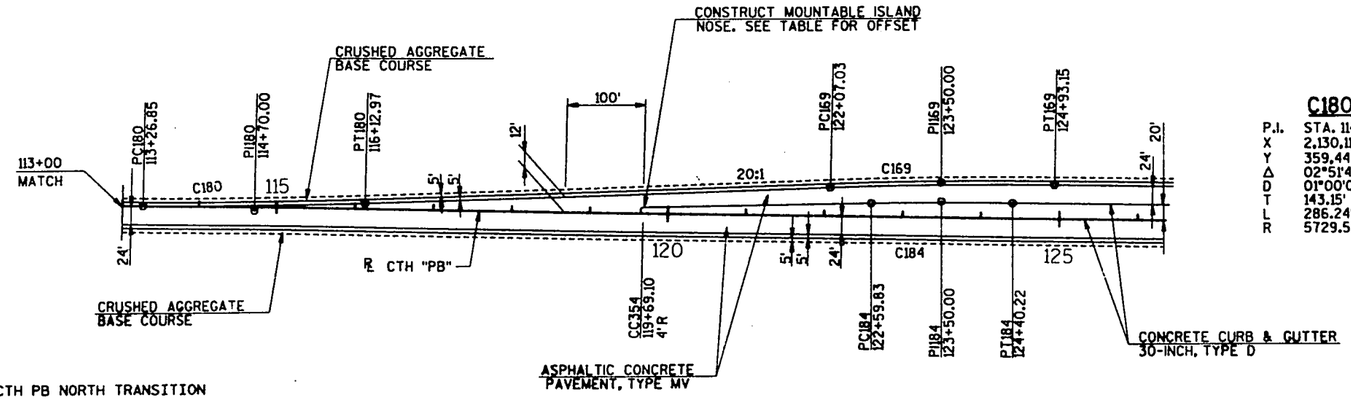



STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.12

# CONSTRUCTION DETAIL FOR CTH "PB" 2 TO 4 LANE TRANSITION

USH 18 DANE COUNTY




**C180**

| | |
|---|---|
| P.I. | STA. 114+70.00 |
| X | 2,130,117.64 |
| Y | 359,447.75 |
| Δ | 02°51'44.7" |
| D | 01°00'00.0" |
| T | 143.15' |
| L | 286.24' |
| R | 5729.58' |

**C354**

| | |
|---|---|
| P.I. | STA. 117+15.06 |
| X | 2,130,113.07 |
| Y | 359,202.76 |
| Δ | 178°11'45.0" |
| D | ---- |
| T | 254.04' |
| L | 12.44' |
| R | 4.00' |

**C169**

| | |
|---|---|
| P.I. | STA. 123+50.00 |
| X | 2,130,145.22 |
| Y | 358,567.16 |
| Δ | 02°51'44.7" |
| D | 01°00'00.0" |
| T | 143.15' |
| L | 286.24' |
| R | 5729.58' |

**C184**

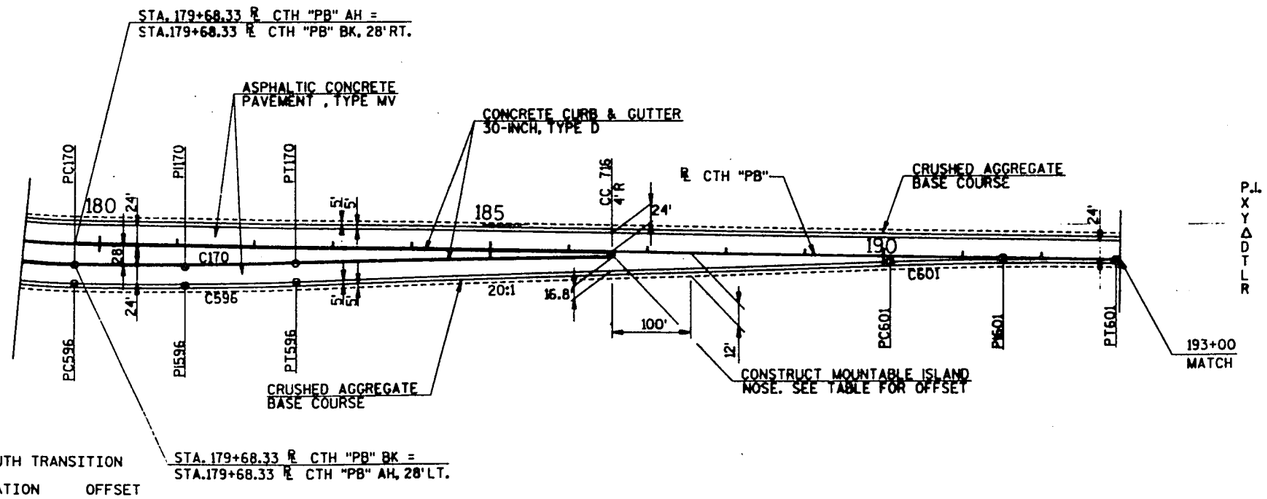
| | |
|---|---|
| P.I. | STA. 123+50.00 |
| X | 2,130,121.23 |
| Y | 358,567.16 |
| Δ | 01°48'15.0" |
| D | 01°00'00.0" |
| T | 90.21' |
| L | 180.40' |
| R | 5729.58' |

CTH PB NORTH TRANSITION

| POINT | STATION | OFFSET |
|---|---|---|
| PC180 | 113+26.85 | 0.00' LT. |
| PI180 | 114+70.00 | 0.00' LT. |
| PT180 | 116+12.97 | 7.15' LT. |
| PC169 | 122+07.03 | 36.85' LT. |
| PI169 | 123+50.00 | 44.00' LT. |
| PT169 | 124+93.15 | 44.00' LT. |
| PC184 | 122+59.83 | 17.16' LT. |
| PI184 | 123+50.00 | 20.00' LT. |
| PT184 | 124+40.22 | 20.00' LT. |
| CC354 | 119+69.10 | 4.00' LT. |

## TWO TO FOUR LANE MEDIAN CONSTRUCTION DETAIL FOR CTH "PB" (NORTH)

CTH "PB" PAVING DETAILS UNDER THIS CONTRACT




**C170**

| | |
|---|---|
| P.I. | STA. 181+10.88 |
| X | 2,130,057.07 |
| Y | 353,123.70 |
| Δ | 02°51'44.7" |
| D | 01°00'15.1" |
| T | 142.55' |
| L | 285.04' |
| R | 5705.58' |

**C596**

| | |
|---|---|
| P.I. | STA. 181+11.48 |
| X | 2,130,033.69 |
| Y | 353,123.52 |
| Δ | 02°51'44.7" |
| D | 01°00'00.0" |
| T | 143.15' |
| L | 286.24' |
| R | 5729.58' |

**C601**

| | |
|---|---|
| P.I. | STA. 191+51.48 |
| X | 2,130,066.98 |
| Y | 352,082.86 |
| Δ | 02°51'44.7" |
| D | 01°00'00.0" |
| T | 143.15' |
| L | 286.24' |
| R | 5729.58' |

**C716**

| | |
|---|---|
| P.I. | STA. 189+04.72 |
| X | 2,130,071.27 |
| Y | 352,329.56 |
| Δ | 178°09'51.0" |
| D | ---- |
| T | 249.65' |
| L | 12.44' |
| R | 4.00' |

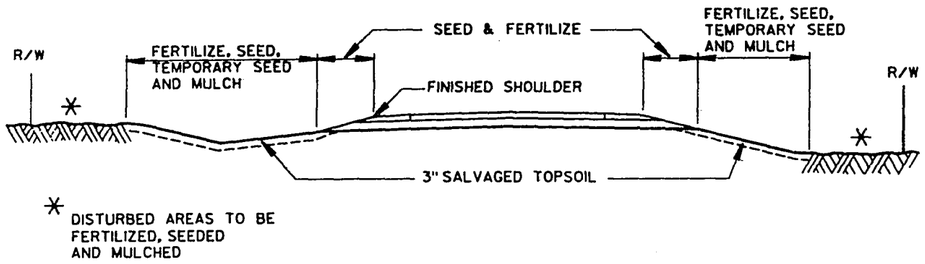
CTH PB SOUTH TRANSITION

| POINT | STATION | OFFSET |
|---|---|---|
| PC170 | 179+68.33 | 28.00' RT. |
| PI170 | 181+10.88 | 28.00' RT. |
| PT170 | 182+53.25 | 20.88' RT. |
| PC596 | 179+68.33 | 52.0' RT. |
| PI596 | 181+11.48 | 52.0' RT. |
| PT596 | 182+54.45 | 44.85' RT. |
| PC601 | 190+08.51 | 7.15' RT. |
| PI601 | 191+51.48 | 0.00' LT. |
| PT601 | 192+94.63 | 0.00' LT. |
| CC716 | 186+55.07 | 4.00' RT. |

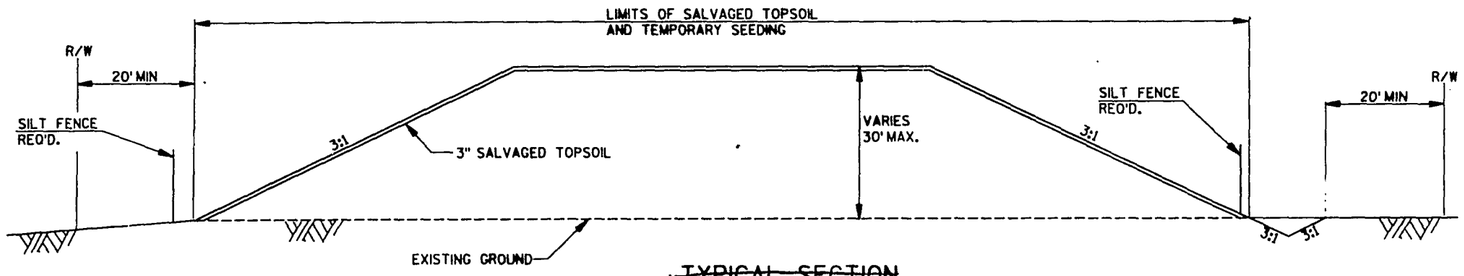
## TWO TO FOUR LANE MEDIAN CONSTRUCTION DETAIL FOR CTH "PB" (SOUTH)

LEVELS ON

FILE NAME: HDGN: 72207A.DGN

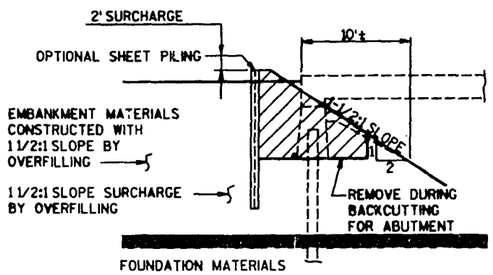



## DETAIL FOR FINISHING ITEMS



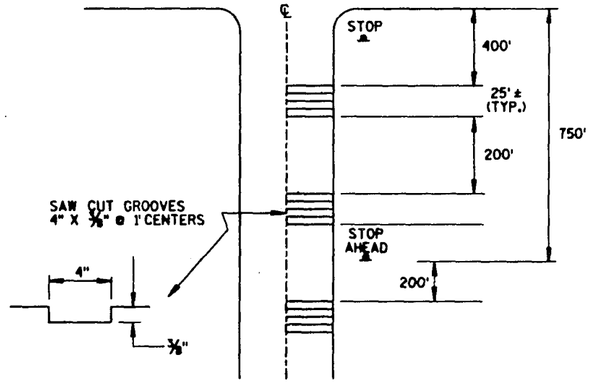

~~TYPICAL SECTION~~
## ~~STOCKPILE FOR FUTURE CONSTRUCTION~~ DID NOT DO.

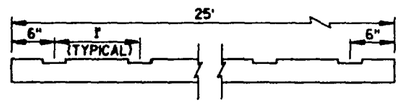
AT EAST INTERCHANGE
~~(LOCATION AS APPROVED BY ENGINEER)~~




## BRIDGE APPROACH CONSTRUCTION DETAIL

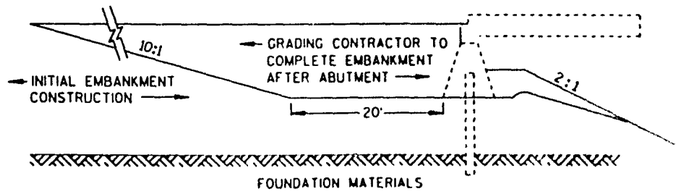
B-13-417/418 EAST INTERCHANGE




## ASPHALTIC PAVEMENT RUMBLE STRIP LAYOUT

CTH M/CTH PB INTERSECTION



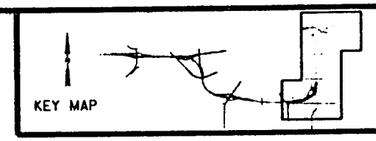

## BRIDGE APPROACH CONSTRUCTION DETAIL

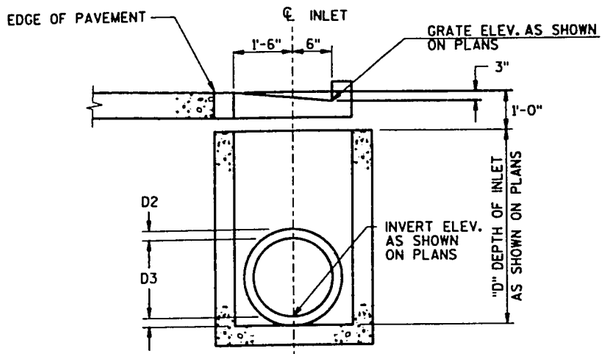
B-13-411/412 CTN "PB" INTERCHANGE
B-13-413/414 WHALEN ROAD
B-13-415/416 GRANDVIEW ROAD

LEVELS ON -

FILE NAME: HDGN: 72208A.DGN

WISDOT/CADDS SHEET 42

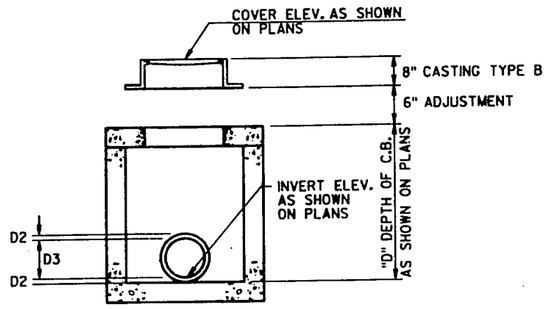



INLET, TYPE 3

| PIPE SIZE | D3 | D2 |
|---|---|---|
| | 12" | 0.17' |
| | 15" | 0.19' |
| | 18" | 0.21' |
| | 24" | 0.25' |
| | 30" | 0.29' |
| | 36" | 0.33' |
| | 42" | 0.38' |

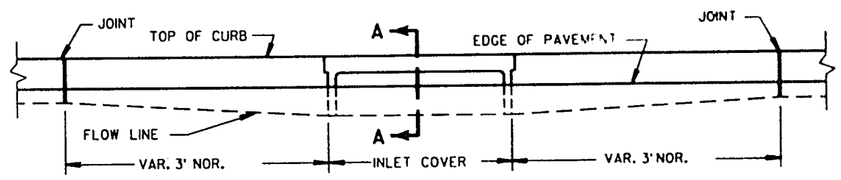
## STORM SEWER ELEVATION LOCATIONS AND LAYOUT DIMENSIONS



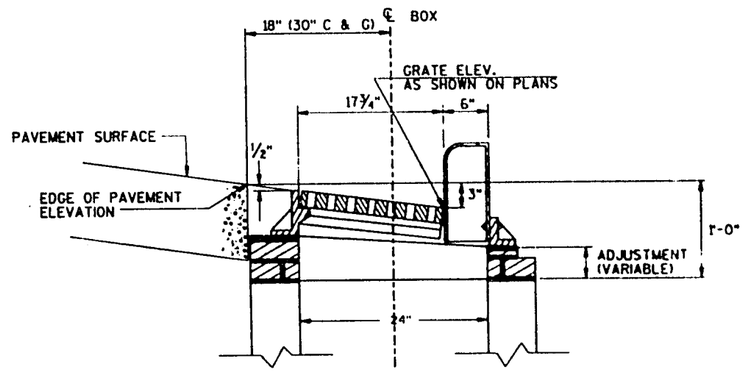

CATCH BASIN, TYPE 1

| PIPE SIZE | D3 | D2 |
|---|---|---|
| | 12" | 0.17' |
| | 15" | 0.19' |
| | 18" | 0.21' |
| | 24" | 0.25' |
| | 30" | 0.29' |
| | 36" | 0.33' |
| | 42" | 0.38' |

## DETAIL FOR COMPUTING CATCH BASIN DEPTH

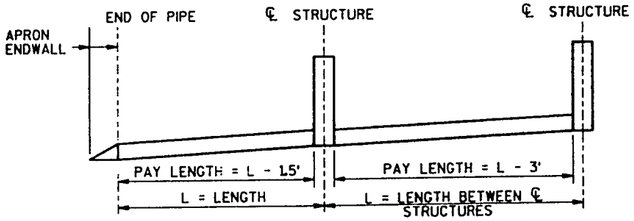



ELEVATION

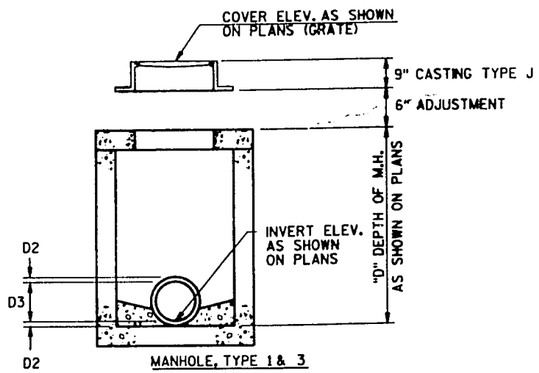



SECTION A-A

## DETAIL OF CURB AND GUTTER AT INLETS
(TYPE 3H INLET SHOWN)



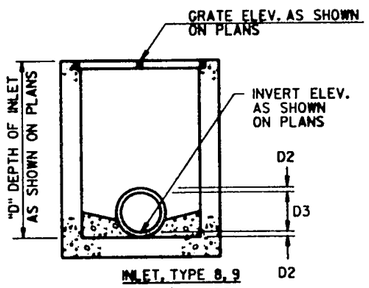

## DETAIL FOR COMPUTING PAY LENGTH (AS SHOWN ON PLANS)




MANHOLE, TYPE 1 & 3

| PIPE SIZE | D3 | D2 |
|---|---|---|
| | 12" | 0.17' |
| | 15" | 0.19' |
| | 18" | 0.21' |
| | 24" | 0.25' |
| | 30" | 0.29' |
| | 36" | 0.33' |
| | 42" | 0.38' |

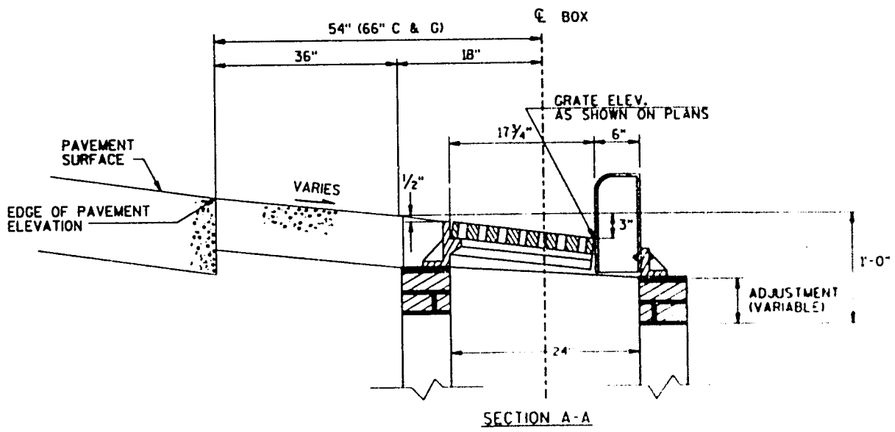
## DETAIL FOR COMPUTING MANHOLE DEPTH




INLET, TYPE 8, 9

| PIPE SIZE | D3 | D2 |
|---|---|---|
| | 12" | 0.17' |
| | 15" | 0.19' |
| | 18" | 0.21' |
| | 24" | 0.25' |
| | 30" | 0.29' |
| | 36" | 0.33' |
| | 42" | 0.38' |

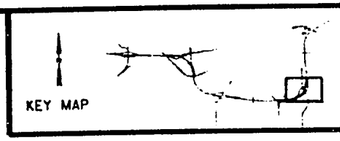
## DETAIL FOR COMPUTING INLET DEPTH




SECTION A-A

## DETAIL OF CURB AND GUTTER AT INLETS
(TYPE 3H INLET SHOWN)

KEY MAP

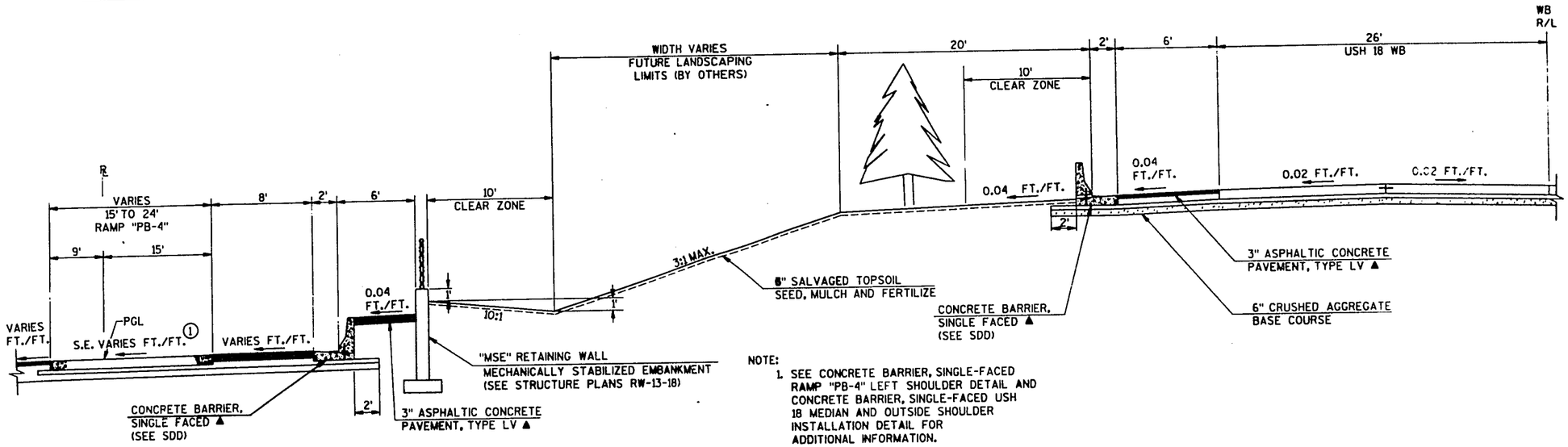


STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.15

# CONSTRUCTION DETAILS

USH 18 | DANE COUNTY

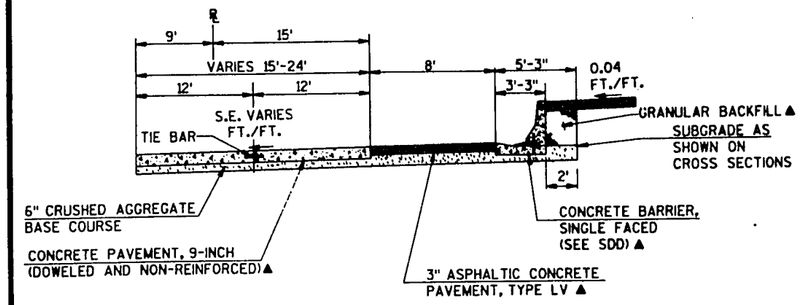
GRADING, BASE & RETAINING WALL ONLY UNDER THIS CONTRACT




NOTE:
1. SEE CONCRETE BARRIER, SINGLE-FACED RAMP "PB-4" LEFT SHOULDER DETAIL AND CONCRETE BARRIER, SINGLE-FACED USH 18 MEDIAN AND OUTSIDE SHOULDER INSTALLATION DETAIL FOR ADDITIONAL INFORMATION.
2. NOT PART OF THIS CONTRACT (▲)

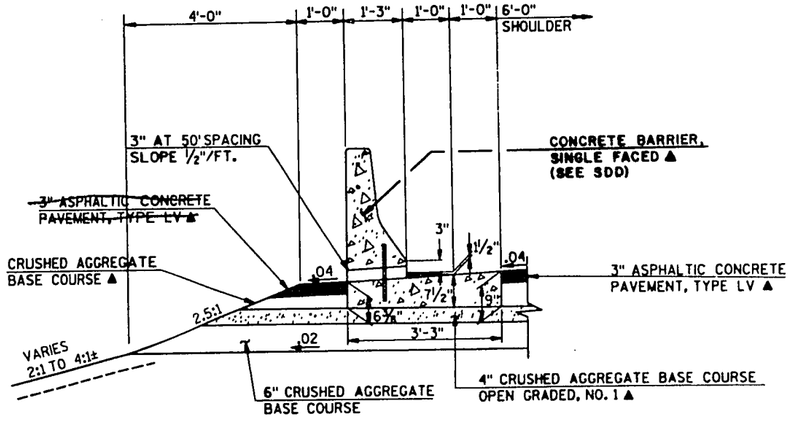
NOTE:
① SUPERELEVATION (S.E.) VARIES 0.045 % MAX
SEE RAMP "PB-4" PAVING DETAILS AND CROSS SECTIONS.

## TYPICAL GRADING
FOR AREA BETWEEN RAMP "PB-4" AND USH 18 WB



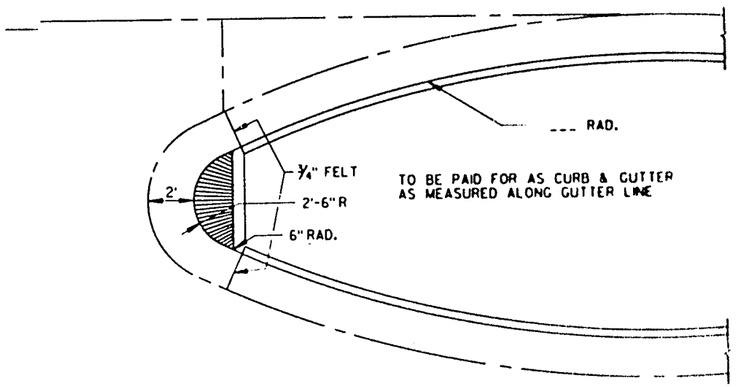

## CONCRETE BARRIER, SINGLE-FACED
RAMP "PB-4" LEFT SHOULDER DETAIL

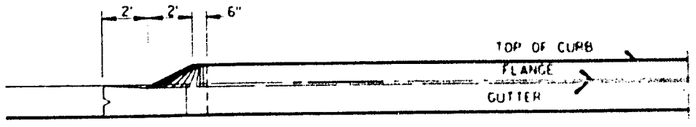
NOTE:
1. NOT PART OF THIS CONTRACT (▲)




## CONCRETE BARRIER, SINGLE-FACED
USH 18 MEDIAN AND OUTSIDE SHOULDER INSTALLATION DETAIL

NOTE:
1. NOT PART OF THIS CONTRACT (▲)



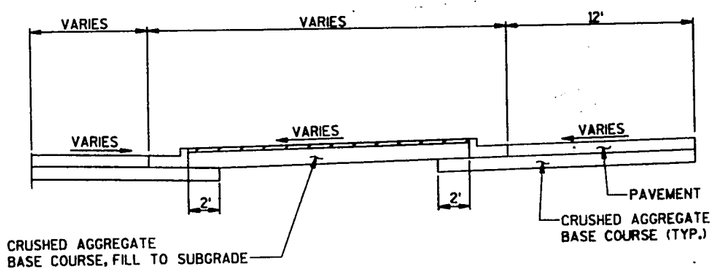

## DETAIL OF ISLAND NOSE
(TO BE USED FOR ALL ISLAND NOSE RADII)

59.60

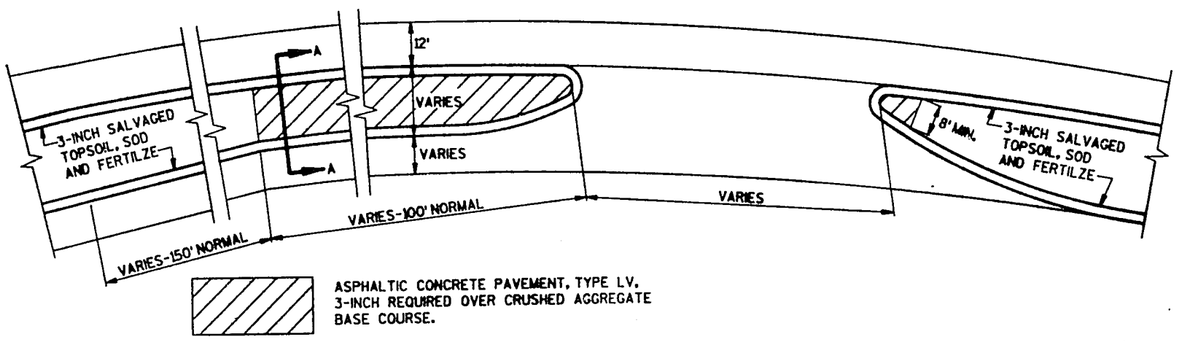
LEVELS ON

FILE NAME: HDGN: 72209.DGN

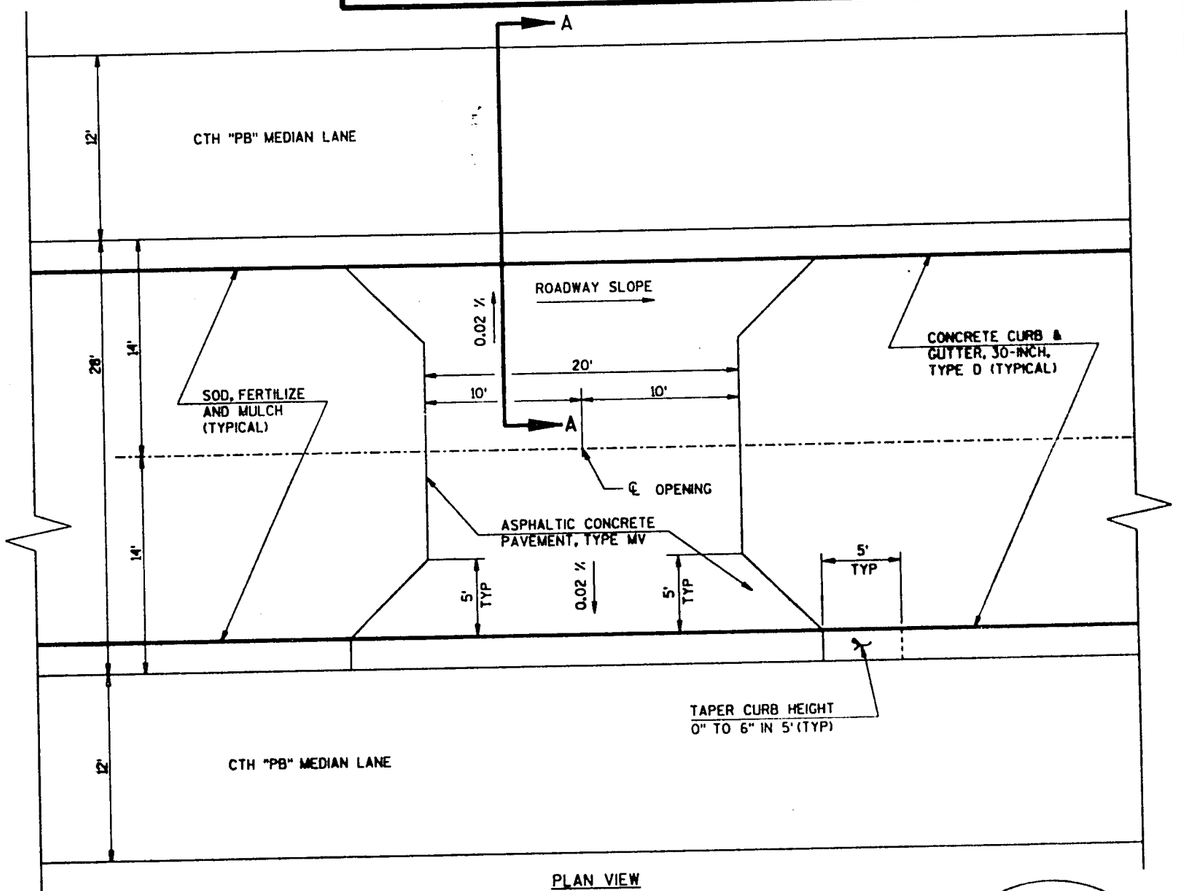
KEY MAP



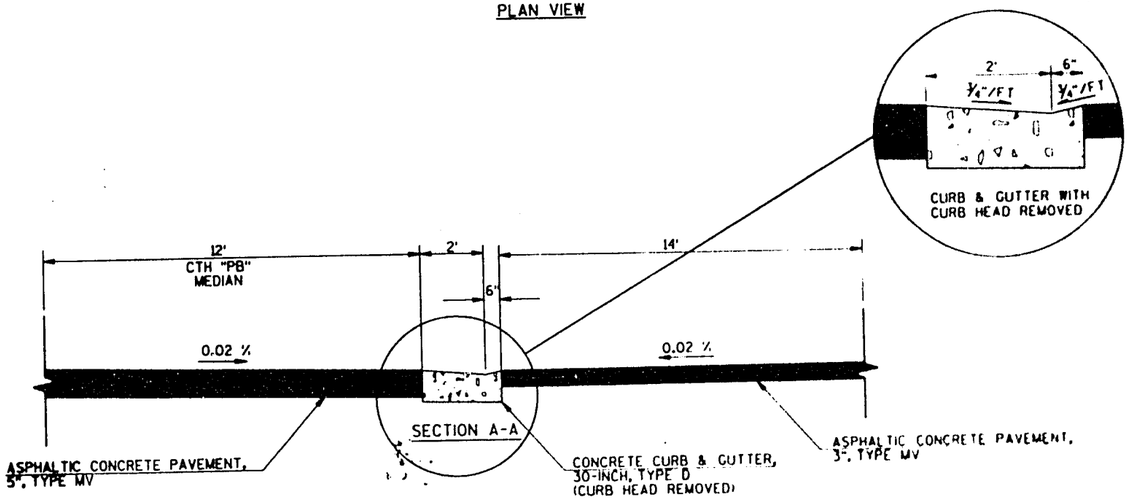

SECTION A-A




## MEDIAN SURFACING DETAIL

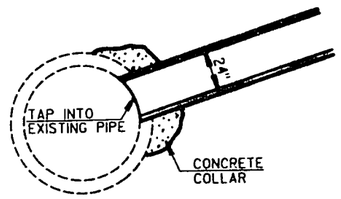



PLAN VIEW

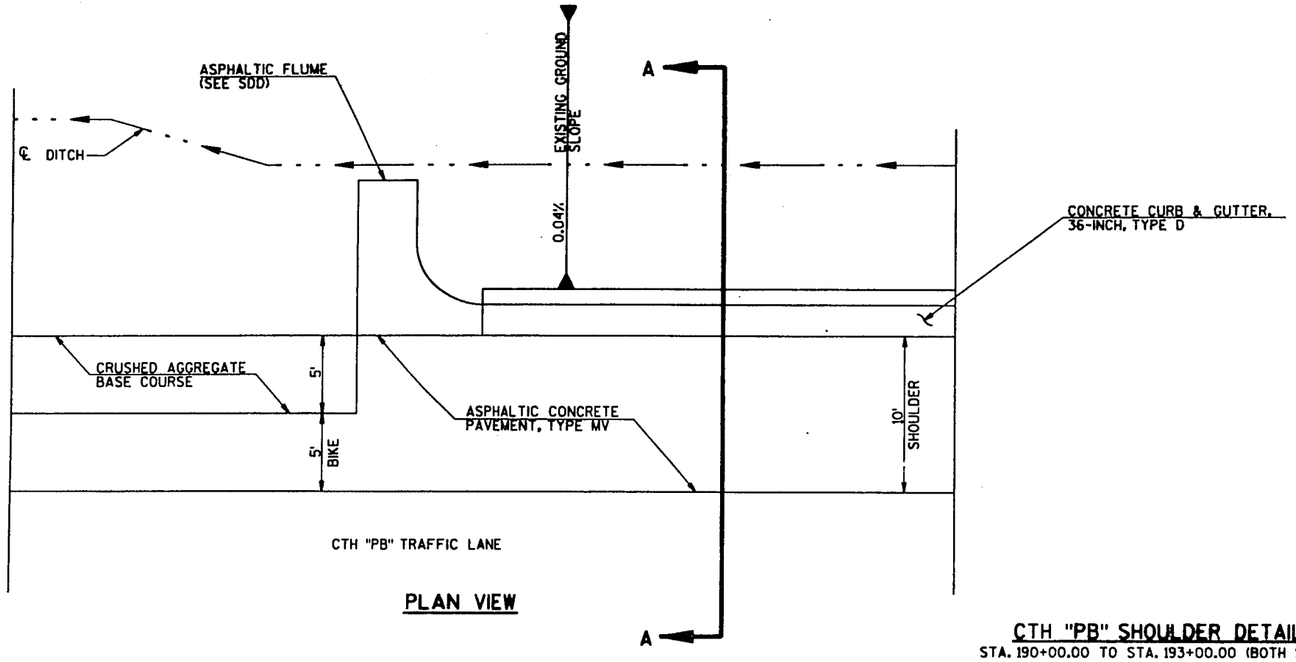



## CTH "PB" DRIVEWAY OPENING DETAIL

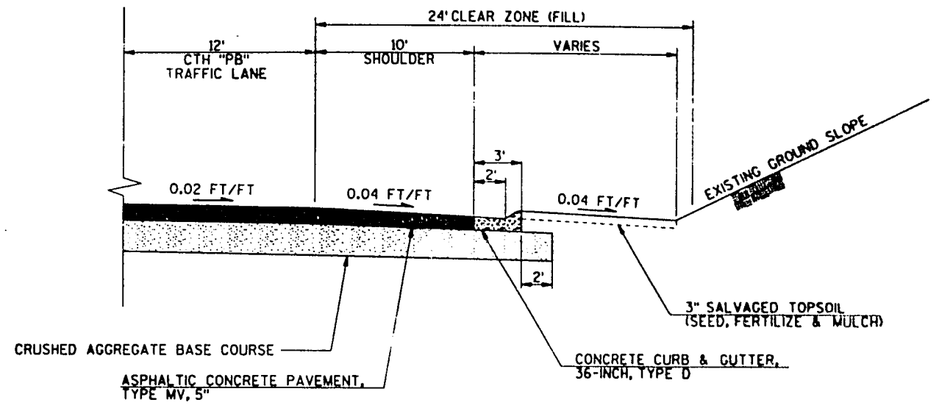
STA. 172+33 & STA. 178+00




## DETAIL FOR CONCRETE COLLAR




PLAN VIEW

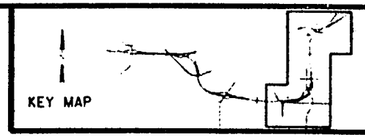



SECTION A-A

## CTH "PB" SHOULDER DETAIL

STA. 190+00.00 TO STA. 193+00.00 (BOTH SIDES)

NOTE:
THIS DETAIL OVERIDES
TYPICAL SECTION SHOULDER
IN THIS AREA.

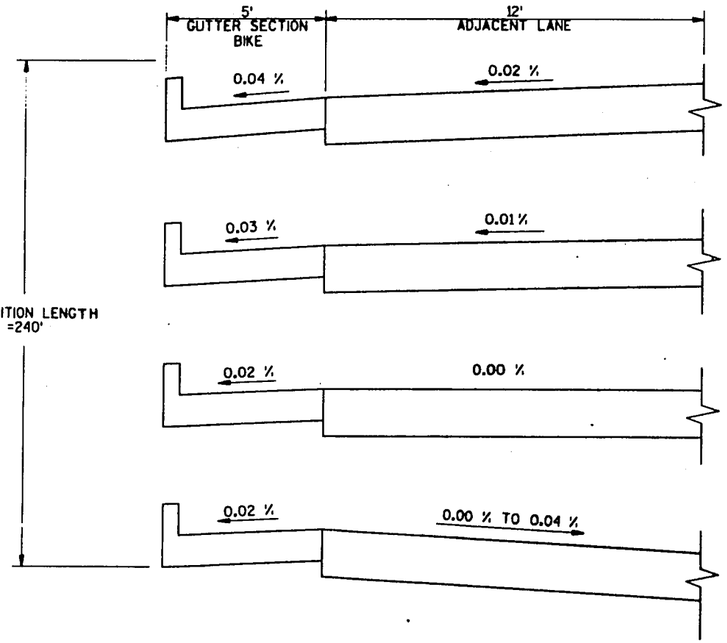



STATE PROJECT NUMBER
1201-04-72

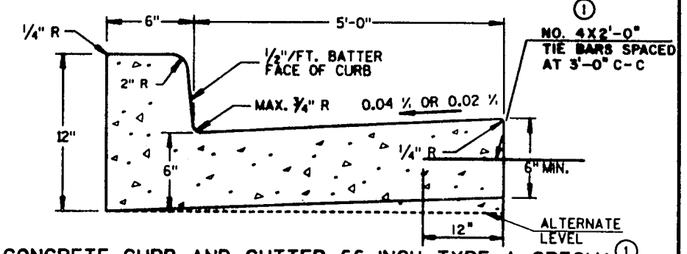
SHEET NO.
2.17

CONSTRUCTION DETAILS

USH 18 DANE COUNTY



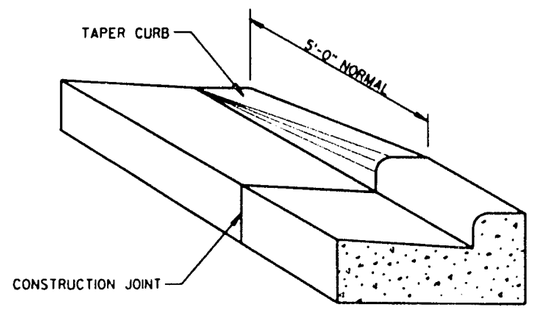

CONCRETE CURB & GUTTER, 66-INCH SUPER ELEVATION DETAIL




CONCRETE CURB AND GUTTER, 66-INCH, TYPE A, SPECIAL (1)
CONCRETE CURB AND GUTTER, 66-INCH, TYPE D, SPECIAL

(1) NOTE: TIE BARS REQUIRED FOR CURB AND GUTTER, TYPE A

0.04 FT/FT TYP.
0.02 FT/FT ON HIGH SIDE OF SUPER




DETAIL OF CURB & GUTTER TERMINI

LEVELS ON

FILE NAME: HDGN: 72209B.DGN

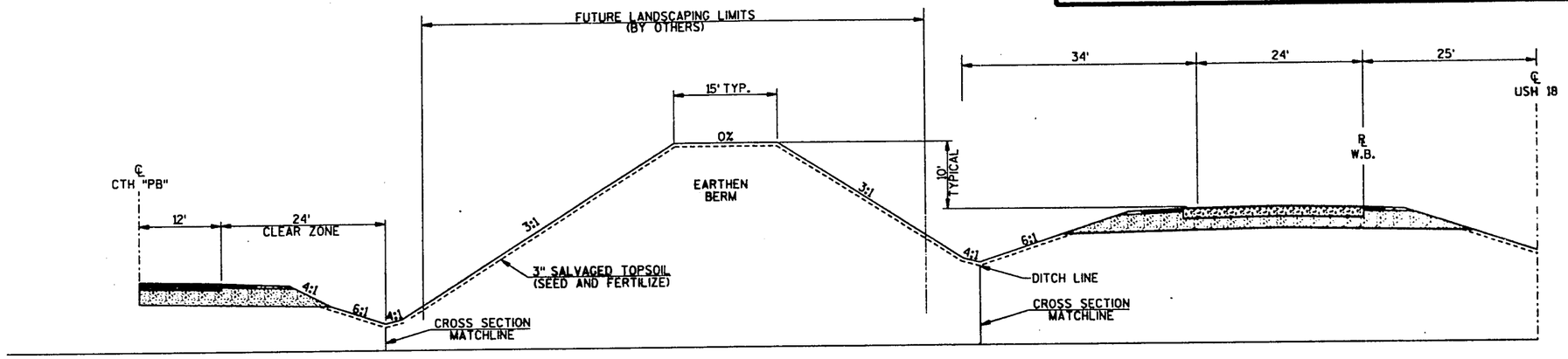
KEY MAP

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.18

# CONSTRUCTION DETAILS

USH 18 DANE COUNTY



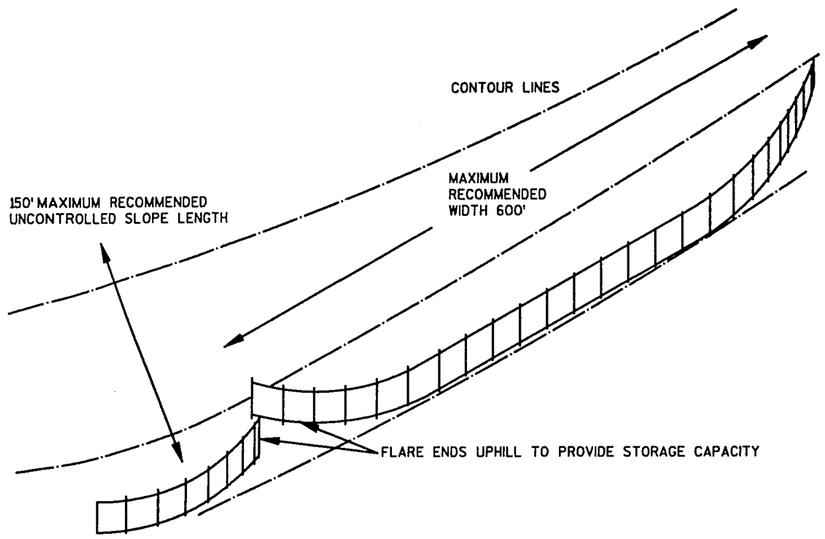

TYPICAL GRADING SECTION EARTHEN BERM

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

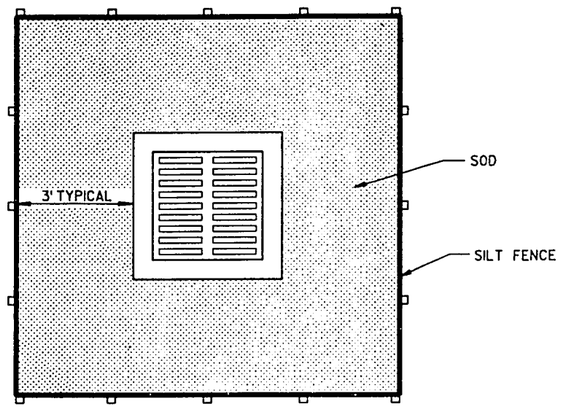
FILE NAME: HDGN: 72209C.DGN

MISDOT/CADDS SHEET 42

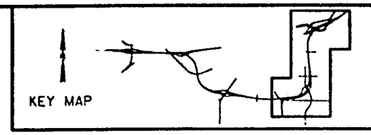
REVISION




TYPICAL SILT FENCE LAYOUT



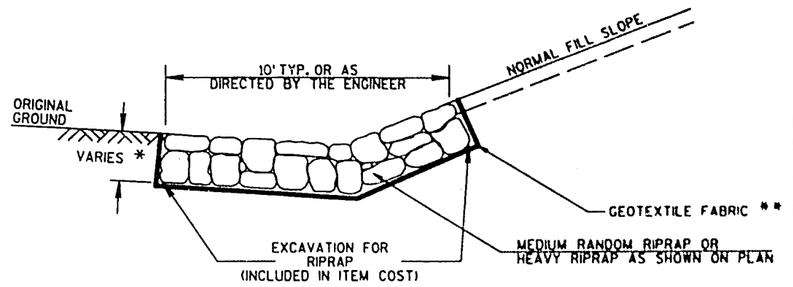

SOD AT INLETS




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.19

CONSTRUCTION DETAILS

USH 18 DANE COUNTY

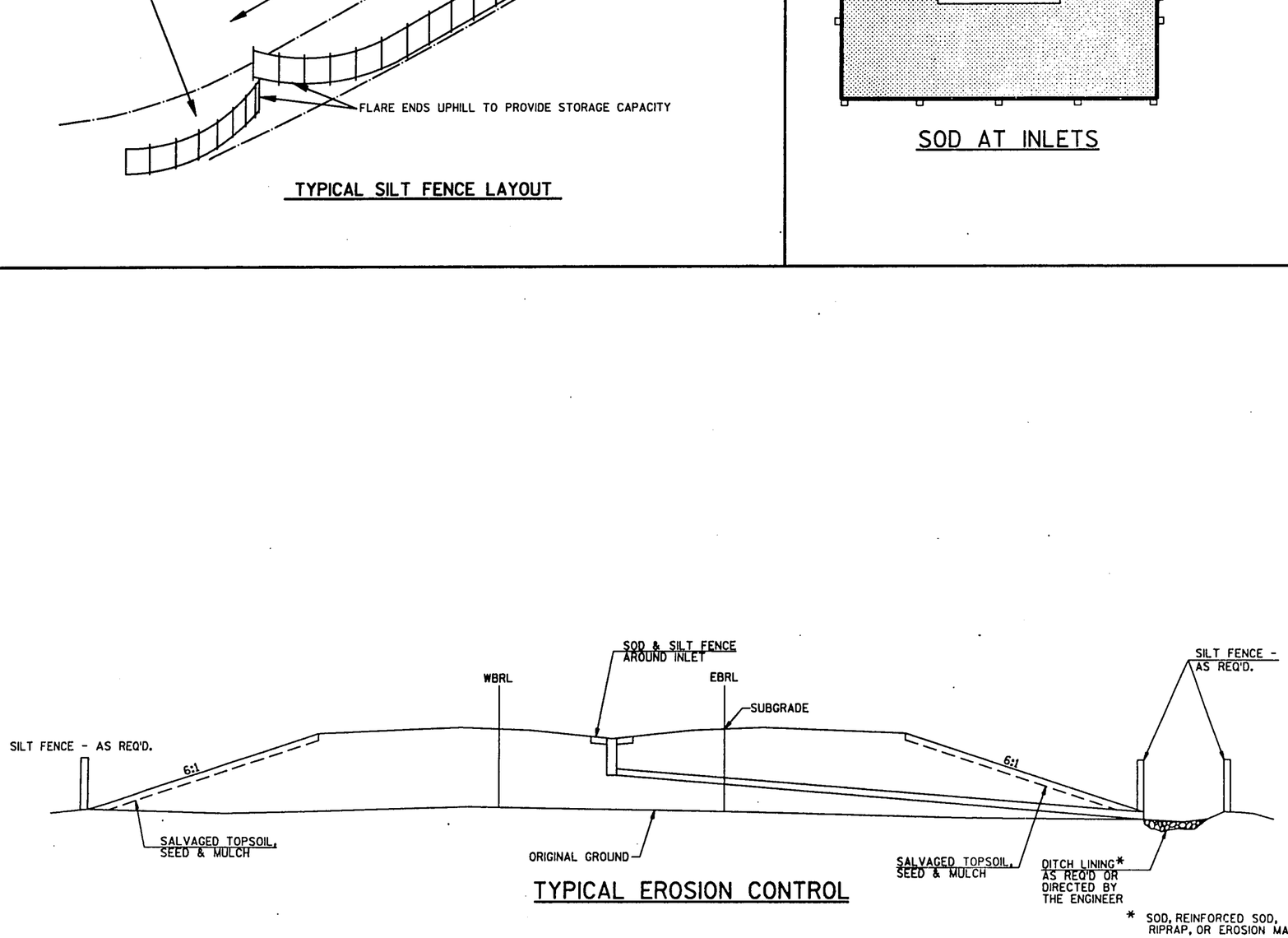



DETAIL FOR RIPRAP IN DITCHES

ROCK CAN BE MACHINE SELECTED AND MACHINE PLACED. NEED NOT BE SMOOTH.

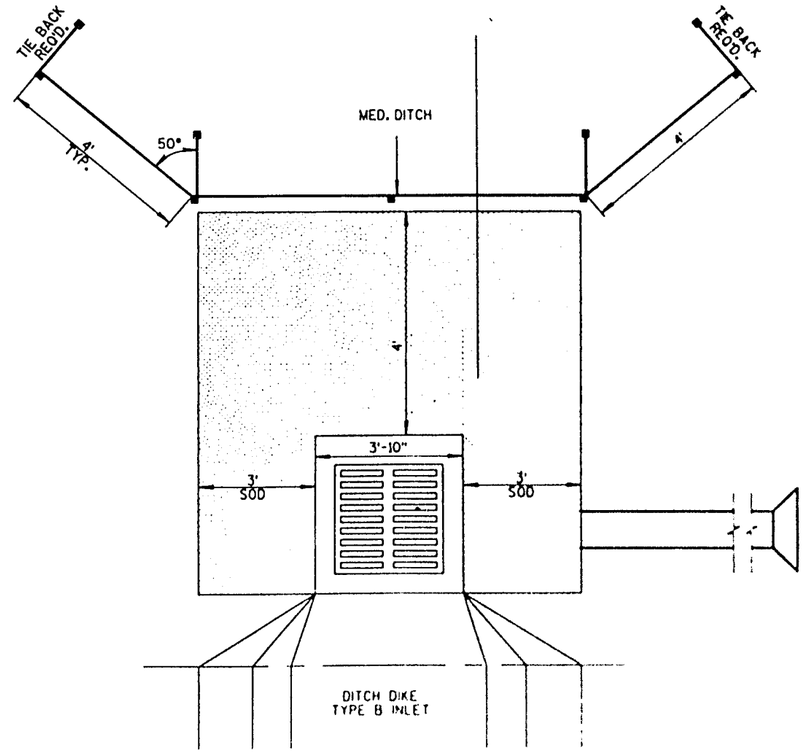
* 1.5' FOR MEDIUM RANDOM RIPRAP
2.0' FOR HEAVY RIPRAP

** TYPE "R" FOR MEDIUM RANDOM RIPRAP
TYPE "HR" FOR HEAVY RIPRAP




TYPICAL EROSION CONTROL

* SOD, REINFORCED SOD, RIPRAP, OR EROSION MAT




DETAILS FOR CONSTRUCTING SILT FENCE AROUND MEDIAN INLETS OR AS DIRECTED BY THE ENGINEER

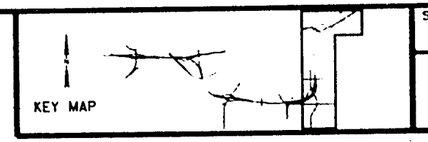
SILT FENCE AT INLET

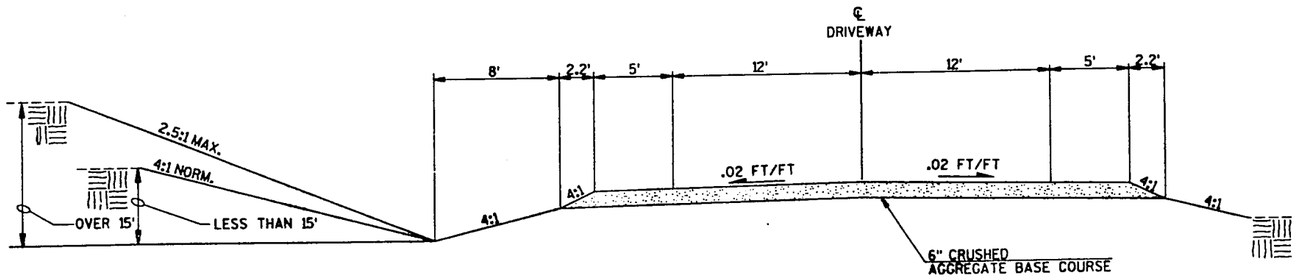
59.60.

51.

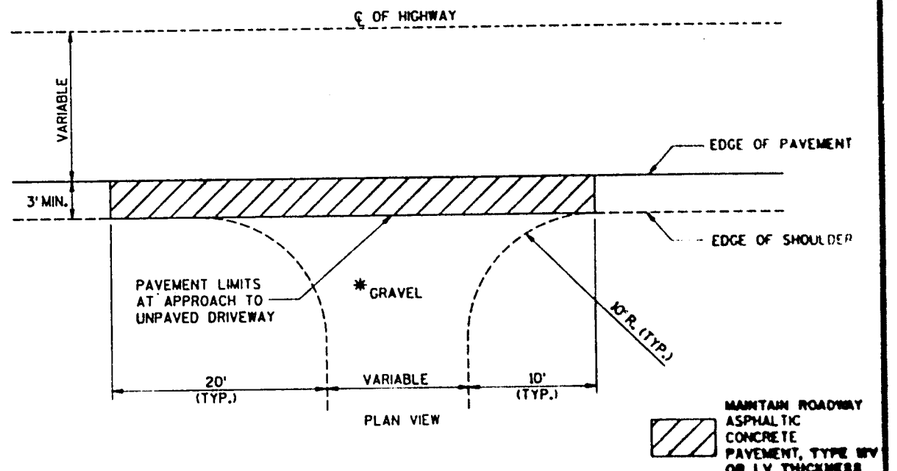
LEVELS ON •

FILE NAME: HDGN: 72208.DGN

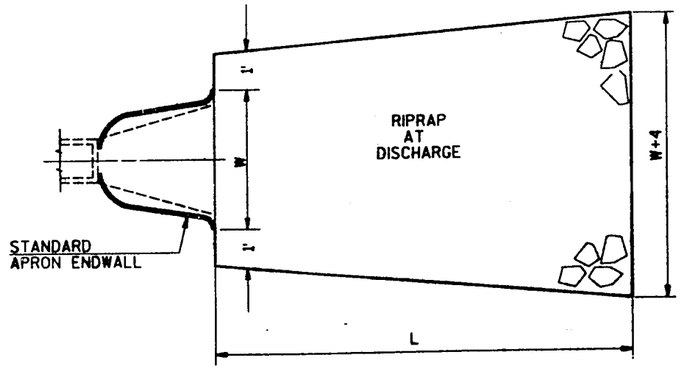



## TYPICAL SECTION FOR SLOTTEN DRIVEWAY
(GRANDVIEW ROAD)

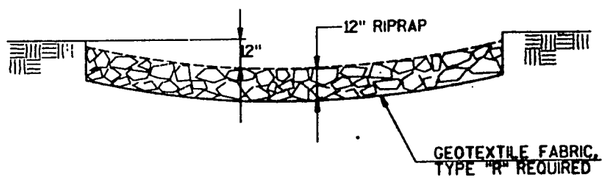



## RURAL DRIVEWAY INTERSECTION DETAIL
*WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED IN KIND TO DRIVEWAY PAVEMENT MATCH POINT.

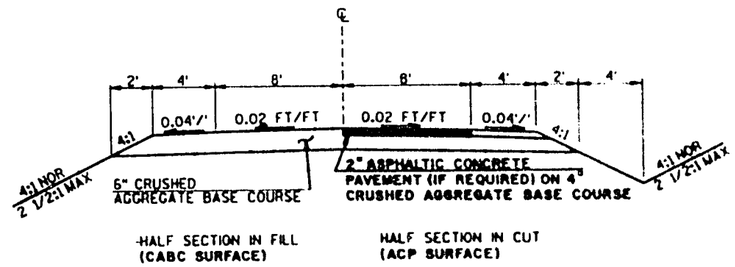



L= 3W OR 10' MIN. IF S < 3%
L= 3W + S%/2 OR 10' MIN. IF 3% < S < 10%
S= PIPE SLOPE

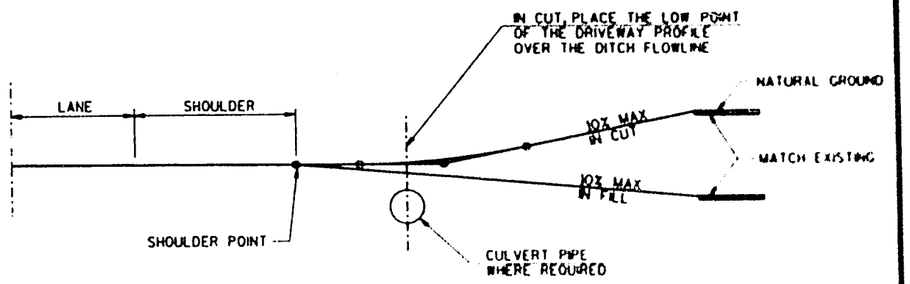
## TYPICAL PLACEMENT OF RIPRAP ALONG ENDWALLS
(REQUIRED AT ALL NEW CROSSDRAINS)




## DETAIL FOR RIPRAP TREATMENT AT CULVERTS

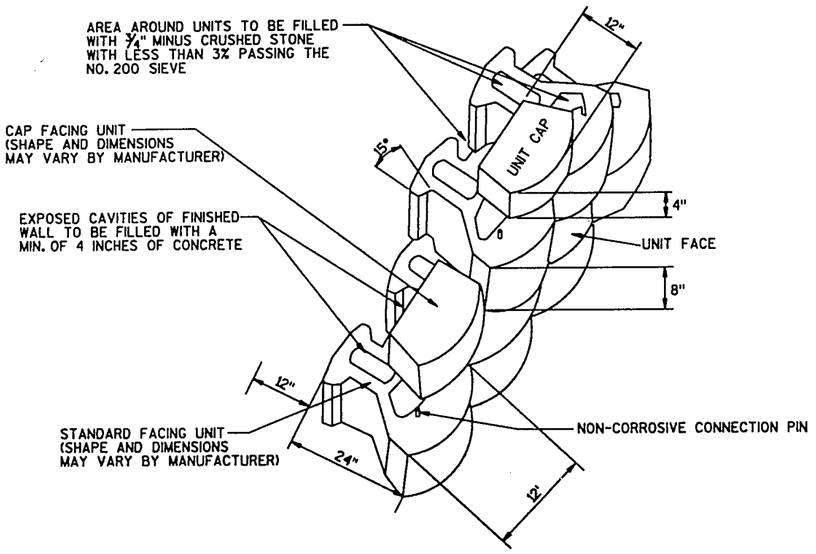



## TYPICAL SECTION FOR PRIVATE ENTRANCES

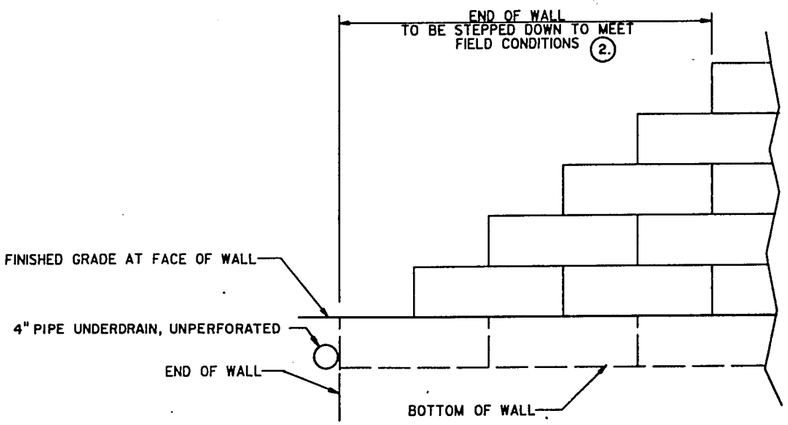



TYPICAL RURAL PROFILES

## RURAL DRIVEWAY DETAIL

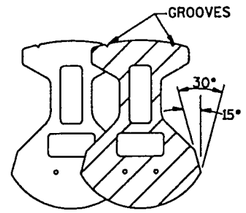



FACING UNITS FOR WALL

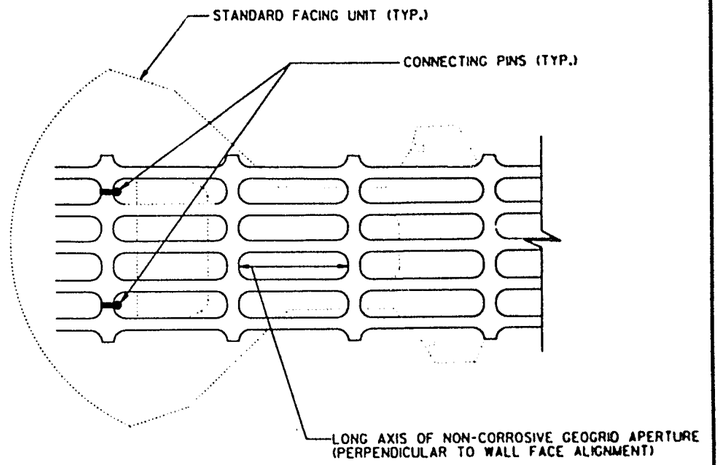



ELEVATION VIEW

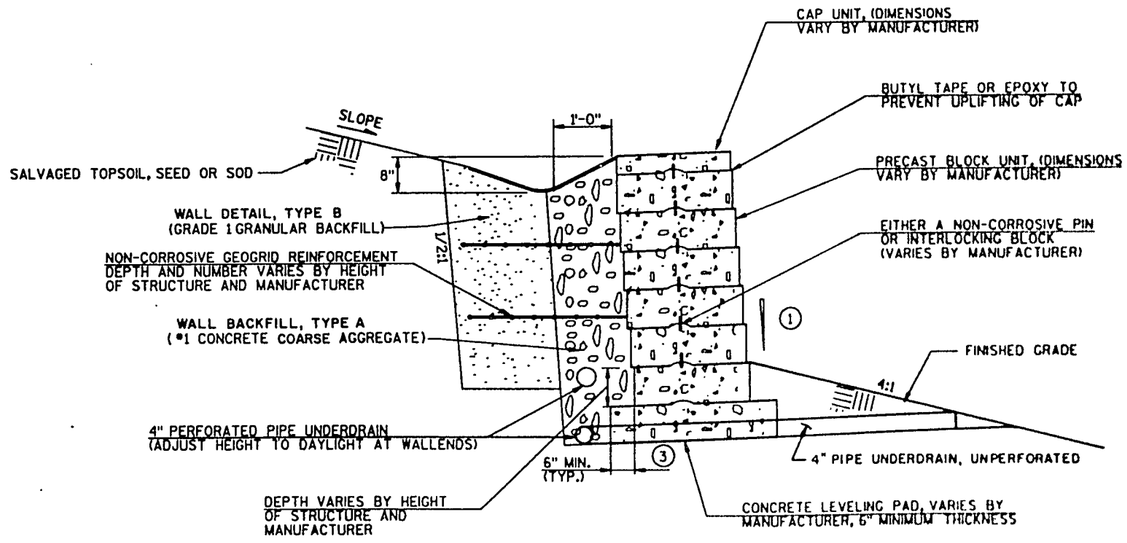
THE ELONGATED TAIL SECTION PROVIDES ADDITONAL STABILITY FOR STRAIGHT WALLS AS THE TAIL PIECE RESTS ON THE UNIT BELOW IT.




REMOVE THE EXTENDED TAIL PIECES AT THE GROOVES TO RETURN THE BLOCK SHAPE TO ITS 30° SIDES WHEN BUILDING TIGHT CONVEX CURVES




NON-CORROSIVE GEOGRID REINFORCEMENT




SECTION VIEW

NOTES:
1. SETBACK VARIES BY MANUFACTURER. MAXIMUM FRONT FACE SLOPE FROM VERTICAL IS 1 HORIZONTAL TO 4 VERTICAL.
2. SLOPE WALL TERMINI AS NECESSARY TO BLEND INTO ADJACENT TERRAIN.
3. BASE SOIL PROPERTIES
   SUGGESTED WALL GRANULAR BACKFILL: MOIST UNIT WEIGHT = 125 pcf, INTERNAL ANGLE OF FRICTION = 35°
   NATIVE CLAY: MOIST UNIT WEIGHT = 115 pcf, COHESIVE STRENGTH = 1000 psf, INTERNAL ANGLE OF FRICTION = 15°
   NATIVE SAND: MOIST UNIT WEIGHT = 115 pcf, INTERNAL ANGLE OF FRICTION = 30° FOR TO 10 FT. DEEP, INTERAL ANGLE OF FRICTION = 35° BELOW 10 FT. DEEP

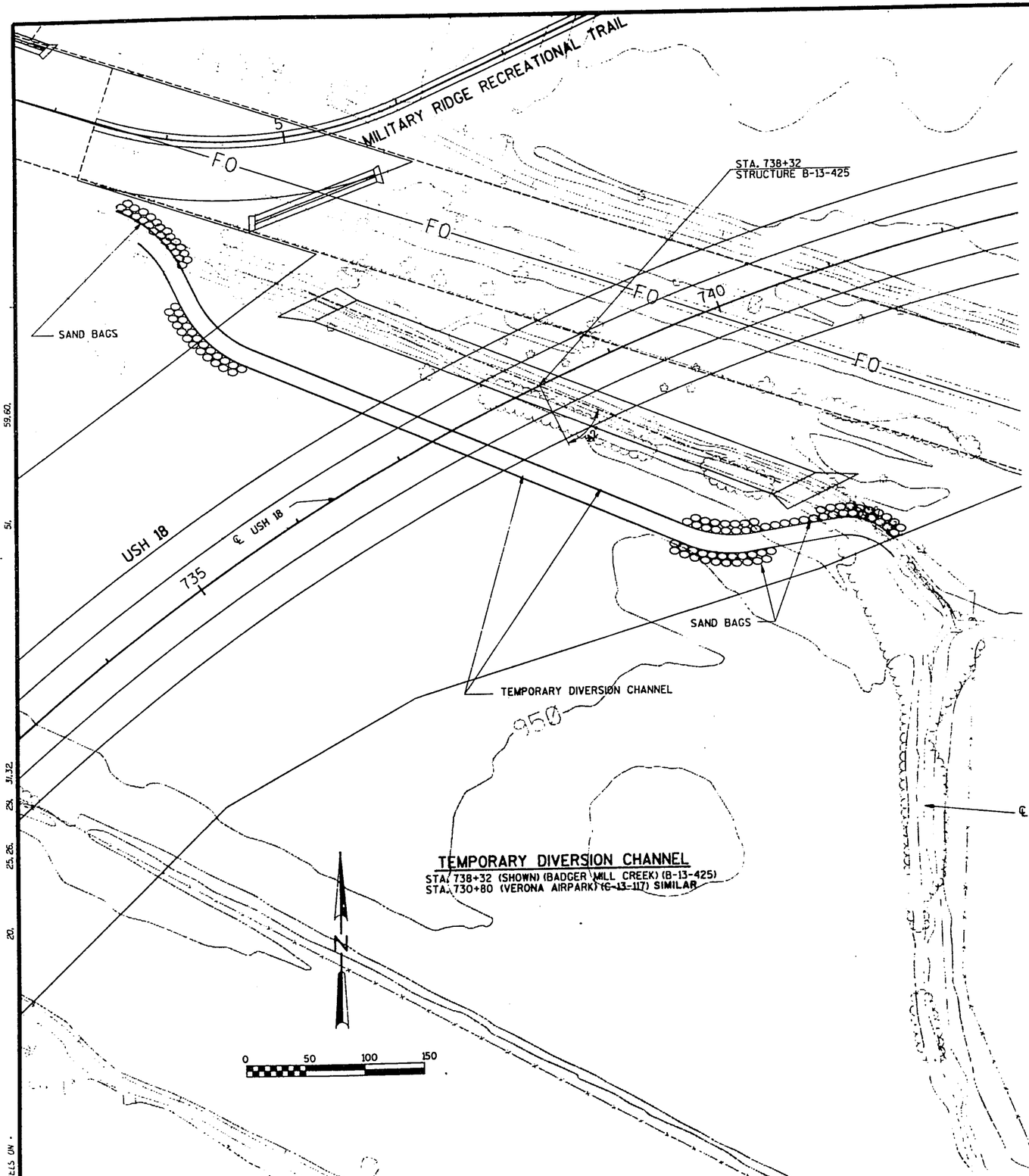
## INTERLOCKING BLOCK RETAINING WALL DETAIL

59,60.

54.

LEVELS ON •

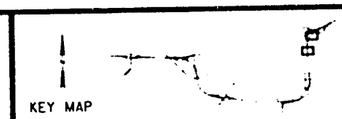
FILE NAME: HDGN: 72211.DGN




**TEMPORARY DIVERSION CHANNEL**
STA. 738+32 (SHOWN) (BADGER MILL CREEK) (B-13-425)
STA. 730+80 (VERONA AIRPARK) (C-13-117) SIMILAR

59.60, 51, 29, 31.32, 25.26, 20, LEVELS IN ·

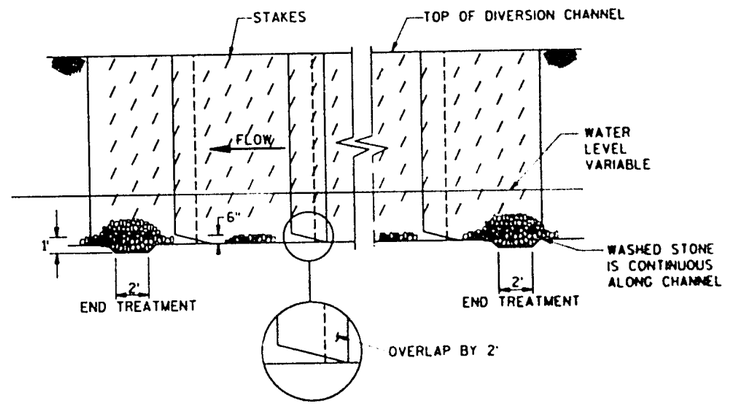
FILE NAME: HDGN: 72212A.DGN



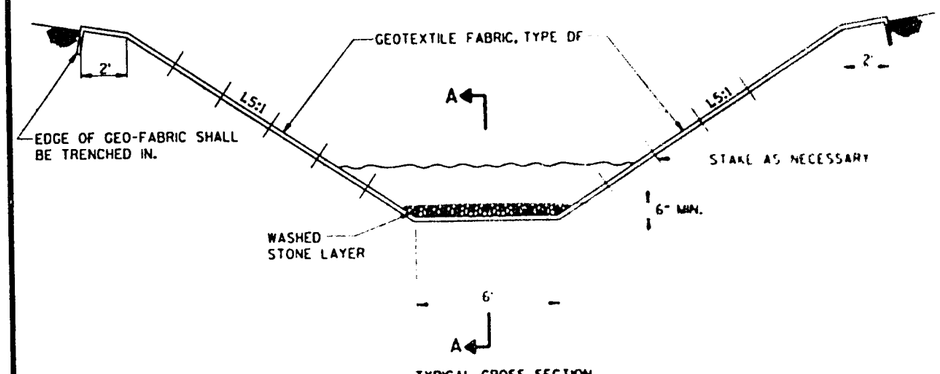

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1201-04-72 | 2.22 |

**CONSTRUCTION DETAILS FOR DIVERSION CHANNELS**

SH 18 — DANE COUNTY




SECTION A-A

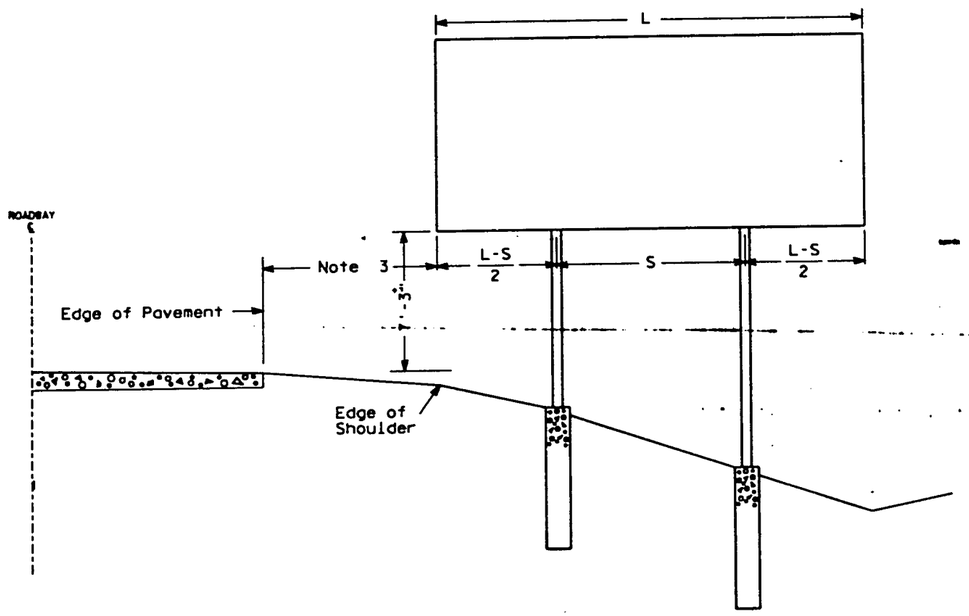


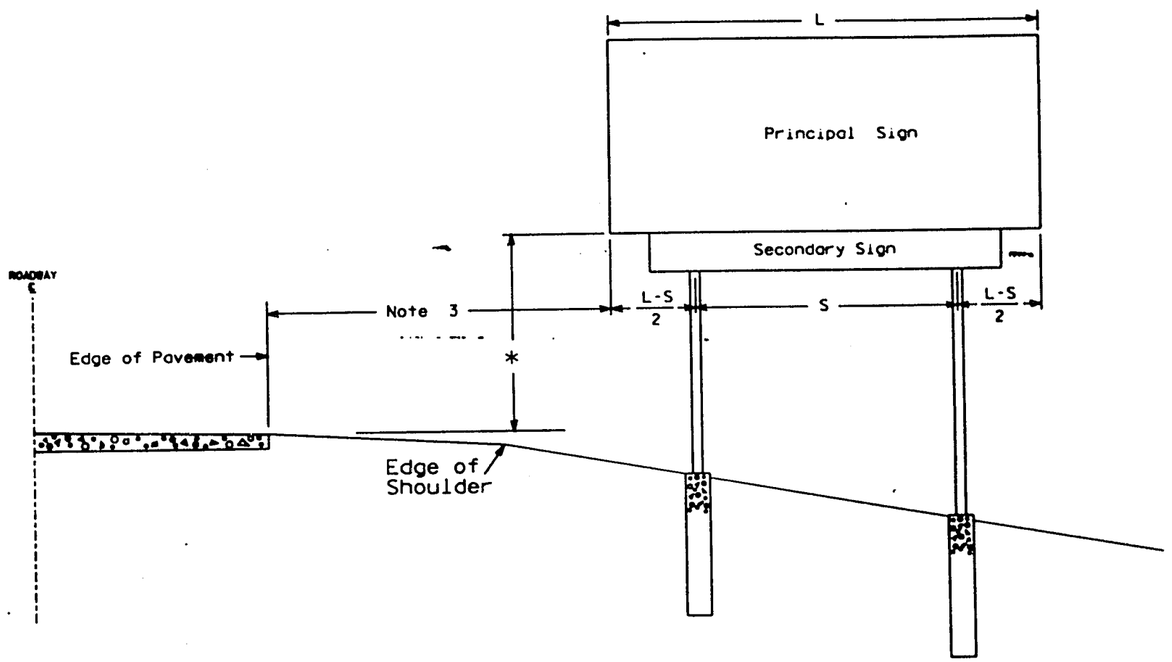

TYPICAL CROSS SECTION

**TYPICAL TEMPORARY DIVERSION CHANNEL**
STA. 738+32
STA. 730+80

5859.

LEVELS ON 23. 10.




## GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18ft, and the space between any two posts shall not be less than 9ft.
3. The sign offset distance shall be as listed in the plan.
4. The (±) tolerance shown on this sheet is 3in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.

* Clearance is 8'- 3" (±) when the secondary sign is 3ft or less in height. For secondary signs larger than 3ft, the clearance to the bottom of the secondary sign shall be 5'- 3" (±).

DATE DRAWN 1-7-93 DATE REDRAWN
DATE REVISED

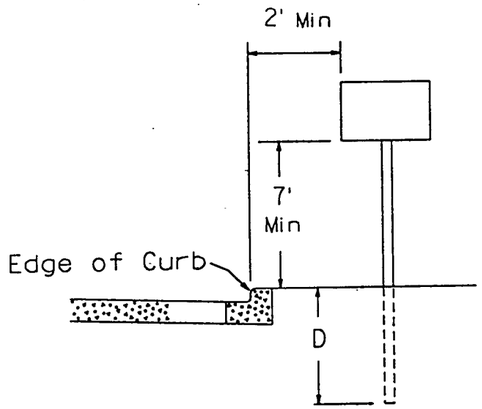
# TYPICAL INSTALLATION OF TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

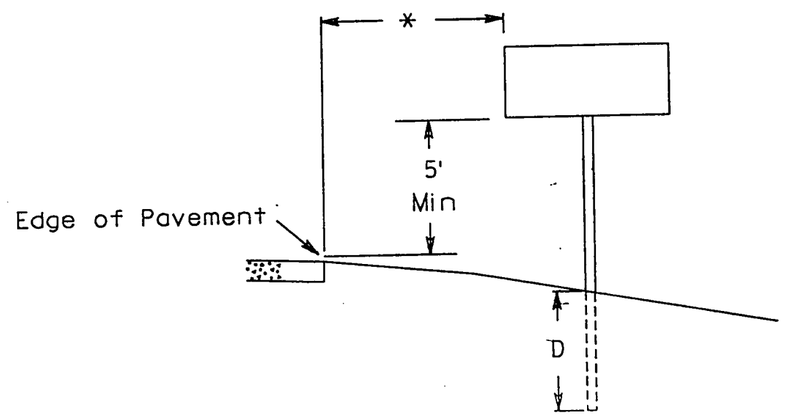
APPROVED
State Traffic Engineer

DATE 2/12/93 PLATE NO. A4-1.6

## URBAN AREA




## RURAL AREA

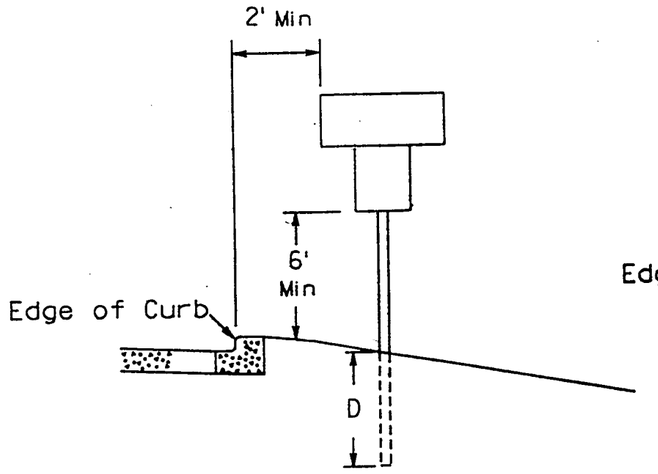


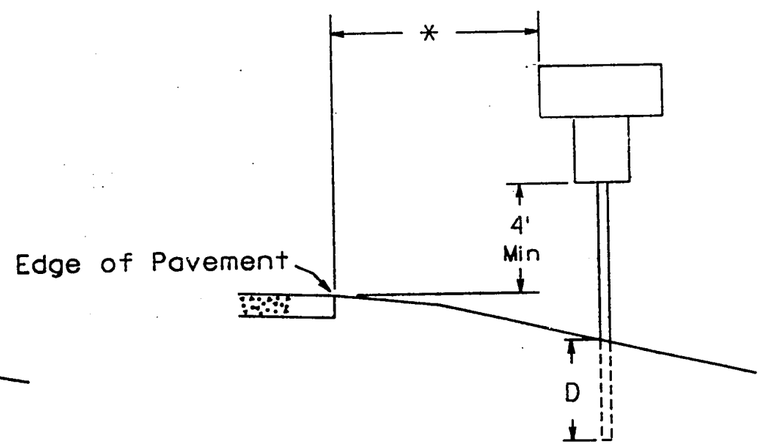

## GENERAL NOTES

1. Sign assemblies wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. See plate A4-4 for typical installations.

## POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |




* 12 feet minimum from edge of pavement. Where there is a paved shoulder, 6' minimum from edge of paved shoulder, but at least 12 feet from edge of pavement.

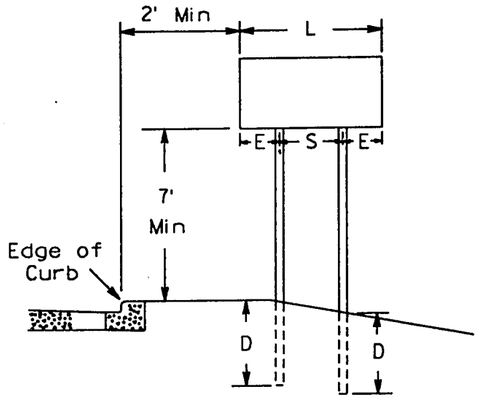
DATE DRAWN 9-12-91
DATE REVISED 1-14-92

TYPICAL INSTALLATION OF TYPE II SIGNS ON SINGLE POSTS

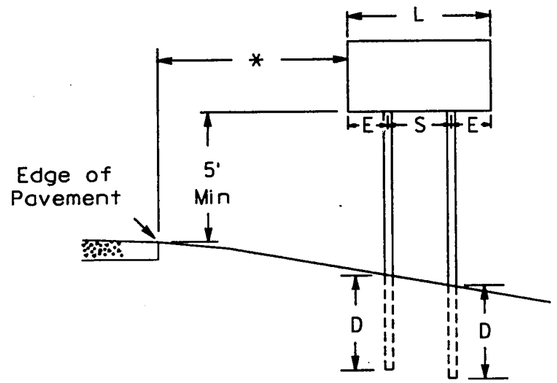
APPROVED Peter F Gruich
DATE 1/21/92

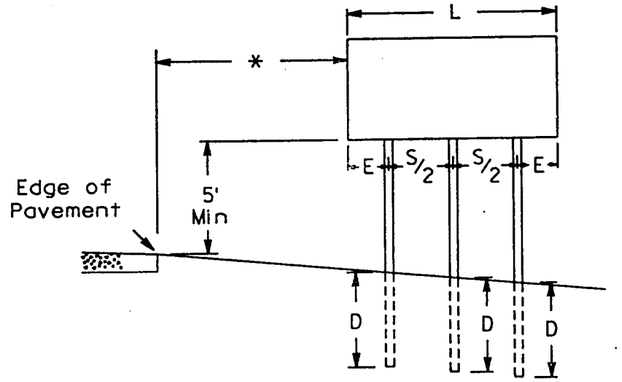
A4-3.8

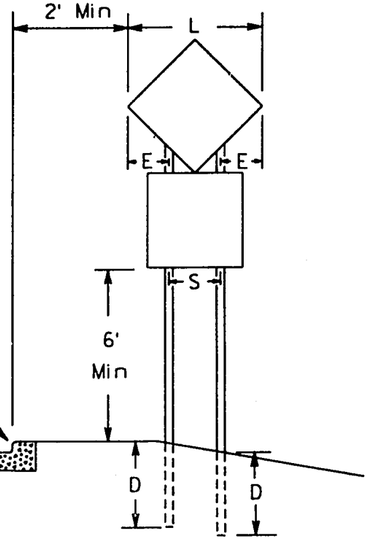
## URBAN AREA

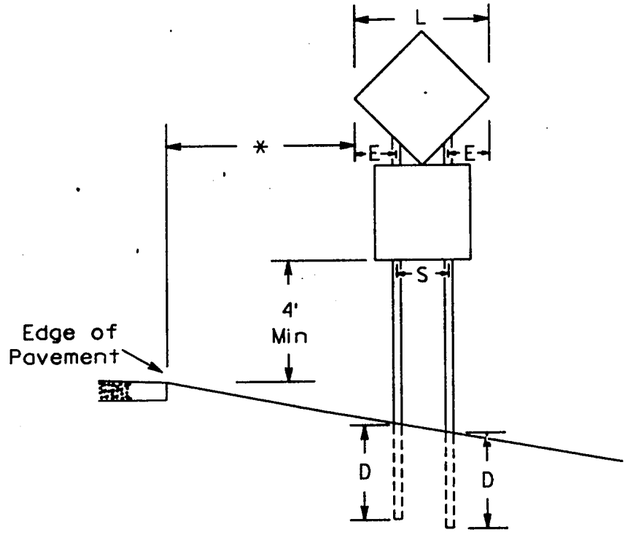



## RURAL AREA




## GENERAL NOTES

1. For 3 post installations, post spacing is S/2 and S must be greater than 7'-0"
2. For 4 post installations, post spacing is S/3 and S must be greater than 10'-6"

* 12 feet minimum from edge of pavement. Where there is a paved shoulder, 6' minimum from edge of paved shoulder, but at least 12 feet from edge of pavement.

| 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

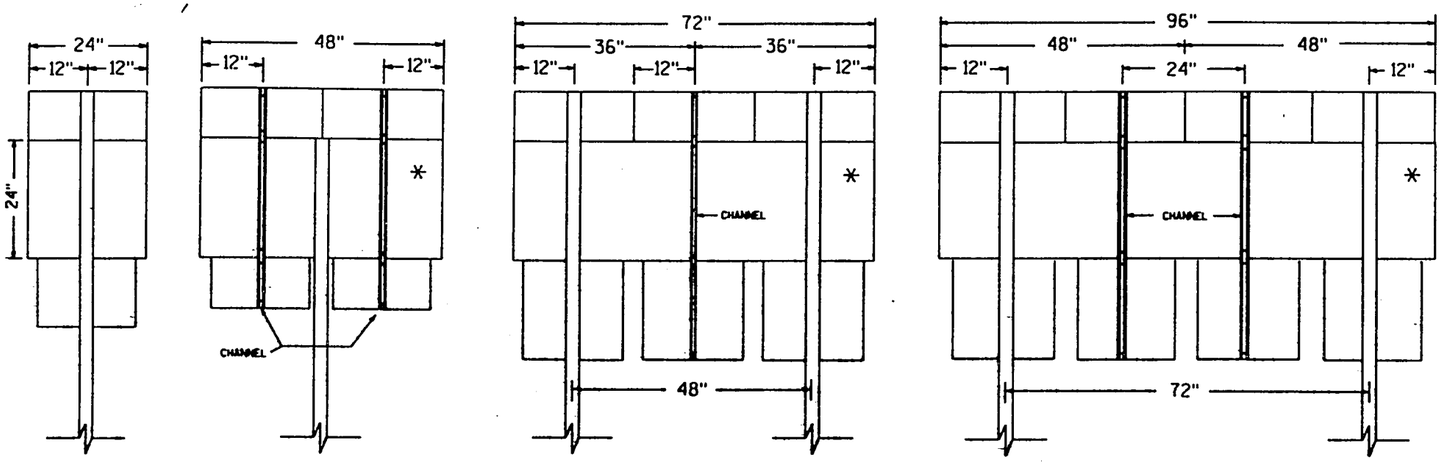
| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

DATE DRAWN 6-3-87 DATE REDRAWN 10-1-91
DATE REVISED 11-6-92

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

11/20/92

A4-4.3



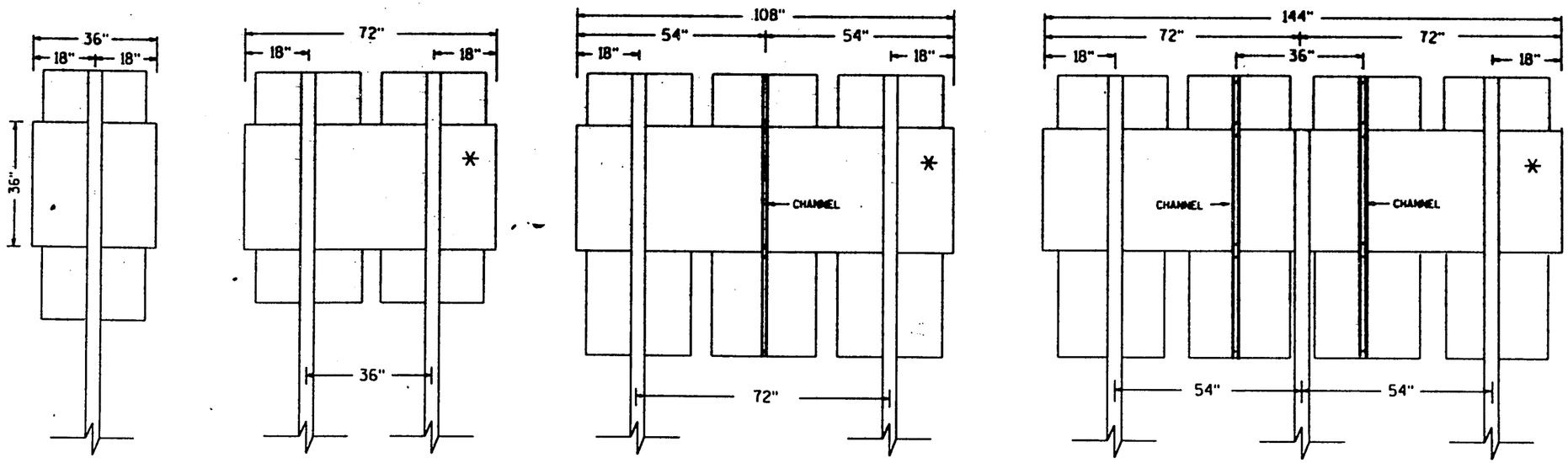

## NOTES:

1. Post spacing shall be according to this detail but post embedment depth shall be in accordance with A4-4.
2. Channel material shall be as specified in Section 633 of Std. Specs. and weight shall be approx. 1.4 lbs/ft.
3. Base material for a multiple marker head panel (*) shall be one piece high density overlay plywood. All other materials within the assembly can be either plywood or aluminum.

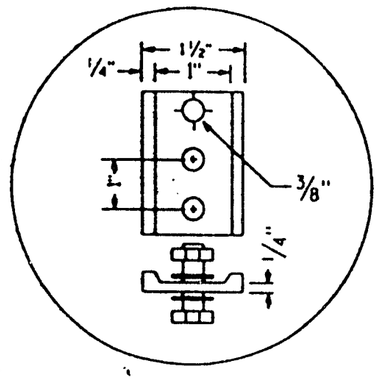
## CHANNEL HARDWARE:

Aluminum Sign components: -1/4" x 3/4" bolt and 1/4" flat washers

Plywood Sign Components: -1/4" x 1 1/4" bolt and 1/4" flat washers




## CHANNEL DETAIL




DATE DRAWN 6-3-87 DATE REDRAWN 10-3-91

DATE REVISED

# TYPICAL PANEL INSTALLATION FOR J TYPE ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

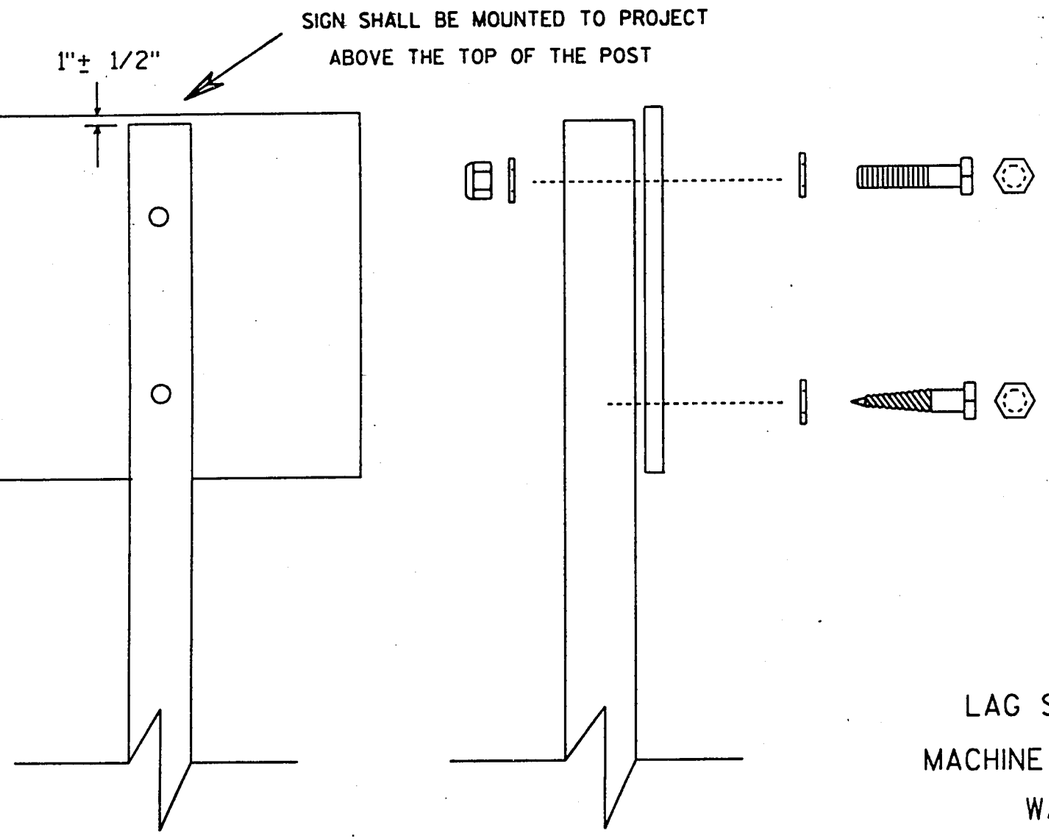
State Traffic Engineer

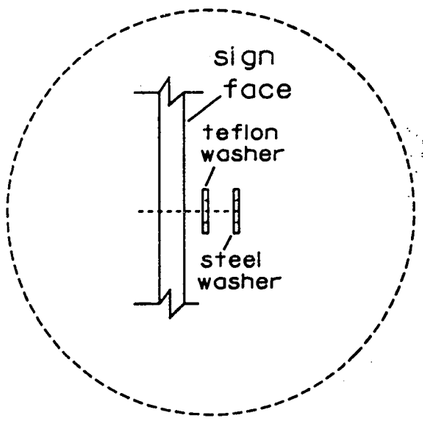
DATE

PLATE NO. A4-5.3

58.59.

LEVELS ON 12.




Washer Placement when
Sign Has Type H Face

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.

LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts
WASHERS - 1" O.D. X 3/8" I.D. X 1/16" STEEL for signs 24x24 and smaller.
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL for signs 24x30 to 36x48.
1-1/2" O.D. X 7/16" I.D. X 1/16" STEEL for signs 48x48 and larger.
1-1/4" O.D. X 3/8" I.D. X .080 TEFLON for all Type H signs.

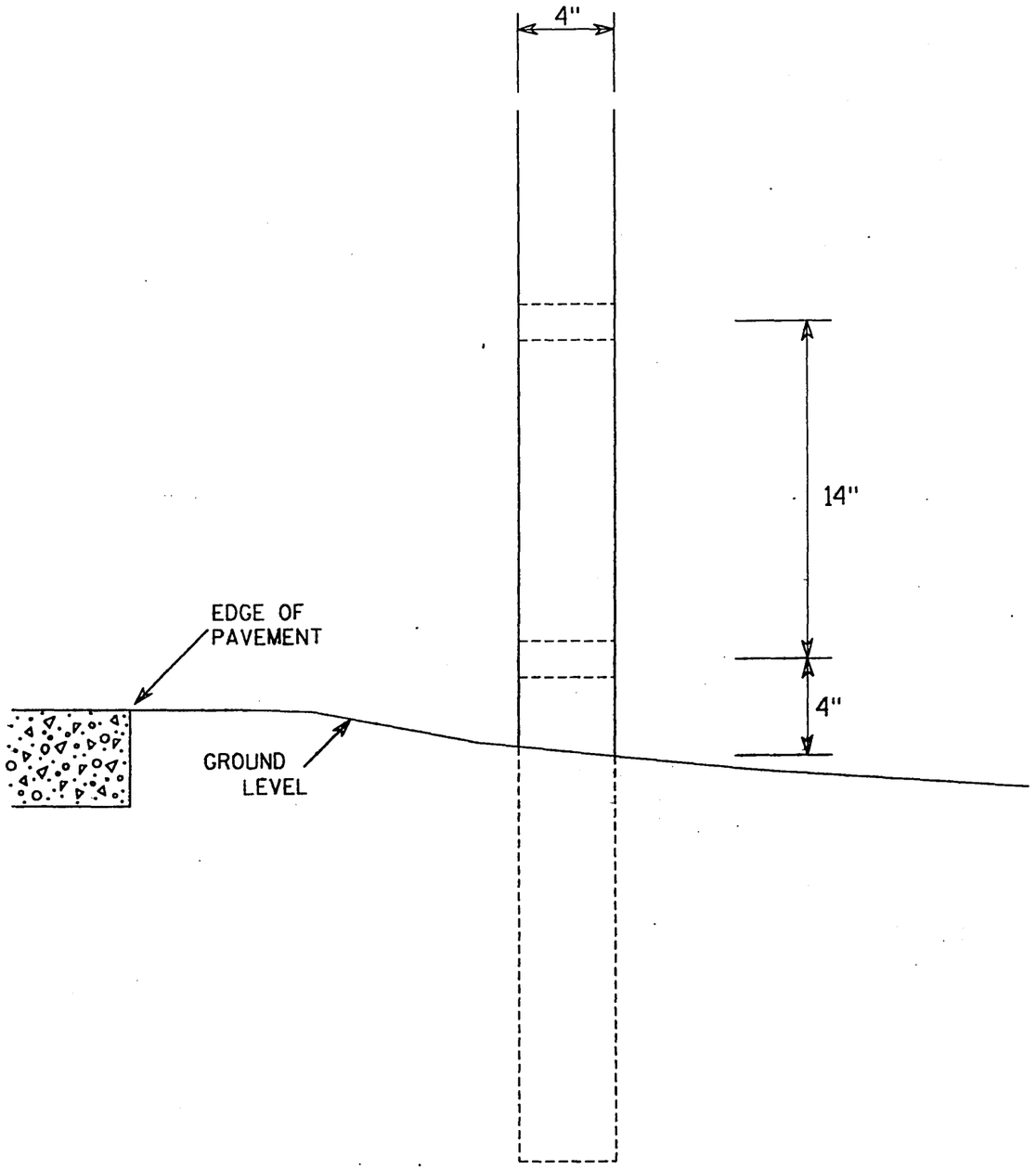
DATE DRAWN 1-29-92 DATE REDRAWN
DATE REVISED

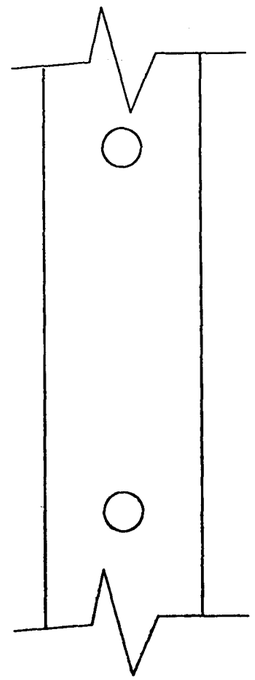
ATTACHMENT OF SIGNS
TO WOOD POSTS

APPROVED
DATE 2-1-92

A4-8.2

58.59.



SIDE VIEW

## GENERAL NOTES

1. All 4x6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

LEVELS ON - 1,2, 5, 10.

DATE DRAWN 11-1-91 DATE REDRAWN _____
DATE REVISED _____ _____

# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED _____
State Traffic Engineer

DATE 11/5/91 PLATE NO. A4-1L1

STATE PROJECT NUMBER
1201-04-72

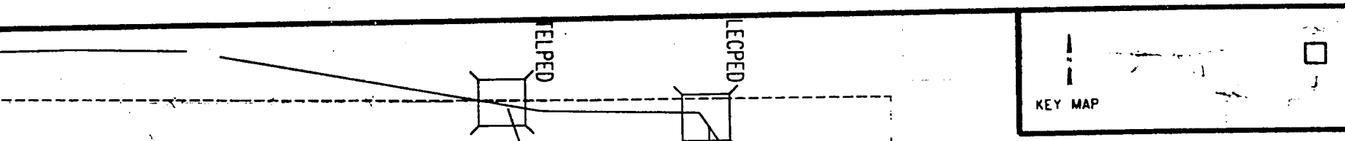
SHEET NO
2.29

# INTERSECTION PAVING DETAIL
## CTH "PB"/GRANDVIEW ROAD

USH 18

DANE COUNTY

KEY MAP



TELPED

TELPED

T

T

EXISTING 2-83"X 57" CSPA
TO REMAIN

STA. 108+97.04 CTH "PB" =
STA. 17+33.30 GRANDVIEW ROAD
TYPE B INTERSECTION

℄ CTH "PB"

112

111

110

109

108

107

SAW CUT PAVEMENT

967.4

966.3

965.9

250'

ASPHALTIC FLUME
100'

89°33'57.8"

967.2

1/2

1/2

15'

15'

E

966.7

40'R

TELPED

60'R

966.8

HEAVY RIPRAP
SEE DRAINAGE AND
EROSION CONTROL PLAN

10:1 TAPER

ELECPED

FINEGRADE DITCH

E

ASPHALTIC FLUME

6'

6'

10:1 TAPER

℄ GRANDVIEW ROAD

11'

11'

GRANDVIEW ROAD

19

20

NOTE:
ENGINEER TO FIELD
VERIFY ELEVATIONS
ON RADIUS.

B-13-416

USH 18 WB

720

B-13-415

USH 18 EB

℄ USH 18

715

N

0 20 40 60

NOTE:

(1) CONCRETE CURB & GUTTER,
36-INCH, TYPE D

59.40

5/

28.29

20.

LEVELS ON -

FILE NAME: MDGN: 72260.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.30

# INTERSECTION PAVING DETAIL CTH "PB"/WHALEN ROAD

USH 18 | DANE COUNTY

KEY MAP

GENERAL NOTES:
1. ALL DIMENSIONS ARE TO EDGE OF PAVEMENT.
2. STATION/OFFSETS SHOWN IN DATA TABLES ARE LOCATED AT EDGE OF PAVEMENT.
3. RADIUS IS SHOWN TO FLANGE OF CURB AND GUTTER.
4. TYPE "B" INTERSECTION MODIFIED. SEE SDD.

GRADING, BASE & PAVEMENT UNDER THIS CONTRACT

DATA TABLE

| POINT NO. | CTH PB STATION | CTH PB OFFSET | WHALEN RD. STATION | WHALEN RD. OFFSET | RADIUS |
|---|---|---|---|---|---|
| 1 | - | - | 13+74.01 | 8.0' RT. | - |
| 2 | 135+39.99 | 71.0' RT. | 14+74.01 | 18.0' RT. | 50.0' |
| 3 | 135+89.90 | 74.0' RT. | 14+74.01 | 68.0' RT. | 50.0' |
| 4 | 135+89.90 | 24.0' RT. | 15+23.93 | 65.0' RT. | 50.0' |
| 5 | 135+87.30 | 5.0' LT. | 15+52.63 | 66.2' RT. | 5.0' |
| 6 | 137+07.45 | 10.0' LT. | 15+61.64 | 186.5' RT. | - |
| 7 | 138+57.45 | 20.0' LT. | - | - | - |
| 8 | 135+87.30 | 44.0' LT. | 15+91.58 | 64.1' RT. | 40.0' |
| 9 | 135+87.30 | 84.0' LT. | 16+31.52 | 62.0' RT. | 40.0' |
| 10 | 135+47.35 | 86.0' LT. | 16+31.52 | 22.0' RT. | 40.0' |
| 11 | - | - | 17+34.44 | 12.0' RT. | - |
| 12 | - | - | 17+31.52 | 12.0' LT. | - |

DATA TABLE

| POINT NO. | CTH PB STATION | CTH PB OFFSET | WHALEN RD. STATION | WHALEN RD. OFFSET | RADIUS |
|---|---|---|---|---|---|
| 13 | 135+03.57 | 91.4' LT. | 16+34.44 | 22.0' RT. | 40.0 |
| 14 | 134+53.64 | 94.0' LT. | 16+34.44 | 72.0' RT. | 50.0 |
| 15 | 134+53.64 | 44.0' LT. | 15+84.51 | 69.4' RT. | 50.0 |
| 16 | 134+63.50 | 15.0' LT. | 15+56.07 | 58.0 RT. | 5.0 |
| 17 | 133+43.45 | 10.0' LT. | | | |
| 18 | 131+93.50 | 0.0' LT. | | | |
| 19 | 133+34.45 | 24.0' LT. | | | |
| 20 | 134+34.45 | 34.0' LT. | 15+04.76 | 89.5 | |
| 21 | 134+34.45 | 94.0' LT. | 14+44.86 | RT | |
| 22 | 134+94.34 | 97.5 LT. | 14+44.86 | 26 | |
| 23 | | | 14+44.86 | 12.0 | |

FILE NAME: PDGN: 72259.DGN

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 2.31 |

# INTERSECTION PAVING PLAN
# RAMPS PB-1 & PB-4 TERMINALS

USH 18 — ANE COUNTY

KEY MAP

0 20 40 60

MATCHLINE STA. 681+00

ASPHALTIC CONCRETE PAVEMENT, 5-INCH, TYPE MV

ASPHALTIC CONCRETE PAVEMENT, 3-INCH, TYPE LV

CRUSHED AGGREGATE BASE COURSE

CONCRETE CURB AND GUTTER 30-INCH, TYPE A

ASPHALTIC FLUME (SEE S.D.D.)

RAMP "PB-4"

CONCRETE CURB & GUTTER 30-INCH, TYPE A

CONCRETE CURB AND GUTTER, 30-INCH, TYPE D

CONCRETE CURB AND GUTTER, 66-INCH, TYPE D

CONCRETE CURB AND GUTTER, 66-INCH, TYPE A

3" TOPSOIL SOD & FERTILIZER

CONCRETE PAVEMENT, 9-INCH

REJECT C&G

85°00'00.0"

74°58'00.0"

RAMP "PB-1"

STA. 146+02.19 R CTH "PB" SB = STA. 679+04.55 R RAMP "PB-4"

STA. 146+14.60 R CTH "PB" = STA. 677+43.54 R RAMP "PB-1"

CB5

CB-3

STA. 681+65.23 LIMIT OF CONCRETE PAVEMENT 9-INCH, UNDER THIS CONTRACT

STA. 675+84.44 LIMIT OF CONCRETE PAVEMENT 9-INCH, UNDER THIS CONTRACT

R/L CTH PB SB

3" SALVAGED TOPSOIL, SOD & FERTILIZER

15:1 TAPER

USH 18 WB

C/L USH 18

PJ54

DATA TABLE

| POINT NO. | RAMP PB-1 STATION | RAMP PB-1 OFFSET | CTH PB STATION | CTH PB OFFSET | RAMP PB-4 STATION | RAMP PB-4 OFFSET | RADIUS |
|---|---|---|---|---|---|---|---|
| 1 | - | - | 148+05.14 | 17.8' LT. | | | |
| 2 | - | - | 146+16.89 | 56.9' LT. | 679+59.81 | 19.7' RT. | 4.0' |
| 3 | - | - | 149+55.14 | 28.0' LT. | - | - | - |
| 4 | - | - | 146+10.85 | 66.3' LT. | 679+69.61 | 15.0' RT. | 70.0 |
| 5 | 675+84.44 | 0.0' LT. | - | - | - | - | - |
| 6 | - | - | 145+77.73 | 65.7' LT. | 679+72.55 | 15.5' LT. | 2.5' |
| 7 | - | - | 145+56.40 | 61.8' LT. | 679+72.78 | 27.3' LT. | 2.5' |
| 8 | - | - | 145+72.29 | 108.5' LT. | 680+15.62 | 14.5' LT. | 1.5' |
| 9 | - | - | 145+52.39 | 110.6' LT. | 680+20.32 | 31.4' LT. | 50.0' |
| 10 | - | - | 144+95.22 | 110.2' LT. | 680+29.66 | 80.5' LT. | 53.0' |
| 11 | - | - | 144+96.22 | 60.2' LT. | 679+80.75 | 90.9' LT. | 53.0' |
| 12 | - | - | 143+96.22 | 49.4' LT. | - | - | - |
| 13 | - | - | 145+54.08 | 165.0' LT. | 680+75.49 | 20.4' LT. | 132.0' |
| 14 | - | - | 143+71.20 | 153.5' LT. | 681+65.23 | 153.0' LT. | 132.0' |
| 15 | - | - | 145+23.29 | 247.5' LT. | 681+65.23 | 8.0' LT. | 132.0' |
| 16 | - | - | 145+60.53 | 65.9' LT. | 679+75.02 | 31.4' LT. | 98.0' |
| 17 | - | - | 144+57.66 | 95.6' LT. | 680+23.10 | 116.5' LT. | 98.0' |
| 18 | - | - | 145+67.78 | 97.5' LT. | 680+05.21 | 20.1' LT. | 98.0' |

GRADING, BASE & PAVEMENT UNDER THIS CONTRACT

B-13-412

GENERAL NOTES:
1. ALL DIMENSIONS ARE TO EDGE OF PAVEMENT.
2. STATION/OFFSETS SHOWN IN DATA TABLES ARE LOCATED AT THE EDGE OF PAVEMENT.
3. RADIUS IS SHOWN TO FLANGE OF CURB AND GUTTER.
4. CONSTRUCT REJECT CURB & GUTTER AT (PLAN).
5. RADIUS IS TO FACE OF CURB. (a)

DATA TABLE

| POINT NO. | RAMP PB-1 STATION | RAMP PB-1 OFFSET | CTH PB STATION | CTH PB OFFSET | RAMP PB-4 STATION | RAMP PB-4 OFFSET | RADIUS |
|---|---|---|---|---|---|---|---|
| 19 | - | - | 146+78.07 | 5.0 LT. | | | |
| 20 | - | - | 146+75.65 | 9.4 LT. | | | |
| 21 | - | - | 147+05.14 | 16.9 LT. | | | |
| 22 | - | - | 147+08.59 | 17.0 LT. | | | |
| 24 | - | - | 145+27.41 | 24.1 LT. | | | |
| 25 | - | - | 146+96.11 | 7.0 | | | |
| 26 | - | - | 146+97.11 | 4.0 | | | |
| 27 | 677+27.24 | 39.1 LT. | 146+82.42 | 27.2 RT. | | | |
| 28 | 676+84.44 | 53.0 LT. | 145+82.46 | 72.0 RT. | | | |
| 29 | 676+84.44 | 8.0 LT. | 146+22.58 | 22.1 RT. | | | |
| 30 | 677+04.17 | 45.6 RT. | 146+61.66 | 27.0 RT. | | | |
| 31 | 676+82.27 | 15.3 RT. | 146+44.27 | 26.3 RT. | | | |
| 32 | 676+79.76 | 40.2 RT. | 146+[illegible] | 22.0 RT. | | | |

FILE NAME: HDGN:72258.DGN

LEVELS ON

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.32

# INTERSECTION PAVING PLAN
## RAMPS PB-2 & PB-3 TERMINALS

USH 18 — DANE COUNTY

KEY MAP

GRADING, BASE & PAVEMENT UNDER THIS CONTRACT

0 20 40 60

DATA TABLE

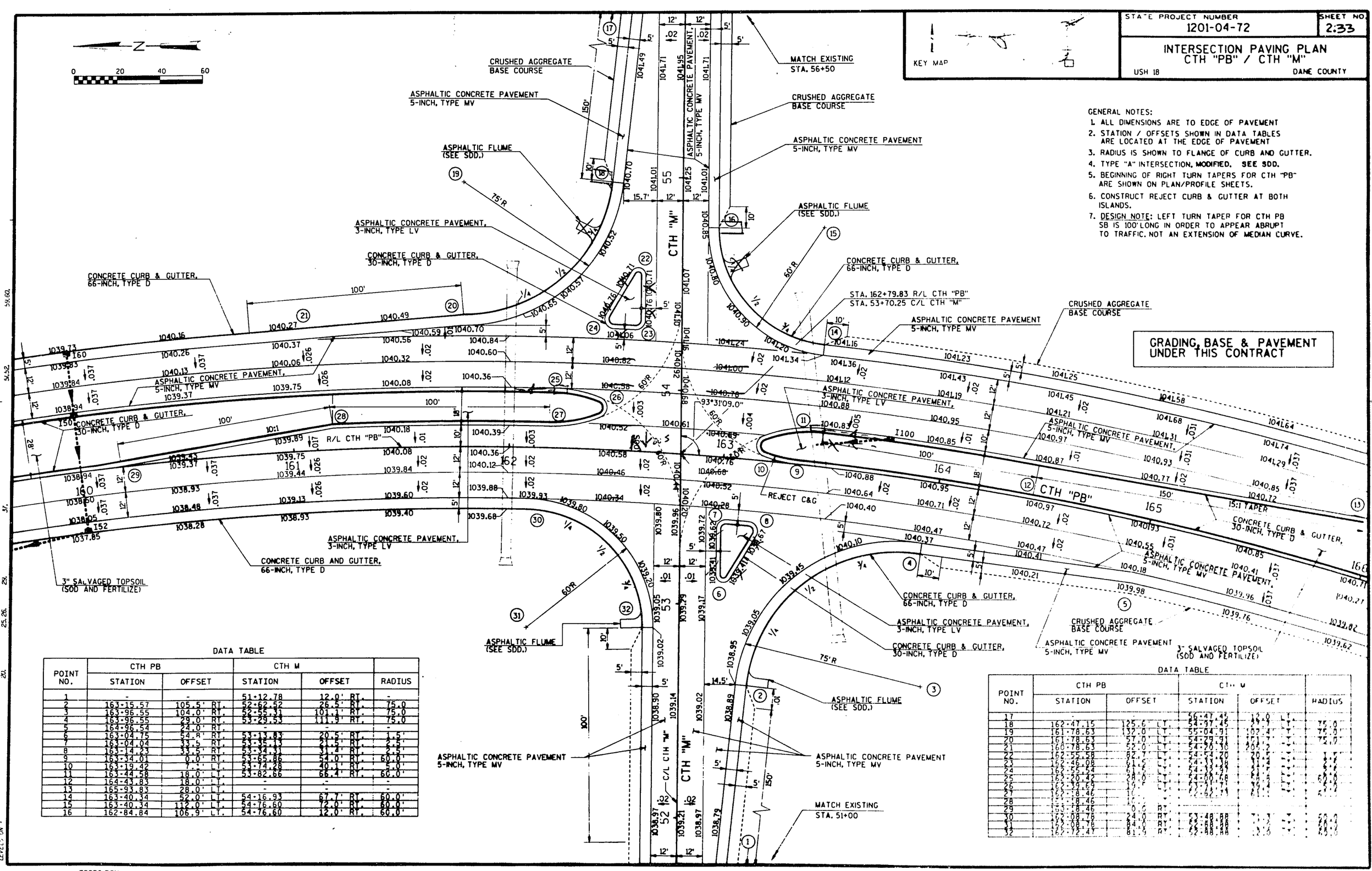
| POINT NO. | RAMP PB-2 STATION | RAMP PB-2 OFFSET | CTH PB STATION | CTH PB OFFSET | RAMP PB-3 STATION | RAMP PB-3 OFFSET | RADIUS |
|---|---|---|---|---|---|---|---|
| 1 | - | - | - | - | 675+77.86 | 0.0' | - |
| 2 | - | - | 153+01.91 | 94.5' LT | 674+77.86 | 10.0' RT. | 65.0' |
| 3 | - | - | 153+60.30 | 123.0' LT. | 674+77.92 | 75.0' RT. | 65.0' |
| 4 | - | - | 153+60.30 | 58.9' LT | 674+19.50 | 46.5' RT. | 65.0' |
| 5 | - | - | 152+37.16 | 22.9' LT. | 674+41.12 | 79.9' LT. | 6.0' |
| 6 | - | - | 149+55.14 | 28.9' LT. | - | - | - |
| 7 | - | - | 149+61.24 | 0.9' | | | |
| 8 | - | - | 151+11.24 | 10.0' LT. | - | - | - |
| 9 | - | - | 152+11.24 | 10.9' LT. | 674+41.70 | 108.5' LT. | 65.0' |
| 10 | 676+80.56 | 20.0' LT. | 153+21.95 | 32.9' RT. | - | - | 5.0' |
| 11 | 674+97.04 | 0.0' | 153+59.87 | 213.1' RT. | - | - | 350.0' |
| 12 | 674+97.04 | 350.0' RT. | 157+48.78 | 138.8' RT. | - | - | 350.0' |
| 13 | 675+69.81 | 7.6' RT. | 153+61.14 | 139.9' RT. | - | - | 350.0' |

DATA TABLE

| POINT NO. | RAMP PB-2 STATION | RAMP PB-2 OFFSET | CTH PB STATION | CTH PB OFFSET | RAMP PB-3 STATION | RAMP PB-3 OFFSET | RADIUS |
|---|---|---|---|---|---|---|---|
| 14 | 676+39.28 | 3.5' RT. | 153+50.96 | 71.1' RT. | - | - | 1.5' * |
| 15 | 676+74.91 | 4.5' RT. | 153+48.85 | 35.5' RT. | - | - | 2.5' * |
| 16 | 676+74.43 | 19.0' RT. | 153+54.32 | 35.5' RT. | - | - | 2.5' * |
| 17 | 676+34.70 | 21.4' RT. | 153+69.23 | 74.0' RT. | - | - | 45.0' |
| 18 | 676+25.39 | 65.5' RT. | 154+16.10 | 79.0' RT. | - | - | 45.0' |
| 19 | 676+70.09 | 70.6' RT. | 154+16.10 | 34.0' RT. | - | - | 45.0' |
| 20 | - | - | 155+23.32 | 27.0' RT. | - | - | - |
| 21 | - | - | 154+02.74 | 0.0' | - | - | 150.0' |
| 22 | - | - | 153+27.71 | 25.0' LT | 674+04.12 | 2.8' RT | 3.0' |
| 23 | - | - | 152+10.48 | 76.6' LT. | 675+01.86 | 80.0' LT. | 65.0' |
| 24 | - | - | 152+64.34 | 65.0' LT. | 674+67.86 | 36.7' LT. | 10.0' |
| 25 | - | - | 153+26.12 | 22.5' LT. | 674+02.53 | 0.23' RT. | 13.0' |
| 26 | - | - | 152+39.80 | 16.6' LT. | 674+35.12 | 79.9' LT. | 6.0' |
| 27 | - | - | 152+74.22 | 63.5' LT. | 674+62.14 | 28.5' LT. | 10.0' |
| 28 | - | - | 152+68.90 | 105.1' LT. | 675+01.86 | 15.0' LT. | 65.0' |

GENERAL NOTES:
1. ALL DIMENSIONS ARE TO EDGE OF PAVEMENT.
2. STATION/OFFSETS SHOWN IN DATA TABLES ARE LOCATED AT THE EDGE OF PAVEMENT.
3. RADIUS IS SHOWN TO FLANGE OF CURB AND GUTTER.
4. CONSTRUCT REJECT CURB & GUTTER AT ISLAND.
5. RADIUS IS TO FACE OF CURB. (*)

FILE NAME: HDGN: 72257.DGN




KEY MAP

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2:33

# INTERSECTION PAVING PLAN
## CTH "PB" / CTH "M"

USH 18

DANE COUNTY

GENERAL NOTES:

1. ALL DIMENSIONS ARE TO EDGE OF PAVEMENT
2. STATION / OFFSETS SHOWN IN DATA TABLES ARE LOCATED AT THE EDGE OF PAVEMENT
3. RADIUS IS SHOWN TO FLANGE OF CURB AND GUTTER.
4. TYPE "A" INTERSECTION, MODIFIED, SEE SDD.
5. BEGINNING OF RIGHT TURN TAPERS FOR CTH "PB" ARE SHOWN ON PLAN/PROFILE SHEETS.
6. CONSTRUCT REJECT CURB & GUTTER AT BOTH ISLANDS.
7. DESIGN NOTE: LEFT TURN TAPER FOR CTH PB SB IS 100' LONG IN ORDER TO APPEAR ABRUPT TO TRAFFIC. NOT AN EXTENSION OF MEDIAN CURVE.

GRADING, BASE & PAVEMENT UNDER THIS CONTRACT

DATA TABLE

| POINT NO. | CTH PB STATION | CTH PB OFFSET | CTH M STATION | CTH M OFFSET | RADIUS |
|---|---|---|---|---|---|
| 1 | - | - | 51+12.78 | 12.0' RT. | - |
| 2 | 163+15.57 | 105.5' RT. | 52+62.52 | 26.5' RT. | 75.0 |
| 3 | 163+96.55 | 104.0' RT. | 52+55.31 | 101.1' RT. | 75.0 |
| 4 | 163+96.55 | 29.0' RT. | 53+29.53 | 111.9' RT. | 75.0 |
| 5 | 164+96.54 | 24.0' RT. | - | - | - |
| 6 | 163+04.75 | 54.8' RT. | 53+13.83 | 20.5' RT. | 1.5' |
| 7 | 163+04.04 | 33.5' RT. | 53+35.13 | 21.5' RT. | 2.5' |
| 8 | 163+14.23 | 33.5' RT. | 53+34.31 | 31.4' RT. | 2.5' |
| 9 | 163+34.01 | 0.0' RT. | 53+65.86 | 54.0' RT. | 60.0' |
| 10 | 163+19.42 | 7.1' LT. | 53+74.28 | 40.1' RT. | 5.0' |
| 11 | 163+44.58 | 18.0' LT. | 53+82.66 | 66.4' RT. | 60.0' |
| 12 | 164+43.83 | 18.0' LT. | - | - | - |
| 13 | 165+93.83 | 28.0' LT. | - | - | - |
| 14 | 163+40.34 | 52.0' LT. | 54+16.93 | 67.7' RT. | 60.0' |
| 15 | 163+40.34 | 112.0' LT. | 54+76.60 | 72.0' RT. | 60.0' |
| 16 | 162+84.84 | 106.9' LT. | 54+76.60 | 12.0' RT. | 60.0' |

DATA TABLE

| POINT NO. | CTH PB STATION | CTH PB OFFSET | CTH M STATION | CTH M OFFSET | RADIUS |
|---|---|---|---|---|---|
| 17 | - | - | 56+47.45 | 43.0' LT. | - |
| 18 | 162+47.15 | 125.6' LT. | 54+97.45 | 49.1' LT. | 75.0 |
| 19 | 161+78.63 | 132.0' LT. | 55+04.91 | 102.4' LT. | 75.0 |
| 20 | 161+78.63 | 57.0' LT. | 54+29.91 | 101.7' LT. | 75.0 |
| 21 | 160+78.63 | 52.0' LT. | 54+30.30 | 200.2' LT. | - |
| 22 | 162+55.58 | 82.7' LT. | 54+54.20 | 20.4' LT. | 5.0' |
| 23 | 162+46.08 | 91.2' LT. | 54+33.58 | 31.4' LT. | 5.0' |
| 24 | 162+55.24 | 84.1' LT. | 54+33.58 | 31.4' LT. | 5.0' |
| 25 | 162+20.42 | 28.0' LT. | 54+60.68 | 54.0' LT. | 60.0' |
| 26 | 162+34.69 | 19.7' LT. | 54+71.71 | 39.4' LT. | 5.0' |
| 27 | 162+18.46 | 10.- ' LT. | 55+62.71 | 81.1' LT. | 5.0' |
| 28 | 162+18.46 | 10.0' LT. | - | - | - |
| 29 | 162+18.46 | 0.0' RT. | - | - | - |
| 30 | 162+08.76 | 24.0' RT. | 53+48.88 | 71.3' LT. | 60.0' |
| 31 | 162+08.76 | 84.0' RT. | 53+48.88 | 23.6' LT. | 60.0' |
| 32 | 162+72.47 | 81.9' RT. | 53+48.88 | 23.6' LT. | 60.0' |

FILE NAME: HDGN: 72256.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.34

# RAMP "PB-1" PAVING DETAILS

USH 18 — DANE COUNTY

KEY MAP

BEGIN CONSTRUCTION
STA. 646+74.00 ℄ RAMP "PB-1" =
STA. 646+74.00 ℄ USH 18, 49'LT.

BEGIN PROJECT 1201-04-72
STA. 648+00.00

℄ RAMP "PB-1"

℄ USH 18

℄ RAMP "PB-2"

USH 18 WB

USH 18 EB

RAMP "PB-1"

RAMP "PB-2"

PC585 658+74.24

PC3 658+90.38

MATCHLINE STA. 661+50

CURVE 585

| STA. | RATE | REMARKS |
|---|---|---|
| 658+11.70 | 0.02 | END NORMAL CROWN |
| 659+37.57 | 0.059 | BEGIN FULL SUPER |
| 663+20.50 | 0.059 | END FULL SUPER |
| 663+70.90 | 0.08 | BEGIN S.E. = 0.08 |

RANGE TRAIL ROAD

℄ RANGE TRAIL ROAD

℄ CTH "M"

CTH "M"

PT6 26+85.62

59.60

51

25

30

N

0 50 100 150

STA. 662+07.10 USH 18/151, CTR 3° RAD. 60'LT.

CURVE 586

| STA. | RATE | REMARKS |
|---|---|---|
| 663+20.50 | 0.059 | END S.E. = .059 |
| 663+70.90 | 0.08 | BEGIN FULL SUPER |
| 669+91.50 | 0.08 | END FULL SUPER |
| 672+31.50 | 0.02 | BEGIN NORMAL CROWN |

PC586 663+07.57

PT585

GRADING & BASE ONLY UNDER THIS CONTRACT

SEE INTERSECTION PAVING DETAIL

STA. 146+14.60 ℄ CTH "PB" =
STA. 679+0455 ℄ RAMP "PB-1"

BEGIN PAVING
STA. 675+84.44

PT586 670+54.81

PC587 673+06.91

CURVE 587

| STA. | RATE | REMARKS |
|---|---|---|
| 672+00.24 | 0.02 | END NORMAL CROWN |
| 673+40.24 | 0.05 | BEGIN FULL SUPER |
| 675+50.00 | 0.05 | END FULL SUPER |
| 677+00.00 | 0.014 | BEGIN NORMAL CROWN |

PT587 676+56.47

74°58'00"

29, 30, 31

20

LEVELS ON •

FILE NAME: HDGN: T2263.DGN

KEY MAP

STATE PROJECT NUMBER 1201-04-72

SHEET NO. 2.35

# RAMP "PB-2" PAVING DETAILS

USH 18 — DANE COUNTY

BEGIN PROJECT 1201-04-72
STA. 648+00.00

℄ RAMP "PB-1"

RAMP "PB-1"

USH 18 WB

℄ USH 18

USH 18 EB

MATCHLINE

STA. 663+00

994.20 995.34 996.48 997.62 998.76 999.90 1001.04 1002.18 1003.32 1004.46 1005.60 1006.74 1007.88 1009.02 1010.16 1011.30 1012.44 1013.58 1014.72 1015.86 1017.00 1018.14 1019.28 1020.42 1021.56 1022.70 1023.84 1024.98 1026.12

994.20 995.32 996.44 997.56 998.72 999.86 1001.00 1002.14 1003.28 1004.42 1005.56 1006.70 1007.84 1008.98 1010.12 1011.26 1012.40 1013.54 1014.68 1016.04 1017.39 1018.84 1020.37 1021.93 1023.09 1024.23 1025.37 1026.51

994.16 995.30 996.68 999.80 1000.92 1002.04 1003.16 1004.28 1005.40 1006.52 1007.64 1008.76 1009.88 1011.00 1012.12 1013.24 1014.36 1015.71 1017.06 1018.52 1020.05 1021.62 1023.10 1024.64 1026.21 1027.78 1029.34 1030.77

650 655 660

.02 .059 .012 15'

BEGIN CONSTRUCTION
STA. 648+00 ℄ RAMP "PB-2" =
STA. 648+00.00 ℄ USH 18, 49'RT.

℄ RAMP "PB-2"

RAMP "PB-2"

PC3 658+90.38

PC347 661+87.33

STA. 661+07.10 CTR 6°RAD 63°RT.

STA. 699+00

59.60

5%

25

PT6 26+85.62

CTH "M"

℄ CTH "M"

30

N

0 50 100 150

℄ RAMP "PB-1"

RAMP "PB-1"

665 670

USH 18 WB

℄ USH 18

665

USH 18 EB

MATCHLINE

STA. 663+00

CURVE 347

| STA. | RATE | REMARKS |
|---|---|---|
| 659+95.70 | .02 | END NORMAL CROWN |
| 662+50.70 | .06 | BEGIN FULL SUPER |
| 671+90.00 | .06 | END FULL SUPER |
| 674+45.00 | .02 | BEGIN NORMAL CROWN |

1031.15 1032.27 1033.23 1034.04 1035.19 1035.54 1035.73 1035.76 1035.64 1035.36 1034.93 1034.34 1033.60 1032.72 1031.69 1030.66 1029.62 1028.58 1027.82 1027.06 1026.63 1026.53 1026.00 1027.27 1027.95 1028.72

1032.05 1033.17 1034.13 1034.94 1035.60 1036.09 1036.44 1036.63 1036.66 1036.54 1036.26 1035.83 1035.24 1034.50 1033.60 1032.58 1031.54 1030.50 1029.46 1028.42 1027.43 1026.78 1026.45 1026.50 1026.91 1027.69 1028.42

665 670 675

15' .06 .02 C347 1023.24

RAMP "PB-2"

PT347 672+53.36

℄ RAMP "PB-2"

STA. 153+41.22 ℄ CTH "PB" SB =
STA. 677+10.94 ℄ RAMP "PB-2"

64°00'00"

STA. 676+83.84
1029.73

85°00'00"

STA. 677+10.94
1030.16

SEE INTERSECTION PAVING DETAIL

BEGIN PAVING
STA. 674+97.04

℄ CTH "PB" SB

CTH "PB"

155

675

N

0 50 100 150

GRADING & BASE ONLY UNDER THIS CONTRACT

29.30.31. 20.

LEVELS ON

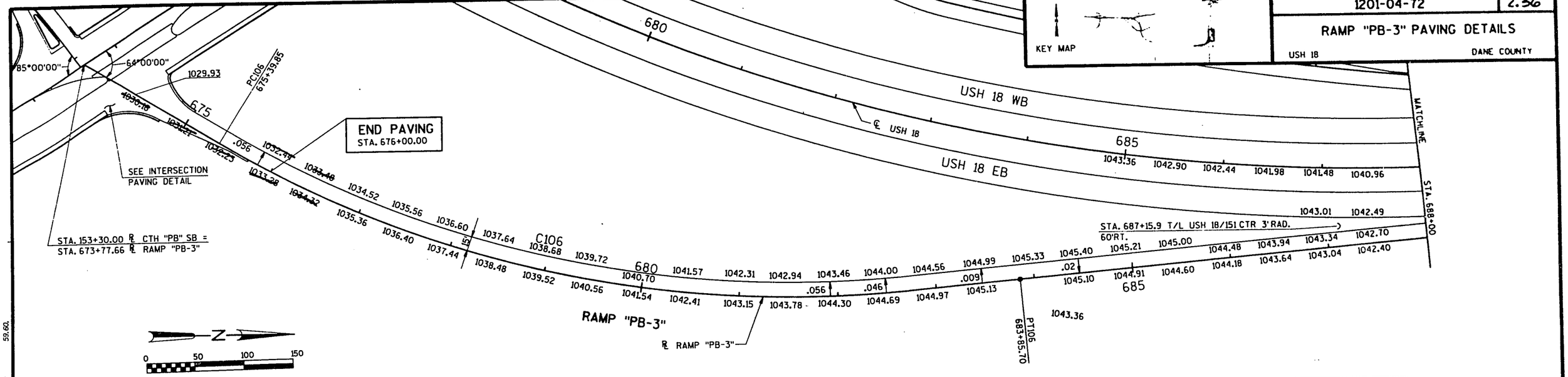
FILE NAME: HDGN: 72265.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.36

# RAMP "PB-3" PAVING DETAILS

USH 18 | DANE COUNTY

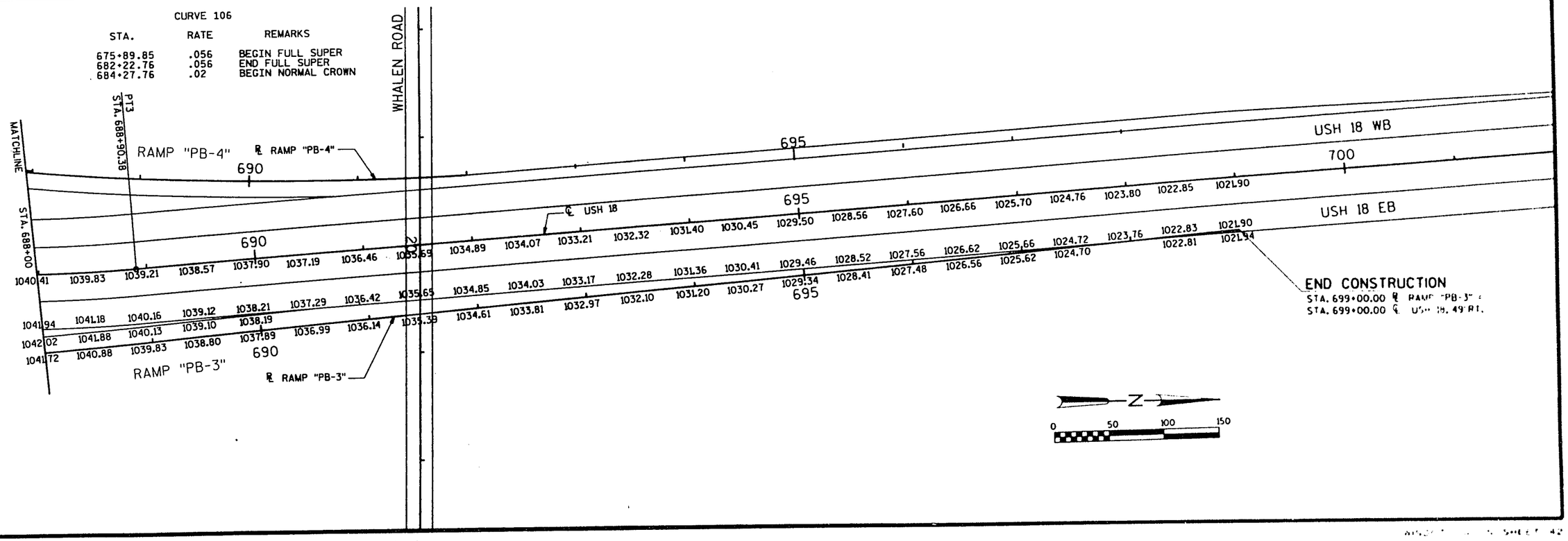
KEY MAP




GRADING & BASE ONLY UNDER THIS CONTRACT

CURVE 106

| STA. | RATE | REMARKS |
|---|---|---|
| 675+89.85 | .056 | BEGIN FULL SUPER |
| 682+22.76 | .056 | END FULL SUPER |
| 684+27.76 | .02 | BEGIN NORMAL CROWN |



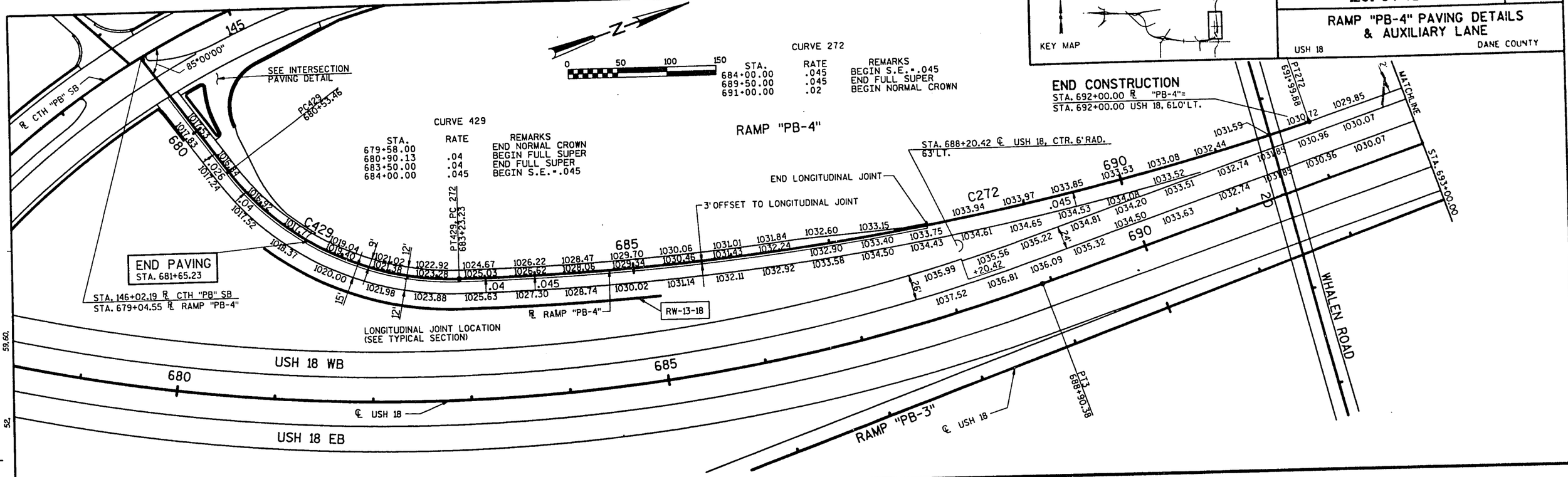

FILE NAME: HDGN: 72267.DGN

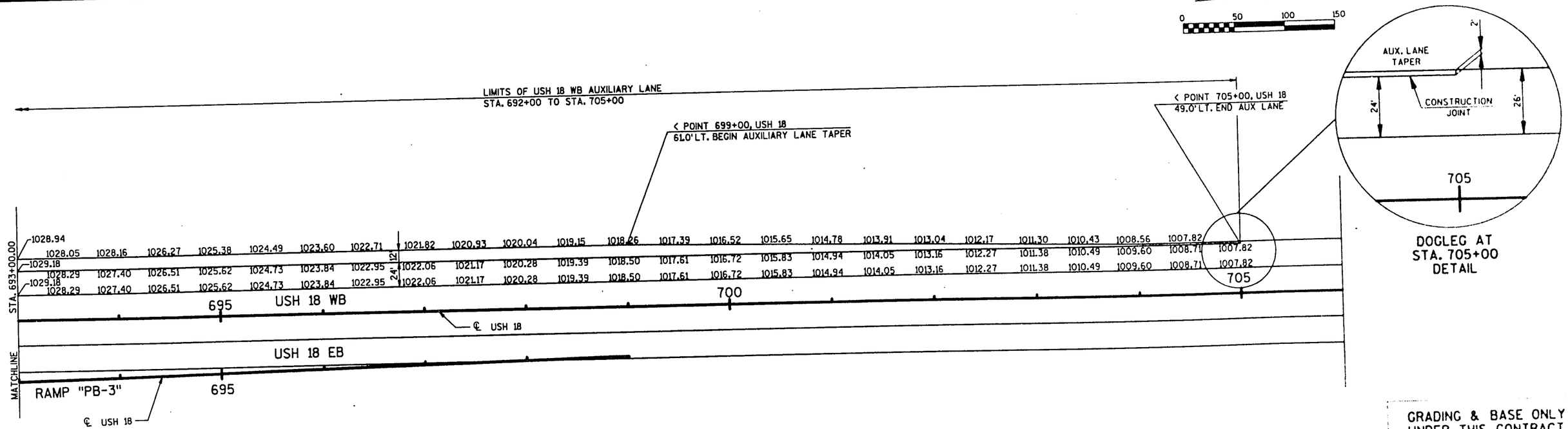
STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.37

# RAMP "PB-4" PAVING DETAILS & AUXILIARY LANE

USH 18 — DANE COUNTY

KEY MAP




FILE NAME: HDGN: 72269.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.38

# RAMP "E-1" PAVING DETAILS

USH 18 — DANE COUNTY

KEY MAP

NOTE:
INTERSECTION CONSTRUCTION
NOT PART OF THIS CONTRACT

CURVE 521

| STA. | RATE | REMARKS |
|---|---|---|
| 741+70.24 | .02 | END NORMAL CROWN |
| 743+70.24 | -.06 | BEGIN FULL SUPER |
| 754+18.39 | -.06 | END FULL SUPER |
| 756+18.39 | .02 | BEGIN NORMAL CROWN |

NESBITT RD.
CTH PB
RAMP "E-2"
RAMP E-2
RAMP E-1
4' PAVED SHOULDER, TYPE LV
85°00'00"
TO BE CONSTRUCTED BY OTHERS
738+00
BEGIN CONSTRUCTION
STA. 738+50.00 RAMP E-1
STA. 736+09.50 ℄ OLD USH 18 EB =
STA. 50+72.28 ℄ CTH "PB-N"
CONCRETE C&G, 30", TYPE G
5' PAVED SHOULDER, ACP TYPE LV
STA. 739+20, 28.0', LT.
END C&G/BEGIN 8' SHLDR
450' LANE TRANSITION 2 LANES TO 1 LANE
50:1 TAPER
741+70.0, 24.60', LT.
END 8' SHOULDER
80' 20:1 TAPER SHOULDER 8' TO 4'
CONTINUE 4' SHOULDER
742+50
742+50.0, 19', LT.
CONSTRUCTION JOINT
20:1 TAPER
4' SHOULDER (3' PAVED SHOULDER ACP, TYPE LV)
12'
3'
15'
PC521 743+20.24
C521
℄ RAMP "E-1"
MATCHLINE STA. 751+50.00
GRADING & BASE ONLY UNDER THIS CONTRACT
NOTE:
PAVING NOT PART OF THIS CONTRACT
0 50 100 150

USH 18 E.B.
℄ USH 18
STA. 761+17.70 CTR. 3' RAD 60' RT.
26'
MATCHLINE STA. 751+50.00
MATCHLINE STA. 766+50.00
RAMP "E-1"
PT521 755+98.55
PC522 759+67.99
PT522 762+26.27
PC520 762+75.00
C522
END CONSTRUCTION
STA. 765+00.00 "E-1"
TO BE CONSTRUCTED BY OTHERS

CURVE 522

| STA. | RATE | REMARKS |
|---|---|---|
| 756+18.39 | .02 | END NORMAL CROWN |
| 757+67.99 | .06 | BEGIN FULL SUPER |
| 761+67.99 | .06 | END FULL SUPER |
| 763+42.94 | .02 | BEGIN NORMAL CROWN |

USH 18 E.B.
STA. 761+17.70 CTR. 3' RAD. 60' RT.
6'
3' RAD.
RAMP E-1
15'
GORE LAYOUT DETAIL

MATCHLINE STA. 766+50.00
PT520 774+75
USH 18 E.B.
RAMP "E-1"
STA. 774+75.00 ℄ RAMP "E-1"
STA. 774+75.00 ℄ USH 18, 49' RT.

LEVELS ON

FILE NAME: HDGN: 72270.DGN

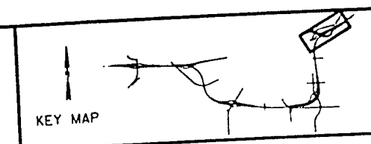
STATE PROJECT NUMBER
1201-04-72

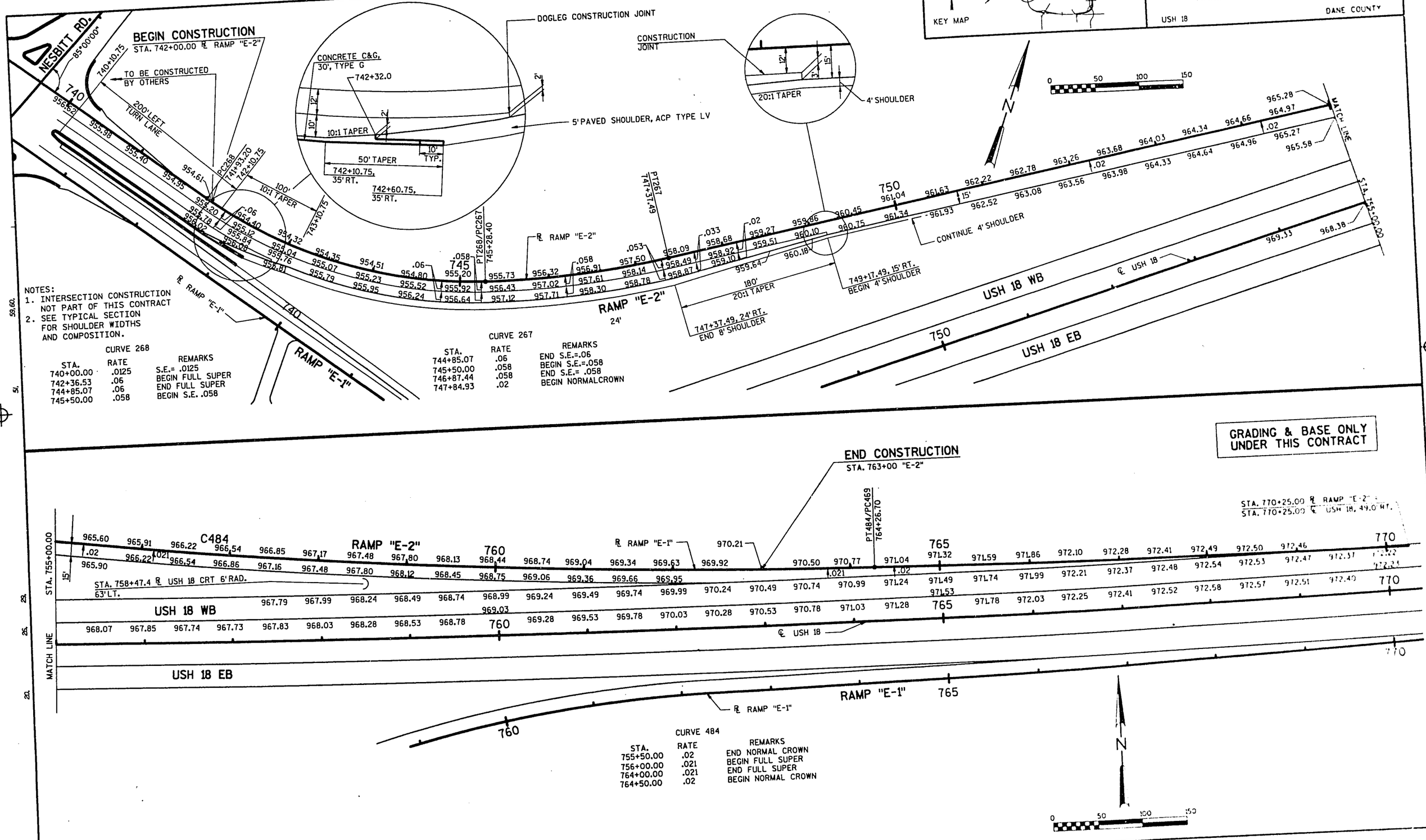
SHEET NO.
2.39

# RAMP "E-2" PAVING DETAILS

USH 18 — DANE COUNTY

KEY MAP






NOTES:
1. INTERSECTION CONSTRUCTION NOT PART OF THIS CONTRACT
2. SEE TYPICAL SECTION FOR SHOULDER WIDTHS AND COMPOSITION.

CURVE 268

| STA. | RATE | REMARKS |
|---|---|---|
| 740+00.00 | .0125 | S.E.= .0125 |
| 742+36.53 | .06 | BEGIN FULL SUPER |
| 744+85.07 | .06 | END FULL SUPER |
| 745+50.00 | .058 | BEGIN S.E. .058 |

CURVE 267

| STA. | RATE | REMARKS |
|---|---|---|
| 744+85.07 | .06 | END S.E.=.06 |
| 745+50.00 | .058 | BEGIN S.E.=.058 |
| 746+87.44 | .058 | END S.E.= .058 |
| 747+84.93 | .02 | BEGIN NORMALCROWN |

GRADING & BASE ONLY UNDER THIS CONTRACT

END CONSTRUCTION
STA. 763+00 "E-2"

STA. 770+25.00 ℄ RAMP "E-2"
STA. 770+25.00 ℄ USH 18, 49.0' RT.




CURVE 484

| STA. | RATE | REMARKS |
|---|---|---|
| 755+50.00 | .02 | END NORMAL CROWN |
| 756+00.00 | .021 | BEGIN FULL SUPER |
| 764+00.00 | .021 | END FULL SUPER |
| 764+50.00 | .02 | BEGIN NORMAL CROWN |

LEVELS ON •

FILE NAME: HDGN: 72272.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.40

GRADING CONTOURS
FOR CTH "PB"

USH 18

DANE COUNTY

KEY MAP

0 100 200 300

℄ CTH "PB" SB

℄ RAMP "PB-1"

RAMP "PB-1"

RAMP "PB-2"

RAMP "PB-3"

RAMP "PB-4"

℄ RAMP "PB-3"

℄ RAMP "PB-2"

C/L USH 18

USH 18

B-13-412 *

B-13-411 *

NOTE:
* BY OTHERS

59.60.

30. 32.

25.

20.

7.8.

LEVELS ON -

FILE NAME: HDGN: 72217.DGN

STATE PROJECT NUMBER
1204-04-72

SHEET NO.
2.41

# GRADING CONTOURS FOR CTH "PB"

USH 18

DANE COUNTY

KEY MAP

0 100 200 300

℄ CTH "PB" SB

℄ RAMP "PB-4"

℄ RAMP "PB-1"

℄ RAMP "PB-2"

℄ RAMP "PB-3"

℄ WHALEN

WHALEN RD.

USH 18

B-13-411

B-13-412

B-13-413

B-13-414

NOTE:
* BY OTHERS

FILE NAME: HDGN: T2218.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.42

# GRADING CONTOURS FOR EAST INTERCHANGE

USH 18 DANE COUNTY

KEY MAP

N

0 100 200 300

℄ LOCAL ROAD

LOCAL ROAD

℄ NESBITT ROAD

NESBITT ROAD

EXISTING USH 18

END CONSTRUCTION STA. 765+00 USH 18 WB

℄ RAMP "E-2"

RAMP "E-2"

W.S.H.

BEGIN CONSTRUCTION STA. 742+00 RAMP "E-2"

℄ RAMP "E-1"

EXISTING CTH "PB"

CTH "PB"

BEGIN CONSTRUCTION STA. 738+50 RAMP "E-1"

℄ CTH "PB-N"

℄ USH 18

USH 18

RAMP "E-1"

℄ "MRRT"

B-13-417

B-13-418

BY OTHERS

4-13-425 REQ'D

NOTES:

1. FINAL GRADING FOR THE EAST INTERCHANGE WILL BE COMPLETED UNDER CONTRACT I.D. 1201-04-72. LIMITS OF CONSTRUCTION & GRADING UNDER CONTRACT I.D. 1201-04-72 ARE AS NOTED.

2. NESBITT ROAD, CTH PB AND LOCAL ROAD WILL BE RELOCATED AS PART OF CONTRACT I.D. 1201-04-72.

3. THE REMAINDER OF THE GRADING FOR CTH PB, NESBITT ROAD, RAMPS E-1 & E-2 RELOCATED TO EXISTING USH 18 E.B. WILL BE CONSTRUCTED AS PART OF CONTRACT I.D. 1201-04-72.

FILE NAME: H:\DGN\72219.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.43.

# BERM CONSTRUCTION

USH 18

DANE COUNTY

KEY MAP

0 50 100 150

RAMP "PB-1"

CTH "PB"

USH 18

RAMP "PB-4"

RAMP "PB-3"

WHALEN ROAD

B-13-413

B-13-414

STA. 693+00.00

MATCHLINE

NOTE:
* BY OTHERS

LEVELS ON 59,60, 51, 29,30,31,32, 25, 20,

FILE NAME: HDGN: 72253.DGN

WISDOT CADDS SHEET 42

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.44

# BERM CONSTRUCTION

USH 18

DANE COUNTY

KEY MAP

0 100 200 300

990

1000

1010

1020

1026

1030

CTH "PB"

R/L CTH "PB" SB

130

125

3:1

USH 18

C/L USH 18

695

700

705

MATCHLINE STA. 693+00.00

MATCHLINE STA. 707+00.00

R/L RAMP "PB-3"

SVT

T

59.60

35.36

29.30.31.32

25.

20.

LEVELS ON

FILE NAME: HDGN: 72254.DGN

| REVISION | DATE | REMARKS |
|---|---|---|
| ADDENDA 2 | 3-8-94 | WASTE AREA |

KEY MAP

STATE PROJECT NUMBER 1201-04-72

SHEET NO. 2.44

BERM CONSTRUCTION

USH 18 DANE COUNTY

N

0 100 200 300

1000 990 980 1010 1020 1030

R/L CTH "PB" SB

CTH "PB"

130 125

C.T.H. PB

POTENTIAL WASTE AREA

3:1

USH 18

C/L USH 18

695 700 705

STA. 693+00.00

STA. 707+00.00

MATCHLINE

R/L RAMP "PB-3"

SHEET 2 OF

FILE NAME: HDGN: 72254.DGN

WISDOT/CADDS SHEET 42

| REVISION | DATE | REMARKS |
|---|---|---|
| ADDENDA 2 | 3-8-94 | WASTE AREA |

KEY MAP

STATE PROJECT NUMBER 1201-04-72

SHEET NO. 2.45

BERM CONSTRUCTION

USH 18 DANE COUNTY

0 100 200 300

970 980 990 1000 1010

CTH "PB"

℄ CTH "PB" SB

POTENTIAL WASTE AREA

MATCHLINE STA. 707+00.00

USH 18

℄ USH 18

℄ GRANDVIEW ROAD

GRANDVIEW ROAD

B-13-415

B-13-416

710 715 720

SHEET 3 OF 3

WISDOT/CADDS SHEET 42

FILE NAME: HDGN: T2255.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.45

# BERM CONSTRUCTION

USH 18

DANE COUNTY

KEY MAP

N

0 100 200 300

978

980

970

960

990

1000

1010

CTH "PB"

℄ CTH "PB" SB

℄ USH 18

USH 18

STA. 707+00.00

MATCHLINE

710

715

720

℄ GRANDVIEW ROAD

B-13-415

B-13-416

NOTE:
* BY OTHERS

GRANDVIEW ROAD

SHEET

FILE NAME: HDGN: T2255.DGN

KEY MAP

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.46

CROSS SECTION MATCH LINE

USH 18

DANE COUNTY

BEGIN PROJECT 1201-04-72
STA. 648+00.00

N

0 100 200 300

℄ USH 18

℄ RAMP "PB-1"

℄ RAMP "PB-2"

℄ RAMP "PB-3"

℄ RAMP "PB-4"

℄ CTH "PB" SB

M/L

ISS

59.60

5%

30

20

LEVELS ON -

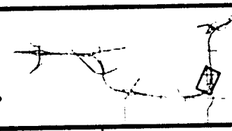
FILE NAME: HDGN172213.USN

STATE PROJECT NUMBER
1204-04-72

SHEET NO.
2.47

CROSS SECTION MATCH LINE
CTH "PB"
USH 18 DANE COUNTY

KEY MAP



MATCHLINE STA. 701+00.00

N

0 100 200 300

℄ GRANDVIEW ROAD

℄ WHALEN ROAD

℄ USH 18

℄ CTH "PB" SB

℄ RAMP "PB-4"

℄ RAMP "PB-3"

M/L

PLOT SCALE: 1"=100'

PLOT NAME: (design)

LEVELS ON = 1.

FILE NAME: HDGN: T2214.DGN

STATE PROJECT NUMBER
1201-04-72

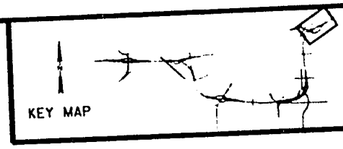
SHEET NO.
2.48

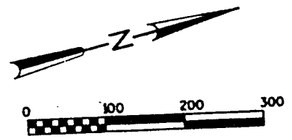
# CROSS SECTION MATCHLINE
# EAST INTERCHANGE

USH 18

DANE COUNTY

KEY MAP






NOTES :
B.A. = BEGIN EARTHWORK ABRUPTLY
E.A. = END EARTHWORK ABRUPTLY
THIS LAYOUT SHOWS OFFSETS AT CROSS SECTIONS WHERE MATCHLINES ARE REQUIRE ONLY. CROSS SECTIONS ARE PROVIDED EVERY 100 FEET (TYP.)

B.A. "PBN"
℄ CTH "PB-N"
B.A. RAMP "E-2"
M/L
B.A. RAMP "E-1"
B.A. NESBITT
B.A. "MRRT"
℄ "MRRT"
℄ NESBITT ROAD
℄ USH 18
℄ RAMP "E-2"
℄ RAMP "E-1"
℄ "MRRT"
E.A. "MRRT"
E.A. "RAMP E-2"
E.A. "RAMP E-1"

END PROJECT 1201-04-72
STA. 765+00.00

LEVELS ON

FILE NAME: HDGN:72215.DGN

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 2.49 |

# DRAINAGE & EROSION CONTROL PLAN

USH 18 — DANE COUNTY

KEY MAP

CONSTRUCTED PREVIOUSLY UNDER PROJECT I.D. 1201-04-75

BEGIN PROJECT 1201-04-72
STA. 648+00.00

## LEGEND

- EROSION BALES
- SILT FENCE
- EROSION MAT
- SOD
- REINFORCED SOD
- RIPRAP (UNLESS NOTED)
- DIVERSION CHANNEL
- INTERCEPTING EMBANKMENT
- PROPOSED DITCH
- EROSION MAT WITH SOD CHECK
- DIRECTION OF FLOW (DITCH)
- DIRECTION OF FLOW (CULVERT)

N

0 100 200 300

RAMP "PB-1"

RAMP "PB-2"

RAMP "PB-3"

RAMP "PB-4"

CTH "PB"

CTH "M"

USH 18

SODDED BACKSLOPE FLUME (SEE S.D.D.)

MATCHLINE STA. 155+50.00

MATCHLINE STA. 683+00.00

LEVELS ON - 20. 23,24,25. 29,30,31,32.

FILE NAME: HDGN: 72275.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.50

# DRAINAGE & EROSION CONTROL PLAN

USH 18 | DANE COUNTY

KEY MAP

## LEGEND

- EROSION BALES
- SILT FENCE
- EROSION MAT
- SOD
- REINFORCED SOD
- RIPRAP (UNLESS NOTED)
- DIVERSION CHANNEL
- INTERCEPTING EMBANKMENT
- PROPOSED DITCH
- EROSION MAT WITH SOD CHECK
- DIRECTION OF FLOW (DITCH)
- DIRECTION OF FLOW (CULVERT)

N

0 100 200 300

BEGIN CONSTRUCTION
STA. 742+00.00 RAMP "E-2"

MEDIUM RANDOM RIPRAP

RAMP "E-2"

CONNECT RIPRAP TO EXISTING CULVERT

MATCHLINE STA. 761+00.00

BEGIN CONSTRUCTION
STA. 738+50.00 RAMP "E-1"

CONNECT TO EXISTING DRAINAGEWAY

"MRRT"

USH 18

RAMP "E-1"

BEGIN CONSTRUCTION
STA. 8+00.00 "MRRT"

CULVERT TO BE CONSTRUCTED FOR ULTMATE DESIGN

CONSTRUCT DIVERSION CHANNEL. SEE DETAIL

MATCHLINE STA. 735+00.00

BADGER MILL CREEK

END CONSTRUCTION
STA. 763+00.00 "WB"

RAMP "E-2"

MATCHLINE STA. 761+00.00

RAMP "E-1"

END PROJECT 1201-04-72
STA. 765+00.00

END CONSTRUCTION
STA. 765+00.00 "EB"

SHEET 3 OF 4

FILE NAME: HUGN:72277.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.51

# DRAINAGE & EROSION CONTROL PLAN

USH 18 DANE COUNTY

KEY MAP

MEDIUM RANDOM RIPRAP

CTH "PB"

WHALEN ROAD

MATCHLINE STA. 142+00.00

MEDIUM RANDOM RIPRAP

RAMP "PB-4"

MATCHLINE STA. 683+00.00

RAMP "PB-3"

USH 18

MATCHLINE STA. 712+00.00

MEDIUM RANDOM RIPRAP

DDED BACK SLOPE FLUME
ND INTERCEPTING EMBANKMENT
E SOD)

HEAVY RIPRAP

MEDIUM RANDOM RIPRAP

MATCHLINE STA. 712+00.00

USH 18

CONSTRUCT DIVERSION CHANNEL. SEE DETAIL

MATCHLINE STA. 735+00.00

C-13-117

MEDIUM RANDOM RIPRAP

GRANDVIEW ROAD

BADGER MILL CREEK

LEGEND

- EROSION BALES
- SILT FENCE
- EROSION MAT
- SOD
- REINFORCED SOD
- RIPRAP (UNLESS NOTED)
- DIVERSION CHANNEL
- INTERCEPTING EMBANKMENT
- PROPOSED DITCH
- EROSION MAT WITH SOD CHECK
- DIRECTION OF FLOW (DITCH)
- DIRECTION OF FLOW (CULVERT)

FILE NAME: HDGN: 72276.DGN

STATE PROJECT NUMBER 1201-04-72

SHEET NO. 2.52

# DRAINAGE & EROSION CONTROL PLAN

USH 18

DANE COUNTY

KEY MAP

END CONSTRUCTION
STA. 193+00.00

MATCH EXISTING

MATCHLINE STA. 185+00.00

C.T.H. 'PB'

MATCHLINE STA. 155+50.00

C.T.H. 'PB'

C.T.H. 'M'

MEDIUM RANDOM RIPRAP

## LEGEND

- EROSION BALES
- SILT FENCE
- EROSION MAT
- SOD
- REINFORCED SOD
- RIPRAP (UNLESS NOTED)
- DIVERSION CHANNEL
- INTERCEPTING EMBANKMENT
- PROPOSED DITCH
- EROSION MAT WITH SOD CHECK
- DIRECTION OF FLOW (DITCH)
- DIRECTION OF FLOW (CULVERT)

0 100 200 300

59.60, 51.52, 29.30, 24.25, 20, LEVELS ON

FILE NAME: HDGN: 72274.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.53

# STORM SEWER/UTILITY PLAN
CTH "PB"
DANE COUNTY

USH 18

KEY MAP

STA. 120+00, 7.48' LT.
3-H INLET
D = 3.03'
81

82 STA. 122+00, 13.78' LT.
3-H INLET
D = 2.97'

85 STA. 124+00, 18.5' LT.
3-H INLET
D = 2.87'

STA. 119+00, 70' RT.
APRON ENDWALL

STA. 120+00, 1.5' LT.
3-H INLET
D = 8.48'
80

83 STA. 122+00, 1.5' LT.
3-H INLET
D = 3.21'

84 STA. 124+00, 1.5' LT.
3-H INLET
D = 3.21'

STA. 129+00.00

MATCH LINE

72245DGN

24'

20' 24'

59.60

0 50 100 150

NOTES:
1. REFER TO PROFILE SHEET FOR STORM SEWER LATERAL DETAILS.
2. SEE STORM SEWER CONSTRUCTION DETAIL SHEET FOR LOCATION OF GRATE AND INVERT ELEVATIONS AND LAYOUT OF C.L. OF STRUCTURES.

FINISHED CTH PB PROFILE

EXISTING GROUNDLINE

GRATE ELEV. (TYP.)

INVERT ELEV. (TYP.)

PAY LENGTH (TYP.)

18" R.C.P. @ 1.00% L = 121'

15" R.C.P. @ 3.00% L = 191'

15" R.C.P. @ 2.02% L = 191'

999.66

993.93

994.01

1000.26

998.00

975.48 978.37 982.00 986.00 990.00 993.93 997.36 1000.23 1002.53 1004.26 1005.43 1006.03 1006.06 1005.60

115 6 7 8 9 120 1 2 3 4 125 6 7 8 9

LEVELS ON 29, 31.32, 25.26, 20.

FILE NAME: HDGN: 72245A.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.54

# STORM SEWER/UTILITY PLAN CTH "PB"

USH 18 DANE COUNTY

KEY MAP

STA. 135+90, 8.5'LT. 3-H INLET D = 2.63' (67)
STA. 134+50, 18.5'LT. 3-H INLET D = 3.08' (40)
STA. 134+00, 76'LT. APRON ENDWALL
STA. 133+50, 18.5'LT. 3-H INLET D = 2.84' (89)
STA. 129+00, 1.5'LT. 3-H INLET D = 3.46' (86)
STA. 131+90, 1.5'LT. 3-H INLET D = 3.44' (88)
STA. 132+00, 46'RT. APRON ENDWALL
STA. 133+50, 11.5'LT. 3-H INLET D = 2.68' (38)
STA. 134+50, 11.5'LT. 3-H INLET D = 2.84' (39)
STA. 134+60, 11.5'LT. 3-H INLET D = 2.77' (39A)
STA. 130+50, 1.5'LT. 3-H INLET D = 3.45' (87)
STA. 134+77, 90'RT. APRON ENDWALL
STA. 135+65, 75'RT. 9-MS INLET D = 4.76' (33A)
STA. 136+50, 38'RT. 3-J MANHOLE D = 7.67' (MH6)
STA. 136+50, 28.5'RT. 3-H INLET D = 2.87' (33)
STA. 136+50, 1.5'LT. 3-H INLET D = 3.35' (34)
STA. 136+50, 48.5'LT. 3-H INLET D = 3.04' (66)
STA. 136+50, 8.5'LT. 3-H INLET D = 3.12' (27)
STA. 137+00, 8.5'LT. 3-H INLET D = 3.24' (26)
STA. 138+25, 48.5'LT. 3-H INLET D = 4.60' (65)
STA. 138+25, 16.83'LT. 3-H INLET D = 4.51' (25)
STA. 138+25, 28.5'RT. 3-H INLET D = 2.89' (32)
STA. 140+45, 48.5'LT. 3-H INLET D = 2.60' (24)
STA. 140+75, 48.5'LT. 3-H INLET D = 3.50' (23)
STA. 140+45, 1.5'LT 3-H INLET D = 2.95' (31)
STA. 140+75, 1.5'LT. 3-H INLET D = 3.85' (30)
STA. 140+54, 28.5'LT. 3-H INLET D = 3.57' (64)
STA. 140+50, 34'RT. 3-J MANHOLE D = 6.03' (MH5)

MATCHLINE STA. 129+00.00
MATCHLINE STA. 143+00.00
WHALEN ROAD
CAUTION
R/L CTH "PB" SB
CTH "PB"
24' 20' 24'

NOTES:
1. REFER TO PROFILE SHEET FOR STORM SEWER LATERAL DETAILS.
2. SEE STORM SEWER CONSTRUCTION DETAIL SHEET FOR LOCATION OF GRATE AND INVERT ELEVATIONS AND LAYOUT OF ℄ OF STRUCTURES.

FINISHED CTH PB PROFILE
EXISTING GROUND LINE
TOP OF RIM ELEV. (TYP.)
INVERT ELEV. (TYP.)
PAY LENGTH (TYP.)
MATCH LINE
APRON ENDWALL
2 - 48"x75" R.C.H.E.C.P.
18" R.C.P. @ 0.53% L = 147'
18" R.C.P. @ 0.63% L = 137'
18" R.C.P. @ 0.53% L = 47'
12" R.C.P. @ 0.61% L = 97'
12" R.C.P. @ 0.50% L = 7'
42" R.C.P. @ 0.43% L = 88'
42" R.C.P. @ 0.43% L = 81'
36" R.C.P. @ 1.65% L = 397'
36" R.C.P. @ 1.66% L = 24'

FILE NAME: H:\DGN\72245.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.55

# STORM SEWER/UTILITY PLAN
## CTH "PB"

USH 18 — DANE COUNTY

KEY MAP

0 50 100 150

NOTES:
1. REFER TO PROFILE SHEET FOR STORM SEWER LATERAL DETAILS.
2. SEE STORM SEWER CONSTRUCTION DETAIL SHEET FOR LOCATION OF GRATE AND INVERT ELEVATIONS AND LAYOUT OF ℄ OF STRUCTURES.

EXISTING GROUND LINE
FINISHED CTH PB PROFILE
GRATE ELEV. (TYP.)
INVERT ELEV. (TYP.)
PAY LENGTH (TYP.)

FILE NAME: HDGN: T2246.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.56

# STORM SEWER/UTILITY PLAN
# CTH "PB"

USH 18

DANE COUNTY

KEY MAP

N

0 50 100 150

60 STA. 160+00, 56.5' LT.
3-H INLET
D = 4.03'

STA. 160+00, 26.5' LT.
3-H INLET
D = 3.84'
50

52 STA. 160+00, 28.5' RT.
3-H INLET
D = 4.00'

100 STA. 163+75, 16.5' LT.
3-H INLET
D = 2.66'

PJ 101 STA. 163+43, 10' LT.
PIPE JOINT
CONCRETE COLLAR REQUIRED

112 STA. 166+00, 26.5' LT.
3-H INLET
D = 4.42'

109 STA. 167+50, 26.5' LT.
3-H INLET
D = 4.57'

110 STA. 169+00, 26.5' LT.
3-H INLET
D = 4.72'

111 STA. 170+50, 26.5' LT.
3-H INLET
D = 4.87'

113 STA. 171+73, 26.5' LT.
3-H INLET
D = 4.01'

STA. 170+50, 86' LT.
APRON ENDWALL

STA. 172+00.00

STA. 158+00.00

MATCHLINE

℄ CTH "PB"

CTH "PB"

CTH "M"

165

160

170

24'
28'
24'

NOTES:
1. REFER TO PROFILE SHEET FOR STORM SEWER LATERAL DETAILS.
2. SEE STORM SEWER CONSTRUCTION DETAIL SHEET FOR LOCATION OF GRATE AND INVERT ELEVATIONS AND LAYOUT OF ℄ OF STRUCTURES.

FINISHED CTH PB PROFILE

EXISTING GROUND LINE

GRATE ELEV. (TYP.)

INVERT ELEV. (TYP.)

PAY LENGTH (TYP.)

12" R.C.P. @ 0.76% L = 29'

24" R.C.P.

12" R.C.P. @ 1.80% L = 32'

24" R.C.P. @ 0.40% L = 147'

24" R.C.P. @ 0.40% L = 147'

24" R.C.P. @ 0.40% L = 147'

24" R.C.P. @ 0.45% L = 120'

1037.68 1040.57 1040.46 1040.01 1039.58 1039.11 1038.74

1033.44 1037.32 1035.54 1034.94 1034.34 1033.74 1033.23

1050 1045 1040 1035 1030 1025 1020 1015 1010

8 9 160 1 2 3 4 165 6 7 8 9 170 1 2

1036.68 1037.91 1038.94 1039.75 1040.36 1040.76 1040.95 1040.93 1040.71 1040.41 1040.11 1039.81 1039.51 1039.21

59.60 51 28.30.31.32 24.25.26. 20.

LEVELS ON -

FILE NAME: HDGN: T2247.DGN

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 2.57 |

STORM SEWER
CTH "PB"
USH 18 — DANE COUNTY

KEY MAP

0 50 100 150

114 STA. 172+84, 26.5' LT.
3-H INLET
D = 3.23'

117 STA. 174+41, 26.5' LT.
3-H INLET
D = 5.28'

115 STA. 173+50, 1.5' LT.
3-H INLET
D = 4.28'

STA. 172+00.00

MATCHLINE

118 STA. 176+86, 1.5' LT.
3-H INLET
D = 6.45'

119 STA. 180+00, 26.5' LT.
3-H INLET
D = 3.85'

120 STA. 182+50, 19.8' RT.
3-H INLET
D = 4.07'

STA. 185+00, 1.5' RT.
3-H INLET
D = 4.07'

116 STA. 174+41, 1.5' LT.
3-H INLET
D = 5.71

175

180

185

STA. 185+00.00

MATCHLINE

CAUTION

121 STA. 178+25, 1.5' LT.
3-H INLET
D = 4.54'

STA. 175+00, 70' RT.
APRON ENDWALL

STA. 176+86, 78' RT.
APRON ENDWALL

59.60

51.52

NOTES:
1. REFER TO PROFILE SHEET FOR STORM SEWER LATERAL DETAILS.
2. SEE STORM SEWER CONSTRUCTION DETAIL SHEET FOR LOCATION OF GRATE AND INVERT ELEVATIONS AND LAYOUT OF ℄ OF STRUCTURES.

1065
1060
1055
1050
1045
1040
1035
1030
1025

114 115 116 OUT OUT 118 119 120 122

1038.40 1038.20 1038.00 1039.84 1047.59 1051.48 1064.51

GRATE ELEV. (TYP.)

FINISHED CTH PB PROFILE

EXISTING GROUND LINE

INVERT ELEV. (TYP.)

24" R.C.P. @ 3.16% L = 24'

24" R.C.P. @ 1.79% L = 67'

18" R.C.P. @ 1.79% L = 88'

2-48" R.C.C.P.

24" R.C.P. 63.29' @ 1.5%

1.5% 24" R.C.P. @ 4.50% L = 96'

6' APRON ENDWALL

RLY LENGTH (TYP.)

1030.26

1032.85

1037.48

1039.21 1038.91 1038.60 1038.31 1038.36 1039.03 1040.31 1042.20 1044.71 1047.84 1051.22 1054.61 1057.99 1061.37 1064.76

1 2 3 4 175 6 7 8 9 180 1 2 3 4 185

LEVELS ON •

FILE NAME: HDGN: 72248.DGN

STATE PROJECT NUMBER
1201-04-72

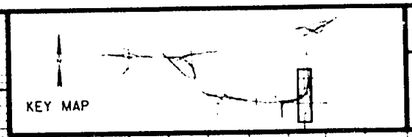
SHEET NO.
2.58

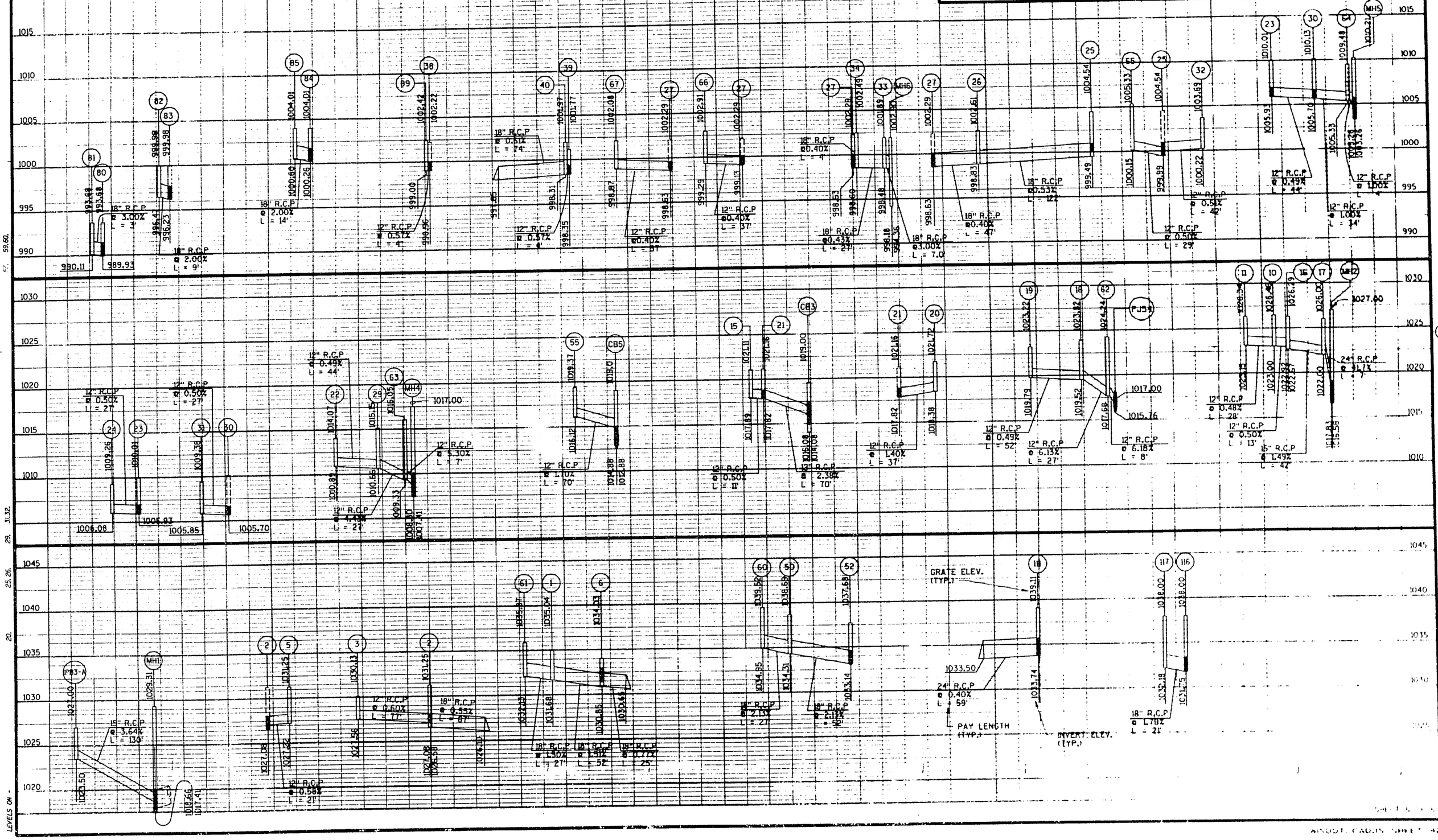
# STORM SEWER
# CTH "PB"

USH 18

DANE COUNTY

KEY MAP






FILE NAME: HDGN:72244.DGN

LEVELS ON - 59.60, 31.32, 29, 25.26, 20,

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.59

# WETLAND MITIGATION SITE

USH 18 — DANE COUNTY

KEY MAP

| REVISION | DATE | REMARKS |
|---|---|---|
| ADDENDA 2 | 3-8-94 | TOPSOIL & GROUNDWATER |

REMOVE FENCE, STA. 7+80 LT. TO STA 24+70 LT.

SILT FENCE

STRIP TOPSOIL TO 2" DEPTH FROM REED CANARY GRASS AREA (APPROX. BOUNDARY AS SHOWN) USE AND PAY FOR AS SALVAGED TOPSOIL ELSEWHERE IN PROJECT.

ERADICATE EXISTING WETLAND, APPROX. 0.8 ACRE. TO BE PAID FOR EACH ERADICATION SEQUENCE.

SILT FENCE

PLACEMENT OF FILL ON WETLANDS WEST OF SILT FENCE PROHIBITED

ARCHAEOLOGICAL SITE SIGN - SEE CONSTRUCTION DETAILS CONSTRUCT 3 SIGNS AT LOCATIONS SHOWN

10+00 210' LT.

11+50 C/L

11+50 100' RT.

10+00 170 RT.

ARCHAEOLOGICAL SITE VE-27

ARCHAEOLOGICAL SITE FENCING

• SIGN PAID FOR AS "SIGNS, TYPE III"

ARCHAEOLOGICAL SITE VE-27 SHALL BE PROTECTED WITH ORANGE POLYETHYLENE CONSTRUCTION FENCING AND PAID FOR AS ARCHAEOLOGICAL SITE FENCING. THIS SITE SHALL NOT BE USED FOR ANY SECONDARY PURPOSE DURING CONSTRUCTION SUCH AS BORROW AREAS, STAGING SITES, HAUL ROADS, OR STORAGE/DISPOSAL AREAS.

MW-1 MW-2 MW-3 MW-4 MW-5 MW-6 MW-7

N 8°00'00.00" E

SILT FENCE

EROSION BALES

SOUTH BYPASS DITCH

SILT FENCE

PROTECT MANHOLE FROM DAMAGE

GOOSE LAKE

SITE ACCESS. PROTECT DNR TRAIL CROSSING FROM DAMAGE.

WISCONSIN DNR

USH 18

0 100 200 300

BASE LINE LOCATION

| STA. | N | E |
|---|---|---|
| 10+00 | 363,890.27 | 2,135,919.17 |
| 22+00 | 365,078.59 | 2,136,086.18 |

BENCH MARKS

| LOCATION | DESCRIPTION | ELEV. |
|---|---|---|
| STA 799+ | CHISELED "X" IN SW CORNER OF INLET IN MEDIAN | 966.00 |
| MW #1 | TOP OF CASING | 962.52 |
| MW #4 | TOP OF CASING | 964.81 |
| MW #6 | TOP OF CASING | 964.45 |

MONITORING WELL DATA

| MW # | GROUND ELEV. AT MW | DEPTH OF CASING | BOTTOM ELEV. | AVE. GROUND WATER ELEV. 11/91-10/92 | AVE. GROUND WATER ELEV. 11/92-10/93 |
|---|---|---|---|---|---|
| 1 | 959.6 | 21.5 | 938.1 | 951.11 | 954.07 |
| 2 | 958.0 | 21.5 | 936.5 | 951.81 | 953.56 |
| 3 | 964.6 | 25.0 | 939.6 | 952.44 | 954.32 |
| 4 | 961.4 | 25.0 | 936.4 | 951.90 | 953.79 |
| 5 | 963.5 | 22.0 | 941.5 | 956.39 | 957.49 |
| 6 | 961.4 | 23.0 | 938.4 | 951.84 | 953.70 |
| 7 | 961.6 | 20.0 | 941.6 | 952.53 | 954.38 |
| 0 | 974.5 | 35.0 | 939.5 | 951.05 | 952.95 |

WISDOT/CADDS SHEET 42

LEVELS ON * 59.60, 29.30.31.32, 25, 23, 20

FILE NAME: HDGN: WETMT2.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.59

# WETLAND MITIGATION SITE

USH 18 | DANE COUNTY

KEY MAP

REMOVE FENCE, STA. 7+80 LT. TO STA. 24+70 LT.

SILT FENCE

STRIP TOPSOIL TO 2' DEPTH FROM REED CANARY GRASS AREA (APPROX. BOUNDARY AS SHOWN.) USE AND PAY FOR AS SALVAGED TOPSOIL ELSEWHERE IN PROJECT.

ERADICATE EXISTING WETLAND, APPROX. 0.8 ACRE. TO BE PAID FOR EACH ERADICATION SEQUENCE.

ARCHAEOLOGICAL SITE SIGN - SEE CONSTRUCTION DETAILS CONSTRUCT 3 SIGNS AT LOCATIONS SHOWN

10+00 210' LT.

11+50 C/L

10+00

ARCHAEOLOGICAL SITE VE-27

15+00

20+00

N 8°00'00.00" E

11+50 100' RT.

10+00 170' RT.

ARCHAEOLOGICAL SITE FENCING

* SIGN PAID FOR AS "SIGNS, TYPE III"

ARCHAEOLOGICAL SITE VE-27 SHALL BE PROTECTED WITH ORANGE POLYETHYLENE CONSTRUCTION FENCING AND PAID FOR AS ARCHAEOLOGICAL SITE FENCING. THIS SITE SHALL NOT BE USED FOR ANY SECONDARY PURPOSE DURING CONSTRUCTION SUCH AS BORROW AREAS, STAGING SITES, HAUL ROADS, OR STORAGE/DISPOSAL AREAS.

SILT FENCE

EROSION BALES

SOUTH BYPASS DITCH

SILT FENCE

SILT FENCE

PROTECT MANHOLE FROM DAMAGE

MW-1 MW-2 MW-3 MW-4 MW-5 MW-6 MW-7

GOOSE LAKE

WISCONSIN DNR

USH 18

N

0 100' 200' 300'

BASE LINE LOCATION

| STA. | N | E |
|---|---|---|
| 10+00 | 363,890.27 | 2,135,919.17 |
| 22+00 | 365,078.59 | 2,136,086.18 |

...E ACCESS. ...ECT DNR TRAIL ...G FROM ...AMAGE.

BENCH MARKS

| LOCATION | DESCRIPTION | ELEV. |
|---|---|---|
| STA 799 - E | CHISELED X IN S.W. CORNER OF INLET IN MEDIAN | 966.00 |
| MW #1 | TOP OF CASING | 962.52 |
| MW #4 | TOP OF CASING | 964.81 |
| MW #7 | TOP OF CASING | 964.46 |

MONITORING WELL DATA

| MW # | GROUND ELEV. AT MW | DEPTH OF CASING | BOTTOM ELEV. |
|---|---|---|---|
| 1 | 959.6 | 21.5 | 938.1 |
| 2 | 958.0 | 21.5 | 936.5 |
| 3 | 964.6 | 25.0 | 939.6 |
| 4 | 961.4 | 25.0 | 936.4 |
| 5 | 963.5 | 22.0 | 941.5 |
| 6 | 961.4 | 23.0 | 938.4 |
| 7 | 961.6 | 20.0 | 941.6 |
| 8 | 974.5 | 35.0 | 939.5 |

59.60, 5', 29.30.31.32, 23, 25, 20.

LEVELS ON *

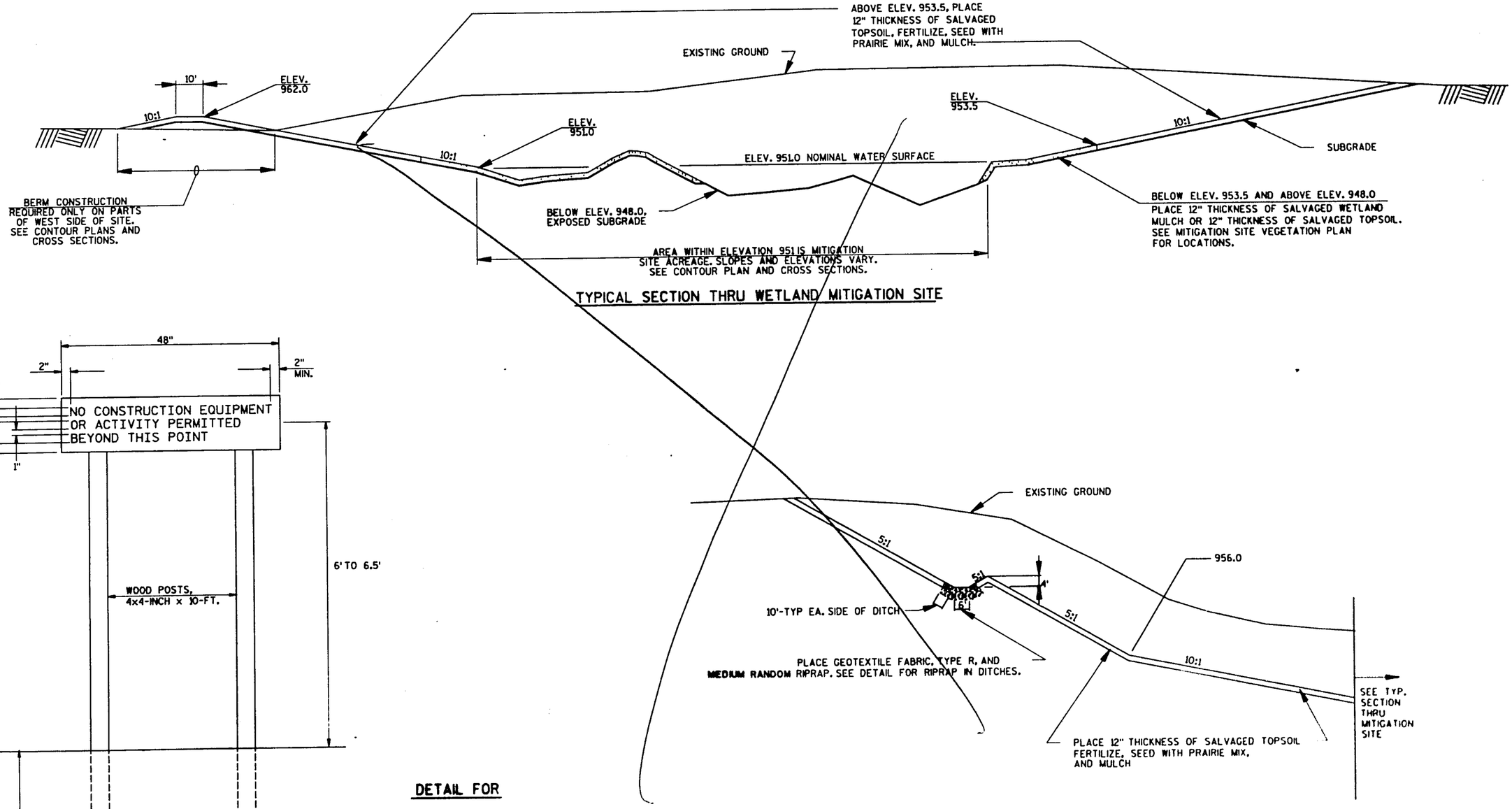
FILE NAME: HDGN: WETMT2.DGN

KEY MAP

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.60

WETLAND MITIGATION SITE

USH 18 | DANE COUNTY




## TYPICAL SECTION THRU WETLAND MITIGATION SITE




## DETAIL FOR ARCHAEOLOGICAL SITE SIGNS

NOTES:

1. LETTERS SHALL BE 2" (SERIES B) SIGN SHALL BE WHITE BACKGROUND WITH BLACK LETTERS
2. SIGNS TO BE PAID FOR AS SIGNS, TYPE III




## TYPICAL SECTION - SOUTH BYPASS DITCH

LOOKING DOWNSTREAM

59.60.

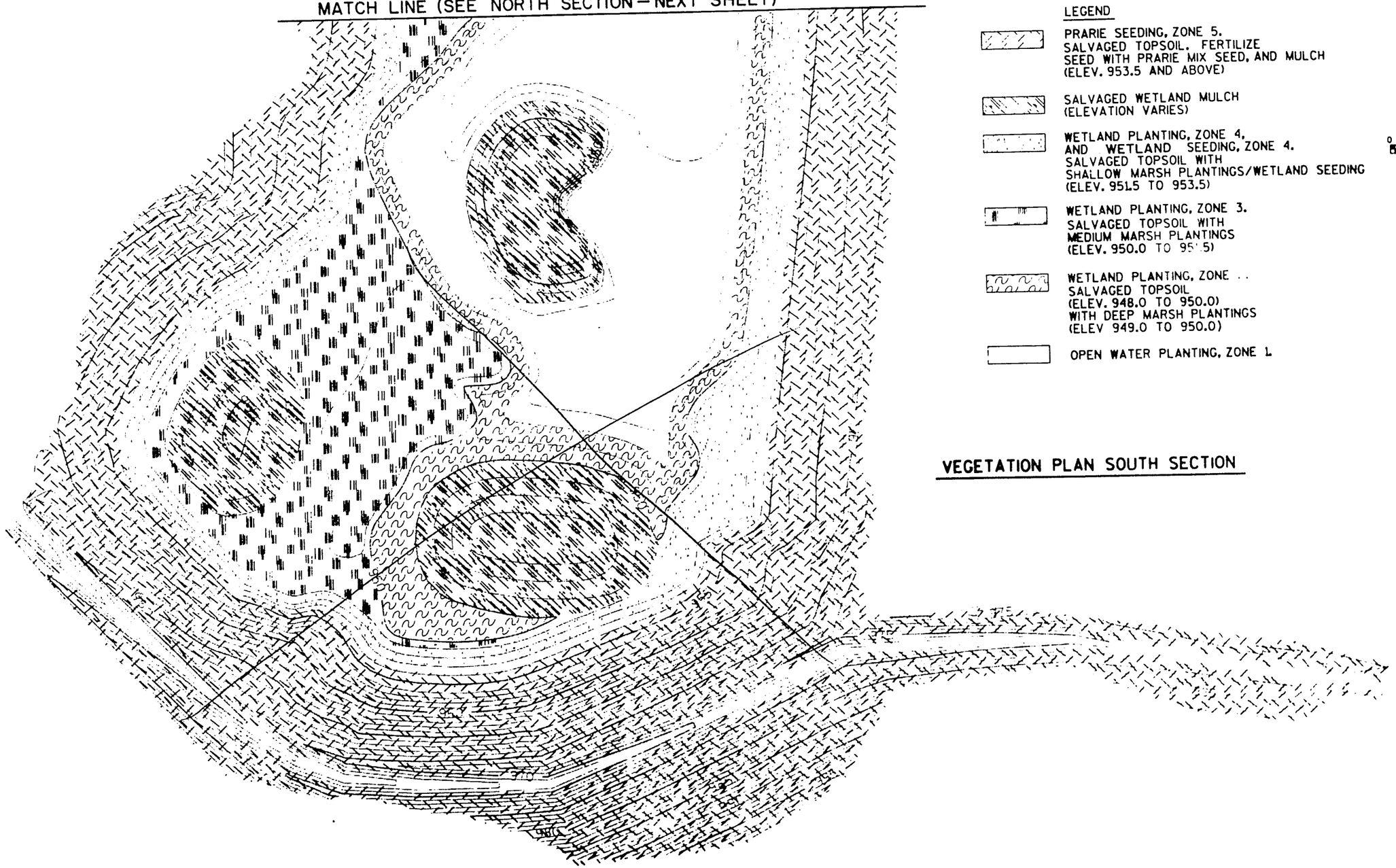
5.

LEVELS ON

FILE NAME: HDGN: 72212.DGN

| KEY MAP | STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.61 |
|---|---|---|
| USH 18 | WETLAND MITIGATION SITE (SOUTH SECTION) | DANE COUNTY |

MATCH LINE (SEE NORTH SECTION – NEXT SHEET)



LEGEND

PRARIE SEEDING, ZONE 5.
SALVAGED TOPSOIL. FERTILIZE
SEED WITH PRARIE MIX SEED, AND MULCH
(ELEV. 953.5 AND ABOVE)

SALVAGED WETLAND MULCH
(ELEVATION VARIES)

WETLAND PLANTING, ZONE 4,
AND WETLAND SEEDING, ZONE 4.
SALVAGED TOPSOIL WITH
SHALLOW MARSH PLANTINGS/WETLAND SEEDING
(ELEV. 951.5 TO 953.5)

WETLAND PLANTING, ZONE 3.
SALVAGED TOPSOIL WITH
MEDIUM MARSH PLANTINGS
(ELEV. 950.0 TO 951.5)

WETLAND PLANTING, ZONE ..
SALVAGED TOPSOIL
(ELEV. 948.0 TO 950.0)
WITH DEEP MARSH PLANTINGS
(ELEV 949.0 TO 950.0)

OPEN WATER PLANTING, ZONE 1.

N

0 50 100 150

## VEGETATION PLAN SOUTH SECTION

59.60.

LEVELS ON .

FILE NAME: HDGN: VEG1.DGN

KEY MAP

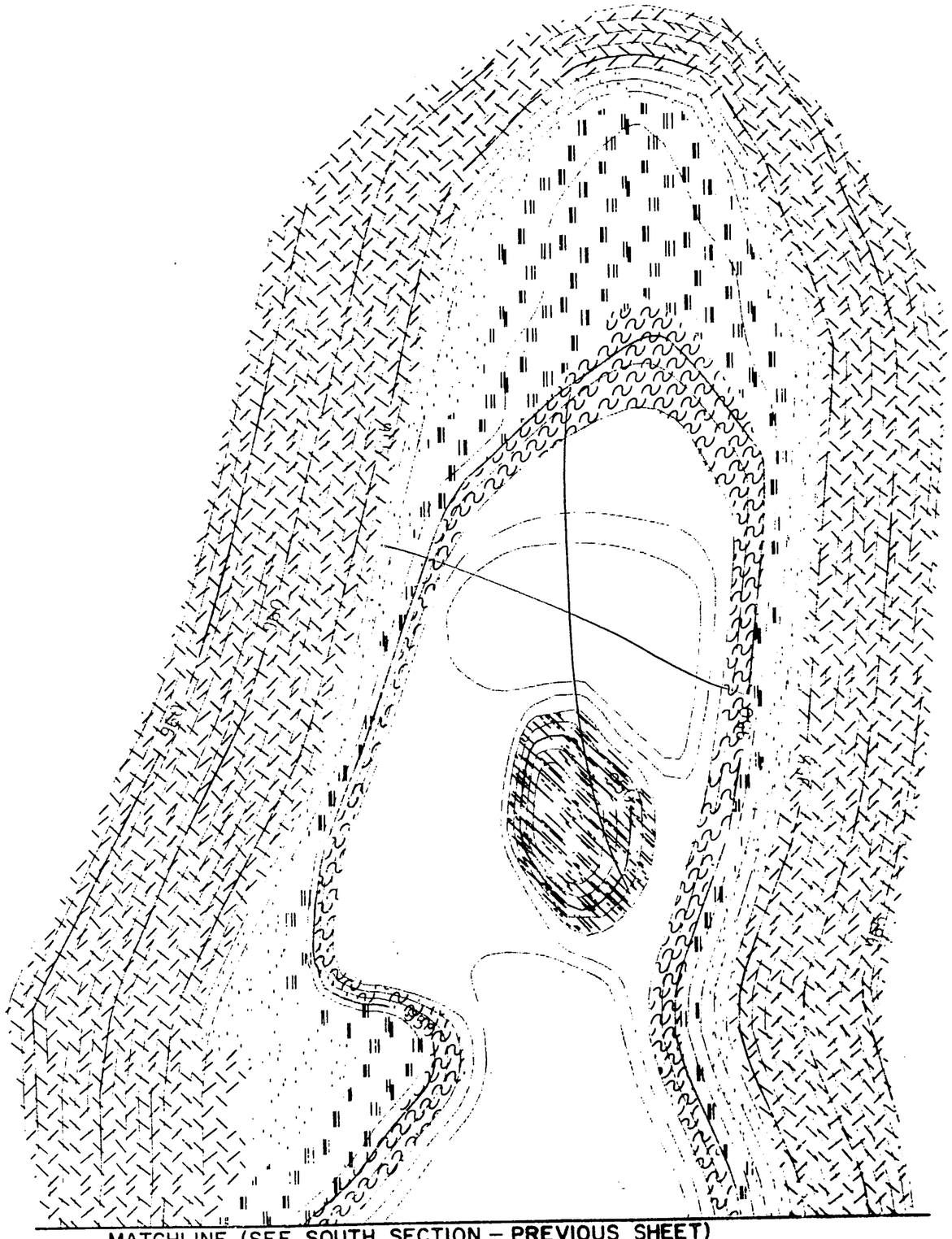
STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.62

WETLAND MITIGATION SITE
(NORTH SECTION)

USH 18

DANE COUNTY



MATCHLINE (SEE SOUTH SECTION – PREVIOUS SHEET)

N

0 50 100 150

LEGEND

PRARIE SEEDING, ZONE 5.
SALVAGED TOPSOIL. FERTILIZE
SEED WITH PRARIE MIX SEED, AND MULCH
(ELEV. 953.5 AND ABOVE)

SALVAGED WETLAND MULCH
(ELEVATION VARIES)

WETLAND PLANTING, ZONE 4,
AND WETLAND SEEDING, ZONE 4.
SALVAGED TOPSOIL WITH
SHALLOW MARSH PLANTINGS/WETLAND SEEDING
(ELEV. 951.5 TO 953.5)

WETLAND PLANTING, ZONE 3.
SALVAGED TOPSOIL WITH
MEDIUM MARSH PLANTINGS
(ELEV. 950.0 TO 951.5)

WETLAND PLANTING, ZONE 2.
SALVAGED TOPSOIL
(ELEV. 948.0 TO 950.0)
WITH DEEP MARSH PLANTINGS
(ELEV 949.0 TO 950.0)

OPEN WATER PLANTING, ZONE 1.

## VEGETATION PLAN NORTH SECTION

59.60

LEVELS ON

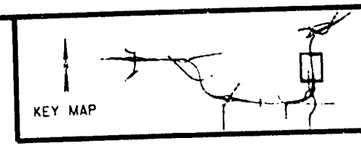
FILE NAME: MSGN: VEG2.DGN

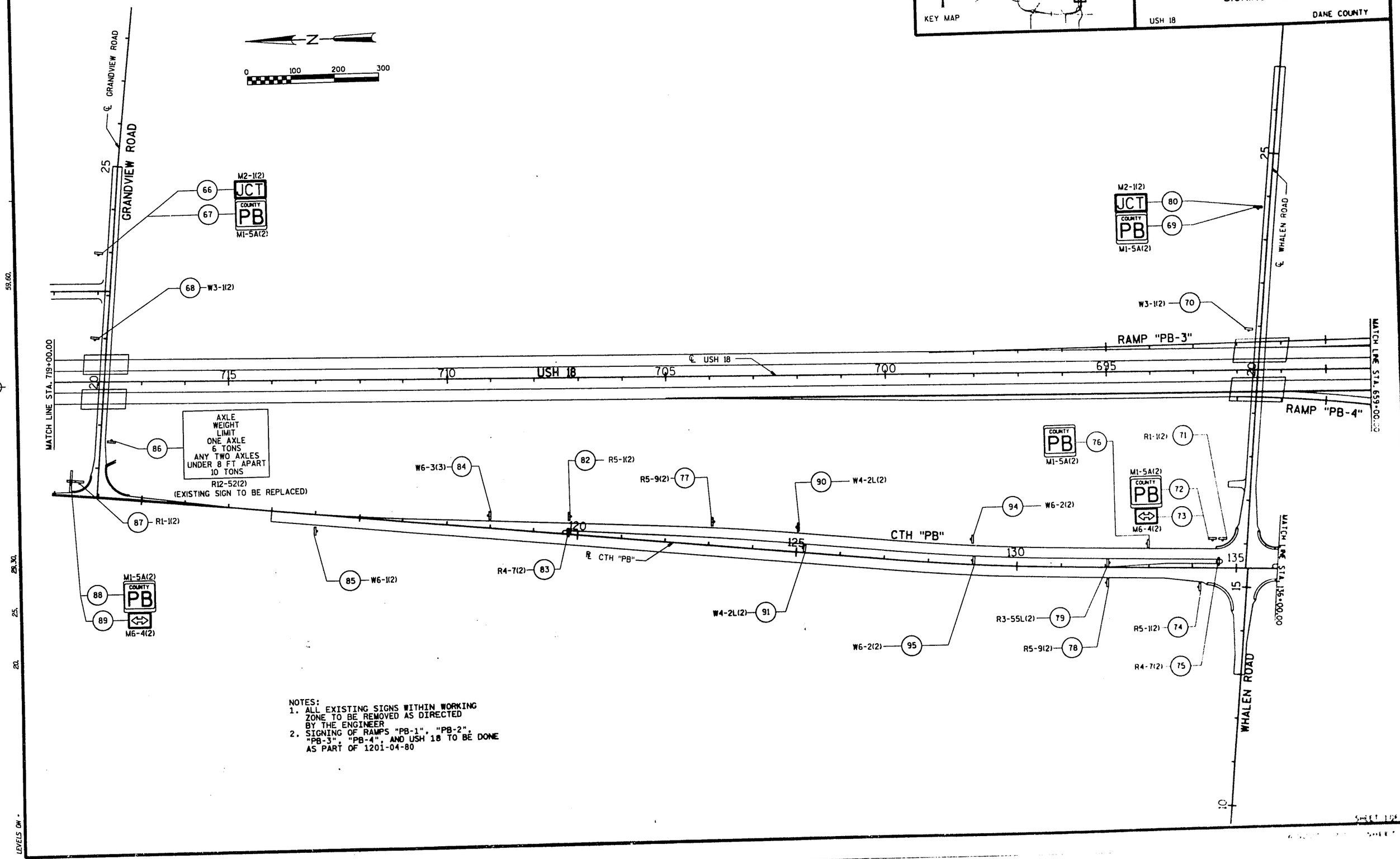
STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.63

# SIGNING PLAN

USH 18 — DANE COUNTY

KEY MAP






NOTES:
1. ALL EXISTING SIGNS WITHIN WORKING ZONE TO BE REMOVED AS DIRECTED BY THE ENGINEER
2. SIGNING OF RAMPS "PB-1", "PB-2", "PB-3", "PB-4", AND USH 18 TO BE DONE AS PART OF 1201-04-80

LEVELS ON

FILE NAME: HDGN: 72249.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO 2.64

# SIGNING PLAN

USH 18 DANE COUNTY

KEY MAP

NOTE:
1. SIGNING OF RAMPS PB-1, PB-2, PB-3, PB-4, AND USH 18 TO BE DONE AS PART OF PROJECT 1201-04-80.
2. TO BE REMOVED AS PART OF PROJECT 1201-04-80 (*).

MATCHLINE STA. 135+00.00

WHALEN ROAD

MATCHLINE STA. 155+00.00

MATCHLINE STA. 163+00.00

℄ USH 18

℄ CTH "PB"

℄ CTH "M"

℄ RAMP "PB-1"

℄ RAMP "PB-2"

℄ RAMP "PB-3"

℄ RAMP "PB-4"

RAMP "PB-1"

RAMP "PB-2"

RAMP "PB-3"

RAMP "PB-4"

SEE RAMP CLOSURE DETAIL AT CTH "PB"

1 AXLE WEIGHT LIMIT ONE AXLE 6 TONS ANY TWO AXLES UNDER 8 FT APART 10 TONS R12-52(2) (EXISTING SIGN TO BE REPLACED)

2 R5-1(2)

3 R5-9(2)

4 R3-55L(2)

5 M2-1(2) JCT / COUNTY PB — M1-5A(2)

6

7 COUNTY PB — M1-5A(2)

8 R3-55L(2)

9 R1-1(2)

10 M1-5A(2) COUNTY PB ⇔ M6-4(2)

11

12 R4-7(2)

13 W3-1(2)

14 COUNTY M — M1-5A(2)

15 R1-1(3)

16 R1-4(2)

17 R1-1(3)

18 R1-4(2)

19 M1-5A(2) COUNTY M ⇔ M6-4(2)

20

21 R5-1(2)

22

23 W11-4(2)

24 R5-9(2)

25 W3-1(2)

26 W3-1(2)

27 M2-1(2) JCT / COUNTY M — M1-5A(2)

28 COUNTY PB — M1-5A(2)

29 R4-7(2)

30 M1-5A(2) COUNTY PB ⇔ M6-4(2)

31

32 R1-1(2)

99 R1-1(3)

100 R1-4(2)

101 R3-2(2)

102 R3-1(2)

103 R3-1(2)

104 *R3-2(2)

105 *R3-2(2)

106 R3-1(2)

107 *R3-1(2)

108 R3-2(2)

NOTE:
ALL SIGNS PERTAINING TO THE CTH PB/M INTERSECTION SHALL BE INSTALLED PRIOR TO STAGE 2.

34 R5-1(2)

35 M1-5A(2) COUNTY M ⇔ M6-4(2)

36

37 R1-1(3)

38 R4-7(2)

39 R5-9(2)

40 R3-55L(2)

41 W3-1(2)

42 M2-1(2) JCT / COUNTY M — M1-5A(2)

43

44 W6-2(2)

45 W9-1L(4)

46 W4-2L(2)

47 R4-7(2)

48 W6-1(2)

49 W6-1(2)

50 R5-1(2)

51 R5-9(2)

52 W4-2L(2)

53 W9-1L(4)

54 W6-2(2)

55 W3-1(2)

56 COUNTY PB — M1-5A(2)

57 R1-1(3)

58 M1-5A(2) COUNTY PB

59 ⇔ M6-4(2)

60 R1-1(2)

61 R1-4(2)

62 W11-4(2)

63 W3-1(2)

64 M2-1(2) JCT / COUNTY PB — M1-5A(2)

65

96 R1-4(2)

97 R1-1(3)

98 R1-4(2)

RAMPS PB-1, PB-3

RAMPS PB-2, PB-4

ROAD CLOSED PER SDD "BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES", ROAD CLOSURE BARRICADE DETAIL (TYP.)

CTH "PB" MEDIAN

RAMP CLOSURE DETAIL AT CTH "PB"

LEGEND

PERMANENT BARRICADES, TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN

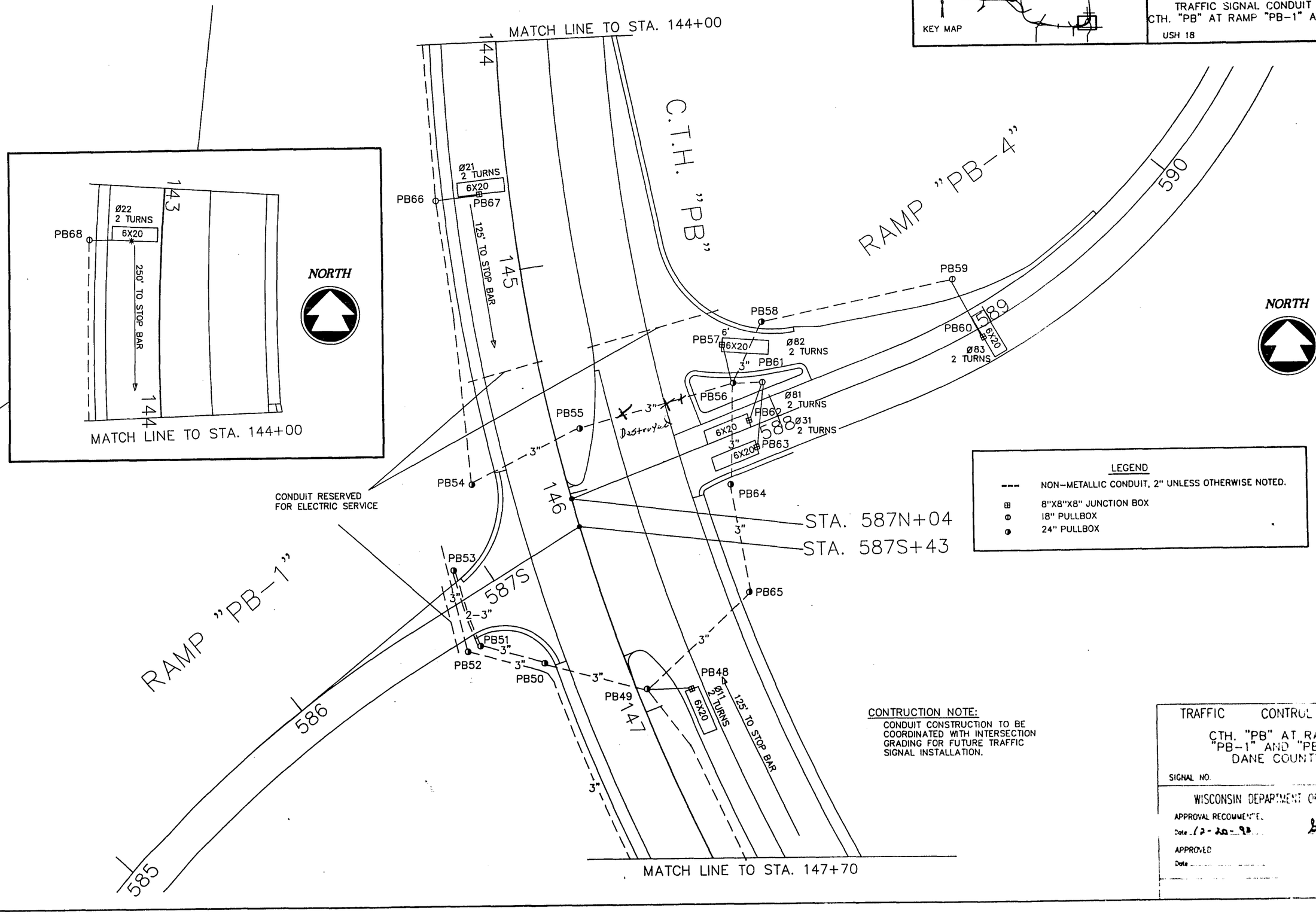
FILE NAME: HDGN: 72250.DGN

KEY MAP

STATE PROJECT NUMBER
1201-04-72

SHEET NO
2.65

TRAFFIC SIGNAL CONDUIT INSTALLATION
CTH. "PB" AT RAMP "PB-1" AND RAMP "PB-4"
USH 18
DANE COUNTY




LEGEND

--- NON-METALLIC CONDUIT, 2" UNLESS OTHERWISE NOTED.

⊞ 8"X8"X8" JUNCTION BOX

⊕ 18" PULLBOX

◑ 24" PULLBOX

CONTRUCTION NOTE:

CONDUIT CONSTRUCTION TO BE COORDINATED WITH INTERSECTION GRADING FOR FUTURE TRAFFIC SIGNAL INSTALLATION.

TRAFFIC CONTROL SIGNAL

CTH. "PB" AT RAMPS
"PB-1" AND "PB-4"
DANE COUNTY

SIGNAL NO.

SCALE 0 20

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED

Date 12-20-93

DIST. TRAFFIC ENGINEER

APPROVED

Date

CHIEF TRAFFIC ENGINEER

KEY MAP

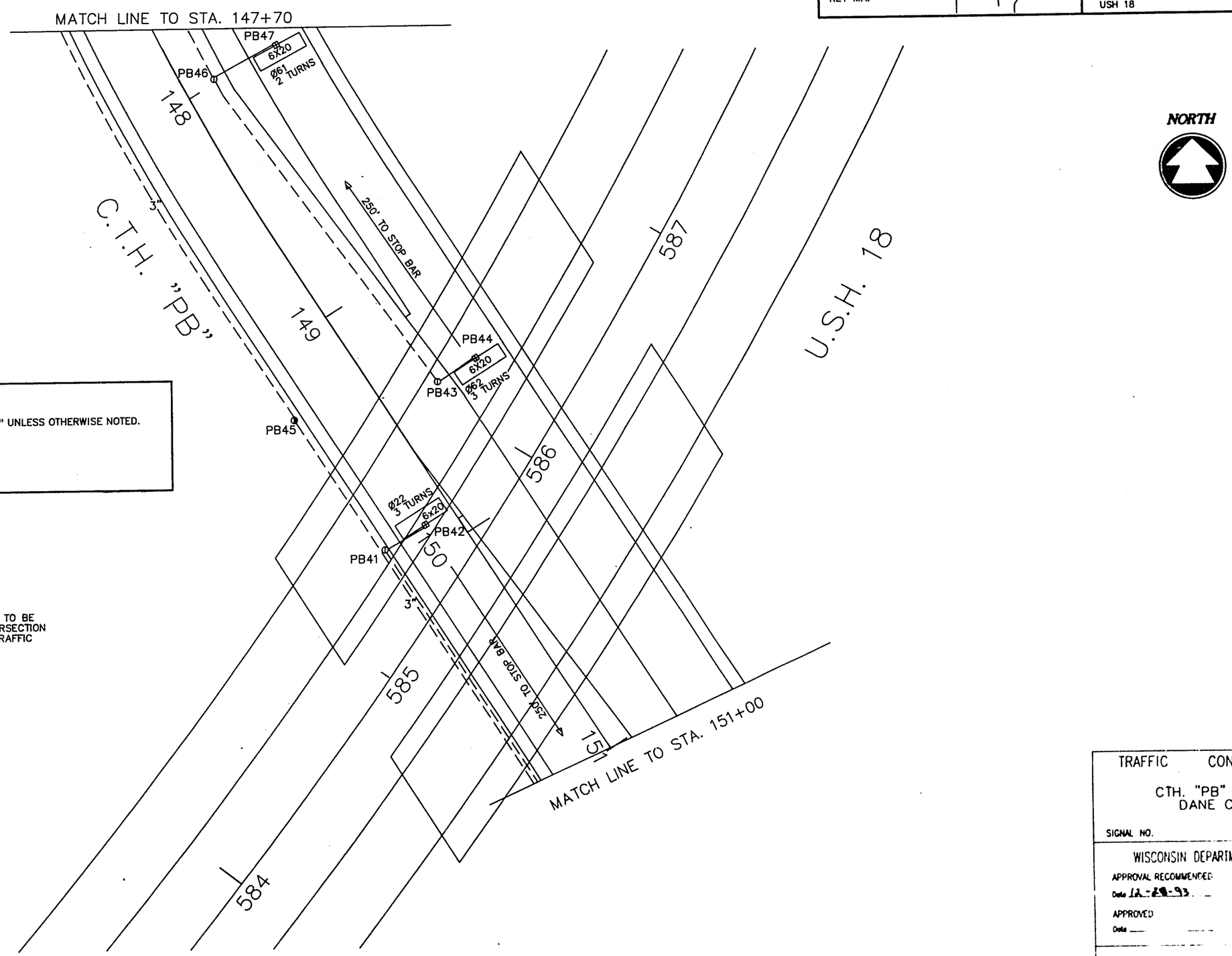
STATE PROJECT NUMBER
1201-04-72

SHEET NO
2.66

TRAFFIC SIGNAL CONDUIT INSTALLATION
CTH. "PB" AT USH "18"

USH 18

DANE COUNTY




LEGEND

--- NON-METALLIC CONDUIT, 2" UNLESS OTHERWISE NOTED.

⊞ 8"X8"X8" JUNCTION BOX

⊙ 18" PULLBOX

◍ 24" PULLBOX

CONTRUCTION NOTE:

CONDUIT CONSTRUCTION TO BE COORDINATED WITH INTERSECTION GRADING FOR FUTURE TRAFFIC SIGNAL INSTALLATION.

TRAFFIC CONTROL SIGNAL

CTH. "PB" AT USH "18"
DANE COUNTY

SIGNAL NO.

SCALE 0 30

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 12-28-93

DISTRICT TRAFFIC ENGINEER

APPROVED
Date ____

CHIEF TRAFFIC ENGINEER

KEY MAP

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1201-04-72 | 2.67 |

TRAFFIC SIGNAL CONDUIT INSTALLATION
CTH. "PB" AT RAMP "PB-2" AND RAMP "PB-3"
USH 18 DANE COUNTY

MATCH LINE TO STA. 151+00

LEGEND

---- NON-METALLIC CONDUIT, 2" UNLESS OTHERWISE NOTED.
⊞ 8"X8"X8" JUNCTION BOX
⊕ 18" PULLBOX
◍ 24" PULLBOX

CONTRUCTION NOTE:
CONDUIT CONSTRUCTION TO BE COORDINATED WITH INTERSECTION GRADING FOR FUTURE TRAFFIC SIGNAL INSTALLATION.

C.T.H. "PB"

RAMP "PB-2"

RAMP "PB-3"

NORTH

STA. 583N+77
STA. 584S+11

PB39 PB40 PB38 PB31 PB32 PB33 PB34 PB35 PB36 PB37 PB22 PB30 PB29 PB23 PB26 PB24 PB25 PB27 PB28 PB21 PB20

3" 2-3"

Ø21 2 TURNS 6X20
Ø51 2 TURNS 6X20
Ø41 2 TURNS 6X20
Ø61 2 TURNS 6X20
Ø42 2 TURNS 6X6

125' TO STOP BAR

152 153 584N 584S 583 154 585 582

CONDUIT RESERVED FOR ELECTRIC SERVICE

MATCH LINE TO STA. 155+00

TRAFFIC CONTROL SIGNAL
CTH. "PB" AT RAMPS "PB-2" AND "PB-3"
DANE COUNTY

SIGNAL NO. SCALE 0 20

WISCONSIN DEPARTMENT OF TRANSPORTATION

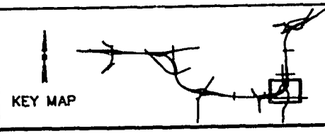
APPROVAL RECOMMENDED
Date 12-20-93
DISTRICT TRAFFIC ENGINEER

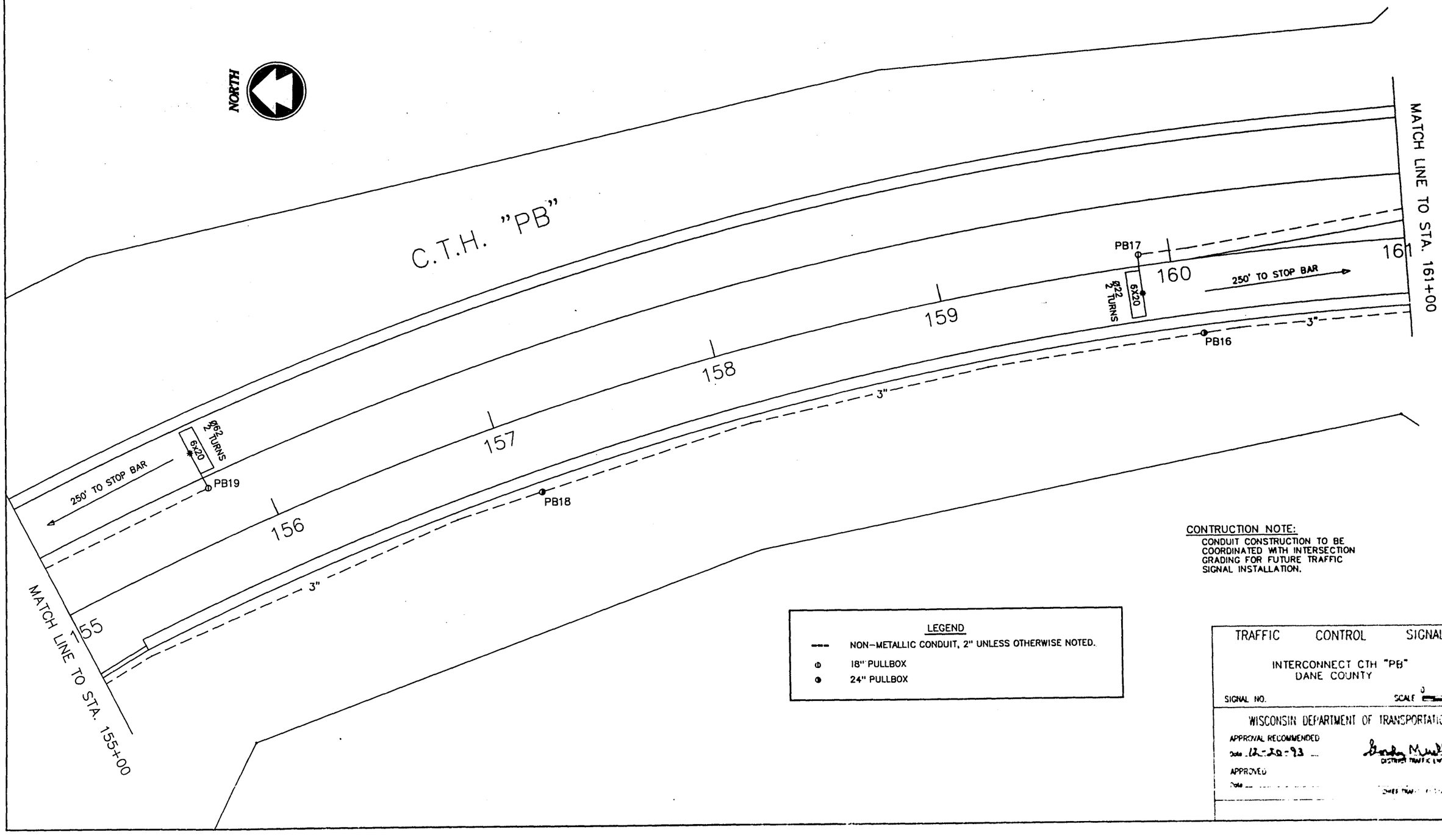
APPROVED
Date
CHIEF TRAFFIC ENGINEER

| STATE PROJECT NUMBER | SHEET NO |
|---|---|
| 1201-04-72 | 2.68 |

TRAFFIC SIGNAL INTERCONNECT
CTH "PB" (STA. 155+00 TO 161+00)
USH 18 DANE COUNTY

KEY MAP






CONTRUCTION NOTE:
CONDUIT CONSTRUCTION TO BE COORDINATED WITH INTERSECTION GRADING FOR FUTURE TRAFFIC SIGNAL INSTALLATION.

LEGEND

| | |
|---|---|
| ---- | NON-METALLIC CONDUIT, 2" UNLESS OTHERWISE NOTED. |
| ⊕ | 18" PULLBOX |
| ● | 24" PULLBOX |

TRAFFIC CONTROL SIGNAL

INTERCONNECT CTH "PB"
DANE COUNTY

SIGNAL NO. SCALE 0 20

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 12-20-93 ...
DISTRICT TRAFFIC ENGINEER

APPROVED
Date ...
STATE TRAFFIC ENGINEER

KEY MAP

STATE PROJECT NUMBER
1201-04-72

SHEET NO
2.69

TRAFFIC SIGNAL CONDUIT INSTALLATION
CTH. "PB" AT CTH "M"
USH 18
DANE COUNTY

MATCH LINE TO STA. 164+50

164+50

165

165+80

250' TO STOP BAR

PB1

Ø62
3 TURNS

6X20

NORTH

MATCH LINE TO STA. 161+00

161

6X20
Ø21
2 TURNS

PB15

125' TO STOP BAR

162

C.T.H. "PB"

3"

PB8

PB9

PB10

PB7

PB11

C.T.H. "M"

PB12

6X20
Ø81
2 TURNS

125' TO STOP BAR

6X6
Ø82
3 TURNS

NORTH

51 52 53 54 55 56

6X6
Ø42
3 TURNS

125' TO STOP BAR

Ø41
2 TURNS

6X20

PB6

PB5

163

PB13

PB14

PB3

PB4

164

125' TO STOP BAR

PB2

Ø61
2 TURNS

6X20

MATCH LINE TO STA. 164+50

LEGEND

---- NON-METALLIC CONDUIT, 2" UNLESS OTHERWISE NOTED.

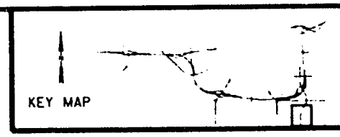
⊙ 18" PULLBOX

⊙ 24" PULLBOX

CONTRUCTION NOTE:

CONDUIT CONSTRUCTION TO BE COORDINATED WITH INTERSECTION GRADING FOR FUTURE TRAFFIC SIGNAL INSTALLATION.

KEY MAP



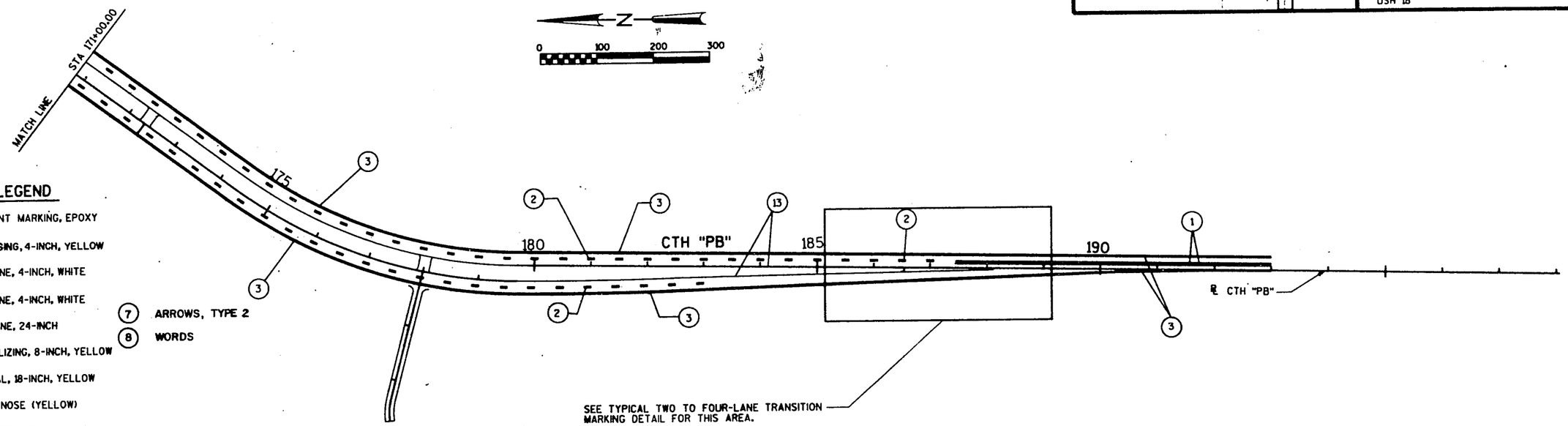
STATE PROJECT NUMBER 1201-04-72

SHEET NO. 2.70

# PAVEMENT MARKING

USH 18

DANE COUNTY

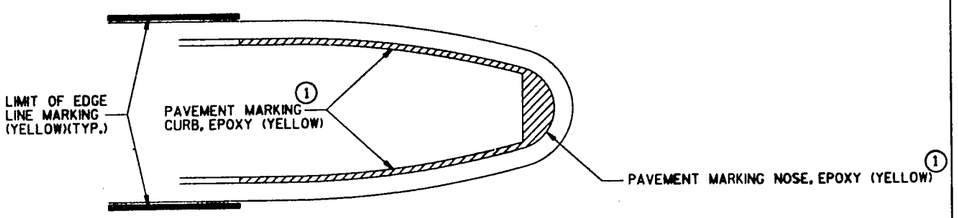



## LEGEND

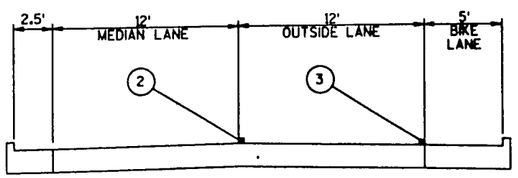
PAVEMENT MARKING, EPOXY

(1) NO PASSING, 4-INCH, YELLOW
(2) LANE LINE, 4-INCH, WHITE
(3) EDGE LINE, 4-INCH, WHITE
(4) STOP LINE, 24-INCH
(9) CHANNELIZING, 8-INCH, YELLOW
(10) DIAGONAL, 18-INCH, YELLOW
(11) ISLAND NOSE (YELLOW)
(13) EDGE LINE, 4-INCH YELLOW
(14) PAVEMENT MARKING, CURB (YELLOW) (SEE SDD)
(7) ARROWS, TYPE 2
(8) WORDS

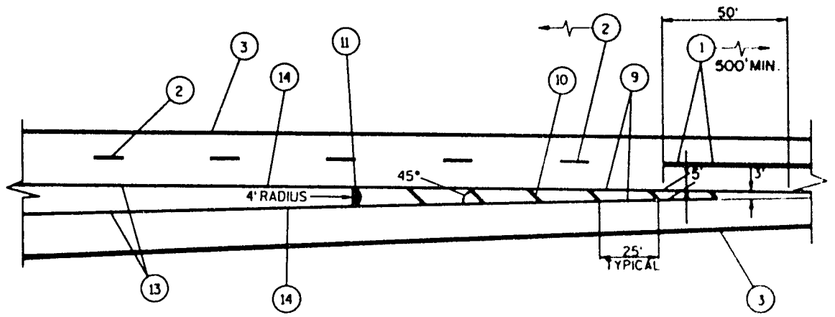
NOTES:
1. SEE SDD PAVEMENT MARKING (ISLAND, STOP LINE, CROSSWALK)




TYPICAL MEDIAN ISLAND
EDGE LINE MARKING/PAVEMENT MARKING, CURB TRANSITION DETAIL




BIKE LANE EDGE LINE MARKING DETAIL FOR CTH "PB"




TYPICAL TWO TO FOUR-LANE TRANSITION MARKING DETAIL

FILE NAME: HDGN: T2252.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.71

# PAVEMENT MARKING PLAN

USH 18 | DANE COUNTY

KEY MAP

59.60.

29.30.

20.

LEVELS ON -

## LEGEND

PAVEMENT MARKING, EPOXY

1. NO-PASSING, 4-INCH, YELLOW
2. LANE LINE, 4-INCH, WHITE
3. EDGE LINE, 4-INCH, WHITE
4. STOP LINE, 24-INCH
5. CHANNELIZING, 8-INCH, WHITE
7. ARROWS, TYPE 2
8. WORDS
11. ISLAND NOSE (YELLOW)
12. EDGE LINE, 4-INCH WHITE TEMPORARY PAVEMENT MARKING (PAINT)
13. EDGE LINE, 4-INCH, YELLOW
14. PAVEMENT MARKING, CURB (YELLOW) (SEE SDD)

0 100 200 300

℄ USH 18

USH 18

710 705 700 695

695 690 685

690 685

℄ RAMP "PB-4"

RAMP "PB-4"

SEE TYPICAL TWO TO FOUR-LANE TRANSITION MARKING DETAIL FOR THIS AREA.

℄ CTH "PB"

CTH "PB"

120 125 130 135

WHALEN ROAD

15

MATCH LINE STA. 141+00.00

℄ WHALEN ROAD

℄ RAMP "PB-3"

RAMP "PB-3"

685 680 675

USH 18

RAMP "PB-4"

℄ RAMP "PB-4"

685 680 675

155 160 165 170

CTH "M"

"ONLY"

"ONLY"

LIMITS OF TEMPORARY PAVEMENT MARKING (PAINT) (TO BE REMOVED AFTER RAMPS ARE CONSTRUCTED AS PART OF CONTRACT 1201-04-78.)(TYP.)

NOTE:

PAVING AND MARKING OF RAMPS TO BE DONE AS PART OF CONTRACT 1201-04-78

MATCH LINE STA. 141+00.00

MATCH LINE STA. 141+00.00

℄ RAMP "PB-2"

RAMP "PB-2"

℄ USH 18

℄ RAMP "PB-1"

RAMP "PB-1"

℄ CTH "PB"

LANE LINE PATTERN ON CTH "PB" ONLY

145

FILE NAME: HDON: T225LDGN

STATE PROJECT NUMBER
1201-04-72

FT. NO.
2.72

# TRAFFIC CONTROL PLAN
CTH "PB"
STAGE 1
USH 18 DANE COUNTY

KEY MAP

## TRAFFIC CONTROL GENERAL NOTES

1. ALL SIGNS ARE 48" X 48" UNLESS NOTED.
2. "WQ" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE. "MQ" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4. DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.
5. TYPE "A" LIGHTS ARE SHOWN ON SIGNS, BUT ARE NOT REQUIRED. MISC.QUANTITY. SHEETS HAVE BEEN REVICED FOR THIS CHANGE.
6. DURING HOURS OF DARKNESS, TYPE "C" (STEADY BURN) WARNING LIGHTS SHALL BE PROVIDED ON ALL CHANNELIZING DEVICES IN TAPERS. BARRICADES SHIELDING AN ISOLATED HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) WARNING LIGHTS.
7. PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.
8. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS, OR AS DIRECTED BY THE ENGINEER.
9. SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS APPROVED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL 'STOP' OR REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT AS NECESSARY TO COMPLETE THE WORK. THE SIGN MUST THEN BE IMMEDIATELY REESTABLISHED.
10. ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET.

STAGE 1

TRAFFIC USE EXISTING CTH "PB", CTH "M" AND WHALEN ROAD (WEST OF CTH "PB").

CONSTRUCT
CTH "PB" FROM STA. 123+00 TO STA. 134+50 (NORTHBOUND LANES)
CTH "PB" FROM STA. 152+50 TO STA. 174+50
CTH "M" INTERSECTION AT RELOCATED CTH "PB".
(STAGE 1A AND 1B)
TEMPORARY ROADWAY FROM STA. 111+93 TO STA. 123+00;
STA. 233+14 TO 255+00; STA. 272+50 TO STA. 291+00
STA. 638+00 TO STA. 671+00
USH 18 FROM STA. 638+00 TO STA. 671+00
WHALEN ROAD AT CTH "PB" INTERSECTION.
REMOVE TEMPORARY ROADWAY CTH M (STAGE 1C)

GRANDVIEW ROAD
℄ GRANDVIEW ROAD
USH 18
℄ USH 18
CTH "PB"
WHALEN ROAD
℄ WHALEN ROAD

R11-2 48"X30" ROAD CLOSED — TYPE III BARRICADE

500' END CONSTRUCTION

ROAD CONSTRUCTION AHEAD W20-1

END CONSTRUCTION G20-2 60" X 24"

STA. 16+24.32 ℄ WHALEN ROAD
STA. 235+23.50 ℄ TEMPORARY ROAD

STA. 133+19.36 CTH "PB", 44'LT.
STA. 233+13.67 TEMPORARY ROADWAY

STA. 232+15.40 TEMPORARY ROADWAY
STA. 132+22.12 CTH "PB", 32'LT.

STA. 111+97.30 ℄ CTH "PB" =
STA. 111+93+17 ℄ TEMPORARY ROAD

STA. 110+94.94 TEMPORARY ROAD
STA. 111+00.00 CTH "PB", 12'RT.

TEMPORARY ROAD CONSTRUCTED OFF CTH "PB" CROSS SECTIONS AND ℄

ROAD CONSTRUCTION 500 FT W20-1

45 M.P.H. W013-1 24"X24"

## LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE
- (Y) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 4-INCH YELLOW
- (W) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 4-INCH WHITE

* REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT PAVEMENT SURFACE.

## TEMPORARY ROADWAY TYPICAL SECTION

℄ TEMPORARY ROADWAY
±6.2' | 6' | 12' | 12' | 6' | ±6.2'
0.02 FT/FT | 0.02 FT/FT | 0.02 FT/FT | 0.02 FT/FT
4:1 | 4:1
2.5:1
1' MIN.
9" CRUSHED AGGREGATE BASE COURSE
4.5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV

FILE NAME: MDGN: 72228.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.73

# TRAFFIC CONTROL PLAN
## CTH "PB"
## STAGE 1

USH 18 — DANE COUNTY

KEY MAP

LEGEND
- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE

0 100 200 300

NOTE:
SEE TRAFFIC CONTROL TEMPORARY CTH M STAGE 1A, 1B, 1C FOR INTERMEDIATE STAGES ON CTH M.

ROAD CONSTRUCTION AHEAD W20-1

END CONSTRUCTION G20-2 60" X 24"

R11-2 48"X30" ROAD CLOSED — TYPE III BARRICADE

℄ TEMPORARY ROADWAY

℄ RAMP "PB-3"

RAMP "PB-3"

STA. 153+30.00 ℄ CTH "PB"
STA. 673+77.66 ℄ RAMP "PB-3"

STA. 153+41.22 ℄ CTH "PB"
STA. 677+10.94 ℄ RAMP "PB-4"

℄ USH 18

USH 18

℄ RAMP "PB-4"

WHALEN ROAD

MATCHLINE STA. 164+00

CTH "M"

SEE DETAIL A

CTH "PB"

50' TYP.

℄ RAMP "PB-1"

RAMP "PB-1"

RAMP "PB-2"

℄ RAMP PB-2

ROAD CONSTRUCTION AHEAD

59.60.
51.52.
38.39.
32.33.34.
29.30.
25.
20.
LEVELS ON •

FILE NAME: HDGN: 72229.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.74

# TRAFFIC CONTROL PLAN
CTH "PB"
STAGE 1

USH 18

DANE COUNTY

KEY MAP

## LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE

N

0 100 200 300

MATCH LINE STA. 164+00

CTH "PB"

SEE DETAIL B

STA. 173+80.68 ℄ CTH "PB" 52' LEFT
STA. 274+02.90 ℄ TEMPORARY ROAD

DID Not USE

℄ TEMPORARY ROADWAY

STA. 191+11.50 ℄ CTH "PB" 24' LEFT
STA. 290+89.34 ℄ TEMPORARY ROAD

500' 500' 500'

R11-2
48"X30"
ROAD CLOSED
TYPE III BARRICADE

50' TYP.

ROAD CONSTRUCTION 500 FT W20-1

ROAD CONSTRUCTION 1000 FT W20-1

ROAD CONSTRUCTION 1500 FT W20-1

45 M.P.H.
W013-1
24"X24"

END CONSTRUCTION
G20-2
60" X 24"

C.T.H. "PB"

1040 1050

59.60. 54. 38.39. 32.33.34. 29.30. 25. 20.

LEVELS ON -

FILE NAME: HDGN: T2230.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.75

# TRAFFIC CONTROL PLAN
## CTH "PB"
## STAGE 2

USH 18 — DANE COUNTY

KEY MAP

## TRAFFIC CONTROL / GENERAL NOTES

1. ALL SIGNS ARE 48" X 48" UNLESS NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE. "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4. DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.
5. TYPE "A" WARNING LIGHTS ARE SHOWN ON SIGNS, BUT ARE NOT REQUIRED. MISC. QUANTITY SHEETS HAVE BEEN REVISED FOR THIS CHANGE.
6. DURING HOURS OF DARKNESS, TYPE "C" (STEADY BURN) WARNING LIGHTS SHALL BE PROVIDED ON ALL CHANNELIZING DEVICES IN TAPERS. BARRICADES SHIELDING AN ISOLATED HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) WARNING LIGHTS.
7. PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.
8. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS, OR AS DIRECTED BY THE ENGINEER.
9. SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS APPROVED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT AS NECESSARY TO COMPLETE THE WORK. THE SIGN MUST THEN BE IMMEDIATELY REESTABLISHED.
10. ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT LENGTH OF 8 FEET

STAGE 2

TRAFFIC USES TEMPORARY ROADWAY, RELOCATED CTH "PB", WHALEN ROAD (WEST OF CTH "PB") AND CTH "M".

CONSTRUCT CTH "PB" FROM STA. 113+00 TO STA. 152+50 AND STA. 174+50 TO SOUTH CONSTRUCTION LIMITS.
OBLITERATE CTH "PB" FROM CTH "M" SOUTH TO CTH "PB".
CONSTRUCT WHALEN ROAD EAST OF CTH "PB".

WHALEN ROAD CLOSED TO TRAFFIC. USE SDD "BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES". (SIDE ROAD CLOSURES, DETAIL 1)

GRANDVIEW ROAD

USH 18

℄ USH 18

℄ GRANDVIEW ROAD

STA. 110+94.94 TEMPORARY ROAD = STA. 111+00.00 CTH "PB", 12' RT.

25' C-C (TYP.) BOTH SIDES

50' C-C (TYP.)

"CTH "PB"

ROAD CONSTRUCTION 1000 FT W20-1

W01-3L

25 M.P.H. W013-1 24"X24"

500' 500'

W01-6 60" X 30"

TYPE III BARRICADE

R11-2 48"X30" ROAD CLOSED

TYPE III BARRICADE

W06-3

W01-3L

25 M.P.H. W013-1 24"X24"

ROAD CLOSED AHEAD W20-3A

R11-2 48"X30" ROAD CLOSED

TYPE III BARRICADE

STOP R1-1 (WHALEN ROAD ONLY) 36"x36"

50' C-C TYP.

500' END CONSTRUCTION

WHALEN ROAD

℄ WHALEN ROAD

END CONSTRUCTION G20-2 60" X 24

ROAD CONSTRUCTION AHEAD

### LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH STEADY BURN (TYPE C) LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE
- TEMPORARY ROADWAY
- FLASHING ARROW BOARD.
- (Y) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH YELLOW
- (W) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH WHITE

* REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT PAVEMENT SURFACE.

18"x18" MIN. ORANGE FLAGS

LEVELS ON

FILE NAME: HDGN: 72231.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.76

# TRAFFIC CONTROL PLAN
# CTH "PB"
# STAGE 2

USH 18 — DANE COUNTY

KEY MAP

## LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH STEADY BURN (TYPE C) LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE
- TEMPORARY ROADWAY
- (Y) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH YELLOW
- (W) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH WHITE

* REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT PAVEMENT SURFACE.

0 100 200 300

WHALEN ROAD

℄ RAMP "PB-3"

RAMP "PB-3"

℄ RAMP "PB-4"

RAMP "PB-4"

℄ TEMPORARY ROADWAY

℄ USH 18

USH 18

TEMPORARY PRECAST CONCRETE BARRIER AND END SECTION REQUIRED

PROVIDE 12' OFFSET AT THIS LOCATION. TAPER 12' TO 6' AT 10:1

50' C-C (TYP.)

12'

TEMPORARY ROADWAY STA. 236+00

W01-3L

25 M.P.H.

W013-1 24"X24"

W01-6 48" X 24"

TYPE III BARRICADE

W06-3

W01-1L

25 M.P.H.

W013-1 24"X24"

W01-3L

25 M.P.H.

W013-1 24"X24"

W01-1R

25 M.P.H.

W013-1 24"X24"

ROAD CONSTRUCTION AHEAD W20-1

1000'

END CONSTRUCTION G20-2 60" x 24"

STOP R1-1 36"x36" ALL WAY R1-4 18"x6"

50' C-C TYP

CTH "PB"

℄ CTH "PB"

SEE DETAIL A

STOP R1-1 36"x36" ALL WAY R1-4 18"x6"

NOTE:
R1-1 AND R1-4 TO BE INSTALLED AS PERMAMENT SIGNS PRIOR TO START OF STAGE 2

MATCH LINE STA. 64+00 PB

CTH "M"

℄ RAMP "PB-2"

RAMP "PB-2"

℄ RAMP "PB-1"

RAMP "PB-1"

END CONSTRUCTION G20-2 60" x 24"

ROAD CONSTRUCTION AHEAD

685 690 680 675 670 250 240 200 160 145 50 45 500

59.60. 5L 38. 32.33. 29.30. 25. 20. LEVELS ON *

FILE NAME: HDGN: 72232.DGN

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 2.77 |

# TRAFFIC CONTROL PLAN
## CTH "PB"
## STAGE 2

USH 18 — DANE COUNTY

KEY MAP

## LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH STEADY BURN (TYPE C) LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE
- TEMPORARY ROADWAY
- FLASHING ARROW BOARD.
- (Y) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH YELLOW
- (W) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH WHITE

* REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT PAVEMENT SURFACE.

18"x18" MIN. ORANGE FLAGS

0 100 200 300

CTH "M"

MATCH LINE STA. 164+00 PB

50' C-C (TYP.)

CTH "PB"

W01-1L — 25 M.P.H. — W013-1 24"X24"

SEE DETAIL B

W01-1R — 25 M.P.H. — W013-1 24"X24"

W06-3

NB + SE TEMPORARY ROADWAY

50' C-C (TYP.)

25' C-C TYP.

W06-3

W01-3R — 25 M.P.H. — W013-1 24"X24"

R11-2 48"X30" ROAD CLOSED — TYPE III BARRICADE

W01-6 60"X30" — TYPE III BARRICADE

W01-3R — 25 M.P.H. — W013-1 24"X24"

ROAD CONSTRUCTION 1000 FT

ROAD CONSTRUCTION 1500 FT

END CONSTRUCTION

R/L CTH "PB"

R/L NB: 5' BIKE, 12', 12'; POINT REFERRED TO ON PROFILE; 6', 2'

R/L SB: 12', 12', 5' BIKE; 6', 2'

## TRAFFIC CONTROL
## CTH "PB" TEMPORARY
STA. 155+00 TO STA. 173+00

FILE NAME: HDGN: 72233.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.78

# TRAFFIC CONTROL PLAN
CTH "PB"
STAGE 3
USH 18 — DANE COUNTY

KEY MAP

## TRAFFIC CONTROL / GENERAL NOTES

1. ALL SIGNS ARE 48" X 48" UNLESS NOTED.
2. "W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE. "M" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4. DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.
5. TYPE "A" WARNING LIGHTS ARE SHOWN ON SIGNS, BUT ARE NOT REQUIRED MISC. SHEETS HAVE BEEN REVISED FOR THIS CHANGE.
6. DURING HOURS OF DARKNESS, TYPE "C" (STEADY BURN) WARNING LIGHTS SHALL BE PROVIDED ON ALL CHANNELIZING DEVICES IN TAPERS. BARRICADES SHIELDING AN ISOLATED HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY, FLASHING) WARNING LIGHTS.
7. PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.
8. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS, OR AS DIRECTED BY THE ENGINEER.
9. SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS APPROVED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT AS NECESSARY TO COMPLETE THE WORK. THE SIGN MUST THEN BE IMMEDIATELY REESTABLISHED.
10. ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET

STAGE 3

TRAFFIC
TRAFFIC USE NEW CTH "PB", CTH "M" AND WHALEN ROAD.

CONSTRUCT
REMOVE TEMPORARY ROAD BETWEEN THE FOLLOWING STATIONS AND WILL BE PAID FOR AS UNCLASSIFIED EXCAVATION:
STA. 272+50 TO STA. 291+00
STA. 111+93 TO STA. 123+00
STA. 233+14 TO STA. 255+00
CONSTRUCT EARTH BERM ON WEST SIDE OF USH "18".
CTH PB TO TAPER STA. 113+0 TO 123+00
GRANDVIEW ROAD

GRANDVIEW ROAD CLOSED TO TRAFFIC
USE SDD "BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES". (SIDE ROAD CLOSURES, DETAIL D

50'C-C (TYP.)

TYPE III BARRICADE

R11-2 48"X30" ROAD CLOSED

TYPE III BARRICADE

ROAD CONSTRUCTION AHEAD W20-1

END CONSTRUCTION G20-2 60" X 24"

STOP R1-1 36"x36"

ROAD CONSTRUCTION 500 FT W20-1

45 M.P.H. W013-1 24"X24"

500'

END CONSTRUCTION G20-2 60" X 24"

ROAD CONSTRUCTION AHEAD

## LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE

GRANDVIEW ROAD — ℄ GRANDVIEW ROAD — USH 18 — ℄ USH 18 — CTH "PB" — C.T.H. PB — WHALEN ROAD — ℄ WHALEN ROAD — WATCHME STA. 689+00 — END CONSTRUCTION STA. 689+00

FILE NAME: HDGN: 72234.DGN

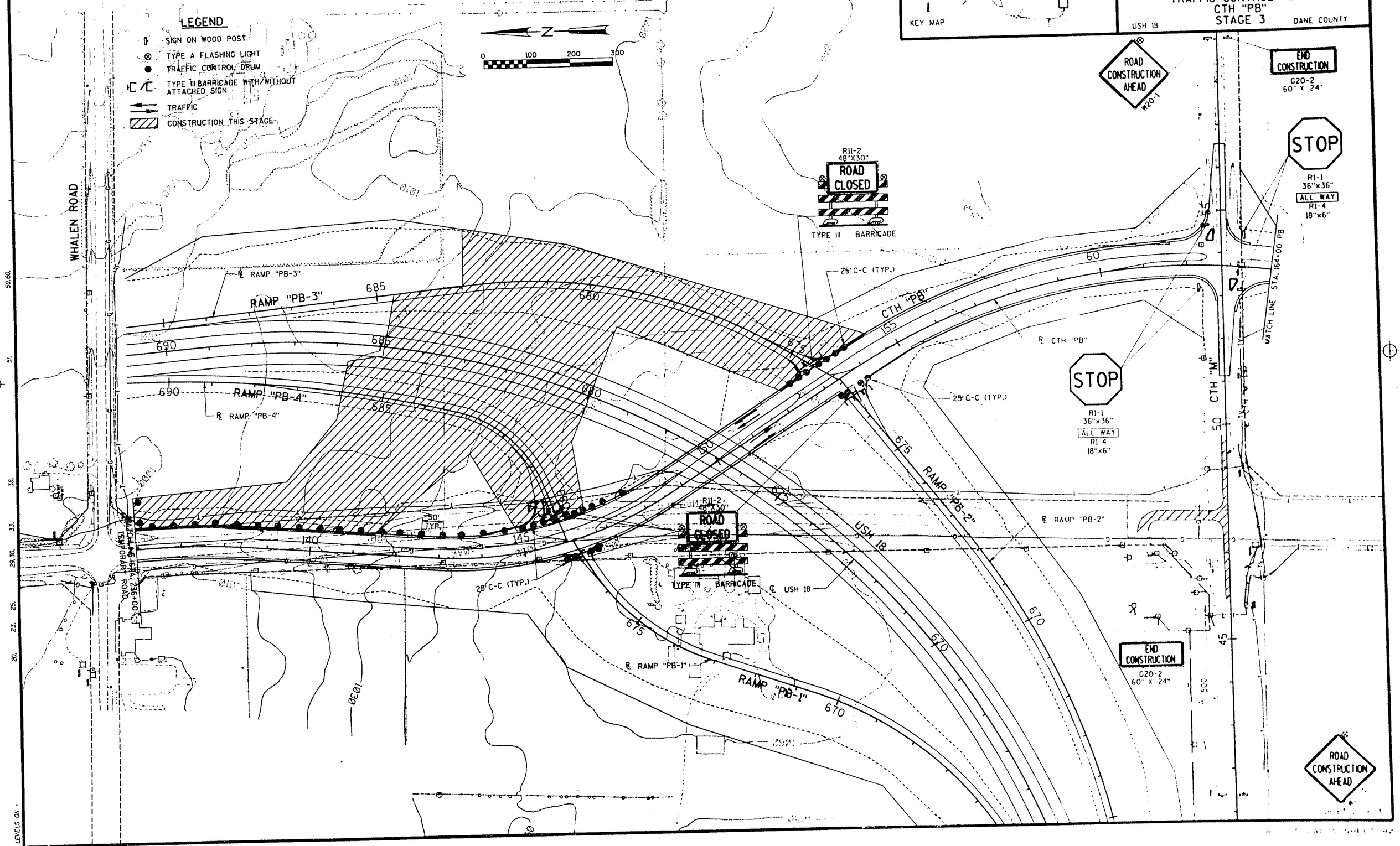
STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.79

# TRAFFIC CONTROL PLAN
## CTH "PB"
## STAGE 3

USH 18 — DANE COUNTY

KEY MAP




FILE NAME: HDGN: T2235.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.80

# TRAFFIC CONTROL PLAN
CTH "PB"
STAGE 3

USH 18 — DANE COUNTY

KEY MAP

## LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE

0 100 200 300

MATCH LINE STA. 164+00

℄ CTH "PB"

25' C-C (TYP.)

R11-2 48"X30" ROAD CLOSED — TYPE III BARRICADE

℄ TEMPORARY ROADWAY

50' C-C (TYP.)

ROAD CONSTRUCTION 1500 FT W20-1

ROAD CONSTRUCTION 1000 FT W20-1

ROAD CONSTRUCTION 500 FT W20-1

45 M.P.H. W013-1 24"X24"

500' 500' 500'

END CONSTRUCTION G20-2 60" x 24"

C.T.H. "PB"

LEVELS ON *

FILE NAME: HDGN: 72236.DGN

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 2.81 |

# TEMPORARY ROAD DETAIL A STAGE 1, 2 AND 3

USH 18 — DANE COUNTY

KEY MAP

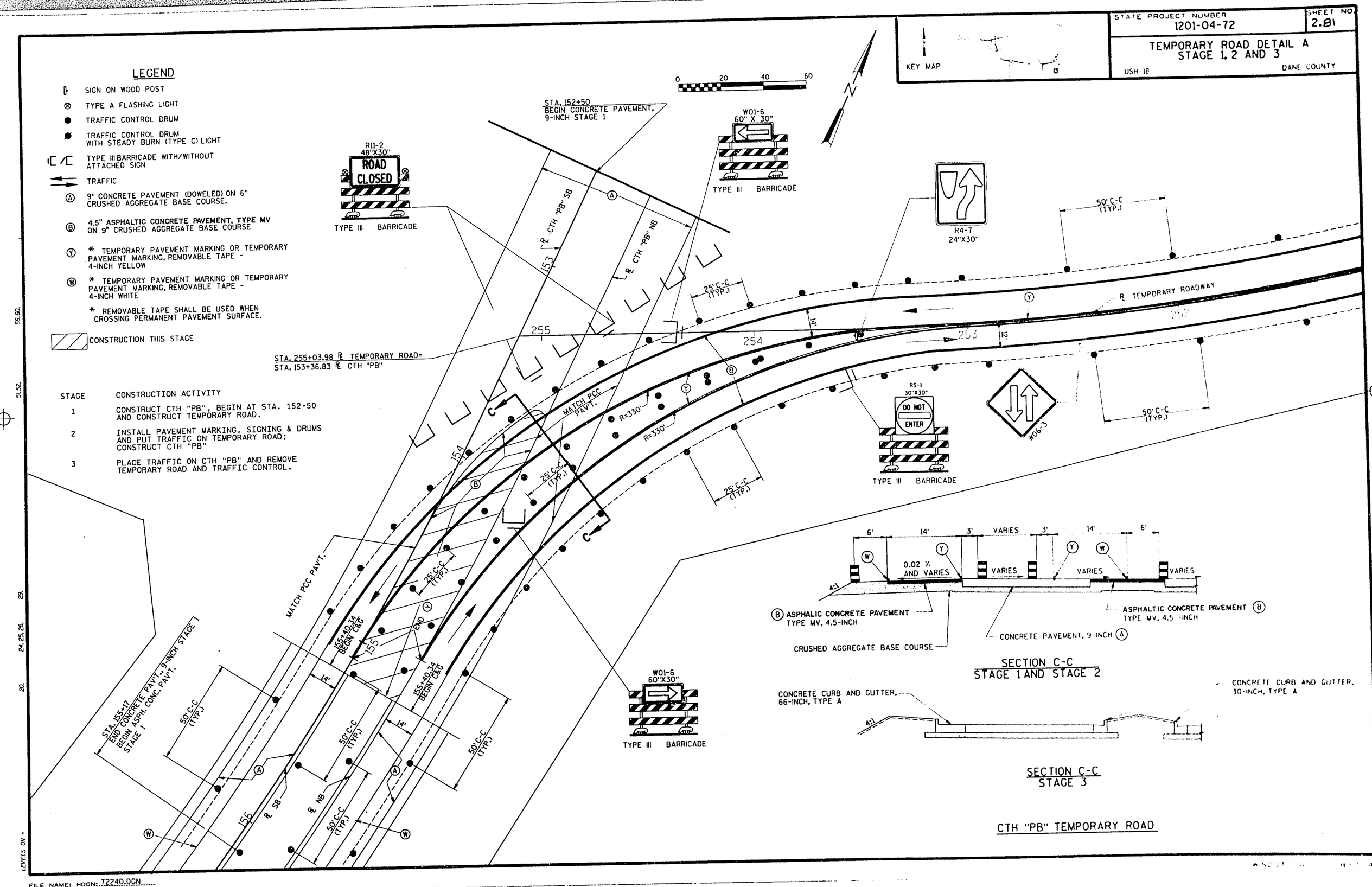
## LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH STEADY BURN (TYPE C) LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- (A) 9" CONCRETE PAVEMENT (DOWELED) ON 6" CRUSHED AGGREGATE BASE COURSE.
- (B) 4.5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV ON 9" CRUSHED AGGREGATE BASE COURSE
- (Y) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH YELLOW
- (W) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH WHITE

* REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT PAVEMENT SURFACE.

CONSTRUCTION THIS STAGE

| STAGE | CONSTRUCTION ACTIVITY |
|---|---|
| 1 | CONSTRUCT CTH "PB", BEGIN AT STA. 152+50 AND CONSTRUCT TEMPORARY ROAD. |
| 2 | INSTALL PAVEMENT MARKING, SIGNING & DRUMS AND PUT TRAFFIC ON TEMPORARY ROAD; CONSTRUCT CTH "PB" |
| 3 | PLACE TRAFFIC ON CTH "PB" AND REMOVE TEMPORARY ROAD AND TRAFFIC CONTROL. |







SECTION C-C
STAGE 1 AND STAGE 2




SECTION C-C
STAGE 3

CTH "PB" TEMPORARY ROAD

FILE NAME: HDGN: 72240.DGN

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 2.82 |

# TEMPORARY ROAD DETAIL B
# STAGE 1, 2, AND 3

USH 18 — DANE COUNTY

KEY MAP

## LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH STEADY BURN (TYPE C) LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE

(A) 5" ASPHALTIC CONCRETE PAVEMENT, TYPE MV ON 14" CRUSHED AGGREGATE BASE COURSE.

(B) 4.5 " ASPHALTIC CONCRETE PAVEMENT, TYPE LV ON 9" CRUSHED AGGREGATE BASE COURSE

(Y) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH YELLOW

(W) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH WHITE

* REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT PAVEMENT SURFACE.

0 20 40 60

N

W01-6 60"X30" — TYPE III BARRICADE

R11-2 48"X30" ROAD CLOSED — TYPE III BARRICADE

R5-1 30"X30" DO NOT ENTER — TYPE III BARRICADE

STA. 174+50 ℄ CTH "PB" END ASPHALTIC CONCRETE PAVEMENT STAGE 1

MATCH ASPHALTIC CONCRETE PAVEMENT, TYPE MV

+65 CTH "PB"

MATCH ASPHALTIC CONCRETE PAVEMENT, TYPE MV

25'C-C TYP.

50'C-C TYP.

175 174 173 172 171 170 "PB"

D

R=410'

14'

BEGIN (Y)

+20 END C&G

℄ S.B.

℄ N.B.

+50 CTH "PB" END C&G

W06-3

℄ TEMPORARY ROADWAY

275

W01-6 60"X30" — TYPE III BARRICADE

R4-7 24"x30"

R11-2 48"X30" ROAD CLOSED — TYPE III BARRICADE

### SECTION D-D
### STAGE 1 AND STAGE 2

6' 14' 3' VARIES 3' 14' 6'

VARIES VARIES VARIES VARIES 0.02 % AND VARIES

(B) ASPHALTIC CONCRETE PAVEMENT TYPE LV, 4.5-INCH

(A) ASPHALTIC CONCRETE PAVEMENT, TYPE MV, 5.0-INCH

ASPHALTIC CONCRETE PAVEMENT TYPE LV, 4.5-INCH

CRUSHED AGGREGATE BASE COURSE

CONCRETE CURB AND GUTTER 30-INCH, TYPE D

VARIES

### SECTION D-D
### STAGE 3

| STAGE | CONSTRUCTION ACTIVITY |
|---|---|
| 1 | CONSTRUCT CTH "PB", TO STA. 174+50 AND CONSTRUCT TEMPORARY ROAD. |
| 2 | INSTALL PAVEMENT MARKING, SIGNING AND PUT TRAFFIC ON TEMPORARY ROAD; CONSTRUCT CTH "PB" FROM STA. 174+50 TO SOUTH PROJECT LIMITS. |
| 3 | PLACE TRAFFIC ON CTH "PB" AND REMOVE TEMPORARY ROAD AND TRAFFIC CONTROL. |

59.60. 51.52. 29. 24.25.26. 20.

LEVELS ON

FILE NAME: HDGN: T2241.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.83

# TRAFFIC CONTROL
# CTH "PB" TEMPORARY ROAD

USH 18 — DANE COUNTY

KEY MAP

TEMP CTH "PB"

**C771**
P.I. STA. 117+57.38
X 2,130,111.37
Y 359,755.39
Δ 17°44'40.8"
D 14°19'26.2"
T 62.44'
L 123.88'
R 400'
S.E.= 0.02%
R.O.= N.A.

**C757**
P.I. STA. 113+00.75
X 2,130,152.80
Y 359,617.11
Δ 17°44'40.8"
D 19°05'54.9"
T 46.83'
L 92.91'
R 300'
S.E.= 0.02%
R.O.= N.A.

**C684**
P.I. STA. 232+69.10
X 2,130,141.64
Y 357,644.21
Δ 15°16'34.8"
D 14°19'26.2"
T 53.64'
L 106.65'
R 400'
S.E.= 0.02%
R.O.= N.A.

**C623**
P.I. STA. 234+50.64
X 2,130,197.89
Y 357,470.95
Δ 15°16'34.8"
D 14°19'26.2"
T 53.64'
L 106.65'
R 400'
S.E.= 0.02%
R.O.= N.A.

GRANDVIEW ROAD — ℄ GRAND VIEW ROAD

USH 18 — ℄ USH 18

℄ RAMP "PB-3" — MATCHLINE STA. 659+00.00

RAMP "PB-3"

℄ RAMP "PB-4"

RAMP "PB-4"

℄ WHALEN ROAD

℄ TEMPORARY ROAD

TEMPORARY ROAD

CTH "PB" — ℄ CTH "PB"

MATCHLINE STA. 138+00.00

S1°04'05.1"W

PC771 110+94.47
PT771 112+18.87
PC757 113+00.00
PT757 114+92.91

MATCH CTH "PB" NB

FINISHED PROFILE TEMP. ROAD

EXISTING GROUND LINE

480.0 VC
k = 96

PVI 111+89.67
EL 971.20
PVC 111+79.20
ELV 970.91
PVI 116+69.20
EL 978.15
PVI 118+00.00
EL 983.78
PVI 120+00.00
EL 991.78
PVI 122+33.80
EL 1001.14
PVI 125+00.00
EL 1004.00
PVT 124+33.80
EL 1001.79
PVC 120+33.80
EL 999.14

-0.9845% +4.0000% +4.0000% +4.0000% +4.0000% +1.0780% +1.0780%

400.0 VC
k = 134

ELEVATIONS, TEMP. ROAD CTH "PB" PROFILE

970.73 970.48 971.27 973.09 975.96 979.78 983.78 987.78 991.78 995.62 998.77 1001.19 1002.88 1004.00

EXISTING GROUND LINE

200.0 VC
k = 47

PVI 232+15.45
EL 1003.34
PVC 234+80.00
EL 1001.91
PVT 236+80.00
EL 1005.31
PVI 235+80.00
EL 1001.49

-0.5214% -0.4200% +3.8200% +3.8200%

FINISHED PROFILE TEMP. ROAD

STA. 235+98
2-60"X90 L.F. TCP REQ'D.
SKEW 42° LHF

1002.90 1002.38 1001.86 1002.93

FILE NAME: HDGN: T2237.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.84

# TRAFFIC CONTROL
# CTH "PB" TEMPORARY ROAD

DANE COUNTY

KEY MAP

0 100 200 300

STA. 683+65.19 ℄ USH 18=
STA. 244+70.91 ℄ TEMP. ROAD.

STA. 255+03.98 ℄ TEMP. =
STA.153+36.83 ℄ CTH "PB" SB =
STA. 673+77.66 ℄ RAMP "PB-3"

℄ RAMP "PB-3"
RAMP "PB-3"
℄ USH 18
S65°30'27.7"E
℄ RAMP "PB-4"
RAMP "PB-4"
S02°42'33.3"E
℄ TEMP. RD.
S08°29'32.3"W
S31°30'00"W
64°00'00.0"
S32°30'00"E
USH 18
RAMP "PB-2"
℄ RAMP "PB-2"
CTH "PB"
℄ CTH "PB" SB
CTH "M"
℄ CTH "M"
MATCHLINE STA. 689+00.00
MATCHLINE STA. 238+00.00
MATCHLINE STA. 66+00.00

PC673 243+91.31
PT673 PC683 248+81.44
PT679 243+34.65
PC679 238+33.83
PT683 251+41.80
PT788 155+80.19
PC788 154+93.87
PT787 153+24.18
PC787 151+91.86
PT786 151+95.57
PC786 150+69.26

## C679
| | |
|---|---|
| P.I. | STA. 241+52.53 |
| X | 2,130,231.09 |
| Y | 356,769.27 |
| Δ | 62°47'54.4" |
| D | 15°16'43.9" |
| T | 228.89' |
| L | 411.01' |
| R | 375.00' |
| S.E. | = 0.020 |

## C673
| | |
|---|---|
| P.I. | STA. 246+79.90 |
| X | 2,130,753.53 |
| Y | 356,531.27 |
| Δ | 74°00'00" |
| D | 15°16'43.9" |
| T | 282.58' |
| L | 484.33' |
| R | 375.00' |
| S.E. | = 0.020 |

## C683
| | |
|---|---|
| P.I. | STA. 251+14.86 |
| X | 2,130,677.36 |
| Y | 356,021.17 |
| Δ | 23°00'27.7" |
| D | 5°00'00.0" |
| T | 233.22' |
| L | 460.15' |
| R | 1145.91' |
| S.E. | = 0.020 |

FINISHED PROFILE TEMP. ROAD

PVI 241+00.00 EL 1021.35
PVC 240+00.00 EL 1017.53
200.0 VC k = 48
PVT 242+00.00 EL 1021.05
PVC 244+50.00 EL 1020.30
200.0 VC k = 47
PVI 245+50.00 EL 1020.00
PVT 246+50.00 EL 1025.88
PVI 248+50.00 EL 1031.65
200.0 VC k = 39
PVI 249+50.00 EL 1035.60
PVT 250+50.00 EL 1034.33
PVC 251+00.00 EL 1033.17
200.0 VC k = 571
PVT 252+50.00 EL 1032.60
PVI 253+50.00 EL 1031.18
PVT 254+94.91 EL 1030.00

+3.4700% -0.3009% -0.3009% -0.3009% +3.8750% +3.8750% -1.1667% -1.1667% -1.1667% -0.8165%

STA. 245+00
-24" X 76 L.F. TCP REQ'D.
SKEW 0° RMF

STA. 253+00
1-24" X 74 L.F. TCP REQ'D.
SKEW 0° RMF

EXISTING GROUND LINE

MATCH CTH "PB" PAVEMENT

ELEVATIONS TEMP. ROAD CTH "PB" PROFILE

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1009.89 | 1013.71 | 1017.53 | 1020.32 | 1021.05 | 1020.75 | 1020.45 | 1020.41 | 1022.20 | 1025.81 | 1029.69 | 1033.25 | 1034.60 | 1033.75 | 1032.61 | 1031.61 | 1030.78 | | | | | | | |
| 8 | 9 | 240 | 1 | 2 | 3 | 4 | 245 | 6 | 7 | 8 | 9 | 250 | 1 | 2 | 3 | 4 | 255 | 6 | | | | | |

FILE NAME: HDGN: 72238.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.85

# PLAN & PROFILE
# CTH "PB" TEMPORARY ROAD

USH 18

DANE COUNTY

KEY MAP

## TEMP CTH "PB"

| C774 | | C775 | | C773 | | C772 | |
|---|---|---|---|---|---|---|---|
| P.I. | STA. 273+00.00 | P.I. | STA. 276+42.92 | P.I. | STA. 288+21+96 | P.I. | STA. 289+99.11 |
| X | 2,130,329.42 | X | 2,130,430.71 | X | 2,130,374.31 | X | 2,130,322.11 |
| Y | 353,877.07 | Y | 353,576.30 | Y | 352,401.74 | Y | 352,234.48 |
| Δ | 21°17'08.9" | Δ | 14°46'20.5" | Δ | 33°47'02.6" | Δ | 33°13'48.3" |
| D | 14°00'00.0" | D | 04°00'00.0" | D | 19°00 00.0' | D | 19°00 00.0" |
| T | 76.91' | T | 185.68' | T | 91.57' | T | 89.98' |
| L | 152.04' | L | 369.31' | L | 177.81' | L | 174.89' |
| R | 409.26' | R | 1432.39' | R | 301.56' | R | 301.56' |
| S.E.= | N.A. | S.E.= | .024 FT/FT | S.E.= | NC | S.E.= | NC |
| R.O.= | N.A. | R.O.= | 100' | R.O.= | 100' | R.O.= | 100' |

N

0 100 200 300

MATCHLINE STA. 166+00.00

CTH "PB"

℄ CTH "PB"

S 31°44'10.4" W

170

STA. 272+23.09 ℄ TEMP. ROAD =
STA. 172+06.23, 14.0' LT.

PC774 272+23.09

PT774 273+75.13

PC775 276+42.95

15°12'51.1" W

C775

PT775 280+12.23

Did not use

℄ TEMP. ROAD

SLOPE INTERCEPTS

PC773 288+21.96

N 34°13'33.2" E

C773

PT773 289+39.77

PC772

PT772 291+74.70

S 00°59'44.9" W

S 00°26'30.6" W

C772

STA. 291+74.70 ℄ TEMP. ROAD =
STA. 191+95.72 ℄ CTH "PB", 12.0' LT.

PVI 269+12.58
EL 1036.60

PVC 271+50.00
EL 1035.41

PVT 273+50.00
EL 1035.20

PVC 276+50.00
EL 1036.70

PVT 278+50.00
EL 1040.80

PVI 271+50.00
EL 1034.70

PVI 277+50.00
EL 1037.20

200.0 VC
K = 165

200.0 VC
K = 68

200.0 VC
K = 71

-0.7105%

-0.7105%

+0.5000%

+0.5000%

+0.5000%

+3.4000%

+3.4000%

+0.5825%

+0.5525%

PVI 288+50.00
EL 1074.80

PVC 287+50.00
EL 1071.20

PVT 289+50.00
EL 1075.19

MATCH CTH "PB"

FINISHED TEMPORARY
ROAD PROFILE

EXISTING GROUND LINE

MATCH EXISTING

STA. 275+04
34"X50"X48 L.F. TRCHECP REQ'D.
SKEW 6° RHF
(TIE TO ULTIMATE 2-34"X53" RCMECPS)

STA. 277+00
I-35" X 88 L.F. TCP REQ'D.
SKEW 0° RHF

ELEVATIONS TEMP. ROAD CTH "PB" PROFILE

1090 1080 1070 1060 1050 1040 1030 1020 1010

9 270 1 2 3 4 275 6 7 8 9 280 1 2 3 4 285 6 7 8 9 290

1036.48 1035.77 1035.13 1035.03 1035.45 1035.95 1036.45 1037.13 1039.08 1042.30 1045.70 1049.10 1052.50 1055.90 1059.30 1062.70 1066.10 1069.50 1072.72 1074.72 1075.49 1076.08

LEVELS ON

FILE NAME: HDGN: 72239.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.86

# TRAFFIC CONTROL TEMPORARY CTH "M" STAGE 1A, 1B AND 1C

USH 18 DANE COUNTY

KEY MAP

N

0 50 100 150

**NOTE:**
STAGE 1A, 1B, AND 1C TEMPORARY CTH "M" CONSTRUCTED STAGE TEMPORARY ROAD

## STAGE 1A

TRAFFIC USES EXISTING CTH "M"
CONSTRUCT TEMPORARY CTH "M"

## STAGE 1B

TRAFFIC USES TEMPORARY CTH "M"
CONSTRUCT NEW CTH "M" AND PART OF CTH "PB"

## STAGE 1C

TRAFFIC USES NEW CTH "M"
REMOVE TEMPORARY CTH "M"

## LEGEND

- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TRAFFIC CONTROL DRUM WITH STEADY BURN (TYPE C) LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE
- TEMPORARY ROADWAY

STA. 53+70.25 ℄ CTH "M" = STA. 162+79.83 ℄ CTH "PB"

℄ CTH "M"

℄ CTH "PB" SB

R11-2 48"X30" ROAD CLOSED — TYPE III BARRICADE

W01-6 60"X30" — TYPE III BARRICADE

W01-3R — W013-1 24"X24" — 25 M.P.H.

W01-2L — W013-1 24"X24" — 25 M.P.H.

MATCH EXISTING

TELPED — TYPED

50 — 55 — 155 — 25' TYP. — 100' — 500'

T — TV — G — C

1040 — 1201

59.60 — 54. — 38. — 33. — 29. — 25.25. — 20.

FILE NAME: HDGN:72242.DGN

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 2.87 |

# TRAFFIC CONTROL
## CTH "M" TEMPORARY ROAD

USH 18 — DANE COUNTY

KEY MAP

0 100 200 300

N

STA. 50+69.26 ℄ CTH "M", 11' RT. =
STA. 150+69.26 ℄ TEMPORARY ROAD

STA. 56+93.74 ℄ CTH "M", =
STA. 157+73.50 ℄ TEMPORARY ROAD

STA. 163+33.08 ℄ CTH PB =
STA. 153+73.5 ℄ TEMPORARY ROAD

℄ CTH "M"

℄ CTH "PB"

CTH "M"

CTH "PB"

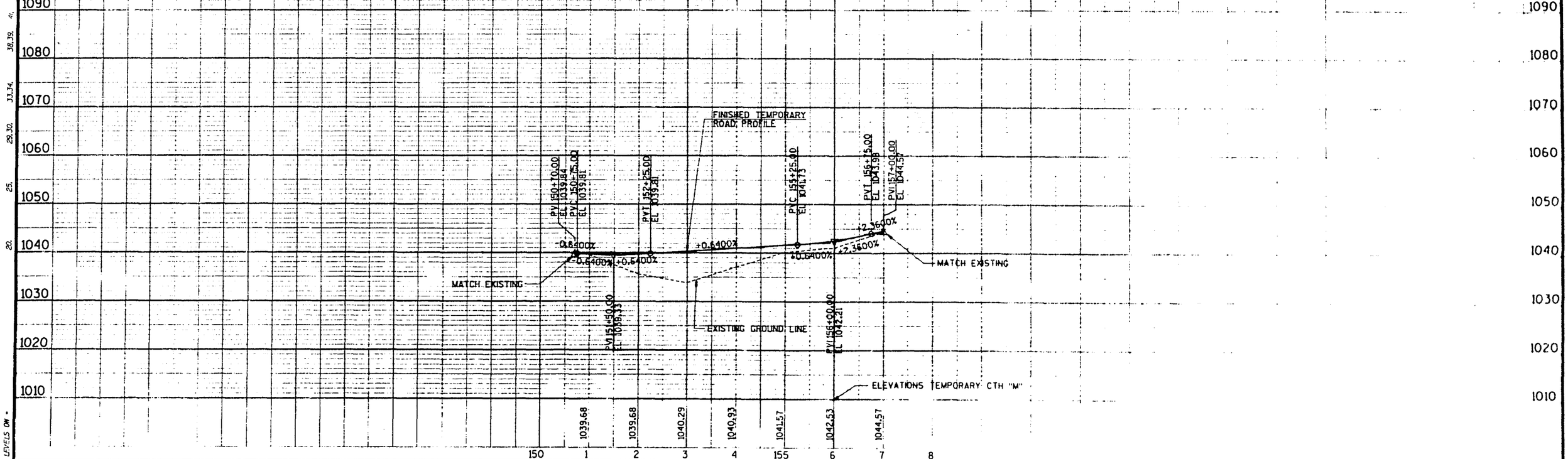
C786 PC786 150+69.26 — C787 PC787 151+24.14 — C788 PC788 155+17.97 — C789 PC789 155+82.47 — P.I. 151+33.36 — P.I. 155+46.57 — P.T. 788 155+80.19 — P.T. 789 157+08.79

### C786
P.I. STA. 151+33.36 = STA. 50+69.26 ℄ CTH "M", 0.00' RT.
X 2,130,474.01
Y 354,791.62
Δ 23°59'59.4"
D 19°00'00.0"
T 64.10'
L 126.31'
R 301.56'
S.E.= R.C.

### C787
P.I. STA. 152+61.96 = 52+52.56 ℄ CTH "M", 53.01' RT.
X 2,130,592.81
Y 354,737.73
Δ 23°59'59.4"
D 19°00'00.0"
T 64.10'
L 126.31'
R 301.56'
S.E.= R.C.

### C788
P.I. STA. 155+17.97 =STA. 55+10.44 ℄ CTH "M", 53.07'
X 2,130,850.66
Y 354,735.80
Δ 24°00'00.0"
D 19°00'00.0"
T 64.10'
L 126.31'
R 301.56'
S.E.= R.C.

### C789
P.I. STA. 156+46.57 = STA. 56+93.74 ℄ CTH "M", 0.00' RT.
X 2,130,970.24
Y 354,878.97
Δ 23°59'59.4"
D 19°00'00.0"
T 64.10'
L 126.31'
R 301.56'
S.E.= R.C.



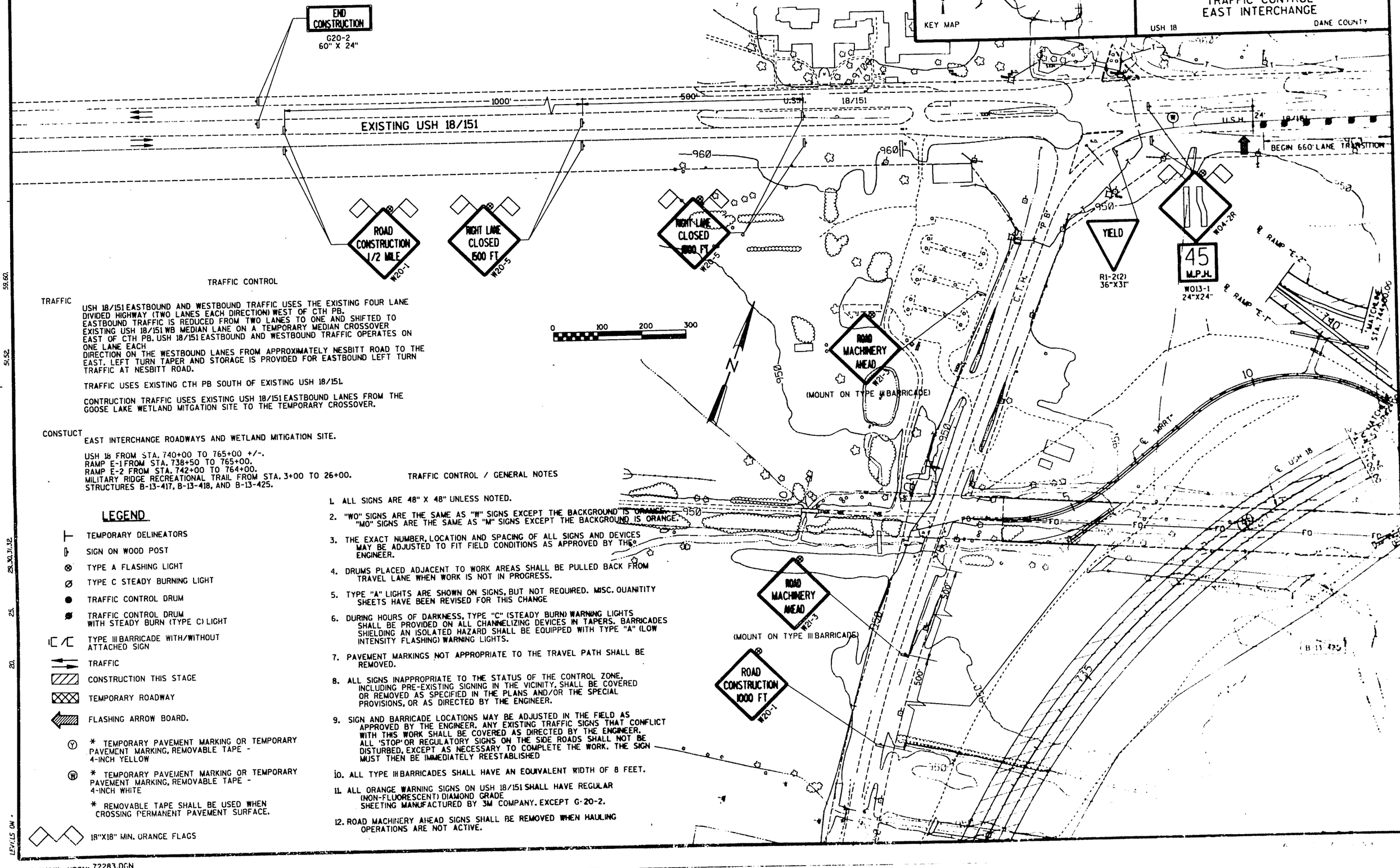

FILE NAME: HDGN: 72243.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.88

# TRAFFIC CONTROL
## EAST INTERCHANGE

USH 18 — DANE COUNTY

KEY MAP




TRAFFIC CONTROL

TRAFFIC

USH 18/151 EASTBOUND AND WESTBOUND TRAFFIC USES THE EXISTING FOUR LANE DIVIDED HIGHWAY (TWO LANES EACH DIRECTION) WEST OF CTH PB. EASTBOUND TRAFFIC IS REDUCED FROM TWO LANES TO ONE AND SHIFTED TO EXISTING USH 18/151 WB MEDIAN LANE ON A TEMPORARY MEDIAN CROSSOVER EAST OF CTH PB. USH 18/151 EASTBOUND AND WESTBOUND TRAFFIC OPERATES ON ONE LANE EACH DIRECTION ON THE WESTBOUND LANES FROM APPROXIMATELY NESBITT ROAD TO THE EAST. LEFT TURN TAPER AND STORAGE IS PROVIDED FOR EASTBOUND LEFT TURN TRAFFIC AT NESBITT ROAD.

TRAFFIC USES EXISTING CTH PB SOUTH OF EXISTING USH 18/151.

CONTRUCTION TRAFFIC USES EXISTING USH 18/151 EASTBOUND LANES FROM THE GOOSE LAKE WETLAND MITGATION SITE TO THE TEMPORARY CROSSOVER.

CONSTUCT

EAST INTERCHANGE ROADWAYS AND WETLAND MITIGATION SITE.

USH 18 FROM STA. 740+00 TO 765+00 +/-.
RAMP E-1 FROM STA. 738+50 TO 765+00.
RAMP E-2 FROM STA. 742+00 TO 764+00.
MILITARY RIDGE RECREATIONAL TRAIL FROM STA. 3+00 TO 26+00.
STRUCTURES B-13-417, B-13-418, AND B-13-425.

## LEGEND

- TEMPORARY DELINEATORS
- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TYPE C STEADY BURNING LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH STEADY BURN (TYPE C) LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE
- TEMPORARY ROADWAY
- FLASHING ARROW BOARD.
- (Y) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH YELLOW
- (W) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE - 4-INCH WHITE

* REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT PAVEMENT SURFACE.

- 18"X18" MIN. ORANGE FLAGS

TRAFFIC CONTROL / GENERAL NOTES

1. ALL SIGNS ARE 48" X 48" UNLESS NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE. "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4. DRUMS PLACED ADJACENT TO WORK AREAS SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.
5. TYPE "A" LIGHTS ARE SHOWN ON SIGNS, BUT NOT REQUIRED. MISC. QUANITITY SHEETS HAVE BEEN REVISED FOR THIS CHANGE
6. DURING HOURS OF DARKNESS, TYPE "C" (STEADY BURN) WARNING LIGHTS SHALL BE PROVIDED ON ALL CHANNELIZING DEVICES IN TAPERS. BARRICADES SHIELDING AN ISOLATED HAZARD SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING) WARNING LIGHTS.
7. PAVEMENT MARKINGS NOT APPROPRIATE TO THE TRAVEL PATH SHALL BE REMOVED.
8. ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNING IN THE VICINITY, SHALL BE COVERED OR REMOVED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS, OR AS DIRECTED BY THE ENGINEER.
9. SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS APPROVED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL 'STOP' OR REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT AS NECESSARY TO COMPLETE THE WORK. THE SIGN MUST THEN BE IMMEDIATELY REESTABLISHED
10. ALL TYPE III BARRICADES SHALL HAVE AN EQUIVALENT WIDTH OF 8 FEET.
11. ALL ORANGE WARNING SIGNS ON USH 18/151 SHALL HAVE REGULAR (NON-FLUORESCENT) DIAMOND GRADE SHEETING MANUFACTURED BY 3M COMPANY. EXCEPT G-20-2.
12. ROAD MACHINERY AHEAD SIGNS SHALL BE REMOVED WHEN HAULING OPERATIONS ARE NOT ACTIVE.

LEVELS ON : 59,60, 51,52, 29,30,31,32, 25, 20,

FILE NAME: HDGN:72283.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.89

# TRAFFIC CONTROL
# EAST INTERCHANGE

USH 18 — DANE COUNTY

KEY MAP

TEMPORARY PAVEMENT MARKING, RAISED MARKERS AT 25 FT SPACING. WHITE ON RIGHT, YELLOW ON LEFT

W01-6 60" X 30"
TYPE III BARRICADE

R11-2 48"X30"
ROAD CLOSED
TYPE III BARRICADE

LEFT TURN LANE
R3-55L 24"X30" (MOUNT IN DRUM)

CONTINUE 1 LANE WB TRAFFIC FOR 400 FT.

DOUBLE YELLOW TEMPORARY PAVEMENT MARKING, PAINT YELLOW AND MARKER POSTS, FLEXIBLE TUBULAR MARKER BASES @ 50' INTERVALS FOR 600'

150' TAPER
100' STORAGE
400'

8" TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE

W06-3

EXISTING USH 18/151
EXISTING USH 18/151 EB USED AS HAUL ROAD
TRAFFIC ON TEMPORARY ROAD
50'
375' ± TRAFFIC ON ONE LANE
330'
660' LANE TRANSITION

SEE TRAFFIC CONTROL DETAILS FOR TYPICAL LANE CLOSURE

W01-4L
45 M.P.H.
W013-1 24"X24"

℄ RAMP "E-2"
℄ USH 18
℄ RAMP "E-1"
℄ "MRRT"

MATCHLINE STA. 744+00.00
MATCHLINE STA. 742+00.00
MATCHLINE STA. 743+00.00

NOTE:
TEMPORARY ROAD CONSTRUCTED PREVIOUSLY BY OTHERS.

## LEGEND

- TEMPORARY DELINEATORS
- SIGN ON WOOD POST
- TYPE A FLASHING LIGHT
- TYPE C STEADY BURNING LIGHT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH STEADY BURN (TYPE C) LIGHT
- TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
- TRAFFIC
- CONSTRUCTION THIS STAGE
- TEMPORARY ROADWAY
- FLASHING ARROW BOARD
- (Y) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 4-INCH YELLOW
- (W) * TEMPORARY PAVEMENT MARKING OR TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 4-INCH WHITE
- * REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT PAVEMENT TAPE
- 18 X 18 ORANGE FLAG

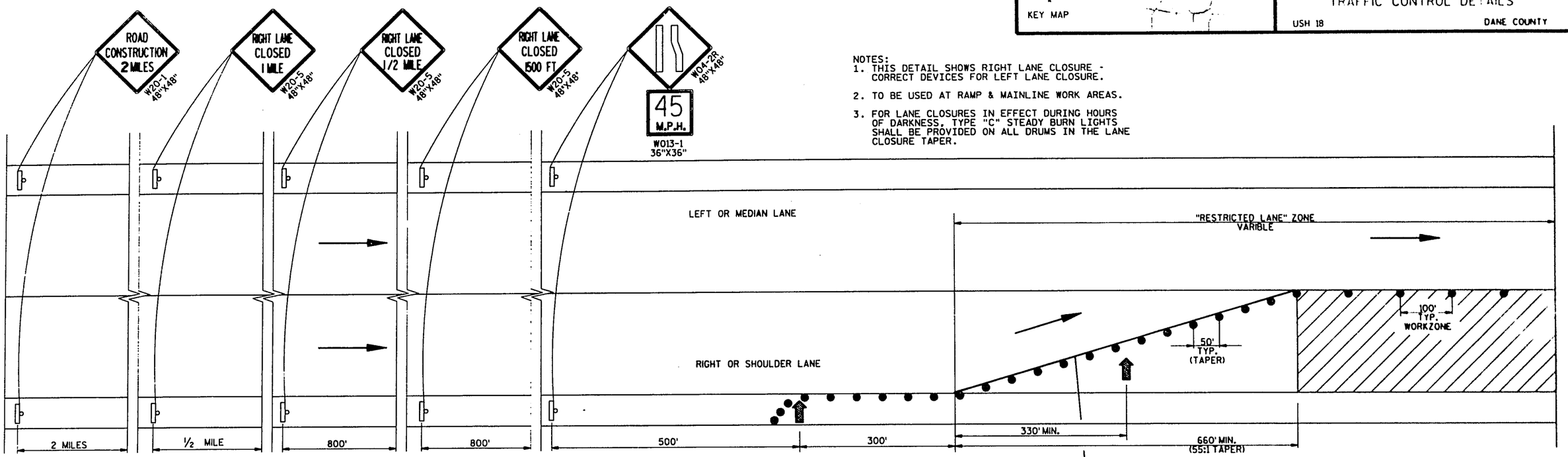
LEVELS ON 59.60, 51.52, 29.30, 25, 23, 20

FILE NAME: HDGN: 72284.DGN

# TRAFFIC CONTROL DETAILS

USH 18 — DANE COUNTY

KEY MAP




PAVEMENT MARKING, REMOVABLE TAPE
(WHITE – RIGHT LANE CLOSURE)
(YELLOW – LEFT LANE CLOSURE)

TYPICAL LANE CLOSURE OF MULTIPLE LANE TRAFFIC DETAIL

NOTES:
1. THIS DETAIL SHOWS RIGHT LANE CLOSURE - CORRECT DEVICES FOR LEFT LANE CLOSURE.
2. TO BE USED AT RAMP & MAINLINE WORK AREAS.
3. FOR LANE CLOSURES IN EFFECT DURING HOURS OF DARKNESS, TYPE "C" STEADY BURN LIGHTS SHALL BE PROVIDED ON ALL DRUMS IN THE LANE CLOSURE TAPER.

NOTE:
THIS DETAIL IS USED FOR HAULING OPERATIONS WESTBOUND USH 18 AS NOTED IN THE SPECIAL PROVISIONS.

59.60, 55, 29,30,31,32, 24,25, 20, LEVELS ON

FILE NAME: HDCN: 722078.DGN

KEY MAP

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.91

# FENCING PLAN

USH 18 — DANE COUNTY

MATCH LINE STA 648+00.00

STA. 648+00, 237' LT.
BEGIN WOVEN WIRE FENCE
CONNECT TO EXISTING

BEGIN PROJECT 1201-04-72
STA. 648+00.00

655+00 USH 18
257'

660+00 "PB-1"
167'

665+00 "PB-1"
137'

668+00 "PB-1"
122'

673+06 "PB-1"
157'

675+40 "PB-1"
187'

676+56 "PB-1", 177'
END WOVEN WIRE FENCE

676+56 "PB-1"
50'

145+00 "PB-1", 112'
BEGIN WOVEN WIRE FENCE

STA. 29+00, M, 63' LT.
BEGIN WOVEN WIRE FENCE
CONNECT TO EXISTING FENCE

35+65 "M"
93'

35+65 "M"
63'

38+00 "M"
93'

669+00 USH 18
337'

675+80 "PB-2", 135'
END WOVEN WIRE FENCE

676+15 USH 18
62' LT. (CONNECT TO BRIDGE.)(TYP.)

675+93 USH 18
17'

675+74 USH 18
17'

675+56 USH 18
62'

675+80 "PB-2"
50'

677+78 USH 18
17'

677+61 USH 18
17'

677+40 USH 18
62' (CONNECT TO BRIDGE)

675+40 "PB-3"
50'

680+53 "PB-4"
50'

678+08 USH 18
62'

681+50 USH 18
317'

674+40 "PB-3", 100'
BEGIN WOVEN WIRE FENCE

RAMP "PB-1"

RAMP "PB-2"

RAMP "PB-3"

RAMP "PB-4"

℄ USH 18

℄ RAMP "PB-1"

℄ RAMP "PB-2"

℄ RAMP "PB-3"

USH 18

CTH "PB"

CTH "M"

MATCH LINE STA 681+00.00

TO CTH "M" INTERSECTION

3' (TYP.)

0 100 200 300

LEVELS ON: 59.60, 51., 29.30, 32., 25., 20.

FILE NAME: HDGN: 72279.DGN

KEY MAP

STATE PROJECT NUMBER 1201-04-72

SHEET NO 2.92

# FENCING PLAN

USH 18 DANE COUNTY

0 100 200 300

℄ WHALEN ROAD

CTH "PB"

℄ CTH "PB" SB

136+20 WHALEN RD 45'

16+50 WHALEN RD 36'

18+50 WHALEN RD 36'

18+21.40 WHALEN RD 123.57'

131+00 "PB" 57'

131+64 "PB" 100'

131+70 "PB" 233'

18+50 WHALEN RD 36' LT.

121+14 "PB" 58'

123+86 "PB" 101'

122+16 "PB" 101'

122+16 "PB" 71'

STA. 710+00.00

MATCH LINE

RAMP "PB-4"

℄ RAMP "PB-4"

690+90 USH 18 17'

19+30 WHALEN RD 60' RT. END WOVEN WIRE FENCE

19+25 WHALEN RD 60' LT. BEGIN WOVEN WIRE FENCE

USH 18

℄ USH 18

MATCH LINE STA. 683+00.00

692+11 USH 18 17'

692+09 USH 18 17'

690+89 USH 18 17'

20+80 WHALEN RD 60' RT. END WOVEN WIRE FENCE

RAMP "PB-3"

℄ RAMP "PB-3"

21+68 WHALEN RD 36'

20+65 WHALEN RD 60' LT. BEGIN WOVEN WIRE FENCE (CONNECT TO BRIDGE)(TYP.)

698+00 USH 18 127'

701+00 USH 18 187'

707+00 USH 18 122'

3'(TYP.)

685+00 USH 18 297'

688+90 USH 18 257'

695+00 JSH 18 167'

22+15 WHALEN RD 36'

WHALEN ROAD

CTH "PB"

718+92 USH 18 209'

717+15 USH 18 211'

18+50 GRANDVIEW 36' RT.

18+55 GRANDVIEW 50' LT.

19+40 GRANDVIEW 50' RT. END WOVEN WIRE FENCE

19+30 GRANDVIEW 50' LT. BEGIN WOVEN WIRE FENCE

USH 18

℄ USH 18

STA. 710+00.00

MATCH LINE

20+70 GRANDVIEW 50' RT. END WOVEN WIRE FENCE

20+60 GRANDVIEW 50' LT. BEGIN WOVEN WIRE FENCE (CONNECT TO BRIDGE)(TYP.)

712+50 USH 18 317'

715+00 USH 18 167'

21+71 GRANDVIEW 36'

21+73 GRANDVIEW 36'

726+50 USH 18 143'

GRANDVIEW RD.

FILE NAME: HDGN: 72280.DGN

KEY MAP

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
2.93

# FENCING PLAN

USH 18

DANE COUNTY

N

0 100 200 300

U.S.H. 18/151

C.T.H. "PB"

NOTE:
BEGIN WOVEN WIRE FENCE AT STA. 8+00 "MRRT", 47' LT. & RT. WOVEN WIRE FENCE BETWEEN STA. 3+00 AND STA. 8+00 TO BE CONSTRUCTED BY OTHERS.

MATCHLINE STA. 738+50 "RAMP E-1"

13+36 "MRRT" 9'

12+00 "MRRT" 9'

11+00 "MRRT" 47'

8+52 "MRRT" 47'

8+00 "MRRT" 47'

6+00 "MRRT" 47'

MATCH EXISTING FENCE

5+95 MATCH EXISTING

737+25 USH 18 185'

MATCHLINE STA. 736+00.00

739+00 USH 18 167'

743+54 "E-1" 52'

744+06 "E-1" 64'

743+41 USH 18 165'

RAMP "E-2"

R RAMP "E-2"

MATCHLINE STA. 760+00.00

759+50 "E-1"

R RAMP "E-1"

RAMP "E-1"

16+00 "MRRT" 9'

17+00 "MRRT" 27'

24+50 "MRRT" 27'

END WOVEN WIRE FENCE 25+00 "MRRT" 47' MATCH EXISTING

END WOVEN WIRE FENCE 17+50 "MRRT" MATCH EXISTING

FILE NAME: HDGN: 7228LDGN

LEVELS ON

STATE PROJECT NUMBER
1201-04-72

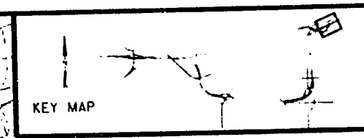
SHEET NO.
2.94

# FENCING PLAN

USH 18

DANE COUNTY

KEY MAP



0 100 200 300

N

END PROJECT 1201-04-72
STA. 765+00.00

NOTE:
WOVEN WIRE FENCE NORTH OF RAMP E-2 IS NOT SHOWN AND WILL BE DONE UNDER PROJECT 1201-04-78.

NESBIT ROAD

U.S.H. 16 151

RAMP "E-2"

RAMP "E-1"

MATCH LINE STA. 760+00.00

762+00 "E-1" 45'

760+50 "E-1" 30'

763+50 "E-1" 110'

765+30 "E-1" 110'

767+00 "E-1" 90'

764+90 "E-1" 150'

768+00 "E-1" 140'

778+00 150'

℄ USH 18

59.60 51.52 29.30.31.32 25. 23. 20.

LEVELS ON -

FILE NAME: HDGN: 72282.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 2.95

# ALIGNMENT PLAN
# CTH PB INTERCHANGE

USH 18 — DANE COUNTY

KEY MAP

STA. 646+74.00 ℄ RAMP "PB-1"=
STA. 646+74.00 ℄ USH 18, 49.0'LT.

BEGIN PROJECT 1201-04-72
STA. 648+00

STA. 648+00.00 ℄ RAMP "PB-2"=
STA. 648+00.00 ℄ USH 18, 49.0'RT.

N 84°51'15.3" E
N 86°00'00.0" E
N 87°08'44.8" E
50:1 TAPER
50:1 TAPER
N 71°51'15.3" E
℄ USH 18
USH 18
℄ RAMP "PB-1"
℄ RAMP "PB-2"
EQUATION
RAMP "PB-1"
RAMP "PB-2"
RAMP "PB-3"
RAMP "PB-4"
CTH "PB"
N 19°32'52.8" E
N 52°30'00.0" E
S 05°00'00.0" W
S 32°30'00.0" E
74°58'00.0"
114°34'34.0"
64°57'41.0"
85°00'00.0"
85°00'00.0"
105°55'07.0"
105°55'07.0"

0 100 200 300

59.60

LEVELS ON 30. 24.25 20.

## U.S.H. 18

### C3

| | |
|---|---|
| P.I. | STA. 678+00.24 |
| X | 2,130,728.57 |
| Y | 355,228.80 |
| Δ | 90°00'00.0" |
| D | 03°00'00.0" |
| T | 1909.86' |
| L | 3000.00' |
| R | 1909.86' |
| S.E.= | 0.060 FT/FT |
| R.O.= | 190' |

## "C.T.H. PB"

### C465

| | |
|---|---|
| P.I. | STA. 45+73.04 |
| X | 2,130,059.72 |
| Y | 356,355.35 |
| Δ | 37°30'00.0" |
| D | 06°00'00.0" |
| T | 324.15' |
| L | 625.00' |
| R | 954.94' |
| S.E.= | 0.04.0 FT/FT |
| R.O.= | 150' |

## "C.T.H. PB"

### C441

| | |
|---|---|
| P.I. | STA. 145+89.49 |
| X | 2,130,057.72 |
| Y | 356,217.38 |
| Δ | 37°30'00.0" |
| D | 06°30'00.0" |
| T | 299.22' |
| L | 576.92' |
| R | 881.47' |
| S.E.= | 0.04.0 FT/FT |
| R.O.= | 150' |

## "PB-1"

### C585

| | |
|---|---|
| P.I. | STA. 660+91.84 |
| X | 2,129,018.81 |
| Y | 355,186.78 |
| Δ | 13°00'00.0" |
| D | 03°00'00.0" |
| T | 217.60' |
| L | 433.33' |
| R | 1909.86' |
| S.E.= | 0.059 FT/FT |
| R.O.= | 195' |

### C586

| | |
|---|---|
| P.I. | STA. 667+09.50 |
| X | 2,129,607.47 |
| Y | 355,379.70 |
| Δ | 52°18'22.5" |
| D | 07°00'00.0" |
| T | 401.92' |
| L | 747.23' |
| R | 818.51' |
| S.E.= | 0.080 FT/FT |
| R.O.= | 190' |

### C587

| | |
|---|---|
| P.I. | STA. 674+88.56 |
| X | 2,129,887.07 |
| Y | 356,167.14 |
| Δ | 38°27'07.2" |
| D | 11°00'00.0" |
| T | 181.65' |
| L | 349.56' |
| R | 520.87' |
| S.E.= | 0.050 FT/FT |
| R.O.= | 100' |

## "PB-2"

### C347

| | |
|---|---|
| P.I. | STA. 666+05.78 |
| X | 2,129,542.71 |
| Y | 355,060.57 |
| Δ | 34°38'44.7" |
| D | 03°15'00.0" |
| T | 549.87' |
| L | 1066.02' |
| R | 1762.95' |
| S.E.= | 0.060 FT/FT |
| R.O.= | 190' |

## CTH "PB"

### C594

| | |
|---|---|
| P.I. | STA. 63+61.14 |
| X | 2,131,224.71 |
| Y | 354,859.70 |
| Δ | 69°00'00.0" |
| D | 04°00'00.0" |
| T | 984.46' |
| L | 1725.00' |
| R | 1432.39' |
| S.E.= | 0.037 FT/FT |
| R.O.= | 150' |

### C731

| | |
|---|---|
| P.I. | STA. 163+51.52 |
| X | 2,131,015.92 |
| Y | 354,822.36 |
| Δ | 69°00'00.0" |
| D | 04°02'22.1" |
| T | 974.83' |
| L | 1708.14' |
| R | 1418.39' |
| S.E.= | 0.037 FT/FT |
| R.O.= | 150' |

NOTE:
℄ CTH PB IS NOTED AS "PB LINE" ON R/W PLAT.

NOTE:
SEE PLAN-PROFILE FOR SIDE ROAD GEOMETRY

STA. 146+02.19 ℄ CTH "PB" =
STA. 679+04.55 ℄ RAMP "PB-4"

STA. 146+14.60 ℄ CTH "PB" SB =
STA. 677+43.54 ℄ RAMP "PB-1"

STA. 150+00.00 ℄ CTH "PB" =
STA. 50+00.00 ℄ CTH "PB", 14'LT.

STA. 676+59.58 ℄ USH 18 =
STA. 150+06.47 ℄ CTH "PB" SB

STA. 676+75.00 ℄ USH 18 =
STA. 50+00.00 ℄ "PB"

STA. 153+41.22 ℄ CTH "PB" =
STA. 677+10.94 ℄ RAMP "PB-2"

STA. 153+30.00 ℄ CTH "PB" =
STA. 675+77.66 ℄ RAMP "PB-3"

FILE NAME: HDGN: 72500.DGN

STATE PROJECT NUMBER 1204-04-72 | SHEET NO. 2.96

# ALIGNMENT PLAN
# CTH PB INTERCHANGE

USH 18 — DANE COUNTY

KEY MAP

0 100 200 300

STA. 135+20.76 ℞ CTH "PB" = STA. 15+44.12 ℄ WHALEN ROAD

STA. 15+44.12 BK = STA. 15+44.12 FWD. 5'LT.

93°23'13.0"

S 02°42'33.3" E

PC464 136+12.50

PC464 136+19.05

93°01'46.0"

PC464 136+69.48

C464

PI464 37+47.73

STA. 135+26.16 ℞ CTH "PB" = STA. 15+44.12 ℄ WHALEN ROAD

CTH "PB"

S 05°00'00.0" E

140

40

PT272 691+99.88

85°21'41.2"

STA. 691+99.88 ℞ RAMP "PB-4" = STA. 692+00.00 ℄ USH 18, 61.0'LT.

N 04°00'00" W

695

50:1 TAPER

STA. 699+00.00 ℞ RAMP "PB-3" = STA. 699+00.00 ℄ USH 18, 49.0'RT.

STA. 691+52.26 ℞ USH 18 = STA. 20+00.00 ℄ "WHALEN"

PT3 688+90.38

690

690

## C,T,H, PB

### C465

| | |
|---|---|
| P.I. | STA. 45+73.04 |
| X | 2,130,059.72 |
| Y | 356,355.35 |
| Δ | 37°30'00.0" |
| D | 06°00'00.0" |
| T | 324.15' |
| L | 625.00' |
| R | 954.94' |
| S.E.= | 0.04 FT/FT |
| R.O.= | 150' |

STA. 146+02.19 ℞ CTH "PB" SB = STA. 679+04.55 ℞ RAMP "PB-4"

PC441 142+90.27

PC465 42+48.89

R RAMP PB-4

C272

N 14°40'43.5" E

PI272 687+65.01

STA. 146+19.60 ℞ CTH "PB" SB = STA. 677+43.54 ℞ RAMP "PB-1"

N68°37'59.7"E

PC272 PT429 683+23.23

685

RAMP "PB-4"

685

N 05°08'44.7" W

PI 22+02.37

25

℄ WHALEN RD.

WHALEN RD.

145

C441

C465

N 58°00'00" E

PC429 680+53.46

℞ RAMP "PB-1"

675

C587

RAMP "PB-1"

N 19°32'52.8" E

PC587 673+06.91

PI587 676+56.47

680

C429

PI429 681+99.28

95°00'00.0"

USH 18

℄ USH 18

680

℞ CTH "PB"

℄ CTH "PB"

14'

EQUATION

STA. 150+00.00 CTH "PB" ℞ = STA. 50+00.00 CTH "PB" ℄, 14' LT.

PI441 148+67.20

PI465 48+73.89

64°57'41.0"

C3

675

S 32°30'00.0"E

STA. 676+75.00 ℄ USH 18 = STA. 50+00.00 ℄ CTH "PB"

EQUATION

EQUATION

STA. 676+59.58 ℄ USH 18 = STA. 150+06.47 ℞ CTH "PB"

C106

680

RAMP "PB-3"

PT106 683+85.70

℞ RAMP PB-3

PI106 680+32.27

RAMP "PB-2" 675

N 52°30'00.0" E

℞ RAMP "PB-2"

PC731 153+76.68

N 31°30'00.0" E

STA. 153+30.00 ℄ CTH "PB" = STA. 673+77.66 ℞ RAMP "PB-3"

116°00'00.0"

PC594 53+76.68

STA. 153+41.22 ℞ CTH "PB" STA. 677+10.94 ℞ RAMP "PB-2"

## RAMP "PB-4"

### C429

| | |
|---|---|
| P.I. | STA. 681+99.28 |
| X | 2,130,386.03 |
| Y | 356,428.86 |
| Δ | 53°57'16.2" |
| D | 20°00'00.0" |
| T | 145.82' |
| L | 269.77' |
| R | 286.48' |
| S.E.= | 0.040 FT/FT |
| R.O.= | 110' |

### C272

| | |
|---|---|
| P.I. | STA. 687+65.01 |
| X | 2,130,534.91 |
| Y | 356,997.23 |
| Δ | 17°31'58.8" |
| D | 02°00'00.0" |
| T | 441.78' |
| L | 876.65' |
| R | 2864.79' |
| S.E.= | 0.045 FT/FT |
| R.O.= | 175' |

## RAMP "PB-3"

### C106

| | |
|---|---|
| P.I. | STA. 680+32.27 |
| X | 2,130,743.65 |
| Y | 356,258.34 |
| Δ | 36°38'44.7" |
| D | 05°00'00.0" |
| T | 379.48' |
| L | 732.92' |
| R | 1145.92' |
| S.E.= | 0.060 FT/FT |
| R.O.= | 160' |

## U.S.H. 18

### C3

| | |
|---|---|
| P.I. | STA. 678+00.24 |
| X | 2,130,728.57 |
| Y | 355,228.80 |
| Δ | 90°00'00.0" |
| D | 03°00'00.0" |
| T | 1909.86' |
| L | 3000.00' |
| R | 1909.86' |
| S.E.= | 0.060 FT/FT |
| R.O.= | 190' |

NOTE:
SEE PLAN/PROFILE FOR SIDE ROAD GEOMETRY

59.60. 54. 30. 24.25. 20. LEVELS ON

FILE NAME: H:\GN\7250LDGN

KEY MAP

STATE PROJECT NUMBER
1204-04-72

SHEET NO.
2.97

# ALIGNMENT PLAN
# EAST DIVERGENCE INTERCHANGE
USH 18 — DANE COUNTY

N

0 100 200 300

STA. 736+09.50 ℄ OLD USH 18/151 EB
STA. 50+72.28 ℄ "PB-N"

STA. 59+26.38 ℄ "PB"
STA. 1+98.05 ℄ "MRRT"

CTH "PB-N"

S 31°00'00.0" W

℄ CTH "PB-N"

N 81°24'25.9" E

S 08°21'00.4" W

MILITARY RIDGE RECREATION TRAIL

N 38°30'00.0" E

℄ "MRRT"

STA. 744+56.21 ℄ USH 18=
STA. 14+18.09 ℄ "MRRT"

STA. 744+93.59 ℄ USH 18=
STA. 743+34.90 ℄ RAMP "E-1"

℄ USH 18

120°11'27.6"

S 64°00'00.0" E

85°00'00.0"

STA. 739+60.00 ℄ OLD USH 18/151 WB =
STA. 50+00.00 ℄ "NESBITT"

S64°00'00.0"E

S64°00'00.0"E

N 79°07'40.8" E

N 71°00'00.4" E

℄ USH 18

N 67°37'40.8" E

℄ RAMP "E-2"

℄ USH 18
N 61°45'00.0" E

℄ RAMP "E-1"

RAMP "E-2"

RAMP "E-1"

MILITARY RIDGE RECREATION TRAIL

N 54°24'40.4" E

℄ "MRRT"

MATCH LINE STA. 762+00

N 61°05'02.3 E

50:1 TAPER

℄ USH 18

STA. 770+25.00 ℄ RAMP "E-2" =
STA. 770+25.00 ℄ USH 18, 49.0' LT.

STA. 774+75.00 ℄ RAMP "E-1" =
STA. 774+75.00 ℄ USH 18, 49.0' RT.

MATCH LINE STA. 762+00

## USH 18
### C105

| | |
|---|---|
| P.I. | STA. 771+71.22 |
| X | 2,133,576.38 |
| Y | 363,697.02 |
| Δ | 07°20'50.2" |
| D | 00°15'00.0" |
| T | 1471.47' |
| L | 2938.91' |
| R | 22,918.31' |
| S.E.= | 0.020 FT/FT |
| R.O.= | N/A |

## USH 18
### C101

| | |
|---|---|
| P.I. | STA. 736+84.25 |
| X | 2,130,260.98 |
| Y | 361,915.60 |
| Δ | 65°45'00.0" |
| D | 03°00'00.0" |
| T | 1234.36' |
| L | 2191.67' |
| R | 1909.86' |
| S.E.= | 0.059 FT/FT |
| R.O.= | 190' |

## RAMP "E-2"

### C268

| | |
|---|---|
| P.I. | STA. 743+66.83 |
| X | 2,130,971.60 |
| Y | 362,626.26 |
| Δ | 36°52'19.2" |
| D | 11°00'00.0" |
| T | 173.63' |
| L | 335.20' |
| R | 520.87' |
| S.E.= | 0.060 FT/FT |
| R.O.= | 130' |

### C267

| | |
|---|---|
| P.I. | STA. 746+33.30 |
| X | 2,131,245.10 |
| Y | 362,678.80 |
| Δ | 11°30'00.0" |
| D | 05°30'00.0" |
| T | 104.90' |
| L | 209.09' |
| R | 1041.74' |
| S.E.= | 0.058 FT/FT |
| R.O.= | 150' |

### C484

| | |
|---|---|
| P.I. | STA. 759+91.17 |
| X | 2,132,501.32 |
| Y | 363,195.85 |
| Δ | 06°32'38.5" |
| D | 00°45'00.0" |
| T | 436.74' |
| L | 872.54' |
| R | 7639.44' |
| S.E.= | 0.021 FT/FT |
| R.O.= | 175' |

### C469

| | |
|---|---|
| P.I. | STA. 767+26.00 |
| X | 2,133,145.31 |
| Y | 363,551.59 |
| Δ | 01°29'56.3" |
| D | 00°15'02.3" |
| T | 299.03' |
| L | 598.01' |
| R | 22,858.72' |
| S.E.= | 0.020 FT/FT |
| R.O.= | N/A |

## RAMP "E-1"

### C521

| | |
|---|---|
| P.I. | STA. 750+01.49 |
| X | 2,131,819.76 |
| Y | 362,132.49 |
| Δ | 77°30'00.0" |
| D | 06°45'00.0" |
| T | 681.26' |
| L | 1148.15' |
| R | 848.83' |
| S.E.= | 0.060 FT/FT |
| R.O.= | 150' |

### C522

| | |
|---|---|
| P.I. | STA. 759+70.78 |
| X | 2,132,556.53 |
| Y | 363,058.74 |
| Δ | 20°39'58.0" |
| D | 04°00'00.0" |
| T | 261.16' |
| L | 516.65' |
| R | 1432.39' |
| S.E.= | 0.060 FT/FT |
| R.O.= | 175' |

### C520

| | |
|---|---|
| P.I. | STA. 768+75.14 |
| X | 2,133,337.87 |
| Y | 363,525.13 |
| Δ | 03°00'00.0" |
| D | 00°15'00.0" |
| T | 600.14' |
| L | 1200.00' |
| R | 22,918.31' |
| S.E.= | 0.020 FT/FT |
| R.O.= | N/A |

NOTE:
SEE PLAN/PROFILE FOR SIDE ROAD GEOMETRY

FILE NAME: HDGN: 72503.DGN

LEVELS ON

DATE 12/28/93

# ESTIMATE OF QUANTITIES

| ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 1201-04-72 QUANTITY |
|---|---|---|---|---|
| 20101 | CLEARING | STA. | 109.00 | 109.00 |
| 20102 | CLEARING | I.D. | 21.00 | 21.00 |
| 20104 | GRUBBING | STA. | 109.00 | 109.00 |
| 20105 | GRUBBING | I.D. | 21.00 | 21.00 |
| 20301 | REMOVING OLD CULVERT, STATION 19"G"+40 | L.S. | 1.00 | 1.00 |
| 20330 | REMOVING OLD CULVERTS | EACH | 15.00 | 15.00 |
| 20412 | REMOVING FENCE | L.F. | 22,000.00 | 22,000.00 |
| 20417 | REMOVING SEPTIC TANKS | EACH | 1.00 | 1.00 |
| 20470 | REMOVING BUILDINGS, PARCEL 37 | L.S. | 1.00 | 1.00 |
| 20471 | REMOVING BUILDINGS, PARCEL 48 | L.S. | 1.00 | 1.00 |
| 20472 | REMOVING BUILDINGS, PARCEL 51 | L.S. | 1.00 | 1.00 |
| 20483 | ABANDONING WELLS | EACH | 2.00 | 2.00 |
| 20501 | COMMON EXCAVATION | C.Y. | 2,197,000.00 | 2,197,000.00 |
| 20502 | ROCK EXCAVATION | C.Y. | 33,000.00 | 33,000.00 |
| 20505 | MARSH EXCAVATION | C.Y. | 23,000.00 | 23,000.00 |
| 20620 | EXCAVATION FOR STRUCTURES, CULVERTS C-13-117 | L.S. | 1.00 | 1.00 |
| 20621 | EXCAVATION FOR STRUCTURES, CULVERTS B-13-425 | L.S. | 1.00 | 1.00 |
| 20811 | SELECTED BORROW EXCAVATION | C.Y. | 40,000.00 | 40,000.00 |
| 21301 | FINISHING ROADWAY | L.S. | 1.00 | 1.00 |
| 21401 | OBLITERATING OLD ROAD | STA. | 13.00 | 13.00 |
| 30404 | CRUSHED AGGREGATE BASE COURSE | TON | 170,000.00 | 170,000.00 |
| 40204 | ASPHALTIC MATERIAL FOR TACK COAT | GAL. | 2,000.00 | 2,000.00 |
| 40501 | ASPHALTIC MATERIAL FOR PLANT MIXES | TON | 1,200.00 | 1,200.00 |
| 40713 | ASPHALTIC CONCRETE PAVEMENT, TYPE MV | TON | 17,350.00 | 17,350.00 |
| 40714 | ASPHALTIC CONCRETE PAVEMENT, TYPE LV | TON | 1,820.00 | 1,820.00 |
| 41509 | CONCRETE PAVEMENT, 9-INCH | S.Y. | 6,750.00 | 6,750.00 |
| 50401 | CONCRETE MASONRY, CULVERTS | C.Y. | 2,061.00 | 2,061.00 |
| 50405 | CONCRETE MASONRY, RETAINING WALLS | C.Y. | 17.00 | 17.00 |

Sheet 3

| ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 1201-04-72 QUANTITY |
|---|---|---|---|---|
| 50409 | CONCRETE MASONRY, ENDWALLS | C.Y. | 49.00 | 49.00 |
| 50505 | HIGH-STRENGTH BAR STEEL REINFORCEMENT, CULVERTS | LB. | 183,710.00 | 183,710.00 |
| 50506 | HIGH-STRENGTH BAR STEEL REINFORCEMENT, RETAINING WALLS | LB. | 1,340.00 | 1,340.00 |
| 51320 | PIPE RAILING, STRUCTURE RW-13-18 | L.S. | 1.00 | 1.00 |
| 52003 | CULVERT PIPE, CLASS III, 18-INCH | L.F. | 248.00 | 248.00 |
| 52005 | CULVERT PIPE, CLASS III, 24-INCH | L.F. | 80.00 | 80.00 |
| 52007 | CULVERT PIPE, CLASS III, 30-INCH | L.F. | 216.00 | 216.00 |
| 52009 | CULVERT PIPE, CLASS III, 36-INCH | L.F. | 84.00 | 84.00 |
| 52061 | APRON ENDWALLS FOR CULVERT PIPE, 18-INCH | EACH | 4.00 | 4.00 |
| 52063 | APRON ENDWALLS FOR CULVERT PIPE, 24-INCH | EACH | 2.00 | 2.00 |
| 52065 | APRON ENDWALLS FOR CULVERT PIPE, 30-INCH | EACH | 6.00 | 6.00 |
| 52067 | APRON ENDWALLS FOR CULVERT PIPE, 36-INCH | EACH | 2.00 | 2.00 |
| 52084 | TEMPORARY CULVERT PIPE, 24-INCH | L.F. | 150.00 | 150.00 |
| 52086 | TEMPORARY CULVERT PIPE, 36-INCH | L.F. | 88.00 | 88.00 |
| 52090 | TEMPORARY CULVERT PIPE, 60-INCH | L.F. | 180.00 | 180.00 |
| 52178 | STEEL APRON ENDWALLS FOR CULVERT PIPE, SLOPED SECTION, 18-INCH. | EACH | 2.00 | 2.00 |
| 52180 | STEEL APRON ENDWALLS FOR CULVERT PIPE, SLOPED SECTION, 24-INCH | EACH | 2.00 | 2.00 |
| 52203 | REINFORCED CONCRETE CULVERT PIPE, CLASS III, 18-INCH | L.F. | 492.00 | 492.00 |
| 52205 | REINFORCED CONCRETE CULVERT PIPE, CLASS III, 24-INCH | L.F. | 2,642.00 | 2,642.00 |
| 52207 | REINFORCED CONCRETE CULVERT PIPE, CLASS III, 30-INCH | L.F. | 208.00 | 208.00 |
| 52209 | REINFORCED CONCRETE CULVERT PIPE, CLASS III, 36-INCH | L.F. | 428.00 | 428.00 |
| 52210 | REINFORCED CONCRETE CULVERT PIPE, CLASS III, 42-INCH | L.F. | 214.00 | 214.00 |
| 52211 | REINFORCED CONCRETE CULVERT PIPE, CLASS III, 48-INCH | L.F. | 732.00 | 732.00 |

Sheet 3.1

| ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 1201-04-72 QUANTITY |
|---|---|---|---|---|
| 52229 | REINFORCED CONCRETE CULVERT PIPE, CLASS IV, 24-INCH | L.F. | 56.00 | 56.00 |
| 52256 | REINFORCED CONCRETE CULVERT PIPE, CLASS V, 60-INCH | L.F. | 1,108.00 | 1,108.00 |
| 52262 | REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 18-INCH | EACH | 18.00 | 18.00 |
| 52264 | REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 24-INCH | EACH | 28.00 | 28.00 |
| 52266 | REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 30-INCH | EACH | 2.00 | 2.00 |
| 52267 | REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 36-INCH | EACH | 4.00 | 4.00 |
| 52268 | REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 42-INCH | EACH | 3.00 | 3.00 |
| 52269 | REINFORCED CONCRETE APRON ENDWALLS FOR CULVERT PIPE, 48-INCH | EACH | 4.00 | 4.00 |
| 52342 | REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 34X53-INCH | L.F. | 340.00 | 340.00 |
| 52345 | REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 48X76-INCH | L.F. | 420.00 | 420.00 |
| 52347 | REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE, CLASS HE-III, 58X91-INCH | L.F. | 160.00 | 160.00 |
| 52367 | REINFORCED CONCRETE APRON ENDWALLS FOR HORIZONTAL ELLIP. CULVERT PIPE, 34X53-INCH | EACH | 4.00 | 4.00 |
| 60123 | CONCRETE CURB AND GUTTER, 30-INCH, TYPE A | L.F. | 2,800.00 | 2,800.00 |
| 60133 | CONCRETE CURB AND GUTTER, 30-INCH, TYPE D | L.F. | 11,000.00 | 11,000.00 |
| 60170 | CONCRETE CURB AND GUTTER, 30-INCH, TYPE D | L.F. | ~~730.00~~ 163.00 | ~~730.00~~ 163.00 |
| 60305 | TEMPORARY PRECAST CONCRETE BARRIER, DELIVERED | L.F. | 400.00 | 400.00 |
| 60307 | TEMPORARY PRECAST CONCRETE BARRIER, INSTALLED | L.F. | 400.00 | 400.00 |
| 60601 | RIPRAP | C.Y. | 600.00 | 600.00 |
| 60602 | HEAVY RIPRAP | C.Y. | 270.00 | 270.00 |
| 60604 | MEDIUM RANDOM RIPRAP | C.Y. | 6,500.00 | 6,500.00 |

Sheet 3.2

| ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 1201-04-72 QUANTITY |
|---|---|---|---|---|
| 60825 | REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 12-INCH | L.F. | 937.00 | 937.00 |
| 60826 | REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 15-INCH | L.F. | 172.00 | 172.00 |
| 60827 | REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 18-INCH | L.F. | 1,959.00 | 1,959.00 |
| 60829 | REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 24-INCH | L.F. | 1,697.00 | 1,697.00 |
| 60831 | REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 30-INCH | L.F. | 565.00 | 565.00 |
| 60833 | REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 36-INCH | L.F. | 1,028.00 | 1,028.00 |
| 60834 | REINFORCED CONCRETE PIPE, CLASS III, STORM SEWER, 42-INCH | L.F. | 175.00 | 175.00 |
| 61110 | MANHOLES, TYPE 1 | EACH | 1.00 | 1.00 |
| 61112 | MANHOLES, TYPE 3 | EACH | 4.00 | 4.00 |
| 61122 | INLETS, TYPE 3 | EACH | 65.00 | 65.00 |
| 61123 | INLETS, TYPE 8 | EACH | 17.00 | 17.00 |
| 61124 | INLETS, TYPE 9 | EACH | 3.00 | 3.00 |
| 61151 | MANHOLE COVERS, TYPE J | EACH | 5.00 | 5.00 |
| 61162 | INLET COVERS, TYPE B | EACH | 2.00 | 2.00 |
| 61167 | INLET COVERS, TYPE H | EACH | 66.00 | 66.00 |
| 61170 | INLET COVERS, TYPE MS | EACH | 25.00 | 25.00 |
| 61200 | PIPE UNDERDRAIN, 4-INCH | L.F. | 300.00 | 300.00 |
| 61210 | PIPE UNDERDRAIN, UNPERFORATED, 4-INCH | L.F. | 20.00 | 20.00 |
| 61334 | NONMETALLIC CONDUIT, 2-INCH | L.F. | 2,270.00 | 2,270.00 |
| 61336 | NONMETALLIC CONDUIT, 3-INCH | L.F. | 3,470.00 | 3,470.00 |
| 61409 | STEEL PLATE BEAM GUARD, CLASS B | L.F. | 40.00 | 40.00 |
| 61601 | WOVEN WIRE FENCE | L.F. | 26,300.00 | 26,300.00 |
| 61801 | MAINTENANCE AND REPAIR OF HAUL ROADS | L.S. | 1.00 | 1.00 |
| 61910 | MOBILIZATION | L.S. | 1.00 | 1.00 |

Sheet 3.3

| ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 1201-04-72 QUANTITY |
|---|---|---|---|---|
| 62101 | LANDMARK REFERENCE MONUMENTS | EACH | 12.00 | 12.00 |
| 62111 | LANDMARK REFERENCE MONUMENTS AND CAST IRON COVERS | EACH | 3.00 | 3.00 |
| 62203 | ASPHALTIC FLUMES | S.Y. | 100.00 | 100.00 |
| 62401 | WATER | MGAL | 4.00 | 4.00 |
| 62501 | TOPSOIL | S.Y. | 14,000.00 | 14,000.00 |
| 62505 | SALVAGED TOPSOIL | S.Y. | 995,000.00 | 995,000.00 |
| 62703 | MULCHING | TON | 880.00 | 880.00 |
| 62803 | EROSION MAT, DELIVERED | S.Y. | 10,300.00 | 10,300.00 |
| 62804 | EROSION MAT, INSTALLED | S.Y. | 10,300.00 | 10,300.00 |
| 62811 | EROSION BALES, DELIVERED | EACH | 100.00 | 100.00 |
| 62812 | EROSION BALES, INSTALLED | EACH | 100.00 | 100.00 |
| 62815 | SILT FENCE, DELIVERED | L.F. | 77,300.00 | 77,300.00 |
| 62816 | SILT FENCE, INSTALLED | L.F. | 77,300.00 | 77,300.00 |
| 62817 | SILT FENCE MAINTENANCE | L.F. | 77,300.00 | 77,300.00 |
| 62819 | MOBILIZATIONS, EROSION CONTROL | EACH | 1.00 | 1.00 |
| 62902 | FERTILIZER, TYPE A | CWT. | 615.00 | 615.00 |
| 63002 | SEEDING | LB. | 34,000.00 | 34,000.00 |
| 63003 | SEEDING, TEMPORARY | LB. | 34,000.00 | 34,000.00 |
| 63101 | SODDING | S.Y. | 29,700.00 | 29,700.00 |
| 63102 | REINFORCED SODDING | S.Y. | 1,360.00 | 1,360.00 |
| 63401 | WOOD POSTS, 4X4-INCH X 10-FT. | EACH | 14.00 | 14.00 |
| 63411 | WOOD POSTS, 4X6-INCH X 14-FT. | EACH | 65.00 | 65.00 |
| 63412 | WOOD POSTS, 4X6-INCH X 16-FT. | EACH | 16.00 | 16.00 |
| 63702 | SIGNS, TYPE II, REFLECTIVE | S.F. | 579.00 | 579.00 |
| 63704 | SIGNS, TYPE III | S.F. | 28.00 | 28.00 |
| 63827 | REMOVING SIGNS, TYPE II | EACH | 55.00 | 55.00 |
| 63830 | REMOVING SMALL SIGN SUPPORTS | EACH | 40.00 | 40.00 |
| 64202 | FIELD OFFICE, TYPE B | L.S. | 1.00 | 1.00 |
| 64210 | FIELD LABORATORY | L.S. | 1.00 | 1.00 |
| 64301 | TRAFFIC CONTROL | L.S. | 1.00 | 1.00 |
| 64310 | TRAFFIC CONTROL, ARROW BOARDS | DAYS | 300.00 | 300.00 |

| ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 1201-04-72 QUANTITY |
|---|---|---|---|---|
| 64313 | TRAFFIC CONTROL, DRUMS | DAYS | 81,700.00 | 81,700.00 |
| 64318 | TRAFFIC CONTROL, BARRICADES, TYPE III | DAYS | 3,500.00 | 3,500.00 |
| 64321 | TRAFFIC CONTROL, WARNING LIGHTS, TYPE A | DAYS | 3,300.00 | 3,300.00 |
| 64323 | TRAFFIC CONTROL, WARNING LIGHTS, TYPE C | DAYS | 9,700.00 | 9,700.00 |
| 64326 | TRAFFIC CONTROL, SIGNS | DAYS | 12,800.00 | 12,800.00 |
| 64329 | TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER POSTS | EACH | 25.00 | 25.00 |
| 64333 | TRAFFIC CONTROL, FLEXIBLE TUBULAR MARKER BASES | EACH | 12.00 | 12.00 |
| 64406 | PAVEMENT MARKING, EPOXY, 4-INCH | L.F. | 33,000.00 | 33,000.00 |
| 64414 | PAVEMENT MARKING, CHANNELIZING, EPOXY, 8-INCH | L.F. | 1,580.00 | 1,580.00 |
| 64438 | PAVEMENT MARKING, STOP LINE, EPOXY, 24-INCH | L.F. | 270.00 | 270.00 |
| 64472 | PAVEMENT MARKING, ARROWS, EPOXY, TYPE 2 | EACH | 2.00 | 2.00 |
| 64479 | PAVEMENT MARKING, WORDS, EPOXY | EACH | 2.00 | 2.00 |
| 64481 | TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE | L.F. | 11,100.00 | 11,100.00 |
| 64484 | TEMPORARY PAVEMENT MARKING | L.F. | 24,300.00 | 24,300.00 |
| 64487 | REMOVING PAVEMENT MARKINGS | L.F. | 1,500.00 | 1,500.00 |
| 64491 | PAVEMENT MARKING, DIAGONAL, EPOXY, 18-INCH | L.F. | 280.00 | 280.00 |
| 64495 | PAVEMENT MARKING, CURB, EPOXY | L.F. | 250.00 | 250.00 |
| 64496 | PAVEMENT MARKING, ISLAND NOSE, EPOXY | S.F. | 160.00 | 160.00 |
| 64499 | TEMPORARY PAVEMENT MARKING, RAISED MARKERS | EACH | 200.00 | 200.00 |
| 64503 | GEOTEXTILE FABRIC, TYPE DF | S.Y. | 3,800.00 | 3,800.00 |
| 64505 | GEOTEXTILE FABRIC, TYPE R | S.Y. | 15,600.00 | 15,600.00 |
| 64506 | GEOTEXTILE FABRIC, TYPE HR | S.Y. | 530.00 | 530.00 |
| 64601 | SAWING EXISTING PAVEMENT | L.F. | 420.00 | 420.00 |
| 90001 | CONCRETE CURB AND GUTTER, 66-INCH TYPE A, SPECIAL | L.F. | 1,700.00 | 1,700.00 |

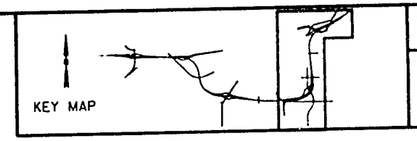
Sheet

| ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 1201-04-72 QUANTITY |
|---|---|---|---|---|
| 90002 | CONCRETE CURB AND GUTTER, 66-INCH TYPE D, SPECIAL | L.F. | 3,700.00 | 3,700.00 |
| 90003 | INTERLOCKING BLOCK RETAINING WALL | S.F. | 2,000.00 | 2,000.00 |
| 90004 | PERMANENT BARRICADES, TYPE III | EACH | 20.00 | 20.00 |
| 90005 | ARCHEOLOGICAL SITE FENCE | L.F. | 1,100.00 | 1,100.00 |
| 90006 | LIMESTONE SCREENING | TON | 400.00 | 400.00 |
| 90007 | SELECTED BORROW EXCAVATION, SPECIAL | C.Y. | 20,500.00 | 20,500.00 |
| 90008 | CATCH BASIN, TYPE 1 | EACH | 3.00 | 3.00 |
| 90009 | SALVAGED WETLAND MULCH | S.Y. | 11,700.00 | 11,700.00 |
| 90010 | ERADICATE EXISTING WETLAND | EACH | 5.00 | 5.00 |
| 90011 | ABANDONMENT OR REMOVAL OF MONITORING WELLS | EACH | 8.00 | 8.00 |
| 90012 | PRAIRIE SEEDING, ZONE 5 | LB. | 720.00 | 720.00 |
| 90013 | WETLAND PLANTINGS, ZONE 4 | EACH | 22,000.00 | 22,000.00 |
| 90014 | WETLAND PLANTINGS, ZONE 3 | EACH | 54,000.00 | 54,000.00 |
| 90015 | WETLAND PLANTINGS, ZONE 2 | EACH | 17,600.00 | 17,600.00 |
| 90016 | WASHED STONE | TON | 610.00 | 610.00 |
| 90017 | LOOP DETECTOR WIRE, SPECIAL | EACH | 23.00 | 23.00 |
| 90018 | MECHANICALLY STABILIZED EARTH RETAINING WALLS | S.F. | 5,125.00 | 5,125.00 |
| 90019 | BACKFILL FOR MECHANICALLY STABILIZED EARTH RETAINING WALL | L.S. | 1.00 | 1.00 |
| 90020 | EXCAVATION FOR MECHANICALLY STABILIZED EARTH RETAINING WALL | L.S. | 1.00 | 1.00 |
| 90021 | WETLAND SEEDING, ZONE 4 | LB. | 60.00 | 60.00 |
| 90022 | OPEN WATER PLANTING ZONE 1 | EACH | 8,600.00 | 8,600.00 |
| 90023 | LOOP DETECTOR CONDUIT, 1-INCH, SPECIAL, CONCRETE PAVEMENT | L.F. | 1,030.00 | 1,030.00 |
| 90024 | LOOP DETECTOR CONDUIT, 1-INCH, SPECIAL, ASPHALTIC PAVEMENT | L.F. | 620.00 | 620.00 |
| 90025 | TEMPORARY REINFORCED CONCRETE HORIZ. ELLIPTICAL CULVERT PIPE, 34X53-INCH | L.F. | 104.00 | 104.00 |

Sheet 3.6

| ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 1201-04-72 QUANTITY |
|---|---|---|---|---|
| 90402 | QUALITY MANAGEMENT PROGRAM, ASPHALTIC MIXTURE | TON | 19,170.00 | 19,170.00 |
| 90545 | CONCRETE COLLAR | EACH | 2.00 | 2.00 |
| 90643 | SAND BAGS | EACH | 1,600.00 | 1,600.00 |
| 90795 | PULL BOXES, 18X36-INCH | EACH | 17.00 | 17.00 |
| 90797 | PULL BOXES, 24X36-INCH | EACH | 37.00 | 37.00 |
| 90799 | JUNCTION BOXES, 8X8X8-INCH | EACH | 14.00 | 14.00 |
| 90872 | LOOP DETECTOR WIRE | L.F. | 3,500.00 | 3,500.00 |
| 90884 | ASPHALTIC RUMBLE STRIPS | S.Y. | 530.00 | 530.00 |
| 90026 | SETTLEMENT GAUGES | EACH | 4.0 | 4.0 |
| 90027 | Clearing Badgermill STR Creek | | 10.0 | 10.0 |
| 90028 | MITIGATION SITE EXCAVATION | C.Y. | 51,100.00 | 51,100.00 |
| 90029 | Flap Gate, 18-INCH | EACH | 2.0 | 2.0 |
| 90030 | Prairie seeding, WET Habitats | ACRE | 3.20 | 3.20 |
| 90031 | Prairie seeding, Dry Habitats | ACRE | 17.50 | 17.50 |
| 90032 | ERADICATE MITIGATION SITE | ACRE | 20.70 | 20.70 |
| 90033 | Interlocking Block Retaining wall, Credit | L.S. | 1.0 | 1.0 |
| 90034 | WEEP HOLES IN BOX CULVERT B-13-~~425~~ 425 | L.S. | 1.0 | 1.0 |

Sheet 3.7




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 3A

# MISCELLANEOUS QUANTITIES

USH 18 | DANE COUNTY

## CLEARING & GRUBBING

| STATION - STATION | LOCATION | CLEARING I.D. | CLEARING STA | GRUBBING I.D. | GRUBBING STA |
|---|---|---|---|---|---|
| 653+00 - 654+00 | USH 18 LT./RT. | | 1 | | 1 |
| 658+00 - 659+00 | USH 18 LT. | | 1 | | 1 |
| 675+00 - 676+00 | USH 18 LT. | | 1 | | 1 |
| 676+00 - 677+00 | USH 18 LT. | | 1 | | 1 |
| 677+00 - 678+00 | USH 18 LT. | | 1 | | 1 |
| 678+00 - 679+00 | USH 18 RT. | | 1 | | 1 |
| 680+00 - 681+00 | USH 18 RT. | | 1 | | 1 |
| 683+00 - 684+00 | USH 18 RT. | | 1 | | 1 |
| 684+00 - 685+00 | USH 18 RT. | | 1 | | 1 |
| 686+00 - 687+00 | USH 18 RT. | | 1 | | 1 |
| 687+00 - 688+00 | USH 18 RT. | | 1 | | 1 |
| 688+00 - 689+00 | USH 18 RT. | | 1 | | 1 |
| 689+00 - 690+00 | USH 18 RT. | | 1 | | 1 |
| 690+00 - 691+00 | USH 18 RT. | | 1 | | 1 |
| 691+00 - 692+00 | USH 18 RT. | | 1 | | 1 |
| 704+00 - 705+00 | USH 18 LT./RT. | | 1 | | 1 |
| 709+00 - 710+00 | USH 18 LT. | | 1 | | 1 |
| 719+00 - 720+00 | USH 18 LT. | | 1 | | 1 |
| 720+00 - 721+00 | USH 18 LT. | | 1 | | 1 |
| 722+00 - 723+00 | USH 18 LT. | 10 | | 10 | |
| 731+00 - 732+00 | USH 18 LT. | | 1 | | 1 |
| 732+00 - 733+00 | USH 18 LT./RT. | | 1 | | 1 |
| 737+00 - 738+00 | USH 18 LT. | | 1 | | 1 |
| 738+00 - 739+00 | USH 18 LT./RT. | | 1 | | 1 |
| 739+00 - 740+00 | USH 18 LT./RT. | | 1 | | 1 |
| 740+00 - 741+00 | USH 18 RT. | | 1 | | 1 |
| 747+00 - 748+00 | USH 18 RT. | | 1 | | 1 |
| 748+00 - 749+00 | USH 18 LT./RT. | | 1 | | 1 |
| 749+00 - 750+00 | USH 18 LT./RT. | | 1 | | 1 |
| 750+00 - 751+00 | USH 18 LT./RT. | | 1 | | 1 |
| 751+00 - 752+00 | USH 18 LT./RT. | | 1 | | 1 |
| 752+00 - 753+00 | USH 18 LT./RT. | | 1 | | 1 |
| 753+00 - 754+00 | USH 18 LT./RT. | | 1 | | 1 |
| 754+00 - 755+00 | USH 18 LT./RT. | | 1 | | 1 |
| 755+00 - 756+00 | USH 18 RT. | | 1 | | 1 |
| 756+00 - 757+00 | USH 18 RT. | | 1 | | 1 |
| 757+00 - 758+00 | USH 18 RT. | | 1 | | 1 |
| 758+00 - 759+00 | USH 18 LT./RT. | | 1 | | 1 |
| 759+00 - 760+00 | USH 18 LT./RT. | | 1 | | 1 |
| 760+00 - 761+00 | USH 18 LT./RT. | | 1 | | 1 |
| 761+00 - 765+00 | USH 18 LT./RT. | | 1 | | 1 |
| 762+00 - 763+00 | USH 18 RT. | | 1 | | 1 |
| 763+00 - 764+00 | USH 18 RT. | | 1 | | 1 |
| 764+00 - 765+00 | USH 18 RT. | | 1 | | 1 |
| 765+00 - 766+00 | USH 18 RT. | | 1 | | 1 |
| 766+00 - 767+00 | USH 18 LT./RT. | | 1 | | 1 |
| 767+00 - 768+00 | USH 18 RT. | | 1 | | 1 |
| 768+00 - 769+00 | USH 18 RT. | | 1 | | 1 |
| 769+00 - 770+00 | USH 18 RT. | | 1 | | 1 |
| 770+00 - 771+00 | USH 18 RT. | | 1 | | 1 |
| 772+00 - 773+00 | USH 18 RT. | | 1 | | 1 |
| 773+00 - 774+00 | USH 18 RT. | | 1 | | 1 |
| 774+00 - 775+00 | USH 18 RT. | | 1 | | 1 |
| 775+00 - 776+00 | USH 18 RT. | | 1 | | 1 |
| 776+00 - 777+00 | USH 18 RT. | | 1 | | 1 |
| 777+00 - 778+00 | USH 18 RT. | | 1 | | 1 |
| 778+00 - 779+00 | USH 18 RT. | | 1 | | 1 |
| 779+00 - 780+00 | USH 18 RT. | | 1 | | 1 |
| 116'PB'+00 - 117'PB'+00 | CTH PB LT. | | 1 | | 1 |
| 117'PB'+00 - 118'PB'+00 | CTH PB LT. | | 1 | | 1 |
| 118'PB'+00 - 119'PB'+00 | CTH PB LT. | | 1 | | 1 |
| 132'PB'+00 - 133'PB'+00 | CTH PB LT. | | 1 | | 1 |
| 133'PB'+00 - 134'PB'+00 | CTH PB LT. | | 1 | | 1 |
| 134'PB'+00 - 135'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 135'PB'+00 - 136'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 136'PB'+00 - 137'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 138'PB'+00 - 139'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 139'PB'+00 - 140'PB'+00 | CTH PB RT. | 11 | | 11 | |
| 140'PB'+00 - 141'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 141'PB'+00 - 142'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 143'PB'+00 - 144'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 145'PB'+00 - 146'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 156'PB'+00 - 157'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 159'PB'+00 - 160'PB'+00 | CTH PB LT. | | 1 | | 1 |
| 177'PB'+00 - 178'PB'+00 | CTH PB LT. | | 1 | | 1 |
| 180'PB'+00 - 181'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 181'PB'+00 - 182'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 182'PB'+00 - 183'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 183'PB'+00 - 184'PB'+00 | CTH PB RT. | | 1 | | 1 |
| 184'PB'+00 - 185'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 185'PB'+00 - 186'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 187'PB'+00 - 188'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 188'PB'+00 - 189'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 189'PB'+00 - 190'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 190'PB'+00 - 191'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 191'PB'+00 - 192'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 192'PB'+00 - 193'PB'+00 | CTH PB LT./RT. | | 1 | | 1 |
| 16'W'+00 - 17'W'+00 | WHALEN RD. LT. | | 1 | | 1 |
| 17'W'+00 - 18'W'+00 | WHALEN RD. LT. | | 1 | | 1 |
| 22'W'+00 - 23'W'+00 | WHALEN RD. LT./RT. | | 1 | | 1 |
| 23'W'+00 - 24'W'+00 | WHALEN RD. LT./RT. | | 1 | | 1 |
| 24'W'+00 - 25'W'+00 | WHALEN RD. LT./RT. | | 1 | | 1 |
| - - - - - - - - | MITIGATION SITE | | 19 | | 19 |
| | TOTAL | 21 | 109 | 21 | 109 |

## REMOVING OLD CULVERTS

| STATION | LOCATION | EACH | L.S. | DESCRIPTION |
|---|---|---|---|---|
| 132'PB'+88 | CTH PB | 1 | - | 28' X 18" CMCP |
| 134'PB'+66 | CTH PB | 1 | - | 70' X 36" CMCP |
| 135'PB'+25 | CTH PB | 2 | - | 112' X 66" CMCP |
| 139'PB'+25 | CTH PB | 1 | - | 28' X 24" CMCP |
| 142'PB'+05 | CTH PB | 1 | - | 28' X 24" CMCP |
| 148'PB'+48 | CTH PB | 1 | - | 26' X 18" CMCP |
| 175'PB'+00 | CTH PB | 2 | - | 95' X 36" CMCP |
| 177'PB'+25 | CTH PB | 1 | - | 25' X 18" CMCP |
| 183'PB'+38 | CTH PB | 1 | - | 25' X 18" CMCP |
| 187'PB'+75 | CTH PB | 1 | - | 30' X 18" CMCP |
| 14'W'+60 | WHALEN RD. | 1 | - | 36' X 24" CMCP |
| 17'W'+80 | WHALEN RD. | 1 | - | 28' X 18" CMCP |
| 22'W'+00 | WHALEN RD. | 1 | - | 30' X 15" CMCP |
| 19'G'+40 | GRANDVIEW RD. | - | 1 | 30' X 14' X 25' BOX CULVERT |
| | TOTAL | 15 | 1 | |

## REMOVING FENCE

| STATION - STATION | LOCATION | LENGTH L.F. |
|---|---|---|
| 653+70 | USH 18 RT. & LT. | 450 |
| 673+30 | USH 18 RT. & LT | 960 |
| 675+40 | USH 18 RT. & LT | 1,250 |
| 678+00 | USH 18 RT. & LT | 490 |
| 683+50 | USH 18 RT. & LT | 660 |
| 683+50 - 691+00 | USH 18 RT. | 750 |
| 732+50 | USH 18 RT. & LT | 470 |
| 739+10 | USH 18 RT. & LT | 510 |
| 745+30 | USH 18 RT. & LT | 410 |
| 746+00 - 752+00 | USH 18 LT. | 4,300 |
| 751+00 | USH 18 RT. & LT. | 750 |
| 133'PB'+00 - 135'PB'+00 | CTH PB LT. | 240 |
| 136'PB'+00 - 148'PB'+70 | CTH PB RT. & LT. | 2,540 |
| 175'PB'+50 | CTH PB RT. | 1,100 |
| 175'PB'+50 - 186'PB'+00 | CTH PB LT. | 950 |
| 29'M'+00 - 38'M'+00 | CTH M LT. | 920 |
| 53'M'+00 - 56'M'+00 | CTH M RT. & LT. | 600 |
| 16'W'+50 - 24'W'+00 | WHALEN RD. LT. | 750 |
| 16'W'+50 - 22'W'+00 | WHALEN RD. RT. | 550 |
| 25'W'+40 - 26'W'+40 | WHALEN RD. RT. | 100 |
| 18'G'+00 - 25'G'+00 | GRANDVIEW RD. LT. | 730 |
| 18'MR'+00 | MRRT RT. & LT. | 1,220 |
| 19'MRRT'+00 - 26'MRRT'+00 | MRRT RT. | 700 |
| 22'MRRT'+30 - 28'MRRT'+30 | MRRT LT. | 600 |
| | MITIGATION SITE | 2000 |
| | TOTAL | 22,000 |

59.60

5/

LEVELS ON -

FILE NAME: HDGN: 73300.DGN

| REVISION | DATE | REMARK |
|---|---|---|
| ADDENDA 2 | 3-8-94 | REVISED EARTHWORK |

KEY MAP

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 38

# MISCELLANEOUS QUANTITIES

USH 18 DANE COUNTY

## EARTHWORK SUMMARY

| STATION - STATION | LOCATION | FILL C.Y. | SELECTED BORROW EXCAVATION, SPECIAL C.Y. | ROCK EXCAVATION C.Y. | MARSH EXCAVATION C.Y. | COMMON EXCAVATION C.Y. | (WASTE)* OR BORROW C.Y. |
|---|---|---|---|---|---|---|---|
| 648+00 - 673+00 | USH 18 | 0 | 0 | 0 | 0 | 557,000 | (557,000) |
| 673+00 - 700+00 | USH 18 | 258,000 | 0 | 0 | 0 | 122,000 | 200,500 |
| 700+00 - 720+00 | USH 18 | 108,000 | 0 | 0 | 0 | 52,000 | 83,000 |
| 700+00 - 720+00 | USH 18 [ EMBANKMENT OVERBUILD ] | 8,000 | 0 | 0 | 0 | 0 | 10,000 |
| 720+00 - 744+00 | USH 18 | 425,000 | 15,500 | 0 | 17,500 | 2,000 | 505,000 |
| 720+00 - 744+00 | USH 18 [ EMBANKMENT OVERBUILD ] | 30,000 | 0 | 0 | 0 | 0 | 37,500 |
| 744+00 - 746+00 | USH 18 [ EMBANKMENT OVERBUILD ** BRIDGE OVERBUILD | 42,000 | 0 | 0 | 0 | 18,000 | 34,500 |
| 746+00 - 765+00 | USH 18 | 104,000 | 5,000 | 22,500 | 5,500 | 136,500 | (46,594) |
| 744+00 - 765+00 | USH 18 [ EMBANKMENT OVERBUILD ] | 8,000 | 0 | 0 | 0 | 0 | 10,000 |
| 648+00 - 765+00 | USH 18 [ EBS EXCAVATION ] | 0 | 0 | 0 | 0 | 60,000 | (60,000) |
| 663+00 - 676+00 | RAMP PB-1 | 0 | 0 | 0 | 0 | 243,500 | (243,500) |
| 661+00 - 677+00 | RAMP PB-2 | 0 | 0 | 0 | 0 | 134,500 | (134,500) |
| 675+00 - 687+00 | RAMP PB-3 | 86,000 | 0 | 0 | 0 | 8,500 | 99,000 |
| 680+25 - 688+00 | RAMP PB-4 | 20,000 | 0 | 0 | 0 | 21,000 | 4,000 |
| 738+50 - 761+00 | RAMP E-1 | 14,000 | 0 | 3,000 | 0 | 46,000 | (32,813) |
| 742+00 - 758+00 | RAMP E-2 | 14,000 | 0 | 7,500 | 0 | 58,500 | (51,781) |
| 111+00 - 108+00 | CTH PB EAST DITCH | 0 | 0 | 0 | 0 | 2,500 | (2,500) |
| 113+00 - 144+00 | CTH PB | 4,500 | 0 | 0 | 0 | 84,500 | (78,875) |
| 144+00 - 155+00 | CTH PB | 1,000 | 0 | 0 | 0 | 151,000 | (149,750) |
| 155+00 - 180+00 | CTH PB | 44,500 | 0 | 0 | 0 | 6,500 | 49,125 |
| 180+00 - 193+00 | CTH PB | 9,500 | 0 | 0 | 0 | 8,500 | 3,375 |
| 18+00 - 25+00 | CTH PB | 500 | 0 | 0 | 0 | 2,000 | (1,375) |
| 13+00 - 27+00 | GRANDVIEW ROAD | 1,500 | 0 | 0 | 0 | 6,000 | (4,125) |
| 51+00 - 56+50 | WHALEN ROAD | 500 | 0 | 0 | 0 | 500 | 125 |
| 3+00 - 25+00 | CTH M | 15,500 | 0 | 0 | 0 | 12,000 | 7,375 |
| 152+00 - 156+00 | MILITARY RIDGE RECREATION TRAIL | 2,000 | 0 | 0 | 0 | 500 | 2,000 |
| 111+00 - 125+00 | CTH M TEMPORARY ROAD | 3,000 | 0 | 0 | 0 | 1,000 | 2,750 |
| 232+00 - 254+00 | CTH PB TAPER TEMPORARY ROAD | 7,000 | 0 | 0 | 0 | 13,000 | (4,250) |
| 270+00 - 291+00 | CTH PB NORTH TEMPORARY ROAD | ~~22,500~~ | 3,000 | 0 | 0 | ~~8,000~~ 0 | ~~19,125~~ 3,750 |
| 718+00 - 723+00 | CTH PB SOUTH TEMPORARY ROAD | 2,000 | 0 | 0 | 0 | 500 | 2,000 |
| | SLOTTEN DRIVEWAY | 3,500 | 0 | 0 | 0 | 0 | 4,375 |
| | BLACKHAWK DRIVEWAY | 3,000 | 0 | 0 | 0 | 417,000 0 | 3,750 328,750 |
| | KOCH DRIVEWAY | ~~170,000~~ | 263,000 | 0 | 0 | ~~140,000~~ 0 | ~~212,500~~ ~~430,625~~ (403,875) |
| | EARTHEN BERM | ~~1,500~~ | 10,500 | 0 | 0 | 0 | 50,000 |
| | MITIGATION SITE | 40,000 | 0 | 0 | 0 | 2,165,000 | ~~1457,000~~ (330,063) |
| | EAST INTERCHANGE STOCKPILE | | | | | ~~2,197,000~~ | |
| | TOTALS = | ~~1,455,000~~ | 1,531,500 | 20,500 | 33,000 | 23,000 | |

* WASTE/BORROW = [FILL - (1.15*ROCK)]*1.25 - (0.5*MARSH) - COMMON EXCAVATION - SELECTED BORROW EXCAVATION, SPECIAL

** CONSTRUCT EMBANKMENT BETWEEN PROPOSED ABUTMENTS FOR B-13-417 AND B-13-418 TO AID IN CONSOLIDATION. REMOVE EMBANKMENT PRIOR TO RAMP AND BRIDGE CONSTRUCTION.

NOTE: ALL EXCAVATIONS ARE RAW NUMBERS, (EXPANSION FACTOR = 1.00). IT IS ONLY WHEN THE EXCAVATIONS ARE TO BE REUSED, THAT THE EXPANSION FACTOR COMES INTO EFFECT.

## OBLITERATING OLD ROAD

| STATION - STATION | LOCATION | NO. STA. |
|---|---|---|
| 158'PB'+00 - 160'PB'+50 | CTH PB RT. | 3 |
| 164'PB'+00 - 176'PB'+00 | CTH PB RT. | 10 |
| | TOTAL | 13 |

## REMOVING SEPTIC TANK

| LOCATION | EACH |
|---|---|
| PARCEL 37 | 1 |
| TOTAL | 1 |

## ABANDONING WELLS

| LOCATION | EACH |
|---|---|
| PARCEL 37 | 1 |
| PARCEL 51 | 1 |
| TOTAL | 2 |

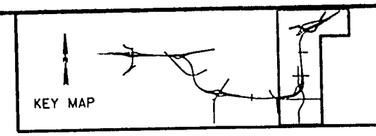
PLOT SCALE: 1=5'

PLOT NAME: 72300.DGN

REV. DATE: MEAN =

LEVELS ON

FILE NAME: HDGN: 72300.DGN




STATE PROJECT NUMBER 1201-04-72 | SHEET 38

# MISCELLANEOUS QUANTITIES

USH 18 | DANE COUNTY

## EARTHWORK SUMMARY

| STATION - STATION | LOCATION | FILL C.Y. | SELECTED BORROW EXCAVATION, SPECIAL C.Y. | ROCK EXCAVATION C.Y. | MARSH EXCAVATION C.Y. | COMMON EXCAVATION C.Y. | (WASTE)* OR BORROW C.Y. |
|---|---|---|---|---|---|---|---|
| 648+00 - 673+00 | USH 18 | 0 | 0 | 0 | 0 | 557,000 | (557,000) |
| 673+00 - 700+00 | USH 18 | 258,000 | 0 | 0 | 0 | 122,000 | 200,500 |
| 700+00 - 720+00 | USH 18 | 108,000 | 0 | 0 | 0 | 52,000 | 83,000 |
| 700+00 - 720+00 | USH 18 [ EMBANKMENT OVERBUILD ] | 8,000 | 0 | 0 | 0 | 0 | 10,000 |
| 720+00 - 744+00 | USH 18 | 425,000 | 15,500 | 0 | 17,500 | 2,000 | 505,000 |
| 720+00 - 744+00 | USH 18 [ EMBANKMENT OVERBUILD ] | 30,000 | 0 | 0 | 0 | 0 | 37,500 |
| 744+00 - 746+00 | USH 18 [ EMBANKMENT OVERBUILD ] BRIDGE OVERBUILD ** | 42,000 | 0 | 0 | 0 | 18,000 | 34,500 |
| 746+00 - 765+00 | USH 18 | 104,000 | 5,000 | 22,500 | 5,500 | 136,500 | (46,594) |
| 744+00 - 765+00 | USH 18 [ EMBANKMENT OVERBUILD ] | 8,000 | 0 | 0 | 0 | 0 | 10,000 |
| 648+00 - 765+00 | USH 18 [ EBS EXCAVATION ] | 0 | 0 | 0 | 0 | 60,000 | (60,000) |
| 663+00 - 676+00 | RAMP PB-1 | 0 | 0 | 0 | 0 | 243,500 | (243,500) |
| 661+00 - 677+00 | RAMP PB-2 | 0 | 0 | 0 | 0 | 134,500 | (134,500) |
| 675+00 - 687+00 | RAMP PB-3 | 86,000 | 0 | 0 | 0 | 8,500 | 99,000 |
| 680+25 - 688+00 | RAMP PB-4 | 20,000 | 0 | 0 | 0 | 21,000 | 4,000 |
| 738+50 - 761+00 | RAMP E-1 | 14,000 | 0 | 3,000 | 0 | 46,000 | (32,813) |
| 742+00 - 758+00 | RAMP E-2 | 14,000 | 0 | 7,500 | 0 | 58,500 | (51,781) |
| 111+00 - 108+00 | CTH PB EAST DITCH | 0 | 0 | 0 | 0 | 2,500 | (2,500) |
| 113+00 - 144+00 | CTH PB | 4,500 | 0 | 0 | 0 | 84,500 | (78,875) |
| 144+00 - 155+00 | CTH PB | 1,000 | 0 | 0 | 0 | 151,000 | (149,750) |
| 155+00 - 180+00 | CTH PB | 44,500 | 0 | 0 | 0 | 6,500 | 49,125 |
| 180+00 - 193+00 | CTH PB | 9,500 | 0 | 0 | 0 | 8,500 | 3,375 |
| 18+00 - 25+00 | GRANDVIEW ROAD | 500 | 0 | 0 | 0 | 2,000 | (1,375) |
| 13+00 - 27+00 | WHALEN ROAD | 1,500 | 0 | 0 | 0 | 6,000 | (4,125) |
| 51+00 - 56+50 | CTH M | 500 | 0 | 0 | 0 | 500 | 125 |
| 3+00 - 25+00 | MILITARY RIDGE RECREATION TRAIL | 15,500 | 0 | 0 | 0 | 12,000 | 7,375 |
| 152+00 - 156+00 | CTH M TEMPORARY ROAD | 2,000 | 0 | 0 | 0 | 500 | 2,000 |
| 111+00 - 125+00 | CTH PB TAPER TEMPORARY ROAD | 3,000 | 0 | 0 | 0 | 1,000 | 2,750 |
| 232+00 - 254+00 | CTH PB NORTH TEMPORARY ROAD | 7,000 | 0 | 0 | 0 | 13,000 | (4,250) |
| 270+00 - 291+00 | CTH PB SOUTH TEMPORARY ROAD | 22,500 | 0 | 0 | 0 | 9,000 | 19,125 |
| 718+00 - 723+00 | SLOTTEN DRIVEWAY | 2,000 | 0 | 0 | 0 | 500 | 2,000 |
| - | BLACKHAWK DRIVEWAY | 3,500 | 0 | 0 | 0 | 0 | 4,375 |
| - | KOCH DRIVEWAY | 3,000 | 0 | 0 | 0 | 0 | 3,750 |
| - | EARTHEN BERM | 170,000 | 0 | 0 | 0 | 0 | 212,500 |
| - | MITIGATION SITE | 7,500 | 0 | 0 | 0 | 440,000 | (430,625) |
| - | EAST INTERCHANGE STOCKPILE | 40,000 | 0 | 0 | 0 | 0 | 50,000 |
| | TOTALS = | 1,455,000 | 20,500 | 33,000 | 23,000 | 2,197,000 | (457,688) |

* WASTE/BORROW = [FILL - (1.15*ROCK)]*1.25 - (0.5*MARSH) - COMMON EXCAVATION - SELECTED BORROW EXCAVATION, SPECIAL

** CONSTRUCT EMBANKMENT BETWEEN PROPOSED ABUTMENTS FOR B-13-417 AND B-13-418 TO AID IN CONSOLIDATION. REMOVE EMBANKMENT PRIOR TO RAMP AND BRIDGE CONSTRUCTION.

NOTE: ALL EXCAVATIONS ARE RAW NUMBERS, (EXPANSION FACTOR = 1.00). IT IS ONLY WHEN THE EXCAVATIONS ARE TO BE REUSED, THAT THE EXPANSION FACTOR COMES INTO EFFECT.

## OBLITERATING OLD ROAD

| STATION - STATION | LOCATION | NO. STA. |
|---|---|---|
| 158'PB'+00 - 160'PB'+50 | CTH PB RT. | 3 |
| 164'PB'+00 - 176'PB'+00 | CTH PB RT. | 10 |
| | TOTAL | 13 |

## REMOVING SEPTIC TANK

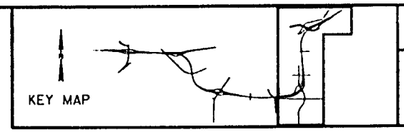
| LOCATION | EACH |
|---|---|
| PARCEL 37 | 1 |
| TOTAL | 1 |

## ABANDONING WELLS

| LOCATION | EACH |
|---|---|
| PARCEL 37 | 1 |
| PARCEL 51 | 1 |
| TOTAL | 2 |

PLOT NAME: 72300.DGN PLOT SCALE: 1"=5' REV. DATES: LEVELS ON

FILE NAME: HDGN: 72300.DGN




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 3C

# MISCELLANEOUS QUANTITIES

USH 18 DANE COUNTY

## CRUSHED AGGREGATE BASE COURSE

| STATION - STATION | LOCATION | BASE TON |
|---|---|---|
| 648+00 - 765+00 | USH 18 EB | 24,600 |
| 648+00 - 763+00 | USH 18 WB | 24,100 |
| 717+73 - 722+55 | USH 18 EB RT. (DRIVEWAY) | 750 |
| 647'PB-1'+74- 677'PB-1'+16 | RAMP PB-1 | 4,000 |
| 649'PB-2'+00- 676'PB-2'+83 | RAMP PB-2 | 4,640 |
| 674'PB-3'+40- 698'PB-3'+00 | RAMP PB-3 | 3,230 |
| 679'PB-4'+50- 692'PB-4'+00 | RAMP PB-4 | 2,610 |
| 738'E-1'+50 - 773'E-1'+75 | RAMP E-1 | 4,960 |
| 742'E-2'+00 - 769'E-2'+25 | RAMP E-2 | 4,050 |
| 113'PB'+00 - 193'PB'+00 | CTH PB | 62,980 |
| 172'PB'+33 | CTH PB RT. | 275 |
| 178'PB'+00 | CTH PB RT. | 275 |
| 187'PB'+80 | CTH PB RT. | 60 |
| 51'M'+00 - 56'M'+50 | CTH M | 5,000 |
| 47'M'+90 | CTH M LT. | 220 |
| 13'W'+00 - 27'W'+00 | WHALEN ROAD | 7,410 |
| 17'G'+33 - 25'G'+00 | GRANDVIEW ROAD | 3,660 |
| 3'MR'+00 - 26'MR'+00 | MILITARY RIDGE REC. TRAIL | 1,320 |
| 111'T'+93 - 123'T'+00 | TEMPORARY ROAD | 2,650 |
| 233'T'+14 - 255'T'+00 | TEMPORARY ROAD | 6,500 |
| 272'T'+50 - 291'T'+00 | TEMPORARY ROAD | 6,210 |
| - - - - - - | DRIVEWAYS | 500 |
| | TOTAL | 170,00 |

## WASHED STONE

| STATION | LOCATION | | TON |
|---|---|---|---|
| 730 + 75 | USH 18 C-13-117 | DIVERSION CHANNEL | 250 |
| 738 + 32 | USH 18 B-13-425 | DIVERSION CHANNEL | 360 |
| | | TOTAL | 610 |

## ASPHALTIC CONCRETE PAVEMENT

| STATION - STATION | LOCATION | ASPHALTIC CONCRETE PAVEMENT TYPE MV TON | ASPHALTIC CONCRETE PAVEMENT TYPE LV TON | ASPHALTIC MATERIAL FOR TACK COAT GAL.* | ASPHALTIC MATERIAL FOR PLANT MIX TON |
|---|---|---|---|---|---|
| 675+84 - 676+80 | RAMP "PB-1" | | 12 | | 1 |
| 674+97 - 676+70 | RAMP "PB-2" | | 28 | | 2 |
| 674+75 - 676+00 | RAMP "PB-3" | | 19 | | 1 |
| 680+00 - 681+65 | RAMP "PB-4" | | 51 | | 3 |
| 113+00 - 143+96 | CTH PB | 5,550 | | 644 | 367 |
| 133+45 - 134+65 | CTH PB (MEDIAN) | | 30 | | 2 |
| 135+85 - 137+10 | CTH PB (MEDIAN) | | 30 | | 2 |
| 145+90 | CTH PB (MEDIAN) | | 1 | | 0 |
| 146+80 - 148+00 | CTH PB (MEDIAN) | | 33 | | 2 |
| 151+15 - 152+40 | CTH PB (MEDIAN) | | 33 | | 2 |
| 153+35 | CTH PB (MEDIAN) | | 1 | | 0 |
| 155+16 - 193+00 | CTH PB | 7,460 | | 785 | 463 |
| 161+20 - 162+45 | CTH PB (MEDIAN) | | 33 | | 2 |
| 163+20 - 164+45 | CTH PB (MEDIAN) | | 33 | | 2 |
| 172+33 | CTH PB (MEDIAN) | 10 | | 1 | 1 |
| 178+00 | CTH PB (MEDIAN) | 10 | | 1 | 1 |
| 51+50 - 55+79 | CTH M | 760 | | 59 | 46 |
| 13+00 - 27+00 | WHALEN ROAD | | 931 | 110 | 56 |
| 17+33 - 25+00 | GRANDVIEW ROAD | | 585 | 70 | 35 |
| 111+93 - 123+00 | TEMPORARY ROAD | 655 | | 60 | 39 |
| 233+14 - 255+00 | TEMPORARY ROAD | 1,575 | | 146 | 95 |
| 272+50 - 291+00 | TEMPORARY ROAD | 1,330 | | 123 | 80 |
| | TOTAL | 17,350 | 1,820 | 2,000 | 1,200 |

* - APPLICATION RATE ASSUMED AT 0.025 GAL./S.Y.

## CONCRETE PAVEMENT, 9 INCH (DOWELED)

| STATION - STATION | LOCATION | S.Y. |
|---|---|---|
| 675+84 - 677+19 | RAMP "PB-1" | 335 |
| 674+97 - 676+86 | RAMP "PB-2" | 710 |
| 674+35 - 676+00 | RAMP "PB-3" | 455 |
| 679+54 - 681+65 | RAMP "PB-4" | 1,130 |
| 143+96 - 155+16 | CTH PB | 4,120 |
| | TOTAL | 6,750 |

## ASPHALTIC PAVEMENT RUMBLE STRIPS

| STATION | LOCATION | S.Y. |
|---|---|---|
| 45'M'+62 | CTH M 'EB' | 33 |
| 46'M'+88 | CTH M 'EB' | 33 |
| 49'M'+13 | CTH M 'EB' | 33 |
| 58'M'+13 | CTH M 'WB' | 33 |
| 60'M'+82 | CTH M 'WB' | 34 |
| 62'M'+08 | CTH M 'WB' | 34 |
| 156'PB'+50 | CTH PB 'SB' | 66 |
| 158'PB'+50 | CTH PB 'SB' | 66 |
| 167'PB'+32 | CTH PB 'NB' | 66 |
| 169'PB'+57 | CTH PB 'NB' | 66 |
| 170'PB'+87 | CTH PB 'NB' | 66 |
| | TOTAL | 530 |

## CONCRETE CURB & GUTTER, 30-INCH, TYPE A

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 676+80 - 677+19 | RAMP "PB-1" | 95 |
| 676+37 - 676+86 | RAMP "PB-2" | 300 |
| 674+35 - 675+00 | RAMP "PB-3" | 110 |
| 679+54 - 680+20 | RAMP "PB-4" | 335 |
| 143+96 - 145+96 | CTH PB, MEDIAN | 410 |
| 146+75 - 152+45 | CTH PB, MEDIAN | 1,170 |
| 153+25 - 155+16 | CTH PB, MEDIAN | 380 |
| | TOTAL | 2,800 |

## CONCRETE CURB & GUTTER, 30-INCH, TYPE D

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 119+70 - 134+65 | CTH PB, MEDIAN | 3,000 |
| 135+85 - 143+96 | CTH PB, MEDIAN | 1,630 |
| 155+16 - 162+45 | CTH PB, MEDIAN | 1,460 |
| 163+15 - 186+60 | CTH PB, MEDIAN | 4,770 |
| 53+10 - 53+40 | CTH M, RT | 70 |
| 54+30 - 54+55 | CTH M, LT | 70 |
| | TOTAL | 11,000 |

## CONCRETE CURB & GUTTER, 66-INCH, TYPE A, SPECIAL

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 143'PB'+96 - 145'PB'+94 | CTH PB, OUTSIDE, RT. | 200 |
| 146'PB'+14 - 152'PB'+70 | CTH PB, OUTSIDE, LT. | 660 |
| 146'PB'+57 - 153'PB'+24 | CTH PB, OUTSIDE, RT. | 670 |
| 153'PB'+48 - 155'PB'+16 | CTH PB, OUTSIDE, LT. | 170 |
| | TOTAL | 1700 |

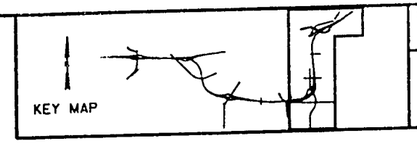
## CONCRETE CURB & GUTTER, 66-INCH, TYPE D, SPECIAL

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 135'PB'+88 - 143'PB'+96 | CTH PB, OUTSIDE, LT. | 811 |
| 135'PB'+90 - 143'PB'+96 | CTH PB, OUTSIDE, RT. | 805 |
| 155'PB'+16 - 160'PB'+85 | CTH PB, OUTSIDE, LT. | 569 |
| 155'PB'+16 - 162'PB'+08 | CTH PB, OUTSIDE, RT. | 692 |
| 134'PB'+34 - 14'W'+45 | CTH PB AND WHALEN RD., NW | 98 |
| 14'W'+74 - 135'PB'+90 | CTH PB AND WHALEN RD., SW | 76 |
| 134'PB'+55 - 16'W'+34 | CTH PB AND WHALEN RD., NE | 76 |
| 16'W'+32 - 135'PB'+88 | CTH PB AND WHALEN RD., SE | [illegible] |
| 160'PB'+85 - 54'W'+97 | CTH PB AND CTH M, NE | [illegible] |
| 54'W'+77 - 163'PB'+40 | CTH PB AND CTH M, SE | [illegible] |
| 52'W'+63 - 163'PB'+97 | CTH PB AND CTH M, SW | 122 |
| 162'PB'+08 - 52'W'+89 | CTH PB AND CTH M, NW | 24 |
| | TOTAL | [illegible] |

59.60, 5L

LEVELS ON -

FILE NAME: HDGN:72300.DGN




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 3C

# MISCELLANEOUS QUANTITIES

USH 18 | DANE COUNTY

## CRUSHED AGGREGATE BASE COURSE

| STATION - STATION | LOCATION | BASE TON |
|---|---|---|
| 648+00 - 765+00 | USH 18 EB | 24,600 |
| 648+00 - 763+00 | USH 18 WB | 24,100 |
| 717+73 - 722+55 | USH 18 EB RT. (DRIVEWAY) | 750 |
| 647'PB-1'+74 - 677'PB-1'+16 | RAMP PB-1 | 4,000 |
| 649'PB-2'+00 - 676'PB-2'+83 | RAMP PB-2 | 4,640 |
| 674'PB-3'+40 - 698'PB-3'+00 | RAMP PB-3 | 3,230 |
| 679'PB-4'+50 - 692'PB-4'+00 | RAMP PB-4 | 2,610 |
| 738'E-1'+50 - 773'E-1'+75 | RAMP E-1 | 4,960 |
| 742'E-2'+00 - 769'E-2'+25 | RAMP E-2 | 4,050 |
| 113'PB'+00 - 193'PB'+00 | CTH PB | 62,980 |
| 172'PB'+33 | CTH PB RT. | 275 |
| 178'PB'+00 | CTH PB RT. | 275 |
| 187'PB'+80 | CTH PB RT. | 60 |
| 51'M'+00 - 56'M'+50 | CTH M | 5,000 |
| 47'M'+90 | CTH M LT. | 220 |
| 13'W'+00 - 27'W'+00 | WHALEN ROAD | 7,410 |
| 17'G'+33 - 25'G'+00 | GRANDVIEW ROAD | 3,660 |
| 3'MR'+00 - 26'MR'+00 | MILITARY RIDGE REC. TRAIL | 1,320 |
| 111'T'+93 - 123'T'+00 | TEMPORARY ROAD | 2,650 |
| 233'T'+14 - 255'T'+00 | TEMPORARY ROAD | 6,500 |
| 272'T'+50 - 291'T'+00 | TEMPORARY ROAD | 6,210 |
| | DRIVEWAYS | 500 |
| | TOTAL | 170,00 |

## WASHED STONE

| STATION | LOCATION | TON |
|---|---|---|
| 730 + 75 | USH 18 C-13-117 DIVERSION CHANNEL | 250 |
| 738 + 32 | USH 18 B-13-425 DIVERSION CHANNEL | 360 |
| | TOTAL | 610 |

## ASPHALTIC CONCRETE PAVEMENT

| STATION - STATION | LOCATION | ASPHALTIC CONCRETE PAVEMENT TYPE MV TON | ASPHALTIC CONCRETE PAVEMENT TYPE LV TON | ASPHALTIC MATERIAL FOR TACK COAT GAL.* | ASPHALTIC MATERIAL FOR PLANT MIX TON |
|---|---|---|---|---|---|
| 675+84 - 676+80 | RAMP "PB-1" | | 12 | | 1 |
| 674+97 - 676+70 | RAMP "PB-2" | | 28 | | 2 |
| 674+75 - 676+00 | RAMP "PB-3" | | 19 | | 1 |
| 680+00 - 681+65 | RAMP "PB-4" | | 51 | | 3 |
| 113+00 - 143+96 | CTH PB | 5,550 | | 644 | 367 |
| 133+45 - 134+65 | CTH PB (MEDIAN) | | 30 | | 2 |
| 135+85 - 137+10 | CTH PB (MEDIAN) | | 30 | | 2 |
| 145+90 | CTH PB (MEDIAN) | | 1 | | 0 |
| 146+80 - 148+00 | CTH PB (MEDIAN) | | 33 | | 2 |
| 151+15 - 152+40 | CTH PB (MEDIAN) | | 33 | | 2 |
| 153+35 | CTH PB (MEDIAN) | | 1 | | 0 |
| 155+16 - 193+00 | CTH PB | 7,460 | | 785 | 463 |
| 161+20 - 162+45 | CTH PB (MEDIAN) | | 33 | | 2 |
| 163+20 - 164+45 | CTH PB (MEDIAN) | | 33 | | 2 |
| 172+33 | CTH PB (MEDIAN) | 10 | | 1 | 1 |
| 178+00 | CTH PB (MEDIAN) | 10 | | 1 | 1 |
| 51+50 - 55+79 | CTH M | 760 | | 59 | 46 |
| 13+00 - 27+00 | WHALEN ROAD | | 931 | 110 | 56 |
| 17+33 - 25+00 | GRANDVIEW ROAD | | 585 | 70 | 35 |
| 111+93 - 123+00 | TEMPORARY ROAD | 655 | | 60 | 39 |
| 233+14 - 255+00 | TEMPORARY ROAD | 1,575 | | 146 | 95 |
| 272+50 - 291+00 | TEMPORARY ROAD | 1,330 | | 123 | 80 |
| | TOTAL | 17,350 | 1,820 | 2,000 | 1,200 |

* - APPLICATION RATE ASSUMED AT 0.025 GAL./S.Y.

## CONCRETE PAVEMENT, 9 INCH (DOWELED) ▲

| STATION - STATION | LOCATION | S.Y. | |
|---|---|---|---|
| 675+84 - 677+19 | RAMP "PB-1" | 335 | |
| 674+97 - 676+86 | RAMP "PB-2" | 710 | |
| 674+35 - 676+00 | RAMP "PB-3" | 455 | |
| 679+54 - 681+65 | RAMP "PB-4" | 1,130 | |
| 143+96 - 155+16 | CTH PB | ~~4,120~~ | 7,120 |
| | TOTAL | ~~6,750~~ | 9,750 |

## CONCRETE CURB & GUTTER, 36-INCH, TYPE D

▲ ADDED ITEM

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 190+00 - 193+00 | CTH "PB", OUTSIDE, LT. & RT. | 600 |
| 17+40 - 18+00 | GRANDVIEW ROAD, LT. & RT. | 120 |
| | TOTAL | 720 |

## ASPHALTIC PAVEMENT RUMBLE STRIPS

| STATION | LOCATION | S.Y. |
|---|---|---|
| 45'M'+62 | CTH M 'EB' | 33 |
| 46'M'+88 | CTH M 'EB' | 33 |
| 49'M'+13 | CTH M 'EB' | 33 |
| 58'M'+13 | CTH M 'WB' | 33 |
| 60'M'+82 | CTH M 'WB' | 34 |
| 62'M'+08 | CTH M 'WB' | 34 |
| 156'PB'+50 | CTH PB 'SB' | 66 |
| 158'PB'+50 | CTH PB 'SB' | 66 |
| 167'PB'+32 | CTH PB 'NB' | 66 |
| 169'PB'+57 | CTH PB 'NB' | 66 |
| 170'PB'+87 | CTH PB 'NB' | 66 |
| | TOTAL | 530 |

## CONCRETE CURB & GUTTER, 30-INCH, TYPE A

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 676+80 - 677+19 | RAMP "PB-1" | 95 |
| 676+37 - 676+86 | RAMP "PB-2" | 300 |
| 674+35 - 675+00 | RAMP "PB-3" | 110 |
| 679+54 - 680+20 | RAMP "PB-4" | 335 |
| 143+96 - 145+96 | CTH PB, MEDIAN | 410 |
| 146+75 - 152+45 | CTH PB, MEDIAN | 1,170 |
| 153+25 - 155+16 | CTH PB, MEDIAN | 380 |
| | TOTAL | 2,800 |

## CONCRETE CURB & GUTTER, 30-INCH, TYPE D

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 119+70 - 134+65 | CTH PB, MEDIAN | 3,000 |
| 135+85 - 143+96 | CTH PB, MEDIAN | 1,630 |
| 155+16 - 162+45 | CTH PB, MEDIAN | 1,460 |
| 163+15 - 186+60 | CTH PB, MEDIAN | 4,770 |
| 53+10 - 53+40 | CTH M, RT | 70 |
| 54+30 - 54+55 | CTH M, LT | 70 |
| | TOTAL | 11,000 |

## CONCRETE CURB & GUTTER, 66-INCH, TYPE A, SPECIAL

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 143'PB'+96 - 145'PB'+94 | CTH PB, OUTSIDE, RT. | 200 |
| 146'PB'+14 - 152'PB'+70 | CTH PB, OUTSIDE, LT. | 660 |
| 146'PB'+57 - 153'PB'+24 | CTH PB, OUTSIDE, RT. | 670 |
| 153'PB'+48 - 155'PB'+16 | CTH PB, OUTSIDE, LT. | 170 |
| | TOTAL | 1700 |

## CONCRETE CURB & GUTTER, 66-INCH, TYPE D, SPECIAL

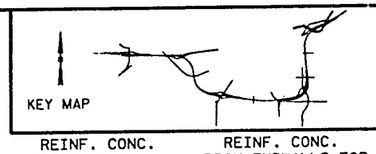
| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 135'PB'+88 - 143'PB'+96 | CTH PB, OUTSIDE, LT. | 811 |
| 135'PB'+90 - 143'PB'+96 | CTH PB, OUTSIDE, RT. | 805 |
| 155'PB'+16 - 160'PB'+85 | CTH PB, OUTSIDE, LT. | 569 |
| 155'PB'+16 - 162'PB'+08 | CTH PB, OUTSIDE, RT. | 692 |
| 134'PB'+34 - 14'W'+45 | CTH PB AND WHALEN RD., NW | 98 |
| 14'W'+74 - 135'PB'+90 | CTH PB AND WHALEN RD., SW | 76 |
| 134'PB'+55 - 16'W'+34 | CTH PB AND WHALEN RD., NE | 75 |
| 16'W'+32 - 135'PB'+88 | CTH PB AND WHALEN RD., SE | [illegible] |
| 160'PB'+85 - 54'W'+97 | CTH PB AND CTH M, NE | [illegible] |
| 54'W'+77 - 163'PB'+40 | CTH PB AND CTH M, SE | 63 |
| 52'W'+63 - 163'PB'+97 | CTH PB AND CTH M, SW | 122 |
| 162'PB'+08 - 52'W'+89 | CTH PB AND CTH M, NW | 34 |
| | TOTAL | [illegible] |

| REVISION | DATE | COMMENTS |
|---|---|---|
| ADDENDA 2 | 3-8-94 | CONC PAVT & 36" CONC CURB & GUTTER |

▲

LEVELS ON

FILE NAME: MDGN: 72300.DGN




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 3D

# MISCELLANEOUS QUANTITIES FOR DRAINAGE ITEMS

USH 18 — DANE COUNTY

## REIFORCED CULVERT PIPE

| INLET STATION | OUTLET STATION | LOCATION | CLASS | 18-INCH L.F. | 24-INCH L.F. | 30-INCH L.F. | 36-INCH L.F. | 42-INCH L.F. | 48-INCH L.F. | 34"x53" H.E. L.F. | 48"x76" H.E. L.F. | 58"x91" H.E. L.F. | 60-INCH L.F. | INLET OFFSET | INLET ELEV. | OUTLET OFFSET | OUTLET ELEV. | SLOPE (FT/FT) | REINF. CONC. APRON ENDWALLS FOR CULVERT PIPE EACH INLET | REINF. CONC. APRON ENDWALLS FOR CULVERT PIPE EACH DISCH. | REINF. CONC. APRON ENDWALLS FOR H. E. CULVERT PIPE EACH INLET | REINF. CONC. APRON ENDWALLS FOR H. E. CULVERT PIPE EACH DISCH. | STEEL APRON ENDWALLS FOR CULVERT PIPE, SLOPED SECTION EACH INLET | STEEL APRON ENDWALLS FOR CULVERT PIPE, SLOPED SECTION EACH DISCH. | JOINT TIES EACH * | CONCRETE MASONRY ENDWALL INLET (CY) | CONCRETE MASONRY ENDWALL DISCH. (CY) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 648+50 | 648+50 | USH 18 | III | | 104 | | | | | | | | | 0'RT | 988.69 | 104'LT | 986.74 | 0.019 | | 1-24" | | | | | | | |
| 658+00 | 658+00 | USH 18 | III | | 104 | | | | | | | | | 0'RT | 1010.10 | 104'LT | 1009.57 | 0.005 | | 1-24" | | | | | | | |
| 667+00 | 667+50 | USH 18 | III | | 106 | | | | | | | | | 3'RT | 1030.50 | 88'LT | 1028.80 | 0.017 | | 1-24" | | | | | | | |
| 684+00 | 683+50 | USH 18 | III | | 106 | | | | | | | | | 0'RT | 1037.24 | 94'RT | 1036.00 | 0.012 | | 1-24" | | | | | | | |
| 688+00 | 690+75 | USH 18 | V ** | | | | | | | | | | 1108 | 200'RT | 999.92 | 282'LT | 996.55 | 0.006 | | | | | | | 8 | 7.7 | 7.4 |
| 690+50 | 690+50 | USH 18 | III | | 150 | | | | | | | | | 0'RT | 1027.38 | 150'RT | 1012.59 | 0.099 | | 1-24" | | | | | 6 | | |
| 696+40 | 696+40 | USH 18 | III | | | | | | 336 | | | | | 116'RT | 1010.31 | 220'LT | 1006.59 | 0.011 | 1-48" | 1-48" | | | | | 12 | | |
| 700+00 | 700+00 | USH 18 | III | | 86 | | | | | | | | | 0'RT | 1010.06 | 84.7'LT | 1009.21 | 0.010 | | | | | | | | | |
| 700+00 | 699+00 | USH 18 | III | | 156 | | | | | | | | | 84.7'LT | 1009.21 | 204'LT | 1007.65 | 0.010 | | 1-24" | | | | | | | |
| 708+00 | 708+00 | USH 18 | III | | 78 | | | | | | | | | 0'RT | 995.82 | 76.7'LT | 993.29 | 0.033 | | | | | | | | | |
| 708+00 | 709+00 | USH 18 | III | | 158 | | | | | | | | | 76.7'LT | 993.29 | 200'LT | 988.11 | 0.033 | | 1-24" | | | | | | | |
| 709+70 | 712+00 | USH 18 | III | | | | | | 396 | | | | | 94'RT | 989.26 | 228'LT | 971.06 | 0.046 | 1-48" | 1-48" | | | | | 12 | | |
| 717+12 | 717+12 | USH 18 | III | | 144 | | | | | | | | | 0'RT | 979.59 | 144'LT | 967.95 | 0.081 | | 1-24" | | | | | 6 | | |
| 722+00 | 722+00 | USH 18 | III | | 128 | | | | | | | | | 0'RT | 971.16 | 128'LT | 960.50 | 0.083 | | 1-24" | | | | | 6 | | |
| 729+50 | 730+74 | USH 18 | III | | 124 | | | | | | | | | 0'RT | 961.23 | 0'LT | 959.99 | 0.010 | | 1-24" | | | | | | | |
| 743+00 | 742+30 | USH 18 | III | 140 | | | | | | | | | | 190'RT | 946.20 | 190'RT | 945.87 | 0.005 | 2-18" | 2-18" | | | | | | | |
| 743+60 | 742+70 | USH 18 | III | 140 | | | | | | | | | | 210'RT | 946.20 | 210'RT | 945.87 | 0.005 | 2-18" | 2-18" | | | | | | | |
| 751+20 | 751+20 | USH 18 | III | | 100 | | | | | | | | | 0'RT | 966.14 | 100'RT | 965.04 | 0.011 | | 1-24" | | | | | | | |
| 756+79 | 756+79 | USH 18 | III | | 104 | | | | | | | | | 0'RT | 961.32 | 104'RT | 957.47 | 0.037 | | 1-24" | | | | | | | |
| 762+50 | 762+50 | USH 18 | III | | 114 | | | | | | | | | 0'RT | 963.87 | 114'RT | 954.52 | 0.082 | | 1-24" | | | | | 6 | | |
| 741+00 | 739+50 | RAMP E-1 | III | | 174 | | | | | | | | | 54'LT | 949.00 | 54'RT | 947.50 | 0.010 | 1-24" | 1-24" | | | | | | | |
| 746+50 | 744+85 | RAMP E-1 | III | | | 208 | | | | | | | | 45'LT | 949.97 | 80'RT | 948.20 | 0.008 | 1-30" | 1-30" | | | | | | | |
| 667+00 | 667+00 | RAMP PB-1 | III | | | | 60 | | | | | | | 38'RT | 1028.53 | 22'LT | 1027.73 | 0.013 | 1-36" | 1-36" | | | | | 12 | | |
| 663+00 | 663+00 | RAMP PB-2 | IV | | 56 | | | | | | | | | 26'LT | 1027.17 | 30'RT | 1026.81 | 0.006 | | 1-24" | | | 1-24" | | | | |
| 681+58 | 681+58 | RAMP PB-3 | III | | 148 | | | | | | | | | 72'LT | 1028.66 | 76'RT | 1022.34 | 0.043 | 1-24" | 1-24" | | | | | 12 | | |
| 680+70 | 680+70 | RAMP PB-4 | III | | 82 | | | | | | | | | 37'RT | 1013.85 | 44'LT | 1011.21 | 0.033 | | 1-24" | | | | 1-24" | | | |
| 685+50 | 685+50 | RAMP PB-4 | III | | 66 | | | | | | | | | 40'RT | 1026.23 | 26'LT | 1025.90 | 0.005 | | 1-24" | | | | | 6 | | |
| 132+50 | 134+20 | CTH PB | III | | | | | 214 | | | | | | 68'LT | 995.50 | 60'RT | 994.00 | 0.007 | 1-42" | 1-42" | | | | | 12 | | |
| 135+94 | 134+50 | CTH PB | HE-III | | | | | | | | 420 | | | 84'LT | 995.50 | 70'RT | 994.00 | 0.007 | | | | | | | 8 | 5.1 | 5.5 |
| 157+00 | 155+00 | CTH PB | III | | | | 244 | | | | | | | 54'RT | 1028.42 | 90'LT | 1026.08 | 0.010 | 1-36" | 1-36" | | | | | 12 | | |
| 162+00 | 162+00 | CTH PB | III | | 136 | | | | | | | | | 84'LT | 1037.00 | 52'RT | 1035.00 | 0.015 | 1-24" | 1-24" | | | | | | | |
| 163+30 | 163+60 | CTH PB | III | | 158 | | | | | | | | | 77'RT | 1037.80 | 77'RT | 1034.20 | 0.023 | 1-24" | 1-24" | | | | | | | |
| 174+76 | 175+52 | CTH PB | HE-III | | | | | | | 340 | | | | 85'LT | 1029.87 | 71'RT | 1029.52 | 0.002 | | | 2-34"x53" | 2-34"x53" | | | 24 | | |
| 18+00 | 18+00 | GRANDVIEW | HE-III | | | | | | | | | 160 | | 38'RT | 957.88 | 42'LT | 957.12 | 0.009 | | | | | | | 8 | 8.2 | 8.2 |
| 21+45 | 21+45 | GRANDVIEW | III | | | | 124 | | | | | | | 28.5'RT | 961.91 | 32.5'LT | 961.14 | 0.013 | | | | | | | 8 | 3.4 | 3.3 |
| 5+65 | 4+75 | MRRT | III | 212 | | | | | | | | | | 50'RT | 944.41 | 70'RT | 943.82 | 0.006 | 2-18" | 2-18" | | | | | | | |
| 17+00 | 16+00 | MRRT | III | | 120 | | | | | | | | | 34'LT | 949.40 | 32'RT | 948.24 | 0.010 | 1-24" | 1-24" | | | | | | | |
| | | TOTAL | | 492 | 2646-CL III<br>56-CL IV | 208 | 428 | 214 | 732 | 340 | 420 | 160 | 1108-CL V | | | | | | 6-18"<br>5-24"<br>1-30"<br>2-36"<br>1-42"<br>2-48" | 6-18"<br>21-24"<br>1-30"<br>2-36"<br>1-42"<br>2-48" | 2-34"x53" | 2-34"x53" | 2-24" | | | 24.6 | 24.4 |

6-18"<br>2-24"<br>1-42" — FROM STORM SEWER TABLE

* NON-BID ITEM
** REQUIRES CLASS B BEDDING

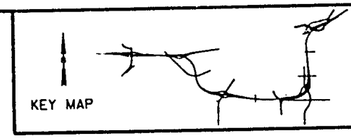
## CULVERT PIPE

| INLET STATION | OUTLET STATION | LOCATION | CLASS | THICKNESS STEEL | THICKNESS ALUMINUM | 18-INCH L.F. | 24-INCH L.F. | 30-INCH L.F. | 36-INCH L.F. | INLET OFFSET | INLET ELEV. | OUTLET OFFSET | OUTLET ELEV. | SLOPE (FT/FT) | APRON ENDWALLS FOR CULVERT PIPE EACH INLET | APRON ENDWALLS FOR CULVERT PIPE EACH DISCH. | JOINT TIES * (IF CONCRETE) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 779+70 | 780+60 | USH 18 | III | 0.064 | 0.075 | | | 90 | | 90'RT | 958.00 | 90'RT | 958.00 | 0.000 | 1-30" | 1-30" | |
| 172+00 | 172+65 | CTH PB | III | 0.064 | 0.075 | | | 66 | | 64'RT | 1030.65 | 64'RT | 1030.45 | 0.003 | 1-30" | 1-30" | |
| 188+09 | 187+42 | CTH PB | III | 0.064 | 0.075 | 68 | | | | 47'RT | 1069.74 | 50'RT | 1068.25 | 0.022 | 1-18" | 1-18" | |
| 718+10 | 718+10 | SLOTTEN | III | 0.064 | 0.075 | | 48 | | | 22'RT | 964.70 | 26'LT | 963.50 | 0.025 | 1-24" | 1-24" | 6 |
| 720+00 | 720+00 | SLOTTEN | III | 0.064 | 0.075 | | | 60 | | 28'RT | 959.45 | 32'LT | 958.92 | 0.009 | 1-30" | 1-30" | |
| 18+50 | 17+00 | WHALEN | III | 0.064 | 0.075 | 150 | | | | 34'LT | 1002.00 | 34'LT | 998.81 | 0.021 | 1-18" | 1-18" | |
| 178+16 | 177+59 | CTH PB | III | 0.064 | 0.075 | | | | 84 | 151'RT | 1029.80 | 100'RT | 1029.60 | 0.002 | 1-36" | 1-36" | 12 |
| 401+40 RT | 401+10 RT | KOCH DRIVEWAY | III | 0.064 | 0.075 | 30 | | | | - | - | - | - | - | - | - | |
| --- | --- | MRRT FIELD ENTRANCE | III | 0.064 | 0.075 | | 32 | | | - | - | - | - | - | - | - | |
| | | TOTALS | | | | 248 | 80 | 216 | 84 | | | | | TOTALS | 2-18"<br>1-24"<br>3-30"<br>1-36" | 2-18"<br>1-24"<br>3-30"<br>1-36" | |

* NON-BID ITEM

LEVELS ON •

FILE NAME: HDGN: 72301.DGN, V: BDR3




STATE PROJECT NUMBER
1201-04-72

SHEET NO.
3E

# MISCELLANEOUS QUANTITIES FOR DRAINAGE ITEMS

USH 18

DANE COUNTY

## TEMPORARY CULVERT PIPE

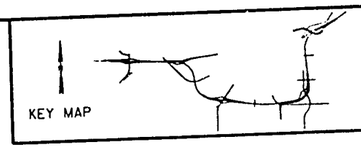
| INLET STATION | OUTLET STATION | LOCATION | CLASS | 24-INCH L.F. | 36-INCH L.F. | 34"x53" H.E. L.F. | 60-INCH L.F. | INLET OFFSET | INLET ELEV. | OUTLET OFFSET | OUTLET ELEV. | SLOPE (FT/FT) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 180 | 35'LT | 995.86 | 30'RT | 995.20 | 0.007 |
| 236+30 | 235+70 | TEMP PB | III | | | | | 31'RT | 1015.68 | 44'LT | 1013.33 | 0.031 |
| 245+00 | 245+00 | TEMP PB | III | 76 | | | | 32'RT | 1026.97 | 42'LT | 1026.23 | 0.010 |
| 253+00 | 253+00 | TEMP PB | III | 74 | | | | 40'RT | 1032.73 | 47'LT | 1030.35 | 0.027 |
| 277+00 | 277+00 | TEMP PB | III | | 88 | | | 44'LT | 1030.07 | 5'RT | 1029.87 | 0.002 |
| 275+00 | 275+05 | TEMP PB | HE-III | | | 104 | | | | | | |
| | | | TOTAL | 150 | 88 | 104 | 180 | | | | | |

## DRAINAGE STRUCTURES

| INLET STATION | INLET OFFSET | LOCATION | INL./M.H. /C.B. TYPE | COVERS TYPE | COVERS EACH | CASTING FLAG ELEV. + | INVERT | DEPTH * | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|
| 648+50 | 0'RT | USH 18 | INL. 8 | MS | 1 | 991.94 | 988.69 | 3.50 | |
| 658+00 | 0'RT | USH 18 | INL. 8 | MS | 1 | 1013.60 | 1010.10 | 3.75 | |
| 667+00 | 0'RT | USH 18 | INL. 8 | MS | 1 | 1033.45 | 1030.45 | 3.25 | |
| 684+00 | 0'RT | USH 18 | INL. 8 | MS | 1 | 1040.24 | 1037.24 | 3.25 | |
| 690+50 | 0'RT | USH 18 | INL. 8 | MS | 1 | 1030.38 | 1027.38 | 3.25 | |
| 700+00 | 84.7'LT | USH 18 | INL. 8 | MS | 1 | 1013.25 | 1009.21 | 4.29 | |
| 700+00 | 0'RT | USH 18 | INL. 8 | MS | 1 | 1013.06 | 1010.06 | 3.25 | |
| 708+00 | 76.7'LT | USH 18 | INL. 8 | MS | 1 | 999.17 | 993.29 | 6.13 | |
| 708+00 | 0'RT | USH 18 | INL. 8 | MS | 1 | 998.82 | 995.82 | 3.25 | |
| 717+12 | 0'RT | USH 18 | INL. 8 | MS | 1 | 982.59 | 979.59 | 3.25 | |
| 722+00 | 0'RT | USH 18 | INL. 8 | MS | 1 | 974.16 | 971.16 | 3.25 | |
| 729+50 | 0'RT | USH 18 | INL. 8 | MS | 1 | 964.23 | 961.23 | 3.00 | |
| 738+32 | 0'RT | USH 18 | [INL. 8]+++ | [MS]++ | 1 | 969.09 | ** | *** | CONNECT TO BOX CULVERT |
| 730+74 | 0'RT | USH 18 | [INL. 8]+++ | [MS]++ | 1 | 964.57 | ** | *** | CONNECT TO BOX CULVERT |
| 751+20 | 0'RT | USH 18 | INL. 8 | MS | 1 | 969.14 | 966.14 | 3.25 | |
| 756+79 | 0'RT | USH 18 | INL. 9 | MS | 2 | 964.32 | 961.32 | 3.25 | |
| 762+50 | 0'RT | USH 18 | INL. 8 | MS | 1 | 966.87 | 963.87 | 3.25 | |
| 676+23 | 60'RT | RAMP PB-2 | INL. 8 | MS | 1 | 1022.64 | 1019.14 | 3.75 | |
| 676+23 | 50'LT | RAMP PB-2 | INL. 8 | MS | 1 | 1022.81 | 1018.59 | 4.47 | |
| 675+00 | 38'LT | RAMP PB-3 | INL. 8 | MS | 1 | 1027.00 | 1023.50 | 3.75 | |
| 685+50 | 40'RT | RAMP PB-4 | INL. 9 | MS | 2 | 1034.50 | 1026.23 | 8.52 | |
| 135+65 | 75'RT | CTH PB | INL. 9 | MS | 2 | 998.35 | 993.97 | 4.76 | |
| 146+00 | 60'RT | CTH PB | C.B. 1 | B | 1 | 1019.00 | 1012.88 | 5.28 | |
| 146+75 | 56'RT | CTH PB | C.B. 1 | B | 1 | 1019.00 | 1014.08 | 4.08 | |
| 155+45 | 56.5'LT | CTH PB | C.B. 1 | ++ | | 1033.70 | 1026.62 | 6.66 | |
| TOTALS | | | 17-INL. 8 | | 23-MS | | | | |
| | | | 6-INL. 9 | | 2-B | | | | |
| | | | 2-C.B. 1 | | | | | | |

NOTES:
- * DEPTH REFERS TO STRUCTURE DEPTH AS SHOWN ON S.D.D.
- ** CATCH BASIN CONNECTS TO PROPOSED BOX CULVERT
- *** DEPTH MEASURED FROM GRATE TO INSIDE TOP OF BOX CULVERT
- + RIM ELEVATION FOR MH'S, GRATE ELEVATIONS FOR INLETS
- ++ TYPE H COVER REQUIRED, LISTED ELSEWHERE
- +++ INLET AND COVER PART OF STRUCTURE PLANS. QUANTITY SHOWN HERE FOR REFERENCE ONLY.

59.60.
LEVELS ON -
FILE NAME: HDGN: 7230LDGN, V: BDR4




STATE PROJECT NUMBER
1201-04-72

SHEET NO.
3F

# MISCELLANEOUS QUANTITIES FOR DRAINAGE ITEMS

USH 18

DANE COUNTY

## STORM SEWER (1 OF 2)

| STORM SEWER STRUCTURE NUMBER | LOCATION | * CASTING FLAG ELEV. | INLETS TYPE 3 EACH | INLET COVERS TYPE H EACH | MH TYPE 1 EACH | MH TYPE 3 EACH | MH COVER TYPE J EACH | CONC. COLLAR | DEPTH IN FEET | FROM STRUC. | TO STRUC. | INLET INVERT ELEV. | DISCH. INVERT ELEV. | REINFOR. CONC. PIPE, CL. III STORM SEWER 12" L.F. | 15" L.F. | 18" L.F. | 24" L.F. | 30" L.F. | 36" L.F. | 42" L.F. | % SLOPE | JOINT TIES REQ'D EACH | REINFORCED CONCRETE APRON ENDWALLS 18" EACH | 24" EACH | 42" EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 85 | 124'PB'+00, 18.5' LT. | 1004.01 | | 1 1 -RT | | | | | 2.87 | 85 | 84 | 1000.60 | 1000.26 | | | 14 | | | | | 2.00 | | | | |
| 84 | 124'PB'+00, 1.5' LT. | 1004.01 | | 1 1 -LT | | | | | 3.21 | 84 | 83 | 1000.26 | 996.23 | | | 197 | | | | | 2.01 | | | | |
| 82 | 122'PB'+00, 13.78' LT. | 999.98 | | 1 1 -RT | | | | | 2.97 | 82 | 83 | 996.47 | 996.23 | | | 9 | | | | | 2.00 | | | | |
| 83 | 122'PB'+00, 1.5' LT. | 999.98 | | 1 1 -LT | | | | | 3.21 | 83 | 80 | 996.23 | 989.93 | | | 197 | | | | | 3.15 | | | | |
| 81 | 120'PB'+00, 7.48' LT. | 993.68 | | 1 1 -RT | | | | | 3.03 | 81 | 80 | 990.11 | 989.93 | | | 3 | | | | | 3.00 | | | | |
| 80 | 120'PB'+00, 1.5' LT. | 993.68 | | 1 1 -LT | | | | | 8.48 | 80 | OUT | 984.66 | 981.00 | | | 121 | | | | | 3.00 | | | | |
| OUT | 119'PB'+00, 70' RT. | | | | | | | | | | | | | | | | | | | | | 12 | 1 | | |
| 86 | 129'PB'+00, 1.5' LT. | 1004.82 | | 1 1 -RT | | | | | 3.46 | 86 | 87 | 1000.82 | 1000.03 | | | 147 | | | | | 0.53 | | | | |
| 87 | 130'PB'+50, 1.5' LT. | 1004.02 | | 1 1 -RT | | | | | 3.45 | 87 | 86 | 1000.03 | 999.29 | | | 137 | | | | | 0.53 | | | | |
| 88 | 131'PB'+90, 1.5' LT. | 1003.27 | | 1 1 -RT | | | | | 3.44 | 88 | OUT | 999.29 | 999.04 | | | 47 | | | | | 0.52 | | | | |
| OUT | 132'PB'+00, 46' RT. | | | | | | | | | | | | | | | | | | | | | 12 | 1 | | |
| 89 | 133'PB'+50, 18.5' LT. | 1002.42 | | 1 1 -LT | | | | | 2.84 | 89 | 38 | 999.00 | 998.96 | 4 | | | | | | | 0.57 | | | | |
| 38 | 133'PB'+50, 11.5' LT. | 1002.22 | | 1 1 -RT | | | | | 2.68 | 38 | 39 | 998.96 | 998.35 | 97 | | | | | | | 0.61 | | | | |
| 38A | 134'PB'+60, 11.5' LT. | 1001.75 | | 1 1 -RT | | | | | 2.77 | 38A | 39 | 998.40 | 998.35 | 7 | | | | | | | 0.50 | | | | |
| 39 | 134'PB'+50, 11.5' LT. | 1001.77 | | 1 1 -RT | | | | | 2.84 | 39 | 40 | 998.35 | 998.31 | 4 | | | | | | | 0.57 | | | | |
| 40 | 134'PB'+50, 18.5' LT. | 1001.97 | | 1 1 -LT | | | | | 3.08 | 40 | OUT | 998.31 | 997.85 | | | 74 | | | | | 0.61 | | | | |
| OUT | 134'PB'+00, 76' LT. | | | | | | | | | | | | | | | | | | | | | 12 | 1 | | |
| PB2-B | 676'PB-2'+23, 60' RT. | | ** | *** | | | | | | | PB2-B | PB2-A | 1019.14 | 1018.59 | | | | 107 | | | 0.50 | | | | |
| PB2-A | 676'PB-2'+23, 50' LT. | | ** | *** | | | | | | | PB2-A | MH1 | 1018.59 | 1017.91 | | | | 82 | | | 0.80 | | | | |
| PB3-A | 675'PB-3'+00, 38' LT. | | ** | *** | | | | | | | PB3-A | MH1 | 1023.50 | 1018.66 | | 130 | | | | | 3.64 | | | | |
| MH1 | 152'PB'+35, 38' RT. | 1029.31 | | | 1 | 1 | | | 10.94 | MH1 | MH2 | 1017.41 | 1016.58 | | | | | 168 | | | 0.49 | | | | |
| 11 | 150'PB'+88, 56.5' LT. | 1026.34 | | 1 1 -LT | | | | | 2.61 | 11 | 10 | 1023.15 | 1023.00 | 28 | | | | | | | 0.48 | | | | |
| 10 | 150'PB'+88, 26.5' LT. | 1026.46 | | 1 1 -RT | | | | | 2.88 | 10 | 16 | 1023.00 | 1022.92 | 13 | | | | | | | 0.50 | | | | |
| 16 | 150'PB'+88, 9.95' LT. | 1026.29 | | 1 1 -LT | | | | | 3.06 | 16 | 17 | 1022.67 | 1022.00 | | 42 | | | | | | 1.49 | | | | |
| 17 | 150'PB'+64, 28.5' RT. | 1026.00 | | 1 1 -RT | | | | | 3.44 | 17 | MH2 | 1022.00 | 1017.83 | | | | 7 | | | | 41.70 | | | | |
| MH2 | 150'PB'+64, 38' RT. | 1027.00 | | | 1 | 1 | | | 9.46 | MH2 | CB3 | 1016.58 | 1014.58 | | | | | 397 | | | 0.50 | | | | |
| 19 | 149'PB'+00, 56.5' LT. | 1023.22 | | 1 1 -LT | | | | | 2.85 | 19 | 18 | 1019.79 | 1019.52 | 52 | | | | | | | 0.49 | | | | |
| 18 | 149'PB'+00, 1.5' LT. | 1023.82 | | 1 1 -LT | | | | | 3.72 | 18 | 62 | 1019.52 | 1017.68 | 27 | | | | | | | 6.13 | | | | |
| 62 | 149'PB'+00, 28.5' RT. | 1024.24 | | 1 1 -RT | | | | | 5.98 | 62 | PJ54 | 1017.68 | 1017.00 | 8 | | | | | | | 6.18 | | | | |
| PJ54 | 149'PB'+00, 38' RT. | | | | | | | 1 | | | | 1017.00 | | | | | | | | | | | | | |
| 20 | 147'PB'+50, 1.5 LT. | 1021.72 | | 1 1 -LT | | | | | 2.76 | 20 | 21 | 1018.38 | 1017.82 | 37 | | | | | | | 1.40 | | | | |
| 15 | 147'PB'+10, 15.5 LT. | 1021.11 | | 1 1 -RT | | | | | 2.64 | 15 | 21 | 1017.89 | 1017.82 | 11 | | | | | | | 0.50 | | | | |
| 21 | 147'PB'+10, 1.5 LT. | 1021.16 | | 1 1 -LT | | | | | 2.76 | 21 | CB3 | 1017.82 | 1016.08 | 70 | | | | | | | 2.38 | | | | |
| CB3 | 146'PB'+75, 56' RT. | | + | ++ | | | | | | | CB3 | CB5 | 1014.08 | 1012.88 | | | | | | | 1.71 | | | | |
| 55 | 145'PB'+85, 10' LT. | 1019.37 | | 1 1 -RT | | | | | 2.67 | 55 | CB5 | 1016.12 | 1014.88 | 70 | | | | | 67 | | 1.70 | | | | |
| CB5 | 146'PB'+00, 60' RT. | | + | ++ | | | | | | | CB5 | MH4 | 1012.88 | 1007.41 | | | | | | | 1.71 | | | | |
| 22 | 143'PB'+00, 49' LT. | 1014.07 | | 1 1 -LT | | | | | 2.60 | 22 | 29 | 1010.89 | 1010.66 | 44 | | | | | 317 | | 0.49 | | | | |
| 29 | 143'PB'+00, 1.5' LT. | 1015.15 | | 1 1 -LT | | | | | 3.91 | 29 | 63 | 1010.66 | 1009.33 | 27 | | | | | | | 4.43 | | | | |
| 63 | 143'PB'+00, 28.5' RT. | 1016.05 | | 1 1 -RT | | | | | 6.14 | 63 | MH4 | 1009.33 | 1008.80 | 7 | | | | | | | 5.30 | | | | |
| MH4 | 143'PB'+00, 38' RT. | 1017.00 | | | 1 | 1 | | | 8.67 | MH4 | MH5 | 1007.41 | 1003.26 | | | | | | 247 | | 1.66 | | | | |
| 24 | 140'PB'+45, 48.5 LT. | 1009.26 | | 1 1 -LT | | | | | 2.60 | 24 | 23 | 1006.08 | 1005.93 | 27 | | | | | | | 0.50 | | | | |
| 23 | 140'PB'+75, 48.5 LT. | 1010.01 | | 1 1 -LT | | | | | 3.50 | 23 | 30 | 1005.93 | 1005.70 | 44 | | | | | | | 0.49 | | | | |
| 31 | 140'PB'+45, 1.5 LT. | 1009.38 | | 1 1 -LT | | | | | 2.95 | 31 | 30 | 1005.85 | 1005.70 | 27 | | | | | | | 0.50 | | | | |
| 30 | 140'PB'+75, 1.5 LT. | 1010.13 | | 1 1 -LT | | | | | 3.85 | 30 | 64 | 1005.70 | 1005.33 | 34 | | | | | | | 1.00 | | | | |
| 64 | 140'PB'+54, 28.5' RT. | 1009.48 | | 1 1 -RT | | | | | 3.57 | 64 | MH5 | 1005.33 | 1005.26 | 4 | | | | | | | 1.00 | | | | |
| MH5 | 140'PB'+50, 34' RT. | 1010.21 | | | 1 | 1 | | | 6.03 | MH5 | MH6 | 1003.26 | 996.65 | | | | | | | | 1.65 | | | | |
| 32 | 138'PB'+25, 28.5' RT. | 1003.69 | | 1 1 -RT | | | | | 2.89 | 32 | 25 | 1000.22 | 999.99 | 42 | | | | | | | 0.51 | | | | |
| 65 | 138'PB'+25, 48.5' LT. | 1005.33 | | 1 1 -LT | | | | | 4.60 | 65 | 25 | 1000.15 | 999.99 | 29 | | | | | | | 0.50 | | | | |
| 25 | 138'PB'+25, 16.83' LT. | 1004.54 | | 1 1 -RT | | | | | 4.51 | 25 | 26 | 999.49 | 998.83 | | | 122 | | | | | 0.53 | | | | |
| 26 | 137'PB'+00, 8.5' LT. | 1002.61 | | 1 1 -RT | | | | | 3.24 | 26 | 27 | 998.83 | 998.63 | | | 47 | | | | | 0.40 | | | | |

NOTE:

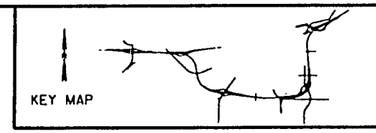
* RIM ELEVATION FOR MANHOLES, GRATE ELEVATION FOR INLETS
** TYPE 8 INLET REQUIRED, LISTED ELSEWHERE
*** TYPE MS COVER REQUIRED, LISTED ELSEWHERE
****TYPE 9 INLET REQUIRED, LISTED ELSEWHERE

\+ TYPE 1 CATCH BASIN REQUIRED, LISTED ELSEWHERE
++ TYPE B INLET COVER REQUIRED, LISTED ELSEWHERE
+++ CONNECT TO PROPOSED 36" R.C.C.P.

59.60.

LEVELS ON

FILE NAME: HDGN: 7230LDGN, V: BDR1




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 36

MISCELLANEOUS QUANTITIES FOR DRAINAGE ITEMS

USH 18 DANE COUNTY

## STORM SEWER (2 OF 2)

| STORM SEWER STRUCTURE NUMBER | LOCATION | * CASTING FLAG ELEV. | INLETS TYPE 3 EACH | INLET COVERS TYPE H EACH | MH TYPE 1 EACH | MH TYPE 3 EACH | MH COVER TYPE J EACH | CONC. COLLAR | DEPTH IN FEET | FROM STRUC. | TO STRUC. | INVERT ELEV. | DISCH. ELEV. | REINFOR. CONC. PIPE, CL. III STORM SEWER 12" L.F. | 15" L.F. | 18" L.F. | 24" L.F. | 30" L.F. | 36" L.F. | 42" L.F. | % SLOPE | JOINT TIES REQ'D EACH | REINFORCED CONCRETE APRON ENDWALLS 18" EACH | 24" EACH | 42" EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 66 | 136'PB'+50, 48.5' LT. | 1002.91 | 1 | 1 -LT | | | | | 3.04 | 66 | 27 | 999.29 | 999.13 | 37 | | | | | | | 0.40 | | | | |
| 67 | 135'PB'+90, 8.5' LT. | 1002.08 | 1 | 1 -RT | | | | | 2.63 | 67 | 27 | 998.87 | 998.63 | 57 | | | | | | | 0.40 | | | | |
| 27 | 136'PB'+50, 8.5' LT. | 1002.29 | 1 | 1 -RT | | | | | 3.12 | 27 | 34 | 998.63 | 998.60 | | | 4 | | | | | 0.43 | | | | |
| 34 | 136'PB'+50, 1.5' LT. | 1002.49 | 1 | 1 -LT | | | | | 3.35 | 34 | 33 | 998.60 | 998.48 | | | 27 | | | | | 0.40 | | | | |
| 33 | 136'PB'+50, 28.5' RT. | 1001.89 | 1 | 1 -RT | | | | | 2.87 | 33 | MH6 | 998.48 | 998.18 | | | 7 | | | | | 3.00 | | | | |
| MH6 | 136'PB'+50, 38' RT. | 1002.90 | | | | 1 | 1 | | 7.67 | MH6 | 33A | 994.36 | 993.97 | | | | | | | 87 | 0.43 | | | | |
| 33A | 135'PB'+65, 75' RT. | | **** | *** | | | | | | 33A | OUT | 993.97 | 993.58 | | | | | | | 88 | 0.43 | | | | |
| OUT | 134'PB'+77, 90' RT. | | | | | | | | | | | | | | | | | | | | | 12 | | | 1 |
| 3 | 153'PB'+50, 26.5' LT. | 1030.13 | 1 | 1 -RT | | | | | 1.99 | 3 | 2 | 1027.56 | 1027.08 | 77 | | | | | | | 0.60 | | | | |
| 5 | 154'PB'+30, 1.5' LT. | 1031.25 | 1 | 1 -LT | | | | | 3.45 | 5 | 2 | 1027.22 | 1027.08 | 21 | | | | | | | 0.58 | | | | |
| 2 | 154'PB'+30, 26.5' LT. | 1031.25 | 1 | 1 -RT | | | | | 4.13 | 2 | OUT | 1026.58 | 1026.10 | | | 87 | | | | | 0.55 | | | | |
| OUT | 154'PB'+90, 90' LT. | | | | | | | | | | | | | | | | | | | | | 12 | 1 | | |
| 4 +++ | 155'PB'+45, 56.5' LT. | 1033.70 | + | 1 -LT | | | | | | | | 1026.62 | | | | | | | | | | | | | |
| 50 | 160'PB'+00, 26.5' LT. | 1038.69 | 1 | 1 -RT | | | | | 3.84 | 50 | 52 | 1034.31 | 1033.14 | | | 52 | | | | | 2.13 | | | | |
| 52 | 160'PB'+00, 28.5'RT. | 1037.68 | 1 | 1 -RT | | | | | 4.00 | 52 | 6 | 1033.14 | 1030.85 | | | 297 | | | | | 0.76 | | | | |
| 61 | 157'PB'+00, 56.5' LT. | 1035.87 | 1 | 1 -LT | | | | | 3.20 | 61 | 1 | 1032.13 | 1031.68 | | | 27 | | | | | 1.50 | | | | |
| 1 | 157'PB'+00, 26.5' LT. | 1035.04 | 1 | 1 -RT | | | | | 2.82 | 1 | 6 | 1031.68 | 1030.85 | | | 52 | | | | | 1.51 | | | | |
| 6 | 157'PB'+00, 28.5' RT. | 1034.03 | 1 | 1 -RT | | | | | 2.64 | 6 | OUT | 1030.85 | 1030.65 | | | 25 | | | | | 0.77 | | | | |
| OUT | 157'PB'+15, 55' RT. | | | | | | | | | | | | | | | | | | | | | 12 | 1 | | |
| 100 | 163'PB'+75, 16.5' LT. | 1040.57 | 1 | 1 -LT | | | | | 2.66 | 100 | PJ101 | 1037.33 | 1036.70 | 32 | | | | | | | 1.80 | | | | |
| PJ101 | 163'PB'+42, 10' LT. | | | | | | | 1 | | | | 1036.7 | | | | | | | | | | | | | |
| 112 | 166'PB'+00, 26.5' LT. | 1040.46 | 1 | 1 -LT | | | | | 4.42 | 112 | 109 | 1035.54 | 1034.94 | | | | 147 | | | | 0.40 | | | | |
| 109 | 167'PB'+50, 26.5' LT. | 1040.01 | 1 | 1 -LT | | | | | 4.57 | 109 | 110 | 1034.94 | 1034.34 | | | | 147 | | | | 0.40 | | | | |
| 110 | 169'PB'+00, 26.5' LT. | 1039.56 | 1 | 1 -LT | | | | | 4.72 | 110 | 111 | 1034.34 | 1033.74 | | | | 147 | | | | 0.40 | | | | |
| 113 | 171'PB'+73, 26.5' LT. | 1038.74 | 1 | 1 -LT | | | | | 4.01 | 113 | 111 | 1034.23 | 1033.74 | | | | 120 | | | | 0.40 | | | | |
| 111 | 170'PB'+50, 26.5' LT. | 1039.11 | 1 | 1 -LT | | | | | 4.87 | 111 | OUT | 1033.74 | 1033.50 | | | | 59 | | | | 0.40 | | | | |
| OUT | 170'PB'+50, 86' LT. | | | | | | | | | | | | | | | | | | | | | 12 | | | 1 |
| 114 | 172'PB'+84, 26.5' LT. | 1038.40 | 1 | 1 -LT | | | | | 3.23 | 114 | 115 | 1034.63 | 1033.38 | | | 67 | | | | | 1.79 | | | | |
| 115 | 173'PB'+50, 1.5' LT. | 1038.20 | 1 | 1 -RT | | | | | 4.28 | 115 | 116 | 1033.38 | 1031.75 | | | 88 | | | | | 1.79 | | | | |
| 117 | 174'PB'+41, 26.5' LT. | 1038.00 | 1 | 1 -S | | | | | 5.28 | 117 | 116 | 1032.18 | 1031.75 | | | 21 | | | | | 1.79 | | | | |
| 116 | 174'PB'+41, 1.5' LT. | 1038.00 | 1 | 1 -S | | | | | 5.71 | 116 | OUT | 1031.75 | 1030.12 | | | 90 | | | | | 1.79 | | | | |
| OUT | 175'PB'+00, 70' RT. | | | | | | | | | | | | | | | | | | | | | 12 | 1 | | |
| 122 | 185'PB'+00, 1.5' RT. | 1064.51 | 1 | 1 -RT | | | | | 4.07 | 122 | 120 | 1059.94 | 1051.48 | | | | 247 | | | | 3.38 | | | | |
| 120 | 182'PB'+50, 19.8' RT. | 1056.05 | 1 | 1 -LT | | | | | 4.07 | 120 | 119 | 1051.48 | 1043.24 | | | | 247 | | | | 3.30 | | | | |
| 119 | 180'PB'+00, 26.5' RT. | 1047.59 | 1 | 1 -LT | | | | | 3.85 | 119 | 121 | 1043.24 | 1037.48 | | | | 172 | | | | 3.29 | | | | |
| 121 | 178'PB'+25, 1.5' LT. | 1042.52 | 1 | 1 -LT | | | | | 4.54 | 121 | 118 | 1037.48 | 1032.89 | | | | 136 | | | | 3.30 | | | | |
| 118 | 176'PB'+86, 1.5' LT. | 1039.84 | 1 | 1 -LT | | | | | 6.45 | 118 | OUT | 1032.89 | 1030.26 | | | | 79 | | | | 3.29 | | | | |
| OUT | 176'PB'+86, 78' RT. | | | | | | | | | | | | | | | | | | | | | 12 | | | 1 |
| | TOTALS | | 65 | 66 | 1 | 4 | 5 | 2 | | | | | | 937 | 172 | 1959 | 1697 | 565 | 1028 | 175 | | 108 | 6▲ | 2▲ | 1▲ |

NOTE:

* RIM ELEVATION FOR MANHOLES, GRATE ELEVATION FOR INLETS
** TYPE 8 INLET REQUIRED, LISTED ELSEWHERE
*** TYPE MS COVER REQUIRED, LISTED ELSEWHERE
**** TYPE 9 INLET REQUIRED, LISTED ELSEWHERE
▲ QUANTITY INCLUDED IN RCCP TABLE

\+ TYPE 1 CATCH BASIN REQUIRED, LISTED ELSEWHERE
++ TYPE B INLET COVER REQUIRED, LISTED ELSEWHERE
+++ CONNECT TO PROPOSED 36" R.C.C.P.

59.60

LEVELS ON -

FILE NAME: IDGN: 72301.DGN, V: BDR2

## TEMPORARY PRECAST CONCRETE BARRIER

| STATION | STATION | LOCATION | DELIVERED L.F. | INSTALLED L.F. |
|---|---|---|---|---|
| 235'T'+00 | 239'T'+00 | TEMPORARY ROAD LT. | 400 | 400 |
| | | TOTAL | 400 | 400 |

## STEEL PLATE BEAM GUARD, TYPE B

| STATION | LOCATION | L.F. |
|---|---|---|
| 48+00 | CTH M, LT. AT DRIVEWAY ON OLD CTH PB | 40 |
| | TOTAL | 40 |

## ASPHALTIC FLUME

| STATION | LOCATION | S.Y. |
|---|---|---|
| 676+37 | RAMP "PB-2", RT. | 6 |
| 674+45 | RAMP "PB-3", RT. | 6 |
| 680+00 | RAMP "PB-4", RT. | 6 |
| 680+25 | RAMP "PB-4", LT. | 7 |
| 193+00 | CTH PB, RT., LT. | 11 |
| 52+65 | CTH M, RT. | 6 |
| 52+90 | CTH M, LT. | 6 |
| 54+60 | CTH M, RT. | 6 |
| 54+75 | CTH M, LT. | 6 |
| 14+50 | WHALEN ROAD, LT. | 7 |
| 14+95 | WHALEN ROAD, RT. | 7 |
| 16+30 | WHALEN ROAD, RT. & LT. | 14 |
| 17+85 | GRANDVIEW ROAD, LT. | 6 |
| 18+10 | GRANDVIEW ROAD, RT. | 6 |
| | TOTAL | 100 |

## WOVEN WIRE FENCE

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 648+00 - 676'PB-1'+56 | RAMP PB-1 LT. | 2,825 |
| 29'M'+00 - 675'PB-2'+80 | RAMP PB-2 RT. | 2,390 |
| 674'PB-3'+40 - 21'W'+68 | RAMP PB-3 RT. | 1,750 |
| 18'W'+50 - 717+15 | USH 18 LT. | 2,740 |
| 22'W'+15 - 21'G'+71 | USH 18 RT. | 2,590 |
| 18'G'+40 - 737+25 | USH 18 LT. | 2,270 |
| 737+25 - 5'MRRT'+95 | USH 18 LT. | 100 |
| 21'G'+71 - 745+69 | USH 18 LT. | 2,600 |
| 25'MRRT'+00 - 768'E-1'+00 | USH 18 RT. | 2,600 |
| 768'E-1'+00 - 778'E-1'+00 | RAMP E-1 RT. | 1,600 |
| 741'E-1'+35 - 742'E-1'+85 | USH 18 RT. | 1,000 |
| 741'E-1'+57 - 743'E-1'+82 | RAMP E-1 LT. | 150 |
| 744'E-1'+65 - 746'E-1'+00 | RAMP E-1 LT. | 25 |
| 744'E-2'+60 - 746'E-2'+00 | RAMP E-1 LT. | 130 |
| 136'PB'+20 - 145'PB'+00 | RAMP E-2 RT. | 180 |
| 680'PB-4'+53 - 148'PB'+75 | CTH PB LT. | 860 |
| 149'PB'+45 - 149'PB'+60 | CTH PB LT. | 200 |
| 150'PB'+85 - 675'PB-3'+40 | CTH PB LT. | 15 |
| 676'PB-1'+56 - 149'PB'+60 | CTH PB LT. | 160 |
| 150'PB'+30 - 150'PB'+45 | CTH PB RT. | 280 |
| 151'PB'+25 - 675'PB-2'+80 | CTH PB RT. | 15 |
| 136'PB'+20 - 16'W'+50 | CTH PB RT. | 180 |
| 16'W'+50 - 19'W'+25 | WHALEN RD. RT. | 90 |
| 19'W'+85 - 20'W'+20 | WHALEN RD. RT. | 280 |
| 20'W'+75 - 21'W'+68 | WHALEN RD. RT. | 35 |
| 18'W'+50 - 19'W'+25 | WHALEN RD. RT. | 90 |
| 19'W'+85 - 20'W'+20 | WHALEN RD. LT. | 75 |
| 20'W'+75 - 22'W'+15 | WHALEN RD. LT. | 35 |
| 717+15 - 18'G'+40 | WHALEN RD. LT. | 150 |
| 18'G'+40 - 19'G'25 | WHALEN RD. LT. | 70 |
| 19'G'+90 - 20'G'+10 | GRANDVIEW RD. RT. | 85 |
| 20'G'+75 - 21'G'+71 | GRANDVIEW RD. RT. | 20 |
| 18'G'+40 - 19'G'+25 | GRANDVIEW RD. RT. | 100 |
| 19'G'+90 - 20'G'+10 | GRANDVIEW RD. LT. | 90 |
| 20'G'+75 - 21'G'+73 | GRANDVIEW RD. LT. | 20 |
| 8'MRRT'+00 - 25'MRRT'+00 | GRANDVIEW RD. LT. | 110 |
| 8'MRRT'+00 - 17'MRRT'+50 | MILITARY RIDGE REC. TRAIL, LT. | 1,800 |
| 14'MRRT'+90 - 745+69 | MILITARY RIDGE REC. TRAIL, RT. | 950 |
| | MILITARY RIDGE REC. TRAIL | 240 |
| | TOTAL | 26,300 |

KEY MAP

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 3H

## MISCELLANEOUS QUANTITIES

USH 18 — DANE COUNTY

## LANDMARK REFERENCE MONUMENTS AND CAST IRON COVERS

| APPROX. STATION | LOCATION | MONUMENT EACH | MONUMENT AND COVERS EACH |
|---|---|---|---|
| 47'M'+70 | CTH M | 4 | 1 |
| 90'PB+70 | CTH PB | 4 | 1 |
| 15'W'+44 | CTH PB | 4 | 1 |
| | TOTAL | 12 | 3 |

## WATER

| STATION - STATION | LOCATION | WATER MGAL |
|---|---|---|
| 648+00 - 765+00 | USH 18 EB & WB | 2.00 |
| 647'PB-1'+74 - 677'PB-1'+16 | RAMP PB-1 | 0.50 |
| 649'PB-2'+00 - 676'PB-2'+83 | RAMP PB-2 | 0.30 |
| 674'PB-3'+40 - 698'PB-3'+00 | RAMP PB-3 | 0.05 |
| 679'PB-4'+50 - 692'PB-4'+00 | RAMP PB-4 | 0.05 |
| 738'E-1'+50 - 773'E-1'+75 | RAMP E-1 | 0.10 |
| 742'E-2'+00 - 769'E-2'+25 | RAMP E-2 | 0.15 |
| 113'PB'+00 - 193'PB'+00 | CTH PB | 0.65 |
| 51'M'+50 - 55'M'+79 | CTH M | 0.02 |
| 13'W'+00 - 27'W'+00 | WHALEN ROAD | 0.03 |
| 17'G'+33 - 25'G'+00 | GRANDVIEW ROAD | 0.02 |
| 3'MR'+00 - 26'MR'+00. | MILITARY RIDGE REC. TRAIL | 0.03 |
| 111'T'+93 - 123'T'+00 | TEMPORARY ROAD | 0.10 |
| | TOTAL ~~4+00~~ | 4,000.00 |

X 1000

## GEOTEXTILE FABRIC, TYPE R, TYPE HR, AND TYPE DF; RIPRAP, MEDIUM RANDOM RIPRAP, AND HEAVY RIPRAP

| STATION | STATION | LOCATION | GEOTEXTILE FABRIC, TYPE R S.Y. | GEOTEXTILE FABRIC, TYPE HR S.Y. | GEOTEXTILE FABRIC, TYPE DF S.Y. | RIPRAP C.Y. | MEDIUM RANDOM RIPRAP C.Y. | HEAVY RIPRAP C.Y. |
|---|---|---|---|---|---|---|---|---|
| 658+00 | - - - | USH 18, 100' LT. | 14 | | | 4 | | |
| 663+00 | - - - | RAMP PB-2, 35' RT. | 14 | | | 4 | | |
| 667+50 | - - - | USH 18, 90' LT. | 14 | | | 4 | | |
| 667+00 | - - - | RAMP PB-1, 30' LT. | 24 | | | 7 | | |
| 680+70 | - - - | RAMP PB-4, 55' LT. | 14 | | | 4 | | |
| 683+50 | - - - | USH 18, 100' RT. | 14 | | | 4 | | |
| 685+50 | - - - | RAMP PB-4, LT. | 14 | | | 4 | | |
| 691+00 | - - - | USH 18, 300' LT. | 204 | | | | 89 | |
| 692+50 | - - - | USH 18, 550' LT. | 102 | | | | 45 | |
| 682+00 | - - - | RAMP PB-3, 90' RT. | 14 | | | 4 | | |
| 690+50 | - - - | RAMP PB-3, 100' RT. | 14 | | | 4 | | |
| 696+40 | - - - | USH 18, 220' LT. | 24 | | | 7 | | |
| 699+00 | - - - | USH 18, 200' LT. | 14 | | | 4 | | |
| 709+00 | - - - | USH 18, 190' LT. | 14 | | | 4 | | |
| 708+50 | - 717+40 | USH 18, RT. DITCH | 1,286 | | | | 494 | |
| 718+10 | - 720+50 | USH 18, RT. DITCH | 350 | | | | 133 | |
| 712+00 | - - - | USH 18, 240' LT. | 39 | | | 11 | | |
| 716+00 | - 717+80 | USH 18, 50' TO 200' LT. | 400 | | | | 167 | |
| 716+80 | - 717+80 | USH 18, 200' LT. | | 211 | | | | 115 |
| 718+50 | - 719+50 | USH 18, 200' LT. | | 211 | | | | 115 |
| 722+00 | - - - | USH 18, 150' LT. | 14 | | | 4 | | |
| 737+00 | - - - | USH 18, 250' LT. | 28 | | | 8 | | |
| 740+50 | - 748+50 | USH 18, 400' TO 600' LT. | 1,589 | | | | 611 | |
| 740+00 | - 745+00 | USH 18, 200' RT. | 1,222 | | | 372 | | |
| 751+20 | - - - | USH 18, 120' RT. | 67 | | | 18 | | |
| 756+80 | - - - | USH 18, 120' RT. | 14 | | | 4 | | |
| 762+50 | - - - | USH 18, 120' RT. | 14 | | | 4 | | |
| 155'PB'+00 | - - - | CTH PB, 100' LT. | 24 | | | 7 | | |
| 162'PB'+00 | - - - | CTH PB, 60' RT. | 14 | | | 4 | | |
| 163'PB'+60 | - - - | CTH PB, 77' LT. | 14 | | | 4 | | |
| 175'PB'+40 | - - - | CTH PB, 90' RT. | 42 | | | | 17 | |
| 177'PB'+00 | - 177'PB'+50 | CTH PB, 100' RT. | 53 | | | 15 | | |
| - - - | - - - | WETLAND MITIGATION SITE | 9,750 | | | | 4,884 | |
| 730+80 | - - - | VERONA AIRPARK [C-13-117] | | | 1,800 | | | |
| 738+32 | - - - | BADGER MILL CREEK [B-13-425] | | | 1,800 | | | |
| - - - | - - - | UNDISTRIBUTED | 185 | 108 | 200 | 95 | 60 | 40 |
| | | TOTALS | 15,600 | 530 | 3,800 | 600 | 6,500 | 270 |

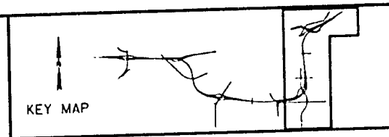
| REVISION | DATE | REMARK |
|---|---|---|
| ADDENDA 2 | 3-8-94 | REVISED WATER |

LEVELS ON

FILE NAME: HDQN: 72300.DGN

# MISCELLANEOUS QUANTITIES

USH 18 — DANE COUNTY

KEY MAP 

## TEMPORARY PRECAST CONCRETE BARRIER

| STATION | STATION | LOCATION | DELIVERED L.F. | INSTALLED L.F. |
|---|---|---|---|---|
| 235'T'+00 | 239'T'+00 | TEMPORARY ROAD LT. | 400 | 400 |
| | | TOTAL | 400 | 400 |

## STEEL PLATE BEAM GUARD, TYPE B

| STATION | LOCATION | L.F. |
|---|---|---|
| 48+00 | CTH M, LT. AT DRIVEWAY ON OLD CTH PB | 40 |
| | TOTAL | 40 |

## ASPHALTIC FLUME

| STATION | LOCATION | S.Y. |
|---|---|---|
| 676+37 | RAMP "PB-2", RT. | 6 |
| 674+45 | RAMP "PB-3", RT. | 6 |
| 680+00 | RAMP "PB-4", RT. | 7 |
| 680+25 | RAMP "PB-4", LT. | 11 |
| 193+00 | CTH PB, RT., LT. | 6 |
| 52+65 | CTH M, RT. | 6 |
| 52+90 | CTH M, LT. | 6 |
| 54+60 | CTH M, RT. | 6 |
| 54+75 | CTH M, LT. | 7 |
| 14+50 | WHALEN ROAD, LT. | 7 |
| 14+95 | WHALEN ROAD, RT. | 14 |
| 16+30 | WHALEN ROAD, RT. & LT. | 6 |
| 17+85 | GRANDVIEW ROAD, LT. | 6 |
| 18+10 | GRANDVIEW ROAD, RT. | |
| | TOTAL | 100 |

## WOVEN WIRE FENCE

| STATION - STATION | LOCATION | L.F. |
|---|---|---|
| 648+00 - 676'PB-1'+56 | RAMP PB-1 LT. | 2,825 |
| 29'M'+00 - 675'PB-2'+80 | RAMP PB-2 RT. | 2,390 |
| 674'PB-3'+40 - 21'W'+68 | RAMP PB-3 RT. | 1,750 |
| 18'W'+50 - 717+15 | USH 18 LT. | 2,740 |
| 22'W'+15 - 21'G'+71 | USH 18 RT. | 2,590 |
| 18'G'+40 - 737+25 | USH 18 LT. | 2,270 |
| 737+25 - 5'MRRT'+95 | USH 18 LT. | 100 |
| 21'G'+71 - 745+69 | USH 18 LT. | 2,600 |
| 25'MRRT'+00 - 768'E-1'+00 | USH 18 RT. | 1,600 |
| 768'E-1'+00 - 778'E-1'+00 | RAMP E-1 RT. | 1,600 |
| 741'E-1'+35 - 742'E-1'+85 | USH 18 RT. | 1,000 |
| 741'E-1'+57 - 743'E-1'+82 | RAMP E-1 LT. | 150 |
| 744'E-1'+65 - 746'E-1'+00 | RAMP E-1 LT. | 25 |
| 744'E-2'+60 - 746'E-2'+00 | RAMP E-1 LT. | 130 |
| 136'PB'+20 - 145'PB'+00 | RAMP E-1 LT. | 180 |
| 680'PB-4'+53 - 148'PB'+75 | RAMP E-2 RT. | 860 |
| 149'PB'+45 - 149'PB'+60 | CTH PB LT. | 200 |
| 150'PB'+85 - 675'PB-3'+40 | CTH PB LT. | 15 |
| 676'PB-1'+56 - 149'PB'+60 | CTH PB LT. | 160 |
| 150'PB'+30 - 150'PB'+45 | CTH PB LT. | 280 |
| 151'PB'+25 - 675'PB-2'+80 | CTH PB RT. | 15 |
| 136'PB'+20 - 16'W'+50 | CTH PB RT. | 180 |
| 16'W'+50 - 19'W'+25 | CTH PB RT. | 90 |
| 19'W'+85 - 20'W'+20 | WHALEN RD. RT. | 280 |
| 20'W'+75 - 21'W'+68 | WHALEN RD. RT. | 35 |
| 18'W'+50 - 19'W'+25 | WHALEN RD. RT. | 90 |
| 19'W'+85 - 20'W'+20 | WHALEN RD. RT. | 75 |
| 20'W'+75 - 22'W'+15 | WHALEN RD. LT. | 35 |
| 717+15 - 18'G'+40 | WHALEN RD. LT. | 150 |
| 18'G'+40 - 19'G'25 | WHALEN RD. LT. | 70 |
| 19'G'+90 - 20'G'+10 | GRANDVIEW RD. RT. | 85 |
| 20'G'+75 - 21'G'+71 | GRANDVIEW RD. RT. | 20 |
| 18'G'+40 - 19'G'+25 | GRANDVIEW RD. RT. | 100 |
| 19'G'+90 - 20'G'+10 | GRANDVIEW RD. LT. | 90 |
| 20'G'+75 - 21'G'+73 | GRANDVIEW RD. LT. | 20 |
| 8'MRRT'+00 - 25'MRRT'+00 | GRANDVIEW RD. LT. | 110 |
| 8'MRRT'+00 - 17'MRRT'+50 | MILITARY RIDGE REC. TRAIL, LT. | 1,800 |
| 14'MRRT'+90 - 745+69 | MILITARY RIDGE REC. TRAIL, RT. | 950 |
| | MILITARY RIDGE REC. TRAIL | 240 |
| | TOTAL | 26,300 |

## LANDMARK REFERENCE MONUMENTS AND CAST IRON COVERS

| APPROX. STATION | LOCATION | MONUMENT EACH | MONUMENT AND COVERS EACH |
|---|---|---|---|
| 47'M'+70 | CTH M | 4 | 1 |
| 90'PB+70 | CTH PB | 4 | 1 |
| 15'W'+44 | CTH PB | 4 | 1 |
| | TOTAL | 12 | 3 |

## WATER

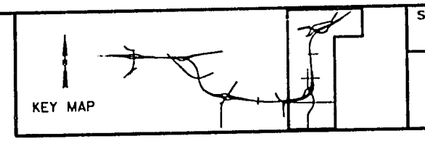
| STATION - STATION | LOCATION | WATER MGAL |
|---|---|---|
| 648+00 - 765+00 | USH 18 EB & WB | 2.00 |
| 647'PB-1'+74 - 677'PB-1'+16 | RAMP PB-1 | 0.50 |
| 649'PB-2'+00 - 676'PB-2'+83 | RAMP PB-2 | 0.30 |
| 674'PB-3'+40 - 698'PB-3'+00 | RAMP PB-3 | 0.05 |
| 679'PB-4'+50 - 692'PB-4'+00 | RAMP PB-4 | 0.05 |
| 738'E-1'+50 - 773'E-1'+75 | RAMP E-1 | 0.10 |
| 742'E-2'+00 - 769'E-2'+25 | RAMP E-2 | 0.15 |
| 113'PB'+00 - 193'PB'+00 | CTH PB | 0.65 |
| 51'M'+50 - 55'M'+79 | CTH M | 0.02 |
| 13'W'+00 - 27'W'+00 | WHALEN ROAD | 0.03 |
| 17'G'+33 - 25'G'+00 | GRANDVIEW ROAD | 0.02 |
| 3'MR'+00 - 26'MR'+00 | MILITARY RIDGE REC. TRAIL | 0.03 |
| 111'T'+93 - 123'T'+00 | TEMPORARY ROAD | 0.10 |
| | TOTAL | 4.00 |

## GEOTEXTILE FABRIC, TYPE R, TYPE HR, AND TYPE DF; RIPRAP, MEDIUM RANDOM RIPRAP, AND HEAVY RIPRAP

| STATION | STATION | LOCATION | GEOTEXTILE FABRIC, TYPE R S.Y. | GEOTEXTILE FABRIC, TYPE HR S.Y. | GEOTEXTILE FABRIC, TYPE DF S.Y. | RIPRAP C.Y. | MEDIUM RANDOM RIPRAP C.Y. | HEAVY RIPRAP C.Y. |
|---|---|---|---|---|---|---|---|---|
| 658+00 | - - - | USH 18, 100' LT. | 14 | | | 4 | | |
| 663+00 | - - - | RAMP PB-2, 35' RT. | 14 | | | 4 | | |
| 667+50 | - - - | USH 18, 90' LT. | 14 | | | 4 | | |
| 667+00 | - - - | RAMP PB-1, 30' LT. | 24 | | | 7 | | |
| 680+70 | - - - | RAMP PB-4, 55' LT. | 14 | | | 4 | | |
| 683+50 | - - - | USH 18, 100' RT. | 14 | | | 4 | | |
| 685+50 | - - - | RAMP PB-4, LT. | 14 | | | 4 | | |
| 691+00 | - - - | USH 18, 300' LT. | 204 | | | | 89 | |
| 692+50 | - - - | USH 18, 550' LT. | 102 | | | | 45 | |
| 682+00 | - - - | RAMP PB-3, 90' RT. | 14 | | | 4 | | |
| 690+50 | - - - | RAMP PB-3, 100' RT. | 14 | | | 4 | | |
| 696+40 | - - - | USH 18, 220' LT. | 24 | | | 7 | | |
| 699+00 | - - - | USH 18, 200' LT. | 14 | | | 4 | | |
| 709+00 | - - - | USH 18, 190' LT. | 14 | | | 4 | | |
| 708+50 | - 717+40 | USH 18, RT. DITCH | 1,286 | | | | 494 | |
| 718+10 | - 720+50 | USH 18, RT. DITCH | 350 | | | | 133 | |
| 712+00 | - - - | USH 18, 240' LT. | 39 | | | 11 | | |
| 716+00 | - 717+80 | USH 18, 50' TO 200' LT. | 400 | | | | 167 | |
| 716+80 | - 717+80 | USH 18, 200' LT. | | 211 | | | | 115 |
| 718+50 | - 719+50 | USH 18, 200' LT. | | 211 | | | | 115 |
| 722+00 | - - - | USH 18, 150' LT. | 14 | | | 4 | | |
| 737+00 | - - - | USH 18, 250' LT. | 28 | | | 8 | | |
| 740+60 | - 748+50 | USH 18, 400' TO 600' LT. | 1,589 | | | | 611 | |
| 740+00 | - 745+00 | USH 18, 200' RT. | 1,222 | | | 372 | | |
| 751+20 | - - - | USH 18, 120' RT. | 67 | | | 18 | | |
| 756+80 | - - - | USH 18, 120' RT. | 14 | | | 4 | | |
| 762+50 | - - - | USH 18, 120' RT. | 14 | | | 4 | | |
| 155'PB'+00 | - - - | CTH PB, 100' LT. | 24 | | | 7 | | |
| 162'PB'+00 | - - - | CTH PB, 60' RT. | 14 | | | 4 | | |
| 163'PB'+60 | - - - | CTH PB, 77' LT. | 14 | | | 4 | | |
| 175'PB'+40 | - - - | CTH PB, 90' RT. | 42 | | | | 17 | |
| 177'PB'+00 | - 177'PB'+50 | CTH PB, 100' RT. | 53 | | | 15 | | |
| - - - | - - - | WETLAND MITIGATION SITE | 9,750 | | | | 4,884 | |
| 730+80 | - - - | VERONA AIRPARK [C-13-117] | | | 1,800 | | | |
| 738+32 | - - - | BADGER MILL CREEK [B-13-425] | | | 1,800 | | | |
| - - - | - - - | UNDISTRIBUTED | 185 | 108 | 200 | 95 | 60 | 40 |
| | | TOTALS | 15,600 | 530 | 3,800 | 600 | 6,500 | 270 |

LEVELS ON - 59,60, 51,

FILE NAME: HDGN: 72300.DGN




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 31

# MISCELLANEOUS QUANTITIES

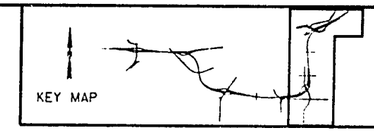
USH 18 | DANE COUNTY

## TOPSOIL, SALVAGED TOPSOIL, MULCHING, FERTILIZER, SEEDING AND TEMPORARY SEEDING

| STATION - STATION | LOCATION | TOPSOIL S.Y. | SALVAGED TOPSOIL S.Y. | MULCHING TEMPORARY* TONS | MULCHING TONS | FERTILIZER TYPE A CWT | SEEDING (NO. 20) LBS. | TEMPORARY SEEDING LBS. |
|---|---|---|---|---|---|---|---|---|
| 648+00 - 677+00 | RAMP PB-1, LT. | | 55,556 | 26 | 26 | 35 | 1,950 | 1,950 |
| 648+00 - 676+50 | USH 18 MEDIAN | | 15,556 | 7 | 7 | 10 | 546 | 546 |
| 648+00 - 677+00 | RAMP PB-2, RT. | | 43,889 | 20 | 20 | 28 | 1,541 | 1,541 |
| 665+00 - 676+50 | USH 18 WB, LT. | | 26,667 | 12 | 12 | 17 | 936 | 936 |
| 660+50 - 676+50 | USH 18 EB, RT. | | 23,333 | 11 | 11 | 15 | 819 | 819 |
| 142'PB'+00 - 146'PB'+00 | CTH PB, RT. | | 3,889 | 2 | 2 | 2 | 137 | 137 |
| 142'PB'+00 - 146'PB'+00 | CTH PB, LT. | | 7,222 | 3 | 3 | 5 | 254 | 254 |
| 679+50 - 683+00 | USH 18 WB, LT | | 7,222 | 3 | 3 | 5 | 254 | 254 |
| 677+25 - 683+00 | USH 18 MEDIAN | | 3,333 | 2 | 2 | 2 | 117 | 117 |
| 11'RT'+00 - 683+00 | USH 18 EB, RT. | | 15,000 | 7 | 7 | 9 | 527 | 527 |
| 674+50 - 682+50 | RAMP PB-3, RT. | | 8,333 | 4 | 4 | 5 | 293 | 293 |
| 135'PB'+50 - 142'PB'+00 | CTH PB, RT. | | 4,444 | 2 | 2 | 3 | 156 | 156 |
| 135'PB'+50 - 142'PB'+00 | CTH PB, LT. | | 26,667 | 12 | 12 | 17 | 936 | 936 |
| 683+00 - 688+00 | USH 18 WB, LT. | | 2,778 | 1 | 1 | 2 | 98 | 98 |
| 683+00 - 712+00 | USH 18 MEDIAN | | 4,444 | 2 | 2 | 3 | 156 | 156 |
| 683+00 - 687+00 | USH 18 EB, RT. | | 2,222 | 1 | 1 | 1 | 78 | 78 |
| 683+00 - 691+00 | RAMP PB-3, RT. | | 15,556 | 7 | 7 | 10 | 546 | 546 |
| 692+00 - 712+00 | USH 18 EB, RT. | | 25,000 | 12 | 12 | 16 | 878 | 878 |
| 692+00 - 712+00 | USH 18 MEDIAN | | 11,111 | 5 | 5 | 7 | 390 | 390 |
| 692+00 - 712+00 | USH 18 WB, LT. | | 66,667 | 31 | 31 | 42 | 2,340 | 2,340 |
| 113'PB'+00 - 135'PB'+00 | CTH PB, RT. | | 14,667 | 7 | 7 | 9 | 515 | 515 |
| 712+00 - 617+50 | USH 18 WB, LT. | | 12,778 | 6 | 6 | 8 | 449 | 449 |
| 712+00 - 617+50 | USH 18 MEDIAN | | 3,000 | 1 | 1 | 2 | 105 | 105 |
| 712+00 - 617+50 | USH 18 EB, RT. | | 63,889 | 30 | 30 | 40 | 2,243 | 2,243 |
| 20'G'+50 - 25'G'+00 | GRANDVIEW ROAD, RT. | | 1,667 | 1 | 1 | 1 | 59 | 59 |
| 20'G'+50 - 25'G'+00 | GRANDVIEW ROAD, LT. | | 2,222 | 1 | 1 | 1 | 78 | 78 |
| 718+50 - 735+00 | USH 18 EB, RT. | | 20,556 | 10 | 10 | 13 | 722 | 722 |
| 718+50 - 735+00 | USH 18 MEDIAN | | 9,111 | 4 | 4 | 6 | 2,526 | 2,526 |
| 718+50 - 735+00 | USH 18 WB, LT. | | 35,000 | 16 | 16 | 22 | 1,229 | 1,229 |
| 16+75'G' - 19'G'+50 | GRANDVIEW ROAD, LT. | | 722 | 1 | 1 | 1 | 25 | 25 |
| 16+75'G' - 19'G'+50 | GRANDVIEW ROAD, RT. | | 389 | 1 | 1 | 1 | 14 | 14 |
| 48'N'+50 - 49'N'+50 | NESBITT ROAD, RT. | | 1,111 | 1 | 1 | 1 | 39 | 39 |
| 51'PBN'+00 - 55'PBN'+00 | CTH PB-N, RT. | | 6,444 | 3 | 3 | 4 | 226 | 226 |
| 4'MRRT'+00 - 13'MRRT'+50 | MRRT, LT. | | 36,111 | 17 | 17 | 23 | 1,268 | 1,268 |
| 735+00 - 744+50 | USH 18 WB, LT. | | 12,778 | 6 | 6 | 8 | 449 | 449 |
| 735+00 - 744+50 | USH 18 MEDIAN | | 5,333 | 2 | 2 | 3 | 187 | 187 |
| 735+00 - 744+50 | USH 18 EB, RT. | | 10,556 | 5 | 5 | 7 | 371 | 371 |
| 740+00 - 744+50 | RAMP E-2, RT. | | 2,667 | 1 | 1 | 2 | 94 | 94 |
| 740+00 - 761+00 | RAMP E-2, LT. | | 63,333 | 29 | 29 | 40 | 2,261 | 2,261 |
| 745+00 - 761+00 | USH 18 WB, LT. | | 15,556 | 7 | 7 | 10 | 546 | 546 |
| 745+00 - 761+00 | USH 18 MEDIAN | | 8,778 | 4 | 4 | 6 | 308 | 308 |
| 745+00 - 761+00 | USH 18 EB, RT. | | 30,556 | 14 | 14 | 19 | 1,073 | 1,073 |
| 744+00 - 761+00 | RAMP E-1, RT. | | 18,889 | 9 | 9 | 12 | 663 | 663 |
| 15'MRRT'+00 - 18'MRRT'+00 | MRRT, RT. | | 1,889 | 1 | 1 | 1 | 66 | 66 |
| 761+00 - 765+00 | USH 18 WB, LT. | | 3,000 | 1 | 1 | 2 | 105 | 105 |
| 761+00 - 765+00 | USH 18 MEDIAN | | 2,333 | 1 | 1 | 1 | 82 | 82 |
| 761+00 - 765+00 | USH 18 EB, RT. | | 7,889 | 4 | 4 | 5 | 277 | 277 |
| 120'PB'+69 - 187'PB'+10 | CTH PB MEDIAN | 14,000 | 0 | 7 | 7 | 9 | 491 | 491 |
| 155'PB'+50 - 162'PB'+50 | CTH PB, RT. | | 4,778 | 2 | 2 | 3 | 168 | 168 |
| 155'PB'+50 - 162'PB'+50 | CTH PB, LT. | | 5,000 | 2 | 2 | 3 | 176 | 176 |
| 163'PB'+50 - 186'PB'+00 | CTH PB, RT. | | 15,556 | 7 | 7 | 10 | 546 | 546 |
| 163'PB'+50 - 186'PB'+00 | CTH PB, LT. | | 16,111 | 7 | 7 | 10 | 566 | 566 |
| 186'PB'+00 - 193'PB'+00 | CTH PB, RT. | | 8,556 | 4 | 4 | 5 | 300 | 300 |
| 186'PB'+00 - 193'PB'+00 | CTH PB, LT. | | 7,222 | 3 | 3 | 5 | 254 | 254 |
| 163'PB'+00 - 177'PB'+00 | EXIST. CTH PB | | 14,444 | 7 | 7 | 9 | 507 | 507 |
| 155'PB'+50 - 161'PB'+00 | EXIST. CTH PB | | 4,444 | 2 | 2 | 3 | 156 | 156 |
| 163'PB'+50 - 176'PB'+00 | REMNANT | | 26,111 | 16 | 16 | 18 | 977 | 977 |
| 155'PB'+50 - 162'PB'+50 | REMNANT | | 26,667 | 12 | 12 | 20 | 936 | 936 |
| - - - - | MITIGATION SITE | 0 | 106,000 | 0 | 30 | 40 | | |
| | TOTAL | 14,000 | 995,000 | 425 | 455 | 615 | 34,000 | 34,000 |

* FOR USE WITH TEMPORARY SEEDING AND PAID FOR AS MULCHING

59.60, 5L
LEVELS ON -
FILE NAME: HDGN: 72300.DGN




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 3J

# MISCELLANEOUS QUANTITIES

USH 18 | DANE COUNTY

## EROSION MAT

| STATION - STATION | LOCATION | DELIVERED S.Y. | INSTALLED S.Y. |
|---|---|---|---|
| 667+00 - 676+00 | USH 18, LT. | 1,000 | 1,000 |
| 667+50 - 672+45 | USH 18, RT. | 550 | 550 |
| 683+40 - 685+00 | USH 18, LT. | 180 | 180 |
| 718+40 - 724+00 | USH 18, 195 LT. | 560 | 560 |
| 667+00 - 670+00 | RAMP PB-1, RT. | 335 | 335 |
| 674+00 - 676+40 | RAMP PB-2, LT. | 270 | 270 |
| 674+20 - 676+00 | RAMP PB-2,RT. | 200 | 200 |
| 675+00 - 688+00 | RAMP PB-3, RT. | 1,465 | 1,465 |
| 113'PB'+00 - 134'PB'+80 | CTH PB, LT. | 1,680 | 1,680 |
| 691+85 - 708+50 | USH 18, RT., SOD DITCH CHECKS | 1,620 | 1,620 |
| 745+70 - 750+50 | RAMP E-1, RT. | 535 | 535 |
| 738+00 - 739+50 | RAMP E-1, RT. | 167 | 167 |
| 740+00 - 744+00 | RAMP E-2, RT. | 473 | 473 |
| 9'MRRT'+00 - 11'MRRT'+00 | MRRT, LT. | 285 | 285 |
| - - - - - - | WETLAND MITAGATION SITE -- UNDISTRIBUTED | 300 | 300 |
| - - - - - - | UNDISTRIBUTED | 680 | 680 |
| | TOTAL | 10,300 | 10,300 |

## EROSION BALES

| STATION | LOCATION | DELIVERED EACH | INSTALLED EACH |
|---|---|---|---|
| 609+00 | USH 18 RT. | 4 | 4 |
| 615+00 | USH 18 LT. | 4 | 4 |
| 617+00 | USH 18 RT. | 4 | 4 |
| 627+00 | USH 18 LT. | 4 | 4 |
| 628+00 | USH 18 RT. | 4 | 4 |
| 631+00 | USH 18 RT. | 4 | 4 |
| 634+00 | USH 18 RT. | 4 | 4 |
| 636+00 | USH 18 LT. | 4 | 4 |
| 749+70 | USH 18 RT. | 5 | 5 |
| 679+75 | USH 18 RT. | 5 | 5 |
| 720+50 | USH 18 RT. | 5 | 5 |
| 164"PB"+75 | CTH PB, LT. | 5 | 5 |
| 183"PB"+00 | CTH PB, LT. | 5 | 5 |
| ----- | MITIGATION SITE | 10 | 10 |
| ----- | UNDISTRIBUTED | 33 | 33 |
| | TOTAL | 100 | 100 |

## SODDING AND REINFORCED SODDING

| STATION - STATION | LOCATION | SODDING S.Y. | REINFORCED SODDING S.Y. |
|---|---|---|---|
| 648+00 - 660+00 | USH 18, LT. | 1,335 | |
| 648+00 - 660+00 | USH 18, RT. | 1,335 | |
| 660+00 - 677+00 | RAMP PB-1, LT. | 1,890 | |
| 670+00 - 676+65 | RAMP PB-1, RT. | 740 | |
| 660+00 - 674+20 | RAMP PB-2, RT. | 1,580 | |
| 663+00 - 674+00 | RAMP PB-2, LT. | 1,225 | |
| 668+00 - - - - | RAMP PB-2, LT. FLUME | 135 | |
| 675+30 - 681+60 | RAMP PB-3, LT. | 700 | |
| 687+75 - 691+00 | RAMP PB-3, RT. | 365 | |
| 740+00 - 758+00 | RAMP E-2, RT. | 2,000 | |
| 747+50 - 759+70 | USH 18, RT. | | 1,360 |
| 749+75 - 760+00 | RAMP E-2, LT. | 1,140 | |
| 120'PB'+69 - 133'PB'+44 | CTH PB MEDIAN | 3,258 | |
| 137'PB'+08 - 145'PB'+86 | CTH PB MEDIAN | 2,244 | |
| 145'PB'+30 - 145'PB'+90 | CTH PB,RT. | 70 | |
| 148'PB'+02 - 151'PB'+14 | CTH PB MEDIAN | 797 | |
| 153'PB'+31 - 161'PB'+18 | CTH PB MEDIAN | 2,012 | |
| 164'PB'+44 - 172'PB'+23 | CTH PB MEDIAN | 1,991 | |
| 172'PB'+43 - 177'PB'+90 | CTH PB MEDIAN | 1,398 | |
| 178'PB'+10 - 187'PB'+10 | CTH PB MEDIAN | 2,300 | |
| 20'W'+80 - 27'W'+00 | WHALEN ROAD, RT. | 690 | |
| 20'W'+80 - 27'W'+00 | WHALEN ROAD, LT. | 690 | |
| 21'G'+40 - 25'G'+00 | GRANDVIEW ROAD, RT. | 400 | |
| 21'G'+40 - 25'G'+00 | GRANDVIEW ROAD, LT. | 400 | |
| 658+00 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 667+00 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 684+00 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 690+50 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 700+00 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 700+00 - - - - | USH 18, INLET, 90' RT. | 9 | |
| 708+00 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 708+00 - - - - | USH 18, INLET, 80' RT. | 9 | |
| 717+12 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 722+00 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 729+50 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 751+20 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 756+79 - - - - | USH 18, INLET, MEDIAN | 11 | |
| 762+50 - - - - | USH 18, INLET, MEDIAN | 9 | |
| 677+50 - 680+00 | USH 18, RT. | 340 | |
| 691+85 - 708+50 | USH 18, RT., SOD DITCH CHECKS | 230 | |
| 718+40 - 724+00 | USH 18, 195' RT., SOD DITCH CHECKS | 97 | |
| - - - - - - | UNDISTRIBUTED | 210 | |
| | TOTAL | 29,700 | 1,360 |

## REMOVING SIGNS, TYPE II AND SMALL SIGN SUPPORTS

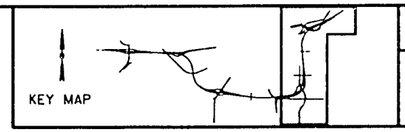
| STATION | LOCATION | CODE | TYPE II EACH | SUPPORTS EACH | STAGE |
|---|---|---|---|---|---|
| 33'M'+90 | CTH M LT. | M5-51-R | 1 | 1 | 2 |
| 37'M'+00 | CTH M RT. | W1-4R | 1 | 1 | 2 |
| 40'M'+20 | CTH M RT. | M2-4 | 1 | | 2 |
| 40'M'+20 | CTH M RT. | M1-5-A | 1 | 1 | 2 |
| 46'M'+30 | CTH M LT. | M1-5-A | 1 | 1 | 2 |
| 47'M'+10 | CTH M RT. | R1-1 | 1 | | 2 |
| 47'M'+10 | CTH M RT. | R1-4 | 1 | 1 | 2 |
| 47'M'+10 | CTH M RT. | M1-5-A | 1 | | 2 |
| 47'M'+10 | CTH M RT. | W1-7 | 1 | 1 | 2 |
| 47'M'+10 | CTH M LT. | R1-1 | 1 | | 2 |
| 47'M'+10 | CTH M LT. | R1-4 | 1 | 1 | 2 |
| 164'PB'+20 | CTH PB RT. | M1-5-A | 1 | 1 | 2 |
| 163'PB'+60 | CTH PB RT. | R1-1 | 1 | | 2 |
| 163'PB'+60 | CTH PB RT. | R1-4 | 1 | 1 | 2 |
| 163'PB'+60 | CTH PB LT. | R1-1 | 1 | | 2 |
| 163'PB+60 | CTH PB LT. | R1-4 | 1 | 1 | 2 |
| 163'PB+60 | CTH PB LT. | M1-5-A | 1 | 1 | 2 |
| 161'PB'+90 | CTH PB RT. | M1-5-A | 1 | | 2 |
| 161'PB'+90 | CTH PB RT. | W1-7 | 1 | 1 | 2 |
| 161'PB'+90 | CTH PB RT. | R1-7 | 1 | | 2 |
| 161'PB+60 | CTH PB RT. | R1-4 | 1 | 1 | 2 |
| 161'PB'+90 | CTH PB LT. | R1-1 | 1 | | 2 |
| 161'PB'+90 | CTH PB LT. | R1-4 | 1 | 1 | 2 |
| 161'PB'+30 | CTH PB LT. | M1-5-A | 1 | 1 | 2 |
| 159'PB'+30 | CTH PB LT. | W11-3 | 1 | 1 | 2 |
| 153'PB'+60 | CTH PB RT. | M2-1 | 1 | | 2 |
| 153'PB'+60 | CTH PB RT. | M1-5-A | 1 | 1 | 2 |
| 151'PB'+00 | CTH PB RT. | M1-4R | 1 | 1 | 2 |
| 48'M'+40 | CTH M RT. | R1-1 | 1 | | 3 |
| 48'M'+40 | CTH M RT. | R1-4 | 1 | 1 | 3 |
| 48'M'+40 | CTH M LT. | R1-1 | 1 | | 3 |
| 48'M'+40 | CTH M LT. | R1-4 | 1 | 1 | 3 |
| 48'M'+40 | CTH M LT. | M1-5-A | 1 | | 3 |
| 48'M'+40 | CTH M LT. | W1-7 | 1 | 1 | 3 |
| 49'M'+30 | CTH M RT. | M1-5-A | 1 | 1 | 3 |
| 50'M'+40 | CTH M RT. | W11-3 | 1 | 1 | 3 |
| 55'M'+20 | CTH M LT. | M2-1 | 1 | | 3 |
| 55'M'+20 | CTH M LT. | M1-5-A | 1 | 1 | 3 |
| 59'M'+80 | CTH M LT. | M1-4-R | 1 | 1 | 3 |
| 175'PB'+20 | CTH PB LT. | M1-4R | 1 | 1 | 2 |
| 172'PB'+00 | CTH PB LT. | M2-1 | 1 | | 2 |
| 172'PB'+00 | CTH PB LT. | M1-5-A | 1 | 1 | 2 |
| 143'PB'+30 | CTH PB LT. | W2-1 | 1 | 1 | 2 |
| 139'PB'+60 | CTH PB RT. | S3-1 | 1 | 1 | 2 |
| 25'W'+40 | WHALEN RD. LT. | M1-4R | 1 | 1 | 2 |
| 16'W'+00 | WHALEN RD. RT. | R12-52 | 1 | 1 | 2 |
| 15'W'+70 | WHALEN RD. LT. | R1-1 | 1 | 1 | 2 |
| 14'W'+80 | WHALEN RD. RT. | R1-1 | 1 | 1 | 2 |
| 27'G'+80 | GRANDVIEW RD. LT. | M1-4R | 1 | 1 | 3 |
| 19'G'+60 | GRANDVIEW RD. LT. | W5-52L | 1 | 1 | 3 |
| 19'G'+60 | GRANDVIEW RD. RT. | W5-52R | 1 | 1 | 3 |
| 19'G'+30 | GRANDVIEW RD. LT. | W5-52L | 1 | 1 | 3 |
| 19'G'+30 | GRANDVIEW RD. RT. | W5-52R | 1 | 1 | 3 |
| 18'G'+10 | GRANDVIEW RD. RT. | R12-52 | 1 | 1 | 3 |
| 17'G'+70 | GRANDVIEW RD. RT. | R1-1 | 1 | 1 | 3 |
| | | TOTAL | 55 | 40 | |

PLOT SCALE: 1.52

59.60

LEVELS ON

FILE NAME: HDGN: 72300.DGN




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 3K

MISCELLANEOUS QUANTITIES

USH 18 | DANE COUNTY

## SIGNS, TYPE III AND POSTS

| SIGN NO. | CODE NO. | SIGN MESSAGE | SIGNS, TYPE III SIZE, INCHES | SIGN AREA S.F. | WOOD POSTS 4x4 -INCH 10' EACH |
|---|---|---|---|---|---|
| M1 | N.A. | NO CONSTRUCTION EQUIPMENT OR ACTIVITY PERMITTED BEYOND THIS POINT | 48" X 12" | 4.00 | 2 |
| M2 | N.A. | NO CONSTRUCTION EQUIPMENT OR ACTIVITY PERMITTED BEYOND THIS POINT | 48" X 12" | 4.00 | 2 |
| M3 | N.A. | NO CONSTRUCTION EQUIPMENT OR ACTIVITY PERMITTED BEYOND THIS POINT | 48" X 12" | 4.00 | 2 |
| VE-13A | N.A. | NO CONSTRUCTION EQUIPMENT OR ACTIVITY PERMITTED BEYOND THIS POINT | 48" X 12" | 4.00 | 2 |
| VE-13B | N.A. | NO CONSTRUCTION EQUIPMENT OR ACTIVITY PERMITTED BEYOND THIS POINT | 48" X 12" | 4.00 | 2 |
| VE-13C | N.A. | NO CONSTRUCTION EQUIPMENT OR ACTIVITY PERMITTED BEYOND THIS POINT | 48" X 12" | 4.00 | 2 |
| VE-13D | N.A. | NO CONSTRUCTION EQUIPMENT OR ACTIVITY PERMITTED BEYOND THIS POINT | 48" X 12" | 4.00 | 2 |
| | | | TOTAL | 28.00 | 14 |

## SIGNING

| SIGN NO. | CODE NO. | SIGN MESSAGE | SIZE INCHES | SIGNS TYPE II REFLECTIVE S.F. | SAME POST AS SIGN NO. | WOOD POSTS 4 x 6 INCH 14' EACH | WOOD POSTS 4 x 6 INCH 16' EACH |
|---|---|---|---|---|---|---|---|
| 1 | R12-52 (2) | AXLE WEIGHT LIMIT ONE AXLE 6 TONS .. | 24 x 42 | 7.00 | | 1 | |
| 2 | R5-1 (2) | DO NOT ENTER | 30 x 30 | 6.25 | | 1 | |
| 3 | R5-9 (2) | WRONG WAY | 36 x 24 | 6.00 | | 1 | |
| 4 | R3-55L (2) | LEFT TURN LANE (ARROW) | 24 x 30 | 5.00 | | 1 | |
| 5 | M2-1 (2) | JCT | 21 x 15 | 2.19 | 6 | | |
| 6 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | 1 | |
| 7 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | 1 | |
| 8 | R3-55L (2) | LEFT TURN LANE (ARROW) | 24 x 30 | 5.00 | | 1 | |
| 9 | R1-1 (2) | STOP | 30 x 30 | 6.25 | | 1 | |
| 10 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | 15 | | |
| 11 | M6-4 (2) | DIR ARROW LEFT - RIGHT | 21 x 15 | 2.19 | 15 | | |
| 12 | R4-7 (2) | KEEP RIGHT SYMBOL | 24 x 30 | 5.00 | | 1 | |
| 13 | W3-1 (2) | STOP AHEAD | 36 x 36 | 9.00 | | 1 | |
| 14 | M1-5A (2) | CTH M | 24 x 24 | 4.00 | | 1 | |
| 15 | R1-1 (3) | STOP | 36 x 36 | 9.00 | | | 1 |
| 16 | R1-4 (2) | ALL WAY | 18 x 6 | 0.75 | 15 | | |
| 17 | R1-1 (3) | STOP | 36 x 36 | 9.00 | | | 1 |
| 18 | R1-4 (2) | ALL WAY | 18 x 6 | 0.75 | 17 | | |
| 19 | M1-5A (2) | CTH M | 24 x 24 | 4.00 | | | 1 |
| 20 | M6-4 (2) | DIR ARROW LEFT - RIGHT | 21 x 15 | 2.19 | 19 | | |
| 21 | R5-1 (2) | DO NOT ENTER | 30 x 30 | 6.25 | 19 | | |
| 22 | M1-5A (2) | CTH M | 24 x 24 | 4.00 | | 1 | |
| 23 | W11-4 (2) | CATTLE SYMBOL | 30 x 30 | 6.25 | | 1 | |
| 24 | R5-9 (2) | WRONG WAY | 36 x 24 | 6.00 | | 1 | |
| 25 | W3-1 (2) | STOP AHEAD | 36 x 36 | 9.00 | | 1 | |
| 26 | W3-1 (2) | STOP AHEAD | 36 x 36 | 9.00 | | 1 | |
| 27 | M2-1 (2) | JCT | 21 x 15 | 2.19 | 81 | | |
| 28 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | 1 | |
| 29 | R4-7 (2) | KEEP RIGHT SYMBOL | 24 x 30 | 5.00 | | 1 | |
| 30 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | | 1 |
| 31 | M6-4 (2) | DIR ARROW LEFT - RIGHT | 21 x 15 | 2.19 | 30 | | |
| 32 | R1-1 (2) | STOP | 30 x 30 | 6.25 | | 1 | |
| 33 | | DELETED | x | 0.00 | | | |
| 34 | R5-1 (2) | DO NOT ENTER | 30 x 30 | 6.25 | 35 | | |
| 35 | M1-5A (2) | CTH M | 24 x 24 | 4.00 | | | 1 |
| 36 | M6-4 (2) | DIR ARROW LEFT - RIGHT | 21 x 15 | 2.19 | 35 | | |
| 37 | R1-1 (3) | STOP | 36 x 36 | 9.00 | | | 1 |
| 38 | R4-7 (2) | KEEP RIGHT SYMBOL | 24 x 30 | 5.00 | | 1 | |
| 39 | R5-9 (2) | WRONG WAY | 36 x 24 | 5.00 | | 1 | |
| 40 | R3-55L (2) | LEFT TURN LANE (ARROW) | 24 x 30 | 9.00 | | 1 | |
| 41 | W3-1 (2) | STOP AHEAD | 36 x 36 | 9.00 | | 1 | |
| 42 | M2-1 (2) | JCT | 21 x 15 | 2.19 | 43 | | |
| 43 | M1-5A (2) | CTH M | 24 x 24 | 4.00 | | 1 | |
| 44 | W6-2 (2) | DIVIDED HWY ENDS SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 45 | W9-1L (4) | LEFT LANE ENDS | 36 x 36 | 9.00 | | 1 | |
| 46 | W4-2L (2) | PAVEMENT WIDTH TRANSITION SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 47 | R4-7 (2) | KEEP RIGHT SYMBOL | 24 x 30 | 5.00 | | 1 | |
| 48 | W6-1 (2) | DIVIDED HWY AHEAD SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 49 | W6-3 (3) | TWO WAY TRAFFIC SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 50 | R5-1 (2) | DO NOT ENTER | 30 x 30 | 6.25 | | 1 | |

## SIGNING (CON'T)

| SIGN NO. | CODE NO. | SIGN MESSAGE | SIZE INCHES | TYPE II REFLECTIVE S.F. | SAME POST AS SIGN NO. | 4 x 6 INCH 14' EACH | 4 x 6 INCH 16' EACH |
|---|---|---|---|---|---|---|---|
| 51 | R5-9 (2) | WRONG WAY | 36 x 24 | 6.00 | | 1 | |
| 52 | W4-2L (2) | PAVEMENT WIDTH TRANSITION SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 53 | W9-1L (4) | LEFT LANE ENDS | 36 x 36 | 9.00 | | 1 | |
| 54 | W6-2 (2) | DIVIDED HWY ENDS SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 55 | W3-1 (2) | STOP AHEAD | 36 x 36 | 9.00 | | 1 | |
| 56 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | 1 | |
| 57 | R1-1 (3) | STOP | 36 x 36 | 9.00 | | | 1 |
| 58 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | | 1 |
| 59 | M6-4 (2) | DIR ARROW LEFT - RIGHT | 21 x 15 | 2.19 | 58 | | |
| 60 | R1-1 (2) | STOP | 30 x 30 | 6.25 | | 1 | |
| 61 | R1-4 (2) | ALL WAY | 18 x 6 | 0.75 | 57 | | |
| 62 | W11-4 (2) | CATTLE SYMBOL | 30 x 30 | 6.25 | | 1 | |
| 63 | W3-1 (2) | STOP AHEAD | 36 x 36 | 9.00 | | 1 | |
| 64 | M2-1 (2) | JCT | 21 x 15 | 2.19 | 65 | | |
| 65 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | 1 | |
| 66 | M2-1 (2) | JCT | 21 x 15 | 2.19 | 67 | | |
| 67 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | | 1 |
| 68 | W3-1 (2) | STOP AHEAD | 36 x 36 | 9.00 | | | 1 |
| 69 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | 1 | |
| 70 | W3-1 (2) | STOP AHEAD | 36 x 36 | 4.00 | | 1 | |
| 71 | R1-1 (2) | STOP | 30 x 30 | 6.25 | | 1 | |
| 72 | M1-5A (2) | CTH PB | 24 x 24 | 9.00 | | | 1 |
| 73 | M6-4 (2) | DIR ARROW LEFT - RIGHT | 21 x 15 | 4.00 | 72 | | |
| 74 | R5-1 (2) | DO NOT ENTER | 30 x 30 | 6.25 | | 1 | |
| 75 | R4-7 (2) | KEEP RIGHT SYMBOL | 24 x 30 | 5.00 | | 1 | |
| 76 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | 1 | |
| 77 | R5-9 (2) | WRONG WAY | 36 x 24 | 6.00 | | 1 | |
| 78 | R5-9 (2) | WRONG WAY | 36 x 24 | 6.00 | | 1 | |
| 79 | R3-55L (2) | LEFT TURN LANE (ARROW) | 24 x 30 | 5.00 | | 1 | |
| 80 | M2-1 (2) | JCT | 21 x 15 | 2.19 | 69 | | |
| 81 | M1-5A (2) | CTH M | 24 x 24 | 4.00 | | | 1 |
| 82 | R5-1 (2) | DO NOT ENTER | 30 x 30 | 6.25 | | 1 | |
| 83 | R4-7 (2) | KEEP RIGHT SYMBOL | 24 x 30 | 5.00 | | 1 | |
| 84 | W6-3 (3) | TWO WAY TRAFFIC SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 85 | W6-1 (2) | DIVIDED HWY AHEAD SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 86 | R12-52 (2) | AXLE WEIGHT LIMIT ONE AXLE 6 TONS .. | 24 x 42 | 7.00 | | | 1 |
| 87 | R1-1 (2) | STOP | 30 x 30 | 6.25 | | 1 | |
| 88 | M1-5A (2) | CTH PB | 24 x 24 | 4.00 | | | 1 |
| 89 | M6-4 (2) | DIR ARROW LEFT - RIGHT | 21 x 15 | 2.19 | 88 | | |
| 90 | W4-2L (2) | PAVEMENT WIDTH TRANSITION SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 91 | W4-2L (2) | PAVEMENT WIDTH TRANSITION SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 92 | OMITTED | | | | | | |
| 93 | OMITTED | | | | | | |
| 94 | W6-2 (2) | DIVIDED HWY ENDS SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 95 | W6-2 (2) | DIVIDED HWY ENDS SYMBOL | 36 x 36 | 9.00 | | 1 | |
| 96 | R1-4 (2) | ALL WAY | 18 x 6 | 0.75 | 37 | | |
| 97 | R1-1 (3) | STOP | 36 x 36 | 9.00 | | | 1 |
| 98 | R1-4 (2) | ALL WAY | 18 x 6 | 0.75 | 97 | | |
| 99 | R1-1 (3) | STOP | 36 x 36 | 9.00 | | | 1 |
| 100 | R1-4 (2) | ALL WAY | 18 x 6 | 0.75 | 99 | | |
| 101 | R3-2 (2) | NO LEFT TURN | 24 x 24 | 4.00 | 102 | | |
| 102 | R3-1 (2) | NO RIGHT TURN | 24 x 24 | 4.00 | | 1 | |
| 103 | R3-1 (2) | NO RIGHT TURN | 24 x 24 | 4.00 | | 1 | |
| 104 | R3-2 (2) | NO LEFT TURN | 24 x 24 | 4.00 | | 1 | |
| 105 | R3-2 (2) | NO LEFT TURN | 24 x 24 | 4.00 | 108 | | |
| 106 | R3-1 (2) | NO RIGHT TURN | 24 x 24 | 4.00 | | 1 | |
| 107 | R3-1 (2) | NO RIGHT TURN | 24 x 24 | 4.00 | | 1 | |
| 108 | R3-1 (2) | NO RIGHT TURN | 24 x 24 | 4.00 | | 1 | |
| | | | TOTALS : | 579.00 | | 65 | 19 |

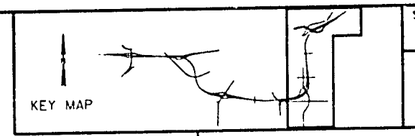
59.60

LEVELS ON -

FILE NAME: HDGN: 72300.DGN

# MISCELLANEOUS QUANTITIES

USH 18 — DANE COUNTY

KEY MAP 

## TRAFFIC CONTROL, ARROW BOARDS

| LOCATION | DAYS |
|---|---|
| EAST INTERCHANGE - USH 18 | 300 |
| TOTAL | 300 |

## TRAFFIC CONTROL, DRUMS

| STATION | - | STATION | LOCATION | STAGE | DRUM DAYS |
|---|---|---|---|---|---|
| 111'PB'+00 | - | 135'PB'+00 | EXISTING CTH PB, LT. | 1 | 3,000 |
| 135'PB'+00 | - | 140'PB'+00 | EXISTING CTH PB, LT. | 1 | 610 |
| 173'PB'+00 | - | 192'PB'+00 | EXISTING CTH PB, LT. | 1 | 2,280 |
| 16'W'+00 | - | 21'W'+50 | WHALEN ROAD, LT. | 1 | 720 |
| 16'W'+00 | - | 21'W'+50 | WHALEN ROAD, RT. | 1 | 720 |
| 50'M'+00 | - | 58'M'+00 | CTH M, LT. & RT. | 1A | 900 |
| 50'M'+00 | - | 58'M'+00 | CTH M, LT. & RT. | 1B | 1,800 |
| 50'M'+00 | - | 58'M'+00 | CTH M, LT. & RT. | 1C | 900 |
| 111'PB'+00 | | 120'PB'+00 | TEMPORARY ROADWAY, LT. & RT. | 2 | 4,000 |
| 120'PB'+00 | - | 135'PB'+00 | TEMPORARY ROADWAY, LT. | 2 | 2,400 |
| 235'PB'+00 | - | 253'PB'+00 | TEMPORARY ROADWAY, LT. | 2 | 2,800 |
| 235'PB'+00 | - | 253'PB'+00 | TEMPORARY ROADWAY, RT. | 2 | 2,800 |
| 253'PB'+00 | - | 155'PB'+00 | TEMPORARY ROADWAY, LT. | 2 | 1,200 |
| 253'PB'+00 | - | 155'PB'+00 | TEMPORARY ROADWAY, RT. | 2 | 1,200 |
| 253'PB'+50 | - | 155'PB'+00 | TEMPORARY ROADWAY, MEDIAN, LT. | 2 | 1,200 |
| 253'PB'+50 | - | 155'PB'+00 | TEMPORARY ROADWAY, MEDIAN, RT. | 2 | 1,200 |
| 155'PB'+00 | - | 162'PB'+50 | PROPOSED CTH PB, LT. | 2 | 1,280 |
| 155'PB'+00 | - | 162'PB'+50 | PROPOSED CTH PB, MEDIAN, LT. | 2 | 1,280 |
| 155'PB'+00 | - | 162'PB'+50 | PROPOSED CTH PB, MEDIAN, RT. | 2 | 1,280 |
| 155'PB'+00 | - | 162'PB'+50 | PROPOSED CTH PB, RT. | 2 | 1,280 |
| 163'PB'+00 | - | 172'PB'+00 | PROPOSED CTH PB, LT. | 2 | 1,440 |
| 163'PB'+00 | - | 172'PB'+00 | PROPOSED CTH PB, MEDIAN, LT. | 2 | 1,440 |
| 163'PB'+00 | - | 172'PB'+00 | PROPOSED CTH PB, MEDIAN, RT. | 2 | 1,440 |
| 163'PB'+00 | - | 172'PB'+00 | PROPOSED CTH PB, RT. | 2 | 1,440 |
| 172'PB'+00 | - | 273'PB'+50 | PROPOSED CTH PB, LT. | 2 | 640 |
| 172'PB'+00 | - | 273'PB'+50 | PROPOSED CTH PB, MEDIAN, LT. | 2 | 640 |
| 172'PB'+00 | - | 273'PB'+50 | PROPOSED CTH PB, MEDIAN, RT. | 2 | 640 |
| 172'PB'+00 | - | 273'PB'+50 | PROPOSED CTH PB, RT. | 2 | 640 |
| 273'PB'+50 | - | 288'PB'+00 | TEMPORARY ROADWAY, LT. | 2 | 1,360 |
| 273'PB'+50 | - | 288'PB'+00 | TEMPORARY ROADWAY, RT. | 2 | 1,360 |
| 288'PB'+00 | - | 292'PB'+00 | TEMPORARY ROADWAY, LT. | 2 | 1,360 |
| 288'PB'+00 | - | 292'PB'+00 | TEMPORARY ROADWAY, RT. | 2 | 1,360 |
| 15'W'+00 | - | 16'W+00 | WHALEN ROAD, LT & RT. | 2 | 480 |
| 52'M'+00 | - | 53'M'+00 | CTH M, LT. & RT. | 2 | 480 |
| 54'M'+50 | - | 55'M'+50 | CTH M, LT. & RT. | 2 | 480 |
| 111'PB'+00 | - | 125'PB'+00 | CTH PB, LT. | 3 | 4,500 |
| 136'PB'+00 | - | 145'PB'+00 | CTH PB, LT. | 3 | 2,850 |
| 145'PB'+00 | - | 148'PB'+00 | CTH PB, LT. | 3 | 1,800 |
| 146'PB'+00 | - | 147'PB'+00 | CTH PB, RT. | 3 | 600 |
| 152'PB'+50 | - | 154'PB'+00 | CTH PB, LT. | 3 | 1,200 |
| 153'PB'+00 | - | 154'PB'+00 | CTH PB, RT. | 3 | 600 |
| 172'PB'+00 | - | 192'PB'+50 | CTH PB, LT. | 3 | 6,300 |
| 16'W'+00 | - | 18'W'+00 | WHALEN ROAD, LT & RT. | 3 | 1,800 |
| - - - | | - - - | EAST INTERCHANGE | -- | 14,000 |
| | | | TOTAL | | 81,700 |

## TRAFFIC CONTROL, BARRICADES, TYPE III

| STATION +/- | LOCATION | STAGE | DAYS |
|---|---|---|---|
| 113'PB'+00 | CTH PB TEMPORARY ROAD | 1 | 60 |
| 235'PB'+00 | CTH PB TEMPORARY ROAD | 1 | 60 |
| 235'PB'+50 | CTH PB TEMPORARY ROAD | 1 | 60 |
| 19'W'+50 | WHALEN ROAD, LT. AND RT. | 1 | 120 |
| 20'W'+50 | WHALEN ROAD, LT. AND RT. | 1 | 120 |
| 236'PB'+00 | CTH PB TEMPORARY ROAD | 1 | 60 |
| 162'PB'+50 | CTH PB, LT. & RT. | 1 | 130 |
| 163'PB'+50 | CTH PB, LT. & RT. | 1 | 130 |
| 290'PB'+50 | CTH PB TEMPORARY ROAD | 1 | 60 |
| 113'PB'+00 | CTH PB TEMPORARY ROAD | 2 | 80 |
| 113'PB'+50 | CTH PB TEMPORARY ROAD | 2 | 80 |
| 114'PB'+00 | CTH PB TEMPORARY ROAD | 2 | 80 |
| 219'PB'+50 | CTH PB TEMPORARY ROAD | 2 | 80 |
| 235'PB'+00 | CTH PB TEMPORARY ROAD, LT. & RT. | 2 | 480 |
| 16'W'+00 | WHALEN ROAD | 2 | 160 |
| 18'W'+00 | WHALEN ROAD | 2 | 80 |
| 255'PB'+00 | CTH PB TEMPORARY ROAD, RT. | 2 | 720 |
| 290'PB'+00 | CTH PB TEMPORARY ROAD, RT. | 2 | 160 |
| 113'PB'+00 | CTH PB TEMPORARY ROAD | 3 | 30 |
| 235'PB'+00 | CTH PB TEMPORARY ROAD | 3 | 30 |
| 236'PB'+00 | CTH PB TEMPORARY ROAD | 3 | 30 |
| 146'PB'+00 | CTH PB, LT. & RT. | 3 | 60 |
| 153'PB'+50 | CTH PB, LT. & RT. | 3 | 60 |
| 275'PB'+00 | CTH PB TEMPORARY ROAD | 3 | 30 |
| 290'PB'+00 | CTH PB TEMPORARY ROAD | 3 | 30 |
| --- | EAST INTERCHANGE | -- | 510 |
| | TOTAL | | 3,500 |

## TRAFFIC CONTROL, WARNING LIGHTS, TYPE A

| LOCATION | STAGE | DAYS |
|---|---|---|
| CTH PB TYPE III BARRICADES | 1 | 1,080 |
| WHALEN ROAD TYPE III BARRICADES | 1 | 480 |
| CTH M TYPE III BARRICADES | 1 | 240 |
| CTH PB TYPE III BARRICADES | 2 | 600 |
| WHALEN ROAD TYPE III BARRIDCADES | 2 | 160 |
| CTH PB TYPE III BARRICADES | 3 | 360 |
| WHALEN ROAD TYPE III BARRIDCADES | 3 | 60 |
| GRANDVIEW ROAD TYPE III BARRICADES | 3 | 60 |
| RAMP TYPE III BARRICADES | 3 | 260 |
| TOTAL | | 3,300 |

## TRAFFIC CONTROL, WARNING LIGHTS, TYPE C

| LOCATION | STAGE | DAYS |
|---|---|---|
| CTH M DRUMS | 1A | 900 |
| CTH M DRUMS | 1B | 1,260 |
| CTH M DRUMS | 1C | 900 |
| CTH PB/TEMPORARY NORTH ROAD DRUMS | 2 | 1,920 |
| CTH PB/TEMPORARY SOUTH ROAD DRUMS | 2 | 2,720 |
| ---------- | 3 | 0 |
| EAST INTERCHANGE DRUMS | -- | 2,000 |
| TOTAL | | 9,700 |

## TRAFFIC CONTROL

| STATION - STATION | LOCATION | FLEXIBLE TUBULAR MARKER POSTS EACH * | FLEXIBLE TUBULAR MARKER BASES EACH |
|---|---|---|---|
| 767+00 - 773+00 | EXISTING USH 18/151, EAST OF NESBITT ROAD | 25 | 12 |
| | TOTAL | 25 | 12 |

* INCLUDES UNDISTRIBUTED QUANTITY FOR POST REPLACEMENTS AS REQUIRED

## TRAFFIC CONTROL, SIGNS

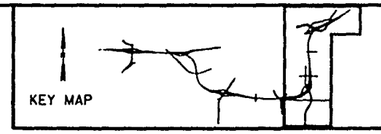
| LOCATION | STAGE | 24"x24" DAYS | 24"x30" DAYS | 30"x30" DAYS | 36"x36" DAYS | 48"x30" DAYS | 48"x48" DAYS | 60"x24" DAYS | 60"x30" DAYS |
|---|---|---|---|---|---|---|---|---|---|
| CTH PB | 1 | 120 | | | | 540 | 240 | | |
| GRANDVIEW ROAD | 1 | | | | | | 60 | | |
| WHALEN ROAD | 1 | | | | | | 120 | 120 | |
| CTH M / TEMPORARY ROAD | 1 | 120 | | | | 120 | 120 | | 120 |
| USH 18 | 1 | | | | | 240 | | | |
| CTH PB / TEMPORARY ROAD | 2 | 800 | | 160 | | 560 | 1,440 | 80 | 560 |
| GRANDVIEW ROAD | 2 | | | | | | 80 | | |
| WHALEN ROAD | 2 | | | | 160 | 80 | 240 | | |
| CTH M | 2 | | | | | | 160 | 160 | |
| CTH PB / TEMPORARY ROAD | 3 | 60 | | | | 300 | 830 | | |
| GRANDVIEW ROAD | 3 | | | | | 30 | 400 | | |
| WHALEN ROAD | 3 | | | | 60 | | 400 | 60 | |
| CTH M | 3 | | | | | | 400 | 60 | |
| EAST INTERCHANGE | -- | 400 | 200 | | | 400 | 2,600 | | 200 |
| | TOTAL | 1,500 | 200 | 160 | 220 | 2,270 | 7,090 | 480 | 880 |

TOTAL SIGN DAYS = 12,800

59.60

LEVELS ON -

FILE NAME: HDGN:72300.DGN




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 3M

# MISCELLANEOUS QUANTITIES

USH 18 | DANE COUNTY

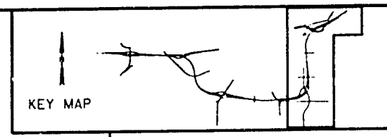
## PAVEMENT MARKING, EPOXY

| LOCATION | STATION - STATION | DIRECTION | OFFSET | CENTER LINE 4-INCH YELLOW L.F. | LANE LINE 4-INCH WHITE L.F. | EDGE LINE 4-INCH WHITE L.F. | EDGE LINE 4-INCH YELLOW L.F. | STOP LINE 24-INCH WHITE L.F. | CHANNELIZING 8-INCH WHITE L.F. | CHANNELIZING 8-INCH YELLOW L.F. | ARROWS TYPE 2 EACH | WORDS ("ONLY") EACH | DIAGONAL 18-INCH YELLOW L.F. | ISLAND NOSE YELLOW S.F. | CURB YELLOW L.F. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CTH PB | 113+00 - 135+50 | NB. | LT. | | | 2,150 | | | | | | | | | |
| | 113+00 - 135+50 | SB. | RT. | | | 2,150 | | | | | | | | | |
| | 113+00 - 120+00 | NB. & SB. | C/L | 1,400 | | | | | | | | | | | |
| | 120+50 - 136+00 | SB. | C/L | | 390 | | | | | | | | | | |
| | 122+00 - 136+00 | NB. | C/L | | 350 | | | | | | | | | | |
| | 133+40 - 134+80 | SB. | LT. | | | | | | 140 | | | | | | |
| | 119+70 - 134+50 | SB. | LT. | | | | 1,480 | | | | | | | | |
| | 119+70 - 134+50 | NB. | RT. | | | | 1,480 | | | | | | | | |
| | 119+80 - - - - | SB. | LT. | | | | | | | | | | | 8 | |
| | 118+05 - 119+80 | SB. | LT. | | | | | | | 175 | | | | | |
| | 118+05 - 119+80 | NB. | RT. | | | | | | | 175 | | | | | |
| | 118+05 - 119+80 | NB. & SB. | LT. & RT. | | | | | | | | | | 140 | | |
| | 136+00 - 162+50 | NB. | C/L | | 665 | | | | | | | | | | |
| | 136+00 - 162+50 | SB. | C/L | | 665 | | | | | | | | | | |
| | 135+90 - 143+95 | NB. | LT. | | | 805 | | | | | | | | | |
| | 146+16 - 152+66 | NB. | LT. | | | 650 | | | | | | | | | |
| | 153+60 - 162+10 | NB. | LT. | | | 850 | | | | | | | | | |
| | 136+05 - 145+82 | SB. | RT. | | | 975 | | | | | | | | | |
| | 146+68 - 153+23 | SB. | RT. | | | 655 | | | | | | | | | |
| | 154+15 - 162+30 | SB. | RT. | | | 815 | | | | | | | | | |
| | 138+55 - 147+05 | NB. | RT. | | | | 850 | | | | | | | | |
| | 149+55 - 152+38 | NB. | RT. | | | | 290 | | | | | | | | |
| | 153+28 - 162+28 | NB. | RT. | | | | 900 | | | | | | | | |
| | 136+05 - 145+05 | SB. | LT. | | | | 900 | | | | | | | | |
| | 146+00 - 146+90 | N/A | N/A | | 55 | | | | | | | | | | |
| | 146+75 - 149+65 | SB. | LT. | | | | 290 | | | | | | | | |
| | 154+00 - 159+70 | SB. | LT. | | | | 830 | | | | | | | | |
| | 136+05 - - - - | NB. | C/L | | | | | 40 | | | | | | | |
| | 134+80 - - - - | SB. | LT. | | | | | | | | | | | 8 | |
| | 119+60 - 119+80 | SB. | LT. | | | | | | | | | | | | 20 |
| | 119+60 - 119+80 | NB. | RT. | | | | | | | | | | | | 20 |
| | 134+50 - 134+80 | SB. | LT. | | | | | | | | | | | | 30 |
| | 134+50 - 134+80 | NB. | RT. | | | | | | | | | | | | 30 |
| | 162+30 - - - - | SB. | C/L | | | | | 40 | | | | | | | |
| | 135+80 - 137+05 | NB. | RT. | | | | | | 125 | | | | | | |
| | 146+80 - 148+05 | NB. | RT. | | | | | | 125 | | | | | | |
| | 151+10 - 152+40 | SB. | LT. | | | | | | 130 | | | | | | |
| | 161+20 - 162+30 | SB. | LT. | | | | | | 110 | | | | | | |
| | 161+90 - - - - | SB. | LT. | | | | | | | | 1 | | | | |
| | 161+40 - - - - | SB. | LT. | | | | | | | | | 1 | | | |
| | 135+80 - - - - | SB. | LT. | | | | | | | | | | | 7 | |
| | 146+05 - - - - | SB. | LT. | | | | | | | | | | | 15 | |
| | 146+80 - - - - | SB. | LT. | | | | | | | | | | | 15 | |
| | 152+37 - - - - | SB. | LT. | | | | | | | | | | | 15 | |
| | 153+28 - - - - | SB. | LT. | | | | | | | | | | | 7 | |
| | 162+30 - - - - | SB. | LT. | | | | | | | | | | | 15 | |
| | 163+27 - - - - | SB. | LT. | | | | | | | | | | | 15 | |
| | 187+50 - 193+00 | NB. | C/L | 1,100 | | | | | | | | | | | |
| | 163+25 - 187+50 | NB. | C/L | | 620 | | | | | | | | | | |
| | 162+25 - 183+00 | SB. | C/L | | 505 | | | | | | | | | | |
| | 163+00 - 193+00 | NB. | LT. | | | 2,890 | | | | | | | | | |
| | 163+25 - 185+40 | SB. | RT. | | | | 2,040 | | | | | | | | |
| | 163+25 - 185+40 | SB. | LT. | | | | 2,040 | | | | | | | | |
| | 163+60 - 193+00 | SB. | RT. | | | 2,865 | | | | | | | | | |
| | 163+25 - - - - | NB. | C/L | | | | | 50 | | | | | | | |
| | 163+25 - 164+40 | NB. | RT. | | | | | | 120 | | | | | | |
| | 185+40 - 187+75 | NB. | RT. | | | | | | | 240 | | | | | |
| | 185+40 - 187+75 | SB. | LT. | | | | | | | 240 | | | | | |
| | 163+35 - - - - | NB. | LT/RT. | | | | | | | | 1 | | | | |
| | 164+25 - - - - | NB. | LT/RT. | | | | | | | | | 1 | | | |
| | 185+55 - 187+95 | SB/NB. | LT/RT. | | | | | | | | | | 140 | | |
| | 163+25 - - - - | SB. | LT. | | | | | | | | | | | 15 | |
| | 185+40 - 185+55 | NB. | RT. | | | | | | | | | | | | 15 |
| | 185+40 - 185+55 | SB. | LT. | | | | | | | | | | | | 15 |
| CTH M | 53+20 - - - - | EB. | C/L | | | | | 15 | | | | | | | |
| | 54+35 - - - - | WB. | C/L | | | | | 15 | | | | | | | |
| | 53+30 - - - - | EB. | RT. | | | | | 30 | | | | | | | |
| | 54+35 - - - - | WB. | LT. | | | | | 30 | | | | | | | |
| | 51+50 - 53+30 | EB. | C/L | 360 | | | | | | | | | | | |
| | 54+35 - 56+00 | WB. | C/L | 340 | | | | | | | | | | | |
| | 51+50 - 53+00 | EB. | RT. | | | 130 | | | | | | | | | |
| | 51+50 - 53+50 | WB. | LT. | | | 190 | | | | | | | | | |
| | 54+35 - 56+00 | WB. | LT. | | | 205 | | | | | | | | | |
| | 54+80 - 56+00 | EB. | RT. | | | 120 | | | | | | | | | |
| | 53+30 - ISLAND | EB. | RT. | | | | | | | | | | | | |
| | 54+35 - ISLAND | WB. | LT. | | | | | | | | | | | | |
| WHALEN ROAD | 15+00 - - - - | EB. | C/L | | | | | 25 | | | | | | 20 | 60 |
| | 15+80 - - - - | WB. | C/L | | | | | 25 | | | | | | 20 | 60 |
| | | | TOTALS: | 3,200 | 3,250 | 15,450 | 11,100 | 270 | 750 | 830 | 2 | 2 | 280 | 160 | 250 |

59.60

LEVELS ON •

FILE NAME: HDGN: 72300.DGN




STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 3N

# MISCELLANEOUS QUANTITIES

USH 18 | DANE COUNTY

## TEMPORARY PAVEMENT MARKING

| STATION | - STATION | LOCATION | STAGE | DESCRIPTION | PAVEMENT MARKING (PAINT) WHITE L.F. | PAVEMENT MARKING (PAINT) YELLOW L.F. | PAVEMENT MARKING, REMOVABLE TAPE WHITE L.F. | PAVEMENT MARKING, REMOVABLE TAPE YELLOW L.F. | TEMPORARY PAVEMENT MARKING, RAISED MARKERS WHITE EACH | TEMPORARY PAVEMENT MARKING, RAISED MARKERS YELLOW EACH |
|---|---|---|---|---|---|---|---|---|---|---|
| 143+95 | - 146+15 | USH 18, NB, LT. | - | EDGE LINE | | | 220 | | | |
| 145+82 | - 146+67 | USH 18, SB, RT. | - | EDGE LINE | | | 85 | | | |
| 152+64 | - 153+59 | USH 18, NB, LT. | - | EDGE LINE | | | 95 | | | |
| 153+25 | - 155+25 | USH 18, SB, RT. | - | EDGE LINE | | | 200 | | | |
| 150'M'+50 | - 157'M'+00 | CTH M TEMPORARY ROAD, C/L | 1B | NO-PASSING MARKING | | 1,300 | | 100 | | |
| 150'M'+50 | - 157'M'+00 | CTH M TEMPORARY ROAD, LT. & RT. | 1B | EDGE LINE | 1,300 | | 100 | | | |
| 217'PB'+00 | - 155'PB'+00 | CTH PB TEMPORARY ROAD, C/L | 2 | NO-PASSING MARKING | | 5,000 | | 300 | | |
| 217'PB'+00 | - 155'PB'+00 | CTH PB TEMPORARY ROAD, LT. & RT. | 2 | EDGE LINE | 5,000 | | 300 | | | |
| 155'PB'+00 | - 171'PB'+00 | CTH PB | 2 | EDGE LINE | | | 3,200 | 3,200 | | |
| 171'PB'+00 | - 292'PB'+00 | CTH PB TEMPORARY ROAD, C/L | 2 | NO-PASSING MARKING | 4,000 | | | 200 | | |
| 171'PB'+00 | - 292'PB'+00 | CTH PB TEMPORARY ROAD, LT. & RT. | 2 | EDGE LINE | 4,000 | | 200 | | | |
| --- | - --- | EAST INTERCHANGE CROSSOVER CROSSOVER LEFT TURN LANE AT NESBITT ROAD [USH 18 EB] | - | EDGE LINE | 1,200 | 2,500 | 1,200 | 100 | 100 | 100 |
| | | | - | CHANNELIZING [8-INCH] | | | 200 | | | |
| --- | - --- | USH 18 WB (IF REQUIRED) | - | EDGE LINE | | | 700 | 700 | | |
| | | | | TOTALS | 15,500 | 8,800 | 6,500 | 4,600 | 100 | 100 |

## SAND BAGS

| STATION | LOCATION | EACH |
|---|---|---|
| 730+75 | USH 18, LT.; C-13-117 | 800 |
| 738+32 | USH 18, RT.; B-13-425 | 800 |
| | TOTAL | 1,600 |

## SAWING EXISTING PAVEMENT

| STATION | LOCATION | LENGTH L.F. |
|---|---|---|
| 48'M'+00 LT. | CTH M | 24 |
| 48'M'+00 RT. | CTH M | 24 |
| 49'M'+00 | CTH M | 24 |
| 52'M'+00 | CTH M | 24 |
| 65'M'+00 | CTH M | 24 |
| 120'PB'+00 | CTH PB | 24 |
| 193'PB'+06.15 | CTH PB | 24 |
| 13'W'+00 | WHALEN RD. | 20 |
| 13'W'+50 | WHALEN RD., RT. | 114 |
| 27'W'+00 | WHALEN RD. | 20 |
| 18'G'+00 | GRANDVIEW RD. | 24 |
| 25'G'+00 | GRANDVIEW RD. | 24 |
| - | EXISTING CTH "PB" | 50 |
| | TOTAL | 420 |

## INTERLOCKING BLOCK RETAINING WALL

| STATION | STATION | LOCATION | S.F. |
|---|---|---|---|
| 759+75 | - 762+75 | RAMP E-1, RT. | 2,000 |
| | | TOTAL | 2,000 |

## PERMANENT BARRICADES, TYPE III

| LOCATION | EACH |
|---|---|
| RAMP PB-1 | 5 |
| RAMP PB-2 | 5 |
| RAMP PB-3 | 5 |
| RAMP PB-4 | 5 |
| TOTAL | 20 |

## ARCHAEOLOGICAL SITE FENCING

| LOCATION | L.F. |
|---|---|
| MITIGATION SITE | 500 |
| ARCHAEOLOGICAL SITE VE-13 | 600 |
| TOTAL | 1100 |

## WETLAND SEEDING, ZONE 4

| LOCATION | SEEDING LB. |
|---|---|
| WETLAND MITIGATION SITE | 60 |
| TOTAL | 60 |

## OPEN WATER PLANTING, ZONE 1

| LOCATION | PLANTING EACH |
|---|---|
| WETLAND MITIGATION SITE | 8,600 |
| TOTAL | 8,600 |

## LIMESTONE SCREENINGS

| STATION - STATION | LOCATION | TON |
|---|---|---|
| 8'MRRT'+00 - 26'MRRT'+00 | MILITARY RIDGE REC. TRAIL | 400 |
| | TOTAL | 400 |

## SALVAGED WETLAND MULCH

| LOCATION | S.Y. |
|---|---|
| WETLAND MITIGATION SITE | 11,700 |
| TOTAL | 11,700 |

## PIPE UNDERDRAIN, UNPERFORATED, 4-INCH

| LOCATION | L.F. |
|---|---|
| INTERLOCKING BLOCK RETAINING WALL (RAMP E-1, RT.) | 20 |
| TOTAL | 20 |

## REMOVING PAVEMENT MARKINGS

| STATION | - STATION | LOCATION | L.F. |
|---|---|---|---|
| 111'PB'+00 | - 113'PB'+00 | CTH PB C/L | 400 |
| 111'PB'+00 | - 113'PB'+00 | CTH PB, LT. & RT. | 200 |
| 191'PB'+00 | - 193'PB'+00 | CTH PB C/L | 200 |
| 191'PB'+00 | - 193'PB'+00 | CTH PB C/L | 200 |
| 50'M'+00 | - 55'M'+00 | CTH M C/L | 100 |
| ----- | - ----- | USH 18 WB LANES AT NESBITT ROAD | 200 |
| ----- | - ----- | USH 18 TEMPORARY MEDIAN CROSSOVER | 200 |
| | | TOTAL | 1,500 |

## ERADICATE EXISTING WETLAND

| LOCATION | EACH |
|---|---|
| WETLAND MITIGATION SITE | 5 |
| TOTAL | 5 |

## ABANDONMENT OR REMOVAL OF MONITORING WELLS

| LOCATION | EACH |
|---|---|
| WETLAND MITIGATION SITE | 8 |
| TOTAL | 8 |

## PIPE UNDERDRAIN, 4-INCH

| STATION | LOCATION | L.F. |
|---|---|---|
| 759+75 - 762+75 | RAMP E-1, RT. INTERLOCKING BLOCK RETAINING WALL | 300 |
| | TOTAL | 300 |

## PRAIRIE SEEDING, ZONE 5

| LOCATION | PRAIRIE MIX LBS. |
|---|---|
| WETLAND MITIGATION SITE | 720 |
| TOTAL | 720 |

## WETLAND PLANTINGS

| LOCATION | ZONE 4 EACH | ZONE 3 EACH | ZONE 2 EACH |
|---|---|---|---|
| WETLAND MITIGATION SITE | 22,000 | 54,000 | 17,600 |
| TOTAL | 22,000 | 54,000 | 17,600 |

59.60.

LEVELS ON

FILE NAME: HDGN: 72300.DGN

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 30 |
| MISCELLANEOUS QUANTITIES | |
| USH 18 | DANE COUNTY |

NOTE: ALL QUANTITIES ARE GROUP CODE 050.

## LOOP DETECTOR LOCATION AND SIZE
## LOOP DETECTOR WIRE
## LOOP DETECTOR CONDUIT, 1-INCH, SPECIAL

| | PULLBOX & JUNCTION BOX NUMBER | | LOOP PHASE NO. | LOOP LOCATION STATION/LOCATION | | NO. OF TURNS | LOOP SIZE | PAVEMENT TYPE | LOOP DETECTOR WIRE L.F. | LOOP DETECTOR WIRE, SPECIAL EACH | LOOP DETECTOR CONDUIT 1-INCH, SPECIAL, ASPHALTIC PAV'T. L.F. | LOOP DETECTOR CONDUIT 1-INCH, SPECIAL, CONCRETE PAV'T. L.F. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PULLBOX (CURB SIDE) | JUNCTION BOX (ROADWAY) | | | | | | | | | | |
| C.T.H."PB" & C.T.H."M" | PB1 | NA | Ø62 | 165+63 | 40'LT. | 3 | 6X20 | ASPHALTIC | 180' | 1 | 65' | – |
| | PB2 | NA | Ø61 | 164+40 | 41'LT. | 2 | 6X20 | ASPHALTIC | 140' | 1 | 70' | – |
| | PB5 | NA | Ø42 | 52+05 | 06'RT. | 3 | 6X6 | ASPHALTIC | 115' | 1 | 45' | – |
| | PB6 | NA | Ø41 | 53+30 | 06'RT. | 2 | 6X20 | ASPHALTIC | 140' | 1 | 70' | – |
| | PB11 | NA | Ø82 | 55+65 | 08'LT. | 3 | 6X6 | ASPHALTIC | 115' | 1 | 45' | – |
| | PB12 | NA | Ø81 | 54+39 | 08'LT. | 2 | 6X20 | ASPHALTIC | 140' | 1 | 70' | – |
| | PB15 | NA | Ø21 | 161+11 | 10'RT. | 2 | 6X20 | ASPHALTIC | 140' | 1 | 70' | – |
| | PB17 | NA | Ø22 | 159+86 | 12'RT. | 2 | 6X20 | ASPHALTIC | 120' | 1 | 60' | – |
| C.T.H."PB" & RAMP"PB-2"/RAMP"PB-3" | PB19 | NA | Ø62 | 155+78 | 40'LT. | 2 | 6X20 | ASPHALTIC | 120' | 1 | 60' | – |
| | PB20 | PB21 | Ø61 | 154+55 | 40'LT. | 2 | 6X20 | CONCRETE | 145' | 1 | – | 70' |
| | PB23 | PB29 | Ø41 | 583+72 | 06'LT. | 2 | 6X20 | CONCRETE | 140' | 1 | – | 70' |
| | PB27 | PB28 | Ø42 | 582+53 | 09'LT. | 2 | 6X6 | CONCRETE | 100' | 1 | – | 50' |
| | PB33 | PB32 | Ø51 | 152+28 | 05'LT. | 2 | 6X20 | CONCRETE | 145' | 1 | – | 75' |
| | PB39 | PB40 | Ø21 | 151+38 | 12'RT. | 2 | 6X20 | CONCRETE | 145' | 1 | – | 75' |
| | PB41 | PB42 | Ø22 | 149+89 | 12'RT. | 3 | 6X20 | CONCRETE | 200' | 1 | – | 75' |
| C.T.H."PB" & RAMP"PB-1"/RAMP"PB-4" | PB43 | PB44 | Ø62 | 149+45 | 40'LT. | 3 | 6X20 | CONCRETE | 195' | 1 | – | 70' |
| | PB46 | PB47 | Ø61 | 147+95 | 39'LT. | 2 | 6X20 | CONCRETE | 165' | 1 | – | 60' |
| | PB49 | PB48 | Ø11 | 146+97 | 21'LT. | 2 | 6X20 | CONCRETE | 150' | 1 | – | 75' |
| | PB56 | PB57 | Ø82 | 587N+89 | 38'LT. | 2 | 6X20 | CONCRETE | 145' | 1 | – | 70' |
| | PB59 | PB60 | Ø83 | 588+94 | 04'RT. | 2 | 6X20 | CONCRETE | 165' | 1 | – | 65' |
| | PB61 | PB62 | Ø81 | 587N+88 | 03'LT. | 2 | 6X20 | CONCRETE | 145' | 1 | – | 70' |
| | PB61 | PB63 | Ø31 | 587N+88 | 09'RT. | 2 | 6X20 | CONCRETE | 165' | – | – | 85' |
| | PB66 | PB67 | Ø21 | 144+65 | 13'RT. | 2 | 6X20 | CONCRETE | 145' | 1 | – | 75' |
| | PB68 | NA | Ø22 | 143+23 | 12'RT. | 2 | 6X20 | ASPHALTIC | 130' | 1 | 65' | – |
| | | | | | | | TOTALS | | 3,500' | 23 | 820' | 1,030' |

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 3P |

**MISCELLANEOUS QUANTITIES**

USH 18 — DANE COUNTY

NOTE: ALL QUANTITIES ARE GROUP CODE 050.

## PULLBOX & JUNCTION BOX

| | PULLBOX & JUNCTION BOX NUMBER | 8X8X8 JUNCTION BOX EACH | 18x36 PULLBOX EACH | 24x36 PULLBOX EACH | STATION | LOCATION |
|---|---|---|---|---|---|---|
| C.T.H."PB" & C.T.H."M" | PB1 | – | 1 | – | 165+63 | 20'LT. |
| | PB2 | – | 1 | – | 164+39 | 13'LT. |
| | PB3 | – | – | 1 | 163+26 | 12'LT. |
| | PB4 | – | – | 1 | 53+07 | 58'RT. |
| | PB5 | – | 1 | – | 52+05 | 29'RT. |
| | PB6 | – | – | 1 | 53+27 | 25'RT. |
| | PB7 | – | – | 1 | 53+19 | 29'LT. |
| | PB8 | – | – | 1 | 162+36 | 39'RT. |
| | PB9 | – | – | 1 | 162+34 | 16'LT. |
| | PB10 | – | – | 1 | 54+52 | 63'LT. |
| | PB11 | – | 1 | – | 55+64 | 29'LT. |
| | PB12 | – | – | 1 | 54+49 | 23'LT. |
| | PB13 | – | – | 1 | 163+00 | 80'LT. |
| | PB14 | – | – | 1 | 163+14 | 69'LT. |
| | PB15 | – | 1 | – | 161+11 | 14'LT. |
| | PB16 | – | – | 1 | 160+10 | 33'RT. |
| | PB17 | – | 1 | – | 159+87 | 05'LT. |
| C.T.H."PB" & RAMPS "PB-1" & "PB-4" | PB18 | – | – | 1 | 157+10 | 33'RT. |
| | PB19 | – | 1 | – | 155+78 | 23'LT. |
| | PB20 | – | 1 | – | 154+54 | 23'LT. |
| | PB21 | 1 | – | – | 154+55 | 40'LT. |
| | PB22 | – | – | 1 | 153+42 | 18'LT. |
| | PB23 | – | – | 1 | 583+72 | 09'RT. |
| | PB24 | – | – | 1 | 153+93 | 45'RT. |
| | PB25 | – | – | 1 | 154+08 | 38'RT. |
| | PB26 | – | – | 1 | 583+44 | 33'RT. |
| | PB27 | – | 1 | – | 582+55 | 13'RT. |
| | PB28 | 1 | – | – | 582+53 | 09'LT. |
| | PB29 | 1 | – | – | 583+72 | 06'LT. |
| | PB30 | – | – | 1 | 583+58 | 24'LT. |
| | PB31 | – | – | 1 | 152+77 | 39'RT. |
| | PB32 | 1 | – | – | 152+28 | 05'LT. |
| | PB33 | – | – | 1 | 152+27 | 24'LT. |
| | PB34 | – | – | 1 | 152+46 | 61'LT. |
| | PB35 | – | – | 1 | 152+71 | 78'LT. |
| | PB36 | – | – | 1 | 153+18 | 81'LT. |
| | PB37 | – | – | 1 | 153+57 | 61'LT. |
| | PB38 | – | – | 1 | 152+29 | 32'RT. |
| | PB39 | – | 1 | – | 151+38 | 31'RT. |
| | PB40 | 1 | – | – | 151+38 | 12'RT. |
| | PB41 | – | 1 | – | 149+89 | 30'RT. |
| | PB42 | 1 | – | – | 149+89 | 12'RT. |
| C.T.H."PB" & RAMPS "PB-1" & "PB-4" | PB43 | – | 1 | – | 149+45 | 22'LT. |
| | PB44 | 1 | – | – | 149+45 | 40'LT. |
| | PB45 | – | – | 1 | 149+26 | 22'RT. |
| | PB46 | – | 1 | – | 147+97 | 12'LT. |
| | PB47 | 1 | – | – | 147+95 | 39'LT. |
| | PB48 | 1 | – | – | 146+97 | 21'LT. |
| | PB49 | – | – | 1 | 146+91 | 04'LT. |
| | PB50 | – | – | 1 | 146+65 | 33'RT. |
| | PB51 | – | – | 1 | 586+79 | 21'RT. |
| | PB52 | – | – | 1 | 146+50 | 62'RT. |
| | PB53 | – | – | 1 | 586+88 | 13'LT. |
| | PB54 | – | – | 1 | 145+87 | 40'RT. |
| | PB55 | – | – | 1 | 145+73 | 12'LT. |
| | PB56 | – | – | 1 | 587N+88 | 21'LT. |
| | PB57 | 1 | – | – | 587N+89 | 38'LT. |
| | PB58 | – | – | 1 | 588+10 | 32'LT. |
| | PB59 | – | 1 | – | 588+93 | 25'LT. |
| | PB60 | 1 | – | – | 588+94 | 04'RT. |
| | PB61 | – | 1 | – | 587N+99 | 16'LT. |
| | PB62 | 1 | – | – | 587N+88 | 03'LT. |
| | PB63 | 1 | – | – | 587N+86 | 09'RT. |
| | PB64 | – | – | 1 | 587N+70 | 20'RT. |
| | PB65 | – | – | 1 | 146+65 | 60'LT. |
| | PB66 | – | 1 | – | 144+66 | 32'RT. |
| | PB67 | 1 | – | – | 144+65 | 13'RT. |
| | PB68 | – | 1 | – | 143+23 | 31'RT. |
| | TOTAL: | 14 | 17 | 37 | | |

## NONMETALLIC CONDUIT

| | FROM--TO | 2-INCH L.F. | 3-INCH L.F. |
|---|---|---|---|
| C.T.H."PB" & C.T.H."M" | PB1-PB2 | 130' | – |
| | PB2-PB3 | 120' | – |
| | PB3-PB4 | – | 80' |
| | PB4-PB5 | 110' | – |
| | PB4-PB6 | – | 45' |
| | PB6-PB7 | – | 60' |
| | PB8-PB9 | – | 60' |
| | PB9-PB15 | 125' | – |
| | PB15-PB17 | 130' | – |
| | PB9-PB10 | – | 70' |
| | PB10-PB11 | 120' | – |
| | PB9-PB12 | – | 70' |
| | PB10-PB12 | – | 45' |
| | PB12-PB13 | – | 55' |
| | PB13-PB14 | – | 20' |
| | PB14-PB3 | – | 60' |
| | PB8-PB16 | – | 225' |
| C.T.H."PB" & RAMPS "PB-1" & "PB-4" | PB16-PB18 | – | 300' |
| | PB18-PB25 | – | 305' |
| | PB19-PB20 | 130' | – |
| | PB20-PB22 | 115' | – |
| | PB22-PB23 | – | 60' |
| | PB23-PB30 | – | 40' |
| | PB23-PB24 | – | 2@45'=90' |
| | PB26-PB27 | 95' | – |
| | PB26-PB30 | – | 60' |
| | PB30-PB31 | – | 2@55'=110' |
| | PB31-PB33 | – | 85' |
| | PB33-PB34 | – | 45' |
| | PB34-PB35 | – | 2@35'=70' |
| | PB35-PB36 | – | 2@50'=100' |
| | PB36-PB37 | – | 50' |
| | PB37-PB22 | – | 50' |
| | PB31-PB38 | – | 50' |
| | PB31-PB39 | 145' | – |
| | PB39-PB41 | 150' | – |
| | PB38-PB45 | – | 305' |
| | PB45-PB52 | – | 305' |
| C.T.H."PB" & RAMPS "PB-1" & "PB-4" | PB52-586+90(25'LT.) | – | 50' |
| | PB54-PB66 | 130' | – |
| | PB66-PB68 | 150' | – |
| | PB54-PB55 | – | 55' |
| | PB55-PB56 | – | 75' |
| | PB56-PB58 | – | 35' |
| | PB58-PB59 | 85' | – |
| | PB58-PB61 | 15' | – |
| | PB58-PB64 | – | 50' |
| | PB64-PB65 | – | 50' |
| | PB65-PB49 | – | 65' |
| | PB49-PB46 | 110' | 50' |
| | PB46-PB43 | 150' | 65' |
| | PB49-PB50 | – | 50' |
| | PB50-PB51 | – | 30' |
| | PB51-PB53 | – | 2@40'=80' |
| | 587S+37(78'LT.)-587N+09(60'LT.) | 35' | – |
| | 587N+35(58'LT.)-587+93(52'LT.) | 60' | – |
| | 146+20(64'RT.)-146+50(67'RT.) | 30' | – |
| | 153+29(60'RT.)-153+75(67'RT.) | 50' | – |
| | 583+66(54'RT.)-584S+11(60'RT.) | 50' | – |
| | 583N+73(65'RT.)-584+04(84'RT.) | 35' | – |
| | TOTALS: | 2,270' | 3,470' |

NOTE: THE LAST SIX NONMETALLIC CONDUIT ENTRIES SIGNIFY CONDUIT RESERVED FOR ELECTRIC SERVICE.

| R/W PROJECT NUMBER | SHEET NUMBER | TOTAL SHEETS |
|---|---|---|
| 1201--04--21 | 4.0 | 26 |
| FEDERAL PROJECT NUMBER | | |

PLAT OF RIGHT OF WAY REQUIRED FOR

# VERONA BYPASS

( C.T.H. G – NESBITT ROAD )

U.S.H. 18 — DANE COUNTY

1201-4-72 / 4.0

OFFICIAL PLAT ON FILE WITH
THE REGISTER OF DEEDS OFFICE

## CONVENTIONAL SIGNS AND ABBREVIATIONS

STATE LINE
COUNTY LINE
TOWNSHIP AND RANGE LINES
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
CORPORATE LIMITS
LOT, TIE AND OTHER MINOR LINES
SLOPE INTERCEPTS
UNDERGROUND FACILITY (GAS, TELEPHONE, ELECTRIC, ETC.)
FENCE
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
BEAM GUARD
TRANSMISSION TOWER AND LINE
GAS MARKER OR TELEPHONE PEDESTAL

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
BRIDGE
STREAM OR RIVER
LAKE
CULVERT (BOX, PIPE OR CATTLE PASS)
RAIL LINE
SIGN

HYDRANT
FOUNDATION OR RUIN
BUILDING
CEMETERY
R/W MONUMENT
NON-MONUMENTED R/W POINT
IRON PIN
VALVE
WINDMILL
SILO, MANHOLE, VENT, SEPTIC VENT, WELL, ETC.
GAS PUMPS
BUSHES
TREES (DECIDUOUS) (CONIFEROUS)
WOODS
ENCROACHING SIGN

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |

NO ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
NO ACCESS (BY PREVIOUS PROJECT)

| | | | |
|---|---|---|---|
| ACCESS RIGHTS | A.R. | FIBER OPTIC CABLE | F.O. |
| UNDER GROUND | UG | GAS VALVE | GV |
| HOUSE TRAILER | H.T. | MOBILE HOME | M.H. |
| WATER VALVE | W.V. | HANGAR | HA. |
| VOLUME | VOL. | LIQUID PROPANE STATION | LP STA |
| RECORDED | REC'D | WATERS EDGE | W.E. |
| POINT OF BEGINNING | P.O.B. | PERMANENT LIMITED EASEMENT | P.L.E. |
| ACCESS POINT | A.P. | LONG CHORD | L.C. |
| ACRES | AC. | LONG CHORD BEARING | L.C.B. |
| ALUMINUM | ALUM. | MANHOLE | M.H. |
| AND OTHERS | ET AL | MONUMENT | MON. |
| ASPHALTIC | ASP. | OUTLOT | O.L. |
| BACK | BK. | PAGE | P. |
| BARN | B. | PARKER-KALON FASTENER | P.K. |
| BUSINESS | BUS. | PROPERTY LINE | P.L. |
| CABLE MARKER | C.M. | RADIUS | R. |
| CABLE TELEVISION | CATV | RAILROAD | R.R. |
| CATCH BASIN | C.B. | REFERENCE LINE | R.L. |
| CERTIFIED SURVEY MAP | C.S.M. | RESTRICTED DEVELOPMENT EASEMENT | R.D.E. |
| CONCRETE | CONC. | RIGHT | RT. |
| CORNER | COR. | RIGHT OF WAY | R/W |
| CULVERT | CULV. | SANITARY SEWER | SAN. |
| DOING BUSINESS AS | d/b/a | SECTION | SEC. |
| ELECTRIC | ELEC. | SHED | S. |
| FORWARD | FWD. | TANGENT | TAN. |
| FOUNDATION | FDN. | TAVERN | TAV. |
| GARAGE | G. | TELEPHONE | T. |
| GAS MARKER | G.M. | TELEPHONE MANHOLE | T.M.H. |
| GAS PUMPS | G.P. | TELEPHONE PEDESTAL | T.P. |
| HANGAR | HA. | TELEVISION PEDESTAL | TV P. |
| HOUSE | H. | TEMPOTARY LIMITED EASEMENT | T.L.E. |
| IRON PIN | I.P. | WALL | W. |
| LEFT | LT. | GAS AS 'PAINTED' ON GROUND BY UTILITY | GPA |
| LENGTH | L | STORM SEWER | SS |
| | | CENTER OF SECTION | C.O.S. |

## NOTES

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

GOVERNMENTAL LAND LINE AND REFERENCE LINE ARE NOT COINCIDENTAL.

DISTANCES FROM REFERENCE LINE ARE XX' R

DISTANCES FROM GOVERNMENTAL LAND LINE ARE XX' 0 OR XX' G

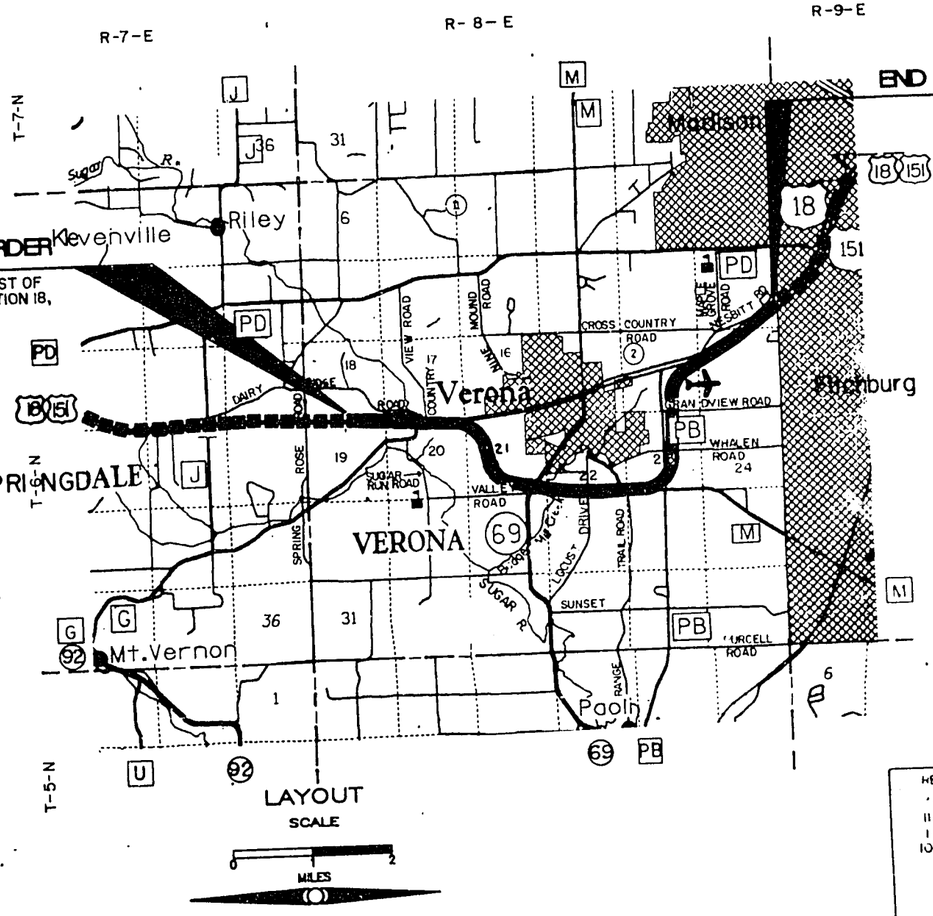
EXISTING HIGHWAY RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE AS SPECIFIED ON EACH PLAT DETAIL SHEET: GOVERNMENT LAND LINES; PREVIOUS PROJECTS 1200-03-21, F 017-2(15), COUNTY PROJECT NO. 403, S02541(), S0257(4) & (5), S1188(4), REFERENCE LINES; OR THE CENTERLINE OF EXISTING PAVEMENT AS NOTED.

COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COORDINATE SYSTEM SOUTH ZONE, NAD 27. ALL PLAT DISTANCES ARE GROUND LENGTH AND MAY BE CONVERTED TO GRID LENGTH BY MULTIPLYING THE DISTANCE BY THE GRID FACTOR PROVIDED ON THE DETAIL SHEETS.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND ARE PLACED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION (AS PER THE CONTRACT NEGOTIATED WITH CH2M HILL CENTRAL, INC., DATED AUGUST 28, 1990) PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

G N




TOTAL NET LENGTH OF CENTERLINE= 7.302 MILES RURAL

PLAT PREPARED BY
BARRIENTOS & ASSOC, INC
ENGINEERS, ARCHITECTS & SURVEYORS
MADISON, WISCONSIN

WISCONSIN TERRANCE L. GONNER S-1448 MADISON, WIS. LAND SURVEYOR

| REVISION DATE |
|---|
| 1-14-92 |
| 11-2-92 |
| 1-26-93 NC |
| 10-27-93 |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

# SCHEDULE OF LAND & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROLIMATE 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

REVISION DATE
7-14-92
11-12-92
1-26-93
10-27-93

| ROUTE | COUNTY | DATE |
|---|---|---|
| U.S.H 18 | DANE | 3-2-92 |

R/W PROJECT NUMBER 1201 - 04 - 21
FEDERAL PROJECT NUMBER 1201-4-72

SHEET 4.1 / 4.1

| PARCEL NUMBER | SHEET NUMBER | OWNER(S) | INTEREST REQUIRED | TOTAL ACRES OR S.F. | R/W ACRES REQUIRED OR S.F. NEW | EXISTING | TOTAL | TOTAL ACRES REM. | T.L.E. ACRES | H.E. ACRES |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 4.3,4.5 | CLIFFORD F. & JOYCE E. GUST | FEE, T.L.E., A.R. | 385.19 | 10.05 | 2.18 | 12.23 | 372.96 | 0.48 | — |
| 2 | 4.3,4.4 | SISK FARMS, INC. | FEE, T.L.E., A.R. | 63.77 | 6.59 | — | 6.59 | 57.18 | 2.39 | — |
| 3 | 4.4 | JULIAN O. & ANNA MAY RHINER | FEE, T.L.E. | 178.6 | 4.53 | 2.91 | 7.44 | 171.16 | 0.54 | — |
| 4 | 4.4,4.5 | THOMAS J. & MICHELE J. PELLITTERI | FEE, A.R. | 82.34 | 5.52 | 0.53 | 6.05 | 76.29 | — | — |
| 5 | | | | | | | | | | |
| 6 | 4.4 | ARNOLD A. JENNERMAN & MARGARET M. STEUCK | FEE, T.L.E. | 36.7 | 0.63 | 0.98 | 1.61 | 35.09 | 0.21 | — |
| 7 | | | | | | | | | | |
| 8 | 4.5 | ROYCE M. ESSIG | FEE | 7.78 | 0.18 | — | 0.18 | 7.60 | — | — |
| 9 | 4.6–4.8,4.10 | SYLVESTER F. & MARGIE M. ZIEGLER | FEE, T.L.E. | 432.19 | 432.19 | — | 432.19 | — | — | — |
| 10 | | | | | | | | | | |
| 11 | 4.7 | RICHARD B. & RUTH L. STAMPFL | FEE | 242.4 | 3.62 | — | 3.62 | 238.78 | — | — |
| 12 | 4.8 | LESTER B. & SHIRLEY A. THOMPSON, 1/2<br>ALEXANDER R. & CAROL M. MILLER, 1/2 | FEE | INDET. | 0.20 | — | 0.20 | INDET. | — | — |
| 13 | 4.6, 4.10<br>4.18–4.20 | STATE OF WISCONSIN, DEPARTMENT OF NATURAL RESOURCES | FEE, T.L.E., H.E. | INDET. | 1.69 | — | 1.69 | INDET. | 2.21 | 0.88 |
| 14 | 4.8,4.10 | MARVIN & DELORES THOMPSON | FEE,T.L.E. | 72.00 | 9.20 | — | 9.20 | 62.80 | 3.63 | — |
| 15 | | | | | | | | | | |
| 16 | 4.10 | ESTATES OF PALMER PETERS & THELMA C. PETERS | FEE, T.L.E. | 79.7 | 0.40 | — | 0.40 | 79.30 | 0.05 | — |
| 17 | | | | | | | | | | |
| 18 | 4.11,4.12 | ALEX BARTH, ETAL. | FEE, T.L.E., A.R. | 174.00 | 26.23 | 2.86 | 29.09 | 144.91 | 1.14 | — |
| 19 | 4.13 | DWAINE W. & DONNA J. DICKINSON | FEE, T.L.E., A.R. | 37.70 | 2.74 | 1.20 | 3.94 | 33.76 | 0.59 | — |
| 20 | | | | | | | | | | |
| 21 | 4.13 | KIRK A. & JAN D. FELLER | FEE, A.R. | 120.00 | 1.74 | 2.32 | 4.06 | 115.94 | — | — |
| 22 | 4.12 | ELMER PALMER, VENDOR<br>DUWAYNE J. & JUDITH A. HOFFMAN, VENDEE | FEE, T.L.E., A.R. | 119.50 | 21.93 | 1.30 | 23.23 | 96.27 | 1.33 | — |
| 23 | 4.12 | K. & M. ENTERPRISES | FEE, T.L.E. | 2.15 | 0.22 | — | 0.22 | 1.93 | 0.16 | — |
| 24 | | | | | | | | | | |
| 25 | | | | | | | | | | |
| 26 | 4.12 | MONROE PROPERTIES, INC. | FEE, T.L.E. | 1.99 | 0.05 | — | 0.05 | 1.94 | 0.09 | — |
| 27 | 4.12 | JEROME D. KAVON | FEE, T.L.E. | 2.25 | 0.01 | — | 0.01 | 2.24 | 0.11 | — |
| 28 | 4.12 | TERRY A. & VICKIE L. HEILIGER | T.L.E. | 0.34 | — | — | — | 0.34 | 0.02 | — |
| 29 | | | | | | | | | | |
| 30 | | | | | | | | | | |
| 31 | 4.14 | RANDALL J. ACKER | FEE ,T.L.E., | 120.00 | 9.88 | 0.48 | 10.36 | 109.64 | 0.05 | — |
| 32 | 4.14,4.15 | DONALD G. GUST | FEE, T.L.E., A.R. | 113.50 | 17.01 | 0.51 | 17.52 | 95.98 | 0.70 | — |
| 33 | 4.14,4.15 | CLARENCE H. & VIRGINIA A. WITT | FEE ,T.L.E., | 136.00 | 2.10 | 0.22 | 2.32 | 133.68 | 0.07 | — |
| 34 | 4.15,4.18 | IRVING WILD, VENDOR<br>RICHARD M. & MARLY M. TOLLEFSON, VENDEE | FEE, A.R. | 109.00 | 13.46 | 4.20 | 17.66 | 91.34 | — | — |
| 35 | 4.18 | ERVIN & BONNIE C. ROWE | A.R. | INDET. | — | — | — | — | — | — |
| 36 | 4.15 | RAYMOND W. & LOIS J. GUST | FEE ,T.L.E., | 72.40 | 1.16 | 0.30 | 1.46 | 70.94 | 1.17 | — |
| 37 | 4.16,4.18 | IRVING WILD, VENDOR<br>RUSSELL J. AND ROSE M. JOHNSON , VENDEE | FEE, A.R. | 40.00 | 23.24 | — | 23.24 | 16.76 | — | — |
| 38 | 4.16,4.18 | JAMES J. VAN DE GRIFT MARITAL TRUST, 1/2<br>ANN R. VAN DE GRIFT, 1/2 | FEE ,T.L.E., A.R. | INDET | 26.82 | 0.98 | 27.80 | INDET. | 0.17 | — |
| 39 | 4.16,4.17 | JOHN D. ADAMS | FEE ,T.L.E. | 160.00 | 5.89 | — | 5.89 | 154.11 | 0.14 | — |
| 40 | | | | | | | | | | |
| 41 | 4.17 | MARK J. KOCH & CAROL A. DRESEN | FEE | 5.13 | 0.05 | 0.10 | 0.15 | 4.98 | — | — |
| 42 | 4.17 | BLACKHAWK BOW HUNTERS | FEE | 12.91 | 0.08 | 0.06 | 0.14 | 12.77 | 0.32 | — |
| 43 | 4.17 | ELWOOD C. & PHYLLIS ANDERSON | FEE | 27.00 | 1.89 | 0.97 | 2.86 | 24.14 | — | — |
| 44 | | | | | | | | | | |
| 45 | | | | | | | | | | |
| 46 | 4.17 | JAMES & JUDY PAUTZKE | T.L.E. | 2.00 | — | — | — | 2.00 | 0.16 | — |
| 47 | 4.18 | JAMES J. VAN DE GRIFT TRUST | FEE, T.L.E., A.R. | INDET. | 14.82 | 0.25 | 15.07 | INDET. | 1.18 | — |
| 48 | 4.19 | RODNEY SLOTTEN | FEE ,T.L.E., A.R. | 57.59 | 23.28 | 0.33 | 23.61 | 33.98 | 0.12 | — |
| 49 | 4.19 | AIR PARK ASSOCIATES, INC. | P.L.E., FEE ,T.L.E., A.R. | 17.33 | 0.62 | 0.15 | 0.77 | 16.56 | 0.15 | — |

(0.54 ACRE P.L.E.)

| PARCEL NUMBER | SHEET NUMBER | OWNER(S) | INTEREST REQUIRED | TOTAL ACRES OR S.F. | R/W ACRES REQUIRED OR S.F. NEW | EXISTING | TOTAL | TOTAL ACRES REM | T.L.E. ACRES | H.E. ACRES |
|---|---|---|---|---|---|---|---|---|---|---|
| 51 | 4.20,4.21 | DANE COUNTY | FEE | INDET | 47.51 | — | 47.51 | INDET. | — | — |
| 52 | 4.21–4.23 | SHARON L. NESBITT, ETAL. | FEE ,T.L.E., | 128.50 | 68.99 | 0.07 | 69.06 | 59.44 | 1.03 | — |
| 53 | 4.23–4.25 | K.A. RAYNER TRUST | FEE | 82.21 | 81.62 | 0.59 | 82.21 | 0 | — | — |
| 54 | | | | | | | | | | |
| 55 | | | | | | | | | | |
| 56 | | | | | | | | | | |
| 57 | | | | | | | | | | |
| 58 | | | | | | | | | | |
| 59 | | | | | | | | | | |
| 60 | | | | | | | | | | |
| 61 | 4.4,4.6,4.8,4.10<br>4.12,4.13,4.15,4.16,<br>4.18–4.21 | MT. VERNON TELEPHONE COMPANY | RELEASE OF RIGHTS | | | | | | | |
| 62 | 4.3,4.4,4.5,4.12–4.18,4.21<br>4.23–4.25 | WISCONSIN POWER AND LIGHT COMPANY | RELEASE OF RIGHTS | | | | | | | |
| 63 | 4.12 | CITY OF VERONA | RELEASE OF RIGHTS | | | | | | | |

| REVISION DATE | ROUTE | COUNTY | DATE | R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|---|---|---|---|
| 7-14-92<br>11-12-92<br>1-26-93 N.C.<br>10-27-93 | U.S.H. 18 | DANE | 3-2-92 | 1201-04-21 | |
| | NOT TO SCALE | | | FEDERAL PROJECT NUMBER | 4.2 |
| | | | | 1201-4-72 | 4.2 |

TOWN

BEGIN RELOCATION ORDER
STA. 437+00.00

END RELOCATION ORDER
STA. 822+54.76

TOWN OF VERONA

CITY OF FITCHBURG

OF

VERONA

CITY OF VERONA

G N

T-6-N

R-8-E

R-8-E

18 17 16 15 14 13 12

19 20 21 22 23 24

28 27 26

STEVEN SPRINGS ROAD
MILITARY RIDGE RECREATION TRAIL
COUNTRY VIEW ROAD
DAIRY RIDGE ROAD
"C-V" LINE
"G-1" LINE
"G-2" LINE
"G-3" LINE
"G-4" LINE
"G" LINE
"W-2" LINE
"W-1" LINE
"F" LINE
HALF MILE ROAD
CROSS COUNTRY ROAD
NESBITT ROAD
GOOSE POND
"NESBITT" LINE
"LOCAL" LINE
"E-2" LINE
"E-1" LINE
NESBITT POND
"BIKE" LINE
MILITARY RIDGE RECREATION TRAIL
BADGER MILL CREEK
GRANDVIEW ROAD
"GRANDVIEW" LINE
CLEARY'S PIT (PRIVATE)
FIREMAN'S BEACH PIT
GRAVEL PIT POND (PRIVATE)
BRUCE ST.
WHALEN ROAD
"WHALEN" LINE
"PB-4" LINE
"PB-1" LINE
"PB" LINE
W. BIKE TRAIL
"69-1" LINE
"69-4" LINE
"69-2" LINE
"69" LINE
"69-3" LINE
"M" LINE
VALLEY ROAD
"VALLEY" LINE
PINE ROW ROAD
"RT" LINE
"LOCUST" LINE
LOCUST DRIVE
TRAIL ROAD
RANGE
SUGAR RIVER ROAD
SUGAR RIVER
450+00
500+00
550+00
600+00
650+00
700+00
750+00

| REVISION DATE | ROUTE | COUNTY | DATE | R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|---|---|---|---|
| 7-14-92<br>11-12-92<br>1-26-93<br>10-27-93 | U.S.H. 18 | DANE | 3-2-92 | 1201 - 04 - 21 | 4.15 |
| | SCALE, FT. 0 100 200 | GRID FACTOR 0.99991 | | FEDERAL PROJECT NUMBER 1201-4-72 | 4.3 |

NOTE:
EXISTING HIGHWAY R/W ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENT.

PI STA 20+34.60 "M"
DELTA= 67°38'11"
D= 4°29'37"
T=854.18'
L=1505.20'
R=1275.08'
PC STA 11+80.42 "M"
PT STA 26+85.62"M"

PI STA 628+27.26
Y 354,881.11
X 2,125,756.31
DELTA= 13°15'00" Lt.
D= 0°30'00"
T=1,330.94'
L=2,650.00'
R=11,459.16'
PC STA 614+96.33
PT STA 641+46.33

PI STA 678+00.24
Y 355,228.80
X 2,130,728.57
DELTA= 90°00'00" Lt.
D= 3°00'00"
T=1909.86'
L=3000.00'
R=1909.86'
PC STA 658+90.38
PT STA 688+90.38

PI STA 16+97.01 "RT"
DELTA= 22°45'52"Lt.
D= 6°30'00"
T=177.452'
L=350.223'
R=881.47'
PC STA 15+19.56 "RT"
PT STA 18+69.78 "RT"

ALUM. MON.
Y 357,453.48
X 2,127,495.15

ALUMINUM MONUMENT
Y 354,860.810
X 2,124,875.021

ALUM. MON.
Y 354,813.33
X 2,127,516.11

R/W CURVE 451
L.C. = 48.16'
L.C.B. = S50°43'52"E
R. = 1,172.50'
L. = 48.16'

R/W CURVE 551
L.C. = 96.85'
L.C.B. = S51°55'17"E
R. = 1,172.50'
L. = 96.88'

EX. R/W CURVE 184
L.C. = 84.94'
L.C.B. = S47°-24'-53"E
R. = 1137.50'
L. = 84.96'

EX. R/W CURVE 52
L.C. = 544.18'
L.C.B. = S35°42'54"E
R. = 1137.50'
L. = 549.51'

COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| A | S00°-50'-04"W | 13.32' |
| B | S70°-13'-19"E | 110.65' |
| C | S89°-34'-56"E | 33.62' |
| D | S04°-30'-44"E | 178.29' |
| E | N04°-30'-42"W | 30.22' |
| F | S00°-27'-17"E | 364.66' |
| G | S70°-13'-19"E | 75.44' |
| H | N38°-05'-38"E | 80.70' |
| J | S40°-26'-44"W | 35.00' |
| K | N88°-58'-13"W | 24.53' |
| L | S04°-30'-44"E | 69.79' |
| M | S02°-27'-51"E | 140.28' |
| N | S04°-30'-44"E | 110.67' |
| O | N70°-13'-19"E | 38.86' |
| P | S04°-30'-44"E | 138.72' |
| Q | S04°-30'-44"E | 30.22' |
| R | S00°-50'-04"W | 574.13' |
| X | S00°-27'-17"E | 60.00' |

COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| S | S89°-34'-56"E | 109.97' |
| T | N81°-39'-16"E | 167.77' |
| V | S18°-15'-08"W | 314.89' |
| W | S00°-50'-04"W | 209.42' |
| U | S18°-15'-08"W | 147.04' |
| Y | S18°-15'-08"W | 23.53' |
| Z | S04°-30'-44"E | 75.59' |

SW – SE | SE – SE | SW – SW | SE – SW | NW – NE | NE – NE | NW – NW | NE – NW

TOWN OF VERONA

DONALD G. GUST | RICHARD M & MARLY M TOLLEFSON, VENDEE; IRVING WILD, VENDOR | WISCONSIN POWER & LIGHT COMPANY EASEMENT RELEASE ONLY, PARCEL 34 | CLARENCE H. & VIRGINIA A. WITT | RAYMOND W & LOIS J GUST | ICE AGE PARK & TRAIL FOUNDATION, INC

ROAD TO BE DISCONTINUED BY TOWN BOARD ACTION
0.73 ACRES

DETAIL #1 (NOT TO SCALE)

T.L.E. DRIVEWAY D/B AC.

T.L.E. SLOPES & DRIVEWAY 0.08 AC.

T.L.E. SLOPES & DRAINAGE 0.32 AC.

T.L.E. SLOPES 0.04 AC.

T.L.E. SLOPES 0.79 AC

JOG T.L.E. AROUND SHED (SHED NOT AFFECTED)

EXISTING W.P.& L. EASEMENT

WISCONSIN POWER & LIGHT COMPANY POWER POLES

MT. VERNON TELEPHONE COMPANY BURIED CABLE

WISCONSIN POWER & LIGHT COMPANY POWER POLE

1/2" IRON ROD FOUND (EXIST P.I.)

1/2" IRON ROD FOUND (EXISTING P.I.)

S.1/4 COR. SEC. 22 TO SE COR. SEC. 22

MON STA. DIST & BEARING DESIGNATE R/W ONLY

SEE T.L.E. DETAIL #2

SEE DETAIL #1

C.T.H. "M"

RANGE TRAIL ROAD

SLOPE INTERCEPTS

VISION TRIANGLE

PT 641+46.33

PT 26+85.62"M"

PT 18+69.78

PC 658+74.24 "PB-1"

PC 658+90.38

PC 15+19.56 "RT"

PI 20+34.60 "M"

PI 16+97.01 "RT"

PI 644+38.07

PI 20+34.60"M"

11+80.42"M"

24+00.00"M"

20+00.00"M"

15+00"M"

10+48.56 "RT"

18+69.78"RT"

18+69.78 "RT"

SEPTIC VENTS

SEPTIC VENT

O.H. 69KV

P.L.

T.P.

N

SEE T.L.E. DETAIL #2

LEVELS, ON – 21,22,23,24,25,26,27,28.

4.3

CADDS SHEET 75

| REVISION DATE | ROUTE | COUNTY | DATE | R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|---|---|---|---|
| 7-14-92<br>11-12-92<br>1-26 93 N.C<br>10-27-93 | U.S.H. 18 | DANE | 3-2-92 | 1201 - 04 - 21 | 4.16 |
| | SCALE, FT. 0 100 200 | GRID FACTOR 0.99991 | | FEDERAL PROJECT NUMBER 1201-4-72 | 4.4 |

NOTE:
CENTERLINE HIGHWAY R/W ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENT.

PI STA 660+91.84 "PB-1"
DELTA= 13°00'00"Lt.
D= 3°00'00"
T=217.60'
L=433.33'
R=1909.86'
PC STA 658+74.24 "PB-1"
PT STA 663+07.57 "PB-1"

PI STA 667+09.499"PB-1"
DELTA= 52°18'22"Lt.
D= 7°00'00"
T=401.926'
L=747.232'
R=818.51'
PC STA 663+07.573"PB-1"
PT STA 670+54.805"PB-1"

PI STA 674+88.56 "PB-1"
DELTA= 38°27'07" Rt.
D= 14°00'00"
T=181.65'
L=349.56'
R=520.87'
PC STA 673+06.91 "PB-1"
PT STA 676+56.47 "PB-1"

PI STA 63+61.14"PB"
DELTA= 69°00'00"Rt.
D= 4°00'00"
T=984.46'
L=1725.00'
R=1432.39'
PC STA 53+76.68
PT STA 71+01.68

PI STA 678+00.24
Y 355,228.80
X 2,130,728.57
DELTA=90°00'00" Lt.
D=3°00'00"
T=1909.86'
L=3000.00'
R=1909.86'
PC STA 658+90.38
PT STA 688+90.38

| COURSE | BEARING | DISTANCE |
|---|---|---|
| A | N00°-07'-50"W | 44.99' |
| B | N89°-34'-35"W | 149.77' |
| C | N48°-20'-22"E | 157.00' |
| D | N01°-07'-03"E | 82.78' |
| E | S89°-34'-56"E | 98.98' |
| F | S00°-17'-12"E | 101.17' |
| G | S44°-42'-12"E | 123.10' |
| H | N89°-34'-35"W | 155.22' |
| K | N00°-25'-43"E | 42.33' |
| L | S00°-25'-43"W | 39.84' |
| M | S00°-25'-43"W | 50.16' |
| N | N00°-25'-43"E | 47.67' |
| P | N00°-07'-50"W | 64.36' TAN TO R/W |
| Q | N54°-50'-53"E | 36.39' |
| R | N54°-50'-53"E | 101.31' |
| S | S27°-41'-26"E | 518.54' |
| T | S00°-56'-31"W | 30.00' |

CADDS SHEET 75

| REVISION DATE |
|---|
| 7-14-92 |
| 11-12-92 |
| 1-26-93 NC |
| 10-27-93 |

| ROUTE | COUNTY | DATE |
|---|---|---|
| U.S.H. 18 | DANE | 3-2-92 |
| SCALE, FT. 0 100 200 | GRID FACTOR 0.99991 | |

| R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201 - 04 - 21 | 4.17 |
| FEDERAL PROJECT NUMBER | 4.5 |

NOTE: EXISTING HIGHWAY R/W ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENT.

NE - SW

NW - SE

SW - NE

NE - NW

TOWN OF VERONA

LOT 1 C.S.M. 2227 DANE COUNTY ICE AGE PARK & TRAIL FOUNDATION, INC.

ELWOOD C. & PHYLLIS ANDERSON (43)

WILLIAM E. & ELIZABETH J. ENTERS

ALUM. MON. Y 352,191.271 X 2,127,477.918

J. PAUTZKE (46) N89°-00'-11"W 57.00'

30' T.L.E. SLOPES 0.16 AC.

N88°-50'-28"W 16.38' "PB" R TO C.O.S. 26

N01°-02'-57"E 1,379.75' C.O.S. 26 TO TAN

SLOPE INTERCEPT

S00°-41'-45"E 373.03'

S00°-41'-45"E 289.46'

PI 81+18.72"PB"

BLACKHAWK BOWHUNTERS (42) LOT 1 C.S.M. 2227 VOL 9 / P 20

PART OF LOT 3 CSM NO 2499 VOL 10 / P 31-33 (41)

T.L.E. DRIVEWAY 0.32 AC

MARK KOCH & CAROL DRESEN PART OF LOT 3 C.S.M. 2499 VOL 10 / P 31-33

GARY FELT LOT 1 C.S.M. 2499 VOL 10 / P 31-33

S01°-02'-57"W 1241.97' ALONG 1/4 LINE TO TAN

66' PRIVATE ACCESS EASEMENT

ROAD TO BE VACATED BY COUNTY BOARD ACTION 2.73 AC.

LOT 2 C.S.M. 2499 VOL 10 / P 31-33

3/4" REBAR

EXISTING W.P. & L. EASEMENT

WISCONSIN POWER & LIGHT COMPANY EASEMENT RELEASE PARCEL 41 (62)

0.19 AC REMAINS

1/2" IRON ROD FOUND (DANE COUNTY EXISTING P.I., STA. 95+74.5)

N87°-30'-40"W 175.46'

S05°-56'-26"E 372.55'

S88°-50'-28"E 40.00'

S0°-59'-49"W 382.17'

S0°-59'-49"W 300.75'

S0°-59'-49"W 280.03'

S13°-32'-28"W 333.63'

S36°-30'-00"W 348.85'

S34°-07'-46"W 133.05'

S34°-07'-46"W 150.66'

S35°-05'-45"W 198.38'

S35°-05'-45"W 214.41'

S36°-30'-00"W 167.53'

20' T.L.E. SLOPES 0.14 AC.

PI 86+39.31"PB"

PT 82+60.85"PB" 83.97'

PCC 79+76.51"PB" 91'

PC 74+50.52"PB" 96.23'

PT 71+01.68"PB" 89.04'

WISCONSIN POWER & LIGHT COMPANY POWER POLES (62)

MT. VERNON TELEPHONE COMPANY

MADISON GAS & ELECTRIC COMPANY

CAUTION

ALUM. MON. Y 352,173.36 X 2,130,064.18

DANE COUNTY

N88°-50'-28"W 2447.16' ALONG 1/4 LINE TO R/W

ALUM. MON. Y 352,121.311 X 2,132,634.905

SLOPE INTERCEPT

JOHN D. ADAMS (39)

MATCH LINE SEE SHEET 5

STA. 66+00"PB" 4.16

IDENTICAL POINTS

ALUM. MON. Y 354,794.40 X 2,130,112.19

ALUM. MON. Y 357,414.93 X 2,130,106.212

COM TO TAN N0°-07'-50"W 391.27'

USH 18

2228.54' S0°-07'-50"E COM TO TAN

PI STA 81+18.72"PB"
DELTA= 2°51'45"Lt.
D= 1°00'24"
T=142.20'
L=284.34'
R=5,691.58'
PC STA 79+76.51"PB"
PT STA 82+60.85"PB"

PI STA 86+39.31"PB"
DELTA= 2°51'45"Rt

PI STA 77+22.27"PB"
DELTA= 35°30'15"Lt.
D= 6°45'00"
T=271.75'
L=525.99'
R=848.83'
PC STA 74+50.52"PB"
PT STA 79+76.51"PB"

PI STA 63+61.14 "PB"
DELTA= 69°00'00"Rt.
D= 4°00'00"
T=984.46'
L=1,725.00'
R=1,432.39'
PC STA 53+76.68 "PB"
PT STA 71+01.68 "PB"

COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| A | S36°-30'-00"W | 18.79' (ALONG TAN.) |
| B | N89°-00'-11"W | 30.00' |
| C | S00°-59'-49"W | 230.50' |
| D | S00°-59'-49"W | 230.18' |
| E | S89°-36'-11"E | 30.00' (ALONG T.L.E.) |
| G | S00°-59'-49"W | 280.96' |
| K | S89°-36'-11"E | 10.00' (ALONG R/W) |
| L | S36°-17'-42"W | 3.73' |
| M | N56°-59'-44"W | 242.47' |
| N | S53°-30'-00"E | 70.79' |
| O | S89°-35'-34"E | 227.30' |
| P | S89°-23'-26"E | 40.75' |
| R | S0°-59'-49"W | 39.15' |
| S | S89°-36'-11"E | 98.68' (R/W TO C.O.S.) |
| T | N88°-50'-28"W | 126.32' (R/W TO C.O.S.) |
| Q | S64°-24'-07"E | 87.59' |
| U | S01°-02'-57"W | 66.00' |
| V | N85°-17'-28"E | 79.97' |
| W | S00°-59'-49"W | 264.00' |
| X | N00°-24'-26"E | 66.41' |
| Y | S89°-35'-34"E | 219.00' |
| Z | S10°-24'-03"W | 67.44' |
| AA | N89°-35'-34"W | 207.30' |
| BB | S10°-24'-03"W | 94.15' |

LEVELS ON - 11,12,13,14,15, 17,18,19, 21,22,23,24,25,26,27,28,

CADD'S SHEET 75

| REVISION DATE | ROUTE | COUNTY | DATE | R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|---|---|---|---|
| 7-14-92<br>11-12-92<br>1-26-93 N.C.<br>10-27-93 | U.S.H. 18 | DANE | 3-2-92 | 1201 - 04 - 21 | 4.18 |
| | SCALE, FT. 0 100 200 | GRID FACTOR 0.99991 | | FEDERAL PROJECT NUMBER | 4.6 |

NOTE: EXISTING HIGHWAY R/W ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENT.

TOWN OF VERONA

PI STA 681+99.28 "PB-4"
DELTA= 53°57'16"
D= 20°00'00"
T=145.82'
L=269.77'
R=286.48'
PC STA 680+53.46"PB-4"
PT STA 683+23.23"PB-4"

PI STA 674+88.56 "PB-1"
DELTA= 38°27'07" Rt.
D= 11°00'00"
T=181.65'
L=349.56'
R=520.87'
PC STA 673+06.91"PB-1"
PT STA 676+56.47"PB-1"

PI STA 45+73.04 "PB"
DELTA= 37°30'00"Lt.
D= 6°00'00"
T=324.15'
L=625.00'
R=954.93'
PC STA 42+48.89"PB"
PT STA 48+73.89"PB"

PI STA 678+00.24
Y 355,228.80
X 2,130,728.57
DELTA=90°00'00" Lt.
D=3°00'00"
T=1909.86'
L=3000.00'
R=1909.86'
PC STA 658+90.38
PT STA 688+90.38

PI STA 687+65.01"PB-4"
DELTA= 17°31'59"Lt
D= 2°00'00"
T= 441.78'
L= 876.65'
R= 2864.789'
PC STA 683+23.23"PB-4"
PT STA 691+99.88"PB-4"

PI 19+31.84"WHALEN"
DELTA= 0°18'58"Rt

PI 22+02.97"WHALEN"
DELTA= 0°03'51"RT

PI STA 28+92.41 "PB"
DELTA= 3°46'38"Lt
D= 1°00'08"
T=188.54'
L=376.94'
R=5717.58'
PC STA 27+03.87"PB"
PT STA 30+80.81"PB"

PI STA 37+47.73 "PB"
DELTA= 7°42'33"Rt
D= 3°00'00"
T=128.68'
L=256.97'
R=1909.86'
PC STA 36+19.05 "PB"
PT STA 38+76.02 "PB"

COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| A | N89°-09'-18"W | 167.34' |
| B | N46°-41'-33"W | 82.21' |
| C | N46°-11'-36"W | 87.42' |
| D | N46°-41'-33"W | 15.24' |
| E | N46°-21'-49"E | 165.22' |
| F | N00°-26'-24"E | 54.61' |
| G | S89°-05'-33"W | 43.50' |
| H | N89°-09'-18"W | 470.06'(ALONG 1/4 LINE TO R/W) |
| J | N02°-42'-33"W | 108.88' |
| K | N04°-57'-17"W | 45.59' |
| L | S89°-21'-41"E | 31.39' |
| M | S89°-09'-18"E | 119.25' |
| N | N02°-42'-33"W | 17.22' |
| P | S02°-42'-33"E | 48.88' |
| Q | N04°-00'-00"W | 42.14' |
| R | N68°-38'-33"E | 55.02' |
| S | N27°-06'-02"W | 19.22' |

COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| W | S89°-40'-39"E | 16.51' |
| X | N35°-31'-43"W | 33.14' |
| Y | N27°-06'-02"W | 31.45' |
| Z | N04°-00'-00"W | 33.43' |
| BB | S89°-09'-18"E (ALONG 1/4 LINE) | 674.19' |
| CC | N46°-21'-49"E | 39.71' |
| DD | N00°-43'-45"W | 50.11' |
| EE | S89°-40'-39"E | 1150.64' |
| FF | N00°-14'-00"W | 50.00' |
| GG | N46°-11'-36"W | 43.50' |
| HH | N00°-00'-00"E | 17.00' |
| II | S02°-42'-33"E | 264.74' |
| JJ | N12°-44'-47"W | 62.18' |
| KK | N31°-55'-14"W | 103.56' |

| SIGN NUMBER | SIGN MESSAGE |
|---|---|
| 47-1 | R/W MONUMENT |

CADDS SHEET 75

LEVELS ON - 21,22,23,24,25,26,27,28.

| REVISION DATE |
|---|
| 7-14-92 |
| 11-12-92 |
| 1-26-93 N.C. |
| 10-27-93 |

| ROUTE | COUNTY | DATE |
|---|---|---|
| U.S.H. 18 | DANE | 3-2-92 |

SCALE, FT. 0 100 200 — GRID FACTOR 0.99991

| R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201 – 04 – 21 | 4.19 |
| FEDERAL PROJECT NUMBER | 4.7 |

NOTE: EXISTING R/W ALONG C.T.H."PB" ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENT.

ALUM. MON. Y 357,414.97 X 2,130,106.21

CLARENCE ACKER

N0°-07'-50"W 2,605.06' C.O.S. 23 TO N1/4 COR SEC. 23

ALUM. MON. Y 360,019.79 X 2,130,100.28

MARK H. WALKER LOT 1 C.S.M. 4109 VOL.17-P.160

CLARENCE ACKER

1" IRON PIPE FOUND S89°-46'-03"E 20.00

1/2" SQUARE IRON ROD FOUND (EXIST. P.I.)

N01°-04'-05"E 1,124.64'

EXISTING R/W CURVE 1

EXISTING R/W CURVE 2

EXISTING R/W CURVE 3

C.T.H. "PB" N57°-11'-33"E 42.38'

MT. VERNON TELEPHONE COMPANY BURIED CABLE

17+22.89"GRANDVIEW"

N1°-00'-51"W 337.09'

N1°-00'-51"W 660.34'

1/2" SQ. IRON ROD FOUND (EXIST. P.I.)

ELECTRIC METER

ELECTRIC METER

N0°-21'-30"W 2,681.06'

S.1/4 COR. SEC. 14 TO C.O.S. 14

S89°-28'-10"E 2635.51' S.1/4 COR. SEC. 14 TO E.

SLOPE INTERCEPTS

RODNEY O. SLOTTEN

R.R. SPIKES IN PAVEMENT

NUT AND BOLT IN PAVEMENT

N4°-00'-00"W 3,559.51'

20+00.00"GRANDVIEW"= 717+85.94

RODNEY O. SLOTTEN

N11°-07'-30"W 604.67'

N02°-57'-30"W 550.09'

N08°-12'-14"E 254.02'

N03°-38'-06"W 241.84'

N89°-40'-44"E 320.25'

T.L.E. SLOPES 0.12 AC.

RODNEY O. SLOTTEN

N89°-42'-15"E 244.93'

T.L.E. SLOPES 0.15 AC.

SLOPE INTERCEPTS

1" IRON PIPE FOUND

P.L.E. INGRESS-EGRESS 0.54 AC.

N05°-31'-04"W 642.58'

N05°-31'-04"W 184.46'

N09°-36'-31"E 321.72'

N18°-30'-12"E 365.82'

PC 724+49.89

PI STA 736+84.25
Y 361,915.60
X 2,130,260.98
DELTA= 65°45'00" Rt.
D=3°00'00"
T=1,234.36'
L=2,191.67'
R=1,909.86'
PC STA 724+49.89
PT STA 746+41.56

PI STA 24+95.41"GRANDVIEW"
DELTA= 1°32'09"

JAMES J. VAN DE GRIFT TRUST

TOWN OF VERONA

AIR PARK ASSOCIATES, INC.

LOT 1 C.S.M. 4268 VOL.18 / P.128

LOT 1 C.S.M. 3812 VOL.14 / P.266

S88°-47'-07"E 391.00'

COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| A | N03°-38'-06"W | 17.03' |
| B | N01°-52'-28"E | 25.39' |
| C | N89°-40'-44"E | 321.39' |
| D | N04°-00'-00"W | 27.02' |
| E | S01°-12'-53"W | 27.01' |
| F | S00°-11'-41"W | 17.00' |
| G | N01°-52'-28"E | 40.66' |
| H | N88°-47'-13"W | 5.48' |
| J | S89°-40'-44"W | 81.87' |
| L | N05°-31'-04"W | 237.19' |
| M | N45°-52'-46"E | 44.65' |
| N | N46°-49'-03"E | 69.46' |
| O | N04°-00'-00"W | 315.02' |

R/W CURVE 3
L.C.=229.30'
L.C.B.=N01°-24'-44"E
R.=2,914.79'
L=229.36'

R/W CURVE 1
L.C.=186.06'
L.C.B.=N0°-39'-01"E
R.=11,369.16'
L=186.06'

R/W CURVE 2
L.C.=213.96'
L.C.B.=N0°-18'-17"W
R.=11,409.16'
L=213.97'

N75°-33'-02"W 513.03'

DANE COUNTY

BERNICE G. SCHERRER

N89°-28'-00"W 2,320.15' SE COR. SEC. 14 TO P.L.

GRANDVIEW ROAD

3/4" IRON ROD FOUND

ALUM. MON. Y 359,995.472 X 2,132,713.590

3/4" IRON ROD FOUND

LOT 4 C.S.M. 2543 VOL.10 / P.105

LOT 1 C.S.M. 2543 VOL.10 / P.105

LOT 3 C.S.M. 2543 VOL.10 / P.105

RODNEY O. SLOTTEN

RENEE A. SLOTTEN

SE – NW

NE – NW

SW – NE

NW – NE

SW – SE

SE – SE

SE – NE

NE – NE

21,22,23,24,25,26,27,28

11,12,13,14,15,17,18,19

LEVELS ON

CADDS SHEET 75

NOTE: Access along U.S.H. 18 controlled under CONTROLLED ACCESS PROJECT CA017-2(2).

| REVISION DATE |
|---|
| 7-14-92 |
| 11-12-92 |
| 1-26-93 N.C. |
| 10-27-93 |

| ROUTE | COUNTY | DATE |
|---|---|---|
| U.S.H. 18 | DANE | 3-2-92 |
| SCALE, FT. 0 100 200 | GRID FACTOR 0.99991 | |

| R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201 - 04 - 21 | 4.20 |
| FEDERAL PROJECT NUMBER | 4.8 |

NOTE: EXISTING R/W ALONG C.T.H. "PB" ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENT. EXISTING HIGHWAY R/W ESTABLISHED FROM PREVIOUS PROJECT F 017-2(15) REFERENCE LINE.

10' M.G.& E. GAS EASEMENT

WITNESS CORNER FOUND CONCRETE MONUMENT WITH BRASS CAP

ACTUAL CORNER IS 5.50 FEET, S00°-00'-07"W OF WITNESS, IN A LARGE TREE.

WITNESS CORNER COORDINATES
Y 365,346.87
X 2,130,077.08

DANE COUNTY

T 6 N R 8 E 11 14

729+51.21"E-1" 119.00'

SE - NW

IDENTICAL POINTS

CAUTION

N12°-24'-35"W 190.00'

PI 732+46.88 "E-1"

730+00 "E-1"

PC 729+51.21 "E-1"

BUILDING CORNER ENCROACHMENT

NOTE: BUILDING TO REMAIN WITH REVOCABLE PERMIT

U.S.H. 18

725+00 "E-1"

N77°35'25"E 812.93'

729+51.21"E-1" 71.00'

730+82.24"E-1" 61.64'

N47°-01'-47"W 191.24'

120'

TOWN

T 6 N R 8 E 14

ALUM. MON.
Y 362,680.56
X 2,130,083.63

OF

TO BE VACATED BY COUNTY BOARD ACTION 1.13 AC.

DANE COUNTY

51

VERONA

NE - SW

NOTE: M.H. IS FOR MAINTAINING WATER LEVEL IN ADJACENT POND

FIBER OPTIC CABLE MT. VERNON TELEPHONE CO.

EXISTING 5' EASEMENT W.P.& L

MILITARY RIDGE RECREATIONAL TRAIL

STATE OF WISCONSIN DEPT. OF NATURAL RESOURCES

3/4" REBARS FOUND (TIES FOR OLD R/W)

BADGER MILL CREEK

DANE COUNTY

51

SE - SW

T 6 N R 8 E 14 23

ALUM. MON.
Y 360,019.79
X 2,130,100.28

P.L.

COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| A | S81°-24'-26"W | 74.16' |
| B | S81°-24'-26"W | 133.81' |
| C | S89°-14'-33"E | 118.66' |
| D | S81°-24'-17"W | 267.63' |

PI STA 750+01.49 "E-1"
DELTA= 77°30'00"Lt.
D= 6°45'00"
T=681.26'
L=115.15'
R=848.83'
PC STA 743+20.23 "E-1"
PT STA 754+68.38"E-1"

PI STA 759+70.78 "E-1"
DELTA= 20°39'58" Rt.
D= 4°00'00"
T=261.16'
L=516.65'
R=1,432.39'
PC STA 757+09.62 "E-1"
PT STA 762+26.27 "E-1"

PI STA 768+75.14 "E-1"
DELTA= 3°00'00"Lt.
D= 00°15'00"
T=600.14'
L=1,200.00'
R=22,918.31'
PC STA 762+75.00 "E-1"
PT STA 774+75.00 "E-1"

PI STA 732+46.88 "E-1"
DELTA= 38°24'35"Rt.
D= 6°45'00"
T=295.67'
L=569.03'
R=848.83'
PC STA 729+51.21 "E-1"
PT STA 735+20.24 "E-1"

CURVE 185
L.C.=868.33'
L.C.B.=N67°-54'-33"E
R.=1,860.09'
L.=876.41'

R/W CURVE 1
L.C.=285.69'
L.C.B.=N60°-55'-06"E
R.=408.10'
L.=291.87'

CURVE 597
L.C.=657.03'
L.C.B.=N64°-03'-35"E
R.=1,960.09'
L.=660.15'

R/W CURVE 3
L.C.=229.30'
L.C.B.=N01°-24'-44"E
R.=2,914.79'
L.=229.36'

PI STA 46+42.73"NESBITT"
DELTA= 46°50'20"
D= 10°00'00"
T=248.17'
L=468.39'
R=572.96'
PC STA 43+94.56"NESBITT"
PT STA 48+62.95"NESBITT"

DANE COUNTY

48+41.34"NESBITT" 267'

PI 46+42.73"NESBITT"

47+89.04"NESBITT" 201.06'

S75°-50'-20"W

47+63.18"NESBITT" 60'

48+80.93"NESBITT" 318.90'

N77°-35'-25"E 1,038.95'

T.P.

CHISLED "X"

48+50"NESBITT"

S83°-00'-00"E 200.22'

U.S.H. 18

S31°-00'-00"W

16+00 LOCAL

47+14.37"NESBITT"

47+29.56"NESBITT" 60'

PT 48+62.95 NESBITT

50+00.00"NESBITT"&"PB"
739+60.00 "E-2"

SE - NE

R/W TO R S89°-14'-33"E 1,444.20'

735+00 "E-1"

PI 735+20.24"E-1"

S64°-00'-00"E 799.99'

740+00 "E-1"

PC 743+20.23

PT 746+41.56

R STA. 749+79.88

750+00

N89°-14'-33"W 1070.80'

ALONG 1/4 LINE TO ℄

ALUM. MON.
Y 362,643.75
X 2,132,718.92

T 6 N R 8 E 14 13

745+00 "E-1"

750+00 "E-1"

R/W CURVE 185

R/W CURVE 597

S81°-24'-25"E 163.52'

745+69.53 264.94' FO

744+00 197.43' FO

S81°-11'-06"E 275.20'

S84°-00'-00"E

N36°-00'-00"E

SEE SHEET MATCH LINE

T.L.E. SLOPES 1.79 AC.

3/4" REBARS FOUND (TIES FOR OLD R/W)

P.L.

PI STA 750+01.49 "E-1"

MT. VERNON TELEPHONE COMPANY FIBER OPTIC CABLE

61

742+36.83 235.24'

N41°-40'-27"E 156.44'

N41°-40'-27"E 199.63'

MT. VERNON TELEPHONE COMPANY FIBER OPTIC CABLE

61

59+99.47"PB" 65.00'

PI 59+93.97"PB"

PT 59+93.97"PB"

PI 736+84.25

T.L.E. SLOPES 0.42 AC.

DANE COUNTY 2.03 AC. REMAINING

N26°-46'-45"E 465.14'

S81°-24'-26"W 214.31'

737+25 188.71

N81°-24'-26"E 643.46'

740+00 240'

735+00

736+00 180'

733+00 180'

NW - SE

DANE COUNTY

51

LANDLOCKED 19.85 ACRES

SLOPE INTERCEPTS

S33°-45'-43"E 183.20'

S83°-28'-16"E 354.43'

734+00 160'

733+10.64 166.66'

N18°-30'-12"E

N45°-00'-00"E 360.34'

ROONEY O. SLOTTEN

48

NE - SE

PI STA 736+84.25
Y 361,915.60
X 2,130,260.98
DELTA= 65°45'00"Rt.
D= 3°00'00"
T=1,234.36'
L=21,91.67'
R=1,909.86'
PC STA 724+49.89
PT STA 746+41.56

RENEE A. SLOTTEN

PI STA 58+44.97"PB"
DELTA= 22°39'00"Lt.
D= 7°30'00"
T=153.00'
L=302.00'
R=763.94'
PC STA 56+91.97"PB"
PT STA 59+93.97"PB"

SW - SE

G N

732+00 409.55'

P.O.B. 3

EXISTING R/W CURVE

110'

P.L.

PC 56+91.97"PB"

PI 58+44.97"PB"

S31°-00'-00"W 691.97'

S8°-00'-28"

N10°-48'-50"E 399.43'

732+52.16"E-1" 187.20' C.T.H.

N00°-21'-30"W 2,661.06' ALONG 1/4 LINE TO C.O.S.

DANE COUNTY, LESSOR STATE OF WISCONSIN, DEPARTMENT OF NATURAL RESOURCES, LESSEE

51

DANE COUNTY

S64°-00'-00"E 799.99'

51+86.54"PB" 60'

51+16.56"PB" 60'

PI 735+20.24"E-1"

PC 743+20.23

PT 746+41.56

738+23.22 240.44'

738+52.17"PB" 37.37'

738+52.17"PB" 102.36'

S81°-24'-25"W 341.78'

R/W CURVE 1

N08°-35'-34"W 100' FO

N81°-24'-26"E 643.46'

FIBER OPTIC TEL

FEET

P.L.

N14°-00'-00"W 59+19.46"PB" 147.15'

S08°-21'-30"E 56.03'

N83°-18'-05"E 144.97'

N83°-18'-05"E 111.90'

"B" 8"

732+41.02 308.82'

S

C.T.H.

P.L.

P.L.

365.82'

P.L.

P.L.

CADOS SHEET 75

Note: Access along U. S. H. 18 controlled by Access Control Regulations, recorded in Volume 447 of records, Page 83, Document No. 136501, and Controlled Access Project CA017-2(2).

| REVISION DATE |
|---|
| 7-14-92 |
| 1-26-93 N.C. |
| 10-27-93 |

| ROUTE | COUNTY | DATE |
|---|---|---|
| U.S.H. 18 | DANE | 3-2-92 |
| SCALE, FT. 0 100 200 | GRID FACTOR 0.99991 | |

| R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201 - 04 - 21 | 4.21 |
| FEDERAL PROJECT NUMBER | 4.9 |

NOTE: EXISTING HIGHWAY R/W ON USH 18 ESTABLISHED FROM PREVIOUS PROJECT F 017-2(15) REFERENCE LINE.

PC 43+94.56"NESBITT"
PI 46+42.73"NESBITT"
PT 17+99.78"LOCAL"
20+00"LOCAL"
48+50"NESBITT"
IDENTICAL POINTS
PC 43+94.56"NESBITT"
PC 24+88.98"NESBITT"
PT 29+30.67"NESBITT"
PI 27+21.45"NESBITT"
PI 750+01.49"E-1"
PI 759+70.78"E-1"
PC 756+99.75
PC 757+09.62"E-1"
PT 762+26.27"E-1"
PC 762+75.00"E-1"
PI STA 768+75.14"E-1"
PT 774+75.00"E-1"
PI STA 771+71.22

ALUM. MON. Y 362,680.56 X 2,130,083.63

CONC. MON. WITH BRASS CAP Y 365,314.63 X 2,132,734.05

ALUM. CAP IN CONCRETE G.P.S. CONTROL STATION NUMBER 309

ALUM. MON. Y 362,645.74 X 2,132,716.76

WISCONSIN POWER AND LIGHT COMPANY EASEMENT RELEASE (TEMPORARY), PARCEL 51

WISCONSIN POWER & LIGHT COMPANY EASEMENT RELEASE, PARCEL 52

MT. VERNON TELEPHONE COMPANY BURIED CABLE

MT. VERNON TELEPHONE COMPANY FIBER OPTIC CABLE

T.L.E. FOR SLOPES 1.79 AC.

T.L.E. FOR SLOPES 1.03 AC.

DANE COUNTY LANDLOCKED 20.4 ACRES

DANE COUNTY

TOWN OF VERONA

SHARON L. NESBITT, ETAL.

DELBERT E. BISCHOFF

MILITARY RIDGE RECREATIONAL TRAIL STATE OF WISCONSIN DEPT. OF NATURAL RESOURCES

BADGER MILL CREEK

NESBITT ROAD

SLOPE INTERCEPTS

EXISTING V.P.L. EASEMENT

| SIGN NUMBER | SIGN OWNER |
|---|---|
| 52-1 | HIGHLANDER HOTEL |
| 52-2 | RADISSON INN |
| 52-3 | PIZZA HUT |

COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| A | S33°-40'-13"W | 57.16' |
| B | S32°-03'-11"W | 71.99' |
| C | S33°-57'-09"W | 132.29' |
| D | N54°-24'-40"E | 19.97' |
| E | N54°-24'-40"E | 76.66' |

PI STA 750+01.49"E-1"
DELTA=77°-30'-30"Lt
D= 6°45'00"
T=681.26'
L=1,148.15'
R=848.83'
PC STA 743+20.23"E-1"
PT STA 754+68.38"E-1"

PI STA 759+70.78
DELTA=20°39'58"Rt
D= 4°00'00"
T=261.16'
L=516.65'
R=1,432.39'
PC STA 757+09.62"E-1"
PT STA 762+26.27"E-1"

PI STA"768+75.14"E-1"
DELTA =3°00'00"Lt.
D= 00°15'00"
T=600.14'
L=1,200.00'
R=22,918.31'
PC STA 762+75.00"E-1"
PT STA 774+75.00"E-1"

PI STA 46+42.73"NESBITT"
DELTA= 46°50'20"
D= 10°00'00"
T=248.17'
L=468.39'
R=572.96'
PC STA 43+94.56"NESBITT"
PT STA 48+62.95"NESBITT"

PI STA 27+21.45"NESBITT"
DELTA= 44°10'07"Rt.
D= 10°00'00"
T=232.47'
L=441.69'
R=572.96'
PC STA 24+88.98"NESBITT"
PT STA 29+30.66"NESBITT"

PI STA 771+71.22
Y 363,697.02
X 2,133,576.38
DELTA= 7°20'50" Lt.
D= 0°15'00"
T=1,471.47'
L=2,938.91'
R=22,918.31'
PC STA 756+99.75
PT STA 786+38.66

R/W CURVE 185
L C = 868.33'
L C B = N67°-54'-33"E
R = 1,860.09'
L = 876.41'

R/W CURVE 330
L C = 62.86'
L C B = S75°-40'-11"W
R = 5,596.36'
L = 62.86'

R/W CURVE 38
LC =218.99'
LC.B =N76°-28'-09"E
R=5,596.36'
L=219.00'

R/W CURVE 137
L C =561.19'
L C B = N66°-06'-05"E
R =5,616.36'
L =561.42'

R/W CURVE 77
L C = 447.79'
L C B = S66°-40'-14"W
R = 971.66'
L = 451.85'

R/W CURVE 597
L C = 457.03'
L C B = N64°-03'-35"E
R = 1,960.09'
L = 460.15'

SITE KEY

SEE SHEET MATCH LINE

MATCH LINE SEE SHEET

CADDS SHEET 75

21,22,23,24,25,26,27,28

LEVELS ON

| REVISION DATE | ROUTE | COUNTY | DATE | R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|---|---|---|---|
| 1-28-93 N.C.<br>10-27-93 | U.S.H. 18 | DANE | 11-12-92 | 1201-04-21 | 4.22 |
| | SCALE, FT. 0 100 200 | GRID FACTOR 0.99991 | | FEDERAL PROJECT NUMBER | 4.10 |

NOTE: EXISTING HIGHWAY R/W ON USH 18 ESTABLISHED FROM PREVIOUS PROJECT F 017-2(15) REFERENCE LINE.

Note: Access along U.S.H. 18 controlled by Access Control Regulations, recorded in Volume 447 of records, Page 83, Document No. 136501, and Controlled Access Project CA017-2(2).

CONC. MON. WITH BRASS CAP
Y 365,314.63
X 2,132,734.05

S77°-50'-20"W

PI 27+21.45"NESBITT"

29+30.67"NESBITT TOO

PI STA = 782+02.82

S0°-22'-04"W 2,077.60' FROM E.1/4 COR. SEC. 14

765+00

765+00"E-1"

911.45' ALONG TAN.

PI 769+75.14"E-1"

1,209.87'

N54°-24'-40"E

SLOPE INTERCEPTS F.O.

MT. VERNON TELEPHONE COMPANY FIBER OPTIC CABLE

MILITARY RIDGE RECREATIONAL TRAIL STATE OF WISCONSIN DEPT. OF NATURAL RESOURCES

760+00

N59°-09'-58"E

768.73

BADGER MILL CREEK

N0°-22'-04"E ALONG SEC. LINE TO TAN 208.77'

760+00"E-1"

PC 762+75.00"E-1"

F.O.

1184.36'

P.I.

N54°-24'-40"E 2,568.57'

SW - NW

52

SHARON L. NESBITT, ETAL.

SE - NW

SW - NE

G N

52

SHARON L. NESBITT, ETAL.

N54°-24'-40"E 581.10'

N0°-22'-04"E ALONG SEC. LINE TO R/W 270.81'

PT 762+26.27"E-1"

189.02'

-2.0°-24'-45"E

.06 RD

589°-04'-38"W 2615.48'

589°-04'-38"W 1,306.96

P.L.

N89°-14'-33"W 165.00'

N0°-22'-04"E 26.36'

PC 757+09.62"E-1"

143.93'

ALUM. MON.
Y 362,645.74
X 2,132,716.76

DELBERT E. BISCHOFF

NW - SW

DELBERT E BISCHOFF

TOWN OF VERONA

NE - SW

NW - SE

DANE COUNTY

LANDLOCKED 20.4 AC.

| SIGN NUMBER | SIGN OWNER |
|---|---|
| 52-3 | PIZZA HUT |
| | |
| | |

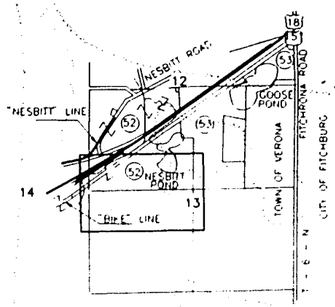
PI STA 759+70.78"E-1"
DELTA=20°39'58"Rt
D= 4°00'00"
T=261.16'
L=516.65'
R=1432.39'
PC STA 757+09.62"E-1"
PT STA 762+26.27"E-1"

PI STA 768+75.14"E-1"
DELTA =3°00'00"Lt.
D= 00°15'00"
T=600.14'
L=1,200.00'
R=22,918.31'
PC STA 762+75.00"E-1"
PT STA 774+75.00"E-1"

PI STA 771+71.22
Y 363,697.02
X 2,133,576.38
DELTA= 7°20'50" Lt.
D= 0°15'00"
T=1,471.47'
L=2,938.91'
R=22,918.31'
PC STA 756+99.75
PT STA 786+38.66

ALUM MON
Y 359,995 472
x 2,132,713.590

SITE KEY




LEVELS ON - 21,22,23,24,25,26,27,28.

4.10

CADOS SHEET 75

| REVISION DATE | ROUTE | COUNTY | DATE | R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|---|---|---|---|
| 7-14-92 N.C<br>11-12-92<br>1-26-93 N.C<br>10-27-93 | U.S.H. 18 | DANE | 3-2-92 | 1201 - 04 - 21 | 4.23 |
| | SCALE, FT. 0 100 200 | GRID FACTOR 0.99991 | | FEDERAL PROJECT NUMBER | 4.11 |

Note: Access along U. S. H. 18 controlled by Access Control Regulations, recorded in Volume 447 of records, Page 83, Document No. 136501.

NOTE:
EXISTING HIGHWAY R/W ESTABLISHED FROM PREVIOUS PROJECT F 017-2(15) REFERENCE LINE.

SITE KEY

PI STA 771+71.22
Y 363,697.02
X 2,133,576.38
DELTA= 7°20'50"
D= 0°15'00"
T=1471.47'
L=2938.91'
R=22918.31'
PC STA 756+99.75
PT STA 786+38.66

SEE SHEET MATCH LINE

CONC MON W/ BRASS CAP
Y 365,314.63
X 2,132,734.05

CONC MON WITH BRASS CAP
Y 365,341.893
X 2,135,352.546

ALUM. MON
Y 362,687.87
X 2,135,331.83

EXISTING 3/4" REBAR WITH CAP AT P.T.

1-1/4" REBAR FOUND 0.50' NORTH OF P.L.

1" IPON PIPES FOUND

CENTER OF SECTION 13 TO RECREATIONAL TRAIL

CSM 4540 VOL 20 P.5.6

NW CON SEC 13-6N-8E

SHARON L. NESBITT, ETAL

WALTER HERRINGTON

K A RAYNER TRUST
VOLUME 4675, PAGE 67,68

DAVID V. MONTGOMERY

STATE OF WISCONSIN
DEPARTMENT OF NATURAL RESOURCES
MILITARY RIDGE RECREATIONAL TRAIL

MADISON METROPOLITAN SEWERAGE DISTRICT EASEMENT

MADISON METROPOLITAN SEWERAGE DISTRICT
SANITARY SEWER IN 30' EASEMENT

T.W. OF VERONA SANITARY SEWER IN 30' AND 40' EASEMENTS

WISCONSIN POWER & LIGHT CO.
4 POWER POLES

NESBITT ROAD

TOWN OF VERONA

CITY OF FITCHBURG

VERONA

GOOSE LAKE

CADDS SHEET 75

LEVELS ON - 21,22,23,24,25,26,27,28.

| REVISION DATE | ROUTE | COUNTY | DATE | R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|---|---|---|---|
| 1-26-93 NC<br>10-27-93 | U.S.H. 18 | DANE | 11-12-92 | 1201-04-21 | 4.24 |
| | SCALE, FT. 50 0 100 | GRID FACTOR 0.99991 | | FEDERAL PROJECT NUMBER | 4.12 |

NOTE: EXISTING HIGHWAY R/W ON USH 18 ESTABLISHED FROM PREVIOUS PROJECT F 017-2(15) REFERENCE LINE.

Note: Access along U.S.H. 18 controlled by Access Control Regulations, recorded in Volume 447 of records, Page 83, Document No. 136501, and Controlled Access Project CA017-2(2).

SITE KEY

ALUM. MON
Y= 362,687.871
X=2,135,331.829

DELBERT E BISCHOFF

ALUM. MON
Y= 360,041.375
X=2,135,331.370

AMOS H. THORSON

ALUM MON.
Y= 362,729.965
X=2,137,945.185

SHARON L NESBITT, ET AL

K.A. RAYNER TRUST

K.A. RAYNER TRUST
VOLUME 4675 PAGE 67,68

TOWN OF VERONA

CITY OF FITCHBURG - FITCHRONA ROAD

NESBITT ROAD

GOOSE POND

BBE LINE

P.L.

N0°-26'-50"E 1,986.52'

S01°-31'-54"W 1,200.00'
(REC N01°-31'-54"E 1,200.00')

IRON PIPE FOUND S89°-04'-34"W 567.00' (REC S89°-04'-34"E 567.51') TO 1/4-1/4 LINE

N38°-07'-44"W 575.43'
(REC S39°-07'-44"E 571.73')

N34°-24'-10"E 459.24'

N0°-26'-50"E 459.24'

N0°-26'-50"E 208.57

N34°-24'-10"E 1,423.50'

N34°-24'-10"E 451.60'

N89°-24'-50"E 294.02'

N89°-24'-50"E 235.37'

CONC. MON. WITH BRASS CAP
Y 365,341.893
X 2,135,352.546

ALUM MON.
Y= 365,364.259
X=2,137,970.996

U.S.H. 18

STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES RECREATIONAL TRAIL

MILITARY ROAD

SAN

40' EASEMENT

15' EASEMENT TOWN OF VERONA

15' EASEMENT TOWN OF VERONA

TOWN OF VERONA SANITARY SEWER IN 32' AND 40' EASEMENTS

MADISON METROPOLITAN SEWERAGE DISTRICT SANITARY SEWER IN 50' EASEMENT

WISCONSIN POWER & LIGHT CO. POWER POLES

GOOSE LAKE

DAVID V. MONTGOMERY

IRON PIPE FOUND

3.71

LOT 2 C S M VOL 6 P 386

LOUIS HOFFMAN

2" IRON PIPE FOUND

JOSEPH A DOWNS PARCEL "A"

PLAT OF PLEASANT ACRES

LOT 1

LOT 2

LOT 3

LOT 4

TONTO DRIVE

2" IRON PIPE FOUND

PLAT OF WENDELLWOOD

LOT 8

LOT 9

1" IRON PIPE FOUND

PHEASANT PLACE

LOT 10

LOT 11

LOT 12

(AS PER V 4675 P 67)

2" IRON PIPE FOUND

SE - NW

SW - NE

NW - SE

NE - NW

NW - NE

NE - SE

NE - NE

LEVELS ON - 21,22,23,24,25,26,27,28.

CADDS SHEET 75

| REVISION DATE | ROUTE | COUNTY | DATE | R/W PROJECT NUMBER | SHEET NUMBER |
|---|---|---|---|---|---|
| 1-26-93 NC<br>10-27-93 | U.S.H. 18 | DANE | 9-11-92 | 1201-04-21 | 4.25 |
| | SCALE, FT. 0 100 200 | GRID FACTOR 0.99991 | | FEDERAL PROJECT NUMBER | 4.13 |

NOTE: EXISTING HIGHWAY R/W ON USH 18 ESTABLISHED FROM PREVIOUS PROJECT F 017-2(15) REFERENCE LINE.

Note: Access along U.S.H. 18 controlled by Access Control Regulations, recorded in Volume 447 of records, Page 83, Document No. 136501, and Controlled Access Project CA017-2(2).

NW – SE

NE – SE

SE – SE

SW – SE

SW – SW

NW – NE

NE – NE

NW – NW

G N

SITE KEY

TOWN OF VERONA

TOWN OF FITCHBURG

T 6 N R8E R9E 12 7

CONC MON WITH BRASS CAP
Y= 367,992.910
X=2,137,998.931

END RELOCATION ORDER
STA. 822+54.76=
Y 366,658.15
X 2,137,712.86

TO FITCHBURG 0.1 MILES +/-

T 6 N R8E R9E 12 13

CONC MON WITH BRASS CAP
Y 365,341.893
X 2,135,352.546

T 6 N R8E R9E 12 7 13 18

CONC MON WITH BRASS CAP

N89°-24'-04"E 294.02'

N89°-24'-04"E 335.37'

N89°-24'-04"W 8.86'

N89°-24'-04"E 1,676.13'

N89°-24'-04"E 385.96'

S89°-24'-04"W 633.28'

S89°-24'-04"W 514.35'

S88°-24'-04"W 547.36'

S39°-20'-16"W 175.02'

S00°-26'-14"W 685.24'

S00°-36'-39"W 781.20'

N54°-26'-55"E 418.18'

N54°-24'-52"E 2,233.85'

N54°-24'-52"E 884.42'

N0°-24'-10"E 4,916.05'

N34°-24'-05"E

U.S.H. 18/151

80' R/W

33' R/W

66' R/W

STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES
MILITARY RIDGE RECREATIONAL TRAIL

K A RAYNER TRUST
VOLUME 4675, PAGE 67,68

MADISON METROPOLITAN SEWERAGE DISTRICT
SANITARY SEWER IN 30' EASEMENT

TOWN OF VERONA
SANITARY SEWER IN
32' AND 40' EASEMENTS

WEST LINE OF THE PLAT
OF WENDELLWOOD EXTENDED
(AS PER V. 4675 P 67)

CORNER FALLS IN LAKE
GOOSE LAKE

107'+/- MEANDER CORNER TO EDGE WATER

73'+/- MEANDER CORNER TO EDGE WATER

2" IRON PIPE FOUND

DONALD J & VIRGINIA M. KRUEGER

(ALONG MEANDER LINE)

PLAT OF WENDELLWOOD

GOOSE LAKE DRIVE

OUTLOT 29

OUTLOT 30

WALKWAY

30' EASEMENT

32' EASEMENT

40' EASEMENT

WISCONSIN POWER & LIGHT CO
POWER POLES

MT VERNON TELEPHONE CO

GAS VALVE

GAS M H'S

MADISON METROPOLITAN SEWERAGE DISTRICT (PUMPING STATION)

SEPTIC VENT

MADISON GAS & ELECTRIC CO

3/4" REBAR FOUND

1-1/4" REBAR FOUND

FITCHRONA ROAD

VERONA ROAD

CITY LIMITS OF VERONA

CADDS SHEET 75

LEVELS ON – 21,22,23,24,25,26,27,28. 17,18,19.

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.0

# PLAN & PROFILE U.S.H. 18

USH 18 DANE COUNTY

KEY MAP

DONALD G. GUST

USH 18 C3
P.I. STA. 678+00.24
X 2,130,728.57
Y 355,228.80
Δ 90°00'00.0"
D 03°00'00.0"
T 1909.86'
L 3000.00'
R 1909.86'
S.E. = .059
R.O. = 190'

USH 18 C2
P.I. STA. 628+27.26
X 2,125,756.31
Y 354,881.11
Δ 13°15'00.0"
D 00°30'00.0"
T 1330.94'
L 2650.00'
R 11,459.16'
S.E. = .020 FT/FT
R.O. = 190'

C/L CTH "M" (BY OTHERS)

RICHARD M. AND MARY M. TOLLEFSON

SLOPE INTERCEPTS

STA. 646+74.00 ℄ RAMP "PB-1" =
STA. 646+74.00 ℄ USH 18, 49.0' LT.

STA. 648+00.00 ℄ RAMP "PB-2" =
STA. 648+00.00 ℄ USH 18, 49.0' RT.

RAMP "PB-1"
U.S.H. 18 WB
U.S.H. 18 EB
RAMP "PB-2"
CTH "M"

N 86°00'00.0"E

35°13'34.9"

PT2 641+46.32

PT6 32+83.62

STA. 655+82.28

STA. 659+00.00

STA. 644+38.07 ℄ USH 18 =
STA. 20+00.00 ℄ CTH "M"

B-13-410 (BY OTHERS)

OBLITERATE OLD ROADWAY (UNDER 1201-04-75)

RANGE TRAIL ROAD (BY OTHERS)

℄ RANGE TRAIL RD

STA. 24+00.00 ℄ CTH "M" =
STA. 10+48.56 ℄ "RANGE TRAIL"

SAW & MATCH STA. 29+00

RAYMOND W. AND LOIS GUST

MATCH LINE

STA. 630+00.0

NOTE:
1. SEE ALIGNMENT PLAN FOR RAMP GEOMETRY
2. CTH M CONSTRUCTED UNDER PROJECT 1201-04-75

## "WB" & "EB" PROFILE

BENCH MARKS

| NO. | STATION | LOCATION | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| BM | 632+44.75 | 104.26 RT. | 60d SPK. IN N. SIDE OF PP. #6-8-22 | 996.17 |
| BM | 638+74.57 | 103.97 RT. | 60d SPK. IN PP #6-8-22 N. SIDE OF STRUCTURE #4/0 | 982.89 |
| BM 317 | 645+46.90 | 42.04 RT. | THIS "+" ON N. END C.M.C.P. UNDER CTH "M" | 1000.53 |
| BM 318 | 653+27.80 | 277.81 RT. | THIS "O" ON W. END CONC. C.P. UNDER PE TO HSE TRAILOR | 1025.30 |

PROJECT 1201-04-75
(CONSTRUCTED BY OTHERS)

BEGIN PROJECT 1201-04-72
STA. 638+00.00

EXISTING GROUND LINE

EXISTING SLOPE FROM END OF PROJECT 1201-08-75

FINISHED MAINLINE PROFILE NOT PART OF THIS CONTRACT STA. 630+00 TO 648+00

FINISHED "WB" AND "EB" PROFILE

-0.7200%

+2.2800%

PVC 639+00 EL 980.68

PVI 642+00 EL 980.32

PVT 645+00 EL 987.36

L = 800.0
K = 198

STA. 638+00
1-24"x104 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
1-TYPE 8-MS INLET REQ'D.
1-APRON ENDWALL REQ'D.

STA. 648+50
1-24"x104 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
1-TYPE 8-MS INLET REQ'D.
1-APRON ENDWALL REQ'D.

SPECIAL DITCH

ELEVATIONS "WB" AND "EB" PROFILE

989.16 988.44 987.72 987.00 986.28 985.56 984.84 984.12 983.40 982.68 982.21 982.24 982.77 983.80 985.33 987.36 989.64 991.92 994.20 996.48 998.76 1001.04

630 1 2 3 4 635 6 7 8 9 640 1 2 3 4 645 6 7 8 9 650 2

FILE NAME: HDGN:72504.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.1

# PLAN & PROFILE U.S.H. 18

USH 18 DANE COUNTY

KEY MAP

USH 18
C3
P.I. STA. 678+00.24
X 2,130,728.57
Y 355,228.80
Δ 90°00'00.0"
D 03°00'00.0"
T 1909.86'
L 3000.00'
R 1909.86'
S.E.= 0.059 FT/FT
R.O.= 190'

NOTE:
STRUCTURES B-13-411 AND B-13-412 ARE NOT PART OF THIS CONTRACT AND WILL BE CONSTRUCTED UNDER PROJECT 1201-04-76

RUSSELL J. AND ROSE M. JOHNSON
REMOVE BUILDINGS PARCEL 37 (TYP.)
ABANDON WELL
REMOVE SEPTIC TANK
SLOPE INTERCEPTS
CTH "PB"
CONSTRUCT RETAINING WALL RW-13-18 STA. 681+35 "PB-4" TO STA. 685+25 "PB-4"
RAMP "PB-4"
RAMP "PB-1"
RAMP "PB-2"
RAMP "PB-3"
REMOVE FOUNDATION ONLY
B-13-412
B-13-411
STA. 676+75.00 ℄ USH 18 = STA. 150+00.00 ℄ CTH "PB"
U.S.H. 18 WB
U.S.H. 18 EB
℄ USH 18/151
℄ RAMP "PB-1"
℄ RAMP "PB-2"
℄ RAMP "PB-4"
℄ RAMP "PB-3"
64°57'41.0"
RW-13-18
JAMES J. VAN DE GREY TRUST
GARY FELTZ
EXCEPTION TO NET CENTERLINE LENGTH STA. 675+71.55 TO STA. 677+57.53 STRUCTURES B-13-411 AND B-13-412
NOTE: SEE ALIGNMENT PLAN FOR RAMP GEOMETRY

BENCH MARKS

| NO. | STATION | LOCATION | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| BM 319 | 663+32.06 | 317.02 RT. | RR SPK IN S. SIDE PP * G-8-29 ON W. SIDE CTH M 18/0 | 1057.50 |
| BM 320 | 667+80.96 | 70L7 RT. | CHIS "+" ON C.M.C.P. AT SW. QUAD. CTH M AND CTH PB | 1041.39 |
| BM 321 | 671+76.62 | 149.12 RT. | RR SPK IN E. SIDE PP * G-8-28 ON W. SIDE CTH M 25/6 | 1056.16 |
| BM 322 | 677+07.38 | 138.52 LT. | PUNCH HOLE IN S. END CMCP UNDER FR AT JOHNSON FARM | 1080.33 |

BEGIN SPLIT PROFILE FOR USH 18
EXISTING GROUND LINE
PVC 665+50 EB EL 1036.88
PVC 667+25 WB EL 1038.09
PVI 675+00 WB EL 1055.76
PVI 674+00 EB EL 1053.48
PVT 681+50 EB EL 1046.53
PVT 682+75 WB EL 1044.88
+2.2800%
+2.5200%
-0.9200%
-4.0034%
L=4034'
R CTH "PB"
STA. 667+00
1-24'X106' R.F. RCCP CLASS III RROD.
SKEW 25° LHF
1-TYPE B-WS PRSET RROD.
1-APRON ENDWALL RROD.
STA. 676+63.99
STRUCTURE B-13-411
2-SPAN 54" PRESTRESSED CONCRETE GIRDERS
40' CLEAR ROADWAY
SKEW 25°02' LHF
L= 155.00'
k = 420
L= 150.00'
k = 468
B-13-411 CONCRETE GIRDERS 40' CLEAR ROADWAY SKEW 25°02' LHF
B-13-412
STA. 676+86.89
STRUCTURE B-13-412
3-SPAN 54" PRESTRESSED
STA. 681+00
1-24'X106' R.F. RCCP CLASS III RROD.
SKEW 25° RHB
1-TYPE B-WS PRSET RROD.
1-APRON ENDWALL RROD.
ELEVATIONS "EB" PROFILE
ELEVATIONS "WB" PROFILE
FINISHED MAINLINE PROFILE EB
FINISHED MAINLINE PROFILE WB

1070 1060 1050 1040 1030 1020 1010 1000 990

1019.28 1021.56 1023.84 1026.12 1028.40 1030.68 1032.96 1035.24 1037.49 1039.56 1041.41 1043.05 1044.48 1045.69 1046.69 1047.48 1048.05 1048.41 1048.56 1048.49 1048.21 1047.72 1047.01 1046.12

9 660 1 2 3 4 665 6 7 8 9 670 1 2 3 4 675 6 7 8 9 680 1 2 3 4 685

LEVELS ON - 23, 24, 25, 30, 39, 41

FILE NAME: HDON: 72505.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.2

# PLAN & PROFILE U.S.H. 18

USH 18 — DANE COUNTY

KEY MAP

R CTH "PB" — C464 — CTH "PB" — USH 18

C3
P.I. STA. 678+00.24
X 2,130,728.57
Y 355,228.80
Δ 90°00'00.0"
D 03°00'00.0"
T 1909.86'
L 3000.00'
R 1909.86'
S.E.= 0.059 FT/FT
R.O.= 190'

STA. 135+20.76 ℄ CTH PB = STA. 15+44.21 ℄ WHALEN ROAD
STA. 692+00.00 RAMP "PB-4" = STA. 692+00.00 USH 18, 61.00' LT.

LIMITS OF USH 18 WB AUXILIARY LANE SEE DETAILS

PT169 124+93.19
PI169 123+50.00
PC169 122+07.00

SLOPE INTERCEPTS

NOTE:
STRUCTURES B-13-413 AND B-13-414 ARE NOT PART OF THIS CONTRACT AND WILL BE CONSTRUCTED UNDER PROJECT 1201-04-76

℄ RAMP "PB-4" — RAMP "PB-4" — C272 — PI13 — STA. 686+00.00 — MATCHLINE
CAUTION
B-13-414
85°21'41.2"
℄ USH 18
U.S.H. 18 WB
N 4°00'00.0"W
U.S.H. 18 EB
B-13-413
STA. 691+52.26 ℄ USH 18 = STA. 20+00.00 ℄ "WHALEN"
RAMP "PB-3" — ℄ RAMP "PB-3" — 22+02.97
EXCEPTION NET CENTERLINE LENGTH STA. 690+88.83 TO STA. 692+08.83 STRUCTURES B-13-413 AND B-13-414
STA. 688+00.00 ℄ "PB-3" = STA. 699+00.00 ℄ USH 18, 49.0' RT.
SLOPE INTERCEPTS
MATCH LINE — STA. 712+00.00
JAMES J. VAN DE GRIFT TRUST
WHALEN ROAD — ℄ WHALEN ROAD
JAMES J. VAN DE GRIFT TRUST
RODNEY O. SLOTTEN
NOTE: SEE ALIGNMENT PLAN FOR RAMP GEOMETRY

## "WB" AND "EB" PROFILE

ELEVATIONS "WB" PROFILE
ELEVATIONS "EB" PROFILE
EXISTING GROUND LINE
FINISHED MAINLINE PROFILE "EB"
FINISHED MAINLINE PROFILE "WB"
℄ WHALEN ROAD

L= 800.0'
K = 86
PVC 686+25 EB EL 1042.21
PVI 690+25 EB EL 1038.33
PVT 694+25 EB EL 1030.93
PVC 688+50 WB EL 1036.81
PVI 689+50 WB EL 1035.41
PVT 690+50 WB EL 1033.33
L=200.00
K = 53
-L.9200X
-L.8000X
L.9000X
-L.7800X

STA. 690+50
1-24"x150 L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
1-TYPE 8-MS INLET REQ'D.
1-APRON ENDWALL REQ'D.

STA. 691+54.29
STRUCTURE B-13-413
1-SPAN 70" PRESTRESSED CONCRETE GIRDER
50'-54' CLEAR ROADWAY
SKEW 4°18' LHF

STA. 691+54.29
STRUCTURE B-13-414
1-SPAN 70" PRESTRESSED CONCRETE GIRDER
50'-54' CLEAR ROADWAY
SKEW 4°32' LHF

STA. 689+09
2-60"x554 L.F. RCCP CLASS V REQ'D.
SKEW 20° LHF
2-CONCRETE MASONARY ENDWALLS REQ'D.

STA. 696+40
1-48"x336 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
2-APRON ENDWALLS REQ'D.

STA. 700+00
1-24"x84 L.F. RCCP CLASS III REQ'D
1-24" x156 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
2-TYPE 8-MS INLETS REQ'D.
1-APRON ENDWALL REQ'D.

STA. 703+00
1-24"x78 L.F. RCCP CLASS III REQ'D
1-24" x138 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
2-TYPE 8-MS INLETS REQ'D.
1-APRON ENDWALL REQ'D.

STA. 711+50
1-48"x396 L.F. RCCP CLASS III REQ'D.
SKEW 35° LHF
2-APRON ENDWALLS REQ'D.

BENCH MARKS

| NO. | STATION | LOCATION | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| BM BAI 18 | 687+83.92 | 198.16 RT. | RR SPK IN N SIDE 22" OAK AT GATE IN N-S FENCE LINE | 1004.83 |
| BM BAI 19 | 691+82.84 | 82.6 LT. | 60d SPK IN S SIDE PP 4178/35.2kV POLE E. OF CTH PB ON WHALEN RD. | 1007.73 |
| BM 323 | 15+69.2 WHALEN | 37.4 RT | CMS "+" C.M.C.P. IN SE QUAD CTH PB AND WHALEN RD. | 992.65 |

FILE NAME: H:\DGN\72506.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.3

# PLAN & PROFILE U.S.H. 18

USH 18 — DANE COUNTY

KEY MAP

C 100 200 300

CTH "PB"

SLOPE INTERCEPTS

REMOVE BUILDINGS, PARCEL 48

REMOVE UNDERGROUD TANK, STA. 722+00, BY OTHERS

86°19'16.5"

B-13-416

U.S.H. 18 WB

U.S.H. 18 EB

℄ USH 18

N 04°00'00.0"W

STA 712+00.00

MATCHLINE

B-13-415

EXCEPTION TO NET CENTERLINE LENGTH
STA. 717+31.42 TO STA. 718+33.26
STRUCTURES B-13-415 AND B-13-416

RODNEY C. SLOTTEN

GRANDVIEW ROAD

GRANDVIEW ROAD

STA. 717+85.94 ℄ USH 18 =
STA. 20+00.00 ℄ "GRANDVIEW"

AIR PARK ASSOCIATES, INC.

PC101 724+49.89

C-13-117

C101

MATCHLINE

STA 737+00.00

SLOPE INTERCEPTS

RODNEY O. SLOTTEN

DANE COUNTY

## USH 18
## C101

P.I. STA. 736-84.25
X 2,130,260.98
Y 361,315.60
Δ 65°45'00.0"
D 03°00'00.0"
T 1234.36'
L 2191.67'
R 1909.86'
S.E.= 0.059 FT/FT
R.O.= 190'

NOTE:
1. STRUCTURES B-13-415 AND B-13-416 ARE NOT PART OF THIS CONTRACT AND WILL BE CONSTRUCTED UNDER PROJECT 1201-04-76.
2. CONSTRUCT TOE BERM STA. 731+20.00 TO STA. 738+00.00

BENCH MARKS

| NO. | STATION | LOCATION | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| BM 325 | 716+45± | 255'± LT. | CHIS "+" ON E END C.M.C.P. AT SE QUAD GRANDVIEW AND PB | 965.60 |
| BM B-22 | 718+04 | 292.6 LT. | TOP OF MONUMENT, S¼COR., SEC. 14 | 957.407 |
| BM BA 22 | 718+05.34 | 52.22 LT. | CHIS "□" ON NE COR. BRIDGE E. OF CTH PB ON GRANDVIEW | 962.58 |
| BM BA 23 | | | ~~60¢ SPK. IN S. SIDE WINDSOCK POLE~~ NORTH OF AIRPORT | 960.04 |
| BM 326 | 729+77.6 | 307.7 LT. | CHIS "□" ON SW COR. BRIDGE ON CTH PB NORTH OF AIRPORT | 955.98 |
| BM BA 24 | | | RR SPK. IN N SIDE 10" BOX ELDER ON E-W FENCE N OF AIRPORT | 951.94 |
| BM 327 | 735+29 | 460.5 LT. | CHIS "□" ON NE COR. BRIDGE ON CTH PB JUST S OF BIKE TRAIL | 953.79 |
| BM. 13 | 732+37.63 | 19.75 LT. | USGS DISC ON S END BOX CULVERT AT HWY 151 AND CTH PB | 952.421 |

## "WB" AND "EB" PROFILE

ELEVATIONS "WB" PROFILE

995.36 993.58 991.80 990.02 988.24 986.46 984.68 982.90 981.12 979.34 977.56 975.78 974.00 972.22 970.64 969.46 968.68 968.30 968.33 968.75 969.37 970.00 970.62 971.24 971.86 972.49

1020 1010 1000 990 980 970 960 950 940

FINISHED MAINLINE PROFILE "EB"

STA. 717+84.34
STRUCTURE B-13-416
1-SPAN 54" PRESTRESSED CONCRETE GIRDER
40' CLEAR ROADWAY
SKEW 3°41' LHF

STA. 717+87.54
STRUCTURE B-13-415
1-SPAN 54" PRESTRESSED CONCRETE GIRDER
40' CLEAR ROADWAY
SKEW 3°41' LHF

L=900.0'

FINISHED MAINLINE PROFILE "WB"

STA. 717+12
1-24"x144 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF.
1-TYPE 8-MS INLET REQ'D.
1-APRON ENDWALL REQ'D.

B-13-415
B-13-416

L=800.0'

℄ GRANDVIEW ROAD

EXISTING GROUND LINE

STA. 722+00
1-24"x129 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
1-TYPE 8-MS INLET REQ'D
1-APRON ENDWALLS REQ'D

PVC 724+00 WB EL 971.22

PVI 727+75 EB EL 967.28

PVC 724+75 EB EL 972.98

L= 600.0'
k = 221

STA. 729+50
1-24"x12' L.F. RCCP CLASS III REQ'D.
SKEW 18° LHF
1-TYPE 8-MS INLET REQ'D.

PVT 730+75 EB EL 969.69

FINISHED MAINLINE PROFILE "EB"

0.80137
0.62324

FINISHED MAINLINE PROFILE "WB"

PVT 731+00 WB EL 968.75

STA. 730+74.00
STRUCTURE C-13-117 REQ'D
CELL BOX CULVERT
SKEW 18° RHF
1-TYPE 8-MS INLET REQ'D.

C-13-117

1-11'X5' BOX CULVERT

PVI 728+00 WB EL 965.88

L= 600.0'
k = 249

LIMITS OF MARSH EXCAVATION

MARSH EXCAVATION LINE

ELEVATIONS "EB" PROFILE

997.21 995.31 993.41 991.50 989.61 987.71 985.81 983.91 982.01 980.11 978.21 976.31 974.41 972.52 970.96 969.85 969.18 968.97 969.21 969.89 970.69 971.50 972.30 973.10 973.91 974.71

2 3 4 715 6 7 8 9 720 1 2 3 4 725 6 7 8 9 730 1 2 3 4 5 6 7

LEVELS ON 39, 29.30.31.32, 24.25, 20

FILE NAME: HDGN:725J7.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.4

# PLAN & PROFILE U.S.H. 18

USH 18 — DANE COUNTY

KEY MAP

## USH 18 C101

P.I. STA. 736+84.25
X 2,130,260.98
Y 361,915.60
Δ 65°45'00.0"
D 03°00'00.0"
T 1234.36'
L 2191.67'
R 1909.86'
S.E.= 0.059 FT/FT
R.D.= 150'

NOTE:
SEE ALIGNMENT PLAN FOR RAMP GEOMETRY

## USH 18 C105

P.I. STA. 771+71.22
X 2,133,576.38
Y 363,697.02
Δ 07°20'50.0"
D 00°15'00.0"
T 1271.47'
L 2938.91'
R 22,918.31'
S.E.=0.020 FT/FT
R.D.= N.A.

NOTE:
1. STRUCTURES B-13-417 AND B-13-418 ARE NOT PART OF THIS CONTRACT AND WILL BE CONSTRUCTED UNDER PROJECT 1201-04-76
2. CONSTRUCT TOE BERMS STA. 740+15.00 TO STA. 744+00.00

EXCEPTION TO NET CENTERLINE LENGTH
STA. 744+80.29 TO STA. 745+90.63,
STRUCTURES B-13-417 & B-13-418

STA. 744+93.59 ℄ USH 18 = STA. 743+34.90 ℄ RAMP "E-1"
STA. 744-56.21 ℄ USH 18 = STA. 14+18.09 ℄ "MRRT"

U.S.H. 18 WB — N 61°45'00.0" E — U.S.H. 18 EB

RAMP "E-2" — RAMP "E-1"

MILITARY RIDGE RECREATION TRAIL

ABANDON R/W — REMOVE BUILDINGS PARCEL 57

DANE COUNTY

B-13-417 — B-13-418 — B-13-425

MATCH LINE STA. 760+00

## BENCH MARKS

| NO. | STATION | LOCATION | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| BM 14 | 748+56.85 | 552.27 LT. | CHIS "□" ON SW COR. BOX CULVERT UNDER HWY 151 E OF CTH PB | 962.52 |
| BM 341 | 759+36 | 352.0 RT. | RR SPK. IN SE COR. TIMBER ABUT. OF BR. ON BIKE TRAIL E OF OAKS | 954.65 |
| BM 340 | 747+74.78 | 340.54 RT. | RR SPK. IN SE SIDE TWIN 10" OAK ON N SIDE BIKE TRAIL W OF OAKS | 952.95 |

STA. 742+30.00, 190' RT. TO STA. 743+00.00, 190' RT.
2-18" X70 L.F. RCCP CLASS III REQ'D.
4-APRON ENDWALLS REQ'D.

STA. 742+70.00, 210' RT. TO STA. 743+60.00, 210' RT.
2-18"X70 L.F. RCCP CLASS III REQ'D.
4-APRON ENDWALLS REQ'D.

STA. 738+32
STRUCTURE B-13-425 REQ'D
3 CELL BOX CULVERT
SKEW 42° RHF
1-TYPE 8-MS INLET REQ'D.

3-9'X8' BOX CULVERT

STA. 745+11.99
STRUCTURE B-13-417
2-SPAN 45" PRESTRESSED CONCRETE GIRDER
40' CLEAR ROADWAY
SKEW 33°21'35" RHF

STA. 744+76.34
STRUCTURE B-13-418
2-SPAN 45" PRESTRESSED CONCRETE GIRDER
40' CLEAR ROADWAY
SKEW 30°27'42" RHF

STA. 751+20
1-24"X100 L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
1-TYPE 8-MS INLET REQ'D.
1-APRON ENDWALL REQ'D.

STA. 756+79
1 24"X104 L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
1-TYPE 8-MS INLET REQ'D.
1-APRON ENDWALL REQ'D.

FINISHED MAINLINE PROFILE "EB"
FINISHED MAINLINE PROFILE "WB"
EXISTING GROUND LINE
ELEVATIONS "WB" PROFILE
ELEVATIONS "EB" PROFILE
END SPLIT PROFILE FOR USH 18
ROCKLINE

L= 1000.0' K = 446
L= 750.0' K = 423
L= 400.0' K = 242
L= 400.0' K = 206

+0.8033% -1.4355% +0.6230% -1.1512% +0.5000%

FILE NAME: MDGN: 72508.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.5

# PLAN & PROFILE U.S.H. 18

USH 18 DANE COUNTY

KEY MAP

## NESBITT ROAD C258

P.I. STA. 27+25.34
X 2,132,705.09
Y 363,544.36
Δ 44°10'06.9"
D 10°00'00.0"
T 232.47'
L 441.69'
R 572.96'
S.E.= 0.059 FT/FT
R.O.= 125'

## USH 18 C105

P.I. STA. 771+71.22
X 2,133,576.38
Y 363,697.02
Δ 07°20'50.2"
D 00°15'00.0"
T 1478.47'
L 2938.91'
R 22,918.31'
S.E.=0.020 FT/FT
R.O.= N/A

0 100 200 300

NESBITT RD.

END CONSTRUCTION STA. 763+00.00

ARCHAEOLOGICAL SITE VE-13

FOR REFERENCE ONLY TO BE CONSTRUCTED UNDER I.D. 1201-04-78

STA. 760+00.00

PCC 764+29.50

RAMP "E-2"

STA. 770+25.00 ℄ RAMP "E-2" =
STA. 770+25.00 ℄ USH 18, 49.0' LT.

ARCHAEOLOGICAL SITE SIGN SEE CONSTRUCTION DETAILS. CONSTRUCT 4 SIGNS AT LOCATIONS SHOWN.

PT 769 770+75.00

U.S.H. 18 WB

U.S.H. 18 EB

RAMP "E-1"

END CONSTRUCTION STA. 765+00.00

PCC 762+40.00

PT 762+27

FOR REFERENCE ONLY TO BE CONSTRUCTED UNDER I.D. 1201-04-78

ARCHAEOLOGICAL SITE FENCING, EXACT LOCATION TO BE DETERMINED BY SITE ARCHAEOLIGEST

C484 C469 C105 C520

18/151

SLOPE INTERCEPT

SHARON L. NESBITT

STA. 778+95
3-CELL BOX CULVERT
SKEW 35° RHF

STA. 786+00.00

MATCH EXISTING

℄ USH 18

B-13-426 (BY OTHERS)

PT 778+75.00

REGRADE 50 L.F. EAST OF CP W/ UNIFORM SLOPE

SLOPE INTERCEPT

REGRADE 110 L.F. WEST OF CP W/ UNIFORM SLOPE

IMPROVE 150 L.F. OF FARM ACCESS DRIVE FROM TRAIL TO NORTH. CONSTRUCT 20' WIDE EARTHEN DRIVE TO ELEV. 961.0, W/ 3:1 SLOPES. TOPSOIL & SEED SLOPES.

STA. 774+75.00 ℞ RAMP "E-1" =
STA. 774+75.00 ℄ USH 18, 49.0' RT.

NOTE:
SEE ALIGNMENT PLAN FOR RAMP GEOMETRY

NOTE:
STRUCTURE B-13-426 IS NOT PART OF THIS CONTRACT AND WILL BE CONSTRUCTED UNDER PROJECT 1201-04-78

## BENCH MARKS

| NO. | STATION | LOCATION | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| BM 15 | 760+62.40 | 317.9' LT. | HOR. CONTROL PT. 308 - AL. CAP IN CONCRETE IN MEDIAN 25' | 991.27 |
| BM 25 | | | RR SPK. IN W SIDE TWO 18" POST ASH +50.0'S OF C.P. 309 AT FENWOODS | 978.08 |
| BM 16 | 765+92.06 | 178.56' LT. | CHIS "C" ON SE COR. MEDIAN CATCH BASIN, HWY. 151 AT NESBITT RD. | 983.81 |
| BM 17 | 778+49.19 | 52.46' RT. | CHIS "C" ON SW WW OF S BR. HWY. 151 EAST OF NESBITT RD. | 966.87 |

## "WB" AND "EB" PROFILE

END PROJECT 1201-04-72
STA. 765+00.00

PVC 765+00 EL 972.03
PVI 768+00 EL 973.03
PVT 770+00 EL 972.23

EXISTING GROUND LINE

+0.5000%

+0.8000%

-0.4000%

-0.4000%

STA. 762+50
1-24"x141 L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
1-TYPE 8-MS INLET REQ'D.
1-APRON ENDWALL REQ'D.

L = 400.0'
k = 444

MARSH EXCAVATION LINE

LIMITS OF MARSH EXCAVATION

FINISHED ROADWAY PROFILE

(BY OTHERS)
STA. 773+30
1-36"x240 L.F. RCCP CLASS II REQ'D.
SKEW 14° LHF
1-24"x6 L.F. RCCP CLASS III REQ'D.
1-TYPE 8 INLET REQ'D.
2-APRON ENDWALLS

(BY OTHERS)
B-13-426

3-8'X10' BOX CULVERTS

STA. 779+70 (RT. ℄)
STA. 780+60 RT.
1-30"X 90 L.F. CP CLASS III REQ'D.
2-APRON ENDWALLS REQ'D.
INV. EL EACH END 958.0

(BY OTHERS)
STA. 779+00.
1-24"x11 L.F. RCCP CLASS III REQ'D.
1-TYPE 8 INLET REQ'D.

(BY OTHERS)
STA. 785+95
1-24"x 90 L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
1-TYPE 8 INLET REQ'D.
1-APRON ENDWALL REQ'D.

FOR REFERENCE ONLY TO BE CONSTRUCTED UNDER I.D. 1201-04-78

ELEVATIONS "EB" AND "WB" PROFILE

969.03 969.53 970.03 970.53 971.03 971.53 972.03 972.41 972.58 972.51 972.23 971.83 971.43 971.03 970.63 970.23 969.83 969.43 969.03 968.63 968.23 967.83 967.43 967.03 966.63

760 1 2 3 4 765 6 7 8 9 770 1 2 3 4 775 6 7 8 9 780 1 2 3 4 785 6

1010 1000 990 980 970 960 950 940 930

41,42 39 29,30,31,32 23,24,25 20

LEVELS ON -

FILE NAME: HDGN:72509.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
5.6

# PLAN & PROFILE
# U.S.H. 18

USH 18 — DANE COUNTY

KEY MAP

0 100 200 300

## NESBITT ROAD
## C258

P.I. STA. 27+25.34
X 2,132,705.09
Y 363,544.36
Δ 44°10'06.9"
D 10°00'00.0"
T 232.47'
L 441.69'
R 572.96'
S.E.= 0.059 FT/FT
R.O.= 125'

## USH 18
## C105

P.I. STA. 771+71.22
X 2,133,576.38
Y 363,697.02
Δ 07°20'50.2"
D 00°15'00.0"
T 1478.47'
L 2938.91'
R 22,918.31'
S.E.=0.020 FT/FT
R.O.= N/A

SHARON L. NESBITT

NESBITT RD.

STA 760+00.0

END CONSTRUCTION
STA. 763+00.00

FOR REFERENCE ONLY
TO BE CONSTRUCTED
UNDER I.D. 1201-04-78

PCC 764+26.97

STA. 770+25.00 ℄ RAMP "E-2" ≡
STA. 770+25.00 ℄ USH 18, 49.0' LT.

PT 769 770+25.00

C484 RAMP "E-2"

℄ RAMP "E-2"

U.S.H. 18 WB

C469

U.S.H. 18 EB

C105

SLOPE INTERCEPT

RAMP "E-1"

℄ RAMP "E-1"

C520

PT 522 762+26.27

PC 520 762+75.00

END CONSTRUCTION
STA. 765+00.00

FOR REFERENCE ONLY
TO BE CONSTRUCTED
UNDER I.D. 1201-04-78

MATCH LINE

STA. 774+75.00 ℄ RAMP "E-1" ≡
STA. 774+75.00 ℄ USH 18, 49.0' LT.

PT 520 774+75.00

B-13-426

REGRADE 50 L.F.
EAST OF CP W/
UNIFORM SLOPE

SLOPE INTERCEPT

STA. 778+95
3-CELL BOX CULVERT
SKEW 35° RHF

REGRADE 110 L.F.
WEST OF ℄ W/
UNIFORM SLOPE

IMPROVE 150 L.F. OF FARM ACCESS DRIVE FROM TRAIL TO NORTH. CONSTRUCT 10' WIDE EARTHEN DRIVE TO ELEV. 961.0, W/ 3:1 SLOPES. TOPSOIL & SEED SLOPES.

℄ USH 18

STA. 786+00.00

MATCH EXISTING

SHARON L. NESBITT

**NOTE:**
SEE ALIGNMENT PLAN FOR RAMP GEOMETRY

**NOTE:**
STRUCTURE B-13-426 IS NOT PART OF THIS CONTRACT AND WILL BE CONSTRUCTED UNDER PROJECT 1201-04-78

## BENCH MARKS

| NO. | STATION | LOCATION | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| BM 15 | 760+62.40 | 317.9' LT. | HOR. CONTROL PT. 309 - AL. CAP IN CONCRETE IN MEDIAN 151 | 991.27 |
| BM BA125 | | | RR SPK. IN W SIDE TWIN 14" POPLARS ±50'S OF C.P. 309 AT E/WOODS | 978.08 |
| BM 16 | 765+92.06 | 178.56' LT. | CHIS "□" ON SE COR. MEDIAN CATCH BASIN, HWY. 151 AT NESBITT RD. | 980.81 |
| BM 17 | 778+49.19 | 52.46' RT. | CHIS "□" ON SW WW OF STUB. HWY. 151 EAST OF NESBITT RD. | 966.87 |

## "WB" AND "EB" PROFILE

END PROJECT 1201-04-72
STA. 765+00.00

BVC 765+00 EL 972.03

PVI 768+00 EL 973.03

PVT 770+00 EL 972.23

EXISTING GROUND LINE

+0.5000%

-0.4000%

CENTERLINE PROFILE

STA. 773+30
1-36"×260 L.F. RCCP CLASS III REQ'D.
SKEW 14° LHF
1-24"×6 L.F. RCCP CLASS III REQ'D.
1-TYPE 8 INLET REQ'D.
2-APRON ENDWALLS

STA. 762+50
1-24"×114 L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
1-TYPE 8-MS INLET REQ'D.
1-APRON ENDWALL REQ'D.

L = 400.0'
K = 444

MARSH EXCAVATION LINE

3-8'×10' BOX CULVERT

B-13-426

STA. 779+70 RT. TO STA. 780+60 RT.
1-30"×30 L.F. CP CLASS III REQ'D.
2-APRON ENDWALL REQ'D.
INV. EL. EACH END 958.0

STA. 785+25
1-24"×90 L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
1-TYPE 8 INLET REQ'D.
1-APRON ENDWALL REQ'D.

LIMITS OF MARSH EXCAVATION

STA. 779+00.
1-24"×1 L.F. RCCP CLASS III REQ'D.
1-TYPE 8 INLET REQ'D.

FOR REFERENCE ONLY
TO BE CONSTRUCTED
UNDER I.D. 1201-04-78

ELEVATIONS "EB" AND "WB" PROFILE

| | | |

KEY MAP

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
5.7

PLAN & PROFILE
U.S.H. 18

USH 18 DANE COUNTY

N

0 100 200 300

STA. 786+00.00

MATCH EXISTING

790 795 800 805 810 815

970

FO FO FO FO FO

MITIGATION SITE ENTRANCE

END CONSTRUCTION 1201-04-72
STA. 803+30.00, RT., WETLANDS MITIGATION SITE

PROJECT 1201-05-71
TO BE CONSTRUCTED BY OTHERS

1010
1000
990
980
970
960
950
940
930

MATCH EXISTING

-0.4000%

PVI 786+38.66
EL 965.67

966.23
965.83

785 6 7 8 9 790 1 2 3 4 795 6

59.60. 31.32. 39. 41.42 29.30.31.32 23.24.25. 20.

LEVELS ON

FILE NAME: HDGN: 72526.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET
5.8

# PLAN & PROFILE
# CTH "PB" RAMPS

USH 18

DANE COUNTY

KEY MAP

0 100 200 300

MATCH LINE STA 657+00.00

RUSSELL J. AND ROSE M. JOHNSON

SLOPE INTERCEPTS

RICHARD H. AND MARLY M. TOLLE AND SON

ERVIN AND BONNIE C. ROWE

WATTOM LINE STA 691+00.07

STA. 146+02.19 ℄ CTH "PB"
STA. 679+04.55 ℄ "PB-4"

STA. 146+14.60 ℄ CTH "PB" =
STA. 677+43.54 ℄ RAMP "PB-1"

℄ RAMP "PB-1"

RAMP "PB-1"

℄ RAMP "PB-2"

RAMP "PB-2"

℄ CTH "PB"

CONSTRUCT RETAINING WALL STA. 681+35 "PB-4" TO STA. 685+25 "PB-4"

℄ RAMP "PB-4"

RAMP "PB-4"

℄ RAMP "PB-3"

RAMP "PB-3"

℄ USH 18

STA. 676+75.00 ℄ USH 18 =
STA. 150+08.90 ℄ CTH "PB"

STA. 153+41.22 ℄ CTH "PB" =
STA. 677+10.94 ℄ RAMP "PB-2"

STA. 153+30.00 ℄ CTH "PB" =
STA. 673+77.66 ℄ RAMP "PB-3"

B-13-411

B-13-412

85°00'00.0"

74°58'00.0"

95°00'00.0"

64°57'41.0"

116°00'00.0"

CAUTION

CTH "M"

JAMES J. VAN DE GRIFT TRUST

GARY FELT

OBLITERATE OLD ROAD

JOHN D. ADAMS

FILE NAME: HDGN: 72510.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.9

# PROFILE FOR RAMPS "PB-1" AND "PB-2"

USH 14 DANE COUNTY

KEY MAP

## RAMP "PB-1" PROFILE

SPLINE LINE ELEVATIONS STA. 645+74 TO STA. 661+50

EXISTING GROUND LINE

FINISHED "WB" AND "EB" PROFILE

2.24%

STA. 658+00
1-24"x104 L.F. RCCP CLASS III REQ'D.
1-TYPE 8 MS INLET REQ'D (C/L USH 18)
1-APRON ENDWALL REQ'D.

+2.208%

STA. 667+00
1-36"x60 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
2-APRON ENDWALLS REQ'D.

PVC 667+50.00 EL 1034.99

PVI 671+00.00 EL 1042.72

-3.5033%

FINISHED "EB" PROFILE

FINISHED "WB" PROFILE

STA. 676+09
1-24"x68 L.F. RCCP CLASS III REQ'D.
SKEW 26° LHF
2-APRON ENDWALLS REQ'D.

FINISHED RAMP "PB-1" PROFILE

-3.5033%

+2.220%

PVT 674+50.00 EL 1036.46

700.0 VC
K = 122

ELEVATIONS ALONG "PB-1" PROFILE

991.91 994.15 996.39 998.63 1000.87 1003.11 1005.35 1007.59 1009.83 1012.07 1014.31 1016.10 1017.18 1018.61 1020.66 1022.84 1025.05 1027.26 1029.47 1031.68 1033.89 1035.99 1037.39 1037.96 1037.72 1036.67 1034.80 1032.11 1028.71 1025.20 1022.10

7 8 9 650 1 2 3 4 655 6 7 8 9 660 1 2 3 4 665 6 7 8 9 670 1 2 3 4 675 6 7

## RAMP "PB-2" PROFILE

SPLINE LINE ELEVATIONS STA. 648+00 TO STA. 660+50

EXISTING GROUND LINE

FINISHED "WB" AND "EB" PROFILE

FINISHED RAMP "PB-2" PROFILE

2.24%

STA. 663+00
1-24"x56 L.F. RCCP CLASS IV REQ'D.
SKEW 0° LHF
1-APRON ENDWALL REQ'D (DISCH. END)
1-SLOPED SECTION APRON ENDWALL (INLET END)

PVC 661+80.00 EL 1028.72

PVI 666+00.00 EL 1041.92

+3.1418%

-2.0762%

FINISHED "EB" PROFILE

FINISHED "WB" PROFILE

FINISHED RAMP "PB-2" PROFILE

-2.0762%

PVT 670+20.00 EL 1030.20

840.0 VC
K = 168

PVC 672+75.00 EL 1027.91

PVT 675+25.00 EL 1027.76

+1.5517%

PVI 676+55.34 EL 1028.16

PVT 677+10.34 EL 1028.24

ELEVATIONS ALONG "PB-2" PROFILE

996.44 998.68 1000.92 1003.16 1005.40 1007.64 1009.88 1012.12 1014.36 1017.06 1020.05 1023.10 1026.21 1029.34 1032.05 1034.13 1035.60 1036.44 1036.66 1036.26 1035.24 1033.60 1031.54 1029.46 1027.43 1026.45 1026.91

8 9 650 1 2 3 4 655 6 7 8 9 660 1 2 3 4 665 6 7 8 9 670

250.0 VC
K = 68

59.60 5% 39.41

LEVELS ON -

FILE NAME: HDGN: T25N1.DGN

KEY MAP

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.10

PROFILE FOR RAMPS "PB-3" AND "PB-4"

USH 18 DANE COUNTY

## RAMP "PB-4" PROFILE

240.0 VC
k = 32

PVI 680+78.00
EL 1014.56

PVC 679+38.00
EL 1018.82

PVT 681+98.00
EL 1009.32

PVC 682+50.00
EL 1008.38

PVI 686+00.00
EL 1033.25

SPLINE LINE ELEVATIONS
STA. 690+00 TO STA. 698+00

FINISHED "EB" PROFILE

-9.4000%

-2.9636%

-4.0900%

-1.4503%

+2.9636%

FINISHED RAMP "PB-4" PROFILE

FINISHED "WB" PROFILE

STA. 680+70
1-24"x82 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
1-APRON ENDWALL REQ'D. (DISCH. END)
1-SLOPED SECTION APRON ENDWALL REQ'D. (INLET END)

STA. 685+50
1-24"x66 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
-TYPE 3-WS INLET REQ'D.
-APRON ENDWALL REQ'D.

700.0 VC
k = 160

EXISTING GROUND LINE

STA. 690+55
2-60"x66' L.F. RCCP CLASS III REQ'D.
SKEW 30° LHF
2-CONCRETE MASONRY ENDWALLS REQ'D.

ELEVATIONS ALONG "PB-4" PROFILE

| 3 | 4 | 675 | 6 | 7 | 8 | 9 | 680 | 1 | 2 | 3 | 4 | 685 | 6 | 7 | 8 | 9 | 690 | 1 | 2 | 3 | 4 | 695 | 6 | 7 | 8 | 9 | 700 | 1 | 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | 1017.53 | 1016.92 | 1019.40 | 1023.28 | 1026.62 | 1029.34 | 1031.43 | 1032.90 | 1033.75 | 1033.97 | 1033.53 | 1032.44 | 1030.72 | 1028.98 | 1027.24 | 1025.50 | 1023.76 | 1022.02 | 1020.28 | | | | | |

## RAMP "PB-3" PROFILE

PVC 674+09.82
EL 1029.90

PVI 677+41.82
EL 1025.10

PVT 679+73.82
EL 1018.88

PVC 684+30.00
EL 1004.38

SPLINE LINE ELEVATIONS
STA. 684+00 TO STA. 699+00

-5.2000%

-3.0190%

+0.0999%

+2.0188%

FINISHED RAMP "PB-3" PROFILE

FINISHED "EB" PROFILE

FINISHED "WB" PROFILE

STA. 681+58
1-24"x148 L.F. RCCP CLASS III REQ'D.
SKEW 0° LHF
2-APRON ENDWALLS REQ'D.

PVC 678+50.00
EL 1010.56

PVI 684+50.00
EL 1008.68

700.0 VC
k = 160

EXISTING GROUND LINE

STA. 688+70
2-60"x55' L.F. RCCP CLASS III REQ'D.
SKEW 30° LHF
2-CONCRETE MASONRY ENDWALLS REQ'D.

ELEVATIONS ALONG "PB-3" PROFILE

| 3 | 4 | 675 | 6 | 7 | 8 | 9 | 680 | 1 | 2 | 3 | 4 | 685 | 6 | 7 | 8 | 9 | 690 | 1 | 2 | 3 | 4 | 695 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1031.20 | 1033.28 | 1035.36 | 1037.44 | 1039.52 | 1041.54 | 1043.15 | 1044.30 | 1044.97 | 1045.18 | 1044.91 | 1044.18 | 1043.04 | 1041.72 | 1039.83 | 1037.89 | 1035.14 | 1034.62 | 1032.97 | 1031.20 | 1029.34 | 1027.48 | | |

FILE NAME: HDGN: 7250.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.11

# PLAN & PROFILE RAMP E-1

USH 18 — DANE COUNTY

KEY MAP

NOTE:
RELOCATED USH 18, CTH PB, NESBITT ROAD AND REMAINDER OF RAMP E-1 WILL BE CONSTRUCTED UNDER PROJECT 1201-04-78

TO BE CONSTRUCTED BY OTHERS UNDER I.D. 1201-04-78

BEGIN CONSTRUCTION
STA. 738+50.00

CONSTRUCT MAINTANCE DRIVEWAY BETWEEN 740+10 RAMP "E-1" AND STA. 11+25 "MRRT" USE RURAL DRIVEWAY INTERSECTION DETAIL AND TYPICAL SECTION FOR PRIVATE ENTRANCES. USE CABC AS A SURFACE.

MILITARY RIDGE RECREATION TRAIL

RAMP "E-2"

RAMP "E-1"

USH 18 WB

USH 18 EB

℄ USH 18

℄ RAMP "E-1"

MATCHLINE STA. 753+00.00

MATCHLINE STA. 736+00.00

STA. 744+93.59 ℄ USH 18 =
STA. 743+34.90 ℄ RAMP "E-1"

DANE COUNTY

B-13-418

B-13-417

STA. 735+35
1-30"x184 L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
1-TAPE 9 INLET REQ'D.
1-APRON ENDWALL REQ'D.
(FOR INFORMATION ONLY)

STA. 737+20
1-54"x180 L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
2-APRON ENDWALLS REQ'D.
(FOR INFORMATION ONLY)

STA. 740+20
1-24"x174 L.F. RCCP CLASS III REQ'D.
SKEW 60° LHF
2-APRON ENDWALLS REQ'D.

STA. 740+10 RT.
1-24"x32 L.F. CP CLASS III REQ'D.
SKEW AND EXACT LOCATION AS DIRECTED BY THE ENGINEER

STA. 745+90.60
1-30"x206 L.F. RCCP CLASS III REQ'D.
SKEW 53° LHF
2-APRON ENDWALLS REQ'D.

FINISHED "E-1" PROFILE
EXISTING GROUND
ELEVATIONS RAMP "E-1" PROFILE

957.60 956.35 955.25 954.45 953.96 953.77 953.88 954.29 954.85 955.41 955.97 956.54 957.10 957.60 958.10 958.60

735 6 7 8 9 740 1 2 3 4 745 6 7 8 9 750 1 2

FILE NAME: HDGN: 72520.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO 5.12

# PLAN & PROFILE RAMP "E-1"

USH 18 — DANE COUNTY

KEY MAP

EXISTING USH 18 WB

EXISTING USH 18 EB

NESBITT ROAD

END CONSTRUCTION STA. 763+00

FOR REFERENCE ONLY TO BE CONSTRUCTED UNDER I.D. 1201-04-78

STA. 770+25.00 ℄ RAMP "E-2" = STA. 770+25.00 ℄ USH 18, 49' LT.

PT469 770+25.00

PCC 764+26.91

DANE COUNTY

PC484 755+54.43

PC105 756+56.74

℄ RAMP "E-2"

RAMP "E-2"

C484

C469

C105

C520

MATCHLINE STA. 753+00

℄ USH 18

N 61°45'00.0" E

RAMP "E-1"

PT522 762+26.27

PC520 762+75.00

C522

INTERLOCKING RETAINING WALL

PT521 754+68.39

PC522 757+09.61

℄ RAMP "E-1"

MATCHLINE STA. 753+00

SHARON L. NESBITT

END CONSTRUCTION STA. 765+00

FOR REFERENCE ONLY TO BE CONSTRUCTED UNDER I.D. 1201-04-78

STA. 774+75.00 ℄ RAMP "E-1" = STA. 774+75.00 ℄ USH 18, 49' RT.

PT520 774+75.00

NOTE: SEE ALIGNMENT PLAN FOR RAMP GEOMETRY

0 100 200 300

2000 VC K = 316

EVC 754+00.00 960.60

EVI 755+00.00 961.10

EVT 756+00.00 962.25

+0.5000% +1.1333%

STA. 762+50
1-24"X20'LF RCCP CLASS ★REQ'D
SKEW 0°RHF
1-TYPE 8 INLET REQ'D
1-APRON ENDWALL REQ'D

FINISHED "E-1" PROFILE

EXISTING GROUND LINE

SPLINE LINE ELEVATIONS STA. 761+00 TO STA. 772+00

ELEVATIONS RAMP "E-1" PROFILE

960.10 960.60 961.26 962.23 963.37 964.50 965.63 966.77 967.90 968.91 969.88 970.60 971.14 971.66 972.10 972.31 972.28 [illegible] 971.68 [illegible]

3 4 755 6 7 8 9 760 1 2 3 4 765 6 7 8 9 770 1

990 980 970 960 950 940 930 920 910

FILE NAME: HDGN: 7252LDGN

STATE PROJECT NUMBER 1201-04-72

SHEET NO. 5.13

# PLAN & PROFILE RAMP "E-2"

USH 18 DANE COUNTY

KEY MAP

0 100 200 300

N

"OLD" 18/151

U.S.H. 18/151

DANE COUNTY

DANE COUNTY

DANE COUNTY

TO BE CONSTRUCTED BY OTHERS UNDER 1201-04-78

BEGIN CONSTRUCTION STA. 742+00.00 RAMP "E-2"

RAMP "E-2"

RAMP "E"

RAMP "E-1"

USH 18 WB

USH 18 EB

℄ USH 18

℄ "MRRT"

℄ "B"

MOCHA RD

| C266 | | C519 | |
|---|---|---|---|
| P.I. STA. | 739+24.15 | P.I. STA. | 732+46.88 |
| X | 2,130,194.22 | X | 2,130,222.81 |
| Y | 363,005.42 | Y | 362,911.37 |
| Δ | 38°24'35.2" | Δ | 38°24'35.2" |
| D | 06°45'00.0" | D | 06°45'00.0" |
| T | 295.67' | T | 295.67' |
| L | 569.03' | L | 569.03' |
| R | 848.83' | R | 848.83' |
| S.E. | 0.060 FT/FT | S.E. | 0.060 FT/FT |

P.C. STA. 745+28.40

P.I. STA. 741+37.49

P.T. STA. 746+41.56

P.C.S. STA. 743+20.24

P.T. STA. 733+36.78

C267 C268 C524 C525 C526

745 740 750

15 10 20

STA. 738+66
1-30"X66 L.F. RCCP CLASS III REQ'D
SKEW 0° RHF
2-APRON ENDWALLS REQ'D
(FOR INFORMATION ONLY)

STA. 740+60
1-54"X136 L.F. RCCP CLASS III REQ'D
SKEW 0° RHF
2-APRON ENDWALLS REQ'D.
(FOR INFORMATION ONLY)

P.C. STA. 740+60.00 EL. 955.98

P.V.I. STA. 744+00.00 EL. 956.62

P.V.T. STA. 747+40.00 EL. 955.40

K = 200

-1.80% -1.20% +1.80%

FINISHED RAMP "E-2" PROFILE

EXISTING GROUND LINE

ELEVATIONS RAMP "E-2" PROFILE

| 9 | 740 | 1 | 2 | 3 | 4 | 745 | 6 | 7 | 8 | 9 | 750 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 957.90 | 956.62 | 955.40 | 954.61 | 954.32 | 954.51 | 955.20 | 956.32 | 957.50 | 956.68 | 954.86 | 954.04 |

1000 990 980 970 960 950 940 930 920

LEVELS ON 59.60, 51.52, 41.42, 39, 29,30,31,32, 23,24,25, 20,

FILE NAME: H:\DGN\72522.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.14

# PLAN & PROFILE RAMP "E-2"

USH 18 — DANE COUNTY

KEY MAP

0 100 200 300

END CONSTRUCTION STA. 763+00

STA. 770+25.00 ℄ RAMP "E-2" = STA. 770+25.00 ℄ USH 18, 49' LT.

STA. 774+75.00 ℄ RAMP E-1 = STA. 774+75 ℄ USH 18, 49' RT

END CONSTRUCTION STA. 765+00

MATCH LINE STA. 730+00.00

RAMP "E-2"

RAMP "E-1"

℄ RAMP "E-2"

℄ USH 18

℄ MRRT

MILITARY RIDGE RECREATION TRAIL

SHARON L. NESBITT

DANE COUNTY

N 61°45'00.0" E

PC484 755+54.43

PCC105 756+96.74

PCC 764+26.91

PT484 770+25.00

PT520 774+75.00

PT522 754+68.39

PCC522 757+00.00

PT522 763+98.27

PCC520 764+24.00

PT526 25+99.0

C484 C469 C105 C520 C522 C526

FD

FOR REFERENCE ONLY
TO BE CONSTRUCTED UNDER
PROJECT I.D. 1201-04-78

EXISTING GROUND LINE

FINISHED "E-2" PROFILE

PVI 752+00.00 EL 963.36

PVI 753+00.00 EL 964.03

PVC 751+00.00 EL 962.22

+1.1000% +0.6277

200.0 VC K = 362

PVI STA. 770+25.00 ELEV. 972.25

SPLINE LINE ELEVATIONS STA. 748+50 TO STA. 770+25

ELEVATIONS RAMP "E-2" PROFILE

| 750 | 1 | 2 | 3 | 4 | 755 | 6 | 7 | 8 | 9 | 760 | 1 | 2 | 3 | 4 | 765 | 5 | 7 | 8 | 9 | 770 | 1 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 961.04 | 962.22 | 963.26 | 964.03 | 964.65 | 965.28 | 965.91 | 966.54 | 967.17 | 967.80 | 968.44 | 969.04 | 969.63 | 970.21 | 970.77 | 971.32 | 971.86 | 972.28 | 972.49 | 972.46 | 972.22 | |

FILE NAME: HOGN:72523.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
5.15

# PLAN & PROFILE
# CTH "PB"

USH 18 — DANE COUNTY

KEY MAP

C-13-117

SLOTTEN DRIVEWAY

B-13-415

PC101
724+49.89

USH 18 EB

USH 18 WB

℄ USH 18

B-13-416

GRANDVIEW ROAD

REGRADE DITCH

89°33'57.8"

S 00°50'30.9" E

S 01°04'05.1" W

℄ CTH "PB"

CTH "PB"

MATCH LINE STA. 120+00.00

PC1060
113+29.89

PT1060
115+70.50

PC1356
107+88.32

PT1356
108+97.13

PC1554
117+55.15

B-13-784

STA. 108+97.04 CTH "PB" =
STA. 17+33.30 GRANDVIEW ROAD

BEGIN CONSTRUCTION
STA. 113+00.00
SAW CUT PAVEMENT

STA. 110+75 EXISTING
2-83"X57" CSPA
TO REMAIN

**C356**

| | |
|---|---|
| P.I. | STA. 108+97.13 |
| X | 2,128,402.76 |
| Y | 360,020.50 |
| Δ | 01°54'36.1" |
| D | 00°29'58.1" |
| T | 191.22' |
| L | 382.40' |
| R | 1,147.16 |
| S.E.= | N.C. |

B-13-784 EXISTING 30'
SINGLE SPAN BRIDGE
TO REMAIN

N

0 100 200 300

59.60.

54.52

39. 40.

21.30.31.32

23.24.25.

20.

1020
1010
1000
990
980
970
960
950
940

400.0' VC
k = 134

PVC 111+00.00
EL 971.94

PVT 115+00.00
EL 982.00

PVC 119+50.00
EL 992.00

+4.0000%

+1.0300%

+4.0000%

MATCH EXISTING

FINISHED CTH "PB" PROFILE

PVI 115+00.00
EL 974.00

EXISTING GROUND LINE

B-13-784

ELEVATIONS CTH "PB" PROFILE

971.94 973.34 975.48

1 2 3 4 95 6 7 8 9 100 1 2 3 4 105 6 7 8 9 110 1 2 3 4 115 5

LEVELS ON •

FILE NAME: HDGN: 22513A.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.16

# PLAN & PROFILE CTH "PB"

USH 18 — DANE COUNTY

KEY MAP

0 100 200 300

695 ℄ USH 18

B-13-414

CTH "PB"

STA. 17+40 WHALEN ROAD
1-42"x18" CMCP
TO BE REMOVED

93°01'46.0"

S 01°04'05.0" W

S 02°42'33.0" E

STA. 15+44.21 ℄ WHALEN ROAD, BK =
STA. 15+44.21 ℄ WHALEN ROAD, AH =
STA. 135+26.16 ℄ CTH "PB" SB

JAMES J. VAN DE GRIFT TRUST

STA. 135+25 CTH "PB"
2-112"x66" CMCP
TO BE REMOVED

STA. 15+44.12 ℄ WHALEN ROAD =
STA. 135+20.76 ℄ CTH "PB" SB

℄ RAMP "PB-4"

BEGIN MEDIAN WIDTH TRANSITION
PC439 (NB MEDIAN EOP) =
STA. 142+70.34 ℄
CTH "PB" SB, 20.00' LT.

RAMP "PB-4"

USH 18 EB

USH 18 WB

CAUTION

95°00'00.0"

S 05°00'00.0" W

STA. 146+02.19 ℄ CTH "PB" SB =
STA. 679+04.56 ℄ "PB-4"

ERVIN AND BONNIE C. ROWE

WHALEN ROAD

STA. 14+50 WHALEN ROAD
1-130"x24" CMCP
TO BE REMOVED

STA. 142+05 CTH "PB"
1-28"x24" CMCP
TO BE REMOVED

STA. 139+25 CTH "PB"
1-28"x24" CMCP
TO BE REMOVED

STA. 134+66 CTH "PB"
1-70"x36" CMCP
TO BE REMOVED

STA. 132+88 CTH "PB"
1-28"x18" CMCP
TO BE REMOVED

STA. 146+14.60 ℄ CTH "PB" SB =
STA. 677+43.54 ℄ "PB-1"

RAMP "PB-1"

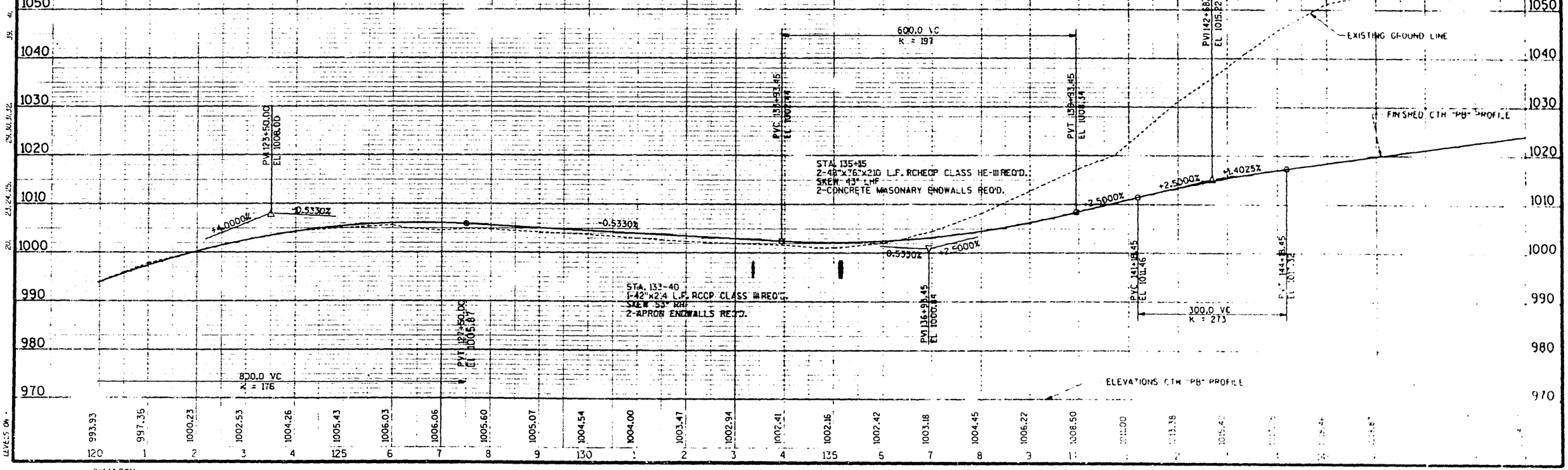
RICHARD M. AND MARLY M. TOLLEFSON

℄ RAMP "PB-1"

## CTH "PB"

| C466 | | C464 | | C441 | | C439 | |
|---|---|---|---|---|---|---|---|
| P.I. | STA. 128+85.86 | P.I. | STA. 137+41.18 | P.I. | STA. 145+89.49 | P.I. | STA. 145+66.62 ℄ "PB" SB, 24.14' RT. |
| X | 2,130,282.97 | X | 2,130,323.41 | X | 2,130,249.44 | X | 2,130,079.38 |
| Y | 358,084.49 | Y | 357,209.99 | Y | 356,364.52 | Y | 356,350.55 |
| Δ | 03°46'39.4" | Δ | 07°42'33.3" | Δ | 37°30'00.0" | Δ | 37°30'00.0" |
| D | 01°00'07.6" | D | 03°00'00.0" | D | 06°30'00.0" | D | 06°30'00.0" |
| T | 188.54' | T | 128.68' | T | 299.22' | T | 299.22' |
| L | 376.94' | L | 256.97' | L | 576.92' | L | 576.92' |
| R | 5717.56' | R | 1909.86' | R | 881.47' | R | 881.47' |
| S.E.= | 0.02 | S.E.= | 0.045 | S.E.= | 0.04 | S.E.= | 0.04 |
| R.O.= | 150' | R.O.= | 150' | R.O.= | 150' | R.O.= | 150' |

## CTH "PB" (NORTHBOUND MEDIAN EOP)




FILE NAME: ...\2213.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
5.17

# PLAN & PROFILE
## CTH "PB"

USH 18 — DANE COUNTY

KEY MAP

0 100 200 300

JAMES J. VAN DE GRIFT

JOHN D. ADAMS

RUSSELL J. AND ROSE M. JOHNSON

STA. 153+30.00 ℞ CTH "PB" =
STA. 673+77.66 ℞ RAMP "PB-3"

STA. 676+58.58 ℄ USH 18 =
STA. 680+06.47 ℞ CTH "PB"

STA. 153+41.22 ℞ CTH "PB" =
STA. 677+10.94 ℞ RAMP "PB-2"

STA. 160+17.59, 41' RT.

STA. STA. 158+87.95, 29' RT.

STA. 162+79.83 ℞ CTH "PB" =
STA. 53+70.25 ℄ CTH "M"

STA. 166+41.23, 52' LT.

93°31'09.0"

STA. 165+31.60, 64' LT.

NOTE:
1. APRON ENDWALL OF RCHECP TO BE INSTALLED BEYOND CLEAR ZONE OF CTH "PB".
2. PROVIDE 2 FEET BETWEEN EDGES OF APRON ENDWALLS.

| CTH "PB" C731 | | KOCH DRIVEWAY C396 | |
|---|---|---|---|
| P.I. | STA. 163+51.52 | P.I. | STA. 402+13.90 |
| X | 2,131,207.73 | X | 2,130,175.94 |
| Y | 354,860.29 | Y | 354,052.74 |
| Δ | 69°00'00" | Δ | 16°09'56.2" |
| D | 04°02'22.1" | D | 22°55'08.3" |
| T | 974.83' | T | 81.63' |
| L | 1708.14' | L | 157.80' |
| R | 1418.39' | R | 249.99' |
| S.E. | 0.037 FT/FT | S.E. | N.C. |
| R.O. | 150' | R.O. | N.A. |

STA. 172+33.23 ℞ CTH "PB" =
STA. 400+00 ℄ KOCH

CTH "PB" RAMP "PB-3"

CTH "PB" SB

CTH "M"

RAMP "PB-2"

℄ USH 18

END MEDIAN TRANSITION
PT 439 (NB MEDIAN)
148+63.44, 28.0' LT.

MATCHLINE

B-13-411

B-13-412

STEEL PLATE BEAM GUARD, CLASS B

CONSTRUCT RURAL DRIVEWAY AS DIRECTED BY ENGINEER MATCH R/W LINE

OBLITERATE OLD ROADWAY

LIMITS OF CABC

PROVIDE DITCH ALONG CTH "PB" AFTER ROADWAY OBLITERATION

CONSTRUCT 2 RURAL DRIVEWAYS AS DIRECTED BY ENGINEER (STA. 401+25 KOCH) (CABC MATCH AT R/W LINE)
1-18" X 30' L.F. CP REQ'D.

N53°29'40.3"W

SAWCUT

STA. 148+48 CTH "PB"
1-26"x18" CMP
TO BE REMOVED

STA. 175+00 CTH "PB"
2-36"x36" CMP
TO BE REMOVED

EXTEND DRIVEWAY

N89°39'36.5"W

S 63°30'00.0" W

S 32°30'00.0"E

85°00'00.0"

116°00'00"

S 0°39'16.9" E

KOCH DRIVEWAY

CTH "PB" PROFILE

EXISTING GROUND LINE

FINISHED CTH PB PROFILE

MATCH EXISTING DRIVEWAY 402+90

EXISTING GROUND

+1.4625%

-0.3009%

STA. 186+16
36"x244' L.F. RCCP CLASS III REQ'D.
SKEW 55° RHF
2-APRON ENDWALLS REQ'D.

STA. 162+00
1-24"x136' L.F. RCCP CLASS III REQ'D.
SKEW 0° RHF
2-APRON ENDWALLS REQ'D.

STA. 163+45
1-24"x138' L.F. RCCP CLASS III REQ'D.
SKEW 12° RHF
2-APRON ENDWALLS REQ'D.

STA. 172+00 TO 172+65
1-30"x66' L.F. CP CLASS III REQ'D.
2-APRON ENDWALLS REQ'D.

870.0 VC
k = 481

ELEVATIONS "PB" PROFILE

LEVELS ON

FILE NAME: HDGN: 72514.DGN

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 5.18 |

# PLAN & PROFILE
## CTH "PB"

USH 18 — DANE COUNTY

KEY MAP

STA. 178+00.00 ℄ CTH "PB" =
STA. 400+00.00 ℄ BLACKHAWK

JOHN D. ADAMS

DANE COUNTY

SLOPE INTERCEPT

END CONSTRUCTION
STA. 193+00.00
SAW CUT PAVEMENT

N

0 100 200 300

MARK KOCH AND CAROL DRESEN

N76°08'02.1"W

PC 830
402+36.04

PT 830
402+68.63

S85°11'36.4"E

BLACKHAWK

STA. 177+25
1-25'x18" CMP
TO BE REMOVED

STA. 183+38 CTH PB
1-25'x18" CMP
TO BE REMOVED

SLOPE INTERCEPT

STA. 181+75 CTH PB
1-30'x18" CMP
TO BE REMOVED

SEE CTH "PB" SHOULDER DETAIL
STA. 190+00 TO STA. 193+00

CONTRACT GARY WERNER/
ICE AGE PARK AND TRAIL
FOUNDATION FOR TRAIL
LOCATION APPROVAL PRIOR
TO CONSTRUCTION

MATCH EXISTING
STA. 193+00.00

CTH "PB"

S 00°59'44.9" W

ELWOOD C. AND PHYLLIS ANDERSON

DANE COUNTY ICE
AGE PARK AND TRAIL
FOUNDATION, INC.

WILLIAM E. AND ELIZABETH J. ENTERS

## BLACKHAWK
## C830

| | |
|---|---|
| P.I. | STA. 402+52.33 |
| X | 2,129,833.72 |
| Y | 353,493650 |
| Δ | 18°40'19.1" |
| D | 57°17'44.8" |
| T | 16.44' |
| L | 32.59' |
| R | 100.00' |
| S.E.= | N.C. |
| R.O.= | N.A. |

## C.T.H. "PB"
## C597

| | |
|---|---|
| P.I. | STA. 177+09.89 |
| X | 2,130,256.07 |
| Y | 353,574.20 |
| Δ | 35°30'15.1" |
| D | 6°38'25.7" |
| T | 276.23' |
| L | 534.66' |
| R | 862.83' |
| S.E.= | 0.060 |
| R.O.= | 150' |

BENCH MARKS

| NO. | STATION | LOCATION | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| BM 352 | 189+36.37 "PB" | 54.6 LT. | RR SPK. IN 6" TREE, 150' S OF P.I. ALONG CTH "PB" | 1079.99 |

## CTH "PB" PROFILE

600.0' VC
K = 62

PVI 176+92.34
EL 1047.56

-0.30097

+3.54%

STA. 177+59 TO 178+16
1-36"x84' L.F. CP CLASS III REQ'D.
2-APRON ENDWALLS REQ'D.

ELEVATIONS ALONG "PB" PROFILE

PVI 188+81.22
EL 1076.36

+3.54%

0.66002

STA. 187+42 TO 188+09
1-36"x68' L.F. CP CLASS III REQ'D.
2-APRON ENDWALLS REQ'D.

FINISHED CTH PB PROFILE

PVC 186+41.22
EL 1066.36

500.0' VC
K = 125

-0.66002

PVT 191+41.22
EL 1076.36

PVI 192+81.22
EL 1075.56

MATCH EXISTING

EXISTING GROUND LINE

1039.03 1040.31 1042.20 1044.71 1047.84 1051.22 1054.61 1057.99 1061.37 1064.76 1068.14 1071.39 1073.89 1075.59 1076.48 1076.55 1075.96

6 7 8 9 180 1 2 3 4 185 6 7 8 9 190 1 2 3

1090 1080 1070 1060 1050 1040 1030 1020 1010

## BLACKHAWK BOWHUNTERS DRIVEWAY

1060 1050 1040 1030 1020

FINISHED DRIVEWAY PROFILE

EXISTING GROUND LINE

STA. 177+59 TO 178+16
1-36"x84' L.F. CP CLASS III REQ'D.
2 APRON ENDWALLS REQ'D.

MATCH EXISTING

LEVELS ON - 59.60 59.52 38. 4' 29.30.31.32. 23.24.25. 20.

FILE NAME: HOON72515.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.19

# PLAN & PROFILE CTH "M"

USH 18 — DANE COUNTY

KEY MAP

RAMP "PB-1"
℄ RAMP "PB-1"
℄ USH 18
RAMP "PB-2"
℄ RAMP "PB-2"
PC3 658+90.38
PC347 661+87.33
C585 658+74.4
C347
660
665

JAMES J. VAN DE GRIFT
RUSSELL J. AND ROSE M. JOHNSON
EXTEND DRIVEWAY
CAUTION
25'R
26'R
℄ CTH "M"
S 89°34'55.6" E
S 87°39'16.9" E
STA. 162+79.83 ℄ CTH "PB" = STA. 53+70.25 ℄ CTH "M"
JAMES J. VAN DE GRIFT
END CONSTRUCTION
STA. 56+50.00
BEGIN CONSTRUCTION
STA. 51+00.00
JOHN D. ADAMS
93°31'09.0"
OBLITERATE OLD ROADWAY
GARY FELT
THEODORE PETERSON
35 40 45 50 60
150 165
TV
N
0 100 200 300

BENCH MARKS

| NO. | STATION | LOCATION | DESCRIPTION | ELEV. |
|---|---|---|---|---|
| BM. BA127 | 54+43 | "M" 44.0 LT. | 60d SPK. IN N. SIDE OF PP #6-8-23 32/0 | 1039.14 |

1070 1060 1050 1040 1030 1020 1010 1000 990

℄ CTH "PB"
FINISHED MAINLINE PROFILE CTH "M"
PVI 51+00.00 EL 1039.29
PVC 52+00.00 EL 1039.21
PVT 53+00.00 EL 1039.29
PVC 54+00.00 EL 1041.10
PVT 55+60.00 EL 1042.15
PVI 56+50.00 EL 1043.50
MATCH EXISTING
EXISTING GROUND LINE
-0.3800% +1.9000% -0.3601% +2.1167%
PVI 52+50.00 EL 1039.02
PVI 55+00.00 EL 1040.88
MATCH EXISTING
STA. 163+45 CTH "PB"
1-24" X 158 L.F. RCCP CLASS III REQ'D.
SKEW 11°
2-APRON ENDWALLS REQ'D.
ELEVATIONS ℄ CTH "M"
1039.21 1039.29 1040.71 1041.75 1043.00

8 9 40 1 2 3 4 45 6 7 8 9 50 1 2 3 4 55 6 7 8

LEVELS ON: 59.60, 41.42, 29.30, 24.25, 20.

FILE NAME: HDGN: 72525.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.20

# PLAN & PROFILE
## WHALEN ROAD

USH 18 — DANE COUNTY

KEY MAP

N

0 100 200 300

STA. 14+60.00 WHALEN RD.
36 L.F.x24" CMCP
TO BE REMOVED

JAMES J. VAN DE GRIFT TRUST

STA. 15+44.12 ℄ WHALEN ROAD, BK =
STA. 15+44.21 ℄ WHALEN ROAD, AH, 5°L.T. =
STA. 135+26.16 ℄ CTH "PB"

BEGIN CONSTRUCTION
STA.13+00.00
SAW CUT PAVEMENT

SAW CUT ALONG PAVEMENT
NEXT TO BUILDING

ERVIN AND BONNIE C. ROWE

SLOPE INTERCEPTS

CTH "PB"

RAMP "PB-4"

RAMP "PB-3"

93°01'46.0"

89°40'39.01"

93°23'13.0"

B-13-414

B-13-413

PT2 691+99.68

PT3 688+90.38

STA. 15+44.21 ℄ WHALEN ROAD =
STA. 135+20.76 ℄ CTH "PB"

SLOPE INTERCEPTS

STA. 17+60.00 WHALEN RD.
28 L.F.x24" CMCP
TO BE REMOVED

JAMES J. VAN DE GRIFT TRUST

STA. 22+00.00 WHALEN RD.
30 L.F.x15" CMCP
TO BE REMOVED

85°21'41.2"

WHALEN ROAD

END CONSTRUCTION
STA. 27+00.00
SAW CUT PAVEMENT

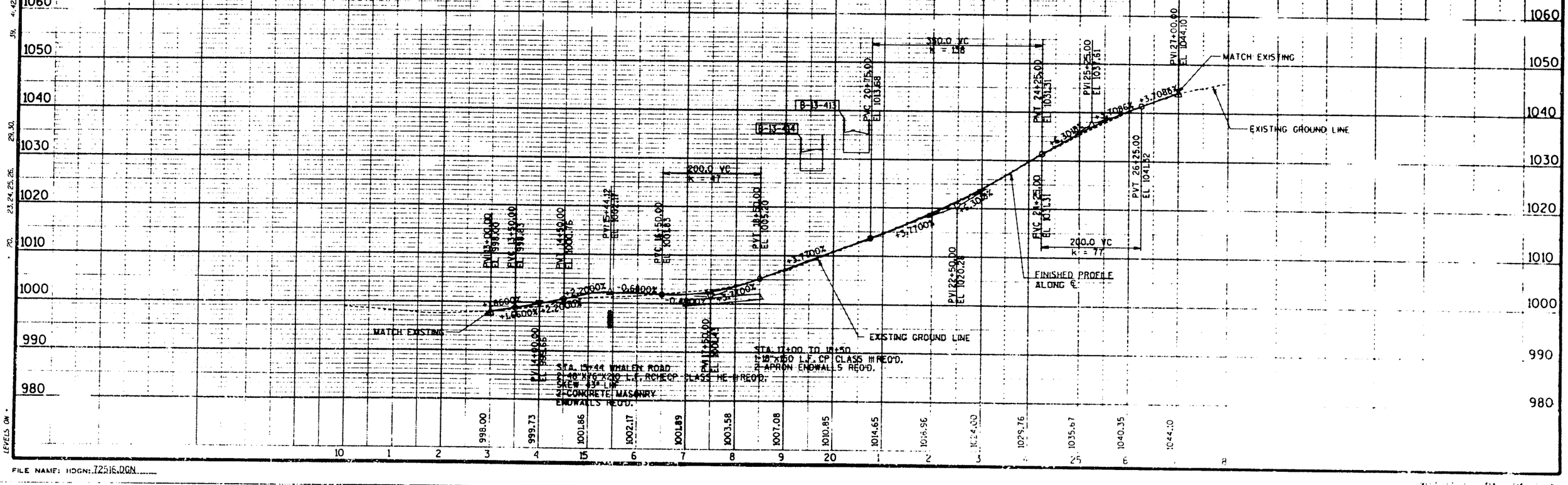
S 89°21'41" E

CAUTION ℄ WHALEN ROAD

STA. 691+52.26 ℄ USH 18 =
STA. 20+00.00 ℄ WHALEN ROAD

JAMES J. VAN DE GRIFT TRUST

NOTE:
SEE ALIGNMENT PLAN
FOR RAMP GEOMETRY




FILE NAME: HDGN: 72516.DGN

STATE PROJECT NUMBER
1201-04-72

SHEET NO.
5.21

# PLAN & PROFILE
# GRANDVIEW ROAD

USH 18 — DANE COUNTY

KEY MAP

CLARENCE ACKER

MARK H. WALKER

CLARENCE ACKER

BEGIN CONSTRUCTION
STA. 17+33.30 GRANDVIEW ROAD =
STA. 108+97.04 CTH "PB"

STA. 19+40.00 GRANDVIEW RD.
30'x14'x2.5' BOX CULVERT
TO BE REMOVED

℄ SLOTTEN DIVEWAY

STA. 20-00 ℄ GRANDVIEW =
STA. 717+85.94 ℄ USH 18

STA. 22+10.00 GRANDVIEW ROAD =
STA. 717+72.50 SLOTTEN DRIVEWAY

AIR PARK ASSOCIATES, INC.

END CONSTRUCTION
STA. 25+00.00
SAW CUT PAVEMENT

℄ GRANDVIEW ROAD

RODNEY O. SLOTTEN

CTH "PB"

C/L USH 18

USH 18

89°33'57.8"
86°19'16.5"
86°19'16.5"
N 89°40'44.0" E

B-13-416
B-13-415
B-13-415
B-13-415

PC180
13-26.85

26' 50' 26'
40' 40'
22'
25'

GRANDVIEW ROAD

0 100 200 300

N

SLOTTEN DRIVEWAY

GRANDVIEW ROAD

FINISHED PROFILE ALONG ℄

EXISTING GROUND LINE

MATCH EXISTING

L= 206.0'
K = 36

L= 350.0'
K = 72

STA. 21+45.00
2-36"x62 L.F. RCCP REQ'D.
SKEW 0° LHF
2-CONCRETE MASONARY
ENDWALLS REQ'D.

MATCH EXISTING

EXISTING GROUND LINE

FINISHED PROFILE ALONG ℄

PVI 711+75.00 EL 968.12
PVI 718+75.00 EL 966.08
PVI 719+45.00 EL 965.55
PVI 720+00.00 EL 960.10
PVC 718+25.00 EL 967.08
PVT 718+25.00 EL 964.95
PVC 719+35.00 EL 964.70
PVT 720+55.00 EL 963.05
PVC 6+00 EL 967.202
PVI 8+00 EL 964.98
PVT 10+00 EL 964.71
PVC 21+50 EL 967.14
PVI 23+25 EL 969.98
PVT 25+00 EL 981.21

-4.0000%
-2.3000%
-3.0000%
+1.5212%

STA. 718+10
1-24"X48 L.F. CP CLASS III REQ'D.
SKEW 0° RHF
2-APRON ENDWALLS REQ'D.

STA. 720-00
1-30"X60 L.F. CP CLASS III REQ'D.
SKEW 0°
2-APRON ENDWALLS REQ'D.

STA. 18+00.00
2-58"x91X80 L.F.RCHECP CLASS HE-III REQ'D.
SKEW 0° LHF
2-CONCRETE MASONARY
ENDWALLS REQ'D.

1010 1000 990 980 970 960 950 940 930

967.58 965.50 963.06 960.10 967.02 964.48 964.71 966.33 968.12 971.12 975.48 981.21

8 9 720 1 2 3 4 7 8 9 20 1 2 3 4 25 6 7

LEVELS ON - 4. 39. 29.30.31.32 23.24.25. 20. 59.60 51.52

FILE NAME: HDGN: 72517.DGN

STATE PROJECT NUMBER 1201-04-72 | SHEET NO. 5.22

# PLAN & PROFILE
# MILITARY RIDGE RECREATIONAL TRAIL
USH 18 DANE COUNTY

KEY MAP

DANE COUNTY

BEGIN CONSTRUCTION
STA. 8+00

TO BE CONSTRUCTED BY OTHERS

RAMP "E-2"

USH 18 WB

USH 18 EB

RAMP "E-1"

END CONSTRUCTION
STA. 26+00

B-13-418

B-13-417

MRRT

USH 18

C523 | C524 | C525 | C526

| | C523 | C524 | C525 | C526 |
|---|---|---|---|---|
| P.I. STA. | 04+77.30 | 11+39.81 | 19+52.77 | 23+24.54 |
| X | 2,130,298.33 | 2,130,858.11 | 2,131,380.13 | 2,132,047.34 |
| Y | 362,037.08 | 362,565.91 | 362,213.76 | 362,374.64 |
| Δ | 42°54'25.9" | 77°30'00.0" | 45°00'00.0" | 16°35'19.6" |
| D | 16°00'00.0" | 16°00'00.0" | 11°00'00.0" | 03°00'00.0" |
| T | 140.72' | 287.40' | 215.75' | 278.43' |
| L | 268.17' | 484.38' | 409.09' | 552.96' |
| R | 358.10' | 358.10' | 520.87' | 1909.86' |
| S.E.= | 0.020 FT/FT | 0.020 FT/FT | 0.020 FT/FT | 0.020 FT/FT |

MILITARY RIDGE RECREATIONAL TRAIL

NOTE: SEE ALIGNMENT PLAN FOR RAMP GEOMETRY

BEGIN CONSTRUCTION
STA. 8+00

PROPOSED MRRT PROFILE

ELEVATIONS "MRRT" PROFILE

EXISTING GROUND LINE

MATCH EXISTING

PVI 2+95 EL 951.32
PVC 5+00 EL 951.44
PVT 7+00 EL 952.00
PVI 16+00 EL 956.50
PVC 15+00 EL 956.00
PVT 17+00 EL 956.66
PVC 18+00 EL 953.98
PVT 21+00 EL 953.26
PVI 22+00 EL 953.14

+0.0590%
+0.6000%
+10.8400%
-0.1333%

L= 200.0'
K = 455

L= 200.0'
K = 149

200.0' VC
K = 203

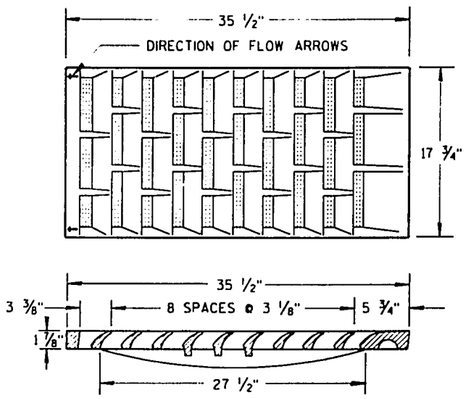
STA. 4+75 TO 5+63
2-18"x106 L.F. RCCP CLASS III REQ'D.
4 APRON ENDWALLS REQ'D.

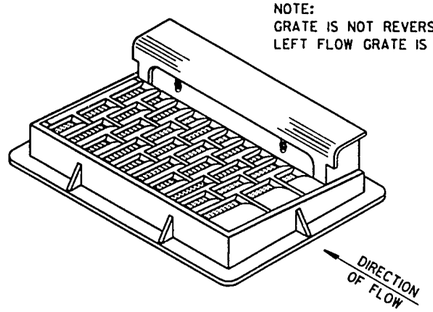
STA. 7+45+20 RAMP "E-1"
(STA. 15+20 MRRT)
1-30"x208 L.F. RCCP
CLASS III REQ'D.
SKEW 55° LHF
2-APRON ENDWALLS REQ'D.

STA. 15+45.76
1-24"x120 L.F. RCCP CLASS III REQ'D.
SKEW 59° LHF
2 APRON ENDWALLS REQ'D.

951.32 951.38 951.44 951.61 952.00 952.50 953.00 953.50 954.00 954.50 955.00 955.50 956.00 956.16 955.66 954.82 954.96 953.39

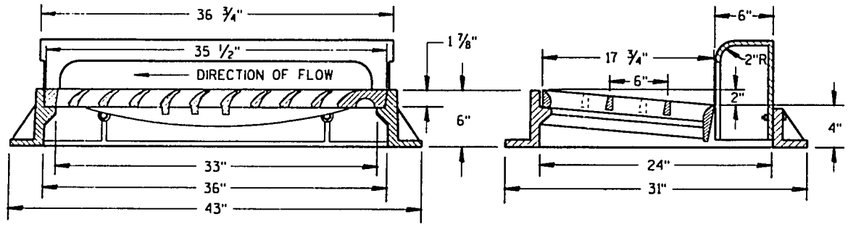
FILE NAME: H:\DGN\72524.DGN




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

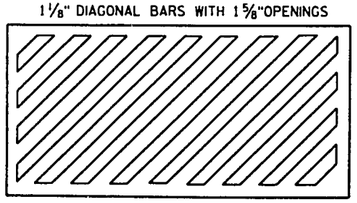
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"




## TYPE "H"

(APPROXIMATE WEIGHT 145 LBS.)
FRAME..... 195 LBS.
GRATE..... 135 LBS.
CURB BOX..... 115 LBS.

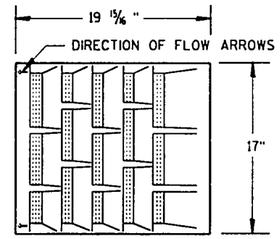
1 1/8" DIAGONAL BARS WITH 1 5/8"OPENINGS

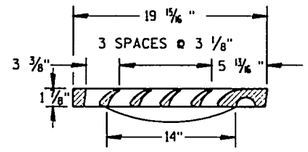


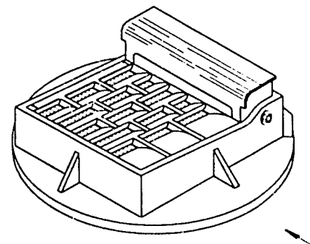
## SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/2" X 17 3/4" X 2")
(APPROXIMATE WEIGHT 170 LBS.)
GRATE..... 170 LBS.

(NOTE AS TYPE H-S ON DRAINAGE TABLE)

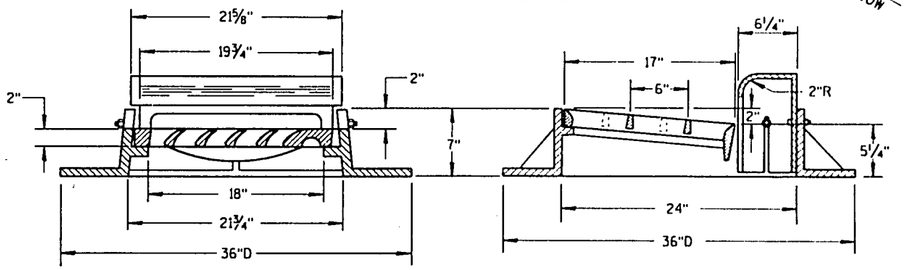



NOTE:
GRATE IS NOT REVERSIBLE
LEFT FLOW GRATE IS SHOWN

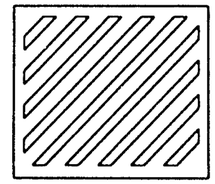
NOTE: CURB BOX ADJUSTABLE 4" TO 9"




## TYPE "A"

(APPROXIMATE WEIGHT 405 LBS.)
FRAME..... 235 LBS.
GRATE..... 85 LBS.
CURB BOX..... 85 LBS.

1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



## SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 1/8" X 17" X 1 1/16"
GRATE..... 85 LBS.

(NOTE AS TYPE A-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.

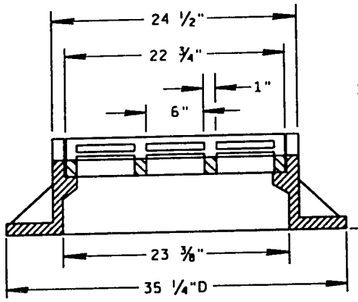
# INLET COVERS

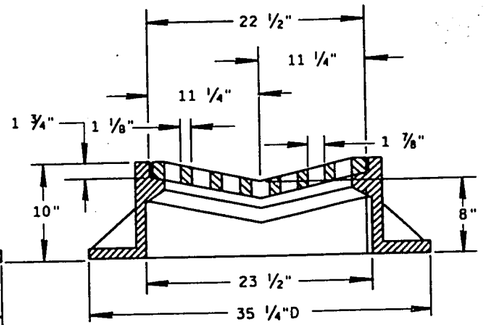
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

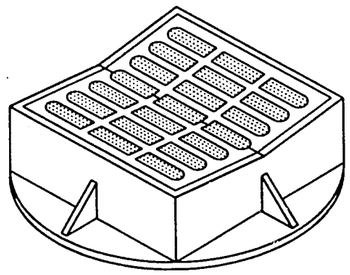
APPROVED
1/25/93
DATE
STATE DESIGN ENGINEER FOR HBTS
FHWA

S.D.D. 8 A 5-9a

S.D.D. 8 A 5-9a



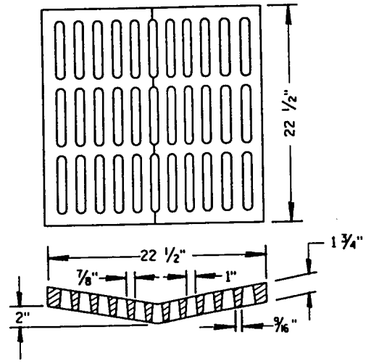



## TYPE "B"

(APPROXIMATE WEIGHT 395 LBS.)

FRAME..... 285 LBS.
GRATE..... 110 LBS.

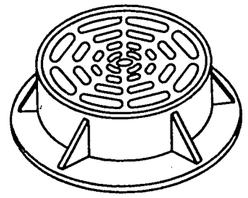


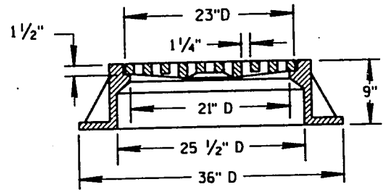

## ALTERNATIVE GRATE FOR FOR TYPE "B" COVER

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE.....125 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.

NOTE AS TYPE B-A ON THE DRAINAGE TABLE






## TYPE "C"

(APPROXIMATE WEIGHT 340 LBS.)

FRAME..... 235 LBS.
GRATE..... 105 LBS.

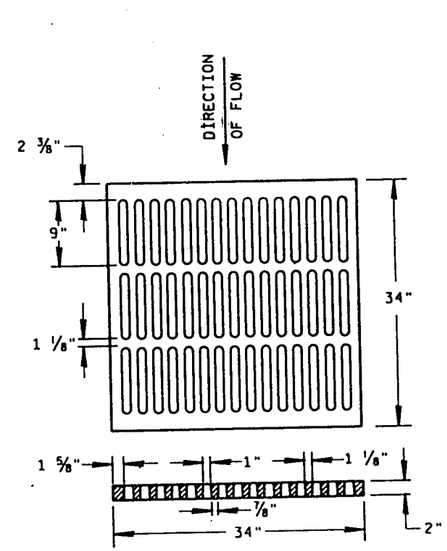
## GENERAL NOTES

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.

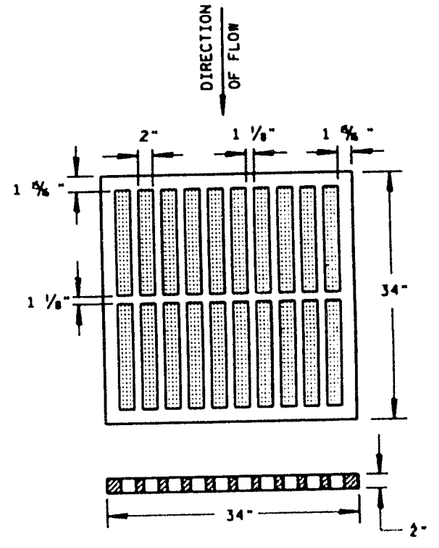



## ALTERNATIVE TYPE "MS"

(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE.....365 LBS.

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED

NOTE AS TYPE MS-A ON THE DRAINAGE TABLE

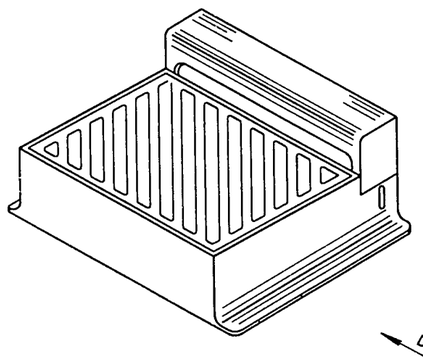



## TYPE "MS"

(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE.....270 LBS.

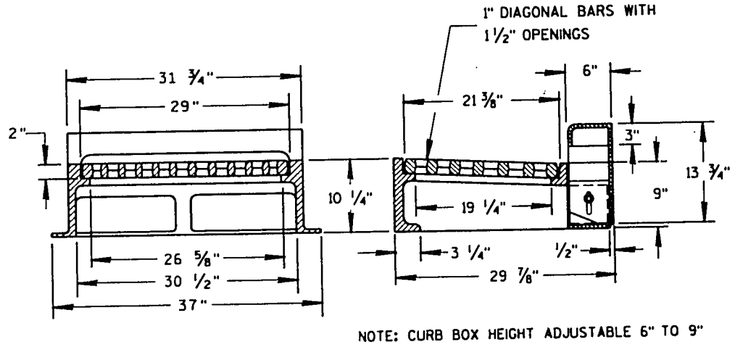
USE ON FREEWAYS AND EXPRESSWAYS

NOTE AS TYPE MS ON DRAINAGE TABLE



DIRECTION OF FLOW

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 1/25/93 DATE — STATE BRIDGE DESIGN ENGINEER FOR THE FHWA



S.D.D. 8 A 5-9b

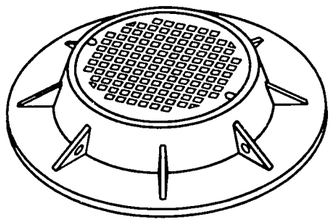
## GENERAL NOTES

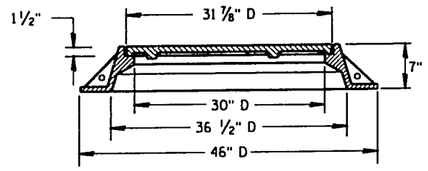
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

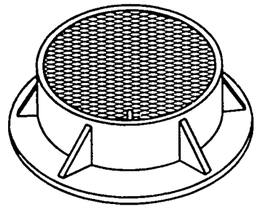


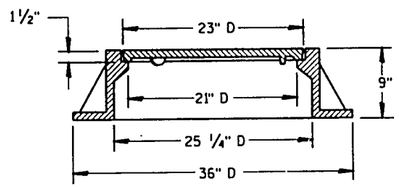



### TYPE "K"

(APPROXIMATE WEIGHT 535 LBS.)

FRAME.....330 LBS.
LID.....205 LBS.

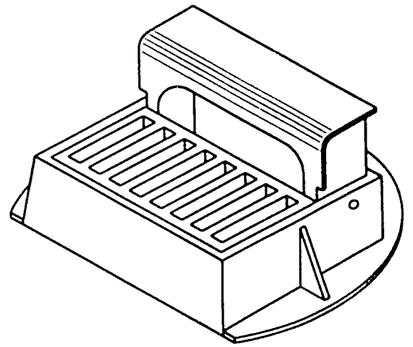




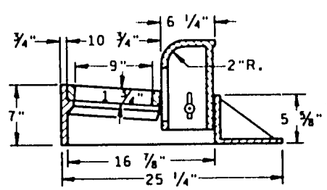

### TYPE "J"

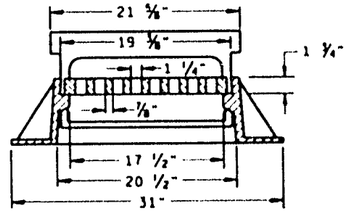
(APPROXIMATE WEIGHT 350 LBS.)

FRAME.....235 LBS.
LID.....115 LBS.



CURB BOX ADJUSTABLE 4" TO 10"

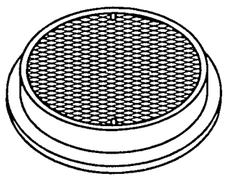


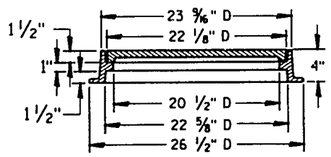




### INLET COVER TYPE "Z"

(APPROXIMATE WEIGHT 280 LBS.)

FRAME.....145 LBS.
GRATE.....50 LBS.
CURB BOX.....85 LBS.

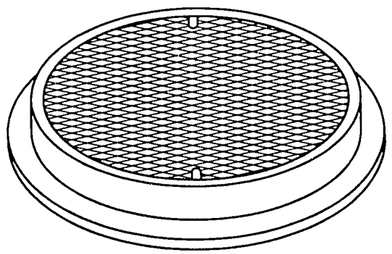


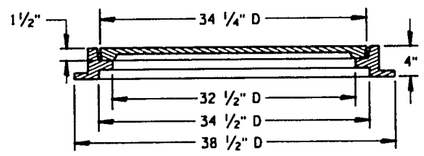



### TYPE "L"

(APPROXIMATE WEIGHT 145 LBS.)

FRAME.....75*
LID.....70*






### TYPE "M"

(APPROXIMATE WEIGHT 385 LBS.)

FRAME.....125*
LID.....260*

## INLET AND MANHOLE COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

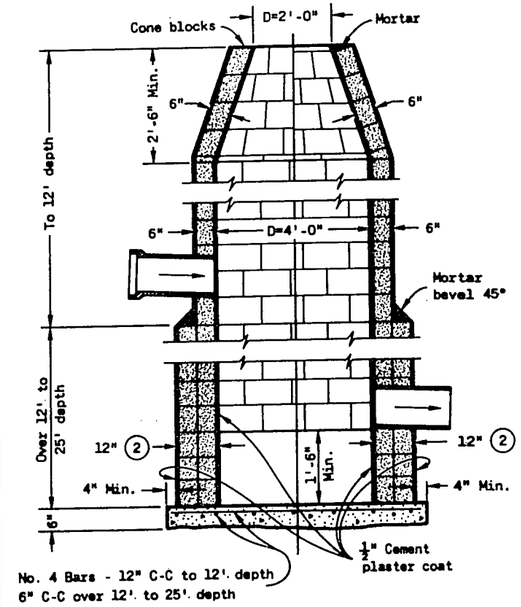
APPROVED
1/25/93
DATE

STATE DESIGN ENGINEER FOR HOTS

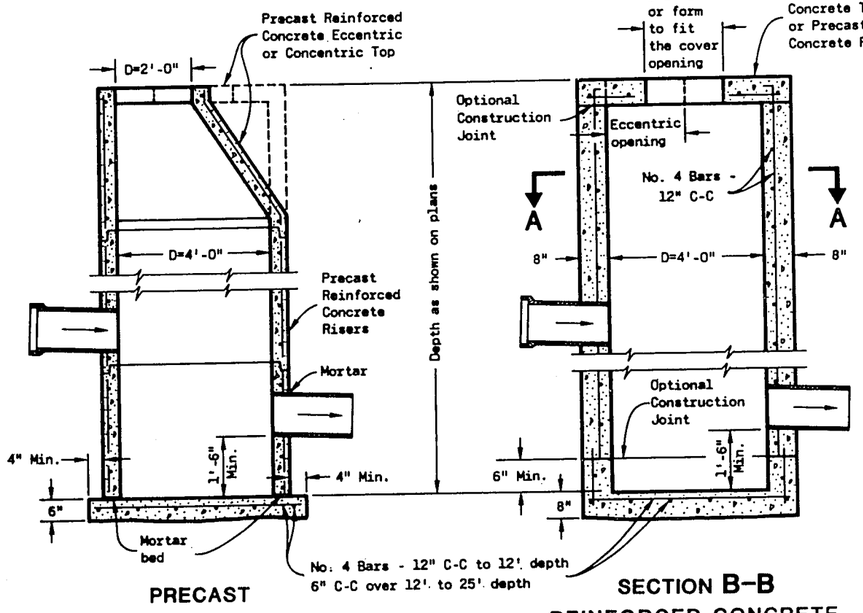
FHWA

S.D.D. 8 A 5-9d

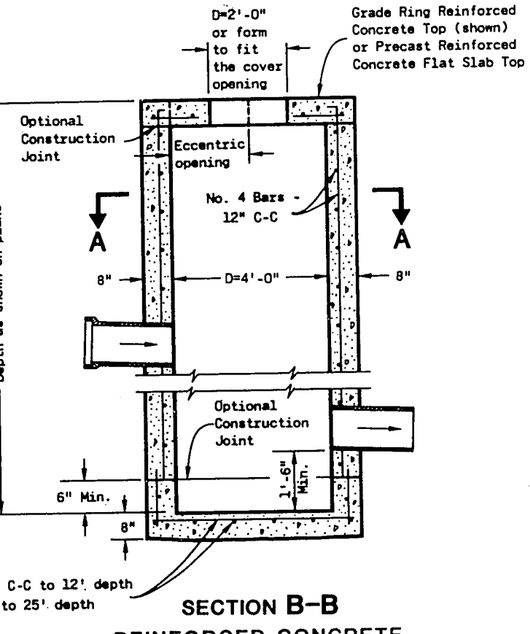
S.D.D. 8 A 5-9d




CONCRETE BLOCK

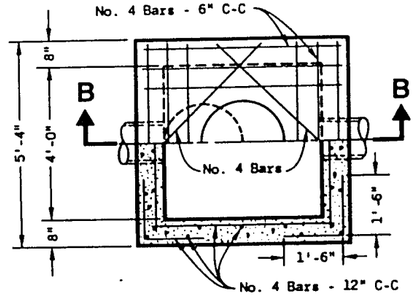



PRECAST REINFORCED CONCRETE

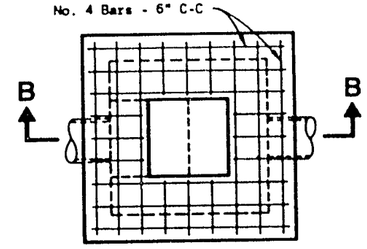



SECTION B–B REINFORCED CONCRETE

## CATCH BASINS TYPE 1




HALF SECTION A–A




PLAN VIEW SHOWING ALTERNATE OPENING

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

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

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

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

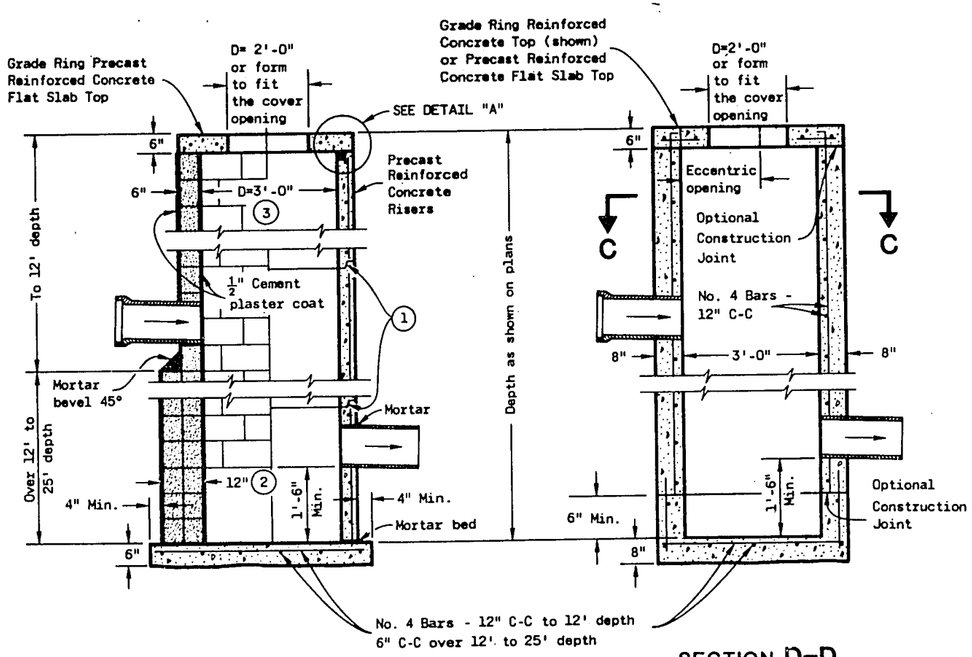
All bar steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

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

(1) Precast Reinforced Concrete Risers shall be placed with the tongue down when grade rings are used for the slab top.

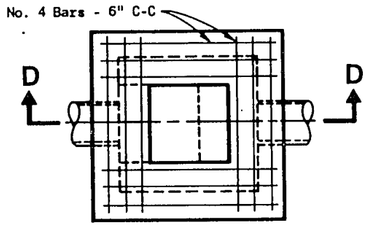
(2) 2 courses 6" block.

(3) When the connecting pipes are 24" or larger the Precast Catch Basin may be increased to 42" dia.

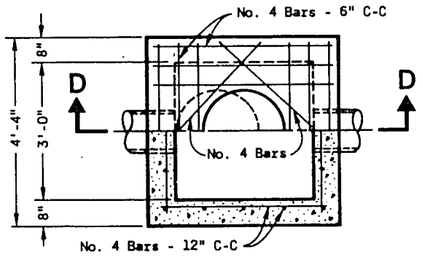



CONCRETE BLOCK — PRECAST REINFORCED CONCRETE

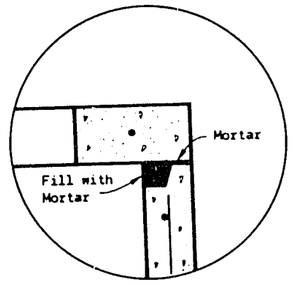
SECTION D–D REINFORCED CONCRETE




PLAN VIEW SHOWING ALTERNATE OPENING




HALF SECTION C–C




DETAIL "A"

## CATCH BASINS TYPE 2

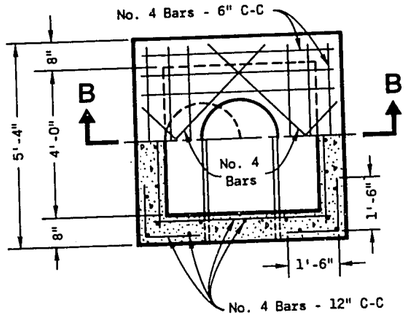
CATCH BASINS TYPE 1 & 2

State of Wisconsin
Department of Transportation

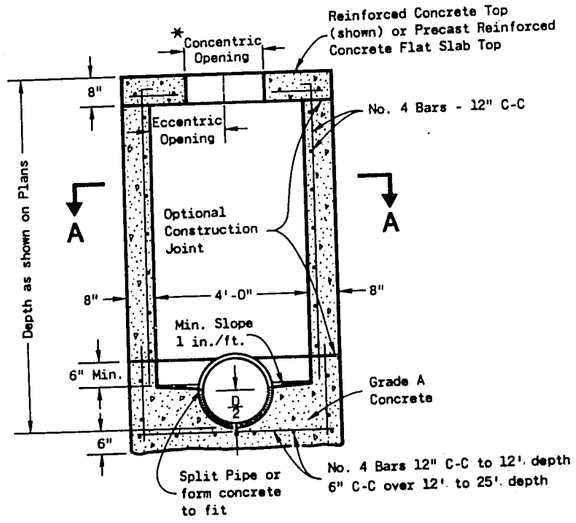
APPROVED 4-13-82

S.D.D. 8 A 6-3

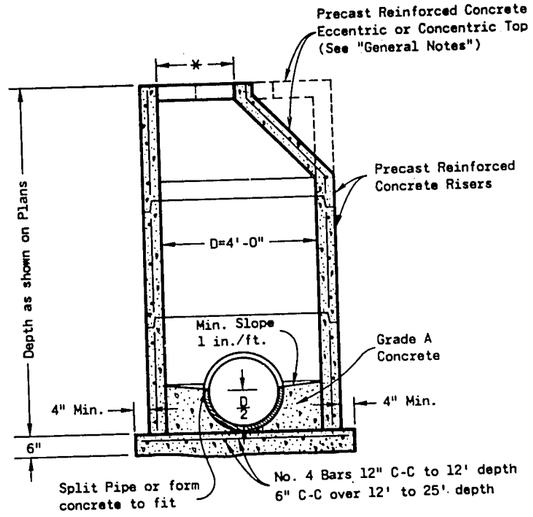
S.D.D. 8 A 6-3



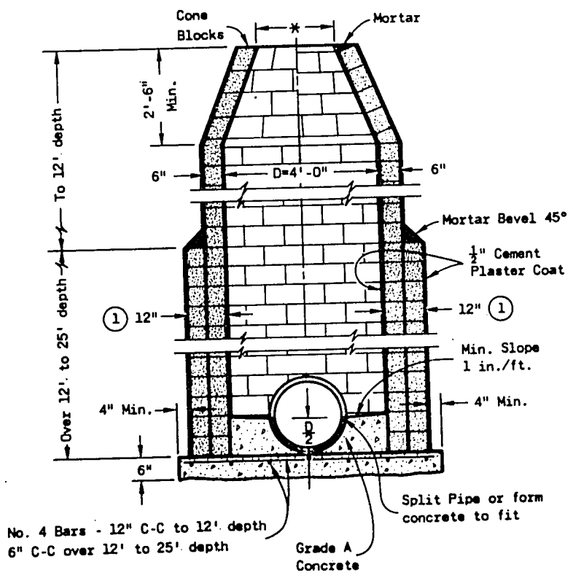

HALF SECTION **A–A**




SECTION **B–B**
REINFORCED CONCRETE




PRECAST REINFORCED CONCRETE




CONCRETE BLOCK

## GENERAL NOTES

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

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

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

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

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

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

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

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

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

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

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

(1) 2 courses 6" block.

MANHOLES TYPE 1

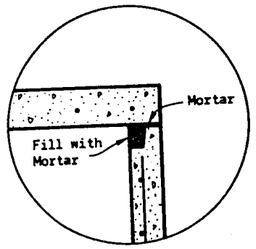
State of Wisconsin
Department of Transportation

APPROVED 4-13-82
DATE

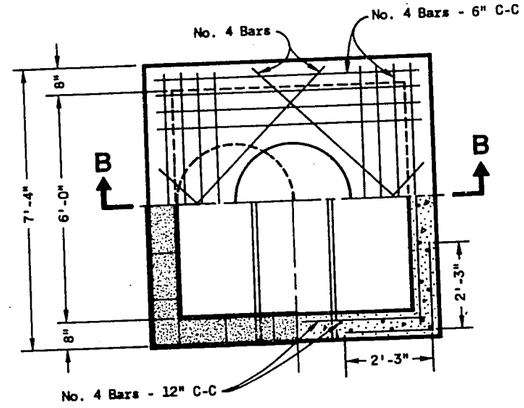
S.D.D. 8 B 6-3

MANHOLES TYPE 1

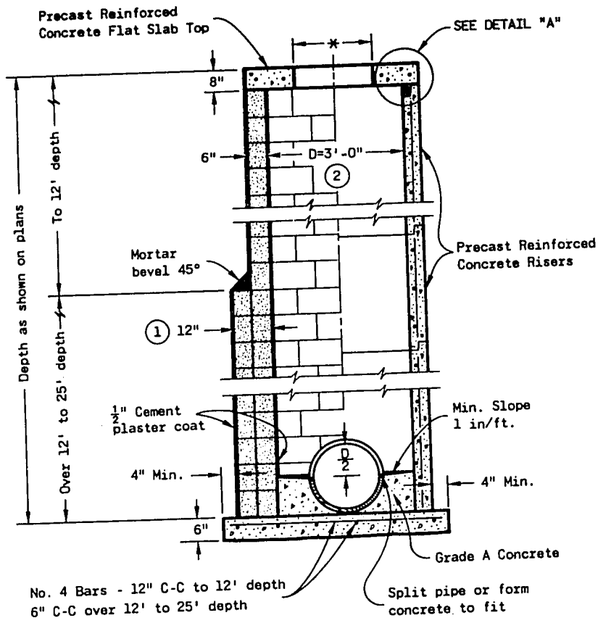
S.D.D. 8 B 6-3




DETAIL "A"

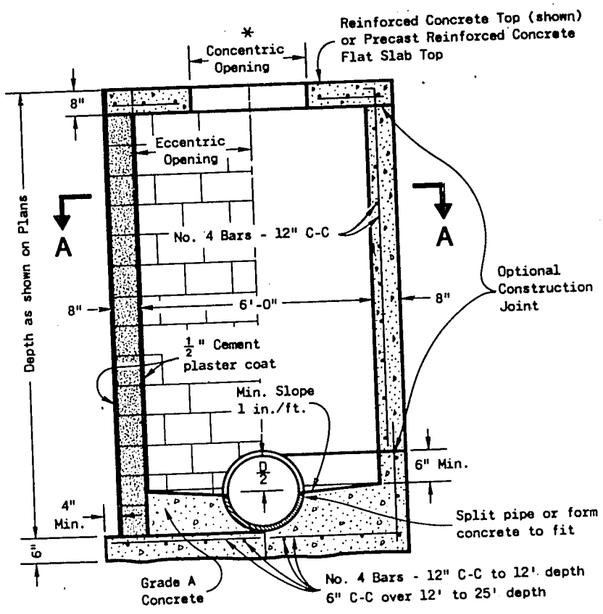



HALF SECTION A-A



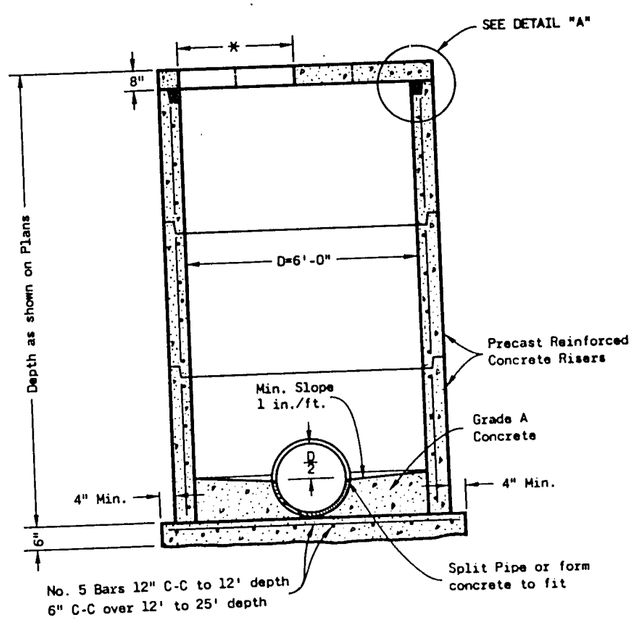

CONCRETE BLOCK ② PRECAST REINFORCED CONCRETE

MANHOLES TYPE 2




SECTION B-B

CONCRETE BLOCK REINFORCED CONCRETE




PRECAST REINFORCED CONCRETE

MANHOLES TYPE 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.

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" in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

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

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

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

Precast Reinforced Concrete Risers shall be placed with tongue down.

All precast inlet units shall conform to the pertinent requirements of AASHTO Designation M 199.

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

(1) 2 courses 6" block.

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

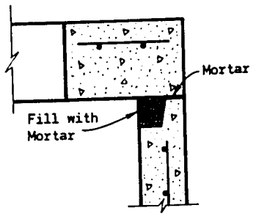
MANHOLES TYPE 2 & 3

State of Wisconsin
Department of Transportation

APPROVED 4-13-82
DATE

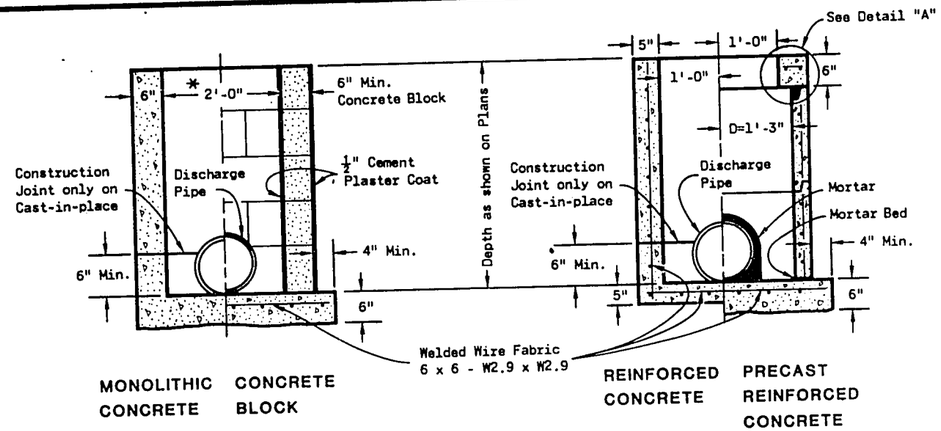
S.D.D. 8 B 7-3

S.D.D. 8 B 7-3




DETAIL "A"

*Selection of square or circular design will be based on the pipe sizes and the Inlet Cover being utilized.




MONOLITHIC CONCRETE | CONCRETE BLOCK | REINFORCED CONCRETE | PRECAST REINFORCED CONCRETE

# INLETS TYPE 1

## GENERAL NOTES

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

Detailed drawings for proposed alternate designs for underground drainage structures shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

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

All drainage structures are designated on the plans as "Manholes 1-C", "Catch Basins 1-B", "Inlets 3-H", etc. The first digit designates the masonry portion of the structure, and the following letter designates the type of cover to be used to comprise the complete unit.

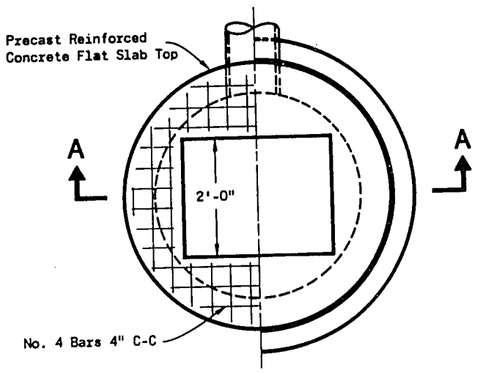
Precast Reinforced Bases shall be placed on a bed of material at least 6 inches in depth, which meets the requirements for Granular Backfill. This bedding shall be compacted and provide uniform support for the entire area of the base.

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

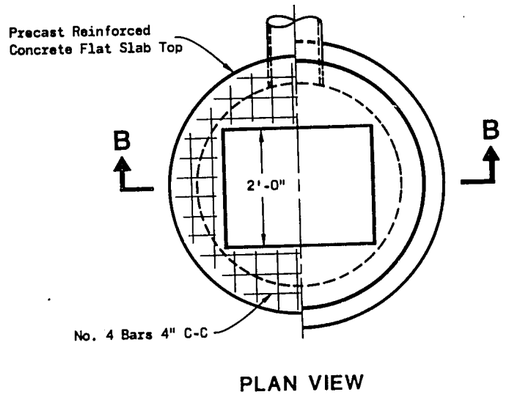
All Bar Steel reinforcement shall be embedded 2 inches clear unless otherwise shown or noted.

Precast Reinforced Concrete Risers shall be placed with tongue down.

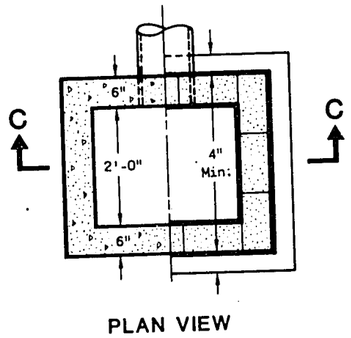
(1) Use 2'-6" opening for Type 2 Inlets and 3'-0" opening for Type 3 Inlets.



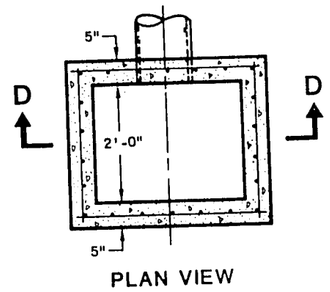

PLAN VIEW



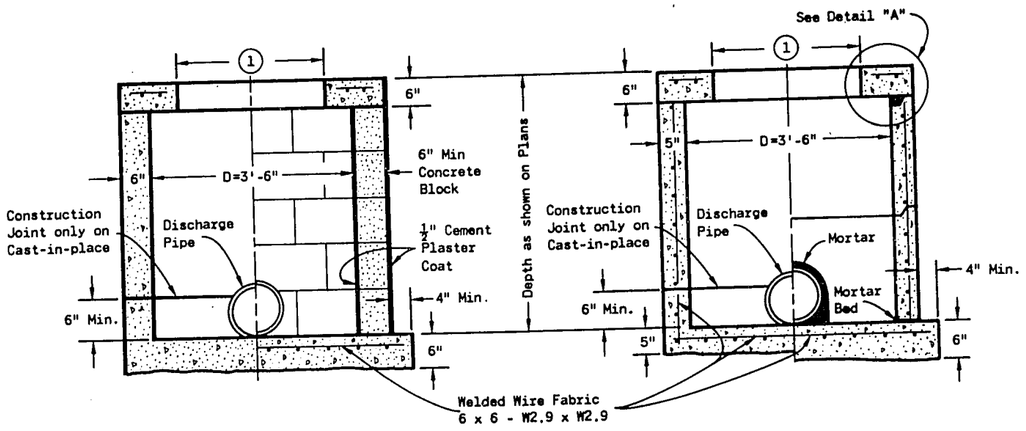

PLAN VIEW




PLAN VIEW



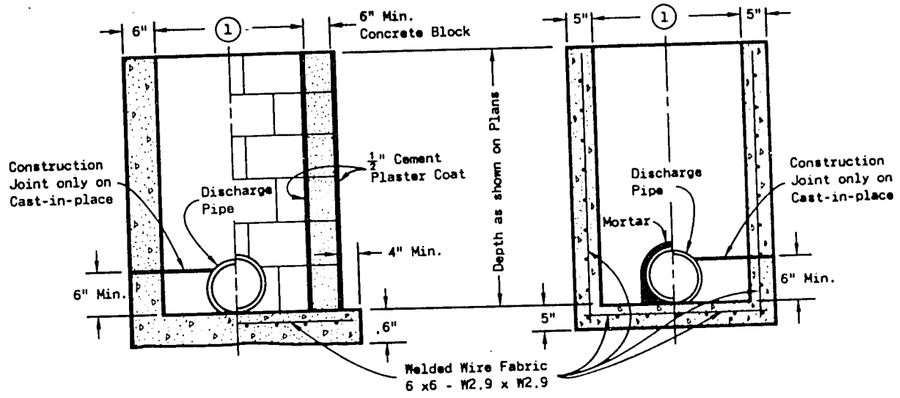

PLAN VIEW




MONOLITHIC CONCRETE | CONCRETE BLOCK | REINFORCED CONCRETE | PRECAST REINFORCED CONCRETE

SECTION A-A

SECTION B-B




MONOLITHIC CONCRETE | CONCRETE BLOCK | PRECAST REINFORCED CONCRETE | REINFORCED CONCRETE

SECTION C-C

SECTION D-D

# INLETS TYPE 2 & 3

INLETS TYPE 1, 2 & 3

State of Wisconsin
Department of Transportation

APPROVED 4-13-82 DATE

S.D.D. 8 C 1-4

S.D.D. 8 C 1-4

## GENERAL NOTES

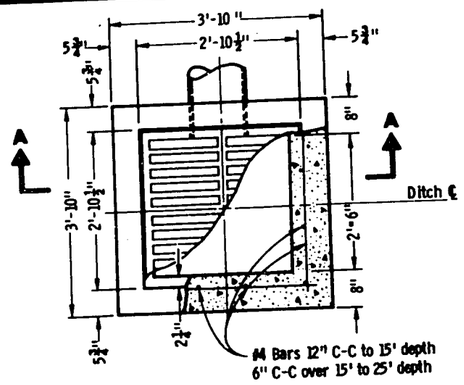
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Detailed drawings for proposed alternate designs for Inlets which may include precast reinforced concrete inlets, shall be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

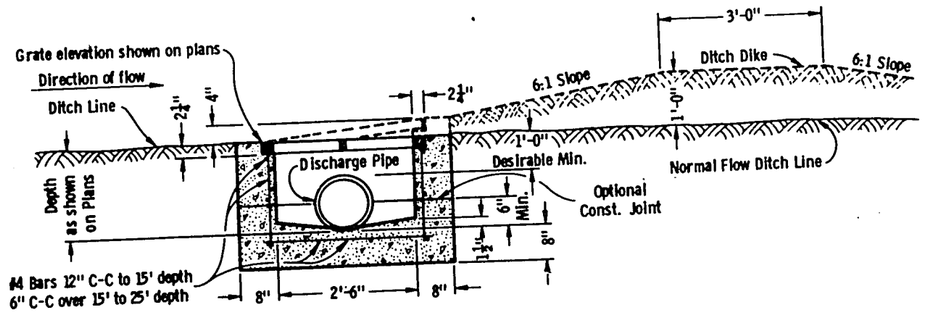
Precast reinforced concrete inlet units, if used, shall conform to the requirements of the Catch Basins, Manholes and Inlets Section of the Standard Specification's.

All Inlets are designated on the Plans as "Inlets, 8-MS", etc. This designation is interpreted to mean that the number, or first digit designates the masonry portion of the structure and the following letter designates the type of cover or iron casting to be used therewith to comprise the complete unit.

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



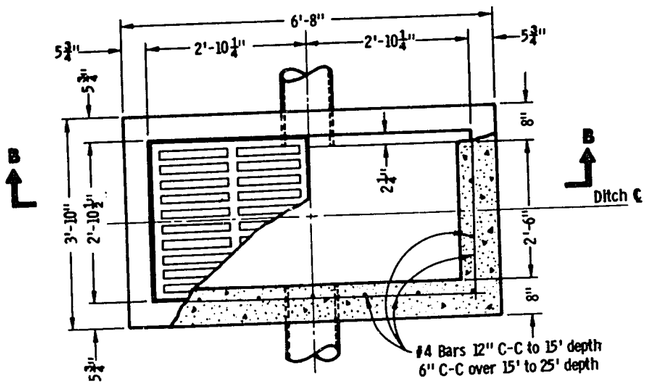

PLAN VIEW



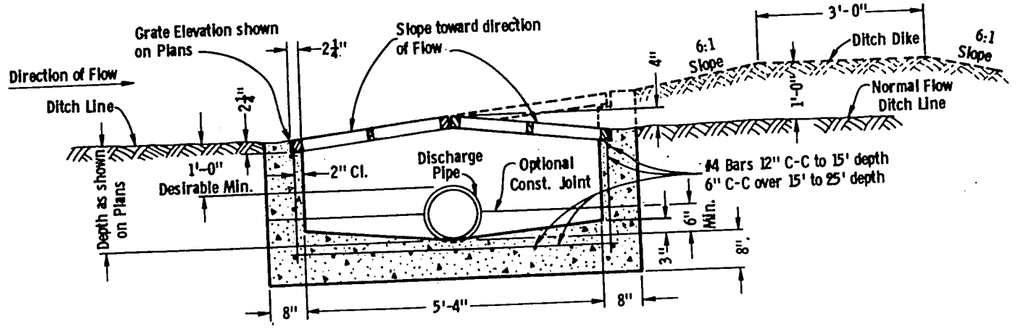

SECTION A-A

## INLET TYPE 8

REINFORCED CONCRETE



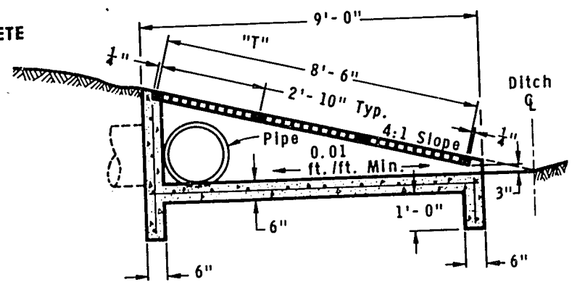

PLAN VIEW



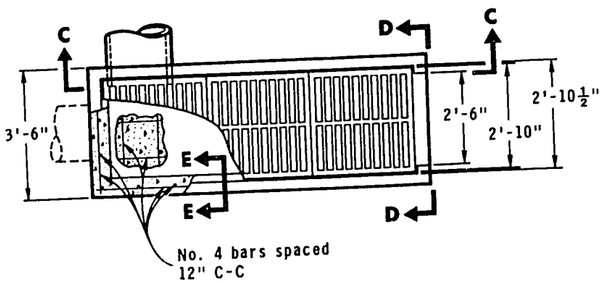

SECTION B-B

## INLET TYPE 9

REINFORCED CONCRETE



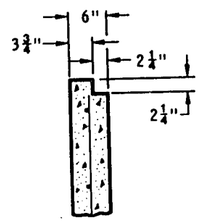

SECTION C-C



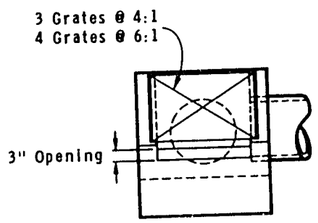

PLAN VIEW

## INLET TYPE 10

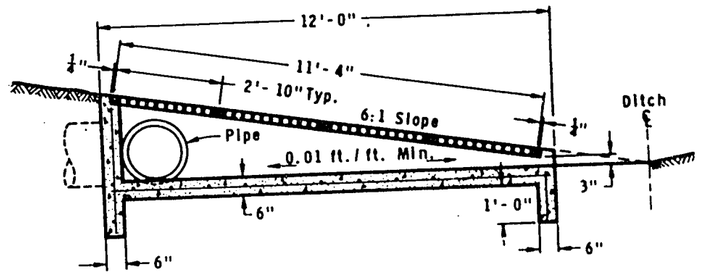
REINFORCED CONCRETE



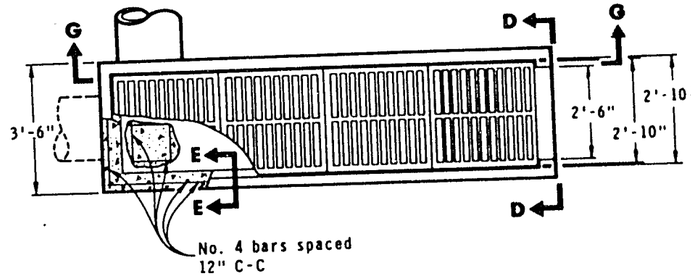

SECTION E-E




VIEW D-D




SECTION G-G




PLAN VIEW

INLET TYPE 11

REINFORCED CONCRETE

INLETS TYPE 8, 9, 10 and 11

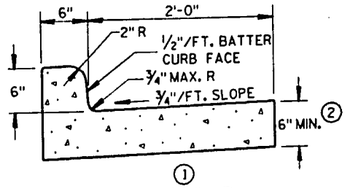
*State of Wisconsin*
*Department of Transportation*
*Division of Highways*

RECOMMENDED FOR APPROVAL
4-30-74 DATE — CHIEF OF FACILITIES DEVELOPMENT

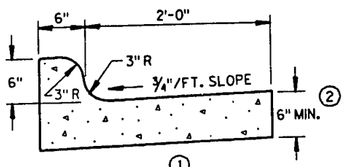
APPROVED
5-02-74 DATE — STATE HIGHWAY ENGINEER

S.D.D. 8C5-1

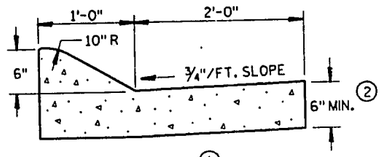
S.D.D. 8C5-1




1
TYPES A & D

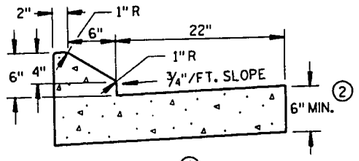



1
TYPES K & L

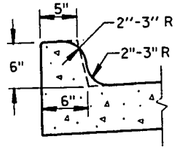



1
TYPES A & D

CONCRETE CURB & GUTTER 36"

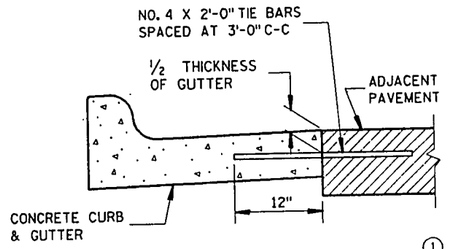



1
TYPES G & J




OPTIONAL CURB SHAPE
1
FOR TYPES K & L

CONCRETE CURB & GUTTER 30"




TYPICAL TIE BAR LOCATION
1

## GENERAL NOTES

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

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

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

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

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

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

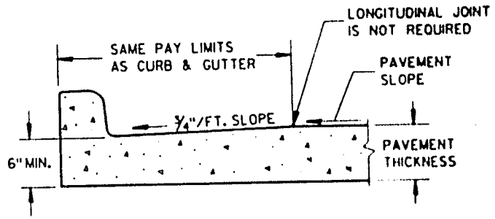
JOINTS IN INTEGRAL CURB & GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME SEALANT SPECIFIED FOR THE PAVEMENT JOINT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB & GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE TWO FEET BEHIND THE BACK OF CURBS.

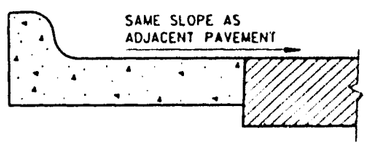
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

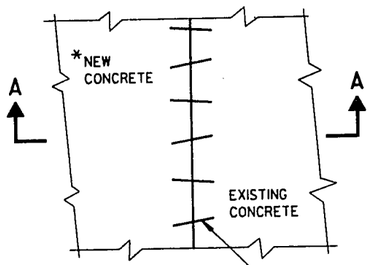
(3) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATIONS WILL BE SHOWN ELSEWHERE IN THE PLAN.




PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER

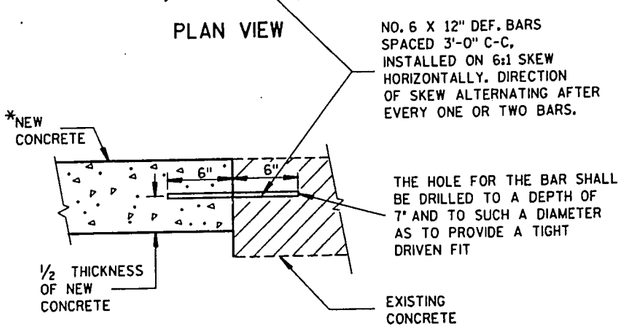



REVERSE SLOPE GUTTER
3
(TYPICAL FOR ALL CURB & GUTTER TYPES)

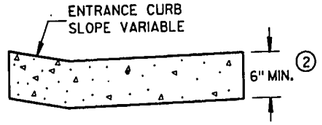



PLAN VIEW

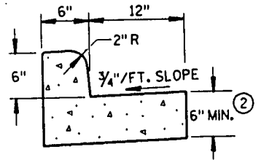
*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.



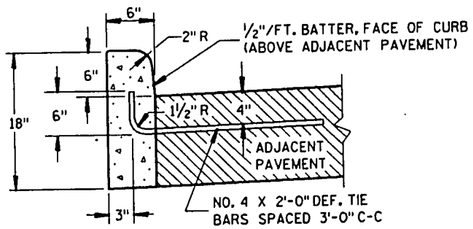

SECTION A-A
PAVEMENT TIES



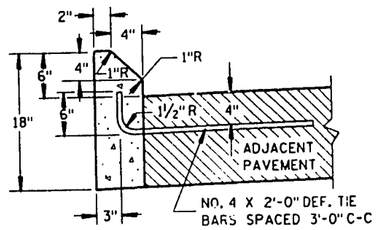

DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)




1
TYPES A & D
CONCRETE CURB & GUTTER 18"




1
TYPES A & D




1
TYPES G & J

CONCRETE CURB

CONCRETE CURB, CONCRETE CURB & GUTTER AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

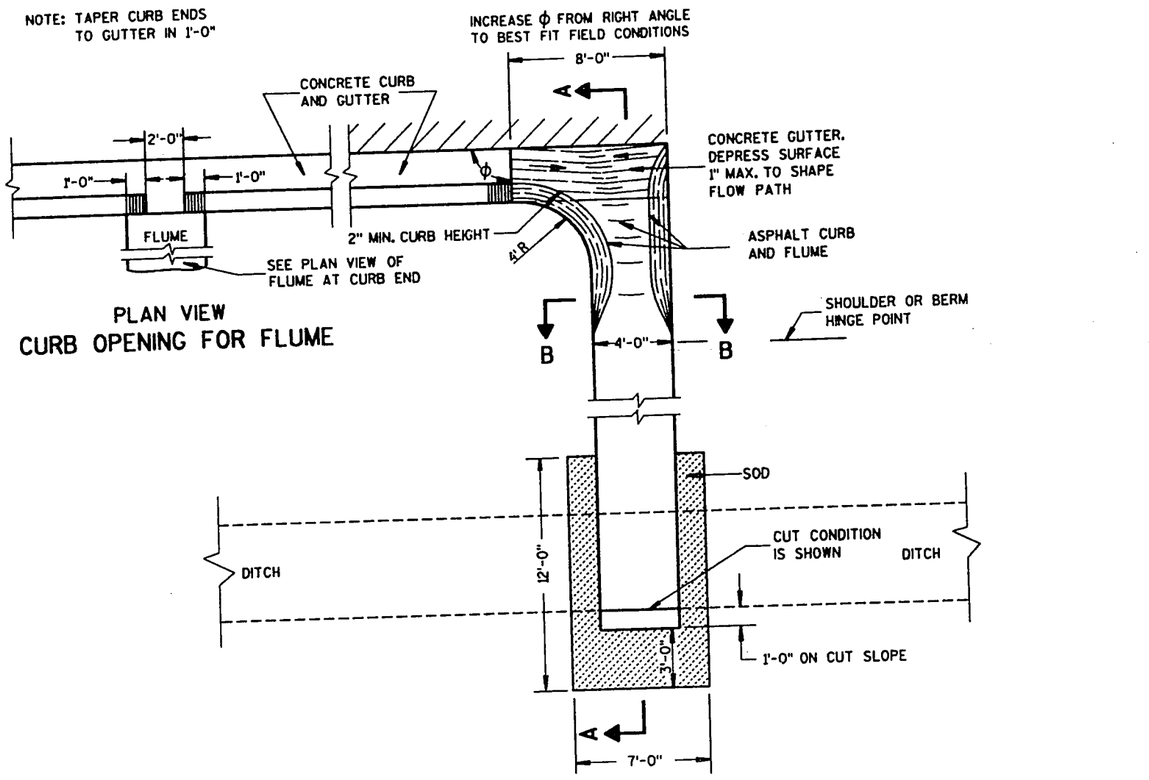
APPROVED
10-23-86
DATE
STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 8 D 1-11

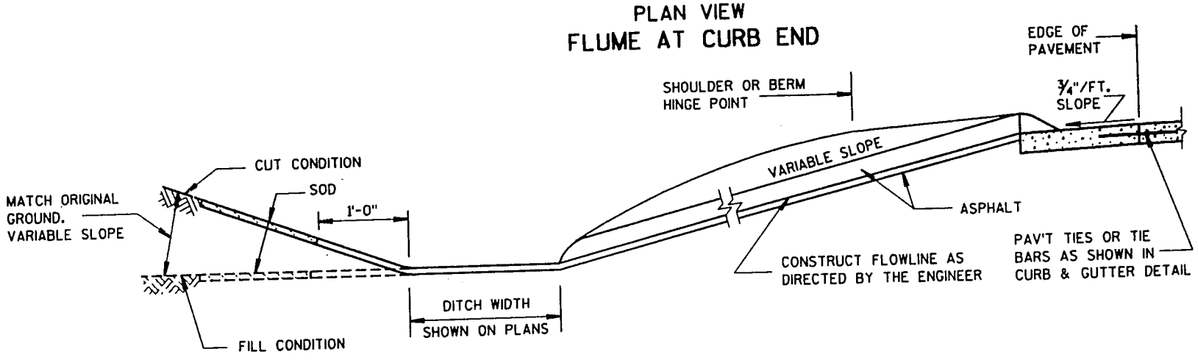
S.D.D. 8 D 1-11

## ASPHALTIC FLUME

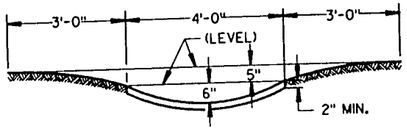



PLAN VIEW
CURB OPENING FOR FLUME

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.

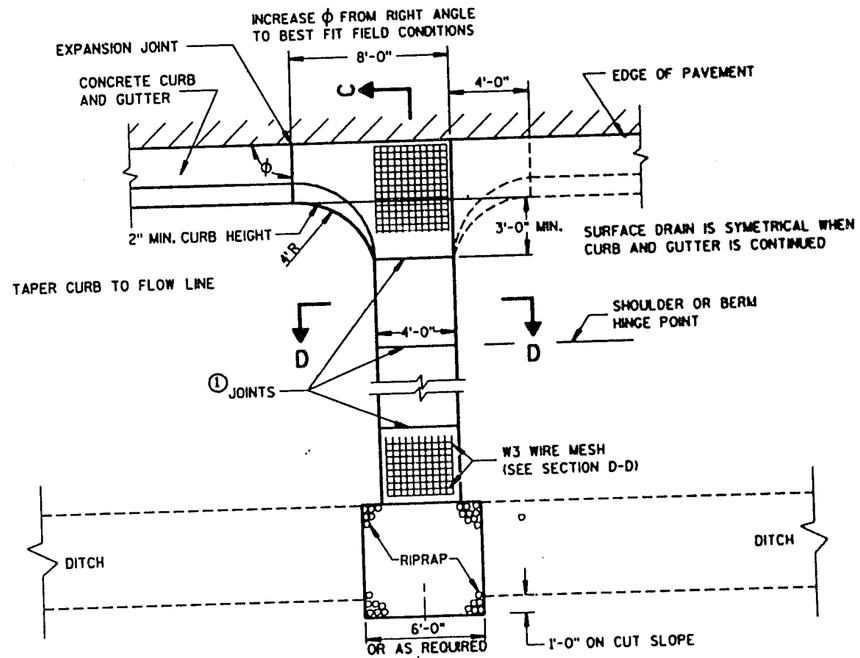
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

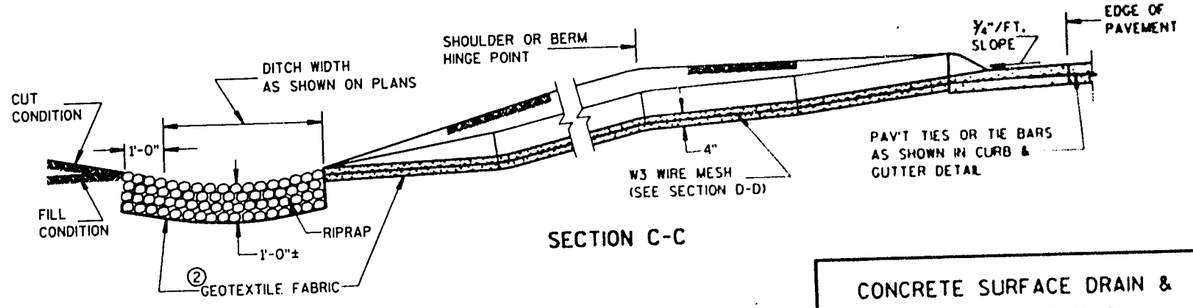
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

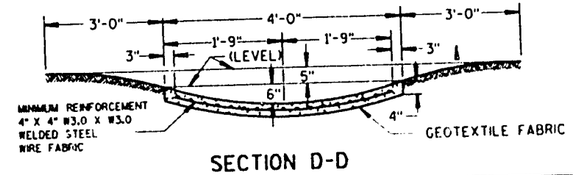
## ③CONCRETE SURFACE DRAIN




PLAN VIEW




SECTION C-C




SECTION D-D

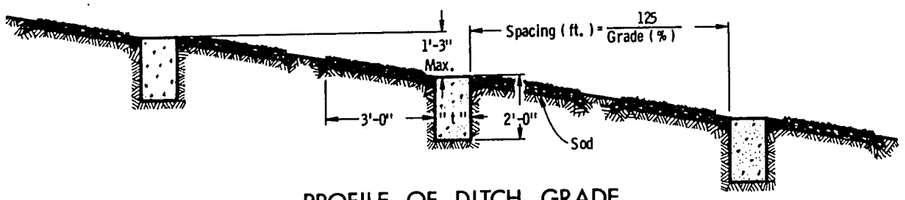
CONCRETE SURFACE DRAIN & ASPHALTIC FLUME

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

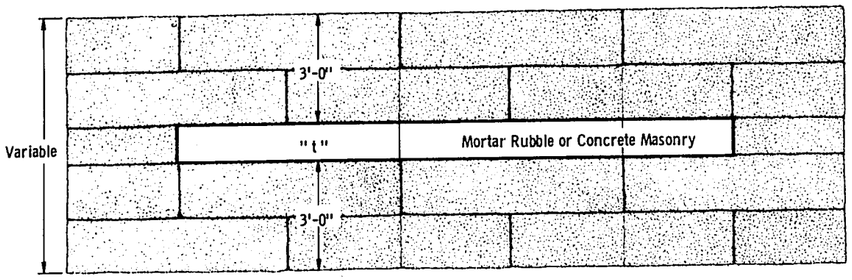
APPROVED 10/23/09 DATE
STATE DESIGN ENGINEER FOR HSYS
FHWA

S.D.D. 8 D 4-3

S.D.D. 8 D 4-3

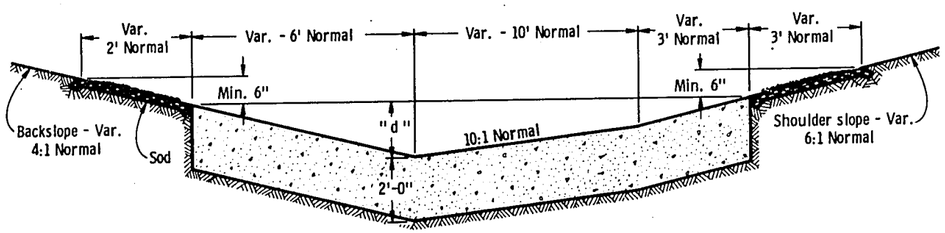



PROFILE OF DITCH GRADE

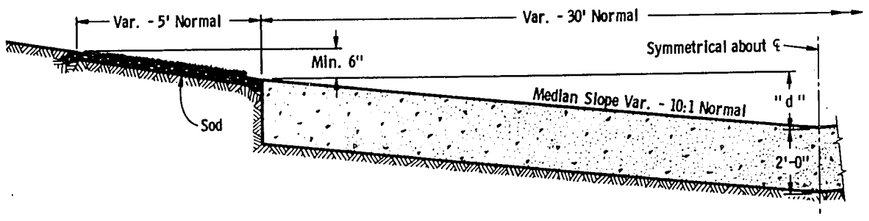



PLAN VIEW SHOWING MASONRY AND SOD

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



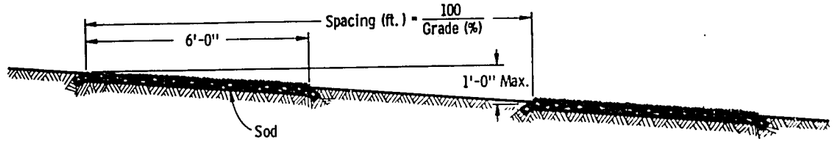

SIDE DITCH CROSS SECTION



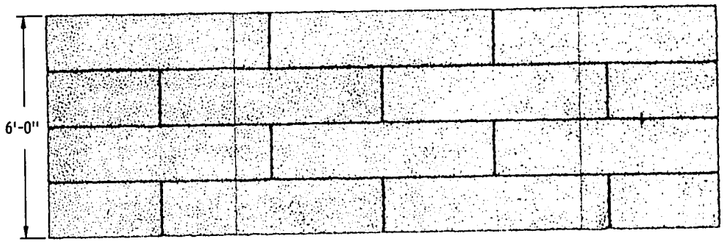

MEDIAN DITCH CROSS SECTION

"d" - The minimum depth of the masonry portion of the ditch checks shall be equal to the maximum depth of flow. The normal "d" will be 1'-6".

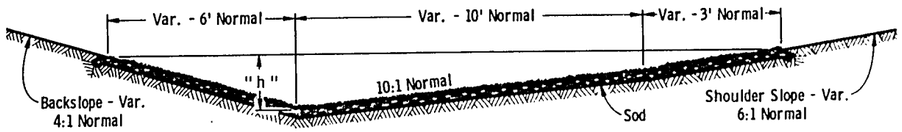
**MASONRY AND SOD DITCH CHECKS**



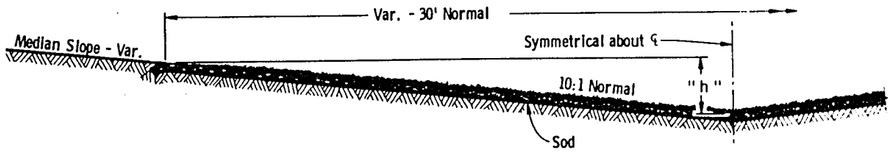

PROFILE OF DITCH GRADE




PLAN VIEW SHOWING SOD




SIDE DITCH CROSS SECTION




MEDIAN DITCH CROSS SECTION

"h" - The minimum height of ditch to be sodded shall be equal to the maximum depth of flow plus 6". The normal "h" will be 1'-6".

**SOD DITCH CHECKS**

## GENERAL NOTES

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

Alternate designs for ditch checks, of the material or combination of materials shown hereon, may be used upon written permission of the Engineer.

Sod strips for ditch checks may be placed either transversely or longitudinally to the direction of water flow.

**SOD OR MASONRY AND SOD DITCH CHECKS**

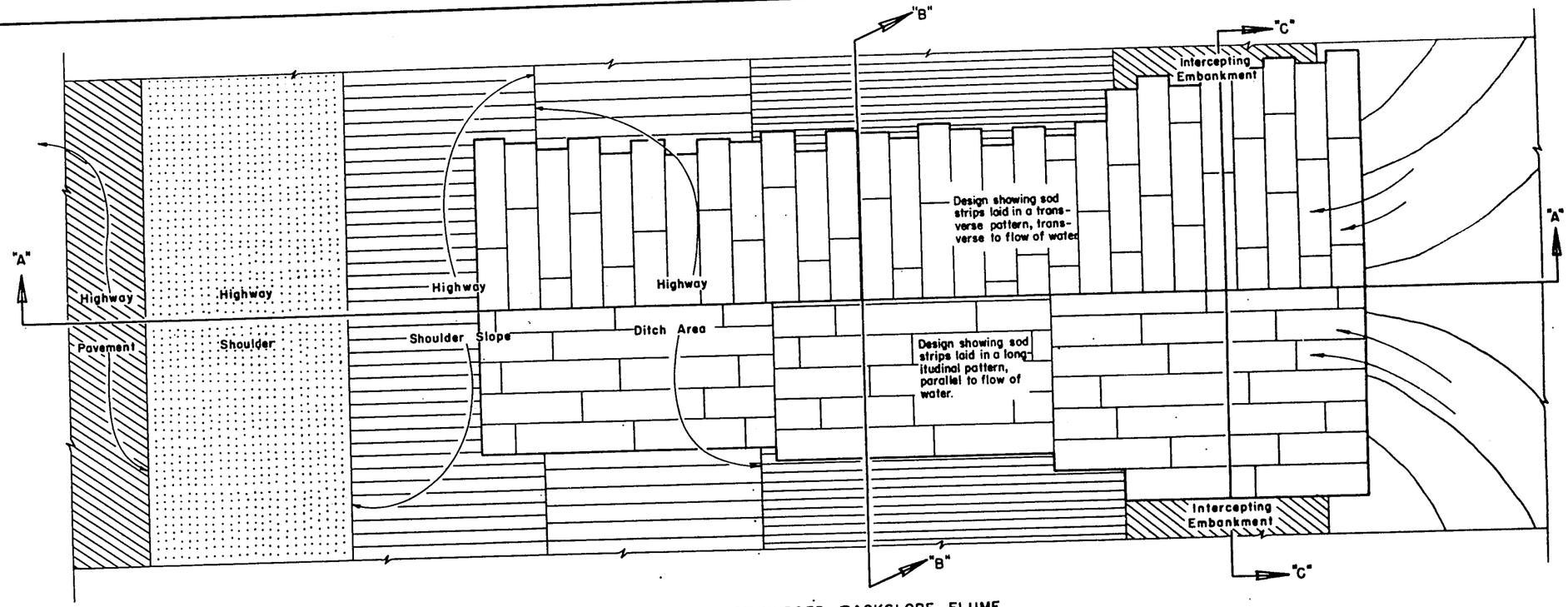
*State of Wisconsin*
*Department of Transportation*
*Division of Highways*

RECOMMENDED FOR APPROVAL
9/7/71 Date
K. C. Schmidt

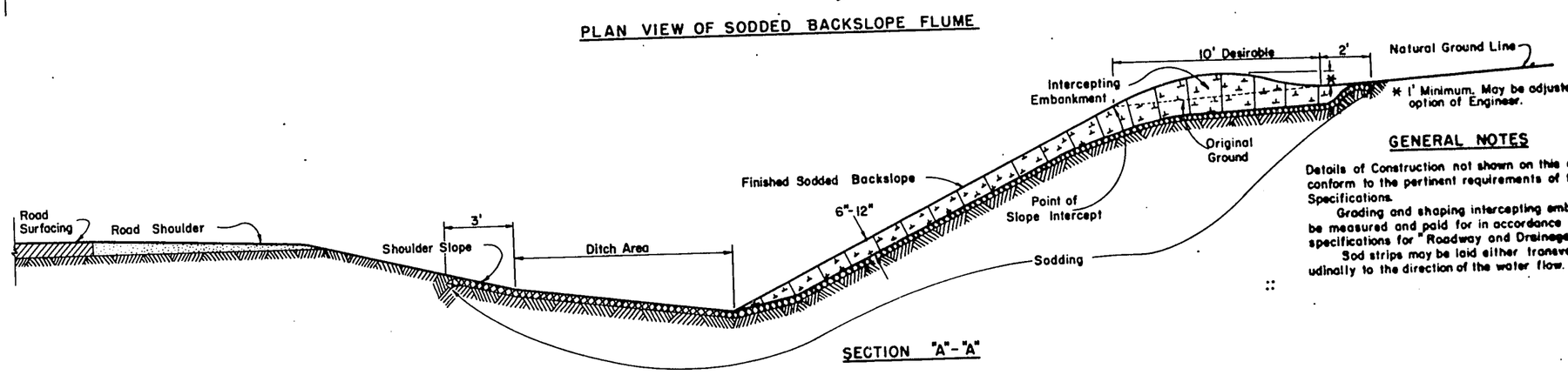
APPROVED
9/7/71 Date
H. J. Bannister

S.D.D. 8E4-2

S.D.D. 8E4-2




PLAN VIEW OF SODDED BACKSLOPE FLUME




* 1' Minimum. May be adjusted at option of Engineer.

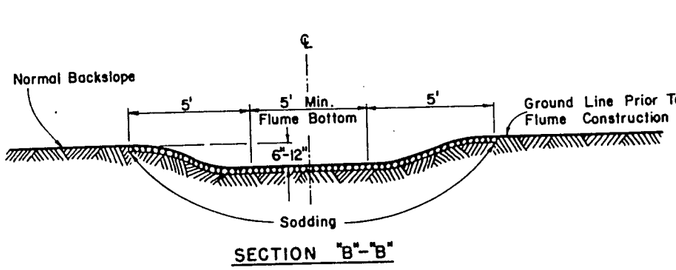
SECTION "A"-"A"

## GENERAL NOTES

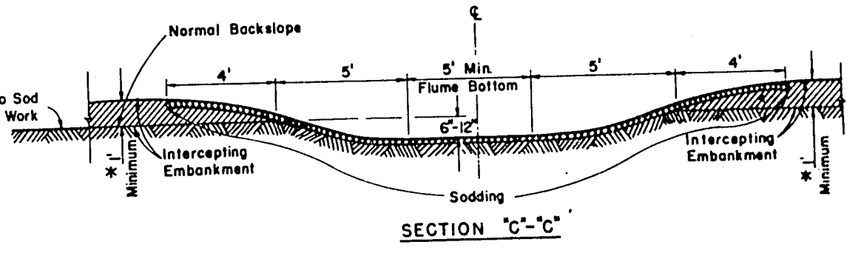
Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications.

Grading and shaping intercepting embankment will be measured and paid for in accordance with the standard specifications for "Roadway and Drainage Excavation".

Sod strips may be laid either transversely or longitudinally to the direction of the water flow.




SECTION "B"-"B"




SECTION "C"-"C"

NOTE: Dimensions shown may be adjusted at the option of the Engineer to fit local conditions.

# SODDED BACKSLOPE FLUME & INTERCEPTING EMBANKMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

2-5-63
DATE

J. L. Pitt
ENGINEER OF DESIGN

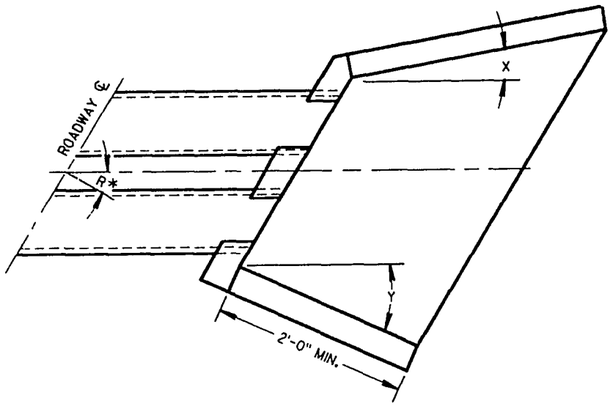
APPROVED

2/6/63
DATE

C. L. Rosenberger
STATE HIGHWAY ENGINEER

S.D.D. 8E5

S.D.D. 8E5-1




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.

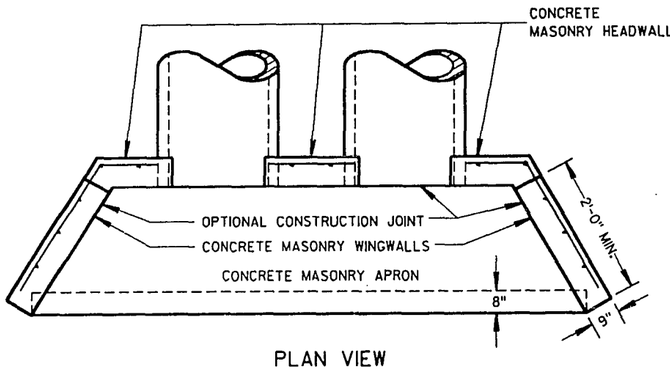
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

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.

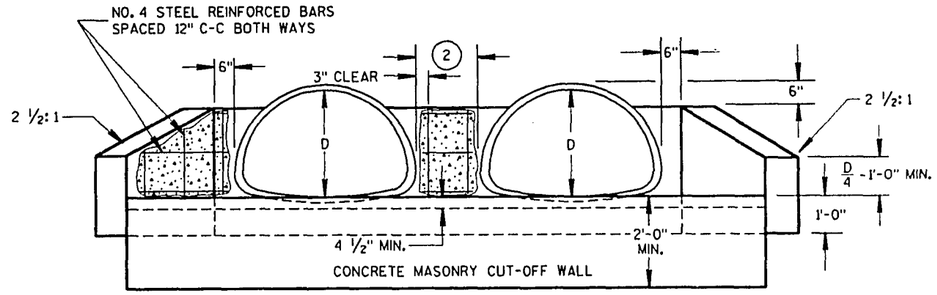
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

| DIAMETER OR SPAN | SPACE |
|---|---|
| UP TO AND INCLUDING 48" | 2'-0" |
| OVER 48" TO 72" | ½ DIA. OR SPAN |
| OVER 72" | 3'-0" |



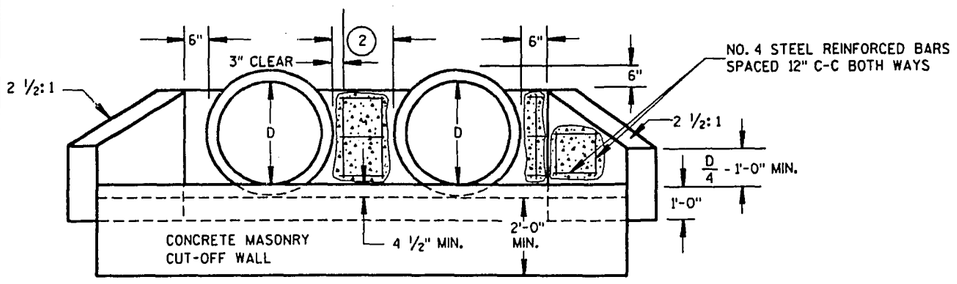

PLAN VIEW

CULVERT PIPE AND PIPE ARCH



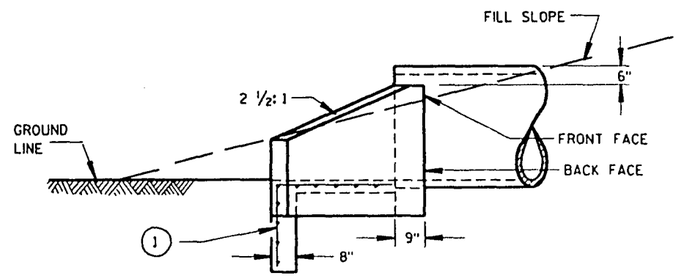

END ELEVATION

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

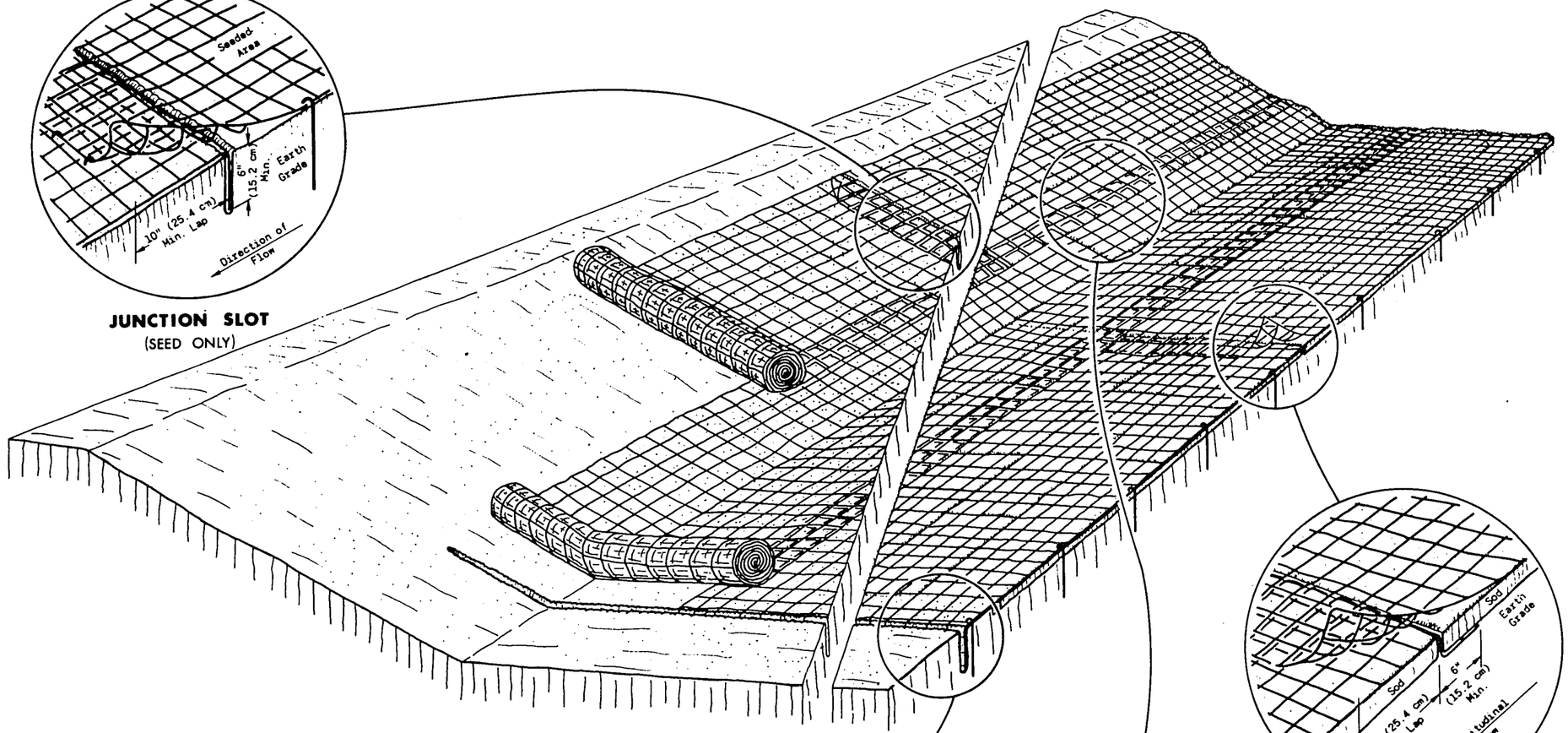
APPROVED 5/23/90 DATE — STATE DESIGN ENGINEER FOR FHWA

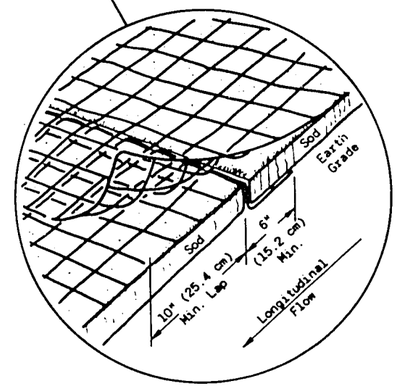
FHWA

S.D.D. 8 E 6-7

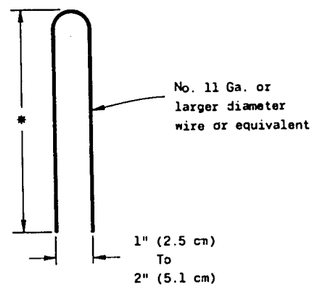
S.D.D. 8 E 6-7

**JUNCTION SLOT**
(SEED ONLY)



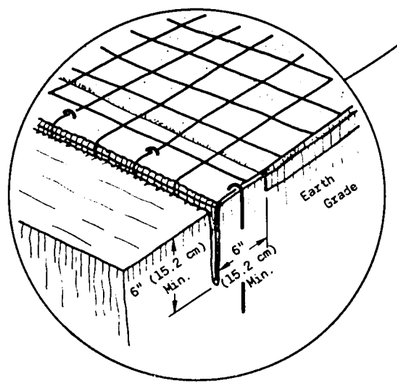



**JUNCTION SLOT**
(SOD ONLY)

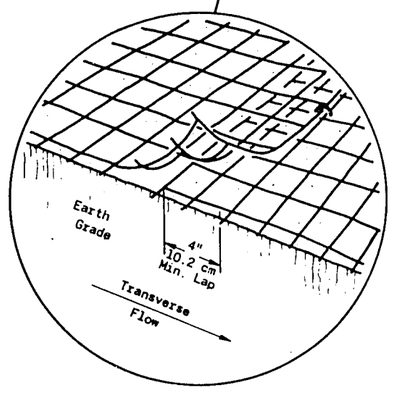



**DETAIL OF TYPICAL STAPLE**

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




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




**LAP JOINT**
(SEED AND SOD)

## GENERAL NOTES

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

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

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

Junction Slots on adjacent strips of Matting shall be staggered a minimum of 4 feet (1 219 m) apart

Edges of the Erosion Mat shall be impressed in the soil

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

EROSION MAT OVER SOD

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

EROSION MAT OVER SEEDING

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

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

EROSION MAT

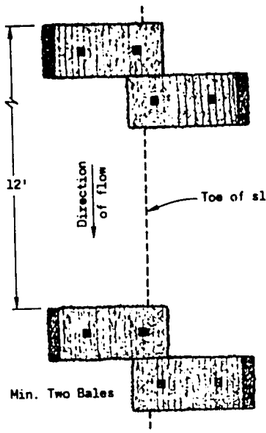
*State of Wisconsin*
*Department of Transportation*
*Division of Highways*

RECOMMENDED FOR APPROVAL
12-3-73 DATE — CHIEF OF FACILITIES DEVELOPMENT

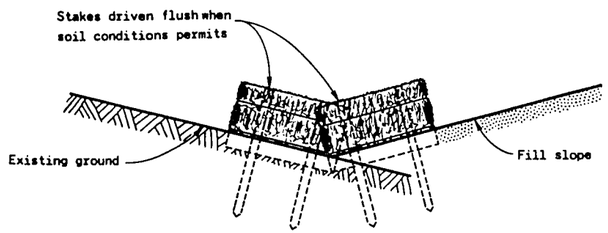
APPROVED
1-15-74 DATE — ASST. STATE HIGHWAY ENGINEER

S.D.D. 8E7-1

S.D.D. 8E7-1

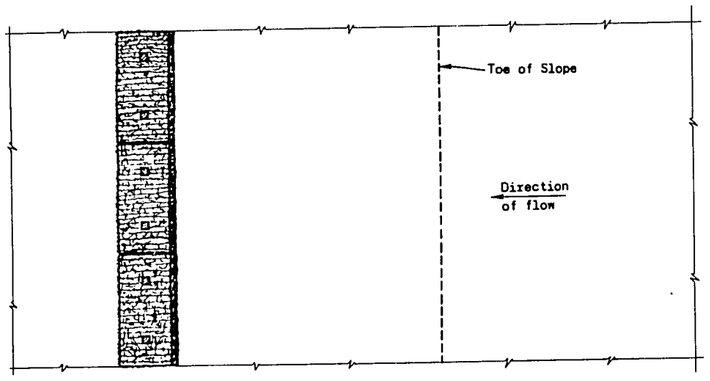



PLAN VIEW

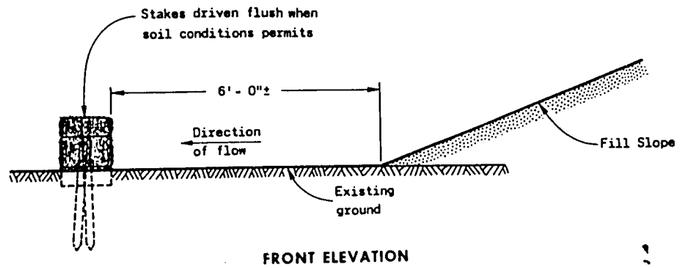



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES TOWARD FILL SLOPE



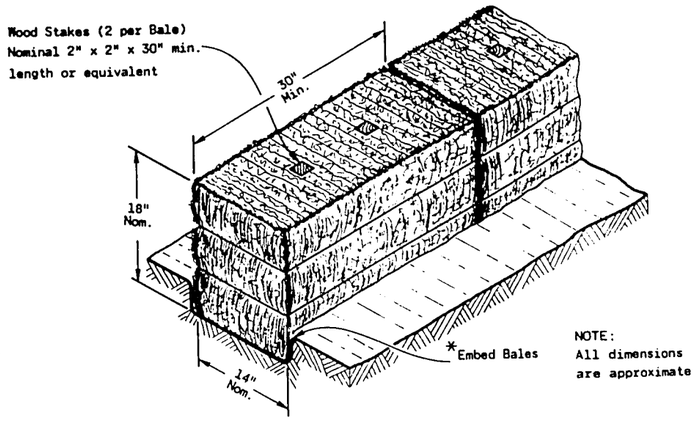

PLAN VIEW



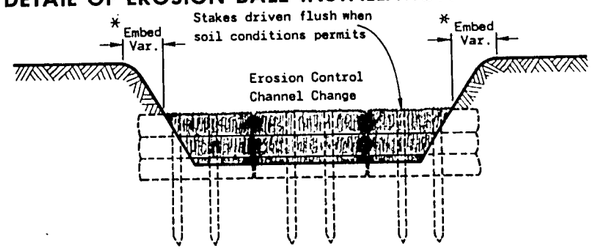

FRONT ELEVATION

## EROSION BALES AT TOE OF SLOPE

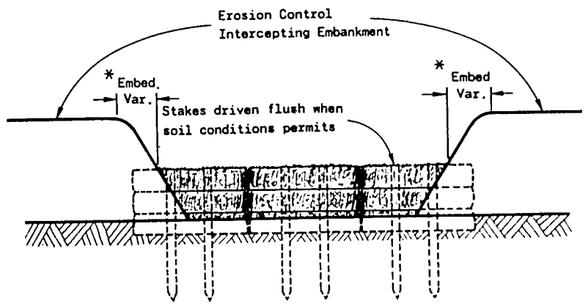
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE




## DETAIL OF EROSION BALE INSTALLATION

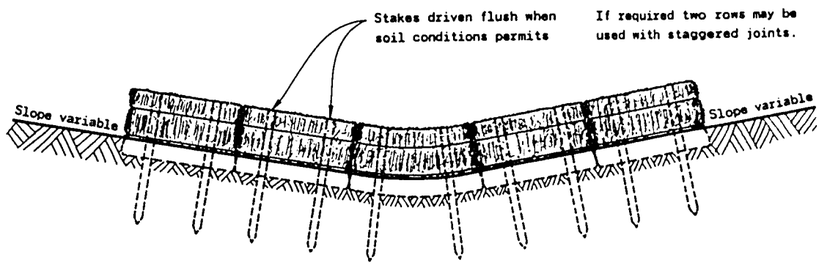



## EROSION CONTROL CHANNEL CHANGE




## EROSION CONTROL INTERCEPTING EMBANKMENT

PLAN VIEW




FRONT ELEVATION

## EROSION BALES ACROSS DITCH BOTTOM

## GENERAL NOTES

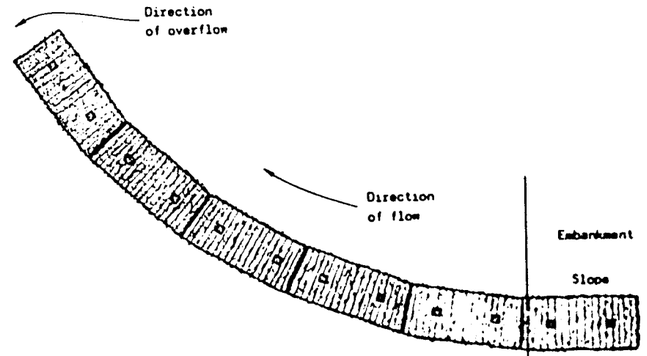
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

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

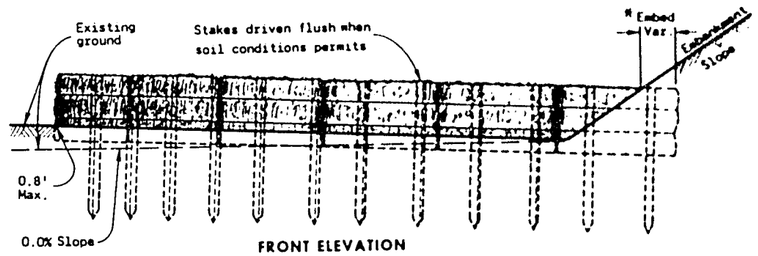
Bales shall be placed with twine or tie wires parallel to the ground.

Stakes to be battered in opposite directions.

* As determined by the Engineer.




PLAN VIEW




FRONT ELEVATION

## EROSION BALES AT TOE OF SLOPE

TYPICAL INSTALLATIONS OF EROSION BALES

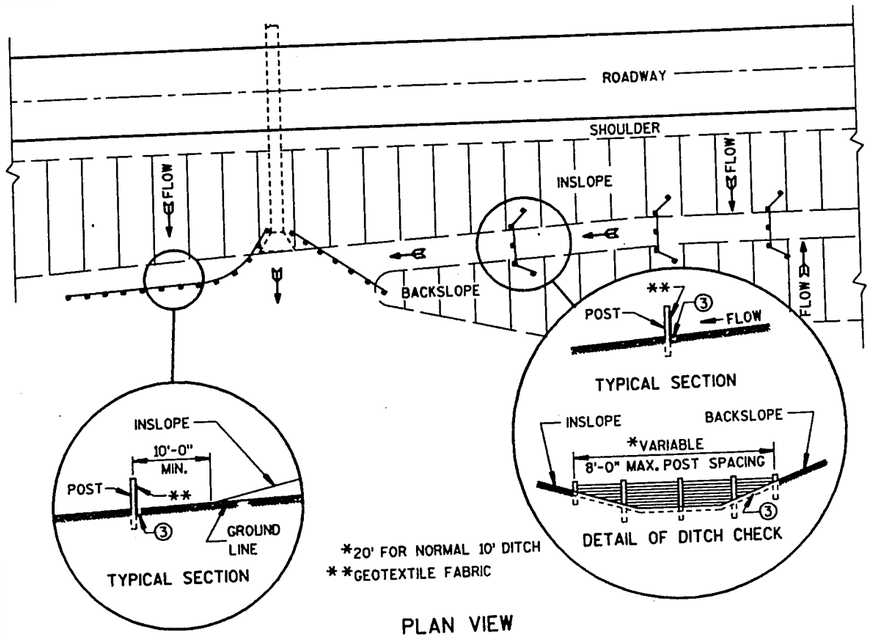
*State of Wisconsin*
*Department of Transportation*
*Division of Highways*

RECOMMENDED FOR APPROVAL
10/14/75 DATE — Chief of Facilities Development

APPROVED
10/16/75 DATE — [illegible]

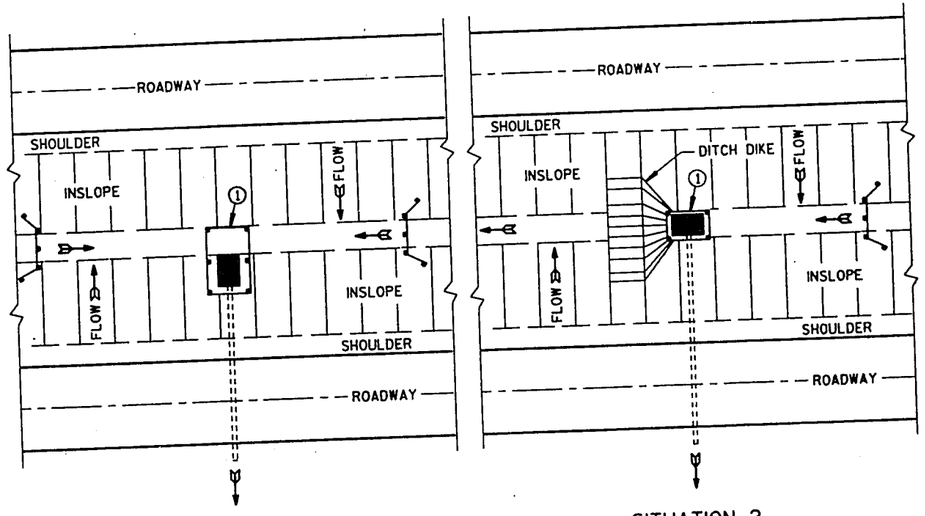
S.D.D. 8E8-1

S.D.D. 8E8-1




PLAN VIEW

## TYPICAL APPLICATIONS OF SILT FENCE




PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

## GENERAL NOTES

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

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

① CROSS BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.

② MINIMUM 14 GAGE WIRE REQUIRED. FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C-C.

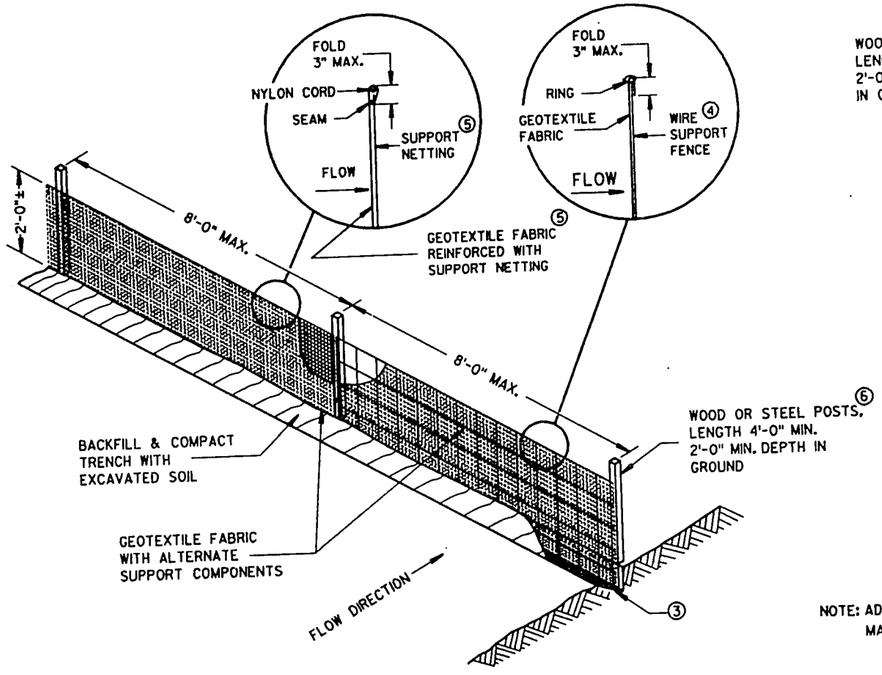
③ EXCAVATE A TRENCH A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

④ WIRE SUPPORT FENCE SHALL BE 14 GAGE MINIMUM WOVEN WIRE WITH A MAXIMUM MESH SPACING OF 6". SECURE TOP OF GEOTEXTILE FABRIC TO TOP OF FENCE WITH STAPLES OR WIRE RINGS AT 12" C-C.

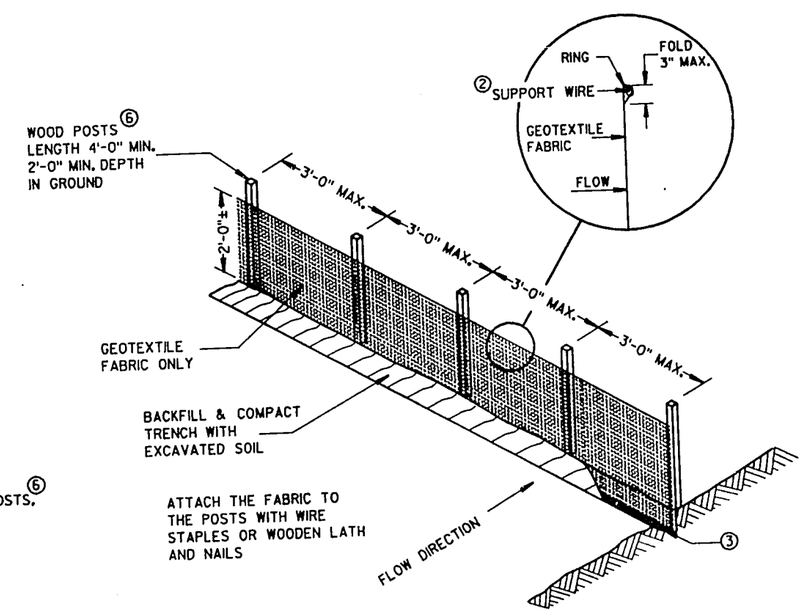
⑤ GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE NETTING WITH A MAXIMUM MESH SPACING OF 3/4" OR EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVALENT IS REQUIRED.

⑥ STEEL POSTS SHALL BE STUDDED "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 1.28 LBS/LINEAL FOOT (WITHOUT ANCHOR). FIN ANCHORS SUFFICIENT TO RESIST POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE A MINIMUM SIZE OF 4" DIA. OR 1 1/2" X 3 1/2" EXCEPT WOOD POSTS FOR GEOTEXTILE FABRIC REINFORCED WITH NETTING SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OAK OR HICKORY.

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

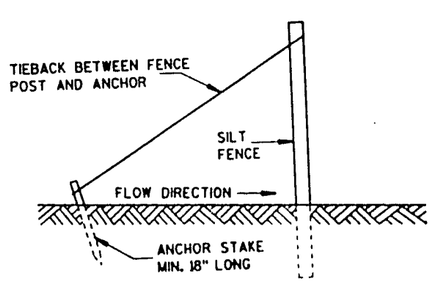



ALTERNATE "A"



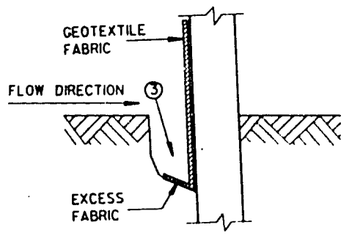

ALTERNATE "B"

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




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)




## TRENCH DETAIL

## SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8-31-89 DATE

STATE DESIGN ENGINEER FOR HWYS

FHWA

S.D.D. 8 E 9-3

S.D.D. 8 E 9-3

## METAL APRON ENDWALLS

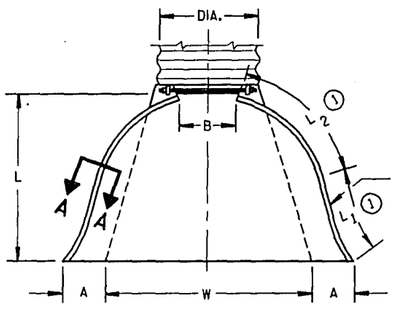
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | $L_1$ ① | $L_2$ ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 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 | .079 | .075 | 10 | 13 | 6 | 41 | 18 | 37 1/4 | 48 | 2 1/2 to 1 | 1 Pc. |
| 30 | .079 | .075 | 12 | 16 | 8 | 51 | 18 | 52 1/4 | 60 | 2 1/2 to 1 | 1 Pc. |
| 36 | .109 | .105 | 14 | 19 | 9 | 60 | 24 | 59 3/4 | 72 | 2 1/2 to 1 | 2 Pc. |
| 42 | .109 | .105 | 16 | 22 | 11 | 69 | 24 | 75 5/8 | 84 | 2 1/2 to 1 | 2 Pc. |
| 48 | .109 | .105 | 18 | 27 | 12 | 78 | 24 | 81 | 90 | 2 1/4 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

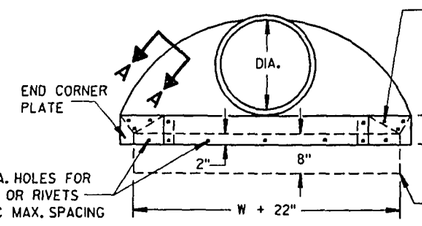
| PIPE DIA. (IN.) | DIMENSIONS (Inches) T | A | B | C | D | E | G | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|
| 12 | 2 | 4 | 24 | 48 1/8 | 72 7/8 | 24 | 2 | 3 to 1 |
| 15 | 2 1/4 | 6 | 27 | 46 | 73 | 30 | 2 1/4 | 3 to 1 |
| 18 | 2 1/2 | 9 | 27 | 46 | 73 | 36 | 2 1/2 | 3 to 1 |
| 21 | 2 3/4 | 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




REINFORCED EDGE (SEE SECTION A-A)

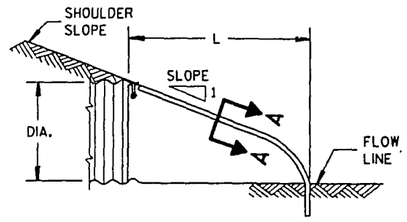
PLAN VIEW




END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

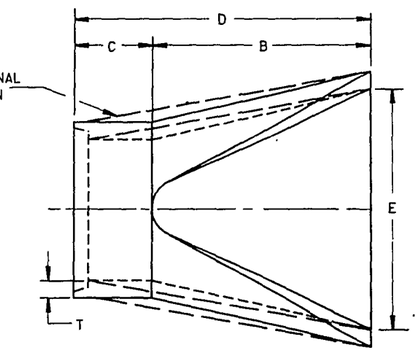
TOE PLATE (SAME THICKNESS AND METAL AS APRON) SHALL BE FURNISHED WHEN CALLED FOR ON THE PLANS

END VIEW

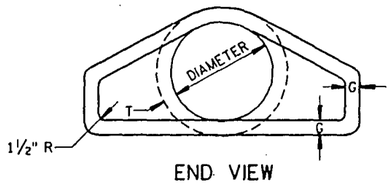



SIDE ELEVATION

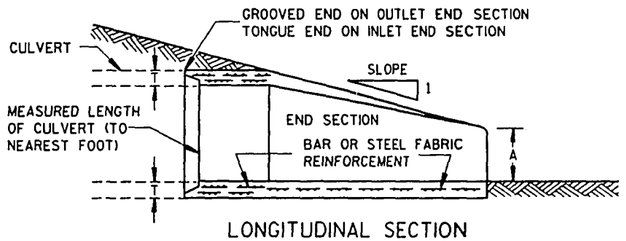
## METAL ENDWALLS




PLAN

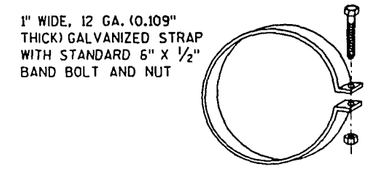



END VIEW



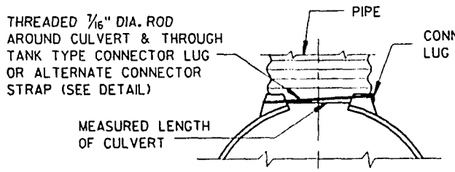

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

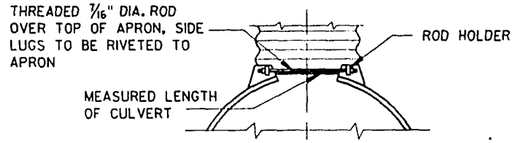



ALTERNATE FOR TYPE 1 CONNECTION

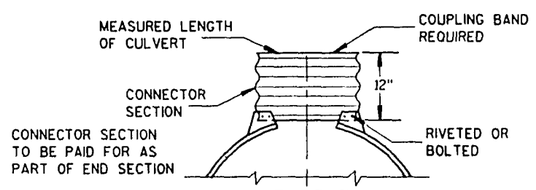
## END SECTION CONNECTOR STRAP



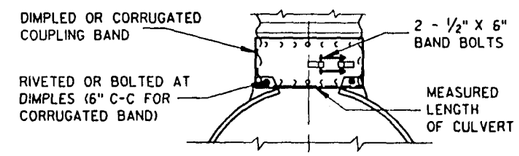

TYPE 1
FOR 12" THRU 24" CORR. PIPE




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

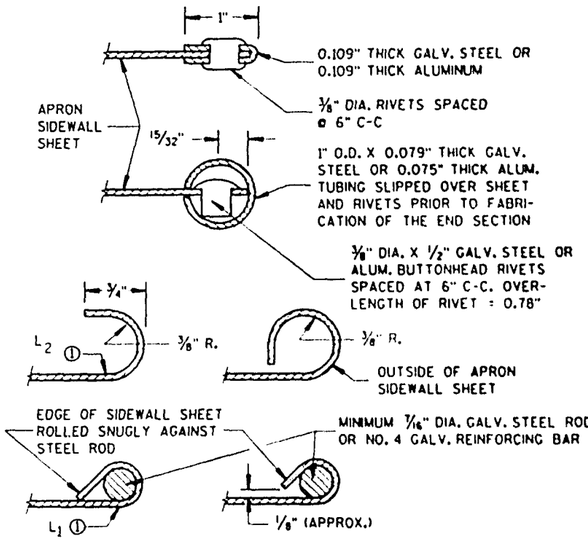
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

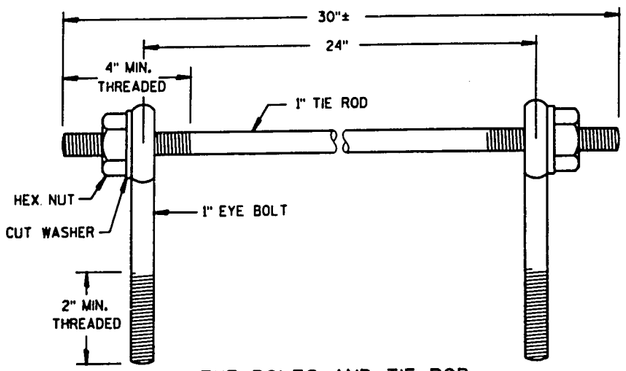
# APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

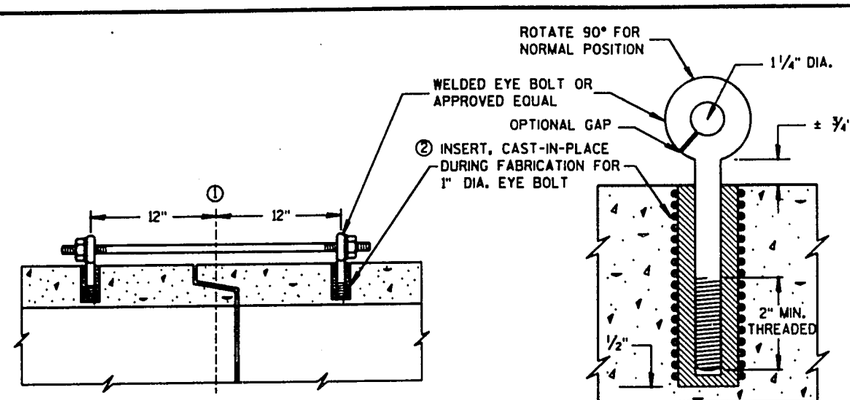
APPROVED 12/17/87 DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 8 F 1-10a

S.D.D. 8 F 1-10a




EYE BOLTS AND TIE ROD




(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

## GENERAL NOTES

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 CULVERT 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.

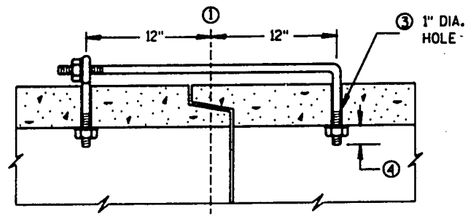
③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12" FROM ℄ OF TONGUE AND GROOVE.

④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2".

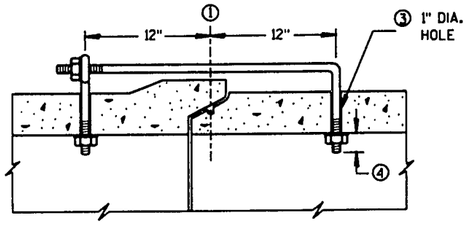
⑤ ROD DIAMETER + 1 INCH.

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

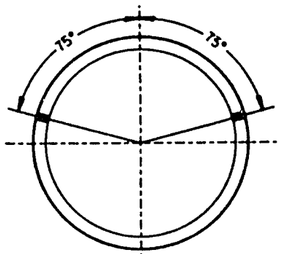
EYE BOLT DIMENSION TABLE

| 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

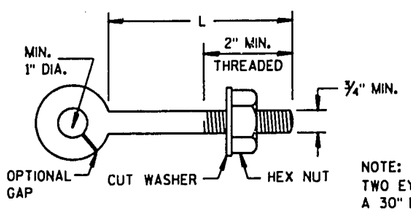
| PIPE DIAMETER | TIE ROD DIAMETER | D | $L_1$ | N |
|---|---|---|---|---|
| 12-60 | 5/8 | 5/8 | 5 | 1/2 |
| 66-84 | 3/4 | 3/4 | 5 | 1/2 |
| 90-108 | 1 | 1 | 7 | 1 1/16 |

DIMENSIONS SHOWN ARE IN INCHES



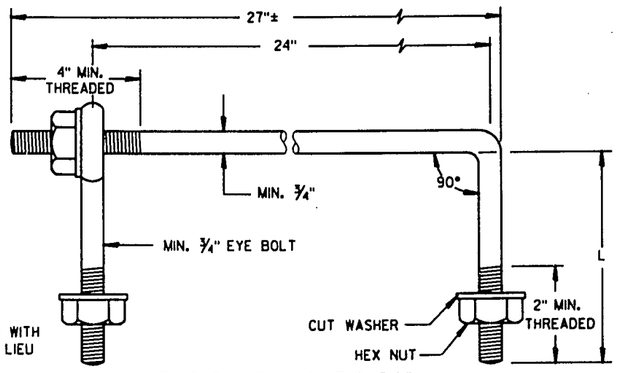

PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION




EYE BOLT

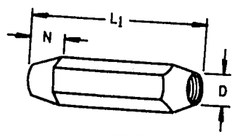
NOTE:
TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



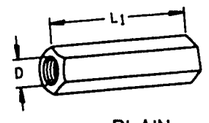

EYE BOLT AND TIE ROD

(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

## EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)



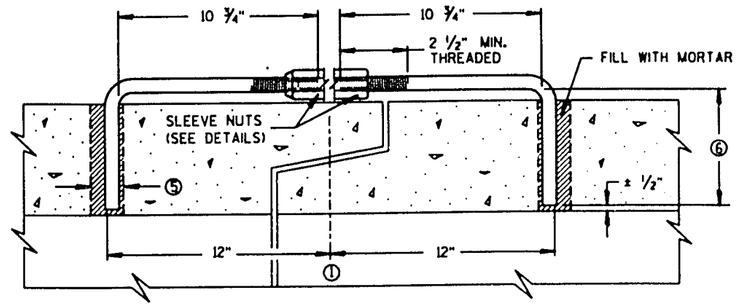

TAPERED




PLAIN

RIGHT AND LEFT THREADS

## SLEEVE NUTS




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
8/18/92
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 8 F 4-5

S.D.D. 8 F 4-5

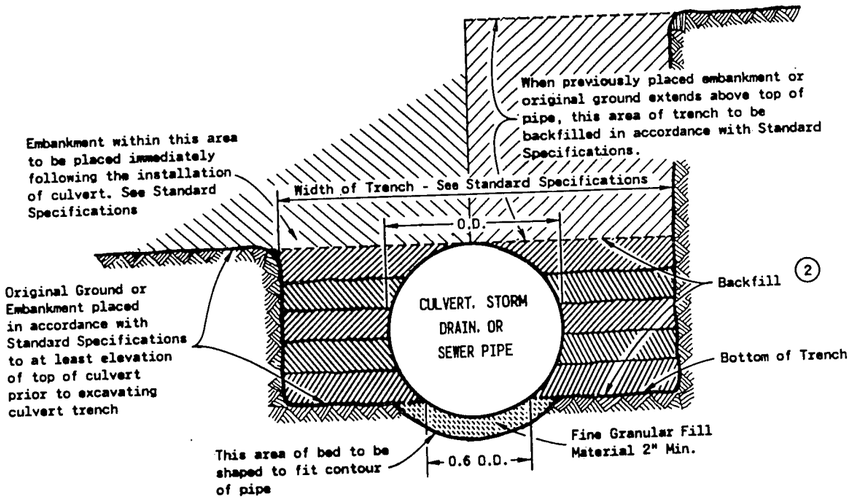
## GENERAL NOTES

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

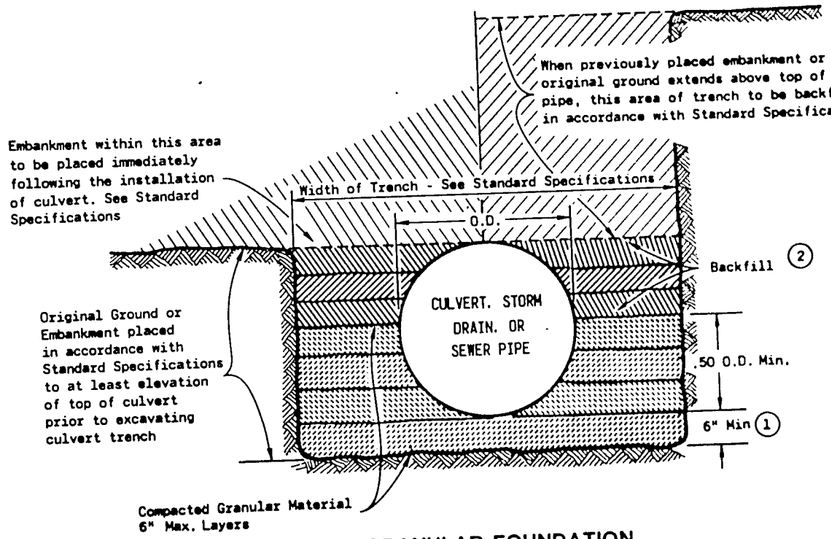
The shaped subgrade with granular foundation is an equal alternate to the granular foundation except where rock is encountered.

(1) Where rock, hard pan or fragmented material is encountered, the trench shall be excavated below the bottom of the pipe an amount equal to $\frac{1}{2}$ inch per foot of proposed embankment above the top of the pipe, but not less than 6 inches.

(2) Trench shall be backfilled as required by Standard Specifications; Section 520 for pipe culverts and Section 607 for storm sewers.




SHAPED SUBGRADE WITH GRANULAR FOUNDATION




GRANULAR FOUNDATION

## CLASS "B" BEDDING

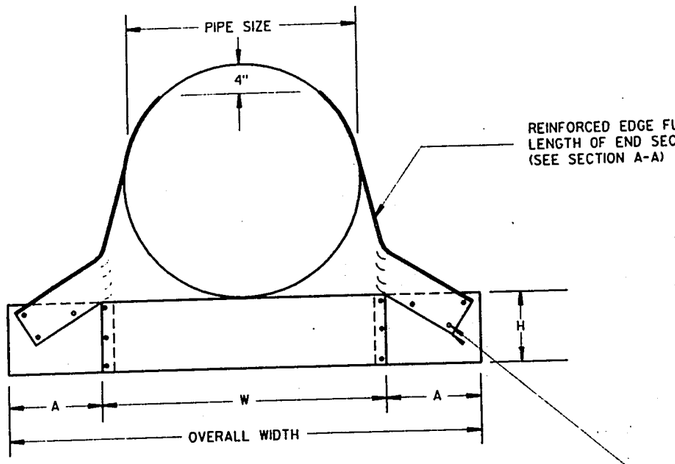
CLASS "B" BEDDING FOR CULVERT PIPE OR STORM SEWER

State of Wisconsin
Department of Transportation

APPROVED 4-7-83
DATE

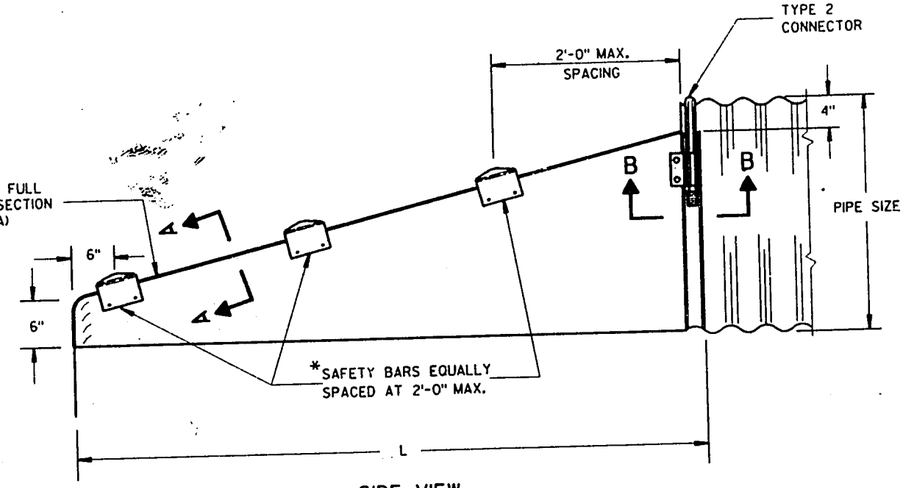
S.D.D. 8 F 5-1

S.D.D. 8 F 5-1




FRONT VIEW

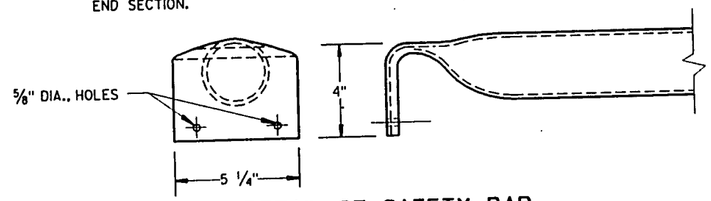
BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



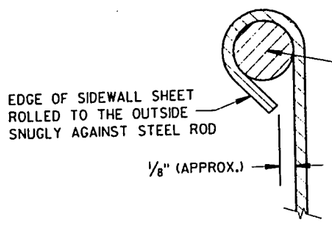

SIDE VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

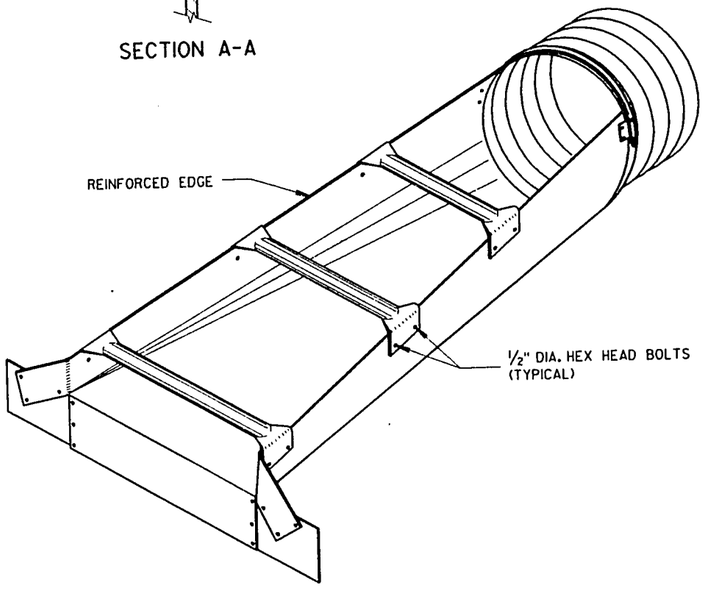
3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



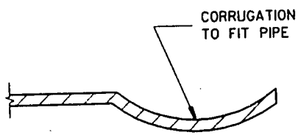

DETAIL OF SAFETY BAR



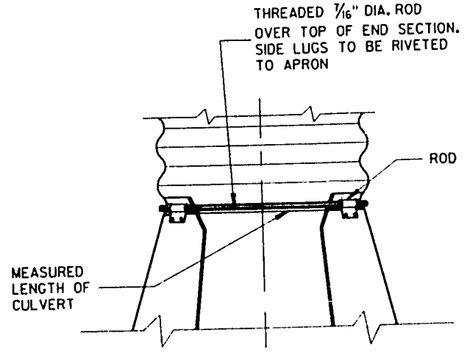

SECTION A-A




ISOMETRIC VIEW




SECTION B-B




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 SLOPED SECTION**

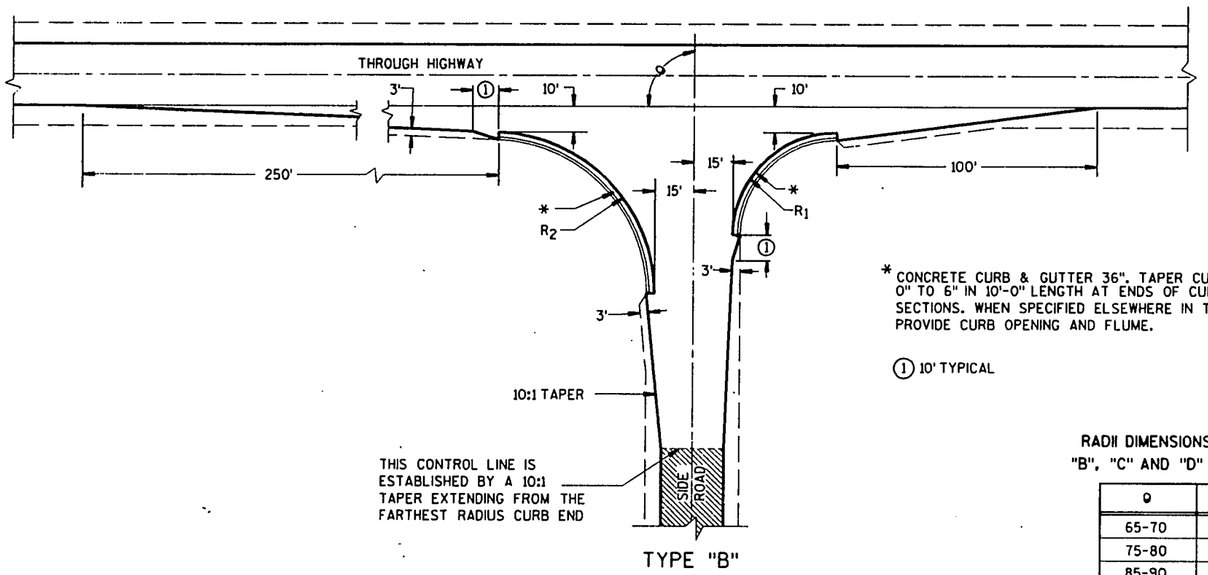
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/1/
DATE

STATE HIGHWAY ENGINEER FOR HWYS

S.D.D. 8 F 7-2

S.D.D. 8 F 7-2



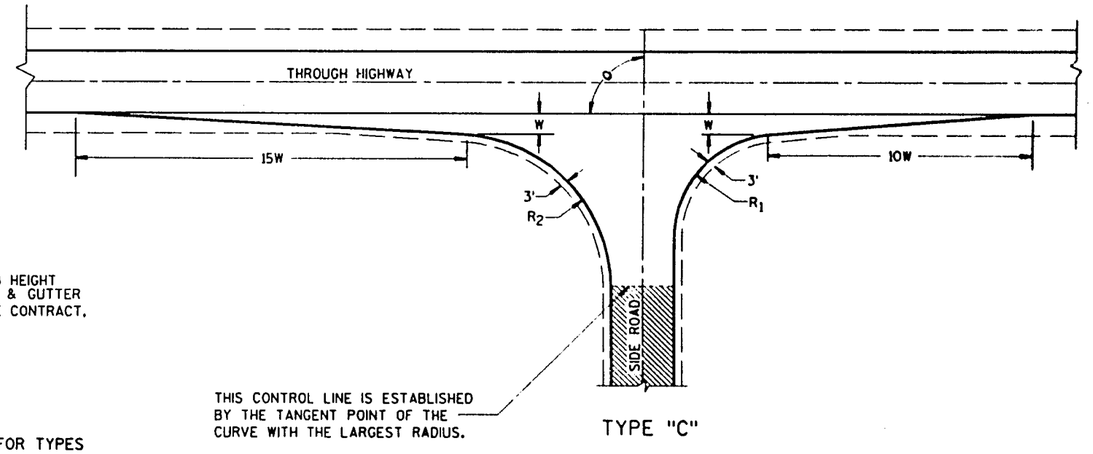

TYPE "B"

* 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.

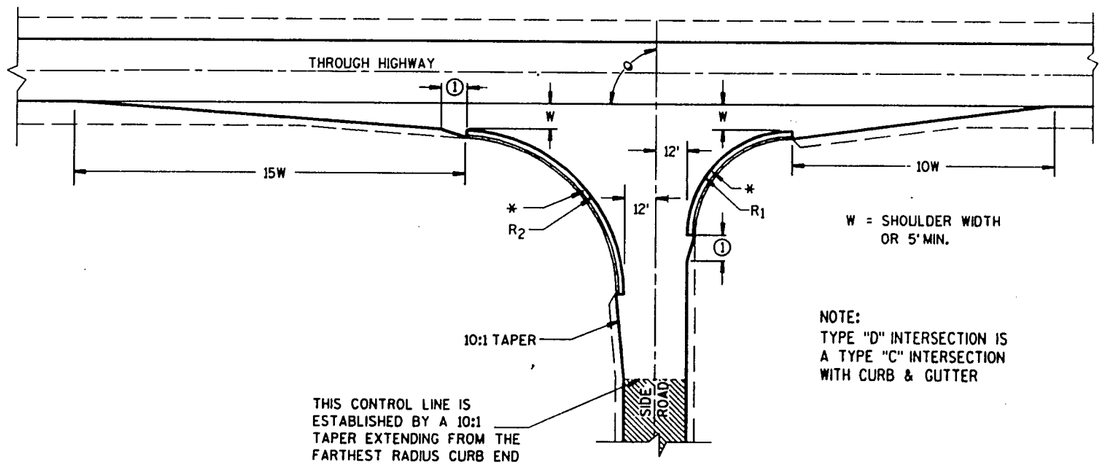
(1) 10' TYPICAL

RADII DIMENSIONS FOR TYPES "B", "C" AND "D" INTERSECTIONS

| ϕ | $R_1$ | $R_2$ |
|---|---|---|
| 65-70 | 35 | 70 |
| 75-80 | 40 | 70 |
| 85-90 | 40 | 60 |
| 100 | 50 | 55 |
| 105-110 | 60 | 45 |




TYPE "C"




TYPE "D"

W = SHOULDER WIDTH OR 5' MIN.

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

# AT-GRADE SIDE ROAD INTERSECTION, TYPES 'B','C' AND 'D'

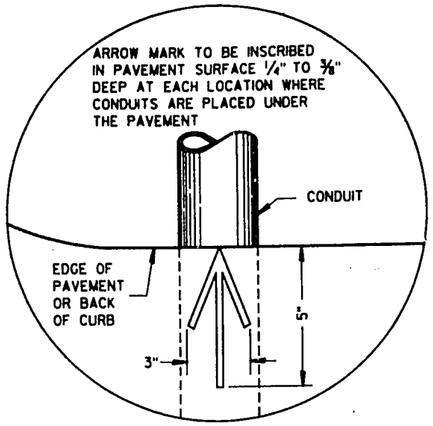
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 6/24/69
DATE
FHWA

STATE DESIGN ENGINEER FOR HWYS

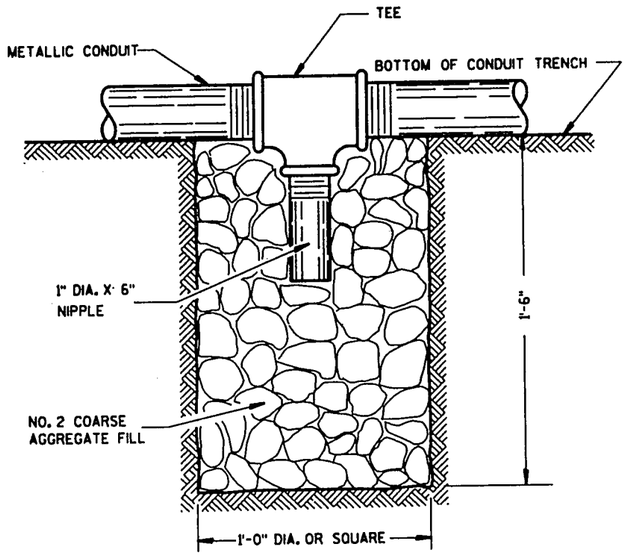
S.D.D. 9 A 1-80

S.D.D. 9 A 1-80



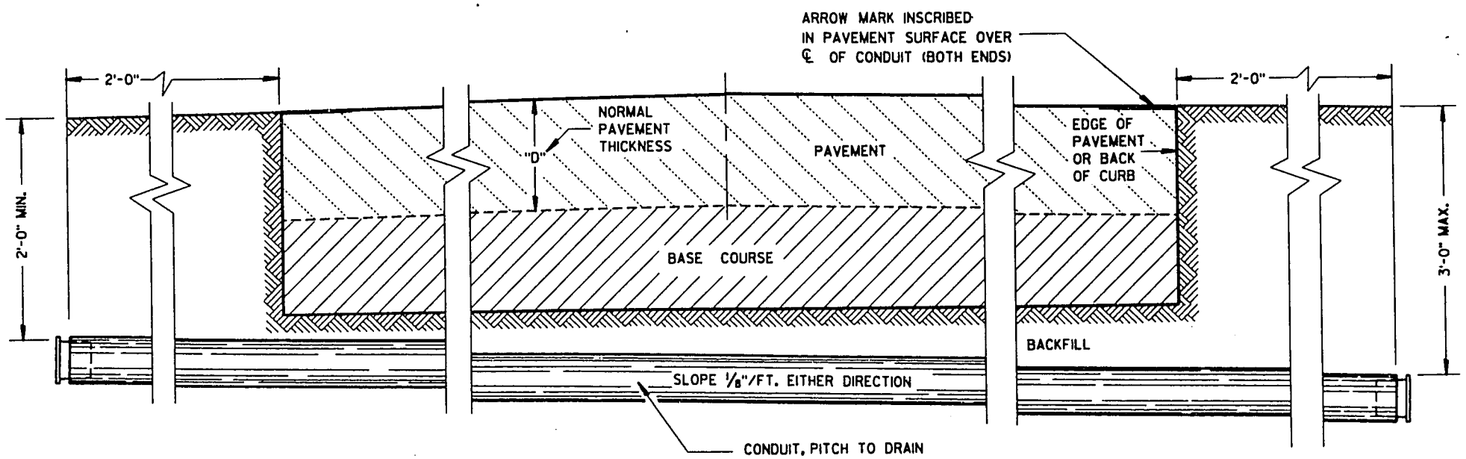

PLAN VIEW

**ARROW MARK**




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

## DRAIN SUMP FOR CONDUIT




SIDE ELEVATION

## DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

## GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 613.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 613.2.3) 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.

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

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO 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 PIPE FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX).

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

BENDING OF PVC SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

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 UNLESS OTHERWISE APPROVED BY THE PROJECT ENGINEER.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

**CONDUIT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

1/11/92 DATE — STATE ELECTRICAL ENGR FOR HWYS

9/15/92 DATE — STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 9 B 2-5

S.D.D. 9 B 2-5

## TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

| DIMENSION IN INCHES | | TYPE OF PIPE | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | CORRUGATED STEEL | | | | | | POLYETHYLENE SDR 32.5 |
| PIPE DIAMETER (INSIDE) | A | 12 | 12 | 18 | 18 | 24 | 24 | 12 |
| PIPE LENGTH ** | B | 24 | 36 | 24 | 36 | 24 | 36 | 24 |
| WALL THICKNESS | C | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.4 |
| COVER | D | 10 1/4 | 10 1/4 | 16 1/4 | 16 1/4 | 22 1/4 | 22 1/4 | 10 1/4 |
| FRAME | E | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 26 1/2 | 26 1/2 | 14 1/2 |
| FRAME | F | 8 1/2 | 8 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 8 1/2 |
| FRAME | G | 11 1/2 | 11 1/2 | 17 1/2 | 17 1/2 | 23 1/2 | 23 1/2 | 11 1/2 |
| WEIGHT IN POUNDS * | | | | | | | | |
| FRAME AND COVER | | 60 | 60 | 110 | 110 | 155 | 155 | 60 |

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED)

## 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.

POLYETHYLENE PULL BOXES SHALL NOT BE INSTALLED IN CONCRETE OR ASPHALTIC PAVEMENT. PULL BOXES LOCATED IN THE ROADWAY 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.

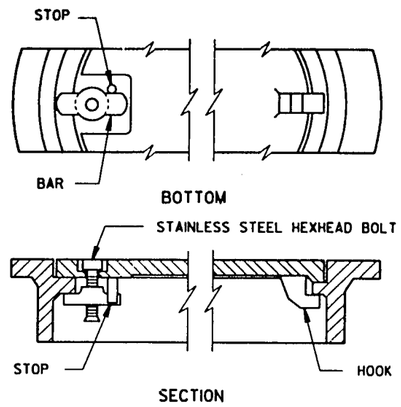
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE. THE MECHANICAL CONNECTION (INSIDE AND OUTSIDE) TO THE PULL BOX, SHALL BE TOTALLY AND PERMANENTLY SEALED WITH A SILICONE OR RUBBERIZED CAULKING COMPOUND AS APPROVED BY THE ENGINEER.

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

DRAIN DUCT SHALL BE MEASURED AND PAID FOR SEPARATELY.

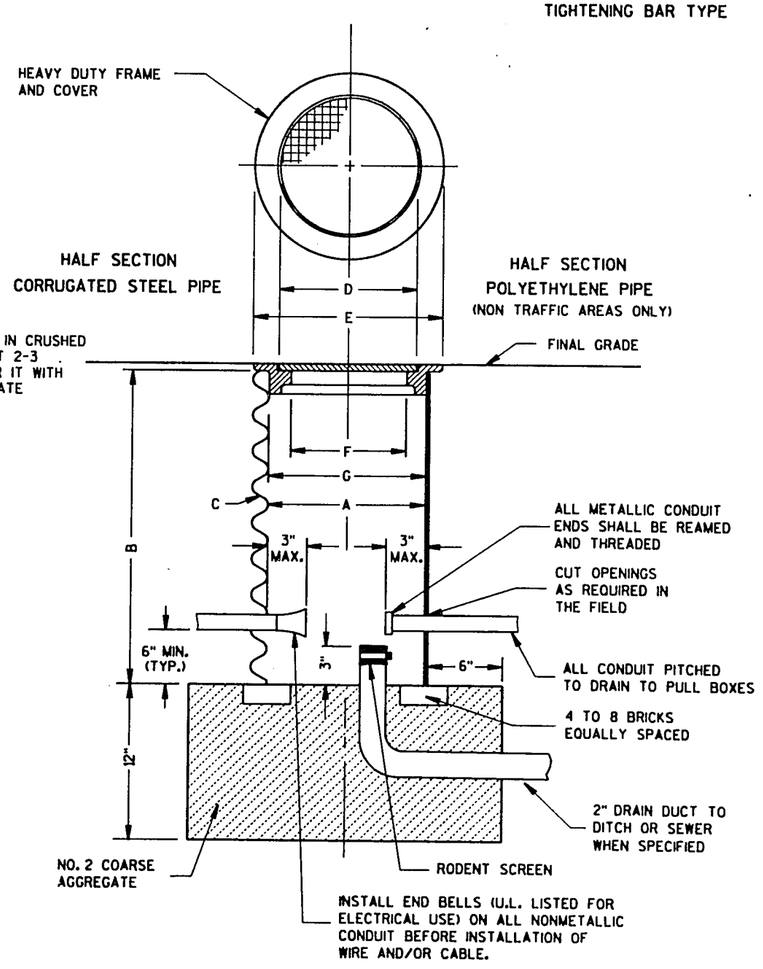
RODENT SCREEN SHALL BE 1/8" GALVANIZED STEEL MESH AND BE INSTALLED WITH A STAINLESS STEEL HOSE CLAMP OF SUFFICIENT SIZE.

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

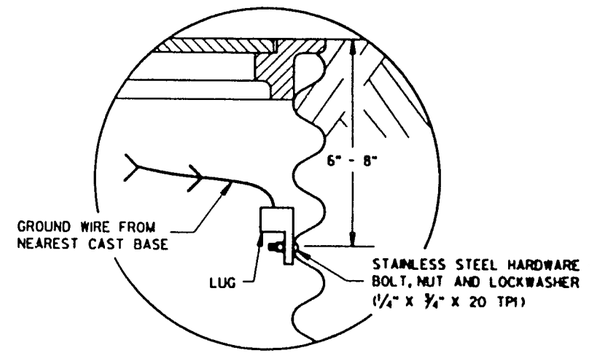



### ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE




### PULL BOX




### GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

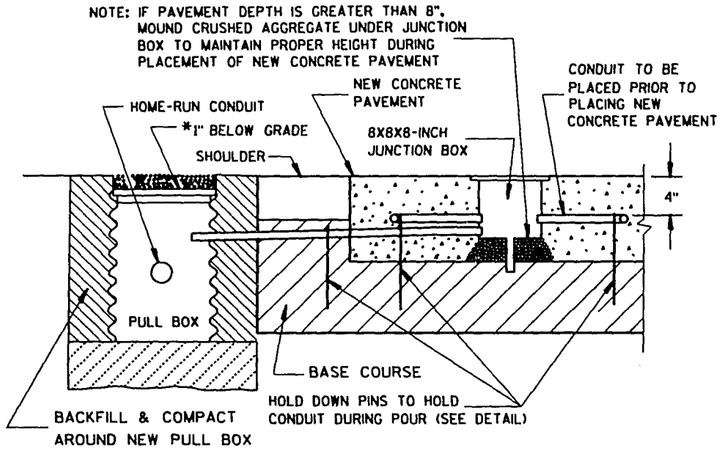
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/21/93 DATE — STATE ELECTRICAL ENGR FOR WDOT
4/21/93 DATE — STATE TRAFFIC ENGINEER FOR WDOT
FHWA

S.D.D. 9 B 4-1

S.D.D. 9 B 4-1




SECTION A-A
NO CURB & GUTTER
LOOP DETECTOR 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.

## 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.

THE GROUND RESISTANCE READING OF THE LOOP SHALL READ "INFINITY" TO GROUND ON AN OHMMETER USING A MULTIPLIER SCALE OF 1 MEGOHM AND AN INPUT RESISTANCE OF 11 MEGOHMS MINIMUM BEFORE SPLICING THE LOOP TO THE LEAD-IN CABLE.

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.

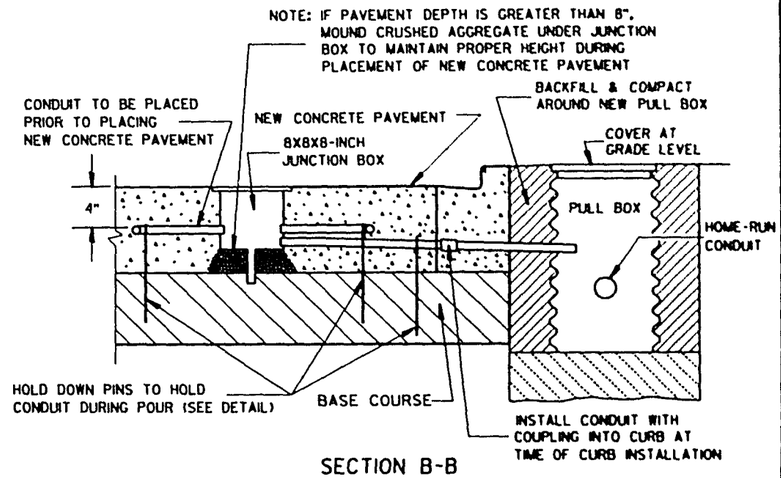
LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TURNS PER FOOT BEFORE INSTALLATION.

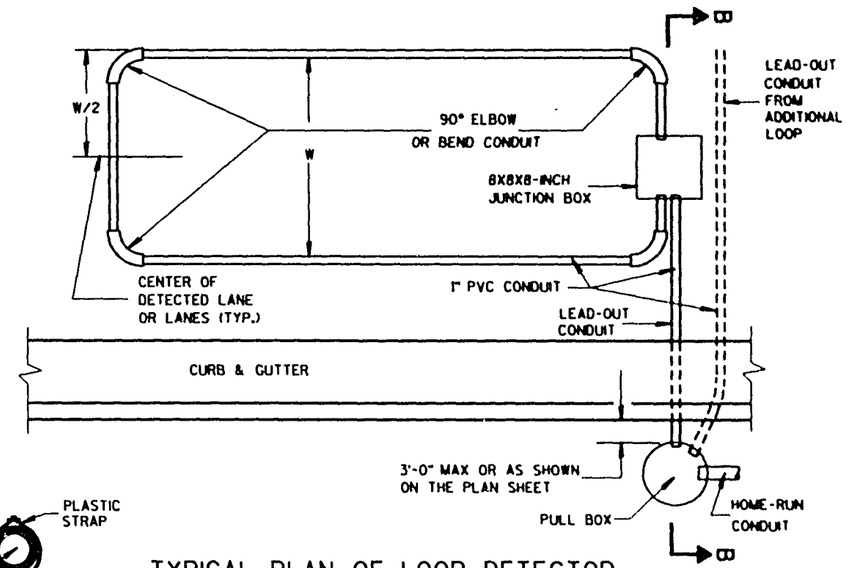
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROAD SIDE PULL BOX, THROUGH THE JUNCTION BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

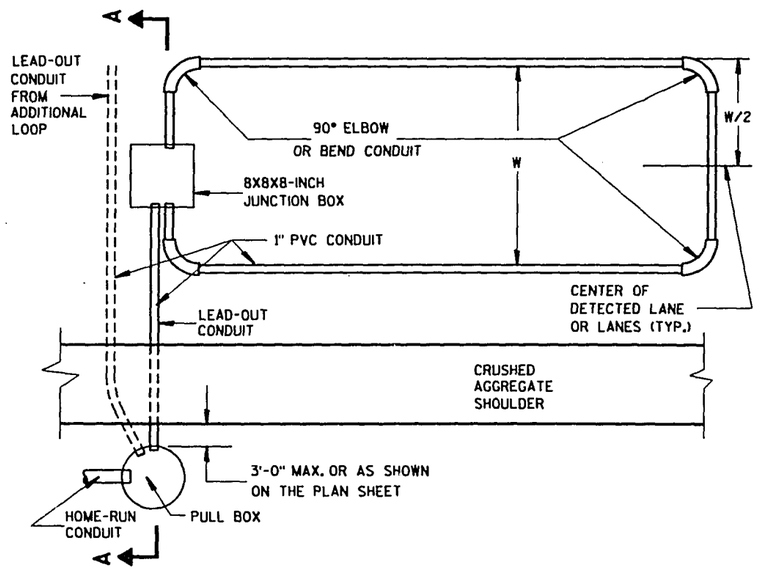
PROTECTION OF THE JUNCTION BOX AND RELATED CONDUITS SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED.



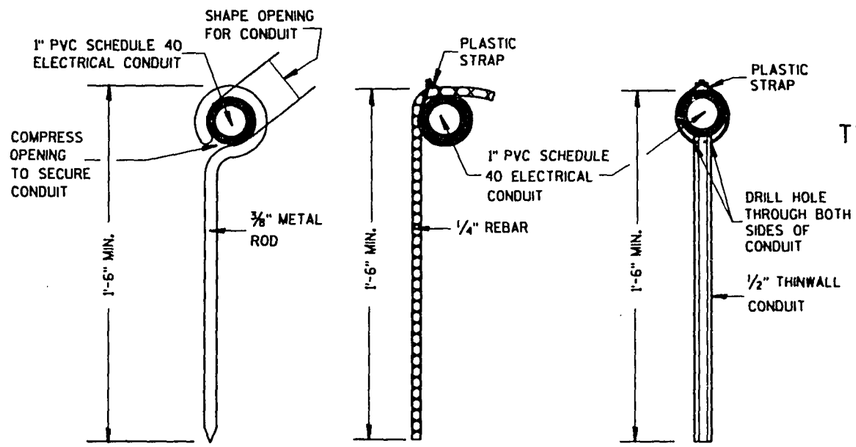

SECTION B-B
CURB & GUTTER
LOOP DETECTOR INSTALLATION DETAIL




TYPICAL PLAN OF LOOP DETECTOR
WITH 8X8X8-INCH JUNCTION BOX




TYPICAL PLAN OF LOOP DETECTOR
WITH 8X8X8-INCH JUNCTION BOX




TYPICAL DETAILS FOR HOLD DOWN PINS

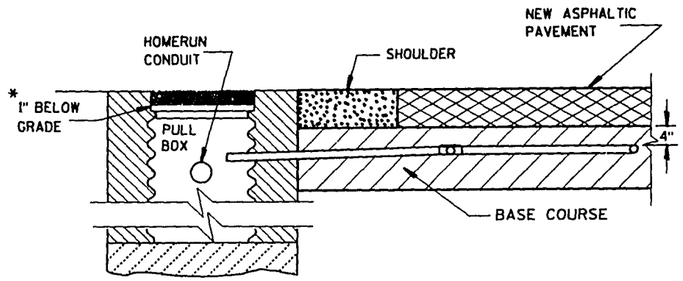
LOOP DETECTOR INSTALLED
IN NEW CONCRETE PAVEMENT
8X8X8-INCH JUNCTION BOX
(MULTIPLE LEAD-OUT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/21/93 DATE — STATE ELECTRICAL ENGR FOR HOYS
4/21/93 DATE — STATE TRAFFIC ENGINEER FOR HOYS
FHWA

S.D.D. 9 F 3-1

S.D.D. 9 F 3-1

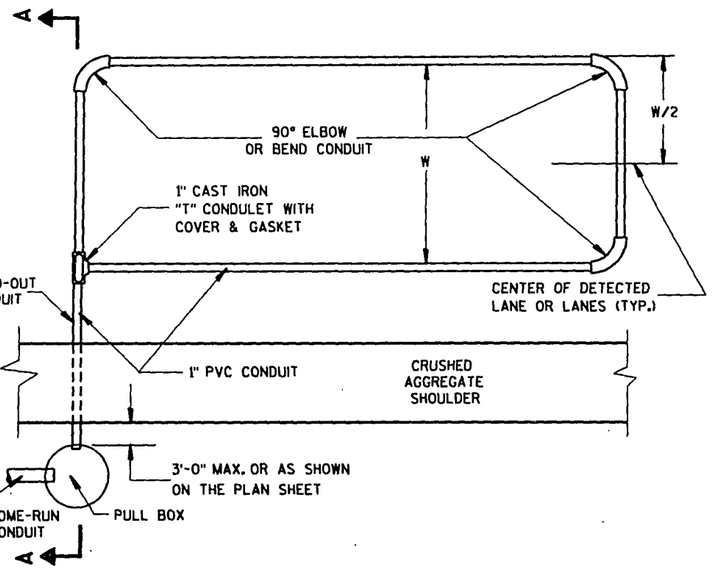



SECTION A-A

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.

THE GROUND RESISTANCE READING OF THE LOOP SHALL READ "INFINITY" TO GROUND ON AN OHMMETER USING A MULTIPLIER SCALE OF 1 MEGOHM AND AN INPUT RESISTANCE OF 11 MEGOHMS MINIMUM BEFORE SPLICING THE LOOP TO THE LEAD-IN CABLE.

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 TURNS 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.

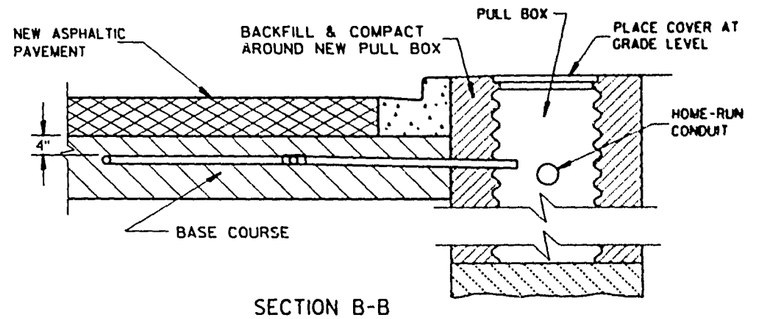
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

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 SHALL BE SEALED AS STATED IN THE SPECIAL PROVISIONS.

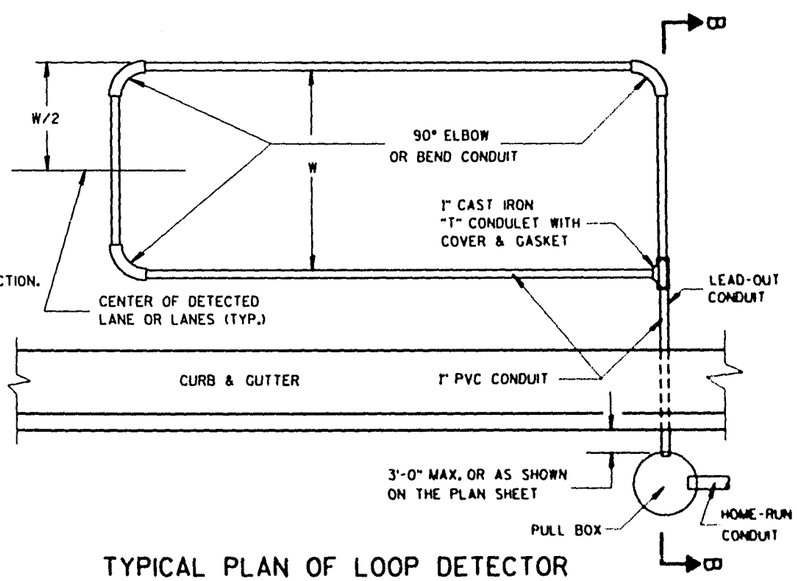
DRIVE A 1½" MAX. PK NAIL INTO THE NEW ASPHALTIC PAVEMENT AND DIRECTLY ABOVE THE CONDULET AFTER THE FINAL LAYER OF NEW ASPHALTIC PAVEMENT IS COMPLETELY INSTALLED, IF REQUIRED BY THE DISTRICT TRAFFIC SECTION.




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

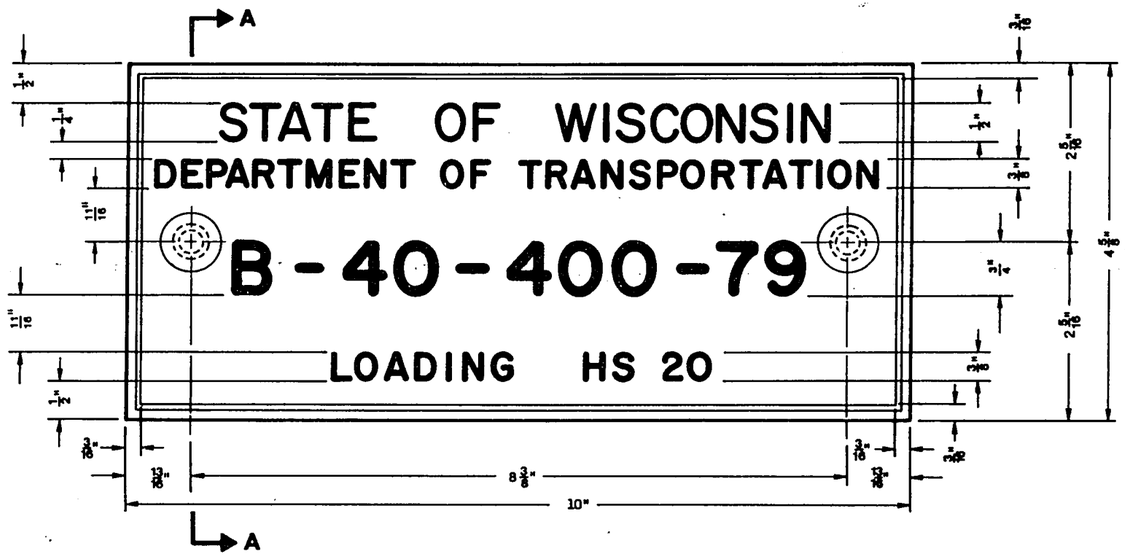
4/21/93 DATE — STATE ELECTRICAL ENGR FOR HWYS

4/21/93 DATE — STATE TRAFFIC ENGINEER FOR HWYS

FHWA

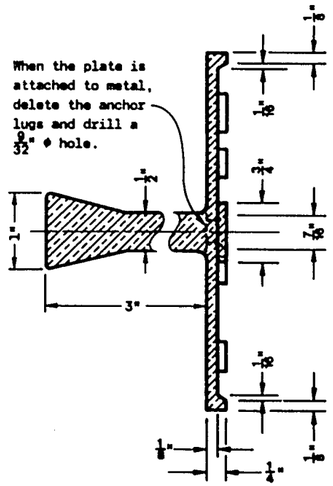
S.D.D. 9 F 8-1

S.D.D. 9 F 8-1

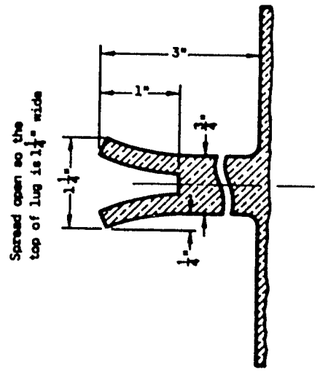



**TYPICAL NAME PLATE**

(BRIDGES, CULVERTS, AND RETAINING WALLS)




**SECTION A-A**




**ALTERNATE LUG**

FOR MULTI-UNIT STRUCTURES LINES 4 AND 5 ABOVE SHALL READ:

B = Bridge
C = Culvert
RW = Retaining Wall

Year of Substantial Completion

County No.

Bridge No.

**B-40-400-79**

**UNIT 1A HS 20M**

Unit No. for Multiple Unit

Design Loading of Structure Indicated on the Plan

**NUMBERING AND LOADING DESIGNATION**
**MULTI-UNIT STRUCTURES**

## GENERAL NOTES

Name Plates to be installed on Bridges, Culverts, and Retaining Walls shall conform to the requirements of Section 506.2.4 of the Standard Specifications.

The Bridge Number and Design Loading shown on this drawing are examples only. See Construction Plans for individual numbering and design loading.

**NAME PLATE (STRUCTURES)**

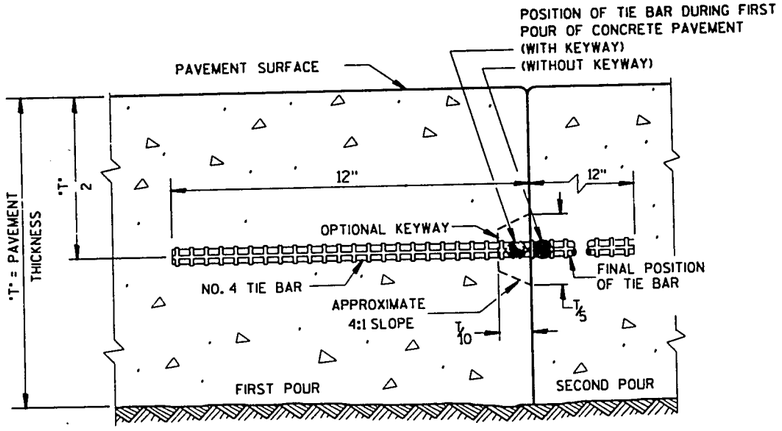
State of Wisconsin
Department of Transportation
Division of Transportation Facilities

APPROVED 9-27-79
DATE

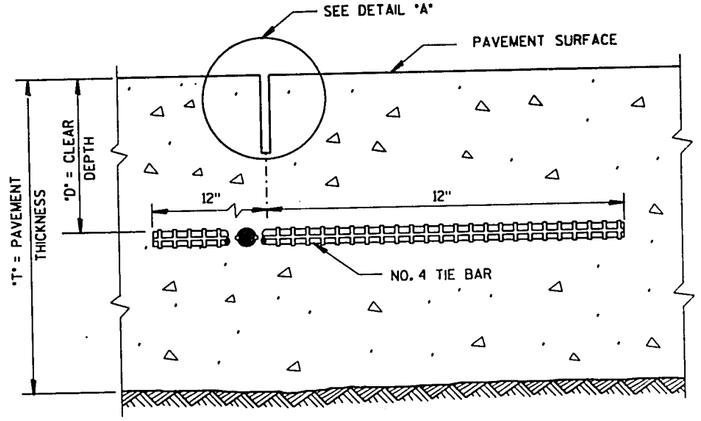
STATE BRIDGE DESIGN ENGINEER

S.D.D. 12 A 3-4

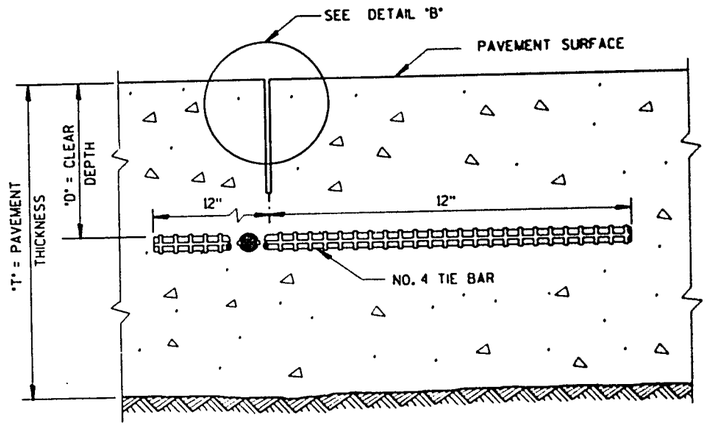
S.D.D. 12 A 3-4




CONSTRUCTION JOINT




SAWED JOINT




RIBBON JOINT

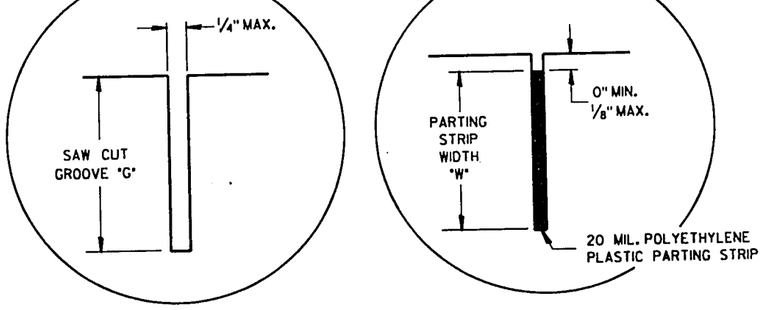
## GENERAL NOTES

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

DETAILS "A" AND "B" ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED IN THE CONTRACT.

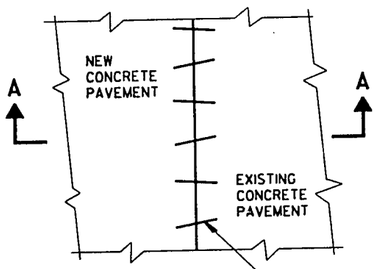
LONGITUDINAL JOINTS SHALL NOT BE SEALED OR FILLED.

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.

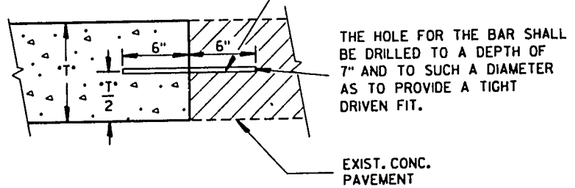



DETAIL "A"

DETAIL "B"

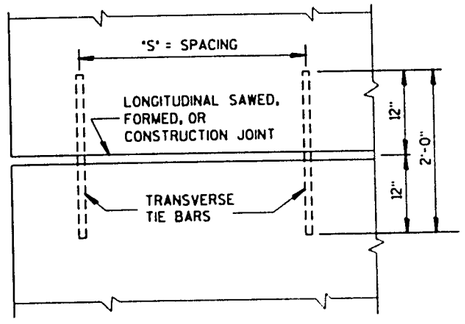



PLAN VIEW




SECTION A-A
PAVEMENT TIES

| PAVEMENT THICKNESS "T" | CLEAR DEPTH "D" | SAW CUT GROOVE "G" | MAXIMUM TIE BAR SPACING "S" PAVEMENT WIDTH 24' OR 26' | MAXIMUM TIE BAR SPACING "S" PAVEMENT WIDTH 30' | PARTING STRIP WIDTH "W" |
|---|---|---|---|---|---|
| 6" | 3"±1/2" | 1 1/2" | 48" | 42" | 2" |
| 7" | 3 1/4"±1" | 1 3/4" | 45" | 36" | 2 1/4" |
| 8" | 3 3/4"±1" | 2" | 39" | 30" | 2 1/2" |
| 9" | 4 1/4"±1" | 2 1/4" | 33" | 27" | 3" |
| 10" | 4 3/4"±1" | 2 1/2" | 30" | 24" | 3 1/4" |
| 11" | 5 1/4"±1" | 2 3/4" | 27" | 21" | 3 3/4" |
| 12" | 5 3/4"±1" | 3" | 24" | 21" | 4" |




PLAN VIEW
SHOWING LOCATION OF TIE BARS

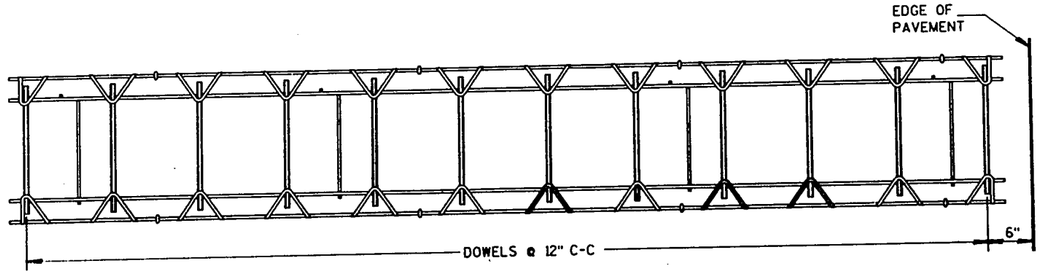
CONCRETE PAVEMENT
LONGITUDINAL JOINTS
AND PAVEMENT TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

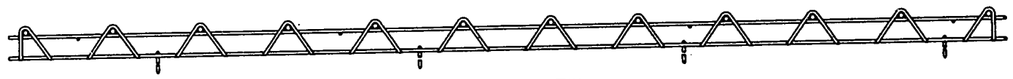
APPROVED
3/6/92
DATE
STATE DESIGN ENGINEER FOR FHWA
FHWA

S.D.D. 13 C 1-9

S.D.D. 13 C 1-9




PLAN VIEW



SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY①

DOWEL BAR SIZE TABLE

| PAVEMENT DEPTH | DOWEL BAR DIAMETER |
|---|---|
| 9" OR LESS | 1¼" |
| MORE THAN 9" | 1½" |

## GENERAL NOTES

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

CONTRACTION JOINTS

UNLESS OTHERWISE SPECIFIED OR SHOWN IN THE CONTRACT, CONTRACTION JOINTS MAY BE ORIENTED EITHER NORMAL TO THE CENTERLINE AS SHOWN OR SKEWED 6:1 RIGHT HAND FORWARD. THE LOCATION OF CONTRACTION JOINTS THRU INTERSECTIONS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

CONTRACTION JOINTS SHALL NOT BE SEALED OR FILLED.

DOWEL BARS SHALL BE INSTALLED PARALLEL TO THE PAVEMENT CENTERLINE AND SURFACE.

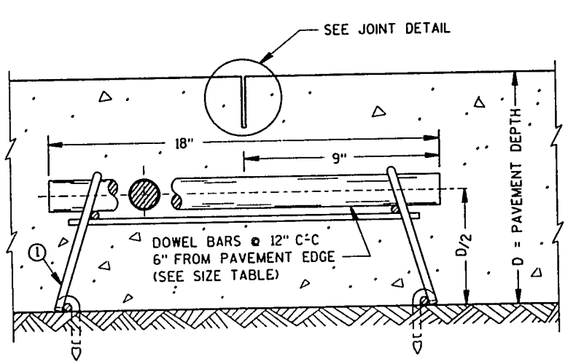
CONSTRUCTION JOINTS

CONSTRUCTION JOINTS SHALL BE A MINIMUM OF 4 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGNED EITHER PARALLEL TO CONTRACTION JOINTS OR AT 90° TO THE CENTERLINE.

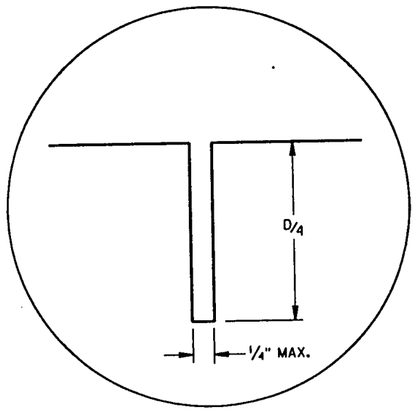
TIE BARS MAY BE INSERTED THROUGH THE HEADER BOARD AFTER THE CONCRETE HAS BEEN POURED.

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

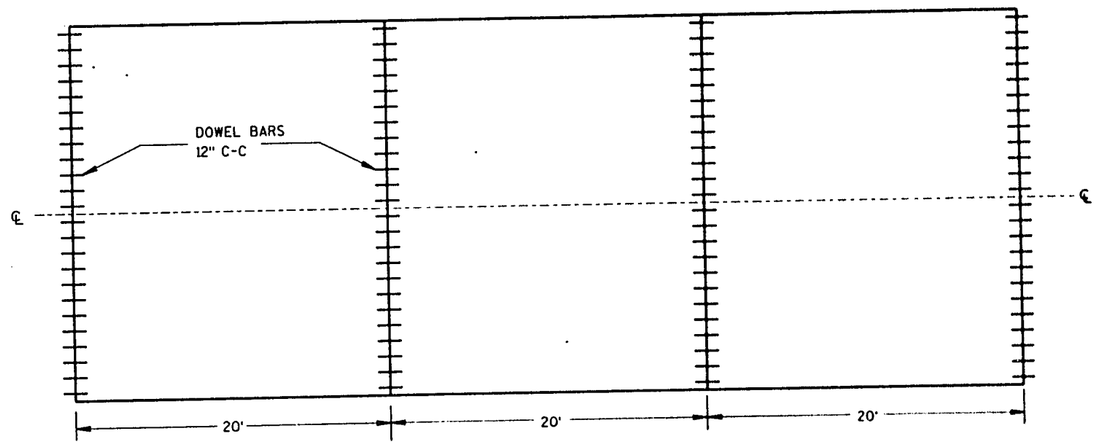
① ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY MAY BE USED WHEN APPROVED BY THE ENGINEER. MECHANICAL DOWEL BAR IMPLANTERS MAY BE USED INSTEAD OF DOWEL ASSEMBLIES.



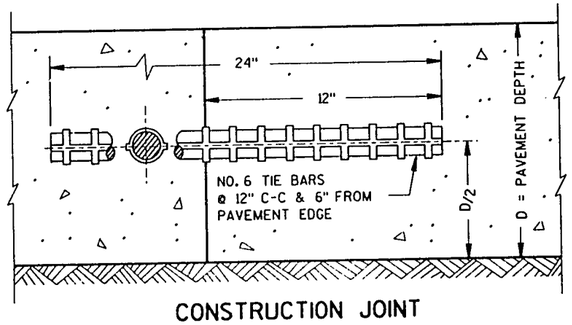

DOWELED CONTRACTION JOINT




JOINT DETAIL




CONTRACTION JOINT LOCATIONS




CONSTRUCTION JOINT

DOWELED NON-REINFORCED CONCRETE PAVEMENT
(TRANSVERSE JOINTS SPACED AT 20' & NORMAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

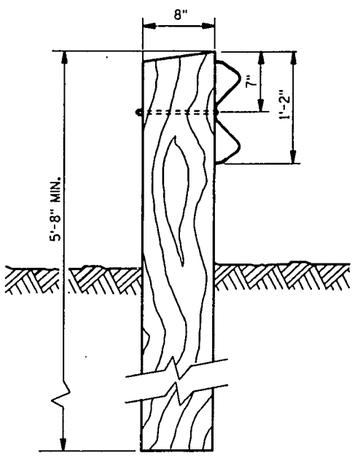
APPROVED 12/19/90
DATE

STATE DESIGN ENGINEER FOR FHWA

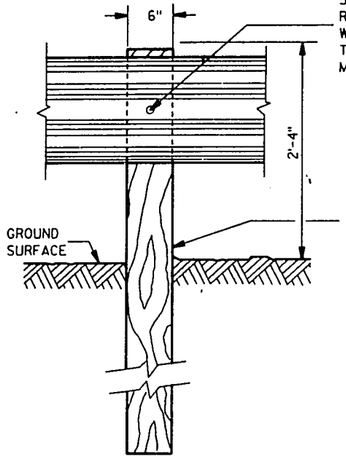
FHWA

S.D.D. 13 C 13-1

S.D.D. 13 C 13-1



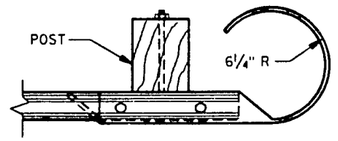

END VIEW



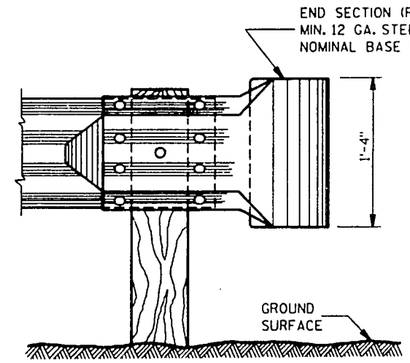

FRONT VIEW

BUTTONHEAD MOUNTING BOLT 5/8 " DIA. X LENGTH AS REQUIRED, SECURED WITH WASHER & NUT. THREAD END TO BE BURRED FOLLOWING MOUNTING.

SAWED TREATED TIMBER POSTS 6" X 8" X 6'-0" SHALL BE FURNISHED AND PLACED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.




PLAN

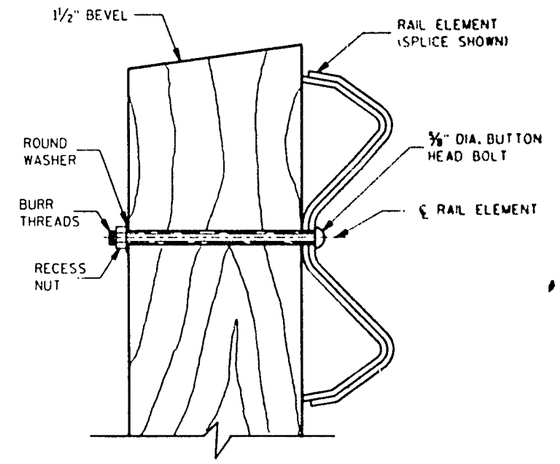



FRONT ELEVATION

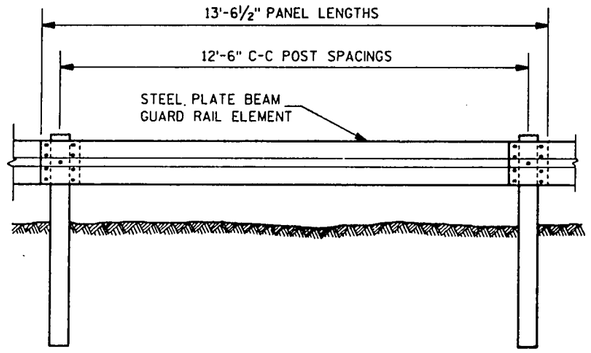
END SECTION (ROUNDED) DETAILS

## GENERAL NOTES

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

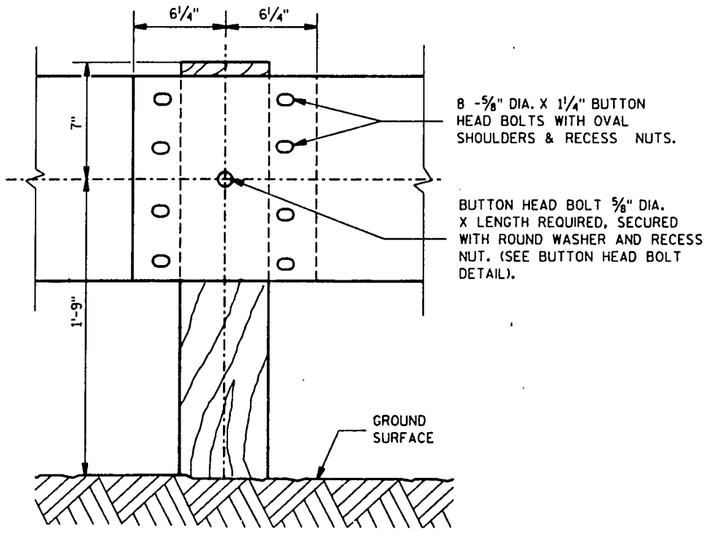



BUTTON HEAD BOLT DETAIL




FRONT VIEW

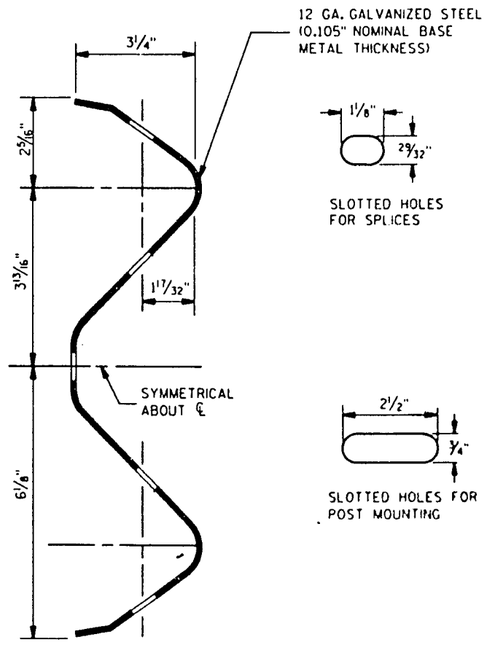
POST DETAIL




8 -⅝" DIA. X 1¼" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

BUTTON HEAD BOLT ⅝" DIA. X LENGTH REQUIRED, SECURED WITH ROUND WASHER AND RECESS NUT. (SEE BUTTON HEAD BOLT DETAIL).

RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL




SECTION THRU RAIL ELEMENT

STEEL PLATE BEAM GUARD CLASS B

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3-25-85 DATE

CHIEF DESIGN ENGINEER

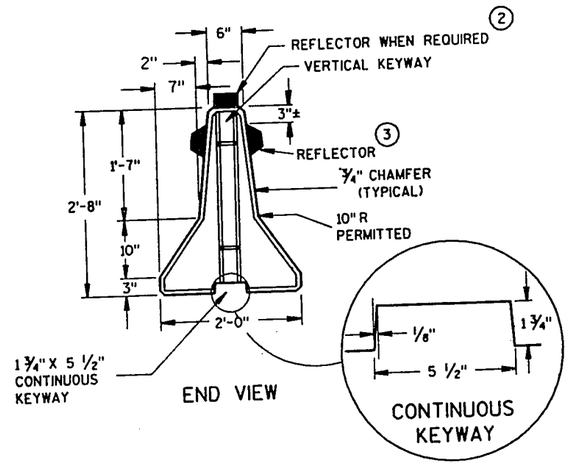
FHWA

S.D.D. 14 B 3-2

S.D.D. 14 B 3-2

| 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

## 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 MASONRY SHALL BE EITHER GRADE "A" OR THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

BARRIERS SHALL BE REINFORCED WITH EITHER BAR STEEL REINFORCEMENT OR WELDED STEEL WIRE FABRIC. WELDED STEEL WIRE FABRIC SHALL BE 6X6 - W4XW4, WEIGHING APPROXIMATELY 58 LBS. PER 100 SQ. FEET.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN.

BARRIER SHAPES OTHER THAN THAT SHOWN IN THE END VIEW WILL NOT BE PERMITTED. ALTERNATIVE EQUIVALENT DESIGNS FOR BARRIERS MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

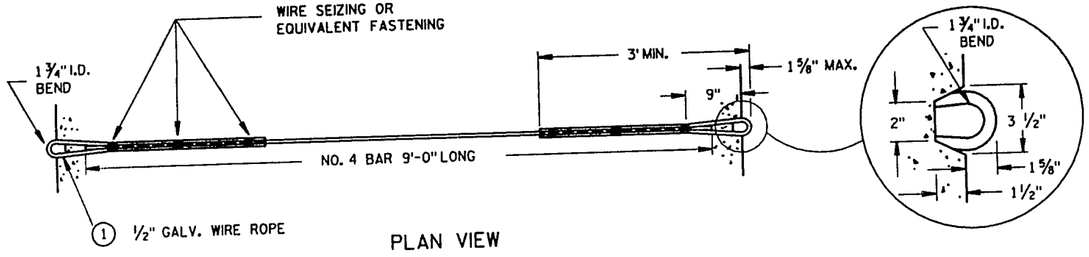
GALVANIZED WIRE ROPE SHALL BE 6 X 19 CLASS 2 IWRC WITH A MINIMUM BREAKING STRENGTH OF 20,000 LBS., AND SHALL CONFORM TO FEDERAL SPECIFICATION RR-W-410. THE ZINC COATING SHALL CONFORM TO TABLE II OF THE FEDERAL SPECIFICATIONS.

REFLECTORS 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 REFLECTOR MANUFACTURER. THE COLOR OF REFLECTORS SHALL BE YELLOW. MAXIMUM SPACING SHALL BE 20 FEET.

(1) CONNECTOR ASSEMBLIES MAY, AT THE CONTRACTORS OPTION, BE FORMED FROM A CONTINUOUS SECTION OF 1/2 INCH GALV. WIRE ROPE (15'-6" MIN. LENGTH). THE NO. 4 CONNECTOR STEEL BARS MAY THEN BE OMITTED.

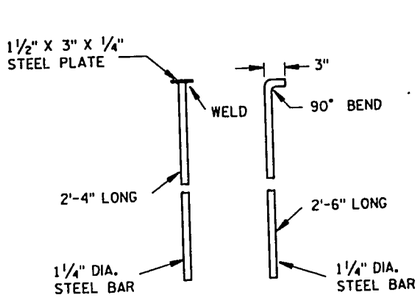
(2) TOP MOUNTED REFLECTORS SHALL BE PROVIDED IN ADDITION TO THE SIDE MOUNTED REFLECTORS ON ALL BARRIER INSTALLATIONS LOCATED ON CURVED ALIGNMENT LONGER THAN 200 FEET.

(3) BARRIERS USED TO SEPARATE OPPOSING TRAFFIC SHALL HAVE REFLECTORS ON BOTH SIDES. TOP MOUNTED REFLECTORS SHALL BE DOUBLE FACED FOR THIS CONDITION.

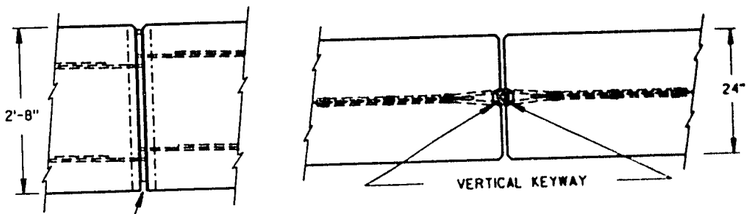



PLAN VIEW

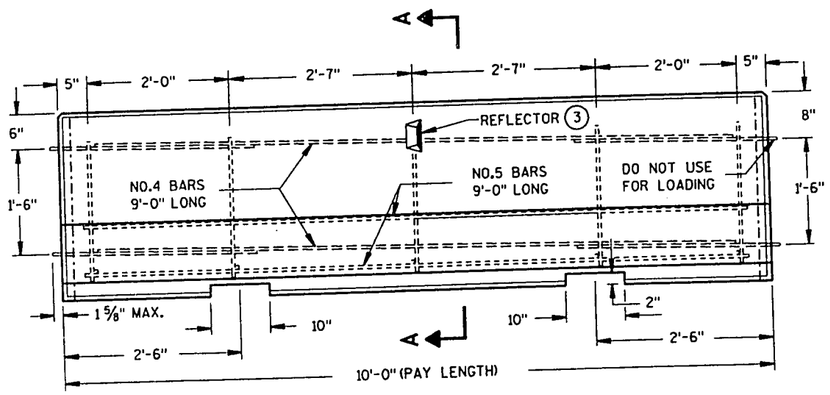
TOP & BOTTOM CONNECTOR ASSEMBLY (1)




ALTERNATE CONNECTING PINS

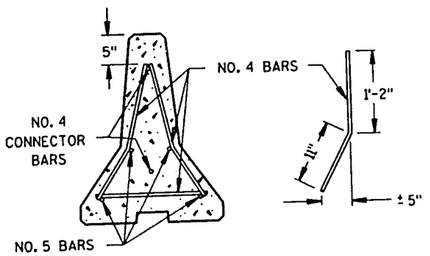



CONNECTION DETAILS



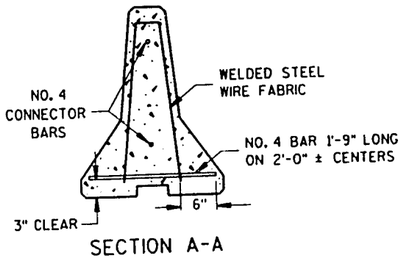

SIDE VIEW

LOCATION OF REINFORCEMENT STEEL




SECTION A-A

BAR STEEL REINFORCEMENT




SECTION A-A

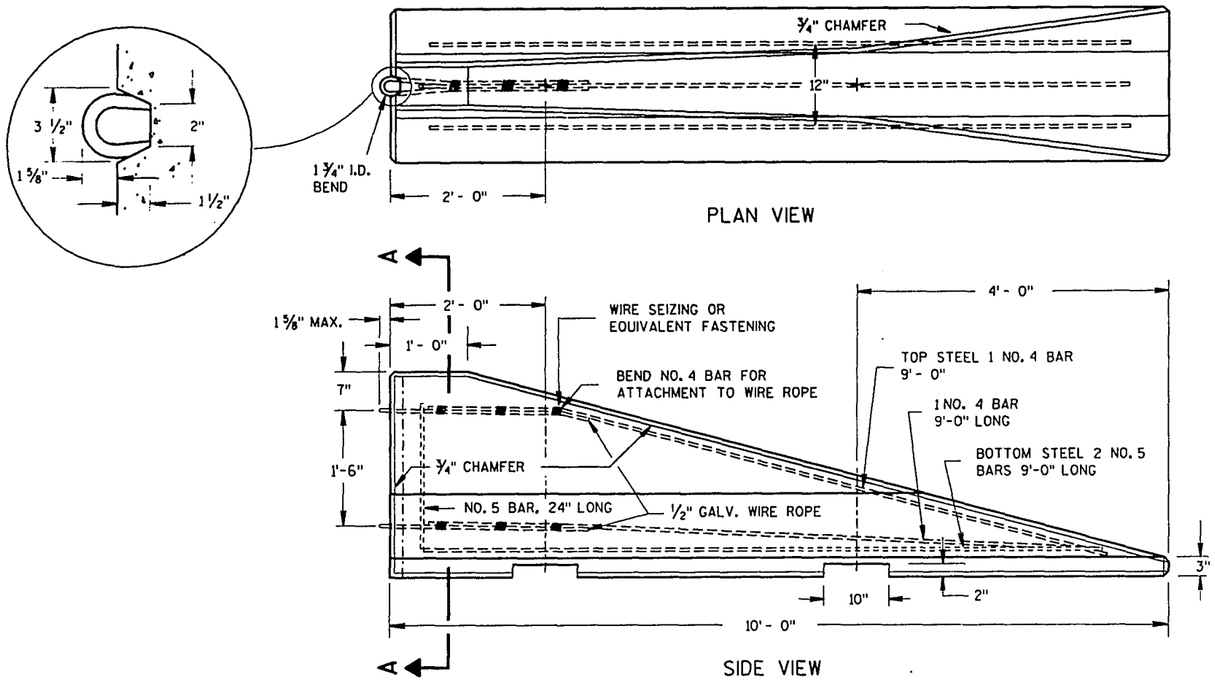
WELDED STEEL WIRE FABRIC REINFORCEMENT

TEMPORARY PRECAST CONCRETE BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14B 7-80

S.D.D. 14B 7-80




## END SECTION FOR TEMPORARY PRECAST CONCRETE BARRIER

## GENERAL NOTES

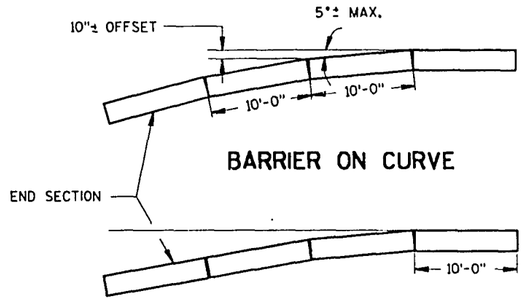
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

THE PORTABLE CRASH CUSHION SHALL BE THE G-R-E-A-T CZ IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC: ONE EAST WACKER DRIVE. CHICAGO, IL., 60601.

THE CRASH CUSHION SHALL BE MANUFACTURED, ASSEMBLED AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS DETAILED ELSEWHERE IN THE PLANS OR AS SHOWN ON THE APPROVED SHOP DRAWINGS. THE CRASH CUSHION PLATFORM SHALL BE ANCHORED TO EITHER 6 INCH MINIMUM CONCRETE PAVEMENT OR 3 INCH MINIMUM ASPHALTIC SURFACES THAT HAVE A PREPARED COMPACTED SUBBASE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

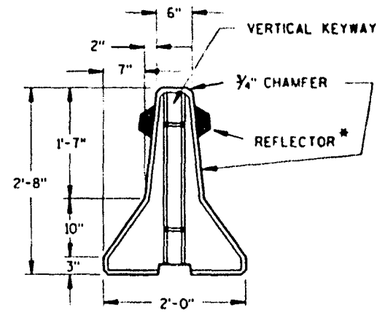
GALVANIZED WIRE ROPE SHALL BE 6 X 19 CLASS 2 IWRC WITH A MINIMUM BREAKING STRENGTH OF 20,000 LBS., AND SHALL CONFORM TO FEDERAL SPECIFICATION RR-W-410. THE ZINC COATING SHALL CONFORM TO TABLE II OF THE FEDERAL SPECIFICATIONS.

*WHEN BARRIERS ARE USED TO SEPARATE OPPOSING TRAFFIC, REFLECTORS ARE REQUIRED ON BOTH SIDES.

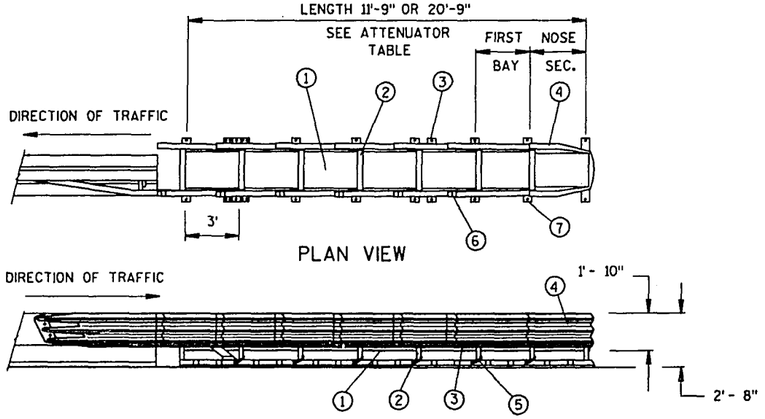



## FLARE AT BARRIER END

| OPERATING SPEED, MPH | FLARE RATE |
|---|---|
| 40 OR LESS | 10 : 1 |
| 50 OR MORE | 15 : 1 |




END VIEW
SECTION A-A




NOTE: CROSS SLOPE OF UNIT NOT TO EXCEED 5%

ATTENUATOR TABLE

| ATTENUATOR LENGTH | NO. OF BAYS | DESIGN SPEED MPH |
|---|---|---|
| 11'- 9" | 3 | 40 OR LESS |
| 20'- 9" | 6 | 40 TO 55 |

① HEX-FOAM CARTRIDGE
② DIAPHRAGM
③ THRIE BEAM FENDER PANEL
④ NOSE COVER
⑤ STABILIZING CHAIN
⑥ DEFLECTOR PANEL
⑦ ANCHORAGE DEVICE (WHERE ONE-WAY TRAFFIC EXISTS)

## CONSTRUCTION ZONE PORTABLE CRASH CUSHION

*NOTE:*
*THIS DRAWING CONSISTS OF TWO SHEETS. BOTH SHEETS ARE REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.*

**PRECAST CONCRETE BARRIER END SECTION AND PORTABLE CRASH CUSHION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

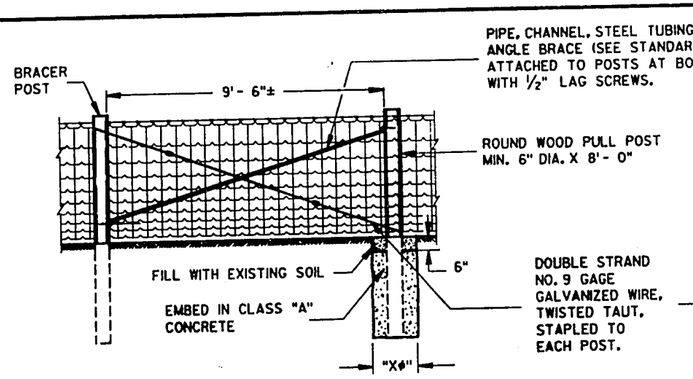
APPROVED
10-12-84
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 14B 7-8b

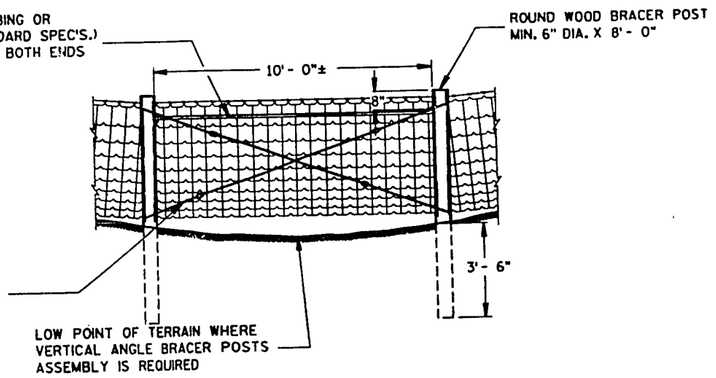
S.D.D. 14B 7-8b

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

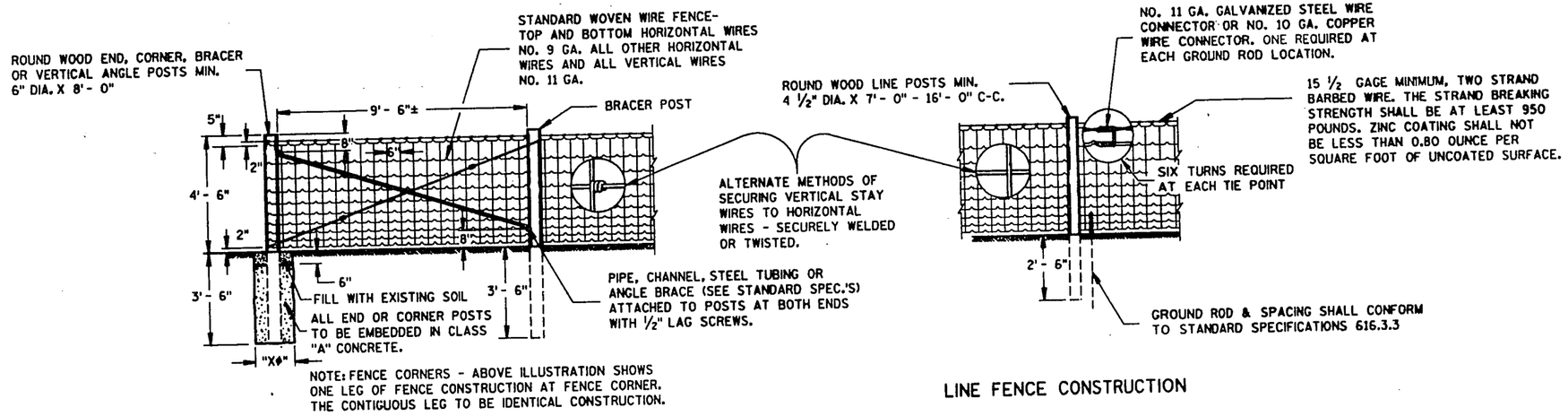
ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.




PULL OR STRETCHER POSTS ASSEMBLY




VERTICAL ANGLE BRACER POSTS ASSEMBLY




NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

LINE FENCE CONSTRUCTION

## GENERAL NOTES

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

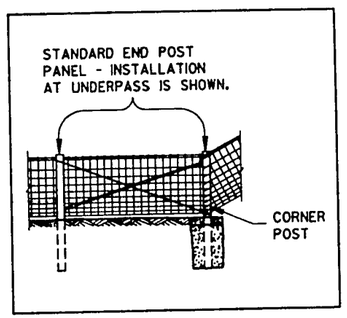
"XØ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

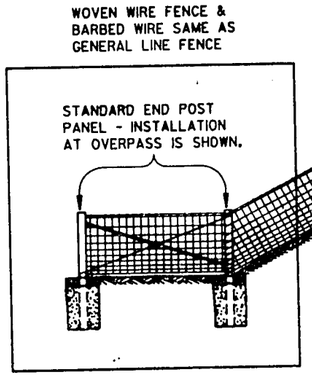
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

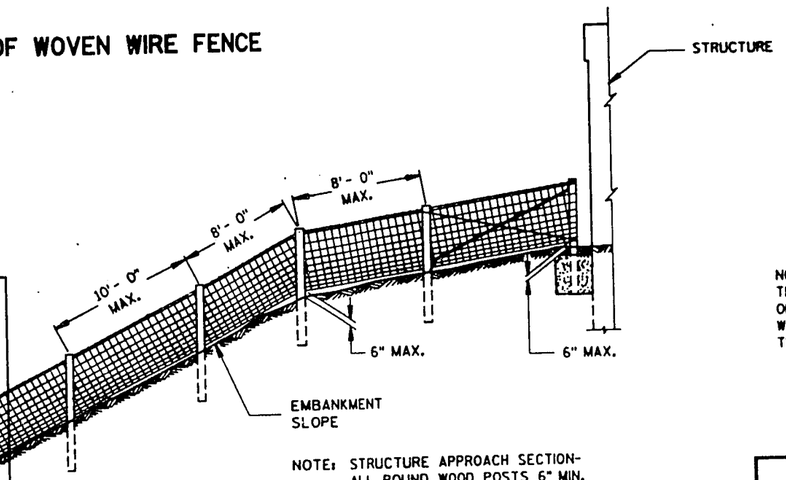
FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.

## GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE




ALTERNATE FENCE DESIGN AT STRUCTURE




NOTE: STRUCTURE APPROACH SECTION- ALL ROUND WOOD POSTS 6" MIN. DIA. X 8' - 0"

FENCE DESIGN AT STRUCTURE APPROACH

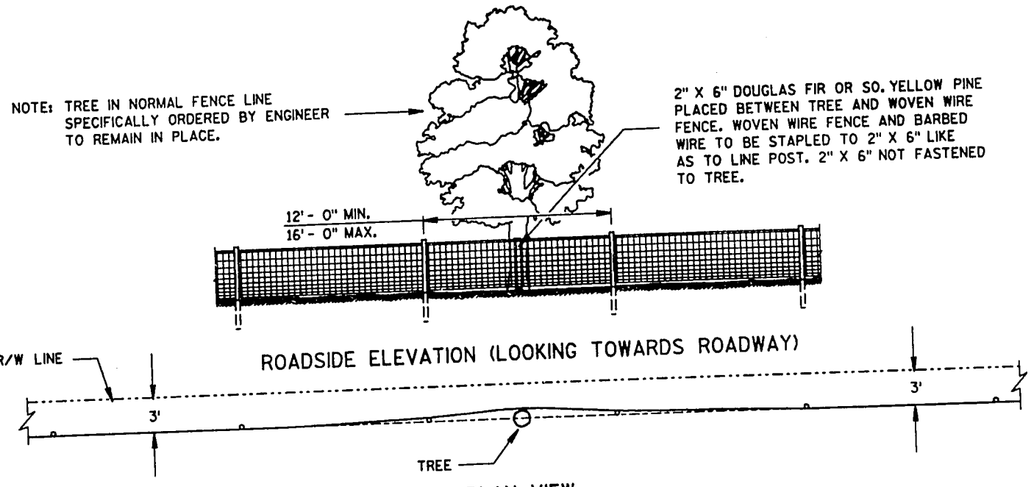
NOTE:
THIS STANDARD DETAIL DRAWING CONSISTS OF TWO PLATES AND BOTH ARE REQUIRED WHEN THIS STANDARD IS CALLED FOR IN THE PLANS.

WOVEN WIRE FENCE

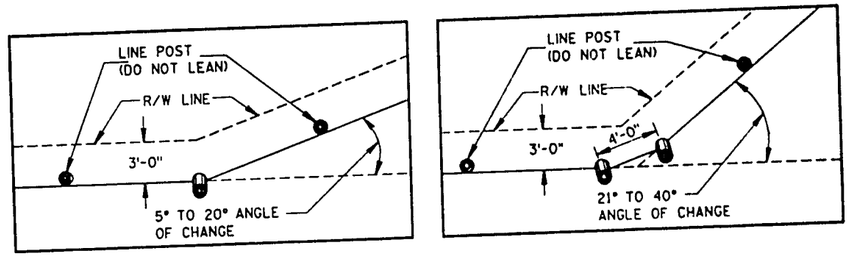
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D.15 B 1-7a

S.D.D.15 B 1-7a




## FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



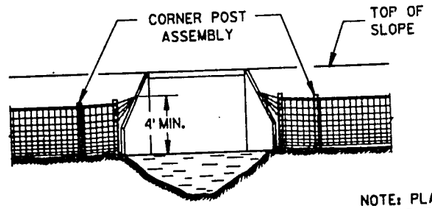

PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

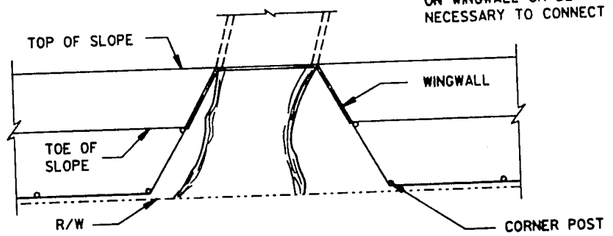
## RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

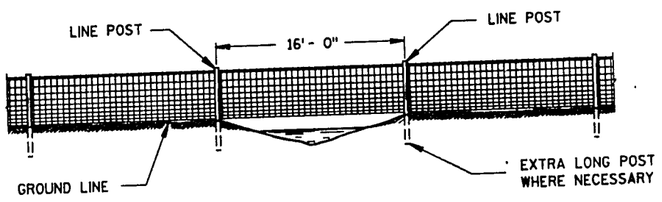
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



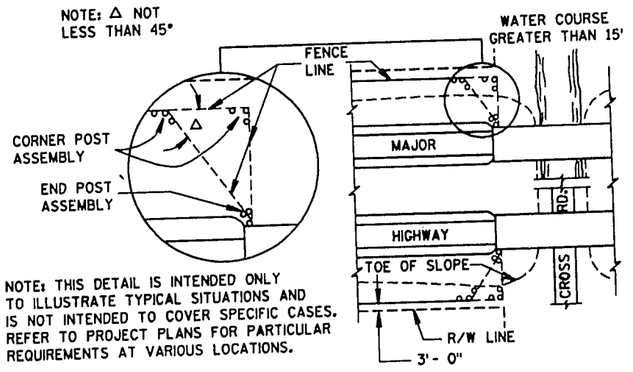

NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



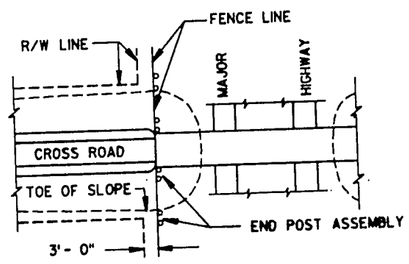

## FENCE INSTALLATION TO WINGWALLS




## FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



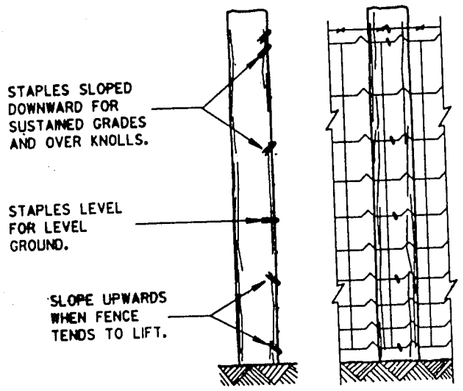

PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH




PLAN VIEW
MAJOR HIGHWAY UNDERPASS

## FENCE LOCATION AT STRUCTURES

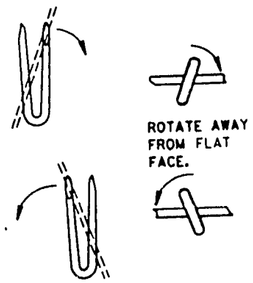
NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.




END ELEVATION

FARM SIDE ELEVATION

## FENCE MOUNTING DETAIL




## LINE POST

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

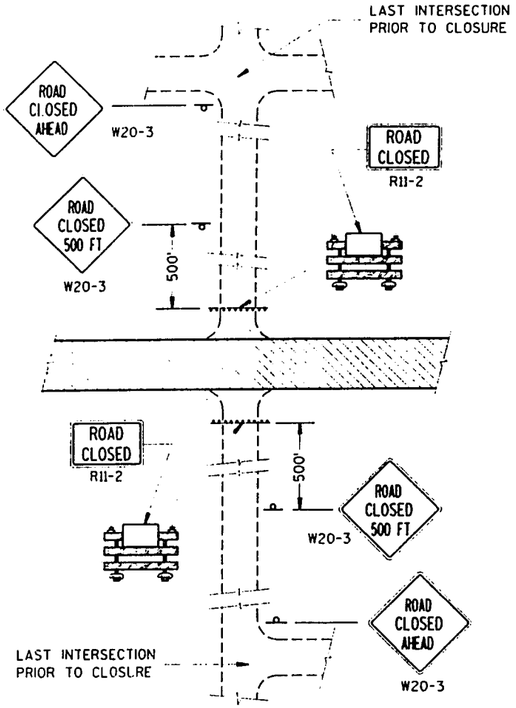
# WOVEN WIRE FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-26-85
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

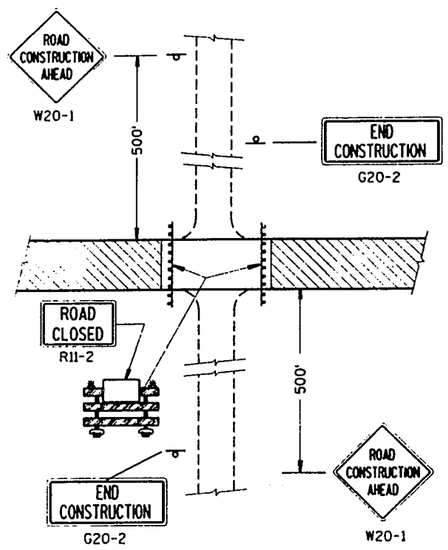
S.D.D.15 B 1-7b

S.D.D.15 B 1-7b



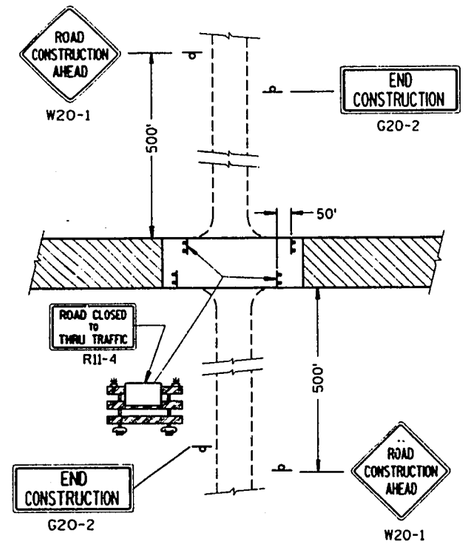

DETAIL 1

(NO ACCESS TO PROJECT)




DETAIL 2

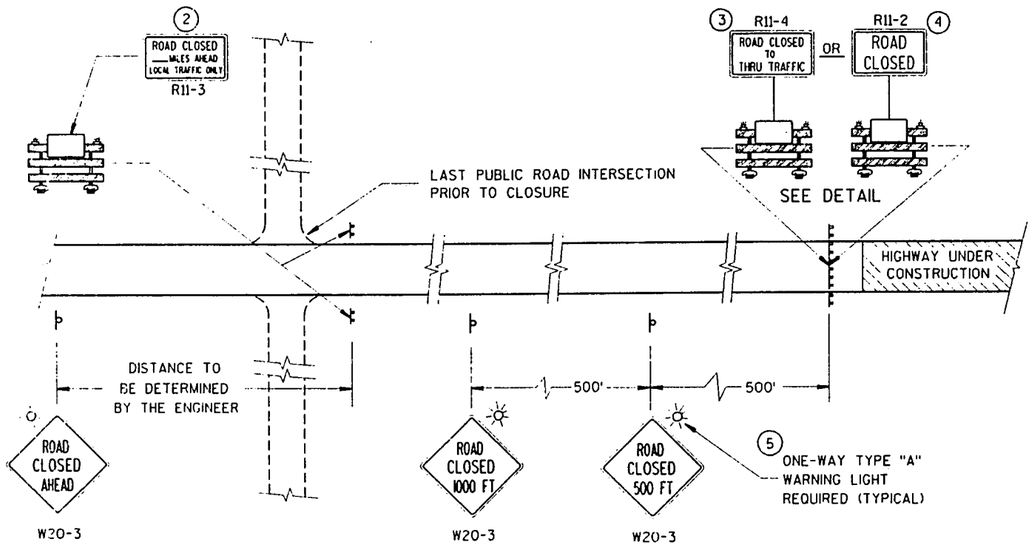
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



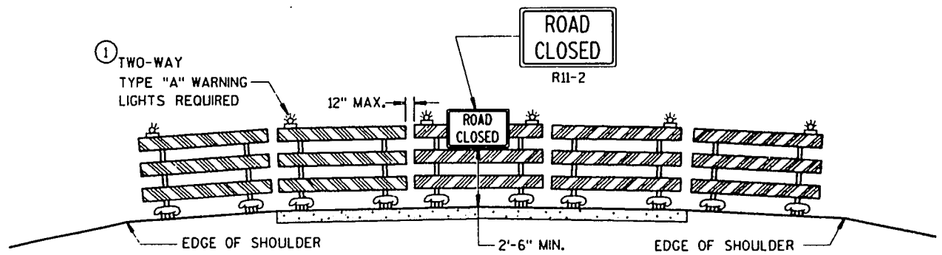

DETAIL 3

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

## SIDEROAD CLOSURES

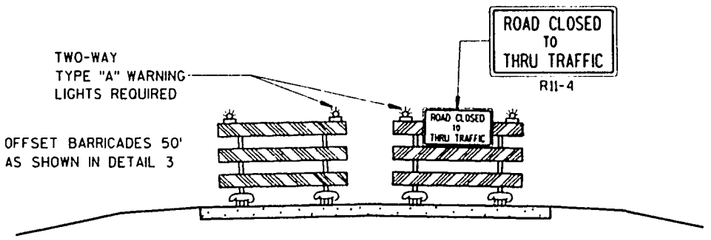



MAINLINE CLOSURE




APPROACH VIEW

ROAD CLOSURE BARRICADE DETAIL




APPROACH VIEW

LANE CLOSURE BARRICADE DETAIL

## GENERAL NOTES

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".
- R11-3, AND R11-4 SIGNS SHALL BE 60" X 30".
- G20-2 SIGNS SHALL BE 60" X 24".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL.

(4) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.

(5) ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

### LEGEND

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

BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

S.D.D. 15 C 2-2

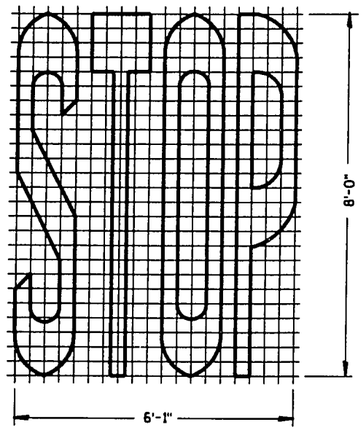
S.D.D. 15 C 2-2

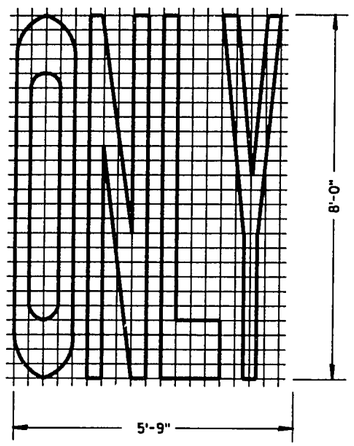
## GENERAL NOTES

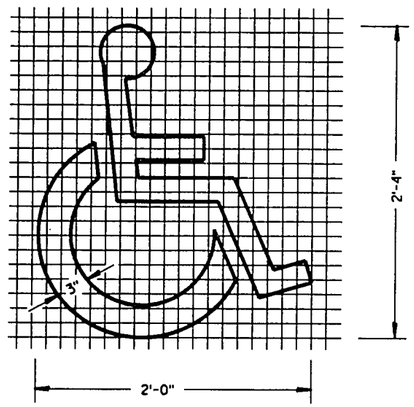
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

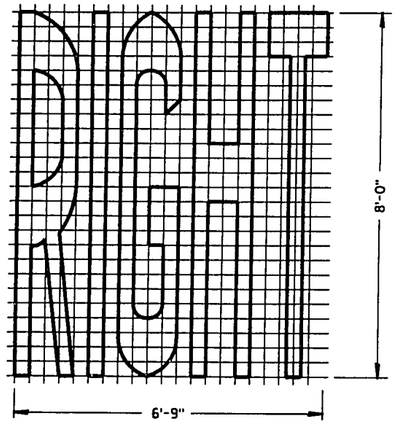
ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED.

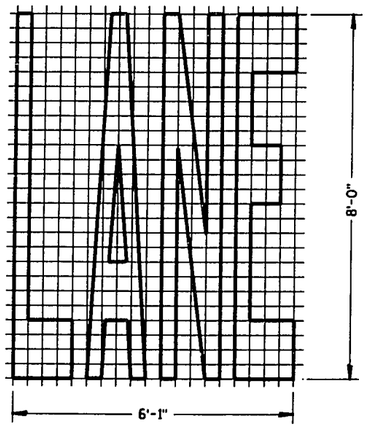
A DETAILED DRAWING OF THE HANDICAPPED PARKING SYMBOL IS ILLUSTRATED IN THE "STANDARD HIGHWAY SIGNS MANUAL" BY THE FEDERAL HIGHWAY ADMINISTRATION.

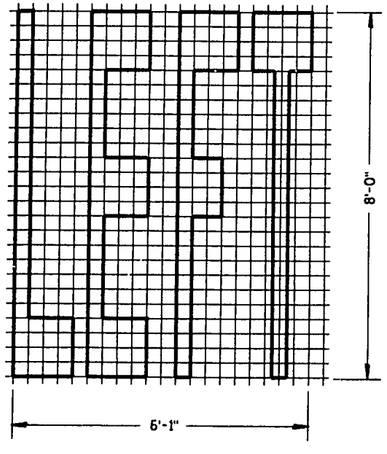


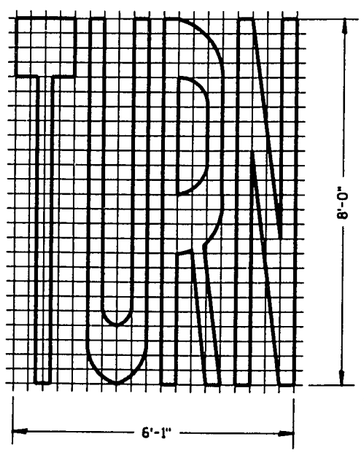



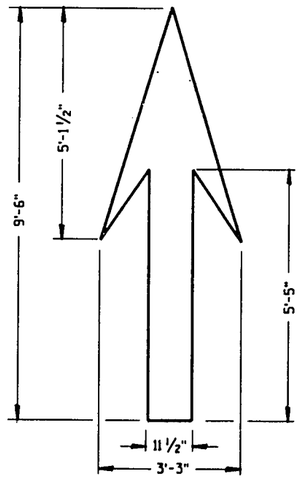



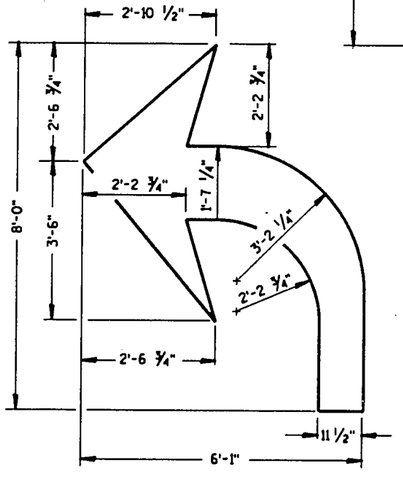



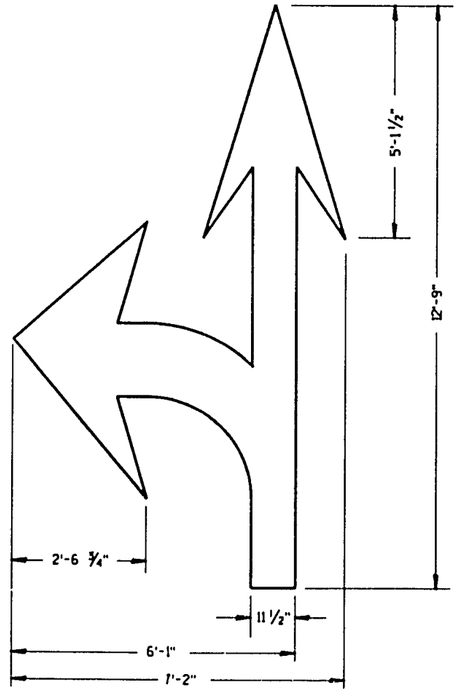



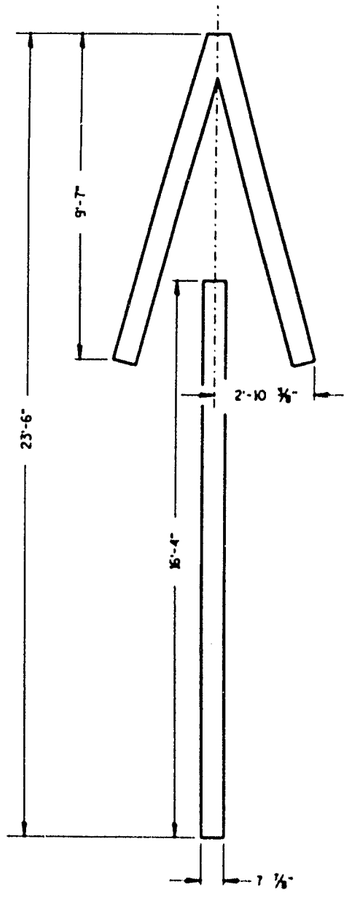

TYPE 1




TYPE 2




TYPE 3

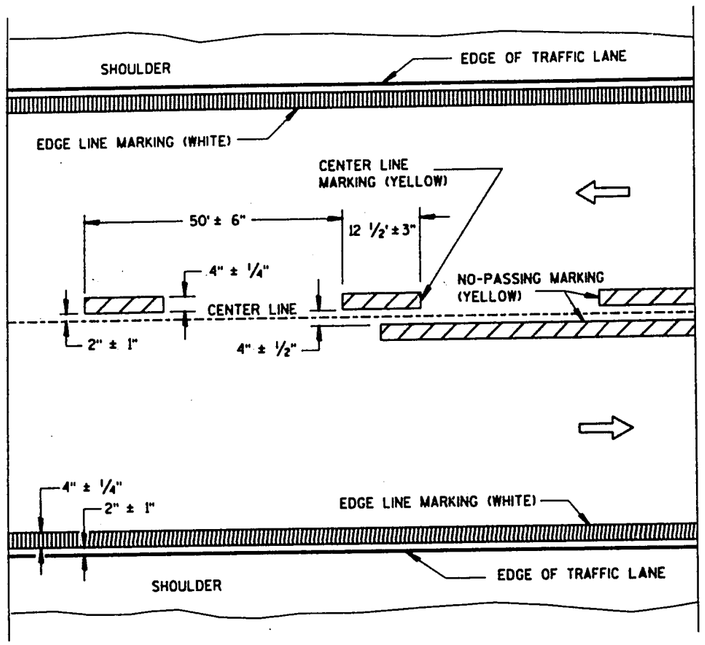



TYPE 4

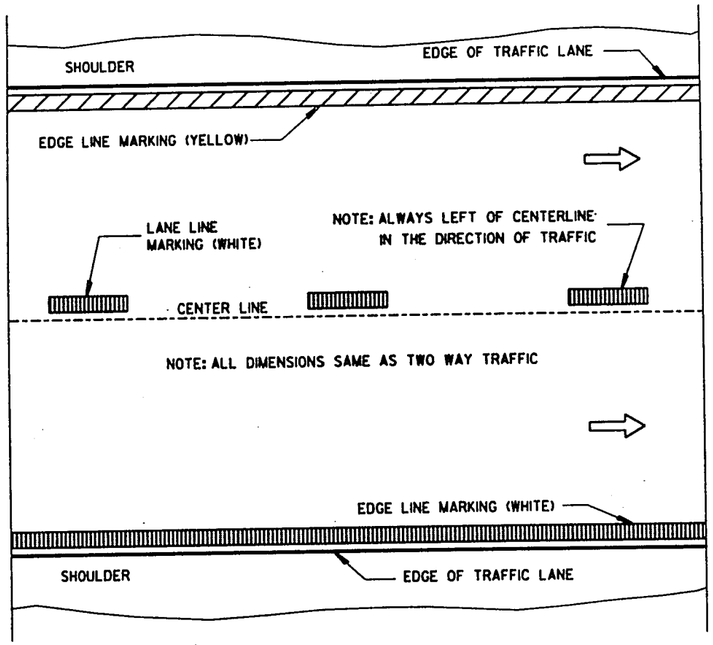
| PAVEMENT MARKING SYMBOLS | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>12/29/92<br>DATE | STATE TRAFFIC ENGINEER FOR HWYS |
| FHWA | |

S.D.D. 15 C 7-2

S.D.D. 15 C 7-2



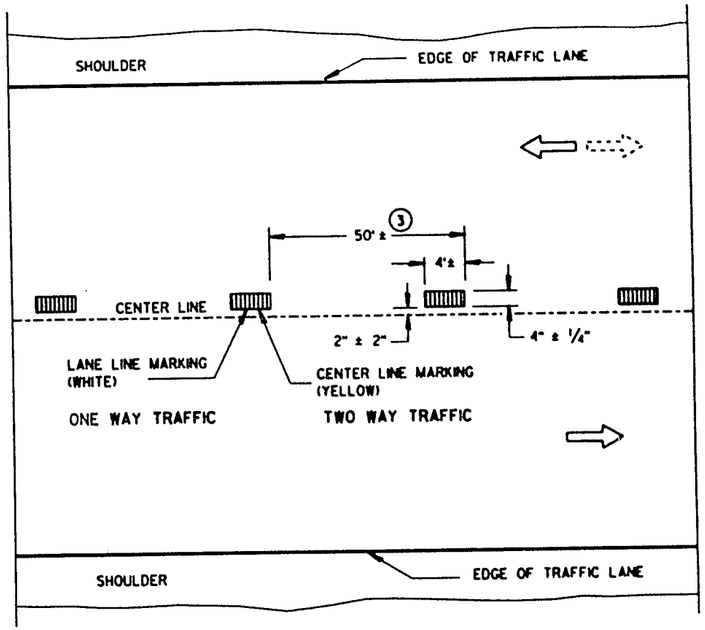

TWO WAY TRAFFIC




ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING

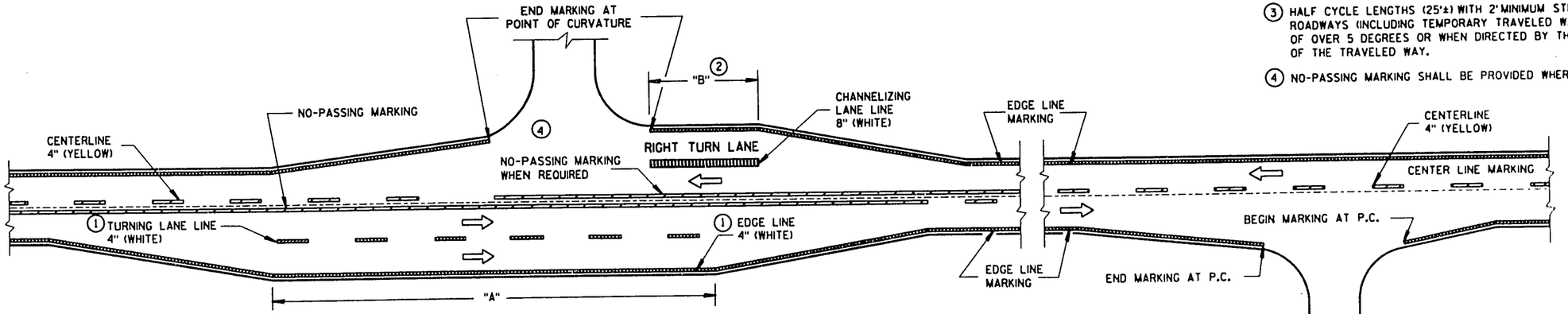
(SHOWS CYCLE FOR PERMANENT CENTER LINE MARKING)




## TEMPORARY PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE MARKING)

NOTE:
ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL




MAJOR INTERSECTION

MINOR INTERSECTION

## TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

## GENERAL NOTES

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

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

① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT TURNING LANE MARKING.

② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

③ HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

④ NO-PASSING MARKING SHALL BE PROVIDED WHERE SIGHT DISTANCE IS DEFICIENT.

NOTE:
THIS DRAWING CONSISTS OF UP TO FOUR SHEETS. SHEET 5a MAY BE USED ALONE OR SUPPLEMENTED BY SHEET 5b. SHEET 5c AND/OR SHEET 5d AS APPLICABLE

**PAVEMENT MARKING**
**(MAINLINE & INTERSECTIONS)**

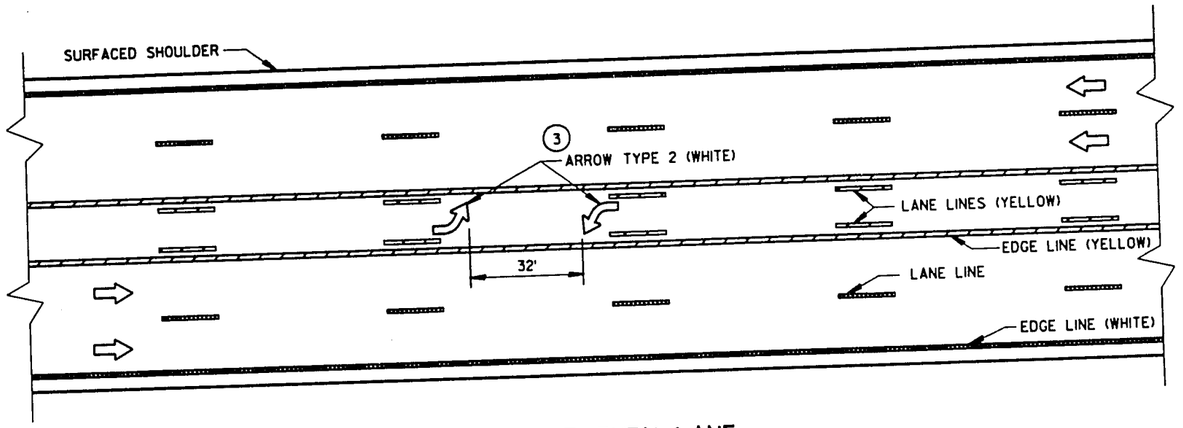
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/20/93
DATE
STATE TRAFFIC ENGINEER FOR HMRS

S.D.D. 15 C 8-5a

S.D.D. 15 C 8-5a

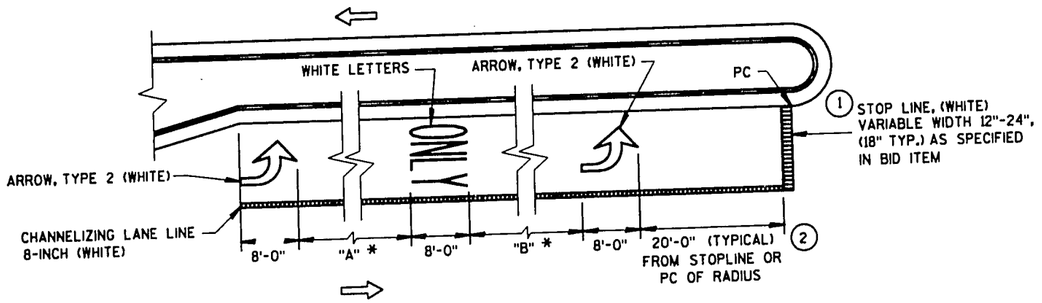
NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL




TWO WAY LEFT TURN LANE

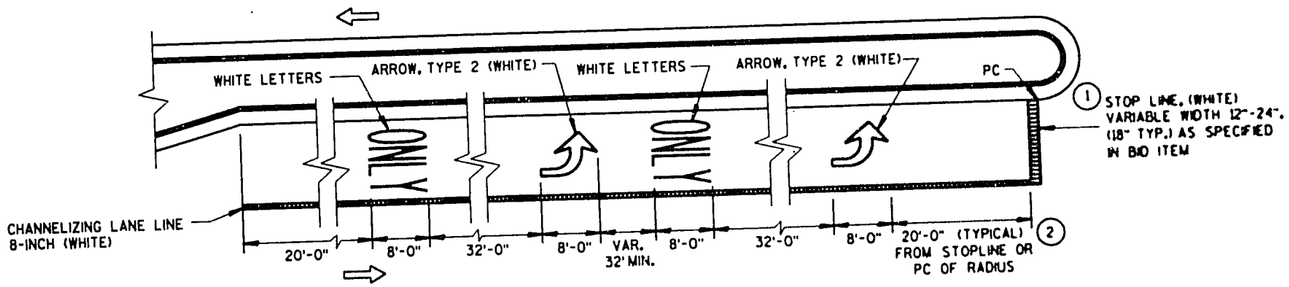
## NOTES:

1. STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
2. DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
3. A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

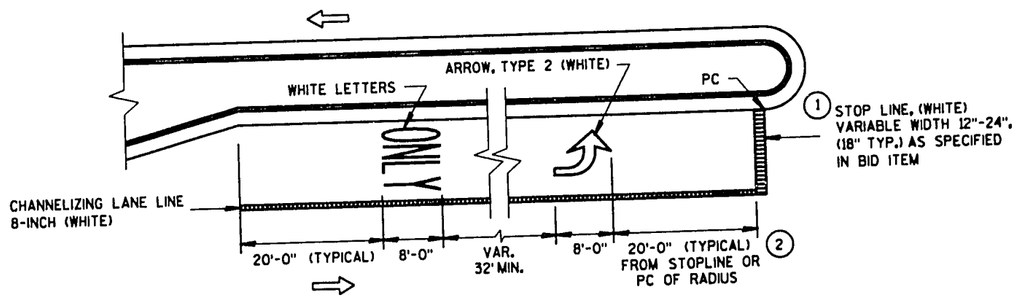



*VARIABLE, 32' MIN.
"A" = "B" (TYPICAL)

LEFT TURN LANE
(LENGTH 108' TO 167')




LEFT TURN LANE
(LENGTH OVER 167')




LEFT TURN LANE
(LENGTH UNDER 108')

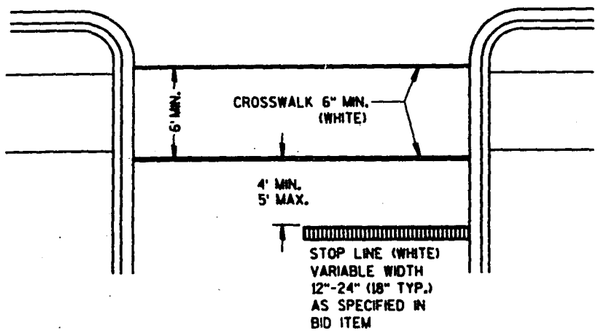
NOTE:
SDD 15 C 8-5a AND SDD 15 C 7 IS REQUIRED
WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

PAVEMENT MARKING
(LEFT TURN LANE)

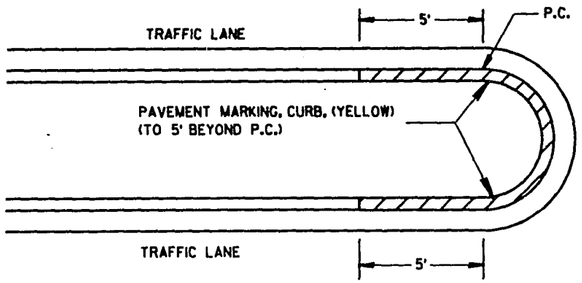
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-5b

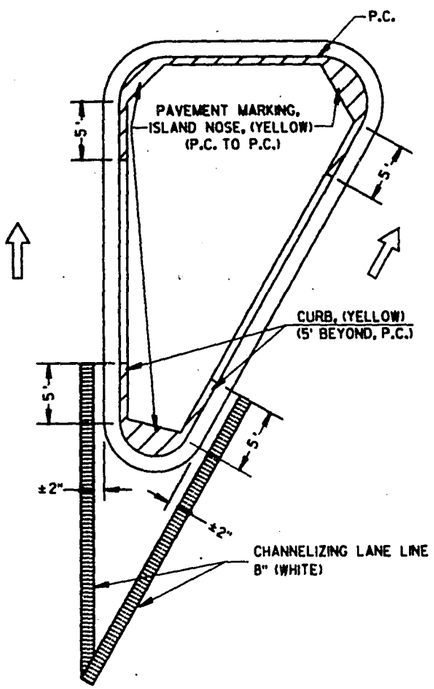
S.D.D. 15 C 8-5b




## STOP LINE AND CROSSWALK

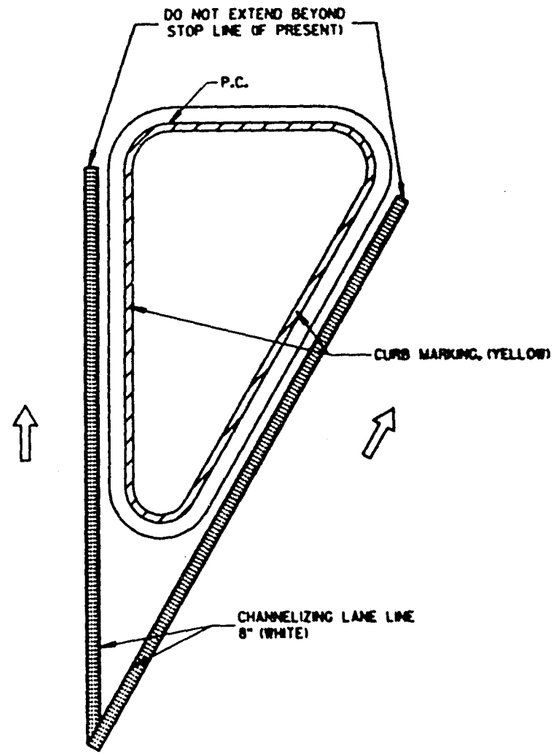



## MEDIAN CURB



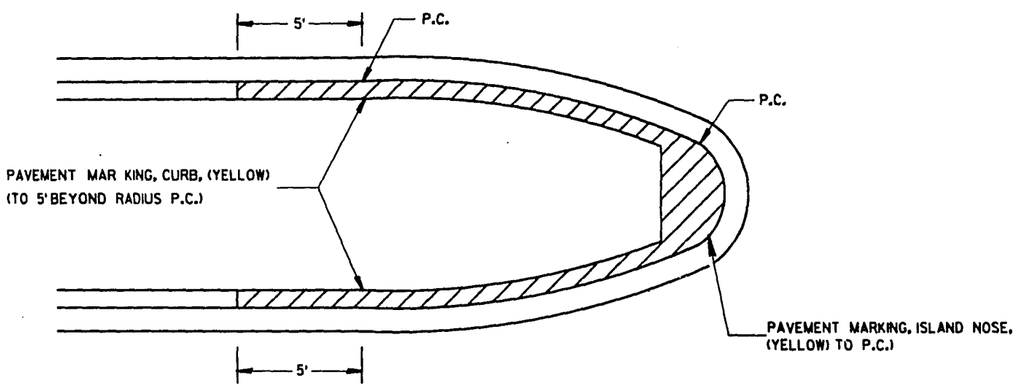

## LARGE ISLAND

(GREATER THAN 50' PERIMETER OR ANY SIDE
GREATER THAN 25' BETWEEN CURVES)




## SMALL ISLAND

(LESS THAN 50' PERIMETER OR ANY SIDE
LESS THAN 25' BETWEEN CURVES)




## BULLET NOSE ISLAND

NOTE:
ARROW SYMBOL ( ⇨ )
SHOWS DIRECTION OF TRAVEL

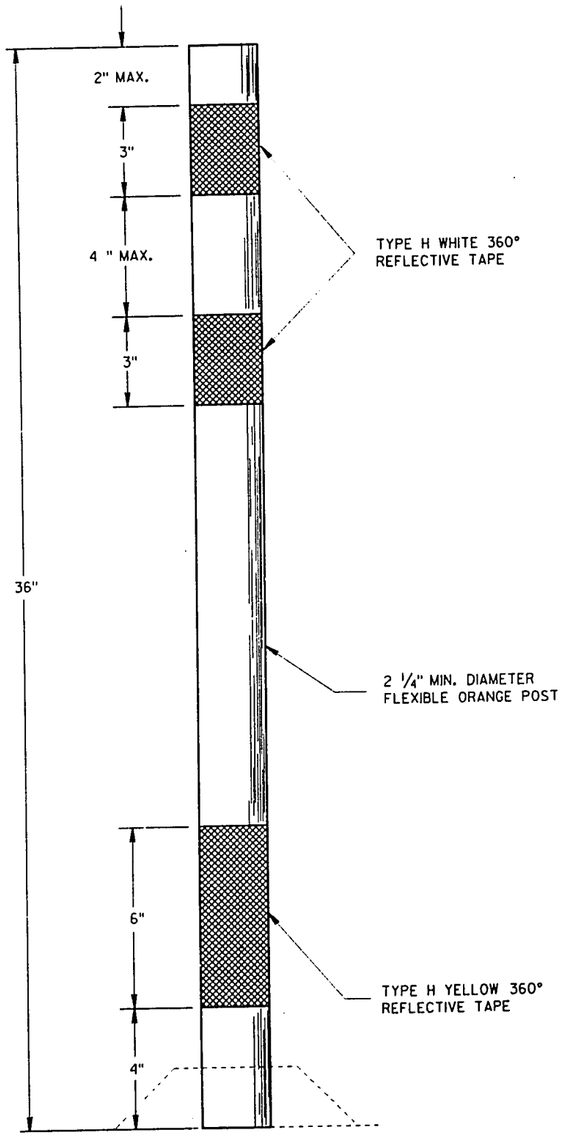
NOTE:
SDD 15 C 8-5a IS REQUIRED WHEN THIS DRAWING
IS CALLED FOR IN THE PLANS.

# PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK

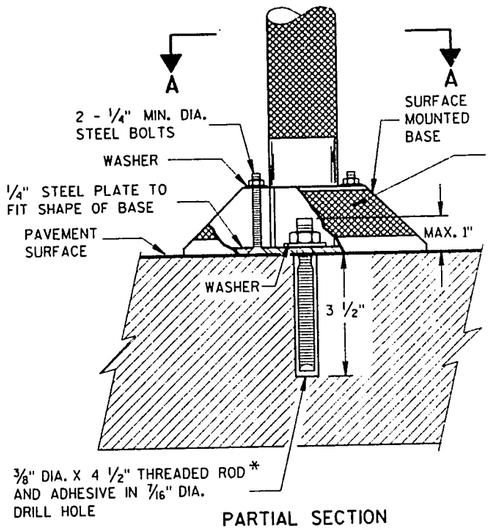
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 15 C 8-5c

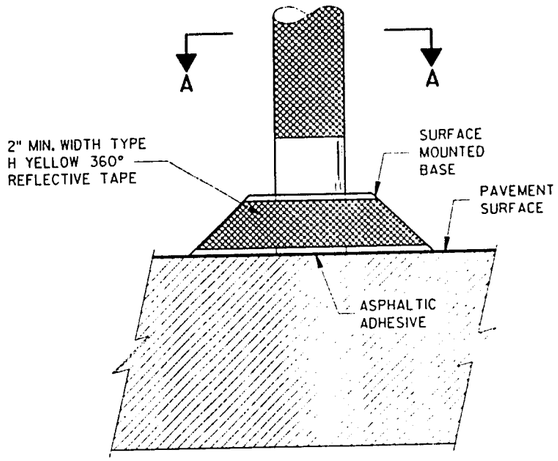
S.D.D. 15 C 8-5c




FLEXIBLE TUBULAR MARKER POST




PARTIAL SECTION TO SHOW BOLTS



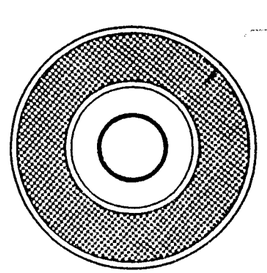

POST BASES ON NEW OR EXISTING PAVEMENT

## GENERAL NOTES

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

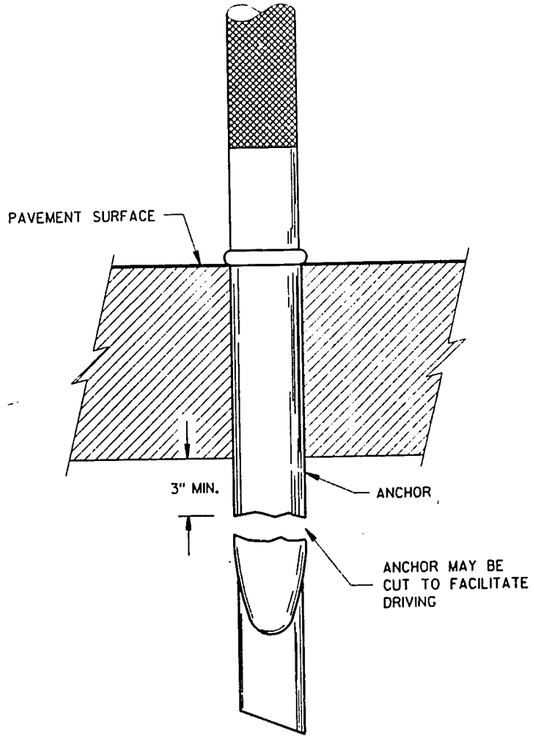
SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

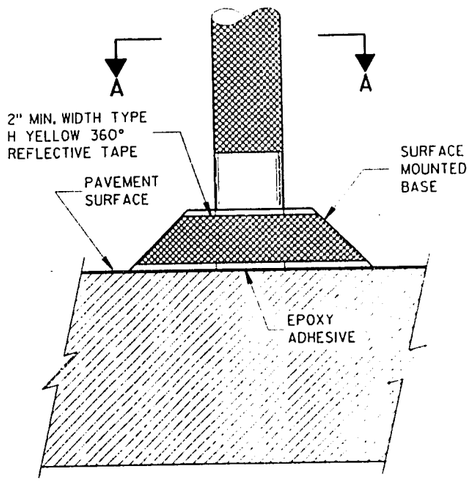
* THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.




SECTION A-A

SURFACE MOUNTED BASE




POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8-23-89
DATE
STATE TRAFFIC ENGINEER FOR FHWA
FHWA

S.D.D. 15 C 11-4

S.D.D. 15 C 11-4

TWO-LANE ROADWAY

## SYMBOLS

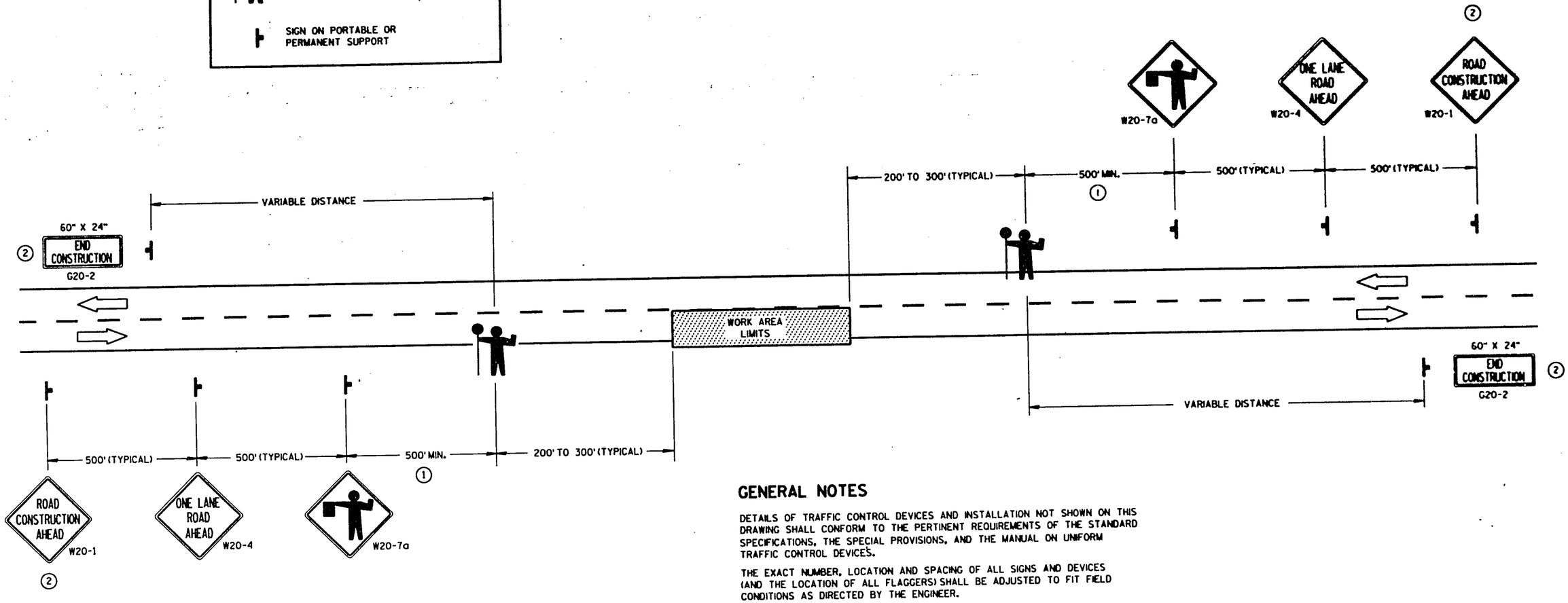
WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN ON PORTABLE OR PERMANENT SUPPORT

BE PREPARED TO STOP

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 DIRECTED BY THE ENGINEER.

② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD CONSTRUCTION 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 DIRECTED 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 DIRECTED 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 CONSTRUCTION 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)

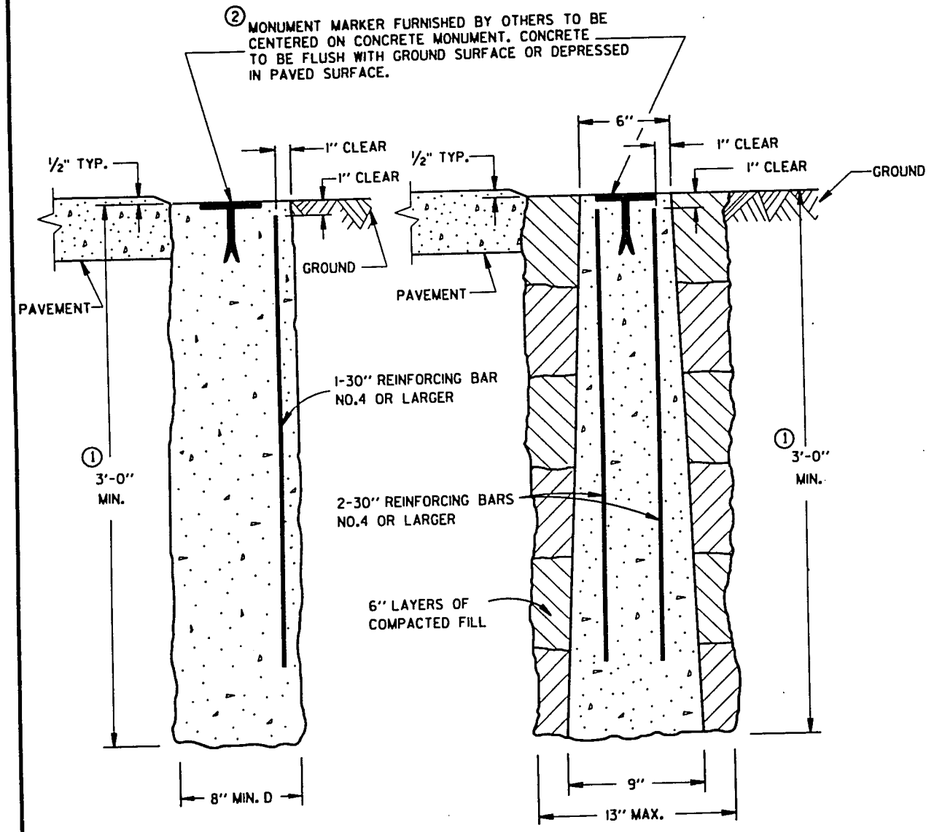
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2-18-91
DATE
STATE TRAFFIC ENGINEER FOR MUTS

FHWA

S.D.D. 15 C 12-1

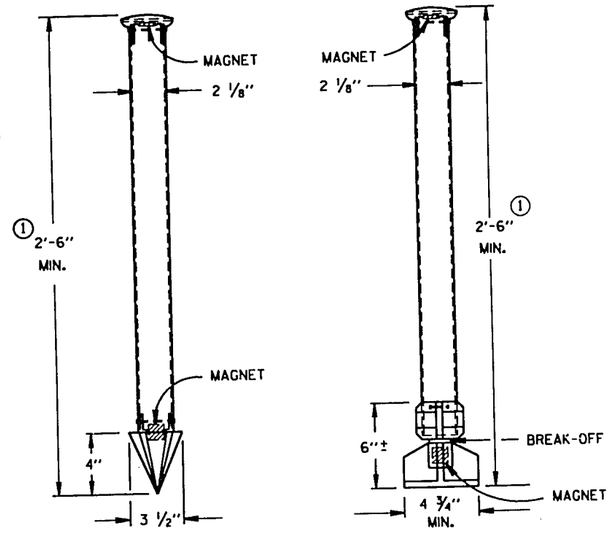
S.D.D. 15 C 12-1




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.

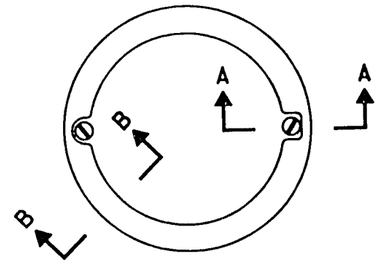
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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.

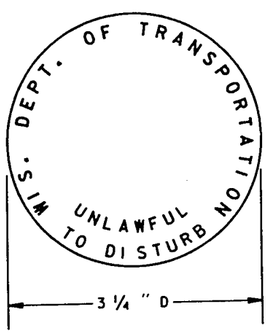
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

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.

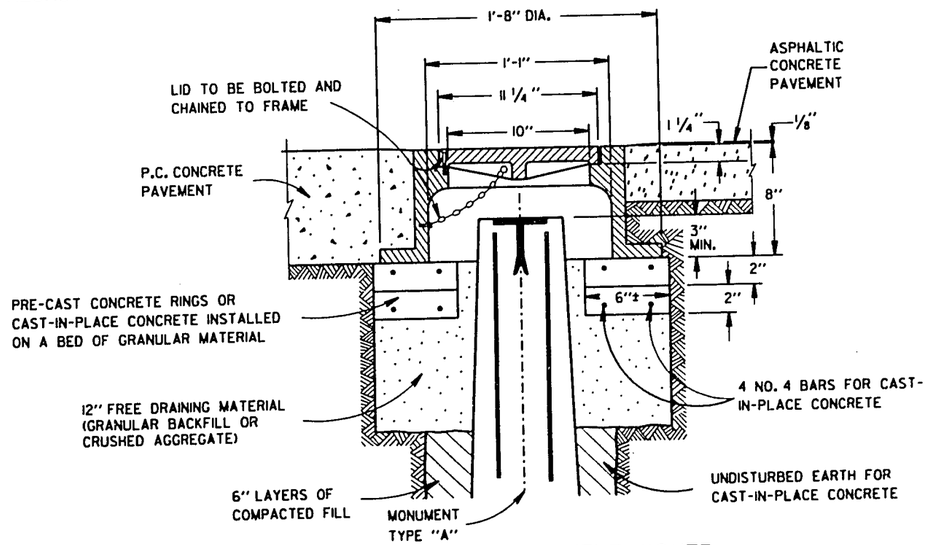



TOP VIEW



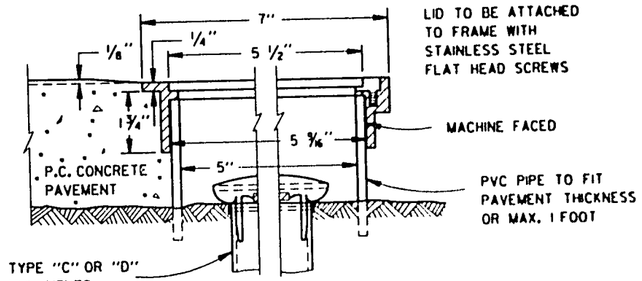

② WIS DOT MONUMENT MARKER LOGO

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 3/31/92 DATE

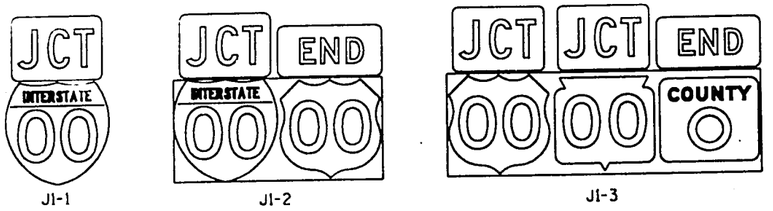
STATE DESIGN ENGINEER FOR HOTS

FHWA

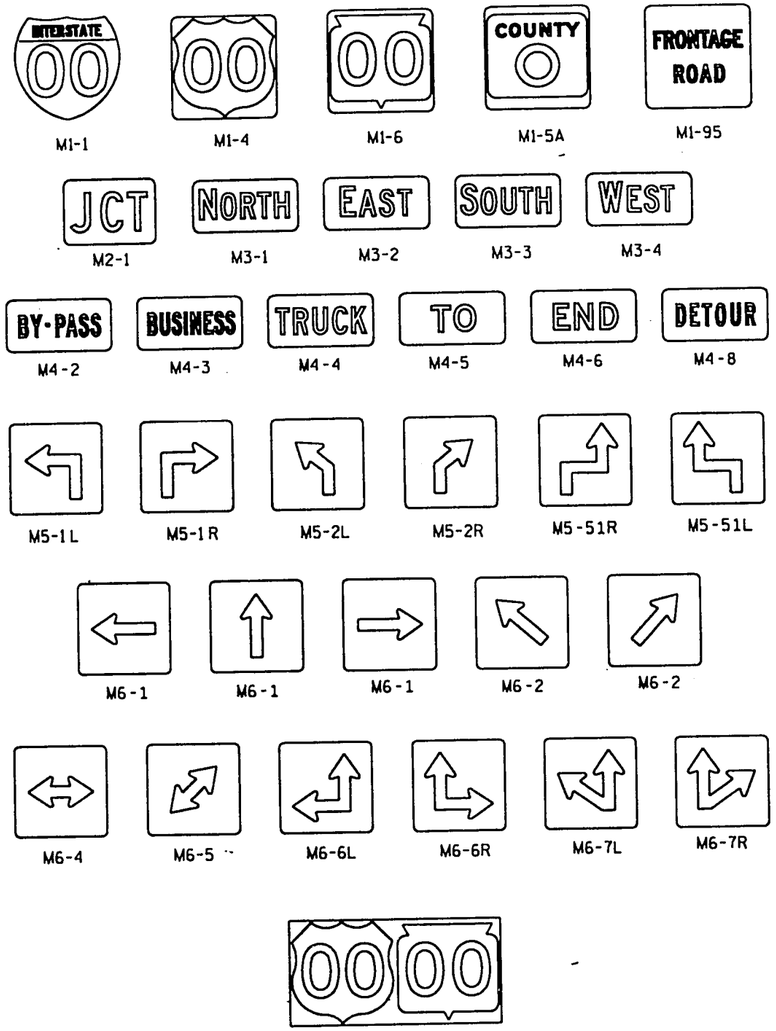
S.D.D. 16 A 1-5

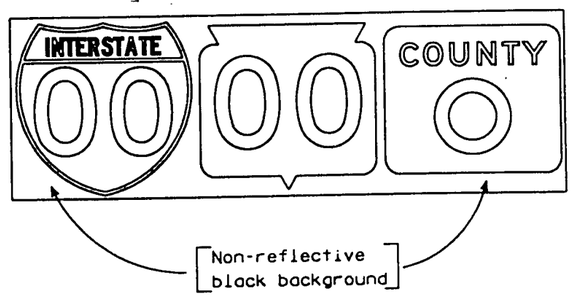
S.D.D. 16 A 1-5

## TYPICAL ASSEMBLIES




## INDIVIDUAL COMPONENTS OF ASSEMBLIES




### GENERAL NOTES

1. All components within any individual assembly shall be the same "size". The following table illustrates that situation:

| SIZE | M1'S | M2 | M3'S & M4'S | M5'S & M6'S |
|---|---|---|---|---|
| 2 | 24 X 24 | 21 X 15 | 24 X 12 | 21 X 21 |
| 3,4-5 | 36 X 36 | 30 X 21 | 30 X 15 | 30 X 30 |

2. For any assembly containing two or more route markers, the route markers SHALL be placed on a single PLYWOOD panel. All other materials within the assembly can be either plywood or aluminum.

3. Certain marker heads require the component pieces to be the same color. As an example, all the componets used with an M1-1 marker shall be blue.

DATE DRAWN 4.19.93 DATE REDRAWN
DATE REVISED

ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

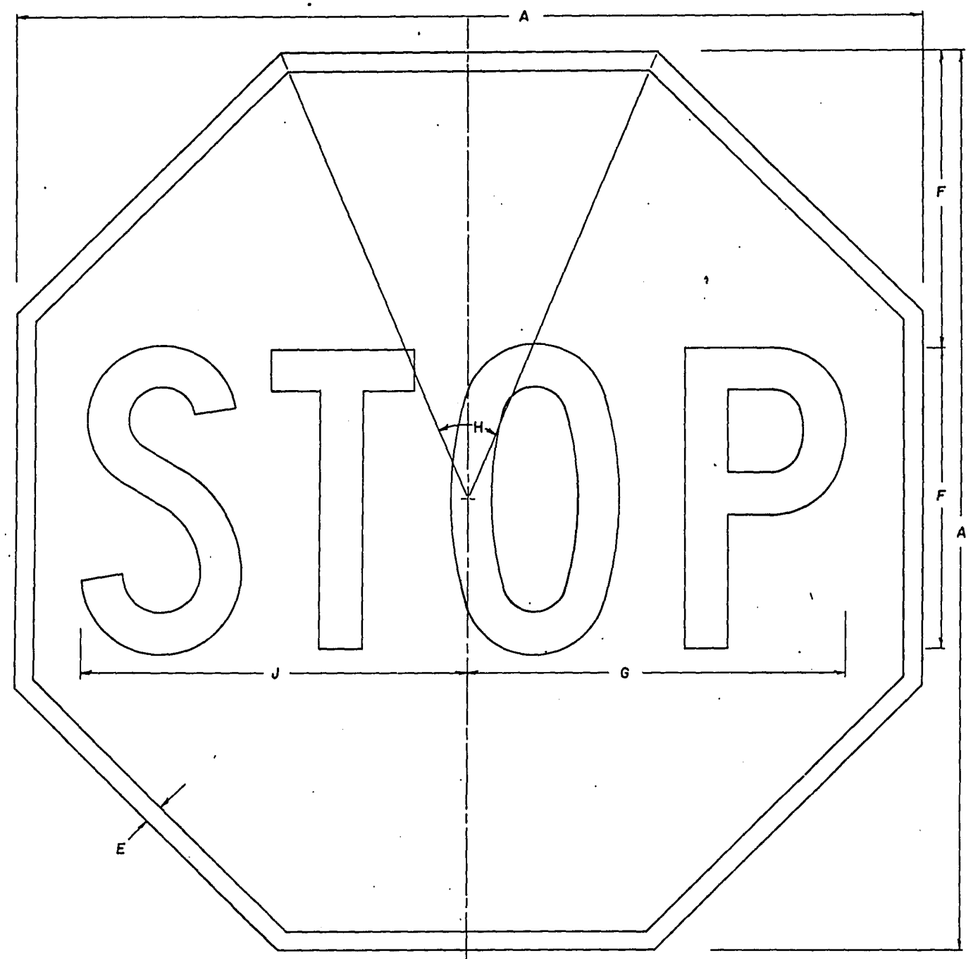
WISCONSIN DEPT. OF TRANSPORTATION

APPROVED

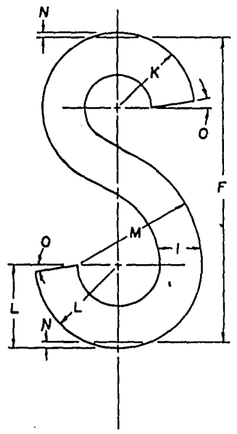
DATE

LEVELS ON - 1,2, 5,6, 10.

1201-4-72/7.1




RI-1




NOTES

1. Sign is Type II
2. Color:
   Background – Reflective Red
   Message – Reflective White
3. Face Material — Type H, Reflective Sheeting
4. Letters- Series C, with "S" modified
5. This drawing may be scaled for Freeway size only.

| SIZE | CODE 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 | Bid Area Sq. Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | 24 | | | | 3/8 | 8 | 10 | 45° | 1 1/8 | 10 1/4 | 2 | 2 3/16 | 3 1/4 | 1/8 | 10° | | | | | | | | | | | | 3.31 |
| Standard | 2 | 30 | | | | 5/8 | 10 | 12 1/2 | 45° | 1 13/32 | 12 13/16 | 2 1/2 | 2 23/32 | 4 1/16 | 5/32 | 10° | | | | | | | | | | | | 5.18 |
| Oversize | 3 | 36 | | | | 3/4 | 12 | 15 | 45° | 1 11/16 | 15 3/8 | 3 | 3 9/32 | 4 7/8 | 3/16 | 10° | | | | | | | | | | | | 7.46 |
| Exp-way | 4 | 48 | | | | 1 | 16 | 20 | 45° | 2 1/4 | 20 1/2 | 4 | 4 3/8 | 6 1/2 | 1/4 | 10° | | | | | | | | | | | | 13.25 |
| Freeway | 5 | 48 | | | | 1 | 16 | 20 | 45° | 2 1/4 | 20 1/2 | 4 | 4 3/8 | 6 1/2 | 1/4 | 10° | | | | | | | | | | | | 13.25 |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp-way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| RV | CK | RA | RA |
|---|---|---|---|
| .2 | [illegible] | | |

Date Drawn – Date Redrawn – 10-3-79

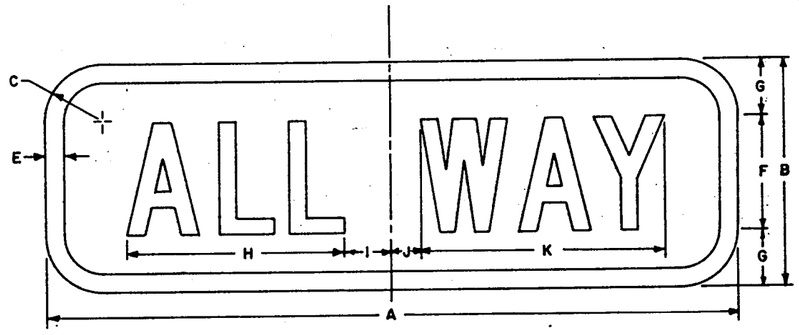
Date Revised – 10-3-79

STANDARD SIGN
RI-1

WISCONSIN DEPT. OF TRANSPORTATION

Approved [illegible]
Chief Traffic Engineer

DATE [illegible] Plate 7




RI-4

NOTES :

1. Sign is Type III
2.

| | Color | Material |
|---|---|---|
| Background – | Red | Type H Refl. Sheeting |
| Message – | White | Type H Refl. Sheeting |

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.

| SIZE | CODE 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 | Bid Area Sq Ft |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | 18 | 6 | 1 1/2 | | 1/2 | 3 | 1 1/2 | 5 11/16 | 1 3/16 | 13/16 | 6 3/8 | | | | | | | | | | | | | | | | 0.75 |
| Standard | 2 | 18 | 6 | 1 1/2 | | 1/2 | 3 | 1 1/2 | 5 11/16 | 1 3/16 | 13/16 | 6 3/8 | | | | | | | | | | | | | | | | 0.75 |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Date Drawn - 1-17-73 Date Redrawn - 10-15-80

Date Revised - 10-15-80 ltd

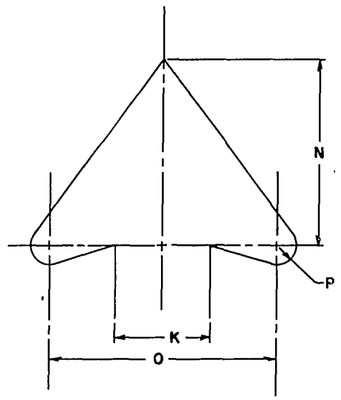
STANDARD SIGN
RI-4

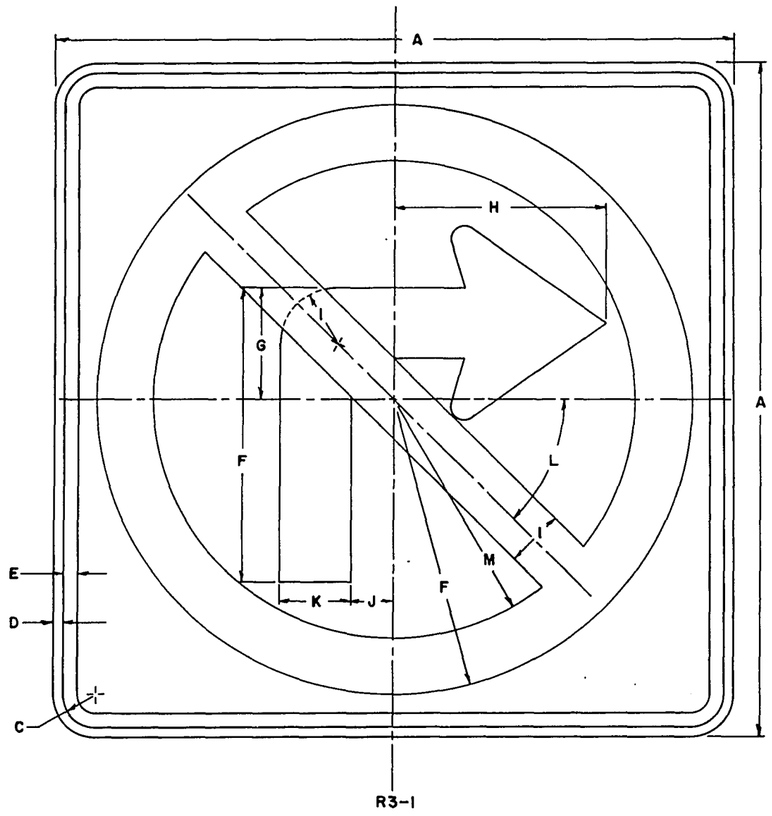
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chief Traffic Engineer

DATE 8/14/81 STATE NO. RI-4




R3-1

## NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See Note 5
3. Message Series -
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. Border & Arrow are non reflective black, the circle with diagonal is reflective red.
6. This drawing may be scaled for standard size only.

| SIZE | CODE 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 | Bid Area Sq Ft |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | | 4.0 |
| Standard | 2 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | | 4.0 |
| Oversize | 3 | 30 | | 1 3/8 | 1/2 | 5/8 | 13 1/8 | 5 | 9 1/2 | 2 1/2 | 1 7/8 | 3 1/8 | 45° | 10 5/8 | 6 1/4 | 7 1/2 | 5/8 | | | | | | | | | | | | 6.25 |
| Exp-way | 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | | 9.0 |
| Freeway | 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | | 16.0 |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp-way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| RV | CK | RA | RA |
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Date Drawn 3-9-83 Date Retrawn

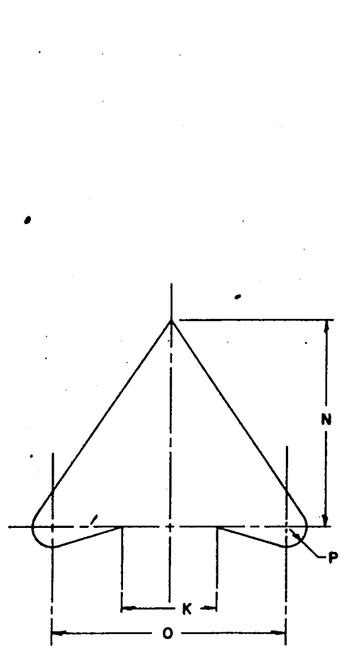
Date Revised

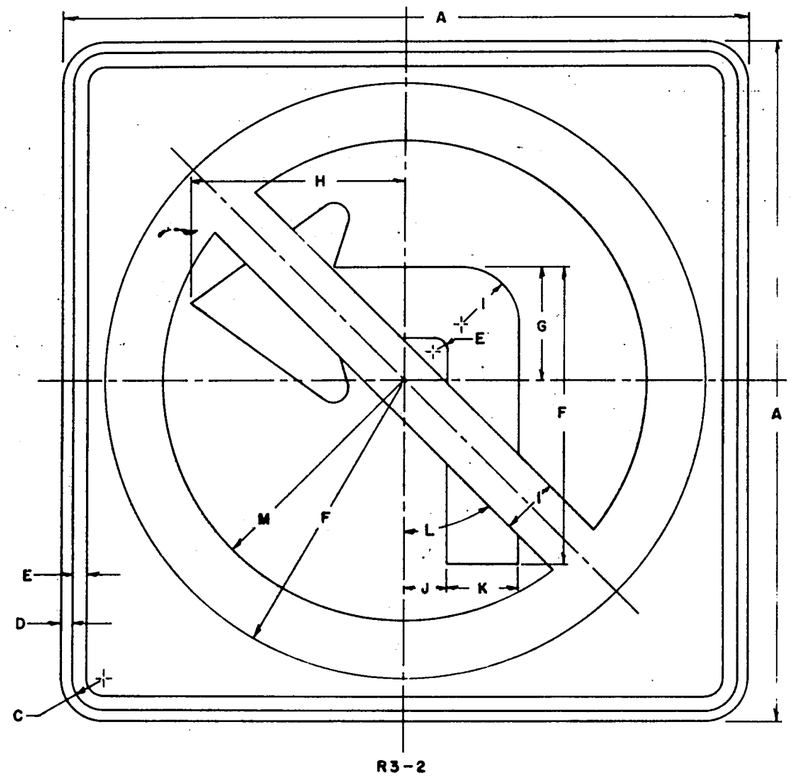
**STANDARD SIGN**
**R3-1**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 4-15-83 PLATE NO R3-1




R3-2

## NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See Note 5
3. Message Series -
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. Border & Arrow are non-reflective black, the circle with diagonal is reflective red.
6. This drawing may be scaled for Standard size only.

| SIZE | CODE 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 | Bid Area Sq Ft |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| Standard | 2 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| Oversize | 3 | 30 | | 1 3/8 | 1/2 | 5/8 | 13 1/8 | 5 | 9 1/2 | 2 1/2 | 1 7/8 | 3 1/8 | 45° | 10 3/8 | 6 1/4 | 7 1/2 | 5/8 | | | | | | | | | | | 6.25 |
| Exp way | 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| Freeway | 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | 16.0 |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| V | CK | RA | RA |
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Date Drawn -3-4-83 Date Revised

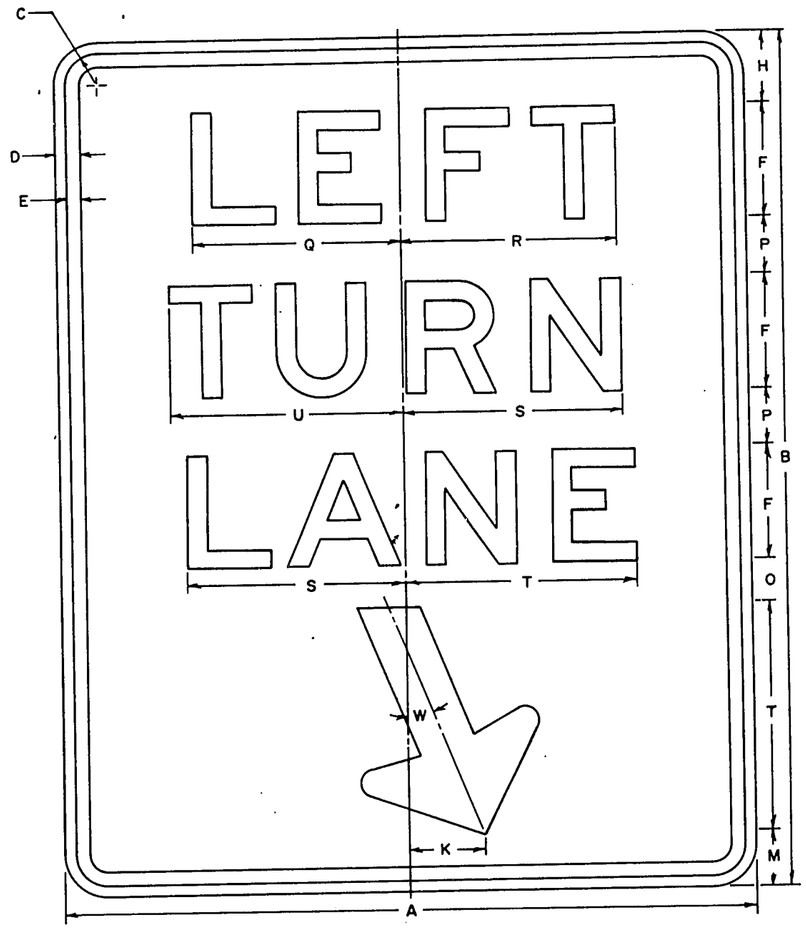
Date Revised 3-4-83

**STANDARD SIGN**
**R3-2**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

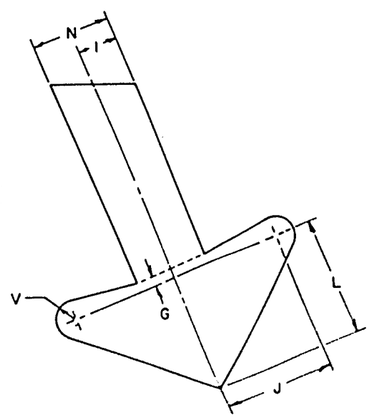
DATE 4-15-85 R3-2 6




R3-55L

| SIZE | CODE 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 | Bid Area Sq. Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 13/16 | 2 5/8 | 3 1/8 | 2 | 2 | 1 1/2 | 2 | 7 1/4 | 7 1/2 | 7 5/8 | 8 | 8 1/8 | 1/2 | 22° | | | | 5.0 |
| Oversize | 3 | 36 | 48 | 1 3/4 | 1/2 | 5/8 | 6 | 3/8 | 4 1/4 | 1 1/2 | 4 1/4 | 3 15/16 | 4 11/16 | 3 1/4 | 3 | 3 | 3 3/4 | 10 7/8 | 11 1/4 | 11 7/16 | 12 | 12 3/16 | 3/4 | 22° | | | | 12.0 |
| Exp-way | 4 | 36 | 48 | 1 3/4 | 1/2 | 5/8 | 6 | 3/8 | 4 1/4 | 1 1/2 | 4 1/4 | 3 15/16 | 4 11/16 | 3 1/4 | 3 | 3 | 3 3/4 | 10 7/8 | 11 1/4 | 11 7/16 | 12 | 12 3/16 | 3/4 | 22° | | | | 12.0 |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp-way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |




ARROW DETAIL

NOTES

1. Sign is Type II - Reflective - reference WIS D.O.T. Standard Specification for ROAD and BRIDGE 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.

| RV | CK | RA | RA |
|---|---|---|---|
| 12 | WF | | |
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Date Drawn - 7-18-62 Date Redrawn - 12-3-81

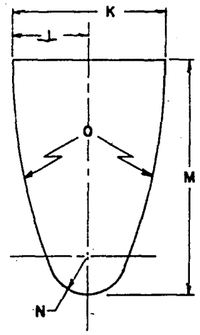
Date Revised -

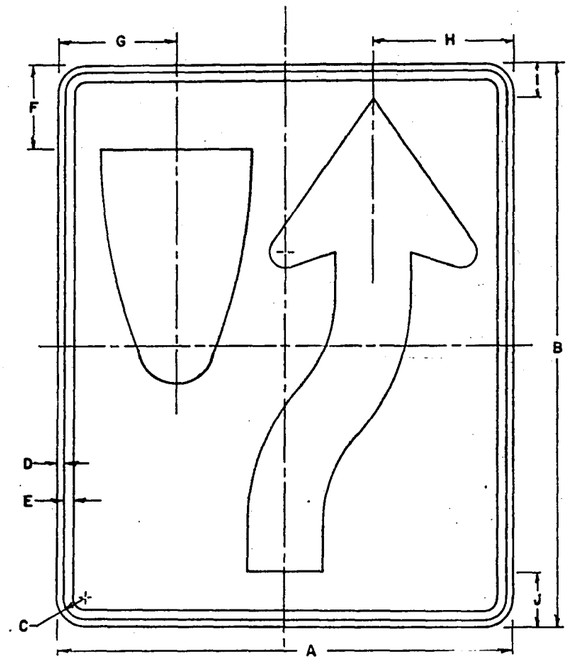
STANDARD SIGN
R3-55L

WISCONSIN DEPT OF TRANSPORTATION

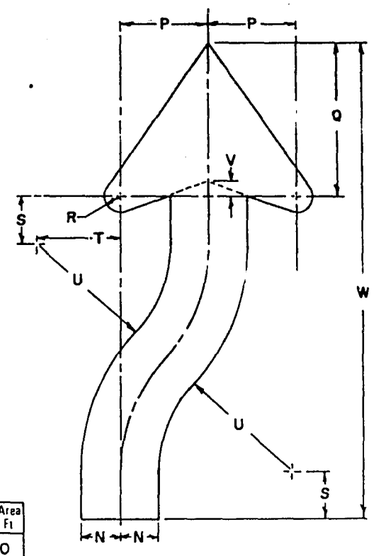
APPROVED
Chief Traffic Engineer

DATE 5-13-82 PLATE NO R3-55L 2




R4-7




NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series -
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. R4-8 is the same as R4-7 except Legend is reversed.

| SIZE | CODE 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 | Bid Area Sq Ft |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 3/8 | 4 11/16 | 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 | 9/16 | 1 7/8 | 3 1/4 | 5 1/4 | 7/16 | 20 3/8 | | | | 3.0 |
| Standard | 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 | 13/16 | 2 1/2 | 4 3/8 | 7 | 5/8 | 25 1/8 | | | | 5.0 |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp way | 4 | 36 | 48 | 1 3/4 | 1/2 | 5/8 | 6 3/4 | 9 3/8 | 11 1/8 | 2 13/16 | 4 1/2 | 12 | 6 | 18 3/4 | 3 | 45 | 6 7/8 | 12 3/16 | 1 3/16 | 3 3/4 | 6 9/16 | 10 1/2 | 15/16 | 40 11/16 | | | | 12.0 |
| Freeway | 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 | 14 | 1 1/4 | 50 1/4 | | | | 20.0 |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| V | CK | RA | RA |
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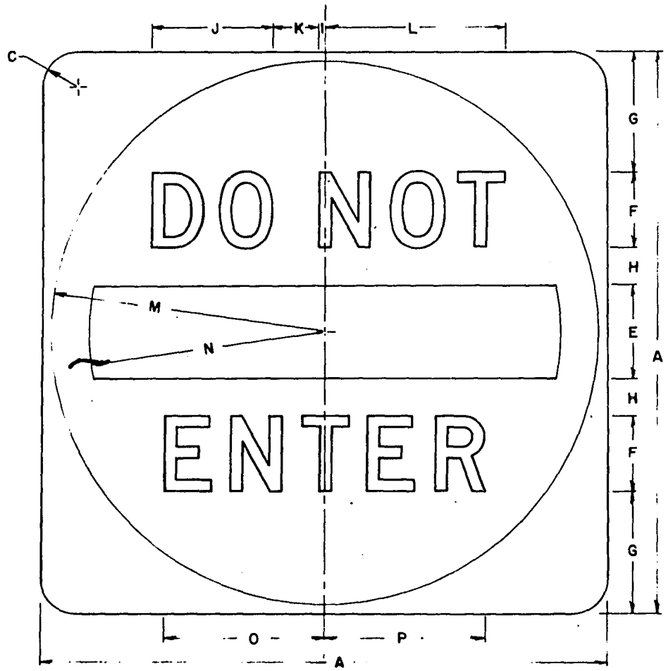
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPARTMENT OF TRANSPORTATION

R4-7 & R4-8




R5-1

## NOTES

1. Sign is Type II - Reflective Type H - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See Note 5
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. Message will be reflectorized red circle with letters and bar being reflective white.
6. This drawing may be scaled for standard size only.

| SIZE | CODE 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 | Rec Area Sq Ft |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | • 2 | 30 | | $1\frac{7}{8}$ | | 5 | 4 | $6\frac{1}{2}$ | 2 | $\frac{3}{8}$ | $6\frac{1}{2}$ | $2\frac{3}{8}$ | $9\frac{5}{8}$ | $14\frac{1}{2}$ | $12\frac{1}{2}$ | $8\frac{1}{2}$ | $8\frac{9}{16}$ | | | | | | | | | | | | 6.26 |
| Oversize | 1 | 36 | | $2\frac{1}{4}$ | | 6 | 5 | $7\frac{1}{2}$ | $2\frac{1}{2}$ | $\frac{7}{16}$ | $8\frac{1}{8}$ | $2\frac{15}{16}$ | $12\frac{1}{16}$ | $17\frac{1}{2}$ | 15 | $10\frac{5}{8}$ | $10\frac{11}{16}$ | | | | | | | | | | | | 9.0 |
| Expressway | 4 | 36 | | $2\frac{1}{4}$ | | 6 | 5 | $7\frac{1}{2}$ | $2\frac{1}{2}$ | $\frac{7}{16}$ | $8\frac{1}{8}$ | $2\frac{15}{16}$ | $12\frac{1}{16}$ | $17\frac{1}{2}$ | 15 | $10\frac{5}{8}$ | $10\frac{11}{16}$ | | | | | | | | | | | | 9.0 |
| Freeway | 5 | 48 | | 3 | | 8 | 6 | 11 | 3 | $\frac{9}{16}$ | $9\frac{3}{4}$ | $3\frac{5}{8}$ | $14\frac{7}{16}$ | $23\frac{1}{2}$ | 20 | $12\frac{3}{4}$ | $12\frac{7}{8}$ | | | | | | | | | | | | 16.0 |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Expressway | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| RV | CK | RA | HA |
|---|---|---|---|
| JO | WJM | | |
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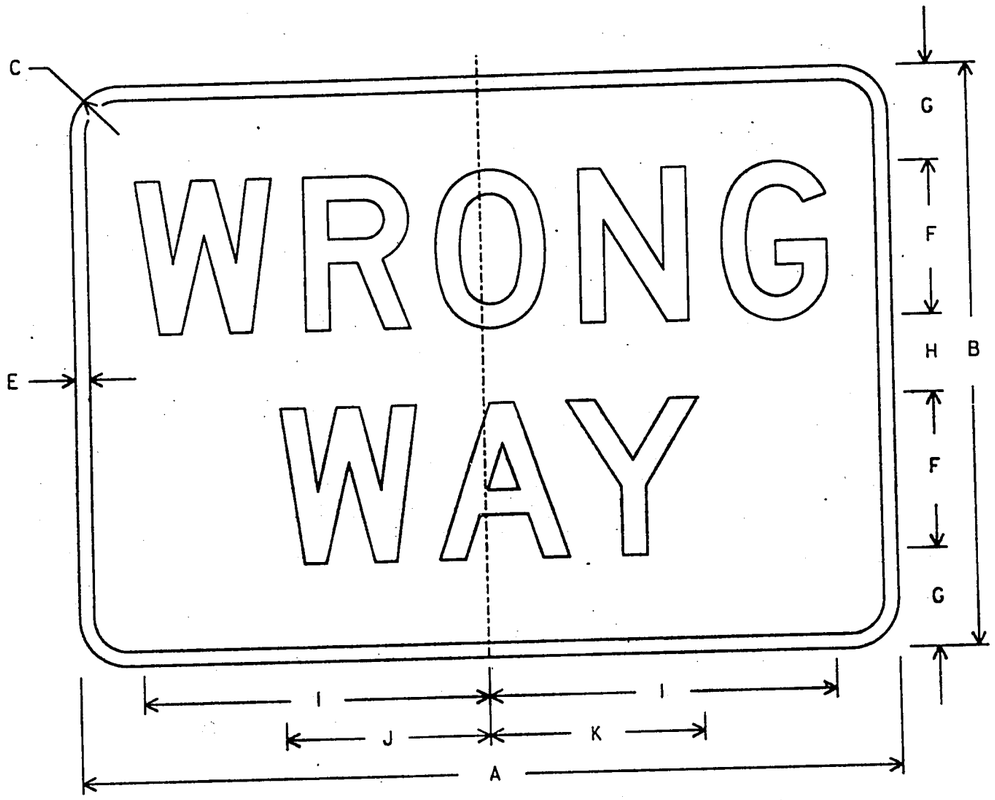
| Date Drawn | Date Revised 5-3-84 |
| Approved | 5-3-84 |

**STANDARD SIGN**
**R5-1**

WISCONSIN DEPT OF TRANSPORTATION

9/1/84 — RS-110

STATE PROJECT NUMBER | SHEET NO.




NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - 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.

| 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 18 | 1 1/2 | | 1/2 | 5 | 3 | 2 | 11 | 6 1/2 | 6 7/8 | | | | | | | | | | | | | | | | 3.75 |
| 2 | 36 | 24 | 2 | | 5/8 | 6 | 4 1/2 | 3 | 13 1/4 | 7 7/8 | 8 1/4 | | | | | | | | | | | | | | | | 6.00 |
| 3 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 4 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 5 | 42 | 30 | 2 1/2 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |

DATE DRAWN 1-29-92 DATE REDRAWN
DATE REVISED 4-15-92

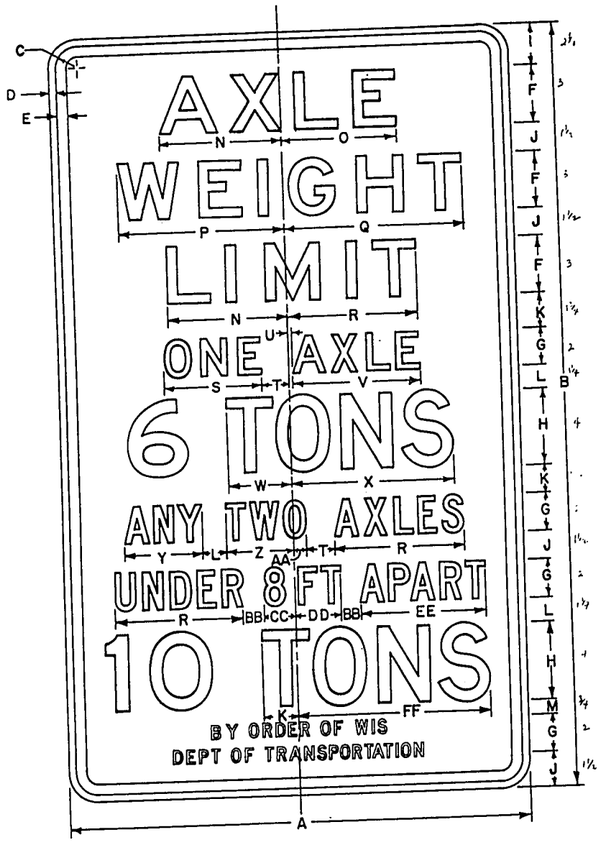
STANDARD SIGN
R5-9

WISCONSIN DEPT OF TRANSPORTATION

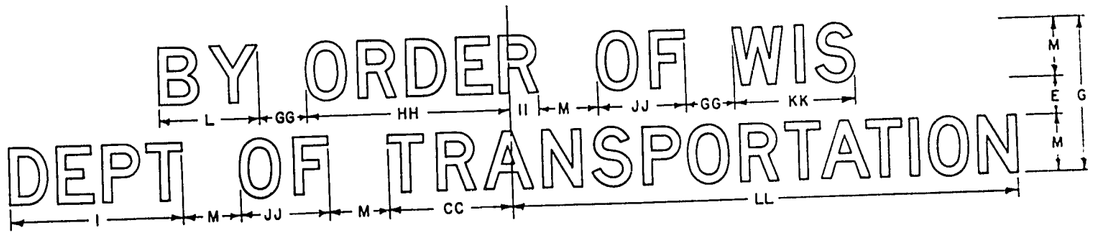
APPROVED

DATE 4/21/92 PLATE NO.

LEVELS ON • 2.3. 5. 40.




R12-52




NOTES :

1. Sign is Type II
2. | | Color | Material |
   |---|---|---|
   | Background | White | Reflective sheeting |
   | Message | Black | Non-Reflective |
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. Lines 1,2 & 3 — Series "E"
   Lines 4,9 & 10 — Series "D"
   Lines 6 & 7 — Series "C"
   Lines 5 & 8 — Numerals — Series "E"
   "TONS" — Series "D"
   Line 8 — For other than a numeral 1 and one other full numeral use Series "D" numerals.
6. Substitute appropriate numerals on lines 5 & 8 and adjust spacing to achieve proper balance.

| SIZE | CODE 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 | Bid Area Sq. Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | 24 | 40 | 1 1/8 | 3/8 | 1/2 | 3 | 2 | 4 | 2 1/4 | 1 1/2 | 1 3/4 | 1 1/4 | 3/4 | 6 1/4 | 6 1/8 | 8 5/8 | 9 1/4 | 6 3/4 | 5 1/8 | 1 3/8 | 1/4 | 6 5/8 | 3 3/8 | 8 1/2 | 4 1/8 | 3 7/16 | 6.67 |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp-way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | 11/16 | 1 | 1 5/8 | 2 3/8 | 6 9/16 | 10 1/8 | 5/8 | 2 5/8 | 3/8 | 1 1/8 | 1 9/16 | 6 1/2 | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp-way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| RV | CK | RA | RA |
|---|---|---|---|
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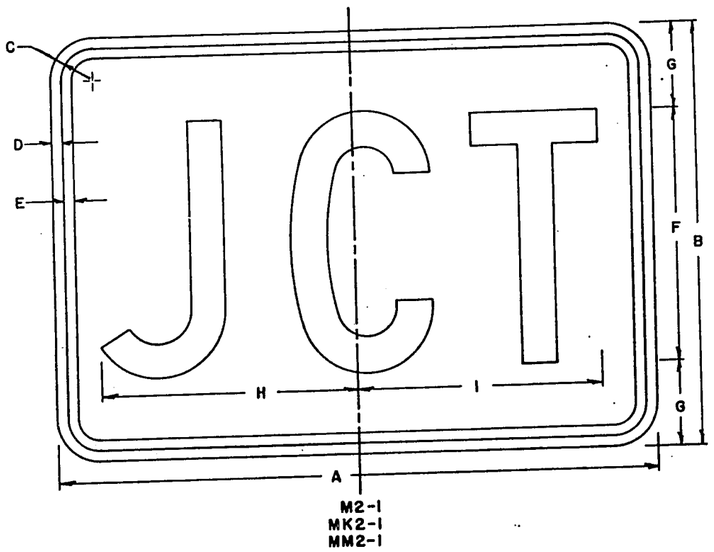
Date 6-12-73

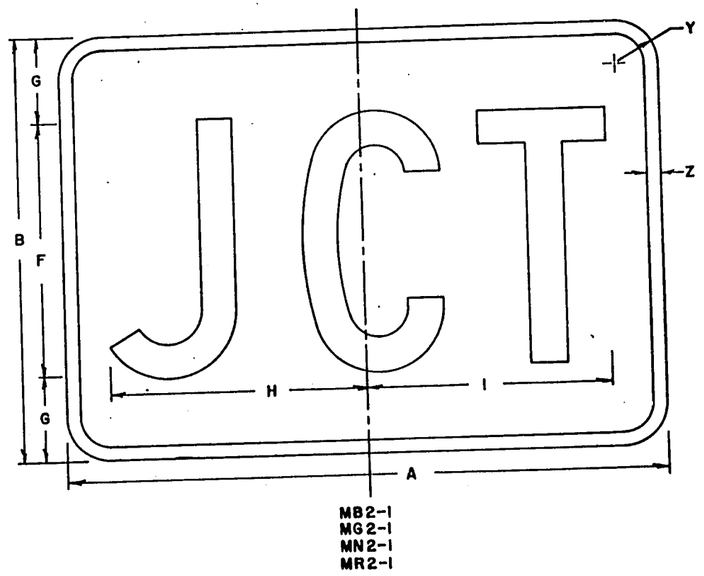
Date Revised 3-27-75
3-19-81

STANDARD SIGN
R12-52

WISCONSIN DEPT OF TRANSPORTATION




M2-1
MK2-1
MM2-1




MB2-1
MG2-1
MN2-1
MR2-1

## NOTES

1. Sign is Type II - See note 5 - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color: Background, 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 - Reflectorized White
   Message - Black
   MB2-1: Background - Reflective Blue
   Message - Reflectorized White
   MG2-1: Background - Reflective Green
   Message - Reflectorized White
   MK2-1: Background - Non-reflective Green
   Message - Non-reflective White
   MM2-1: Background - Reflectorized White
   Message - Reflective Green
   MN2-1: Background - Reflective Brown
   Message - Reflectorized White
   MR2-1: Background - Non-reflective Brown
   Message - Non-reflective Yellow
6. Border shall be omited on MM2-1.
7. Drawing may be scaled for standard size only.

| SIZE | CODE 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 | Bid Area Sq. Ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 1½ | ½ | 2.187 |
| Standard | 2 | 21 | 15 | 1⅛ | ⅜ | ⅜ | 9 | 3 | 8 15/16 | 8 5/8 | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | 1½ | ½ | 4.375 |
| Exp-way | 4 | 30 | 21 | 1⅛ | ⅜ | ½ | 13 | 4 | 12⅞ | 12 7/16 | | | | | | | | | | | | | | | | 1½ | ½ | 4.375 |
| Freeway | 5 | 30 | 21 | 1⅛ | ⅜ | ½ | 13 | 4 | 12⅞ | 12 7/16 | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp-way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| RV | CK | RA | RA |
|---|---|---|---|
| | | | |
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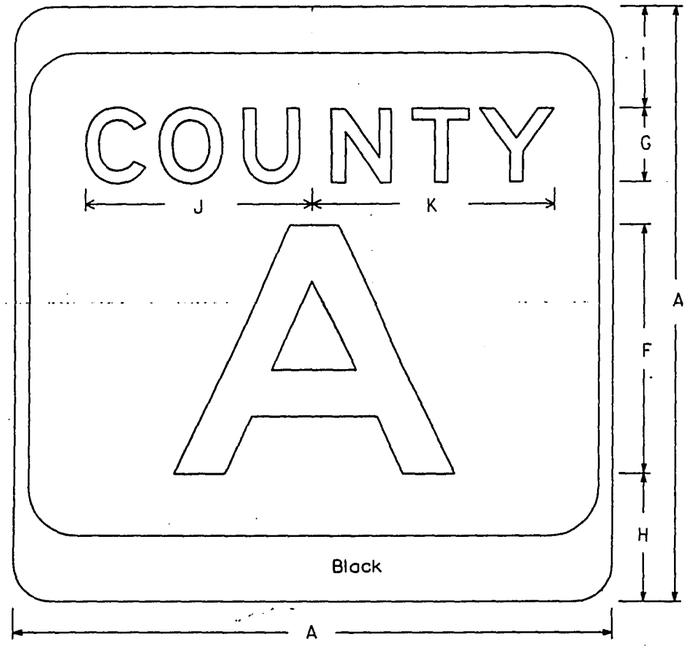
| | | | |
| | | | |

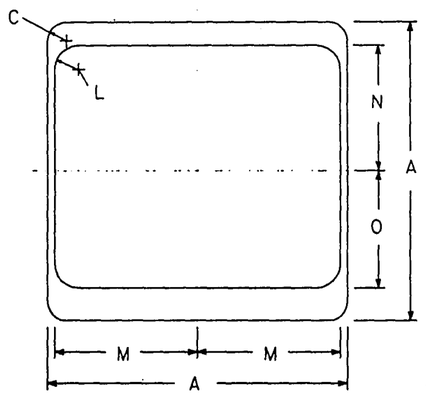
Date Drawn –  Date Redrawn – 11-23-81
Date Revised – 11-23-81 [illegible]

STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED [signature]
Chief Traffic Engineer
DATE 4-7-82 PLATE NO M2-1.4




## NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE 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.
4. The word COUNTY is series "E".
5. Routes having one letter - Series "F"
   two letters - Series "D"
   three letters - Series Varies to fit sign
6. Substitute appropriate letters & adjust spacing to achieve proper balance.

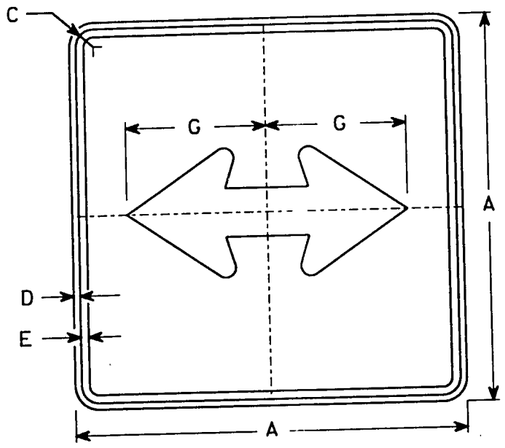
| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Standard | 2 | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 3/16 | 9 5/8 | 1 15/16 | 11 7/16 | 10 1/8 | 9 3/8 | | | | | | | | | | | | 4 |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Expway | 4 | 36 | | 2 1/4 | | | 16 | 4 | 7 11/16 | 5 11/16 | 12 1/4 | 12 13/16 | 2 15/16 | 17 1/8 | 15 3/16 | 14 1/16 | | | | | | | | | | | | 9 |
| Freeway | 5 | 36 | | 2 1/4 | | | 16 | 4 | 7 11/16 | 5 11/16 | 12 1/4 | 12 13/16 | 2 15/16 | 17 1/8 | 15 3/16 | 14 1/16 | | | | | | | | | | | | 9 |

DATE DRAWN 9-1-88 DATE REDRAWN
DATE REVISED

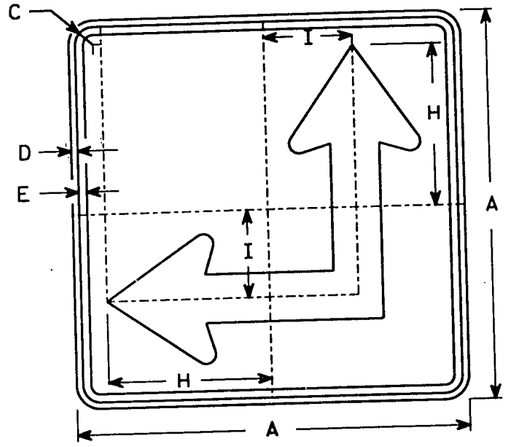
COUNTY ROUTE MARKER
MI - 5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION
APPROVED
DATE 12-2-88 PLATE NO. MI-5A.3

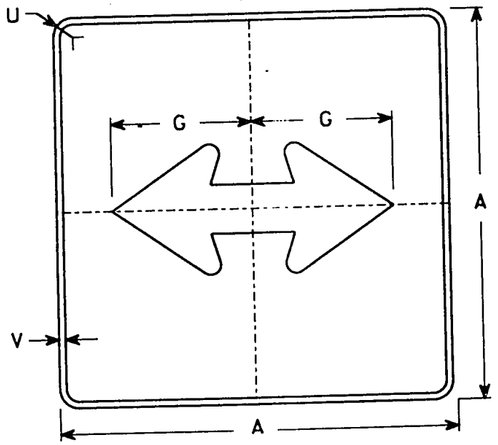
PLOT NAME: STPMI588
PLOT SCALE: 1:3
FILE NAME: STPMI588
ORIGINATOR: AL WIEDENBECK
WISDOT/CADDS SHEET 42



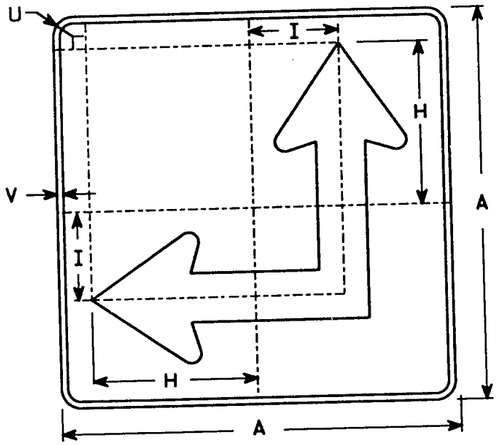

M6-4
MK6-4
MM6-4 (See Note 6)
MO6-4




M6-6L
MK6-6L
MM6-6L (See Note 6)
MO6-6L



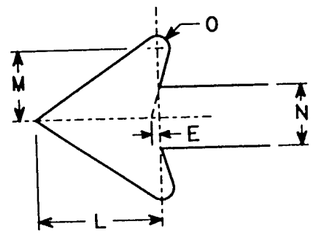

MB6-4
MG6-4
MN6-4
MR6-4




MB6-6L
MG6-6L
MN6-6L
MR6-6L

## NOTES

1. Signs are Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE 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 - Reflective white
   Message - Black
   MB6-4 and MB6-6 Background - Reflective blue
   Message - Reflective white
   MG6-4 and MG6-6 Background - Reflective green
   Message - Reflective white
   MK6-4 and MK6-6 Background - Non-Reflective green
   Message - Non-Reflective white
   MM6-4 and MM6-6 Background - Reflective white
   Message - Reflective green
   MN6-4 and MN6-6 Background - Reflective brown
   Message - Reflective white
   MO6-4 and MO6-6 Background - Reflective orange
   Message - Black
   MR6-4 and MR6-6 Background - Non-Reflective brown
   Message - Non-Reflective yellow
5. M6-6R same as M6-6L except arrow points ahead and right.
6. Border shall be omitted on MM series.




| 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| 3 | 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 |
| 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 |
| 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 |

DATE DRAWN 2-4-93 DATE REDRAWN
DATE REVISED

# STANDARD SIGNS
# M6-4 & M6-6 SERIES

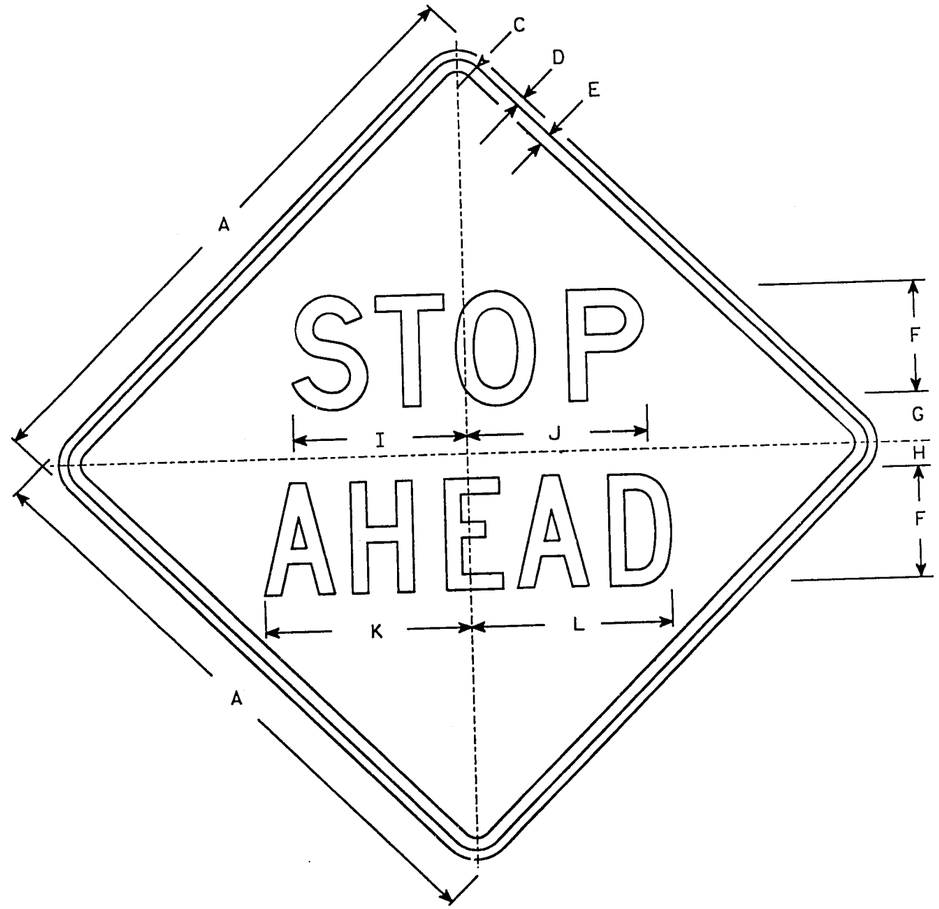
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 2/12/93 PLATE NO. M6 4.2

TR STDPLATE M64.DGN

LEVELS ON • 2.3. 5. NO.




NOTES

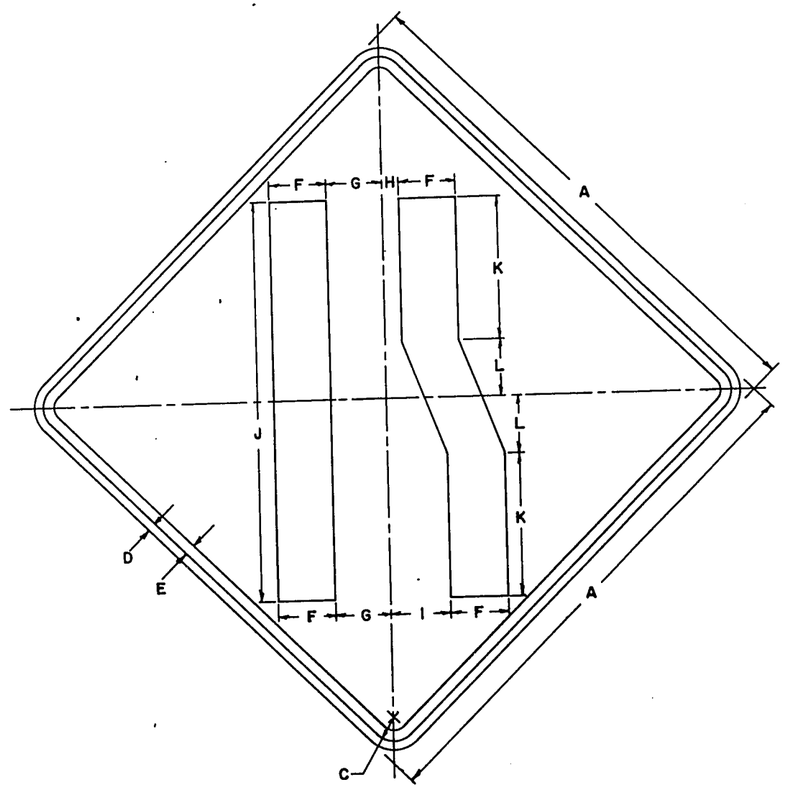
1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. STOP is Series D and AHEAD is Series C.

| 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BIKE | 18 | | 1 1/8 | 3/8 | 3/8 | 3 | 1 3/4 | 3/4 | 4 3/4 | 5 1/4 | 5 3/8 | 5 3/8 | | | | | | | | | | | | | | | 2.25 |
| 1 | 30 | | 1 3/8 | 1/2 | 5/8 | 6 | 2 1/2 | 1 1/4 | 9 3/8 | 9 1/2 | 10 5/8 | 10 1/4 | | | | | | | | | | | | | | | 6.25 |
| 2 | 36 | | 1 5/8 | 5/8 | 1/4 | 7 | 3 1/2 | 1 | 11 1/8 | 11 1/4 | 13 3/8 | 13 1/4 | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 7 | 3 1/2 | 1 | 11 1/8 | 11 1/4 | 13 3/8 | 13 1/4 | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 9 | 4 | 2 | 13 7/8 | 14 3/8 | 16 1/2 | 16 | | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 9 | 4 | 2 | 13 7/8 | 14 3/8 | 16 1/2 | 16 | | | | | | | | | | | | | | | 16.0 |

DATE DRAWN 8-15-92 DATE REDRAWN
DATE REVISED

STANDARD SIGN
M3 - 1

WISCONSIN DEPT. OF TRANSPORTATION
APPROVED
DATE




W4-2R

## NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE 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 same as W4-2R except message is reversed.
5. This drawing may be scaled for Standard size only.

| SIZE | CODE 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 | Bid Area Sq Ft |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | 30 | | $1\frac{3}{8}$ | $\frac{1}{2}$ | $\frac{5}{8}$ | 3 | $3\frac{1}{4}$ | $\frac{15}{16}$ | $3\frac{7}{16}$ | 23 | $8\frac{3}{16}$ | $3\frac{5}{16}$ | | | | | | | | | | | | | | | 6.25 |
| Standard | 2 | 36 | | $1\frac{5}{8}$ | $\frac{5}{8}$ | $\frac{3}{4}$ | 4 | $3\frac{7}{8}$ | $1\frac{1}{8}$ | $4\frac{1}{8}$ | 28 | 10 | 4 | | | | | | | | | | | | | | | 9.0 |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | 9.0 |
| Exp-way | 4 | 36 | | $1\frac{5}{8}$ | $\frac{5}{8}$ | $\frac{3}{4}$ | 4 | $3\frac{7}{8}$ | $1\frac{1}{8}$ | $4\frac{1}{8}$ | 28 | 10 | 4 | | | | | | | | | | | | | | | 16.0 |
| Freeway | 5 | 48 | | $2\frac{1}{4}$ | $\frac{3}{4}$ | 1 | 5 | $5\frac{3}{16}$ | $1\frac{1}{2}$ | $5\frac{1}{2}$ | 37 | $13\frac{1}{4}$ | $5\frac{1}{4}$ | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp-way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| CK | RA | RA |
|---|---|---|
| ✓ | | |

Date Drawn - Date Retrawn - 3-11-83

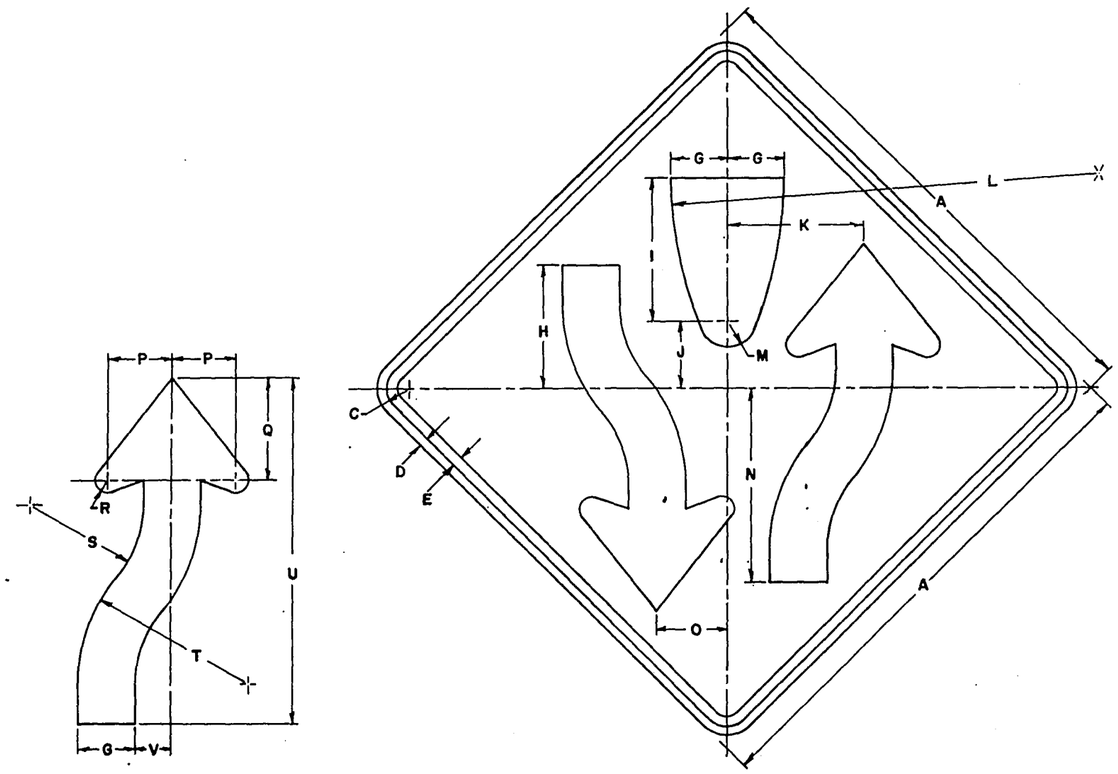
Date Revised - 5-6-85

STANDARD SIGN
W4-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 5-31-85 W4-2 C




W6-1

## NOTES

1. Sign is Type III - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series -
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. W6-2 same as W6-1 but is rotated 180° when mounted.
6. This sign may be scaled for standard size only.

| SIZE | CODE 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 | Bid Area Sq. Ft |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 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 |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp-way | 4 | 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 |
| Freeway | 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 3/16 | 9 13/16 | 1 3/16 | 10 5/8 | 16 | 32 5/8 | 3 3/8 | | | | | 16.0 |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp-way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| RV | CK | RA | RA |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Date Drawn - 5-13-83 Date Redrawn

Date Revised -

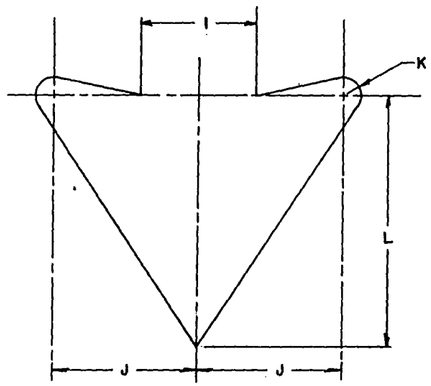
**STANDARD SIGN**
**W6-1 & W6-2**

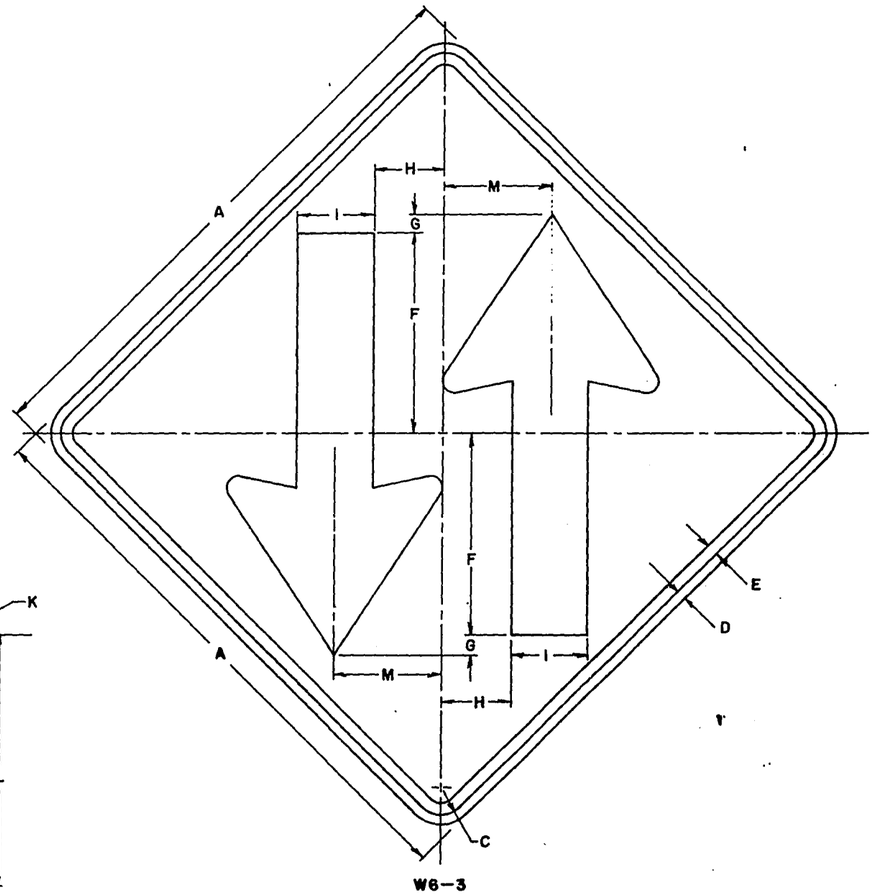
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chief Traffic Engineer

DATE 8-26-83 PLATE NO W6-1.7




W6-3

## NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series -
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. This drawing may be scaled for standard size only.

| SIZE | CODE 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 | Bid Area Sq Ft |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | 30 | | 1 3/8 | 1/2 | 5/8 | 10 1/2 | 1 | 3 5/8 | 4 | 5 | 5/8 | 8 3/4 | 5 5/8 | | | | | | | | | | | | | | 6.25 |
| Oversize | 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 12 | 1 | 4 1/4 | 5 | 6 | 3/4 | 10 1/2 | 6 3/4 | | | | | | | | | | | | | | 9.00 |
| Exp-way | 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 12 | 1 | 4 1/4 | 5 | 6 | 3/4 | 10 1/2 | 6 3/4 | | | | | | | | | | | | | | 9.00 |
| Freeway | 5 | 48 | | 2 1/4 | 3/4 | 1 | 15 1/2 | 1 | 6 | 6 | 8 | 1 | 14 | 9 | | | | | | | | | | | | | | 16.00 |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | AA | BB | CC | DD | EE | FF | GG | HH | II | JJ | KK | LL | MM | NN | OO | PP | QQ | RR | SS | TT | UU | VV | WW | XX | YY | ZZ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Minimum | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Standard | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oversize | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Exp way | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Freeway | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicycle | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snowmobile | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| V | CK | RA | RA |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

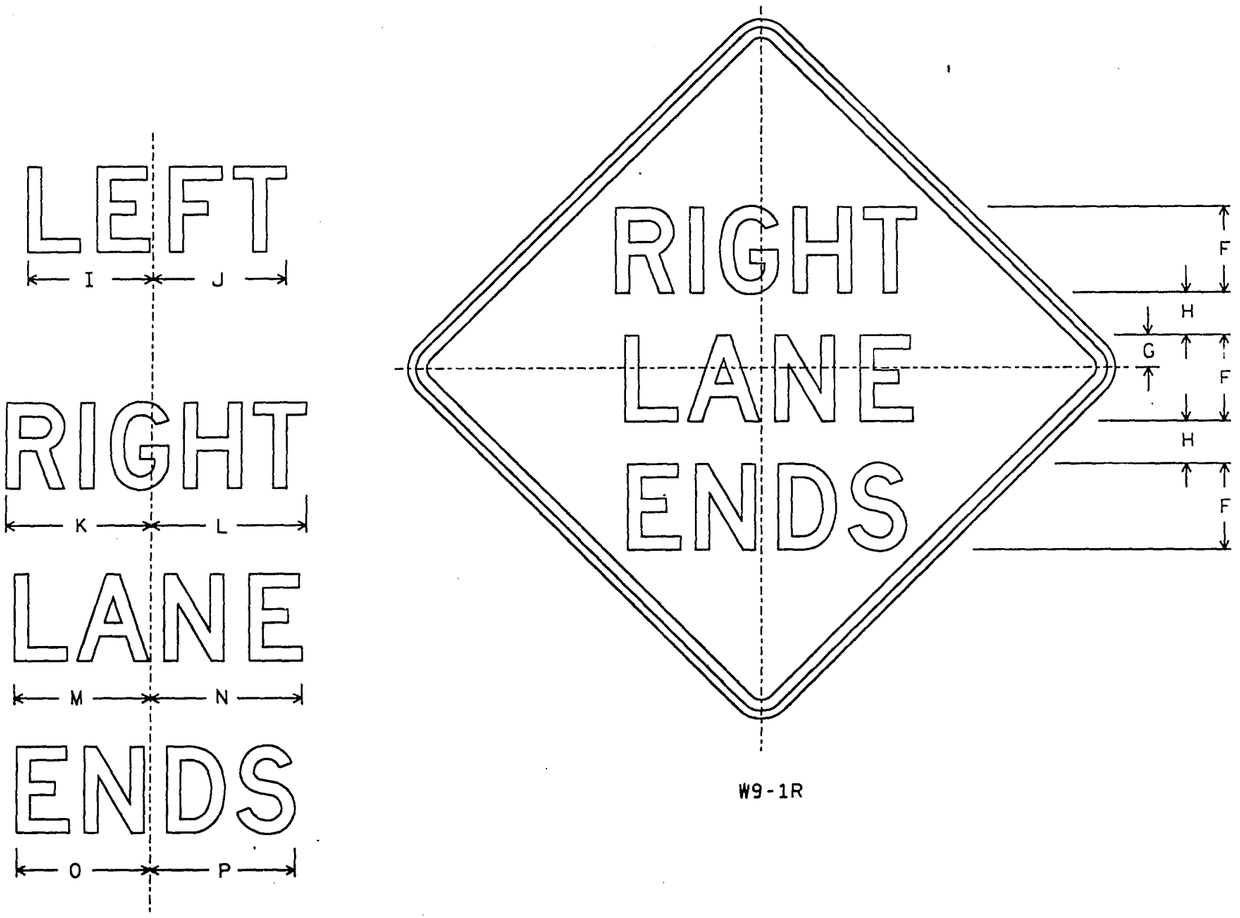
Date Drawn –
Date Revised –
Date Revised 9-1-83

STANDARD SIGN
W6-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
DATE 11-30-83

W6-3 4




W9-1R

NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition.
2. Color:
   Background - Reflective 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.
5. W9-1L same as W9-1R except the word Left replaces Right

| 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 | AG |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 1 1/2 | 2 1/2 | 7 1/4 | 7 3/4 | 8 1/8 | 8 5/8 | 7 7/8 | 8 3/4 | 7 3/4 | 8 3/8 | | | | | | | | | | | | 25 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 2 | 3 | 8 7/8 | 9 3/8 | 9 3/4 | 10 3/8 | 9 1/2 | 10 1/2 | 9 3/8 | 10 | | | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 2 | 3 | 8 7/8 | 9 3/8 | 9 3/4 | 10 3/8 | 9 1/2 | 10 1/2 | 9 3/8 | 10 | | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 | 4 | 11 5/8 | 12 3/8 | 13 | 13 1/8 | 12 5/8 | 14 | 12 3/8 | 13 3/8 | | | | | | | | | | | | 16.0 |

DATE DRAWN: 2-25-92 DATE REDRAWN:
DATE REVISED:

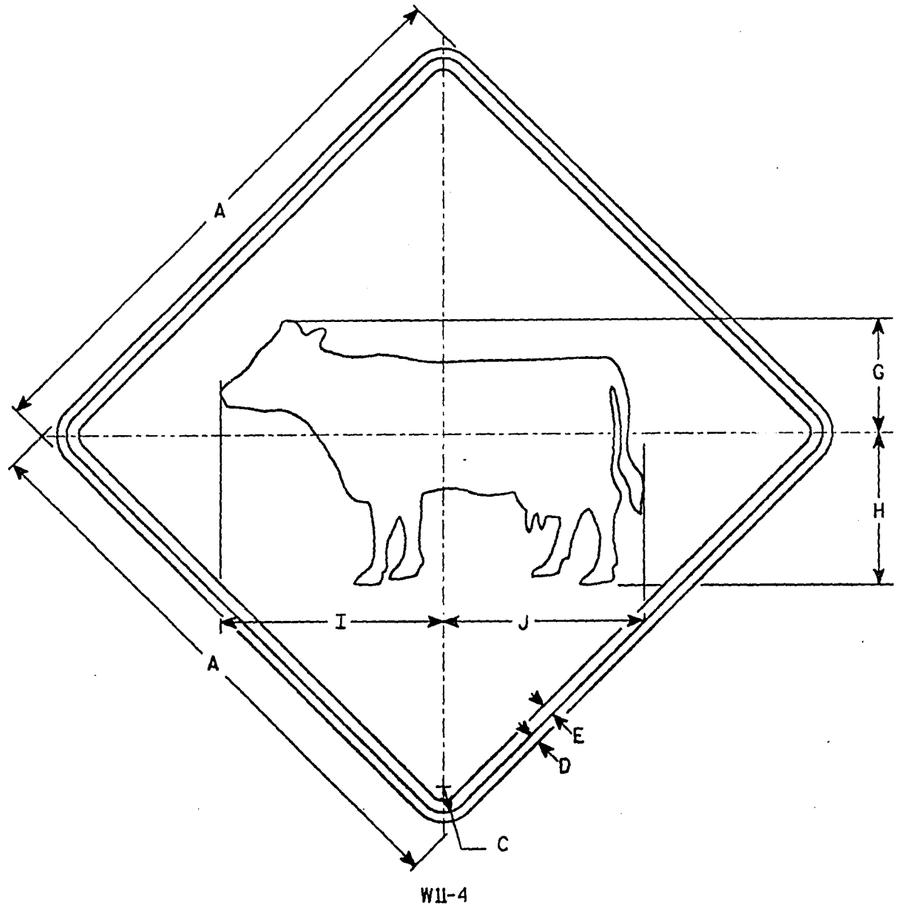
STANDARD SIGN
W9-1R & W9-1L

WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED:
DATE: 12/1/93

PROJECT NUMBER

PLOT NAME: W9-1
PLOT SCALE: 1:1
PLOT MODEL: W9
LEVELS ON - 2, 3, 5, 10
DRAWN/TYPICAL: WIEDENBECK

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| | |




W11-4

NOTES

1. Sign is Type II - Reflective - reference WIS DOT Standard Specification for ROAD and BRIDGE 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.

| 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. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | | 4 3/4 | 6 3/8 | 9 1/4 | 8 3/8 | | | | | | | | | | | | | | | | | 4.0 |
| 2 | 30 | | 1 3/8 | 1/2 | 5/8 | | 6 | 8 | 11 3/4 | 10 1/2 | | | | | | | | | | | | | | | | | 6.25 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | | 7 1/4 | 9 5/8 | 14 1/8 | 12 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | | 7 1/4 | 9 5/8 | 14 1/8 | 12 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 9 1/2 | 12 5/8 | 18 1/2 | 16 5/8 | | | | | | | | | | | | | | | | | 16.0 |

STANDARD SIGN

W11-4

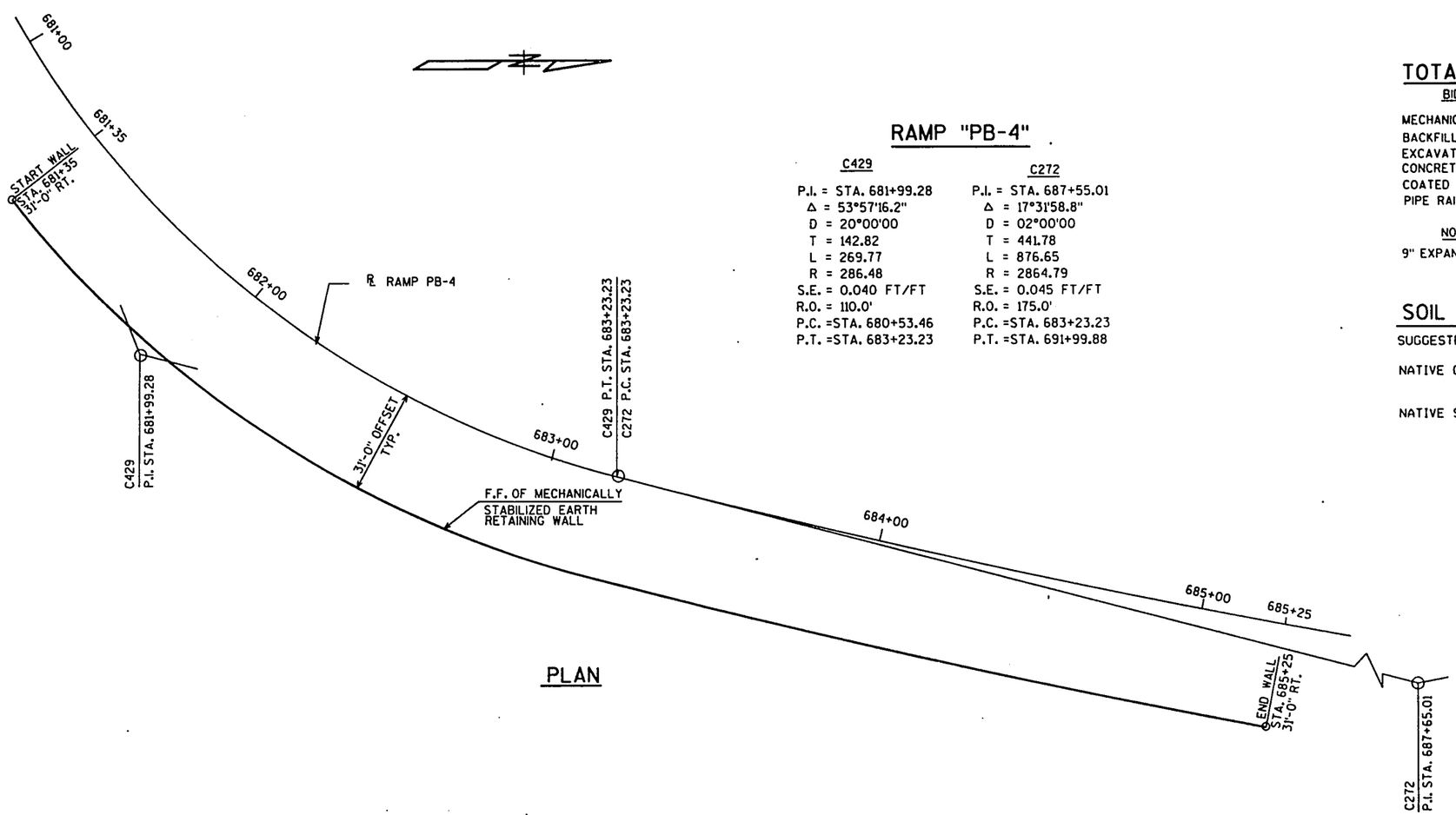
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 11/24/91

TYPE CODE = X

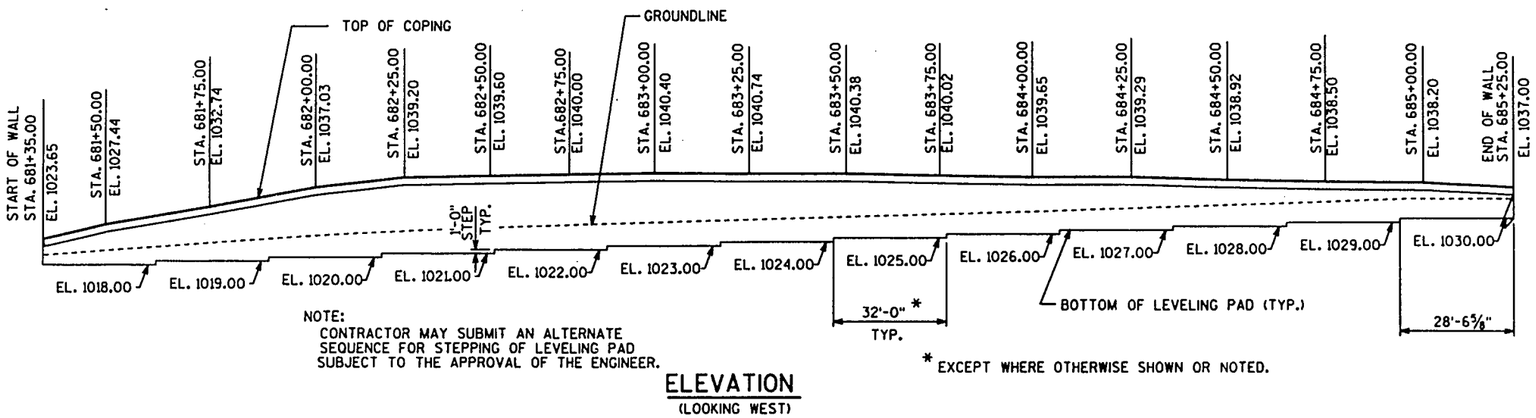
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.0 |




PLAN

## RAMP "PB-4"

| C429 | C272 |
|---|---|
| P.I. = STA. 681+99.28 | P.I. = STA. 687+55.01 |
| Δ = 53°57'16.2" | Δ = 17°31'58.8" |
| D = 20°00'00 | D = 02°00'00 |
| T = 142.82 | T = 441.78 |
| L = 269.77 | L = 876.65 |
| R = 286.48 | R = 2864.79 |
| S.E. = 0.040 FT/FT | S.E. = 0.045 FT/FT |
| R.O. = 110.0' | R.O. = 175.0' |
| P.C. =STA. 680+53.46 | P.C. =STA. 683+23.23 |
| P.T. =STA. 683+23.23 | P.T. =STA. 691+99.88 |




NOTE:
CONTRACTOR MAY SUBMIT AN ALTERNATE SEQUENCE FOR STEPPING OF LEVELING PAD SUBJECT TO THE APPROVAL OF THE ENGINEER.

ELEVATION
(LOOKING WEST)

* EXCEPT WHERE OTHERWISE SHOWN OR NOTED.

## TOTAL ESTIMATED QUANTITIES

BID ITEMS

| | |
|---|---|
| MECHANICALLY STABILIZED EARTH RETAINING WALLS, RW-13-18 | 5125 S.F. |
| BACKFILL FOR MECHANICALLY STABILIZED EARTH RETAINING WALL, RW-13-18 | 1 L.S. |
| EXCAVATION FOR MECHANICALLY STABILIZED EARTH RETAINING WALL, RW-13-18 | 1 L.S. |
| CONCRETE MASONRY, RETAINING WALLS | 17 C.Y. |
| COATED HIGH-STRENGTH BAR STEEL REINFORCEMENT, RETAINING WALLS | 1340 LB. |
| PIPE RAILING, RW-13-18 | 1 L.S. |

NON-BID ITEMS

| | |
|---|---|
| 9" EXPANSION TYPE WATERSTOP | 15 L.F. |

## SOIL PROPERTIES

SUGGESTED WALL GRANULAR BACKFILL: MOIST UNIT WEIGHT = 125 pcf,
INTERNAL ANGLE OF FRICTION = 35°

NATIVE CLAY: MOIST UNIT WEIGHT = 115 pcf.
COHESIVE STRENGTH = 1000 psf.
INTERNAL ANGLE OF FRICTION = 15°

NATIVE SAND: MOIST UNIT WEIGHT = 115 pcf.
INTERNAL ANGLE OF FRICTION = 30° (UP TO 10 FT. DEEP)
INTERNAL ANGLE OF FRICTION = 33° (BELOW 10 FT. DEEP)

## FOUNDATION DATA

MINIMUM SOIL BEARING AT BASE OF WALL TO BE 1.5 TONS PER SQUARE FOOT.

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

STATIONING SHOWN GIVEN ALONG ℄ RAMP PB-4

TOTAL LENGTH OF WALL ALONG FRONT FACE OF PRECAST PANELS EQUAL 412'-6⅜".

## LIST OF DRAWINGS


1. GENERAL PLAN
2. SUBSURFACE EXPLORATION
3. DETAILS
4. PIPE RAILING


BRIDGE OFFICE CONTACT :
FINN K. HUBBARD (608)266-8489

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE RW-13-18

MECHANICALLY STABILIZED EARTH RETAINING WALL

| | | | |
|---|---|---|---|
| COUNTY DANE | | TOWN/CITY/VILLAGE VERONA | |
| DESIGN SPEC. AASHTO 1993 | | LOAD — | CONST. SPEC. 1989 |
| DESIGNED BY FKH | DESIGN C.K.D. — | DRAWN BY MJM | PLANS C.K.D. |

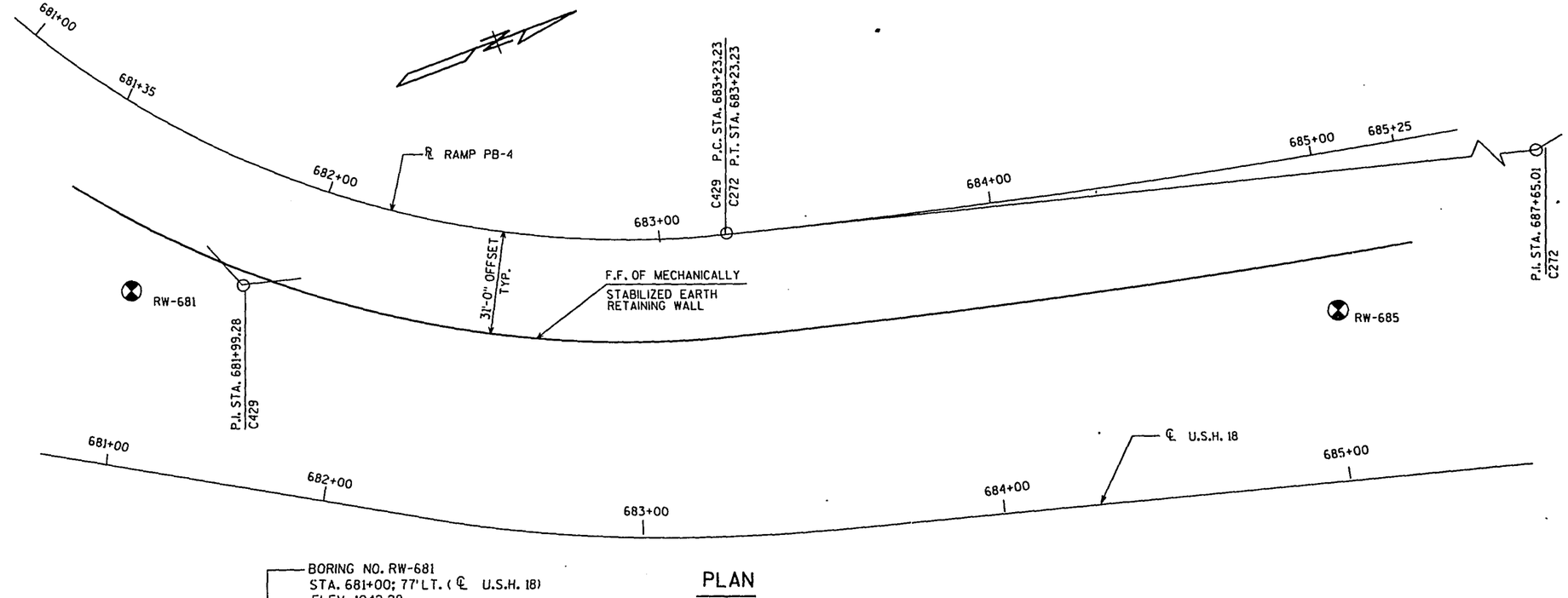
APPROVED _____ CHIEF BRIDGE DESIGN ENGINEER DATE 11-17-98

GENERAL PLAN

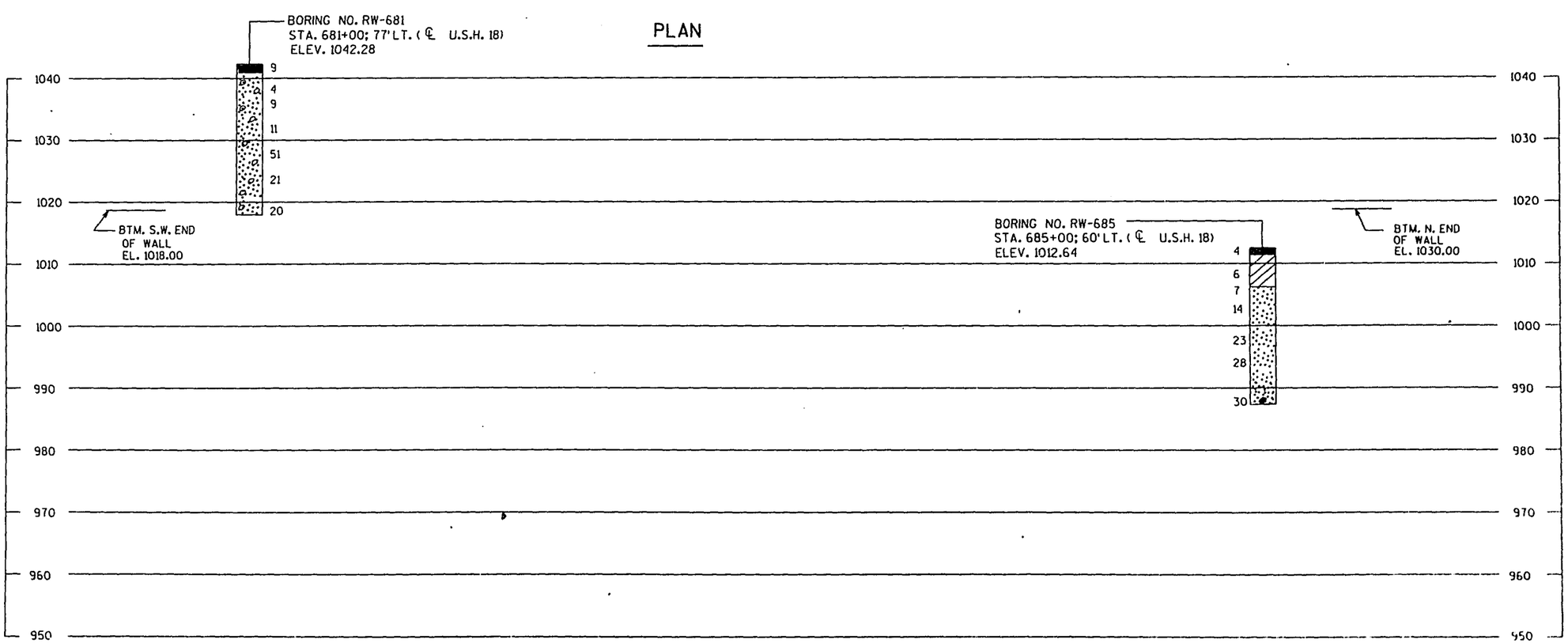
SHEET 1 OF 4

DATE: 10-98

I.D. 120[illegible]




PLAN




| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.1 |

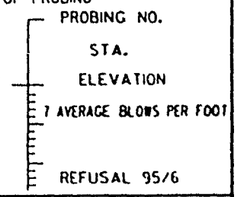
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

MATERIAL SYMBOLS

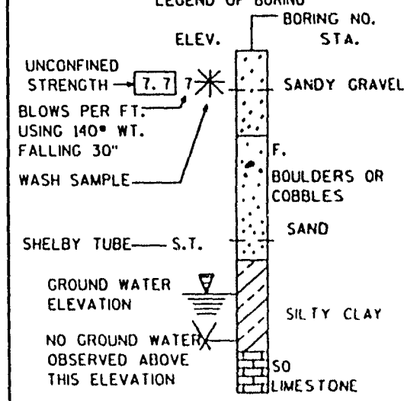
TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING




95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350# WT.
FALLING 18" ON A 2" O.D. POINT.

LEGEND OF BORING




UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A O.D. XL 4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREON REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE DIVISION OF HIGHWAYS DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

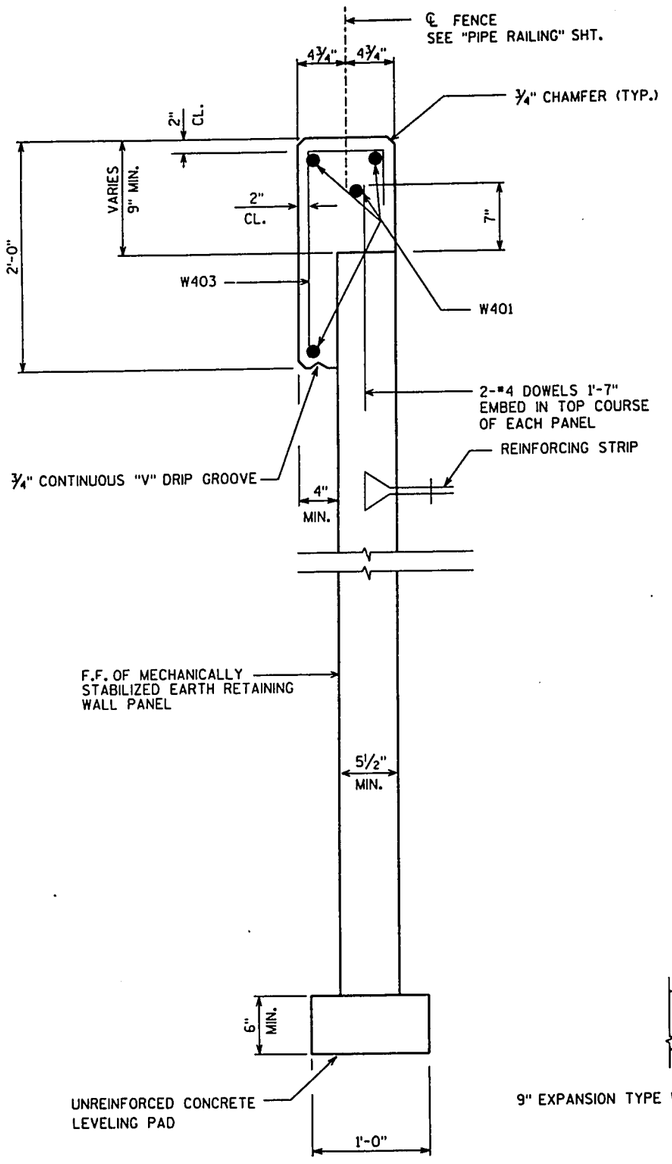
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE RW-13-18

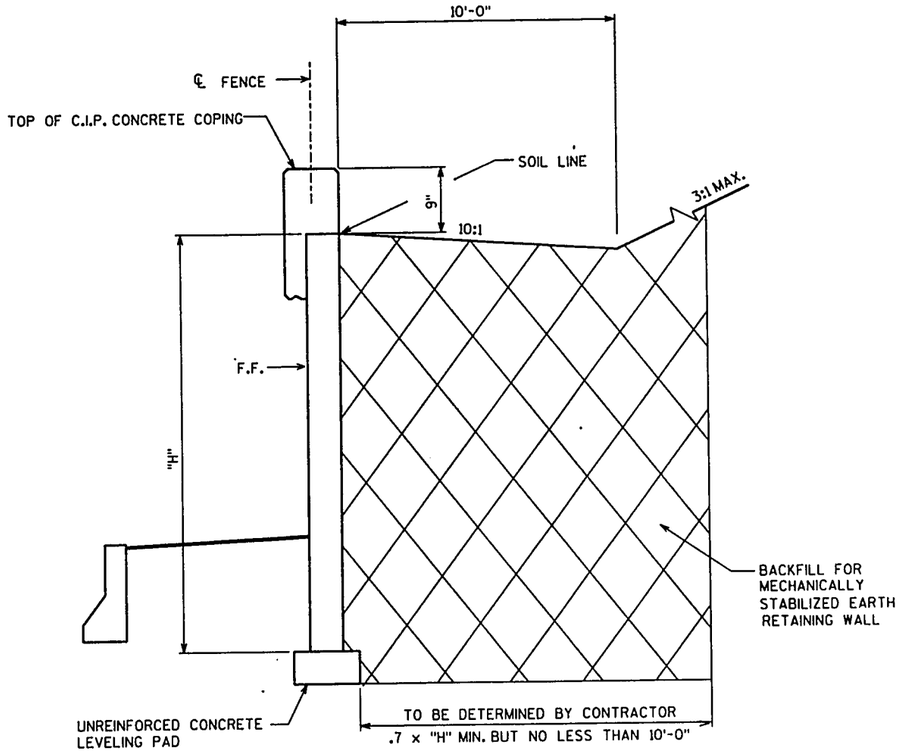
| CONST. SPEC. | DRAWN BY MDW | PLANS LD. |
|---|---|---|
| 1989 | | |

SUBSURFACE EXPLORATION

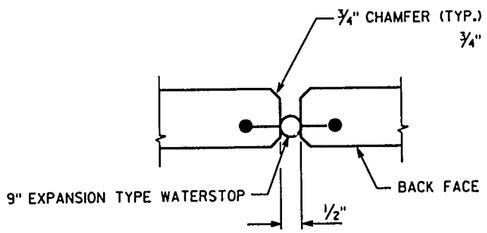
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.2 |



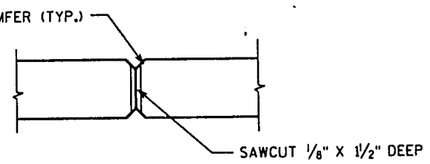

CAST-IN-PLACE
CONCRETE COPING DETAIL



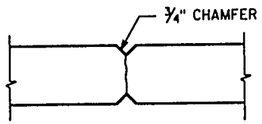

TYPICAL SECTION
(LOOKING NORTH)




EXPANSION JOINT




CONTRACTION JOINT



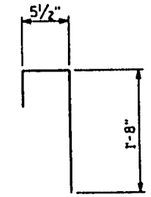

CONSTRUCTION JOINT

NOTES:
1. PLACE CONSTRUCTION OR CONTRACTION JOINT WITH ¾" CHAMFERS EVERY 2 PANEL UNITS ON COPING. PLACE ½" EXPANSION JOINTS EVERY 6 PANEL UNITS ON COPING.
2. CONSTRUCTION OR CONTRACTION AND EXPANSION JOINTS PLACEMENT ARE BASED ON 4.92' PER PANEL UNIT.
3. WATERSTOP TO EXTEND FULL DEPTH OF COPING

COPING JOINT DETAILS

## BILL OF BARS

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SER. | LOCATION |
|---|---|---|---|---|---|---|
| W401 | X | 164 | 9-6 | | | C.I.P. COPING-HORIZ. |
| W402 | X | 4 | 8-9 | | | C.I.P. COPING-HORIZ. STA. 685+25.00 |
| W403 | X | 168 | 2-5 | X | | C.I.P. COPING -VERT. |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |




W403

## DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE MECHANICALLY STABILIZED EARTH RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "MECHANICALLY STABILIZED EARTH RETAINING WALLS, RW-13-18".

THE MECHANICALLY STABILIZED EARTH RETAINING WALLS SHALL BE ONE OF THE PROPRIETARY WALL SYSTEMS SPECIFIED IN THE SPECIAL PROVISIONS.

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS AND DETAILS COMMON TO ANY WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGMENTS AND DETAILS.

THE PRECAST PANELS SHALL HAVE A PLAIN FINISH.

THE MECHANICALLY STABILIZED EARTH RETAINING WALL, RW-13-18 , IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON SHEET L

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

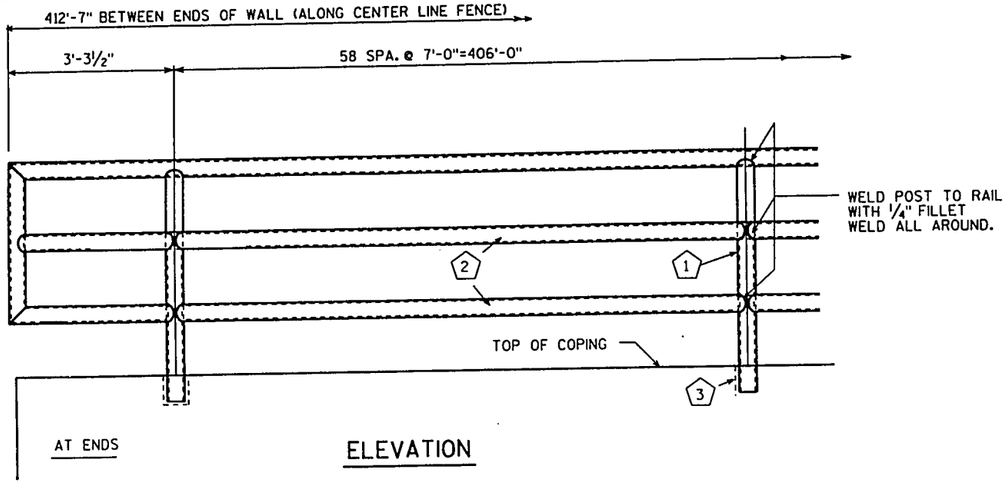
STRUCTURE RW-13-18

| CONST. SPEC. 1989 | DRAWN BY MDH | CHKD BY TAW |
|---|---|---|

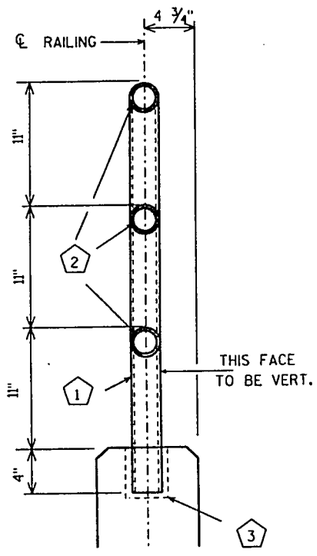
DETAILS

SHEET 3

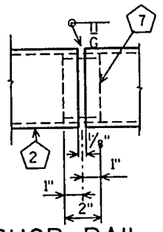
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.3 |




ELEVATION

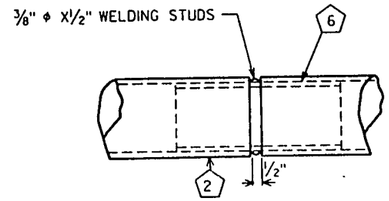



TYP. SECTION THRU RAILING

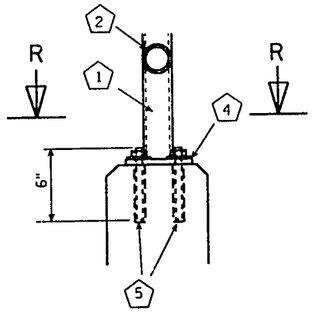



SHOP RAIL SPLICE DETAIL

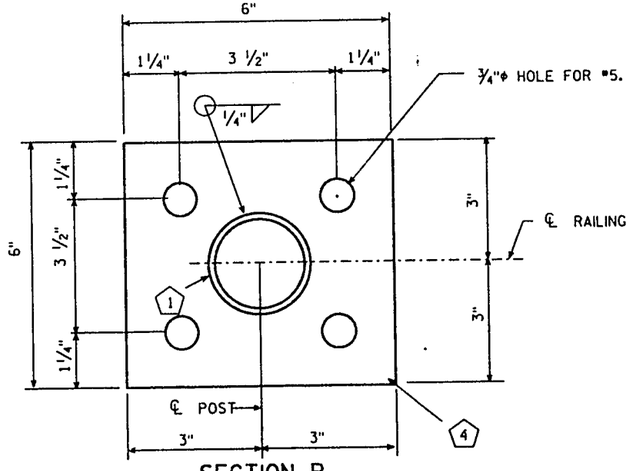
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)




FIELD ERECTION JOINT DETAIL




ALTERNATE SECTION THRU RAILING




SECTION R

PLAN OF ALT. BASE PLATE

## LEGEND

1. POSTS 2"DIA. NOMINAL, EXTRA STRONG PIPE. PLACE POSTS NORMAL TO GRADE LINE.
2. RAILS 2"DIA. NOMINAL, EXTRA STRONG PIPE.
3. FORM 3" DIA. X 4" DEEP HOLES. (GROUT #1 IN HOLES WITH NON-SHRINK EPOXY GROUT.
4. ALTERNATE TO #3. 6" X ½" X 6" BASE PLATE. WELD BASE PLATE TO #L
5. ⅝" DIA. X 6" LONG CONCRETE MASONRY ANCHORS.
6. FABRICATE SLEEVE FROM EXTRA STRONG PIPE. PROVIDE FOR SLIDING FIT. 1'-10" LONG
7. FABRICATE SLEEVE FROM EXTRA STRONG PIPE.

## NOTES

BID ITEM SHALL BE "PIPE RAILING", WHICH INCLUDES ALL ITEMS SHOWN.

RAILING SHALL BE FABRICATED IN 2 OR 3 PANEL LENGTHS. SPLICE POINTS TO BE AT ¼ POINTS BETWEEN POSTS.

ALL MEMBERS SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, ALL STEEL RAILING SHALL BE GIVEN A NO. 6 COMMERCIAL BLAST CLEANING BY S.S.P.C. SPECIFICATIONS. BLAST CLEANING IS NOT REQUIRED FOR COLD FORMED TUBING EXCEPT TO REMOVE WELDING SLAG AND IMPERVIOUS SUBSTANCES.

DRILL DRAIN HOLES IN #1 & #2 PRIOR TO GALVANIZING.

PIPE RAIL & BASE PLATES TO BE PAINTED BROWN, FEDERAL STANDARD NO. 20122.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

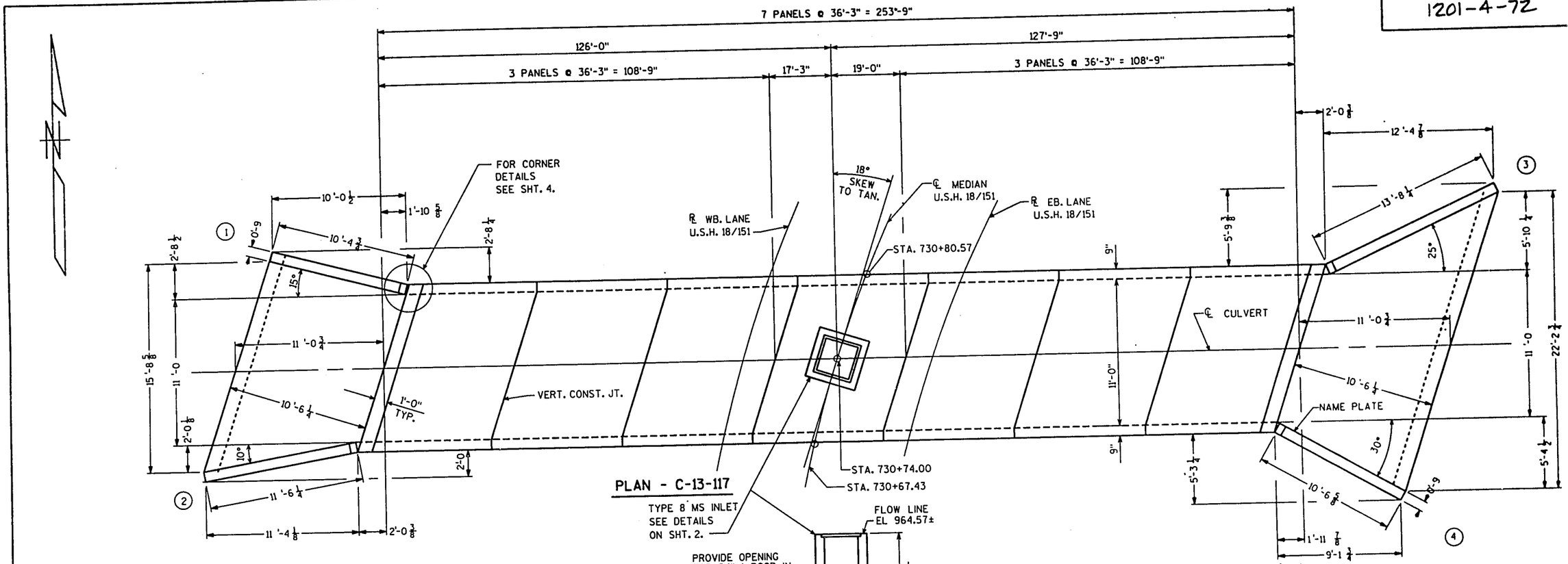
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE RW-13-18

| CONST. SPEC. | 1987 | DRAWN BY MDW | PLANS DATED 7-X-87 |
|---|---|---|---|

PIPE RAILING

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.4 |




ELEVATION

## DESIGN DATA

LIVELOAD: HS20
EARTHLOAD: DESIGNED FOR 16.4 FT. OF FILL.
STRENGTH DESIGN METHOD:
CONCRETE MASONRY ——— $F'_c$ = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — $F_y$ = 60000 P.S.I.

## HYDRAULIC DATA

100 YEAR FREQUENCY
$Q_{100}$ = 100 C.F.S.
VEL. = 2.1 F.P.S.
HW. = EL. 952.4
DRAINAGE AREA = 0.4 SQ. MI.
OVERTOPPING RDWY. = N.A.

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.
ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.
THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.
THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT. MATERIALS AND FABRICATION SHALL BE IN ACCORDANCE WITH PRECAST REINFORCED CONCRETE BOX SECTIONS FOR CULVERTS, STORM DRAINS AND SEWERS AASHTO DESIGNATION, M259, AND DIVISION 2 SECTION 27 OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, CURRENT EDITION, EXCEPT THAT THE CONCRETE MIXTURE SHALL CONTAIN NOT LESS THAN 564 POUNDS OF PORTLAND CEMENT, BLENDED CEMENT OR PORTLAND CEMENT PLUS POZZOLANIC ADMIXTURE PER CUBIC YARD.

## TOTAL ESTIMATED QUANTITIES

BID ITEMS

| | | |
|---|---|---|
| EXCAVATION FOR STRUCTURES, CULVERTS, C-13-117 | 1 | L.S. |
| CONCRETE MASONRY, CULVERTS | 400 | C.Y. |
| HIGH STRENGTH BAR STEEL REINFORCEMENT, CULVERTS | 39,940 | LBS. |
| INLET COVER, TYPE MS | 1 | EA. |

NON-BID ITEMS

| | | |
|---|---|---|
| POLYVINYL CHLORIDE WATERSTOP | 23 | L.F. |
| FILLER | ¾" | SIZE |

## TRAFFIC VOLUME

U.S.H. 18/151
A.D.T. = 9000 ( 2012 )
R.D.S. = 65 M.P.H.

## LIST OF DRAWINGS

1. LAYOUT
2. DETAILS
3. DETAILS
4. DETAILS
5. SUBSURFACE EXPLORATION

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-13-117

U.S.H. 18/151 OVER BADGER MILL CREEK

| | | | |
|---|---|---|---|
| COUNTY | DANE | TOWN | VERONA |
| DESIGN SPEC. | AASHTO 1992 | LOAD | HS-20 |
| CONST. SPEC. | 1989 | | |
| DESIGNED BY | HEA | DESIGN CHKD. | BJ |
| DRAWN BY | BJ | PLANS CHKD. | HEA |

APPROVED Harold H. Hedman 11-17-93
CHIEF BRIDGE DESIGN ENGINEER — DATE

LAYOUT

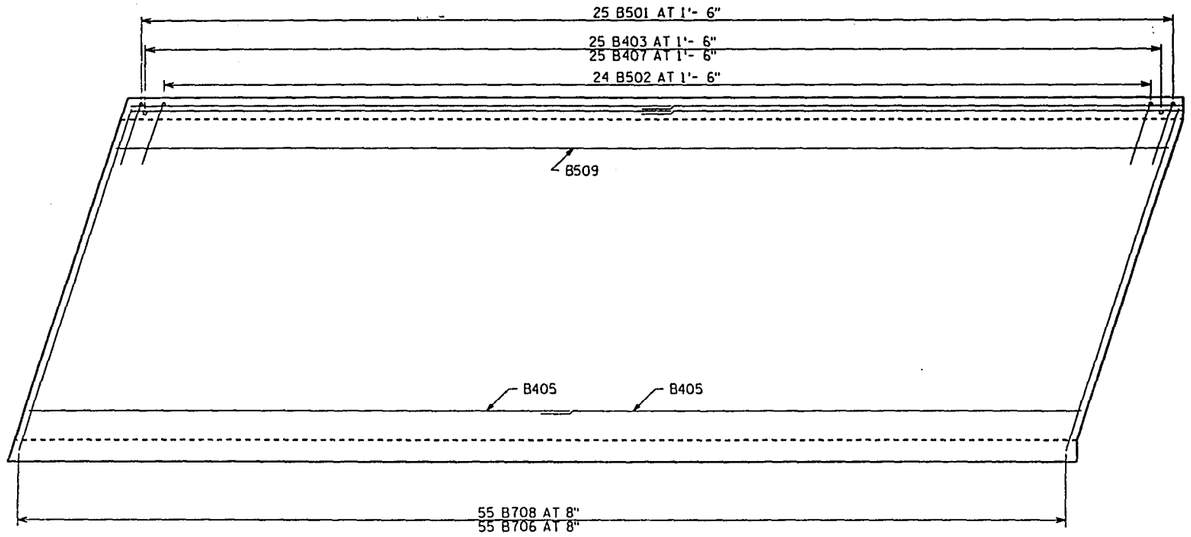
SHEET 1

DATE: OCT 1993

I.D. 1201-

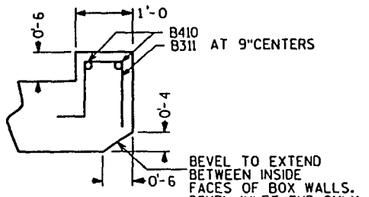
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.5 |

38,620 LBS.

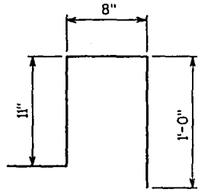



PLAN VIEW OF EXTERIOR PANEL

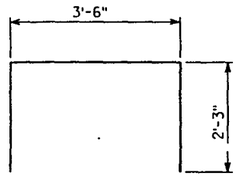
USE IDENTICAL STEEL IN OTHER PANELS.
APRON AND HEADER ARE NOT SHOWN.




SECTION THRU TOP HEADER




B311

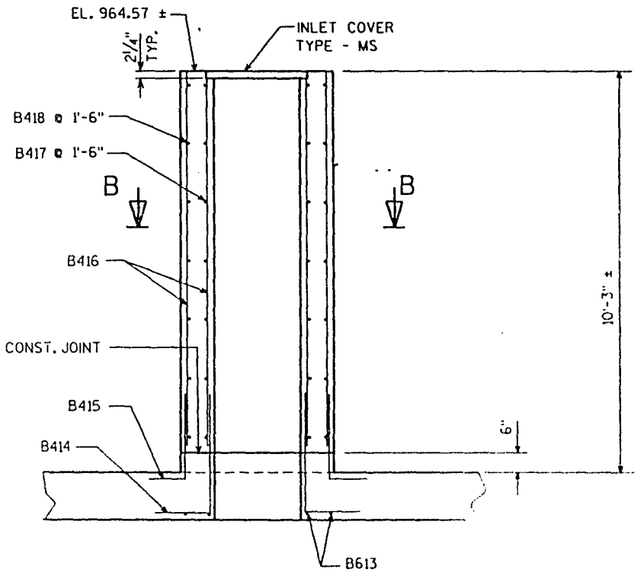



B418

## BILL OF BARS

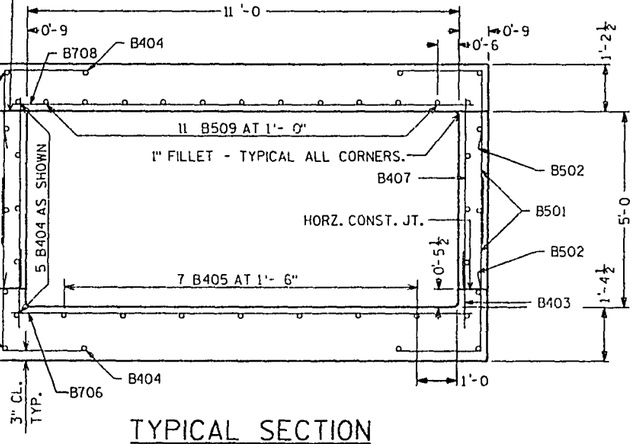
THE FIRST OR FIRST AND SECOND DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A "L" SHAPED BAR.

| MARK | NUMBER REQ'D. | LENGTH | BENT | CUTTING DIAG. | LOCATION |
|---|---|---|---|---|---|
| B501 | 700 | 6-8 | 2-3 | NO | CORNERS |
| B502 | 672 | 4-3 | 2-3 | NO | CORNERS |
| B403 | 350 | 2-0 | NO | NO | BOTTOM SLAB - DOWELS |
| B404 | 336 | 18-5 | NO | NO | LONGIT. BARS |
| B405 | 98 | 18-5 | NO | NO | BOTTOM SLAB |
| B706 | 385 | 12-4 | NO | NO | BOTTOM SLAB |
| B407 | 350 | 5-6 | NO | NO | WALLS - VERT. |
| B708 | 385 | 12-4 | NO | NO | TOP SLAB |
| B509 | 77 | 35-9 | NO | NO | TOP SLAB |
| B410 | 4 | 12-9 | NO | NO | HEADERS |
| B311 | 34 | 3-3 | YES | NO | HEADERS |
| B512 | 210 | 4-0 | NO | NO | VERT. CONST. JOINT |
| B613 | 8 | 6-10 | NO | NO | @ 8 MS INLET |
| B414 | 8 | 3-3 | 1-4 | NO | @ 8 MS INLET |
| B415 | 8 | 2-7 | 1-0 | NO | @ 8 MS INLET |
| B416 | 16 | 9-5 | NO | NO | @ 8 MS INLET |
| B417 | 28 | 3-4 | NO | NO | @ 8 MS INLET |
| B418 | 28 | 8-0 | YES | NO | @ 8 MS INLET |
| B519 | 8 | 2-9 | NO | NO | @ 8 MS INLET |

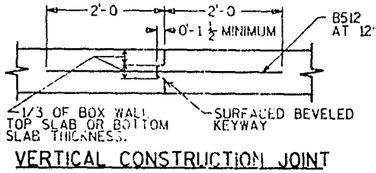



SECTION A

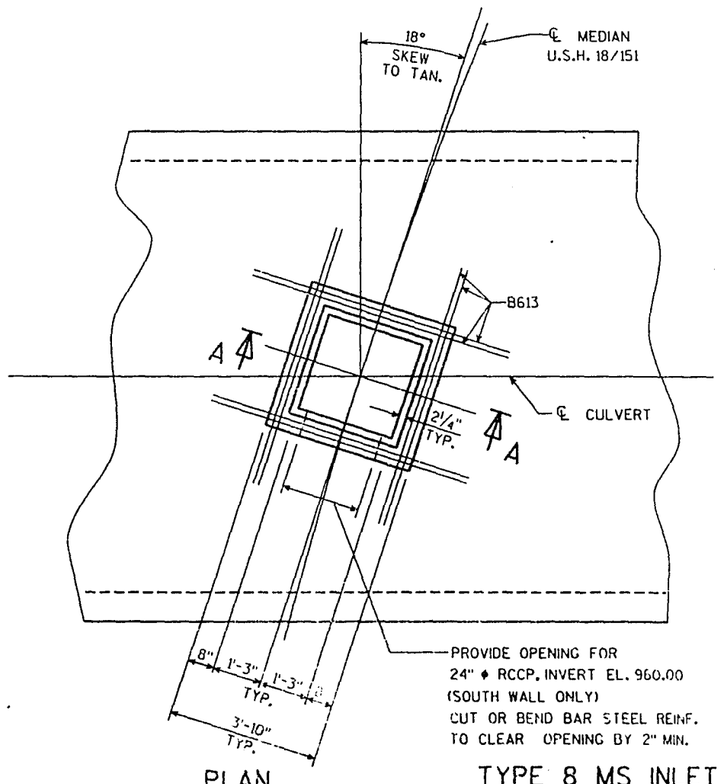
NOTE: CUT OR BEND BAR STEEL REINF. IN TOP SLAB TO CLEAR OPENING BY 2" MIN.



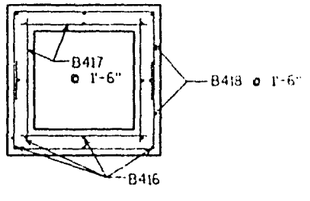

TYPICAL SECTION THRU BOX




VERTICAL CONSTRUCTION JOINT




PLAN




SECTION B

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

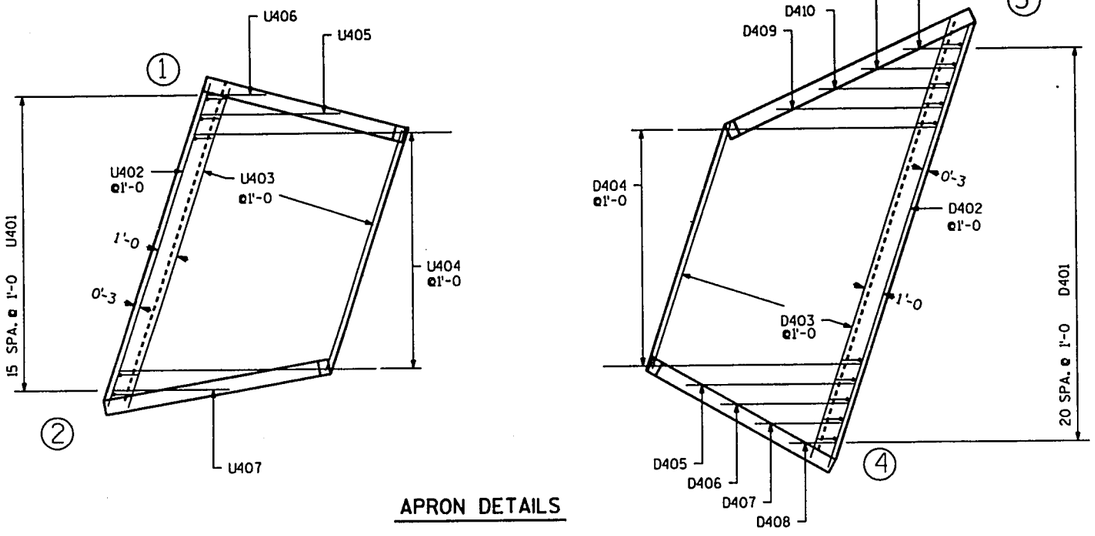
STRUCTURE C-13-117

CONST. SPEC. 1969 | DRAWN BY | CHKD. BY | APP'D.

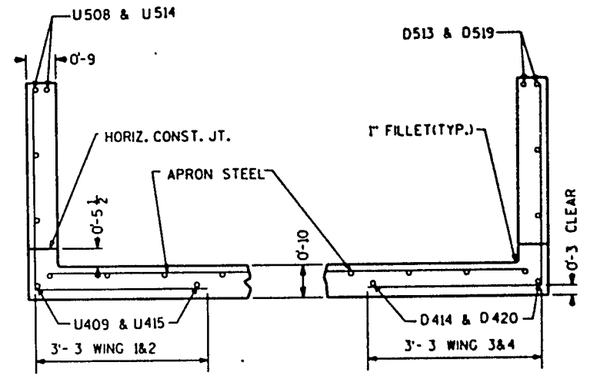
DETAILS

TYPE 8 MS INLET DETAILS

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.6 |

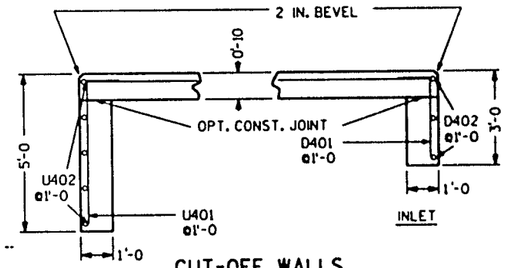



APRON DETAILS



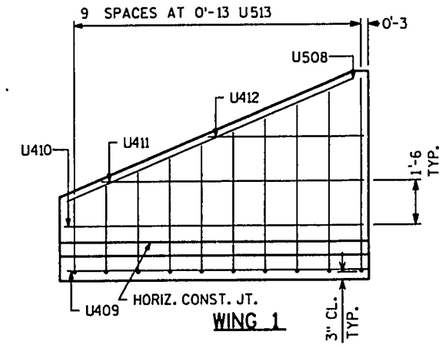

SECTION THRU WINGS

AT RIGHT ANGLES TO WING WALLS

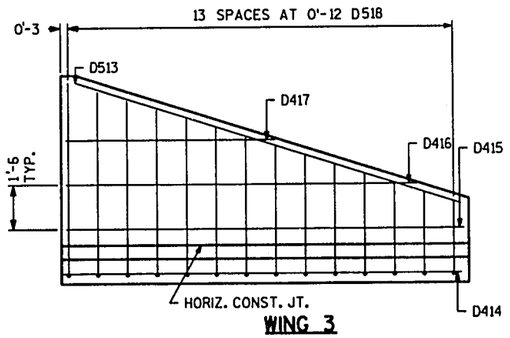



CUT-OFF WALLS

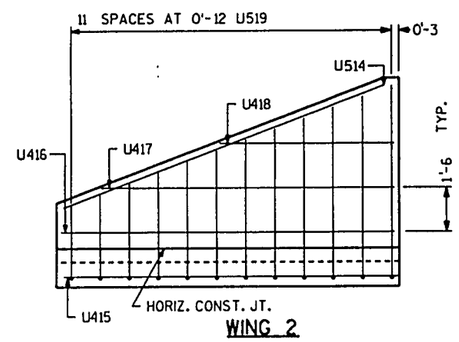
SECTION THRU THE WALLS



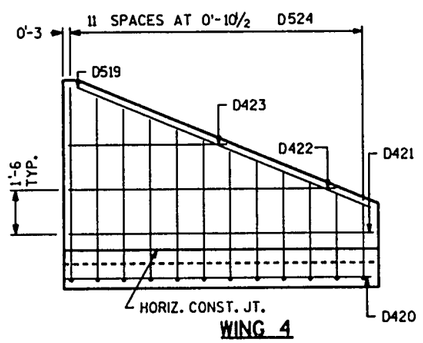

WING 1



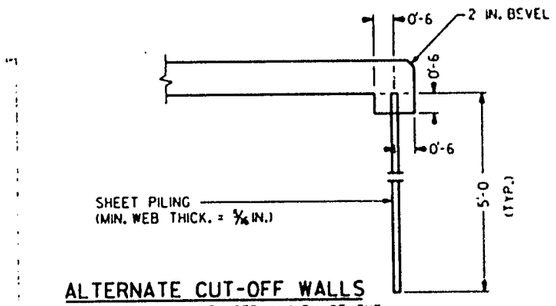

WING 3




WING 2




WING 4




ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-13-117

| CONST. SPEC. 1989 | DRAWN BY BJ | PLANS CHD. MEA |
|---|---|---|

DETAILS

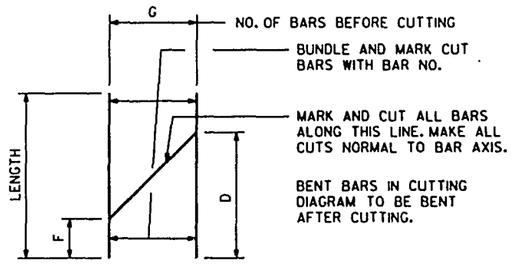
SHEET 5

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.7 |

## BILL OF BARS — 1320 LBS.

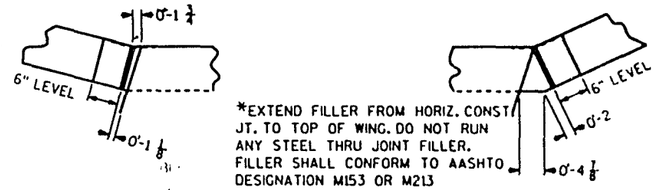
THE FIRST DIGIT OF THE MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A L - SHAPED BAR.

| MARK | NO. | LENGTH | BENT | CUT | LOCATION |
|---|---|---|---|---|---|
| U401 | 16 | 5 -6 | 1 -0 | | OUTLET APRON AND CUTOFF WALL |
| U402 | 5 | 17 -0 | | | OUTLET APRON AND CUTOFF WALL |
| U403 | 5 | 29-10 | | * | " APRON |
| U404 | 13 | 13 -1 | | | " APRON |
| U405 | 1 | 7 -1 | | | " APRON |
| U406 | 1 | 3 -0 | | | " APRON |
| U407 | 1 | 5 -11 | | | " APRON |
| U508 | 2 | 10 -9 | | | WING 1 -HORIZONTAL |
| U409 | 2 | 10 -8 | | | WING "-HORIZONTAL-APRON |
| U410 | 1 | 10 -1 | | | WING "-HORIZONTAL |
| U411 | 1 | 8 -10 | | | WING "-HORIZONTAL |
| U412 | 1 | 5 -3 | | | WING "-HORIZONTAL |
| U513 | 5 | 15 -5 | 3 -3 | * | WING "-VERTICAL |
| U514 | 2 | 11 -10 | | | WING 2 -HORIZONTAL |
| U415 | 2 | 11 -9 | | | WING "-HORIZONTAL-APRON |
| U416 | 1 | 11 -2 | | | WING "-HORIZONTAL |
| U417 | 1 | 9 -10 | | | WING "-HORIZONTAL |
| U418 | 1 | 5 -10 | | | WING "-HORIZONTAL |
| U519 | 6 | 15 -5 | 3 -3 | * | WING "-VERTICAL |
| D401 | 21 | 3 -6 | 1 -0 | | INLET APRON AND CUTOFF WALL |
| D402 | 3 | 23-5 | | | INLET APRON AND CUTOFF WALL |
| D403 | 5 | 36-5 | | * | " APRON |
| D404 | 13 | 13 -1 | | | " APRON |
| D405 | 1 | 8 -7 | | | " APRON |
| D406 | 1 | 6 -6 | | | " APRON |
| D407 | 1 | 4 -5 | | | " APRON |
| D408 | 1 | 2 -5 | | | " APRON |
| D409 | 1 | 8 -5 | | | " APRON |
| D410 | 1 | 6 -7 | | | " APRON |
| D411 | 1 | 4 -9 | | | " APRON |
| D412 | 1 | 2 -11 | | | " APRON |
| D513 | 2 | 13 -10 | | | WING 3 -HORIZONTAL |
| D414 | 2 | 13 -11 | | | WING "-HORIZONTAL-APRON |
| D415 | 1 | 13 -4 | | | WING "-HORIZONTAL |
| D416 | 1 | 11 -9 | | | WING "-HORIZONTAL |
| D417 | 1 | 7 -0 | | | WING "-HORIZONTAL |
| D518 | 7 | 15 -5 | 3 -3 | * | WING "-VERTICAL |
| D519 | 2 | 10 -11 | | | WING 4 -HORIZONTAL |
| D420 | 2 | 10 -10 | | | WING "-HORIZONTAL-APRON |
| D421 | 1 | 10 -3 | | | WING "-HORIZONTAL |
| D422 | 1 | 9 -0 | | | WING "-HORIZONTAL |
| D423 | 1 | 5 -4 | | | WING "-HORIZONTAL |
| D524 | 6 | 15 -5 | 3 -3 | * | WING "-VERTICAL |

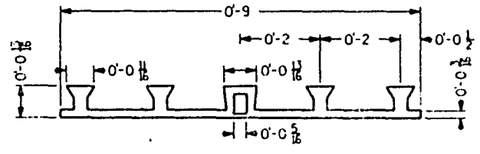



## CUTTING DIAGRAM

| MARK | D | F | G | SETS REQD |
|---|---|---|---|---|
| U403 | 14 -8 | 12 -10 | 5 | 1 |
| U513 | 7 -6 | 5 -7 | 5 | 1 |
| U519 | 7 -6 | 5 -7 | 6 | 1 |
| D403 | 17 -8 | 13 -1 | 5 | 1 |
| D518 | 7 -6 | 5 -7 | 7 | 1 |
| D524 | 7 -6 | 5 -7 | 6 | 1 |




CORNER DETAILS




POLYVINYL CHLORIDE WATERSTOP

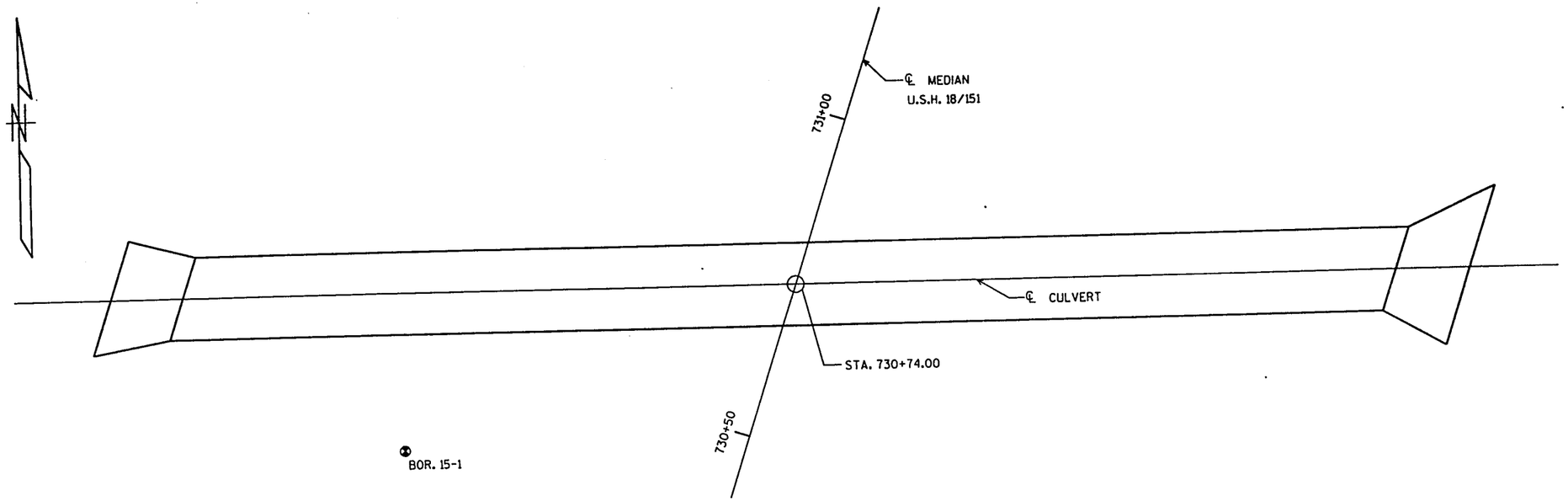
| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

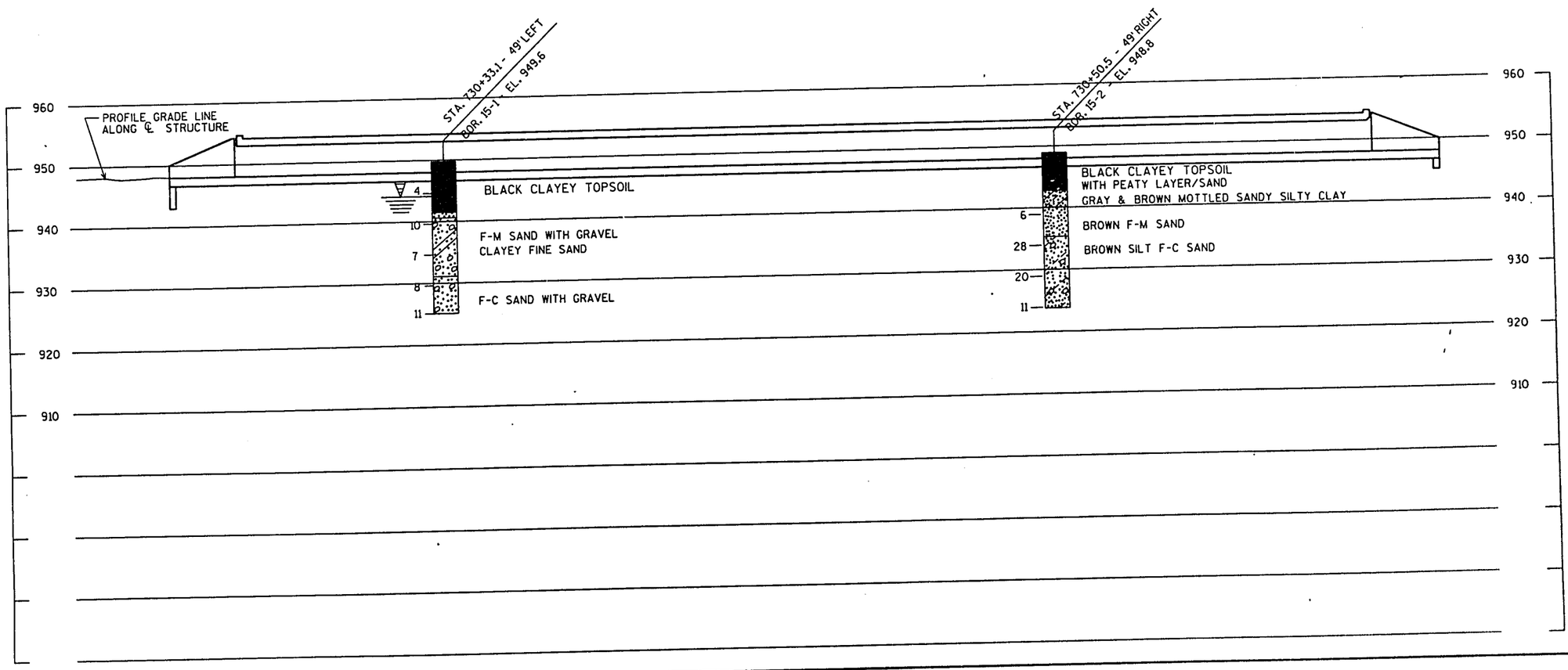
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-13-117

| CONST. SPEC. 1989 | DRAWN BY | PLANS LD. |
|---|---|---|

DETAILS




| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.8 |

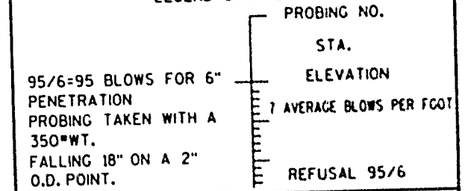
**ABBREVIATIONS**

F — FINE  M — MEDIUM  C — COARSE
WS — WEATHERED  SO — SOUND

**MATERIAL SYMBOLS**

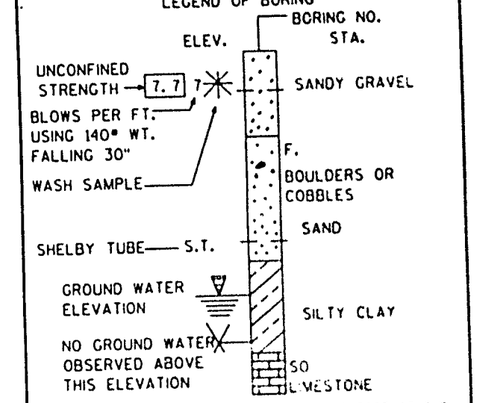
TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

**LEGEND OF PROBING**




95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350#WT.
FALLING 18" ON A 2" O.D. POINT.

**LEGEND OF BORING**




UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A O.D. X I. D. 4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

**SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION**

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE DIVISION OF HIGHWAYS DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE C-13-117

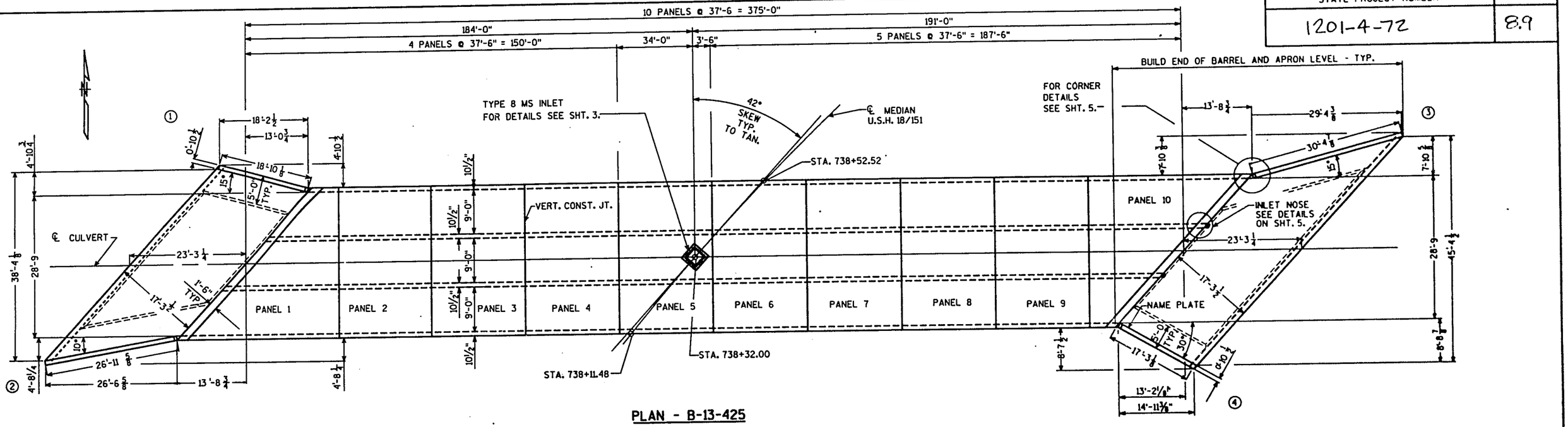
| CONST. SPEC. | DRAWN BY | PLANS |
|---|---|---|
| 1989 | B. | |

SUBSURFACE EXPLORATION

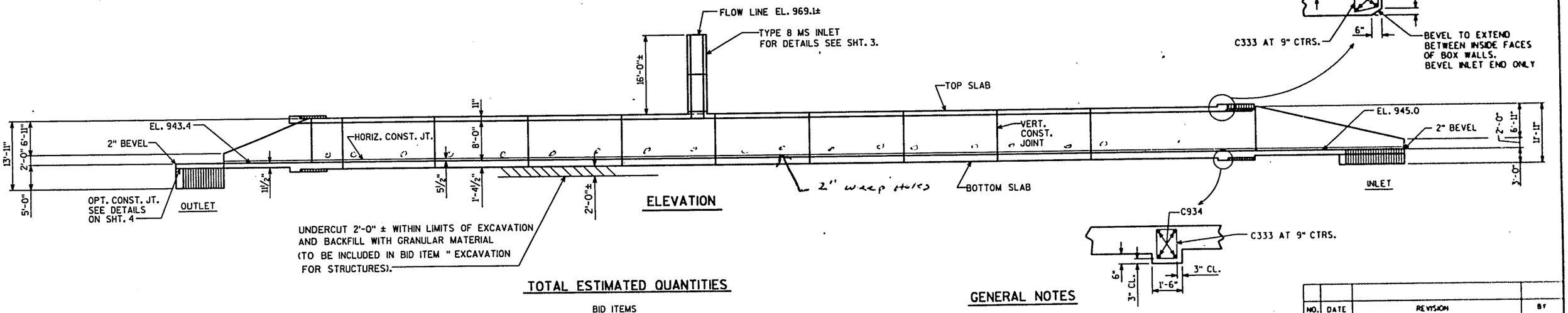
SHEET 5

TYPE CODE = X028

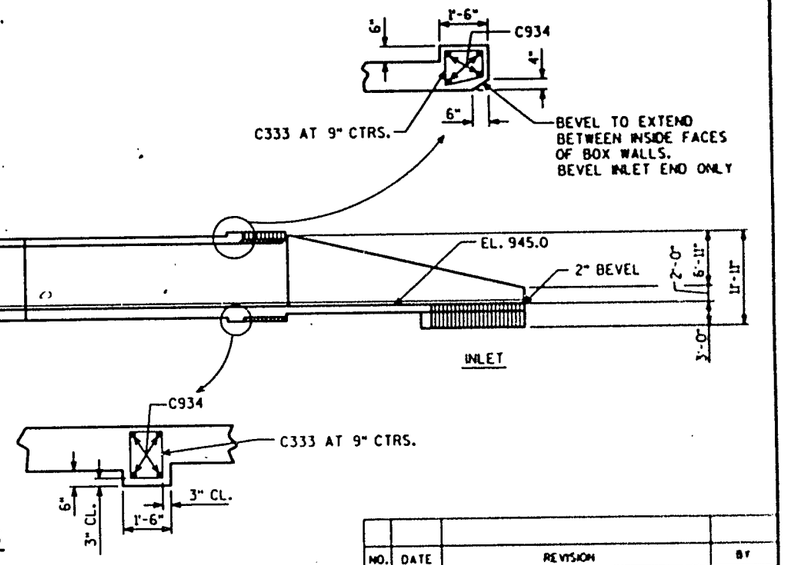
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.9 |




PLAN - B-13-425




ELEVATION




## DESIGN DATA

LIVELOAD: HS20
EARTHLOAD: DESIGNED FOR 23.1 FT. OF FILL.
STRENGTH DESIGN METHOD:
CONCRETE MASONRY — $F'_c$ = 3500 P.S.I.
HIGH STRENGTH BAR STEEL REINFORCEMENT — $F_y$ = 60000 P.S.I.

## HYDRAULIC DATA

100 YEAR FREQUENCY
$Q_{100}$ = 1230 C.F.S.
VEL. = 6.1 F.P.S.
HW. = EL. 952.5
DRAINAGE AREA = 13.1 SQ. MI.
OVERTOPPING RDWY. = N.A.

## TRAFFIC VOLUME

U.S.H. 18/151
A.D.T. = 9000 ( 2012 )
R.D.S. = 65 M.P.H.

## TOTAL ESTIMATED QUANTITIES

BID ITEMS

| | | |
|---|---|---|
| EXCAVATION FOR STRUCTURES, CULVERTS, B-13-425 | 1 | L.S. |
| CONCRETE MASONRY, CULVERTS | 1661 | C.Y. |
| HIGH STRENGTH BAR STEEL REINFORCEMENT, CULVERTS | 143,770 | LBS. |
| INLET COVER, TYPE MS | 1 | EACH |

NON-BID ITEMS

| | | |
|---|---|---|
| POLYVINYL CHLORIDE WATERSTOP | 34 | L.F. |
| FILLER | ¾" | SIZE |

## LIST OF DRAWINGS

1. LAYOUT
2. PANELS 1 & 10
3. PANELS 2 THRU 9
4. DETAILS
5. DETAILS
6. SUBSURFACE EXPLORATION

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS SHOWN OR NOTED OTHERWISE.
THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES SHALL BE THE EXISTING GROUNDLINE.
ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH GRANULAR BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.
THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.
THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT. MATERIALS AND FABRICATION SHALL BE IN ACCORDANCE WITH PRECAST REINFORCED CONCRETE BOX SECTIONS FOR CULVERTS, STORM DRAINS AND SEWERS AASHTO DESIGNATION M259, AND DIVISION 2 SECTION 27 OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, CURRENT EDITION, EXCEPT THAT THE CONCRETE MIXTURE SHALL CONTAIN NOT LESS THAN 564 POUNDS OF PORTLAND CEMENT, BLENDED CEMENT OR PORTLAND CEMENT PLUS POZZOLANIC ADMIXTURE PER CUBIC YARD.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-13-425

U.S.H. 18/151 OVER BADGER MILL CREEK

| | | | |
|---|---|---|---|
| COUNTY | DANE | TOWN/CITY/VILLAGE | VERONA |
| DESIGN SPEC. | AASHTO 1992 | LOAD | HS-20 |
| CONST. SPEC. | 1989 | | |
| DESIGNED BY | HEA | DESIGN CHD. | BJ |
| DRAWN BY | BJ | PLANS CHD. | HEA |

APPROVED Harold H. Anderson 11-17-92
CHIEF BRIDGE DESIGN ENGINEER DATE

LAYOUT

SHEET 1
DATE: NOV. 1993

.U. 12[illegible]-04 02 F

THE FIRST DIGIT OF THE MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZ. LEG OF A "L" SHAPED BAR.

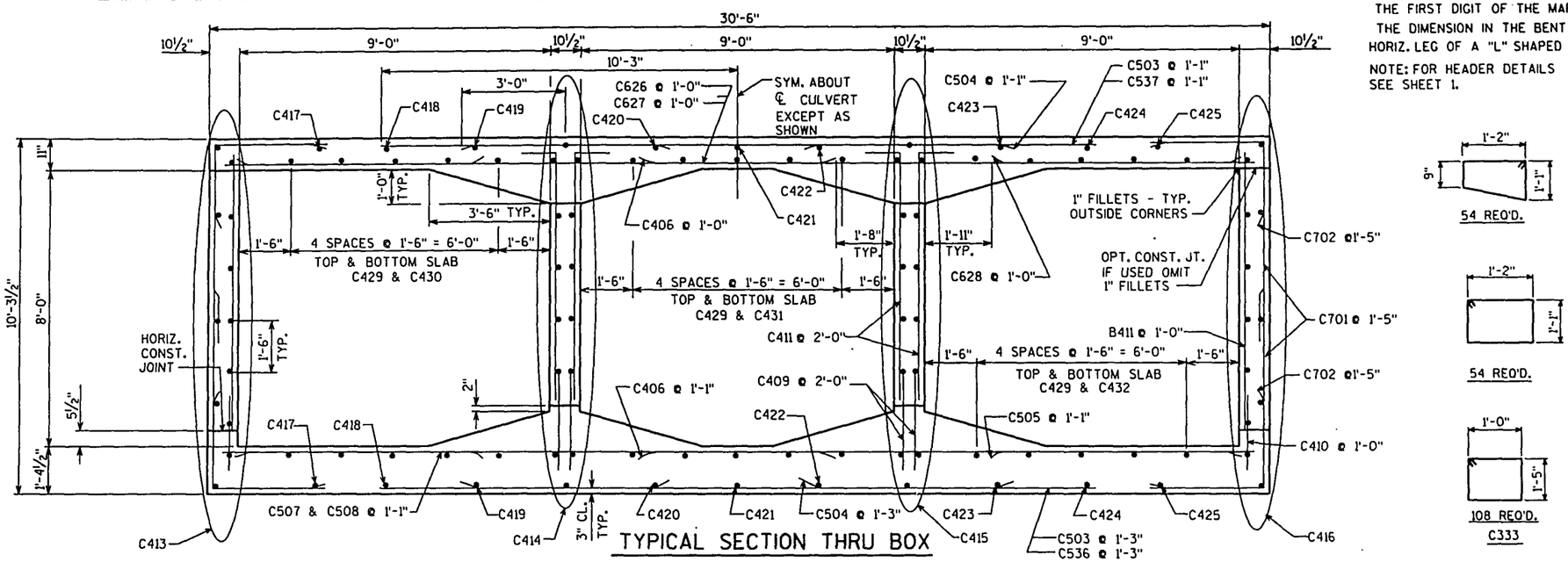
NOTE: FOR HEADER DETAILS SEE SHEET 1.

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| TOP SLAB 1201-4-72 | 8.10 |
| TOP SLAB | |

## BILL OF BARS

29,080 LBS.

| MARK | NO. REQ'D | LENGTH | BENT | CUT | LOCATION |
|---|---|---|---|---|---|
| C701 | 212 | 9-0 | 3-3 | NO | CORNERS |
| C702 | 204 | 5-8 | 3-3 | NO | CORNERS |
| C503 | 98 | 20-6 | NO | NO | TOP & BOTTOM SLAB |
| C504 | 244 | 6-0 | NO | NO | TOP & BOTTOM SLAB |
| C505 | 124 | 7-2 | NO | NO | BOTTOM SLAB |
| C406 | 134 | 5-8 | NO | NO | TOP & BOTTOM SLAB |
| C507 | 44 | 30-0 | NO | NO | BOTTOM SLAB |
| C508 | 23 | 30-8 | NO | YES | BOTTOM SLAB |
| C409 | 152 | 2-10 | NO | NO | BOTTOM SLAB - DOWELS |
| C410 | 146 | 2-0 | NO | NO | BOTTOM SLAB - DOWELS |
| C411 | 152 | 8-5 | 1-0 | NO | INSIDE WALLS - VERT. |
| C412 | 146 | 8-3 | NO | NO | OUTSIDE WALLS - VERT. |
| C413 | 24 | 23-4 | NO | NO | LONGIT. BARS |
| C414 | 56 | 16-10 | NO | NO | LONGIT. BARS |
| C415 | 56 | 21-3 | NO | NO | LONGIT. BARS |
| C416 | 48 | 25-11 | NO | NO | LONGIT. BARS |
| C417 | 4 | 26-3 | NO | NO | LONGIT. BARS |
| C418 | 4 | 27-10 | NO | NO | LONGIT. BARS |
| C419 | 4 | 30-0 | NO | NO | LONGIT. BARS |
| C420 | 4 | 35-2 | NO | NO | LONGIT. BARS |
| C421 | 4 | 37-2 | NO | NO | LONGIT. BARS |
| C422 | 4 | 39-1 | NO | NO | LONGIT. BARS |
| C423 | 8 | 22-7 | NO | NO | LONGIT. BARS |
| C424 | 8 | 23-8 | NO | NO | LONGIT. BARS |
| C425 | 8 | 24-5 | NO | NO | LONGIT. BARS |
| C626 | 48 | 30-0 | NO | NO | TOP SLAB |
| C627 | 25 | 30-8 | NO | YES | TOP SLAB |
| C628 | 136 | 7-2 | NO | NO | TOP SLAB |
| C429 | 60 | 23-7 | NO | NO | TOP & BOTTOM SLABS |
| C430 | 10 | 11-5 | NO | YES | TOP & BOTTOM SLABS |
| C431 | 10 | 29-3 | NO | YES | TOP & BOTTOM SLABS |
| C432 | 10 | 47-0 | NO | YES | TOP & BOTTOM SLABS |
| C333 | 216 | 5-8 | YES | NO | HEADERS |
| C934 | 16 | 40-6 | NO | NO | HEADERS |
| C535 | 94 | 4-0 | NO | NO | VERT. CONST. JOINT |
| C536 | 10 | 26-9 | NO | YES | BOTTOM SLAB |
| C537 | 12 | 26-6 | NO | YES | TOP SLAB |

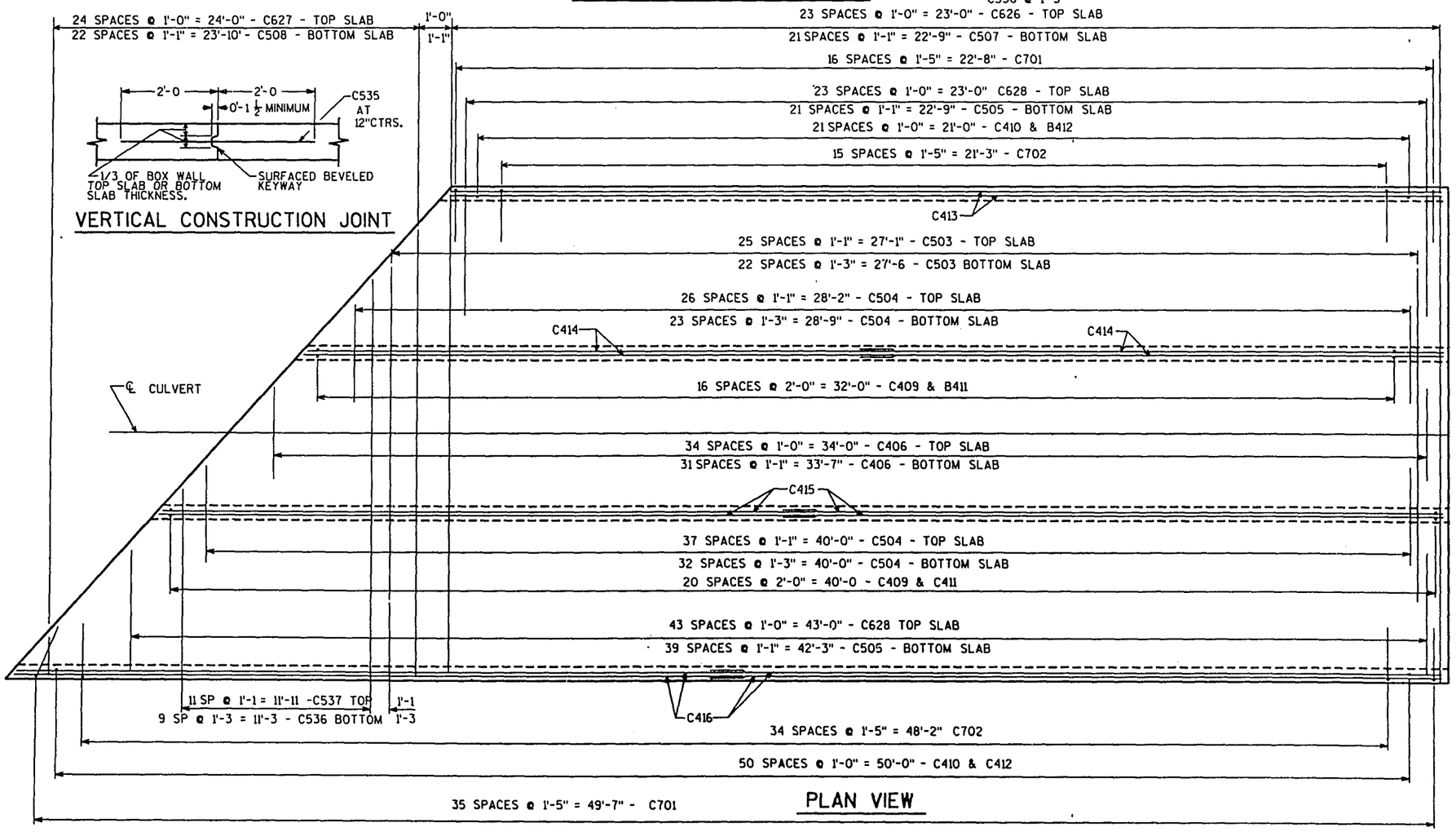




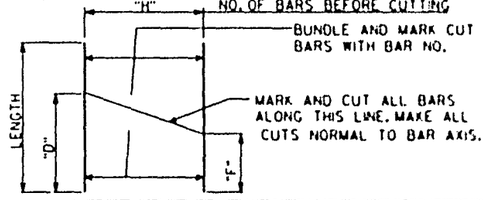





VERTICAL CONSTRUCTION JOINT




PLAN VIEW




## CUTTING DIAGRAM

| MARK | "D" | "F" | "H" | NO. OF EACH SET |
|---|---|---|---|---|
| C508 | 28-8 | 2-0 | 23 | 1 |
| C627 | 28-8 | 2-0 | 25 | 1 |
| C430 | 8-5 | 3-0 | 5 | 2 |
| C431 | 17-4 | 11-11 | 5 | 2 |
| C432 | 26-2 | 20-10 | 5 | 2 |
| C536 | 19-9 | 7-0 | 10 | 1 |
| C537 | 20-0 | 6-6 | 12 | 1 |

| NO. | DATE | REVISION | BY |
|---|---|---|---|

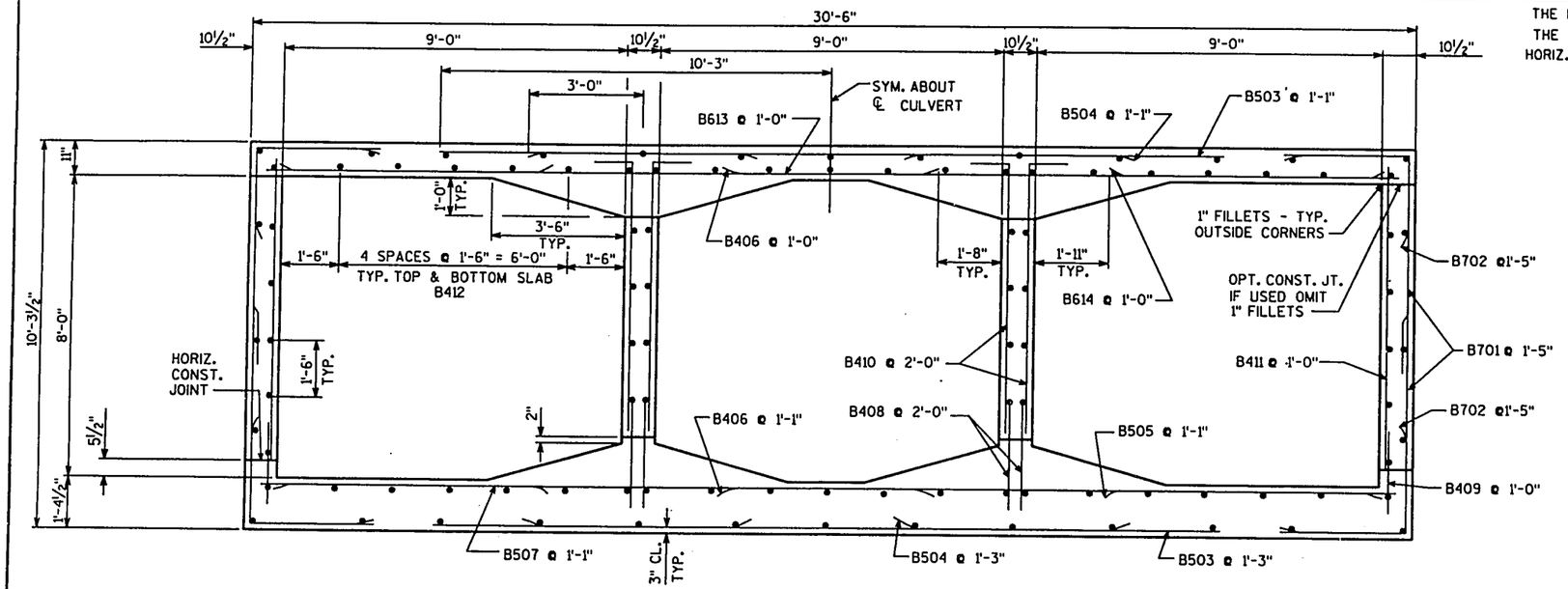
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-13-425

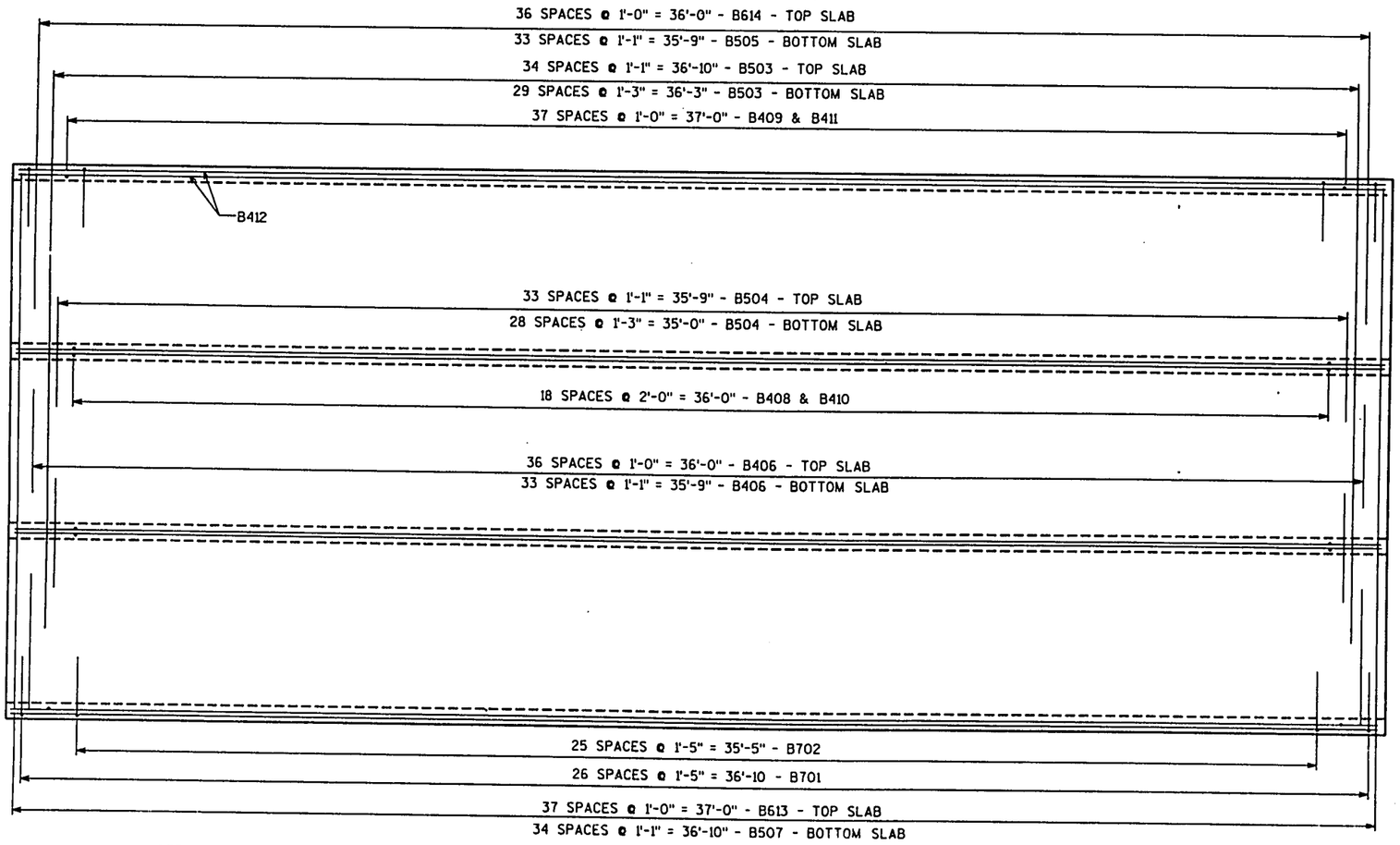
| CONST. SPEC. | DRAWN BY | PLANS CHD |
|---|---|---|
| 1989 | | HEA |

PANELS 1 AND 10

SHEET 2




## TYPICAL SECTION THRU BOX




NOTE: ALL LONGIT. BAR STEEL REINF. ARE B412

## PLAN VIEW

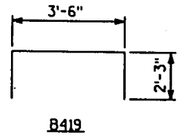
THE FIRST DIGIT OF THE MARK SIGNIFIES THE BAR SIZE. THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZ. LEG OF A "L" SHAPED BAR.

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.11 |

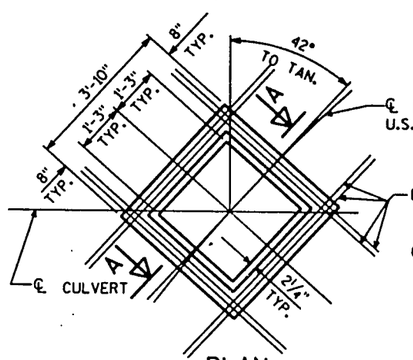
## BILL OF BARS

110,250 LBS.

| MARK | NO. REQ'D | LENGTH | BENT | CUT | LOCATION |
|---|---|---|---|---|---|
| B701 | 864 | 9-0 | 3-3 | NO | CORNERS |
| B702 | 832 | 5-8 | 3-3 | NO | CORNERS |
| B503 | 520 | 20-6 | NO | NO | TOP & BOTTOM SLAB |
| B504 | 1008 | 6-0 | NO | NO | TOP & BOTTOM SLAB |
| B505 | 544 | 7-2 | NO | NO | BOTTOM SLAB |
| B406 | 568 | 5-8 | NO | NO | TOP & BOTTOM SLAB |
| B507 | 280 | 30-0 | NO | NO | BOTTOM SLAB |
| B408 | 608 | 2-10 | NO | NO | BOTTOM SLAB - DOWELS |
| B409 | 608 | 2-0 | NO | NO | BOTTOM SLAB - DOWELS |
| B410 | 608 | 8-5 | 1-0 | NO | INSIDE WALLS - VERT. |
| B411 | 608 | 8-3 | NO | NO | OUTSIDE WALLS - VERT. |
| B412 | 800 | 37-2 | NO | NO | LONGIT. BARS |
| B613 | 304 | 30-0 | NO | NO | TOP SLAB |
| B614 | 592 | 7-2 | NO | NO | TOP SLAB |
| B615 | 8 | 6-10 | NO | NO | @ 8 MS INLET |
| B416 | 8 | 4-0 | 1-4 | NO | @ 8 MS INLET |
| B417 | 8 | 3-1 | 1-0 | NO | @ 8 MS INLET |
| B418 | 16 | 7-6 | NO | NO | @ 8 MS INLET |
| B419 | 22 | 8-0 | YES | NO | @ 8 MS INLET |
| B420 | 44 | 3-4 | NO | NO | @ 8 MS INLET |
| B521 | 752 | 4-0 | NO | NO | VERT. CONST. JT. |
| B422 | 16 | 9-0 | NO | NO | @ 8 MS INLET |

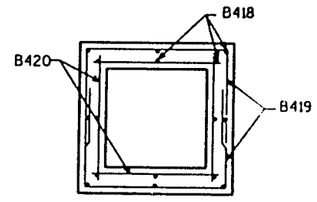



B419



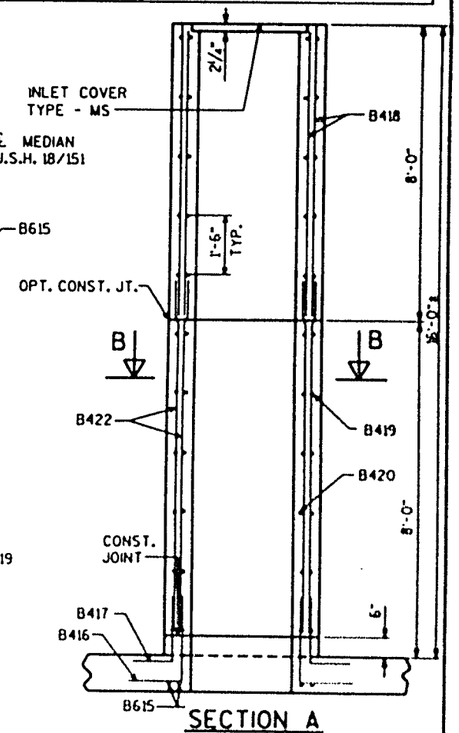

## PLAN

INLET COVER NOT SHOWN




NOTE: CUT OR BEND BAR STEEL REINF IN TOP SLAB OF PANEL 5 TO CLEAR INLET OPENING BY 2" MIN.

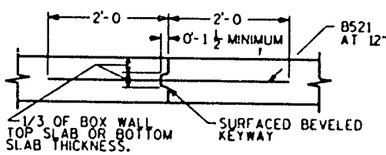
## SECTION B




## SECTION A

## TYPE 8 - MS INLET DETAILS

PANEL 5 ONLY




## VERTICAL CONSTRUCTION JOINT

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

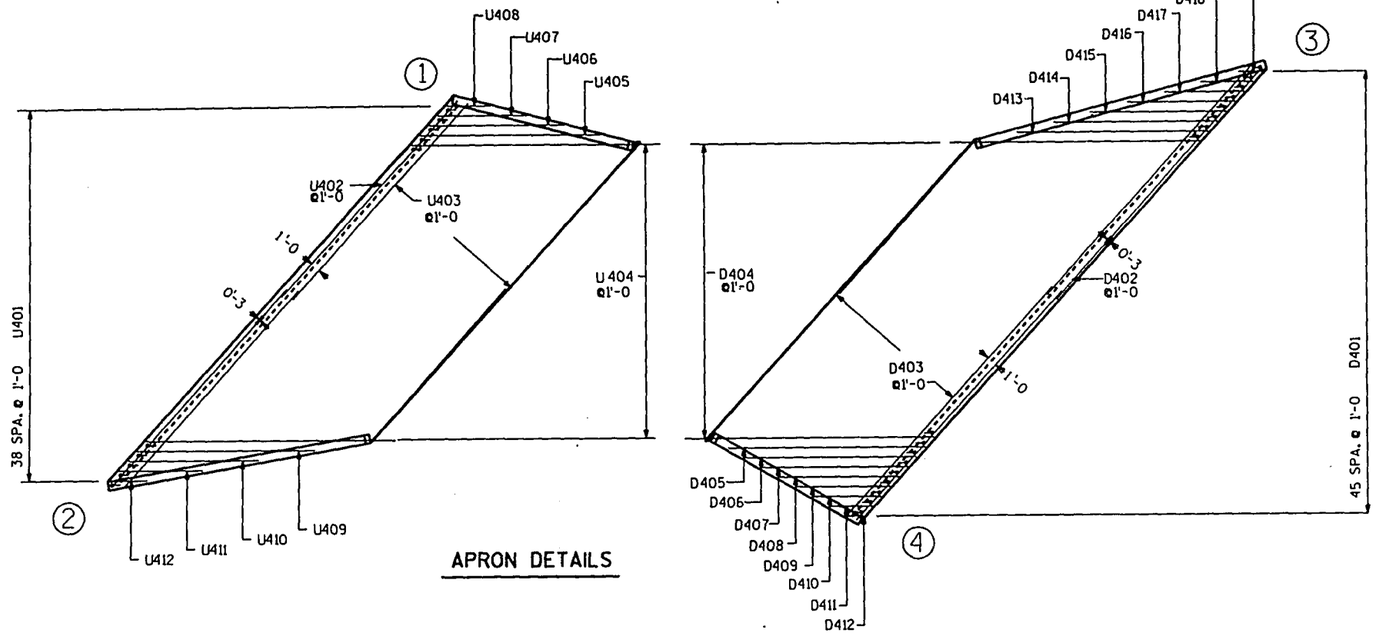
STRUCTURE B-13-425

| CONST. SPEC. 1989 | DRAWN BY BJ | PLANS CHK HEA |
|---|---|---|

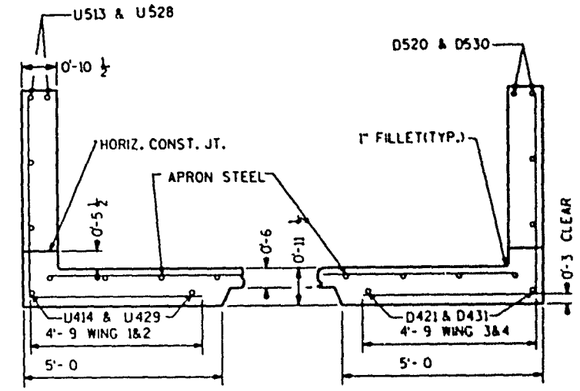
PANELS 2 THRU 9

SHEET 9

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.12 |

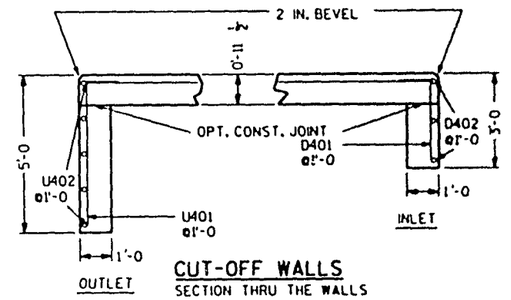



## APRON DETAILS



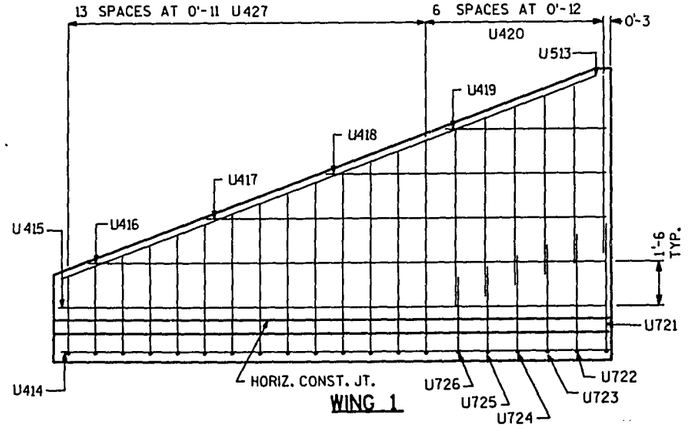

## SECTION THRU WINGS

AT RIGHT ANGLES TO WING WALLS

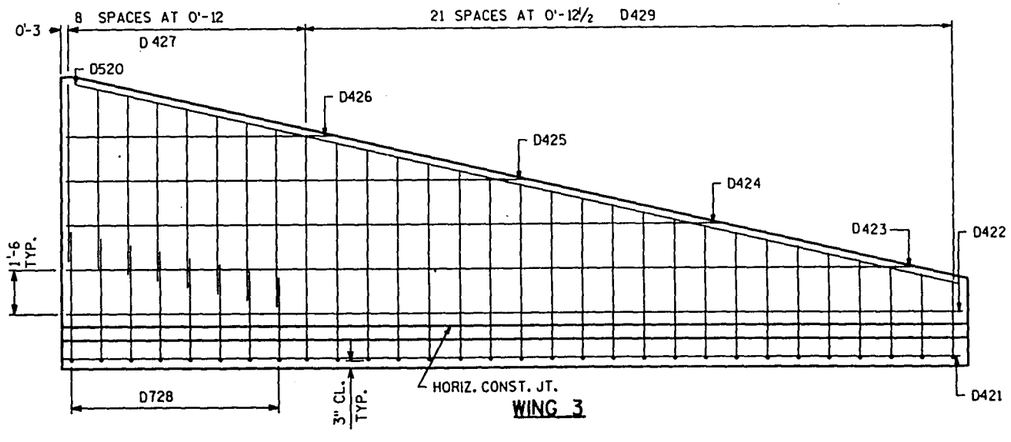



## CUT-OFF WALLS

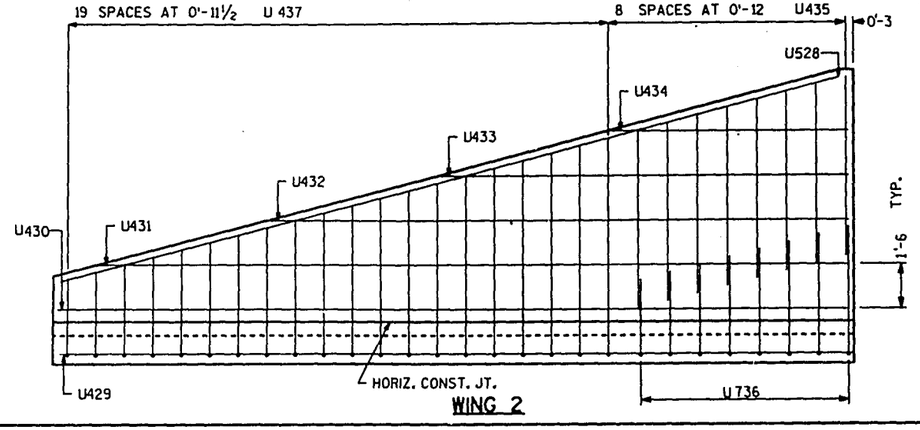
SECTION THRU THE WALLS



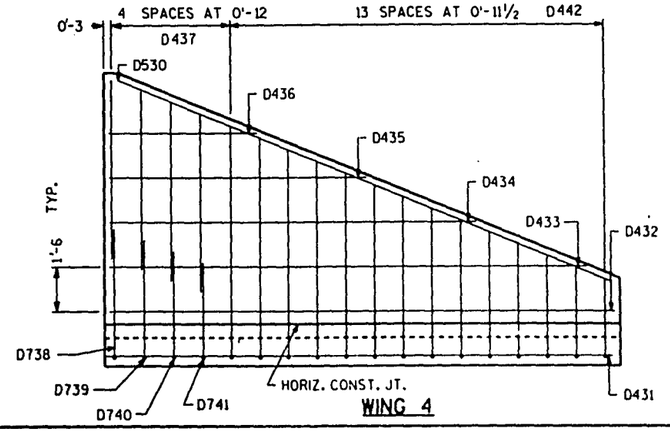

## WING 1



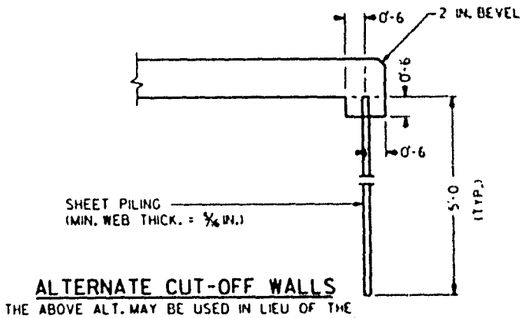

## WING 3




## WING 2




## WING 4




## ALTERNATE CUT-OFF WALLS

THE ABOVE ALT. MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONC. CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONC. CUT-OFF WALLS.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-13-425

| CONST. SPEC. 1989 | DRAWN BY BJ | PLANS CHD HEA |
|---|---|---|

DETAILS

SHEET 4

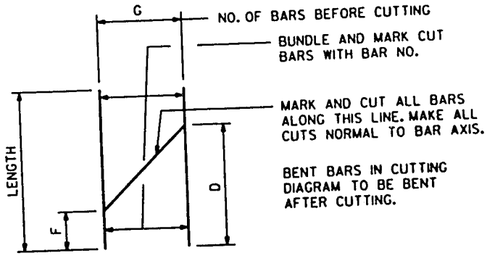
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.13 |

## BILL OF BARS — 4440 LBS.

THE FIRST DIGIT OF THE MARK SIGNIFIES THE BAR SIZE.
THE DIMENSION IN THE BENT COLUMN IS THE OUT TO OUT HORIZONTAL LEG OF A L - SHAPED BAR.

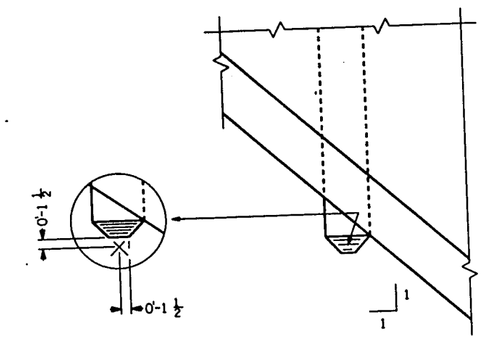
| MARK | NO. | LENGTH | BENT | CUT | LOCATION |
|---|---|---|---|---|---|
| U401 | 39 | 5 -6 | 1 -0 | | OUTLET APRON AND CUTOFF WALL |
| U402 | 10 | 26-9 | | | OUTLET APRON AND CUTOFF WALL |
| U403 | 17 | 47-7 | | * | " APRON |
| U404 | 31 | 25-3 | | | " APRON |
| U405 | 1 | 18-4 | | | " APRON |
| U406 | 1 | 13-8 | | | " APRON |
| U407 | 1 | 9 -1 | | | " APRON |
| U408 | 1 | 4 -5 | | | " APRON |
| U409 | 1 | 18-0 | | | " APRON |
| U410 | 1 | 13-3 | | | " APRON |
| U411 | 1 | 8 -6 | | | " APRON |
| U412 | 1 | 3 -8 | | | " APRON |
| U513 | 2 | 19-7 | | | WING 1 -HORIZONTAL |
| U414 | 2 | 19-1 | | | WING "-HORIZONTAL-APRON |
| U415 | 1 | 18-6 | | | WING "-HORIZONTAL |
| U416 | 1 | 17-6 | | | WING "-HORIZONTAL |
| U417 | 1 | 13-6 | | | WING "-HORIZONTAL |
| U418 | 1 | 9 -5 | | | WING "-HORIZONTAL |
| U419 | 1 | 5 -5 | | | WING "-HORIZONTAL |
| U420 | 6 | 6 -0 | | | WING "-VERTICAL |
| U721 | 1 | 9 -2 | 4 -9 | | WING "-VERTICAL |
| U722 | 1 | 8 -9 | 4 -9 | | WING "-VERTICAL |
| U723 | 1 | 8 -5 | 4 -9 | | WING "-VERTICAL |
| U724 | 1 | 8 -1 | 4 -9 | | WING "-VERTICAL |
| U725 | 1 | 7 -8 | 4 -9 | | WING "-VERTICAL |
| U726 | 1 | 7 -4 | 4 -9 | | WING "-VERTICAL |
| U427 | 7 | 19-2 | 4 -9 | * | WING "-VERTICAL |
| U528 | 2 | 27-4 | | | WING 2 -HORIZONTAL |
| U429 | 2 | 27-3 | | | WING "-HORIZONTAL-APRON |
| U430 | 1 | 26-8 | | | WING "-HORIZONTAL |
| U431 | 1 | 25-3 | | | WING "-HORIZONTAL |
| U432 | 1 | 19-6 | | | WING "-HORIZONTAL |
| U433 | 1 | 13-9 | | | WING "-HORIZONTAL |
| U434 | 1 | 7 -11 | | | WING "-HORIZONTAL |
| U435 | 8 | 6 -0 | | | WING "-VERTICAL |
| U736 | 4 | 16-6 | 4 -9 | * | WING "-VERTICAL |
| U437 | 10 | 19-4 | 4 -9 | * | WING "-VERTICAL |
| D401 | 46 | 3 -6 | 1 -0 | | INLET APRON AND CUTOFF WALL |
| D402 | 6 | 31-2 | | | INLET APRON AND CUTOFF WALL |
| D403 | 17 | 52-1 | | * | " APRON |
| D404 | 31 | 25-3 | | | " APRON |
| D405 | 1 | 20-0 | | | " APRON |
| D406 | 1 | 17-4 | | | " APRON |
| D407 | 1 | 14-9 | | | " APRON |
| D408 | 1 | 12-1 | | | " APRON |
| D409 | 1 | 9 -5 | | | " APRON |
| D410 | 1 | 6 -10 | | | " APRON |
| D411 | 1 | 4 -2 | | | " APRON |
| D412 | 1 | 1 -7 | | | " APRON |
| D413 | 1 | 19-5 | | | " APRON |
| D414 | 1 | 16-7 | | | " APRON |
| D415 | 1 | 13-9 | | | " APRON |
| D416 | 1 | 10-11 | | | " APRON |
| D417 | 1 | 8 -1 | | | " APRON |
| D418 | 1 | 5 -3 | | | " APRON |
| D419 | 1 | 2 -5 | | | " APRON |
| D520 | 2 | 30-8 | | | WING 3 -HORIZONTAL |
| D421 | 2 | 30-8 | | | WING "-HORIZONTAL-APRON |
| D422 | 1 | 30-1 | | | WING "-HORIZONTAL |
| D423 | 1 | 28-7 | | | WING "-HORIZONTAL |
| D424 | 1 | 22-0 | | | WING "-HORIZONTAL |
| D425 | 1 | 15-6 | | | WING "-HORIZONTAL |
| D426 | 1 | 9 -0 | | | WING "-HORIZONTAL |
| D427 | 8 | 6 -0 | | | WING "-VERTICAL |
| D728 | 4 | 16-8 | 4 -9 | * | WING "-VERTICAL |
| D429 | 11 | 19-6 | 4 -9 | * | WING "-VERTICAL |
| D530 | 2 | 18-2 | | | WING 4 -HORIZONTAL |
| D431 | 2 | 17-6 | | | WING "-HORIZONTAL-APRON |
| D432 | 1 | 16-11 | | | WING "-HORIZONTAL |
| D433 | 1 | 16-0 | | | WING "-HORIZONTAL |
| D434 | 1 | 12-4 | | | WING "-HORIZONTAL |
| D435 | 1 | 8 -7 | | | WING "-HORIZONTAL |

| MARK | NO. | LENGTH | BENT | CUT | LOCATION |
|---|---|---|---|---|---|
| D436 | 1 | 4 -11 | | | WING "-HORIZONTAL |
| D437 | 4 | 6 -0 | | | WING "-VERTICAL |
| D738 | 1 | 9 -2 | 4 -9 | | WING "-VERTICAL |
| D739 | 1 | 8 -9 | 4 -9 | | WING "-VERTICAL |
| D740 | 1 | 8 -4 | 4 -9 | | WING "-VERTICAL |
| D741 | 1 | 8 -0 | 4 -9 | | WING "-VERTICAL |
| D442 | 7 | 19-9 | 4 -9 | * | WING "-VERTICAL |

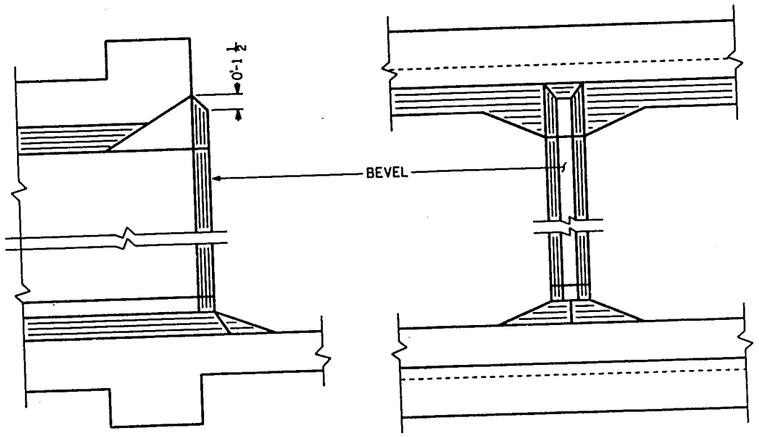



### CUTTING DIAGRAM

| MARK | D | F | G | SETS REQD |
|---|---|---|---|---|
| U403 | 26-9 | 20-10 | 17 | 1 |
| U427 | 9 -5 | 7 -2 | 7 | 1 |
| U736 | 8 -1 | 7 -4 | 4 | 1 |
| U437 | 9 -6 | 7 -2 | 10 | 1 |
| D403 | 31-2 | 20-11 | 17 | 1 |
| D728 | 8 -3 | 7 -7 | 4 | 1 |
| D429 | 9 -8 | 7 -2 | 11 | 1 |
| D442 | 9 -8 | 7 -2 | 7 | 1 |

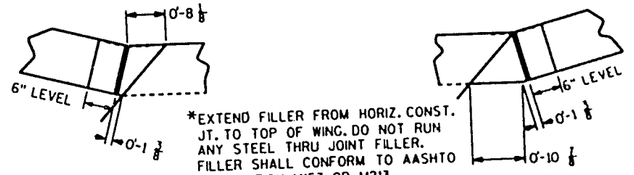



PLAN

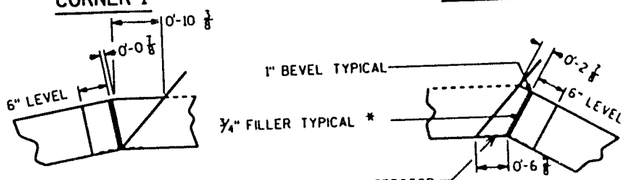



SECTION ELEVATION

INLET NOSE DETAILS

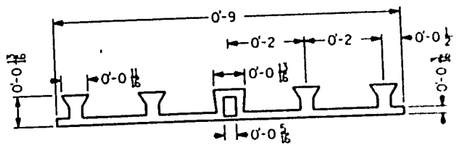



CORNER 1 CORNER 3




CORNER 2 CORNER 4

CORNER DETAILS




POLYVINYL CHLORIDE WATERSTOP

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

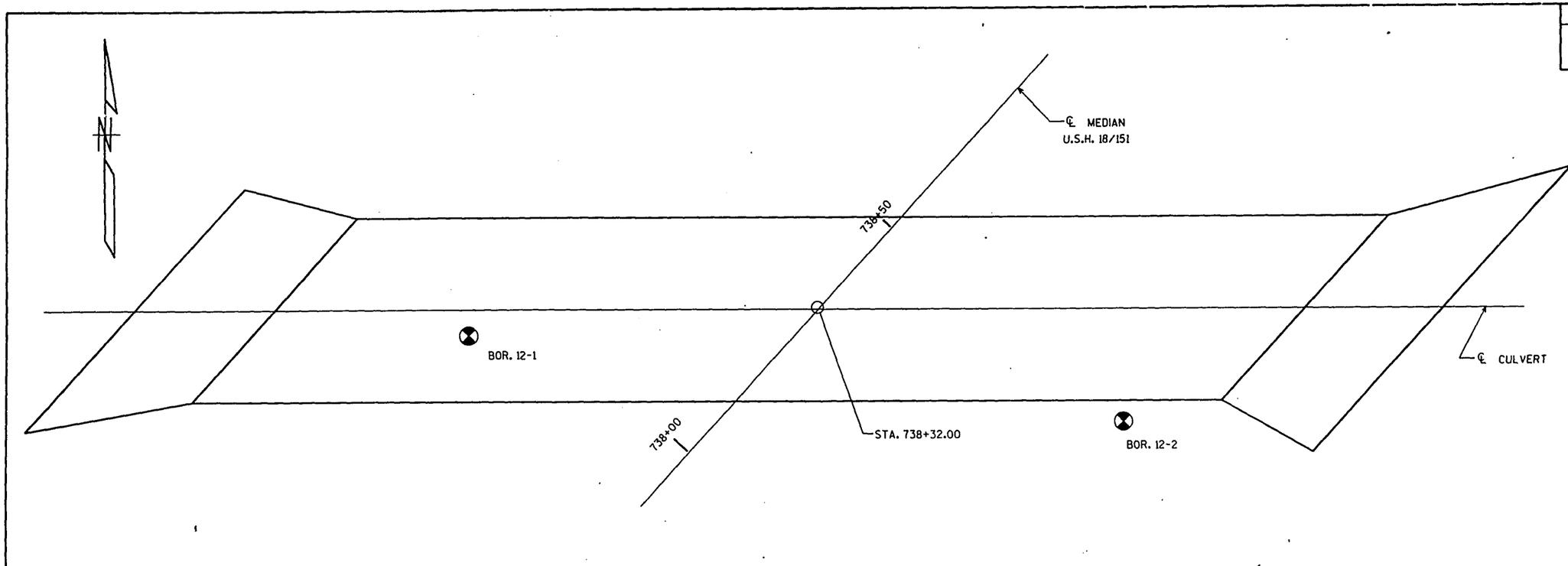
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-13-425

| CONST. SPEC. | DRAWN BY | PLANS LAID |
|---|---|---|
| 1989 | BJ | NEA |

DETAILS — SHEET 5

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-4-72 | 8.14 |




ABBREVIATIONS

F — FINE  M — MEDIUM  C — COARSE
WS — WEATHERED  SO — SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE, SAND, PEAT, LIMESTONE, GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING

PROBING NO.
STA.
ELEVATION
7 AVERAGE BLOWS PER FOOT
REFUSAL 95/6

95/6=95 BLOWS FOR 6" PENETRATION
PROBING TAKEN WITH A 350#WT.
FALLING 18" ON A 2" O.D. POINT.

LEGEND OF BORING

BORING NO.
STA.
ELEV.
UNCONFINED STRENGTH → 7.7 7
BLOWS PER FT. USING 140# WT. FALLING 30"
WASH SAMPLE
SANDY GRAVEL
F.
BOULDERS OR COBBLES
SAND
SHELBY TUBE — S.T.
GROUND WATER ELEVATION
SILTY CLAY
NO GROUND WATER OBSERVED ABOVE THIS ELEVATION
SO
LIMESTONE

UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A O.D. XL 4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

## SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE DIVISION OF HIGHWAYS DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-13-425

| CONST. SPEC. | DRAWN BY | PLANS C&D. |
|---|---|---|
| 1989 | BJ | |

SUBSURFACE EXPLORATION

SHEET 6

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.0 |

R/W

C/L USH 18

WB R/L

25'

R/L RAMP PB-1

984.90

-3.0%

2.0%

2.0%

6:1

4:1

3.5:1

C/L USH 18

25'

EB R/L

987.83

I-108 L.F. 24" RCCP CLASS III REQ'D.
STA. 648+50
SKEW 0° RHF
INV. 986.76
1-APRON ENDWALL REQ'D.

R/L RAMP PB-2

-TYPE B-MS INLET REQ'D.
STA. 648+50
INV. 990.00

-TYPE B-MS INLET REQ'D.
STA. 648+50
INV. 988.69

648+00

CUT SLOPE ALL AROUND

BEGIN CONSTRUCTION
RAMP "PB-1"
STA. 646+74.00

GRADE FROM STATION 646+00 WITH DITCH ELEVATION 980.93 AND OFFSET OF 110' L.T.

R/L RAMP PB-1

992.62

2.0%

2.0%

6:1

3.5:1

985.49

BEGIN CONSTRUCTION
RAMP "PB-2"
STA. 648+00.00

C/L USH 18

25'

EB R/L

R/L RAMP PB-2

992.62

2.0%

2.0%

6:1

4:1

3:1

990.83

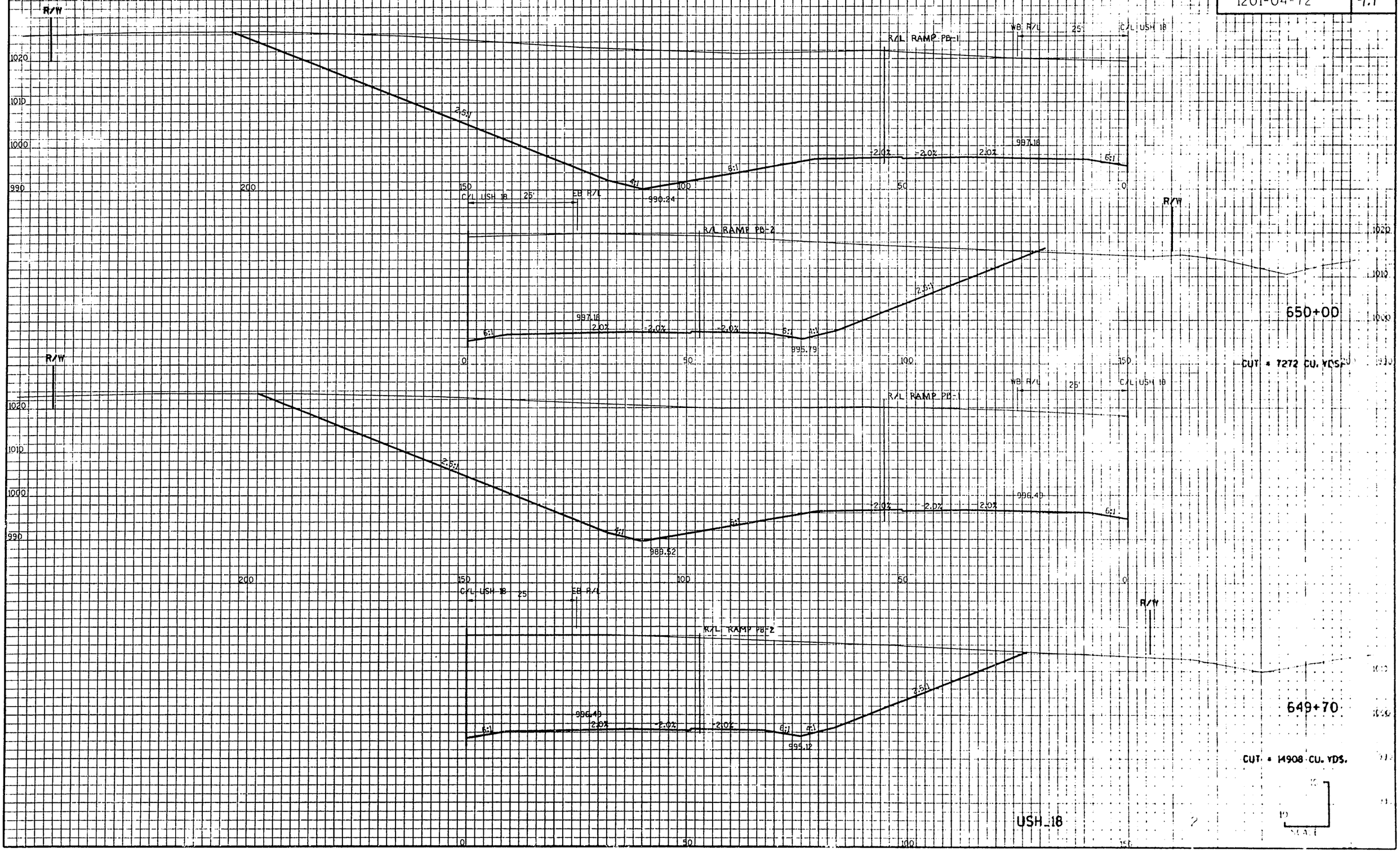
-342 L.F. x 42" RCCP CLASS III REQ'D.
STA. 644+82. RT. TO STA. 648+24. RT.
INV. 990.04

648+00

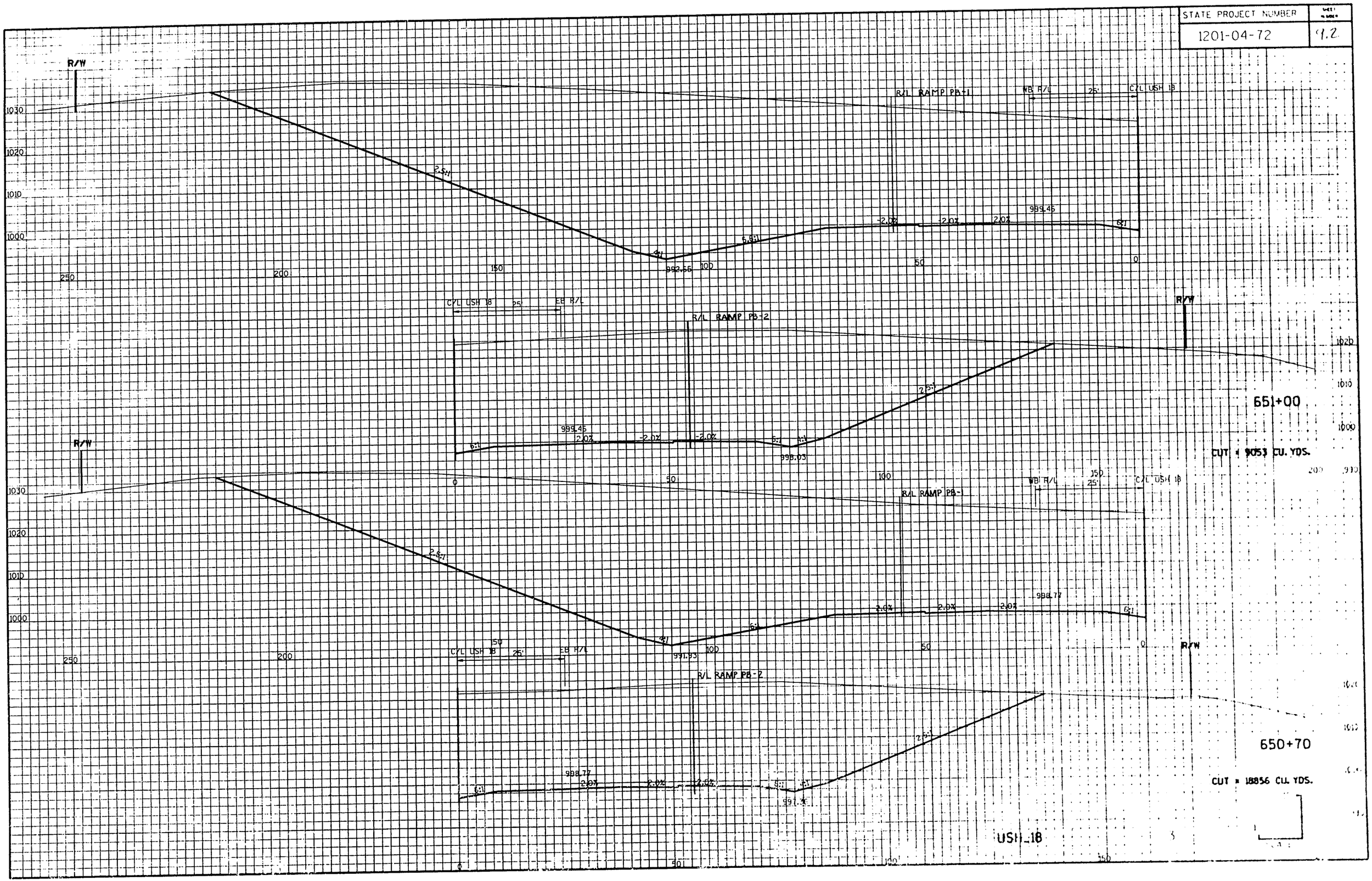
BEGIN PROJECT 1201-04-72
AHEAD ONLY STA. 648+00.00

USH 18

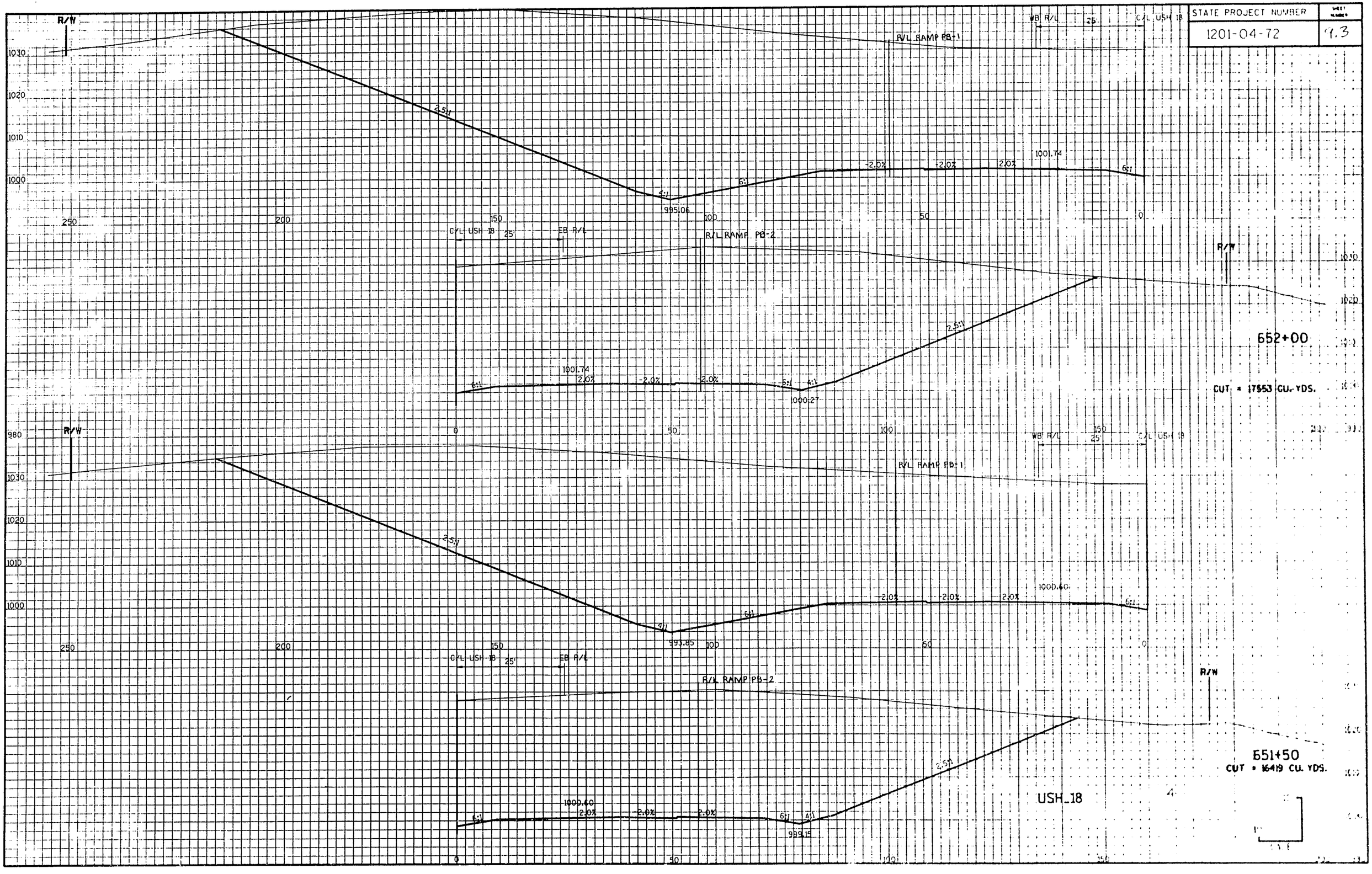
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.1 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.2 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.3 |



| STATE PROJECT NUMBER | SHT. |
|---|---|
| 1201-04-72 | 14 |

R/W

1030
1020
1010
1000
990

250 200 150 100 50 0

C/L USH 18 25' EB R/L

R/L RAMP PB-2

2.5:1 4:1 997.46 6:1 6:1 1004.02 2.0% -2.0% -2.0% 6:1 4:1 2.5:1

653+00

CUT = 17494 CU. YDS.

R/W

1030
1020
1010
1000
990

250 200 150 100 50 0

C/L USH 18 25' EB R/L

R/L RAMP PB-2

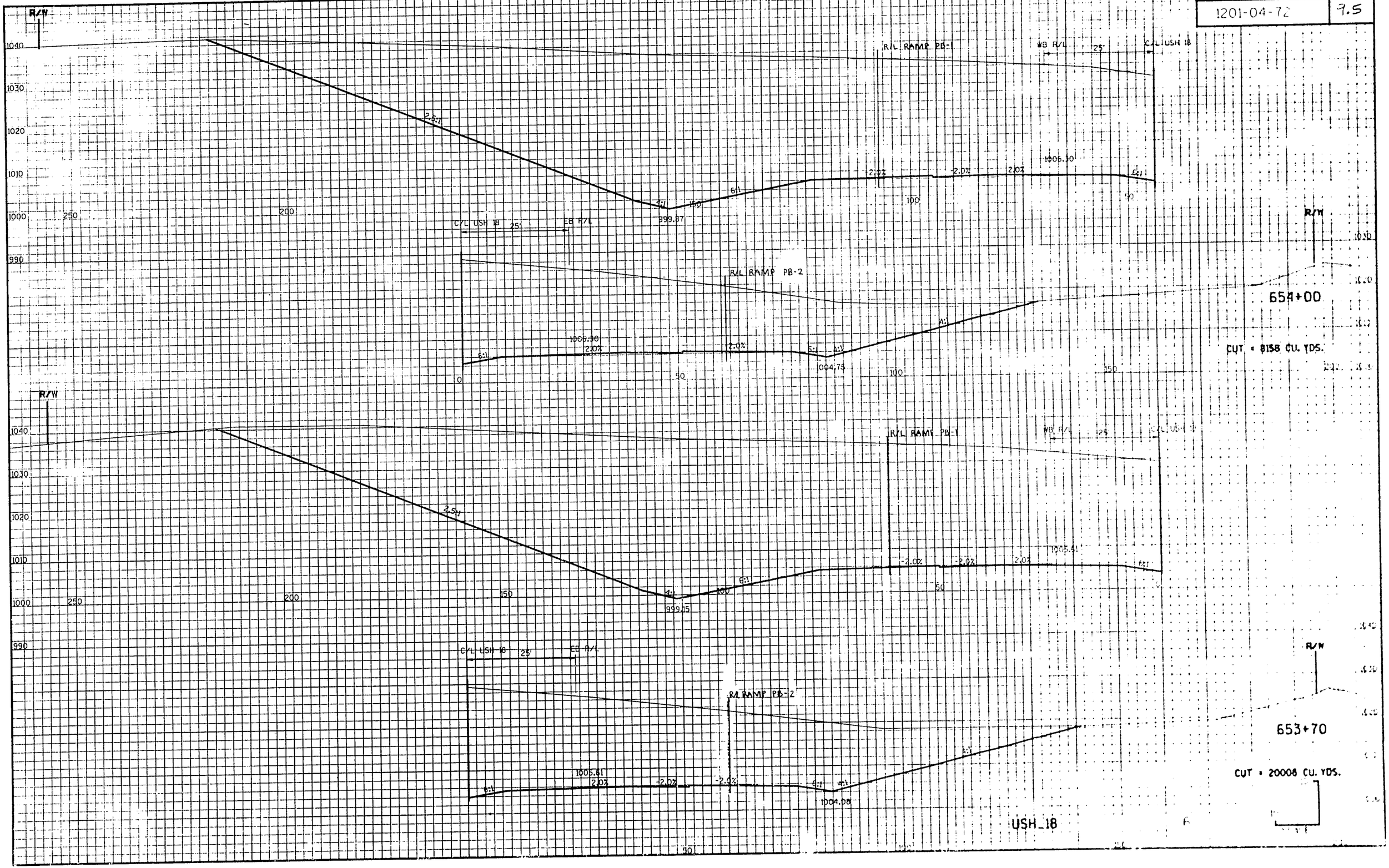
2.5:1 4:1 996.14 6:1 1002.76 2.0% -2.0% -2.0% 6:1 4:1 2.5:1

652+45

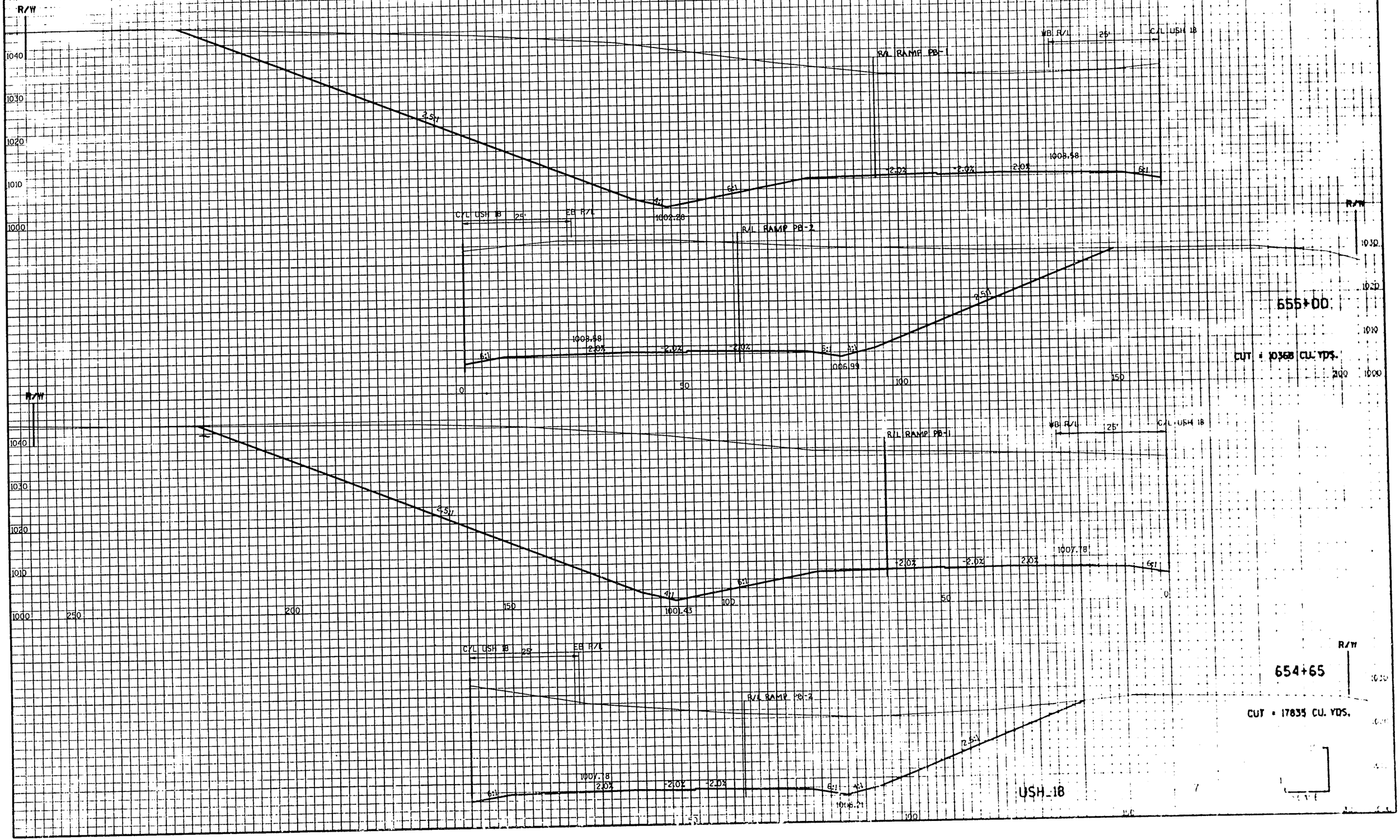
CUT = 15847 CU. YDS.

USH_18

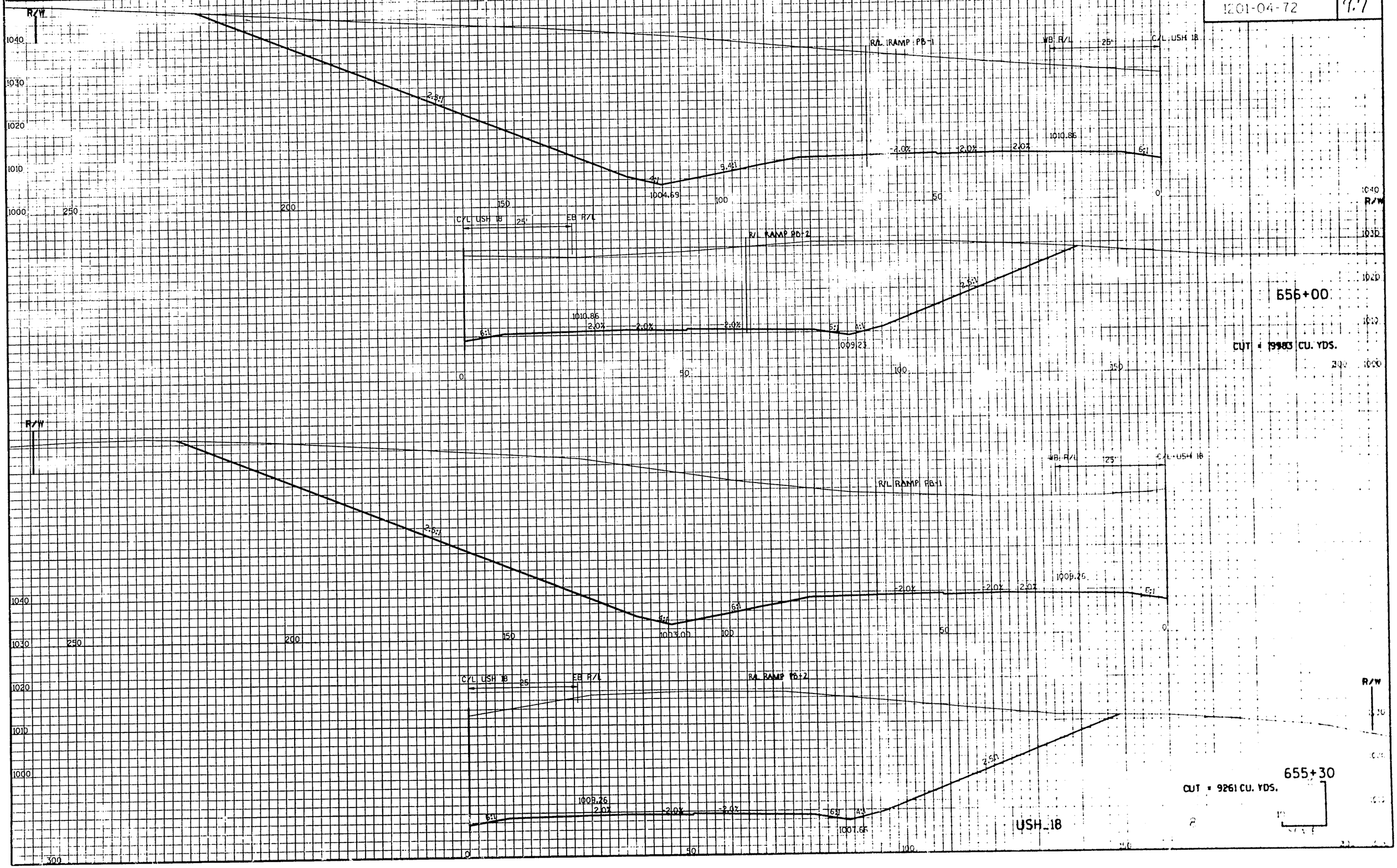
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.5 |



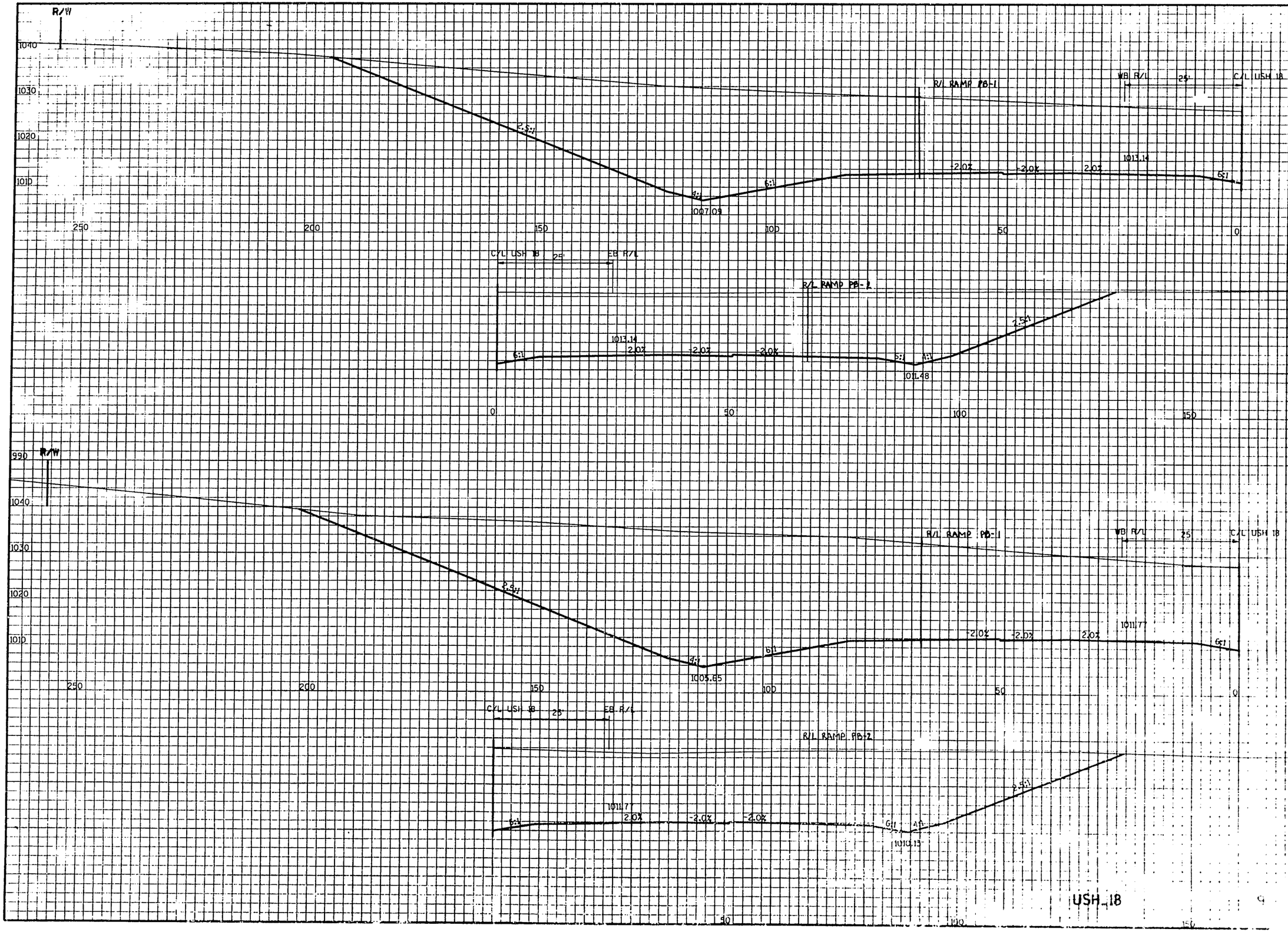
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.6 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.7 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.8 |



| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.9 |

R/W

1040

1030

1020

1010

C/L USH 18 25' EB R/L

R/L RAMP PB-2

2.5%

6:1

4:1

1016.44

2.5%

-2.5%

-2.0%

6:1

4:1

1014.55

1015.54

250 200 150 100 50 0

658+45

CUT = 966 CU. YDS.

R/W

1040

1030

1020

1010

WB R/L 25' C/L USH 18

R/L RAMP PB-1

2.5:1

4:1

6:1

1009.50

-2.5%

-2.0%

-2.0%

-1.1%

6:1

1015.40

1-104 L.F. x24" RCCP CLASS III REQ'D.
STA. 658+00
SKEW 0° RHF
INV. 1009.57
1-APRON ENDWALL REQ'D.

1-TYPE B-MS INLET REQ'D.
STA. 658+00
INV. 1010.10

250 200 150 100 50 0

R/W

C/L USH 18 25' EB R/L

R/L RAMP PB-2

2.5:1

4:1

6:1

1015.42

2.0%

-1.1%

-2.0%

6:1

4:1

1013.55

1014.19

1013.55

658+00

CUT = 1851.3 CU. YDS.

USH_18

50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.10 |

R/W

R/L RAMP PB-1

WB R/L 25'

C/L USH 18

1040

1030

1020

1010

-2.5%

1017.70

-4.2%

-3.3%

-5.0%

4:1

6:1

1015.94

250 200 150 100 50 0

R/W

C/L USH 18 150 25'

EB R/L

R/L RAMP PB-2

2.5%

1017.70

4.2%

-2.0%

6:1

4:1

1015.76

1017.19

0 50 100 150

659+00

CUT = 4739 CU. YDS.

R/W

R/L RAMP PB-1

WB R/L 25'

C/L USH 18

1040

1030

1020

1010

-2.5%

1017.24

-3.6%

-3.2%

-4.4%

6:1

4:1

1013.11

250 200 150 100 50 0

R/W

C/L USH 18 150 25'

EB R/L

R/L RAMP PB-2

2.50

1017.24

3.62

-2.0%

6:1

4:1

1015.32

1016.99

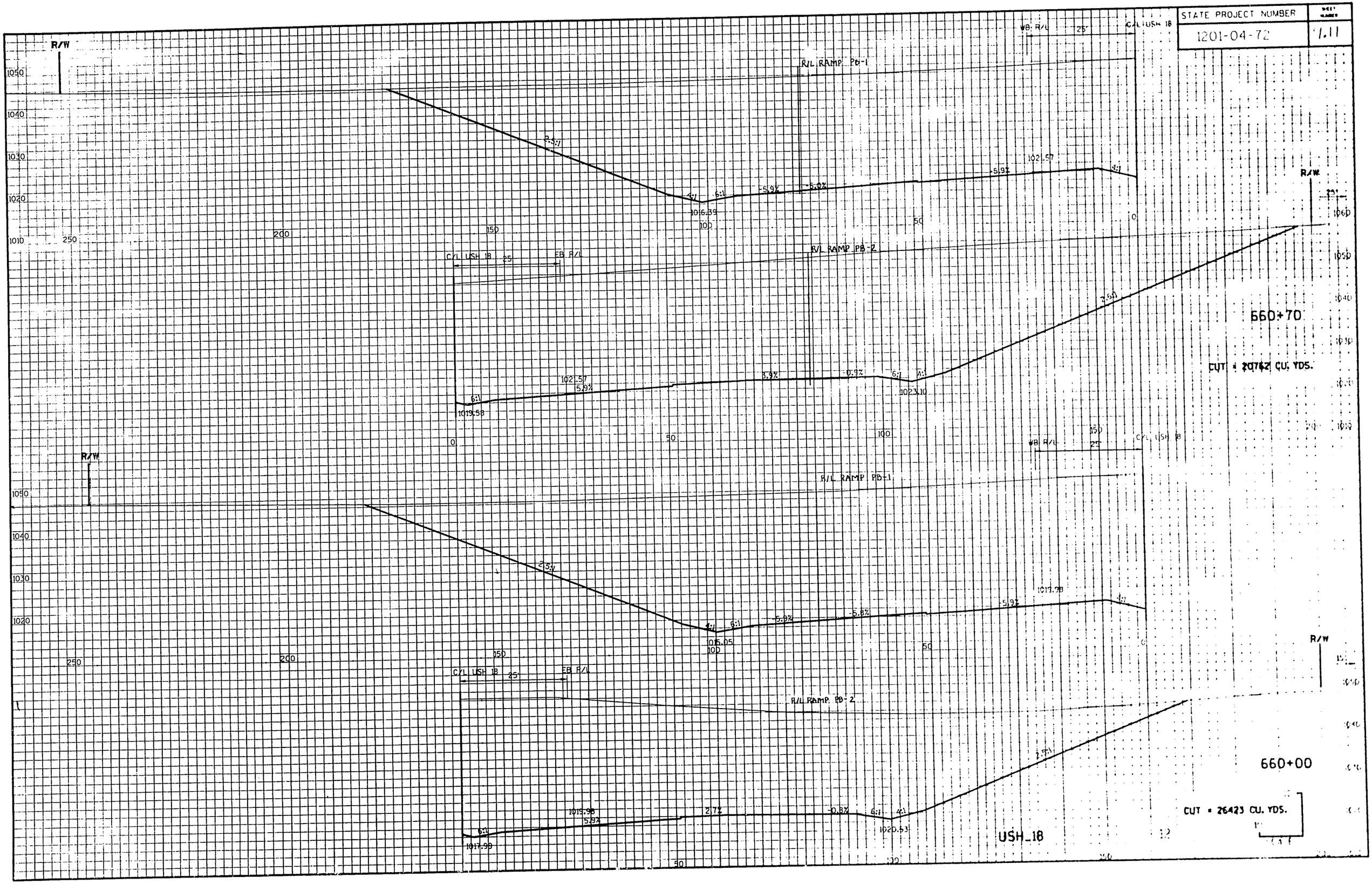
0 50 100 150

658+80

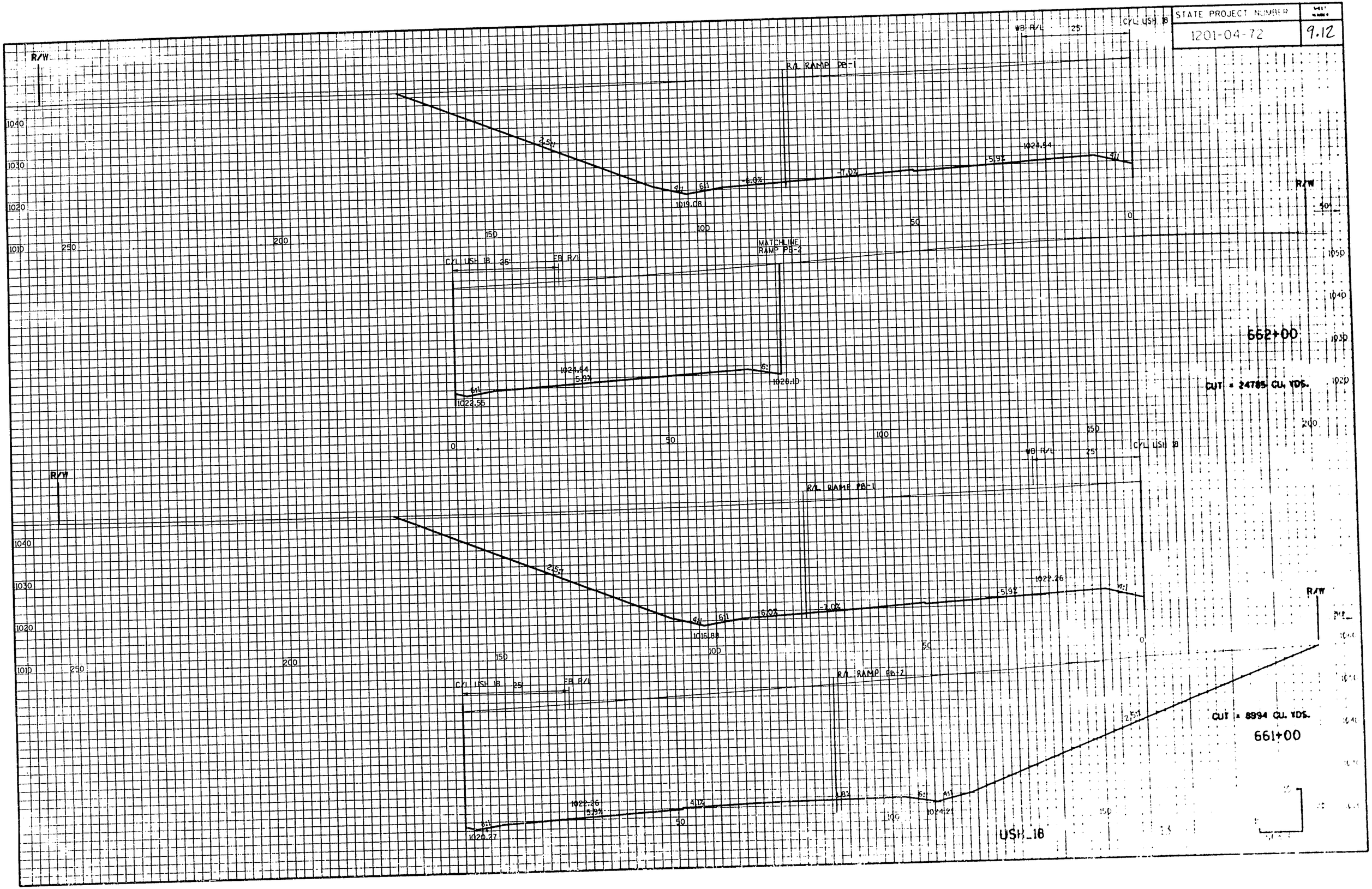
CUT = 7841 CU. YDS.

USH 18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 7.11 |



| STATE PROJECT NUMBER | SHT. NO. |
|---|---|
| 1201-04-72 | 9.12 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.13 |

WB R/L 25' C/L USH 18 25' EB R/L

MATCHLINE RAMP PB-2

GRADE TO DITCH MATCHLINE (TYP.)

MATCHLINE RAMP PB-1

1027.96 -5.9% 1030.01 4:1 6:1 1028.02 1030.01 5.9% 6:1 1030.95

664+40

CUT = 6400 CU. YDS.

MATCHLINE RAMP PB-2

GRADE TO DITCH MATCHLINE (TYP.)

MATCHLINE RAMP PB-1

1027.44 -5.9% 1029.10 4:1 6:1 1027.11 1029.10 5.9% 6:1 1029.55

664+00

CUT = 14565 CU. YDS.

MATCHLINE RAMP PB-2

GRADE TO DITCH MATCHLINE (TYP.)

MATCHLINE RAMP PB-1

1026.19 -5.9% 1026.82 4:1 6:1 1024.83 1026.82 5.9% 6:1 1026.15

663+00

CUT = 16653 CU. YDS.

USH 18

1050 1040 1030 1020 1010

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04 72 | 9.14 |

WB B/L 25' C/L USH 18 25' EB B/L

DITCH MATCHLINE RAMP PB-1

1031.32

-5.9%

1036.94

4:1

6:1

1033.93

1035.91

5.9%

6:1

1032.44

SWALE MATCHLINE RAMP PB-2

667+00

CUT = 1759 CU. YDS.

1 TYPE 8 MS INLET REQD.
STA. 667+00 TO 667+50
INV. 1030.50

DITCH MATCHLINE RAMP PB-1

1030.15

-5.9%

1033.86

4:1

6:1

1031.67

1033.86

5.9%

6:1

1032.53

GRADE TO DITCH MATCHLINE (TYP.)

SWALE MATCHLINE RAMP PB-2

666+00

CUT = 1626 CU. YDS.

MATCHLINE RAMP PB-1

1028.74

-5.9%

1033.38

4:1

6:1

1029.39

1033.38

5.9%

6:1

GRADE TO DITCH MATCHLINE (TYP.)

SWALE MATCHLINE RAMP PB-2

665+00

CUT = 9515 CU. YDS.

USH 18

1060 1050 1040 1030 1020 1010

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.15 |

SWALE
MATCHLINE
RAMP PB-1

WB R/L 25' C/L USH 18

10'

1040.13

-5.9%

4:1

6:1

20:1

1037.98

1050
1040
1030
1020
1010

100 50 C/L USH 18 25' EB R/L 0

1039.83
5.9%
6:1
6:1
1037.96

1041.08

4:1
5:1

50 100 150

1030.13

DITCH
MATCHLINE
RAMP PB-2

669+00

CUT = 17743 CU. YDS.

1050
1040
1030
1020

WB R/L 25' C/L USH 18

SWALE
MATCHLINE
RAMP PB-1

1038.15

-5.9%

4:1

6:1

10'

1031.86

1050
1040
1030
1020

1106 L.F. 24" RCCP CLASS III REQ'D.
STA. 667+00 TO 667+50
SKEW 25° LHF
INV. 1028.80

200 150 100 50 0

C/L USH 18 25' EB R/L

1037.98
5.9%
6:1
6:1
1036.06

1039.22

4:1
5:1

1031.85

DITCH
MATCHLINE
RAMP PB-2

668+00

CUT = 17793 CU. YDS.

1050
1040
1030
1020

50 100 150

USH_18

15

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.16 |

HILL MATCHLINE RAMP PB-1

1049.95

1043.39

1039.47

WB R/L 25' C/L USH 18

1060 1050 1040 1030

150 100 50 0

C/L USH 18 25' EB R/L

1042.90

1041.10

1044.14

0 50 100 150

DITCH MATCHLINE RAMP PB-2

1060 1050 1040 1030 1020

CUT = 1802 CU. YDS.

671+00

1025.80

HILL MATCHLINE RAMP PB-1

1060 1050 1040 1030

1043.95

1041.88

1038.35

WB R/L 25' C/L USH 18

100 50 0

C/L USH 18 25' EB R/L

1041.47

1039.64

1042.72

50 100 150

DITCH MATCHLINE RAMP PB-2

1040 1030 1020 1010

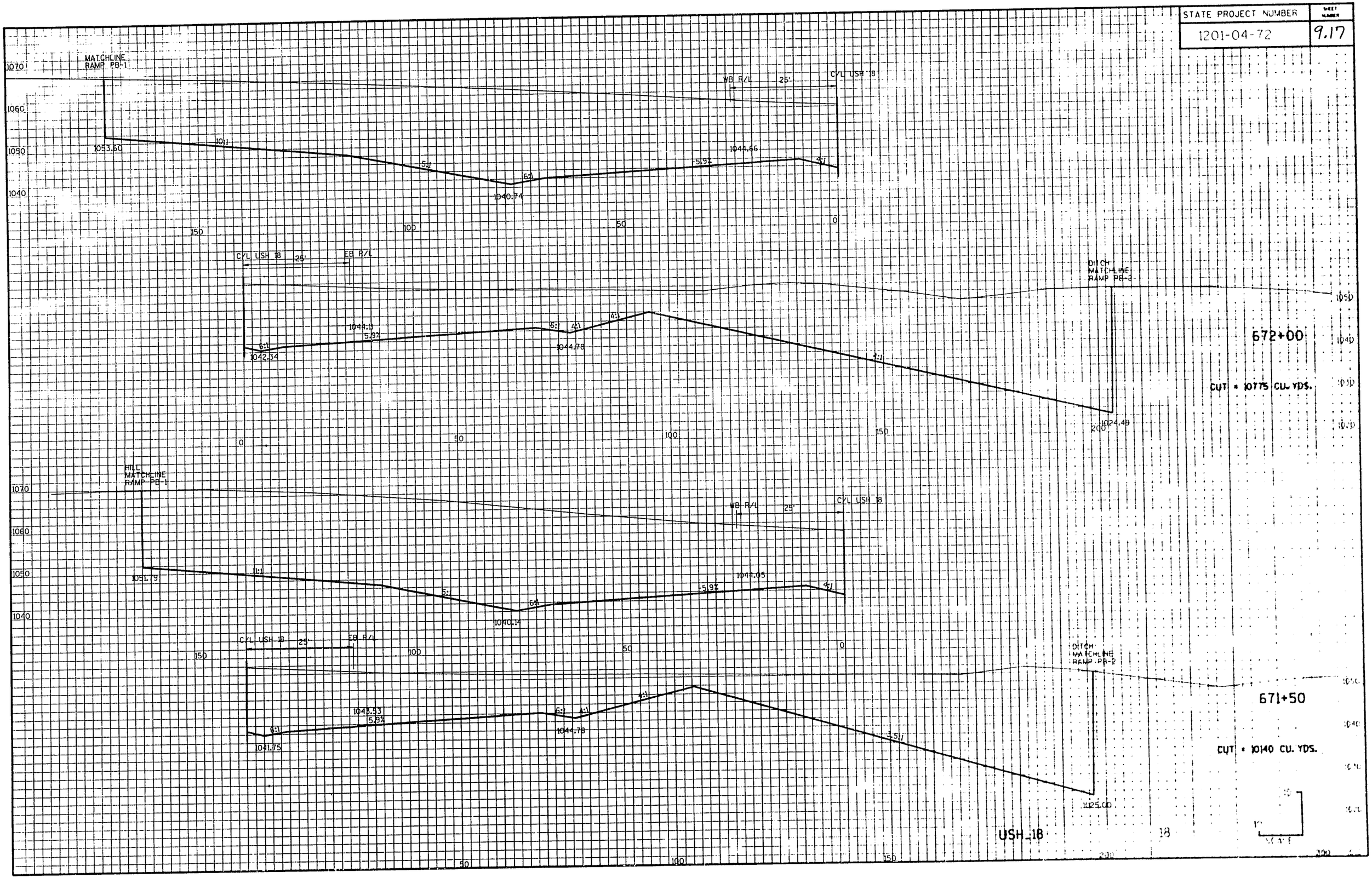
CUT = 1746 CU. YDS.

670+00

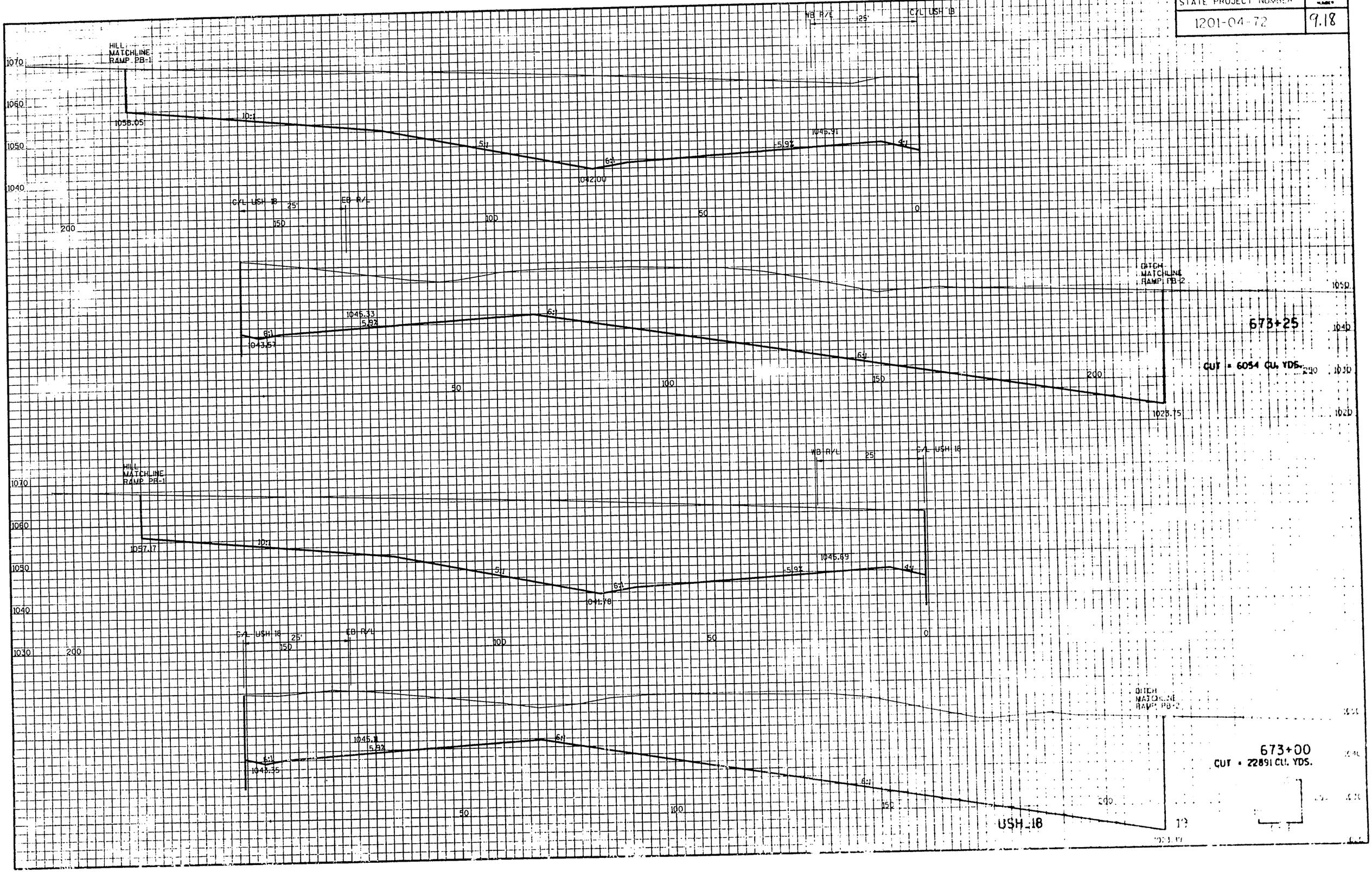
1028.00

USH_18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.17 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.18 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.19 |

HILL
MATCHLINE
RAMP PB-1

1070
1060
1050
1040
1030

1060.69
10:1
4.5%
1042.57
6:1
5.9%
1046.40
4:1
200
150
100
50
0

C/L USH 1B
25'
EB R/L

WB R/L
25'
C/L USH 1B

1045.90
5.9%
6:1
1044.14
6:1

DITCH
MATCHLINE
RAMP PB-2

674+00

CUT = 4843 CU. YDS.

HILL
MATCHLINE
RAMP PB-1

1070
1060
1050
1040
1030

1059.99
10:1
4.5%
1042.45
6:1
5.9%
1046.34
4:1
200
150
100
50
0

C/L USH 1B
25'
150
EB R/L

NB R/L
25'
C/L USH 1B

1045.76
5.9%
6:1
1044.00
6:1

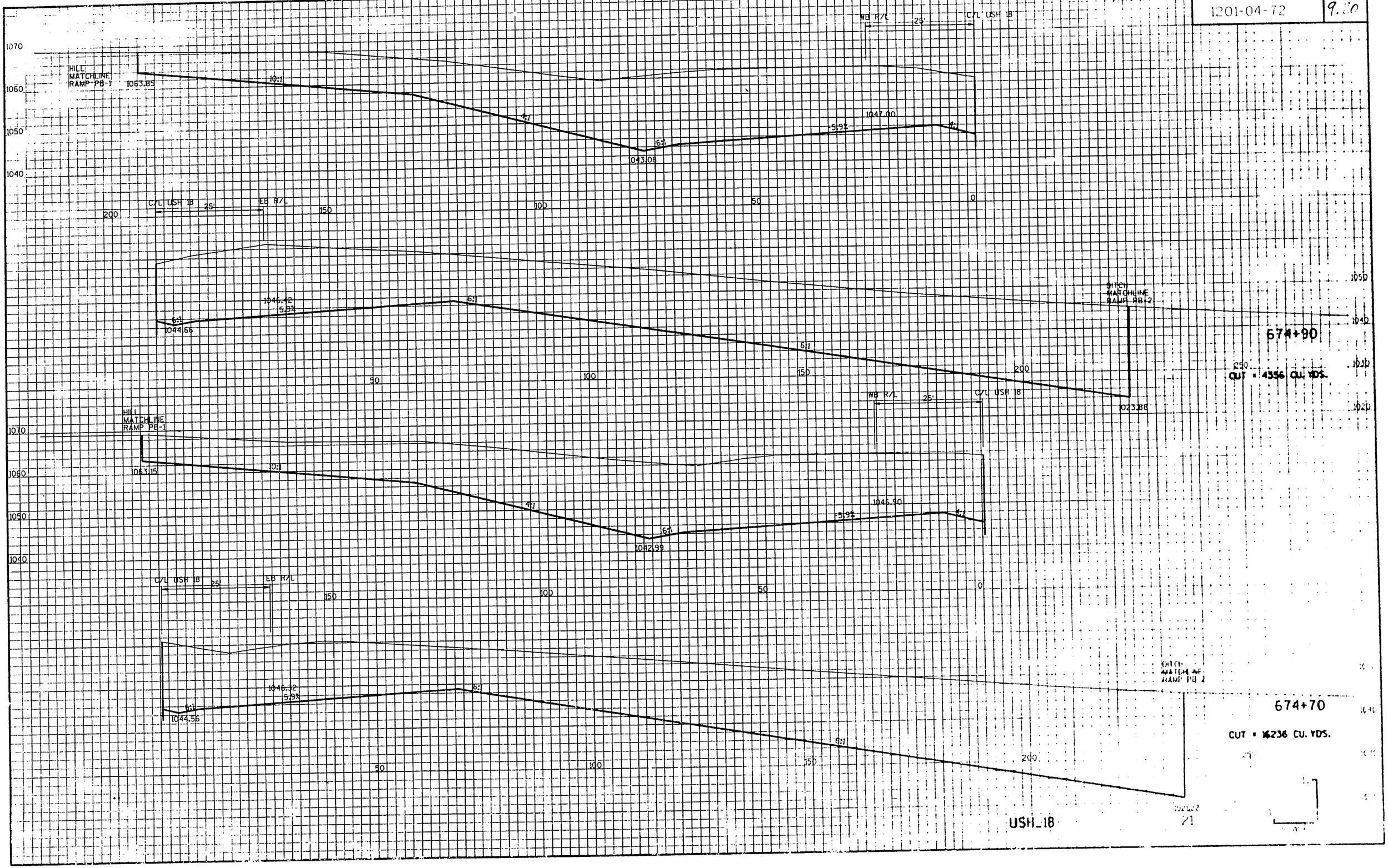
DITCH
MATCHLINE
RAMP PB-2

673+80

CUT = 13428 CU. YDS.

USH_18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.20 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.21 |

HILL MATCHLINE RAMP PB-1

1065.61 — 10:1 — 2.5:1 — 4:1 — 6:1 — 1043.29 — 5.9% — 1047.20 — 4:1

WB R/L — 25' — C/L USH 18

1060 / 1050 / 1040

200 — 150 — 100 — 50 — 0

C/L USH 18 — 25' — EB R/L

1046.64 — 5.9% — 6:1 — 6:1 — 1044.87 — 5:1 — 1027.79

DITCH MATCHLINE RAMP PB-2

675+40

CUT = 7518 CU. YDS.

HILL MATCHLINE RAMP PB-1

1064.20 — 10:1 — 3:1 — 4:1 — 6:1 — 1043.13 — 5.9% — 1047.04 — 4:1

WB R/L — 25' — C/L USH 18

1070 / 1060 / 1050 / 1040

200 — 150 — 100 — 50 — 0

C/L USH 18 — 25' — EB R/L

1046.47 — 5.9% — 6:1 — 6:1 — 1044.71 — 5:1

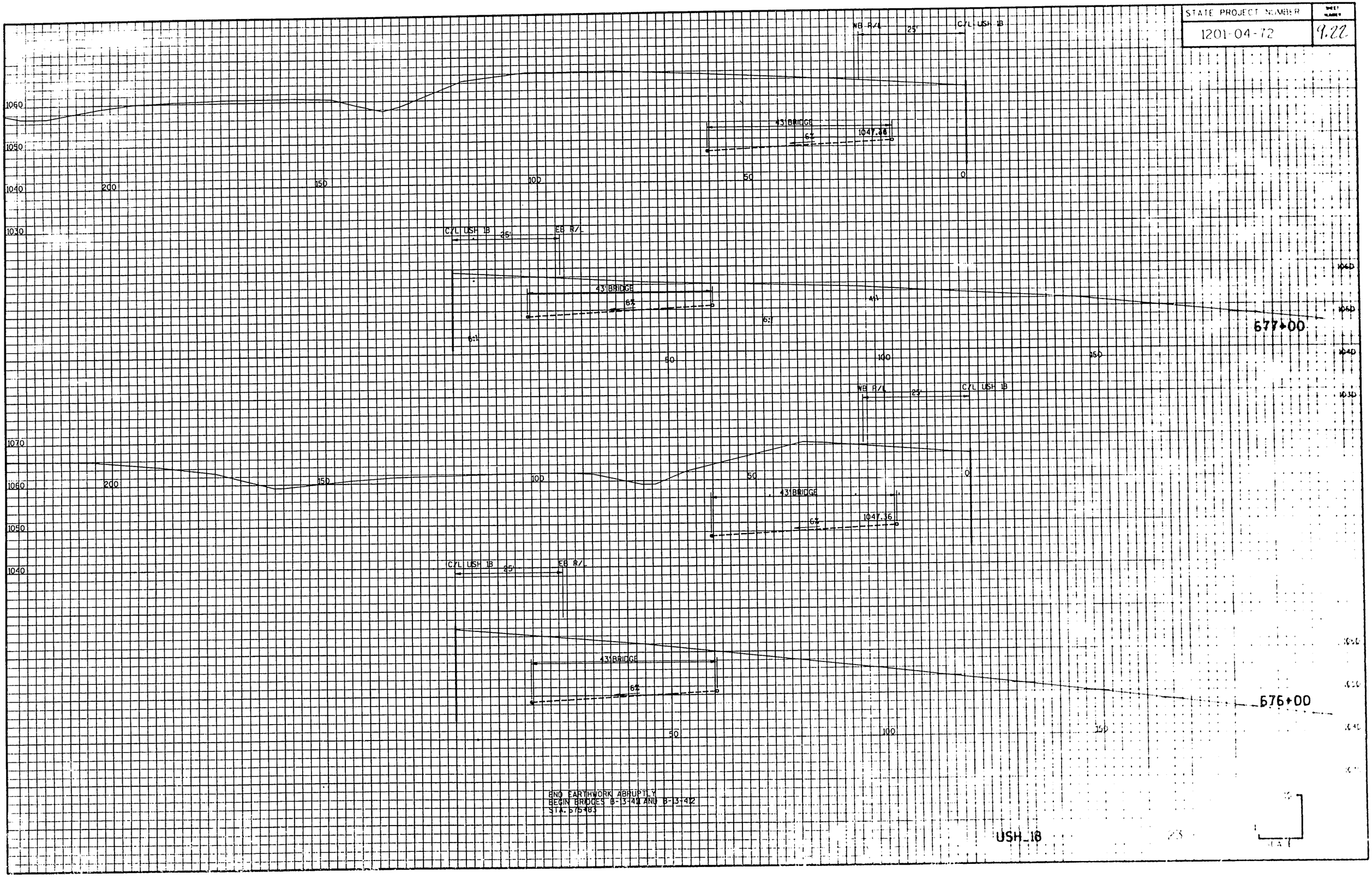
DITCH MATCHLINE RAMP PB-2

675+00

CUT = 2084 CU. YDS.

USH_18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.22 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.23 |

DITCH MATCH LINE
PB-4

WB R/L — 25' — C/L USH 18

1047.23
5.9%
2:1
3.5:1
100
50
0

C/L USH 18 — 25' — EB R/L

1021.87

1046.87
5.9%
6:1
4:1
1047.82
50
100
150
200
MATCHLINE
RAMP PB-3
678+20
CUT = 2806 CU. YDS.

DITCH MATCH LINE
PB-4 / CITH "PE"

WB R/L — 25' — C/L USH 18

1047.29
5.9%
2:1
100
50
0
2.5%

C/L USH 18 — 25' — EB R/L

1022.76

1046.91
5.9%
6:1
5:1
4:1
1047.87
50
100
150
MATCHLINE
RAMP PE-3
678+00

BEGIN EARTHWORK ABRUPTLY
END BRIDGES B-13-411 AND B-13-412
677+58

USH_18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04 [illegible] | 1.24 |

DITCH MATCH LINE
PB-4

1050
1040
1030
1020
1010

1015.69

5:1

25:1

1046.89

5.9%

2.5:1

WB R/L 25' C/L USH 18

100 50 0

C/L USH 18 25' EG R/L

1046.63
5.9%

6:1

5:1

4:1

1047.65

8ft

MATCHLINE
RAMP PB-3

1039.81

679+00

CUT = 7379 CU. YDS.

50 100 150 200 250

CONCRETE BARRIER FROM
STA. 678+50 TO STA. 682+00
TO BE CONSTRUCTED BY OTHER

WB R/L 25' C/L USH 18

DITCH MATCH LINE
PB-4

1050
1040
1030
1020
1010

1018.90

4.5:1

25:1

1047.08

5.9%

2.5:1

100 50 0

C/L USH 18 25' EG R/L

1046.77
5.9%

6:1

4:1

1047.72

8ft

MATCHLINE
RAMP PB-3

1041.30

678+60

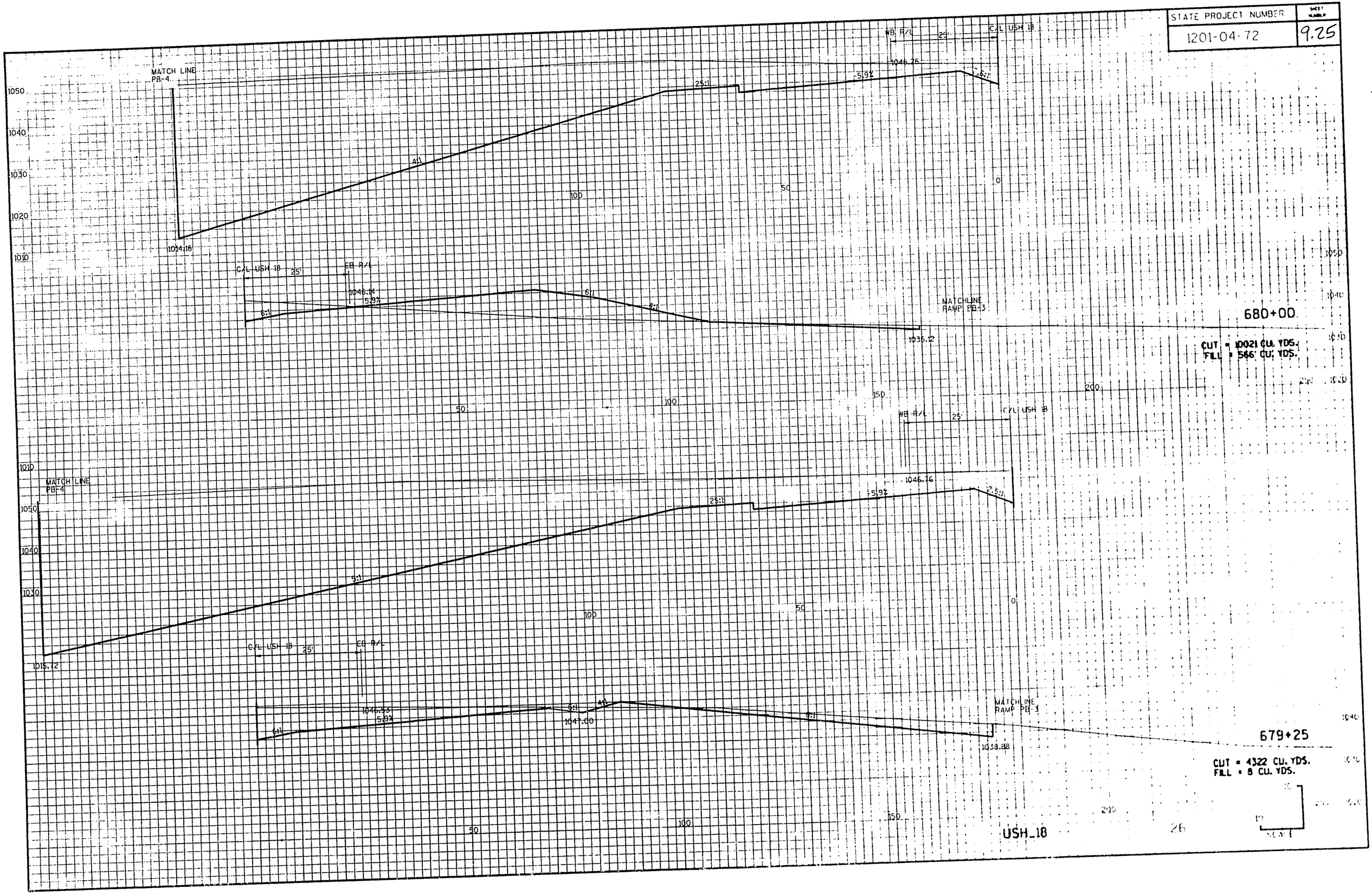
CUT = 6776 CU. YDS.

50 100 150 200

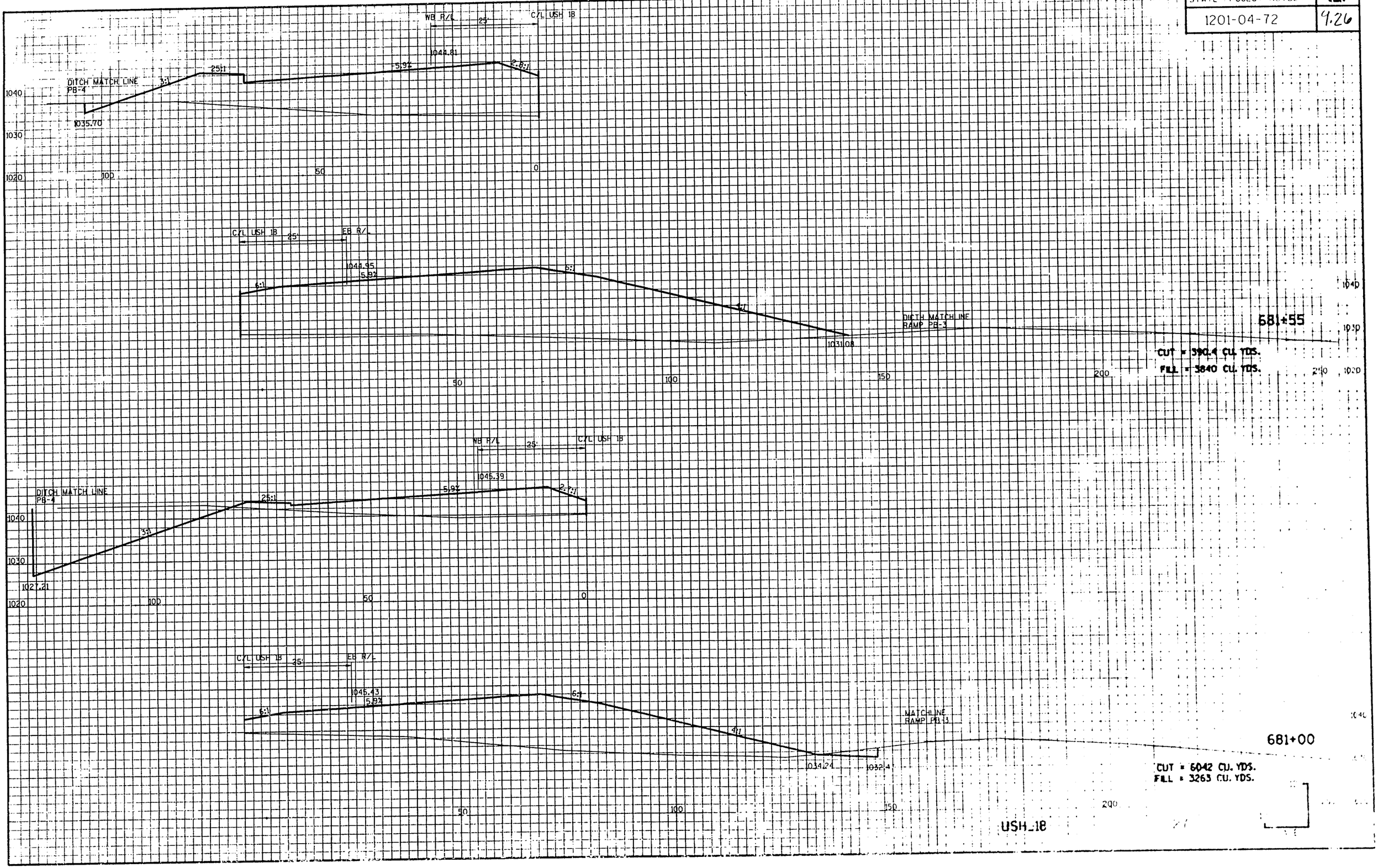
USH 18

25

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.25 |



| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.26 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.27 |

WB R/L — 25' — C/L USH 18 — 25' — EB R/L

1038.6 — 6:1 — 1042.95 — -5.9% — 3.3:1 — 6:1 — 1043.62 — 5.9% — 6:1 — 3:1

DITCH MATCH LINE PB-4

DITCH MATCH LINE RAMP PB-5

683+00

FILL = 3254 CU. YDS.

1038.5 — 6:1 — 1043.30 — 5.9% — 3.3:1 — 6:1 — 1043.85 — 5.9% — 6:1 — 3:1

DITCH MATCH LINE PB-4

DITCH MATCH LINE RAMP PB-5

682+75

FILL = 9429 CU. YDS.

1037.2 — 3:1 — 2.5:1 — 1044.29 — 5.9% — 2.9:1 — 6:1 — 1044.64 — 5.9% — 6:1 — 2.5:1

DITCH MATCH LINE PB-4

DITCH MATCH LINE RAMP PB-5

682+00

CUT = 11 CU. YDS.
FILL = 4800 CU. YDS.

USH_18

1040 1030 1020 1010 1000 1040 1030 1020 1010 1000 1040 1030 1020 1010 1000

100 50 0

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 7.28 |

WB R/L 25' C/L USH 18 25' EB R/L

1040
1030
1020
1010
1000
990
980
1040
1030
1020
1010
1000
990

1037.44 4:1 -5.9% 1040.44 6:1 6:1 1041.78 5.9% 6:1

DITCH MATCH LINE PB-4

DITCH MATCHLINE RAMP PB-5

685+00

FILL = 17078 CU. YDS.

1037.72 6:1 5.9% 1041.55 6:1 6:1 1042.70 5.9% 6:1 3:1

DITCH MATCH LINE PB-4

1-TYPE 8-MS INLET
STA. 684+00
INV. 1037.24

1106 L.F. 24" RCCP CLASS III REQD.
STA. 684+00 TO 683+50 LT.
SKEW 29° RHB
INV. 1036.00

DITCH MATCHLINE RAMP PB-3

684+00

FILL = 14881 CU. YDS.

USH 18

100 50 0 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.29 |

WB R/L 25' C/L USH 18 25' EB R/L

1040
1030
1020
1010
1000
990
980
1040
1030
1020
1010
1000
990
980
1000
990
980
50
0
50
100

1038.18
-5.9%
6:1
4.7:1
1040.49
5.9%

MATCH LINE PB-4

MATCHLINE RAMP PB-3

686+40

FILL = 6795 CU. YDS.

1033.87

1038.74
-5.9%
6:1
5.2:1
1040.86
5.9%
6:1

MATCH LINE PB-4

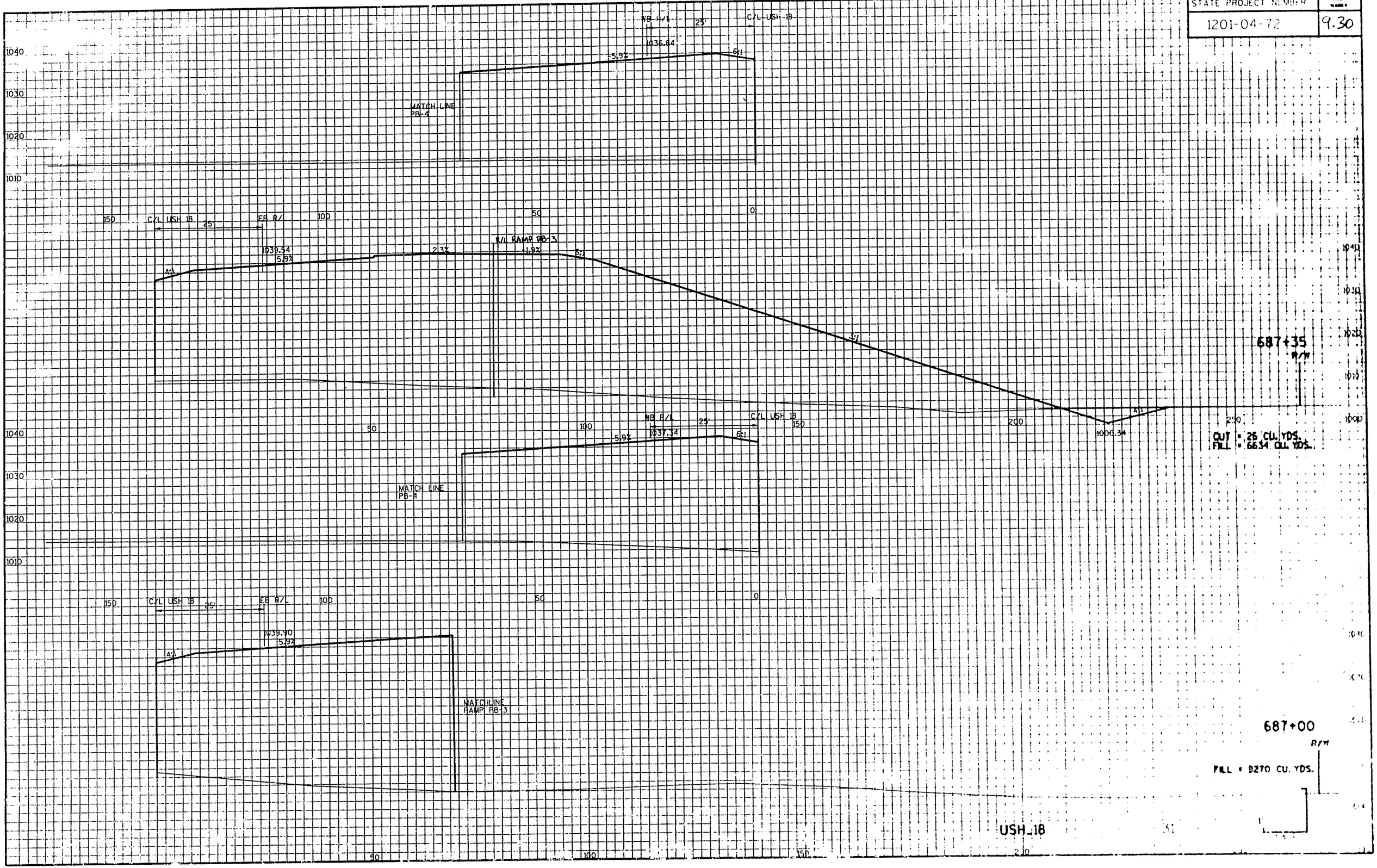
MATCHLINE RAMP PB-3

686+00

FILL = 17629 CU. YDS.

USH 18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.30 |

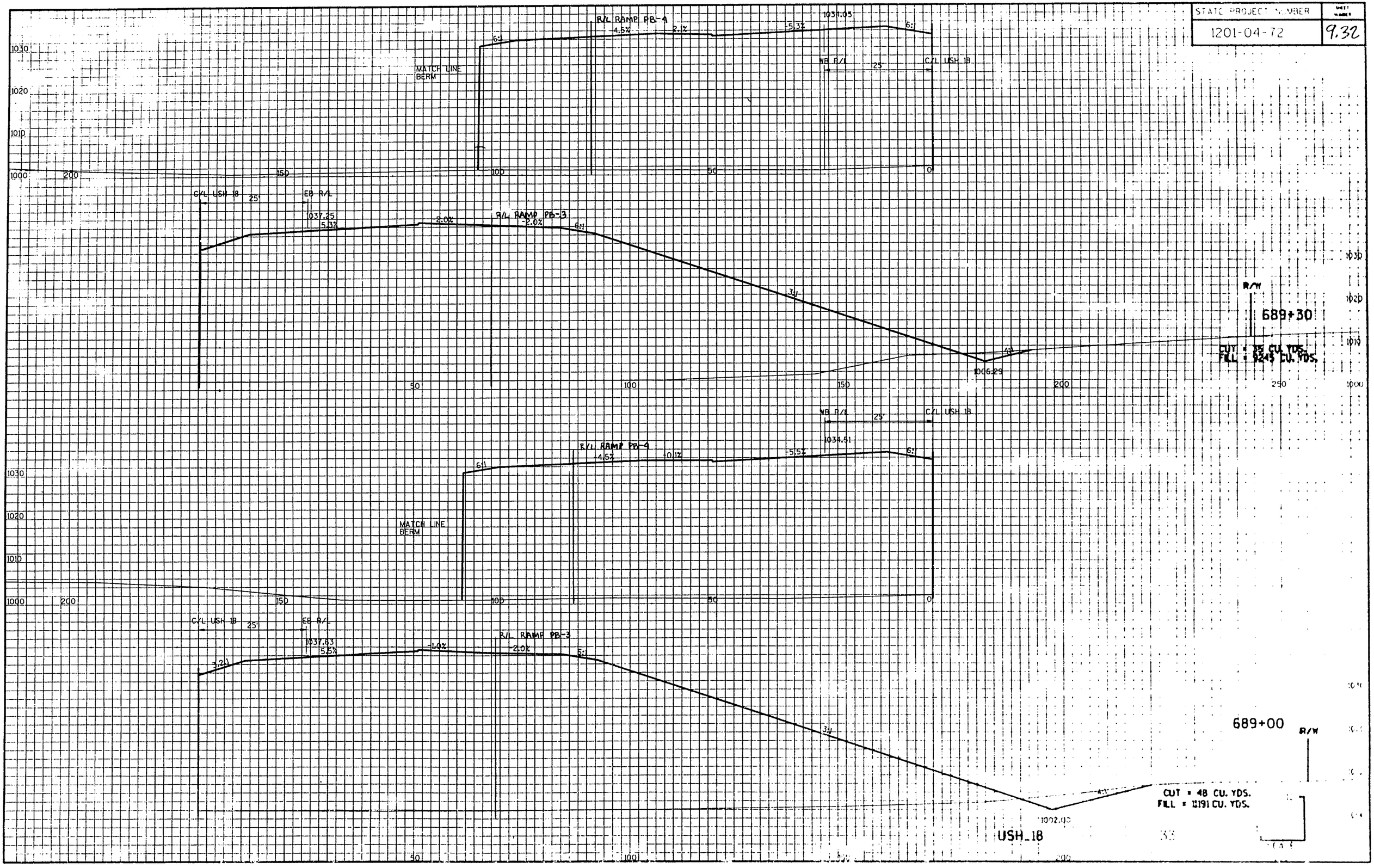


| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.31 |

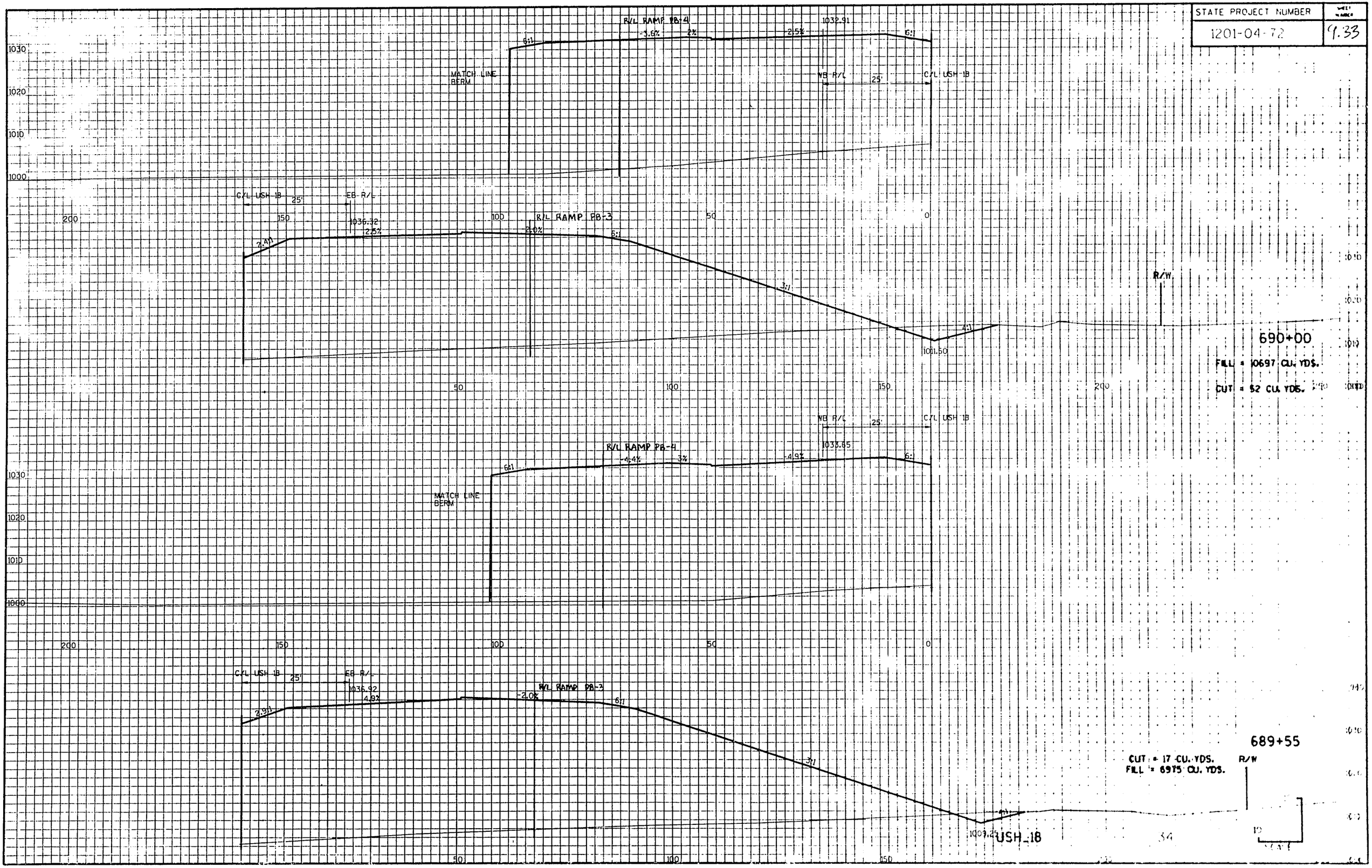
R/L RAMP PB-4
4.5%
12.6%
-5.7%
6:1
1035.02
MATCH LINE BERM
WB R/L
25'
C/L USH 18
1030
1020
1010
1000
200
150
100
50
0
C/L USH 18
25'
EB R/L
1038.07
5.7%
0.5%
R/L RAMP PB-3
+2.0%
6:1
3.5:1
3:1
50
100
150
200
1000.33
688+65
R/W
CUT = 85 CU. YDS.
FILL = 20220 CU. YDS.

WB R/L
25'
C/L USH 18
1035.93
-5.9%
6:1
MATCH LINE BERM
5:1
1030
1020
1010
1000
200
150
100
50
0
C/L USH 18
25'
EB R/L
1038.83
5.8%
1.5%
R/L RAMP PB-3
-1.9%
6:1
3.5:1
3:1
50
100
150
200
1000.00
1-854 L.F. 60" RCCP CLASS V REQD.
STA. 688+00 RT. TO 690+75 LT.
SKEW 101 LHF
INV. 999.32
2-CONCRETE MASONRY ENDWALLS REQD.
688+00
R/W
CUT = 101 CU. YDS.
FILL = 17307 CU. YDS.
USH_18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.32 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.33 |



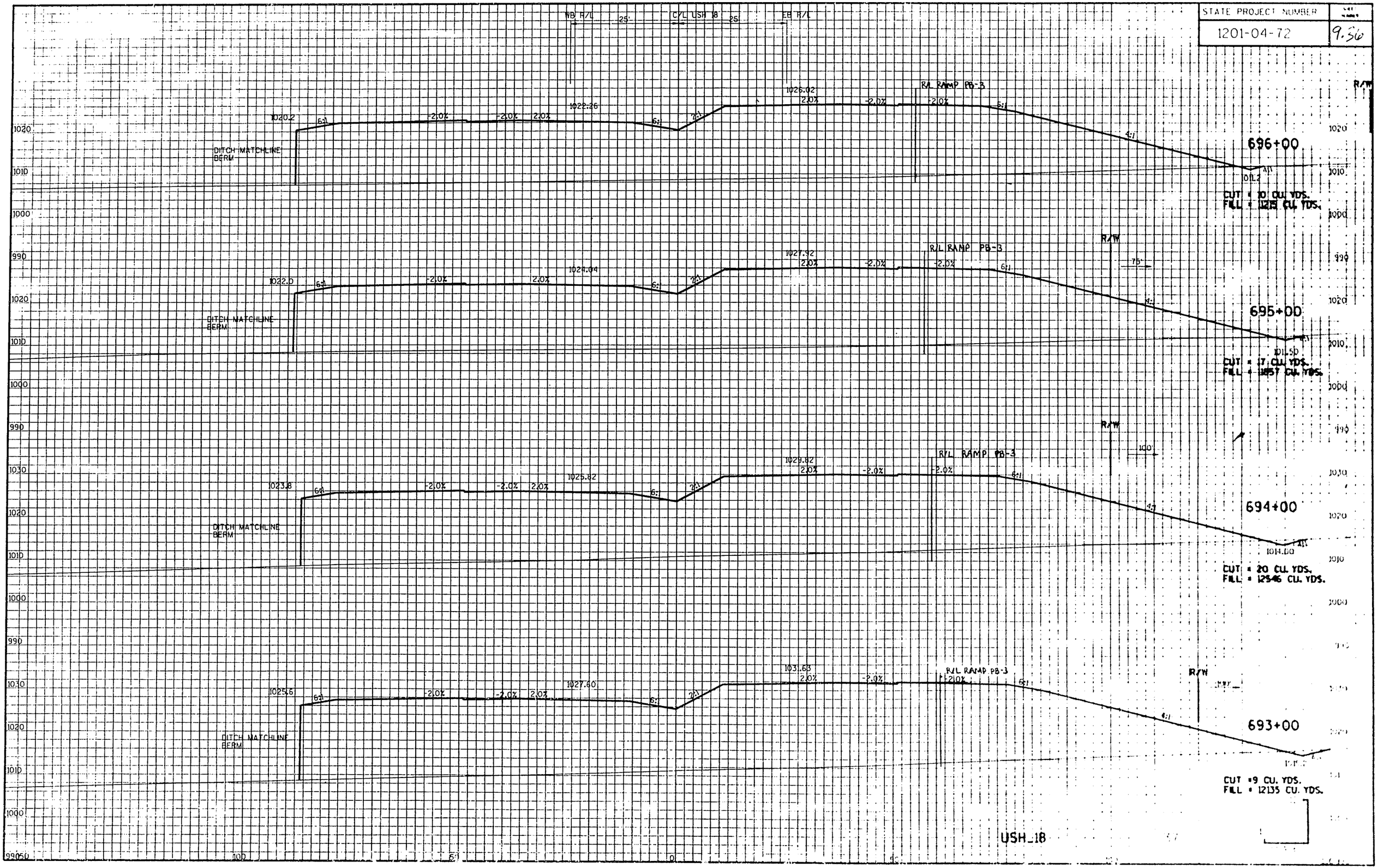
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.34 |

54' TO 57' BRIDGE
WB R/L
25'
C/L USH 18
2.0%
2.0%
R/L RAMP PB-4
1030
1020
1010
1000
200
150
100
50
0
R/L RAMP PB-3
54' TO 57' BRIDGE
C/L USH 18
25'
EB R/L
2.0%
2.0%
1030
1020
1010
R/W
691+00
CUT = 57 CU. YDS.
FILL = 8416 CU. YDS.
50
WB R/L
100
25'
C/L USH 18
1032.05
R/L RAMP PB-4
-2.8%
2.8%
-2.0%
0.3%
8:1
6:1
MATCH LINE
BERM
1030
1020
1010
1000
200
150
100
50
0
C/L USH 18
25'
EB R/L
1035.81
2.0%
-0.25%
R/L RAMP PB-3
-2.0%
8:1
6:1
3:1
1012.00
R/W
690+50
CUT = 96 CU. YDS.
FILL = 10489 CU. YDS.
50
100
150
USH_18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.35 |

54' TO 57' BRIDGE
25'
C/L USH 18
R/L RAMP PB-4
2.0%
2.0%
WB R/L
1030
1020
1010
1000
150
100
50
0
54' TO 57' BRIDGE
R/L RAMP PB-3
C/L USH 18
25'
EB R/L
2.0%
2.0%
692+00
50
100
150
R/L RAMP PB-4
54' TO 57' BRIDGE
WB R/L
25'
C/L USH 18
2.0%
2.0%
1030
1020
1010
1000
150
100
50
0
54' TO 57' BRIDGE
R/L RAMP PB-3
C/L USH 18
25'
EB R/L
2.0%
2.0%
691+83
USH_18
50
100
150

| STATE PROJECT NUMBER | SHT. NO. |
|---|---|
| 1201-04-72 | 9.36 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 4.37 |

WB R/L 25' C/L USH 18 25' EB R/L

DITCH MATCHLINE BERM 1014.90 6:1 -2.0% -2.0% 2.0% 1016.92 6:1 2:1 1020.32 2.0% -2.0% R/L RAMP PB-3 6:1 4:1 4:1 1018.60

R/W

699+00

CUT = 178 CU. YDS.
FILL = 2480 CU. YDS.

DITCH MATCHLINE BERM 1016.70 6:1 -2.0% -2.0% 2.0% 1018.70 6:1 2:1 1022.22 2.0% -2.0% R/L RAMP PB-3 6:1 4:1 4:1 1015.00

R/W

698+00

CUT = 19 CU. YDS.
FILL = 5889 CU. YDS.

DITCH MATCHLINE BERM 1018.50 6:1 -2.0% -2.0% 2.0% 1020.48 6:1 2:1 1024.12 2.0% -2.0% R/L RAMP PB-3 6:1 4:1

R/W

697+00

CUT = 20 CU. YDS.
FILL = 6301 CU. YDS.

DITCH MATCHLINE BERM 1019.70 6:1 -2.0% -2.0% 2.0% 1021.72 6:1 2:1 1025.45 2.0% -2.0% R/L RAMP PB-3 6:1 4:1

CUT = 4.4 CU. YDS.
FILL = 3151 CU. YDS.

696+30 R/W

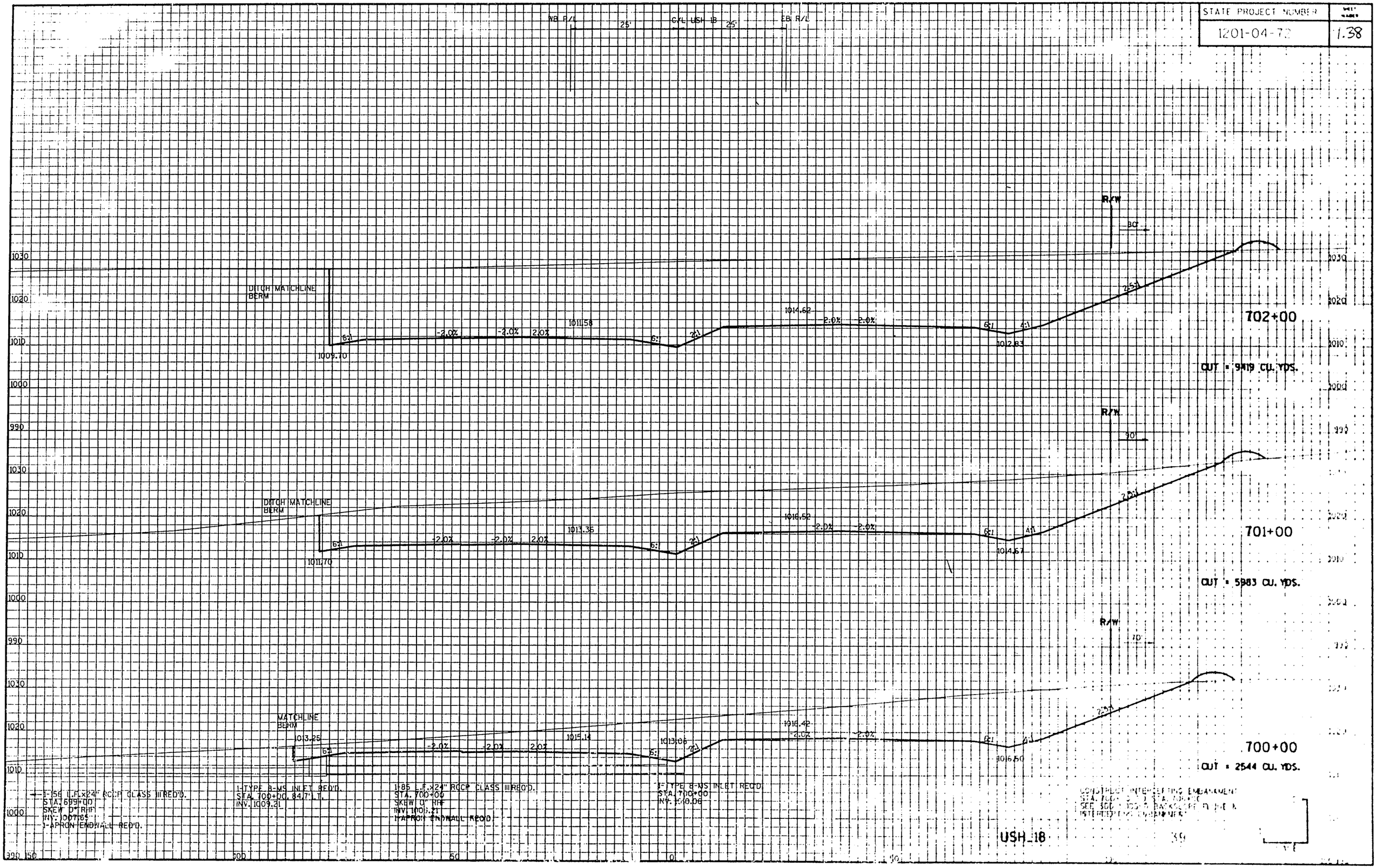
1-336 LLF 1x48" RCCP CLASS III REQ'D.
STA. 696+40
SKEW 0° RF
2-APRON ENDWALLS REQ'D.

USH 18

1020 1010 1000 990 1020 1010 1000 990 1020 1010 1000 990 1020 1010 1000 990 1020 1010 1000 990

100 50 0 50

| STATE PROJECT NUMBER | SHT. NUMBER |
|---|---|
| 1201-04-72 | 1.38 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201 04-72 | 9.39 |

WB R/L — 25' — C/L USH 18 — 25' — EB R/L

DITCH MATCHLINE
BERM

1010
1000
990

6:1 1004.87 2.0% 1005.59 6:1 2:1 1009.30 -2.0% -2.0% 6:1 1007.40 4:1

R/W

704+80

CUT = 6056 CU. YDS.

DITCH MATCHLINE
BERM

1020
1010
1000
990

6:1 1006.29 -2.0% 2.0% 1008.02 6:1 2:1 1010.82 2.0% -2.0% 6:1 1009.00 4:1

704+00

CUT = 1127 CU. YDS.

DITCH MATCHLINE
BERM

1030
1020
1010
1000
990

6:1 1007.70 -2.0% -2.0% 2.0% 1009.80 6:1 2:1 1012.72 2.0% -2.0% 6:1 1011.00 4:1

R/W

703+00

CUT = 6963 CU. YDS.

DITCH MATCHLINE
BERM

1030
1020
1010
1000
990

6:1 1009.09 2.0% -2.0% 2.0% 1010.78 6:1 2:1 1013.77 -2.0% -2.0% 6:1 1012.00 4:1

R/W

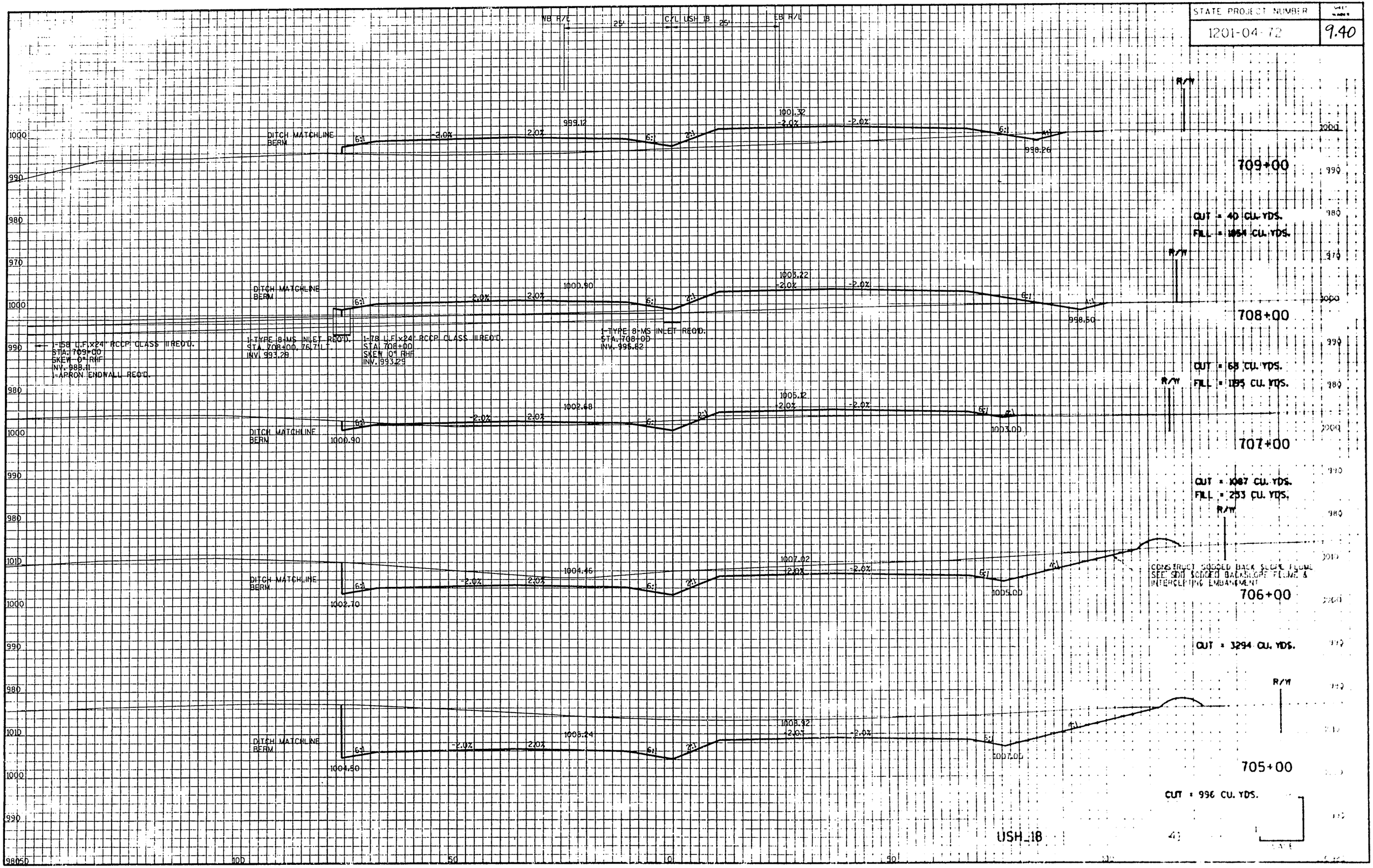
702+45

CUT = 5461 CU. YDS.

USH 18

100 50 0 40

| STATE PROJECT NUMBER | |
|---|---|
| 1201-04-72 | 9.40 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| R/W 1201-04-72 | 9.41 |

WB R/L — 25' — C/L USH 18 — 25' — EB R/L

DITCH MATCHLINE BERM

993.08 — 6:1 — -2.0% — 2.0% — 995.55 — 6:1 — -2.91% — 997.52 — 2.0% — -2.0% — 6:1 — 4:1 — 995.13

711+00

CUT = 258 CU. YDS.
FILL = 2078 CU. YDS.

DITCH MATCHLINE BERM

995.60 — 6:1 — -2.0% — 2.0% — 997.38 — 6:1 — -2.81% — 999.42 — 2.0% — -2.0% — 6:1 — 4:1 — 4:1 — 992.70 — R/W

710+00

CUT = 50 CU. YDS.
FILL = 1577 CU. YDS.

DITCH MATCHLINE BERM

996.11 — 6:1 — -2.0% — 2.0% — 997.87 — 6:1 — -2.71% — 999.98 — 2.0% — -2.0% — 6:1 — 4:1 — 990.30 — R/W

1-396 L.F. 48" RCCP CLASS III REQ'D.
STA. 709+70 TO 712+00
SKEW 21° LHF
INV. 989.26
2 APRON ENDWALL REQ'D.

709+70

CUT = 56 CU. YDS.
FILL = 1944 CU. YDS.

DITCH MATCHLINE BERM

996.70 — 6:1 — -2.0% — 2.0% — 998.49 — 6:1 — -2.71% — 1000.66 — 2.0% — -2.0% — 6:1 — 6:1 — 994.85 — R/W

709+35

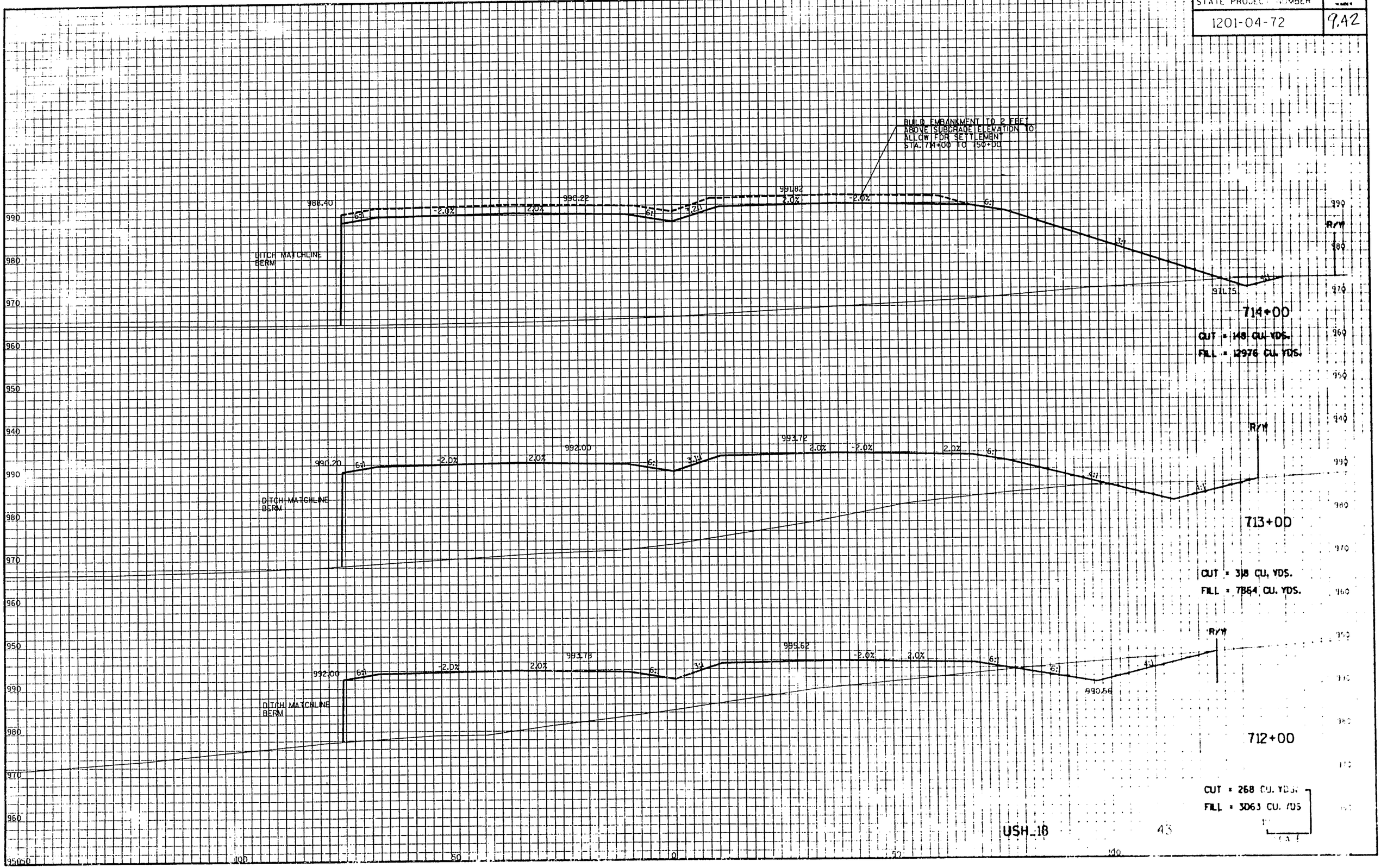
CUT = 63 CU. YDS.
FILL = 1008 CU. YDS.

USH 18

1000 990 980 970 960 1000 990 980 970 960 1000 990 980 970 960

100 50 0

| STATE PROJECT NUMBER | SHEET |
|---|---|
| 1201-04-72 | 9.42 |




USH 18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.43 |

WB R/L — 25' — C/L USH 18 — 25' — EB R/L

985.10 — 2.0% — 984.88 — 2.0% — 6:1 — 3.5:1 — 986.12 — 2.0% — 2.0% — 6:1

DITCH MATCHLINE
BERM

1-144 L.F. 24" RCCP CLASS III REQ'D.
STA. 717+12
SKEW 0° RHF
INV. 957.95
1-APRON-ENDWALL REQ'D.

1-TYPE 8-MS INLET REQ'D.
STA. 717+12
INV. 979.59

717+00

CUT = 78 CU. YDS.
FILL = 16232 CU. YDS.

984.90 — 2.0% — 986.65 — 2.0% — 6:1 — 3.4:1 — 988.02 — 2.0% — 2.0% — 6:1

DITCH MATCHLINE
BERM

716+00

CUT = 70 CU. YDS.
FILL = 17051 CU. YDS.

986.70 — 2.0% — 988.44 — 2.0% — 6:1 — 3.5:1 — 989.92 — 2.0% — 2.0% — 6:1

DITCH MATCHLINE
BERM

715+00

CUT = 55 CU. YDS.
FILL = 16565 CU. YDS.

USH 18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.44 |

WB H/L — 25' — C/L USH 18 — 25' — EB H/L

43' BRIDGE — 2.0% — 2.0%

43' BRIDGE — 2.0% — 2.0%

718+00

43' BRIDGE — 2.0% — 2.0%

43' BRIDGE — 2.0% — 2.0%

717+75

FILL = 1610 CU. YDS.

43' BRIDGE — 2.0% — 2.0% — 983.8

43' BRIDGE — 2.0% — 2.0%

717+60

CUT = 23 CU. YDS.
FILL = 8150 CU. YDS.

END EARTHWORK ABUTMENT
BEGIN BRIDGES B-15-416 AND B-12-416
STA. 717+44

USH 18

980 970 960 950 940 980 970 960 950 940 980 970 960 950
100 50 0 100

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.45 |

WB R/L 25' C/L USH 18 25' EB R/L

R/W 105' 6:1 6:1 2.0% 2.0% 979.54 2.0% 6:1 3.8:1 980.42 2.0% 2.0% 6:1 R/W 70'

720+00

CUT = 55 CU. YDS.
FILL = 16387 CU. YDS.

R/W 110' 6:1 6:1 2.0% 2.0% 981.32 2.0% 6:1 3.6:1 982.32 2.0% 2.0% 6:1 R/W 75'

719+00

END EARTHWORK ABRUPTLY
END BRIDGES B-13-415 AND B-13-416
STA. 718+24

43' BRIDGE 2.0% 2.0% 982.74

43' BRIDGE 983.84 2.0% 2.0%

718+20

USH 18

940 980 970 960 950 940 980 970 960 950 940 980 970 960 950

100 50 0 50

| STATE PROJECT NUMBER | SHT. NO. |
|---|---|
| 1201-04-72 | 7.46 |

WB R/L 25' C/L USH 18 25' EB R/L

R/W 95' 4:1 6% -2.0% 2.0% 975.98 6% 4:1 976.62 2.0% -2.0% 6% 3:1 R/W 70'

970 960 950 940

1-INLET TYPE B-MS REQ'D.
STA. 722+00
INV. 971.16

1-128 L.F. x24" RCCP CLASS III REQ'D.
STA. 722+00
SKEW 10° RHF
INV. 950.50
1-APRON ENDWALL REQ'D.

722+00
957.26

CUT = 8 CU. YDS.
FILL = 6639 CU. YDS.

R/W 100' 3:1 6% -2.0% 2.0% 976.87 6% 4:1 977.52 2.0% -2.0% 6% 3:1 R/W 70'

970 960 950 940

721+50
957.64

CUT = 19 CU. YDS.
FILL = 6977 CU. YDS.

R/W 100' 3:1 6% -2.0% 2.0% 977.75 6% 4:1 978.52 2.0% -2.0% 6% 3:1 R/W 101'

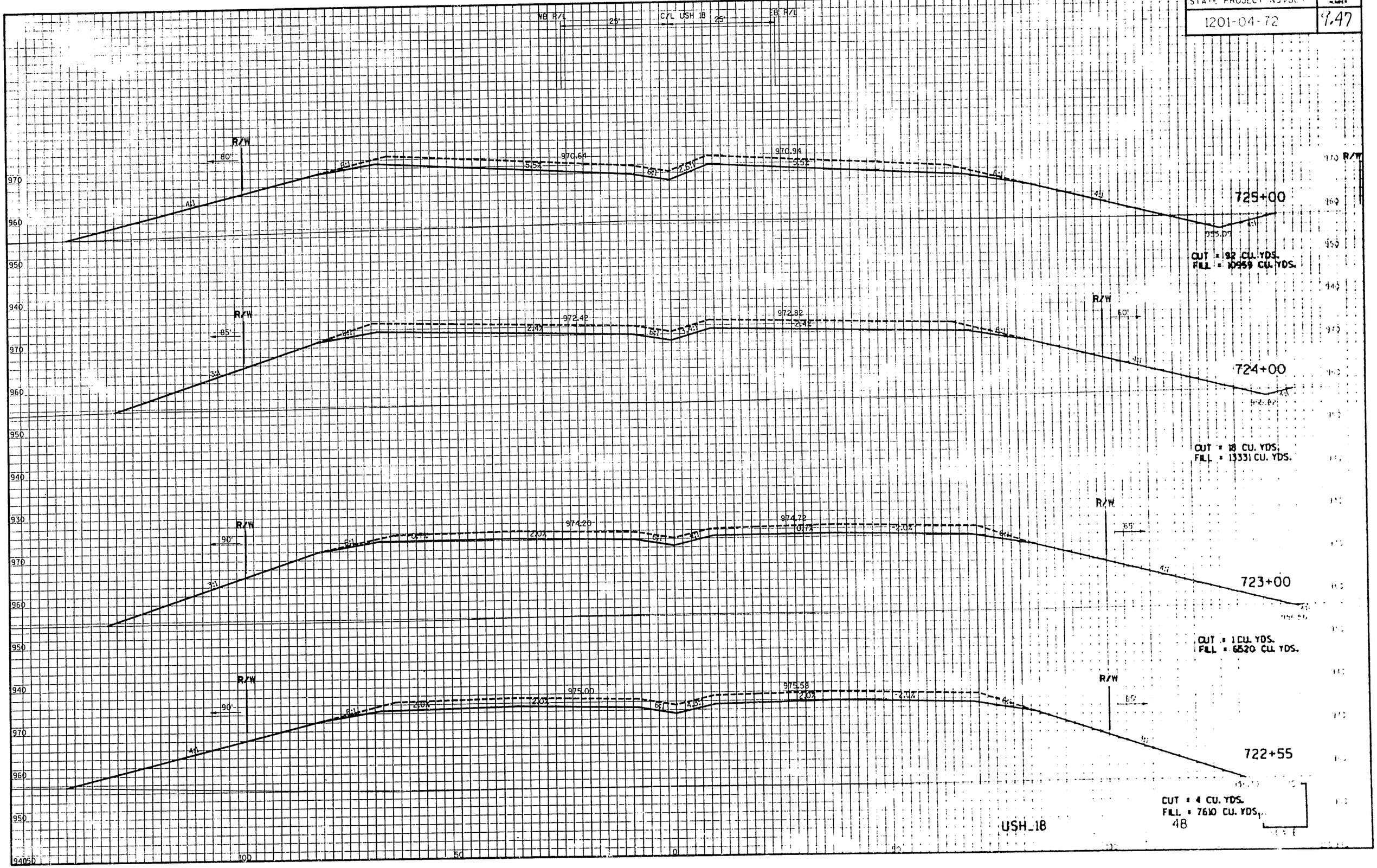
970 960 950 940

MATCH EXIST. C.L.
S.O.T. STA.
721+00
958.07

CUT = 2 CU. YDS.
FILL = 15009 YDS.

150 100 50 0 10

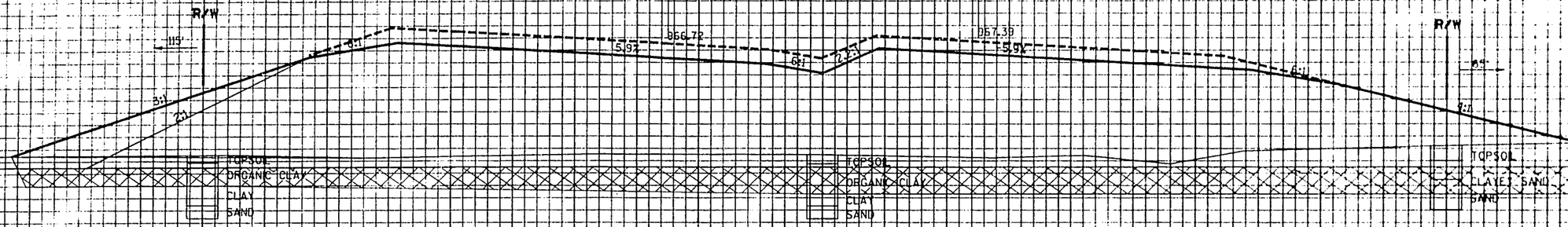
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.47 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-[illegible] | 7.48 |

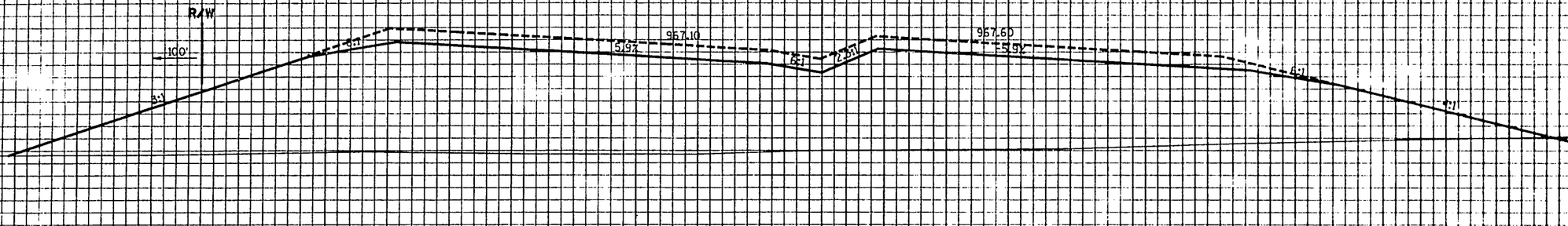
WB R/L 25' C/L USH 18 25' EB R/L

## 729+00



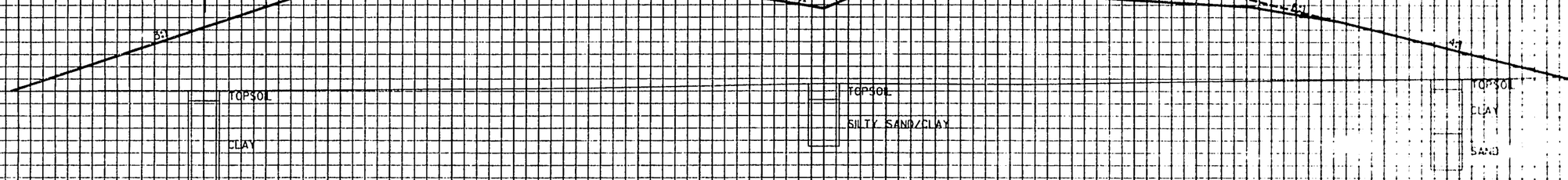

MARSH = 1800 CU. YDS.
CUT = 20 CU. YDS.
FILL = 19324 CU. YDS.

## 728+00



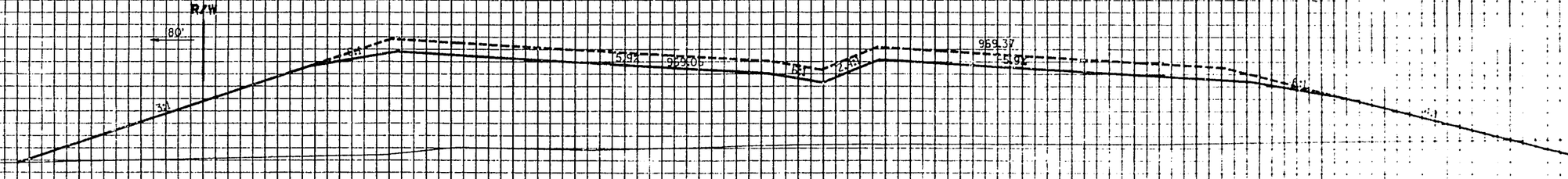

CUT = 2 CU. YDS.
FILL = 1833 CU. YDS.

## 727+00




CUT = 85 CU. YDS.
FILL = 10242 CU. YDS.

## 726+00




CUT = 154 CU. YDS.
FILL = 9421 CU. YDS.

USH 18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 4.49 |

WB R/C — 25' — CYL USH 18 — 25' — EB R/C

R/W

135'

6:1

3:1

5.9%

956.74

6:1

2:1

967.63

5.9%

4:1

730+00

960

950

940

STRUCTURE C-13-111
1-11'X5'BOX CULVERT REQ'D.
STA. 730+74
SKEW 18° RHF

MARSH = 1100 CU. YDS.
FILL = 4984 CU. YDS.

R/W

130'

6:1

3:1

5.9%

956.70

6:1

2:1

967.5

5.9%

4:1

729+70

930

960

950

940

MARSH = 550 CU. YDS.
FILL = 2436 CU. YDS.

R/W

130'

6:1

3:1

5.9%

956.63

6:1

2:1

967.47

5.9%

4:1

729+55

930

960

950

940

1-INLET TYPE B-MS REQ'D.
STA. 729+50
INV. 961.23

1-124 L.F. 24" RCCP CLASS III REQ'D.
STA. 729+50 TO STA. 730+74
SKEW 180° LHF
INV. 961.23

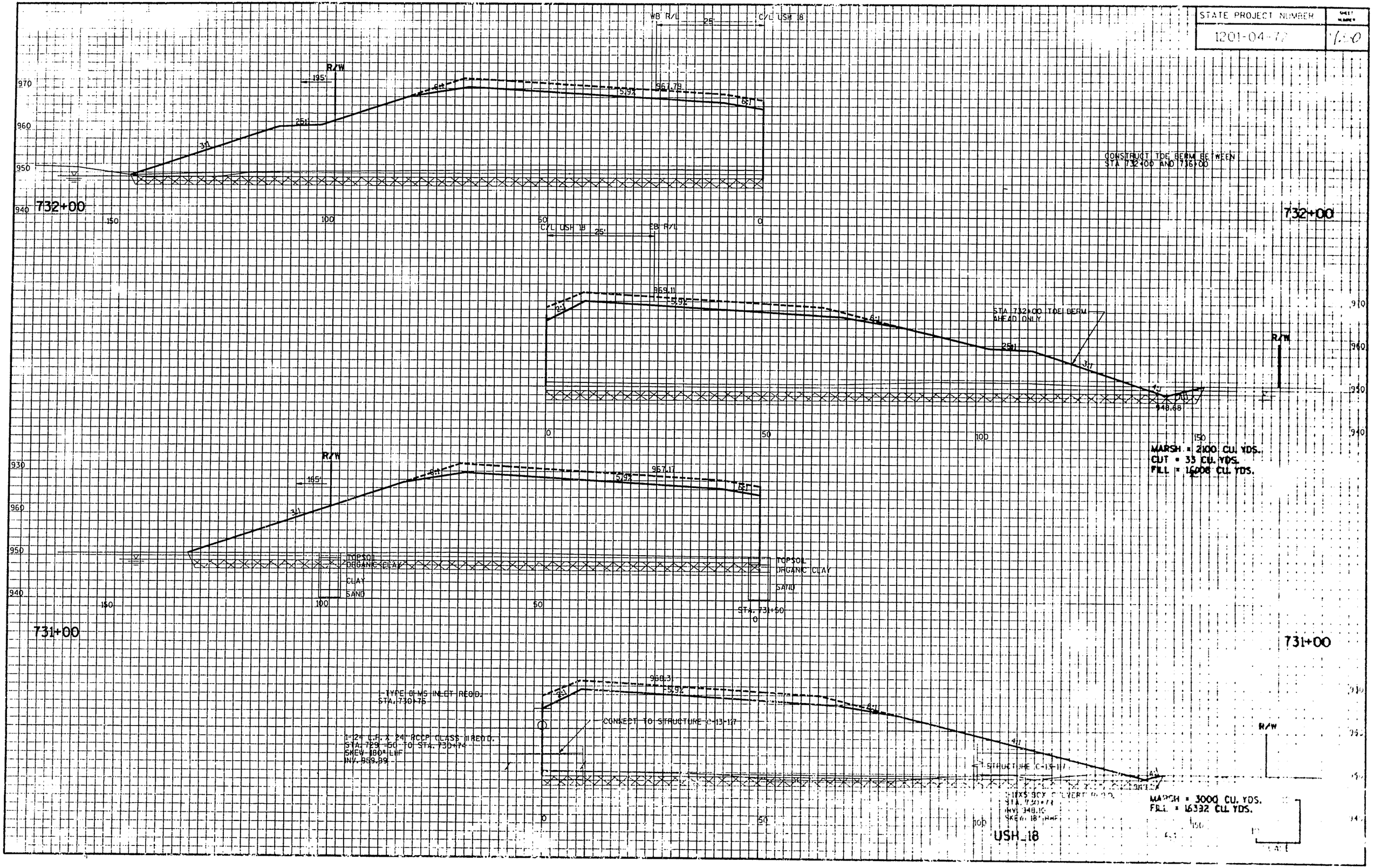
MARSH = 2000 CU. YDS.
CUT = 3 CU. YDS.
FILL = 8678 CU. YDS.

USH_18

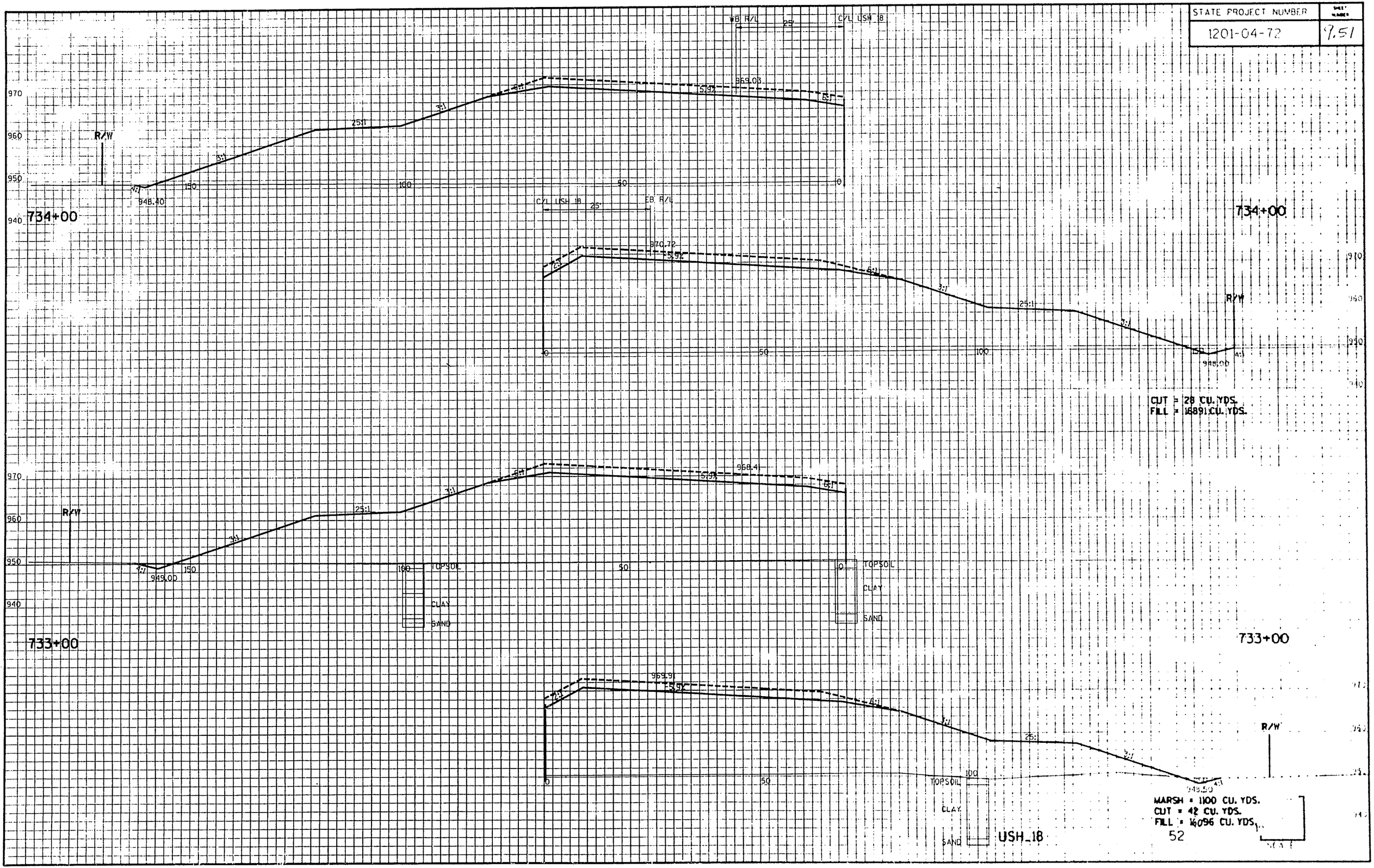
100 50 0 10

S3050

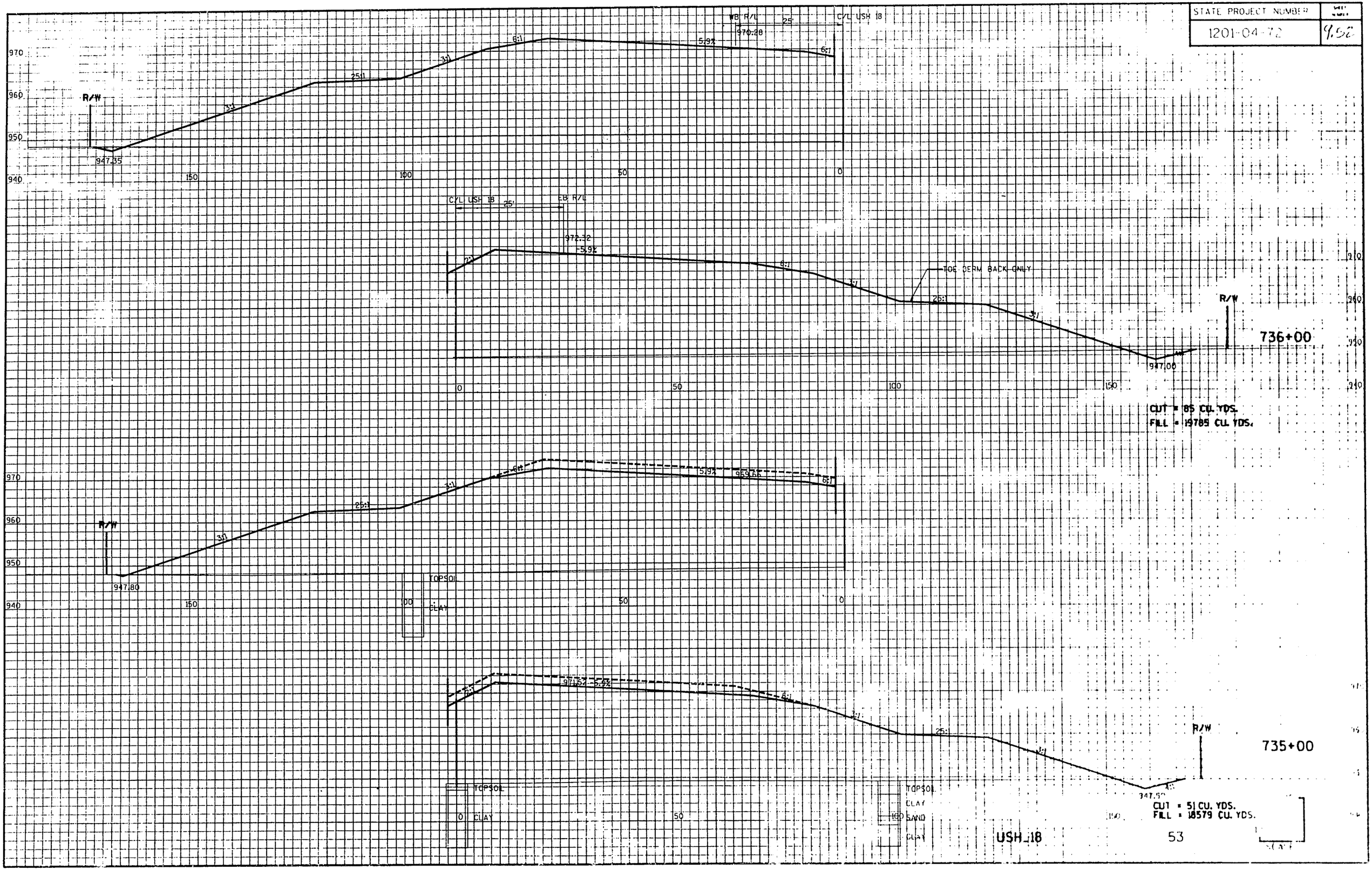
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 1.20 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.51 |



| STATE PROJECT NUMBER | SHT. |
|---|---|
| 1201-04-72 | 9.52 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.53 |

NB R/L — 25' — C/L USH 18 — 25' — EB R/L

971.68 — 969.09 — 974.13 — 5.9% — 6:1 — 2:1 — 4:1 — 3:1

STA. 738+32
1-TYPE B INLET REQ'D
1- TYPE MS COVERS REQ'D

CONNECT TO STRUCTURE B-13-425

R/W 120'

738+25

MARSH = 850 CU. YDS.
CUT = 44 CU. YDS.
FILL = 5871 CU. YDS.

971.53 — 973.93 — 5.9% — 6:1 — 2:1 — 4:1 — 3:1

R/W 120'

738+00

MARSH = 3100 CU. YDS.
CUT = 113 CU. YDS.
FILL = 22680 CU. YDS.

TOPSOIL
CLAY
SAND
ORGANIC CLAY

STA. 737+90

EXCAVATION BELOW SUBGRADE (TYP.)

R/W 85'

970.90 — 973.13 — 5.9% — 6:1 — 2:1 — 4:1 — 3:1

R/W 100'

737+00

MARSH = 940 CU. YDS.
CUT = 101 CU. YDS.
FILL = 20417 CU. YDS.

3-9'x8' BOX CULVERT REQD.
STA. 737+00 TO 739+70
SKEW 42° RHF

970 960 950 940 930 920 910 900 890 880

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.54 |

WB R/L 25' C/L USH 18 25' EB R/L

738+85

974.61 5.9% 972.05 5.9% 974.61 5.9%

6:1 3:1 6:1 6:1 3:1 6:1

R/W 120'

CUT = 25 CU. YDS.
FILL = 2031 CU. YDS.

738+75

974.53 5.9% 971.99 5.9% 974.53 5.9%

6:1 3:1 6:1 6:1 3:1 6:1

R/W 120'

MARSH = 250 CU. YDS.
CUT = 52 CU. YDS.
FILL = 5323 CU. YDS.

738+50

974.38 5.9% 971.84 5.9% 974.38 5.9%

6:1 3:1 6:1 6:1 3:1 6:1

R/W 120'

TOPSOIL
CLAY
ORGANIC CLAY
SAND

STA. 738+52

MARSH = 560 CU. YDS.
CUT = 54 CU. YDS.
FILL = 5614 CU. YDS.

970 960 950 940 930 920

100 50 0 50 100

USH. 18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.55 |

740+00

970
960
950
940
200
150
100
50
0
25:1
3:1
6:1
5.9%
972.77
WB R/L
25'
C/L USH 18
TOPSOIL
CLAY
CONSTRUCT TOE BERM BETWEEN STA 740+15 - 744+00

740+00

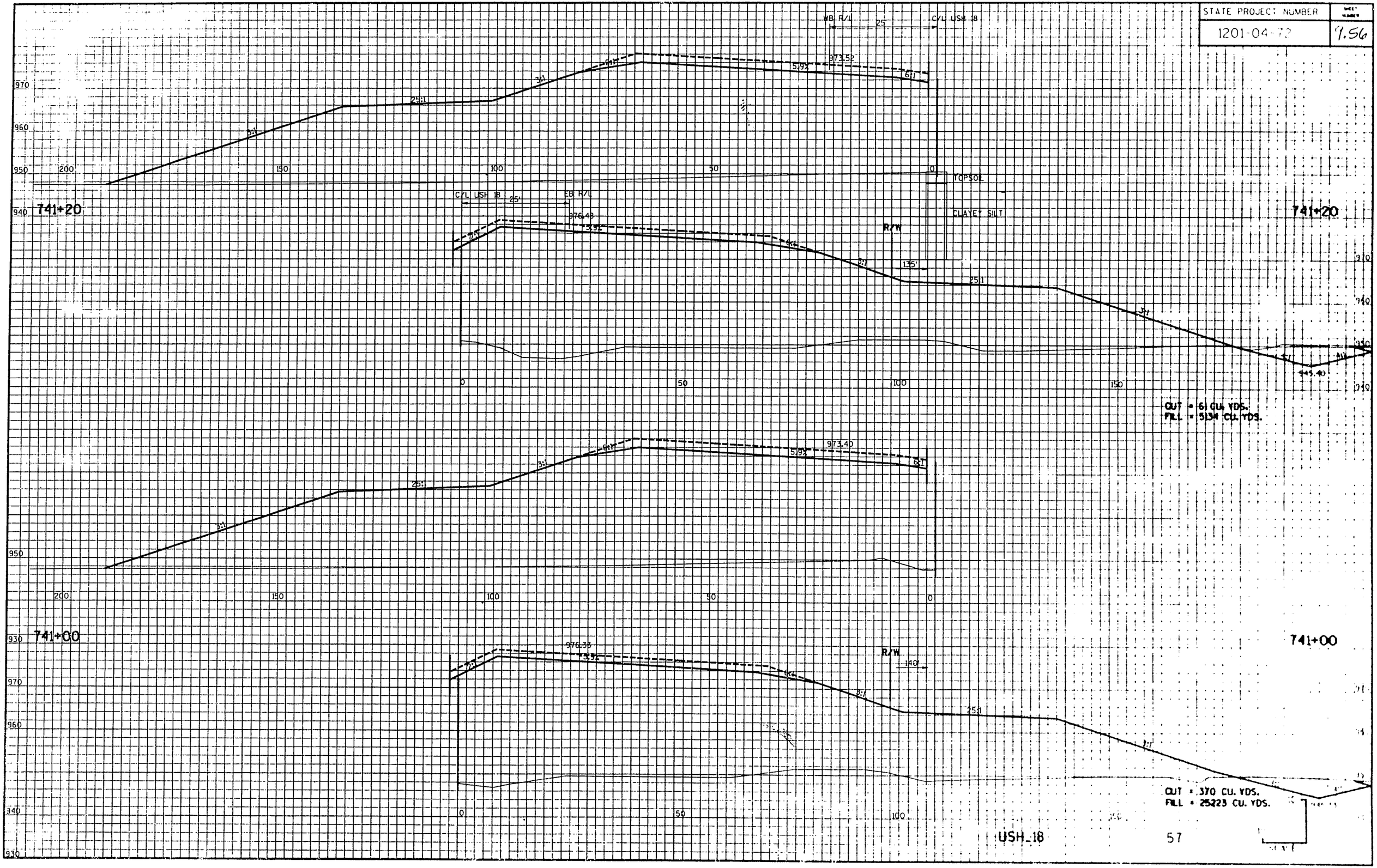
C/L USH 18
25'
EB R/L
975.54
5.9%
6:1
3:1
STA 740+15 TOE BERM - AHEAD ONLY
STA 740+15 BACK ONLY
R/W
130'
25:1
3:1
3-9'x8' BOX CULVERT REQ'D.
STA. 737+00 TO 739+70
SKEW 42° RHF
INV. 945.00
CUT = 320 CU. YDS.
FILL = 22710 CU. YDS.

970
960
950
940
930
920
100
50
0
50
100
150
944.79
6:1
5.9%
972.15
974.74
3:1
R/W
130'

739+00

CUT = 31 CU. YDS.
FILL = 3065 CU. YDS.

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-73 | 9.56 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.57 |

743+00

WB R/L 25' C/L USH 18

974.6

5.9%

6:1

3:1

25:1

970
960
950
940

150 100 50 0

C/L USH 18 25'

EB R/L
977.38

5.9%

6:1

R/W 115'

25:1

210
200
190

CUT = 96 CU. YDS.
FILL = 25272 CU. YDS.

2-70 LF 18" RCCP CLASS III (TYP)
STA. 742+70 TO 743+50, 2 EA.
SKEW 0°
INV. 946.20 TO 946.40
4-APRON ENDWALLS REQ'D.

742+00

930

974.02

5.9%

6:1

3:1

25:1

970
960
950
940

150 100 50 0

TOPSOIL
CLAY
SAND

TOPSOIL
CLAY
CLAY/SAND
CLAY

742+00

976.97

5.9%

6:1

3:1

R/W 130'

25:1

TOPSOIL
CLAY
SAND

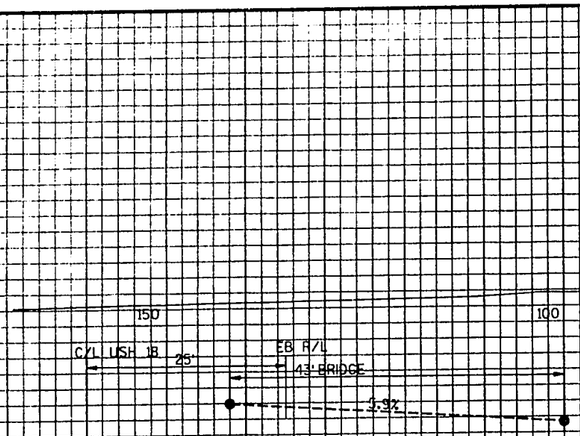
CUT = 202 CU YDS.
FILL = 20603 CU. YDS.

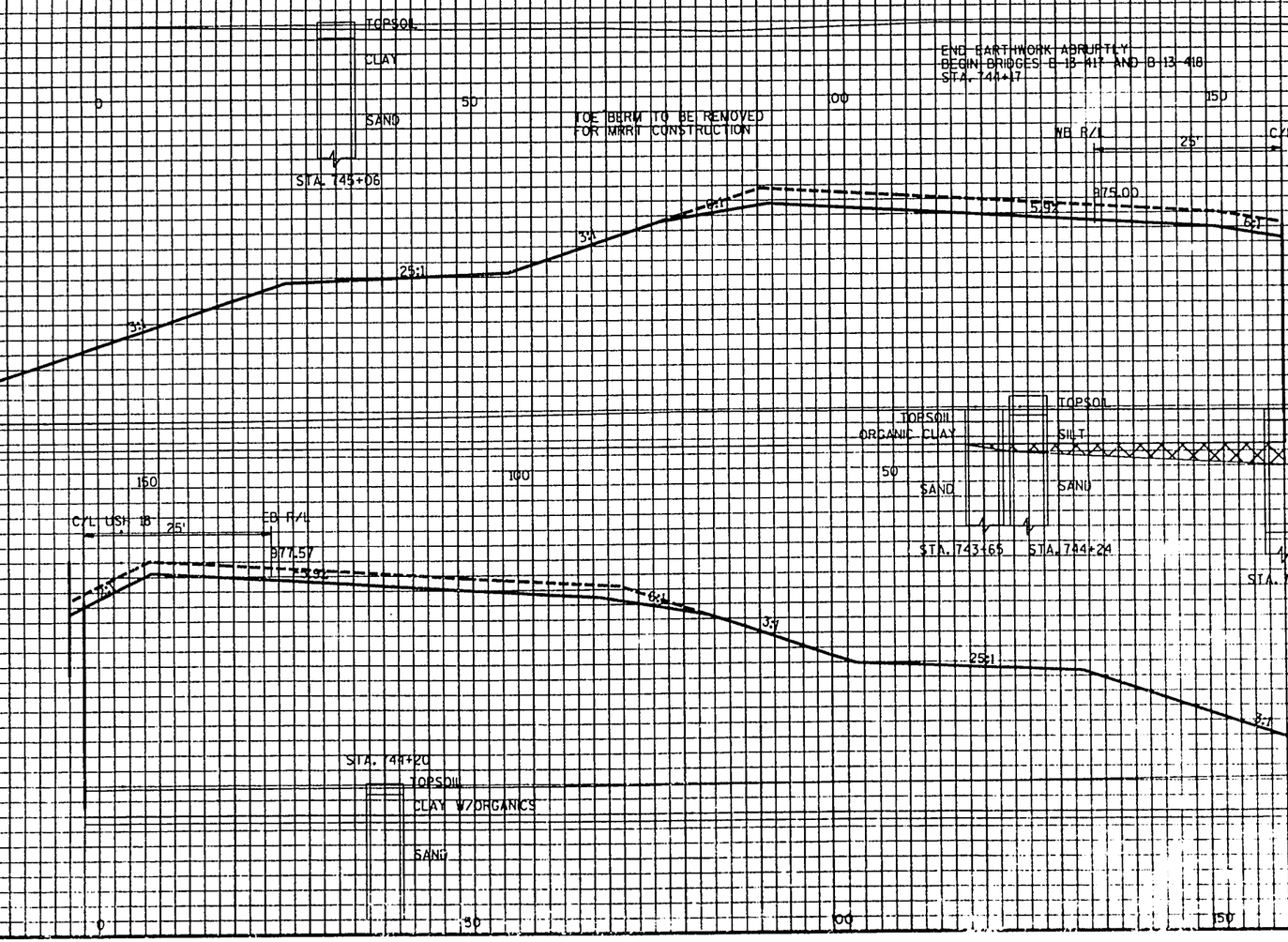
USH 18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.58 |

## 745+00

FILL = 23019 CU. YDS.




## 744+00

MARSH = 150 CU. YDS.
FILL = 25636 CU. YDS.

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.59 |

WB R/L — 25' — C/L USH 18 — 25' — EB R/L

974.18 — 976.08

DITCH MATCHLINE RAMP E-2
955.48

PEAT/TOPSOIL
CLAY
SAND
EXCAVATION BELOW SUBGRADE (TYP.)

748+00

MATCHLINE RAMP E-1 SWALE

WARSH = 1300 CU. YDS.
FILL = 23906 CU. YDS.

974.74 — 976.79

DITCH MATCHLINE RAMP E-2
953.70

747+00

FILL = 20756 CU. YDS.

975.06 — 977.27

MATCHLINE RAMP E-1

746+00

TOPSOIL
CLAY
SAND
EXCAVATION BELOW SUBGRADE (TYP.)

START EARTHWORK ABRUPTLY
END BRIDGES B-13-418
STA. 745+66

STA. 745+60

FILL = 18870 CU. YDS.

USH_18

| STATE PROJECT NUMBER | SHT. NO. |
|---|---|
| 1201-04-72 | 9.60 |

WB R/L — 25' — C/L USH 18 — 25' — EB R/L

DITCH MATCHLINE RAMP E-2

960.66

6:1 — 6:1 — -2.0% — 2.0% — 971.20 — 6:1 — 3:1

1-TYPE 8 IN FT RECD.
STA. 751+20
INV. 966.14

972.62 — 2.0% — -2.0% — 6:1

1-100 L.F. x 24" RCP CLASS III RECD.
STA. 751+20
SKEW 0° RHF
INV. 965.04
1-APRON ENDWALL RECD.

952.75

751+00

MATCHLINE RAMP E-1 SWALE

MARSH = 900 CU. YDS.
CUT = 562 CU. YDS.
FILL = 10676 CU. YDS.

BUILD EMBANKMENT TO 2 FEET ABOVE SUBGRADE ELEVATION TO ALLOW FOR SETTLEMENT STA. 714+00 TO 750+00

DITCH MATCHLINE RAMP E-2

958.10

5:1 — 6:1 — -2.0% — 2.0% — 972.35 — 6:1 — 2.8:1

TOPSOIL
CLAY
SAND

973.99 — 2.0% — -2.0% — 6:1

TOPSOIL
CLAY
SAND

750+00

MATCHLINE RAMP E-1 SWALE

MARSH = 1500 CU. YDS.
CUT = 73 CU. YDS.
FILL = 19056 CU. YDS.

DITCH MATCHLINE RAMP E-2

957.44

4:1 — 6:1 — -2.0% — 2.0% — 973.38 — 6:1 — 2.8:1

975.15 — 2.0% — -2.0% — 6:1

749+00

MARSH = 1800 CU. YDS.
FILL = 21700 CU. YDS.

USH 18

970 960 950 940 930

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.61 |

NB R/L — 25' — C/L USH 1B — 25' — EB R/L

DITCH MATCHLINE RAMP E-2

962.93 — 6:1 — -2.0% — 2.0% — 967.75 — 6:1 — 4.3:1 — 968.31 — 2.0% — -2.0% — 6:1 — 955.17

MATCHLINE RAMP E-1 SWALE

754+00

CUT = 13397 CU. YDS.

DITCH MATCHLINE RAMP E-2

962.24 — 6:1 — 2.0% — 2.0% — 968.90 — 6:1 — 3.8:1 — 969.75 — 2.0% — -2.0% — 6:1 — 954.87

MATCHLINE RAMP E-1 SWALE

753+00

CUT = 8389 CU. YDS.

DITCH MATCHLINE RAMP E-2

961.56 — 6:1 — -2.0% — 2.0% — 6:1 — 3.4:1 — 971.19 — 2.0% — -2.0% — 6:1

MATCHLINE RAMP E-1 SWALE

752+00

CUT = 2830 CU. YDS.

FILL = 2889 CU. YDS.

USH_18

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.62 |

WB R/L — 25' — C/L USH 18 — 25' — EB R/L

STA. 757+50

DITCH MATCHLINE RAMP E-2

TOPSOIL
CLAY
SAND
ROCK
DOLOMITE BEDROCK
AUGER REFUSAL

6:1 | -2.0% | 2.0% | 6:1 | 5.8:1 | 2.0% | -2.0% | 6:1

966.15 — 963.71 — 966.15 — 958.10

MATCHLINE RAMP E-1 SWALE

757+00

ROCK = 7000 CU. YDS.
CUT = 14017 CU. YDS.

TYPE 9 INLET REQ'D.
STA. 756+79
INV. 961.32

104' LF. x 24" RCCP CLASS III REQ'D.
STA. 756+79
SKEW 0° RHF
INV. 957.47
1 APRON ENDWALL REQ'D.

DITCH MATCHLINE RAMP E-2

966.27 — 956.41 ROCK

6:1 | -2.0% | 2.0% | 6:1 | 5.5:1 | 2.0% | -2.0% | 6:1

953.62 — 956.19

MATCHLINE RAMP E-1 SWALE

756+00

ROCK = 2000 CU. YDS.
CUT = 14838 CU. YDS.

DITCH MATCHLINE RAMP E-2

6:1 | 2.0% | 2.0% | 6:1 | 4.5:1 | 2.0% | -2.0% | 6:1

953.41 — 956.80 — 957.12

MATCHLINE RAMP E-1 SWALE

755+00

CUT = 14865 CU. YDS.

990 980 970 960 950 940

100 50 0 50 100

USH 18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04 72 | 9.63 |

WB R/L 25' C/L USH 18 25' EB R/L

759+00

ROCK = 4000 CU. YDS.
CUT = 15669 CU. YDS.

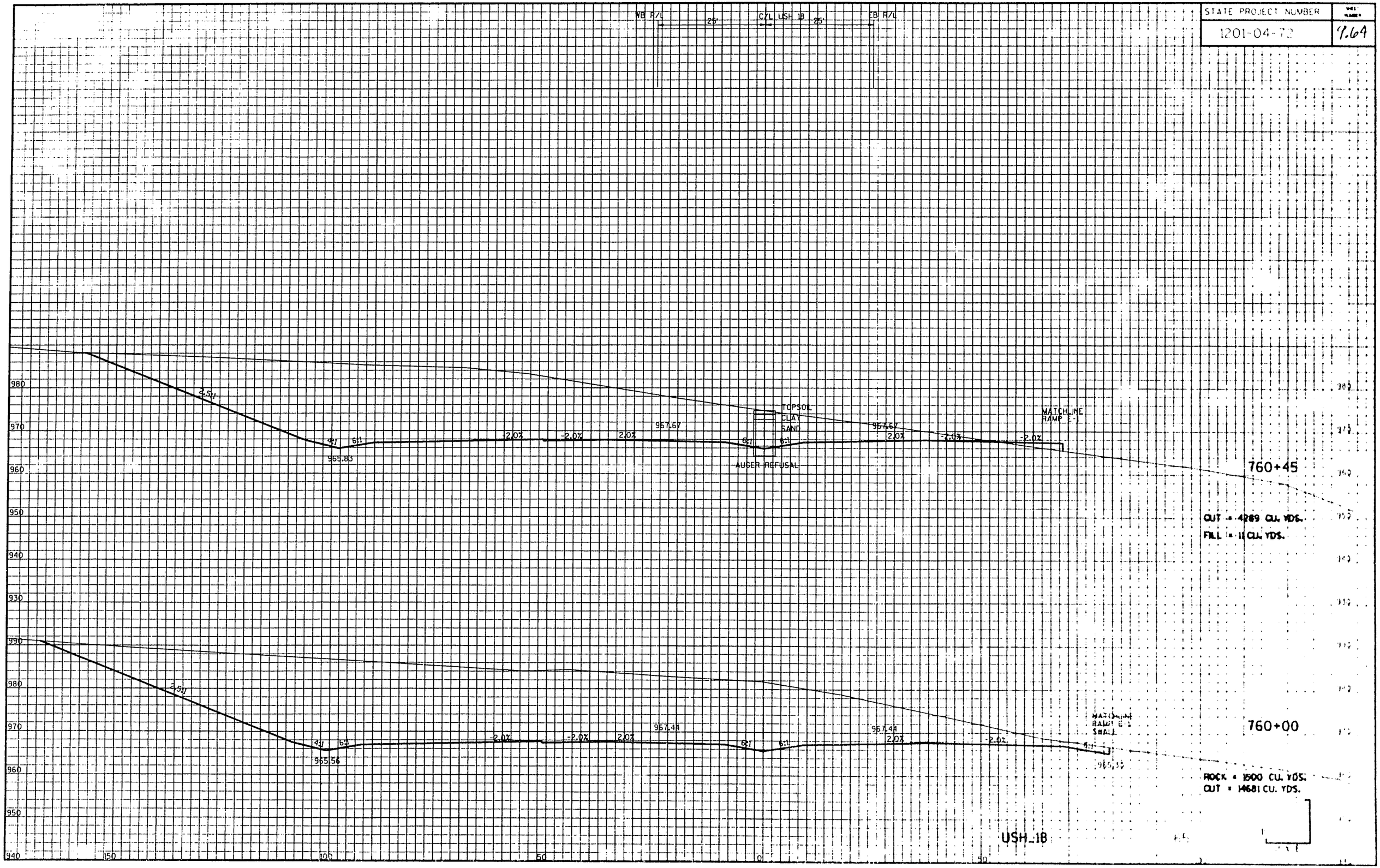
758+00

ROCK = 8000 CU. YDS.
CUT = 13198 CU. YDS.

DITCH MATCHLINE RAMP E-2

USH 18

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 7.64 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-[illegible] | 7.65 |

WB R/L — 25' — C/L USH 18 — 25' — EB R/L

## END CONSTRUCTION

INTERLOCKING RETAINING WALL
STA. 762+75

968.69

2.5:1 — 4:1 — 6:1 — 2.0% — 2.0% — 2.0% — 6:1 — 6:1 — 2.0% — 2.0% — 3.3% — 6:1

967.04

1-TYPE 8-MS INLET RCOD.
STA. 762+50
INV. 963.87

1-H14 4'-1"x24' RCCP CLASS III RCOD.
STA. 762+50
SKEW 01 RHR
INV. 954.53
1-ARRON ENDWALL RCOD.

RETAINING WALL RCOD.

762+50

CUT = 1107 CU. YDS.
FILL = 660 CU. YDS.

968.44

2.5:1 — 4:1 — 6:1 — 2.0% — 2.0% — 2.0% — 6:1 — 6:1 — 2.0% — 2.0% — 3.3% — 5.5:1

966.75

RETAINING WALL RCOD.

762+00

CUT = 3865 CU. YDS.
FILL = 1134 CU. YDS.

967.94

2.5:1 — 4:1 — 6:1 — 2.0% — 2.0% — 2.0% — 6:1 — 6:1 — 2.0% — 2.0% — 2.1% — 6.0% — 6:1

966.16

RETAINING WALL RCOD.

761+00

CUT = 3636 CU. YDS.
FILL = 270 CU. YDS.

USH 18

STA. & PROJECT NUMBER: 1201-04-72

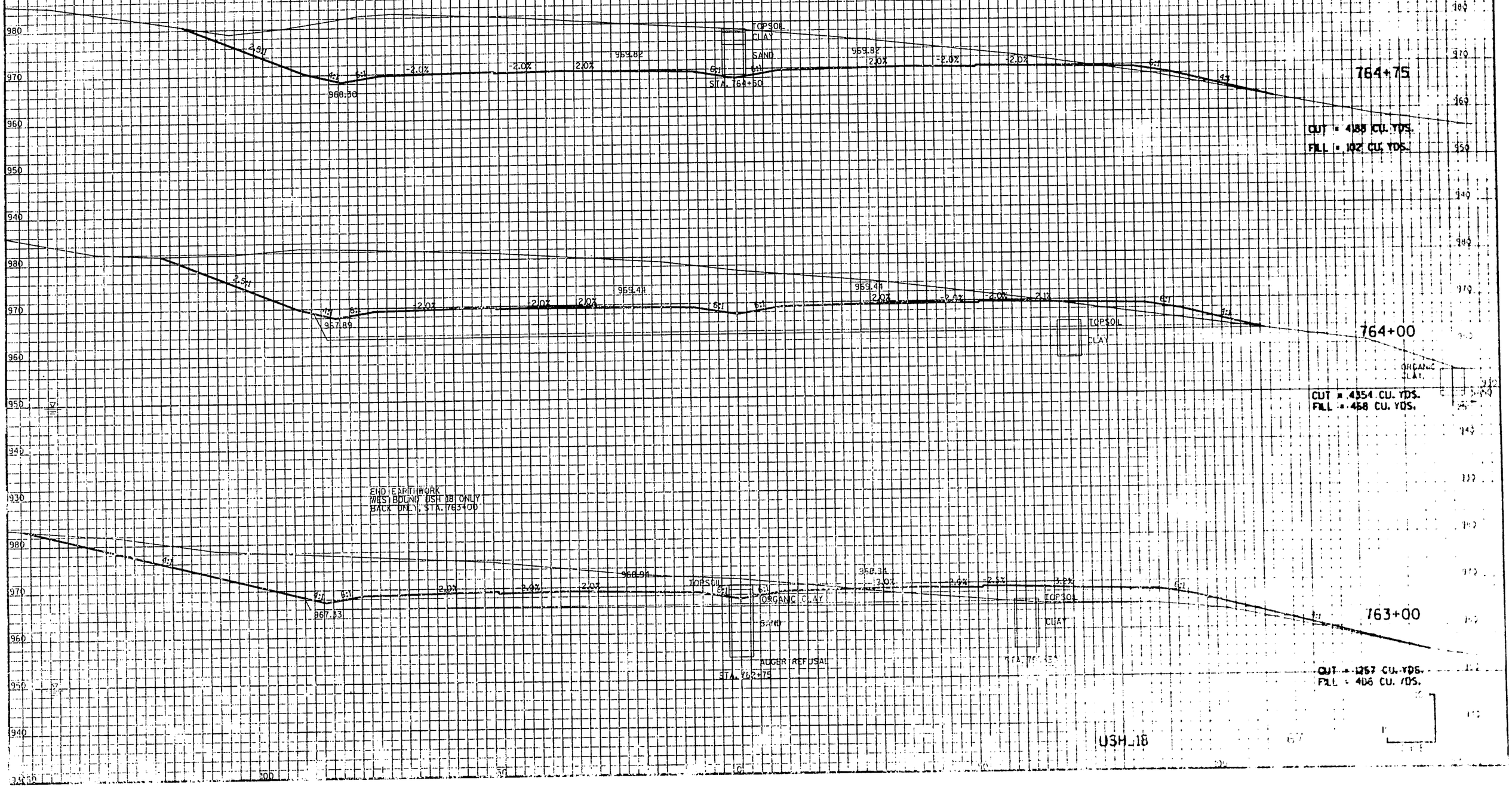
SHEET NO.: 7.66

WB H/L — 24' — C/L USH 18 — 26' — EB H/L

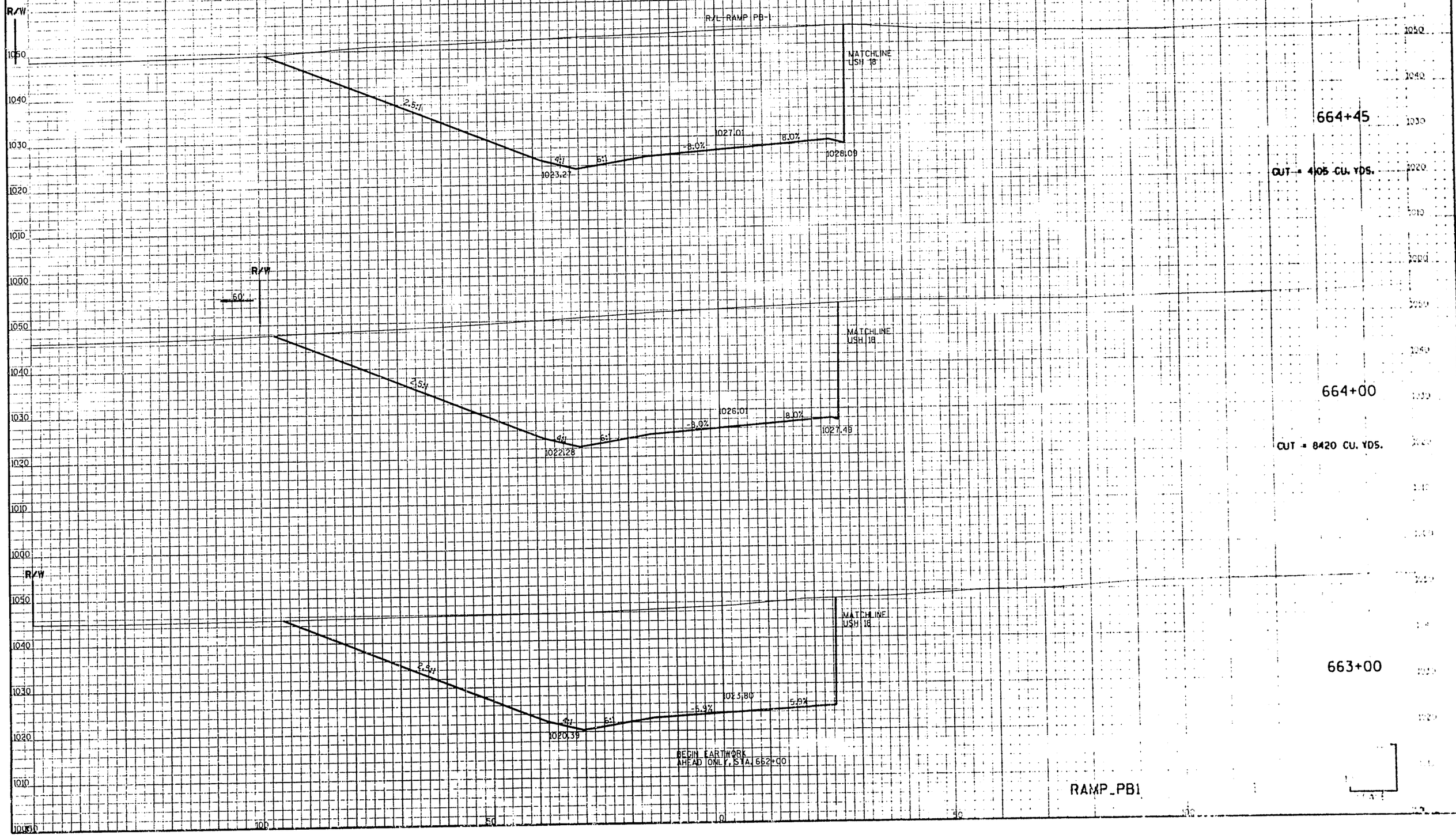
END CONSTRUCTION
RAMP "E-2" AND WESTBOUND
USH 18 ONLY STA. 765+00.00

END CONSTRUCTION
RAMP "E-1" AND EASTBOUND
USH 18 ONLY STA. 765+00.00

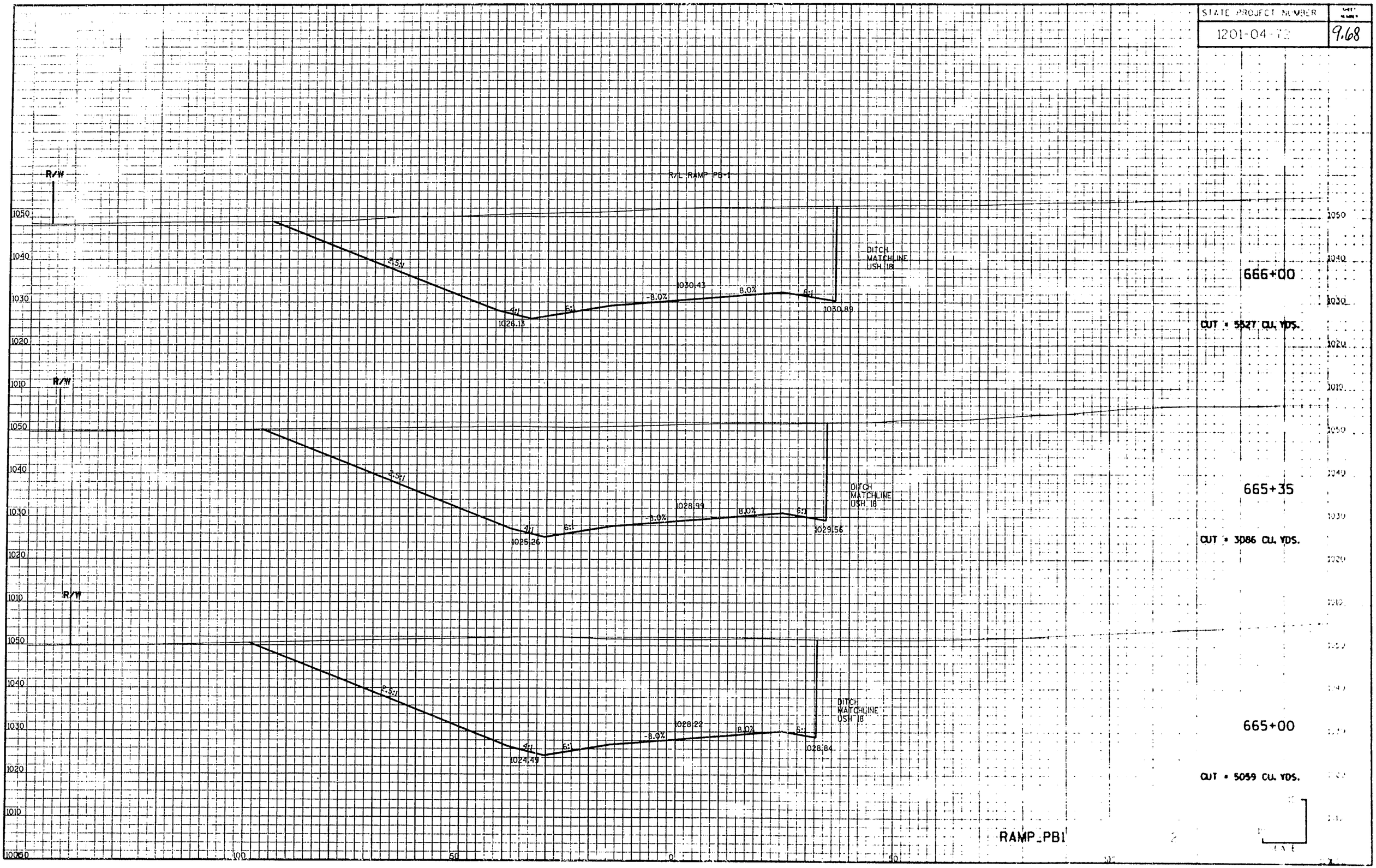
END PROJECT 1201-04-72
BACK ONLY STA 765+00.00



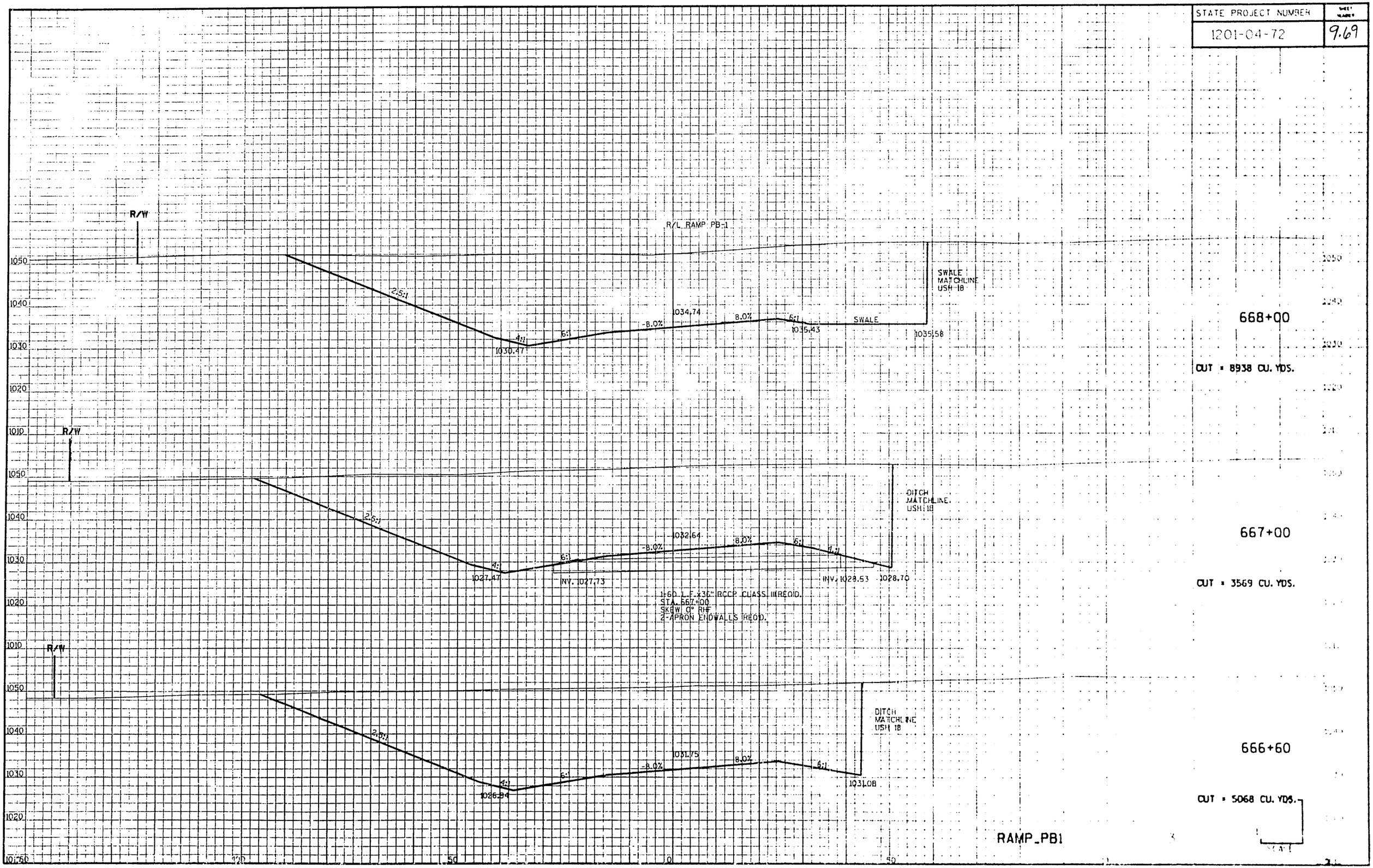
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 1.67 |



| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.68 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.69 |



| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.70 |

R/W

R/L RAMP PB-1

2.5:1

4:1

1033.80

6:1

-8.0%

1036.60

8.0%

6:1

1037.29

7:1

1041.42

HILL MATCHLINE USH 18

669+65

CUT = 7906 CU. YDS.

R/W

2.5:1

4:1

1032.75

6:1

-8.0%

1036.13

8.0%

6:1

1036.82

1:1

1042.62

HILL MATCHLINE USH 18

669+00

CUT = 3452 CU. YDS.

R/W

4.5:1

4:1

1032.05

6:1

-8.0%

1035.74

8.0%

6:1

1036.43

1:1

1040.07

HILL MATCHLINE USH 18

668+65

CUT = 5753 CU. YDS.

RAMP_PB1

1060 1050 1040 1030 1020 1010 1050 1040 1030 1020 1010 1050 1040 1030 1020 1010 1060

100 50 0 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.71 |

R/L RAMP PB-1

R/W 60'

2.5:1

4:1 6:1

1038.60

-2.0%

1036.47

4.7%

6:1

1036.28

4:1

10:1

MATCHLINE USH 18

1054.41

671+00

CUT = 10779 CU. YDS.

R/W 60'

2.5:1

4:1 6:1

1034.46

-2.0%

1036.71

9.2%

6:1

1037.62

4:1

10.5:1

C:1

MATCH LINE USH 18

1052.19

670+40

CUT = 6144 CU. YDS.

R/W 60'

2.5:1

4:1 6:1

1034.20

-2.0%

1036.71

2.2%

6:1

1038.36

4:1

1:1

670+00

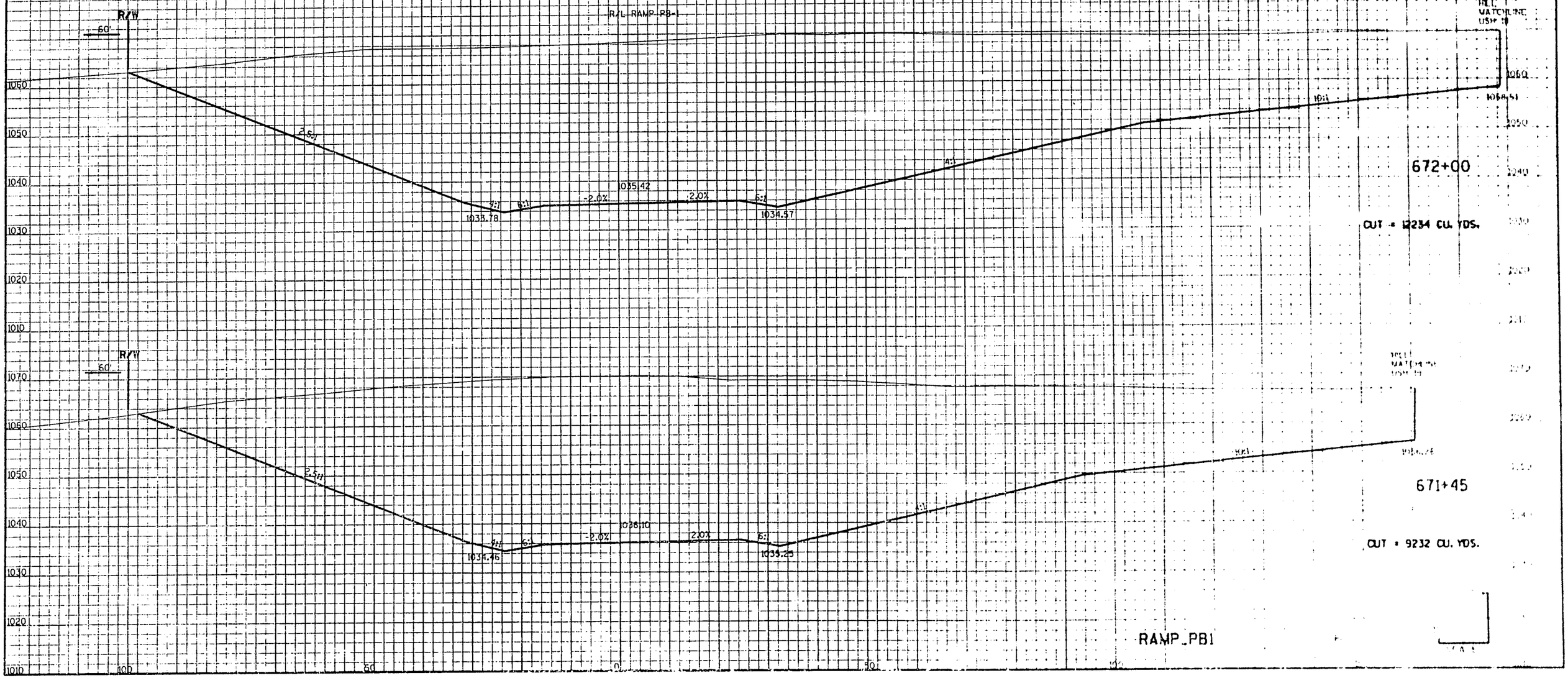
CUT = 4944 CU. YDS.

RAMP_PB1

1060 1050 1040 1030 1020 1010

100 50 0

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04 [illegible] | 9.72 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 1.73 |

R/W
60'

R/L RAMP PB-1

2.5:1

100'

50

4:1 6:1 5.0% 0

1031.55

674+00

MEAN MATERIAL ELEV. 1048

CUT = 27663 CU. YD

R/L RAMP PB-1

1030.86

0

-5.0%

6:1

1030.30

4:1

50

100

150

R/W
60'

R/L RAMP PB-1

2.5:1

1033.92

4:1 6:1 3.0% 0

R/L RAMP PB-1

50

100

1032.67

673+00

MEAN MATERIAL ELEV. 1048

CUT = 24629 CU. YD

1033.55

12.8%

6:1

1029.08

4:1

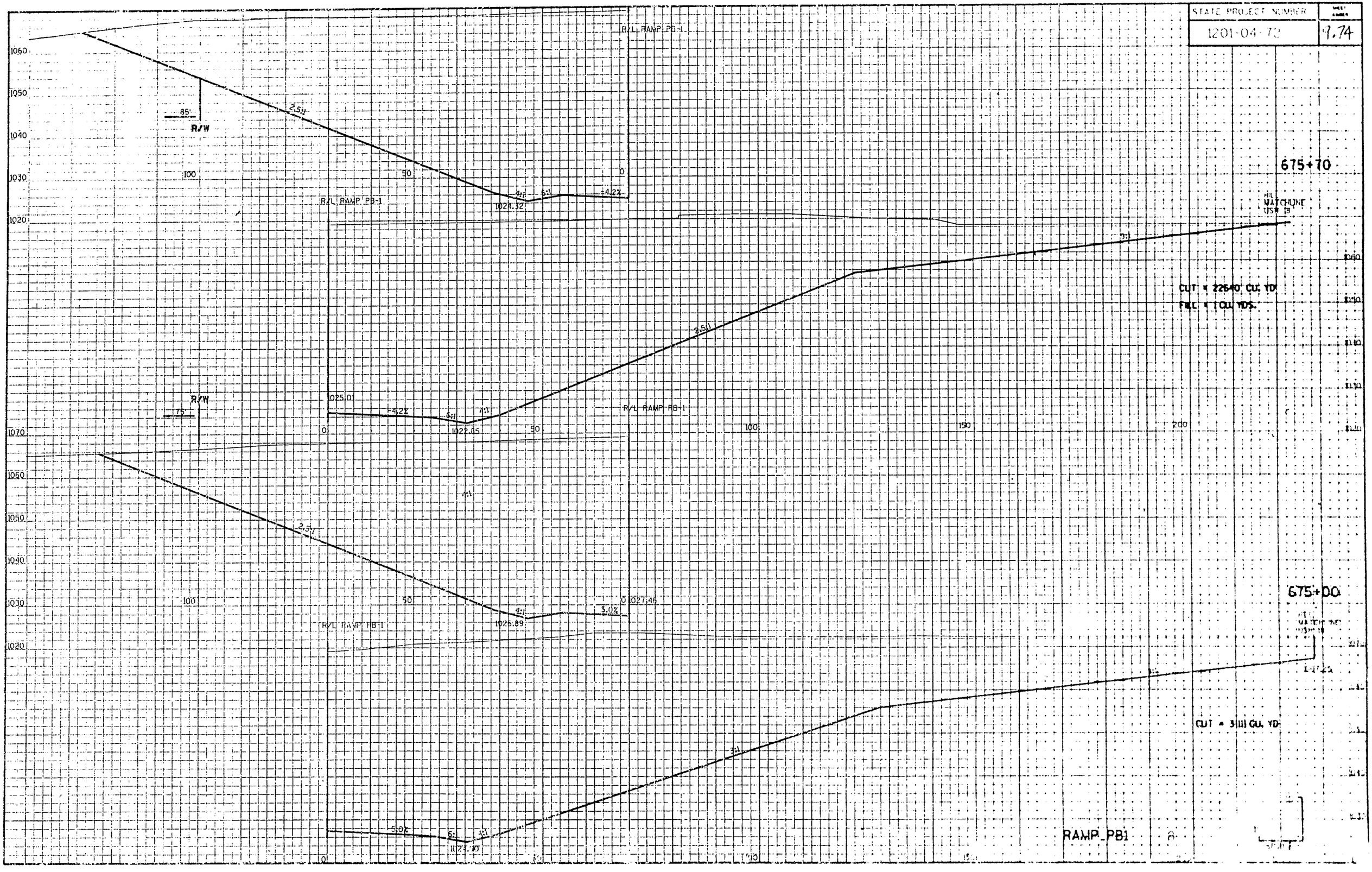
RAMP PB1

10

12

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.74 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.75 |

R/W
125'

END EARTHWORK
BACK ONLY, STA. 677+00

R/L RAMP PB-1

NATCHLINE CTH PB

1060
1050
1040
1030
1020
1010

2.5:1
100
50
4:1
6:1
0.9%
1020.45
1.4%
6:1
1020.60
1019.45

677+00
CUT = 24201 CU. YD

R/W
80'

R/L RAMP PB-1

1070
1060
1050
1040
1030
1020

2.5:1
4:1
6:1
2.9%
1023.95
-2.9%
6:1
4:1
1023.06
1021.91
2.5:1

676+00
CUT = 9258 CU. YDS
FILL = 0 CU. YDS.

100
50
0
50
100

RAMP_PB1

| STATE PROJECT NUMBER | |
|---|---|
| 1201-04-72 | 9.76 |

R/L RAMP PB-2

DITCH
MATCHLINE
USH 18

-6.0%
1029.66
6.0%
6:1
4:1
2.5:1
1025.58

662+55

CUT = 5850 CU. YDS. R/W

MATCHLINE
USH 18

-4.4%
1028.09
4.4%
6:1
4:1
2.5:1
1024.61

662+00

CUT = 1105 CU. YDS.

R/W

MATCHLINE
USH 18

-1.3%
1024.96
1.3%
6:1
4:1
2.5:1
1023.83

661+00

BEGIN EARTHWORK
AHEAD ONLY, STA. 661+00

RAMP_PB2

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.77 |

R/L RAMP PB-2

DITCH MATCHLINE USH 18

1030.66 — 6:1 — 6.0% — 1033.84 — 6.0% — 6:1 — 4:1 — 1035.40 — 2.5:1

R/W

664+60

CUT = 4438 CU. YDS.

R/W

DITCH MATCHLINE USH 18

1028.85 — 6:1 — 6.0% — 1032.88 — 6.0% — 6:1 — 4:1 — 1032.40 — 2.5:1

664+00

CUT = 8610 CU. YDS.

R/W

DITCH MATCHLINE USH 18

1027.07 INV 1027.17 — 6:1 — 6.0% — 1030.80 — 6.0% — 6:1 — 6:1 — 4:1 — 4:1 — INV. 1026.81 1025.68 — 2.5:1

1-S6 L.F.x24" RCCP CLASS III REQ'D.
STA. 663+00
SKEW 0° RHF
2-APRON ENDWALL REQ'D.

663+00

CUT = 4293 CU. YDS.

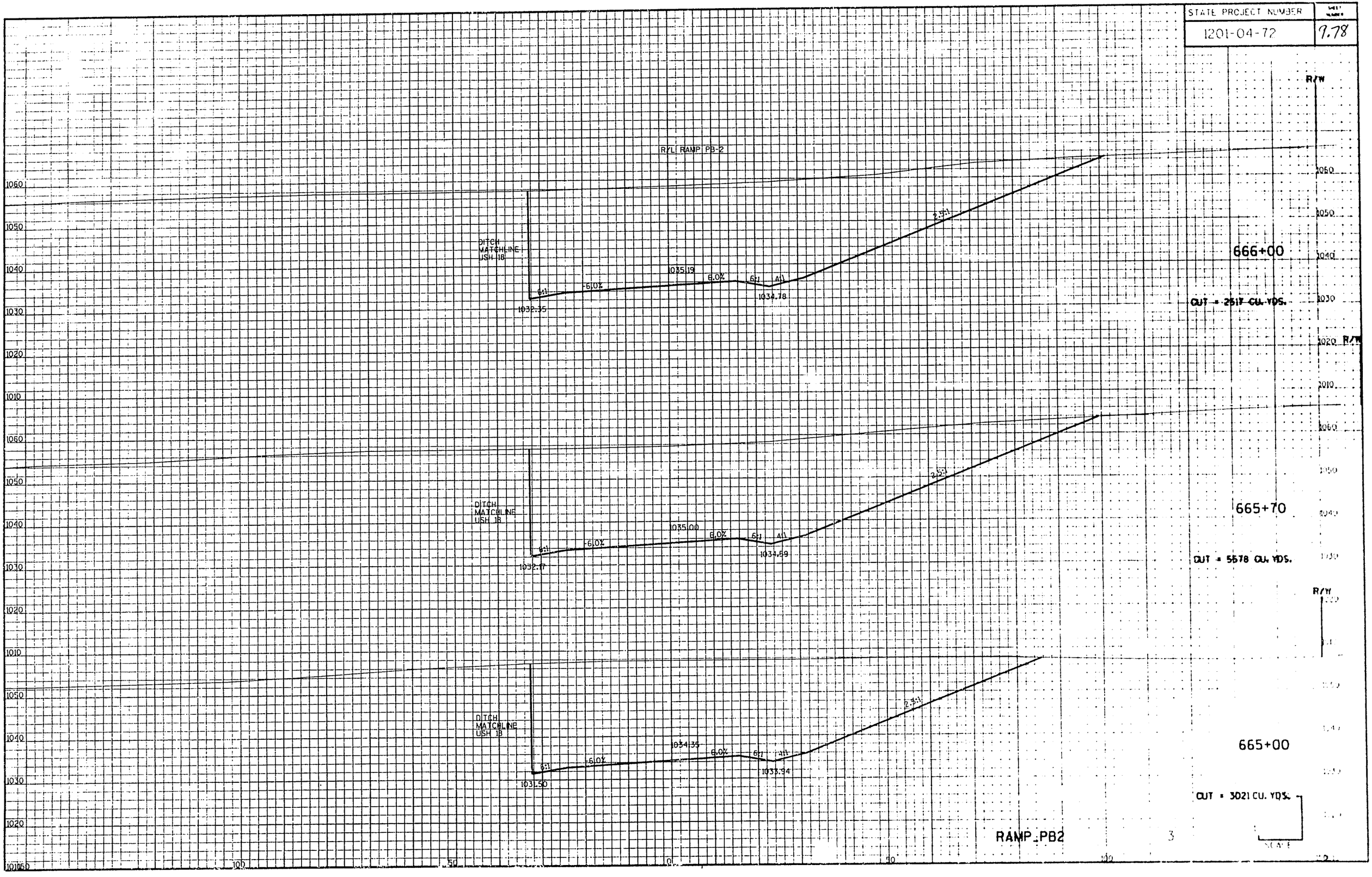
RAMP_PB2

1050 1040 1030 1020 1010

100 50 0 50 100

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.78 |



| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.79 |

R/L RAMP PB-2

DITCH MATCHLINE USH 18

1031.28 — 6:1 — 6.0% — 1033.99 — 6.0% — 6:1 — 4:1 — 1038.55 — 2.5:1

669+00

CUT = 8199 CU. YDS.

R/W

DITCH MATCHLINE USH 18

1032.23 — 6:1 — 6.0% — 1035.01 — 6.0% — 6:1 — 4:1 — 1034.62 — 2.5:1

668+00

CUT = 8871 CU. YDS.

R/W

DITCH MATCHLINE USH 18

1032.61 — 6:1 — 6.0% — 1035.41 — 6.0% — 6:1 — 4:1 — 1038.99 — 2.5:1

667+00

CUT = 8839 CU. YDS.

1050 1040 1030 1020 1010 1060 1050 1040 1030 1020 1010 1060 1050 1040 1030 1020 1010 1060

100 50 0 50 100

RAMP_PB2

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.80 |

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.81 |

R/L RAMP PB-2

DITCH MATCHLINE USH 18

1024.84 — 5:1 — -3.4% — 1026.70 — 3.4% — 6:1 — 4:1 — 1025.87 — 2.5:1

R/W

672+73

CUT = 1070 CU. YDS.

DITCH MATCHLINE USH 18

1024.98 — 5:1 — 3.8% — 1026.97 — 3.8% — 6:1 — 4:1 — 1025.17 — 2.5:1

R/W

672+60

CUT = 3212 CU. YDS.

DITCH MATCHLINE USH 18

1025.56 — 5:1 — 5.0% — 1027.80 — 5.1% — 6:1 — 4:1 — 1027.11 — 2.5:1

R/W

672+20

CUT = 1582 CU. YDS.

RAMP PB2

1050 1040 1030 1020 1010 1000

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.82 |

R/L RAMP PB-2

DITCH MATCHLINE USH 18

1024.23 | 6:1 | -0.7% | 1025.42 | 0.7% | 6:1 | 4:1 | 1024.36 | 2.5:1

R/W

673+60

CUT = 2315 CU. YDS.

DITCH MATCHLINE USH 18

1024.40 | 6:1 | -1.6% | 1025.73 | 1.6% | 6:1 | 4:1 | 1024.87 | 2.5:1

673+30

CUT = 2391 CU. YDS.

DITCH MATCHLINE USH 18

1024.55 | 6:1 | -2.6% | 1026.18 | 2.5% | 6:1 | 4:1 | 1025.38 | 2.5:1

R/W

673+00

CUT = 2220 CU. YDS.

RAMP PB2

1050 1040 1030 1020 1010 1000

100 50 0 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.83 |

R/L RAMP PB-2

DITCH MATCHLINE USH 18

6:1 | 2.0% | 1025.27 | -2.0% | 6:1 | 4:1 | 2.5:1

1023.74 | 1023.48

R/W

674+55

CUT = 4539 CU. YDS.

DITCH MATCHLINE USH 18

6:1 | 0.6% | 1025.19 | -0.6% | 6:1 | 4:1 | 2.5:1

1024.02 | 1023.78

R/W

674+00

CUT = 2004 CU. YDS.

DITCH MATCHLINE USH 18

6:1 | -0.2% | 1025.31 | 0.2% | 6:1 | 4:1 | 2.5:1

1024.15 | 1024.11

R/W

673+75

CUT = 1166 CU. YDS

RAMP_PB2

| STATE PROJECT NUMBER | SHT. NO. |
|---|---|
| 1201-04-72 | 9.84 |

END EARTWORK
BACK ONLY, STA. 676+85

R/L RAMP PB-2

DITCH MATCHLINE USH 18

1023.01 | 6:1 | 2.0% | 1027.17 | -2.0% | 6:1 | 4:1 | 1022.75 | 2.5:1

R/W

676+00

CUT = 5382 CU. YDS.

DITCH MATCHLINE USH 18

1023.29 | 6:1 | 2.0% | 1026.32 | -2.0% | 6:1 | 4:1 | 1023.03 | 2.5:1

675+45

CUT = 4508 CU. YDS.

R/W

DITCH MATCHLINE USH 18

1023.52 | 6:1 | 2.0% | 1025.66 | -2.0% | 6:1 | 4:1 | 1023.26 | 2.5:1

675+00

CUT = 4056 CU. YDS.

RAMP_PB2

1050 1040 1030 1020 1010 1000

100 50 0 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.85 |

R/L RAMP PB-2

END EARTHWORK
BACK ONLY STA. 677+00.00

DITCH
MATCH LINE
CTH PB

2.0%

-2.0%

C28.74

1040

1030

1020

1010

677+00

CUT = 5261 CU. YDS.

RAMP_PB2

100 50 0 50

| STATE PROJECT NUMBER | SHEET |
|---|---|
| 1201-04-72 | 9.86 |

R/L RAMP PB-3

MATCHLINE USH 18

1046.15

4:1

1029.33

6:1

5.6%

1032.03

5.6%

6:1

4:1

R/W

676+00

CUT = 1344 CU. YDS.

FILL = 18 CU. YDS.

3.4:1

1028.45

4:1

6:1

4.1%

1030.78

4.0%

6:1

4:1

1030.08

R/W

675+40

CUT = 634 CU. YDS.

FILL = 0 CU. YDS.

4:1

1027.91

4:1

6:1

2.9%

1029.93

4.9%

6:1

4:1

1029.07

R/W

675+00

BEGIN EARTHWORK AHEAD ONLY: STA. 674+39

RAMP_PB3

1050 1040 1030 1020 1010 1000 1050 1040 1030 1020 1010 1000 1050 1040 1030 1020 1010 1000

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.87 |

R/L RAMP PB-3

MATCHLINE USH 18

1041.85

8:1

4:1 6:1 -5.6%

1032.24

1034.94

5.6% 6:1 4:1

R/W

677+40

CUT = 1019 CU. YDS.

FILL = 132 CU. YDS.

MATCHLINE USH 18

1043.08

7:1

4:1 6:1 -5.6%

1031.41

1034.11

5.6% 6:1 4:1

R/W

677+00

CUT = 1155 CU. YDS.

FILL = 84 CU. YDS.

MATCHLINE USH 18

1044.15

6:1

4:1 6:1 -5.6%

1030.68

1033.38

5.6% 6:1 4:1

R/W

676+65

CUT = 2023 CU. YDS.

FILL = 76 CU. YDS.

1040 1030 1020 1010 1000 1050

100 50 0 50 100

RAMP_PB3 2

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.88 |

R/L RAMP PB-3

MATCHLINE USH 18

1033.89

4:1

6:1

-5.6%

1038.32

1040.29

5.6%

6:1

3:1

R/W

4:1

1024.32

680+00

CUT = 154 CU. YDS.

FILL = 2240 CU. YDS.

MATCHLINE USH 18

1036.95

SWALE

4:1

6:1

-5.6%

1035.92

1038.27

5.6%

6:1

3:1

R/W

4:1

1027.52

679+00

CUT = 421 CU. YDS.

FILL = 1319 CU. YDS.

MATCHLINE USH 18

1040.00

4:1

6:1

-5.6%

1033.49

1036.19

5.6%

6:1

4:1

R/W

4:1

1028.86

678+00

CUT = 878 CU. YDS.

FILL = 336 CU. YDS.

RAMP_PB3

1040

1030

1020

1010

1000

100

50

0

50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.89 |

R/L RAMP PB-3

MATCHLINE USH 18

4:1 6:1 1043.58 3.7% 3.7% 6:1 3:1

R/W

682+73

CUT = 3 CU. YDS.

FILL = 7170 CU. YDS.

MATCHLINE USH 18

3.5:1 4:1 6:1 1043.05 5.6% 5.6% 6:1 3:1

INV. 1028.66

INV. 1022.34

R/W

682+00

CUT = 18 CU. YDS.

FILL = 6161 CU. YDS.

1-48" DIF x24' RCCP CLASS IV REQD.
STA. 681+58
SKEW 0° RHF
2-APRON ENDWALLS REQD.

MATCHLINE USH 18

5:1 6:1 1041.80 5.6% 5.6% 6:1 3:1

1040.32

1030.77

1021.41

R/W

681+00

CUT = 148 CU. YDS.

FILL = 3790 CU. YDS.

RAMP_PB3

1040 1030 1020 1010 1000 990

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-12 | 9.90 |

R/L RAMP PB-3

MATCHLINE USH 18

3:1 6:1 1045.93 1.0% -1.0% 6:1 3:1

1002.00

684+00
R/W

CUT = 8 CU. YDS.
FILL = 15233 CU. YDS.

MATCHLINE USH 18

3:1 6:1 1043.72 2.7% -2.7% 6:1 3:1

1005.79

683+00
R/W

CUT = 0 CU. YDS.
FILL = 3593 CU. YDS.

RAMP_PB3

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.91 |

R/L RAMP PB-3

1042.93

2.0%

-2.0%

6:1

3:1

MATCHLINE
USH 18

1040
1030
1020
1010
1000
990
980

686+00

R/W

4:1

1001.00

CUT = 279 CU. YDS.
FILL = 15679 CU. YDS.

1043.66

3:1

6:1

2.0%

-2.0%

6:1

MATCHLINE
USH 18

3:1

685+00

R/W

4:1

1001.50

CUT = 81 CU. YDS.
FILL = 16424 CU. YDS.

RAMP_PB3

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.92 |

R.L. RAMP PB-3

END EARTHWORK
BACK ONLY, STA. 687+00

104.78

2.0%

-2.0%

6:1

3:1

MATCHLINE
USH 18

1040
1030
1020
1010
1000
990
980

100 50 0 50 100

687+00

R/W

1000.50

CUT = 267 CU. YDS.
FILL = 13760 CU. YDS.

RAMP_PB3

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.93 |

R/L RAMP PB-4

MATCHLINE BERM

MATCHLINE USH 18

680+50

CUT = 643 CU. YDS.

1011.03

-2.6%

4:1

2.5%

6:1

4:1

1014.43

1-B2 L.F. x 24" RCCP CLASS II REQ'D.
STA 680+70
SKEW 0° RHF
2-APRON ENDWALLS REQ'D.

MATCHLINE USH 18

680+00

MATCHLINE
C.T.H. "PB"

1016.88

100:1

-1.0%

1016.28

2.0%

6:1

1014.85

BEGIN EARTHWORK
AHEAD ONLY, STA 685+00

RAMP_PB4

1050
1040
1030
1020
1010
1000
990
1050
1040
1030
1020
1010
1000
990

100
50
0
50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 1.94 |

R/L RAMP PB-4

TOP OF MSE RETAINING WALL ELEV. 1027.44

MATCHLINE BERM

MATCHLINE USH 18

1031

1025.44

4.0%

1016.52

4.0%

6:1

4.0%

1014.21

681+50

CUT = 995 CU. YDS.

TOP OF MSE RETAINING WALL ELEV. 1023.65

MATCHLINE BERM

MATCHLINE USH 18

4.0%

1031

1021.65

1016.16

4.0%

6:1

4.0%

1013.87

681+35

CUT = 2596 CU. YDS.

BEGN MSE RETAINING WALL STA 681+35

MATCHLINE USH 18

MATCHLINE CTH PB

1015.6

4.0%

6:1

6:1

4.0%

1015.41

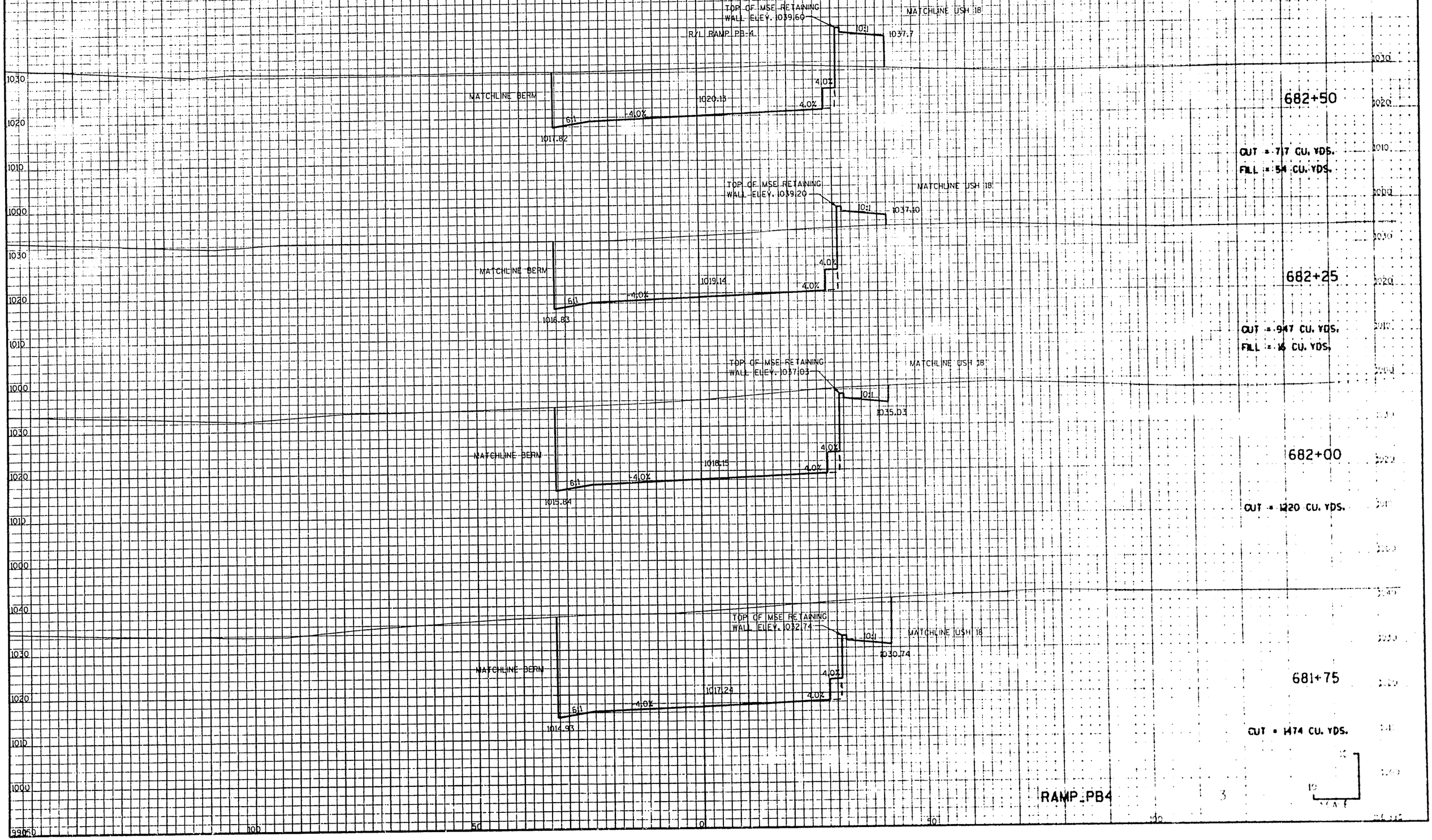
1013.36

681+00

CUT = 5520 CU. YDS.

RAMP_PB4

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.95 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201 04-72 | 9.96 |

TOP OF MSE RETAINING WALL ELEV. 1040.74

R/L RAMP PB-4

1:1

1038.80

4.0%

MATCHLINE USH 18

1022.82

4.0%

MATCHLINE BERM

6:1

4.0%

1020.62

683+25

CUT = 255 CU. YDS.

FILL = 129 CU. YDS.

TOP OF MSE RETAINING WALL ELEV. 1040.40

1:1

1038.20

MATCHLINE USH 18

4.0%

1022.03

MATCHLINE BERM

6:1

4.0%

1015.72

4.0%

683+00

CUT = 389 CU. YDS.

FILL = 107 CU. YDS.

TOP OF MSE RETAINING WALL ELEV. 1040.00

1:1

1038.00

MATCHLINE USH 18

4.0%

1021.10

MATCHLINE BERM

6:1

4.0%

1018.79

4.0%

682+75

CUT = 545 CU. YDS.

FILL = 87 CU. YDS.

RAMP PB4

1040

1030

1020

1010

1000

1040

1030

1020

1010

1000

1040

1030

1020

1010

100

50

0

50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.97 |

TOP OF MSE RETAINING WALL ELEV. 1039.29

RYL RAMP PB-4

10:1

1037.40

MATCHLINE USH 18

4.0%

1026.11

4.5%

MATCHLINE BERM

6:1

4.5%

684+25

FILL = 547 CU. YDS.

TOP OF MSE RETAINING WALL ELEV. 1039.65

10:1

1037.8

MATCHLINE USH 18

4.0%

1025.37

4.5%

MATCHLINE BERM

6:1

4.5%

684+00

CUT = 2 CU. YDS.

FILL = 359 CU. YDS.

TOP OF MSE RETAINING WALL ELEV. 1040.02

10:1

1038.00

MATCHLINE USH 18

4.0%

1024.60

4.3%

MATCHLINE BERM

6:1

4.3%

1022.23

683+75

CUT = 31 CU. YDS.

FILL = 221 CU. YDS.

TOP OF MSE RETAINING WALL ELEV. 1040.38

10:1

1038.80

MATCHLINE USH 18

4.0%

1023.78

4.0%

MATCHLINE BERM

6:1

4.0%

1021.47

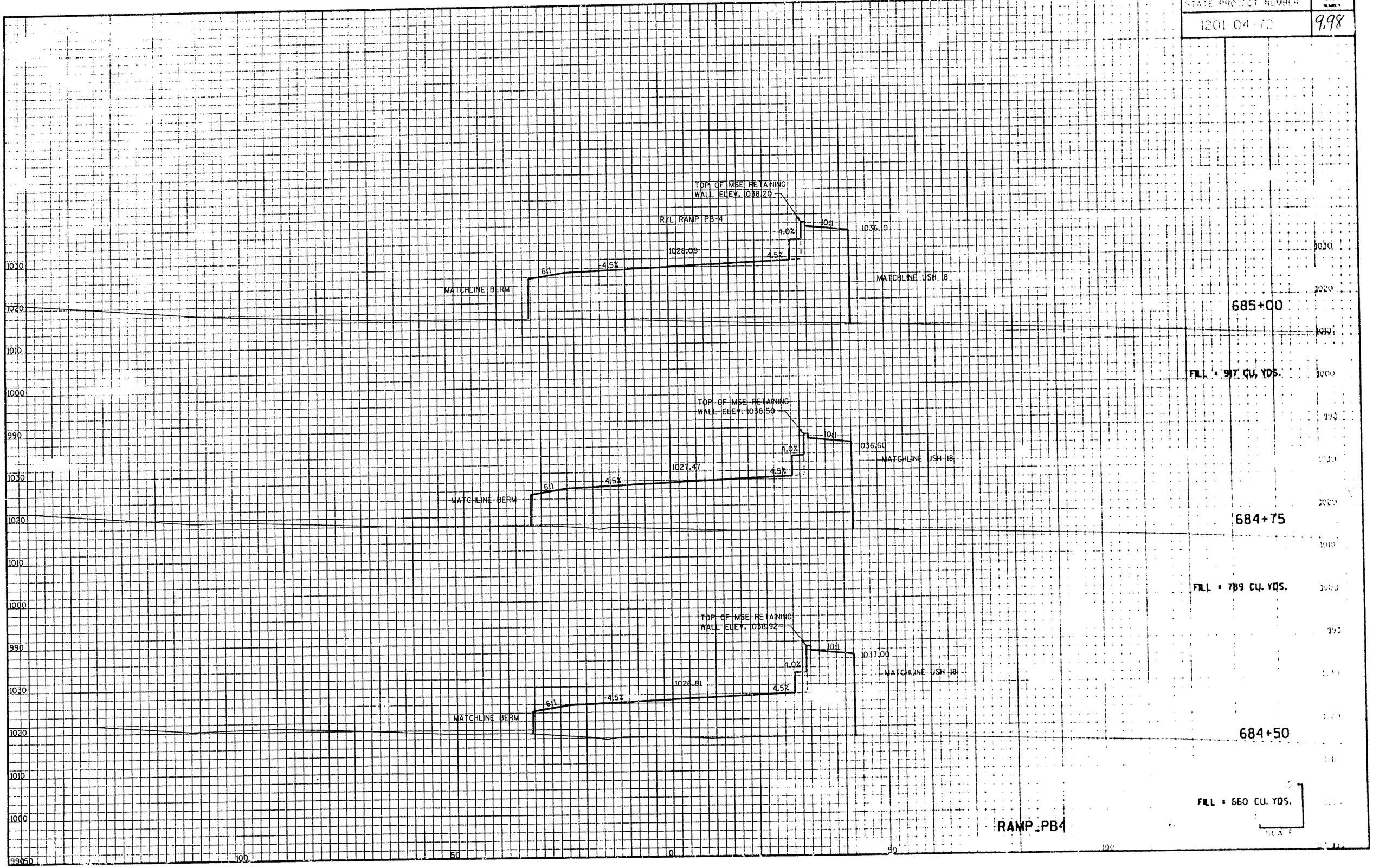
683+50

CUT = 129 CU. YDS.

FILL = 153 CU. YDS.

RAMP_PB4

| STATE PROJECT NUMBER | SHT. NO. |
|---|---|
| 1201-04-72 | 9.98 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.99 |

R/L RAMP PB-4

1030.18

6:1 -4.5%

4.5% 10:1 10:1 1035.50

MATCHLINE BERM

MATCHLINE USH 18

686+00

FILL = 2654 CU. YDS.

GRANULAR BACKFILL BY OTHERS (TYP.)

INLET AND CULVERT TO BE CONSTRUCTED AS PART OF THIS CONTRACT

10:1 10:1

4.5%

1025.84 6:1 -4.5%

INV 1025.90

INV 1026.23

MATCHLINE BERM

MATCHLINE USH 18

1-66'LF 24" RCCP CLASS III REQ'D
STA 685+50
SKEW 0° RHF
1-APRON ENDWALL REQ'D.

685+50

FILL = 1176 CU. YDS.

TOP OF MSE RETAINING WALL ELEV. 1037.00

END MSE RETAINING WALL STA 685+25

4.0% 10:1 1035.00

1028.67 4.5%

6:1 -4.5%

MATCHLINE BERM

MATCHLINE USH 18

685+25

FILL = 1031 CU. YDS.

RAMP PB4

1030 1020 1010 1000 990

100 50 0

| STATE PROJECT NUMBER | |
|---|---|
| 1201-04-72 | 9.100 |

R/L RAMP PB-4

1038.00

10:1

1032.16

6:1 -6.5% 4.5%

MATCHLINE BERM

MATCHLINE USH 18

687+50

FILL = 2703 CU. YDS.

10:1 10:1

1037.00

1031.65

6:1 -4.5% 4.5%

MATCHLINE BERM

MATCHLINE USH 18

687+00

FILL = 2345 CU. YDS.

10:1 10:1

1036.20

1031.00

6:1 -4.5% 4.5%

MATCHLINE BERM

MATCHLINE USH 18

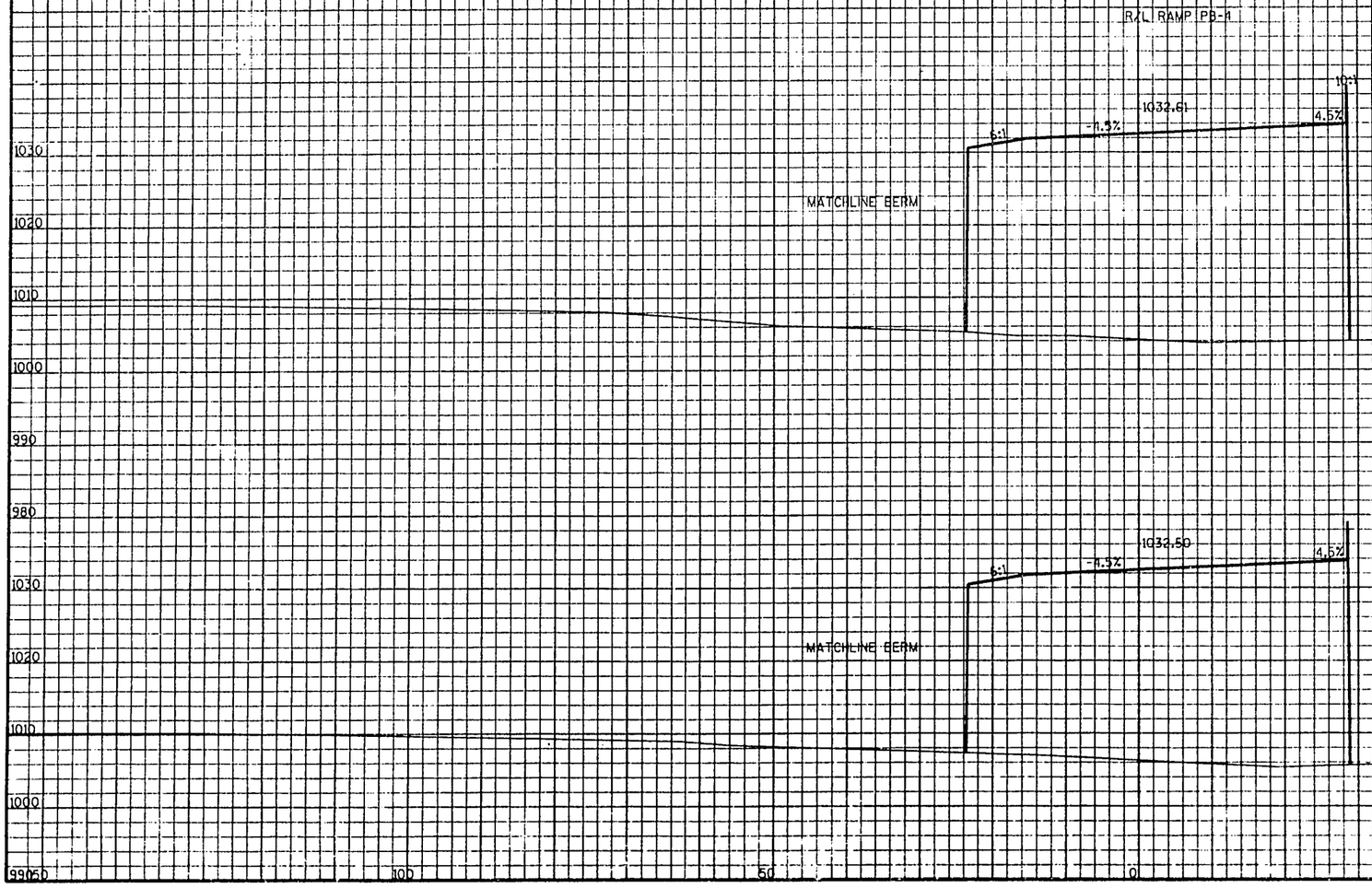
686+50

FILL = 2035 CU. YDS.

1030
1020
1010
1000
990
980
50

RAMP_PB4

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.101 |



| STATE PROJECT NUMBER | |
|---|---|
| 1201-04-72 | 9.102 |

R/L RAMP E-1

MATCHLINE MILITARY RIDGE RECREATION TRAIL

MATCHLINE RAMP E-2

952.71
2.0%
-2.0%
13:1
947.10

739+00

CUT = 3 CU. YDS.
FILL = 2229 CU. YDS.

MATCHLINE RAMP E-2

953.20
2.0%
-2.0%
20:1
946.30

738+00

CUT = 2 CU. YDS.
FILL = 2105 CU. YDS.

**BEGIN CONSTRUCTION**
STA. 738+50
BEGIN EARTHWORK AHEAD ONLY STA. 738+50
STA. 735+00 TO 738+50 TO BE CONSTRUCTED BY OTHERS

STA. 735+00 TO STA. 738+50
TO BE CONSTRUCTED BY OTHERS
UNDER I.D. 1201-04-18

MATCHLINE RAMP E-2

954.00
2.0%
-2.0%
5:1

737+00

2-144 L.F. x 48" RCCP CLASS III REQ'D.
STA. 737+20
SKEW 0° RHF
INV. 946.97
2-APRON ENDWALLS REQ'D
FOR INFORMATION ONLY

FILL = 149 CU. YDS.

MATCHLINE RAMP E-2

954.92
1.3%
-1.3%

MATCHLINE CTH PB-N

736+15

FILL = 188 CU. YDS.

MATCHLINE RAMP E-2

955.08
1.6%
5:1
4:1

736+00

FILL = 1613 CU. YDS.

MATCHLINE RAMP E-2

956.09
2.0%
6:1
4:1

735+00

1-166 L.F. x 30" RCCP CLASS II REQ'D.
STA. 735+35
SKEW 0° RHF
INV. 947.00
1-APRON ENDWALL REQ'D.
FOR INFORMATION ONLY!

RAMP E1 1

930 940 950

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.103 |

R/L RAMP E-1

MATCHLINE USH 18 BRIDGE

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

2:1

6.0%

954.16

6.0%

954.8

6:1

744+00

FILL = 93 CU. YDS.

MATCHLINE USH 18 BRIDGE

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

2:1

6.0%

954.02

6.0%

954.2

6:1

743+75

CUT = 1 CU. YDS.

FILL = 200 CU. YDS.

MATCHLINE USH 18 BRIDGE

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

2:1

3.2%

953.60

3.2%

953.8

6:1

743+00

CUT = 154 CU. YDS.

FILL = 310 CU. YDS.

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

SWALE MATCHLINE RAMP E2

951.93

6:1

0.8%

953.04

-0.8%

952.3

951.20

742+00

CUT = 154 CU. YDS.

FILL = 746 CU. YDS.

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

17:1

6:1

2.0%

952.63

-2.0%

950.7

741+00

1-174 L.F. 24" RCCP CLASS III REQ'D.
STA. 739+50 RT. TO 741+00 LT.
SKEW 60° LHF
INV. 948.00
2-APRON ENDWALLS REQ'D.

FILL = 1157 CU. YDS.

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

2-32 L.F. x 24" CP CLASS III REQ'D
STA. 740+00 RT.
SKEW AND EXACT LOCATION AS DIRECTED BY THE ENGINEER

951.68 DITCH

16:1

2.0%

952.62

-2.0%

948.1

951.13

740+00

1-174 L.F. x24" RCCP CLASS III REQ'D.
STA. 739+50 RT. TO 741+00 LT.
SKEW 60° LHF
INV. 947.50
2-APRON ENDWALLS REQ'D.

FILL = 1523 CU. YDS.

RAMP_E1

2

SCALE

930 940 950

100 50 0 50

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 1,104 |

R/L RAMP E-1

748+00

MATCHLINE USH 18 SWALE

951.36

6:1

6.0%

956.35

6.0%

3:1

MATCH LINE MILITARY RIDGE RECREATION TRAIL

R/W

950.30

FILL = 1417 CU. YDS.

747+00

MATCHLINE USH 18 SWALE

950.60

6:1

6.0%

6.0%

3:1

MATCH LINE MILITARY RIDGE RECREATION TRAIL

R/W

950.0

FILL = 628 CU. YDS.

746+50

MATCHLINE USH 18 SWALE

950.22

6:1

6.0%

955.57

6.0%

3:1

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

949.70

1-208 L.F. x 36" RCEP CLASS III REQ'D.
STA. 744+85 RT. TO 746+50 LT. RAMP E-1
(STA. 16+00 RT. TO 17+70 LT. MRRT)
INV. 949.97
SKEW 53° LHF
2-APRON ENDWALLS REQ'D.

FILL = 613 CU. YDS.

746+00

MATCHLINE USH 18

3:1

952.2

6:1

6.0%

955.29

6.0%

3:1

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

949.5

PEAT/TOPSOIL
CLAY
SAND

FILL = 800 CU. YDS.

745+35

MATCHLINE USH 18

3:1

952.4

6:1

6.0%

6.0%

4:1

951.8

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

FILL = 417 CU. YDS.

745+00

MATCHLINE USH 18

3:1

952.8

6:1

6.0%

954.73

6.0%

6:1

953.2

MATCHLINE MILITARY RIDGE RECREATION TRAIL

R/W

FILL = 806 CU. YDS.

RAMP E1

3

930
940
950
930
940
950
930
940
950

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.105 |

R/L RAMP E-1

MATCHLINE USH 18 SWALE

954.72

6:1

6.0%

958.85

6.0%

3.5:1

R/W

MATCHLINE MILITARY RIDGE RECREATION TRAIL

753+00

CUT = 4961 CU. YDS.
FILL = 83 CU. YDS.

MATCHLINE USH 18 SWALE

954.08

6:1

6.0%

958.35

6.0%

3.5:1

R/W

MATCHLINE MILITARY RIDGE RECREATION TRAIL

TOPSOIL
CLAY
SAND

752+00

CUT = 3674 CU. YDS.
FILL = 206 CU. YDS.

STA 752+50

MATCHLINE USH 18 SWALE

953.48

6:1

6.0%

957.85

6.0%

3:1

R/W

MATCH LINE MILITARY RIDGE RECREATION TRAIL

951.5

751+00

CUT = 2196 CU. YDS.
FILL = 340 CU. YDS.

MATCHLINE USH 18 SWALE

952.76

6:1

6.0%

957.35

6.0%

3.5:1

R/W

MATCH LINE MILITARY RIDGE RECREATION TRAIL

TOPSOIL
CLAY
SAND

950.8

750+00

CUT = 901 CU. YDS.
FILL = 509 CU. YDS.

MATCHLINE USH 18 SWALE

952.05

6:1

6.0%

956.85

6.0%

3:1

R/W

MATCH LINE MILITARY RIDGE RECREATION TRAIL

950.6

749+00

CUT = 208 CU. YDS.
FILL = 1094 CU. YDS.

RAMP_E1

4

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.106 |

R/L RAMP E-1

980
970
960
950
940

MATCHLINE
USH 18
SWALE

957.05

6:1

4.3%

960.88

4.3%

6:1

4:1

959.46

756+00

CUT = 659 CU. YDS.

MATCHLINE
USH 18
SWALE

956.0

6:1

2.7%

960.01

2.7%

6:1

4:1

4:1

954.0

R/W

755+00

CUT = 7160 CU. YDS.

MATCHLINE
USH 18
SWALE

955.37

6:1

6.0%

959.95

6.0%

6:1

3:1

2.5:1

958.98

954.0

R/W

754+00

CUT = 6476 CU. YDS.
FILL = 1 CU. YDS.

150 100 50 0

RAMP_E1 5

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.107 |

R/L RAMP E-1

MATCHLINE USH 18 SWALE

960.23

6:1

5.3%

962.67

-5.3%

6:1 4:1

960.43

R/W

757+40

CUT = 1749 CU. YDS.

MATCHLINE USH 18 SWALE

Rock

958.89

6:1

4.2%

TOPSOIL

CLAY

SAND

962.12

-4.2%

6:1 4:1

960.14

R/W

757+00

CUT = 1512 CU. YDS.

ROCK = 500 CU. YDS.

MATCHLINE USH 18 SWALE

957.94

6:1

3.2%

961.72

-3.2%

6:1 4:1

959.89

R/W

756+65

CUT = 1166 CU. YDS.

RAMP_E1

6

SCALE 1"

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.108 |

R/L RAMP E-1

END EARTHWORK-BACK ONLY
STA 758+80 MATCH USH 18

MATCHLINE USH 18 SWALE

ROCK

964.29

6:1

5.0%

-5.0%

6:1

4:1

961.90

758+80

ROCK = 800 CU. YDS.
CUT = 1620 CU. YDS.

MATCHLINE USH 18 SWALE

UNDERS
CLAY
SAND
DOLOMITE BEDROCK
AUGER REFUSAL

Rock

963.65

963.40

6:1

STA. 758+50

6.0%

-5.0%

6:1

4:1

961.39

758+35

ROCK = 1200 CU. YDS.
CUT = 1512 CU. YDS.

MATCHLINE USH 18 SWALE

Rock

963.25

962.24

6:1

6.0%

-5.0%

6:1

4:1

960.99

758+00

ROCK = 1000 CU. YDS.
CUT = 2726 CU. YDS.

RAMP_E1

7

980
970
960
950
940
930
980
970
960
950
940
980
970
960
950
940
930
930
50
100
0
50
100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.109 |

R/E RAMP E-1

980
970
960
950
940
930

MATCHLINE USH 18

965.65

6:1

6.0%

965.52

-6.0%

6:1

BEGIN CONSTRUCTION
INTERLOCKING RETAINING WALL
STA. 759+75

RETAINING WALL REQ'D.

BADGER MILL CREEK

ORGANIC SILT

SAND

760+00
CUT = 223 CU. YDS.
FILL = 103 CU. YDS.

MATCHLINE USH 18

965.02

6:1

6.0%

964.89

-6.0%

6:1

962.64

759+45
CUT = 763 CU. YDS.

MATCHLINE USH 18

ROCK

964.51

6:1

6.0%

964.38

-6.0%

6:1

962.13

759+00
ROCK = 150 CU. YDS.
CUT = 578 CU. YDS.

980
970
960
950
940
930

980
970
960
950
940

93050

100

50

0

RAMP_E1

8

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.110 |

END EARTHWORK BACK ONLY,
STA. 761+00

R/L RAMP E-1

SEE USH 18 CROSS SECTIONS FOR REMAINING PORTION OF THE INTERLOCKING RETAINING WALL

MATCHLINE USH 18

966.77

6:1

-6.0%

966.66

-6.0%

6:1

RETAINING WALL REQ'D.

980
970
960
950
940
930

761+00
FILL = 238 CU. YDS.

MATCHLINE USH 18

966.16

6:1

-6.0%

966.03

-6.0%

6:1

RETAINING WALL REQ'D.

980
970
960
950
940

760+45
CUT = 7 CU. YDS.
FILL = 238 CU. YDS.

BADGER MILL CREEK

93050 100 50 0 50

RAMP E1

9

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.111 |

R/L RAMP E-2

MATCHLINE NESBITT SWALE

-3.3%

948.20

947.98

-4.8%

953.36

4.8%

2.4%

MATCHLINE RAMP E-1

STA. 739+00 TO STA. 742+00
TO BE CONSTRUCTED BY OTHERS
UNDER I.D. 1201-04-78

BEGIN EARTHWORK AHEAD ONLY
STA. 742+00

742+00

CUT = 1 CU. YDS.

FILL = 2019 CU. YDS.

MATCHLINE NESBITT SWALE

-1.8%

954.15

1.8%

0.7%

MATCHLINE RAMP E-1

741+00

2-144" L.F. x 48" RCCP
STA. 740+65
SKEW 0° RHF
INV. 947.50
2-CONC. MASONRY ENDWALLS REQ'D.
(FOR INFORMATION ONLY)

CUT = 1 CU. YDS.

FILL = 2205 CU. YDS.

955.04

1.26%

-5.25%

MATCHLINE RAMP E-1

740+00

FILL = 1784 CU. YDS.

956.13

0.7%

0.7%

MATCHLINE RAMP E-1

739+15

FILL = 319 CU. YDS.

956.32

0.1%

0.1%

MATCHLINE RAMP E-1

739+00

1-66" L.F. x 30" RCCP CLASS III REQ'D.
STA. 738+85 (STA. 735+35 RAMP E-1
SKEW 0° RHF
INV. 948.00
2 APRON ENDWALLS REQ'D.
(FOR INFORMATION ONLY)

1 TYPE 3 INLET REQ'D.
STA. 736+34
INV. 947.50

RAMP E2

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.112 |

RYLI RAMP E-2

960
950
940

MATCHLINE NESBITT ROAD SWALE

951.80

60:1

33:1

950.50

6:1

6.0%

953.85

6.0%

6:1

DITCH MATCHLINE RAMP E-1

950.70

745+00

CUT = 64 CU. YDS.
FILL = 1397 CU. YDS.

MATCHLINE NESBITT ROAD SWALE

950.50

55:1

33:1

949.50

6:1

6.0%

953.26

6.0%

6:1

DITCH MATCHLINE RAMP E-1

949.50

744+00

MATCHLINE NESBITT ROAD SWALE

949.50

43:1

33:1

948.87

6:1

6.0%

953.07

6.0%

6:1

DITCH MATCHLINE RAMP E-1

949.25

743+00

CUT = 5 CU. YDS.
FILL = 1799 CU. YDS.

FILL = 1936 CU. YDS.

RAMP_E2

200 150 100 50 0

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.113 |

R/L RAMP E-2

MATCHLINE
NESBITT ROAD
SWALE

956.00

-60:1

33:1

953.94

957.43

2.0%

-2.0%

6:1

DITCH
MATCHLINE
STA 748+00

955.00

748+00

FILL = 2640 CU. YDS.

MATCHLINE
NESBITT ROAD
SWALE

954.50

-57:1

33:1

953.10

956.25

5.3%

-5.1%

DITCH
MATCHLINE
STA 747+00

747+00

CUT = 13 CU. YDS.
FILL = 1864 CU. YDS.

MATCHLINE
NESBITT ROAD
SWALE

953.00

-44:1

33:1

952.18

955.07

5.8%

-5.8%

DITCH
MATCHLINE
STA 746+00

746+00

CUT = 72 CU. YDS.
FILL = 1470 CU. YDS.

RAMP E2

3

SCALE

| STATE PROJECT NUMBER | SHEET |
|---|---|
| 1201-04-72 | 9.114 |

RAMP E2

753+00

CUT = 4798 CU. YDS.

752+00

CUT = 2,83 CU. YDS.

751+00

CUT = 598 CU. YDS.
FILL = 178 CU. YDS.

750+00

CUT = 0 CU. YDS.
FILL = 679 CU. YDS.

749+00

FILL = 2116 CU. YDS.

RAMP E2

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.115 |

R/L RAMP E-2

DITCH MATCHLINE USH 18

2.5:1

ROCK

4:1 6:1 -2.1% 964.66 2.1% 6:1

963.00 963.82

756+00

CUT = 1212 CU. YDS.
ROCK = 2000 CU. YDS.

DITCH MATCHLINE USH 18

2.5:1

4:1 6:1 -2.0% 964.03 2.0% 6:1

962.39 963.19

755+00

CUT = 9455 CU. YDS.

DITCH MATCHLINE USH 18

2.5:1

4:1 6:1 -2.0% 963.40 2.0% 6:1

961.76 962.57

754+00

CUT = 7450 CU. YDS.

RAMP_E2

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.116 |

END EARTHWORK
BACK ONLY, STA. 758+00

R/L RAMP E-2

2.5:1

DITCH
MATCH LINE
USH 18

ROCK

965.92

2.1%

4:1 6:1 2% 6:1

965.10

964.26

758+00

ROCK = 1800 CU. YDS.
CUT = 1083 CU. YDS.

2.5:1

ROCK

DITCH
MATCH LINE
USH 18

965.29

2.1%

4:1 6:1 2% 6:1

964.45

963.63

757+00

ROCK = 4000 CU. YDS.
CUT = 1588 CU. YDS.

RAMP E2

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.117 |

C/L TEMPORARY ROAD R/L CTH PB

970.36

965.00

2.0% 2.0% 2.0% 4:1 4:1 4:1

R/W

**BEGIN CONSTRUCTION**
STA. 113+00
MATCH EXISTING
BEGIN EARTHWORK-AHEAD ONLY
STATION 113+00

113+00

CUT = 131 CU. YDS.
FILL = 24 CU. YDS.

C/L TEMPORARY ROAD

R/L CTH PB

969.12

2.0% 4:1

R/W

112+00

CUT = 0 CU. YDS.

R/L CTH PB

C/L TEMPORARY ROAD

968.02

R/W

111+00

CUT = 0 CU. YDS.

R/L CTH PB

967.92

R/W

110+90

CUT = 0 CU. YDS.

R/L CTH PB

966.92

R/W

110+00

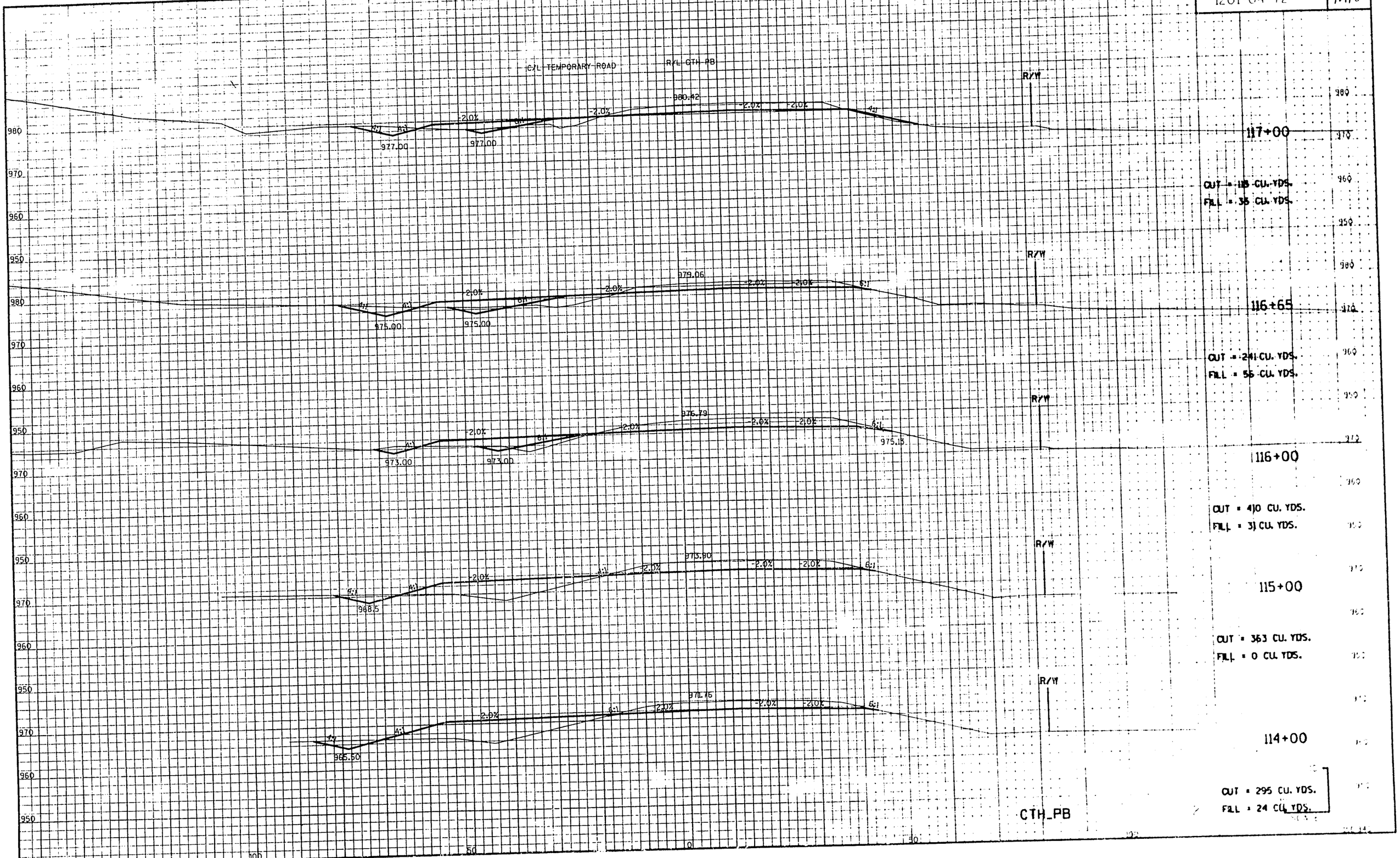
CTH_PB

970 960 950 940

970 960 950 940 970 960 950 940 970 960 950 940

100 50 0 50

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.118 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.119 |

C/L TEMPORARY ROAD

R/L CTH PB

R/W

4:1

-2.0%

6:1

986.00

986.33

988.42

119+00

CUT = 414 CU. YDS.

FILL = 32 CU. YDS.

118+50

CUT = 238 CU. YDS.

FILL = 53 CU. YDS.

984.00

984.36

986.42

118+00

CUT = 349 CU. YDS.

FILL = 88 CU. YDS.

982.00

982.43

984.42

CTH_PB

990

980

970

960

950

100

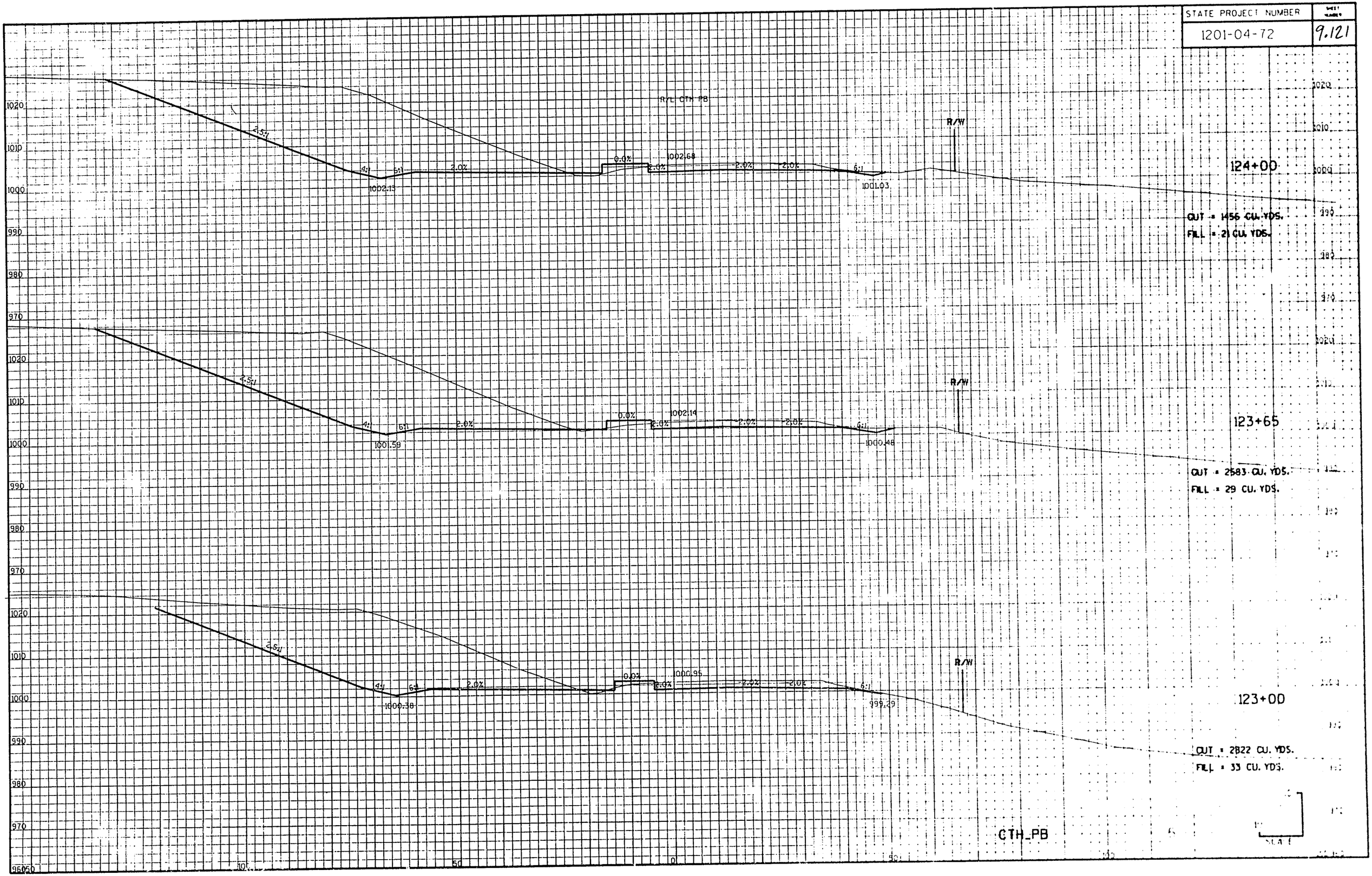
50

0

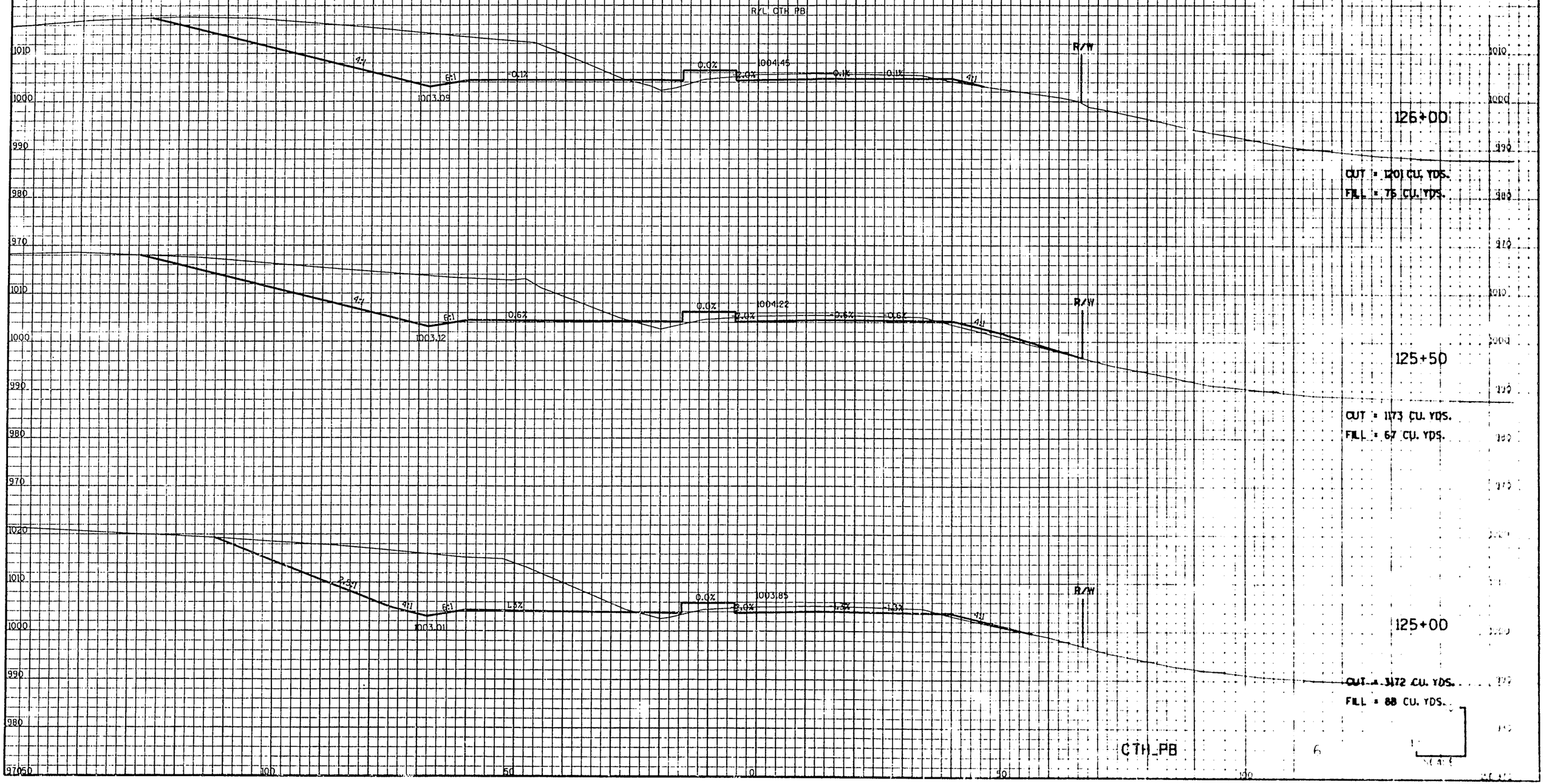
50

| STATE PROJECT NUMBER | SHT. NO. |
|---|---|
| 1201-04-72 | 9.120 |

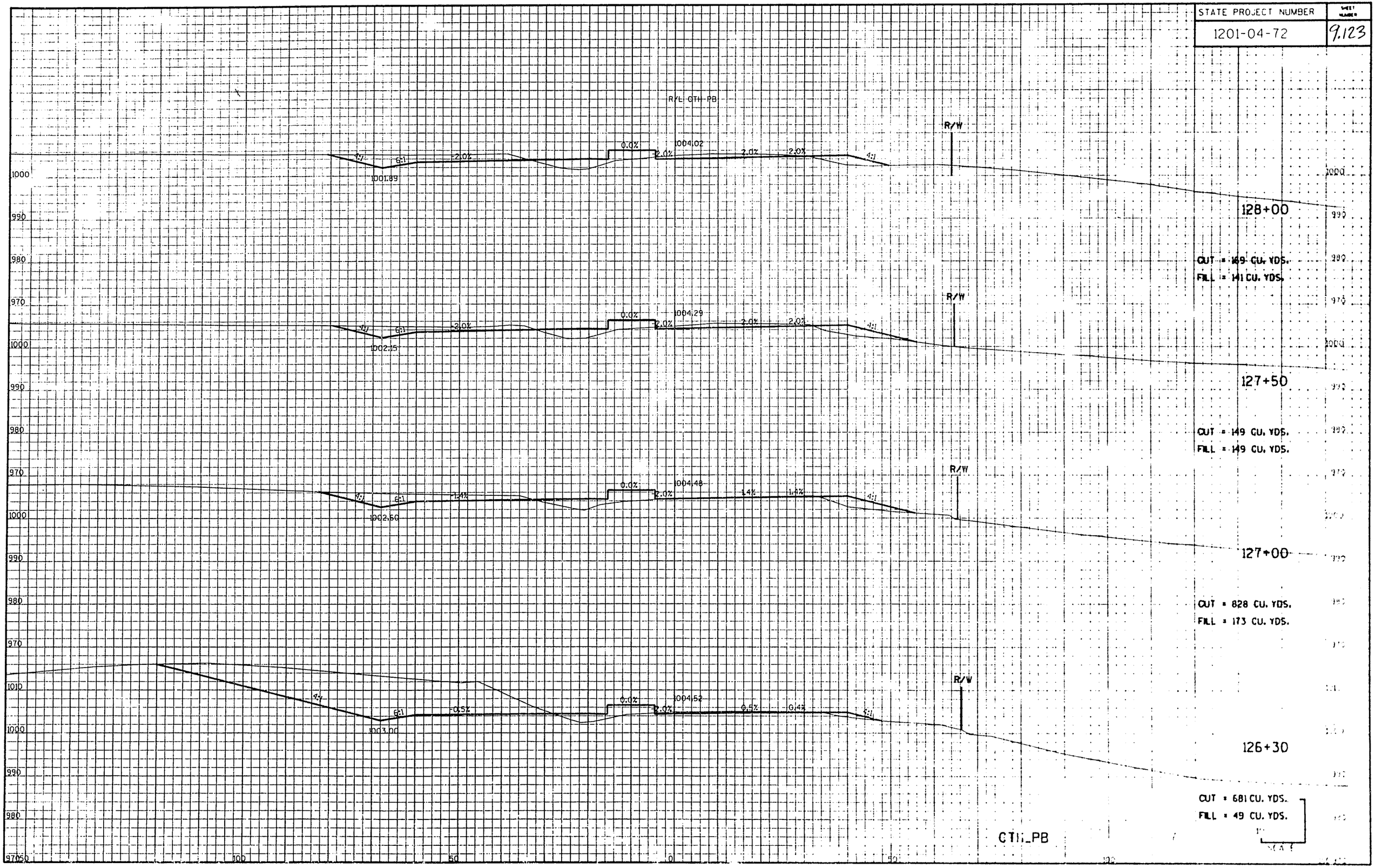
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.121 |



| STATE PROJECT NUMBER | SHEET |
|---|---|
| 1201-04-72 | 9.122 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.123 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.124 |

R/L CTH PB

1000.41 1002.42

1000.82 1002.95

1000.98 1003.11

1001.35 1003.49

1001.73 1003.86

4:1 6:1 -2.0% 0.0% 2.0% 1.0% 2.0% 4:1

R/W

131+00

CUT = 753 CU. YDS.
FILL = 387 CU. YDS.

130+00

CUT = 175 CU. YDS.
FILL = 149 CU. YDS.

129+70

CUT = 326 CU. YDS.
FILL = 278 CU. YDS.

129+00

CUT = 256 CU. YDS.
FILL = 193 CU. YDS.

128+30

CUT = 109 CU. YDS.
FILL = 79 CU. YDS.

1000 990 980 970

100 50 0 50

CTH_PB

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.125 |

R/L CTH PB

TLE R/W R/W

2.5:1 4:1 4:1 6:1 -2.0% 0.0% -2.0% -2.0% 4:1 2.5:1

997.82 1000.82 997.00

133+00

CUT = 778 CU. YDS.
FILL = 131 CU. YDS.

TLE R/W R/W

2.5:1 4:1 4:1 6:1 -2.0% 0.0% -2.0% -1.7% -1.7% 4:1 2.5:1

996.32 1001.35 998.00

132+35

CUT = 930 CU. YDS.
FILL = 65 CU. YDS.

TLE R/W R/W

2.5:1 4:1 4:1 6:1 -2.0% 0.0% -2.0% -0.8% -0.8% 4:1 2.5:1

996.11 1001.70 998.76

1-214' L.F. x42" RCCP CLASS III R&O'D
STA. 132+50, LT TO 134+20, RT
SKEW 53° RHF
INV. 995.50
2-APRON ENDWALLS R&O'D

132+00

CUT = 546 CU. YDS.
FILL = 60 CU. YDS.

TLE R/W R/W

2.5:1 4:1 4:1 6:1 -2.0% 0.0% -2.0% -0.4% -0.4% 4:1 2.5:1

997.22 1001.89 999.00

131+50

CUT = 601 CU. YDS.
FILL = 99 CU. YDS.

R/W

2.5:1 4:1 4:1 6:1 -2.0% 0.0% -2.0% 0.3% 0.3% 4:1

996.82 1002.15

CUT = 442 CU. YDS.
FILL = 122 CU. YDS.

CTH_PB

1000 990 980 970 1000 990 980 970 1000 990 980 970 1000 990 980 970 1000 990 980 970

100 50 0 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.126 |

R/L CTH PB-1

WHALEN ROAD INTERSECTION

1000.79

1000.59

WHALEN ROAD INTERSECTION

135+25

CUT = 62 CU. YDS.
FILL = 66 CU. YDS.

WHALEN ROAD INTERSECTION

1000.58

WHALEN ROAD INTERSECTION

135+00

CUT = 29 CU. YDS.
FILL = 143 CU. YDS.

1000.58

4:1

4:1

134+80

CUT = 14 CU. YDS.
FILL = 108 CU. YDS.

1000.60

998.2

4:1

4:1

2-210 L.F. x 48" x 76" RCHECP CLASS HE-III REQ'D.
STA. 134+50, RT. TO 135+94, LT.
SKEW 43° LHF
INV. 994.00
2-CONCRETE MASONRY ENDWALLS REQ'D.

134+69

CUT = 13 CU. YDS.
FILL = 87 CU. YDS.

R/W

1000.6

4:1

998.2

4:1

1-214 L.F. x 42" RCCP CLASS III REQ'D.
STA. 132+50, LT. TO 134+20, RT.
SKEW 53° RHF
INV. 994.00
2-APRON ENDWALLS REQ'D.

134+60

CUT = 125 CU. YDS.
FILL = 350 CU. YDS.

CTH_PB

1000 990 980 970

100 50 0 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.127 |

R/L CTH PB-1

MATCHLINE BERM

4:1

4%

4.5%

4.5%

1001.50 1001.50

-4.5%

4%

R/W

998.04

FL 30"ø
997.48

137+00

CUT = 527 CU. YDS.
FILL = 19 CU. YDS.

MATCHLINE BERM

4:1

4%

4.4%

4.4%

1001.23 1001.23

-4.4%

4%

R/W

997.10

136+60

CUT = 190 CU. YDS.
FILL = 22 CU. YDS.

MATCHLINE BERM

4:1

4%

3.6%

3.5%

1001.08 1001.08

-3.5%

4%

4%

R/W

996.64

136+40

CUT = 311 CU. YDS.
FILL = 120 CU. YDS.

MATCHLINE BERM

4:1

4%

1.8%

1.8%

1000.83

-1.8%

4%

4%

R/W

4:1

995.59

136+00

CUT = 214 CU. YDS.
FILL = 529 CU. YDS.

2-210 L.F. x48"x76" ROHECP CLASS HE-III REQD.
STA. 134+50, RT. TO 135+94, T.
SKEW 43° LHF
INV. 996.50
2-CONCRETE MASONRY ENDWALLS REQD.

WHALEN ROAD INTERSECTION

1000.65

WHALEN ROAD INTERSECTION

135+55

CUT = 75 CU. YDS.
FILL = 291 CU. YDS.

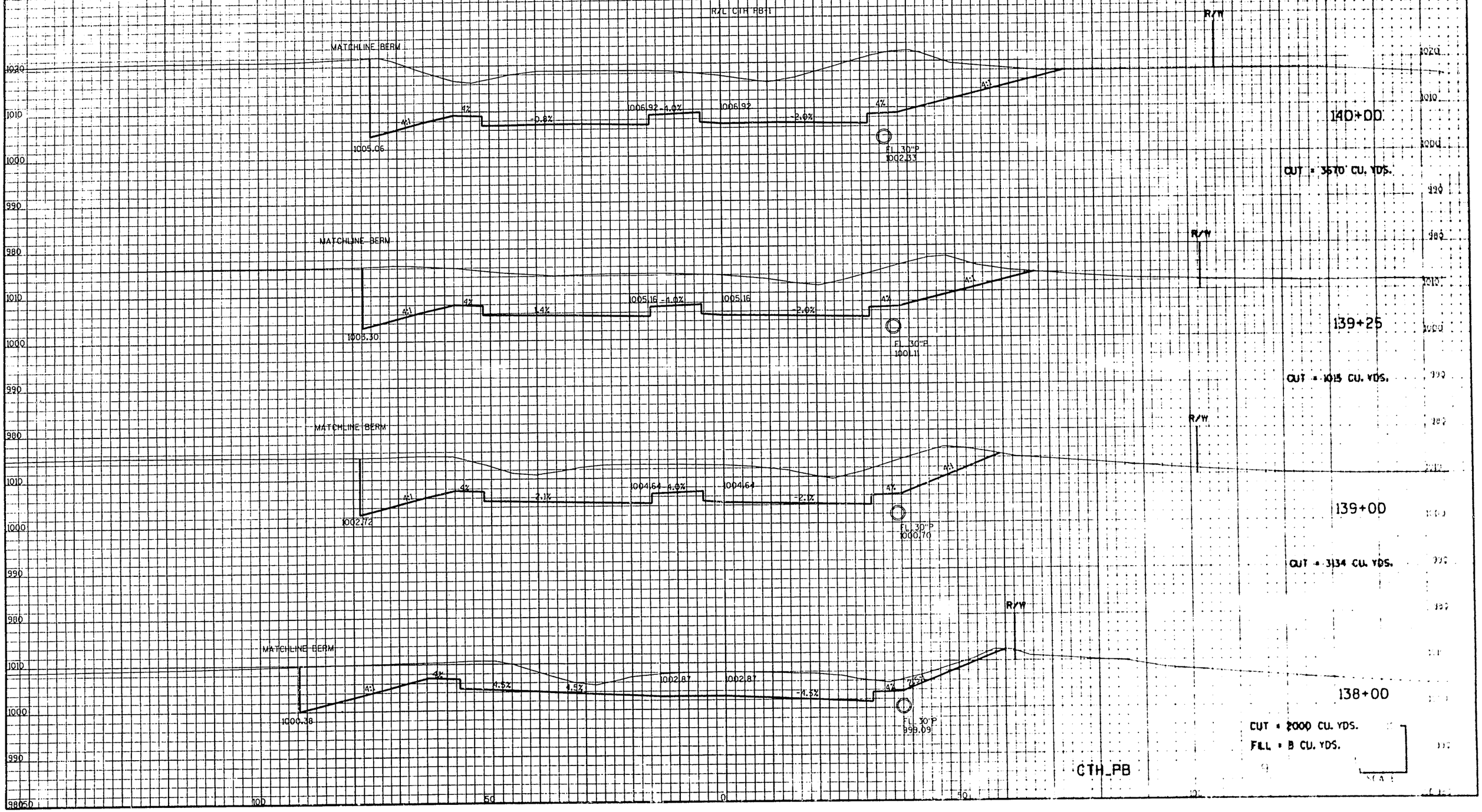
CTH_PB

970.50

100 50 0 50 100

SCALE

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.128 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.129 |

R/L CTH PB-1

R/W

MATCHLINE BERM

4:1 4% -2.0% 4.0% 1.5% 4% 2.5:1

1009.74 1011.80 1011.80

FL 30'P 1005.33

142+00

CUT = 2444 CU. YDS.

R/W

MATCHLINE BERM

4:1 4% -2.0% 4.0% 0.9% 4% 2.5:1

1009.16 1011.24 1011.24

FL 30'P 1004.97

141+75

CUT = 6094 CU. YDS.

R/W

MATCH LINE BERM

4:1 4% -2.0% 4.0% -1% 4% 4:1

1007.40 1009.42 1009.42

FL 30'P 1003.88

141+00

CUT = 2197 CU. YDS.

R/W

MATCHLINE BERM

4:1 4% -2.0% 4.0% 1.9% 4% 4:1

1006.70 1008.67 1008.67

FL 30'P 1003.44

140+70

CUT = 4356 CU. YDS.

CTH_PB

1030 1020 1010 1000 990

100 50 0 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.130 |

1050
1040
1030
1020
1010
1000
990

MATCHLINE BERM

R/W

CTH PB

4%

4%

-4.0%

1016.47 4.0%

1015.38

4.0%

4%

2.5:1

1010.66

FL. 30"P
1008.32

144+00

CUT = 12564 CU. YDS.

1040
1030
1020
1010
1000
990

MATCHLINE BERM

R/W

4%

4%

-4.0%

1014.44 4.0%

1014.34

4.0%

4%

2.5:1

1010.36

FL. 30"P
1007.82

143+35

CUT = 5649 CU. YDS.

1040
1030
1020
1010
1000
990

MATCHLINE BERM

R/W

4%

4%

-4.0%

1013.44 4.0%

1013.71

4.0%

4%

2.5:1

1010.21

FL. 30"P
1006.79

143+00

CUT = 13018 CU. YDS.

CTH_PB

100 50 0 50 100

93050

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.131 |

MATCHLINE RAMP PB-4 INTERSECTION

R/L CTH PB

MATCHLINE RAMP PB-1 INTERSECTION

1017.28

1018.28

0.0%

FL 30"P 1011.76

146+00

CUT = 1208 CU. YDS.

MATCHLINE BERM

1011.24

10:1

4%

-4.0%

1016.88

-4.0%

-4.0%

1016.31

4.0%

4%

2.5:1

FL 30"P 1010.05

145+00

CUT = 20632 CU. YDS.

MATCHLINE BERM

1010.66

4:1

4%

-4.0%

1015.47

-4.0%

-4.0%

1015.38

4.0%

4%

2.5:1

FL 30"P 1008.32

144+00

CTH_PB

12

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 1,132 |

MATCHLINE USH 18

R/L CTH PB

1060
1050
1040
1030
1020
1010
1000

8%
4:1
-4.0%
1022.05
1021.37
-4.0%
-4.0%
1021.36
4.0%
4%
6:1
1021.40
2.5:1

FL 30"P
1014.25

148+00

CUT = 2117 CU. YDS.

MATCHLINE USH 18

1060
1050
1040
1030
1020
1010

4%
4:1
-4.0%
1020.43
1019.75
-4.0%
-4.0%
1019.72
4.0%
4%
6:1
1020.45
2.5:1

FL 30"P
1013.48

147+00

CUT = 17542 CU. YDS.

100 50 0 50 100

CTH_PB

13

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.133 |

CTH PB

MATCHLINE RAMP PB-2

MATCHLINE USH 18

2.5:1

2.5:1

2.5:1

6:1

4%

-2.0%

2.0%

-4.0%

-4.0%

2.0%

-2.0%

4%

1027.42

1025.63

1025.63

1027.42

FL 30"P
1015.88

4%

-2.0%

0.7%

-4.0%

-4.0%

2.0%

-0.7%

4%

1025.86

1024.23

1024.23

1026.27

FL 30"P
1015.26

4%

-2.0%

2.0%

-4.0%

-4.0%

2.0%

4%

1024.14

1022.82

1022.82

1024.08

FL 30"P
1014.76

151+00

CUT = 13354 CU. YDS.

150+00

CUT = 14471 CU. YDS.

149+00

CUT = 19998 CU. YDS.

CTH PB

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.134 |

R/L CTH PB

4%

4%

3.2%

1029.84

-4.0%

-4.0%

3.2%

MATCHLINE
RAMP PB-2
INTERSECTION

1028.93

E 24"P
1019.09

154+00

CUT = 3236 CU. YDS.
FILL = 78 CU. YDS.

MATCHLINE
RAMP PB3
INTERSECTION

2.0%

1028.43

-2.0%

4%

1029.93

8:1

MATCHLINE
RAMP PB-2

FL 24"P
1018.59

153+00

CUT = 7148 CU. YDS.

4:1

1:1

4%

1027.64

-2.0%

2.0%

1027.03

4.0%

-4.0%

1027.03

2.0%

-2.0%

4%

1028.82

MATCHLINE
RAMP PB-2

FL 30"P
1016.73

152+00

CUT = 11458 CU. YDS.

CTH_PB

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.135 |

R/L: CTH PB

R/W

4:1 4% 3.7% 1033.71 -4.0% -4.0% 1033.71 -3.7% 4% 4:1

1-24A L.F. x 36" RCCP CLASS III REQ'D.
STA. 155+00 LT. TO 157+00 RT.
SKEW 55° RHF
INV. 1028.42
2-APRON ENDWALLS REQ'D.

157+00

CUT = 6 CU. YDS.
FILL = 1109 CU. YDS.

4:1 4% 3.7% 1032.66 -4.0% -4.0% 1032.66 -3.7% 4% 4:1

156+25

FILL = 471 CU. YDS.

4:1 4% 3.7% 1032.31 -4.0% -4.0% 1032.31 -3.7% 4% 4:1

156+00

CUT = 1 CU. YDS.
FILL = 754 CU. YDS.

4:1 4% 3.7% 1031.75 -4.0% -4.0% 1031.75 -3.7% 4% 4:1

155+60

CUT = 89 CU. YDS.
FILL = 989 CU. YDS.

4:1 4% 3.7% 1031.24 -4.0% -4.0% 1031.24 -3.7% 4% 4:1 1032.01

155+00

CUT = 654 CU. YDS.
FILL = 643 CU. YDS.

1-24A L.F. x 36" RCCP CLASS III REQ'D.
STA. 155+00 LT. TO 157+00 RT.
SKEW 55° RHF
INV. 1028.08
2-APRON ENDWALLS REQ'D.

1040 1030 1020 1010

150 100 50 0 50

CTH_PB 16

| STATE PROJECT NUMBER | SHEET |
|---|---|
| 1201-04-72 | 9.136 |

R/L CTH PB

R/W

4:1 4% 1039.78 3.7% 1036.33 -4.0% -4.0% 1036.33 -3.7% 4% 4:1 R/W

159+00

CUT = 105 CU. YDS.
FILL = 56 CU. YDS.

R/W

4:1 4% 1038.55 3.7% 1035.10 -4.0% -4.0% 1035.10 -3.7% 4% 4:1 R/W

158+00

CUT = 280 CU. YDS.
FILL = 16 CU. YDS.

R/W

4:1 4% 1036.34 3.7% 1034.90 -4.0% -4.0% 1034.90 -3.7% 4% 4:1 R/W

157+85

CUT = 472 CU. YDS.
FILL = 199 CU. YDS.

R/W

4:1 4% 1037.58 3.7% 1034.13 -4.0% -4.0% 1034.13 -3.7% 4% 4:1 R/W

157+30

CUT = 46 CU. YDS.
FILL = 259 CU. YDS.

1040 1030 1020 1010 1040 1030 1020 1010 1040 1030 1020 1010 1040 1030 1020

150 100 50 0 50

CTH_PB

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.137 |

R/L CTH PB

1038.72 -4.0% -4.0% 1038.92 -2.0% 4% 4:1 4% -1.0% 2.0%

162+30

FILL = 271 CU. YDS.

R/W

1038.78 4.0% -4.0% 1038.78 -2.0% 4% 4:1 4% 2.0% 5.1.0i%

INV. 1037.00

INV. 1035.00

162+00

1-136 LF. 24" RCCP CLASS III REQ'D.
STA. 162+00
SKEW 0° RHF
2-APRON ENDWALLS REQ'D.

CUT = 42 CU. YDS.
FILL = 657 CU. YDS.

R/W

R/W

1036.17 -4.0% -4.0% 1038.17 -2.4% 4% 4:1 4% 2.4%

161+00

CUT = 142 CU. YDS.
FILL = 453 CU. YDS.

R/W

R/W

1037.35 -4.0% -4.0% 1037.35 -3.7% 4% 4:1 4% 3.7%

160+00

CUT = 684 CU. YDS.
FILL = 207 CU. YDS.

CTH_PB

STATE PROJECT NUMBER: 1201-04-72

9.138

R/L CTH PB

1038.20 INV. 1037.80

1039.26 1039.25

INV. 1034.20

1-158 LF x 24" RCCP CLASS III REQ'D.
STA. 155+30 LT. TO 163+60 RT.
SKEW 12° RHF
2-APRON ENDWALLS REQ'D.

163+30

CUT = 5 CU. YDS.
FILL = 264 CU. YDS.

CTH M INTERSECTION

1039.20 1039.20

163+10

CUT = 1 CU. YDS.
FILL = 176 CU. YDS.

CTH N INTERSECTION

1039.17 1039.17

163+00

CUT = 4 CU. YDS.
FILL = 334 CU. YDS.

CTH N INTERSECTION

CTH M INTERSECTION

1039.04 1039.04

162+60

FILL = 139 CU. YDS.

CTH M INTERSECTION

1039.00 1039.00

162+50

FILL = 335 CU. YDS.

CTH_PB

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.139 |

R/L CTH PB

NOTE:
OBLITERATE EXISTING CTH PB
STA. 165+00 TO 166+00

R/W

4:1 3.7% 1039.13 -4.0% -4.0% 1039.13 -3.7% -3.7% 6:1 4:1 1036.32

166+00

CUT = 35 CU. YDS.
FILL = 569 CU. YDS.

R/W

4:1 3.4% 1039.35 -4.0% -4.0% 1039.35 -3.4% -3.4% 6:1 4:1 1036.66

165+00

CUT = 58 CU. YDS.
FILL = 241 CU. YDS.

R/W

4:1 6:1 1038.85 2.0% 1039.38 -4.0% -4.0% 1039.38 -2.0% -2.0% 6:1 1037.25

164+35

CUT = 60 CU. YDS.
FILL = 113 CU. YDS.

R/W

4:1 6:1 1038.83 2.0% 1039.37 -4.0% -4.0% 1039.37 -2.0% -2.0% 4:1

164+00

CUT = 78 CU. YDS.
FILL = 633 CU. YDS.

CTH_PB

1040 1030 1020 1010 1040 1030 1020 1010 1040 1030 1020 1010 1040 1030 1020

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.140 |

R/L CTH PB

## 171+00

NOTE:
OBLITERATE EXISTING CTH PB
STA. 165+00 TO 171+00

CUT = 6 CU. YDS.
FILL = 2049 CU. YDS.

## 170+00

CUT = 6 CU. YDS.
FILL = 1800 CU. YDS.

## 169+00

CUT = 3 CU. YDS.
FILL = 1440 CU. YDS.

## 168+00

CUT = 199 CU. YDS.
FILL = 590 CU. YDS.

## 167+00

CUT = 227 CU. YDS.
FILL = 389 CU. YDS.

CTH_PB

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.141 |

R/L CTH PB

R/W

OBLITERATE OLD ROADWAY

1037.10 -4.0% -4.0% 1037.10 6.0% 6.0% 4:1

1030.10

1029.46

2-174 L.F.x34"X53" RCHECP CLASS HE-II REQ'D.
STA. 175+52
SKEW 24° RHF
INV. 1029.87
4-APRON ENDWALLS REQ'D.

175+60

CUT = 1117 CU. YDS.
FILL = 2227 CU. YDS.

1036.78 -4.0% -4.0% 1036.78 6.0% 6.0% 4:1

2-174 L.F.x34"X53" RCHECP CLASS HE-II REQ'D.
STA. 174+76
SKEW 24° RHF
INV. 1029.87
4-APRON ENDWALLS REQ'D.

175+00

CUT = 1351 CU. YDS.
FILL = 4089 CU. YDS.

1036.72 -4.0% -4.0% 1036.72 2.7% 2.7% 4:1

1030.30

174+00

FILL = 3901 CU. YDS.

MATCH EXISTING GRADE

1037.02 -4.0% -4.0% 1037.02 -1.3% -1.3% 4:1

1031.20

1-66 L.F.x30" CP CLASS III REQ'D.
STA. 172+00, 64' RT. TO 172+65, 64' RT.
INV. 1030.45
2-APRON ENDWALLS REQ'D.

173+00

FILL = 3653 CU. YDS.

MATCH EXISTING GRADE

1037.32 -4.0% -4.0% 1037.32 -2.0% -2.0% 4:1

1032.00

1-66 L.F.x30" CP CLASS III REQ'D.
STA. 172+00, 64' RT. TO 172+65, 64' RT.
INV. 1030.65
2-APRON ENDWALLS REQ'D.

172+00

FILL = 2972 CU. YDS.

CTH_PB

100 60 0

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.142 |

R/L CTH PB

R/W

3:1 3:1 4:1 -6.0% 1031.80 1039.32 -4.0% 4.0% 1039.32 6.0% 6.0% 4:1 1039.58 R/W

177+35

CUT = 3 CU. YDS.
FILL = 881 CU. YDS.

R/W

3:1 3:1 4:1 -6.0% 1031.30 1038.73 -4.0% 4.0% 1038.73 6.0% 6.0% 4:1 R/W

177+00

CUT = 7 CU. YDS.
FILL = 1611 CU. YDS.

R/W

3:1 3:1 4:1 -6.0% 1030.80 1037.88 -4.0% 4.0% 1037.88 6.0% 6.0% 4:1 3.3:1 1029.45 R/W

176+40

CUT = 2 CU. YDS.
FILL = 1013 CU. YDS.

R/W

3:1 3:1 4:1 -6.0% 1030.30 1037.44 -4.0% 4.0% 1037.44 6.0% 6.0% 4:1 3.3:1 1029.40 R/W

OBLITERATE OLD ROADWAY

176+00

CUT = 205 CU. YDS.
FILL = 1195 CU. YDS.

CTH_PB

23

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 7.143 |

R/L CTH PB

R/W

1035.94

1045.19 -4.0% 1045.19 4.0% 4.0%

4:1 -4.0% 3:1

179+68

CUT = 6 CU. YDS.
FILL = 2551 CU. YDS.

R/W

1031.00

1043.13 4.0% 1043.13 6.0% 6.0%

4:1 -6.0% 5:1 3:1 3:1 4:1

1033.00

179+00

CUT = 14 CU. YDS.
FILL = 3779 CU. YDS.

40' V.C.

MATCH EXIST. GRADE

R/W

1029.90

1040.62 -4.0% 1040.62 6.0% 6.0%

4:1 -6.0% 3:1 3:1 4:1

1032.70

178+00

1-84 L.F. 36" CP CLASS III REQ'D.
STA. 177+59, 100' RT. TO 178+18, 15' RT
INV. 1029.80
2-APRON ENDWALLS REQ'D.

CUT = 2 CU. YDS.
FILL = 10380 CU. YDS.

R/W

1029.75

1039.79 -4.0% 1039.79 6.0% 6.0%

4:1 -6.0% 3:1 3:1 4:1

1032.10

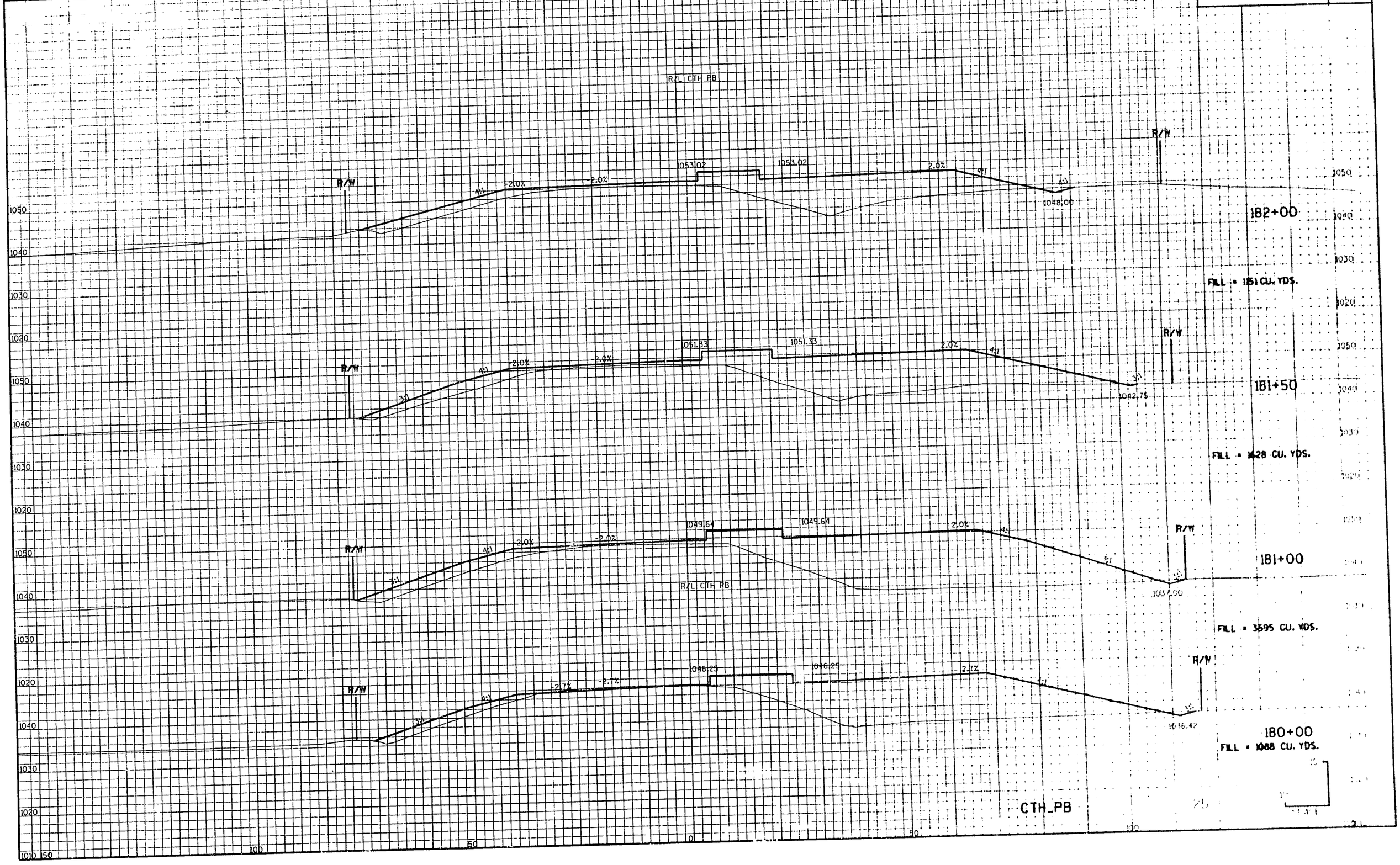
177+60

1-84 L.F. 36" CP CLASS III REQ'D.
STA. 177+59, 100' RT. TO 178+18, 15' RT
INV. 1029.60
2-APRON ENDWALLS REQ'D.

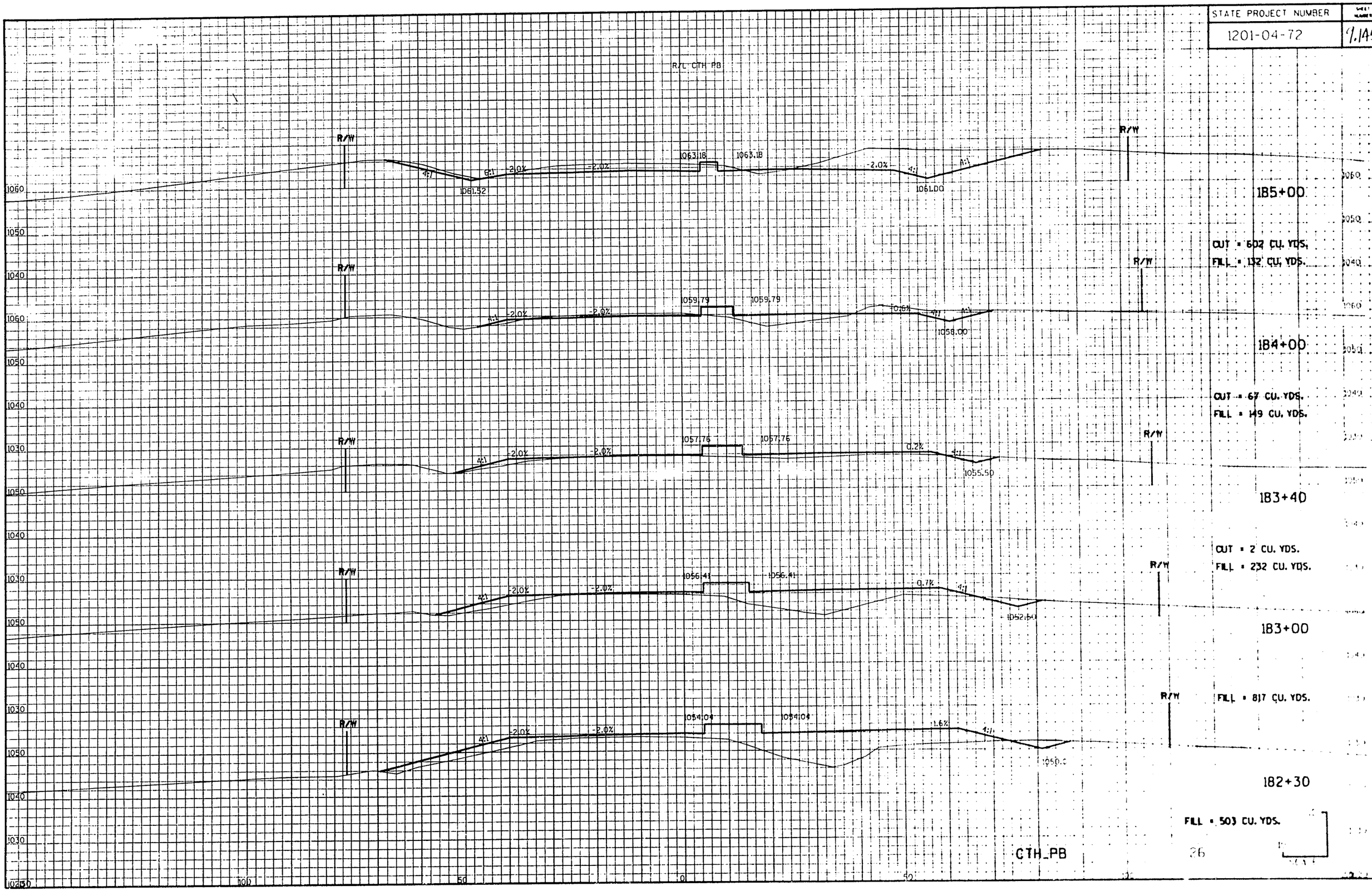
CUT = 1 CU. YDS.
FILL = 683 CU. YDS.

CTH_PB

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.144 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.145 |




1B5+00

CUT = 602 CU. YDS.
FILL = 132 CU. YDS.

1B4+00

CUT = 67 CU. YDS.
FILL = 149 CU. YDS.

1B3+40

CUT = 2 CU. YDS.
FILL = 232 CU. YDS.

1B3+00

FILL = 817 CU. YDS.

1B2+30

FILL = 503 CU. YDS.

CTH_PB

| STATE PROJECT NUMBER | SHT. |
|---|---|
| 1201-04 | 9.146 |

R/L CTH PB

1070.11 · 6:1 · -2.0% · -2.0% · 1071.76 · -4.0% · -2.0% · 6:1 · -4.0% · 7% · MATCH EXISTING GRADE · R/W

1066.98

1-6B L.F.X18" CP CLASS III REQ'D.
STA. 187+82.50 RT TO 188+09.47 RT
INV. 1068.25
2-APRON ENDWALLS REQ'D.

187+75

CUT = 427 CU. YDS.
FILL = 5 CU. YDS.

1069.81 · 4:1 · -2.0% · -2.0% · -2.0% · -2.0% · 6:1 · 1067.83 · R/W

187+00

CUT = 285 CU. YDS.
FILL = 4 CU. YDS.

1066.26 · 6:1 · -2.0% · -2.0% · 1067.91 · -2.0% · -2.0% · 6:1 · R/W

186+40

CUT = 220 CU. YDS.
FILL = 1 CU. YDS.

1064.81 · 4:1 · 6:1 · -2.0% · -2.0% · 1066.56 · -2.0% · -2.0% · 6:1 · 4:1 · 1064.55 · R/W

186+00

CUT = 618 CU. YDS.
FILL = 1 CU. YDS.

1062.88 · 4:1 · 6:1 · -2.0% · -2.0% · 1064.53 · -2.0% · -2.0% · 6:1 · 4:1 · 1062.50 · R/W

185+40

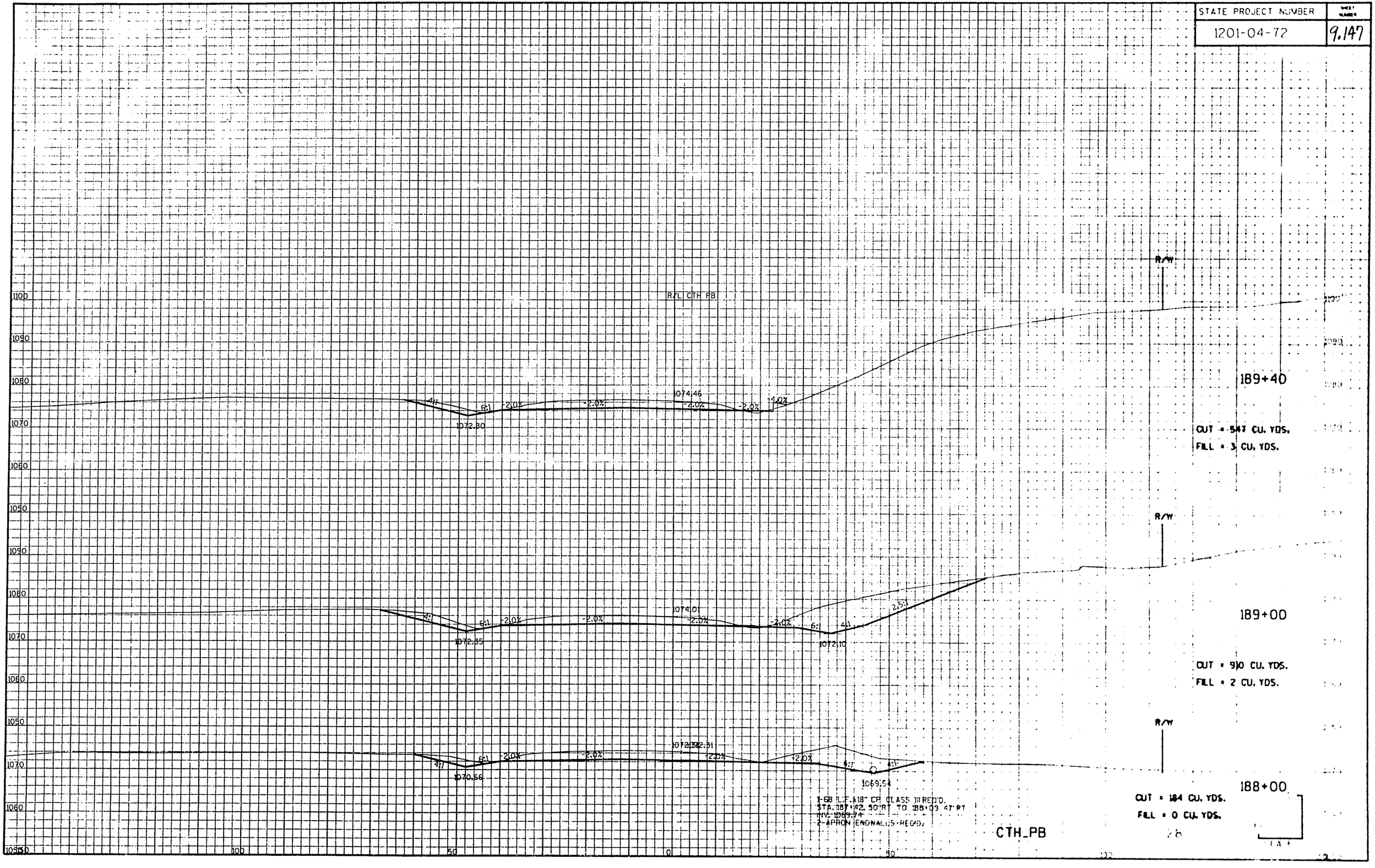
CUT = 489 CU. YDS.
FILL = 7 CU. YDS.

CTH_PB

1070 · 1060 · 1050 · 1040 · 1070 · 1060 · 1050 · 1040 · 1070 · 1060 · 1050 · 1040 · 1070 · 1060 · 1050 · 1040

100 · 50 · 0 · 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.147 |



| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.148 |

R/L CTH PB

-4.0% -2.0% -2.0% 1075.02 -2.0% -2.0% -4.0%

R/W

190+40

CUT = 387 CU. YDS.
FILL = 11 CU. YDS.

R/W

190+00

CUT = 294 CU. YDS.
FILL = 4 CU. YDS.

R/W

-4.0% -2.0% -2.0% 1074.89 -2.0% -2.0% -4.0%

189+80

CUT = 785 CU. YDS.
FILL = 3 CU. YDS.

4:1 6:1 -2.0% -2.0% 1074.78 -2.0% -4.0% -4.0%

1073.13

CTH_PB

1100 1090 1080 1070 1060 1050

100 50 0 50

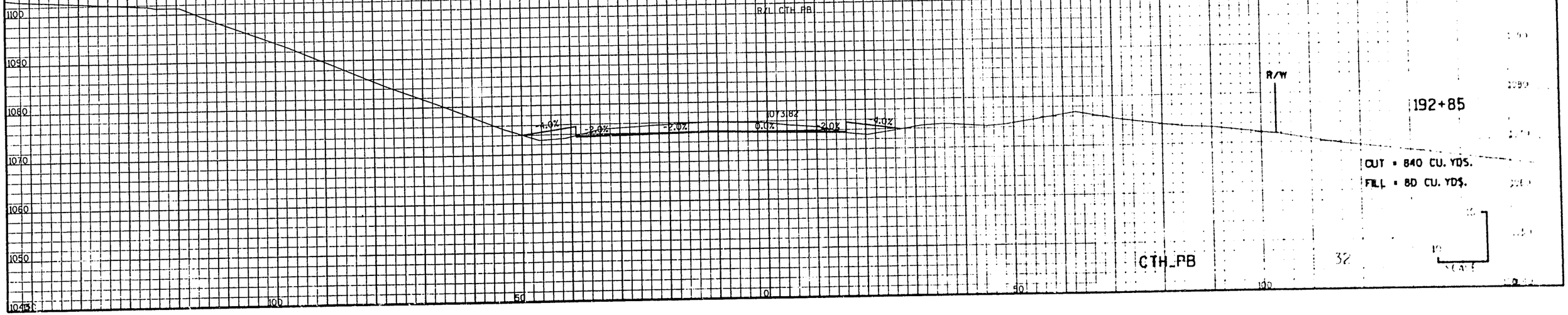
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.149 |

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.150 |

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.151 |

END CONSTRUCTION
STA 193+00
MATCH EXISTING

END EARTHWORK
BACK ONLY STA. 192+85



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.152 |

C/L CTH M

1039.47
-2.0%
-2.0%
4:1
6:1
6:1
4:1
1037.18
1037.58

54+55

CUT = 63 CU. YDS.
FILL = 92 CU. YDS.

1039.13
-2.0%
-2.0%
4:1
4:1

54+00

CUT = 107 CU. YDS.
FILL = 178 CU. YDS.

1037.95
-2.0%
-2.0%
4:1
4:1

53+00

CUT = 106 CU. YDS.
FILL = 126 CU. YDS.

1037.53
-2.0%
-2.0%
4:1
4:1

52+40

CUT = 82 CU. YDS.
FILL = 83 CU. YDS.

1037.54
-2.0%
-2.0%
4:1
4:1

52+00

CUT = 97 CU. YDS.
FILL = 91 CU. YDS.

1037.77
-2.0%
-2.0%
4:1
4:1

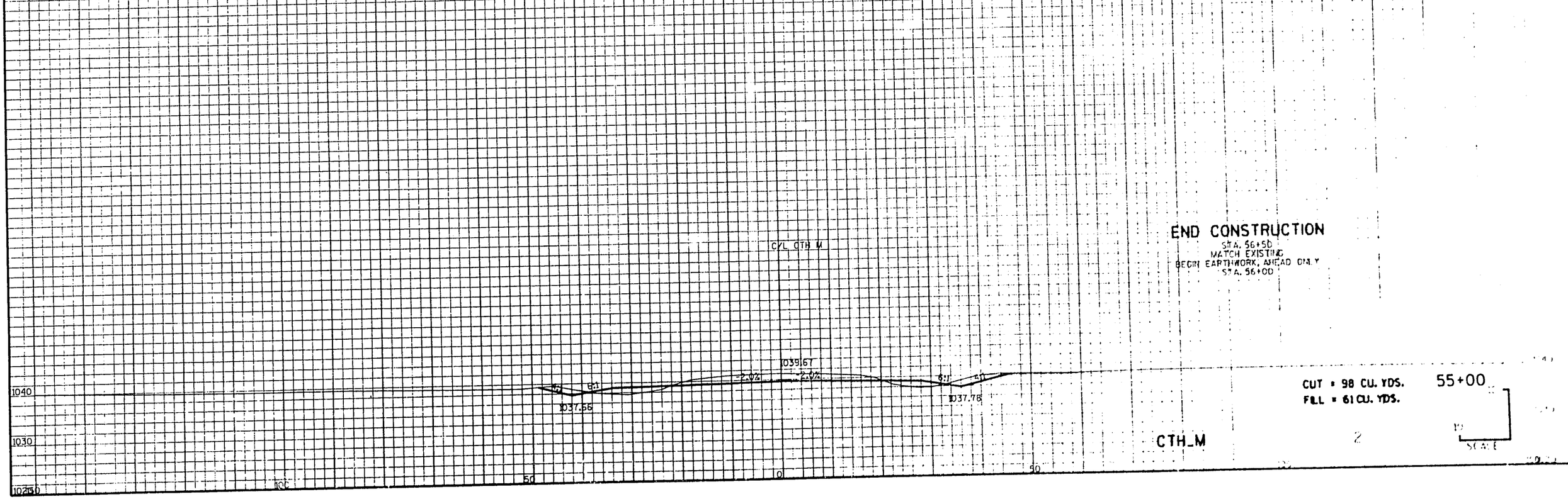
51+50

BEGIN CONSTRUCTION
STA. 51+00
MATCH EXISTING
BEGIN EARTHWORK, AHEAD ONLY
STA. 51+00

CTH_M

1040
1030
1020
1010
150
100
50
0
50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.153 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.154 |

C/L WHALEN ROAD

1000

990

980

970

1000.42

-2.0%

-2.0%

4:1 6:1

997.91

998.28

6:1 4:1

END EARTHWORK ABRUPTLY
STA. 15+44

15+00

CUT = 221.1 CU. YDS.

FILL = 179.6 CU. YDS.

R/W

998.38

-2.0%

-2.0%

4:1 6:1

996.44

996.55

6:1 4:1

14+00

CUT = 411.5 CU. YDS.

R/W

998.18

-2.0%

-2.0%

4:1 6:1

996.27

996.35

6:1 4:1

BEGIN CONSTRUCTION
STA. 13+00
MATCH EXISTING
BEGIN EARTHWORK AHEAD ONLY
STA. 13+00

13+00

WHALEN

970.50

100

50

0

50

| STATE PROJECT NUMBER | SHT. NUMBER |
|---|---|
| 1201-04-72 | 9.155 |

C/L WHALEN ROAD

19+00

MATCHLINE BERM 6:1 1003.86 2.0% 1005.69 2.0% 6:1 1003.82 MATCHLINE BERM

1-150 L.F. 18" C.P. REQ'D.
STA. 17+00, 34' LT. TO STA. 18+50, 34' LT.
INV. 1002.00
2-APRON ENDWALLS REQ'D.

CUT = 294 CU. YDS.
FILL = 9 CU. YDS.

18+00

TLE

MATCHLINE BERM 6:1 1000.45 2.0% 1002.29 2.0% 6:1 1000.43 MATCHLINE BERM

CUT = 162 CU. YDS.
FILL = 4 CU. YDS.

17+50

TLE

MATCHLINE BERM 6:1 999.39 2.0% 1001.24 2.0% 6:1 999.37 MATCHLINE BERM

CUT = 235 CU. YDS.
FILL = 20 CU. YDS.

17+00

TLE

MATCHLINE BERM 6:1 998.81 2.0% 1000.65 2.0% 6:1 GRADE TO DITCH

1-150 L.F. 18" C.P. REQ'D.
STA. 17+00, 34' LT. TO STA. 18+50, 34' LT.
INV. 998.81
2-APRON ENDWALLS REQ'D.

CUT = 336 CU. YDS.
FILL = 297 CU. YDS.

16+00

TLE

1.0% 1000.88 1.0% 4:1

BEGIN EARTHWORK ABRUPTLY
STA. 15+44; MATCH LINE CTH "PP"

WHALEN

1000 990 980 1010 1000 990 980 1000 990 980 1000 990 980

970 150 100 50 10 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.156 |

C/L WHALEN ROAD

TLE R/W R/W TLE

1024.07 2.0% 2.0%
4:1 6:1 6:1
1022.24 1022.21

23+25

CUT = 131 CU. YDS.
FILL = 7 CU. YDS.

TLE R/W R/W TLE

1022.70 2.0% 2.0%
4:1 6:1 6:1
1020.87 1020.84

23+00

CUT = 399 CU. YDS.
FILL = 21 CU. YDS.

R/W TLE

1017.55 2.0% 2.0%
4:1 6:1 6:1
1015.82 1015.78

22+00

CUT = 193 CU. YDS.
FILL = 10 CU. YDS.

1014.75 2.0% 2.0%
4:1 6:1 6:1
1012.92

21+35

CUT = 103 CU. YDS.
FILL = 11 CU. YDS.

1013.31 2.0% 2.0%
4:1 6:1 6:1
1011.48 1011.45

21+00

CUT = 309 CU. YDS.
FILL = 257 CU. YDS.

MATCHLINE BRIDGE 2:1

1009.49 2.0% 2.0%
6:1
1007.66 1007.62

2:1 MATCHLINE BRIDGE

20+00

CUT = 292 CU. YDS.
FILL = 244 CU. YDS.

WHALEN

1020 1010 1000 990 1010 1000 1020 1010 1000 1020 1010 1000 990 1010 1000 990 1010 1000

99050 100 50 0 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.157 |

C/L WHALEN ROAD

R/W TLE 4:1 6:1 2.0% 1042.17 1040.33 1040.32

26+75

CUT = 752 CU. YDS.
FILL = 1 CU. YDS.

R/W TLE 4:1 6:1 2.0% 1039.21 1037.36 1037.36

26+00

CUT = 722 CU. YDS.
FILL = 18 CU. YDS.

R/W TLE 4:1 6:1 2.0% 1034.41 1032.57 1032.55

25+00

CUT = 286 CU. YDS.
FILL = 21 CU. YDS.

R/W TLE 4:1 6:1 2.0% 1031.56 1029.72 1029.70

24+50

CUT = 283 CU. YDS.
FILL = 20 CU. YDS.

R/W TLE 4:1 6:1 2.0% 1028.47 1026.63 1026.61

24+00

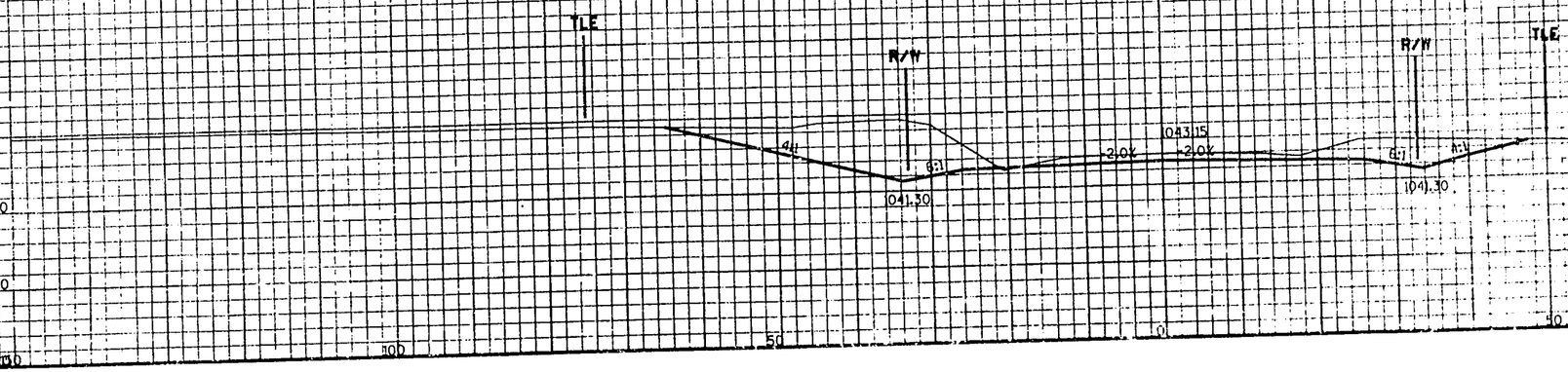
CUT = 417 CU. YDS.
FILL = 22 CU. YDS.

WHALEN

| STATE PROJECT NUMBER | SHEET |
|---|---|
| 1201-04-72 | 9.158 |

END CONSTRUCTION
STA. 27+00
MATCH EXISTING
END EARTHWORK
BACK ONLY
STA. 27+00

C/L WHALEN ROAD




CUT = 279 CU. YDS.
FILL = 0 CU. YDS.

27+00

WHALEN

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-7[illegible] | 7.159 |

C/L GRANDVIEW ROAD

TLE R/W R/W TLE

22+00

366.83 2.0% -2.6% 4:1 4:1

INV. 961.14 INV. 961.91

2-62 L.F.x35"-RCCP CLASS III REQ'D.
STA. 21+45
SKEW 10° RHF
2-CONCRETE MASONARY ENDWALLS REQ'D.

CUT = 210 CU. YDS.
FILL = 10 CU. YDS.

21+00

365.04 2.0% -2.6% 3:1 3:1

CUT = 153 CU. YDS.
FILL = 20 CU. YDS.

20+00

MATCH LINE, USH 18 BRIDGE

MATCH LINE, USH 18 BRIDGE

363.92 2.0% -2.6% 2:1 2:1

CUT = 78 CU. YDS.
FILL = 109 CU. YDS.

19+40

MATCH LINE, USH 18 BRIDGE

MATCH LINE, USH 18 BRIDGE

362.85 2.0% -2.6% 2:1 2:1

CUT = 52 CU. YDS.
FILL = 78 CU. YDS.

19+00

363.19 2.0% -2.6% 2:1 4:1 4:1 3:1

96.00 961.00

CUT = 158 CU. YDS.
FILL = 24 CU. YDS.

18+00

365.73 2.0% -2.6% 4:1 4:1

957.02 INV. 957.2 INV. 957.88 958.00

2-80 L.F.x58"X91" RCMECP CLASS II REQ'D.
STA. 18+00
SKEW 1° RHF
2-CONCRETE MASONARY ENDWALLS REQ'D.

BEGIN CONSTRUCTION STA. 17+33
BEGIN EARTHWORK AHEAD ONLY STA. 18+00.00

GRVIEW

SCALE

940 950 960

150 100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.160 |

C/L GRANDVIEW ROAD

TLE R/W R/W TLE

979.32 2.0% 2.0% 6:1 6:1 4:1 4:1 976.14 976.14

**END CONSTRUCTION**
STA. 25+00
BEGIN EARTHWORK AHEAD ONLY
STA. 25+00.00

**25+00**

CUT = 227 CU. YDS.
FILL = 9 CU. YDS.

976.88 2.0% 2.0% 6:1 6:1 4:1 4:1 975.11 975.11

**24+50**

CUT = 254 CU. YDS.
FILL = 14 CU. YDS.

974.19 2.0% 2.0% 6:1 6:1 4:1 4:1 972.41 972.41

**24+00**

CUT = 562 CU. YDS.
FILL = 20 CU. YDS.

969.83 2.0% 2.0% 6:1 6:1 4:1 4:1 968.05 968.05

**23+00**

CUT = 254 CU. YDS.
FILL = 2 CU. YDS.

967.87 2.0% 2.0% 6:1 6:1 4:1 4:1 966.09 966.09

**22+40**

CUT = 120 CU. YDS.
FILL = 0 CU. YDS.

GRVIEW

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.161 |

C/L TEMPORARY ROAD

1000
990
980

1000.95
-2.0%
-2.0%
4:1
4:1
998.58
998.58

235+43

CUT = 53 CU. YDS.
FILL = 4 CU. YDS.

1000.70
-2.0%
-2.0%
998.28
998.28

235+15

CUT = 11 CU. YDS.
FILL = 10 CU. YDS.

1000.73
-2.0%
-2.0%
998.32
998.32

235+07

CUT = 2 CU. YDS.
FILL = 20 CU. YDS.

1000.76
-2.0%
2.0%
998.35

235+00

CUT = 2 CU. YDS.
FILL = 26 CU. YDS.

1000.80
-2.0%
2.0%
998.31
998.32

234+90

CUT = 155 CU. YDS.
FILL = 100 CU. YDS.

1001.19
-2.0%
-2.0%
997.50
996.98

234+00

CUT = 981 CU. YDS.
FILL = 15 CU. YDS.

**BEGIN CONSTRUCTION**
STA. 232+15 MATCH PROPOSED CTH 'PB'
BEGIN EARTHWORK AHEAD ONLY
STA. 231+06

TEMP_RD

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.162 |

C/L TEMPORARY ROAD

1012.59
1.1%
-2.0%
4:1
4:1
1010.16
1010.81

239+00

CUT = 453 CU. YDS.

1008.77
-2.0%
2.0%
4:1
4:1
1006.36
1006.36

238+00

CUT = 546 CU. YDS.

1004.97
-2.0%
2.0%
4:1
4:1
1002.56
1002.56

237+00

CUT = 440 CU. YDS.

1001.85
-2.0%
-2.0%
4:1
4:1
INV. 995.86
995.63

236+00

CUT = 28 CU. YDS.
FILL = 24 CU. YDS.

2-60 L.F. X 60" TCP CLASS III REQ'D.
STA. 236+30, 35'LT. TO 235+70, 30'RT.
SKEW 42° LHF

1001.39
-2.0%
-2.0%
4:1
4:1
998.98
INV. 995.16

235+75

CUT = 5 CU. YDS.
FILL = 88 CU. YDS.

NOTE:
BUILD ULTIMATE 2-48"X76" RCMECP
TO 35 RT. STA. 235+60 FOR TEMPORARY
ROAD.

1001.18
-2.0%
-2.0%
4:1
4:1

235+60

CUT = 16 CU. YDS.
FILL = 87 CU. YDS.

TEMP. RD

1010
1000
990
980
100
50
0
50
100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.163 |

C/L TEMPORARY ROAD

241+80

1017.16 — 4:1 — 4:1 — -3.8% — 1019.95 — 3.8% — 4:1 — 4:1 — 1018.73

CUT = 592 CU. YDS.

241+40

1016.95 — 4:1 — 4:1 — -3.8% — 1019.74 — 3.8% — 4:1 — 4:1 — 1018.52

CUT = 970 CU. YDS.

241+00

1016.4 — 4:1 — 4:1 — -3.8% — 1019.20 — 3.8% — 4:1 — 4:1 — 1017.99

CUT = 1869 CU. YDS.

240+00

1013.62 — 4:1 — 4:1 — -3.8% — 1016.41 — 3.8% — 4:1 — 4:1 — 1015.20

CUT = 866 CU. YDS.

TEMP_RD

1020 1010 1000 990 1030 1020 1010 1000 1030 1020 1010 1000 1020 1010 1000

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-03-72 | 9.164 |

C/L TEMPORARY ROAD

1016.39 — 4:1 — -0.4% — 1019.43 — 0.4% — 4:1 — 4:1 — 1017.52

243+65

CUT = 328 CU. YDS.
FILL = 11 CU. YDS.

1016.72 — 4:1 — 4:1 — -5.8% — 1019.53 — 5.8% — 4:1 — 4:1 — 1018.41

243+00

CUT = 249 CU. YDS.
FILL = 33 CU. YDS.

1017.05 — 4:1 — 4:1 — -3.8% — 1019.84 — 3.8% — 4:1 — 4:1 — 1018.62

242+30

CUT = 31 CU. YDS.
FILL = 19 CU. YDS.

1017.14 — 4:1 — 4:1 — -3.8% — 1019.93 — 3.8% — 4:1 — 4:1 — 1018.73

242+00

CUT = 68 CU. YDS.
FILL = 3 CU. YDS.

TEMP_RD

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.165 |

C/L TEMPORARY ROAD

1020.07
-3.8%
4:1
4:1
3.8%

246+00

CUT = 39 CU. YDS.
FILL = 1232 CU. YDS.

1019.29
-3.8%
4:1
4:1
3.8%
INV. 1013.33
INV. 1015.68

I-76 C.F.X24" TCP CLASS II REQ'D.
STA. 245+00
SKEW 0° RRF

245+00

CUT = 138 CU. YDS.
FILL = 229 CU. YDS.

1019.19
-3.8%
4:1
4:1
3.8%
1016.40

244+45

CUT = 268 CU. YDS.
FILL = 58 CU. YDS.

1019.33
-3.8%
4:1
4:1
3.8%
1016.89

244+00

CUT = 202 CU. YDS.
FILL = 14 CU. YDS.

TEMP. RD

1020
1010
1000
990
980

100 50 0 50 100

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.1166 |

C/L TEMPORARY ROAD

1033.48
-3.4%
4:1
3.4%
4:1
1030.77

250+00

CUT = 87 CU. YDS.
FILL = 217 CU. YDS.

1033.12
-3.4%
4:1
3.4%
4:1
1030.41

249+50

CUT = 22 CU. YDS.
FILL = 407 CU. YDS.

1032.12
-3.5%
4:1
3.5%
4:1
1029.39

249+00

CUT = 3 CU. YDS.
FILL = 1012 CU. YDS.

1028.56
-3.6%
4:1
3.6%
4:1
1025.78

248+00

CUT = 1 CU. YDS.
FILL = 1780 CU. YDS.

1024.69
-3.6%
4:1
3.6%
4:1

247+00

FILL = 1716 CU. YDS.

TEMP_RD

1030 1020 1010 1000

99050 100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 7.167 |

C/L TEMPORARY ROAD

252+30

1029.87 — 4:1 — 4% — 3.4% — 1031.16 — -3.4% — 4:1 — 1028.46 — 4:1

CUT = 352 CU. YDS.
FILL = 1 CU. YDS.

252+00

1030.18 — 4:1 — 3.4% — 1031.48 — -3.4% — 4:1 — 1028.78 — 4:1

CUT = 522 CU. YDS.
FILL = 48 CU. YDS.

251+00

1032.63 — 4:1 — 3.4% — -3.4% — 4:1 — 4:1 — 1029.92

CUT = 143 CU. YDS.
FILL = 126 CU. YDS.

250+25

1033.42 — 4:1 — 3.4% — -3.4% — 4:1 — 4:1 — 1030.72

CUT = 58 CU. YDS.
FILL = 67 CU. YDS.

TEMP. RD

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.168 |

C/L TEMPORARY ROAD

1029.41
-5%
4:1
4:1
1027.77
1028.05

254+30

CUT = 471 CU. YDS.

1029.65
2.0%
-2.0%
4:1
4:1
1027.42
1027.48

254+00

CUT = 2557 CU. YDS.

1030.49
3.4%
-3.4%
4:1
4:1
INV. 1026.23
INV. 1025.97

-74 L.F. X24" TCP REQ'D.
STA. 253+00
SKEW 0° RHF

253+00

CUT = 1719 CU. YDS.
FILL = 0 CU. YDS.

TEMP. RD

8

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.169 |

C/L TEMPORARY ROAD

1040.63
-2.4% 2.4%
4:1 4:1 4:1

278+00

FILL = 3762 CU. YDS.

1040.13
-2.4% 2.4%
4:1 4:1 4:1

INV. 1030.25

INV. 1032.73

1-88 L.F. X36" TCP REQ'D
STA. 277+00
SKEW 0° RHF

277+00

FILL = 4422 CU. YDS.

1039.63
-1.8% 1.9%
4:1 4:1 4:1

276+00

FILL = 3778 CU. YDS.

1039.13
-1.1% 1.1%
4:1 4:1

INV. 1030.07

INV. 1028.87

TIE TO ULTIMATE 2 - 34" x 53" RCHECPS

2-34" x 53" x 52 LF. TRCHECP REQ'D
STA. 275+00
SKEW 6° RHF

275+00

FILL = 2635 CU. YDS.

1038.63
-0.4% 0.4%
4:1 4:1 4:1

274+00

TEMP_RD

SCALE

1010 1020 1030 1040

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.170 |

C/L TEMPORARY ROAD

1045.26
-1.0%
4:1
-2.0%
4:1

281+35

FILL = 416 CU. YDS.

1044.07
-0.3%
4:1
-2.0%
4:1
4:1

281+00

FILL = 1369 CU. YDS.

1041.85
1.9%
4:1
-2.0%
4:1
4:1

280+00

FILL = 2079 CU. YDS.

1041.13
2.4%
4:1
-2.1%
4:1
4:1

279+00

FILL = 3082 CU. YDS.

TEMP. RD

1050
1040
1030
1020
1010
100
50
0
50
100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.171 |

C/L TEMPORARY ROAD

284+31

1056.93
1054.52
1054.52
-2.0%
-2.0%
4:1
4:1
4:1
4:1

CUT = 590 CU. YDS.

284+00

1055.70
1053.29
1053.29
-2.0%
-2.0%
4:1
4:1
4:1
4:1

CUT = 1232 CU. YDS.

283+00

1051.76
1049.34
1049.34
-2.0%
-2.0%
4:1
4:1
4:1
4:1

CUT = 430 CU. YDS.
FILL = 288 CU. YDS.

282+00

1047.81
1045.39
-2.0%
-2.0%
4:1
4:1

CUT = 6 CU. YDS.
FILL = 551 CU. YDS.

TEMP_RD

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.172 |

C/L TEMPORARY ROAD

1070
1060
1050
1040
1030

1065.18
-2.0%
-2.0%
4:1
4:1
4:1
4:1
1062.77
1062.77

286+40

CUT = 127 CU. YDS.
FILL = 2 CU. YDS.

1063.60
-2.0%
-2.0%
4:1
4:1
4:1
4:1
1061.19
1061.19

286+00

CUT = 514 CU. YDS.
FILL = 1 CU. YDS.

1060.84
2.0%
2.0%
4:1
4:1
4:1
4:1
1058.42
1058.42

285+30

CUT = 344 CU. YDS.
FILL = 2 CU. YDS.

1059.65
-2.0%
-2.0%
4:1
4:1
4:1
4:1
1057.24
1057.24

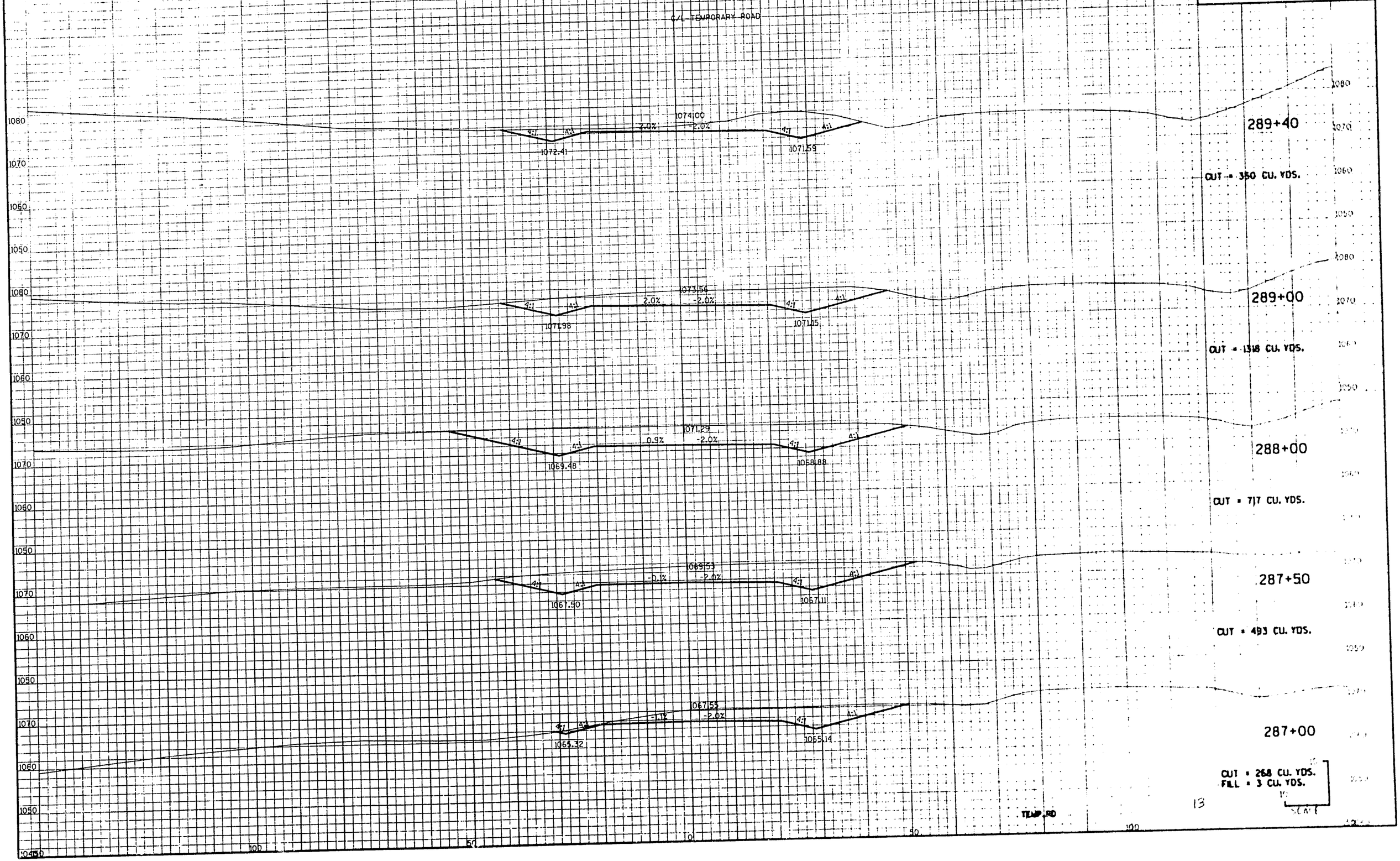
285+00

CUT = 1187 CU. YDS.
FILL = 3 CU. YDS.

100 50 0 50 100

TEMP_RD

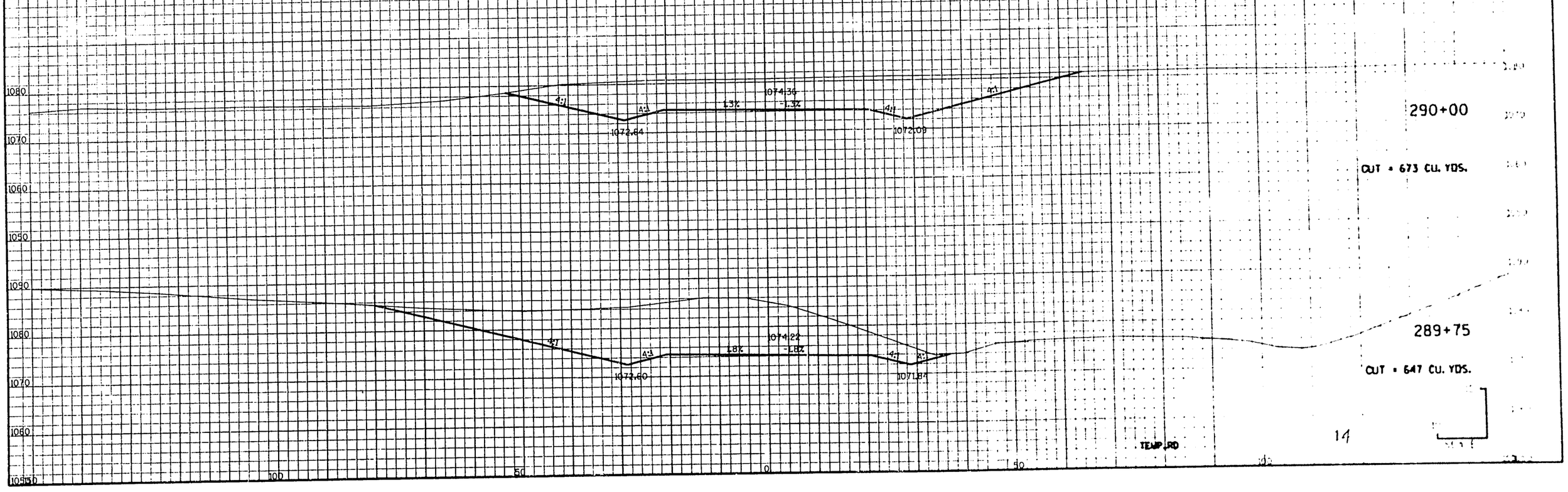
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.173 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 7.174 |

**END CONSTRUCTION**
STA. 290+50 MATCH EXISTING
END EARTHWORK
BACK ONLY
STA. 290+00

℄ TEMPORARY ROAD



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.175 |

MATCHLINE CTH PB-N SWALE

944.6

25:1

R/W

4:1

951.03

-2.0% -2.0%

6:1

944.66

R/W

4:1

FIBER OPTICS 4D ±

6+00

CUT = 2842 CU. YDS.

FILL = 240 CU. YDS.

R/W

MATCHLINE CTH PB-N SWALE

944.39

25:1

4:1

950.86

-2.0% -2.0%

FIBER OPTICS 948.07 ±

2-108 U.F.=18" RCCP CLASS III REQ'D.
STA. 4+75, TO RT. TO 5+65, 50 RT.
SKEW 0° RHF
INV. 943.82 TO 941.41
2-APRON ENDWALLS REQ.
(FOR INFORMATION ONLY)

R/W

5+00

CUT = 2610 CU. YDS.

FILL = 108 CU. YDS.

R/W

MATCHLINE CTH PB-N SWALE

944.12

20:1

4:1

950.80

-2.0% -2.0%

6:1

R/W

4+00

CUT = 1541 CU. YDS.

FILL = 52 CU. YDS.

R/W

MATCHLINE CTH PB-N SWALE

943.70

9:1

4:1

950.74

-2.0% -2.0%

5:1

R/W

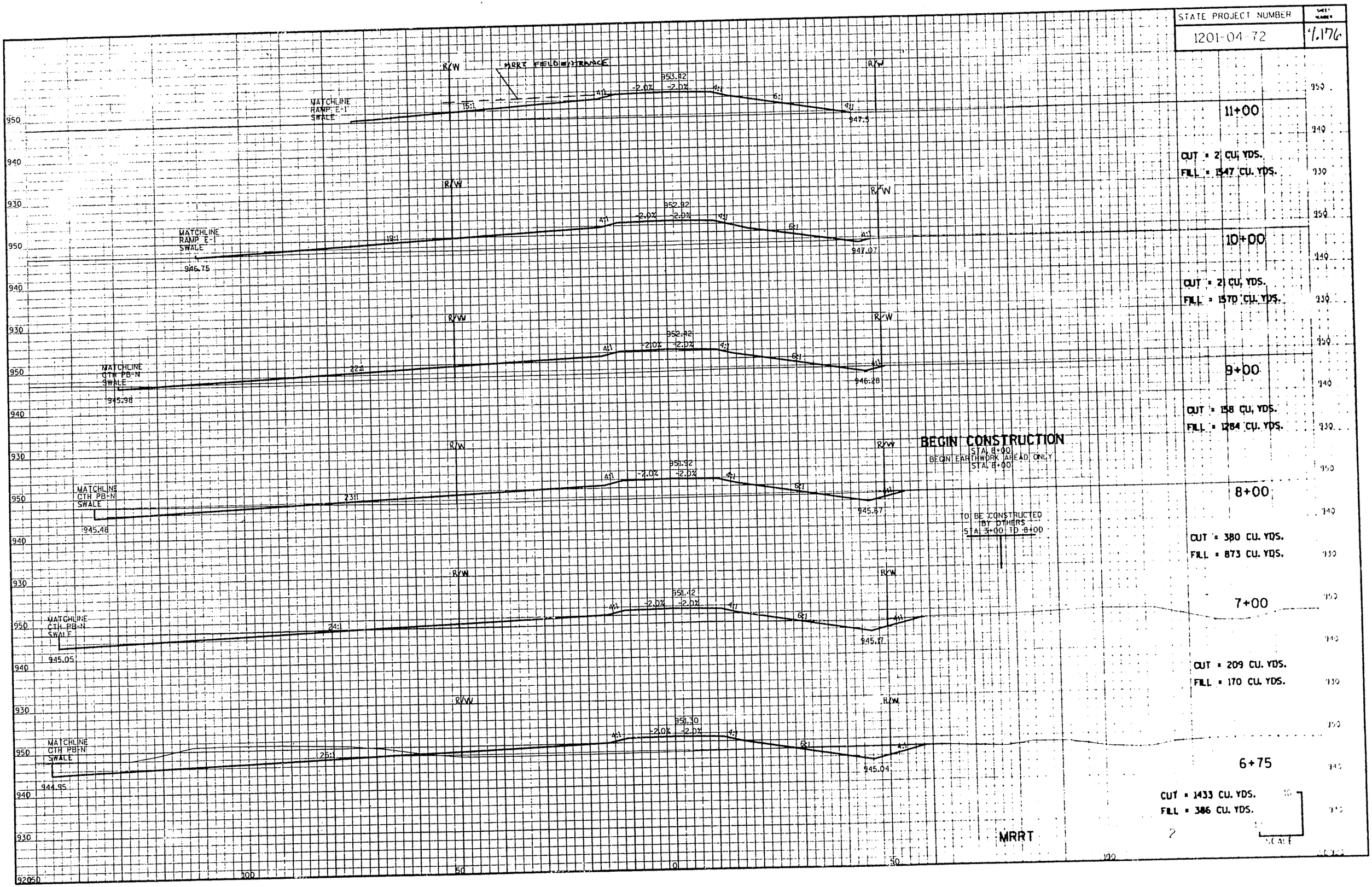
3+00

MRRT

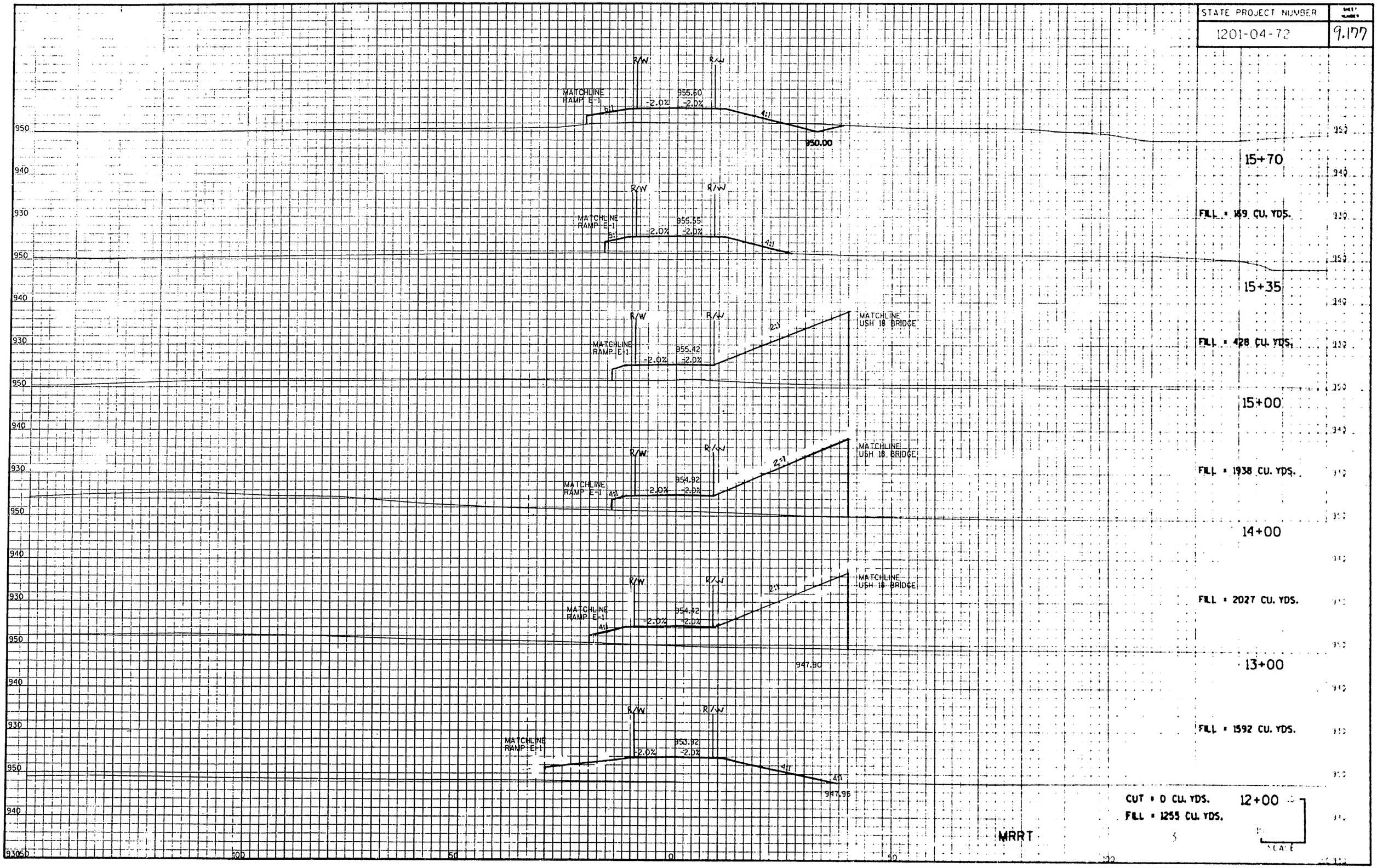
930 920 950 940 930 920 950 940 930 920 950 940 930 920 950 940 930 920

100 50 0 50 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 1.176 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.177 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.178 |

MATCHLINE RAMP E-1

R/W

953.40

-2.0%

10:1

-2.0%

4:1

950.00

950.14

19+00

CUT = 118 CU. YDS.

FILL = 295 CU. YDS.

MATCHLINE RAMP E-1

R/W

954.24

-2.0%

10:1

-2.0%

4:1

4:1

949.77

949.20

18+00

CUT = 37 CU. YDS.

FILL = 297 CU. YDS.

MATCHLINE RAMP E-1

R/W

954.66

-2.0%

8:1

-2.0%

4:1

4:1

949.60

948.95

17+50

CUT = 11 CU. YDS.

FILL = 331 CU. YDS.

MATCHLINE RAMP E-1

R/W

956.08

-2.0%

6:1

-2.0%

4:1

4:1

948.70

INV. 949.38

1-120 L.F. x 24" RCCP CLASS III REQ'D.
STA. 16+00 RT TO 17+00 LT
SKEW 59° LHF
2-APRON ENDWALLS REQ'D.

17+00

CUT = 8 CU. YDS.

FILL = 404 CU. YDS.

MATCHLINE RAMP E-1

R/W

956.41

953.2

-2.0%

6:1

-2.0%

4:1

4:1

948.45

16+50

CUT = 25 CU. YDS.

FILL = 403 CU. YDS.

MATCHLINE RAMP E-1

R/W

955.58

953.5

-2.0%

6:1

-2.0%

4:1

4:1

948.20

1-120 L.F. x 24" RCCP CLASS III REQ'D.
STA. 16+00 RT TO 17+00 LT
SKEW 59° LHF
INV. 948.24
2-APRON ENDWALLS REQ'D.

1-208 L.F. x 30" RCCP CLASS III REQ'D.
STA. 744+85 RT TO 746+50 LT. RAMP E-1
SKEW 55° LHF
INV. 948.20
2-APRON ENDWALLS REQ'D.

16+00

CUT = 12 CU. YDS.

FILL = 169 CU. YDS.

MRRT

SCALE

930 940 950

930 940 950

930 940 950

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.179 |

MATCHLINE RAMP E-1

R/W

951.8

2.0% 953.13 2.0% 4:1 4:1 952.50

24+00

CUT = 432 CU. YDS.
FILL = 17 CU. YDS.

MATCHLINE RAMP E-1

R/W

951.60

2.0% 952.99 2.0% 4:1 4:1 952.00

23+00

CUT = 482 CU. YDS.
FILL = 10 CU. YDS.

MATCHLINE RAMP E-1

R/W

951.30

2.0% 952.84 2.0% 4:1 4:1 951.50

22+00

CUT = 382 CU. YDS.
FILL = 7 CU. YDS.

MATCHLINE RAMP E-1

R/W

950.90

2.0% 952.70 2.0% 4:1 4:1 951.00

21+00

CUT = 180 CU. YDS.
FILL = 5 CU. YDS.

MATCHLINE RAMP E-1

R/W

950.10

2.0% 952.69 2.0% 4:1 4:1 950.18

20+55

CUT = 202 CU. YDS.
FILL = 9 CU. YDS.

MATCHLINE RAMP E-1

R/W

950.50

2.0% 952.80 2.0% 4:1 4:1 950.50

20+00

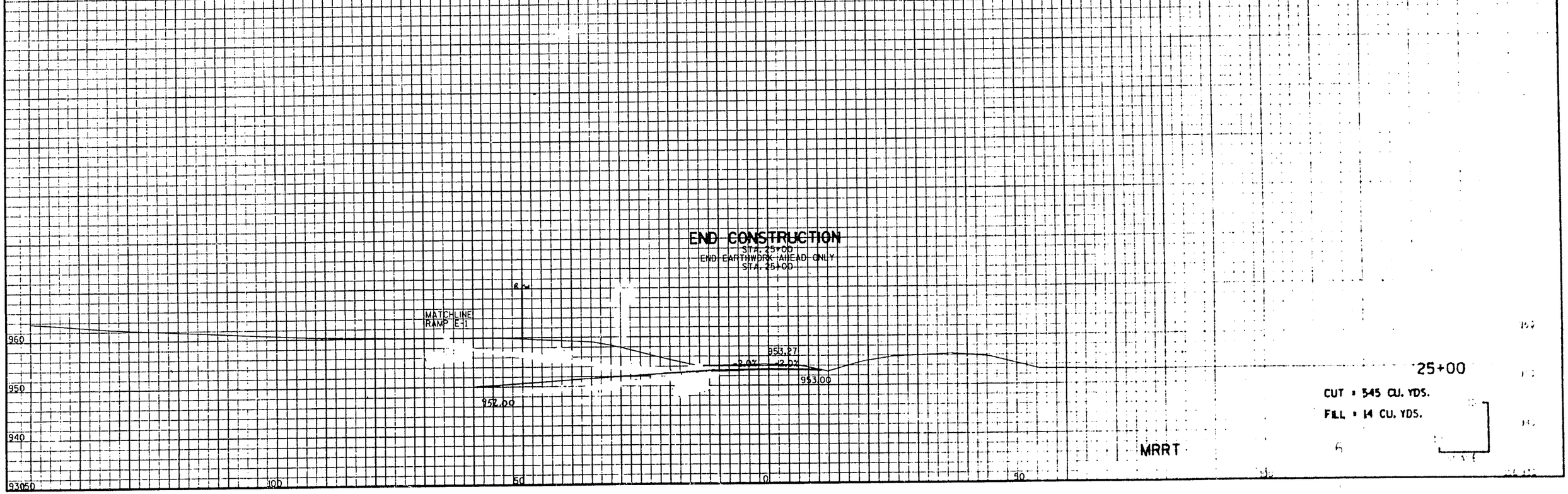
CUT = 253 CU. YDS.
FILL = 71 CU. YDS.

MRRT

960 950 940 930 950 940 930 950 940 930

| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.180 |

END CONSTRUCTION
STA. 25+00
END EARTHWORK AHEAD ONLY
STA. 25+00




25+00

CUT = 545 CU. YDS.

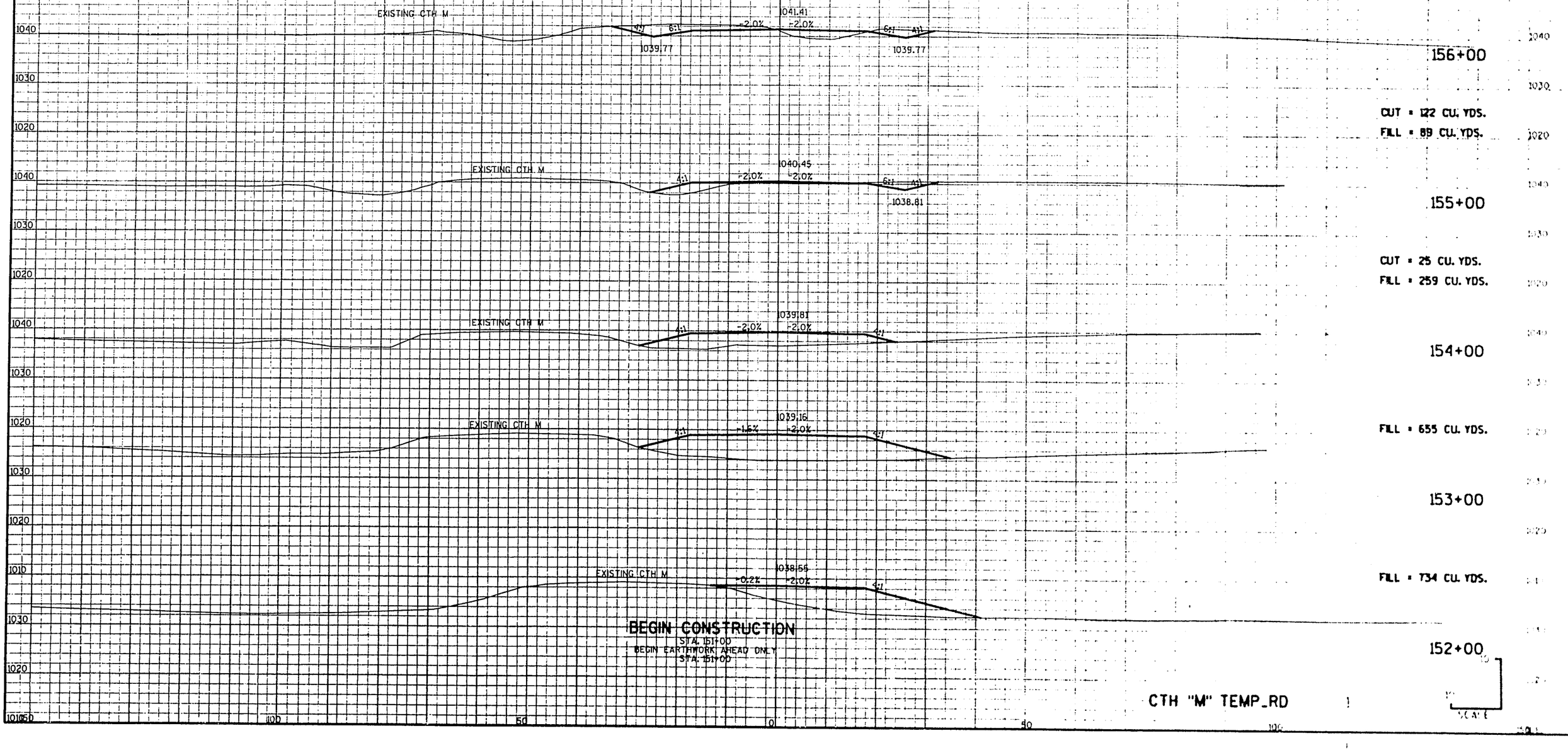
FILL = 14 CU. YDS.

MRRT

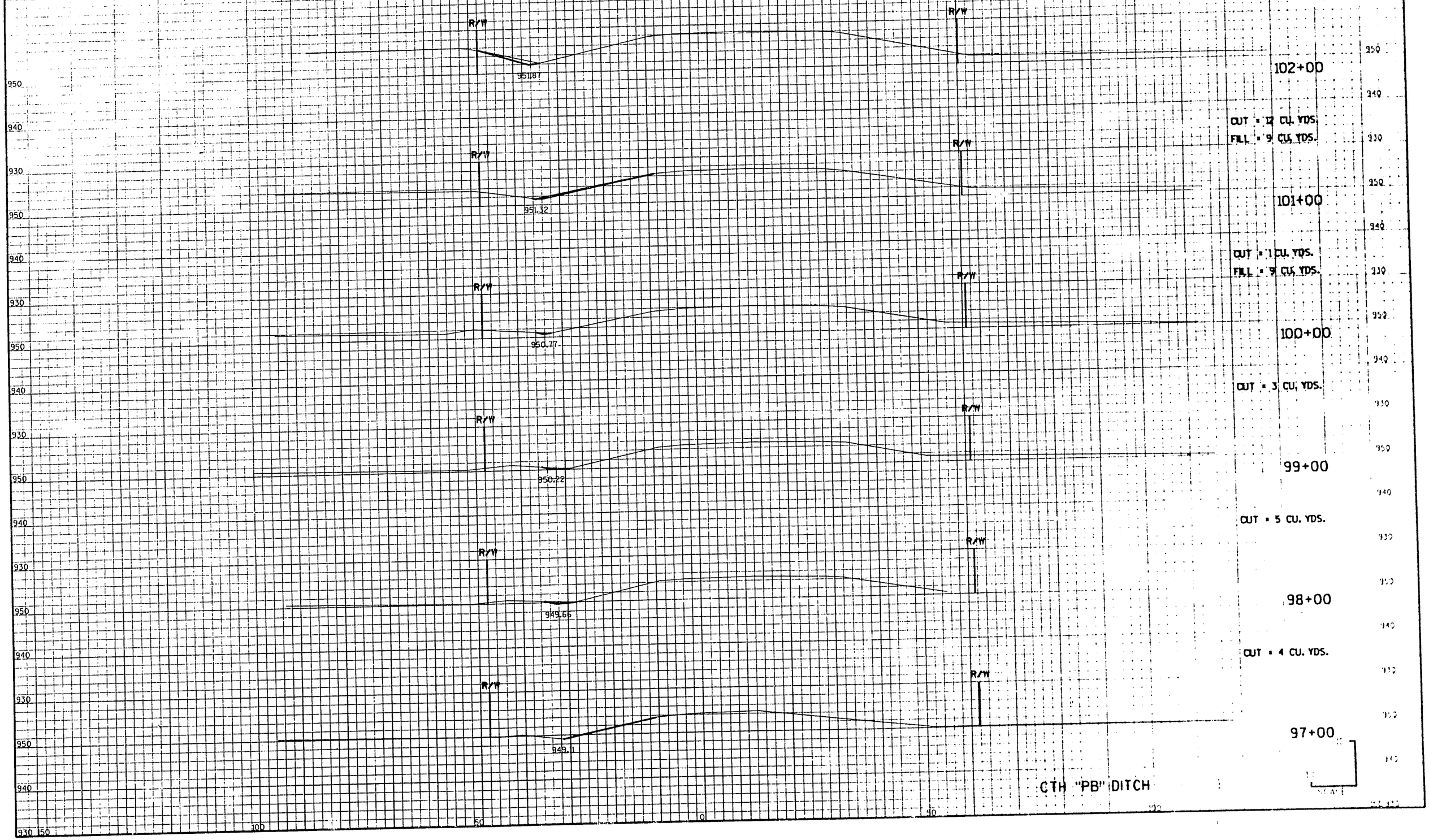
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9,181 |

## END CONSTRUCTION
STA. 156+50
BEGIN EARTHWORK AHEAD ONLY
STA. 156+50

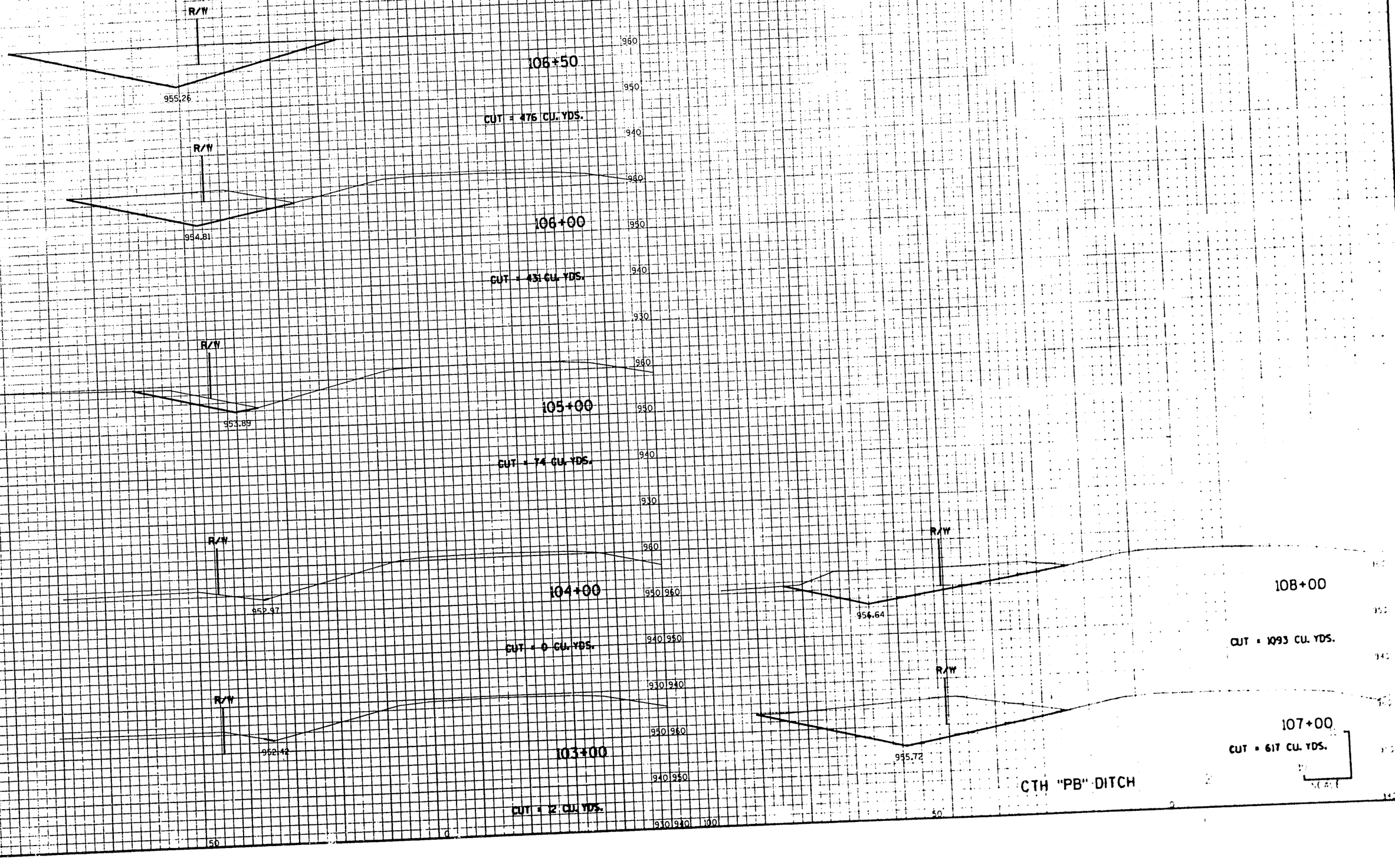
C/L TEMPORARY ROAD



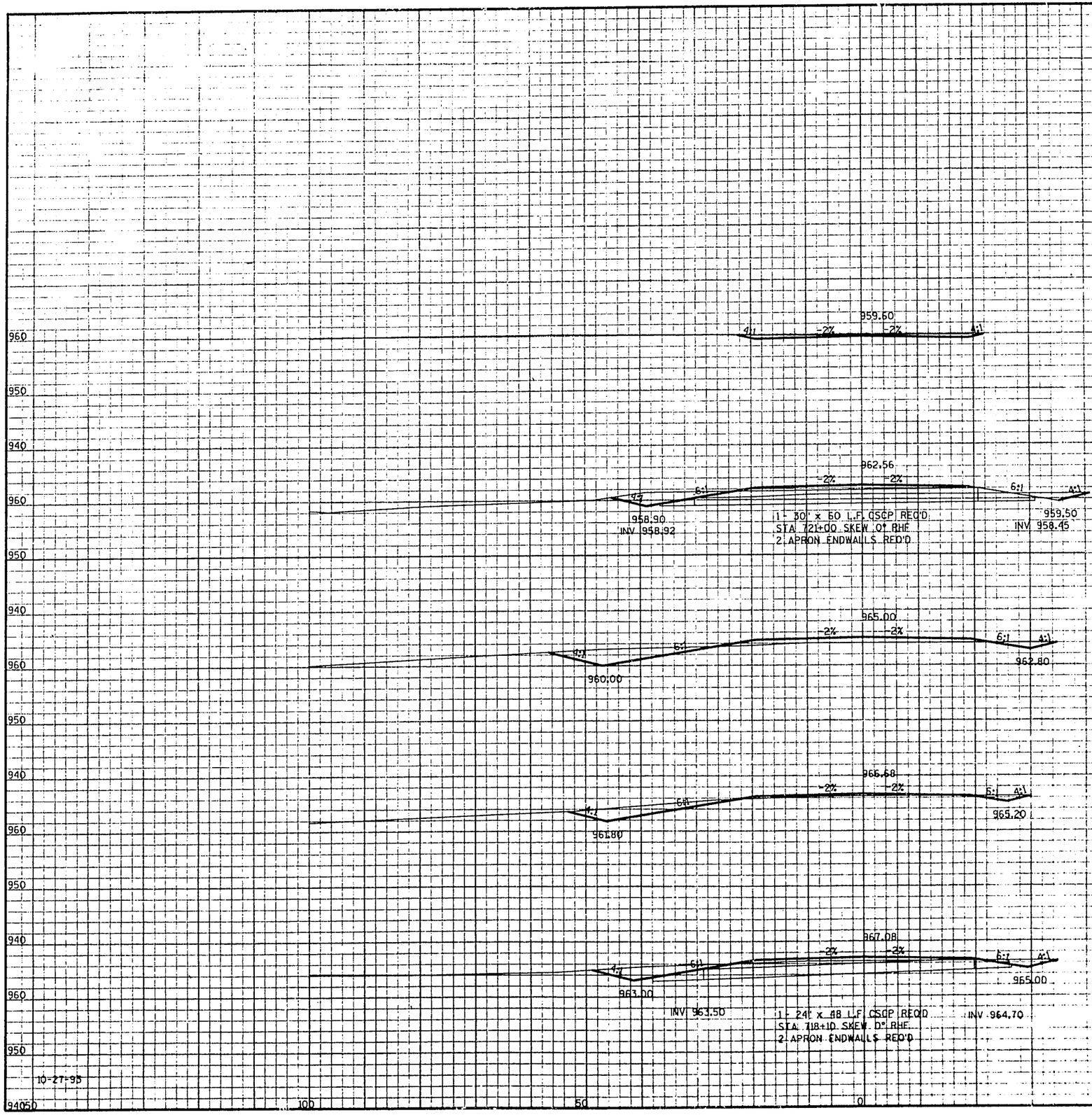
| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-72 | 9.182 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.183 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.184 |



| STATE PROJECT NUMBER | SHEET |
|---|---|
| 1201-04-72 | 9.185 |

1060
1050
1040
1030
1020
1010

1033.8
259.9' LT.

3:1

3:1

MATCHLINE CTH "PB"

1010.1
392.1' LT.

MATCHLINE
RAMP "PB-4"

1021.2
156.5' LT.

683+00

CUT= 4467 CU YDS
FILL= 3807 CU YDS

0.0%

1033.5
291.4' LT.

3:1

MATCHLINE CTH "PB"

3:1

MATCHLINE
RAMP "PB-4"

1017.3
171' LT.

682+00

1010.5
365.7' LT.

CUT= 8112 CU YDS

1011.0
324.6 LT.

1011.5
283.1' LT.

681+00

BEGIN EARTHWORK ABRUPTLY
STA. 681+00.00

NOTE: OFFSET FROM ℄ USH 18

400 350 300 250 200 150

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 1.186 |

1052.0
221.5' LT.

0.0%

3:1

3:1

1028.2
145' LT.

MATCHLINE
RAMP "PB-4"

685+00

CUT= 4219 CU YDS
FILL= 12753 CU YDS

1007.9
414.2' LT.

1018
359.4' LT.

1053.2
239.6' LT.

0.0%

3:1

3:1

1025
153' LT.

MATCHLINE
RAMP "PB-4"

MATCHLINE CTH "PB"

MATCHLINE CTH "PB"

1009.8
407.9' LT.

1013.8
376.3' LT.

684+00

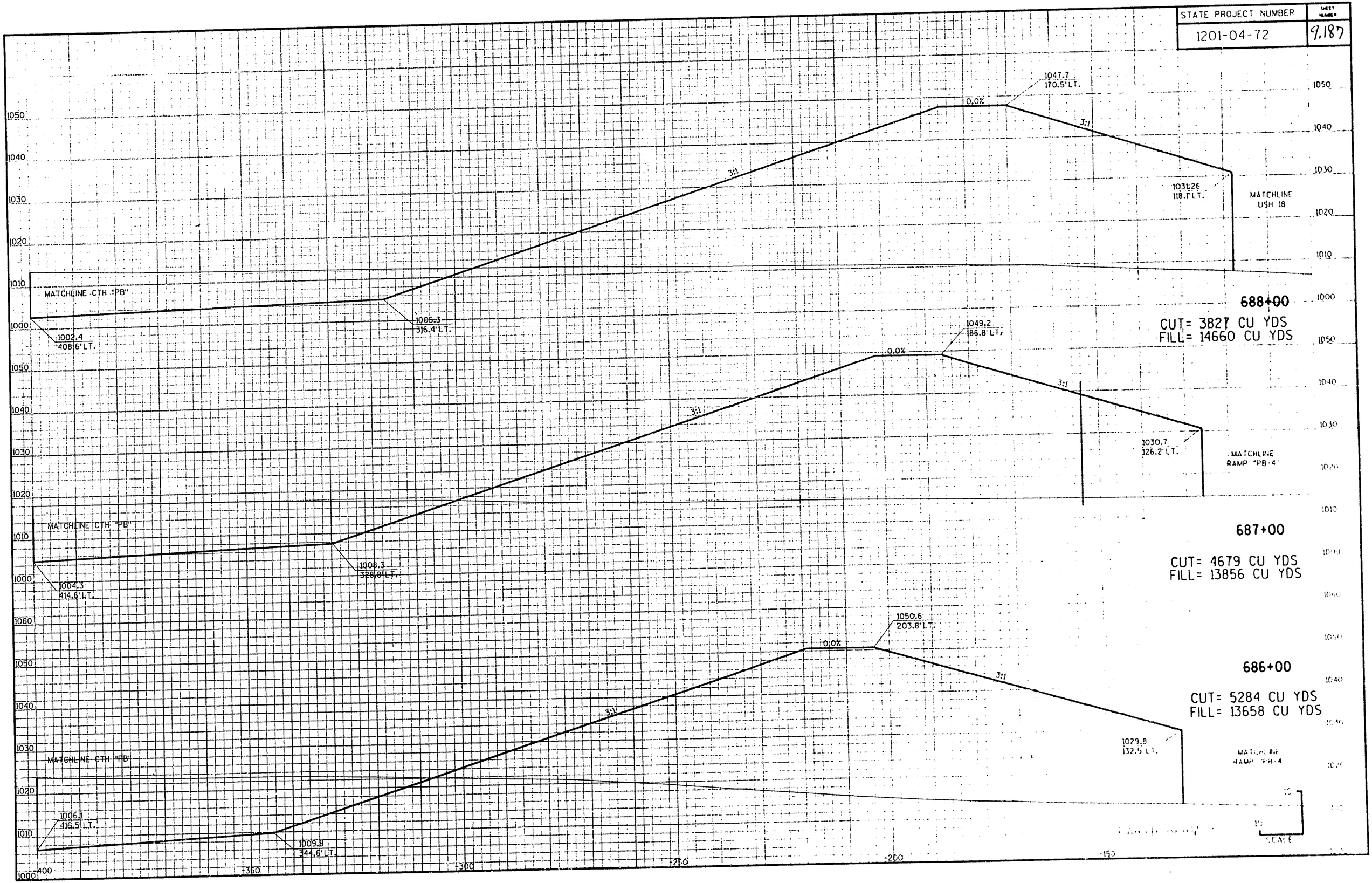
CUT= 2790 CU YDS
FILL= 9904 CU YDS

1060
1050
1040
1030
1020
1010
1000
1060
1050
1040
1030
1020
1010

1060
1050
1040
1030
1020
1010

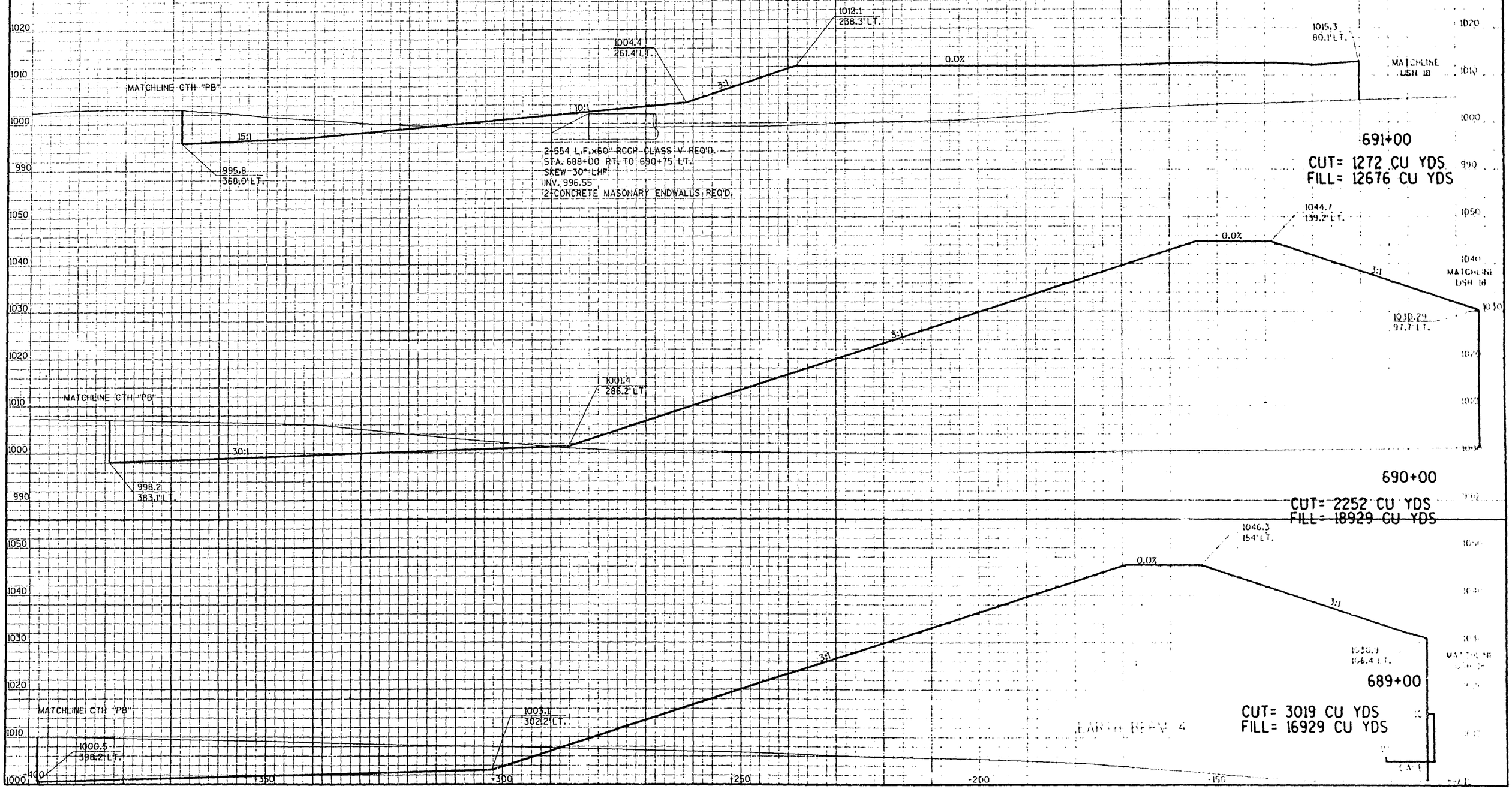
+400
+350
+300
+250
+200
+150

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.187 |

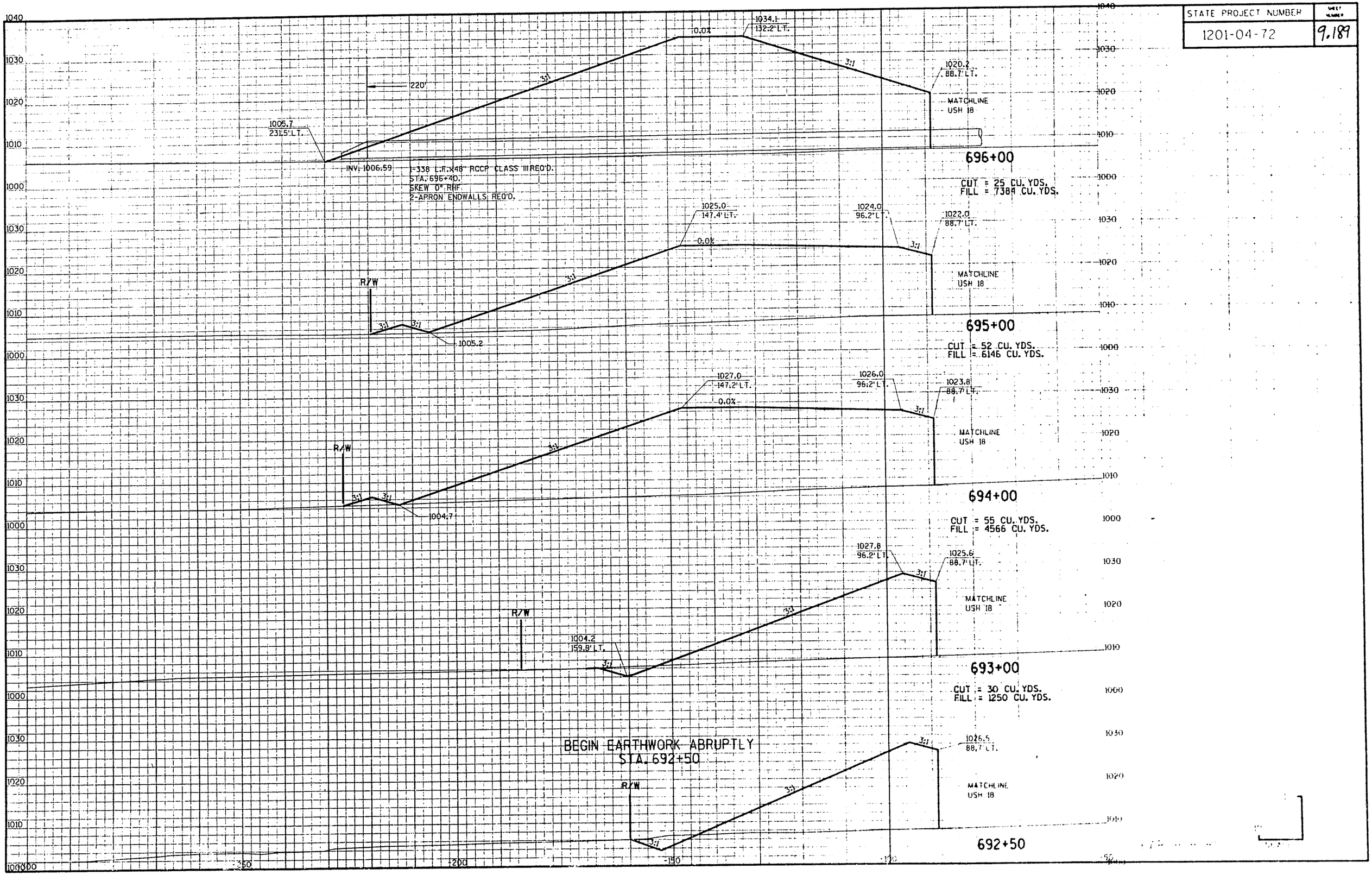


| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.188 |

END EARTHWORK ABRUPTLY
STA. 691+00.00



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.189 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.190 |

1025.2
128.0 LT.
0.0%
1013.8
176.3' LT.
3:1
3:1
1011.70
82.7 LT.
MATCHLINE
USH 18

**701+00**
CUT = 192 CU. YDS.
FILL = 2295 CU. YDS.

1027.0
130.1 LT.
0.0%
1010.2
194.7 LT.
3:1
3:1
MATCHLINE
USH 18
1013.2
84.7 LT.

**700+00**
CUT = 29 CU. YDS.
FILL = 3762 CU. YDS.

1028.7
132.2' LT.
0.0%
1007.6
209.8 LT.
3:1
3:1
1014.9
86.7' LT.
MATCHLINE
USH 18

1-156 L.F. X 24" RCCP CLASS III REQ'D
STA. 699+00
INV. 1007.60
1- APRON ENDWALL REQ'D

**699+00**
FILL = 4974 CU. YDS.

1030.5
132.2 LT.
0.0%
1010.2
207.6 LT.
3:1
3:1
1015.7
86.7' LT.
MATCHLINE
USH 18

**698+00**
FILL = 6274 CU. YDS.

1032.3
132' LT.
0.0%
1007.9
219.7 LT.
3:1
3:1
1018.5
86.7' LT.
MATCHLINE
USH 18

**697+00**
FILL = 8160 CU. YDS.

1040 1030 1020 1010 1000

250 200 150 100 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.191 |

1016.3
119.5' LT.
0.0%
3:1
1009.5
154.8' LT.
3:1
1002.7
76.7' LT.
MATCHLINE
USH 18
706+00
CUT = 632 CU. YDS.
FILL = 436 CU. YDS.

1018.1
119.5' LT.
0.0%
3:1
1015.9
141.0' LT.
3:1
MATCHLINE
USH 18
1004.9
76.7' LT.
705+00
CUT = 1342 CU. YDS.
FILL = 76 CU. YDS.

1023.1
131.4' LT.
3:1
MATCHLINE
USH 18
1006.2
76.7' LT.
704+00
CUT = 2360 CU. YDS.

1030.1
149.7' LT.
3:1
MATCHLINE
USH 18
1007.7
80.0' LT.
703+00
CUT = 2400 CU. YDS.

1027.5
138.2' LT.
3:1
MATCHLINE
USH 18
1009.7
80.7' LT.
702+00
CUT = 1099 CU. YDS.
FILL = 867 CU. YDS.

1020 1010 1000 1030 1040

+250 +200 +150 +100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.192 |

1009.2
119.5' LT.

3:1

3:1

995.6
76.7' LT.

980.5
220.1' LT.

MATCHLINE
USH 18

710+00
FILL = 5947 CU. YDS.

1010.9
119.5' LT.

3:1

3:1

MATCHLINE
USH 18

997.3
76.7' LT.

987.6
204.5' LT.

1-36"X 24" RCCP CLASS III REQ'D
STA. 708+60 RT. TO STA. 709+00 LT.
INV. 988.11

709+00
FILL = 4306 CU. YDS.

1012.7
119.5' LT.

3:1

3:1

999.1
76.7' LT.

996.8
182.3' LT.

MATCHLINE
USH 18

1-TYPE 8 MS INLET REQ'D
STA. 708+00
INV. 993.29

708+00
CUT = 30 CU. YDS.
FILL = 2641 CU. YDS.

1014.5
119.5' LT.

3:1

3:1

MATCHLINE
USH 18

1003.8
186.5' LT.

1000.9
76.7' LT.

707+00
CUT = 206 CU. YDS.
FILL = 1252 CU. YDS.

1010
1000
990
980
970
1020
1010
1000
990
980
1020
1010
1000
990
1020
1010
1000
990
1020
1010
1000
250
200
150
100
50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.19 |

1003.8
119.5' LT.

0.0%

3:1

3:1

990.2
76.7' LT.

MATCHLINE
USH 18

966.7
245.4' LT.

713+00
FILL = 13370 CU. YDS.

1005.6
119.5' LT.

0.0%

3:1

3:1

MATCHLINE
USH 18

992.0
76.7' LT.

970.5
239.5' LT.

1-396 __F.x48" RCCP CLASS III REQ'D.
STA. 709+70.94' RT. TO 712+00.228' LT.
SKEW 27° LHF
INV. 971.06
2-APRON ENDWALLS REQ'D.

712+00
FILL = 10428 CU. YDS.

1007.4
119.5' LT.

0.0%

3:1

3:1

MATCHLINE
USH 18

993.8
76.7' LT.

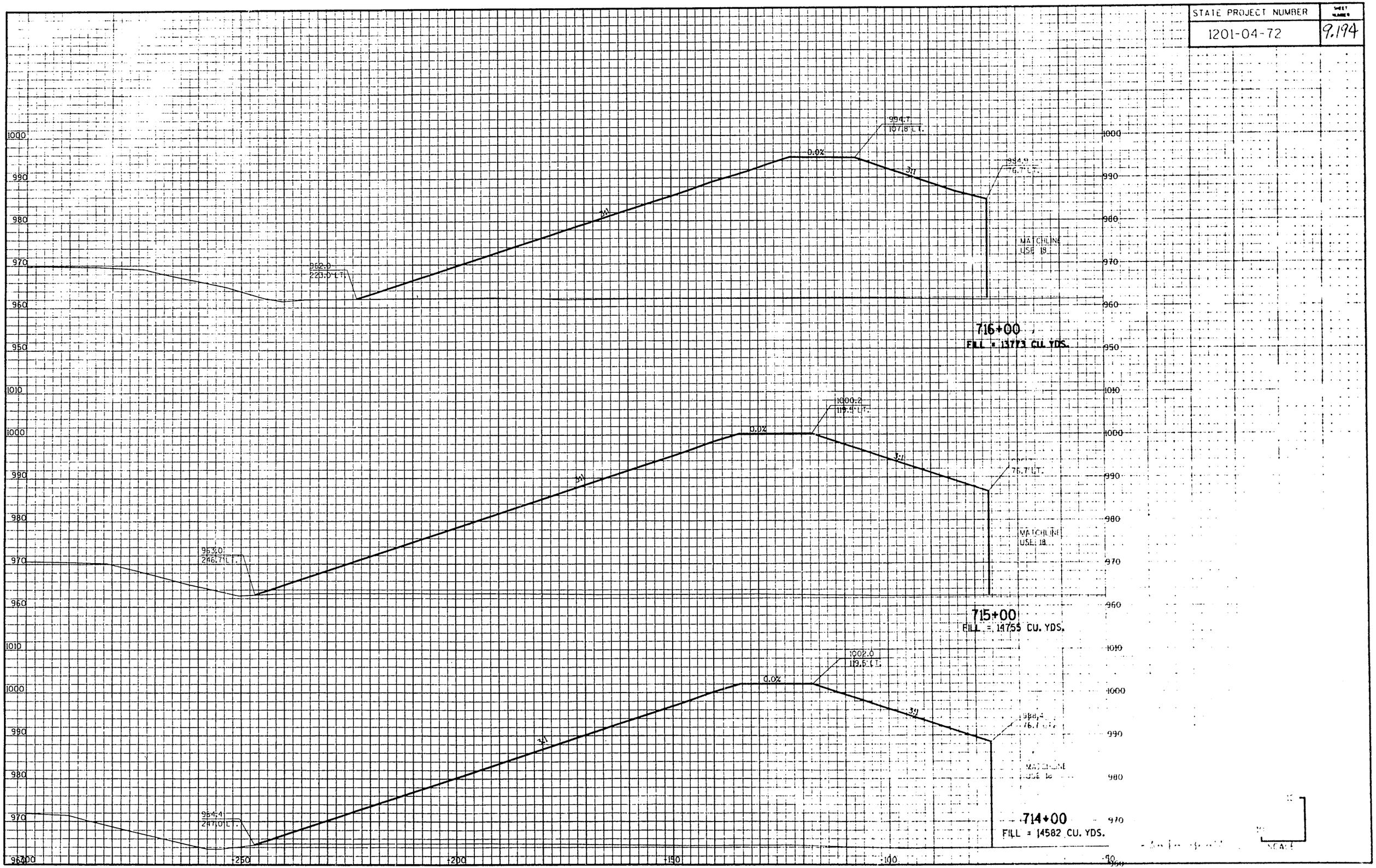
974.8
231.6' LT.

711+00
FILL = 7630 CU. YDS.

1010
1000
990
980
970
960

+250 +200 150 100

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.194 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.195 |

END EARTHWORK ABRUPTLY
STA. 714+40

980
970
960
950
990
980
970
960

958.00
200.0' LT.

4:1

40:1

979.0
67.2' LT.

MATCHLINE
USH 18

717+40
CUT = 92 CU. YDS.
FILL = 1832 CU. YDS.

959.27
220.0' LT.

960.0
200' LT.

968.0.0
110.0' LT.

970.0
140.0' LT.

1-144 L.F. X 24" RCCP CLASS III REQ'D
STA. 717+12.00
SKEW 10° RHF
INV. 967.97
1-APRON ENDWALL REQ'D

981.1
76.7' LT.

MATCHLINE
USH 18

717+00
CUT = 110 CU. YDS.
FILL = 8840 CU. YDS.

980
970
960
950
990
980
970
960

300 250 200 150 100 50

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.196 |

R/L MITIGATION SITE

13+00

CUT = 16822 CU. YDS.
FILL = 2808 CU. YDS.

R/L MITIGATION SITE

12+00

CUT = 4569 CU. YDS.
FILL = 1769 CU. YDS.

MITIGATION SITE

SCALE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.197 |

990
980
970
960
350
400
450
500
550
600
650

990
980
970
960
950
100
150
200
250
300

990
980
970
960
950
-200
-150
-100
-50
0

990
980
970
960
950
-500
-450
-400
-350

'R/L' MITIGATION SITE

**14+00**
CUT = 30578 CU. YDS.
FILL = 1203 CU. YDS.

MITIGATION SITE

| STATE PROJECT NUMBER | SHT. NO. |
|---|---|
| 1201-04-72 | 7.198 |

R/L MITIGATION SITE

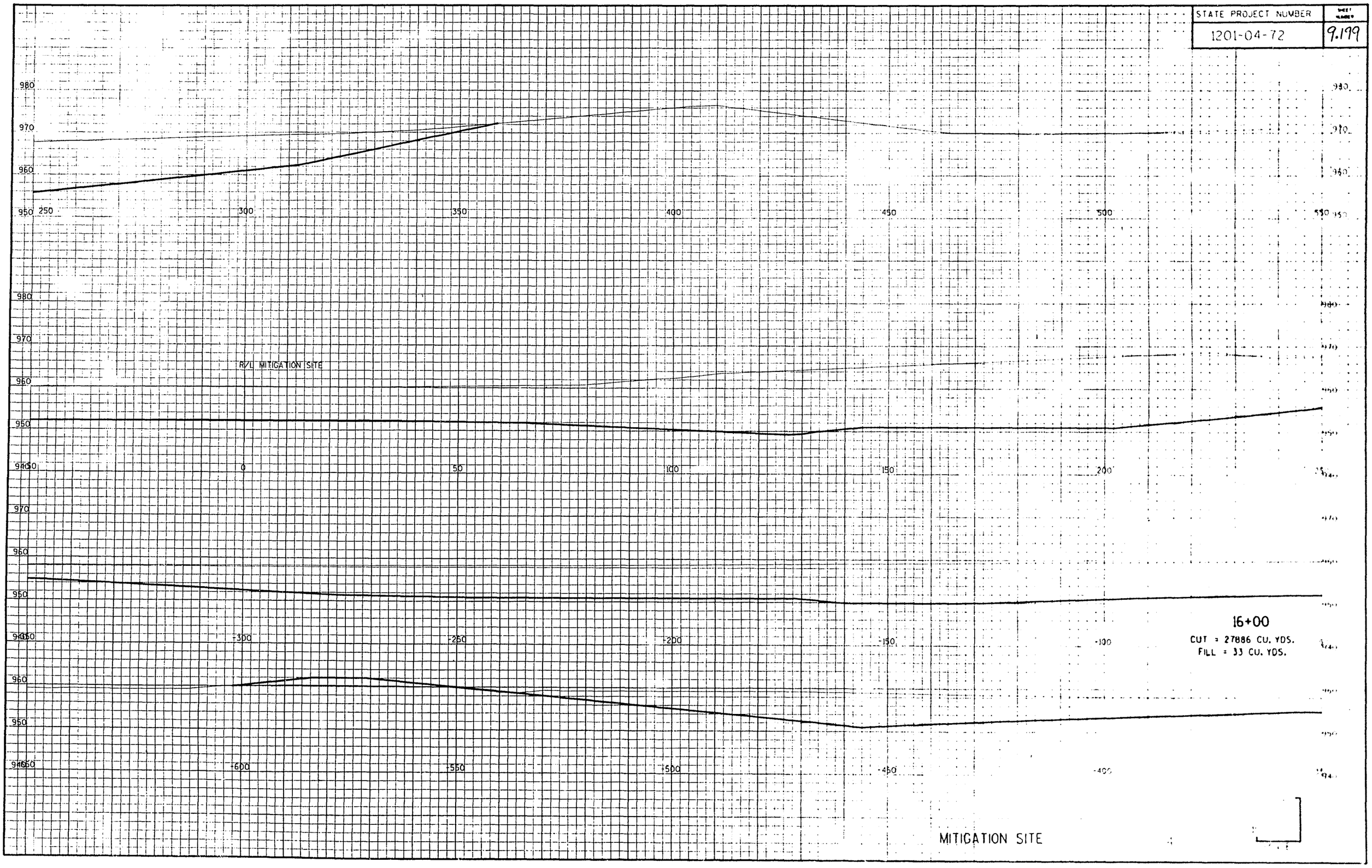
15+00

CUT = 32482 CU. YDS.

FILL = 195 CU. YDS.

MITIGATION SITE

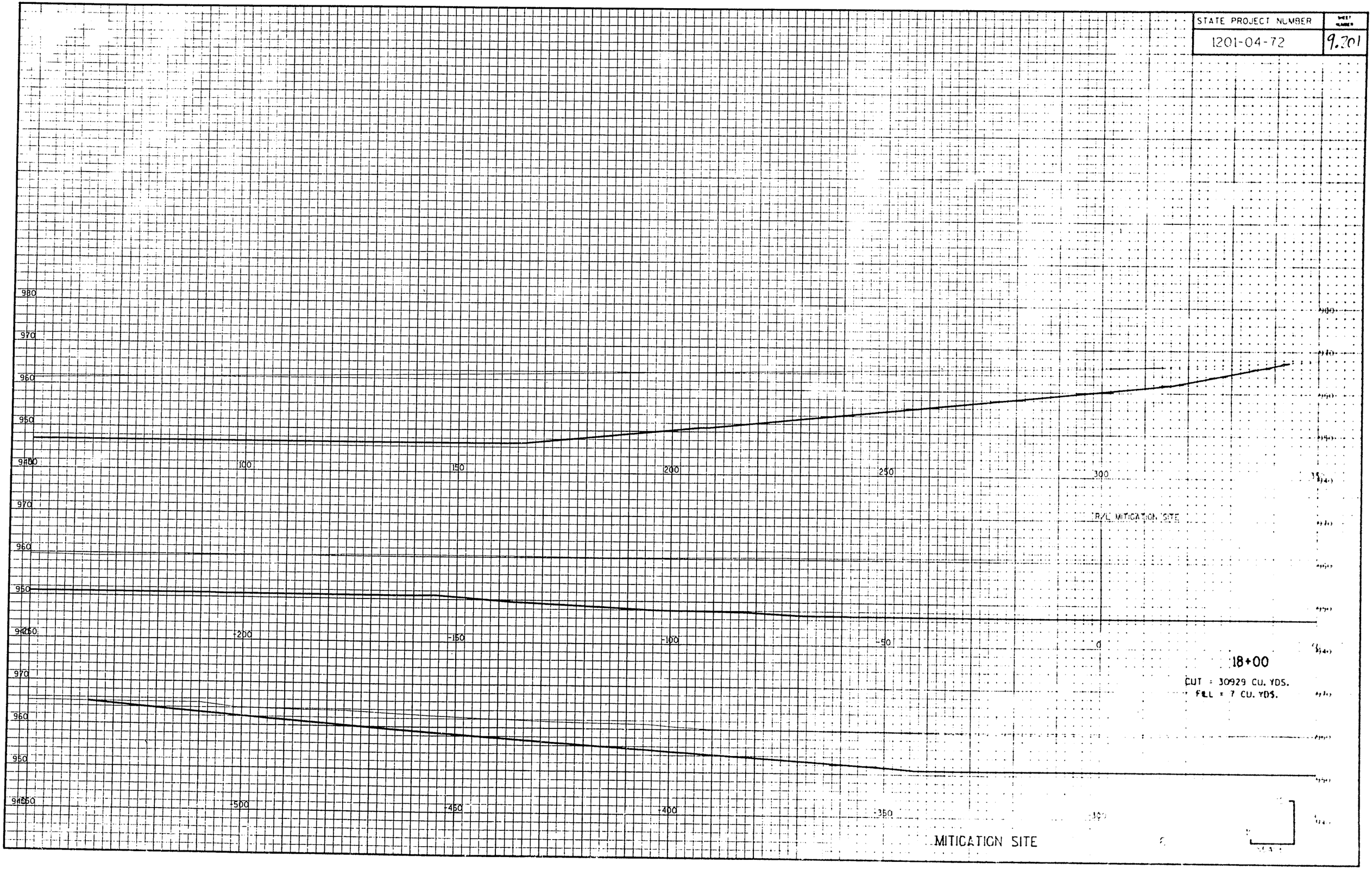
| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.199 |



| STATE PROJECT NUMBER | SHEET NUMBER |
| --- | --- |
| 1201-04-12 | 9.200 |

970
960
950
300
350
400
450
500
R/L MITIGATION SITE
970
960
950
0
50
100
150
200
970
960
950
300
250
200
150
100
960
950
600
550
500
450
400
17+00
CUT = 30150 CU. YDS.
FILL = 2 CU. YDS.
MITIGATION SITE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.701 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.202 |

970
960
950
940
150
200
250
300
350
R/L MITIGATION SITE

970
960
950
940
980
970
960
950
940
-150
-100
-50
0
50
-450
-400
-350
-300
-250
MITIGATION SITE

**19+00**
CUT = 31521 CU. YDS.
FILL = 20 CU. YDS.

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.203 |

970
960
950
940
250
300
350
400
450
RYL MITIGATION SITE
-50
0
50
100
150
970
960
950
940
-350
-300
-250
-200
MITIGATION SITE

**20+00**

CUT = 32219 CU. YDS.
FILL = 78 CU. YDS.

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.204 |

990
980
970
960
950

970
960
950

940.00 250 300 350 400 450 500

970
960
950

R/L MITIGATION SITE

940.00 -50 0 50 100 150

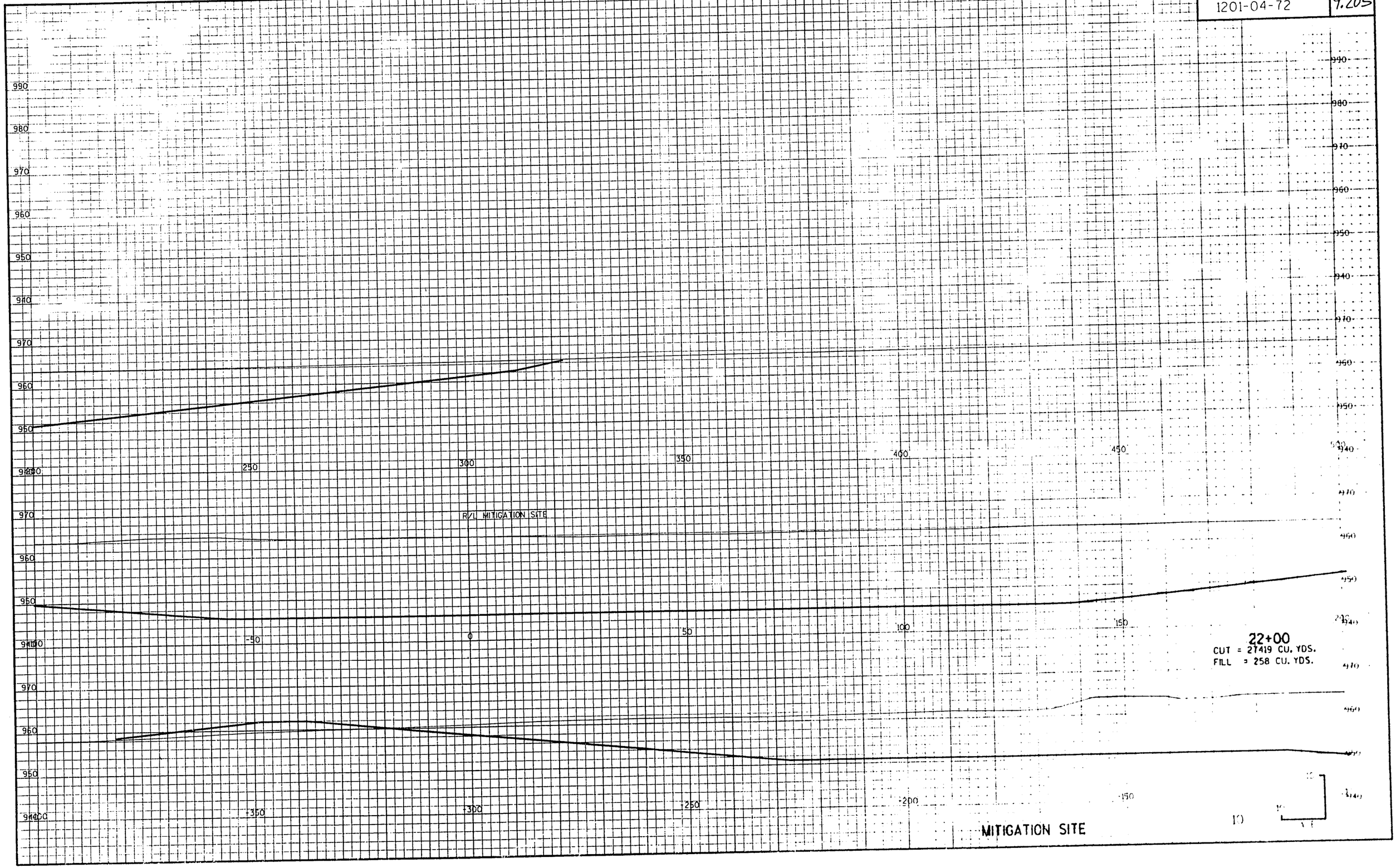
970
960
950

940.00 -350 -300 -250 -200 -150

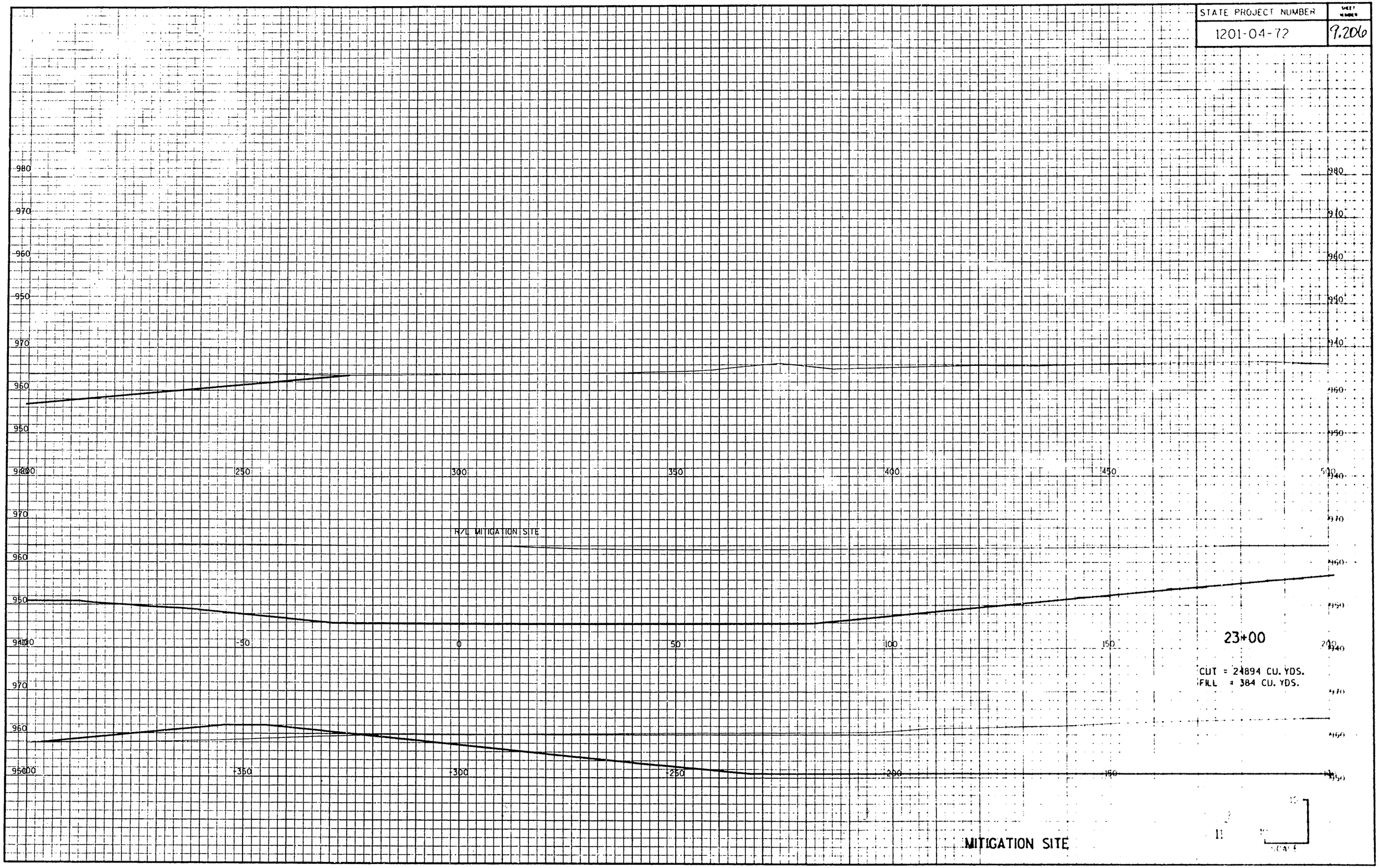
21+00
CUT = 30385 CU. YDS.
FILL = 162 CU. YDS.

MITIGATION SITE

| STATE PROJECT NUMBER | SHEET NUMBER |
| --- | --- |
| 1201-04-72 | 9.205 |



| STATE PROJECT NUMBER | SHEET NUMBER |
| --- | --- |
| 1201-04-72 | 9.206 |



| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.207 |

970
960
950
940
970
960
950
940
970
960
950
940

250 300 350 400 450

R/L MITIGATION SITE

-50 0 50 100 150

24+00

CUT = 22260 CU. YDS.
FILL = 436 CU. YDS.

970
960
950
940

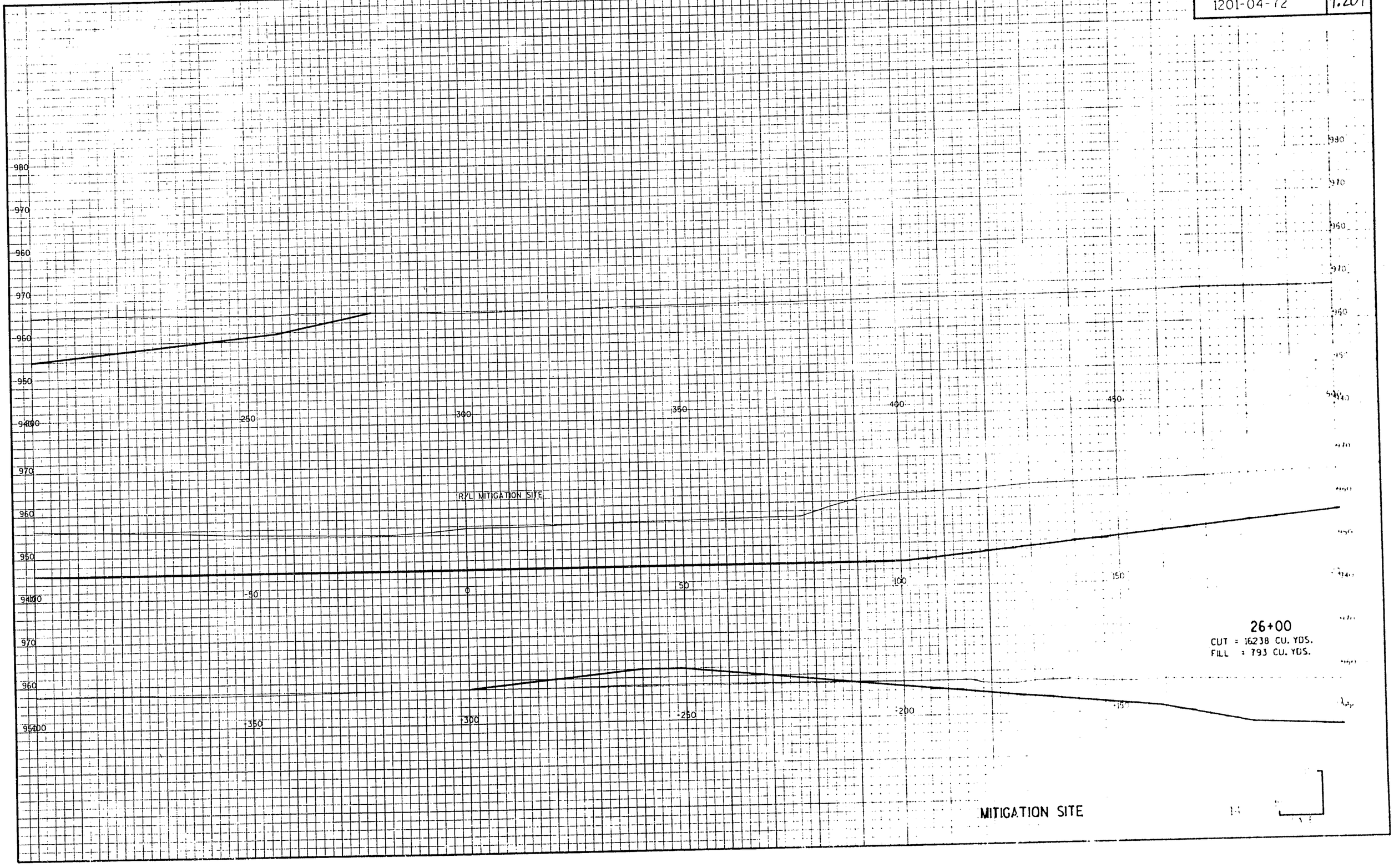
-350 -300 -250 -200 -150

MITIGATION SITE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.208 |

970
960
950
970
960
970
960
950
970
960
950
970
960
950

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.209 |



| STATE PROJECT NUMBER | SHEET NO. |
|---|---|
| 1201-04-12 | 9.210 |

970
960
950
940

200 250 300 350 400 450 500

970
960
950
940

R/L MITIGATION SITE

-50 0 50 100 150

970
960
950

-400 -350 -300 -250 -200 -150

27+00
CUT = 14362 CU. YDS.
FILL = 857 CU. YDS.

MITIGATION SITE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.211 |

970
960
950
200 250 300 350 400 450 500

R/L MITIGATION SITE

970
960
950
-100 -50 0 50 100 150 200

970
960
950
-400 -350 -300 -250 -200 -150 -100

28+00

CUT = 11024 CU. YDS.
FILL = 858 CU. YDS.

MITIGATION SITE

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.212 |

970
960
950
00 250 300 350 400 450

R/L MITIGATION SITE

970
960
950
940
-50 0 50 100 150

970
960
950
-400 -350 -300 -250 -200 -150

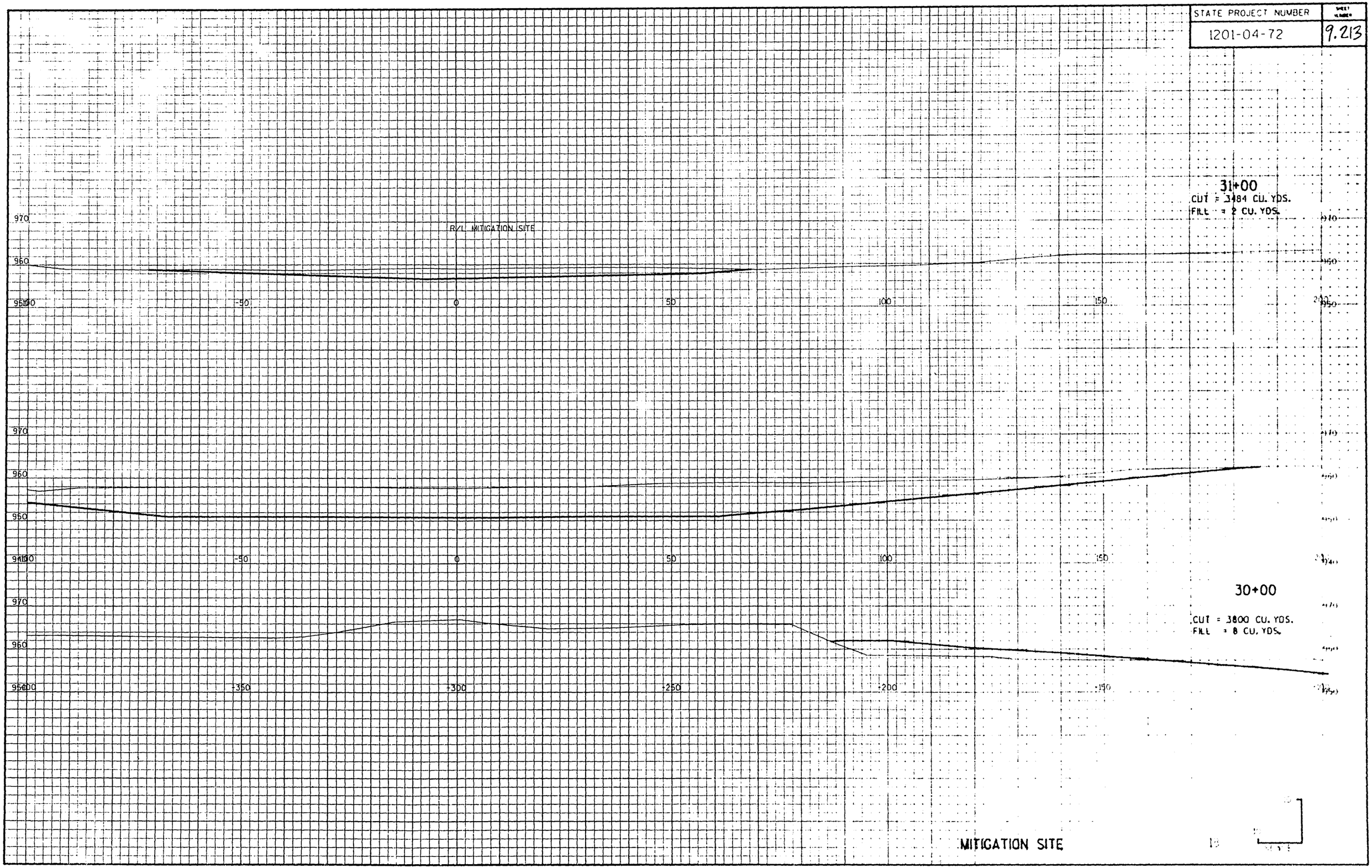
29+00
CUT = 787 CU. YDS.
FILL = 419 CU. YDS.

10

MITIGATION SITE

17

| STATE PROJECT NUMBER | SHEET NUMBER |
|---|---|
| 1201-04-72 | 9.213 |




31+00
CUT = 3484 CU. YDS.
FILL = 2 CU. YDS.

30+00
CUT = 3800 CU. YDS.
FILL = 8 CU. YDS.