MAD

Dec 14, 2021

PROJECT ID: 6020-00-70

WITH: N/A

COUNTY: COLUMBIA

ORDER OF SHEETS

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

TOTAL SHEETS = 366

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6020-00-70	WISC 2022103	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

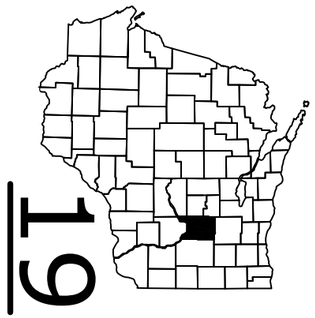
DEFOREST-PORTAGE

STH 22/STH 60 INTERSECTION

USH 51

COLUMBIA COUNTY

STATE PROJECT NUMBER
6020-00-70



19

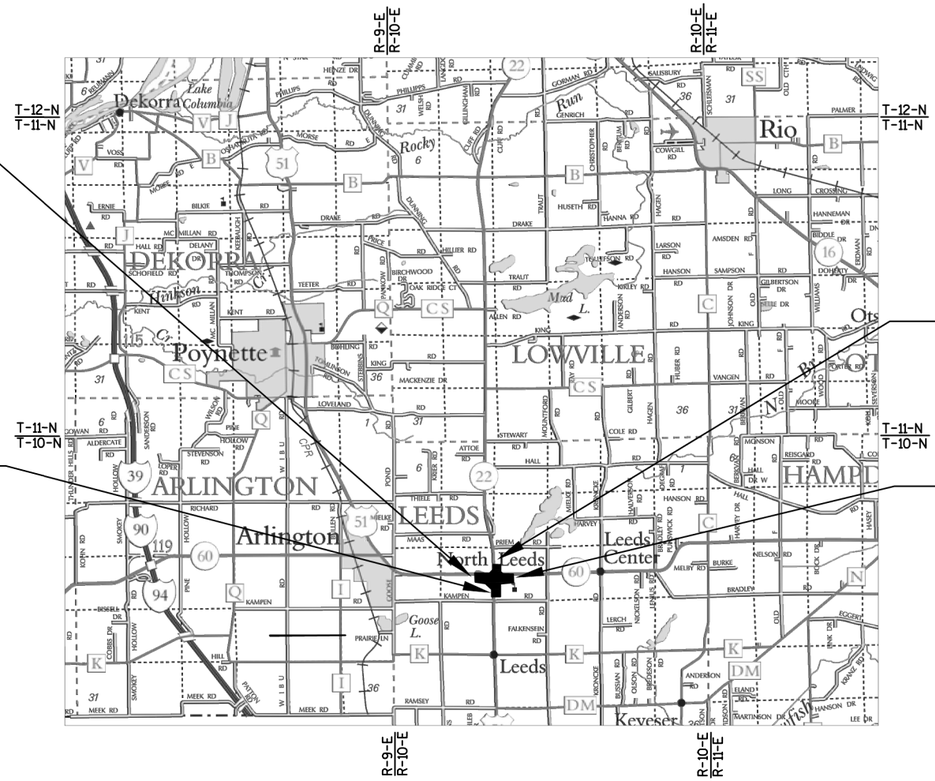
N

BEGIN PROJECT
STA. 102+00.00 "EB"
Y = 318527.10
X = 571252.43

BEGIN CONSTRUCTION
STA. 205+00.00 "NB"

END CONSTRUCTION
STA. 229+00.00 "NB"

END PROJECT
STA. 134+50.00 "EB"



DESIGN DESIGNATION

A.A.D.T.	(2022)	=	10,000
A.A.D.T.	(2042)	=	12,000
D.H.V.	(9.6%)	=	8.4
D.D.		=	60/40
T.		=	10%
DESIGN SPEED		=	60 MPH
ESALS		=	2,500,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

LAYOUT
SCALE 0 1.5 MILES

TOTAL NET LENGTH OF CENTERLINE = 0.616 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, COLUMBIA COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUE ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES.

ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JSD PROFESSIONAL SERVICES, INC
Designer	GREGORY PAYNE, P.E.
Project Manager	GREGORY PAYNE, P.E.
Regional Examiner	SW REGION
Regional Supervisor	MARC SCHWEIGER, P.E.

APPROVED FOR THE DEPARTMENT

DATE: Gregory Payne Digitally signed by Gregory Payne Date: 2021.07.20 10:40:24 -05'00'

(Signature)

E

2

SECTION 2 ORDER OF SHEETS

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

GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

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

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

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

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

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

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

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

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

CURB AND GUTTER GRADES ARE MEASURED AT THE FLANGE LINE.

CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE LINE.

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

STANDARD ABBREVIATIONS

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

WISDOT REGION CONTACTS

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PROJECT LEADER/MANAGER
WISDOT SOUTHWEST REGION
2101 WRIGHT STREET
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(608) 242-8058
GREGORY.PAYNE@DOT.WI.GOV

DNR LIASON

ERIC HEGGELUND
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3301
ERIC.HEGGELUND@WISCONSIN.GOV

UTILITY CONTACTS

MARY MONTGOMERY
ALLIANT ENERGY - ELECTRICITY
200 FIRST ST
CEDAR RAPIDS, IA 52401
(319) 786-4768
MARYMONTGOMERY@ALLIANTENERGY.COM

KEVIN ZICKERT
CENTURYLINK - COMMUNICATION LINE
224 INDUSTRIAL DR.
NORTH PRAIRIE, WI 53153
(262) 392-5200
KEVIN.ZICKERT@CENTURYLINK.COM

JANE ROSSING
MG&E - GAS/PETROLEUM
P.O. BOX 1231
MADISON, WI 53701-1231
(608) 252-7099
WORKPLANS@MGE.COM

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

2

2

N

BEGIN PROJECT

STA. 102+00.00 "EB"

OBLITERATE OLD STH 60

USH 51/STH 60

610 100"EB" 104"EB" 108"EB" 112"EB" 116"EB" 120"EB" 128"EB" 132"EB" 136"EB" STH 60

END CONSTRUCTION

STA. 229+00.00 "NB"

STH 22

231"NB"

228"NB"

224"NB"

S-11-30

END PROJECT

STA. 134+50.00 "EB"

630

OBLITERATE OLD USH 51

216"NB"

212"NB"

GREENWOOD CEMETERY

640

208"NB"

BEGIN CONSTRUCTION

STA. 205+00.00 "NB"

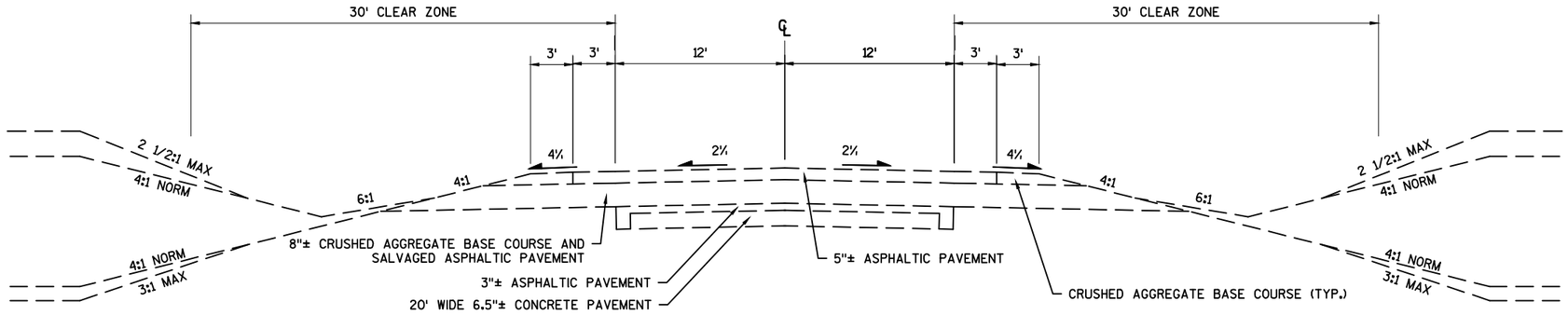
USH 51

204"NB"

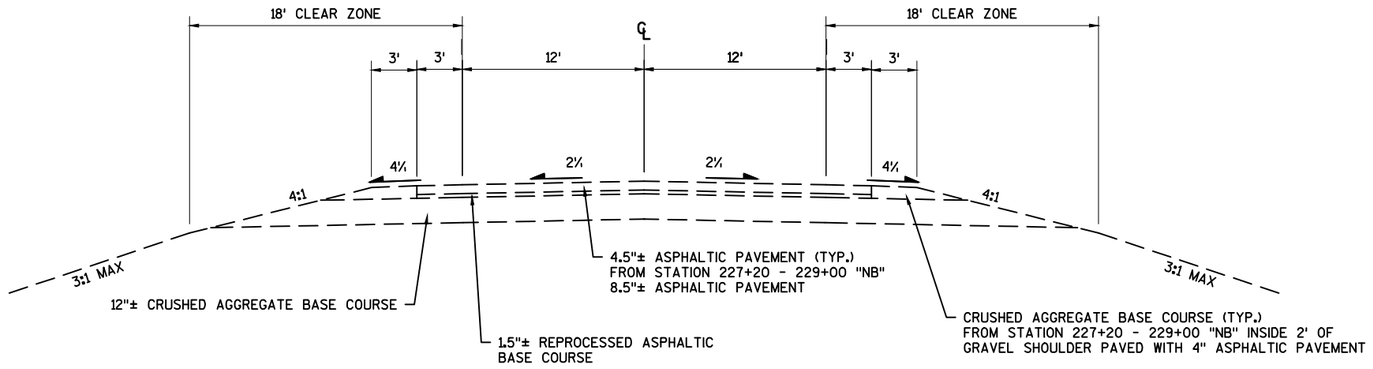
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - Plan 1 IN 200 FT

PLOT DATE : 4/12/2021 7:47 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN: 300 FT



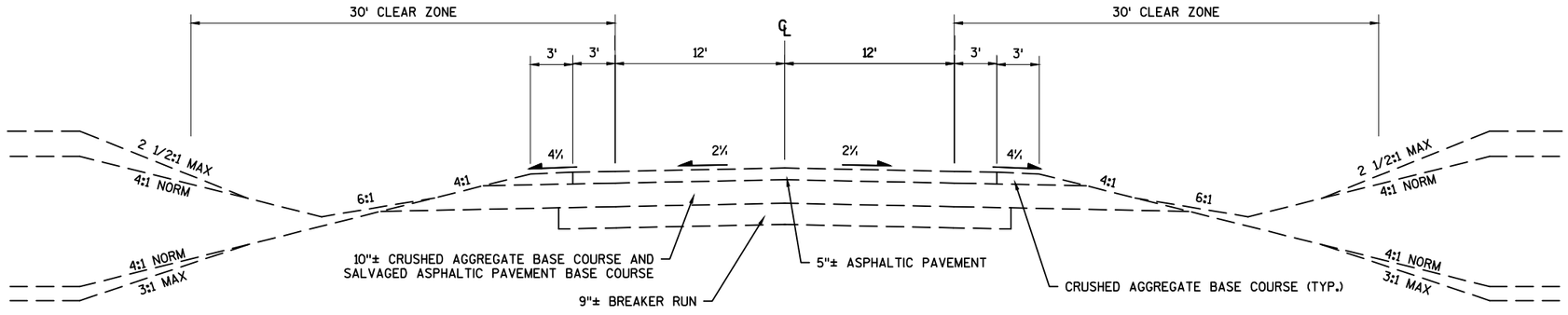
EXISTING TYPICAL SECTION USH 51
STA. 610+00 - STA. 650+00



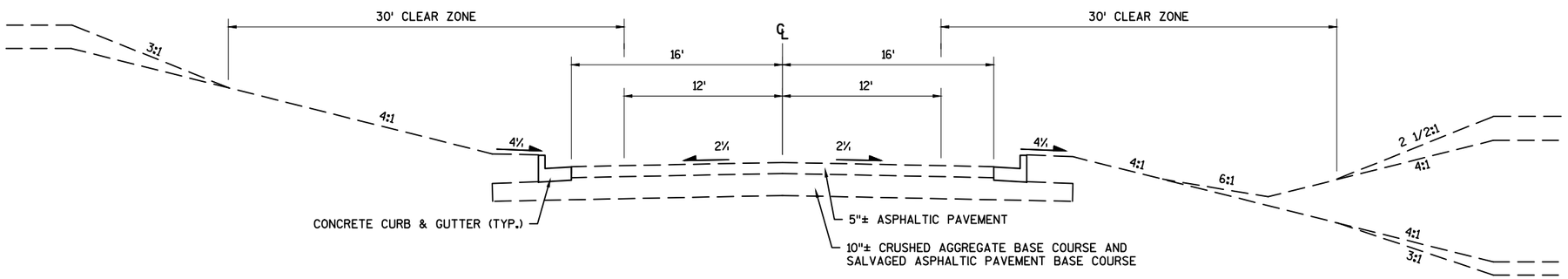
EXISTING TYPICAL SECTION STH 22
STA 210+00 "NB" - 229+00 "NB"

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EXISTING TYPICAL SECTIONS	SHEET 4	E

2

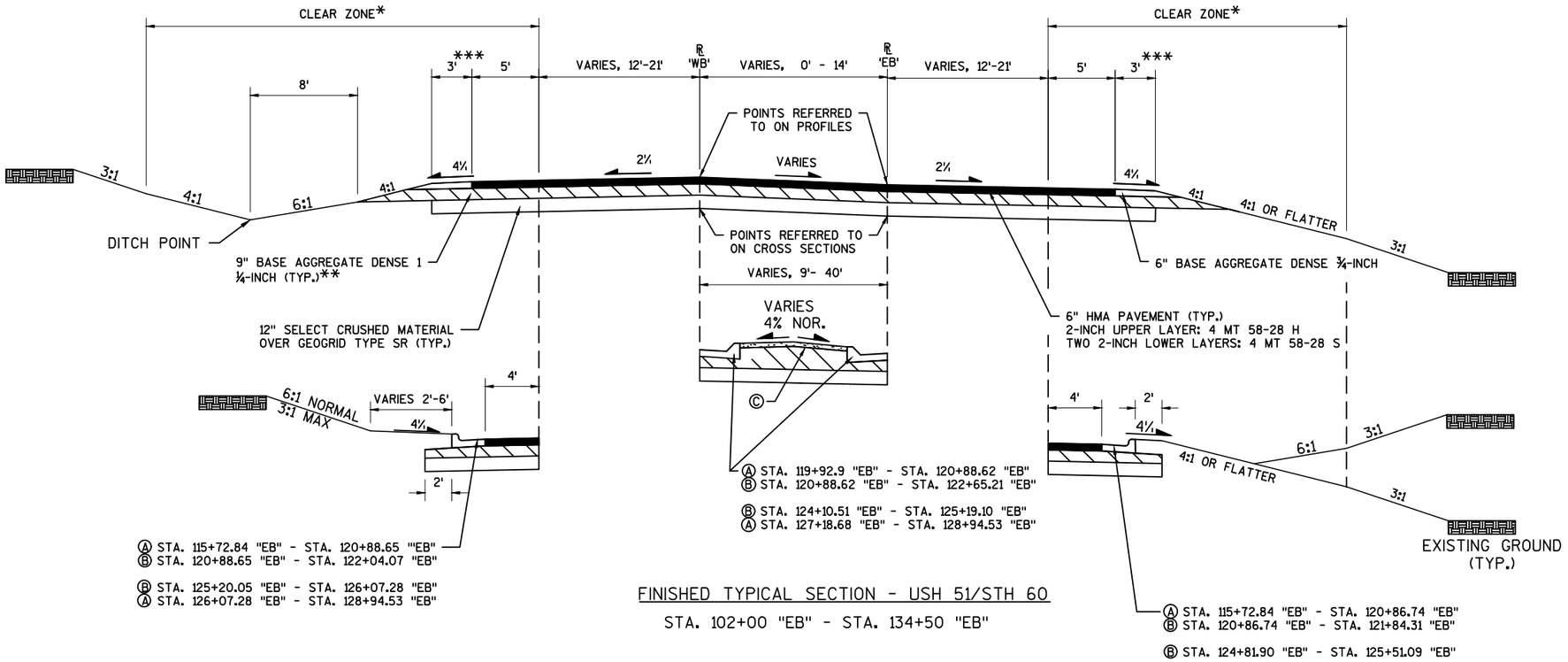


EXISTING TYPICAL SECTION STH 60
STA. 501+00 - 513+00
STA. 123+00 "EB" - 134+50 "EB"



EXISTING TYPICAL SECTION STH 60
STA 117+00 "EB" - 123+00 "EB"

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EXISTING TYPICAL SECTIONS	SHEET 5	E



FINISHED TYPICAL SECTION - USH 51/STH 60

STA. 102+00 "EB" - STA. 134+50 "EB"

LEGEND

Ⓐ CONCRETE CURB & GUTTER 36-INCH, 4-INCH SLOPED, TYPE-D (TYP.)

Ⓑ CONCRETE CURB & GUTTER 30-INCH, TYPE-D (TYP.)

Ⓒ CONCRETE SIDEWALK 4-INCH (TYP.) OVER BASE AGGREGATE DENSE 1 ¼ INCH

** STA. 120+00 "EB" - 127+20 "EB" 12-INCH BASE AGGREGATE DENSE 1 1/4-INCH

*** 1' BAD SHOULDER ON STH 60

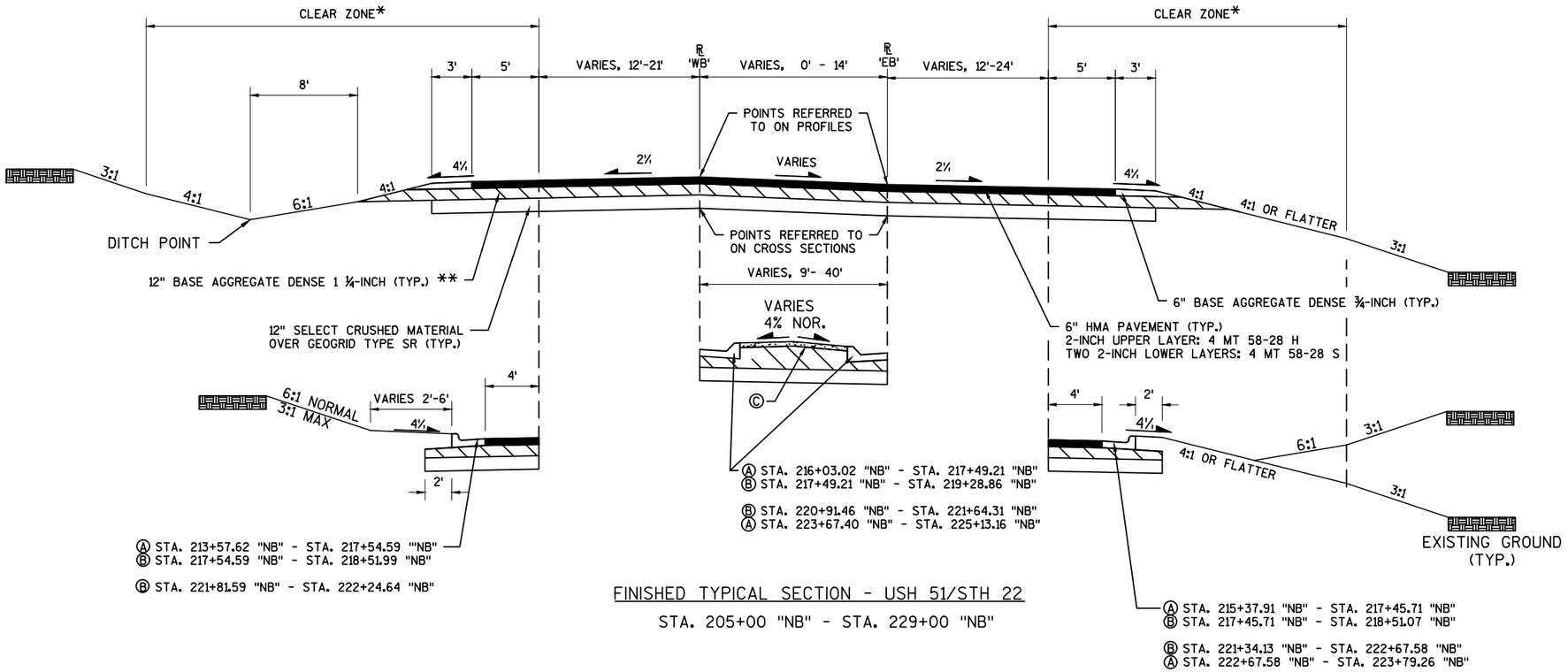
SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR FINISHING ITEM DETAILS

SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

CLEARZONE WIDTH

* 102+00 - 119+25 "EB" - 36'
119+25 - 120+75 "EB" - 24'
120+75 - 125+75 "EB" - 16'
125+75 - 128+00 "EB" - 24'
128+00 - 134+50 "EB" - 36'

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PROPOSED TYPICAL SECTIONS	SHEET 6	E



FINISHED TYPICAL SECTION - USH 51/STH 22

STA. 205+00 "NB" - STA. 229+00 "NB"

LEGEND

Ⓐ CONCRETE CURB & GUTTER 36-INCH, 4-INCH SLOPED, TYPE-D (TYP.)

Ⓑ CONCRETE CURB & GUTTER 30-INCH, TYPE-D (TYP.)

Ⓒ CONCRETE SIDEWALK 4-INCH (TYP.) OVER BASE AGGREGATE DENSE 1 ¼ INCH

** STA. 223+60 "NB" - 229+00 "NB" 9-INCH BASE AGGREGATE DENSE 1 1/4-INCH

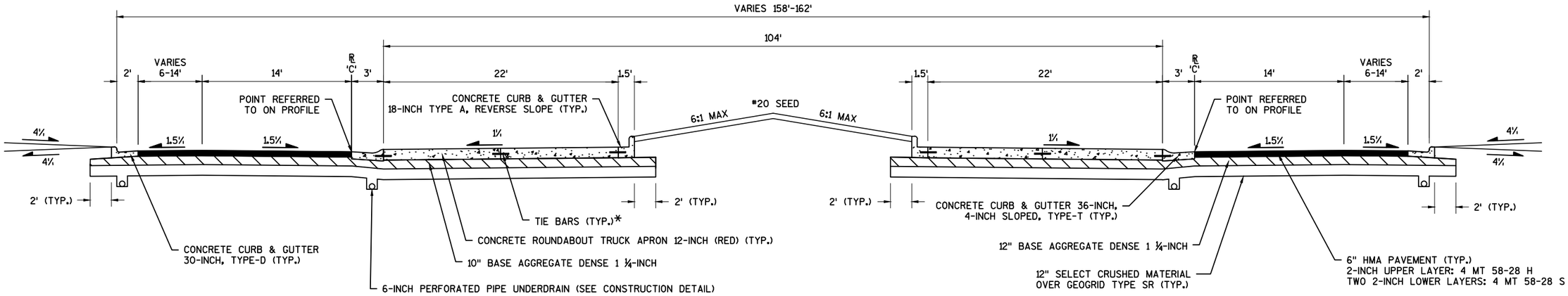
SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR FINISHING ITEM DETAILS

SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

CLEARZONE WIDTH

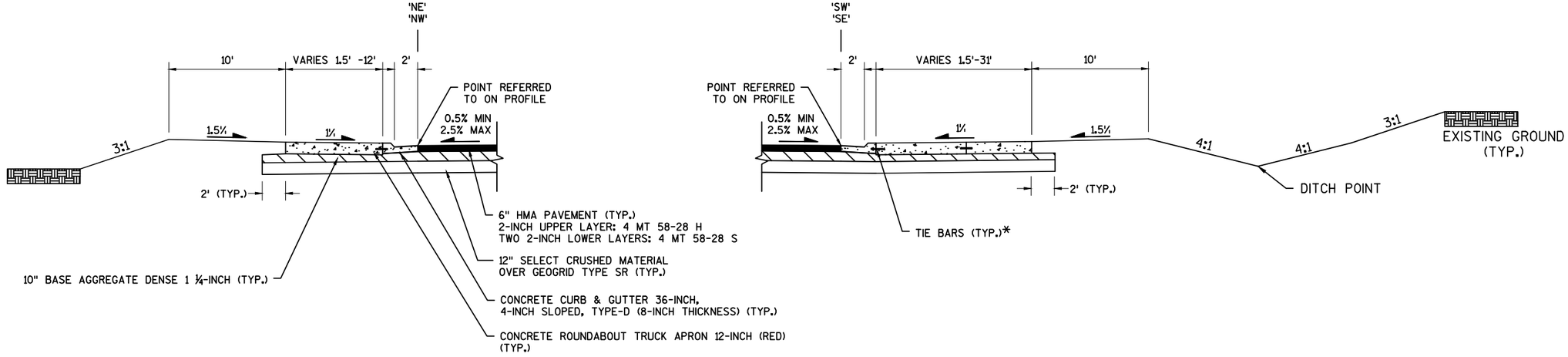
* 205+00 - 216+00 "NB" - 36'
216+00 - 217+50 "NB" - 24'
217+50 - 222+50 "NB" - 16'
222+50 - 225+00 "NB" - 24'
225+00 - 229+00 "NB" - 36'

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PROPOSED TYPICAL SECTIONS	SHEET 7	E



FINISHED TYPICAL SECTION - ROUNDABOUT
STA. 20+00 'C' - STA. 23+54.61 'C'

*NO.4, 2' TIE BARS SPACED 3' C-C
INCIDENTAL TO CONCRETE ROUNDABOUT TRUCK APRON



SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR FINISHING ITEM DETAILS

SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

FINISHED TYPICAL SECTION - TRUCK APRON

STA. 31+25 "NW" - STA. 32+50 "NW"
STA. 41+00 "NE" - STA. 42+25 "NE"
STA. 50+00 "SW" - STA. 51+81.82 "SW"
STA. 66+25 "SE" - STA. 67+85 "SE"

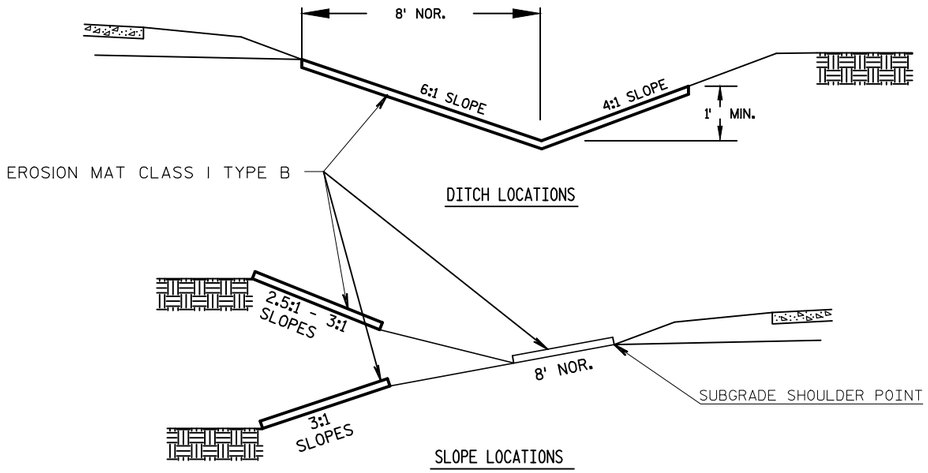
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PROPOSED TYPICAL SECTIONS	SHEET 8	E

2

RUNOFF COEFFICIENT TABLE

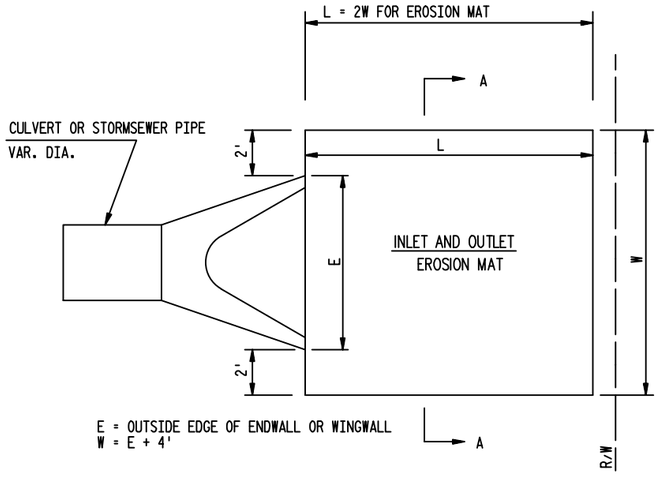
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA =23 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES =17.5 ACRES



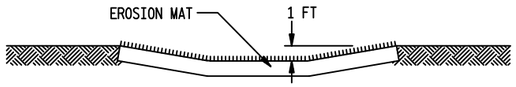
DETAIL FOR EROSION MAT PLACEMENT

LOCATIONS SHOWN ON EROSION CONTROL PLAN



DETAIL FOR EROSION CONTROL AT CULVERT OR STORMSEWER PIPE ENDS

SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS



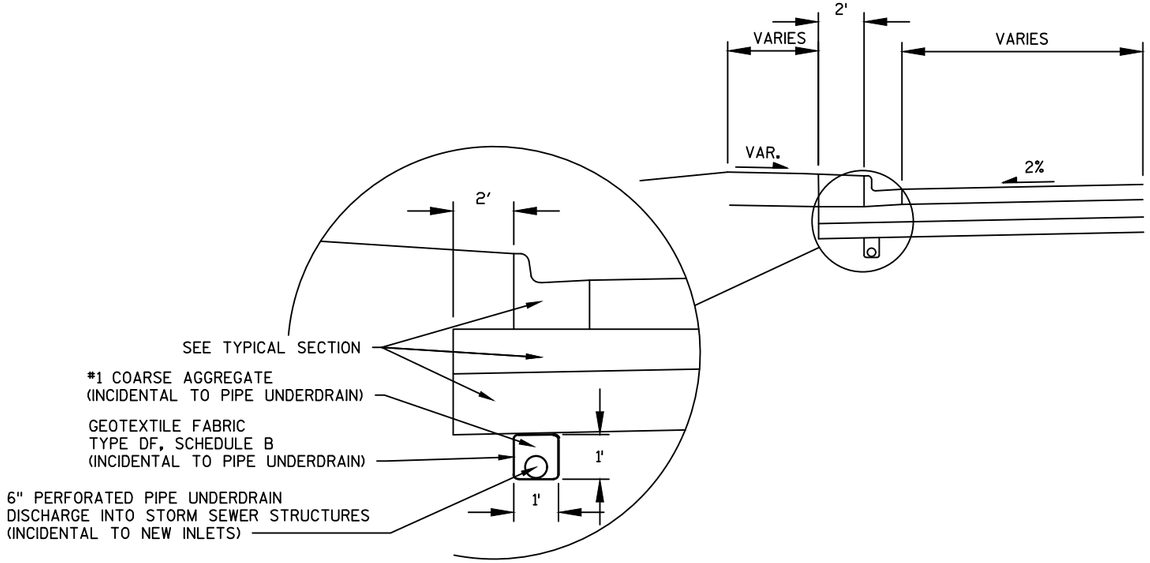
INLET AND OUTLET SECTION A-A

EROSION MAT

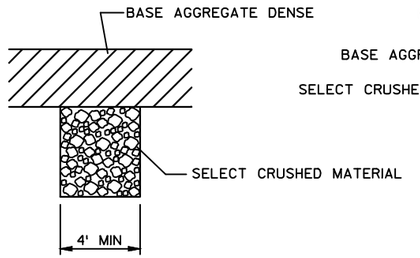
ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
15"	2
18"	2
21"	3
14" X 23"	3
24"	3
27"	4
30"	5
19" X 30"	5
36"	7
24" X 38"	8
42"	8
29" X 45"	10
48"	10
34" X 53"	10
38" X 60"	13
60"	13
66"	15
53" X 83"	19

DETAIL FOR CULVERT PIPE CHECKS

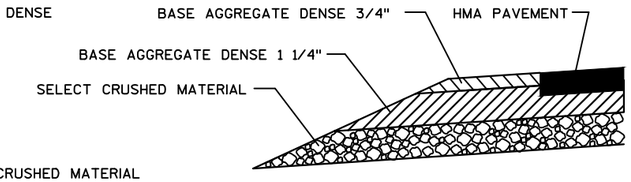
(INSTALL ON INLET END ONLY)



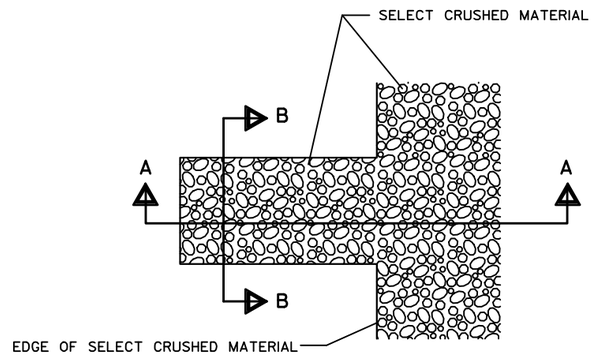
DETAIL FOR 6" PERFORATED PIPE UNDERDRAIN



SECTION B-B

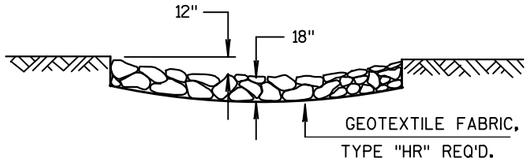


SECTION A-A



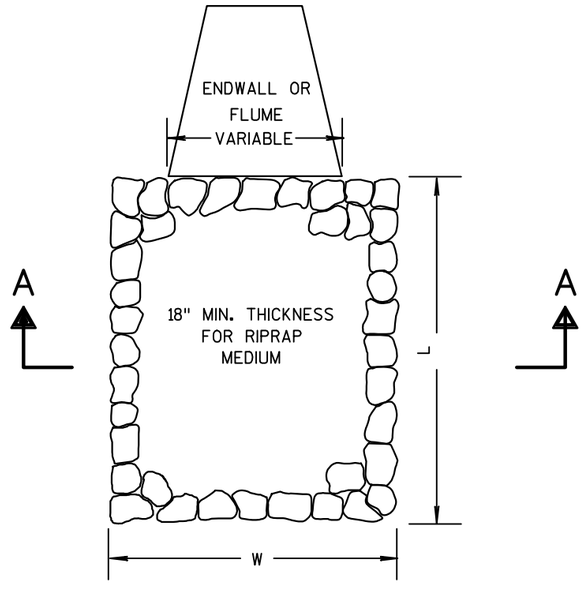
DETAIL FOR FRENCH DRAINS

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICLE CURVE IN THE PROFILE
OR AS DIRECTED BY THE ENGINEER.

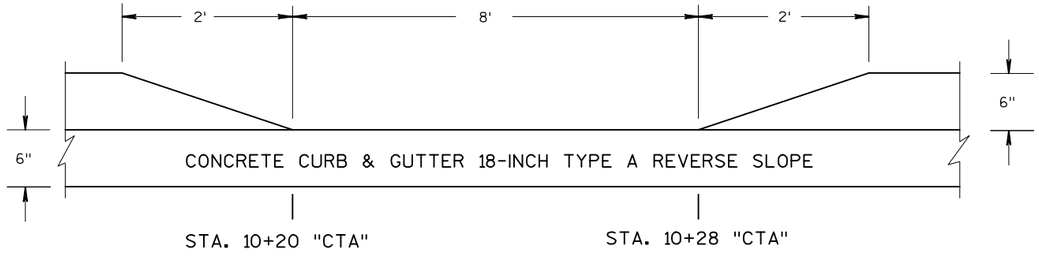


SECTION A-A

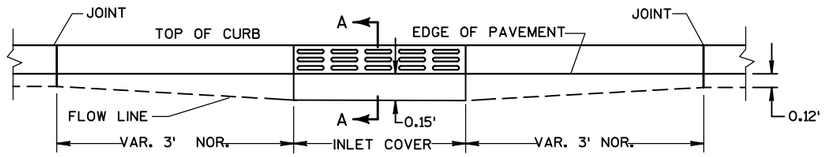
LENGTH	WIDTH	LOCATION
25'	10'	115+30 "EB", 25' RT
25'	8'	115+50 "EB", 40' LT
5'	10'	121+50 "EB", 50' LT
25'	8'	129+50 "EB", 45' LT
25'	10'	223+25 "NB", 40' LT
25'	10'	223+90 "NB", 30' RT



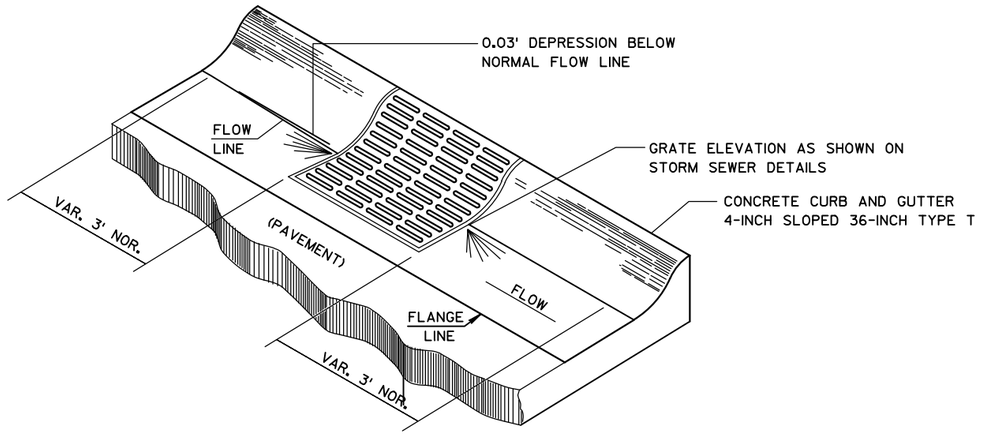
DETAIL FOR RIPRAP MEDIUM TREATMENT AT ENDWALLS/FLUMES



DETAIL FOR CURB HEAD DEPRESSION
FOR ROUNDABOUT ISLAND MAINTENANCE

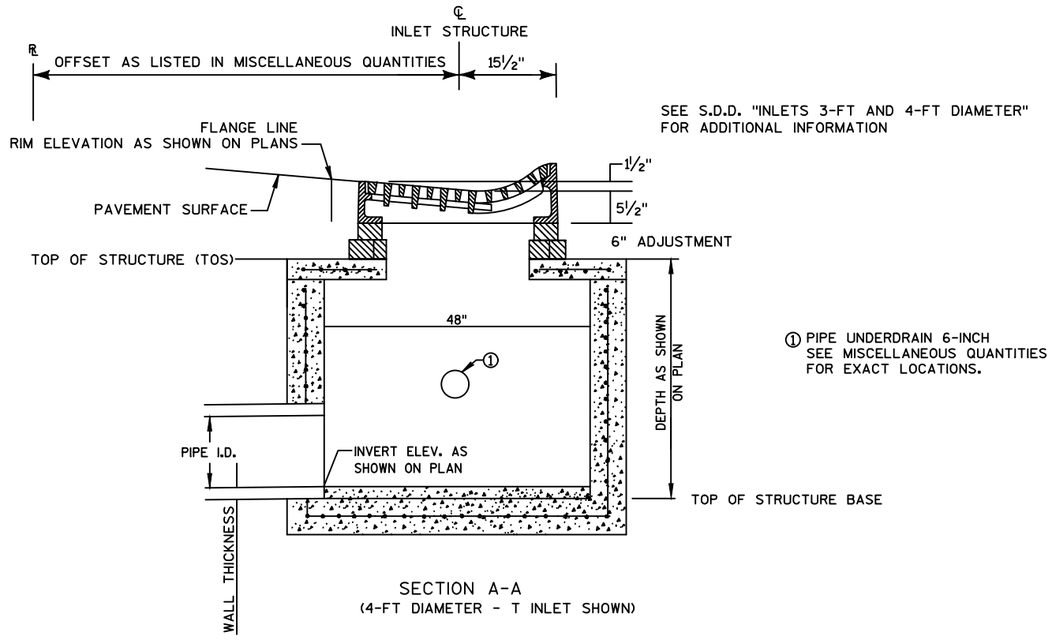


ELEVATION



DETAIL FOR CURB AND GUTTER AT INLETS

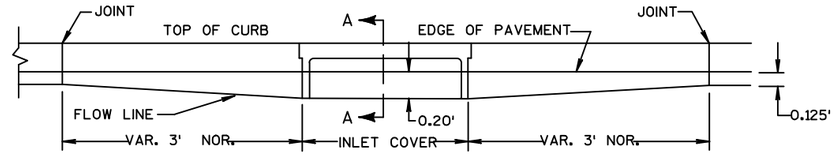
(2x3-FT - T INLET SHOWN)



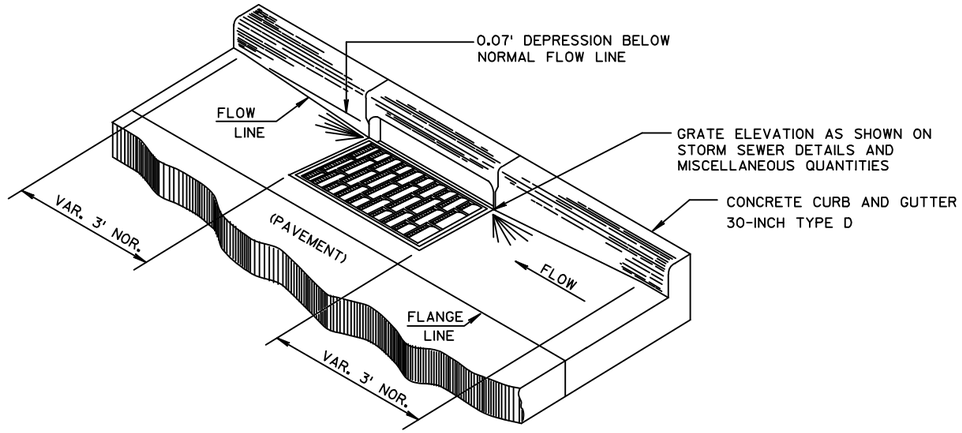
SECTION A-A

(4-FT DIAMETER - T INLET SHOWN)

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

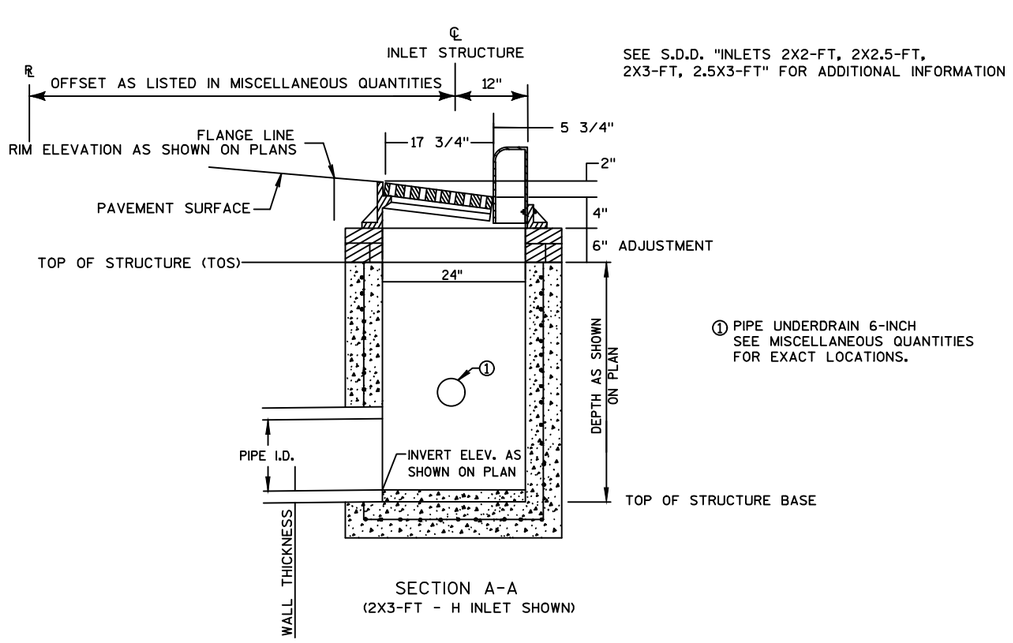


ELEVATION



DETAIL FOR CURB AND GUTTER AT INLETS

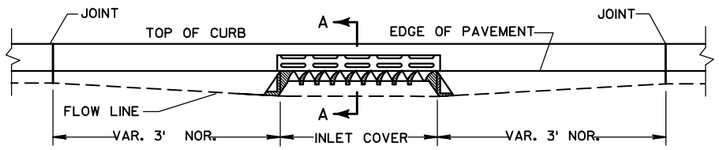
(2x3-FT - H INLET SHOWN)



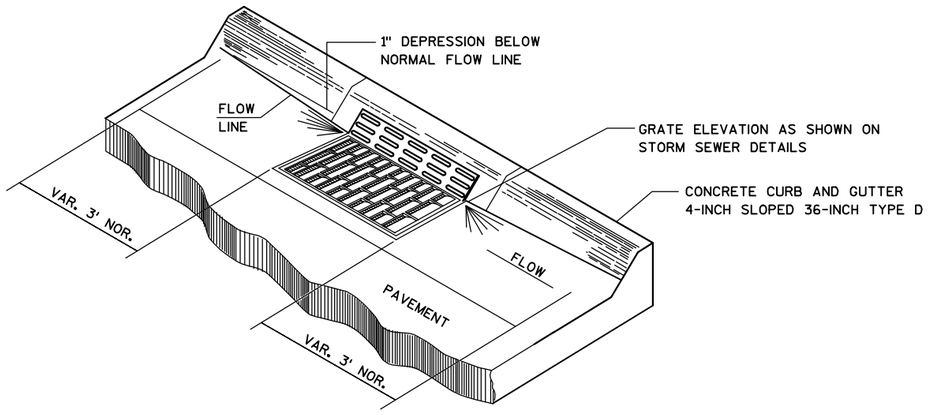
SECTION A-A

(2X3-FT - H INLET SHOWN)

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

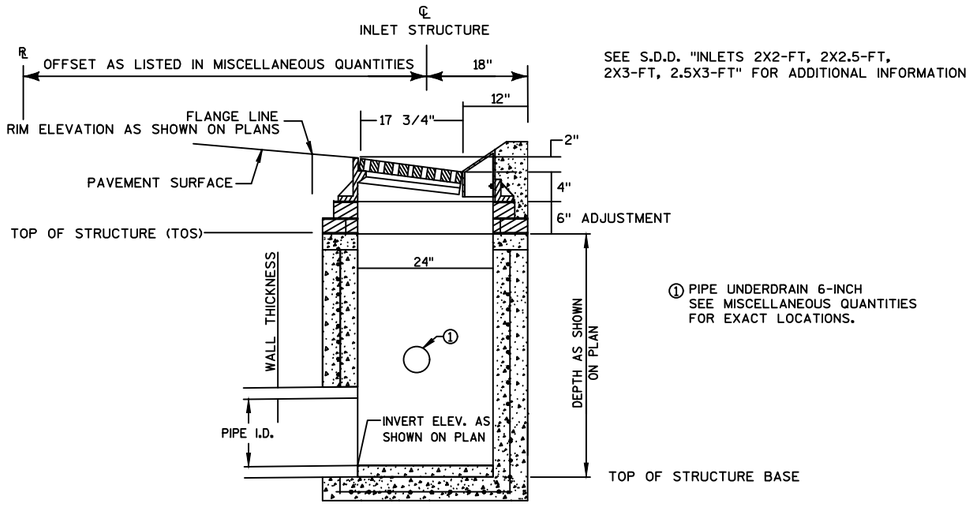


ELEVATION



DETAIL FOR CURB AND GUTTER AT INLETS

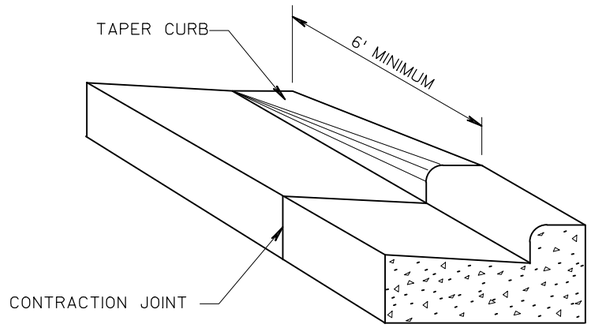
(2x3-FT - HM INLET SHOWN)



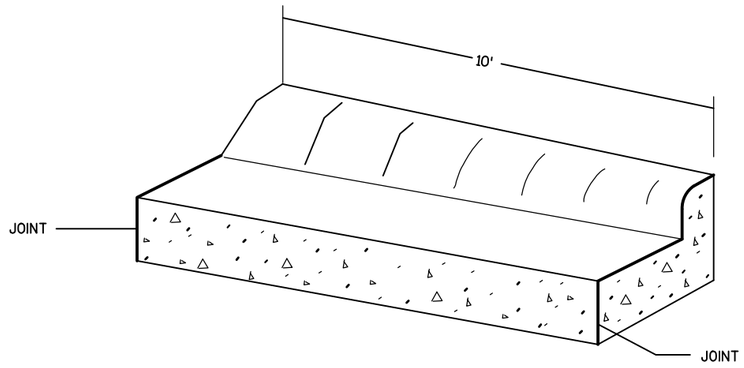
SECTION A-A

(2X3-FT - HM INLET SHOWN)

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

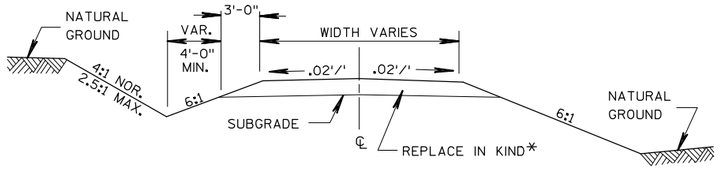


DETAIL FOR CURB & GUTTER TERMINI

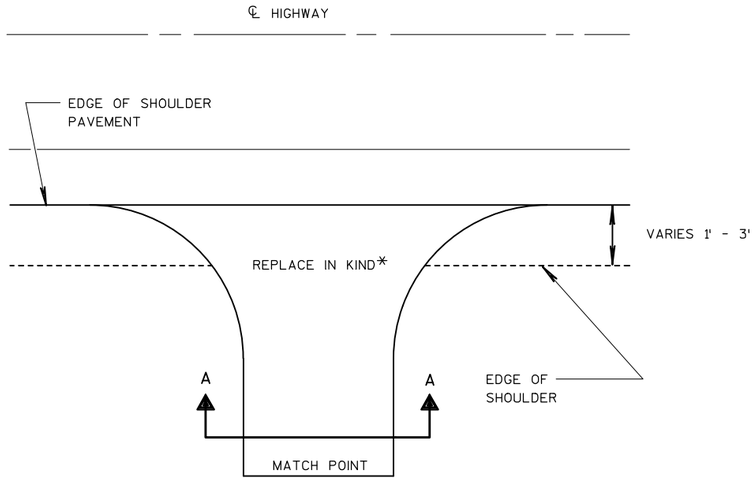


DETAIL FOR TYPE D TRANSITION

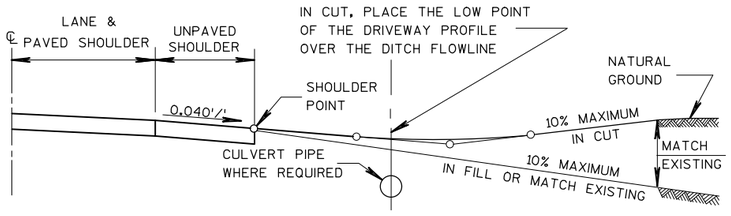
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D TO
CONCRETE CURB & GUTTER 30-INCH TYPE D (TO BE MEASURED AND PAID
FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D)



SECTION A-A



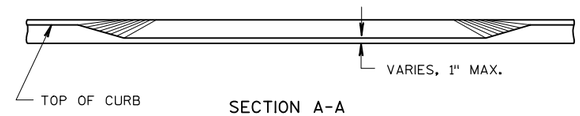
PLAN



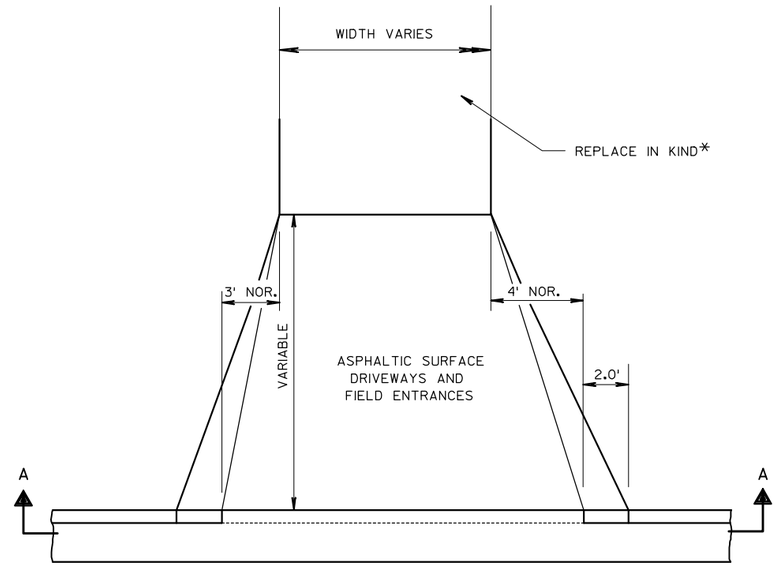
PROFILE

*6" BASE AGGREGATE DENSE 3/4-INCH MATERIAL OR
3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
OVER 6" 1 1/4-INCH BASE AGGREGATE DENSE MATERIAL
FOR DRIVEWAY AT STA. 117+25 LT USE 16" BASE AGGREGATE DENSE MATERIAL

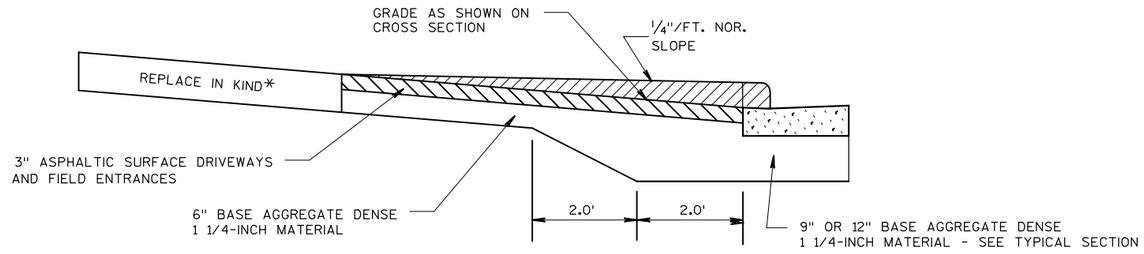
DETAIL FOR RURAL DRIVEWAY



SECTION A-A



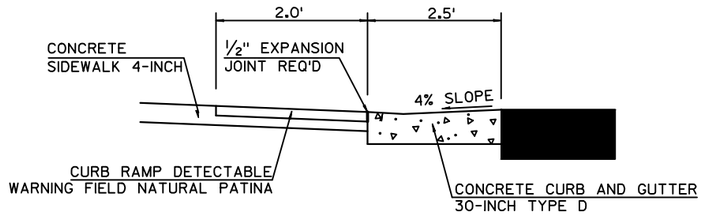
PLAN



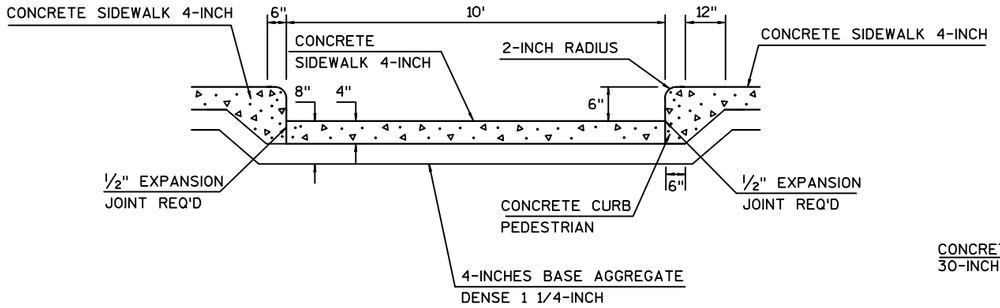
*6" BASE AGGREGATE DENSE 3/4-INCH MATERIAL OR
3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
OVER 6-INCHES 1 1/4-INCH BASE AGGREGATE DENSE MATERIAL

PROFILE

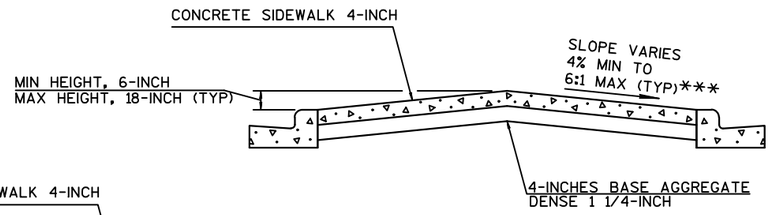
DETAIL FOR URBAN DRIVEWAY



SECTION A-A

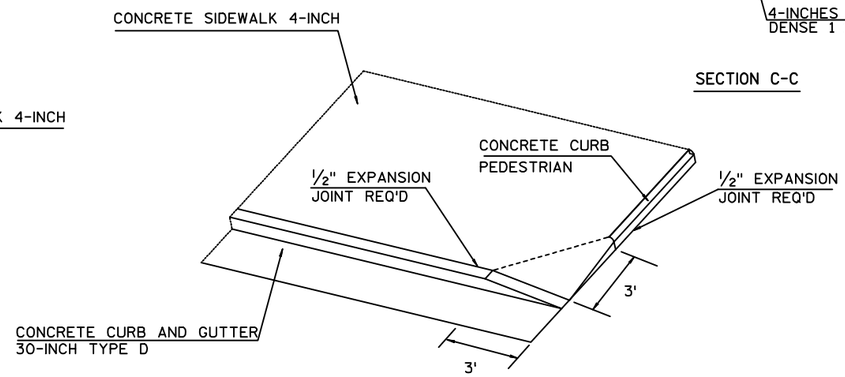


SECTION B-B

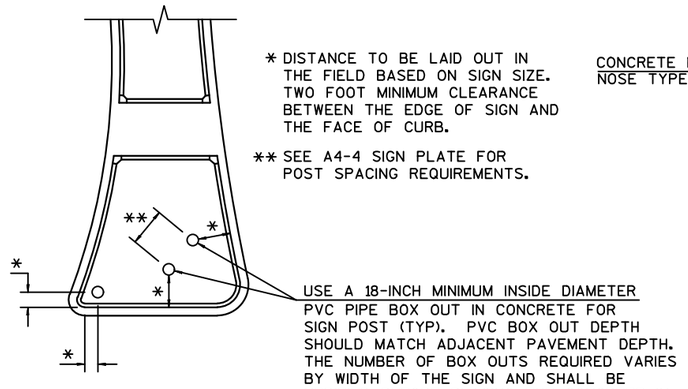


SECTION C-C

*** SEE CROSS SECTIONS



DETAIL A - TRANSITION NOSE TYPICAL AT 4 CROSSWALK CORNERS

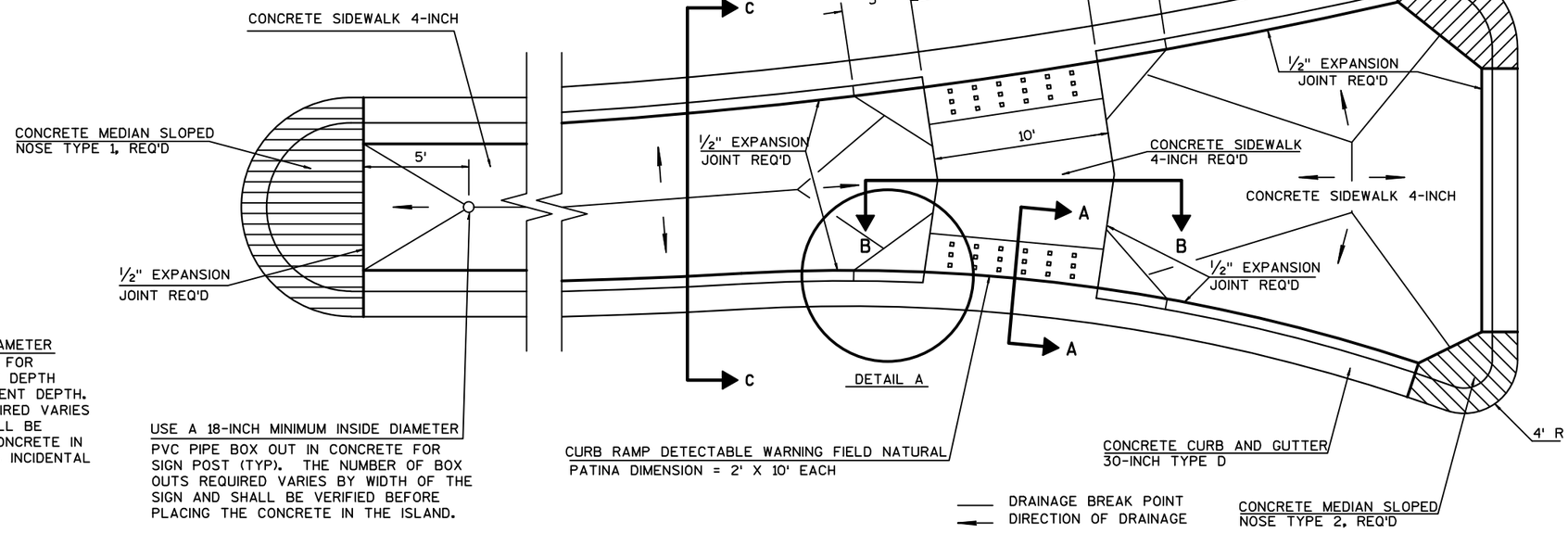


* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). PVC BOX OUT DEPTH SHOULD MATCH ADJACENT PAVEMENT DEPTH. THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND. GRAVEL BACKFILL IS INCIDENTAL TO POSTS WOOD BID ITEM.

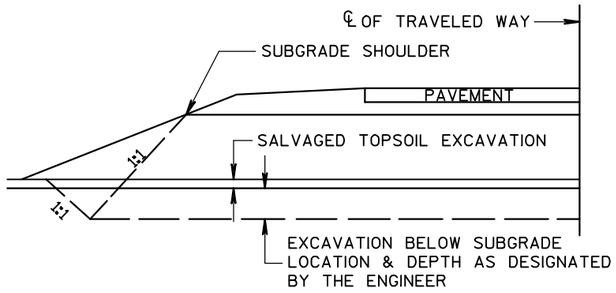
CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)



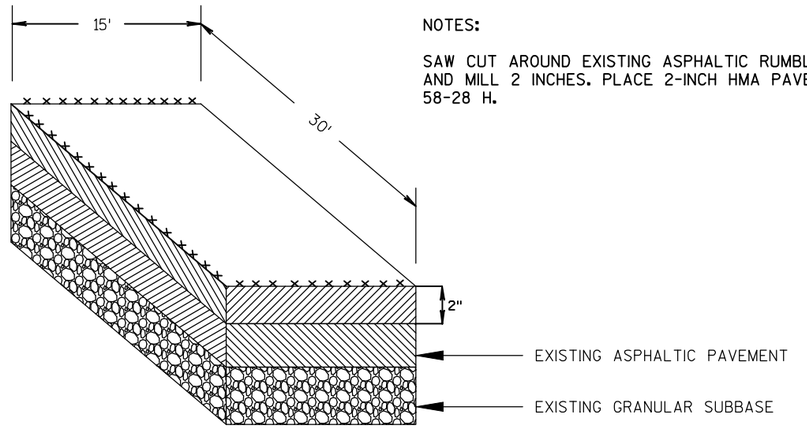
SPLITTER ISLAND DETAIL

SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION

INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.



DETAIL FOR EXCAVATION BELOW SUBGRADE



NOTES:

SAW CUT AROUND EXISTING ASPHALTIC RUMBLE STRIPS AND MILL 2 INCHES. PLACE 2-INCH HMA PAVEMENT 4 MT 58-28 H.

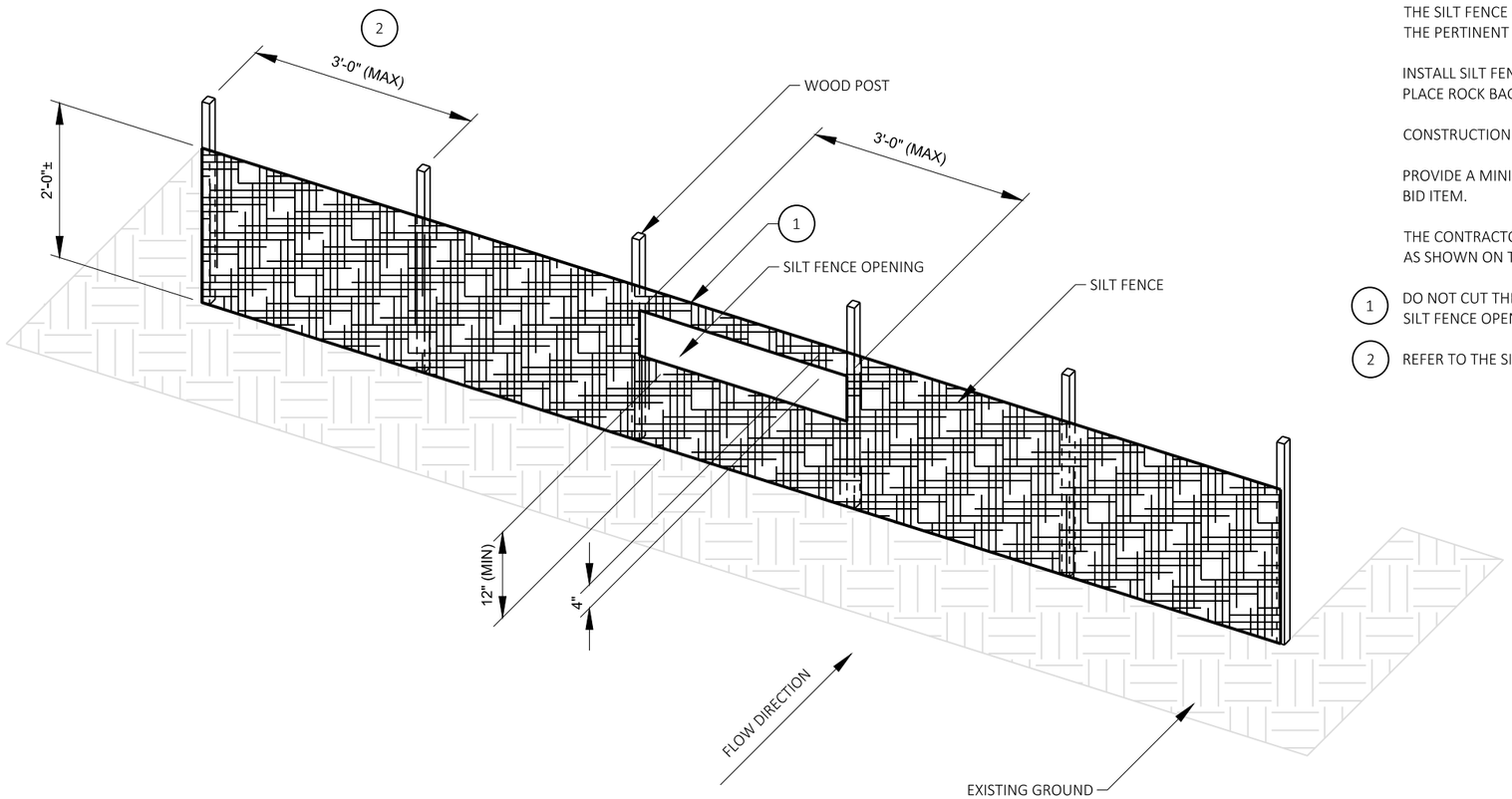
DETAIL FOR ASPHALTIC PAVEMENT RUMBLE STRIP REPLACEMENT

LOCATIONS:

STH 60 WB LANE
APPROXIMATELY STA. 136+50

2

PROJECT NO:6020-00-70	HWY:USH 51	COUNTY:COLUMBIA	CONSTRUCTION DETAILS	SHEET 15	E



GENERAL NOTES

THE SILT FENCE RELIEF DETAIL IS A SUPPLEMENTAL DETAIL TO THE SILT FENCE STANDARD DETAILS AND SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

INSTALL SILT FENCE PRIOR TO CONSTRUCTING THE SILT FENCE OPENING. PRIOR TO CONSTRUCTING THE SILT FENCE OPENING, PLACE ROCK BAGS AT THE SILT FENCE OPENING AS SHOWN IN THIS DETAIL.

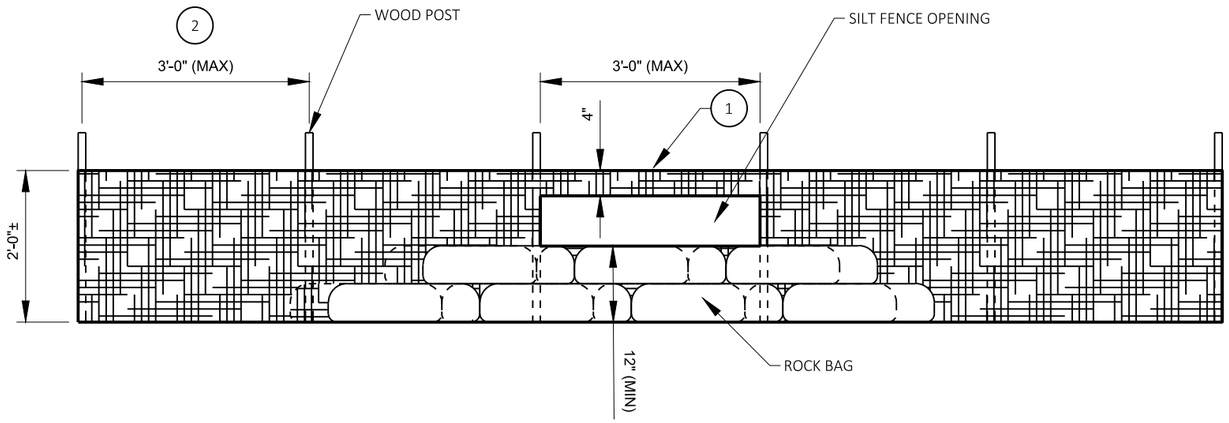
CONSTRUCTION OF THE SILT FENCE OPENING SHALL BE INCIDENTAL TO THE COST OF THE SILT FENCE BID ITEM.

PROVIDE A MINIMUM OF 22 ROCK BAGS MINIMUM PER 3 FOOT OPENING. ROCK BAGS SHALL BE PAID UNDER THE ROCK BAGS BID ITEM.

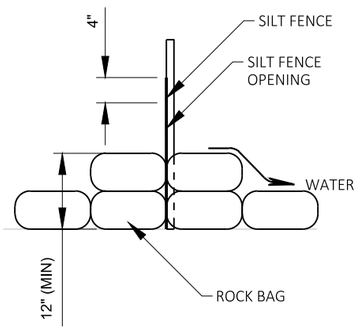
THE CONTRACTOR SHALL ADJUST THE SILT FENCE RELIEF OPENINGS WITHIN THE SILT FENCE AS NECESSARY TO PROVIDE RELIEF: AS SHOWN ON THE PLANS, TO FIT FIELD CONDITIONS AND AS DIRECTED BY THE FIELD ENGINEER.

(1) DO NOT CUT THE SUPPORT CORD OR TENSION TAPE WHEN CONSTRUCTING THE SILT FENCE OPENING. KEEP THE TOP OF THE SILT FENCE OPENING 1"± BELOW THE 3" FOLD AT THE SUPPORT CORD OR TENSION TAPE.

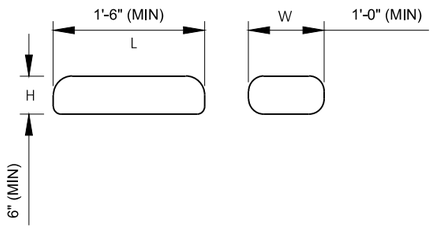
(2) REFER TO THE SILT FENCE STANDARD DETAILS FOR ALLOWABLE ADJUSTMENTS TO POST SPACING.



SECTION VIEW



ROCK BAG DETAIL



SILT FENCE RELIEF DETAIL

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CONSTRUCTION DETAILS	SHEET 16	E

2

2

50-FT ASPHALTIC SURFACE
TEMPORARY WEDGE

213+00"NB"

212+00"NB"

211+00"NB"

212+20 "NB" 17' LT

212+85 "NB" 17' LT

212+45 "NB" 29' LT

211+92 "NB" 35' LT

PLACE TWO LOWER LAYERS OF HMA

FINAL LIFT OF HMA

212+11 "NB" 46' LT

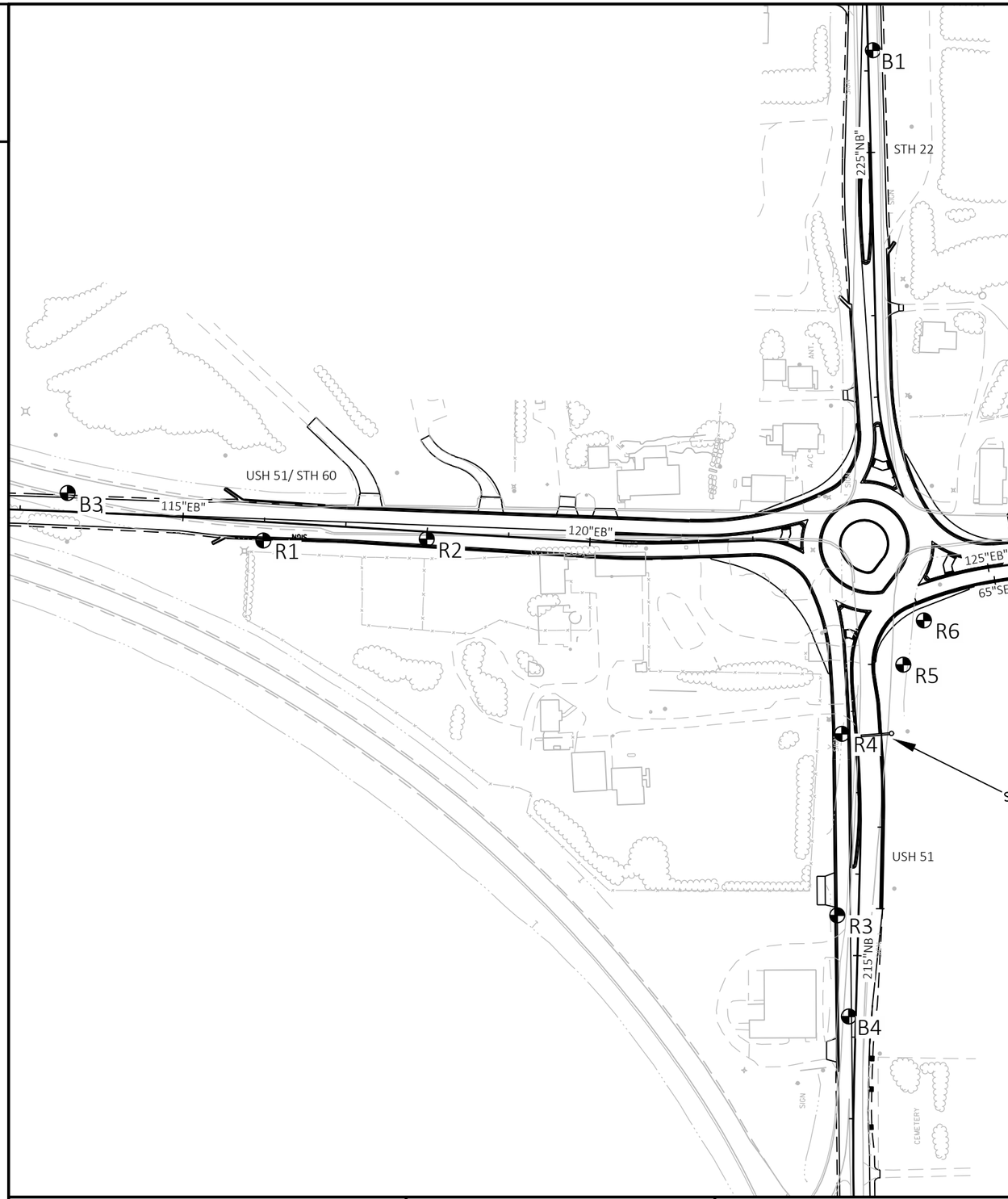
4" ASPHALTIC SURFACE TEMPORARY
4" BASE AGGREGATE DENSE, 1 1/4-INCH
12" SELECT CRUSHED MATERIAL

639+00

638+00

N

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CONSTRUCTION DETAILS	SHEET 17	E



5-FT ROADWAY SOIL BORING SUMMARY TABLE

BORING NO.	APPROX. STATION	APPROX. OFFSET (FT)	PAVEMENT STRUCTURE THICKNESS			
			ASPHALT (IN)	CONCRETE (IN)	BASE (IN)	SUBGRADE MATERIAL DESCRIPTION
B1	226+25 "NB"	6.0 RT	6	--	10	SILT, SAND, LITTLE GRAVEL, MOIST
B2	128+00 "EB"	30.0 LT	4.5	--	13	SILT, SAND, LITTLE GRAVEL, MOIST
B3	130+50 "EB"	20.0 LT	6	--	10.5	SILT, SAND, LITTLE GRAVEL, MOIST
B4	214+25 "NB"	8.5 LT	6	--	11	SILT, SOME SAND, SOME GRAVEL, MOIST

10-FT ROCK BORING SUMMARY TABLE

BORING NO.	APPROX. STATION	APPROX. OFFSET (FT)	SOIL STRUCTURE THICKNESS			
			TOPSOIL DEPTH (FT)	SILT OR SILTY SAND DEPTH (FT)	ROCK DEPTH (FT)	SOIL/ROCK MATERIAL
R1	116+00 "EB"	23.0 RT	0 - 2	2 - 10	--	NO ROCK ENCOUNTERED WITHIN 10 FT BORING
R2	118+00 "EB"	9.0 RT	0 - 0.5	0.5 - 10	--	NO ROCK ENCOUNTERED WITHIN 10 FT BORING
R3	215+00 "NB"	22.0 LT	0 - 1.5	1.5 - 9	9 +	LIMESTONE FOUND AT 9 FT DEPTH
R4	218+00 "NB"	59.0 LT	0 - 1.5	1.5 - 8	8 +	LIMESTONE FOUND AT 8 FT DEPTH
R5	63+00 "SE"	38.0 RT	0 - 1	1 - 7	7 +	LIMESTONE FOUND AT 7 FT DEPTH
R6	64+00 "SE"	20.0 RT	0 - 2	2 - 8	8 +	LIMESTONE FOUND AT 8 FT DEPTH

FOR INFORMATION ONLY.

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS 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 IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION 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.

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	SUBSURFACE EXPLORATION	SHEET 18	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\021001_CD - BORING.DWG
LAYOUT NAME - Plan 1 IN 150 FT
PLOT DATE : 6/7/2021 11:29 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:150 FT
WISDOT/CADDS SHEET 42

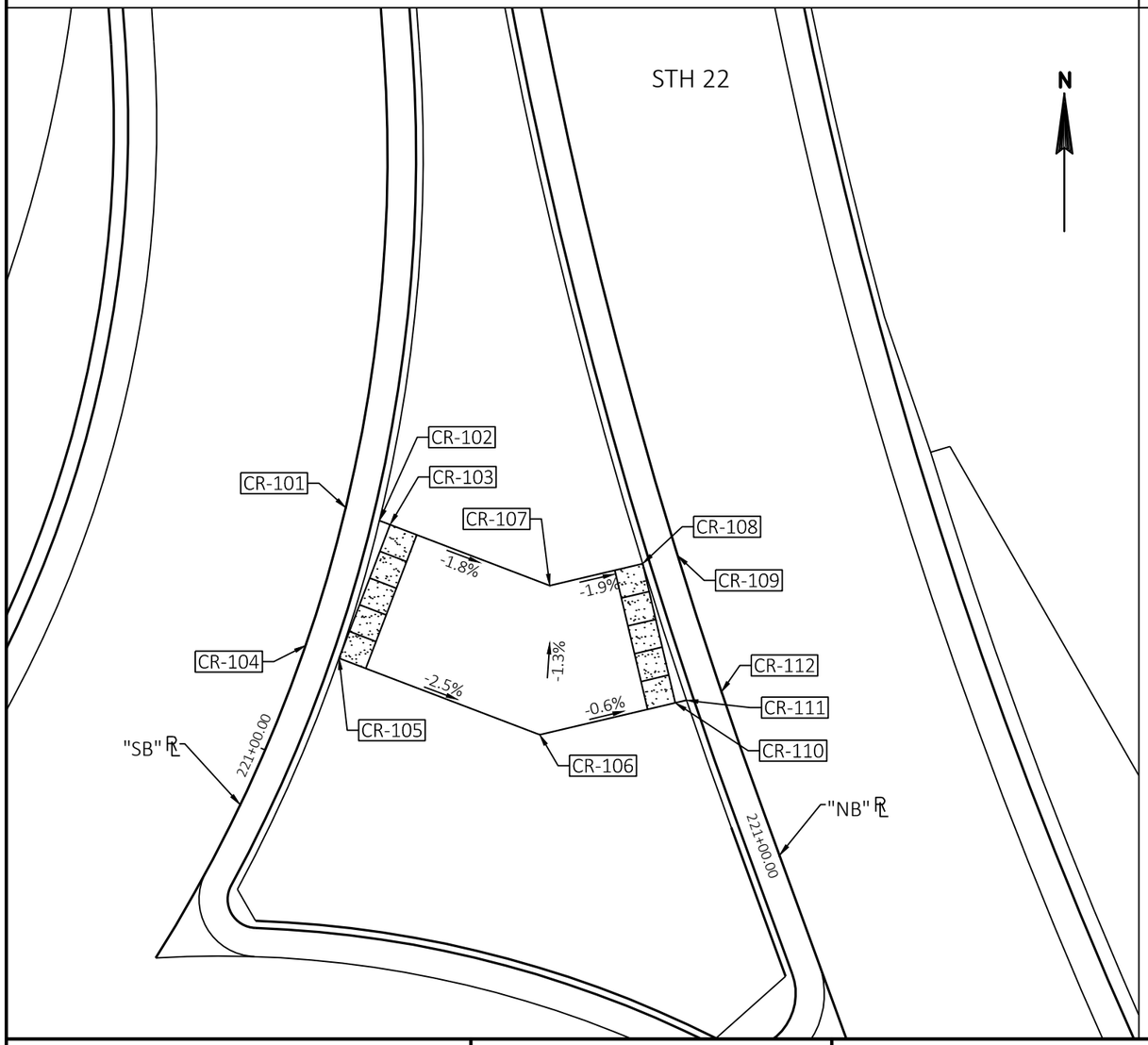
CR-101 POINTS					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
101	221+17.88 "SB"	0.00'	1074.18	318582.67	573396.37
102	221+17.57 "SB"	2.50' RT	1074.23	318581.77	573398.73
103	221+17.47 "SB"	3.28' RT	1074.22	318581.49	573399.46
104	221+07.84 "SB"	0.00'	1074.49	318573.04	573393.56
105	221+07.76 "SB"	2.50' RT	1074.53	318572.14	573395.90
106	221+12.29 "NB"	13.00' LT	1074.15	318566.79	573409.94

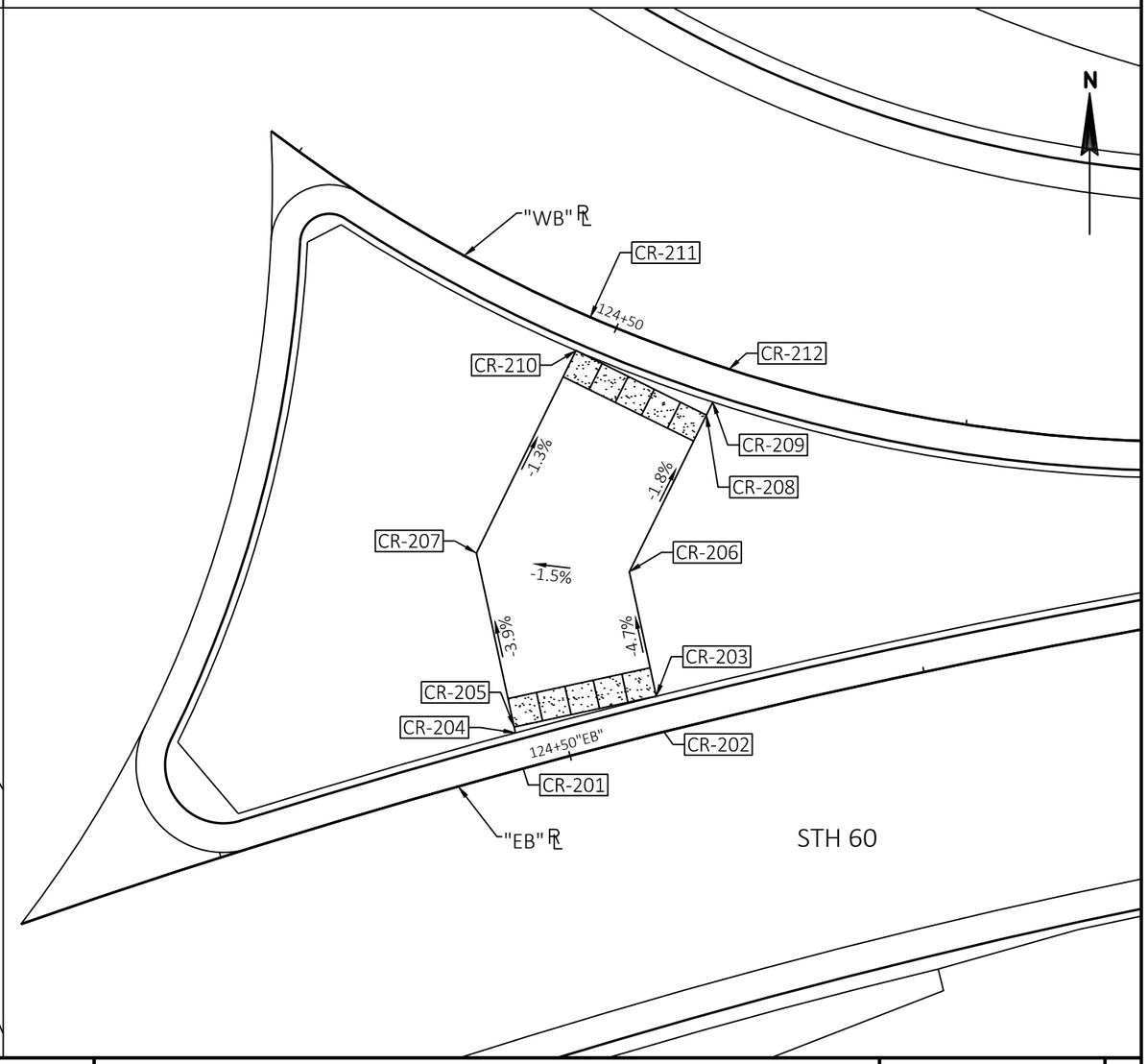
CR-101 POINTS					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
107	221+21.74 "NB"	9.16' LT	1074.01	318577.22	573410.64
108	221+21.31 "NB"	2.50' LT	1073.88	318578.75	573417.13
109	221+21.14 "NB"	0.00'	1073.94	318579.33	573419.57
110	221+11.42 "NB"	3.30' LT	1074.09	318569.02	573419.43
111	221+11.34 "NB"	2.50' LT	1074.09	318569.20	573420.20
112	221+11.11 "NB"	0.00'	1074.17	318569.78	573422.65

CR-201 POINTS					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
201	124+46.66 "EB"	0.00'	1075.91	318436.31	573487.72
202	124+56.67 "EB"	0.00'	1075.98	318438.83	573497.40
203	124+56.75 "EB"	2.50' LT	1076.02	318441.27	573496.87
204	124+46.79 "EB"	2.50' LT	1075.95	318438.76	573487.18
205	124+46.81 "EB"	2.90' LT	1075.94	318439.15	573487.10
206	124+57.00 "EB"	11.25' LT	1075.61	318449.82	573495.01

CR-201 POINTS					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
207	124+47.40 "EB"	15.13' LT	1075.45	318451.11	573484.50
208	124+57.75 "WB"	3.47' RT	1075.40	318460.59	573500.32
209	124+57.88 "WB"	2.50' RT	1075.38	318461.47	573500.75
210	124+48.07 "WB"	2.50' RT	1075.25	318465.01	573491.35
211	124+48.07 "WB"	0.00'	1075.33	318467.31	573492.33
212	124+58.25 "WB"	0.00'	1075.46	318463.74	573501.87

2





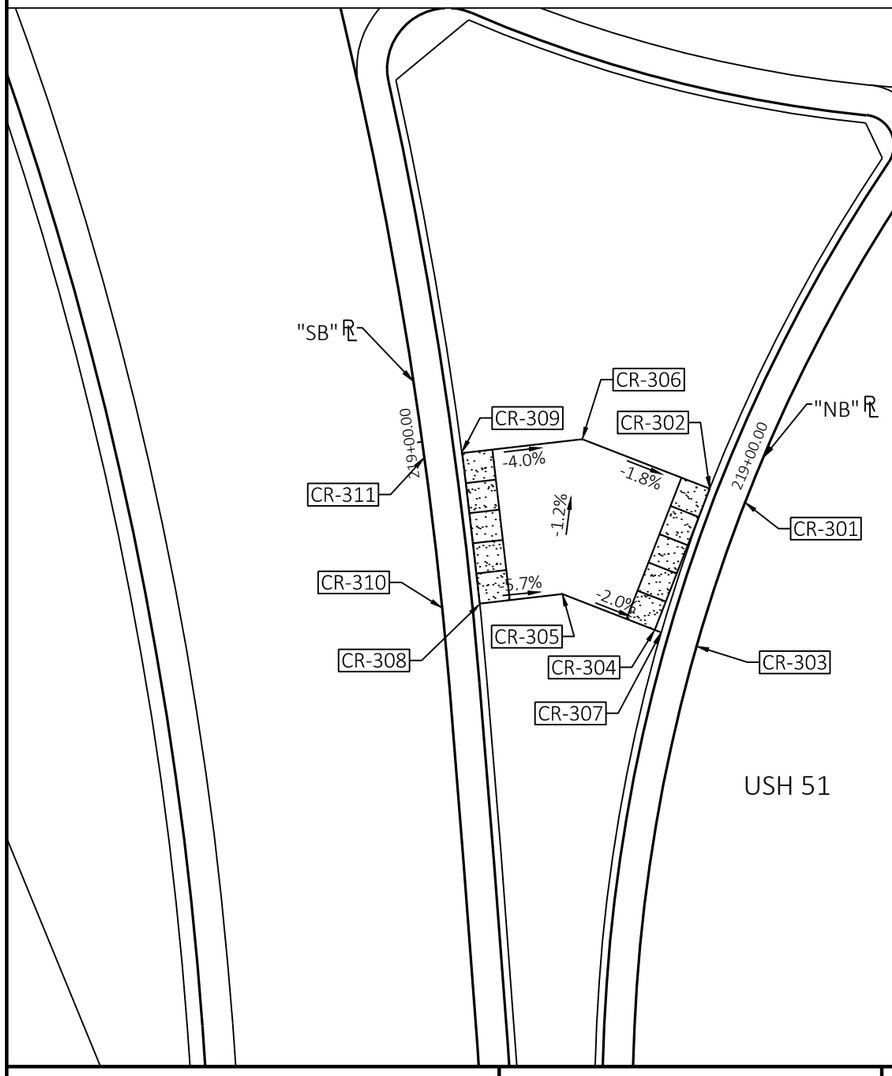
PROJECT NO: 6020-02-70	HWY: USH 51	COUNTY: COLUMBIA	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 19	E

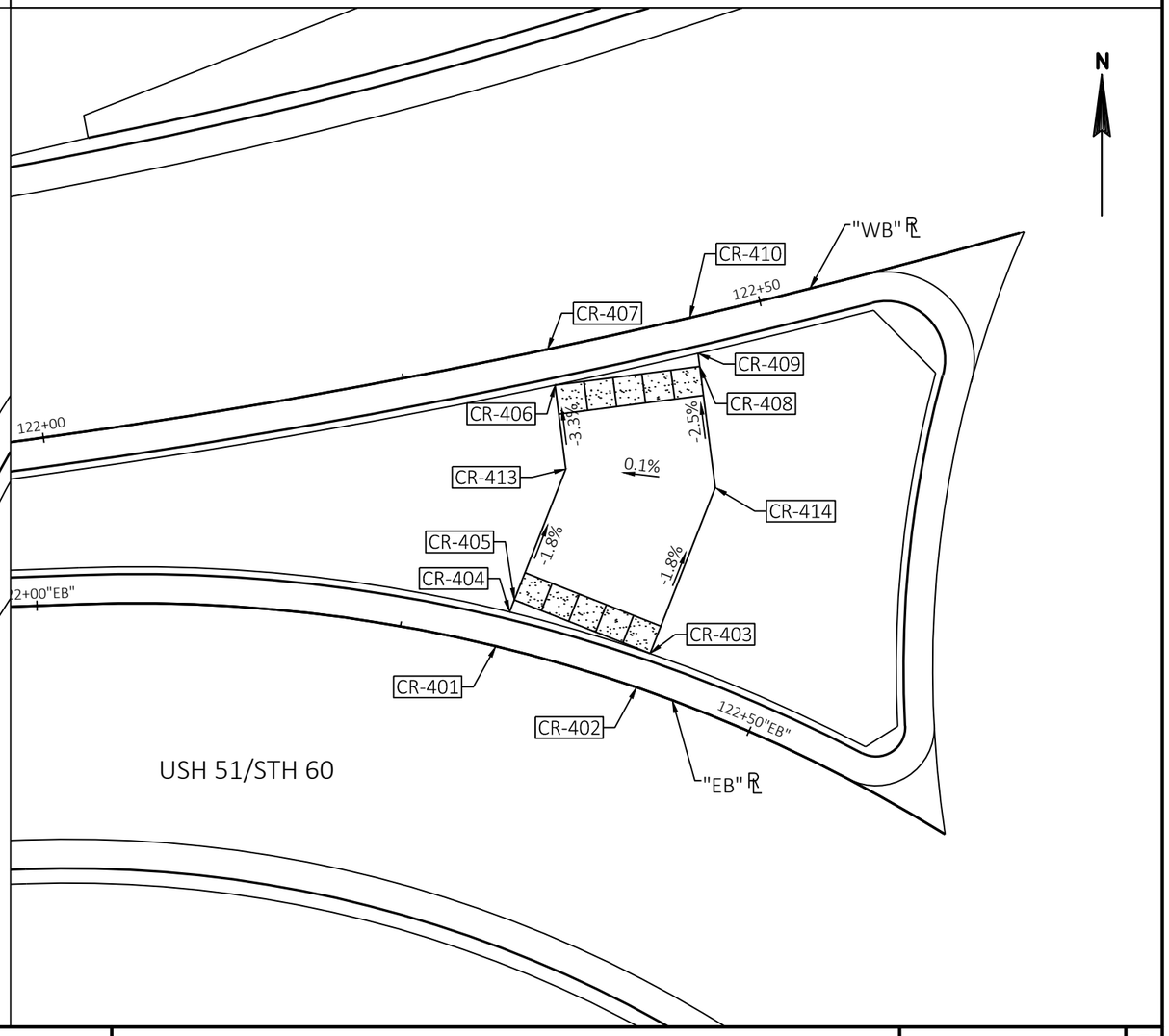
CR-301 POINTS					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
301	218+97.06 "NB"	0.00'	1077.12	318367.64	573380.91
302	218+97.06 "NB"	2.50' LT	1077.04	318368.54	573378.58
303	218+87.04 "NB"	0.00'	1077.27	318358.15	573377.72
304	218+87.31 "NB"	2.95' LT	1077.19	318359.22	573374.96
305	218+87.85 "NB"	9.46' LT	1077.32	318361.59	573368.86
306	218+97.06 "NB"	11.52' LT	1077.20	318371.81	573370.18

CR-301 POINTS					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
307	218+87.27 "NB"	2.50' LT	1077.19	318359.06	573375.38
308	218+88.96 "SB"	2.50' RT	1077.64	318360.92	573363.42
309	218+98.96 "SB"	2.50' RT	1077.52	318370.94	573362.24
310	218+88.96 "SB"	0.00'	1077.60	318360.67	573360.93
311	218+98.96 "SB"	0.00'	1077.47	318370.60	573359.76

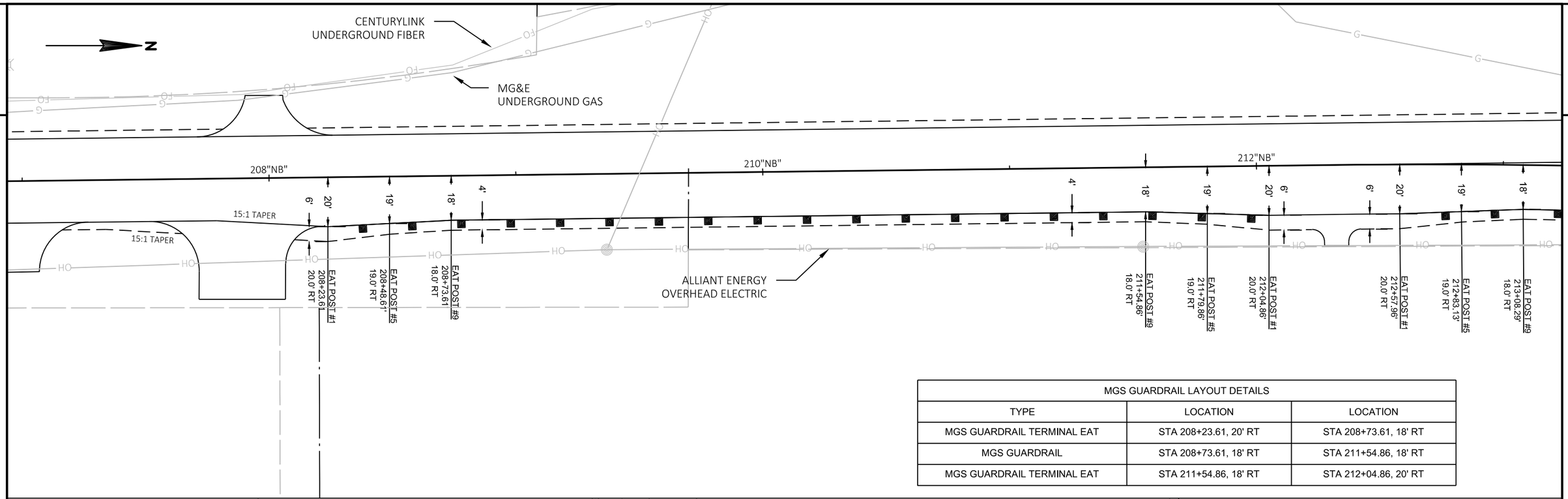
CR-401 POINTS					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
401	122+31.69 "EB"	0.00'	1076.69	318477.90	573282.55
402	122+41.74 "EB"	0.00'	1076.71	318475.08	573292.19
403	122+41.84 "EB"	2.50' LT	1076.75	318477.40	573293.11
404	122+32.03 "EB"	2.50' LT	1076.73	318480.25	573283.48
405	122+32.15 "EB"	3.38' LT	1076.71	318481.07	573283.80
406	122+35.09 "WB"	2.50' RT	1076.35	318495.79	573286.60

CR-401 POINTS					
POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
407	122+35.09 "WB"	0.00'	1076.43	318498.24	573286.08
408	122+44.99 "WB"	3.41' RT	1076.32	318497.07	573296.52
409	122+45.08 "WB"	2.50' RT	1076.30	318497.97	573296.40
410	122+45.08 "WB"	0.00'	1076.38	318500.40	573295.83
413	122+33.29 "EB"	12.94' LT	1076.48	318490.04	573287.34
414	122+42.29 "EB"	14.71' LT	1076.53	318488.77	573297.58

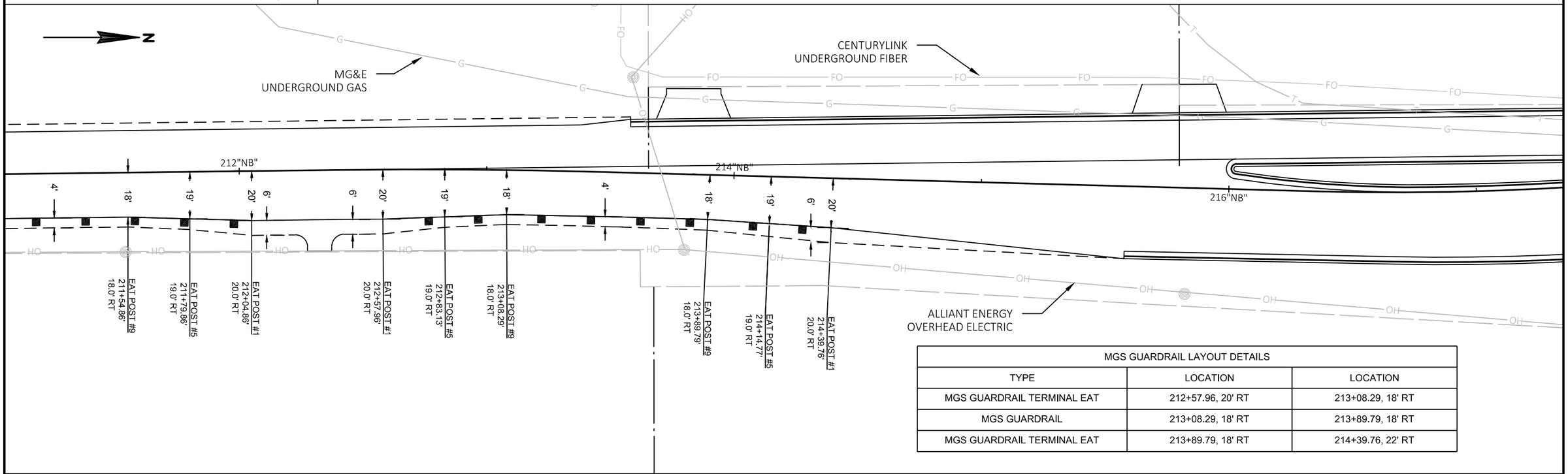




PROJECT NO: 6020-02-70	HWY: USH 51	COUNTY: COLUMBIA	CONSTRUCTION DETAILS- CURB RAMP DETAILS	SHEET 20	E



MGS GUARDRAIL LAYOUT DETAILS		
TYPE	LOCATION	LOCATION
MGS GUARDRAIL TERMINAL EAT	STA 208+23.61, 20' RT	STA 208+73.61, 18' RT
MGS GUARDRAIL	STA 208+73.61, 18' RT	STA 211+54.86, 18' RT
MGS GUARDRAIL TERMINAL EAT	STA 211+54.86, 18' RT	STA 212+04.86, 20' RT



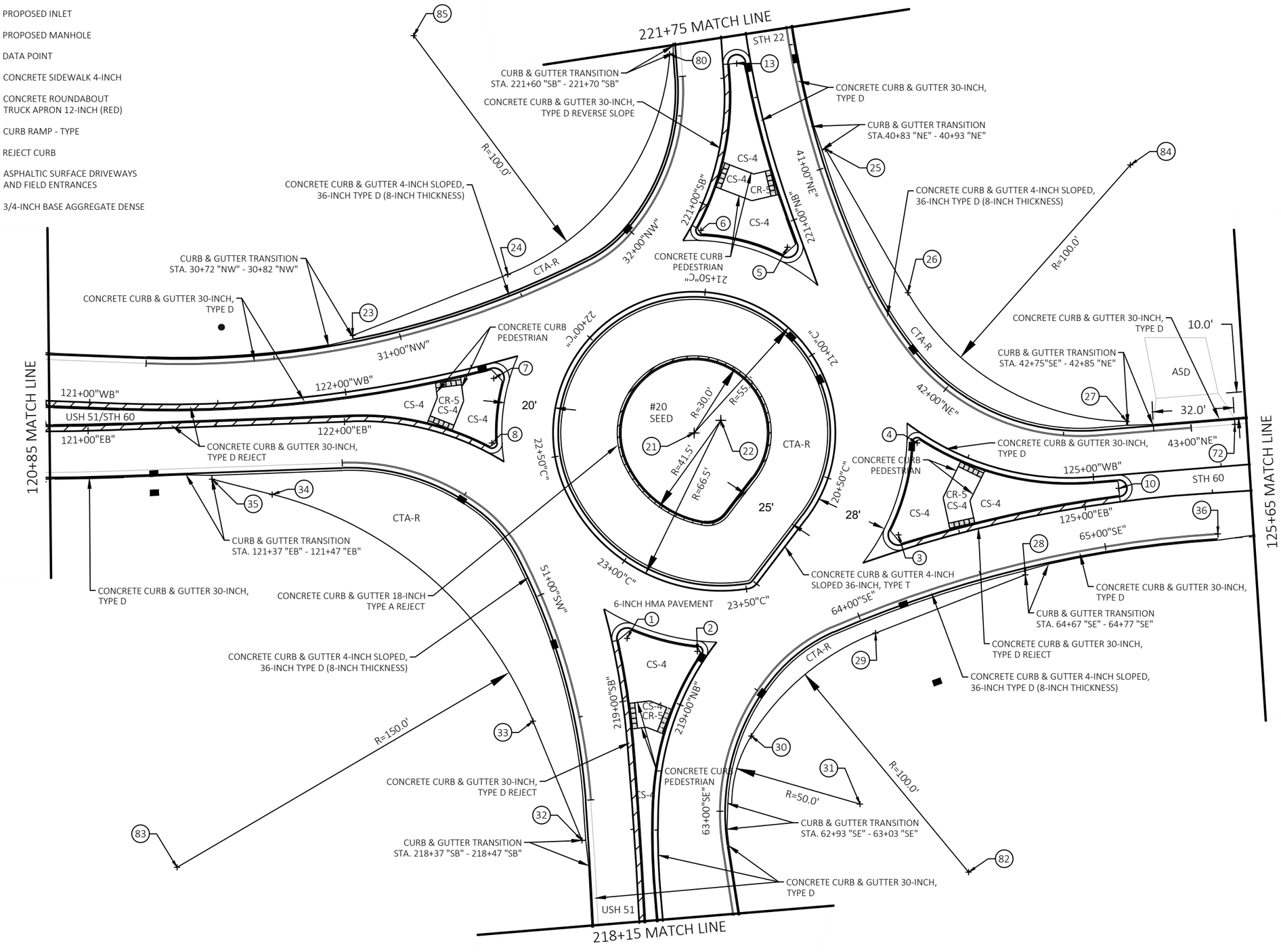
MGS GUARDRAIL LAYOUT DETAILS		
TYPE	LOCATION	LOCATION
MGS GUARDRAIL TERMINAL EAT	212+57.96, 20' RT	213+08.29, 18' RT
MGS GUARDRAIL	213+08.29, 18' RT	213+89.79, 18' RT
MGS GUARDRAIL TERMINAL EAT	213+89.79, 18' RT	214+39.76, 22' RT

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	GUARDRAIL DETAILS	SHEET 21	E

2

LEGEND

■	PROPOSED INLET
●	PROPOSED MANHOLE
③	DATA POINT
CS-4	CONCRETE SIDEWALK 4-INCH
CTA-R	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)
CR-5	CURB RAMP - TYPE
▨	REJECT CURB
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD	3/4-INCH BASE AGGREGATE DENSE



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	INTERSECTION DETAILS	SHEET 22	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\021201_ID.DWG
LAYOUT NAME - 021201_id
PLOT DATE : 6/7/2021 12:57 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

"701+50"DW"

"701+00"DW"

"700+50"DW"

"801+50"DW"

"801+00"DW"

"800+50"DW"

RADIUS = 62.6'

RADIUS = 90.0'

RADIUS =50.0'

RADIUS = 70.0'

8.0'

6.0'

17.0'

17.0'

18.0'

ASD

BAD

15.0'

13.75'

30.5'

31.0'

10.0'

27.0'

CURB & GUTTER TRANSITION
STA. 120+76 "EB" - 120+86 "EB"

CURB & GUTTER TRANSITION
STA. 120+76 "EB" - 120+86 "EB"

115+00"WB"
115+00"EB"
116+00"WB"
116+00"EB"
117+00"WB"
117+00"EB"
118+00"WB"
118+00"EB"
119+00"WB"
119+00"EB"
120+00"WB"
120+00"EB"

USH 51/STH 60

CS-4

500-FT RADIUS

120+85 MATCH LINE

CONCRETE SURFACE DRAIN

CONCRETE CURB & GUTTER 4-INCH SLOPED,
36-INCH TYPE D

CONCRETE CURB & GUTTER 4-INCH SLOPED,
36-INCH TYPE D REJECT

CONCRETE CURB & GUTTER TRANSITION
STA. 120+76 "EB" - 120+86 "EB"

CONCRETE CURB & GUTTER 30-INCH,
TYPE D

CURB & GUTTER TRANSITION
STA. 126+08 "EB" - 126+18 "EB"

CONCRETE CURB & GUTTER 4-INCH SLOPED,
36-INCH TYPE D

CONCRETE SURFACE DRAIN

15.0'

10.0'

32.0'

29.0'

9.0'

R=20.0'

R=20.0'

126+00"WB"
126+00"EB"
127+00"WB"
127+00"EB"
128+00"WB"
128+00"EB"
129+00"WB"
129+00"EB"
130+00"WB"
130+00"EB"
131+00"WB"
131+00"EB"

STH 60

CS-4

500-FT RADIUS

500-FT RADIUS

125+65 MATCH LINE

CONCRETE CURB & GUTTER 4-INCH SLOPED,
36-INCH TYPE D REJECT

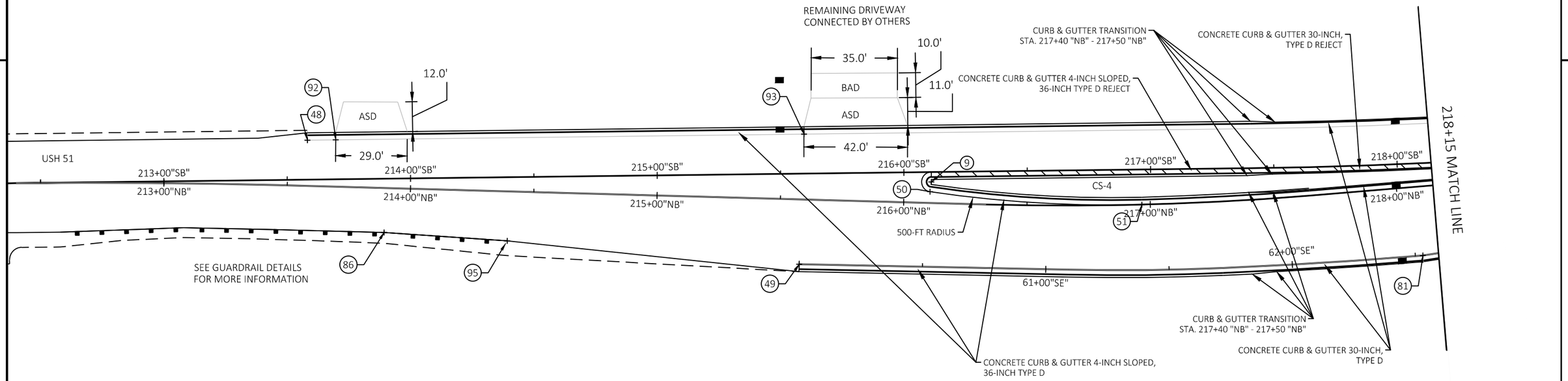
LEGEND

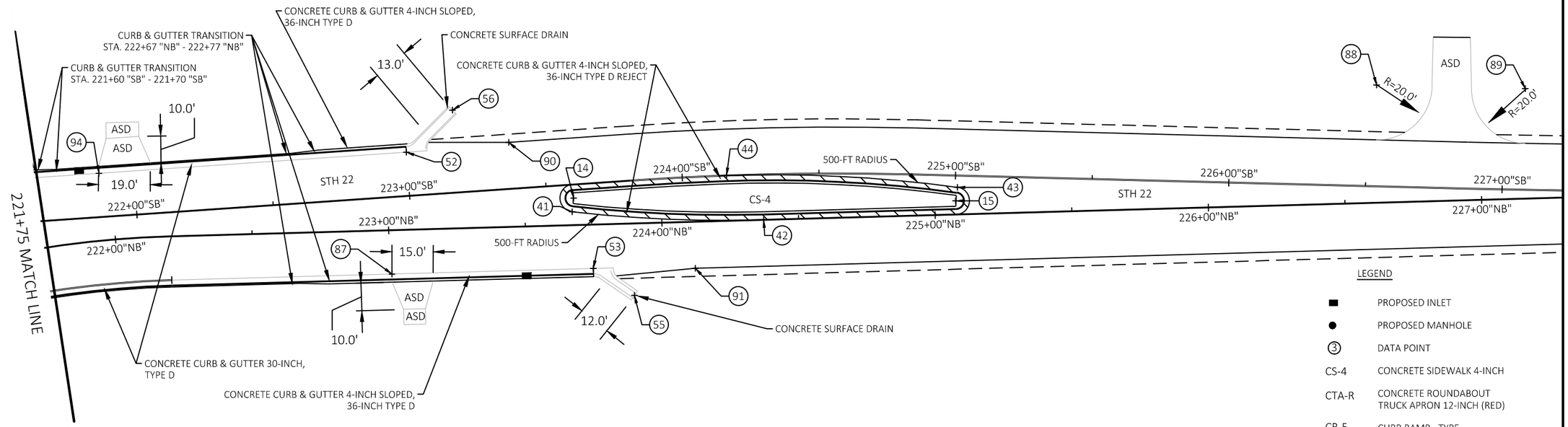
■	PROPOSED INLET
●	PROPOSED MANHOLE
(3)	DATA POINT
CS-4	CONCRETE SIDEWALK 4-INCH
CTA-R	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)
CR-5	CURB RAMP - TYPE
▨	REJECT CURB
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD	3/4-INCH BASE AGGREGATE DENSE

N

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	INTERSECTION DETAILS	SHEET 23	E

2





LEGEND

■	PROPOSED INLET
●	PROPOSED MANHOLE
(3)	DATA POINT
CS-4	CONCRETE SIDEWALK 4-INCH
CTA-R	CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)
CR-5	CURB RAMP - TYPE
▨	REJECT CURB
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD	3/4-INCH BASE AGGREGATE DENSE

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	INTERSECTION DETAILS	SHEET 24	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\021201_ID.DWG
LAYOUT NAME - 021203_id
PLOT DATE : 6/7/2021 12:57 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	219+23.71 "SB"	6.00 RT	318396.26	573361.30	6-FT
2	219+21.15 "NB"	4.00 LT	318391.18	573388.72	4-FT
3	124+27.05 "EB"	6.00 LT	318436.54	573467.10	6-FT
4	124+30.16 "WB"	4.00 RT	318472.40	573474.39	4-FT
5	220+90.88 "NB"	6.00 LT	318548.68	573423.85	6-FT
6	220+90.49 "SB"	4.00 RT	318555.26	573390.10	4-FT
7	122+57.40 "WB"	6.00 RT	318497.54	573309.31	6-FT
8	122+57.58 "EB"	4.00 LT	318472.33	573308.57	4-FT
9	216+02.74 "NB"	8.19 LT	318083.10	573373.83	4-FT
10	125+13.91 "EB"	5.25 LT	318454.68	573552.94	5.25-FT
11	127+19.56 "WB"	5.00 RT	318471.76	573762.35	5-FT
12	128+89.67 "EB"	5.00 LT	318479.82	573928.17	5-FT
13	221+64.31 "NB"	5.40 LT	318620.28	573404.05	5.4-FT
14	223+67.99 "NB"	9.87 LT	318824.24	573389.61	5-FT
15	225+07.60 "NB"	5.00 LT	318963.93	573390.58	5-FT
16	119+97.94 "WB"	5.00 RT	318487.09	573049.59	5-FT
17	117+00.00 "EB"	16.00 RT	318481.62	572750.80	
18	115+55.27 "EB"	19.78 RT	318486.67	572606.14	
19	115+74.42 "WB"	19.73 LT	318527.92	572627.31	
20	117+00.45 "WB"	16.00 LT	318519.39	572753.11	
21	22+64.91 "C"	55.00 LT	318476.31	573387.47	55-FT
22	20+92.13 "C"	43.50 LT	318481.22	573397.87	66.5-FT
23	30+81.84 "NW"	4.54 LT	318514.26	573254.30	
24	31+48.08 "NW"	10.08 LT	318538.09	573314.77	
25	40+93.01 "NE"	4.40 LT	318586.96	573438.63	
26	41+59.39 "NE"	12.77 LT	318530.94	573470.80	
27	42+75.13 "NE"	4.50 LT	318480.76	573556.10	
28	64+67.12 "SE"	4.53 RT	318421.04	573516.61	
29	64+03.56 "SE"	8.60 RT	318398.28	573458.17	
30	63+32.59 "SE"	6.26 RT	318358.19	573409.72	
31	63+09.04 "SE"	54.38 RT	318331.65	573452.09	
32	218+46.98 "SB"	20.50 LT	318317.48	573343.69	
33	51+47.77 "SW"	17.96 RT	318363.96	573324.59	
34	121+70.84 "EB"	27.34 RT	318452.29	573222.94	
35	121+47.60 "EB"	20.50 RT	318458.28	573199.47	
36	125+51.09 "EB"	16.00 RT	318436.97	573591.66	
37	127+75.13 "EB"	0.00	318467.42	573814.20	
38	127+23.15 "EB"	2.71 LT	318466.77	573762.15	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
39	128+86.35 "WB"	4.10 RT	318484.81	573928.50	
40	128+16.32 "WB"	0.00	318484.46	573858.39	
41	223+67.29 "NB"	4.92 LT	318823.68	573394.57	
42	224+37.24 "NB"	0.00	318893.73	573397.54	
43	225+00.78 "SB"	4.28 RT	318964.61	573385.63	
44	224+16.20 "SB"	0.00	318880.16	573381.31	
45	119+97.47 "EB"	2.74 LT	318482.14	573048.86	
46	120+67.92 "EB"	0.00	318476.82	573119.08	
47	129+19.99 "WB"	20.00 LT	318510.44	573961.08	
48	213+58.39 "SB"	16.00 LT	317830.16	573356.91	
49	60+00.00 "SE"	0.00 RT	318029.49	573407.20	
50	216+02.26 "NB"	4.22 LT	318082.51	573377.79	
51	216+83.02 "NB"	0.00	318168.41	573383.02	
52	222+99.95 "SB"	16.00 LT	318763.05	573372.77	
53	223+74.47 "NB"	16.00 RT	318831.44	573415.28	
54	130+94.10 "WB"	37.00 LT	318529.88	574136.00	5-FT
55	223+89.22 "NB"	26.32 RT	318846.47	573425.18	5-FT
56	223+17.80 "SB"	30.18 LT	318779.88	573357.40	4.5-FT
57	800+39.35 "DW"	9.84 LT	318534.34	572917.73	
58	800+97.21 "DW"	6.00 LT	318570.34	572888.28	
59	800+93.91 "DW"	6.00 RT	318580.80	572895.03	
60	800+35.57 "DW"	13.44 RT	318533.62	572941.30	
61	117+13.38 "WB"	16.00 LT	318518.90	572766.03	
62	118+61.38 "WB"	16.00 LT	318513.27	572913.93	
63	119+57.53 "WB"	16.00 LT	318509.61	573010.00	
64	120+33.04 "WB"	16.00 LT	318506.74	573085.46	
65	131+69.10 "WB"	37.00 LT	318529.80	574211.00	5-FT
66	129+64.78 "WB"	17.00 LT	318508.94	574006.21	
67	126+35.17 "WB"	16.00 LT	318485.93	573676.54	
68	127+00.41 "WB"	16.00 LT	318491.16	573741.58	
69	128+00.80 "WB"	16.00 LT	318499.21	573841.64	
70	115+15.18 "WB"	17.00 LT	318527.44	572568.01	
71	114+95.91 "EB"	17.00 RT	318492.80	572547.13	
72	125+56.62 "WB"	16.00 LT	318479.63	573598.24	
73	700+77.29 "DW"	8.13 RT	318581.13	572768.14	
74	700+35.02 "DW"	14.80 RT	318538.19	572793.17	
75	700+80.56 "DW"	8.00 LT	318572.10	572754.38	
76	700+37.26 "DW"	8.93 LT	318538.92	572769.35	

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
77	115+50.02 "WB"	35.35 LT	318544.45	572603.53	
78	115+37.73 "EB"	30.06 RT	318477.43	572588.07	
79	129+41.04 "WB"	31.44 LT	318522.66	573981.86	
80	221+60.77 "SB"	20.50 LT	318623.89	573377.84	
81	62+53.06 "SE"	0.00	318282.35	573403.67	
82	62+61.43 "SE"	93.23 RT	318305.10	573494.46	
83	218+46.75 "SB"	178.69 LT	318306.95	573185.85	
84	42+84.55 "NE"	104.05 LT	318580.75	573557.51	
85	31+49.48 "NW"	110.08 LT	318631.13	573278.10	
86	213+89.79 "NB"	18.00 RT	317861.24	573394.32	
87	223+00.75 "NB"	16.00 RT	318757.75	573417.34	
88	226+53.12 "SB"	37.04 LT	319117.96	573348.20	
89	227+07.80 "SB"	37.04 LT	319172.36	573349.52	
90	223+37.52 "SB"	17.00 LT	318800.46	573369.19	
91	224+11.78 "NB"	17.00 RT	318868.76	573415.24	
92	213+69.87 "SB"	16.00 LT	317841.63	573356.77	
93	215+62.23 "SB"	16.00 LT	318031.47	573354.46	
94	221+87.21 "SB"	16.00 LT	318650.58	573380.51	
95	214+39.74 "NB"	20.00 RT	317911.12	573397.68	

2

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE
- REJECT CURB

N

221+75 MATCH LINE

STH 22

USH 51/STH 60

120+85 MATCH LINE

125+65 MATCH LINE

218+15 MATCH LINE

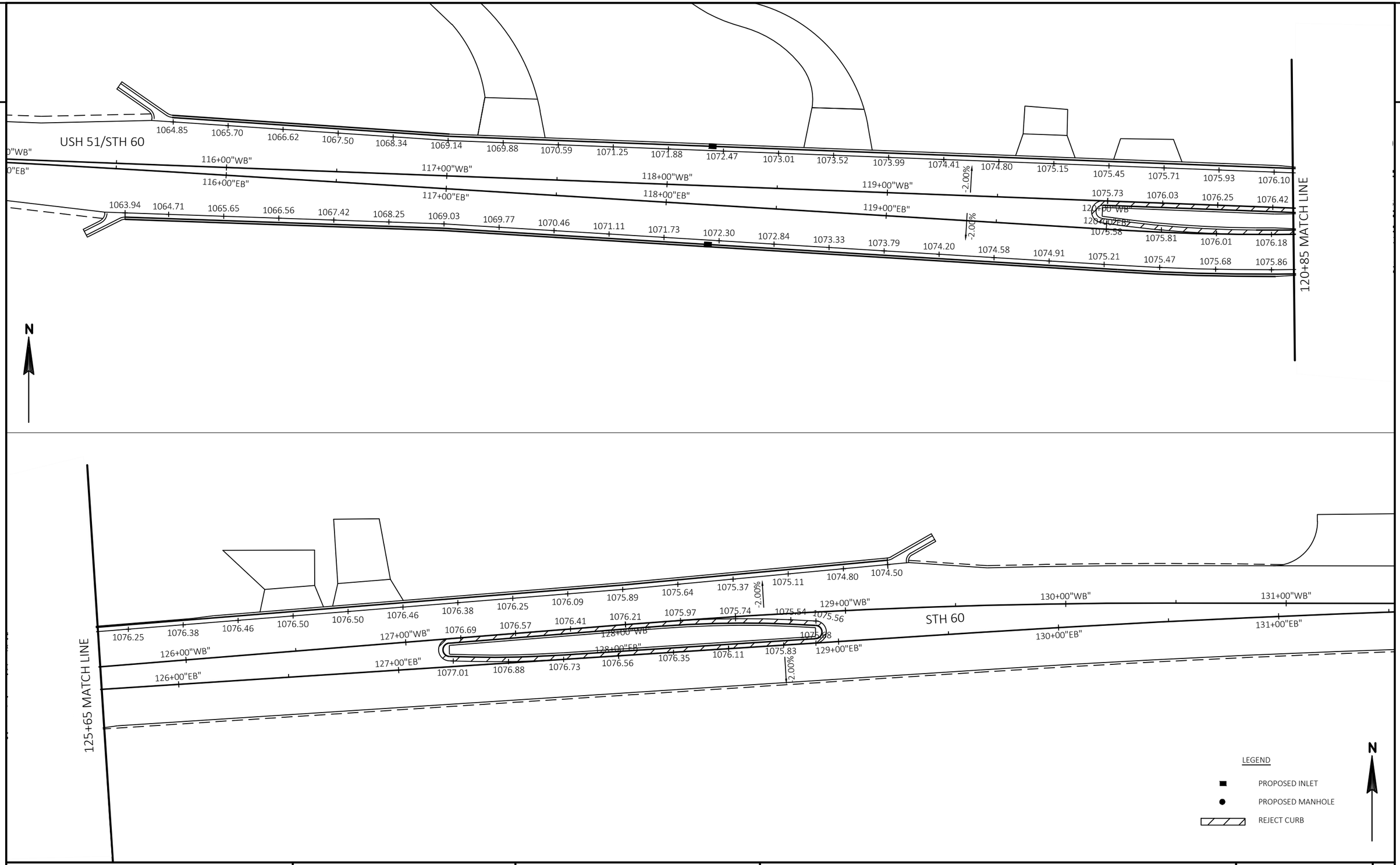
USH 51

STH 60

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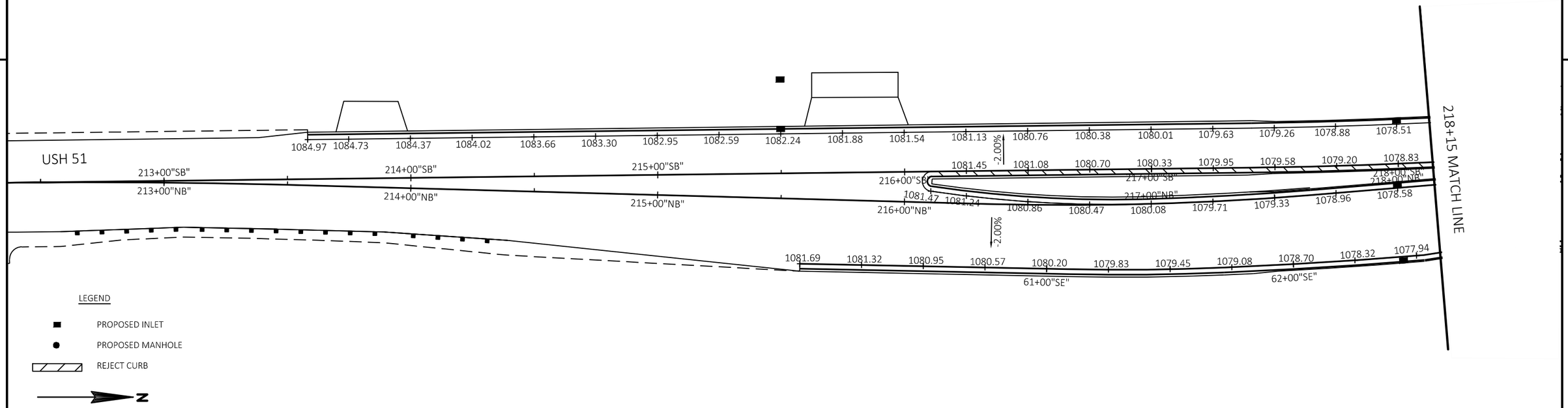
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PAVING DETAILS	SHEET 26	E

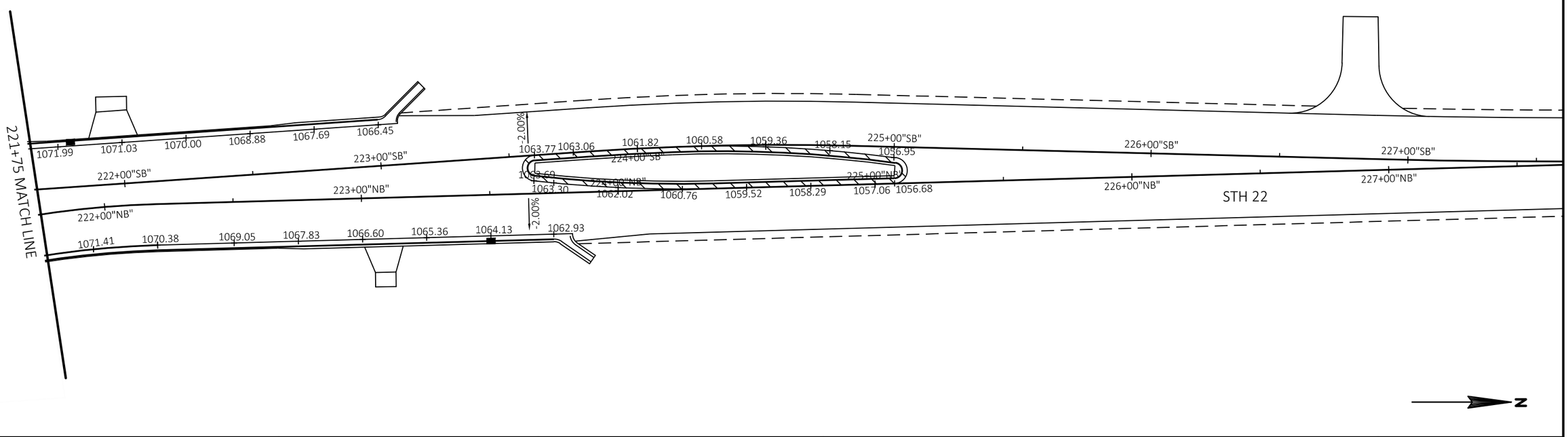
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PAVING DETAILS	SHEET 27	E

2





PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PAVING DETAILS	SHEET 28	E

2

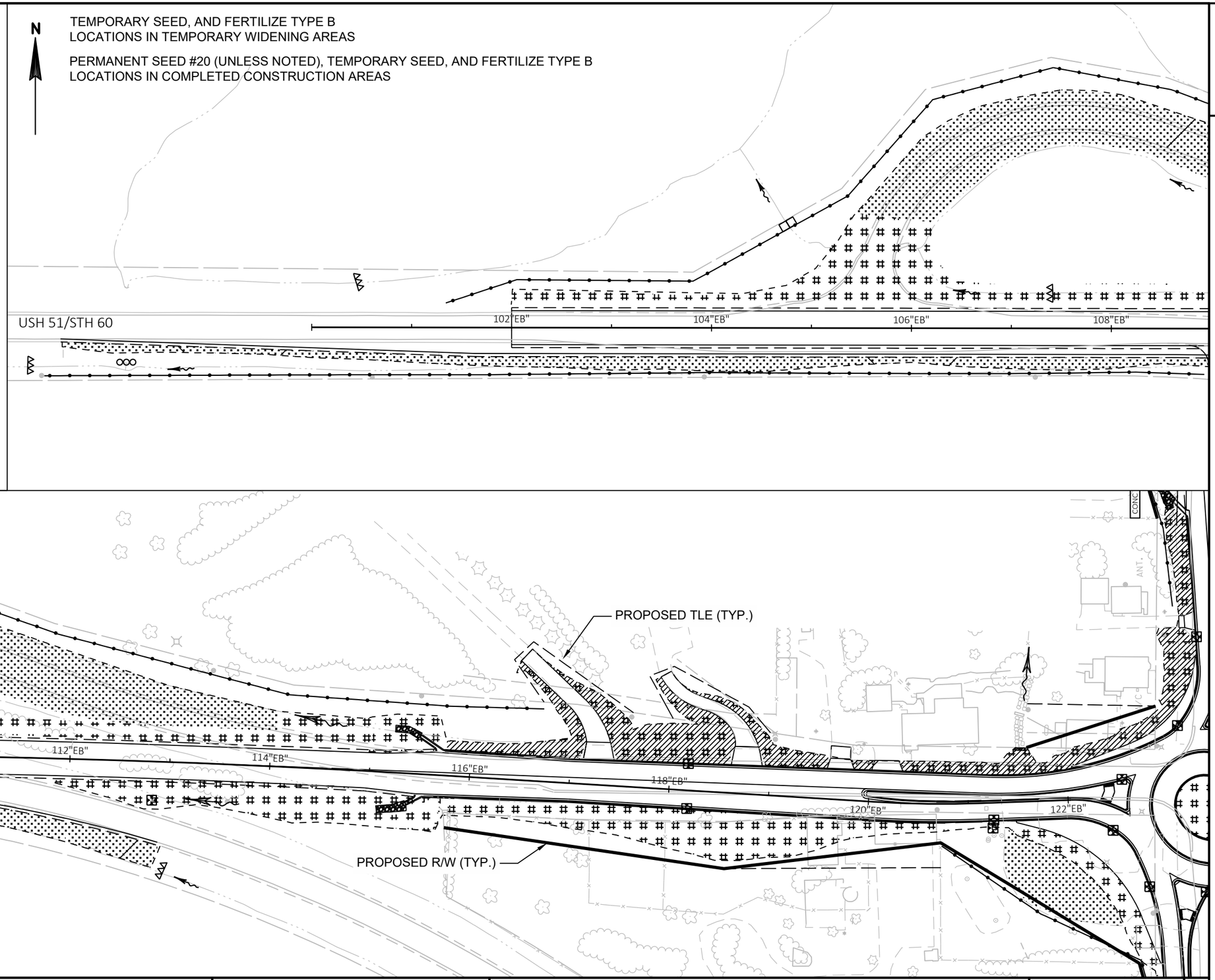
LEGEND

- EROSION MAT CLASS I, TYPE B
- MULCH
- SILT FENCE
- SILT FENCE RELIEF
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE SURFACE DRAIN
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- #40 SEED

N

TEMPORARY SEED, AND FERTILIZE TYPE B
LOCATIONS IN TEMPORARY WIDENING AREAS

PERMANENT SEED #20 (UNLESS NOTED), TEMPORARY SEED, AND FERTILIZE TYPE B
LOCATIONS IN COMPLETED CONSTRUCTION AREAS



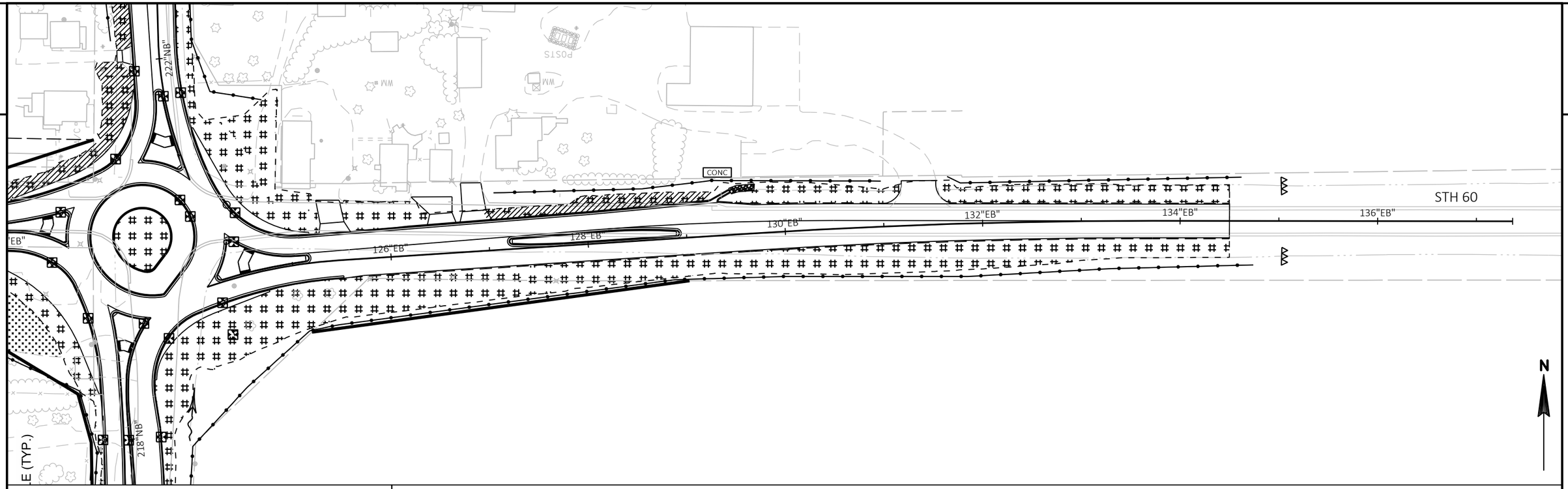
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EROSION CONTROL - STAGE 1-3	SHEET 29 E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - STAGE 1 -1

PLOT DATE : 9/28/2021 2:41 PM PLOT BY : RINZEL, JAMES M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

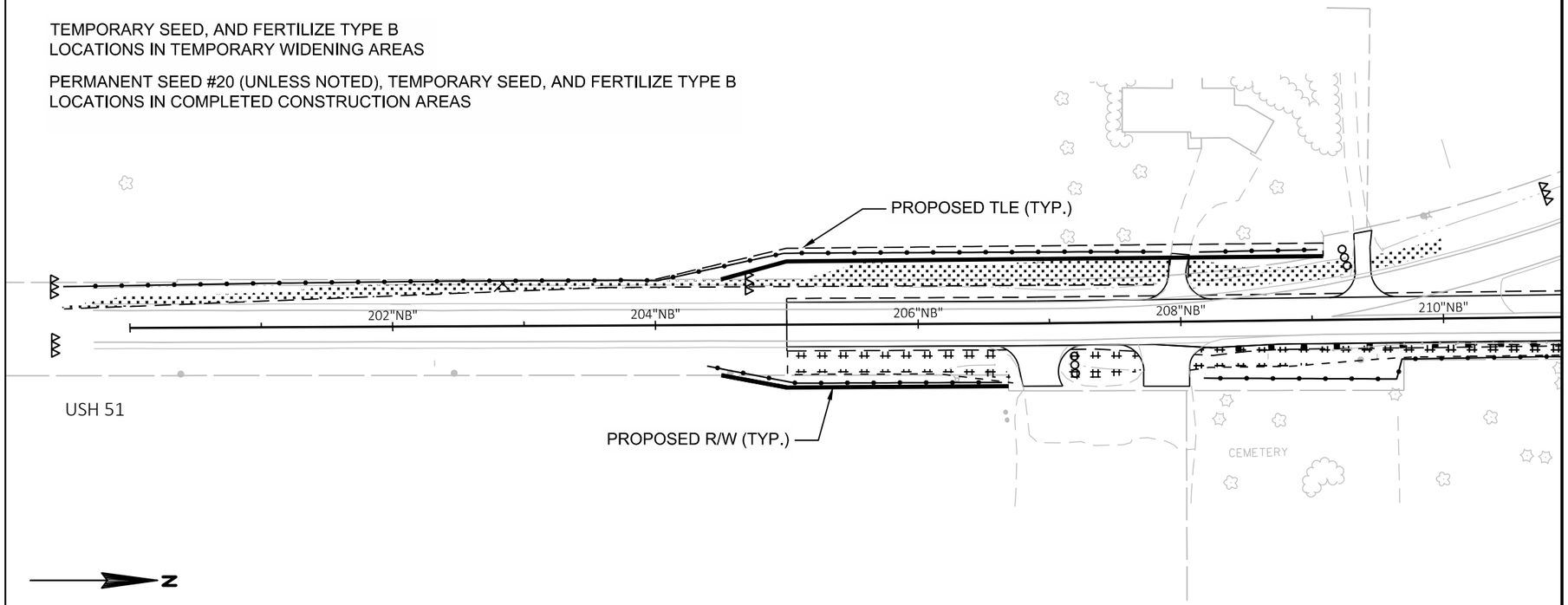


LEGEND

- EROSION MAT CLASS I, TYPE B
- MULCH
- SILT FENCE
- SILT FENCE RELIEF
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE SURFACE DRAIN
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- #40 SEED

TEMPORARY SEED, AND FERTILIZE TYPE B
LOCATIONS IN TEMPORARY WIDENING AREAS

PERMANENT SEED #20 (UNLESS NOTED), TEMPORARY SEED, AND FERTILIZE TYPE B
LOCATIONS IN COMPLETED CONSTRUCTION AREAS



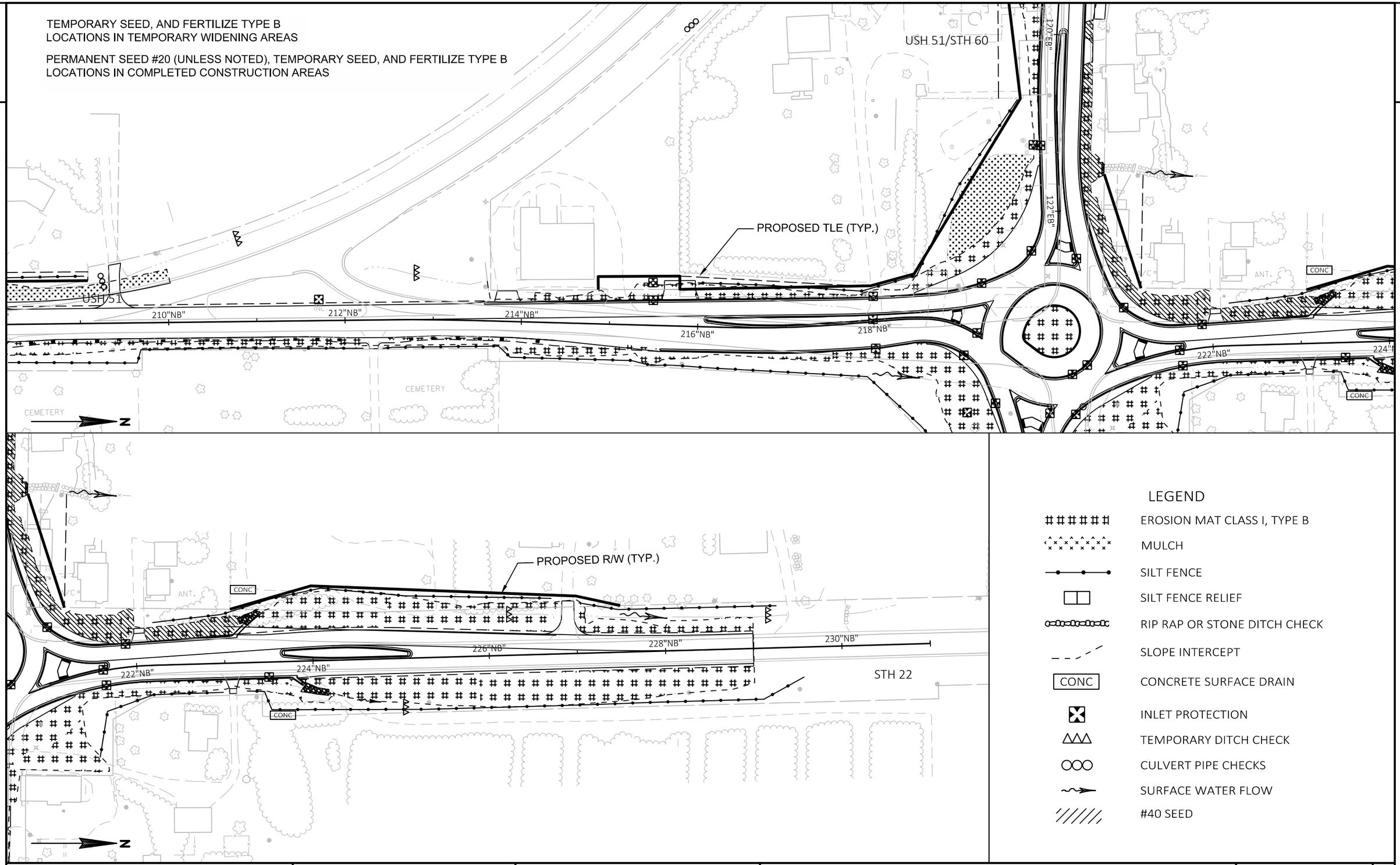
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EROSION CONTROL - STAGE 1-3	SHEET 30	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - STAGE 1 -2

PLOT DATE : 9/28/2021 2:42 PM PLOT BY : RINZEL, JAMES M PLOT NAME : PLOT SCALE : 1 IN:100 FT

TEMPORARY SEED, AND FERTILIZE TYPE B
LOCATIONS IN TEMPORARY WIDENING AREAS

PERMANENT SEED #20 (UNLESS NOTED), TEMPORARY SEED, AND FERTILIZE TYPE B
LOCATIONS IN COMPLETED CONSTRUCTION AREAS



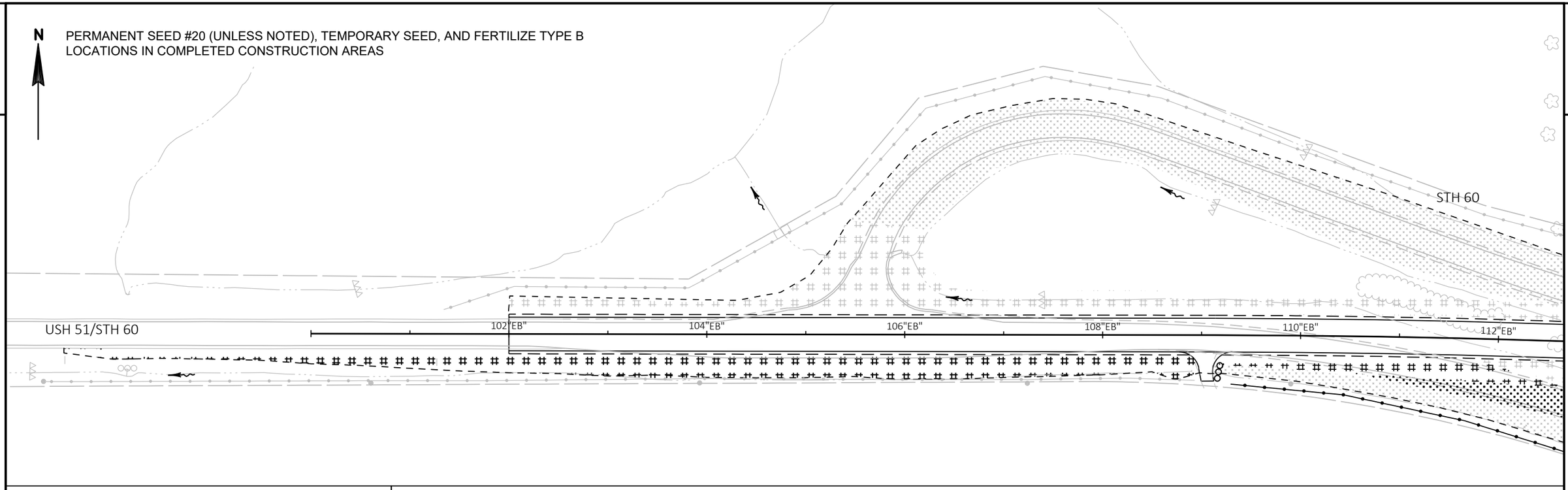
LEGEND

- EROSION MAT CLASS I, TYPE B
- MULCH
- SILT FENCE
- SILT FENCE RELIEF
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE SURFACE DRAIN
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- #40 SEED

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EROSION CONTROL - STAGE 1-3	SHEET 31	E

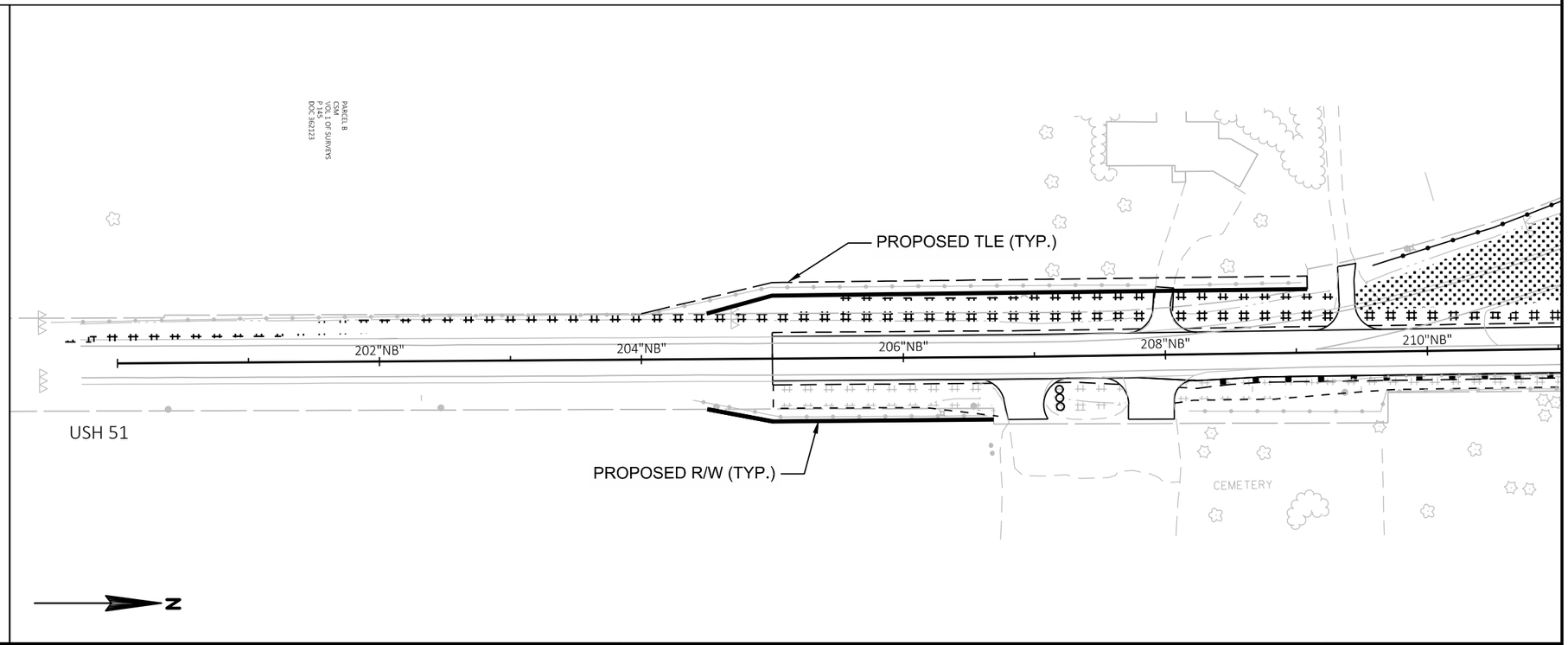
FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - STAGE 1 -3
PLOT DATE : 9/28/2021 2:42 PM
PLOT BY : RINZEL, JAMES M
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

PERMANENT SEED #20 (UNLESS NOTED), TEMPORARY SEED, AND FERTILIZE TYPE B
LOCATIONS IN COMPLETED CONSTRUCTION AREAS



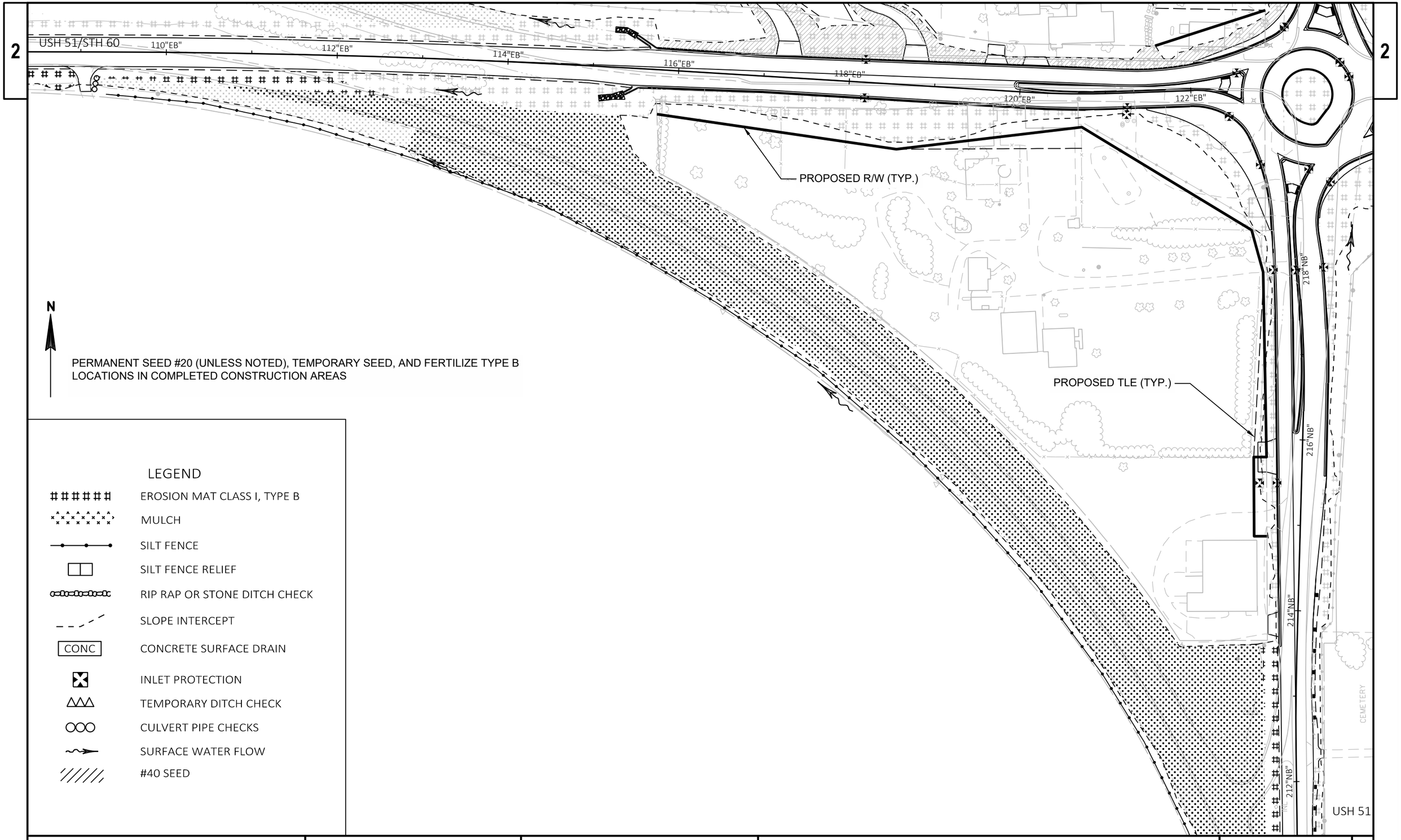
LEGEND

- EROSION MAT CLASS I, TYPE B
- MULCH
- SILT FENCE
- SILT FENCE RELIEF
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- CONC — CONCRETE SURFACE DRAIN
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- #40 SEED



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EROSION CONTROL - STAGE 4	SHEET 32	E

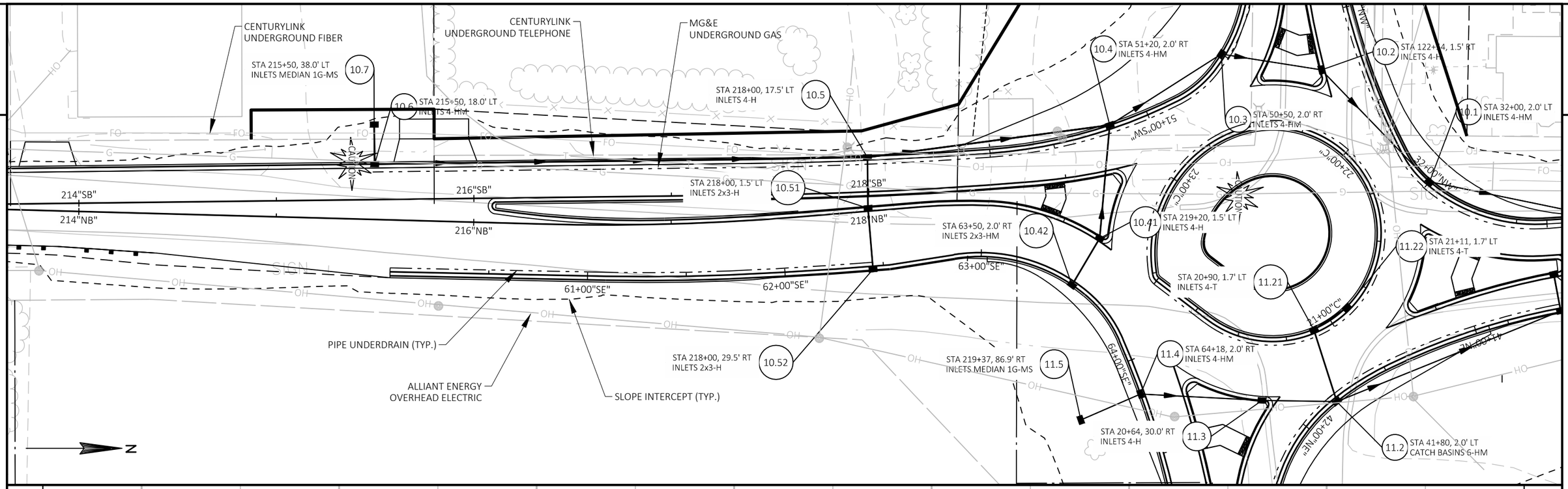
FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\022001_EC STAGE 4.DWG
LAYOUT NAME - STAGE 4 -1
PLOT DATE : 9/28/2021 2:47 PM
PLOT BY : RINZEL, JAMES M
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

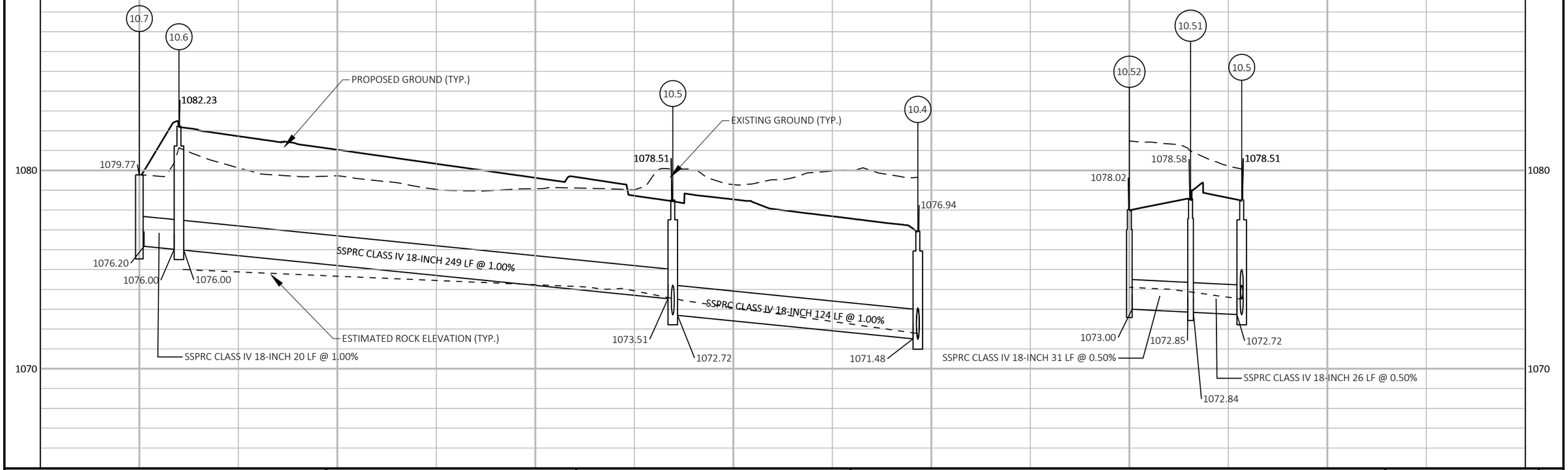


PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EROSION CONTROL - STAGE 4	SHEET 33	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\022001_EC STAGE 4.DWG
LAYOUT NAME - STAGE 4 -2

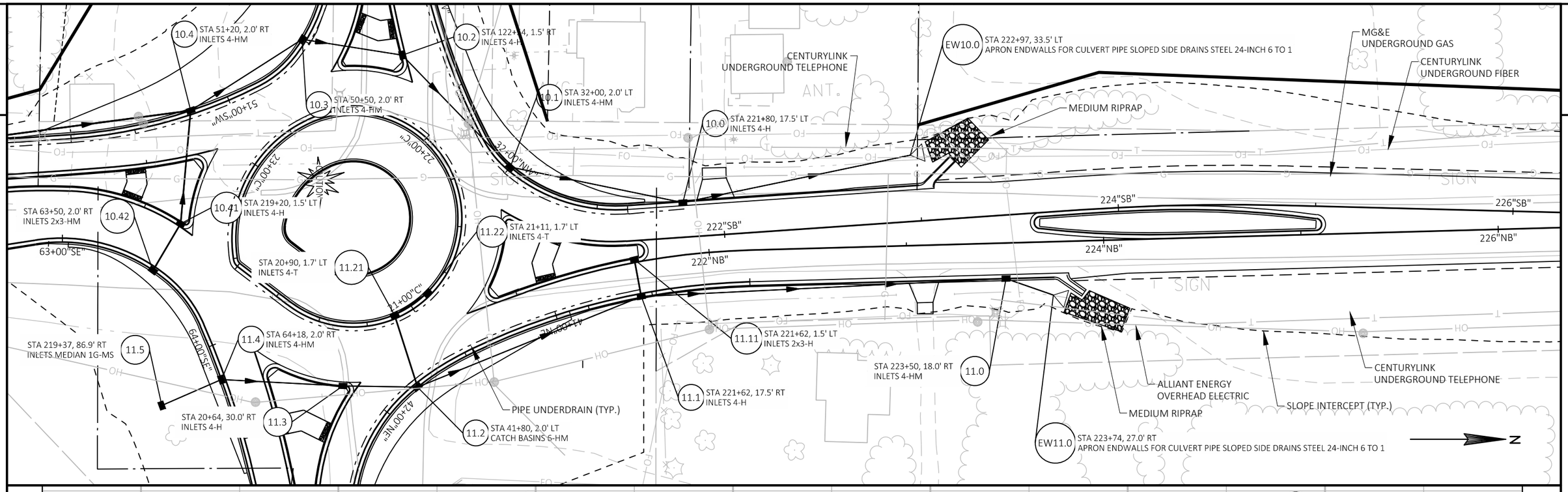
PLOT DATE : 9/28/2021 2:47 PM PLOT BY : RINZEL, JAMES M PLOT NAME : PLOT SCALE : 1 IN:100 FT

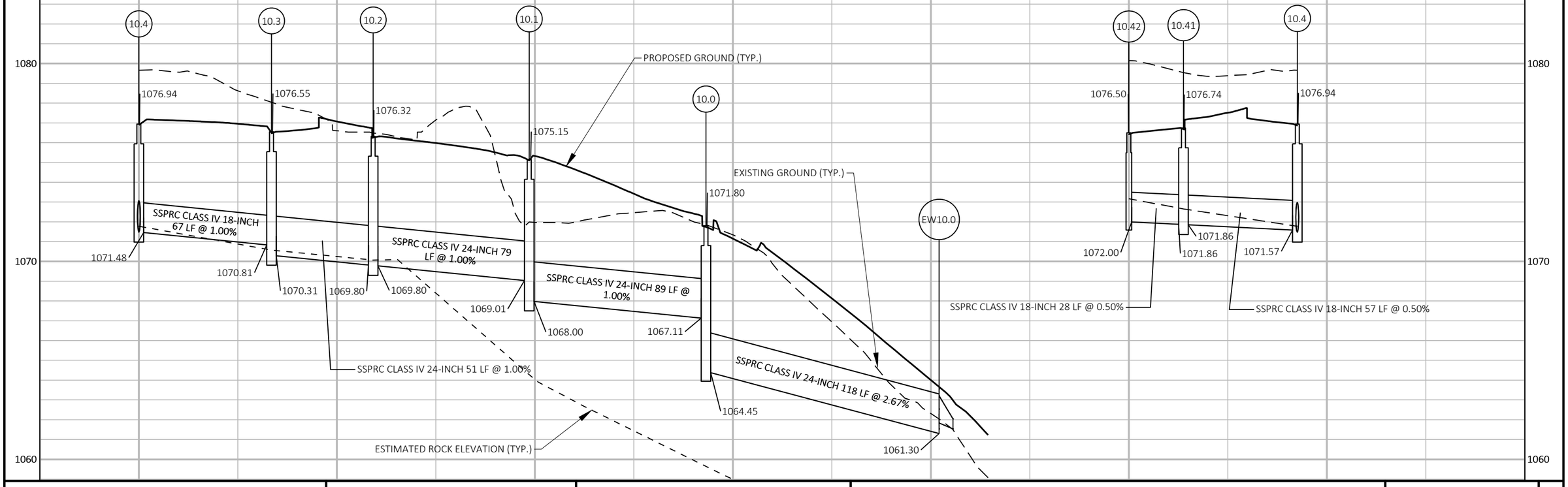




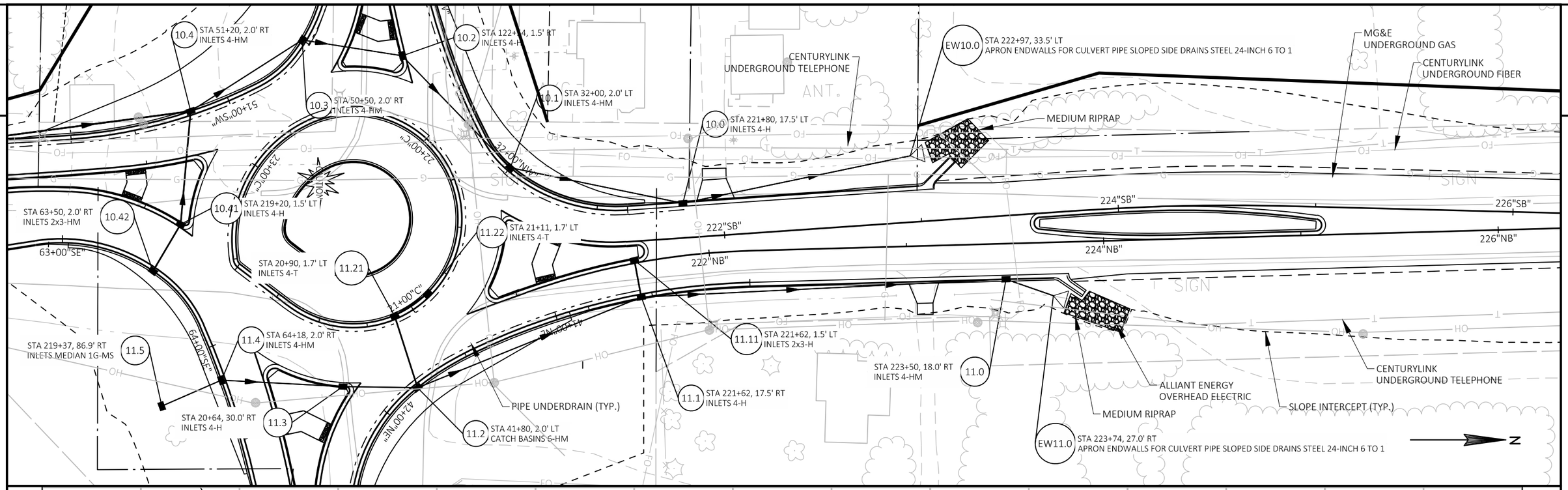
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STORM SEWER	SHEET 34	E

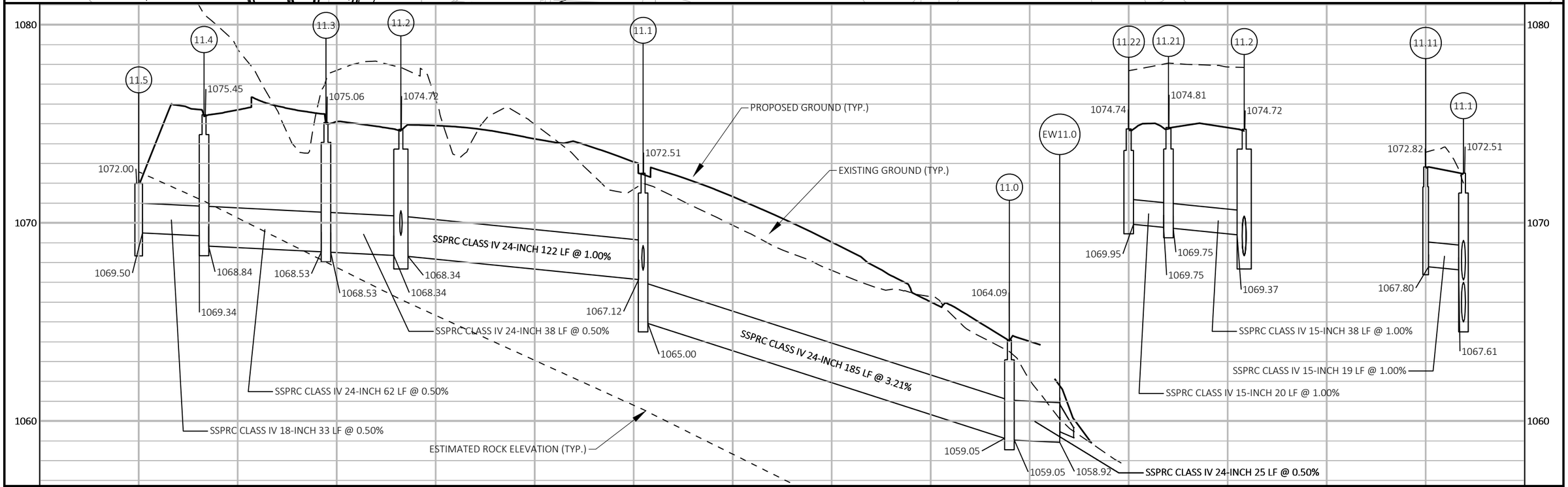
FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 10.0 Series
PLOT DATE : 4/12/2021 6:16 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STORM SEWER	SHEET 35	E





PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STORM SEWER	SHEET 36	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 11.0 Series
PLOT DATE : 4/12/2021 6:17 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

N

CENTURYLINK
UNDERGROUND TELEPHONE

CENTURYLINK
UNDERGROUND FIBER

ALLIANT ENERGY
OVERHEAD ELECTRIC

MEDIUM RIPRAP

12.1 STA 118+20, 18.0' LT
INLETS 2x3-HM

STA 30+30, 20.6' LT
APRON ENDWALLS FOR CPRC 18-INCH
EW13.0

STA 30+30, 14.0' LT
MANHOLES 4-J
13.0

116"WB"
116"EB"
118"WB"
118"EB"
120"WB"
120"EB"
122"WB"
122"EB"
31"OO"NW"

SIGN

STA 121+25, 17.5' RT
INLETS 4-H
13.1

12.0 STA 118+20, 18.0' RT
INLETS 4-HM

PIPE UNDERDRAIN (TYP.)

STA 121+25, 25.0' RT
INLETS MEDIAN 16-M
13.2

EW12.0 STA 115+47, 33.1' RT
APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1

SLOPE INTERCEPT (TYP.)

1080
1070
1060

PROPOSED GROUND (TYP.)
EXISTING GROUND (TYP.)
EW12.0
1060.86
SSPRC CLASS IV 18-INCH 273 LF @ 2.19%
12.0
12.1
1072.17
1072.32
1066.82
1066.82
1067.27
SSPRC CLASS IV 18-INCH 45 LF @ 1.00%

13.2
13.1
EW13.0
13.0
1076.20
1076.10
1075.74
SSPRC CLASS IV 18-INCH 7 LF @ 1.00%
1072.22
1071.91
1072.30
1072.23
1071.91
1071.88
SSPRC CLASS IV 18-INCH 63 LF @ 0.50%
SSPRC CLASS IV 18-INCH 7 LF @ 0.50%

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STORM SEWER	SHEET 37	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 12 & 13 Series
PLOT DATE : 4/12/2021 6:18 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN TYPE, TYPE II, REFLECTIVE)
- 1-01 SIGN - NEW
- 1-01 SIGN - REMOVE
- 1-M1 SIGN - MOVE
- CANTILEVER SIGN STRUCTURE

N

REMOVAL PRIOR TO STAGE 2. REINSTALL AFTER STAGE 4

1-M1

1-M2

NO PASSING ZONE

ADOPT A HIGHWAY SPONSOR ARLINGTON PRAIRIE DRIFTERS

REMOVAL PRIOR TO STAGE 2. REINSTALL AFTER STAGE 4

1-M3

Arlington 2
Lodi 10
Portage 16

REMOVE STAGE 3

1-06

WEST NORTH ALTERNATE 60 51 39

REMOVE STAGE 1

1-07

NORTH WEST 51 60

REMOVE STAGE 1

1-08

STOP

REMOVE STAGE 1

STH 60

STH 60 / USH 51

JCT 22

1-01

REMOVE STAGE 1

NORTH EAST SOUTH ALTERNATE 22 60 51 39

1-02

REMOVE STAGE 4

Columbus
Wyocena
Madison

1-03

REMOVE STAGE 1

1-04

REMOVE STAGE 1

NORTH EAST 22 60

1-05

REMOVE STAGE 1

1-M4

ADOPT A HIGHWAY SPONSOR ARLINGTON PRAIRIE PRODUCERS 4-H

REMOVE STAGE 1. REINSTALL AFTER STAGE 4. SEE PERMANENT SIGN DETAILS FOR LOCATION

1-11

REMOVE STAGE 1

NORTH EAST 22 60

1-10

REMOVE STAGE 1

SOUTH ALTERNATE 51 39

1-09

REMOVE STAGE 1

REMOVE STAGE 1

1-12

REMOVE STAGE 1

1-13

25 MPH

REMOVE STAGE 1

1-14

REMOVE STAGE 1

1-15

North Leeds
UNINCORPORATED

REMOVE STAGE 1

1-16

NORTH EAST 22 60

REMOVE STAGE 1

1-17

Columbus
Wyocena

STH 60

USH 51

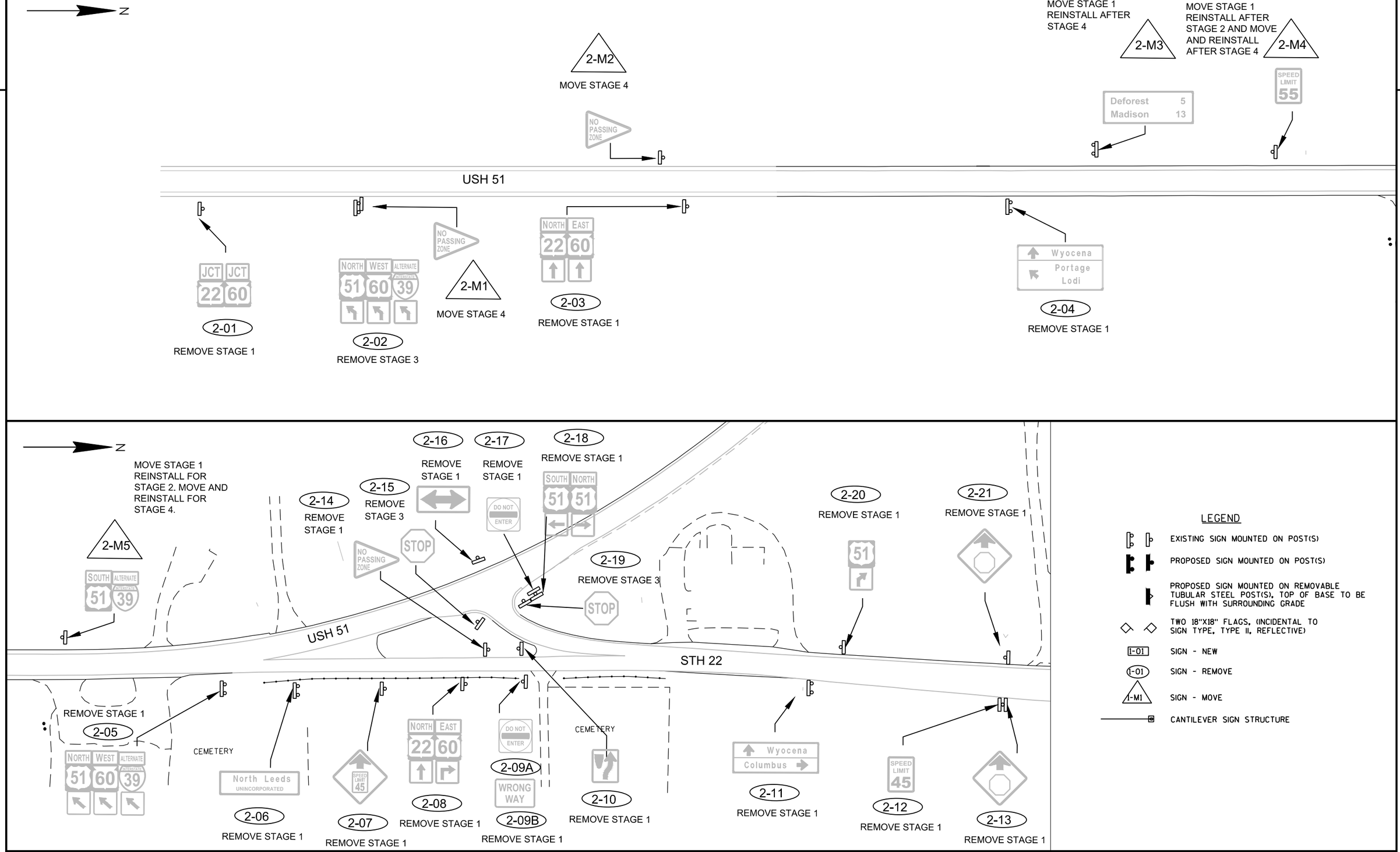
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	SIGN REMOVAL	SHEET 38	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\023201_PS1.DWG
LAYOUT NAME - 023201_ES1

PLOT DATE : 6/7/2021 2:45 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

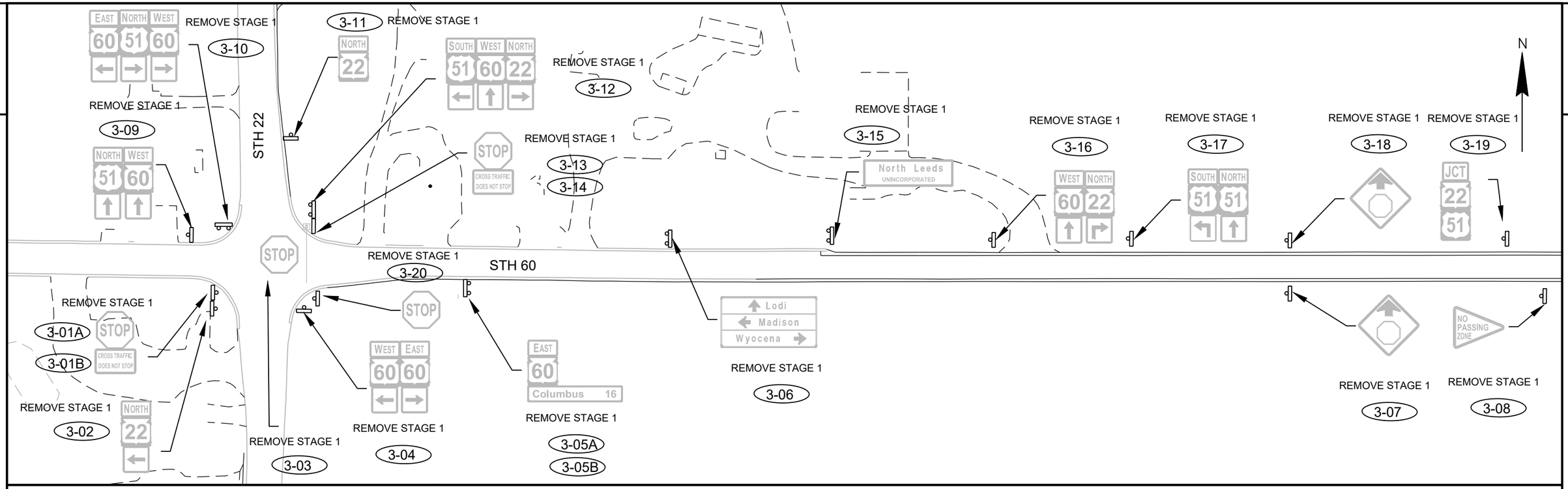
WISDOT/CADDS SHEET 44

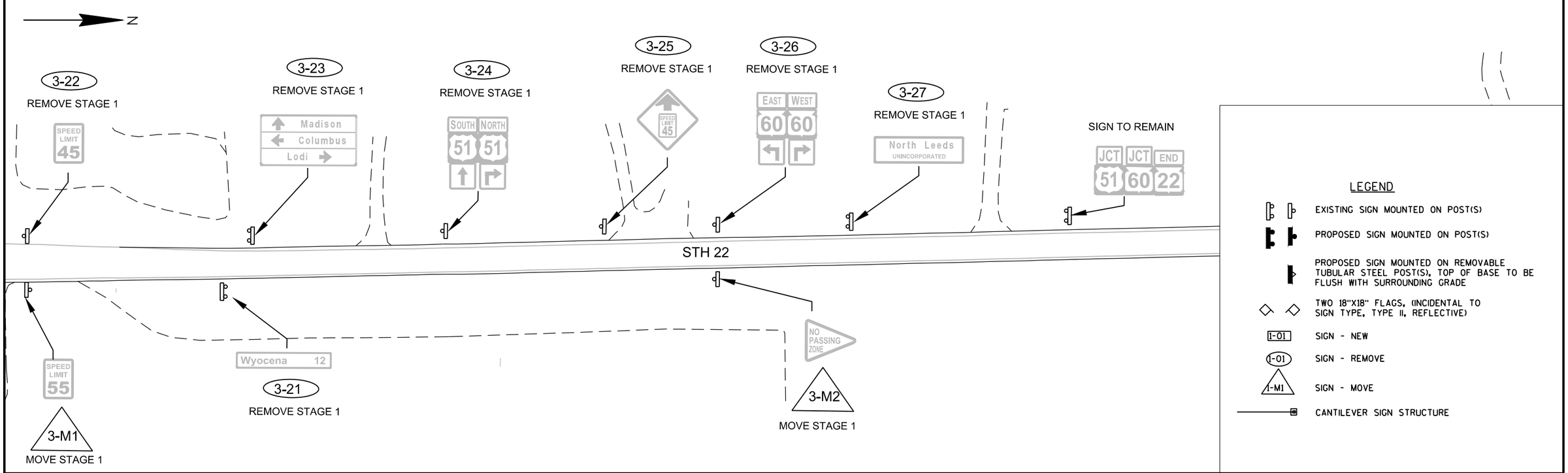


PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	SIGN REMOVAL	SHEET 39	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\023201_PS1.DWG
LAYOUT NAME - 023201_ES2
PLOT DATE : 6/7/2021 2:45 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2





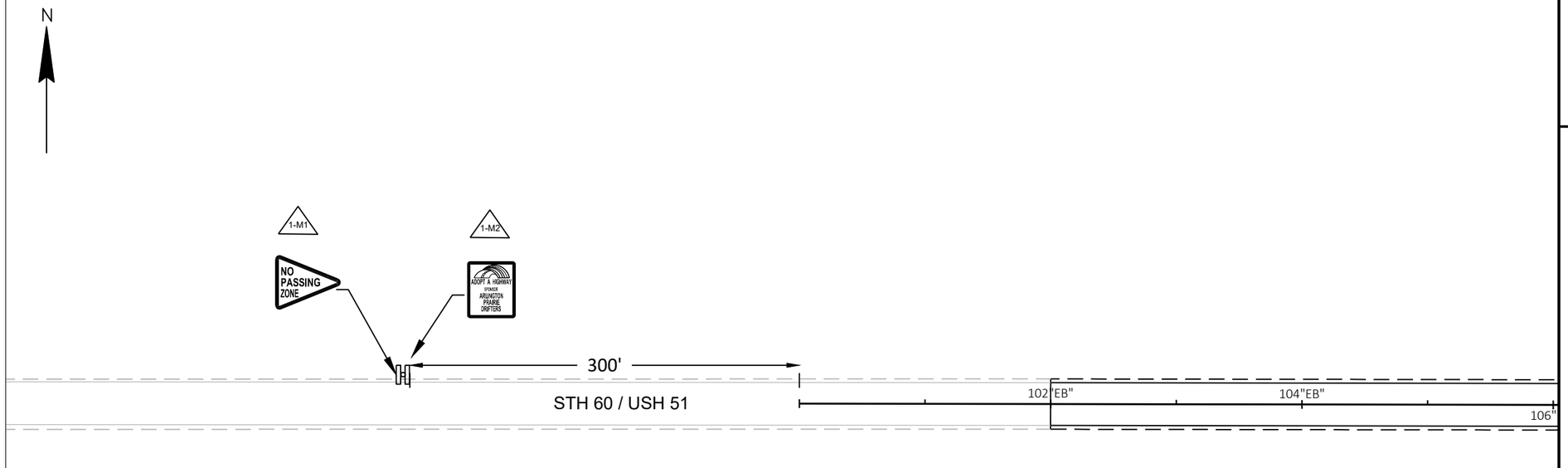
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	SIGN REMOVAL	SHEET 40	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\023201_PS1.DWG
LAYOUT NAME - 023201_ES3
PLOT DATE : 6/7/2021 2:45 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

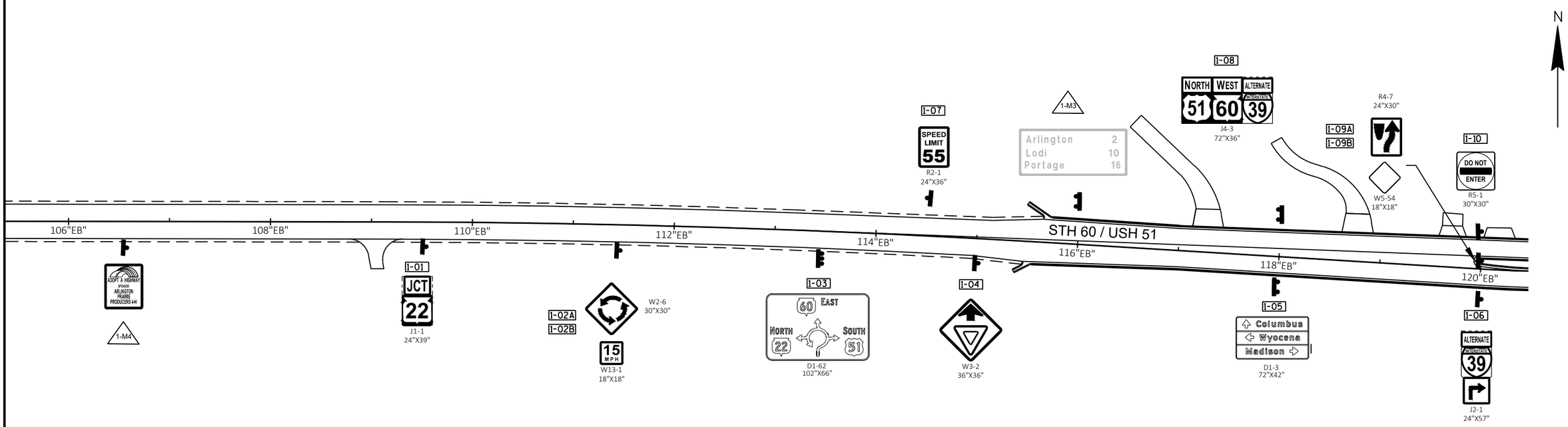
2

LEGEND

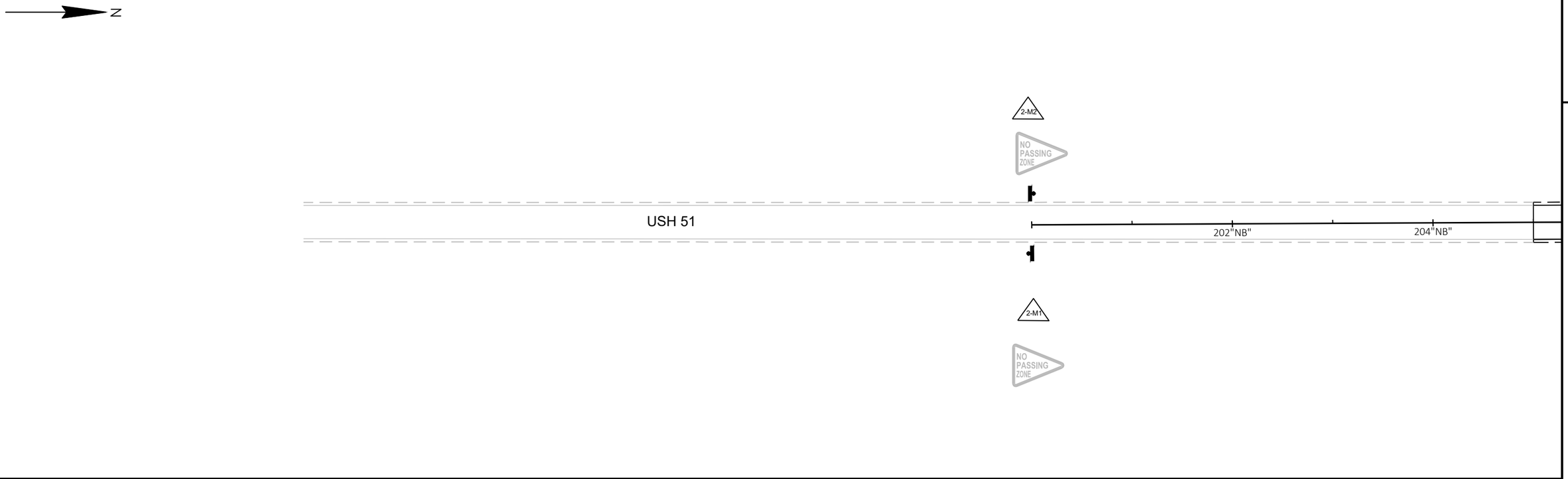
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN TYPE, TYPE II, REFLECTIVE)
- I-01 — SIGN - NEW
- (I-01) — SIGN - REMOVE
- I-M1 — SIGN - MOVE
- CANTILEVER SIGN STRUCTURE

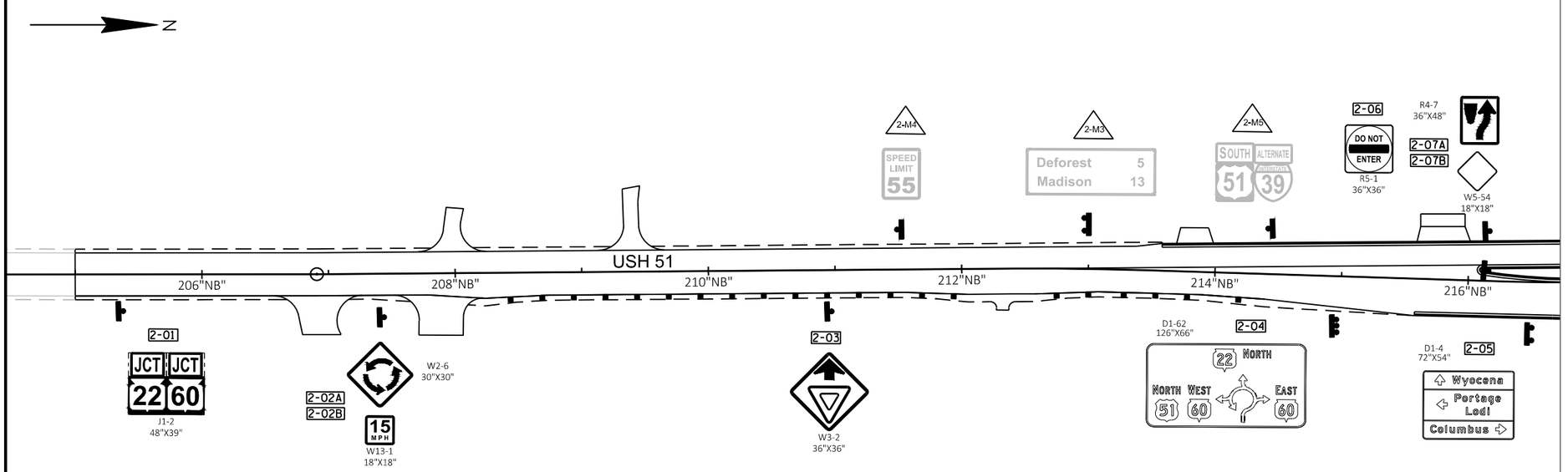


2



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PERMANENT SIGNING	SHEET 41	E





LEGEND

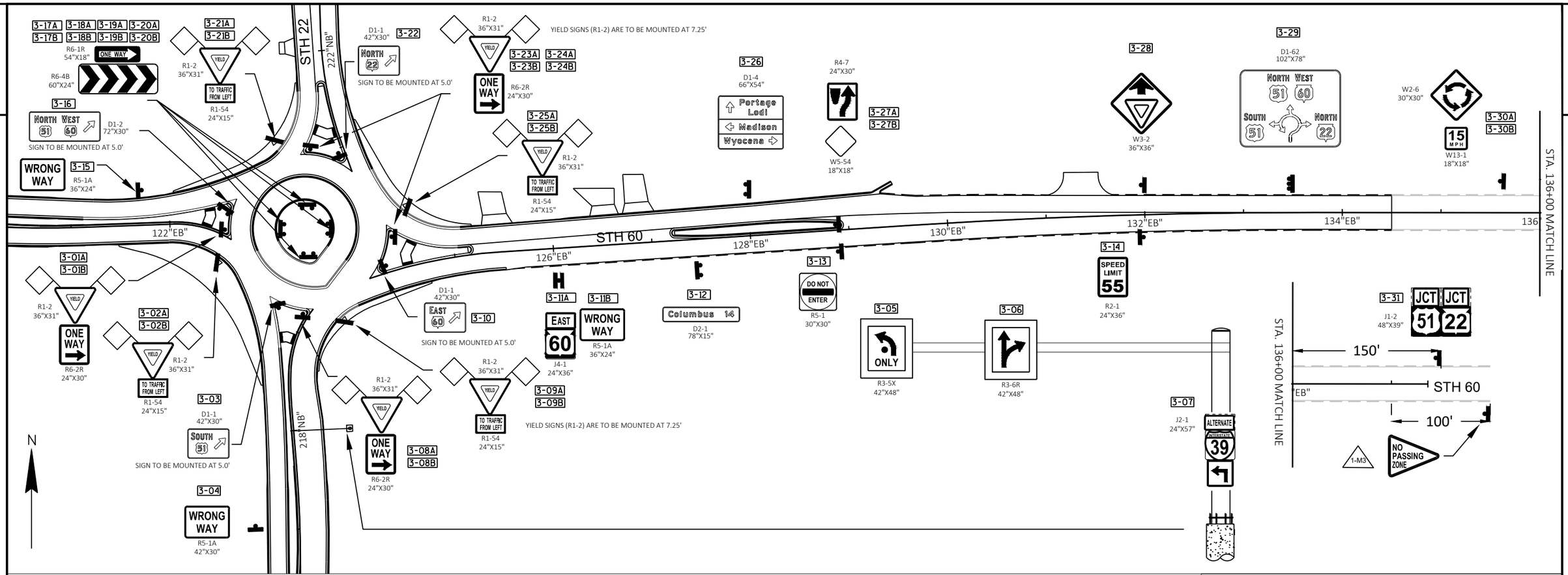
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN TYPE, TYPE II, REFLECTIVE)
- I-01 — SIGN - NEW
- (I-01) — SIGN - REMOVE
- I-M1 — SIGN - MOVE
- CANTILEVER SIGN STRUCTURE

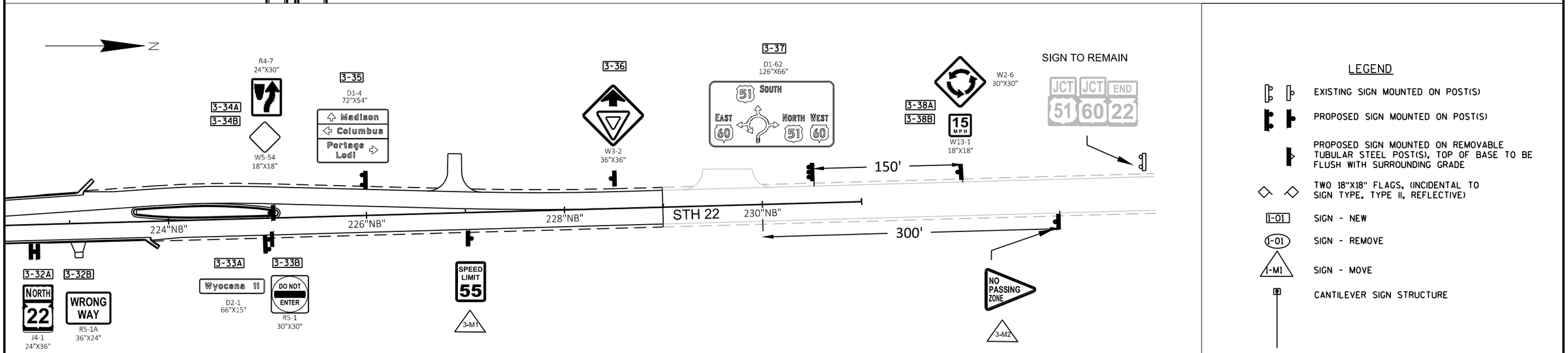
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PERMANENT SIGNING	SHEET 42	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\023201_PS2.DWG
LAYOUT NAME - 023201_PS2

PLOT DATE : 6/7/2021 2:45 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2





LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN TYPE, TYPE II, REFLECTIVE)
- I-01 — SIGN - NEW
- (I-01) — SIGN - REMOVE
- I-M1 — SIGN - MOVE
- CANTILEVER SIGN STRUCTURE

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PERMANENT SIGNING	SHEET 43	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\023201_PS2.DWG
LAYOUT NAME - 023201_PS3

PLOT DATE : 6/7/2021 2:45 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

STH 22

	33.10	1	2"	
B	2	#12	1	#12

5' STUB OF SCHEDULE 40 PVC CONDUIT W/END CAP (TYP)

LP-12

PB-14
BURY 2-INCH BELOW TOP OF GRADE

STA. 224+80 7' LT
LED-B-5-(T)-15-A-HL-13

	219.60	1	2"	
A	2	#12	1	#12
B	2	#12		

224"NB"

3' BEHIND FOC (TYP)

STA. 222+64 32' LT
LED-B-5-(T)-15-B-HL-14

	115.70	1	2"	
A	2	#12	1	#12
B	2	#12		

LP-13

	44.50	1	3"	
A	2	#12	1	#12
B	2	#12		
A	2	#12	1	#12
B	2	#12		

222"NB"

	29.59	1	3"	
A	2	#12	1	#12
B	2	#12		

	8.20	1	3"	
A	2	#12	1	#12
B	2	#12		

ALLIANT ENERGY
OVERHEAD ELECTRIC

LIGHTING CABINET (CB-1) L11-1001 STA. 221+30 46' RT

	11.00	1	2"	
A	2	#12	1	#12
B	2	#12		
A	2	#12	1	#12
B	2	#12		

PB-11

PB-13

PB-12

	8.20	1	3"	
C	2	#12	1	#12
D	2	#12		

PB-1

	126.40	1	3"	
C	2	#12	1	#12
D	2	#12		

LP-14

	124.60	1	2"	
C	2	#12	1	#12
D	2	#12		

	149.20	1	2"	
C	2	#12	1	#12
D	2	#12		

	148.30	1	2"	
D	2	#12	1	#12

	129.90	1	3"	
A	2	#12	1	#12
B	2	#12		

	40.70	1	3"	
A	2	#12	1	#12
B	2	#12		

	9.00	1	2"	
A	2	#12	1	#12
B	2	#12		
A	2	#12	1	#12
B	2	#12		

PB-10

STA. 221+29 10' LT
LED-B-5-(T)-15-A-HL-15

STA. 124+64 10.5 LT
LED-B-5-(T)-15-C-HL-4

STA. 126+12 32' LT
LED-B-5-(T)-15-D-HL-3

STA. 127+61 34.2 LT
LED-B-5-(T)-15-C-HL-2

STA. 129+10 38 LT
LED-B-5-(T)-15-D-HL-1

LP-1

LP-2

LP-3

PB-2

PB-9

LP-11

42"NE"

116"EB"

USH 51/STH 60

118"EB"

120"EB"

122"EB"

126"EB"

128"EB"

STH 60

130"EB"

LP-4

PB-3

64"SE"

PB-4

STA. 118+26 21' RT
LED-B-5-(T)-15-A-HL-8

LP-8

STA. 119+55 21' RT
LED-B-5-(T)-15-B-HL-9

LP-9

STA. 120+90 21' RT
LED-B-5-(T)-15-C-HL-10

LP-10

PB-8

	130.40	1	2"	
A	2	#12	1	#12

	136.80	1	2"	
A	2	#12	1	#12
B	2	#12		

	108.80	1	2"	
A	2	#12	1	#12
B	2	#12	1	#12

	57.00	1	3"	
A	2	#12	1	#12
B	2	#12		

	129.60	1	3"	
C	2	#12	1	#12
D	2	#12		

	9.00	1	2"	
C	2	#12	1	#12
D	2	#12		
C	2	#12	1	#12
D	2	#12		

	47.70	1	3"	
C	2	#12	1	#12
D	2	#12		
C	2	#12	1	#12
D	2	#12		

CENTURYLINK
UNDERGROUND TELEPHONE

LP-7

MG&E

PB-6

PB-5

STA. 218+82 8' LT
LED-B-5-(T)-15-D-HL-7

	133.00	1	3"	
		1	#12	

	10.00	1	2"	
D	2	#12	1	#12

	44.10	1	3"	
		1	#12	

	45.10	1	3"	
C	2	#12	1	#12
D	2	#12		
C	2	#12	1	#12
D	2	#12		

	41.40	1	3"	
C	2	#12	1	#12
D	2	#12		

218"NB"

27"SE"

LP-6

USH 51

CENTURYLINK
UNDERGROUND FIBER OPTIC

MG&E
UNDERGROUND GAS

	118.90	1	2"	
C	2	#12	1	#12
D	2	#12		

STA. 217+45 32' RT
LED-B-5-(T)-15-C-HL-6

	149.10	1	2"	
D	2	#12	1	#12

STA. 216+00 31' RT
LED-B-5-(T)-15-D-HL-5

LP-5

216"NB"

STA. 122+27 9.5' LT
LED-B-5-(T)-15-B-HL-11

LEGEND

- TYPE 5 POLE, 15' LUMINAIRE ARM & LUMINAIRE
- RIGID NON-METALLIC SCHEDULE 40 CONDUIT
- NON-CONDUCTIVE 24"x42" PULL BOX

CONDUCTOR LEGEND

A = BLACK
B = RED
C = BLUE
D = BROWN
240V PHASE TO PHASE

	8.20	1	3"	
A	5	#12	1	#12

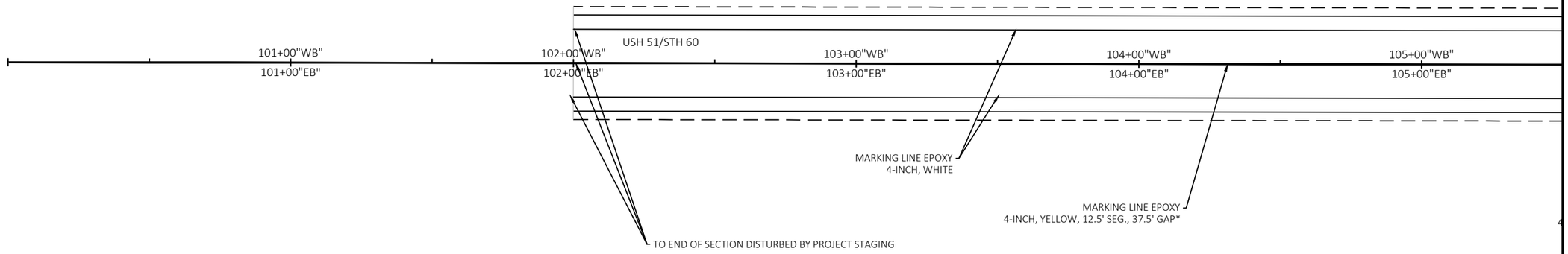
- BLANK
- LENGTH OF CONDUIT
- NUMBER OF CONDUITS
- CONDUIT SIZE
- SIZE (AWG) OF GROUND CONDUCTOR
- QTY. OF GROUND CONDUCTOR
- SIZE (AWG) OF CONDUCTORS
- QTY. OF CONDUCTORS
- CIRCUIT

STA.
LED-C-6-(T)-15-B-HL-3

- STATION
- OFFSET
- POLE NUMBER
- CABINET TYPE (HIGHWAY LIGHTING)
- CIRCUIT
- LUMINAIRE ARM LENGTH (IN FEET)
- BASE TPE (TRANSFORMER 11 1/2" BOLT CIRCLE)
- POLE TYPE
- LED CATEGORY
- LUMINAIRE TYPE (LED)

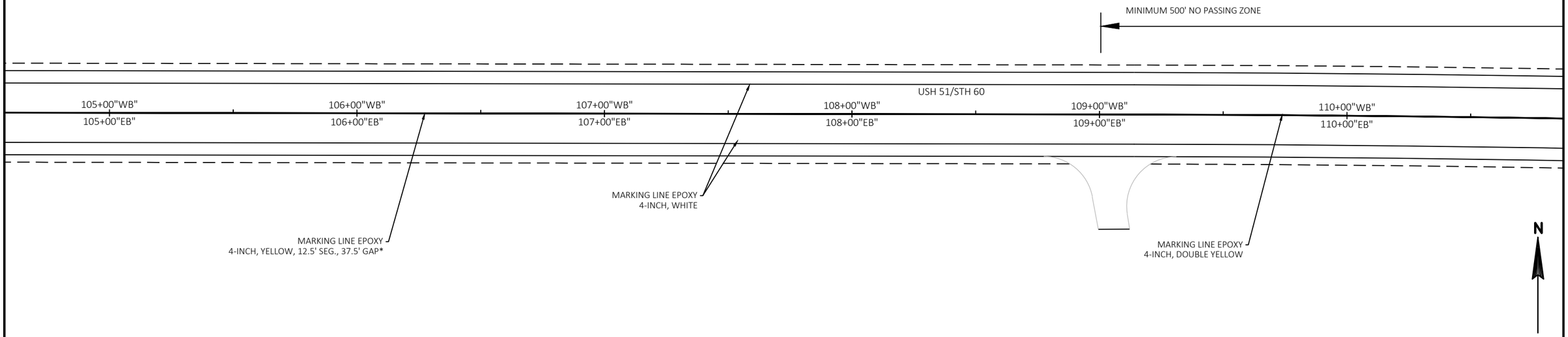
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	LIGHTING PLAN	SHEET 44	E

2





*CONFIRM BY LOCATING NO PASSING ZONES



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PAVEMENT MARKING	SHEET 45	E

2

2

MINIMUM 500' NO PASSING ZONE

111+00"WB"
111+00"EB"

112+00"WB"
112+00"EB"

113+00"WB"
113+00"EB"

USH 51/STH 60

114+00"WB"
114+00"EB"

115+00"WB"
115+00"EB"

USH 51/STH 60

116+00"WB"
116+00"EB"

MARKING LINE EPOXY
4-INCH, DOUBLE YELLOW

MARKING LINE EPOXY
4-INCH, WHITE

MARKING LINE EPOXY
4-INCH, DOUBLE YELLOW

N

END DOUBLE YELLOW
BEGIN SINGLE YELOW

MARKING ISLAND NOSE
EPOXY, YELLOW

CURB & GUTTER TRANSITION
STA. 120+76 "EB" - 120+86 "EB"

121+10.00 "WB"
12.00 LT

STA. 31+00 "NW"
END MARKING LINE EPOXY
4-INCH, WHITE

117+00"WB"
117+00"EB"

118+00"WB"
118+00"EB"

119+00"WB"
119+00"EB"

120+00"WB"
120+00"EB"

121+00"WB"
121+00"EB"

USH 51/STH 60

R = 340'

31+00"NW"

122+00"WB"
122+00"EB"

25'
C-C (TYP.)

MARKING DIAGONAL EPOXY,
12-INCH, YELLOW

45 DEGREES (TYP.)

MARKING CURB
EPOXY, YELLOW

END DOUBLE YELLOW
BEGIN SINGLE YELLOW

MARKING LINE EPOXY
4-INCH, YELLOW

120+70 "EB"
12.00 RT

MARKING LINE EPOXY
4-INCH, WHITE

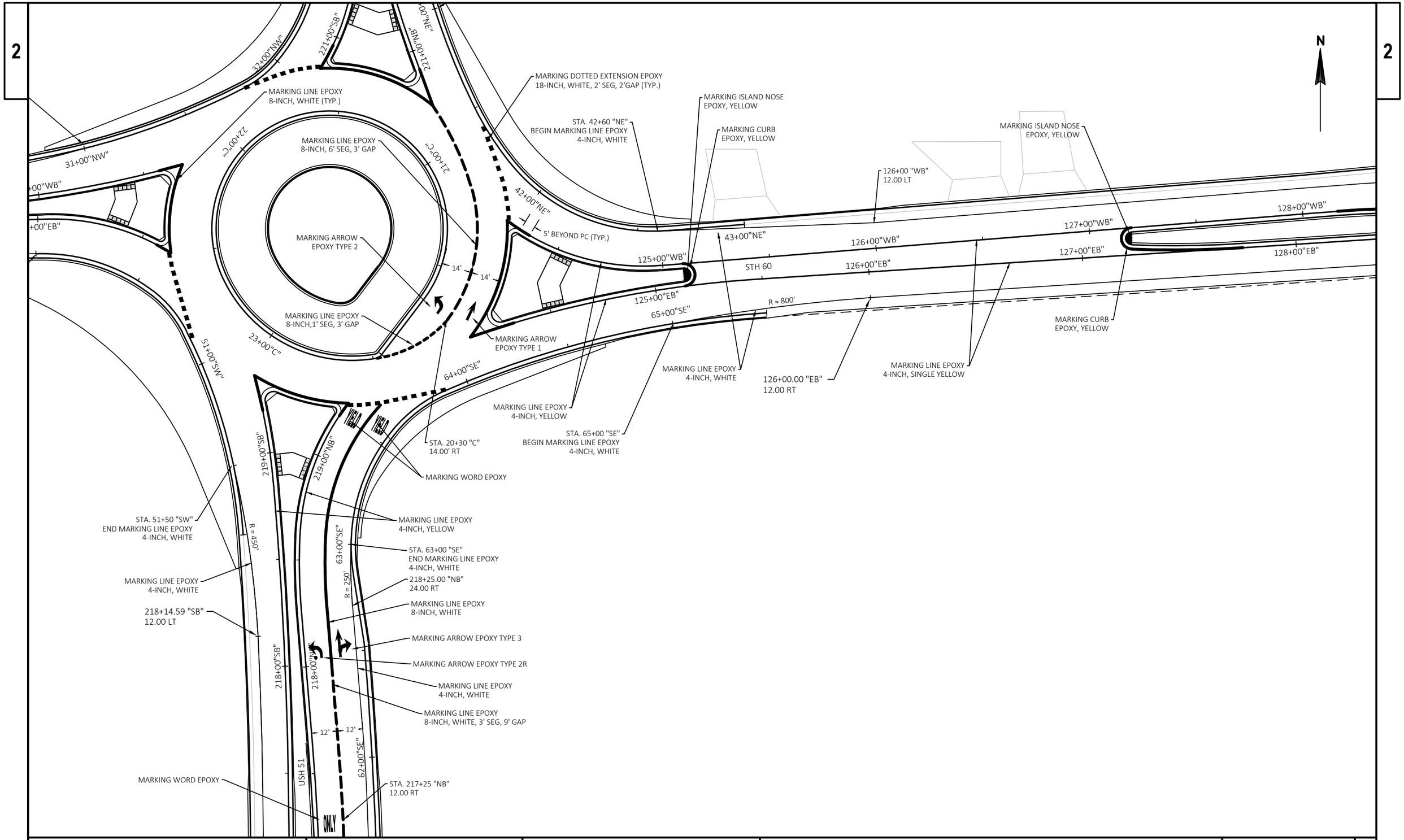
STA. 50+00 "SW"
END MARKING LINE EPOXY
4-INCH, WHITE

N

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PAVEMENT MARKING	SHEET 46	E

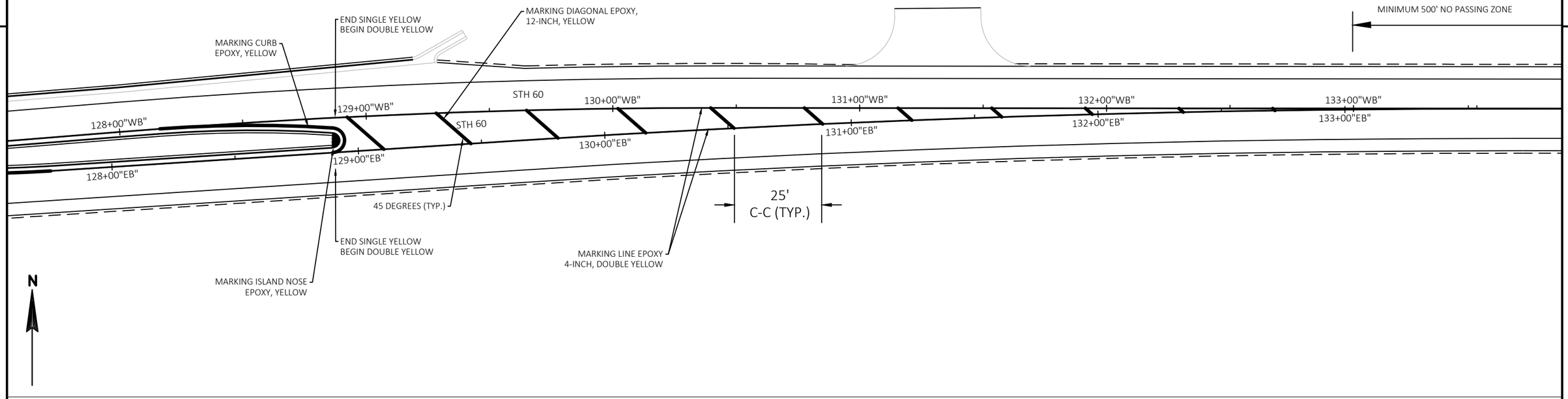
FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024502_pm

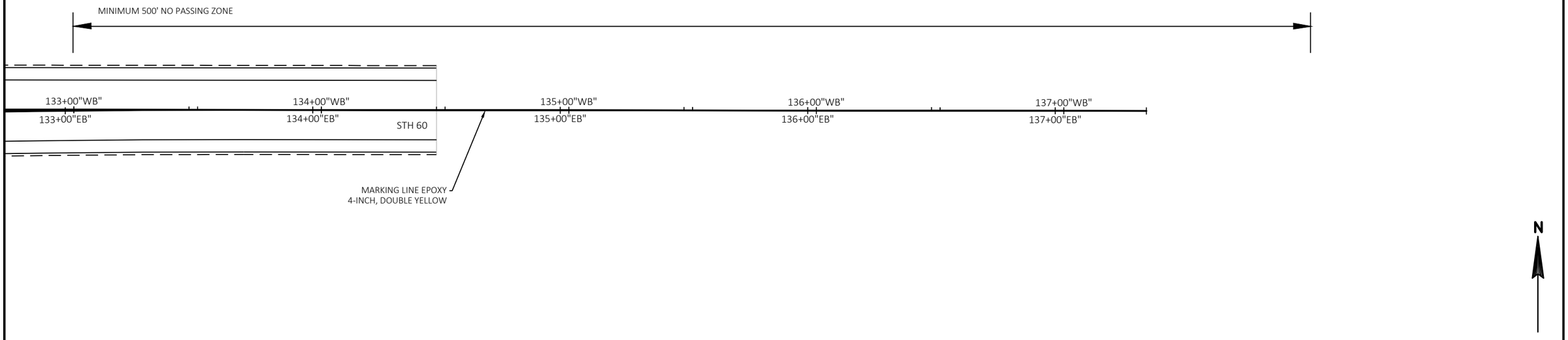
PLOT DATE : 6/7/2021 3:09 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PAVEMENT MARKING	SHEET 47	E

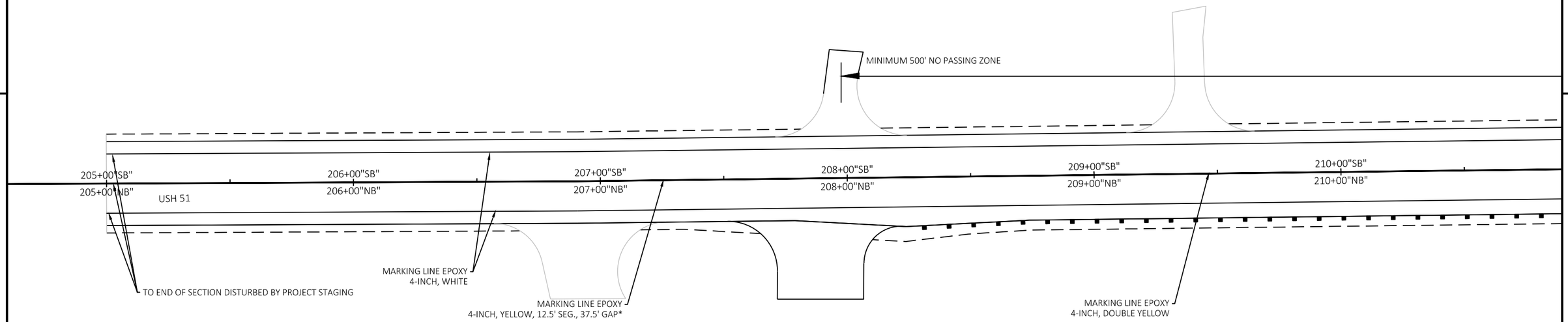
2





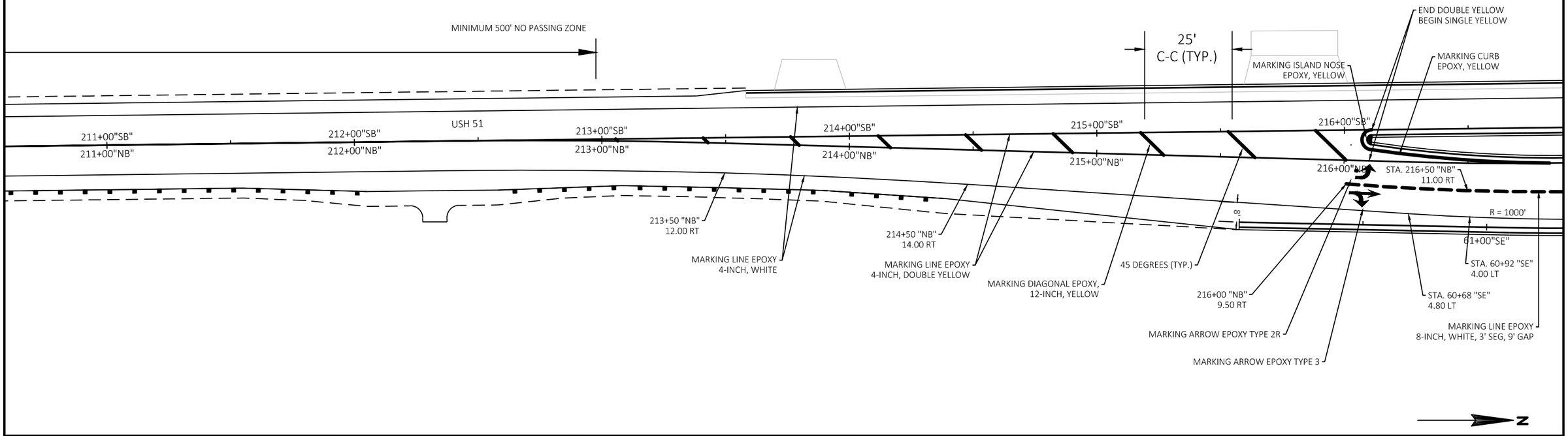
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PAVEMENT MARKING	SHEET 48	E

2



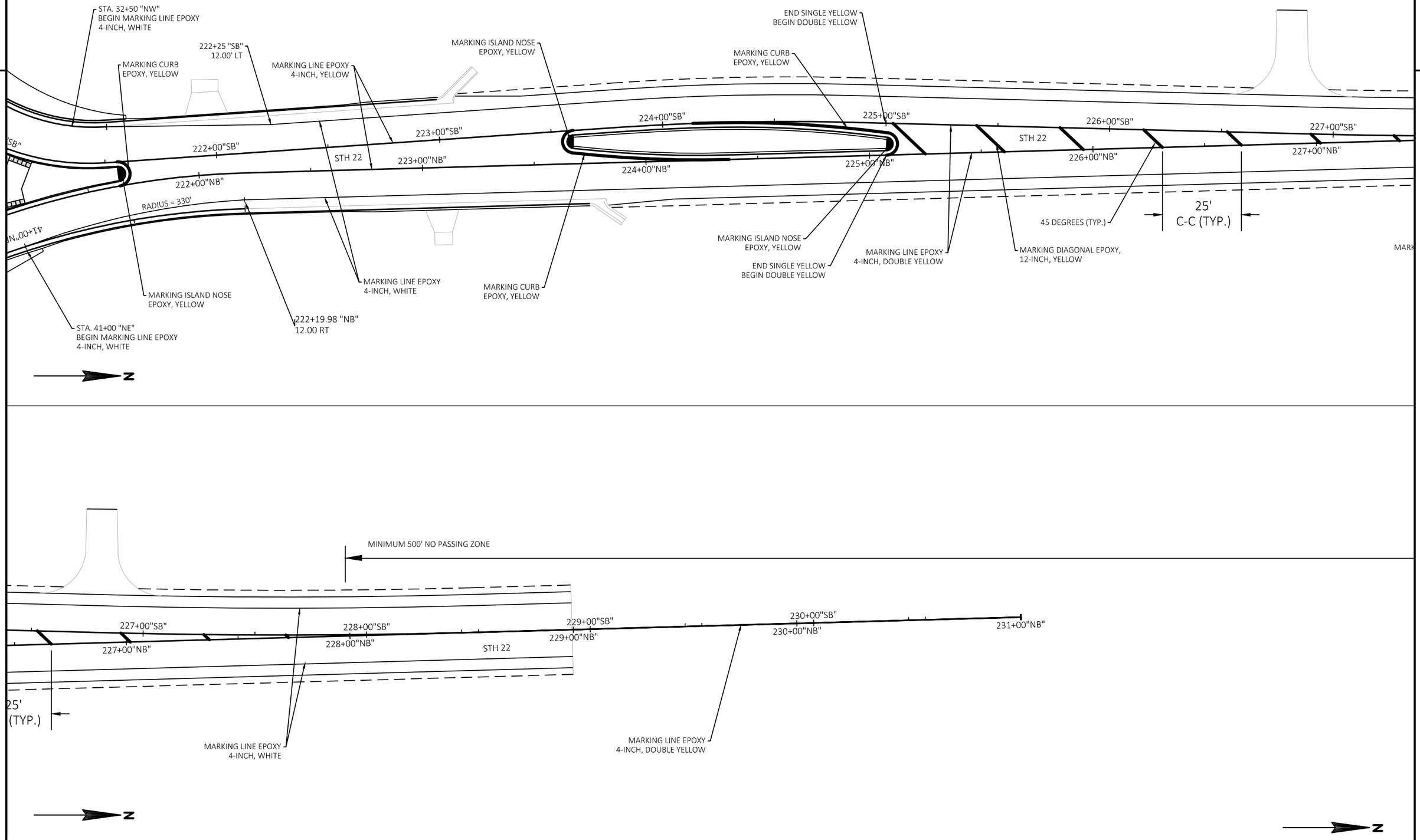
*CONFIRM BY LOCATING NO PASSING ZONES

N



N

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	PAVEMENT MARKING	SHEET 49	E


STA. 32+50 "NW"
BEGIN MARKING LINE EPOXY
4-INCH, WHITE
222+25 "SB"
12.00' LT
MARKING CURB
EPOXY, YELLOW
MARKING LINE EPOXY
4-INCH, YELLOW
MARKING ISLAND NOSE
EPOXY, YELLOW
END SINGLE YELLOW
BEGIN DOUBLE YELLOW
MARKING CURB
EPOXY, YELLOW
222+00"SB"
223+00"SB"
224+00"SB"
225+00"SB"
226+00"SB"
227+00"SB"
STH 22
222+00"NB"
223+00"NB"
224+00"NB"
225+00"NB"
226+00"NB"
227+00"NB"
RADIUS = 330'
45 DEGREES (TYP.)
25'
C-C (TYP.)
MARKING ISLAND NOSE
EPOXY, YELLOW
END SINGLE YELLOW
BEGIN DOUBLE YELLOW
MARKING LINE EPOXY
4-INCH, DOUBLE YELLOW
MARKING DIAGONAL EPOXY,
12-INCH, YELLOW
MARKING ISLAND NOSE
EPOXY, YELLOW
MARKING LINE EPOXY
4-INCH, WHITE
MARKING CURB
EPOXY, YELLOW
STA. 41+00 "NE"
BEGIN MARKING LINE EPOXY
4-INCH, WHITE
222+19.98 "NB"
12.00 RT
N
MINIMUM 500' NO PASSING ZONE
227+00"SB"
227+00"NB"
228+00"SB"
228+00"NB"
229+00"SB"
229+00"NB"
230+00"SB"
230+00"NB"
231+00"NB"
STH 22
25'
(TYP.)
MARKING LINE EPOXY
4-INCH, WHITE
MARKING LINE EPOXY
4-INCH, DOUBLE YELLOW

DETAIL B

DETAIL C

DETAIL A

DETAIL D

DETAIL E

DETAIL F

DETOUR STH 22 FOR STAGE 1 & 2
DETOUR STH 60 FOR STAGE 1 & 2 AND
DETOUR STH 60 EB FOR STAGE 3

LEGEND

WORK ZONE
STH 22 DETOUR ROUTE
STH 60 DETOUR ROUTE

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	DETOUR PLAN OVERVIEW SHEET	SHEET 51 E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - ****

PLOT DATE : 6/8/2021 8:21 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE :

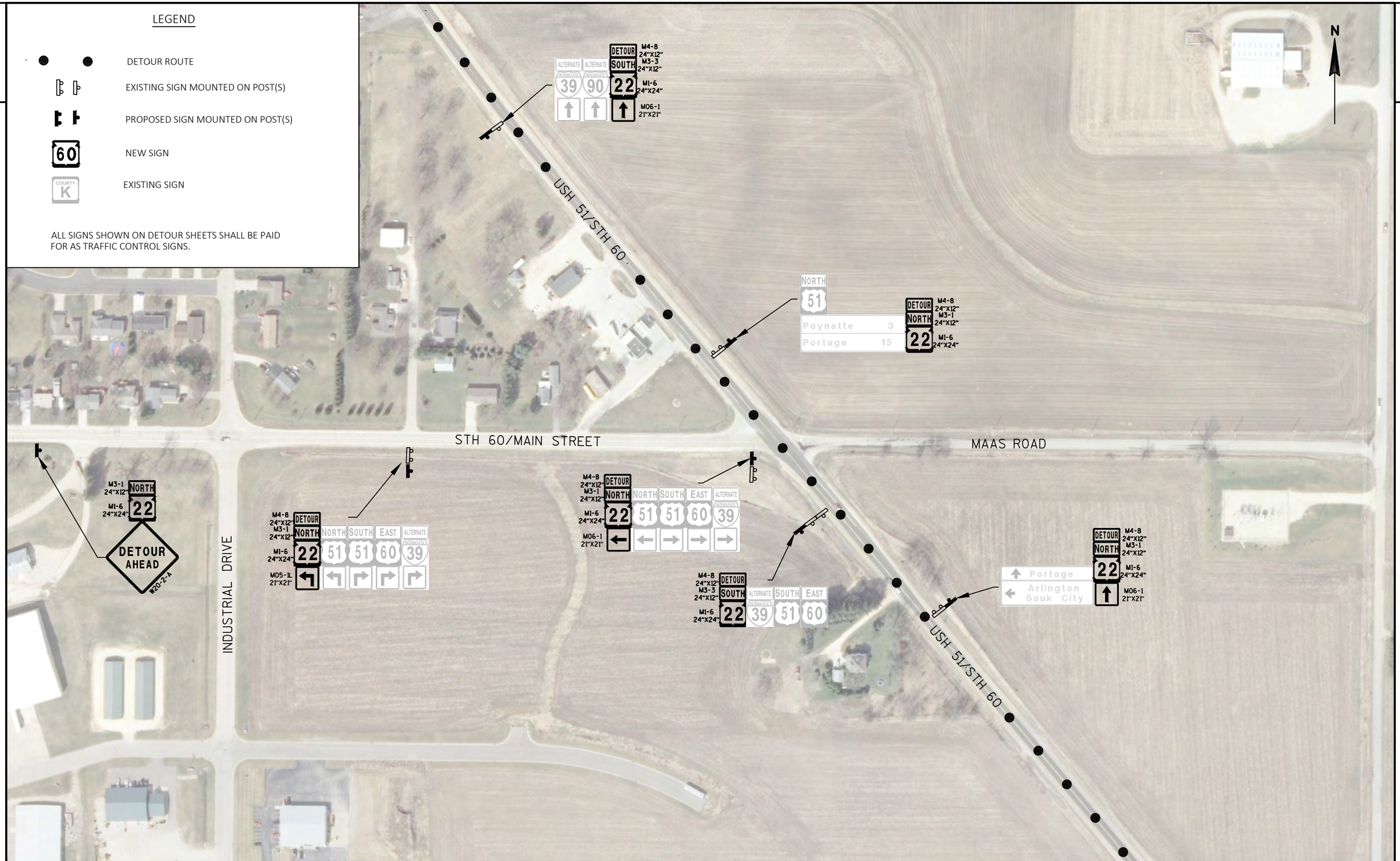
WISDOT/CADDS SHEET 42

2

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STH 22 DETOUR - DETAIL A (STAGE 1 & 2)	SHEET 52	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\027001_DT STAGE 1 AND 2.DWG
LAYOUT NAME - Detail A STH 22

PLOT DATE : 6/8/2021 8:11 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STH 22 DETOUR - DETAIL B (STAGE 1 & 2)	SHEET 53	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\027001_DT STAGE 1 AND 2.DWG
LAYOUT NAME - Detail B STH 22

PLOT DATE : 6/8/2021 8:11 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:200 FT

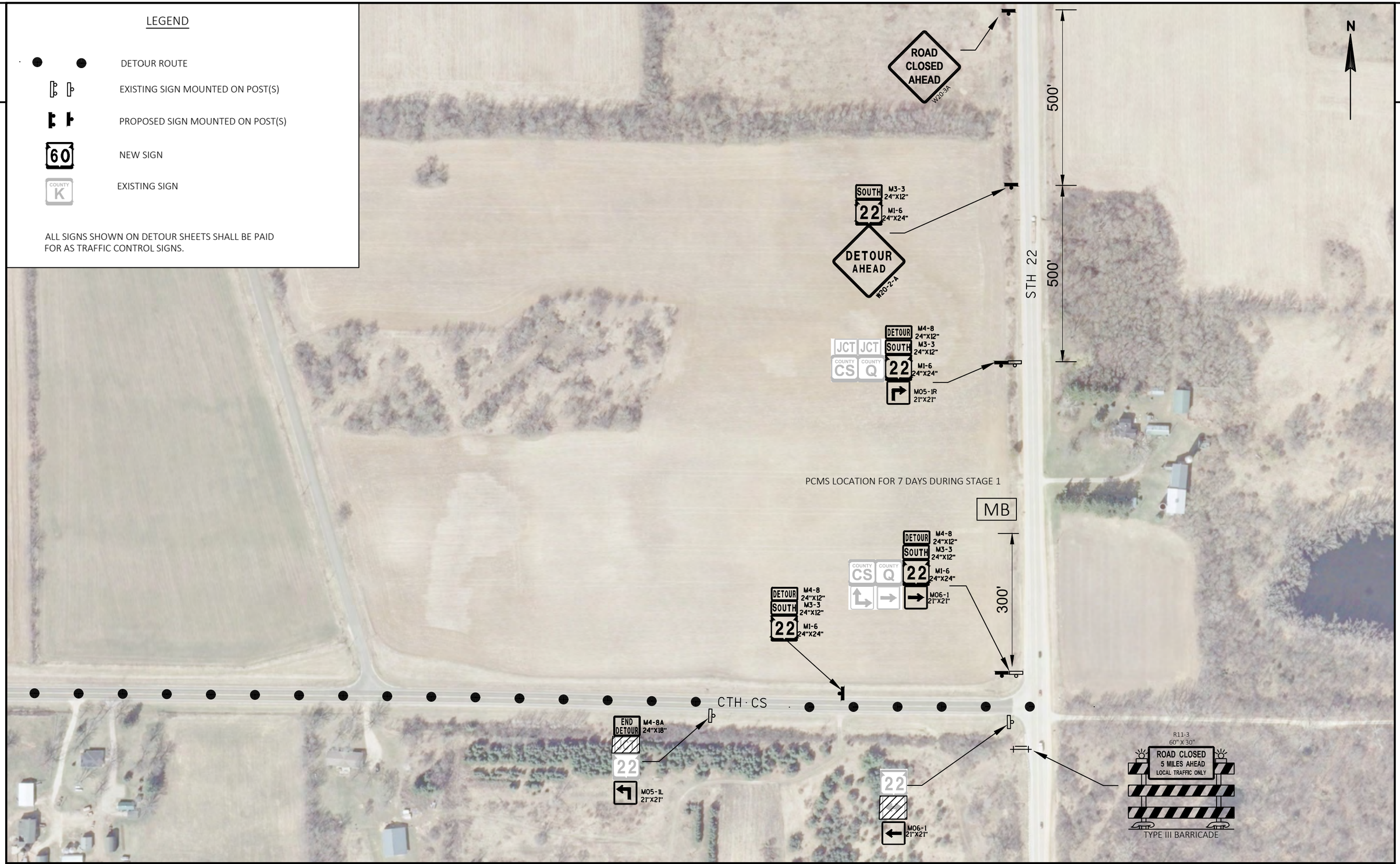
WISDOT/CADDS SHEET 42

2

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STH 22 DETOUR - DETAIL C (STAGE 1 & 2)	SHEET 54 E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\027001_DT STAGE 1 AND 2.DWG
LAYOUT NAME - Detail C STH 22

PLOT DATE : 6/8/2021 8:12 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:200 FT

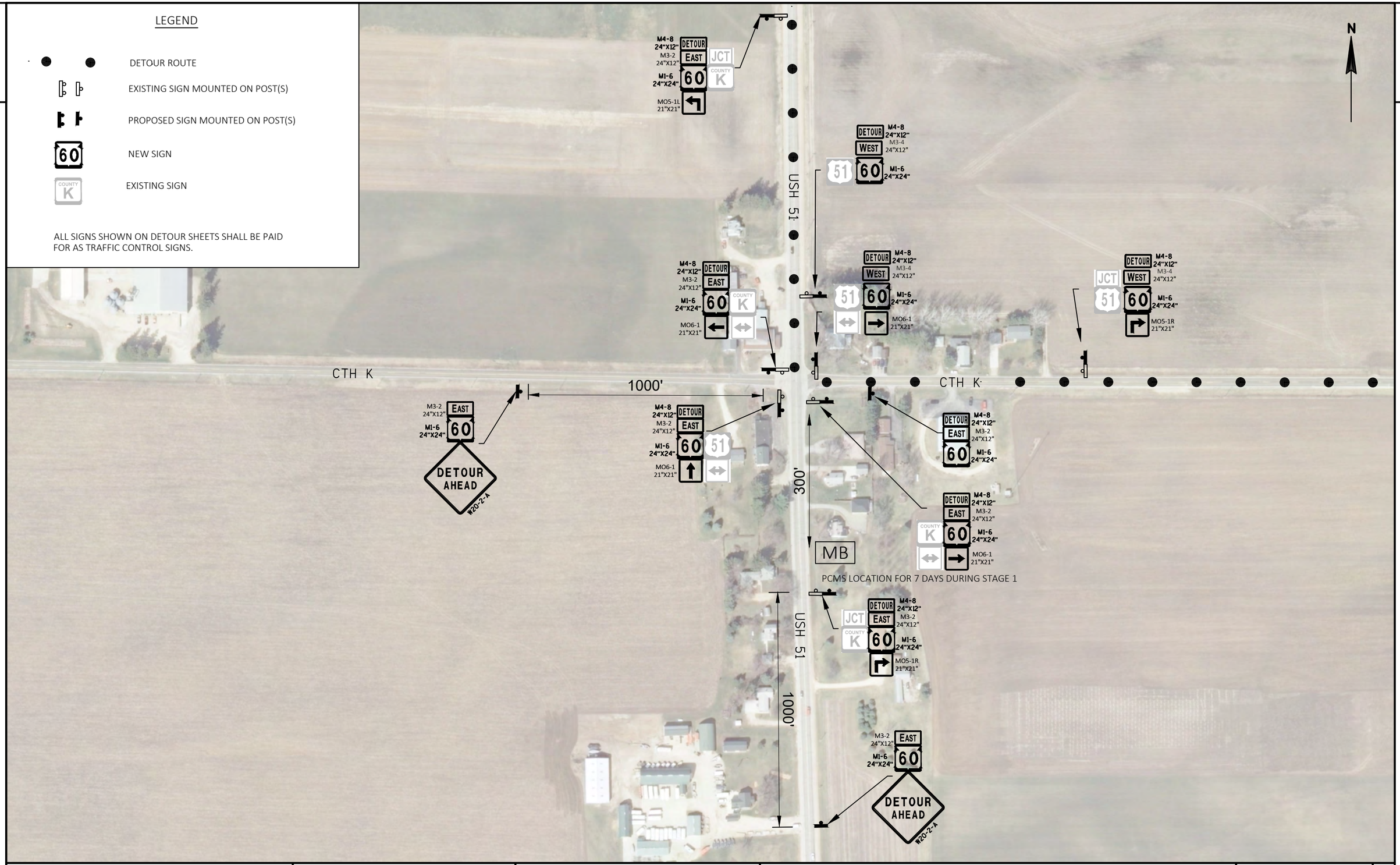
WISDOT/CADDS SHEET 42

2

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN (60)
- EXISTING SIGN (COUNTY K)

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STH 60 DETOUR - DETAIL D (STAGE 1 & 2)	SHEET 55	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\027001_DT STAGE 1 AND 2.DWG
LAYOUT NAME - Detail D STH 60

PLOT DATE : 6/8/2021 8:12 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

CTH C

CTH K

M4-8 24"X12" DETOUR WEST
M3-4 24"X12"
M1-6 24"X24" 60
MO5-1R 21"X21"
JCT COUNTY K

M4-8 24"X12" DETOUR WEST
M3-4 24"X12"
M1-6 24"X24" 60
MO6-1 21"X21"

M4-8 24"X12" DETOUR WEST
M1-6 24"X24" 60

M4-8 24"X12" DETOUR EAST
M3-2 24"X12"
M1-6 24"X24" 60

M4-8 24"X12" DETOUR EAST
M3-2 24"X12"
M1-6 24"X24" 60
MO6-1 21"X21"
COUNTY C

M4-8 24"X12" DETOUR EAST
M3-2 24"X12"
M1-6 24"X24" 60
MO5-1L 21"X21"
JCT COUNTY C

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STH 60 DETOUR - DETAIL E (STAGE 1 & 2)	SHEET 56	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\027001_DT STAGE 1 AND 2.DWG
LAYOUT NAME - Detail E STH 60
PLOT DATE : 6/8/2021 8:12 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.

2

N

JCT 60 | WEST 60 | M3-4 24"X12" | M1-6 24"X24" | DETOUR AHEAD W20-2-A

R11-3 60" X 30" ROAD CLOSED 4 MILES AHEAD LOCAL TRAFFIC ONLY

TYPE III BARRICADE

M4-8 24"X12" DETOUR | WEST | EAST | M3-4 24"X12" | M3-2 24"X12" | M1-6 24"X24" | MO6-1 21"X21" | MO6-1 21"X21"

DETOUR | WEST | M4-8 24"X12" | M3-4 24"X12" | COUNTY C | 60 | M1-6 24"X24" | MO6-1 21"X21"

JCT | COUNTY C | DETOUR | WEST | M4-8 24"X12" | M3-4 24"X12" | 60 | M1-6 24"X24" | MO5-1L 21"X21"

PCMS LOCATION FOR 7 DAYS DURING STAGE 1

M3-4 24"X12" | WEST | M1-6 24"X24" | 60 | DETOUR AHEAD W20-2-A

ROAD CLOSED AHEAD W20-3A

CTH C

STH 60

300'

MB

500'

500'

EAST M3-2 24"X12" | 60 | MO6-1 21"X21"

M4-8 24"X12" DETOUR | WEST | M3-4 24"X12" | M1-6 24"X24" | 60

DETOUR NEXT 8 MILES G20-51 60"X24"

END DETOUR M4-8A 24"X18" | 60 | MO5-1R 21"X21"

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STH 60 DETOUR - DETAIL F (STAGE 1 & 2)	SHEET 57	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\027001_DT STAGE 1 AND 2.DWG
LAYOUT NAME - Detail F STH 60

PLOT DATE : 6/8/2021 8:12 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.



2

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STH 60 DETOUR - DETAIL D (STAGE 3)	SHEET 58	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\027001_DT STAGE 3.DWG
LAYOUT NAME - Detail D STH 60

PLOT DATE : 4/8/2021 9:44 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N

CTH C

CTH K

CTH K

CTH C

M4-8 24"X12" DETOUR EAST
M3-2 24"X12"
M1-6 24"X24" 60
MO5-1L 21"X21"
JCT COUNTY C

M4-8 24"X12" DETOUR EAST
M3-2 24"X12"
M1-6 24"X24" 60
MO6-1 21"X21"
COUNTY C

M4-8 24"X12" DETOUR EAST
M3-2 24"X12"
M1-6 24"X24" 60

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- 60 NEW SIGN
- COUNTY K EXISTING SIGN

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STH 60 DETOUR - DETAIL E (STAGE 3)	SHEET 59	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\027001_DT STAGE 3.DWG
LAYOUT NAME - Detail E STH 60

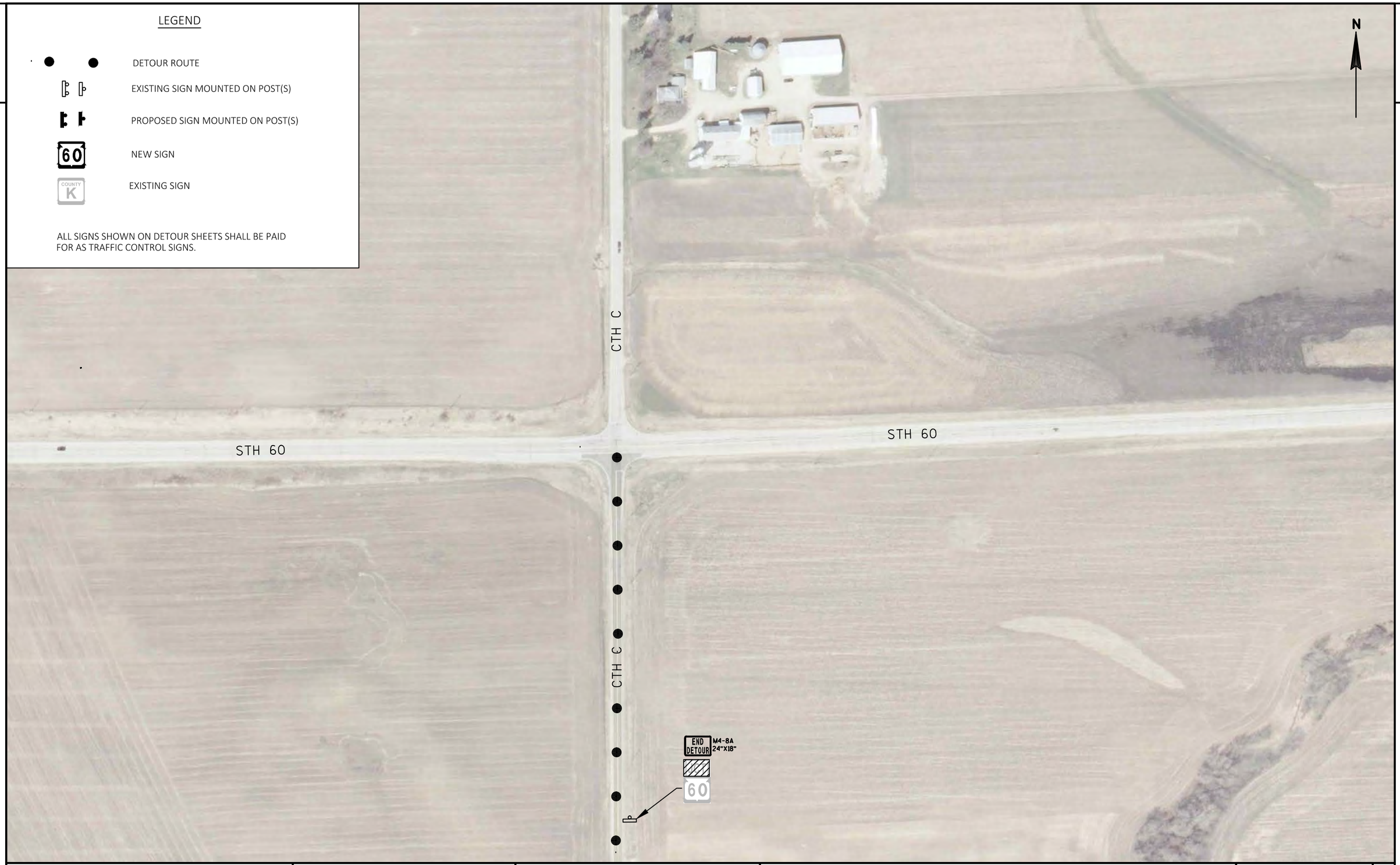
PLOT DATE : 4/8/2021 9:44 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.



2

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	STH 60 DETOUR - DETAIL F (STAGE 3)	SHEET 60	E

GENERAL NOTES FOR TRAFFIC CONTROL

1) THE EXACT NUMBER LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

2) CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

3) A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER.

4) ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

5) FOR NIGHTTIME OPERATION, ALL DRUMS IN TAPERS SHALL HAVE A TYPE "C" WARNING LIGHT.

6) ALL TYPE III BARRICADES WITH SIGNS SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS.

7) ALL TEMPORARY PAVEMENT SHALL CONSIST OF 4 INCHES OF ASPHALTIC SURFACE TEMPORARY, OVER 6 INCHES OF BASE AGGREGATE DENSE OVER 12 INCHES OF SELECT CRUSH UNLESS APPROVED BY ENGINEER.

8) ALL TEMPORARY PAVEMENT MARKINGS ON PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE.

9) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.

10) BARRICADE STRIPES ARE TO BE SLOPED DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.

11) ALL TRAFFIC CONTROL DRUMS ARE SPACED AT 50-FEET UNLESS OTHERWISE NOTED.

12) BEGIN EACH STAGE BY COMPLETING PAVEMENT MARKING AND SIGNAGE FIRST.

13) FOR SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS, USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE ADJACENT PAVEMENT.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- DIRECTION OF TRAFFIC
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- A — TYPE A WARNING LIGHT (FLASHING)
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- REMOVE PAVEMENT MARKING
- SAW CUT

WORK ZONE PAVEMENT MARKINGS

- DY — CONTINUOUS DOUBLE YELLOW, 4-INCH
- Y — CONTINUOUS YELLOW, 4-INCH
- W — CONTINUOUS WHITE, 4-INCH

TPM TEMPORARY MARKING LINE PAINT

TPMRT TEMPORARY MARKING LINE REMOVABLE TAPE

SEE DETOUR AND TRAFFIC CONTROL SHEETS FOR PCMS LOCATION

PCMS MESSAGES

	USH 51/STH 60 EB		USH 51 NB		STH 60 WB		STH 22 SB	
STAGE	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)
7 DAYS PRIOR TO STAGE 1	ROAD WORK BEGINS	DAY: XXX DATE: XX/XX	ROAD WORK BEGINS	DAY: XXX DATE: XX/XX	ROAD WORK BEGINS	DAY: XXX DATE: XX/XX	ROAD WORK BEGINS	DAY: XXX DATE: XX/XX
FIRST 7 DAYS DURING STAGE 1	--	--	ROAD CLOSED AHEAD	FOLLOW DETOUR	ROAD CLOSED AHEAD	FOLLOW DETOUR	ROAD CLOSED AHEAD	FOLLOW DETOUR
FIRST 7 DAYS DURING STAGE 3	--	--	NEW TRAFFIC PATTERN	ROUND-ABOUT AHEAD	NEW TRAFFIC PATTERN	ROUND-ABOUT AHEAD	NEW TRAFFIC PATTERN	ROUND-ABOUT AHEAD
FIRST 7 DAYS DURING STAGE 4	NEW TRAFFIC PATTERN	ROUND-ABOUT AHEAD	--	--	--	--	--	--

2

INSTALL FOR STAGE 1

M3-3 24"X12" SOUTH
M1-4 24"X24" 51
W12-52 MAX. 11' WIDTH
2 MILES AHEAD
W057-52 48"X36"

M3-3 24"X12" SOUTH
M1-4 24"X24" 51
W12-52 MAX. 11' WIDTH
2 MILES AHEAD
W057-52 48"X36"

INSTALL FOR STAGE 1

M3-1 36"X18" NORTH
M1-4 36"X36" 51
W12-52 MAX. 11' WIDTH
9 MILES AHEAD
W057-52 48"X36"

M3-1 24"X12" NORTH
M1-4 24"X24" 51
W12-52 MAX. 11' WIDTH
9 MILES AHEAD
W057-52 48"X36"

M3-1 24"X12" NORTH
M1-4 24"X24" 51
W12-52 MAX. 11' WIDTH
9 MILES AHEAD
W057-52 48"X36"

2

M3-3 24"X12" SOUTH
M1-6 24"X24" 22
W12-52 MAX. 11' WIDTH
10 MILES AHEAD
W057-52 48"X36"

M3-3 24"X12" SOUTH
M1-6 24"X24" 22
W12-52 MAX. 11' WIDTH
10 MILES AHEAD
W057-52 48"X36"

M3-3 24"X12" SOUTH
M1-6 24"X24" 22
W12-52 MAX. 11' WIDTH
10 MILES AHEAD
W057-52 48"X36"

INSTALL FOR STAGE 3

M3-4 24"X12" WEST
M1-6 24"X24" 60
W12-52 MAX. 11' WIDTH
14 MILES AHEAD
W057-52 48"X36"

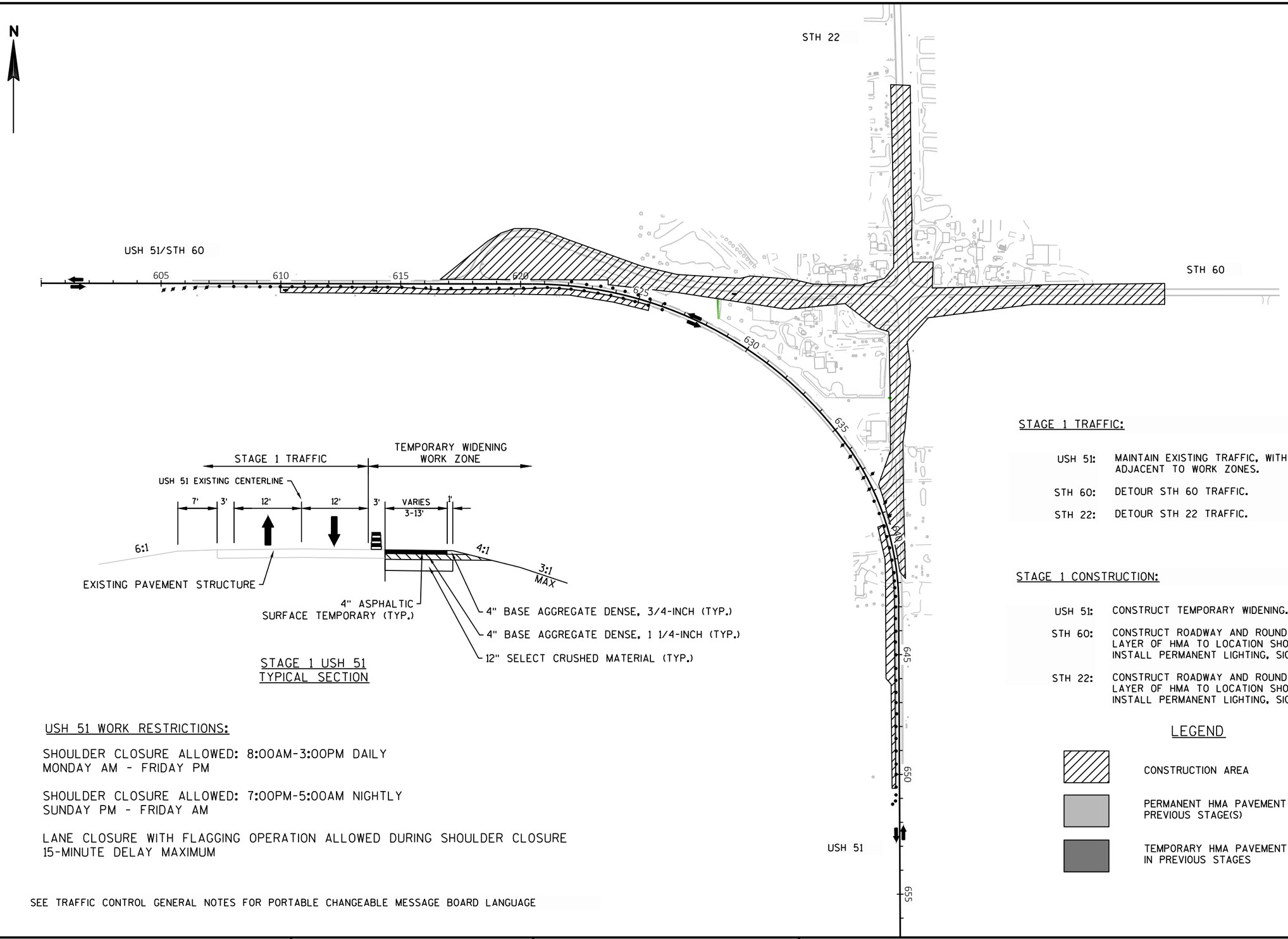
M3-4 24"X12" WEST
M1-6 24"X24" 60
W12-52 MAX. 11' WIDTH
14 MILES AHEAD
W057-52 48"X36"

INSTALL FOR STAGE 3

500,000'

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - ADVANCE SIGNING	SHEET 62 E

2



STAGE 1 USH 51
TYPICAL SECTION

USH 51 WORK RESTRICTIONS:

SHOULDER CLOSURE ALLOWED: 8:00AM-3:00PM DAILY
MONDAY AM - FRIDAY PM

SHOULDER CLOSURE ALLOWED: 7:00PM-5:00AM NIGHTLY
SUNDAY PM - FRIDAY AM

LANE CLOSURE WITH FLAGGING OPERATION ALLOWED DURING SHOULDER CLOSURE
15-MINUTE DELAY MAXIMUM

SEE TRAFFIC CONTROL GENERAL NOTES FOR PORTABLE CHANGEABLE MESSAGE BOARD LANGUAGE

STAGE 1 TRAFFIC:

USH 51:	MAINTAIN EXISTING TRAFFIC, WITH CLOSED RIGHT SHOULDER ADJACENT TO WORK ZONES.
STH 60:	DETOUR STH 60 TRAFFIC.
STH 22:	DETOUR STH 22 TRAFFIC.

STAGE 1 CONSTRUCTION:

USH 51:	CONSTRUCT TEMPORARY WIDENING.
STH 60:	CONSTRUCT ROADWAY AND ROUNDABOUT. CONSTRUCT UPPER LAYER OF HMA TO LOCATION SHOWN IN STAGING PLAN. INSTALL PERMANENT LIGHTING, SIGNAGE AND MARKING.
STH 22:	CONSTRUCT ROADWAY AND ROUNDABOUT. CONSTRUCT UPPER LAYER OF HMA TO LOCATION SHOWN IN STAGING PLAN. INSTALL PERMANENT LIGHTING, SIGNAGE AND MARKING.

LEGEND

- CONSTRUCTION AREA
- PERMANENT HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN IN PREVIOUS STAGES

2

2

N

END ROAD WORK
G20-2A
48"X24"

STH 60 / USH 51

602 604 606 608 610 612

500' 500' 500'

MB

ROAD WORK AHEAD
W20-1-A

MAX. 11' WIDTH
W12-52

ROAD WORK 1000 FT
W20-1-C

SHOULDER WORK
W21-5

EAST 60
M3-2 24"X12"
M1-6 24"X24"
ROAD CLOSED AHEAD
W20-3A

EAST 60
M3-2 24"X12"
M1-6 24"X24"
DETOUR AHEAD
W20-2-A

DETOUR NEXT 10 MILES
G20-51
60"X24"

M4-8A 24"X18"
END DETOUR

M4-8 24"X12"
DETOUR
EAST SOUTH ALTERNATE
22 60 51 39
INTERSTATE

MO6-1
21"X21"

PCMS LOCATION FOR 7 DAYS PRIOR TO STAGE 1

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

2-INCH 2-FOOT WIDE MILL & OVERLAY (4 MT 58-28 H)
SHOULDER RUMBLE STRIPS FROM STATION 610+00 - 615+00

N

2-INCH 2-FOOT WIDE MILL & OVERLAY (4 MT 58-28 H)
SHOULDER RUMBLE STRIPS FROM STATION 612+50 - 615+00

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

M4-8 24"X12"
DETOUR
NORTH
22
M3-1 24"X12"
M1-6 24"X24"

R3-1
24"X24"

614 616 618 620 622 624 626 628

USH 51

R3-2
24"X24"

SAWCUT REQUIRED (TYP.)

MILL 2-INCH DISTRESSED LOCATIONS OF PAVEMENT AS DIRECTED BY ENGINEER

M4-8 24"X12"
DETOUR
EAST SOUTH ALTERNATE
60 51 39
INTERSTATE
M3-2 24"X12"
M1-6 24"X24"
M3-3 24"X12"
MB4-1 24"X12"
M1-4 24"X24"
M1-1 24"X24"

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 1 (USH 51)	SHEET 64	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_tc Stage 1 A

PLOT DATE : 6/8/2021 9:35 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

M4-8
24"X12"
DETOUR
NORTH
22
M1-3
24"X12"
M1-6
24"X24"
M06-2
21"X21"

M3-4
24"X12"
M3-1
24"X12"
M1-6
24"X24"
M4-1
24"X12"
NORTH
WEST
ALTERNATE
51
60
39
INTERSTATE
M1-4
24"X24"
M1-1
24"X24"
M06-2
21"X21"
M06-2
21"X21"
M06-2
21"X21"

SHOULDER WORK
W21-5

USH 51

636
638
640
642
644
646
648
650

SAWCUT REQUIRED (TYP.)

MILL 2-INCH DISTRESSED LOCATIONS OF PAVEMENT AS DIRECTED BY ENGINEER

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

N

KAMPEN RD

NORTH
22
M1-3
24"X12"
M1-6
24"X24"
DETOUR AHEAD
W20-2-A

NORTH
22
M1-3
24"X12"
M1-6
24"X24"
ROAD CLOSED AHEAD
W20-3A

ROAD WORK 1000 FT
W20-1-C

MAX.
11'
WIDTH
W12-52

500'
500'

ROAD WORK AHEAD
W20-1-A

PCMS LOCATION 7 DAYS PRIOR TO STAGE 1 BEGINNING

MB

650
652
654
656
658
660

USH 51

END
ROAD WORK
G20-2A
48"X24"

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 1 (USH 51)	SHEET 65	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_tc Stage 1 B

PLOT DATE : 6/8/2021 9:35 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

PCMS LOCATION 7 DAYS PRIOR TO STAGE 1 BEGINNING

MB

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

500'

ROAD CLOSED 500 FT
W20-3D

500'

ROAD CLOSED 1000 FT
W20-3C

STH 60

END OF STH 60 CONSTRUCTION LIMITS

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

N

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

ROAD CLOSED AHEAD
W20-3A

500'

STH 60

HARVEY RD

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 1 (STH 60)	SHEET 66	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_tc Stage 1 C

PLOT DATE : 6/8/2021 9:35 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

500'

500'

STH 22

END OF STH 22 CONSTRUCTION LIMITS

ROAD CLOSED 1000 FT
W20-3C

ROAD CLOSED 500 FT
W20-3D

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

MB

PCMS LOCATION 7 DAYS PRIOR TO STAGE 1 BEGINNING

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

N

PRIEM RD

STH 22

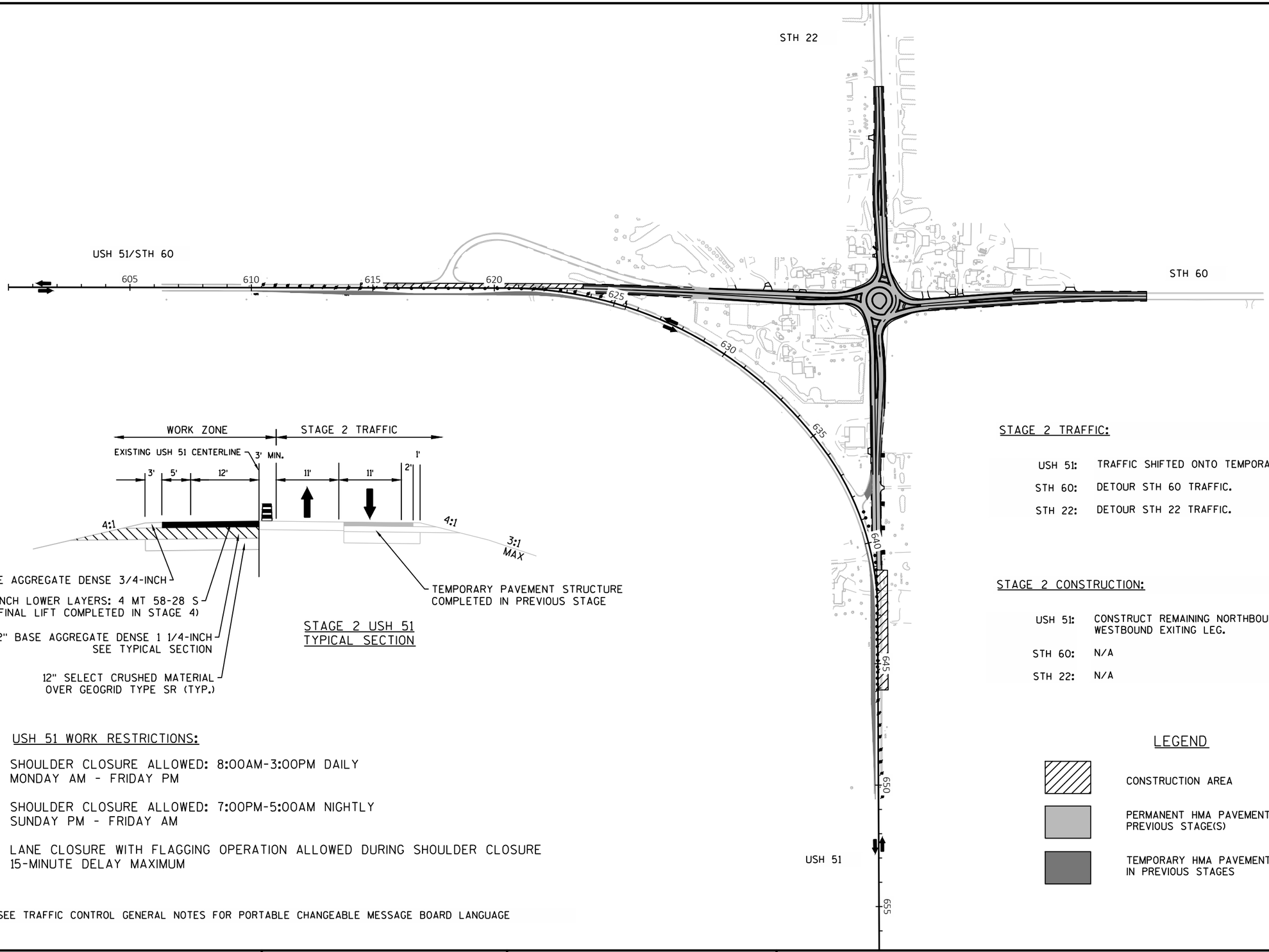
500'

ROAD CLOSED AHEAD
W20-3A

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 1 (STH 22)	SHEET 67	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025001_TC STAGE 1.DWG
LAYOUT NAME - 025001_tc Stage 1 D
PLOT DATE : 6/8/2021 9:35 AM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



STAGE 2 USH 51
TYPICAL SECTION

USH 51 WORK RESTRICTIONS:

SHOULDER CLOSURE ALLOWED: 8:00AM-3:00PM DAILY
MONDAY AM - FRIDAY PM

SHOULDER CLOSURE ALLOWED: 7:00PM-5:00AM NIGHTLY
SUNDAY PM - FRIDAY AM

LANE CLOSURE WITH FLAGGING OPERATION ALLOWED DURING SHOULDER CLOSURE
15-MINUTE DELAY MAXIMUM

SEE TRAFFIC CONTROL GENERAL NOTES FOR PORTABLE CHANGEABLE MESSAGE BOARD LANGUAGE

STAGE 2 TRAFFIC:

USH 51:	TRAFFIC SHIFTED ONTO TEMPORARY PAVEMENT.
STH 60:	DETOUR STH 60 TRAFFIC.
STH 22:	DETOUR STH 22 TRAFFIC.

STAGE 2 CONSTRUCTION:

USH 51:	CONSTRUCT REMAINING NORTHBOUND APPROACH LEG AND WESTBOUND EXITING LEG.
STH 60:	N/A
STH 22:	N/A

LEGEND

- CONSTRUCTION AREA
- PERMANENT HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN IN PREVIOUS STAGES

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 2 OVERVIEW	SHEET 68	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025002_TC PLAN DETAILS STAGE 2 OVERVIEW.DWG
LAYOUT NAME - 025002_tc Stage 2 Overview
PLOT DATE : 6/8/2021 10:22 AM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

N

END ROAD WORK

STH 60 / USH 51

602 604 606 608 610 612

500' 500'

ROAD WORK AHEAD

MAX. 11' WIDTH

ROAD WORK 1000 FT

EAST 60

ROAD CLOSED AHEAD

DETOUR NEXT 10 MILES

EAST 60

DETOUR AHEAD

W01-4R

45 M.P.H.

W013-1
36"X36"

DETOUR NORTH 22

END DETOUR | DETOUR EAST 22 60 | SOUTH 51 | ALTERNATE INTERSTATE 39

TEMPORARY MARKING
REMOVABLE MASK OUT TAPE 6-INCH
PLACE OVER SOLID YELLOW AND 12.5-FT SKIPS

TEMPORARY MARKING
REMOVABLE MASK OUT
TAPE 6-INCH

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

N

W01-6
48" X 24"

TYPE III BARRICADE

R11-4
60" X 30"
ROAD CLOSED TO THRU TRAFFIC

TYPE III BARRICADE

SAWCUT REQUIRED (TYP.)

614 616 618 620 622 624 626 628

W TPMRT

DY TPMRT

W TPM

DY TPM

MARKING REMOVAL LINE
4-INCH

BEGIN PERMANENT
PAVEMENT MARKING
STA. 115+25 "EB"

PLACE UPPER LAYER OF HMA BEGINNING AT
115+25 "EB"

PLACE TWO LOWER LAYERS OF HMA

50-FT ASPHALTIC WEDGE
SEE CONSTRUCTION DETAILS

USH 51

DETOUR EAST 60 | SOUTH 51 | ALTERNATE INTERSTATE 39

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 2 (USH 51)	SHEET 69	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025002_TC STAGE 2.DWG
LAYOUT NAME - 025002_tc Stage 2 A
PLOT DATE : 4/8/2021 8:21 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

PLACE TWO LOWER LAYERS OF HMA

50-FT ASPHALTIC WEDGE
SEE CONSTRUCTION DETAILS

END PERMANENT
PAVEMENT MARKING
213+00 "NB"

PLACE UPPER LAYER OF HMA BEGINNING AT
213+00 "NB"

ASPHALTIC SURFACE TEMPORARY
COMPLETED IN STAGE 1

R11-4
60" X 30"
ROAD CLOSED
TO
THRU TRAFFIC
TYPE III BARRICADE

DETOUR
NORTH
22

NORTH WEST ALTERNATE
51 60 39

SAWCUT REQUIRED (TYP.)

TEMPORARY MARKING
REMOVABLE MASK OUT TAPE 6-INCH
PLACE OVER SOLID YELLOW AND 12.5-FT SKIPS

634 636 638 640 642 644 646 648 650

USH 51

W TPM

2-M5

2-M4

DY TPM

W TPMRT

DY TPMRT

MARKING REMOVAL LINE
4-INCH

SOUTH ALTERNATE
51 39

MOVE AND REINSTALL
EXISTING SIGNS

SPEED LIMIT
55

TEMPORARY MARKING
REMOVABLE MASK OUT TAPE 6-INCH

WO1-6
48" X 24"
TYPE III BARRICADE

DRUMS AT 25-FT SPACING

WO1-4R
45 M.P.H.
WO13-1
36"X36"

SEE TRAFFIC CONTROL GENERAL NOTES FOR
ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

N

WO1-4L
45 M.P.H.
WO13-1
36"X36"

KAMPEN RD

NORTH
22
DETOUR
AHEAD

NORTH
22
ROAD
CLOSED
AHEAD

ROAD
WORK
1000 FT

MAX.
11'
WIDTH

ROAD
WORK
AHEAD

500' 500'

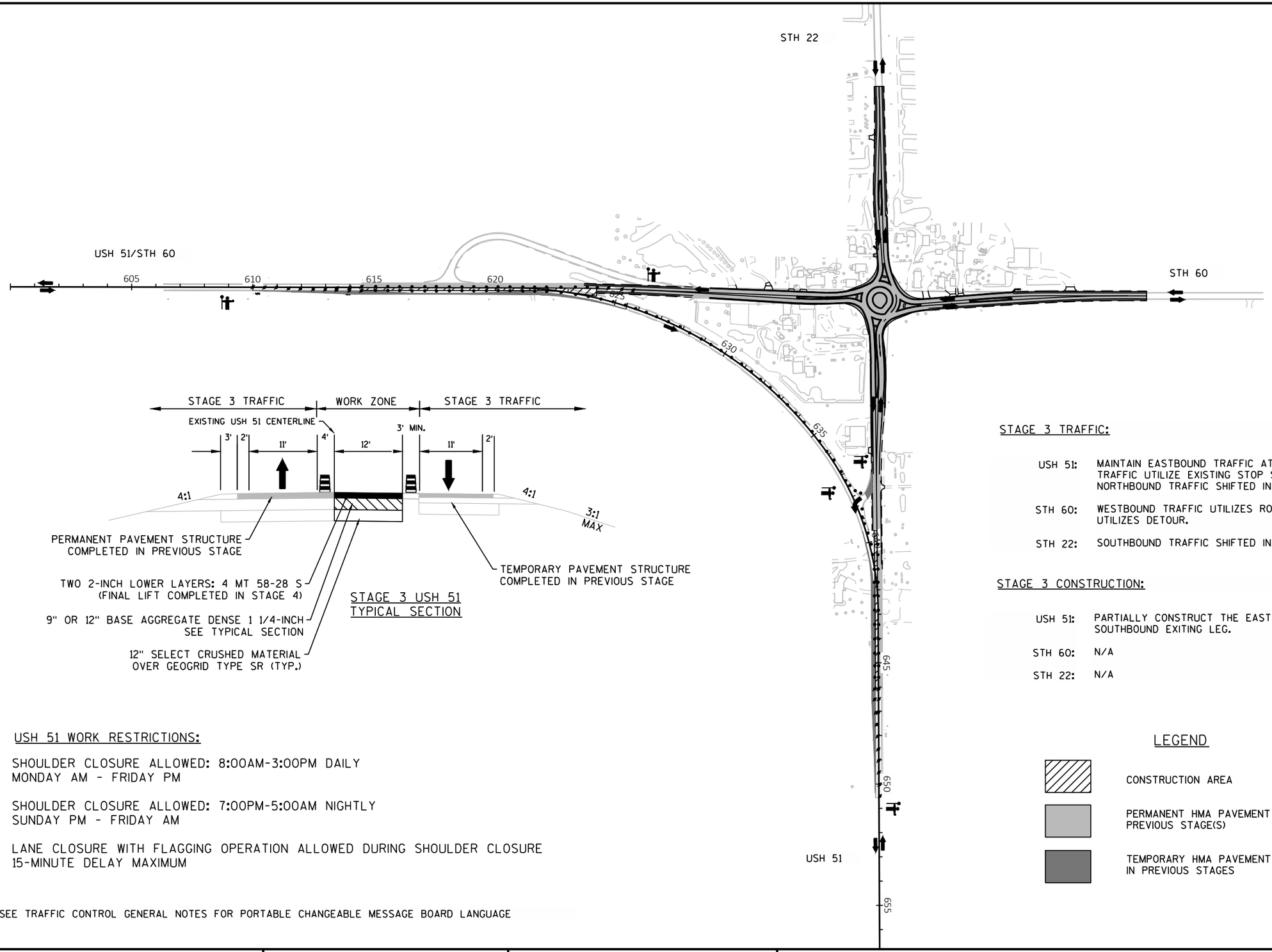
650 652 654 656 658 660

USH 51

END
ROAD WORK

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 2 (USH 51)	SHEET 70	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025002_TC STAGE 2.DWG
LAYOUT NAME - 025002_tc Stage 2 B
PLOT DATE : 4/8/2021 8:21 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



STAGE 3 USH 51
TYPICAL SECTION

USH 51 WORK RESTRICTIONS:

SHOULDER CLOSURE ALLOWED: 8:00AM-3:00PM DAILY
MONDAY AM - FRIDAY PM

SHOULDER CLOSURE ALLOWED: 7:00PM-5:00AM NIGHTLY
SUNDAY PM - FRIDAY AM

LANE CLOSURE WITH FLAGGING OPERATION ALLOWED DURING SHOULDER CLOSURE
15-MINUTE DELAY MAXIMUM

SEE TRAFFIC CONTROL GENERAL NOTES FOR PORTABLE CHANGEABLE MESSAGE BOARD LANGUAGE

STAGE 3 TRAFFIC:

USH 51:	MAINTAIN EASTBOUND TRAFFIC AT EXISTING LOCATION. SOUTHBOUND TRAFFIC UTILIZE EXISTING STOP SIGN AT USH 51 INTERSECTION. NORTHBOUND TRAFFIC SHIFTED INTO ROUNDABOUT.
STH 60:	WESTBOUND TRAFFIC UTILIZES ROUNDABOUT. EASTBOUND TRAFFIC UTILIZES DETOUR.
STH 22:	SOUTHBOUND TRAFFIC SHIFTED INTO ROUNDABOUT.

STAGE 3 CONSTRUCTION:

USH 51:	PARTIALLY CONSTRUCT THE EASTBOUND APPROACH LEG AND SOUTHBOUND EXITING LEG.
STH 60:	N/A
STH 22:	N/A

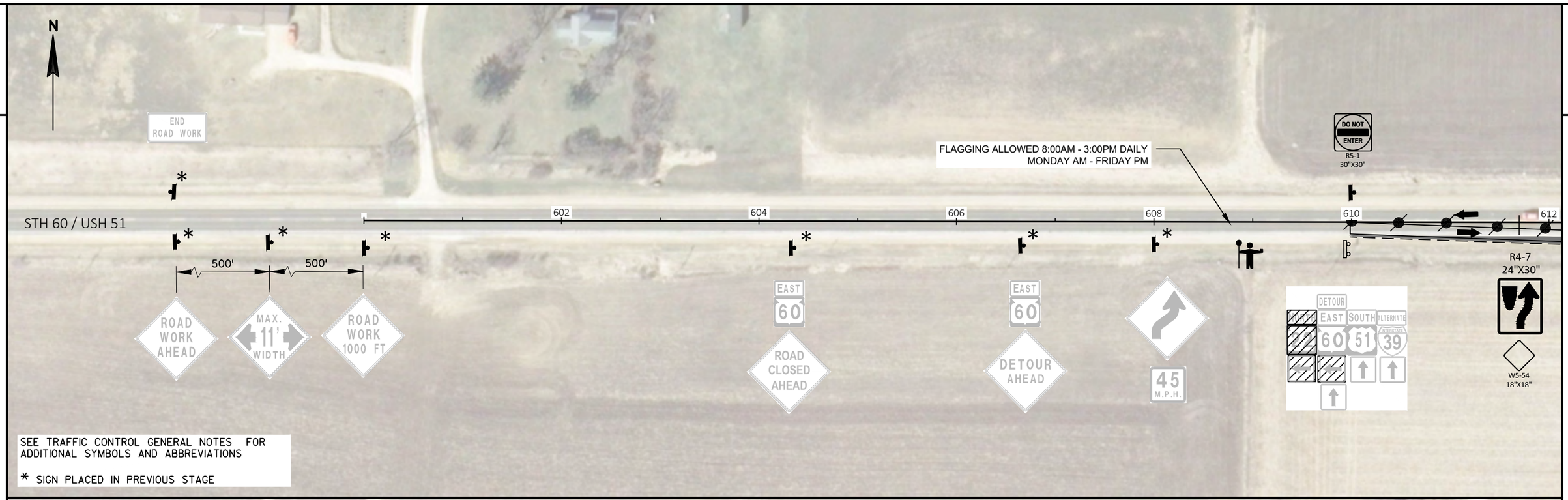
LEGEND

- CONSTRUCTION AREA
- PERMANENT HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN IN PREVIOUS STAGES

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 3 OVERVIEW	SHEET 71	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025003_TC PLAN DETAILS STAGE 3 OVERVIEW.DWG
LAYOUT NAME - 025003_tc Stage 3 Overview
PLOT DATE : 6/8/2021 10:18 AM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 3 (USH 51)	SHEET 72	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025003_TC STAGE 3.DWG
LAYOUT NAME - 025003_tc Stage 3 A
PLOT DATE : 6/8/2021 9:59 AM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

END TEMPOARY PAVEMENT MARKING STA. 213+00 NB

W TPMRT

Y TPMRT

WO1-6 48" X 24"

TYPE III BARRICADE

DRUMS @ 25-FT SPACING

TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH

DY TPM

W TPM

DY TPMRT

200-FT TAPER

W TPMRT

USH 51

634 636 638 640 642 644 646 648 650

STOP R1-1 30"X30"

ONE WAY R6-1L 36"X12"

DO NOT ENTER R5-1 30"X30"

WRONG WAY R5-1A 36"X24"

W3-1 36"X36"

MARKING REMOVAL LINE WIDE

24 FT - TEMPORARY MARKING STOP LINE PAINT 18-INCH

14'

ONE WAY R6-2L 24"X30"

R3-2 24"X24"

45 M.P.H.

FLAGGING ALLOWED 8:00AM - 3:00PM DAILY
MONDAY AM - FRIDAY PM

SOUTH ALTERNATE 51 BUSINESS 39

WRONG WAY R5-1A 36"X24"

SPEED LIMIT 55

SAWCUT REQUIRED (TYP.)

DO NOT ENTER R5-1 30"X30"

R4-7 24"X30"

W5-54 18"X18"

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

2

N

KAMPEN RD

FLAGGING ALLOWED 8:00AM - 3:00PM DAILY
MONDAY AM - FRIDAY PM

PCMS LOCATION 7 DAYS DURING STAGE 3

MB

650 652 654 656 658 660

USH 51

ROAD WORK 1000 FT

MAX. 11' WIDTH

ROAD WORK AHEAD

500' 500'

END ROAD WORK

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 3 (USH 51)	SHEET 73	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025003_TC STAGE 3.DWG
LAYOUT NAME - 025003_tc Stage 3 B

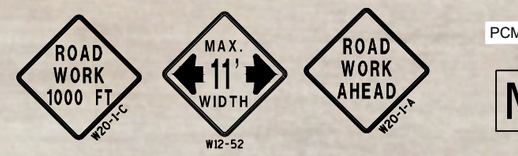
PLOT DATE : 6/8/2021 9:59 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N



PCMS LOCATION FOR 7 DAYS DURING STAGE 3

MB

1000'

500'

500'

500'

STH 60

END ROAD WORK
G20-2A
48"X24"

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

END ROAD WORK
G20-2A
48"X24"

STH 22

500'

500'

500'

1000'

MB



PCMS LOCATION FOR 7 DAYS DURING STAGE 3

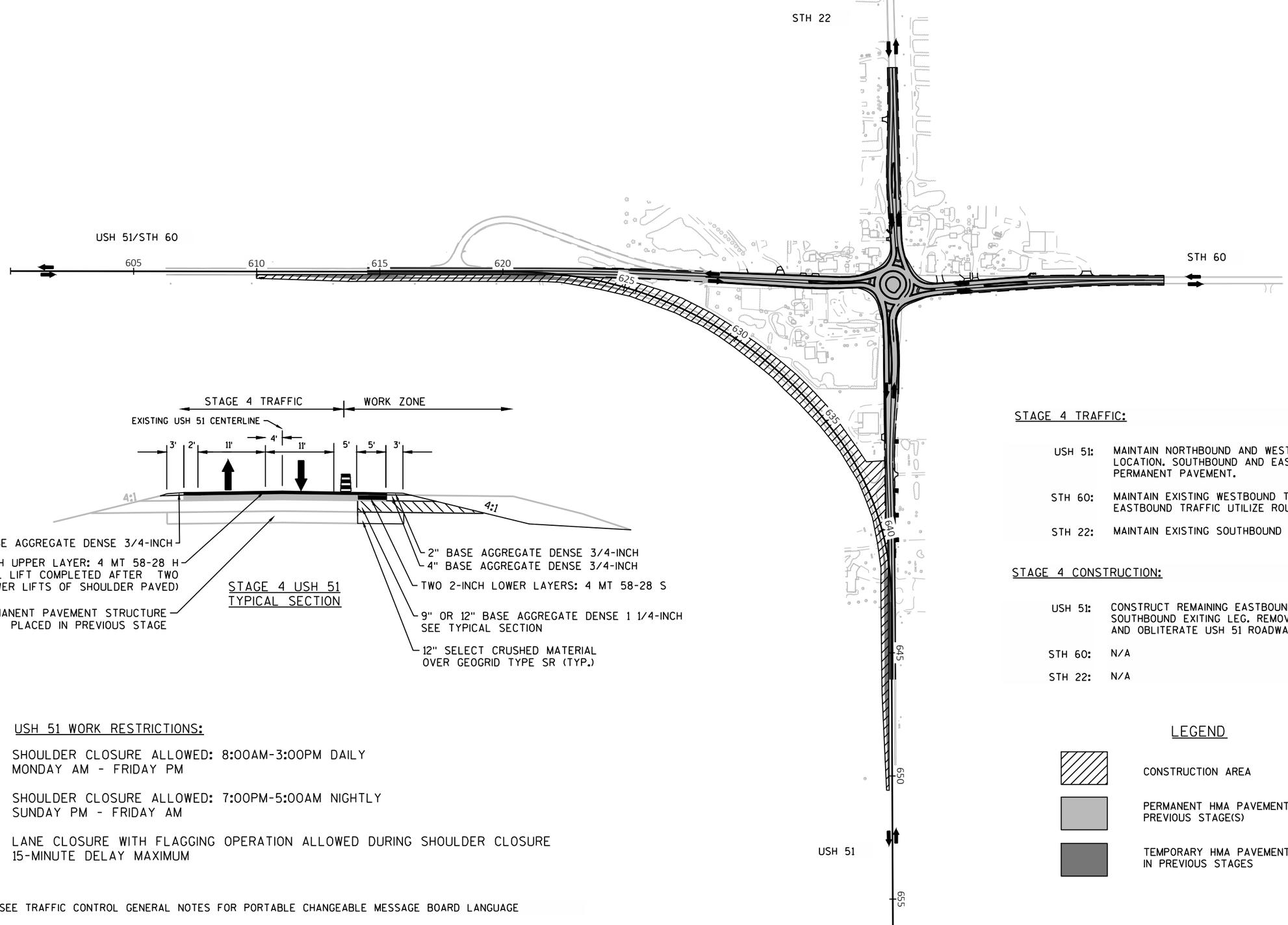
N

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 3 (STH 60 AND STH 22)	SHEET 74	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025003_TC STAGE 3.DWG
LAYOUT NAME - 025003_tc Stage 3 C

PLOT DATE : 6/8/2021 9:59 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



STAGE 4 USH 51
TYPICAL SECTION

STAGE 4 TRAFFIC:

USH 51:	MAINTAIN NORTHBOUND AND WESTBOUND TRAFFIC AT EXISTING LOCATION. SOUTHBOUND AND EASTBOUND TRAFFIC SWITCHED TO PERMANENT PAVEMENT.
STH 60:	MAINTAIN EXISTING WESTBOUND TRAFFIC AT EXISTING LOCATION. EASTBOUND TRAFFIC UTILIZE ROUNDABOUT.
STH 22:	MAINTAIN EXISTING SOUTHBOUND TRAFFIC AT EXISTING LOCATION.

STAGE 4 CONSTRUCTION:

USH 51:	CONSTRUCT REMAINING EASTBOUND APPROACH LEG AND SOUTHBOUND EXITING LEG. REMOVE TEMPORARY WIDENING AND OBLITERATE USH 51 ROADWAY.
STH 60:	N/A
STH 22:	N/A

USH 51 WORK RESTRICTIONS:

SHOULDER CLOSURE ALLOWED: 8:00AM-3:00PM DAILY
MONDAY AM - FRIDAY PM

SHOULDER CLOSURE ALLOWED: 7:00PM-5:00AM NIGHTLY
SUNDAY PM - FRIDAY AM

LANE CLOSURE WITH FLAGGING OPERATION ALLOWED DURING SHOULDER CLOSURE
15-MINUTE DELAY MAXIMUM

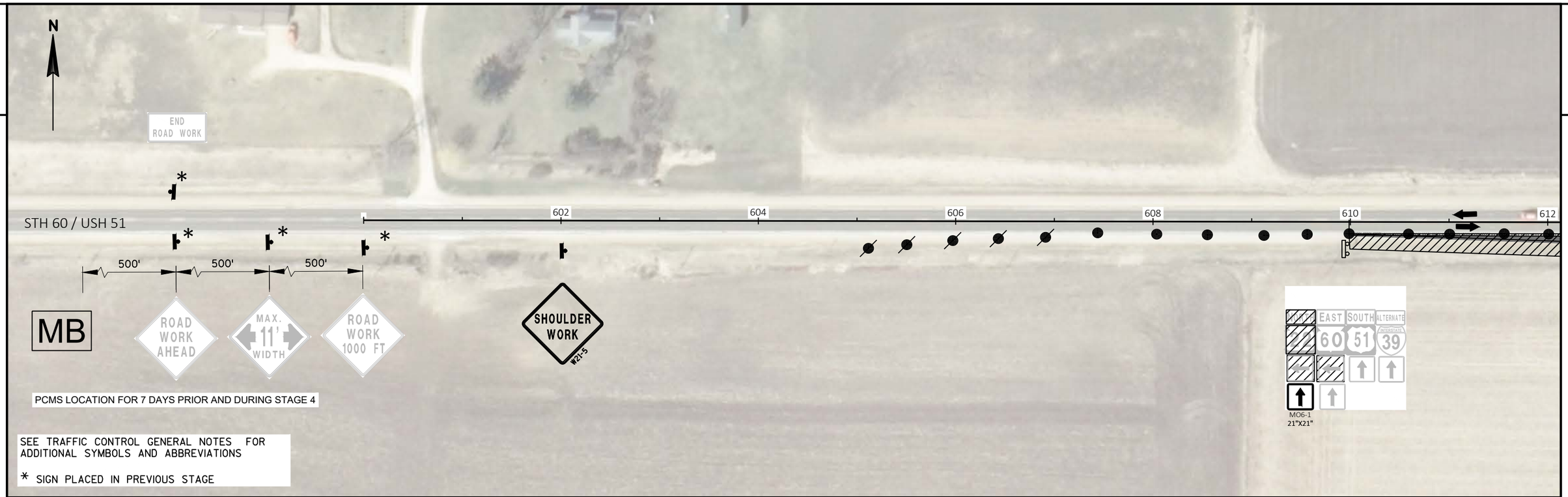
SEE TRAFFIC CONTROL GENERAL NOTES FOR PORTABLE CHANGEABLE MESSAGE BOARD LANGUAGE

LEGEND

- CONSTRUCTION AREA
- PERMANENT HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN IN PREVIOUS STAGES

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 4 OVERVIEW	SHEET 75 E

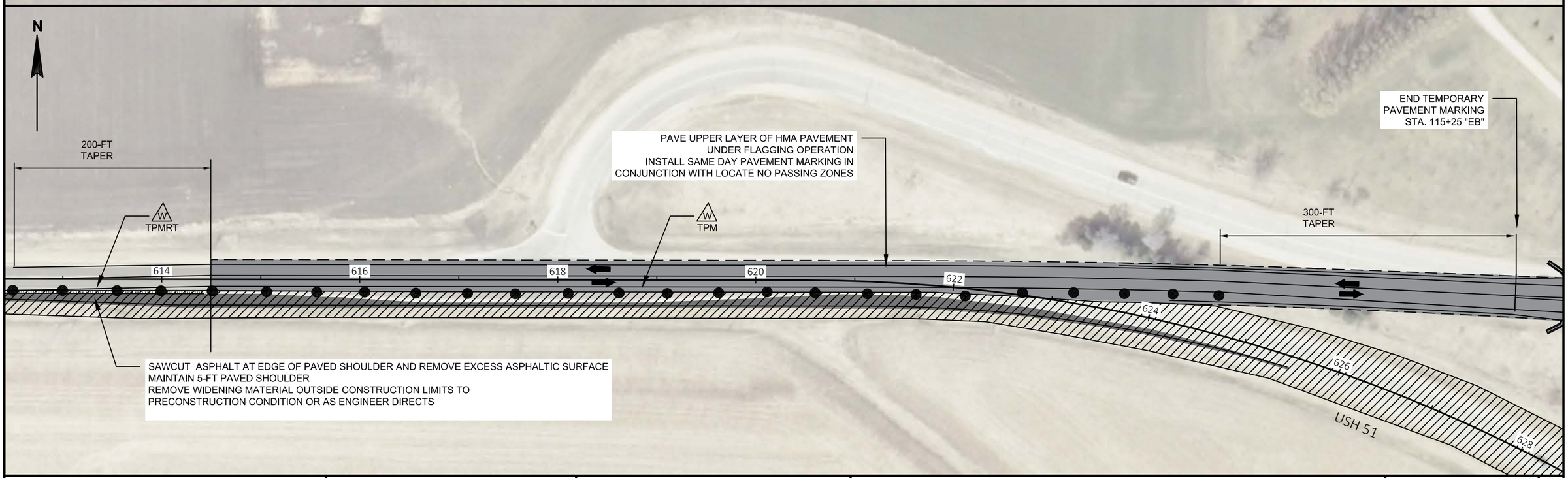
2



PCMS LOCATION FOR 7 DAYS PRIOR AND DURING STAGE 4

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE



SAWCUT ASPHALT AT EDGE OF PAVED SHOULDER AND REMOVE EXCESS ASPHALTIC SURFACE
MAINTAIN 5-FT PAVED SHOULDER
REMOVE WIDENING MATERIAL OUTSIDE CONSTRUCTION LIMITS TO
PRECONSTRUCTION CONDITION OR AS ENGINEER DIRECTS

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 4 (USH 51)	SHEET 76	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025004_TC STAGE 4.DWG
LAYOUT NAME - 025004_tc Stage 4 A
PLOT DATE : 4/8/2021 9:20 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

200-FT TAPER

END PERMANENT PAVEMENT MARKING

W TPM

PAVE UPPER LAYER OF HMA PAVEMENT
UNDER FLAGGING OPERATION
INSTALL SAME DAY PAVEMENT MARKING IN
CONJUNCTION WITH LOCATE NO PASSING ZONES

200-FT TAPER

W TPMRT

USH 51

SHOULDER WORK W21-5

634 636 638 640 642 644 646 648 650

SAWCUT ASPHALT AT EDGE OF PAVED SHOULDER AND REMOVE EXCESS ASPHALTIC SURFACE
MAINTAIN 5-FT PAVED SHOULDER
REMOVE WIDENING MATERIAL OUTSIDE CONSTRUCTION LIMITS TO
PRECONSTRUCTION CONDITION OR AS ENGINEER DIRECTS

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

N

ROAD WORK 1000 FT

MAX. 11' WIDTH

ROAD WORK AHEAD

500' 500'

650 652 654 656 658 660

USH 51

END ROAD WORK

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	TRAFFIC CONTROL - STAGE 4 (USH 51)	SHEET 77	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\025004_TC STAGE 4.DWG
LAYOUT NAME - 025004_tc Stage 4 B

PLOT DATE : 4/8/2021 9:21 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

STA. 600+00.00
Y = 318,529.4193
X = 569,802.7825

USH 51/ STH 60

602 604 606 608 610 612 614

S89° 54' 30"E

911
1008.731
CP

N

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
911	611+15 32' RT	ALUMINUM DISC	1008.731

501+00 PC: 500+70.99 N18° 38' 48"E

910
1029.783
CP

616 618 620 622 624 626 628 630

BP: 500+00.00

PC: 620+50.25

USH 51

507+00 508+00 509+00 510+00 511+00 512+00 513+00

STH 60

EP: 701+75.36 N46° 18' 56"W 701+00

PT: 700+80.56

PC: 700+29.43

BP: 700+00.00

EP: 513+09.58

N72° 36' 37"E 801+00

PI STA = 628+83.02
Y = 318525.313
X = 572685.796
Δ = 54°27'47"
D = 3°32'27"
T = 832.77'
L = 1538.19'
R = 1618.20'
PC STA = 620+50.25
PT STA = 635+88.44

N

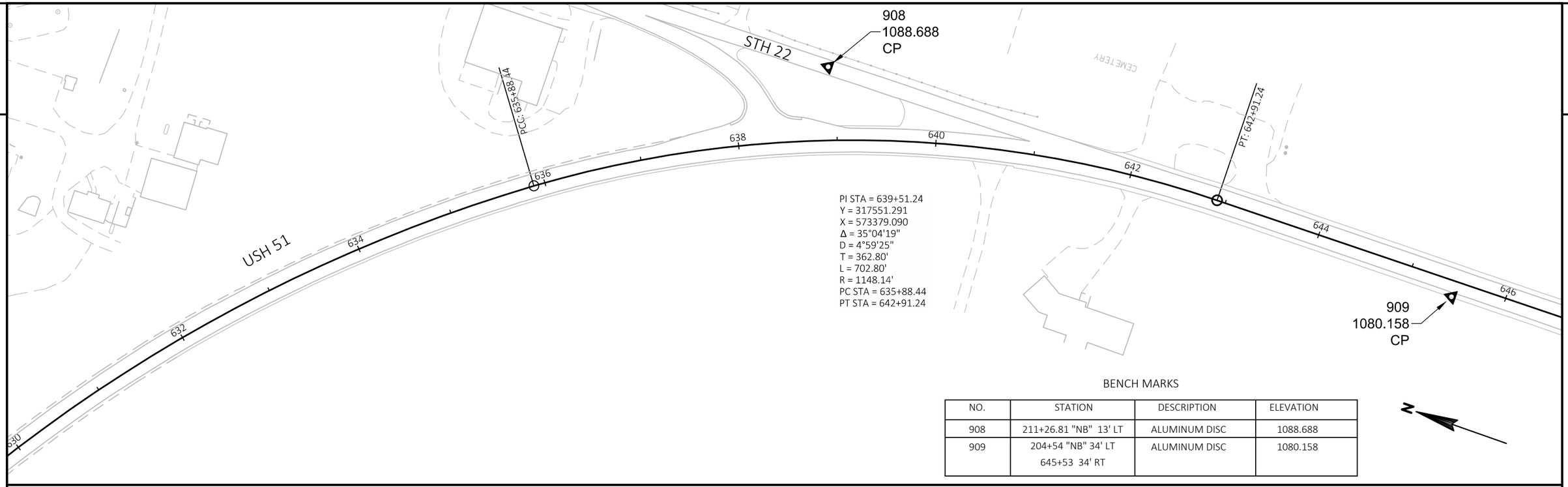
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
910	108+49 "EB" 41.5' LT 620+98 42' LT	ALUMINUM DISC	1029.783

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	ALIGNMENT DETAILS	SHEET 78	E

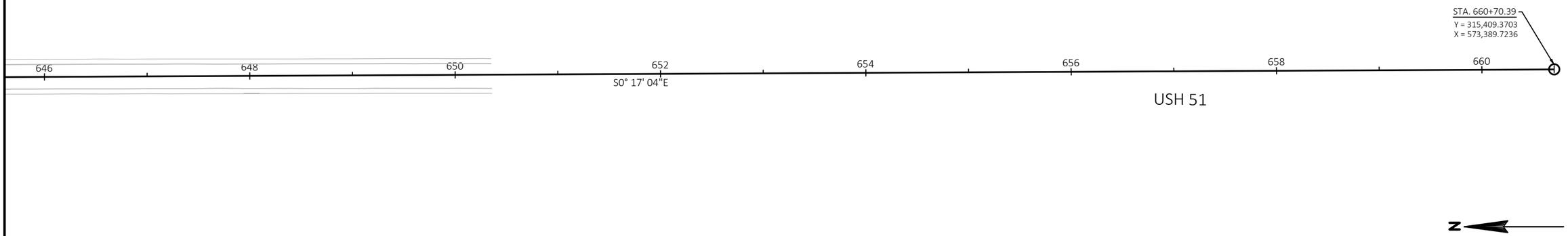
FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\027201_AD EXISTING.DWG
LAYOUT NAME - Existing

PLOT DATE : 6/8/2021 10:40 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
908	211+26.81 "NB" 13' LT	ALUMINUM DISC	1088.688
909	204+54 "NB" 34' LT 645+53 34' RT	ALUMINUM DISC	1080.158



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	ALIGNMENT DETAILS	SHEET 79	E

2

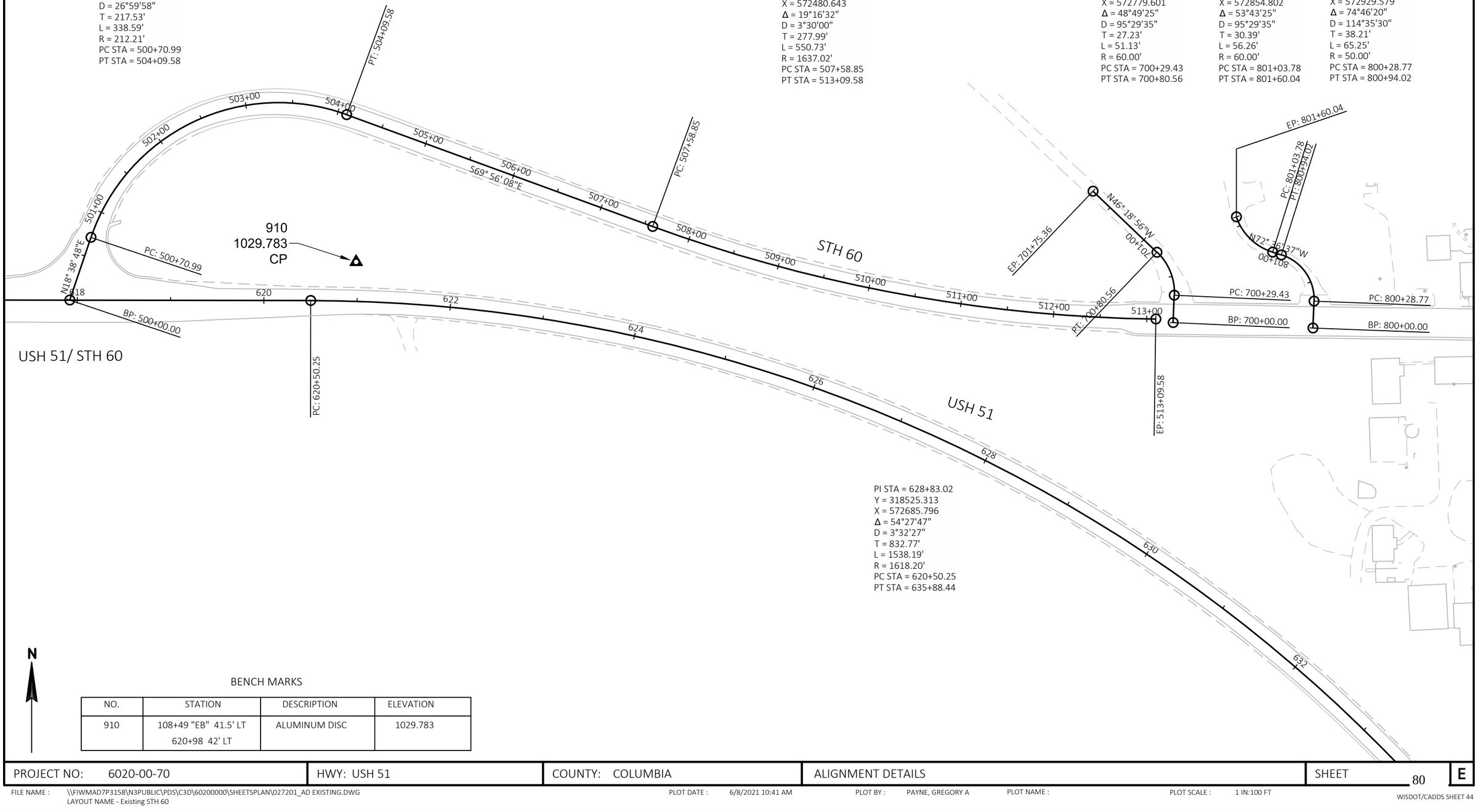
PI STA = 502+88.52
Y = 318800.007
X = 571687.126
Δ = 91°25'04"
D = 26°59'58"
T = 217.53'
L = 338.59'
R = 212.21'
PC STA = 500+70.99
PT STA = 504+09.58

PI STA = 510+36.84
Y = 318510.180
X = 572480.643
Δ = 19°16'32"
D = 3°30'00"
T = 277.99'
L = 550.73'
R = 1637.02'
PC STA = 507+58.85
PT STA = 513+09.58

PI STA = 700+56.67
Y = 318559.080
X = 572779.601
Δ = 48°49'25"
D = 95°29'35"
T = 27.23'
L = 51.13'
R = 60.00'
PC STA = 700+29.43
PT STA = 700+80.56

PI STA = 801+34.17
Y = 318587.109
X = 572854.802
Δ = 53°43'25"
D = 95°29'35"
T = 30.39'
L = 56.26'
R = 60.00'
PC STA = 801+03.78
PT STA = 801+60.04

PI STA = 800+66.98
Y = 318563.690
X = 572929.579
Δ = 74°46'20"
D = 114°35'30"
T = 38.21'
L = 65.25'
R = 50.00'
PC STA = 800+28.77
PT STA = 800+94.02



USH 51/ STH 60

PI STA = 628+83.02
Y = 318525.313
X = 572685.796
Δ = 54°27'47"
D = 3°32'27"
T = 832.77'
L = 1538.19'
R = 1618.20'
PC STA = 620+50.25
PT STA = 635+88.44

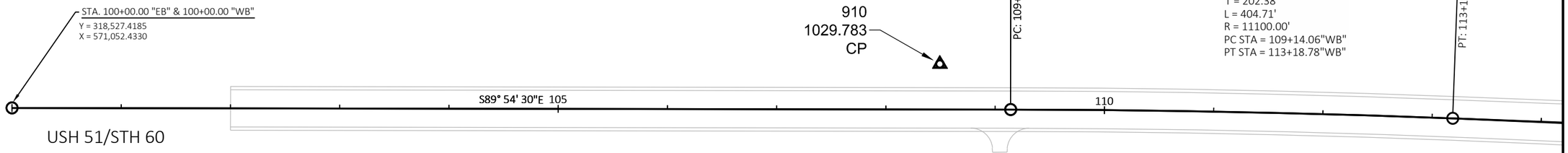
N

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
910	108+49 "EB" 41.5' LT 620+98 42' LT	ALUMINUM DISC	1029.783

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	ALIGNMENT DETAILS	SHEET 80	E

2

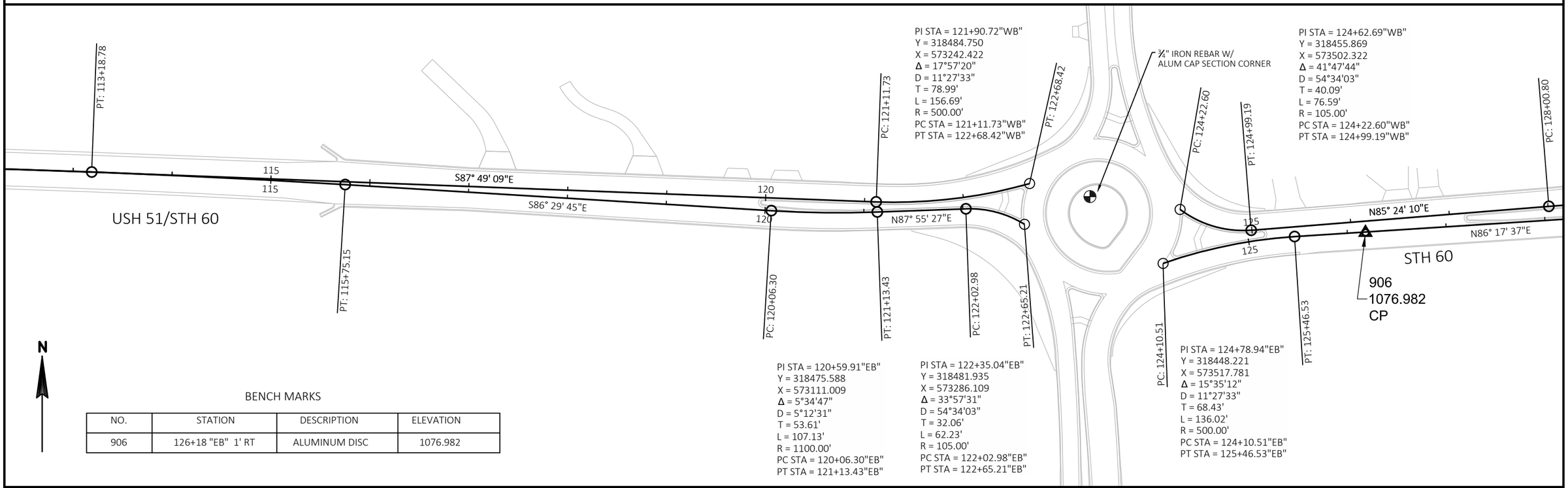




BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
910	108+49 "EB" 41.5' LT	ALUMINUM DISC	1029.783

PI STA = 112+44.70"EB"
Y = 318525.426
X = 572297.136
Δ = 3°24'45"
D = 0°30'58"
T = 330.64'
L = 661.09'
R = 11100.00'
PC STA = 109+14.06"EB"
PT STA = 115+75.15"EB"



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
906	126+18 "EB" 1' RT	ALUMINUM DISC	1076.982

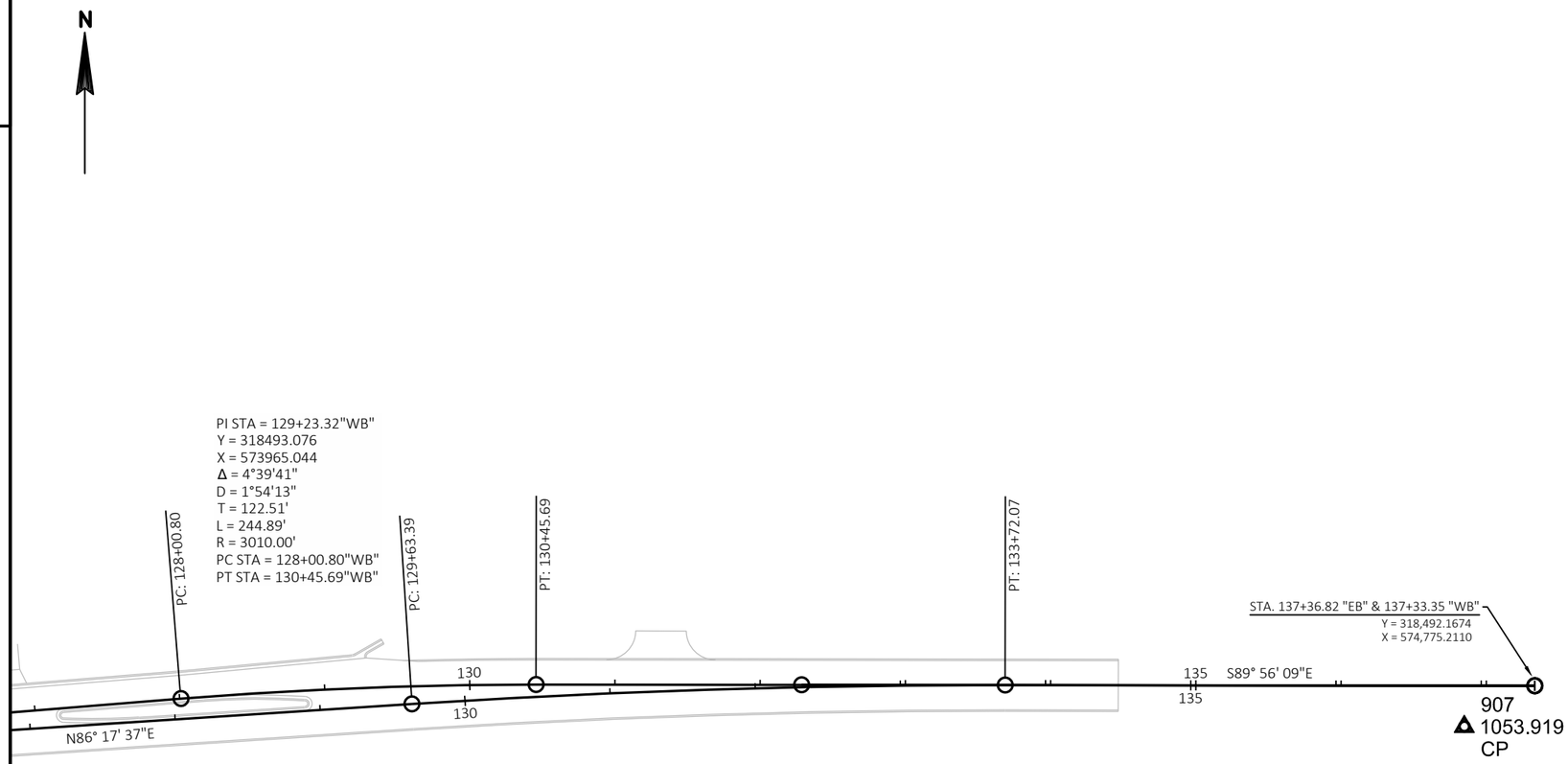
PI STA = 120+59.91"EB"
Y = 318475.588
X = 573111.009
Δ = 5°34'47"
D = 5°12'31"
T = 53.61'
L = 107.13'
R = 1100.00'
PC STA = 120+06.30"EB"
PT STA = 121+13.43"EB"

PI STA = 122+35.04"EB"
Y = 318481.935
X = 573286.109
Δ = 33°57'31"
D = 54°34'03"
T = 32.06'
L = 62.23'
R = 105.00'
PC STA = 122+02.98"EB"
PT STA = 122+65.21"EB"

PI STA = 124+78.94"EB"
Y = 318448.221
X = 573517.781
Δ = 15°35'12"
D = 11°27'33"
T = 68.43'
L = 136.02'
R = 500.00'
PC STA = 124+10.51"EB"
PT STA = 125+46.53"EB"

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	ALIGNMENT DETAILS	SHEET 81	E

2

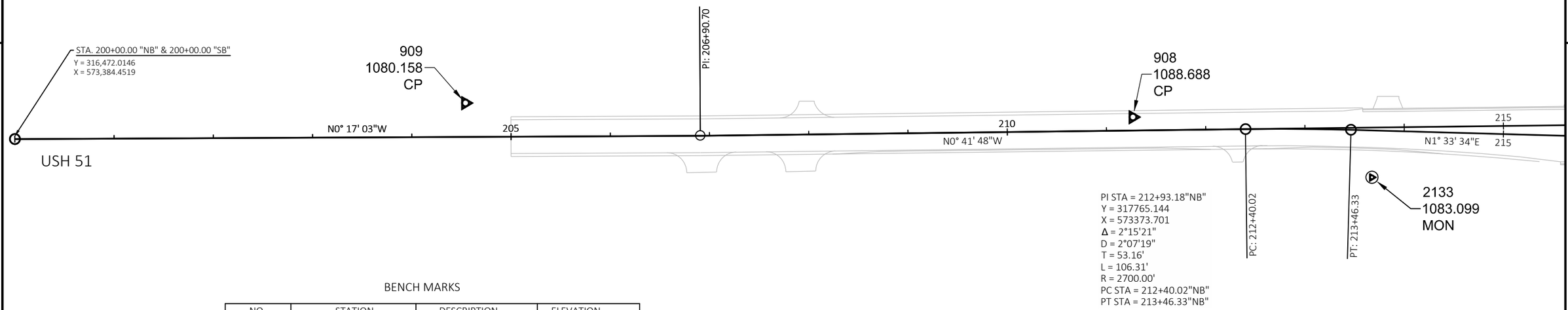


PI STA = 131+67.81"EB"
Y = 318492.806
X = 574206.047
Δ = 3°46'14"
D = 0°55'21"
T = 204.42'
L = 408.68'
R = 6210.00'
PC STA = 129+63.39"EB"
PT STA = 133+72.07"EB"

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
907	136+88 "EB" 28' RT	ALUMINUM DISC	1053.919

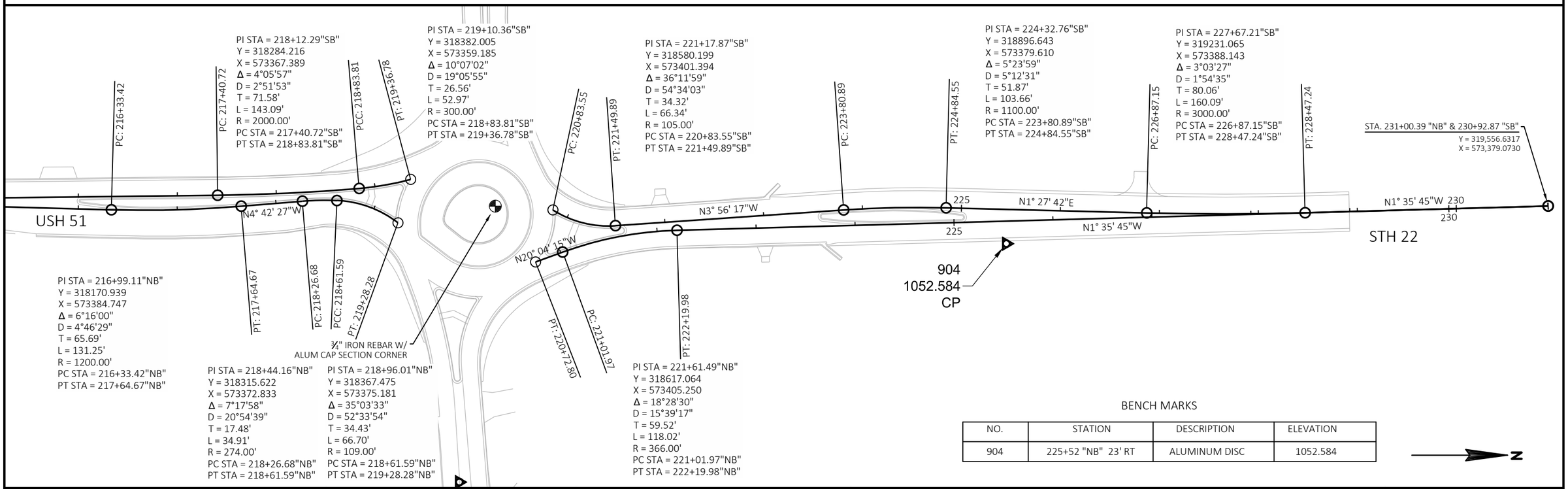
2



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
908	211+27 "NB" 13' LT	ALUMINUM DISC	1088.688
909	204+54 "NB" 34' LT	ALUMINUM DISC	1080.158
2113	213+69 "NB" 47' RT	MONUMENT	1083.099

N



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
904	225+52 "NB" 23' RT	ALUMINUM DISC	1052.584

N

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	ALIGNMENT DETAILS	SHEET 83	E

2

N

STH 22

PI STA = 16+27.90"NWTA"
Y = 318561.156
X = 573373.286
Δ = 64°20'24"
D = 57°17'45"
T = 62.90'
L = 112.29'
R = 100.00'
PC STA = 15+65.00"NWTA"
PT STA = 16+77.29"NWTA"

EP: 16+77.29"NWTA"
PC: 15+65.00"NWTA"
16+00"NWTA"
BP: 15+00.00"NWTA"
N68° 29' 21"E

PI STA = 21+21.54"NETA"
Y = 318481.565
X = 573499.163
Δ = 59°19'01"
D = 57°17'45"
T = 56.94'
L = 103.53'
R = 100.00'
PC STA = 20+64.60"NETA"
PT STA = 21+68.13"NETA"

BP: 20+00.00"NETA"
S29° 52' 21"E
PC: 20+64.60"NETA"
21+00"NETA"
EP: 21+68.13"NETA"

PI STA = 19+41.59"C"
Y = 318371.057
X = 573376.353
Δ = 242°37'12"
D = 104°10'27"
T = 90.42'
L = 232.90'
R = 55.00'
PC STA = 20+32.02"C"
PT STA = 22+64.91"C"

PI STA = 23+15.04"C"
Y = 318407.496
X = 573359.146
Δ = 74°00'59"
D = 86°09'33"
T = 50.13'
L = 85.91'
R = 66.50'
PC STA = 22+64.91"C"
PT STA = 23+50.82"C"

PI STA = 23+52.81"C"
Y = 318415.913
X = 573410.576
Δ = 43°21'49"
D = 1145°54'56"
T = 1.99'
L = 3.78'
R = 5.00'
PC STA = 23+50.82"C"
PT STA = 23+54.61"C"

USH 51/ STH 60

¾" IRON REBAR W/
ALUM CAP SECTION CORNER

22+00"C"
21+00"C"
PC: 20+32.02"C"
EP: 23+54.61"C"
23+00"C"
037° 20' 31"E

STH 60
906
1076.982
CP

S75° 40' 59"E
BP: 5+00.00"SWTA"
PC: 5+24.22"SWTA"
6+00"SWTA"
PCC: 22+64.91"C"

PI STA = 5+99.58"SWTA"
Y = 318433.657
X = 573295.957
Δ = 53°20'48"
D = 38°11'50"
T = 75.35'
L = 139.66'
R = 150.00'
PC STA = 5+24.22"SWTA"
PT STA = 6+63.88"SWTA"

PT: 6+63.88"SWTA"
S22° 20' 11"E
7+00"SWTA"
EP: 7+14.13"SWTA"

BP: 20+00.00"C"
11+00"SETA"
N68° 43' 13"E
EP: 11+54.52"SETA"
PCC: 22+50.82"C"
PT: 10+91.81"SETA"
PCC: 10+27.84"SETA"
BP: 10+00.00"SETA"

PI STA = 10+14.29"SETA"
Y = 318346.083
X = 573402.136
Δ = 31°54'06"
D = 114°35'30"
T = 14.29'
L = 27.84'
R = 50.00'
PC STA = 10+00.00"SETA"
PT STA = 10+27.84"SETA"

PI STA = 10+60.96"SETA"
Y = 318386.260
X = 573427.310
Δ = 36°39'02"
D = 57°17'45"
T = 33.12'
L = 63.97'
R = 100.00'
PC STA = 10+27.84"SETA"
PT STA = 10+91.81"SETA"

USH 51

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
906	126+18 "EB" 1' RT	ALUMINUM DISC	1076.982

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	ALIGNMENT DETAILS	SHEET 84	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\027201_AD 4.DWG
LAYOUT NAME - Circle
PLOT DATE : 6/8/2021 10:41 AM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

N

PI STA = 31+89.44"NW"
Y = 318546.388
X = 573355.934
Δ = 21°39'40"
D = 114°35'30"
T = 9.57'
L = 18.90'
R = 50.00'
PC STA = 31+79.87"NW"
PT STA = 31+98.77"NW"

PI STA = 32+33.99"NW"
Y = 318580.150
X = 573385.359
Δ = 45°00'45"
D = 67°24'24"
T = 35.22'
L = 66.78'
R = 85.00'
PC STA = 31+98.77"NW"
PT STA = 32+65.55"NW"

PI STA = 30+91.97"NW"
Y = 318499.876
X = 573265.680
Δ = 29°26'43"
D = 16°22'13"
T = 91.97'
L = 179.87'
R = 350.00'
PC STA = 30+00.00"NW"
PT STA = 31+79.87"NW"

STH 22

BP: 30+00.00"NW"

31+00"NW"

PCC: 31+79.87"NW"

PCC: 31+98.77"NW"

EP: 32+65.55"NW"

32+00"NW"

BP: 40+00.00"NE"

41+00"NE"

PI STA = 40+74.53"NE"
Y = 318602.719
X = 573421.655
Δ = 24°02'35"
D = 16°22'13"
T = 74.53'
L = 146.87'
R = 350.00'
PC STA = 40+00.00"NE"
PT STA = 41+46.87"NE"

PI STA = 41+63.61"NE"
Y = 318520.434
X = 573461.149
Δ = 12°44'07"
D = 38°11'50"
T = 16.74'
L = 33.34'
R = 150.00'
PC STA = 41+46.87"NE"
PT STA = 41+80.21"NE"

PI STA = 42+25.62"NE"
Y = 318471.712
X = 573499.729
Δ = 56°13'22"
D = 67°24'24"
T = 45.41'
L = 83.41'
R = 85.00'
PC STA = 41+80.21"NE"
PT STA = 42+63.62"NE"

PI STA = 9+68.32"CTA"
Y = 318418.898
X = 573381.408
Δ = 242°37'12"
D = 190°59'09"
T = 49.32'
L = 127.04'
R = 30.00'
PC STA = 10+17.64"CTA"
PT STA = 11+44.68"CTA"

PI STA = 11+66.38"CTA"
Y = 318443.870
X = 573369.616
Δ = 55°13'17"
D = 138°03'44"
T = 21.71'
L = 40.00'
R = 41.50'
PC STA = 11+44.68"CTA"
PT STA = 11+84.67"CTA"

PI STA = 11+90.41"CTA"
Y = 318439.342
X = 573396.676
Δ = 59°37'56"
D = 572°57'28"
T = 5.73'
L = 10.41'
R = 10.00'
PC STA = 11+84.67"CTA"
PT STA = 11+95.08"CTA"

PCC: 41+46.87"NE"

PCC: 41+80.21"NE"

PT: 42+63.62"NE"

EP: 43+00.00"NE"

42+00"NE"

43+00"NE"

N85° 24' 10"E

USH 51/ STH 60

¾" IRON REBAR W/
ALUM CAP SECTION CORNER

11+00"CTA"

EP: 11+95.08"CTA"

N37° 20' 31"E

PC: 10+17.64"CTA"

BP: 10+00.00"CTA"

PCC: 11+44.68"CTA"

PCC: 11+84.67"CTA"

906
1076.982
CP

STH 60

BP: 50+00.00"SW"

PCC: 50+58.40"SW"

51+00"SW"

PCC: 50+83.07"SW"

EP: 51+82.64"SW"

65+00"SE"

EP: 65+44.19"SE"

64+00"SE"

PCC: 63+58.29"SE"

PCC: 63+88.62"SE"

PI STA = 64+67.19"SE"
Y = 318431.893
X = 573513.250
Δ = 19°48'31"
D = 12°43'57"
T = 78.57'
L = 155.58'
R = 450.00'
PC STA = 63+88.62"SE"
PT STA = 65+44.19"SE"

PI STA = 63+24.52"SE"
Y = 318352.944
X = 573392.572
Δ = 48°41'16"
D = 67°24'24"
T = 38.46'
L = 72.23'
R = 85.00'
PC STA = 62+86.06"SE"
PT STA = 63+58.29"SE"

PI STA = 63+73.74"SE"
Y = 318394.382
X = 573427.041
Δ = 26°43'49"
D = 88°08'50"
T = 15.44'
L = 30.32'
R = 65.00'
PC STA = 63+58.29"SE"
PT STA = 63+88.62"SE"

PI STA = 62+12.41"SE"
Y = 318241.829
X = 573407.005
Δ = 2°17'50"
D = 2°49'31"
T = 40.66'
L = 81.31'
R = 2028.00'
PC STA = 61+71.75"SE"
PT STA = 62+53.06"SE"

63+00"SE"

N8° 55' 59"W

PC: 62+86.06"SE"

PT: 62+53.06"SE"

62+00"SE"

PCC: 61+71.75"SE"

PI STA = 50+30.41"SW"
Y = 318465.726
X = 573280.639
Δ = 39°21'57"
D = 67°24'24"
T = 30.41'
L = 58.40'
R = 85.00'
PC STA = 50+00.00"SW"
PT STA = 50+58.40"SW"

PI STA = 50+70.95"SW"
Y = 318439.703
X = 573314.812
Δ = 25°42'05"
D = 104°10'27"
T = 12.55'
L = 24.67'
R = 55.00'
PC STA = 50+58.40"SW"
PT STA = 50+83.07"SW"

PI STA = 51+33.53"SW"
Y = 318383.574
X = 573343.422
Δ = 22°49'11"
D = 22°55'06"
T = 50.45'
L = 99.57'
R = 250.00'
PC STA = 50+83.07"SW"
PT STA = 51+82.64"SW"

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEVATION
906	126+18 "EB" 1' RT	ALUMINUM DISC	1076.982

USH 51

62+00"SE"

PCC: 61+71.75"SE"

PC: 61+09.28"SE"

61+00"SE"

N1° 09' 18"E

PI STA = 61+40.53"SE"
Y = 318169.986
X = 573410.029
Δ = 3°33'55"
D = 5°42'24"
T = 31.25'
L = 62.47'
R = 1004.00'
PC STA = 61+09.28"SE"
PT STA = 61+71.75"SE"

USH 51

BP: 60+00.00"SE"

2

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	ALIGNMENT DETAILS	SHEET 85	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\027201_AD 3.DWG
LAYOUT NAME - Inside Circle
PLOT DATE : 6/8/2021 10:41 AM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

6020-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	9.000	9.000
0004	201.0120	Clearing	ID	80.000	80.000
0006	201.0205	Grubbing	STA	9.000	9.000
0008	201.0220	Grubbing	ID	80.000	80.000
0010	203.0100	Removing Small Pipe Culverts	EACH	16.000	16.000
0012	204.0100	Removing Concrete Pavement	SY	6,900.000	6,900.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	1,039.000	1,039.000
0016	204.0150	Removing Curb & Gutter	LF	2,211.000	2,211.000
0018	204.0165	Removing Guardrail	LF	406.000	406.000
0020	204.0205	Removing Utility Poles	EACH	3.000	3.000
0022	204.0220	Removing Inlets	EACH	5.000	5.000
0024	204.0245	Removing Storm Sewer (size) 01. 15-Inch	LF	132.000	132.000
0026	204.0245	Removing Storm Sewer (size) 02. 18-Inch	LF	73.000	73.000
0028	204.0246	Removing Ancillary Structure (structure) 01. S-11-0020	EACH	1.000	1.000
0030	205.0100	Excavation Common	CY	56,150.000	56,150.000
0032	213.0100	Finishing Roadway (project) 01. 6020-00-70	EACH	1.000	1.000
0034	214.0100	Obliterating Old Road	STA	27.000	27.000
0036	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,124.000	1,124.000
0038	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	19,023.000	19,023.000
0040	312.0110	Select Crushed Material	TON	29,379.000	29,379.000
0042	405.0100	Coloring Concrete WisDOT Red	CY	489.000	489.000
0044	416.0512	Concrete Truck Apron 12-Inch	SY	1,466.000	1,466.000
0046	416.1010	Concrete Surface Drains	CY	8.000	8.000
0048	455.0605	Tack Coat	GAL	3,326.000	3,326.000
0050	460.2000	Incentive Density HMA Pavement	DOL	5,050.000	5,050.000
0052	460.6224	HMA Pavement 4 MT 58-28 S	TON	5,256.000	5,256.000
0054	460.6424	HMA Pavement 4 MT 58-28 H	TON	2,639.000	2,639.000
0056	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	214.000	214.000
0058	465.0125	Asphaltic Surface Temporary	TON	723.000	723.000
0060	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	6,700.000	6,700.000
0062	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	1,425.000	1,425.000
0064	521.1518	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1	EACH	7.000	7.000
0066	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	6.000	6.000
0068	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	144.000	144.000
0070	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	67.000	67.000
0072	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0074	531.1100	Concrete Masonry Ancillary Structures Type NS	CY	5.000	5.000
0076	531.1140	Steel Reinforcement HS Ancillary Structures Type NS	LB	770.000	770.000
0078	531.2042	Drilling Shaft 42-Inch	LF	14.000	14.000
0080	532.5130	Monotube Cantilever Type III (structure) 01. S-11-30	EACH	1.000	1.000
0082	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	196.000	196.000
0084	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,977.000	1,977.000
0086	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	4,089.000	4,089.000
0088	601.0582	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	LF	355.000	355.000
0090	601.0600	Concrete Curb Pedestrian	LF	170.000	170.000
0092	602.0405	Concrete Sidewalk 4-Inch	SF	9,737.000	9,737.000
0094	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	160.000	160.000
0096	606.0200	Riprap Medium	CY	93.000	93.000
0098	608.0005	Storm Sewer Rock Excavation	CY	135.000	135.000

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Line	Item	Item Description	Unit	Total	Qty
0100	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	77.000	77.000
0102	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	1,028.000	1,028.000
0104	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	767.000	767.000
0106	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0108	611.0624	Inlet Covers Type H	EACH	10.000	10.000
0110	611.0627	Inlet Covers Type HM	EACH	10.000	10.000
0112	611.0642	Inlet Covers Type MS	EACH	3.000	3.000
0114	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0116	611.1006	Catch Basins 6-FT Diameter	EACH	1.000	1.000
0118	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0120	611.3004	Inlets 4-FT Diameter	EACH	16.000	16.000
0122	611.3230	Inlets 2x3-FT	EACH	5.000	5.000
0124	611.3901	Inlets Median 1 Grate	EACH	3.000	3.000
0126	614.2300	MGS Guardrail 3	LF	350.000	350.000
0128	614.2610	MGS Guardrail Terminal EAT	EACH	4.000	4.000
0130	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6020-00-70	EACH	1.000	1.000
0132	619.1000	Mobilization	EACH	1.000	1.000
0134	620.0300	Concrete Median Sloped Nose	SF	493.000	493.000
0136	624.0100	Water	MGAL	300.000	300.000
0138	625.0105	Topsoil	CY	400.000	400.000
0140	625.0500	Salvaged Topsoil	SY	52,487.000	52,487.000
0142	627.0200	Mulching	SY	23,907.000	23,907.000
0144	628.1104	Erosion Bales	EACH	20.000	20.000
0146	628.1504	Silt Fence	LF	10,823.000	10,823.000
0148	628.1520	Silt Fence Maintenance	LF	30,624.000	30,624.000
0150	628.1905	Mobilizations Erosion Control	EACH	13.000	13.000
0152	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0154	628.2004	Erosion Mat Class I Type B	SY	28,598.000	28,598.000
0156	628.7005	Inlet Protection Type A	EACH	27.000	27.000
0158	628.7015	Inlet Protection Type C	EACH	27.000	27.000
0160	628.7504	Temporary Ditch Checks	LF	276.000	276.000
0162	628.7555	Culvert Pipe Checks	EACH	8.000	8.000
0164	629.0210	Fertilizer Type B	CWT	33.000	33.000
0166	630.0120	Seeding Mixture No. 20	LB	1,345.000	1,345.000
0168	630.0140	Seeding Mixture No. 40	LB	48.000	48.000
0170	630.0200	Seeding Temporary	LB	1,417.000	1,417.000
0172	630.0500	Seed Water	MGAL	589.000	589.000
0174	633.5200	Markers Culvert End	EACH	4.000	4.000
0176	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	5.000	5.000
0178	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	9.000	9.000
0180	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	43.000	43.000
0182	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	10.000	10.000
0184	634.0624	Posts Wood 4x6-Inch X 24-FT	EACH	12.000	12.000
0186	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	4.000	4.000
0188	637.2210	Signs Type II Reflective H	SF	704.500	704.500
0190	637.2230	Signs Type II Reflective F	SF	79.000	79.000
0192	638.2102	Moving Signs Type II	EACH	13.000	13.000
0194	638.2602	Removing Signs Type II	EACH	68.000	68.000
0196	638.3000	Removing Small Sign Supports	EACH	76.000	76.000

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Line	Item	Item Description	Unit	Total	Qty
0198	638.4000	Moving Small Sign Supports	EACH	2.000	2.000
0200	642.5001	Field Office Type B	EACH	1.000	1.000
0202	643.0300	Traffic Control Drums	DAY	17,585.000	17,585.000
0204	643.0420	Traffic Control Barricades Type III	DAY	4,294.000	4,294.000
0206	643.0705	Traffic Control Warning Lights Type A	DAY	8,587.000	8,587.000
0208	643.0715	Traffic Control Warning Lights Type C	DAY	3,608.000	3,608.000
0210	643.0900	Traffic Control Signs	DAY	36,152.000	36,152.000
0212	643.0920	Traffic Control Covering Signs Type II	EACH	8.000	8.000
0214	643.1050	Traffic Control Signs PCMS	DAY	77.000	77.000
0216	643.5000	Traffic Control	EACH	1.000	1.000
0218	645.0120	Geotextile Type HR	SY	186.000	186.000
0220	645.0220	Geogrid Type SR	SY	30,739.000	30,739.000
0222	646.1020	Marking Line Epoxy 4-Inch	LF	25,765.000	25,765.000
0224	646.3020	Marking Line Epoxy 8-Inch	LF	580.000	580.000
0226	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	4,750.000	4,750.000
0228	646.5020	Marking Arrow Epoxy	EACH	6.000	6.000
0230	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0232	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	90.000	90.000
0234	646.7120	Marking Diagonal Epoxy 12-Inch	LF	420.000	420.000
0236	646.8120	Marking Curb Epoxy	LF	430.000	430.000
0238	646.8220	Marking Island Nose Epoxy	EACH	8.000	8.000
0240	646.9000	Marking Removal Line 4-Inch	LF	3,075.000	3,075.000
0242	646.9200	Marking Removal Line Wide	LF	24.000	24.000
0244	648.0100	Locating No-Passing Zones	MI	1.000	1.000
0246	649.0105	Temporary Marking Line Paint 4-Inch	LF	15,860.000	15,860.000
0248	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	5,500.000	5,500.000
0250	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	24.000	24.000
0252	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	2,415.000	2,415.000
0254	650.4000	Construction Staking Storm Sewer	EACH	30.000	30.000
0256	650.4500	Construction Staking Subgrade	LF	8,580.000	8,580.000
0258	650.5000	Construction Staking Base	LF	8,580.000	8,580.000
0260	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	6,787.000	6,787.000
0262	650.6000	Construction Staking Pipe Culverts	EACH	5.000	5.000
0264	650.6500	Construction Staking Structure Layout (structure) 01. S-11-30	LS	1.000	1.000
0266	650.8500	Construction Staking Electrical Installations (project) 01. 6020-00-70	LS	1.000	1.000
0268	650.9000	Construction Staking Curb Ramps	EACH	8.000	8.000
0270	650.9910	Construction Staking Supplemental Control (project) 01. 6020-00-70	LS	1.000	1.000
0272	650.9920	Construction Staking Slope Stakes	LF	8,580.000	8,580.000
0274	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,478.000	1,478.000
0276	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	890.000	890.000
0278	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	14.000	14.000
0280	654.0105	Concrete Bases Type 5	EACH	14.000	14.000
0282	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0284	655.0610	Electrical Wire Lighting 12 AWG	LF	16,568.000	16,568.000
0286	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 22 & STH 60 Intersection	LS	1.000	1.000
0288	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	14.000	14.000
0290	657.0322	Poles Type 5-Aluminum	EACH	14.000	14.000
0292	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	18.000	18.000
0294	659.1120	Luminaires Utility LED B	EACH	18.000	18.000

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Line	Item	Item Description	Unit	Total	Qty
0296	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
0298	690.0150	Sawing Asphalt	LF	3,946.000	3,946.000
0300	690.0250	Sawing Concrete	LF	40.000	40.000
0302	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0304	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,320.000	1,320.000
0306	SPV.0060	Special 01. Research and Locate Existing Land Parcel Monuments	EACH	3.000	3.000
0308	SPV.0060	Special 02. Tree Root Cutting and Removal	EACH	2.000	2.000
0310	SPV.0060	Special 03. Verify and Replace Existing Land Parcel Monuments	EACH	3.000	3.000
0312	SPV.0060	Special 04. Verify Landmark Reference Monuments	EACH	1.000	1.000
0314	SPV.0090	Special 01. Pipe Underdrain (6-Inch) with Geotextile Fabric and Aggregate	LF	2,467.000	2,467.000

CLEARING AND GRUBBING

STATION	-	STATION	LOCATION	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID	SPV.0060.02 TREE ROOT CUTTING AND REMOVAL EACH	REMARKS
STAGE 1									
110+00 "EB"	-	114+00 "EB"	LT & RT	4	--	4	--	--	
118+50 "EB"	-	120+50 "EB"	RT	2	--	2	--	--	
124+00 "EB"	-	126+00 "EB"	RT	--	60	--	60	--	THREE TREES IN SE QUADRANT
221+20 "NB"	-	221+30 "NB"	LT	--	20	--	20	--	ONE TREE
223+00 "NB"	-	226+00 " NB"	LT	3	--	3	--	--	
226+25 "NB"			LT	--	--	--	--	2	TWO MAPLE TREES
			TOTAL	**9**	**80**	**9**	**80**	**2**	

REMOVING CULVERT PIPE

STATION	OFFSET	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
STAGE 1				
105+20 "EB"	80' LT	UNDER STH 60	1	CMCP 24-INCH
124+30 "EB"	30' LT	UNDER STH 60	1	CMCP 24-INCH
123+00 "EB"	30' LT	UNDER STH 60	1	CMCP 24-INCH
131+30 "EB"	37' LT	UNDER DRIVEWAY	1	CMCP 18-INCH
214+00 "NB"	30' LT	UNDER DRIVEWAY	1	CMCP 18-INCH
214+50 "NB"	30' LT	UNDER DRIVEWAY	1	CMCP 18-INCH
215+00 "NB"	30' LT	UNDER DRIVEWAY	1	CMCP 18-INCH
218+00 "NB"	10' LT	UNDER DRIVEWAY	1	CMCP 18-INCH
218+70 "NB"	8' LT	UNDER DRIVEWAY	1	CMCP 18-INCH
222+00 "NB"	40 LT	UNDER DRIVEWAY	1	CMCP 18-INCH
223+00 "NB"	25 RT	UNDER DRIVEWAY	1	CMCP 18-INCH
227+00 "NB"	40 LT	UNDER DRIVEWAY	1	CMCP 18-INCH
STAGE 2				
207+00 "NB"	30 RT	UNDER DRIVEWAY	1	CMCP 18-INCH
STAGE 4				
109+00 "EB"	36' RT	UNDER DRIVEWAY	1	CMCP 18-INCH
209+44 "NB"	50' LT	UNDER DRIVEWAY	1	CMCP 18-INCH
633+40	LT & RT	UNDER USH 51	1	RCCP 30-INCH
		TOTAL	**16**	

MISCELLANEOUS REMOVALS

STATION	OFFSET	204.0205 REMOVING UTILITY POLE EACH	204.0246 REMOVING ANCILLARY STRUCTURE (S-11-0020) EACH	REMARKS
STAGE 1				
124+40 "NB"	100' LT	--	1	
STAGE 4				
207+00 "NB"	32' RT	3	--	REMOVE UTILITY POLE DRIVEWAY DELINEATORS AND LEAVE WITH PROPERTY OWNER
	TOTAL	**3**	**1**	

OBLITERATING OLD ROADWAY

STATION	TO	STATION	LOCATION	214.0100 OBLITERATING OLD ROADWAY STA	REMARKS
STAGE 1					
500+00	-	510+00	LT & RT	10	STH 60
STAGE 4					
623+00	-	640+00	LT & RT	17	USH 51
			TOTAL	**27**	

NOTE: ALL ITEMS ARE CATEGORY 0010 UNLESS OTHERWISE NOTED

MISCELLANEOUS CONSTRUCTION

LOCATION	213.0100 FINISHING ROADWAY (PROJECT) 001. 6020-00-70 EACH	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 001. 6020-00-70 EACH	619.1000 MOBILIZATION EACH	642.5001 FIELD OFFICE TYPE B	REMARKS
PROJECT WIDE	1	1	1	1	
TOTAL	**1**	**1**	**1**	**1**	

REMOVING PAVEMENT

STATION	TO	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
STAGE 1						
610+00	-	615+00	USH 51	--	150	MILL 2-INCH 2-FT WIDE SHOULDER RUMBLE STRIPS
620+00	-	626+00	USH 51	--	267	MILL 2-INCH 4-FT WIDE IN DISTRESSED AREAS
638+00	-	642+00	USH 51	--	178	MILL 2-INCH 4-FT WIDE IN DISTRESSED AREAS
136+50 "EB"			STH 60	--	50	WB STH 60 INTERSECTION RUMBLE STRIP
STAGE 4						
212+50 "NB"	-	213+00 "NB"	USH 51	--	197	MILL WEDGE
114+75 "EB"	-	115+25 "EB"	USh 51/STH 60	--	197	MILL WEDGE
614+00	-	645+00	USH 51	6900	--	
			TOTAL	**6,900**	**1,039**	

REMOVING CURB AND GUTTER

STATION		STATION	LOCATION	REMOVING CURB & GUTTER 204.0150 LF	REMARKS
STAGE 1					
104+80 "EB"	-	105+50 "EB"	NW QUADRANT	82	USH 51/ STH 60 INTERSECTION
105+80 "EB"	-	106+30 "EB"	NE QUADRANT	83	USH 51/ STH 60 INTERSECTION
116+80 "EB"	-	123+50 "EB"	NW QUADRANT	664	STH 22/ STH 60 INTERSECTION
116+80 "EB"	-	123+50 "EB"	SW QUADRANT	672	STH 22/ STH 60 INTERSECTION
124+00 "EB"	-	129+40 "EB"	NE QUADRANT	571	STH 22/ STH 60 INTERSECTION
124+00 "EB"	-	124+50 "EB"	SE QUADRANT	59	STH 22/ STH 60 INTERSECTION
STAGE 4					
212+00 "NB"			STH 22 AND USH 51	40	STH 22/ USH 51 INTERSECTION
212+00 "NB"			STH 22 AND USH 51	40	STH 22/ USH 51 INTERSECTION
			TOTAL	**2,211**	

REMOVING STORM SEWER

STATION	OFFSET	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER 15-INCH LF	204.0245.02 REMOVING STORM SEWER 18-INCH LF	REMARKS
STAGE 1					
121+20 "EB"	40 LT	3	--	73	RCP 18-INCH / 3 INLETS
STAGE 4					
624+90	25 LT	1	70	--	CMP 15-INCH / INLET
211+70	60 LT	1	62	--	CMP 15-INCH / INLET
	TOTAL	**5**	**132**	**73**	

REMOVING GUARDRAIL

STATION		STATION	REMOVING GURADRAIL 204.0165 LF	REMARKS
STAGE 1				
209+15 "NB"	-	212+05 "NB"	290	
212+53 "NB"	-	213+69 "NB"	116	
	TOTAL		**406**	

EARTHWORK SUMMARY

DIVISION	STATION	TO	STATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL	AVAILABLE MATERIAL (4)	UNEXPANDED FILL	EXPANDED FILL (5) FACTOR 1.25	MASS ORDINATE +/- (6)	WASTE	COMMENT
STAGE 1												
USH 51/STH 60 EB - WEST LEG	111+00	-	122+50	13,244	1,324	314	12,930	4	5	12,925	12,925	
STH 60 EB - EAST LEG	124+50	-	134+50	5,558	556	240	5,318	109	136	5,182	5,182	
USH 51/STH 60 WB - WEST LEG	120+00	-	122+50	599	60	101	498	24	30	468	468	
STH 60 WB - EAST LEG	124+50	-	128+50	1,598	160	120	1,478	0	0	1,478	1,478	
USH 51 NB - SOUTH LEG	210+50	-	219+00	5,603	560	387	5,216	35	44	5,172	5,172	
STH 22 NB - NORTH LEG	221+00	-	229+00	2,320	232	264	2,056	982	1,228	829	829	
USH 51 SB - SOUTH LEG	215+50	-	219+00	1,245	125	8	1,237	55	69	1,168	1,168	
STH 22 SB - NORTH LEG	221+00	-	225+00	683	68	102	581	1,017	1,271	-690	-690	
ROUNDABOUT CIRCLE	20+00	-	23+00	2,254	225	214	2,040	2	3	2,038	2,038	
DRIVEWAY AT STA. 127+25 LT	700+50	-	701+50	182	18	23	159	2	3	157	157	
DRIVEWAY AT STA. 128+75 LT	800+50	-	801+50	266	27	0	266	0	0	266	266	
STH 60 OBLITERATION	502+00	-	507+50	456	46	203	253	14	18	236	236	
USH 51 TEMPORARY WIDENING	640+00	-	650+00	623	62	0	623	67	84	539	539	
USH 51 TEMPORARY WIDENING	610+00	-	625+50	772	77	0	772	121	151	621	621	
STAGE 1 SUBTOTAL				**35,403**	**3,540**	**1,976**	**33,427**	**2,432**	**3,040**	**30,387**	**30,387**	
STAGE 2												
USH 51/STH 60 EB - WEST LEG	102+00	-	111+00	3,329	333	541	2,788	23	29	2,759	2,759	
USH 51 NB - SOUTH LEG	205+00	-	210+50	2,088	209	241	1,847	0	0	1,847	1,847	
STAGE 2 SUBTOTAL				**5,417**	**542**	**782**	**4,635**	**23**	**29**	**4,606**	**4,606**	
STAGE 3												
USH 51/STH 60 EB - WEST LEG	102+00	-	111+00	885	89	464	421	0	0	421	421	
USH 51 NB - SOUTH LEG	205+00	-	210+00	693	69	241	452	0	0	452	452	
STAGE 3 SUBTOTAL				**1,578**	**158**	**705**	**873**	**0**	**0**	**873**	**873**	
STAGE 4												
USH 51/STH 60 EB - WEST LEG	102+00	-	111+00	1,258	63	432	826	2	3	824	824	
USH 51 NB - SOUTH LEG	205+00	-	210+00	1,172	59	200	972	2	3	970	970	
USH 51 TEMPORARY WIDENING REMOVAL	645+50	-	650+00	138	0	28	110	3	4	106	106	
USH 51 TEMPORARY WIDENING REMOVAL	610+00	-	614+50	92	0	40	52	3	4	48	48	
USH 51 OBLITERATION	626+00	-	628+00	6,731	0	1,638	5,093	451	564	4,529	4,529	
STAGE 4 SUBTOTAL				**9,391**	**122**	**2,338**	**7,053**	**461**	**576**	**6,477**	**6,477**	
GRAND TOTAL				**51,789**	**4,361**	**5,801**	**45,988**	**2,916**	**3,645**	**42,343**	**42,343**	
	TOTAL COMMON EXC			**56,150**								

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH CUT AS WELL.

(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(5) EXPANDED FILL FACTOR = 1.25

(6) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

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CONCRETE CURB AND GUTTER

STATION	TO	STATION	OFFSET	416.1010 CONCRETE SURFACE DRAINS CY	601.0405 18-INCH REJECT TYPE A LF	601.0411 30-INCH TYPE D LF	601.0553 4-INCH SLOPED 36-INCH TYPE D LF	601.0582 4-INCH SLOPED 36-INCH TYPE T LF	601.0600 PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF	REMARKS
STAGE 1											
115+75 "EB"	-	121+80 "EB"	LT	1.5	--	--	513	--	--	513	
115+75 "EB"	-	121+80 "EB"	RT	1.5	--	--	514	--	--	514	
121+80 "EB"	-	122+00 "EB"	LT	--	--	106	--	--	--	106	
121+80 "EB"	-	121+30 "EB"	RT	--	--	51	--	--	--	51	
125+00 "EB"	-	125+50 "EB"	RT	--	--	70	--	--	--	70	
125+25 "EB"	-	126+10 "EB"	LT	--	--	79	--	--	--	79	
126+10 "EB"	-	129+25 "EB"	LT	1.5	--	--	326	--	--	326	
213+50 "NB"	-	217+50 "NB"	LT	--	--	--	396	--	--	396	
215+50 "NB"	-	217+50 "NB"	RT	--	--	--	194	--	--	194	
217+50 "NB"	-	218+40 "NB"	LT	--	--	85	--	--	--	85	
217+50 "NB"	-	218+50 "NB"	RT	--	--	99	--	--	--	99	
221+30 "NB"	-	222+70 "NB"	RT	--	--	130	--	--	--	130	
221+75 "NB"	-	222+70 "NB"	LT	1.5	--	87	--	--	--	87	
222+70 "NB"	-	223+10 "NB"	LT		--	40	--	--	--	40	
222+70 "NB"	-	223+75 "NB"	RT	1.5	--	--	105	--	--	105	
INNER CENTER MEDIAN				--	--	--	--	355	--	355	
OUTER CENTER MEDIAN				--	196	--	--	--	--	196	
NORTH ROUNDABOUT MEDIAN				--	--	210	--	--	48	258	
NORTH MEDIAN				--	--	--	311	--	--	311	
NORTHEAST TRUCK APRON				--	--	--	202	--	--	202	
EAST ROUNDABOUT MEDIAN				--	--	240	--	--	52	292	
EAST MEDIAN				--	--	--	364	--	--	364	
SOUTHEAST TRUCK APRON				--	--	--	184	--	--	184	
SOUTH ROUNDABOUT MEDIAN				--	--	393	306	--	31	730	
SOUTH WEST TRUCK APRON				--	--	--	269	--	--	269	
WEST ROUNDABOUT MEDIAN				--	--	387	192	--	39	618	
NORTHWEST TRUCK APRON				--	--	--	213	--	--	213	
			TOTAL	**8**	**196**	**1,977**	**4,089**	**355**	**170**	**6,787**	

CONCRETE PAVEMENT ITEMS

STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	416.0512 CONCRETE TRUCK APRON 12-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	REMARKS
STAGE 1									
30+00 "NW"	-	33+00 "NW"	NORTHWEST APRON	48	145	--	--	--	
220+75 "NB"	-	221+75 "NB"	NORTH MEDIAN	--	--	1287	40	2	AT ROUNDABOUT
223+50 "NB"	-	225+00 "NB"	NORTH MEDIAN	--	--	1166	--	--	
41+00 "NE"	-	42+75 "NE"	NORTHEAST APRON	48	143	--	--	--	
124+75 "EB"	-	125+25 "EB"	EAST MEDIAN	--	--	1485	40	2	AT ROUNDABOUT
127+25 "EB"	-	129+00 "EB"	EAST MEDIAN	--	--	1163	--	--	
63+00 "SE"	-	64+75 "SE"	SOUTHEAST APRON	27	80	--	--	--	
216+00 "NB"	-	219+25 "NB"	SOUTH MEDIAN	--	--	2591	40	2	AT ROUNDABOUT
49+50 "SW"	-	52+00 "SW"	SOUTHWEST APRON	149	447	--	--	--	
120+00 "EB"	-	122+50 "EB"	WEST MEDIAN	--	--	2045	40	2	AT ROUNDABOUT
CIRCLE APRON				217	651	--	--	--	
			TOTAL	**489**	**1,466**	**9,737**	**160**	**8**	

CONCRETE MEDIAN

STATION	OFFSET	620.0300 CONCRETE MEDIAN SLOPE NOSE SF	TYPE	REMARKS
STAGE 1				
120+00 "EB"	LT	37	1	WEST LEG
122+50 "EB"	LT	16	2	WEST LEG
122+50 "WB"	RT	32	2	WEST LEG
216+00 "NB"	LT	22	1	SOUTH LEG
219+50 "NB"	LT	16	2	SOUTH LEG
219+50 "SB"	RT	35	2	SOUTH LEG
124+50 "WB"	RT	16	2	EAST LEG
124+50 "EB"	LT	40	2	EAST LEG
125+00 "EB"	LT	41	1	EAST LEG
127+00 "EB"	LT	36	1	EAST LEG
129+00 "EB"	LT	36	1	EAST LEG
221+00 "NB"	LT	39	2	NORTH LEG
221+00 "SB"	RT	15	2	NORTH LEG
221+50 "NB"	LT	43	1	NORTH LEG
223+50 "NB"	LT	34	1	NORTH LEG
225+00 "NB"	LT	35	1	NORTH LEG
	TOTAL	**493**		

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LANDSCAPING SUMMARY

STATION	TO	STATION	OFFSET	625.0105 TOPSOIL CY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	REMARKS
STAGE 1-3												
101+00 "EB"	-	117+00 "EB"	LT	--	9,963	5,314	6.3	261	5	269	112	
97+50 "EB"	-	113+00 "EB"	RT	--	1,863	1,863	1.2	50	--	50	21	
112+00 "EB"	-	214+00 "NB"	RT & LT	--	4,077	--	2.6	110	--	110	46	
199+50 "NB"	-	210+00 "NB"	LT	--	1,302	1,302	0.8	35	--	35	15	
127+00 "EB"	-	135+00 "EB"	LT	--	1,338	--	0.8	28	5	36	15	
126+50 "EB"	-	223+00 "NB"	RT	--	1,051	--	0.7	28	--	28	12	
223+00 "NB"	-	229+50 "NB"	RT	--	2,053	--	1.3	55	--	55	23	
222+00 "NB"	-	229+50 "NB"	LT	--	2,005	--	1.3	48	4	54	23	
117+00 "EB"	-	120+00 "EB"	LT	--	1,067	--	0.7	--	19	29	12	
120+50 "EB"	-	222+00 "NB"	LT	--	749	--	0.5	--	13	20	8	
210+50 "NB"	-	213+50 "NB"	LT	--	1,127	527	0.7	30	--	30	13	
204+50 "NB"	-	212+00 "NB"	RT	--	1,016	--	0.6	27	--	27	11	
212+50 "NB"	-	135+00 "EB"	RT	--	4,916	--	3.1	133	--	133	55	
UNDISTRIBUTED			--	--	813	225	1	20	1	22	9	
STAGE 1-3 SUBTOTAL				0	33339	9231	21	828	48	900	374	
STAGE 4												
199+50 "NB"	-	208+00 "NB"	LT	--	1,494	--	0.9	40	--	40	17	
208+00 "NB"	-	210+50 "NB"	LT	--	507	--	0.3	14	--	14	6	
97+50 "EB"	-	109+00 "EB"	RT	--	2,380	--	1.5	64	--	64	27	
624+00	-	640+50	LT & RT	400	14,767	14,676	9.3	399	--	399	166	PLACE TOPSOIL AS ENGINEER DIRECTS
STAGE 4 SUBTOTAL				400	19148	14676	12	517	0	517	215	
TOTAL				**400**	**52,487**	**23,907**	**33**	**1,345**	**48**	**1,417**	**589**	

USE #40 SEED FOR URBAN RESIDENTIAL AREA

USE #20 SEED FOR ROUNDABOUT ISLAND AND BETWEEN CURB AND CONCRETE SIDEWALK AND ALL OTHER LOCATIONS NOT DESCRIBED ABOVE

EROSION CONTROL

STATION	TO	STATION	OFFSET	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
STAGE 1-3														
101+00 "EB"	-	117+00 "EB"	LT	--	1,645	4,935	--	--	4,649	--	--	36	--	
97+50 "EB"	-	113+00 "EB"	RT	--	1,160	3,480	--	--	--	--	--	12	2	
112+00 "EB"	-	214+00 "NB"	RT & LT	--	485	1,455	--	--	4,077	9	9	36	2	
199+50 "NB"	-	210+00 "NB"	LT	--	929	2,787	--	--	--	--	--	36	2	
127+00 "EB"	-	135+00 "EB"	LT	--	693	2,079	--	--	1,338	--	--	12	--	
126+50 "EB"	-	223+00 "NB"	RT	--	188	564	--	--	1,051	6	6	--	--	
223+00 "NB"	-	229+50 "NB"	RT	--	653	1,959	--	--	2,053	1	1	12	--	
222+00 "NB"	-	229+50 "NB"	LT	--	683	2,049	--	--	2,005	--	--	24	--	
117+00 "EB"	-	120+00 "EB"	LT	--	--	--	--	--	1,067	1	1	--	--	
120+50 "EB"	-	222+00 "NB"	LT	--	--	--	--	--	749	3	3	--	--	
210+50 "NB"	-	213+50 "NB"	LT	--	--	--	--	--	600	1	1	24	--	
204+50 "NB"	-	212+00 "NB"	RT	--	641	1,923	--	--	1,016	--	--	--	2	
212+50 "NB"	-	135+00 "EB"	RT	--	1,682	5,046	--	--	4,916	6	6	12	--	
UNDISTRIBUTED			--	20	219	657	10	4	588	--	--	--	--	
STAGE 1-3 SUBTOTAL				20	8978	26934	10	4	24107	27	27	204	8	
STAGE 4														
199+50 "NB"	-	208+00 "NB"	LT	--	--	--	--	--	1,494	--	--	--	--	
208+00 "NB"	-	210+50 "NB"	LT	--	--	--	--	--	507	--	--	--	--	
97+50 "EB"	-	109+00 "EB"	RT	--	--	--	--	--	2,380	--	--	--	--	
624+00	-	640+50	LT & RT	--	1,800	3,600	--	--	--	--	--	72	--	USH 51
UNDISTRIBUTED			--	--	45	90	3	2	110	--	--	--	--	
STAGE 4 SUBTOTAL				0	1,845	3690	3	2	4491	0	0	72	0	
TOTAL				**20**	**10,823**	**30,624**	**13**	**6**	**28,598**	**27**	**27**	**276**	**8**	

3

AGGREGATE AND WATER SUMMARY

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	645.0220 GEOGRID TYPE SR SY	REMARKS
STAGE 1									
610+00	-	626+00	TEMPORY OUTSIDE WIDENING	67	315	855	6	--	
637+50	-	638+50	TEMP TURN LAN	6	28	84	1	--	
639+50	-	650+50	TEMPORY OUTSIDE WIDENING	48	315	855	5	--	
209+00 "NB"	-	223+50 "NB"	CIRCLE / SOUTH LEG	173	9,165	8,668	140	13,686	INCLUDES TRUCK APRON QUANTITY
111+00 "EB"	-	120+00 "EB"	WEST LEG	125	2,197	2,735	35	4,318	
223+50 "NB"	-	229+00 "NB"	NORTH LEG	166	1,489	1,822	25	2,877	
127+00 "EB"	-	134+50 "EB"	EAST LEG	99	1,854	2,275	29	3,592	
N/A	-	N/A	STAGE 1 EARTHWORK EBS	--	--	6,555	--	--	
			STAGE 1 SUBTOTAL	685	15,362	23,849	241	24,473	
STAGE 2									
102+00 "EB"	-	111+00 "EB"	WEST LEG	143	1,060	1,290	16	2,036	
205+00 "NB"	-	209+00 "NB"	SOUTH LEG	60	619	551	10	871	
N/A	-	N/A	STAGE 2 EARTHWORK	--	--	1,030	--	--	
			STAGE 2 SUBTOTAL	203	1,679	2,871	26	2,907	
STAGE 3									
102+00 "EB"	-	111+50 "EB"	WEST LEG	0	914	1,158	14	1,828	
205+00 "NB"	-	210+50 "NB"	SOUTH LEG	0	689	661	10	1,043	
N/A	-	N/A	STAGE 3 EARTHWORK	--	--	300	--	--	
			STAGE 3 SUBTOTAL	0	1,603	2,119	24	2,872	
STAGE 4									
102+00 "EB"	-	111+50 "EB"	WEST LEG	151	196	192	5	304	
205+00 "NB"	-	210+50 "NB"	SOUTH LEG	86	183	117	4	184	
N/A	-	N/A	STAGE 4 EARTHWORK	--	--	232	--	--	
			STAGE 4 SUBTOTAL	236	379	541	9	488	
			TOTAL	**1,124**	**19,023**	**29,379**	**300**	**30,739**	

ASPHALTIC RUMBLE STRIPS

STATION	TO	STATION	OFFSET	LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALTIC CENTER LINE RUMBLE STRIPS 2-LANE RURAL LF	REMARKS
STAGE 4							
100+00 "EB"	-	114+00 "EB"	--	USH 51/STH 60 CENTERLINE	--	400	
100+00 "EB"	-	115+00 "EB"	LT & RT	USH 51/STH 60 EB AND WB	3000	--	TYPE I
133+00 "EB"		134+50 "EB"	--	STH 60 CENTERLINE	--	150	
129+00 "EB"	-	134+50 "EB"	RT	STH 60 EB	550	--	TYPE I
129+75 "WB"	-	134+50 "WB"	LT	STH 60 WB	475	--	TYPE I
205+00 "NB"	-	213+00 "NB"	--	USH 51 CENTERLINE	--	800	
205+00 "NB"	-	213+25 "NB"	LT	USH 51 NB	825	--	TYPE I
205+00 "NB"	-	215+50 "NB"	RT	USH 51 SB	1050	--	TYPE I
228+25 "NB"	-	229+00 NB	--	STH 22 CENTERLINE	--	75	
225+00 "NB"	-	229+00 NB	LT & RT	STH 22 NB AND SB	800	--	TYPE I
				TOTAL	**6700**	**1425**	

GUARDRAIL

STATION	TO	STATION	OFFSET	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GURADRAIL TERMINAL EAT EACH	REMARKS
STAGE 4							
208+24 "NB"	-	208+74 "NB"	RT	USH 51 NB	--	1	
208+74 "NB"	-	211+55 "NB"	RT	USH 51 NB	275	--	
211+55 "NB"	-	212+05 "NB"	RT	USH 51 NB	--	1	
212+58 "NB"	-	213+08 "NB"	RT	USH 51 NB	--	1	
213+08 "NB"	-	213+90 "NB"	RT	USH 51 NB	75	--	
213+90 "NB"	-	214+40 "NB"	RT	USH 51 NB	--	1	
				TOTAL	**350**	**4**	

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ASPHALT PAVEMENT

STATION	TO	STATION	LOCATION	AREA SY	PAVEMENT DEPTH IN	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
STAGE 1											
610+00	-	615+00	SHOULDER RUMBLE STRIPS	150	2	11	--	17	--	17	
610+00	-	625+50	OUTSIDE WIDENING	1350	4	--	--	--	--	302	
620+00	-	626+00	OUTSIDE WHEEL PATH	267	2	19	--	--	--	30	DISTRESSED LOCATIONS
639+50	-	650+50	OUTSIDE WIDENING	1350	4	--	--	--	--	302	
638+00	-	642+00	OUTSIDE WHEEL PATH	178	2	12	--	--	--	20	DISTRESSED LOCATIONS
136+50 "EB"			INTERSECTION RUMBLE STRIP	50	2	4	6	--	--	--	
111+15"EB"		115+25 "EB"	MAINLINE	1462	4	102	327	--	--	11	TWO BINDER LIFTS
115+25 "EB"	-	122+50 "EB"	MAINLINE	3145	6	440	704	352	70	--	
124+00 "EB"	-	134+50 "EB"	MAINLINE	4450	6	623	997	498	48	--	
209+00 "NB"	-	213+00 "NB"	MAINLINE	1236	4	87	277	--	--	41	TWO BINDER LIFTS
213+00 "NB"	-	219+25 "NB"	MAINLINE	2983.7	6	418	668	334	20	--	
221+00 "NB"	-	229+00 "NB"	MAINLINE	3526	6	494	790	395	21	--	
			CIRCLE	1288	6	180	289	144	0	--	
					STAGE 1 SUBTOTAL	2390	4058	1740	159	723	
STAGE 2											
102+00 "EB"	-	111+15 "EB"	WESTBOUND WEST LEG	1731	4	121	388	--	--	--	
205+00 "NB"	-	209+00 "NB"	NORTHBOUND SOUTH LEG	743	4	52	166	--	--	--	
					STAGE 2 SUBTOTAL	173	554	0	0	0	
STAGE 3											
102+00 "EB"	-	111+75 "EB"	EASTBOUND WEST LEG	1290	4	90	289	--	--	--	
205+00 "NB"	-	210+50 "NB"	SOUTHBOUND SOUTH LEG	736	4	52	165	--	--	--	
					STAGE 3 SUBTOTAL	142	454	0	0	0	
STAGE 4											
102+00 "EB"	-	111+75 "EB"	EASTBOUND SHOULDER	538	4	38	121	--	--	--	
102+00 "EB"		115+25 "EB"	MAINLINE	5006	2	350	--	561	--	--	SURFACE LIFT
205+00 "NB"	-	210+50 "NB"	SOUTHBOUND SHOULDER	307	4	21	69	--	--	--	
205+00 "NB"	-	213+00 "NB"	MAINLINE	3022	2	212	--	338	55	--	SURFACE LIFT
					STAGE 4 SUBTOTAL	621	190	899	55	0	
					TOTAL	**3,326**	**5,256**	**2,639**	**214**	**723**	

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CROSS PIPE AND ENDWALL SUMMARY

INLET			OUTLET			521.1518 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS	
STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION	EACH	EACH	LF	LF	EACH	EACH	REMARKS
STAGE 1												
134+04 "WB"	31' LT	1068.34	131+60 "WB"	32' LT	1066.28	2	--	56	--	--	1	DRIVEWAY CULVERT
226+70 "NB"	47' LT	1043.25	227+08 "NB"	42' LT	1041.91	--	2	--	39	--	1	DRIVEWAY CULVERT
EW10.0						--	1	--	--	--	--	CONCRETE STORM SEWER
EW11.0						--	1	--	--	--	--	CONCRETE STORM SEWER
EW12.0						1	--	--	--	--	--	CONCRETE STORM SEWER
EW13.0						--	--	--	--	1	--	CONCRETE STORM SEWER
STAGE 2												
207+16 "NB"	34' RT	1083.34	206+60 "NB"	34' RT	1082.37	2	--	56	--	--	1	DRIVEWAY CULVERT
STAGE 4												
109+18 "EB"	37' RT	1031.25	108+90 "EB"	37' RT	1030.25	--	2	--	28	--	1	DRIVEWAY CULVERT
208+13 "NB"	34' LT	1084.79	207+81 "NB"	34' LT	1084.44	2	--	32	--	--	1	DRIVEWAY CULVERT
					TOTAL	**7**	**6**	**144**	**67**	**1**	**5**	

PIPE UNDERDRAIN ITEMS

SPV.0090.01
PIPE UNDERDRAIN (6-INCH)
WITH GEOTEXTILE FABRIC
AND AGGREGATE

STATION	TO	STATION	OFFSET	LF	REMARKS
STAGE 1					
118+20 "EB"	-	121+25 "EB"	RT	305	CONNECTS INLET 12 TO 13.1
121+25 "EB"	-	122+60 "EB"	RT	135	CONNECTS INLET 13.1 TO 10.4
118+20 "WB"	-	123+00 "WB"	LT	500	CONNECTS INLET 12.1 TO 10.1
220+80 "SB"	-	221+80 "SB"	LT	100	CONNECTS INLET 10.0 TO 10.1
215+50 "SB"	-	218+00 "SB"	LT	250	CONNECTS INLET 10.6 TO 10.5
218+00 "SB"	-	219+25 "SB"	LT	125	CONNECTS INLET 10.5 TO 10.4
50+50 "SW"	-	51+20 "SW"	RT	70	CONNECTS INLET 10.4 TO 10.3
60+00 "SE"	-	62+45 "SE"	RT	245	BEGINS AT START OF CURB AND CONNECTS TO INLET 10.52
40+50 "NE"	-	41+80 "NE"	RT	130	CONNECTS INLET 11.2 TO 11.1
124+20 "WB"	-	126+60 "WB"	LT	240	BEGINS AT HIGHPOINT OF CURB AND CONNECTS TO INLET 11.2
20+00 "C"	-	23+67 "C"	LT	367	CONNECTIONS INLET 11.21 AND 11.22
			TOTAL	**2467**	

MARKERS CULVERT END

633.5200
MARKERS
CULVERT
END

STATION	OFFSET	EACH	REMARKS
STAGE 1			
223+00 "NB"	LT	1	EW10.0
223+50 "NB"	RT	1	EW11.0
115+50 "EB"	RT	1	EW12.0
1211+50 "EB"	LT	1	EW13.0
	TOTAL	**4**	

STORM SEWER PIPES

FROM	-	TO	608.0005 STORM SEWER ROCK EXCAVATION CY	608.0415 REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 REINFORCED CONCRETE CLASS IV 24-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
STAGE 1									
IN10.0	-	EW10.0	--	--	--	118	1064.45	1061.30	0.0267
IN10.1	-	IN10.0	--	--	--	87	1068.00	1067.11	0.0100
IN10.2	-	IN10.1	3	--	--	79	1069.80	1069.01	0.0100
IN10.3	-	IN10.2	10	--	--	51	1070.31	1069.80	0.0100
IN10.4	-	IN10.3	7	--	67	--	1071.48	1070.81	0.0100
IN10.5	-	IN10.4	28	--	124	--	1072.72	1071.48	0.0100
IN10.6	-	IN10.5	9	--	249	--	1076.00	1073.51	0.0100
IN10.7	-	IN10.6	--	--	18	--	1076.20	1076.00	0.0100
IN10.42	-	IN10.41	9	--	28	--	1072.00	1071.86	0.0050
IN10.41	-	IN10.4	16	--	57	--	1071.86	1071.57	0.0050
IN10.52	-	IN10.51	10	--	31	--	1073.00	1072.85	0.0050
IN10.51	-	IN10.5	8	--	26	--	1072.85	1072.72	0.0050
IN11.0	-	EW11.0	--	--	--	25	1059.05	1058.92	0.0050
IN11.1	-	IN11.0	--	--	--	185	1065.00	1059.05	0.0321
IN11.2	-	IN11.1	--	--	--	122	1068.34	1067.12	0.0100
IN11.3	-	IN11.2	--	--	--	38	1068.53	1068.34	0.0050
IN11.4	-	IN11.3	22	--	--	62	1068.84	1068.53	0.0050
IN11.5	-	IN11.4	12	--	33	--	1069.50	1069.34	0.0050
IN11.21	-	IN11.2	--	38	--	--	1069.75	1069.37	0.0100
IN11.22	-	IN11.21	--	20	--	--	1069.95	1069.75	0.0100
IN11.11	-	IN11.1	--	19	--	--	1067.80	1067.61	0.0100
IN12.0	-	EW12.0	--	--	273	--	1066.82	1060.86	0.0218
IN12.1	-	IN12.0	--	--	45	--	1067.27	1066.82	0.0100
MH13	-	EW13.0	--	--	7	--	1071.91	1071.88	0.0050
IN13.1	-	MH13.0	--	--	63	--	1072.22	1071.91	0.0050
IN13.2	-	IN13.1	--	--	7	--	1072.30	1072.23	0.0100
		TOTAL	**135**	**77**	**1028**	**767**			

RIPRAP

STATION	OFFSET	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY	REMARKS
STAGE 1				
115+30 "EB"	25' RT	14	28	25 FT X 10 FT
115+50 "EB"	40' LT	14	28	25 FT X 10 FT
121+50 "EB"	50' LT	1	3	MATCH EXISTING RIPRAP
129+50 "EB"	45' LT	14	28	25 FT X 10 FT
223+25 "NB"	40' LT	25	50	30 FT 15 FT
223+90 "NB"	30' RT	25	50	30 FT 15 FT
TOTAL		**93**	**186**	

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	611.1006 CATCH BASINS 6-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM ELEVATION	INVERT** ELEVATION	DEPTH*** FT	REMARKS
STAGE 1																	
IN10.0	221+80.00 "SB"	17.5' LT	--	1	--	--	--	--	--	1	--	--	1	1071.80	1064.45	6.61	
IN10.1	32+00.00 "NW"	2' LT	--	--	1	--	--	--	--	1	--	--	1	1075.15	1068.00	6.40	
IN10.2	122+54.00 "WB"	1.5' RT	--	1	--	--	--	--	--	1	--	--	1	1076.32	1069.80	5.77	
IN10.3	50+50.00 "SW"	2' RT	--	--	1	--	--	--	--	1	--	--	1	1076.55	1070.31	5.49	
IN10.4	51+20.00 "SW"	2' RT	--	--	1	--	--	--	--	1	--	--	1	1076.94	1071.48	4.67	
IN10.5	218+00.00 "SB"	17.5' LT	--	1	--	--	--	--	--	1	--	--	1	1078.51	1072.72	5.00	
IN10.6	215+50.00 "SB"	18' LT	--	--	1	--	--	--	--	1	--	--	1	1082.23	1076.00	5.44	
IN10.7	215+80.00 "SB"	38' LT	--	--	--	1	--	--	--	--	--	1	1	1079.77	1076.20	3.78	NO SLOPE OPTION
IN10.41	219+20.00 "NB"	1.5' LT	--	1	--	--	--	--	--	1	--	--	1	1076.74	1071.86	4.09	
IN10.42	63+50.00 "SE"	2' RT	--	--	1	--	--	--	--	--	1	--	1	1076.50	1072.00	3.71	
IN10.51	218+00.00 "NB"	1.5' LT	--	1	--	--	--	--	--	--	1	--	1	1078.58	1072.84	4.94	
IN10.52	218+00.00 "NB"	29.5' RT	--	1	--	--	--	--	--	--	1	--	1	1078.02	1073.00	4.23	
IN11.0	223+50.00 "NB"	18' RT	--	--	1	--	--	--	--	1	--	--	1	1064.09	1059.05	4.29	
IN11.1	221+62.00"NB"	17.5' RT	--	1	--	--	--	--	--	1	--	--	1	1072.51	1065.00	6.76	
IN11.2	41+92.29 "NE"	2' LT	--	--	1	--	--	1	--	--	--	--	1	1074.72	1068.34	5.38	NO SUMP
IN11.3	20+64.00 "C"	30' RT	--	1	--	--	--	--	--	1	--	--	1	1075.06	1068.53	5.78	
IN11.4	64+17.88 "SE"	2' RT	--	--	1	--	--	--	--	1	--	--	1	1075.45	1068.84	5.86	
IN11.5	219+37.00 "NB"	86.9' RT	--	--	--	1	--	--	--	--	--	1	1	1072.00	1069.50	2.71	NO SLOPE OPTION
IN11.11	221+62.00 "NB"	1.5' LT	--	1	--	--	--	--	--	--	1	--	1	1072.82	1067.80	4.21	
IN11.21	20+90.00 "C"	1.7' LT	--	--	--	--	1	--	--	1	--	--	1	1074.81	1069.75	4.17	
IN11.22	21+10.85 "C"	1.7' LT	--	--	--	--	1	--	--	1	--	--	1	1074.74	1069.95	3.90	
IN12.0	118+20.00 "EB"	18' RT	--	--	1	--	--	--	--	1	--	--	1	1072.17	1066.82	4.55	
IN12.1	118+20.00 "WB"	18' LT	--	--	1	--	--	--	--	--	1	--	1	1072.32	1067.27	4.26	
MH13	30+30.00 "NW"	14' LT	1	--	--	--	--	--	1	--	--	--	1	1075.74	1071.91	2.79	
IN13.1	121+25.00 "EB"	17.5' RT	--	1	--	--	--	--	--	1	--	--	1	1076.10	1072.22	3.08	
IN13.2	121+25.00 "EB"	25' RT	--	--	--	1	--	--	--	--	--	1	1	1076.20	1072.30	4.11	NO SLOPE OPTION
EW10.0	222+96.64 "SB"	33.5' LT	--	--	--	--	--	--	--	--	--	--	1	--	1063.55	--	INVERT IS TO END OF ATTACHED PIPE. NOT END OF ENDWALL
EW11.0	223+73.77 "NB"	27' RT	--	--	--	--	--	--	--	--	--	--	1	--	1061.17	--	
EW12.0	115+47.46 "EB"	33.1' RT	--	--	--	--	--	--	--	--	--	--	1	--	1062.57	--	
EW13.0	30+30.13 "NW"	20.6' LT	--	--	--	--	--	--	--	--	--	--	1	--	1073.59	--	
	TOTAL		**1**	**10**	**10**	**3**	**2**	**1**	**1**	**16**	**5**	**3**	**30**				

REMARKS

* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

** THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

*** DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT (EXCLUDES INLETS MEDIAN 1 GRATE INLETS)

*** DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV (INLET MEDIAN 1 GRATE)

COVER HEIGHT = 4 INCHES FOR TYPE H AND HM, 5.5 INCHES FOR TYPE T, 9 INCHES FOR TYPE J

REMOVING & MOVING SIGNS AND SUPPORTS

SIGN NO.	LOCATION	OFFSET	REMOVE OR MOVE PRIOR TO STAGE	SIGN WORDING & PICTORIALS	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
R1-01	STH 60/USH 51 EB	RT	1	JUNCTION STH 22	--	1	1	--	
R1-02	STH60/USH 51 EB	RT	4	JUNCTION STH 22, STH 60, USH 51, IH 39	--	1	2	--	
R1-03	STH60/USH 51 EB	RT	1	COLUMBUS; WYOCENA; MADISON	--	1	2	--	
R1-04	STH60/USH 51 EB	RT	1	DOUBLE ARROW HEAD	--	1	1	--	
R1-05	STH60/USH 51 EB	RT	1	NORTH 22 LEFT; EAST 60 LEFT	--	1	1	--	
R1-06	STH60/USH 51 WB	RT	3	WEST STH 60; NORTH USH 51; ALTERNATE IH 39	--	1	1	--	
R1-07	STH60/USH 51 WB	RT	1	NORTH USH 51 RIGHT; WEST STH 60 RIGHT	--	1	1	--	
R1-08	STH60/USH 51 WB	RT	1	STOP	--	1	1	--	
1-M1	STH60/USH 51 EB	LT	1	NO PASSING ZONE	1	--	--	--	
1-M2	STH60/USH 51 WB	LT	1	ADOPT A HIGHWAY	1	--	--	--	MOUNTED OPPOSITE 0F 1-M1
1-M3	STH60/USH 51 WB	LT	1	ARLINGTON 2; LODI 10; PORTAGE 16	1	--	2	--	
R1-09	USH 51 EB	RT	1	SOUTH USH 51; ALTERNATE IH 39	--	1	1	--	
R1-10	STH 60 EB	RT	1	NORTH STH 22; EAST STH 60	--	1	1	--	
R1-11	STH 60 WB	RT	1	LEFT ARROW	--	1	1	--	
R1-12	STH 60 WB	RT	1	STOP AHEAD	--	1	1	--	
R1-13	STH 60 WB	RT	1	LEFT TURN ARROW WITH 25 M.P.H. ADVISORY SPEED	--	1	1	--	
R1-14	STH 60 EB	RT	1	STOP AHEAD	--	1	1	--	
R1-15	STH 60 EB	RT	1	NORTH LEEDS UNICORPORATED	--	1	1	--	
R1-16	STH 60 EB	RT	1	NORTH STH 22; EAST STH 60	--	1	1	--	
R1-17	STH 60 EB	RT	1	COLUMBUS; WYOCENA	--	1	1	--	
1-M4	STH 60 EB	RT	1	ADOPT A HIGHWAY	1	--	--	--	
R2-01	USH 51 NB	RT	1	JUNCTION 22; JUNCTION 60	--	1	1	--	
R2-02	USH 51 NB	RT	3	NORTH USH 51 LEFT; WEST STH 60 LEFT; ALTERNATE IH 39 LEFT	--	1	2	--	
R2-03	USH 51 NB	RT	1	NORTH STH 22 AHEAD; EAST STH 60 AHEAD	--	1	1	--	
R2-04	USH 51 NB	RT	1	WYOCENA; PORTAGE; LODI	--	1	1	--	
2-M1	USH 51 SB	LT	4	NO PASSING ZONE	1	--	--	--	MOUNTED OPPOSITE OF R2-02
2-M2	USH 51 NB	LT	4	NO PASSING ZONE	1	--	--	--	
2-M3	USH 51 SB	RT	1	DEFOREST 5; MADISON 13	1	--	--	--	
2-M4	USH 51 SB	RT	1 & 4	SPEED LIMIT 55 MPH	2	--	--	1	MOVED ONCE IN STAGE 1 AND ONCE IN STAGE 4
R2-05	USH 51 NB	RT	1	NORTH USH 51 LEFT; WEST STH 60 LEFT; ALTERNATE IH 39 LEFT	--	1	2	--	
R2-06	STH 22 NB	RT	1	NORTH LEEDS UNICORPORATED	--	1	2	--	
R2-07	STH 22 NB	RT	1	REDUCED SPEED LIMIT 45 M.P.H. AHEAD	--	1	1	--	
R2-08	STH 22 NB	RT	1	NORTH STH 22 AHEAD; EAST STH 60 RIGHT	--	1	1	--	
R2-09A	STH 22 SB	LT	1	DO NOT ENTER	--	1	1	--	
R2-09B	STH 22 SB	LT	1	WRONG WAY	--	1	--	--	MOUNTED BELOW R2-09A
R2-10	STH 22 SB	LT	1	KEEP RIGHT	--	1	1	--	
R2-11	STH 22 NB	RT	1	WYOCENA: COLUMBUS	--	1	2	--	
R2-12	STH 22 NB	RT	1	SPEED LIMIT 45 M.P.H.	--	1	1	--	
R2-13	STH 22 SB	LT	1	STOP AHEAD	--	1	--	--	MOUNTED OPPOSITE OF R2-12
				SUBTOTAL	**9**	**31**	**37**	**1**	

CONTINUED ON NEXT PAGE

REMOVING & MOVING SIGNS AND SUPPORTS (CONTINUED)

SIGN NO.	LOCATION	OFFSET	REMOVE OR MOVE PRIOR TO STAGE	SIGN WORDING & PICTORIALS	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
R2-14	STH 22 NB	LT	1	NO PASSING ZONE	--	1	1	--	
R2-15	STH 22 SB	LT	3	STOP	--	1	1	--	
R2-16	USH 51 SB	RT	1	DOUBLE ARROW HEAD	--	1	1	--	
R2-17	STH 22 NB	LT	1	DO NOT ENTER	--	1	1	--	
R2-18	STH 22 SB	RT	1	SOUTH USH 51 LEFT; NORTH USH 51 RIGHT	--	1	--	--	MOUNTED OPPOSITE OF R2-17
R2-19	STH 22 SB	RT	3	STOP	--	1	1	--	
R2-20	STH 22 SB	RT	1	USH 51 RIGHT	--	1	1	--	
R2-21	STH 22 SB	RT	1	STOP AHEAD	--	1	1	--	
2-M5	USH 51 SB	RT	1 & 4	SOUTH USH 51; ALTERNATE IH 39	2	--	--	1	MOVED ONCE IN STAGE 1 AND ONCE IN STAGE 4
R3-01A	STH 60 EB	RT	1	STOP	--	1	1	--	
R3-01B	STH 60 EB	RT	1	CROSS TRAFFIC DOES NO STOP	--	1	--	--	MOUNTED BELOW R3-01A
R3-02	STH 60 EB	RT	1	NORTH STH 22 LEFT	--	1	1	--	
R3-03	STH 60 WB	RT	1	STOP	--	1	--	--	MOUNTD OVERHEAD
R3-04	STH 22 NB	RT	1	WEST STH 60 LEFT; EAST STH 60 RIGHT	--	1	1	--	
R3-05A	STH 60 EB	RT	1	EAST STH 60	--	1	2	--	
R3-05B	STH 60 EB	RT	1	COLUMBUS 16	--	1	--	--	MOUNTED BELOW R3-05A
R3-06	STH 60 WB	RT	1	LODI; MADISON; WYOCENA	--	1	2	--	
R3-07	STH 60 WB	LT	1	STOP AHEAD	--	1	1	--	
R3-08	STH 60 WB	LT	1	NO PASSING ZONE	--	1	1	--	
R3-09	STH 60 WB	RT	1	NORTH USH 51 AHEAD; WEST STH 60 AHEAD	--	1	1	--	
R3-10	STH 22 SB	RT	1	EAST STH 60 LEFT; NORTH USH 51 RIGHT; WEST STH 60 RIGHT	--	1	2	--	
R3-11	STH 22 NB	RT	1	NORTH STH 22	--	1	1	--	
R3-12	STH 60 WB	RT	1	SOUTH USH 51 LEFT; WEST STH 60 AHEAD; NORTH STH 22 RIGHT	--	1	2	--	
R3-13	STH 60 WB	RT	1	STOP	--	1	--	--	MOUNTED ON OVERHEAD SIGN POLE
R3-14	STH 60 WB	RT	1	CROSS TRAFFIC DOES NO STOP	--	1	--	--	MOUNTED ON OVERHEAD SIGN POLE
R3-15	STH 60 WB	RT	1	NORTH LEEDS UNICORPORATED	--	1	2	--	
R3-16	STH 60 WB	RT	1	WEST STH 60 AHEAD; NORTH STH 22 RIGHT	--	1	1	--	
R3-17	STH 60 WB	RT	1	SOUTH USH 51 LEFT; NORTH USH 51 AHEAD	--	1	1	--	
R3-18	STH 60 WB	RT	1	STOP AHEAD	--	1	1	--	
R3-19	STH 60 WB	RT	1	JUNCTION STH 22 AND USH 51	--	1	1	--	
R3-20	STH 22 NB	RT	1	STOP	--	1	1	--	
R3-21	STH 22 NB	RT	1	WYOCENA 12	--	1	2	--	
R3-22	STH 22 SB	RT	1	SPEED LIMIT 45 MPH	--	1	1	--	
R3-23	STH 22 SB	RT	1	MADISON; COLUMBUS; LODI	--	1	2	--	
R3-24	STH 22 SB	RT	1	SOUTH USH 51 AHEAD; NORTH USH 51 RIGHT	--	1	1	--	
R3-25	STH 22 SB	RT	1	REDUCED SPEED LIMIT 45 M.P.H. AHEAD	--	1	1	--	
R3-26	STH 22 SB	RT	1	EAST STH 60 LEFT; WEST STH 60 RIGHT	--	1	1	--	
R3-27	STH 22 SB	RT	1	NORTH LEEDS UNICORPORATED	--	1	2	--	
3-M1	STH 22 NB	RT	1	SPEED LIMIT 55 M.P.H.	1	--	--	--	
3-M2	STH 22 SB	LT	1	NO PASSING ZONE	1	--	--	--	
				SUBTOTAL	4	37	39	1	
				TOTAL	**13**	**68**	**76**	**2**	

PERMANENT SIGNS

SIGN NO.	STATION	OFFSET	INSTALL STAGE	SIGN WORDING & PICTORIALS	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-IN X 12-FT EACH	634.0614 POSTS WOOD 4X6-IN X 14-FT EACH	634.0616 POSTS WOOD 4X6-IN X 16-FT EACH	634.0618 POSTS WOOD 4X6-IN X 18-FT EACH	634.0624 POSTS WOOD 4X6-IN X 24-FT EACH	634.0816 TUBULAR STEEL POST 16-FT EACH	REMARKS
1-01	109+50 "EB"	RT	4	JUNCTION ASSEMBLY	J1-1	24	39	6.5	--	--	--	1	--	--	--	
1-02A	111+50 "EB"	RT	4	ROUNDABOUT AHEAD	W2-6	30	30	--	6.3	--	--	1	--	--	--	
1-02A	111+50 "EB"	RT	4	ADVISORY SPEED 15 M.P.H.	W13-1	18	18	--	2.3	--	--	--	--	--	--	MOUNT BELOW 1-02A
1-03	113+50 "EB"	RT	2	DIAGRAMMATIC SIGN	D1-62	102	66	46.8	--	--	--	--	--	3	--	
1-04	115+00 "EB"	RT	2	YIELD AHEAD	W3-2	36	36	--	9.0	--	--	1	--	--	--	
1-05	118+00 "EB"	RT	2	COLUMBUS; WYOCENA; MADISON	D1-3	72	42	21.0	--	--	--	2	--	--	--	
1-06	120+00 "EB"	RT	2	ALTERNATE IH 39 RIGHT	J2-1	24	57	9.5	--	--	--	1	--	--	--	
1-07	114+50 "EB"	LT	2	SPEED LIMIT 55 M.P.H	R2-1	24	36	6.0	--	--	--	1	--	--	--	
1-08	118+00 "EB"	LT	2	NORTH USH 51; WEST STH 60	J4-3	72	36	18.0	--	--	--	2	--	--	--	
1-09A	120+00 "EB"	LT	2	KEEP RIGHT	R4-7	24	30	5.0	--	--	--	1	--	--	--	
1-09B	120+00 "EB"	LT	2	OBJECT MARKER	W5-54	18	18	--	2.3	--	--	--	--	--	--	MOUNT BELOW 1-09A
1-10	120+00 "EB"	LT	2	DO NOT ENTER	R5-1	30	30	6.3	--	--	1	--	--	--	--	
1-M1	STH60/USH 51 "EB"	LT	4	NO PASSING ZONE	--	--	--	--	--	--	--	1	--	--	--	MOUNT OPPOSITE 1-M2
1-M2	STH60/USH 51 "EB"	LT	4	ADOPT A HIGHWAY	--	--	--	--	--	--	--	--	--	--	--	MOUNT OPPOSITE 1-M1
1-M3	116+00"EB"	LT	4	ARLINGTON 2; LODI 10; PORTAGE 16	--	--	--	--	--	--	--	2	--	--	--	SIGN MOVE ON NEW POST
1-M4	106+50 "EB"	RT	4	ADOPT A-HIGHWAY	--	--	--	--	--	--	--	1	--	--	--	SIGN MOVE ON NEW POST
							SUBTOTAL	119.0	19.8	0	1	13	0	3	0	
2-01	205+50 "NB"	RT	4	JUNCTION ST H22; JUNCTION STH 60	J1-2	48	39	13.0	--	--	--	1	--	--	--	
2-02A	207+50 "NB"	RT	4	ROUNDABOUT AHEAD	W2-6	30	30	--	6.3	--	--	1	--	--	--	
2-02B	207+50 "NB"	RT	4	ADVISORY SPEED 15 M.P.H.	W13-1	18	18	--	2.3	--	--	--	--	--	--	MOUNT BELOW 2-02A
2-03	211+00 "NB"	RT	4	YIELD AHEAD	W3-2	36	36	--	9.0	--	--	1	--	--	--	
2-04	215+00 "NB"	RT	2	DIAGRAMMATIC SIGN	D1-62	126	66	57.8	--	--	--	--	--	3	--	
2-05	216+50 "NB"	RT	2	WYOCENA; PORTAGE; LODI; COLUMBUS	D1-4	72	54	27.0	--	--	--	--	2	--	--	
2-06	216+15 "NB"	LT	2	DO NOT ENTER	R5-1	36	36	9.0	--	--	--	1	--	--	--	
2-07A	216+15 "NB"	LT	2	KEEP RIGHT	R4-7	36	48	12.0	--	--	--	--	1	--	--	
2-07B	216+15 "NB"	LT	2	OBJECT MARKER	W5-54	18	18	--	2.3	--	--	--	--	--	--	MOUNT BELOW 2-07A
2-M1	USH 51 SB	RT	4	NO PASSING ZONE	--	--	--	--	--	--	--	1	--	--	--	SIGN MOVE ON NEW POST
2-M2	USH 51 NB	LT	4	NO PASSING ZONE	--	--	--	--	--	--	--	1	--	--	--	SIGN MOVE ON NEW POST
2-M3	213+00 "NB"	LT	4	DEFOREST 5; MADISON 13	--	--	--	--	--	--	--	2	--	--	--	SIGN MOVE ON NEW POST
2-M4	211+50 "NB"	LT	4	SPEED LIMIT 55 MPH	--	--	--	--	--	--	--	1	--	--	--	SIGN MOVE ON NEW POST
2-M5	214+50 "NB"	LT	4	SOUTH USH 51; ALTERNATE IH 39	--	--	--	--	--	--	--	1	--	--	--	SIGN MOVE ON NEW POST
							SUBTOTAL	118.8	19.8	0	0	10	3	3	0	

CONTINUED ON NEXT PAGE

PERMANENT SIGNS (CONTINUED)

SIGN NO.	STATION	OFFSET	INSTALL STAGE	SIGN WORDING & PICTORIALS	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-IN X 12-FT EACH	634.0614 POSTS WOOD 4X6-IN X 14-FT EACH	634.0616 POSTS WOOD 4X6-IN X 16-FT EACH	634.0618 POSTS WOOD 4X6-IN X 18-FT EACH	634.0624 POSTS WOOD 4X6-IN X 24-FT EACH	634.0816 TUBULAR STEEL POST 16-FT EACH	REMARKS
3-01A	122+50 "EB"	LT	2	YIELD	R1-2	36	31	3.9	--	--	--	1	--	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
3-01B	122+50 "EB"	LT	2	ONE WAY	R6-2R	24	30	5.0	--	--	--	--	--	--	--	MOUNT BELOW 3-01A
3-02A	122+50 "EB"	RT	2	YIELD	R1-2	36	31	3.9	--	--	--	--	--	--	1	18" X 18" FLAGS INCIDENTAL TO SIGNS
3-02B	122+50 "EB"	RT	2	TO TRAFFIC FROM LEFT	R1-54	24	15	2.5	--	--	--	--	--	--	--	MOUNT BELOW 3-02A
3-03	219+00 "NB"	LT	2	SOUTH USH 51 RIGHT	D1-1	42	30	8.8	--	1	--	--	--	--	--	MOUNT AT 5.0'
3-04	217+00 "NB"	LT	2	WRONG WAY	R5-1A	42	30	8.8	--	--	--	1	--	--	--	
3-05	217+70 "NB	RT	2	LEFT ONLY (ROUNDABOUT)	R3-5X	42	48	14.0	--	--	--	--	--	--	--	MOUNTED ON S-11-30
3-06	217+70 "NB	RT	2	AHEAD, RIGHT	R3-6R	42	48	14.0	--	--	--	--	--	--	--	MOUNTED ON S-11-30
3-07	217+70 "NB	RT	2	ALTERNATE I-39 LEFT	J2-1	24	57	9.5	--	--	--	--	--	--	--	MOUNTED ON S-11-30
3-08A	219+00 "NB"	LT	2	YIELD	R1-2	36	31	3.9	--	--	--	1	--	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
3-08B	219+00 "NB"	LT	2	ONE WAY	R6-2R	24	30	5.0	--	--	--	--	--	--	--	MOUNT BELOW 3-08A
3-09A	219+00 "NB"	RT	2	YIELD	R1-2	36	31	3.9	--	--	--	--	--	--	1	18" X 18" FLAGS INCIDENTAL TO SIGNS
3-09B	219+00 "NB"	RT	2	TO TRAFFIC FROM LEFT	R1-54	24	15	2.5	--	--	--	--	--	--	--	MOUNT BELOW 3-09A
3-10	124+00 "EB"	LT	2	EAST STH 60 RIGHT	D1-1	42	30	8.8	--	1	--	--	--	--	--	MOUNT AT 5.0'
3-11A	126+00 "EB"	RT	2	EAST STH 60	J4-1	24	36	6.0	--	--	--	1	--	--	--	
3-11B	126+00 "EB"	RT	2	WRONG WAY	R5-1A	36	24	6.0	--	--	--	--	--	--	--	MOUNT OPPOSITE 3-11A
3-12	127+50 "EB"	RT	2	COLUMBUS 14	D2-1	78	15	8.1	--	--	--	2	--	--	--	
3-13	129+00 "EB"	RT	2	DO NOT ENTER	R5-1	30	30	6.3	--	--	--	1	--	--	--	
3-14	132+00 "EB"	RT	2	SPEED LIMIT 55 M.P.H	R2-1	24	36	6.0	--	--	--	1	--	--	--	
3-15	121+50 "EB"	LT	2	WRONG WAY	R5-1A	36	24	6.0	--	--	--	1	--	--	--	
3-16	122+50 "EB"	LT	2	NORTH USH 51; WEST STH 60	D1-2	72	30	15.0	--	2	--	--	--	--	--	MOUNT AT 5.0'
3-17A	123+00 "EB"	LT	2	ONE WAY RIGHT ARROW	R6-1R	54	18	6.8	--	--	2	--	--	--	--	
3-17B	123+00 "EB"	LT	2	ROUNDABOUT CHEVRON PANEL	R6-4B	60	24	10.0	--	--	--	--	--	--	--	MOUNT BELOW 3-17A
3-18A	220+50 "NB"	LT	2	ONE WAY RIGHT ARROW	R6-1R	54	18	6.8	--	--	2	--	--	--	--	
3-18B	220+50 "NB"	LT	2	ROUNDABOUT CHEVRON PANEL	R6-4B	60	24	10.0	--	--	--	--	--	--	--	MOUNT BELOW 3-18A
3-19A	220+00 "NB"	LT	2	ONE WAY RIGHT ARROW	R6-1R	54	18	6.8	--	--	2	--	--	--	--	
3-19B	220+00 "NB"	LT	2	ROUNDABOUT CHEVRON PANEL	R6-4B	60	24	10.0	--	--	--	--	--	--	--	MOUNT BELOW 3-19A
3-20A	124+00 "EB"	LT	2	ONE WAY RIGHT ARROW	R6-1R	54	18	6.8	--	--	2	--	--	--	--	
3-20B	124+00 "EB"	LT	2	ROUNDABOUT CHEVRON PANEL	R6-4B	60	24	10.0	--	--	--	--	--	--	--	MOUNT BELOW 3-20A
3-21A	221+00 "NB"	LT	2	YIELD	R1-2	36	31	3.9	--	--	--	--	--	--	1	18" X 18" FLAGS INCIDENTAL TO SIGNS
3-21B	221+00 "NB"	LT	2	TO TRAFFIC FROM LEFT	R1-54	24	15	2.5	--	--	--	--	--	--	--	MOUNT BELOW 3-21A
							SUBTOTAL	221.0	0.0	4	8	9	0	0	3	

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PERMANENT SIGNS (CONTINUED)

SIGN NO.	STATION	OFFSET	INSTALL STAGE	SIGN WORDING & PICTORIALS	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-IN X 12-FT EACH	634.0614 POSTS WOOD 4X6-IN X 14-FT EACH	634.0616 POSTS WOOD 4X6-IN X 16-FT EACH	634.0618 POSTS WOOD 4X6-IN X 18-FT EACH	634.0624 POSTS WOOD 4X6-IN X 24-FT EACH	634.0816 TUBULAR STEEL POST 16-FT EACH	REMARKS
3-22	221+00 "NB"	LT	2	NORTH STH 22 RIGHT	D1-1	42	30	8.8	--	1	--	--	--	--	--	MOUNT AT 5.0'
3-23A	221+00 "NB"	LT	2	YIELD	R1-2	36	31	3.9	--	--	--	1	--	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
3-23B	221+00 "NB"	LT	2	ONE WAY	R6-2R	24	30	5.0	--	--	--	--	--	--	--	MOUNT BELOW 3-23A
3-24A	124+00 "EB"	LT	2	YIELD	R1-2	36	31	3.9	--	--	--	1	--	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
3-24B	124+00 "EB"	LT	2	ONE WAY	R6-2R	24	30	5.0	--	--	--	--	--	--	--	MOUNT BELOW 3-24A
3-25A	124+50 "EB"	LT	2	YIELD	R1-2	36	31	3.9	--	--	--	--	--	--	1	18" X 18" FLAGS INCIDENTAL TO SIGNS
3-25B	124+50 "EB"	LT	2	TO TRAFFIC FROM LEFT	R1-54	24	15	2.5	--	--	--	--	--	--	--	MOUNT BELOW 3-25A
3-26	128+00 "EB"	LT	2	PORTAGE; LODI; MADISON; WYOCENA	D1-4	66	54	24.8	--	--	--	--	2	--	--	
3-27A	129+00 "EB"	LT	2	KEEP RIGHT	R4-7	24	30	5.0	--	--	--	1	--	--	--	
3-27B	129+00 "EB"	LT	2	OBJECT MARKER	W5-54	18	18	--	2.3	--	--	--	--	--	--	MOUNT OPPOSITE 3-27A
3-28	132+00 "EB"	LT	2	YIELD AHEAD	W3-2	36	36	--	9.0	--	--	--	1	--	--	
3-29	133+50 "EB"	LT	2	DIAGRAMMATIC SIGN	D1-62	102	78	55.3	--	--	--	--	--	3	--	
3-30A	135+50 "EB"	LT	2	ROUNDABOUT AHEAD	W2-6	30	30	--	6.3	--	--	--	1	--	--	
3-30B	135+50 "EB"	LT	2	ADVISORY SPEED 15 M.P.H.	W13-1	18	18	--	2.3	--	--	--	--	--	--	MOUNT OPPOSITE 3-30A
3-31	138+00 "EB"	LT	2	JUNCTION STH 22; JUNCTION USH 51	J1-2	48	39	13.0	--	--	--	1	--	--	--	
3-32A	222+50 "NB"	RT	2	NORTH STH 22	J4-1	24	36	6.0	--	--	--	1	--	--	--	
3-32B	222+50 "NB"	RT	2	WRONG WAY	R5-1A	36	24	6.0	--	--	--	--	--	--	--	MOUNT OPPOSITE 3-32A
3-33A	225+00 "NB"	RT	2	WYOCENA 11	D2-1	66	15	6.9	--	--	--	2	--	--	--	
3-33B	225+00 "NB"	RT	2	DO NOT ENTER	R5-1	30	30	6.3	--	--	--	--	--	--	--	MOUNT OPPOSITE 3-33A
3-34A	225+00 "NB"	LT	2	KEEP RIGHT	R4-7	24	30	5.0	--	--	--	--	1	--	--	
3-34B	225+00 "NB"	LT	2	OBJECT MARKER	W5-54	18	18	--	2.3	--	--	--	--	--	--	MOUNT OPPOSITE 3-34A
3-35	226+00 "NB"	LT	2	MADISON; COLUMBUS; PORTAGE; LODI	D1-4	72	54	27.0	--	--	--	--	2	--	--	
3-36	228+50 "NB"	LT	2	YIELD AHEAD	W3-2	36	36	--	9.0	--	--	1	--	--	--	
3-37	230+50 "NB"	LT	2	DIAGRAMMATIC SIGN	D1-62	126	66	57.8	--	--	--	--	--	3	--	
3-38A	231+50 "NB"	LT	2	ROUNDABOUT AHEAD	W2-6	30	30	--	6.3	--	--	1	--	--	--	
3-38B	231+50 "NB"	LT	2	ADVISORY SPEED 15 M.P.H.	W13-1	18	18	--	2.3	--	--	--	--	--	--	MOUNT BELOW 3-38A
3-M1	227+00 "NB"	RT	2	SPEED LIMIT 55 M.P.H.	--	--	--	--	--	--	--	1	--	--	--	SIGN MOVE ON NEW POST
3-M2	STH 22 NB	RT	2	NO PASSING ZONE	--	--	--	--	--	--	--	1	--	--	--	SIGN MOVE ON NEW POST
					SUBTOTAL			245.8	39.5	1	0	11	7	6	1	
					TOTAL			**704.5**	**79.0**	**5**	**9**	**43**	**10**	**12**	**4**	

TRAFFIC CONTROL

LOCATION	APPROXIMATE SERVICE DAYS	643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE	643.0300 DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE	643.0420 DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO. IN SERVICE	643.0715 DAYS	643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	643.0900 DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS NO. IN SERVICE	643.1050 DAYS	REMARKS
STAGE 1															
ADVANCE WARNING	100	0	0	0	0	0	0	0	0	18	1800	0	0	0	
USH 51/STH 60	--	61	6100	4	400	8	800	5	500	27	2700	3	1	7	
USH 51	--	41	4100	8	800	16	1600	12	1200	26	2600	0	1	14	
STH 60	--	0	0	8	800	16	1600	0	0	5	500	0	1	14	
STH 22	--	0	0	8	800	16	1600	0	0	5	500	0	1	14	
DETOUR ROUTE	--	0	0	2	200	4	400	0	0	160	16000	5	0	0	
UNDISTRIBUTED	--	10	1020	3	280	6	560	2	170	6	630	0	0	0	
	SUBTOTAL	**112**	**11220**	**33**	**3280**	**66**	**6560**	**19**	**1870**	**247**	**24730**	**8**	**4**	**49**	
STAGE 2															
ADVANCE WARNING	25	0	0	0	0	0	0	0	0	18	450	0	0	0	
USH 51/STH 60	--	31	775	6	150	12	300	18	450	31	775	0	0	0	
USH 51	--	35	875	8	200	16	400	10	250	30	750	0	0	0	
STH 60	--	0	0	8	200	16	400	0	0	5	500	0	0	0	
STH 22	--	0	0	8	200	16	400	0	0	5	500	0	0	0	
DETOUR ROUTE	--	0	0	2	50	4	100	0	0	160	4000	0	0	0	
UNDISTRIBUTED	--	7	165	3	75	6	150	3	70	7	253	0	0	0	
	SUBTOTAL	**73**	**1815**	**35**	**875**	**70**	**1750**	**31**	**770**	**256**	**7228**	**0**	**0**	**0**	
STAGE 3															
ADVANCE WARNING	21	0	0	0	0	0	0	0	0	36	756	0	0	0	
USH 51/STH 60	--	70	1470	4	84	8	168	15	315	26	546	0	0	0	
USH 51	--	46	966	2	42	4	84	15	315	17	357	0	1	7	
STH 60	--	0	0	0	0	0	0	0	0	4	84	0	1	7	
STH 22	--	0	0	0	0	0	0	0	0	4	84	0	1	7	
DETOUR ROUTE	--	0	0	0	0	0	0	0	0	23	483	0	0	0	
UNDISTRIBUTED	--	12	244	1	13	1	25	3	63	5	107	0	0	0	
	SUBTOTAL	**128**	**2680**	**7**	**139**	**13**	**277**	**33**	**693**	**115**	**2417**	**0**	**3**	**21**	
STAGE 4															
ADVANCE WARNING	25	0	0	0	0	0	0	0	0	36	900	0	0	0	
USH 51/STH 60	--	40	1000	0	0	0	0	5	125	6	150	0	1	7	
USH 51	--	28	700	0	0	0	0	5	125	5	125	0	0	0	
STH 60	--	0	0	0	0	0	0	0	0	0	0	0	0	0	
STH 22	--	0	0	0	0	0	0	0	0	0	0	0	0	0	
DETOUR ROUTE	--	0	0	0	0	0	0	0	0	23	575	0	0	0	
UNDISTRIBUTED	--	7	170	0	0	0	0	1	25	1	28	0	0	0	
	SUBTOTAL	**75**	**1870**	**0**	**0**	**0**	**0**	**11**	**275**	**71**	**1778**	**0**	**1**	**7**	
	TOTAL	**--**	**17585**	**--**	**4294**	**--**	**8587**	**--**	**3608**	**--**	**36152**	**8**	**--**	**77**	

STAGE	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE II		
	EACH	NUMBER OF CYCLES	NUMBER OF SIGNS
STAGE 1	8	1	8
STAGE 2	0	0	0
STAGE 3	0	0	0
STAGE 4	0	0	0
TOTAL	8	---	---

PAVEMENT MARKING REMOVAL

STATION	TO	STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	649.0805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	649.0960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH LF	REMARKS
STAGE 2												
610+00	-	614+50	WEST LEG	--	--	--	--	900	900	--	1015	
614+50	-	626+00	WEST LEG	1850	--	2200	2200	--	--	--	--	
639+00	-	645+00	SOUTH LEG	1225	--	1330	1330	--	--	--	--	
645+00	-	650+50	SOUTH LEG	--	--	--	--	900	900	--	1000	
			STAGE 2 SUBTOTAL	3075	0	3530	3530	1800	1800	0	2015	
STAGE 3												
613+50	-	625+50	WEST LEG	--	--	1300	2600	200	400	--	200	
637+00	-	647+00	SOUTH LEG	--	24	900	1800	350	550	24	200	
			STAGE 3 SUBTOTAL	0	24	2200	4400	550	950	24	400	
STAGE 4												
618+00	-	626+00	WEST LEG	--	--	1300	--	200	--	--	--	
637+00	-	646+00	SOUTH LEG	--	--	900	--	200	--	--	--	
			STAGE 4 SUBTOTAL	0	0	2200	0	400	0		0	
			TOTAL	**3,075**	**24**	**15,860**		**5,500**		**24**	**2,415**	

PAVEMENT MARKING SUMMARY

STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH YELLOW LF	646.5020 MARKING ARROW EPOXY TYPE 1 WHITE EACH	646.5020 TYPE 2R WHITE EACH	646.5020 TYPE 2 WHITE EACH	646.5020 TYPE 3 WHITE EACH	646.5120 MARKING WORD EPOXY EACH	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH	REMARKS
STAGE 1																	
115+25 "EB"	-	122+50 "EB"	WEST LEG	2550	1375	--	--	--	--	--	--	--	--	145	70	1	
124+05 "EB"	-	134+50 "EB"	EAST LEG	3330	1900	--	--	--	--	--	--	--	--	115	120	3	
213+00"NB"	-	219+00 "NB"	SOUTH LEG	1960	1200	200	--	--	2	--	2	3	--	80	80	1	
221+00 "NB"		229+00 "NB"	NORTH LEG	2960	1540	--	--	--	--	--	--	--	--	80	160	3	
20+00 "C"		23+50 "C"	CIRCLE	--	--	380	--	1	--	1	--	--	90	--	--	--	
			SUBTOTAL	**10800**	**6015**	**580**	**0**	**1**	**2**	**1**	**2**	**3**	**90**	**420**	**430**	**8**	
STAGE 4																	
PROJECT LIMITS	-	115+25 "EB"	WEST LEG	2000	3300	--	3000	--	--	--	--	--	--	--	--	--	
PROJECT LIMITS	-	213+00 "NB"	SOUTH LEG	1200	2450	--	1750	--	--	--	--	--	--	--	--	--	
			SUBTOTAL	**3200**	**5750**	**0**	**4750**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
			TOTAL	**25,765**		**580**	**4,750**			**6**		**3**	**90**	**420**	**430**	**8**	

LAND MONUMENTS

STATION	OFFSET	SPV.0060.01 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.03 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.04 VERIFY LANDMARK REFERENCE MONUMENTS EACH	REMARKS
117+07 "WB"	73' LT	1	1	--	APPROXIMATE LOCATION ONLY
117+61 "WB"	67' LT	1	1	--	APPROXIMATE LOCATION ONLY
118+05 "WB"	63' LT	1	1	--	APPROXIMATE LOCATION ONLY
22+00 "C"	30' LT	--	--	1	SECTION CORNER
	TOTAL	**3**	**3**	**1**	

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
STAGE 1							
610+00	-	625+50	RT	1550	1550	1550	TEMPORARY WIDENING
640+00		650+00	RT	1000	1000	1000	TEMPORARY WIDENING
111+70 "EB"	-	122+70 "EB"	LT & RT	1100	1100	1100	
124+45 "EB"		134+50 "EB"	LT & RT	1005	1005	1005	
210+00 "NB"	-	219+25 "NB"	LT & RT	925	925	925	
220+75 "NB"	-	229+00 "NB"	LT & RT	825	825	825	
20+00 "C"		23+55 "C"	LT & RT	355	355	355	CIRCLE
700+50		701+50	LT & RT	150	150	150	STA. 117+25 DRIVEWAY
800+50		801+50	LT & RT	150	150	150	STA. 118+75 DRIVEWAY
			STAGE 1 SUBTOTAL	7060	7060	7060	
STAGE 2-4							
102+00 "EB"	-	111+70 "EB"	LT & RT	970	970	970	WB LANE STAKED IN STAGE 2 EB LANE STAKED IN STAGE 3 EB SHOULDER STAKED IN STAGE 4
205+00 "NB"	-	210+50 "NB"	LT & RT	550	550	550	NB LANE STAKED IN STAGE 2 SB LANE STAKED IN STAGE 3 SB SHOULDER STAKED IN STAGE 4
			STAGE 2 SUBTOTAL	1520	1520	1520	
			TOTAL	**8,580**	**8,580**	**8,580**	

CONSTRUCTION STAKING SUMMARY

LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS PROJECT 6020-00-70 LS	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL PROJECT 6020-00-70 LS	REMARKS
PROJECT WIDE	1	1	
TOTAL	**1**	**1**	

LOCATING NO PASSING ZONES

STATION	TO	STATION	648.0100 LOCATE NO PASSING ZONES MI	REMARKS
STAGE 2				
133+00 "EB"	-	PROJECT LIMITS	0.25	
228+00 "NB"		PROJECT LIMITS	0.25	
STAGE 4				
PROJECT LIMITS	-	114+00 "EB"	0.25	
PROJECT LIMITS		213+00 "NB"	0.25	
			1	

SAWING PAVEMENT

STATION	TO	STATION	OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 1						
610+00	-	625+50	RT	1540	--	TEMPORARY WIDENING
639+50	-	650+50	RT	1100	--	TEMPORARY WIDENING
116+00 "EB"	-	121+00 "EB"	LT	60	--	WEST LEG DRIVEWAYS
124+00 "EB"	-	127+00 "EB"	LT	270	--	EAST LEG DRIVEWAYS
206+00 "NB"	-	216+00 "NB"	LT & RT	140	--	SOUTH LEG DRIVEWAYS
222+00 "NB"	-	227+00 "NB"	LT & RT	40	--	NORTH LEG DRIVEWAYS
134+50 "EB"			LT & RT	34	--	PROJECT LIMITS
229+00 "NB"			LT & RT	34	--	PROJECT LIMITS
STAGE 1 SUBTOTAL				3218	0	
STAGE 2						
205+00 "NB"			LT & RT	7	10	PROJECT LIMITS
102+00 "EB"			LT & RT	7	10	PROJECT LIMITS
STAGE 2 SUBTOTAL				14	20	
STAGE 3						
205+00 "NB"			LT & RT	7	10	PROJECT LIMITS
102+00 "EB"			LT & RT	7	10	PROJECT LIMITS
STAGE 3 SUBTOTAL				14	20	
STAGE 4						
610+00	-	614+50	RT	450	--	TEMPORARY WIDENING
646+00	-	650+50	RT	250	--	REMOVAL
STAGE 4 SUBTOTAL				700	0	
TOTAL				**3946**	**40**	

PULL BOXES

NUMBER	STATION	LOCATION	653.0164 PULL BOXES NON-CONDUCTIVE 24 X 42-INCH EACH	REMARKS
STAGE 1				
PB1	40+94 "NE"	26' LT	1	
PB2	42+42 "NE"	19' LT	1	
PB3	124+72 "EB"	8' LT	1	
PB4	64+56 "SE"	14' RT	1	
PB5	63+10 "SE"	10' RT	1	
PB6	218+72 "NB"	7' LT	1	
PB7	51+80 "SW"	21' LT	1	
PB8	121+95 "EB"	45' RT	1	
PB9	122+19 "EB"	7.5' LT	1	
PB10	30+99 "NW"	15' LT	1	
PB11	32+54 "NW"	20' LT	1	
PB12	221+40 "NB"	8' LT	1	
PB13	40+79 "NE"	21' LT	1	
PB14	224+85 "NB"	40' LT	1	BURY 2-INCHES BELOW GRADE
TOTAL			**14**	

CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM		TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	REMARKS
STAGE 1					
CB-1	-	PB-1	--	9	
PB-1	-	PB-2	--	127	
PB-2	-	PB-3	--	48	
PB-3	-	PB-4	--	42	
PB-4	-	PB-5	--	130	
PB-5	-	PB-6	--	45	
PB-6	-	PB-7	--	44	
PB-7	-	PB-8	--	133	
PB-8	-	PB-9	--	57	
PB-9	-	PB-10	--	41	
PB-10	-	PB-11	--	130	
PB-11	-	PB-12	--	45	
PB-12	-	PB-13	--	30	
PB-13	-	CB-1	--	9	
LP-1	-	LP-2	149	--	
LP-2	-	LP-3	150	--	
LP-3	-	PB-2	125	--	
LP-4	-	PB-3	9	--	
LP-5	-	LP-6	149	--	
LP-6	-	PB-5	119	--	
LP-7	-	PB-6	10	--	
LP-8	-	LP-9	131	--	
LP-9	-	LP-10	137	--	
LP-10	-	PB-8	109	--	
LP-11	-	PB-9	9	--	
LP-12		PB-14	34	--	
LP-13	-	PB-14	220	--	
LP-13	-	PB-11	116	--	
LP-14	-	PB-12	11	--	
TOTAL			**1478**	**890**	

3

LIGHTING BASES, POLES, AND ARMS

POLE NUMBER	STATION	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	655.061* ELECTRICAL WIRE LIGHTING 12 AWG LF	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5 ALUMINUM EACH	657.0715 LUMINAIRE ARMS TRUSS TYPE 4 1/2 INCH CLAMP 15-FT EACH	659.1120 LUMINAIRES UTILITY LED B EACH	REMARKS
STAGE 1									
LP-1	129+10 "EB"	38' LT	1	165	1	1	1	1	
LP-2	127+61 "EB"	34.2' LT	1	165	1	1	1	1	
LP-3	126+12 "EB"	32' LT	1	165	1	1	1	1	
LP-4	124+64 "EB"	10.5' LT	1	330	1	1	2	2	
LP-5	216+00 "NB"	31' RT	1	165	1	1	1	1	
LP-6	217+45 "NB"	32' RT	1	165	1	1	1	1	
LP-7	218+82 "NB"	8' LT	1	330	1	1	2	2	
LP-8	118+26 "EB"	21' RT	1	165	1	1	1	1	
LP-9	119+55 "EB"	21' RT	1	165	1	1	1	1	
LP-10	120+90 "EB"	21' RT	1	165	1	1	1	1	
LP-11	122+27 "EB"	9.5' LT	1	330	1	1	2	2	
LP-12	224+80 "NB"	7' LT	1	165	1	1	1	1	
LP-13	222+64 "NB"	32' LT	1	165	1	1	1	1	
LP-14	221+29 "NB"	10' LT	1	330	1	1	2	2	
		TOTAL	**14**	**2,970**	**14**	**14**	**18**	**18**	

*Additional quantities shown elsewhere.

ELECTRICAL WIRE LIGHTING

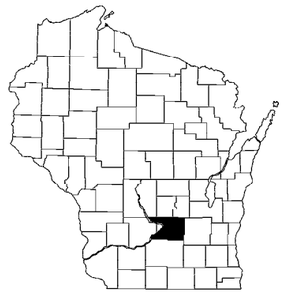
FROM		TO	CABLE LENGTH	LIVE CONDUCTORS	655.061* ELECTRICAL WIRE LIGHTING 12 AWG (LIVE) (VARIES) LF	655.061* ELECTRICAL WIRE LIGHTING 12 AWG (GROUNDING) (GREEN) LF	REMARKS
STAGE 1							
CABINET	-	LP-3	298	4	1,193	298	
LP-3	-	LP-2	149	4	597	149	
LP-2	-	LP-1	148	2	297	148	
LP-3	-	LP-4	208	4	833	208	
LP-4	-	LP-6	348	4	1,393	348	
LP-6	-	LP-5	165	2	330	165	
LP-6	-	LP-7	201	2	402	201	
CABINET	-	LP-14	81	4	323	81	
LP-13	-	LP-14	204	4	814	204	
LP-13	-	LP-12	290	4	1,159	290	
LP-14	-	LP-11	344	4	1,377	344	
LP-11	-	LP-10	205	4	819	205	
LP-10	-	LP-9	137	4	548	137	
LP-9	-	LP-8	131	2	262	131	
LP-10	-	LP-7	343	0	0	343	
				TOTAL	**13,598**		

*Additional quantities shown elsewhere.

LIGHTING CONTROL CABINET

STATION	LOCATION	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (STH 22 & STH 60 INTERSECTION) LS	659.2124 LIGHTING CONTROL CABINETS 120/240 24-INCH EACH	REMARKS
STAGE 1					
221+30 "NB"	46' RT	1	1	1	
TOTAL		**1**	**1**	**1**	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6020-00-20
DEFOREST - PORTAGE
STH 22/ STH 60 INTERSECTION
USH 51
COLUMBIA COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS. ELECTRIC. ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (3/4-INCH UNLESS NOTED)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25)
UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

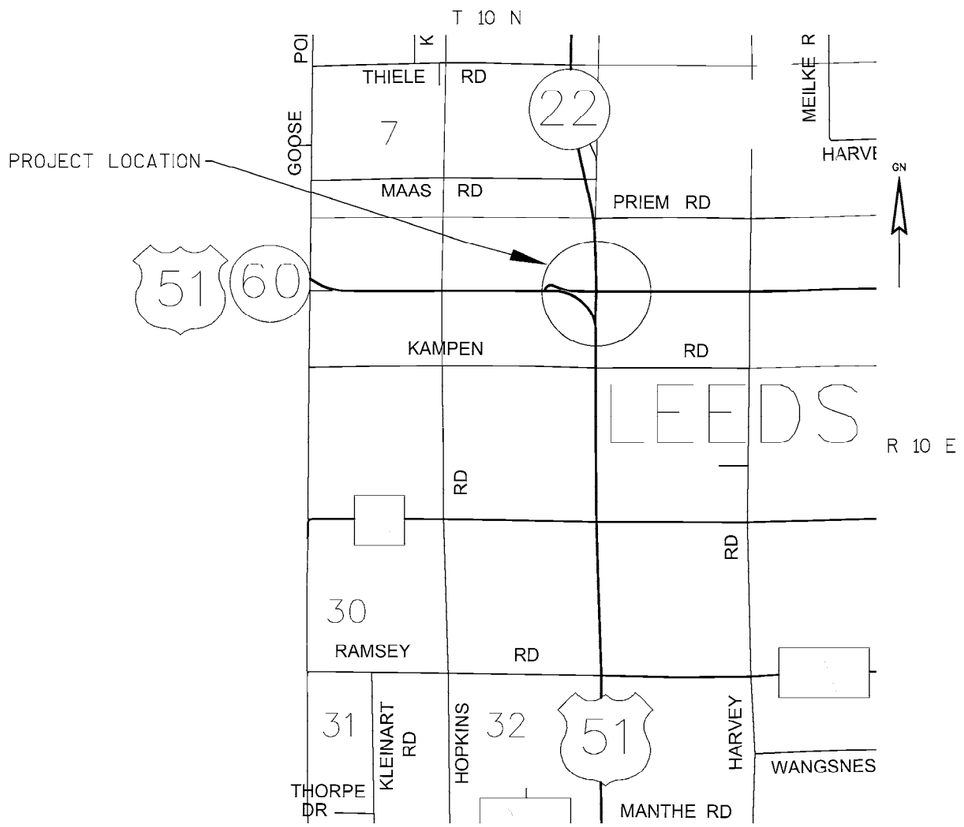
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER —W—
GAS —G—
TELEPHONE —T—
OVERHEAD TRANSMISSION LINES —OH—
ELECTRIC —E—
CABLE TELEVISION —TV—
FIBER OPTIC —FO—
SANITARY SEWER —SAN—
STORM SEWER —SS—



LAYOUT
SCALE 0 .5 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6020-00-20.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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

DIMENSIONING FOR THE NEW RIGHT OF WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG USH 51 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT CA 05-2(1).

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECTS 460B, 460F & 460G, CSM 1051, CSM 2068, CSM 4779, CSM VOL. 1 OF SURVEYS, PAGE 145, DOC 362123 AND PLAT OF SURVEY 8958.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 22 ESTABLISHED FROM PREVIOUS PROJECT S0294(6), CSM 1051, CSM 3088, CSM 3852, CSM 2068, PLAT OF SURVEY 13429, PLAT OF SURVEY 13751, PLAT OF SURVEY 1757 AND PLAT OF SURVEY 11198.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECTS 6010-00-21, 6010-03-21, S0294(5), CSM 4460, CSM 3085, PLAT OF SURVEY 8958 AND PLAT OF SURVEY 6117.

PROJECT NUMBER 6020-00-20 - 4.01
SHEET 2 OF 2 113

4

SEE TPP 6020-00-20 - 4.02

USH 51/STH 60

TOWN

503
ALUM MON
Y 318555.988
X 570711.276

NW-SE

OF

NE-SE

SE-SE

501 ALUM MON
Y 318497.956
X 573370.587

502
ALUM MON
Y 315911.965
X 570695.886

500
ALUM MON
Y 315834.372
X 573383.643

Course Table		
501-500	S 0° 16' 51" E	2663.62'
501-508	S 0° 16' 51" E	798.75'
508-507	S 0° 16' 51" E	827.24'
500-507	N 0° 16' 51" W	1037.63'
502-503	N 0° 20' 01" E	2644.06'
502-107	N 0° 20' 01" E	2561.97'
503-501	S 88° 45' 00" E	2659.94'
503-510	S 88° 45' 00" E	1916.46'
510-501	S 88° 45' 00" E	743.48'
501-PT C-3	S 60° 04' 33" W	66.06'
501-PT C-7	S 13° 56' 31" E	106.35'
507-515(RL)	N 89° 42' 57" E	3.91'
507-100	S 89° 42' 57" W	31.08'
100-101	N 0° 02' 21" W	50.00'
101-102	N 15° 14' 34" W	51.75'
102-103	N 0° 33' 32" W	408.57'
103-104	N 89° 10' 46" W (S 89° 46' 36" W)	15.28' (15.28')
104-105	SEE CURVE TABLE	
105-106	SEE CURVE TABLE	
106-107	S 89° 44' 15" W	1132.51'
107-509(RL)	N 0° 20' 01" E	54.07'
509(RL)-503	N 0° 20' 01" E	28.02'
510-PT C-1	S 0° 45' 30" W	8.96'
PT C-1-108	S 0° 45' 30" W	52.20'
108-109	S 81° 40' 34" E	283.19'
109-110	N 83° 12' 14" E	218.48'
110-111	S 58° 45' 48" E	232.37'
111-112	S 15° 20' 07" E	50.92'
112-113	S 1° 03' 39" E	216.51'
113-118	S 89° 51' 41" W	15.00'
118-119	S 0° 16' 51" E	92.64'
119-120	N 89° 43' 09" E	15.00'
120-114	S 0° 16' 51" E	121.89'
114-115	S 89° 51' 41" W	102.31'
115-116	SEE CURVE TABLE	
116-117	SEE CURVE TABLE	
117-108	N 2° 18' 53" W	69.06'

104-105
L = 501.77'
LCH = 497.40'
LCB = N 23° 25' 17" W
R = 1096.00'

105-106
L = 1479.25'
LCH = 1426.28'
LCB = N 63° 14' 35" W
R = 1587.00'

115-116
L = 72.40'
LCH = 72.39'
LCB = N 34° 48' 10" W
R = 1196.00

116-117
L = 754.77'
LCH = 748.49'
LCB = N 49° 21' 26" W
R = 1687.00'

Station & Offset Table		
Point No.	Station	Offset
100	204+00.00 "NB"	35.00'
101	204+50.00 "NB"	34.78'
102	205+00.00 "NB"	48.14'
103	209+08.92 "NB"	48.53'
104	209+09.33 "NB"	63.81'
105	213+57.97 "NB"	258.71'
106	107+90.94 "EB"	47.07'
107	96+58.46 "EB"	54.07'
108	115+77.66 "EB"	52.14'
109	118+59.85 "EB"	75.94'
110	120+72.50 "EB"	38.94'
111	218+46.39 "NB"	51.06'
112	218+00.00 "NB"	40.83'
113	215+78.79 "NB"	41.72'
114	213+64.40 "NB"	34.84'
115	213+61.37 "NB"	137.09'
116	214+19.67 "NB"	180.01'
117	115+84.66 "EB"	120.85'
118	215+78.35 "NB"	56.71'
119	214+85.75 "NB"	53.73'
120	214+86.23 "NB"	38.74'
508	212+27.25 "NB"	0.00'
509	96+58.68 "EB"	0.00'
510	115+74.73 "EB"	8.95'
515	204+00.00 "NB"	0.00'

TLE Station & Offset Table		
Point No.	Station	Offset
T1	205+00.00 "NB"	58.14'
T2	209+09.19 "NB"	58.53'
T6	217+87.54 "NB"	41.62'
T16	120+72.64 "EB"	63.71'

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
40	CENTURYLINK - COMMUNICATIONS	RELEASE OF RIGHTS

(10) **CENTURYLINK - COMMUNICATIONS**
NO RECORD OF EASEMENT - PARCEL 4

(40) **NORTH-WEST TELEPHONE COMPANY**
VOL 114, P 301, DOC 357930 - PARCEL 1

FEE-0.393 AC (4)
TLE-GRADING 0.062 AC (4)
PARCEL PREVIOUSLY ACQUIRED PROJECT 6020-00-21 0.266 ACRES REMNANT
PLATS OF SURVEY 13751 1757
LOT 1 CSM 1051 VOL 5, P 43, DOC 454555
FEE-0.072 AC (4)
TLE-GRADING 0.035 AC (4)
INGRESS-EGRESS EASEMENT SHOWN ON CSM 4779
LOT 1 CSM 4779 VOL 33, P 114, DOC 770756
TLE-GRADING (2)
TLE-GRADING (1)
PARCEL B CSM VOL 1 OF SURVEYS, P 145, DOC 362123

LEEDS
North Leeds
Leeds Center
Goose
LEEDS
Leeds
Keyeser

PROJECT LOCATION
LOCATION SKETCH NOT TO SCALE

USH 51
STH 22
STH 60

SCHEDULE OF LANDS & INTERESTS REQUIRED			OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.			
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	MAT A PETERSON	FEE, TLE	0.073		0.073	0.064
2	LAURA A TRUSS & KYLE A VINEY	FEE, TLE	0.054		0.054	0.049
3	JOSEPH C PROCHOT	FEE	0.032	0.162	0.194	
4	URBAN M & FAYE L BOLLIG	FEE, TLE	0.465		0.465	0.097
	ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.					

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

SIGNATURE: _____ DATE: 9/25/2019
PRINT NAME: KEIF S. CALLAWAY
REGISTRATION NUMBER: S-2607

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SW REGION - MADISON OFFICE
SIGNATURE: _____ DATE:10/21/2019
PRINT NAME: CORY SCHLAGEL

WISCONSIN Keif S. Callaway S-2607 Sun Prairie, WI LAND SURVEYOR

ALIGNMENT CURVE: C-1
PI STA = 112+44.71"EB"
Y = 318525.426
X = 572297.136
DELTA = 3°24'45" RT
D = 0°30'58"
T = 330.64'
L = 661.09'
R = 11100.00'
PC STA = 109+14.07"EB"
PT STA = 115+75.16"EB"

ALIGNMENT CURVE: C-2
PI STA = 120+59.91"EB"
Y = 318475.588
X = 573111.009
DELTA = 5°34'47" LT
D = 5°12'31"
T = 53.61'
L = 107.13'
R = 1100.00'
PC STA = 120+06.31"EB"
PT STA = 121+13.43"EB"
AH = N 87°55'27" E

ALIGNMENT CURVE: C-3
PI STA = 122+35.04"EB"
Y = 318481.935
X = 573286.109
DELTA = 33°57'31" RT
D = 54°34'03"
T = 32.06'
L = 62.23'
R = 105.00'
PC STA = 122+02.98"EB"
PT STA = 122+65.21"EB"
BK = N 87°55'27" E
AH = S 58°07'02" E

ALIGNMENT CURVE: C-4
PI STA = 212+93.18"NB"
Y = 317765.144
X = 573373.701
DELTA = 2°15'21" RT
D = 2°07'19"
T = 53.16'
L = 106.31'
R = 2700.00'
PC STA = 212+40.02"NB"
PT STA = 213+46.33"NB"
AH = N 01°33'34" E

ALIGNMENT CURVE: C-5
PI STA = 216+99.11"NB"
Y = 318170.939
X = 573384.747
DELTA = 6°16'00" LT
D = 4°46'29"
T = 65.69'
L = 131.25'
R = 1200.00'
PC STA = 216+33.42"NB"
PT STA = 217+64.67"NB"
BK = N 01°33'34" E
AH = N 04°42'27" W

ALIGNMENT CURVE: C-6
PI STA = 218+44.16"NB"
Y = 318315.622
X = 573372.833
DELTA = 7°17'58" RT
D = 20°54'39"
T = 17.48'
L = 34.91'
R = 274.00'
PC STA = 218+26.68"NB"
PCC STA = 218+61.59"NB"
BK = N 04°42'27" W
AH = N 02°35'31" E

ALIGNMENT CURVE: C-7
PI STA = 218+96.01"NB"
Y = 318367.475
X = 573375.181
DELTA = 35°03'33" RT
D = 52°33'54"
T = 34.43'
L = 66.70'
R = 109.00'
PCC STA = 218+61.59"NB"
PT STA = 219+28.28"NB"
BK = N 02°35'31" E
AH = N 37°39'04" E

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECTS 4608, 460F & 460G, CSM 1051, CSM 2068, CSM 4779, CSM VOL. 1 OF SURVEYS, PAGE 145, DOC 362123 AND PLAT OF SURVEY 8958.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 22 ESTABLISHED FROM PREVIOUS PROJECT S0294(6), CSM 1051, CSM 2068, PLAT OF SURVEY 13751 AND PLAT OF SURVEY 1757.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECTS 6010-00-21, 6010-03-21.

EXISTING ACCESS CONTROL ALONG USH 51 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT CA 05-2(1).

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET. RECORDED AS SHEET 2 OF 2

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

TRANSPORTATION PROJECT PLAT NO: 6020-00-20 - 4.01

THAT PART OF PARCEL B OF CSM VOLUME 1 OF SURVEYS, PAGE 145, DOCUMENT NUMBER 362123 LOCATED IN THE SE ¼ OF THE SE ¼. ALSO, THAT PART OF LOT 1 OF CSM 4779 VOLUME 33, PAGE 114, DOCUMENT NUMBER 770756 AND LOT 1 OF CSM 1051 VOLUME 5, PAGE 43, DOCUMENT NUMBER 454555 ALL LOCATED IN THE NE ¼ OF THE SE ¼. ALSO, THAT PART OF THE NE ¼ OF THE SE ¼. ALL LOCATED IN SECTION 17, T 10 N, R 10 E, TOWN OF LEEDS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 DEFOREST - PORTAGE (STH 22/ STH 60 INTERSECTION), COLUMBIA COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

DOC # 919184
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
10/22/2019 08:50:22
PAGES: 2
KAREN A MANSKE
REGISTER OF DEEDS
REC FEE: $25.00

Exempt #:
VOLUME: TPP-E PAGE: 34

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6020-00-20 - 4.01
SHEET 1 OF 2
AMENDMENT NO:...

SCALE, FEET
0 100 200

GN

FILE NAME : N:\PDS\RW-PLAT\60200000\DWG\040401.DWG
APPRAISAL PLAT DATE : 9/25/2019
PLOT DATE : 10/2/2019 9:22 AM PLOT BY : CALLAWAY, KEIF S PLOT NAME : PLOT SCALE : **********
6020-00-20 4.01

504
ALUM MON
Y 321235.370
X 570726.690

ALIGNMENT CURVE: C-1
PI STA = 112+44.71"EB"
Y = 318525.426
X = 572297.136
DELTA = 3°24'45" RT
D = 0°30'58"
T = 330.64'
L = 661.09'
R = 11100.00'
PC STA = 109+14.07"EB"
PT STA = 115+75.16"EB"

ALIGNMENT CURVE: C-2
PI STA = 120+59.91"EB"
Y = 318475.588
X = 573111.009
DELTA = 5°34'47" LT
D = 5°12'31"
T = 53.61'
L = 107.13'
R = 1100.00'
PC STA = 120+06.31"EB"
PT STA = 121+13.43"EB"
AH = N 87°55'27" E

ALIGNMENT CURVE: C-3
PI STA = 122+35.04"EB"
Y = 318481.935
X = 573286.109
DELTA = 33°57'31" RT
D = 54°34'03"
T = 32.06'
L = 62.23'
R = 105.00'
PC STA = 122+02.98"EB"
PT STA = 122+65.21"EB"
BK = N 87°55'27" E
AH = S 58°07'02" E

ALIGNMENT CURVE: C-8
PI STA = 221+61.49"NB"
Y = 318617.064
X = 573405.250
DELTA = 18°28'30" RT
D = 15°39'17"
T = 59.52'
L = 118.02'
R = 366.00'
PC STA = 221+01.97"NB"
PT STA = 222+19.98"NB"
BK = N 20°04'15" W

TOWN

Course Table		
504-503	S 0° 19' 47" W	2679.43'
504-200	S 0° 19' 47" W	2646.52'
505-501	S 0° 34' 06" W	2666.71'
505-511	S 0° 34' 06" W	1958.64'
511-501	S 0° 34' 06" W	708.07'
501-503	N 88° 45' 00" W	2659.94'
503-200	N 0° 19' 47" E	32.91'
501-PT C-3	S 60° 04' 33" W	66.06'
501-516	N 61° 11' 26" E	74.30'
502-503	N 0° 20' 01" E	2644.06'
502-509(RL)	N 0° 20' 01" E	2616.04'
509(RL)-503	N 0° 20' 01" E	28.02'
511-513(RL)	N 88° 29' 49" E	11.23'
200-201	S 89° 30' 09" E (S 89° 56' 15" E)	722.74' (722.71')
201-202	N 60° 39' 20" E (N 60° 12' 58" E)	170.48' (170.47')
202-203	N 40° 08' 09" E (N 39° 42' 46" E)	129.67' (129.79')
203-204	N 75° 42' 43" E (N 75° 18' 22" E)	129.87' (129.79')
204-205	S 80° 09' 33" E (S 80° 32' 44" E)	117.26' (117.43')
205-206	S 69° 58' 24" E (S 70° 21' 47" E)	350.80' (350.99')
206-207	S 75° 34' 32" E (S 75° 59' 59" E)	246.77' (246.76')
207-208	S 86° 05' 25" E	284.37'
208-209	S 81° 38' 59" E	281.10'
209-210	S 89° 12' 52" E	171.13'
210-215	N 72° 00' 38" E	135.57'
215-211	N 0° 34' 06" E	187.56'
211-212	N 16° 08' 13" W	95.69'
212-213	N 2° 13' 06" E	300.67'
213-214	N 12° 08' 10" E	51.47'
214-511	N 88° 29' 49" E	41.55'

TLE Station & Offset Table		
Point No.	Station	Offset
T7	116+70.00 "EB"	79.33'
T8	116+38.00 "EB"	120.00'
T9	116+56.00 "EB"	139.00'
T10	117+60.11 "EB"	74.29'
T11	118+00.00 "EB"	70.91'
T12	117+74.00 "EB"	112.00'
T13	117+98.00 "EB"	123.00'
T14	118+75.00 "EB"	87.00'
T15	118+98.00 "EB"	62.60'
T17	121+62.53 "EB"	97.79'

Station & Offset Table		
Point No.	Station	Offset
200	96+58.94 "EB"	60.93'
201	103+81.67 "EB"	55.81'
202	105+30.14 "EB"	139.59'
203	106+13.57 "EB"	238.87'
204	107+39.37 "EB"	271.12'
205	108+54.94 "EB"	251.26'
206	111+81.50 "EB"	134.92'
207	114+20.25 "EB"	82.19'
208	117+03.47 "EB"	79.09'
209	119+83.56 "EB"	55.34'
210	121+60.13 "EB"	53.96'
211	223+07.38 "NB"	60.98'
212	224+00.00 "NB"	85.00'
213	227+00.00 "NB"	65.00'
214	227+50.00 "NB"	52.78'
215	221+37.09 "NB"	79.44'
509	96+58.68 "EB"	0.00'
513	227+49.91 "NB"	0.00'
516	220+72.80 "NB"	0.00'

SW-NE

PARCEL A
PLAT OF SURVEY
8958

OF

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
40	CENTURYLINK - COMMUNICATIONS	RELEASE OF RIGHTS

(40) NORTH-WEST TELEPHONE COMPANY
VOL 285, P 184-185
DOC 442618 - PARCEL 8

505 ALUM MON
Y 321164.534
X 573397.034

DOC # 919207
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
10/22/2019 11:09:08
PAGES: 1
KAREN A MANSKE
REGISTER OF DEEDS
REC FEE: $25.00

Exempt #:
VOLUME: TPP-E PAGE: 35

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6020-00-20 - 4.02
AMENDMENT NO:___

PARCEL D
PLAT OF SURVEY
8958

PARCEL C
PLAT OF SURVEY
8958

PARCEL B
PLAT OF SURVEY
8958

LOT 3
CSM 3088
VOL 20, P 85,
DOC 589891

LOT 2
CSM 3088
VOL 20, P 85,
DOC 589891

LOT 1
CSM 3088
VOL 20, P 85,
DOC 589891

LOT 1
CSM 828
VOL 4 OF SURVEYS
P 48,
DOC 435239
PLAT OF SURVEY
8579

SE-NE

LOT 1
CSM 5973
VOL 43, P 14,
DOC 899933

LEEDS

REMNANT
0.597 AC
PLAT OF SURVEY
11198

MAP OF SURVEY
11150

LOT 1
CSM 3860
VOL 26, P 97,
DOC 668575

LOT 2
CSM 3860
VOL 26,
P 97,
DOC
668575

LOT 2, CSM 828
VOL 4 OF SURVEYS
P 48, DOC 435239

PLAT OF
SURVEY 6774

TLE-DRIVEWAY
0.022 AC

TLE-DRIVEWAY
0.085 AC

TLE-GRADING

30' INGRESS-EGRESS
EASEMENT SHOWN ON
PLAT OF SURVEY 1977

ACCESS EASEMENT
SHOWN ON CSM 3860

ROAD EASEMENT
VOL 122 OF RECORDS
SHOWN ON CSM 828

15' ACCESS EASEMENT SHOWN
ON PLAT OF SURVEY 11198

USH 51/STH 60

STH 22

STH 60

SEE TPP 6020-00-20 - 4.01

N1° 35' 45"W — 225"NB"

S89° 54' 30"E — 100"EB" — 105"EB" — 110"EB" — 115"EB"

S86° 29' 45"E — 120"EB"

503
ALUM MON
Y 318555.988
X 570711.276

502
ALUM MON
Y 315911.965
X 570695.886

501
ALUM MON
Y 318497.956
X 573370.587

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
6	WILFRED J & CORINNE R WIEDENBECK LIVING TRUST	TLE				0.053
7	ROBERT L & AMBER M GINGRICH	TLE				0.107
8	CASEY J BORMANN	FEE, TLE, AR	0.064	0.207	0.271	0.065
9	JAMIE M PAULI & ROBYN M PAVEL	FEE	0.185	0.014	0.199	
	ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.					

TRANSPORTATION PROJECT PLAT NO: 6020-00-20 - 4.02

THAT PART OF LOT 1 OF CSM 5973 VOLUME 43, PAGE 14, DOCUMENT NUMBER 899933. ALSO, THAT PART OF LOTS 1 AND 2 OF CSM 3860 VOLUME 26, PAGE 97, DOCUMENT NUMBER 668575 AND LOT 1 OF CSM 828 VOLUME 4 OF SURVEYS, PAGE 48, DOCUMENT NUMBER 435239 ALL LOCATED IN THE SE ¼ OF THE NE ¼. ALSO, THAT PART OF THE SE ¼ OF THE NE ¼. ALL LOCATED IN SECTION 17, T 10 N, R 10 E, TOWN OF LEEDS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 DEFOREST - PORTAGE (STH 22/ STH 60 INTERSECTION), COLUMBIA COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY RIGHT OF WAY FOR USH 51 ESTABLISHED FROM PREVIOUS PROJECTS 460F & 460G, CSM 1051 AND PLAT OF SURVEY 8958.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 22 ESTABLISHED FROM PREVIOUS PROJECT S0294(6), CSM 3088, CSM 3852, PLAT OF SURVEY 13429 AND PLAT OF SURVEY 11198.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 60 ESTABLISHED FROM PREVIOUS PROJECTS 6010-00-21 AND 6010-03-21.

EXISTING ACCESS CONTROL ALONG USH 51 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT CA 05-2(1)

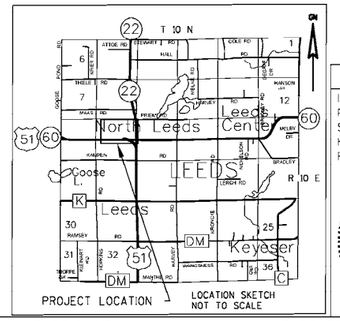
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN COLUMBIA COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 919184.



SCALE, FEET
0 100 200

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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

WISCONSIN Keif S. Callaway S-2607 Sun Prairie, WI LAND SURVEYOR

SIGNATURE: _____ DATE: 9/25/2019
PRINT NAME: KEIF S. CALLAWAY
REGISTRATION NUMBER: S-2607

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SW REGION - MADISON OFFICE
SIGNATURE: _____ DATE: 10/22/2019
PRINT NAME: CORY SCHLAGEL

FILE NAME : N:\PDS\RW-PLAT\60200000\DWG\040402.DWG
APPRAISAL PLAT DATE : 9/25/2019
PLOT DATE : 10/22/2019 9:27 AM PLOT BY : CALLAWAY, KEIF S PLOT NAME : PLOT SCALE : ''''''''''''

TRANSPORTATION PROJECT PLAT NO: 6020-00-20 - 4.03

THAT PART OF OF LOT 1 OF CSM 2068 VOLUME 12, PAGE 55, DOCUMENT NUMBER 523245 LOCATED IN THE SW ¼ OF THE SW ¼, ALSO, THAT PART OF THE SW ¼ OF THE SW ¼, ALL LOCATED IN SECTION 16, T 10 N, R 10 E, TOWN OF LEEDS, COLUMBIA COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 DEFOREST - PORTAGE (STH 22/ STH 60 INTERSECTION), COLUMBIA COUNTY

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

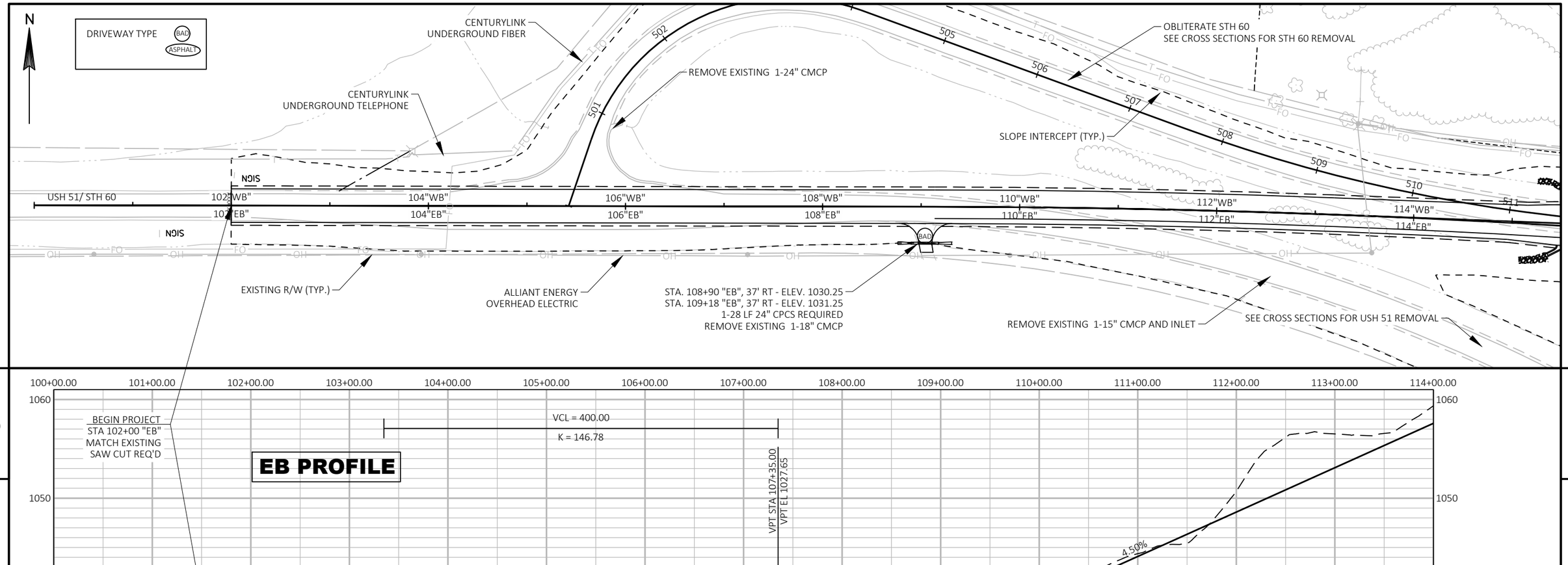
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

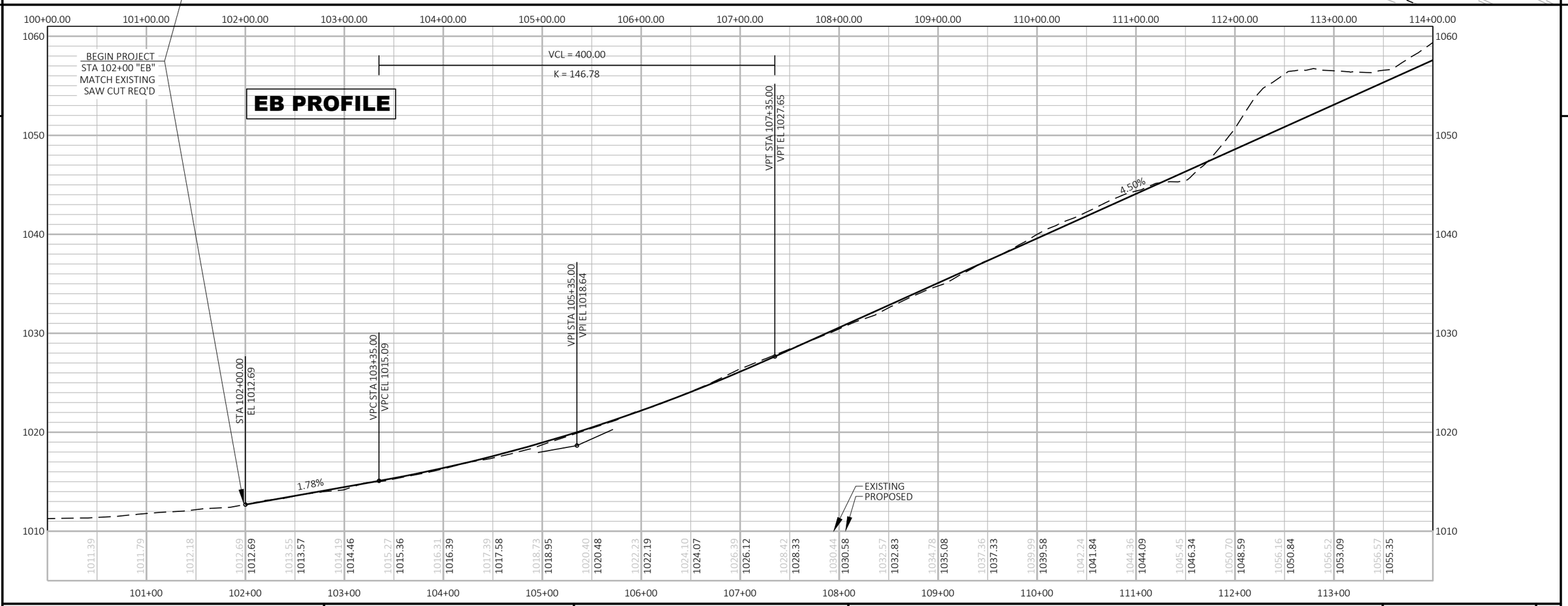
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT AND ABOVE PROJECT,
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6020-00-20 4.03
AMENDMENT NO.__

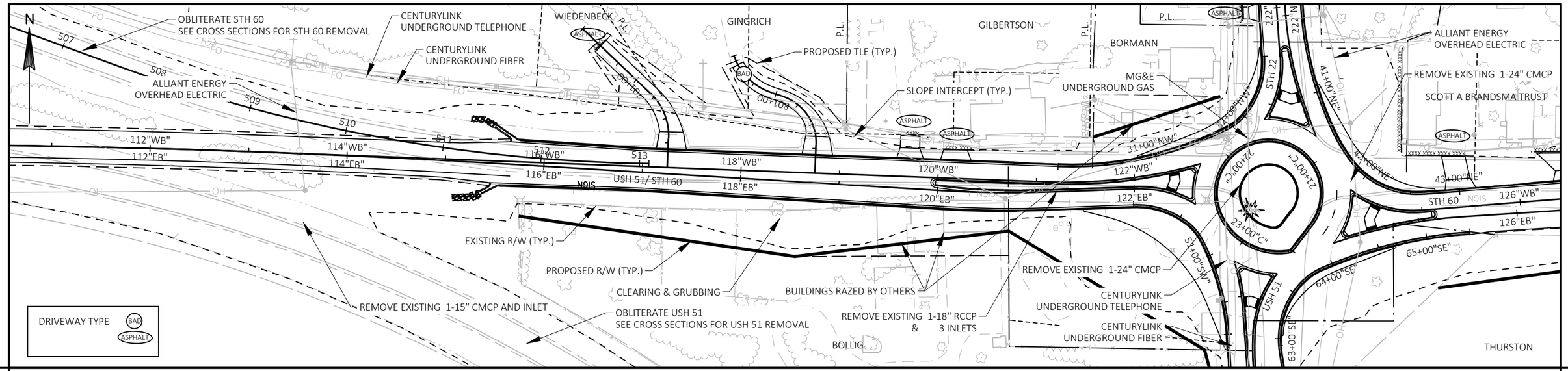
DOC # 919208
REGISTER OF DEEDS
COLUMBIA COUNTY
RECORDED ON:
10/22/2019 11:09:08
PAGES: 1
KAREN A. MARSKE
REGISTER OF DEEDS
Exempt #: 2 FEE: 30
VOLUME: 1 PAGE:
ELECTRONICALLY RECORDED BY LANDATA

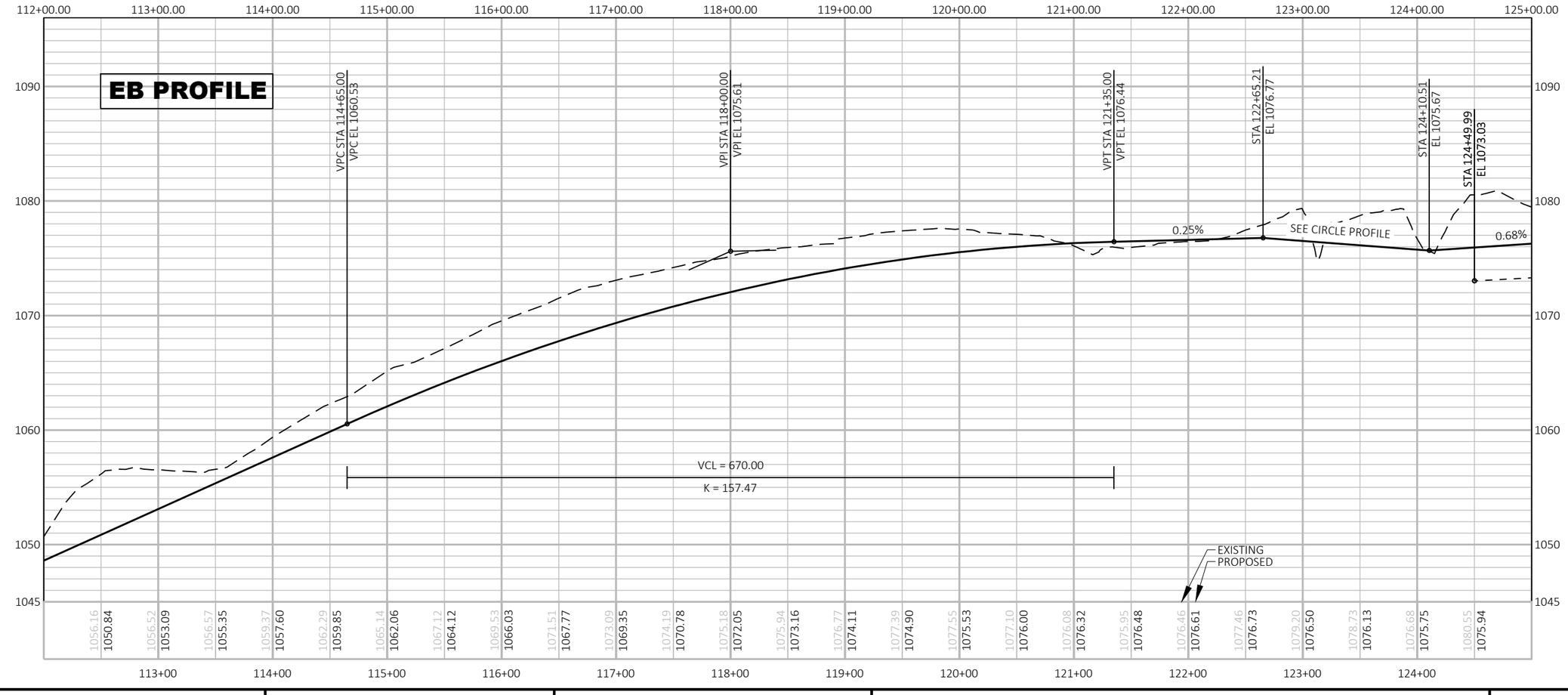
116





PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EB PLAN & PROFILE	SHEET 117	E

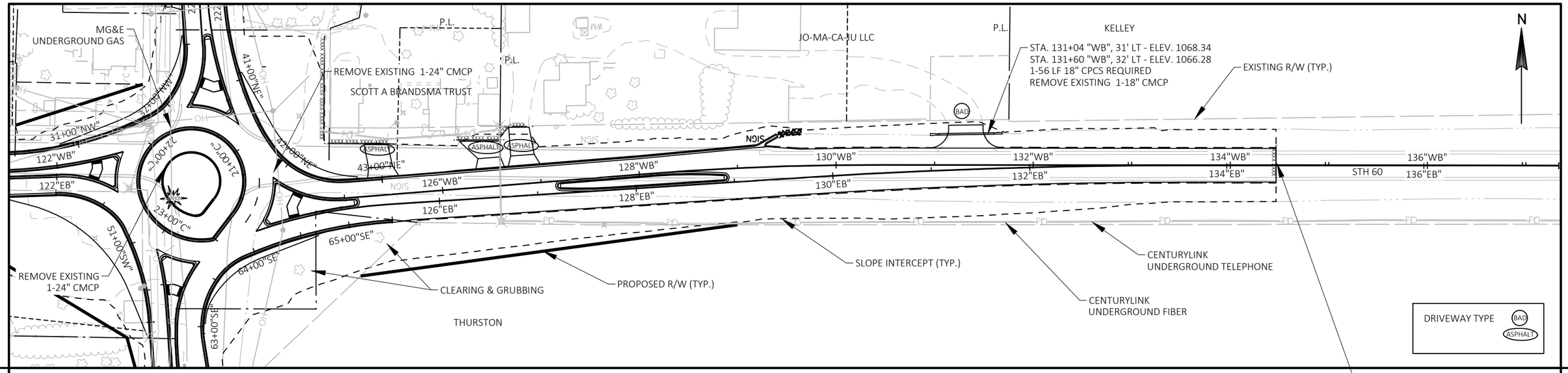




PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EB PLAN & PROFILE	SHEET 118	E

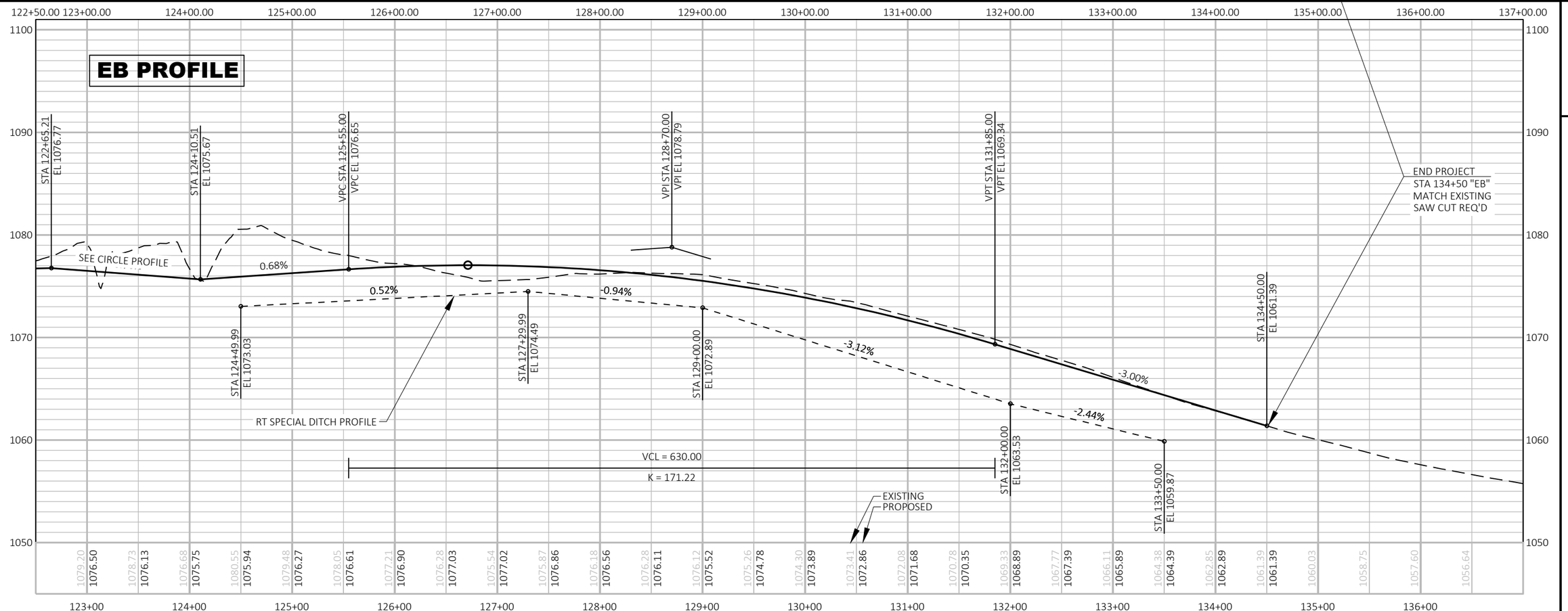
FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - PLAN & PROFILE EB 2

PLOT DATE : 6/8/2021 11:01 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

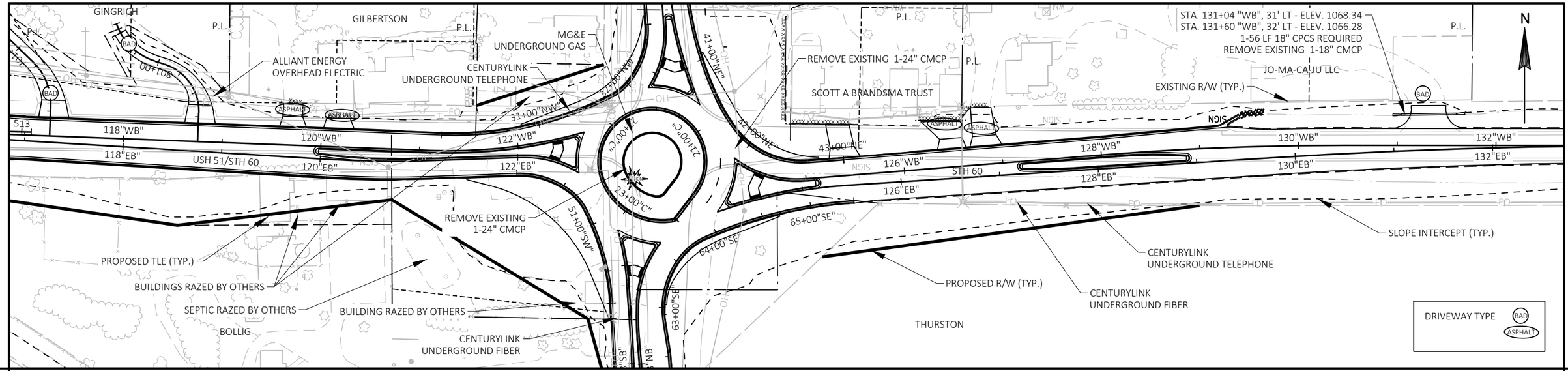


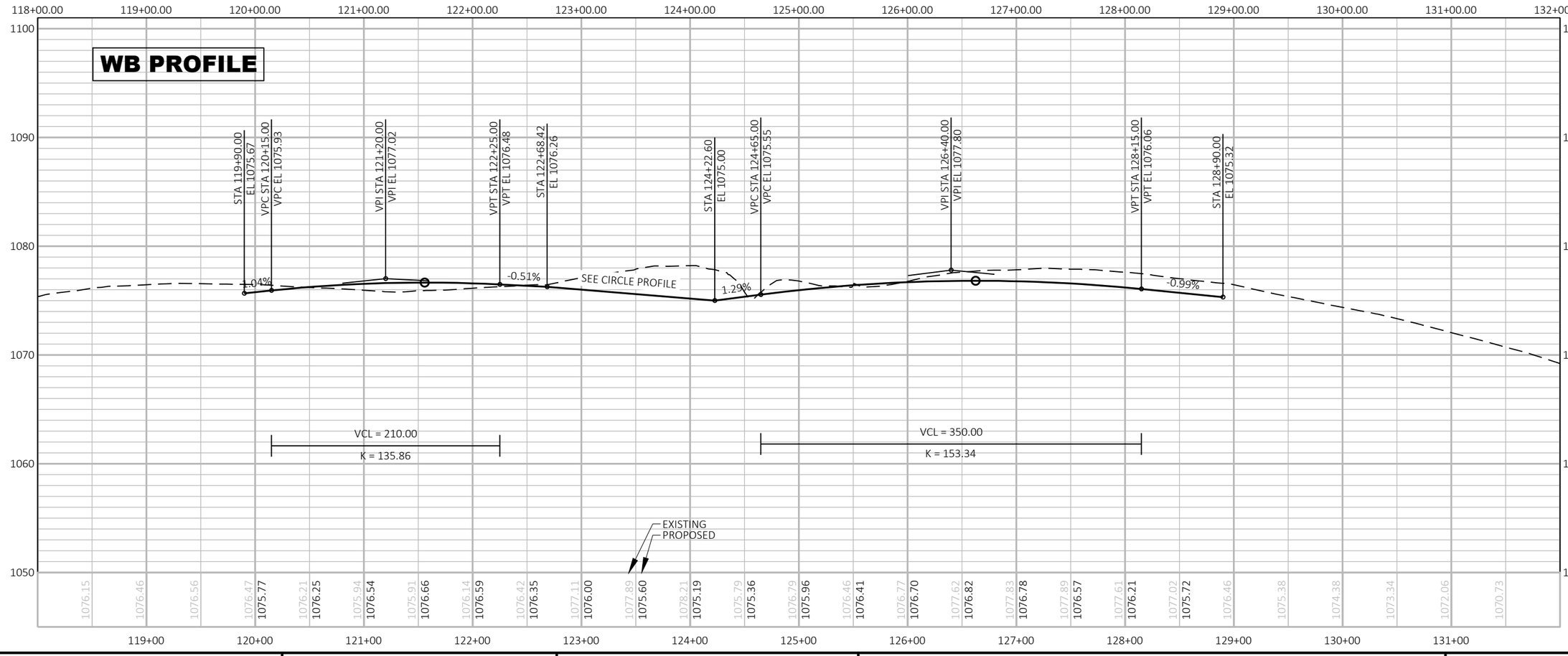
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EB PROFILE



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EB PLAN & PROFILE	SHEET 119 E





PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	WB PLAN & PROFILE	SHEET 120 E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - PLAN & PROFILE WB 1
PLOT DATE : 6/8/2021 11:02 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

N

PETERSON

HERSCHLEB

PROCHOT

BOLLIG

STA. 207+81 "NB", 34' LT - ELEV. 1084.44
STA. 208+13 "NB", 34' LT - ELEV. 1084.79
1-32 LF 18" CPCS REQUIRED

TRUSS

P.L.

SLOPE INTERCEPT (TYP.)

REMOVE EXISTING
1-30" RCCP

SEE CROSS SECTIONS FOR USH 51 REMOVAL

MG&E
UNDERGROUND GAS

CENTURYLINK
UNDERGROUND TELEPHONE

REMOVE EXISTING
1-18" CMCP

REMOVE EXISTING
1-15" CMCP
AND INLET

REMOVE EXISTING
1-18" CMCP

PROPOSED TLE (TYP.)

PROPOSED R/W (TYP.)

REMOVE EXISTING
1-18" CMCP

202"SB"
202"NB"
USH 51
204"SB"
204"NB"
206"SB"
206"NB"
208"SB"
208"NB"
210"SB"
210"NB"
212"SB"
212"NB"
214"SB"
214"NB"
216"SB"
216"NB"

61+00"SE"

STA. 206+60 "NB", 34' RT - ELEV. 1082.37
STA. 207+16 "NB", 34' RT - ELEV. 1083.34
1-56 LF 18" CPCS REQUIRED
REMOVE EXISTING 1-18" CMCP

MGS GUARDRAIL
SEE GUARDRAIL DETAILS (TYP.)

ALLIANT ENERGY
OVERHEAD ELECTRIC

EXISTING R/W (TYP.)

DRIVEWAY TYPE
BAD
ASPHALT

HERSCHLEB

KRUMMEN

GREENWOOD CEMETERY

THURSTON

CEMETERY

REMOVE UTILITY POLES - LEAVE WITH PROPERTY OWNER

5

NB PROFILE

BEGIN CONSTRUCTION
STA 205+00 "NB"
MATCH EXISTING
SAW CUT REQ'D

STA 205+00.00
EL 1082.70

VPC STA 206+40.00
VPC EL 1085.51

VPI STA 209+40.00
VPI EL 1091.52

VPT STA 212+40.00
VPT EL 1087.01

2.00%

-1.50%

VCL = 600.00

K = 170.97

EXISTING
PROPOSED

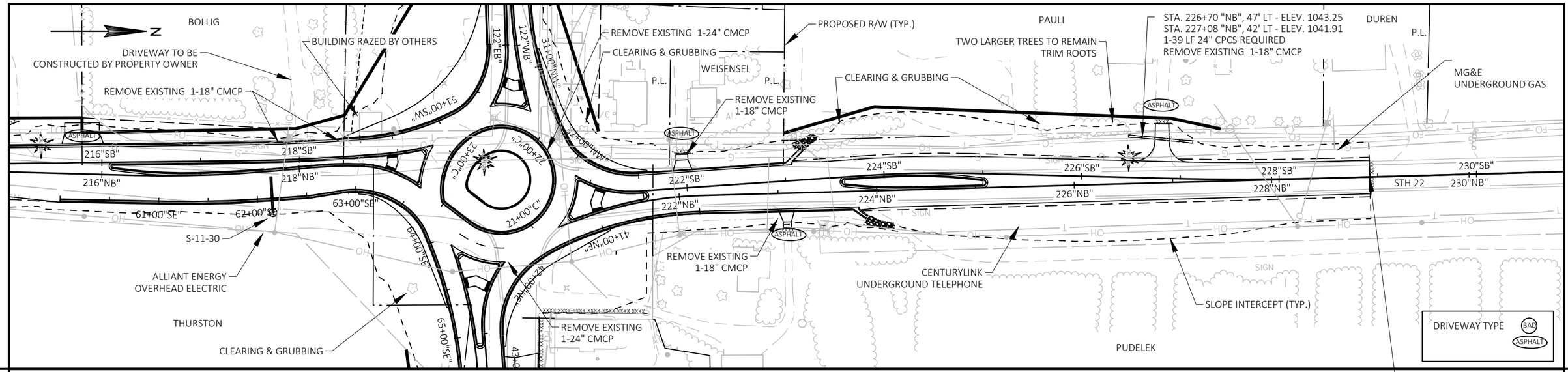
202+00.00	203+00.00	204+00.00	205+00.00	206+00.00	207+00.00	208+00.00	209+00.00	210+00.00	211+00.00	212+00.00	213+00.00	214+00.00	215+00.00	216+00.00	217+00.00
1079.01	1079.57	1080.43	1081.17	1081.99	1082.83	1082.70	1083.90	1083.70	1084.92	1084.71	1086.04	1085.71	1087.08	1086.61	1087.68
1087.36	1088.68	1087.97	1089.38	1088.43	1089.81	1088.74	1090.53	1088.91	1090.67	1088.93	1090.41	1088.81	1089.62	1088.54	1088.75
1088.12	1088.01	1087.56	1087.26	1086.86	1086.30	1086.10	1085.76	1085.35	1085.22	1084.60	1084.77	1083.85	1084.16	1083.09	1083.45
1082.34	1083.12	1081.59	1082.89	1080.84											

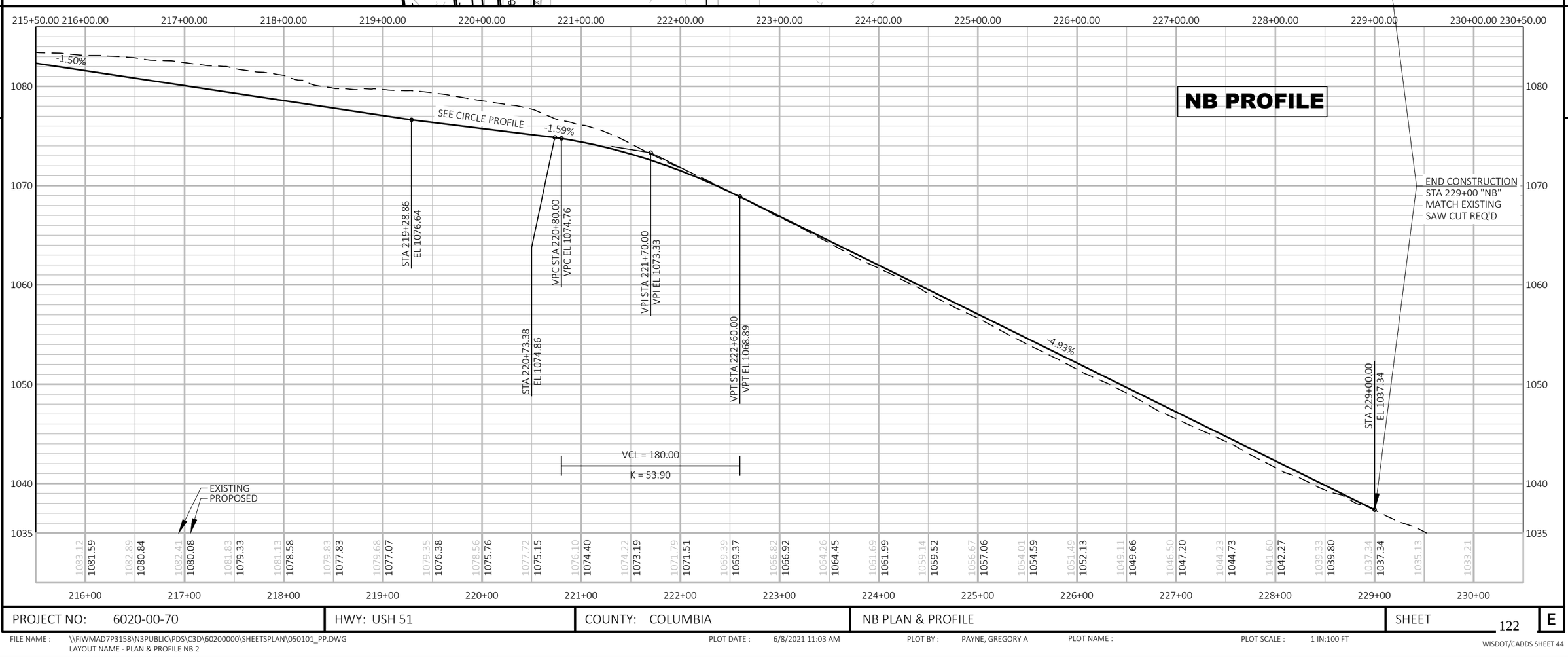
1110
1100
1090
1080
1070
1060

203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+00 216+00

5

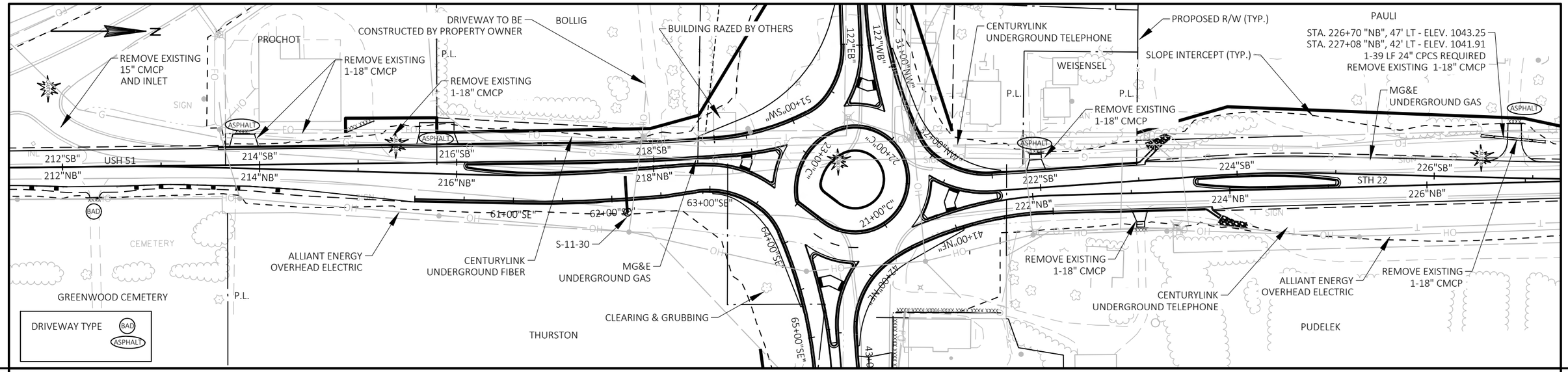
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	NB PLAN & PROFILE	SHEET 121	E

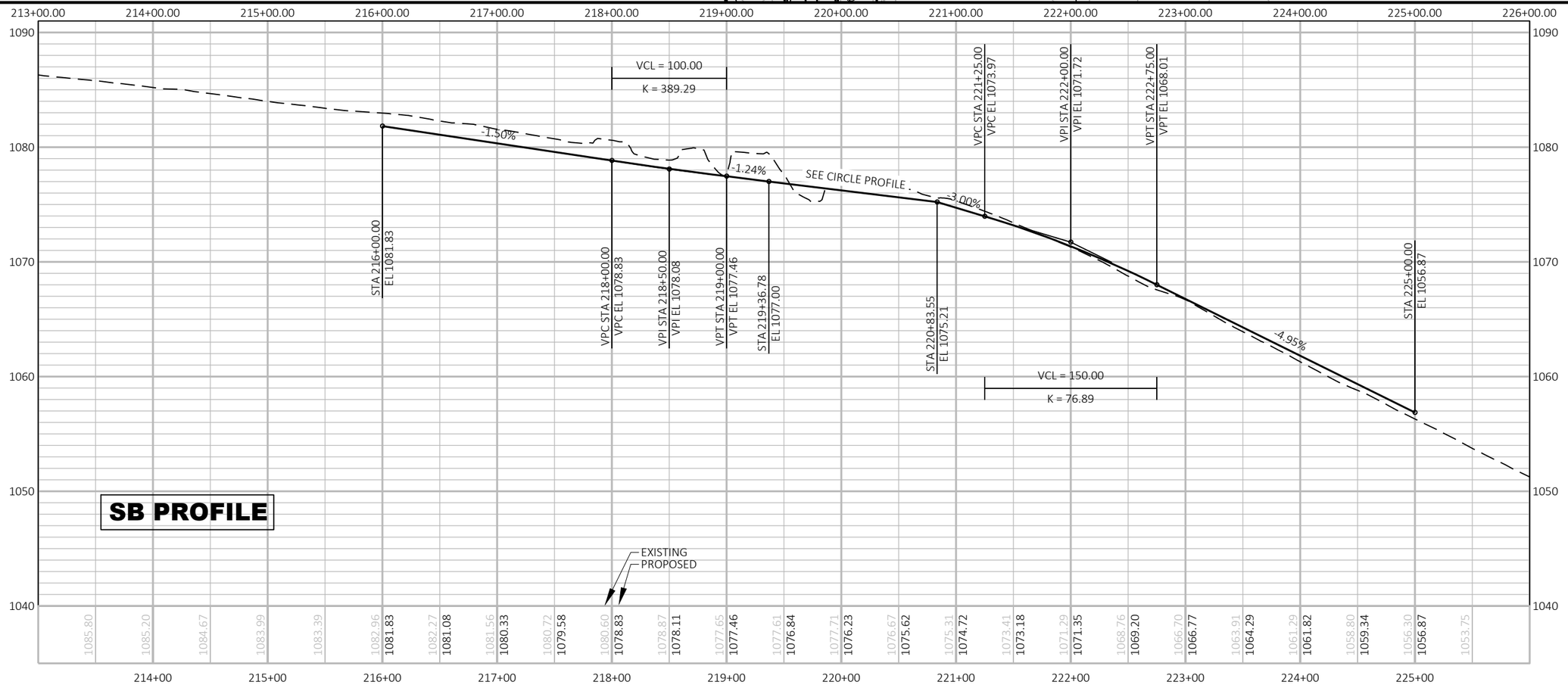




PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	NB PLAN & PROFILE	SHEET 122	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - PLAN & PROFILE NB 2
PLOT DATE : 6/8/2021 11:03 AM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

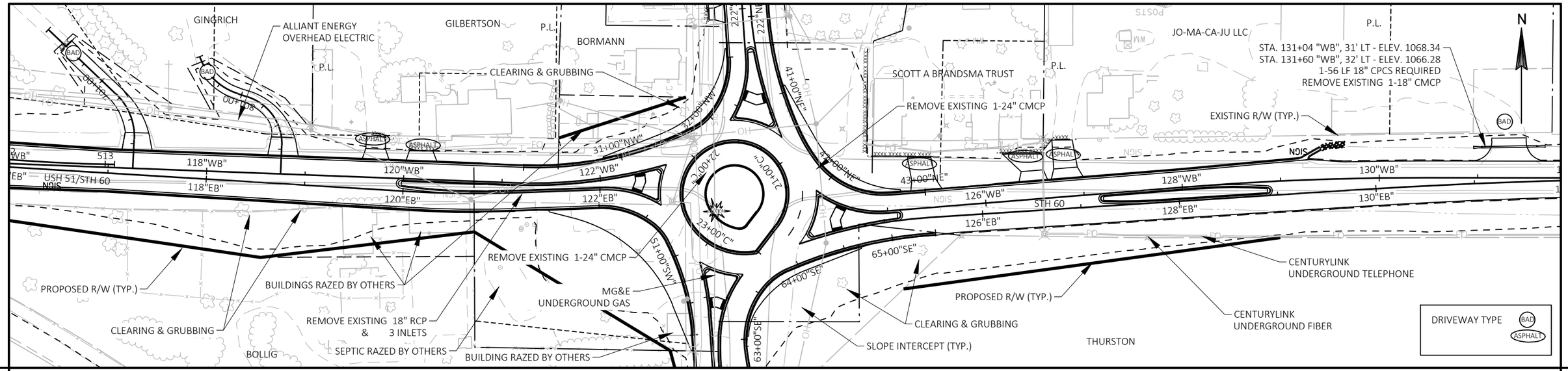


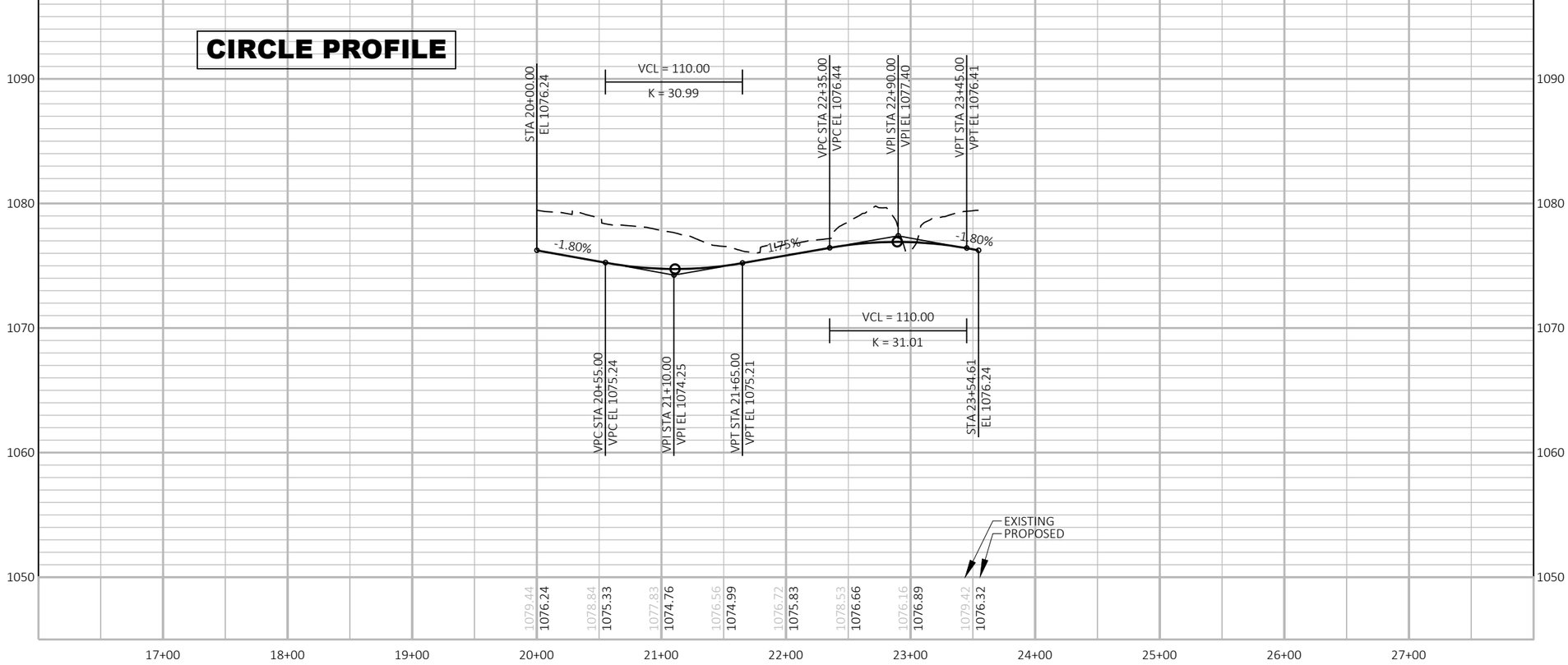


SB PROFILE

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	SB PLAN & PROFILE	SHEET 123 E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - PLAN & PROFILE SB 1
PLOT DATE : 6/8/2021 11:03 AM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



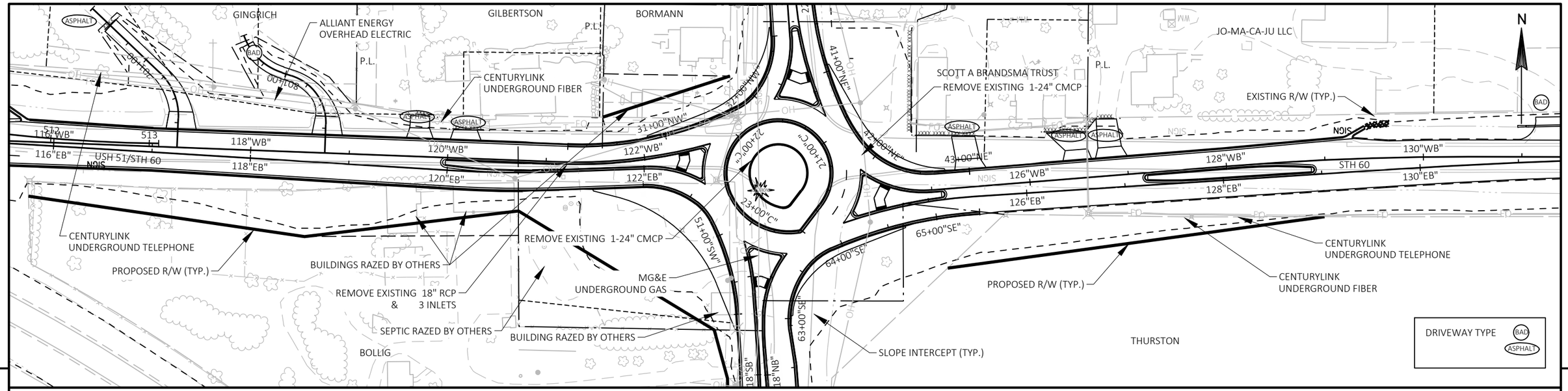


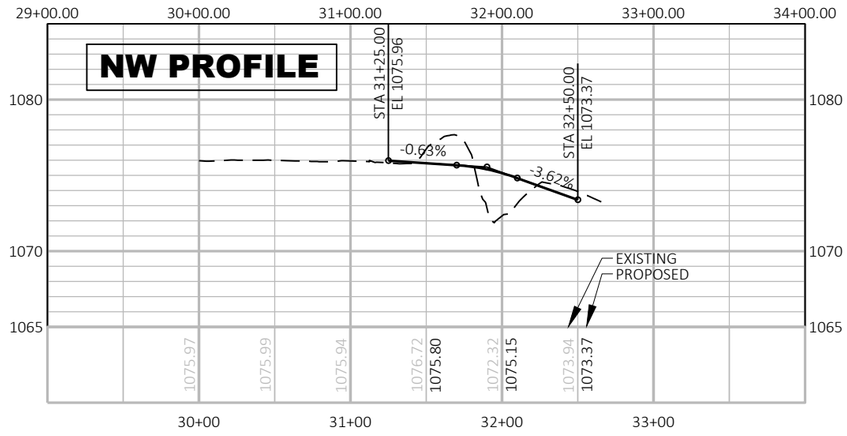
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CIRCLE PLAN & PROFILE	SHEET 124	E

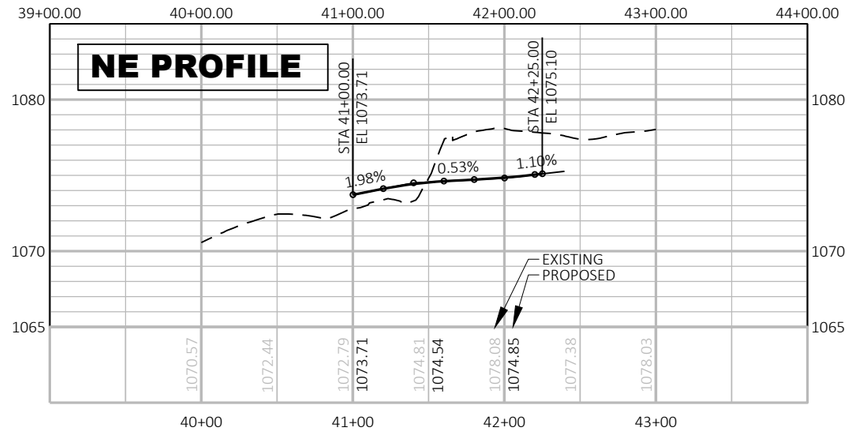
FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - PLAN & PROFILE CIRCLE

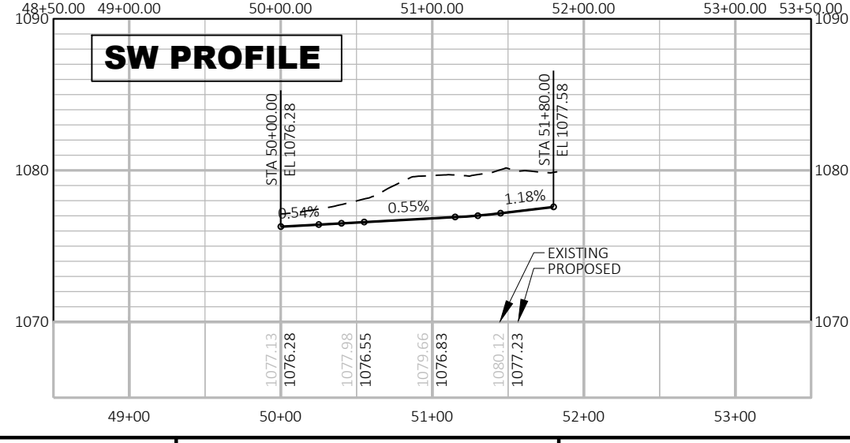
PLOT DATE : 6/8/2021 11:04 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

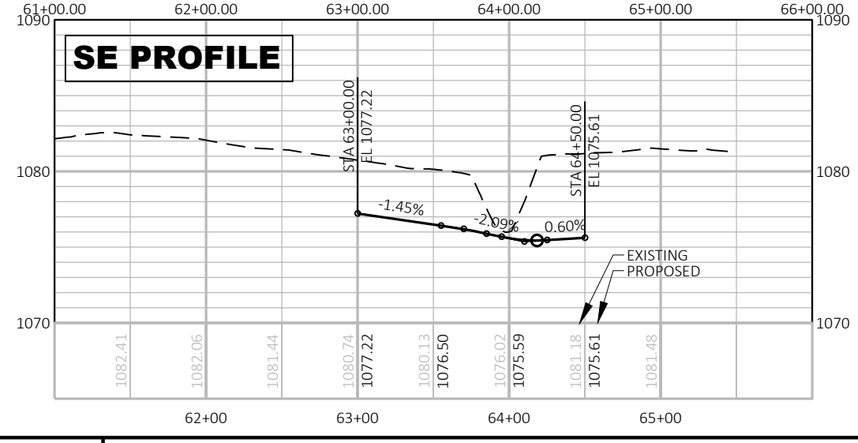
WISDOT/CADDS SHEET 44











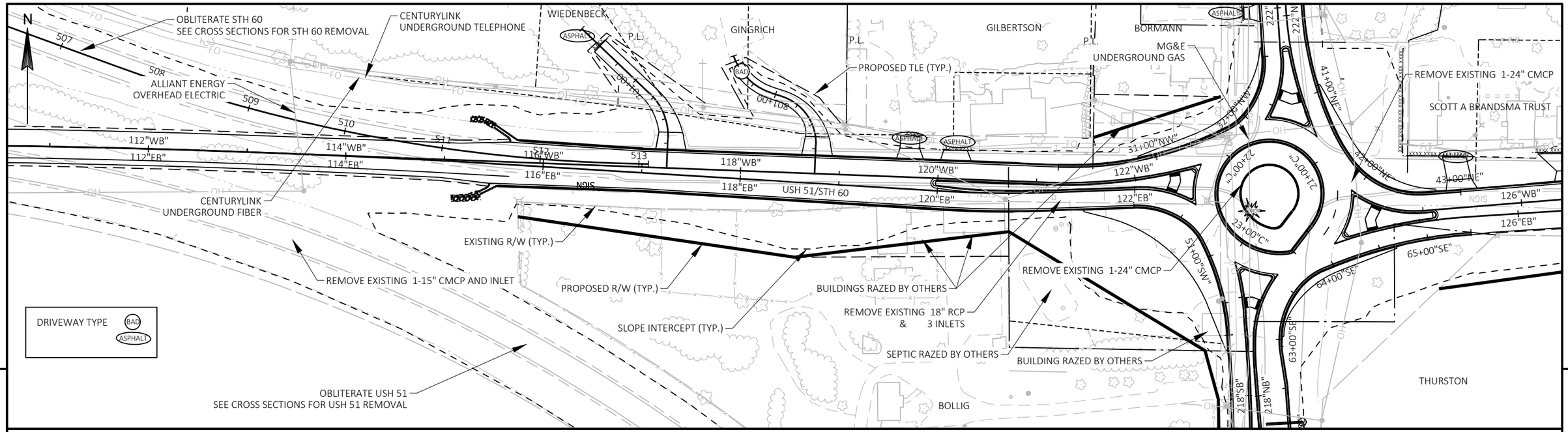
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5

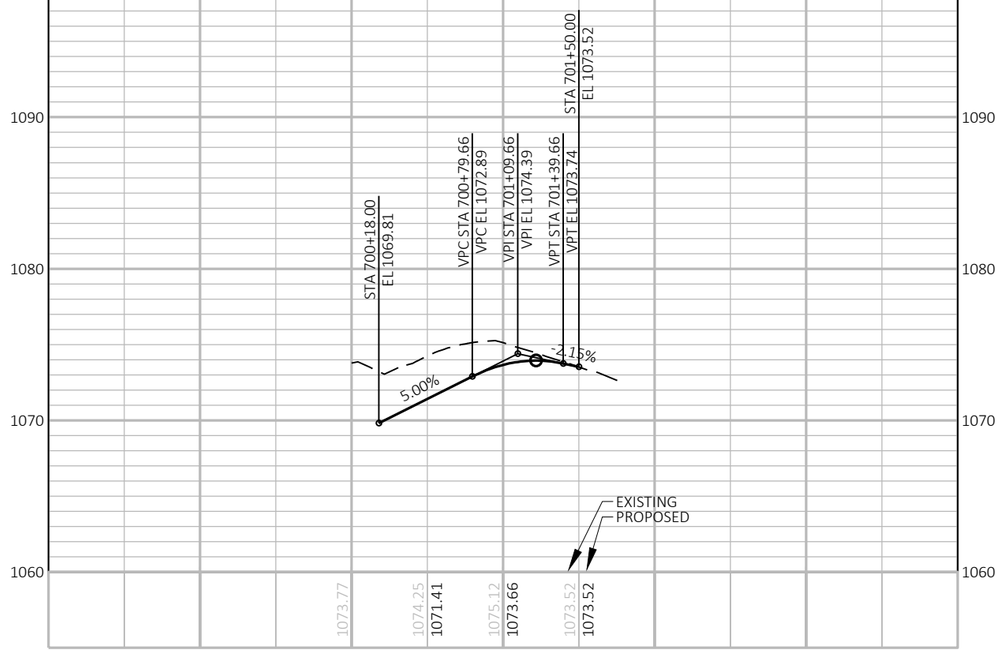
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CURB PLAN & PROFILE	SHEET 125	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - PLAN & PROFILE CURB

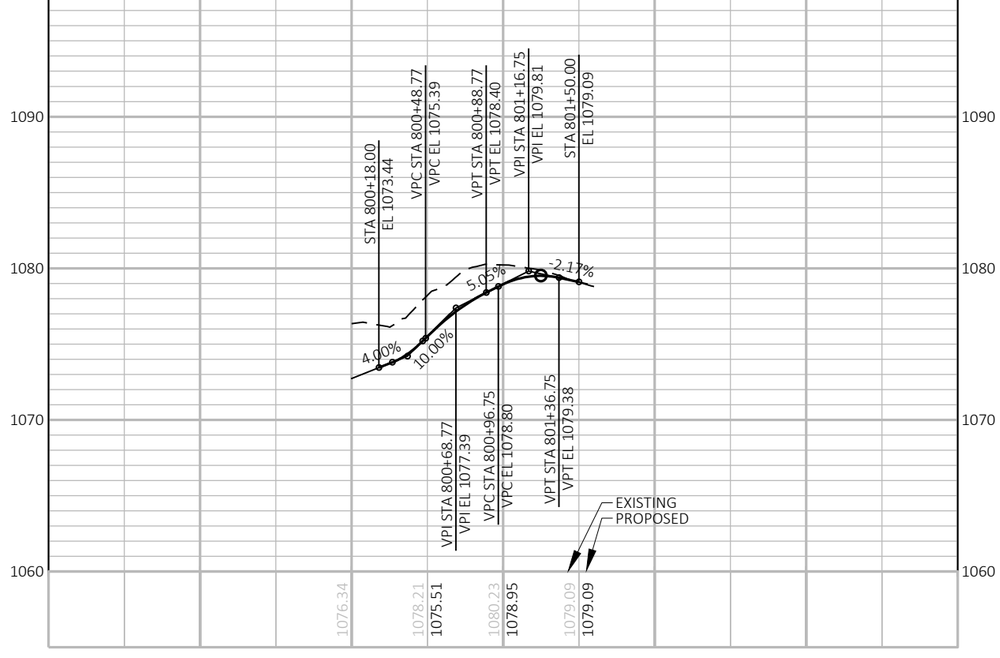
PLOT DATE : 6/8/2021 11:04 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT



STA. 117+25 LT DW PROFILE



STA. 118+75 LT DW PROFILE



PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	DRIVEWAY PLAN & PROFILE	SHEET 126	E

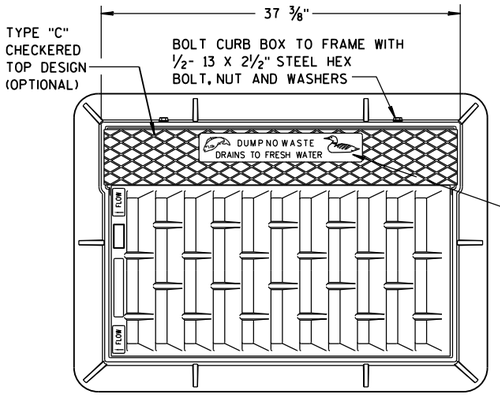
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C18-07E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C19-03	HMA LONGITUDINAL JOINTS
14B42-06A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15D	ROUNDABOUT ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)

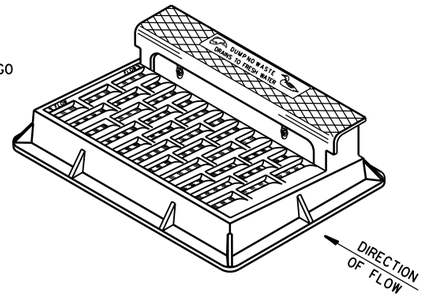
6

Standard Detail Drawing List

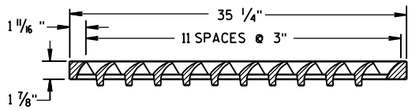
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-05	MEDIAN ISLAND MARKING
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-06B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-06C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-10	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C25-04	42" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D37-03	TRAFFIC CONTROL, 2-LANE ROUNDABOUT
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-02A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

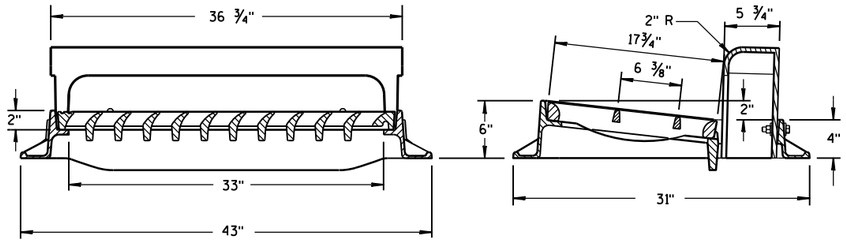


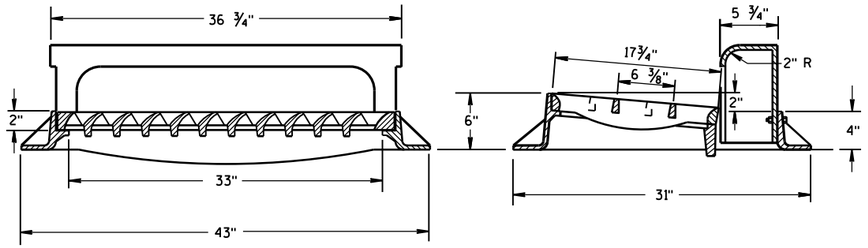
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

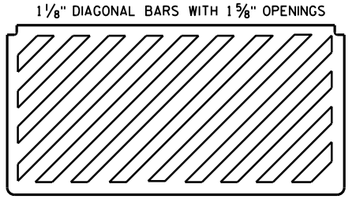






TYPE "H"

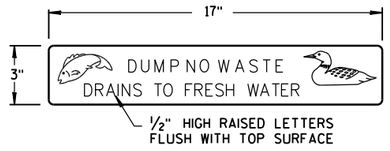
NOTE: EITHER CASTING IS ACCEPTABLE



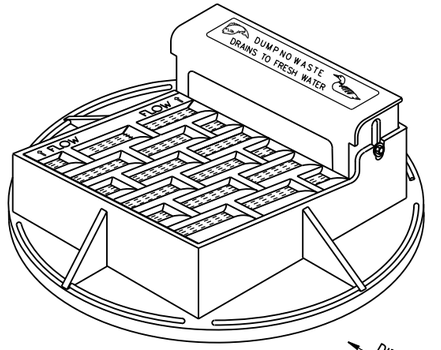
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

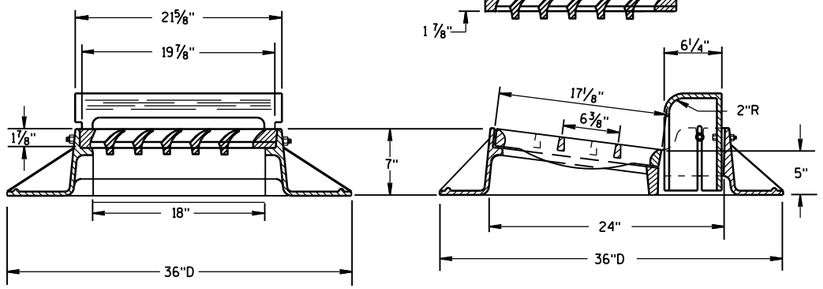


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



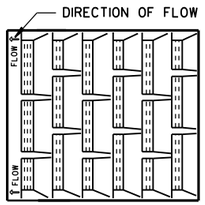
TYPE "A"

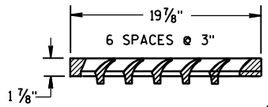
GENERAL NOTES

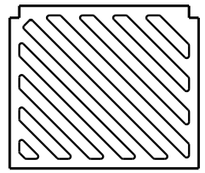
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.



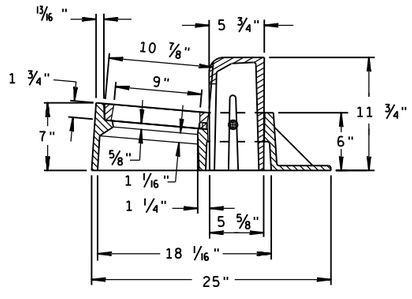


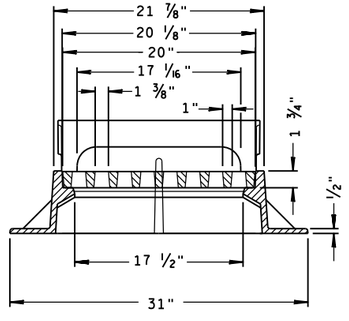


SPECIAL GRATE FOR TYPE "A" COVER

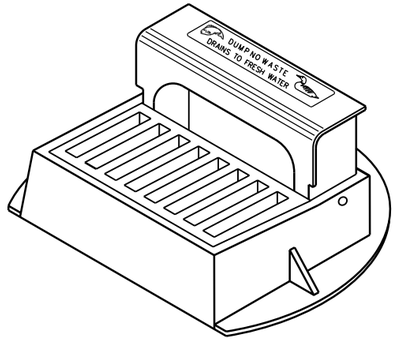
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



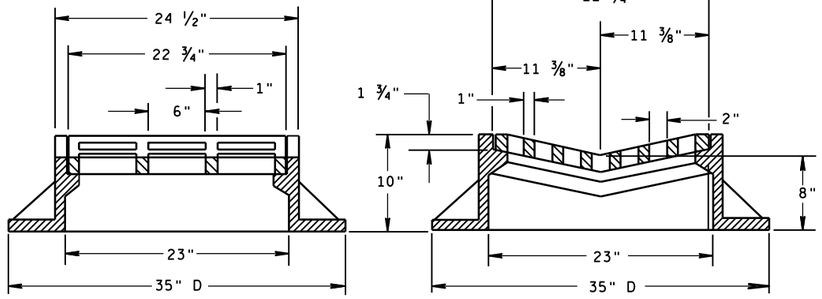
INLET COVERS
TYPE A, H, A-S, H-S & Z

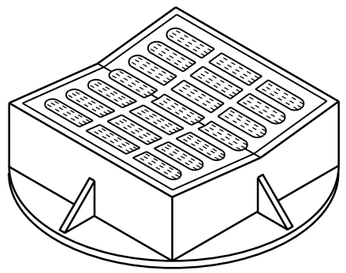
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

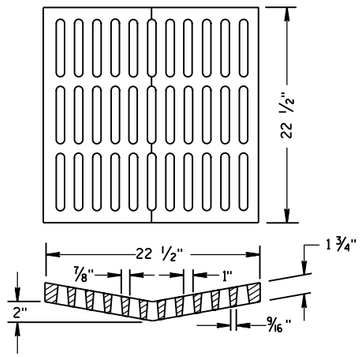
6

S.D.D. 8 A 5-19a



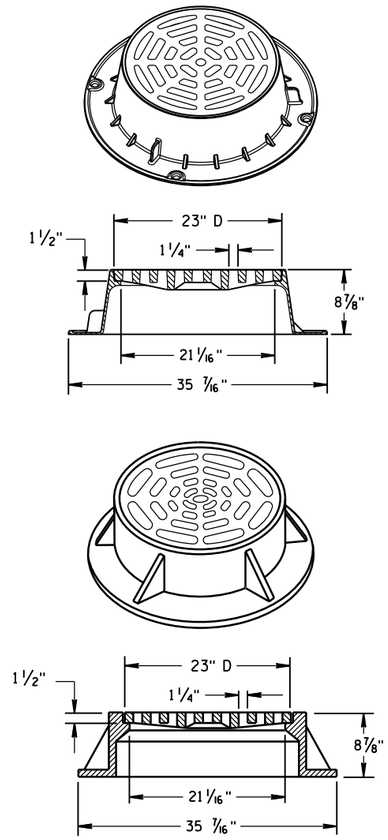


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

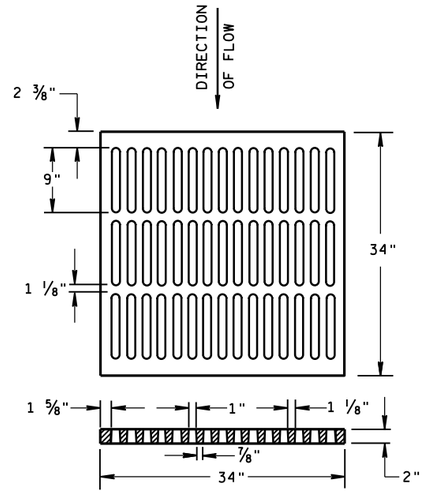
NOTE: EITHER CASTING IS ACCEPTABLE

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.

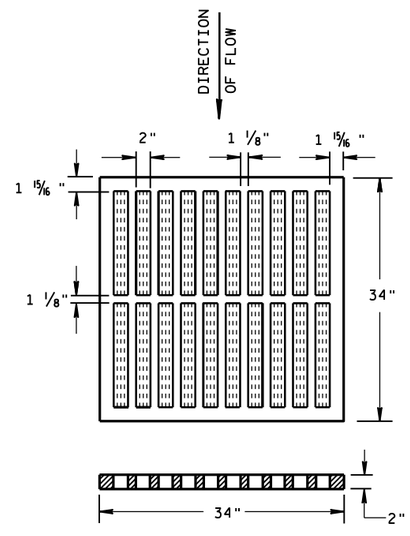
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



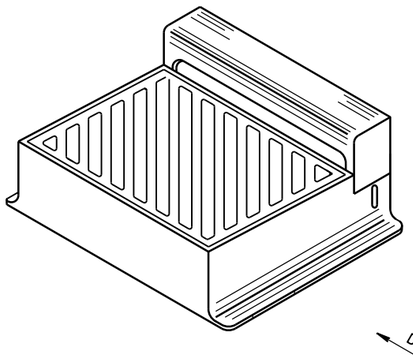
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



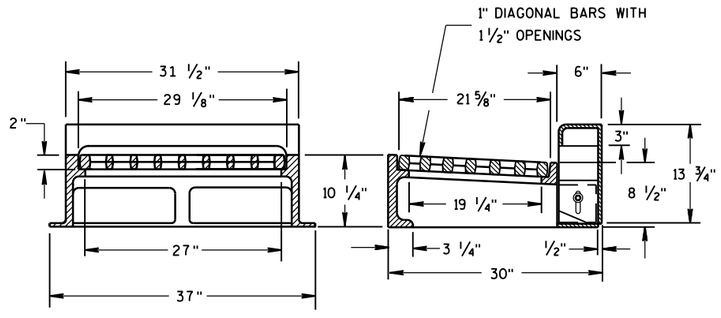
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED 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"

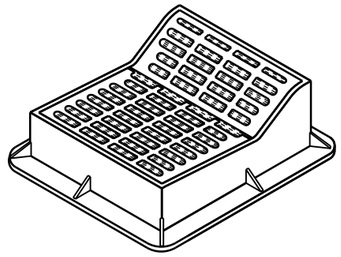
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

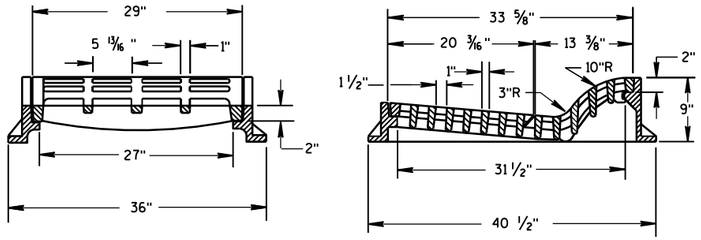
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

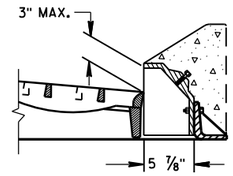
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

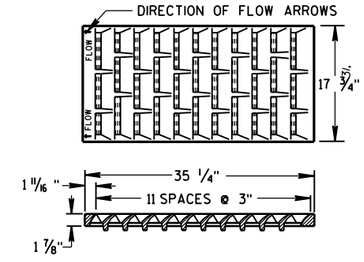
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

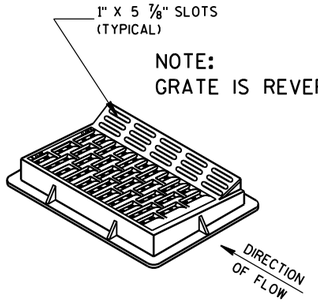
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

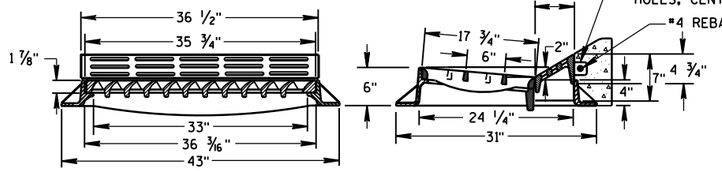
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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





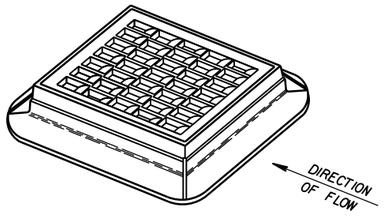
NOTE:
GRATE IS REVERSIBLE.

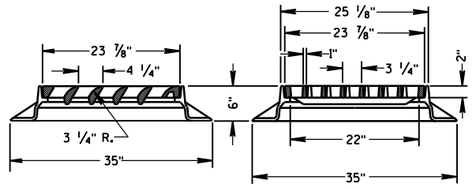


TYPE "HM"

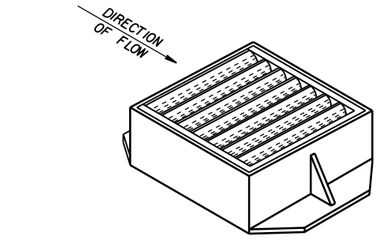
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

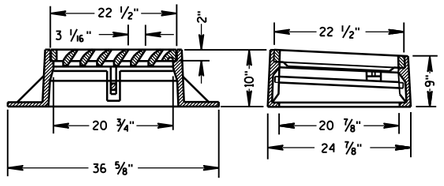
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



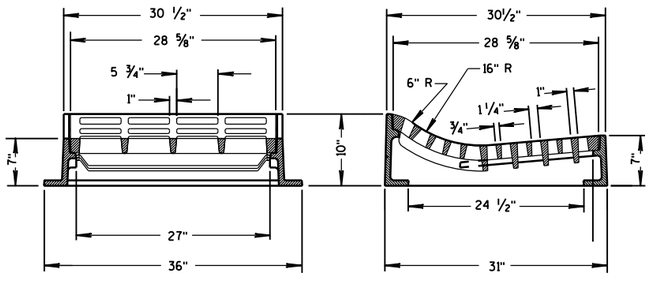


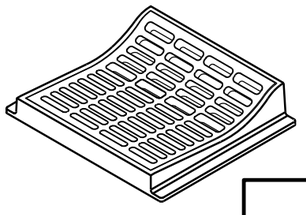
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

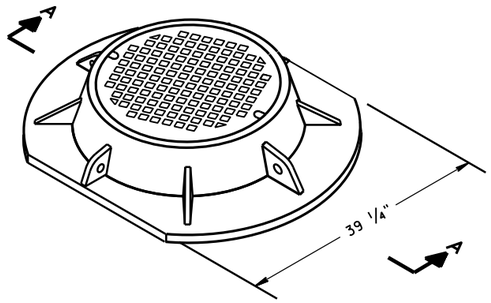
APPROVED
11/27/2013
DATE

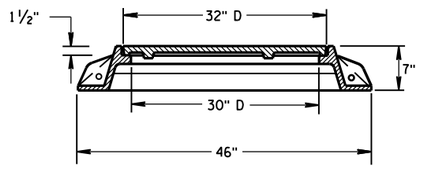
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

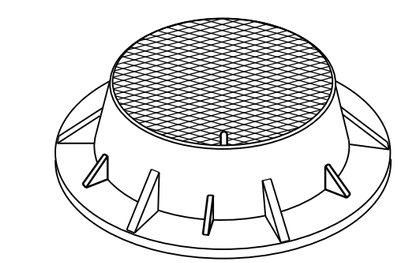
6

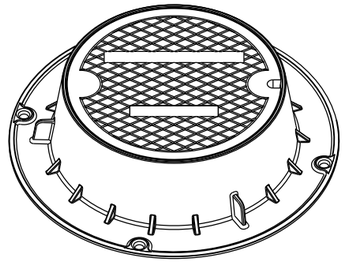
S.D.D. 8 A 5-19c

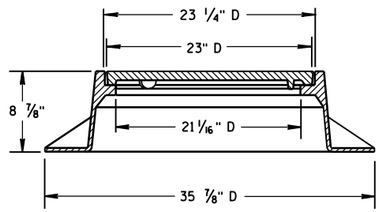


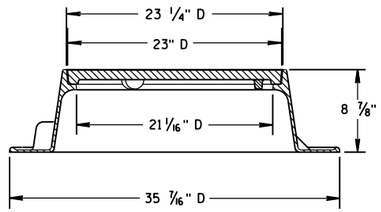


SECTION A-A
TYPE "K"









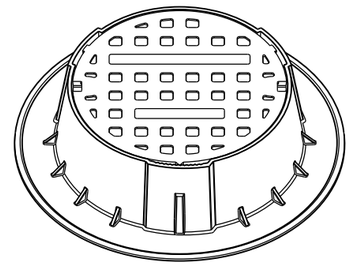
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

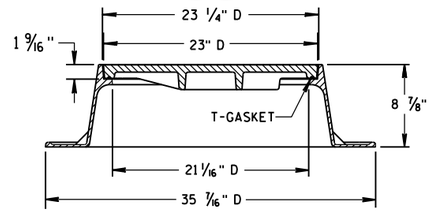
GENERAL NOTES

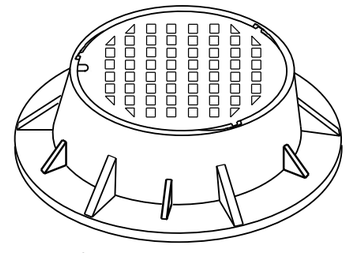
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

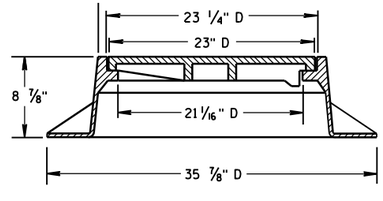
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

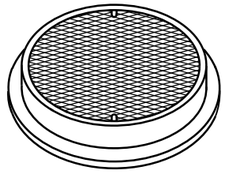


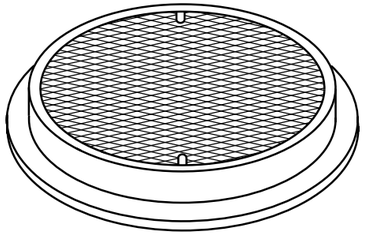


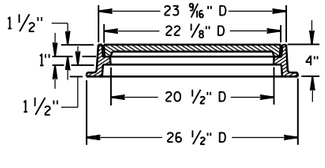




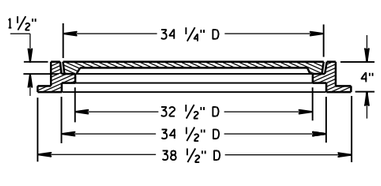
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



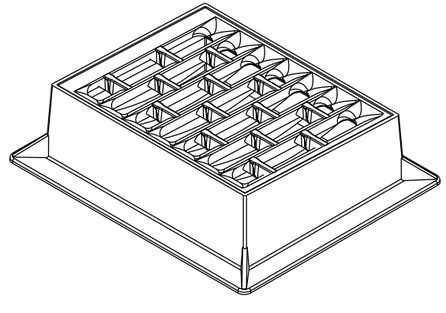


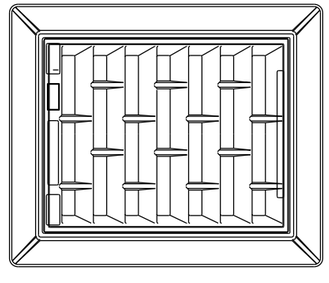


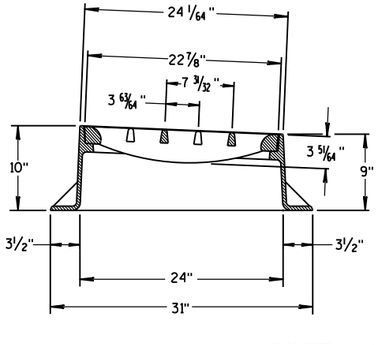
TYPE "L"

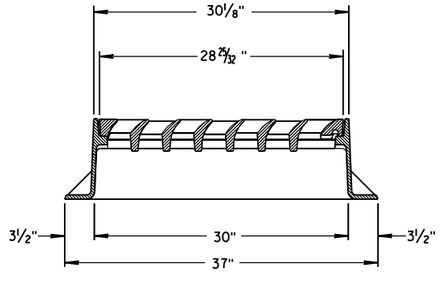


TYPE "M"









INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

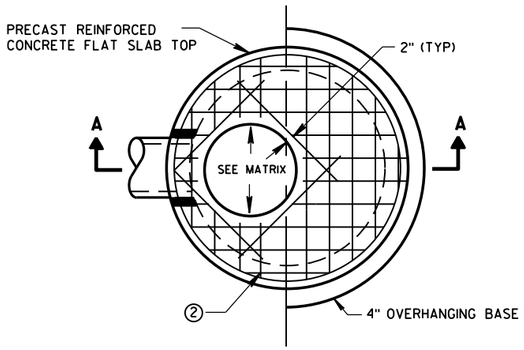
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

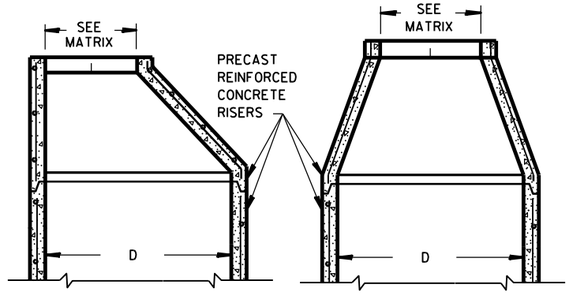
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S.D.D. 8 A 5-19d

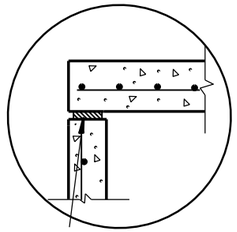


PLAN VIEW CIRCULAR OPENING

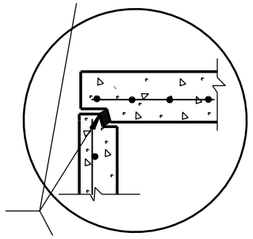


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

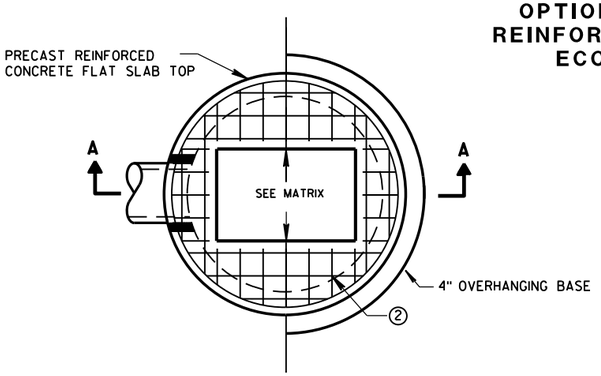
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



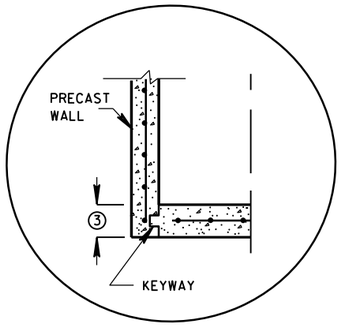
TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT

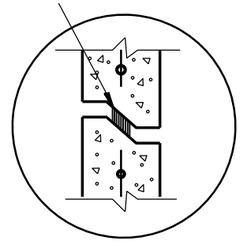


PLAN VIEW RECTANGULAR OPENING



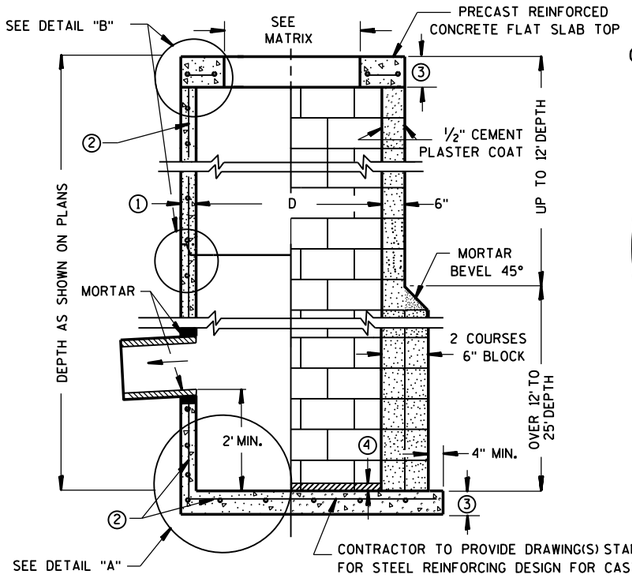
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



RISER WITH TONGUE AND GROOVE JOINT

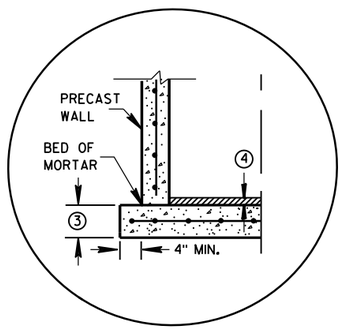
DETAIL "B"



SECTION A-A

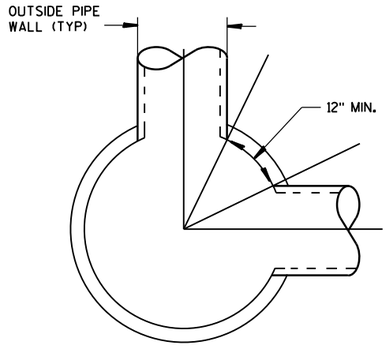
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

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PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

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② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	30

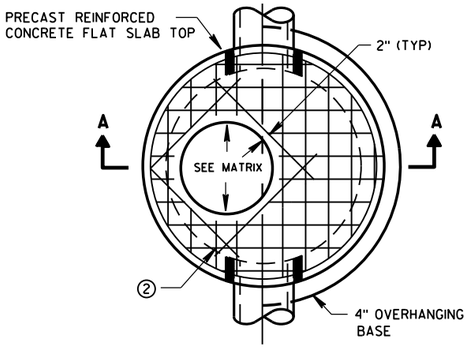
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

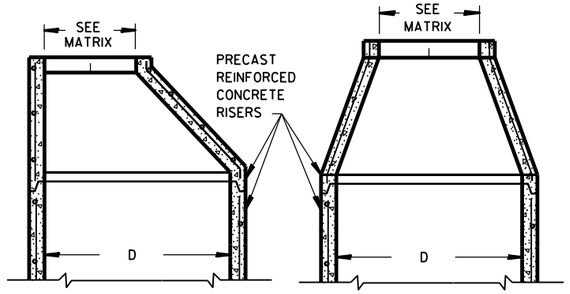
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI
FHWA

S.D.D. 8 A 8-2

S.D.D. 8 A 8-2

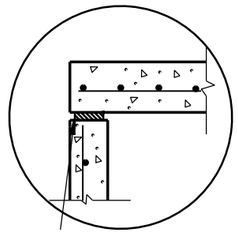


PLAN VIEW CIRCULAR OPENING

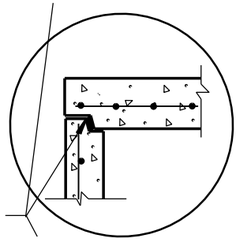


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

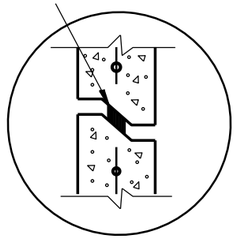


TOP WITH PLAIN END JOINT



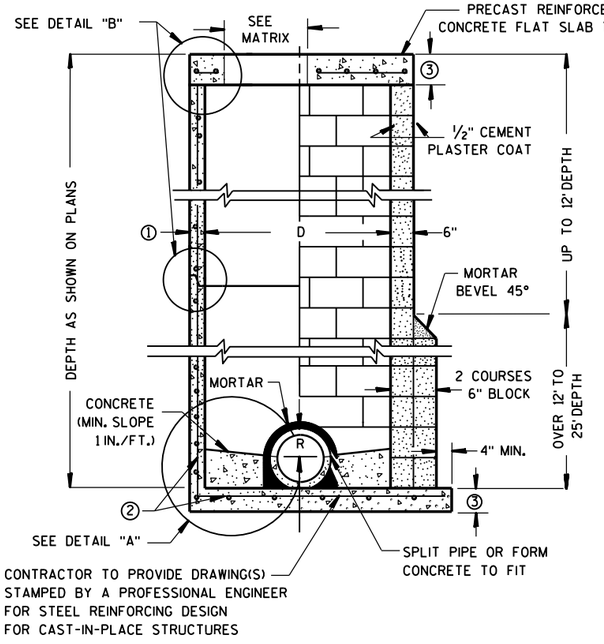
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



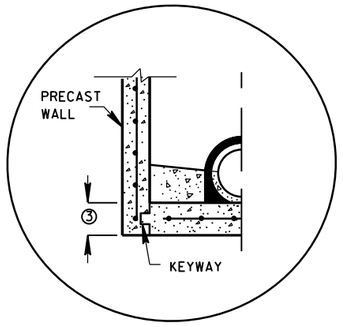
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

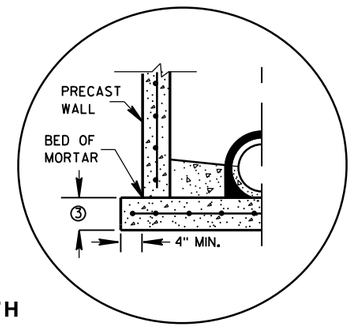


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

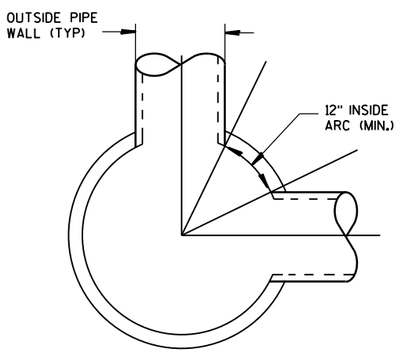


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

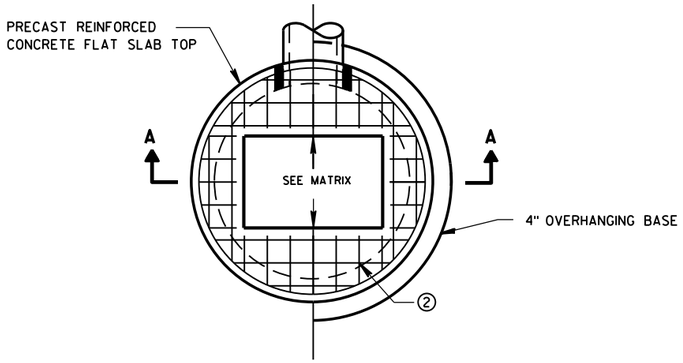
APPROVED

Sept., 2016
DATE

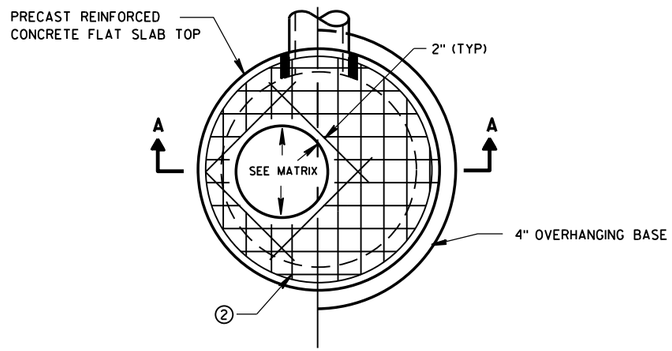
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

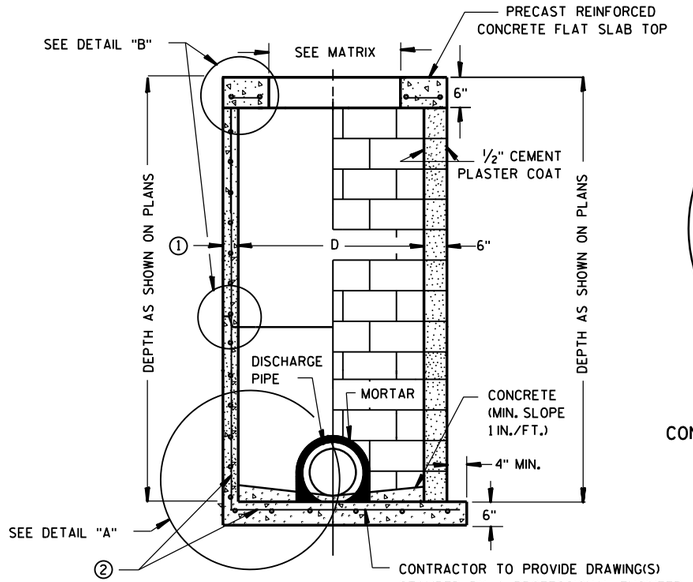
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S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

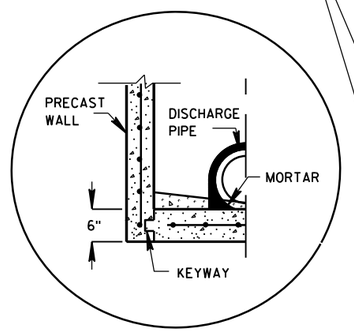


SECTION A-A

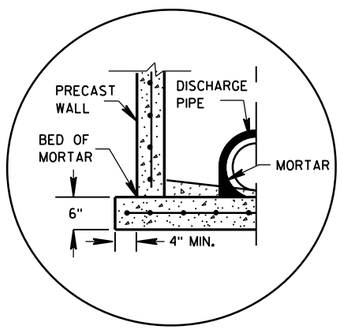
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

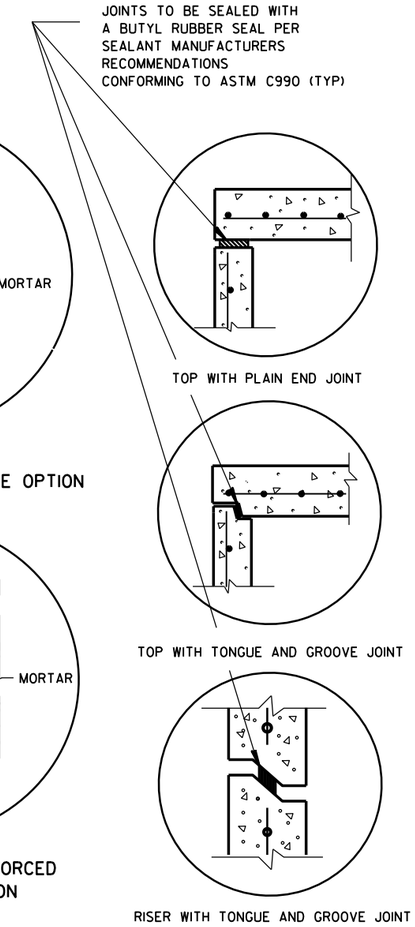


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

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BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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 M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

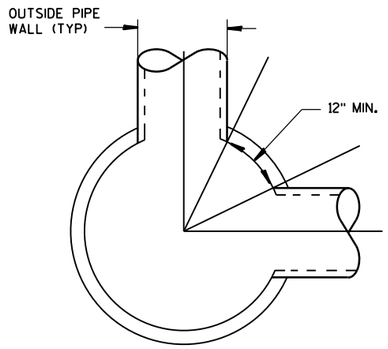
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

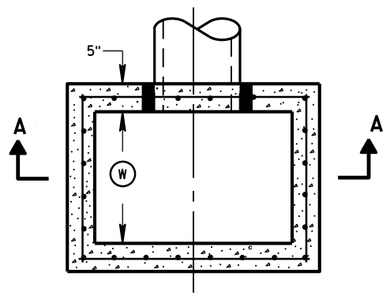
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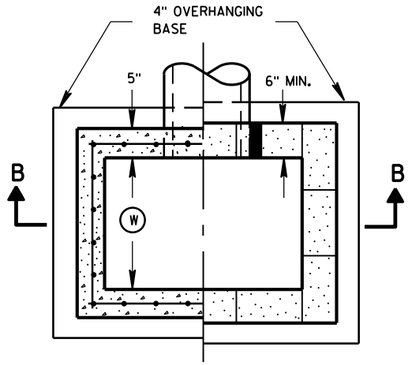
INLETS 3-FT AND 4-FT DIAMETER

6

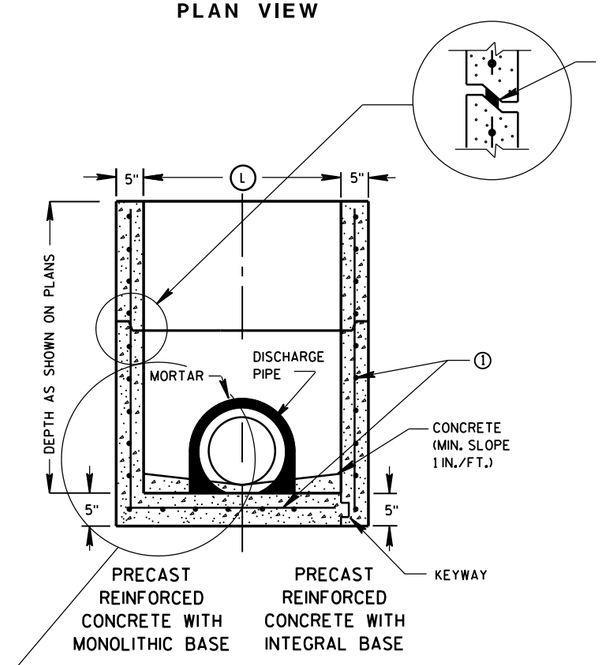
S.D.D. 8 C 6-2



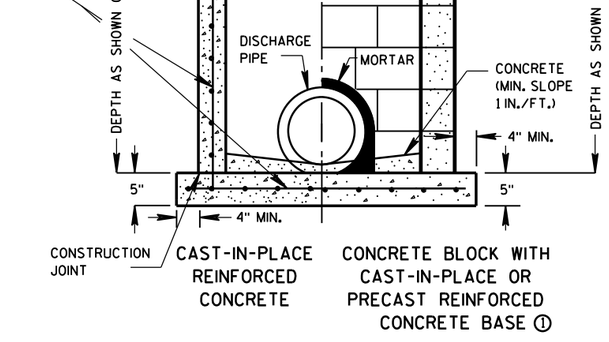
PLAN VIEW



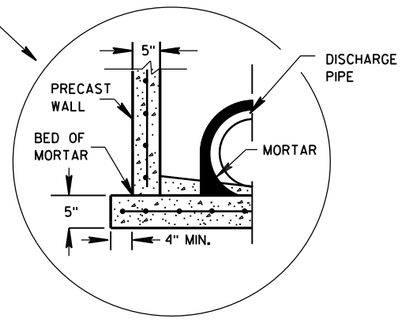
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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 ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

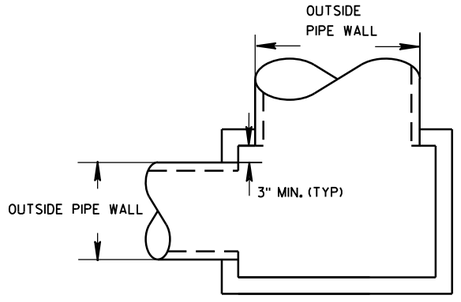
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



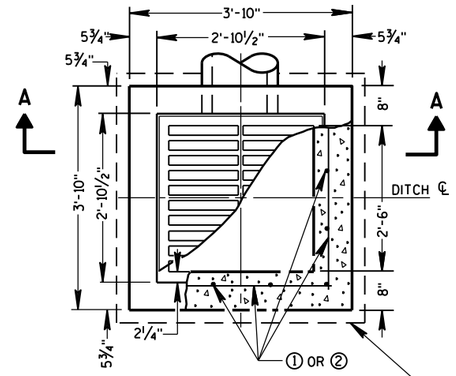
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

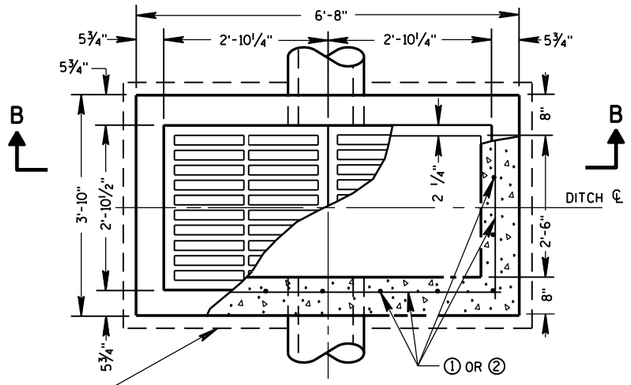
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INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

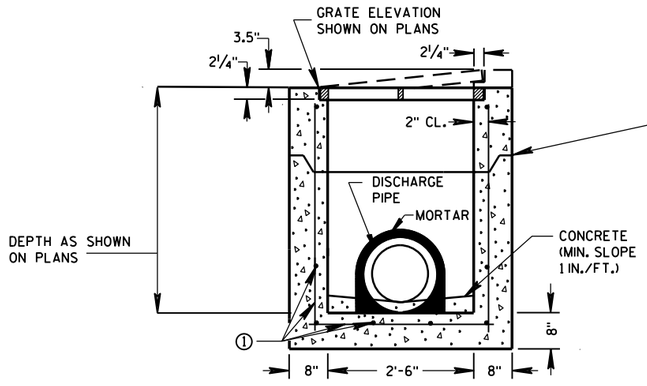


PLAN VIEW

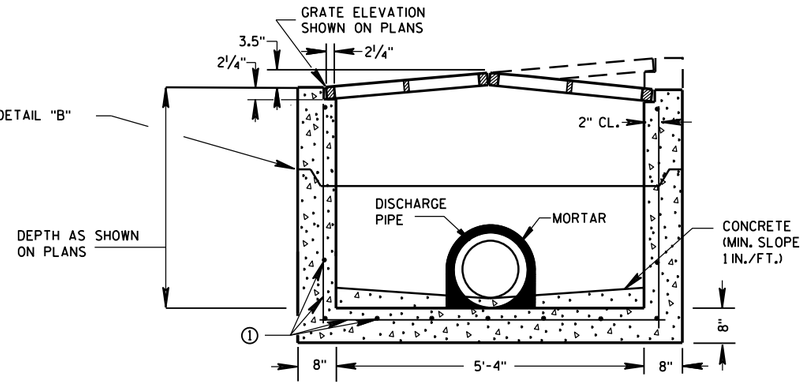


PLAN VIEW

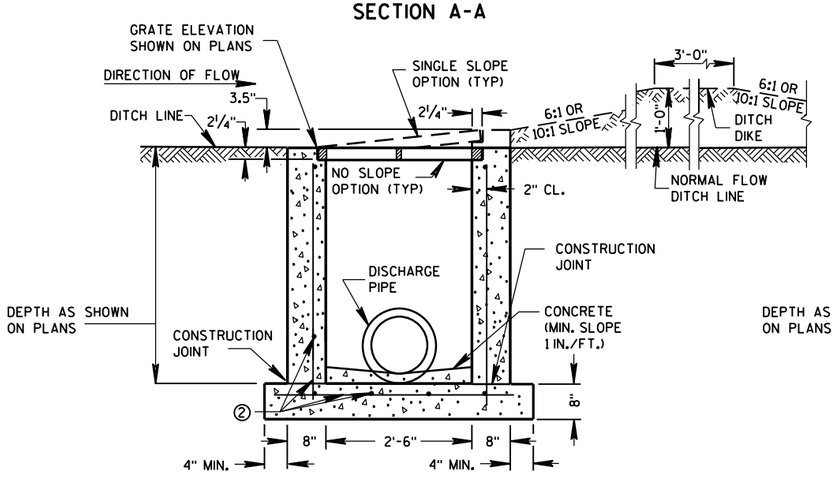
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



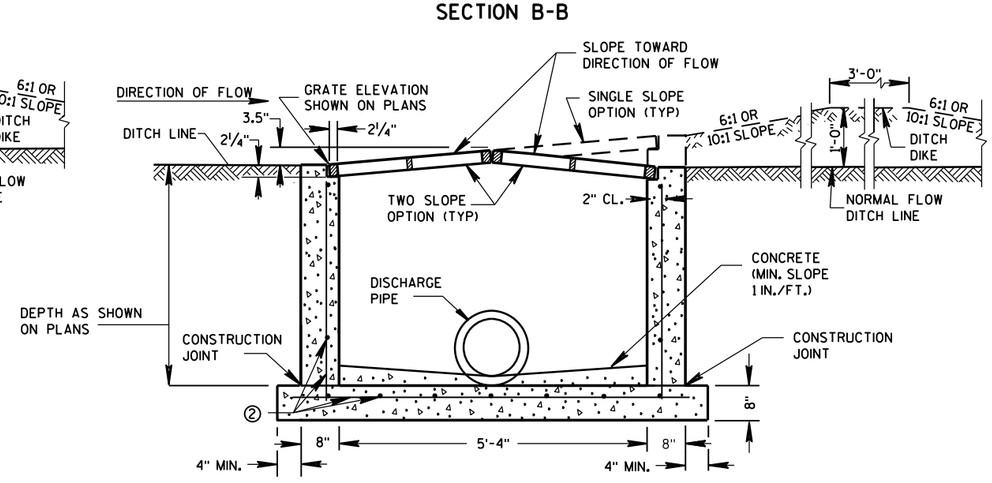
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

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.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

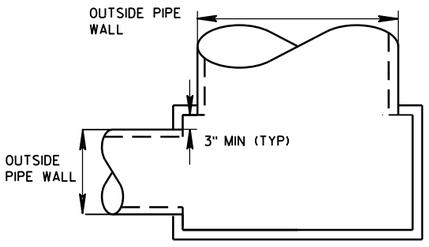
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

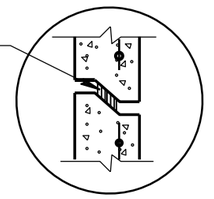
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



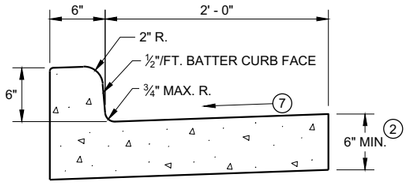
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

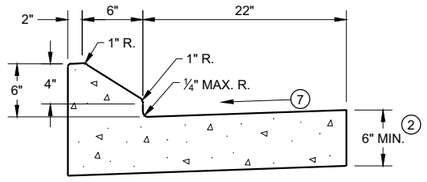
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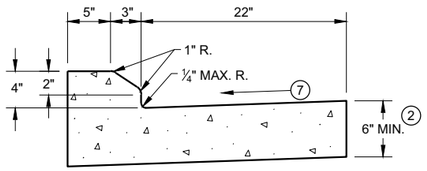
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S.D.D. 8 C 8-2



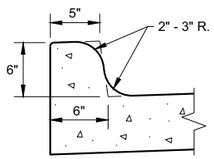
TYPES A (1) & D



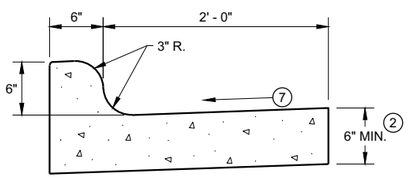
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

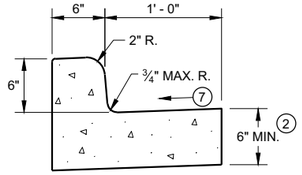


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



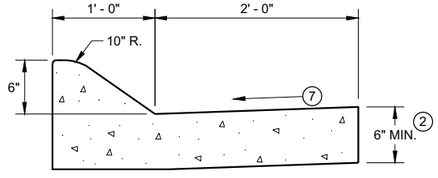
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

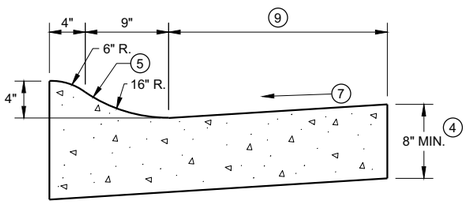
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

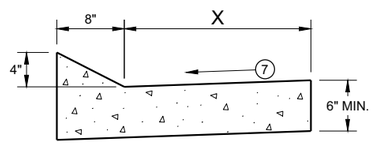
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

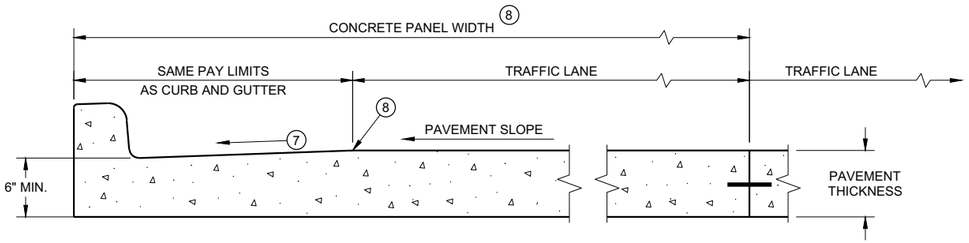


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

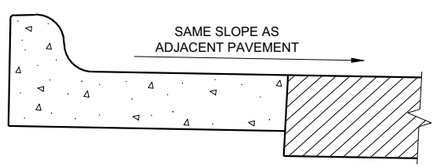
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

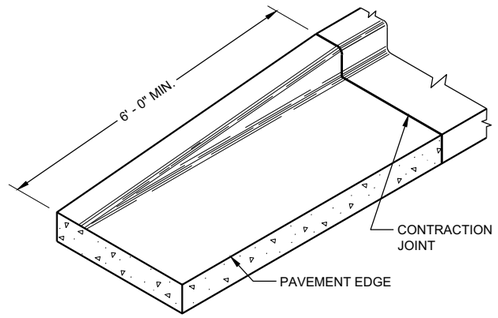
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

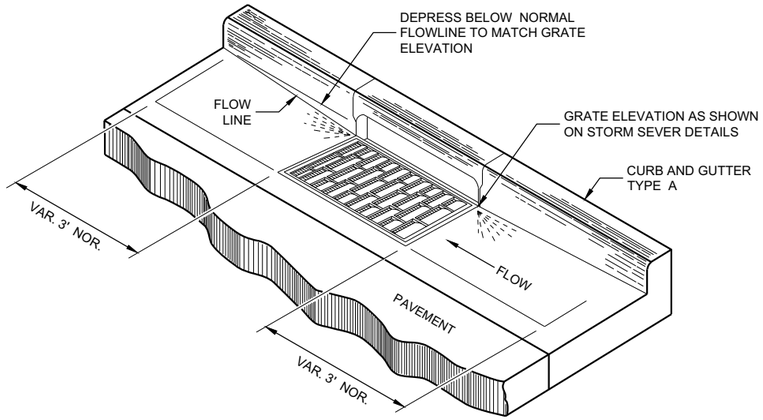
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a
SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

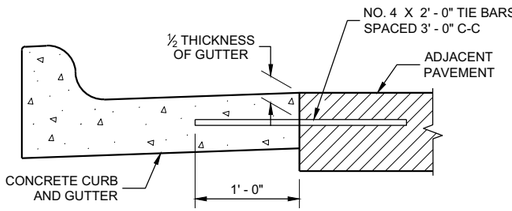
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

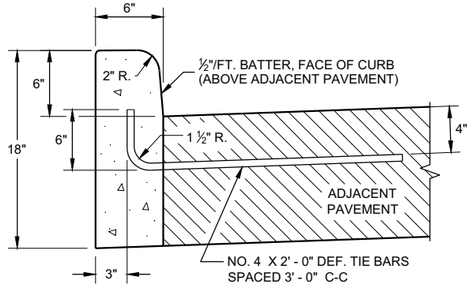
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

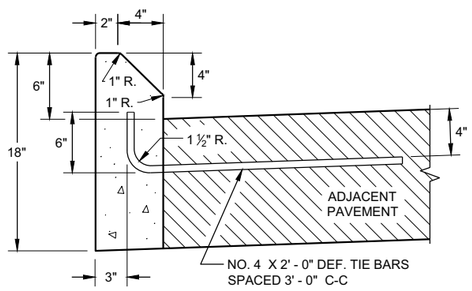
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

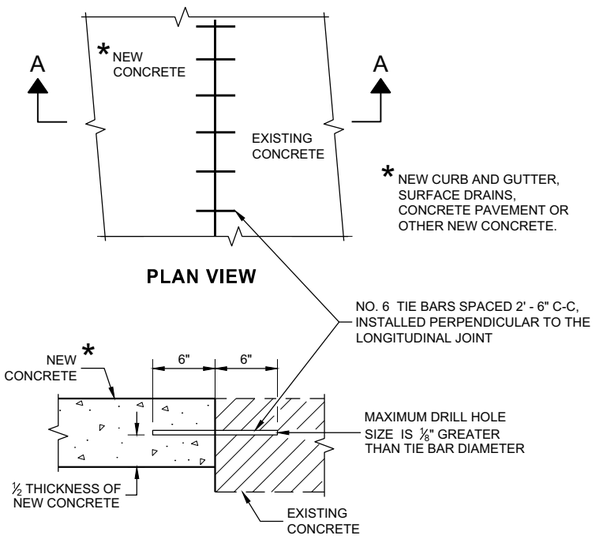


TYPES A (1) & D



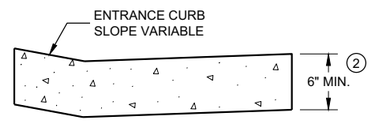
TYPES G (1) & J

CONCRETE CURB



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

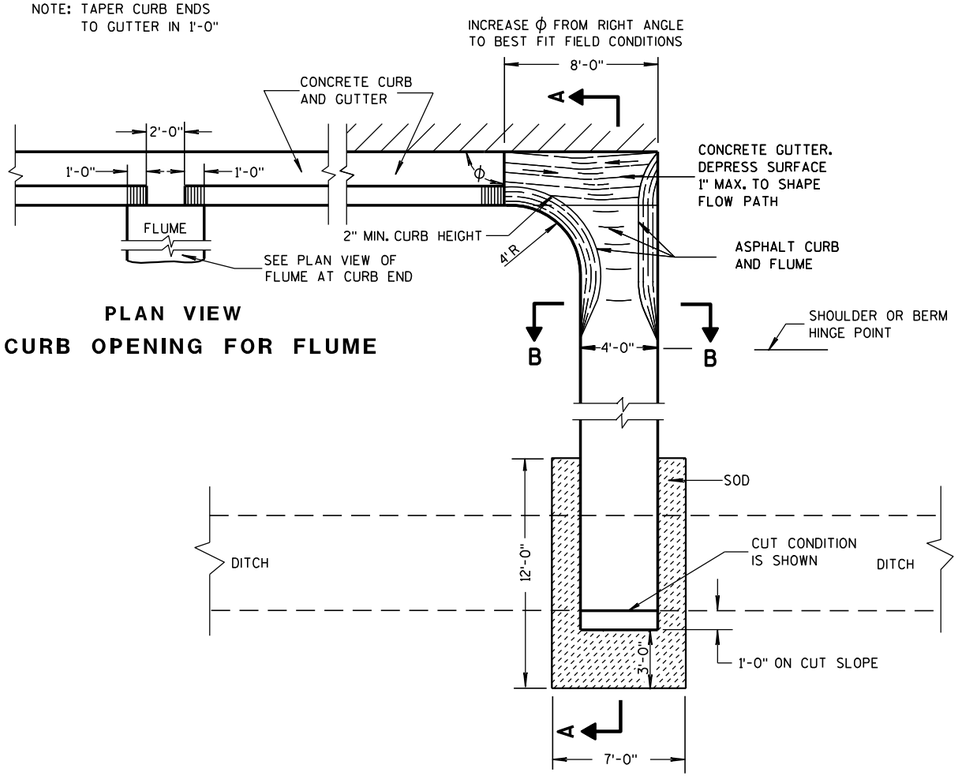
APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

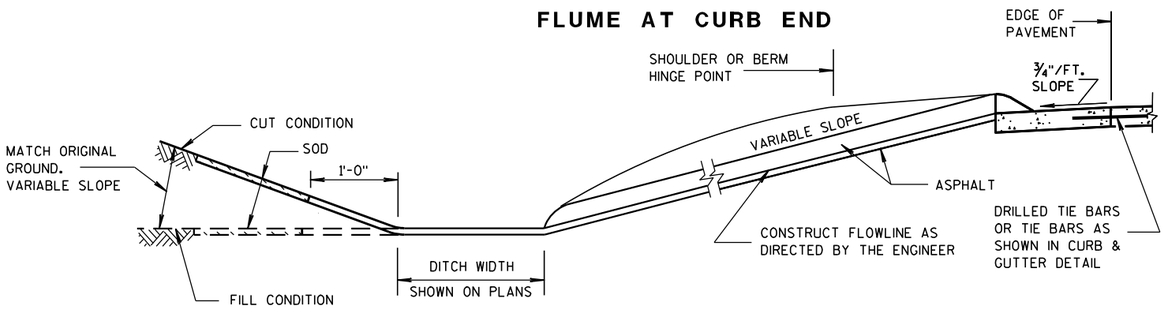
SDD08D01 - 22b

ASPHALTIC FLUME

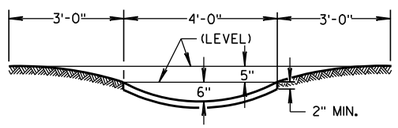


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

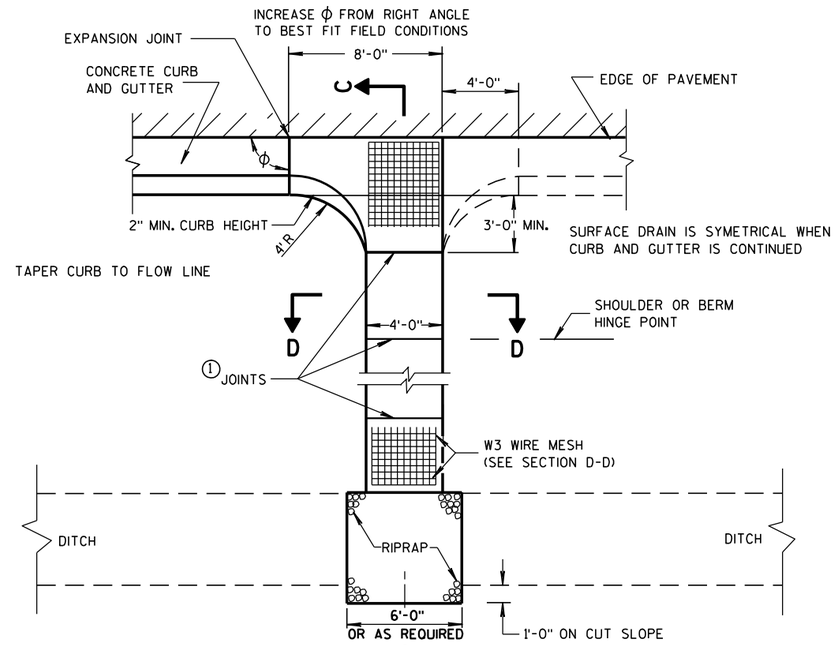
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

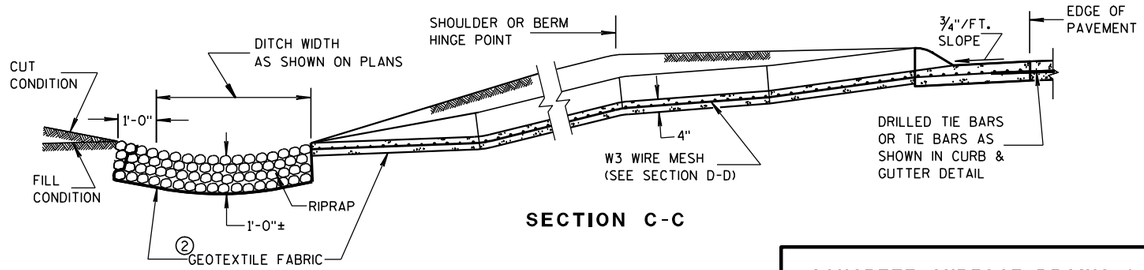
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

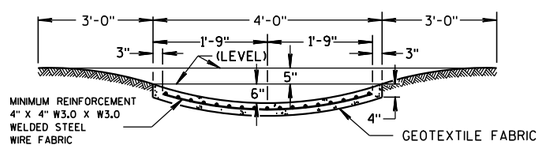
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

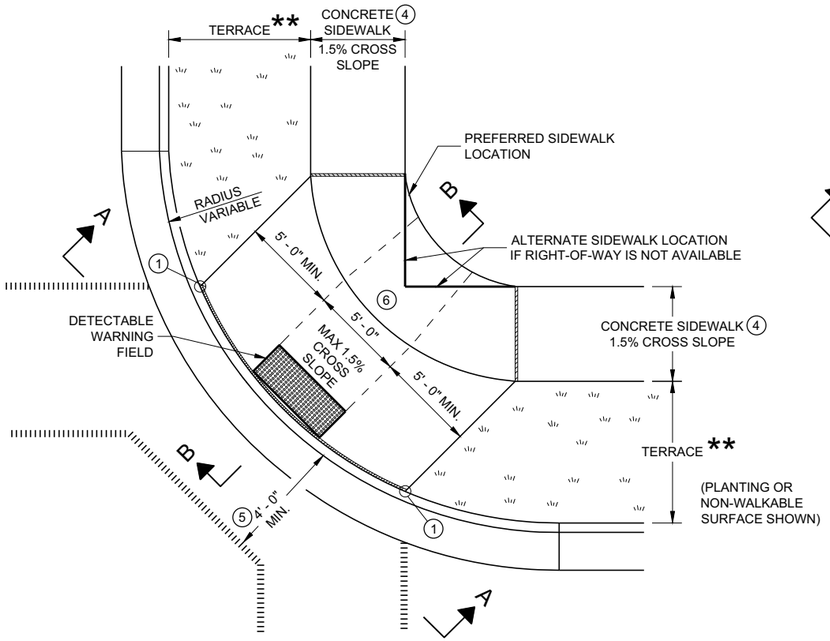
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
MENT
FHWA

6

S.D.D. 8 D 4-5

6

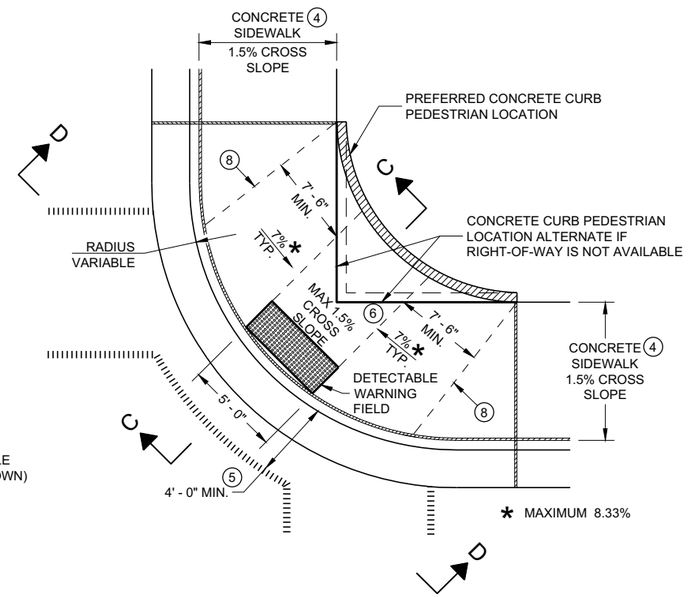
S.D.D. 8 D 4-5



PLAN VIEW

CURB RAMP TYPE 1

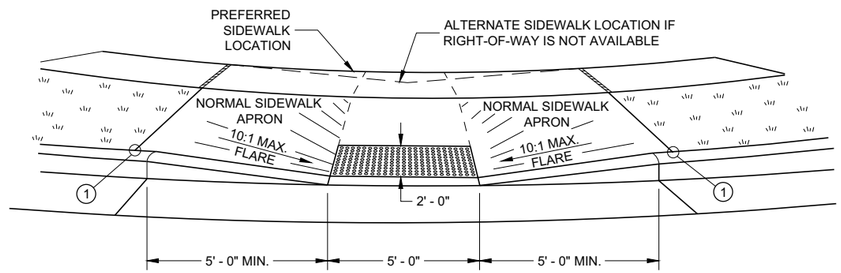
(CENTER OF CORNER RADIUS)



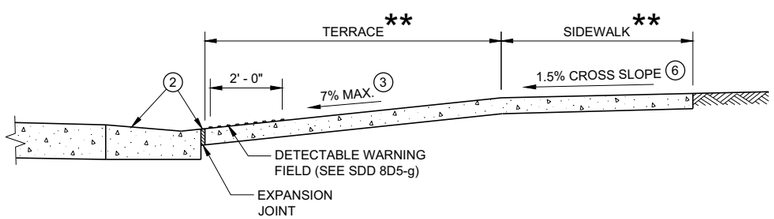
PLAN VIEW

CURB RAMP TYPE 1 - A

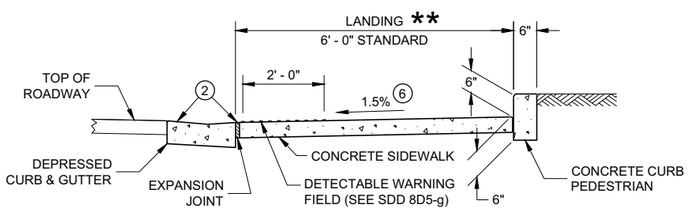
(NO TERRACE)



VIEW A - A FOR TYPE 1

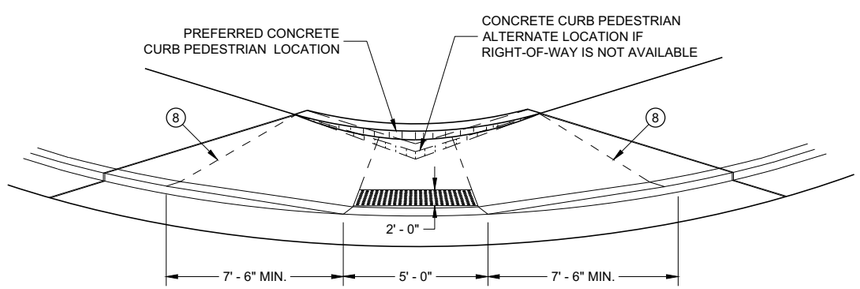


SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

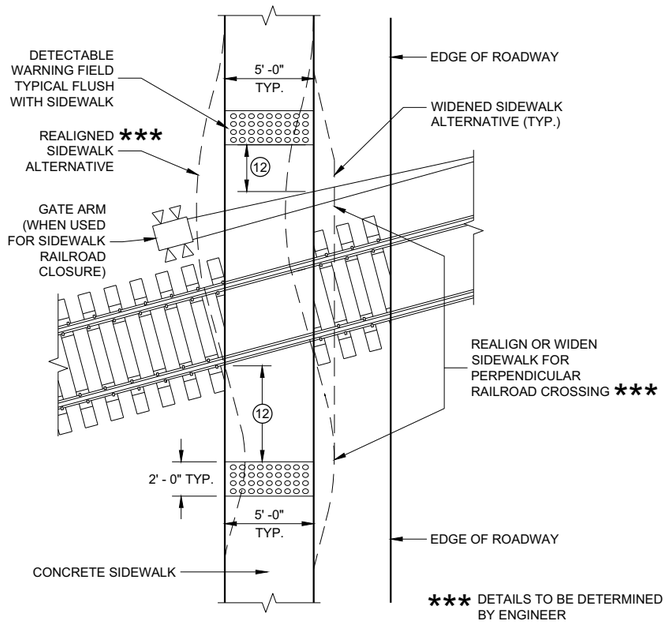
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

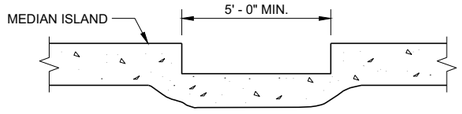
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SDD 08D05 - 20a

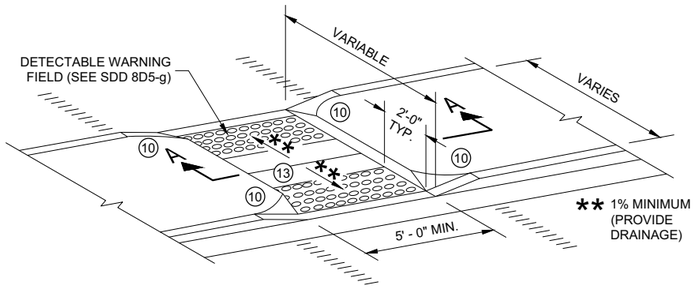


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

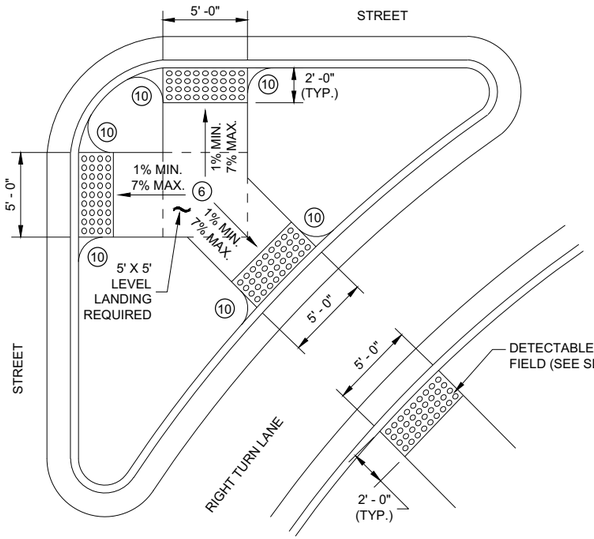
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

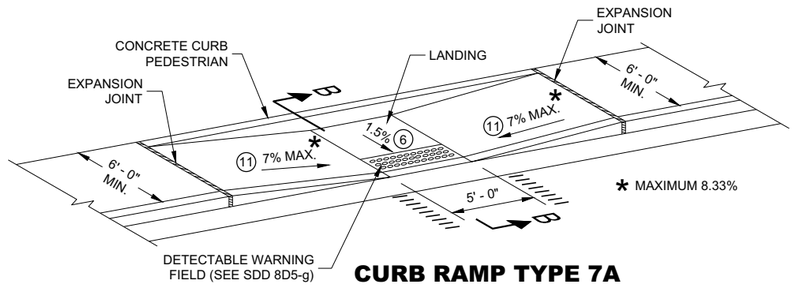
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

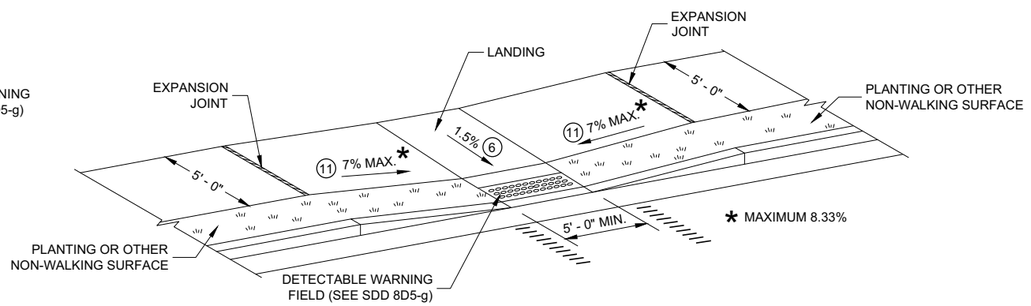
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

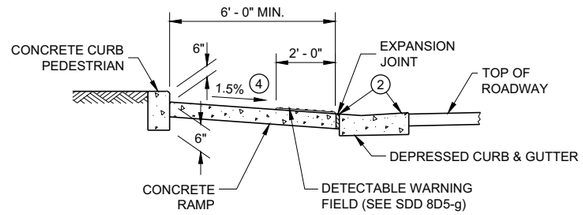
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

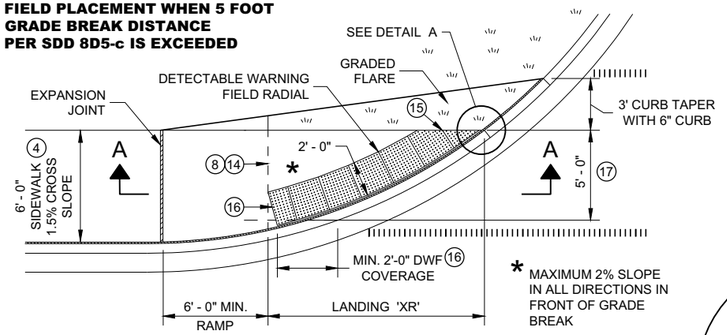
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

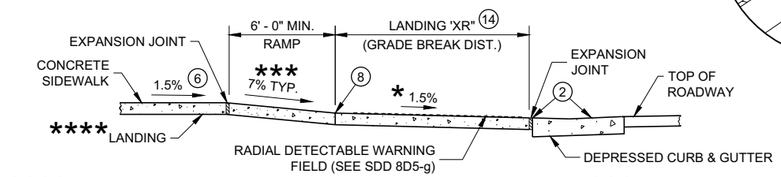
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

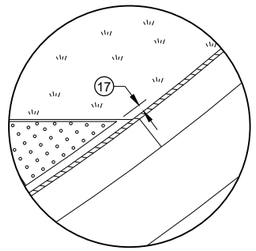
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

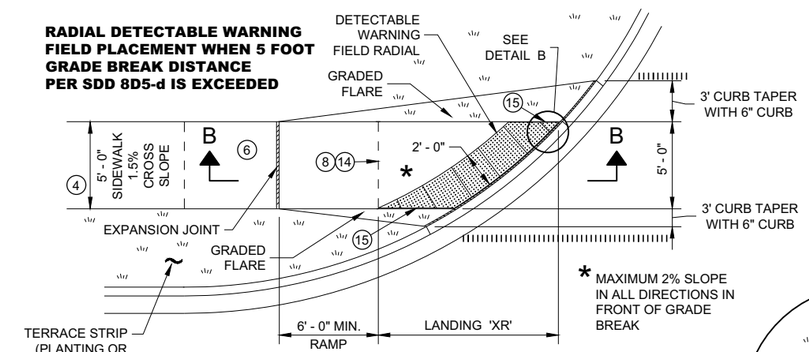
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

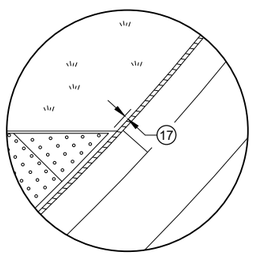
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



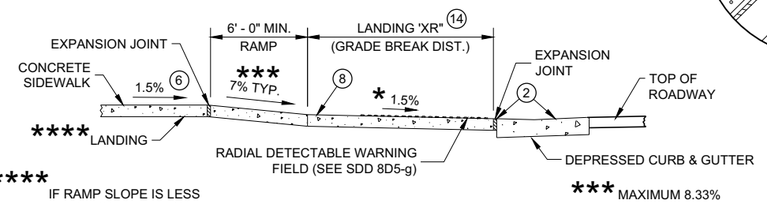
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

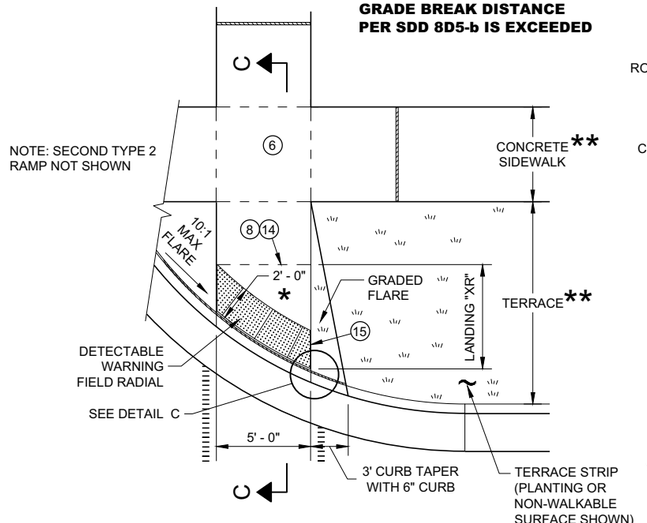


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

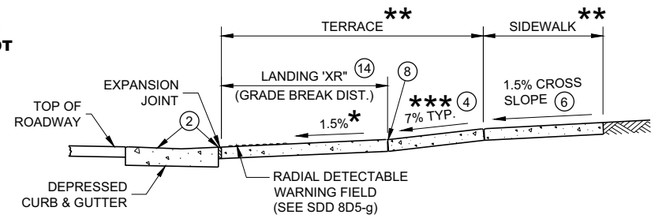


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

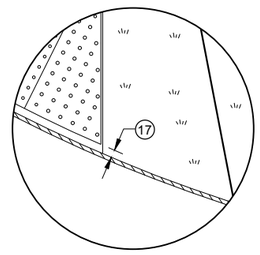


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



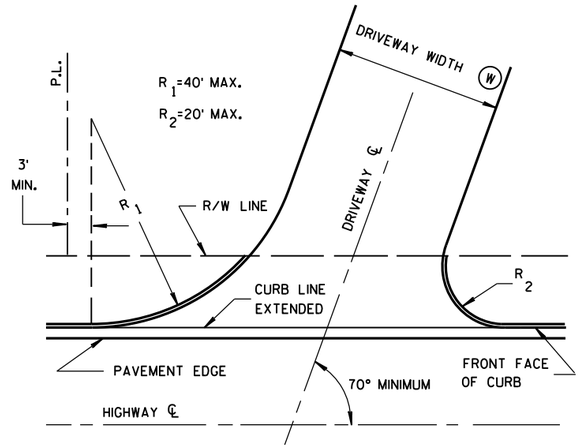
DETAIL C

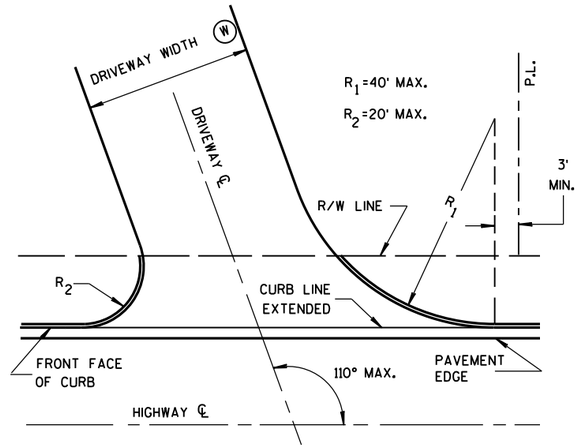
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

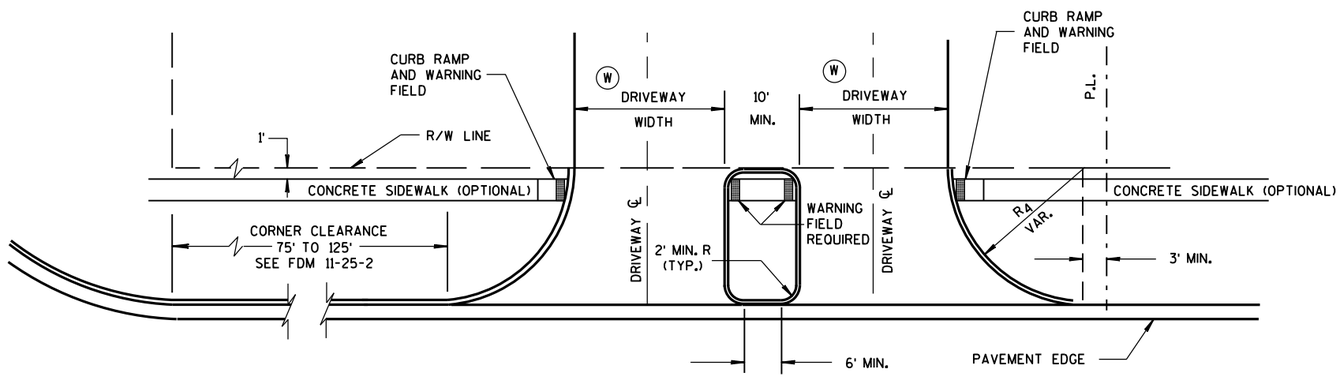
SDD 08D05 - 20f





SKEWED DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

Ⓦ DRIVEWAY WIDTHS:

COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND NON-COMMERCIAL - 24' MAX., 12' MIN.

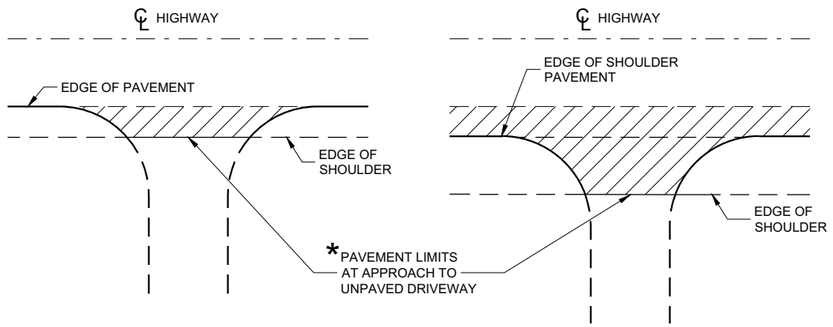
DRIVEWAYS WITH CURB & GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

6

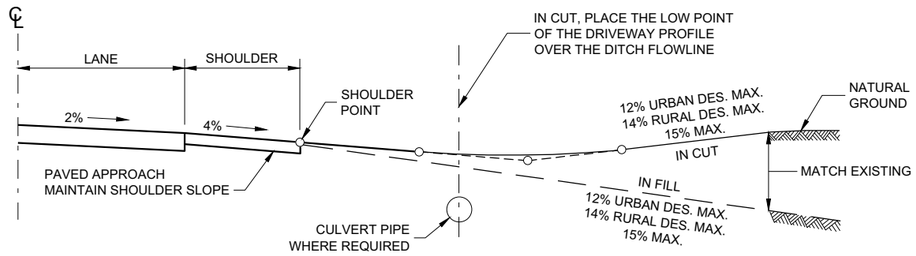
S.D.D. 8 D 20-1



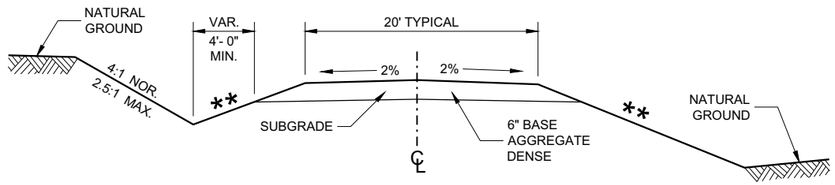
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

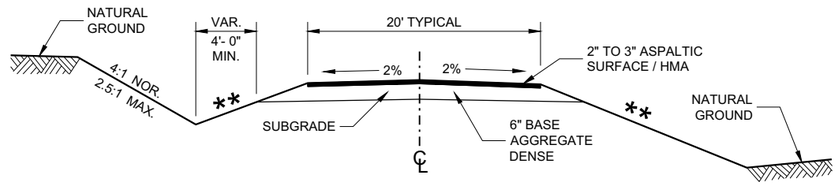


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

6

SDD 08D21 - 01

SDD 08D21 - 01

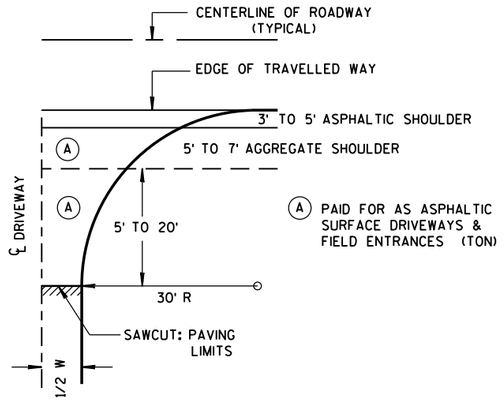
DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017
DATE

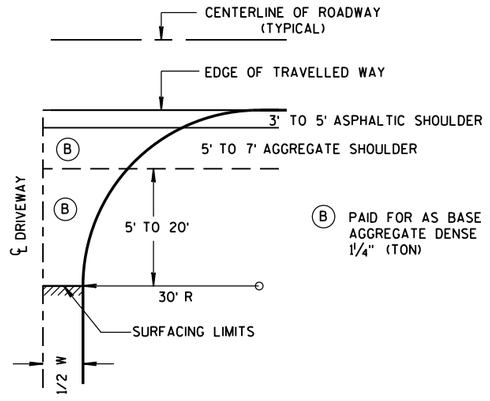
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA



W MIN. = 16'
W MAX. = 24'

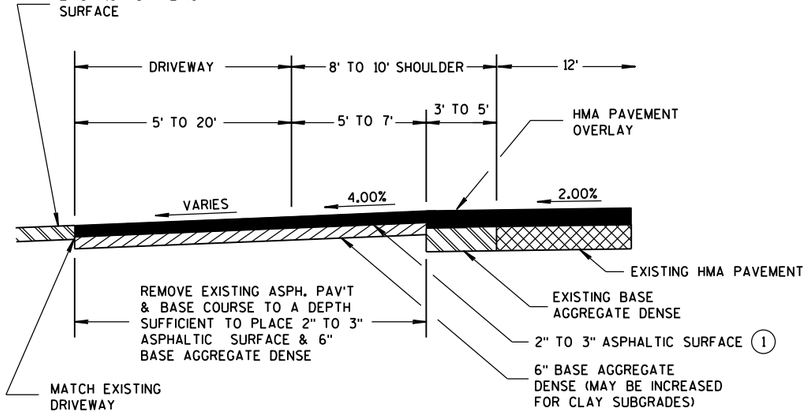
PLAN VIEW
HALF SECTION



PLAN VIEW
HALF SECTION

GENERAL NOTES

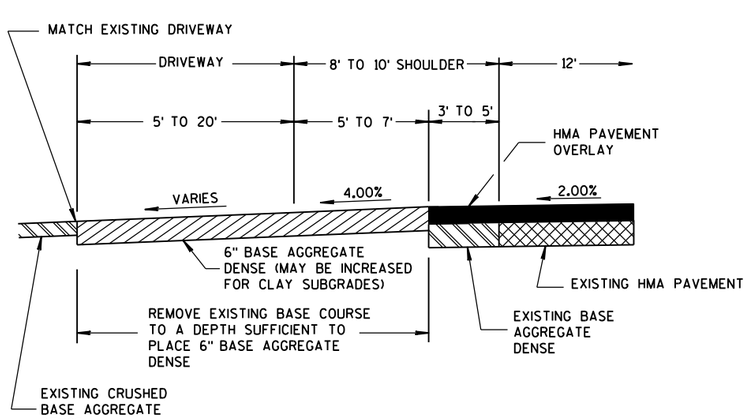
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

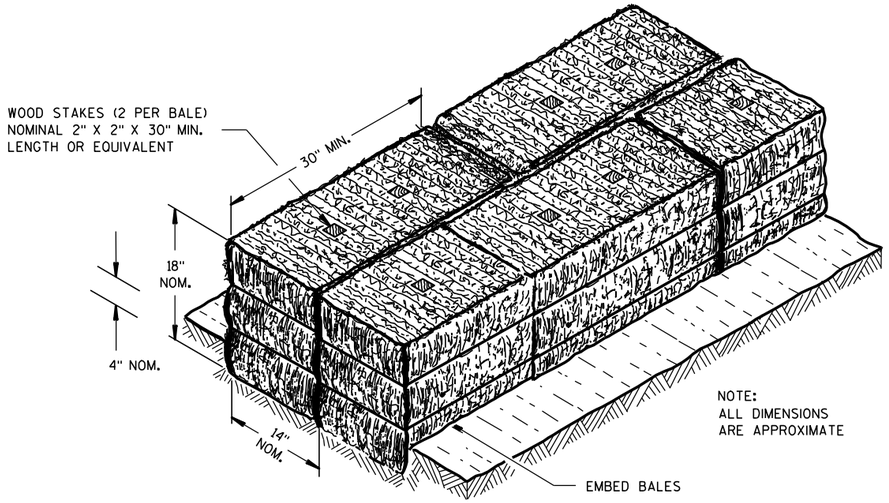
DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

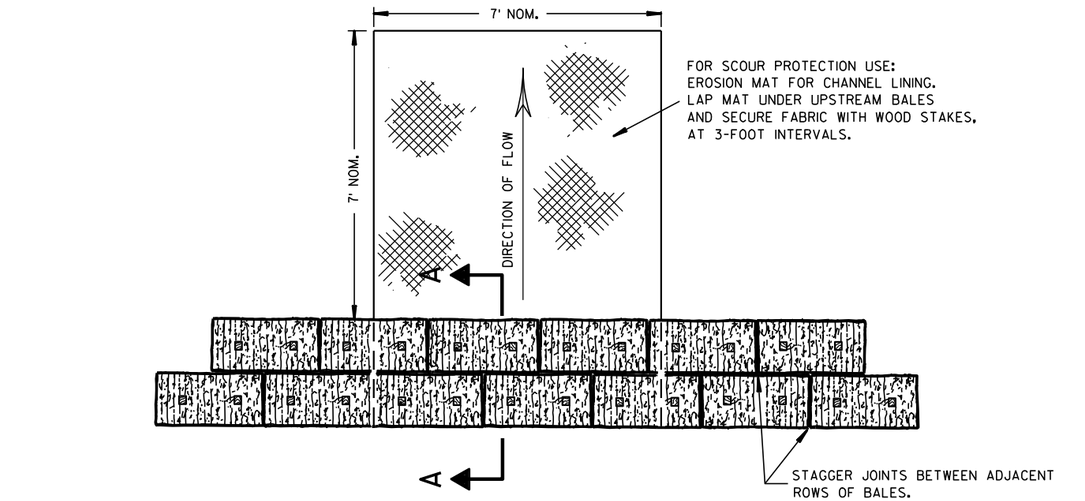
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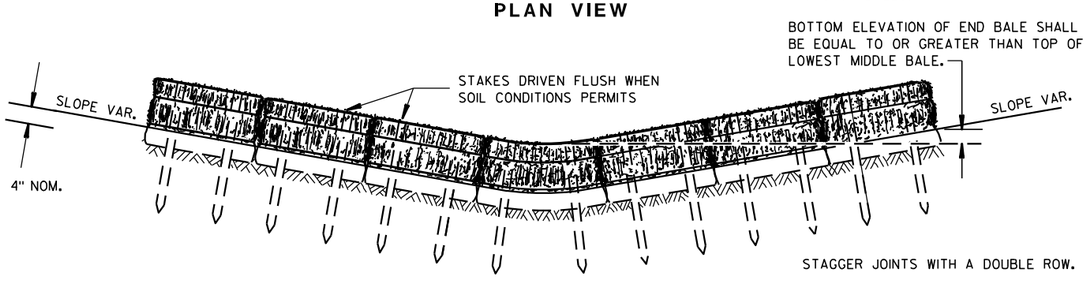
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



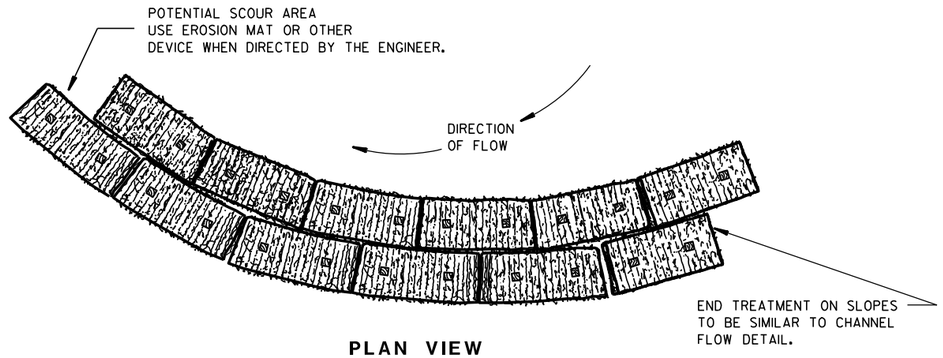
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

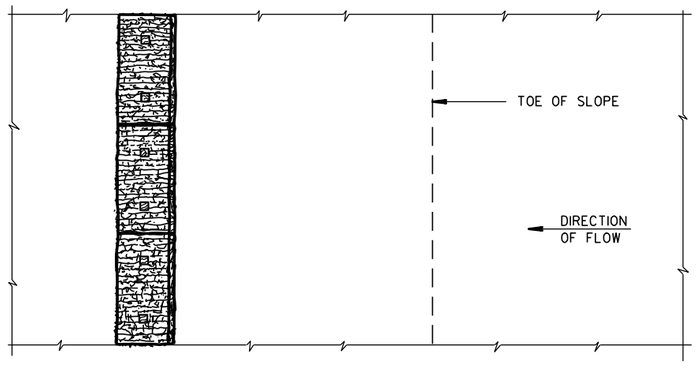
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

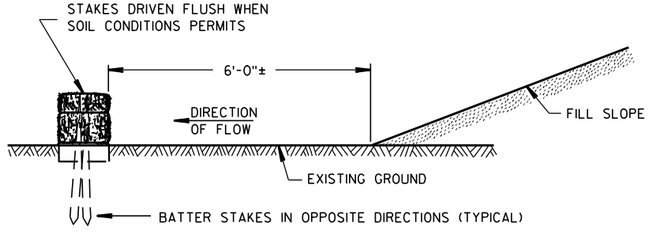


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

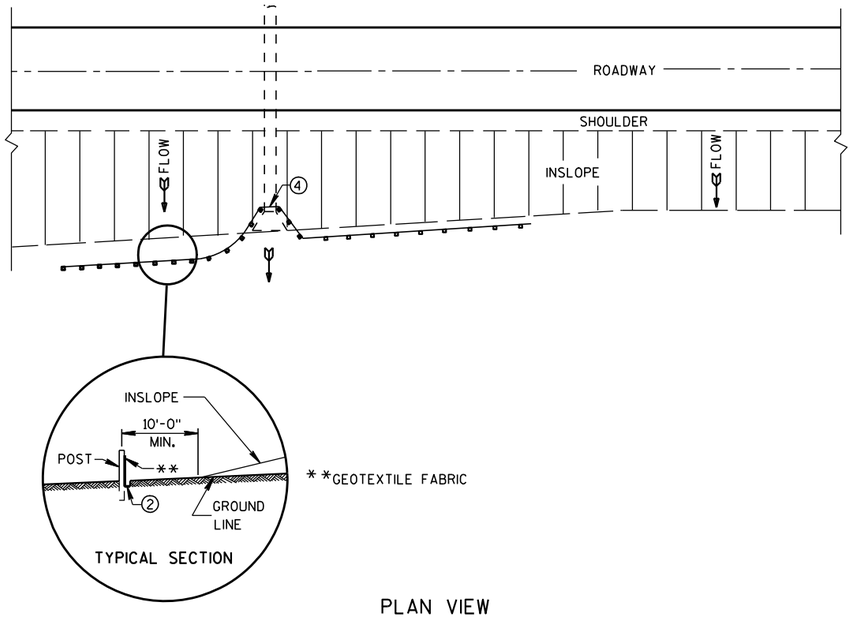
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 8-3

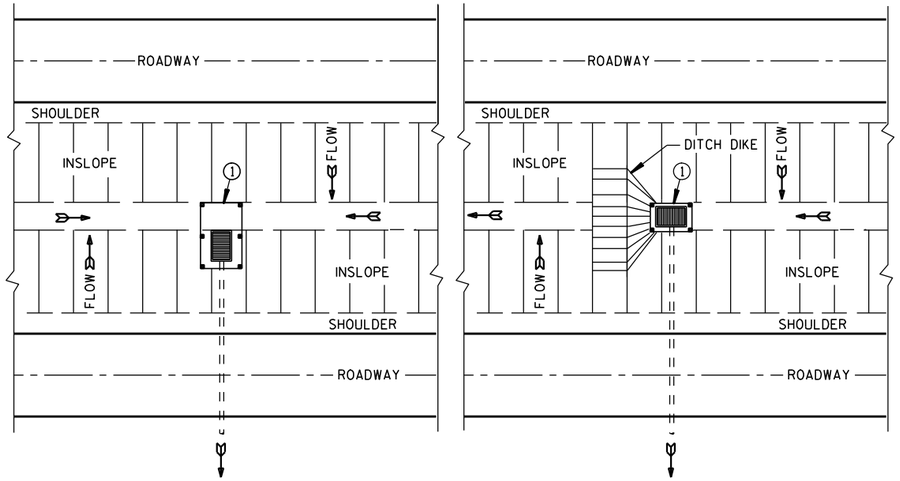
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



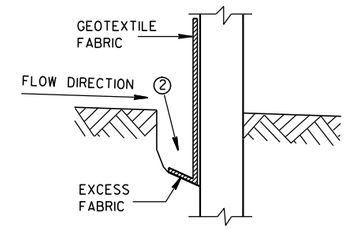
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

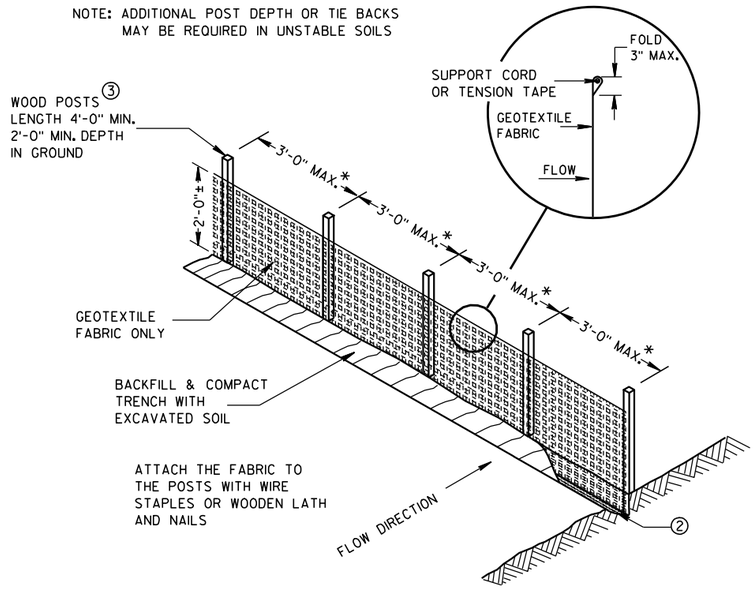
GENERAL NOTES

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

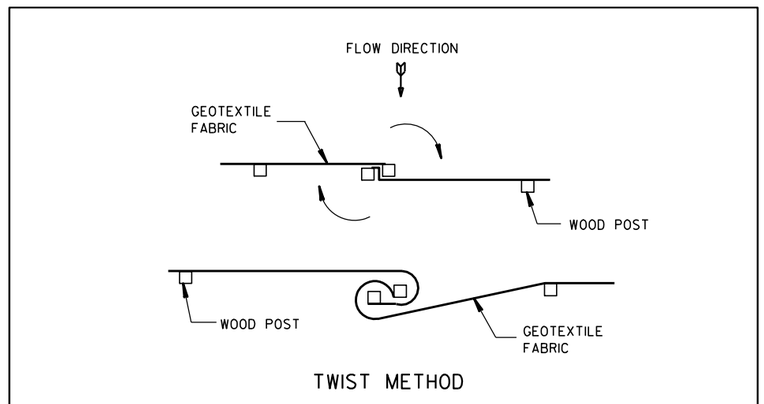
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



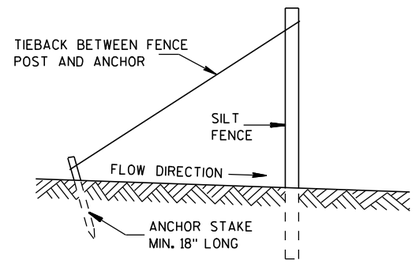
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

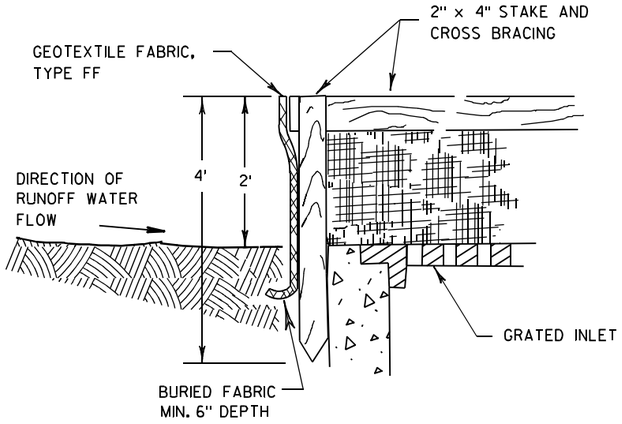
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

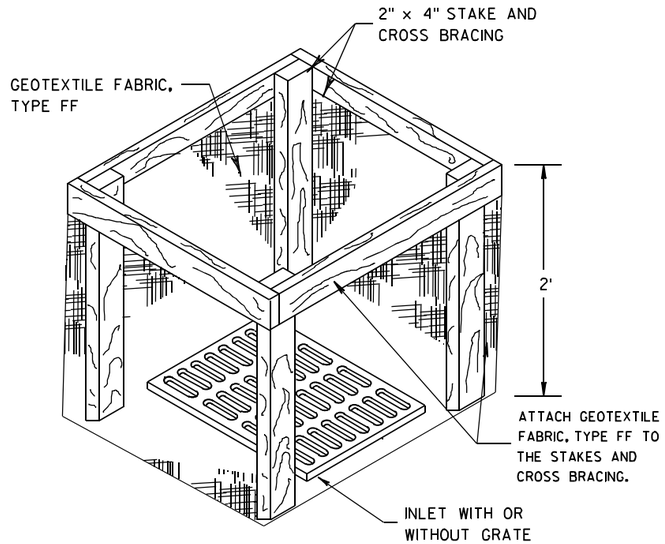
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S.D.D. 8 E 9-6

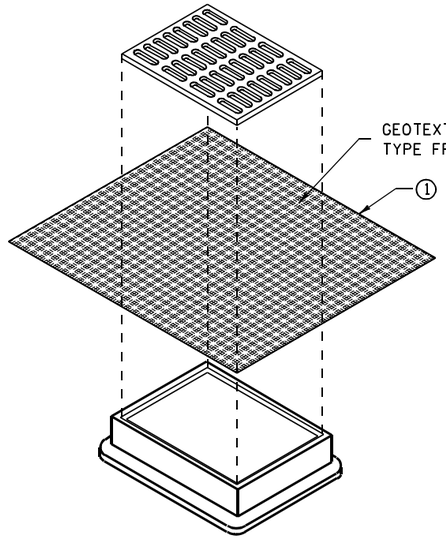
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S.D.D. 8 E 9-6



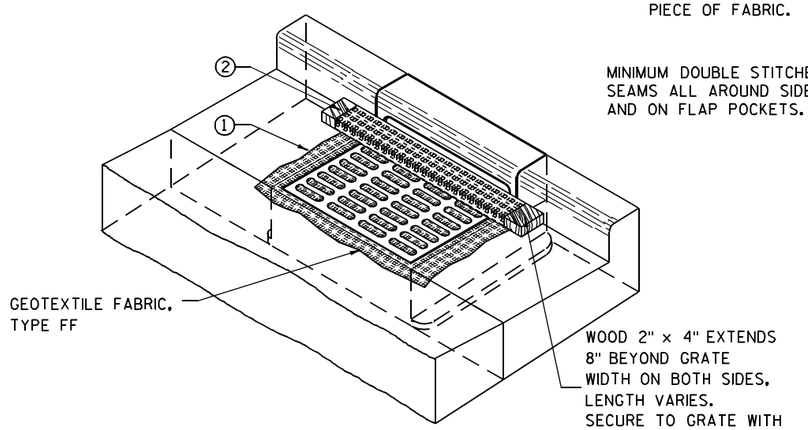


INLET PROTECTION, TYPE A

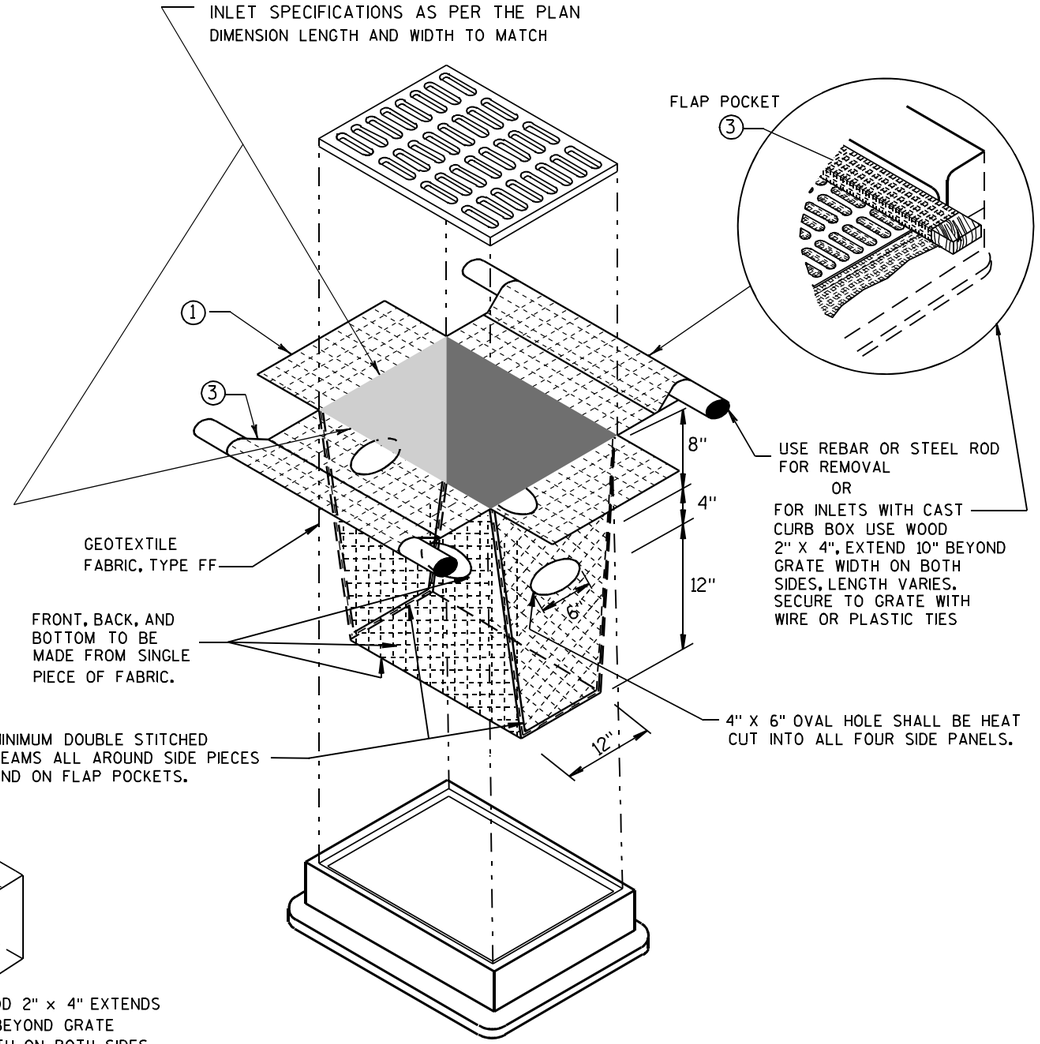


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

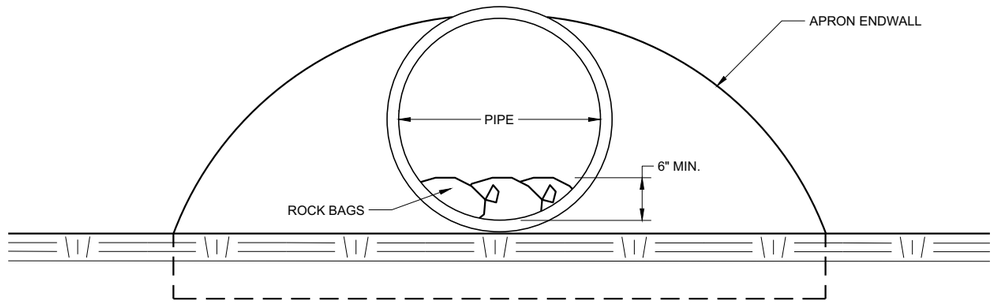
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

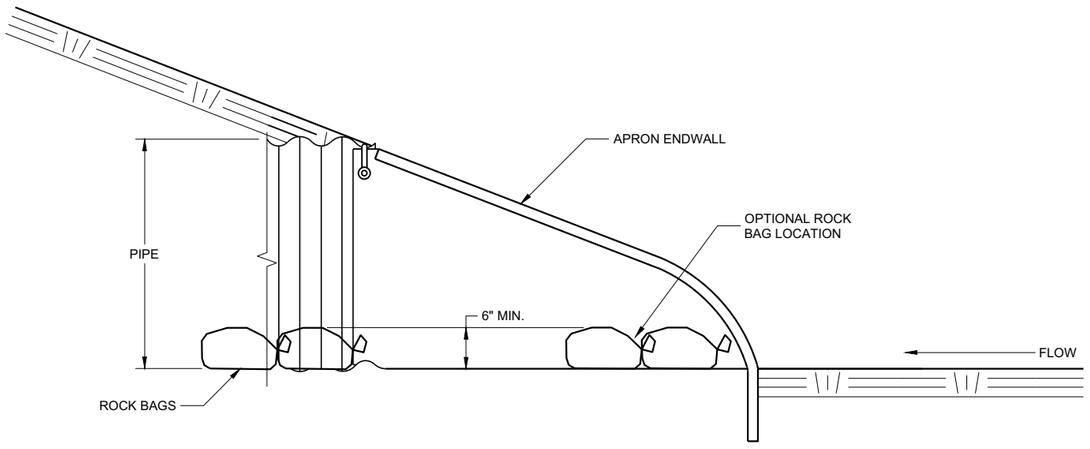
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

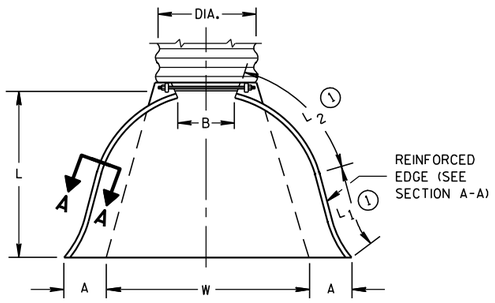
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

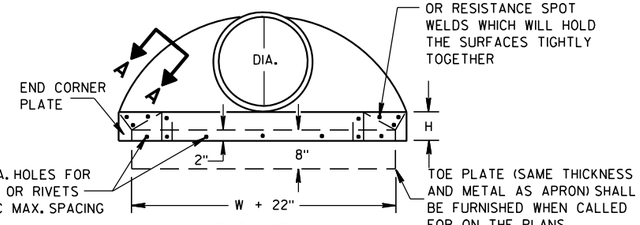
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

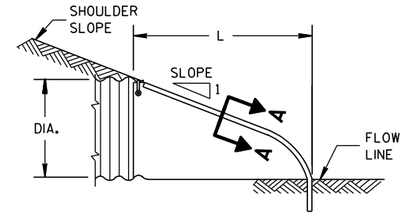
*MINIMUM
**MAXIMUM



PLAN VIEW

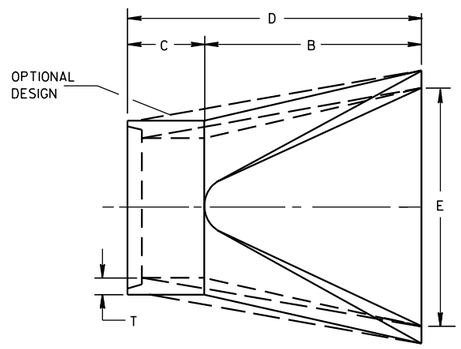


END VIEW

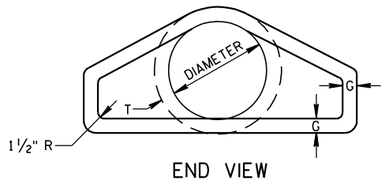


SIDE ELEVATION

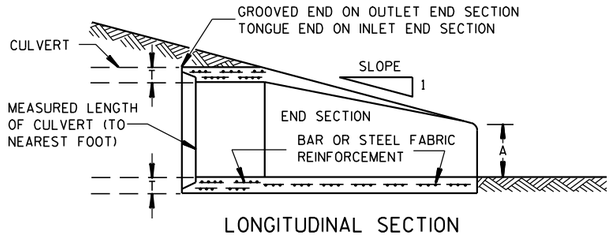
METAL ENDWALLS



PLAN

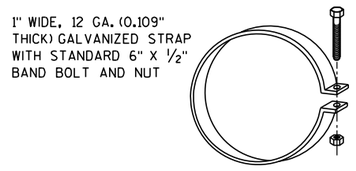


END VIEW



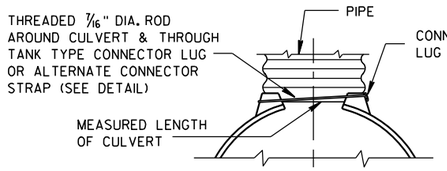
LONGITUDINAL SECTION

CONCRETE ENDWALLS

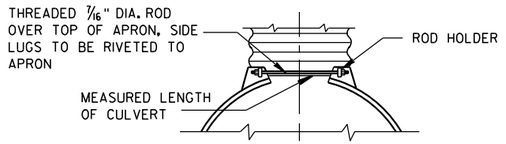


ALTERNATE FOR TYPE 1 CONNECTION

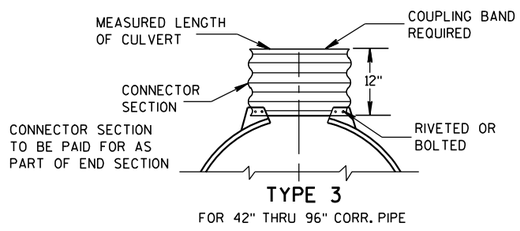
END SECTION CONNECTOR STRAP



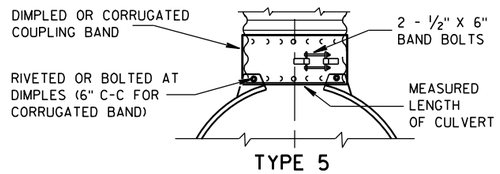
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

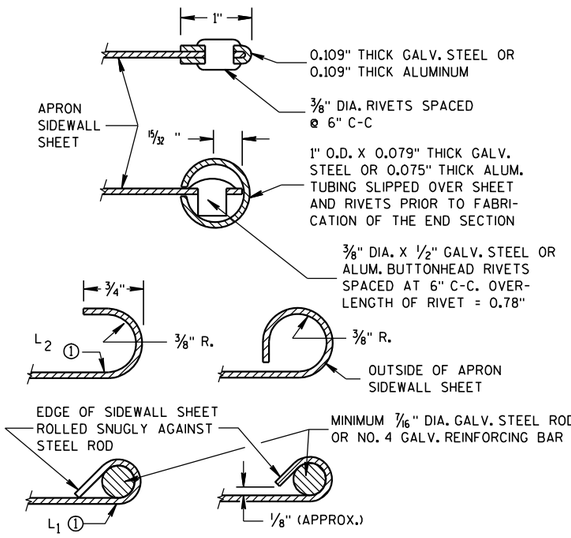
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

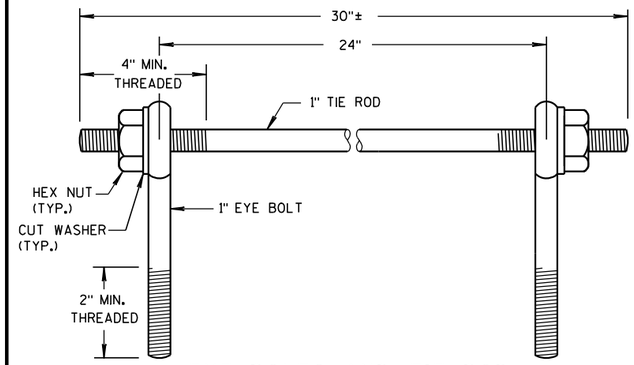
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

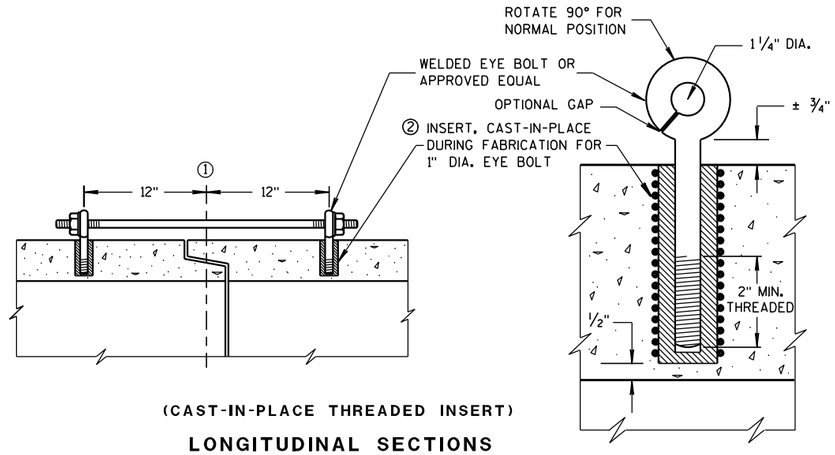
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 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 APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND 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 THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

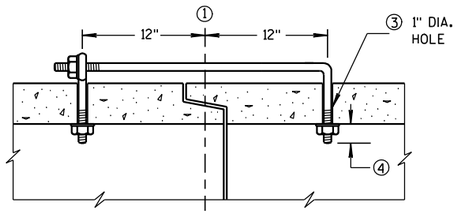
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

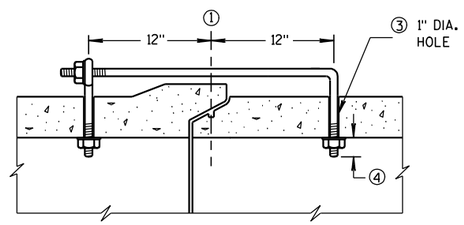
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

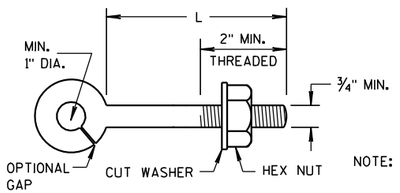


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

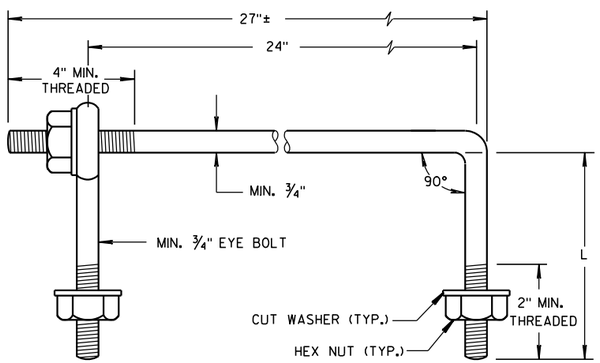
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

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

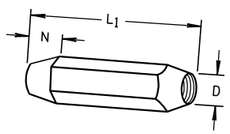
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

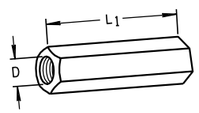
ADJUSTABLE TIE ROD TABLE

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



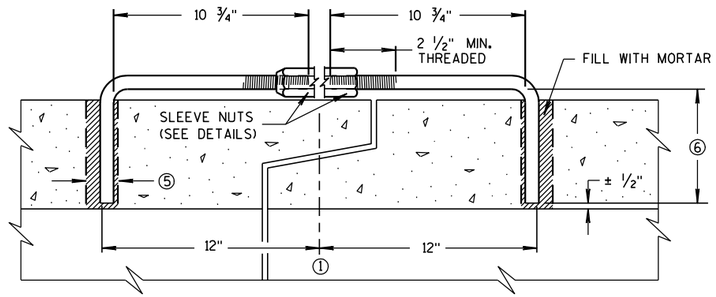
TAPERED



PLAIN

RIGHT AND LEFT THREADS

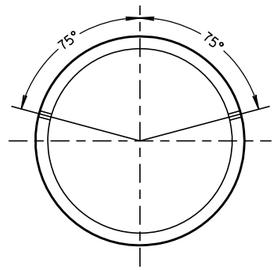
SLEEVE NUTS



LONGITUDINAL SECTION

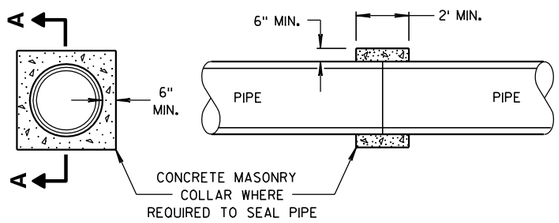
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

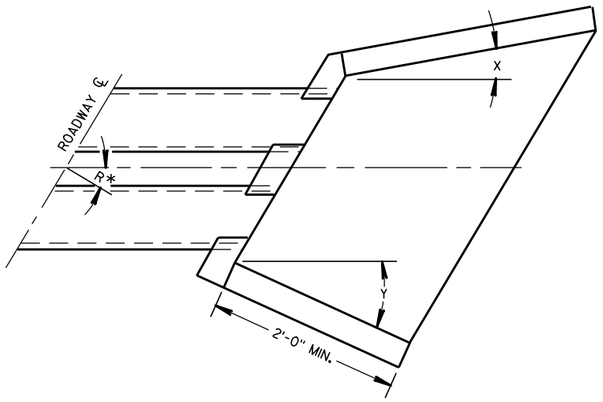
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

GENERAL NOTES

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

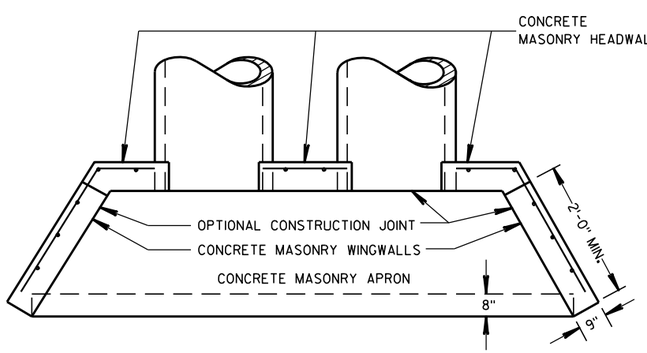
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

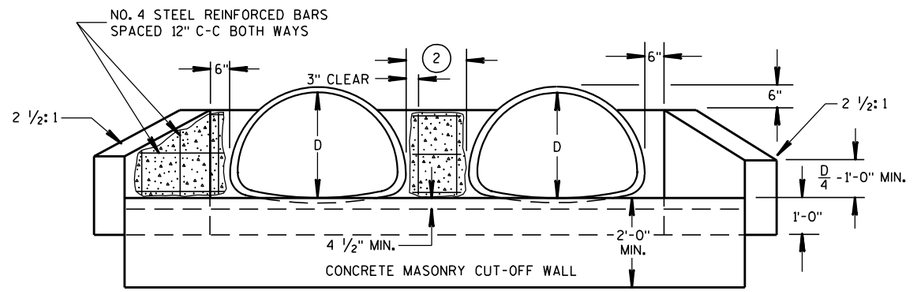
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



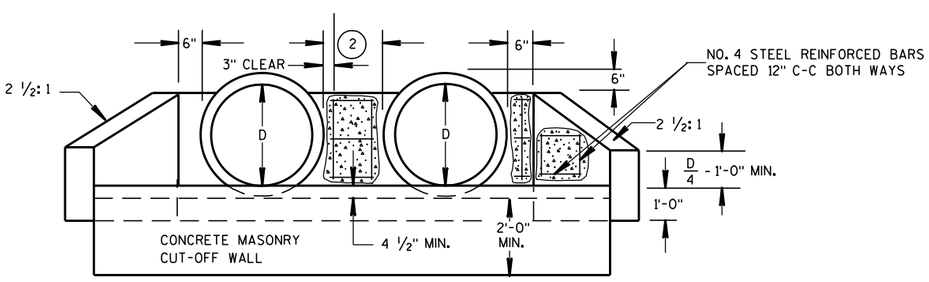
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



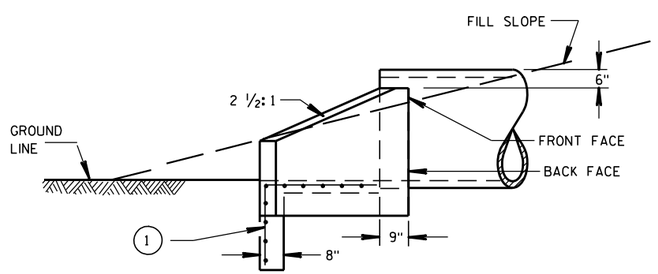
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

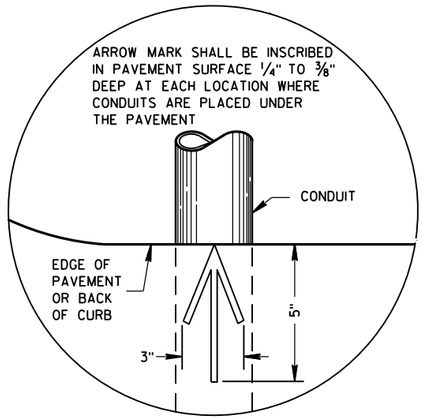
APPROVED
9/14/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 10-1

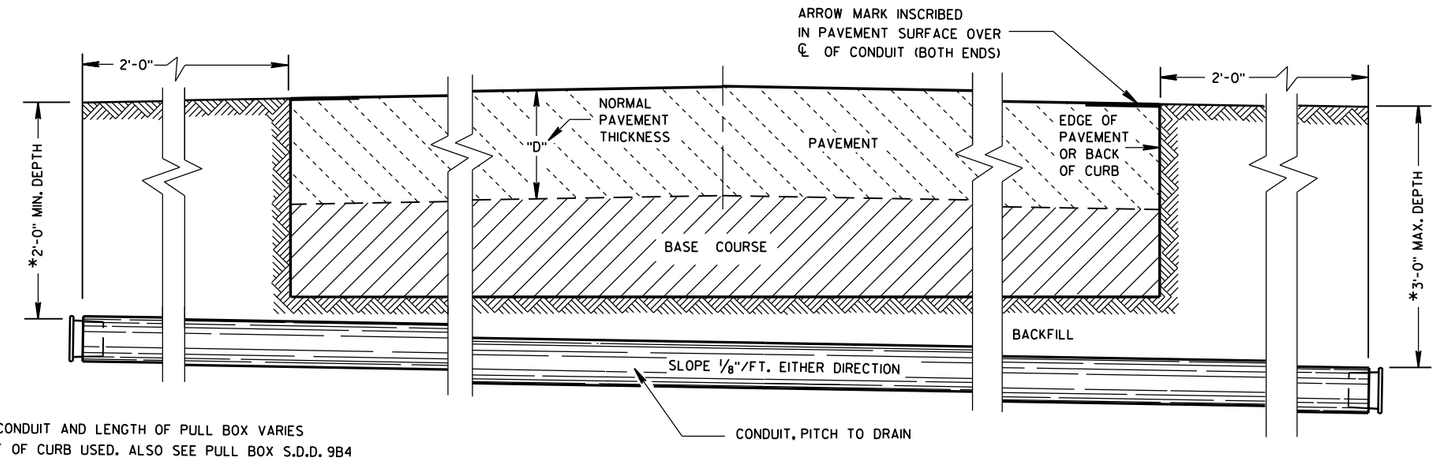
6

S.D.D. 8 F 10-1



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

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".

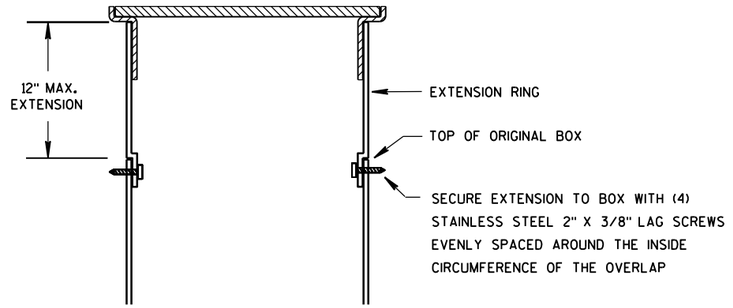
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

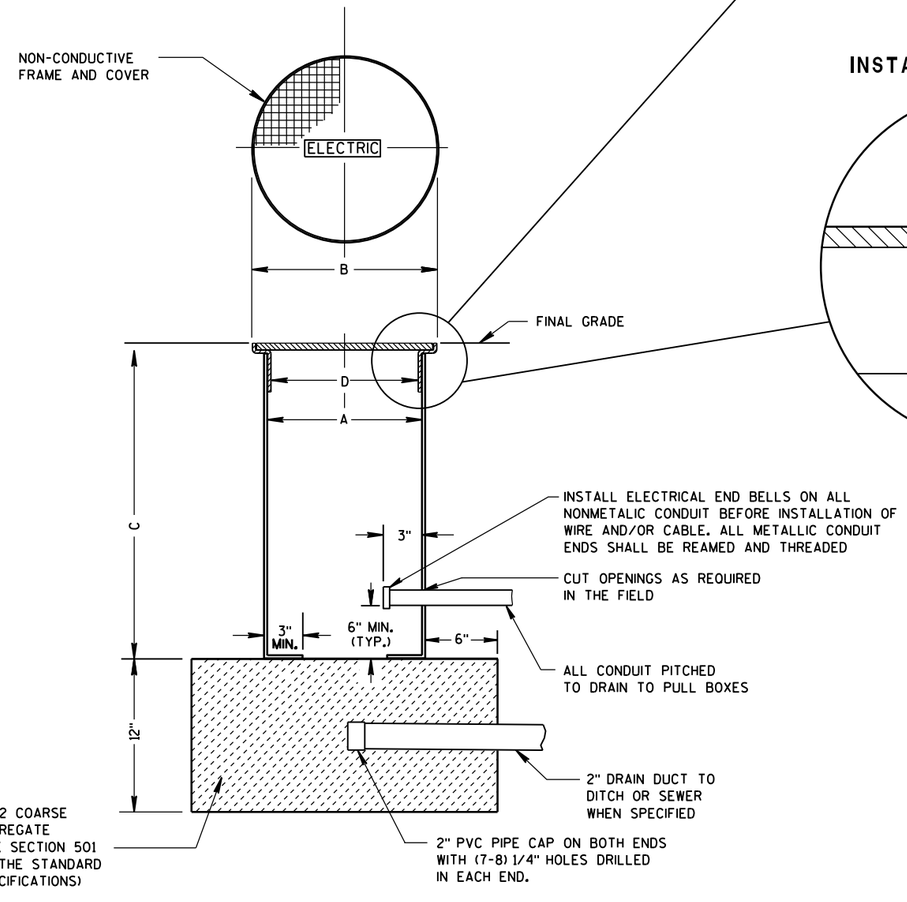
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

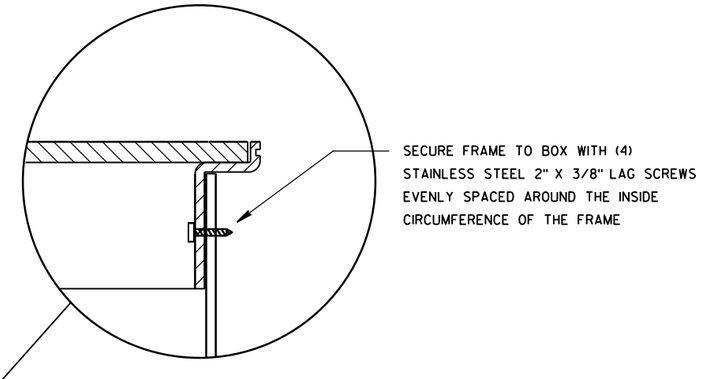


BOX EXTENSION

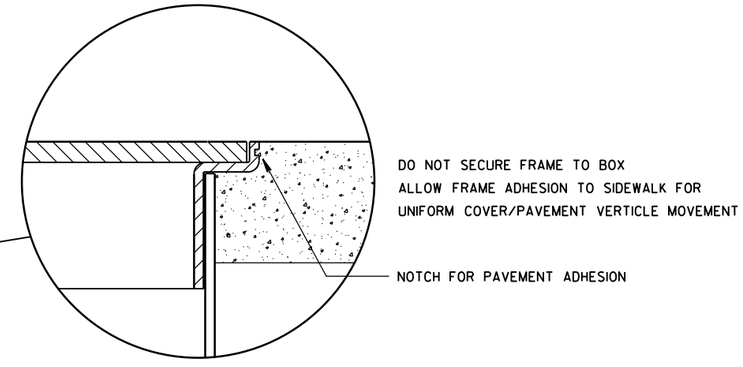


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



PULL BOX
NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

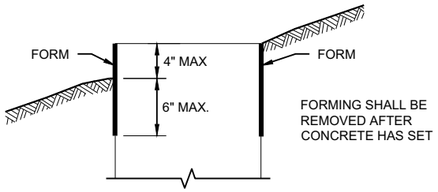
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S.D.D. 9 B 16-1

6

S.D.D. 9 B 16-1

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

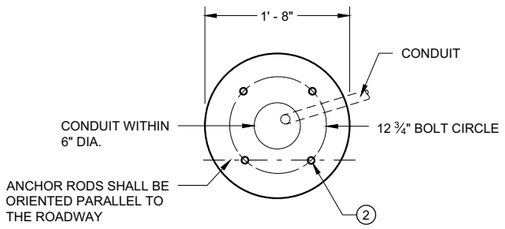
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

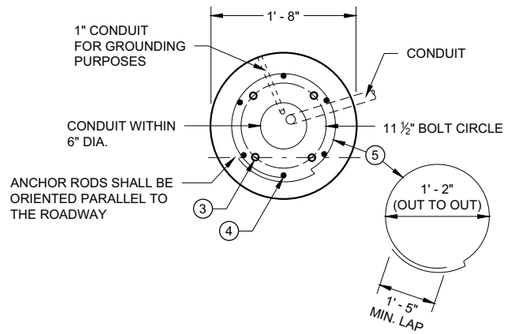
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

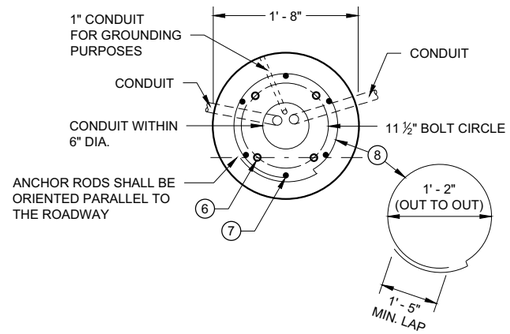
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

(2) (4) 1" DIA. X 3' - 6" ANCHOR RODS.

(3) (4) 1" DIA. X 5' - 0" ANCHOR RODS.

(4) (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

(5) (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

(6) (4) 1" DIA. X 3' - 6" ANCHOR RODS.

(7) (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

(9) EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

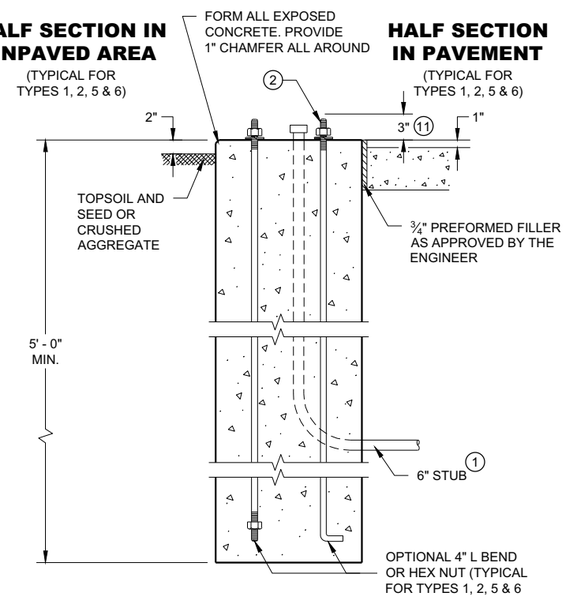
(10) ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

(11) ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

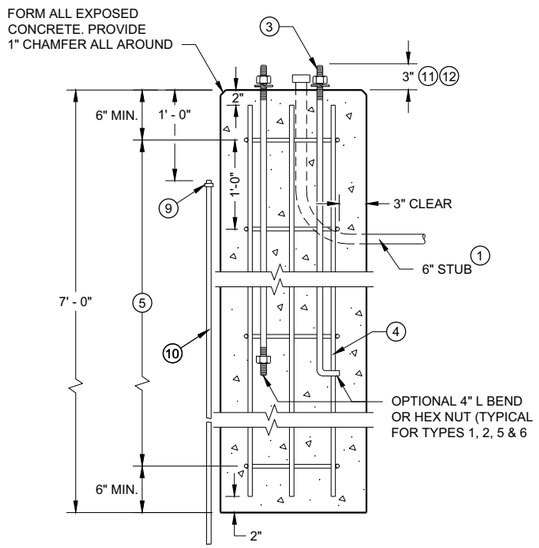
(12) FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

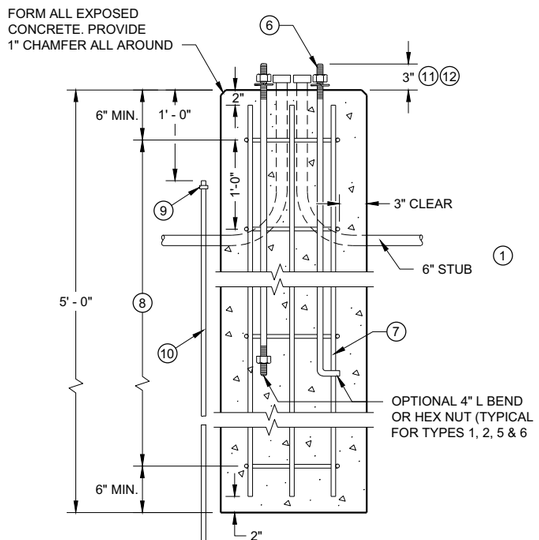
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

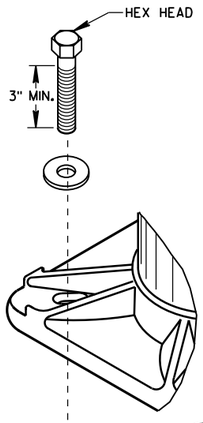
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

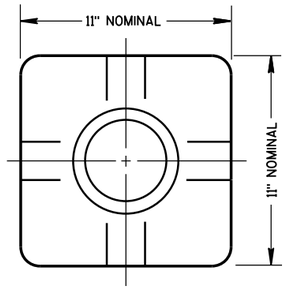
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

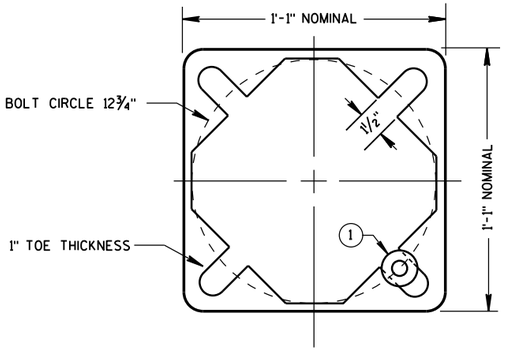
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

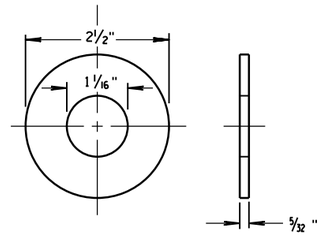




TOP VIEW
(PEDESTAL BASE)

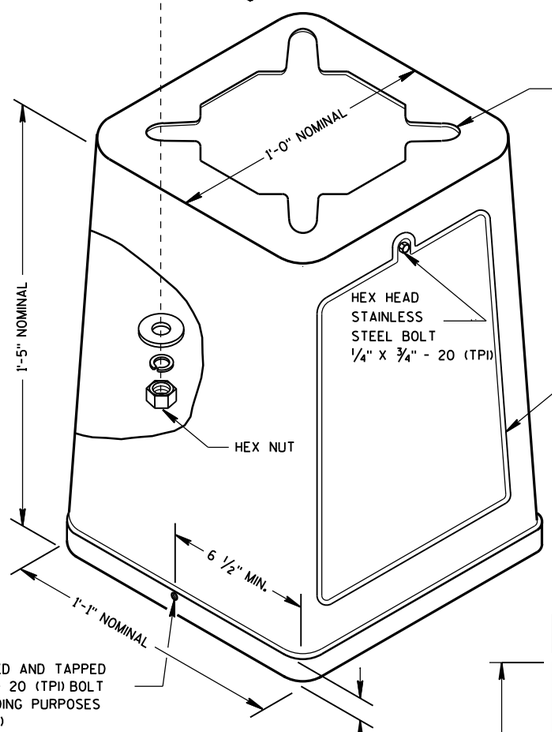


BOTTOM VIEW
(PEDESTAL BASE)

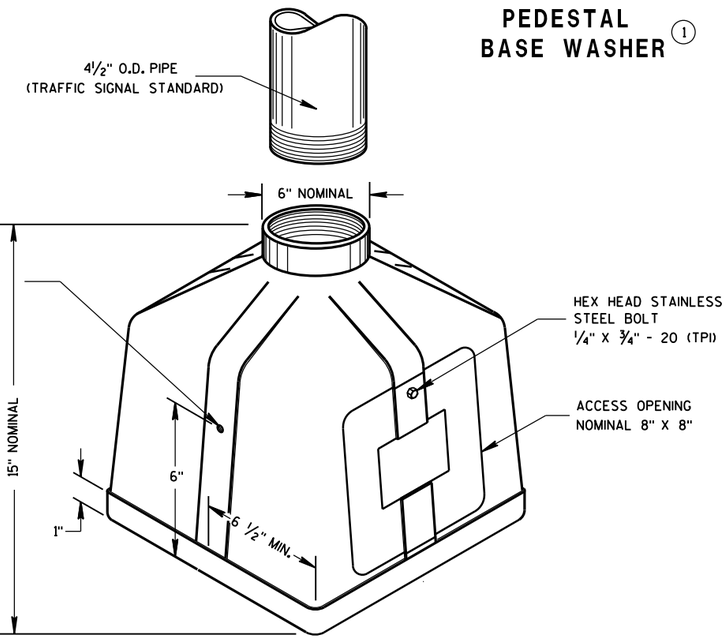


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

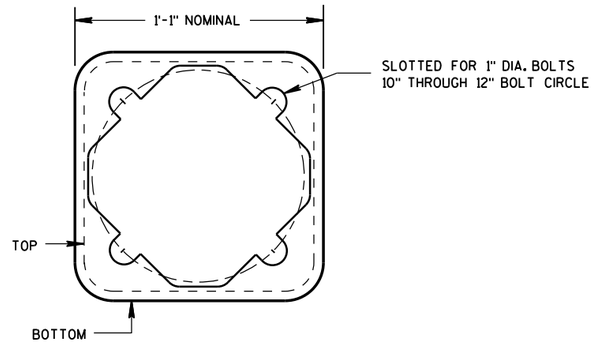


ISOMETRIC VIEW

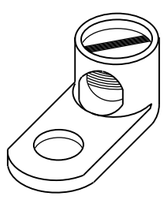


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

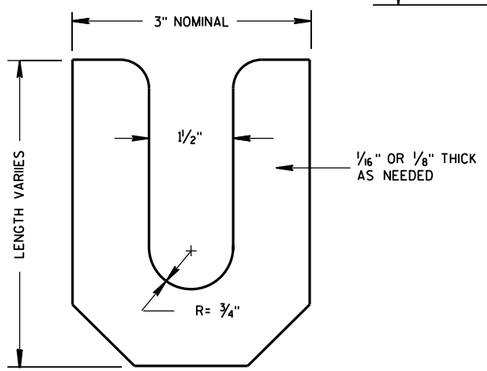


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

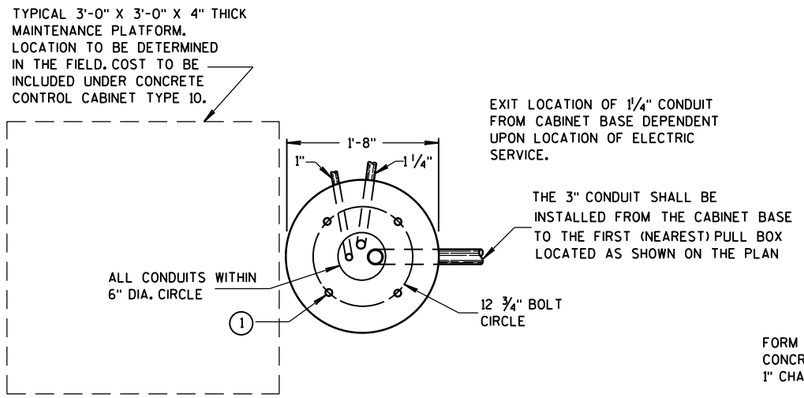
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

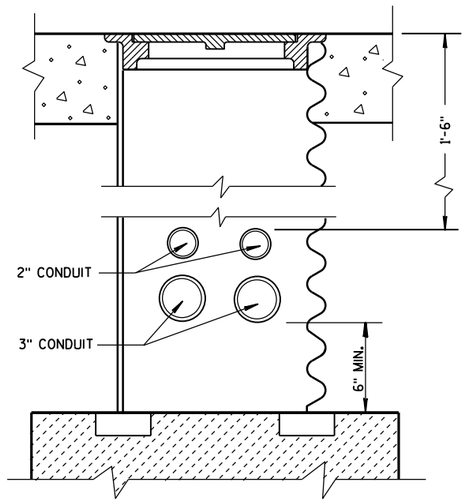
6

S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

* INCLUDES MAINTENANCE PLATFORM.





CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

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

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

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

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

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

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

THE "L" BEND SHALL NOT BE THREADED.

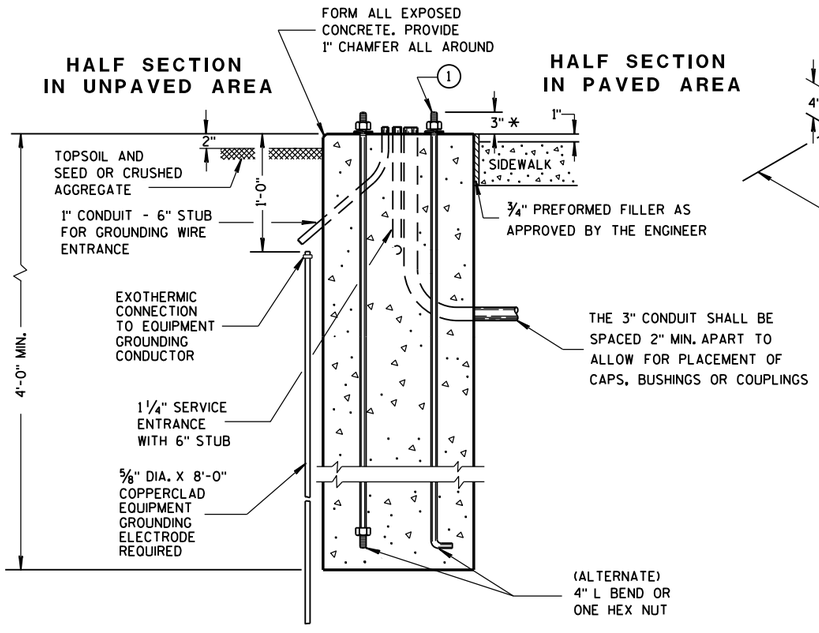
STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

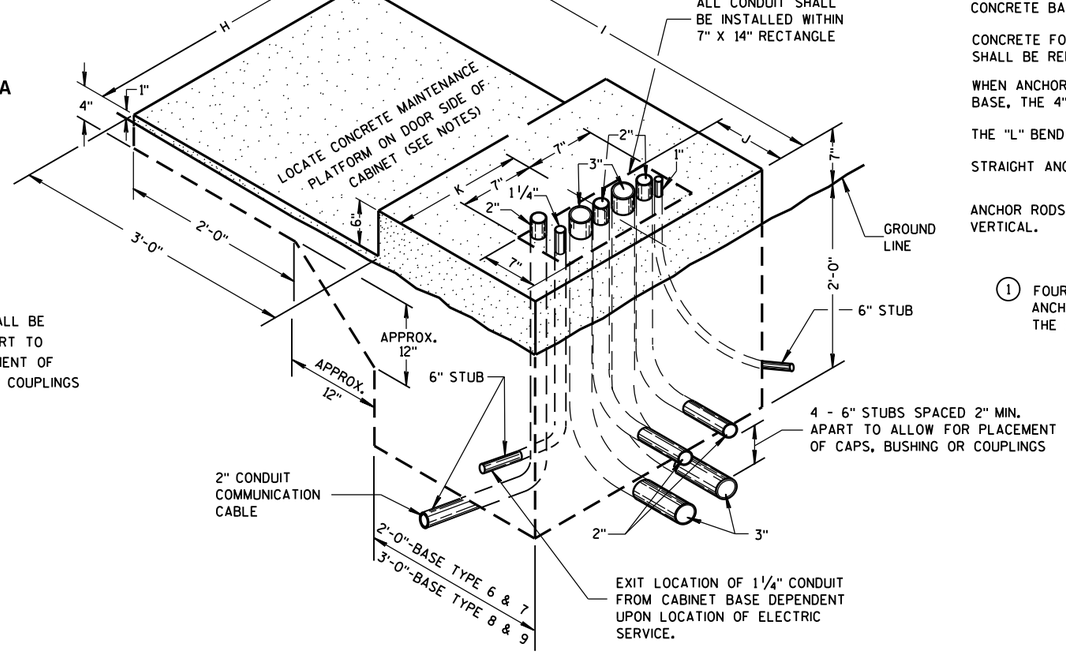
HALF SECTION IN UNPAVED AREA

HALF SECTION IN PAVED AREA



TYPE 10

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



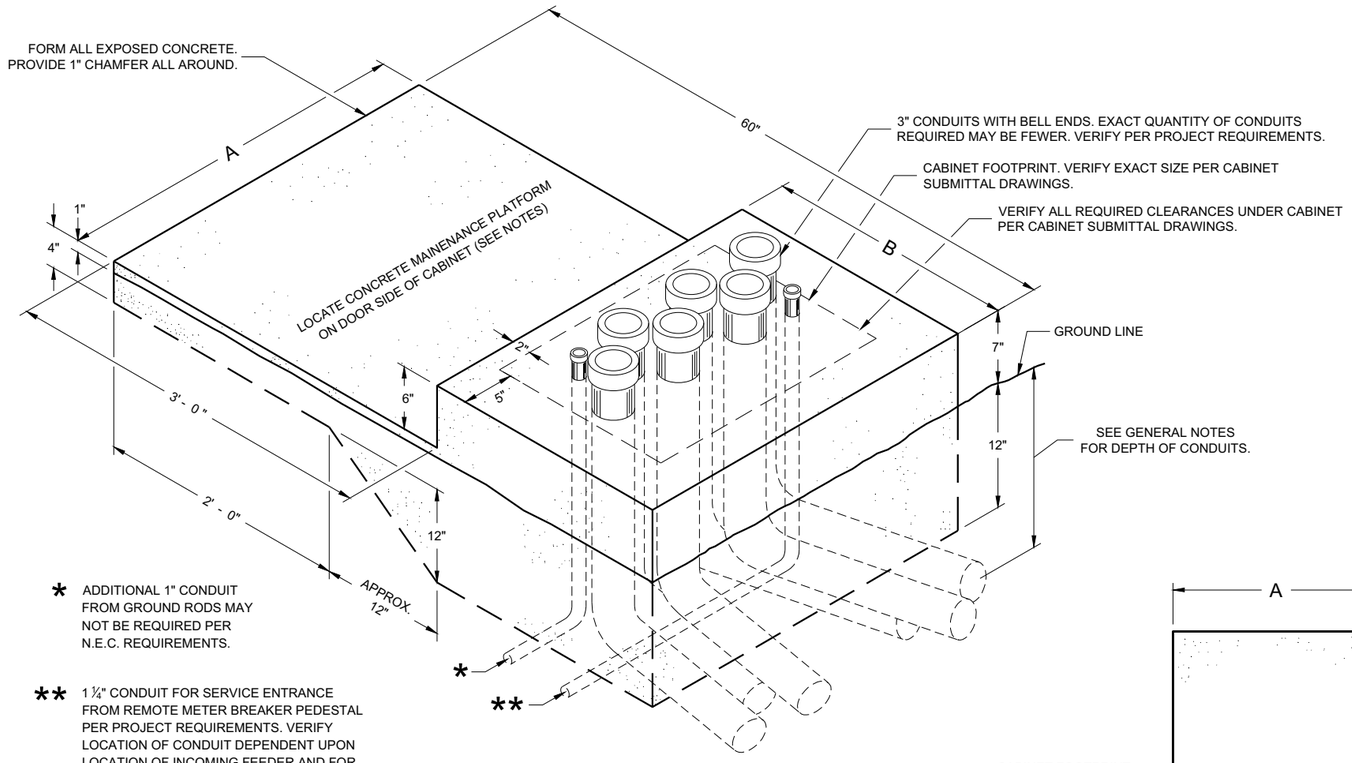
TYPE 6,7,8 AND 9 (ISOMETRIC VIEW)

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES	
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APPROVED	
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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

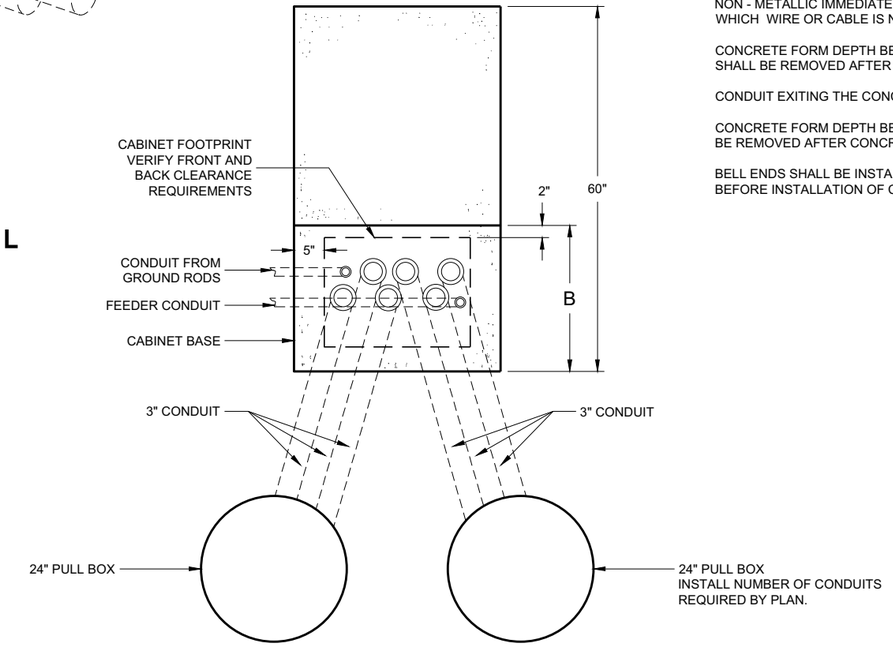
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

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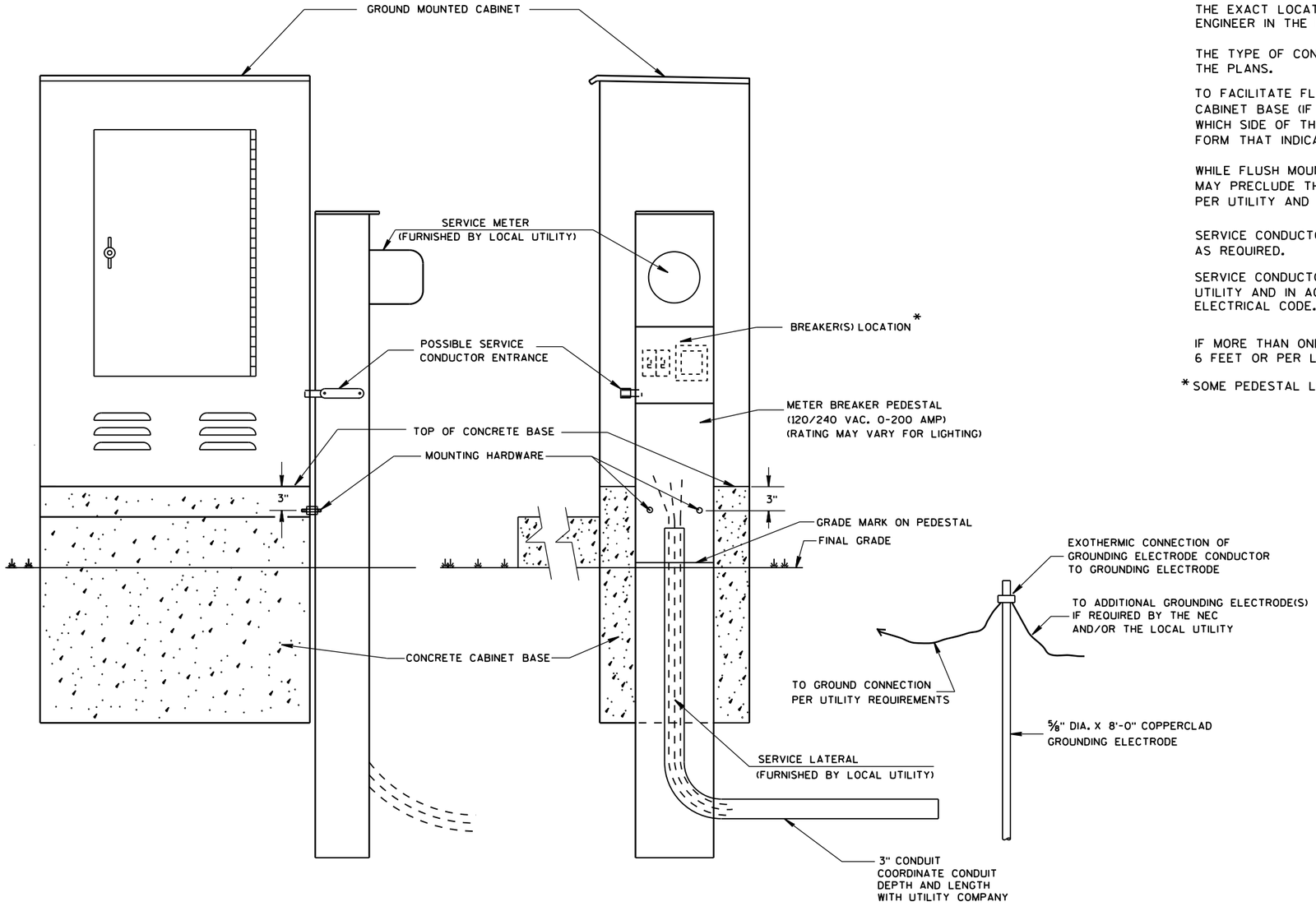
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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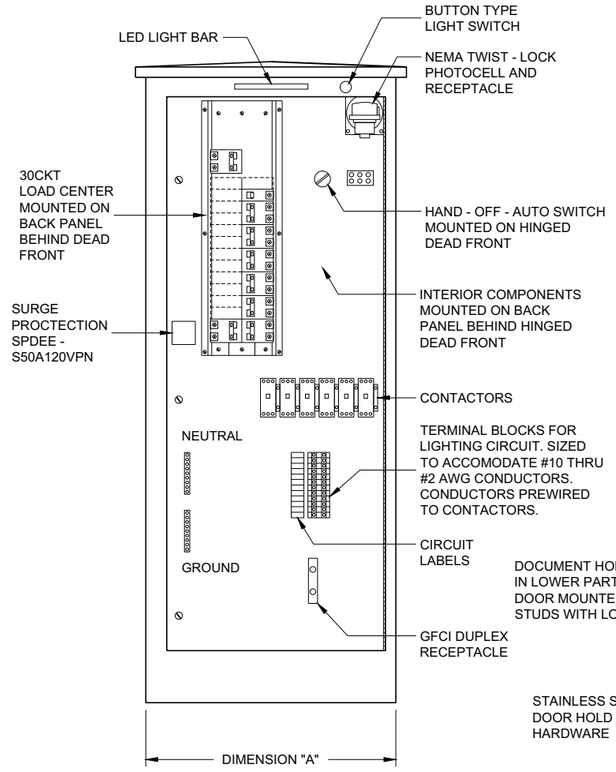
S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

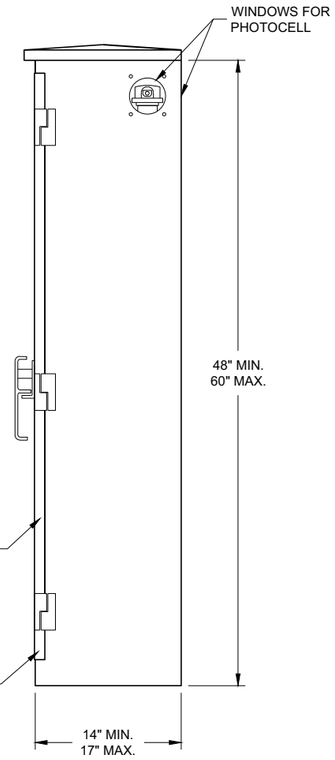
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FRONT INTERIOR ELEVATION



SIDE VIEW



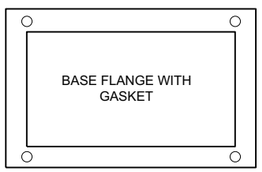
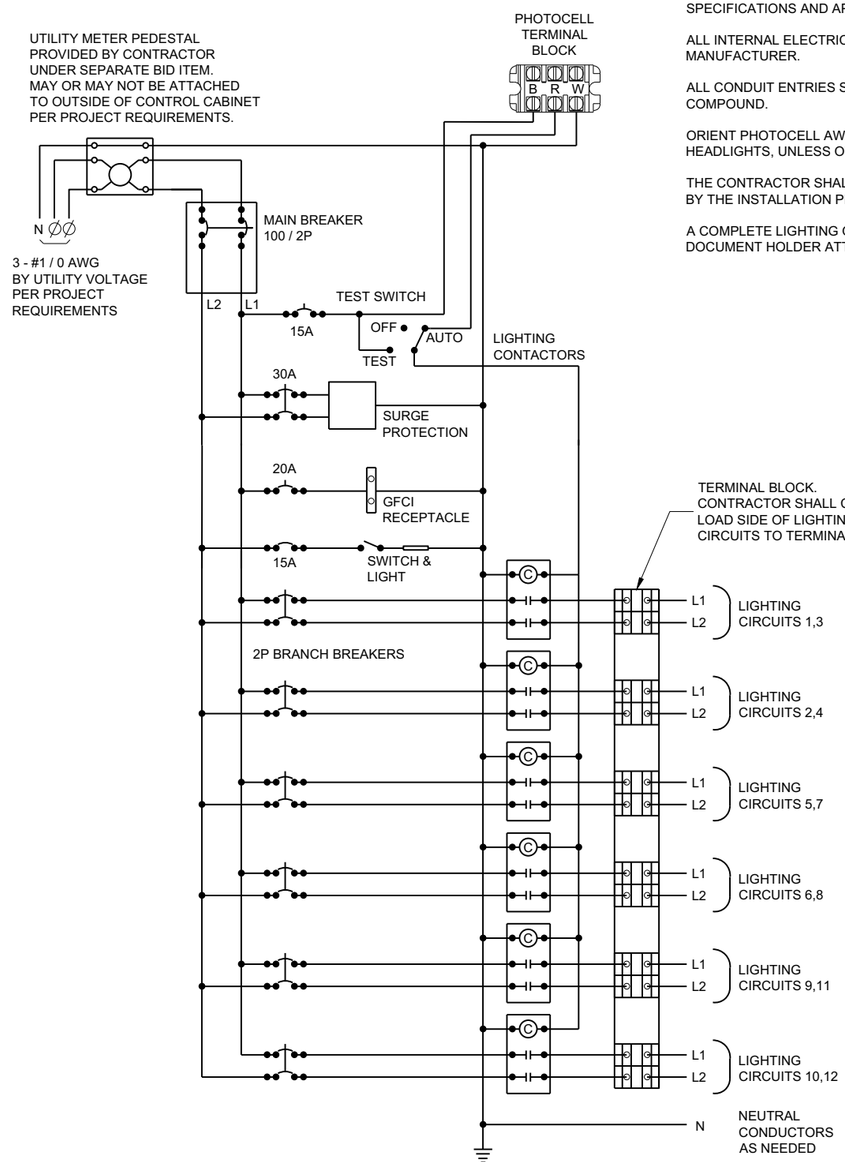


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET 120 / 240 VOLT

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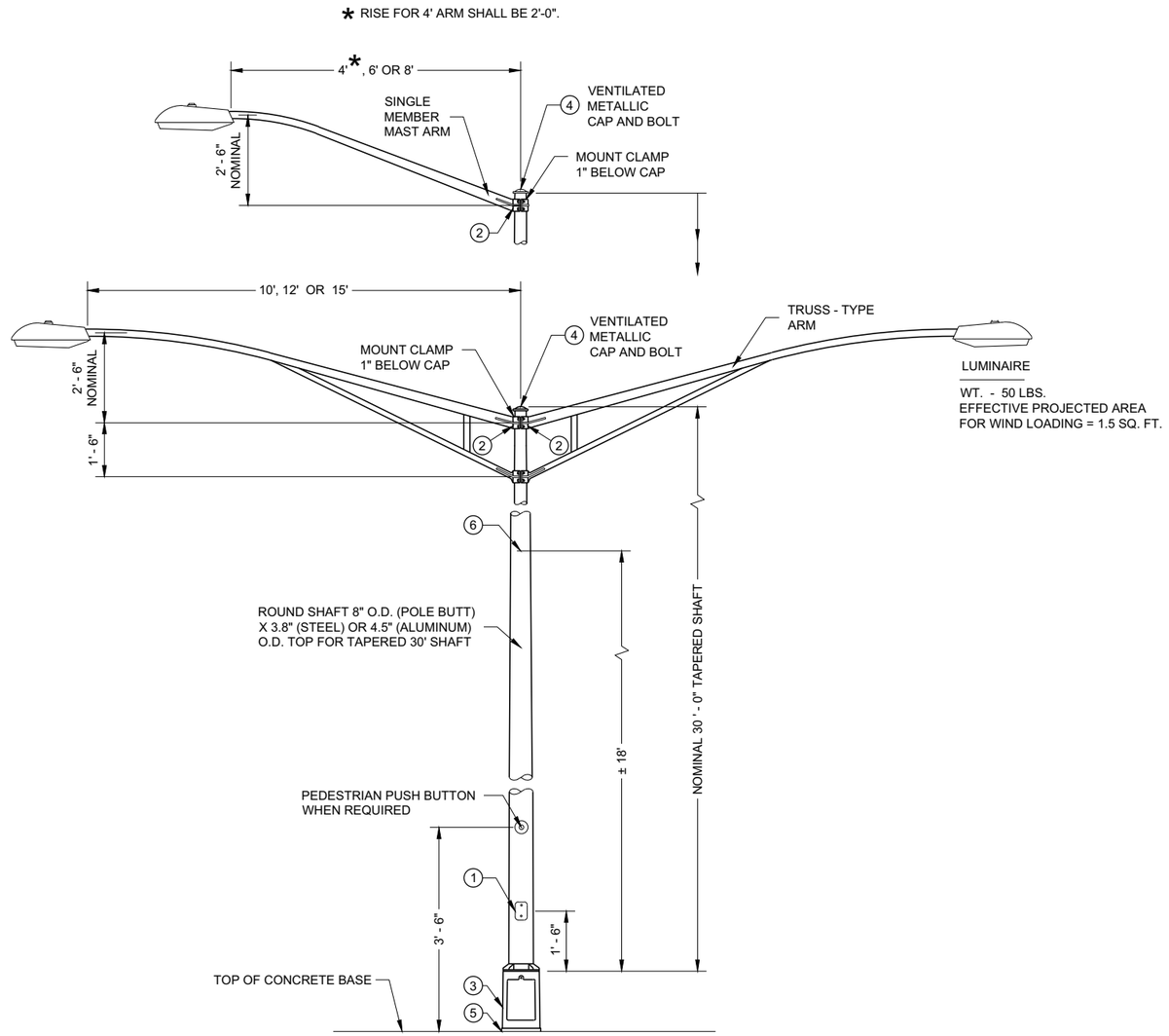
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TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

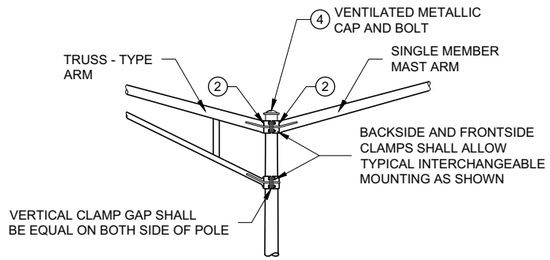
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

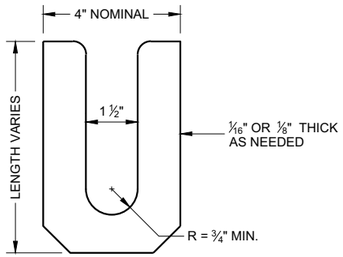
(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



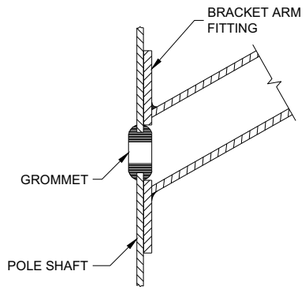
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

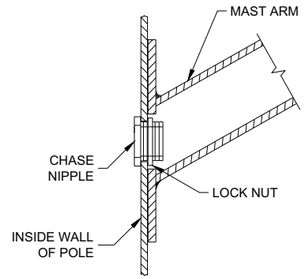
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LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

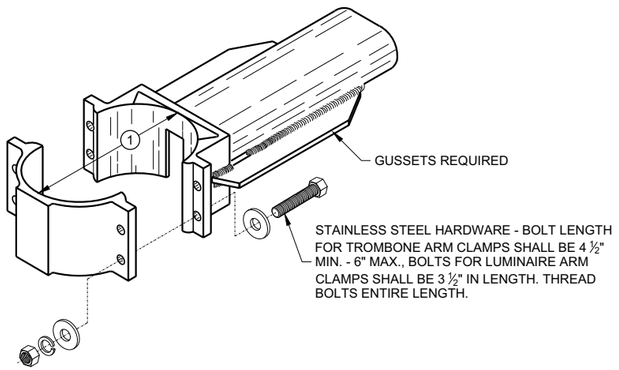
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

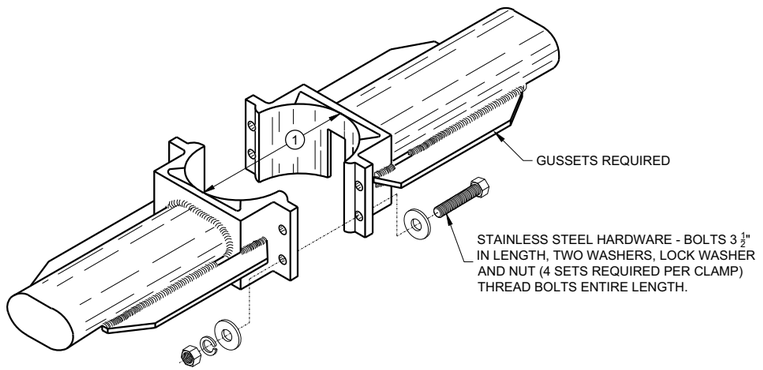
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

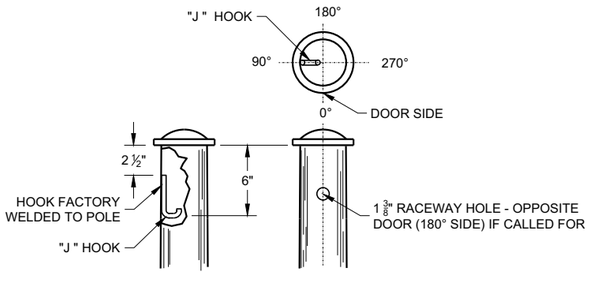
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



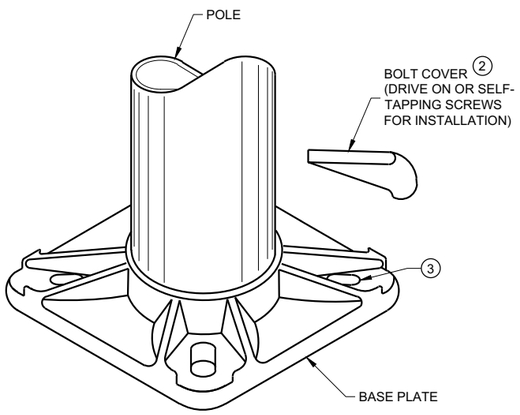
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



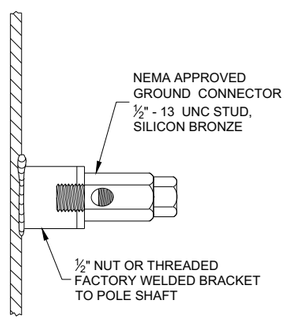
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

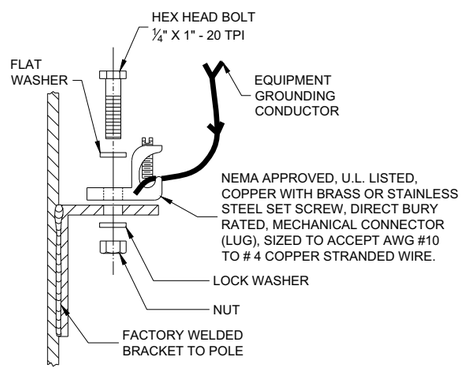


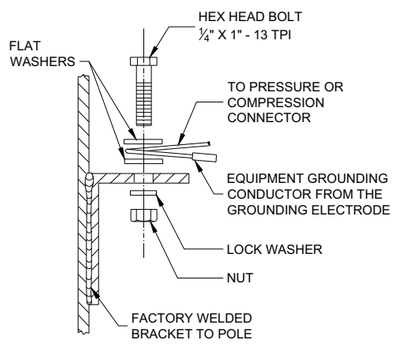
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 163

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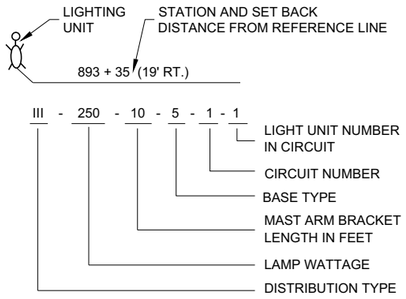
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GENERAL NOTES

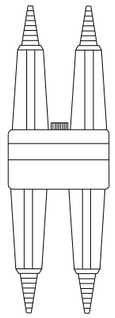
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

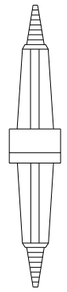
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



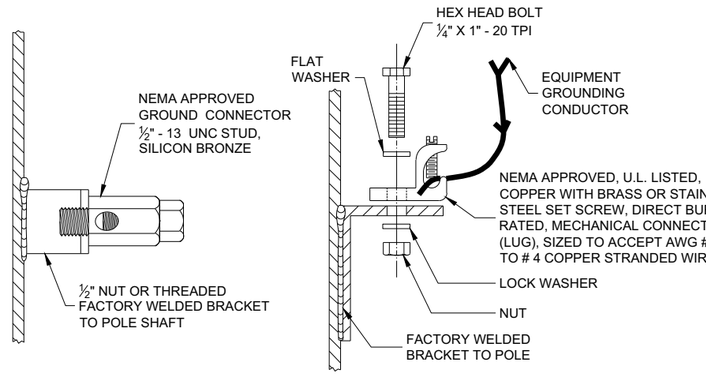
LIGHTING UNIT CODE
(TYPICAL)



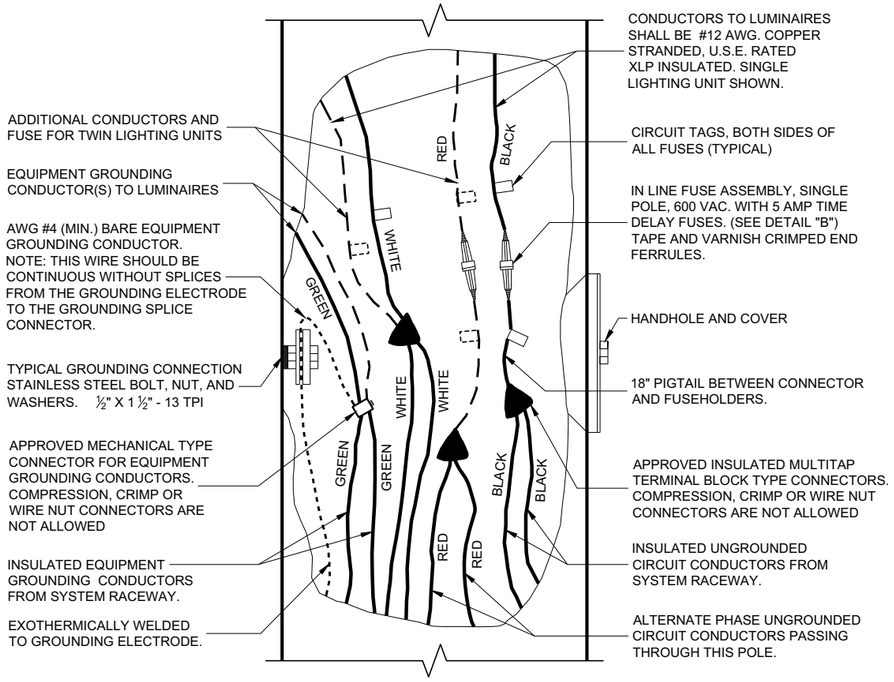
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



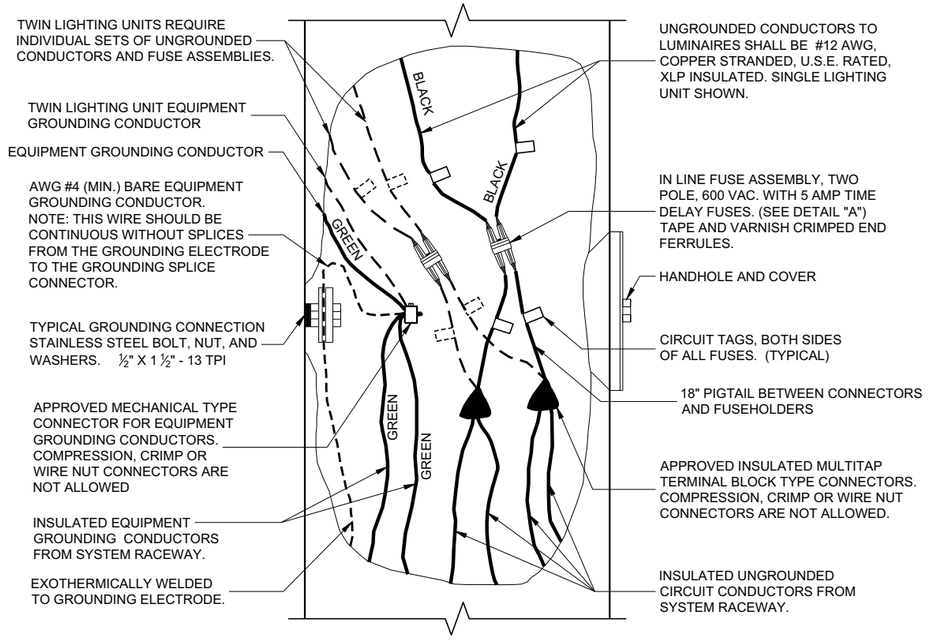
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

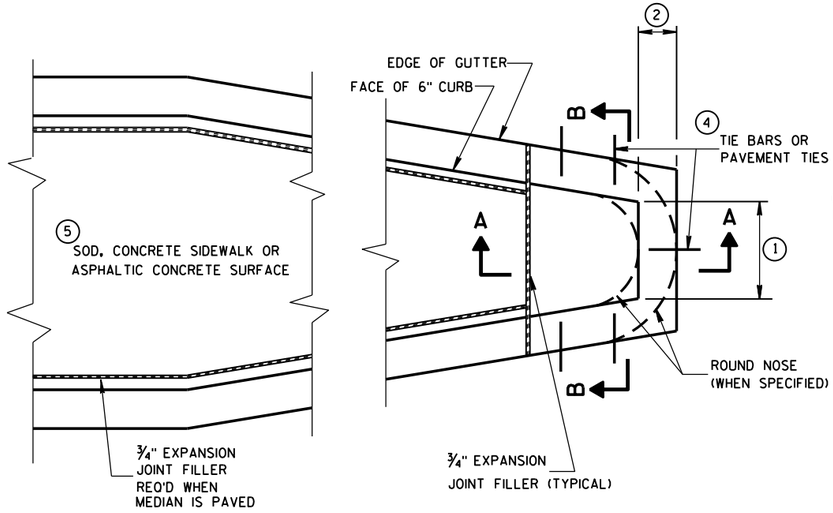
NON - FREEWAY LIGHTING UNIT POLE WIRING

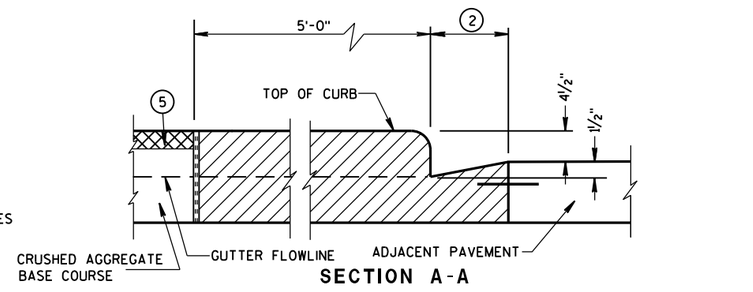
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

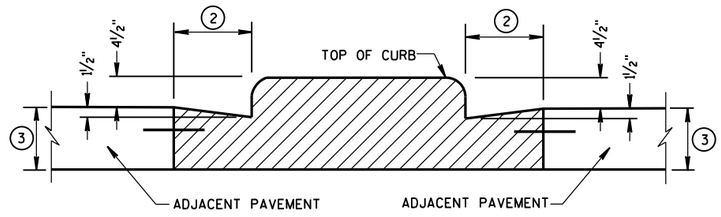
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09E03 - 06







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

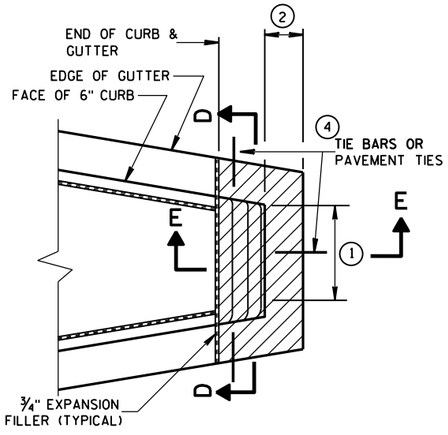
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

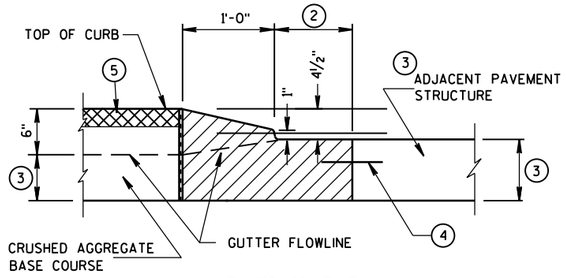
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

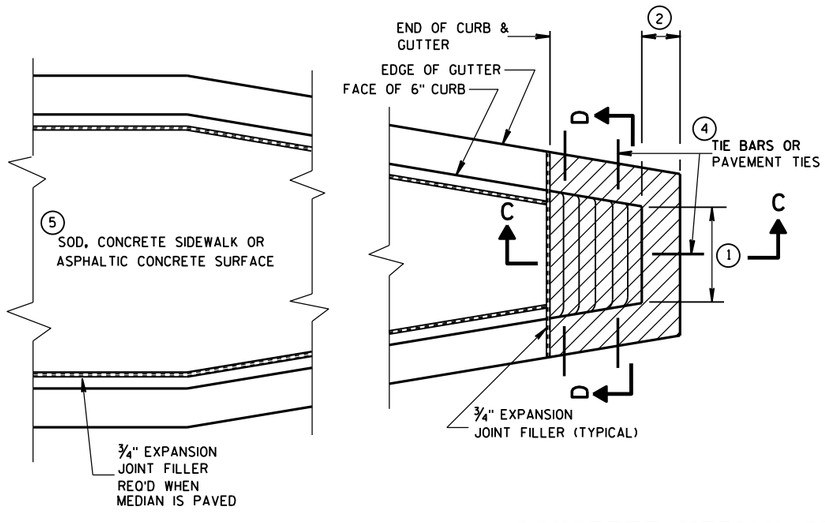
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

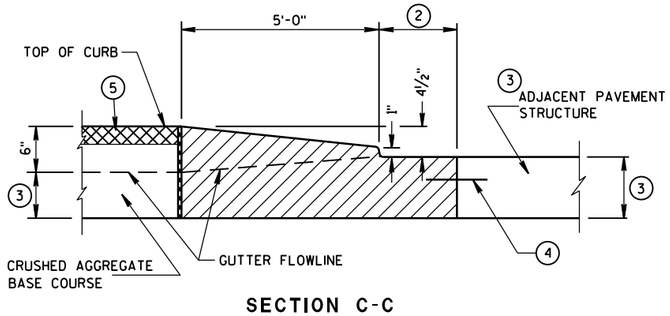
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



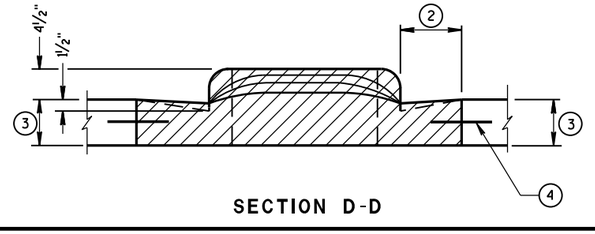


CONCRETE MEDIAN SLOPED NOSE TYPE 2

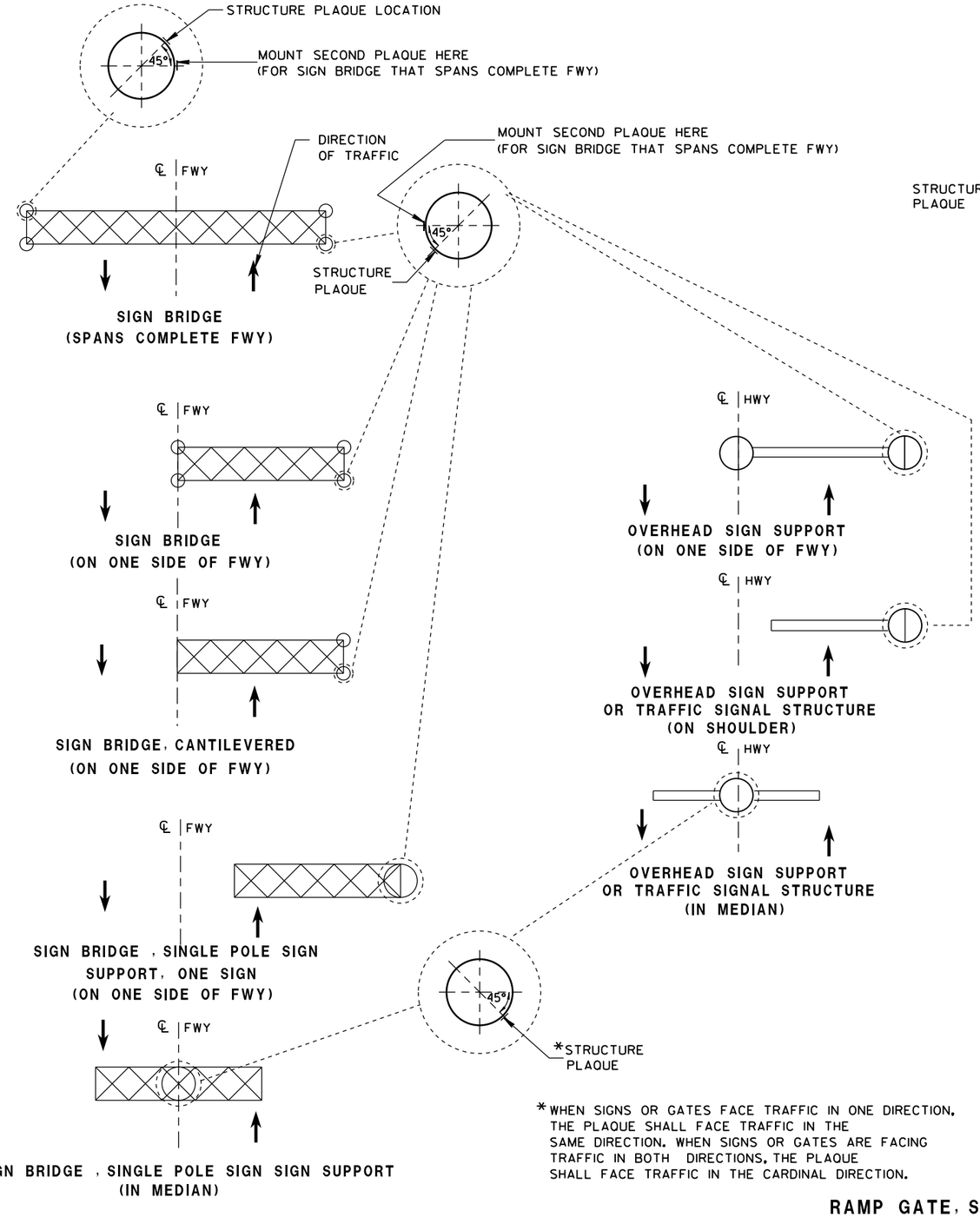




CONCRETE MEDIAN SLOPED NOSE TYPE 1

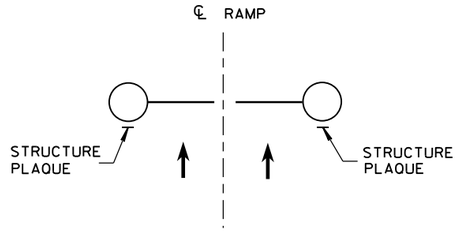


CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

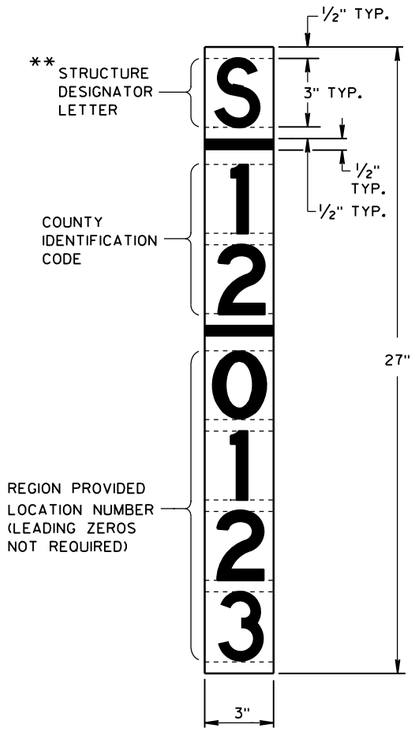


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

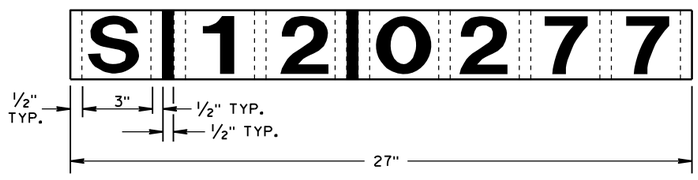
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

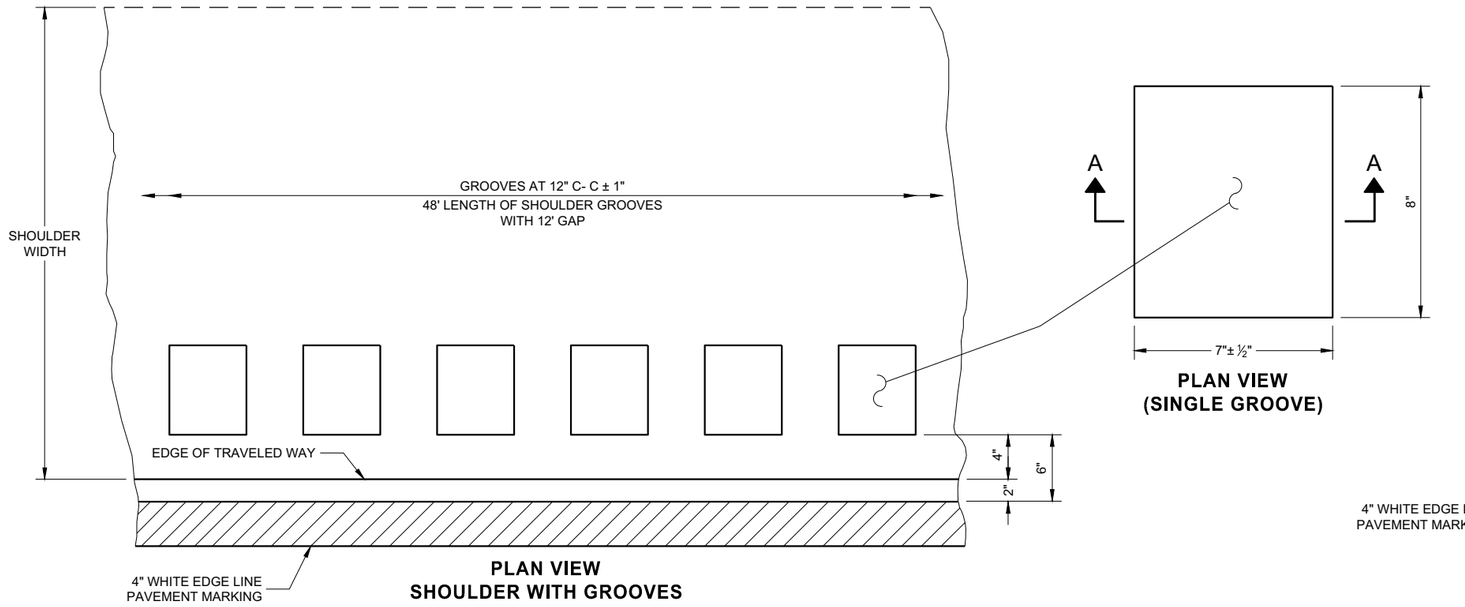
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3



PLAN VIEW
SHOULDER WITH GROOVES

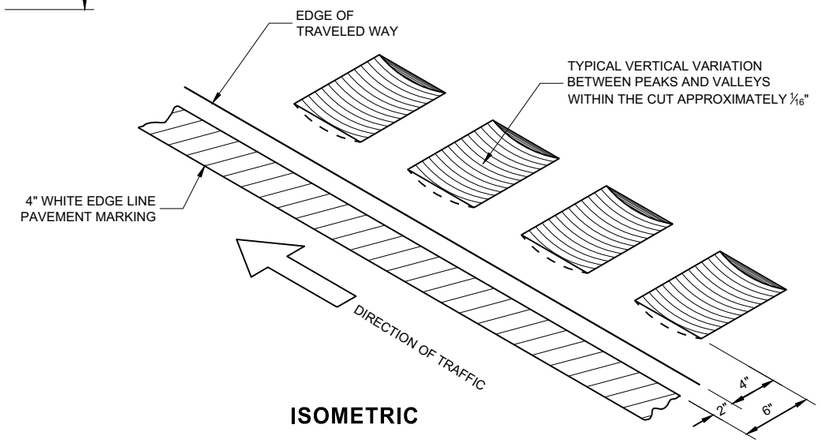
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

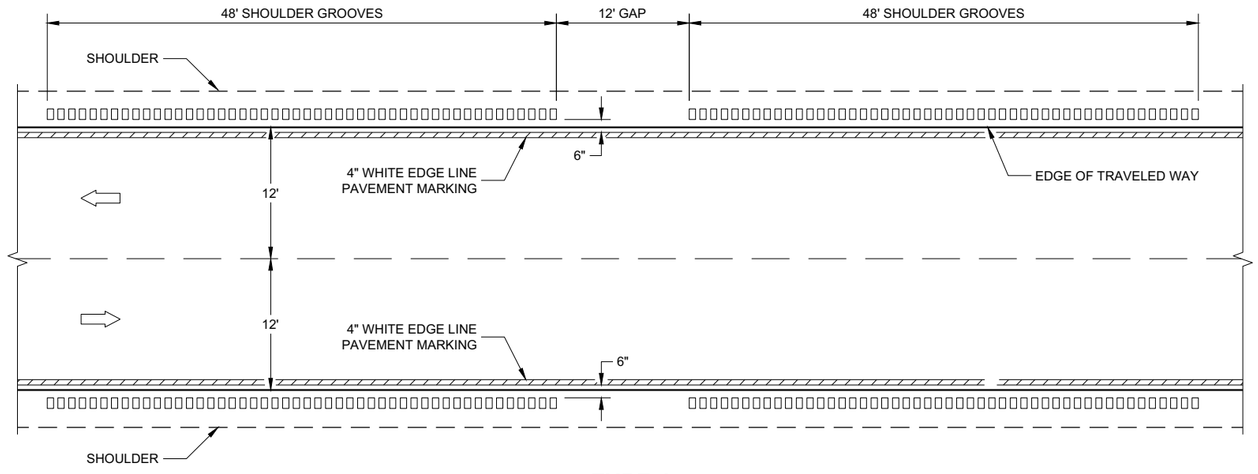
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

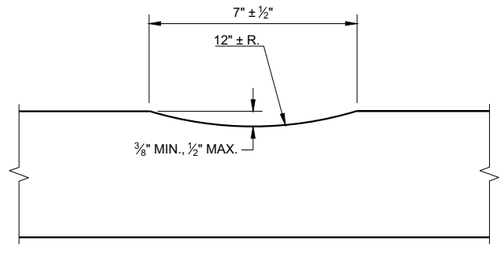


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

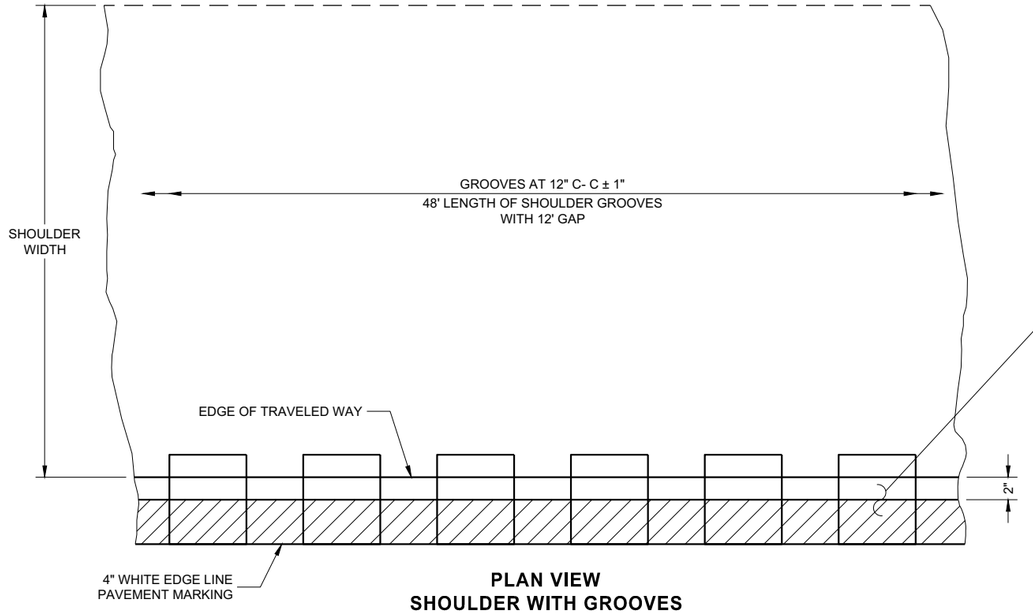
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

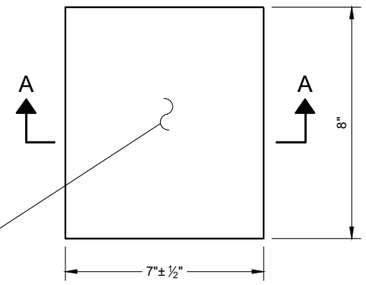
SDD 13A10 - 02a

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SDD 13A10 - 02a



PLAN VIEW
SHOULDER WITH GROOVES



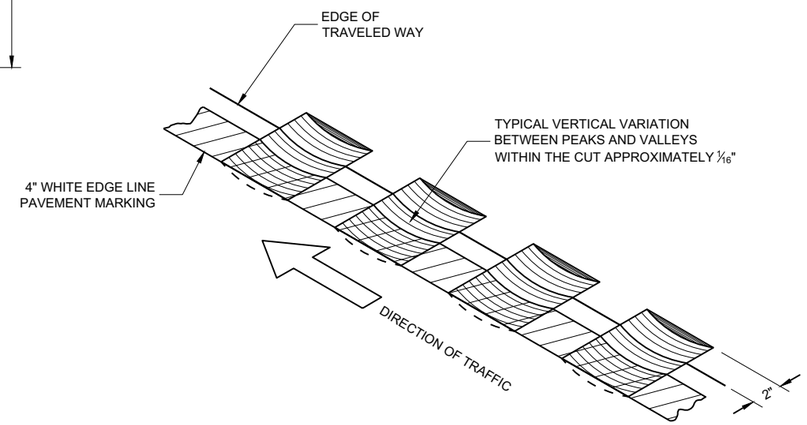
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

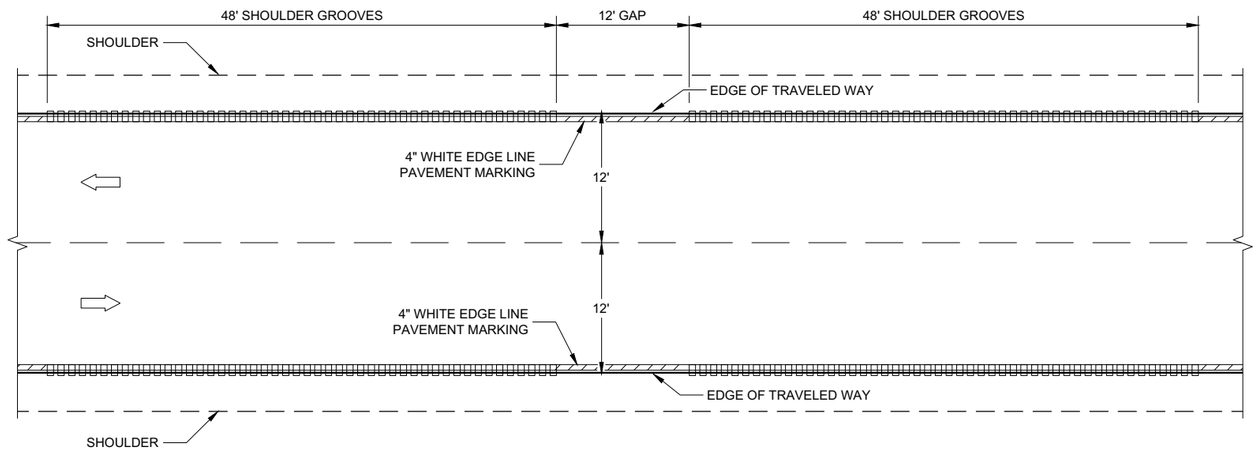
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

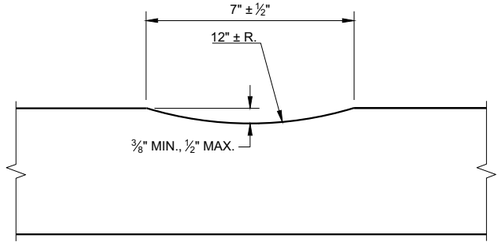


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP



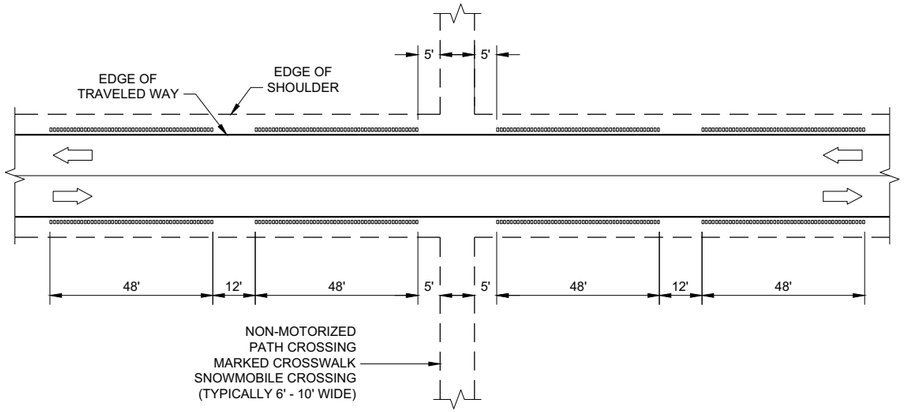
SECTION A - A

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

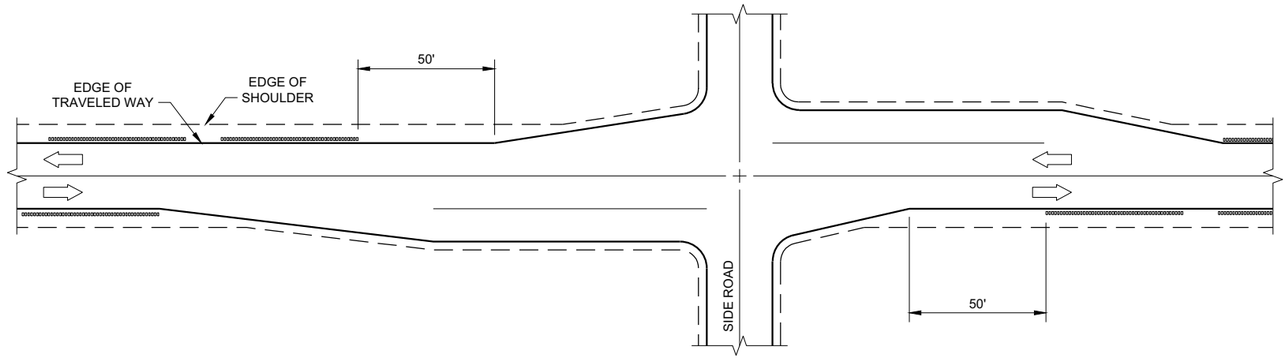
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13A10 - 02b

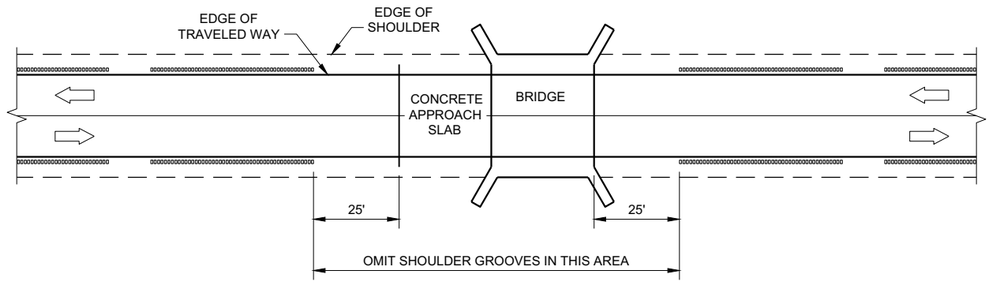
SDD 13A10 - 02b



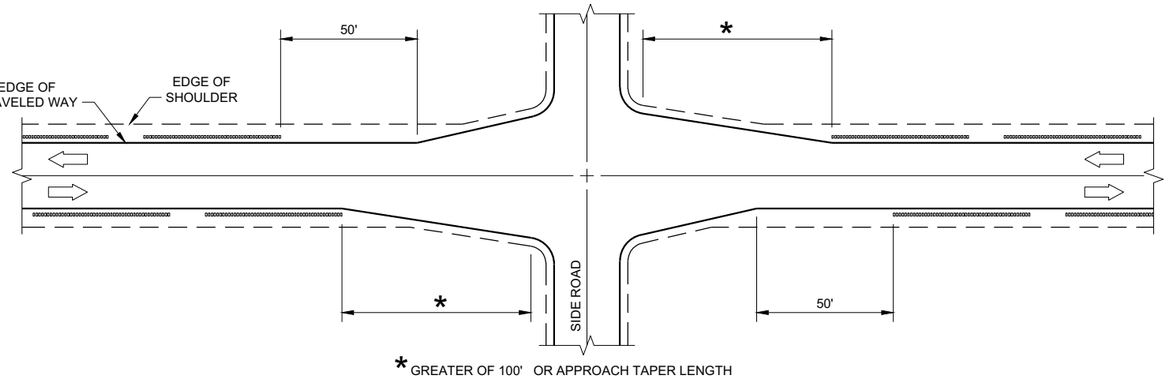
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

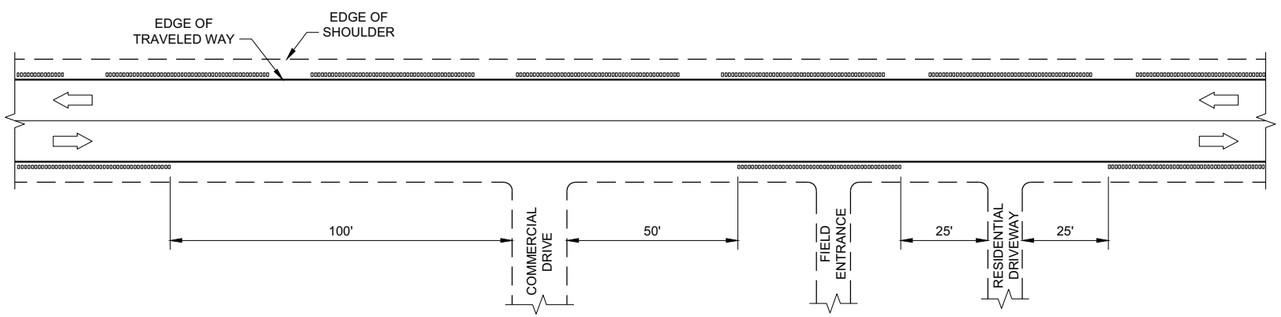


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

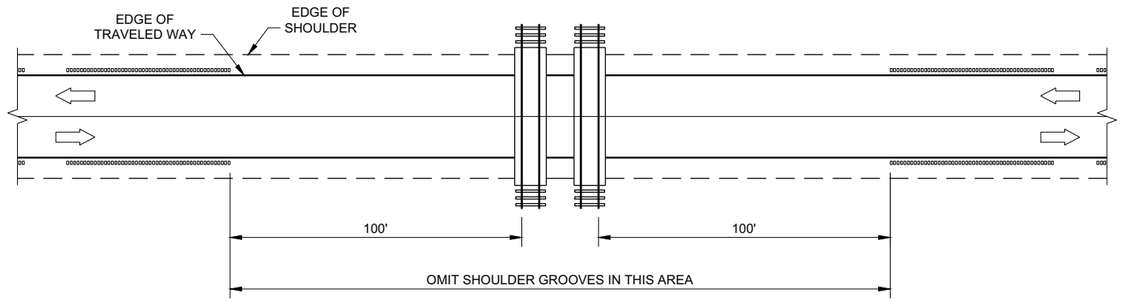
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

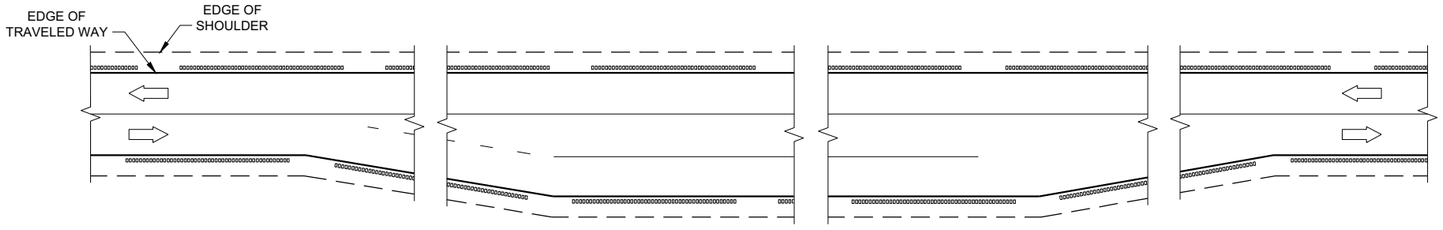
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

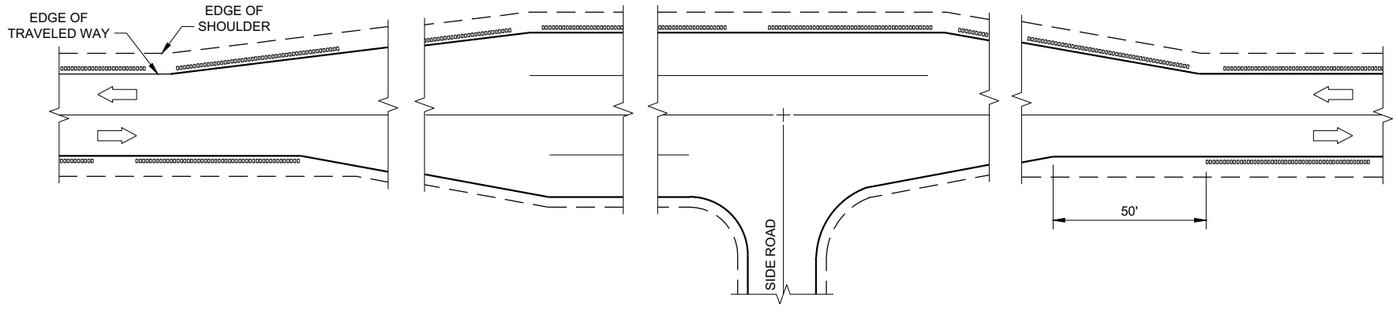
SDD 13A10 - 02c
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

SDD 13A10 - 02d

SDD13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

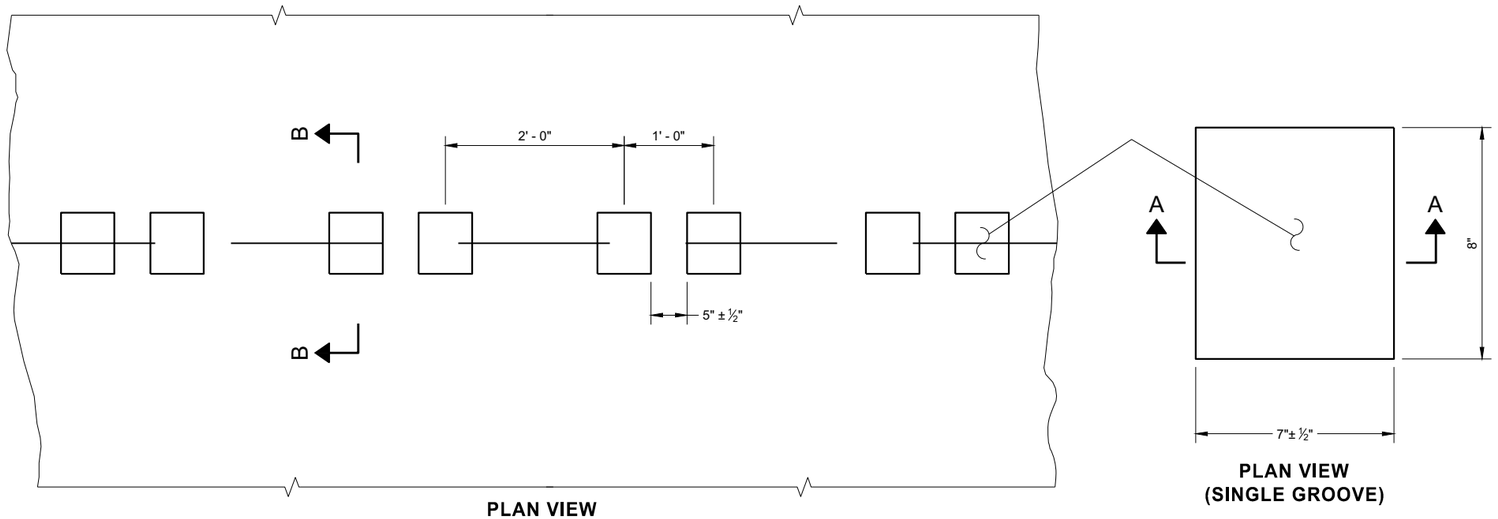
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

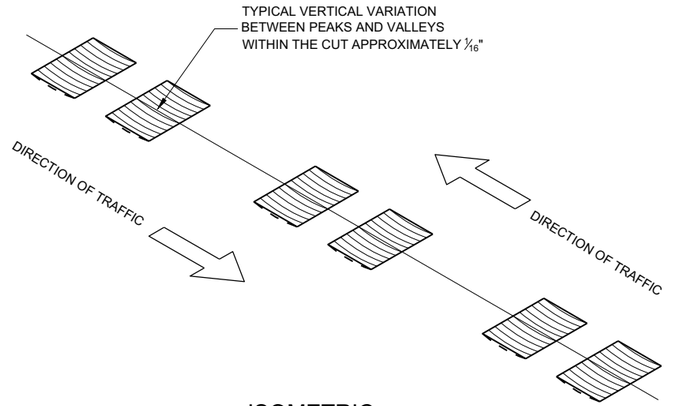
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTERLINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

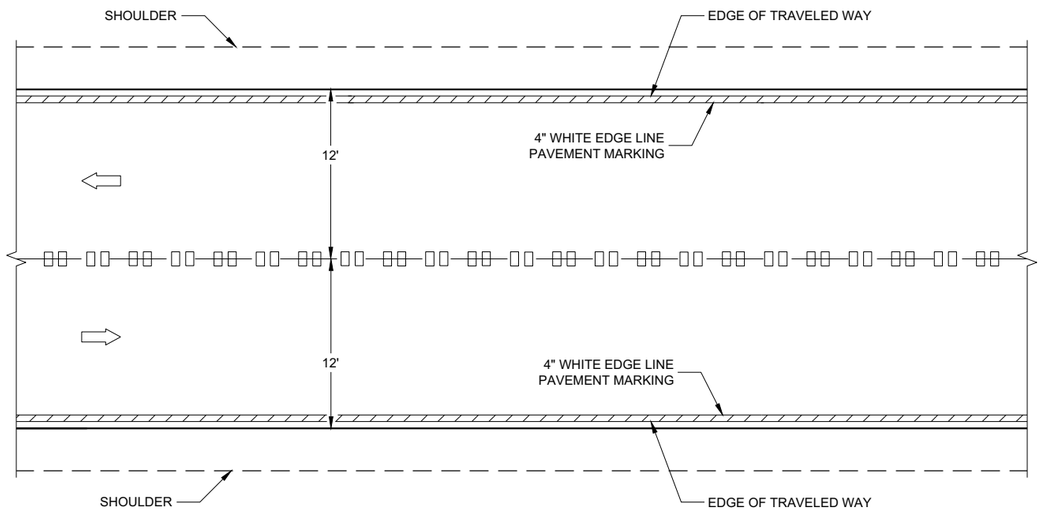
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

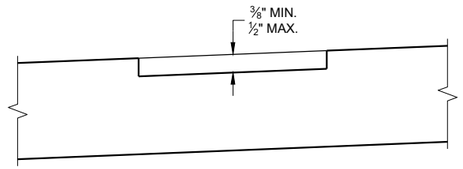
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



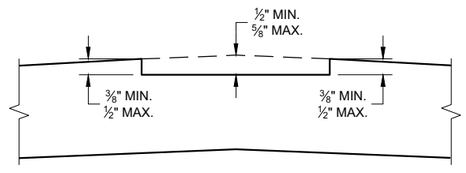
ISOMETRIC



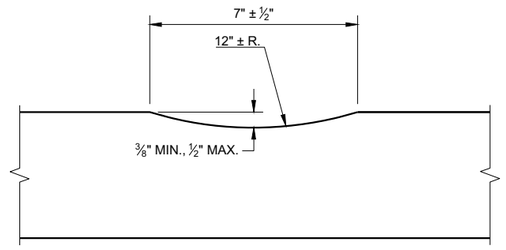
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

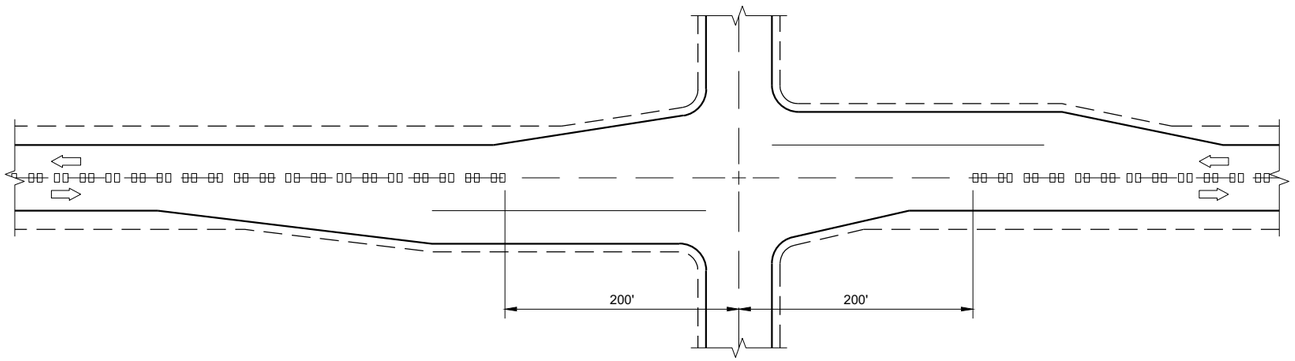
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

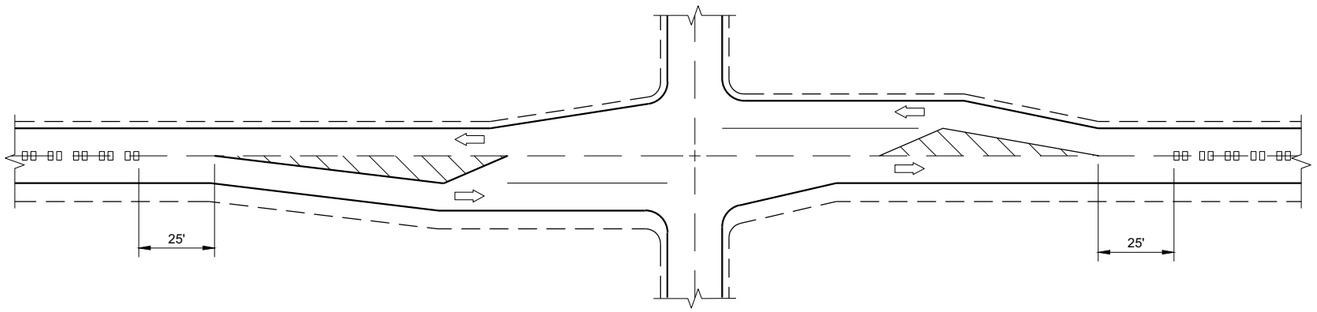
SDD 13A11 - 03a

6

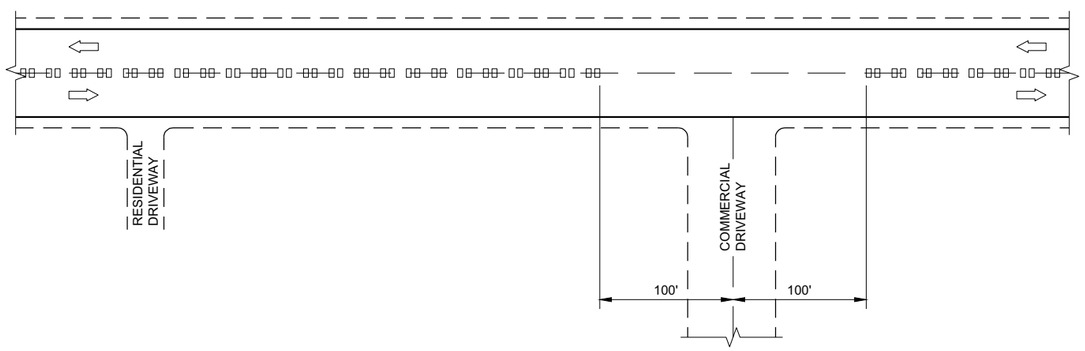
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



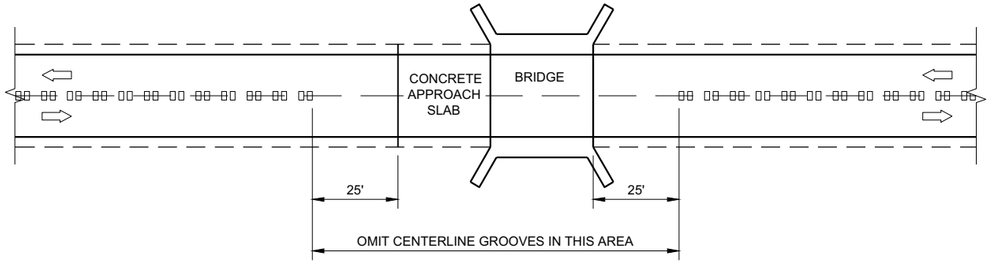
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



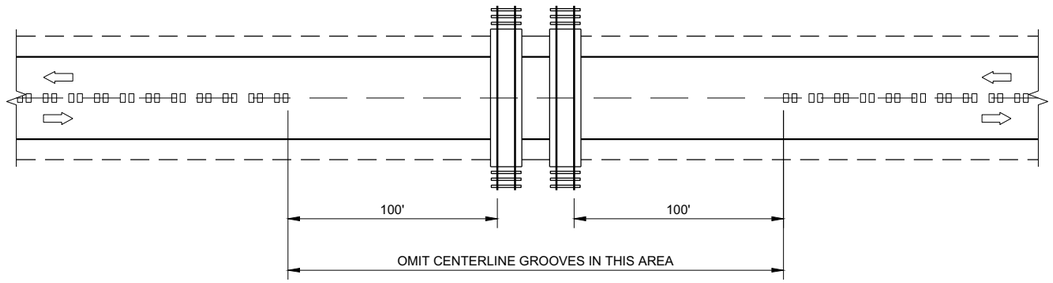
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

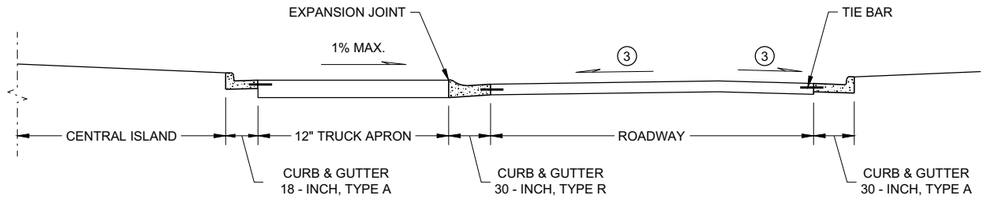
FHWA

6

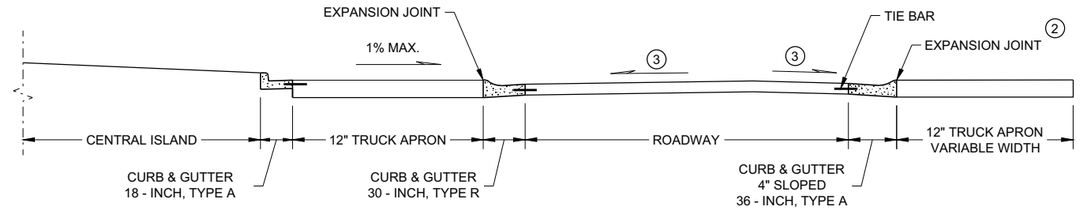
SDD 13A11 - 03b

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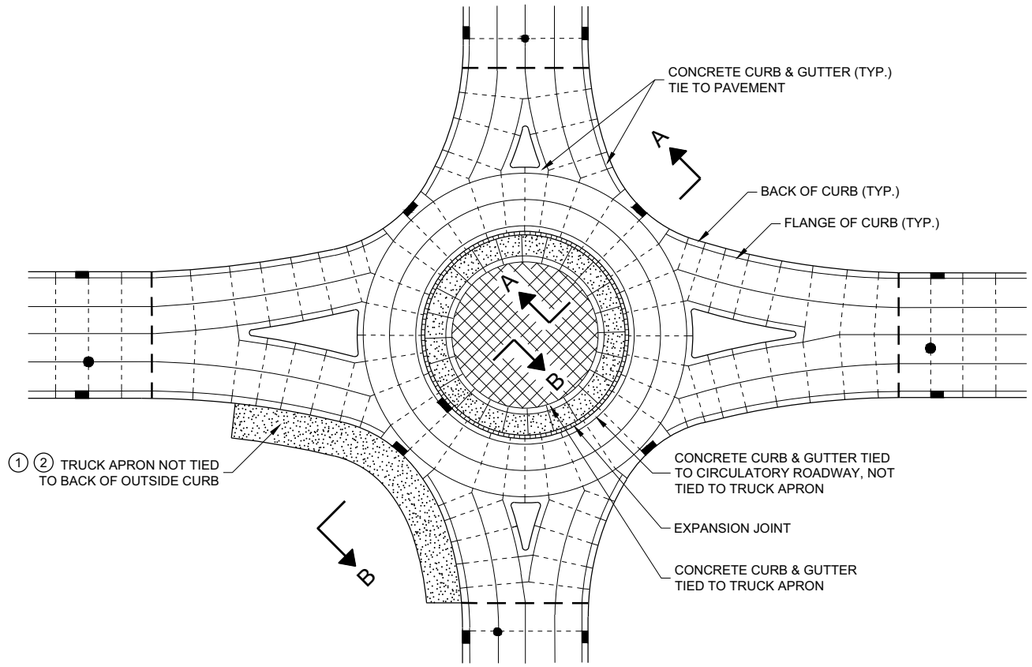
SDD 13A11 - 03b



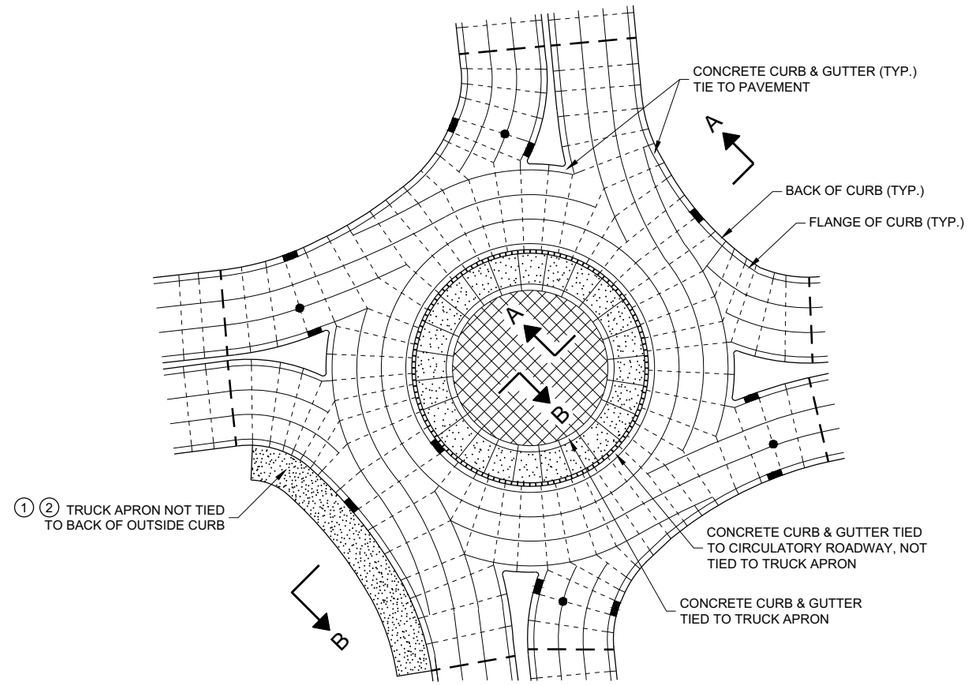
SECTION A - A



SECTION B - B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

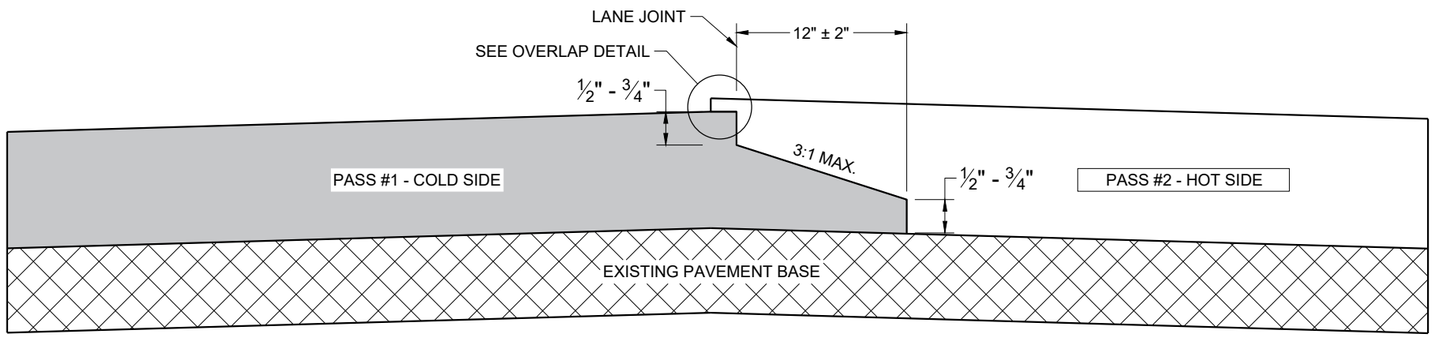
FHWA

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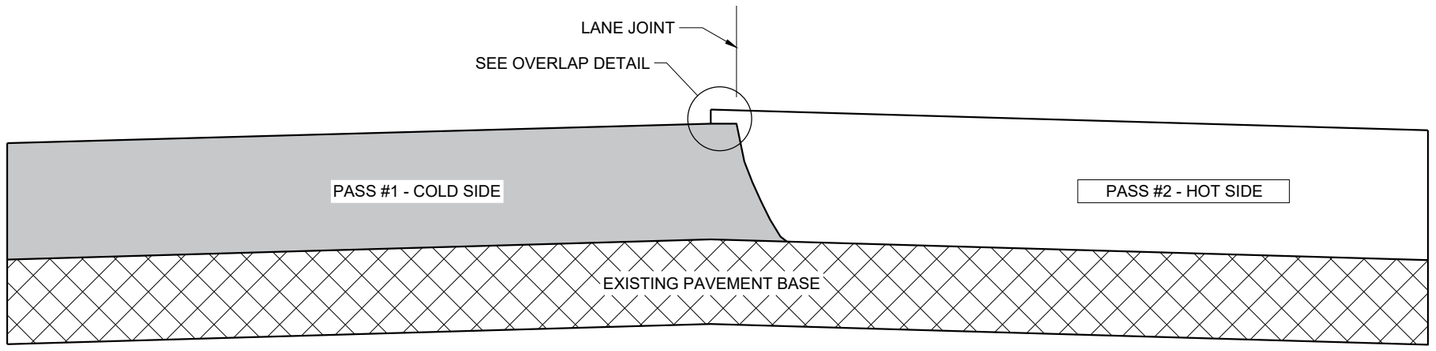
SDD 13C18 - 07e

6

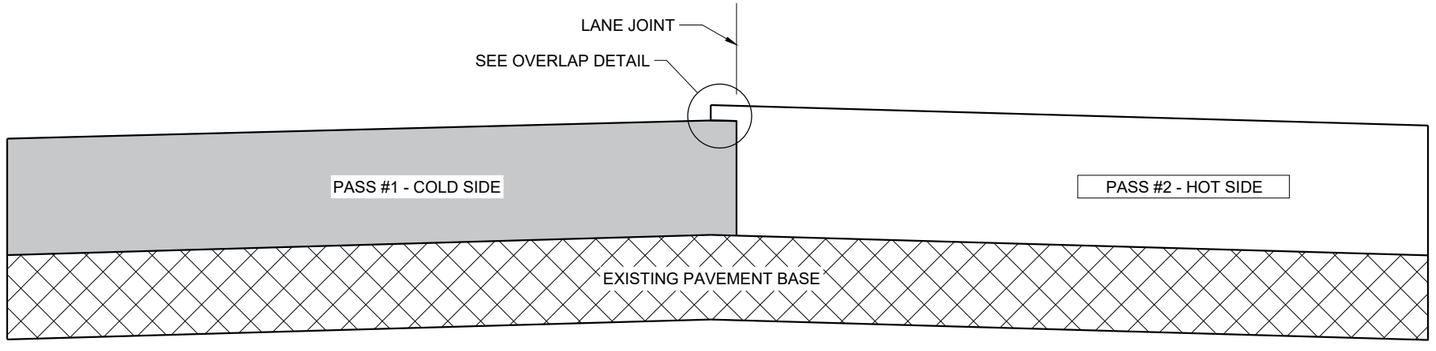
SDD 13C18 - 07e



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

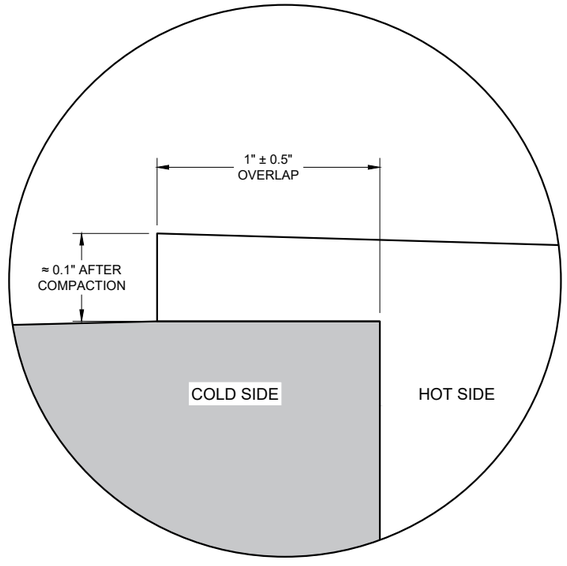
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

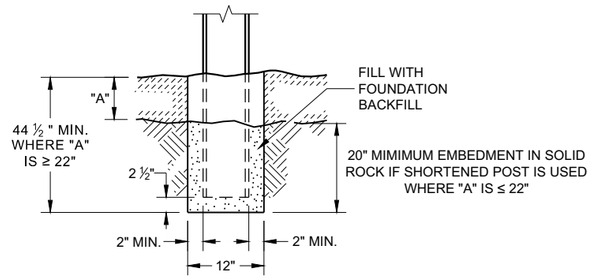
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

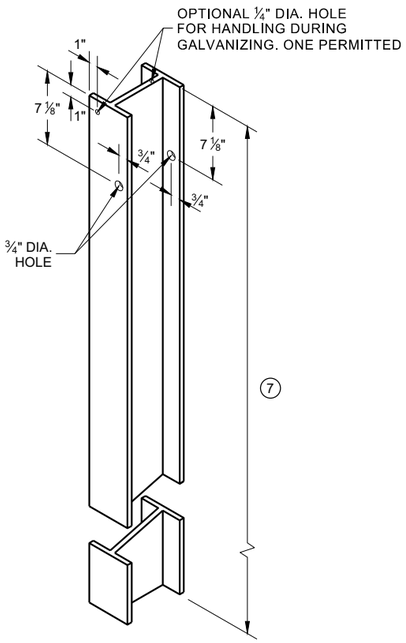
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS +1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

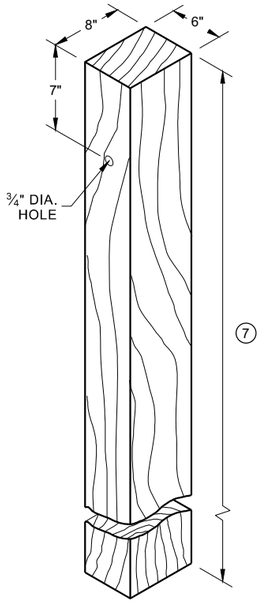
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



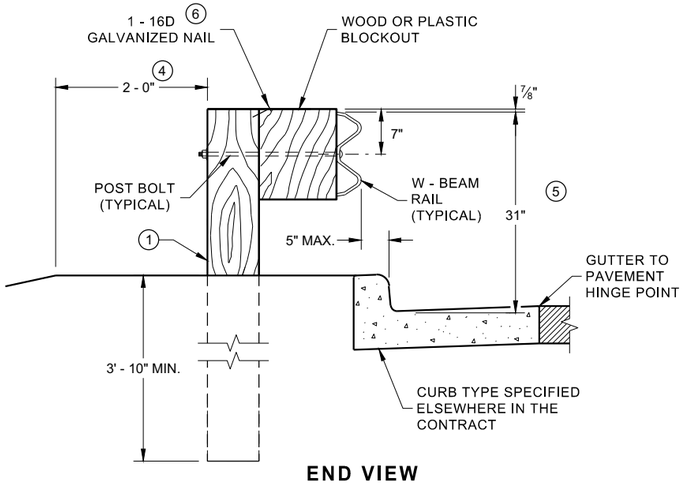
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



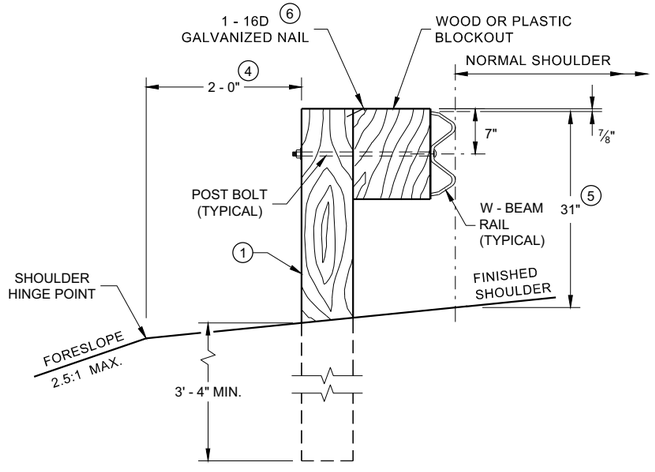
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



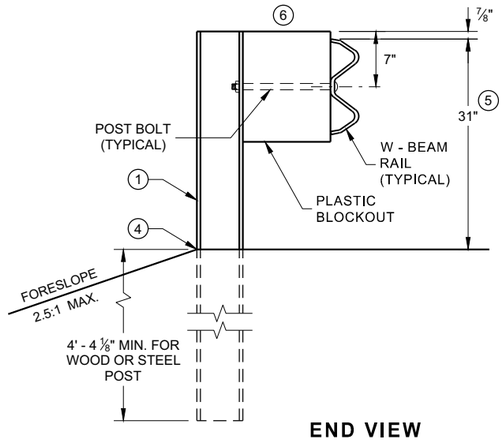
WOOD POST (6" X 8") NOMINAL (1)



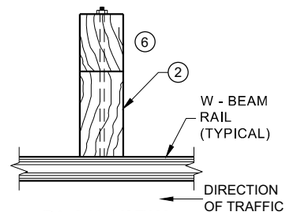
END VIEW
LOCATED ALONG A CURBED ROADWAY



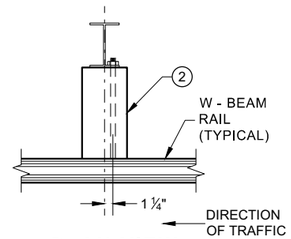
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



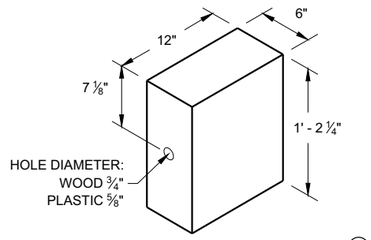
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

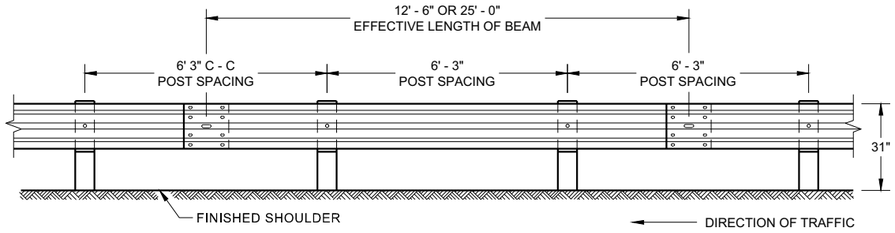
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

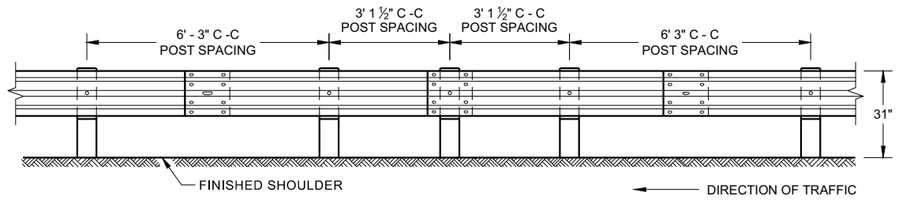
SDD 14B42 - 06a

6

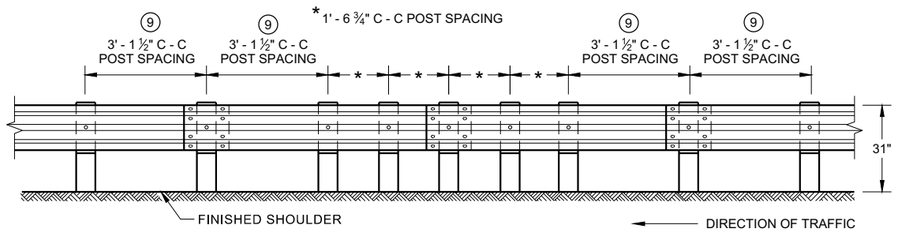
SDD 14B42 - 06a



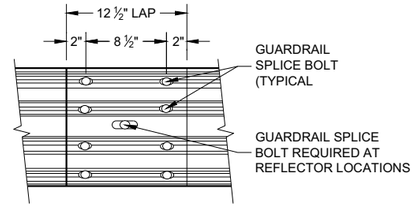
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

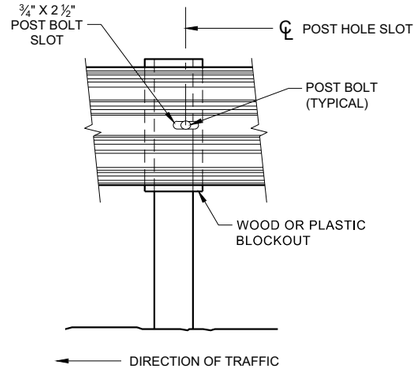
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

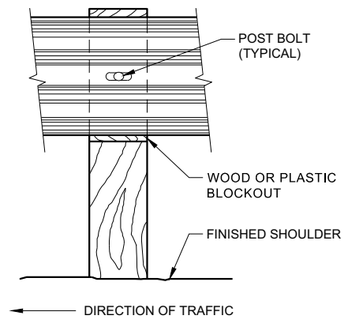
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

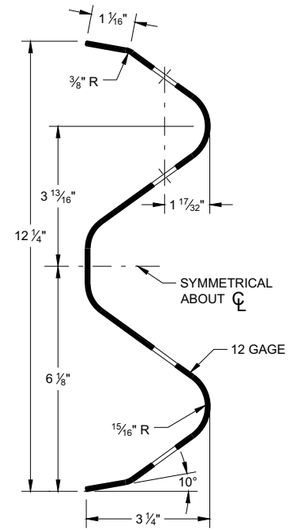
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



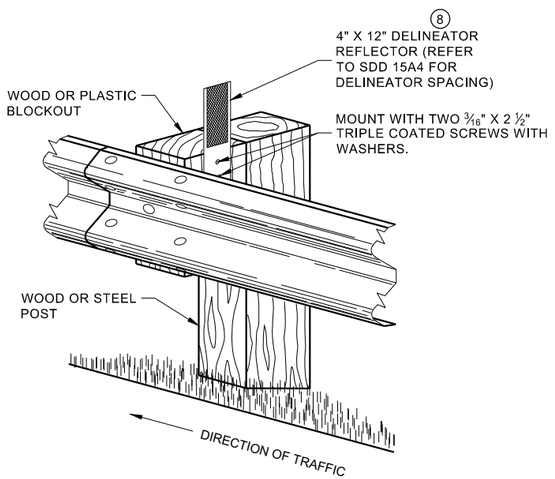
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL

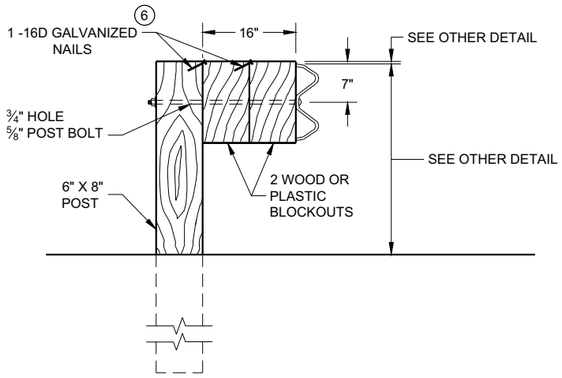


ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B42 - 06b

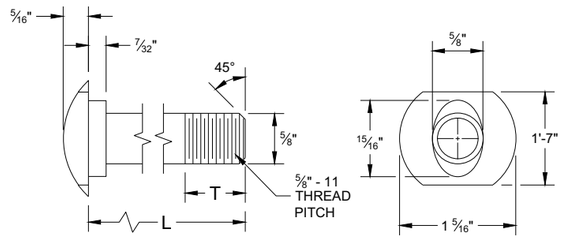


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

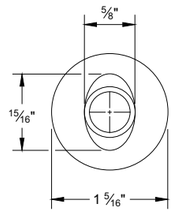
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

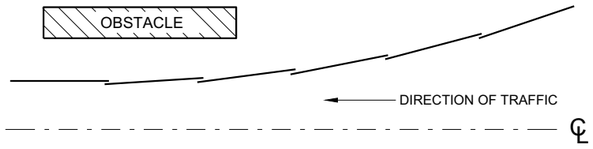


POST BOLT TABLE

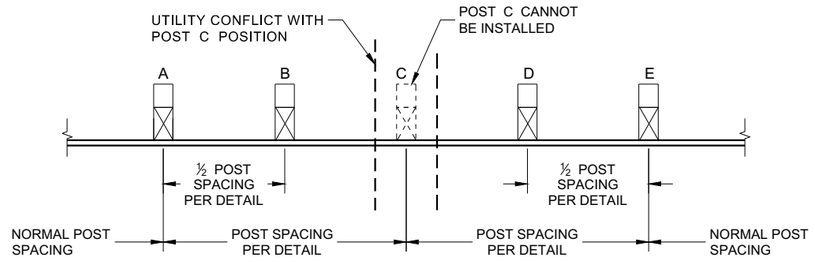
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



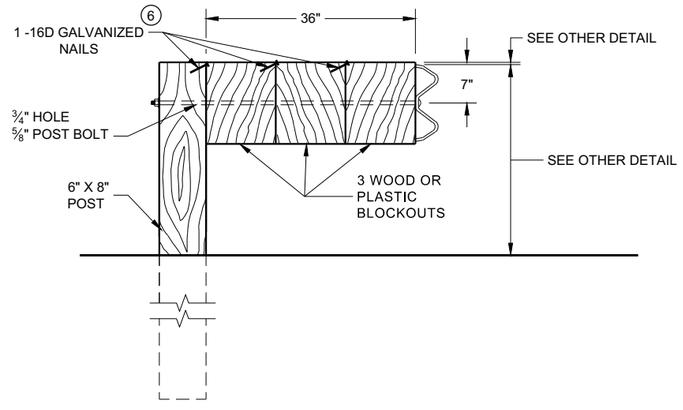
ALTERNATE BOLT HEAD



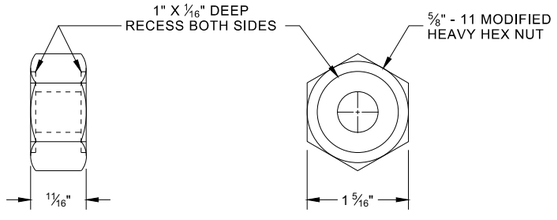
PLAN VIEW
BEAM LAPPING DETAIL



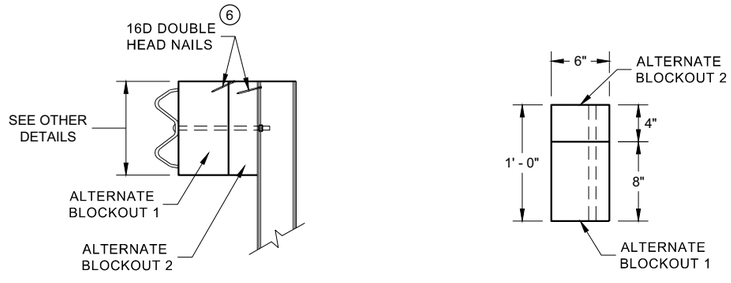
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

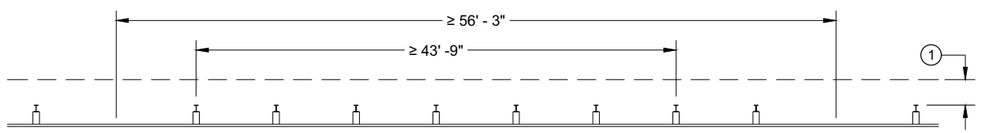
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

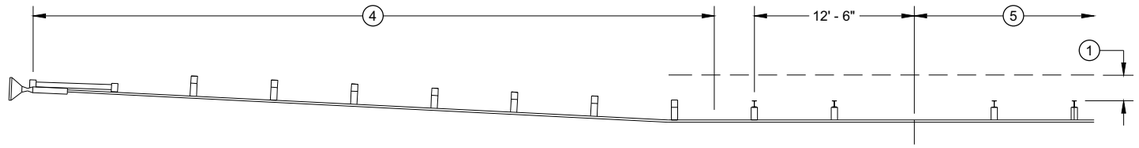
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

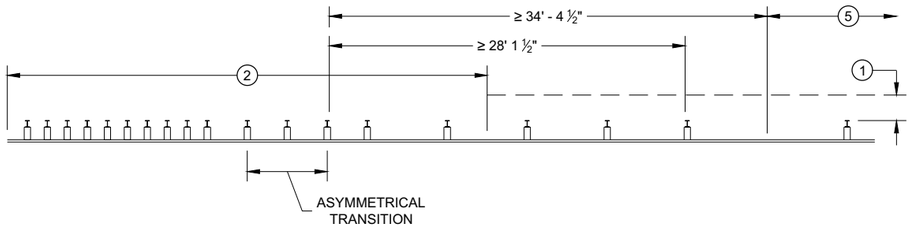
SDD 14B42 - 06c



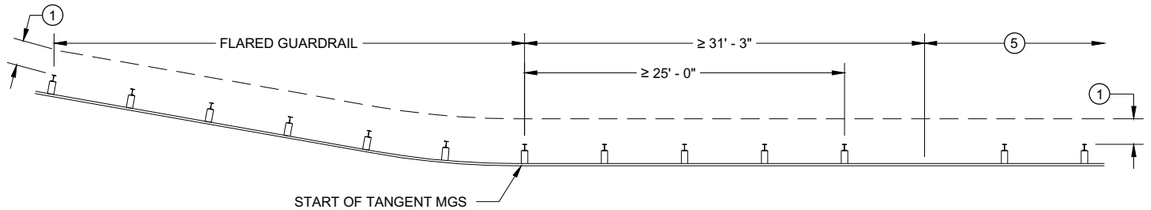
MISSING POST IN NORMAL BEAM GUARD RUN



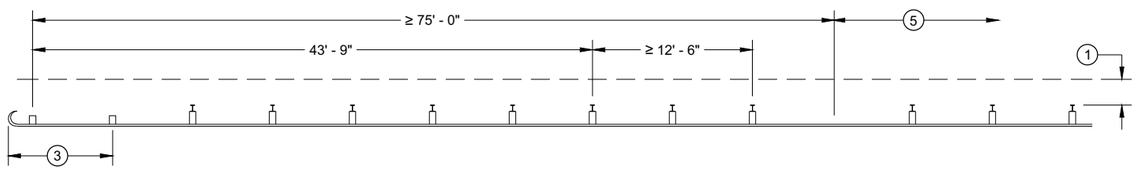
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



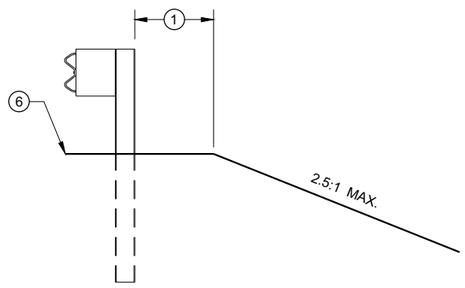
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

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SDD 14B42 - 06d

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

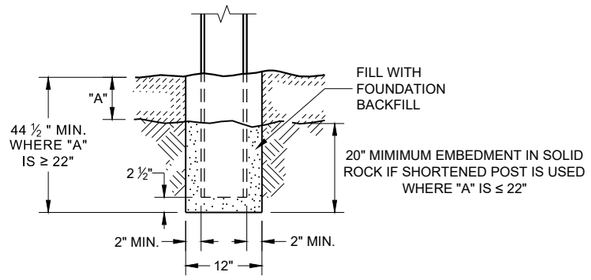
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

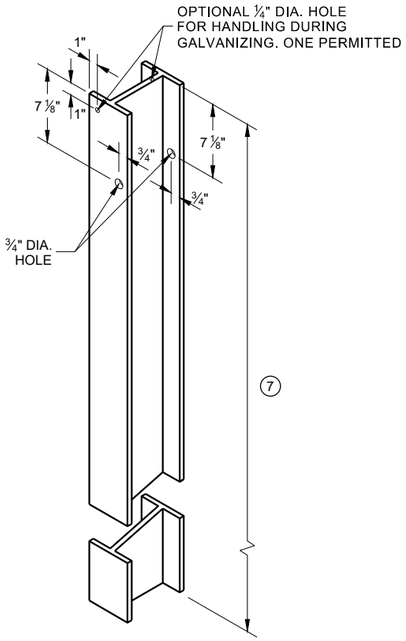
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

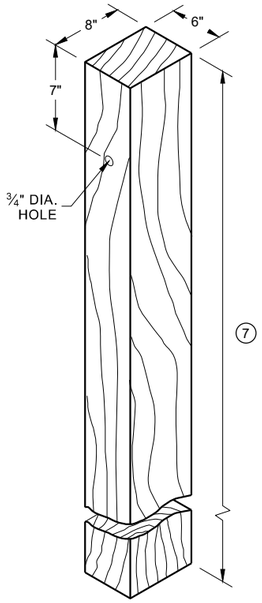
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



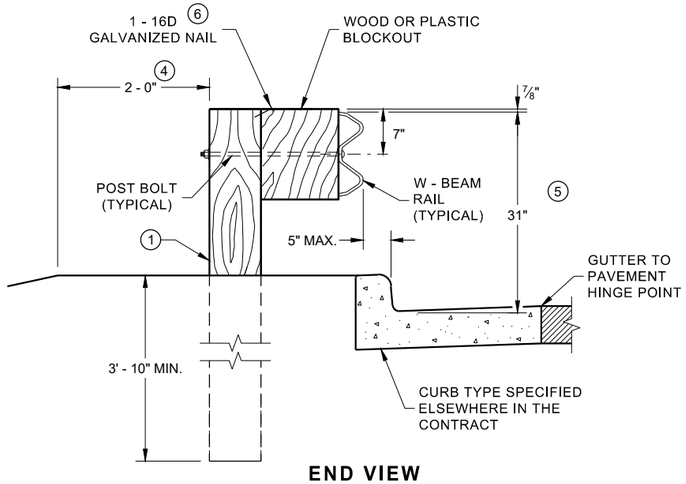
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



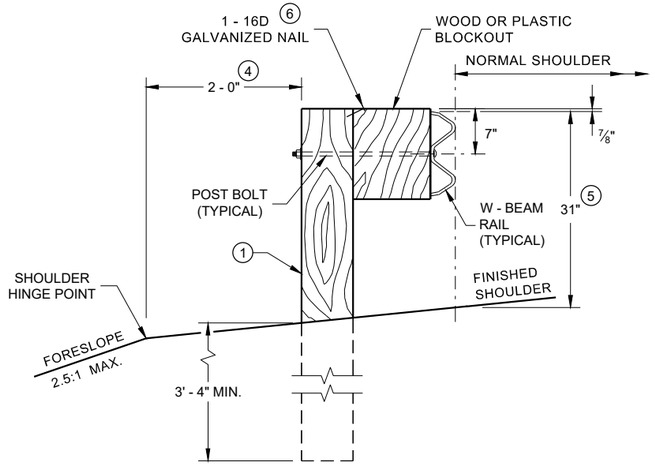
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



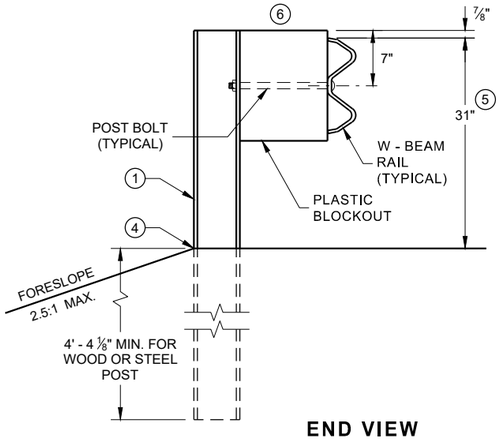
WOOD POST (6" X 8") NOMINAL (1)



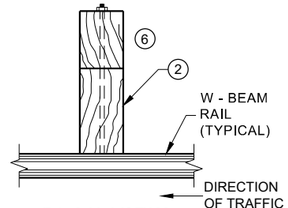
END VIEW
LOCATED ALONG A CURBED ROADWAY



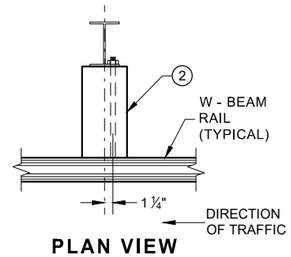
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



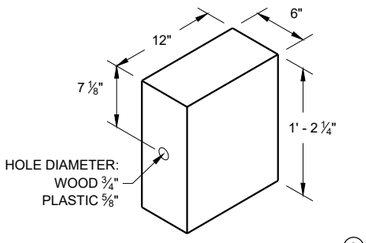
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



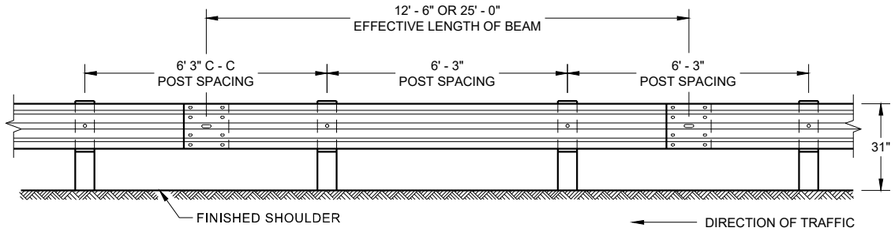
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

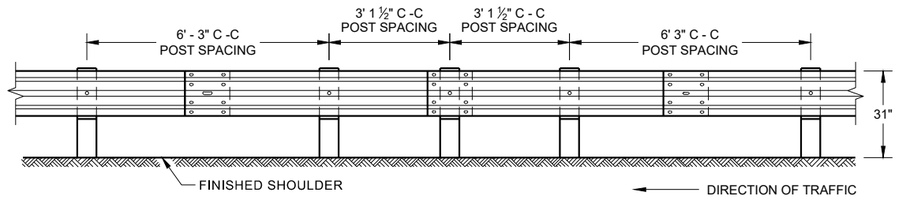
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

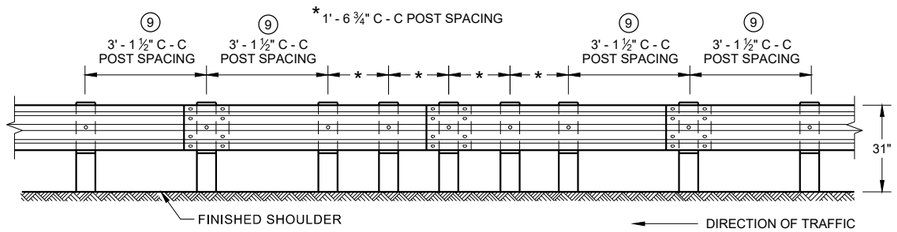
SDD 14B42 - 07a



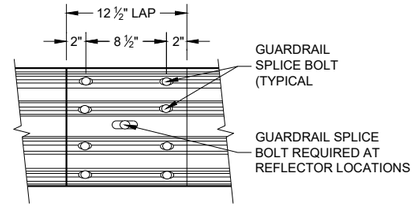
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

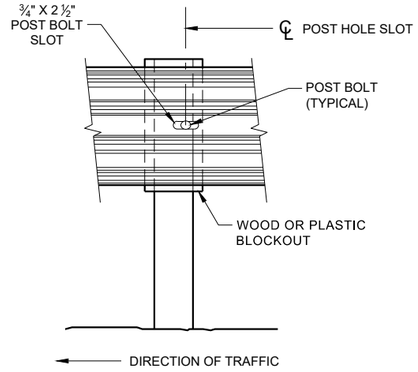
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

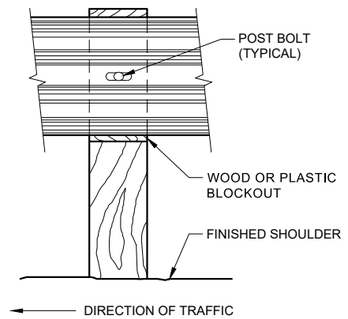
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

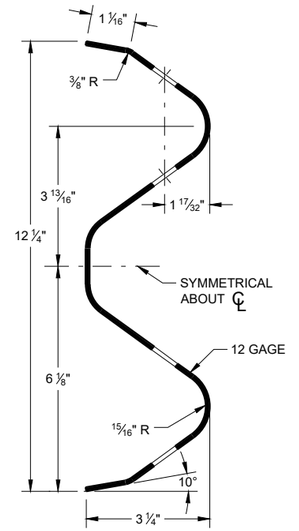
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



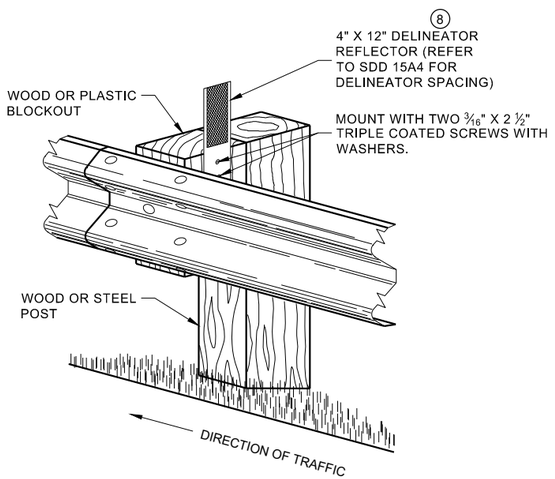
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



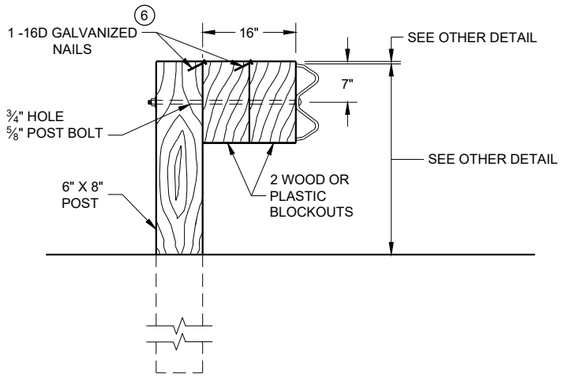
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B42 - 07b
SDD 14B42 - 07b

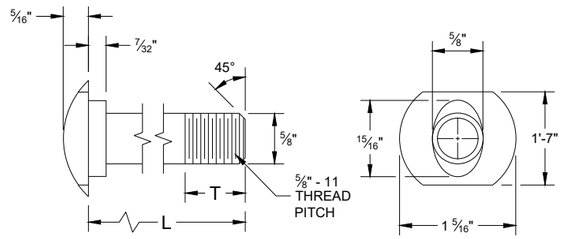


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

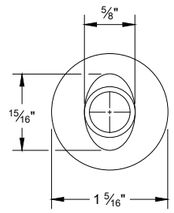
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

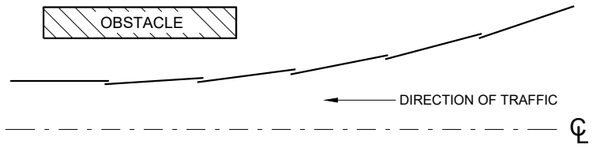


POST BOLT TABLE

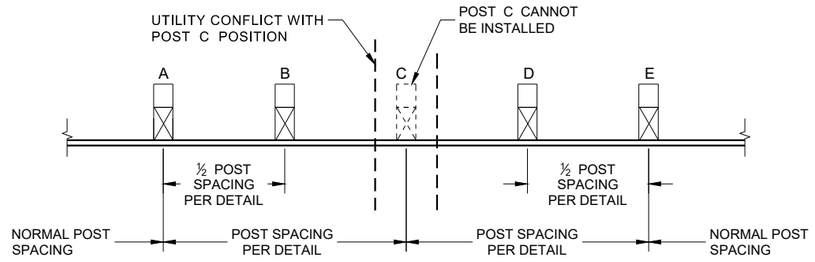
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



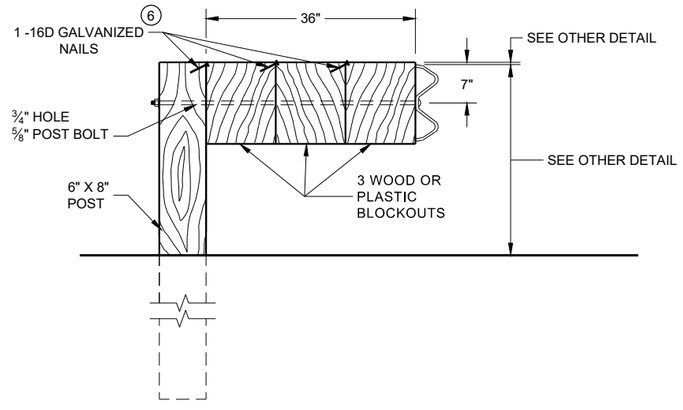
ALTERNATE BOLT HEAD



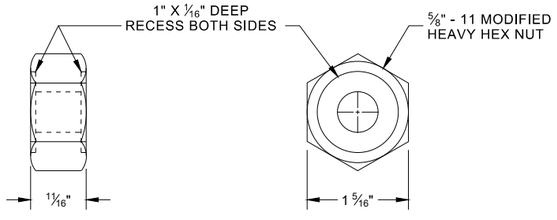
PLAN VIEW
BEAM LAPPING DETAIL



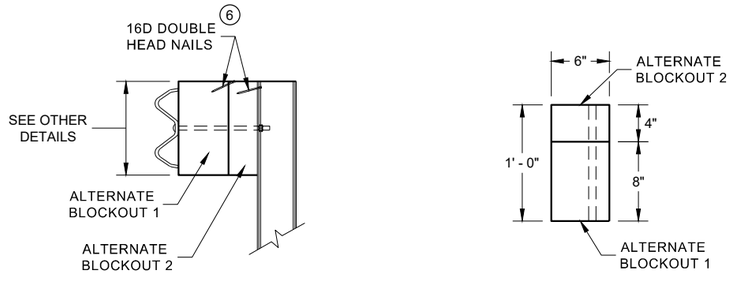
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

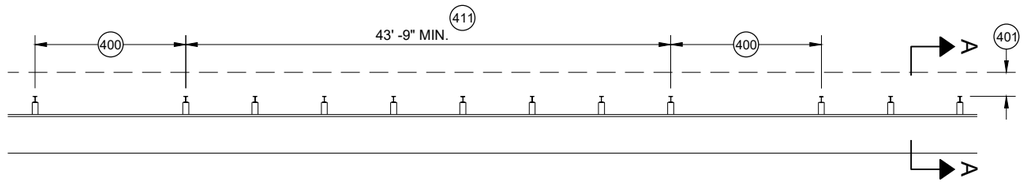
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

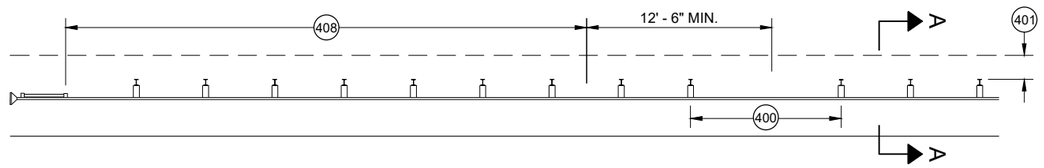
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

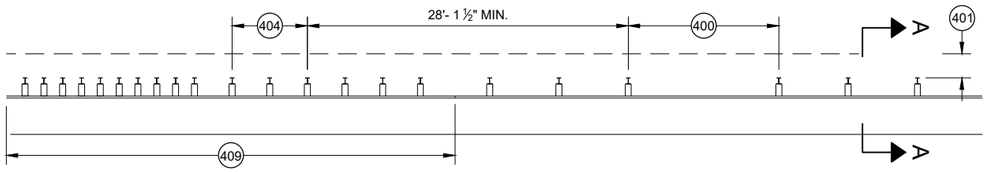
SDD 14B42 - 07c



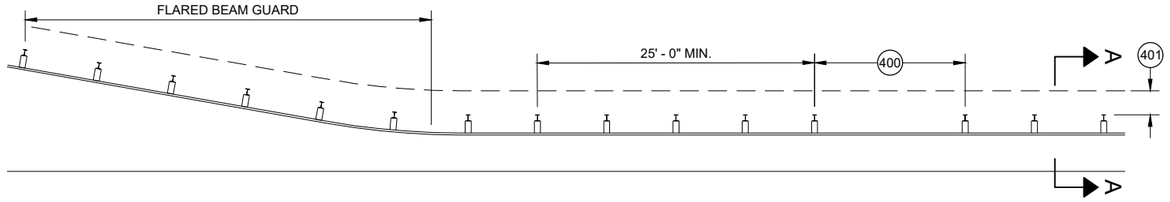
MISSING POST IN MGS GUARDRAIL



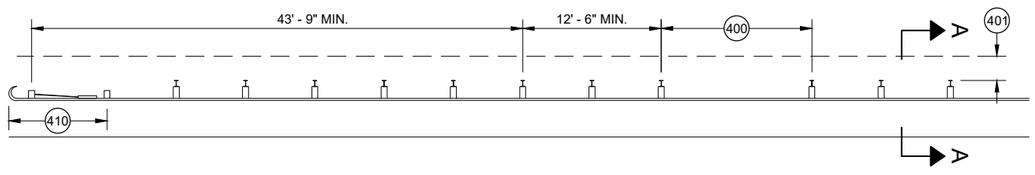
MISSING POST IN MGS GUARDRAIL NEAR EAT



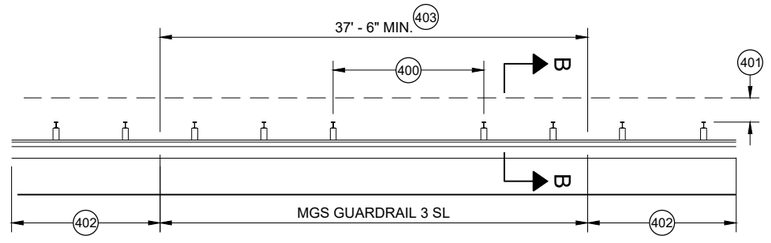
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

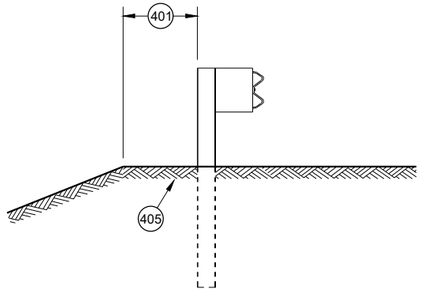


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

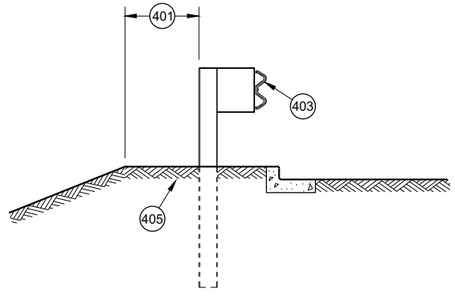


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

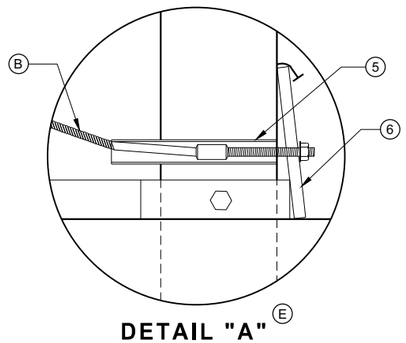
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

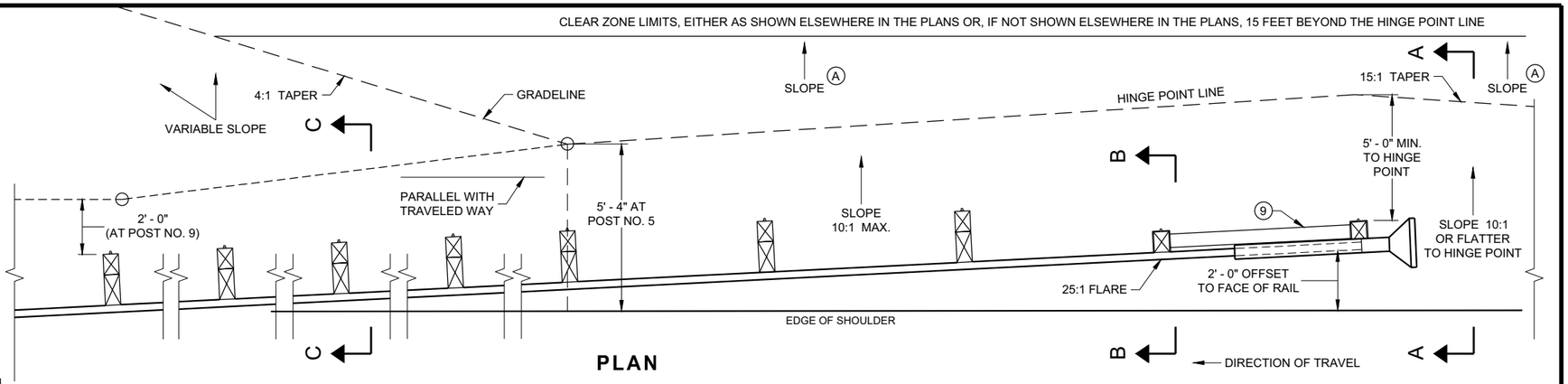
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

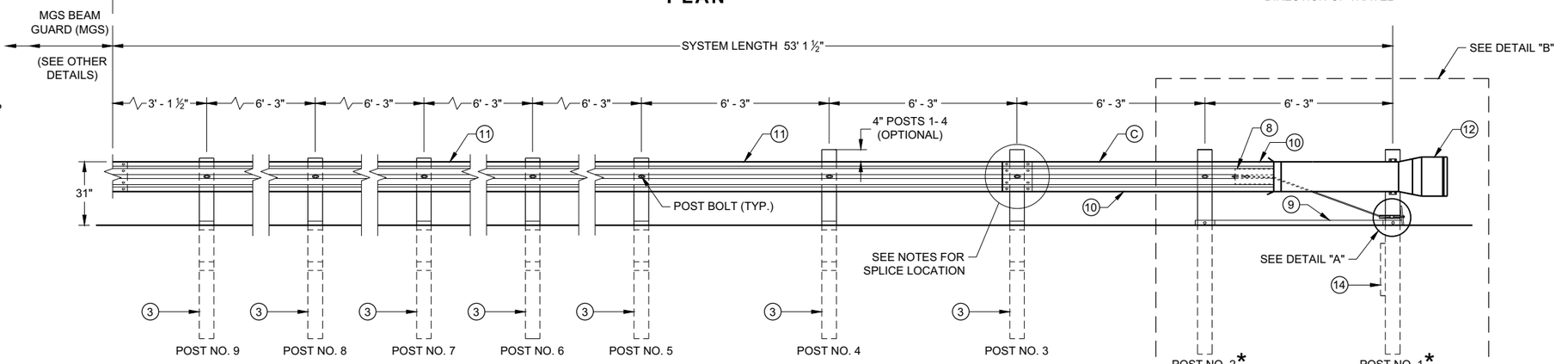
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



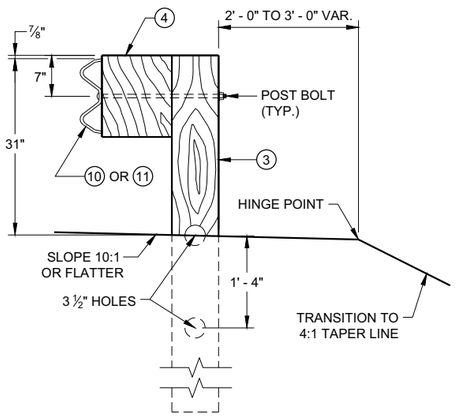
DETAIL "A" (E)



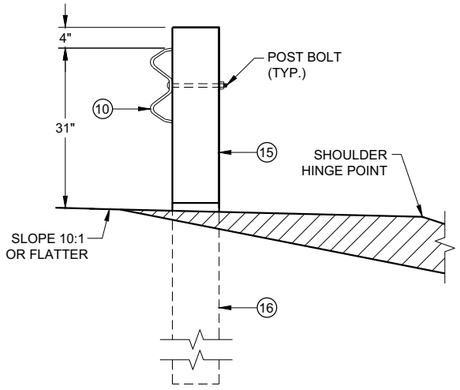
PLAN



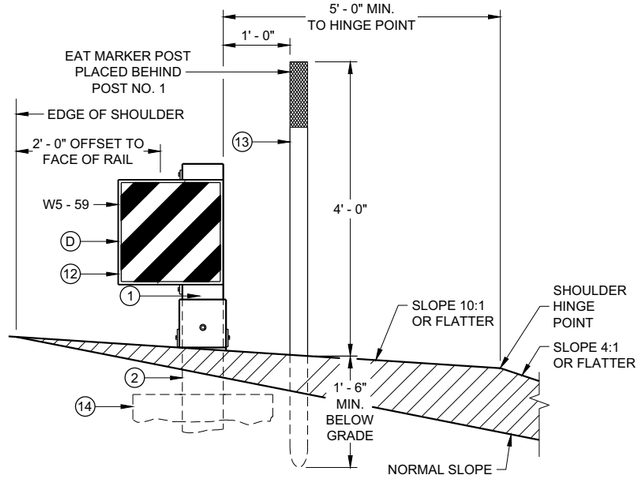
ELEVATION



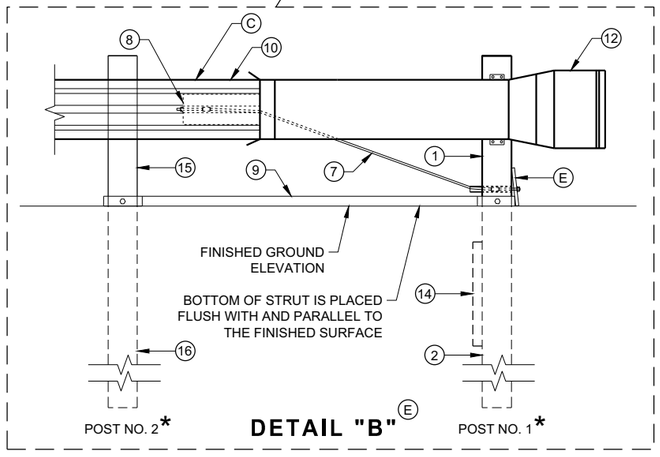
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

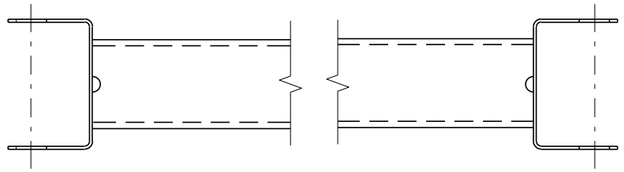
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B44 - 04a

6

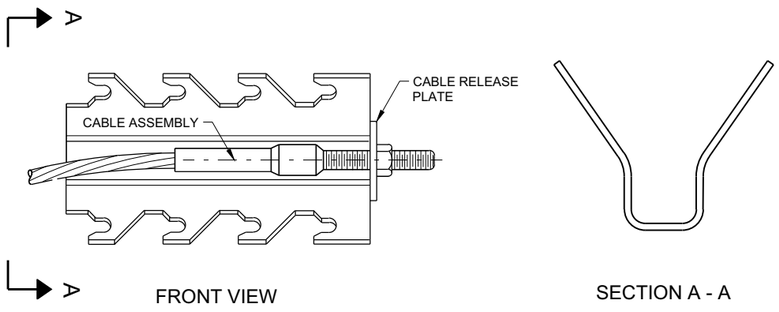
SDD 14B44 - 04a



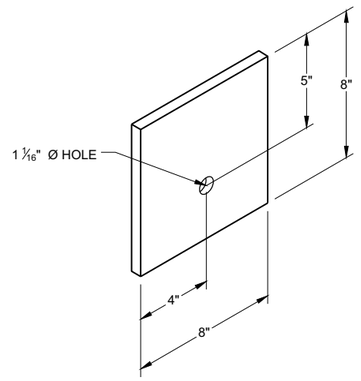
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

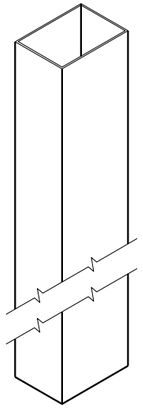
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SDD 14B44 - 04b

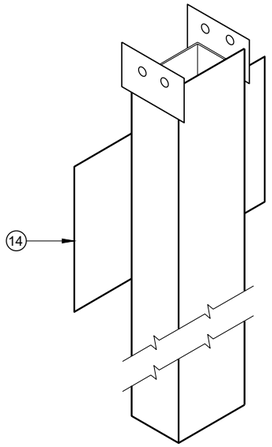
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

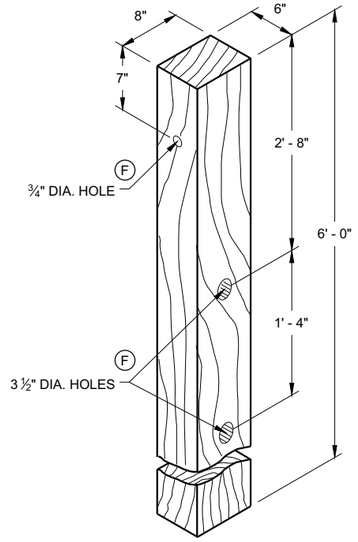
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



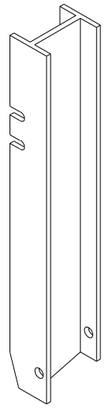
UPPER POST NO. 1 (1) (E)



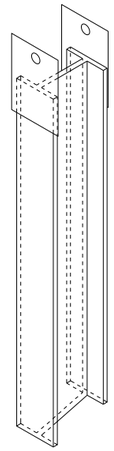
LOWER POST NO. 1 (2) (E)



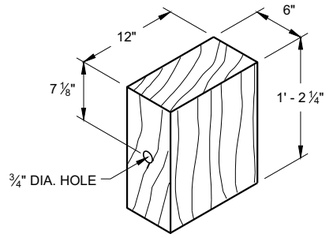
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



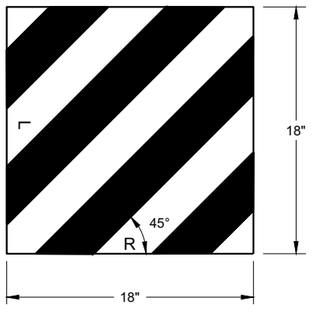
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

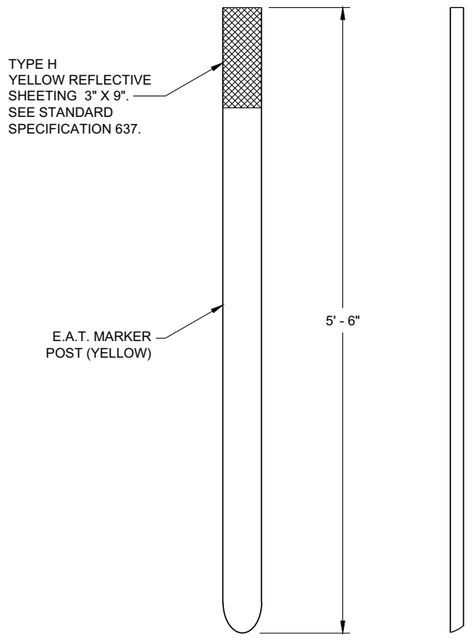


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



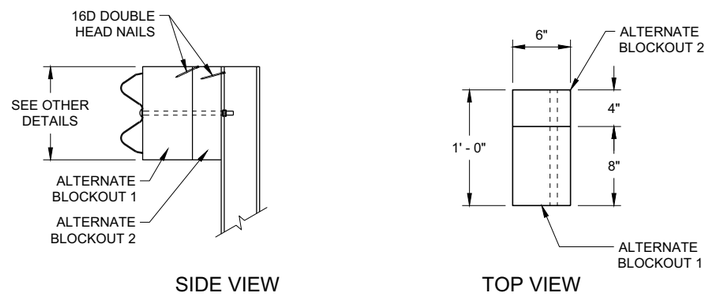
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

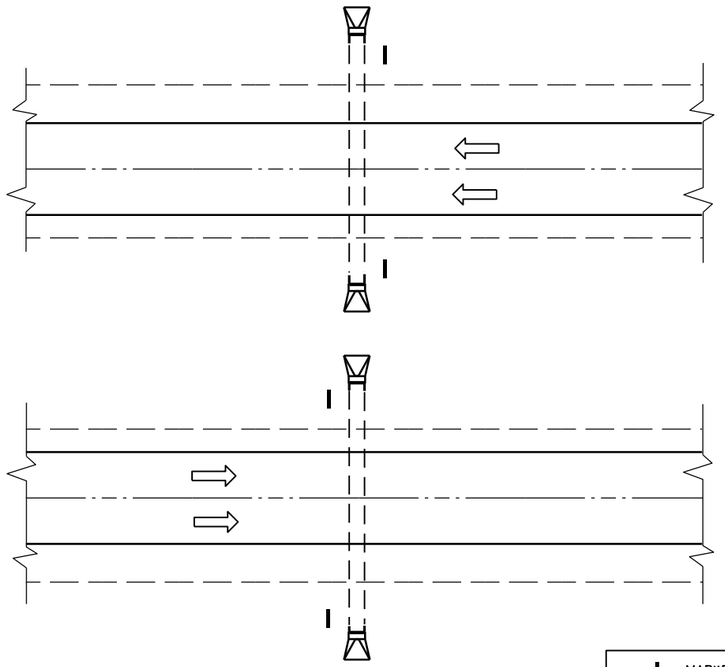
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

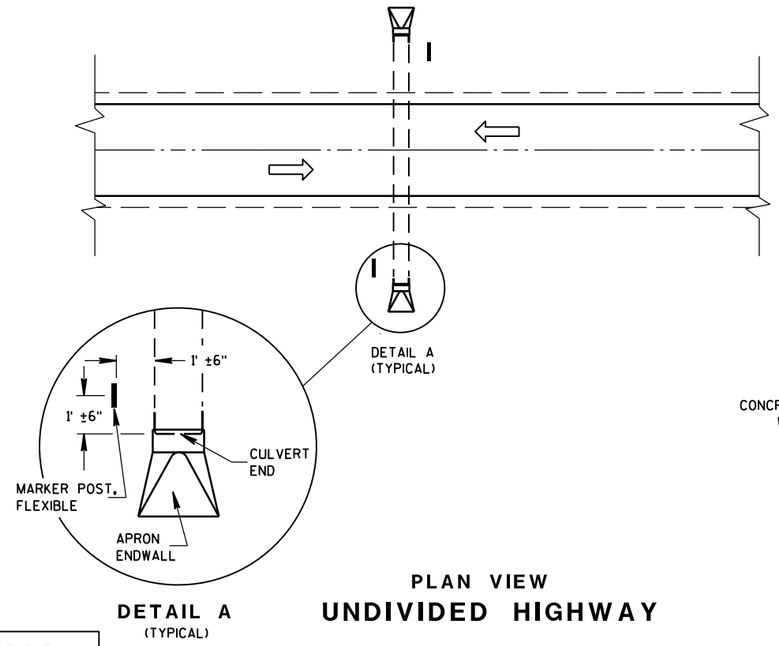
6

SDD 14B44 - 04c



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

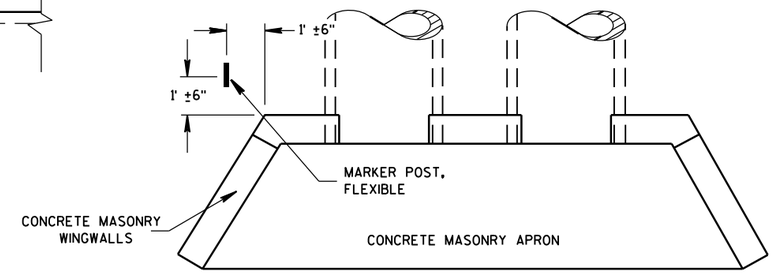
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

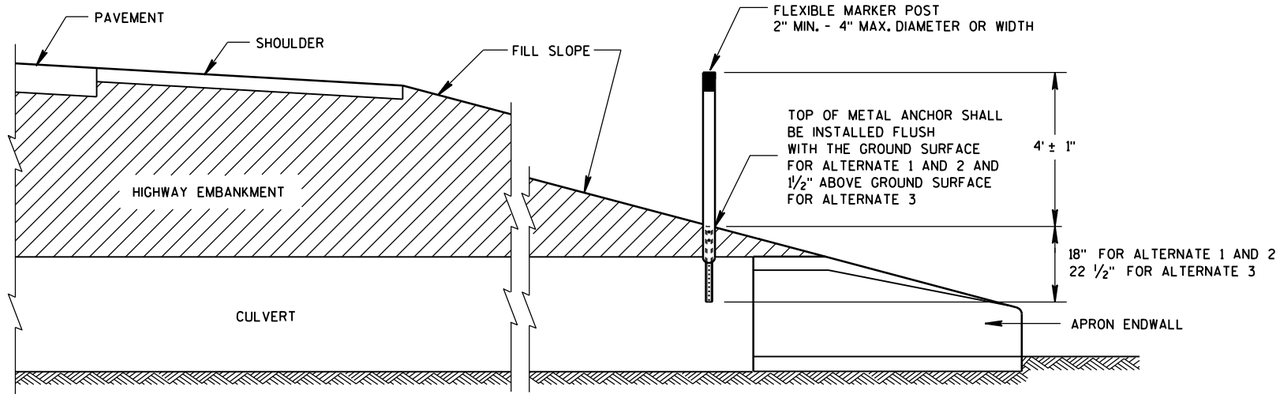
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

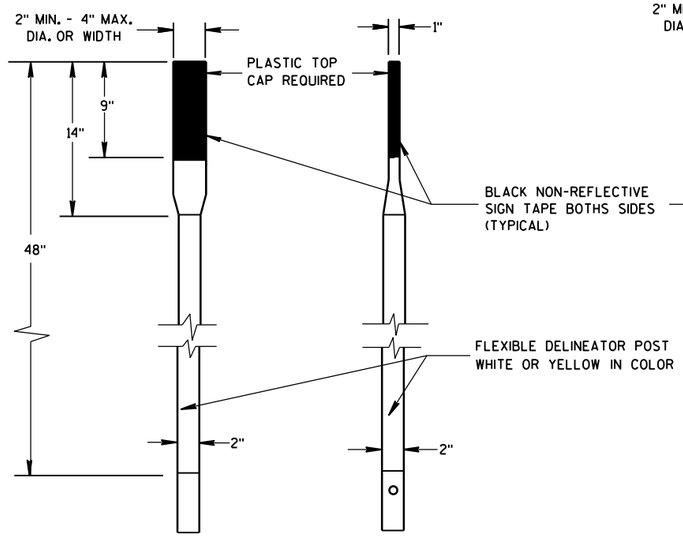
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

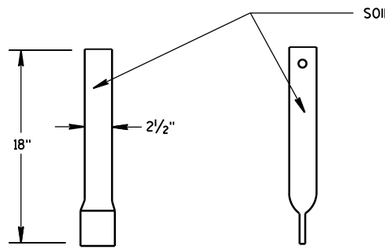
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S.D.D. 15 A 3-2a

6

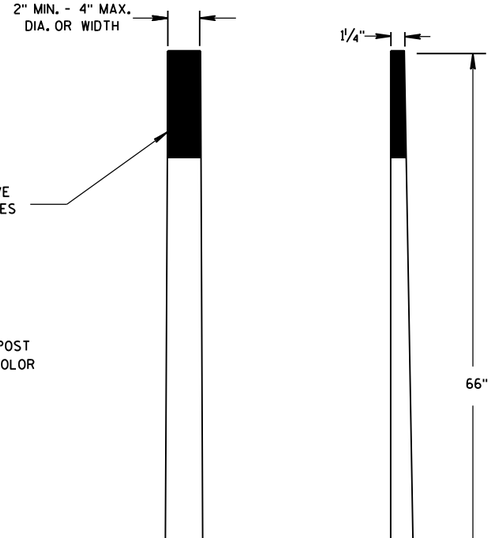
S.D.D. 15 A 3-2a





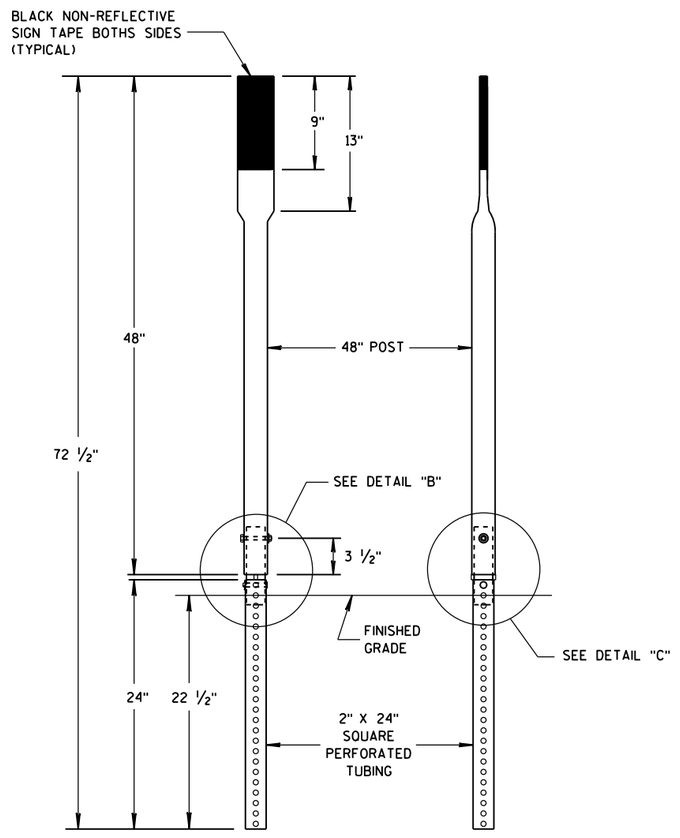
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

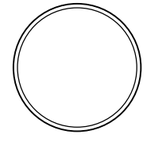
ALTERNATE 2



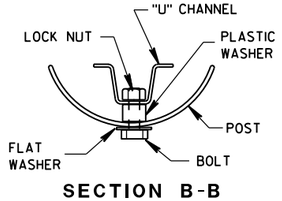
FRONT VIEW SIDE VIEW

ALTERNATE 3

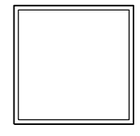
FLEXIBLE MARKER POSTS



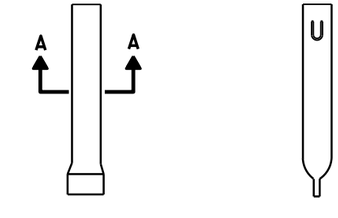
SECTION A-A



SECTION B-B

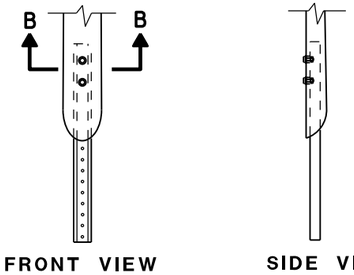


SECTION C-C



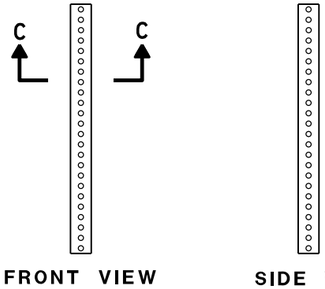
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

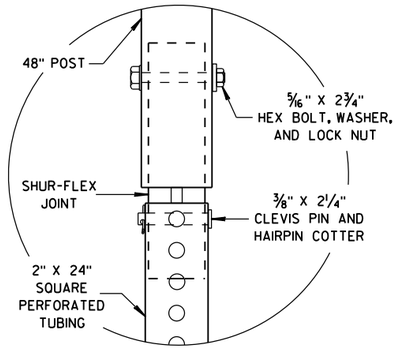
ALTERNATE 2



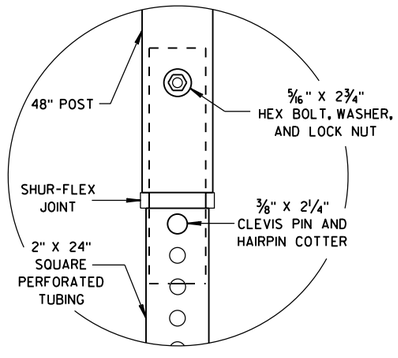
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

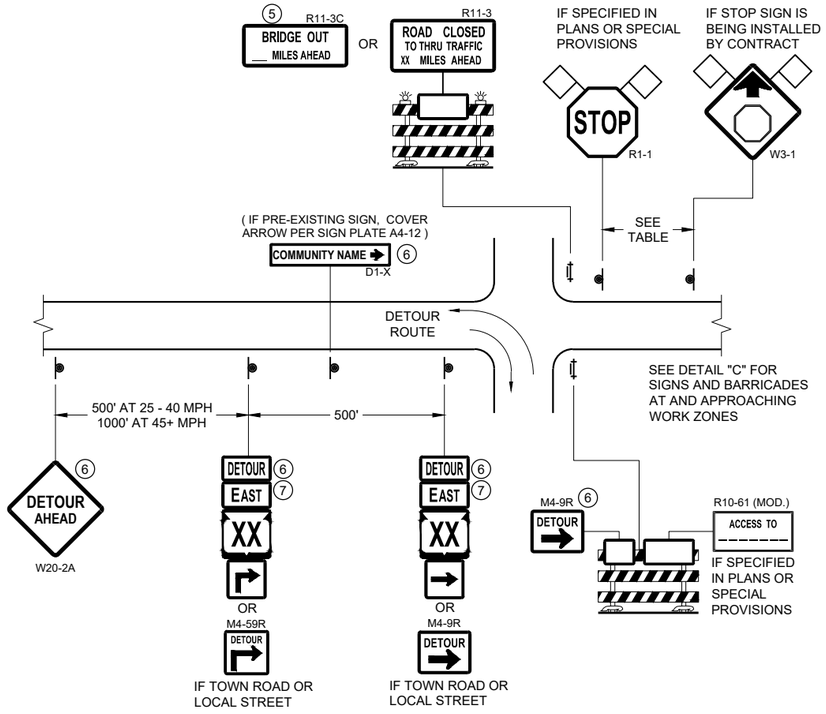
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

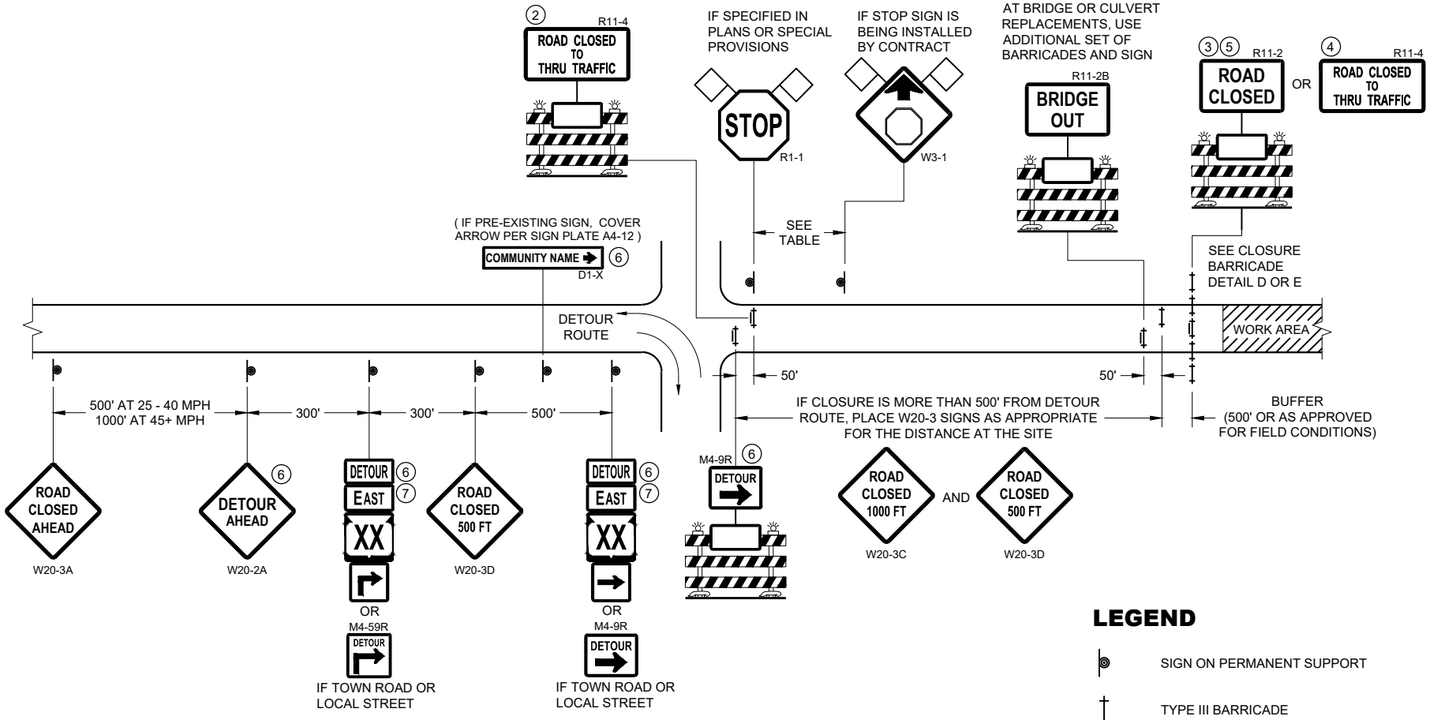
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S.D.D. 15 A 3-2b



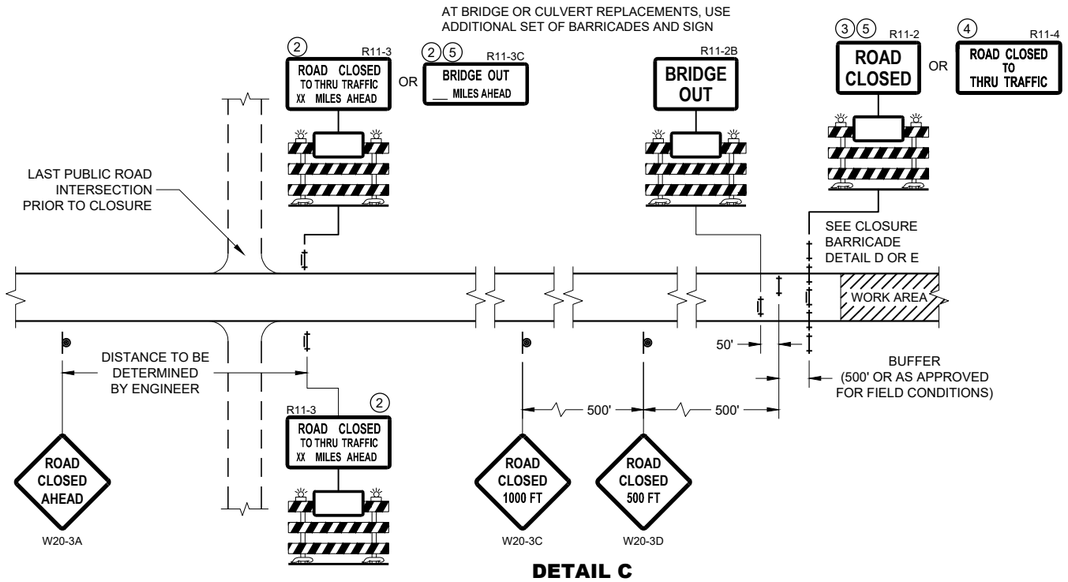
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

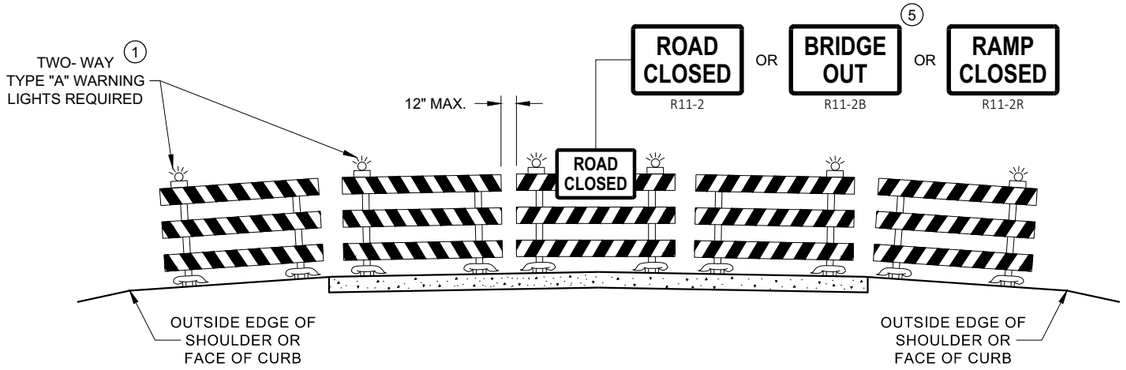
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

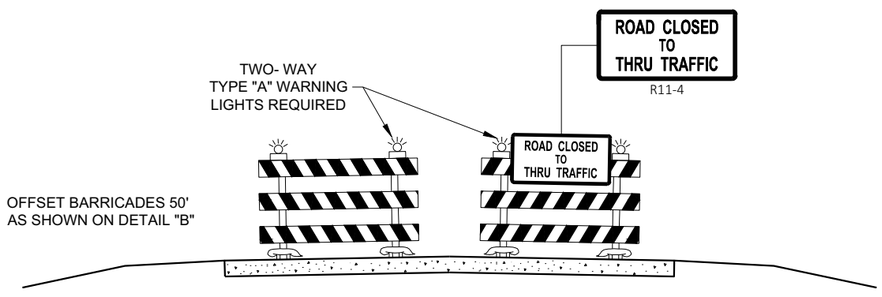
6

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C02 - 08b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

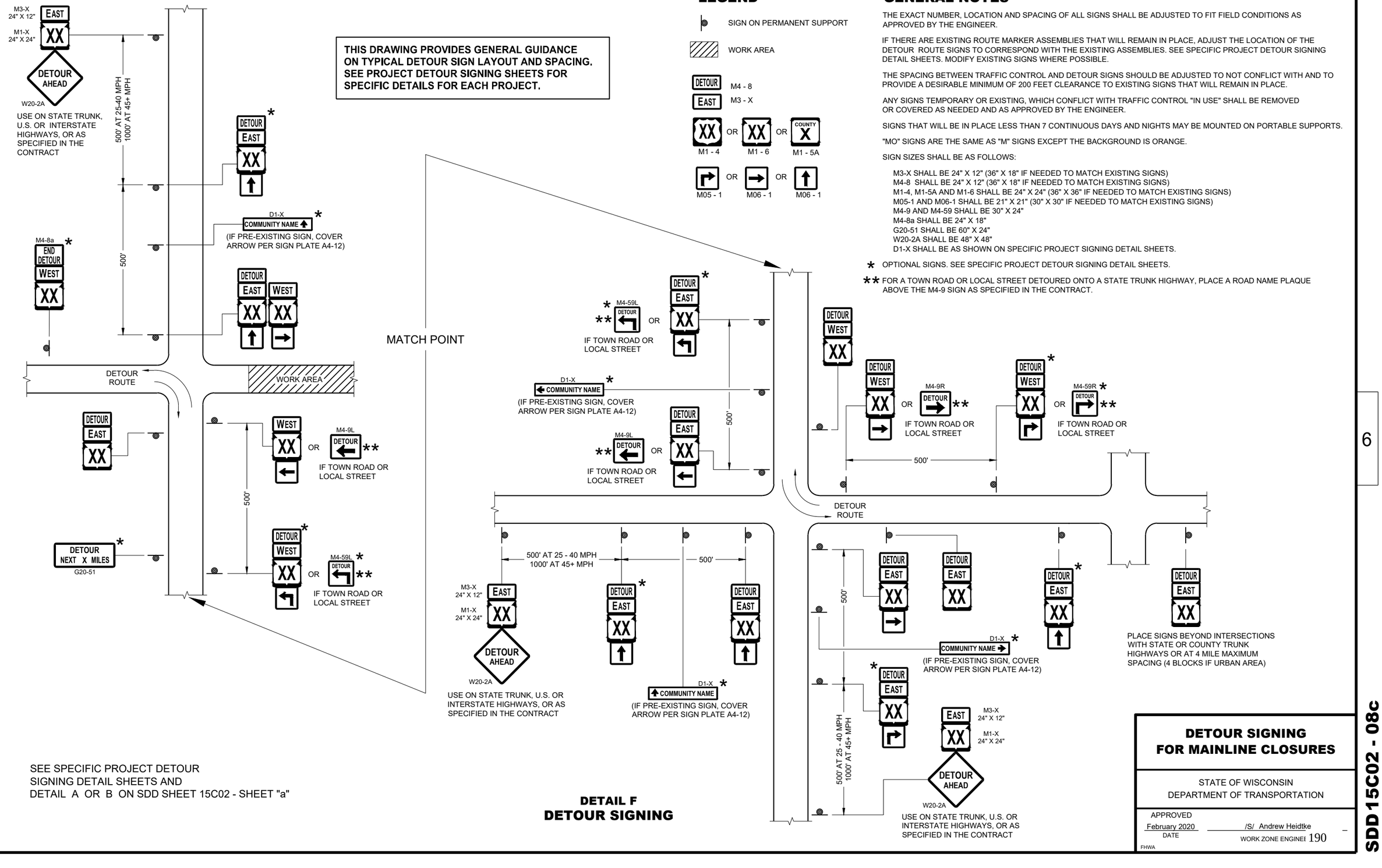
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

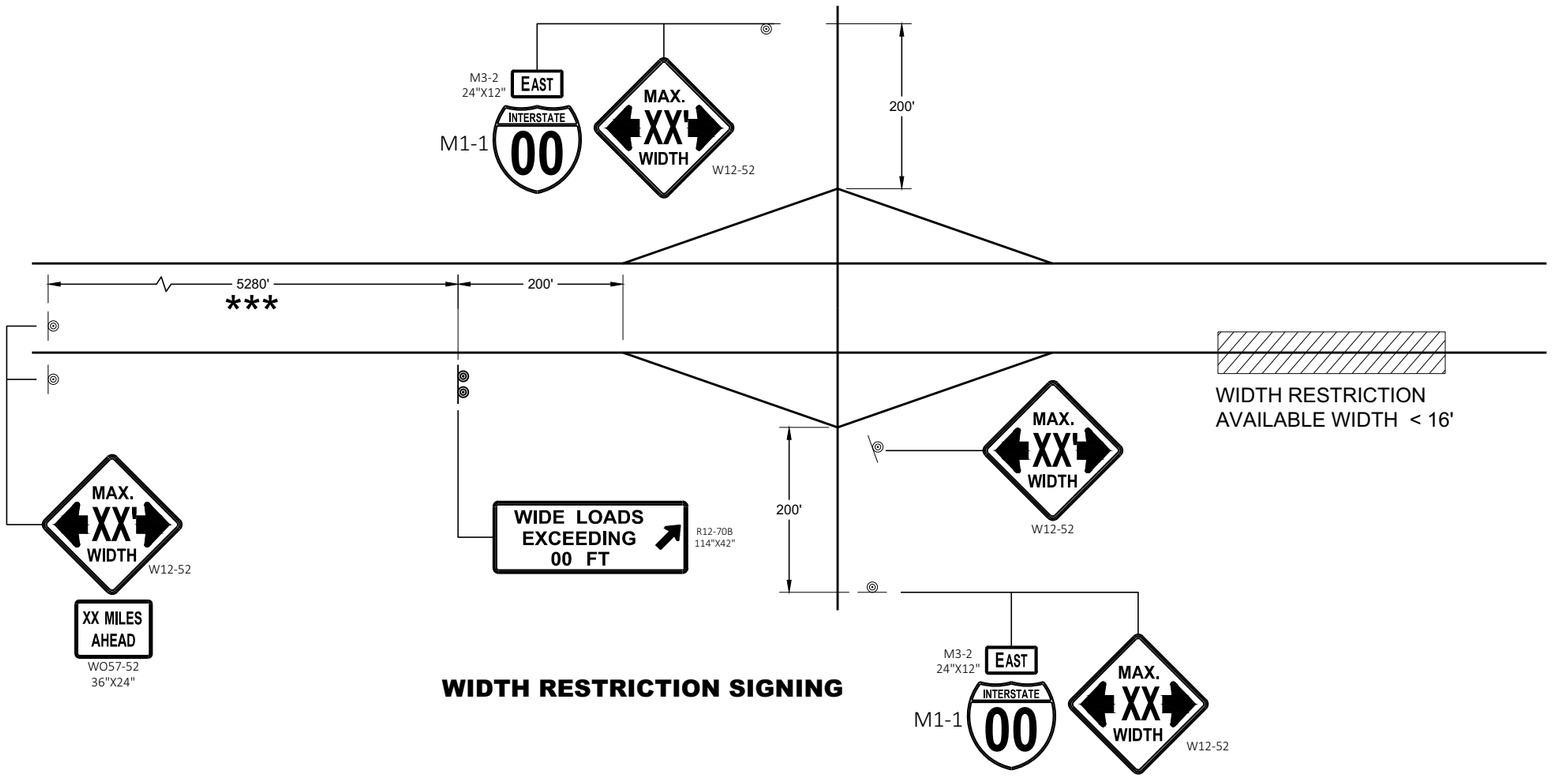
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08c



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

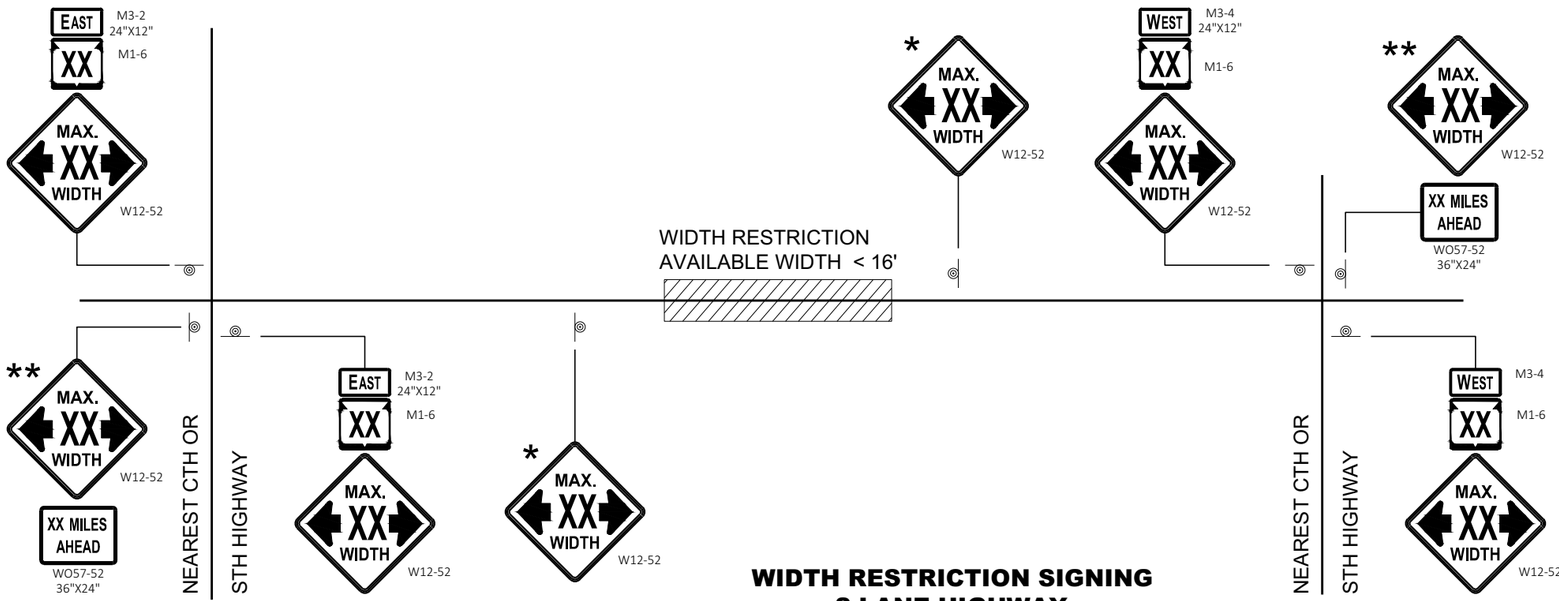
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

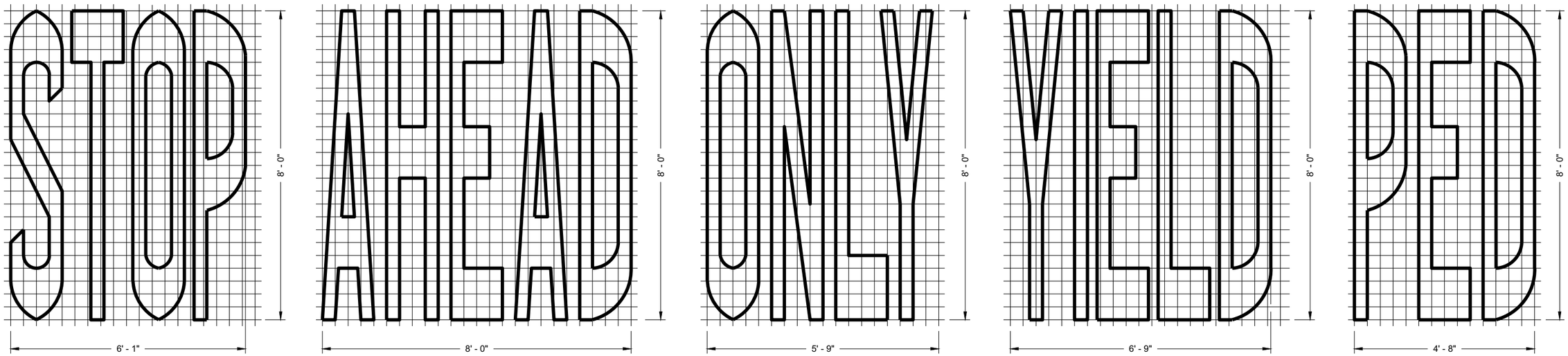
APPROVED
February 2020
DATE

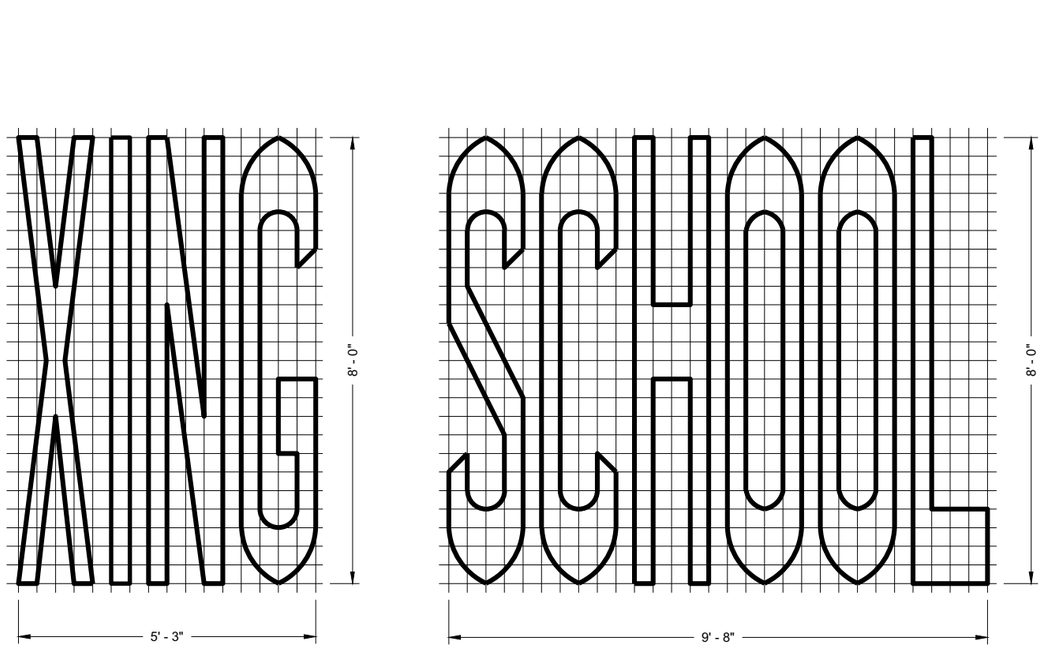
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

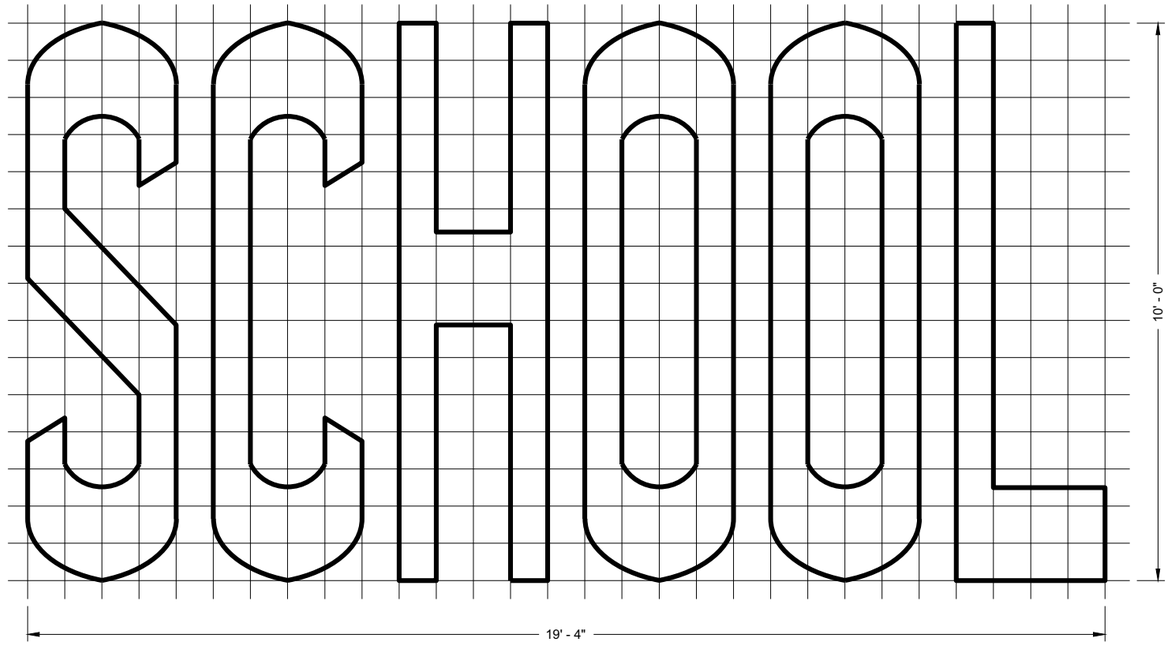
SDD 15C02 - 08f

6





SINGLE LANE



TWO - LANE

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.

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

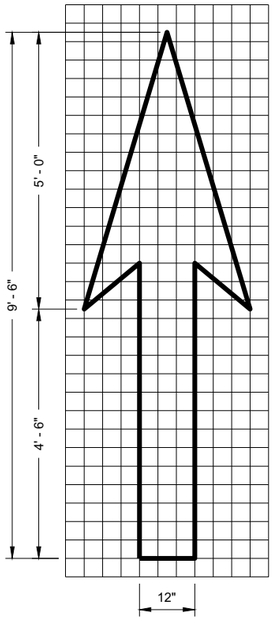
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SDD 15C07 - 15b

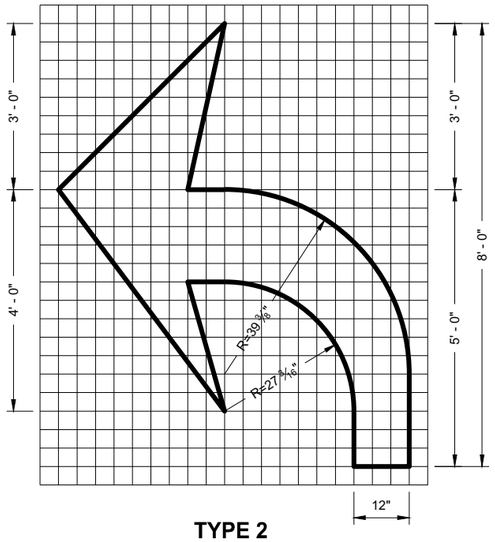
SDD 15C07 - 15b

GENERAL NOTES

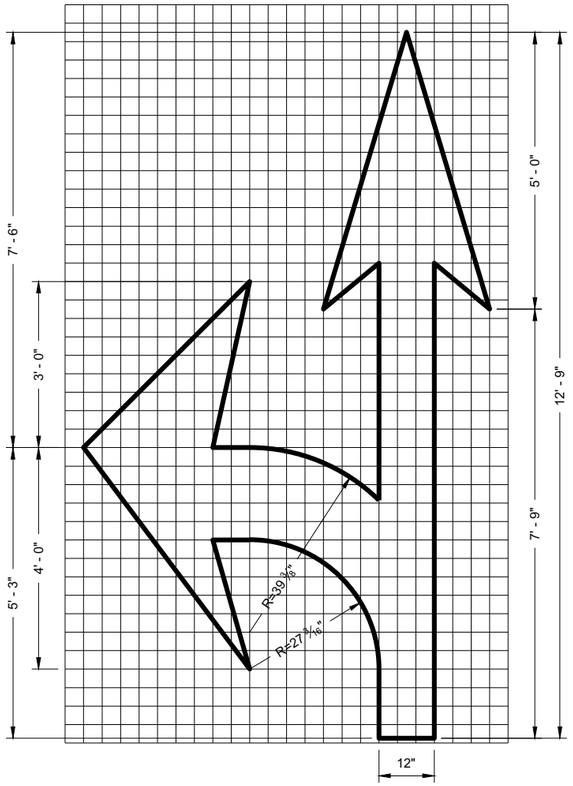
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



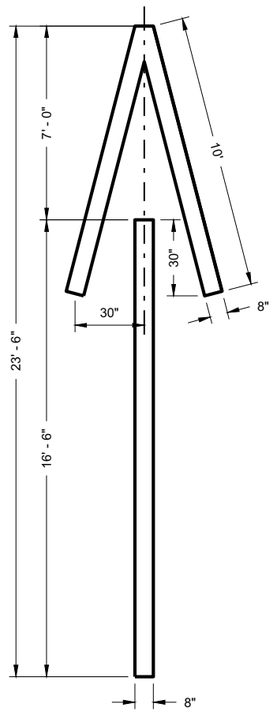
TYPE 1



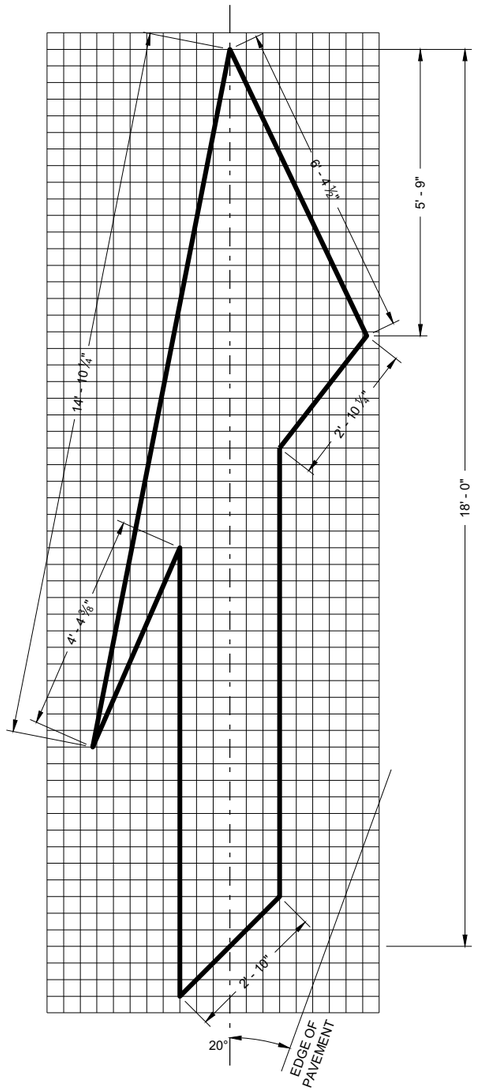
TYPE 2



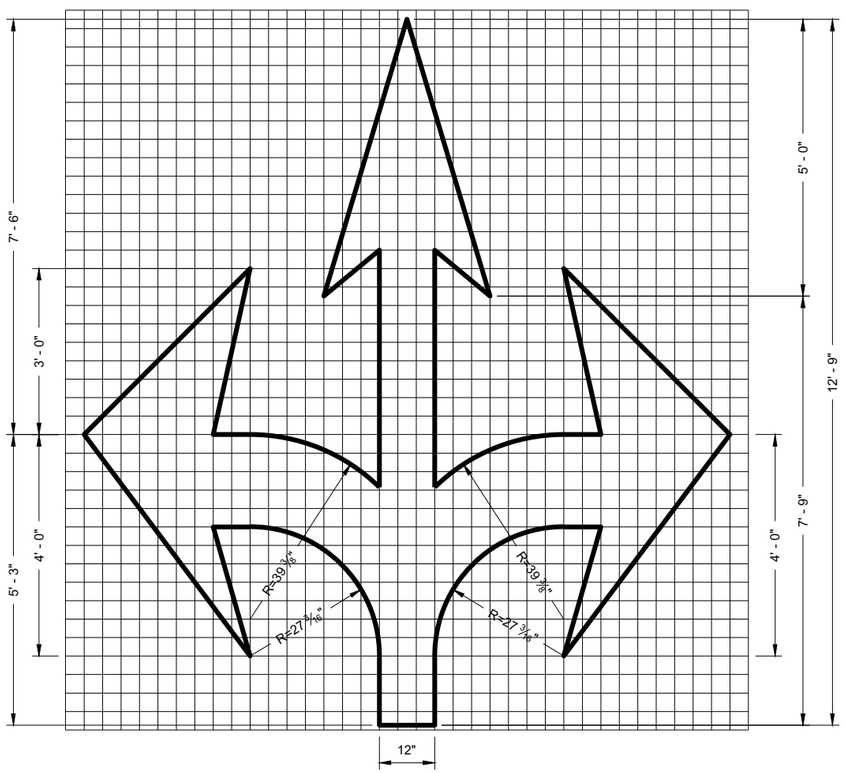
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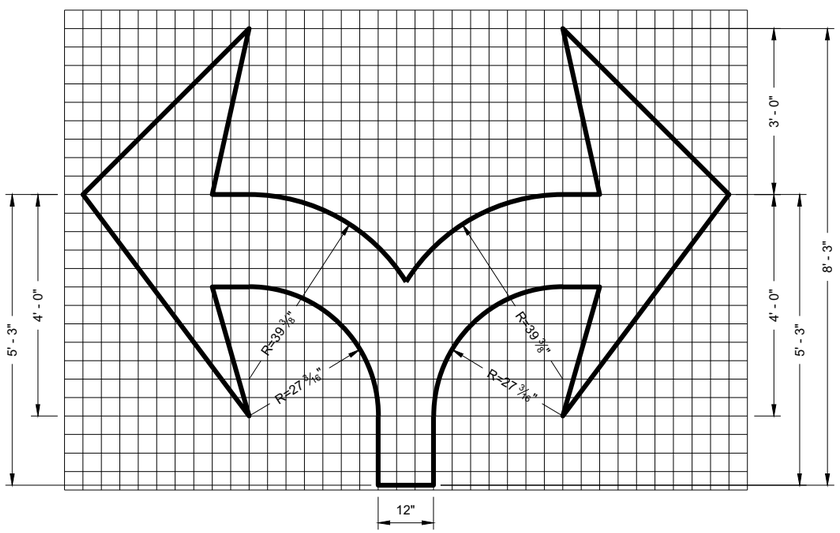
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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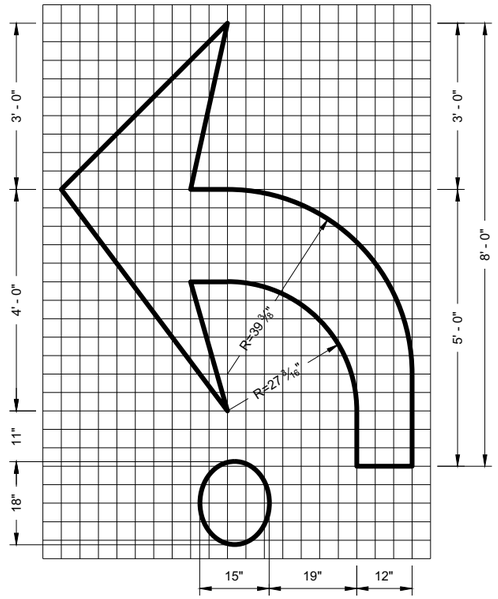
SDD 15C07 - 15c

6

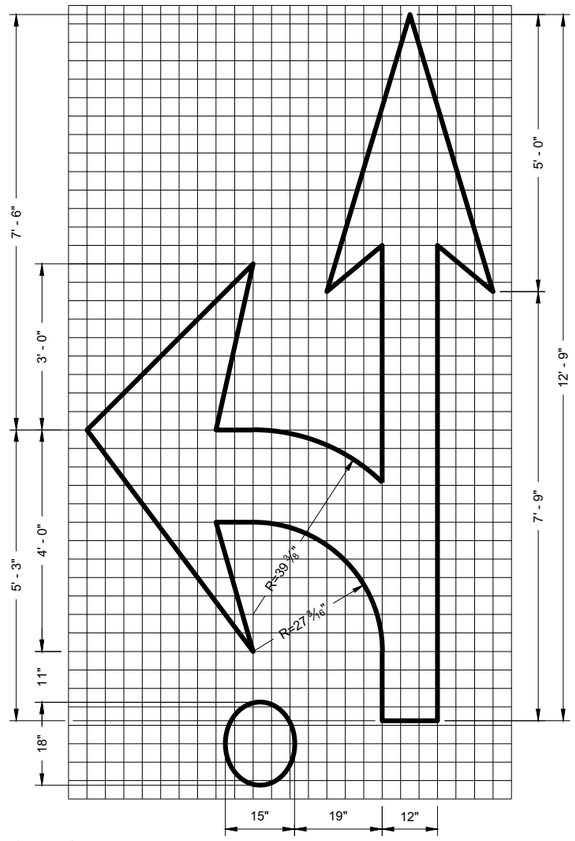
SDD 15C07 - 15c

GENERAL NOTES

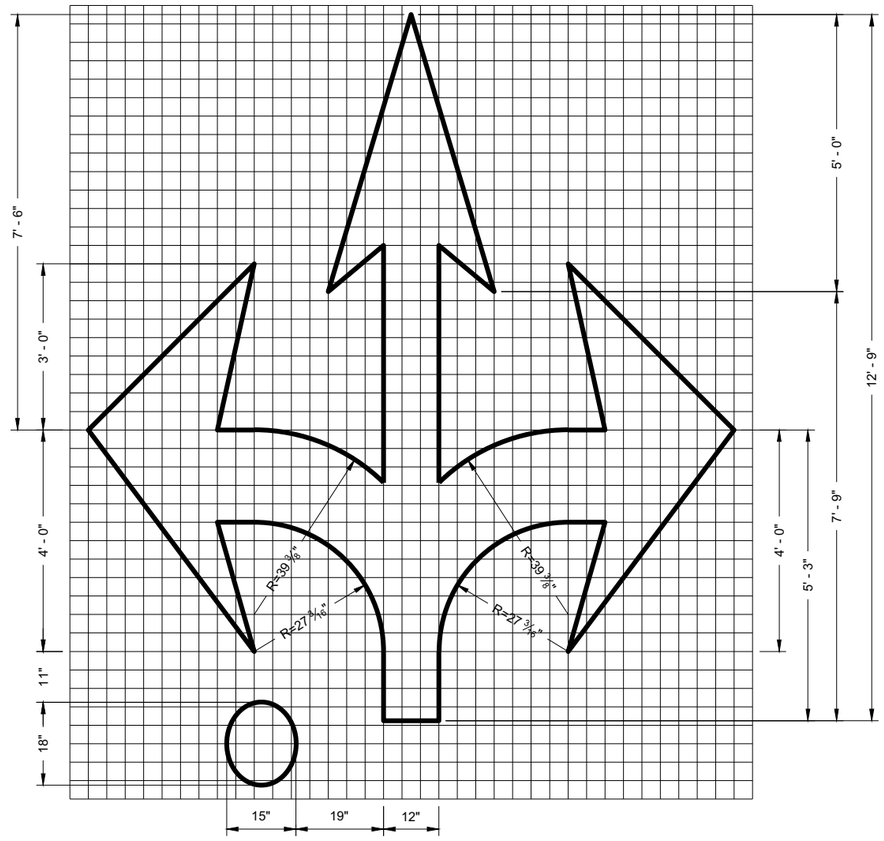
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



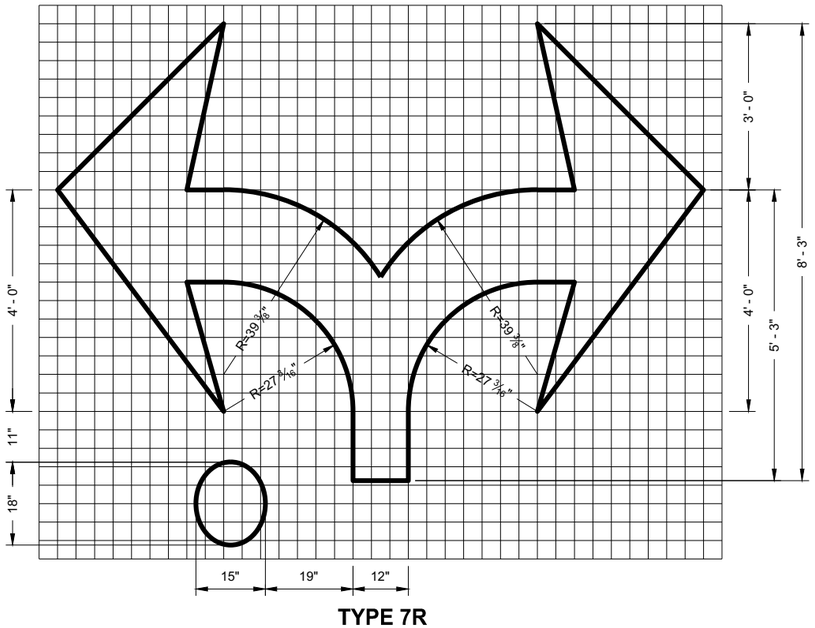
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

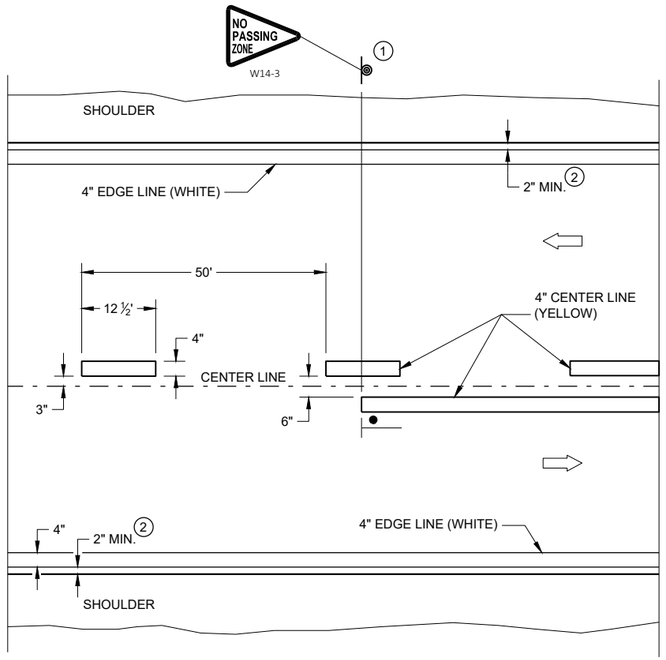
FHWA

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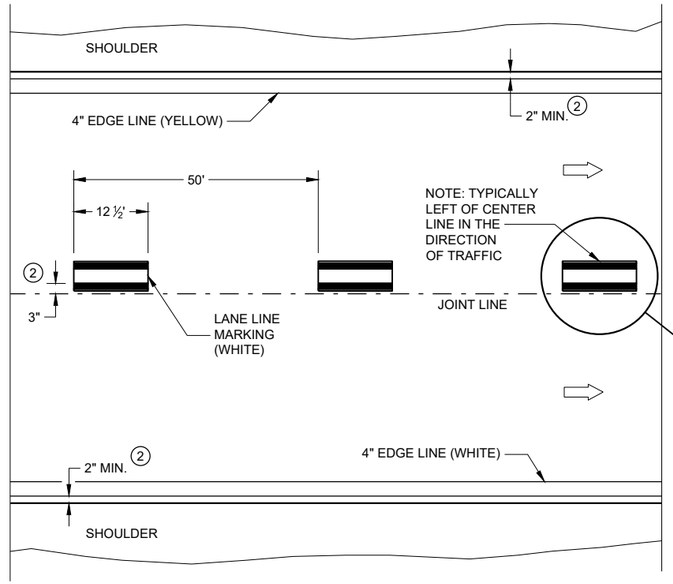
SDD 15C07 - 15d

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SDD15C07 - 15d

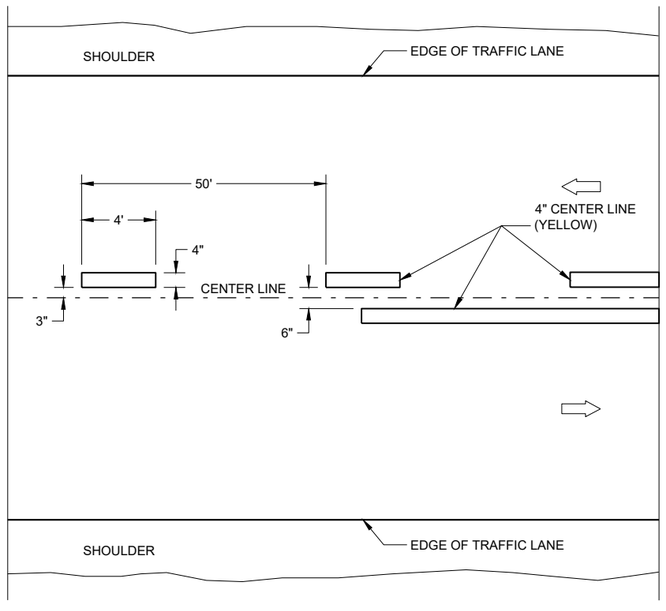


TWO WAY TRAFFIC

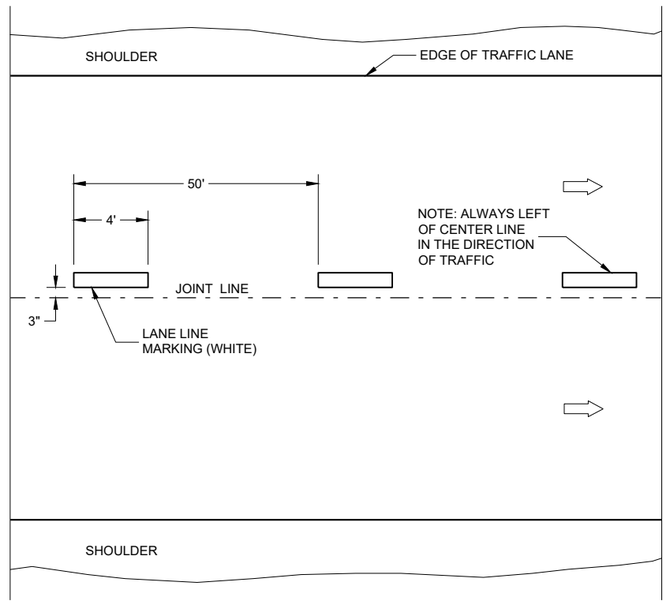


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

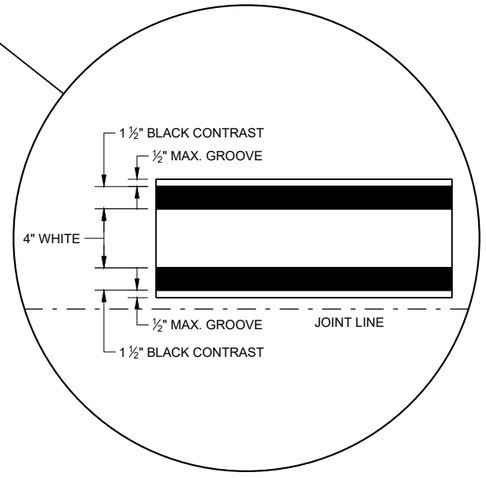
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND M ENGINEER

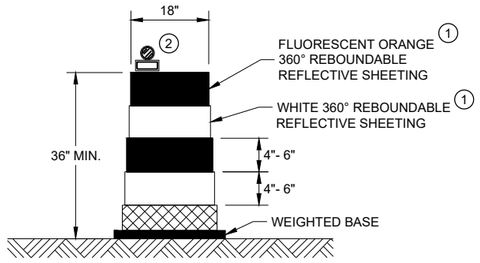
FHWA

SDD 15C08 - 20a

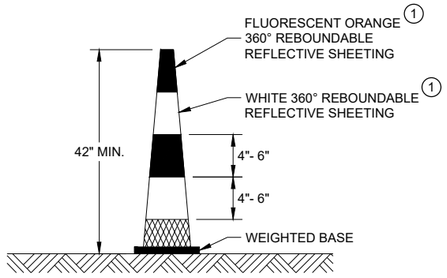
SDD 15C08 - 20a

GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

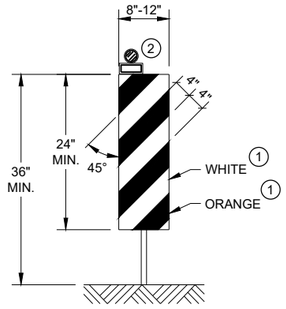


DRUM



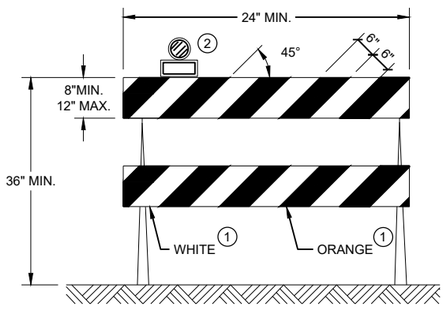
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



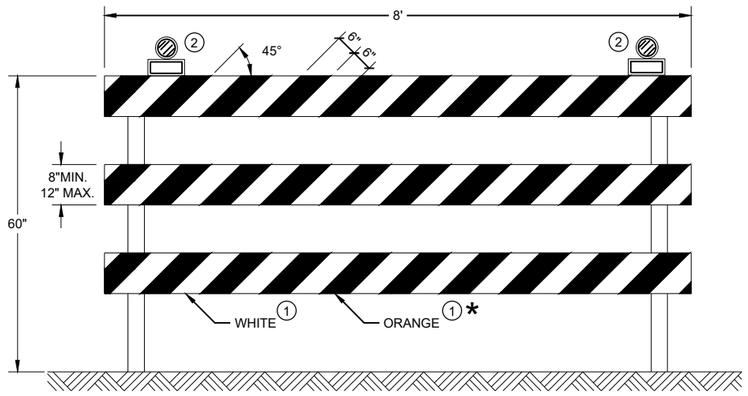
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 09b

6

SDD 15C11 - 09b

LEGEND

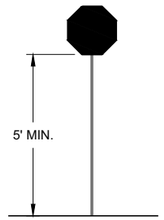
SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



STOP/SLOW PADDLE ON SUPPORT STAFF

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.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

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 REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

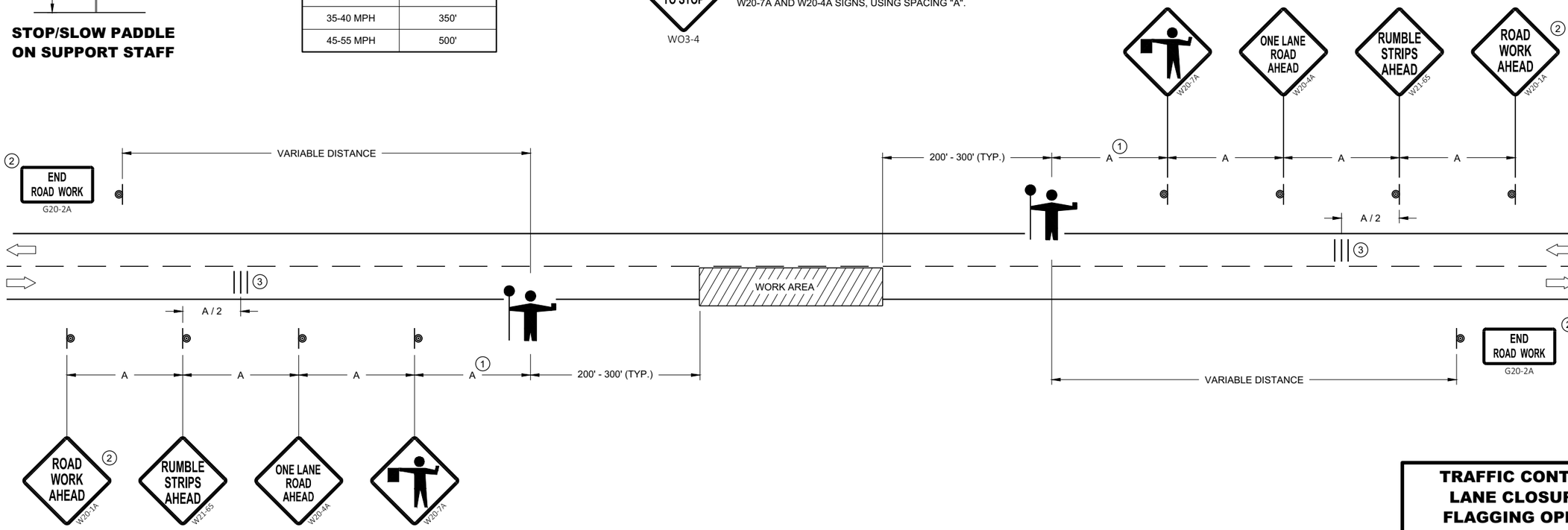
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 07

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

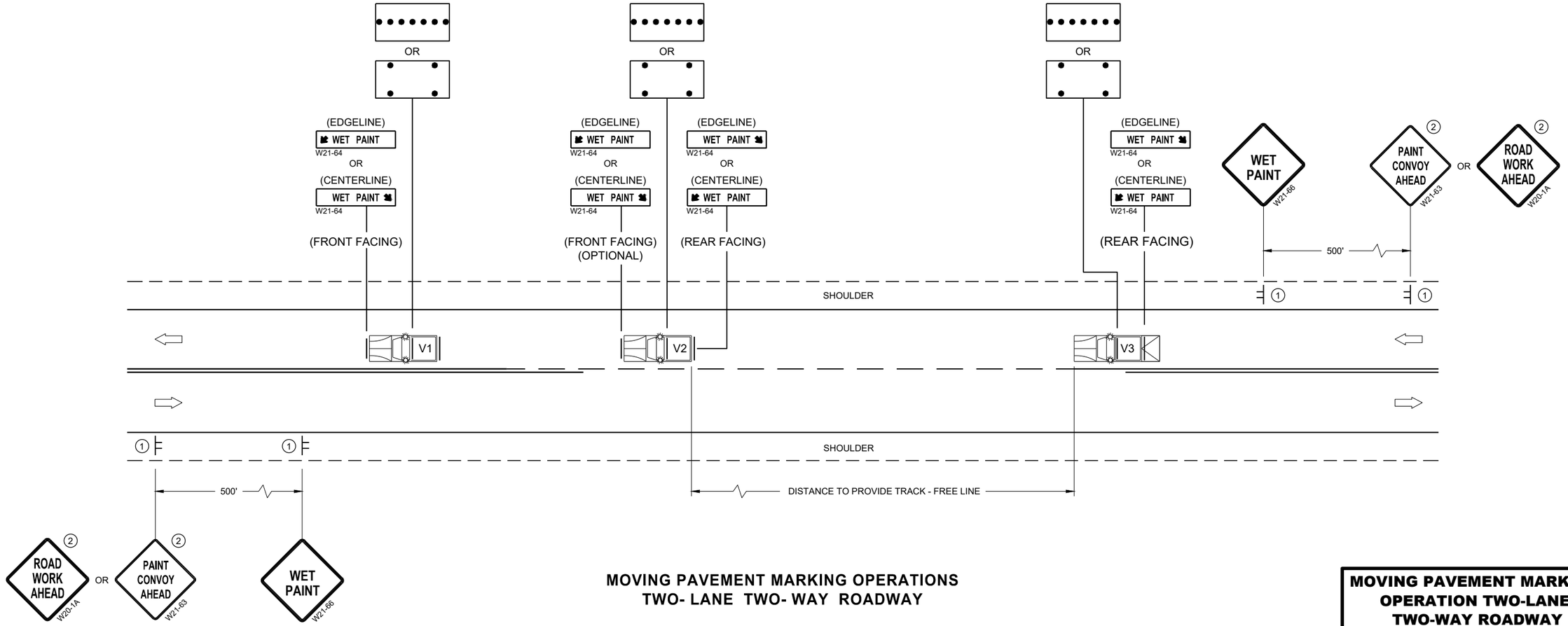
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C19 - 06a

6

SDD 15C19 - 06a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (MERGE)

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

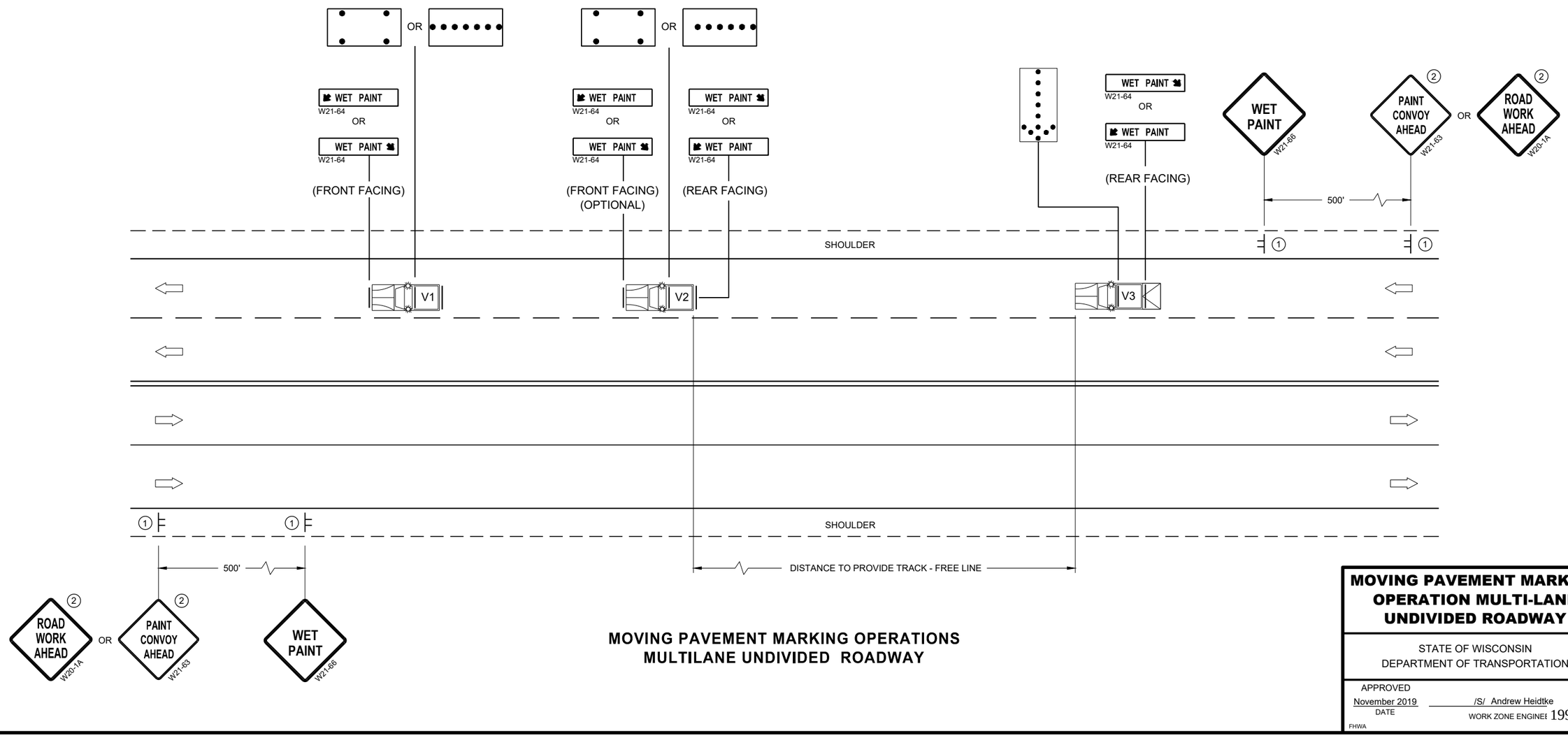
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

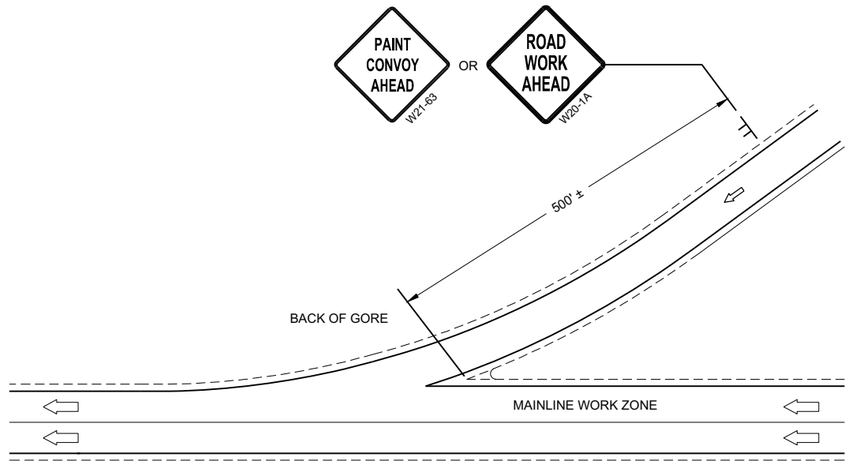
APPROVED
November 2019 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15C19 - 06b

LEGEND

- V1 MARKING VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

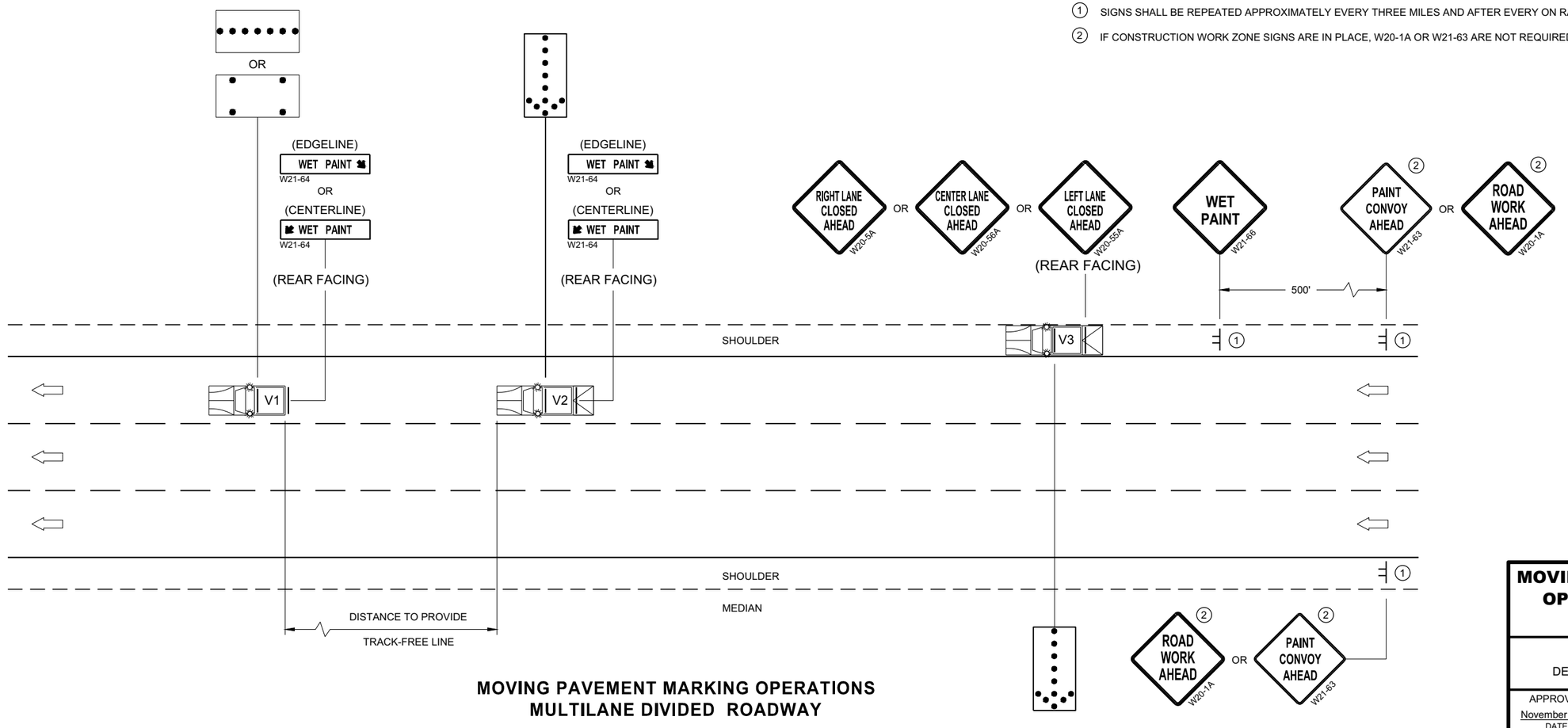
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 18" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C19 - 06c

6

SDD 15C19 - 06c

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

(1) USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT PLACEMENT.

** IF POSTED SPEED IS 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN).

LEGEND

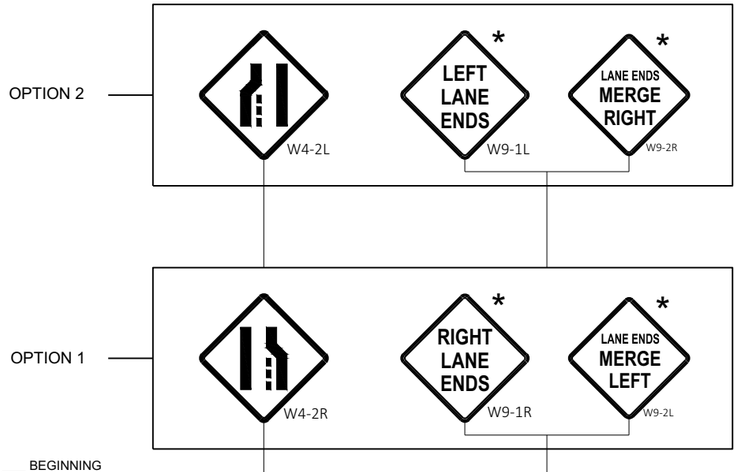
A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

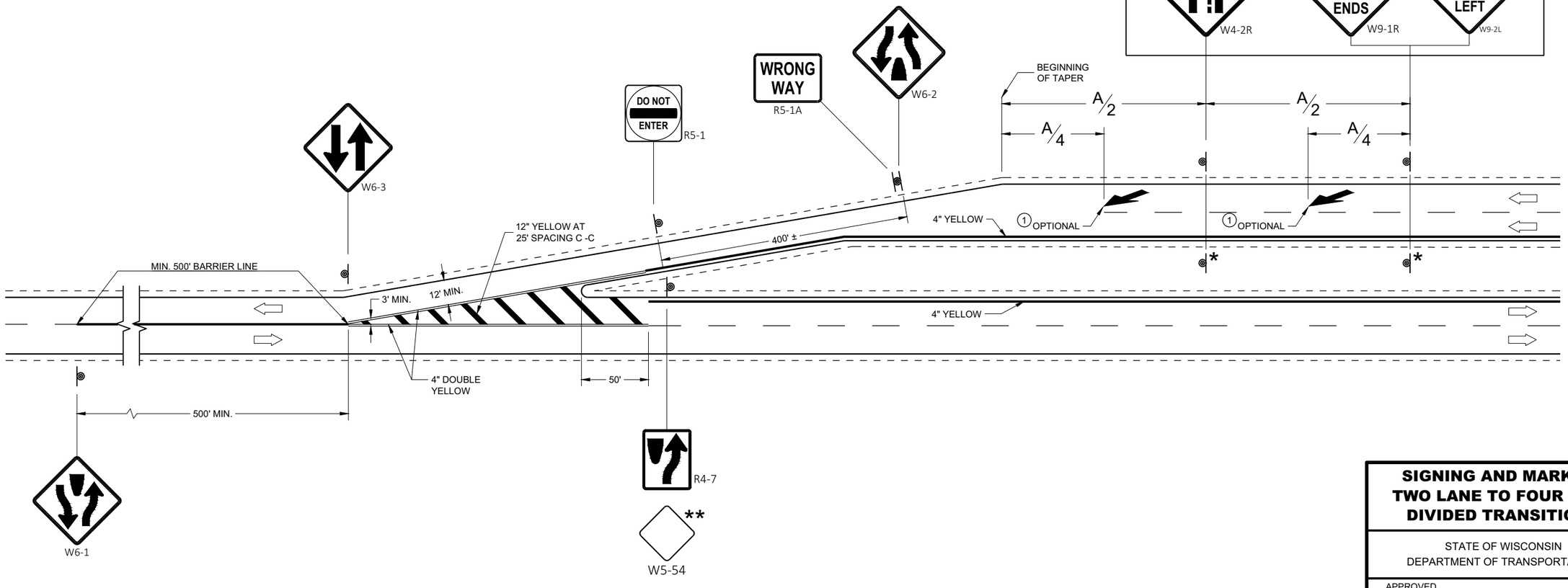
SIGN MOUNTED ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	325'
30	460'
35	565'
40	670'
45	775'
50	885'
55	990'
65	1200'
70	1250'





SIGNING AND MARKING TWO LANE TO FOUR LANE DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAR ENGINEER
FHWA

6

SDD 15C21 - 10

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

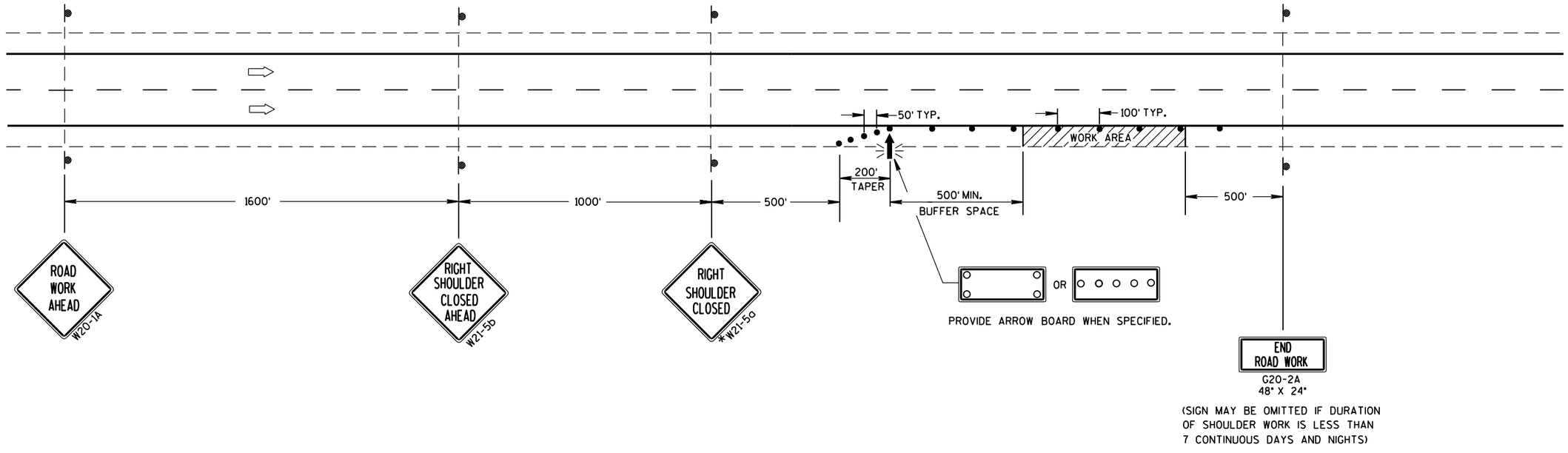
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] TIC SAFETY ENGI[illegible]

FHWA

6

S.D.D. 15 D 27-3

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

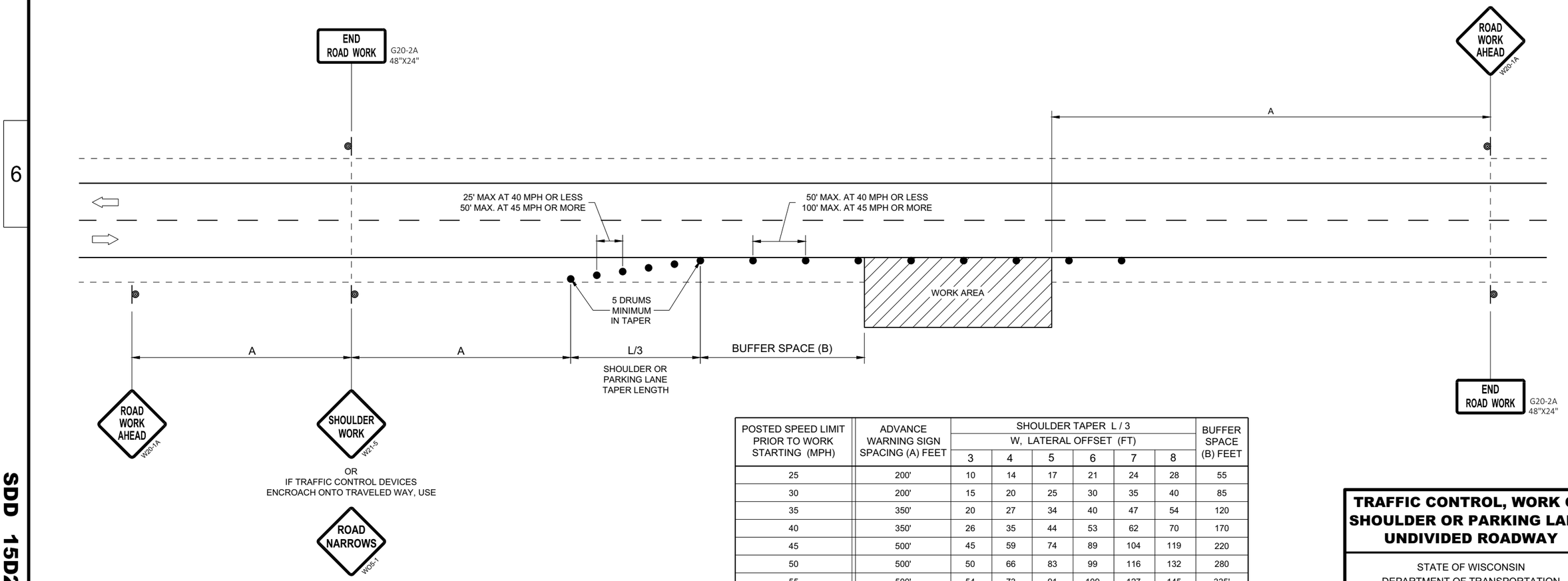
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

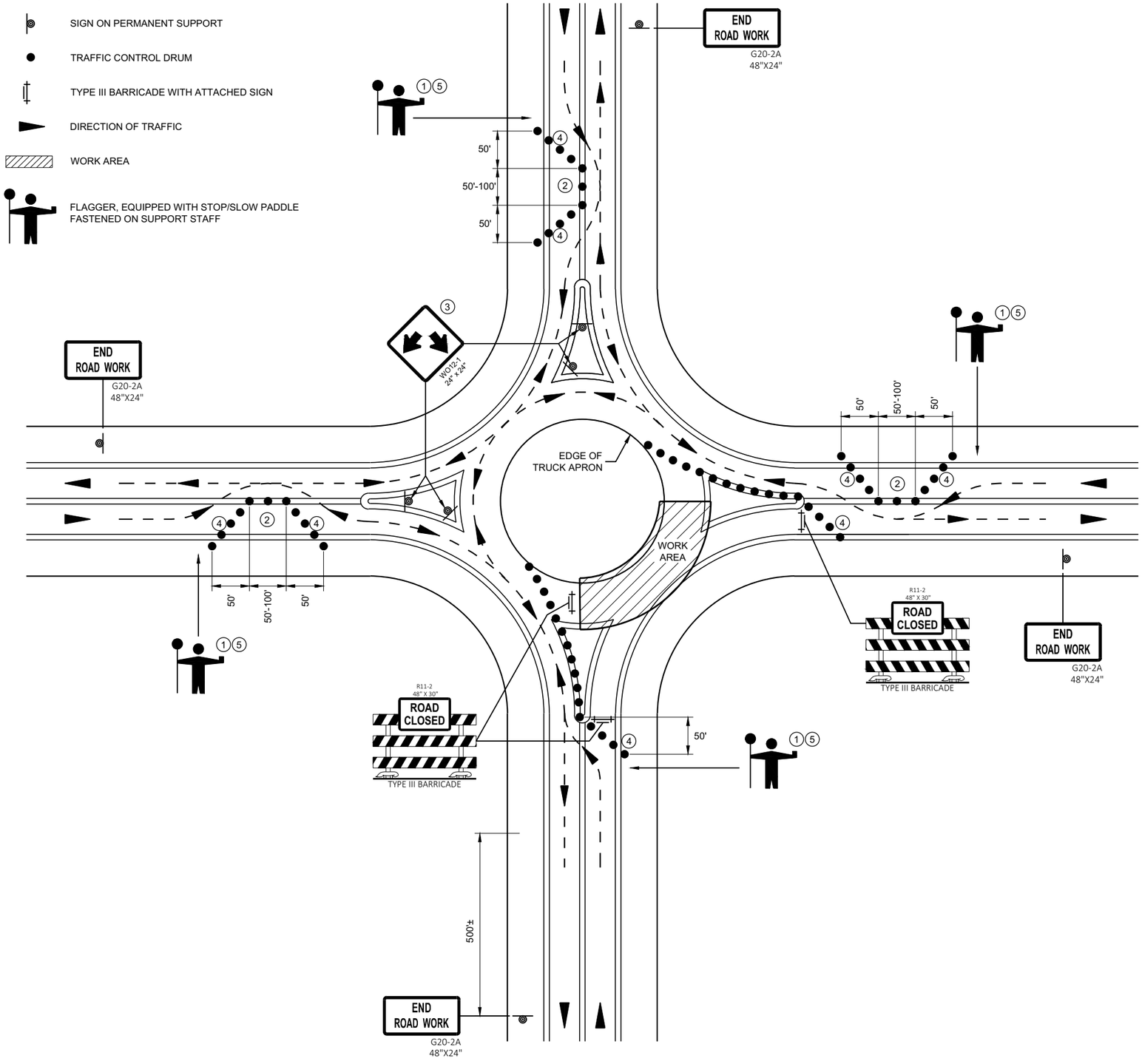
FHWA

6

SDD 15D28 - 04

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



GENERAL NOTES

ALL SIGNS ARE 48"X48" BLACK ON ORANGE UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ONLY ONE QUADRANT OF TRAFFIC SHALL BE RELEASED AT A TIME.

FLAGGERS SHALL CONTROL TRAFFIC ON ALL APPROACHES OF THE ONE-LANE ROUNDABOUT. ONE FLAGGER SHALL BE DESIGNATED LEAD FLAGGER.

NIGHT TIME WORK REQUIRES ADDITIONAL LIGHTING AT FLAGGER STATION(S).

1. FLAGGERS SHALL BE IN DIRECT RADIO CONTACT AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.
2. ADJUST CHANNELIZING DEVICES TO ACCOMMODATE FOR TURNING RADIUS OF LARGE VEHICLES AS DIRECTED BY THE ENGINEER.
3. GUIDE SIGN WITH ROAD NAMES MAY BE USED IN LIEU OF THE DOUBLE ARROW (WO12-1) SIGN.
4. THE TWO- WAY TAPER SHOULD BE 50 FEET USING 5 EQUALLY SPACED DRUMS.
5. FOLLOW SDD 15C12 FOR FLAGGING AND ADVANCE WARNING.

RECOMMENDED REDUCED DRUM SPACING WITHIN ROUNDABOUT

MPH	DRUM SPACING (FT)
0-40	25
45-55	50

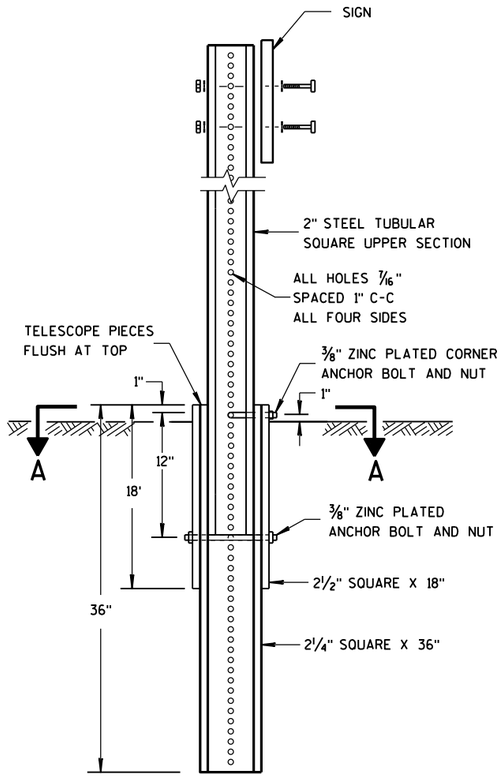
TRAFFIC CONTROL, FLAGGING OPERATION, ROUNDABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

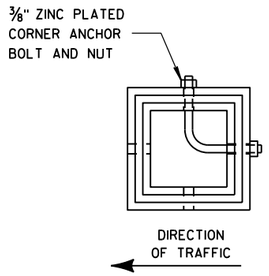
APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

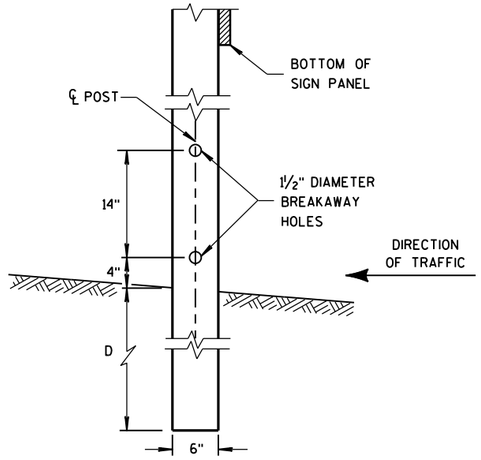
6
SDD 15D37 - 03



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



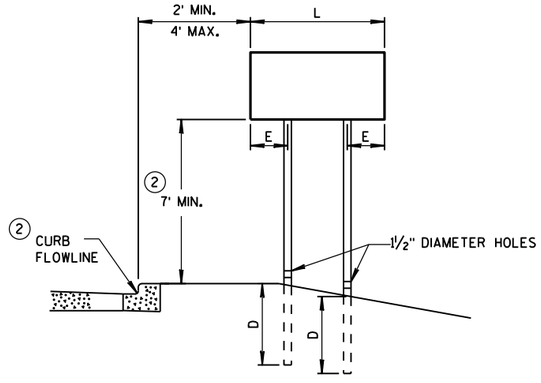
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

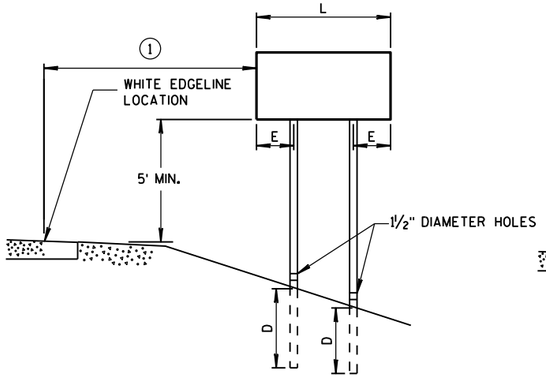
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

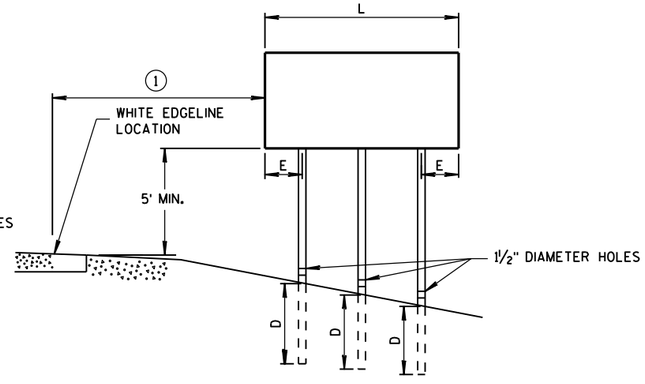
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

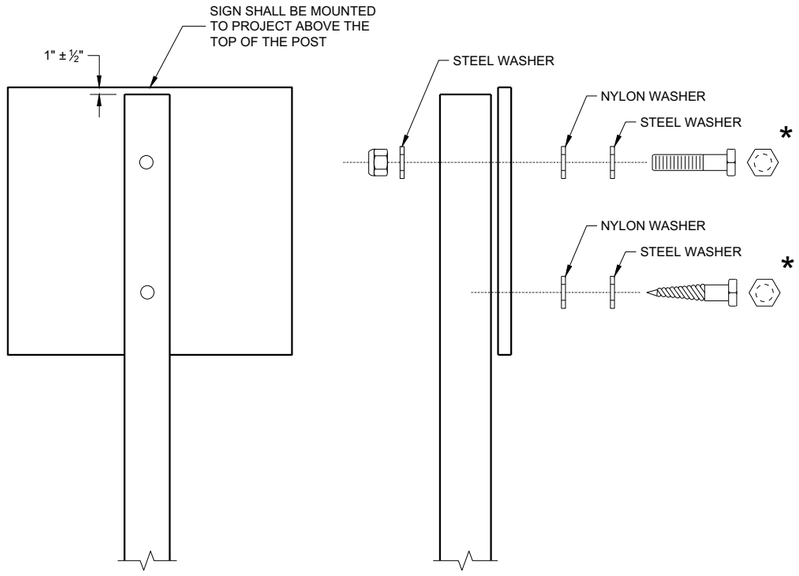
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 38-2a



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 NYLON

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

SDD 15D38 - 02b

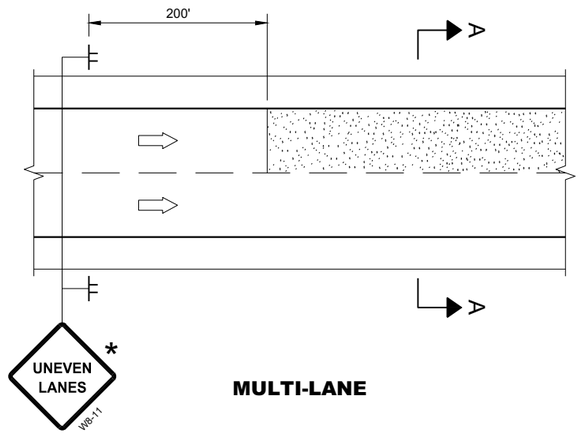
SDD 15D38 - 02b

ATTACHMENT OF SIGNS TO POSTS

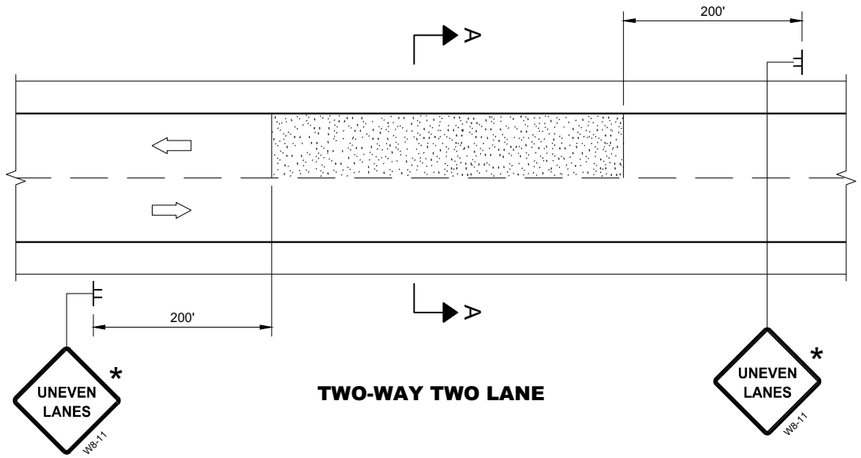
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

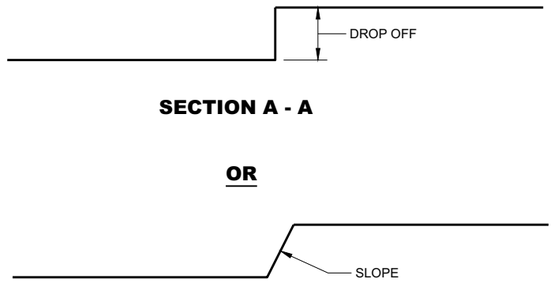
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

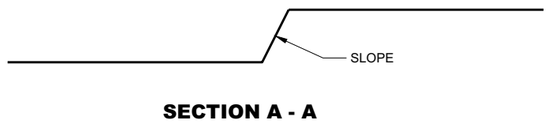
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

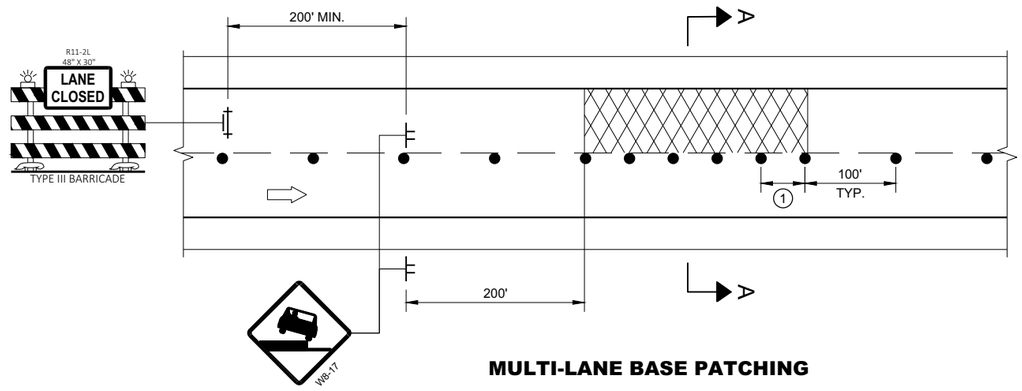


SECTION A - A

OR

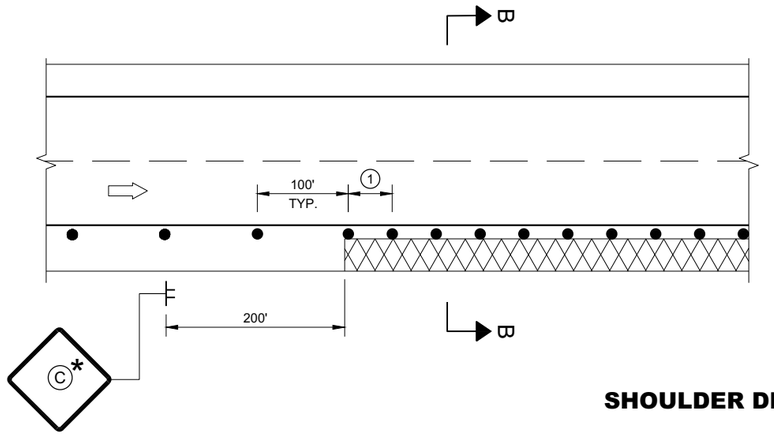


SECTION A - A

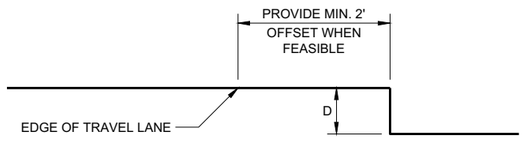


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D39 - 02

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

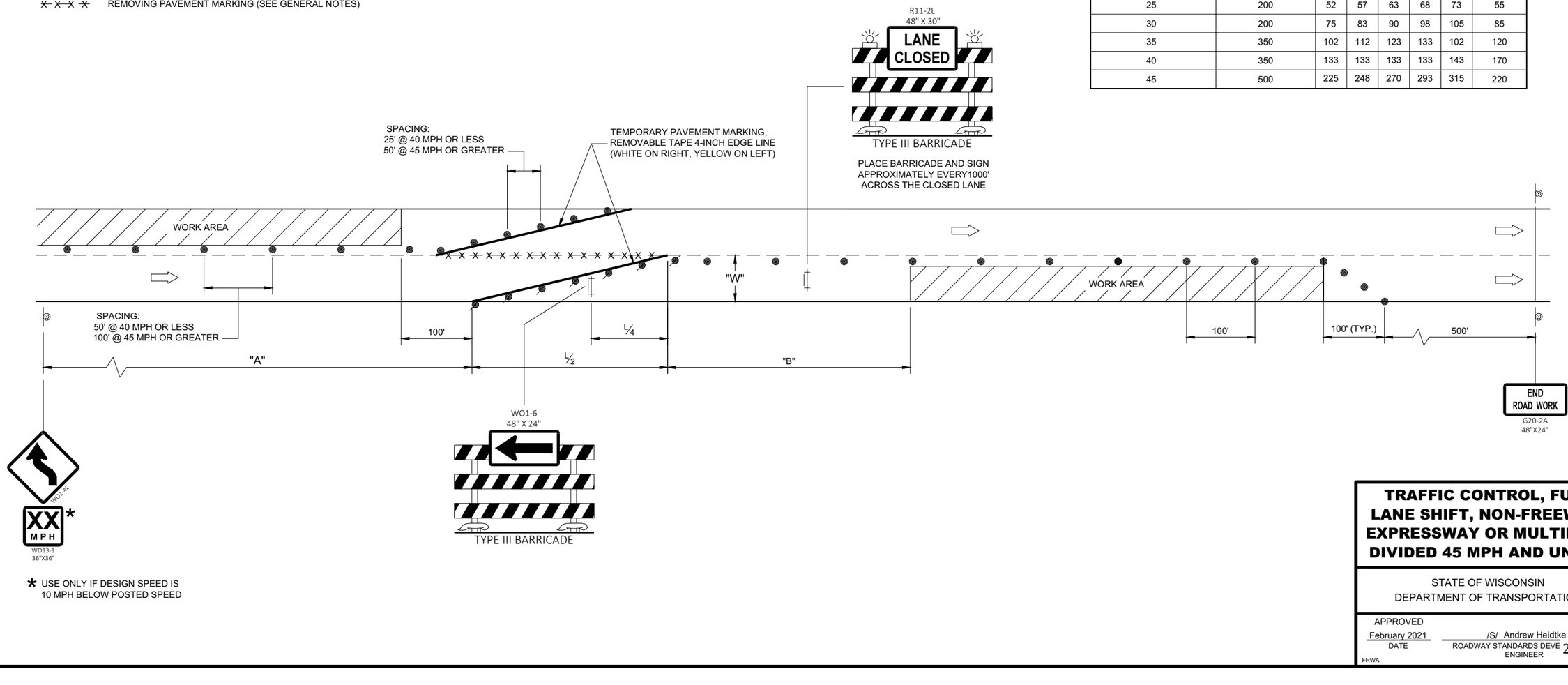
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER L 1/2 W, LATERAL OFFSET (FT)					BUFFER SPACE (B) FEET
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	102	120
40	350	133	133	133	133	143	170
45	500	225	248	270	293	315	220



* USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED

TRAFFIC CONTROL, FULL LANE SHIFT, NON-FREEWAY/ EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER

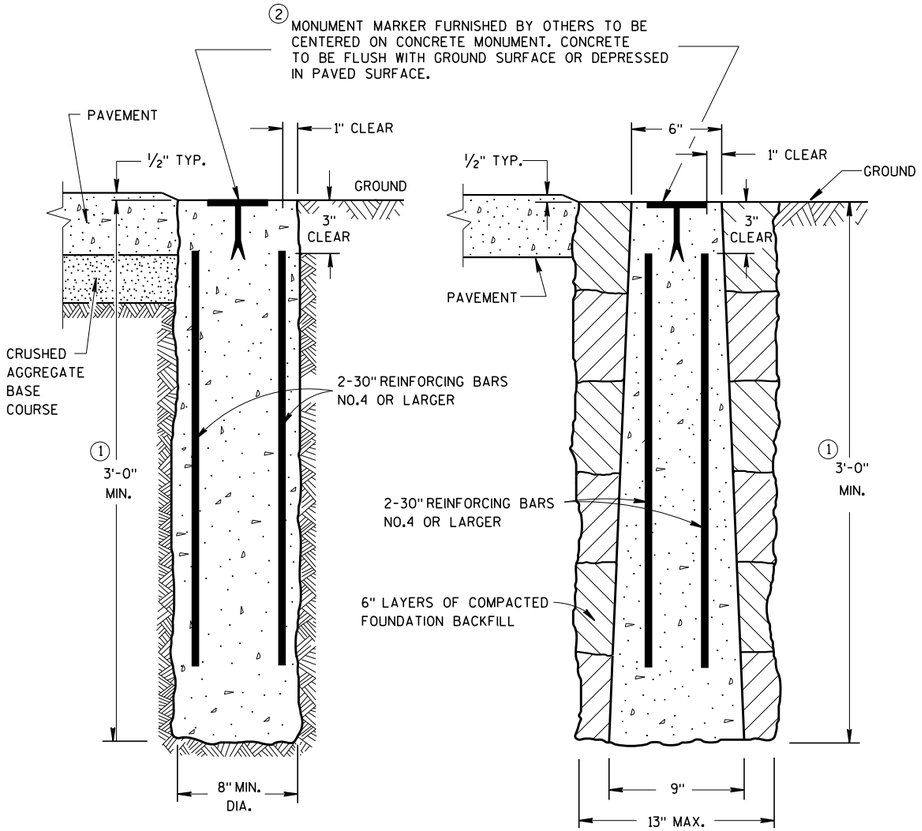
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D40 - 02a
SDD 15D40 - 02a

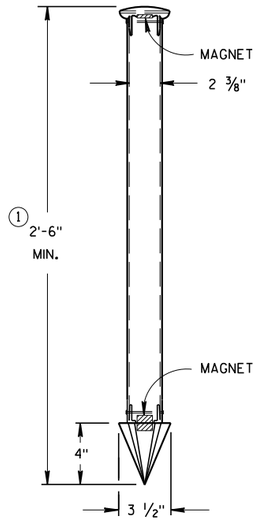


CAST-IN-PLACE

PRECAST

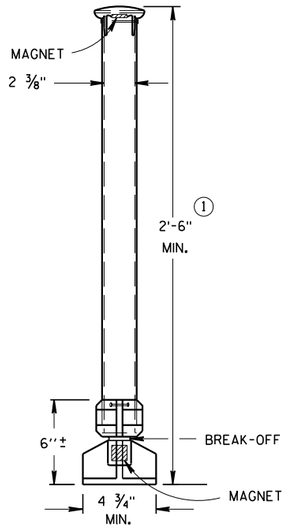
CONCRETE MONUMENTS

TYPE A



TYPE C

DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
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.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

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.

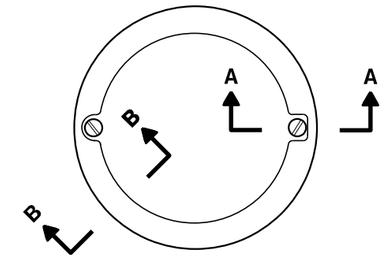
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

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.

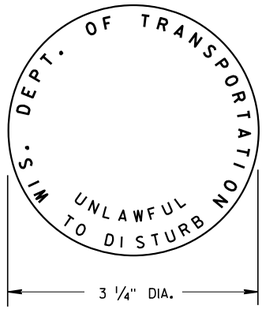
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

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.

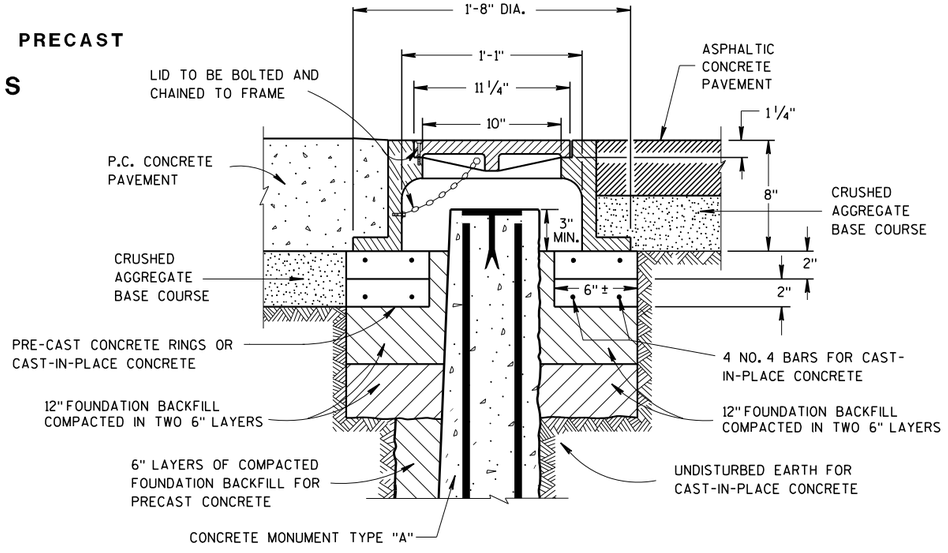


TOP VIEW



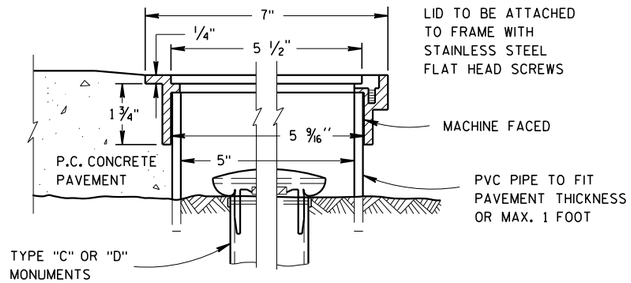
② WIS DOT MONUMENT MARKER LOGO

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)

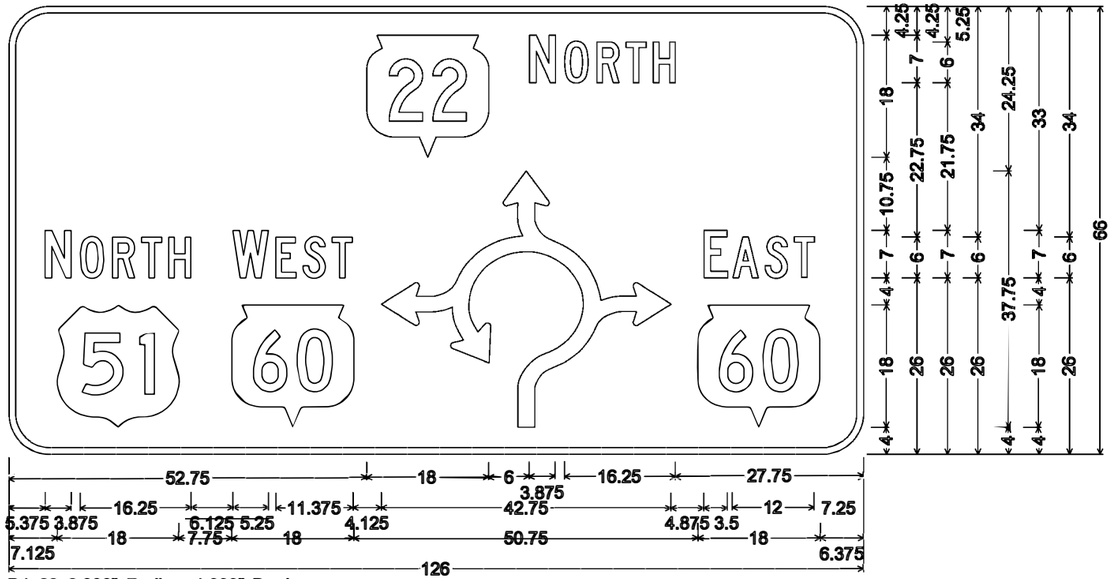
LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

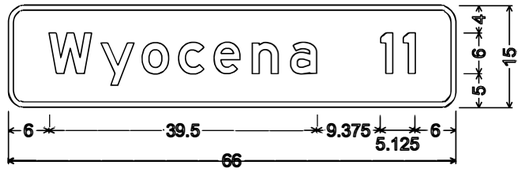
APPROVED
March 2018 — DATE
/S/ Raymond A. Kumagai — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

6

S.D.D. 16 A 1-7



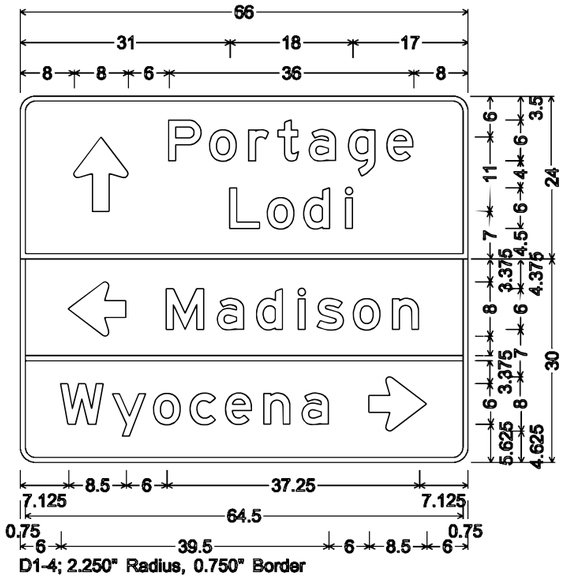
D1-62;6.000" Radius, 1.000" Border,
"NORTH" C; "NORTH" C; "WEST" C; "EAST" C



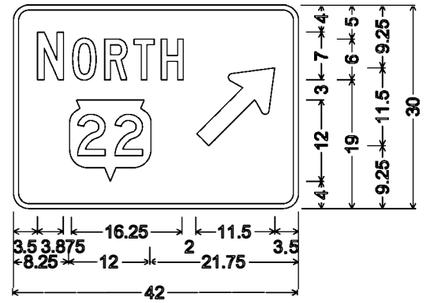
D2-1 ; 2.250" Radius, 0.750" Border

NOTES

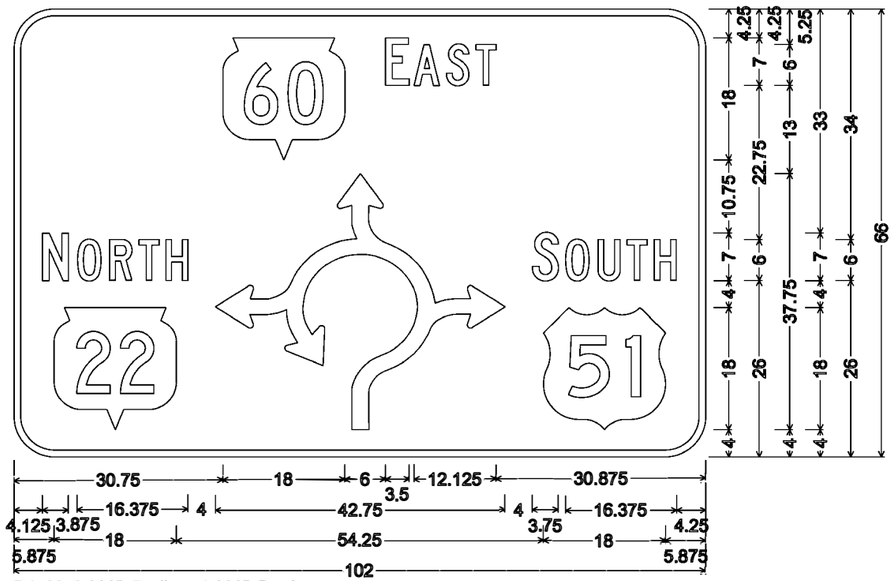
1. All Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



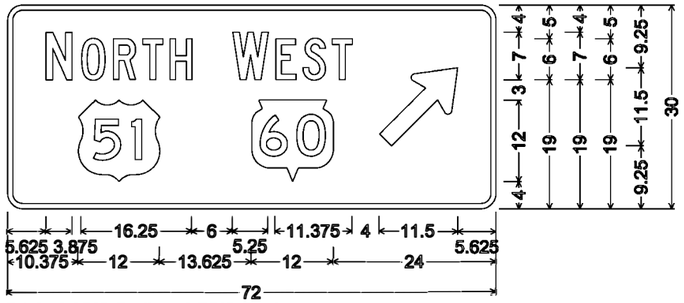
D1-4; 2.250" Radius, 0.750" Border



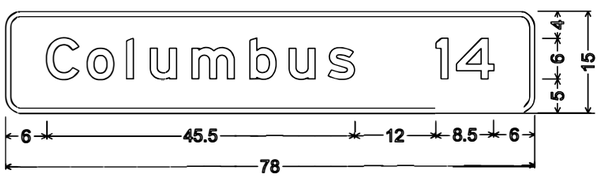
D1-1; 2.250" Radius, 0.750" Border,
"NORTH" C



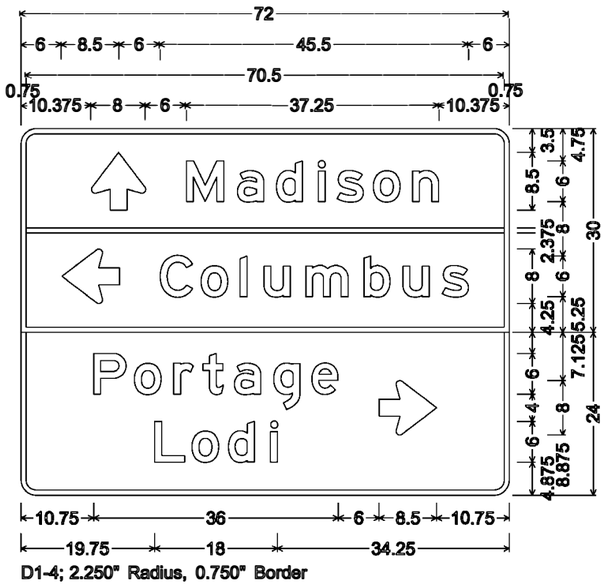
D1-62;6.000" Radius, 1.000" Border,
"EAST" C; "NORTH" C; "SOUTH" C



D1-2 ; 2.250" Radius, 0.750" Border,
"NORTH" C; "WEST" C



D2-1 ; 2.250" Radius, 0.750" Border



D1-4; 2.250" Radius, 0.750" Border

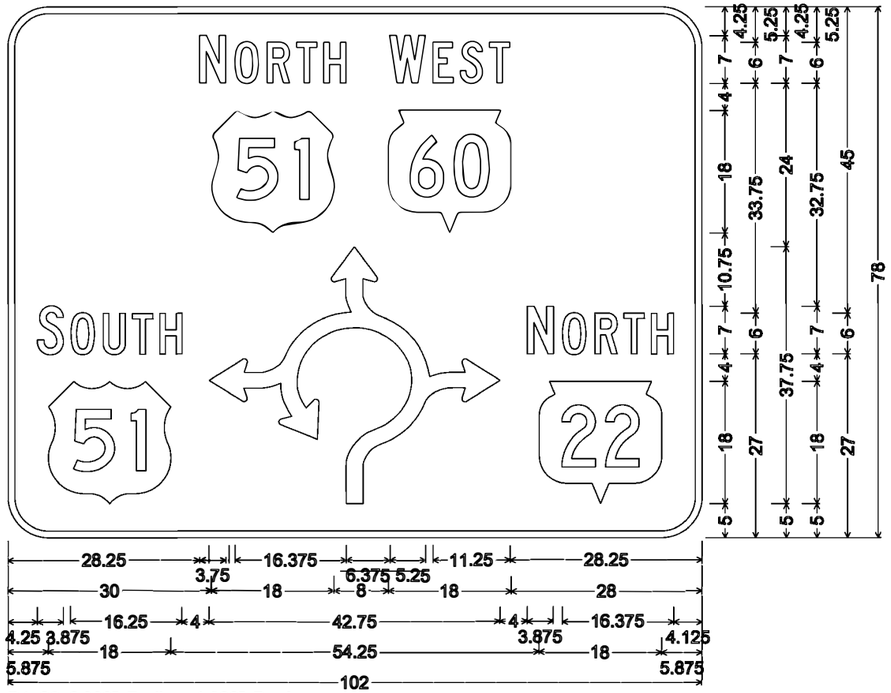
7

7

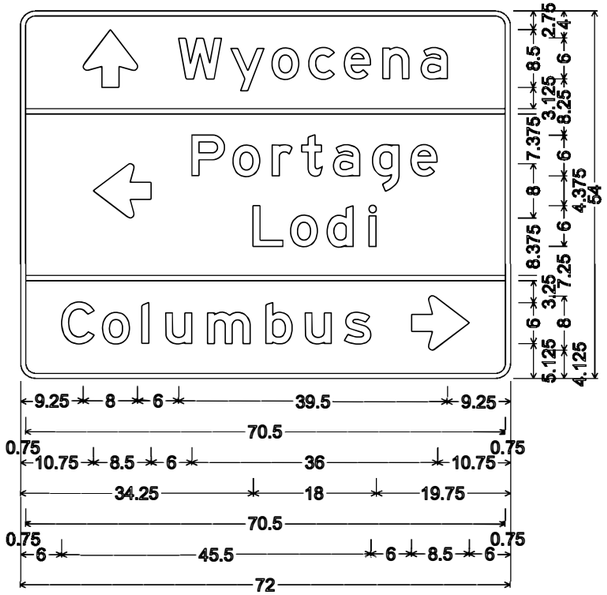
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	SIGN PLATES	SHEET NO: 210	E

NOTES

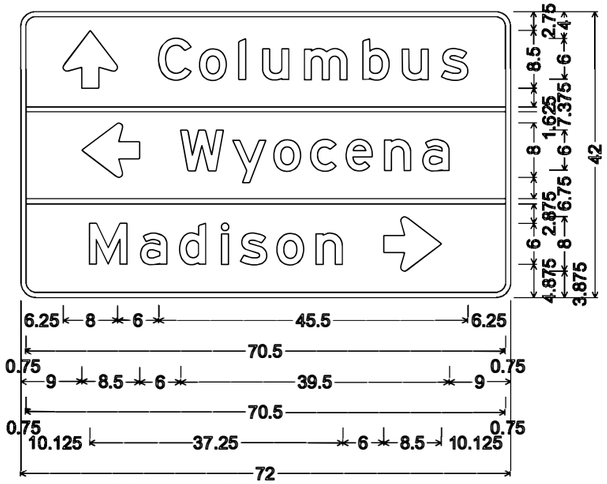
1. All Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



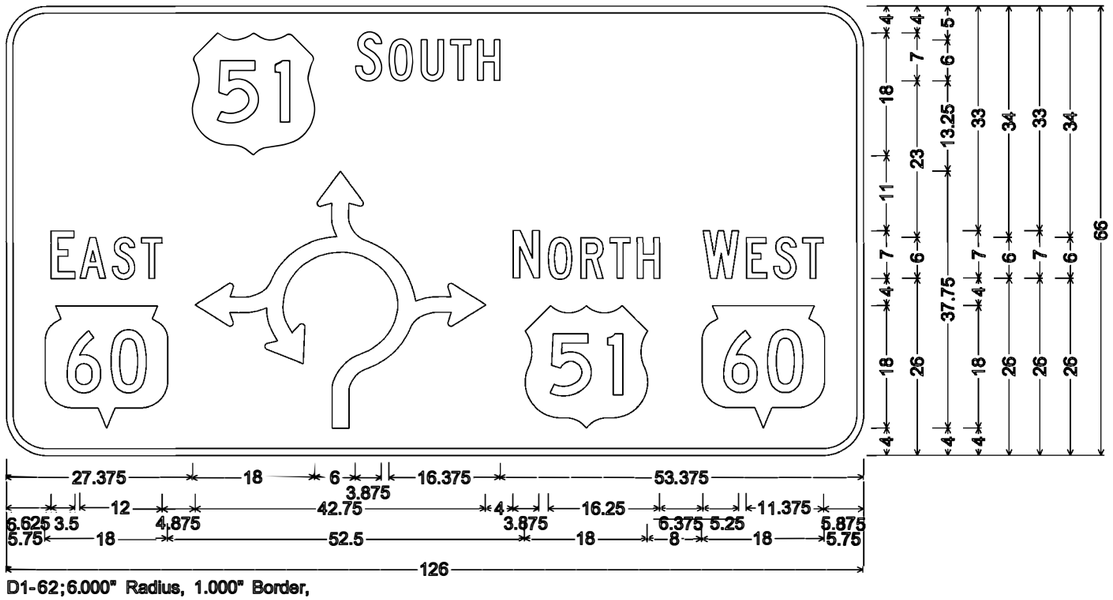
D1-62;6.000" Radius, 1.000" Border,
"NORTH" C; "WEST" C; "SOUTH" C; "NORTH" C



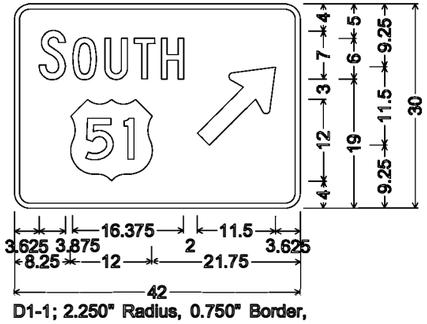
D1-4; 2.250" Radius, 0.750" Border



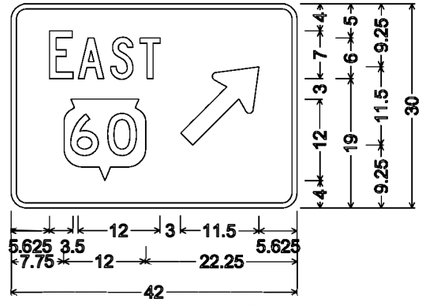
D1-3; 2.250" Radius, 0.750" Border



D1-62;6.000" Radius, 1.000" Border,
"SOUTH" C; "EAST" C; "NORTH" C; "WEST"

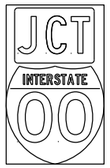


D1-1; 2.250" Radius, 0.750" Border,
"SOUTH" C

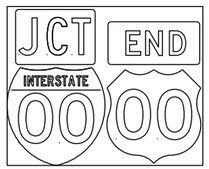


D1-1; 2.250" Radius, 0.750" Border,
"EAST" C

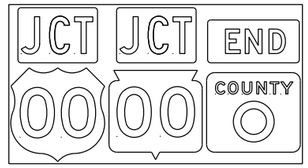
TYPICAL ASSEMBLIES



J1-1



J1-2



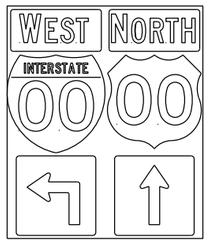
J1-3



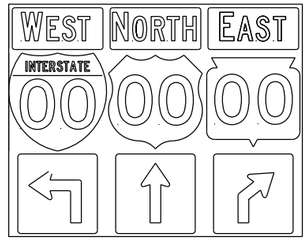
JR1-1



J2-1



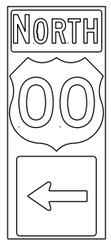
J2-2



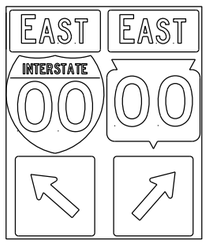
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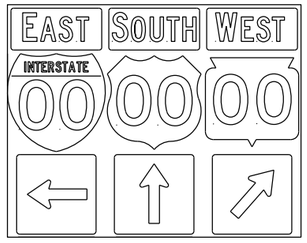
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



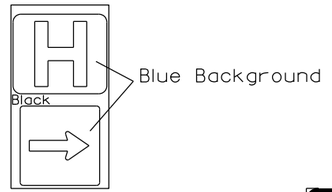
J3-1



J3-2



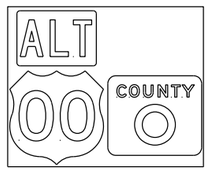
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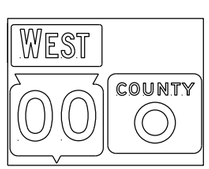
JH-1



J4-1



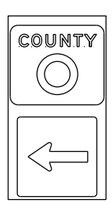
J4-2



J4-2



J12-1



J13-1



J32-1



J33-1



J22-1



J23-1



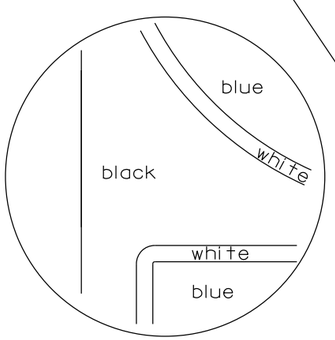
JR13-1

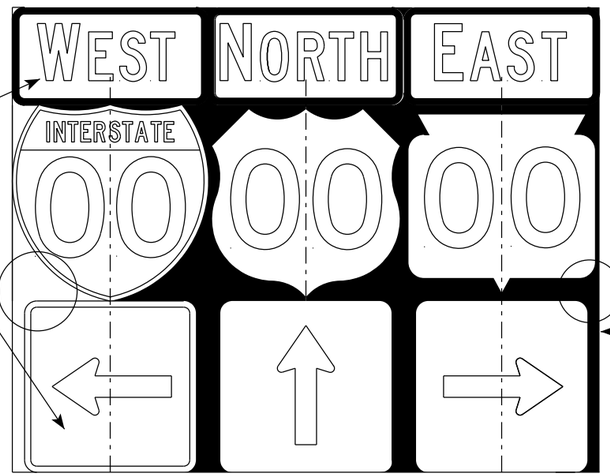


JR23-1



JR99-1





NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO: 212 E

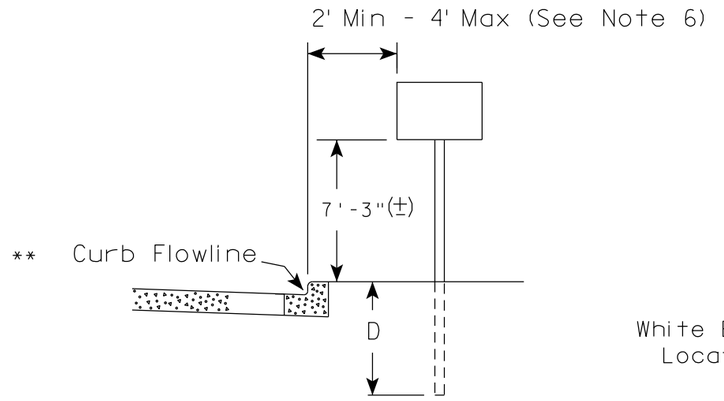
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

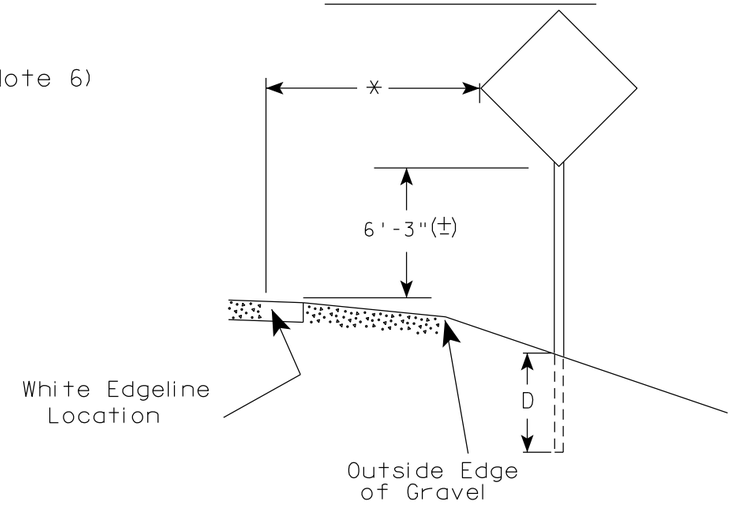
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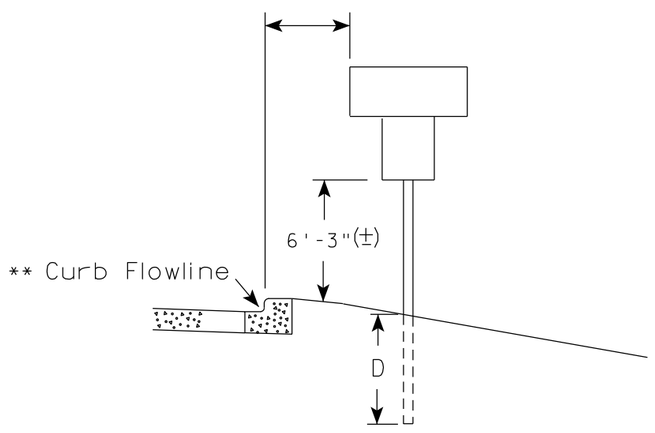
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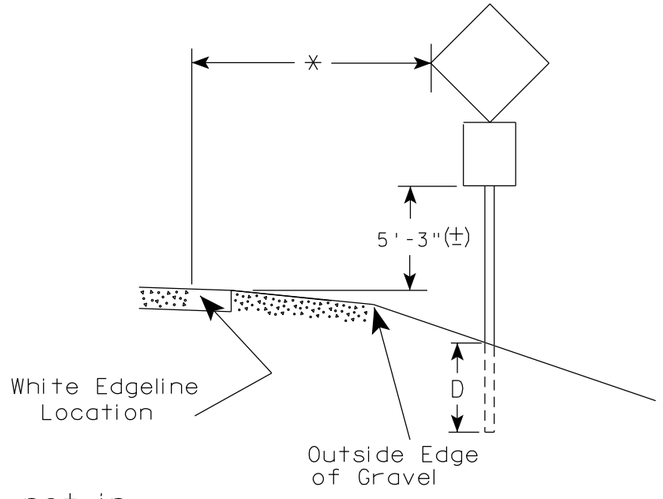
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

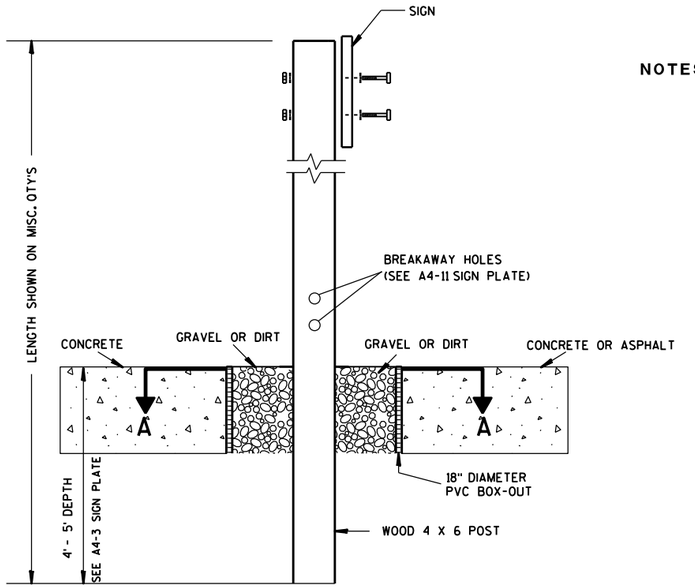
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

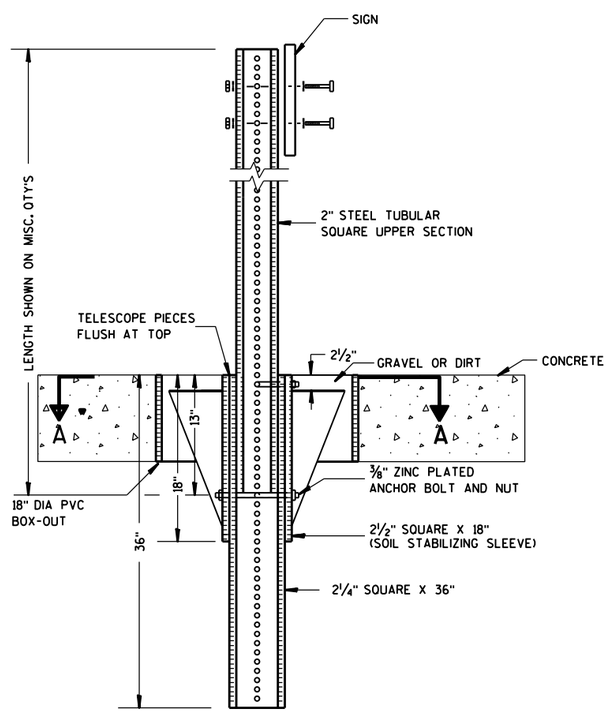
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 213	E



ELEVATION VIEW

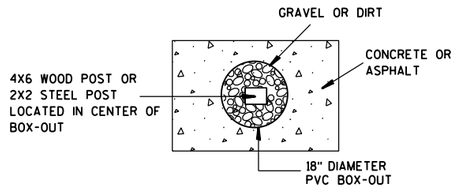
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

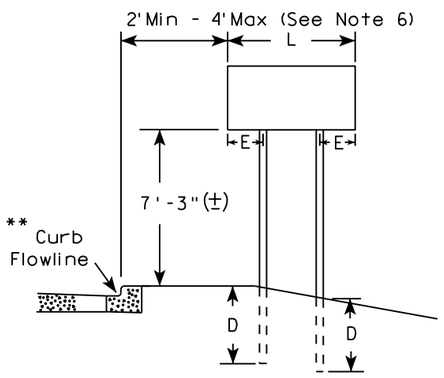
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

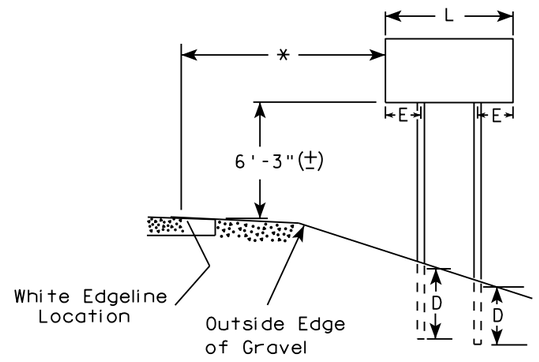
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

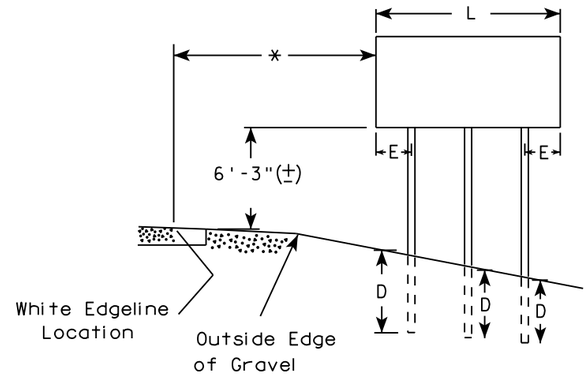
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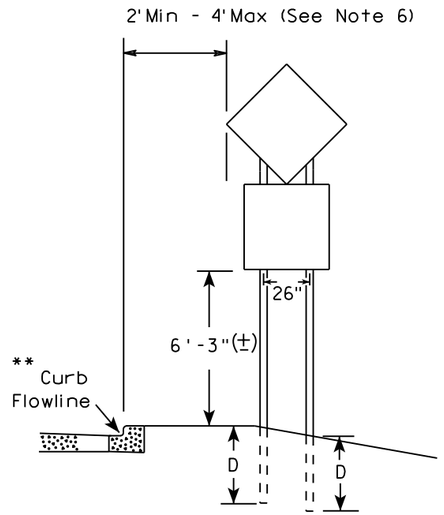
URBAN AREA



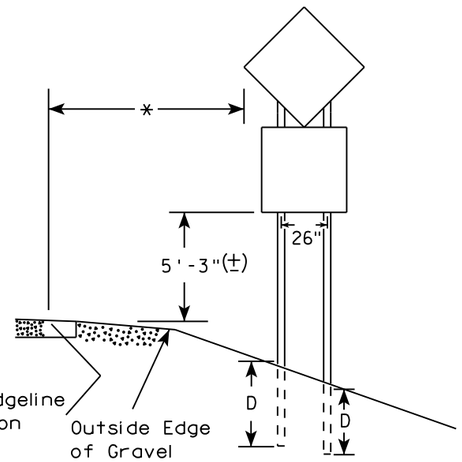
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

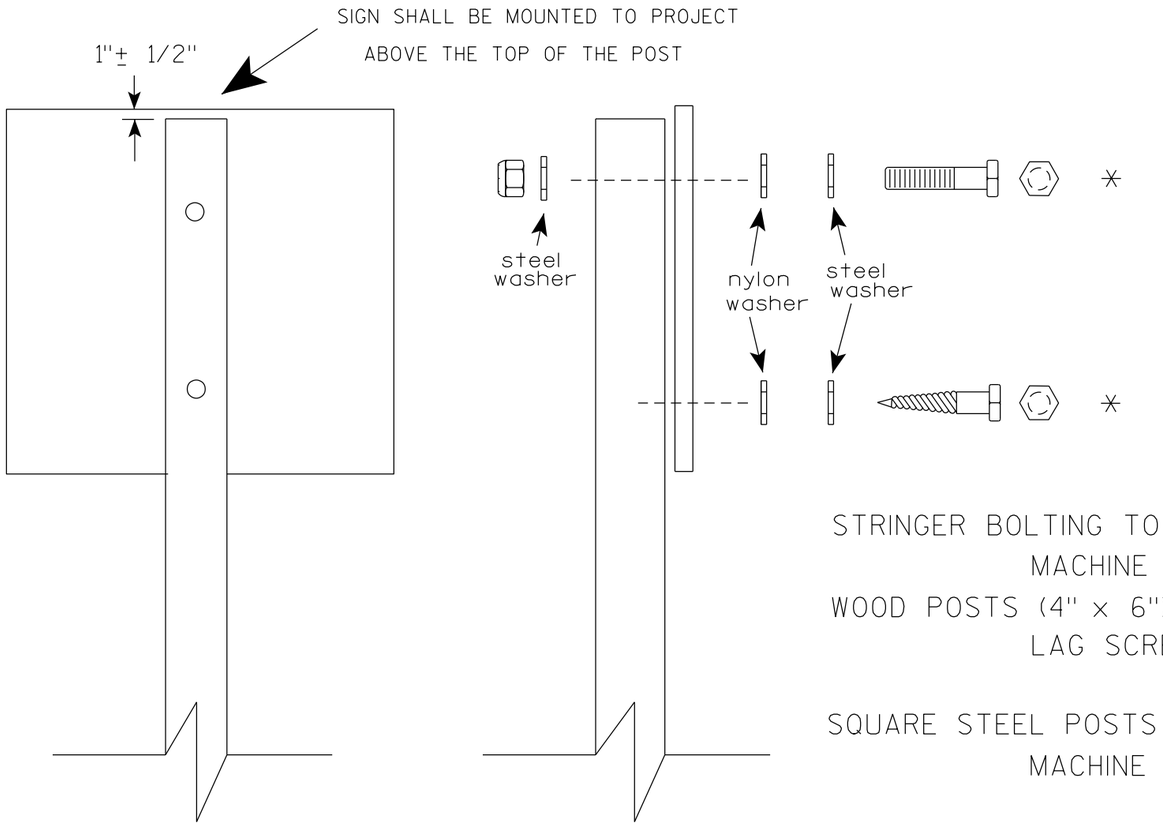
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 215	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. 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.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

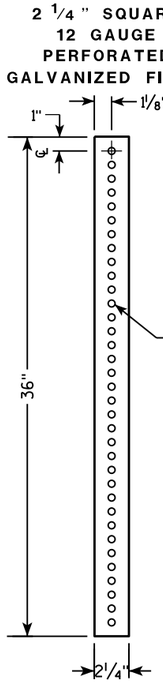
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

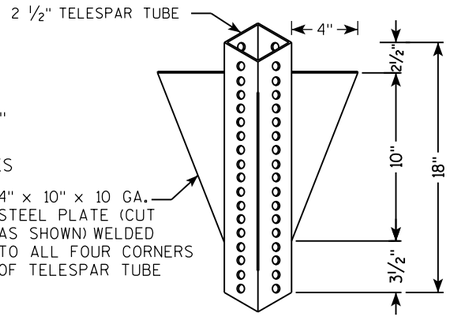
SHEET NO: 216 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

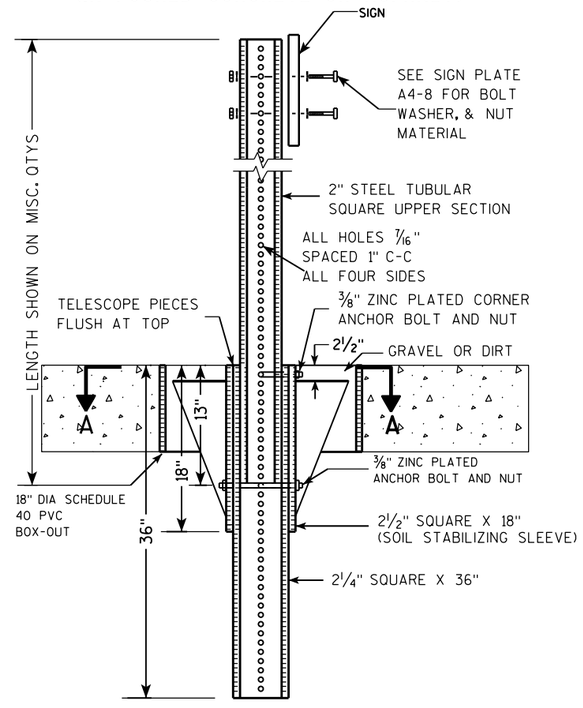
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



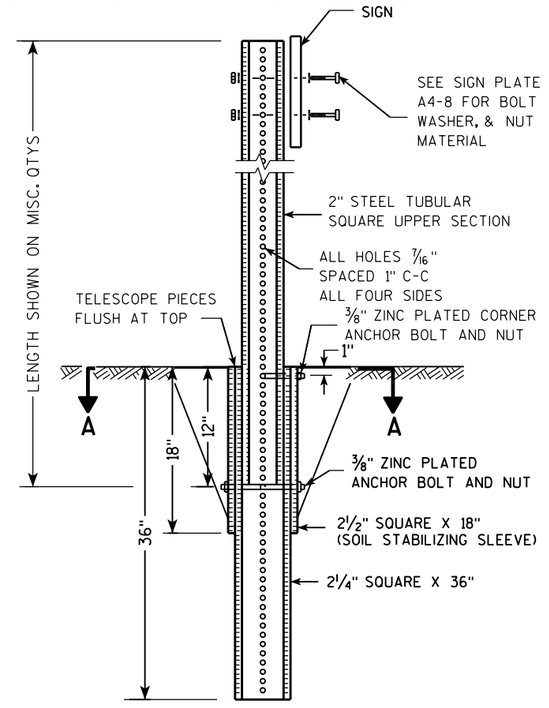
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

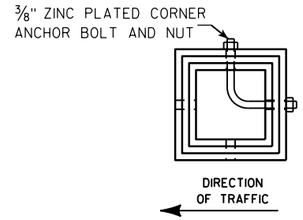


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

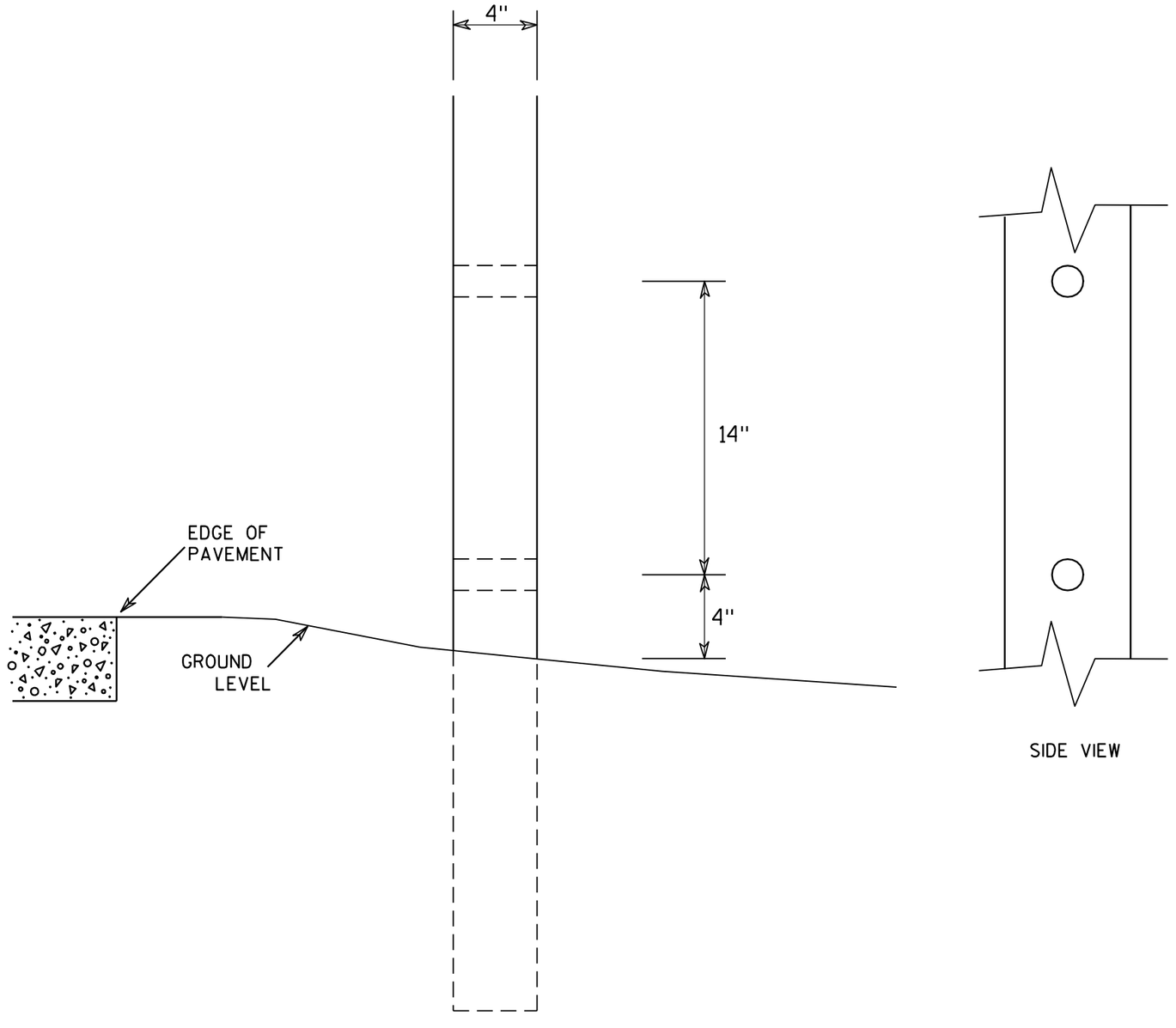
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 217 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

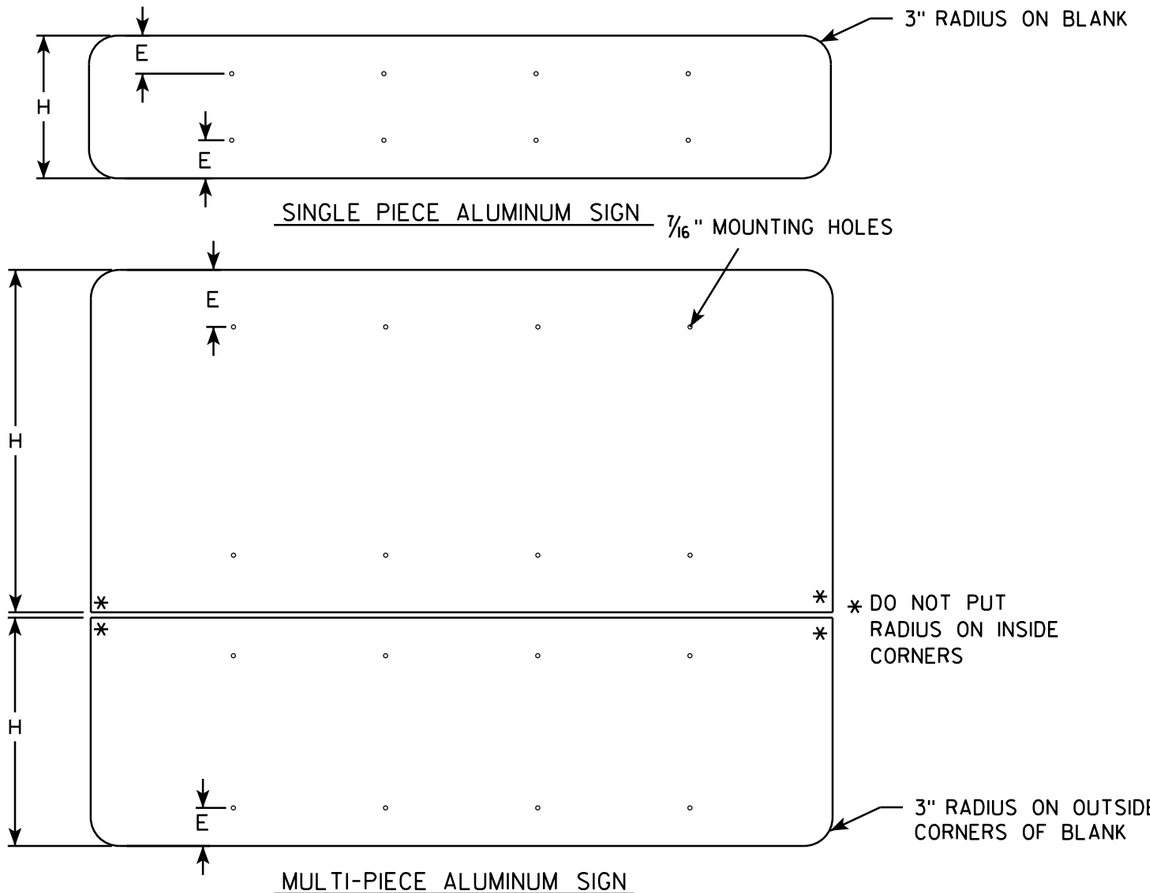
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

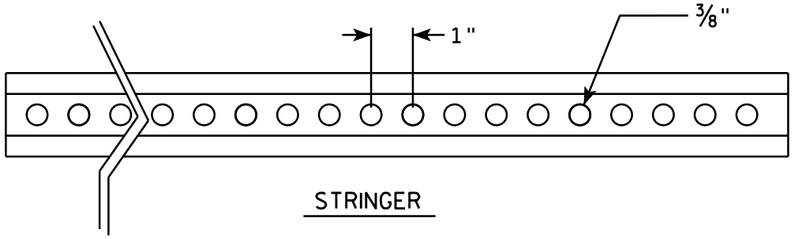
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 218	E



GENERAL NOTES

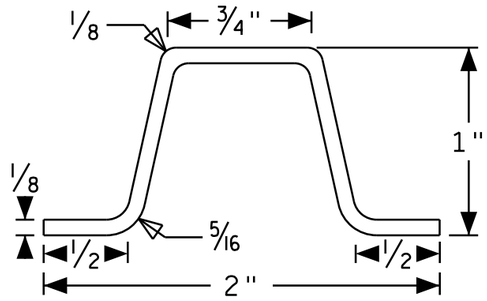
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

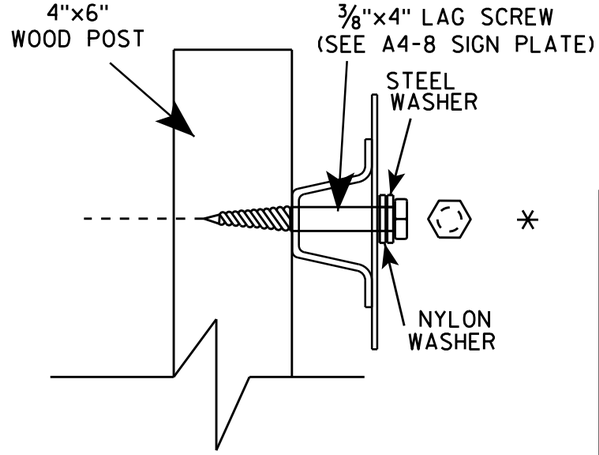


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

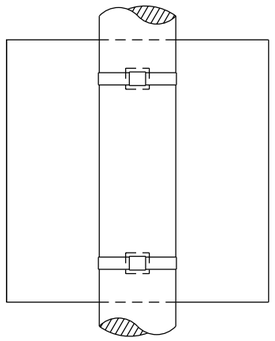
DATE 4/26/16 PLATE NO A4-18.1

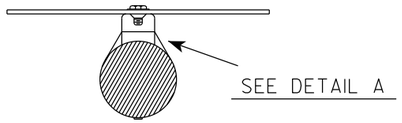
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

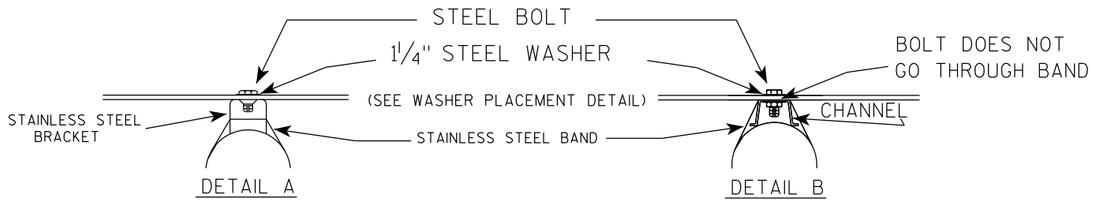
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BANDING

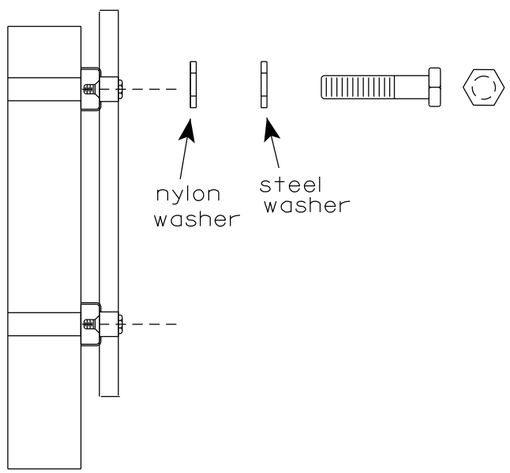
SINGLE SIGN







WASHER PLACEMENT

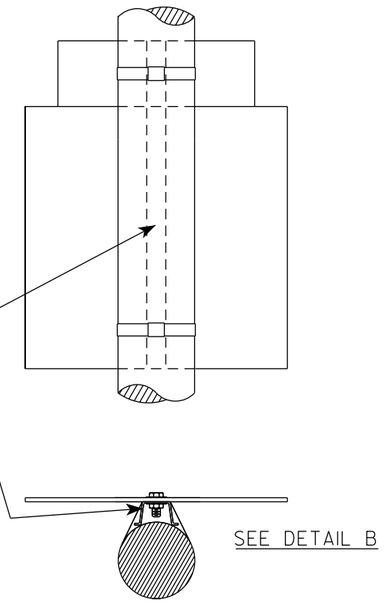


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

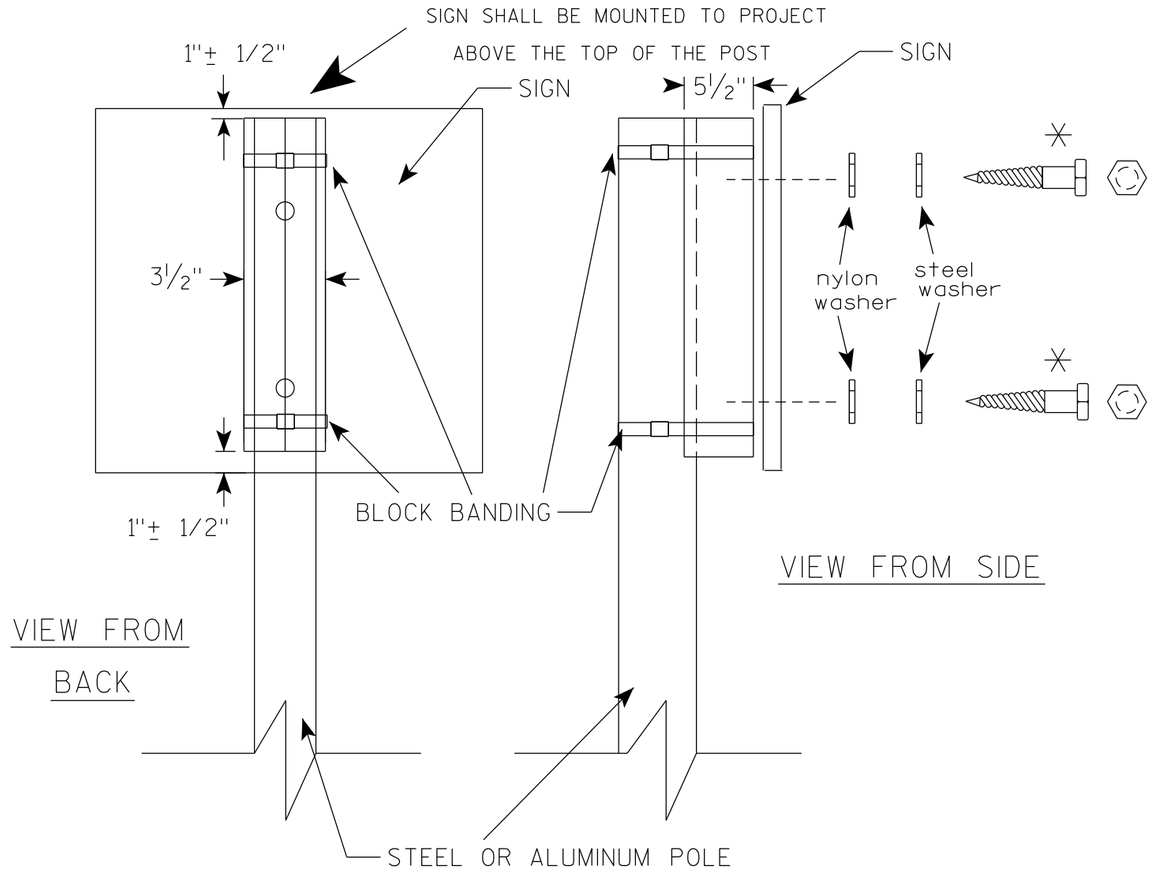
DATE 6/10/19 PLATE NO. A5-9.4

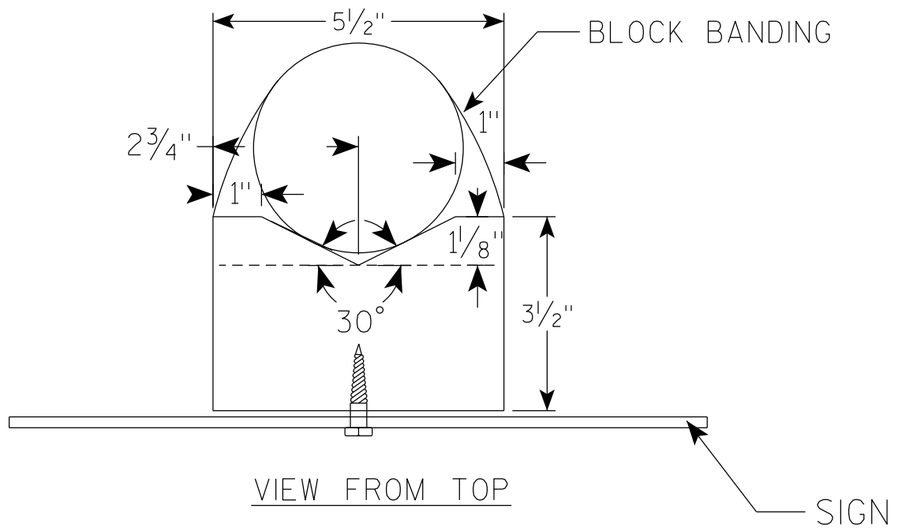
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 220	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

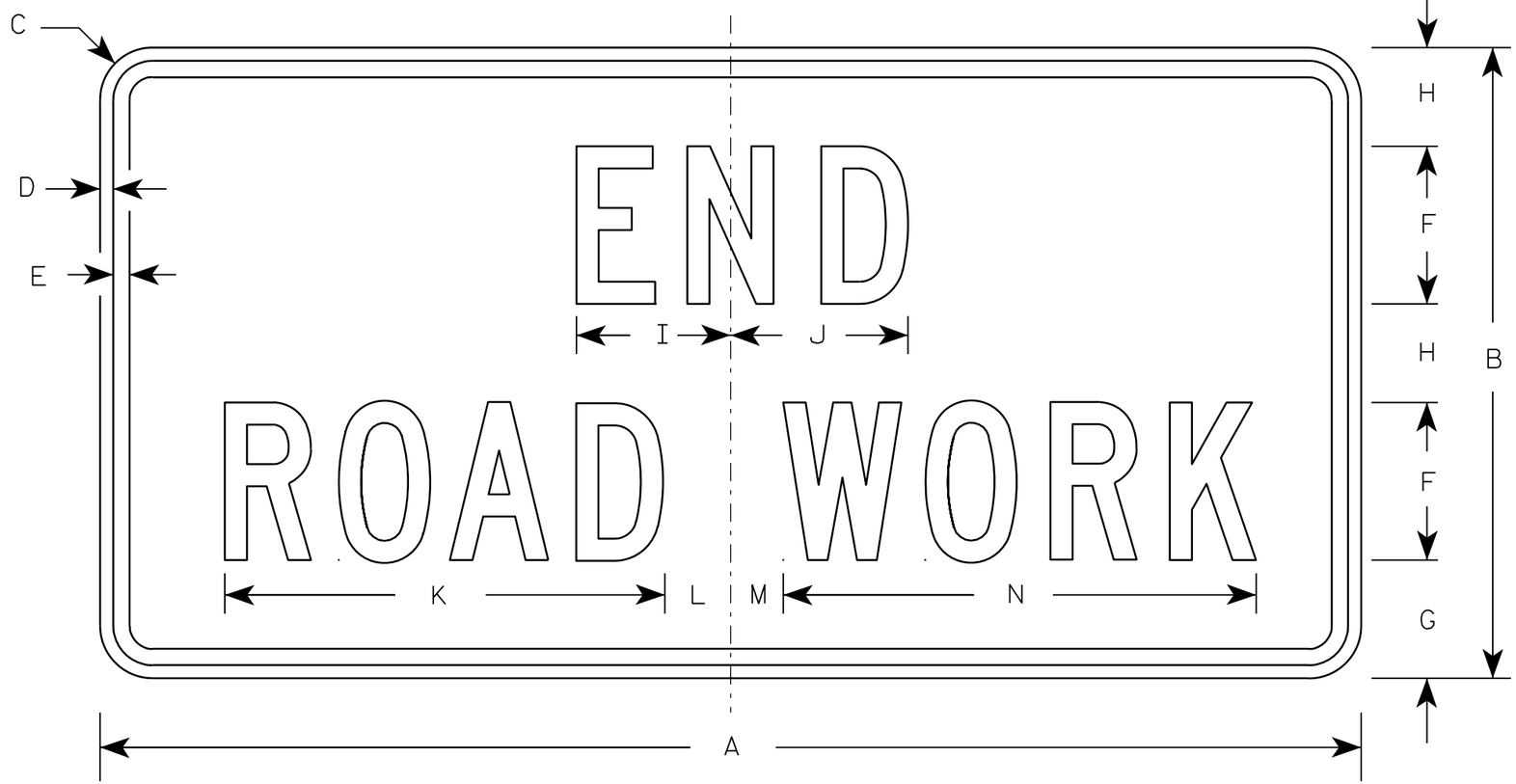
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO: | SHEET NO: 221 | E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

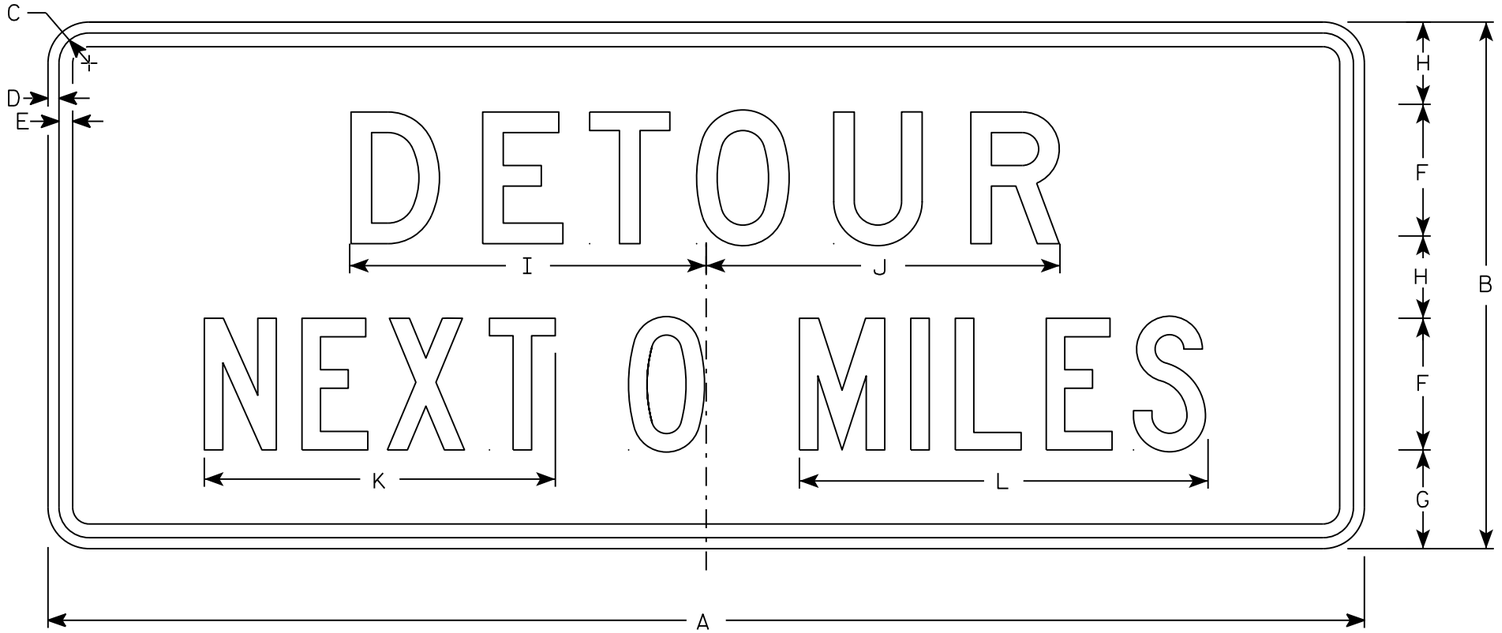
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 222	E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is 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. Round distance to nearest whole Mile and substitute appropriate numerals and optically 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.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

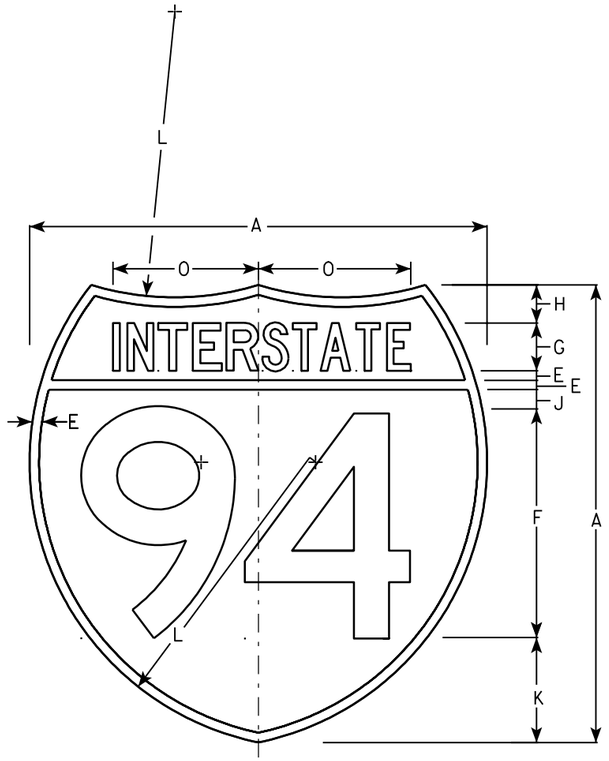
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

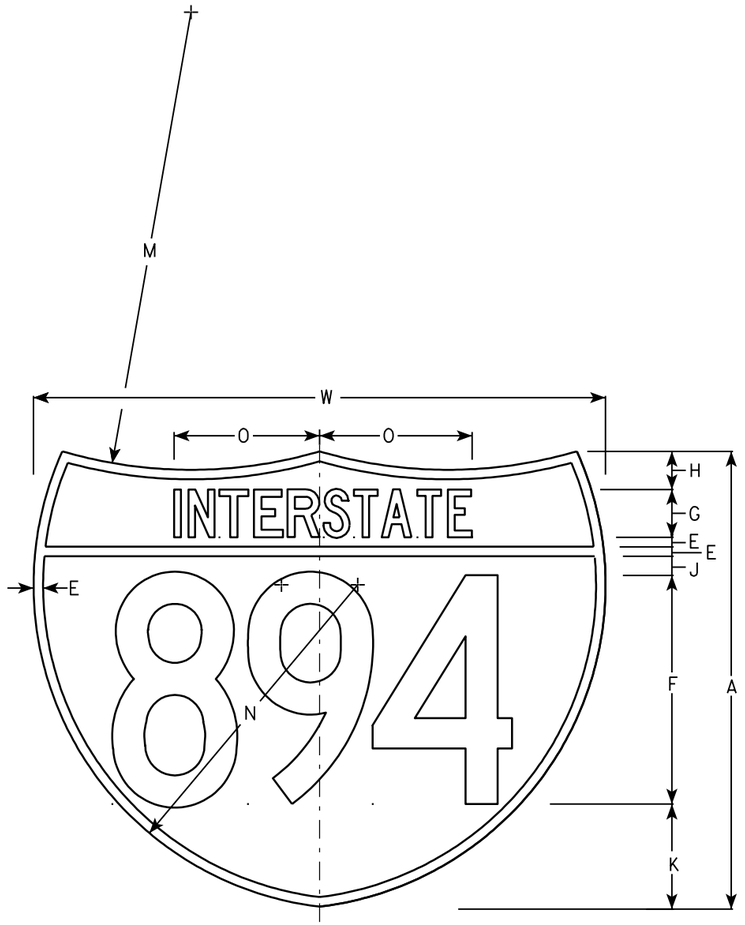
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-51.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 223	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

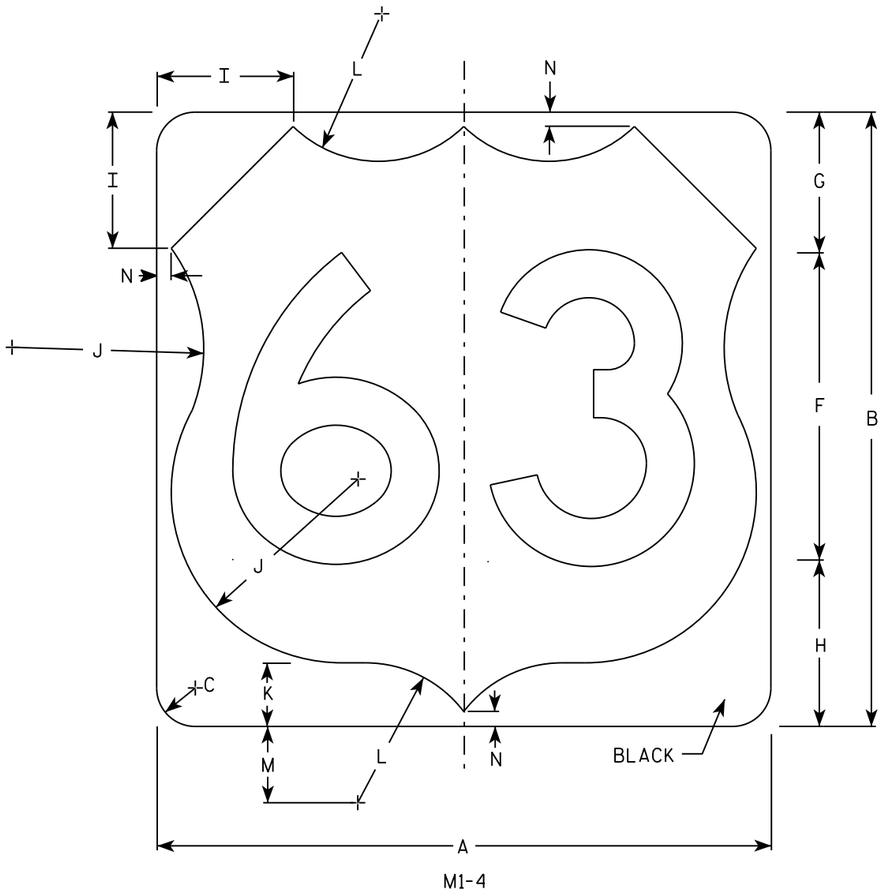
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

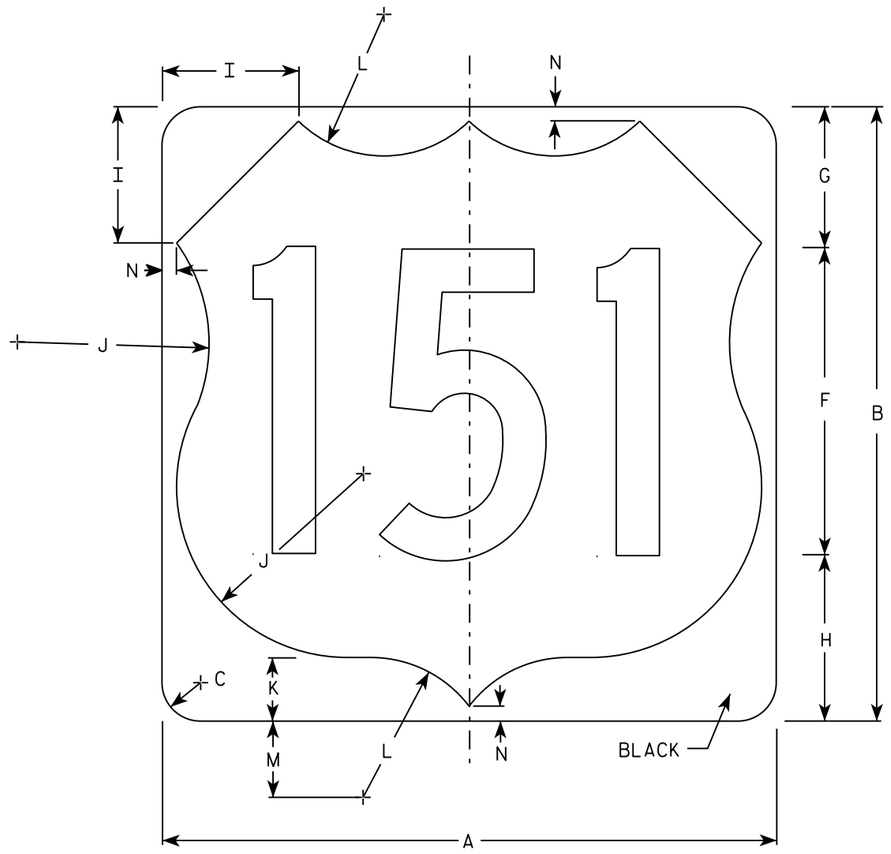
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 224	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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.



M1-4



M1-4

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																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

USH MARKER
M1-4 FOR ASSEMBLIES

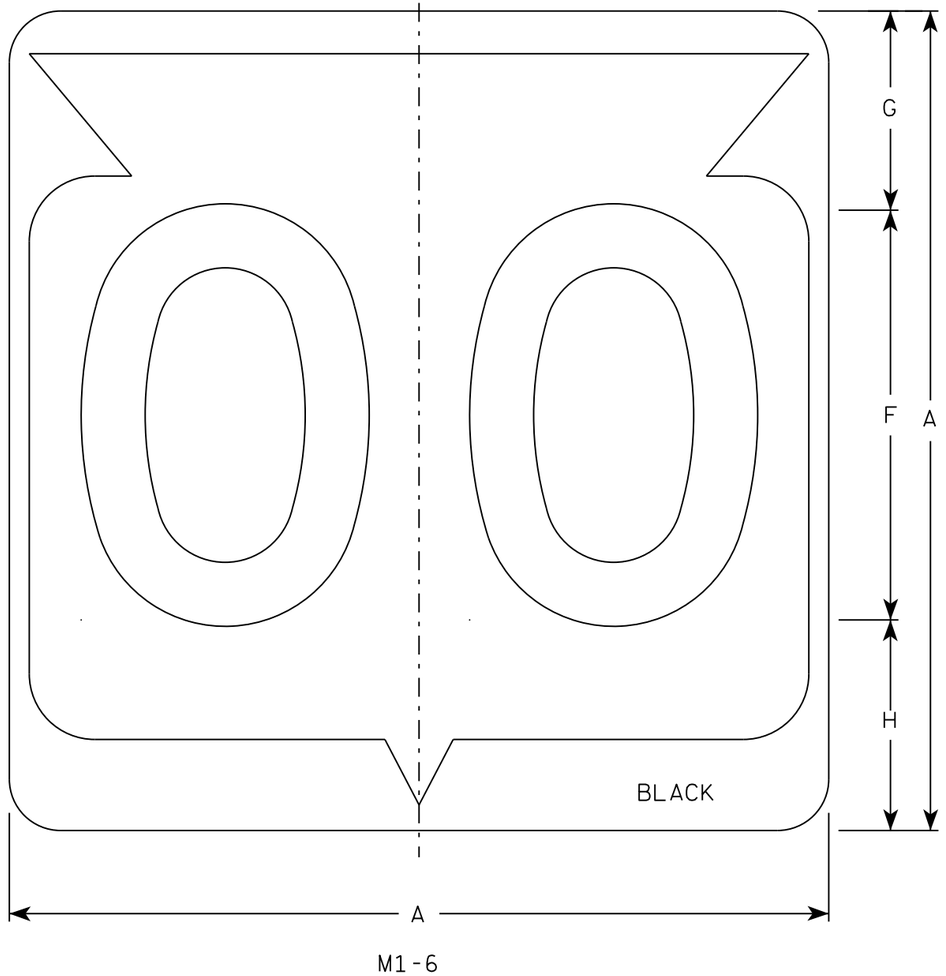
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 | E

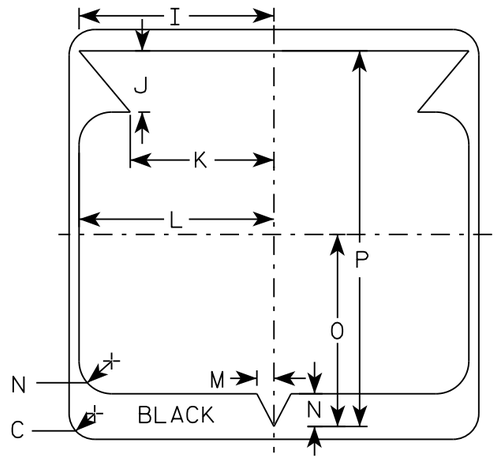
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WISDOT/CADDS SHEET 42



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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	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																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

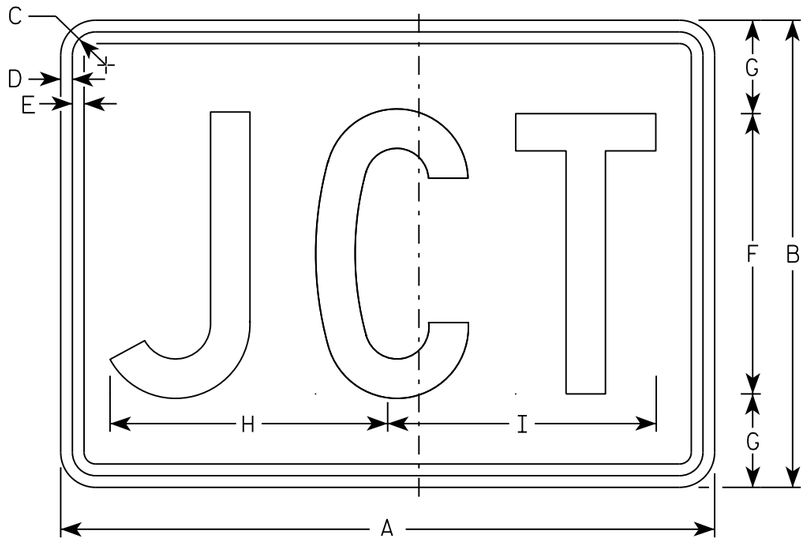
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

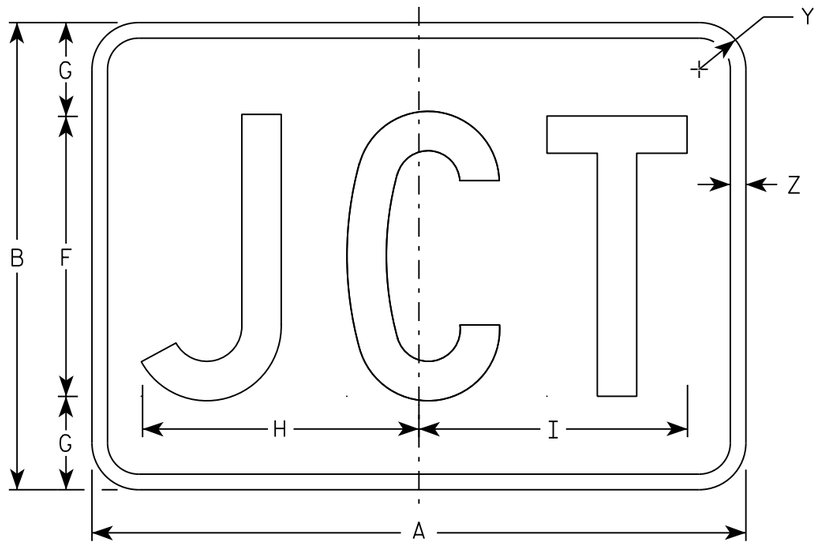
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

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																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

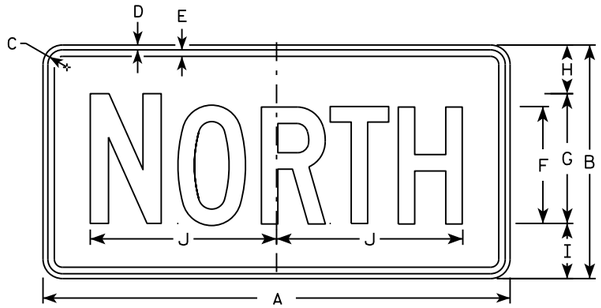
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

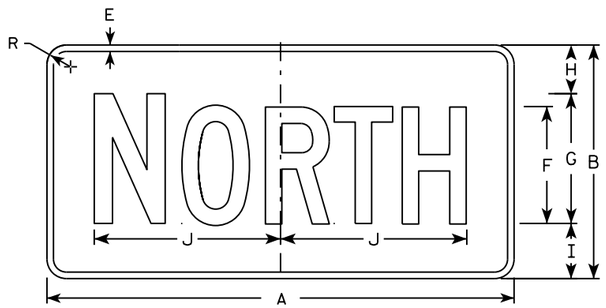
DATE 10/15/15 PLATE 227 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



M3-1
MM3-1
MP3-1



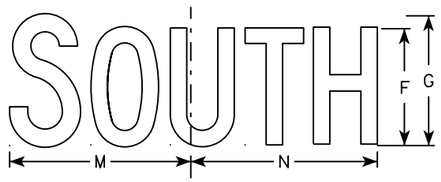
MB3-1
MK3-1
MN3-1



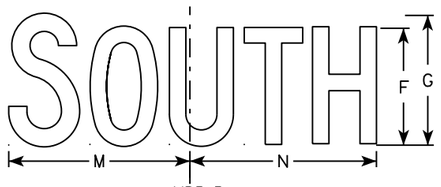
M3-2
MM3-2
MP3-2



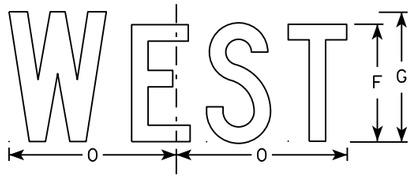
MB3-2
MK3-2
MN3-2



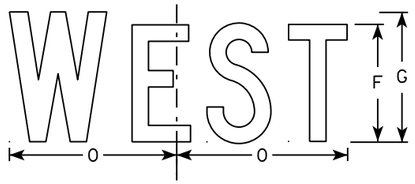
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

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																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

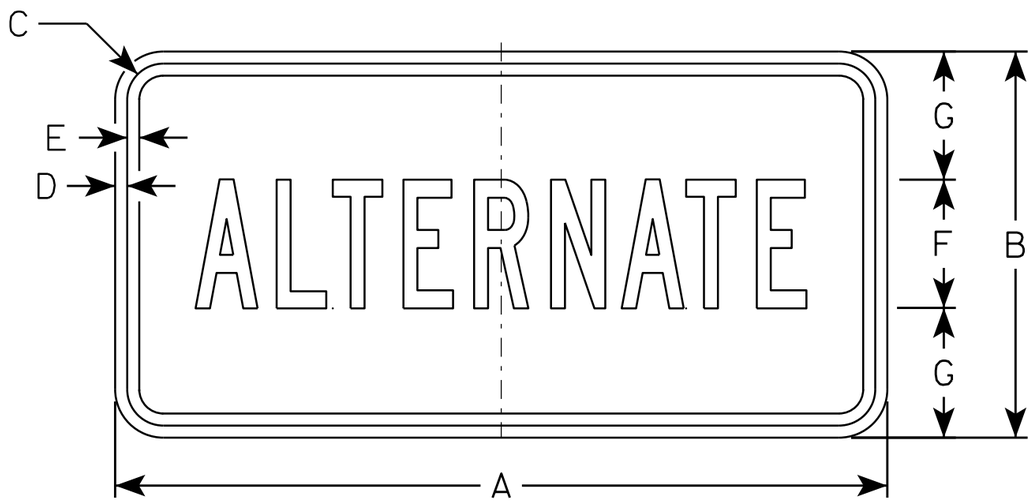
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

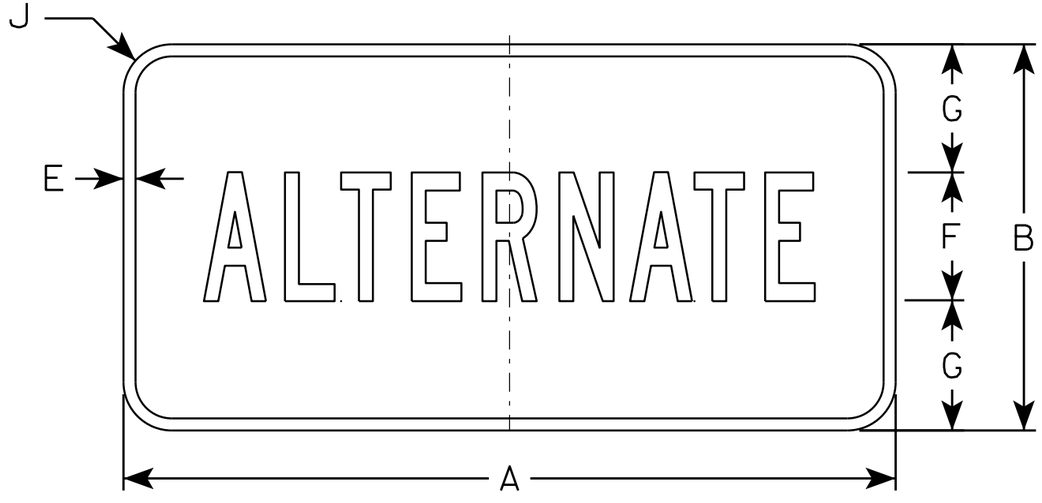
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-1
MO4-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   MO4-1 Background - Orange - Type F
   Message - Black

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																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

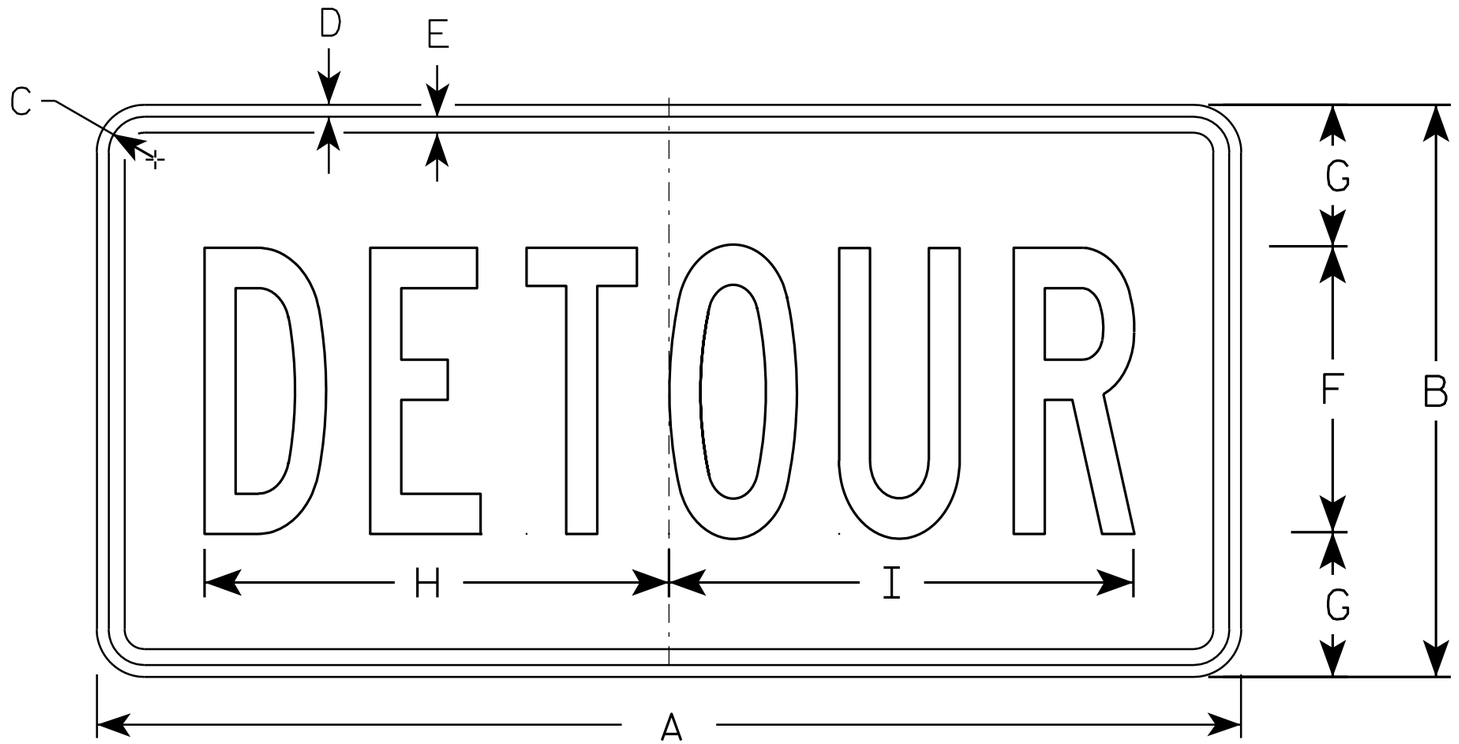
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 14-1.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000 WISDOT/CADDS SHEET 42



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

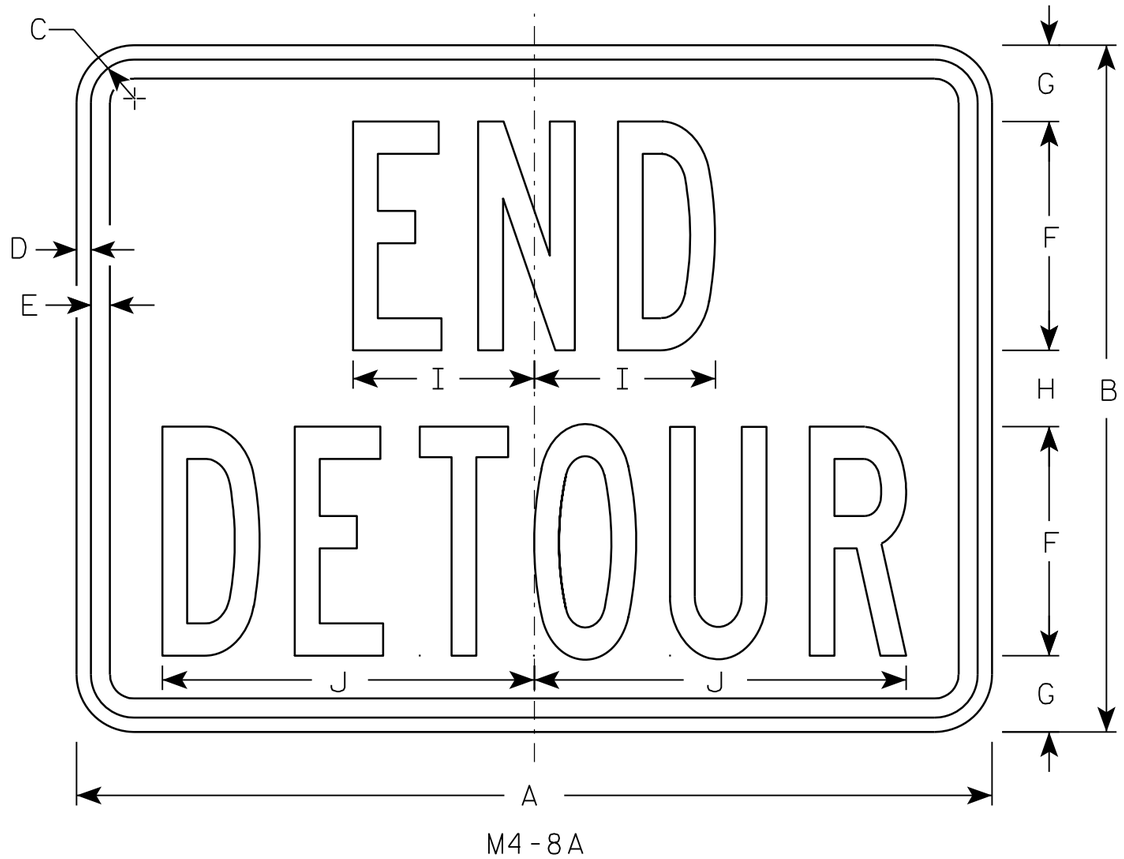
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 230	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

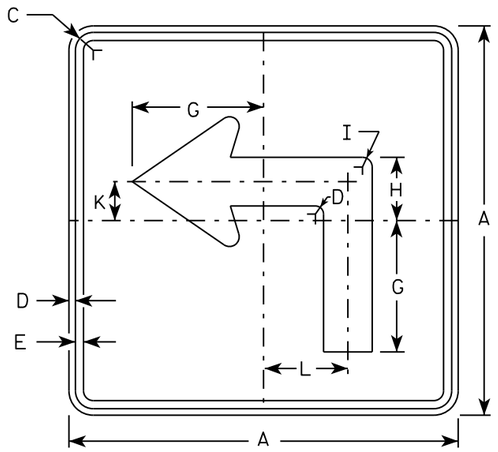
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

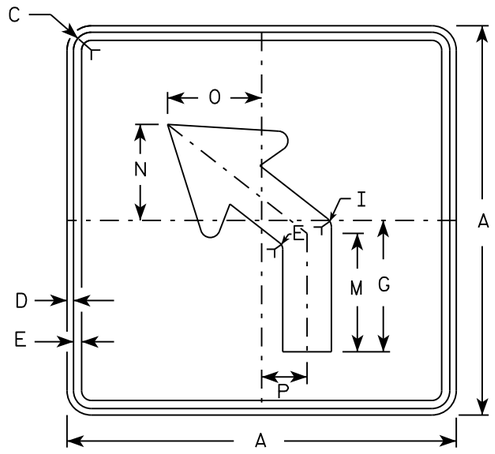
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

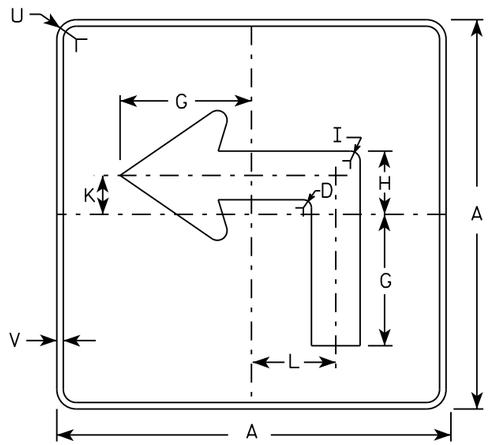
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 231	E



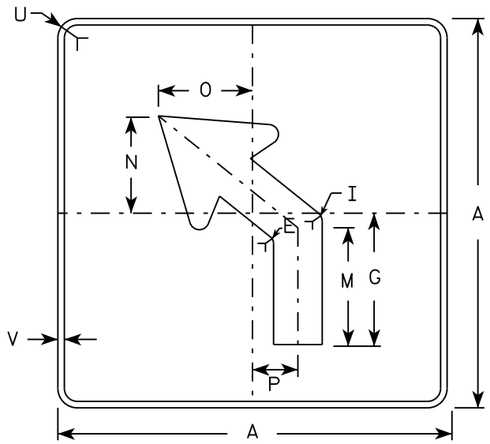
M5-1L
MM5-1L
MO5-1L
MP5-1L



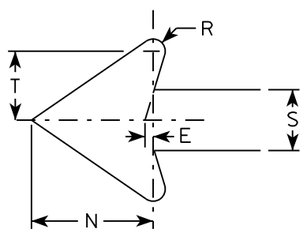
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts 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	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

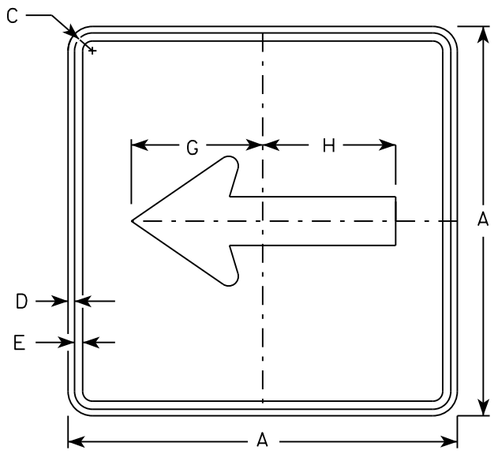
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

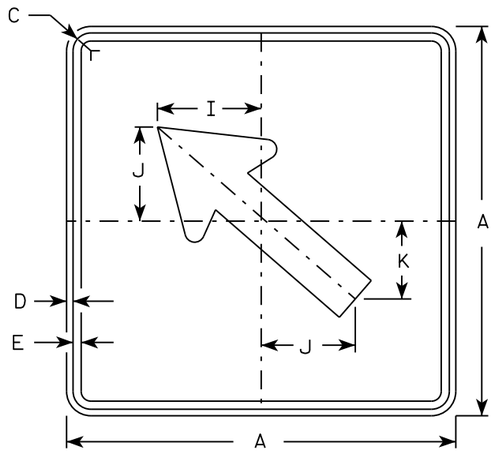
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



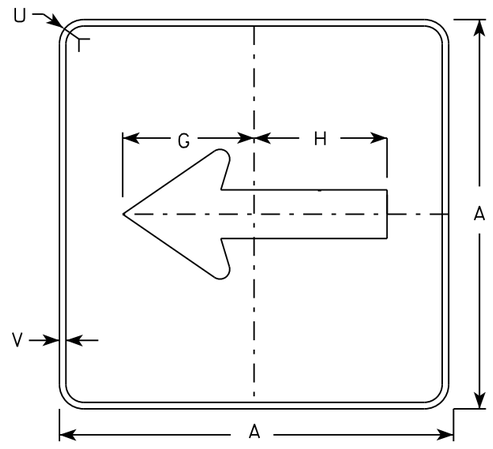
M6-1
MM6-1
MO6-1
MP6-1



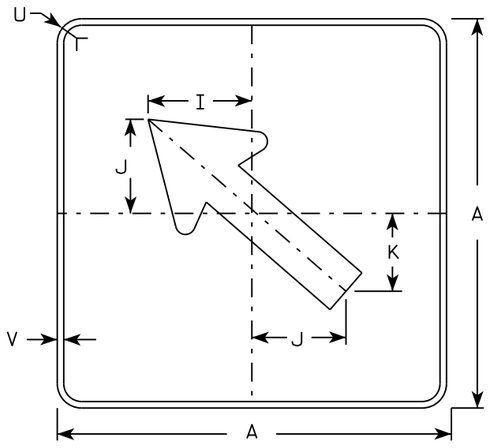
M6-2
MM6-2
MO6-2
MP6-2

NOTES

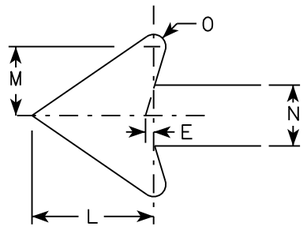
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



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																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN M6-1 & M6-2 SERIES

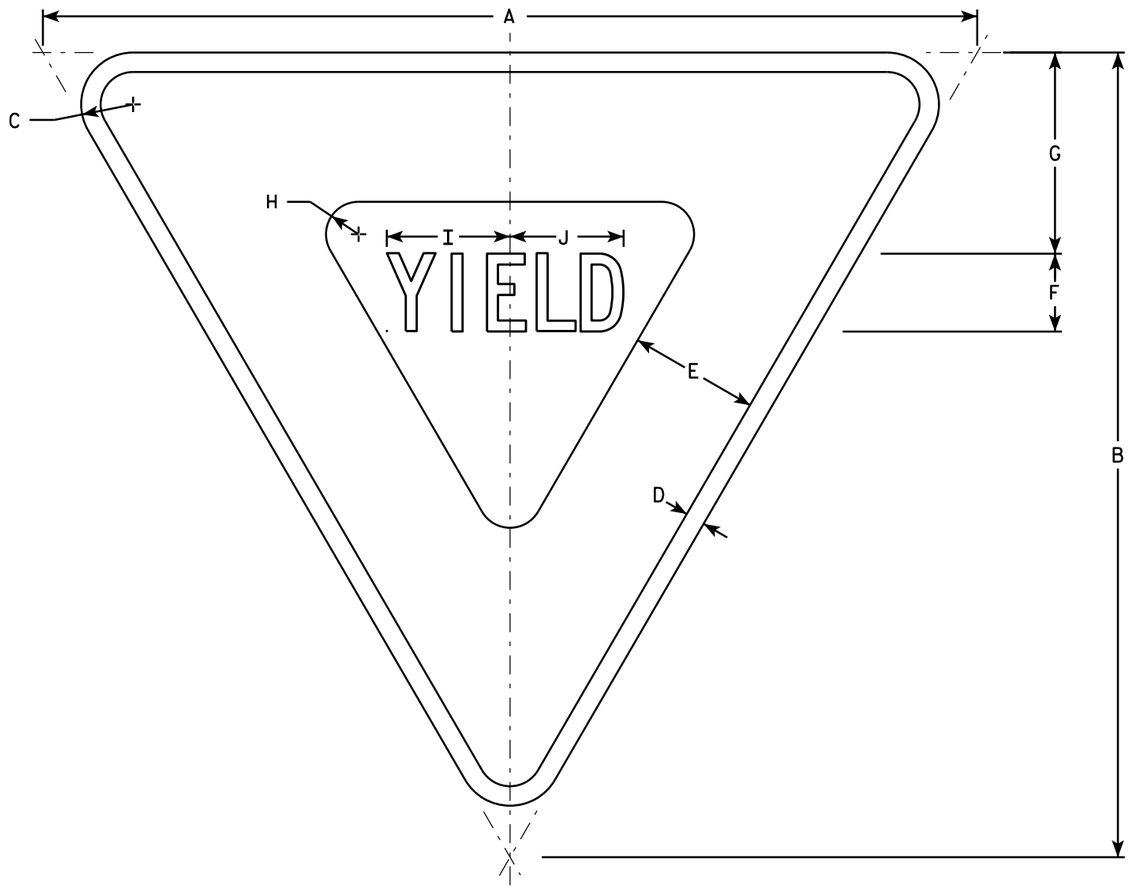
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 233 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

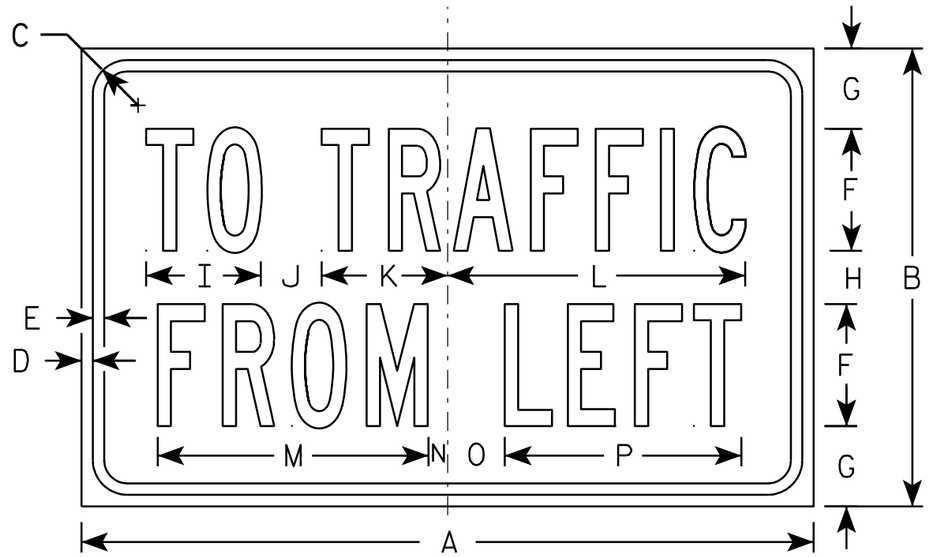
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

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																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

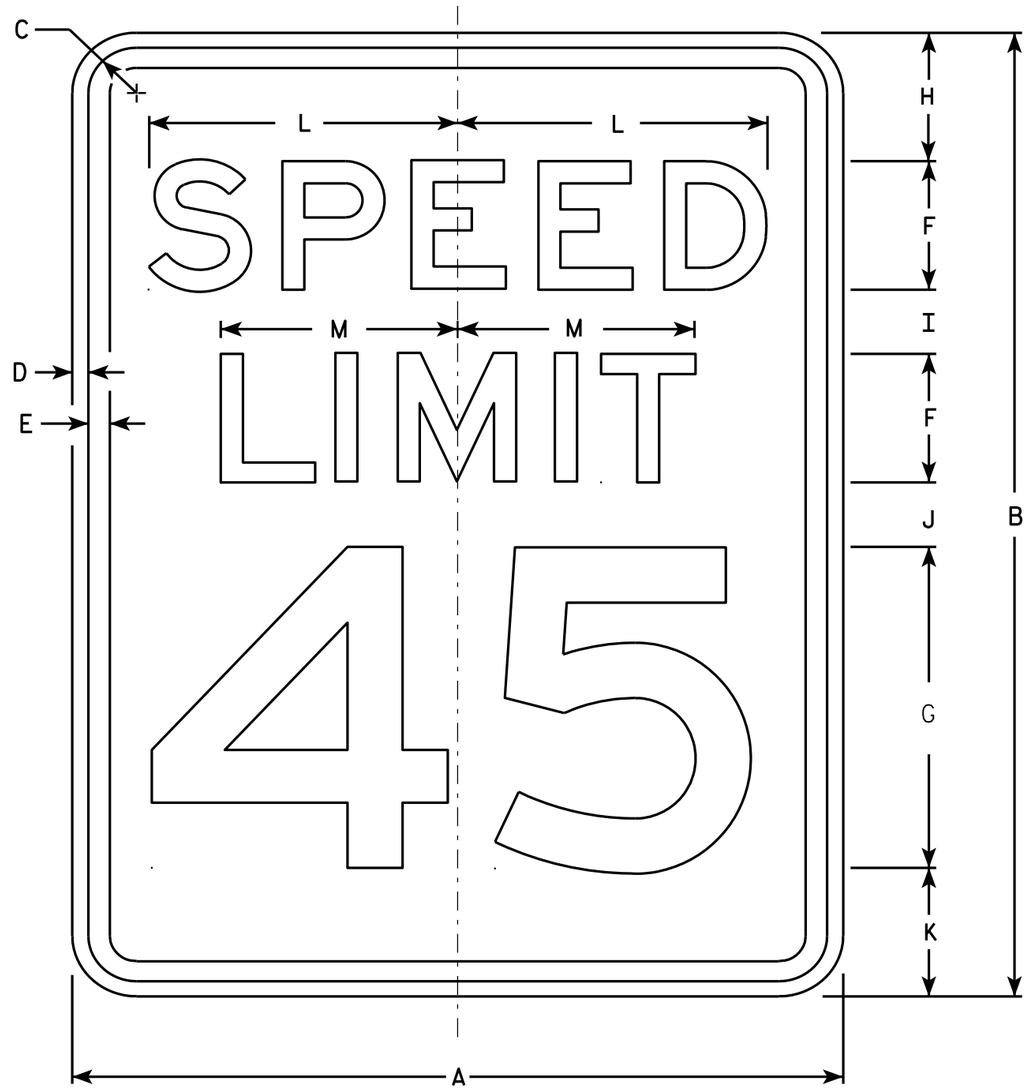
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

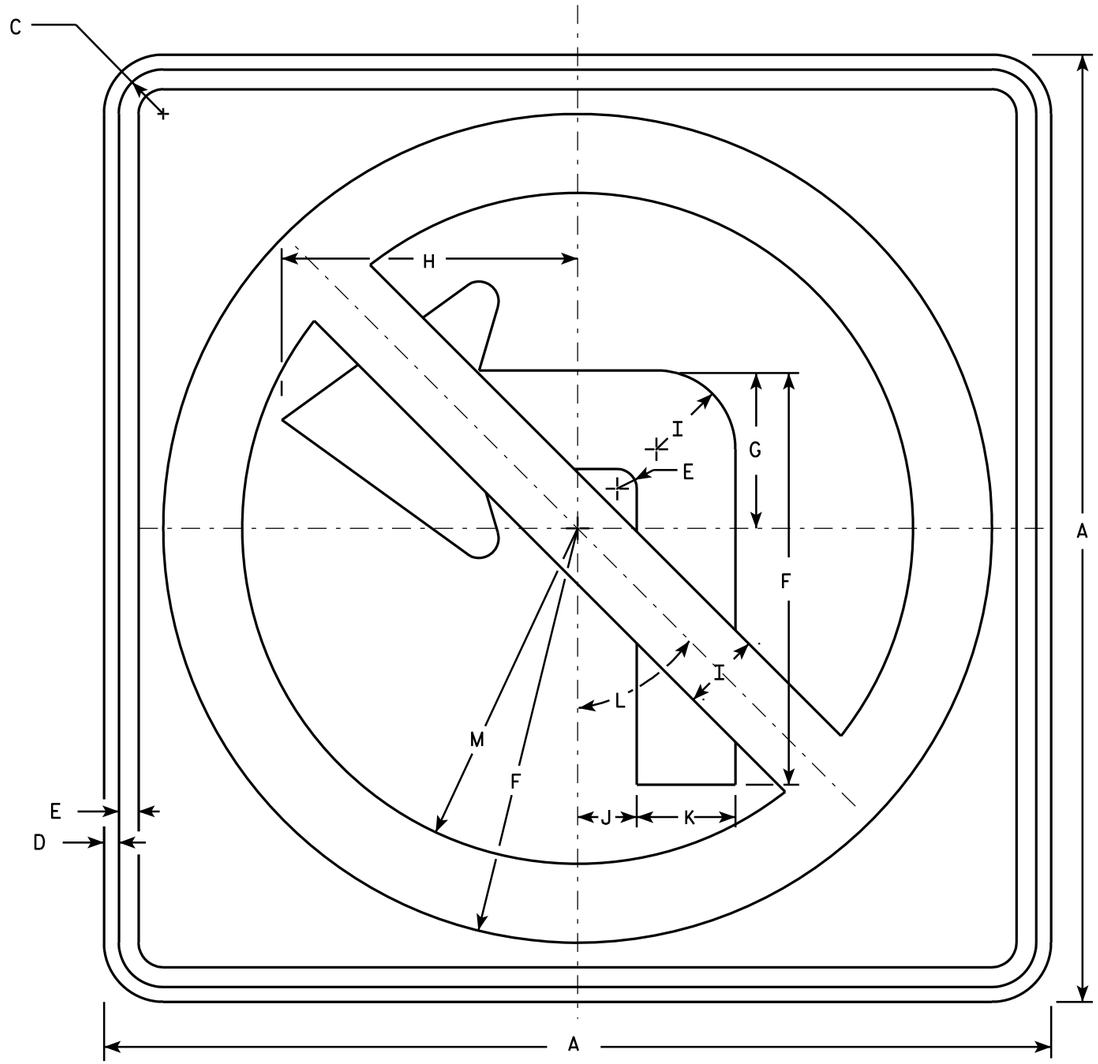
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

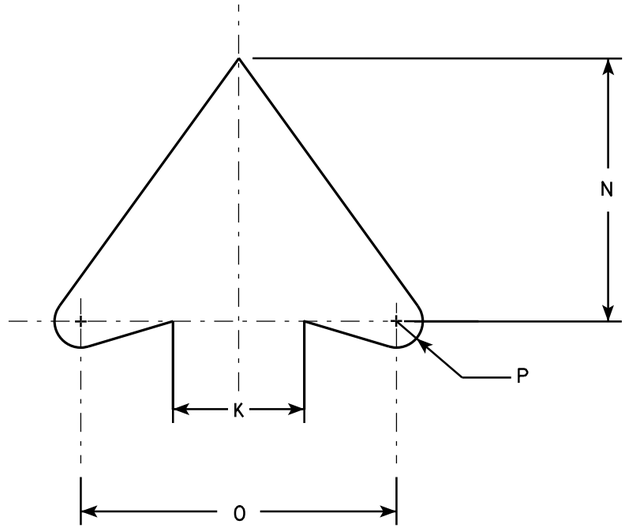
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 236	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

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	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	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
2M	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
3	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
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
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

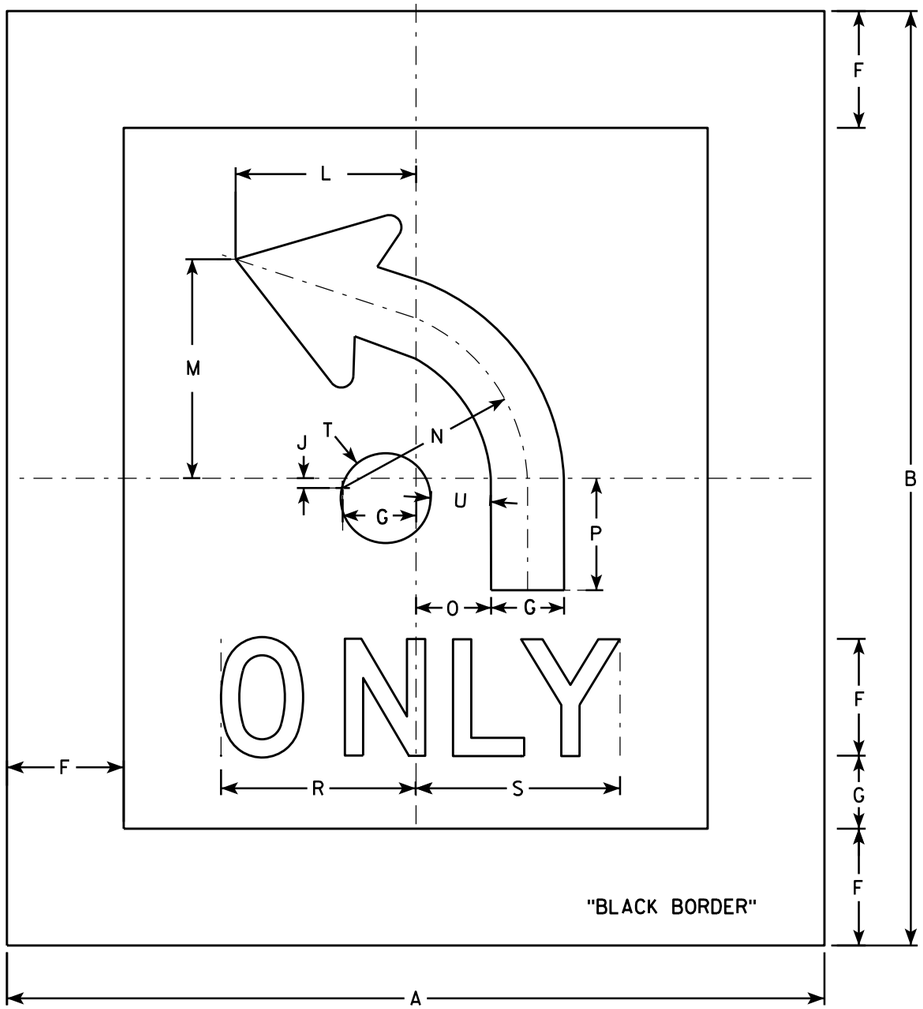
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

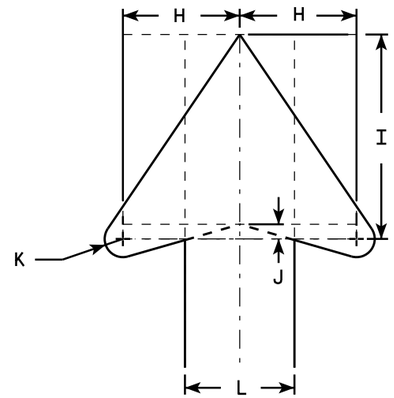
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 237	E



R3-5X

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.



ARROW DETAIL

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																											
2S	42	48				6	3 3/4	4	7	1/2	5/8	9 1/4	11 1/4	9 1/2	3 7/8	5 3/4		10	10 1/2	4 1/2	3						14.0
2M	42	48				6	3 3/4	4	7	1/2	5/8	9 1/4	11 1/4	9 1/2	3 7/8	5 3/4		10	10 1/2	4 1/2	3						14.0
3																											
4																											
5																											

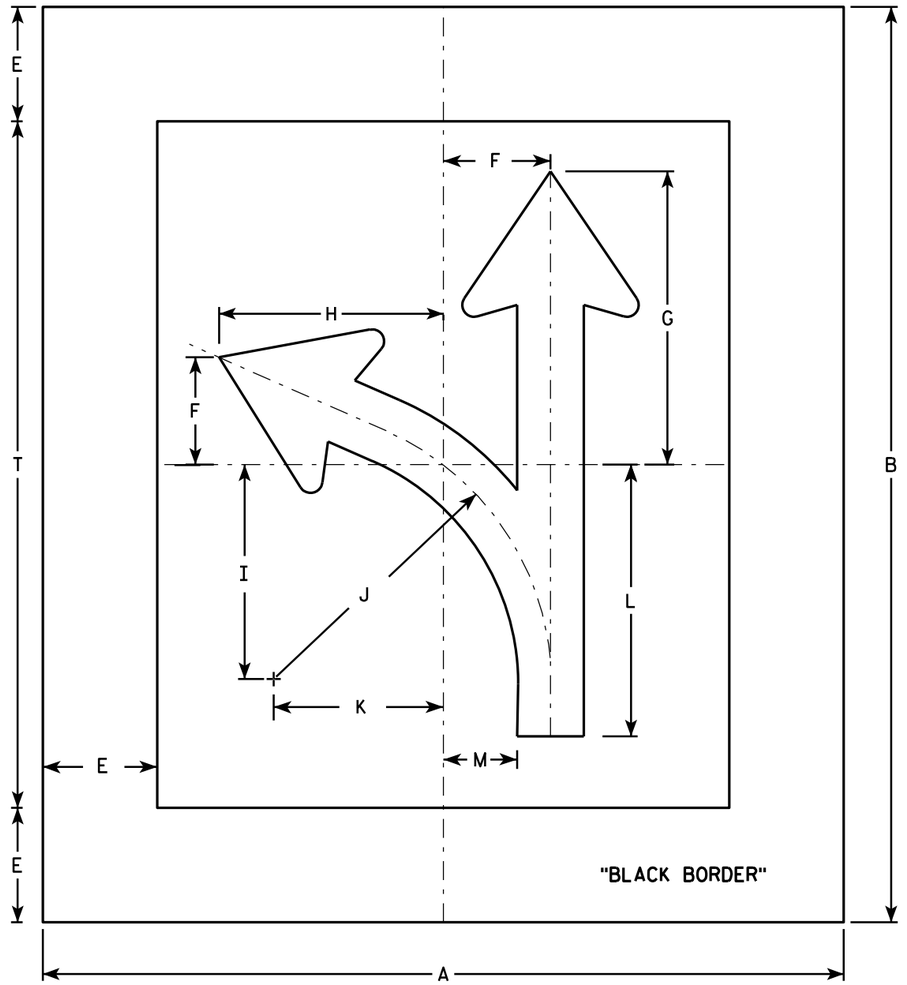
STANDARD SIGN
R3-5X

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 238 R3-5X.3

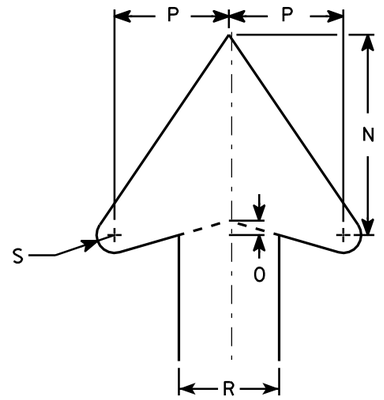
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



R3-6L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. R3-6R is the same as R3-6L except curved portion of arrow points right.
5. The 6" border is non-reflective black.



ARROW DETAIL

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																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
3																											
4																											
5																											

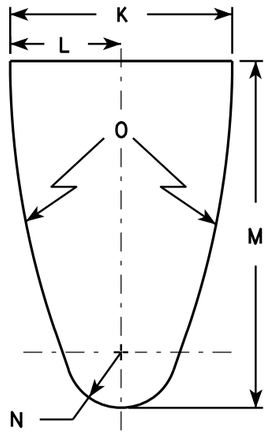
STANDARD SIGN
R3-6

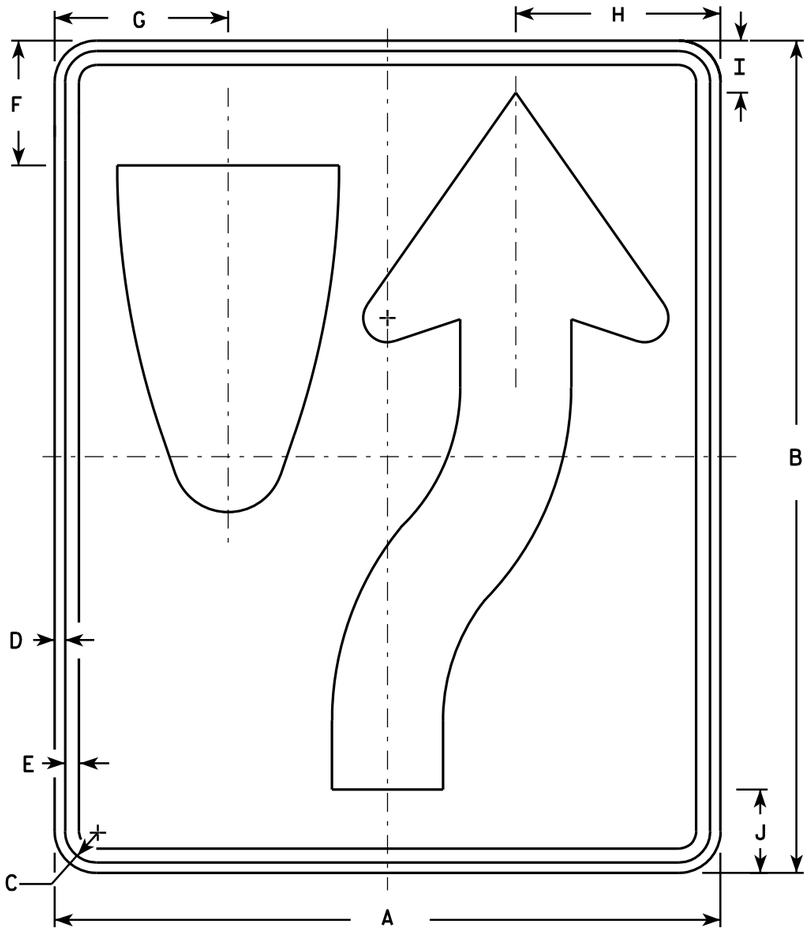
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 239 | E

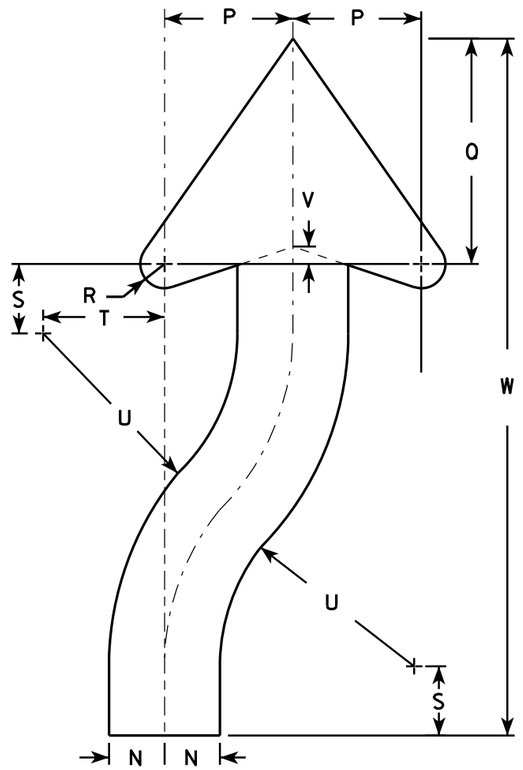




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

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	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

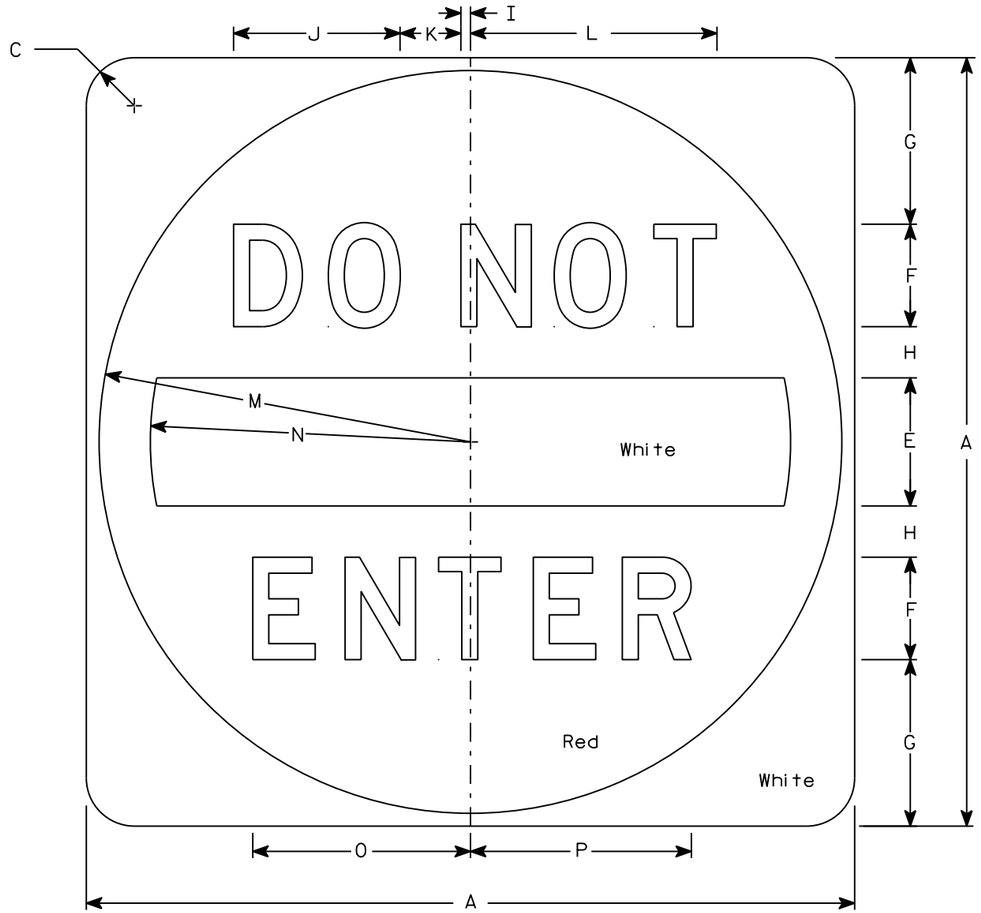
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 240	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

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																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

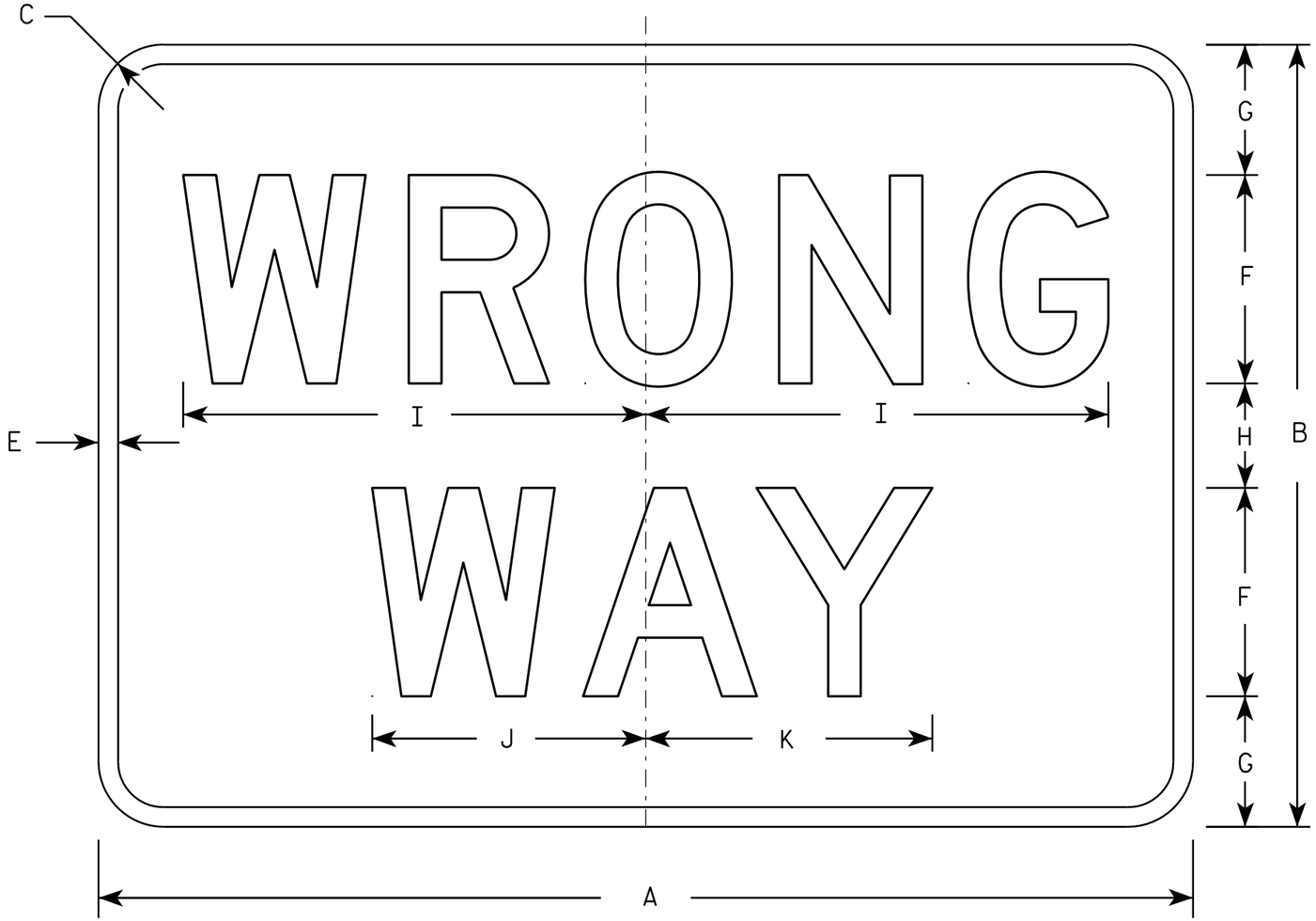
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
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

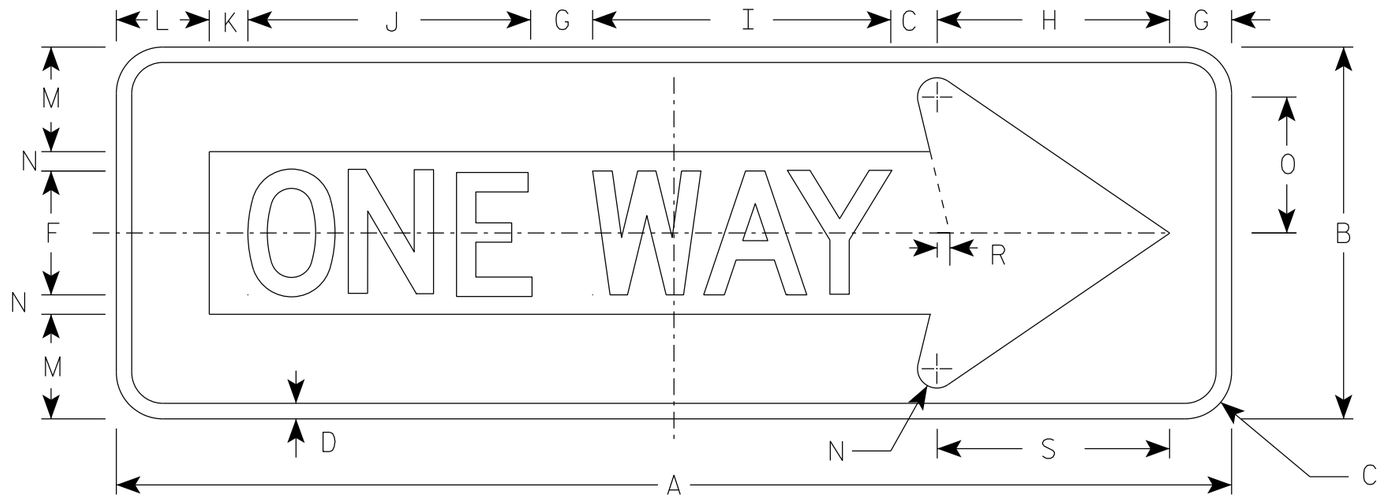
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

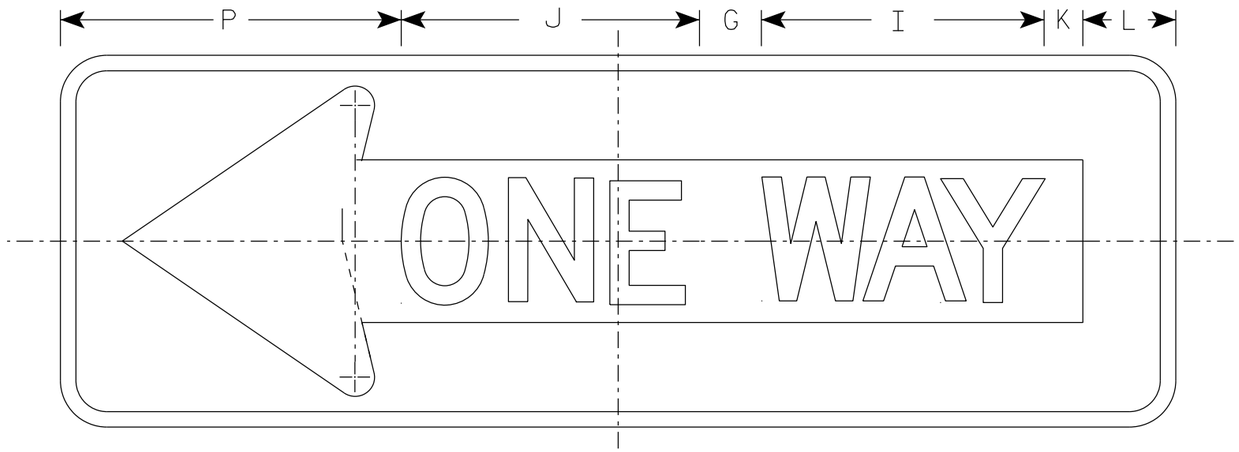
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 242 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

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																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

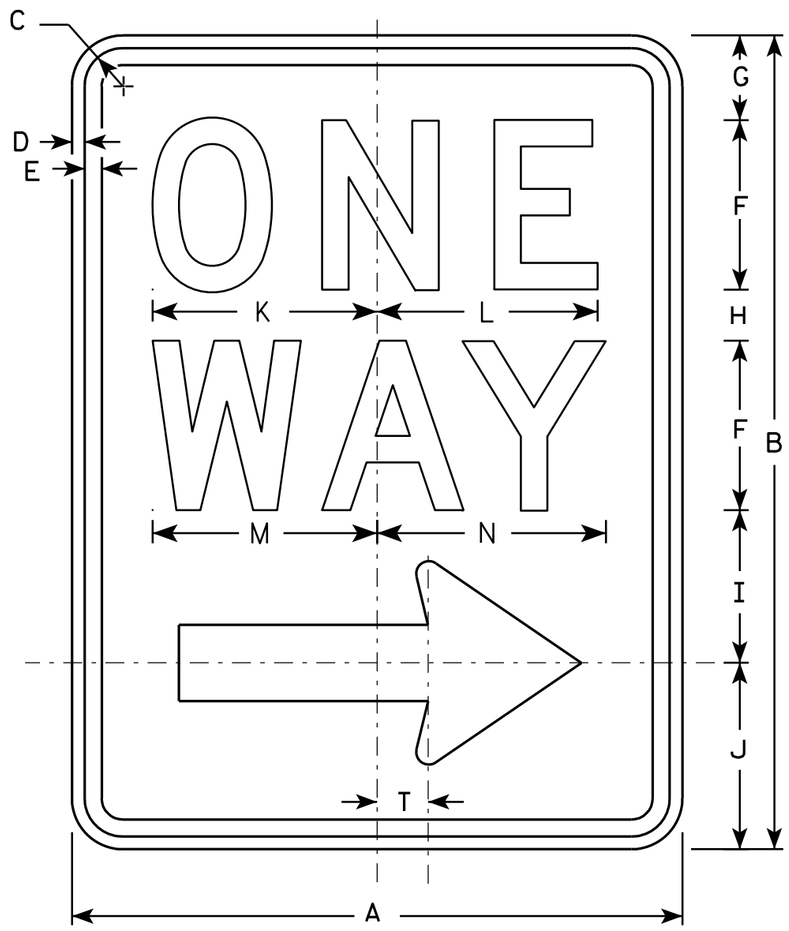
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

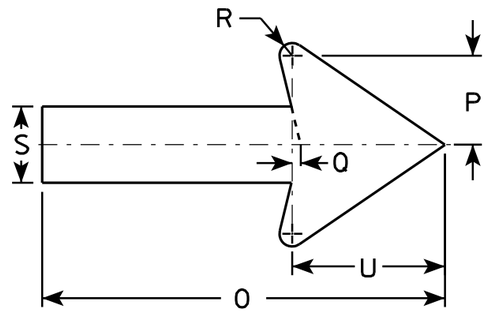
SHEET NO: 243 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



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
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

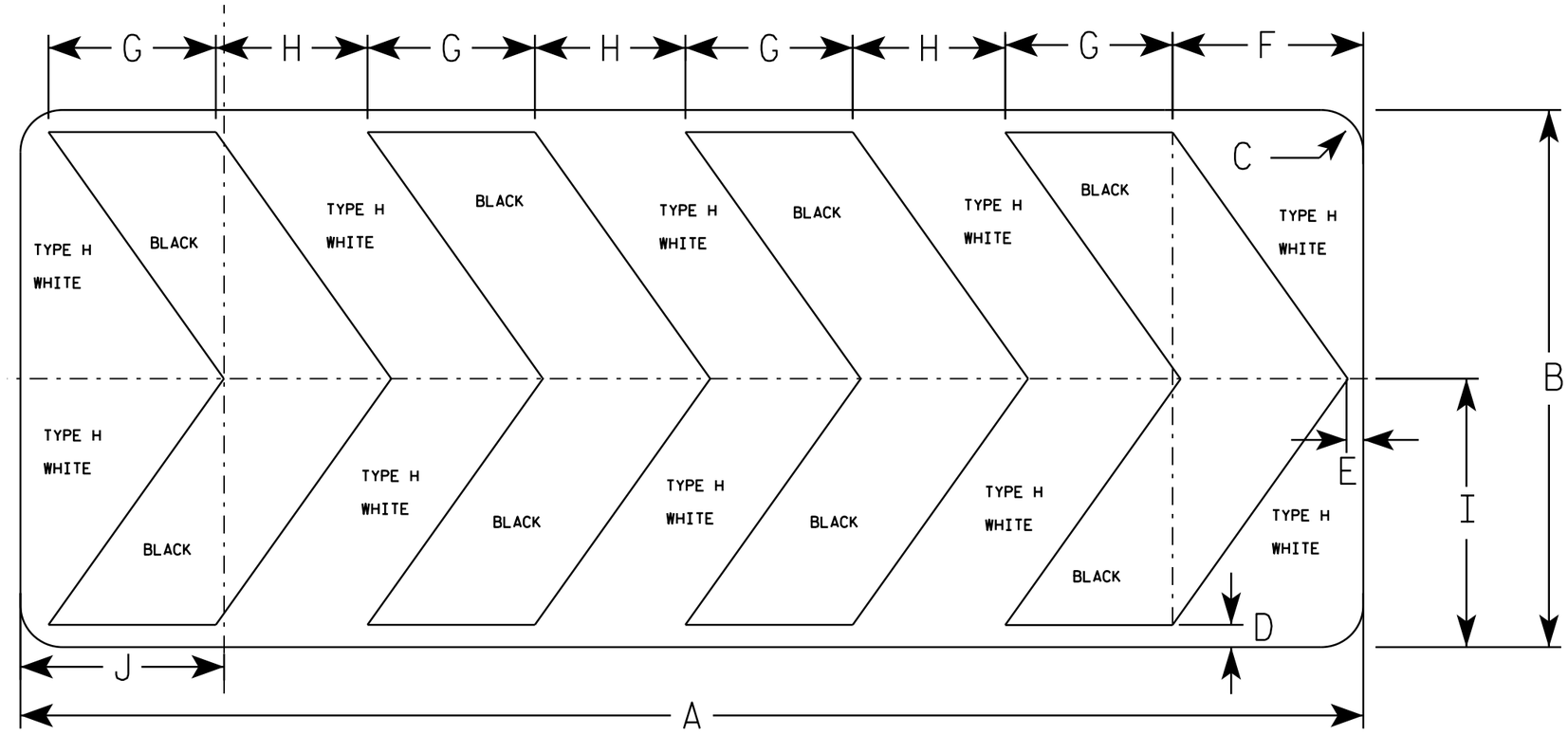
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 244	E

NOTES

1. Sign is Type II - Type H Reflective
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.



R6-4B

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																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

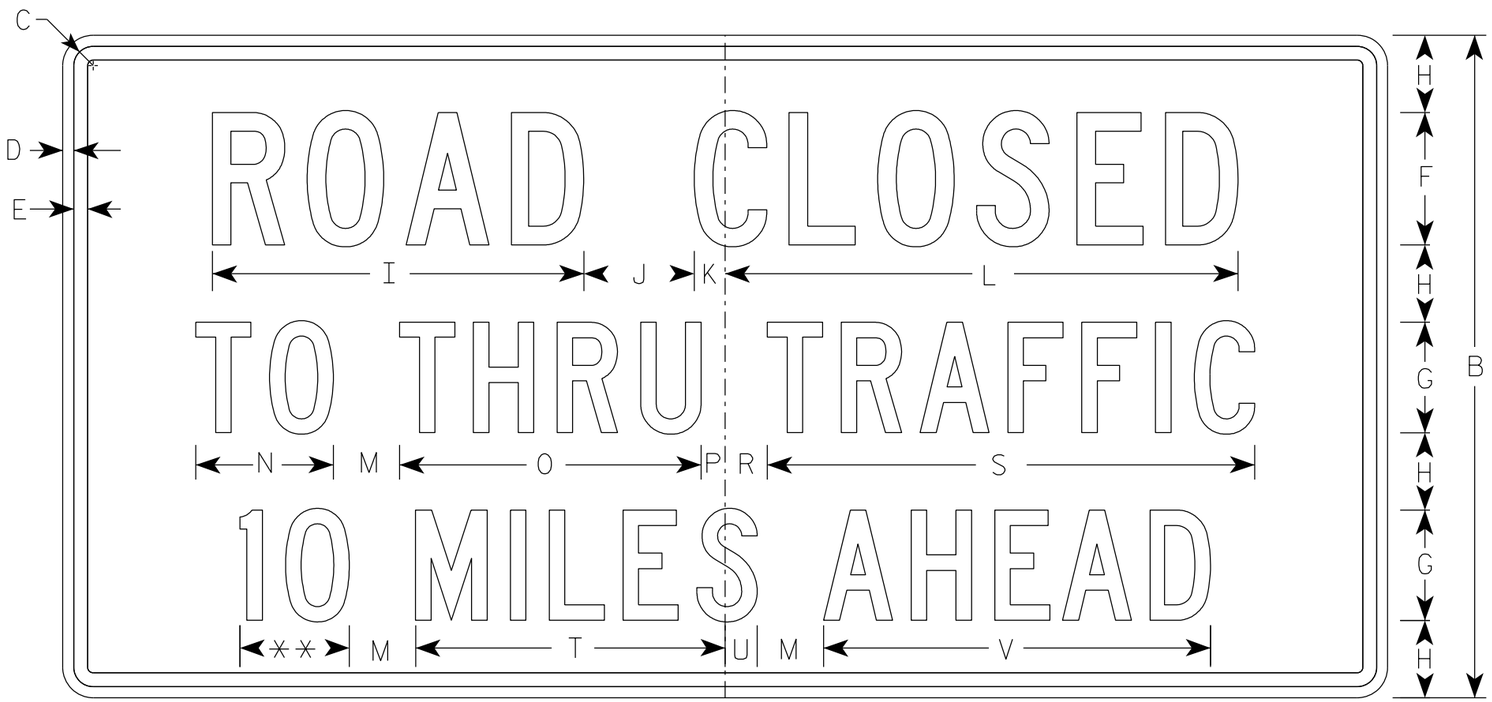
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

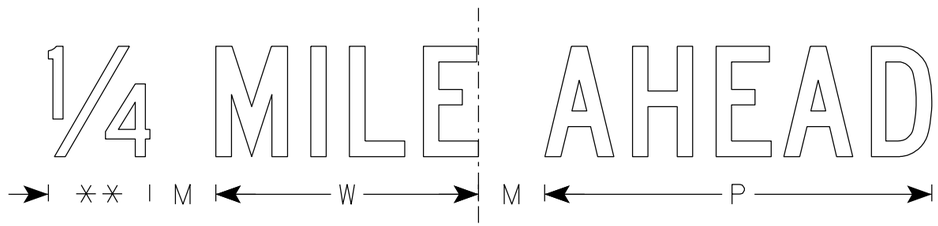
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



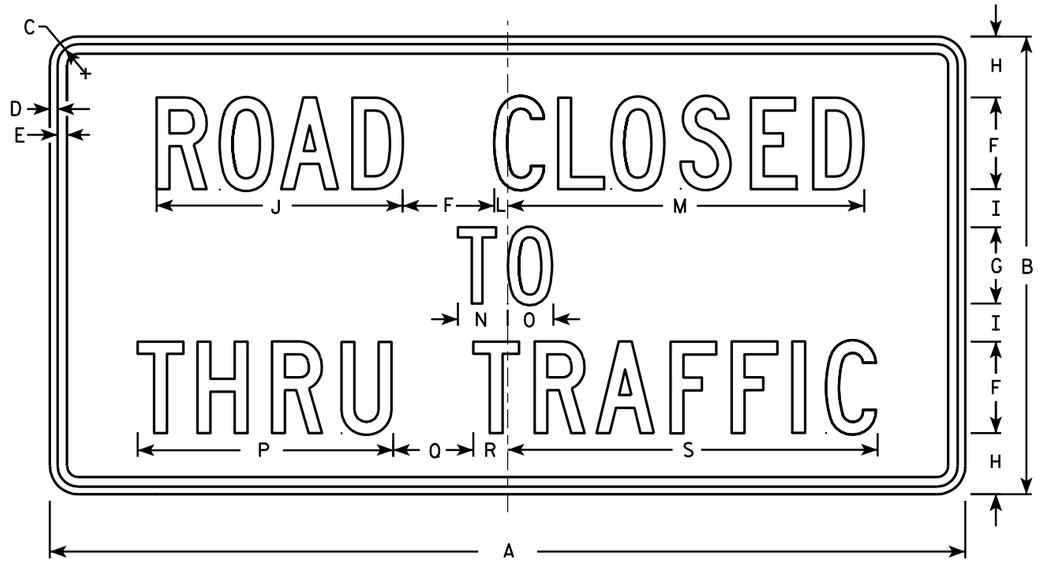
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 246	E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

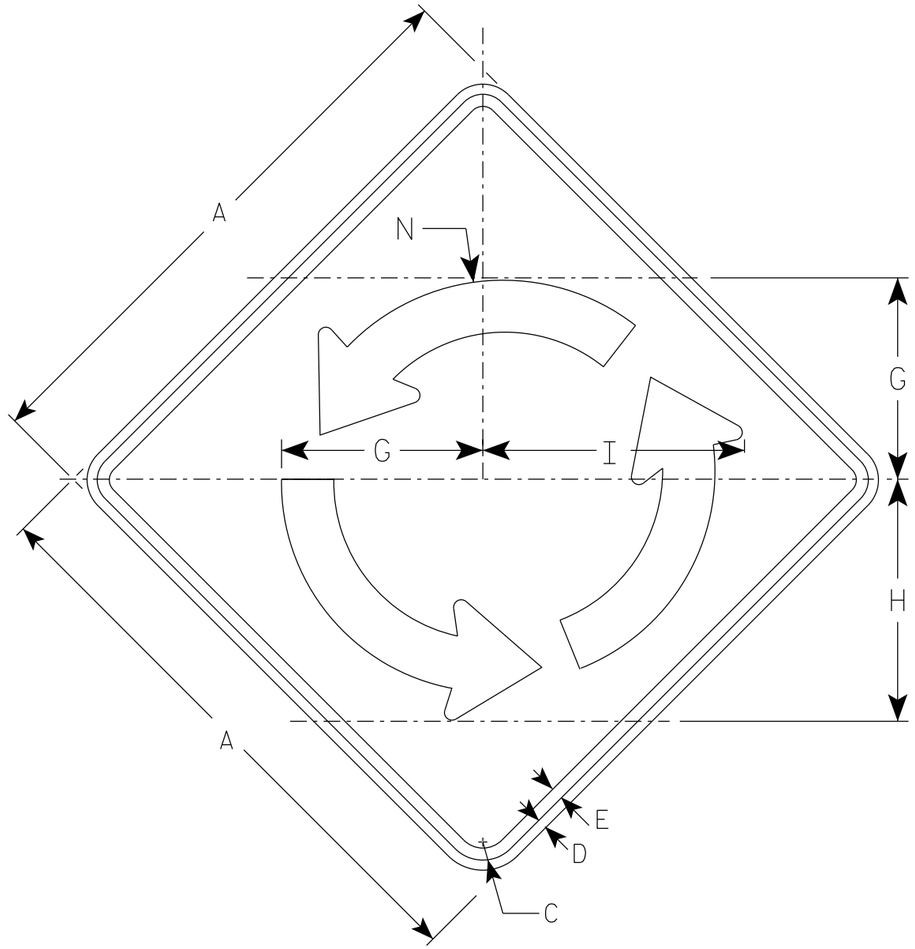
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 247 | E

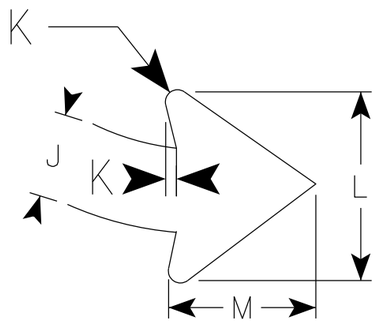


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

Arrow Detail



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	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

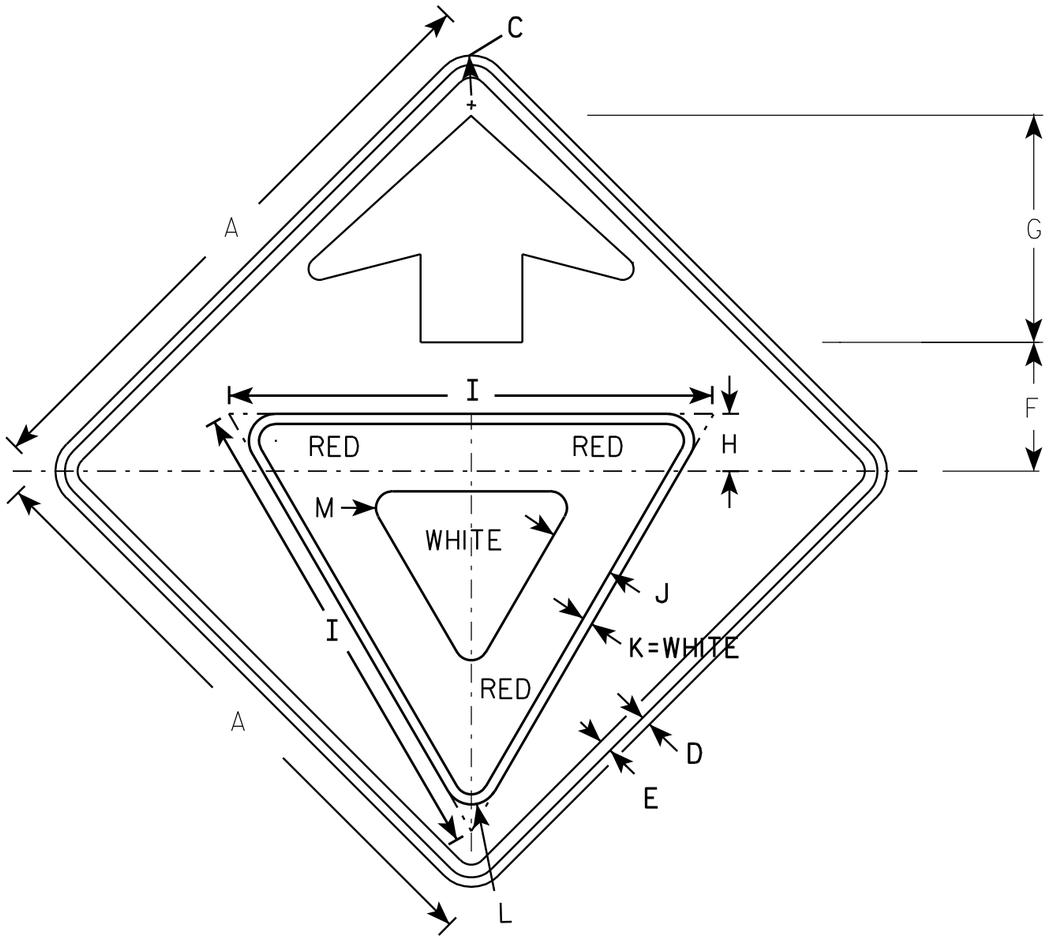
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

PROJECT NO:

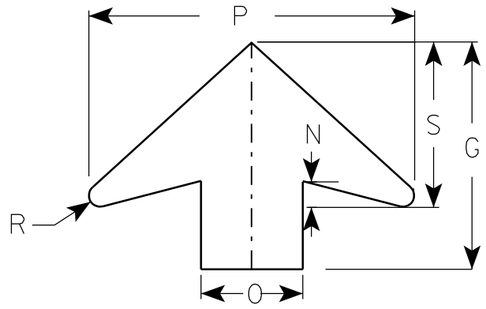
SHEET NO: 248 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

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		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

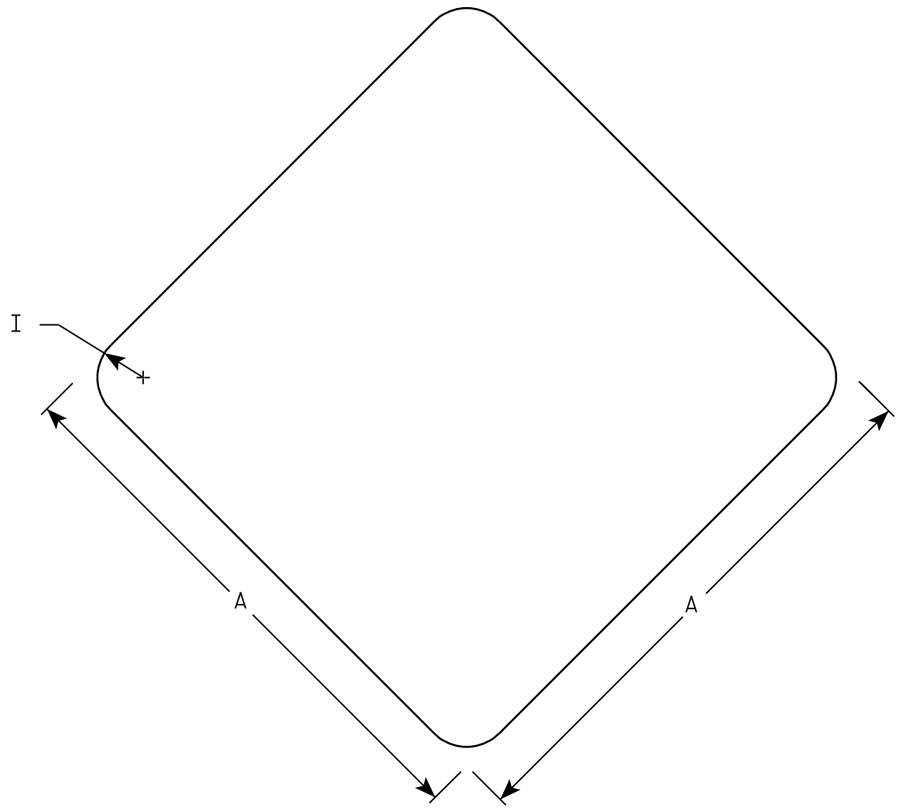
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 249 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners 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	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

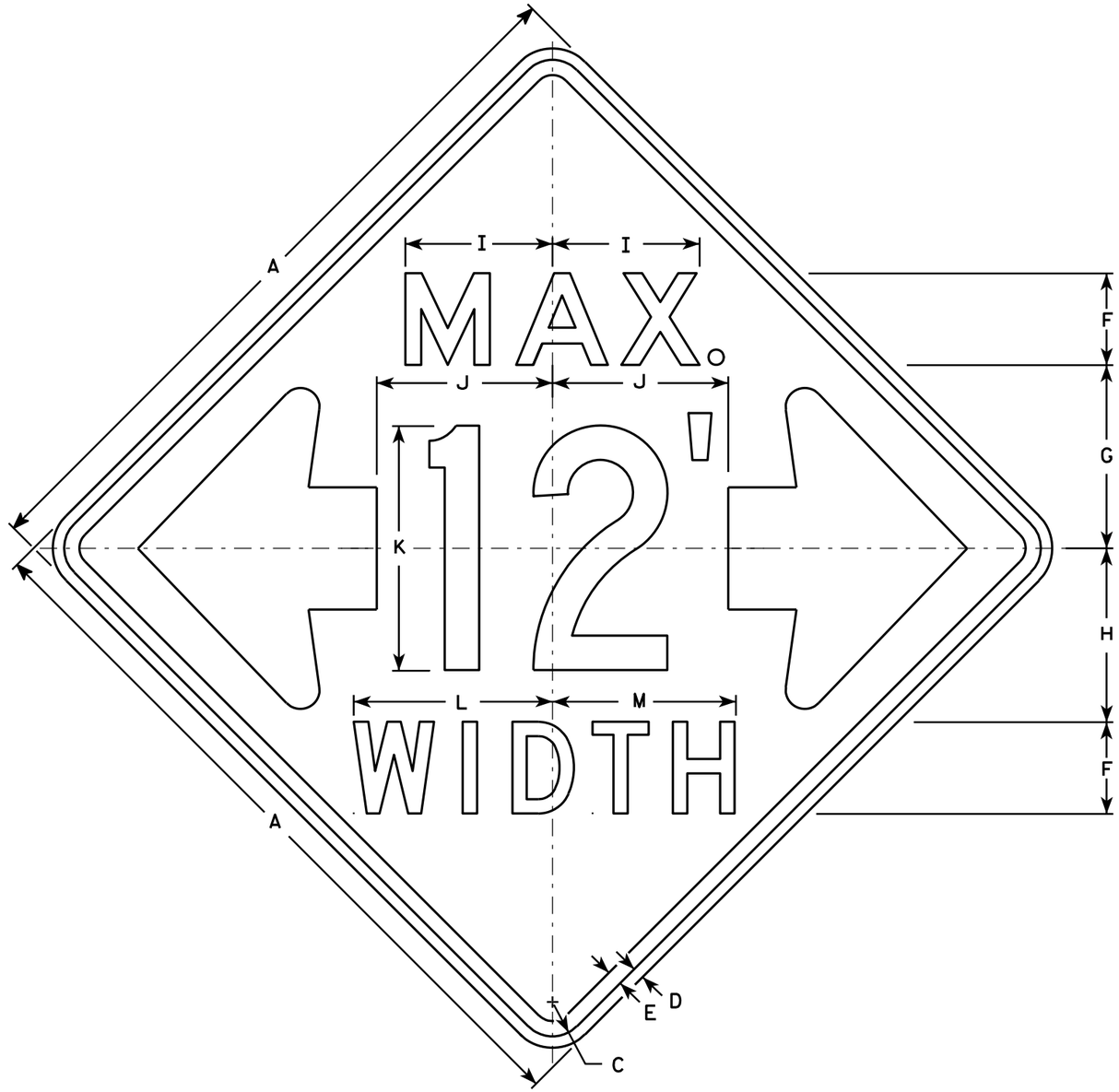
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

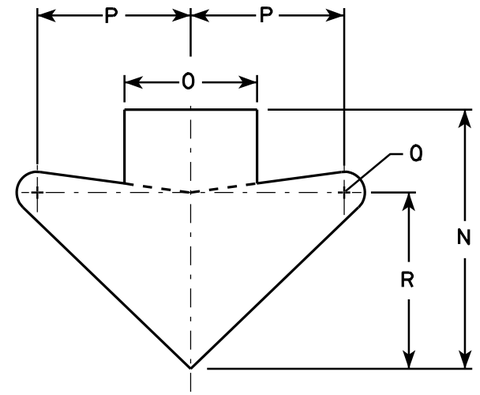
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 250 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

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																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

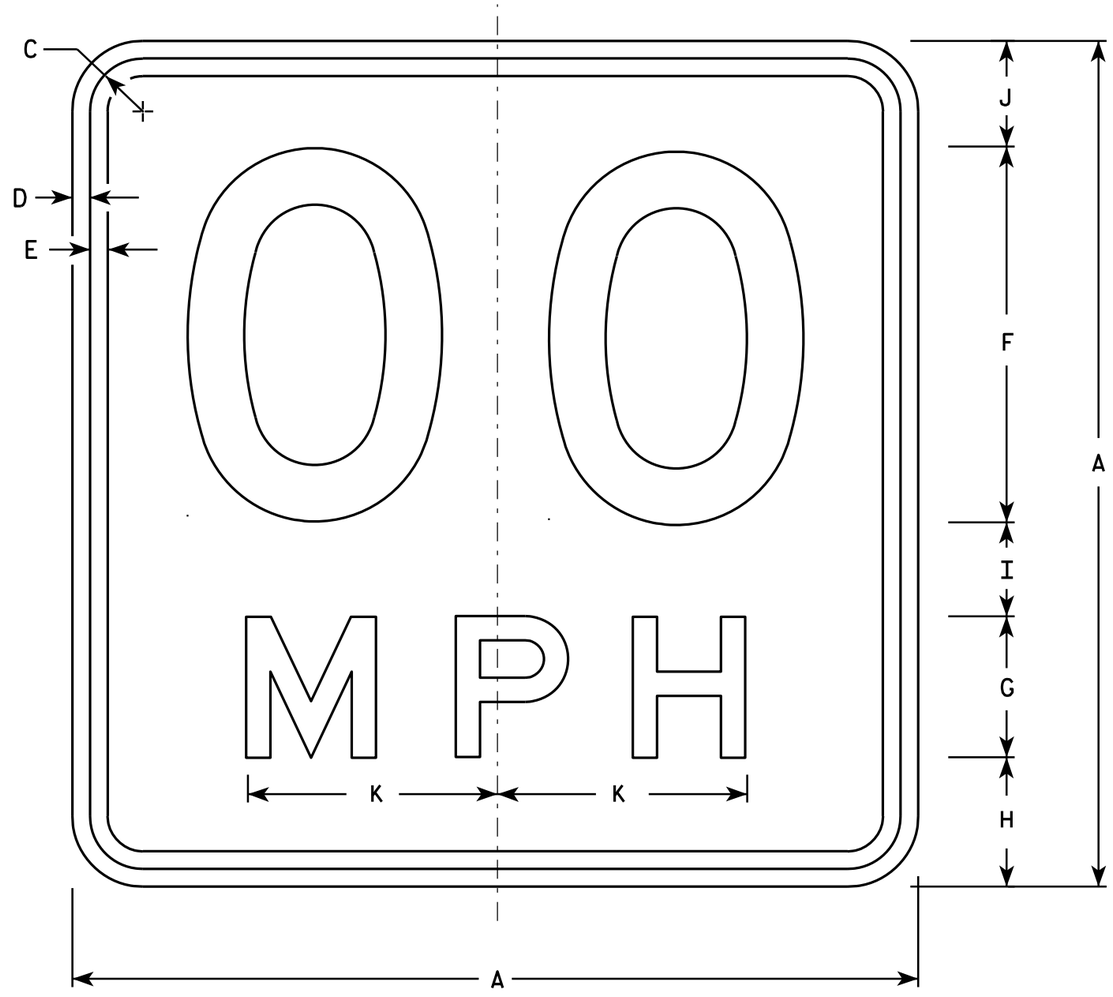
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 251 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	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	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

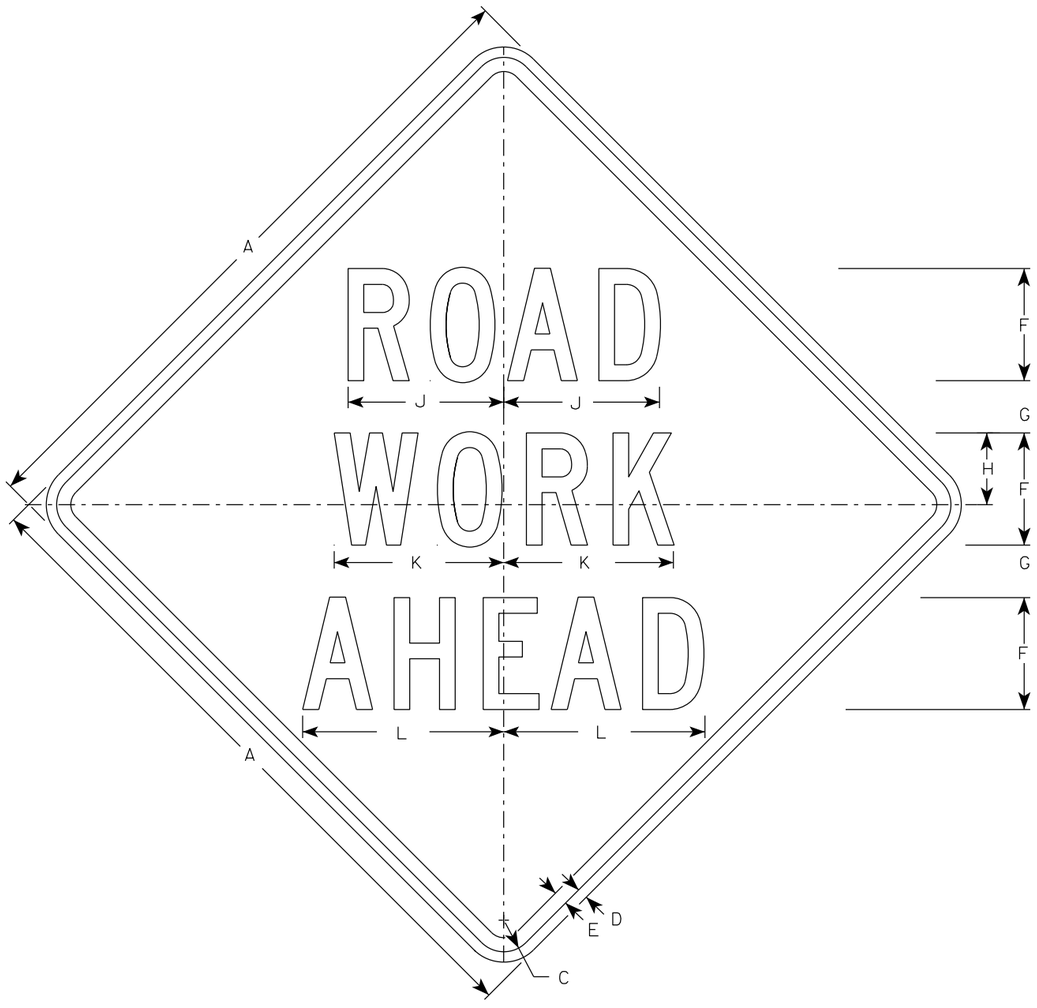
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

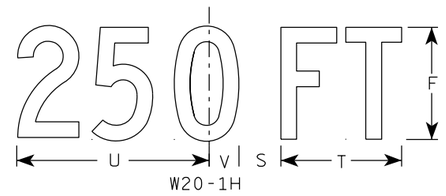
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E

NOTES

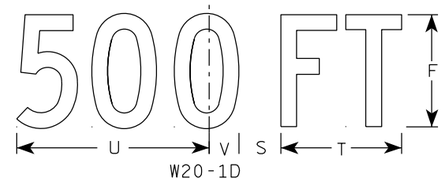
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



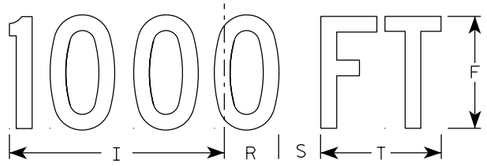
W20-1A



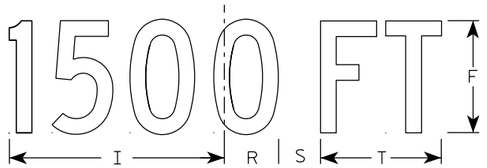
W20-1H



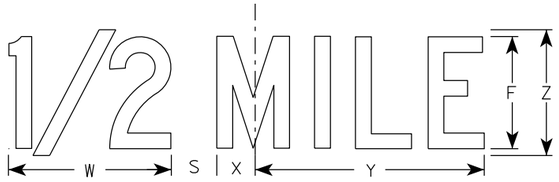
W20-1D



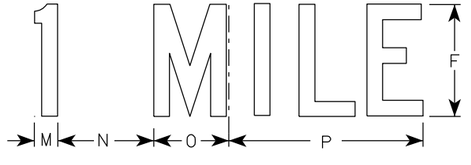
W20-1C



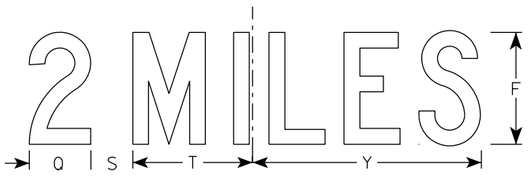
W20-1B



W20-1G



W20-1F



W20-1E

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	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

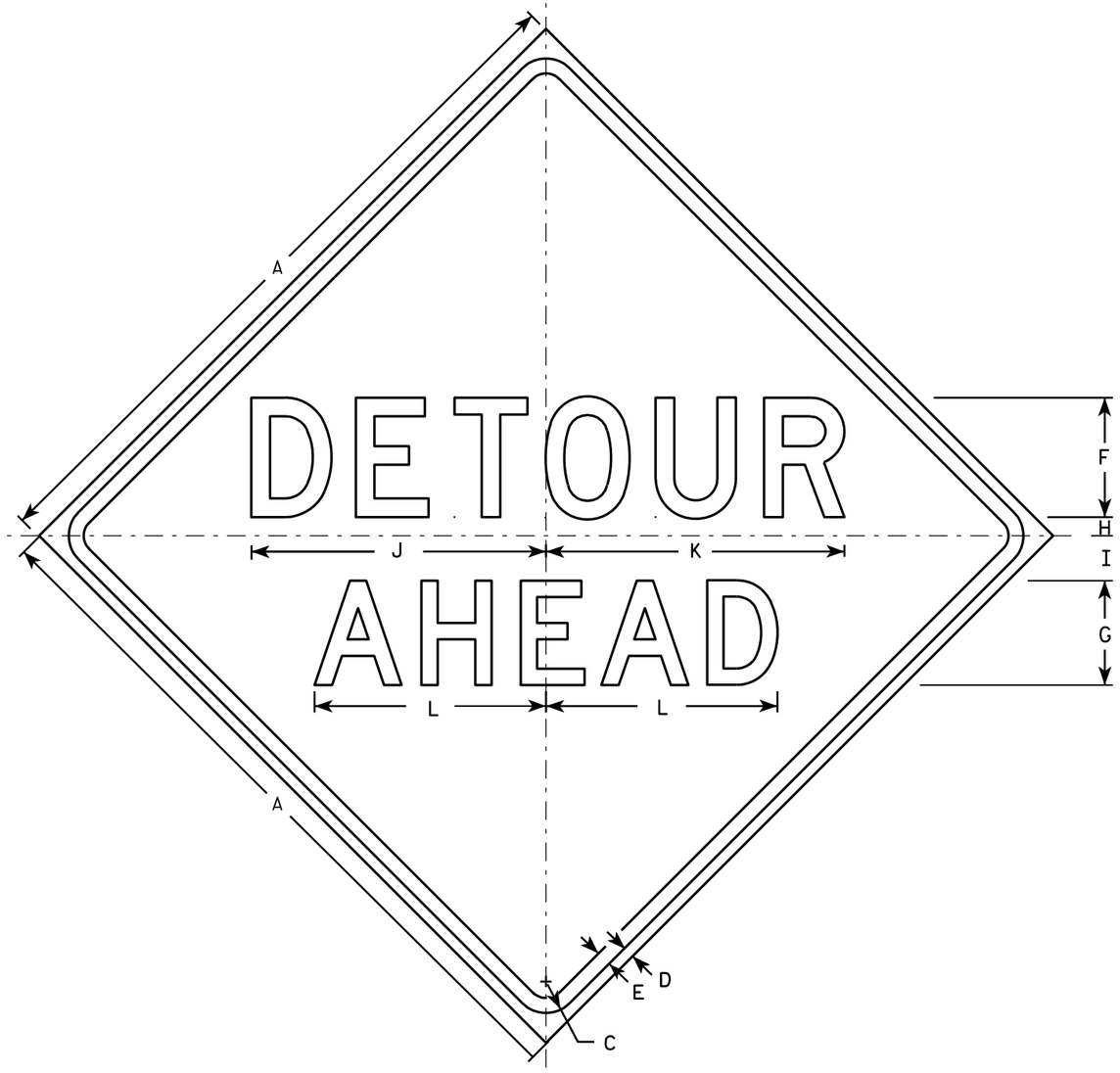
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

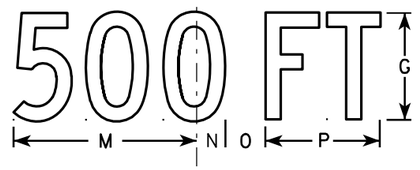
WISDOT/CADDS SHEET 42

7

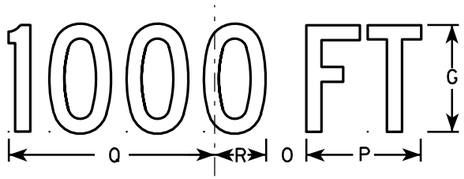
7



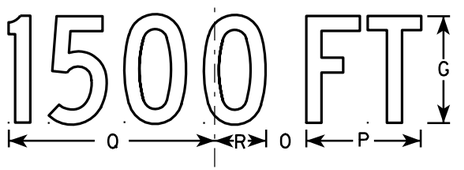
W20-2A



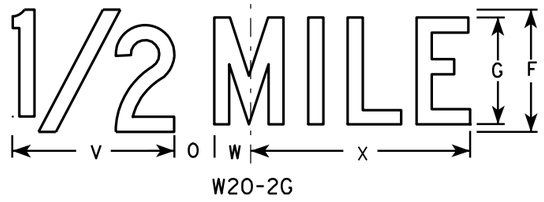
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

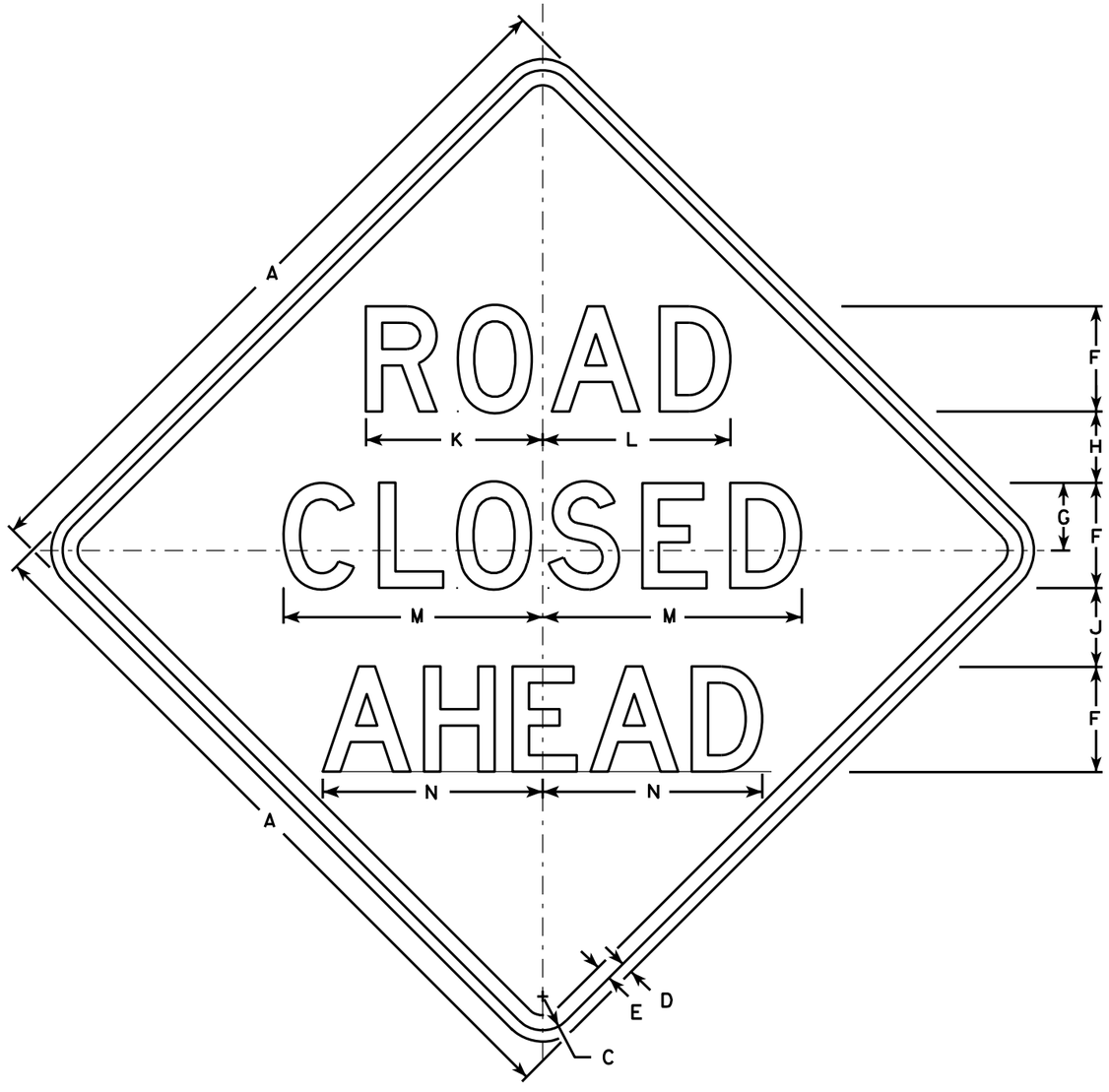
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

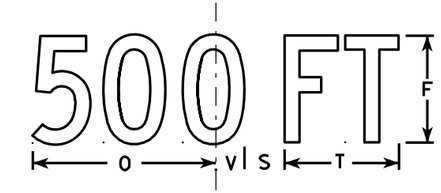
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

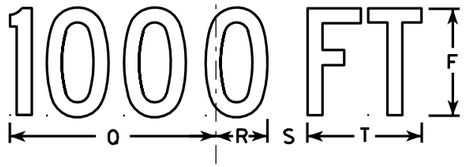
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 254	E



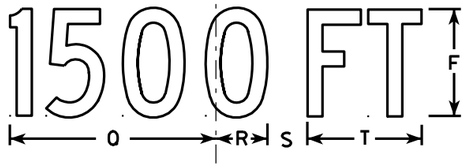
W20-3A



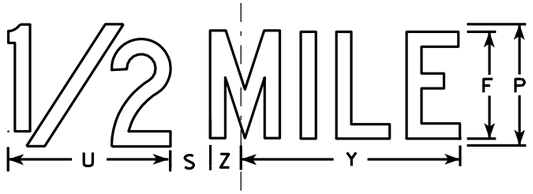
W20-3D



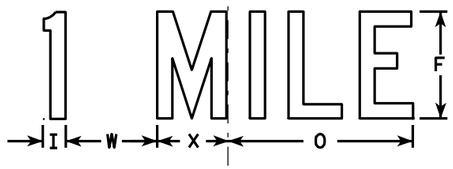
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

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	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

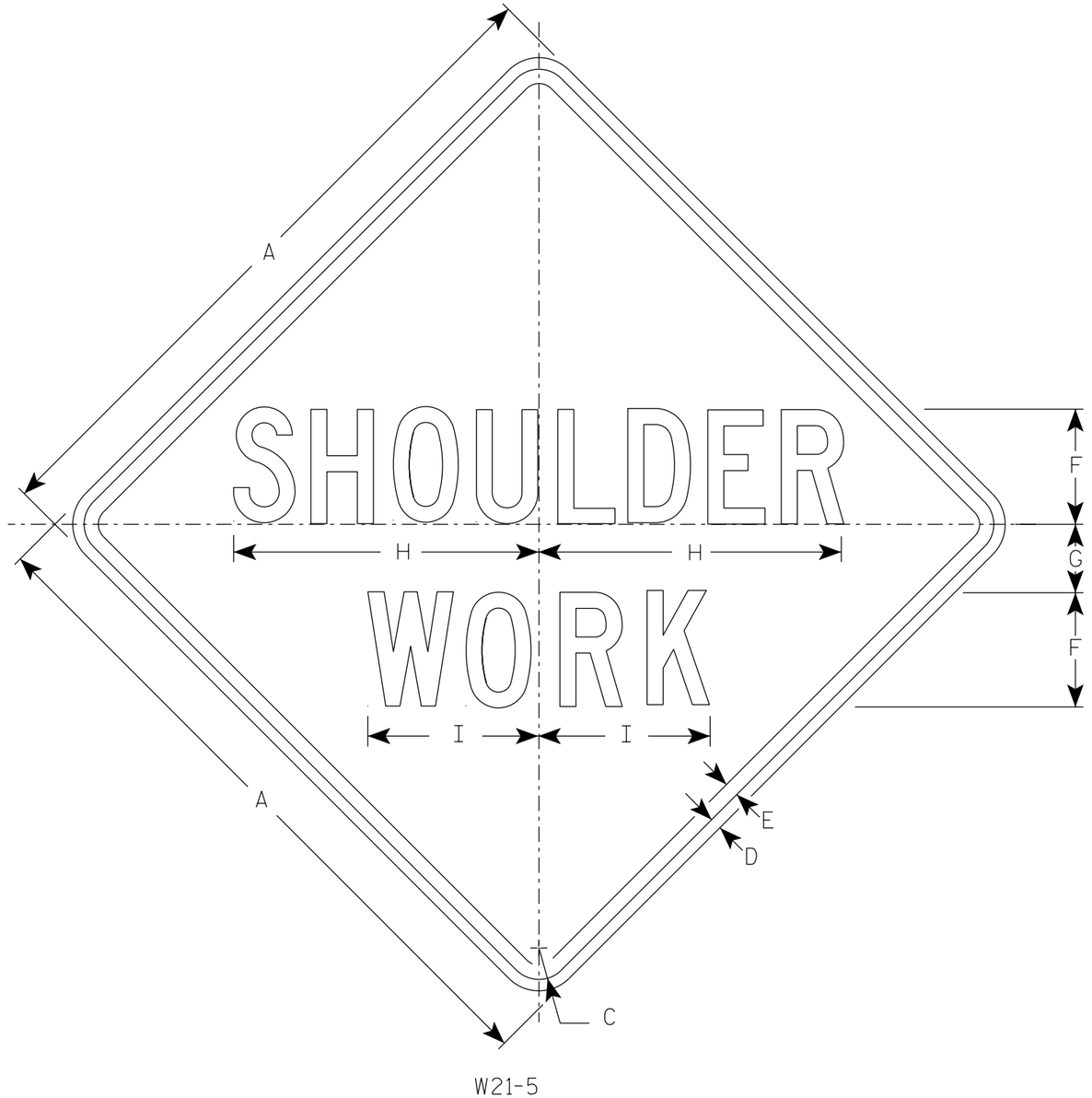
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 255 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

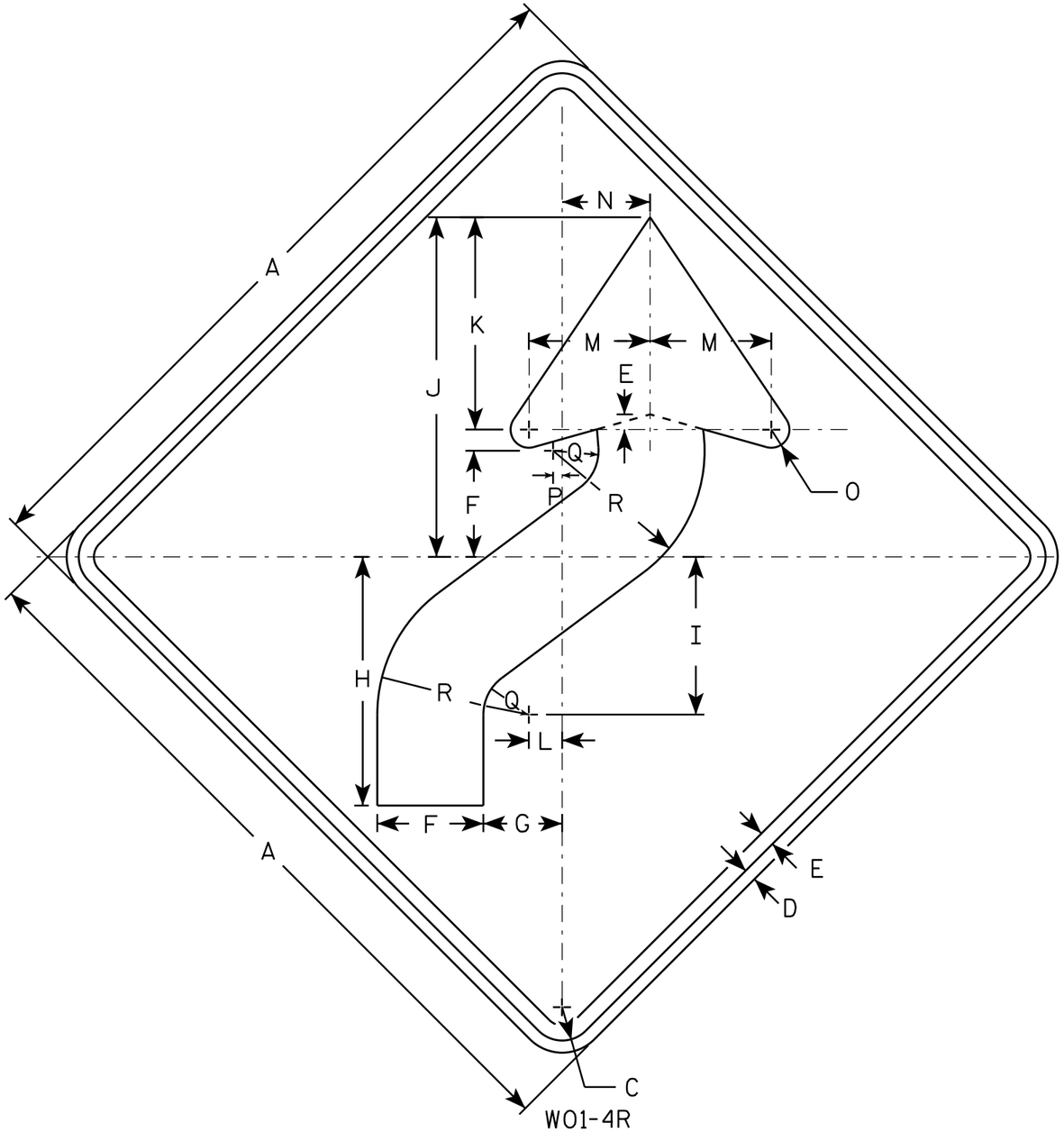
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/30/2020 PLATE NO. W21-5.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 256	E

7



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

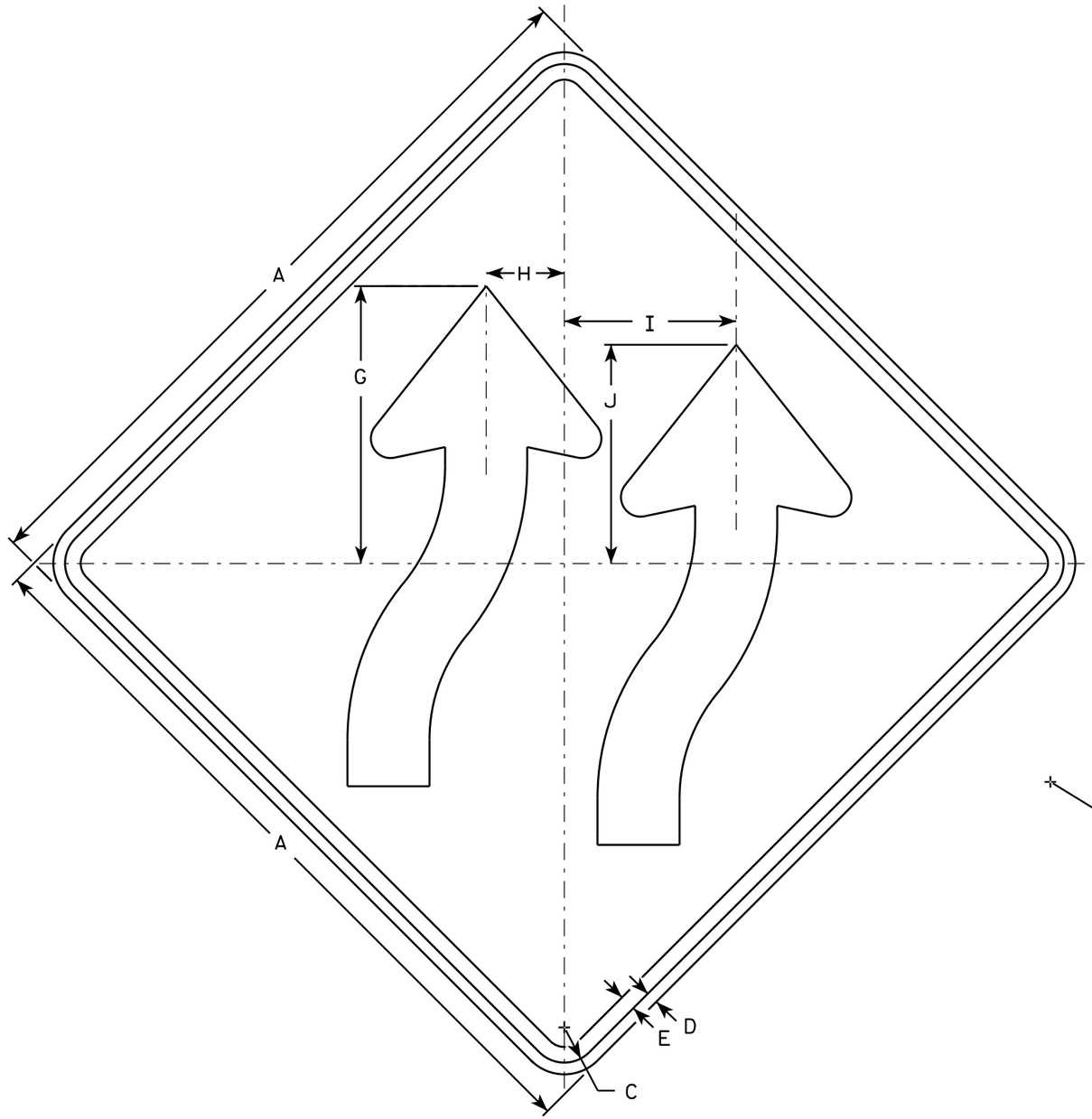
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

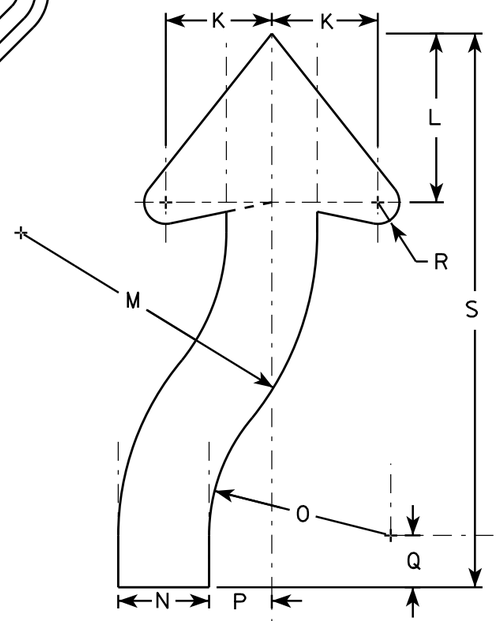
DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-4bR



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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. W01-4bL is the same as W014-bR exept arrows are reversed along the vertical centerline

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	36		1 5/8	5/8	3/4		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

STANDARD SIGN
W01-4b

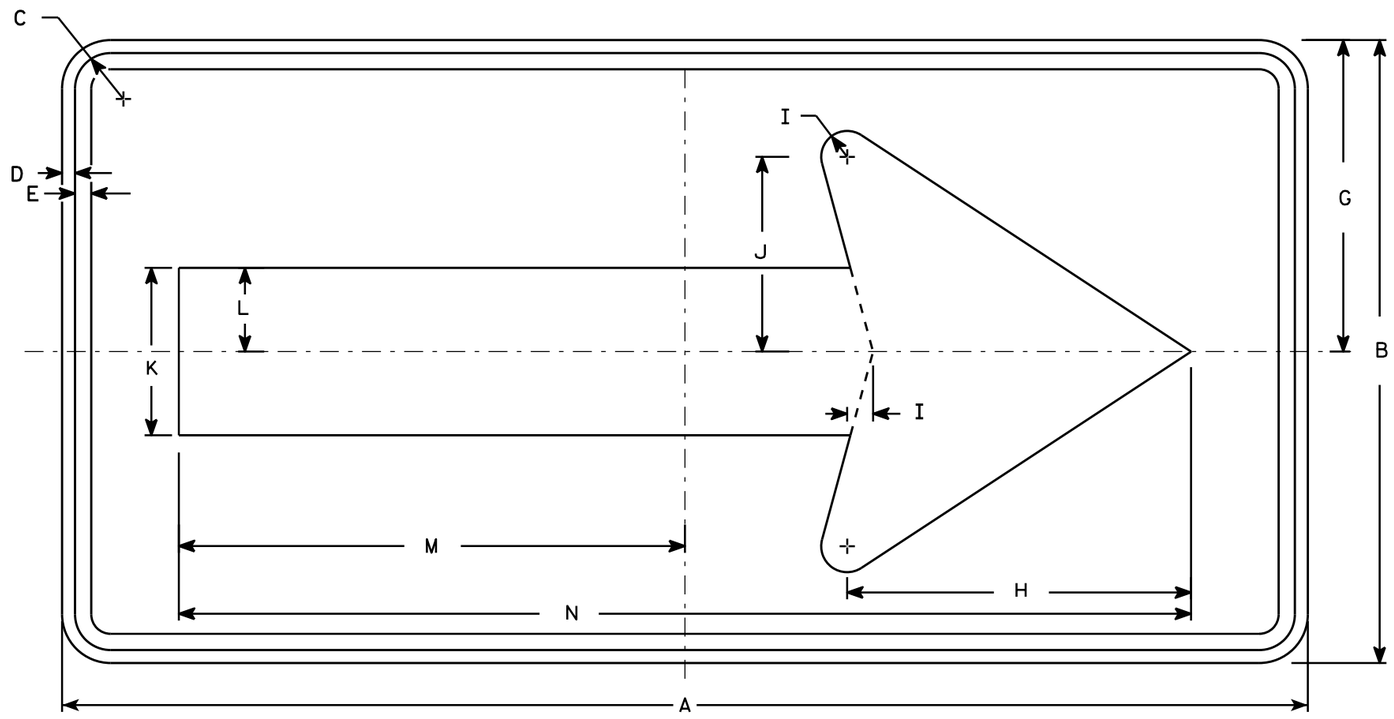
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014B.DGN PLOT DATE : 28-FEB-2014 11:36 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 8.756290:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   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																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

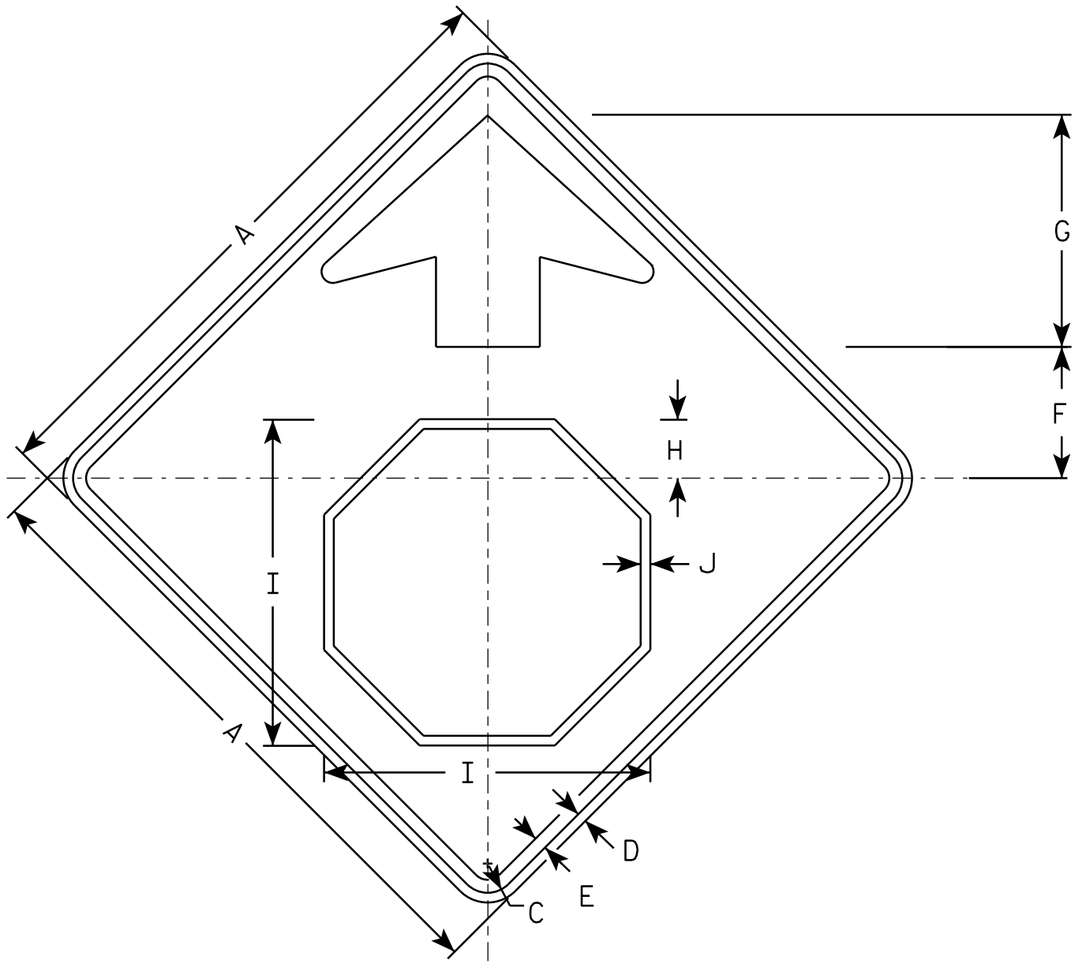
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

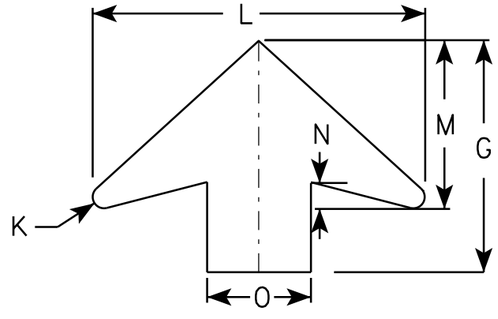
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

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	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

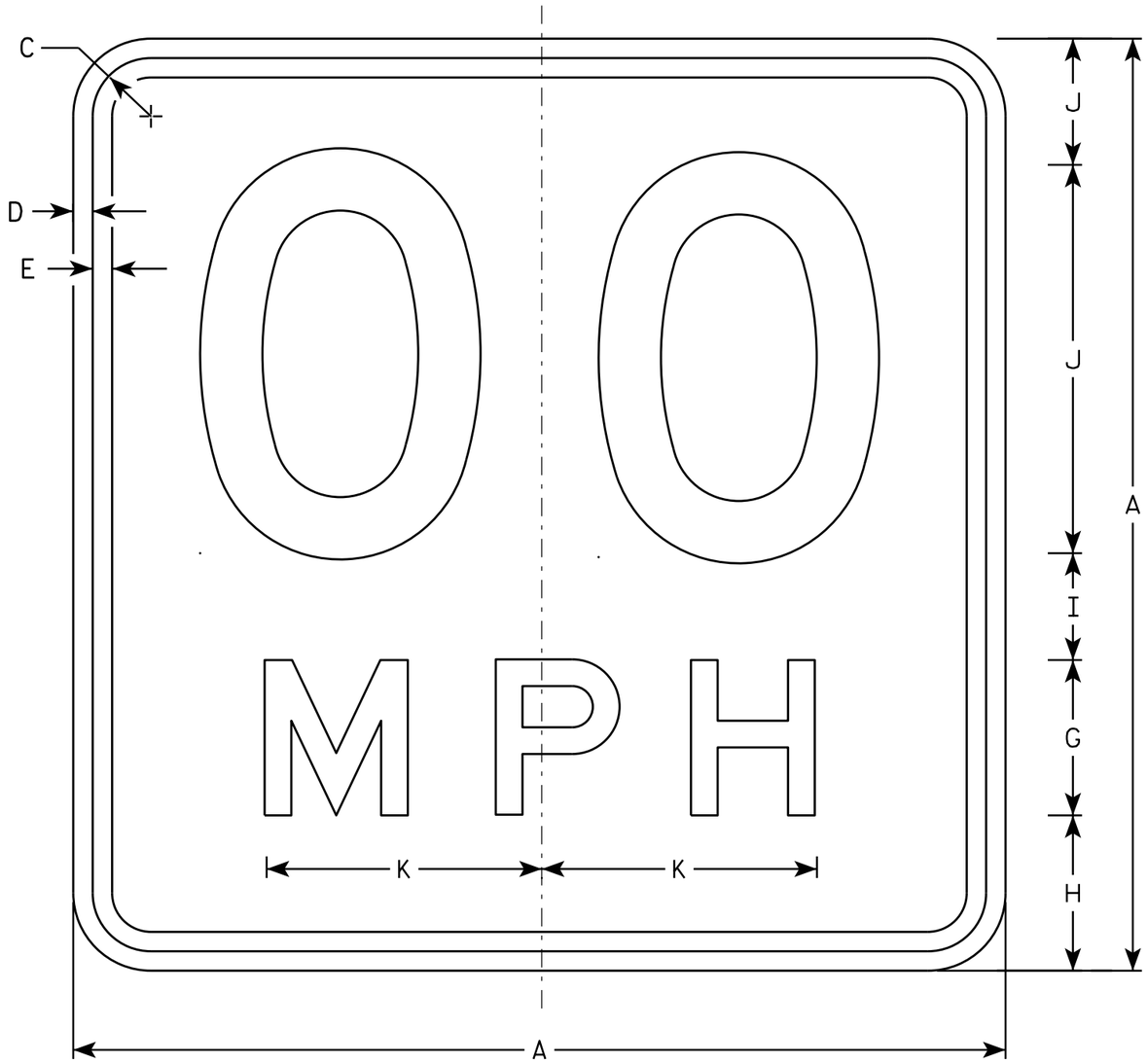
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 260 03-1.1

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W031.DGN PLOT DATE : 20-NOV-2013 10:54 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

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	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

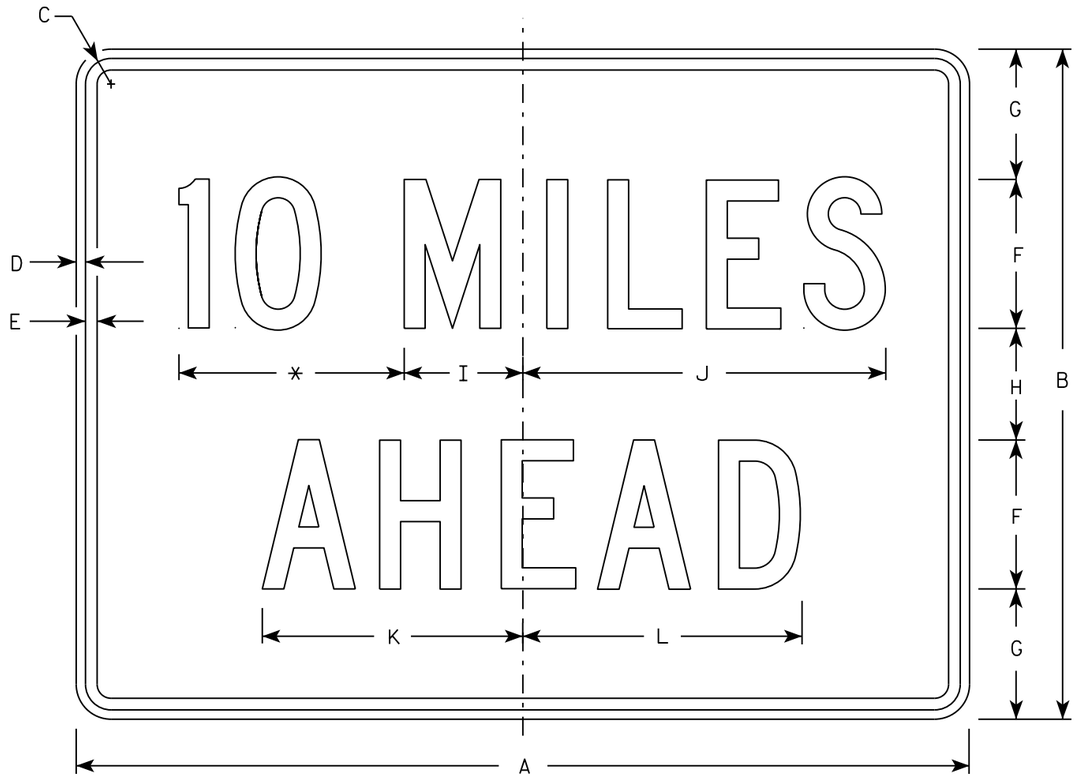
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

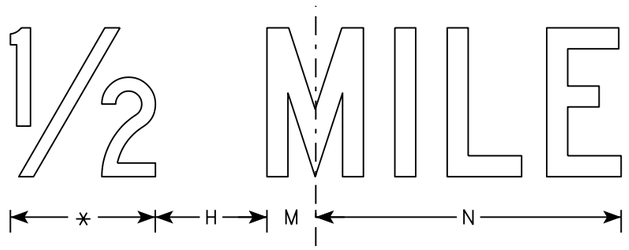
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 261 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 262	E

DESIGN DATA

CONTRACTOR DESIGNED OVERHEAD SIGN STRUCTURES SHALL BE DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

STANDARD FOUNDATIONS DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTERME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)
	1.0 GVW (GALLOPING - CANTILEVER ONLY)

MATERIAL PROPERTIES

CONCRETE MASONRY ---------- f'c = 3,500 psi

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60 ---------- fy = 60,000 psi

HIGH STRENGTH BOLTS - A325 ---------- fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55 ---------- fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHERS FOR ANCHOR RODS - ASTM F436

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), COLUMBIA COUNTY ZONE, NAD 83 (2011). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2012).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE TRUSS OR MONOTUBE BID ITEMS FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT 42-INCH".

SIGN STRUCTURE SUPPORTED ON DRILLED SHAFT FOUNDATION. LIMESTONE ROCK ASSUMED TO BE LOCATED 10.5± BELOW THE GROUND SURFACE. ACTUAL DEPTH OF LIMESTONE AT SITE MAY VARY. DRILL INTO LIMESTONE TO ACHIEVE LENGTH OF SHAFT SHOWN ON "CANTILEVER FOUNDATION" SHEET. IF LIMESTONE IS DISCOVERED AT A HIGHER GROUND ELEVATION, A MINIMUM 3'-0" EMBEDMENT INTO COMPETENT LIMESTONE ROCK IS REQUIRED. MODIFY LENGTH OF VERTICAL REINFORCEMENT TO MEET CLEAR REQUIREMENTS, AND MAINTAIN HOOP SPACING SHOWN. CONTACT A REGIONAL SOILS ENGINEER TO DETERMINE COMPETENT ROCK PRIOR TO MODIFYING DEPTH OF DESIGNED DRILLED SHAFT.

STRUCTURE DATA

SIGN STR.	ACTUAL SIGN AREA	ACTUAL SIGN DEPTH
S-11-30	38 SF	4'-0"

LIST OF DRAWINGS

1. GENERAL NOTES & DESIGN DATA
2. GENERAL LAYOUT S-11-30
3. CANTILEVER MONOTUBE DETAILS
4. CANTILEVER FOUNDATION

STATE PROJECT NUMBER

6020-00-70

TRAFFIC VOLUME

A.D.T. (2042) = 12,000
R.D.S. = 60 MPH

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-11-30
531.2042	DRILLING SHAFT 42-INCH	LF	14
531.1100	CONCRETE MASONRY ANCILLARY STRUCTURES TYPE NS	CY	5
531.1140	STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS	LB	770
532.5130	MONOTUBE CANTILEVER TYPE III S-11-30	EA	1

STRUCTURE DESIGN CONTACTS:
ALEX CRABTREE (608) 266-3686
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED LLS 9/28/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-11-30

STH 22 NB - SOUTH OF STH 60

COUNTY COLUMBIA | TOWN ~~CITY/VILLAGE~~ NORTH LEEDS

DESIGN SPEC. AASHTO LRFDLTS-1 W/INTERIMS

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
ARC	MWB	ARC	MWB

GENERAL NOTES & DESIGN DATA

SHEET 1 OF 4

263

I.D. 6020-00-00A DATE: MAY 2021

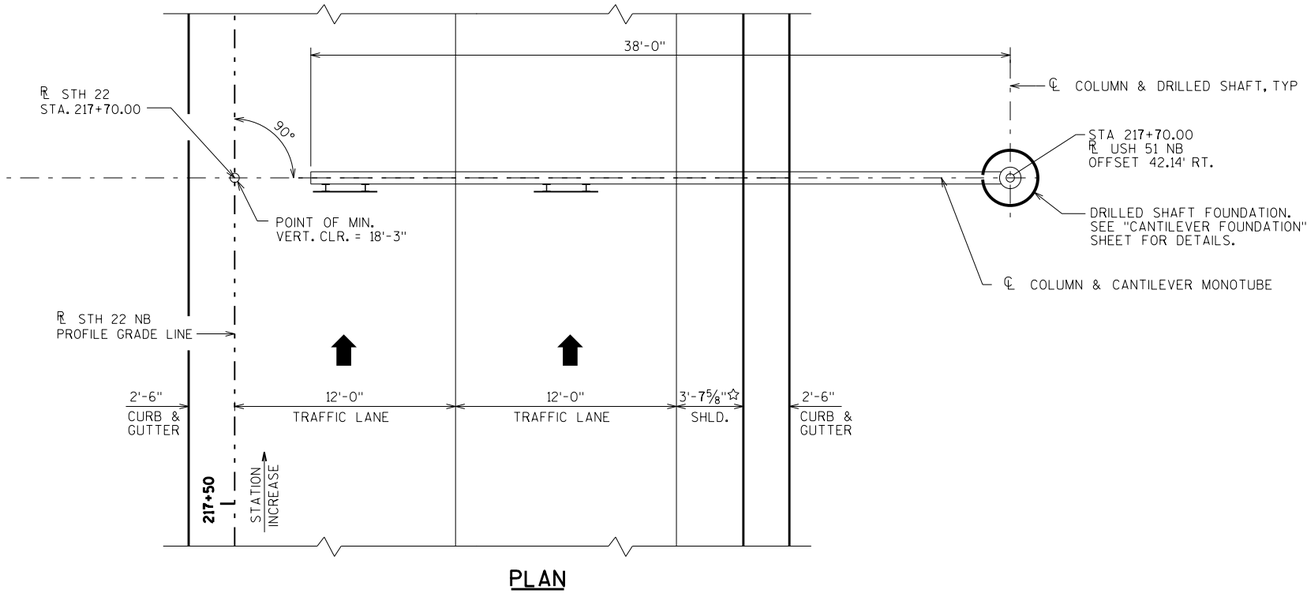
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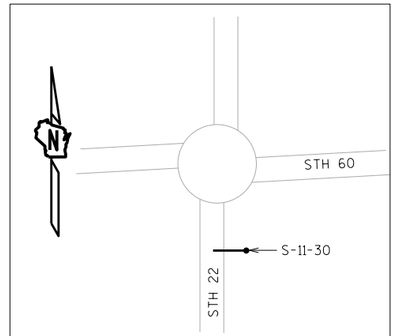
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STATE PROJECT NUMBER

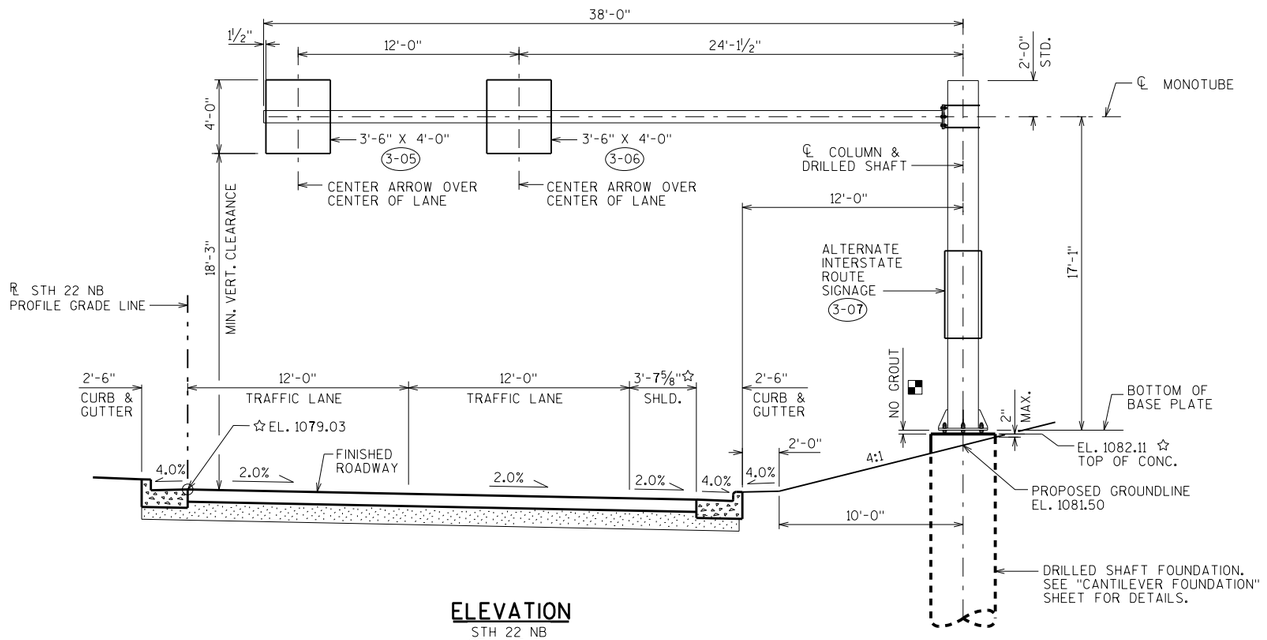
6020-00-70



PLAN



LOCATION MAP



ELEVATION

STH 22 NB
STA. 217+70
(LOOKING NORTHBOUND AT FRONT OF SIGN)

NOTE

POINT OF MIN. VERT. CLEARANCE
STA 217+70.00,
EL. 1079.03

LEGEND

☆ ELEVATIONS & DIMENSIONS GIVEN ALONG ℄ CANTILEVER MONOTUBE

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

■ STANDOFF DIMENSION IS ASSUMED TO BE 2½", BUT IS A MAXIMUM OF 2 X ANCHOR DIAMETER. SEE "CANTILEVER FOUNDATION" DETAILS SHEET AND SHOP DRAWINGS FOR MORE INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-11-30

DRAWN BY WWR | PLANS CK'D. ARC

GENERAL LAYOUT
S-11-30

SHEET 2

264

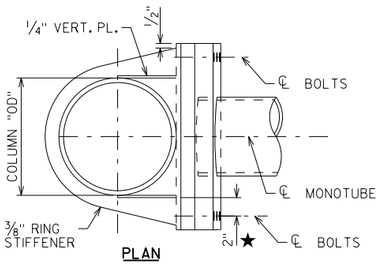
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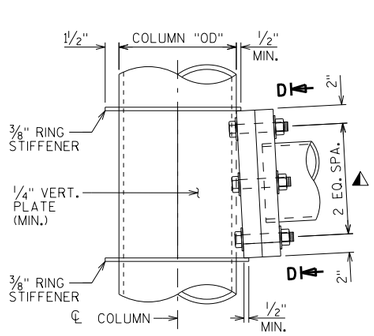
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STATE PROJECT NUMBER

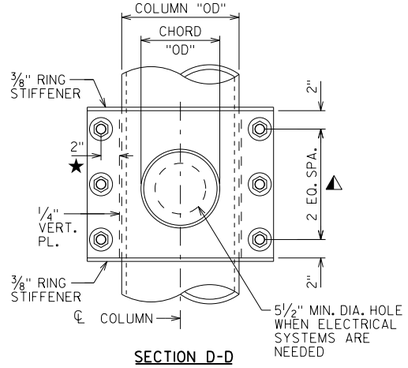
6020-00-70



PLAN



ELEVATION

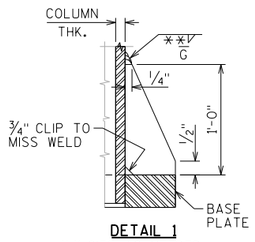


SECTION D-D

CANTILEVER POST TO MONOTUBE CONNECTION

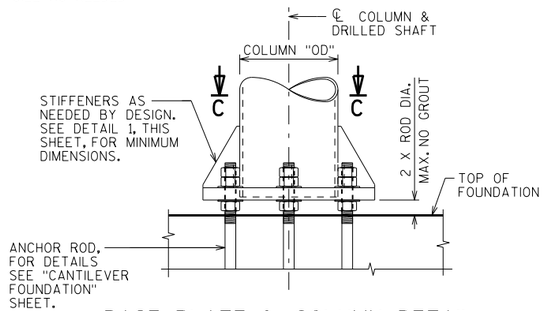
⚠ MIN. CONNECTION = (6) - 1" GALVANIZED F3125 GRADE A325 BOLTS, NUT, WASHER AND DTI

★ MIN. DIMENSION MEASURED FROM EXT. FACE OF VERT. PLATE



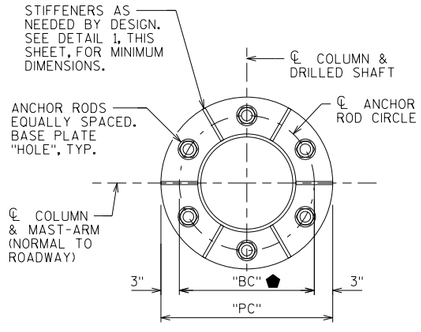
DETAIL 1

** SIZE AS NEEDED



BASE PLATE & COLUMN DETAIL

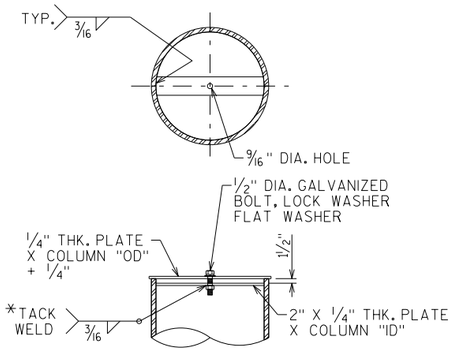
LOOKING AT FRONT FACE OF STRUCTURE



SECTION C-C

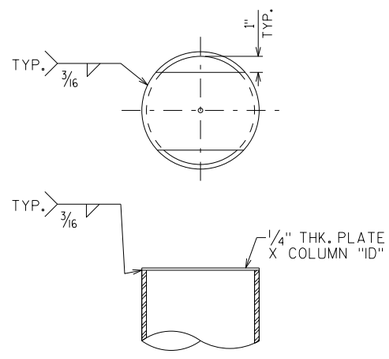
PLAN OF BASE PLATE

⬟ "BC" = POLE OD + 6"



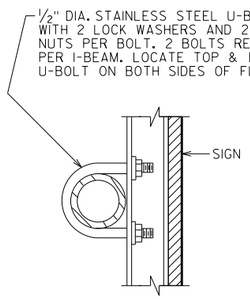
COLUMN/MONOTUBE CAP DETAIL

* PLACE TACK EVERY OTHER FLAT TO SECURE NUT OR USE 1/2" THICK PLATE AND TAP HOLE FOR BOLT THREADS

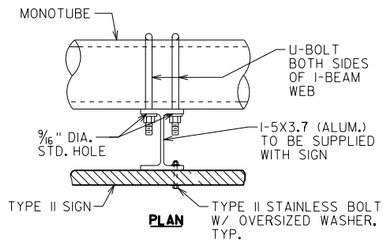


MONOTUBE CAP DETAIL

(ALTERNATE CAP DETAIL)



DETAIL 1



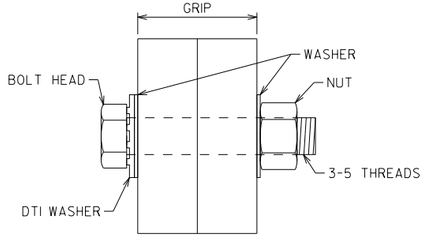
PLAN

MONOTUBE SIGN CONNECTION

SEE SIGN PLATE MANUAL A4-7B FOR DETAILS

ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH THE SIGN PANEL

HARDWARE TO BE SUPPLIED BY THE CONTRACTOR



RECOMMENDED BOLT DETAIL WITH DTI

NUT IS THE TURNED ELEMENT

NOTES:

MINIMUM VALUES SHOWN

ALL CONNETIONS ARE TO BE DESIGNED FOR ACTUAL STRUCTURE LOADS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-11-30

DRAWN BY ARC | PLANS CK'D. MWB

CANTILEVER MONOTUBE DETAILS

SHEET 3

265

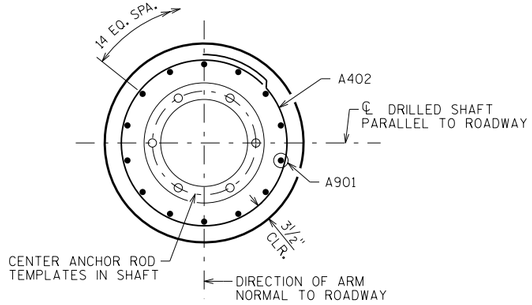
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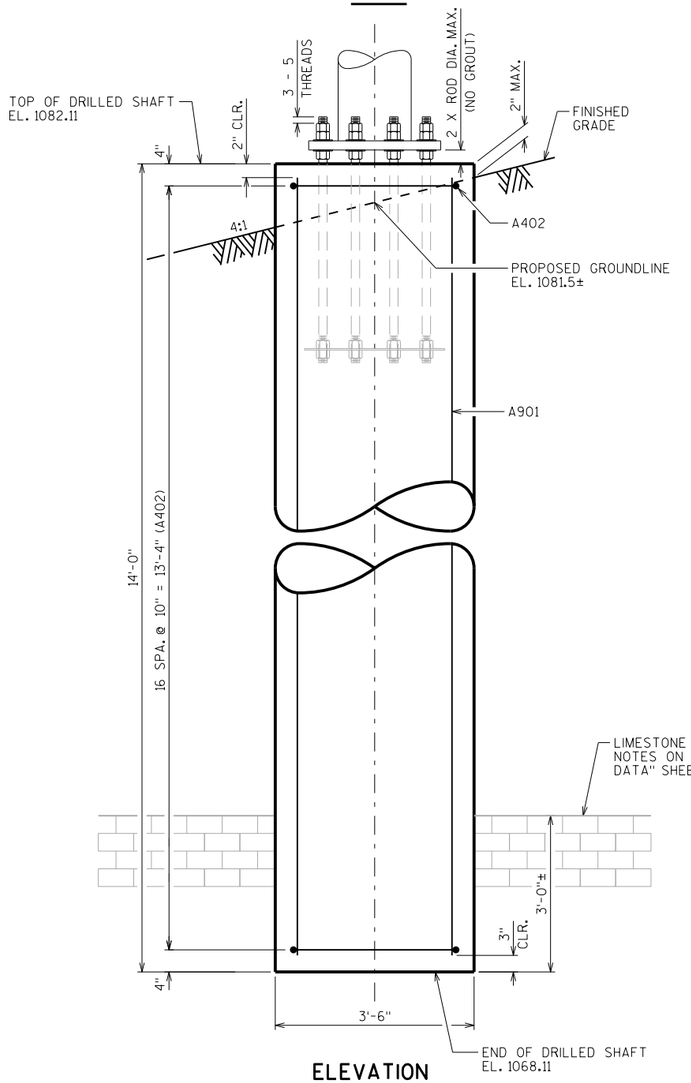
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STATE PROJECT NUMBER

6020-00-70



PLAN

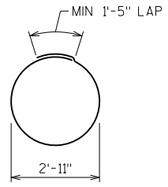


ELEVATION

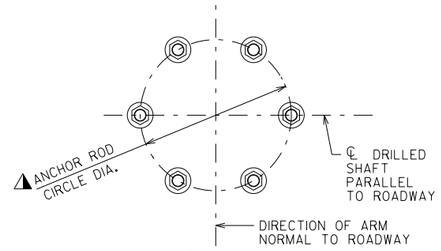
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

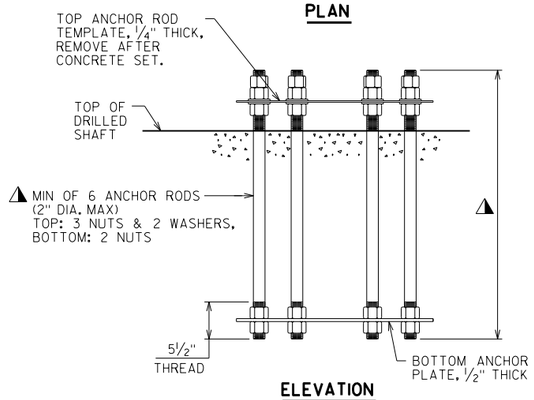
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	13'-7"			DRILLED SHAFT - VERTICAL
A402		17	10'-6"	X		DRILLED SHAFT - HOOPS



A402



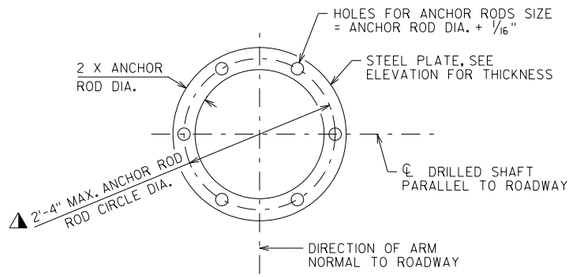
PLAN



ELEVATION

ANCHOR ROD ASSEMBLY DETAILS

⚠ ANCHOR ROD NUMBER, DIAMETER, LENGTH & ORIENTATION AS SHOWN ON FABRICATION DRAWING.



ANCHOR PLATE/TOP TEMPLATE

PLAN

NOTES

CENTER ANCHOR ROD ASSEMBLY ON DRILLED SHAFT AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-11-30

DRAWN BY ARC | PLANS CK'D. MWB

CANTILEVER FOUNDATION

SHEET 4

266

SCALE = 1.67

8

8

STAGE 1 USH 51/STH 60 EB - WEST LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
111+00	0.00	108.50	0.00	0.00	0	0	0	0	0	0
111+50	50.00	102.39	0.00	0.00	195	0	0	195	0	195
112+00	50.00	279.07	0.00	0.00	353	0	0	548	0	548
112+50	50.00	327.97	2.23	0.00	562	2	0	1,110	0	1,108
113+00	50.00	347.99	7.46	0.00	626	9	0	1,736	0	1,725
113+50	50.00	376.45	9.90	0.00	671	16	0	2,407	0	2,380
114+00	50.00	370.45	10.11	0.00	692	19	0	3,099	0	3,053
114+50	50.00	384.14	10.44	0.00	699	19	0	3,798	0	3,733
115+00	50.00	418.09	9.66	0.00	743	19	0	4,541	0	4,457
115+50	50.00	441.32	10.23	0.00	796	18	0	5,337	0	5,235
116+00	50.00	319.64	10.15	0.00	705	19	0	6,042	0	5,921
116+50	50.00	338.88	10.43	0.00	610	19	0	6,652	0	6,512
117+00	50.00	379.66	15.32	0.00	665	24	0	7,317	0	7,153
117+50	50.00	397.22	14.65	0.00	719	28	0	8,036	0	7,844
118+00	50.00	465.64	14.12	0.00	799	27	0	8,835	0	8,616
118+50	50.00	542.22	13.59	0.00	933	26	0	9,768	0	9,523
119+00	50.00	486.63	13.09	0.00	953	25	0	10,721	0	10,451
119+50	50.00	408.38	12.58	0.00	829	24	0	11,550	0	11,256
120+00	50.00	185.60	1.06	0.00	550	13	0	12,100	0	11,793
120+50	50.00	115.48	0.00	0.00	279	1	0	12,379	0	12,071
121+00	50.00	52.78	0.11	1.83	156	0	2	12,535	3	12,225
121+50	50.00	68.26	1.14	0.00	112	1	2	12,647	5	12,333
122+00	50.00	166.00	2.21	0.00	217	3	0	12,864	5	12,547
122+50	50.00	244.66	0.00	0.00	380	2	0	13,244	5	12,925

STAGE 1 STH 60 EB - EAST LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
124+50	0.00	282.84	0.00	0.00	0	0	0	0	0	0
125+00	50.00	187.14	0.00	0.00	435	0	0	435	0	435
125+50	50.00	160.40	0.00	0.00	322	0	0	757	0	757
126+00	50.00	297.00	0.00	0.00	424	0	0	1,181	0	1,181
126+50	50.00	247.99	0.00	0.00	505	0	0	1,686	0	1,686
127+00	50.00	185.85	0.00	0.00	402	0	0	2,088	0	2,088
127+50	50.00	114.70	0.00	0.00	278	0	0	2,366	0	2,366
128+00	50.00	92.42	0.00	0.00	192	0	0	2,558	0	2,558
128+50	50.00	69.22	0.00	0.00	150	0	0	2,708	0	2,708
129+00	50.00	183.38	13.61	1.44	234	13	1	2,942	1	2,928
129+50	50.00	179.17	10.97	8.01	336	23	9	3,278	13	3,230
130+00	50.00	153.48	10.98	9.81	308	20	16	3,586	33	3,498
130+50	50.00	155.52	10.98	6.44	286	20	15	3,872	51	3,745
131+00	50.00	137.26	10.98	6.02	271	20	12	4,143	66	3,981
131+50	50.00	152.45	10.99	5.30	268	20	10	4,411	79	4,216
132+00	50.00	121.61	10.99	6.08	254	20	11	4,665	93	4,437
132+50	50.00	108.30	11.00	7.30	213	20	12	4,878	108	4,615
133+00	50.00	97.97	11.07	3.97	191	20	10	5,069	120	4,773
133+50	50.00	85.33	11.29	1.96	170	21	5	5,239	126	4,916
134+00	50.00	85.13	11.51	2.14	158	21	4	5,397	131	5,048
134+50	50.00	89.07	11.73	2.09	161	22	4	5,558	136	5,182

9

9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EARTHWORK SUMMARY	SHEET NO: 267	E

FILE NAME : EARTHWORK SUMMARY.PPT PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STAGE 1 USH 51/STH 60 WB - WEST LEG											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE	
120+00	0.00	85.23	10.50	0.00	0	0	0	0	0	0	
120+50	50.00	72.07	11.38	0.00	146	20	0	146	0	126	
121+00	50.00	56.84	10.86	2.18	119	21	2	265	3	222	
121+50	50.00	51.27	10.84	4.38	100	20	6	365	10	294	
122+00	50.00	57.98	11.41	5.21	101	21	9	466	21	363	
122+50	50.00	85.28	9.16	2.53	133	19	7	599	30	468	

STAGE 1 STH 60 WB - EAST LEG											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE	
124+50	0.00	192.23	13.20	0.00	0	0	0	0	0	0	
125+00	50.00	128.34	4.52	0.00	297	16	0	297	0	281	
125+50	50.00	92.94	4.72	0.00	205	9	0	502	0	477	
126+00	50.00	98.44	6.50	0.00	177	10	0	679	0	644	
126+50	50.00	86.99	4.51	0.00	172	10	0	851	0	806	
127+00	50.00	87.67	6.30	0.00	162	10	0	1,013	0	958	
127+50	50.00	108.32	10.88	0.00	181	16	0	1,194	0	1,123	
128+00	50.00	107.57	14.37	0.00	200	23	0	1,394	0	1,300	
128+50	50.00	112.87	13.46	0.00	204	26	0	1,598	0	1,478	

STAGE 1 USH 51 NB - SOUTH LEG											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE	
210+50	0.00	215.34	6.31	0.00	0	0	0	0	0	0	
211+00	50.00	223.74	6.48	0.04	407	12	0	407	0	395	
211+50	50.00	150.20	6.58	0.10	346	12	0	753	0	729	
212+00	50.00	137.89	6.69	2.54	267	12	2	1,020	3	982	
212+50	50.00	199.32	19.38	0.27	312	24	3	1,332	6	1,266	
213+00	50.00	151.06	15.44	0.28	324	32	1	1,656	8	1,557	
213+50	50.00	143.25	13.34	0.04	273	27	0	1,929	8	1,803	
214+00	50.00	141.25	12.69	6.36	263	24	6	2,192	15	2,034	
214+50	50.00	164.10	12.35	5.02	283	23	11	2,475	29	2,280	
215+00	50.00	180.63	12.00	2.98	319	23	7	2,794	38	2,568	
215+50	50.00	125.23	9.73	0.00	283	20	3	3,077	41	2,827	
216+00	50.00	145.84	10.95	0.77	251	19	1	3,328	43	3,058	
216+50	50.00	165.94	11.89	0.00	289	21	1	3,617	44	3,324	
217+00	50.00	195.57	14.23	0.00	335	24	0	3,952	44	3,635	
217+50	50.00	218.74	15.40	0.00	384	27	0	4,336	44	3,992	
218+00	50.00	228.49	15.68	0.00	414	29	0	4,750	44	4,377	
218+50	50.00	220.27	13.50	0.00	416	27	0	5,166	44	4,766	
219+00	50.00	251.71	19.54	0.00	437	31	0	5,603	44	5,172	

STAGE 1 STH 22 NB - NORTH LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
221+00	0.00	119.09	2.11	0.00	0	0	0	0	0	0
221+50	50.00	80.83	5.59	10.27	185	7	10	185	13	166
222+00	50.00	81.09	8.05	19.18	150	13	27	335	46	269
222+50	50.00	76.76	8.36	18.04	146	15	34	481	89	357
223+00	50.00	82.25	9.29	2.63	147	16	19	628	113	465
223+50	50.00	80.39	10.25	20.30	151	18	21	779	139	571
224+00	50.00	53.11	7.15	6.86	124	16	25	903	170	648
224+50	50.00	51.00	7.04	13.24	96	13	19	999	194	707
225+00	50.00	46.18	7.16	21.57	90	13	32	1,089	234	744
225+50	50.00	69.06	11.86	123.48	107	18	134	1,196	401	666
226+00	50.00	70.26	11.64	91.80	129	22	199	1,325	650	524
226+50	50.00	80.78	11.42	76.64	140	21	156	1,465	845	448
227+00	50.00	145.12	11.21	49.28	209	21	117	1,674	991	490
227+50	50.00	71.22	10.99	41.11	200	21	84	1,874	1,096	564
228+00	50.00	71.04	10.77	21.92	132	20	58	2,006	1,169	603
228+50	50.00	82.45	10.55	12.14	142	20	32	2,148	1,209	685
229+00	50.00	103.25	0.00	3.92	172	10	15	2,320	1,228	829

STAGE 1 USH 51 SB - SOUTH LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
215+50	0.00	76.38	3.34	20.68	0	0	0	0	0	0
216+00	50.00	70.77	2.01	0.01	136	5	19	136	24	107
216+50	50.00	71.03	0.67	12.98	131	2	12	267	39	221
217+00	50.00	72.28	0.00	5.65	133	1	17	400	60	332
217+50	50.00	74.86	0.00	0.61	136	0	6	536	68	461
218+00	50.00	114.10	0.00	0.00	175	0	1	711	69	634
218+50	50.00	120.44	0.00	0.00	217	0	0	928	69	851
219+00	50.00	221.96	0.00	0.00	317	0	0	1,245	69	1,168

STAGE 1 STH 22 SB - NORTH LEG

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
221+00	0.00	81.02	10.04	41.35	0	0	0	0	0	0
221+50	50.00	82.51	12.04	52.97	151	20	87	151	109	22
222+00	50.00	51.74	8.09	0.00	124	19	49	275	170	66
222+50	50.00	42.73	7.02	17.62	87	14	16	362	190	119
223+00	50.00	44.05	5.95	30.35	80	12	44	442	245	132
223+50	50.00	34.97	4.73	49.01	73	10	73	515	336	104
224+00	50.00	31.21	5.22	150.77	61	9	185	576	568	-76
224+50	50.00	26.25	3.98	166.21	53	9	294	629	935	-399
225+00	50.00	31.72	5.30	124.25	54	9	269	683	1,271	-690

STAGE 1 ROUNDABOUT CIRCLE

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
20+00	0.00	98.18	7.23	0.00	0	0	0	0	0	0
20+50	50.00	301.85	21.09	0.00	370	26	0	370	0	344
21+00	50.00	270.35	26.93	0.00	530	44	0	900	0	830
21+50	50.00	237.06	31.33	0.00	470	54	0	1,370	0	1,246
22+00	50.00	116.96	20.98	0.00	328	48	0	1,698	0	1,526
22+50	50.00	176.29	7.94	1.07	272	27	1	1,970	1	1,770
23+00	50.00	130.06	8.06	0.23	284	15	1	2,254	3	2,038

STAGE 1 DRIVEWAY AT STA. 127+25 LT

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
700+50	0.00	121.05	11.00	1.07	0	0	0	0	0	0
701+00	50.00	37.40	6.94	0.00	147	17	1	147	1	129
701+50	50.00	0.35	0.00	0.66	35	6	1	182	3	157

STAGE 1 DRIVEWAY AT STA. 128+75 LT

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
800+50	0.00	129.33	0.00	0.00	0	0	0	0	0	0
801+00	50.00	78.23	0.00	0.00	192	0	0	192	0	192
801+50	50.00	1.51	0.00	0.30	74	0	0	266	0	266

STAGE 1 STH 60 OBLITERATION

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
502+00	0.00	20.34	9.00	1.46	0	0	0	0	0	0
502+50	50.00	23.33	9.90	1.59	40	18	3	40	4	18
503+00	50.00	21.99	9.99	1.77	42	18	3	82	8	39
503+50	50.00	20.80	10.04	3.78	40	19	5	122	14	53
504+00	50.00	21.29	9.48	0.00	39	18	3	161	18	71
504+50	50.00	21.94	9.72	0.00	40	18	0	201	18	93
505+00	50.00	21.63	9.83	0.00	40	18	0	241	18	115
505+50	50.00	24.23	9.94	0.00	42	18	0	283	18	139
506+00	50.00	23.79	10.43	0.00	44	19	0	327	18	164
506+50	50.00	22.39	10.46	0.00	43	19	0	370	18	188
507+00	50.00	23.64	10.18	0.00	43	19	0	413	18	212
507+50	50.00	22.41	9.86	0.00	43	19	0	456	18	236

STAGE 1 USH 51 TEMPORARY WIDENING											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE	
								1.00	1.25		
640+00	0.00	5.15	0.00	0.00	0	0	0	0	0	0	
640+50	50.00	11.49	0.00	0.00	15	0	0	15	0	15	
641+00	50.00	8.78	0.00	0.00	19	0	0	34	0	34	
641+50	50.00	12.02	0.00	0.00	19	0	0	53	0	53	
642+00	50.00	42.71	0.00	0.00	51	0	0	104	0	104	
642+50	50.00	50.94	0.00	0.00	87	0	0	191	0	191	
643+00	50.00	41.33	0.00	0.00	85	0	0	276	0	276	
643+50	50.00	23.11	0.00	0.27	60	0	0	336	0	336	
644+00	50.00	20.60	0.00	0.32	40	0	1	376	1	375	
644+50	50.00	28.95	0.00	0.05	46	0	0	422	1	421	
645+00	50.00	15.87	0.00	0.84	42	0	1	464	3	462	
645+50	50.00	13.20	0.00	3.06	27	0	4	491	8	484	
646+00	50.00	11.21	0.00	5.02	23	0	7	514	16	498	
646+50	50.00	9.25	0.00	5.48	19	0	10	533	29	504	
647+00	50.00	10.02	0.00	6.14	18	0	11	551	43	509	
647+50	50.00	9.08	0.00	5.98	18	0	11	569	56	513	
648+00	50.00	7.78	0.00	4.81	16	0	10	585	69	516	
648+50	50.00	6.07	0.00	3.35	13	0	8	598	79	519	
649+00	50.00	4.71	0.00	0.43	10	0	4	608	84	524	
649+50	50.00	4.24	0.00	0.00	8	0	0	616	84	532	
650+00	50.00	3.80	0.00	0.00	7	0	0	623	84	539	

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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EARTHWORK SUMMARY	SHEET NO: 271	E

FILE NAME : EARTHWORK SUMMARY.PPT PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STAGE 1 USH 51 TEMPORARY WIDENING											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE	
610+00	0.00	4.74	0.00	0.00	0	0	0	0	0	0	
610+50	50.00	7.14	0.00	0.00	11	0	0	11	0	11	
611+00	50.00	8.78	0.00	0.00	15	0	0	26	0	26	
611+50	50.00	10.33	0.00	0.11	18	0	0	44	0	44	
612+00	50.00	13.16	0.00	0.00	22	0	0	66	0	66	
612+50	50.00	14.23	0.00	0.65	25	0	1	91	1	90	
613+00	50.00	17.04	0.00	0.91	29	0	1	120	3	118	
613+50	50.00	16.30	0.00	2.46	31	0	3	151	6	145	
614+00	50.00	16.25	0.00	3.81	30	0	6	181	14	167	
614+50	50.00	15.65	0.00	5.39	30	0	9	211	25	186	
615+00	50.00	16.75	0.00	6.75	30	0	11	241	39	202	
615+50	50.00	12.28	0.00	8.90	27	0	14	268	56	212	
616+00	50.00	13.52	0.00	3.99	24	0	12	292	71	221	
616+50	50.00	10.88	0.00	2.54	23	0	6	315	79	236	
617+00	50.00	9.65	0.00	3.43	19	0	6	334	86	248	
617+50	50.00	11.38	0.00	0.55	19	0	4	353	91	262	
618+00	50.00	11.12	0.00	0.23	21	0	1	374	93	282	
618+50	50.00	13.12	0.00	0.00	22	0	0	396	93	304	
619+00	50.00	13.46	0.00	0.96	25	0	1	421	94	327	
619+50	50.00	12.70	0.00	3.60	24	0	4	445	99	346	
620+00	50.00	11.68	0.00	7.81	23	0	11	468	113	356	
620+50	50.00	14.50	0.00	7.69	24	0	14	492	130	362	
621+00	50.00	22.45	0.00	0.49	34	0	8	526	140	386	
621+50	50.00	27.65	0.00	0.00	46	0	0	572	140	432	
622+00	50.00	16.01	0.00	1.04	40	0	1	612	141	471	
622+50	50.00	12.99	0.00	0.68	27	0	2	639	144	495	
623+00	50.00	10.64	0.00	2.65	22	0	3	661	148	514	
623+50	50.00	11.26	0.00	0.00	20	0	2	681	150	531	
624+00	50.00	12.92	0.00	0.39	22	0	0	703	150	553	
624+50	50.00	13.52	0.00	0.07	24	0	0	727	150	577	
625+00	50.00	13.15	0.00	0.05	25	0	0	752	150	602	
625+50	50.00	8.76	0.00	0.62	20	0	1	772	151	621	

STAGE 2 USH 51/STH 60 EB - WEST LEG										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
102+00	0.00	57.86	15.04	0.00	0	0		0	0	0
102+50	50.00	51.60	15.05	0.00	101	28	0	101	0	73
103+00	50.00	49.61	15.20	0.00	94	28	0	195	0	139
103+50	50.00	49.18	15.38	0.00	91	28	0	286	0	202
104+00	50.00	50.43	15.56	0.00	92	29	0	378	0	265
104+50	50.00	52.92	18.06	0.00	96	31	0	474	0	330
105+00	50.00	82.77	21.74	0.00	126	37	0	600	0	419
105+50	50.00	467.62	41.98	0.00	510	59	0	1,110	0	870
106+00	50.00	351.98	37.94	0.00	759	74	0	1,869	0	1,555
106+50	50.00	63.36	18.34	0.01	385	52	0	2,254	0	1,888
107+00	50.00	69.62	15.33	0.02	123	31	0	2,377	0	1,980
107+50	50.00	65.81	15.18	0.00	125	28	0	2,502	0	2,077
108+00	50.00	67.24	15.02	0.00	123	28	0	2,625	0	2,172
108+50	50.00	67.86	14.47	0.50	125	27	0	2,750	0	2,270
109+00	50.00	64.31	13.65	2.00	122	26	2	2,872	3	2,364
109+50	50.00	63.44	11.84	1.76	118	24	3	2,990	6	2,454
110+00	50.00	56.40	0.00	6.43	111	11	8	3,101	16	2,544
110+50	50.00	52.86	0.00	2.05	101	0	8	3,202	26	2,635
111+00	50.00	84.12	0.00	0.00	127	0	2	3,329	29	2,759

STAGE 2 USH 51 NB - SOUTH LEG										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
205+00	0.00	69.21	15.14	0.00	0	0	0	0	0	0
205+50	50.00	72.02	15.05	0.00	131	28	0	131	0	103
206+00	50.00	74.58	14.96	0.00	136	28	0	267	0	211
206+50	50.00	96.20	14.86	0.00	158	28	0	425	0	341
207+00	50.00	136.67	14.80	0.00	216	27	0	641	0	530
207+50	50.00	119.70	14.86	0.00	237	27	0	878	0	740
208+00	50.00	77.80	14.92	0.00	183	28	0	1,061	0	895
208+50	50.00	97.70	14.79	0.01	162	28	0	1,223	0	1,029
209+00	50.00	106.53	4.66	0.00	189	18	0	1,412	0	1,200
209+50	50.00	102.81	4.67	0.00	194	9	0	1,606	0	1,385
210+00	50.00	96.00	4.71	0.00	184	9	0	1,790	0	1,560
210+50	50.00	225.57	7.22	0.00	298	11	0	2,088	0	1,847

STAGE 3 USH 51/STH 60 EB - WEST LEG										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
102+00	0.00	26.61	15.04	0.00	0	0	0	0	0	0
102+50	50.00	25.79	15.04	0.00	49	28	0	49	0	21
103+00	50.00	24.83	15.04	0.00	47	28	0	96	0	40
103+50	50.00	25.97	15.04	0.00	47	28	0	143	0	59
104+00	50.00	26.62	15.04	0.00	49	28	0	192	0	80
104+50	50.00	26.50	15.04	0.00	49	28	0	241	0	101
105+00	50.00	25.73	15.04	0.00	48	28	0	289	0	121
105+50	50.00	27.10	15.04	0.00	49	28	0	338	0	142
106+00	50.00	27.25	15.04	0.00	50	28	0	388	0	164
106+50	50.00	28.68	15.04	0.00	52	28	0	440	0	188
107+00	50.00	29.22	15.04	0.00	54	28	0	494	0	214
107+50	50.00	27.32	15.04	0.00	52	28	0	546	0	238
108+00	50.00	24.29	15.04	0.00	48	28	0	594	0	258
108+50	50.00	21.71	15.04	0.00	43	28	0	637	0	273
109+00	50.00	20.27	15.04	0.00	39	28	0	676	0	284
109+50	50.00	24.74	15.04	0.00	42	28	0	718	0	298
110+00	50.00	29.32	14.50	0.00	50	27	0	768	0	321
110+50	50.00	31.93	2.21	0.00	57	15	0	825	0	363
111+00	50.00	33.38	0.00	0.00	60	2	0	885	0	421

STAGE 3 USH 51 NB - SOUTH LEG										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
205+00	0.00	32.90	14.88	0.00	0	0	0	0	0	0
205+50	50.00	32.91	14.82	0.00	61	28	0	61	0	33
206+00	50.00	33.38	14.76	0.00	61	27	0	122	0	67
206+50	50.00	33.43	14.83	0.00	62	27	0	184	0	102
207+00	50.00	34.28	15.01	0.00	63	28	0	247	0	137
207+50	50.00	34.20	15.07	0.00	63	28	0	310	0	172
208+00	50.00	36.82	15.04	0.00	66	28	0	376	0	210
208+50	50.00	38.37	15.04	0.00	70	28	0	446	0	252
209+00	50.00	41.11	15.04	0.00	74	28	0	520	0	298
209+50	50.00	47.86	2.18	0.00	82	16	0	602	0	364
210+00	50.00	50.89	1.42	0.00	91	3	0	693	0	452

STAGE 4 USH 51/STH 60 EB - WEST LEG										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
102+00	0.00	38.32	13.00	0.00	0	0	0	0	0	0
102+50	50.00	34.34	13.00	0.00	67	24	0	67	0	43
103+00	50.00	40.10	13.00	0.00	69	24	0	136	0	88
103+50	50.00	40.15	13.00	0.00	74	24	0	210	0	138
104+00	50.00	42.16	13.00	0.42	76	24	0	286	0	190
104+50	50.00	43.63	13.00	0.03	79	24	0	365	0	245
105+00	50.00	39.20	13.00	0.00	77	24	0	442	0	298
105+50	50.00	38.81	13.00	0.03	72	24	0	514	0	346
106+00	50.00	38.90	13.00	0.00	72	24	0	586	0	394
106+50	50.00	41.81	13.00	0.01	75	24	0	661	0	445
107+00	50.00	39.87	13.00	0.04	76	24	0	737	0	497
107+50	50.00	37.44	13.00	0.00	72	24	0	809	0	545
108+00	50.00	26.00	13.00	0.00	59	24	0	868	0	580
108+50	50.00	10.29	13.00	1.18	34	24	1	902	1	589
109+00	50.00	38.87	13.00	0.16	46	24	1	948	3	610
109+50	50.00	18.83	13.00	0.00	53	24	0	1,001	3	639
110+00	50.00	28.69	13.00	0.00	44	24	0	1,045	3	659
110+50	50.00	53.00	13.00	0.00	76	24	0	1,121	3	711
111+00	50.00	95.29	13.00	0.00	137	24	0	1,258	3	824

STAGE 4 USH 51 NB - SOUTH LEG										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
205+00	0.00	74.81	11.00	0.00	0	0	0	0	0	0
205+50	50.00	57.78	11.00	0.09	123	20	0	123	0	103
206+00	50.00	70.34	11.00	0.00	119	20	0	242	0	202
206+50	50.00	65.54	11.00	0.00	126	20	0	368	0	308
207+00	50.00	60.02	11.00	0.00	116	20	0	484	0	404
207+50	50.00	55.67	11.00	0.00	107	20	0	591	0	491
208+00	50.00	55.60	11.00	0.00	103	20	0	694	0	574
208+50	50.00	53.29	11.00	0.00	101	20	0	795	0	655
209+00	50.00	55.81	11.00	0.26	101	20	0	896	0	736
209+50	50.00	74.75	11.00	0.59	121	20	1	1,017	1	836
210+00	50.00	93.12	11.00	0.00	155	20	1	1,172	3	970

9

9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EARTHWORK SUMMARY	SHEET NO: 275	E

FILE NAME : EARTHWORK SUMMARY.PPT PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STAGE 4 USH 51 TEMPORARY WIDENING REMOVAL										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
645+50	0.00	13.18	4.00	0.00	0	0	0	0	0	0
646+00	50.00	14.72	4.00	0.00	26	7	0	26	0	19
646+50	50.00	14.71	3.00	0.00	27	6	0	53	0	40
647+00	50.00	12.13	2.00	0.00	25	5	0	78	0	60
647+50	50.00	10.45	2.00	0.01	21	4	0	99	0	77
648+00	50.00	8.12	1.00	0.00	17	3	0	116	0	91
648+50	50.00	5.89	1.00	0.00	13	2	0	129	0	102
649+00	50.00	1.87	0.00	0.00	7	1	0	136	0	108
649+50	50.00	0.18	0.00	0.78	2	0	1	138	1	109
650+00	50.00	0.05	0.00	1.27	0	0	2	138	4	106

STAGE 4 USH 51 TEMPORARY WIDENING REMOVAL										
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
								1.00	1.25	
610+00	0.00	0.10	0.00	1.20	0	0	0	0	0	0
610+50	50.00	0.63	0.00	0.67	1	0	2	1	3	-2
611+00	50.00	1.21	2.00	0.15	2	2	1	3	4	-3
611+50	50.00	2.42	2.00	0.00	3	4	0	6	4	-4
612+00	50.00	2.35	2.00	0.00	4	4	0	10	4	-4
612+50	50.00	4.60	3.00	0.00	6	5	0	16	4	-3
613+00	50.00	4.93	3.00	0.01	9	6	0	25	4	0
613+50	50.00	10.11	3.00	0.07	14	6	0	39	4	8
614+00	50.00	14.40	4.00	0.00	23	6	0	62	4	25
614+50	50.00	17.50	4.00	0.00	30	7	0	92	4	48

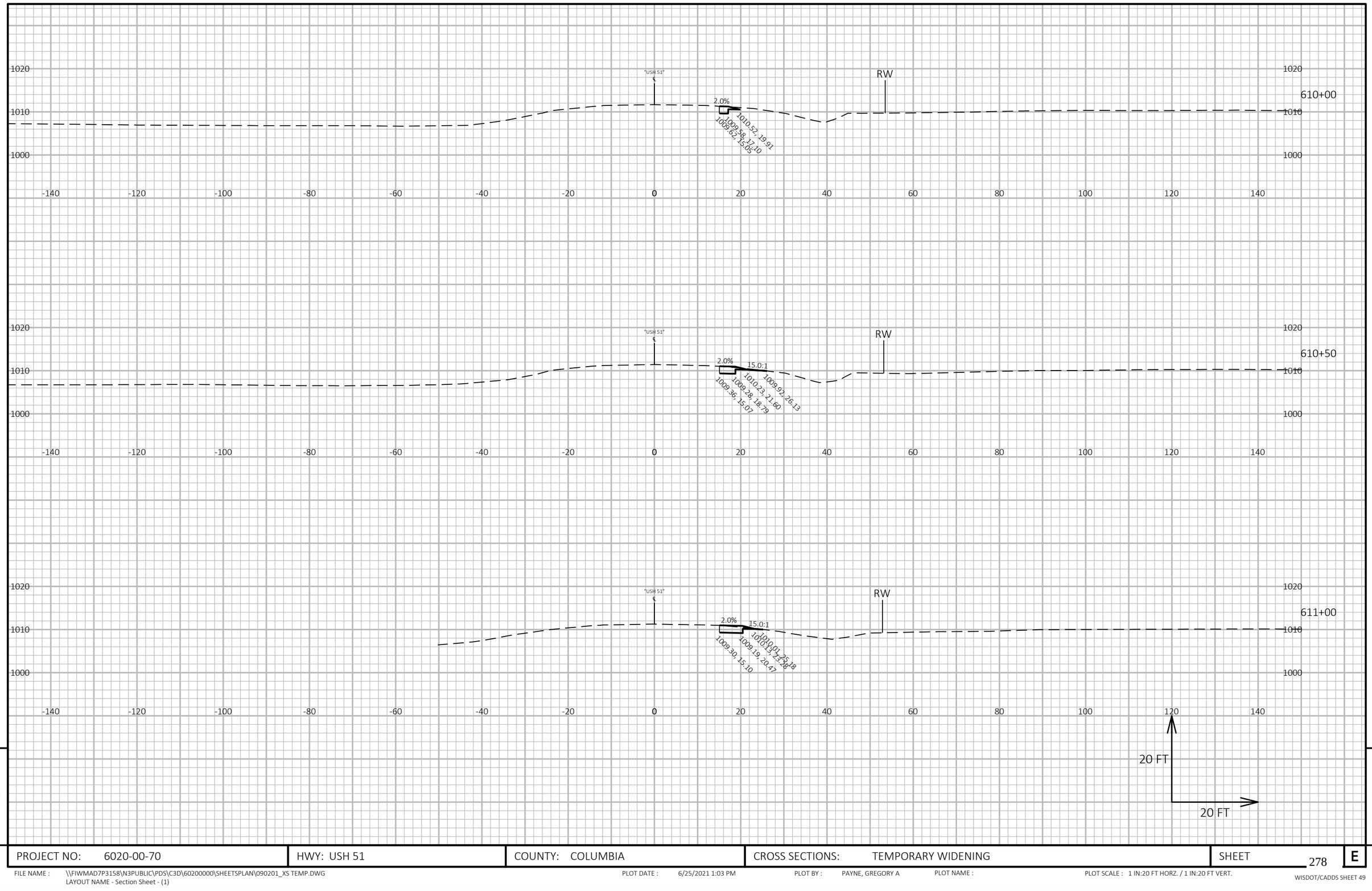
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	EARTHWORK SUMMARY	SHEET NO:	E

FILE NAME : EARTHWORK SUMMARY.PPT PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STAGE 4 USH 51 OBLITERATION											
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE	
								1.00	1.25		
626+00	0.00	79.48	29.64	5.74	0	0	0	0	0	0	
626+50	50.00	64.03	29.38	43.11	133	55	45	133	56	22	
627+00	50.00	75.80	29.74	39.00	129	55	76	262	151	1	
627+50	50.00	118.94	30.15	19.58	180	55	54	442	219	58	
628+00	50.00	107.60	29.97	30.31	210	56	46	652	276	155	
628+50	50.00	98.65	30.00	27.37	191	56	53	843	343	224	
629+00	50.00	109.81	29.63	20.14	193	55	44	1,036	398	307	
629+50	50.00	129.66	30.00	15.61	222	55	33	1,258	439	432	
630+00	50.00	152.31	39.81	8.65	261	65	22	1,519	466	601	
630+50	50.00	156.66	39.79	10.16	286	74	17	1,805	488	792	
631+00	50.00	159.01	38.76	6.99	292	73	16	2,097	508	991	
631+50	50.00	185.95	39.53	6.16	319	72	12	2,416	523	1,223	
632+00	50.00	247.50	40.13	0.00	401	74	6	2,817	530	1,542	
632+50	50.00	203.58	39.85	0.00	418	74	0	3,235	530	1,886	
633+00	50.00	208.71	40.06	0.00	382	74	0	3,617	530	2,194	
633+50	50.00	225.60	39.93	0.00	402	74	0	4,019	530	2,522	
634+00	50.00	152.53	39.84	0.09	350	74	0	4,369	530	2,798	
634+50	50.00	145.53	40.23	0.78	276	74	1	4,645	531	2,999	
635+00	50.00	151.10	39.88	0.02	275	74	1	4,920	533	3,199	
635+50	50.00	164.89	40.08	0.07	293	74	0	5,213	533	3,418	
636+00	50.00	173.73	39.21	0.00	314	73	0	5,527	533	3,659	
636+50	50.00	165.20	39.04	5.17	314	72	5	5,841	539	3,894	
637+00	50.00	170.78	39.89	2.89	311	73	7	6,152	548	4,124	
637+50	50.00	161.23	42.15	5.29	307	76	8	6,459	558	4,345	
638+00	50.00	132.63	45.35	0.09	272	81	5	6,731	564	4,529	



9

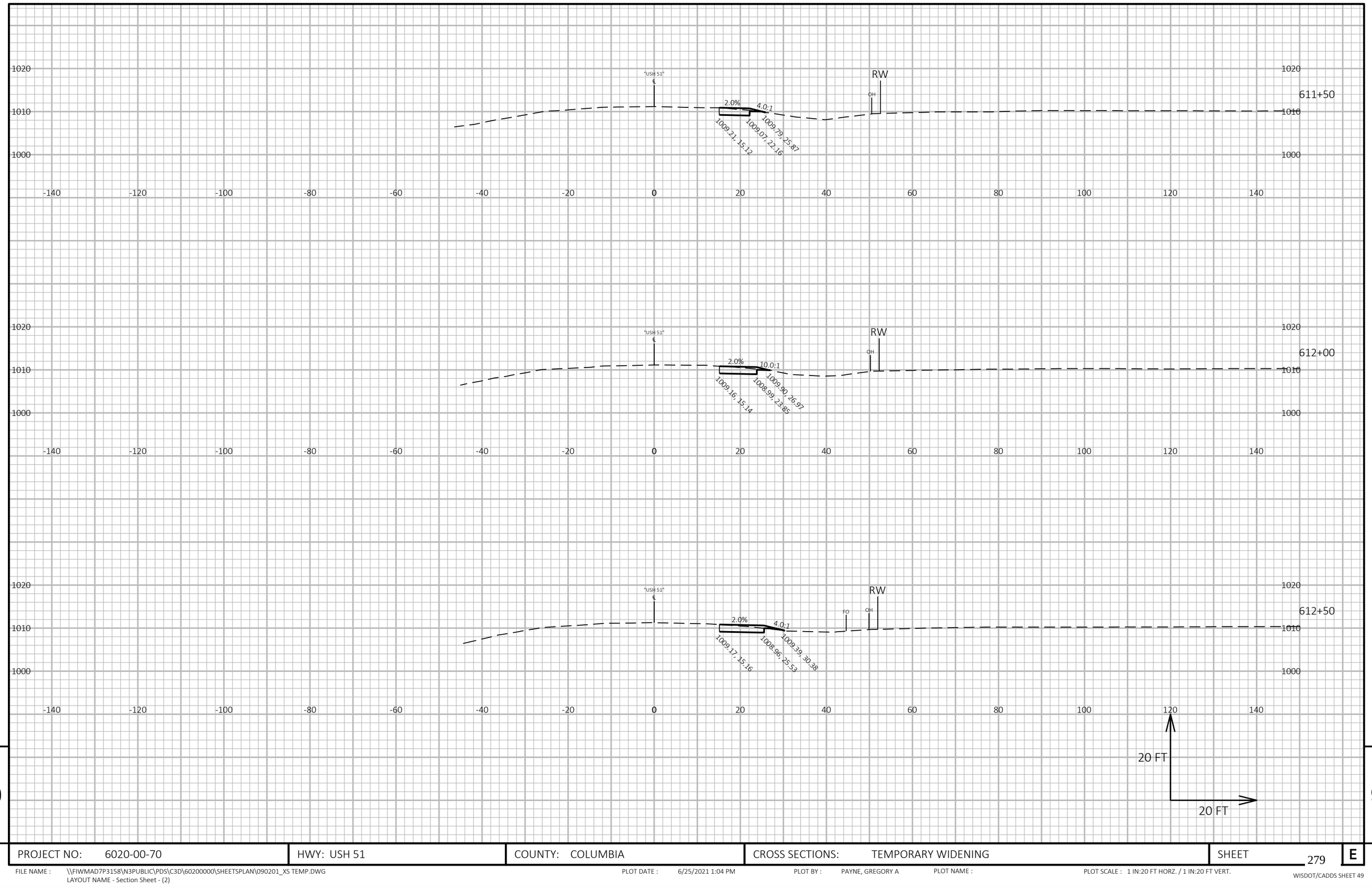
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 278	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (1)

PLOT DATE : 6/25/2021 1:03 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

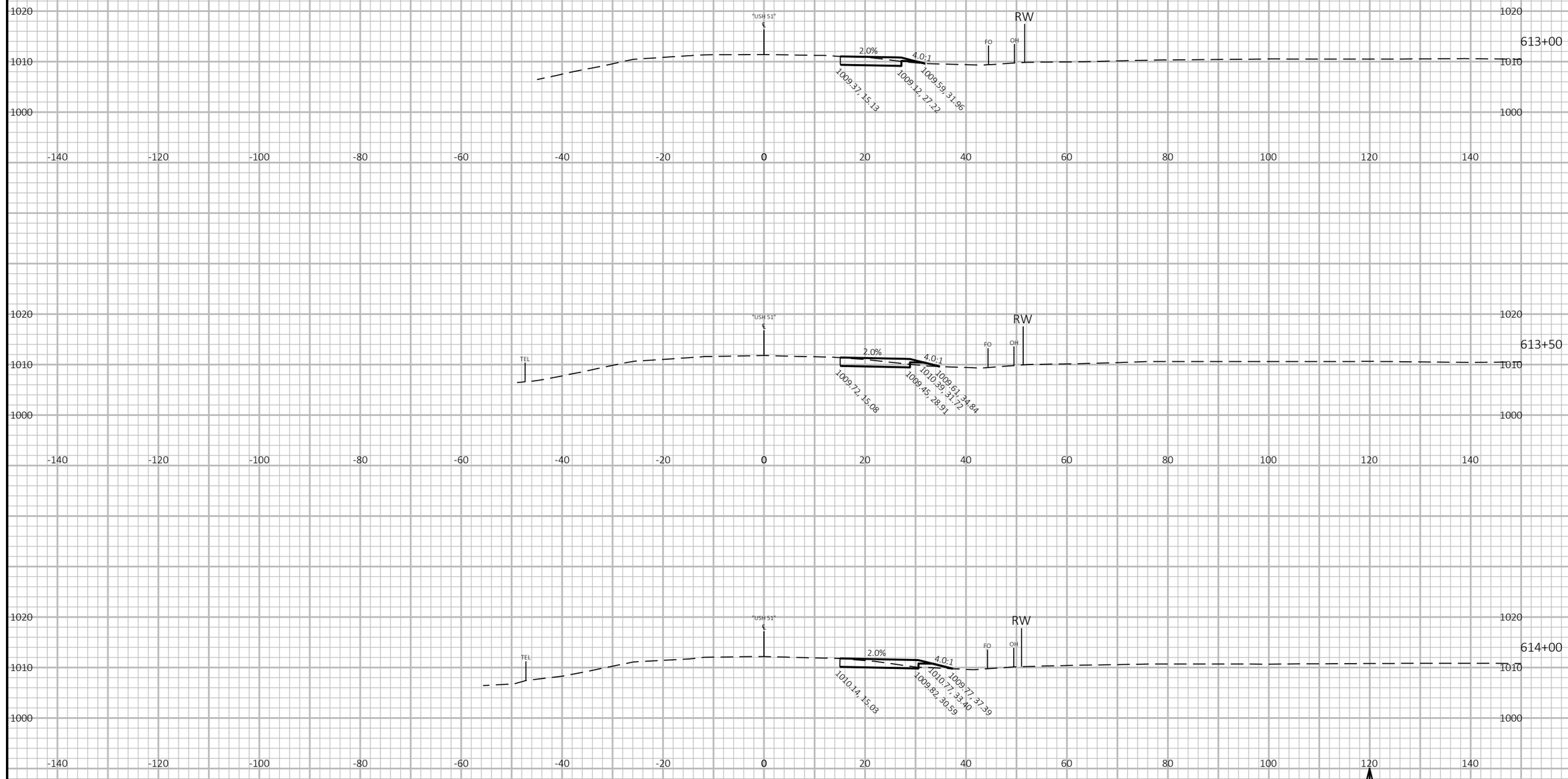
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 279	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (2)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



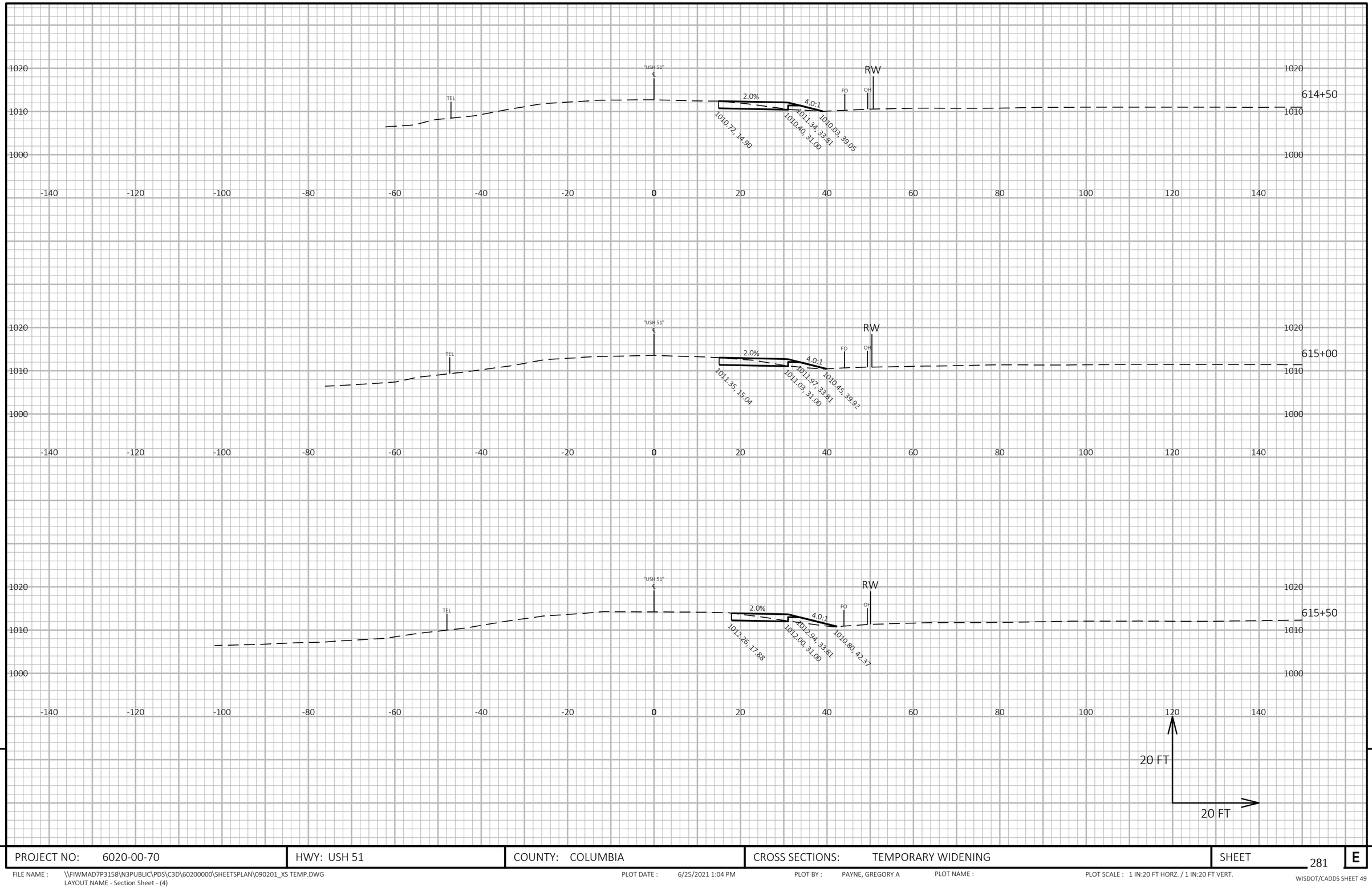
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 280	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (3)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

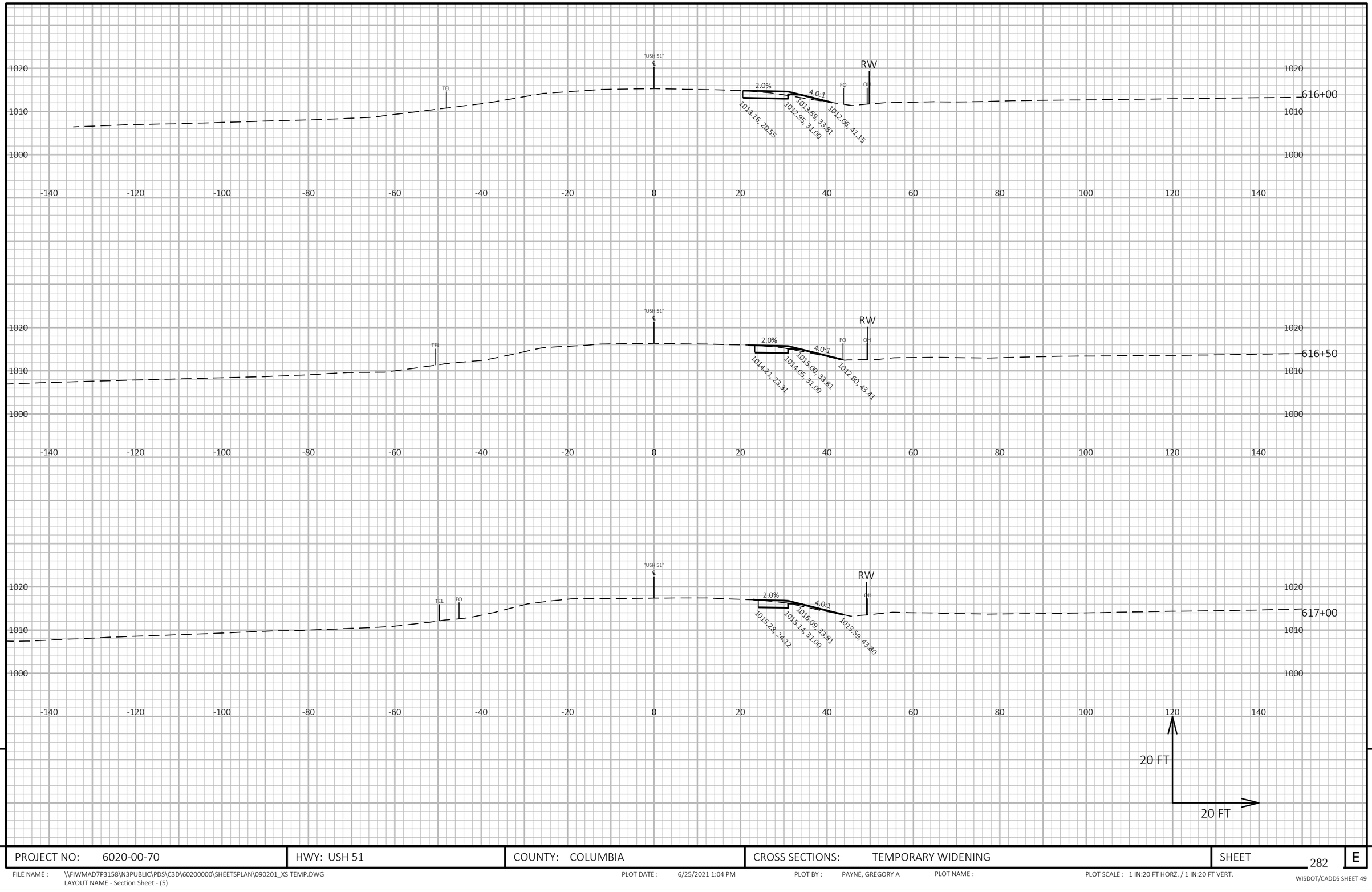


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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 281	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (4)
PLOT DATE : 6/25/2021 1:04 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



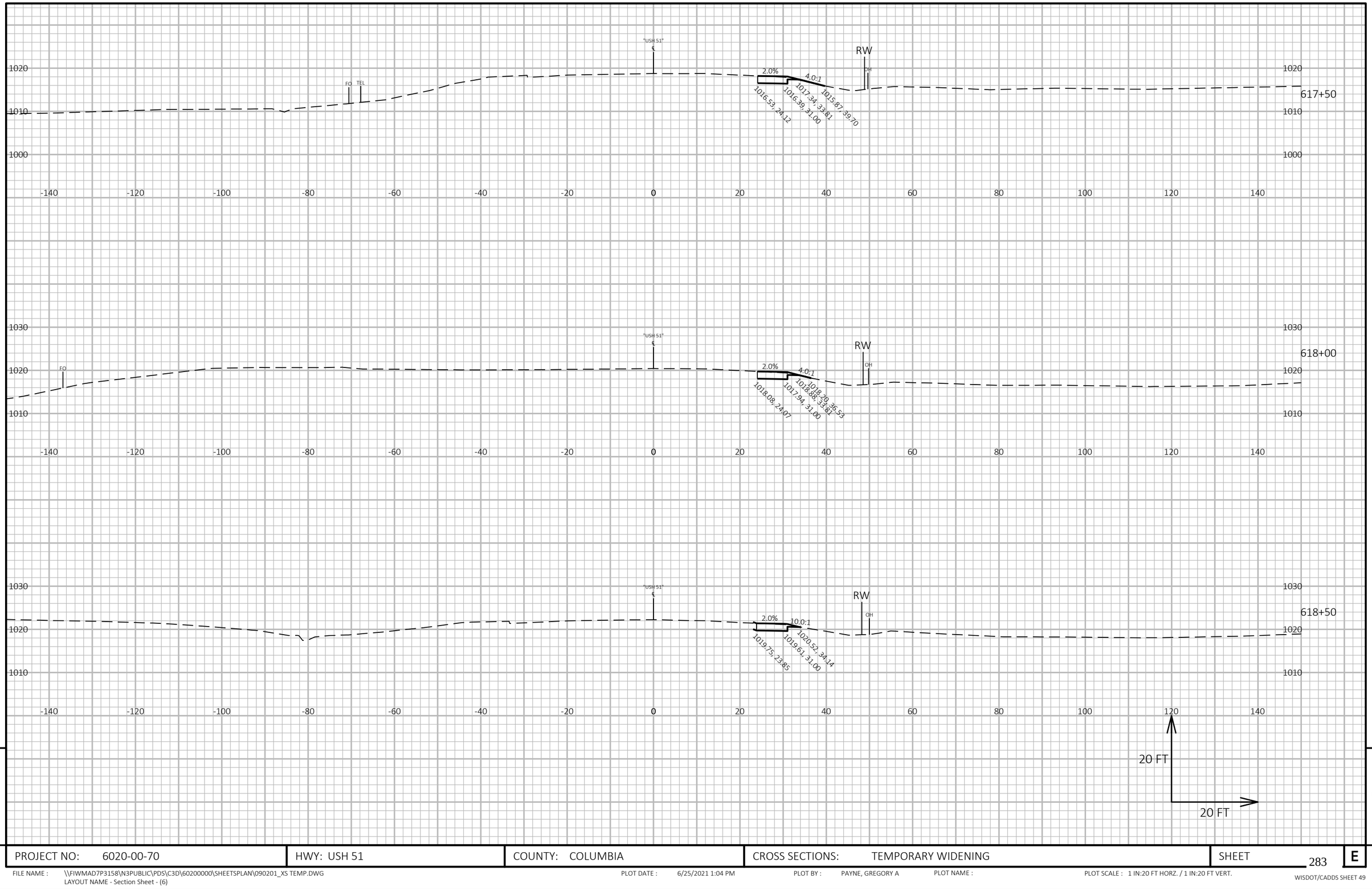
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 282	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (5)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 283	E

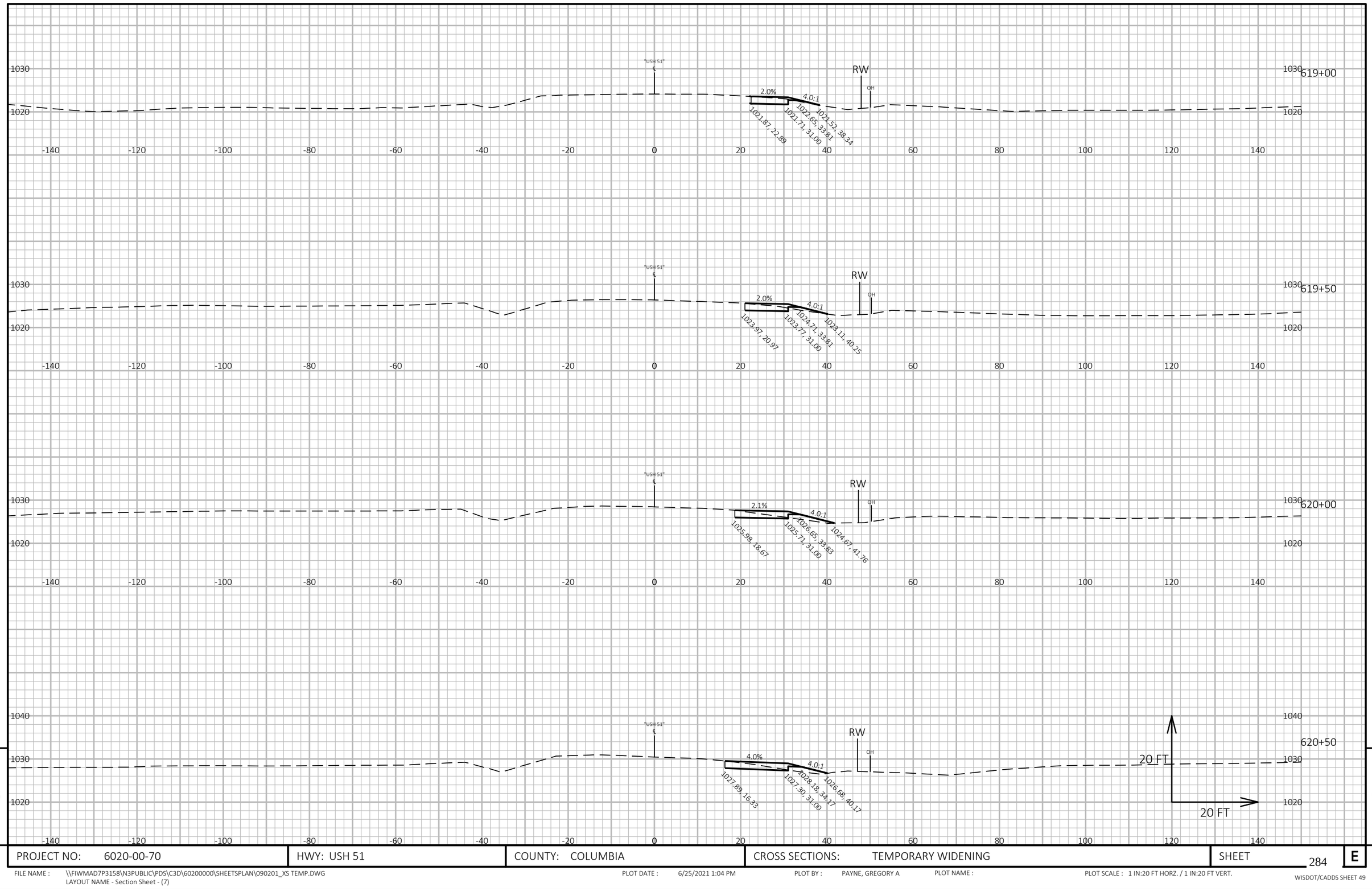
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LAYOUT NAME - Section Sheet - (6)

PLOT DATE : 6/25/2021 1:04 PM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



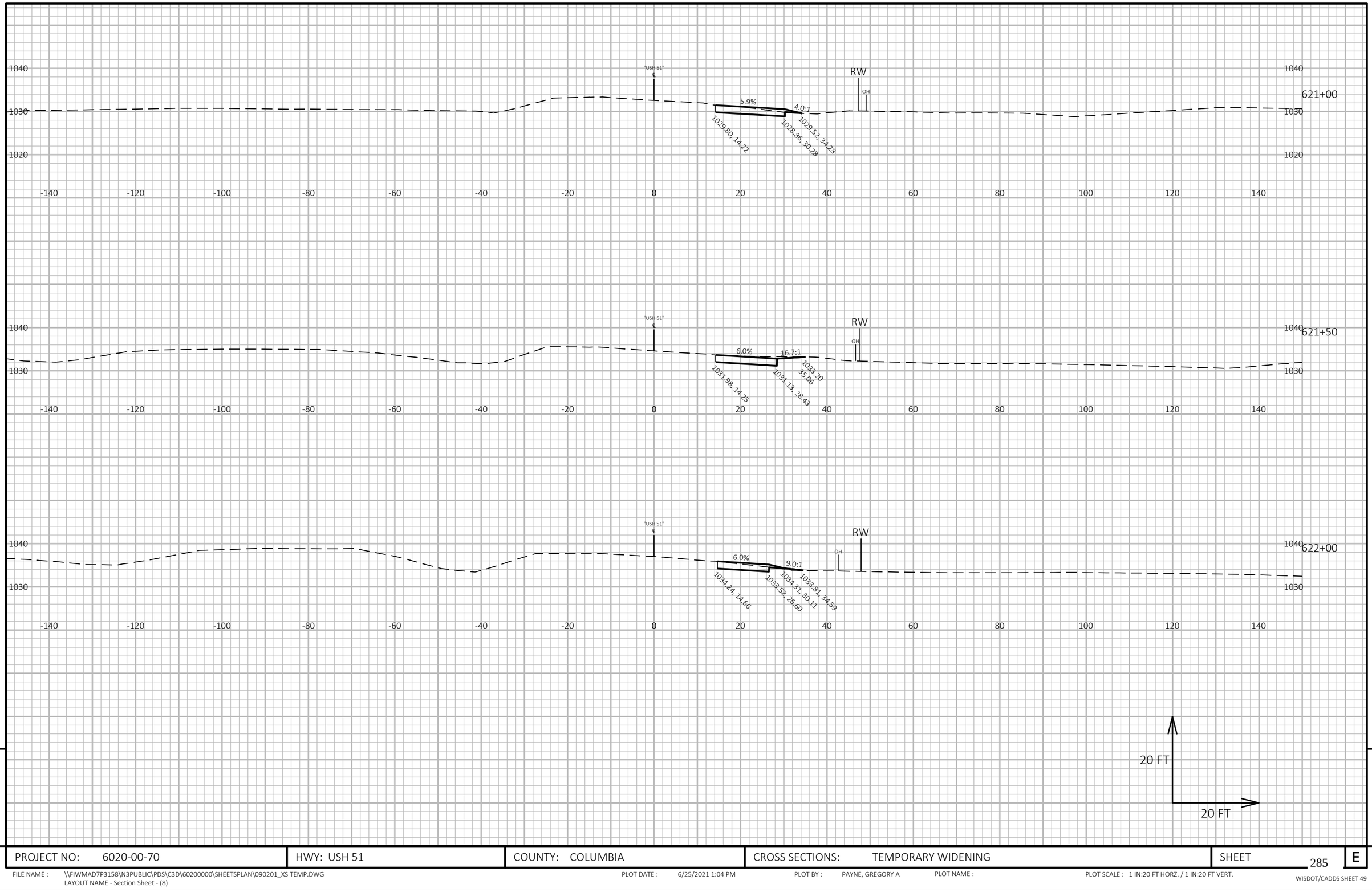
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 284	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (7)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



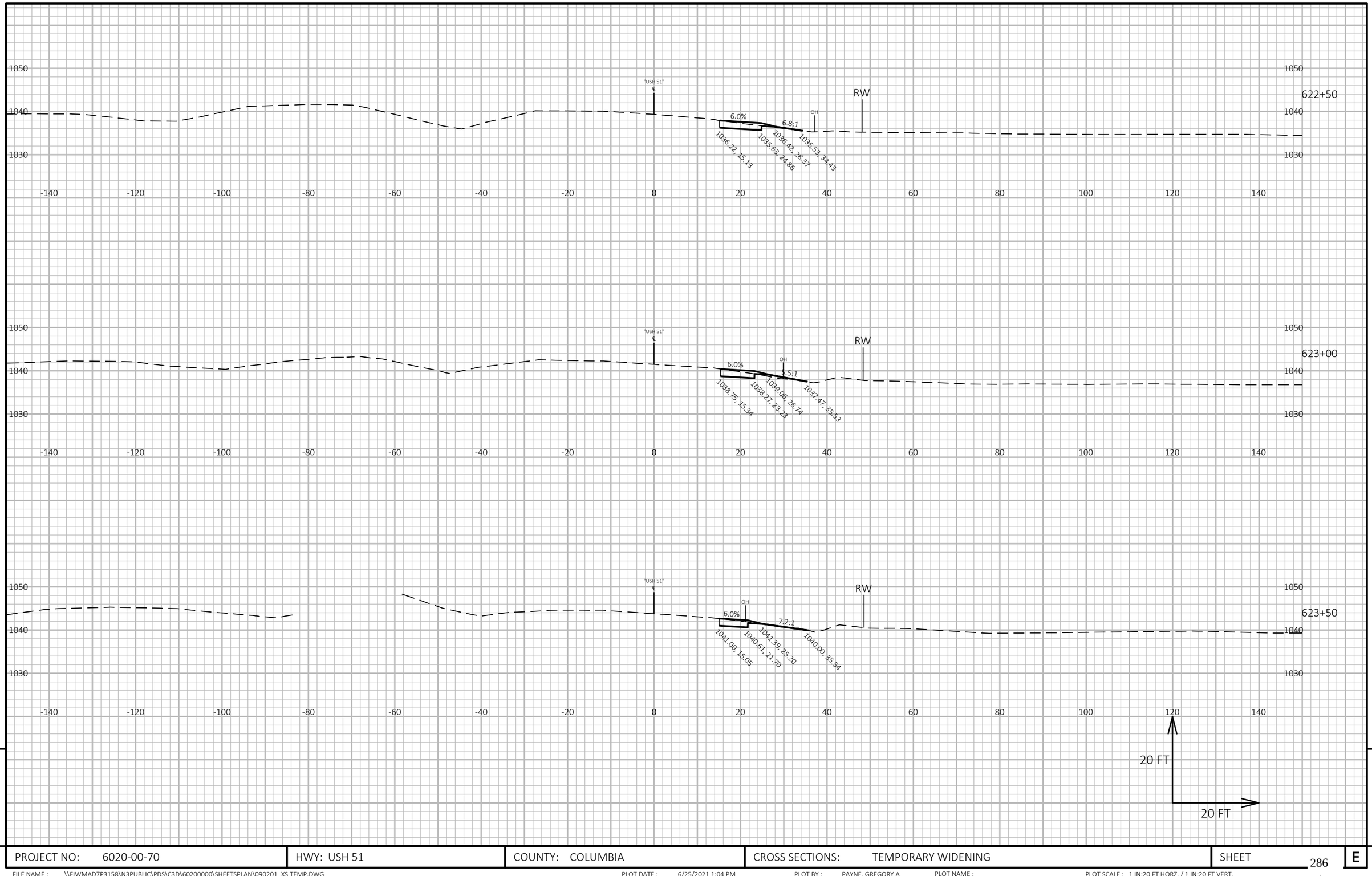
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 285	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (8)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

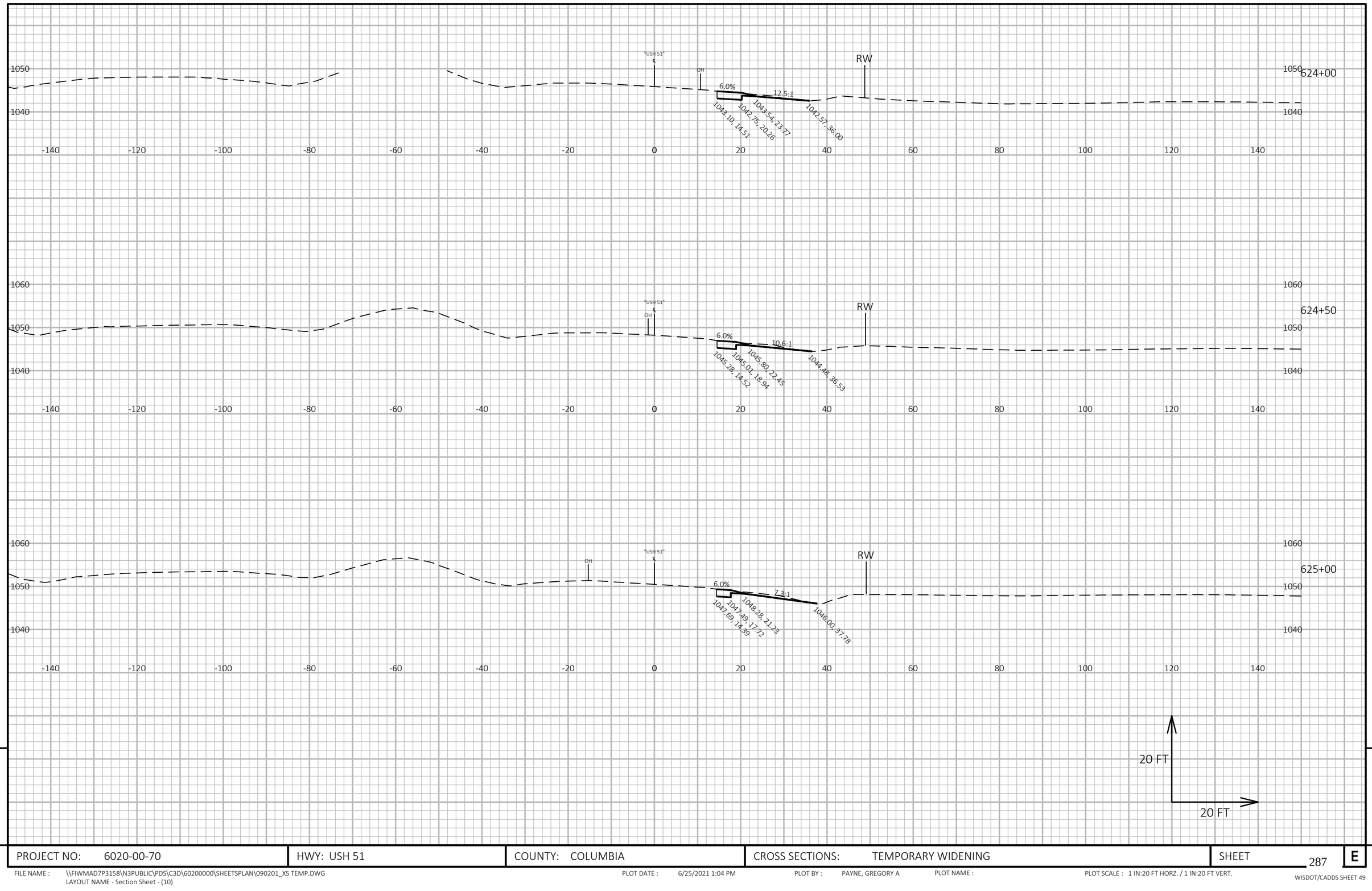


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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 286	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (9)
PLOT DATE : 6/25/2021 1:04 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



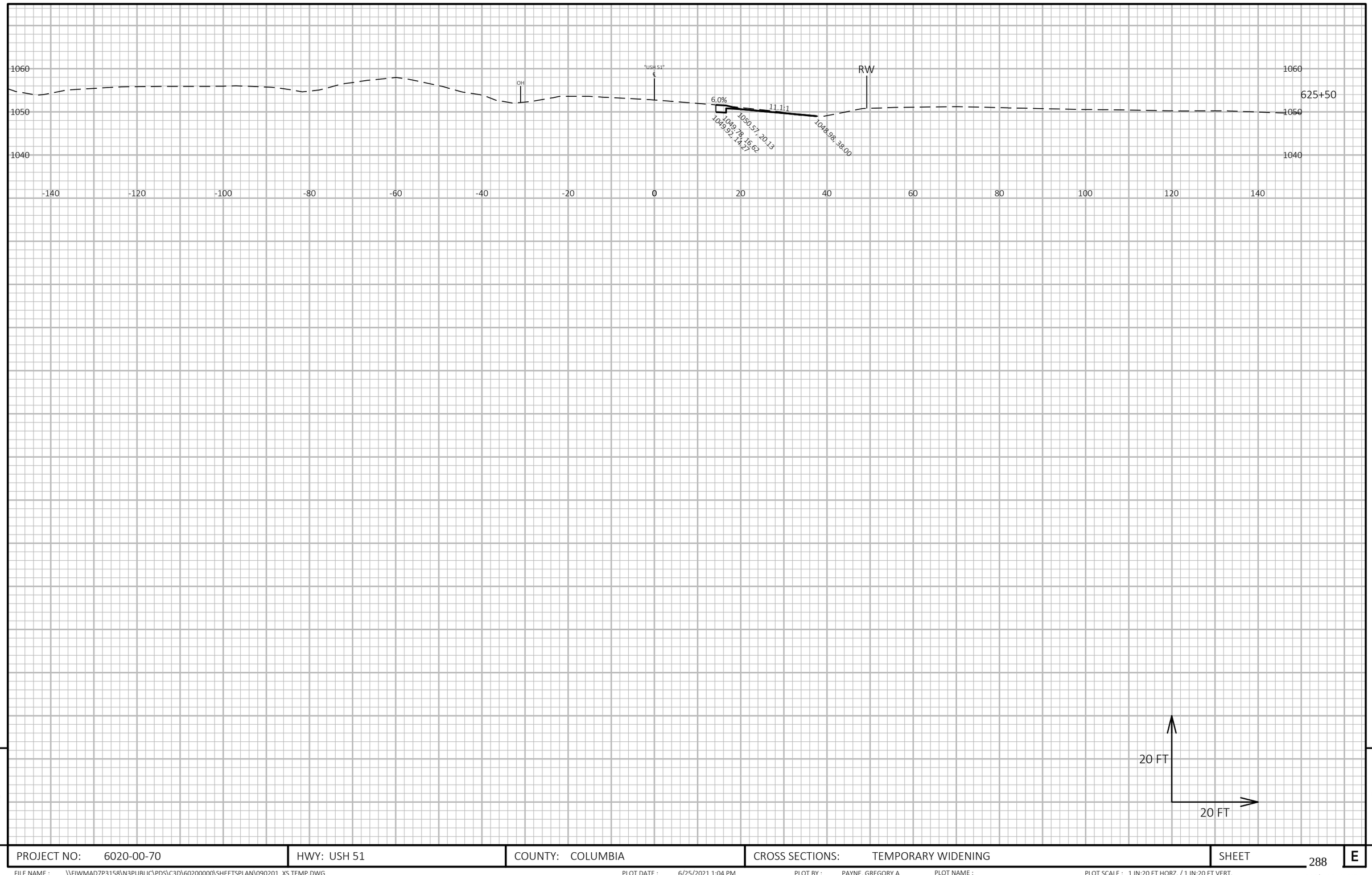
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 287	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (10)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



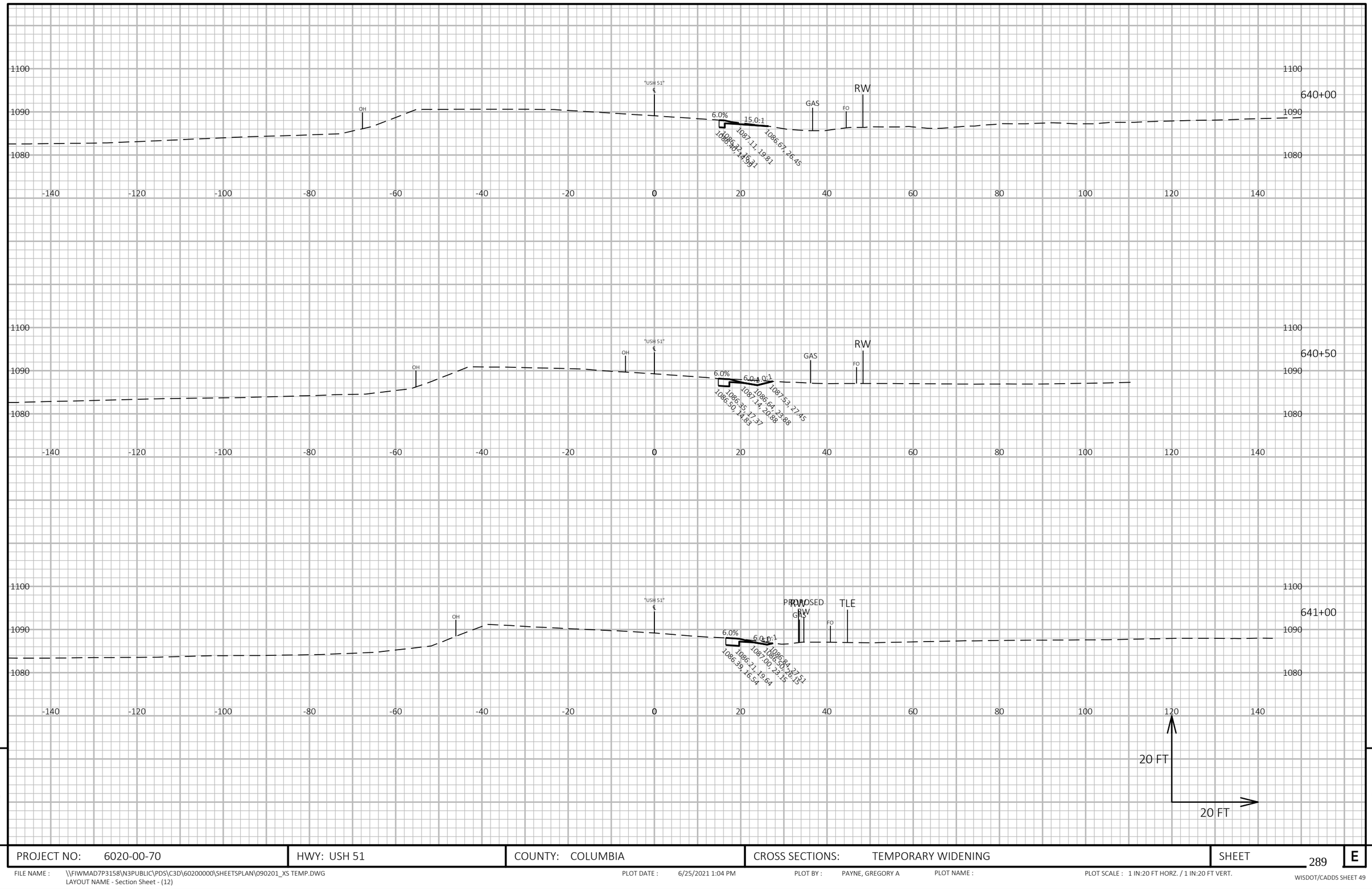
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 288	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (11)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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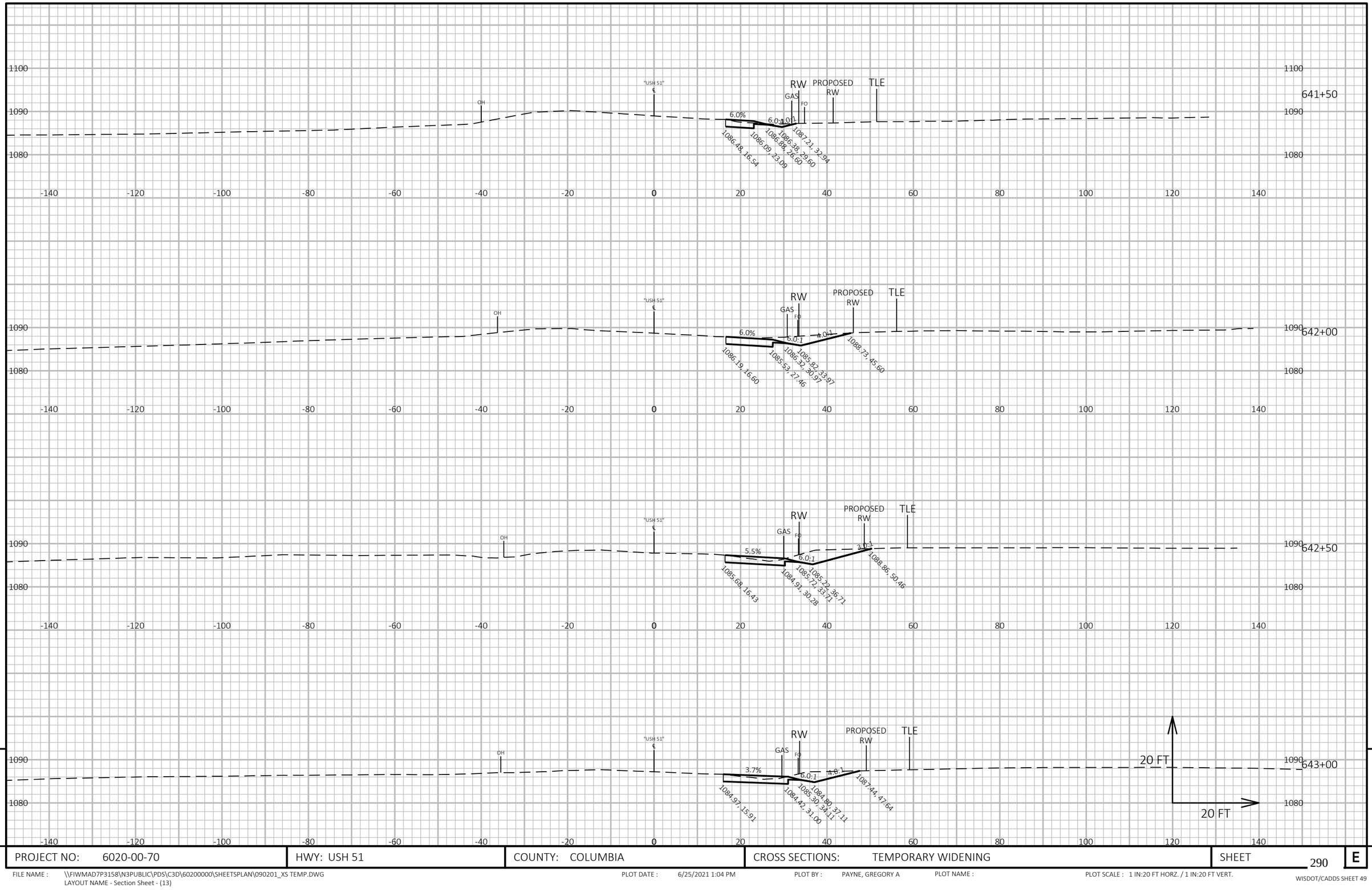
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 289	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (12)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 290	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (13)

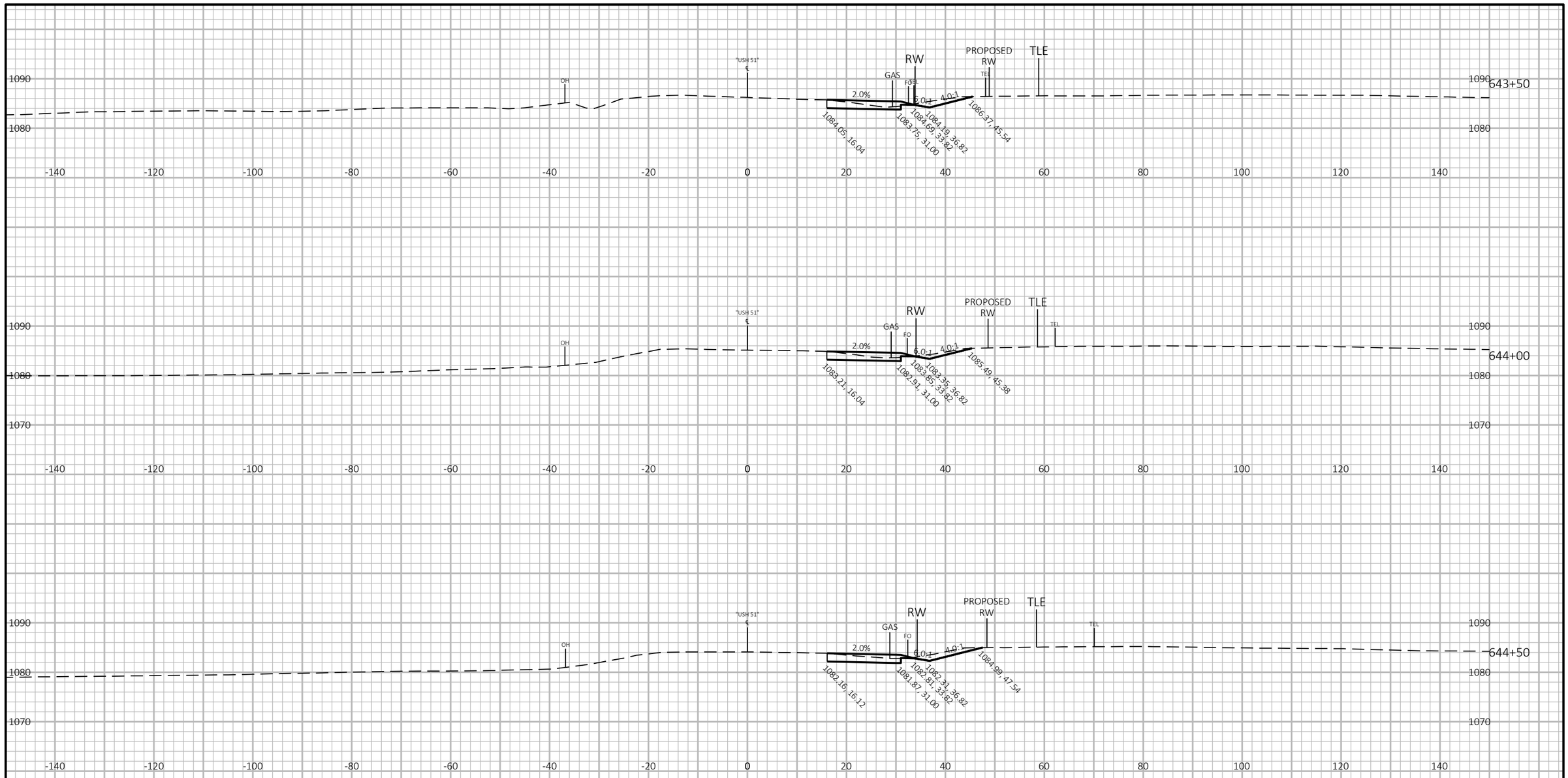
PLOT DATE : 6/25/2021 1:04 PM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

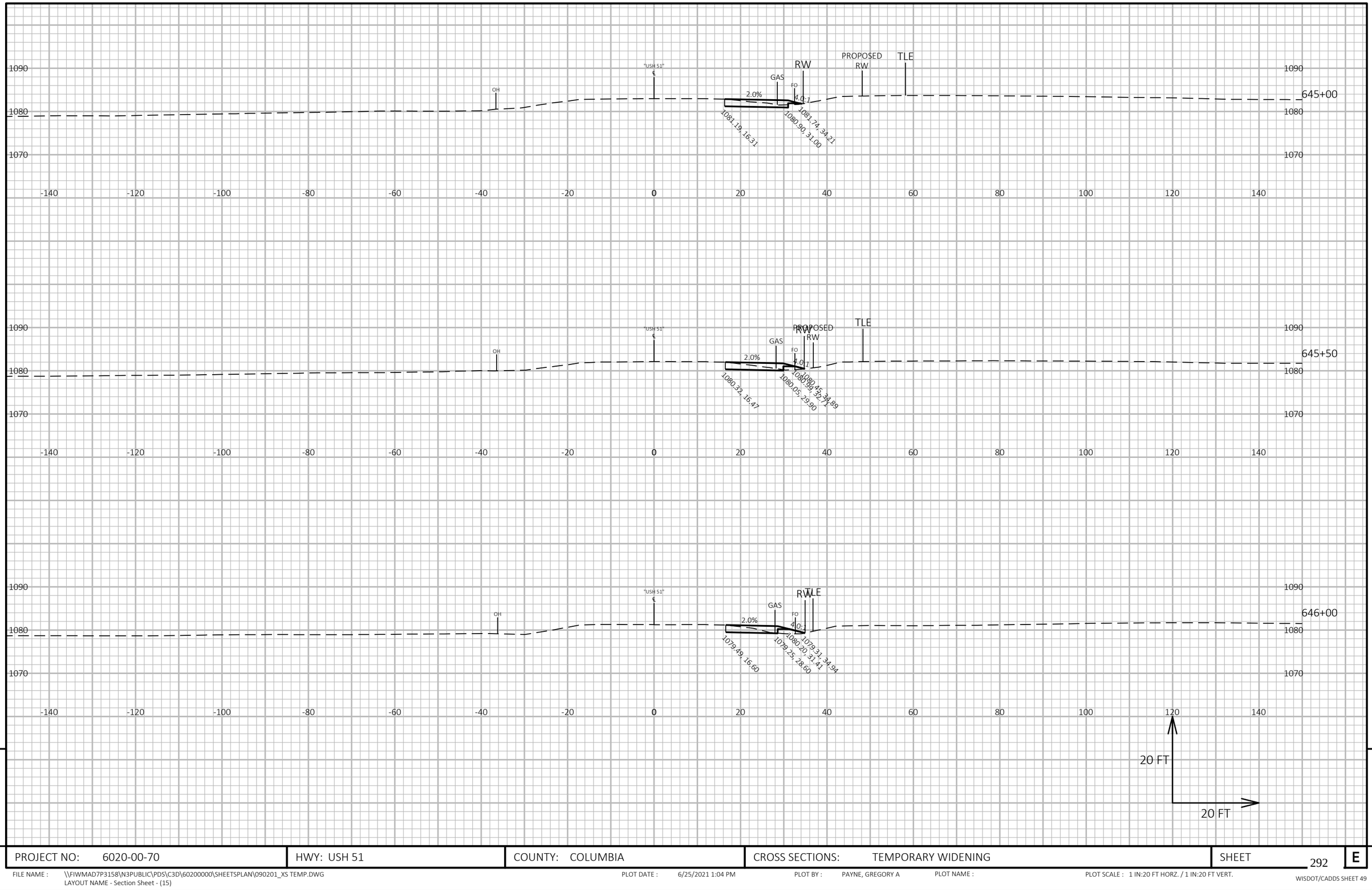
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 291	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (14)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

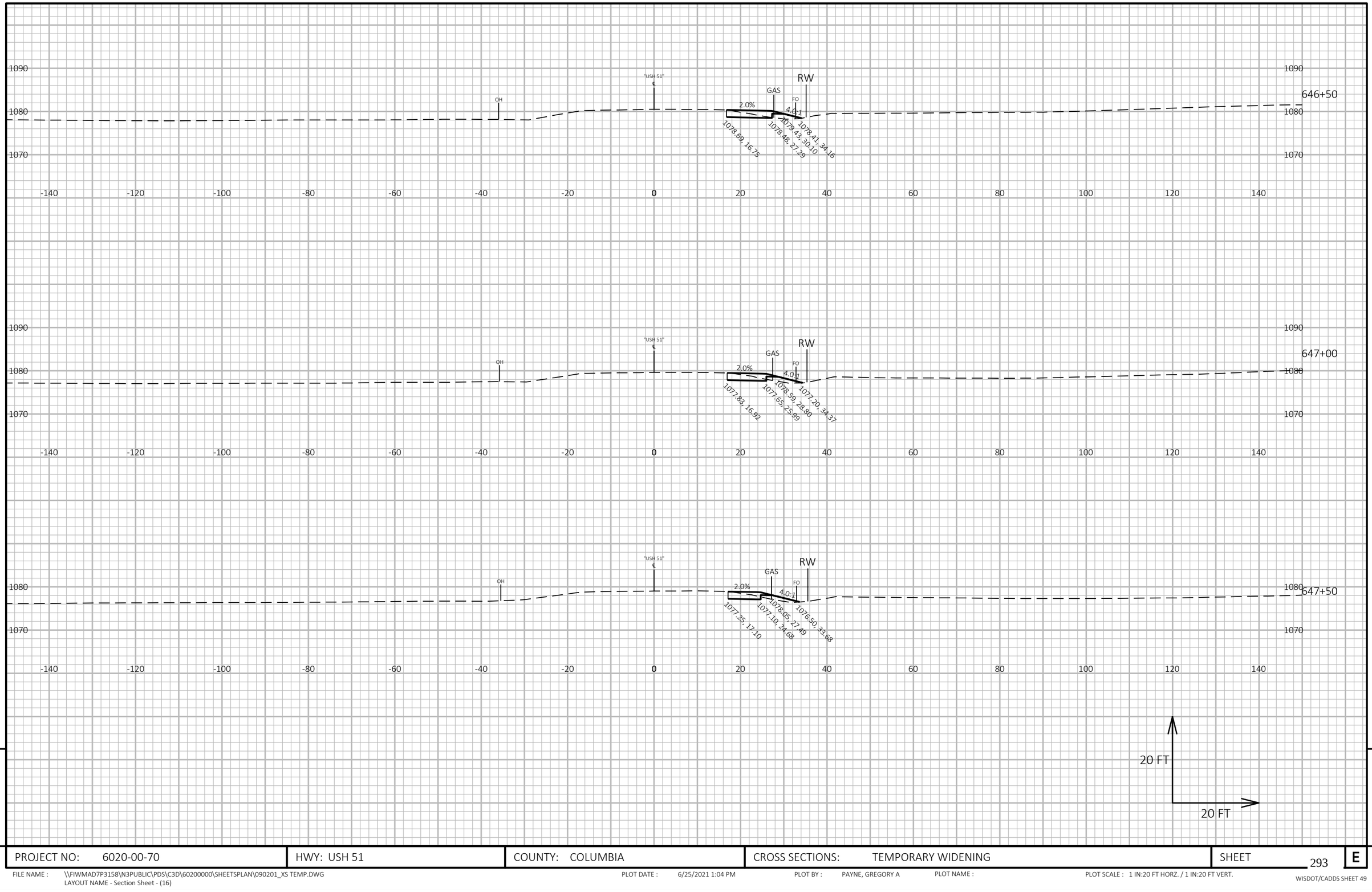


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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 292	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (15)
PLOT DATE : 6/25/2021 1:04 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49

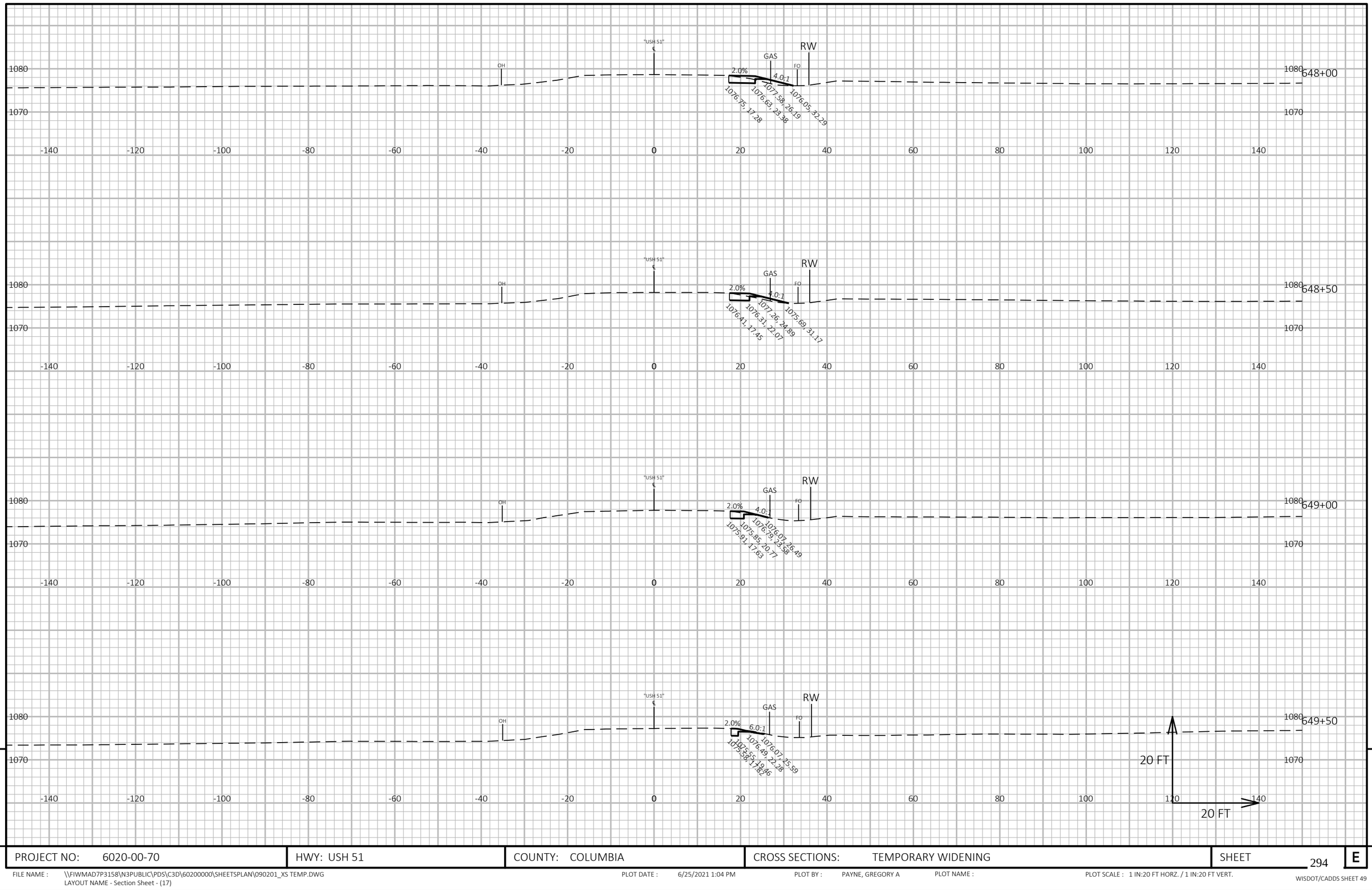


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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 293	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (16)
PLOT DATE : 6/25/2021 1:04 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 294	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (17)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



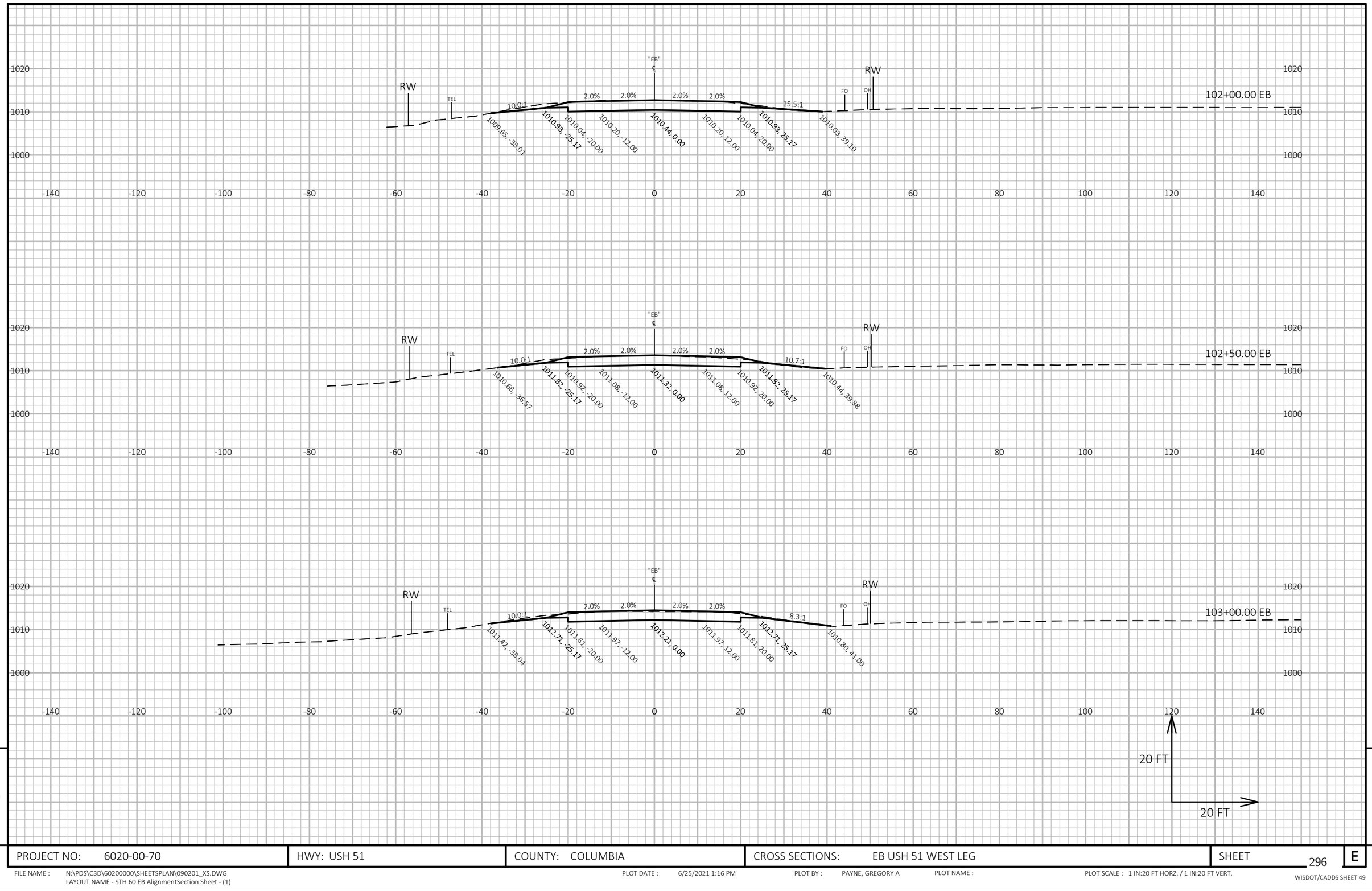
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: TEMPORARY WIDENING	SHEET 295	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS TEMP.DWG
LAYOUT NAME - Section Sheet - (18)

PLOT DATE : 6/25/2021 1:04 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

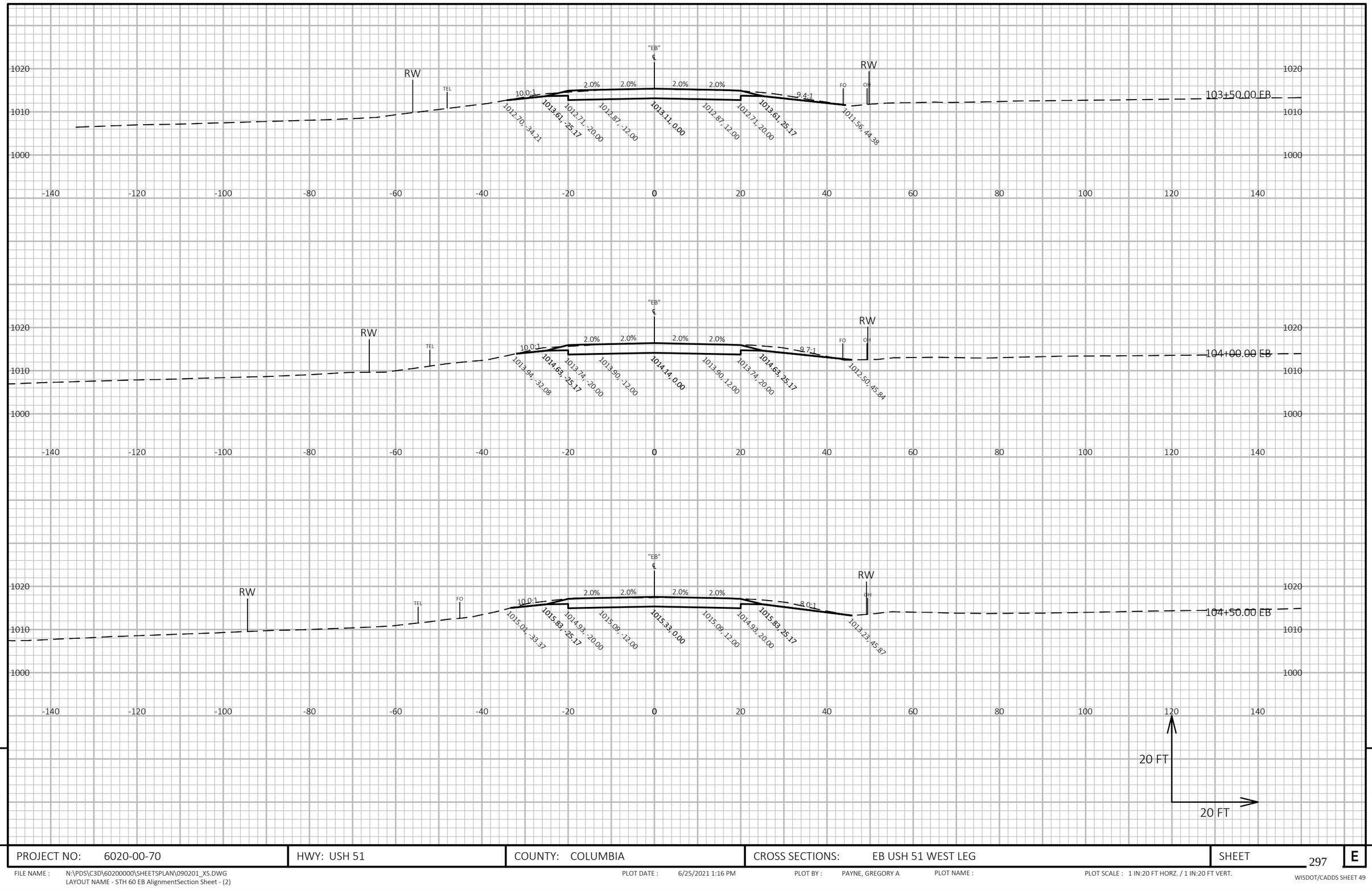


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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 296	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (1)
PLOT DATE : 6/25/2021 1:16 PM
PLOT BY : PAYNE, GREGORY A
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



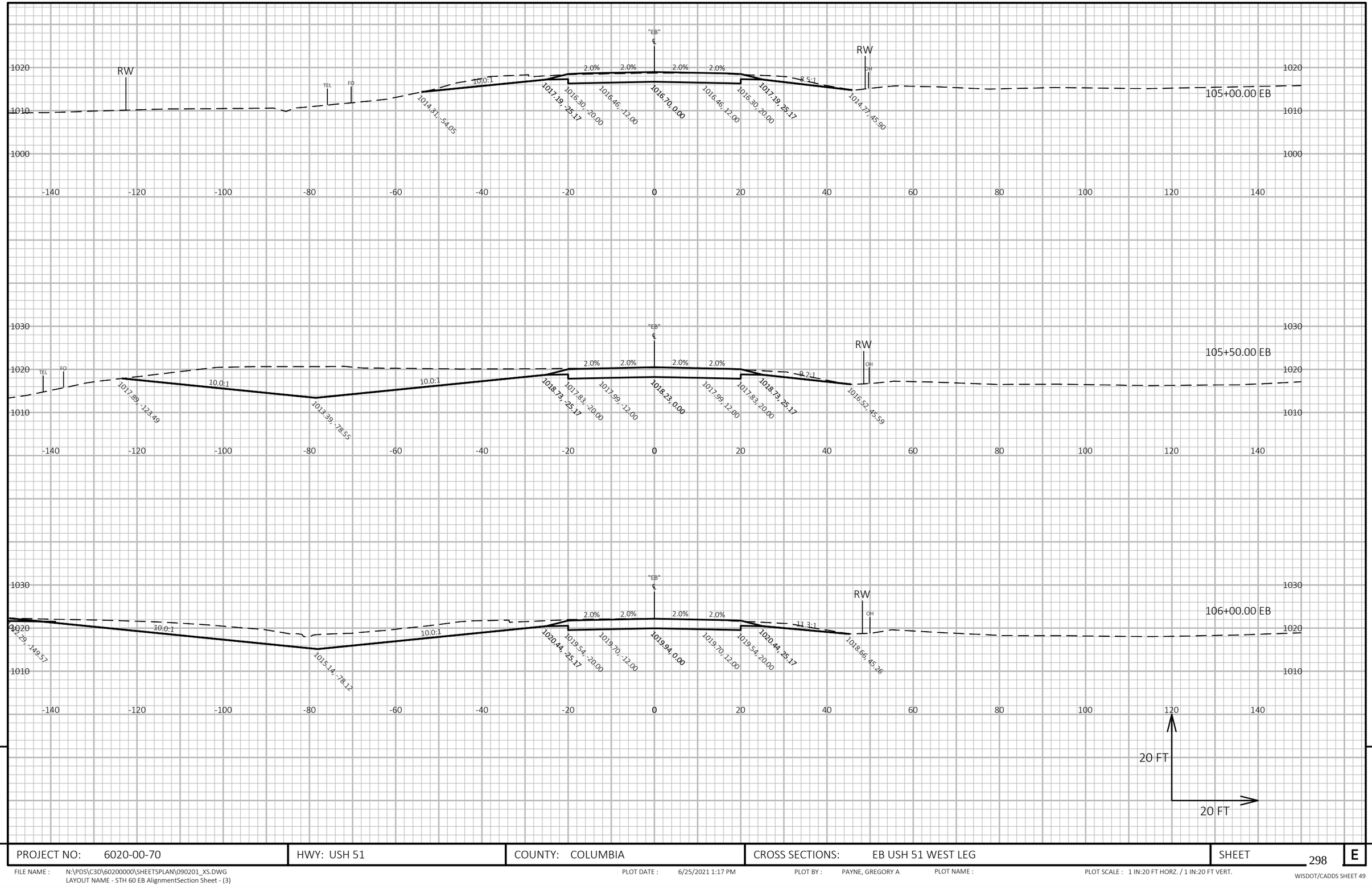
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 297	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (2)

PLOT DATE : 6/25/2021 1:16 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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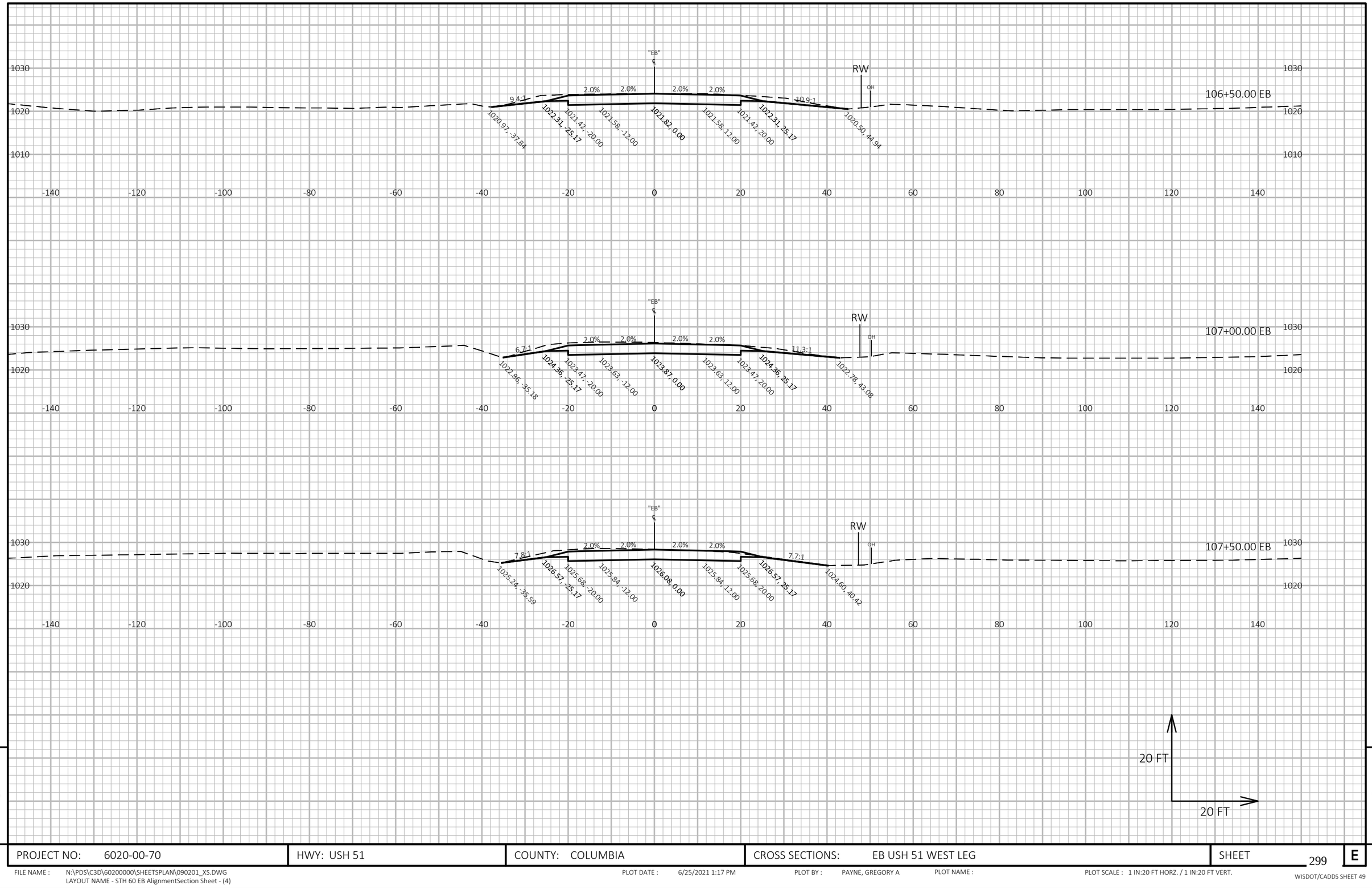
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 298	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (3)

PLOT DATE : 6/25/2021 1:17 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



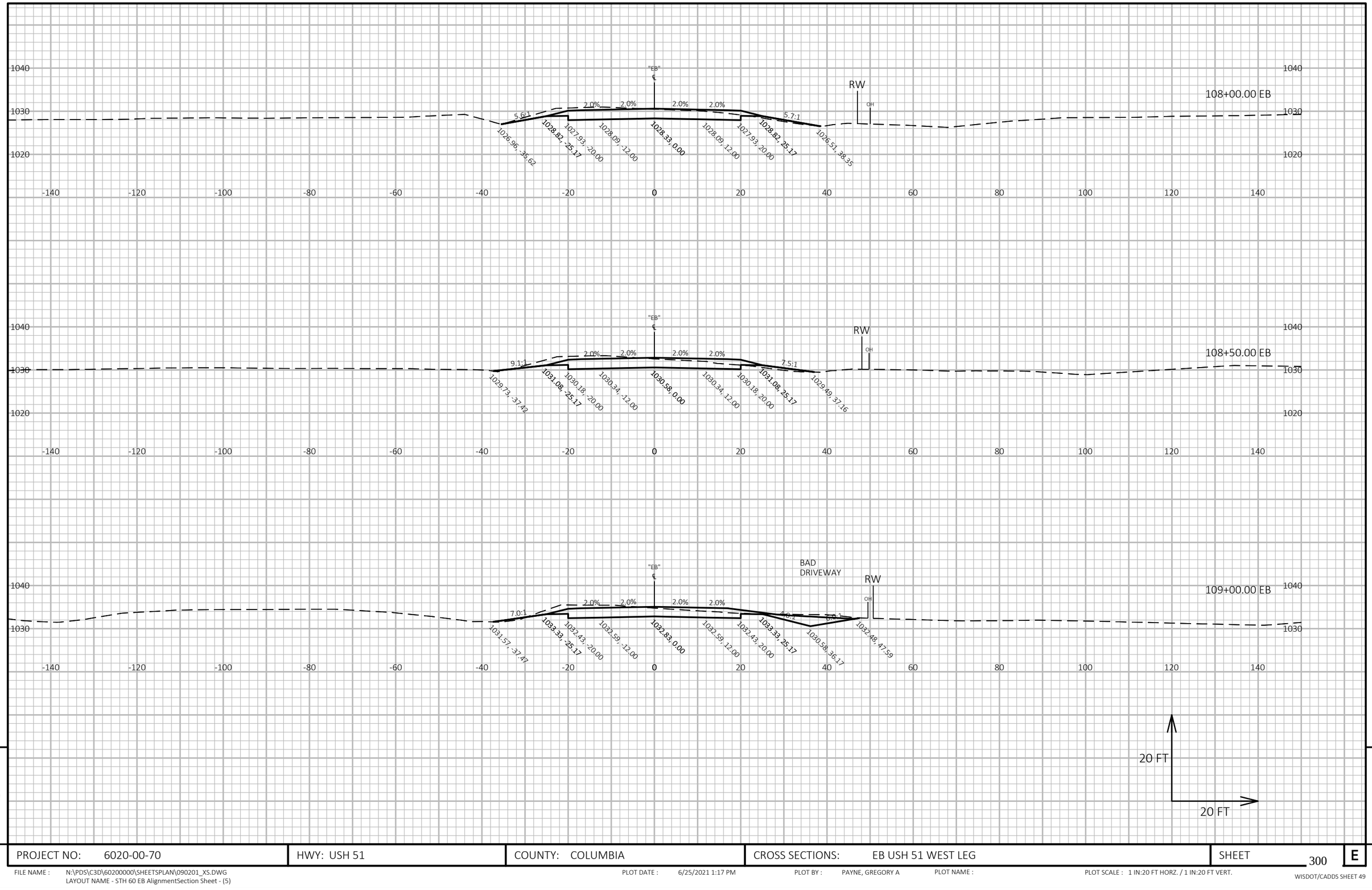
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 299	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (4)

PLOT DATE : 6/25/2021 1:17 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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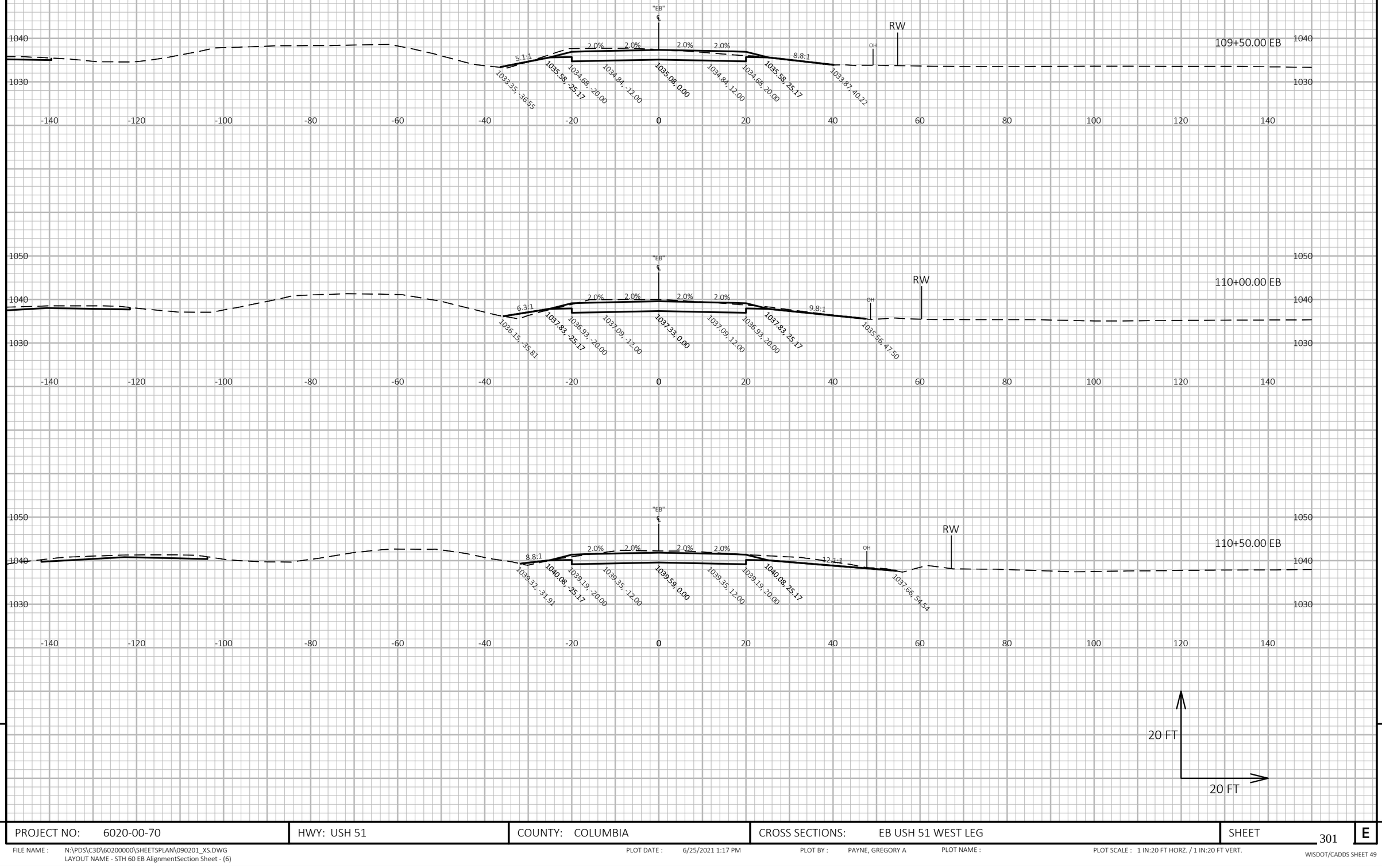
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 300	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (5)

PLOT DATE : 6/25/2021 1:17 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



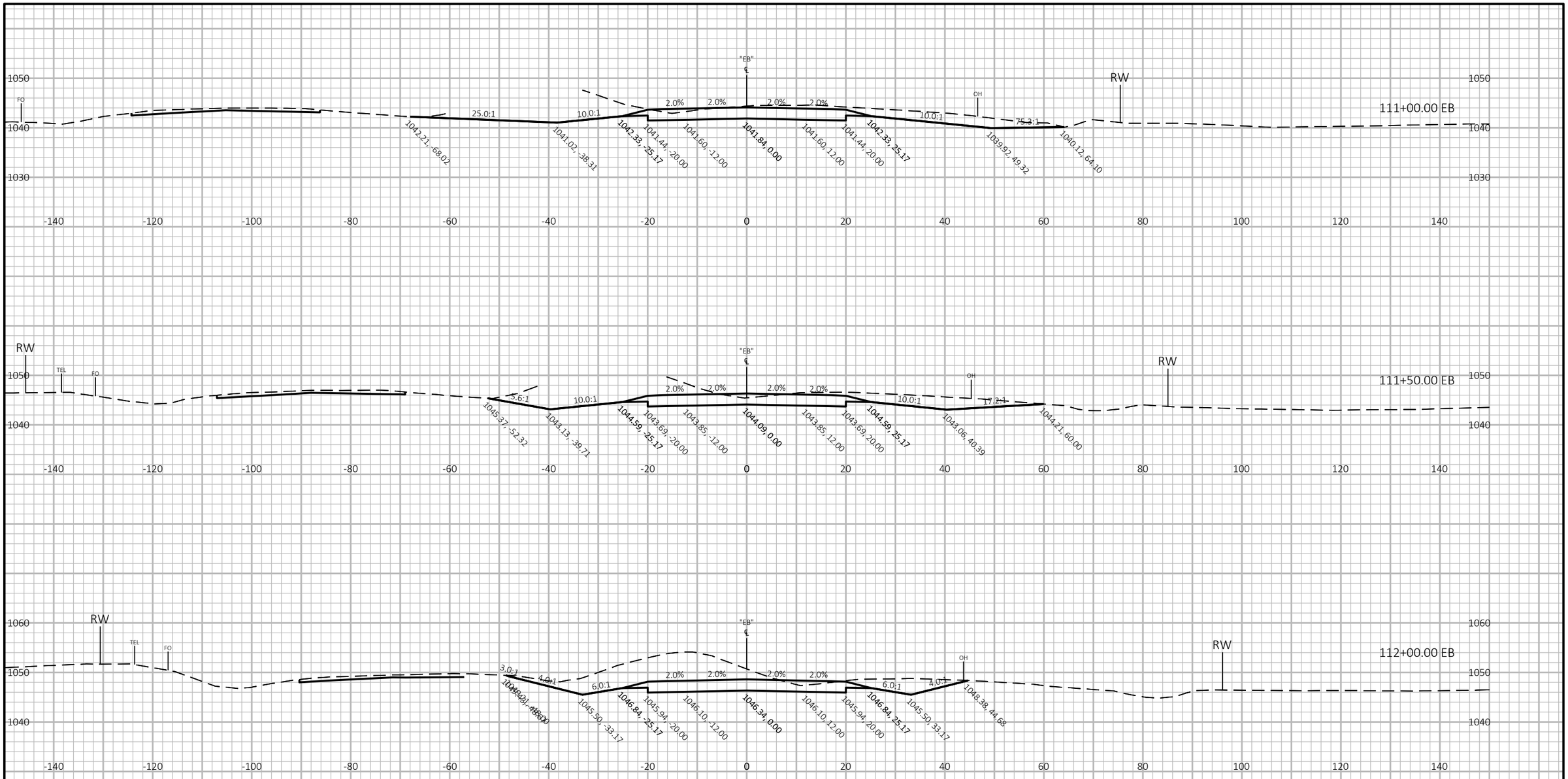
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 301	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (6)

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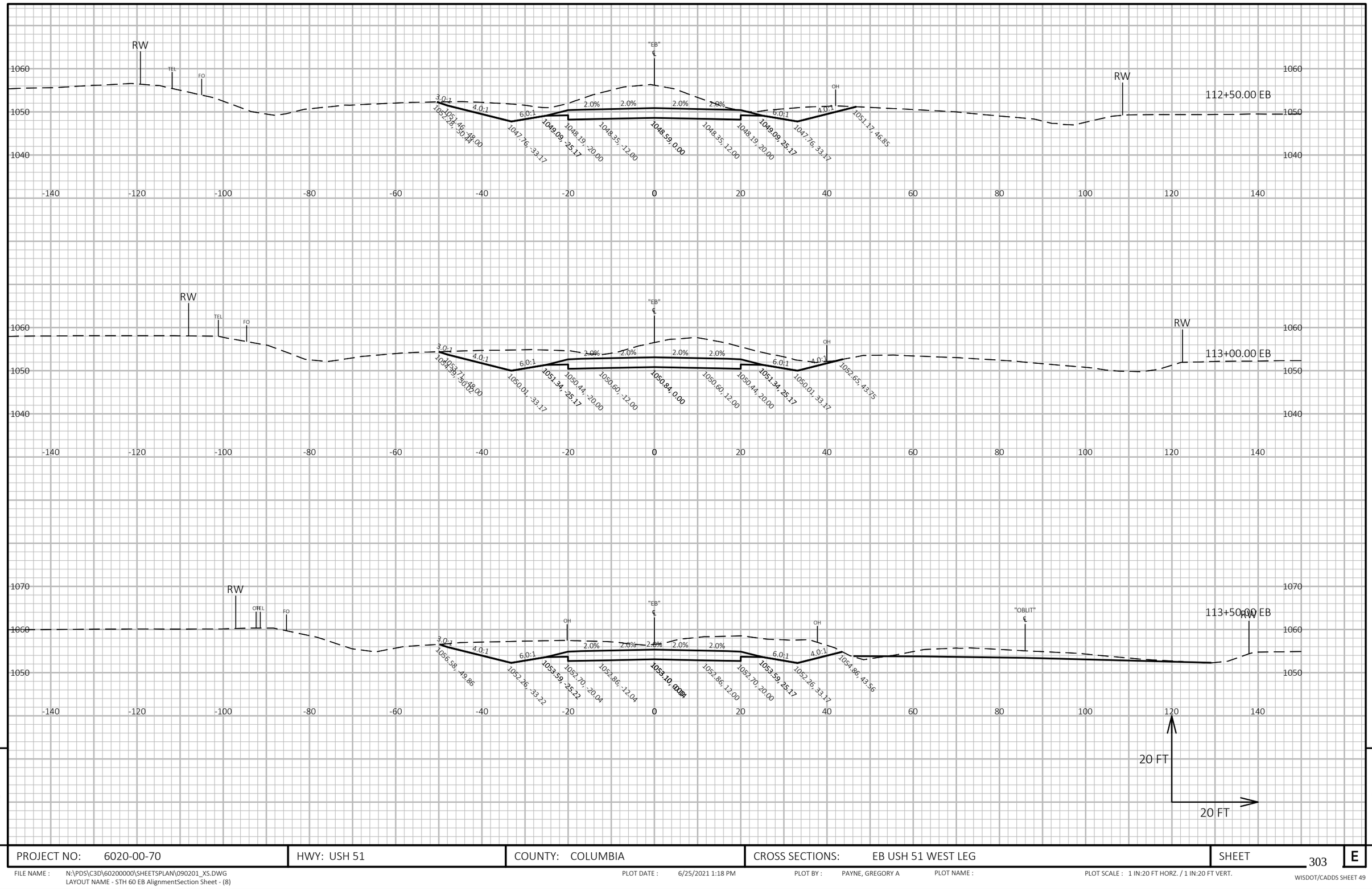
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 302	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (7)

PLOT DATE : 6/25/2021 1:18 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



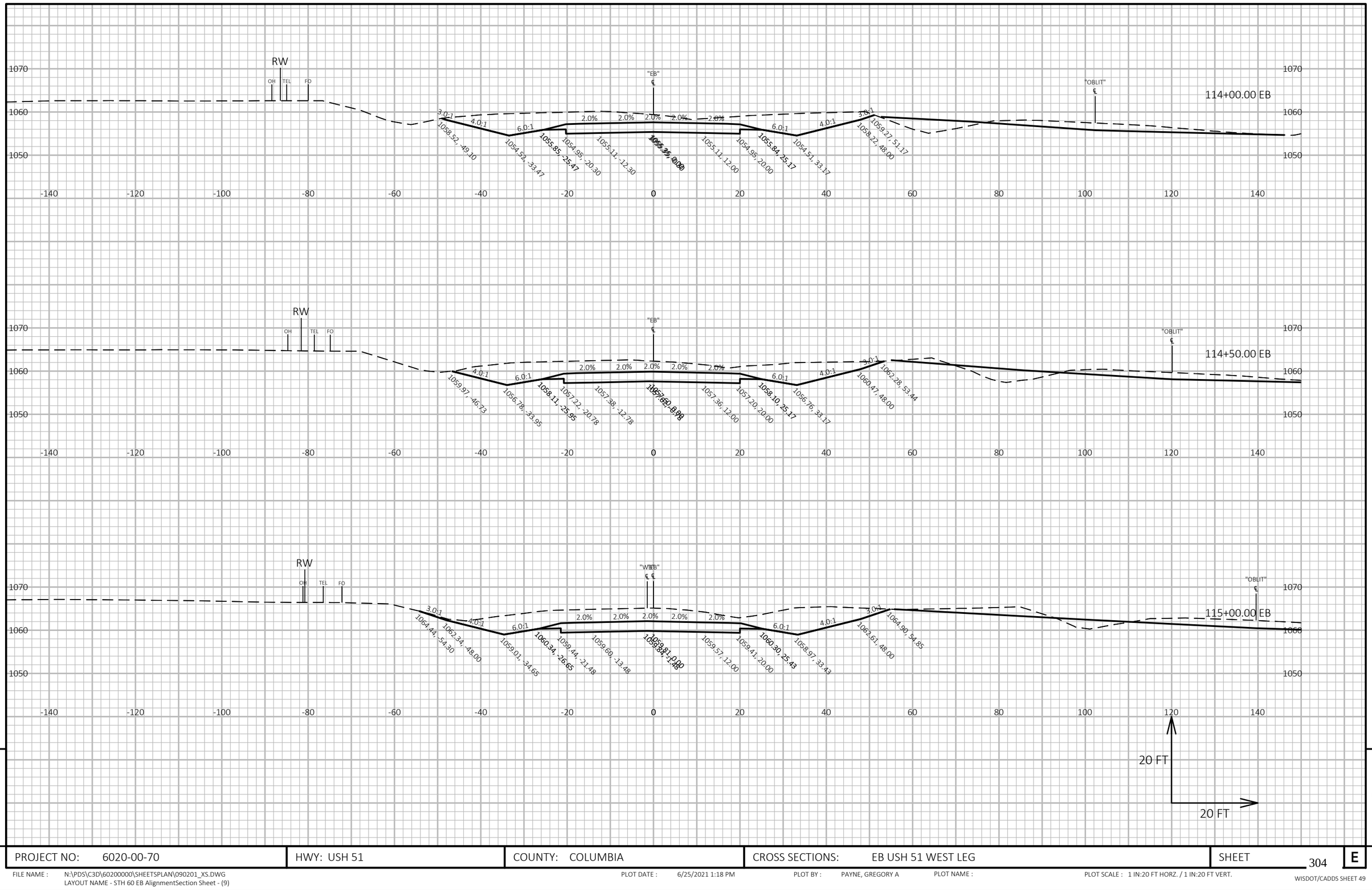
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 303	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (8)

PLOT DATE : 6/25/2021 1:18 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 304	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (9)

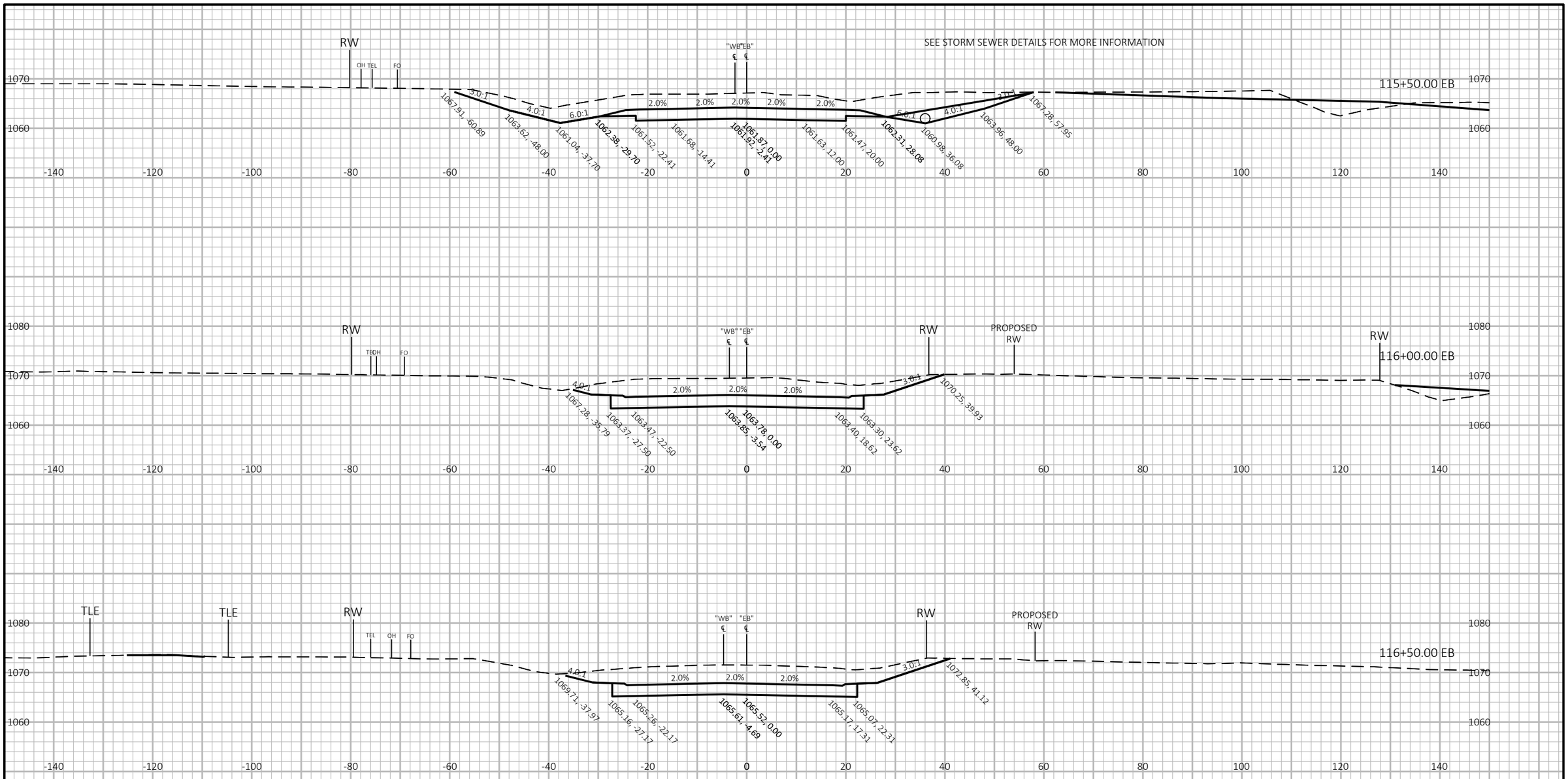
PLOT DATE : 6/25/2021 1:18 PM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



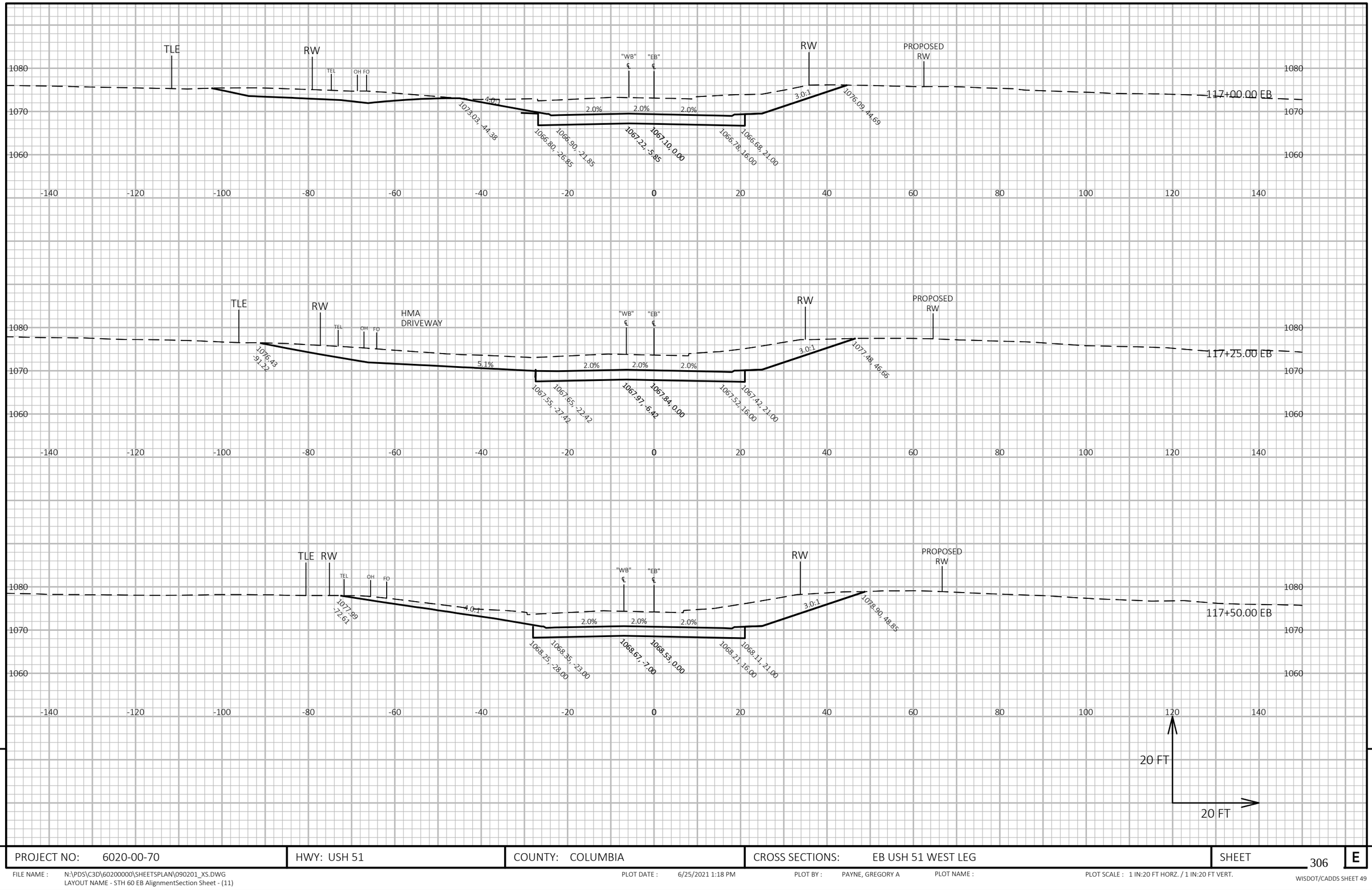
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 305	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (10)

PLOT DATE : 6/25/2021 1:18 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



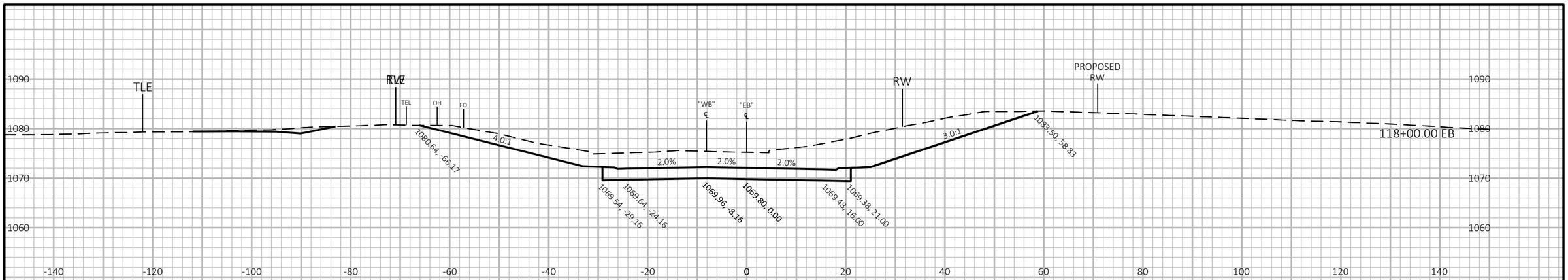
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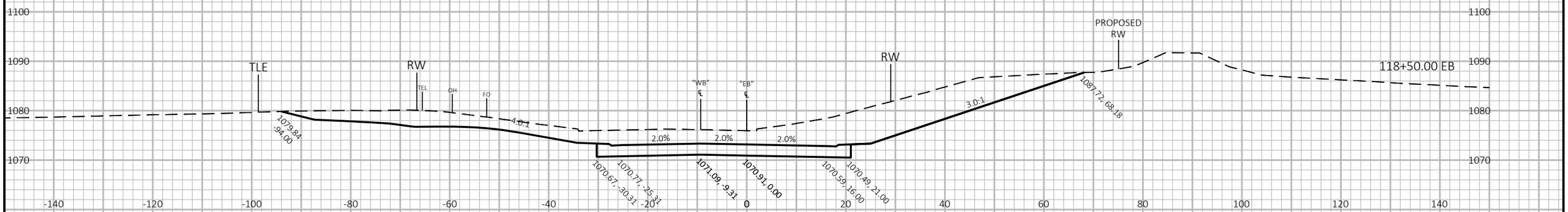
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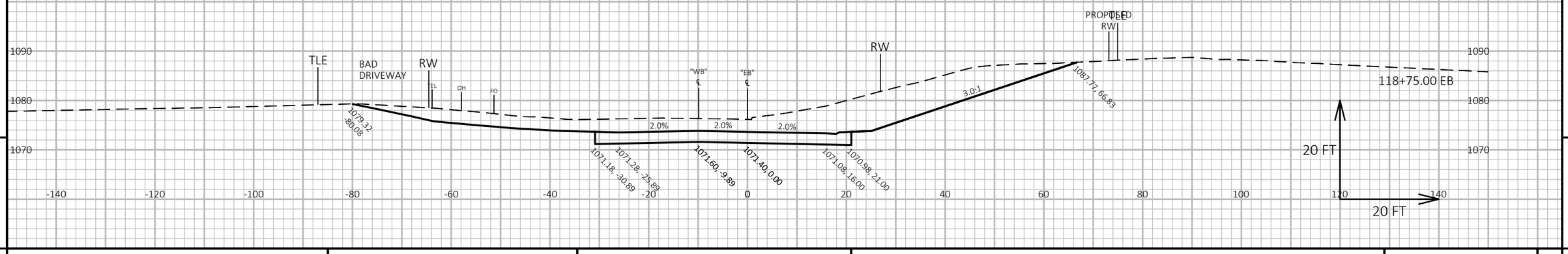
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 306	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (11)

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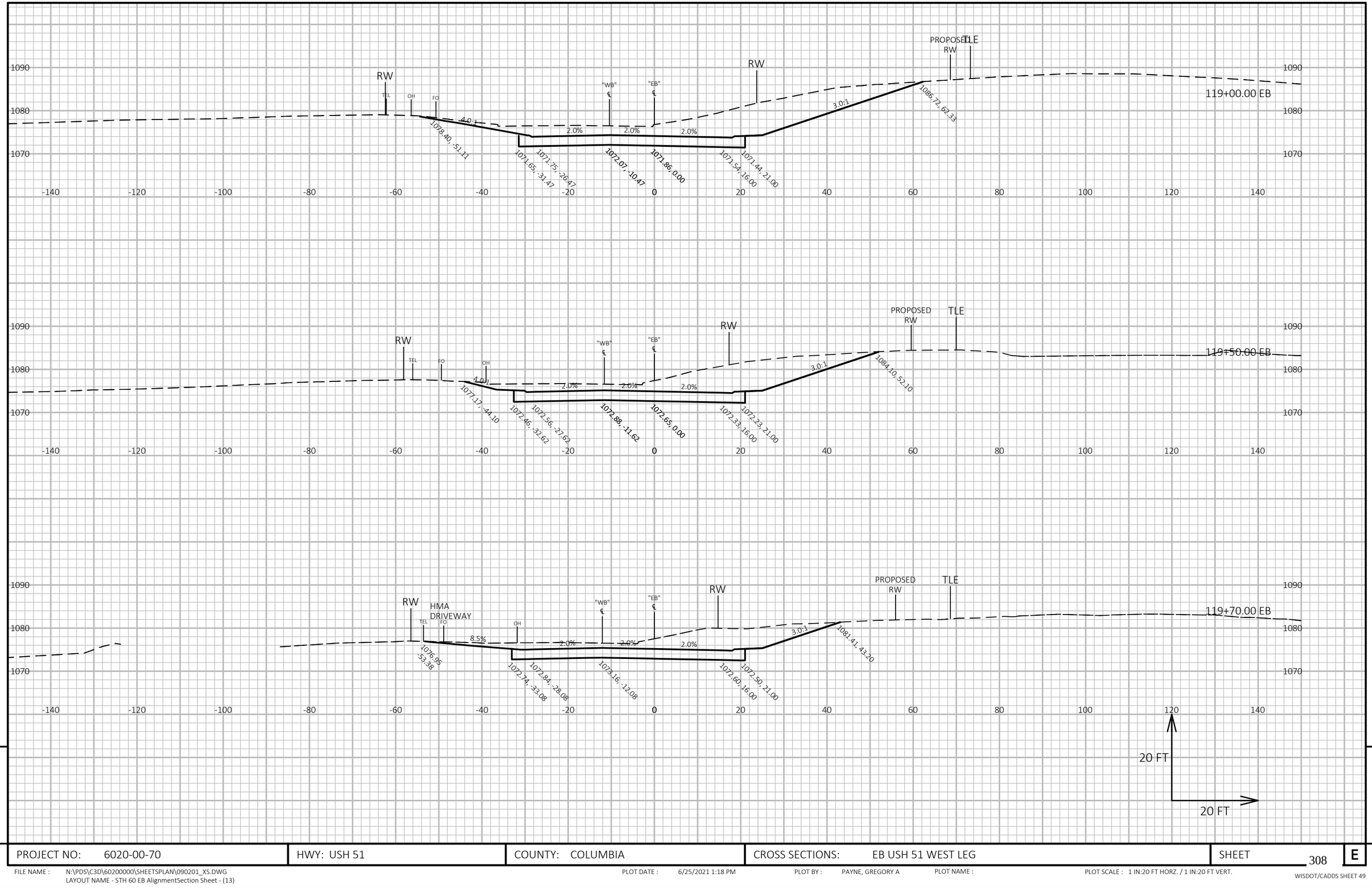
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 307	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (12)

PLOT DATE : 6/25/2021 1:18 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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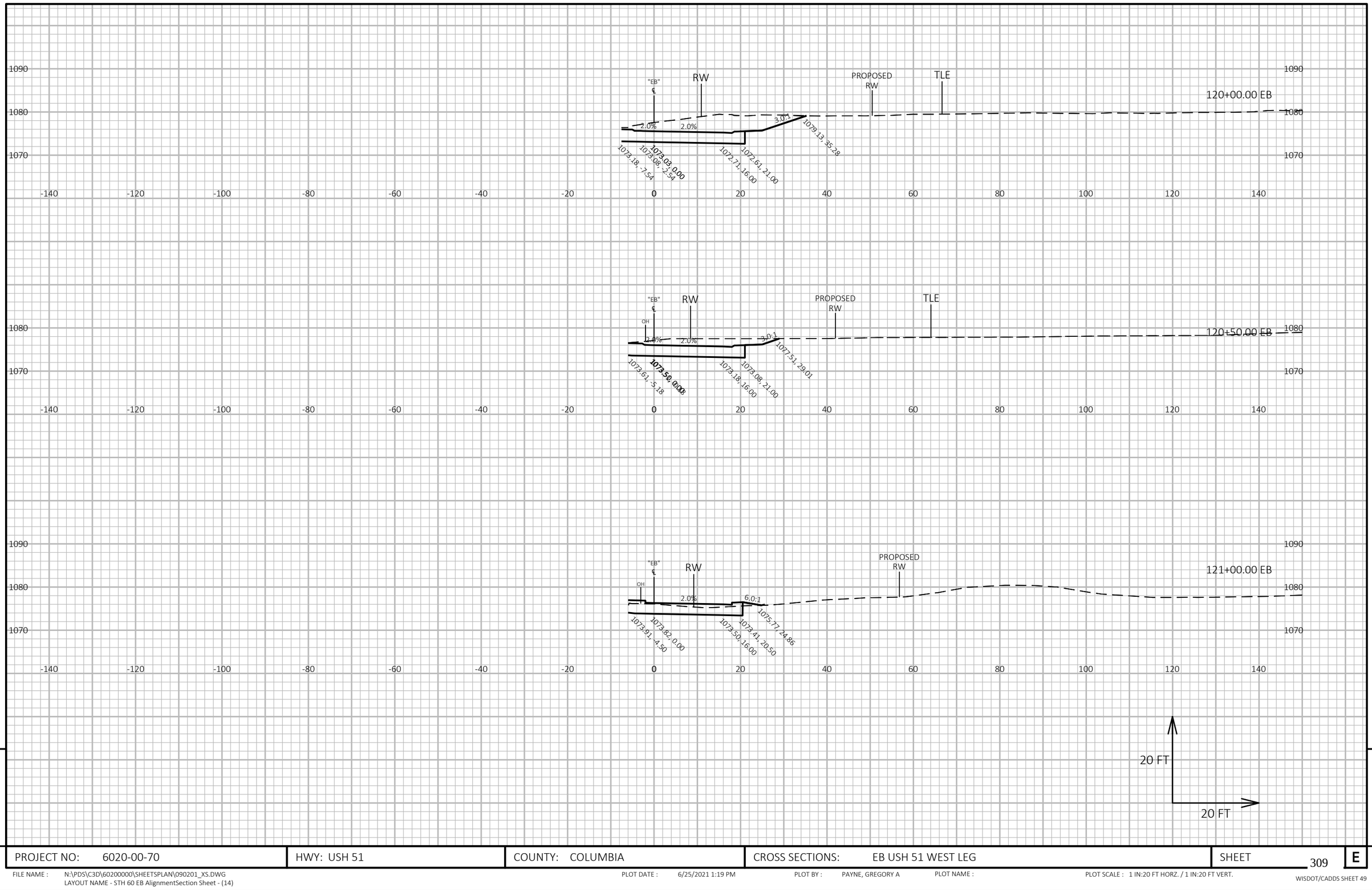
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 308	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (13)

PLOT DATE : 6/25/2021 1:18 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



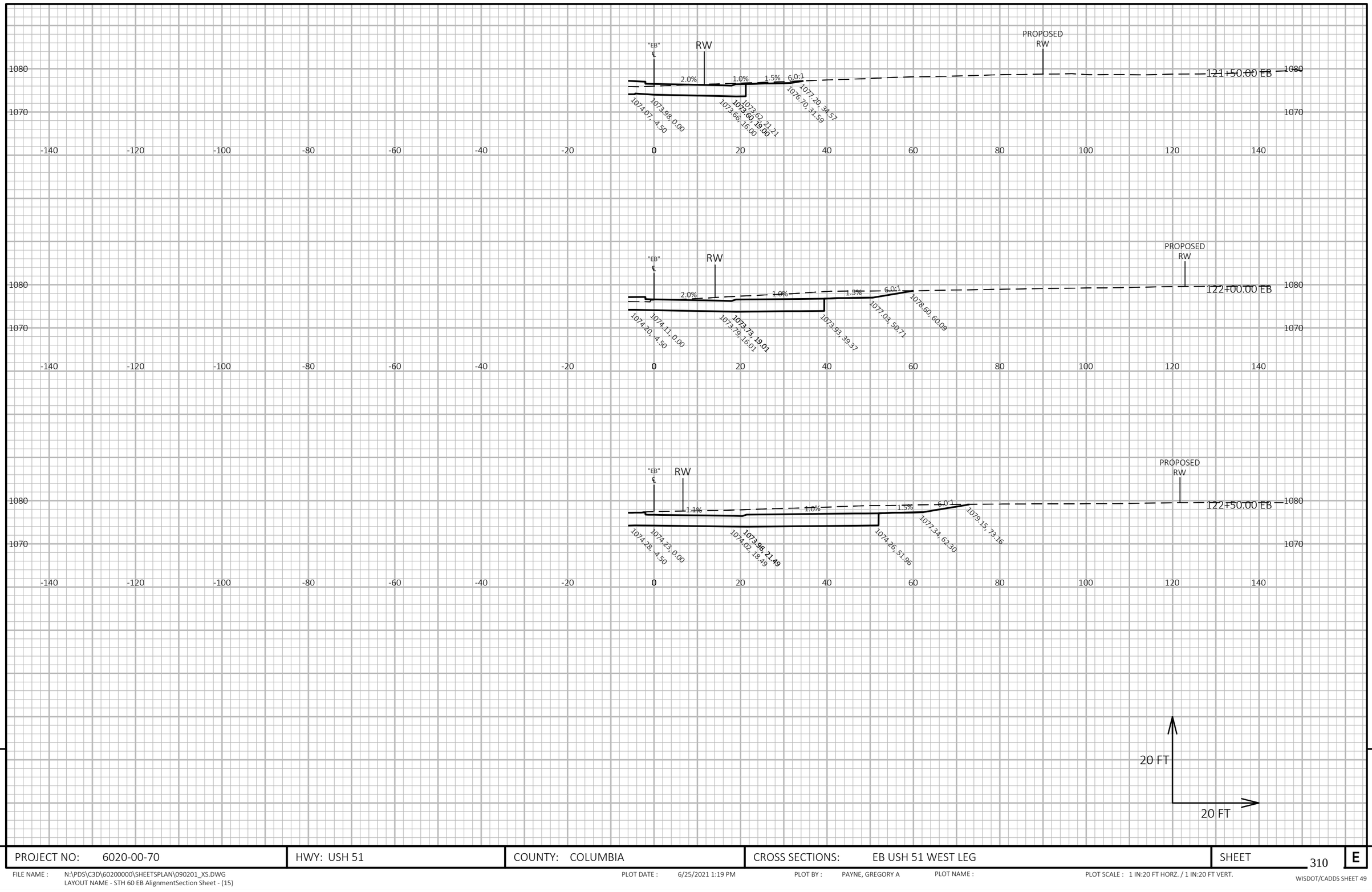
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 309	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (14)

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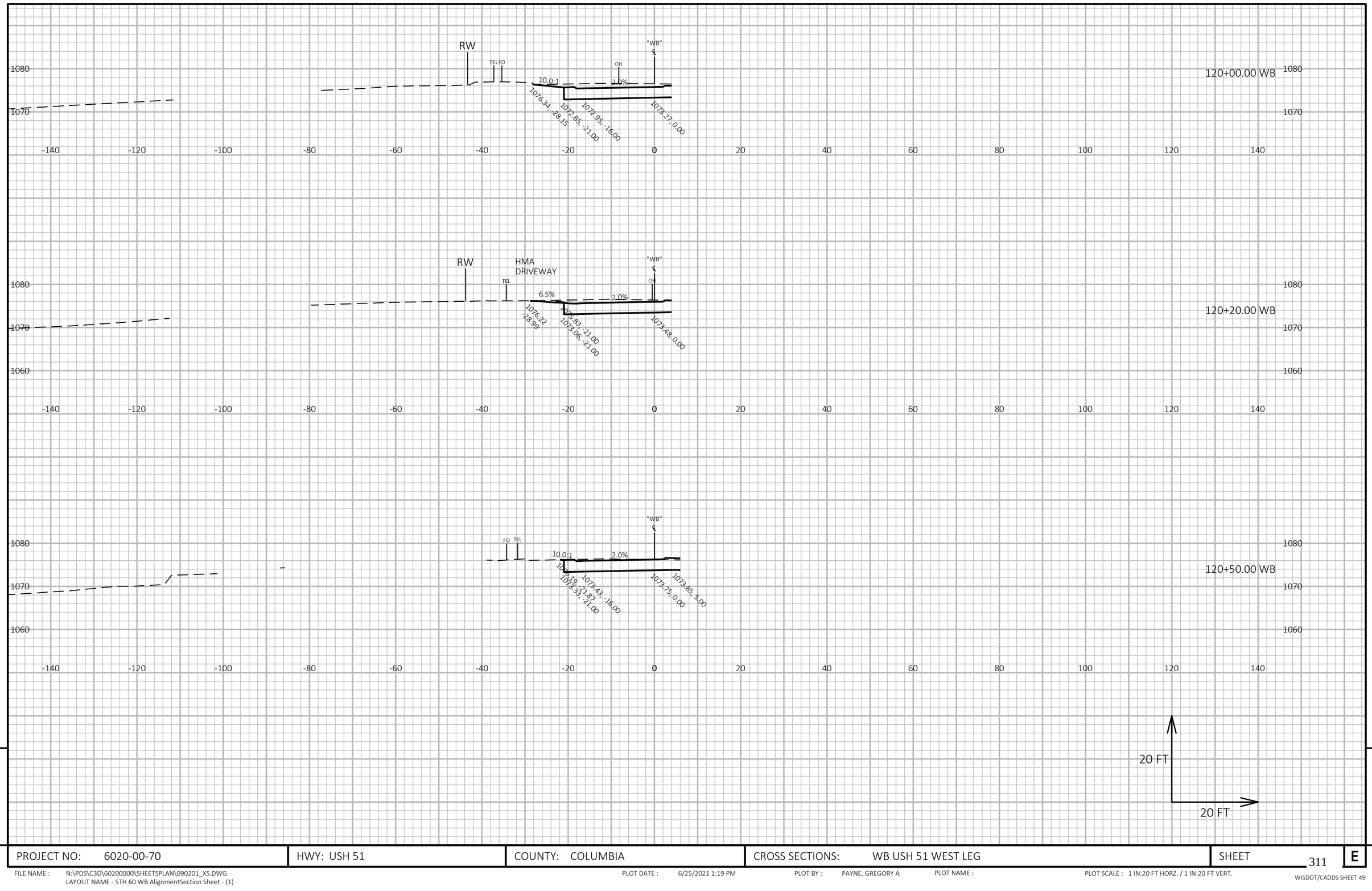
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB USH 51 WEST LEG	SHEET 310	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (15)

PLOT DATE : 6/25/2021 1:19 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



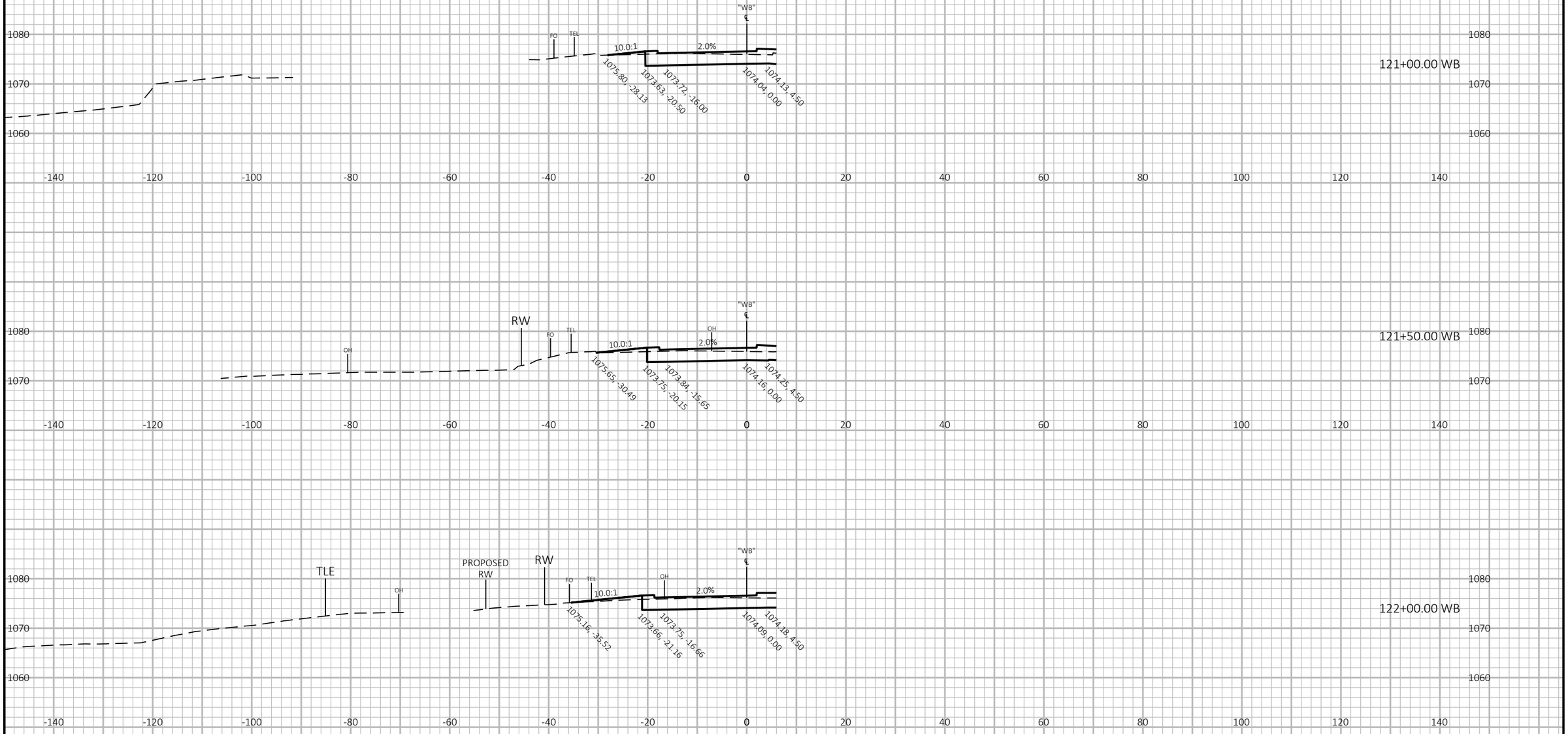
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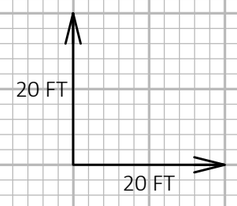
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: WB USH 51 WEST LEG	SHEET 311	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 WB AlignmentSection Sheet - (1)

PLOT DATE : 6/25/2021 1:19 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





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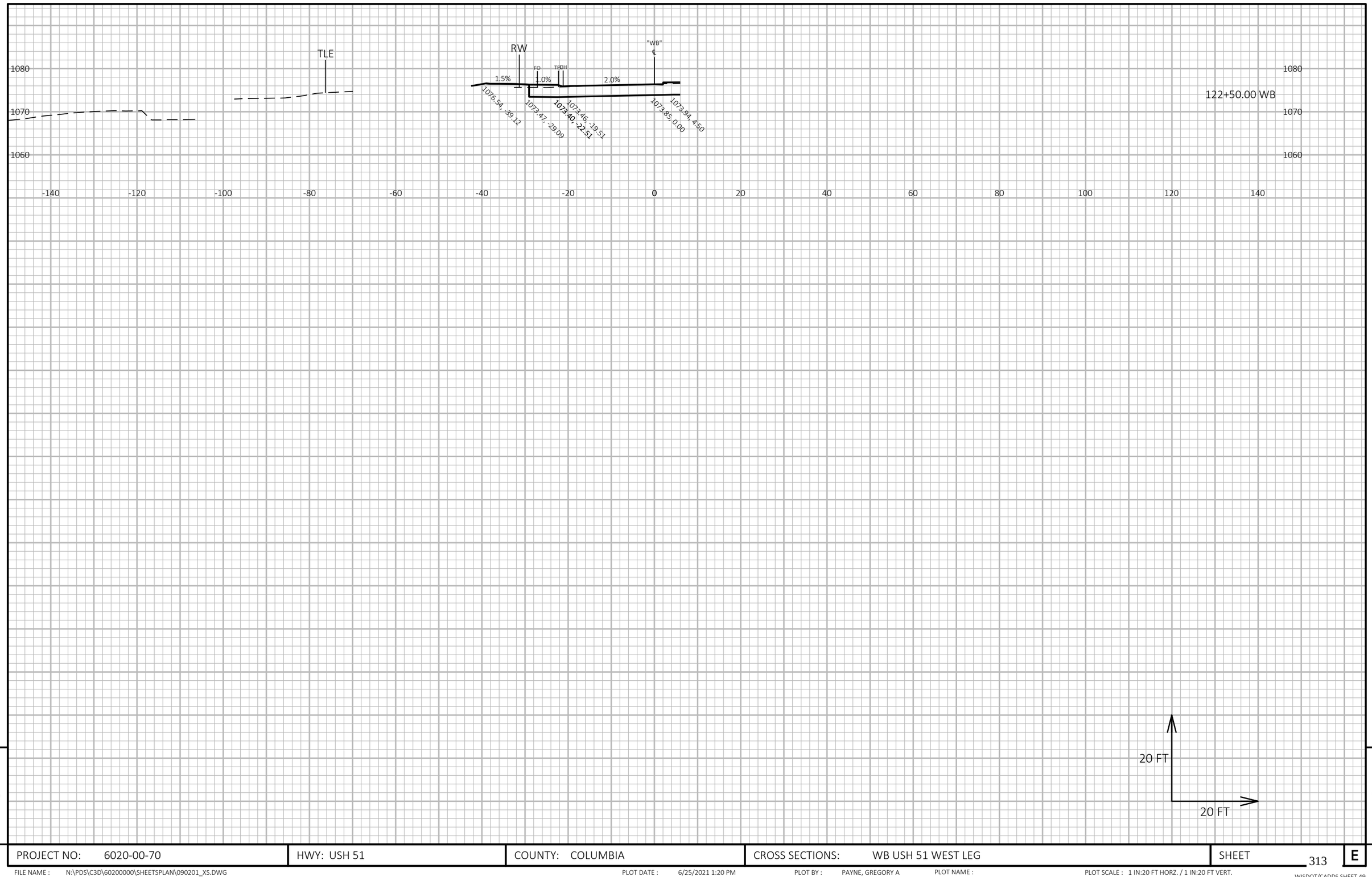
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: WB USH 51 WEST LEG	SHEET 312	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 WB AlignmentSection Sheet - (2)

PLOT DATE : 6/25/2021 1:20 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



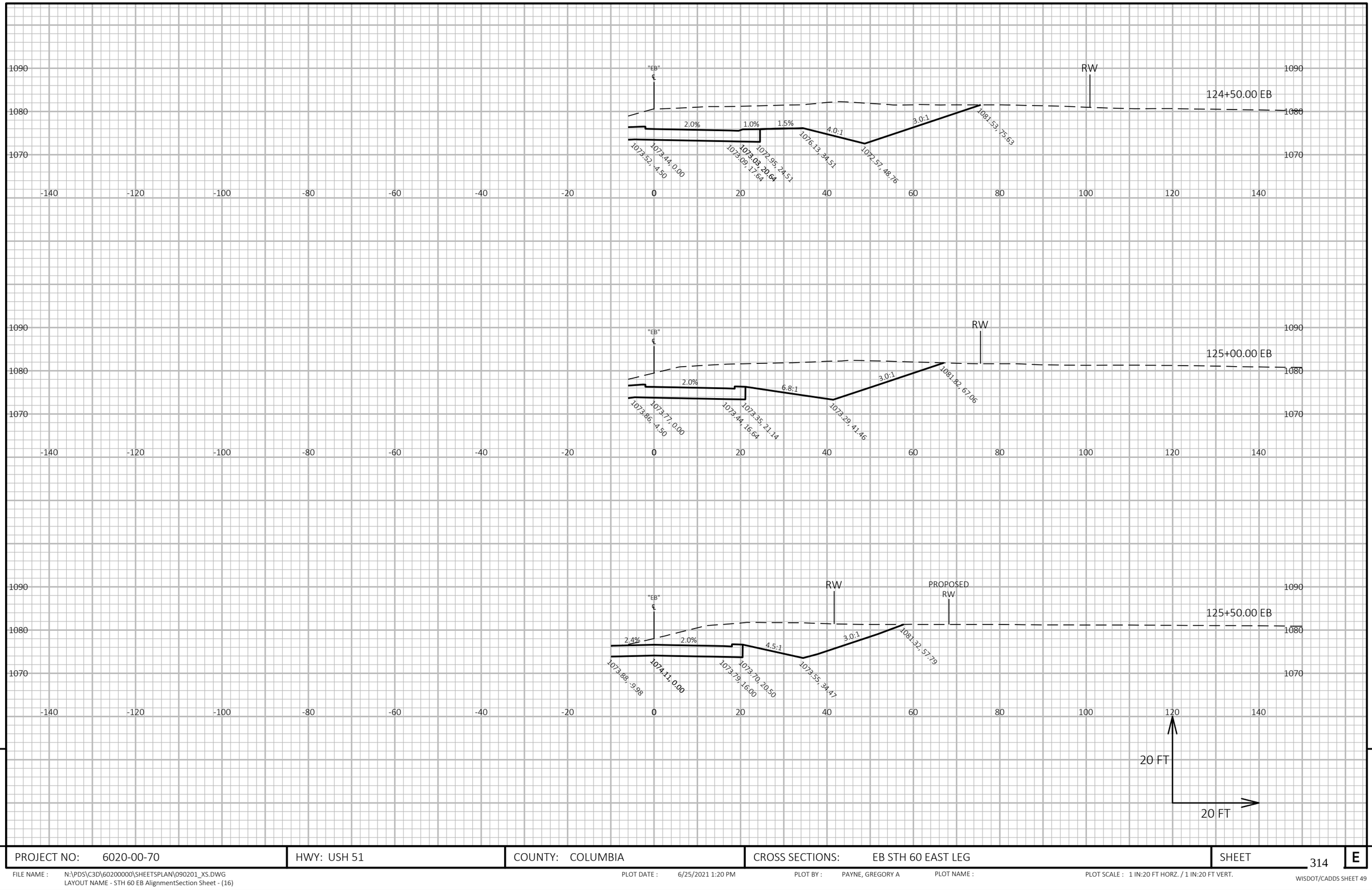
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: WB USH 51 WEST LEG	SHEET 313	E

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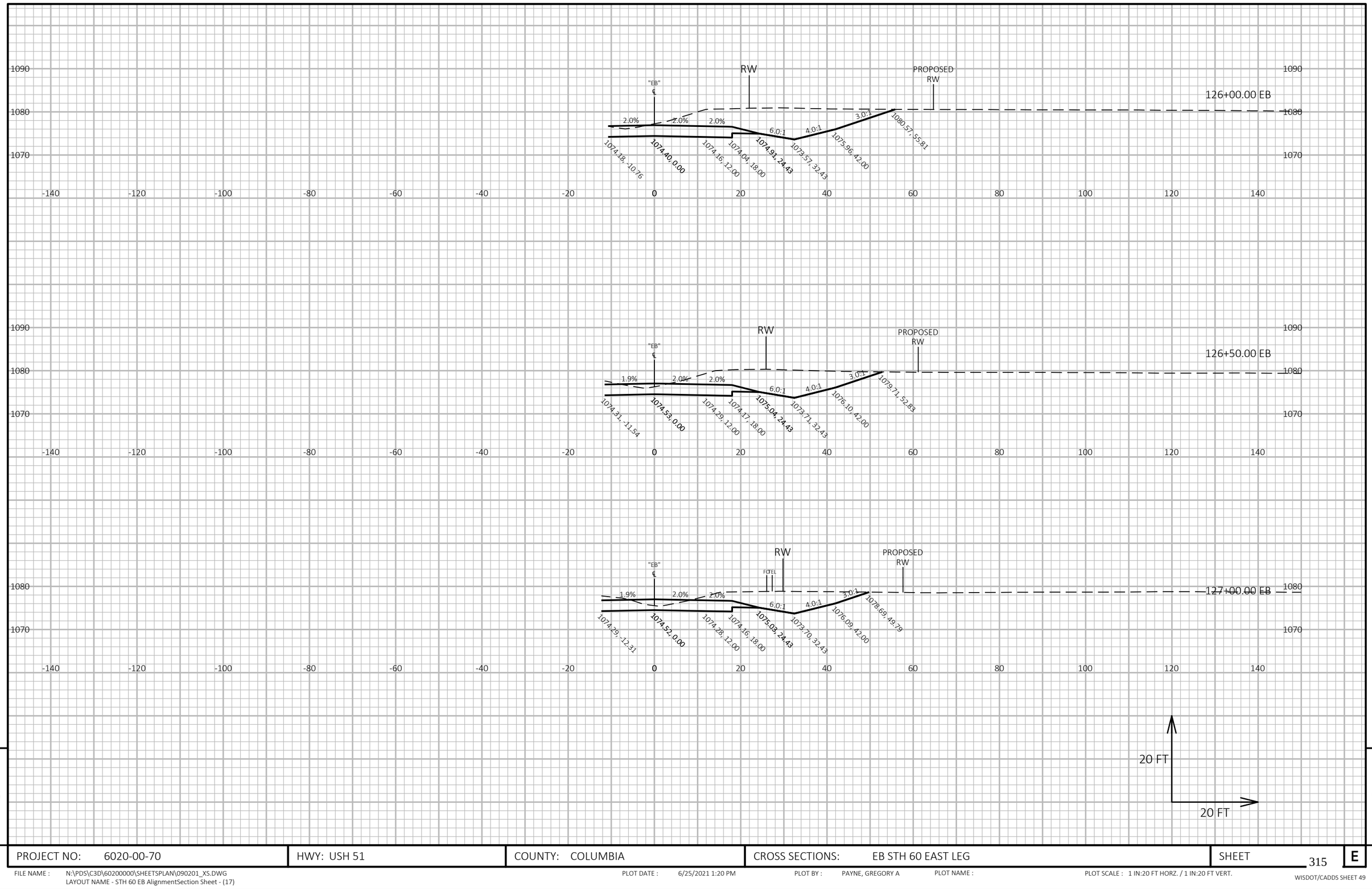
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB STH 60 EAST LEG	SHEET 314 E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (16)

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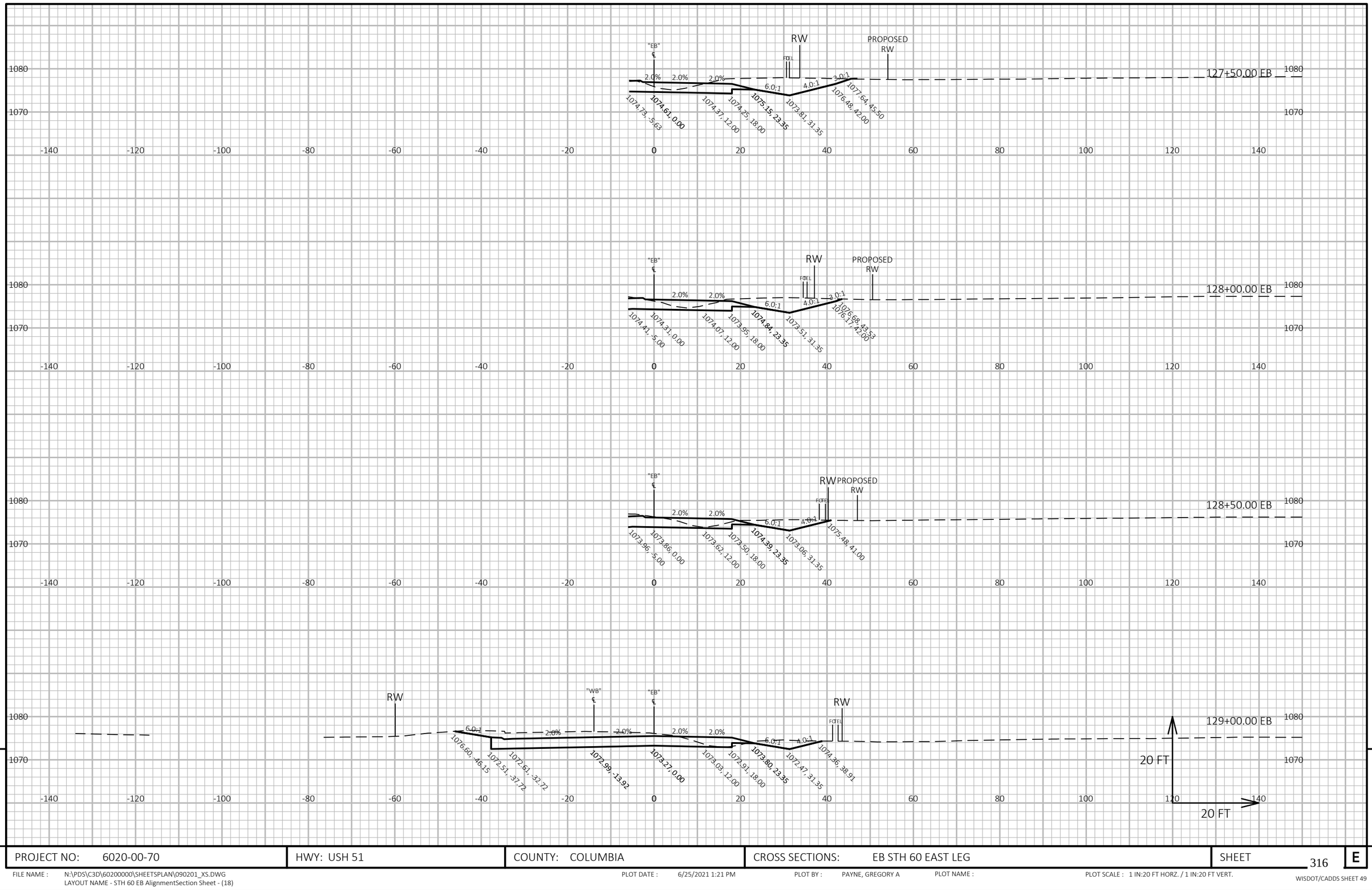
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB STH 60 EAST LEG	SHEET 315	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (17)

PLOT DATE : 6/25/2021 1:20 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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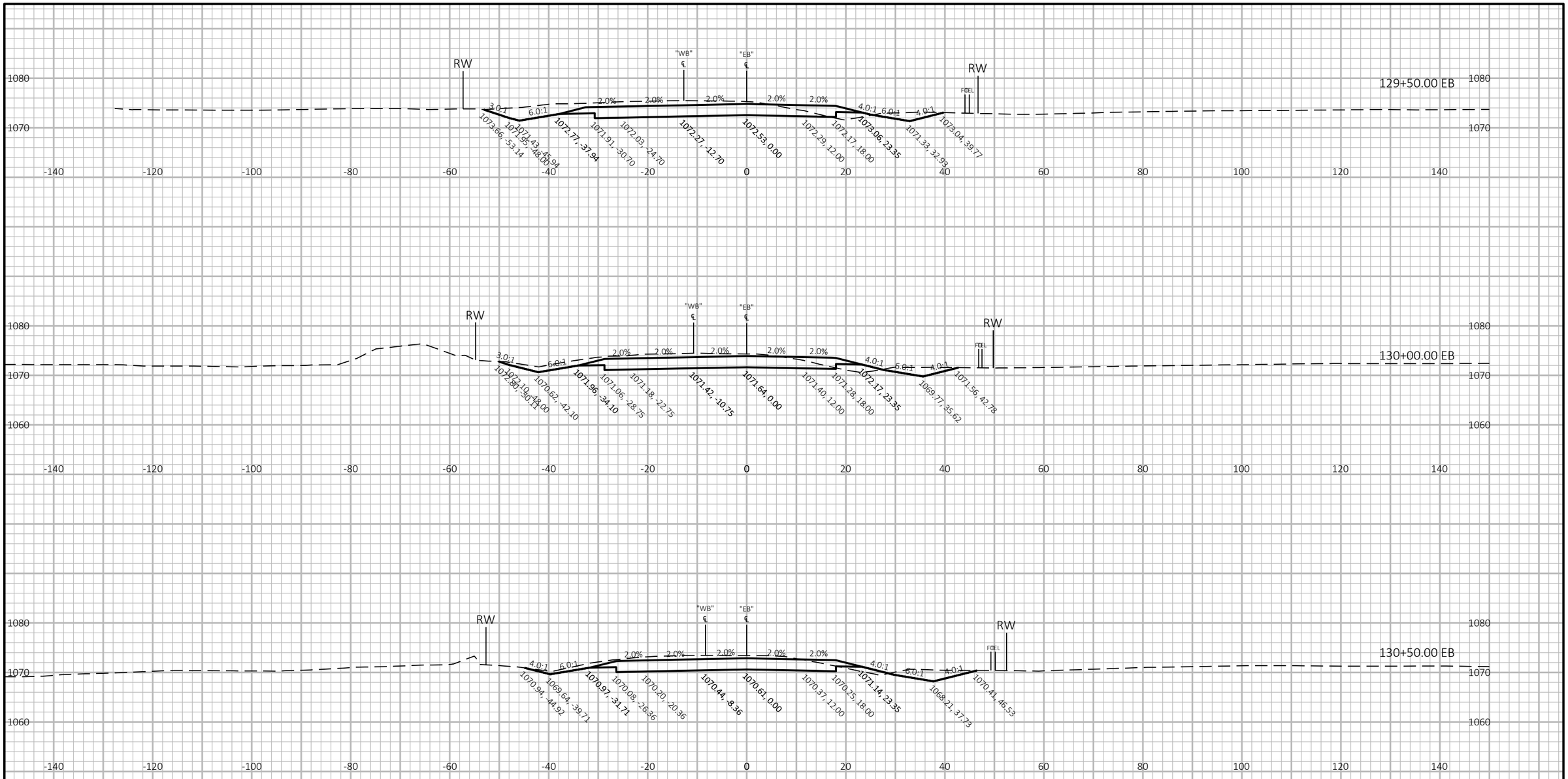
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB STH 60 EAST LEG	SHEET 316	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (18)

PLOT DATE : 6/25/2021 1:21 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

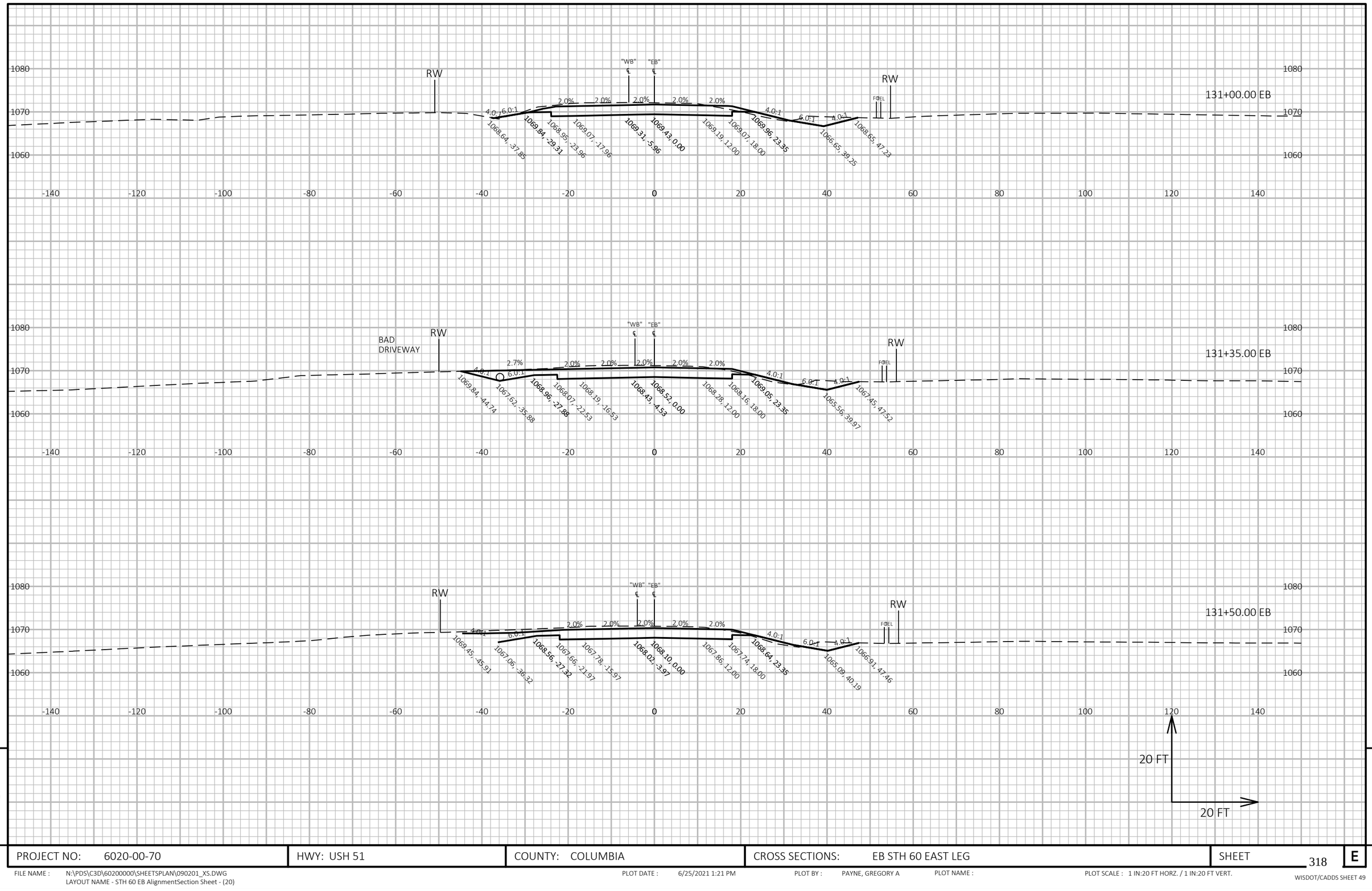


PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB STH 60 EAST LEG	SHEET 317	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (19)

PLOT DATE : 6/25/2021 1:21 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



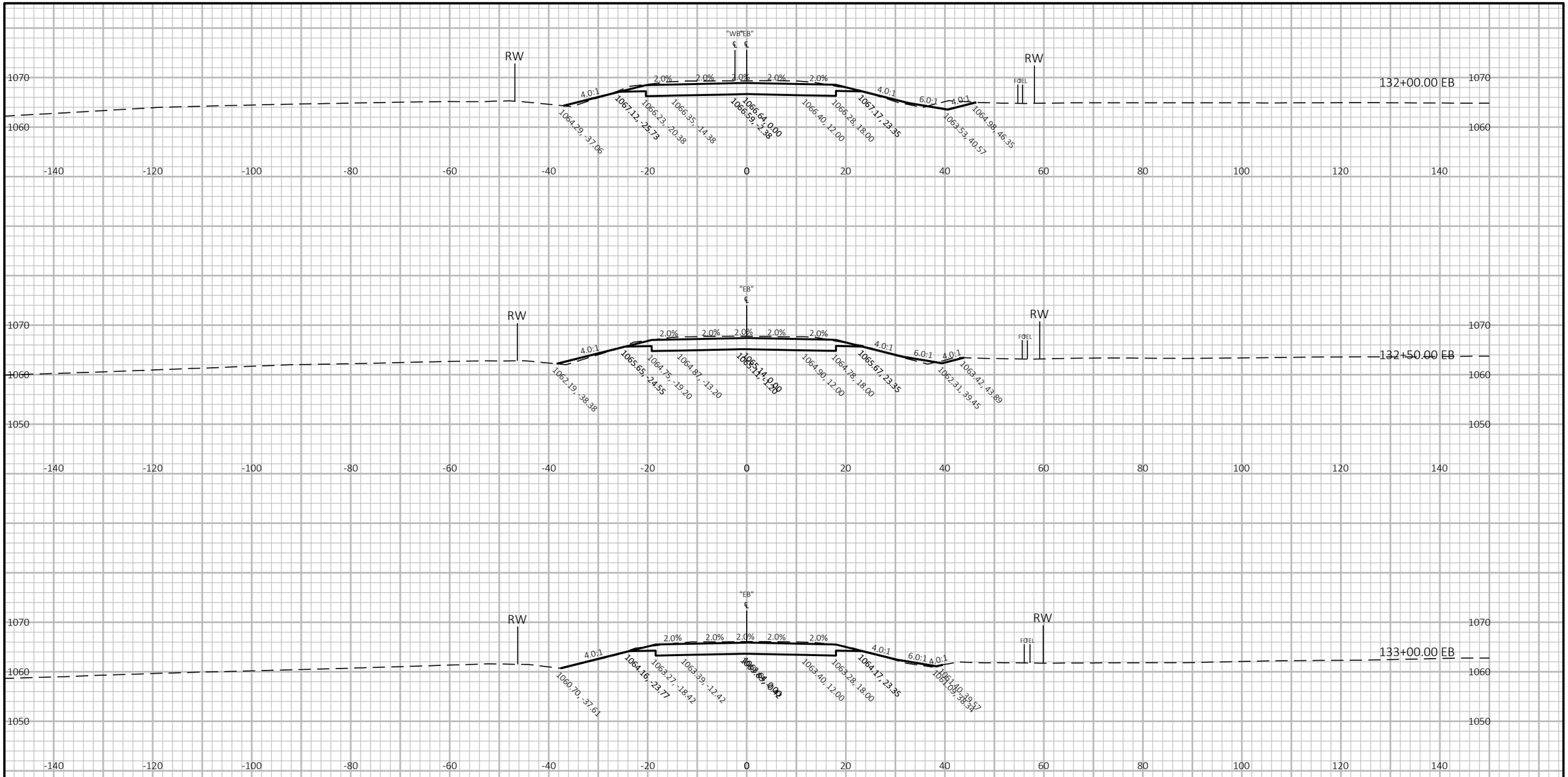
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB STH 60 EAST LEG	SHEET 318	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (20)

PLOT DATE : 6/25/2021 1:21 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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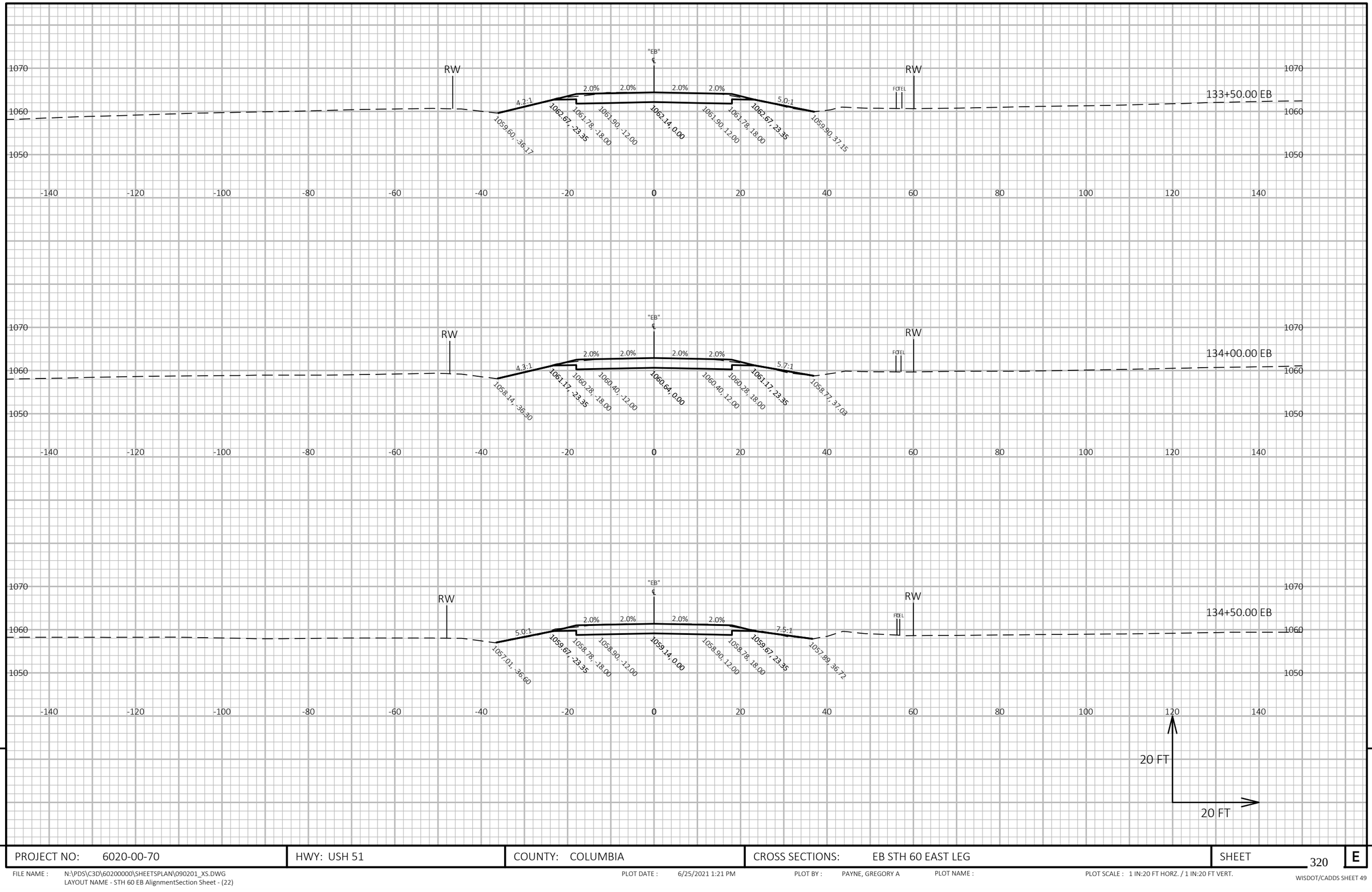
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB STH 60 EAST LEG	SHEET 319	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (21)

PLOT DATE : 6/25/2021 1:21 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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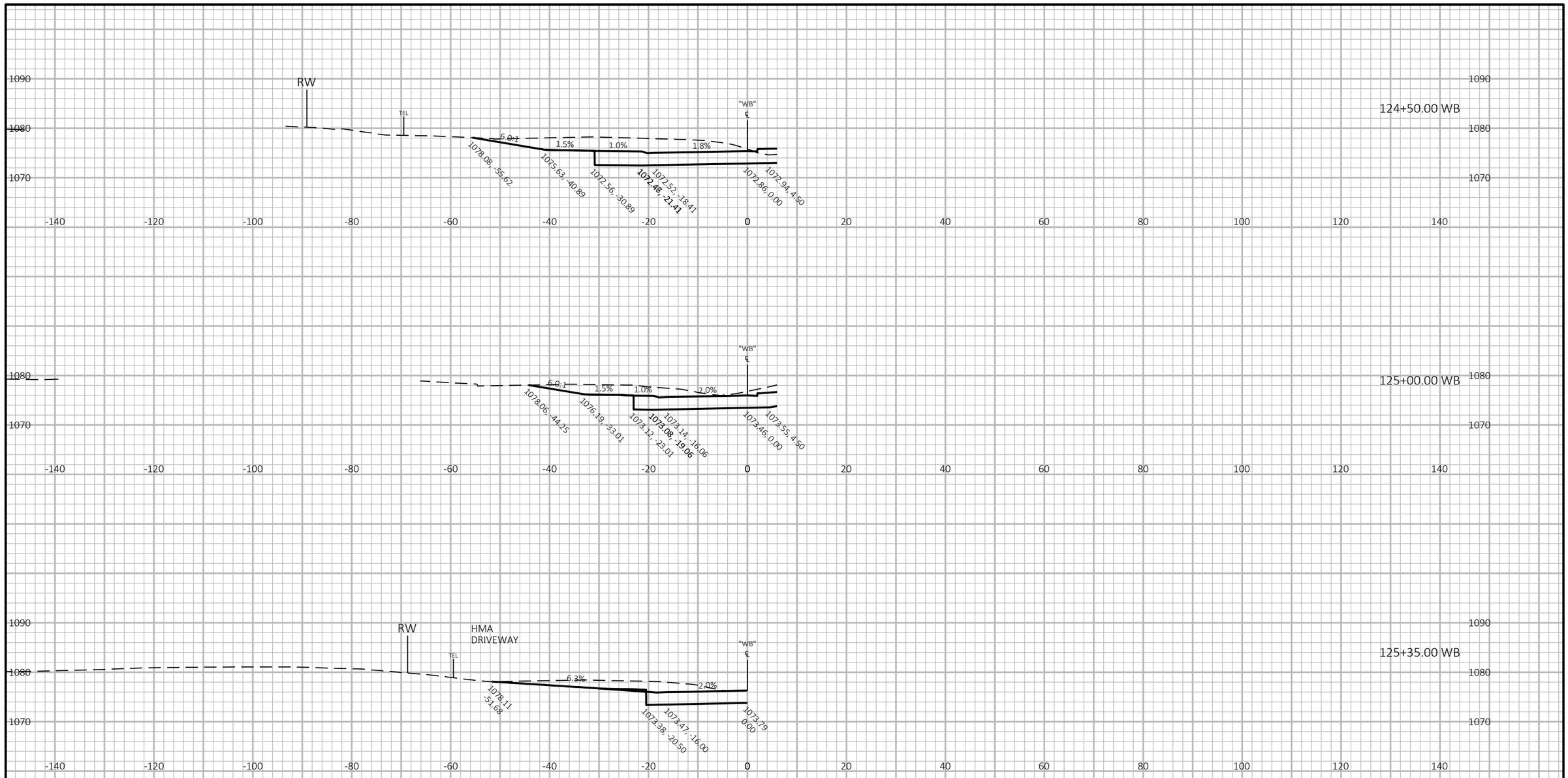
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: EB STH 60 EAST LEG	SHEET 320	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 EB AlignmentSection Sheet - (22)

PLOT DATE : 6/25/2021 1:21 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



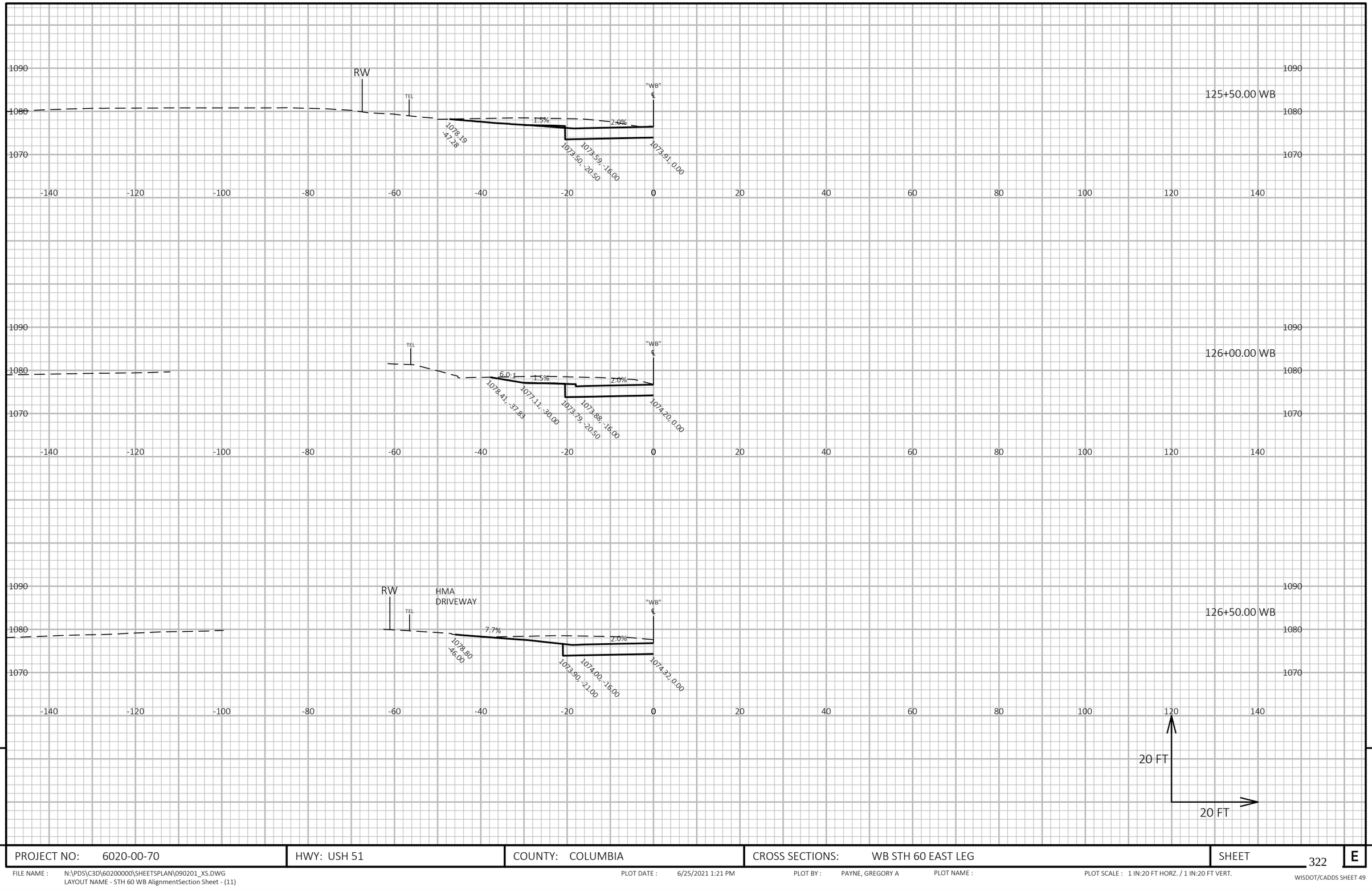
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: WB STH 60 EAST LEG	SHEET 321	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 WB AlignmentSection Sheet - (10)

PLOT DATE : 6/25/2021 1:21 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



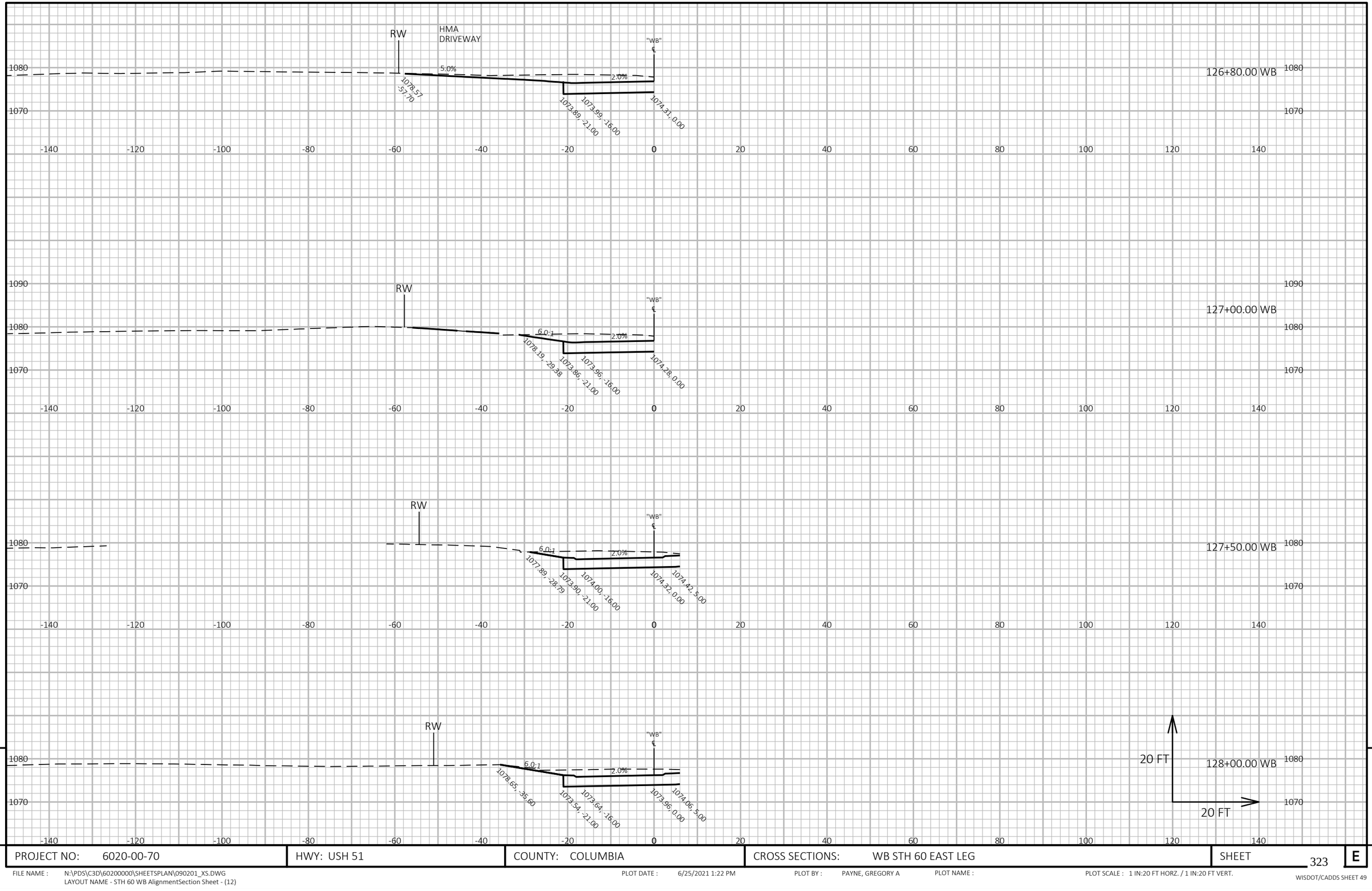
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: WB STH 60 EAST LEG	SHEET 322	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 WB AlignmentSection Sheet - (11)

PLOT DATE : 6/25/2021 1:21 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



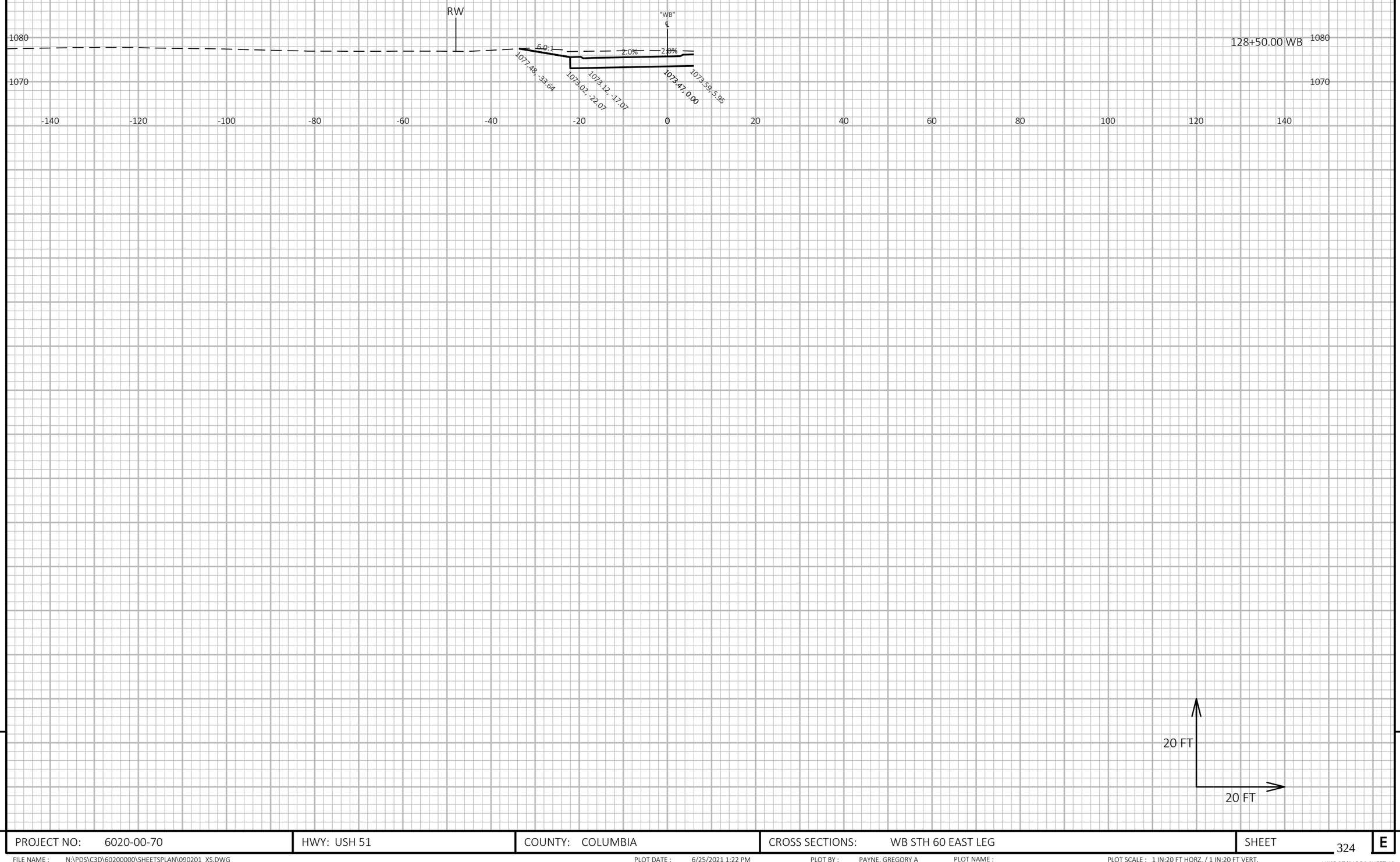
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: WB STH 60 EAST LEG	SHEET 323	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 WB AlignmentSection Sheet - (12)

PLOT DATE : 6/25/2021 1:22 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



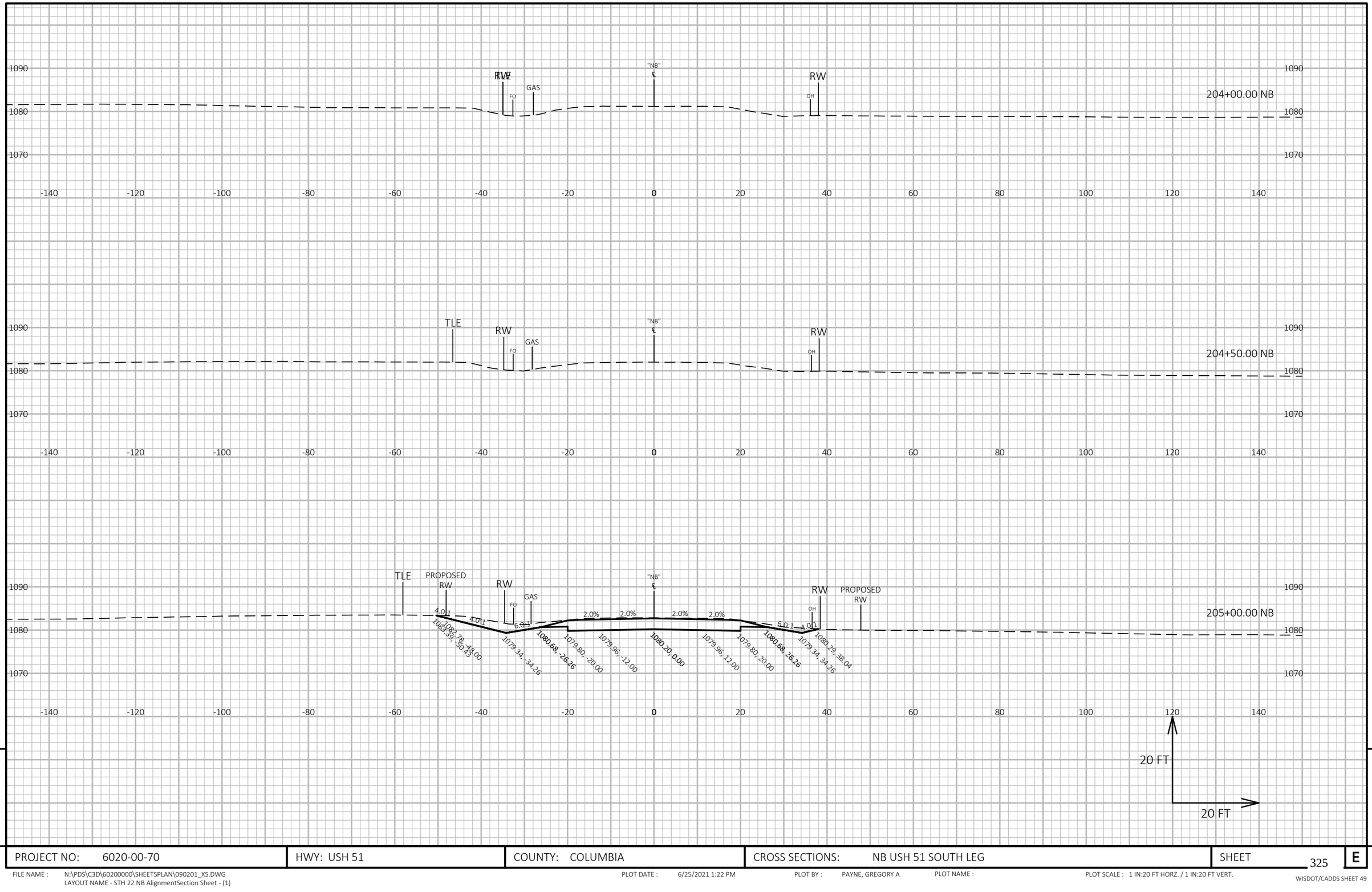
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: WB STH 60 EAST LEG	SHEET 324	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 60 WB AlignmentSection Sheet - (13)

PLOT DATE : 6/25/2021 1:22 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 325	E

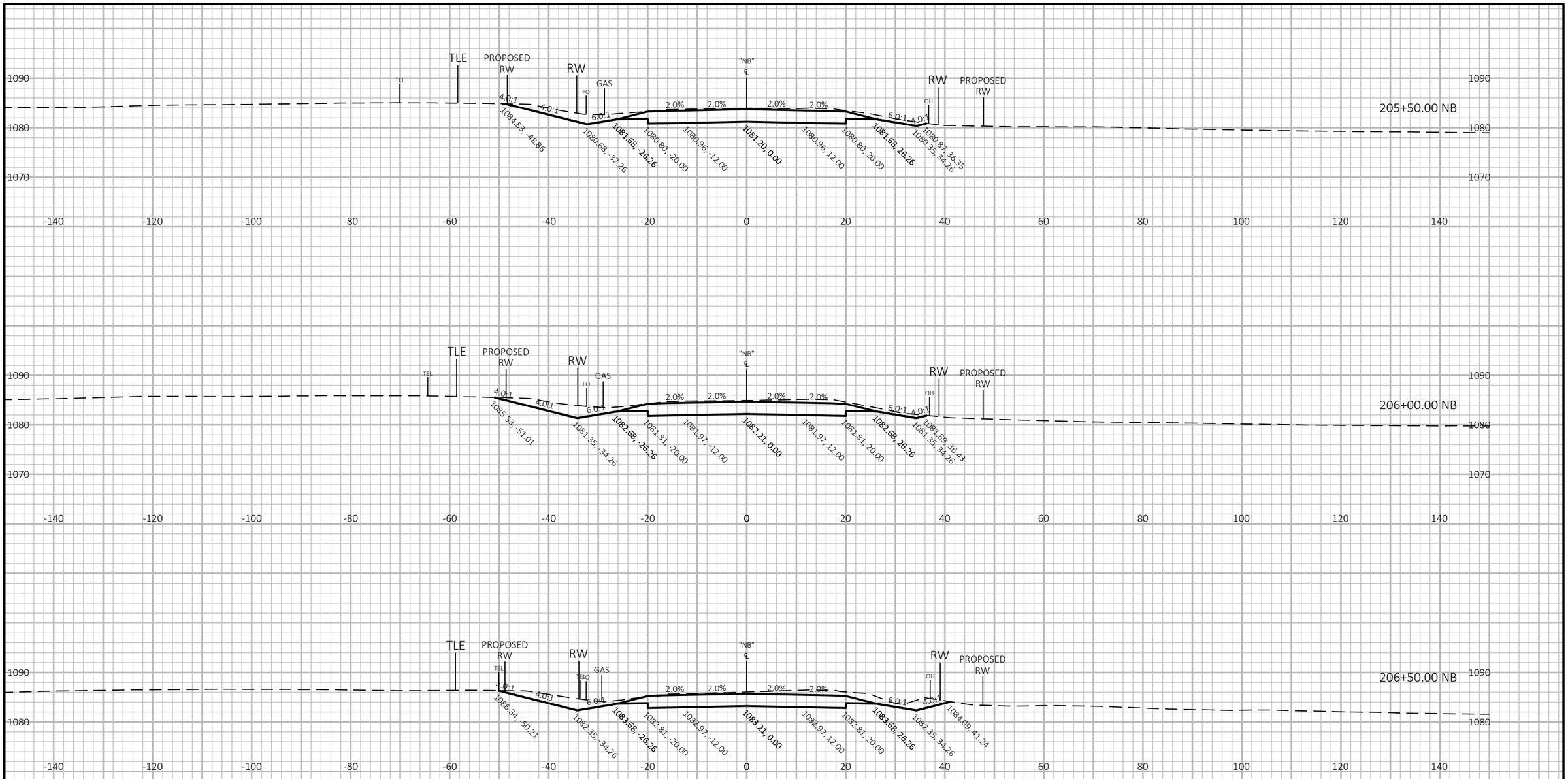
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LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (1)

PLOT DATE : 6/25/2021 1:22 PM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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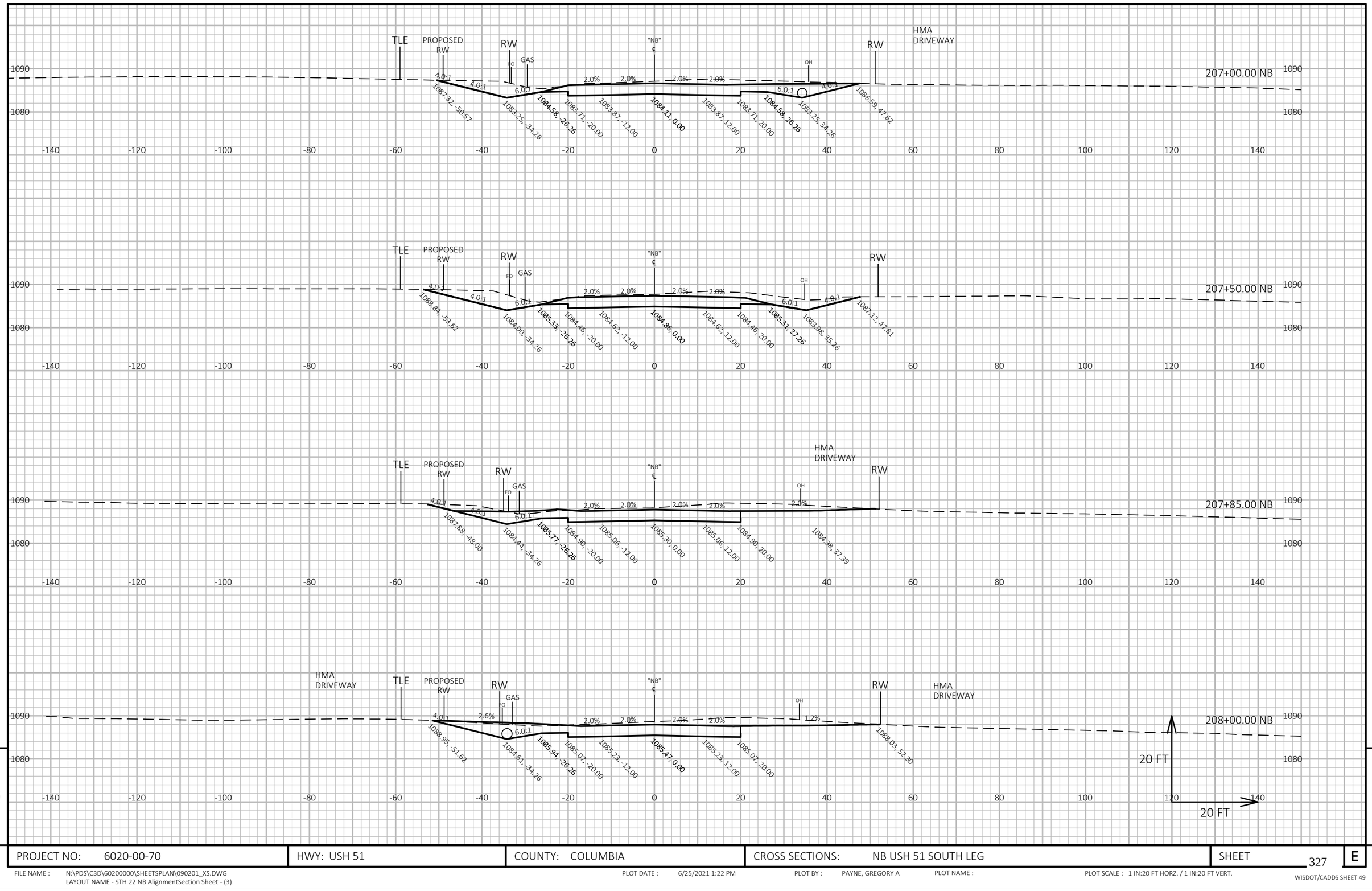
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 326	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (2)

PLOT DATE : 6/25/2021 1:22 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



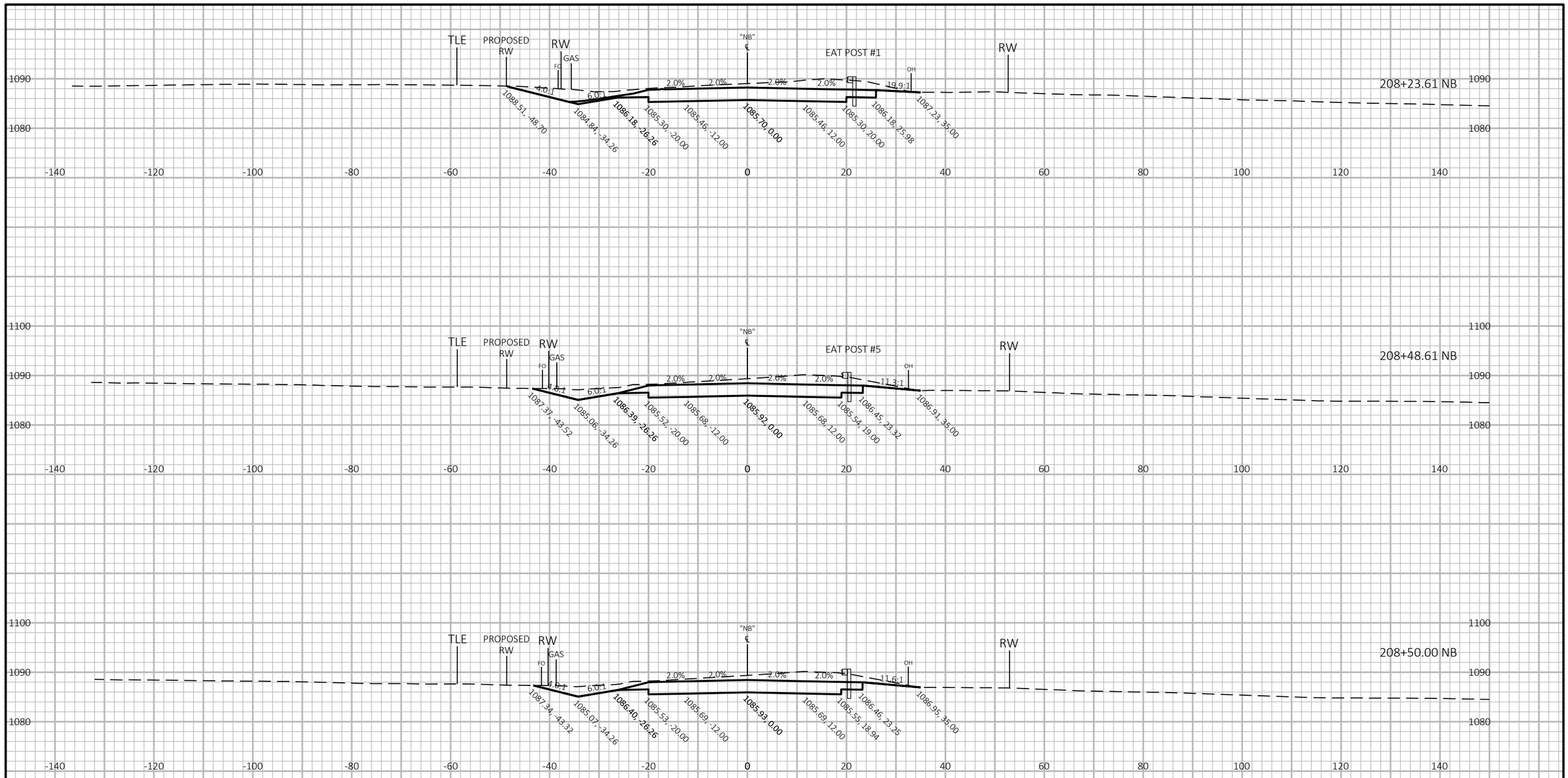
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 327	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (3)

PLOT DATE : 6/25/2021 1:22 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



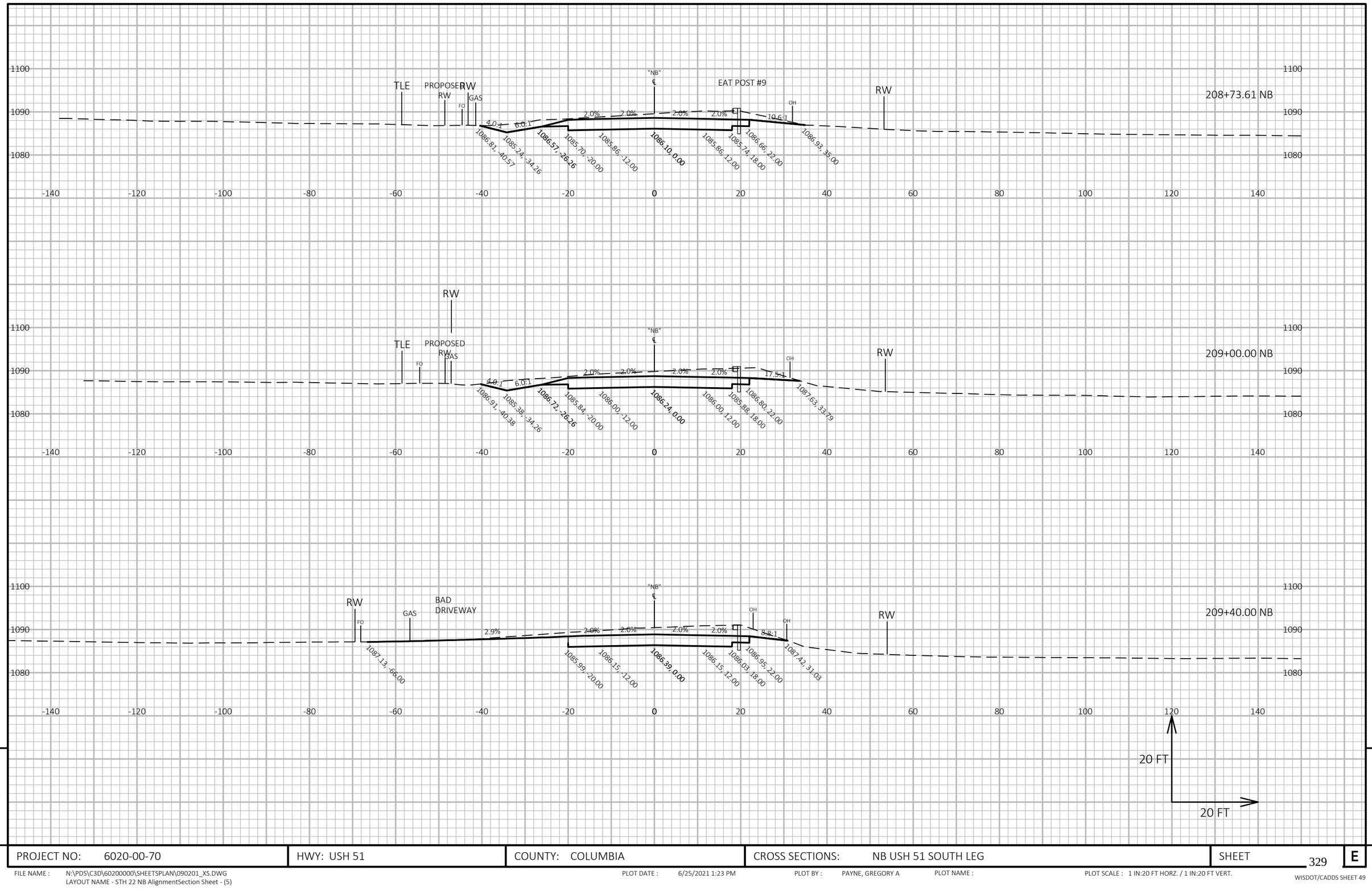
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 328	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (4)

PLOT DATE : 6/25/2021 1:22 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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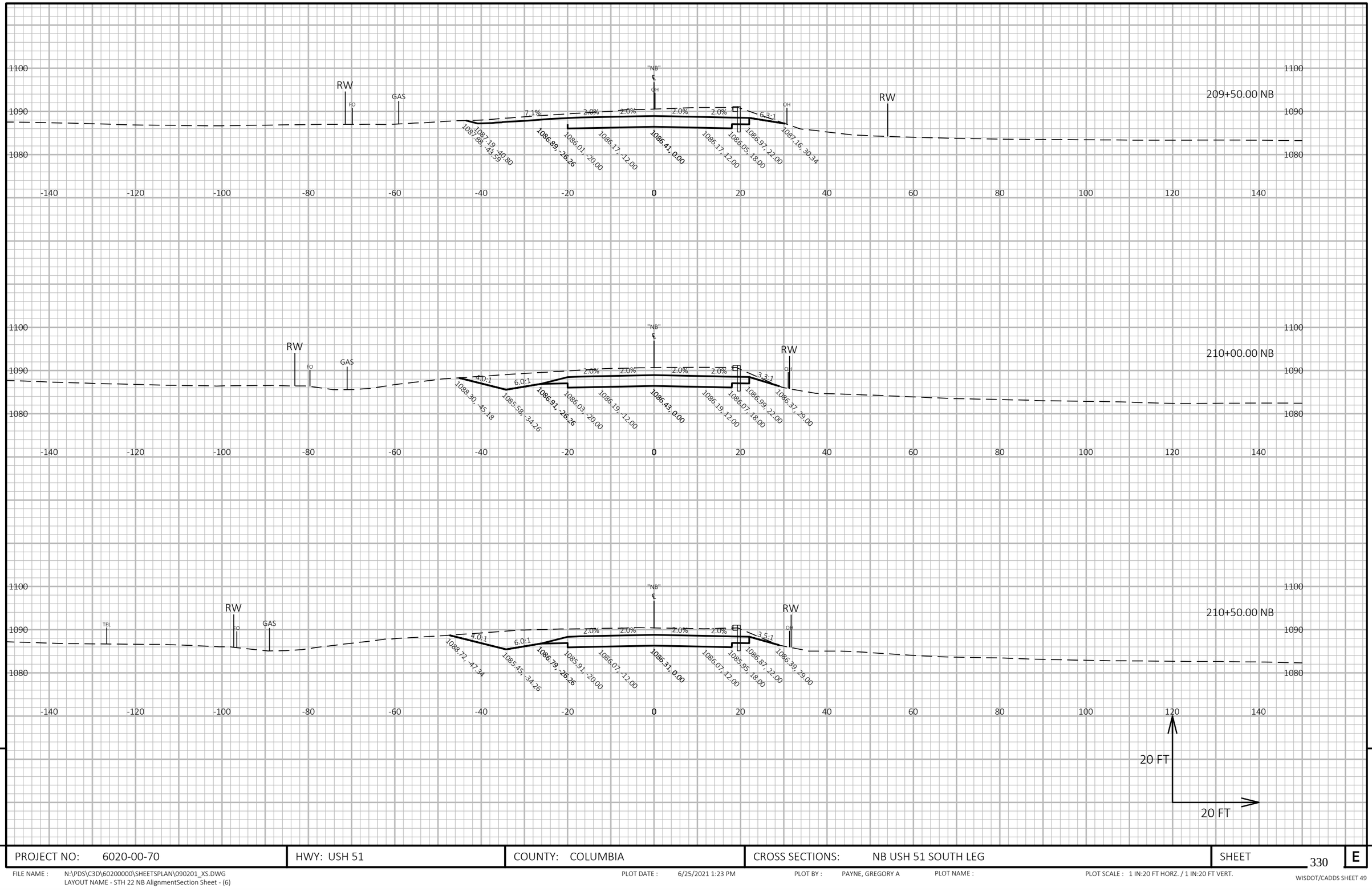
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 329	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (5)

PLOT DATE : 6/25/2021 1:23 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

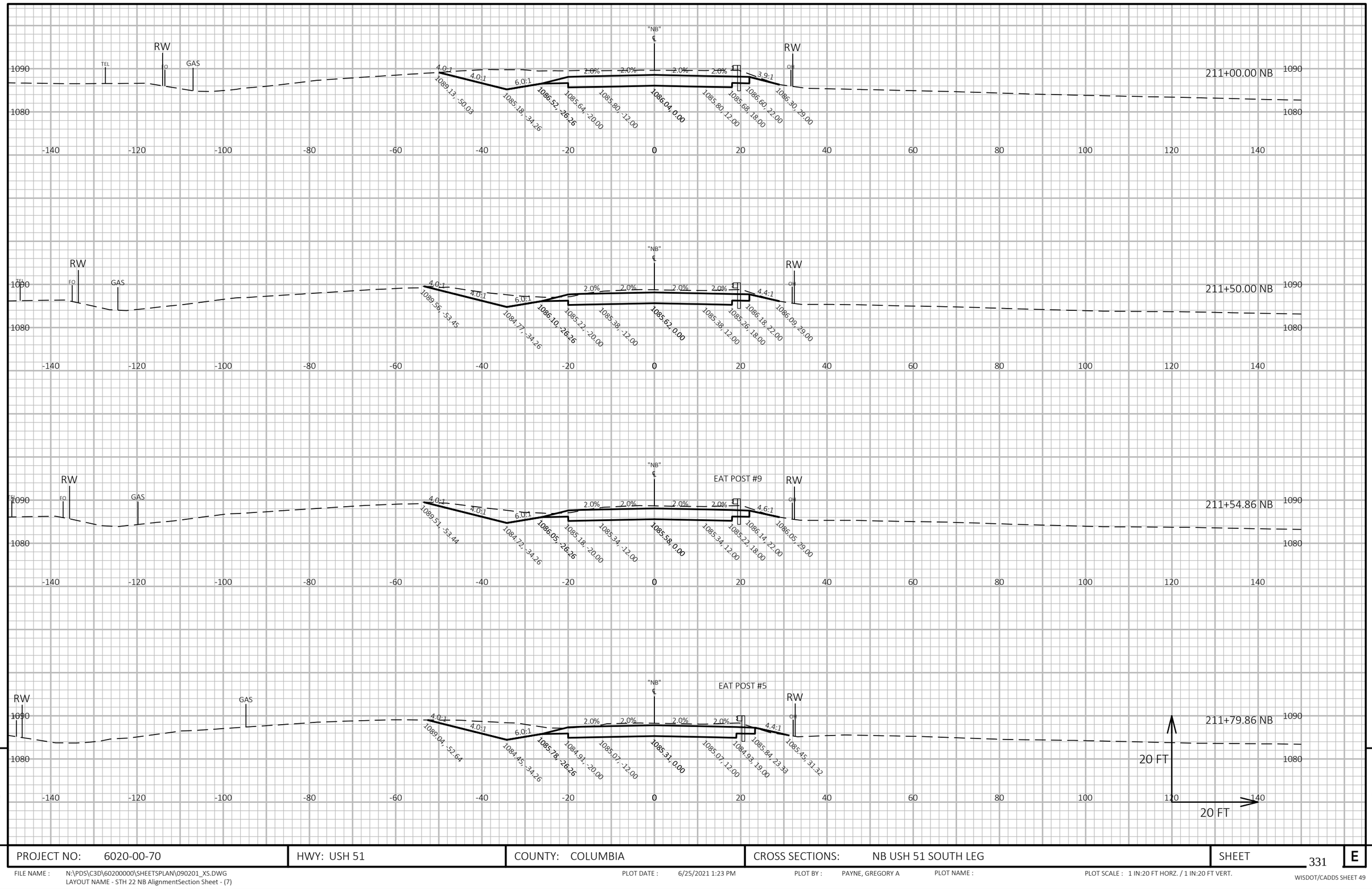
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 330	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (6)

PLOT DATE : 6/25/2021 1:23 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



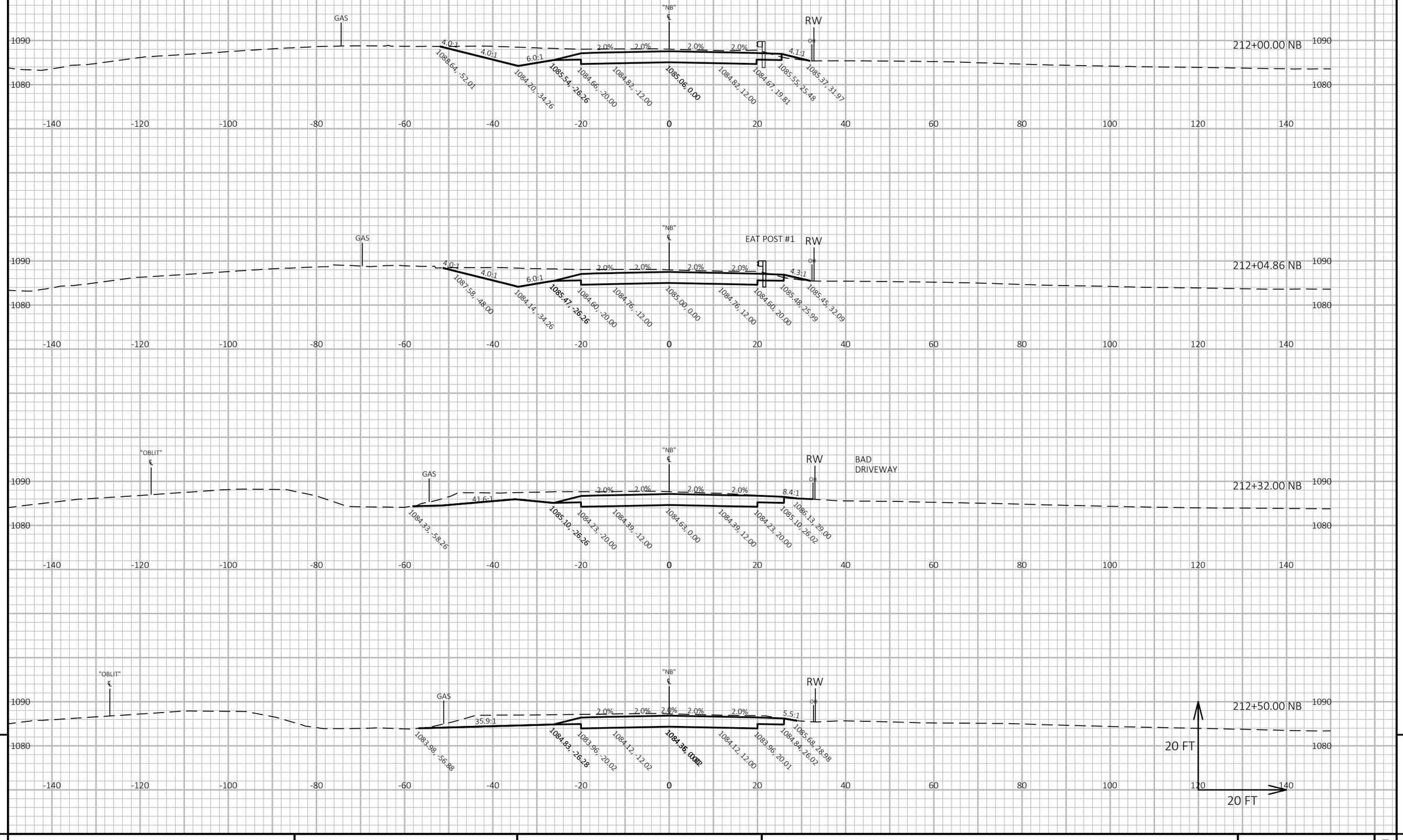
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 331	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (7)

PLOT DATE : 6/25/2021 1:23 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



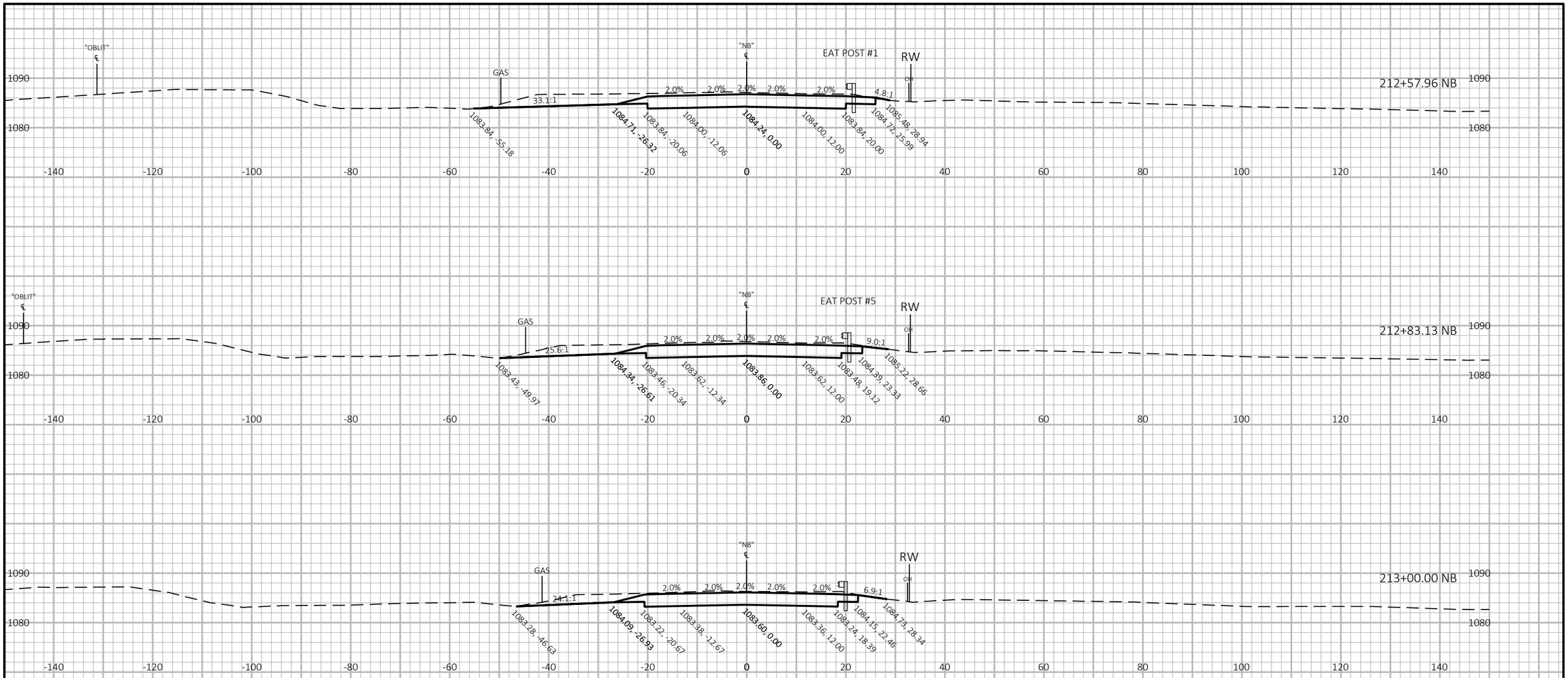
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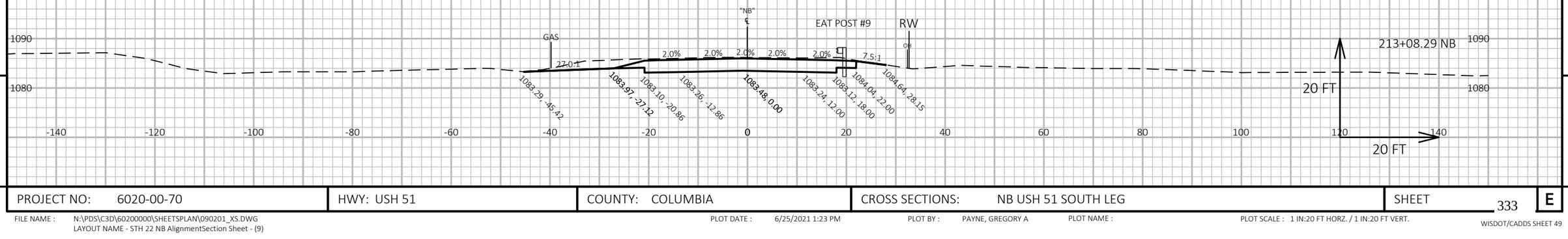
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 332	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (8)

PLOT DATE : 6/25/2021 1:23 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





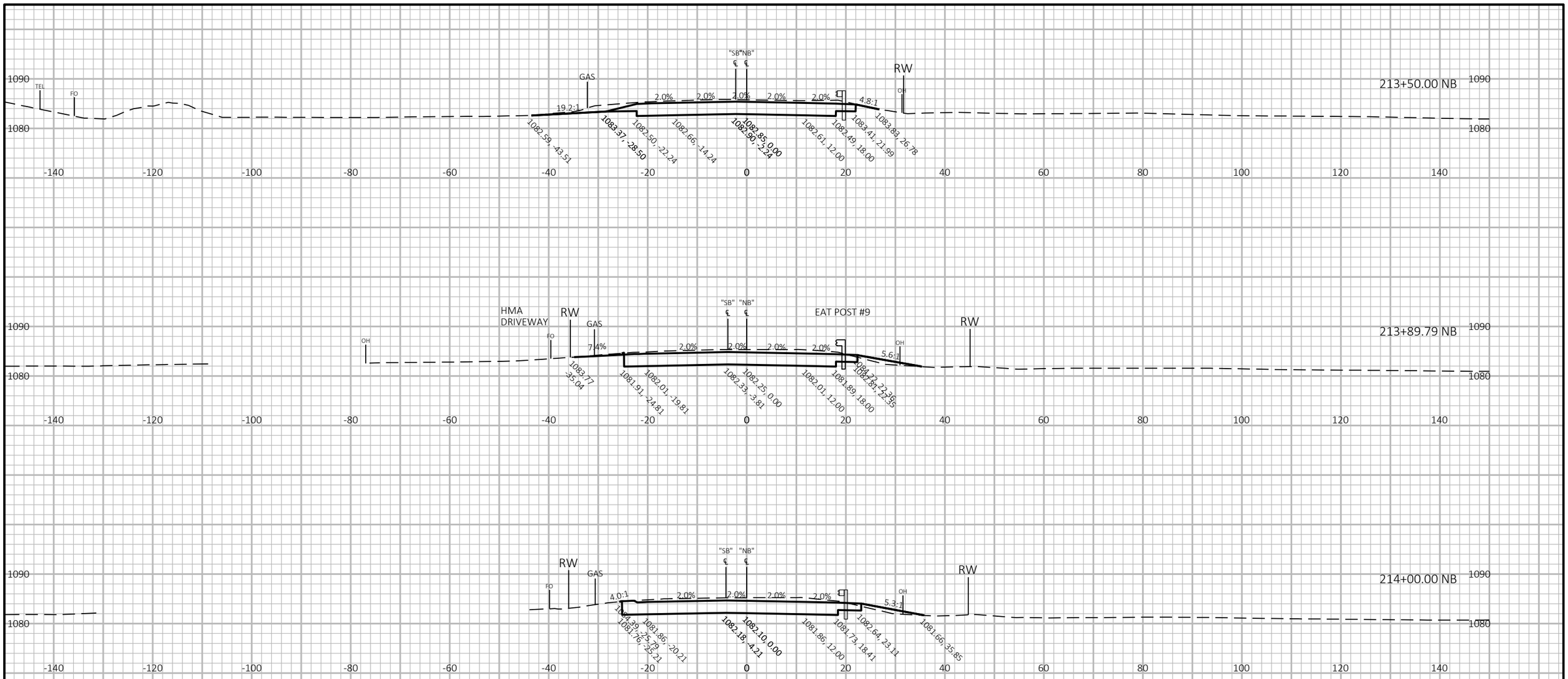
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 333	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (9)

PLOT DATE : 6/25/2021 1:23 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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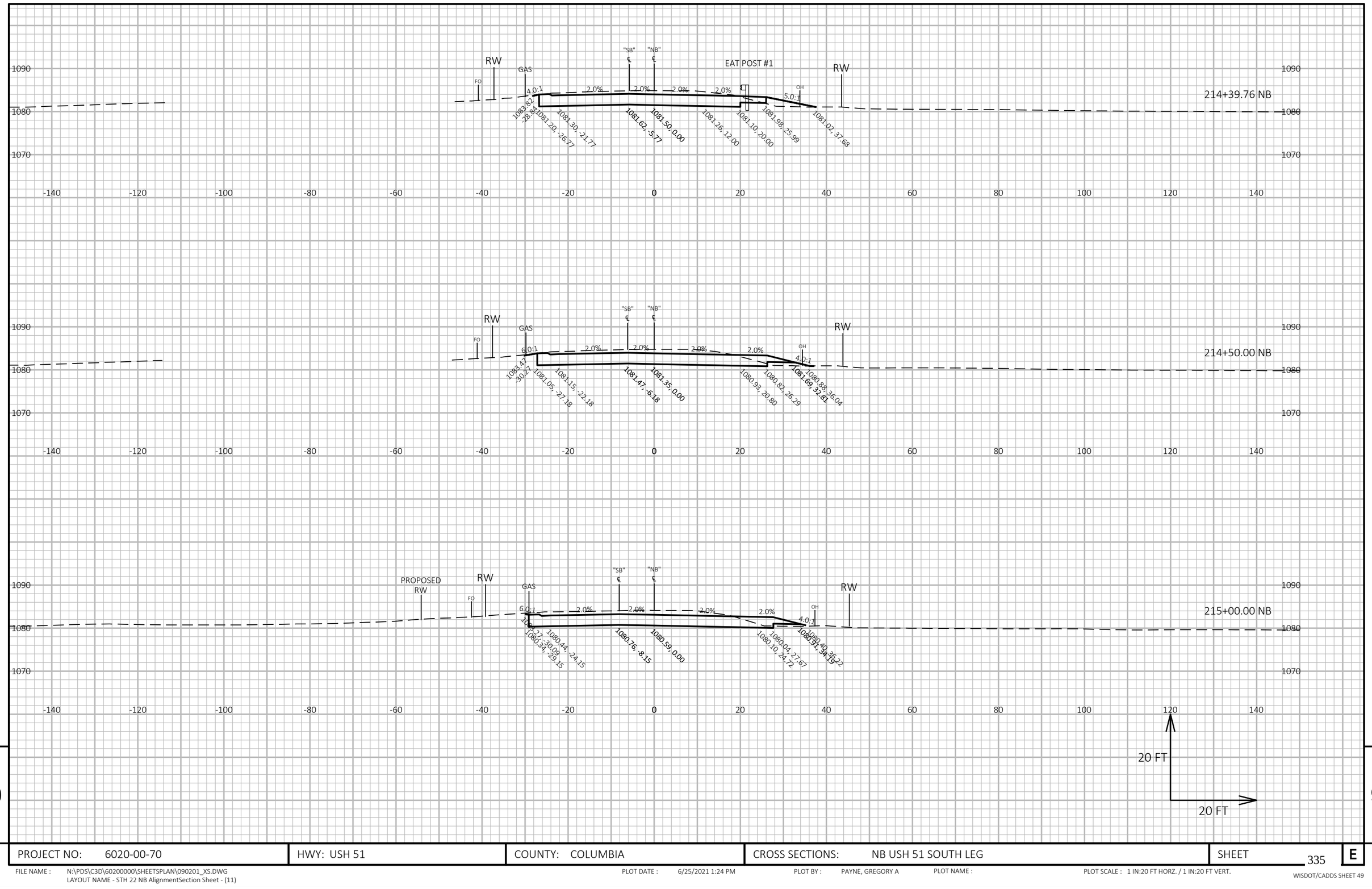
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 334	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (10)

PLOT DATE : 6/25/2021 1:24 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



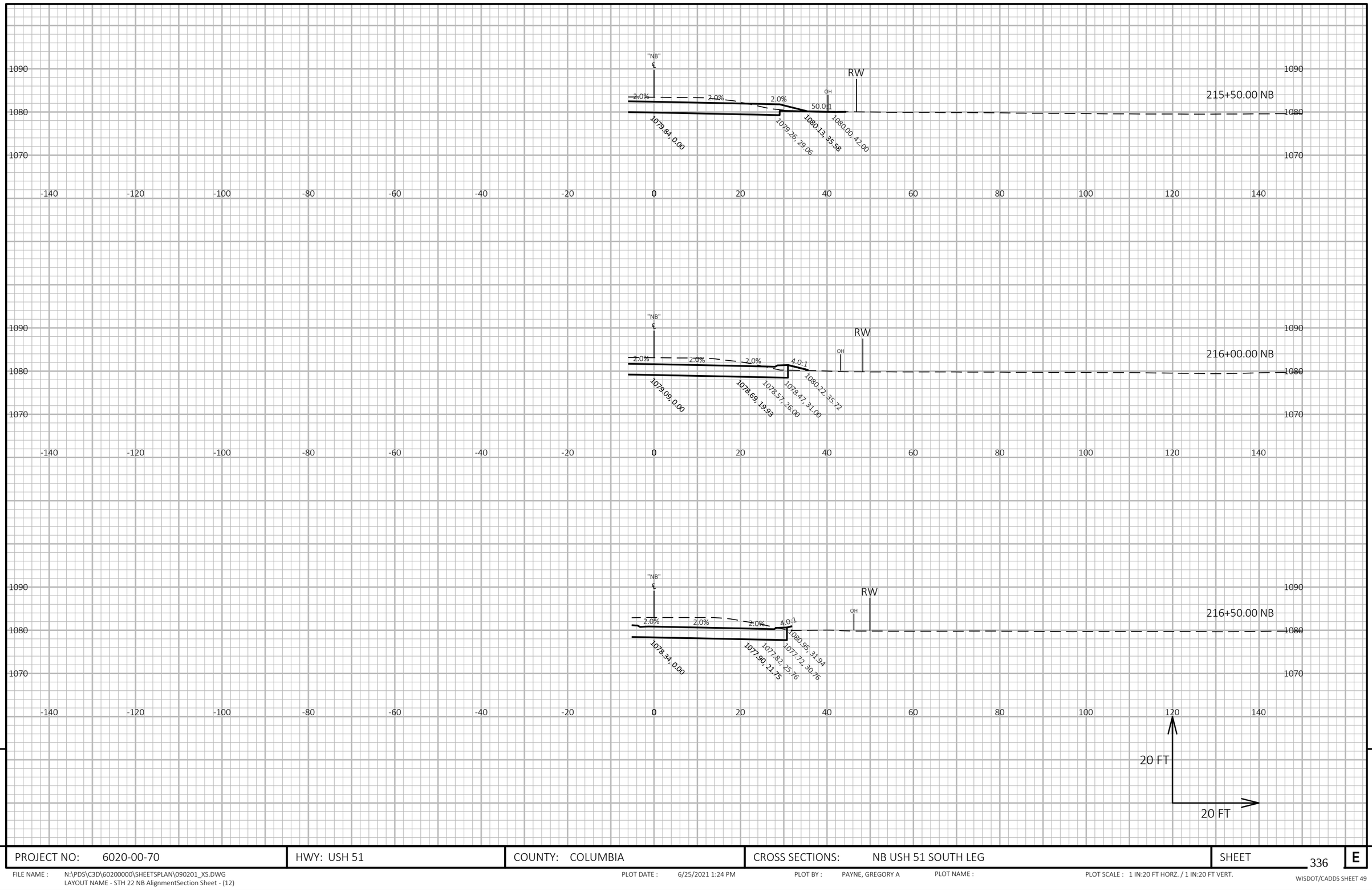
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 335	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (11)

PLOT DATE : 6/25/2021 1:24 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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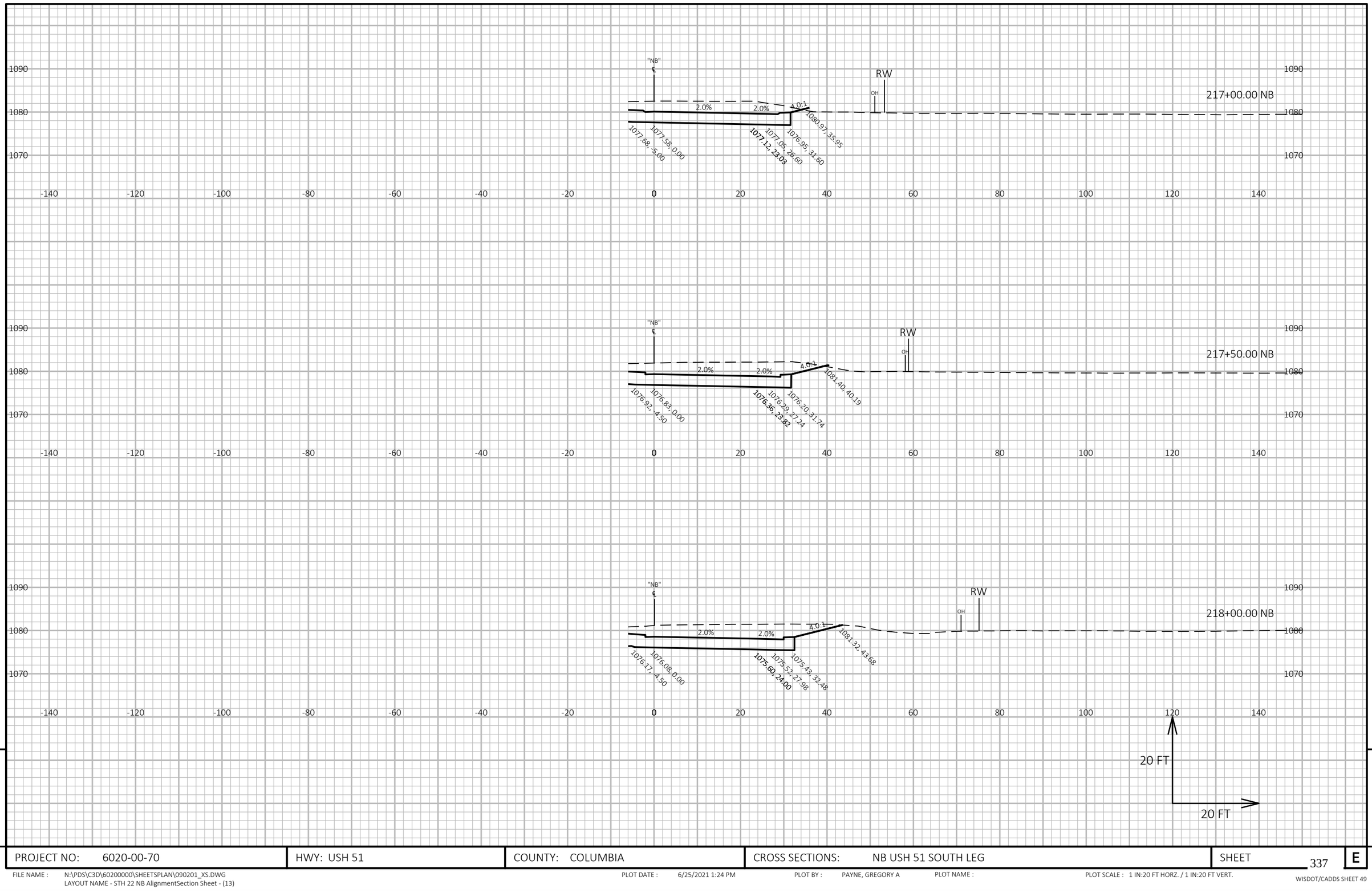
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 336	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (12)

PLOT DATE : 6/25/2021 1:24 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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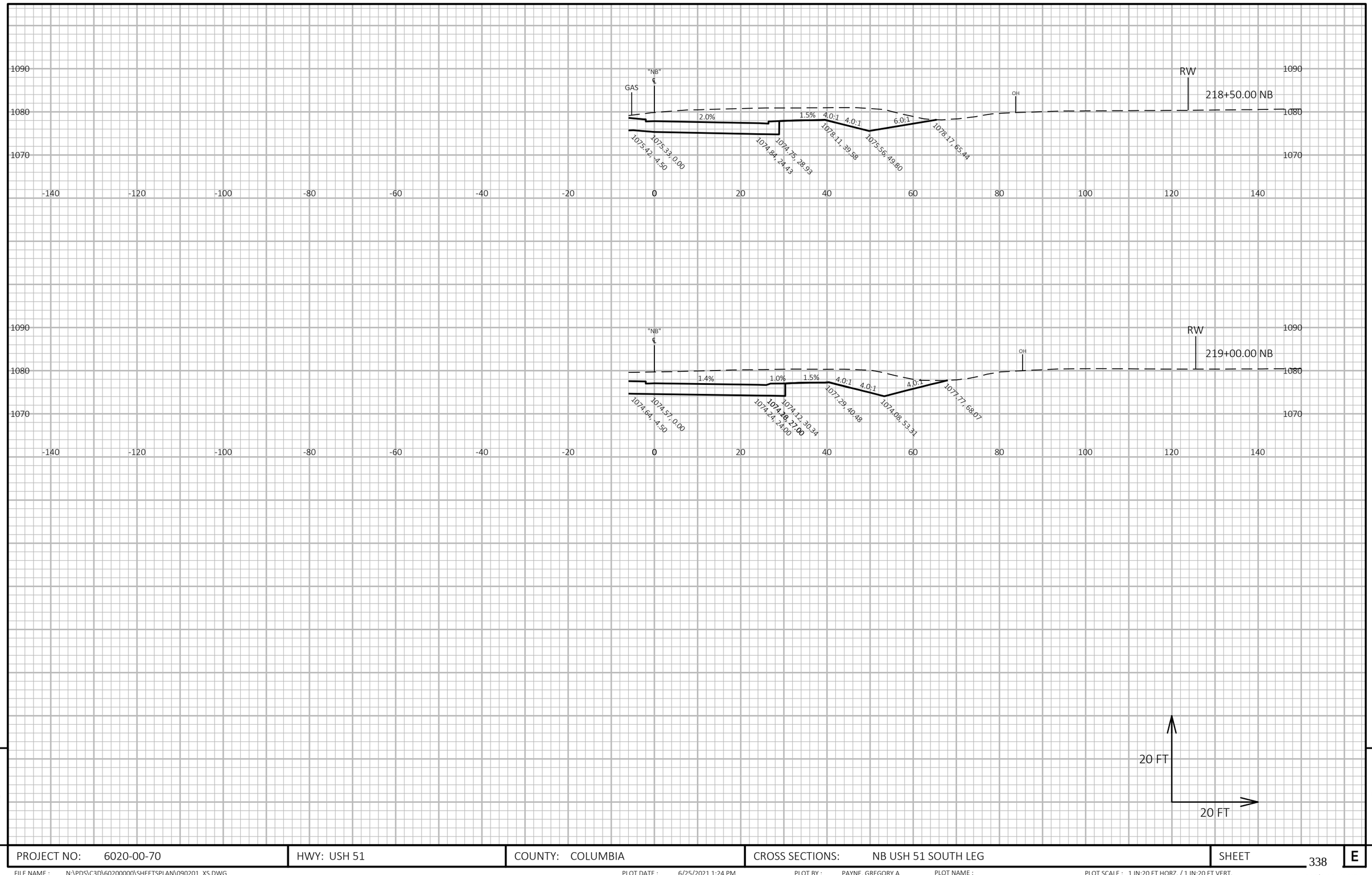
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 337	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (13)

PLOT DATE : 6/25/2021 1:24 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



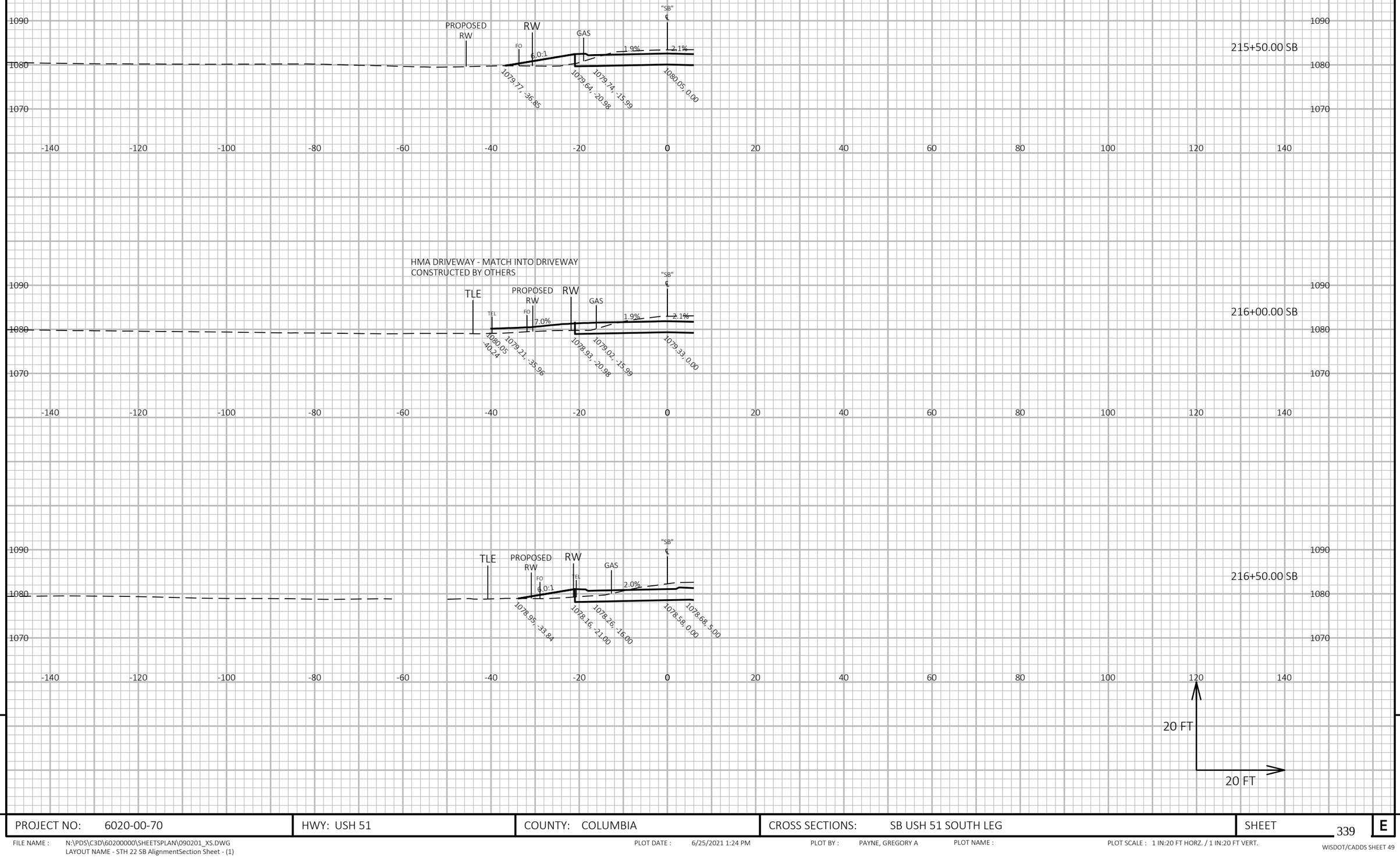
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB USH 51 SOUTH LEG	SHEET 338	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (14)

PLOT DATE : 6/25/2021 1:24 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



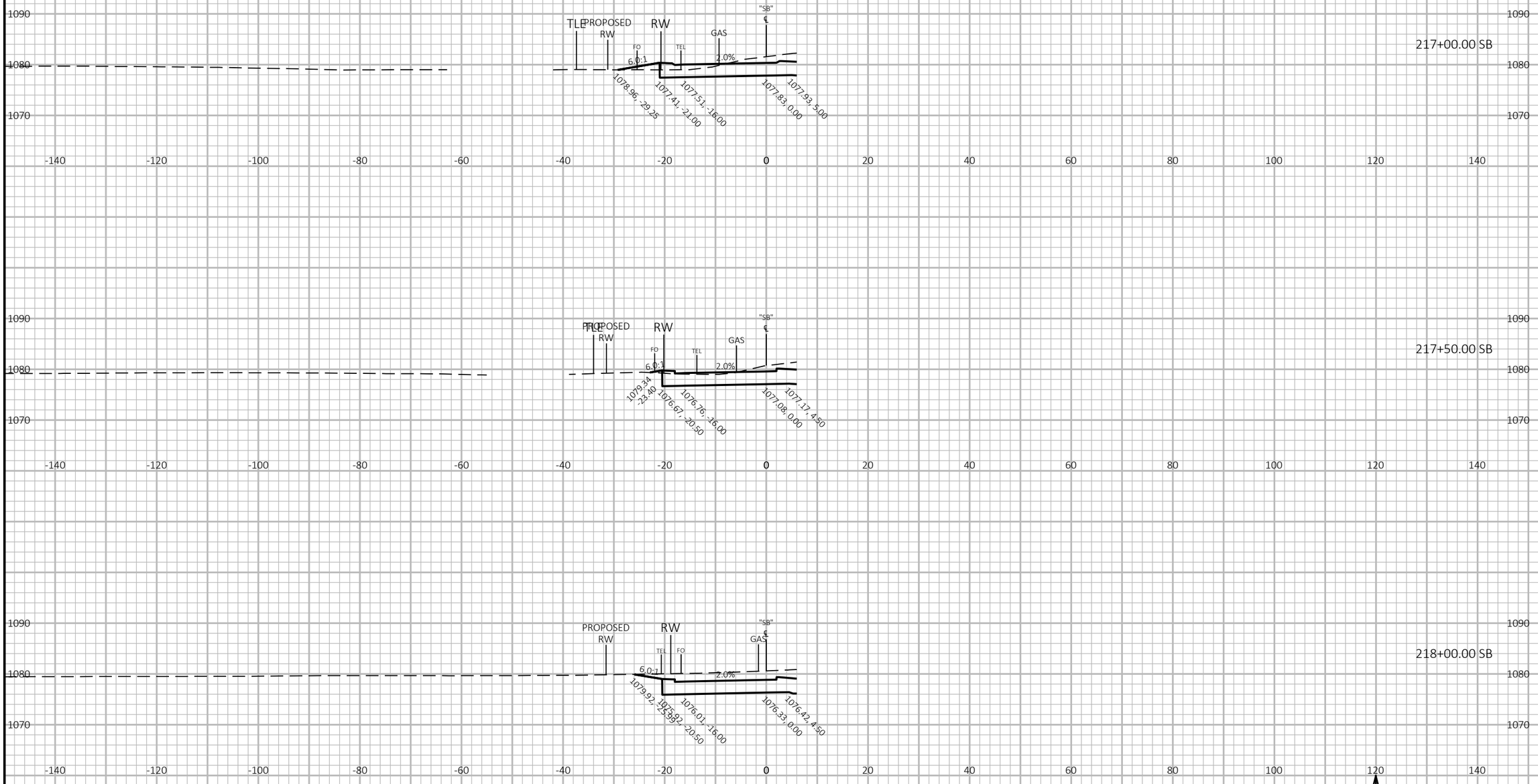
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: SB USH 51 SOUTH LEG	SHEET 339	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 SB AlignmentSection Sheet - (1)

PLOT DATE : 6/25/2021 1:24 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



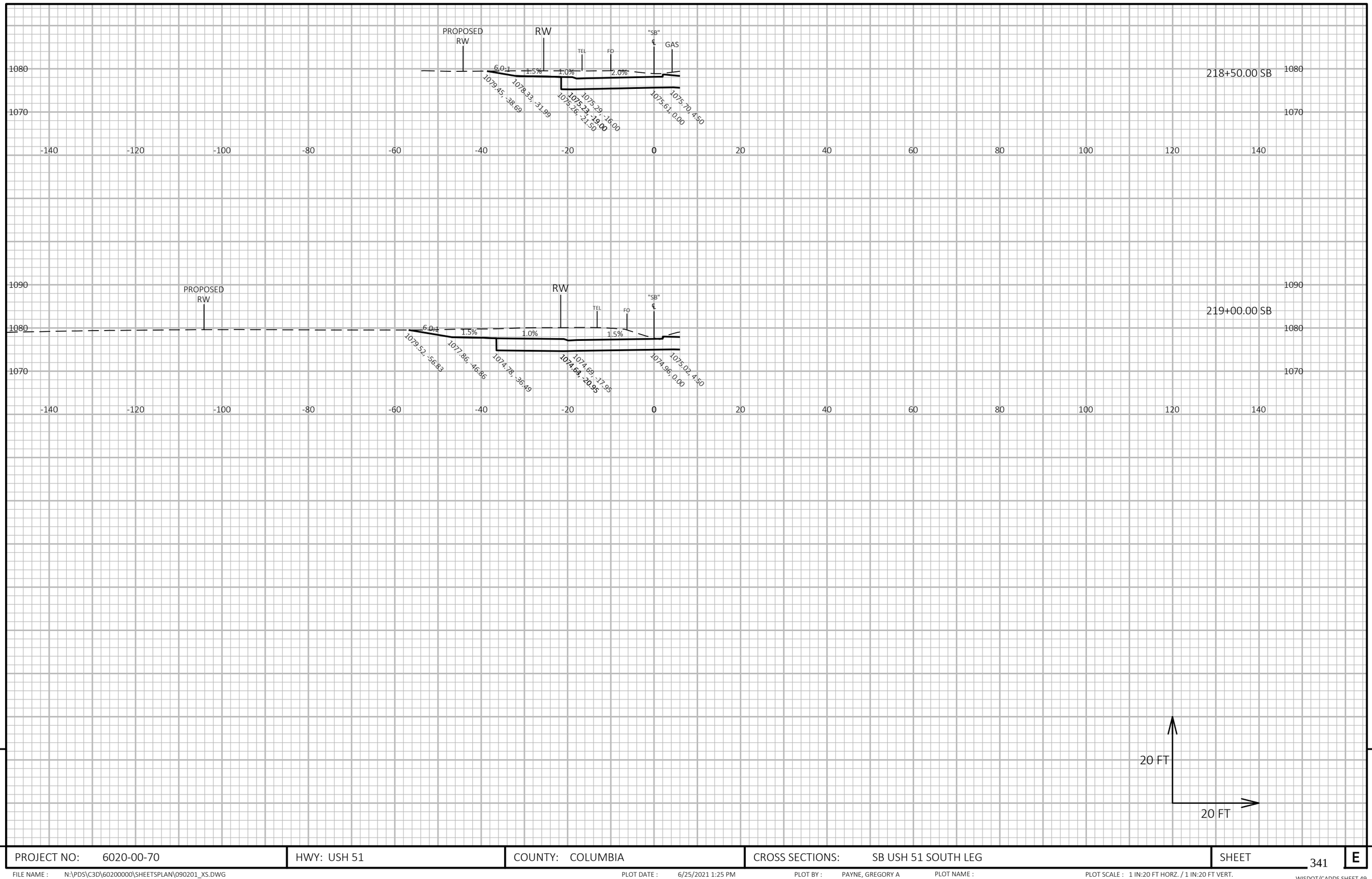
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: SB USH 51 SOUTH LEG	SHEET 340	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 SB AlignmentSection Sheet - (2)

PLOT DATE : 6/25/2021 1:25 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

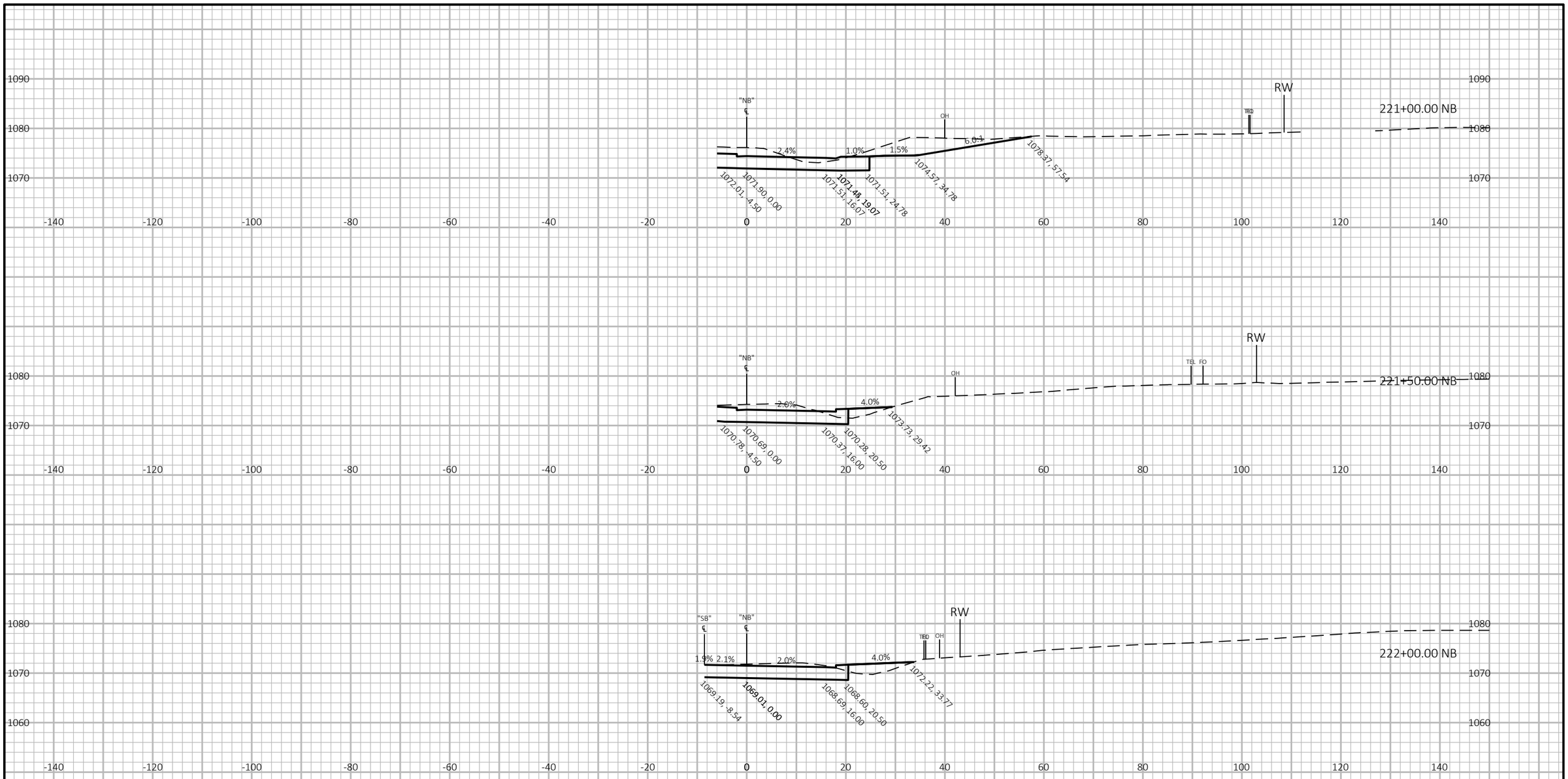
PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: SB USH 51 SOUTH LEG	SHEET 341	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 SB AlignmentSection Sheet - (3)

PLOT DATE : 6/25/2021 1:25 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

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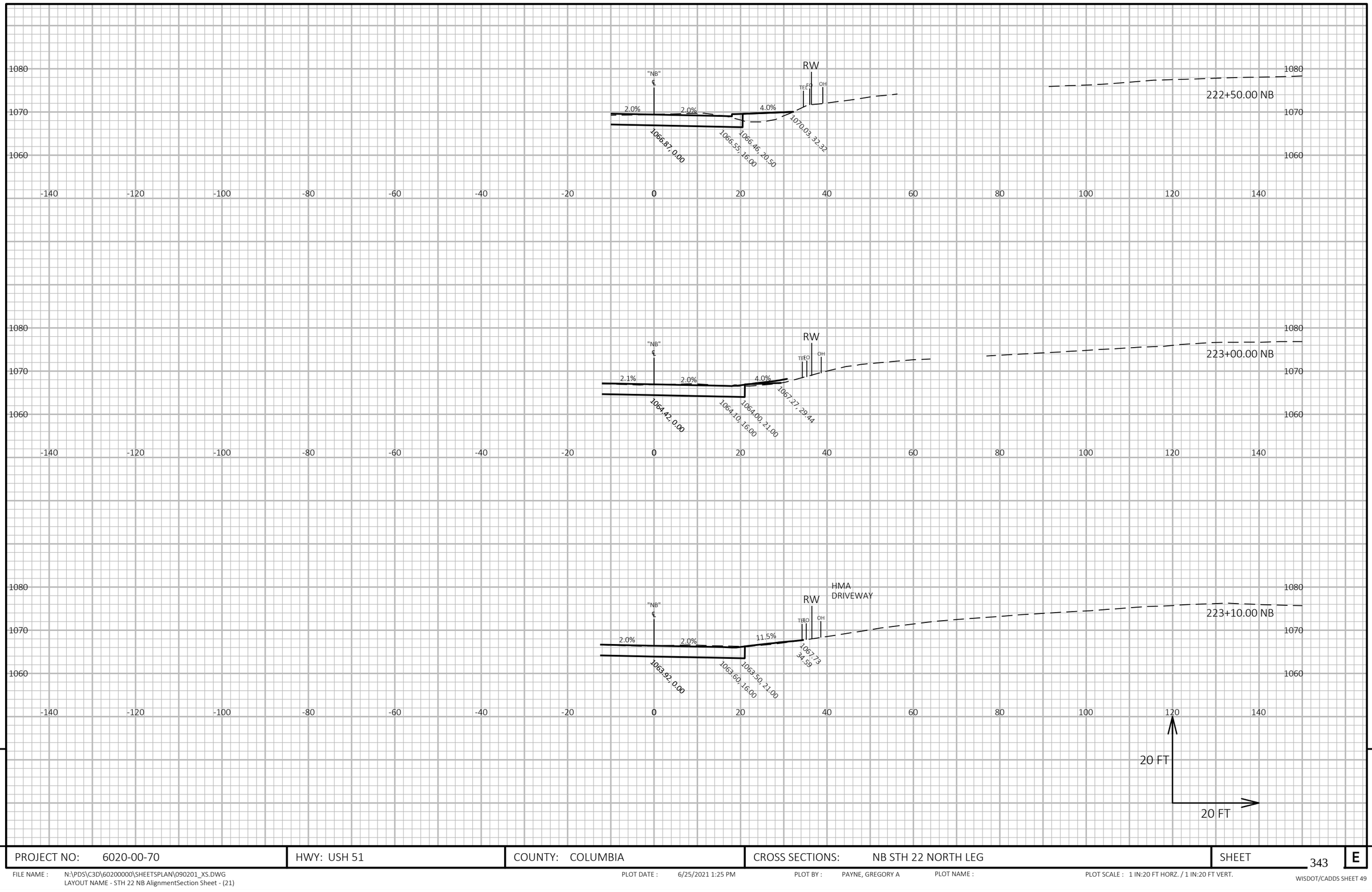
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9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB STH 22 NORTH LEG	SHEET 342	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (20)

PLOT DATE : 6/25/2021 1:25 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



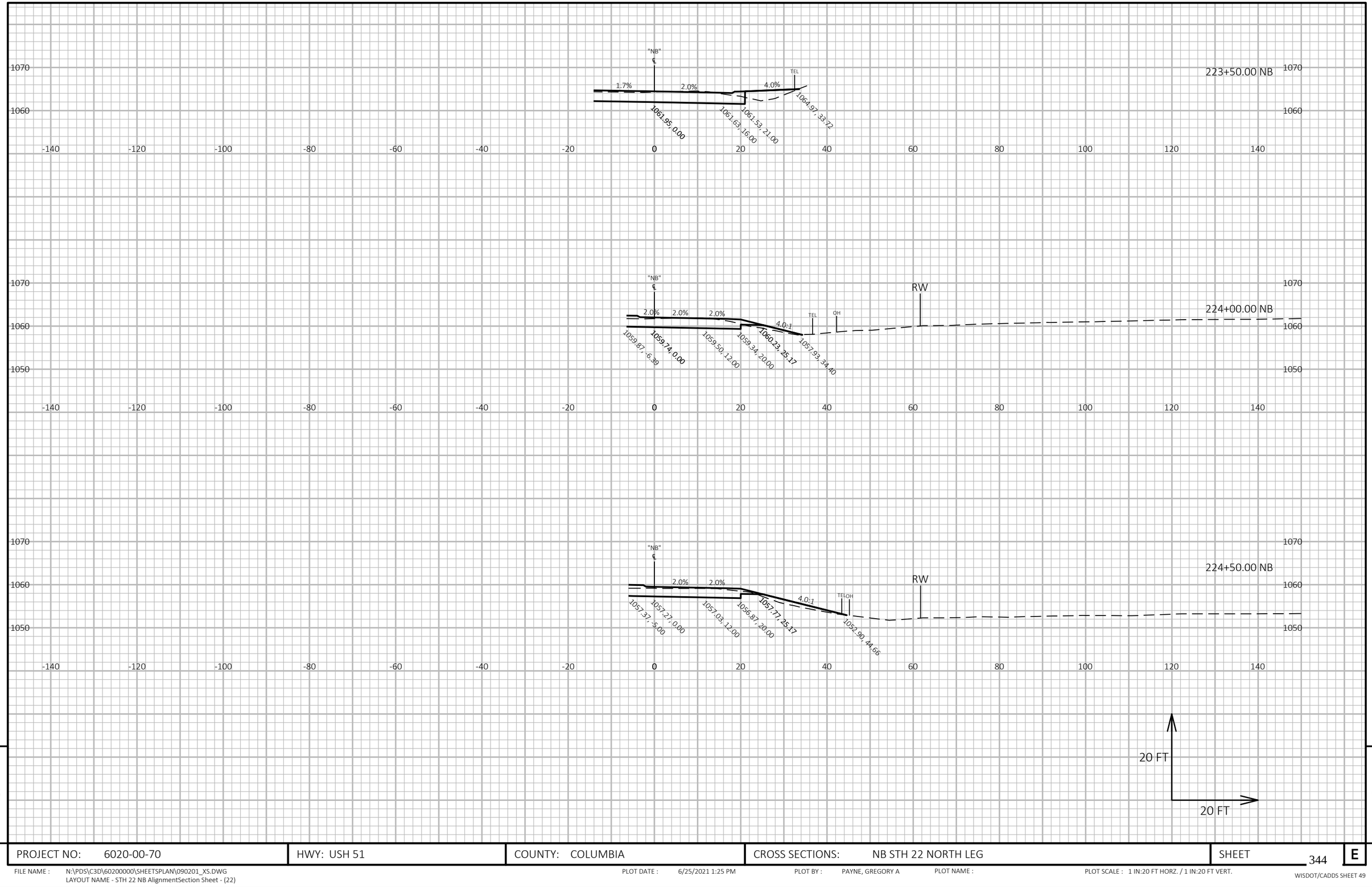
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9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB STH 22 NORTH LEG	SHEET 343	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (21)

PLOT DATE : 6/25/2021 1:25 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



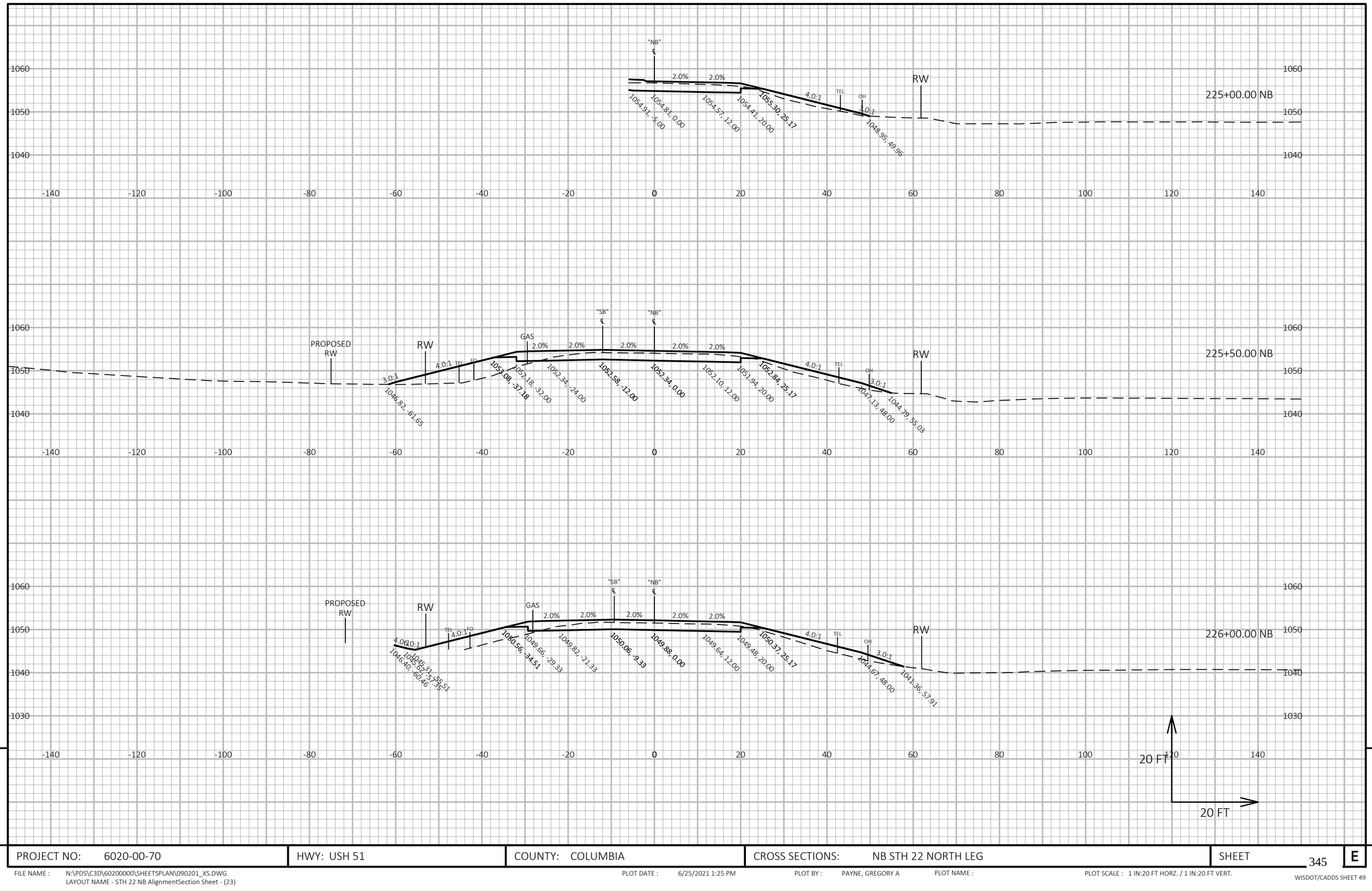
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB STH 22 NORTH LEG	SHEET 344	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (22)

PLOT DATE : 6/25/2021 1:25 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



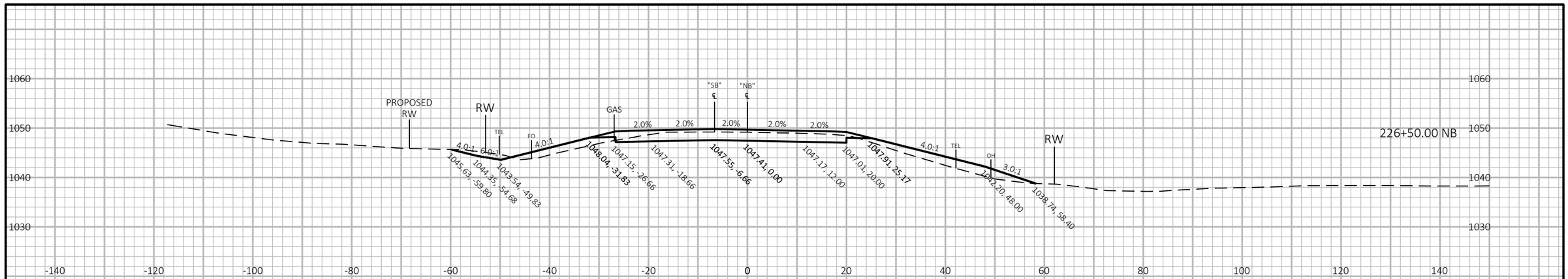
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB STH 22 NORTH LEG	SHEET 345	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (23)

PLOT DATE : 6/25/2021 1:25 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



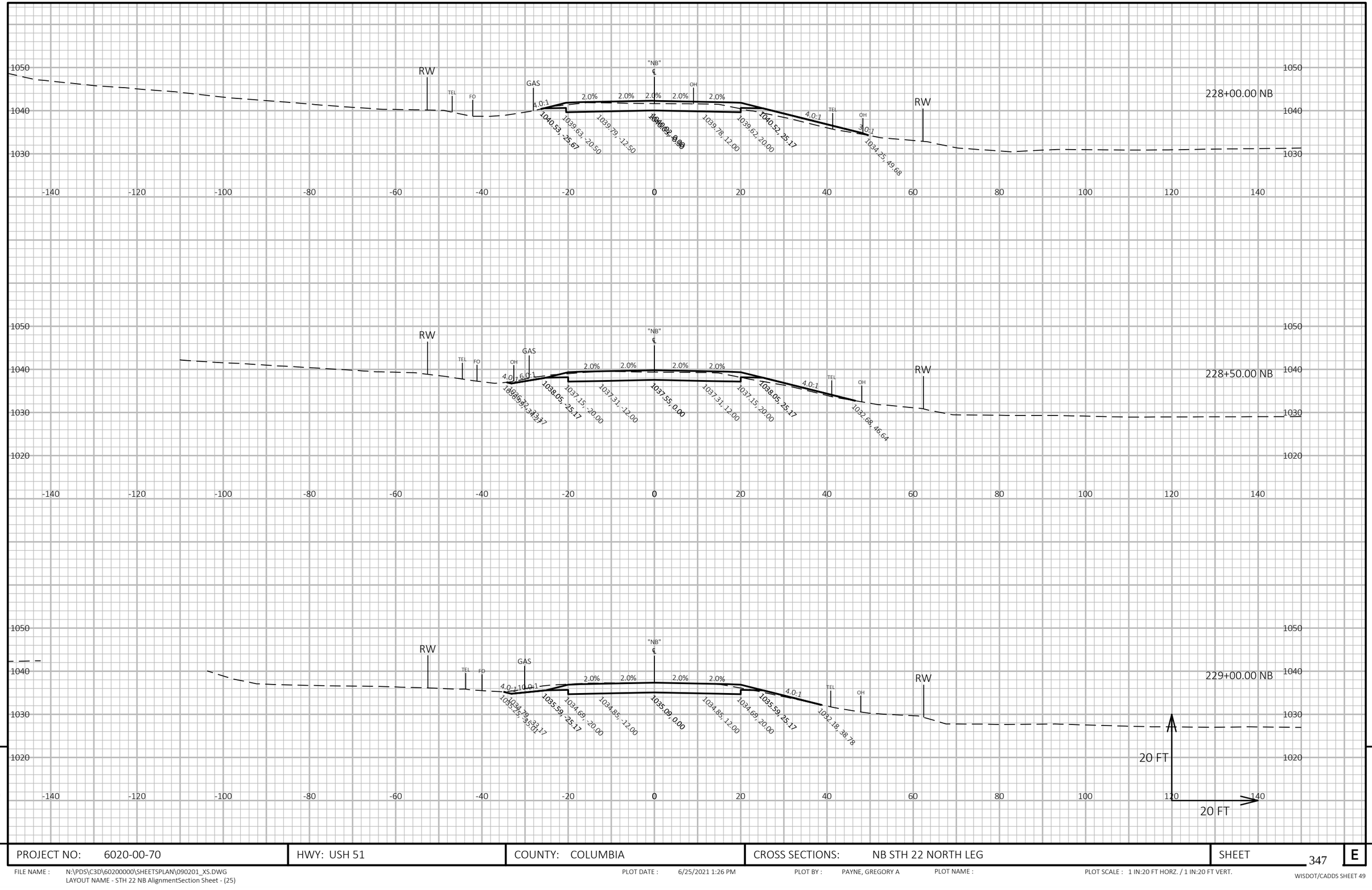
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB STH 22 NORTH LEG	SHEET 346	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (24)

PLOT DATE : 6/25/2021 1:25 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

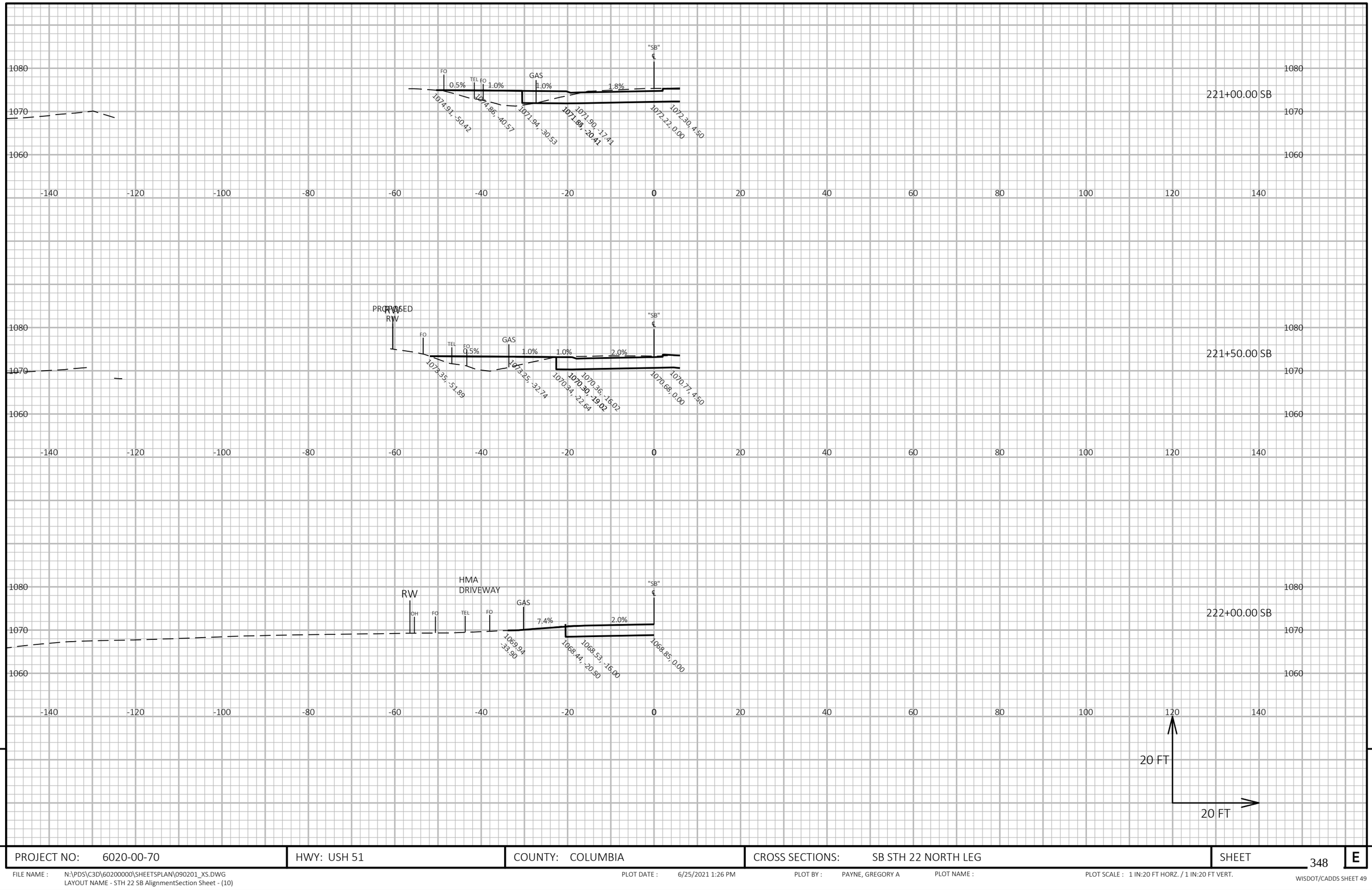
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: NB STH 22 NORTH LEG	SHEET 347	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 NB AlignmentSection Sheet - (25)

PLOT DATE : 6/25/2021 1:26 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



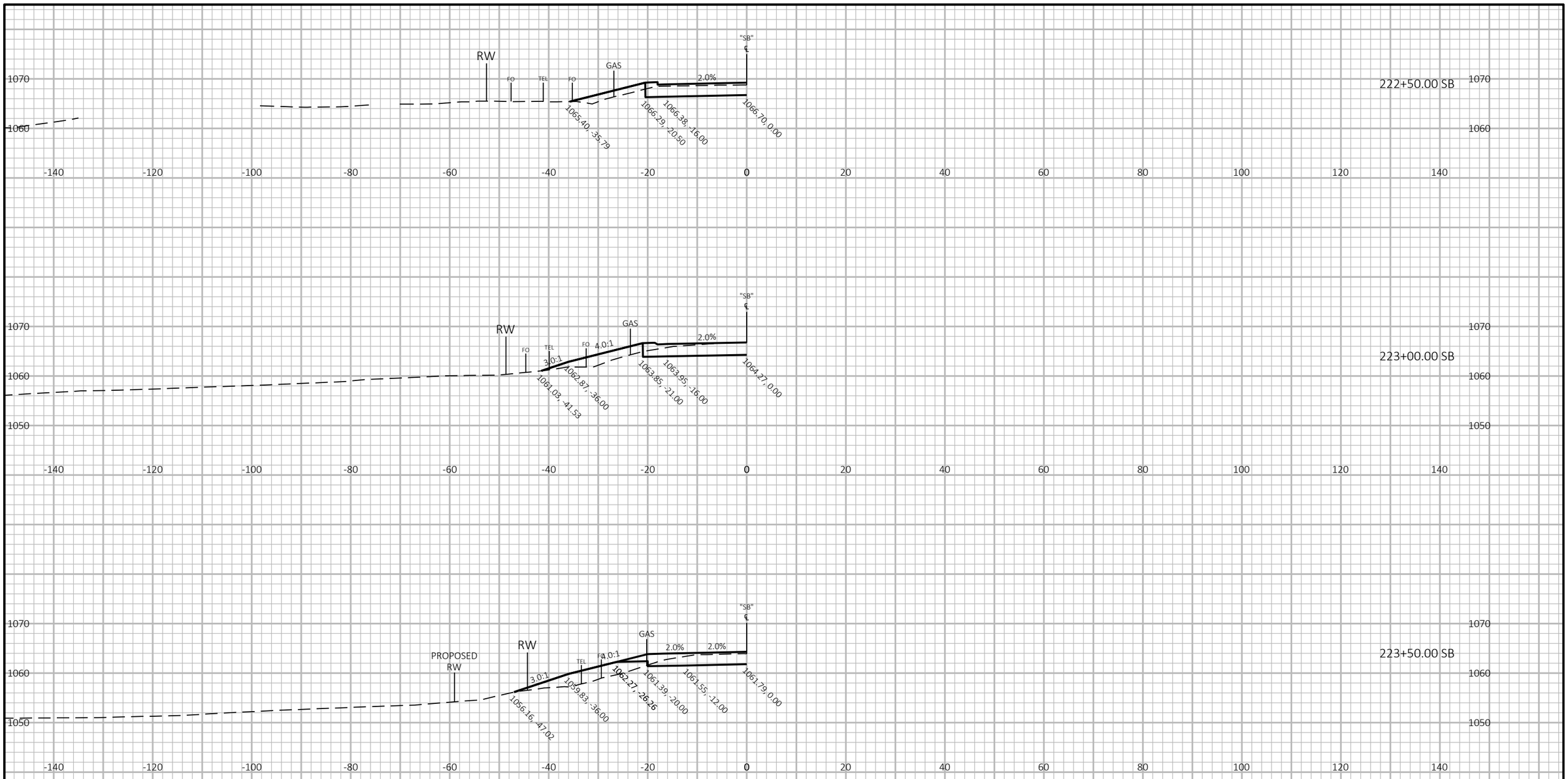
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9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: SB STH 22 NORTH LEG	SHEET 348	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 SB AlignmentSection Sheet - (10)

PLOT DATE : 6/25/2021 1:26 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



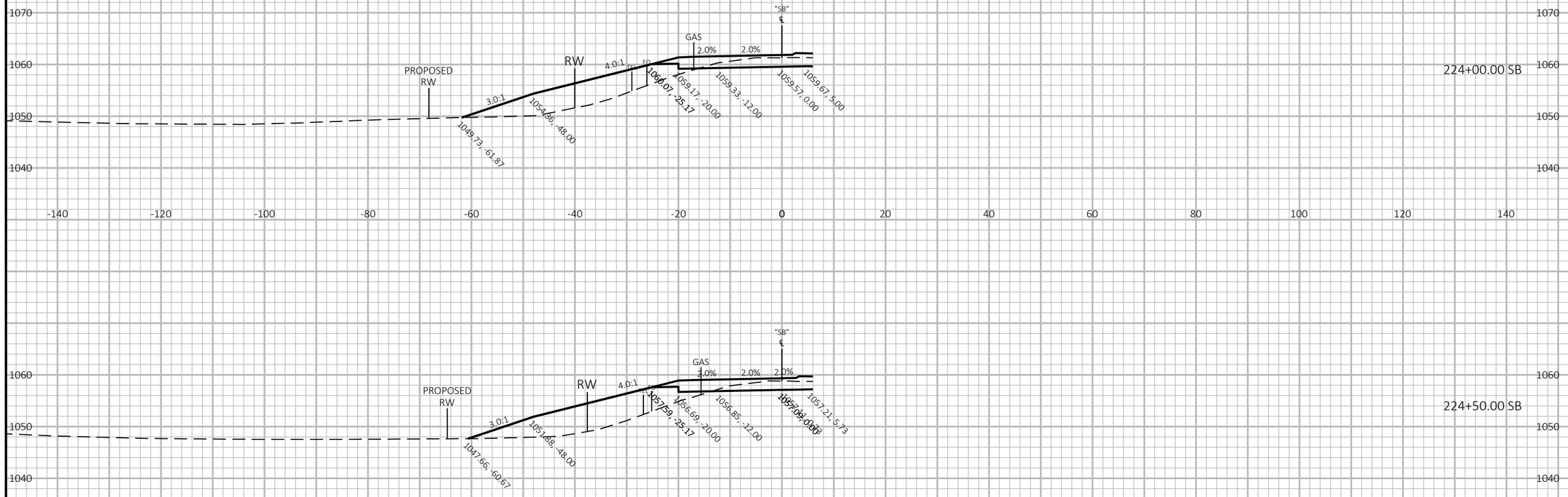
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: SB STH 22 NORTH LEG	SHEET 349	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 SB AlignmentSection Sheet - (11)

PLOT DATE : 6/25/2021 1:26 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



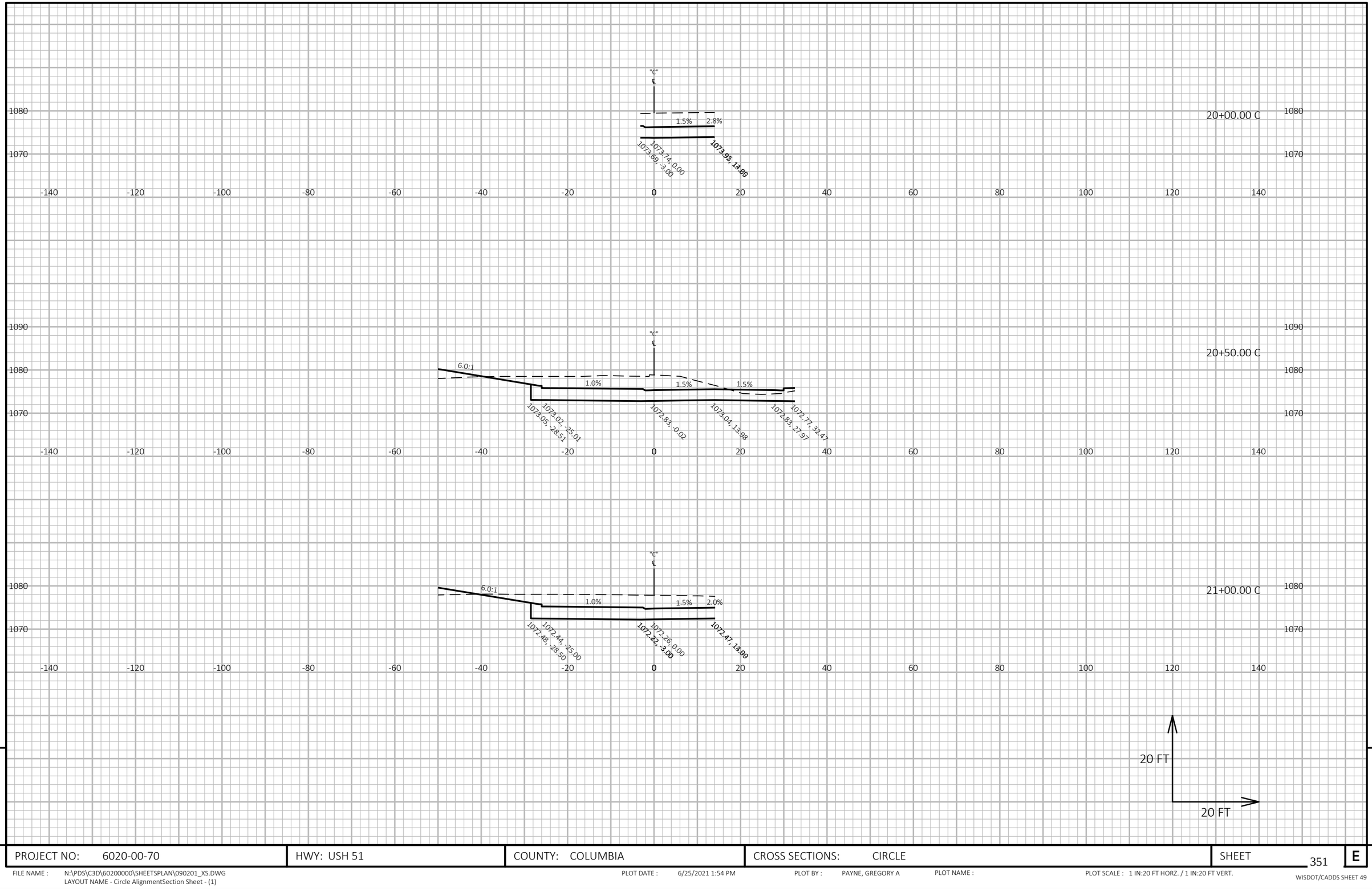
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9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: SB STH 22 NORTH LEG	SHEET 350	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - STH 22 SB AlignmentSection Sheet - (12)

PLOT DATE : 6/25/2021 1:26 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

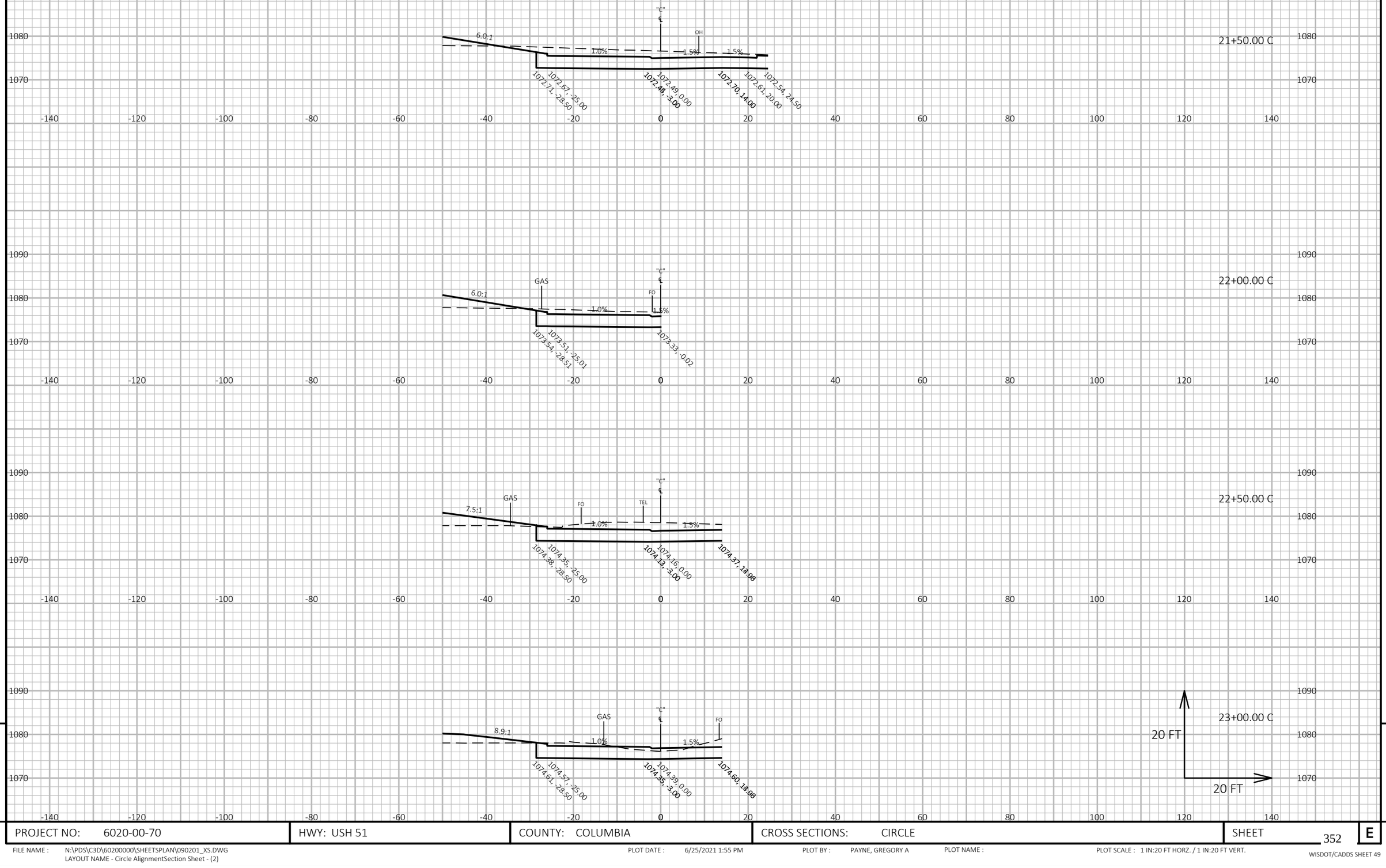
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: CIRCLE	SHEET 351	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Circle AlignmentSection Sheet - (1)

PLOT DATE : 6/25/2021 1:54 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



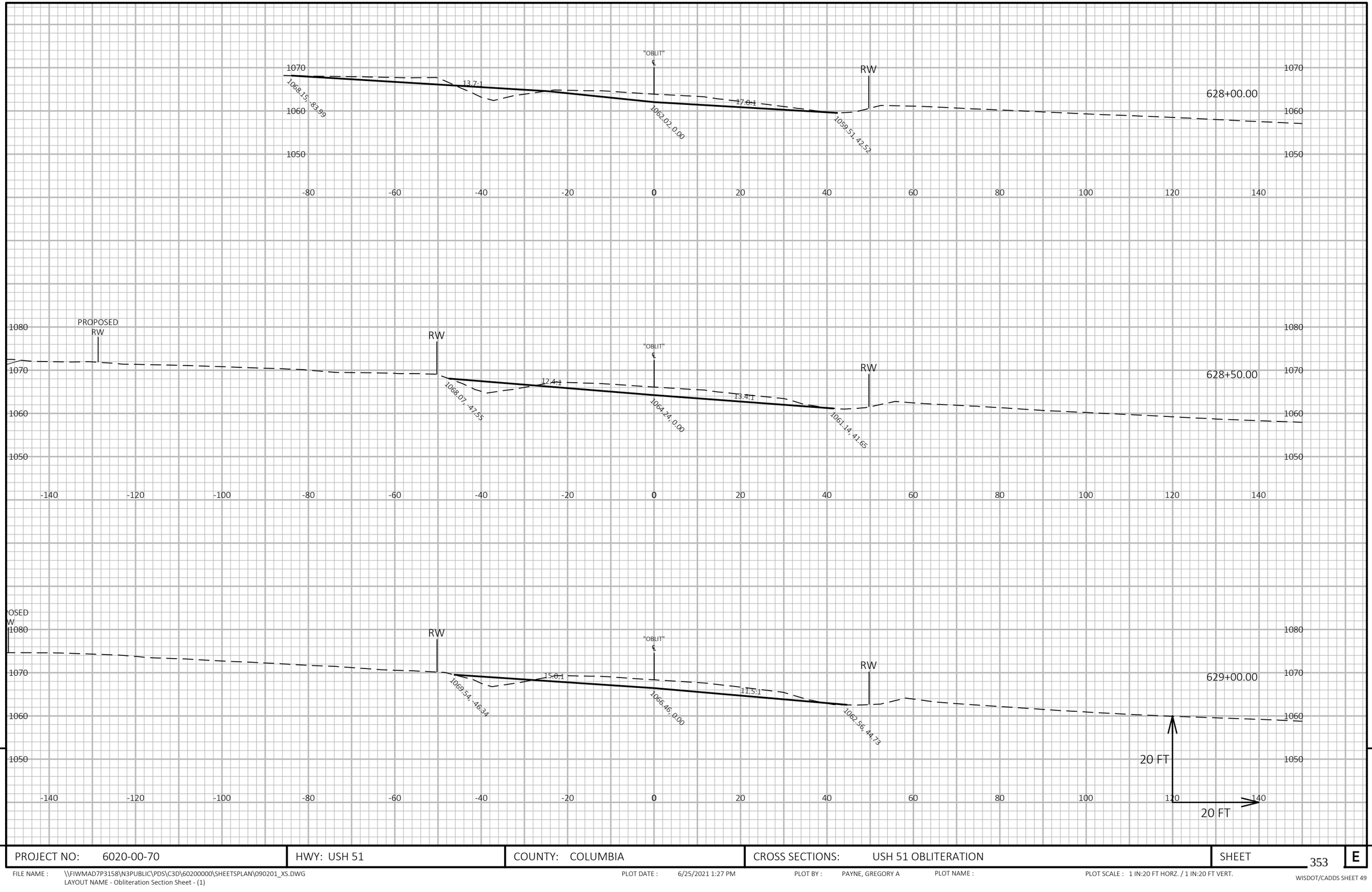
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: CIRCLE	SHEET 352	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Circle AlignmentSection Sheet - (2)

PLOT DATE : 6/25/2021 1:55 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



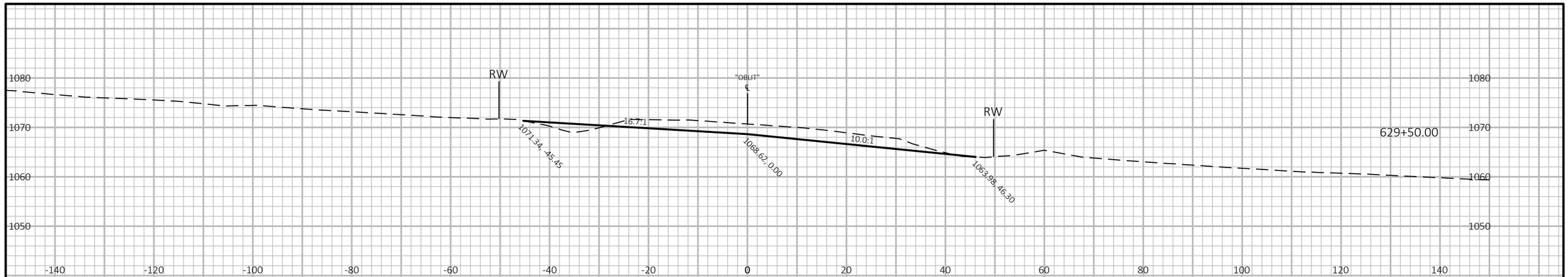
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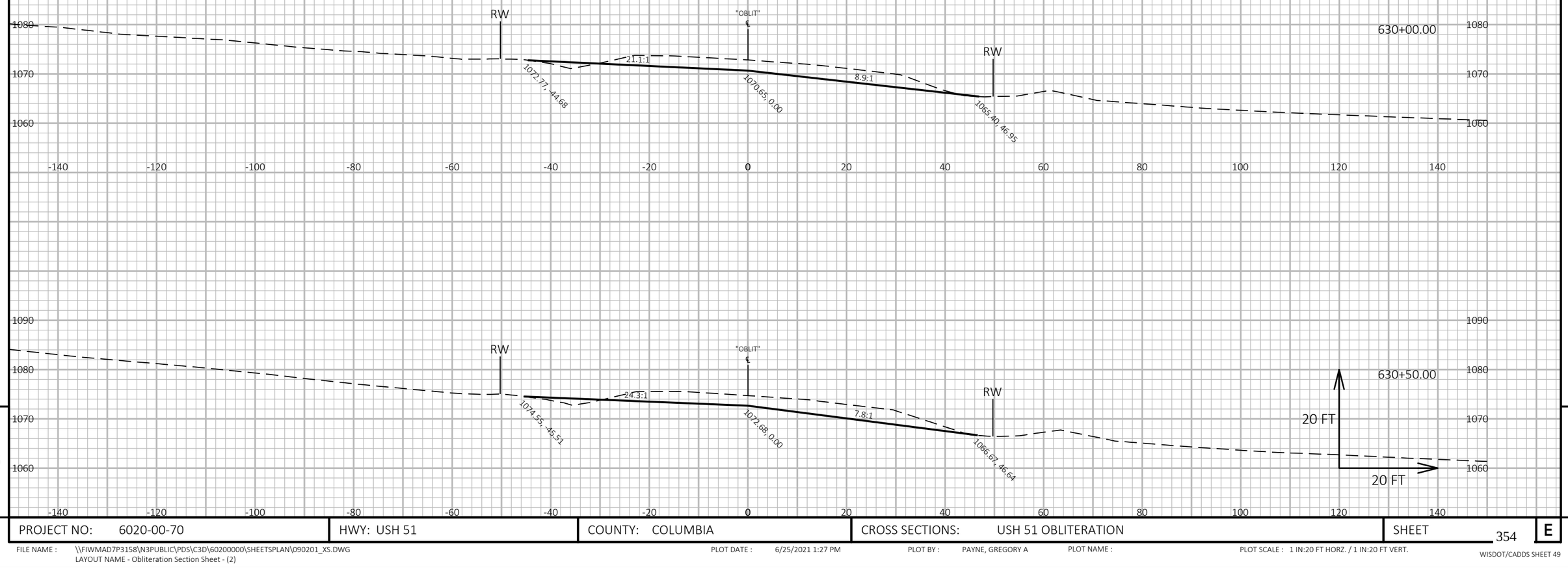
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: USH 51 OBLITERATION	SHEET 353	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration Section Sheet - (1)

PLOT DATE : 6/25/2021 1:27 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





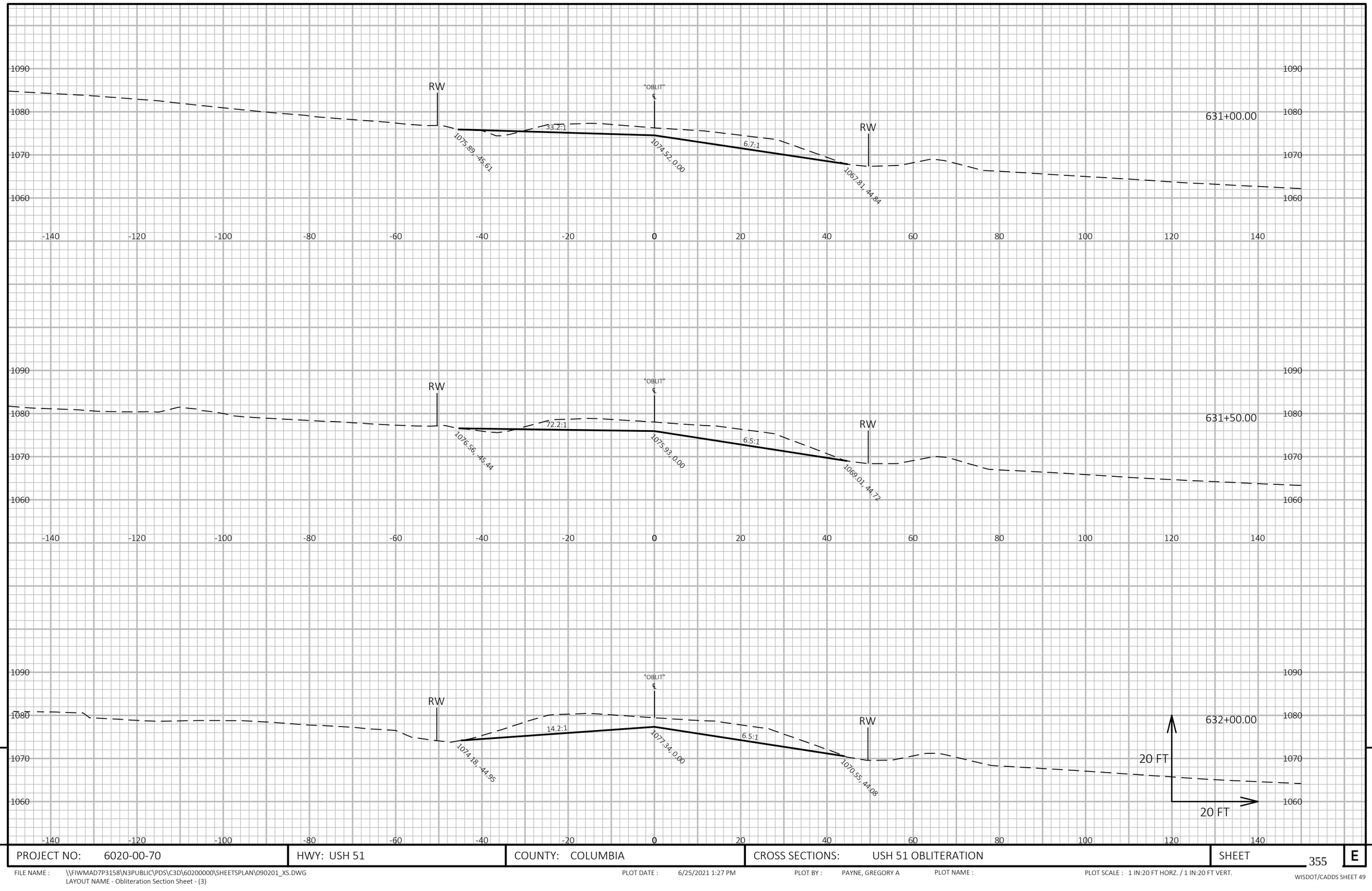
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: USH 51 OBLITERATION	SHEET 354	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration Section Sheet - (2)

PLOT DATE : 6/25/2021 1:27 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



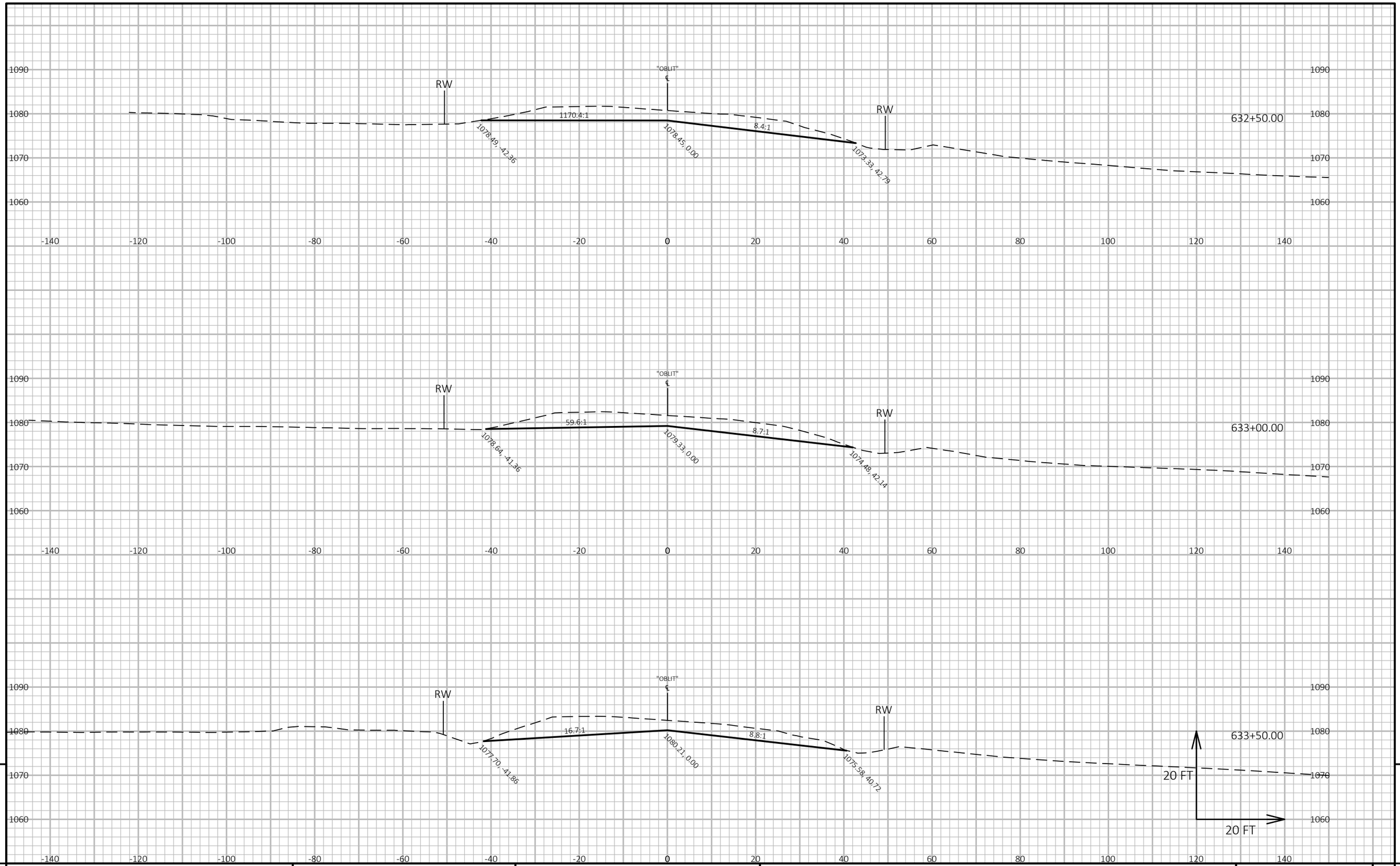
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9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: USH 51 OBLITERATION	SHEET 355	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration Section Sheet - (3)

PLOT DATE : 6/25/2021 1:27 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



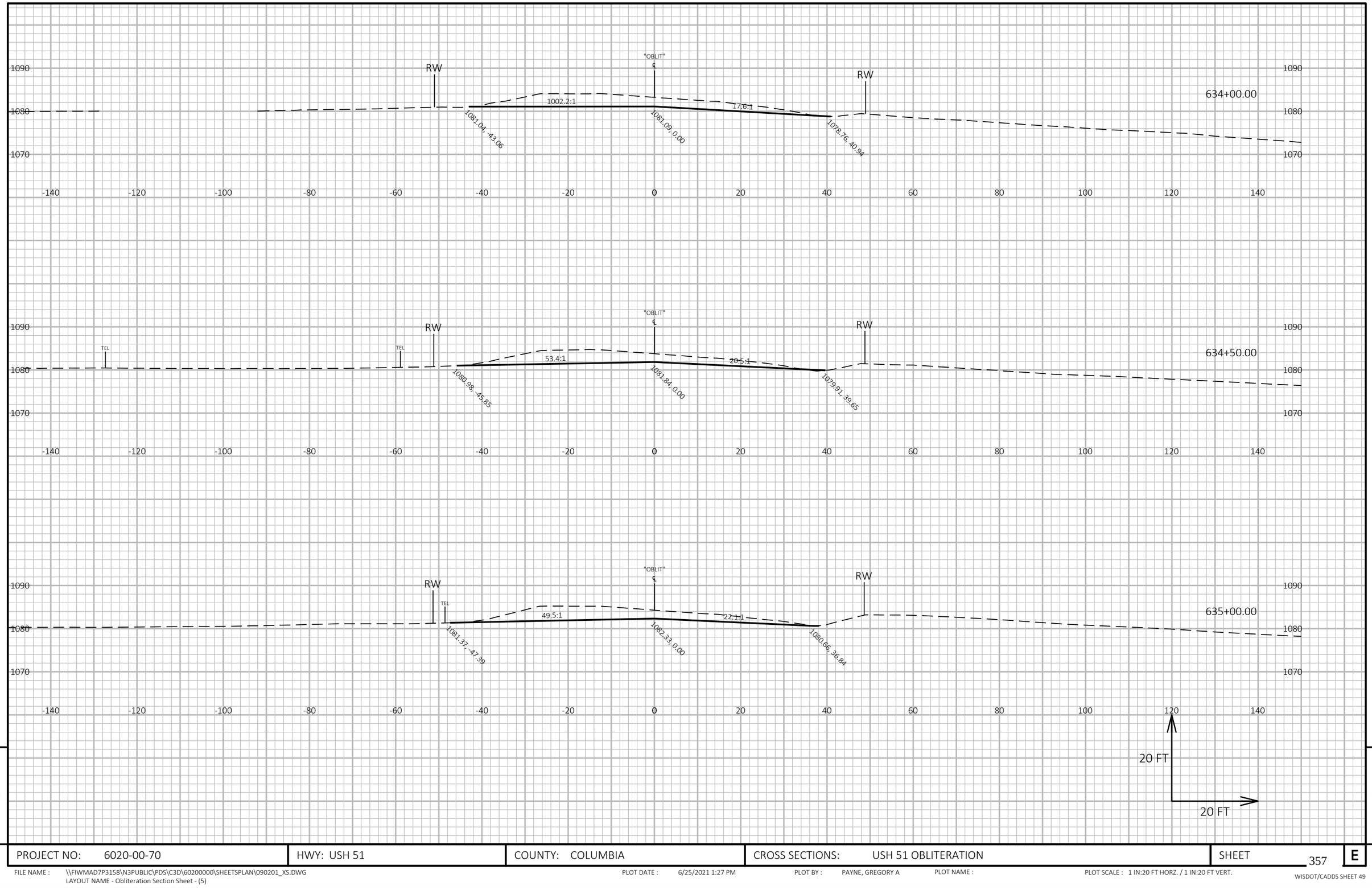
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9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: USH 51 OBLITERATION	SHEET 356	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration Section Sheet - (4)

PLOT DATE : 6/25/2021 1:27 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

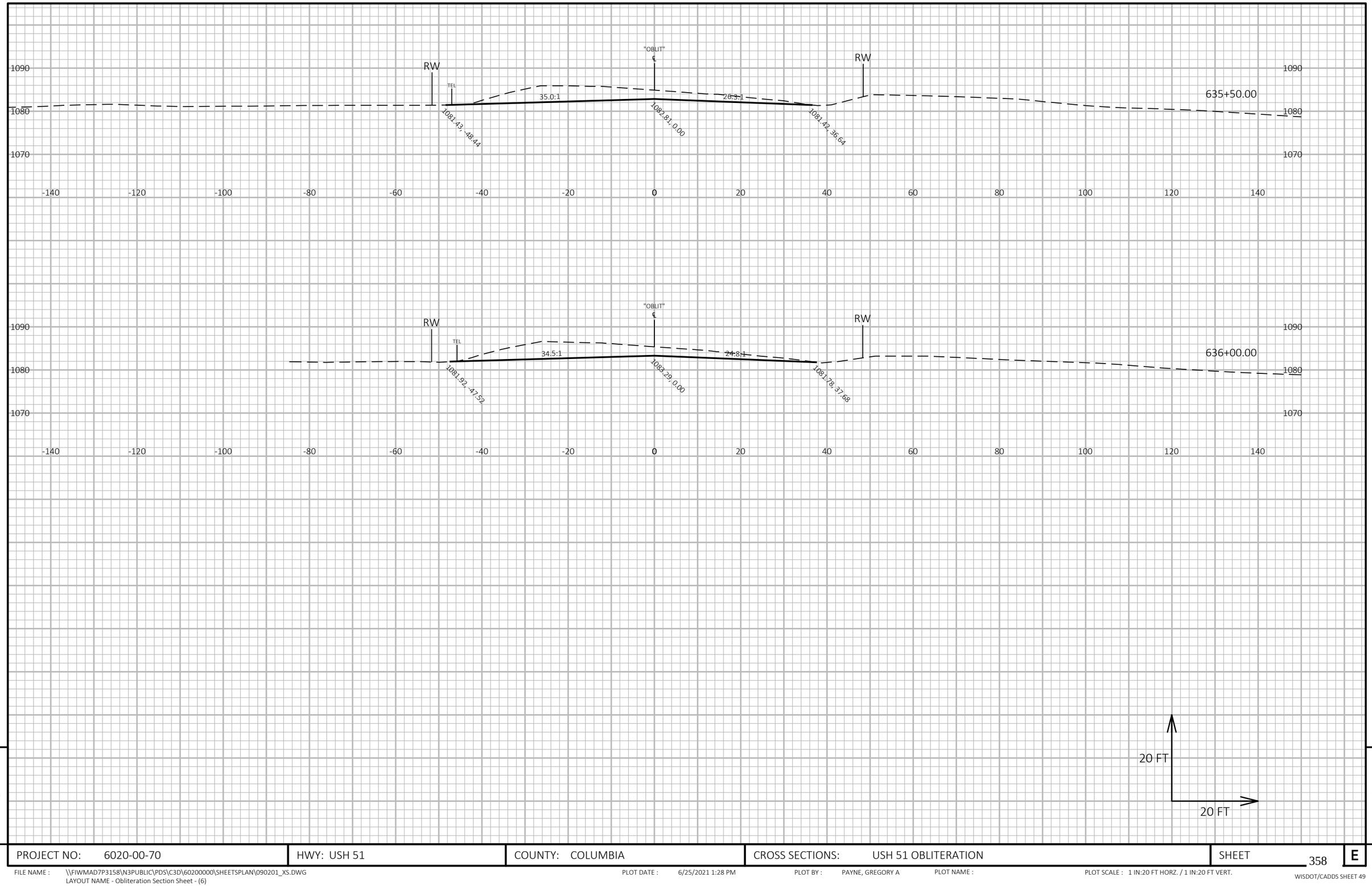
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: USH 51 OBLITERATION	SHEET 357	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration Section Sheet - (5)

PLOT DATE : 6/25/2021 1:27 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



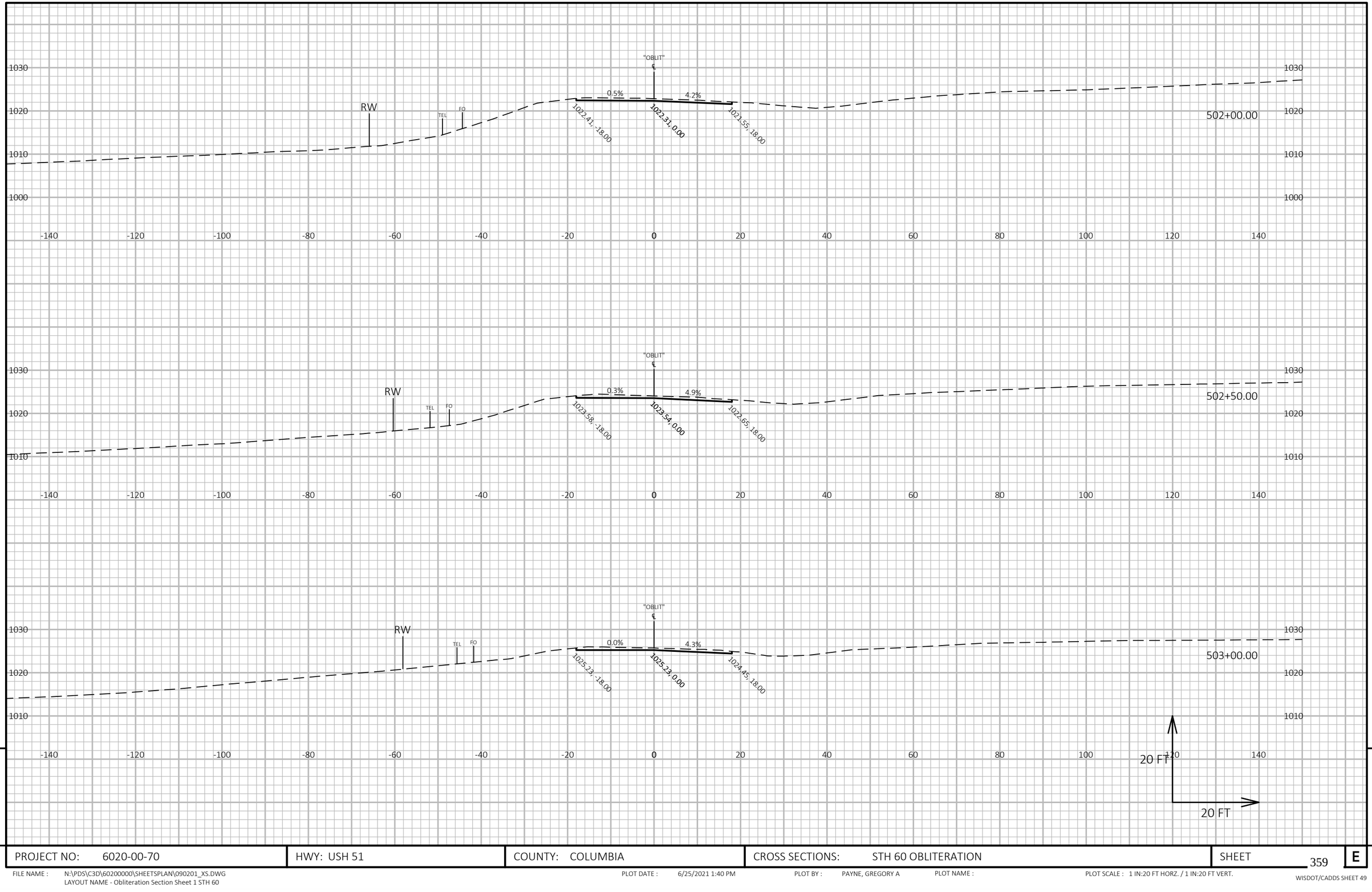
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: USH 51 OBLITERATION	SHEET 358	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration Section Sheet - (6)

PLOT DATE : 6/25/2021 1:28 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

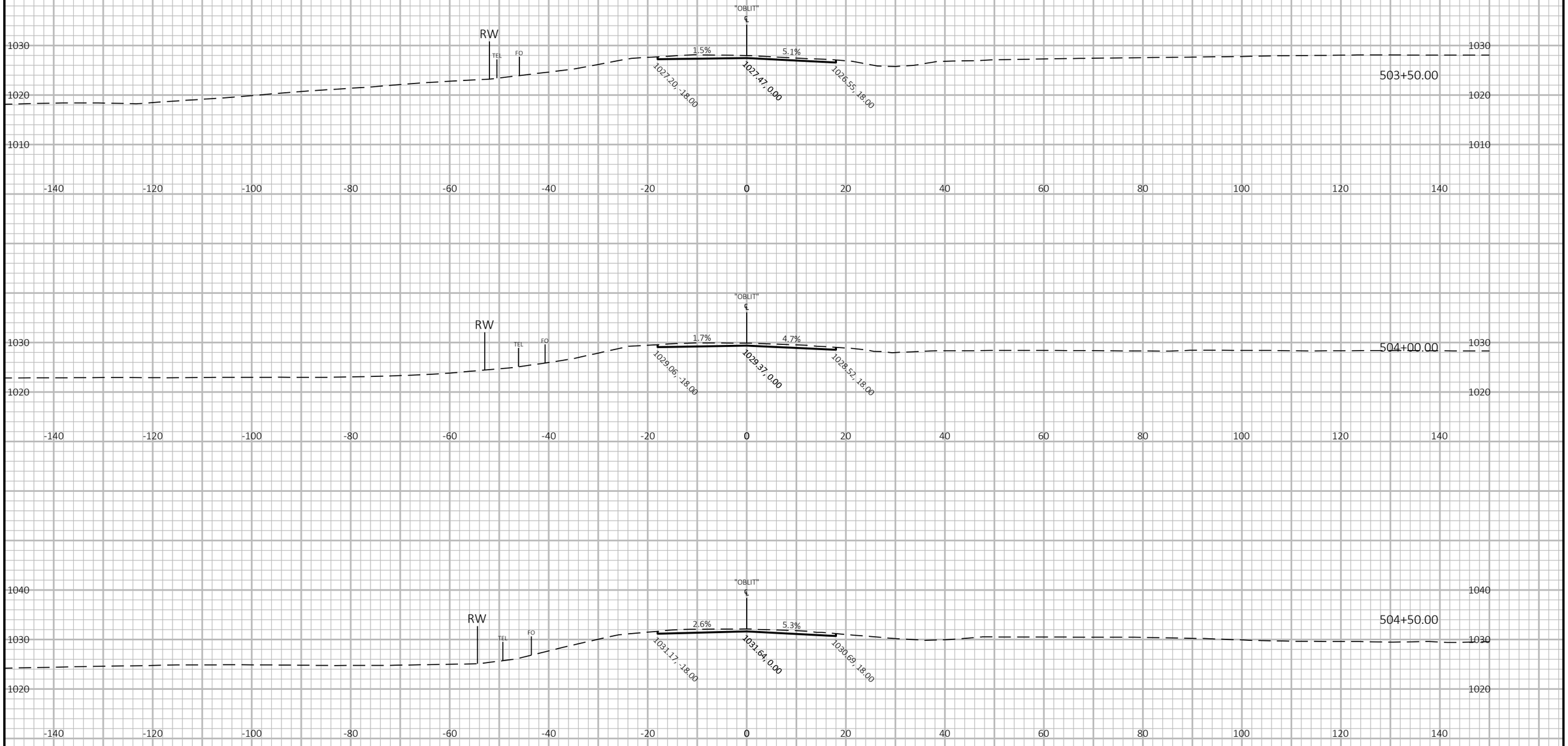
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: STH 60 OBLITERATION	SHEET 359	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration Section Sheet 1 STH 60

PLOT DATE : 6/25/2021 1:40 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



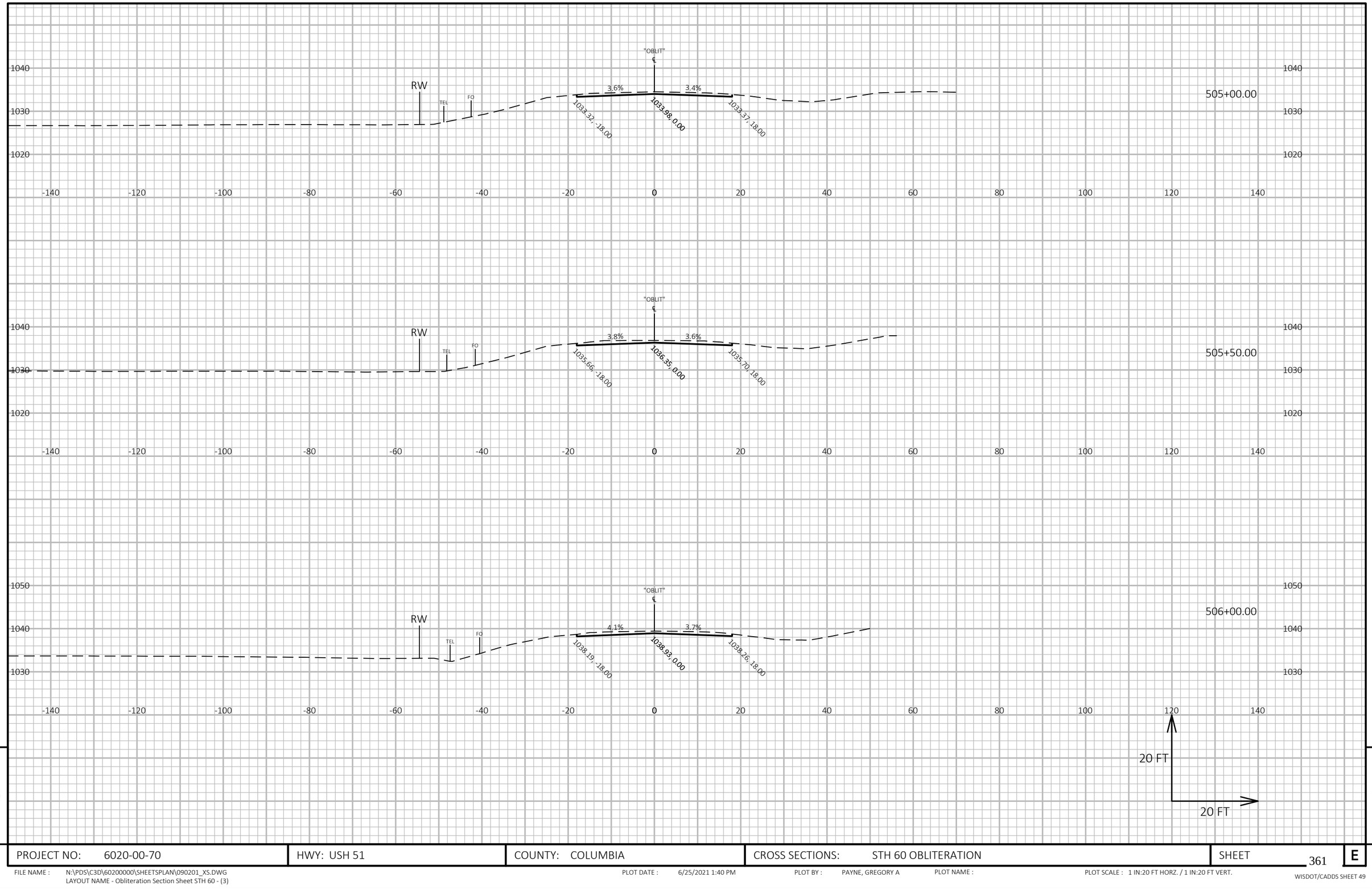
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9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: STH 60 OBLITERATION	SHEET 360	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration Section Sheet STH 60 - (2)

PLOT DATE : 6/25/2021 1:40 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



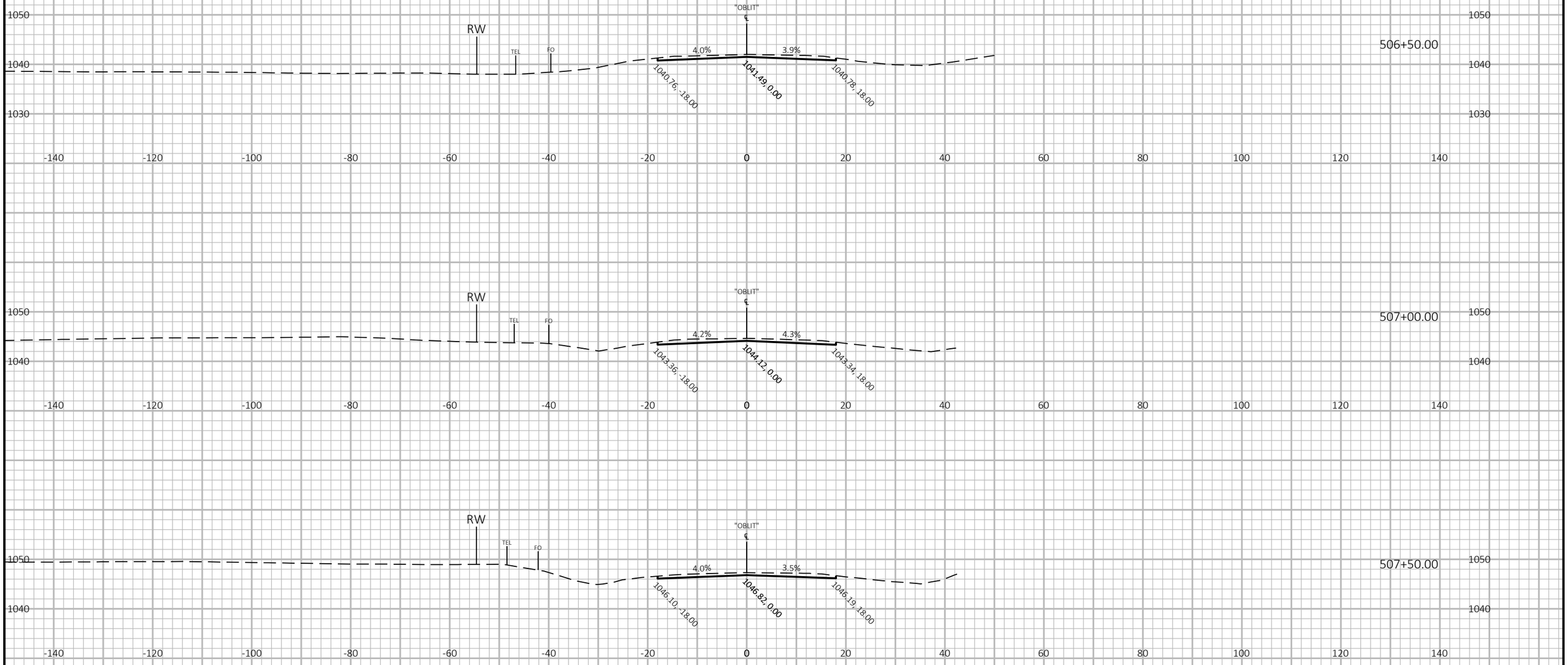
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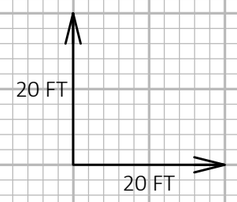
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: STH 60 OBLITERATION	SHEET 361	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration Section Sheet STH 60 - (3)

PLOT DATE : 6/25/2021 1:40 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.





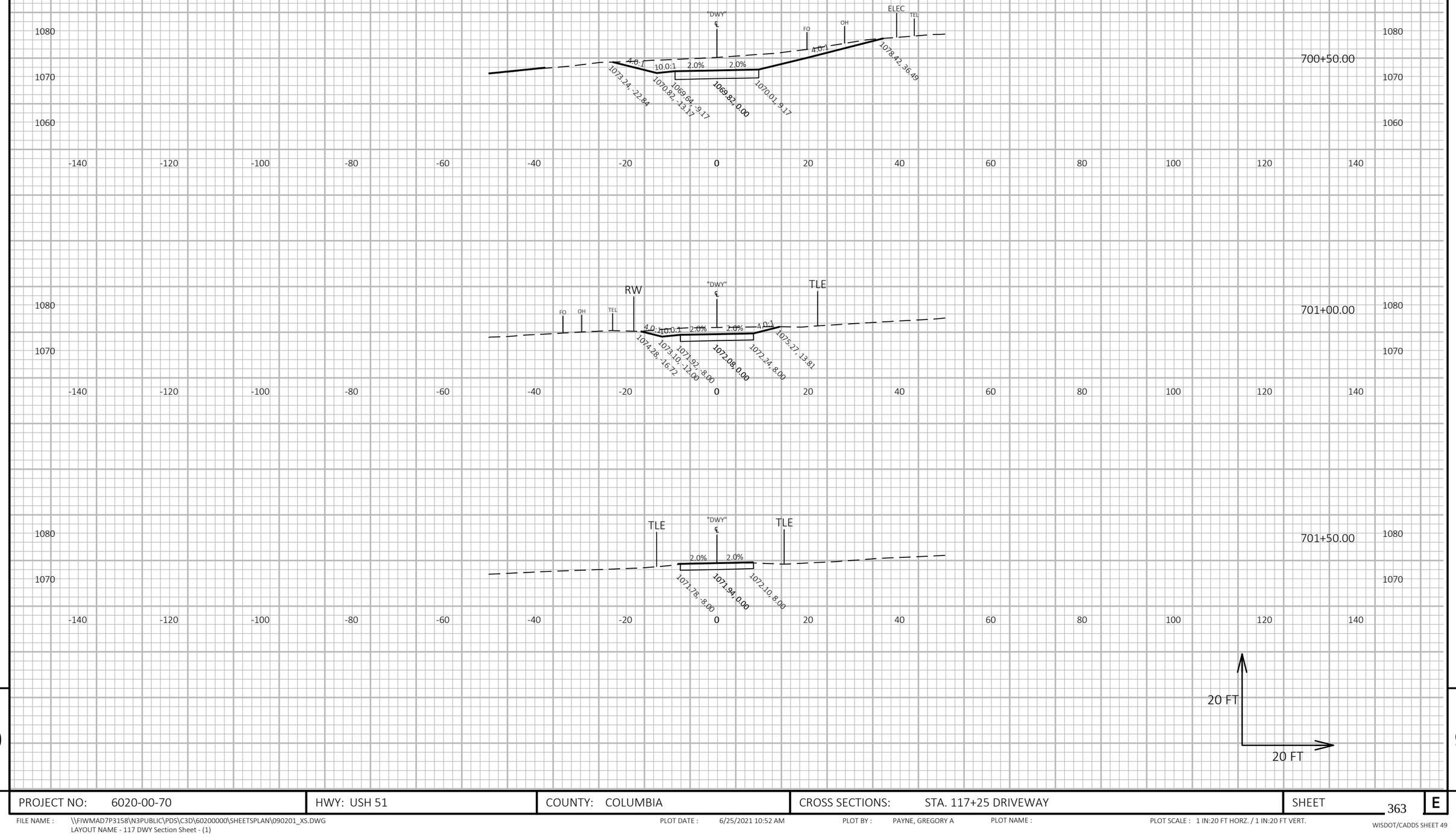
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PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: STH 60 OBLITERATION	SHEET 362	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - Obliteration STH 60 Section Sheet - (4)

PLOT DATE : 6/25/2021 1:41 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



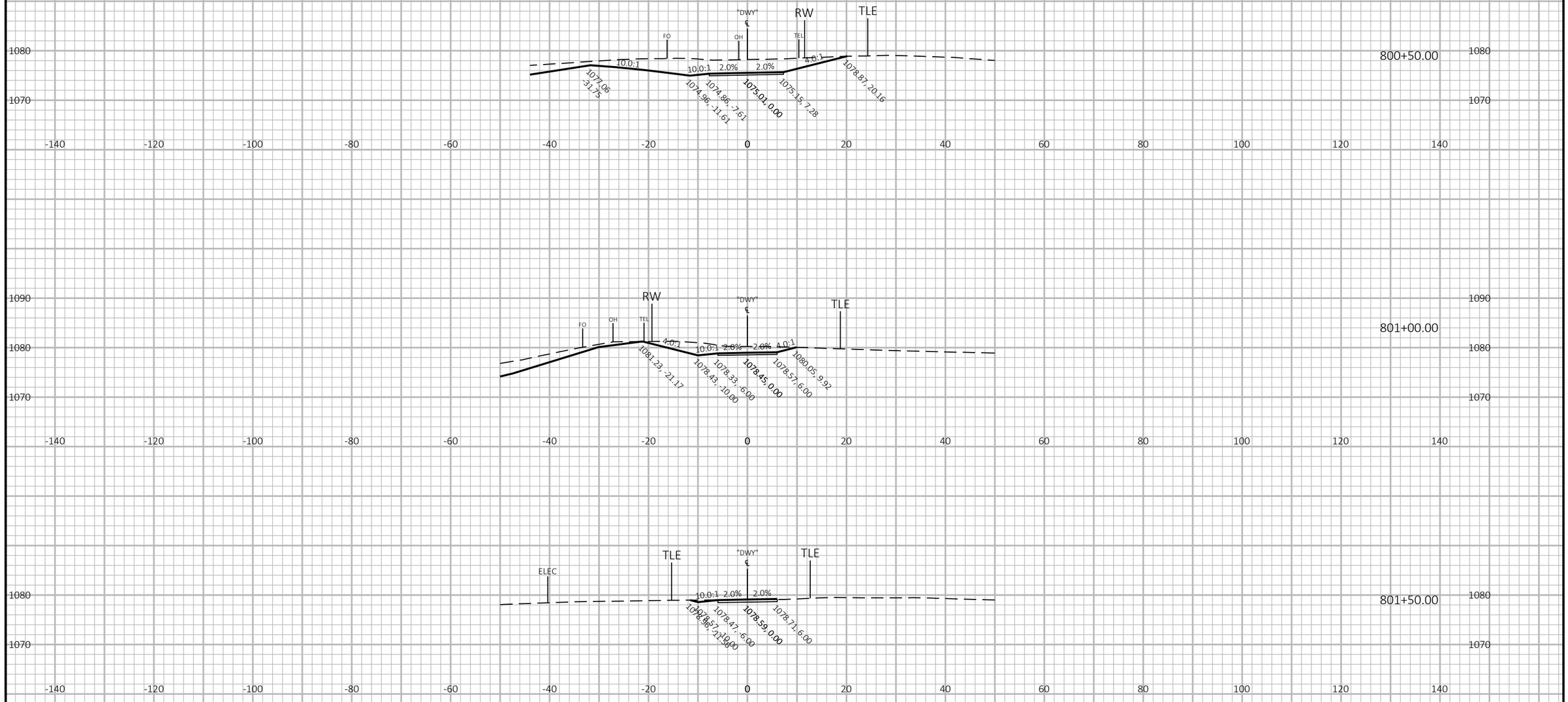
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9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: STA. 117+25 DRIVEWAY	SHEET 363	E

FILE NAME : \\FIWMAD7P3158\N3PUBLIC\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 117 DWY Section Sheet - (1)

PLOT DATE : 6/25/2021 10:52 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

9

PROJECT NO: 6020-00-70	HWY: USH 51	COUNTY: COLUMBIA	CROSS SECTIONS: STA. 118+75 DRIVEWAY	SHEET 364	E

FILE NAME : N:\PDS\C3D\60200000\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 118 DWY Section Sheet - (1)

PLOT DATE : 6/25/2021 1:41 PM

PLOT BY : PAYNE, GREGORY A

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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