SUP

PROJECT ID: 1198-03-73

WITH: 1198-03-80

COUNTY: DOUGLAS

JANUARY 2025

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 = 344

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1198-03-73	WISC 2025167	1
1198-03-80	WISC 2025168	

C SUPERIOR, EAST SECOND STREET
2ND AVENUE EAST TO HUGHITT AVENUE

USH 53
DOUGLAS COUNTY

STATE PROJECT NUMBER
1198-03-73

C SUPERIOR, EAST SECOND STREET
E STREET INTERSECTION

USH 53
DOUGLAS COUNTY

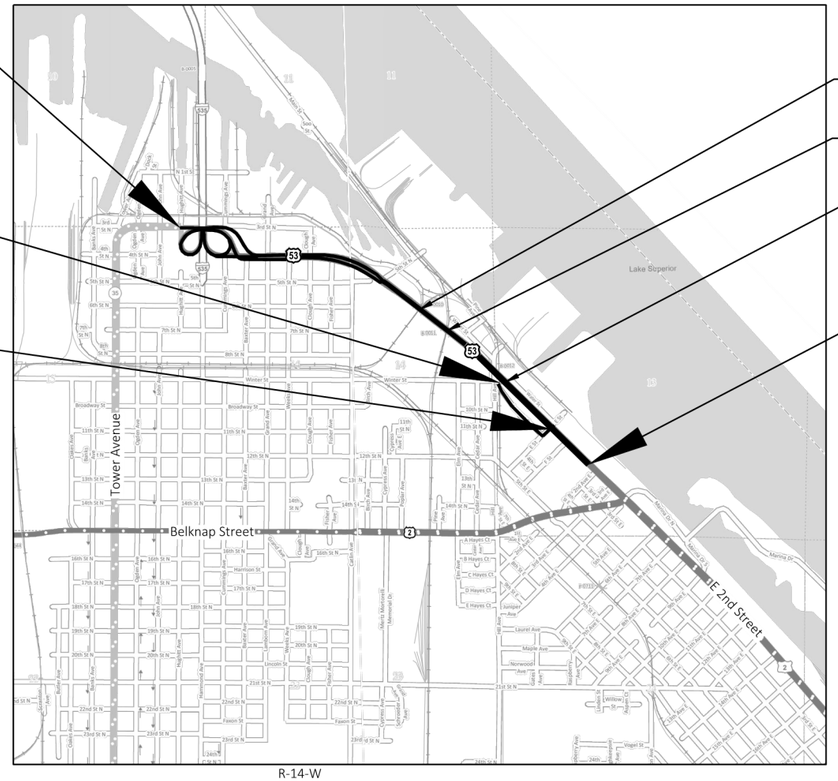
STATE PROJECT NUMBER
1198-03-80

N

BEGIN PROJECT 1198-03-73
STA 320+85.0
X: 587,894.437
Y: 131,283.073

END PROJECT 1198-03-80
STA 711+90.99 (Lenroot Drv)
X: 593,529.165
Y: 128,606.883

BEGIN PROJECT 1198-03-80
STA 580+00.0 (E Street)
X: 594,417.353
Y: 127,820.795



NET EXCEPTION TO CL LENGTH
STRUCTURE B-16-10 STA 69+70.46 - STA 71+88.39

NET EXCEPTION TO CL LENGTH
STRUCTURE B-16-11 STA 75+77.11 - STA 77+57.92

NET EXCEPTION TO CL LENGTH
STRUCTURE B-16-12 STA 86+58.47 - 93+23.47

END PROJECT 1198-03-73
STA 110+25
X: 593,807.517
Y: 128,405.010

T-49-N

R-14-W

DESIGN DESIGNATION 1198-03-03

A.A.D.T.	2025	=	18,900
A.A.D.T.	2045	=	20,740
D.H.V.		=	15.9
D.D.		=	59/41
T.		=	18.5%
DESIGN SPEED		=	45 MPH
ESALS		=	5,600,000

LAYOUT
SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 1.636

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE ST. LOUIS SOUTH COUNTY COORDINATE REFERENCE SYSTEM WHICH IS RELATED TO MINNESOTA STATE PLAN COORDINATE SYSTEM, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (1988). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

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 (300'EB')
- 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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NWBE & MN SURVEYOR
Designer	CAITLIN BUKOVITZ
Project Manager	STEPHANIE KING
Regional Examiner	JAMES KOENIG
Regional Supervisor	DAVID KOEPP

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signature)

Digitally signed by Stephanie J. King, P.E.-35215-6 Date: 2024.11.20 16:06:05-06'00'

E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\010101-TI.DWG PLOT DATE : 11/18/2024 1:17 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

UTILITIES

COMMUNICATIONS

BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC
TAYLOR AYLESWORTH
135 N 21ST STREET
SUPERIOR, WI 54880-5203
(980)376-1577
TAYLOR.AYLESWORTH@BRIGHTSPEED.COM

MERIT NETWORK, INC. - COMMUNICATION LINE
DUSTIN LAPOINTE
880 TECHNOLOGY DR SUITE 2
ANN ARBOR, MI 48108
(734) 467-6100
DLAPOINT@MERIT.EDU

SPECTRUM - COMMUNICATION LINE
CHAD LAWRENCE
640 GARFIELD AVENUE
DULUTH, MN 55802
(218) 529-8042; (218)260-6984
CHAD.LAWRENCE@CHARTER.COM

CONSOLIDATED COMMUNICATIONS PUBLIC SERVICES, INC.
ADAM LAWREY
4330 W 1ST STREET
DULUTH, MN 55807
(218)740-6146
ADAM.LAWREY@CONSOLIDATED.COM

GAS/PETROLEUM

CENOVUS - GAS/PETROLEUM
SOMI GBADAMOSI
2407 STINSON AVE
P.O. BOX 2066
SUPERIOR, WI 54880
(715) 817-8835
SOMI.GBADAMOSI@HUSKYENERGY.COM

SUPERIOR WATER, LIGHT & POWER CO - GAS/PETROLEUM
KEVIN DOUVILLE
2915 HILL AVE
SUPERIOR, WI 54880
(218) 355-2440
KDOUVILLE@SWLP.COM

ELECTRICITY

SUPERIOR WATER, LIGHT & POWER CO
KEVIN KOSKELA
2915 HILL AVE
SUPERIOR, WI 54880
(715) 395-6241
KKOSKELA@SWLP.COM

SEWER

CITY OF SUPERIOR PUBLIC WORKS - SEWER
TODD JANIGO
1316 N 14TH STREET
SUPERIOR, WI 54880
(715) 395-7373
JANIGOT@CI.SUPERIOR.WI.US

WATER

SUPERIOR WATER, LIGHT & POWER CO
KEVIN DOUVILLE
2915 HILL AVE
SUPERIOR, WI 54880
(218) 355-2440
KDOUVILLE@SWLP.COM

RAILROAD CONTACTS

SEE SPECIAL PROVISIONS

DESIGN CONTACT

WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTHWEST REGION – SUPERIOR OFFICE
STEPHANIE J. KING, PE - PROJECT MANAGE
1701 N. FOURTH STREET
SUPERIOR, WI 54880-1068
715-392-7874
STEPHANIE.KING@DOT.WI.GOV

DNR CONTACT

STATE OF WISCONSIN
NORTHWEST DISTRICT
HWY 70 WEST
P.O. BOX 309
SPOONER, WI 54801
TELEPHONE: 715.520.3976
ATTENTION: AMY CRONK
EMAIL: AMY.CRONK@WISCONSIN.GOV

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

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

ACCESS TO ALL RESIDENCES AND BUSINESSES SHALL BE MAINTAINED DURING CONSTRUCTION.

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

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING PAVEMENTS AT REMOVAL LIMITS.

WHEN THE QUANTITY OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD THE DEPTH OF THE THICKNESS OF THE COURSE SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

LIMIT STAGING/STOCKPILING TO PAVED OR GRAVEL AREAS. IF STAGING CANNOT BE LIMITED, THEN SURVEYS FOR THREATENED AND ENDANGERED SPECIES ARE REQUIRED.

CURB RAMP TYPES ARE SHOWN ON THE INTERSECTION DETAIL SHEETS. ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH TOPSOILED, FERTILIZED, SEEDED, AND EROSION MATTED AS SHOWN IN THE PLANS. FINISHED SEEDED SURFACE SHALL BE 1-INCH BELOW THE TOP OF ADJACENT CONCRETE.

REMOVAL OF EROSION MAT AFTER VEGETATION HAS BEEN ESTABLISHED, OR AT THE COMPLETION OF PROJECT, WILL BE REQUIRED AND IS INCIDENTAL TO THE COST OF INSTALLATION.

TOP OF CASTING ELEVATIONS SHOWN FOR INLETS REFER TO THE NORMAL GUTTER FLOWLINE.

ALL STORM SEWER INVERTS, ELEVATIONS, PIPE LENGTHS, GRADES ARE COMPUTED CENTER-TO-CENTER OF STRUCTURES.

EMERALD ASH BORER - ASH TREES MAY BE PRESENT. REFER TO DATCP WEBSITE: HTTP://DATCPSERVICES.WISCONSIN.GOV/EAB/ARTICLE.JSP?TOPICID=20

TYPICAL SECTIONS ARE LABELED WITH A CAPITAL LETTER CORRESPONDING TO LOCATIONS IN THE PWL TABLE.

STANDARD ABBREVIATIONS

AGG	AGGREGATE	PE	PRIVATE ENTRANCE
BM	BENCH MARK	PT	POINT OF TANGENCY
CE	COMMERCIAL ENTRANCE	R	RADIUS
CL OR C/L	CENTER LINE	R/W	RIGHT-OF-WAY
CWT	HUNDREDWEIGHT	SAN	SANITARY SEWER
D	DEGREE OF CURVE	SS	STORM SEWER
DHV	DESIGN HOUR VOLUME	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
DWY	DRIVEWAY	SE	SUPERELEVATION RATE
ESALS	EQUIVALENT SINGLE AXLE LOADS	T	TANGENT
FO	FIBER OPTIC	TLE	TEMPORARY LIMITED EASEMENT
L	LENGTH OF CURVE	TYP	TYPICAL

ORDER OF TYPICAL SECTION AND DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
EROSION CONTROL
STORM & SANITARY SEWER
CURB RAMP DETAILS
PAVEMENT MARKING & PERMANENT SIGNING
TRAFFIC CONTROL
DETOUR
ALIGNMENT DETAILS

2

2

N

N 3RD STREET
STH 35 TOWER AVE

HUGHITT AVE

I535
BLATNIK BRIDGE

CUMMING AVE

N 3RD STREET

N 3RD STREET

LANE A

LANE A

RAMP

RAMP

RAMP

RAMP

LANE B

BEGIN PROJECT
1198-03-73

USH 53

USH 53 NB

USH 53 SB

HAMMOND AVE

GRAND AVE

CLOUGH AVE

N. 5TH ST

N. 5TH STREET

CATLIN AVE

USH 53

BEGIN PROJECT 1198-03-73
END PROJECT 1198-03-80

WORK UNDER EXISTING BRIDGE

B-16-10

B-16-11

USH 53

B-16-12

E 1ST ST/WATER STREET

USH 53

END PROJECT 1198-03-73
BEGIN PROJECT 1198-03-80

BEGIN CONSTRUCTION

LENROOT DRIVE

USH 53
EAST 2ND STREET

2ND AVE E

END PROJECT 1198-03-73

BEGIN CONSTRUCTION

WINTER STREET

E STREET

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - OVERVIEW

PLOT DATE : 11/14/2024 3:17 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1"=300'

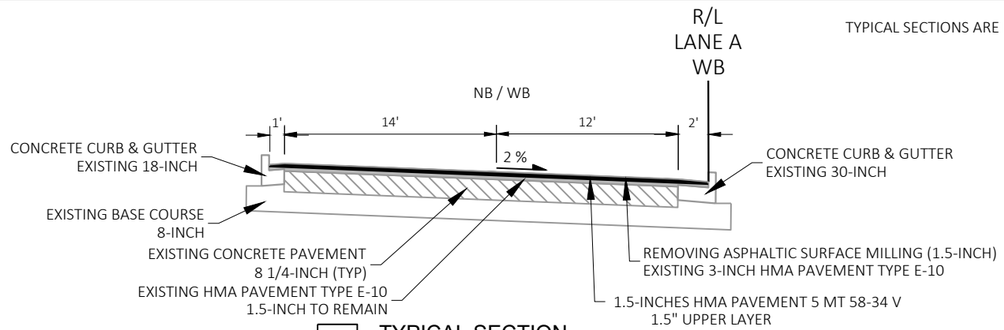
WISDOT/CADDS SHEET 42

TYPICAL SECTIONS ARE LABELED WITH A CAPITAL LETTER CORRESPONDING TO LOCATIONS IN THE PWL TABLE.

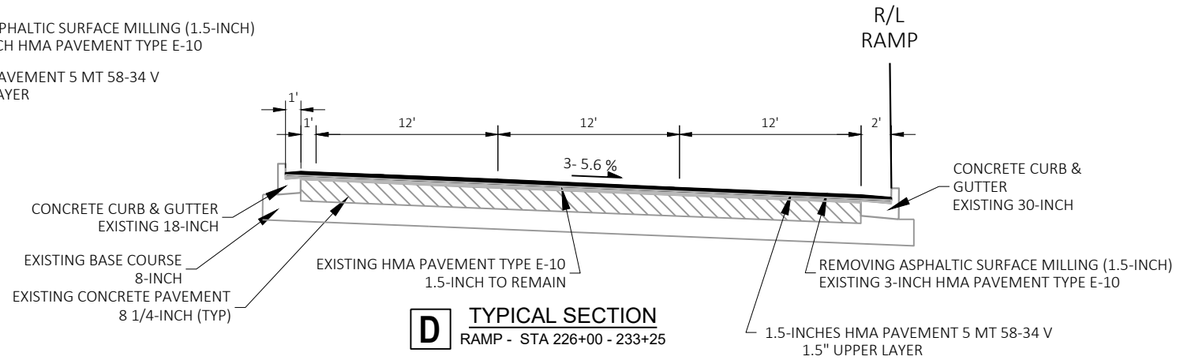
NOTE:
AREAS OF CONCRETE PAVEMENT WILL REQUIRE EITHER CONCRETE PAVEMENT REPAIR OR REPLACEMENT; APPROXIMATE LOCATIONS SHOWN IN PLAN SHEETS, EXACT LOCATIONS TO BE DETERMINED BY FIELD ENGINEER. ASPHALTIC SURFACE TO BE MILLED PRIOR TO CONCRETE PAVEMENT REPAIR OR REPLACEMENT.

SPOT CURB & GUTTER REPAIR REQUIRED SEE MISCELLANEOUS QUANTITY SHEETS FOR LOCATIONS

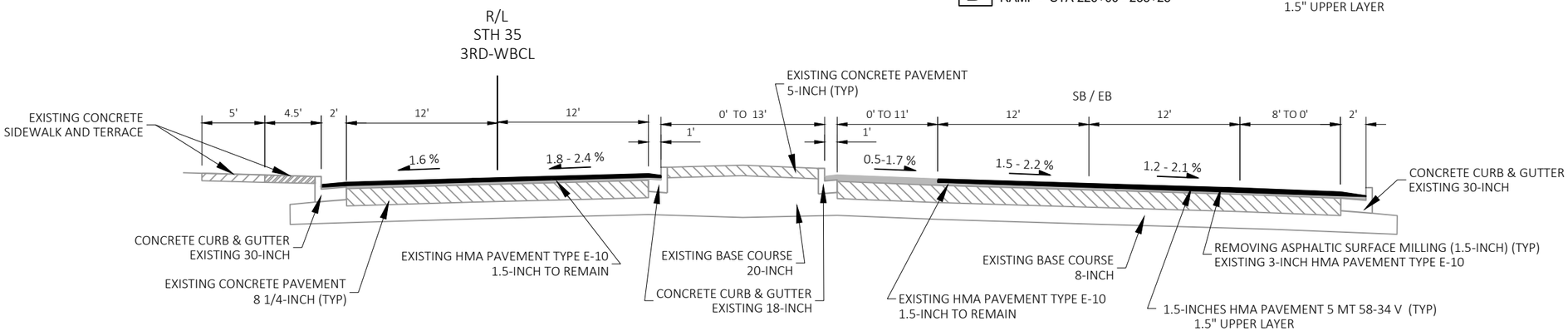
RANGE OF APPROXIMATE EXISTING CROSS SLOPES ARE SHOWN ON TYPICALS. MATCH EXISTING CROSS SLOPES.



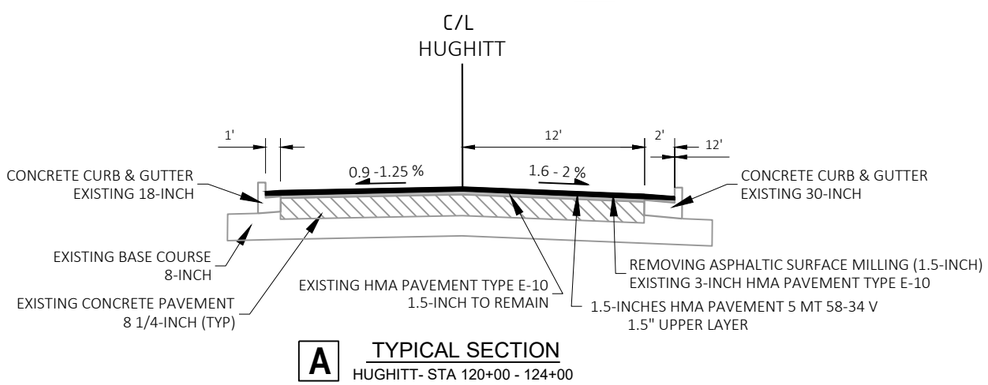
E TYPICAL SECTION
LANE A - STA 329+00 - 340+00



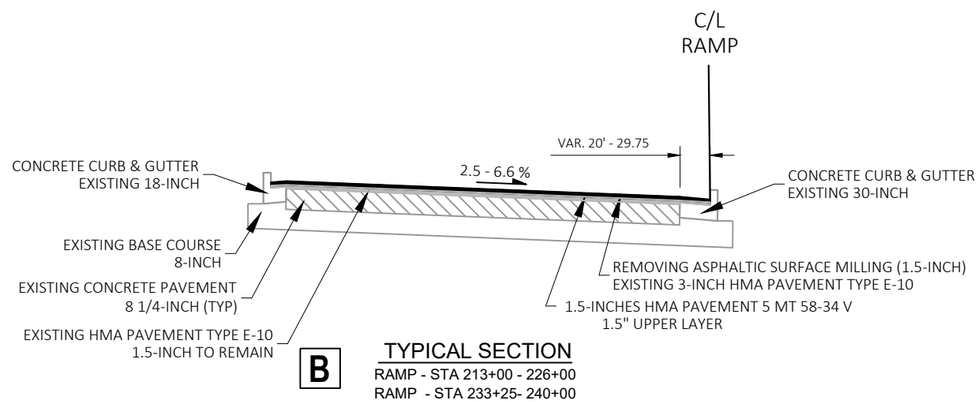
D TYPICAL SECTION
RAMP - STA 226+00 - 233+25



C TYPICAL SECTION
3RD STREET - STA 320+85 - 330+06



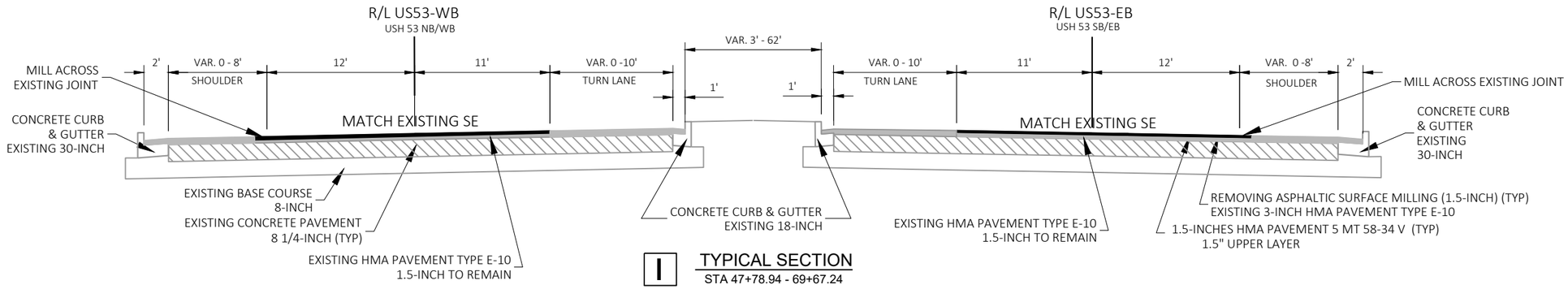
A TYPICAL SECTION
HUGHITT- STA 120+00 - 124+00



B TYPICAL SECTION
RAMP - STA 213+00 - 226+00
RAMP - STA 233+25- 240+00

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 4	E

TYPICAL SECTIONS ARE LABELED WITH A CAPITAL LETTER CORRESPONDING TO LOCATIONS IN THE PWL TABLE.

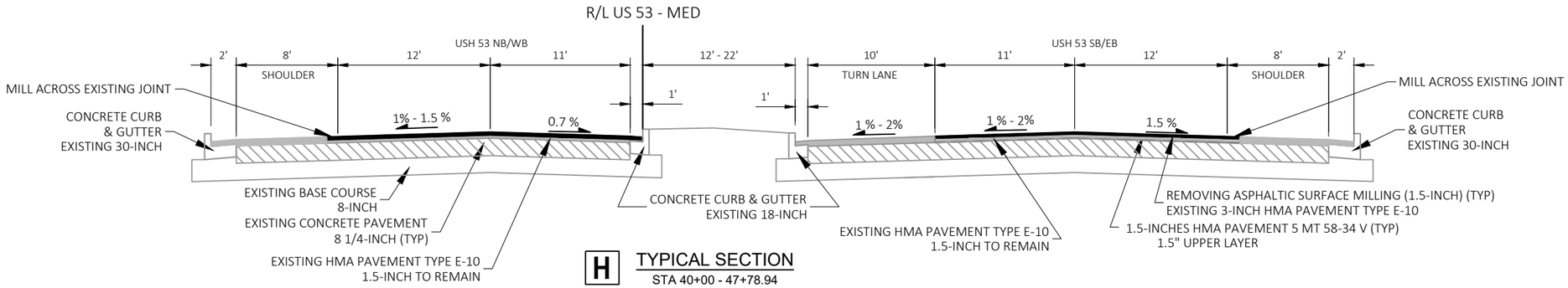


I TYPICAL SECTION
STA 47+78.94 - 69+67.24

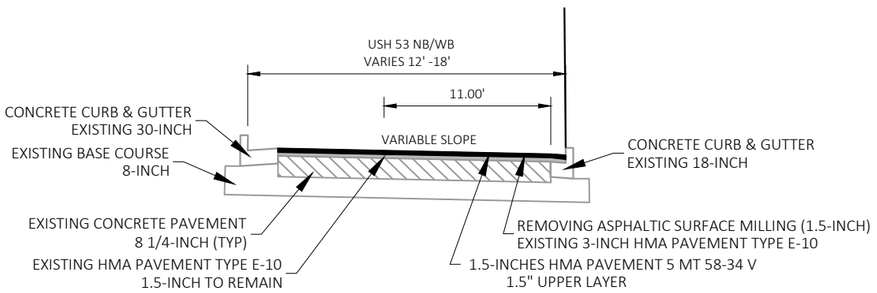
NOTE:
AREAS OF CONCRETE PAVEMENT WILL REQUIRE EITHER CONCRETE PAVEMENT REPAIR OR REPLACEMENT; APPROXIMATE LOCATIONS SHOWN IN PLAN SHEETS, EXACT LOCATIONS TO BE DETERMINED BY FIELD ENGINEER. ASPHALTIC SURFACE TO BE MILLED PRIOR TO CONCRETE PAVEMENT REPAIR OR REPLACEMENT.

SPOT CURB & GUTTER REPAIR REQUIRED SEE MISCELLANEOUS QUANTITY SHEETS FOR LOCATIONS

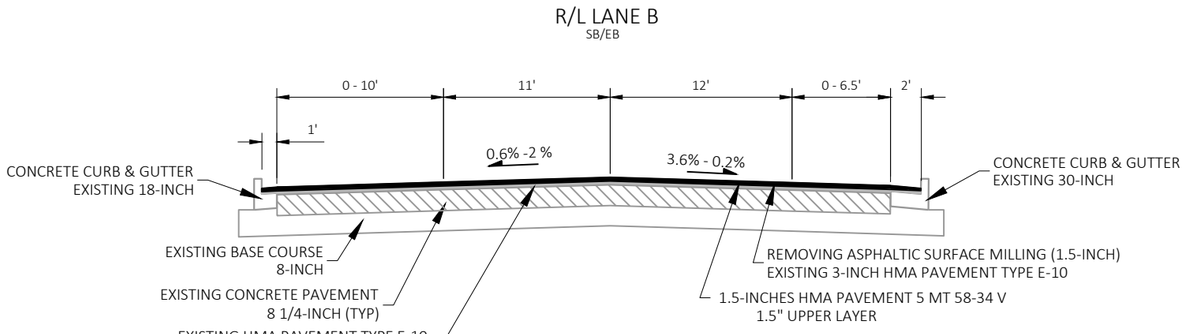
RANGE OF APPROXIMATE EXISTING CROSS SLOPES ARE SHOWN ON TYPICALS. MATCH EXISTING CROSS SLOPES.



H TYPICAL SECTION
STA 40+00 - 47+78.94



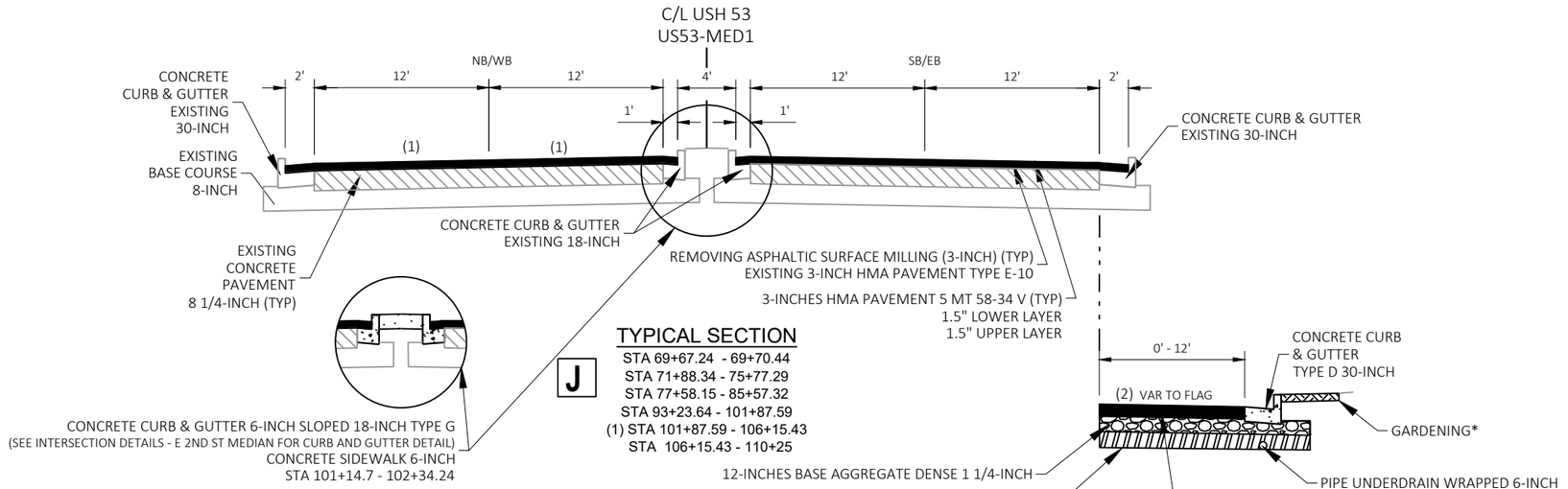
F TYPICAL SECTION
STA 34+00 - 40+00



G TYPICAL SECTION
LANE B - STA 434+75 - 440+00

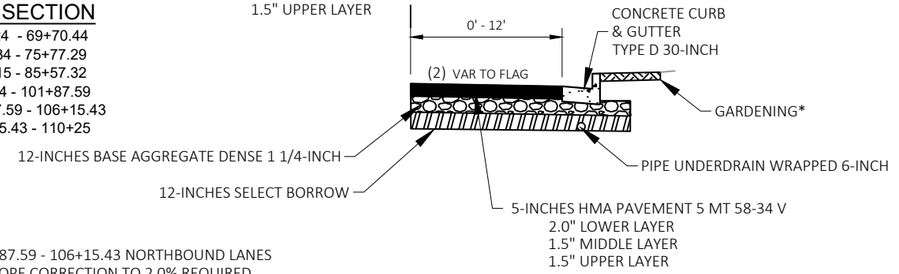
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 5	E

TYPICAL SECTIONS ARE LABELED WITH A CAPITAL LETTER CORRESPONDING TO LOCATIONS IN THE PWL TABLE.



TYPICAL SECTION

STA 69+67.24 - 69+70.44
STA 71+88.34 - 75+77.29
STA 77+58.15 - 85+57.32
STA 93+23.64 - 101+87.59
(1) STA 101+87.59 - 106+15.43
STA 106+15.43 - 110+25



TYPICAL PARTIAL SECTION

STA 97+65.84 RT - 101+52.40 RT
(2) STA 101+87.59 LT - 106+15.43 LT

NOTE:
AREAS OF CONCRETE PAVEMENT WILL REQUIRE EITHER CONCRETE PAVEMENT REPAIR OR REPLACEMENT; EXACT LOCATIONS TO BE DETERMINED BY FIELD ENGINEER.

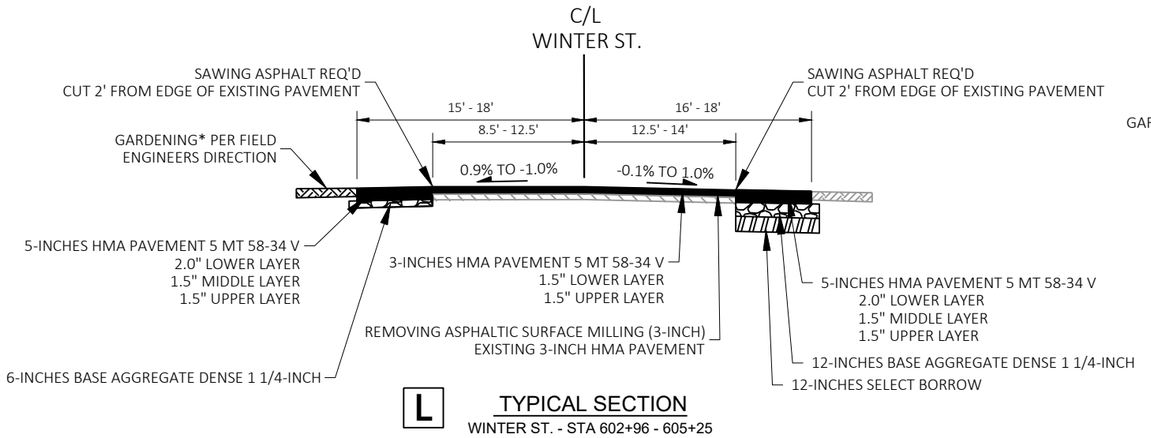
SPOT CURB & GUTTER REPAIR REQUIRED SEE MISCELLANEOUS QUANTITY SHEETS FOR LOCATIONS

RANGE OF APPROXIMATE EXISTING CROSS SLOPES ARE SHOWN ON TYPICALS. MATCH EXISTING USH 53 CROSS SLOPES.

(1) STA 101+87.59 - 106+15.43 NORTHBOUND LANES CROSS SLOPE CORRECTION TO 2.0% REQUIRED. MILL 3" AT MEDIAN CURB FLAGLINE AND HOLD 2.0 CROSS SLOPE.

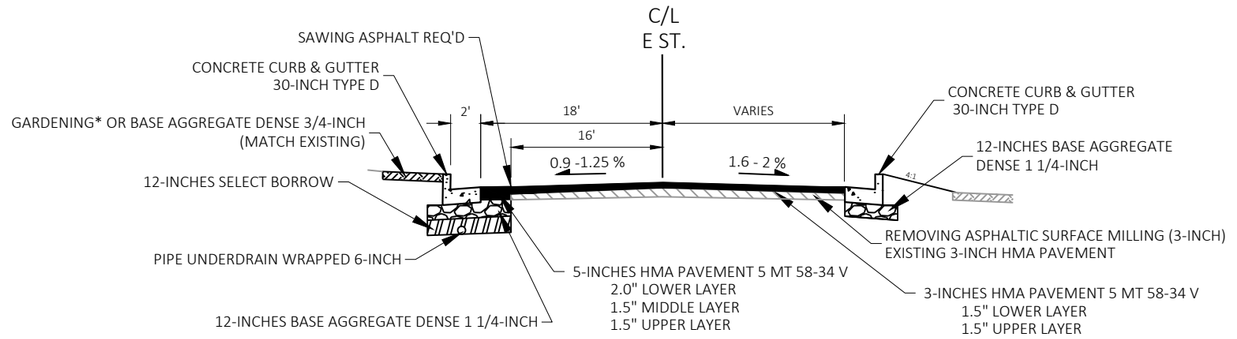
* GARDENING INCLUDES BID ITEMS SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30

TYPICAL SECTIONS ARE LABELED WITH A CAPITAL LETTER CORRESPONDING TO LOCATIONS IN THE PWL TABLE.

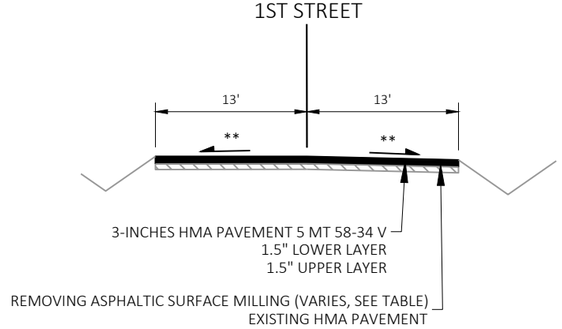


L TYPICAL SECTION
WINTER ST. - STA 602+96 - 605+25

NOTE:
MATCH EXISTING CROSS SLOPE AT BOTH ENDS OF WINTER STREET REPAIR, WARP CROSS SLOPE TO DRAIN TO RIGHT EDGE OF PAVEMENT OR DITCH, APPROXIMATE 1%, WHERE EVER FEASIBLE.



M TYPICAL SECTION
E ST. - STA 578+22 - 579+63



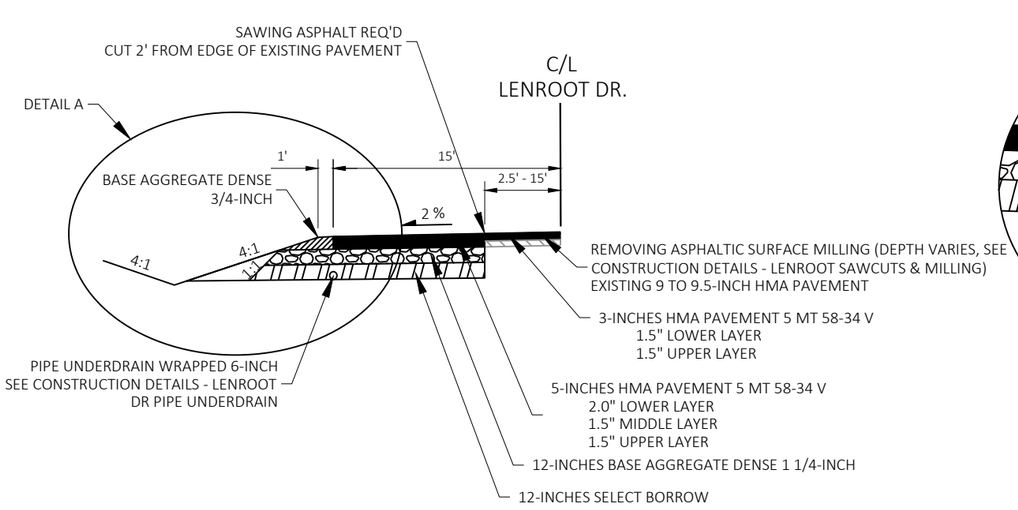
Q TYPICAL SECTION
1ST STREET - STA 0+00 - 10+39.32

** TABLE: LANE SLOPES

STATION	LT LANE	RT LANE
0+00	MATCH EXISTING	
0+75	-1.50%	-1.50%
3+25	-1.50%	-1.50%
4+00	-1.50%	1.50%
10+25	-1.50%	1.50%
10+39.32	MATCH EXISTING	

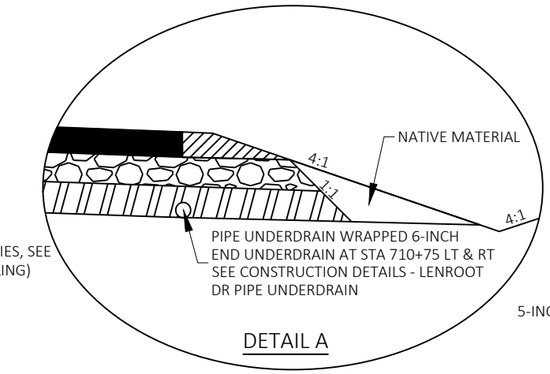
* GARDENING INCLUDES BID ITEMS SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30

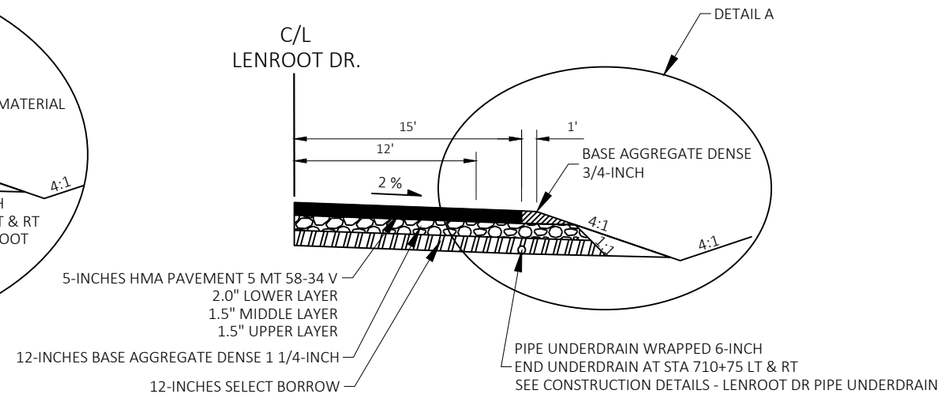
TYPICAL SECTIONS ARE LABELED WITH A CAPITAL LETTER CORRESPONDING TO LOCATIONS IN THE PWL TABLE.



O DITCH REHAB TYPICAL HALF SECTION

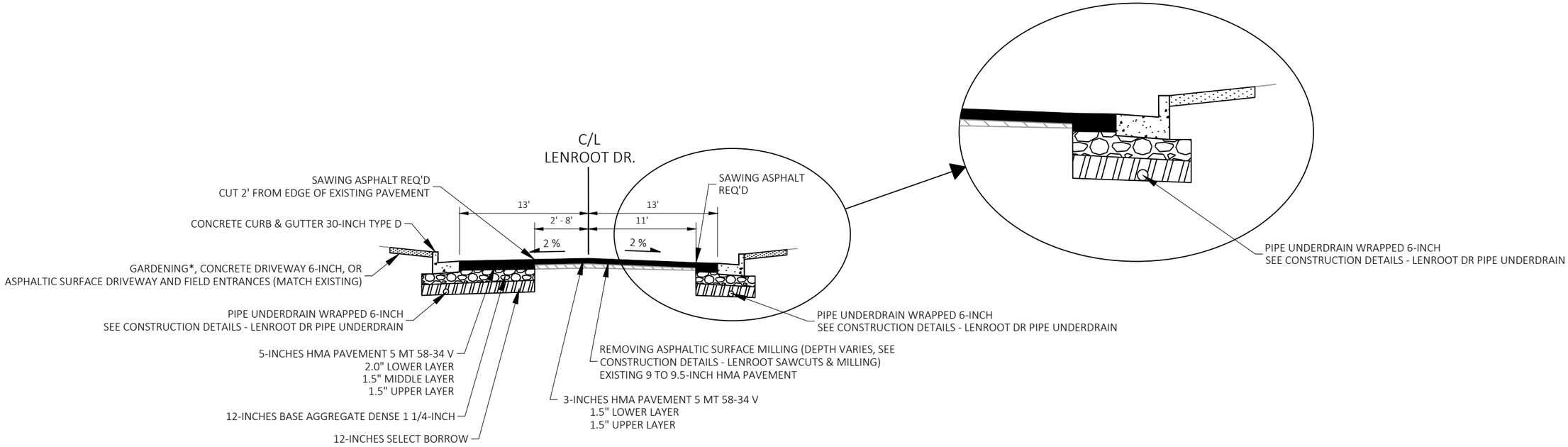
LENROOT DR. - STA 703+72 RT - 708+25 RT
LENROOT DR. - STA 707+00 LT - 708+00 LT





P REBUILD TYPICAL HALF SECTION

LENROOT DR. - STA 708+00 LT - 712+00 LT
LENROOT DR. - STA 708+25 RT - 712+00 RT



N TYPICAL SECTION

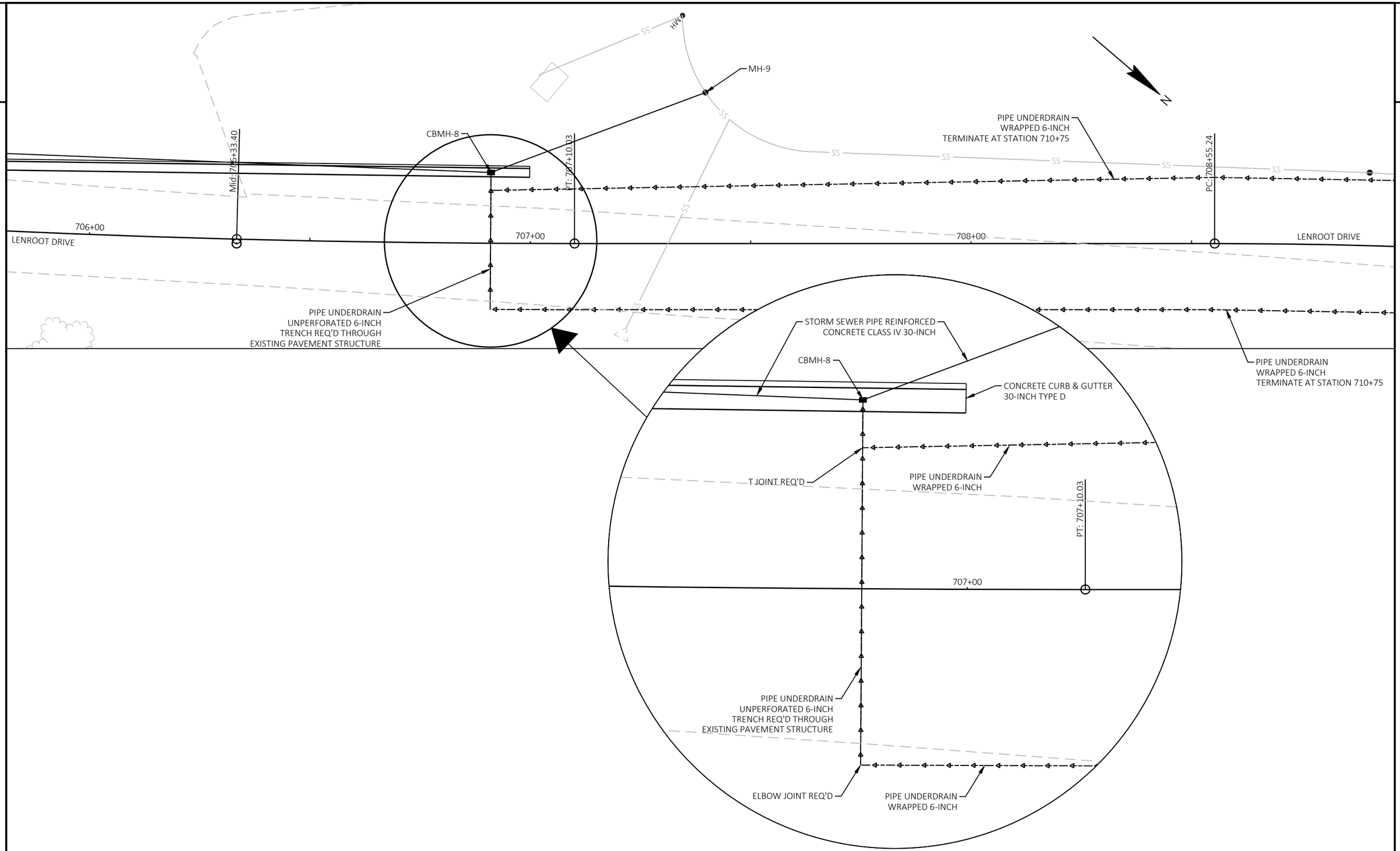
LENROOT DR. - STA 700+11 - 703+72 RT
LENROOT DR. - STA 700+11 - 707+00 LT

* GARDENING INCLUDES BID ITEMS SALVAGED TOPSOIL, EROSION MAT URBAN CLASS I TYPE A, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TYPICAL SECTIONS	SHEET 8	E

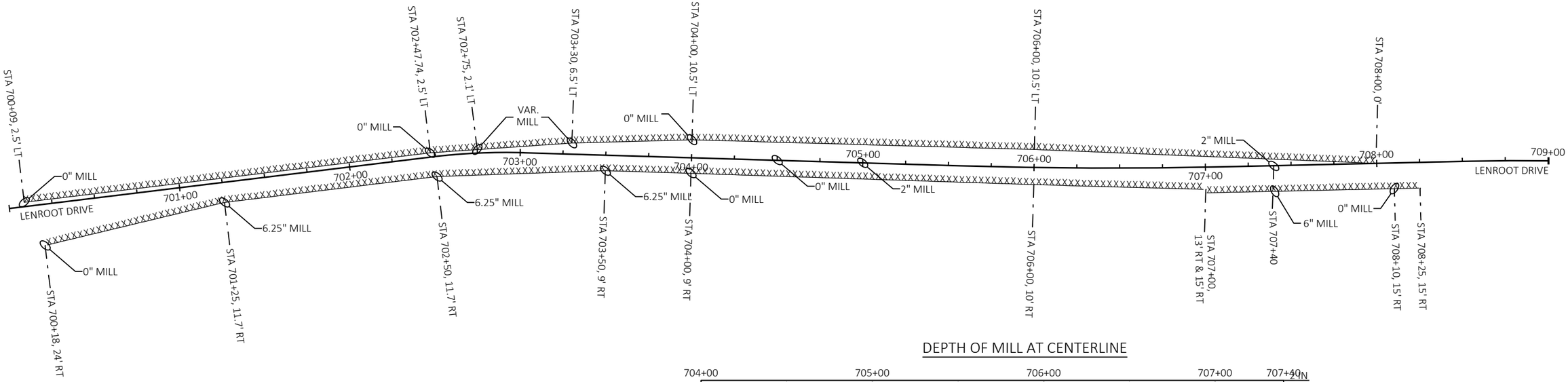
2

2

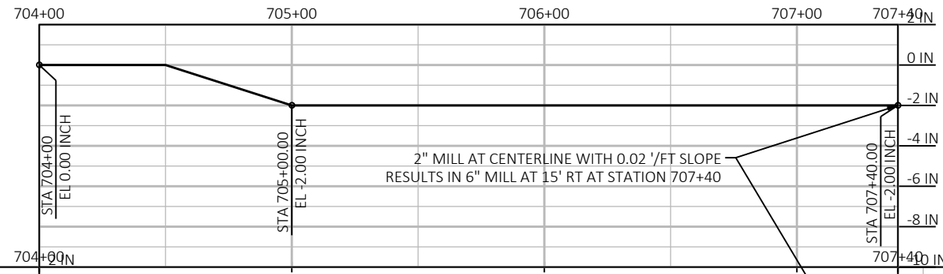


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CONSTRUCTION DETAILS - LENROOT DR PIPE UNDERDRAIN	SHEET 9	E

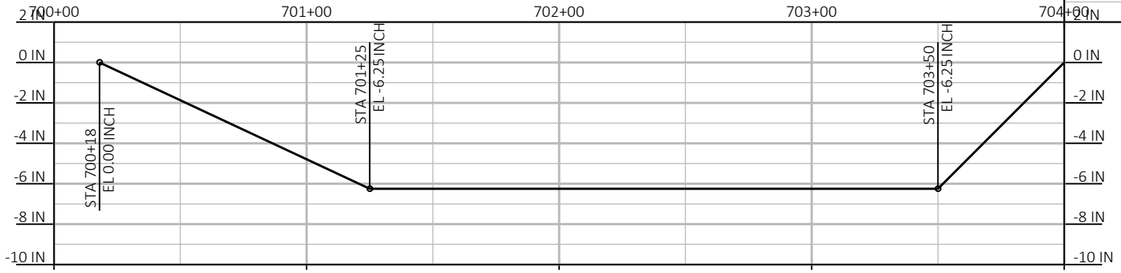
2



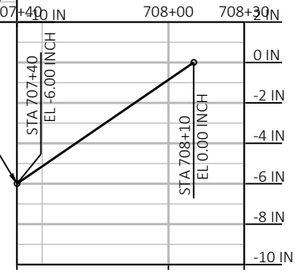
DEPTH OF MILL AT CENTERLINE

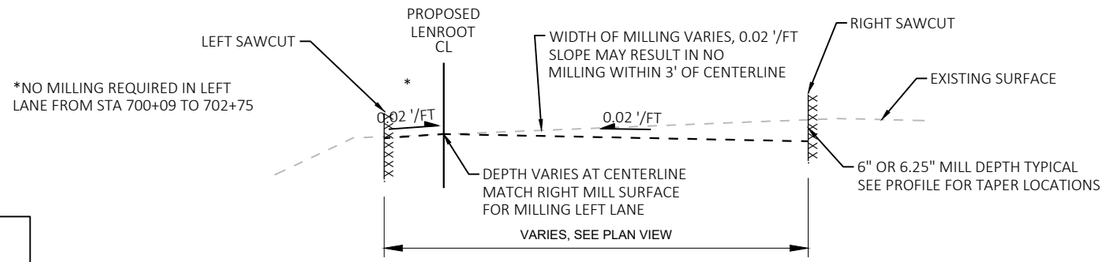


DEPTH OF MILL AT RIGHT SAWCUT



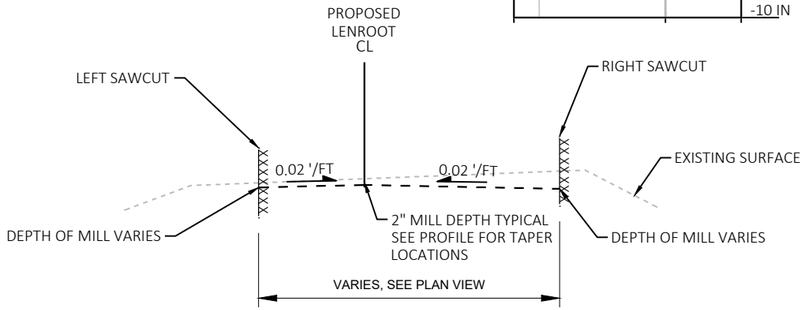
DEPTH OF MILL AT RIGHT SAWCUT





TYPICAL SECTION MILLING FROM SAWCUT

STA 700+18 - 704+00
STA 707+40 - 708+10



TYPICAL SECTION MILLING FROM CENTERLINE

STA 704+50 - 707+40

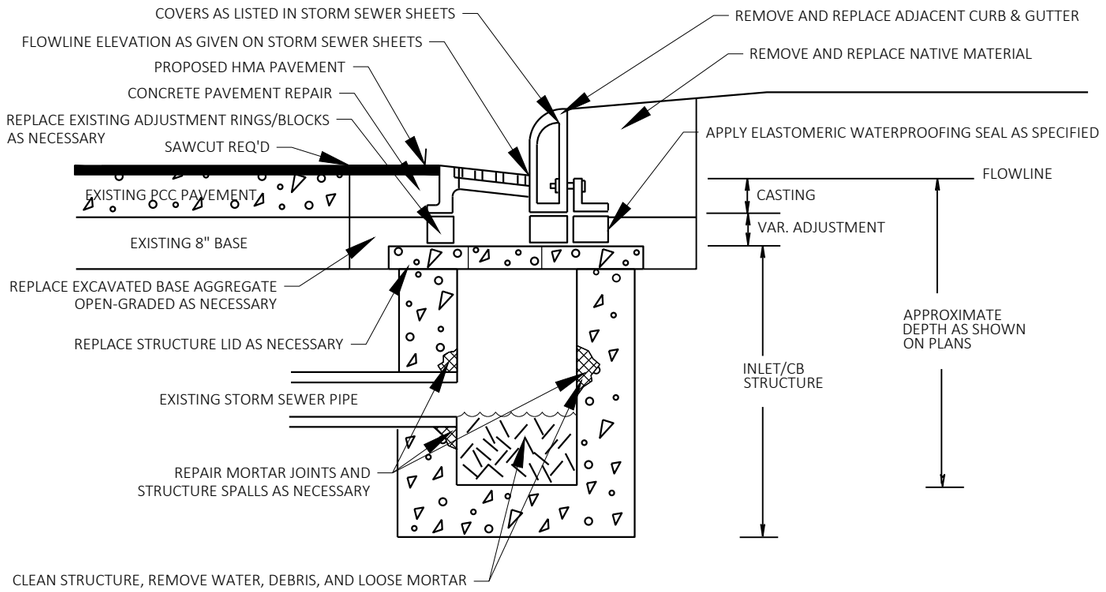
LEGEND

- XXXXXX SAWING ASPHALT
- MILL SURFACE
- EXISTING SURFACE

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CONSTRUCTION DETAILS - LENROOT SAWCUTS & MILLING	SHEET 10	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\021002_CD_10.DWG
LAYOUT NAME - 05
PLOT DATE : 11/19/2024 3:04 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1IN:60FT
WISDOT/CADDS SHEET 42

2



RECONSTRUCTING MANHOLE / CATCH BASIN DETAIL

SEE PLANS AND QUANTITIES FOR LOCATIONS

INCIDENTAL WORK, NO SEPARATE MEASUREMENT & PAYMENT

ADJUSTMENT RINGS OR BLOCKS
REMOVE AND REPLACE STRUCTURE LID
STRUCTURE JOINT AND SPALL REPAIR
REMOVE AND REPLACE NATIVE MATERIAL
CLEAN STRUCTURE
CASTING REMOVAL
BASE AGGREGATE DENSE 1 1/4-INCH

WORK MEASURED & PAID SEPARATELY

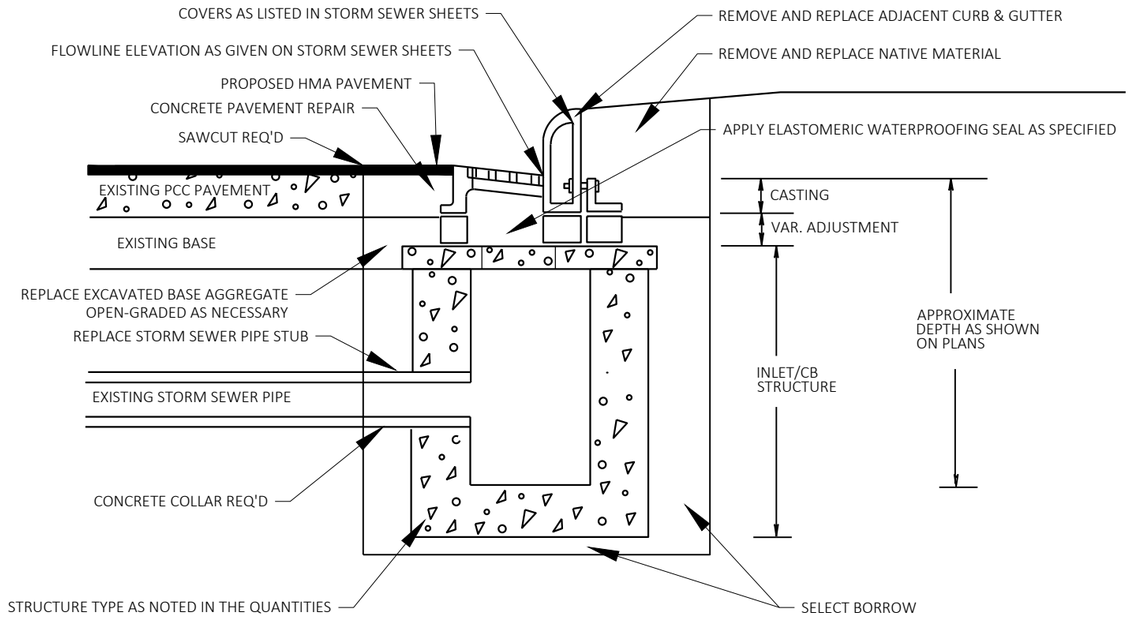
INLET/ MANHOLE COVER (CASTING)
CONCRETE PAV'T REPAIR (REMOVAL INCIDENTAL)
REMOVE AND REPLACE CURB & GUTTER
SAWING PAVEMENT
ELASTOMERIC WATERPROOFING SEAL

RECONSTRUCTING SANITARY

ALIGNMENT	STATION	OFFSET	NAME
US53-MED1	101+86	19 LT	MH020029

RECONSTRUCTING STORM SEWER

ALIGNMENT	STATION	OFFSET	NAME
US53-MED1	98+94	0 CL	ST020250
	101+19	0 CL	ST020246
	102+25	0 CL	ST020241
	102+67	26 LT	CB020243
	105+53	0 CL	ST020239
	106+65	0 CL	ST020238
	109+35	0 CL	ST020253
LENROOT	708+90	16.5' LT	ST0200014



CATCH BASIN/MANHOLE REPLACEMENT

SEE PLANS AND QUANTITIES FOR LOCATIONS

INCIDENTAL WORK, NO SEPARATE MEASUREMENT & PAYMENT

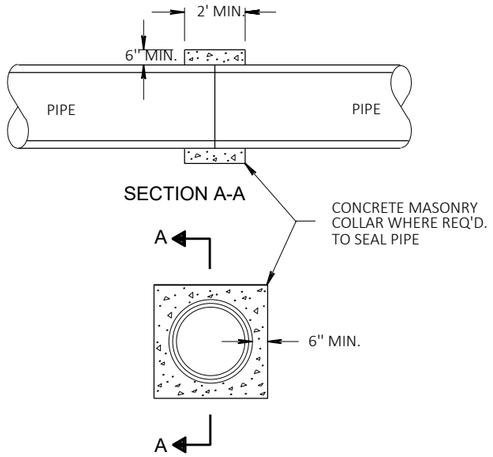
ADJUSTMENT RINGS OR BLOCKS
STORM SEWER PIPE STUB
SELECT BORROW BACKFILL
REMOVE AND REPLACE NATIVE MATERIAL
BASE AGGREGATE DENSE 1 1/4-INCH

WORK MEASURED & PAID SEPARATELY

INLET/ MANHOLE COVER (CASTING)
CONCRETE PAV'T REPAIR (REMOVAL INCIDENTAL)
REMOVE AND REPLACE CURB & GUTTER
NEW STRUCTURE
SAWING PAVEMENT
CONCRETE COLLAR
ELASTOMERIC WATERPROOFING SEAL

NEW

ALIGNMENT	STATION	OFFSET	NAME
US53-MED1	98+94	40.2' RT	CBMH-1
	98+80	40.2' RT	CBMH-1B
	101+21	40.9' RT	CBMH-2
	101+15	40.3' RT	CBMH-2B
	101+50	55.2' RT	CBMH-2C
	102+88	39.7' LT	CBMH-3
	103+40	39.6' LT	CBMH-3B
	104+50	39.6' LT	CBMH-3C
	102+61	39.9' LT	CBMH-3D
LENROOT	702+77	16.6' RT	CBMH-4
	702+92	17.1' RT	CBMH-5
	702+92	14.0' LT	CBMH-6
	702+92	24.0' LT	INLET-7
	706+91	16.1' LT	CBMH-8
	707+40	34.3' LT	MH-9



CONCRETE COLLAR DETAIL

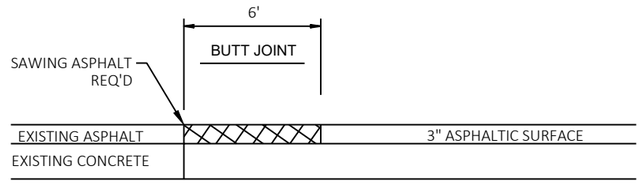
NOT TO SCALE

PAID FOR AS REMOVING ASPHALTIC SURFACE BUTT JOINTS. MATERIAL SHALL NOT BE REMOVED UNDER THIS ITEM ON THE SIDEROADS UNTIL 24 HOURS BEFORE SIDEROAD PAVING.

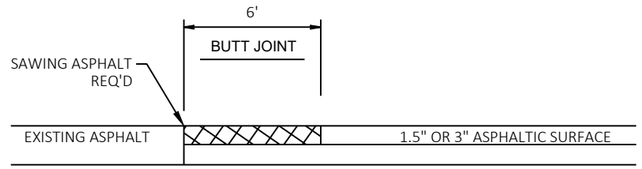
PAID FOR AS REMOVING ASPHALTIC SURFACE MILLING

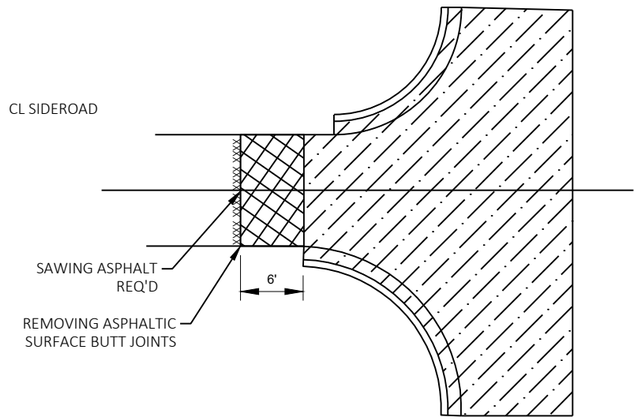
MAINLINE ASPHALTIC BUTT JOINTS	
ALIGNMENT	STATION
RAMPS	213+50
3rd-WBCL	320+85
US53-MED1	69+70.46
US53-MED1	71+88.39
US53-MED1	75+60.93 WB 75+77.01 EB
US53-MED1	77+59.90 WB 77+73.45 EB
US53-MED1	86+26.90 WB
US53-MED1	86+43.12 & 86+57.55
US53-MED1	93+23.47
US53-MED1	110+25
E ST	577+47
E ST	581+42
WINTER ST	602+91.4
WINTER ST	605+20

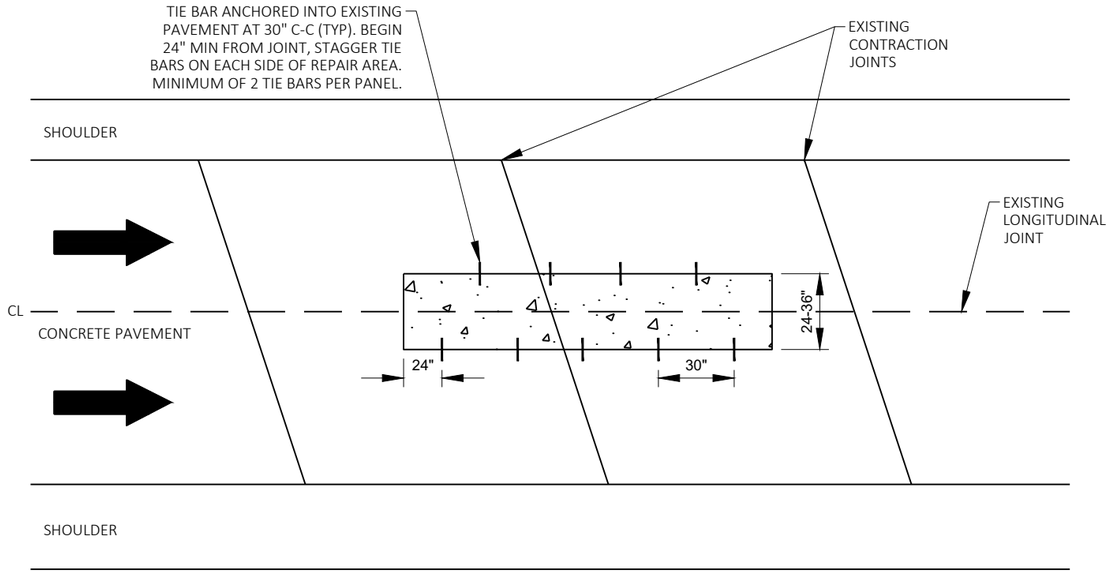
MAINLINE DETAIL



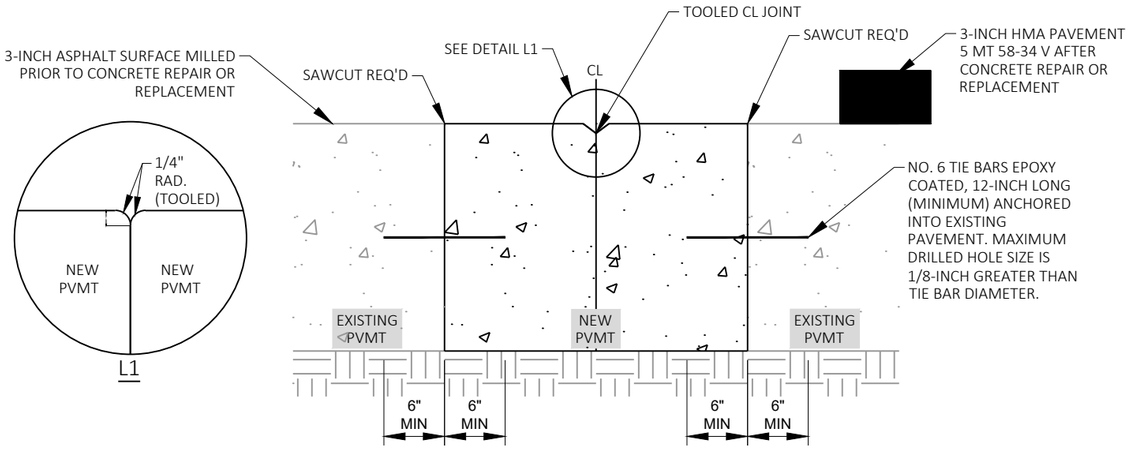
APRON DETAIL - CURB & GUTTER TO REMAIN







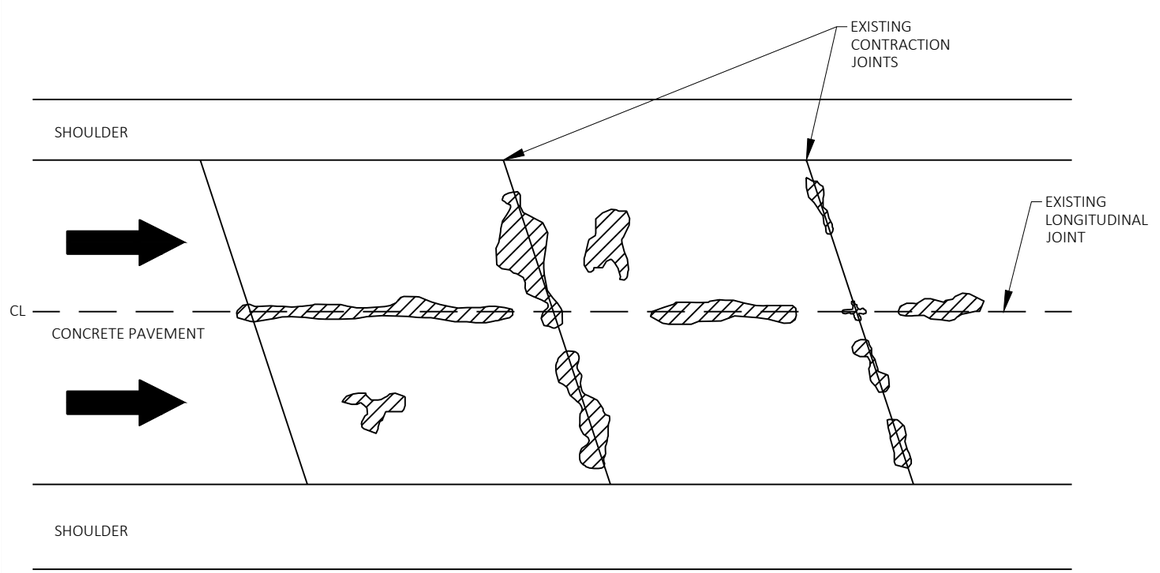
PLAN VIEW



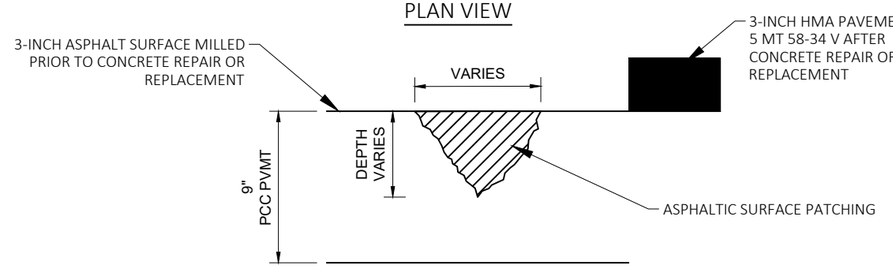
SECTION VIEW

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT CENTERLINE JOINT REPAIR



PLAN VIEW



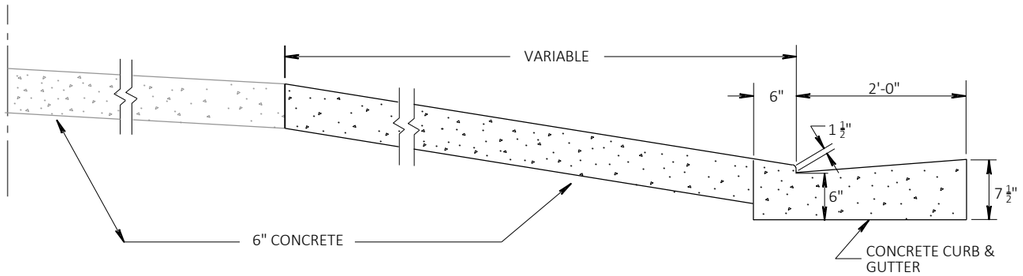
REPAIR AREAS WITH ASPHALTIC SURFACE PATCHING

NOTES
1. REMOVE ALL CONCRETE, ASPHALT, AND ANY UNSOUND MATERIAL FROM TRANSVERSE AND LONGITUDINAL AND RANDOM CRACKS. LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. ASPHALTIC SURFACE PATCHING SHALL BE PLACED IN THE JOINT REPAIR AREA. PATCHING SHALL BE COMPACTED IN LIFTS (2 LIFTS MINIMUM) UNTIL FLUSH WITH THE SURFACE OF THE CONCRETE. ASPHALTIC SURFACE PATCHING PAID SEPARATELY FROM THIS ITEM.
3. DEPTH VARIES FROM A DEPTH OF 0 INCHES TO A FULL DEPTH JOINT AS CONDITIONS DICTATE.

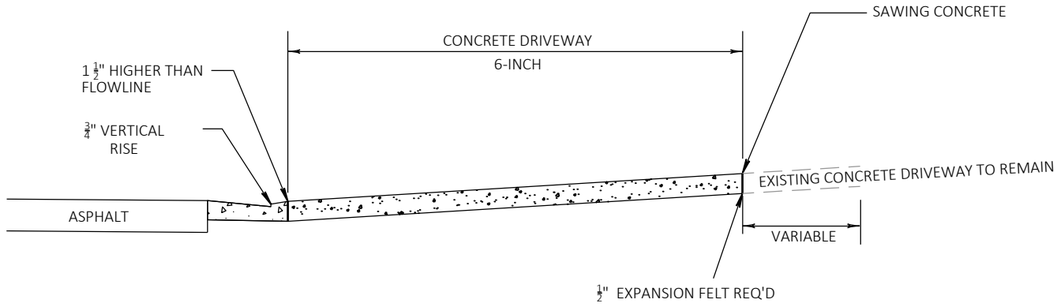
PREPARE FOUNDATION FOR ASPHALTIC SURFACE (PROJECT) (01. 1198-03-73)

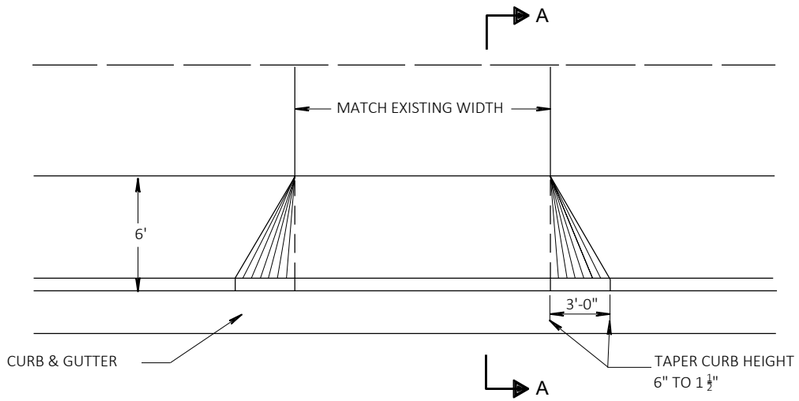
CLEANING AND REPAIRING DISTRESSED PCC AREAS

2

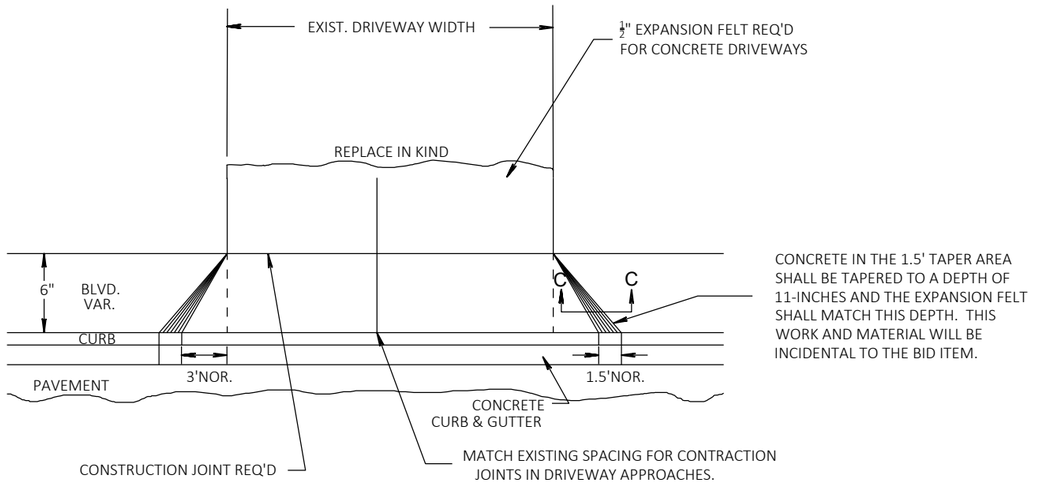


SECTION A-A

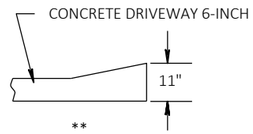




PRIVATE AND COMMERCIAL ENTRANCES

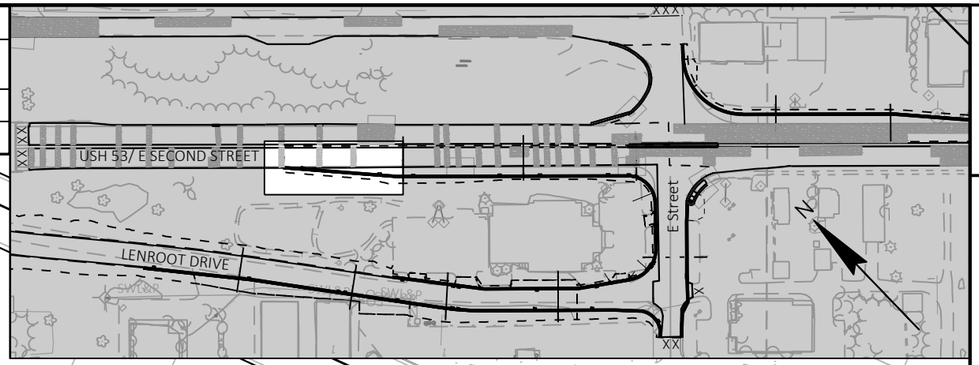


PLAN VIEW



SECTION C-C

US 53 Southbound Turn Lane						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SBTL-1	US53-MED1	96+60.30	27.15' RT	622.40	128153.45	594030.67
SBTL-2	US53-MED1	98+10.30	39.20' RT	618.08	128041.00	594130.66



LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- RP — REMOVING PAVEMENT
- POINT NUMBER
- TSFE — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- AGG — BASE AGGREGATE DENSE 3/4-INCH
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- CONC — CONCRETE DRIVEWAY 6-INCH
- PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT

SBTL-1
622.40

BP: 96+60.30

2.2%

TSFE

CONCRETE CURB & GUTTER 30-INCH TYPE D

USH 53/ E SECOND STREET

98+00

SAN

SUPERIOR

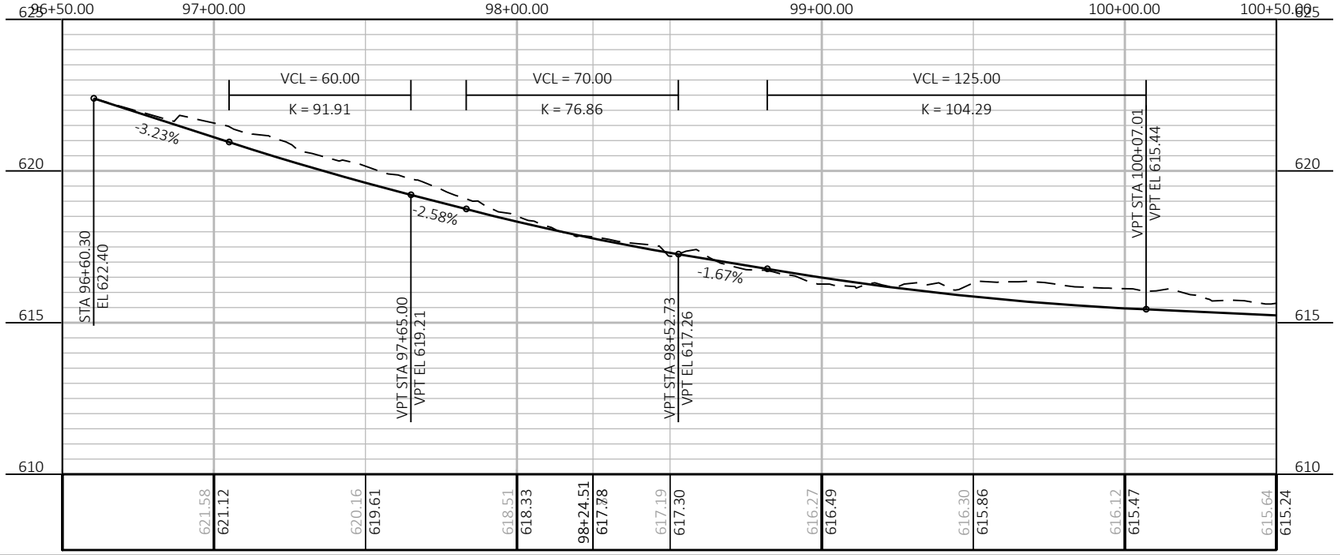
HO

PI: 98+10.78

MATCH LINE
A-A

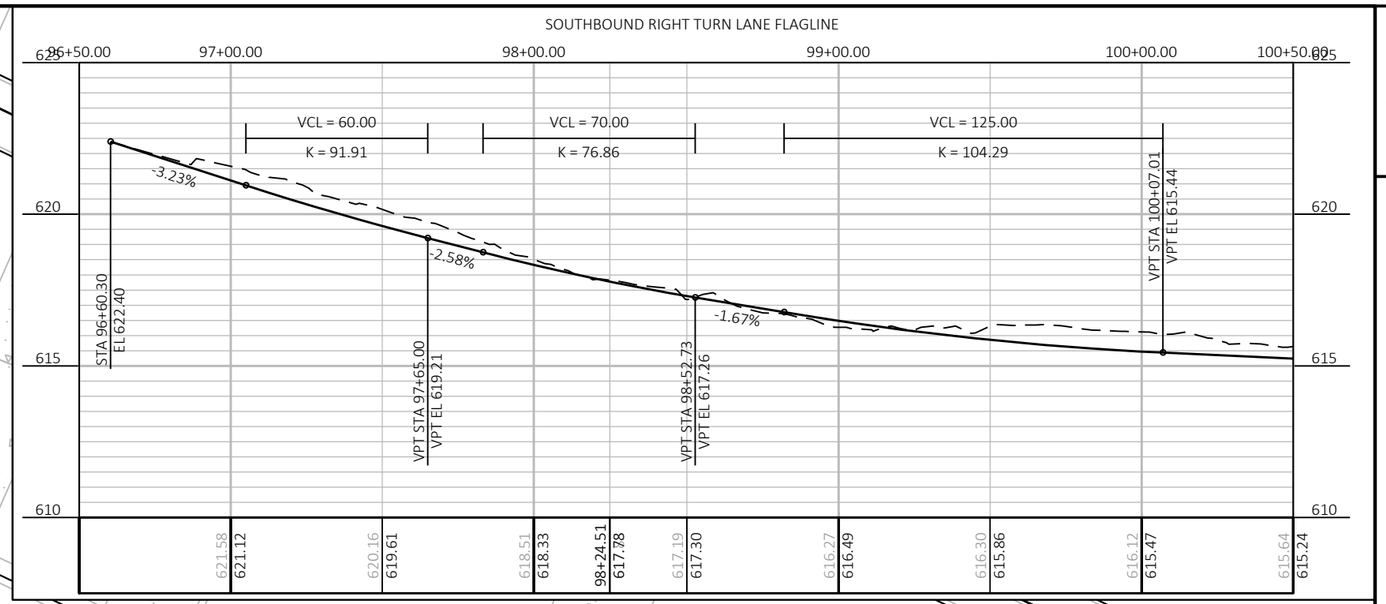
SBTL-2
618.08

SOUTHBOUND RIGHT TURN LANE FLAGLINE



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - SOUTHBOUND RIGHT TURN LANE	SHEET 15	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 01-SBTL
PLOT DATE : 11/20/2024 10:22 AM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



2

2

MATCH LINE A-A

Pt: 98+10.78

SWL&P

H/O

2.0%

TSFE

CONCRETE CURB & GUTTER 30-INCH TYPE D

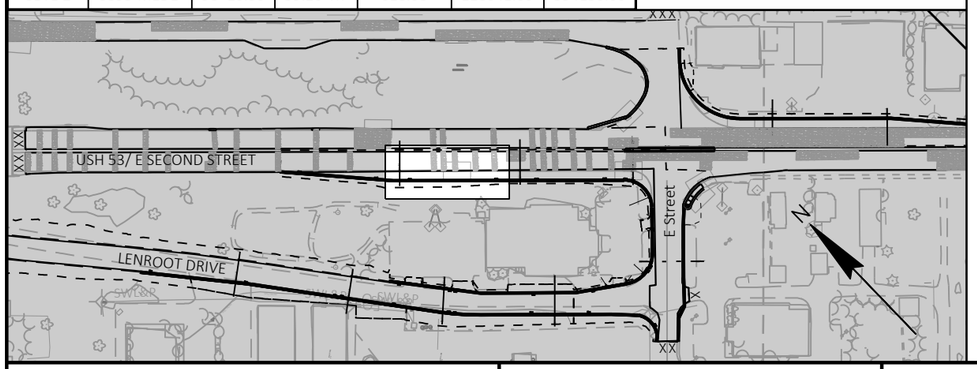
99+50

USH 53/ E SECOND STREET

MATCH LINE B-B

EXISTING R/W

US 53 Southbound Turn Lane						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SBTL-1	US53-MED1	96+60.30	27.15' RT	622.40	128153.45	594030.67
SBTL-2	US53-MED1	98+10.30	39.20' RT	618.08	128041.00	594130.66



LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- RP — REMOVING PAVEMENT
- POINT NUMBER
- TSFE — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- AGG — BASE AGGREGATE DENSE 3/4-INCH
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- CONC — CONCRETE DRIVEWAY 6-INCH
- PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - SOUTHBOUND RIGHT TURN LANE	SHEET 16	E

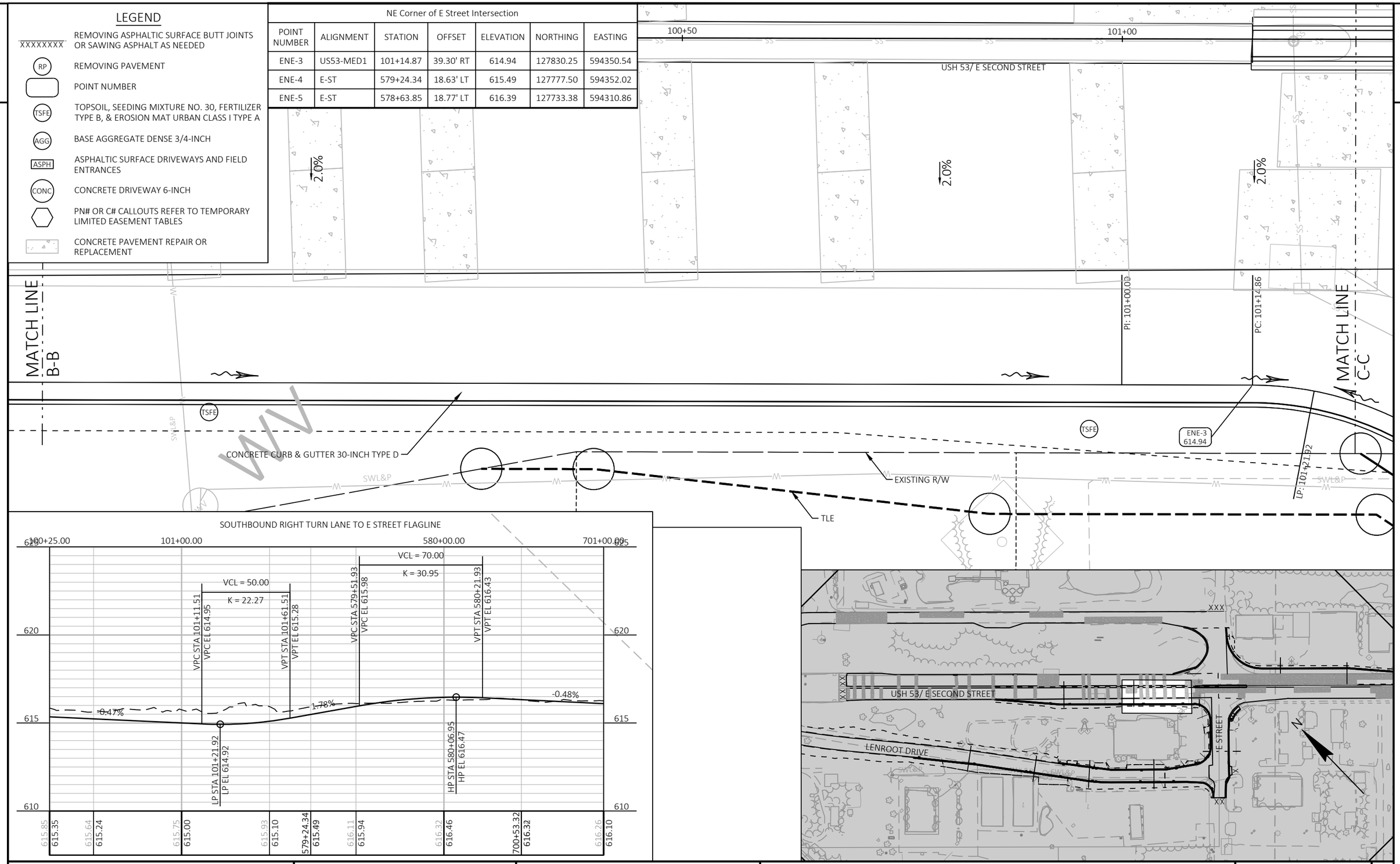
FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 02-SBTL
PLOT DATE : 11/20/2024 10:22 AM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- RP — REMOVING PAVEMENT
- POINT NUMBER
- TSFE — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- AGG — BASE AGGREGATE DENSE 3/4-INCH
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- CONC — CONCRETE DRIVEWAY 6-INCH
- PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT

NE Corner of E Street Intersection

POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ENE-3	US53-MED1	101+14.87	39.30' RT	614.94	127830.25	594350.54
ENE-4	E-ST	579+24.34	18.63' LT	615.49	127777.50	594352.02
ENE-5	E-ST	578+63.85	18.77' LT	616.39	127733.38	594310.86

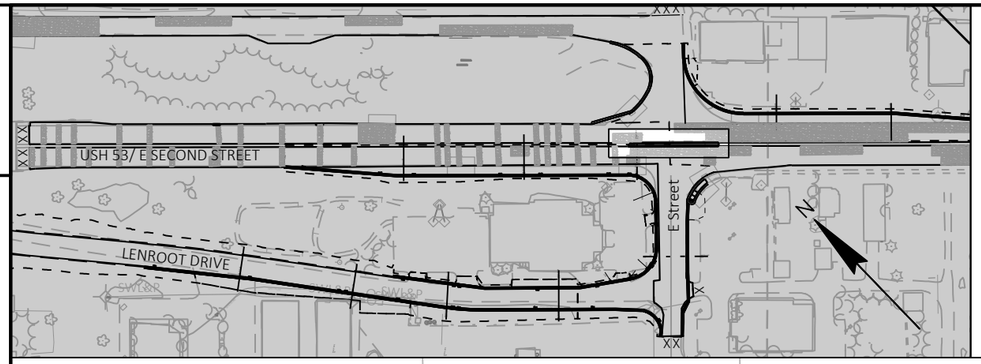


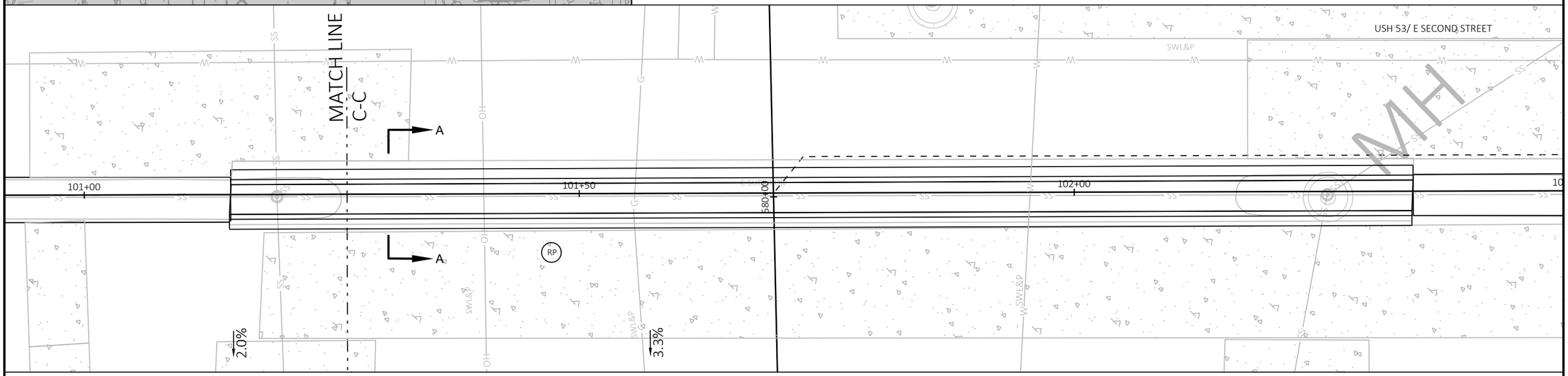
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - SOUTHBOUND RIGHT TURN LANE	SHEET 17 E

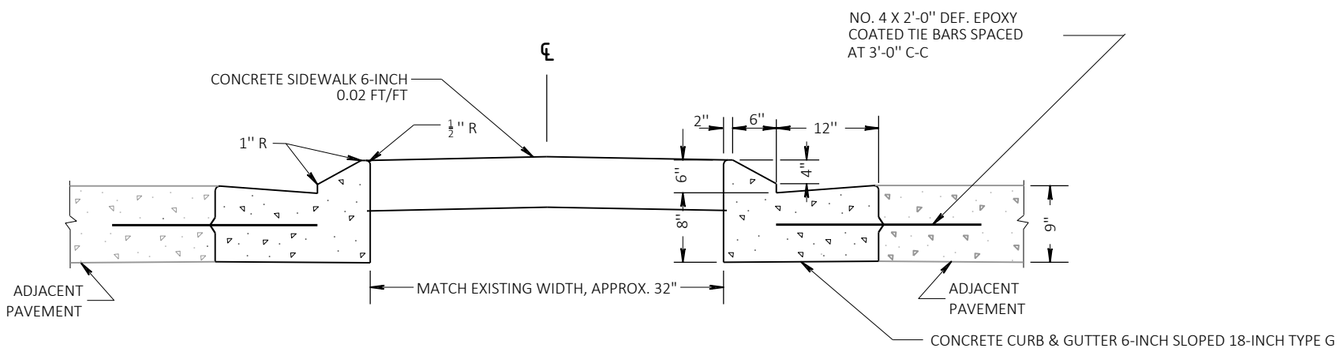
FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 03-SBTL

PLOT DATE : 11/20/2024 10:23 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42







CURB HEAD DIMENSIONS IN FIELD MAY VARY, MATCH EXISTING

MEDIAN A-A

STA 101+70 TO STA 102+80

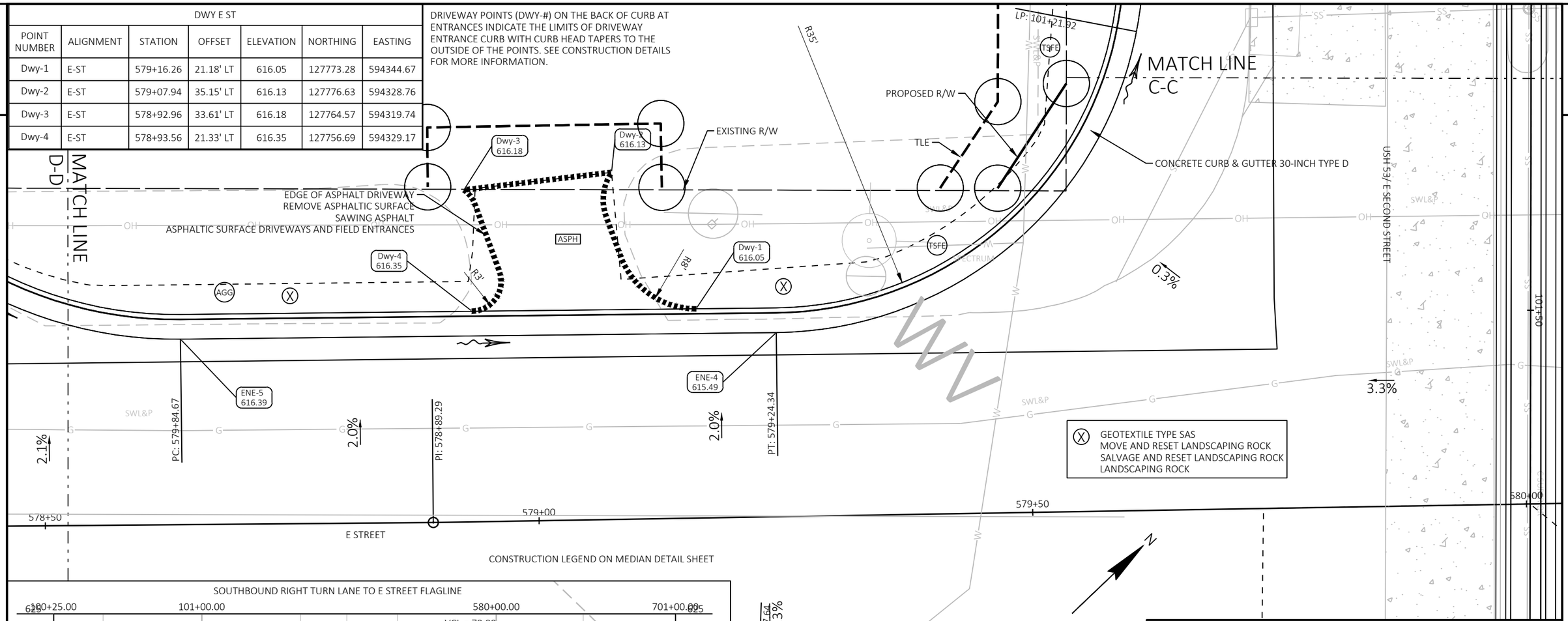
LEGEND

XXXXXXXX	REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
RP	REMOVING PAVEMENT
	POINT NUMBER
TSFE	TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
AGG	BASE AGGREGATE DENSE 3/4-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CONC	CONCRETE DRIVEWAY 6-INCH
	PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
	CONCRETE PAVEMENT REPAIR OR REPLACEMENT

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - E 2ND ST MEDIAN	SHEET 18	E

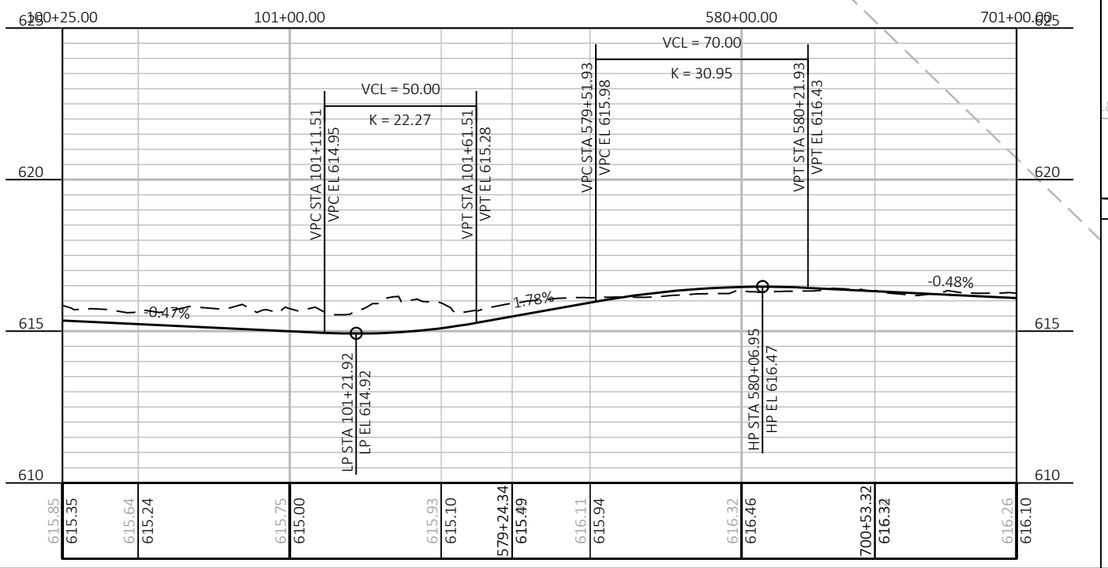
DWY E ST						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-1	E-ST	579+16.26	21.18' LT	616.05	127773.28	594344.67
Dwy-2	E-ST	579+07.94	35.15' LT	616.13	127776.63	594328.76
Dwy-3	E-ST	578+92.96	33.61' LT	616.18	127764.57	594319.74
Dwy-4	E-ST	578+93.56	21.33' LT	616.35	127756.69	594329.17

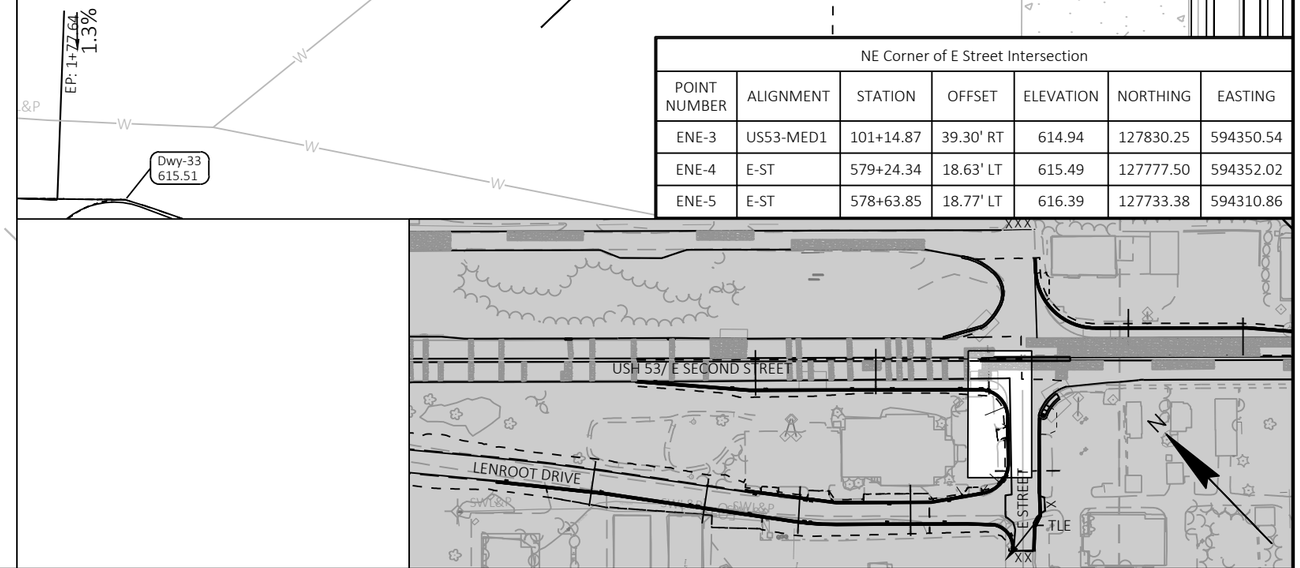
DRIVEWAY POINTS (DWY-#) ON THE BACK OF CURB AT ENTRANCES INDICATE THE LIMITS OF DRIVEWAY ENTRANCE CURB WITH CURB HEAD TAPERS TO THE OUTSIDE OF THE POINTS. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.



CONSTRUCTION LEGEND ON MEDIAN DETAIL SHEET

SOUTHBOUND RIGHT TURN LANE TO E STREET FLAGLINE





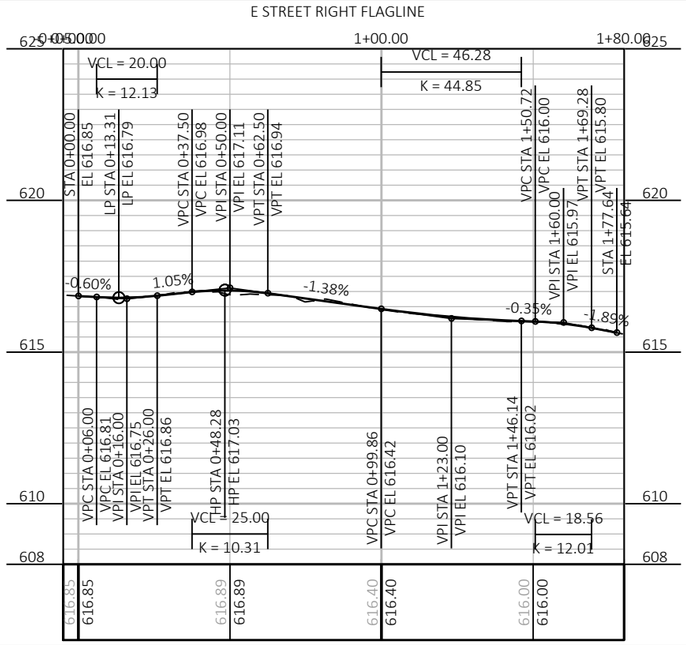
NE Corner of E Street Intersection						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ENE-3	US53-MED1	101+14.87	39.30' RT	614.94	127830.25	594350.54
ENE-4	E-ST	579+24.34	18.63' LT	615.49	127777.50	594352.02
ENE-5	E-ST	578+63.85	18.77' LT	616.39	127733.38	594310.86

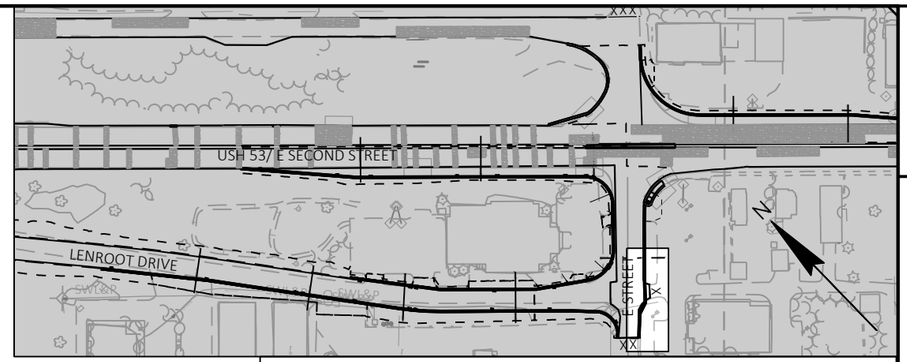
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - SOUTHBOUND RIGHT TURN LANE AND E STREET	SHEET 19	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 05-SBTL-ESt

PLOT DATE : 11/20/2024 10:24 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



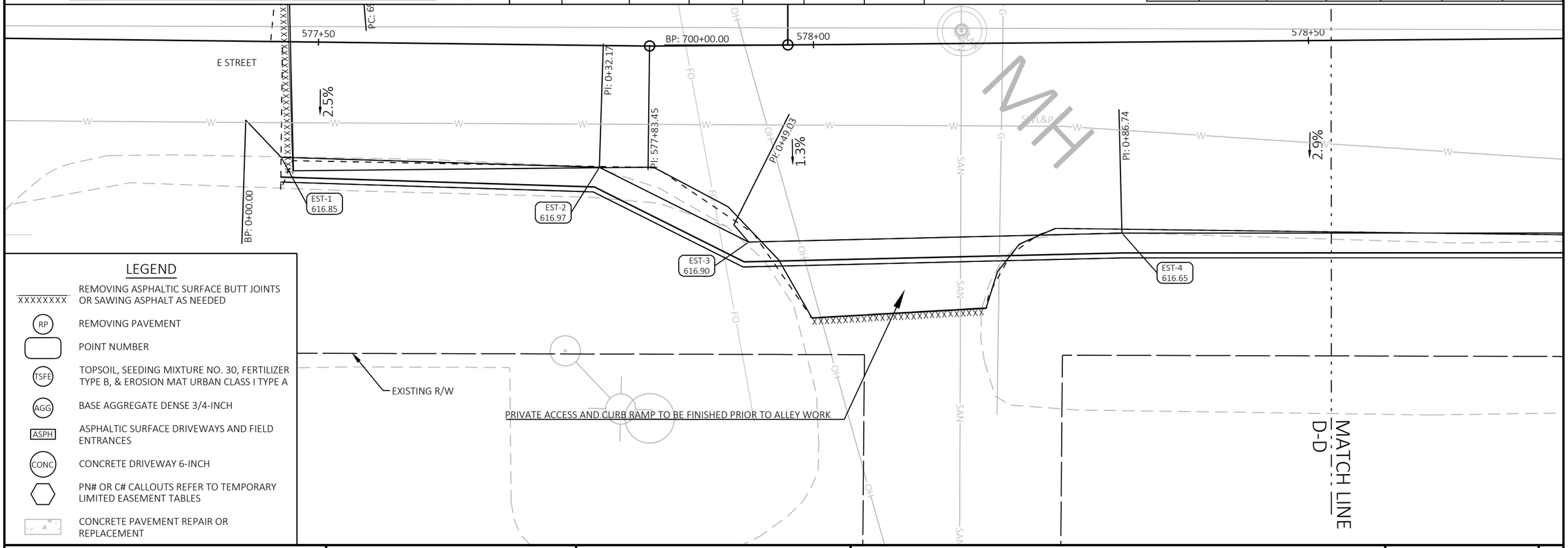


E ST C&G						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
EST-1	E-ST	577+46.36	11.67' RT	616.85	127627.23	594251.97
EST-2	E-ST	577+78.53	12.30' RT	616.97	127649.78	594274.91
EST-3	E-ST	577+93.29	19.87' RT	616.90	127655.49	594290.77
EST-4	E-ST	578+31.00	19.28' RT	616.65	127683.39	594316.14

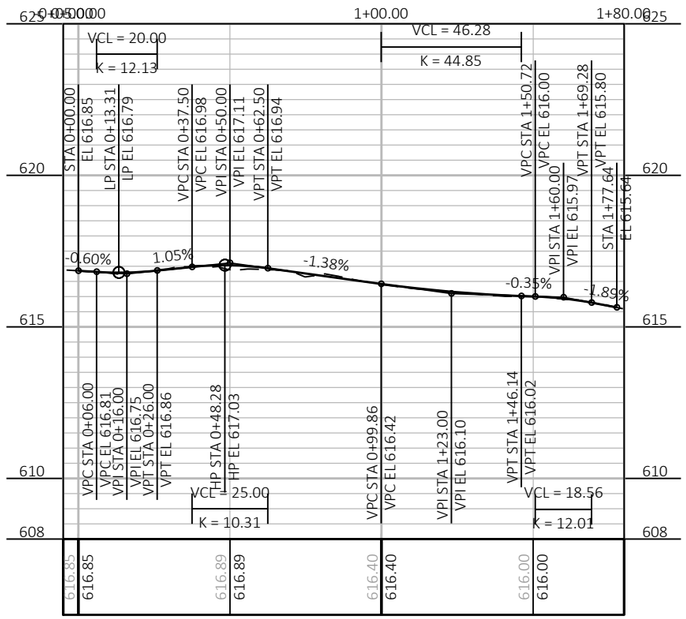
DRIVEWAY POINTS (DWY-#) ON THE BACK OF CURB AT ENTRANCES INDICATE THE LIMITS OF DRIVEWAY ENTRANCE CURB WITH CURB HEAD TAPERS TO THE OUTSIDE OF THE POINTS. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

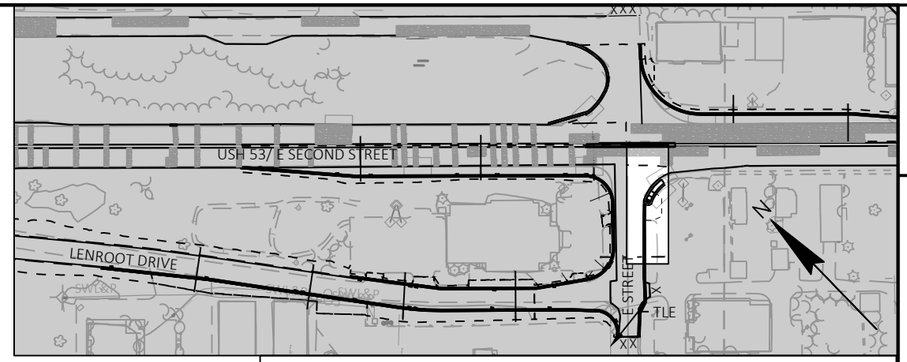
CONSTRUCTION LEGEND ON MEDIAN DETAIL SHEET

EStSDwy						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-32	E-ST	578+98.36	20.38' RT	615.97	127731.95	594363.09
Dwy-33	E-ST	579+26.19	21.21' RT	615.51	127751.85	594382.56
Dwy-34	E-ST	578+99.73	32.39' RT	615.71	127724.82	594372.85
Dwy-35	E-ST	579+04.88	44.52' RT	616.05	127720.38	594385.27
Dwy-36	E-ST	579+29.71	44.91' RT	615.37	127738.36	594402.38
Dwy-37	E-ST	579+34.59	38.17' RT	615.19	127746.53	594400.73



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - SOUTHBOUND RIGHT TURN LANE AND E STREET	SHEET 20	E



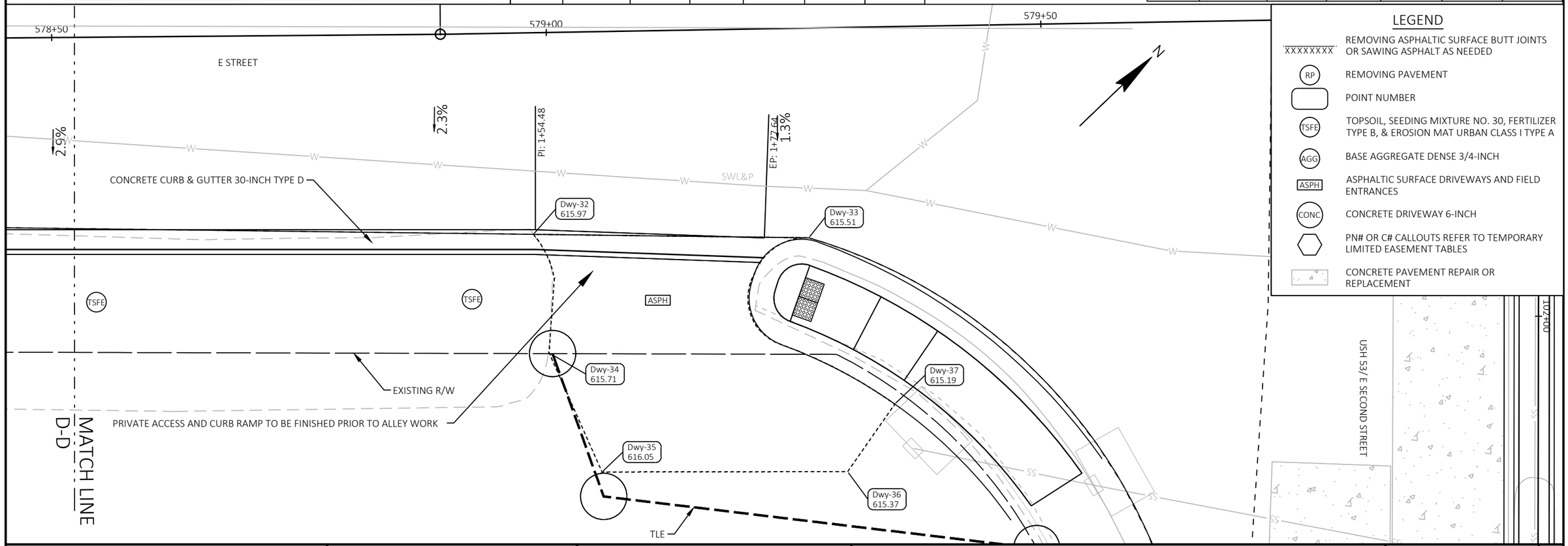


E ST C&G						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
EST-1	E-ST	577+46.36	11.67' RT	616.85	127627.23	594251.97
EST-2	E-ST	577+78.53	12.30' RT	616.97	127649.78	594274.91
EST-3	E-ST	577+93.29	19.87' RT	616.90	127655.49	594290.77
EST-4	E-ST	578+31.00	19.28' RT	616.65	127683.39	594316.14

DRIVEWAY POINTS (DWY-#) ON THE BACK OF CURB AT ENTRANCES INDICATE THE LIMITS OF DRIVEWAY ENTRANCE CURB WITH CURB HEAD TAPERS TO THE OUTSIDE OF THE POINTS. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

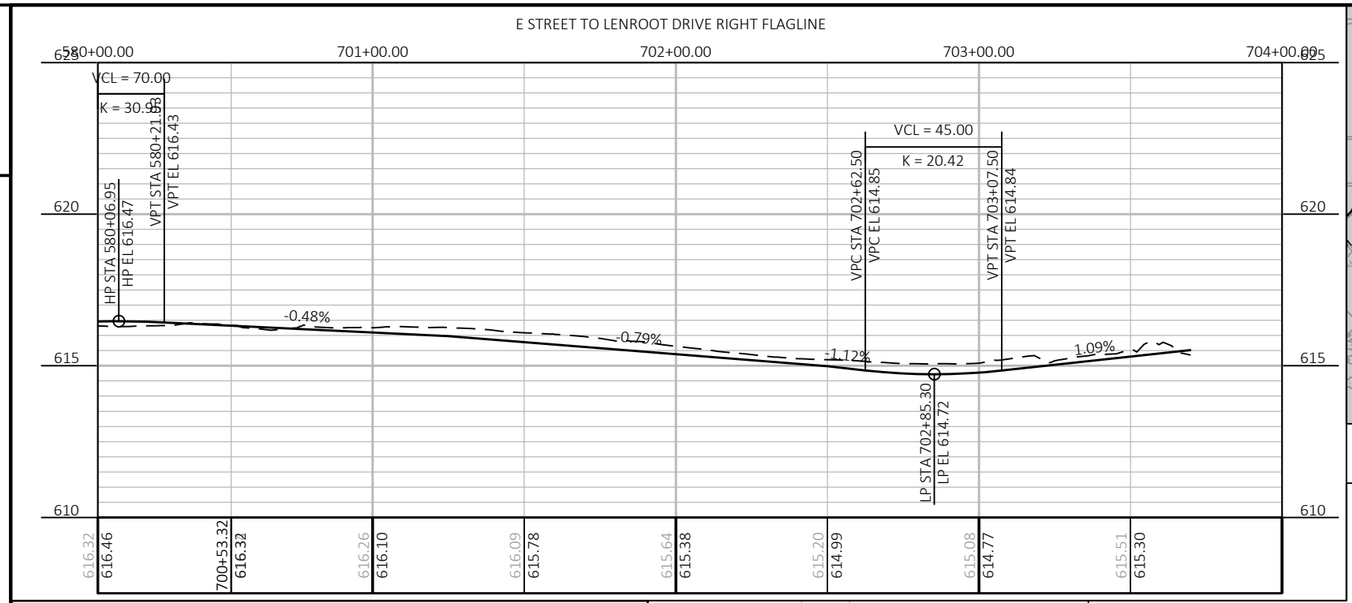
CONSTRUCTION LEGEND ON MEDIAN DETAIL SHEET

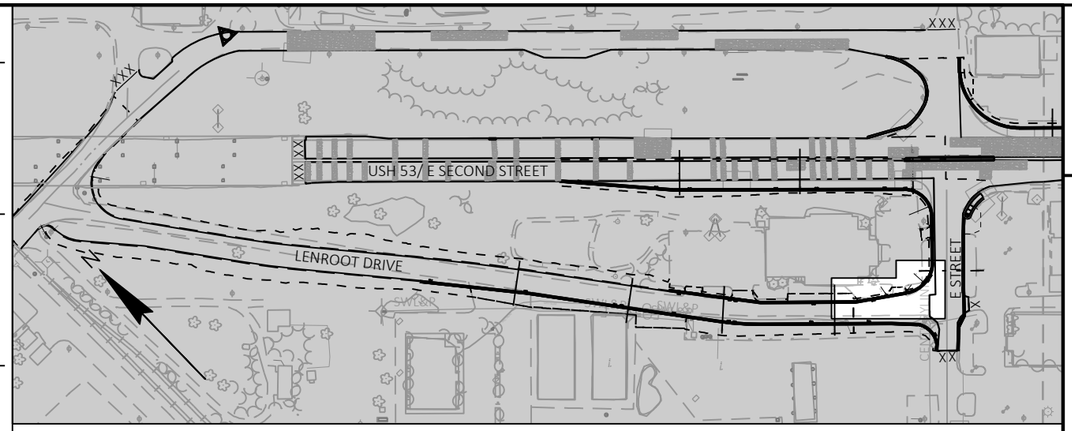
EStSDwy						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-32	E-ST	578+98.36	20.38' RT	615.97	127731.95	594363.09
Dwy-33	E-ST	579+26.19	21.21' RT	615.51	127751.85	594382.56
Dwy-34	E-ST	578+99.73	32.39' RT	615.71	127724.82	594372.85
Dwy-35	E-ST	579+04.88	44.52' RT	616.05	127720.38	594385.27
Dwy-36	E-ST	579+29.71	44.91' RT	615.37	127738.36	594402.38
Dwy-37	E-ST	579+34.59	38.17' RT	615.19	127746.53	594400.73



LEGEND

XXXXXXXX	REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
RP	REMOVING PAVEMENT
	POINT NUMBER
TSFE	TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
AGG	BASE AGGREGATE DENSE 3/4-INCH
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CONC	CONCRETE DRIVEWAY 6-INCH
	PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
	CONCRETE PAVEMENT REPAIR OR REPLACEMENT





Lenroot Drive Right

POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
LenRT-1	Lenroot	700+54.28	24.47' RT	616.32	127727.25	594256.69
LenRT-2	Lenroot	701+22.31	13.01' RT	615.99	127765.91	594199.55
LenRT-4	Lenroot	702+47.71	13.00' RT	615.08	127852.42	594108.78
LenRT-3	Lenroot	703+71.98	15.00' RT	615.42	127947.82	594032.53

DRIVEWAY POINTS (DWY-#) ON THE BACK OF CURB AT ENTRANCES INDICATE THE LIMITS OF DRIVEWAY ENTRANCE CURB WITH CURB HEAD TAPERS TO THE OUTSIDE OF THE POINTS. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

CONSTRUCTION LEGEND ON MEDIAN DETAIL SHEET

MATCH LINE D-D

MATCH LINE E-E

EDGE OF ASPHALT DRIVEWAY
REMOVE ASPHALTIC SURFACE
SAWING ASPHALT
ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

EXISTING R/W

PROPOSED R/W

TLE

CONCRETE CURB & GUTTER 30-INCH TYPE D

Dwy-5 616.32
Dwy-6 616.34
Dwy-7 616.49
Dwy-8 616.53
Dwy-9 616.43
Dwy-10 616.40
LenRT-1 616.32
LenRT-2 615.99

PI: 701+22.31
PT: 700+53.32

R39'
R2'
R15'

2.1%
1.5%
1.7%
2.0%

ASPH
AGG
SAN
OHP
G

HP: 580+06.95

E STREET

LENROOT DRIVE

701+00

578+50

(X) GEOTEXTILE TYPE SAS
MOVE AND RESET LANDSCAPING ROCK
SALVAGE AND RESET LANDSCAPING ROCK
LANDSCAPING ROCK

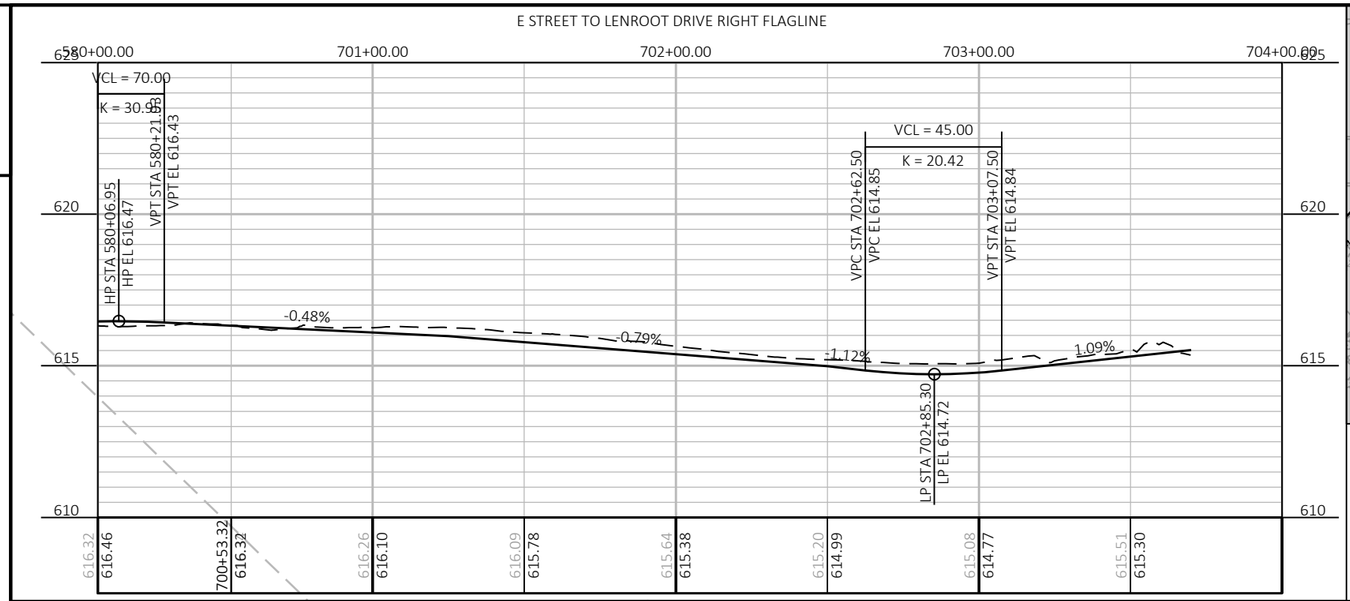
Driveway Points

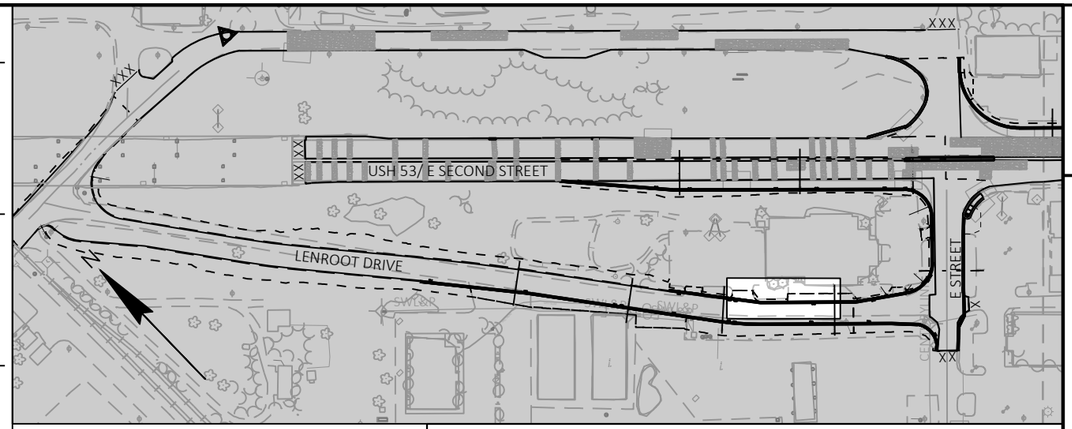
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-5	Lenroot	700+53.70	27.11' RT	616.32	127728.76	594258.94
Dwy-6	Lenroot	700+56.09	33.98' RT	616.34	127735.38	594261.95
Dwy-7	Lenroot	700+74.24	33.31' RT	616.49	127747.42	594248.35
Dwy-8	Lenroot	700+87.55	21.40' RT	616.53	127747.99	594230.50
Dwy-9	Lenroot	701+19.01	16.11' RT	616.43	127765.86	594204.08
Dwy-10	Lenroot	701+25.98	25.74' RT	616.40	127777.65	594205.68

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - LENROOT DRIVE RIGHT	SHEET 22	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 07-ESt-Len
PLOT DATE : 11/20/2024 10:27 AM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2





DRIVEWAY POINTS (DWY-#) ON THE BACK OF CURB AT ENTRANCES INDICATE THE LIMITS OF DRIVEWAY ENTRANCE CURB WITH CURB HEAD TAPERS TO THE OUTSIDE OF THE POINTS. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

Driveway Points

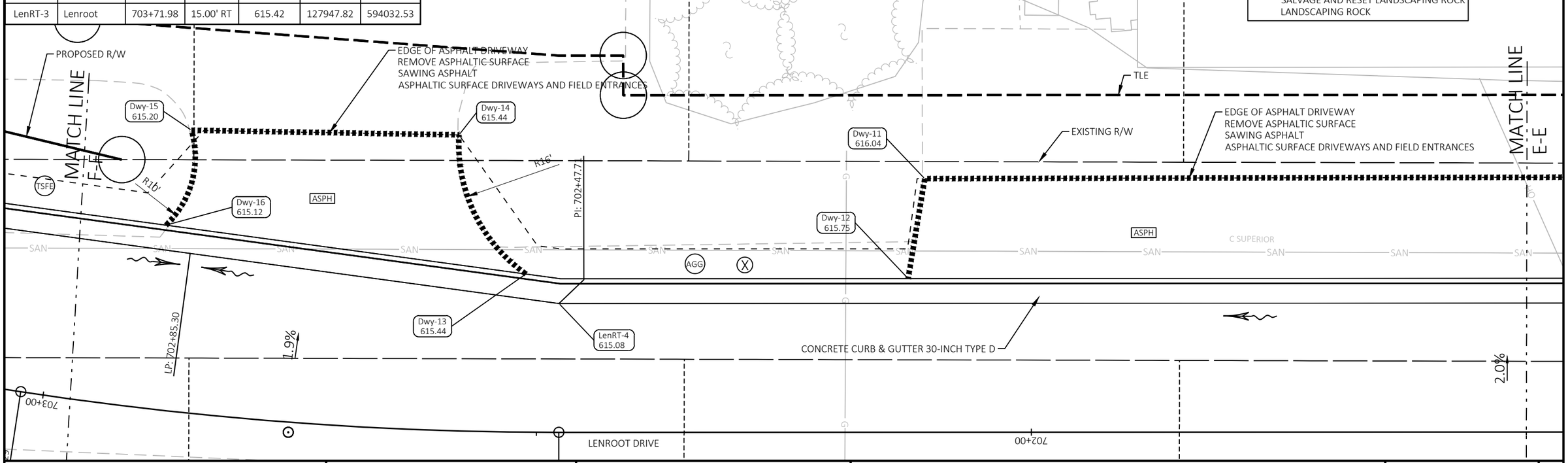
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-11	Lenroot	702+10.77	25.58' RT	616.04	127836.03	594144.20
Dwy-12	Lenroot	702+12.44	15.50' RT	615.75	127829.90	594136.03
Dwy-13	Lenroot	702+51.21	15.96' RT	615.44	127856.88	594108.41
Dwy-14	Lenroot	702+58.72	29.85' RT	615.44	127871.70	594113.21
Dwy-15	Lenroot	702+88.08	28.41' RT	615.20	127890.69	594093.97
Dwy-16	Lenroot	702+89.64	18.61' RT	615.12	127885.53	594085.52

Lenroot Drive Right

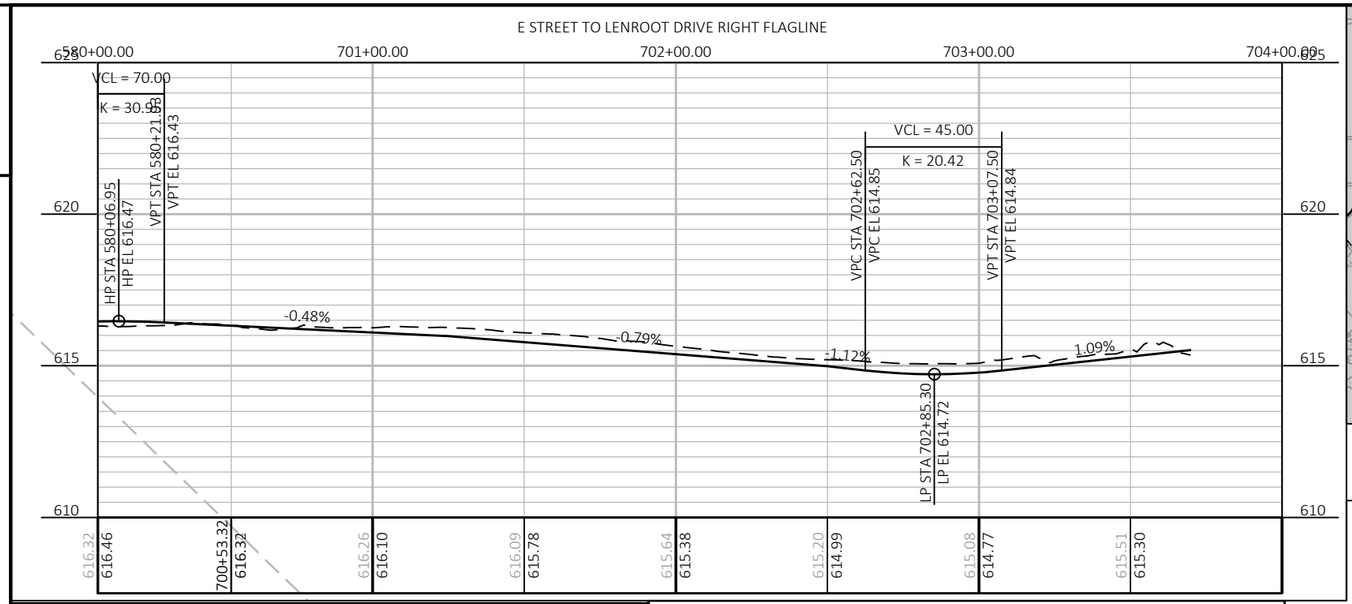
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
LenRT-1	Lenroot	700+54.28	24.47' RT	616.32	127727.25	594256.69
LenRT-2	Lenroot	701+22.31	13.01' RT	615.99	127765.91	594199.55
LenRT-4	Lenroot	702+47.71	13.00' RT	615.08	127852.42	594108.78
LenRT-3	Lenroot	703+71.98	15.00' RT	615.42	127947.82	594032.53

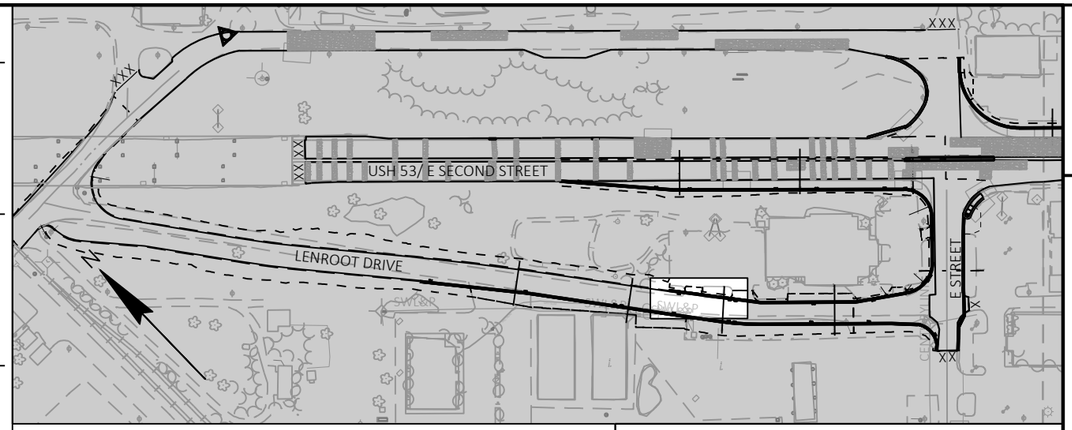
CONSTRUCTION LEGEND ON MEDIAN DETAIL SHEET

(X) GEOTEXTILE TYPE SAS
MOVE AND RESET LANDSCAPING ROCK
SALVAGE AND RESET LANDSCAPING ROCK
LANDSCAPING ROCK



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - LENROOT DRIVE RIGHT	SHEET 23	E





Driveway Points						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-17	Lenroot	703+27.07	18.23' RT	615.40	127914.26	594062.55
Dwy-18	Lenroot	703+28.90	26.58' RT	615.42	127920.81	594068.05
Dwy-19	Lenroot	703+52.35	25.13' RT	615.12	127938.48	594052.56
Dwy-20	Lenroot	703+51.03	17.84' RT	615.49	127932.97	594047.60

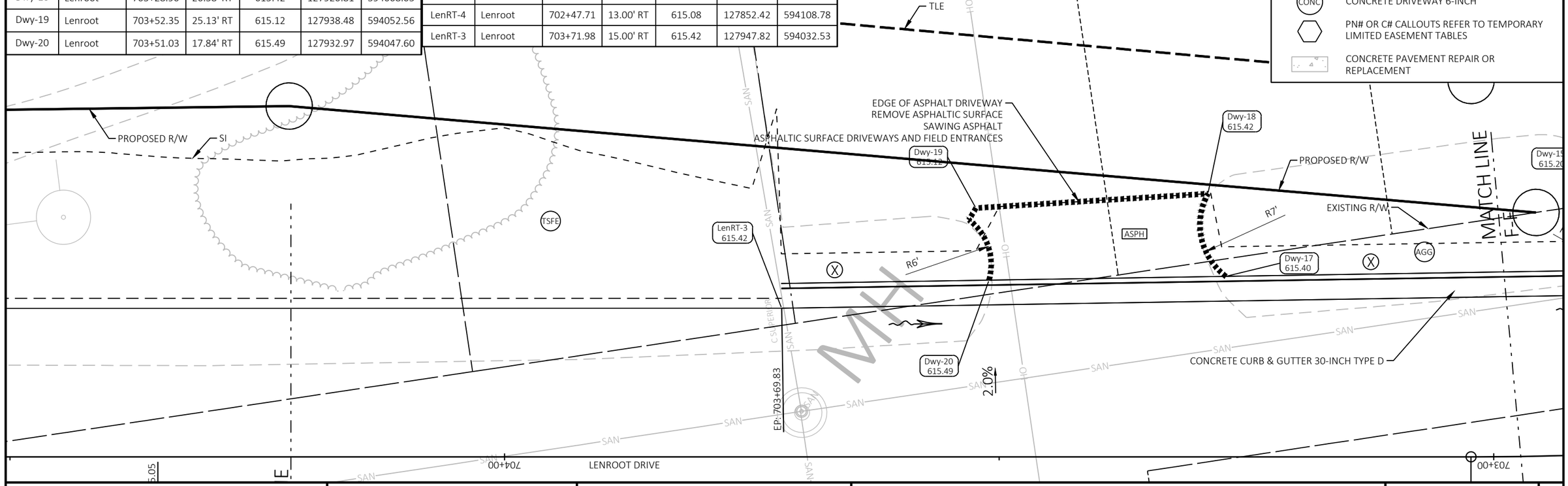
Lenroot Drive Right						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
LenRT-1	Lenroot	700+54.28	24.47' RT	616.32	127727.25	594256.69
LenRT-2	Lenroot	701+22.31	13.01' RT	615.99	127765.91	594199.55
LenRT-4	Lenroot	702+47.71	13.00' RT	615.08	127852.42	594108.78
LenRT-3	Lenroot	703+71.98	15.00' RT	615.42	127947.82	594032.53

DRIVEWAY POINTS (DWY-#) ON THE BACK OF CURB AT ENTRANCES INDICATE THE LIMITS OF DRIVEWAY ENTRANCE CURB WITH CURB HEAD TAPERS TO THE OUTSIDE OF THE POINTS. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

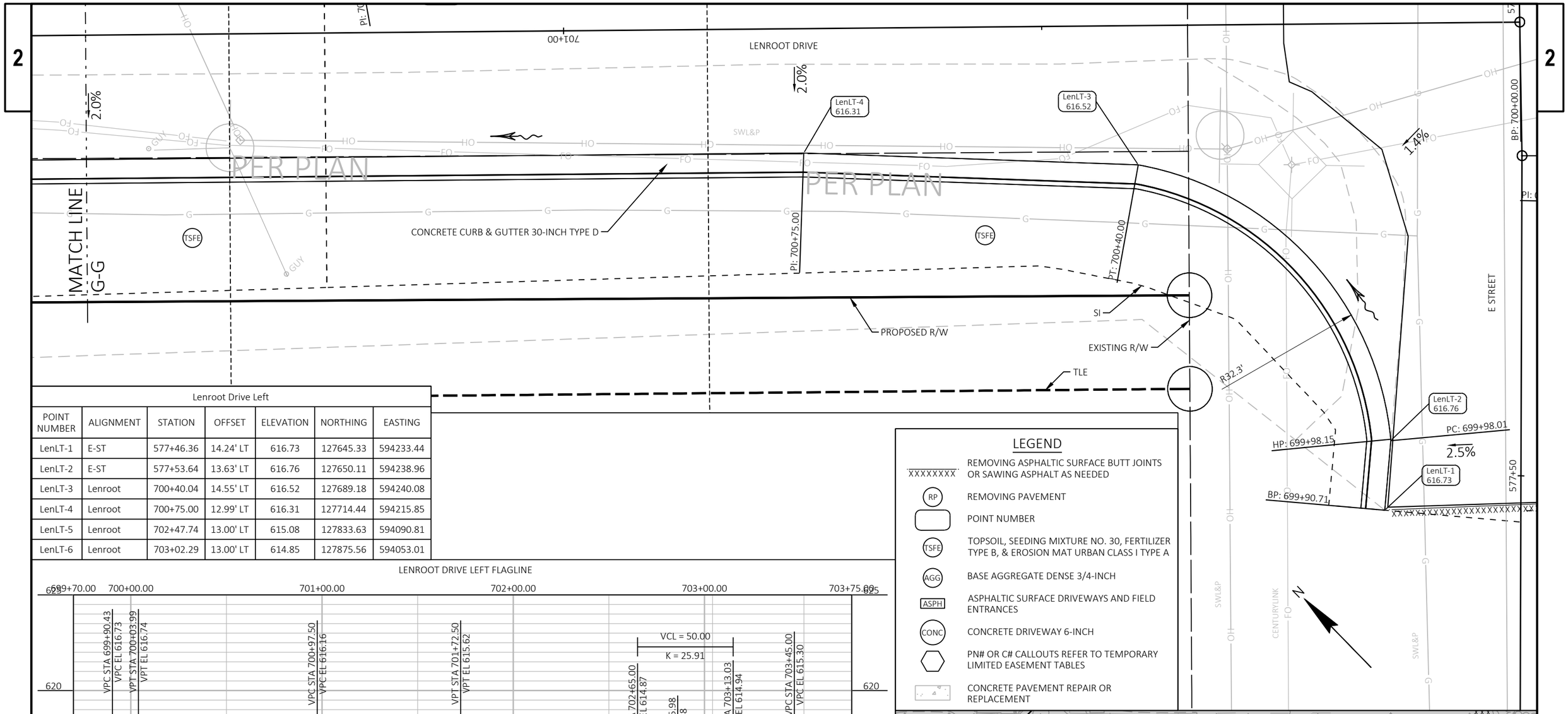
(X) GEOTEXTILE TYPE SAS
MOVE AND RESET LANDSCAPING ROCK
SALVAGE AND RESET LANDSCAPING ROCK
LANDSCAPING ROCK

LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- (RP) — REMOVING PAVEMENT
- ▭ — POINT NUMBER
- (TSFE) — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (AGG) — BASE AGGREGATE DENSE 3/4-INCH
- [ASPH] — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (CONC) — CONCRETE DRIVEWAY 6-INCH
- ⬡ — PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT

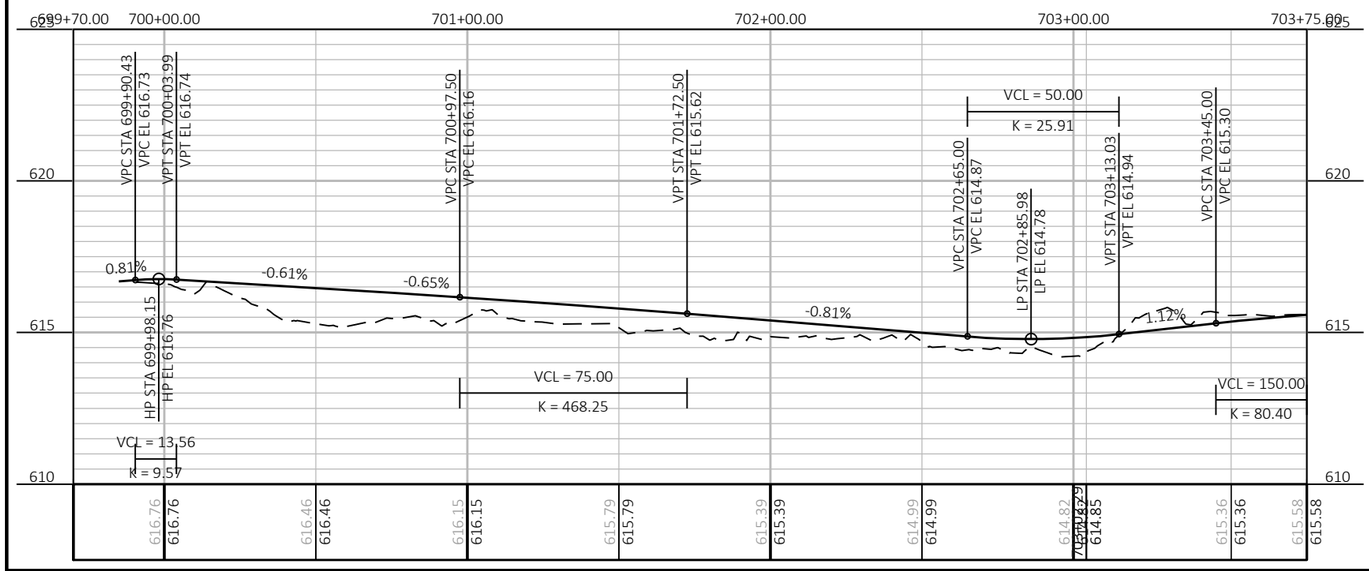


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - LENROOT DRIVE RIGHT	SHEET 24	E



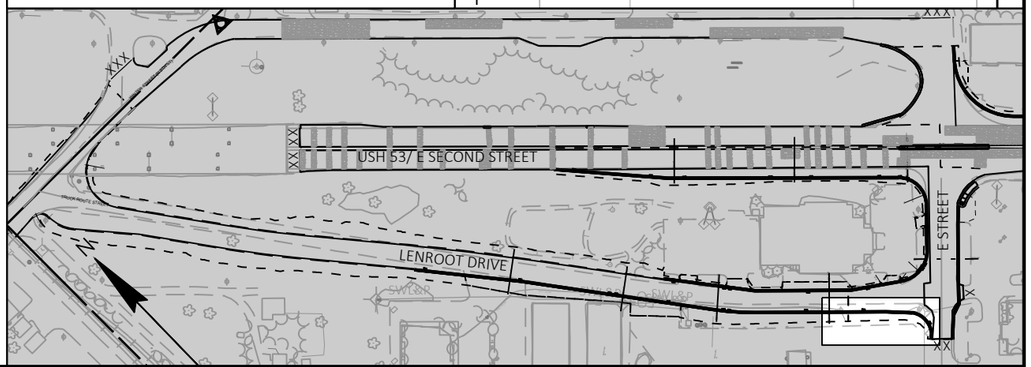
Lenroot Drive Left						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
LenLT-1	E-ST	577+46.36	14.24' LT	616.73	127645.33	594233.44
LenLT-2	E-ST	577+53.64	13.63' LT	616.76	127650.11	594238.96
LenLT-3	Lenroot	700+40.04	14.55' LT	616.52	127689.18	594240.08
LenLT-4	Lenroot	700+75.00	12.99' LT	616.31	127714.44	594215.85
LenLT-5	Lenroot	702+47.74	13.00' LT	615.08	127833.63	594090.81
LenLT-6	Lenroot	703+02.29	13.00' LT	614.85	127875.56	594053.01

LENROOT DRIVE LEFT FLAGLINE

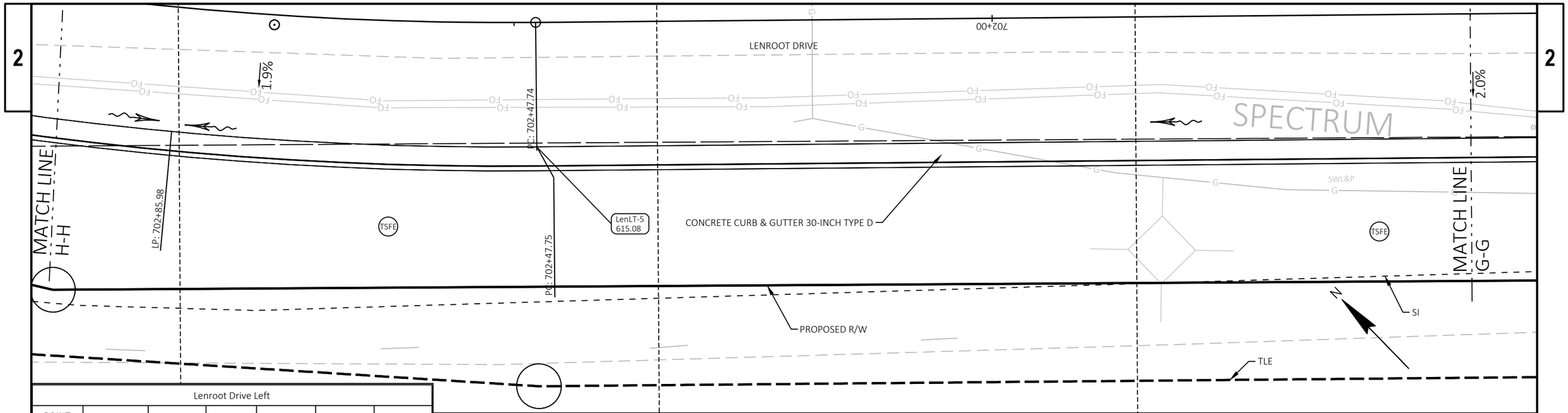


LEGEND

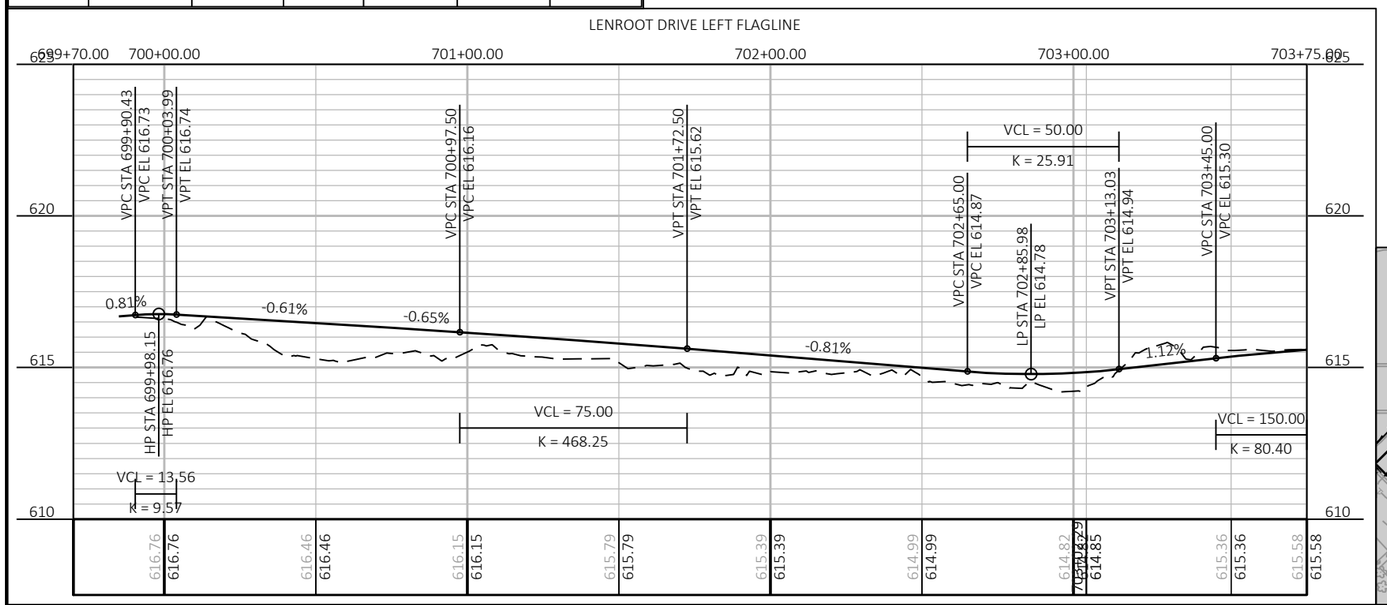
- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- RP — REMOVING PAVEMENT
- POINT NUMBER
- TSFE — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- AGG — BASE AGGREGATE DENSE 3/4-INCH
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- CONC — CONCRETE DRIVEWAY 6-INCH
- PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT

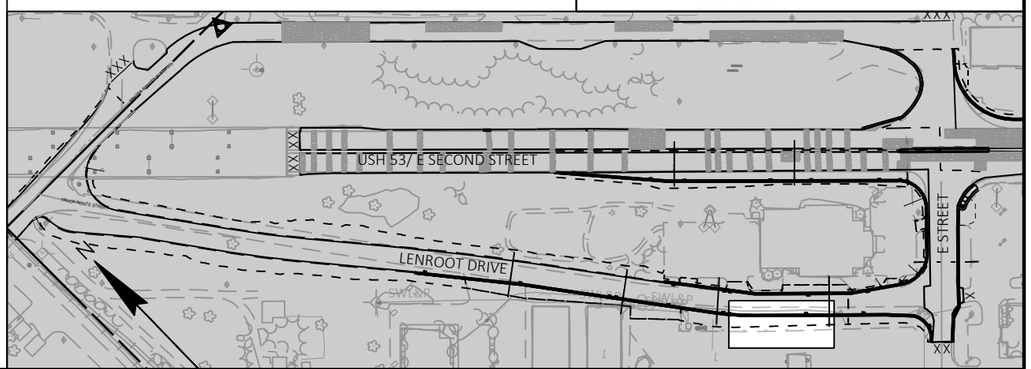


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - LENROOT DRIVE LEFT	SHEET 25	E



Lenroot Drive Left						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
LenLT-1	E-ST	577+46.36	14.24' LT	616.73	127645.33	594233.44
LenLT-2	E-ST	577+53.64	13.63' LT	616.76	127650.11	594238.96
LenLT-3	Lenroot	700+40.04	14.55' LT	616.52	127689.18	594240.08
LenLT-4	Lenroot	700+75.00	12.99' LT	616.31	127714.44	594215.85
LenLT-5	Lenroot	702+47.74	13.00' LT	615.08	127833.63	594090.81
LenLT-6	Lenroot	703+02.29	13.00' LT	614.85	127875.56	594053.01

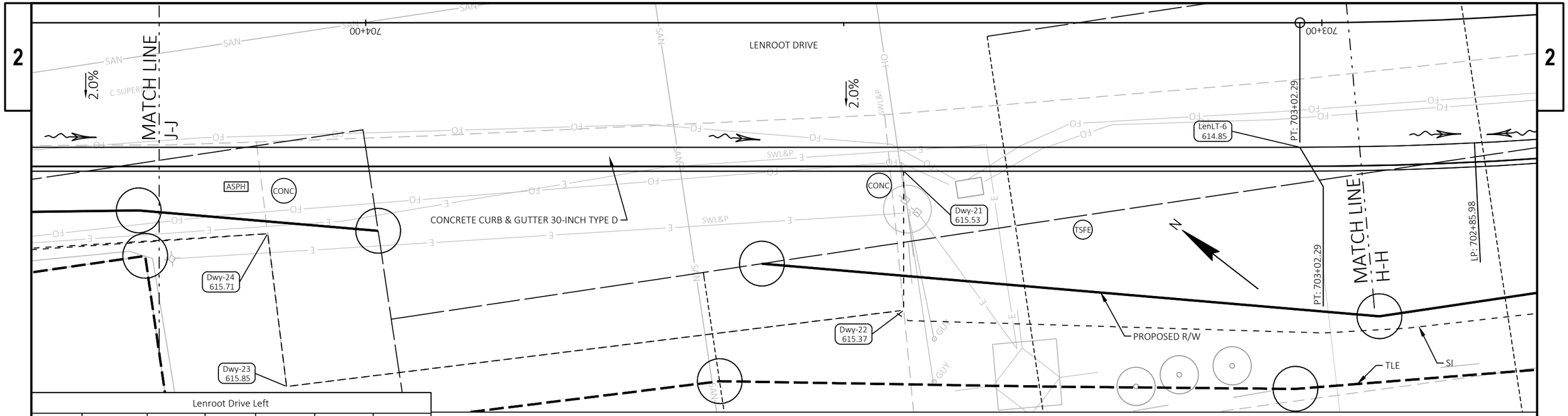




LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- RP — REMOVING PAVEMENT
- POINT NUMBER
- TSFE — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- AGG — BASE AGGREGATE DENSE 3/4-INCH
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- CONC — CONCRETE DRIVEWAY 6-INCH
- PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT

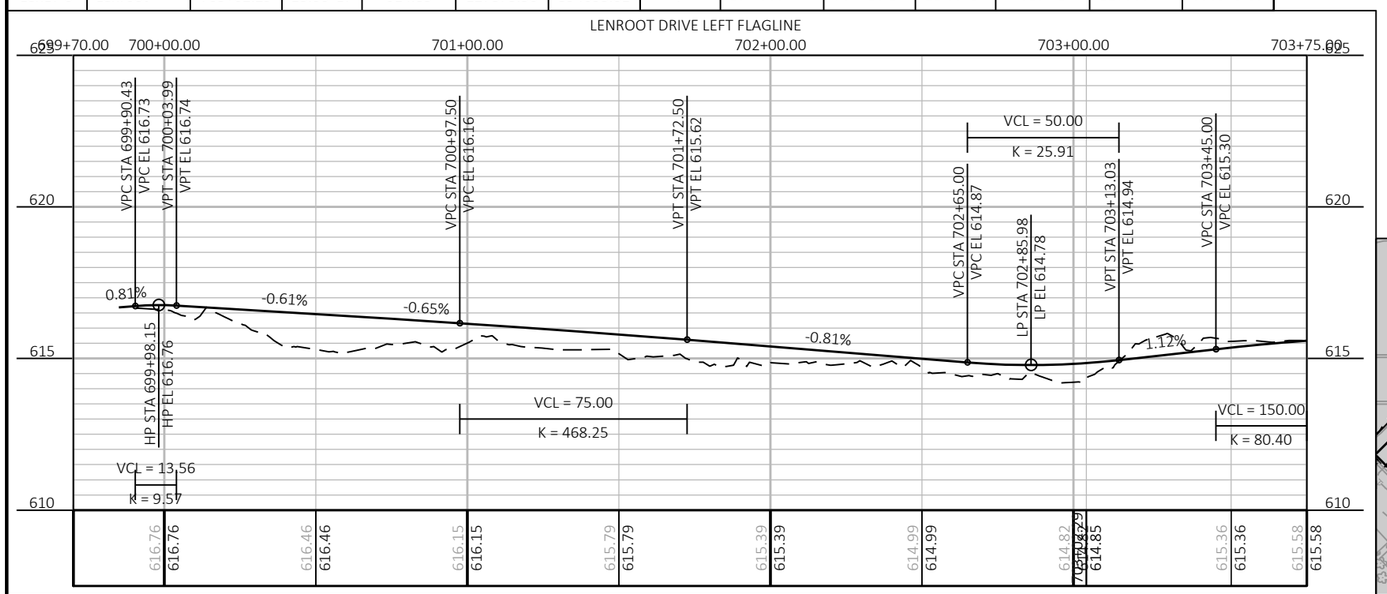
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - LENROOT DRIVE LEFT	SHEET 26	E

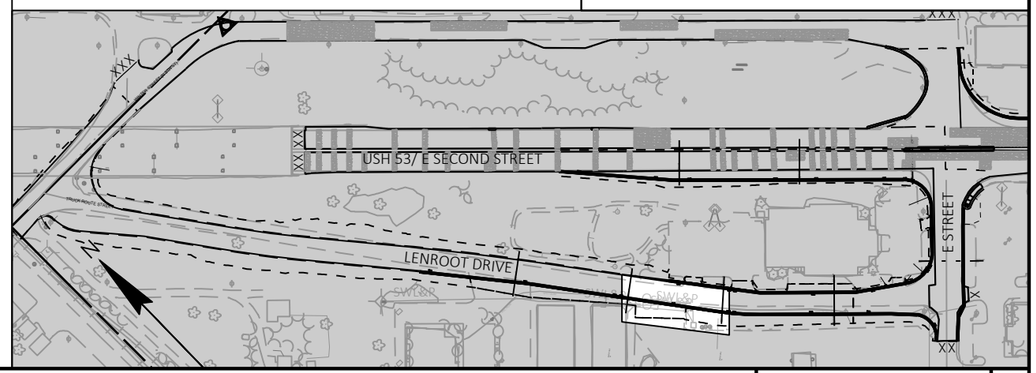


Lenroot Drive Left						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
LenLT-1	E-ST	577+46.36	14.24' LT	616.73	127645.33	594233.44
LenLT-2	E-ST	577+53.64	13.63' LT	616.76	127650.11	594238.96
LenLT-3	Lenroot	700+40.04	14.55' LT	616.52	127689.18	594240.08
LenLT-4	Lenroot	700+75.00	12.99' LT	616.31	127714.44	594215.85
LenLT-5	Lenroot	702+47.74	13.00' LT	615.08	127833.63	594090.81
LenLT-6	Lenroot	703+02.29	13.00' LT	614.85	127875.56	594053.01

DWY LENROOT						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-21	Lenroot	703+43.73	15.50' LT	615.53	127906.81	594025.69
Dwy-22	Lenroot	703+43.73	30.03' LT	615.37	127897.92	594014.19
Dwy-23	Lenroot	704+08.27	38.00' LT	615.85	127944.12	593968.41
Dwy-24	Lenroot	704+10.24	22.03' LT	615.71	127955.44	593979.83

DRIVEWAY POINTS (DWY-#) ON THE BACK OF CURB AT ENTRANCES INDICATE THE LIMITS OF DRIVEWAY ENTRANCE CURB WITH CURB HEAD TAPERS TO THE OUTSIDE OF THE POINTS. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.





LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- RP — REMOVING PAVEMENT
- POINT NUMBER
- TSFE — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
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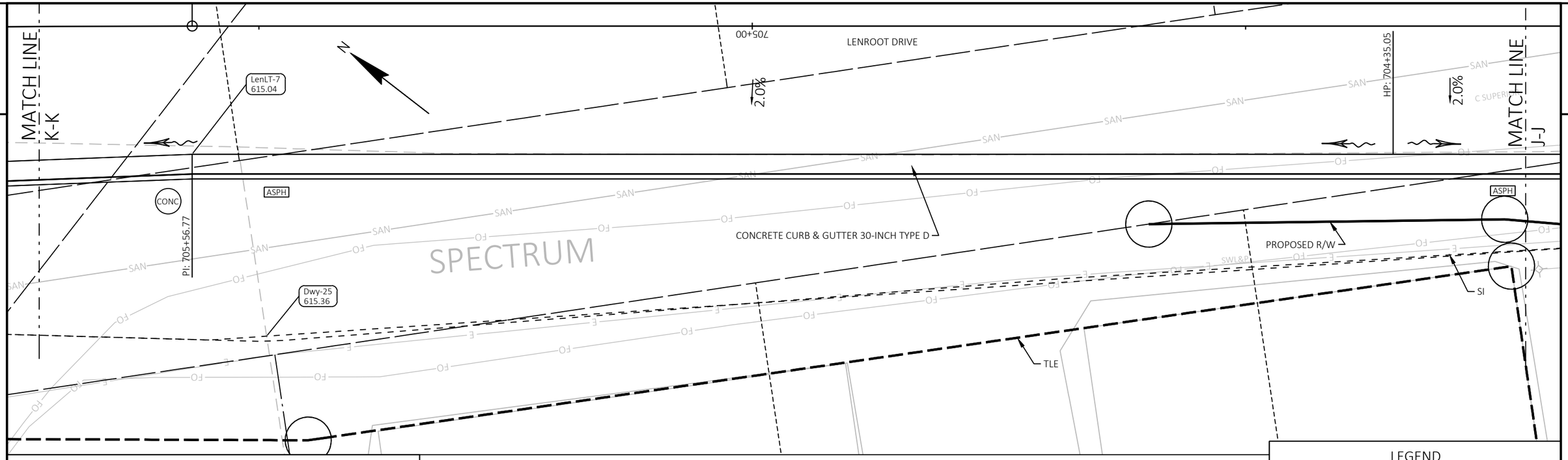
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - LENROOT DRIVE LEFT	SHEET 27	E



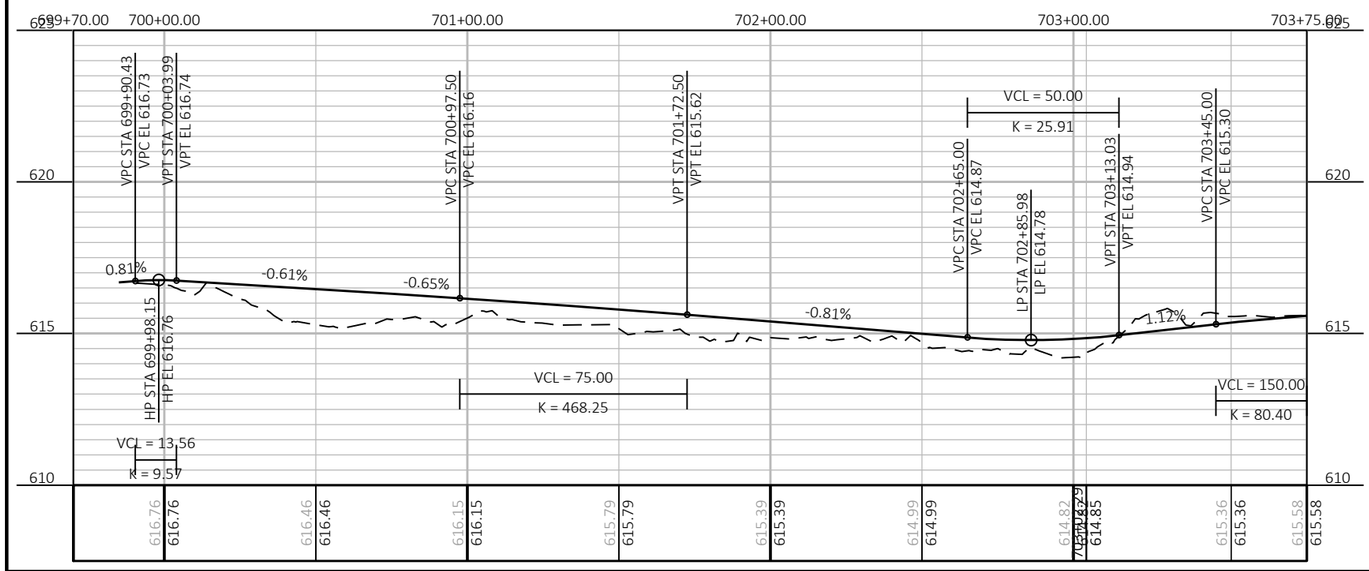
DWY LENROOT

POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-25	Lenroot	705+49.22	31.45' LT	615.36	128059.63	593887.39
Dwy-26	Lenroot	706+27.94	28.96' LT	614.95	128122.35	593840.96
Dwy-27	Lenroot	706+32.30	17.42' LT	614.72	128132.99	593847.18

Lenroot Drive Left

POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
LenLT-7	Lenroot	705+56.77	13.00' LT	615.04	128076.89	593897.36
LenLT-8	Lenroot	706+99.82	15.00' LT	614.01	128186.09	593806.03

LENROOT DRIVE LEFT FLAGLINE



LEGEND

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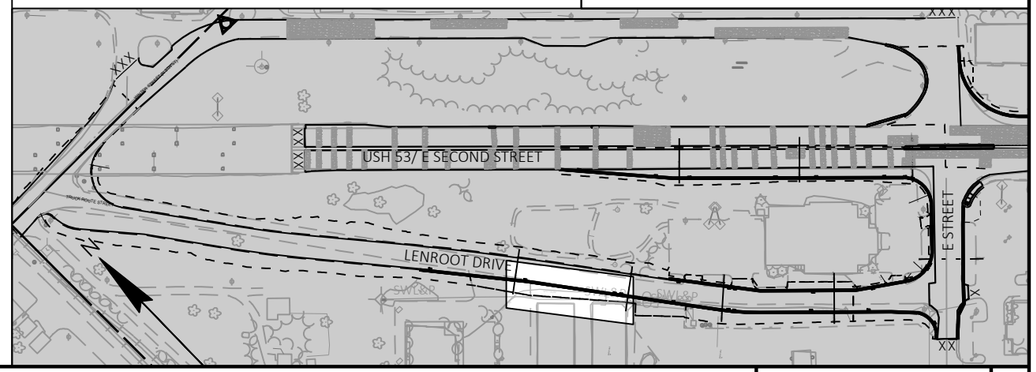
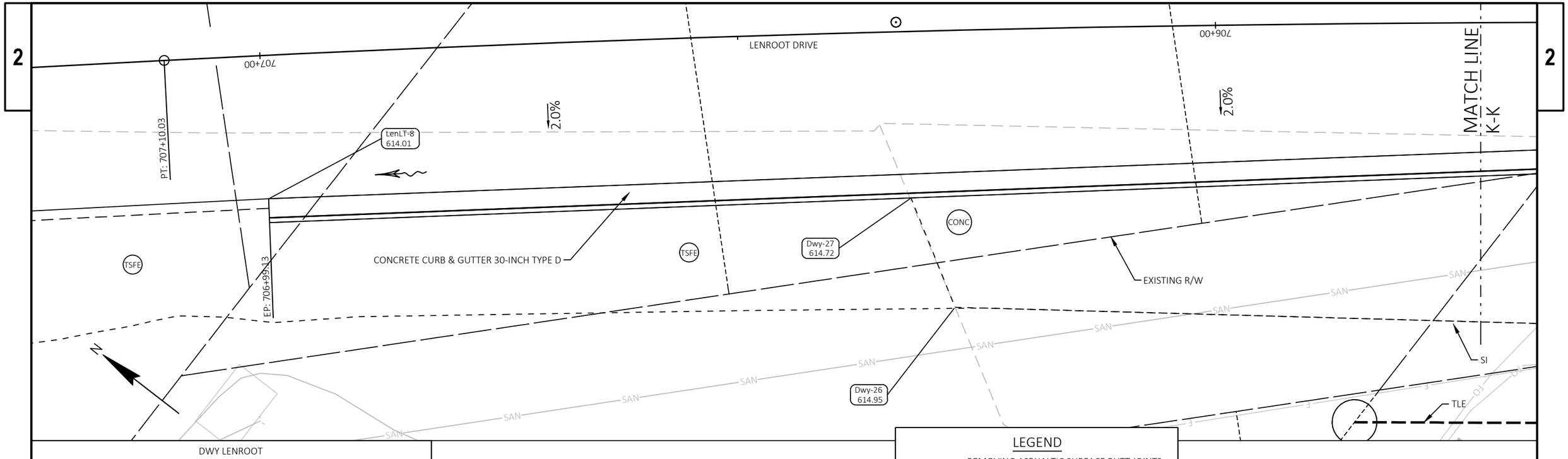


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - LENROOT DRIVE LEFT	SHEET 28	E



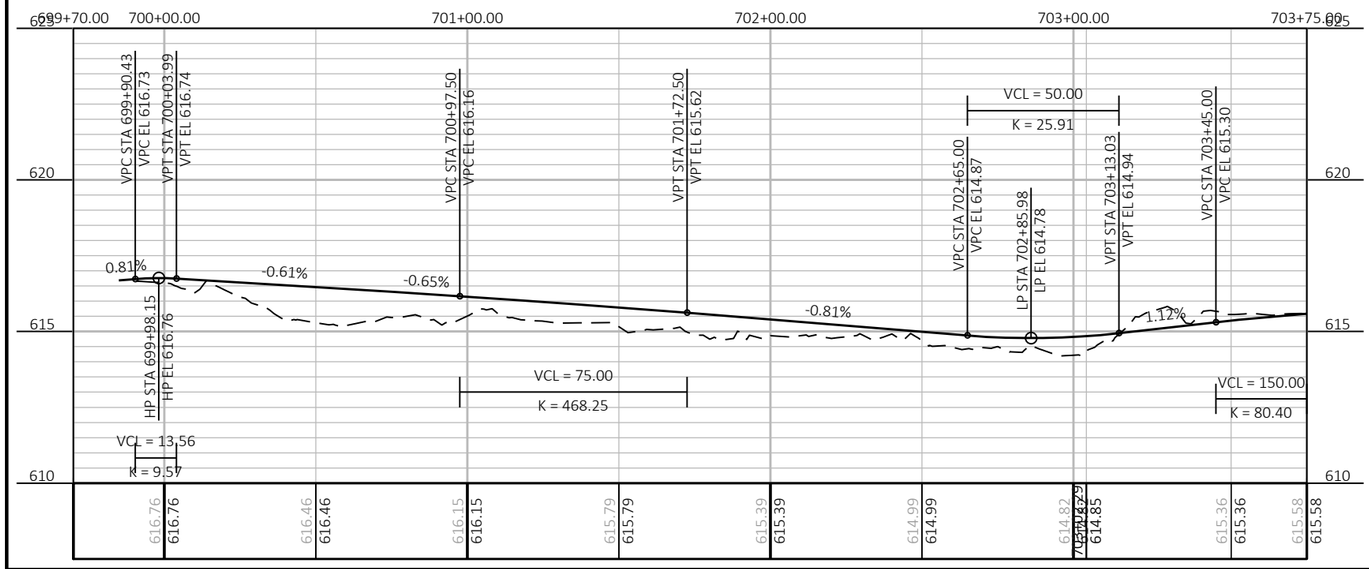
DWY LENROOT

POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-25	Lenroot	705+49.22	31.45' LT	615.36	128059.63	593887.39
Dwy-26	Lenroot	706+27.94	28.96' LT	614.95	128122.35	593840.96
Dwy-27	Lenroot	706+32.30	17.42' LT	614.72	128132.99	593847.18

Lenroot Drive Left

POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
LenLT-7	Lenroot	705+56.77	13.00' LT	615.04	128076.89	593897.36
LenLT-8	Lenroot	706+99.82	15.00' LT	614.01	128186.09	593806.03

LENROOT DRIVE LEFT FLAGLINE



LEGEND

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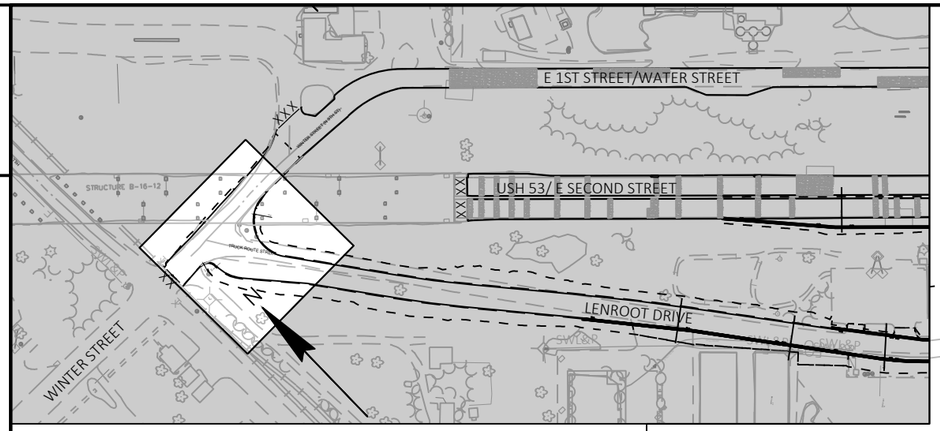
- CONCRETE PAVEMENT REPAIR OR REPLACEMENT

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - LENROOT DRIVE LEFT	SHEET 29	E



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- CONCRETE PAVEMENT REPAIR OR REPLACEMENT

NT

NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
LWINT-1	Lenroot	711+00.89	14.99' RT	615.63	128517.58	593578.70
LWINT-2	Winter	604+39.07	17.58' RT	614.92	128591.82	593603.42
LWINT-3	Winter	604+56.66	14.22' RT	614.72	128595.46	593620.95
LWINT-4	Lenroot	710+64.88	15.00' LT	615.86	128470.78	593576.22
LWINT-5	Lenroot	711+50.72	22.19' LT	615.11	128535.44	593518.97
LWINT-6	Lenroot	711+74.77	23.54' LT	615.30	128570.22	593505.65
LWINT-7	Lenroot	711+75.96	23.51' LT	615.33	128572.11	593505.65
LWINT-8	Winter	603+24.59	19.06' RT	0.00	128584.55	593490.44

CONCRETE BARRIER TEMPORARY PRECAST DELIVERED
CONCRETE BARRIER TEMPORARY PRECAST INSTALLED
ANCHORING CONCRETE BARRIER TEMPORARY PRECAST
TO REMAIN ON SITE AND BECOME PROPERTY OF WISDOT

CONCRETE BARRIER TEMPORARY PRECAST DELIVERED
CONCRETE BARRIER TEMPORARY PRECAST INSTALLED
ANCHORING CONCRETE BARRIER TEMPORARY PRECAST
TO REMAIN ON SITE AND BECOME PROPERTY OF WISDOT

LWINT-3 614.72
LWINT-2 614.92
LWINT-1 615.63
LWINT-4 615.86
LWINT-5 615.11
LWINT-6 615.30
LWINT-7 615.33
LWINT-8 0.00

PT: 605+20.00
PT: 603+91.86
PC: 603+78.51
PT: 603+03.50
PC: 602+86.82
EP: 712+10.71
PT: 711+76.00
PC: 711+50.31

0.5% 0.2% 1.1% 0.3% 1.1% 0.6% 1.1% 1.1% 1.0% 0.9% 0.8% 0.2% 0.5% 0.1%

605+00 91+50 91+00 90+50 90+00 89+50 604+00 712+00 603+00 711+00

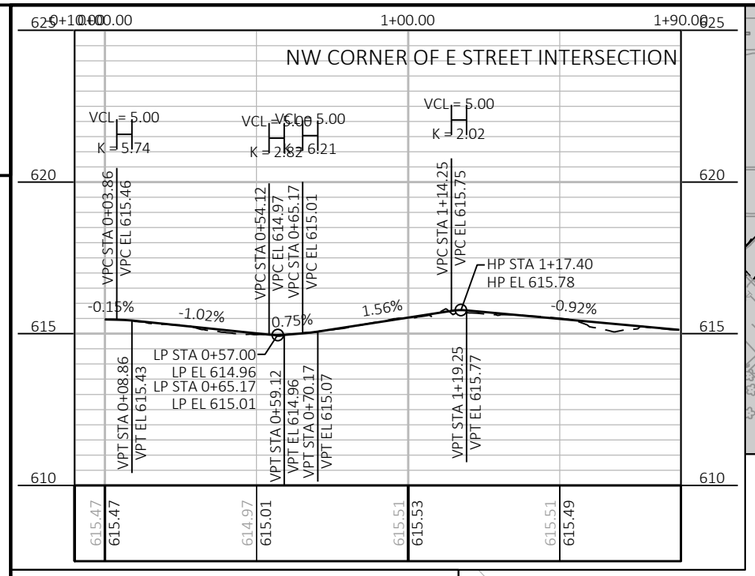
R48' R14'

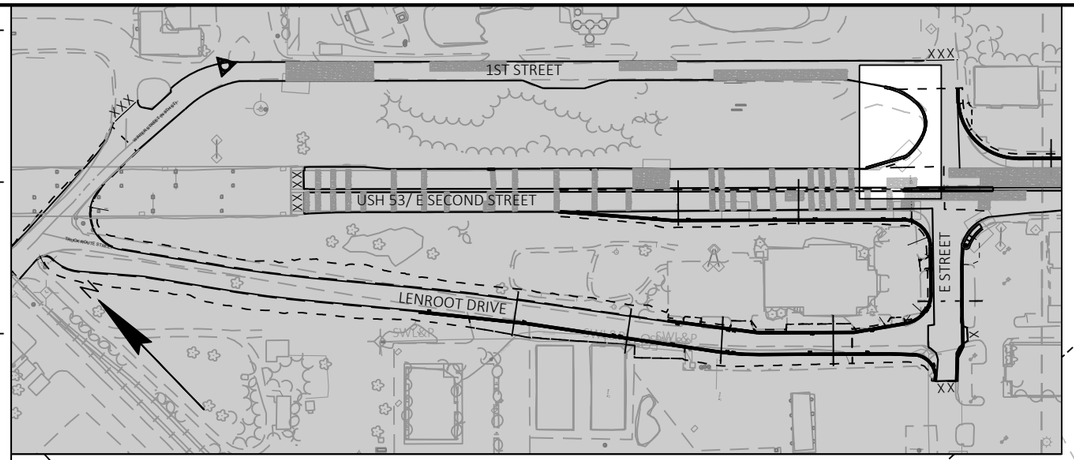
WINTER STREET LENROOT DRIVE

REMOVING BOLLARDS
EXISTING R/W
TLE
PROPOSED R/W
TLE
PROPOSED R/W

N

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - LENROOT DRIVE AND WINTER STREET	SHEET 30 E





LEGEND

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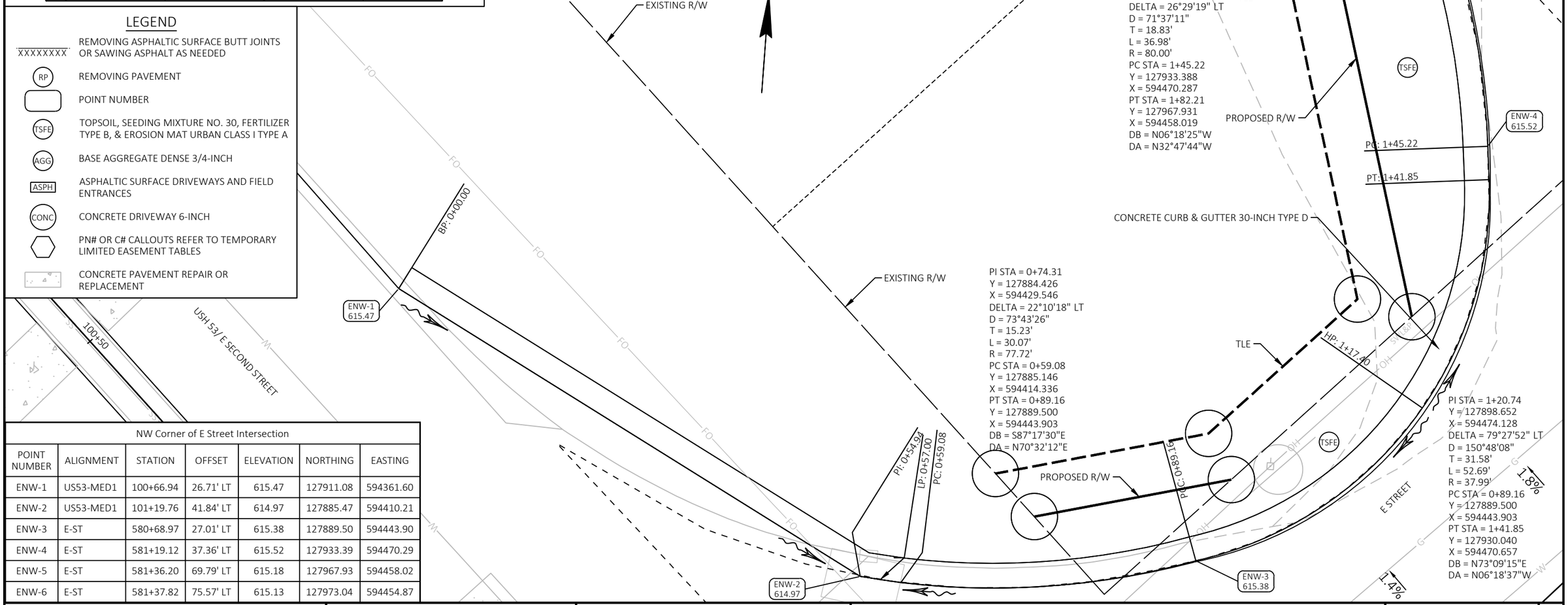

NW Corner of E Street Intersection						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ENW-1	US53-MED1	100+66.94	26.71' LT	615.47	127911.08	594361.60
ENW-2	US53-MED1	101+19.76	41.84' LT	614.97	127885.47	594410.21
ENW-3	E-ST	580+68.97	27.01' LT	615.38	127889.50	594443.90
ENW-4	E-ST	581+19.12	37.36' LT	615.52	127933.39	594470.29
ENW-5	E-ST	581+36.20	69.79' LT	615.18	127967.93	594458.02
ENW-6	E-ST	581+37.82	75.57' LT	615.13	127973.04	594454.87

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - E 2ND STREET & E STREET NW CORNER	SHEET 31	E

2

LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- RP — REMOVING PAVEMENT
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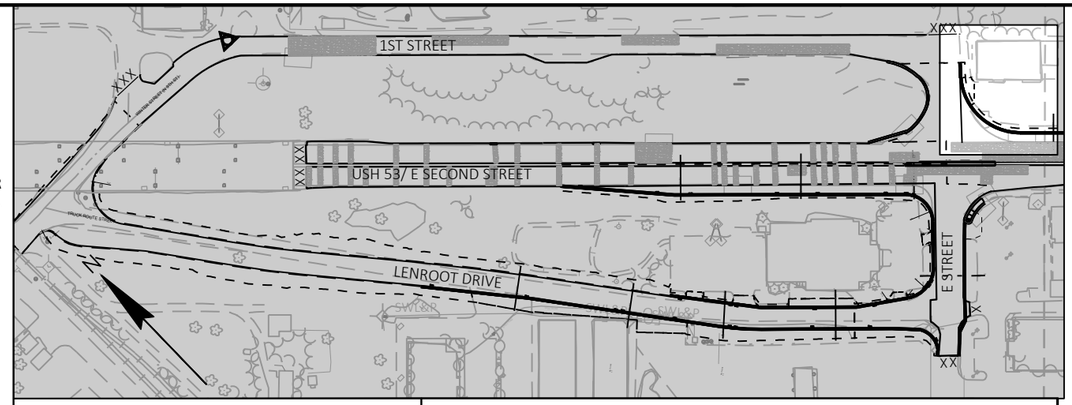
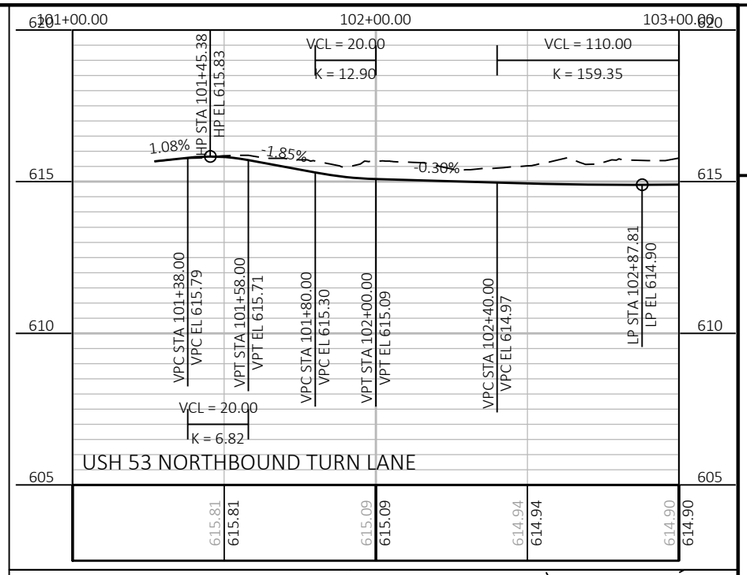


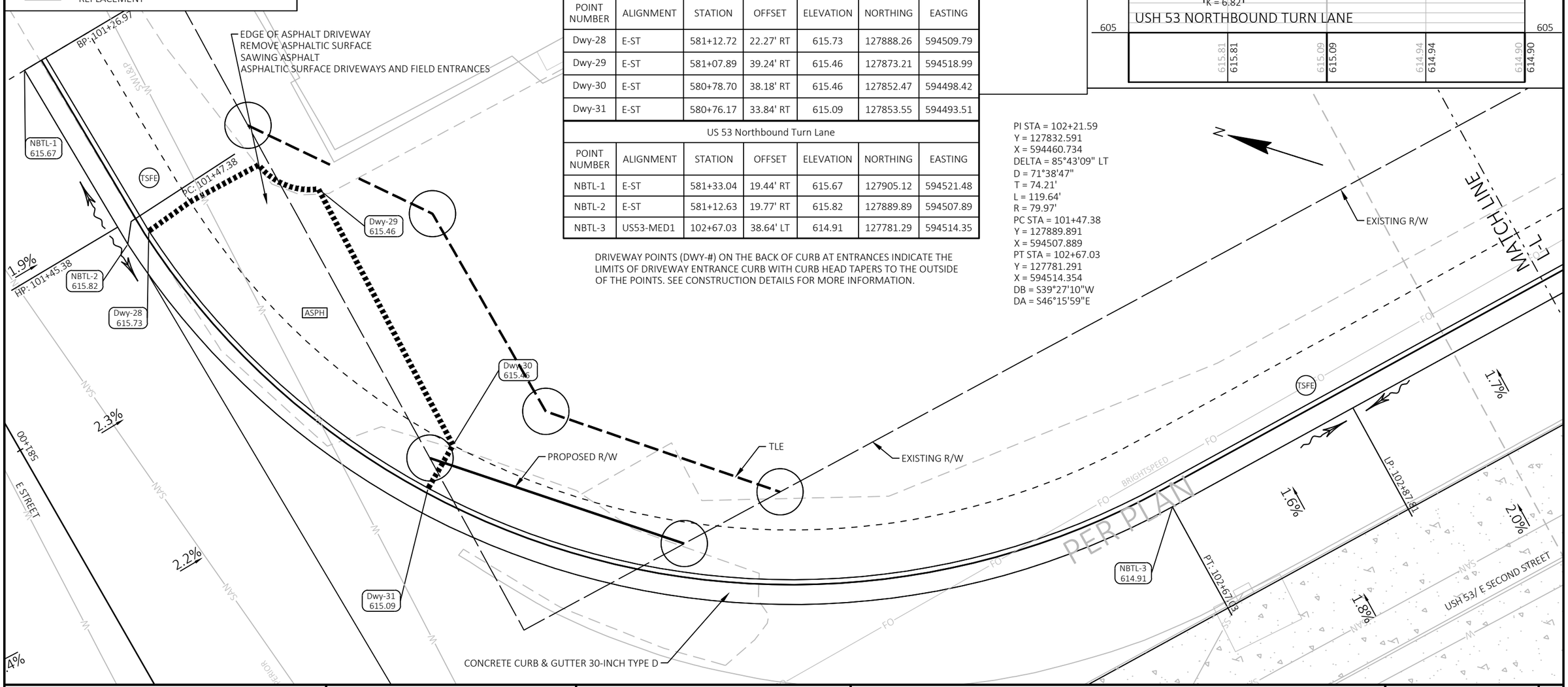


NBTLDWY						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Dwy-28	E-ST	581+12.72	22.27' RT	615.73	127888.26	594509.79
Dwy-29	E-ST	581+07.89	39.24' RT	615.46	127873.21	594518.99
Dwy-30	E-ST	580+78.70	38.18' RT	615.46	127852.47	594498.42
Dwy-31	E-ST	580+76.17	33.84' RT	615.09	127853.55	594493.51

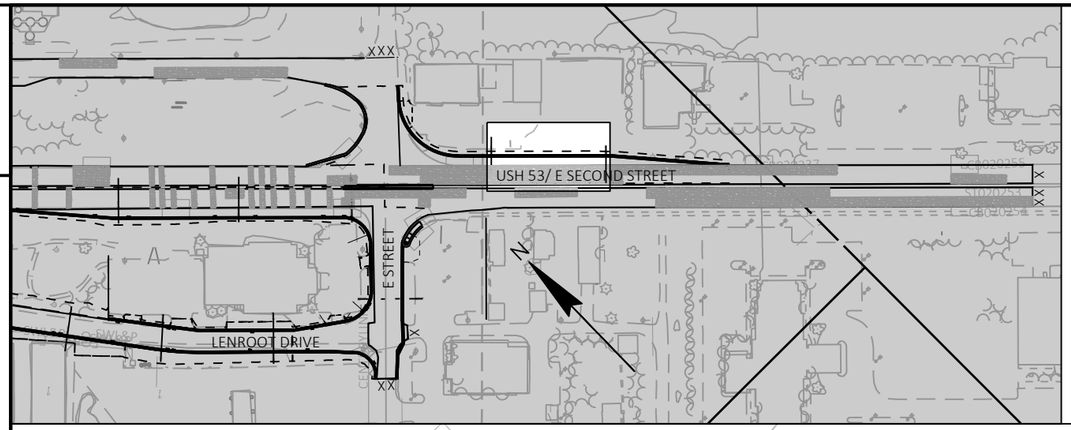
US 53 Northbound Turn Lane						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NBTL-1	E-ST	581+33.04	19.44' RT	615.67	127905.12	594521.48
NBTL-2	E-ST	581+12.63	19.77' RT	615.82	127889.89	594507.89
NBTL-3	US53-MED1	102+67.03	38.64' LT	614.91	127781.29	594514.35

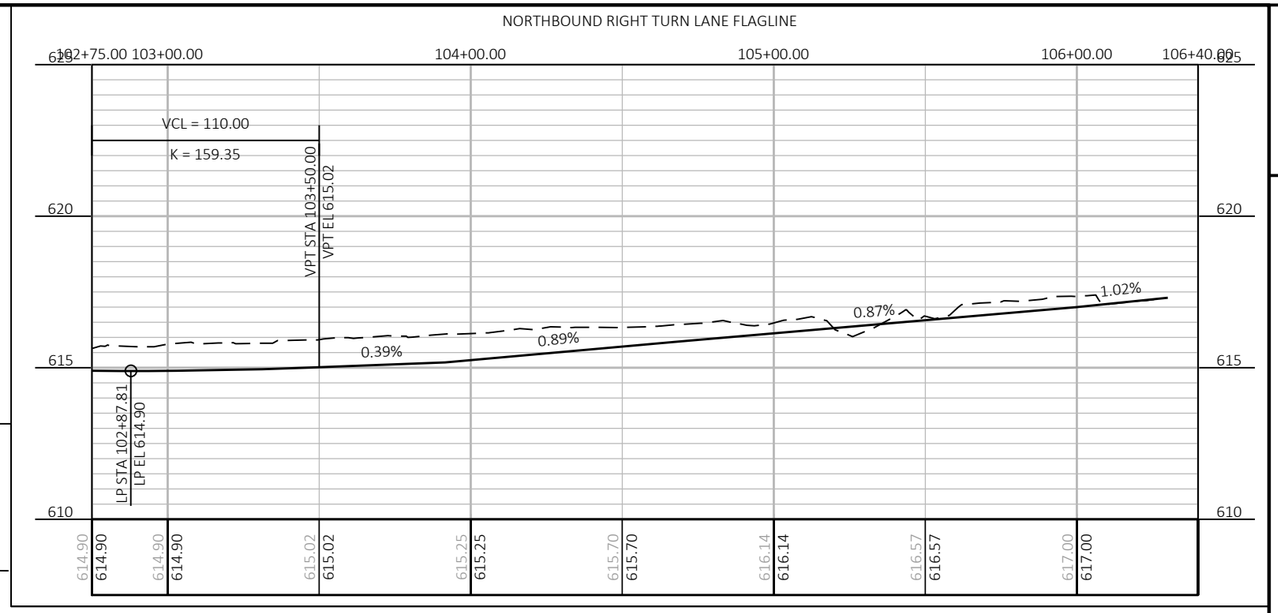
DRIVEWAY POINTS (DWY-#) ON THE BACK OF CURB AT ENTRANCES INDICATE THE LIMITS OF DRIVEWAY ENTRANCE CURB WITH CURB HEAD TAPERS TO THE OUTSIDE OF THE POINTS. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

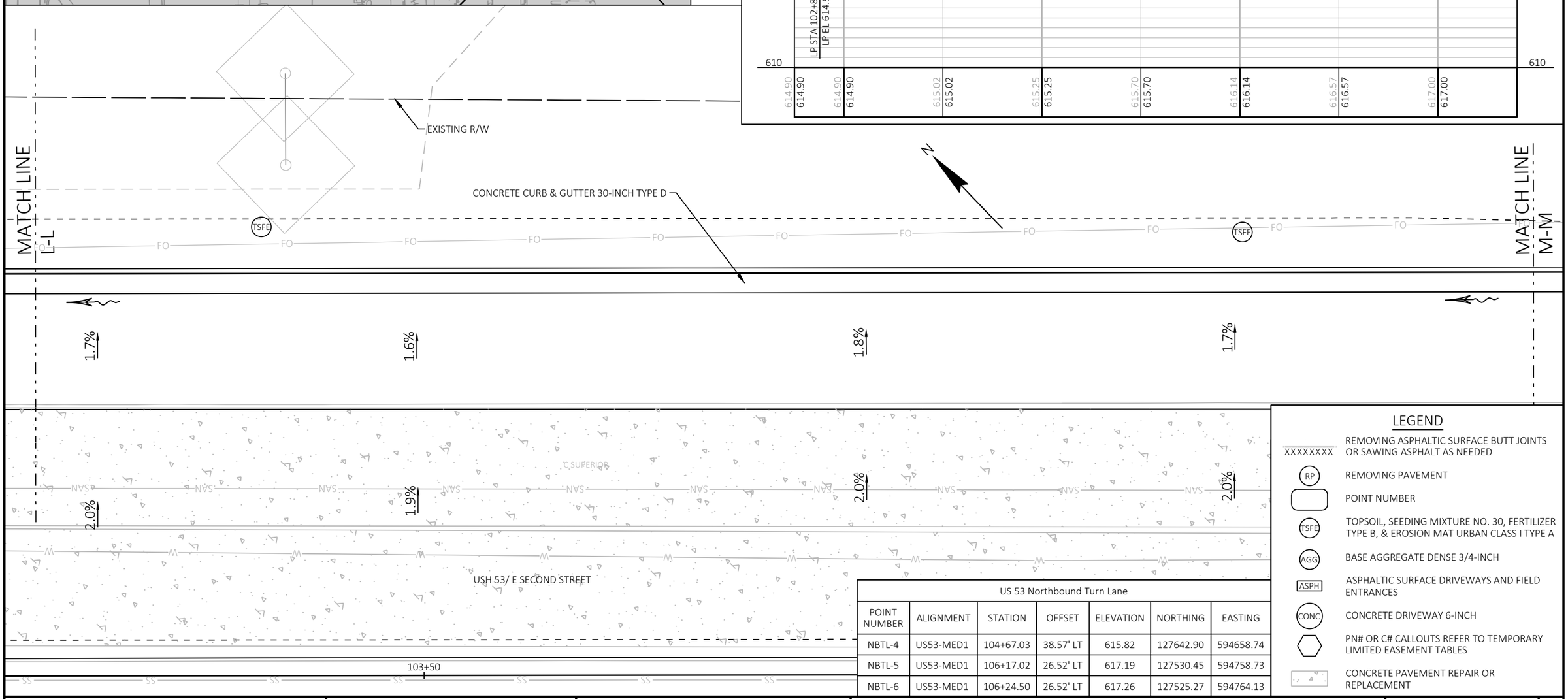
PI STA = 102+21.59
Y = 127832.591
X = 594460.734
DELTA = 85°43'09" LT
D = 71°38'47"
T = 74.21'
L = 119.64'
R = 79.97'
PC STA = 101+47.38
Y = 127889.891
X = 594507.889
PT STA = 102+67.03
Y = 127781.291
X = 594514.354
DB = S39°27'10"W
DA = S46°15'59"E



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - E STREET TO NORTHBOUND RIGHT TURN LANE	SHEET 32	E







US 53 Northbound Turn Lane						
POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NBTL-4	US53-MED1	104+67.03	38.57' LT	615.82	127642.90	594658.74
NBTL-5	US53-MED1	106+17.02	26.52' LT	617.19	127530.45	594758.73
NBTL-6	US53-MED1	106+24.50	26.52' LT	617.26	127525.27	594764.13

LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
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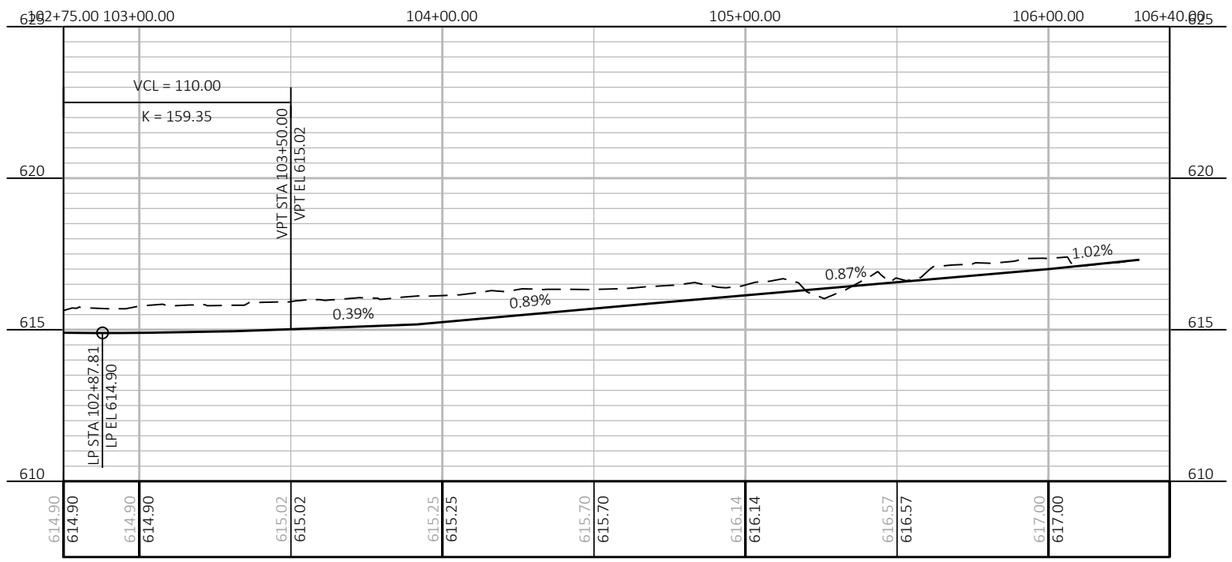
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - NORTHBOUND RIGHT TURN LANE	SHEET 33	E

2

NORTHBOUND RIGHT TURN LANE FLAGLINE



US 53 Northbound Turn Lane

POINT NUMBER	ALIGNMENT	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NBTL-4	US53-MED1	104+67.03	38.57' LT	615.82	127642.90	594658.74
NBTL-5	US53-MED1	106+17.02	26.52' LT	617.19	127530.45	594758.73
NBTL-6	US53-MED1	106+24.50	26.52' LT	617.26	127525.27	594764.13

LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- (RP) — REMOVING PAVEMENT
- ▭ — POINT NUMBER
- (TSFE) — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (AGG) — BASE AGGREGATE DENSE 3/4-INCH
- [ASPH] — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (CONC) — CONCRETE DRIVEWAY 6-INCH
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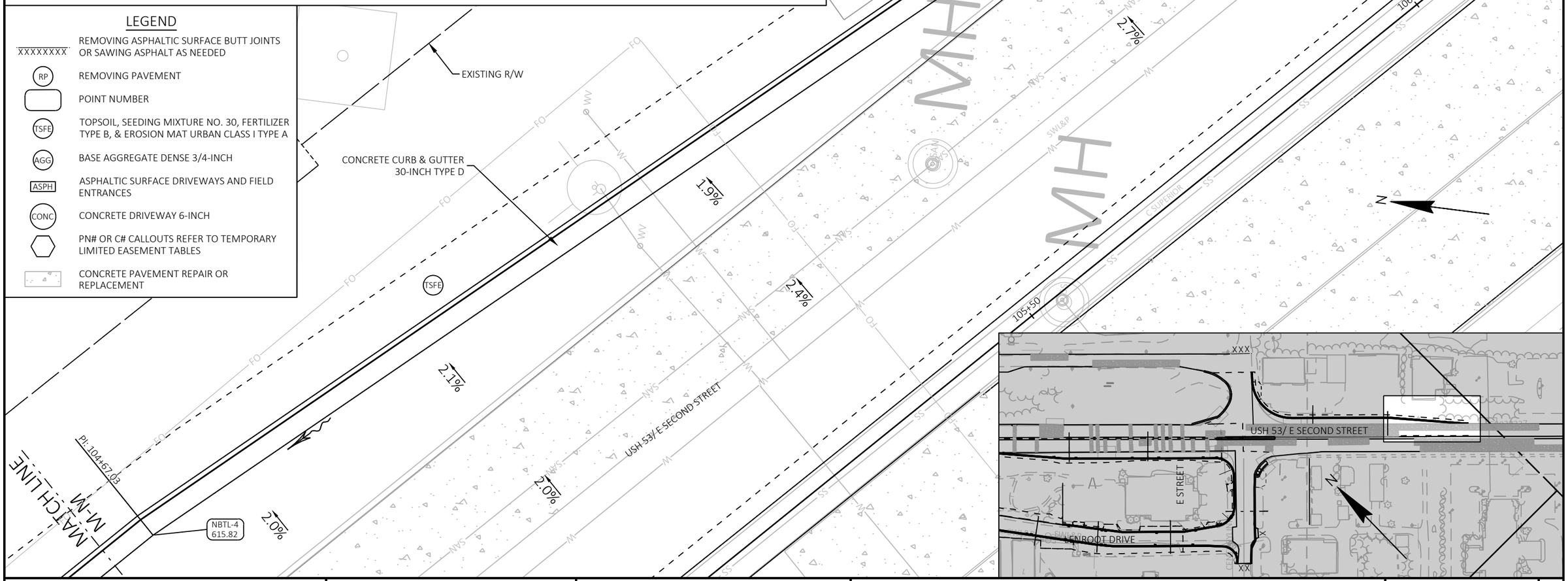


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	INTERSECTION DETAILS - NORTHBOUND RIGHT TURN LANE	SHEET 34	E

2

N

96+00 97+00 98+00 99+00 100+00 USH 53 101+00

STA 101+69.61 US53-MED1 =
STA 580+00.38 E-ST

E STREET

SS SS SS

SWL&P

MATCH LINE (Q-Q)

TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30

MH SAN MH

STA 101+69.61 US53-MED1 =
STA 580+00.38 E-ST

101+00 102+00 103+00 104+00 105+00 106+00 107+00

USH 53

STA 579+10 RT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

2

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	EROSION CONTROL	SHEET 35	E

2

TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30

STA 579+00 LT & STA 700+70 RT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

MATCHLINE
(Q-Q)

MATCHLINE
(R-R)

LENROOT DRIVE

USH 53/E 2ND STREET

BP: 576+18.27

577+00
E STREET

578+00

579+00

STA 700+00.00 Lenroot =
STA 577+97.41 E-ST

STA 101+69.61 US53-MED1 =
STA 580+00.38 E-ST

580+00

581+00 BP: 0+00.00

EP: 581+71.47

BEGIN CONSTRUCTION
STA 577+47
MATCH EXISTING

PI: 577+83.45

PI: 578+89.29

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

END CONSTRUCTION
STA 581+42
MATCH EXISTING

STA 581+00 RT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30

STA 703+75 LT
CONCRETE DRIVEWAY 6-INCH
SEE INTERSECTION DETAILS

STA 704+75 LT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30

PI: 703+02.29

PC: 705+56.77

MATCHLINE
(S-S)

701+00

702+00

703+00

704+00

705+00

706+00

BASE AGGREGATE OPEN GRADED
REPAIR LANDSCAPING ROCK

PC: 702+47.74

STA 702+75 RT & STA 703+35 RT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30

STA 700+00.00 Lenroot =
STA 577+97.41 E-ST

BASE AGGREGATE OPEN GRADED
REPAIR LANDSCAPING ROCK

MATCHLINE
(R-R)

STA 700+70 RT & STA 701+50 RT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

BASE AGGREGATE OPEN GRADED
REPAIR LANDSCAPING ROCK

N

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	EROSION CONTROL - E STREET	SHEET 36	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 13-E ST
PLOT DATE : 11/14/2024 2:25 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

SALVAGED TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30

MATCHLINE (S-S)

706+00 707+00 708+00 709+00 710+00 711+00 712+00

PT: 707+10.03

PC: 708+55.24

PT: 709+44.22

MATCHLINE (T-T)

PC: 711+50.31

PT: 603+03.50

PC: 602+76.00

LENROOT DRIVE

CULVERT PIPE REINFORCED CONCRETE
HORIZONTAL ELLIPTICAL CLASS HE-III 14x23-INCH

SALVAGED TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30

STA 712+10.71 Lenroot =
STA 603+65.02 Winter

ANCHOR

MH

SPECTRUM FO PER PLAN

601+00 602+00 603+00 604+00 605+00 606+00 90+00 91+00

PC: 602+86.82

PT: 603+03.50

PT: 711+76.00

PC: 603+78.51

PT: 603+91.86

STA 712+10.71 Lenroot =
STA 603+65.02 Winter

XXXXXXXXXXXXXXXXX

EP: 605+87.38

WINTER STREET (N 9TH ST)

EP: 10+39.32

PT: 10+21.44

TRUCK ROUTE STREET

PC: 711+58.21

MATCHLINE (T-T)

SALVAGED TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	EROSION CONTROL - LENROOT DRIVE	SHEET 37	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 15-LENROOTNorth

PLOT DATE : 11/14/2024 2:26 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

2

SALVAGED TOPSOIL
EROSION MAT URBAN CLASS I TYPE A
FERTILIZER TYPE B
SEEDING MIXTURE NO. 30

STA 581+00 RT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

REMOVING
ASPHALTIC SURFACE
BUTT JOINTS

E STREET

BP: 0+00.00

1ST STREET

EP: 581+71.47

1+00 2+00 3+00 4+00 5+00 6+00

6+00 7+00 8+00 9+00

PC: 9+27.85

PT: 10+21.44

EP: 10+39.32

10+00

00+509

EP: 605+87.38

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	EROSION CONTROL - 1ST STREET	SHEET 38	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 17-1stSTSouth

PLOT DATE : 11/14/2024 2:26 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

2

BEGIN PROJECT 1198-03-73
STA 320+85.0

CB01173A
3RD WB CLSTA 321+66 16' LT
ADJUSTING CATCH BASIN COVER

ST010172
3RD WBCL STA 323+27 24' RT
REMAIN AS IS

HUGHITT AVENUE

320+00 321+00 322+00 323+00 324+00 325+00

N 3RD STREET WB

MH010190
3RD WBCL STA 321+26 31' RT
ADJUSTING MANHOLE COVER

ST010173
3RD WBCL STA 321+68 24' RT
REMAIN AS IS

ST010398
STA 325+00 24' RT
ADJUSTING CATCH BASIN COVER

N 3RD STREET EB

225+00

224+00

CB010382
3RD WBCL STA 321+51 64' RT
ADJUSTING CATCH BASIN COVER

CB01173C
HUGHITT STA 122+58 13' LT
ADJUSTING CATCH BASIN COVER

CB010522
HUGHITT STA 122+29 41' RT
REMAIN AS IS

CB01173B
HUGHITT STA 12241 12' RT
ADJUSTING CATCH BASIN COVER

223+00

CB01172A
RAMP STA 223+20 1' LT
ADJUSTING CATCH BASIN COVER

MH010063
HUGHITT 121+46 0' CL
ADJUSTING MANHOLE COVER

RAMP

222+00

CB01172B
RAMP STA 222+43 1' LT
ADJUSTING CATCH BASIN COVER

CB01172C
RAMP STA 221+71 1' LT
ADJUSTING CATCH BASIN COVER

CB010420
RAMP STA 222+54 60' RT
REMAIN AS IS

MH010073
RAMP STA 222+22 78' RT
REMAIN AS IS

221+00

214+00

240+00

239+00

HAMMOND AVENUE

ANCHOR

N

NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 39	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 01 -Hughitt
PLOT DATE : 11/14/2024 2:31 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

2

2

CB01173B
HUGHITT STA 12241 12' RT
ADJUSTING CATCH BASIN COVER

MH010063
HUGHITT 121+46 0' CL
ADJUSTING MANHOLE COVER

CB010522
HUGHITT STA 122+29 41' RT
REMAIN AS IS

RAMP

CB01172B
RAMP STA 222+43 1' LT
ADJUSTING CATCH BASIN COVER

CB01172A
RAMP STA 223+20 1' LT
ADJUSTING CATCH BASIN COVER

ST010398
STA 325+00 24' RT
ADJUSTING MANHOLE COVER

CB010420
RAMP STA 222+54 60' RT
REMAIN AS IS

CB01172C
RAMP STA 221+71 1' LT
ADJUSTING CATCH BASIN COVER

HUGHITT AVENUE

BEGIN AT RAMP STA 213+50

MH010073
RAMP STA 222+22 78' RT
REMAIN AS IS

END AT RAMP STA 240+00

BP: 119+75.00
HUGHITT AVENUE

CB01172D
RAMP STA 219+48 1' LT
ADJUSTING CATCH BASIN COVER

CB01182B
RAMP STA 216+11 1' LT
ADJUSTING CATCH BASIN COVER

HAMMOND AVENUE

CB01182A
RAMP STA 237+36 1' LT
ADJUSTING CATCH BASIN COVER

ST010182
RAMP STA 237+23 24' RT
REMAIN AS IS

CB010399
RAMP STA 237+45 23' LT
ADJUSTING MANHOLE COVER

MH010085
RAMP STA 227+77 124' RT
REMAIN AS IS

N 3RD STREET WB

N 3RD STREET EB

NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 40	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 02

PLOT DATE : 11/14/2024 2:31 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

CB01153A
3RD WBCL STA 328+53 13' LT
ADJUSTING CATCH BASIN COVER

CB01153B
3RD STA 328+50 1' LT
ADJUSTING CATCH BASIN COVER

ST010171
3RD WBCL STA 327+48 26' LT
REMAIN AS IS

ST010155
3RD WBCL STA 328+84 55' RT
REMAIN AS IS

PC: 328+64.26
LANE A

BP: 228+00.00
LANE A

RAMP

CB010421
RAMP STA 229+09 1' LT
ADJUSTING CATCH BASIN COVER

MH010084
RAMP STA 229+85 21' RT
REMAIN AS IS

CB010400
RAMP STA 227+31 1' LT
ADJUSTING CATCH BASIN COVER

ST010164
RAMP STA 229+69 57' RT
REMAIN AS IS

CB01164A
RAMP STA 229+80 105' RT
REMAIN AS IS

MH010085
RAMP STA 227+77 124' RT
REMAIN AS IS

CB010387
RAMP STA 230+04 1' LT
ADJUSTING CATCH BASIN COVER

CB010165
RAMP STA 230+77 11' RT
REMAIN AS IS

CB0101521
RAMP STA 231+24 1' LT
ADJUSTING CATCH BASIN COVER

CB010168
LANE B STA435+30 12' LT
ADJUSTING CATCH BASIN COVER

LANE B
PC: 435+41.92

LANE B
BP: 434+01.68

CB010167
RAMP STA 232+12 51' RT
REMAIN AS IS

ST010381
RAMP STA 234+64 24' RT
REMAIN AS IS

CB01167A
RAMP STA 233+35 57' LT
REMAIN AS IS

BP: 34+00.00
US53-MED

CB01164C
RAMP STA 234+79 1' LT
ADJUSTING CATCH BASIN COVER

ST010398
STA 325+00 24' RT
ADJUSTING MANHOLE COVER

END AT RAMP STA 240+00

ST010182
RAMP STA 237+23 24' RT
REMAIN AS IS

CB01182A
RAMP STA 237+36 1' LT
ADJUSTING CATCH BASIN COVER

MH010086
RAMP STA 235+85 75' LT
REMAIN AS IS

CB010399
RAMP STA 237+45 23' LT
ADJUSTING MANHOLE COVER

BEGIN AT RAMP STA 213+50

N 3RD STREET WB

N 3RD STREET EB

HAMMOND AVENUE

NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 41	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 03
PLOT DATE : 11/14/2024 2:31 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2

2

N

CB01153A
3RD WBCL STA 328+53 13' LT
ADJUSTING CATCH BASIN COVER

ST010153
3RD WBCL STA 328+81 40' LT
ADJUSTING MANHOLE COVER

CUMMING AVE

BP: 140+00.00 CUMMING

325+00 N 3RD STREET WB 326+00 327+00 328+00 329+00 330+00 N 3RD STREET 331+00

N 3RD STREET EB

ST010398
STA 325+00 24' RT
ADJUSTING MANHOLE COVER

ST010171
3RD WBCL STA 327+48 26' LT
REMAIN AS IS

CB01153B
3RD WBCL STA 328+50 1' LT
ADJUSTING CATCH BASIN COVER

LANE A
BP: 328+00.00

LANE A
PC: 328+64.26

ST010154
3RD WBCL STA 328+84 26' RT
REMAIN AS IS

MH010083
LANE A STA 329+04 36' RT
REMAIN AS IS

ST010155
3RD WBCL STA 328+84 55' RT
REMAIN AS IS

225+00 226+00 227+00 228+00 330+00 LANE A

CB010400
RAMP STA 227+31 1' LT
ADJUSTING CATCH BASIN COVER

N 3RD STREET

CB01156B
LANE A STA 331+10 65' LT
REMAIN AS IS

CB010401
LANE A STA 331+81 1' LT
ADJUSTING CATCH BASIN COVER

CB010158
LANE A STA 332+94 28' LT
ADJUSTING CATCH BASIN COVER

CB010159
LANE A STA 337+87 28' LT
ADJUSTING CATCH BASIN COVER

330+00 331+00 332+00 333+00 334+00 337+00 338+00 LANE A

LANE A
PC: 336+93.71

CB01156A
LANE A STA 331+05 1' LT
ADJUSTING CATCH BASIN COVER

ST010157
LANE A STA 331+80 39' LT
REMAIN AS IS

PT: 331+84.35
LANE A

STA BACK = 334+23.00
STA AHEAD = 336+93.71

ST010156
LANE A STA 330+44 63' RT
REMAIN AS IS

MH010094
LANE A STA 331+75 74' RT
REMAIN AS IS

NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 42	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 04

PLOT DATE : 11/14/2024 2:32 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

RAMP

CB010168
LANE B STA 435+30 10' LT
ADJUSTING CATCH BASIN COVER

LANE B
PC: 435+41.92

CB010169
STA 36+47 24' LT
REMAIN AS IS

CB010524
STA 36+72 16' LT
ADJUSTING CATCH
BASIN COVER

CB010160A
STA 37+25 1' LT
ADJUSTING CATCH
BASIN COVER

ST010160
STA 38+75 24' LT
REMAIN AS IS

CB010523
STA 38+77 16' LT
ADJUSTING CATCH BASIN COVER

LANE A

234+00

233+00

338+00

339+00

436+00

RAMP

35+00

36+00

37+00

38+00

39+00

USH 53 NB

ST010391
LANE B STA 438+86 24' LT
REMAIN AS IS

437+00

438+00

439+00

CB010392
LANE B STA 438+90 10' LT
INLET COVER TYPE H

USH 53 SB

US53-MED
BP: 34+00.00

CB01167A
RAMP STA 233+35 57' LT
REMAIN AS IS

MH010095
STA 35+71 31' RT
REMAIN AS IS

CB010170
LANE B STA 436+52 12' LT
ADJUSTING CATCH BASIN
COVER

LANE B PT: 437+23.97

MH010106
LANE B STA 439+42 3.5' LT
REPLACE COVER & FRAME
WITH BOLTED/GASKET COVER*

CB010394
LANE B STA 438+75 34' RT
REMAIN AS IS

ANCHOR
ANCHOR

N

LANEA

339+00

LANE A
EP: 340+00.00

GRAND AVENUE

CB01197B
STA 42+95 32' LT
ADJUSTING CATCH BASIN COVER

CB01197A
STA 43+22 42' LT
ADJUSTING CATCH BASIN COVER

USH 53 NB

39+00

340+00

41+00

42+00

43+00

44+00

45+00

US53-MED

CB010161
STA 40+89 13' RT
ADJUSTING CATCH BASIN COVER

MH010113
STA 43+11 31' RT
ADJUSTING MANHOLE COVER
REPLACE COVER & FRAME WITH
BOLTED/GASKET COVER*.

ST010197
PF010113
STA 43+16 5' RT
ADJUSTING MANHOLE COVER

USH 53 SB

439+00

440+00

CB010162
STA 40+82 54' RT
ADJUSTING CATCH BASIN COVER

MH010106
LANE B STA 439+42 3.5' LT
ADJUSTING MANHOLE COVER
REPLACE COVER & FRAME
WITH BOLTED/GASKET COVER*.

LANE B
EP: 440+00.54

CB010163
STA 41+08 75' RT
ADJUSTING CATCH BASIN COVER

ST010108
LANE B STA 439+48 48' RT
REMAIN AS IS

MH
STA 43+11 75' RT
REMAIN AS IS

ST01105A
STA 43+18 82' RT
REMAIN AS IS

NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

*BOLTED/GASKET COVER SUPPLIED BY CITY

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 43	E

2

N

MH010120
STA 46+82 31' RT
ADJUSTING MANHOLE COVER
NOTIFY CITY OF SUPERIOR WHEN ACCESS TO STRUCTURE IS AVAILABLE (LANE CLOSED)
SPECIAL "NOTICE TO CONTRACTOR - WORK BY OTHERS"
REPLACE COVER AND FRAME WITH BOLTED/GASKET COVER

CB01195A
WB STA 48+19 20' LT
ADJUSTING CATCH BASIN COVER
INLET COVER TYPE A

USH 53 WB
BP: 47+78.94

CB010418
WB STA 48+13 10' RT
ADJUSTING CATCH BASIN COVER

USH 53 NB

48+00 - 49+00

44+00 45+00 46+00 47+00

ST010195
WB STA 48+21 18' RT
REMAIN AS IS

CB01195B
EB STA 48+16 20' LT
??

CB01196A
STA 45+27 17' RT
ADJUSTING CATCH BASIN COVER

ST010196
STA 45+37 7' RT
REMAIN AS IS

USH 53 SB

USS3-MED
EP: 47+78.94

48+00 - 49+00

CB01195C
EB STA 48+20 66' RT
ADJUSTING CATCH BASIN COVER

USH 53 EB
BP: 47+78.94

ST010070
STA 46+96 67' RT
REMAIN AS IS

CB01196B
STA 45+27 53' RT
ADJUSTING CATCH BASIN COVER

ST010102
STA 46+91 82' RT
REMAIN AS IS

CB010419
EB STA 48+48 89' RT
ADJUSTING CATCH BASIN COVER

CLOUGH AVENUE

ANCHOR

CB01194B
WB STA 49+15 20' LT
ADJUSTING CATCH BASIN COVER

CB01194A
WB STA 49+20 20' RT
ADJUSTING CATCH BASIN COVER

MH010129
WB STA 50+52 10' RT
ADJUSTING MANHOLE COVER
REPLACE COVER AND FRAME WITH BOLTED/GASKET COVER*.

CB010417
WB STA 51+59 11' RT
ADJUSTING CATCH BASIN COVER

MH010137
WB STA 52+39 9' RT
ADJUSTING MANHOLE COVER
REPLACE COVER & FRAME WITH BOLTED/GASKET COVER*.

MH010138
WB STA 54+25 1' LT
ADJUSTING MANHOLE COVER
REPLACE COVER & FRAME WITH BOLTED/GASKET COVER*.

49+00 50+00 51+00 52+00 53+00 54+00

USH 53 NB

ST010193
WB STA 51+84 18' RT
REMAIN AS IS

N

ST010194
WB STA 49+21 28' RT
REMAIN AS IS

CB01194C
EB STA 49+36 67' RT
ADJUSTING CATCH BASIN COVER

CB010193
EB STA 51+77 19' RT
ADJUSTING CATCH BASIN COVER

USH 53 SB

CB01194D
EB STA 48+86 89' RT
ADJUSTING CATCH BASIN COVER

CLOUGH AVENUE

*BOLTED/GASKET COVER SUPPLIED BY CITY

NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 44	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 06 - Clough
PLOT DATE : 11/14/2024 2:32 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

N

CB01191A
WB STA 56+08 26' RT
ADJUSTING CATCH
BASIN COVER

CB010190
WB STA 56+65 27' RT
ADJUSTING CATCH BASIN COVER

EP: 540+93.89
CATLIN AVENUE

55+00 56+00 57+00 58+00 59+00 60+00 61+00

USH 53 NB

ST010191
WB STA 55+99 30' RT
DISCHARGE 604.8 FT
REMAIN AS IS

ST010190
REMAIN AS IS
WB STA 56+82 44' RT
DISCHARGE 604.6 FT

ST010189
REMAIN AS IS
EB STA 57+43 32' LT
DISCHARGE 604.36 FT

STA BACK = 60+12.49
STA AHEAD = 60+41.38

USH 53 SB

CB01191B
EB STA 55+70 47' RT
REMAIN AS IS

CB01189A
EB STA 57+38 19' RT
ADJUSTING CATCH BASIN COVER

STA BACK = 59+74.78
STA AHEAD = 60+51.89

CB01189B
EB STA 56+85 92' RT
ADJUSTING CATCH BASIN COVER

CB01189C
EB STA 56+52 106' RT
ADJUSTING CATCH BASIN COVER

CATLIN AVENUE

BP: 537+89.33

ANCHOR

NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 45	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 07 -Catlin
PLOT DATE : 11/14/2024 2:33 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

CB01188B
WB STA 61+56 20' LT
ADJUSTING CATCH BASIN COVER

CB01188A
WB STA 61+55 11' RT
ADJUSTING CATCH BASIN COVER

CB01188C
EB STA 61+56 21' LT
ADJUSTING CATCH BASIN COVER

CB01188D
EB STA 61+56 16' RT
ADJUSTING CATCH BASIN COVER

ST010379 FT
WB STA 61+65 21' RT
DISCHARGE 603.49 FT
REMAIN AS IS

ST010188
WB STA 62+54 20' RT
REMAIN AS IS

ST010310
EB STA 62+08 69' RT
REMAIN AS IS

CB01187A
WB STA 63+29 11' RT
ADJUSTING CATCH
BASIN COVER

CB01187B
EB STA 63+49 13' RT
ADJUSTING CATCH BASIN COVER

ST010187
WB STA 63+38 20' RT
REMAIN AS IS

CB010378
EB STA 63+49 21' LT
ADJUSTING CATCH BASIN COVER

OT010185
WB STA 64+10 65' LT
DISCHARGE 602.6 FT
REMAIN AS IS

CB010186
WB STA 63+79 16' LT
DISCHARGE 602.9 FT
ADJUSTING CATCH BASIN COVER

N 5TH STREET

61+00 62+00 63+00 64+00 65+00 66+00 67+

USH 53 NB

USH 53 SB

61+00 62+00 63+00 64+00 65+00 66+00 67+0

CB010428
WB STA 67+06 12' LT
ADJUSTING CATCH BASIN COVER

66+00 67+00 USH 53 NB 68+00 69+00

USH 53 NB

66+00 67+00 USH 53 SB 68+00 69+00

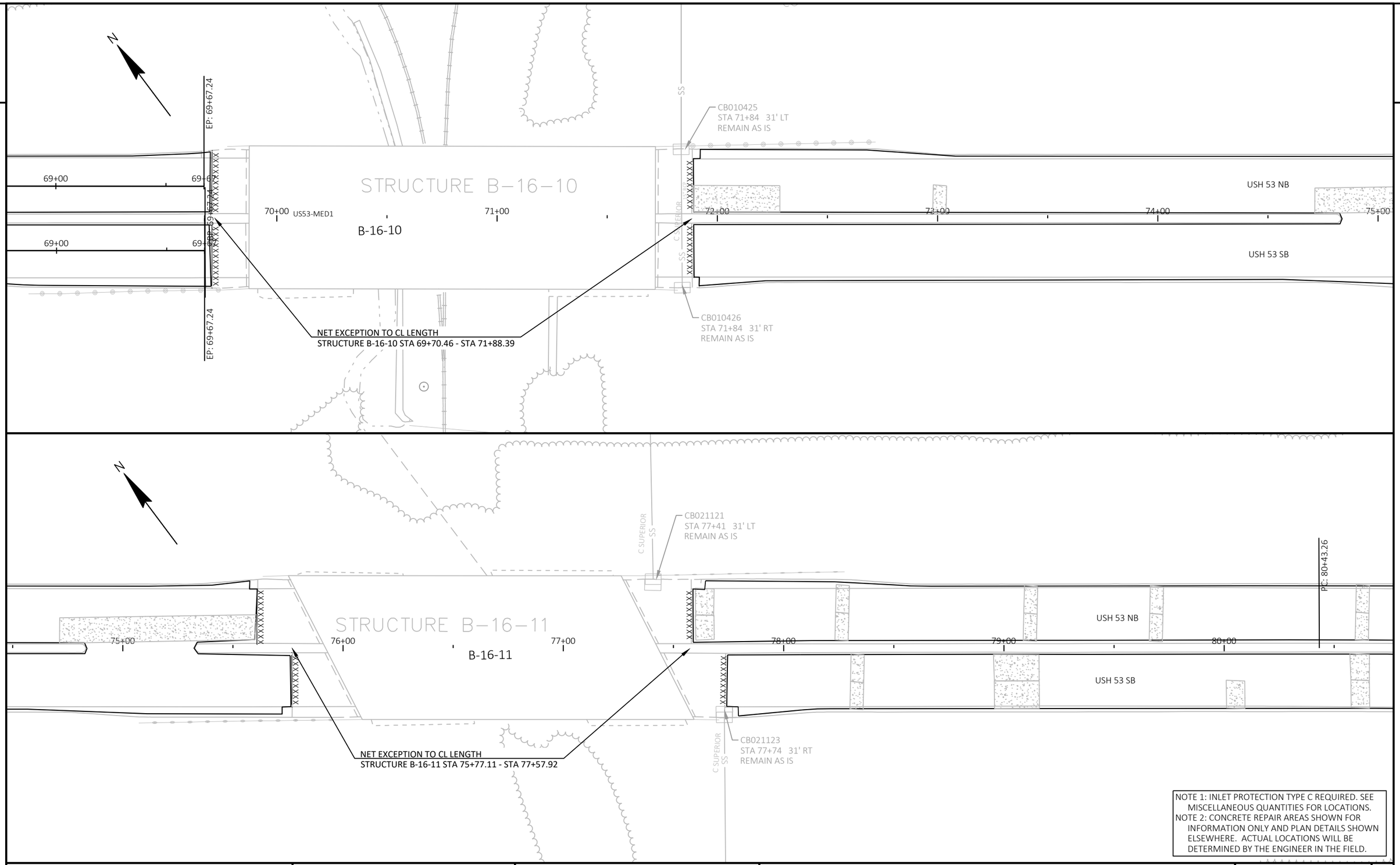
USH 53 SB

CB010429
EB STA 67+05 12' LT
ADJUSTING CATCH BASIN COVER

NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

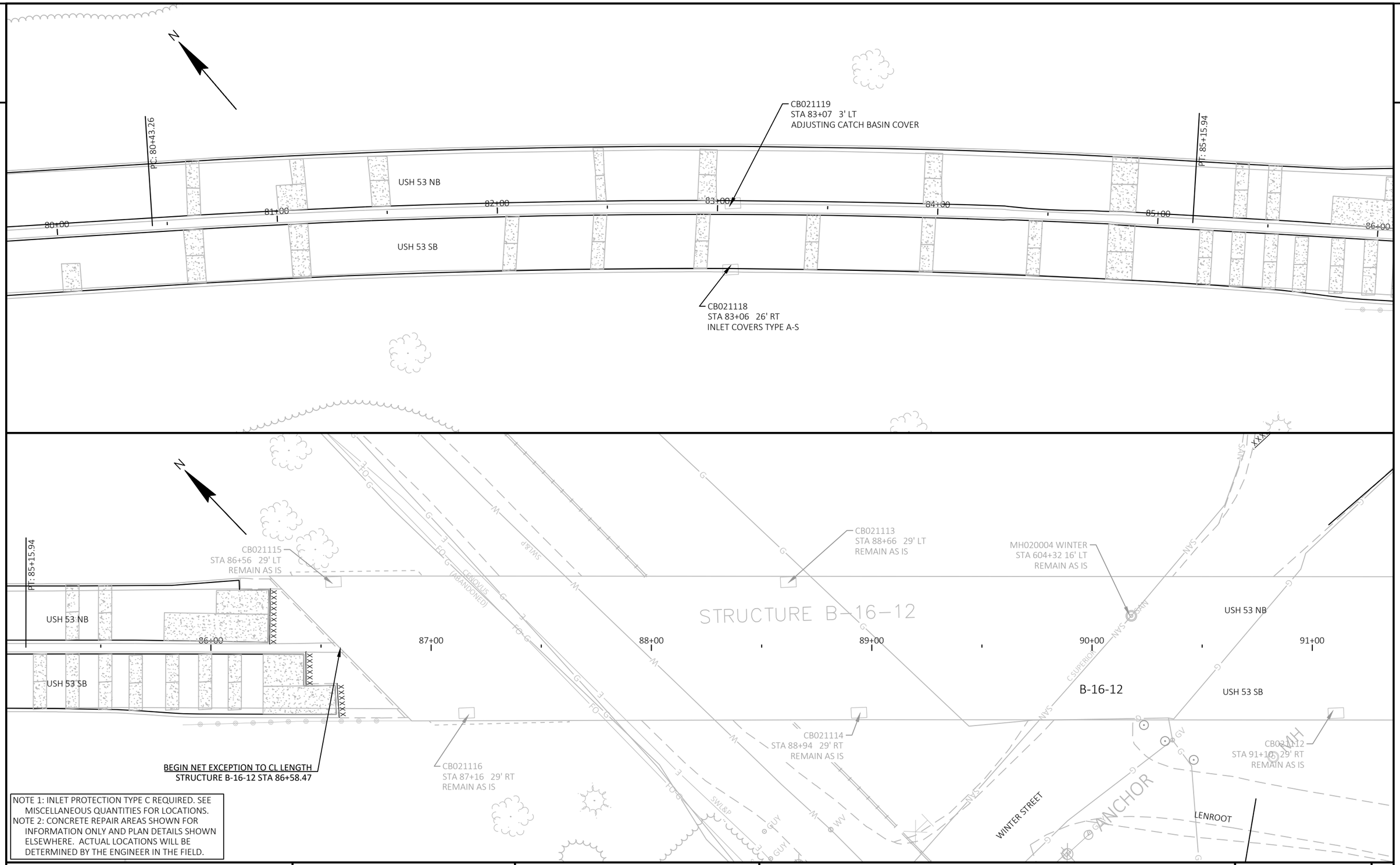
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 46	E

2



NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

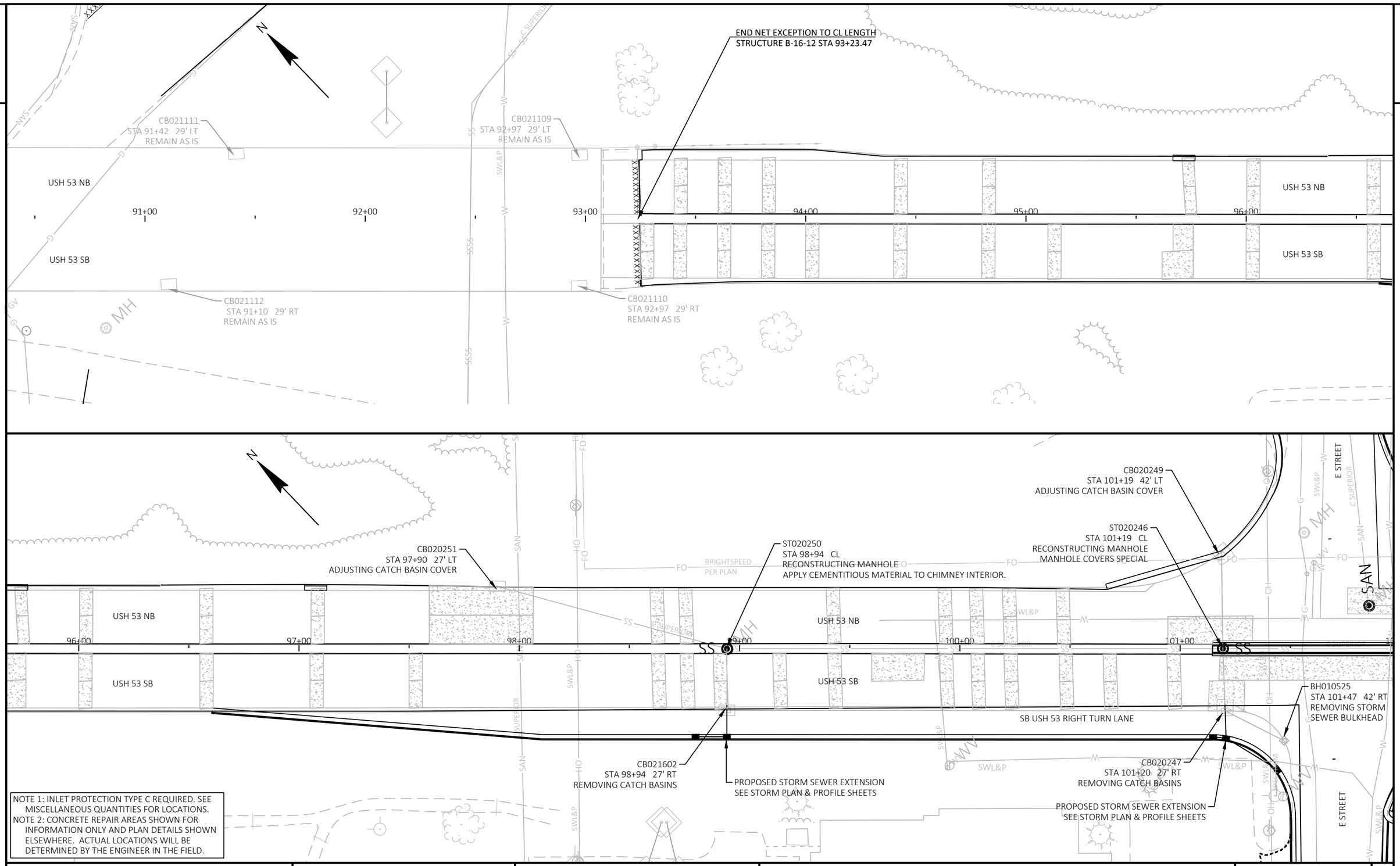
2



NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 48	E

2



NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 49	E

2

MH020029
STA 101+86 19' LT
RECONSTRUCTING MANHOLE
REPLACE COVER & FRAME WITH
BOLTED/GASKET COVER*.

CB020243
STA 102+67 26' LT
RECONSTRUCTING CATCH BASINS

PROPOSED STORM SEWER EXTENSION
SEE STORM PLAN & PROFILE SHEETS

MH020030
STA 105+52 18' LT
ADJUSTING MANHOLE COVER
REPLACE COVER & FRAME WITH
BOLTED/GASKET COVER*.

OT020236
STA 106+35 62' LT
REMAIN AS IS

CB020237
STA 106+65 26' LT
ADJUSTING CATCH BASIN COVER

E STREET

USH 53 NB

USH 53 SB

102+00 103+00 104+00 105+00 106+00 107+00

ST020241
STA 102+25 CL
RECONSTRUCTING MANHOLE
REPLACE CHIMNEY
REPLACE COVER & FRAME WITH BOLTED/GASKET COVER*.

CB020242
STA 102+17 45' RT
REMAIN AS IS

ST020239
STA 105+53 CL
RECONSTRUCTING MANHOLE
REPLACE CHIMNEY

ST020240
STA 105+53 47' RT
REMAIN AS IS

ST020238
STA 106+65 CL
RECONSTRUCTING MANHOLE
MANHOLE COVERS SPECIAL
REPLACE CHIMNEY UP TO 1.15-FT

CB020252
STA 107+10 28' RT
ADJUSTING CATCH BASIN COVER

MH020031
STA 109+17 18' LT
ADJUSTING MANHOLE COVER
REPLACE COVER & FRAME WITH
BOLTED/GASKET COVER*.

CB020255
STA 109+35 26' LT
ADJUSTING CATCH BASIN COVER
NOTIFY CITY OF SUPERIOR WHEN ACCESS TO
STRUCTURE IS AVAILABLE (LANE CLOSED) FOR CITY TO
REMOVE DEBRIS INSIDE OF OUT PIPE CONNECTION.

END PROJECT 1198-03-73
STA110+25

107+00 108+00 109+00 110+00 111+00 112+00

CB020254
STA 109+35 28' RT
ADJUSTING CATCH BASIN COVER

ST020253
STA 109+35 CL
RECONSTRUCTING MANHOLE
MANHOLE COVERS SPECIAL
REPLACE CHIMNEY

REMAIN AS IS

*BOLTED/GASKET COVER SUPPLIED BY CITY

NOTE 1: INLET PROTECTION TYPE C REQUIRED. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.
NOTE 2: CONCRETE REPAIR AREAS SHOWN FOR INFORMATION ONLY AND PLAN DETAILS SHOWN ELSEWHERE. ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM AND SANITARY SEWER	SHEET 50	E

2

N

CB020251

SAN

HO

SS

15"

C.SUPERIOR

USH 53, E 2ND STREET

98

99

100

ST020250

STA 98+94, 0.3' RT
RECONSTRUCTING MANHOLES

MH

SWL&P

18"

CONNECT TO EXISTING STORM SEWER
INSTALL 2' CONCRETE COLLARS FOR PIPE

15" RCP

CB021602

STA 98+94, 28.2' RT
REMOVING CATCH BASINS

STA 98+80, 40.2' RT
CATCH BASINS 4-H

CBMH-1B

CBMH-1

STA 98+94, 40.2' RT
CATCH BASINS 4-H

SB USH 53 RIGHT TURN LANE

MATCHLINE
N-N

SUPERIOR

620

615

610

605

CBMH-1B

CBMH-1

PROPOSED PROFILE

616.73

616.50

EXISTING GROUND

613.82

613.73

612.32

612.23

SSPRC CLASS IV 15-INCH @ 0.60%

CBMH-1

CB021602

ST020250

EXISTING GROUND

617.84

616.84

616.50

PROPOSED PROFILE

613.73

613.37

612.23

EXISTING SSPRC CLASS IV 15-INCH @ 0.88%

SSPRC CLASS IV 15-INCH @ 0.88%

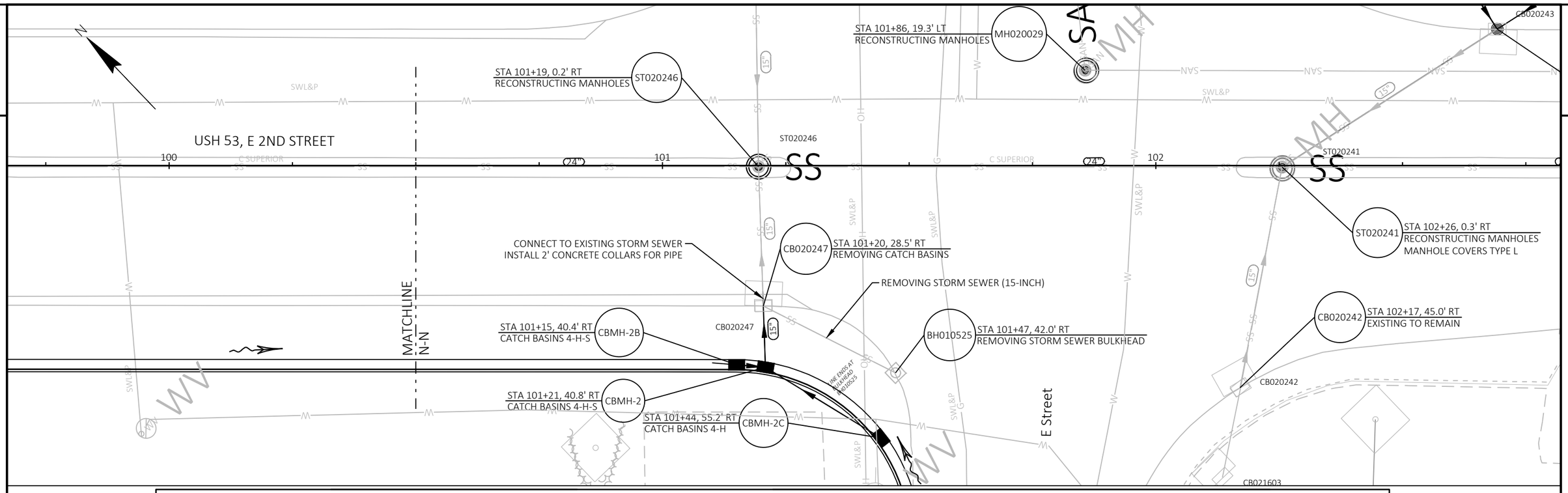
2' CONCRETE COLLARS FOR PIPE
CONNECT TO EXISTING 15" PIPE

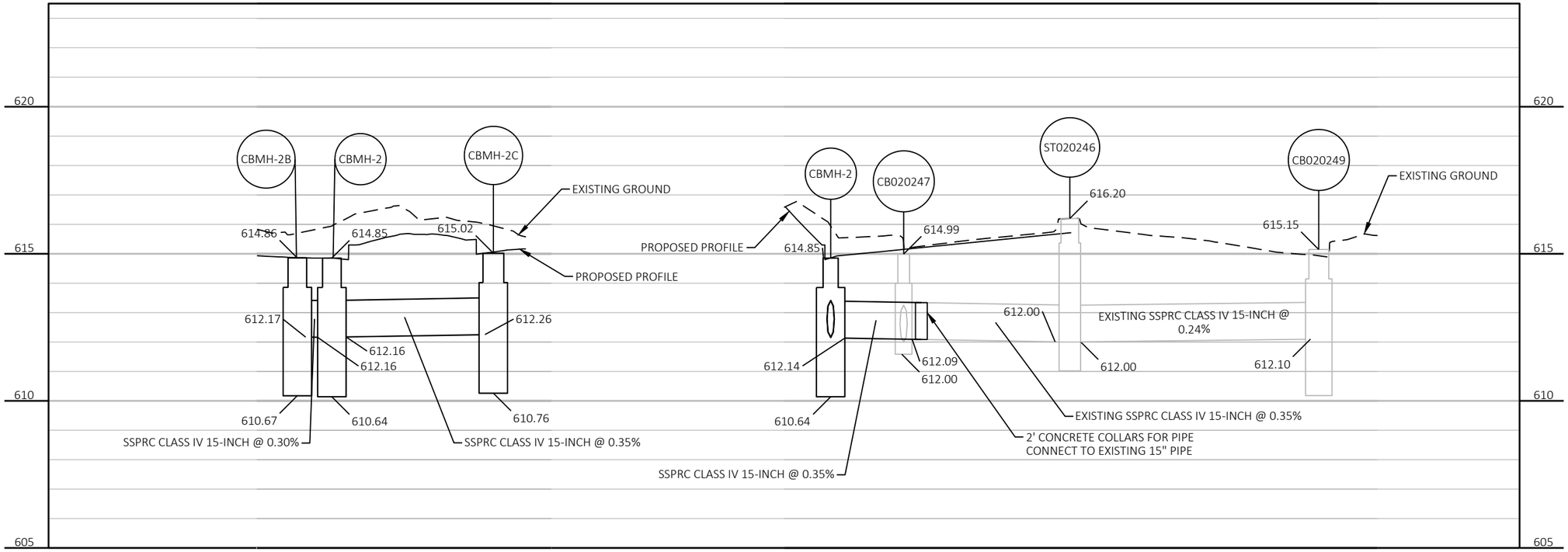
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM SEWER PLAN & PROFILE - E 2ND ST	SHEET 51	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS_10.DWG
LAYOUT NAME - 01

PLOT DATE : 11/14/2024 2:35 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 41

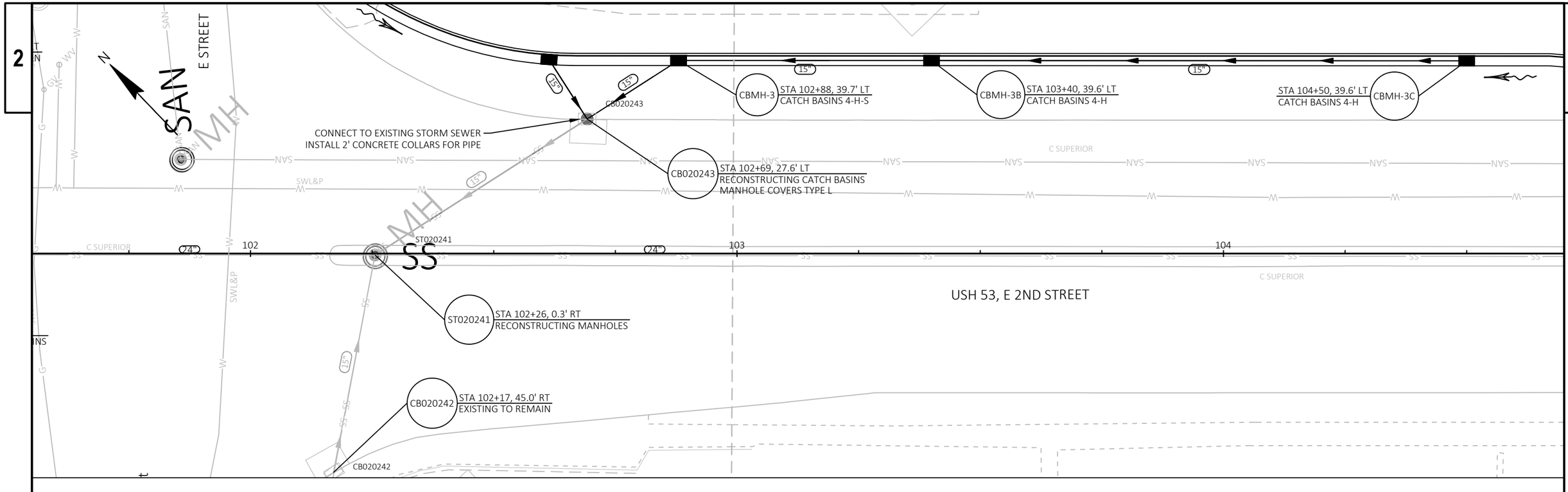




PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM SEWER PLAN & PROFILE - E 2ND ST	SHEET 52	E

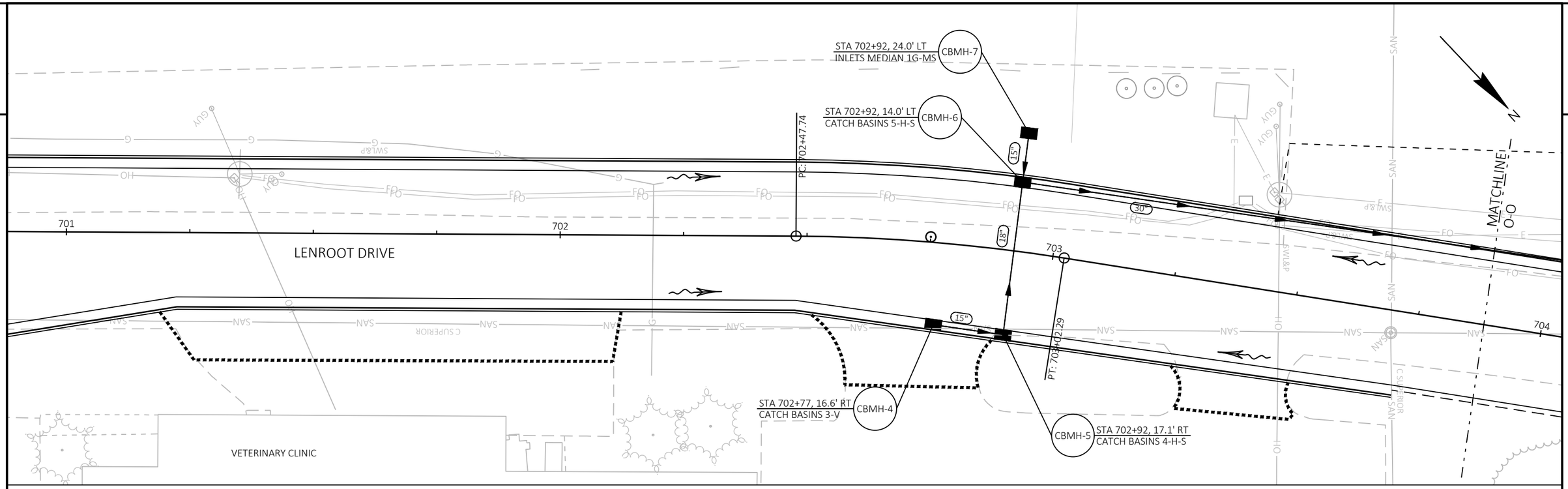
FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS_10.DWG
LAYOUT NAME - 02

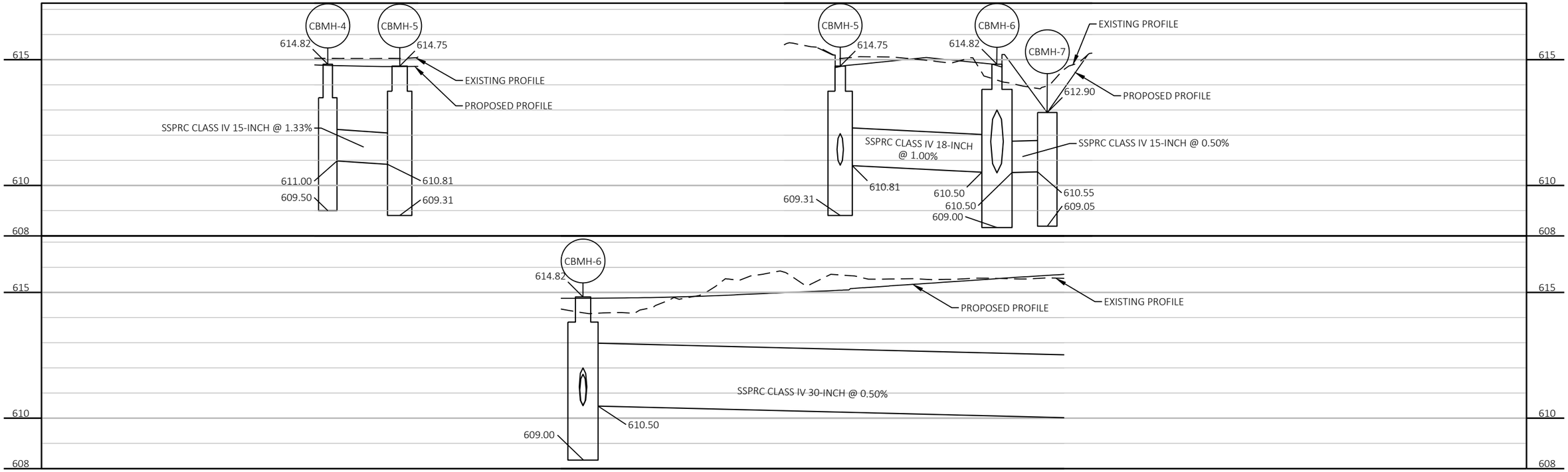
PLOT DATE : 11/14/2024 2:35 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	STORM SEWER PLAN & PROFILE - E 2ND ST	SHEET 53	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS_10.DWG
LAYOUT NAME - 03
PLOT DATE : 11/14/2024 2:36 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41

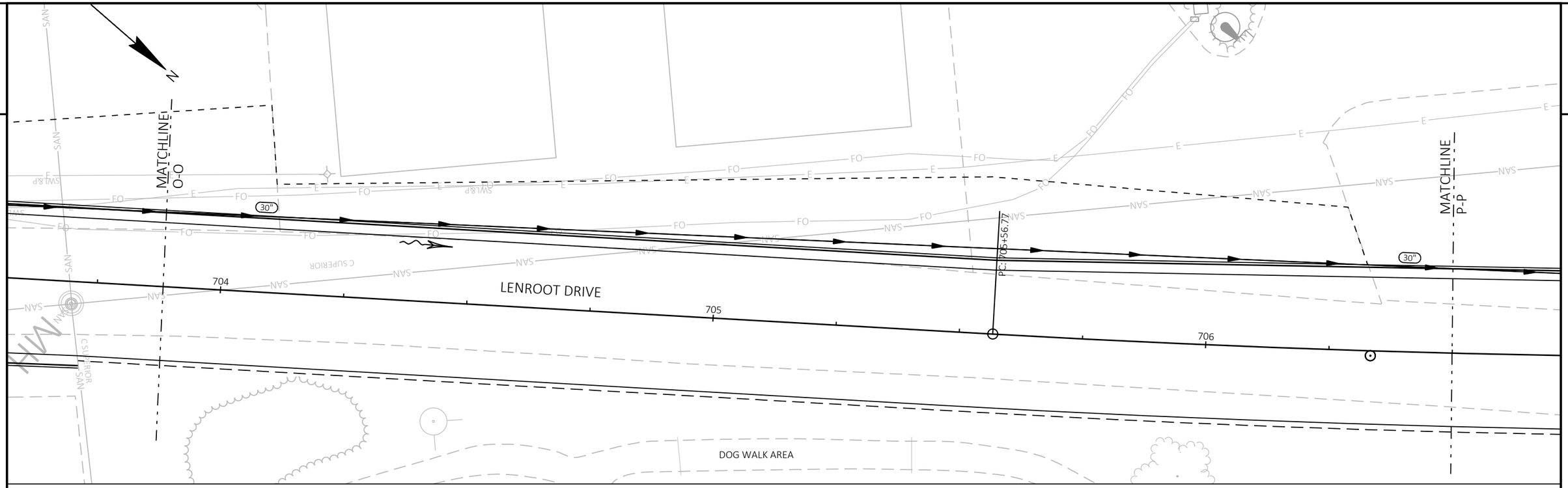


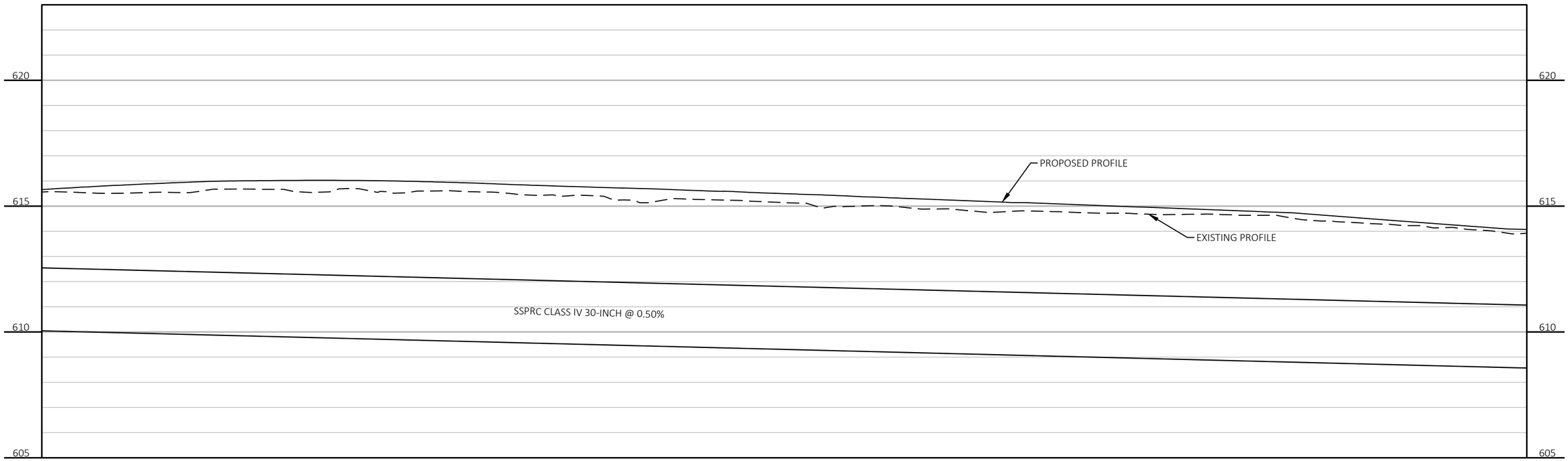


PROJECT NO: 1198-03-80	HWY: USH 53	COUNTY: DOUGLAS	STORM SEWER PLAN & PROFILE - LENROOT DRIVE	SHEET 54	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS_10.DWG
LAYOUT NAME - 04
PLOT DATE : 11/14/2024 2:36 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41

2





PROJECT NO: 1198-03-80	HWY: USH 53	COUNTY: DOUGLAS	STORM SEWER PLAN & PROFILE - LENROOT DRIVE	SHEET 55	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS_10.DWG
LAYOUT NAME - 05
PLOT DATE : 11/14/2024 2:37 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41

2

MH-15
STA 707+35, 51.7' LT
EXISTING TO REMAIN

MH-9
STA 707+40, 34.2' LT
MANHOLES 8-J
SILT FENCE AND SILT FENCE MAINTENANCE AS REQUIRED TO PREVENT DEBRIS FROM ENTERING STORM SEWER SYSTEM

ST0200014
STA 708+90, 16.5' LT
RECONSTRUCTING CATCH BAS

CBMH-8
STA 706+91, 16.1' LT
CATCH BASINS 5-H

MATCHLINE P-P

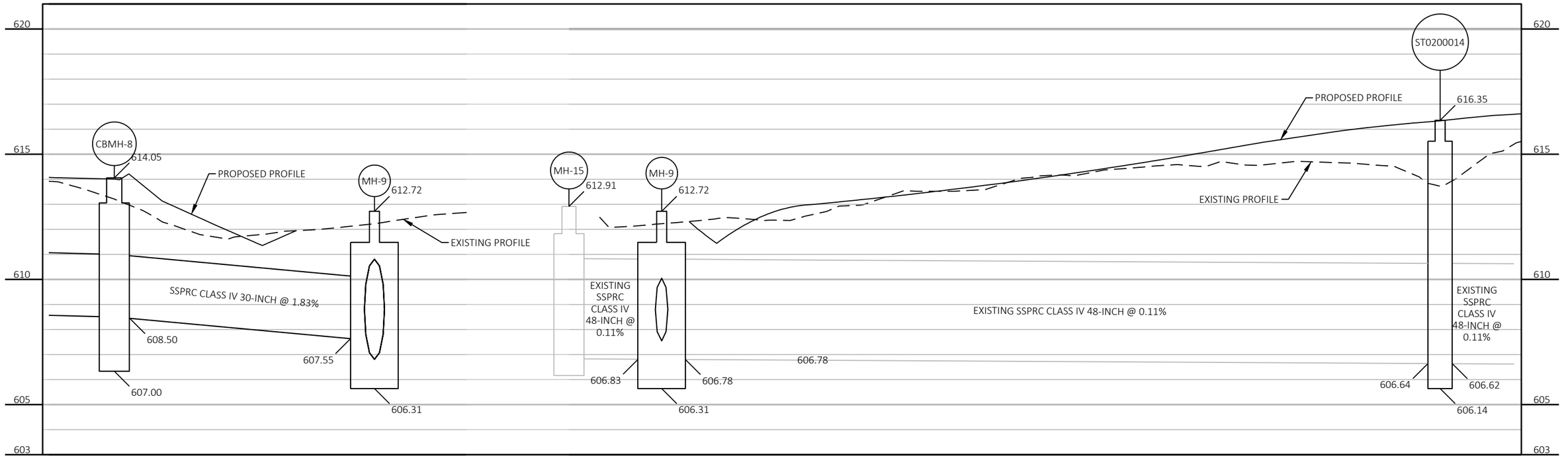
PT: 707+10.08

PC: 708+55.24

PIPE UNDERDRAIN UNPERFORATED
6-INCH CONNECTION REQUIRED.

LENROOT DRIVE

707 708 709



PROJECT NO: 1198-03-80	HWY: USH 53	COUNTY: DOUGLAS	STORM SEWER PLAN & PROFILE - LENROOT DRIVE	SHEET 56	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\022501_SS_10.DWG
LAYOUT NAME - 06
PLOT DATE : 11/14/2024 2:37 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 41

POINT ELEVATION TABLE BACK OF CURB & SIDEWALK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BNW (21)	324+55.24	23.28' LT	612.19	131306.14	588265.31
BNW (22)	324+55.27	23.77' LT	612.11	131306.64	588265.34
BNW1	324+57.24	23.28' LT	612.16	131306.14	588267.31
BNW2	324+62.20	23.76' LT	612.24	131306.62	588272.28
BNW3	324+62.21	14.78' LT	612.52	131297.64	588272.28
BNW4	324+57.23	18.28' LT	612.24	131301.14	588267.31
BNW5	324+55.23	18.28' LT	612.26	131301.14	588265.31
BNW6	324+51.23	18.27' LT	612.30	131301.14	588261.31
BNW7	324+49.88	15.68' LT	612.32	131298.55	588259.95

POINT ELEVATION TABLE BACK OF CURB & SIDEWALK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BNW8	324+47.23	19.57' LT	612.32	131302.44	588257.31
BNW9	324+44.61	19.56' LT	612.38	131302.44	588254.68
BNW10	324+43.08	18.37' LT	612.42	131301.24	588253.16
BNW11	324+33.73	18.38' LT	612.64	131301.26	588243.81
BNW12	324+33.73	23.25' LT	612.74	131306.13	588243.81
BNW13	324+33.73	23.75' LT	612.77	131306.63	588243.81
BNW14	324+47.23	23.27' LT	612.29	131306.14	588257.31
BNW15	324+47.22	23.77' LT	612.58	131306.64	588257.30
BNW16	324+51.23	23.27' LT	612.25	131306.14	588261.31

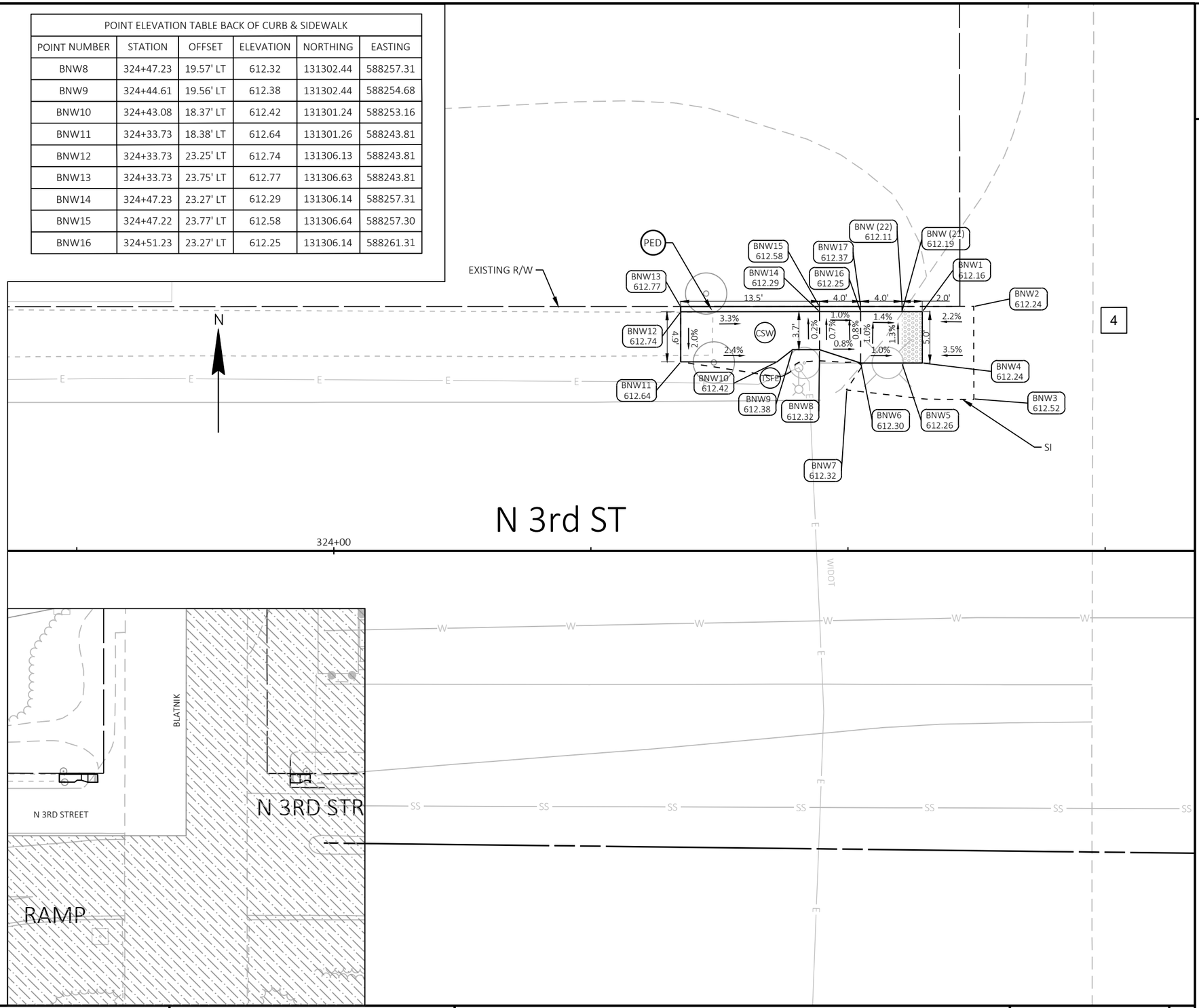
POINT ELEVATION TABLE BACK OF CURB & SIDEWALK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BNW17	324+51.23	23.77' LT	612.37	131306.64	588261.31

LEGEND

- xxxxxxxx — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- (RP) — REMOVING PAVEMENT
- ▭ — POINT NUMBER
- (TSFE) — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) — CONCRETE CURB PEDESTRIAN
- (CSW) — CONCRETE SIDEWALK 6-INCH
- ⬡ — PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
- # — CURB RAMP TYPE

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- PROTECT THE SIDEWALK AGAINST BOTH PUBLIC TRAFFIC AND CONSTRUCTION ACTIVITIES. ORANGE CONSTRUCTION FENCE MAY BE REQUIRED AND IS INCIDENTAL.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS "CURB RAMPS" FOR COMPLETE CURB RAMP REQUIREMENTS AND DETECTABLE WARNING PLATE DIMENSIONS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L UNLESS STATED OTHERWISE.
- ALL FLAGLINES OF CURB AND GUTTER HAVE INDEPENDENT ALIGNMENTS.
- SEE PLAN VIEWS SHEETS FOR MORE SIDE ROAD PAVEMENT DETAILS.

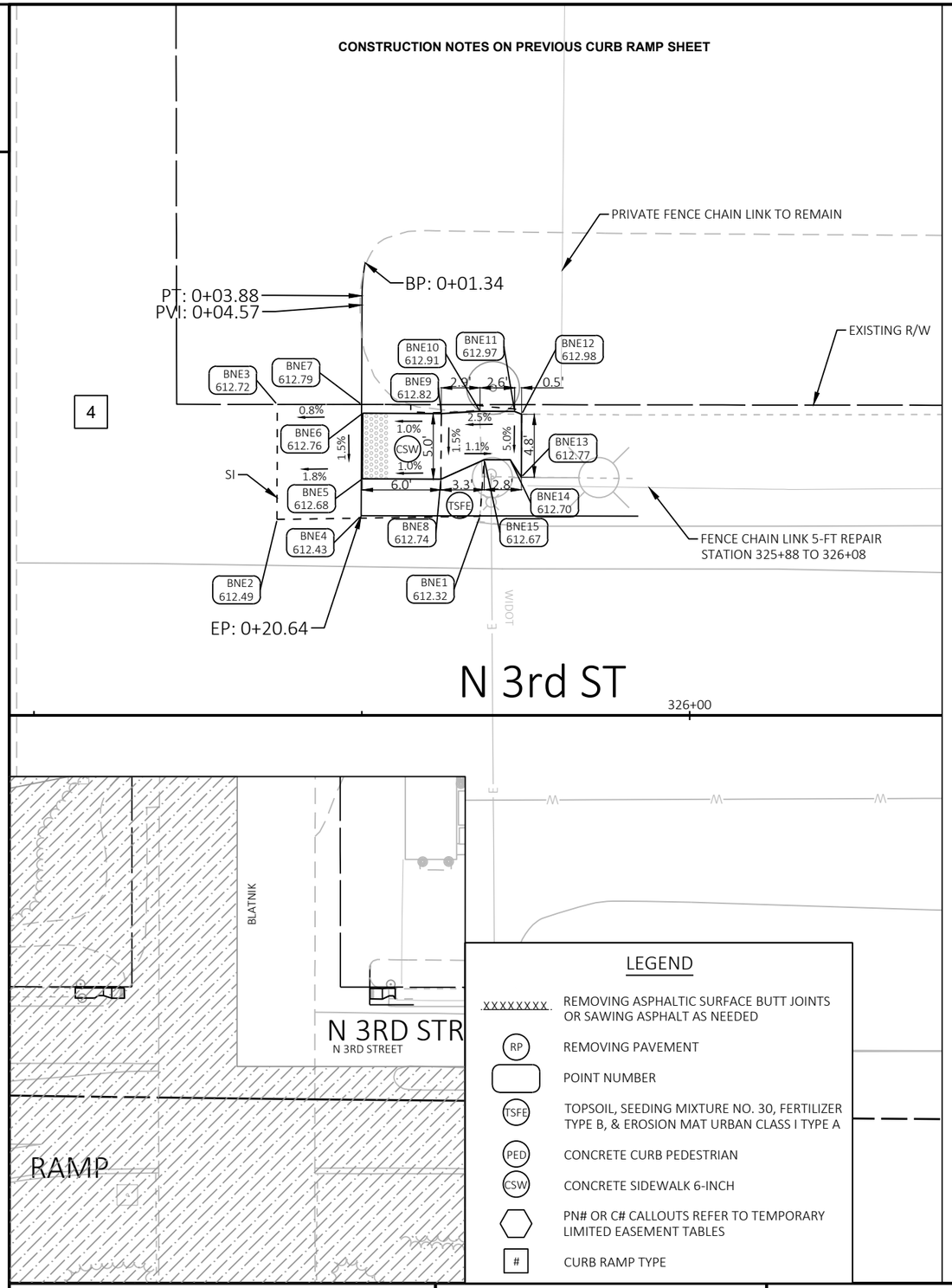


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CURB RAMP DETAILS - BLATNIK NW CORNER	SHEET 57	E

2

CONSTRUCTION NOTES ON PREVIOUS CURB RAMP SHEET

4



LEGEND

XXXXXXXX	REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
RP	REMOVING PAVEMENT
	POINT NUMBER
TSFE	TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
PED	CONCRETE CURB PEDESTRIAN
CSW	CONCRETE SIDEWALK 6-INCH
	PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
#	CURB RAMP TYPE

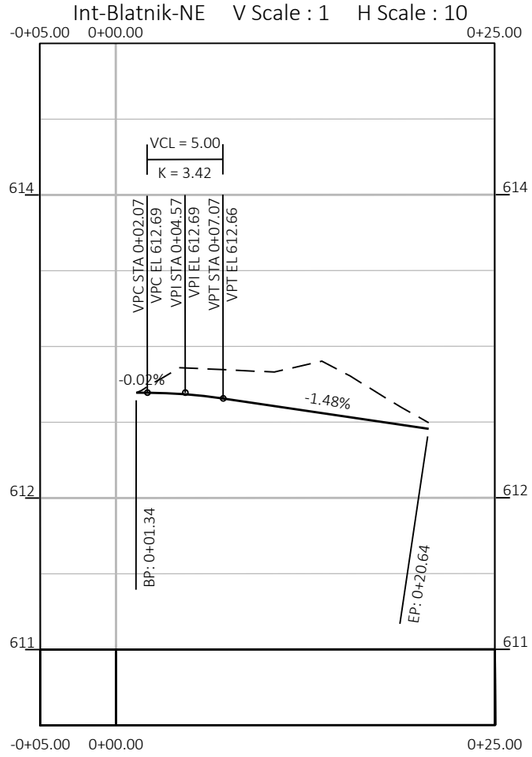
POINT ELEVATION TABLE BACK OF CURB & SIDEWALK

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
BNE1	325+84.00	15.20' LT	612.32	131297.97	588394.07
BNE2	325+68.54	14.96' LT	612.49	131297.74	588378.61
BNE3	325+68.55	23.71' LT	612.72	131306.50	588378.63
BNE4	325+74.94	15.23' LT	612.43	131298.01	588385.01
BNE5	325+75.02	18.05' LT	612.68	131300.83	588385.10
BNE6	325+75.06	23.05' LT	612.76	131305.83	588385.13
BNE7	325+74.98	23.71' LT	612.79	131306.49	588385.05
BNE8	325+81.02	18.01' LT	612.74	131300.79	588391.10
BNE9	325+81.06	23.01' LT	612.82	131305.79	588391.13
BNE10	325+84.01	23.19' LT	612.91	131305.96	588394.08
BNE11	325+86.65	23.17' LT	612.97	131305.95	588396.73
BNE12	325+87.19	22.97' LT	612.98	131305.74	588397.26
BNE13	325+87.16	18.17' LT	612.77	131300.95	588397.23
BNE14	325+86.30	19.50' LT	612.70	131302.27	588396.38
BNE15	325+84.33	19.50' LT	612.67	131302.27	588394.41

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- PROTECT THE SIDEWALK AGAINST BOTH PUBLIC TRAFFIC AND CONSTRUCTION ACTIVITIES. ORANGE CONSTRUCTION FENCE MAY BE REQUIRED AND IS INCIDENTAL.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS "CURB RAMPS" FOR COMPLETE CURB RAMP REQUIREMENTS AND DETECTABLE WARNING PLATE DIMENSIONS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L UNLESS STATED OTHERWISE.
- ALL FLAGLINES OF CURB AND GUTTER HAVE INDEPENDENT ALIGNMENTS.
- SEE PLAN VIEWS SHEETS FOR MORE SIDE ROAD PAVEMENT DETAILS.

Int-Blatnik-NE V Scale : 1 H Scale : 10



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CURB RAMP DETAILS - BLATNIK NE CORNER	SHEET 58	E

POINT ELEVATION TABLE BACK OF CURB & SIDEWALK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CuNW1	328+82.97	40.43' LT	610.32	131322.99	588693.06
CuNW2	328+83.09	36.75' LT	610.48	131319.31	588693.18
CuNW3	328+83.08	35.04' LT	610.56	131317.59	588693.17
CuNW4	328+81.53	27.56' LT	610.89	131310.12	588691.61
CuNW5	328+78.10	21.52' LT	611.17	131304.08	588688.17
CuNW6	328+76.52	19.70' LT	611.22	131302.26	588686.59
CuNW7	328+68.84	14.40' LT	611.36	131296.97	588678.91
CuNW8	328+61.01	12.55' LT	611.46	131295.13	588671.07
CuNW9	328+59.72	12.51' LT	611.45	131295.09	588669.79
CuNW10	328+55.42	12.49' LT	611.36	131295.07	588665.49
CuNW11	328+55.41	14.99' LT	611.78	131297.57	588665.48
CuNW13	328+80.47	40.35' LT	610.25	131322.91	588690.56
CuNW14	328+77.46	24.96' LT	611.49	131307.52	588687.54
CuNW15	328+74.40	21.11' LT	611.15	131303.68	588684.47
CuNW16	328+64.11	15.50' LT	611.35	131298.07	588674.19
CuNW17	328+64.15	21.18' LT	611.30	131303.75	588674.23
CuNW18	328+55.45	21.24' LT	611.84	131303.82	588665.53
CuNW19	328+52.14	23.03' LT	611.80	131305.61	588662.22
CuNW20	328+47.65	19.11' LT	611.76	131301.69	588657.72

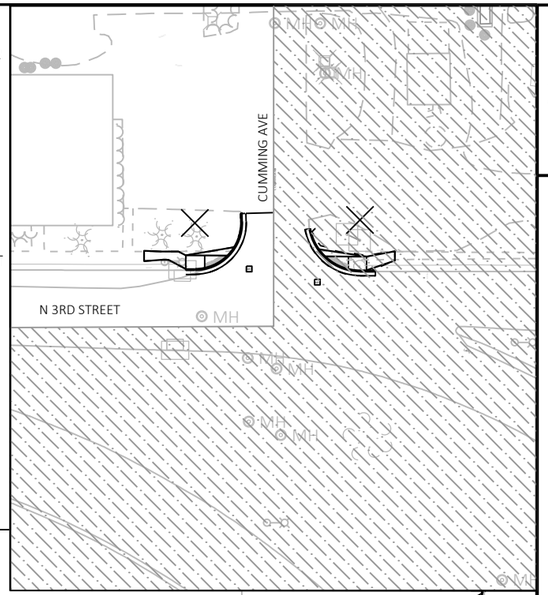
POINT ELEVATION TABLE BACK OF CURB & SIDEWALK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CuNW21	328+44.10	19.11' LT	611.72	131301.70	588654.18
CuNW22	328+44.10	23.01' LT	611.78	131305.60	588654.18
CuNW23	328+36.39	18.57' LT	611.73	131301.17	588646.46
CuNW24	328+36.38	23.27' LT	611.86	131305.87	588646.46
CuNW25	328+31.32	18.52' LT	611.85	131301.12	588641.39
CuNW26	328+31.38	23.28' LT	611.92	131305.88	588641.46

RADII POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CuNW-R	328+59.60	36.01' LT	611.69	131318.59	588669.69

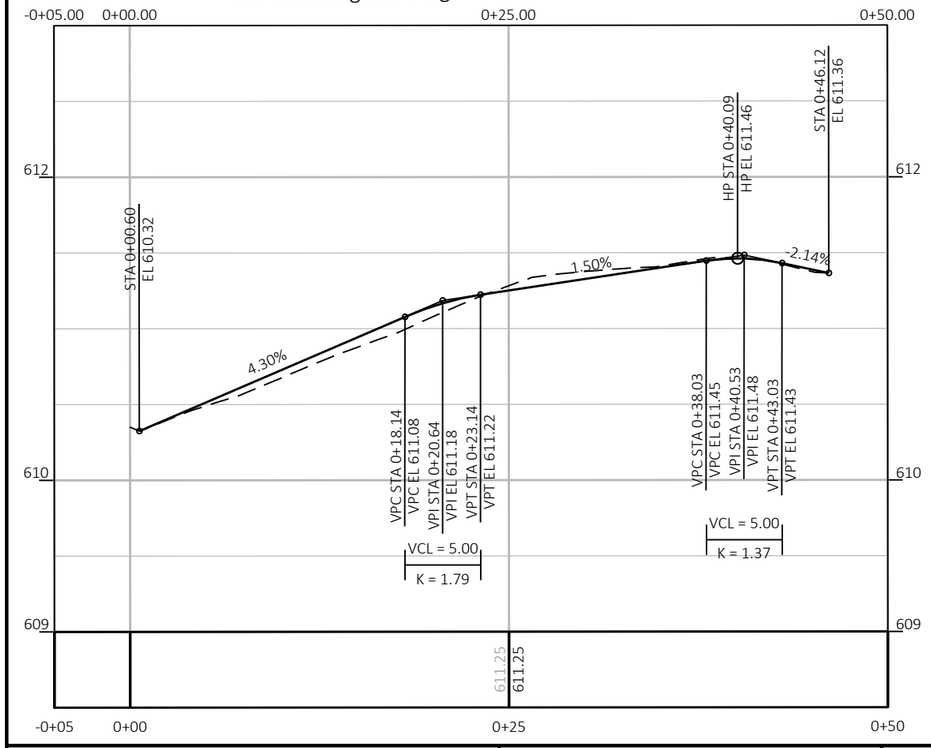
POINT ELEVATION TABLE FLOWLINE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CuNW-FL1	328+55.41	14.49' LT	611.28	131297.07	588665.48
CuNW-FL2	328+64.22	15.01' LT	611.35	131297.59	588674.29
CuNW-FL3	328+74.75	20.76' LT	611.15	131303.32	588684.83
CuNW-FL4	328+77.88	24.70' LT	610.99	131307.26	588687.96

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- PROTECT THE SIDEWALK AGAINST BOTH PUBLIC TRAFFIC AND CONSTRUCTION ACTIVITIES. ORANGE CONSTRUCTION FENCE MAY BE REQUIRED AND IS INCIDENTAL.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS "CURB RAMPS" FOR COMPLETE CURB RAMP REQUIREMENTS AND DETECTABLE WARNING PLATE DIMENSIONS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L UNLESS STATED OTHERWISE.
- ALL FLAGLINES OF CURB AND GUTTER HAVE INDEPENDENT ALIGNMENTS.
- SEE PLAN VIEWS SHEETS FOR MORE SIDE ROAD PAVEMENT DETAILS.

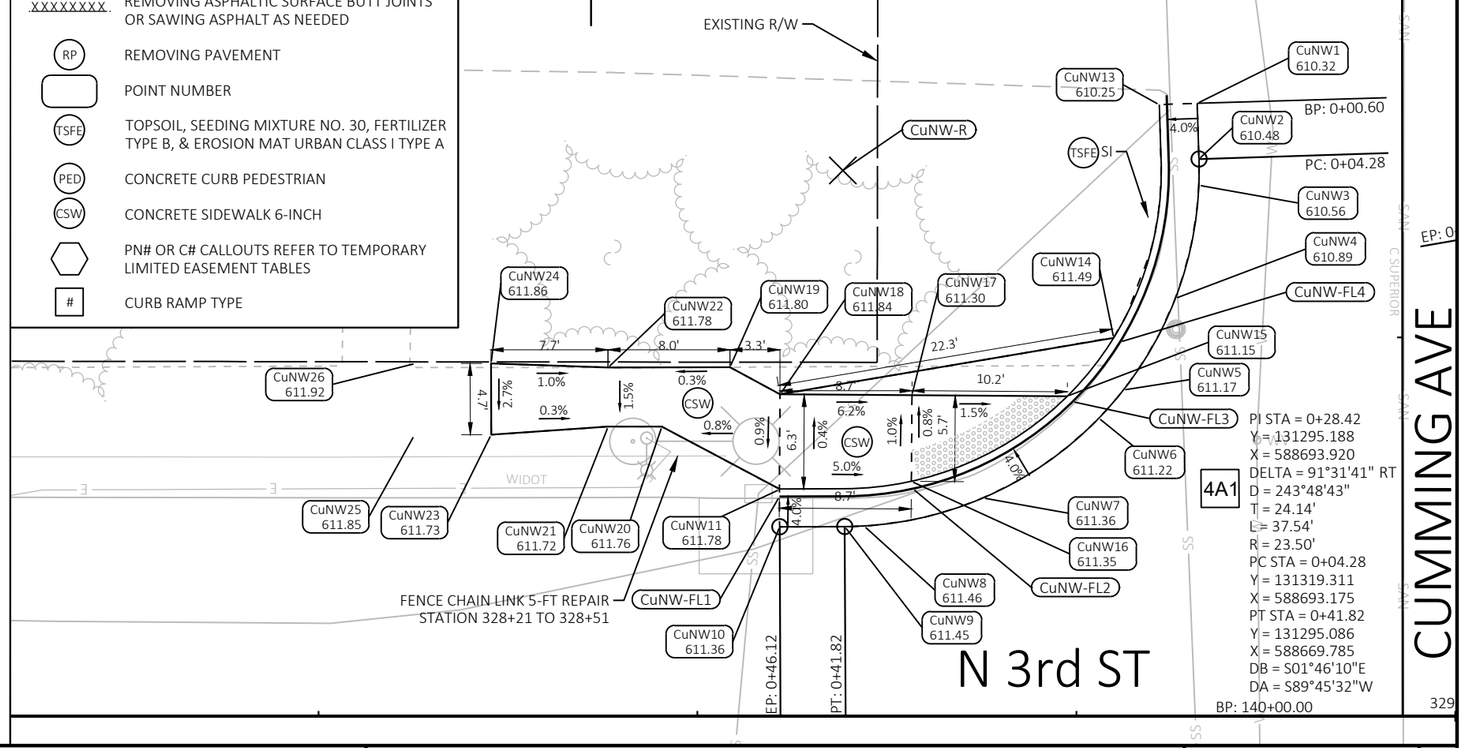


Int-Cumming-NW-Flag V Scale : 1 H Scale : 10



LEGEND

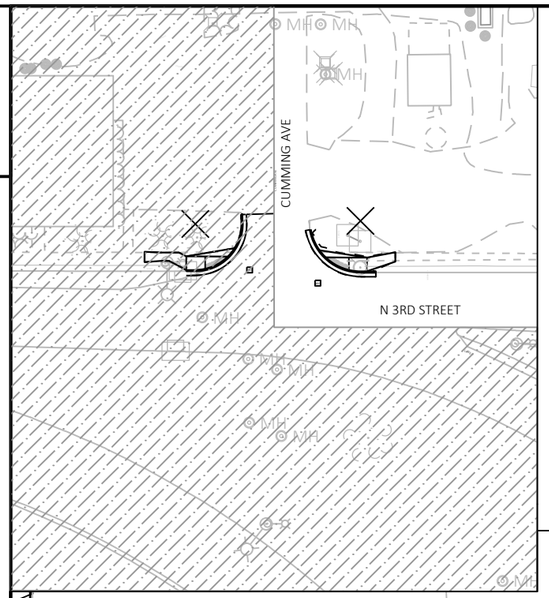
XXXXXXXX	REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
RP	REMOVING PAVEMENT
	POINT NUMBER
TSFE	TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
PED	CONCRETE CURB PEDESTRIAN
CSW	CONCRETE SIDEWALK 6-INCH
	PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
#	CURB RAMP TYPE



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CURB RAMP DETAILS - CUMMING AVE NW CORNER	SHEET 59	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - 06-CummingNW
PLOT DATE : 11/14/2024 2:48 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- PROTECT THE SIDEWALK AGAINST BOTH PUBLIC TRAFFIC AND CONSTRUCTION ACTIVITIES. ORANGE CONSTRUCTION FENCE MAY BE REQUIRED AND IS INCIDENTAL.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS "CURB RAMPS" FOR COMPLETE CURB RAMP REQUIREMENTS AND DETECTABLE WARNING PLATE DIMENSIONS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L UNLESS STATED OTHERWISE.
- ALL FLAGLINES OF CURB AND GUTTER HAVE INDEPENDENT ALIGNMENTS.
- SEE PLAN VIEWS SHEETS FOR MORE SIDE ROAD PAVEMENT DETAILS.

POINT ELEVATION TABLE BACK OF CURB & SIDEWALK

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CuNE1	329+42.22	11.96' LT	611.46	131294.48	588752.29
CuNE2	329+38.22	11.95' LT	611.41	131294.47	588748.29
CuNE3	329+35.20	11.95' LT	611.36	131294.47	588745.27
CuNE4	329+26.44	13.48' LT	611.24	131296.01	588736.51
CuNE5	329+18.75	17.93' LT	611.11	131300.46	588728.82
CuNE6	329+15.65	21.02' LT	611.04	131303.55	588725.73
CuNE7	329+13.04	24.75' LT	610.92	131307.29	588723.12
CuNE8	329+10.03	33.11' LT	610.67	131315.65	588720.11
CuNE9	329+12.49	33.54' LT	610.59	131316.08	588722.57
CuNE10	329+42.22	14.46' LT	611.62	131296.98	588752.29
CuNE13	329+38.22	14.45' LT	611.73	131296.97	588748.29
CuNE14	329+29.87	15.06' LT	611.20	131297.59	588739.94
CuNE15	329+19.28	20.81' LT	611.01	131303.34	588729.35
CuNE16	329+16.46	24.05' LT	611.42	131306.59	588726.54
CuNE18	329+29.90	20.73' LT	611.17	131303.26	588739.98

POINT ELEVATION TABLE BACK OF CURB & SIDEWALK

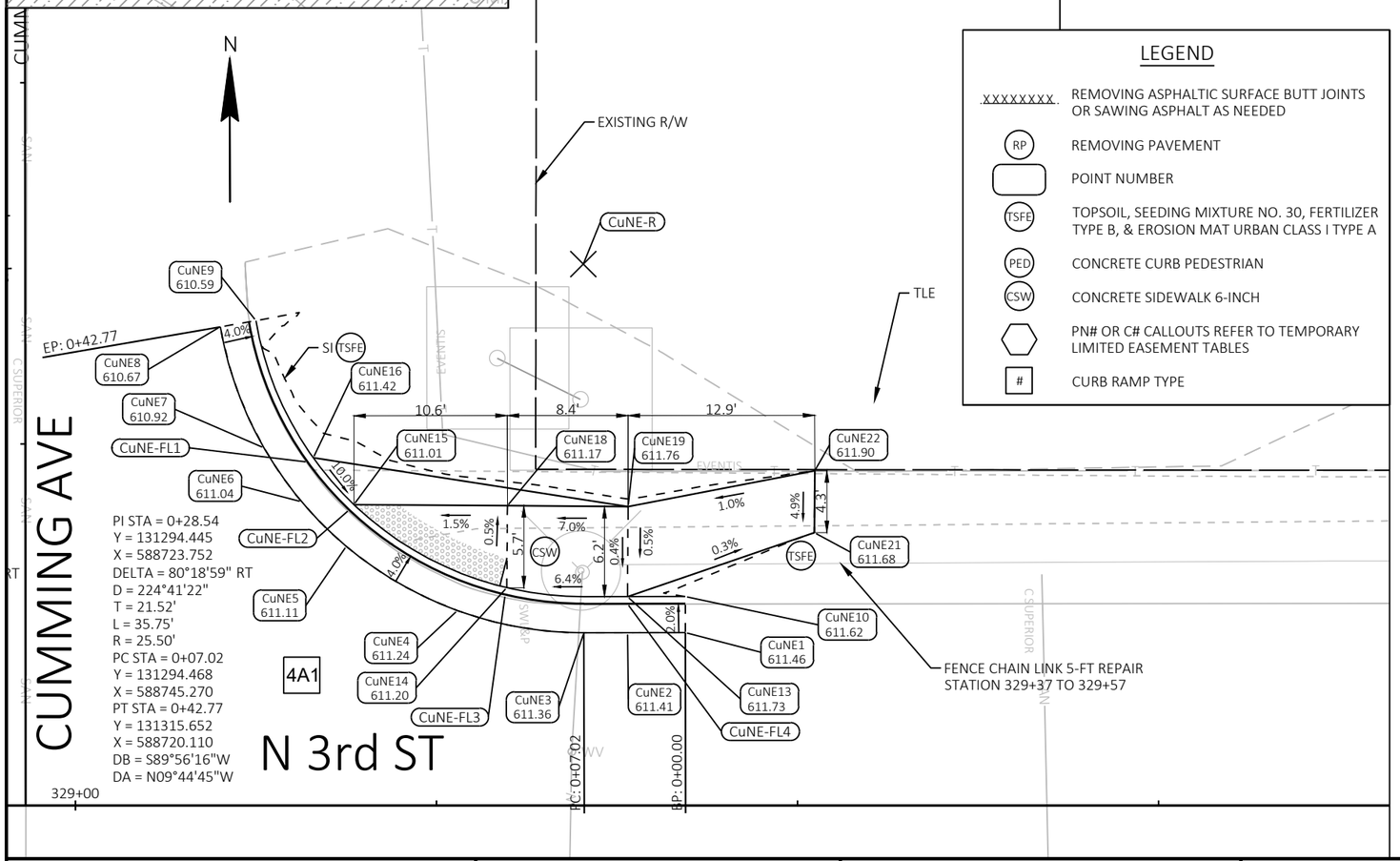
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CuNE19	329+38.26	20.68' LT	611.76	131303.20	588748.34
CuNE21	329+51.16	18.87' LT	611.68	131301.38	588761.23
CuNE22	329+51.19	23.16' LT	611.90	131305.67	588761.26

RADII POINT TABLE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CuNE-R	329+35.16	37.45' LT	611.45	131319.97	588745.24

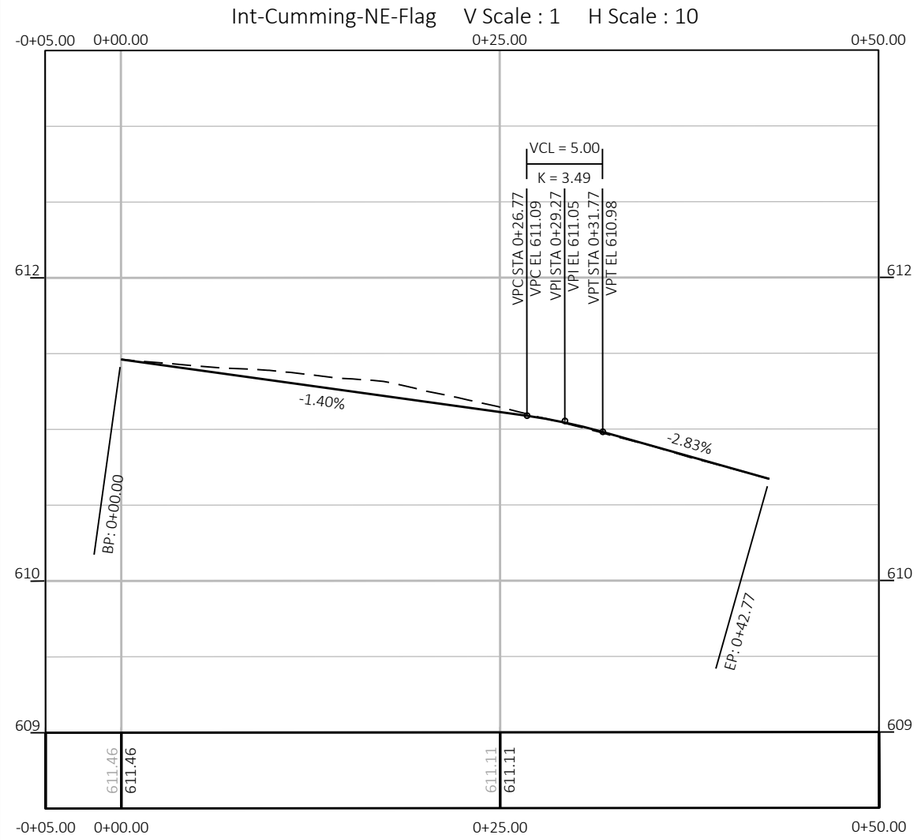
POINT ELEVATION TABLE FLOWLINE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
CuNE-FL1	329+16.05	23.76' LT	610.92	131306.29	588726.13
CuNE-FL2	329+18.93	20.44' LT	611.01	131302.98	588729.01
CuNE-FL3	329+29.75	14.58' LT	611.20	131297.10	588739.82
CuNE-FL4	329+38.22	13.95' LT	611.33	131296.47	588748.29



LEGEND

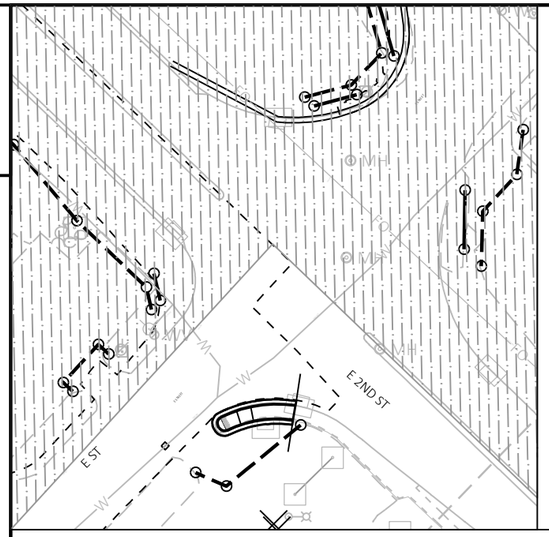
XXXXXXXX	REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
RP	REMOVING PAVEMENT
	POINT NUMBER
TSFE	TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
PED	CONCRETE CURB PEDESTRIAN
CSW	CONCRETE SIDEWALK 6-INCH
	PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
#	CURB RAMP TYPE



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CURB RAMP DETAILS - CUMMING AVE NE CORNER	SHEET 60	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - 07-CummingNE
PLOT DATE : 11/14/2024 2:49 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



PAGE 1 OF 2 FOR E STREET SOUTHEAST CORNER CURB RAMP

GENERAL CONSTRUCTION NOTES:

- SLOPE ARROWS DO NOT DENOTE THE DIRECTION OF WATER FLOW. NEGATIVE (-) VALUES DENOTE DOWNWARD SLOPE, POSITIVE (+) VALUES DENOTE UPWARD SLOPES.
- PROTECT THE SIDEWALK AGAINST BOTH PUBLIC TRAFFIC AND CONSTRUCTION ACTIVITIES. ORANGE CONSTRUCTION FENCE MAY BE REQUIRED AND IS INCIDENTAL.
- CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
- THE ENGINEER MAY ADJUST CURB RAMP ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE REQUIREMENTS OF THE STANDARD DETAILS.
- SEE THE STANDARD DETAIL DRAWINGS "CURB RAMPS" FOR COMPLETE CURB RAMP REQUIREMENTS AND DETECTABLE WARNING PLATE DIMENSIONS.
- ALL STATION AND OFFSET INFORMATION REFERENCE USH 2 USH 53 R/L UNLESS STATED OTHERWISE.
- ALL FLAGLINES OF CURB AND GUTTER HAVE INDEPENDENT ALIGNMENTS.
- SEE PLAN VIEWS SHEETS FOR MORE SIDE ROAD PAVEMENT DETAILS.

POINT ELEVATION TABLE BACK OF CURB & SIDEWALK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESE1	102+20.74	53.28' RT	615.48	127746.93	594417.34
ESE2	102+14.93	58.11' RT	615.34	127747.46	594409.80
ESE3	102+11.80	61.46' RT	615.25	127747.21	594405.22
ESE4	102+09.67	64.13' RT	615.37	127746.74	594401.84
ESE5	102+05.75	70.38' RT	615.62	127744.95	594394.69
ESE6	102+03.03	76.51' RT	615.61	127742.40	594388.48
ESE7	102+00.55	79.29' RT	615.59	127742.11	594384.77
ESE8	101+96.85	79.58' RT	615.57	127744.46	594381.89
ESE9	101+95.88	79.28' RT	615.56	127745.34	594381.40
ESE10	101+92.89	76.74' RT	615.54	127749.25	594381.01
ESE11	101+92.69	72.75' RT	0.00	127752.27	594383.61
ESE12	101+95.95	65.31' RT	615.27	127755.38	594391.12
ESE13	102+01.90	56.08' RT	614.94	127757.93	594401.80
ESE14	102+06.36	51.00' RT	614.75	127758.52	594408.53
ESE15	102+07.24	50.13' RT	614.72	127758.54	594409.77
ESE16	102+14.51	44.07' RT	614.62	127757.88	594419.21
ESE17	102+19.29	51.24' RT	615.92	127749.40	594417.70
ESE18	102+19.28	51.23' RT	0.00	127749.41	594417.70
ESE19	102+13.19	56.32' RT	615.76	127749.96	594409.78
ESE20	102+13.18	56.31' RT	615.23	127749.97	594409.78
ESE21	102+06.60	64.11' RT	615.57	127748.88	594399.64
ESE22	102+06.61	64.12' RT	615.86	127748.87	594399.64
ESE23	102+03.51	69.26' RT	616.04	127747.30	594393.85
ESE24	102+00.68	75.66' RT	615.53	127744.64	594387.37
ESE25	101+97.59	77.19' RT	615.49	127745.67	594384.08

POINT ELEVATION TABLE BACK OF CURB & SIDEWALK					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESE26	101+96.63	76.89' RT	615.48	127746.55	594383.59
ESE27	101+95.02	73.66' RT	615.42	127750.00	594384.66
ESE28	101+98.17	66.47' RT	615.59	127753.02	594391.92
ESE29	102+01.61	60.71' RT	615.48	127754.79	594398.38
ESE30	102+03.87	57.62' RT	615.36	127755.46	594402.15
ESE31	102+08.99	51.92' RT	615.14	127756.04	594409.79
ESE32	102+15.96	46.11' RT	0.00	127755.41	594418.84
ESE33	102+17.19	44.91' RT	0.00	127755.42	594420.56

POINT ELEVATION TABLE FLOWLINE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESt-FL1	102+19.58	51.65' RT	0.00	127748.91	594417.63
ESt-FL2	102+08.52	62.33' RT	615.60	127748.84	594402.25
ESt-FL3	102+01.15	75.83' RT	615.53	127744.19	594387.60
ESt-FL4	101+97.44	77.67' RT	615.49	127745.43	594383.64
ESt-FL5	101+96.48	77.37' RT	615.48	127746.31	594383.15
ESt-FL6	101+94.55	73.49' RT	615.42	127750.45	594384.44
ESt-FL7	102+02.97	57.97' RT	614.88	127755.83	594401.26
ESt-FL8	102+15.67	45.71' RT	614.58	127755.90	594418.92

RADII POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESE-R-CURVE A	102+46.03	91.97' RT	616.53	127701.49	594408.84

RADII POINT TABLE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
ESE-R-CURVE D	102+49.14	93.07' RT	616.56	127698.54	594410.33

LEGEND

- XXXXXXXX — REMOVING ASPHALTIC SURFACE BUTT JOINTS OR SAWING ASPHALT AS NEEDED
- (RP) — REMOVING PAVEMENT
- ( ) — POINT NUMBER
- (TSFE) — TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, & EROSION MAT URBAN CLASS I TYPE A
- (PED) — CONCRETE CURB PEDESTRIAN
- (CSW) — CONCRETE SIDEWALK 6-INCH
- ⬡ — PN# OR C# CALLOUTS REFER TO TEMPORARY LIMITED EASEMENT TABLES
- [#] — CURB RAMP TYPE

E ST

579+00

579+50

102+00

E 2nd ST

1.6%

1.3%

2.0%

7A

SWL&P

ESE26 615.48
ESE27 615.42
ESE10 615.54
ESt-FL5
ESE11 0.00
PRC: 0+52.80
ESE12 615.27
ESE9 615.56
PC: 0+44.73
PT: 0+43.72
ESE8 615.57
ESt-FL6
ESE29 615.48
ESE28 615.59
ESt-FL7
ESE13 614.94
ESt-FL4
ESE14 614.75
PVI: 0+78.76
ESE25 615.49
ESE7 615.59
ESE30 615.36
ESE21 615.57
ESE15 614.72
ESE24 615.53
ESE22 615.86
ESE31 615.14
ESt-FL3
ESE5 615.62
ESE6 615.61
PRC: 0+36.10
ESE23 616.04
EP: 0+89.47
ESE16 614.62
ESE4 615.37
ESE20 615.23
ESt-FL2
ESt-FL8
PVI: 0+29.39
PVI: 0+18.59
ESE2 615.34
ESE32 0.00
ESE3 615.25
ESE19 615.76
ESE18 0.00
ESE33 0.00
ESE17 615.92
BP: 0+06.44
ESE1 615.48
ESt-FL1

CURVE A
CURVE B
CURVE C
CURVE D

EXISTING R/W

REMOVING ASPHALTIC SURFACE TO ALLOW FOR CURB INSTALLATION, MAX 2' OFFSET

TLE

PED

CSW

SS

ESE-R-CURVE A

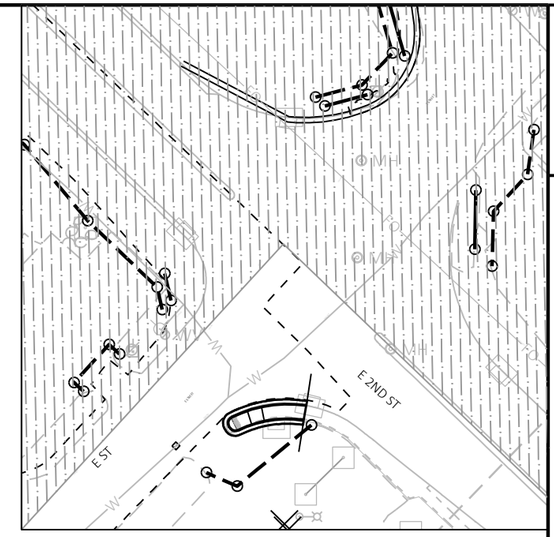
ESE-R-CURVE D

CURVE A
PI STA = 0+18.91
Y = 127750.768
X = 594405.441
DELTA = 42°12'49" LT
D = 116°55'49"
T = 18.91'
L = 36.10'
R = 49.00'
PC STA = 0+00.00
Y = 127745.574
X = 594423.628
PT STA = 0+36.10
Y = 127742.395
X = 594388.481
DB = N74°03'39"W
DA = S63°43'32"W

CURVE B
PI STA = 0+40.88
Y = 127740.282
X = 594384.200
DELTA = 87°20'47" RT
D = 1145°54'56"
T = 4.77'
L = 7.62'
R = 5.00'
PC STA = 0+36.10
Y = 127742.395
X = 594388.481
PT STA = 0+43.72
Y = 127744.460
X = 594381.891
DB = S63°43'32"W
DA = N28°55'40"W

CURVE C
PI STA = 0+49.95
Y = 127749.908
X = 594378.880
DELTA = 92°25'15" RT
D = 1145°54'56"
T = 5.22'
L = 8.07'
R = 5.00'
PC STA = 0+44.73
Y = 127745.343
X = 594381.403
PT STA = 0+52.80
Y = 127752.236
X = 594383.548
DB = N28°55'40"W
DA = N63°29'34"E

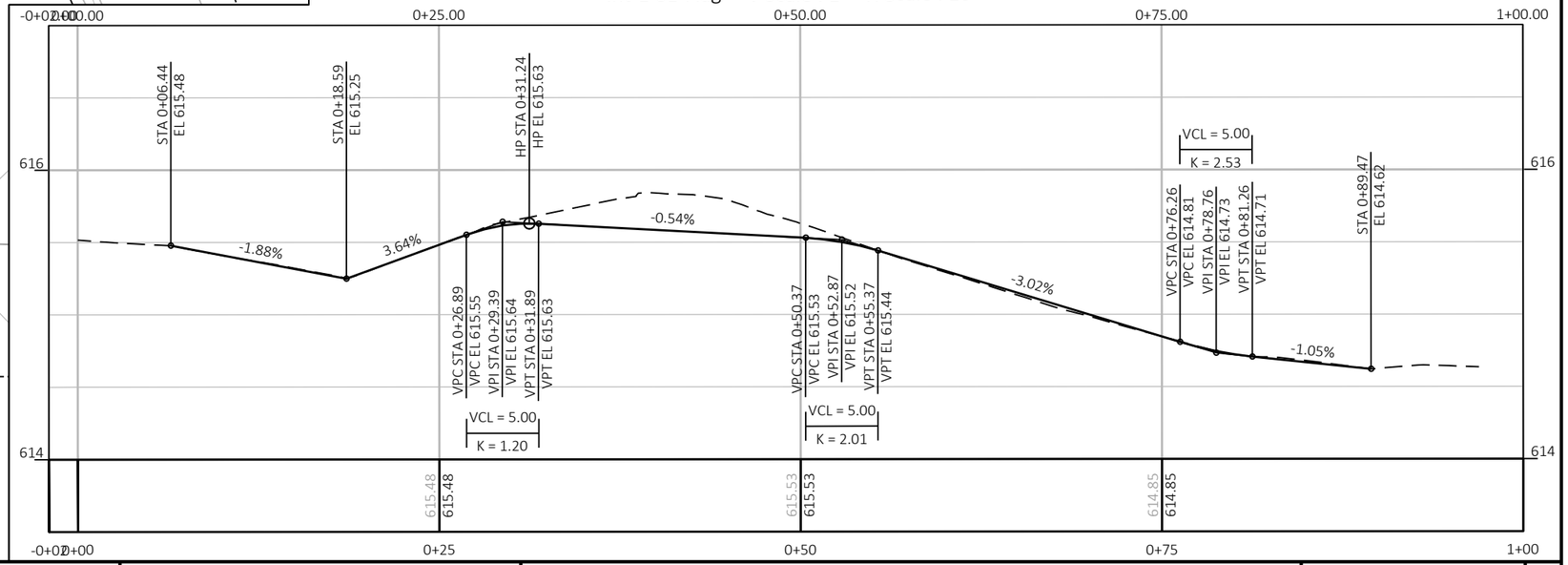
CURVE D
PI STA = 0+75.92
Y = 127762.556
X = 594404.240
DELTA = 42°09'03" RT
D = 95°29'35"
T = 23.12'
L = 44.14'
R = 60.00'
PC STA = 0+52.80
Y = 127752.236
X = 594383.548
PT STA = 0+96.94
Y = 127756.321
X = 594426.506
DB = N63°29'34"E
DA = S74°21'22"E



PAGE 2 OF 2 FOR E STREET SOUTHEAST CORNER CURB RAMP

CONSTRUCTION NOTES AND LEGEND ON PREVIOUS CURB RAMP SHEET

Int-E-SE-Flag V Scale : 1 H Scale : 10



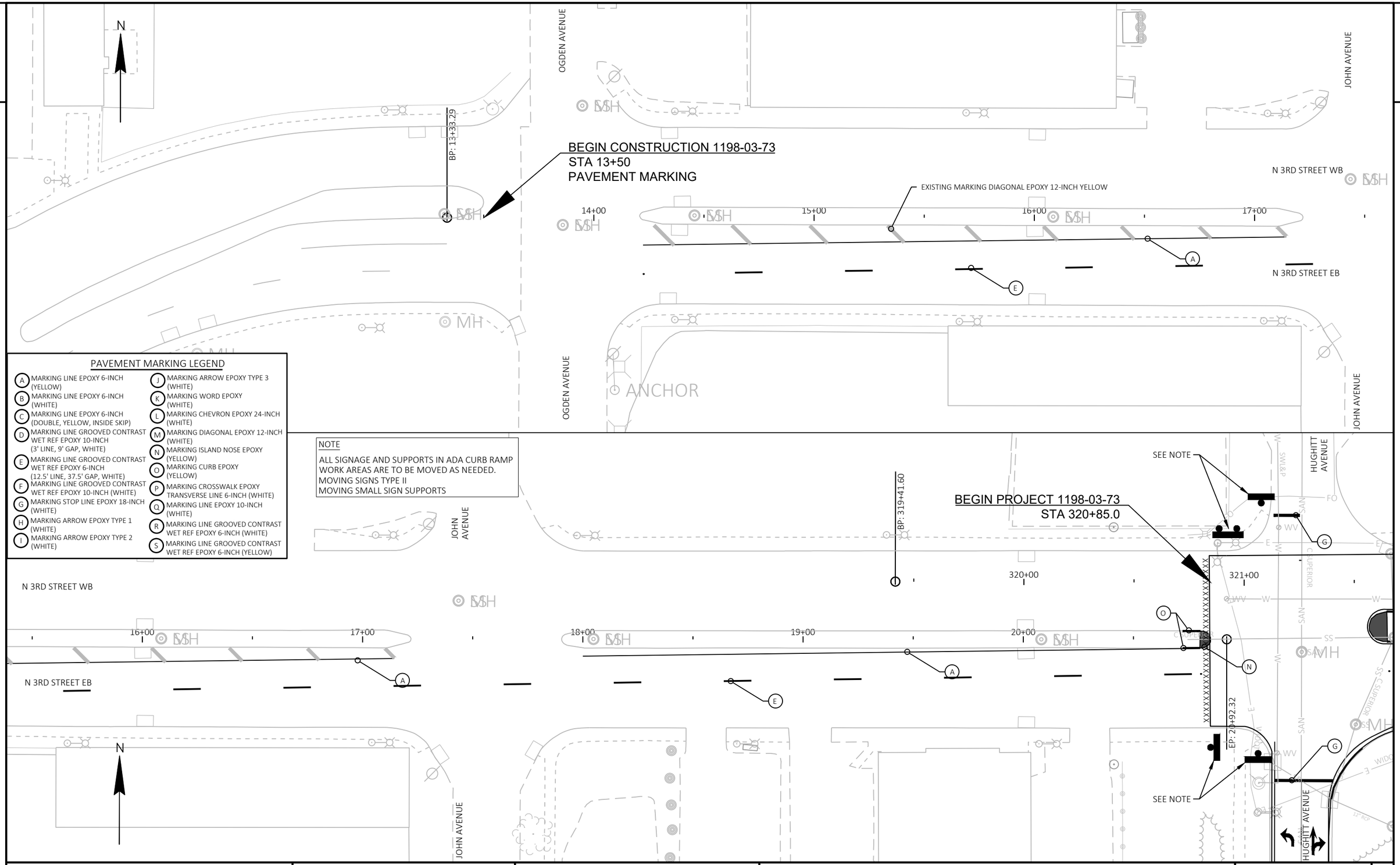
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CURB RAMP DETAILS - E STREET SE CORNER PAGE 2 OF 2	SHEET 62	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - 13-ESE (2)

PLOT DATE : 11/14/2024 2:50 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 63	E

2

BEGIN PROJECT 1198-03-73
STA 320+85.0

SEE NOTE

HUGHITT AVENUE

I535
BLATNIK BRIDGE

N 3RD STREET WB

N 3RD STREET EB

320+00 321+00 322+00 323+00 324+00 325+00

20+00

EP: 20+92.32

PT: 224+73.71

50'

225+00 224+00 223+00 222+00 221+00

RAMP

PCC: 220+61.02

BP: 213+29.00

EP: 240+24.29

XXXXX

240+00

230+00

PT: 238+91.29

HAMMOND AVENUE

ANCHOR

N

NOTE

ALL SIGNAGE AND SUPPORTS IN ADA CURB RAMP WORK AREAS ARE TO BE MOVED AS NEEDED.
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 6-INCH (YELLOW)
- B MARKING LINE EPOXY 6-INCH (WHITE)
- C MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- D MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- E MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- F MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- G MARKING STOP LINE EPOXY 18-INCH (WHITE)
- H MARKING ARROW EPOXY TYPE 1 (WHITE)
- I MARKING ARROW EPOXY TYPE 2 (WHITE)
- J MARKING ARROW EPOXY TYPE 3 (WHITE)
- K MARKING WORD EPOXY (WHITE)
- L MARKING CHEVRON EPOXY 24-INCH (WHITE)
- M MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- N MARKING ISLAND NOSE EPOXY (YELLOW)
- O MARKING CURB EPOXY (YELLOW)
- P MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- Q MARKING LINE EPOXY 10-INCH (WHITE)
- R MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- S MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 64	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 02
PLOT DATE : 11/14/2024 2:58 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

- (A) MARKING LINE EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE EPOXY 6-INCH (WHITE)
- (C) MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- (D) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- (E) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (F) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING ARROW EPOXY TYPE 1 (WHITE)
- (I) MARKING ARROW EPOXY TYPE 2 (WHITE)
- (J) MARKING ARROW EPOXY TYPE 3 (WHITE)
- (K) MARKING WORD EPOXY (WHITE)
- (L) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (M) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING CURB EPOXY (YELLOW)
- (P) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (Q) MARKING LINE EPOXY 10-INCH (WHITE)
- (R) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- (S) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

NOTE

ALL SIGNAGE AND SUPPORTS IN ADA CURB RAMP WORK AREAS ARE TO BE MOVED AS NEEDED.
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

END AT RAMP STA 240+00

BEGIN AT RAMP STA 213+50

PC: 226+48.75

PC: 215+11.50

PT: 238+91.29

EP: 240+24.29

BP: 213+29.00

PCC: 217+

PCC: 220+61.03

BP: 119+75.00

HAMMOND AVENUE

RAMP

N 3RD STREET EB

N 3RD STREET WB

I 535 BLATNIK BRIDGE

SCHITT AVENUE

SEE NOTE

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 65	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 03

PLOT DATE : 11/14/2024 2:59 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

BEGIN AT RAMP STA 213+50

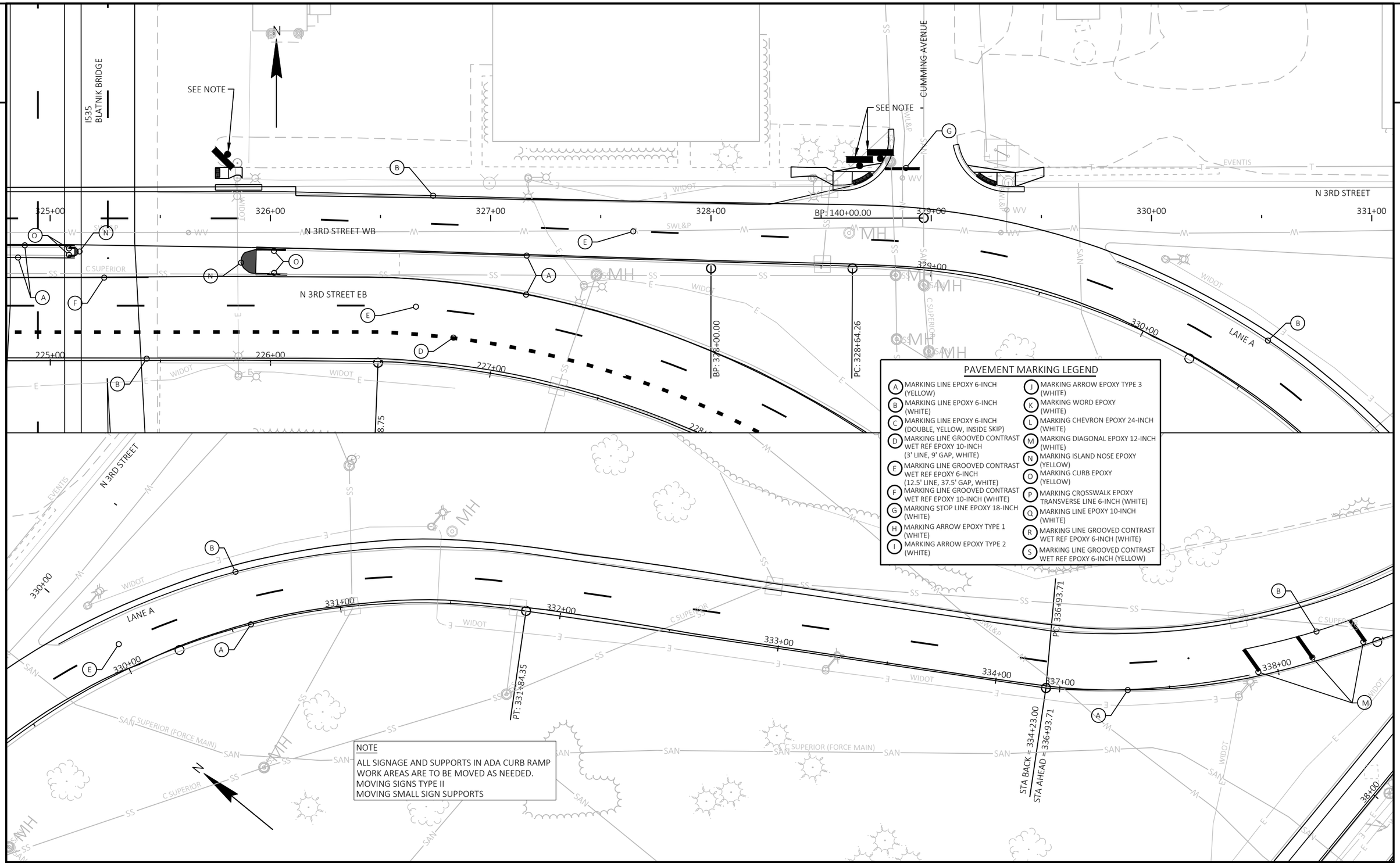
END AT RAMP STA 240+00

PAVEMENT MARKING LEGEND

- (A) MARKING LINE EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE EPOXY 6-INCH (WHITE)
- (C) MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- (D) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- (E) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (F) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING ARROW EPOXY TYPE 1 (WHITE)
- (I) MARKING ARROW EPOXY TYPE 2 (WHITE)
- (J) MARKING ARROW EPOXY TYPE 3 (WHITE)
- (K) MARKING WORD EPOXY (WHITE)
- (L) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (M) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING CURB EPOXY (YELLOW)
- (P) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (Q) MARKING LINE EPOXY 10-INCH (WHITE)
- (R) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- (S) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 66	E

2



PAVEMENT MARKING LEGEND

- (A) MARKING LINE EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE EPOXY 6-INCH (WHITE)
- (C) MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- (D) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- (E) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (F) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING ARROW EPOXY TYPE 1 (WHITE)
- (I) MARKING ARROW EPOXY TYPE 2 (WHITE)
- (J) MARKING ARROW EPOXY TYPE 3 (WHITE)
- (K) MARKING WORD EPOXY (WHITE)
- (L) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (M) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING CURB EPOXY (YELLOW)
- (P) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (Q) MARKING LINE EPOXY 10-INCH (WHITE)
- (R) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- (S) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

NOTE

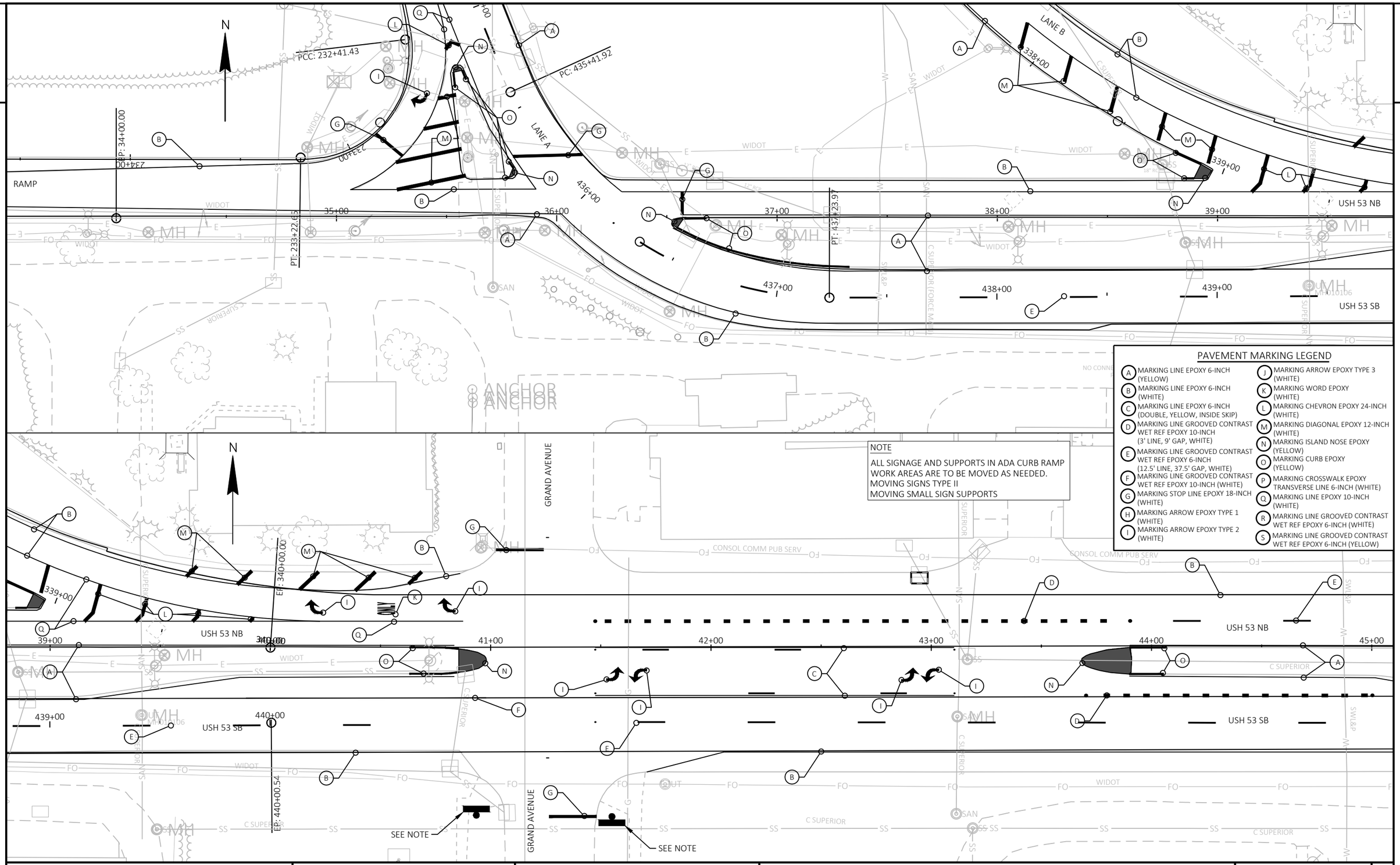
ALL SIGNAGE AND SUPPORTS IN ADA CURB RAMP WORK AREAS ARE TO BE MOVED AS NEEDED.
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 67	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 05

PLOT DATE : 11/14/2024 2:59 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



NOTE

ALL SIGNAGE AND SUPPORTS IN ADA CURB RAMP WORK AREAS ARE TO BE MOVED AS NEEDED.
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 6-INCH (YELLOW)
- B MARKING LINE EPOXY 6-INCH (WHITE)
- C MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- D MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- E MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- F MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- G MARKING STOP LINE EPOXY 18-INCH (WHITE)
- H MARKING ARROW EPOXY TYPE 1 (WHITE)
- I MARKING ARROW EPOXY TYPE 2 (WHITE)
- J MARKING ARROW EPOXY TYPE 3 (WHITE)
- K MARKING WORD EPOXY (WHITE)
- L MARKING CHEVRON EPOXY 24-INCH (WHITE)
- M MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- N MARKING ISLAND NOSE EPOXY (YELLOW)
- O MARKING CURB EPOXY (YELLOW)
- P MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- Q MARKING LINE EPOXY 10-INCH (WHITE)
- R MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- S MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 68	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 06
PLOT DATE : 11/14/2024 3:00 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

N

PAVEMENT MARKING LEGEND

- (A) MARKING LINE EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE EPOXY 6-INCH (WHITE)
- (C) MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- (D) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- (E) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (F) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING ARROW EPOXY TYPE 1 (WHITE)
- (I) MARKING ARROW EPOXY TYPE 2 (WHITE)
- (J) MARKING ARROW EPOXY TYPE 3 (WHITE)
- (K) MARKING WORD EPOXY (WHITE)
- (L) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (M) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING CURB EPOXY (YELLOW)
- (P) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (Q) MARKING LINE EPOXY 10-INCH (WHITE)
- (R) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- (S) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

NOTE

ALL SIGNAGE AND SUPPORTS IN ADA CURB RAMP WORK AREAS ARE TO BE MOVED AS NEEDED.
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

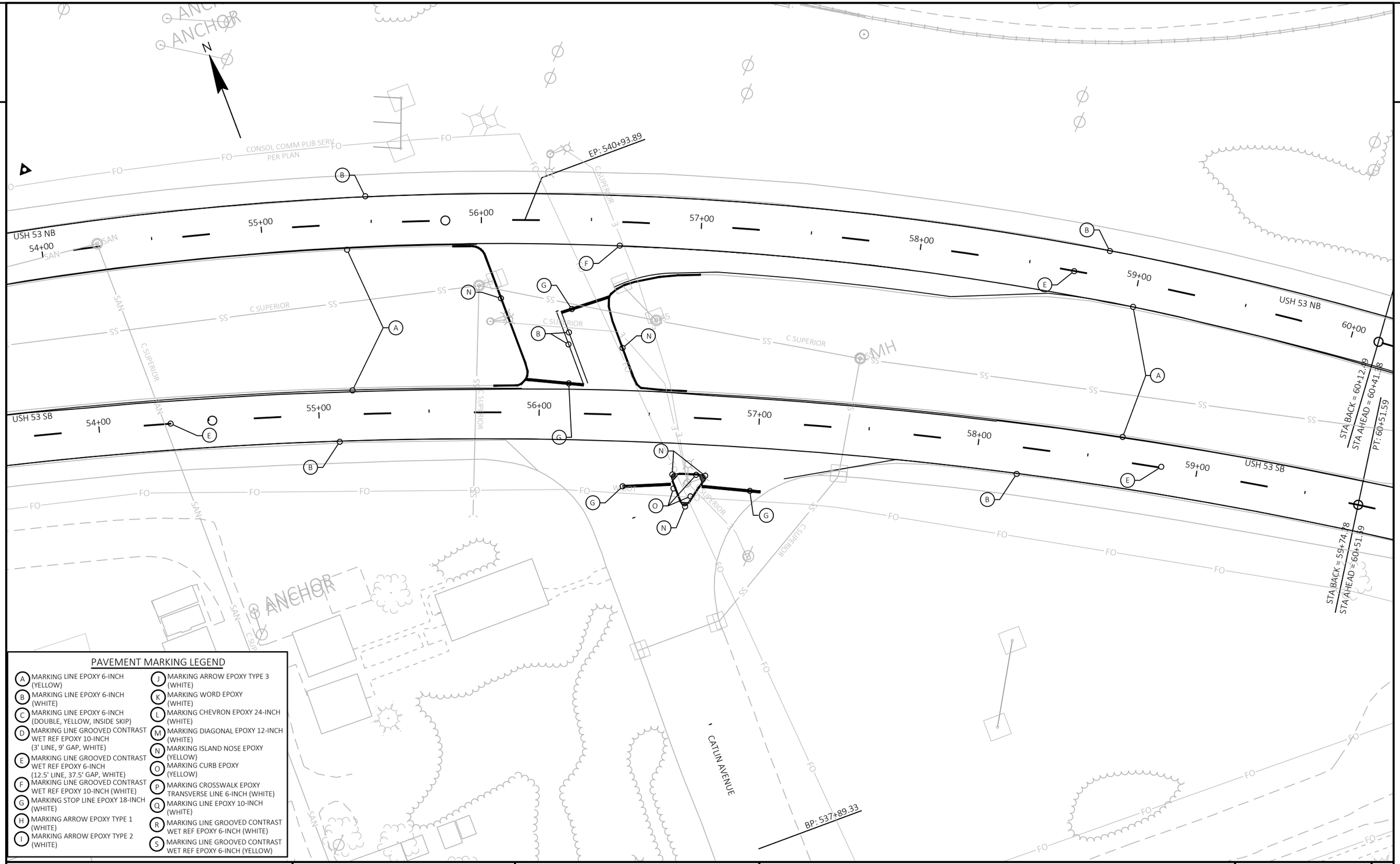
USH 53 NB
USH 53 SB
CLOUGH AVENUE
EP: 47+78.94
BP: 47+78.94
PC: 48+78.95
PC: 50+90.62
SEE NOTE
45+00
46+00
47+00
48+00
49+00
50+00
51+00
52+00
53+00
54+00

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 69	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 07

PLOT DATE : 11/14/2024 3:00 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:40 FT

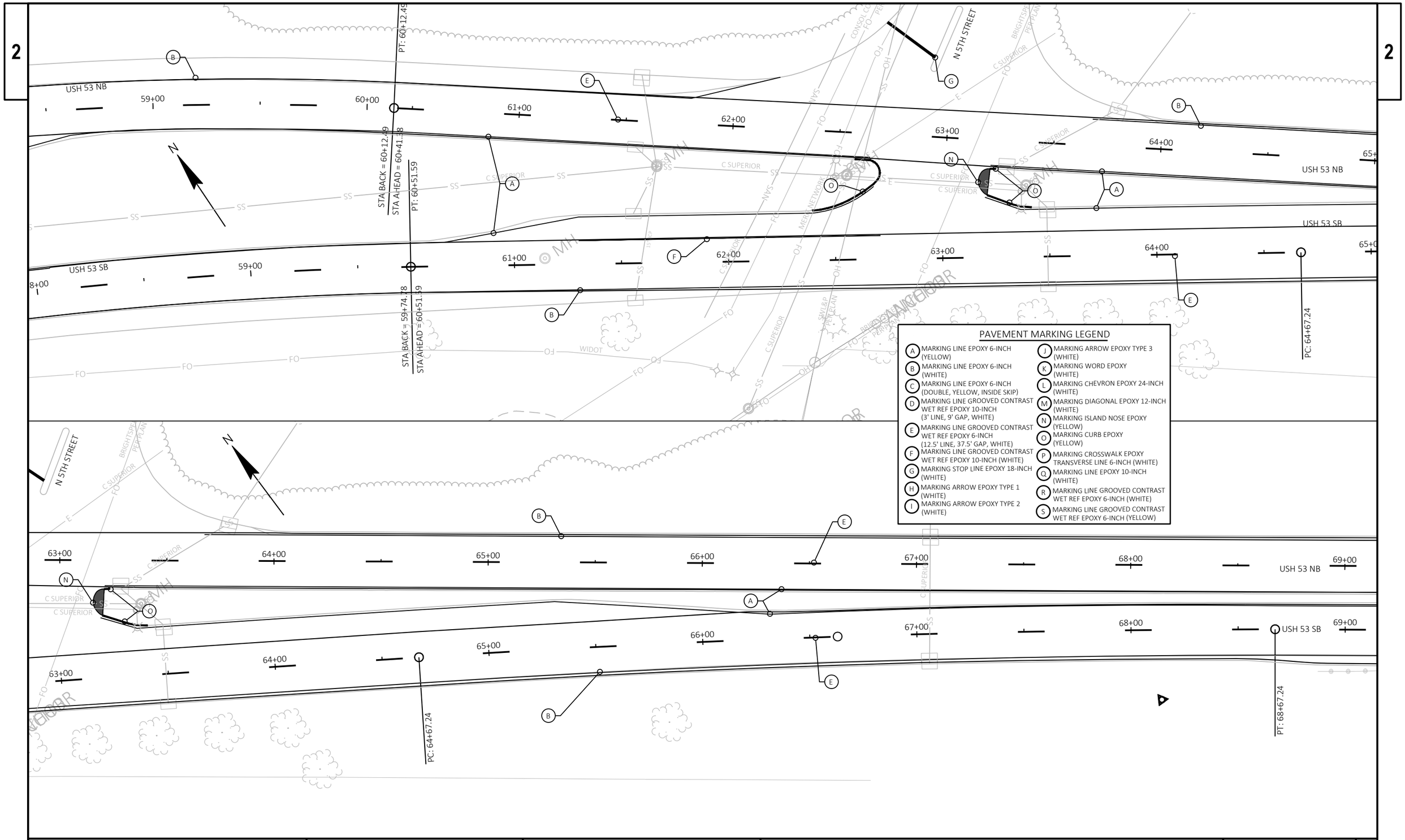
2



PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 6-INCH (YELLOW)
- B MARKING LINE EPOXY 6-INCH (WHITE)
- C MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- D MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- E MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- F MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- G MARKING STOP LINE EPOXY 18-INCH (WHITE)
- H MARKING ARROW EPOXY TYPE 1 (WHITE)
- I MARKING ARROW EPOXY TYPE 2 (WHITE)
- J MARKING ARROW EPOXY TYPE 3 (WHITE)
- K MARKING WORD EPOXY (WHITE)
- L MARKING CHEVRON EPOXY 24-INCH (WHITE)
- M MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- N MARKING ISLAND NOSE EPOXY (YELLOW)
- O MARKING CURB EPOXY (YELLOW)
- P MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- Q MARKING LINE EPOXY 10-INCH (WHITE)
- R MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- S MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 70	E



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 71	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 09

PLOT DATE : 11/14/2024 3:00 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

EP: 69+67.24

69+00

70+00

71+00

72+00

73+00

74+00

75+00

USH 53 NB

USH 53 SB

C SUPERIOR SS

PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 6-INCH (YELLOW)
- B MARKING LINE EPOXY 6-INCH (WHITE)
- C MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- D MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- E MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- F MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- G MARKING STOP LINE EPOXY 18-INCH (WHITE)
- H MARKING ARROW EPOXY TYPE 1 (WHITE)
- I MARKING ARROW EPOXY TYPE 2 (WHITE)
- J MARKING ARROW EPOXY TYPE 3 (WHITE)
- K MARKING WORD EPOXY (WHITE)
- L MARKING CHEVRON EPOXY 24-INCH (WHITE)
- M MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- N MARKING ISLAND NOSE EPOXY (YELLOW)
- O MARKING CURB EPOXY (YELLOW)
- P MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- Q MARKING LINE EPOXY 10-INCH (WHITE)
- R MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- S MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

N

C SUPERIOR SS

75+00

76+00

77+00

78+00

79+00

80+00

RP: 80+43.26

USH 53 NB

USH 53 SB

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 72	E

2

2

N

PC: 80+43.26

PT: 85+15.94

USH 53 NB

USH 53 SB

80+00

81+00

82+00

83+00

84+00

85+00

86+00

R

E

S

E

R

PAVEMENT MARKING LEGEND

- (A) MARKING LINE EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE EPOXY 6-INCH (WHITE)
- (C) MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- (D) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- (E) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (F) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING ARROW EPOXY TYPE 1 (WHITE)
- (I) MARKING ARROW EPOXY TYPE 2 (WHITE)
- (J) MARKING ARROW EPOXY TYPE 3 (WHITE)
- (K) MARKING WORD EPOXY (WHITE)
- (L) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (M) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING CURB EPOXY (YELLOW)
- (P) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (Q) MARKING LINE EPOXY 10-INCH (WHITE)
- (R) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- (S) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

N

PT: 85+15.94

USH 53 NB

USH 53 SB

86+00

87+00

88+00

89+00

90+00

91+00

PT: 603+91.86

PC: 603+78.51

EP: 712+10.71

WINTER STREET

712+00

711+76.09

711+00

R

E

S

E

R

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING	SHEET 73	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 11

PLOT DATE : 11/14/2024 3:01 PM

PLOT BY : BUKOVITZ, CAITLIN LE

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

E 1ST STREET /WATER STREET

WINTER STREET

EP: 605+87.38

XXXXXXXXXXXXXXXX

N

C SUPERIOR

BRIGHTSPEED PER PLAN

WINTER STREET
TO E STREET
D1-2
48"X24"

S-1

PAVEMENT MARKING LEGEND

A	MARKING LINE EPOXY 6-INCH (YELLOW)	J	MARKING ARROW EPOXY TYPE 3 (WHITE)
B	MARKING LINE EPOXY 6-INCH (WHITE)	K	MARKING WORD EPOXY (WHITE)
C	MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)	L	MARKING CHEVRON EPOXY 24-INCH (WHITE)
D	MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)	M	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
E	MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)	N	MARKING ISLAND NOSE EPOXY (YELLOW)
F	MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)	O	MARKING CURB EPOXY (YELLOW)
G	MARKING STOP LINE EPOXY 18-INCH (WHITE)	P	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
H	MARKING ARROW EPOXY TYPE 1 (WHITE)	Q	MARKING LINE EPOXY 10-INCH (WHITE)
I	MARKING ARROW EPOXY TYPE 2 (WHITE)	R	MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
		S	MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

USH 53 NB
USH 53 SB
91+00
92+00
93+00
94+00
95+00
96+00

USH 53 NB
USH 53 SB
96+00
97+00
98+00
99+00
100+00
101+00

BRIGHTSPEED PER PLAN

E STREET
TO WINTER STREET
D1-2
54"X24"
S-2

R14-52
24"X24"
M6-1
21"X21"
LOCAL TRUCK ROUTE
S-3

WRONG WAY
R5-1A
36"X24"
MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS

DO NOT ENTER
R5-1
30"X30"
MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS

MATCHLINE (A-A)

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 74	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 12
PLOT DATE : 11/14/2024 3:02 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

REMOVING SIGNS TYPE II

REMOVE 2

STOP

EP: 581+71.47

TO E STREET
TO WINTER STREET
D1-2
54"X24"

S-7

R1-1
30"X30"

S-4

STOP

SIGNS TYPE II
REFLECTIVE H

M3-1
24"X12"

NORTH
53

M1-4
24"X24"

M6-1
21"X21"

S-5

E STREET

S-6

R1-1
30"X30"

STOP

ONE WAY

R6-2R
24"X30"

DIVIDED HIGHWAY

REMOVING
SIGNS TYPE II &
SIGNS TYPE II
REFLECTIVE H

SEE NOTE

MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS

DO NOT ENTER
R5-1
30"X30"

MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS

LOCAL TRUCK ROUTE
R14-52
24"X24"

M6-1
21"X21"

MOVING SIGNS TYPE II,
MOVING SMALL SIGN SUPPORTS

WRONG WAY
R5-1A
36"X24"

TO E STREET
TO WINTER STREET
D1-2
54"X24"

S-8

USH 53 NB

NOTE

ALL SIGNAGE AND SUPPORTS IN ADA CURB RAMP WORK AREAS ARE TO BE MOVED AS NEEDED.
MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 6-INCH (YELLOW)
- B MARKING LINE EPOXY 6-INCH (WHITE)
- C MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- D MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- E MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- F MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- G MARKING STOP LINE EPOXY 18-INCH (WHITE)
- H MARKING ARROW EPOXY TYPE 1 (WHITE)
- I MARKING ARROW EPOXY TYPE 2 (WHITE)
- J MARKING ARROW EPOXY TYPE 3 (WHITE)
- K MARKING WORD EPOXY (WHITE)
- L MARKING CHEVRON EPOXY 24-INCH (WHITE)
- M MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- N MARKING ISLAND NOSE EPOXY (YELLOW)
- O MARKING CURB EPOXY (YELLOW)
- P MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- Q MARKING LINE EPOXY 10-INCH (WHITE)
- R MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- S MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

101+00 102+00 103+00 104+00 105+00 106+00 107+00

USH 53 SB

REMOVE

REMOVE

ONLY

REMOVING SIGNS TYPE II,
REMOVING SMALL SIGN SUPPORTS, &
MOVING SMALL SIGN SUPPORTS

MATCHLINE
(A-A)

DO NOT ENTER
R5-1
30"X30"

MOVING SIGNS TYPE II,
MOVING SMALL SIGN
SUPPORTS

E STREET

PI: 578+89.29

TO WINTER STREET
D1-1
54"X12"

S-12

MATCHLINE
(B-B)

S-9

STOP

ONE WAY

R1-1
30"X30"

R6-2R
24"X30"

DIVIDED HIGHWAY

REMOVE

SEE NOTE

REMOVING SIGNS TYPE II,
SIGNS TYPE II REFLECTIVE H,
MOVING SIGNS TYPE II, &
MOVING SMALL SIGN SUPPORTS

NOTE: EXISTING DIVIDED HIGHWAY SIGNS MUST BE REMOVED AND TEMPORARY OR PERMANENT ONE WAY SIGNS MUST BE PLACED THE SAME WORKING DAY THE MEDIAN IS CLOSED.

BRIGHTSPEED PER PLAN

FB020237

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 75	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG PLOT DATE : 11/14/2024 3:02 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

2

END PROJECT 1198-03-73
STA110+25

USH 53 SB

USH 53 NB

C SUPERIOR

BRIGHTSPEED PER PLAN

CB020237

CB020255

CB020254

ST020253

107+00 108+00 109+00 110+00 111+00 112+00

PAVEMENT MARKING LEGEND

- (A) MARKING LINE EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE EPOXY 6-INCH (WHITE)
- (C) MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- (D) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- (E) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (F) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING ARROW EPOXY TYPE 1 (WHITE)
- (I) MARKING ARROW EPOXY TYPE 2 (WHITE)
- (J) MARKING ARROW EPOXY TYPE 3 (WHITE)
- (K) MARKING WORD EPOXY (WHITE)
- (L) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (M) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING CURB EPOXY (YELLOW)
- (P) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (Q) MARKING LINE EPOXY 10-INCH (WHITE)
- (R) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- (S) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

PI: 85+50.00

STA BACK = 112+69.60
STA AHEAD = 85+50.00

~~USH~~ 53 SB

USH 53 NB

86+00 87+00 88+00 89+00

ANCHOR

END CONSTRUCTION 1198-03-73
STA 89+50
PAVEMENT MARKING

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 76	E

2

M4-5 24"X12" TO
M3-1 24"X12" NORTH
M1-4 24"X24" 53
M6-1 21"X21"
S-10
BP: 700+00.00
PI: 577+83.45
MOVING SIGNS TYPE II
STOP R1-1 30"X30"
REMOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS
ONE WAY REMOVE
S-13
E STREET D1-1 42"X12"
PC: 702+47.74
PT: 703+02.29
701+00
702+00
703+00
704+00
705+00
LENROOT DRIVE
MATCHLINE (C-C)
DO NOT ENTER REMOVE
REMOVING SIGNS TYPE II
REMOVING SIGNS TYPE II & MOVING SMALL SIGN SUPPORTS
MATCHLINE (B-B)
M3-3 24"X12" SOUTH
M4-5 24"X12" TO
M1-4 24"X24" 53
M1-4 24"X24" 2
M6-1 21"X21"
M6-1 21"X21"
J2-2 48"X57"
S-11
S-12
TO WINTER STREET D1-1 54"X12"
PI: 578+89.29
E STREET
REMOVING SIGNS TYPE II & SIGNS TYPE II REFLECTIVE H

PAVEMENT MARKING LEGEND

- A MARKING LINE EPOXY 6-INCH (YELLOW)
- B MARKING LINE EPOXY 6-INCH (WHITE)
- C MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- D MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- E MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- F MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- G MARKING STOP LINE EPOXY 18-INCH (WHITE)
- H MARKING ARROW EPOXY TYPE 1 (WHITE)
- I MARKING ARROW EPOXY TYPE 2 (WHITE)
- J MARKING ARROW EPOXY TYPE 3 (WHITE)
- K MARKING WORD EPOXY (WHITE)
- L MARKING CHEVRON EPOXY 24-INCH (WHITE)
- M MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- N MARKING ISLAND NOSE EPOXY (YELLOW)
- O MARKING CURB EPOXY (YELLOW)
- P MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- Q MARKING LINE EPOXY 10-INCH (WHITE)
- R MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- S MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)

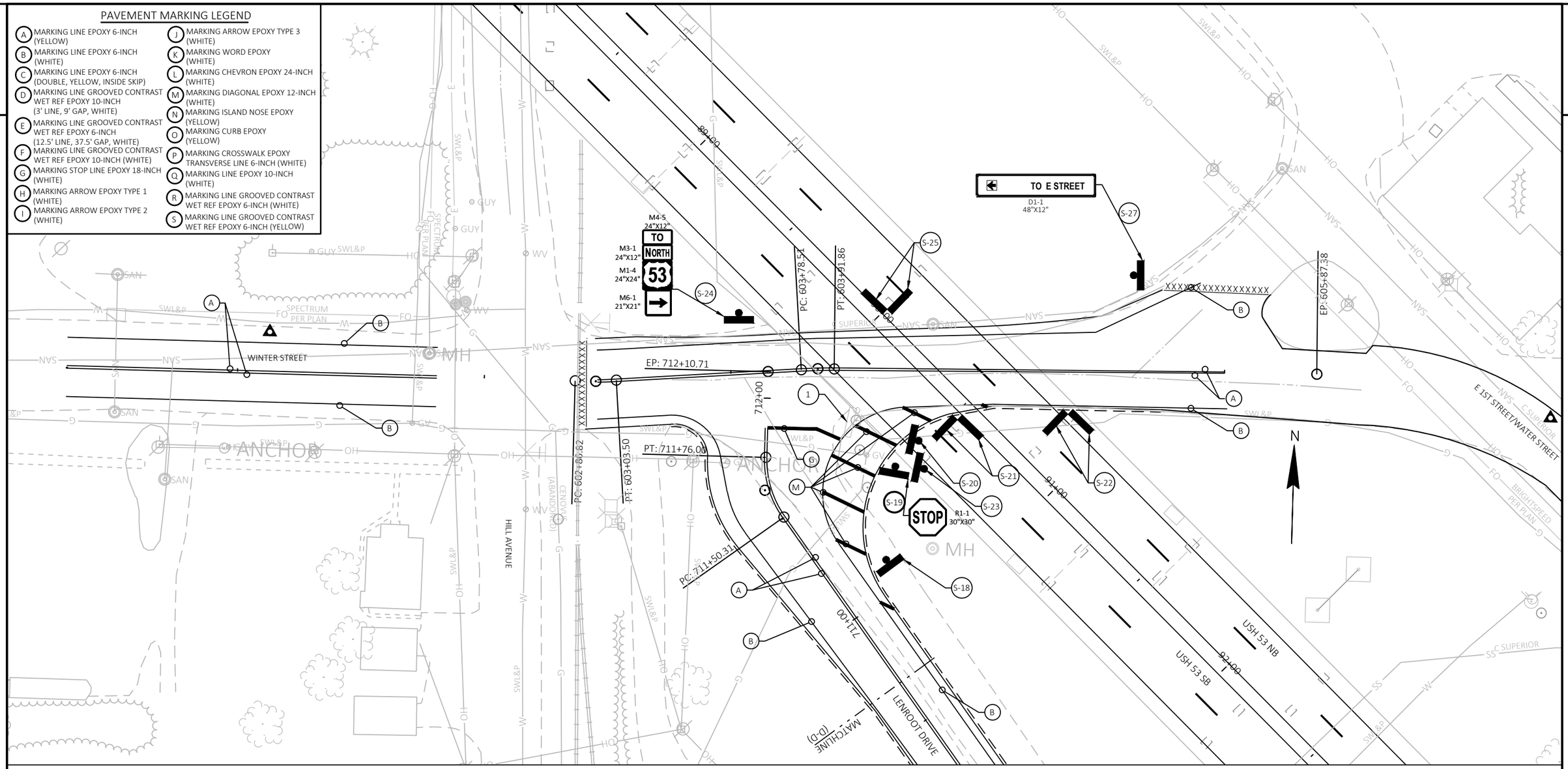
MATCHLINE (C-C)
PC: 705+56.77
PT: 707+10.03
PC: 708+55.24
PT: 709+44.22
MATCHLINE (D-D)
705+00
706+00
707+00
708+00
709+00
710+00
711+00
LENROOT DRIVE

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 77	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 15
PLOT DATE : 11/14/2024 3:02 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

PAVEMENT MARKING LEGEND

- (A) MARKING LINE EPOXY 6-INCH (YELLOW)
- (B) MARKING LINE EPOXY 6-INCH (WHITE)
- (C) MARKING LINE EPOXY 6-INCH (DOUBLE, YELLOW, INSIDE SKIP)
- (D) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)
- (E) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, WHITE)
- (F) MARKING LINE GROOVED CONTRAST WET REF EPOXY 10-INCH (WHITE)
- (G) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (H) MARKING ARROW EPOXY TYPE 1 (WHITE)
- (I) MARKING ARROW EPOXY TYPE 2 (WHITE)
- (J) MARKING ARROW EPOXY TYPE 3 (WHITE)
- (K) MARKING WORD EPOXY (WHITE)
- (L) MARKING CHEVRON EPOXY 24-INCH (WHITE)
- (M) MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- (N) MARKING ISLAND NOSE EPOXY (YELLOW)
- (O) MARKING CURB EPOXY (YELLOW)
- (P) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (Q) MARKING LINE EPOXY 10-INCH (WHITE)
- (R) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (WHITE)
- (S) MARKING LINE GROOVED CONTRAST WET REF EPOXY 6-INCH (YELLOW)



REMOVING SIGNS TYPE II

1

J32-3 72"X69"

SIGNS TYPE II REFLECTIVE H

S-20

W5-52L 12"X36" W5-52R 12"X36"

REMOVE SIGNS TYPE II & SIGNS TYPE II REFLECTIVE F

S-21 S-22

MOVING SIGNS TYPE II
MOVING SMALL SIGN SUPPORTS

S-23

WINTER STREET
TO E STREET
D1-2 48"X24"

S-18

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PAVEMENT MARKING & PERMANENT SIGNING	SHEET 78	E

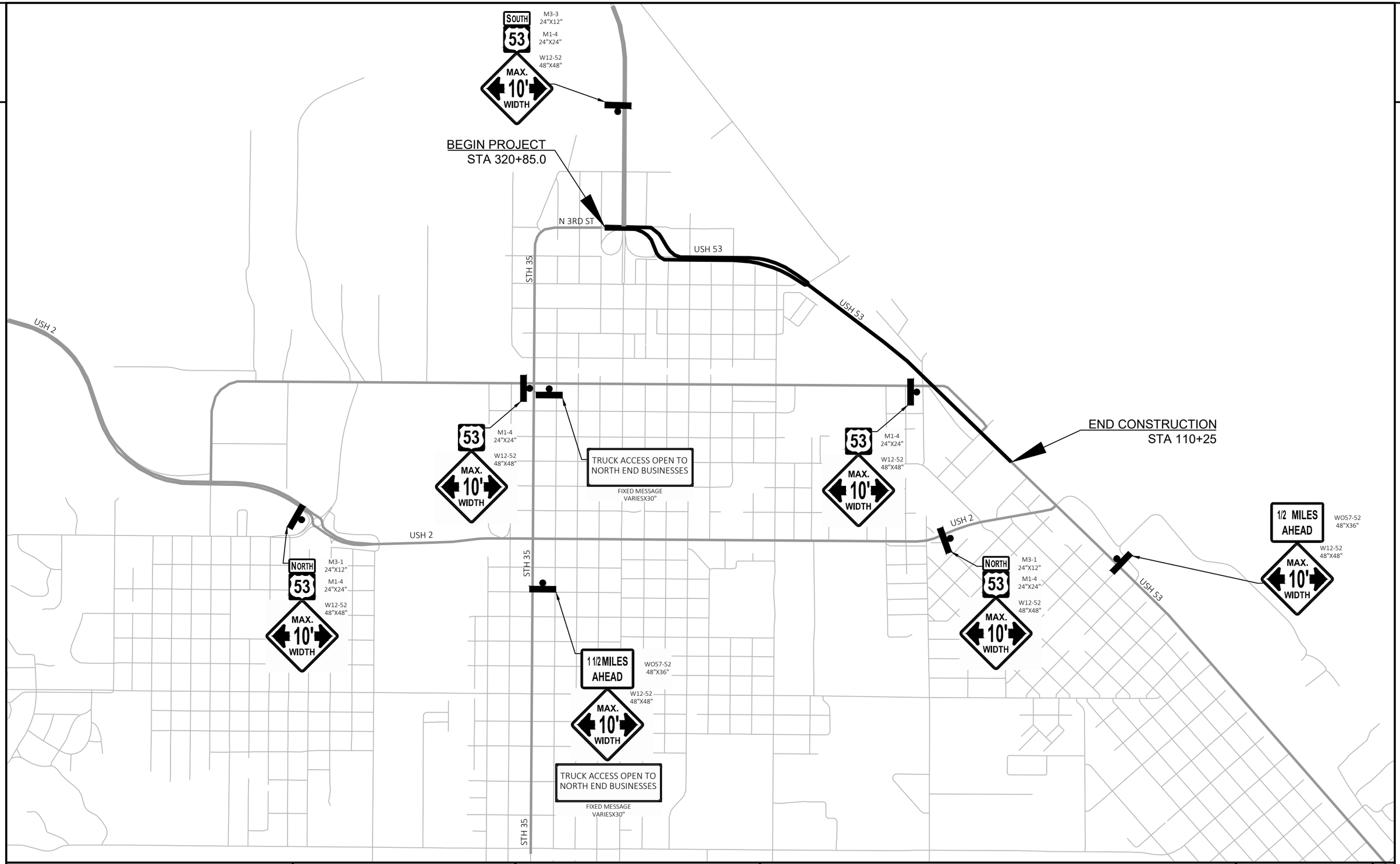
FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 16

PLOT DATE : 11/14/2024 3:03 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2



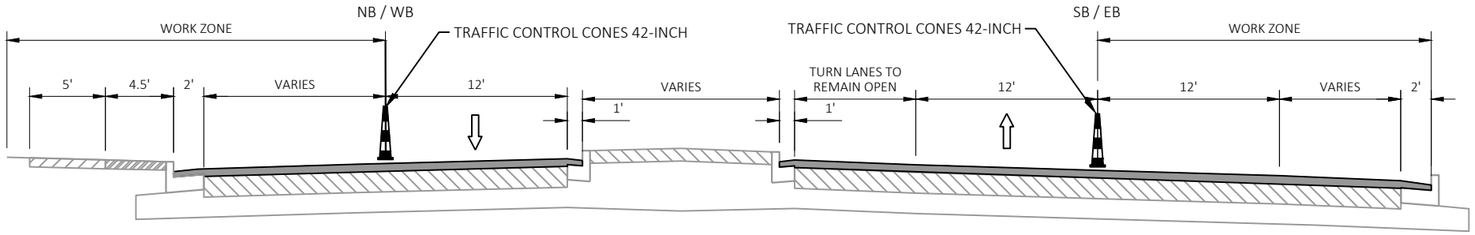
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL	SHEET 79	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025000_TC.DWG
LAYOUT NAME - 02700_Width

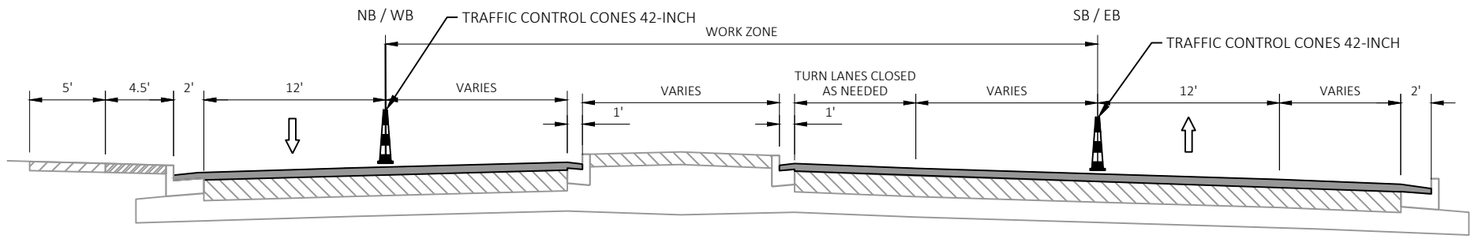
PLOT DATE : 11/14/2024 3:43 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN: 1500 FT

WISDOT/CADDS SHEET 42

2



TYPICAL SECTION
STAGES 1A AND 1B



TYPICAL SECTION
STAGE 2

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - TYPICAL SECTION	SHEET 80	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 025001_TS
PLOT DATE : 11/14/2024 3:43 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STAGE 1A

LEGEND

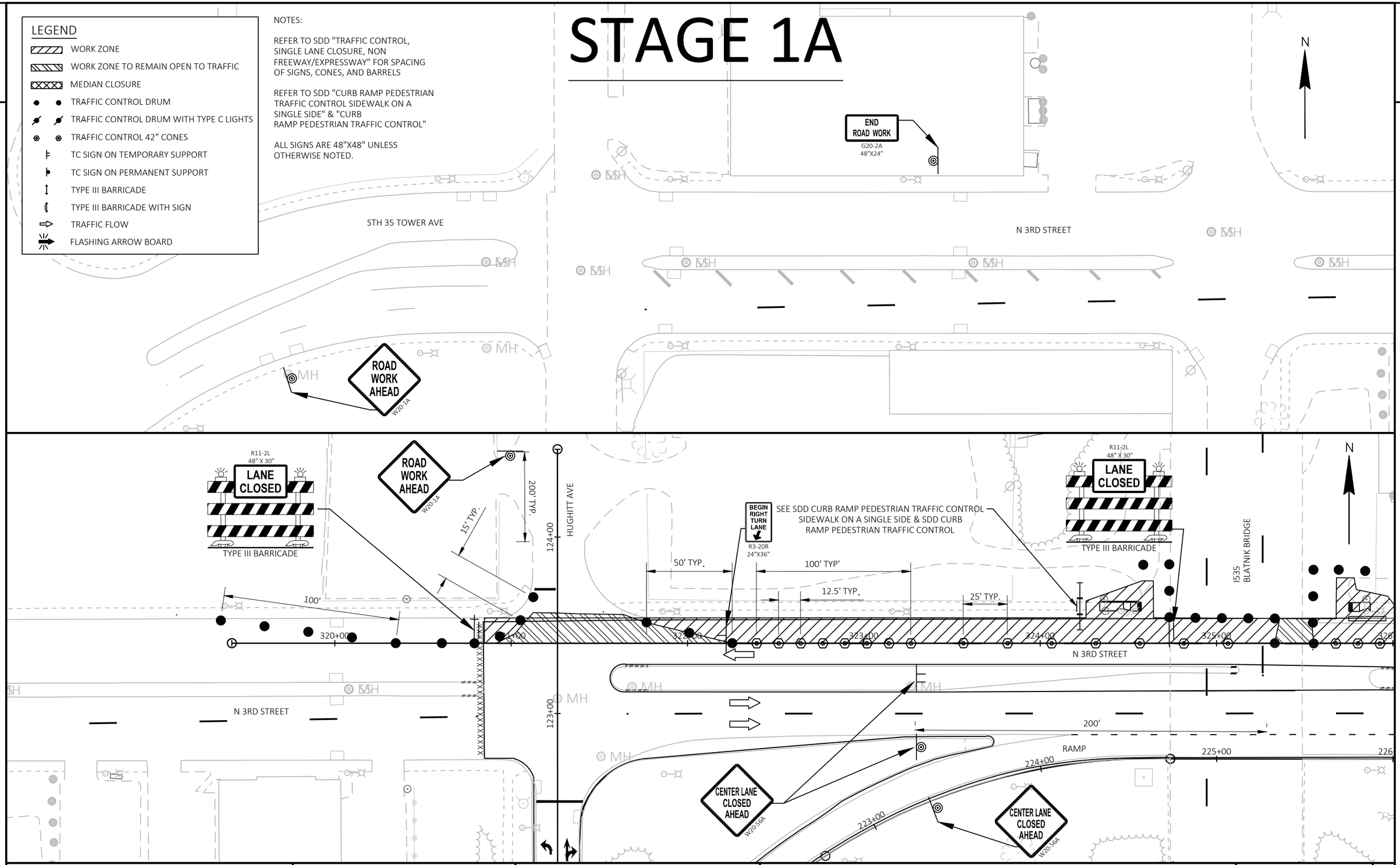
- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTES:

REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 81	E

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTE:

REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

CENTER LANE CLOSED AHEAD
W20-5GA

SEE SDD CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE & SDD CURB RAMP PEDESTRIAN TRAFFIC CONTROL

ROAD WORK AHEAD
W20-1A

WO9-3A

HUGHITT AVE

I535 BLATNIK BRIDGE

N 3RD STREET

RAMP

N

STAGE 1A

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 82	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 02

PLOT DATE : 11/14/2024 3:44 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:75 FT

STAGE 1A

SEE SDD CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE & SDD CURB RAMP PEDESTRIAN TRAFFIC CONTROL

CUMMINS AVE

ROAD WORK AHEAD W20-1A

N 3RD STREET

200' TYP.

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

MARKING REMOVAL LINE 4-INCH

25' TYP.

245' TAPER

TRAFFIC CONTROL ARROW BOARDS, FLASHING ARROW

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

END ROAD WORK G20-2A 48"X24"

500'

RAMP

LANE A

LANE B

MARKING REMOVAL SPECIAL MARKING, REMOVE WHITE CROSS HATCHING

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

USH 53

M3-1 NORTH 53 M3-1 NORTH SPECIAL 535 M3-3 SOUTH 35 M1-4 M1-1A M1-6 MO6-1 MO6-1 MO6-2 J2-3 72"X57"

GRAND AVE

BEGIN RIGHT TURN LANE R3-20R 24"X36"

N

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTE:

REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

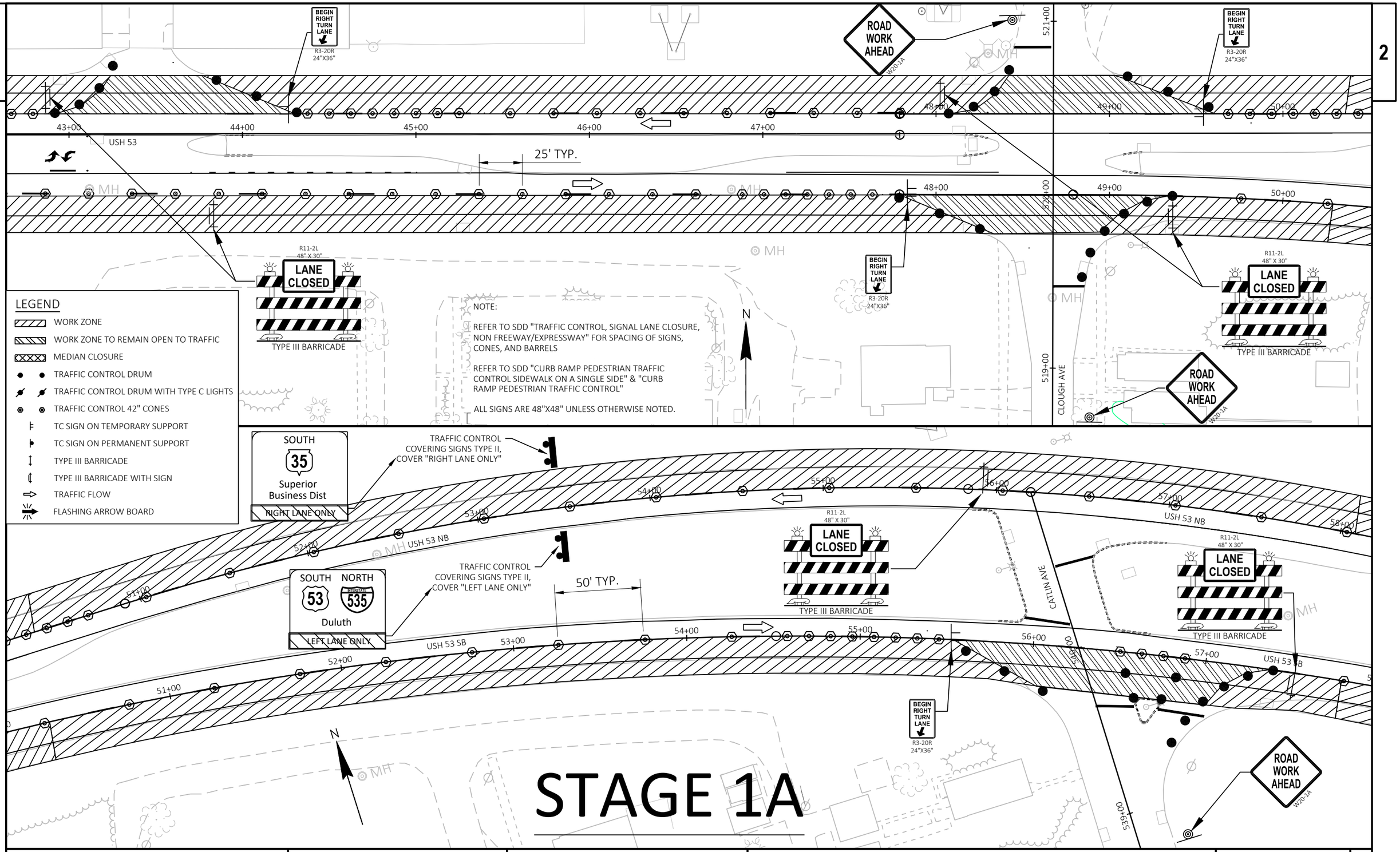
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 83	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 03

PLOT DATE : 11/14/2024 3:44 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:75 FT

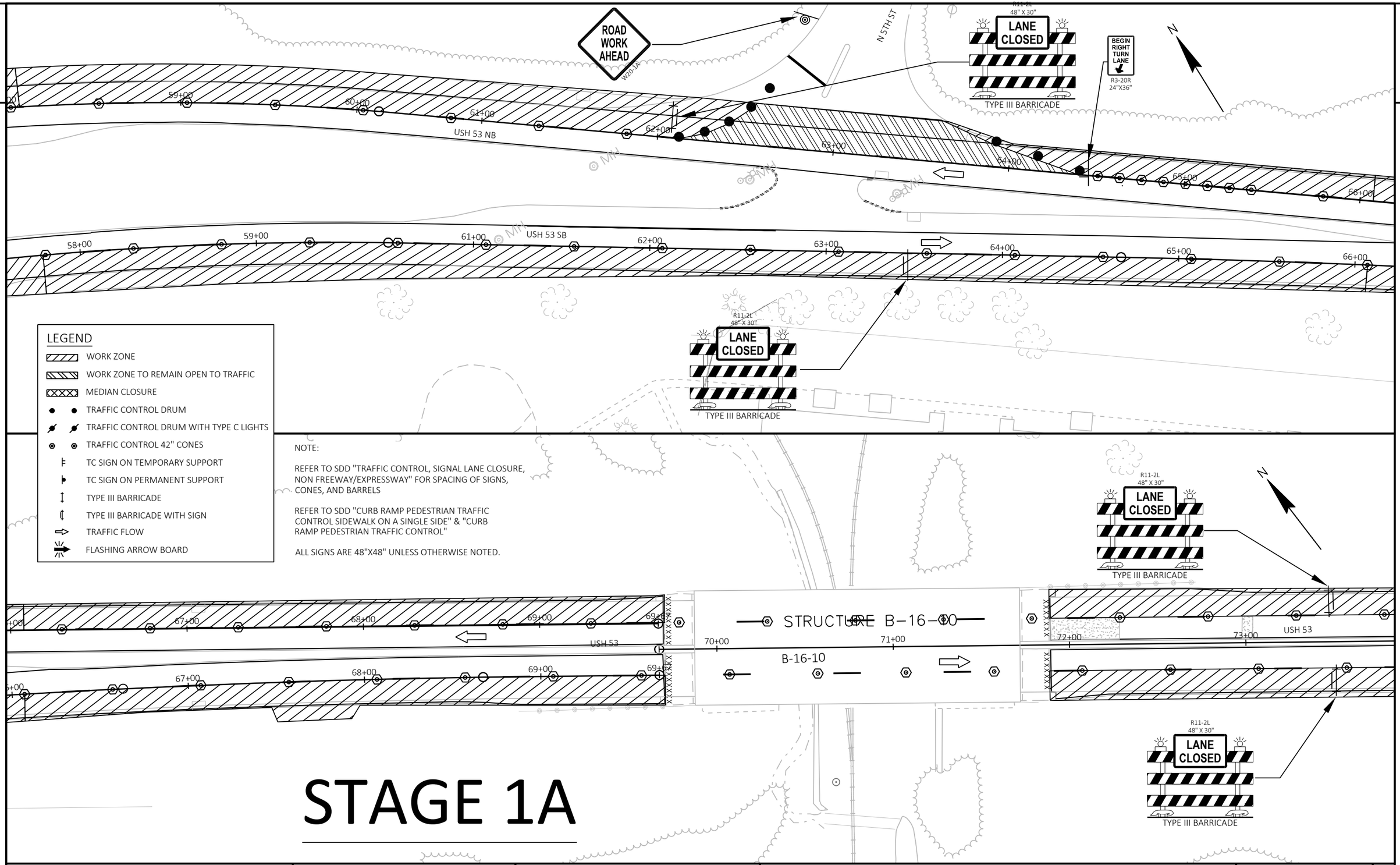
WISDOT/CADDS SHEET 42



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 84	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 04

PLOT DATE : 11/14/2024 3:44 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT



STAGE 1A

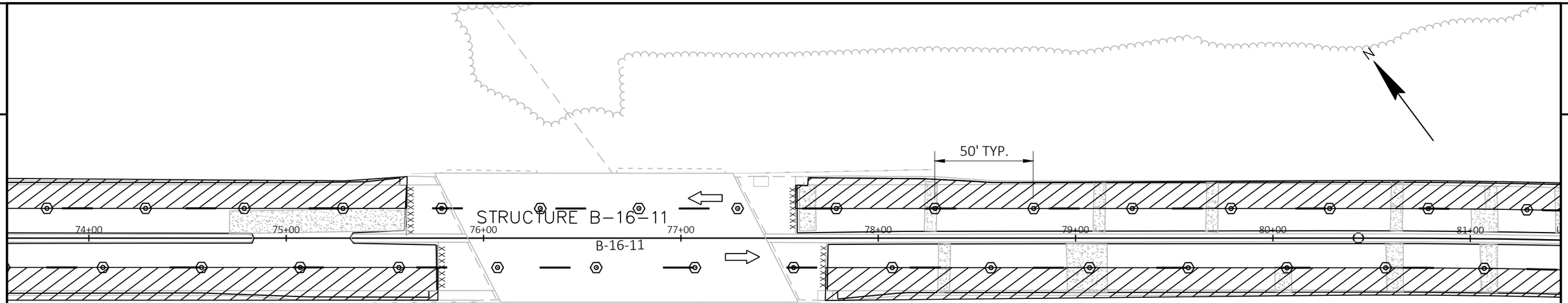
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 85	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 05

PLOT DATE : 11/14/2024 3:44 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2



NOTE:

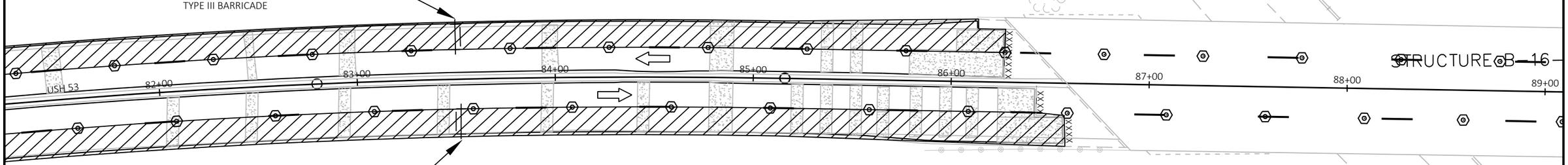
REFER TO SDD "TRAFFIC CONTROL, SIGNAL LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

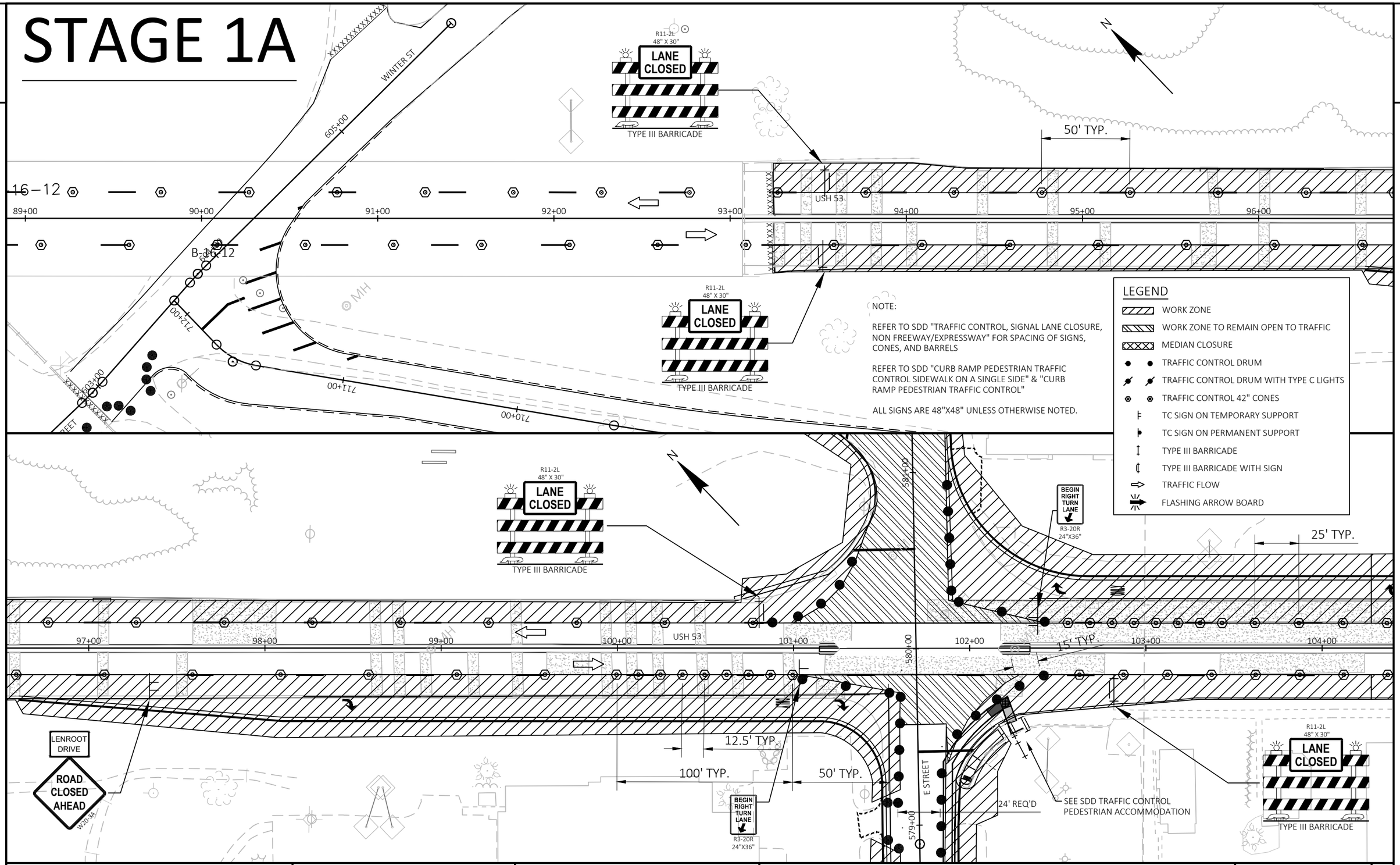


STAGE 1A

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 86	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 06
PLOT DATE : 11/14/2024 3:45 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

STAGE 1A



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 87	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 07
PLOT DATE : 11/14/2024 3:45 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

STAGE 1A

LENROOT DRIVE

ROAD CLOSED AHEAD
W20-3A

USH 53

105+00 106+00 107+00 108+00 109+00 110+00 111+00

100'

NOTE:

REFER TO SDD "TRAFFIC CONTROL, SIGNAL LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

TRAFFIC CONTROL ARROW BOARDS, FLASHING ARROW

MARKING REMOVAL LINE 4-INCH

320'

25' TYP.

USH 53

MARINA DRIVE

112+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00

400'

END ROAD WORK
G20-2A
48"X24"

2ND AVE E

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 88	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 08

PLOT DATE : 11/14/2024 3:45 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

MARINA DRIVE

350' to Start of Taper

W04-2R

W04-2R

350'

RIGHT LANE CLOSED AHEAD W20-5A

RIGHT LANE CLOSED AHEAD W20-5A

350'

ROAD WORK AHEAD W20-1A

ROAD WORK AHEAD W20-1A

USH 2 / 53 EAST 2ND STREET

MH

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTE:

REFER TO SDD "TRAFFIC CONTROL, SIGNAL LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

USH 2 BELKNAP STREET

ROAD WORK AHEAD W20-1A

N

STAGE 1A

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 89	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 09

PLOT DATE : 11/14/2024 3:46 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 1A

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

ROAD WORK AHEAD W20-1A

ROAD CLOSED AHEAD W20-3A

LENROOT DRIVE

95+00 96+00 97+00 98+00 99+00 100+00 USH 53 101+00 102+00

581+00 580+00

* Access to Lenroot Drive Businesses from E Street Needs to be Maintained at All Times

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE TYPE III BARRICADE

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

TYPE III BARRICADE TYPE III BARRICADE

BEGIN RIGHT TURN LANE R3-20R 24"X36"

E STREET

24' REQ'D

579+00

Must have access to animal hospital at all times

25' TYP.

1 Lane Access for Lenroot from E Street

578+00

200'

577+00

00+20 00+90 00+50 00+10 00+00 703+00 702+00 701+00

Lenroot Drive Closed

ROAD CLOSED AHEAD W20-3A LENROOT DRIVE

ROAD WORK AHEAD W20-1A

NOTE:

REFER TO SDD "TRAFFIC CONTROL, SIGNAL LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 90 E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 10

PLOT DATE : 11/14/2024 3:46 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STAGE 1A

LEGEND

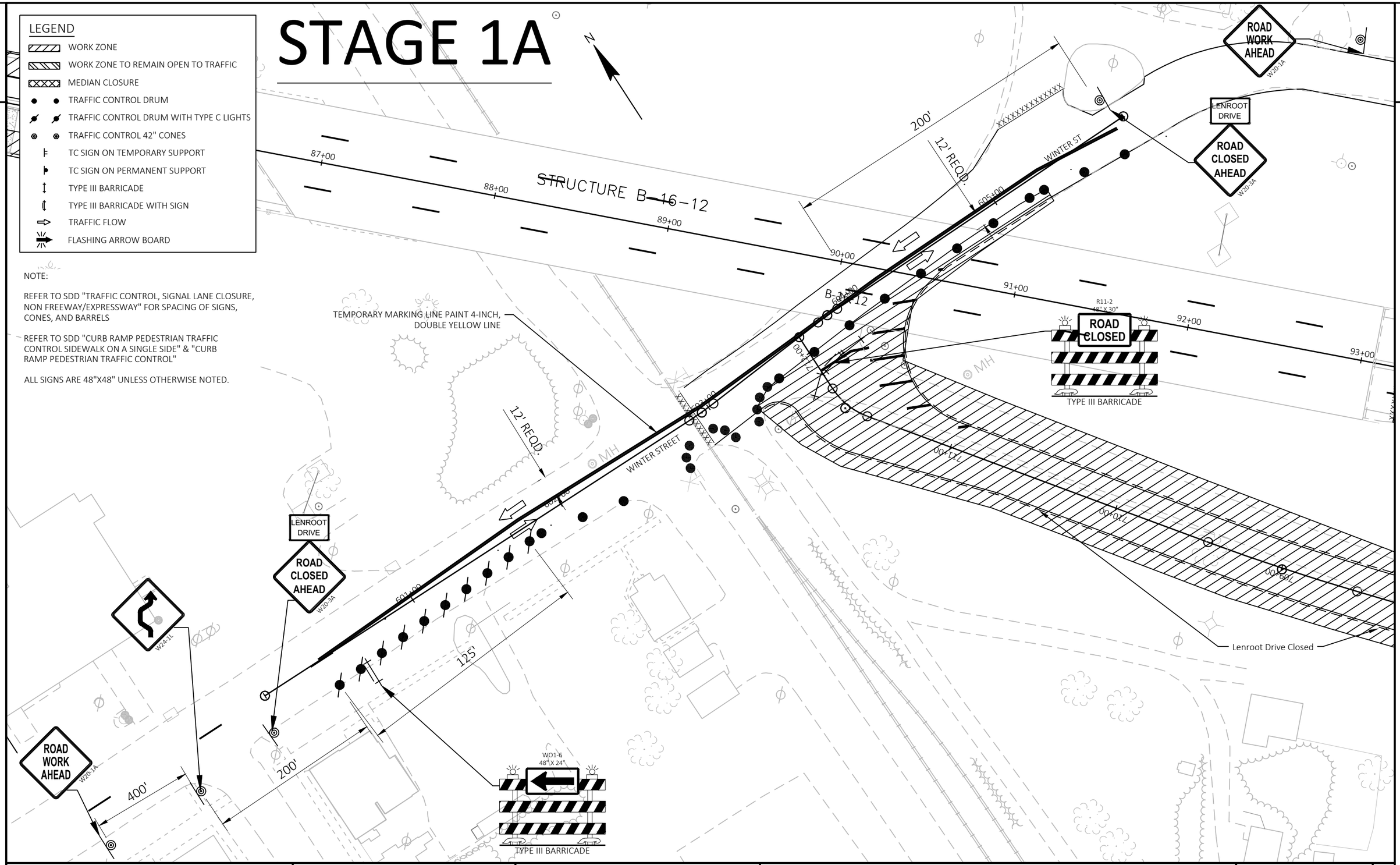
- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTE:

REFER TO SDD "TRAFFIC CONTROL, SIGNAL LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



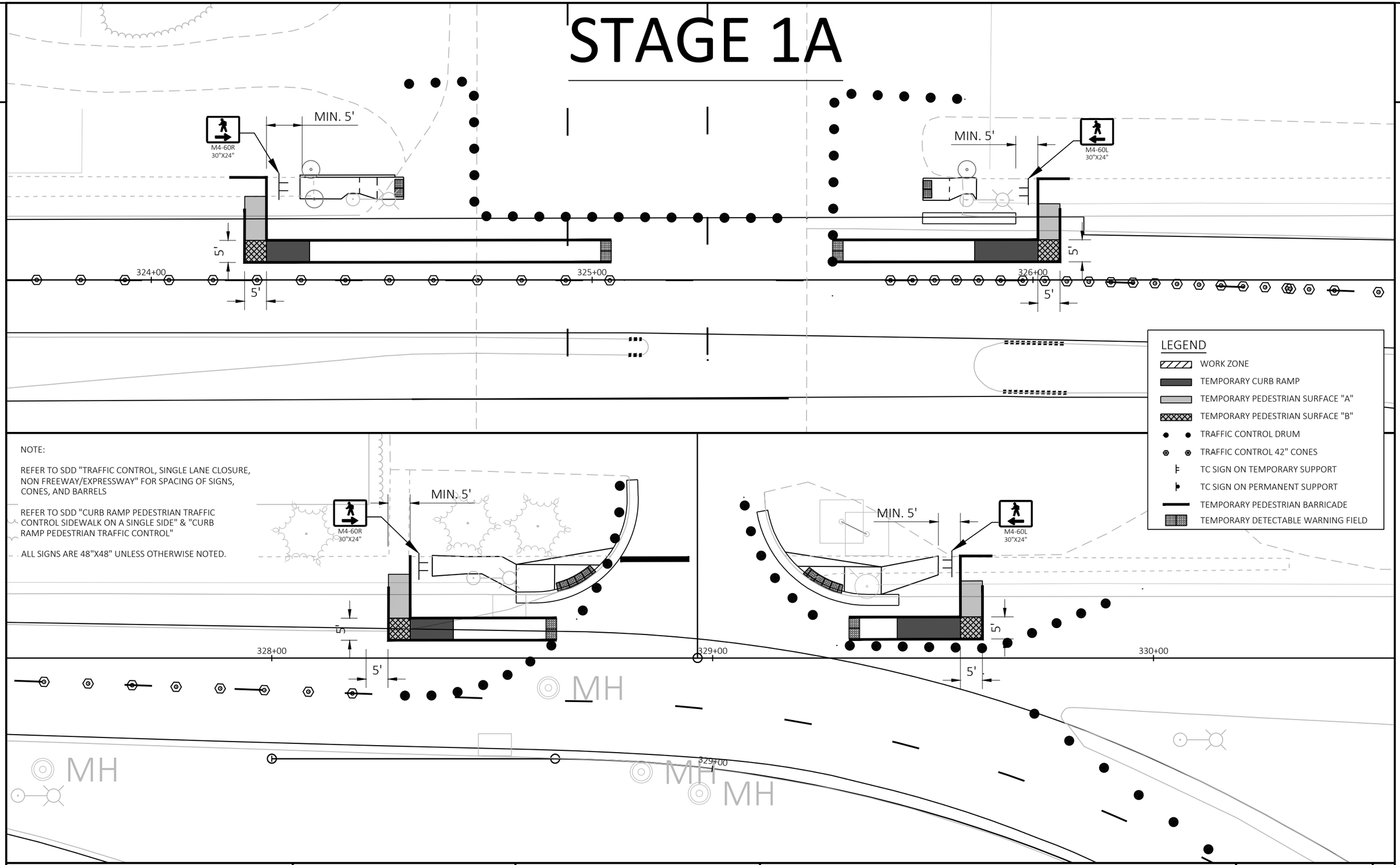
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1A	SHEET 91	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 11

PLOT DATE : 11/14/2024 3:46 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STAGE 1A



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATION TRAFFIC CONTROL	SHEET 92	E

2

STAGE 1B

ONLY

M4-60R
30"X24"

579+00

578+00

701+00

PRIVATE ACCESS AND CURB RAMP TO BE FINISHED PRIOR TO ALLEY WORK

NOTE:

REFER TO SDD "TRAFFIC CONTROL, SIGNAL LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- WORK ZONE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD

© MH

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - PEDESTRIAN ACCOMMODATION TRAFFIC CONTROL	SHEET 93	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - PED2
PLOT DATE : 11/14/2024 3:47 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

STAGE 1B

* Refer to SDD 15D20-21
"Traffic Control, Signal Lane Closure, Non Freeway/Expressway"
for spacing of signs, cones, and barrels

ROAD WORK AHEAD
W20-1A

LENROOT DRIVE

ROAD CLOSED AHEAD
W20-3A

N

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

BEGIN RIGHT TURN LANE
R3-20R
24"X36"

98+00 99+00 100+00 USH 53 101+00 102+00 103+00

580+00 581+00

24' REQ'D

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTE:

REFER TO SDD "TRAFFIC CONTROL, SIGNAL LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

REFER TO SDD "CURB RAMP PEDESTRIAN TRAFFIC CONTROL SIDEWALK ON A SINGLE SIDE" & "CURB RAMP PEDESTRIAN TRAFFIC CONTROL"

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

Must have access to animal hospital at all times

00+50 00+00 702+00 703+00 702+00 701+00

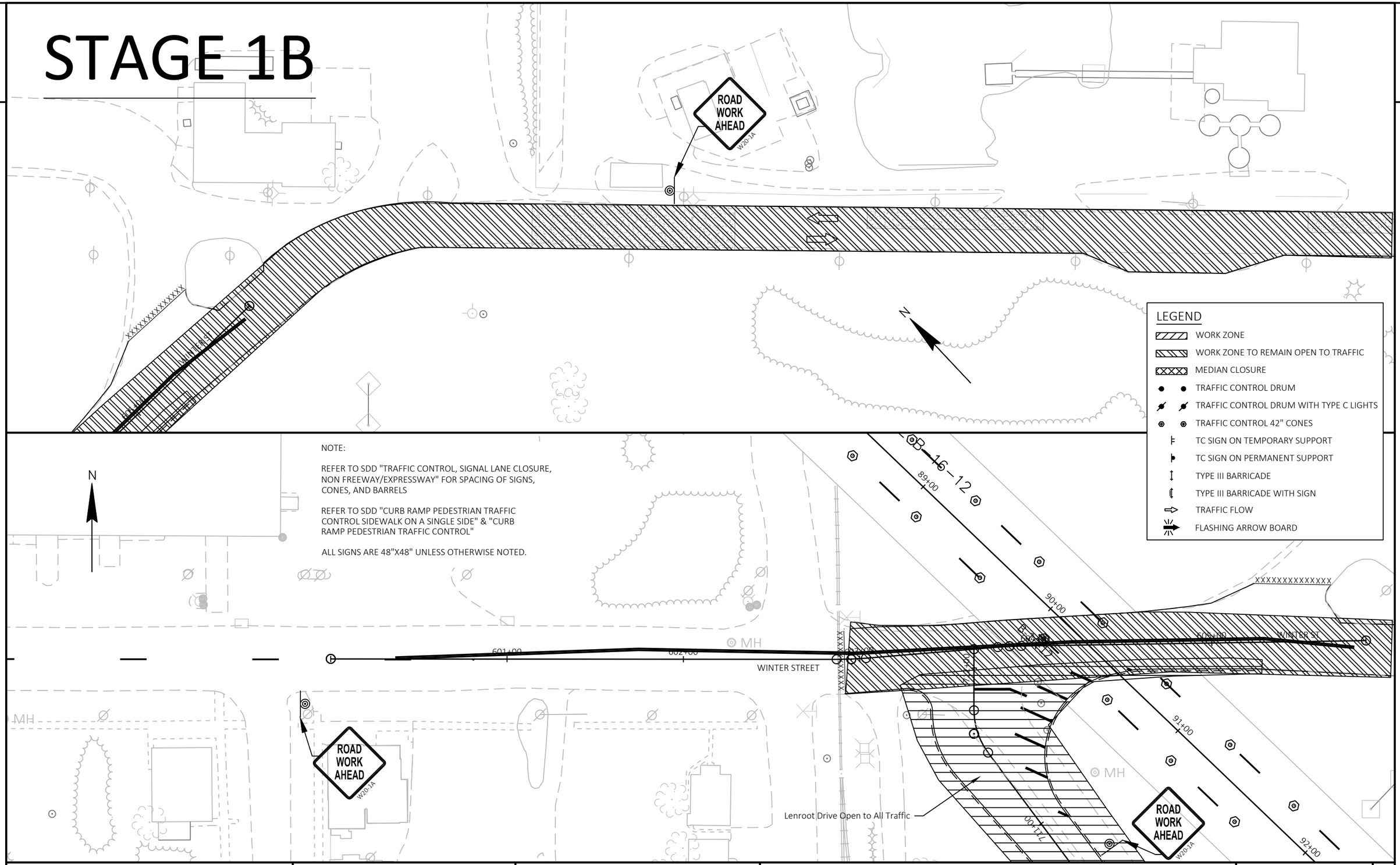
Lenroot Drive Open to All Traffic

ROAD WORK AHEAD
W20-1A

200' TYP.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1B	SHEET 94	E

STAGE 1B



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 1B	SHEET 95	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 13

PLOT DATE : 11/14/2024 3:47 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STAGE 2

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

END ROAD WORK
G20-2A
48"X24"

BEGIN LEFT TURN LANE
R3-20L
24"X36"

ROAD WORK AHEAD
W20-1A

LOCATE W20-1A SIGNS APPROXIMATELY 400' BEFORE NORTH 3RD ST

STH 35 TOWER AVE

14+00 15+00 16+00 17+00 18+00

WO1-6
48" X 24"

TYPE III BARRICADE

HUGHITT AVE

200' TYP.

124+00

123+00

15' TYP.

100'

320+00 321+00 322+00 323+00 324+00 325+00

19+00 20+00

N 3RD STREET

50' TYP.

100' TYP.

12.5' TYP.

25' TYP.

250'

200'

RAMP

224+00 225+00 226

223+00

I535 BLATNIK BRIDGE

MARKING REMOVAL LINE 4-INCH

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH, YELLOW

N

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 96	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 01

PLOT DATE : 11/14/2024 3:47 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

HUGHITT AVE
I535 BLATNIK BRIDGE
N 3RD STREET
TOWER AVE
RAMP
BEGIN LEFT TURN LANE
R3-20L 24"X36"
WO1-6 48" X 24"
TYPE III BARRICADE
ROAD WORK AHEAD
W1-6(M)

N

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 97	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 02
PLOT DATE : 11/14/2024 3:48 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:75 FT
WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD W20-1A

200' TYP.

ROAD WORK AHEAD W20-1A

CUMMING AVE

N 3RD STREET

327+00 328+00 329+00 330+00 331+00 332+00

227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00

329+00 330+00 331+00 332+00 333+00 334+00 335+00 336+00 337+00 338+00 339+00 340+00 341+00 342+00

WO1-6 48" X 24"

TYPE III BARRICADE

25' TYP.

LANE A

END ROAD WORK G20-2A 48"X24"

500'

RAMP

WO1-6 48" X 24"

TYPE III BARRICADE

WO1-6 48" X 24"

TYPE III BARRICADE

USH 53

435+00 436+00 437+00 438+00 439+00 440+00 441+00 442+00

125'

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE

MARKING REMOVAL LINE 4-INCH

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

501+00 GRAND AVE

499+00 GRAND AVE

WO1-6 48" X 24"

TYPE III BARRICADE

BEGIN LEFT TURN LANE R3-20L 24"X36"

BEGIN LEFT TURN LANE R3-20L 24"X36"

M1-4 24"X24" M1-1A 30"X24"

NORTH 53 NORTH BUSLINE 535 SOUTH 35

M1-6 24"X24"

MO3-1 24"X12" MO3-1 24"X12" MO3-3 24"X12"

MO6-2 21"X21" MO6-2 21"X21" MO6-2 21"X21"

ROAD WORK AHEAD W20-1A

N

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

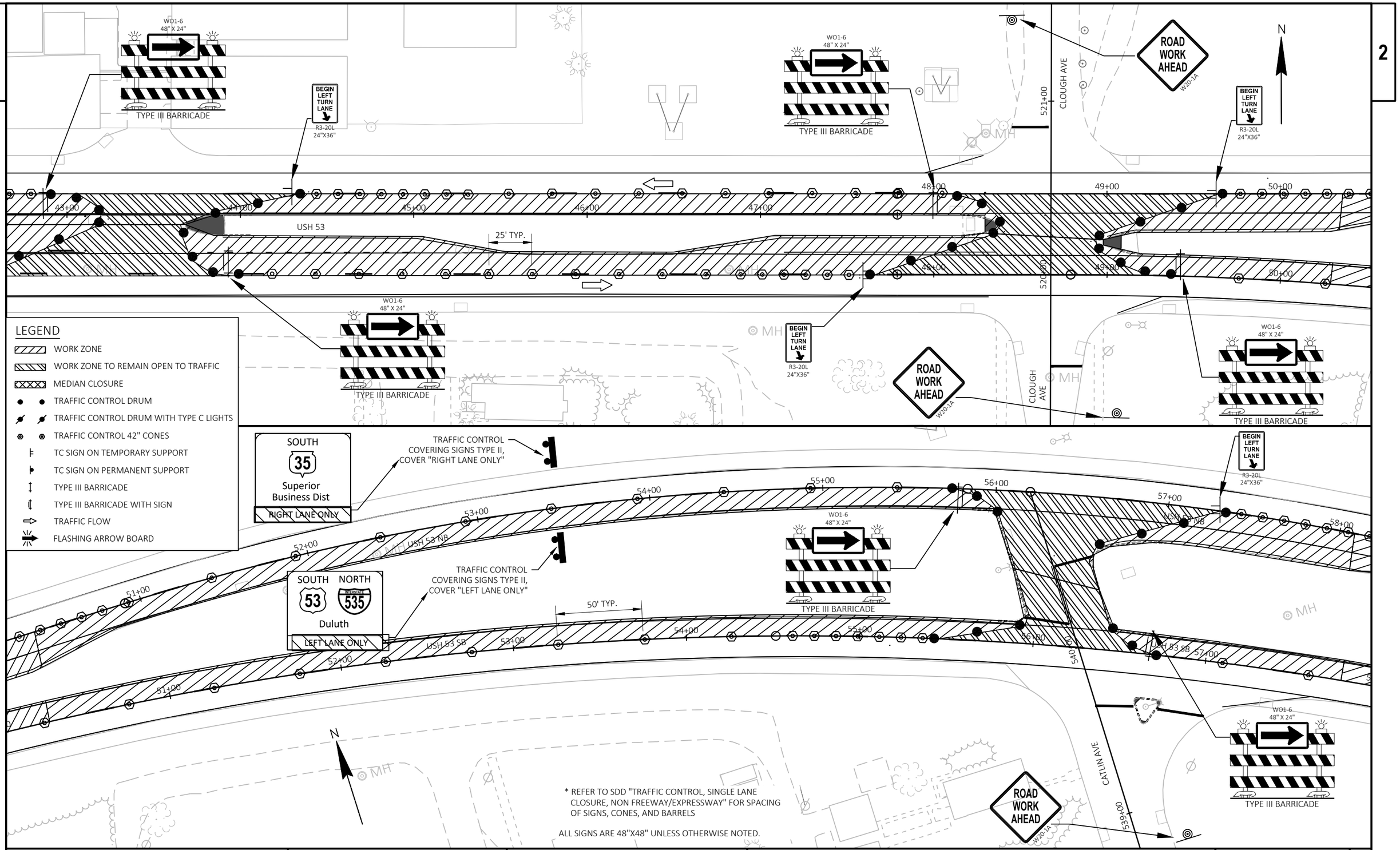
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 98	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 03

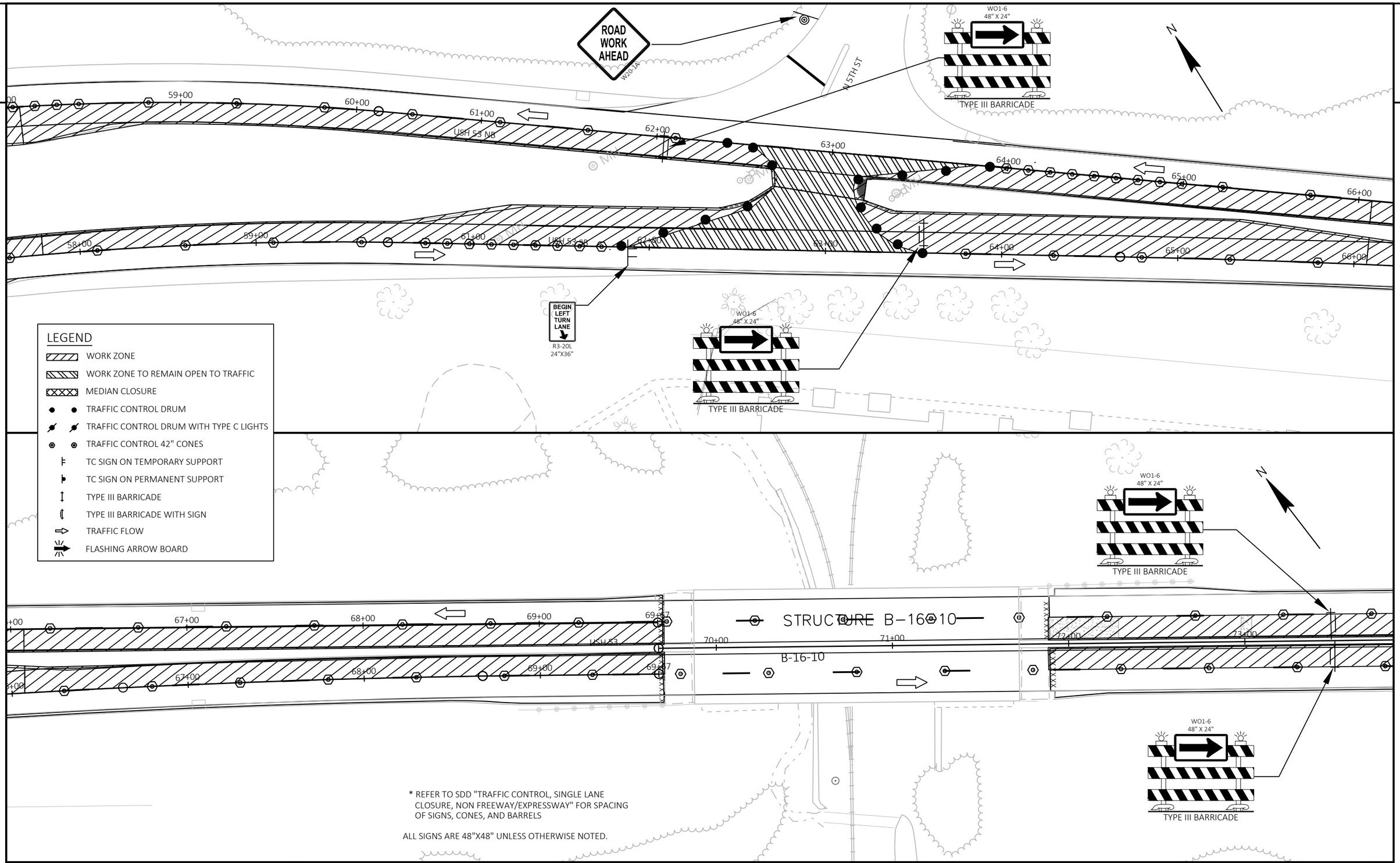
PLOT DATE : 11/14/2024 3:48 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:75 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 99	E

2

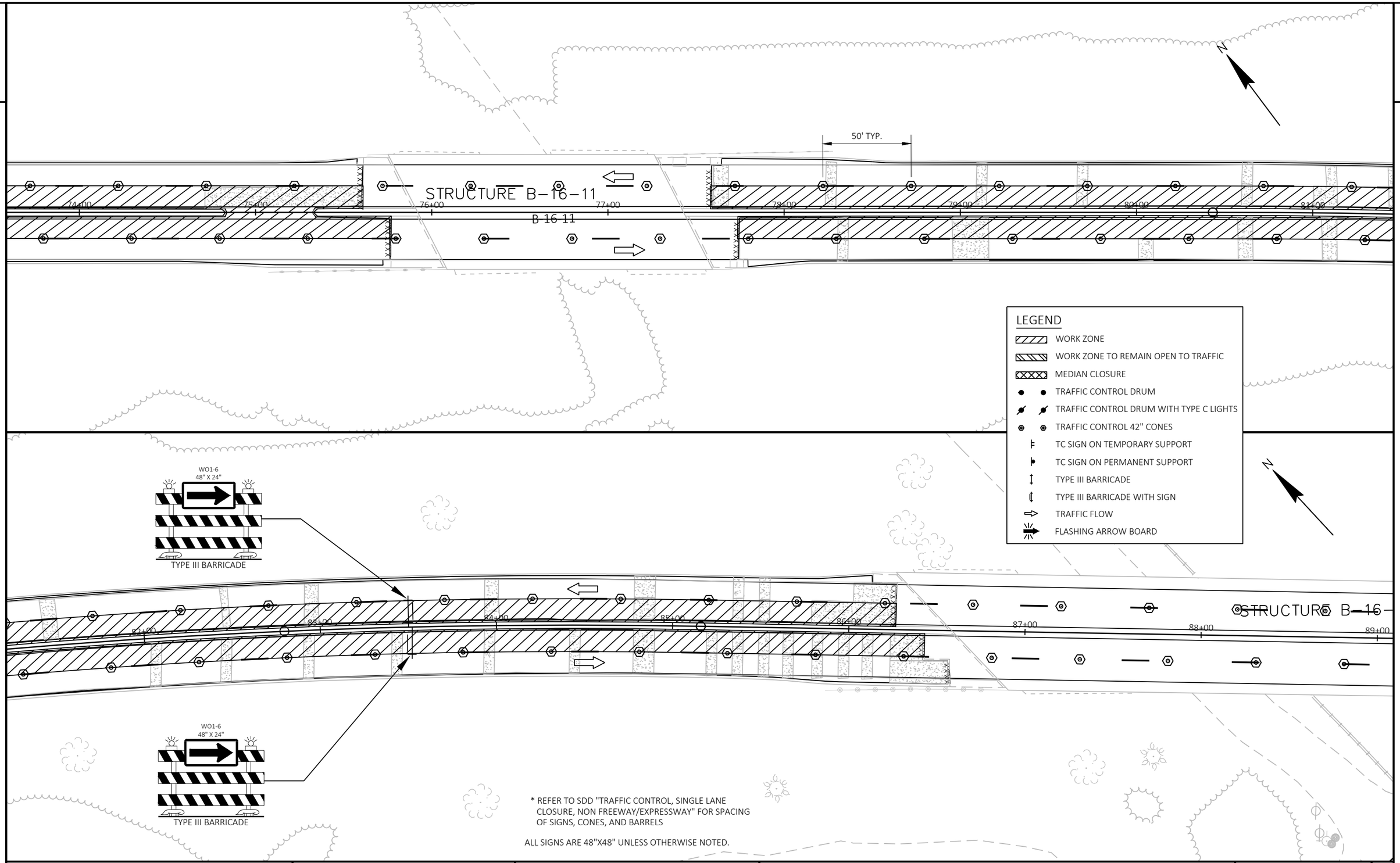


* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 100	E

2



* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 101	E

2

WO1-6
48" X 24"
TYPE III BARRICADE

WINTER STREET

605+00

50' TYP.

USH 53

16-12

89+00 90+00 91+00 92+00 93+00 94+00 95+00 96+00

B-16-12

712+00

711+00

710+00

603+00

MH

WO1-6
48" X 24"
TYPE III BARRICADE

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

NOTE: EXISTING DIVIDED HIGHWAY SIGNS MUST BE REMOVED AND TEMPORARY OR PERMANENT ONE WAY SIGNS MUST BE PLACED THE SAME WORKING DAY THE MEDIAN IS CLOSED.

R3-2
24"X24"
R6-1R
36"X12"

WO1-6
48" X 24"
TYPE III BARRICADE

ONE WAY
R6-2R
24"X30"

581+00

USH 53

97+00 98+00 99+00 100+00 101+00 102+00 103+00 104+00

582+00

Median Closed

579+00

E STREET

R3-2
24"X24"
R6-1R
36"X12"

ONE WAY
R6-2R
24"X30"

WO1-6
48" X 24"
TYPE III BARRICADE

NOTE: EXISTING DIVIDED HIGHWAY SIGNS MUST BE REMOVED AND TEMPORARY OR PERMANENT ONE WAY SIGNS MUST BE PLACED THE SAME WORKING DAY THE MEDIAN IS CLOSED.

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 102	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 07
PLOT DATE : 11/14/2024 3:49 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

2

ROAD CLOSED AHEAD
W20-3A

USH 53

105+00 106+00 107+00 108+00 109+00 110+00 111+00

100'

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

WO1-6
48" X 24"

TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24"X36"

TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW

TRAFFIC CONTROL ARROW BOARDS, FLASHING ARROW

MARKING REMOVAL LINE 4-INCH

320'

110+00 86+00 87+00 88+00 89+00 90+00 91+00 92+00

25' TYP.

400'

END ROAD WORK
G20-2A
48"X24"

2ND AVE E

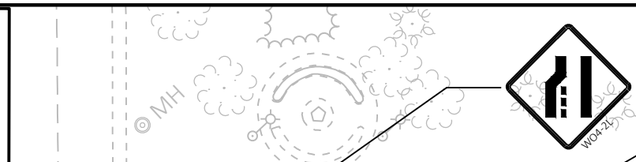
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 103	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 08

PLOT DATE : 11/14/2024 3:49 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2



350' to Start of Taper

350'

350'

MH

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

N

N

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 104	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 09

PLOT DATE : 11/14/2024 3:50 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- WORK ZONE
- WORK ZONE TO REMAIN OPEN TO TRAFFIC
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ROAD WORK AHEAD W20-1A

R3-2 24"X24"
ONE WAY
R6-1R 36"X12"

ONE WAY
R6-2R 24"X30"

USH 53

95+00 96+00 97+00 98+00 99+00 100+00 101+00 102+00

581+00 580+00

Median Closed

ONE WAY
R6-2R 24"X30"

E STREET

R3-2 24"X24"
ONE WAY
R6-1R 36"X12"

579+00 578+00 577+00

707+00 706+00 705+00 704+00 703+00 702+00 701+00

LENROOT DRIVE

ROAD WORK AHEAD W20-1A

N

2

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 2	SHEET 105	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025003_TC.DWG
LAYOUT NAME - 10
PLOT DATE : 11/14/2024 3:50 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

STAGE 3

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

END ROAD WORK
G20-2A
48"X24"

BP: 13+33.29

STH 35 TOWER AVE

14+00 15+00 16+00 17+00 18+00

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

LOCATE W20-1A SIGNS APPROXIMATELY 400' BEFORE NORTH 3RD ST

ROAD WORK AHEAD
W20-1A

200' TYP.

124+00

HUGHITT AVE

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH, WHITE

EP: 20+92.32

320+00 321+00 322+00 323+00 324+00 325+00

STH 35 TOWER AVE

19+00 20+00

N 3RD STREET

123+00

200'

55' Min.

MARKING REMOVAL LINE 4-INCH

R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE

25' TYP.

RAMP

224+00

223+00

810+00

I535
BLATNIK BRIDGE

N 3RD STREET

STH 35 TOWER AVE

225+00

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 3	SHEET 106	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025004_TC.DWG
LAYOUT NAME - 01

PLOT DATE : 11/14/2024 3:50 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

HUGHITT AVE

EP: 20+92.32

124+00

123+00

122+00

121+00

22+00

I535 BLATNIK BRIDGE

810+00

809+00

808+00

807+00

806+00

805+00

804+00

CUMMING AVE

N 3RD STREET

STH 35 TOWER AVE

320+00

321+00

322+00

323+00

324+00

325+00

326+00

327+00

328+00

329+00

330+00

331+00

224+00 RAMP

225+00

226+00

227+00

228+00

229+00

230+00

231+00

232+00

233+00

234+00

235+00

236+00

237+00

238+00

239+00

240+00

241+00

242+00

243+00

244+00

245+00

246+00

247+00

248+00

249+00

250+00

251+00

252+00

253+00

254+00

255+00

256+00

257+00

258+00

259+00

260+00

261+00

262+00

263+00

264+00

2

2

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

N

LANE A

LANE B

USH 53

100' TYP.

200' TYP.

WO1-6
48" X 24"

TYPE III BARRICADE

ROAD WORK AHEAD
W20-1A

NORTH 53 NORTH 535 SOUTH 35
D23
72"X57"

TRAFFIC CONTROL COVERING SIGNS TYPE II,
COVER USH 53 & IH 535 PORTIONS

W3-3

TRAFFIC CONTROL
COVERING SIGNS TYPE II

GRAND AVE

331+00 333+00 334+00 337+00 338+00 339+00 340+00 341+00

231+00 232+00 435+00 436+00 437+00 438+00 439+00 440+00

35+00 36+00 37+00 38+00 39+00 40+00 41+00

501+00 500+00 499+00

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 3	SHEET 108	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025004_TC.DWG
LAYOUT NAME - 03

PLOT DATE : 11/14/2024 3:50 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

WO1-6
48" X 24"

TYPE III BARRICADE

501+00

500+00

499+00

GRAND AVE

GRAND AVE

100'

25' TYP.

540'

50' TYP.

41+00

42+00

43+00

44+00

45+00

46+00

47+00

48+00

48+00

USH 53

MH

MH

MH

MH

MH

MH

MH

MH

MH

MH

N

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

ROAD WORK AHEAD
W20-1A

W4O-1A

W4O-2L

W4O-2L

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

48+00

49+00

50+00

51+00

52+00

53+00

54+00

55+00

USH 53 NB

USH 53 SB

520+00

LOUGH AVE

TRAFFIC CONTROL COVERING SIGNS TYPE II, ENTIRE SIGN

SOUTH NORTH
53
WISCONSIN 535
Duluth
LEFT LANE ONLY

N

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 3	SHEET 109	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025004_TC.DWG
LAYOUT NAME - 04

PLOT DATE : 11/14/2024 3:51 PM

PLOT BY : BUKOVITZ, CAITLIN LE

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

LEFT LANE CLOSED AHEAD W20-5SA

LEFT LANE CLOSED AHEAD W20-5SA

ROAD WORK AHEAD W20-1A

ROAD WORK AHEAD W20-1A

ROAD WORK AHEAD W20-1A

54+00 55+00 56+00 57+00 58+00 59+00 60+00 61+00 62+00

USH 53 NB

USH 53 SB

CATLIN AVE

54+00 55+00 56+00 57+00 58+00 59+00 61+00 62+00

MH

MH

MH

BP: 545+00.00

61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00

USH 53 NB

USH 53 SB

BP: 550+00.00

61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00

55+00

N 5TH ST

MH

MH

MH

MH

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 3	SHEET 110	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025004_TC.DWG
LAYOUT NAME - 05

PLOT DATE : 11/14/2024 3:51 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

EXIT

E5-1

TRAFFIC CONTROL
COVERING SIGNS II

R11-2R
48" X 30"

RAMP
CLOSED

TYPE III BARRICADE

TEMPORARY MARKING LINE
REMOVABLE TAPE 4-INCH, WHITE

25' TYP.

200'

200'

SOUTH
53 35

TRAFFIC CONTROL COVERING SIGNS TYPE II,
COVER ARROW ON EXISTING E4-1 SIGN

I535
BLATNIK BRIDGE

STH 35 TOWER AVE

N 3RD STREET

RAMP

805+00 806+00 807+00 808+00 809+00 810+00 811+00 812+00

812+00 813+00 814+00 815+00 816+00 817+00 818+00 819+00

214+00 215+00 224+00 225+00 230+00 238+00 240+00 246+00 324+00 325+00 326+00

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

RAMP
CLOSED
1000 FT

W20-5aL

N

N

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 3	SHEET 111	E

2

2

SOUTH
53 35
RAMP CLOSED
G20-63

TRAFFIC CONTROL SIGNS,
PLACE SIGN G20-63 (108"X24") OVER
"RIGHT LANE" ON EXISTING E1-1A SIGN

N

820+00 821+00 822+00 823+00 824+00 825+00 826+00 827+00

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

SOUTH
53 35
EXIT CLOSED
G20-60

TRAFFIC CONTROL SIGNS, PLACE
G20-60 (108"X24") SIGN OVER
MILEAGE ON EXISTING E1-1A SIGN

RAMP CLOSED AHEAD
W20-53A

N

828+00 829+00 830+00 831+00 832+00 833+00 834+00

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 3	SHEET 112	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025004_TC.DWG
LAYOUT NAME - 07

PLOT DATE : 11/14/2024 3:52 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

835+00

836+00

837+00

838+00

839+00

840+00

841+00

842+00

843+00

844+00

845+00

846+00

847+00

848+00

849+00

LEGEND

- WORK ZONE
- CONCRETE PANEL REPAIR AND REPLACEMENT
- MEDIAN CLOSURE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C LIGHTS
- TRAFFIC CONTROL 42" CONES
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- TRAFFIC FLOW
- FLASHING ARROW BOARD

* REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR SPACING OF SIGNS, CONES, AND BARRELS

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ROAD WORK AHEAD

W20-1A

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	TRAFFIC CONTROL - STAGE 3	SHEET 113	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\025004_TC.DWG
LAYOUT NAME - 08

PLOT DATE : 11/14/2024 3:52 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

2

2

LEGEND

- WORK ZONE
- DETOUR ROUTE
- TRAFFIC FLOW
- TC SIGN ON TEMPORARY SUPPORT
- TC SIGN ON PERMANENT SUPPORT

- SB I535 (from Duluth) to SB US 53 (EB US 2): *Ramp*
  - Hammond to Winter (RT turn) to SB STH 35, Tower (LT turn) to US 2, Belknap (LT turn)
- SB I535 (from Duluth) to SB STH 35: *Hughitt* and 3rd St.
  - Hammond to Winter (RT turn) to Tower (LT turn)
- NB US 53 to NB I535 (to Duluth): *Ramp*
  - E Street (RT turn), 1st Street, Winter to Hammond (RT turn)
- EB 3rd Street (from NB STH 35, Tower) to Duluth: *Lane B to Ramp*
  - E Street (RT turn), Lenroot Drive, Winter (LT turn) to Hammond (RT turn)

N

N 3rd STREET

35

STH 35 - TOWER AVE

HAMMOND AVE

GRAND AVE

CLOUGH AVE

CATLIN AVE

USH 53 - E 2nd STREET

53

WINTER ST

WINTER ST

LENROOT DR

E 1ST/ WATER ST

HILL AVE

E STREET

USH 53 - E 2nd STREET

N 12TH ST

STH 35 - TOWER AVE

HAMMOND AVE

GRAND AVE

CLOUGH AVE

CATLIN AVE

35

2

USH 2 - BELKNAP ST

USH 2 - BELKNAP ST

USH 2 - BELKNAP ST

2

2

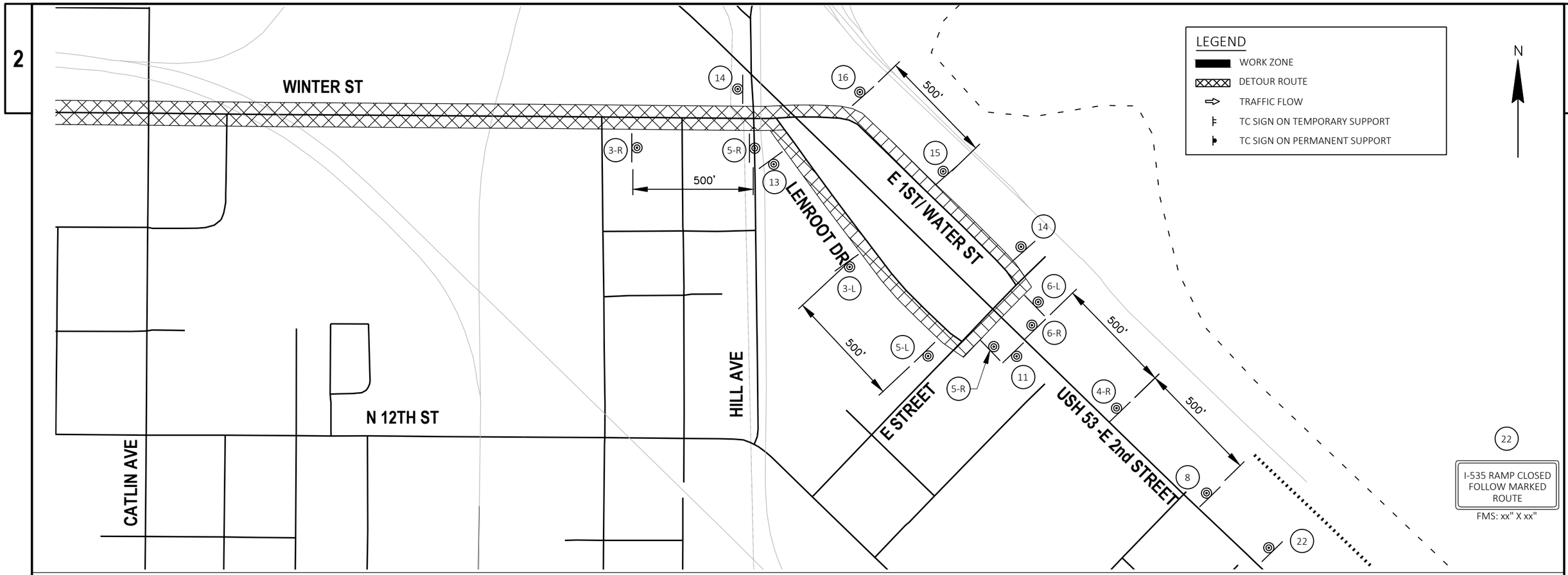
53

PROJECT NO: 1198-03-03	HWY: USH 53	COUNTY: DOUGLAS	RAMP CLOSURES - STAGE 3	SHEET 114	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\027000_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 11/14/2024 3:57 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:700 FT

WISDOT/CADDS SHEET 42



GENERAL ROUTE NOTES:

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

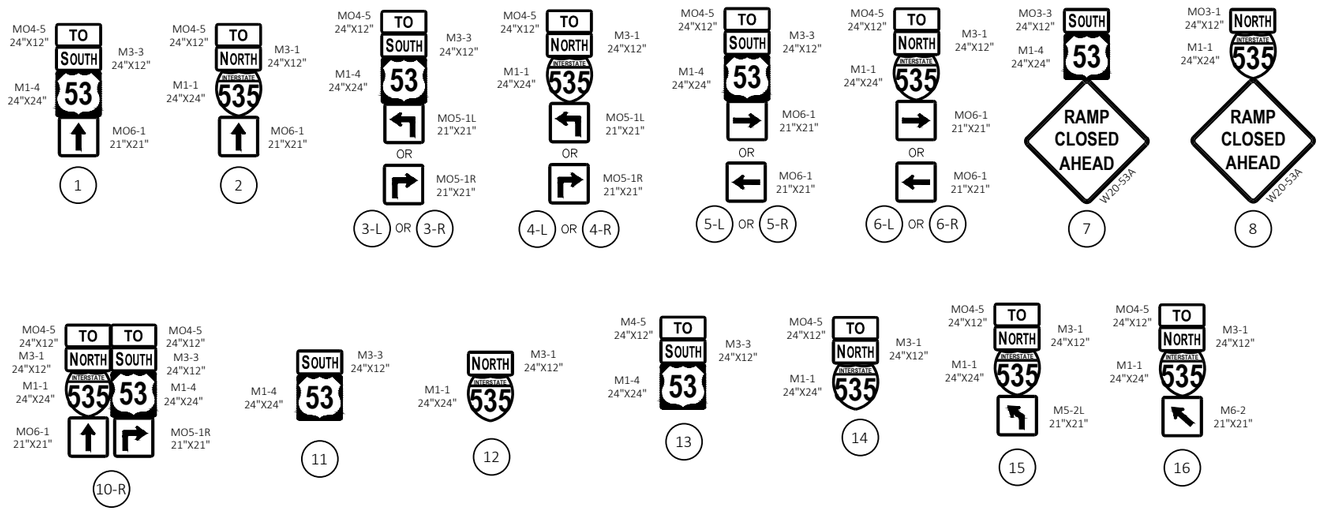
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

"WO" SIGNS ARE THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

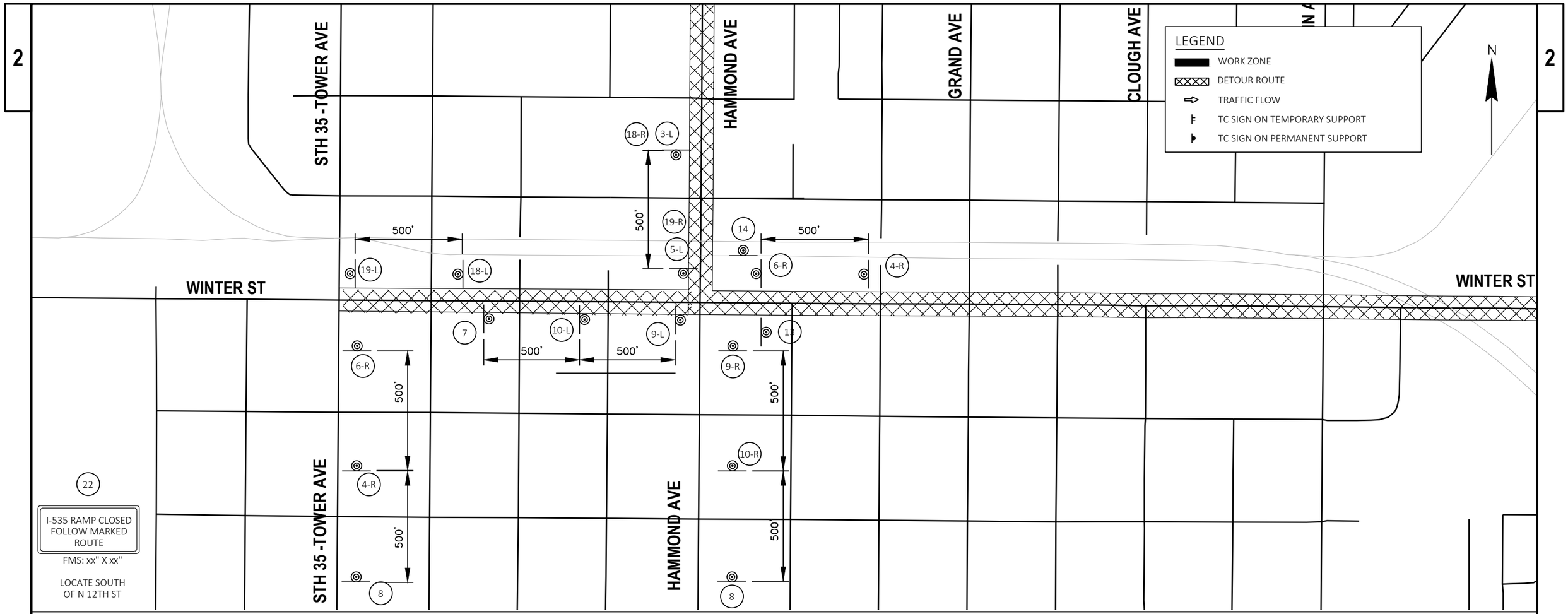
ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.



PROJECT NO: 1198-03-03	HWY: USH 53	COUNTY: DOUGLAS	RAMP CLOSURES - STAGE 3	SHEET 115	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\027000_DT.DWG
LAYOUT NAME - 02

PLOT DATE : 11/14/2024 3:57 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : Custom



GENERAL DETOUR NOTES:

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

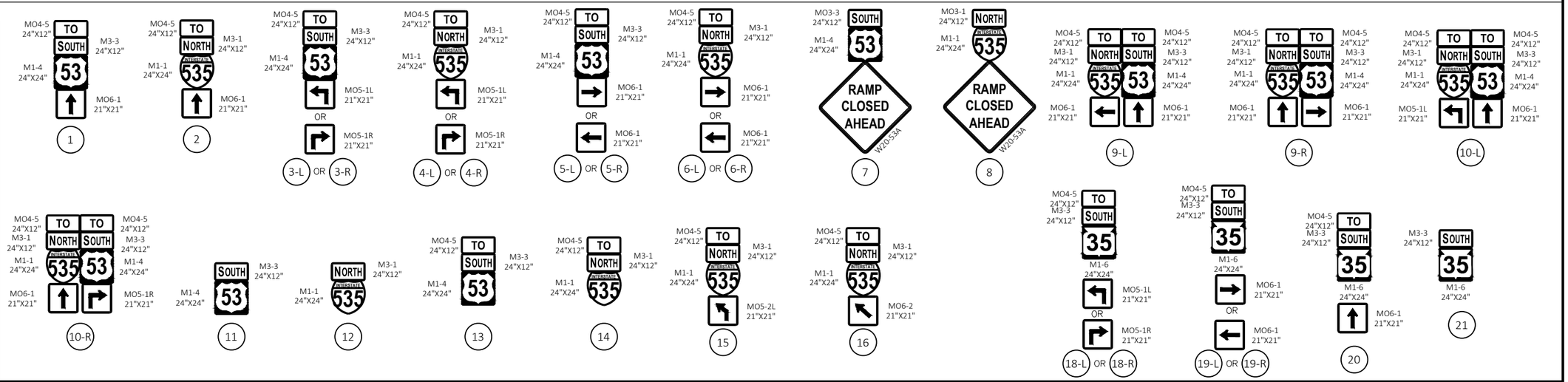
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

"WO" SIGNS ARE THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.



PROJECT NO: 1198-03-03	HWY: USH 53	COUNTY: DOUGLAS	RAMP CLOSURES - STAGE 3	SHEET 116	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\027000_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 11/14/2024 3:57 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:400 FT

WISDOT/CADDS SHEET 42

GENERAL DETOUR NOTES:

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS ARE APPROXIMATE AND SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DURING HOURS OF DARKNESS ALL BARRICADES USED TO SHIELD A HAZARD SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE A.

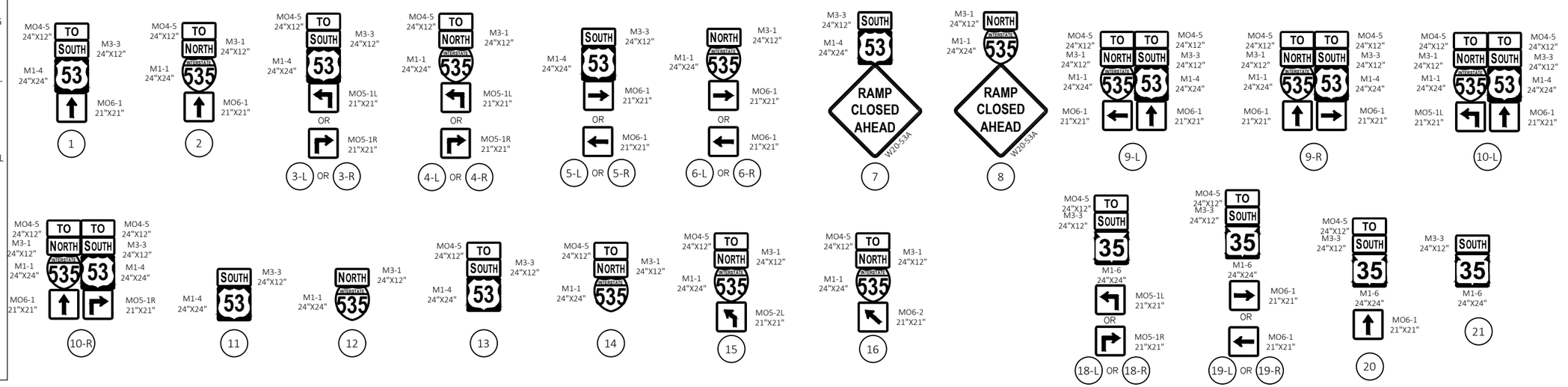
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

"WO" SIGNS ARE THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS OR PAVEMENT MARKING, TEMPORARY OR EXISTING, WHICH MAY CONFLICT WITH THE CONSTRUCTION TRAFFIC PATTERN SHALL BE REMOVED OR COVERED.



PROJECT NO: 1198-03-03	HWY: USH 53	COUNTY: DOUGLAS	RAMP CLOSURES - STAGE 3	SHEET 117	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\027000_DT.DWG
LAYOUT NAME - 04

PLOT DATE : 11/14/2024 3:57 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:500 FT

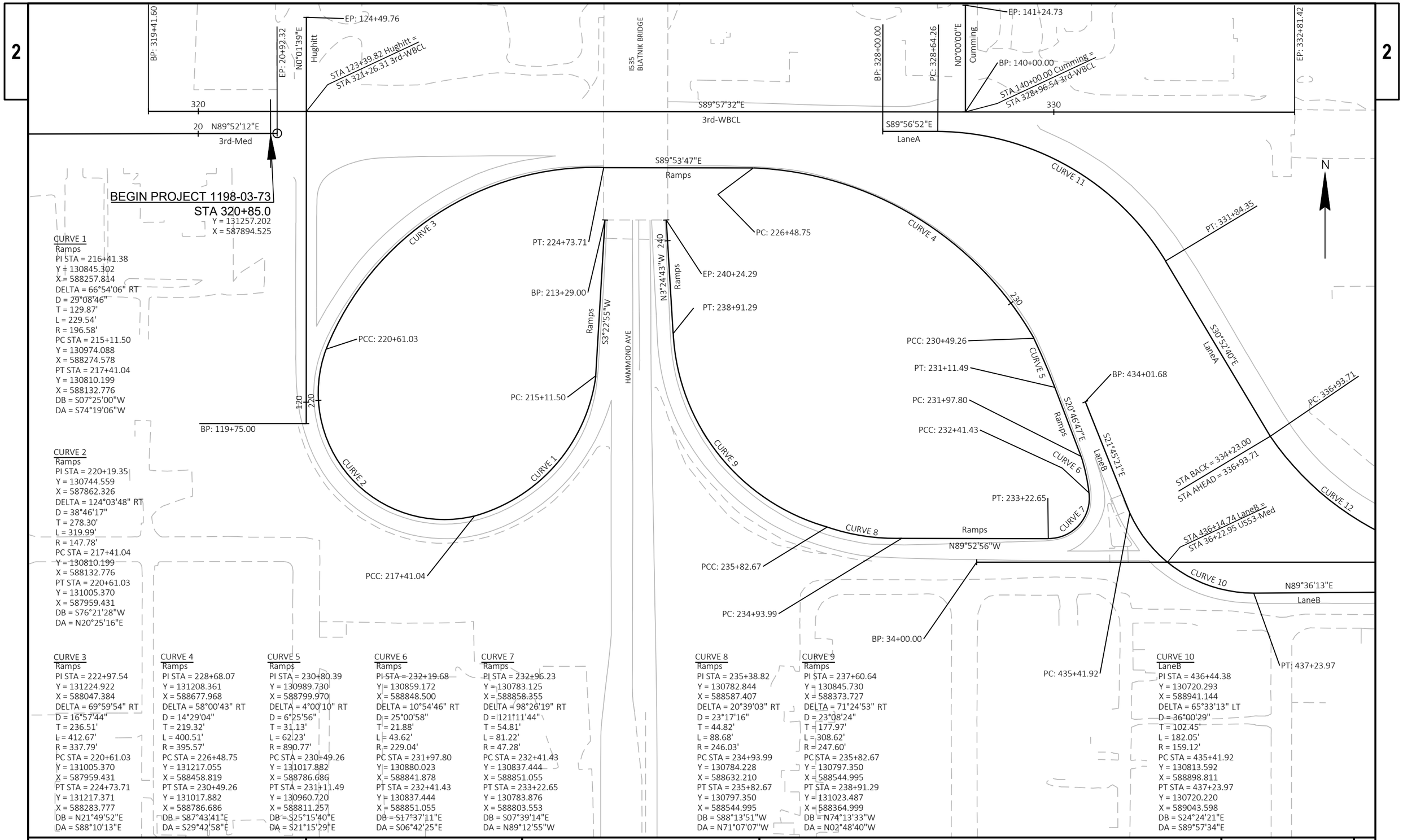
WISDOT/CADDS SHEET 42

2

BP: 319+41.60
EP: 20+92.32
EP: 124+49.76
I535 BLATNIK BRIDGE
BP: 328+00.00
PC: 328+64.26
CUMMING AVE
EP: 332+81.42
EP: 141+24.73
BP: 140+00.00
N 3RD STREET
STH 35 TOWER AVE
HUGHITT AVE
N01°01'35"E
N00°00'00"E
320
25
330
LANE A
PT: 331+84.35
RAMP
PT: 224+73.71
BP: 213+29.00
PCC: 220+61.03
PC: 215+11.50
BP: 119+75.00
PCC: 217+41.04
PC: 226+48.75
EP: 240+24.29
PT: 238+91.29
PCC: 230+49.26
PT: 231+11.49
PC: 231+97.80
PCC: 232+41.43
PT: 233+22.65
BP: 434+01.68
PC: 336+93.71
STA BACK = 334+23.00
STA AHEAD = 336+93.71
BEGIN PROJECT
STA 320+85.0
240
230
220
210
RAMP
PCC: 235+82.67
PC: 234+93.99
BP: 34+00.00
PC: 435+41.92
HAMMOND AVE
LANE B
EP: 440+00.54
PT: 437+23.97
EP: 340+00.00
EP: 501+27.22
BP: 498+45.85
GRAND AVE
USH 53
BP: 47+78.94
PC: 50+90.62
EP: 521+63.21
EP: 47+78.94
BP: 47+78.94
BP: 518+50.30
PC: 48+78.95
CLOUGH AVE
USH 53 NB
USH 53 SB
EP: 540+93.89
PT: 60+12.49
BP: 537+89.33
N. 5TH STREET
CATLIN AVE
N56°05'43"E
N 5TH ST
EP: 553+33.26
BP: 550+00.00
STA BACK = 59+74.78
STA AHEAD = 60+51.59
PT: 60+51.59
PC: 64+67.24
PT: 68+67.24
EP: 69+67.24
S53°02'29"E
EP: 69+67.24
PC: 80+43.26
PT: 85+15.94
BP: 69+67.24
S53°04'45"E
B-16-10
B-16-11
B-16-12
USH 53
E 1ST ST/ WATER ST
END PROJECT 1198-03-80
STA 712+90.99 (LENROOT DRV)
EP: 605+87.38
PT: 603+91.86
PC: 603+78.51
PT: 603+03.50
PC: 602+86.82
BP: 600+00.00
LENROOT DRIVE
EP: 712+10.71
PT: 711+76.00
PC: 711+50.31
PT: 709+44.22
PC: 708+55.24
PT: 707+10.03
PC: 705+56.77
PT: 703+02.29
PC: 702+47.74
BP: 700+00.00
WINTER STREET
EP: 581+71.47
PI: 578+89.29
PI: 577+83.45
BP: 576+18.27
E STREET
END PROJECT 1198-03-73
STA 110+25
BEGIN PROJECT 1198-03-80
STA 580+00.0 (E STREET)
PI: 85+50.00
2ND AVE E
STA BACK = 112+69.60
STA AHEAD = 85+50.00
USH 53
EAST 2ND STREET
N

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT DETAILS	SHEET 118	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - OVERVIEW
PLOT DATE : 11/14/2024 4:11 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1"=300'



CURVE 1
Ramps
PI STA = 216+41.38
Y = 130845.302
X = 588257.814
DELTA = 66°54'06" RT
D = 29°08'46"
T = 129.87'
L = 229.54'
R = 196.58'
PC STA = 215+11.50
Y = 130974.088
X = 588274.578
PT STA = 217+41.04
Y = 130810.199
X = 588132.776
DB = S07°25'00"W
DA = S74°19'06"W

CURVE 2
Ramps
PI STA = 220+19.35
Y = 130744.559
X = 587862.326
DELTA = 124°03'48" RT
D = 38°46'17"
T = 278.30'
L = 319.99'
R = 147.78'
PC STA = 217+41.04
Y = 130810.199
X = 588132.776
PT STA = 220+61.03
Y = 131005.370
X = 587959.431
DB = S76°21'28"W
DA = N20°25'16"E

CURVE 3
Ramps
PI STA = 222+97.54
Y = 131224.922
X = 588047.384
DELTA = 69°59'54" RT
D = 16°57'44"
T = 236.51'
L = 412.67'
R = 337.79'
PC STA = 220+61.03
Y = 131005.370
X = 587959.431
PT STA = 224+73.71
Y = 131217.371
X = 588283.777
DB = N21°49'52"E
DA = S88°10'13"E

CURVE 4
Ramps
PI STA = 228+68.07
Y = 131208.361
X = 588677.968
DELTA = 58°00'43" RT
D = 14°29'04"
T = 219.32'
L = 400.51'
R = 395.57'
PC STA = 226+48.75
Y = 131217.055
X = 588458.819
PT STA = 230+49.26
Y = 131017.882
X = 588786.686
DB = S87°43'41"E
DA = S29°42'58"E

CURVE 5
Ramps
PI STA = 230+80.39
Y = 130989.730
X = 588799.970
DELTA = 4°00'10" RT
D = 6°25'56"
T = 31.13'
L = 62.23'
R = 890.77'
PC STA = 230+49.26
Y = 131017.882
X = 588786.686
PT STA = 231+11.49
Y = 130960.720
X = 588811.257
DB = S25°15'40"E
DA = S21°15'29"E

CURVE 6
Ramps
PI STA = 232+19.68
Y = 130859.172
X = 588848.500
DELTA = 10°54'46" RT
D = 25°00'58"
T = 21.88'
L = 43.62'
R = 229.04'
PC STA = 231+97.80
Y = 130880.023
X = 588841.878
PT STA = 232+41.43
Y = 130837.444
X = 588851.055
DB = S17°37'11"E
DA = S06°42'25"E

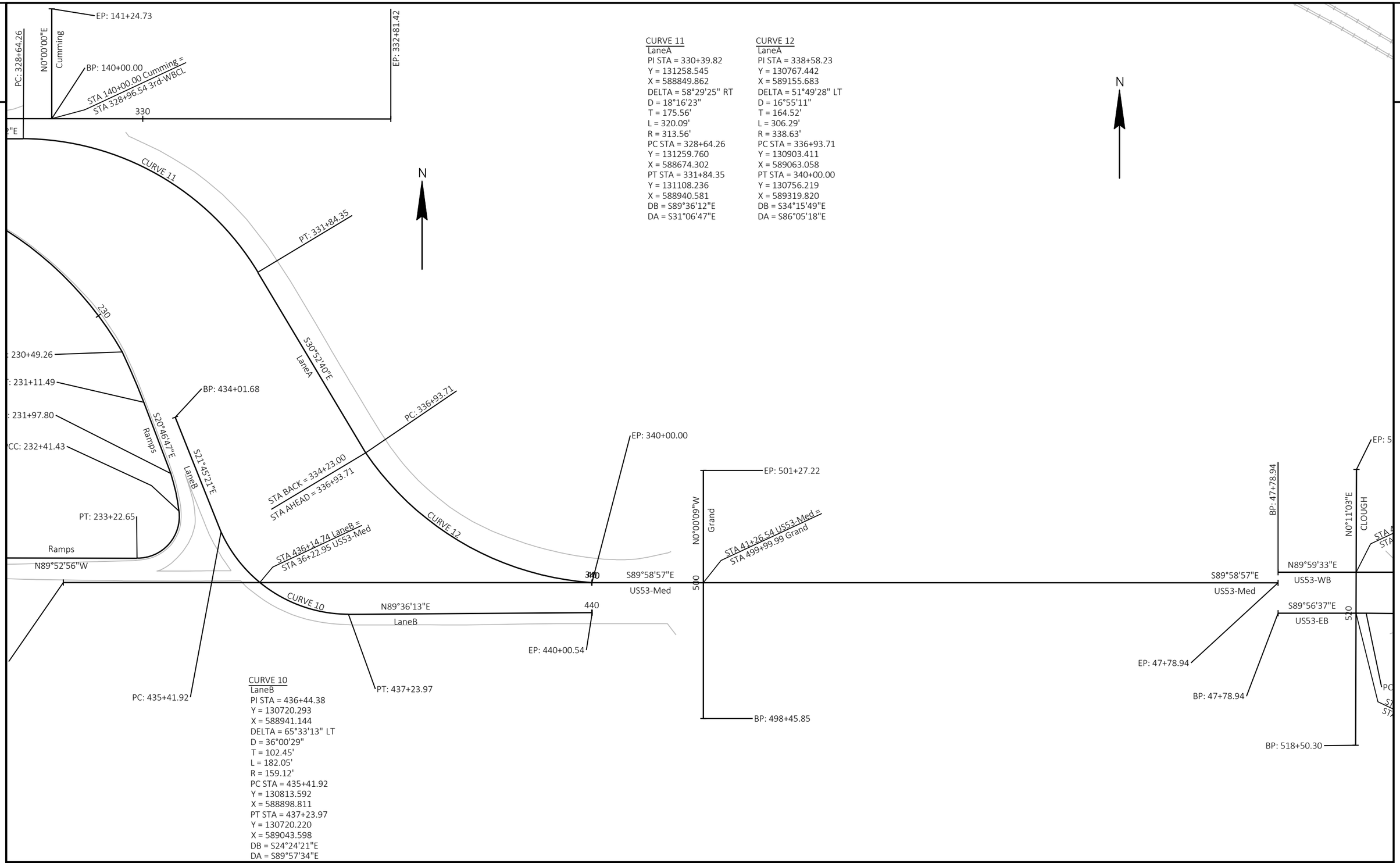
CURVE 7
Ramps
PI STA = 232+96.23
Y = 130783.125
X = 588858.355
DELTA = 98°26'19" RT
D = 121°11'44"
T = 54.81'
L = 81.22'
R = 47.28'
PC STA = 232+41.43
Y = 130837.444
X = 588851.055
PT STA = 233+22.65
Y = 130783.876
X = 588803.553
DB = S07°39'14"E
DA = N89°12'55"W

CURVE 8
Ramps
PI STA = 235+38.82
Y = 130782.844
X = 588587.407
DELTA = 20°39'03" RT
D = 23°17'16"
T = 44.82'
L = 88.68'
R = 246.03'
PC STA = 234+93.99
Y = 130784.228
X = 588632.210
PT STA = 235+82.67
Y = 130797.350
X = 588544.995
DB = S88°13'51"W
DA = N71°07'07"W

CURVE 9
Ramps
PI STA = 237+60.64
Y = 130845.730
X = 588373.727
DELTA = 71°24'53" RT
D = 23°08'24"
T = 177.97'
L = 308.62'
R = 247.60'
PC STA = 235+82.67
Y = 130797.350
X = 588544.995
PT STA = 238+91.29
Y = 131023.487
X = 588364.999
DB = N74°13'33"W
DA = N02°48'40"W

CURVE 10
LaneB
PI STA = 436+44.38
Y = 130720.293
X = 588941.144
DELTA = 65°33'13" LT
D = 36°00'29"
T = 102.45'
L = 182.05'
R = 159.12'
PC STA = 435+41.92
Y = 130813.592
X = 588898.811
PT STA = 437+23.97
Y = 130720.220
X = 589043.598
DB = S24°24'21"E
DA = S89°57'34"E

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT DETAILS	SHEET 119	E

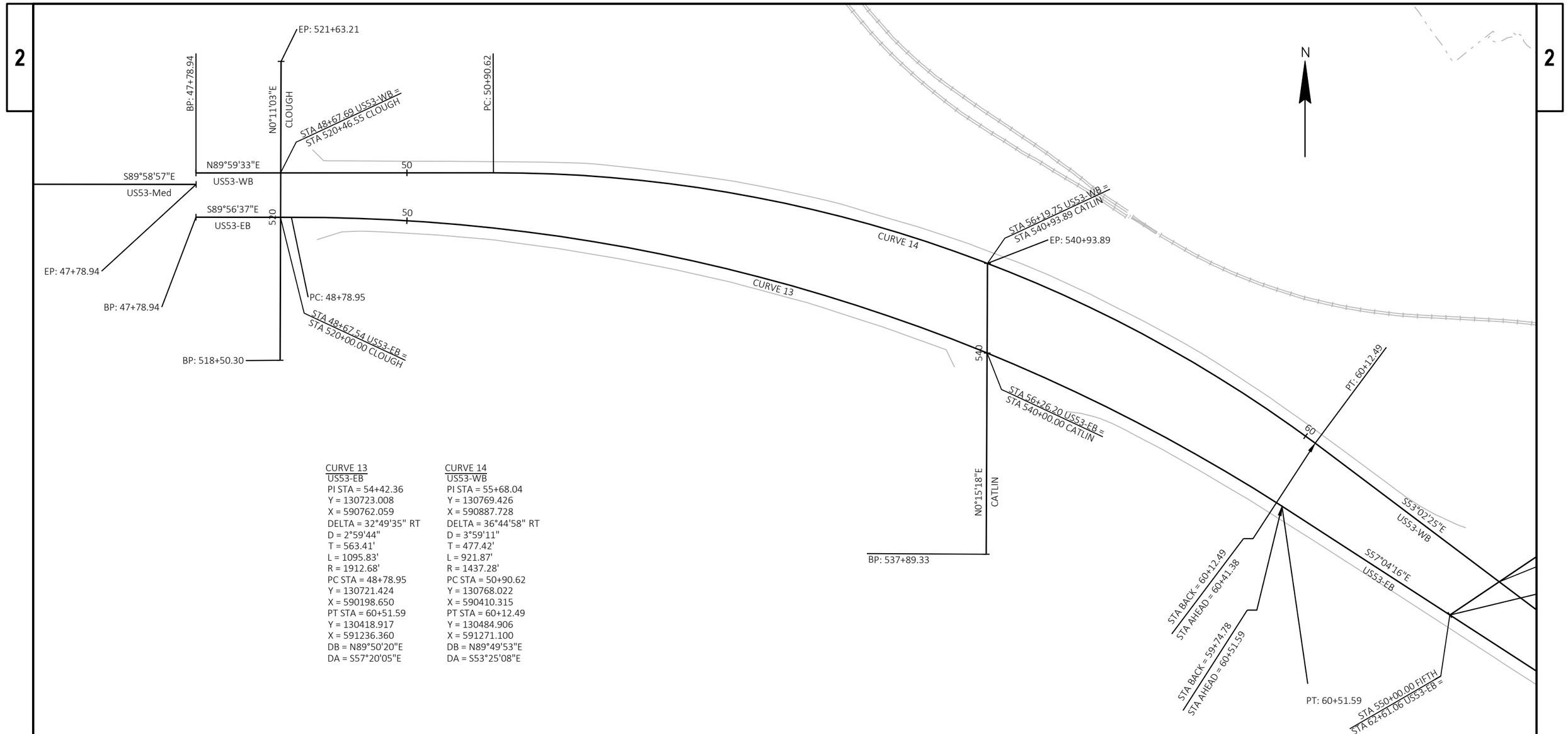


CURVE 11
LaneA
PI STA = 330+39.82
Y = 131258.545
X = 588849.862
DELTA = 58°29'25" RT
D = 18°16'23"
T = 175.56'
L = 320.09'
R = 313.56'
PC STA = 328+64.26
Y = 131259.760
X = 588674.302
PT STA = 331+84.35
Y = 131108.236
X = 588940.581
DB = S89°36'12"E
DA = S31°06'47"E

CURVE 12
LaneA
PI STA = 338+58.23
Y = 130767.442
X = 589155.683
DELTA = 51°49'28" LT
D = 16°55'11"
T = 164.52'
L = 306.29'
R = 338.63'
PC STA = 336+93.71
Y = 130903.411
X = 589063.058
PT STA = 340+00.00
Y = 130756.219
X = 589319.820
DB = S34°15'49"E
DA = S86°05'18"E

CURVE 10
LaneB
PI STA = 436+44.38
Y = 130720.293
X = 588941.144
DELTA = 65°33'13" LT
D = 36°00'29"
T = 102.45'
L = 182.05'
R = 159.12'
PC STA = 435+41.92
Y = 130813.592
X = 588898.811
PT STA = 437+23.97
Y = 130720.220
X = 589043.598
DB = S24°24'21"E
DA = S89°57'34"E

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT DETAILS	SHEET 120	E

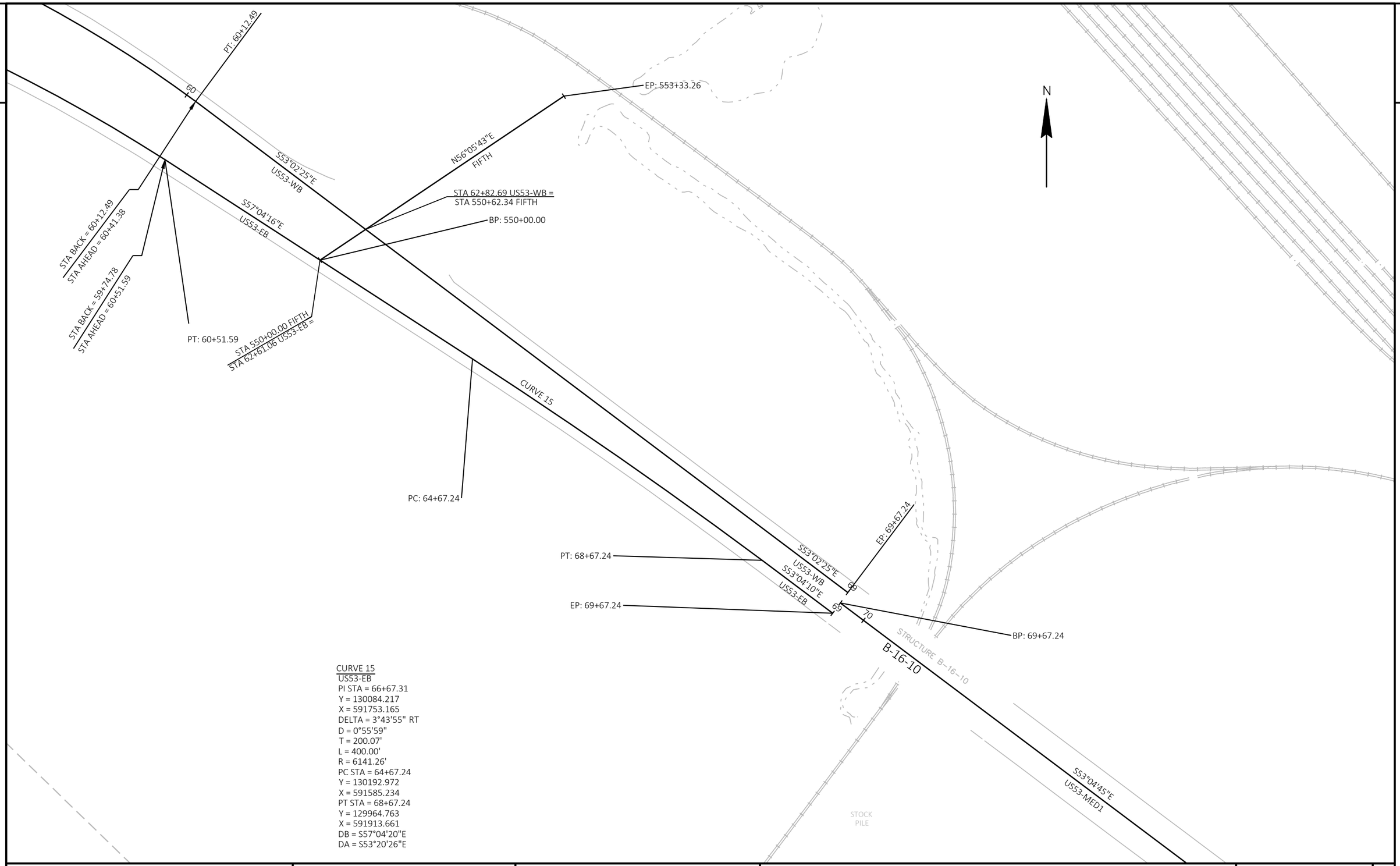


CURVE 13
US53-EB
PI STA = 54+42.36
Y = 130723.008
X = 590762.059
DELTA = 32°49'35" RT
D = 2°59'44"
T = 563.41'
L = 1095.83'
R = 1912.68'
PC STA = 48+78.95
Y = 130721.424
X = 590198.650
PT STA = 60+51.59
Y = 130418.917
X = 591236.360
DB = N89°50'20"E
DA = S57°20'05"E

CURVE 14
US53-WB
PI STA = 55+68.04
Y = 130769.426
X = 590887.728
DELTA = 36°44'58" RT
D = 3°59'11"
T = 477.42'
L = 921.87'
R = 1437.28'
PC STA = 50+90.62
Y = 130768.022
X = 590410.315
PT STA = 60+12.49
Y = 130484.906
X = 591271.100
DB = N89°49'53"E
DA = S53°25'08"E

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT DETAILS	SHEET 121	E

2



CURVE 15
US53-EB
PI STA = 66+67.31
Y = 130084.217
X = 591753.165
DELTA = 3°43'55" RT
D = 0°55'59"
T = 200.07'
L = 400.00'
R = 6141.26'
PC STA = 64+67.24
Y = 130192.972
X = 591585.234
PT STA = 68+67.24
Y = 129964.763
X = 591913.661
DB = S57°04'20"E
DA = S53°20'26"E

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT DETAILS	SHEET 122	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - AD4
PLOT DATE : 11/14/2024 4:11 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

S53°04'45"E
US53-MED1

STRUCTURE B-16-11

B-16-11

PC: 80+43.26

80

CURVE 16

PT: 85+15.94

S46°14'08"E
US53-MED1

N

CURVE 16
US53-MED1
PI STA = 82+79.91
Y = 129128.635
X = 593052.421
DELTA = 7°11'40" RT
D = 1°31'20"
T = 236.65'
L = 472.67'
R = 3764.25'
PC STA = 80+43.26
Y = 129270.010
X = 592862.644
PT STA = 85+15.94
Y = 128964.606
X = 593222.998
DB = S53°18'56"E
DA = S46°07'16"E

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT DETAILS	SHEET 123	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - AD5

PLOT DATE : 11/14/2024 4:11 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

CURVE 17
Winter
PI STA = 602+95.16
Y = 128601.124
X = 593459.534
DELTA = 4°46'47" LT
D = 28°38'52"
T = 8.35'
L = 16.68'
R = 200.00'
PC STA = 602+86.82
Y = 128601.131
X = 593451.187
PT STA = 603+03.50
Y = 128601.812
X = 593467.852
DB = S89°56'54"E
DA = N85°16'19"E

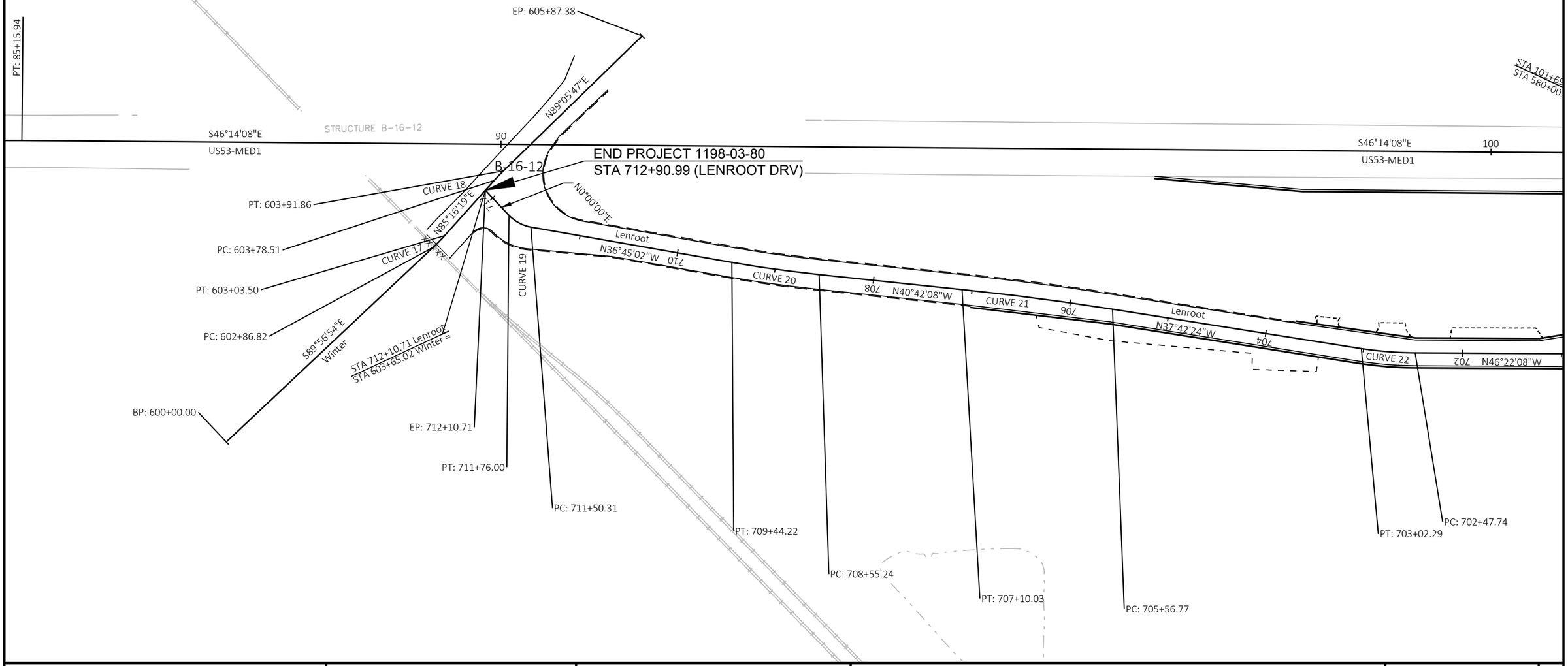
CURVE 18
Winter
PI STA = 603+85.19
Y = 128608.545
X = 593549.266
DELTA = 3°49'28" RT
D = 28°38'52"
T = 6.68'
L = 13.35'
R = 200.00'
PC STA = 603+78.51
Y = 128607.995
X = 593542.611
PT STA = 603+91.86
Y = 128608.650
X = 593555.942
DB = N85°16'19"E
DA = N89°05'47"E

CURVE 19
Lenroot
PI STA = 711+63.61
Y = 128558.864
X = 593529.165
DELTA = 36°45'02" RT
D = 143°01'42"
T = 13.31'
L = 25.69'
R = 40.06'
PC STA = 711+50.31
Y = 128548.202
X = 593537.127
PT STA = 711+76.00
Y = 128572.171
X = 593529.165
DB = N36°45'02"W
DA = N00°00'00"E

CURVE 20
Lenroot
PI STA = 708+99.75
Y = 128347.413
X = 593687.066
DELTA = 3°57'06" RT
D = 4°26'27"
T = 44.51'
L = 88.99'
R = 1290.23'
PC STA = 708+55.24
Y = 128313.669
X = 593716.092
PT STA = 709+44.22
Y = 128383.077
X = 593660.433
DB = N40°42'08"W
DA = N36°45'02"W

CURVE 21
Lenroot
PI STA = 706+33.42
Y = 128145.480
X = 593860.769
DELTA = 2°59'44" LT
D = 1°57'16"
T = 76.65'
L = 153.27'
R = 2931.60'
PC STA = 705+56.77
Y = 128084.837
X = 593907.650
PT STA = 707+10.03
Y = 128203.590
X = 593810.783
DB = N37°42'24"W
DA = N40°42'08"W

CURVE 22
Lenroot
PI STA = 702+75.07
Y = 127861.889
X = 594080.006
DELTA = 8°39'43" RT
D = 15°52'49"
T = 27.33'
L = 54.55'
R = 360.80'
PC STA = 702+47.74
Y = 127843.034
X = 594099.783
PT STA = 703+02.29
Y = 127883.507
X = 594063.293
DB = N46°22'08"W
DA = N37°42'24"W



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT DETAILS	SHEET 124	E

2

N

EP: 581+71.47

N42°40'34"E

STA 101+69.61 US53-MED1 =
STA 580+00.38 E-ST

S46°14'08"E
US53-MED1

100

580

110

S46°14'08"E
US53-MED1

PI: 85+50.00

STA BACK = 112+69.60
STA AHEAD = 85+50.00

BEGIN PROJECT 1198-03-80
STA 580+00.0 (E STREET)

END PROJECT 1198-03-73
STA 110+25

PI: 578+89.29

E-ST

N43°10'17"E

STA 577+97.41 E-ST =
STA 700+00.00 Lenroot

CURVE 22

702

N46°22'08"W

PI: 577+83.45

BP: 700+00.00

N44°20'24"E

PC: 702+47.74

PT: 703+02.29

BP: 576+18.27

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	ALIGNMENT DETAILS	SHEET 125	E

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	1198-03-73 Qty	1198-03-80 Qty
0002	201.0210	Grubbing	SY	72.000		72.000
0004	204.0100	Removing Concrete Pavement	SY	1,970.000	1,700.000	270.000
0006	204.0105	Removing Concrete Pavement Butt Joints	SY	28.000	28.000	
0008	204.0110	Removing Asphaltic Surface	SY	790.000		790.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	540.000	480.000	60.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	58,400.000	56,000.000	2,400.000
0014	204.0150	Removing Curb & Gutter	LF	1,220.000	200.000	1,020.000
0016	204.0155	Removing Concrete Sidewalk	SY	87.000	87.000	
0018	204.0215	Removing Catch Basins	EACH	2.000	2.000	
0020	204.0245	Removing Storm Sewer (size) 01. 15-Inch	LF	30.000	30.000	
0022	204.9060.S	Removing (item description) 01. Storm Sewer Bulkhead	EACH	1.000	1.000	
0024	204.9060.S	Removing (item description) 02. Bollards	EACH	3.000		3.000
0026	204.9180.S	Removing (item description) 01. Concrete Median	SY	13.000		13.000
0028	205.0100	Excavation Common	CY	5,140.000	430.000	4,710.000
0030	208.1100	Select Borrow	CY	2,260.000		2,260.000
0032	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1198-03-73	EACH	1.000	1.000	
0034	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 1198-03-80	EACH	1.000		1.000
0036	213.0100	Finishing Roadway (project) 01. 1198-03-73	EACH	1.000	1.000	
0038	213.0100	Finishing Roadway (project) 02. 1198-03-80	EACH	1.000		1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	340.000	80.000	260.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,140.000	1,150.000	2,990.000
0044	305.0500	Shaping Shoulders	STA	8.000		8.000
0046	415.0080	Concrete Pavement 8-Inch	SY	1,700.000	1,700.000	
0048	416.0610	Drilled Tie Bars	EACH	1,160.000	1,160.000	
0050	416.0620	Drilled Dowel Bars	EACH	2,930.000	2,930.000	
0052	416.1710	Concrete Pavement Repair	SY	1,470.000	1,470.000	
0054	416.1720	Concrete Pavement Replacement	SY	1,930.000	1,930.000	
0056	455.0605	Tack Coat	GAL	6,100.000	4,840.000	1,260.000
0058	460.2000	Incentive Density HMA Pavement	DOL	5,460.000	4,380.000	1,080.000
0060	460.6645	HMA Pavement 5 MT 58-34 V	TON	8,520.000	6,840.000	1,680.000
0062	460.9000.S	Material Transfer Vehicle	EACH	1.000	0.800	0.200
0064	465.0105	Asphaltic Surface	TON	50.000		50.000
0066	465.0110	Asphaltic Surface Patching	TON	325.000	325.000	
0068	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	110.000		110.000
0070	520.8000	Concrete Collars for Pipe	EACH	3.000	3.000	
0072	522.2314	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 14x23-Inch	LF	46.000		46.000
0074	522.2614	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 14x23-Inch	EACH	2.000		2.000
0076	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	280.000	190.000	90.000
0078	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,430.000	180.000	2,250.000
0080	601.0600	Concrete Curb Pedestrian	LF	30.000	30.000	
0082	602.0415	Concrete Sidewalk 6-Inch	SF	1,220.000	860.000	360.000
0084	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	40.000	40.000	
0086	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	37.000	37.000	
0088	602.0810	Concrete Driveway 6-Inch	SY	312.000	132.000	180.000
0090	603.8000	Concrete Barrier Temporary Precast Delivered	LF	175.000		175.000
0092	603.8125	Concrete Barrier Temporary Precast Installed	LF	175.000		175.000
0094	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	175.000		175.000
0096	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	305.000	280.000	25.000
0098	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	32.000		32.000

					1198-03-73	1198-03-80
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0100	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	452.000		452.000
0102	611.0410	Reconstructing Catch Basins	EACH	1.000	1.000	
0104	611.0420	Reconstructing Manholes	EACH	8.000	7.000	1.000
0106	611.0600	Inlet Covers Type A	EACH	1.000	1.000	
0108	611.0603	Inlet Covers Type A-S	EACH	1.000	1.000	
0110	611.0624	Inlet Covers Type H	EACH	7.000	6.000	1.000
0112	611.0639	Inlet Covers Type H-S	EACH	6.000	4.000	2.000
0114	611.0642	Inlet Covers Type MS	EACH	1.000		1.000
0116	611.0654	Inlet Covers Type V	EACH	1.000		1.000
0118	611.1004	Catch Basins 4-FT Diameter	EACH	11.000	9.000	2.000
0120	611.1005	Catch Basins 5-FT Diameter	EACH	2.000		2.000
0122	611.2008	Manholes 8-FT Diameter	EACH	1.000		1.000
0124	611.3901	Inlets Median 1 Grate	EACH	1.000		1.000
0126	611.8105	Adjusting Catch Basin Covers	EACH	53.000	53.000	
0128	611.8110	Adjusting Manhole Covers	EACH	14.000	13.000	1.000
0130	611.8120.S	Cover Plates Temporary	EACH	92.000	92.000	
0132	611.9705	Salvaged Manhole Covers	EACH	1.000		1.000
0134	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	30.000		30.000
0136	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	3,160.000		3,160.000
0138	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1198-03-73	EACH	1.000	1.000	
0140	619.1000	Mobilization	EACH	1.000	0.800	0.200
0142	624.0100	Water	MGAL	0.200	0.100	0.100
0144	625.0100	Topsoil	SY	1,820.000	270.000	1,550.000
0146	625.0500	Salvaged Topsoil	SY	2,710.000		2,710.000
0148	628.1504	Silt Fence	LF	200.000		200.000
0150	628.1520	Silt Fence Maintenance	LF	200.000		200.000
0152	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000	
0154	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000	
0156	628.2006	Erosion Mat Urban Class I Type A	SY	4,530.000	270.000	4,260.000
0158	628.7015	Inlet Protection Type C	EACH	71.000	71.000	
0160	629.0210	Fertilizer Type B	CWT	4.000	1.000	3.000
0162	630.0130	Seeding Mixture No. 30	LB	83.000	6.000	77.000
0164	630.0500	Seed Water	MGAL	102.000	6.000	96.000
0166	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	21.000	19.000	2.000
0168	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000	
0170	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	1.000	1.000	
0172	637.2210	Signs Type II Reflective H	SF	178.780	173.600	5.180
0174	637.2230	Signs Type II Reflective F	SF	36.000		36.000
0176	638.2102	Moving Signs Type II	EACH	8.000	8.000	
0178	638.2601	Removing Signs Type I	EACH	10.000		10.000
0180	638.2602	Removing Signs Type II	EACH	19.000	17.000	2.000
0182	638.3000	Removing Small Sign Supports	EACH	6.000	6.000	
0184	638.4000	Moving Small Sign Supports	EACH	6.000	6.000	
0186	642.5001	Field Office Type B	EACH	1.000	0.800	0.200
0188	643.0300	Traffic Control Drums	DAY	24,800.000	24,800.000	
0190	643.0420	Traffic Control Barricades Type III	DAY	3,500.000	3,500.000	
0192	643.0705	Traffic Control Warning Lights Type A	DAY	6,670.000	6,670.000	
0194	643.0715	Traffic Control Warning Lights Type C	DAY	4,420.000	4,420.000	
0196	643.0800	Traffic Control Arrow Boards	DAY	200.000	200.000	

					1198-03-73	1198-03-80
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0198	643.0900	Traffic Control Signs	DAY	11,360.000	11,360.000	
0200	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000	
0202	643.1000	Traffic Control Signs Fixed Message	SF	75.000	75.000	
0204	643.1050	Traffic Control Signs PCMS	DAY	250.000	250.000	
0206	643.1070	Traffic Control Cones 42-Inch	DAY	46,800.000	46,800.000	
0208	643.3165	Temporary Marking Line Paint 6-Inch	LF	545.000	545.000	
0210	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	2,100.000	2,100.000	
0212	643.5000	Traffic Control	EACH	1.000	1.000	
0214	644.1430	Temporary Pedestrian Surface Plate	SF	355.000	355.000	
0216	644.1601	Temporary Pedestrian Curb Ramp	DAY	60.000	60.000	
0218	644.1810	Temporary Pedestrian Barricade	LF	1,000.000	1,000.000	
0220	645.0140	Geotextile Type SAS	SY	32.000		32.000
0222	646.2020	Marking Line Epoxy 6-Inch	LF	29,700.000	23,900.000	5,800.000
0224	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	22,000.000	22,000.000	
0226	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	3,480.000	3,480.000	
0228	646.5020	Marking Arrow Epoxy	EACH	22.000	22.000	
0230	646.5120	Marking Word Epoxy	EACH	6.000	6.000	
0232	646.6120	Marking Stop Line Epoxy 18-Inch	LF	480.000	435.000	45.000
0234	646.7120	Marking Diagonal Epoxy 12-Inch	LF	198.000	198.000	
0236	646.7220	Marking Chevron Epoxy 24-Inch	LF	50.000	50.000	
0238	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	334.000	334.000	
0240	646.8120	Marking Curb Epoxy	LF	665.000	665.000	
0242	646.8220	Marking Island Nose Epoxy	EACH	16.000	16.000	
0244	646.9000	Marking Removal Line 4-Inch	LF	1,870.000	1,870.000	
0246	646.9100	Marking Removal Line 8-Inch	LF	216.000	216.000	
0248	646.9300	Marking Removal Special Marking	EACH	1.000	1.000	
0250	650.4000	Construction Staking Storm Sewer	EACH	17.000	10.000	7.000
0252	650.4500	Construction Staking Subgrade	LF	2,810.000		2,810.000
0254	650.5000	Construction Staking Base	LF	2,910.000		2,910.000
0256	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	3,050.000	480.000	2,570.000
0258	650.8000	Construction Staking Resurfacing Reference	LF	16,000.000	16,000.000	
0260	650.9000	Construction Staking Curb Ramps	EACH	5.000	5.000	
0262	650.9500	Construction Staking Sidewalk (project) 01. 1198-03-73	EACH	1.000	1.000	
0264	650.9911	Construction Staking Supplemental Control (project) 01. 1198-03-73	EACH	1.000	1.000	
0266	650.9911	Construction Staking Supplemental Control (project) 02. 1198-03-80	EACH	1.000		1.000
0268	650.9920	Construction Staking Slope Stakes	LF	1,280.000		1,280.000
0270	690.0150	Sawing Asphalt	LF	2,960.000	330.000	2,630.000
0272	690.0250	Sawing Concrete	LF	16,600.000	14,800.000	1,800.000
0274	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	510.000	510.000	
0276	740.0440	Incentive IRI Ride	DOL	12,050.000	12,050.000	
0278	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000	
0280	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000	
0282	SPV.0060	Special 01. Elastomeric Waterproofing Sealer	EACH	98.000	91.000	7.000
0284	SPV.0060	Special 02. Manhole Covers Special	EACH	4.000	3.000	1.000
0286	SPV.0060	Special 03. Move and Reset Landscaping Boulders	EACH	26.000		26.000
0288	SPV.0090	Special 01. Concrete Curb & Gutter 6-Inch Sloped 18-Inch Type G	LF	240.000		240.000
0290	SPV.0090	Special 02. Cure & Seal Treatment, Concrete Curb & Gutter	LF	2,940.000	370.000	2,570.000
0292	SPV.0090	Special 03. Fence Chain Link 5-ft Repair	LF	70.000	70.000	
0294	SPV.0165	Special 01. Cure & Seal Treatment, Concrete Sidewalk	SF	1,220.000	860.000	360.000

					1198-03-73	1198-03-80
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0296	SPV.0180	Special 01. Cure & Seal Treatment, Concrete Driveway	SY	312.000	132.000	180.000
0298	SPV.0180	Special 02. Salvage and Reset Landscaping Rock	SY	300.000		300.000
0300	SPV.0195	Special 01. Excavation, Hauling, and Disposal of Contaminated Soil (Direct Landfill)	TON	2,280.000		2,280.000
0302	SPV.0195	Special 02. Landscaping Rock	TON	12.000		12.000

⚠ ADDITIONAL QUANTITIES SHOWN IN OTHER TABLES

REMOVING CONCRETE ITEMS

STATION	TO	STATION	STREET	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY		204.0105 REMOVING CONCRETE PAVEMENT BUTT JOINTS SY		204.0150 REMOVING CURB & GUTTER LF		204.0155 REMOVING CONCRETE SIDEWALK SY		204.9180.S.01 REMOVING (ITEM DESCRIPTION) (01. CONCRETE MEDIAN) SY	⚠ 205.0100 EXCAVATION COMMON CY			⚠ 690.0250 SAWING CONCRETE LF	
PROJECT 1198-03-73				STAGE	1A	2	1A	2	1A	2	1A	2	2	1A	1B	2	1A	2
93+24	-	93+34	US53 MED1	4' LT			14											
93+24	-	93+34	US53 MED1	15' LT			14											
95+67	-	96+77	US53 MED1	26' LT					10									
97+02	-	97+12	US53 MED1	26' LT					10									
101+75	-	107+67	US53-MED1	15' LT	1,032													
105+27	-	110+25	US53-MED1	15' RT	664													
324+27	-	324+63	N 3rd St	NW Blatnik Bridge					0		2			1			5	
325+75	-	325+95	N 3rd St	NE Blatnik Bridge					0		7			2			5	
328+19	-	328+83	N 3rd St	NW Cumming Ave					46		38			7			36	
329+08	-	329+60	N 3rd St	NE Cumming Ave					43		15			3			4	
101+90	-	102+20	E 2nd St	SE E St					83		25			5			12	
1+25	-	3+00	1ST STREET LT											127				
3+50	-	4+25	1ST STREET RT											55				
5+75	-	6+75	1ST STREET RT											73				
7+50	-	8+65	1ST STREET LT & RT											84				
				1198-03-73 STAGE TOTALS	1,696	0	28	0	192	0	87	0	0	357	0	0	62	0
				PROJECT 1198-03-73 SUBTOTAL 0010	1,700		28		200		87		0	360			100	
PROJECT 1198-03-73				STAGE	1A	2	1A	2	1A	2	1A	2	2	1A	1B	2	1A	2
577+46		579+25	E STREET	RT										67				
				1198-03-73 STAGE TOTALS	0	0	0	0	0	0	0	0	0	67	0	0	0	0
				PROJECT 1198-03-73 SUBTOTAL 0020	0		0		0		0		0	70			0	
PROJECT 1198-03-80				STAGE	1A	2	1A	2	1A	2	1A	2	2	1A	1B	2	1A	2
96+60	-	101+54	USH 53	SB RT TURN					502					1,004			736	
101+88	-	106+17	USH 53	NB RT TURN					430					939			651	
101+15	-	102+35	USH 53	MEDIAN	88								13				252	
580+35	-	581+42	E STREET	LT CURB REHAB					86									
578+40	-	579+73	E STREET	LT CURB REHAB										215				
700+12	-	708+01	LENROOT DRIVE	FUEL STATION DRIVEWAY	80												65	
700+13	-	708+02	LENROOT DRIVE	STORAGE DRIVEWAY														
700+14	-	708+03	LENROOT DRIVE	BOB EVANS DRIVEWAY	100												80	
602+91	-	605+20	WINTER STREET	LT										8				
602+91	-	605+20	WINTER STREET	RT														
				1198-03-80 STAGE TOTALS	268	0	0	0	1,018	0	0	0	13	2,166	0	0	1,784	0
				PROJECT 1198-03-80 SUBTOTAL 0010	270		0		1,020		0		13	2,170			1,800	
				PROPOSAL TOTAL	1970		28		1,220		87		13	5,140				

CERTAIN BID ITEMS ARE ONLY UNDER ONE PROJECT ID.
BID ITEMS SHOWN WITH ZERO QUANTITY ARE NOT UNDER PROJECT ID.

REMOVING ASPHALTIC ITEMS

STATION	TO	STATION	STREET	LENGTH	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS				204.0120 REMOVING ASPHALTIC SURFACE MILLING				690.0150 SAWING ASPHALT
						SY	SY	SY	SY	SY	SY	SY	SY	SY	LF
PROJECT 1198-03-73					STAGE	1A	1A	1B	2	3	1A	1B	2	3	1A
320+85	-	330+06	N 3RD ST	921	WB		40				1,060		1,330		61
320+85	-	325+85	N 3RD ST	500	EB								950	820	38
120+25	-	122+75	HUGHITT	250	RAMP EXIT									670	
213+50	-	240+00	RAMPS	2650	RAMP		19						1,060	7,050	29
329+00	-	340+00	LANE A	1100	WB TO 3RD ST						1,200		1,230		
434+02	-	439+00	LANE B	498	EB TO US 53								680	860	
36+23	-	47+79	US 53	1156	EB US53 MED						1,050		1,620		
39+00	-	47+79	US 53	879	WB US53 MED						1,310		1,080		
47+79	-	55+92	US 53	813	US53 EB						1,190		1,080		
47+79	-	55+96	US 53	817	US53 WB						1,200		1,000		
55+92	-	62+72	US 53	680	US53 EB						870		780		
55+96	-	62+68	US 53	672	US53 WB						940		820		
62+72	-	69+67	US 53	695	US53 EB		20				1,090		910		
62+68	-	69+67	US 53	699	US53 WB		19				1,110		930		
71+89	-	75+77	US 53	388	NB US53 MED1		39				570		570		
71+89	-	75+60	US 53	371	SB US53 MED1		39				560		560		
77+75	-	86+43	US 53	868	NB US53 MED1		36				1,300		1,300		
77+59	-	86+27	US 53	868	SB US53 MED1		49				1,250		1,250		
93+24	-	97+66	US 53	442	NB US53 MED1		20				640		640		
93+24	-	97+66	US 53	442	SB US53 MED1		19				660		660		
97+66	-	102+29	US 53	463	NB US53 MED1						640		640		
97+66	-	102+29	US 53	463	SB US53 MED1						640		610		
577+47	-	579+71	E STREET	224	S APRON & CONNECT		29					980			45
580+28	-	581+08	E STREET	80	N APRON		70					830			106
102+29	-	110+25	US 53	796	NB US53 MED1		17				1,140		1,140		25
102+29	-	110+25	US 53	796	SB US53 MED1		17				1,100		1,100		25
0+00	-	10+39	1ST STREET	1039			25								
605+20	-	605+87	WINTER STREET	67			25				3,003				
											326				
					UNDISTRIBUTED										
					1198-03-73 STAGE TOTALS	0	483	0	0	0	22,849	1,810	21,940	9,400	329
					PROJECT 1198-03-73 SUBTOTAL 0010	0	480				56,000				330

REMOVING ASPHALTIC ITEMS CONT.

STATION	TO	STATION	STREET	LENGTH	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS				204.0120 REMOVING ASPHALTIC SURFACE MILLING				690.0150 SAWING ASPHALT
						SY	SY	SY	SY	SY	SY	SY	SY	SY	LF
PROJECT 1198-03-80					STAGE	1A	1A	1B	2	3	1A	1B	2	3	1A
USH 53															
96+60	-	101+54	SB RT TURN			40									50
101+88	-	106+17	NB RT TURN			190									
101+15	-	102+35	MEDIAN												
E Street															
580+35	-	581+42	LT CURB REHAB												125
578+40	-	579+73	LT CURB REHAB												
Lenroot Drive															840
700+11	-	708+00	LT REHAB								550				
			FUEL STATION DRIVEWAY												140
			STORAGE DRIVEWAY			160									
			BOB EVANS DRIVEWAY												810
700+11	-	708+25	RT REHAB								1,140				180
			VET CLINIC DRIVEWAYS			320									15
708+00	-	711+75	LT REBUILD												15
708+25	-	711+75	RT REBUILD												
	-														
Winter Street															46
602+91	-	602+91	CL					31							230
602+91	-	605+20	LT			80					670				142
602+91	-	605+20	RT												37
605+20	-	605+20	CL					25							
					1198-03-80 STAGE TOTALS	790	0	56	0	0	2,360	0	0	0	2,630
					PROJECT 1198-03-80 SUBTOTAL 0010	790		60				2,400			2,630
					PROPOSAL TOTAL	790		540				58,400			2,960

REMOVING STORM SEWER ITEMS

STATION	TO	STATION	LOCATION	STAGE	204.0215 REMOVING CATCH BASINS EACH	204.0245.01 REMOVING STORM SEWER (SIZE) (01. 15-INCH) LF	204.9060.S.01 REMOVING (ITEM DESCRIPTION) (01. STORM SEWER BULKHEAD) EACH
PROJECT 1198-03-73							
	-	98+94	CB021602	1A	1		
101+20	-	101+47	CB020247/BH010525	1A	1	30	1
				PROJECT 1198-03-73 SUBTOTAL 0010	2	30	1
	-						
				PROPOSAL TOTAL	2	30	1

TREES

STATION	TO	STATION	LOCATION	201.0210 GRUBBING SY
PROJECT 1198-03-80				
703+90	-	704+30	LENROOT RT	72
	-			
			PROJECT 1198-03-80 SUBTOTAL 0010	72
	-			
			PROPOSAL TOTAL 0010	72

STATION	TO	STATION	LOCATION	204.9060.S.02 REMOVING (ITEM DESCRIPTION) (02. BOLLARDS) EACH
PROJECT 1198-03-80				
Lenroot Drive				
711+40	-	711+95	WINTER INTERSECTION	3
	-			
			PROJECT 1198-03-80 SUBTOTAL 0010	3
	-			
			PROPOSAL TOTAL	3

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ADDITIONAL QUANTITIES SHOWN IN OTHER TABLES

PROJECT ITEMS

STATION	TO	STATION	LOCATION	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 1198-03-73) EACH	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 1198-03-73) EACH	460.9000.S MATERIAL TRANSFER VEHICLE EACH	618.0100.01 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (01. 1198-03-73) EACH	619.1000 MOBILIZATION EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	642.5001 FIELD OFFICE TYPE B EACH	643.5000 TRAFFIC CONTROL EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 1198-03-73) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 1198-03-73) EACH
PROJECT 1198-03-73														
320+85	-	110+25	USH 53	1	1	0.8	1	0.8	2	2	0.8	1	1	1
	-													
PROJECT 1198-03-73 SUBTOTAL 0010				1	1	0.8	1	0.8	2	2	0.8	1	1	1
PROPOSAL TOTAL				1	1	1.0	1	1.0	2	2	1.0	1	1	1

PROJECT ITEMS

STATION	TO	STATION	LOCATION	211.0101.02 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (02. 1198-03-80) EACH	213.0100.02 FINISHING ROADWAY (PROJECT) (02. 1198-03-80) EACH	460.9000.S MATERIAL TRANSFER VEHICLE EACH	619.1000 MOBILIZATION EACH	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	642.5001 FIELD OFFICE TYPE B EACH	650.9911.02 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (02. 1198-03-80) EACH
PROJECT 1198-03-80											
700+00	-	711+89	LENROOT DRIVE	1	1	0.2	0.2			0.2	1
	-										
PROJECT 1198-03-80 SUBTOTAL 0010				1	1	0.2	0.2			0.2	1
PROPOSAL TOTAL				1	1						1

EXCAVATION

STATION	TO	STATION	LOCATION		STAGE	205.0100 EXCAVATION COMMON CY	SPV.0195.01 SPECIAL (01. EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL (DIRECT LANDFILL)) TON
PROJECT 1198-03-80							
700+11	-	708+00	LENROOT DR	LT REHAB	1A	822	
700+11	-	708+25	LENROOT DR	RT REHAB	1A	822	
705+00	-	708+00	LENROOT DR		1A		1282
708+00	-	711+75	LENROOT DR	LT REBUILD	1A	447	
708+25	-	711+75	LENROOT DR	RT REBUILD	1A	448	
710+00	-	712+00	LENROOT DR		1A		1001
PROJECT 1198-03-80 SUBTOTAL 0010						2540	2,280
PROJECT 1198-03-80 SUBTOTAL 0010							2,280

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EARTHWORK SUMMARY
QUANTITIES SHOWN IN TABLE DUPLICATED ELSEWHERE

PROJECT 1198-03-80

DIVISION	FROM/TO STATION	205.0100 COMMON EXCAVATION (1) CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL (2)	AVAILABLE MATERIAL (3)	UNEXPANDED FILL	EXPANDED FILL (4) FACTOR 1.15	MASS ORDINATE +/- (5)	WASTE	208.1100 SELECT BORROW	COMMENT
DIVISION 1										
SBTL	96+60/101+70	1,004	184	820	315	362	404	404	362	
DIVISION 1 SUBTOTAL		1,004	184	820	315	362	404	404	362	
DIVISION 2										
ESt	579+25/580+40	215	28	187	88	101	71	71	101	
DIVISION 2 SUBTOTAL		215	28	187	88	101	71	71	101	
DIVISION 3										
Lenroot	700+75/711+85	2,539	1,599	940	1,325	1,435	-111	0	1,435	
DIVISION 3 SUBTOTAL		2,539	1,599	940	1,325	1,435	-111	0	1,435	
DIVISION 4										
Winter	604+36/605+12	8	14	-6	1	1	-7	0	1	
DIVISION 4 SUBTOTAL		8	14	-6	1	1	-7	0	1	
DIVISION 5										
NBTL	101+27/106+18	939	108	831	311	358	419	419	358	
DIVISION 5 SUBTOTAL		939	108	831	311	358	419	419	358	
GRAND TOTAL		4,705	1,933	2,772	2,039	2,257	419	419	2,257	

NOTES:
(1) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL + CONTAMINATED MATERIAL
(3) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(4) EXPANDED FILL FACTOR = 1.15
EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR
(5) 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.

CERTAIN BID ITEMS ARE ONLY UNDER ONE PROJECT ID.
BID ITEMS SHOWN WITH ZERO QUANTITY ARE NOT UNDER PROJECT ID.

AGGREGATE ITEMS

STATION	TO	STATION	ALIGNMENT	LOCATION	208.1100 SELECT BORROW CY		305.0110 BASE AGGREGATE DENSE 3/4-INCH TON		305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON				305.0500 SHAPING SHOULDERS STA
PROJECT 1198-03-73				STAGE	1A	1B	1A	1B	1A	1B	2	3	1A
324+27	-	324+63	N 3rd St	NW Blatnik Bridge			1						
325+75	-	325+95	N 3rd St	NE Blatnik Bridge			1						
328+19	-	328+83	N 3rd St	NW Cumming Ave			1						
329+08	-	329+60	N 3rd St	NE Cumming Ave			1						
101+90	-	102+20	E 2nd St	SE E St			1						
71+89	-	72+28	US53-MED1	4'LT							5		
72+98	-	73+04	US53-MED1	4'LT							1		
74+71	-	75+61	US53-MED1	4'LT							12		
77+60	-	77+68	US53-MED1	4'LT							1		
77+60	-	77+68	US53-MED1	15'LT					1				
78+23	-	78+29	US53-MED1	4'LT							1		
78+23	-	78+29	US53-MED1	15'LT					1				
78+30	-	78+36	US53-MED1	4'RT							1		
78+30	-	78+36	US53-MED1	15'RT					1				
78+95	-	79+16	US53-MED1	4'RT							3		
78+95	-	79+16	US53-MED1	15'RT					3				
79+09	-	79+16	US53-MED1	4'LT							1		
79+09	-	79+16	US53-MED1	15'LT					1				
79+65	-	79+72	US53-MED1	4'LT							1		
79+65	-	79+72	US53-MED1	15'LT					1				
80+00	-	80+09	US53-MED1	15'RT					1				
80+57	-	80+66	US53-MED1	4'RT							1		
80+57	-	80+66	US53-MED1	15'RT					1				
80+60	-	80+66	US53-MED1	4'LT							1		
80+60	-	80+66	US53-MED1	15'LT					1				
81+00	-	81+14	US53-MED1	4'LT							2		
81+05	-	81+14	US53-MED1	4'RT							1		
81+05	-	81+14	US53-MED1	15'RT					1				
81+08	-	81+14	US53-MED1	15'LT					1				
81+43	-	81+52	US53-MED1	4'LT							1		
81+43	-	81+52	US53-MED1	15'LT					1				
82+04	-	82+10	US53-MED1	4'RT							1		
82+04	-	82+10	US53-MED1	15'RT					1				
82+43	-	82+50	US53-MED1	4'RT					1				
82+43	-	82+50	US53-MED1	15'RT					1				
82+45	-	82+49	US53-MED1	4'LT					1				
82+45	-	82+49	US53-MED1	15'LT					1				
82+90	-	82+96	US53-MED1	4'RT					1				
82+90	-	82+96	US53-MED1	15'RT					1				
82+90	-	83+00	US53-MED1	4'LT					1				
82+90	-	83+00	US53-MED1	15'LT					1				
83+40	-	83+46	US53-MED1	4'RT					1				
83+40	-	83+46	US53-MED1	15'RT					1				
83+93	-	84+02	US53-MED1	4'RT					1				
83+93	-	84+02	US53-MED1	15'RT					1				
83+93	-	83+99	US53-MED1	4'LT					1				
83+93	-	83+99	US53-MED1	15'LT					1				
84+41	-	84+47	US53-MED1	4'RT					1				
84+41	-	84+47	US53-MED1	15'RT					1				
	-												
				1198-03-73 SECTION TOTAL	0	0	5	0	31	0	33	0	0

3

CERTAIN BID ITEMS ARE ONLY UNDER ONE PROJECT ID.
BID ITEMS SHOWN WITH ZERO QUANTITY ARE NOT UNDER PROJECT ID.

AGGREGATE ITEMS CONT.

STATION	TO	STATION	ALIGNMENT	LOCATION	208.1100 SELECT BORROW CY		305.0110 BASE AGGREGATE DENSE 3/4-INCH TON		305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON				305.0500 SHAPING SHOULDERS STA
PROJECT 1198-03-73				STAGE	1A	1B	1A	1B	1A	1B	2	3	1A
84+78	-	84+90	US53-MED1	4'RT					2				
84+78	-	84+90	US53-MED1	15'RT					2				
84+78	-	84+90	US53-MED1	4'LT					2				
84+78	-	84+90	US53-MED1	15'LT					2				
85+19	-	85+25	US53-MED1	4'RT					1				
85+19	-	85+25	US53-MED1	15'RT					1				
85+34	-	85+40	US53-MED1	4'RT					1				
85+34	-	85+40	US53-MED1	15'RT					1				
85+34	-	85+40	US53-MED1	4'LT					1				
85+34	-	85+40	US53-MED1	15'LT					1				
85+49	-	85+55	US53-MED1	4'RT					1				
85+49	-	85+55	US53-MED1	15'RT					1				
85+49	-	85+55	US53-MED1	4'LT					1				
85+49	-	85+55	US53-MED1	15'LT					1				
85+63	-	85+69	US53-MED1	4'RT					1				
85+63	-	85+69	US53-MED1	15'RT					1				
85+80	-	85+86	US53-MED1	4'RT					1				
85+80	-	85+86	US53-MED1	15'RT					1				
85+94	-	86+00	US53-MED1	4'RT					1				
85+94	-	86+00	US53-MED1	15'RT					1				
86+08	-	86+14	US53-MED1	4'RT					1				
86+08	-	86+14	US53-MED1	15'RT					1				
85+78	-	86+26	US53-MED1	4'LT					7				
86+03	-	86+26	US53-MED1	15'LT					3				
86+24	-	86+42	US53-MED1	4'RT					2				
86+24	-	86+56	US53-MED1	15'RT					4				
93+25	-	93+31	US53-MED1	4'RT					1				
93+25	-	93+31	US53-MED1	15'RT					1				
93+40	-	93+46	US53-MED1	4'RT					1				
93+40	-	93+46	US53-MED1	15'RT					1				
93+40	-	93+46	US53-MED1	4'LT					1				
93+40	-	93+46	US53-MED1	15'LT					1				
93+60	-	93+66	US53-MED1	4'LT					1				
93+60	-	93+66	US53-MED1	15'LT					1				
93+60	-	93+66	US53-MED1	4'RT					1				
93+60	-	93+66	US53-MED1	15'RT					1				
93+80	-	93+86	US53-MED1	4'RT					1				
93+80	-	93+86	US53-MED1	15'RT					1				
93+80	-	93+86	US53-MED1	4'LT					1				
93+80	-	93+86	US53-MED1	15'LT					1				
94+00	-	94+06	US53-MED1	4'RT					1				
94+00	-	94+06	US53-MED1	15'RT					1				
94+40	-	94+46	US53-MED1	4'RT					1				
94+40	-	94+46	US53-MED1	15'RT					1				
94+40	-	94+46	US53-MED1	4'LT					1				
94+40	-	94+46	US53-MED1	15'LT					1				
94+80	-	94+86	US53-MED1	4'RT					1				
94+80	-	94+86	US53-MED1	15'RT					1				
94+80	-	94+86	US53-MED1	4'LT					1				
94+80	-	94+86	US53-MED1	15 'LT					1				
95+10	-	95+20	US53-MED1	4'RT					1				
95+10	-	95+20	US53-MED1	15'RT					1				
	-												
				1198-03-73 SECTION TOTAL	0	0	0	0	68	0	0	0	0

CERTAIN BID ITEMS ARE ONLY UNDER ONE PROJECT ID.
BID ITEMS SHOWN WITH ZERO QUANTITY ARE NOT UNDER PROJECT ID.

AGGREGATE ITEMS CONT.

STATION	TO	STATION	ALIGNMENT	LOCATION	208.1100 SELECT BORROW CY		305.0110 BASE AGGREGATE DENSE 3/4-INCH TON		305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON				305.0500 SHAPING SHOULDERS STA
PROJECT 1198-03-73				STAGE	1A	1B	1A	1B	1A	1B	2	3	1A
95+60	-	95+75	US53-MED1	15'RT					2				
95+65	-	95+75	US53-MED1	4'RT					1				
95+72	-	95+77	US53-MED1	4'LT					1				
95+72	-	95+77	US53-MED1	15'LT					1				
96+00	-	96+24	US53-MED1	4'RT					4				
96+00	-	96+24	US53-MED1	15'RT					4				
96+00	-	96+24	US53-MED1	4'LT					4				
96+00	-	96+24	US53-MED1	15'LT					4				
96+55	-	96+61	US53-MED1	4'RT					1				
96+55	-	96+61	US53-MED1	15'RT					1				
96+55	-	96+61	US53-MED1	4'LT					1				
96+55	-	96+61	US53-MED1	15'LT					1				
97+05	-	97+11	US53-MED1	4'RT					1				
97+05	-	97+11	US53-MED1	15'RT					1				
97+05	-	97+11	US53-MED1	4'LT					1				
97+05	-	97+11	US53-MED1	15'LT					1				
97+50	-	97+56	US53-MED1	4'RT					1				
97+50	-	97+56	US53-MED1	15'RT					1				
97+60	-	98+06	US53-MED1	4'LT					7				
97+60	-	98+06	US53-MED1	15'LT					7				
98+60	-	98+66	US53-MED1	4'RT					1				
98+60	-	98+66	US53-MED1	15'RT					1				
98+60	-	98+66	US53-MED1	4'LT					1				
98+60	-	98+66	US53-MED1	15'LT					1				
98+73	-	98+79	US53-MED1	4'RT					1				
98+73	-	98+79	US53-MED1	15'RT					1				
98+73	-	98+79	US53-MED1	4'LT					1				
98+73	-	98+79	US53-MED1	15'LT					1				
98+88	-	98+94	US53-MED1	4'RT					1				
98+88	-	98+94	US53-MED1	15'RT					1				
99+15	-	99+21	US53-MED1	4'RT					1				
99+15	-	99+21	US53-MED1	15'RT					1				
99+40	-	99+46	US53-MED1	4'LT					1				
99+40	-	99+46	US53-MED1	15'LT					1				
99+40	-	99+46	US53-MED1	4'RT					1				
99+40	-	99+46	US53-MED1	15'RT					1				
99+60	-	99+84	US53-MED1	4'RT					4				
99+90	-	99+96	US53-MED1	4'RT					1				
99+90	-	99+96	US53-MED1	15'RT					1				
99+90	-	99+96	US53-MED1	4'LT					1				
99+90	-	99+96	US53-MED1	15'LT					1				
100+05	-	100+11	US53-MED1	4'RT					1				
100+05	-	100+11	US53-MED1	15'RT					1				
100+05	-	100+11	US53-MED1	4'LT					1				
100+05	-	100+11	US53-MED1	15'LT					1				
100+20	-	100+26	US53-MED1	4'RT					1				
100+20	-	100+26	US53-MED1	15'RT					1				
100+20	-	100+26	US53-MED1	4'LT					1				
100+20	-	100+26	US53-MED1	15'LT					1				
100+45	-	100+51	US53-MED1	4'RT					1				
100+45	-	100+51	US53-MED1	15'RT					1				
100+45	-	100+51	US53-MED1	4'LT					1				
100+45	-	100+51	US53-MED1	15'LT					1				
100+65	-	100+71	US53-MED1	4'RT					1				
	-												
				1198-03-73 SECTION TOTAL	0	0	0	0	82	0	0	0	0

AGGREGATE ITEMS CONT.

STATION	TO	STATION	ALIGNMENT	LOCATION	208.1100 SELECT BORROW CY		305.0110 BASE AGGREGATE DENSE 3/4-INCH TON		305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON				305.0500 SHAPING SHOULDERS STA
PROJECT 1198-03-73				STAGE	1A	1B	1A	1B	1A	1B	2	3	1A
100+65	-	100+71	US53-MED1	15' RT					1				
100+94	-	101+00	US53-MED1	4' RT					1				
100+94	-	101+00	US53-MED1	15' RT					1				
100+94	-	101+33	US53-MED1	4' LT					6				
101+13	-	101+29	US53-MED1	15' RT					2				
101+18	-	102+68	US53-MED1	4' RT					20				
101+75	-	107+67	US53-MED1	15' LT					88				
102+14	-	102+31	US53-MED1	15' RT					3				
102+14	-	104+84	US53-MED1	4' LT					40				
103+40	-	104+25	US53-MED1	4' RT					12				
105+15	-	107+57	US53-MED1	4' RT					36				
105+27	-	110+25	US53-MED1	15' RT					74				
109+17	-	109+90	US53-MED1	4' LT					11				
	-												
0+00	-	10+39	1ST STREET	1039.32			68						
1+25	-	3+00	1ST STREET LT	175.00					177				
3+50	-	4+25	1ST STREET RT	75.00					76				
5+75	-	6+75	1ST STREET RT	100.00					102				
7+50	-	8+65	1ST STREET LT & RT	230.00					233				
605+20	-	605+87	WINTER STREET	67.38			5						
	-												
				1198-03-73 STAGE TOTALS	0	0	78	0	982	0	33	0	0
				PROJECT 1198-03-73 SUBTOTAL 0010	0		80		1,020				0
PROJECT 1198-03-73				STAGE	1A	1B	1A	1B	1A	1B	2	3	1A
577+46	-	579+25	E STREET						49				
	-												
				1198-03-73 STAGE TOTALS	0	0	0	0	49	0	0	0	0
	-												
				PROJECT 1198-03-73 SUBTOTAL 0020	0		0		50				0
PROJECT 1198-03-80				STAGE	1A	1B	1A	1B	1A	1B	2	3	1A
96+60	-	101+54	USH 53	SB RT TURN	362				426				
101+88	-	106+15	USH 53	NB RT TURN	358				400				
101+20	-	102+20	USH 53	MEDIAN					20				
577+50	-	579+62	LENROOT DR	LT REHAB	353								
			LENROOT DR	RT REHAB	353		99		423				
700+18	-	707+75	LENROOT DR	Dog Run			23		423				
700+18	-	708+00	LENROOT DR	LT REBUILD	365		56						
704+50	-	705+80	LENROOT DR	RT REBUILD	365		56		594				8
708+00	-	711+75							594				
708+25	-	711+75	E STREET	Curb & Gutter		101				78			
	-												
603+00	-	605+00	WINTER ST			1		23		36			
				PROJECT 1198-03-80 STAGE TOTALS	2,155	102	234	23	2,880	114	0	0	8
				PROJECT 1198-03-80 SUBTOTAL 0010	2,260		260		2,990				8
	-												
				PROPOSAL TOTAL	2,260		340		4,060				8

NOTE: QUANTITIES SHOWN IN TABLE SHOWN IN EARTHWORK TABLES

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DRIVEWAYS

STATION	TO	STATION	LOCATION	STAGE	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	602.0810 CONCRETE DRIVEWAY 6-INCH SY	SPV.0180.01 SPECIAL (01. CURE & SEAL TREATMENT, CONCRETE DRIVEWAY) SY
PROJECT 1198-03-73							
	-						
3+50	-	4+10	1ST STREET			50	50
5+45	-	6+10	1ST STREET			53	53
8+20	-	8+60	1ST STREET			29	29
			PROJECT 1198-03-73 SUBTOTAL 0010		0	132	132
PROJECT 1198-03-80							
	-						
579+10	-	579+10	E STREET RT	1B	20		
579+24	-	580+44	E STREET LT				
581+00	-	581+00	E STREET RT	1B	10		
			D&D FUELING	1B		80	80
			SUPERIOR MINI-STORAGE	1B	40		
			DAVE EVANS TRANSPORTS	1B		100	100
700+53	-	703+70	SUPERIOR ANIMAL HOSPITAL	1B	40		
			PROJECT 1198-03-80 SUBTOTAL 0010		110	180	180
			PROPOSAL TOTAL		110	312	312

ADDITIONAL QUANTITIES SHOWN IN OTHER TABLES

CONCRETE PAVEMENTS

STATION	TO	STATION	ALIGNMENT	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH			416.0610 DRILLED TIE BARS			416.0620 DRILLED DOWEL BARS			416.1710 CONCRETE PAVEMENT REPAIR			416.1720 CONCRETE PAVEMENT REPLACEMENT			690.0250 ⚠ SAWING CONCRETE		
					SY	SY	SY	EACH	EACH	EACH	EACH	EACH	EACH	SY	SY	SY	SY	SY	SY	LF	LF	LF
PROJECT 1198-03-73				STAGE	1A	2	3	1A	2	3	1A	2	3	1A	2	3	1A	2	3	1A	2	3
	-																					
71+89	-	72+28	US53-MED1	4'LT					14			16						48			144	
72+98	-	73+04	US53-MED1	4'LT								16			7						23	
74+71	-	75+61	US53-MED1	4'LT					35			16						110			345	
77+60	-	77+68	US53-MED1	4'LT					2			16			10						27	
77+60	-	77+68	US53-MED1	15'LT				2			16			11						28		
78+23	-	78+29	US53-MED1	4'LT								16			7						23	
78+23	-	78+29	US53-MED1	15'LT							16			8						24		
78+30	-	78+36	US53-MED1	4'RT								16			7						23	
78+30	-	78+36	US53-MED1	15'RT							16			8						24		
78+95	-	79+16	US53-MED1	4'RT					7			16						26			75	
78+95	-	79+16	US53-MED1	15'RT				7			16						28			78		
79+09	-	79+16	US53-MED1	4'LT					1			16			9						25	
79+09	-	79+16	US53-MED1	15'LT				1			16			9						26		
79+65	-	79+72	US53-MED1	4'LT					1			16			9						25	
79+65	-	79+72	US53-MED1	15'LT				1			16			9						25		
80+00	-	80+09	US53-MED1	15'RT				2			16			11						29		
80+57	-	80+66	US53-MED1	4'RT					2			16			11						29	
80+57	-	80+66	US53-MED1	15'RT				2			16			11						29		
80+60	-	80+66	US53-MED1	4'LT								16			7						23	
80+60	-	80+66	US53-MED1	15'LT							16			7						23		
81+00	-	81+14	US53-MED1	4'LT					4			16			17						50	
81+05	-	81+14	US53-MED1	4'RT					2			16			11						29	
81+05	-	81+14	US53-MED1	15'RT				2			16			12						30		
81+08	-	81+14	US53-MED1	15'LT							16			8						24		
81+43	-	81+52	US53-MED1	4'LT					2			16			12						30	
81+43	-	81+52	US53-MED1	15'LT				2			16			12						30		
82+04	-	82+10	US53-MED1	4'RT								16			7						23	
82+04	-	82+10	US53-MED1	15'RT							16			8						24		
82+43	-	82+50	US53-MED1	4'RT					1			16			9						25	
82+43	-	82+50	US53-MED1	15'RT				1			16			9						26		
82+45	-	82+49	US53-MED1	4'LT								16			5						8	
82+45	-	82+49	US53-MED1	15'LT							16			5						8		
82+90	-	82+96	US53-MED1	4'RT								16			7						23	
82+90	-	82+96	US53-MED1	15'RT							16			7						23		
82+90	-	83+00	US53-MED1	4'LT					3			16			12						31	
82+90	-	83+00	US53-MED1	15'LT				3			16			12						31		
83+40	-	83+46	US53-MED1	4'RT								16			7						23	
83+40	-	83+46	US53-MED1	15'RT							16			7						23		
83+93	-	84+02	US53-MED1	4'RT					2			16			11						29	
83+93	-	84+02	US53-MED1	15'RT				2			16			11						29		
83+93	-	83+99	US53-MED1	4'LT								16			7						23	
83+93	-	83+99	US53-MED1	15'LT							16			7						23		
84+41	-	84+47	US53-MED1	4'RT								16			8						24	
84+41	-	84+47	US53-MED1	15'RT							16			8						24		
84+78	-	84+90	US53-MED1	4'RT					3			16			16						48	
84+78	-	84+90	US53-MED1	15'RT				3			16			16						48		
84+78	-	84+90	US53-MED1	4'LT					3			16			16						48	
84+78	-	84+90	US53-MED1	15'LT				3			16			16						48		
85+19	-	85+25	US53-MED1	4'RT								16			8						24	
85+19	-	85+25	US53-MED1	15'RT							16			8						24		
85+34	-	85+40	US53-MED1	4'RT								16			8						24	
85+34	-	85+40	US53-MED1	15'RT							16			8						24		
85+34	-	85+40	US53-MED1	4'LT								16			8						24	
85+34	-	85+40	US53-MED1	15'LT							16			8						24		
85+49	-	85+55	US53-MED1	4'RT								16			8						24	
85+49	-	85+55	US53-MED1	15'RT							16			8						24		
85+49	-	85+55	US53-MED1	4'LT								16			8						24	
85+49	-	85+55	US53-MED1	15'LT							16			8						24		
85+63	-	85+69	US53-MED1	4'RT								16			7						23	
85+63	-	85+69	US53-MED1	15'RT							16			7						23		
	-																					
1198-03-73 STAGE TOTALS					0	0	0	31	82	0	464	496	0	259	259	0	28	184	0	820	1,319	0

CERTAIN BID ITEMS ARE ONLY UNDER ONE PROJECT ID.
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ADDITIONAL QUANTITIES SHOWN IN OTHER TABLES

CONCRETE PAVEMENTS CONT.

STATION	TO	STATION	ALIGNMENT	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH			416.0610 DRILLED TIE BARS			416.0620 DRILLED DOWEL BARS			416.1710 CONCRETE PAVEMENT REPAIR			416.1720 CONCRETE PAVEMENT REPLACEMENT			690.0250 SAWING CONCRETE		
					SY	SY	SY	EACH	EACH	EACH	EACH	EACH	EACH	SY	SY	SY	SY	SY	SY	LF	LF	LF
PROJECT 1198-03-73				STAGE	1A	2	3	1A	2	3	1A	2	3	1A	2	3	1A	2	3	1A	2	3
85+78	-	86+26	US53-MED1	4' LT					18			16						59			184	
85+80	-	85+86	US53-MED1	4' RT								16			7						23	
85+80	-	85+86	US53-MED1	15' RT							16			7						23		
85+94	-	86+00	US53-MED1	4' RT								16			7						23	
85+94	-	86+00	US53-MED1	15' RT							16			7						23		
86+03	-	86+26	US53-MED1	15' LT				8			16						28			79		
86+08	-	86+14	US53-MED1	4' RT								16			7						23	
86+08	-	86+14	US53-MED1	15' RT							16			7						23		
86+24	-	86+42	US53-MED1	4' RT					6			16						22			69	
86+24	-	86+56	US53-MED1	15' RT				11			16						39			119		
93+25	-	93+31	US53-MED1	4' RT								16			8						24	
93+25	-	93+31	US53-MED1	15' RT							16			8						24		
93+40	-	93+46	US53-MED1	4' RT								16			8						24	
93+40	-	93+46	US53-MED1	15' RT							16			8						24		
93+40	-	93+46	US53-MED1	4' LT								16			8						24	
93+40	-	93+46	US53-MED1	15' LT							16			8						24		
93+60	-	93+66	US53-MED1	4' LT								16			8						24	
93+60	-	93+66	US53-MED1	15' LT							16			8						24		
93+60	-	93+66	US53-MED1	4' RT								16			8						24	
93+60	-	93+66	US53-MED1	15' RT							16			8						24		
93+80	-	93+86	US53-MED1	4' RT								16			8						24	
93+80	-	93+86	US53-MED1	15' RT							16			8						24		
93+80	-	93+86	US53-MED1	4' LT								16			8						24	
93+80	-	93+86	US53-MED1	15' LT							16			8						24		
94+00	-	94+06	US53-MED1	4' RT								16			8						24	
94+00	-	94+06	US53-MED1	15' RT							16			8						24		
94+40	-	94+46	US53-MED1	4' RT								16			8						24	
94+40	-	94+46	US53-MED1	15' RT							16			8						24		
94+40	-	94+46	US53-MED1	4' LT								16			8						24	
94+40	-	94+46	US53-MED1	15' LT							16			8						24		
94+80	-	94+86	US53-MED1	4' RT								16			8						24	
94+80	-	94+86	US53-MED1	15' RT							16			8						24		
94+80	-	94+86	US53-MED1	4' LT								16			8						24	
94+80	-	94+86	US53-MED1	15 'LT							16			8						24		
95+10	-	95+20	US53-MED1	4' RT					3			16			13						32	
95+10	-	95+20	US53-MED1	15' RT				3			16			13						32		
95+60	-	95+75	US53-MED1	15' RT				5			16						20			54		
95+65	-	95+75	US53-MED1	4' RT					3			16			13						32	
95+72	-	95+77	US53-MED1	4' LT								16			7						10	
95+72	-	95+77	US53-MED1	15' LT							16			7						10		
96+00	-	96+24	US53-MED1	4' RT					8			16			32						96	
96+00	-	96+24	US53-MED1	15' RT				8			16			32						96		
96+00	-	96+24	US53-MED1	4' LT					8			16			32						96	
96+00	-	96+24	US53-MED1	15' LT				8			16			32						96		
96+55	-	96+61	US53-MED1	4' RT								16			8						24	
96+55	-	96+61	US53-MED1	15' RT							16			8						24		
96+55	-	96+61	US53-MED1	4' LT								16			8						24	
96+55	-	96+61	US53-MED1	15' LT							16			8						24		
97+05	-	97+11	US53-MED1	4' RT								16			8						24	
97+05	-	97+11	US53-MED1	15' RT							16			8						24		
97+05	-	97+11	US53-MED1	4' LT								16			8						24	
97+05	-	97+11	US53-MED1	15' LT							16			8						24		
97+50	-	97+56	US53-MED1	4' RT								16			8						24	
97+50	-	97+56	US53-MED1	15' RT							16			8						24		
97+60	-	98+06	US53-MED1	4' LT					17			16						61			176	
97+60	-	98+06	US53-MED1	15' LT				17			16						61			176		
98+60	-	98+66	US53-MED1	4' RT								16			8						24	
98+60	-	98+66	US53-MED1	15' RT							16			8						24		
98+60	-	98+66	US53-MED1	4' LT								16			8						24	
98+60	-	98+66	US53-MED1	15' LT							16			8						24		
98+73	-	98+79	US53-MED1	4' RT								16			8						24	
98+73	-	98+79	US53-MED1	15' RT							16			8						24		
98+73	-	98+79	US53-MED1	4' LT								16			8						24	
98+73	-	98+79	US53-MED1	15' LT							16			8						24		
	-																					
1198-03-73 STAGE TOTALS					0	0	0	60	63	0	512	512	0	273	286	0	148	142	0	1,235	1,268	0

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ADDITIONAL QUANTITIES SHOWN IN OTHER TABLES

CONCRETE PAVEMENTS CONT.

STATION	TO	STATION	ALIGNMENT	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH			416.0610 DRILLED TIE BARS			416.0620 DRILLED DOWEL BARS			416.1710 CONCRETE PAVEMENT REPAIR			416.1720 CONCRETE PAVEMENT REPLACEMENT			690.0250 SAWING CONCRETE		
					SY	SY	SY	EACH	EACH	EACH	EACH	EACH	EACH	SY	SY	SY	SY	SY	SY	LF	LF	LF
PROJECT 1198-03-73				STAGE	1A	2	3	1A	2	3	1A	2	3	1A	2	3	1A	2	3	1A	2	3
98+88	-	98+94	US53-MED1	4' RT								16			8						24	
98+88	-	98+94	US53-MED1	15' RT							16			8						24		
99+15	-	99+21	US53-MED1	4' RT								16			8						24	
99+15	-	99+21	US53-MED1	15' RT							16			8						24		
99+40	-	99+46	US53-MED1	4' LT								16			8						24	
99+40	-	99+46	US53-MED1	15' LT							16			8						24		
99+40	-	99+46	US53-MED1	4' RT								16			8						24	
99+40	-	99+46	US53-MED1	15' RT							16			8						24		
99+60	-	99+84	US53-MED1	4' RT					8			16						32			96	
99+90	-	99+96	US53-MED1	4' RT								16			8						24	
99+90	-	99+96	US53-MED1	15' RT							16			8						24		
99+90	-	99+96	US53-MED1	4' LT								16			8						24	
99+90	-	99+96	US53-MED1	15' LT							16			8						24		
100+05	-	100+11	US53-MED1	4' RT								16			8						24	
100+05	-	100+11	US53-MED1	15' RT							16			8						24		
100+05	-	100+11	US53-MED1	4' LT								16			8						24	
100+05	-	100+11	US53-MED1	15' LT							16			8						24		
100+20	-	100+26	US53-MED1	4' RT								16			8						24	
100+20	-	100+26	US53-MED1	15' RT							16			8						24		
100+20	-	100+26	US53-MED1	4' LT								16			8						24	
100+20	-	100+26	US53-MED1	15' LT							16			8						24		
100+45	-	100+51	US53-MED1	4' RT								16			8						24	
100+45	-	100+51	US53-MED1	15' RT							16			8						24		
100+45	-	100+51	US53-MED1	4' LT								16			8						24	
100+45	-	100+51	US53-MED1	15' LT							16			8						24		
100+65	-	100+71	US53-MED1	4' RT								16			8						24	
100+65	-	100+71	US53-MED1	15' RT							16			8						24		
100+94	-	101+00	US53-MED1	4' RT								16			8						24	
100+94	-	101+00	US53-MED1	15' RT							16			8						24		
100+94	-	101+33	US53-MED1	4' LT					14			16						52			150	
101+13	-	101+29	US53-MED1	15' RT				5			16						21			56		
101+18	-	102+77	US53-MED1	4' RT					62			16						195			604	
101+75	-	107+67	US53-MED1	15' LT	1032			235			16									2360		
102+14	-	102+31	US53-MED1	15' RT				5			16						23			58		
102+14	-	104+84	US53-MED1	4' LT					107			16						360			1080	
103+40	-	104+25	US53-MED1	4' RT					33									104				
105+15	-	107+57	US53-MED1	4' RT					95			16						323			964	
105+27	-	110+25	US53-MED1	15' RT	664			198			16									1992		
109+17	-	109+90	US53-MED1	4' LT					28			16						97			290	
-	-	UNDISTRIBUTED						130			340			170			220			1690		
-	-	1198-03-73 STAGE TOTALS			1,696	0	0	664	492	0	1,604	1,328	0	814	657	0	440	1,489	0	8,547	6,107	0
-	-	PROJECT 1198-03-73 SUBTOTAL 0010			1,700			1,160			2,930			1,470			1,930			14,700		
-	-	PROPOSAL TOTAL			1,700			1,160			2,930			1,470			1,930			16,600		

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CURB & GUTTER ITEMS

STATION	TO	STATION	STREET	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A		601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D		612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH		612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH		SPV.0090.01 SPECIAL (01. CONCRETE CURB & GUTTER 6-INCH SLOPED 18-INCH TYPE G)		SPV.0090.02 SPECIAL (02. CURE & SEAL TREATMENT, CONCRETE CURB & GUTTER)	
				STAGE	LF 1A	LF 2	LF 1A	LF 2	LF 1A	LF 2	LF 1A	LF 2	LF 1A	LF 2	LF 1A	LF 2
PROJECT 1198-03-73																
95+67	-	96+77	US53 MED1	26' LT	10										10	
97+02	-	97+12	US53 MED1	26' LT	10										10	
															0	
324+27	-	324+63	N 3rd St	NW Blatnik Bridge	0										0	
325+75	-	325+95	N 3rd St	NE Blatnik Bridge	0										0	
328+19	-	328+83	N 3rd St	NW Cumming Ave	46										46	
329+08	-	329+60	N 3rd St	NE Cumming Ave	43										43	
101+90	-	102+20	E 2nd St	SE E St	83										83	
			PROJECT 1198-03-73 STAGE TOTALS		192	0	0	0	0	0	0	0	0	0	192	0
			PROJECT 1198-03-73 SUBTOTAL 0010		190		0		0		0		0		190	
PROJECT 1198-03-73				STAGE	1A	2	1A	2	1A	2	1A	2	1A	2	1A	2
577+46		579+25	E STREET	RT			179								179	
			PROJECT 1198-03-73 STAGE TOTALS		0	0	179	0	0	0	0	0	0	0	179	0
			PROJECT 1198-03-73 SUBTOTAL 0020		0		180		0		0		0		180	
PROJECT 1198-03-80				STAGE	1A	2	1A	2	1A	2	1A	2	1A	2	1A	2
96+60	-	101+74	USH 53	ML SB RT TURN			514				514				514	
101+47	-	106+17	USH 53	NB RT TURN			490				490				490	
101+15	-	102+35	USH 53	MEDIAN							240		240		240	
580+35	-	581+42	E STREET	LT CURB REHAB	86		96								182	
579+24	-	580+44	E STREET	E Street LT			120				120				120	
699+90	-	703+44	LENROOT DR	Lenroot LT			354				354				354	
703+44	-	707+00	LENROOT DR	Lenroot LT			356				356				356	
700+53	-	703+70	LENROOT DR	Lenroot RT			317				317				317	
706+91	-	706+91	LENROOT DR	Cross Pipe to CBMH-8					30							
706+91	-	710+75	LENROOT DR	Lenroot LT & RT							768					
			PROJECT 1198-03-80 STAGE TOTALS		86	0	2,247	0	30	0	3,159	0	240	0	2,573	0
			PROJECT 1198-03-80 SUBTOTAL 0010		90		2,250		30		3,159		240		2,570	
			PROPOSAL TOTAL		280		2,430		30		3,160		240		2,940	

CURB RAMPS

STATION	TO	STATION	STREET	LOCATION	STAGE	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	SPV.0090.03 SPECIAL (03. FENCE CHAIN LINK 5-FT REPAIR) LF	SPV.0165.01 SPECIAL (01. CURE & SEAL TREATMENT, CONCRETE SIDEWALK) SF
PROJECT 1198-03-73											
324+27	-	324+63	N 3rd St	NW Blatnik Bridge	1A		101	10			101
325+75	-	325+95	N 3rd St	NE Blatnik Bridge	1A		103	10		20	103
328+19	-	328+83	N 3rd St	NW Cumming Ave	1A		257		18	30	257
329+08	-	329+60	N 3rd St	NE Cumming Ave	1A		191		19	20	191
101+90	-	102+20	E 2nd St	SE E St	1A	30	210	20			210
			PROJECT 1198-03-73 SUBTOTAL 0010			30	860	40	37	70	860
PROJECT 1198-03-80											
101+15	-	102+35	USH 53-MED1	MEDIAN	2		360				360
			PROJECT 1198-03-80 SUBTOTAL 0010			0	360	0	0	0	360
			PROPOSAL TOTAL			30	1,220	40	37	70	1,220

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BARRIER

STATION	TO	STATION	LOCATION	STAGE	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	603.8500 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST LF
PROJECT 1198-03-80							
	-						
603+70	-	604+30	Winter LT	1A	88	88	88
604+20	-	604+90	Winter RT	1A	88	88	88
	-						
			PROJECT 1198-03-80 SUBTOTAL 0010		175	175	175
	-						
			PROPOSAL TOTAL		175	175	175

STORM SEWER PIPE

NAME	NAME	STATION	STATION	STAGE	520.8000 CONCRETE COLLARS FOR PIPE EACH	522.2314 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 14X23-INCH LF	522.2614 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 14X23-INCH EACH	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF
PROJECT 1198-03-73										
CBMH-1	- CB021602	98+94	- 98+94		1			15.0		
CBMH-1B	- CBMH-1	98+80	- 98+94					15.0		
CBMH-2	- CBMH-2B	101+21	- 101+15					6.0		
CBMH-2	- CB020247	101+21	- 101+21		1			16.0		
CBMH-2	- CBMH-2C	101+21	- 101+50					28.0		
CBMH-3	- CB020243	102+88	- 102+68					23.0		
CBMH-3B	- CBMH-3	103+40	- 102+88					52.0		
CBMH-3C	- CBMH-3B	104+50	- 103+40					110.0		
CBMH-3D	- CB020243	102+61	- 102+68					15.0		
CB020243	-		-		1					
	-		-							
			PROJECT 1198-03-73 SUBTOTAL 0010		3	0	0	280	0	0
	-		-							
	-		-							
PROJECT 1198-03-80										
CBMH-4	- CBMH-5	702+77	- 702+92	1A				15		
CBMH-5	- CBMH-6	702+92	- 702+92	1A					32	
INLET-7	- CBMH-6	702+92	- 702+92	1A				10		
CBMH-6	- CBMH-8	702+92	- 706+91	1A						400
CBMH-8	- MH-9	706+91	- 707+40	1A						52
		711+11	- 711+11	1A		46	2			
			PROJECT 1198-03-80 SUBTOTAL 0010		0	46	2	25	32	452
			PROPOSAL TOTAL		3	46	2	305	32	452

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HMA ITEMS

STATION	TO	STATION	STREET	LENGTH	LOCATION	455.0605 TACK COAT GAL 1B	455.0605 TACK COAT GAL 2	455.0605 TACK COAT GAL 3	460.6645 HMA PAVEMENT 5 MT 58-34 V TON 1B	460.6645 HMA PAVEMENT 5 MT 58-34 V TON 2	460.6645 HMA PAVEMENT 5 MT 58-34 V TON 3	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
PROJECT 1198-03-73					STAGE	1B	2	3	1B	2	3	ALL STAGES	ALL STAGES	
320+85	-	329+25	N 3RD ST	840	WB	60	80		89	111			20	1.5 INCH HMA PAVEMENT MAINLINE
320+85	-	325+85	N 3RD ST	500	EB		60	50		80	70		10	1.5 INCH HMA PAVEMENT MAINLINE
120+25	-	122+75	HUGHITT	250	RAMP EXIT			40			60		5	1.5 INCH HMA PAVEMENT MAINLINE
213+50	-	240+00	RAMPS	2650	RAMP		65	425		90	590		60	1.5 INCH HMA PAVEMENT MAINLINE
329+00	-	340+00	LANE A	1100	WB TO 3RD ST	80	70		100	100			25	1.5 INCH HMA PAVEMENT MAINLINE
434+02	-	439+00	LANE B	498	EB TO US 53		40	50		58	72		10	1.5 INCH HMA PAVEMENT MAINLINE
36+23	-	47+79	US 53	1156	EB US53 MED	65	95		90	130			25	1.5 INCH HMA PAVEMENT MAINLINE
39+00	-	47+79	US 53	879	WB US53 MED	80	60		110	90			20	1.5 INCH HMA PAVEMENT MAINLINE
47+79	-	55+92	US 53	813	US53 EB	70	70		100	90			20	1.5 INCH HMA PAVEMENT MAINLINE
47+79	-	55+96	US 53	817	US53 WB	70	60		100	80			20	1.5 INCH HMA PAVEMENT MAINLINE
55+92	-	62+72	US 53	680	US53 EB	50	50		70	70			20	1.5 INCH HMA PAVEMENT MAINLINE
55+96	-	62+68	US 53	672	US53 WB	60	50		80	70			20	1.5 INCH HMA PAVEMENT MAINLINE
62+72	-	69+67	US 53	695	US53 EB	70	50		90	80			20	1.5 INCH HMA PAVEMENT MAINLINE
62+68	-	69+67	US 53	699	US53 WB	60	60		100	70			20	1.5 INCH HMA PAVEMENT MAINLINE
71+89	-	75+77	US 53	388	NB US53 MED1	70	70		95	95			2	3.0 INCH HMA PAVEMENT MAINLINE
71+89	-	75+60	US 53	371	SB US53 MED1	70	70		95	95			2	3.0 INCH HMA PAVEMENT MAINLINE
77+75	-	86+43	US 53	868	NB US53 MED1	155	155		220	220			4	3.0 INCH HMA PAVEMENT MAINLINE
77+59	-	86+27	US 53	868	SB US53 MED1	150	150		210	210			4	3.0 INCH HMA PAVEMENT MAINLINE
93+24	-	97+66	US 53	442	NB US53 MED1	75	75		105	105			2	3.0 INCH HMA PAVEMENT MAINLINE
93+24	-	97+66	US 53	442	SB US53 MED1	80	80		110	110			2	3.0 INCH HMA PAVEMENT MAINLINE
97+66	-	102+29	US 53	463	NB US53 MED1	75	75		105	105			2	3.0 INCH HMA PAVEMENT MAINLINE
97+66	-	102+29	US 53	463	SB US53 MED1	75	75		110	100			2	3.0 INCH HMA PAVEMENT MAINLINE
577+47	-	579+71	E STREET	224	S APRON & CONNECT	120			170				1	DEPTH VARIES
580+28	-	581+71	E STREET	143	N APRON	100			140				1	DEPTH VARIES
102+29	-	110+25	US 53	796	NB US53 MED1	135	135		190	190			4	3.0 INCH HMA PAVEMENT MAINLINE
102+29	-	110+25	US 53	796	SB US53 MED1	130	130		185	185			4	3.0 INCH HMA PAVEMENT MAINLINE
0+00	-	10+39	1ST STREET			421			673					3.0 INCH HMA PAVEMENT MAINLINE
1+25	-	3+00	1ST STREET LT			36			57					DEPTH VARIES
3+50	-	4+25	1ST STREET RT			16			25					DEPTH VARIES
5+75	-	6+75	1ST STREET RT			21			33					DEPTH VARIES
7+50	-	8+65	1ST STREET LT & RT			24			38					DEPTH VARIES
605+20	-	605+87	WINTER STREET			28			22					DEPTH VARIES
					PROJECT 1198-03-73 STAGE TOTALS	2,446	1,825	565	3,512	2,534	792	0	325	
					PROJECT 1198-03-73 SUBTOTAL 0010	4,840			6,840			0	325	

HMA ITEMS CONT.

STATION	TO	STATION	STREET	LENGTH	LOCATION	455.0605 TACK COAT GAL 1B	455.0605 TACK COAT GAL 2	455.0605 TACK COAT GAL 3	460.6645 HMA PAVEMENT 5 MT 58-34 V TON 1B	460.6645 HMA PAVEMENT 5 MT 58-34 V TON 2	460.6645 HMA PAVEMENT 5 MT 58-34 V TON 3	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
PROJECT 1198-03-80					STAGE	1B	2	3	1B	2	3	ALL STAGES	ALL STAGES	
	-													
96+60	-	101+54	USH 53		SB RT TURN	90			180					5.0 INCH HMA PAVEMENT
101+70	-	106+17	USH 53		NB RT TURN	80			160					5.0 INCH HMA PAVEMENT
578+62	-	580+15	E STREET		LT REHAB	10			10					DEPTH VAIRES
700+00	-	708+00	LENROOT DRIVE		WEDGING AS NEEDED	220			150					DEPTH VARIES
700+11	-	708+00	LENROOT DRIVE		LT REHAB	290			290					DEPTH VARIES
700+11	-	708+25	LENROOT DRIVE		RT REHAB	220			290					DEPTH VARIES
708+00	-	710+50	LENROOT DRIVE		LT REBUILD	70			120					5.0 INCH HMA PAVEMENT
708+25	-	710+50	LENROOT DRIVE		RT REBUILD	60			110					5.0 INCH HMA PAVEMENT
710+50	-	712+00	LENROOT DRIVE		INTERSECTION CURVE	60			210					DEPTH VARIES
	-													
602+91	-	605+20	WINTER STREET		SHOULDER REHAB	20			18					DEPTH VARIES
602+91	-	605+20	WINTER STREET		FULL WIDTH	140			140					3.0 INCH HMA PAVEMENT
	-				UNDISTRIBUTED							50		FOR MINOR REPAIRS, RAMPING
					PROJECT 1198-03-80 STAGE TOTALS	1,260	0	0	1,678	0	0	50	0	
					PROJECT 1198-03-80 SUBTOTAL 0010	1,260			1,680			50	0	
	-													
					PROPOSAL TOTAL	6,100			8,520			50	325	

STATION	TO	STATION	LOCATION	624.0100 WATER MGAL
PROJECT 1198-03-73				
	-			
320+85	-	110+25	USH 53	0.1
			PROJECT 1198-03-73 SUBTOTAL 0010	0.1
	-			
PROJECT 1198-03-80				
	-			
700+00	-	712+11	LENROOT	0.1
			PROJECT 1198-03-80 SUBTOTAL 0010	0.1
	-			
			PROPOSAL TOTAL	0.2

CERTAIN BID ITEMS ARE ONLY UNDER ONE PROJECT ID.
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⚠ ADDITIONAL QUANTITIES SHOWN IN OTHER TABLES

MANHOLES

NAME	LOCATION	STATION	ADJ. RINGS	OFFSET	611.0420 RECONSTRUCTING MANHOLES EACH 1A	EACH 2	EACH 3	611.2008 MANHOLES 8-FT DIAMETER EACH 1A	611.8110 ADJUSTING MANHOLE COVERS EACH 1A	EACH 2	EACH 3	611.9705 SALVAGED MANHOLE COVERS EACH 1A	⚠ SPV.0060.01 SPECIAL (01. ELASTOMERIC WATERPROOFING SEALER) EACH 1A	EACH 1B	EACH 2	EACH 3	SPV.0060.02 SPECIAL (02. MANHOLE COVERS SPECIAL) EACH 1A	EACH 1B	EACH 2	EACH 3
PROJECT 1198-03-73				STAGE																
ST010173	3rd WBCL	321+68		64 RT						1										
ST010172	3rd WBCL	323+27		24 RT																
ST010398	3rd WBCL	325+00		24 RT																
ST010153	3rd WBCL	328+81		40 LT					1											
CB010399	RAMP	237+45		23 LT							1									
ST020250		98+94		0 CL		1														
ST020246		101+19		0 CL		1													1	
ST020241		102+25		0 CL		1														
ST020239		105+53		0 CL		1														
ST020238		106+65		0 CL		1													1	
ST020253		109+35		0 CL		1													1	
				PROJECT 1198-03-73 STAGE TOTALS	0	6	0	0	1	1	1	0	0	0	0	0	0	0	3	0
				PROJECT 1198-03-73 SUBTOTAL 0010		6		0		3		0		0				3		
PROJECT 1198-03-73				STAGE	1A	2	3	1A	1A	2	3	1A	1A	1B	2	3	1A	1B	2	3
MH010063	HUGHITT	121+46		0 CL						1										
MH010190	3rd WBCL	321+26		31 RT						1										
MH010106	LANE B	439+42		4 LT						1										
PF010113		43+11		31 RT						1										
MH010120		46+82		31 RT						1										
MH010129	WB	50+52		10 RT						1										
MH010137	WB	52+39		9 RT						1										
MH010138	WB	54+25		1 LT																
MH020029		101+86		19 LT	1															
MH020030		105+52		18 LT						1					1					
MH020031		109+17		18 LT						1					1					
MH020004	WINTER	604+32		16 LT						1					1					
				PROJECT 1198-03-73 STAGE TOTALS	1	0	0	0	0	10	0	0	0	0	3	0	0	0	0	0
				PROJECT 1198-03-73 SUBTOTAL 0020		1		0		10		0		3				0		
PROJECT 1198-03-80				STAGE	1A	2	3	1A	1A	2	3	1A	1A	1B	2	3	1A	1B	2	3
MH-9	LENROOT	707+40	612.20	34.3' LT				1					1				1			
ST0200014	LENROOT	708+90	616.35	16.5' LT	1				1			1	1							
				PROJECT 1198-03-80 STAGE TOTALS	1	0	0	1	1	0	0	1	2	0	0	0	1	0	0	0
				PROJECT 1198-03-80 SUBTOTAL 0010		1		1		1		1		2				1		
				PROPOSAL TOTAL		8		1		14		1						4		

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ADDITIONAL QUANTITIES SHOWN IN OTHER TABLES

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CATCH BASINS

NAME	LOCATION	STATION	ADJ. RING	OFFSET		STAGE	611.0410 RECONSTRUCTING CATCH BASINS EACH	611.0600 INLET COVERS TYPE A EACH	611.0603 INLET COVERS TYPE A-S EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0654 INLET COVERS TYPE V EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8105 ADJUSTING CATCH BASIN COVERS EACH	SPV.0060.01 SPECIAL (01. ELASTOMERIC WATERPROOFING SEALER) EACH
PROJECT 1198-03-73																		
CB01173C	HUGHITT	122+58		13	LT	3											1	
CB01173B	HUGHITT	122+41		12	RT	3											1	
CB010382	3rd WBCL	321+51		64	RT	3											1	
CB01173A	3rd WBCL	321+66		16	LT	1											1	
ST010173	3rd WBCL	321+68		64	RT	2												
ST010172	3rd WBCL	323+27		24	RT	2												
ST010398	3rd WBCL	325+00		24	RT	2												
CB01153B	3rd WBCL	328+50		1	LT	2											1	
CB01153A	3rd WBCL	328+53		13	LT	1											1	
ST010153	3rd WBCL	328+81		40	LT	1												
CB01182B	RAMP	216+11		1	LT	3											1	
CB01172D	RAMP	219+48		1	LT	3												
CB01172C	RAMP	221+71		1	LT	3											1	
CB01172B	RAMP	222+43		1	LT	3												
CB01172A	RAMP	223+20		1	LT	3											1	
ST010400	RAMP	227+31		1	LT	3											1	
ST010421	RAMP	229+09		1	LT	3											1	
CB010387	RAMP	230+04		1	LT	3											1	
CB0101521	RAMP	231+24		1	LT	3											1	
CB01164C	RAMP	234+79		1	LT	3											1	
CB01182A	RAMP	237+36		1	LT	3											1	
CB010399	RAMP	237+45		23	LT	3											1	
CB010168	LANE B	435+30		12	LT	2												
CB010170	LANE B	436+52		12	LT	2											1	
CB010392	LANE B	438+90		10	LT	2				1								
CB01156A	LANE A	331+05		1	LT	2												
CB010401	LANE A	331+81		1	LT	2												
ST010158	LANE A	332+94		28	LT	1											1	
ST010159	LANE A	337+87		28	LT	1											1	
CB010524	US53-MED	36+72		16	LT	3											1	
CB010160A	US53-MED	37+25		1	LT	3											1	
CB010523	US53-MED	38+77		16	LT	3											1	
CB010162	US53-MED	40+82		54	RT	1											1	
CB010161	US53-MED	40+89		13	RT	2												
CB010163	US53-MED	41+08		75	RT	1											1	
GRAND AVENUE																		
CB01197B	US53-MED	42+95		32	LT	1											1	
ST010197		43+16		5	RT	2												
CB01197A	US53-MED	43+22		42	LT	1												
CB01196B	US53-MED	45+27		53	RT	1												
CB01196A	US53-MED	45+27		17	RT	2											1	
CB010418	WB	48+13		10	RT	2											1	
CB01195B	EB	48+16		20	LT	2												
CB01195A	WB	48+19		20	LT	1		1										
CB01195C	EB	48+20		66	RT	1											1	
CB010419	EB	48+48		89	RT	1												
CLOUGH AVENUE																		
CB01194D	EB	48+86		89	RT	1											1	
CB01194B	WB	49+15		20	LT	1											1	
CB01194A	WB	49+20		20	RT	2												
PROJECT 1198-03-73 SECTION TOTAL							0	1	0	1	0	0	0	0	0	0	29	0

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CATCH BASINS CONT.

NAME	LOCATION	STATION	ADJ. RING	OFFSET	STAGE	611.0410 RECONSTRUCTING CATCH BASINS EACH	611.0600 INLET COVERS TYPE A EACH	611.0603 INLET COVERS TYPE A-S EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0654 INLET COVERS TYPE V EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8105 ADJUSTING CATCH BASIN COVERS EACH	SPV.0060.01 SPECIAL (01. ELASTOMERIC WATERPROOFING SEALER) EACH
PROJECT 1198-03-73																	
CB01194C	EB	49+36		67	RT 1											1	
CB010417	WB	51+59		11	RT 2											1	
CB010193	EB	51+77		19	RT 1												
CB01194C	EB	49+36		67	RT 1											1	
CB010417	WB	51+59		11	RT 2											1	
CB010193	EB	51+77		19	RT 1												
CB01191A	WB	56+08		26	RT 2											1	
CB01189C	EB	56+52		106	RT 1											1	
CATLIN AVENUE																	
CB010190		56+65		27	RT 2											1	
CB01189B	EB	56+85		92	RT 1												
CB01189A	EB	57+38		19	RT 1												
CB01188A	WB	61+55		11	RT 2											1	
CB01188B	WB	61+56		20	LT 1											1	
CB01188C	EB	61+56		21	LT 2											1	
CB01188D	EB	61+56		16	RT 1											1	
N 5TH STREET																	
CB01187A	WB	63+29		11	RT 2											1	
CB010378	EB	63+49		21	LT 2											1	
CB01187B	EB	63+49		13	RT 1											1	
ST010186	WB	63+79		16	LT 1											1	
CB010429	EB	67+05		12	LT 1											1	
CB010428	WB	67+06		12	LT 1											1	
STRUCTURE B-16-10 & B-16-11																	
CB021119		83+07		3	LT 2											1	
CB021118		83+06		26	RT 1			1									
STRUCTURE B-16-12																	
CB020251		97+90		27	LT 1											1	
ST020250		98+94		0	CL 2												
CB020249		101+19		42	LT 1											1	
ST020246		101+19		0	CL 2												
E STREET																	
CB020242	CB021603	102+17		45	RT 1											1	
ST020241		102+25		0	CL 2												
ST020239		105+53		0	CL 2												
CB020237		106+65		26	LT 1											1	
ST020238		106+65		0	CL 2												
CB020255		109+35		26	LT 1											1	
ST020253		109+35		0	CL 2												
CB020254		109+35		28	RT 1											1	
CBMH-1	US53-MED1	98+94		40	RT				1				1				1
CBMH-1B	US53-MED1	98+80		40	RT				1				1				1
CBMH-2	US53-MED1	101+21		41	RT					1			1				1
CBMH-2B	US53-MED1	101+15		40	RT					1			1				1
CBMH-2C	US53-MED1	101+50		55	RT				1				1				1
CBMH-3	US53-MED1	102+88		40	LT					1			1				1
CBMH-3B	US53-MED1	103+40		40	LT				1				1				1
CBMH-3C	US53-MED1	104+50		40	LT				1				1				1
CBMH-3D	US53-MED1	102+61		40	LT					1			1				1
CB020243	US53-MED1	102+68				1											1
CB01173C	HUGHITT	122+58		13	LT												1
CB01173B	HUGHITT	122+41		12	RT												1
CB010382	3rd WBCL	321+51		64	RT												1
CB01173A	3rd WBCL	321+66		16	LT												1
ST010173	3rd WBCL	321+68		64	RT												1
ST010172	3rd WBCL	323+27		24	RT												1
ST010398	3rd WBCL	325+00		24	RT												1
PROJECT 1198-03-73 SECTION TOTAL						1	0	1	5	4	0	0	9	0	0	24	17

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CATCH BASINS CONT.

NAME	LOCATION	STATION	ADJ. RING	OFFSET	STAGE	611.0410 RECONSTRUCTING CATCH BASINS EACH	611.0600 INLET COVERS TYPE A EACH	611.0603 INLET COVERS TYPE A-S EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0654 INLET COVERS TYPE V EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8105 ADJUSTING CATCH BASIN COVERS EACH	SPV.0060.01 SPECIAL (01. ELASTOMERIC WATERPROOFING SEALER) EACH
PROJECT 1198-03-73																	
CB01153B	3rd WBCL	328+50		1	LT												1
CB01153A	3rd WBCL	328+53		13	LT												1
ST010153	3rd WBCL	328+81		40	LT												1
CB01182B	RAMP	216+11		1	LT												1
CB01172D	RAMP	219+48		1	LT												1
CB01172C	RAMP	221+71		1	LT												1
CB01172B	RAMP	222+43		1	LT												1
CB01172A	RAMP	223+20		1	LT												1
ST010400	RAMP	227+31		1	LT												1
ST010421	RAMP	229+09		1	LT												1
CB010387	RAMP	230+04		1	LT												1
CB0101521	RAMP	231+24		1	LT												1
CB01164C	RAMP	234+79		1	LT												1
CB01182A	RAMP	237+36		1	LT												1
CB010399	RAMP	237+45		23	LT												1
CB010168	LANE B	435+30		12	LT												1
CB010170	LANE B	436+52		12	LT												1
CB010392	LANE B	438+90		10	LT												1
CB01156A	LANE A	331+05		1	LT												1
CB010401	LANE A	331+81		1	LT												1
ST010158	LANE A	332+94		28	LT												1
ST010159	LANE A	337+87		28	LT												1
CB010524	US53-MED	36+72		16	LT												1
CB010160A	US53-MED	37+25		1	LT												1
CB010523	US53-MED	38+77		16	LT												1
CB010162	US53-MED	40+82		54	RT												1
CB010161	US53-MED	40+89		13	RT												1
CB010163	US53-MED	41+08		75	RT												1
GRAND AVENUE																	
CB01197B	US53-MED	42+95		32	LT												1
CB01197A	US53-MED	43+22		42	LT												1
CB01196B	US53-MED	45+27		53	RT												1
CB01196A	US53-MED	45+27		17	RT												1
CB010418	WB	48+13		10	RT												1
CB01195B	EB	48+16		20	LT												1
CB01195A	WB	48+19		20	LT												1
CB01195C	EB	48+20		66	RT												1
CB010419	EB	48+48		89	RT												1
CLOUGH AVENUE																	
CB01194D	EB	48+86		89	RT												1
CB01194B	WB	49+15		20	LT												1
CB01194A	WB	49+20		20	RT												1
CB01194C	EB	49+36		67	RT												1
CB010417	WB	51+59		11	RT												1
CB010193	EB	51+77		19	RT												1
CB01191A	WB	56+08		26	RT												1
CB01189C	EB	56+52		106	RT												1
CATLIN AVENUE																	
CB01189B	EB	56+85		92	RT												1
CB01189A	EB	57+38		19	RT												1
CB01188A	WB	61+55		11	RT												1
CB01188B	WB	61+56		20	LT												1
CB01188C	EB	61+56		21	LT												1
CB01188D	EB	61+56		16	RT												1
PROJECT 1198-03-73 SECTION TOTAL						0	0	0	0	0	0	0	0	0	0	0	51

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CATCH BASINS CONT.

NAME	LOCATION	STATION	ADJ. RING	OFFSET		STAGE	611.0410 RECONSTRUCTING CATCH BASINS EACH	611.0600 INLET COVERS TYPE A EACH	611.0603 INLET COVERS TYPE A-S EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0654 INLET COVERS TYPE V EACH	611.1004 CATCH BASINS 4-FT DIAMETER EACH	611.1005 CATCH BASINS 5-FT DIAMETER EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8105 ADJUSTING CATCH BASIN COVERS EACH	SPV.0060.01 SPECIAL (01. ELASTOMERIC WATERPROOFING SEALER) EACH
PROJECT 1198-03-73																		
CB01187A	WB	63+29		11	RT													1
CB010378	EB	63+49		21	LT													1
CB01187B	EB	63+49		13	RT													1
ST010186	WB	63+79		16	LT													1
CB010429	EB	67+05		12	LT													1
CB010428	WB	67+06		12	LT													1
STRUCTURE B-16-10 & B-16-11																		
CB021119		83+07		3	LT													1
CB021118		83+06		26	RT													1
STRUCTURE B-16-12																		
CB020251		97+90		27	LT													1
ST020250		98+94		0	CL													1
CB020249		101+19		42	LT													1
ST020246		101+19		0	CL													1
E STREET																		
CB020242	CB021603	102+17		45	RT													1
ST020241		102+25		0	CL													1
ST020239		105+53		0	CL													1
CB020237		106+65		26	LT													1
ST020238		106+65		0	CL													1
CB020255		109+35		26	LT													1
ST020253		109+35		0	CL													1
CB020254		109+35		28	RT													1
PROJECT 1198-03-73 SUBTOTAL 0010							1	1	1	6	4	0	0	9	0	0	53	88
PROJECT 1198-03-80																		
CBMH-4	LENROOT	702+77	614.81	16.6	RT	1A							1	1				1
CBMH-5	LENROOT	702+92	614.75	17.1	RT	1A					1			1				1
CBMH-6	LENROOT	702+92	614.82	14.0	LT	1A					1				1			1
INLET-7	LENROOT	702+92	612.90	24.0	LT	1A						1				1		1
CBMH-8	LENROOT	706+91	614.05	16.1	LT	1A				1					1			1
PROJECT 1198-03-80 SUBTOTAL 0010							0	0	0	1	2	1	1	2	2	1	0	5
PROPOSAL TOTAL							1	1	1	7	6	1	1	11	2	1	53	98

INLET PROTECTION

NAME	TO	LOCATION	STATION	OFFSET		STAGE	611.8120.S COVER PLATES TEMPORARY EACH	628.7015 INLET PROTECTION TYPE C EACH
PROJECT 1198-03-73								
CB01173C		HUGHITT	122+58	13	LT	3	1	1
CB01173B		HUGHITT	122+41	12	RT	3	1	1
CB010382		3rd WBCL	321+51	64	RT	3	1	1
CB01173A		3rd WBCL	321+66	16	LT	1	1	1
ST010173		3rd WBCL	321+68	64	RT	2	1	
ST010172		3rd WBCL	323+27	24	RT	2	1	
ST010398		3rd WBCL	325+00	24	RT	2	1	
CB01153B		3rd WBCL	328+50	1	LT	2	1	1
CB01153A		3rd WBCL	328+53	13	LT	1	1	1
ST010153		3rd WBCL	328+81	40	LT	1	1	
CB01182B		RAMP	216+11	1	LT	3	1	1
CB01172D		RAMP	219+48	1	LT	3	1	1
CB01172C		RAMP	221+71	1	LT	3	1	1
CB01172B		RAMP	222+43	1	LT	3	1	1
CB01172A		RAMP	223+20	1	LT	3	1	1
ST010400		RAMP	227+31	1	LT	3	1	1
ST010421		RAMP	229+09	1	LT	3	1	1
CB010387		RAMP	230+04	1	LT	3	1	1
CB0101521		RAMP	231+24	1	LT	3	1	1
CB01164C		RAMP	234+79	1	LT	3	1	1
CB01182A		RAMP	237+36	1	LT	3	1	1
CB010399		RAMP	237+45	23	LT	3	1	1
CB010168		LANE B	435+30	12	LT	2		1
CB010170		LANE B	436+52	12	LT	2	1	1
CB010392		LANE B	438+90	10	LT	2	1	1
CB01156A		LANE A	331+05	1	LT	2	1	1
CB010401		LANE A	331+81	1	LT	2	1	1
ST010158		LANE A	332+94	28	LT	1	1	1
ST010159		LANE A	337+87	28	LT	1	1	1
CB010524		US53-MED	36+72	16	LT	3	1	1
CB010160A		US53-MED	37+25	1	LT	3	1	1
CB010523		US53-MED	38+77	16	LT	3	1	1
CB010162		US53-MED	40+82	54	RT	1	1	1
CB010161		US53-MED	40+89	13	RT	2	1	1
CB010163		US53-MED	41+08	75	RT	1	1	1
GRAND AVENUE								
CB01197B		US53-MED	42+95	32	LT	1	1	1
ST010197			43+16	5	RT	2		
CB01197A		US53-MED	43+22	42	LT	1	1	1
CB01196B		US53-MED	45+27	53	RT	1	1	1
CB01196A		US53-MED	45+27	17	RT	2	1	1
CB010418		WB	48+13	10	RT	2	1	1
CB01195B		EB	48+16	20	LT	2	1	1
CB01195A		WB	48+19	20	LT	1	1	1
CB01195C		EB	48+20	66	RT	1	1	1
CB010419		EB	48+48	89	RT	1	1	1
CLOUGH AVENUE								
CB01194D		EB	48+86	89	RT	1	1	1
CB01194B		WB	49+15	20	LT	1	1	1
CB01194A		WB	49+20	20	RT	2	1	1
			PROJECT 1198-03-73 SECTION TOTAL				46	43

INLET PROTECTION CONT.

NAME	TO	LOCATION	STATION	OFFSET		STAGE	611.8120.S COVER PLATES TEMPORARY EACH	628.7015 INLET PROTECTION TYPE C EACH
PROJECT 1198-03-73								
CB01194C		EB	49+36	67	RT	1	1	1
CB010417		WB	51+59	11	RT	2	1	1
CB010193		EB	51+77	19	RT	1	1	1
CB01194C		EB	49+36	67	RT	1	1	1
CB010417		WB	51+59	11	RT	2	1	1
CB010193		EB	51+77	19	RT	1	1	1
CB01191A		WB	56+08	26	RT	2	1	1
CB01189C		EB	56+52	106	RT	1	1	1
CATLIN AVENUE								
CB010190			56+65	27	RT	2		
CB01189B		EB	56+85	92	RT	1	1	1
CB01189A		EB	57+38	19	RT	1	1	1
CB01188A		WB	61+55	11	RT	2	1	1
CB01188B		WB	61+56	20	LT	1	1	1
CB01188C		EB	61+56	21	LT	2	1	1
CB01188D		EB	61+56	16	RT	1	1	1
N 5TH STREET								
CB01187A		WB	63+29	11	RT	2	1	1
CB010378		EB	63+49	21	LT	2	1	1
CB01187B		EB	63+49	13	RT	1	1	1
ST010186		WB	63+79	16	LT	1	1	1
CB010429		EB	67+05	12	LT	1	1	1
CB010428		WB	67+06	12	LT	1	1	1
TRUCTURE B-16-10 & B-16-11								
CB021119			83+07	3	LT	2	1	1
CB021118			83+06	26	RT	1	1	1
STRUCTURE B-16-12								
CB020251			97+90	27	LT	1	1	1
ST020250			98+94	0	CL	2	1	
CB020249			101+19	42	LT	1	1	1
ST020246			101+19	0	CL	2	1	
E STREET								
CB020242		CB021603	102+17	45	RT	1	1	1
ST020241			102+25	0	CL	2	1	
ST020239			105+53	0	CL	2	1	
CB020237			106+65	26	LT	1	1	1
ST020238			106+65	0	CL	2	1	
CB020255			109+35	26	LT	1	1	1
ST020253			109+35	0	CL	2	1	
CB020254			109+35	28	RT	1	1	1
			PROJECT 1198-03-73 SUBTOTAL 0010				80	71
PROJECT 1198-03-73								
SANITARY								
MH010063		HUGHITT	121+46	0	CL	3	1	
MH010190		3rd WBCL	321+26	31	RT	2	1	
MH010106		LANE B	439+42	4	LT	2	1	
PF010113			43+11	31	RT	2	1	
MH010120			46+82	31	RT	2	1	
MH010129		WB	50+52	10	RT	2	1	
MH010137		WB	52+39	9	RT	2	1	
MH010138		WB	54+25	1	LT	1	1	
MH020029			101+86	19	LT	1	1	
MH020030			105+52	18	LT	1	1	
MH020031			109+17	18	LT	1	1	
MH020004		WINTER	604+32	16	LT	1B	1	
			PROJECT 1198-03-73 SUBTOTAL 0020				12	0
			PROPOSAL TOTAL				92	71

FINISHING

STATION	TO	STATION	STREET	LOCATION	STAGE	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0500 SEED WATER MGAL	645.0140 GEOTEXTILE TYPE SAS SY	SPV.0060.03 SPECIAL (03. MOVE AND RESET LANDSCAPING ROCK) EACH	SPV.0180.02 SPECIAL (02. SALVAGE AND RESET LANDSCAPING ROCK) SY	SPV.0195.02 SPECIAL (02. LANDSCAPING ROCK) TON	REMARKS
PROJECT 1198-03-73																
	-															
95+67	-	96+77	US53 MED1	26' LT		6		6	0.01	0.2	0.2					WB OUTSIDE LANE
97+02	-	97+12	US53 MED1	26' LT		6		6	0.01	0.2	0.2					WB OUTSIDE LANE
100+70	-	101+14	US53 MED1	26'- 38' LT		25		25	0.02	0.5	0.6					WB OUTSIDE LANE
324+27	-	324+63	N 3rd St	NW Blatnik Bridge		57		57	0.04	1.1	1.3					
325+75	-	325+95	N 3rd St	NE Blatnik Bridge		26		26	0.02	0.5	0.6					
328+19	-	328+83	N 3rd St	NW Cumming Ave		35		35	0.03	0.7	0.8					
329+08	-	329+60	N 3rd St	NE Cumming Ave		13		13	0.01	0.3	0.3					
				PROJECT 1198-03-73 SUBTOTAL 0010		170	0	170	0.50	4.0	4.0	0				
PROJECT 1198-03-73																
	-															
577+46		579+25	E STREET	RT		100		100	0.07	1.8	2					
				PROJECT 1198-03-73 SUBTOTAL 0020		100	0	100	0.50	2	2	0	0	0	0	
PROJECT 1198-03-80																
	-															
97+65	-	101+50	USH 53	SB RT TURN		420		420	0.27	7.6	9.5			7		
102+00	-	160+15	USH 53	NB RT TURN		370		370	0.24	6.7	8.4					
578+15		579+20	E ST	VET CLINIC LANDSCAPING									16	109	6	
700+18	-	707+00	LENROOT DRIVE	LT REHAB		720		720	0.46	13.0	16.2					
700+18	-	707+00	LENROOT DRIVE	VET CLINIC LANDSCAPING		40		40	0.03	0.8	0.9	32	10	182	6	
707+00	-	711+75	LENROOT DRIVE	SLOPES			2,710	2,710	1.71	48.8	60.9					
				PROJECT 1198-03-80 SUBTOTAL 0010		1,550	2,710	4,260	3	77	96	32	26	300	12	
				PROPOSAL TOTAL		1,820	2,710	4,530	4	83	102	32	26	300	12	

EROSION CONTROL

STATION	TO	STATION	LOCATION	STAGE	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
PROJECT 1198-03-80						
	-					
	-		UNDISTRIBUTED		200	200
	-					
			PROJECT 1198-03-80 SUBTOTAL 0010		200	200
	-					
			PROPOSAL TOTAL		200	200

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PERMANENT SIGNING

STATION	ALIGNMENT	OFFSET	SIGN #	SIGN CODE	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
PROJECT 1198-03-73										
	E 1ST ST	RT	S-1	D1-2	1			8.00		(left arrow) Winter St (left arrow) To E Street
	E 1ST ST	RT	S-4	R1-1	1			5.18		Stop
98+05	US53-MED1	RT	S-2	D1-2	2			9.00		To E Street (right arrow) To Winter St (right arrow)
99+20	US53-MED1	RT	S-3	R14-52	1			4.00		Local Truck Route
				M6-1				3.06		Right Arrow
104+70	US53-MED1	LT	S-8	D1-2	2			9.00		E Street (right arrow)
577+60	E STREET	RT	S-10	J32-1	1			11.50		To Winter St (right arrow) To North USH 53 Left Arrow
578+45	E STREET	LT	S-12	D1-1	2			4.50		To Winter St (right arrow)
578+58	E STREET	RT	S-11	J2-2	1			19.00		South USH 53 Right Arrow
579+38	E STREET	RT	S-9	R1-1			1.00	5.18		Stop
				R6-2-R				5.00		One Way (Right Arrow)
580+58	E STREET	LT	S-6	R1-1	1			5.18		Stop
				R6-2-R				5.00		One Way (Right Arrow)
580+90	E STREET	LT	S-5	J2-1	1			9.50		North USH 53 Right Arrow
581+10	E STREET	RT	S-7	D1-2	2			9.00		(left arrow) To E Street (left arrow) To Winter St
701+40	LENROOT DR	RT	S-13	D1-1	1			3.50		E Street (right arrow)
711+40	LENROOT DR	RT	S-18	D1-2	1			8.00		(left arrow) Winter St To E Street (right arrow)
604+12	WINTER ST	LT	S-24	J32-1	1			11.50		To North USH 53 Right Arrow
604+12	WINTER ST	RT	S-20	J32-3		2.00		34.50		To North USH 53 Ahead Arrow
604+60	WINTER ST	LT	S-27	D1-1	1			4.00		(left arrow) To E Street
	PROJECT 1198-03-73 SUBTOTAL 0010				19	2	1	174	0	* Mounted on Bridge or Pier Column
PROJECT 1198-03-80										
700+31	LENROOT DR	LT		R1-1	1					Post for Existing Stop Sign
711+23	LENROOT DR	RT	S-19	R1-1	1			5.18		Stop
603+92	WINTER ST	CL	S-23a	W12-2					9.00	Low Clearance Symbol *
604+13	WINTER ST	LT	S-25	W5-52-R					3.00	Bridge Hash Marks *
				W5-52-L					3.00	Bridge Hash Marks *
604+42	WINTER ST	RT	S-21	W5-52-R					3.00	Bridge Hash Marks *
				W5-52-L					3.00	Bridge Hash Marks *
604+66	WINTER ST	CL	S-23b	W12-2					9.00	Low Clearance Symbol *
604+87	WINTER ST	RT	S-22	W5-52-R					3.00	Bridge Hash Marks *
				W5-52-L					3.00	Bridge Hash Marks *
	PROJECT 1198-03-80 SUBTOTAL 0010				2	0	0	5.18	36.00	* Mounted on Bridge or Pier Column
	PROPOSAL TOTAL				21	2	1	179	36	

ADDITIONAL QUANTITIES SHOWN IN OTHER TABLES

643.0900
TRAFFIC CONTROL SIGNS

	LOCATION	SIGN CODE	LOCATION	DAY	REMARKS
PROJECT 1198-03-73					
NB TRAFFIC	USH 53/E 1ST ST/WINTER ST	M1-4	8	56	USH ROUTE MARKER
		M3-1	8	56	CARDINAL DIRECTION MARKER NORTH
		M3-3		0	CARDINAL DIRECTION MARKER SOUTH
		M4-8	7	49	DETOUR
		M4-8A		0	END DETOUR
		M5-1R	1	7	ADVANCE TURN ARROW RIGHT
		M5-1L		0	ADVANCE TURN ARROW LEFT
		M5-2L	1	7	ADVANCE TURN ARROW TILT LEFT
		M6-1	2	14	DIRECTIONAL ARROW
		M6-2	1	7	DIRECTIONAL ARROW TILT
		G20-51	1	7	DETOUR NEXT _ MILES
		W20-2A	1	7	DETOUR AHEAD
SB TRAFFIC	WINTER ST/LENROOT DR/USH 53	M1-4	7	49	USH ROUTE MARKER
		M3-1		0	CARDINAL DIRECTION MARKER NORTH
		M3-3	7	49	CARDINAL DIRECTION MARKER SOUTH
		M4-8	6	42	DETOUR
		M4-8A	1	7	END DETOUR
		M5-1R	1	7	ADVANCE TURN ARROW RIGHT
		M5-1L	1	7	ADVANCE TURN ARROW LEFT
		M5-2L		0	ADVANCE TURN ARROW TILT LEFT
		M6-1	3	21	DIRECTIONAL ARROW
		M6-2		0	DIRECTIONAL ARROW TILT
		G20-51		0	DETOUR NEXT _ MILES
		W20-2A		0	DETOUR AHEAD
	WINTER ST/HAMMOND AVE	M1-4	16	112	USH ROUTE MARKER
		M3-1	8	56	CARDINAL DIRECTION MARKER NORTH
		M3-3	8	56	CARDINAL DIRECTION MARKER SOUTH
		M4-8	14	98	DETOUR
		M4-8A		0	END DETOUR
		M5-1R	2	14	ADVANCE TURN ARROW RIGHT
		M5-1L	2	14	ADVANCE TURN ARROW LEFT
		M5-2L		0	ADVANCE TURN ARROW TILT LEFT
		M6-1	8	56	DIRECTIONAL ARROW
		M6-2		0	DIRECTIONAL ARROW TILT
		G20-51		0	DETOUR NEXT _ MILES
		W20-2A	2	14	DETOUR AHEAD
	USH 53/BRIDGE	M1-4	7	49	USH ROUTE MARKER
		M3-1	1	7	CARDINAL DIRECTION MARKER NORTH
		M3-3	6	42	CARDINAL DIRECTION MARKER SOUTH
		M4-8	4	28	DETOUR
		M4-8A	1	7	END DETOUR
		M5-1R		0	ADVANCE TURN ARROW RIGHT
		M5-1L		0	ADVANCE TURN ARROW LEFT
		M5-2L		0	ADVANCE TURN ARROW TILT LEFT
		M6-1	3	21	DIRECTIONAL ARROW
		M6-2		0	DIRECTIONAL ARROW TILT
		G20-51	1	7	DETOUR NEXT _ MILES
		W20-2A	2	14	DETOUR AHEAD
-					
		SECTION TOTAL 0010		990	

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

*

STATION	TO	STATION	STREET	SIGN CODE	STAGE	643.0900 TRAFFIC CONTROL SIGNS DAY	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
PROJECT 1198-03-73									
324+20	-	326+10	UNDER BRIDGE	R9-9		20	140	20	328
328+10	-	329+65	CUMMING AVE/STH 35/N 3RD ST	R9-9		20	140	20	187
101+95	-	102+20	E ST/USH 53 S QUAD			10	75	10	384
	-		Undist			20		10	100
	-								
			PROJECT 1198-03-73 SUBTOTAL 0010			70	355	60	1,000
	-								
			PROPOSAL TOTAL				355	60	1,000

ADDITIONAL QUANTITIES SHOWN IN OTHER TABLES

TRAFFIC CONTROL *

STATION	TO	STATION	LOCATION	STAGE	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	REMARKS
PROJECT 1198-03-73															
	-														
13+30	-	19+40	WB N 3RD ST	1A						90					G20-2A, W20-1A
319+50	-	340+00	WB N 3RD ST/LANE A	1A	1,620	135	270			360				2,790	R11-2L (x3), W20-1A (x3), W20-56A (x2)
120+00	-	123+00	HUGHITT AVE	1A											
213+50	-	240+00	RAMP/LANE B/EB N 3RD ST	1A	1,485	45	90	900	45	270					G20-2A, R11-2L, W09-3A (x2), W20-1A, W20-56A
436+00	-	440+00	LANE B	1A	90	45	90			45				810	R11-2L
40+00	-	112+70	USH 53/E 2ND ST	1A	4,815	900	1,800			1,620	2			15,993	R11-2L (x5), M1-1A, M1-4, M1-6, M3-1 (x2), M3-3, M6-1 (x2), M6-2, W20-1A (x3)
40+00	-	112+70	USH 53/E 2ND ST	1A								12.0			LENROOT DRIVE FIXED MESSAGE (x2)
85+50	-	92+00	USH 53/E 2ND ST	1A	945			630	45	360					G20-2A, WO4-2R (x2), W20-1A (x3), W20-5A (x2)
			E 1ST STREET/WATER STREET	1A								6.0			LENROOT DRIVE FIXED MESSAGE
700+00	-	712+00	LENROOT DR	1A	675	315	450			135					R11-2 (x2), R11-4 (x2)
600+00	-	606+00	WINTER ST	1A	1,530	45	90			270					WO1-6, WO4-2R, W20-1A (x3), W20-3A (x3), W20-5A
576+50	-	577+50	E ST	1A						90					W20-1A, W20-3A
576+50	-	577+50	E ST	1A								6.0			LENROOT DRIVE FIXED MESSAGE
600+00	-	606+00	WINTER ST/E 1ST ST	1A								12.0			LENROOT DRIVE FIXED MESSAGE
	-														
13+30	-	19+40	WB N 3RD ST	1B						68					G20-2A, W20-1A
319+50	-	340+00	WB N 3RD ST/LANE A	1B	1,224	102	204			272				2,790	R11-2L (x3), W20-1A (x3), W20-5A (x2)
120+00	-	123+00	HUGHITT AVE	1B											
213+50	-	240+00	RAMP/LANE B/EB N 3RD ST	1B	1,122	34	68	680	34	204					G20-2A, R11-2L, W04-2R (x2), W20-1A, W20-5A
436+00	-	440+00	LANE B	1B	68	34	68			34				612	R11-2L
40+00	-	112+70	USH 53/E 2ND ST	1B	3,638	680	1,360			1,224	2			12,084	R11-2L (x5), M1-1A, M1-4, M1-6, M3-1 (x2), M3-3, M6-1 (x2), M6-2, W20-1A (x3)
85+50	-	92+00	USH 53/E 2ND ST	1B	714			476	34	272					G20-2A, WO4-2R (x2), W20-1A (x3), W20-5A (x2)
700+00	-	712+00	LENROOT DR	1B	510	238	340			102					R11-2 (x2), R11-4 (x2)
600+00	-	606+00	WINTER ST	1B	1,156	34	68			204					WO1-6, WO4-2R, W20-1A (x3), W20-3A (x3), W20-5A
576+50	-	577+50	E ST	1B						68					W20-1A, W20-3A
700+00	-	712+00	LENROOT DR	1B						68					W20-1A (x2)
600+00	-	606+00	WINTER ST/E 1ST ST	1B						136					W20-1A (x3), W20-3A
	-														
13+30	-	19+40	WB N 3RD ST	2	120			96		168					G20-2A, W04-2L (x2), W20-1A (x2), W20-5A (x2)
319+50	-	340+00	WB N 3RD ST/LANE A	2	768	120	240	192		216				1,848	R11-2L (x5), W01-6, W20-1A (X3)
120+00	-	123+00	HUGHITT AVE	2											
213+50	-	240+00	RAMP/LANE B/EB N 3RD ST	2	72	72	144			96				720	G20-2A, R11-2L (x2), W20-1A
436+00	-	440+00	LANE B	2	48	24	48			24				480	R11-2L
40+00	-	112+70	USH 53/E 2ND ST	2	1,920	432	864	72		864	0			7,448	R11-2L (x4), M1-1A, M1-4, M1-6, M3-1 (x2), M3-3, M6-2 (x3), W20-1A (x3)
85+50	-	92+00	USH 53/E 2ND ST	2	408			336	24	192					G20-2A, WO4-2L (x2), W20-1A (x3), W20-5A (x2)
700+00	-	712+00	LENROOT DR	2											
600+00	-	606+00	WINTER ST	2						24					W20-1A
576+50	-	577+50	E ST	2						24					W20-1A
	-														
13+30	-	19+40	WB N 3RD ST	3	80	20	40	80		160					G20-2A, WO1-6, WO4-2R (x2), W20-1A (x2), W20-5A (x2)
319+50	-	340+00	WB N 3RD ST/LANE A	3	180	60	120	80		80	1			500	R11-2L (x3), W20-1A
120+00	-	123+00	HUGHITT AVE	3											
804+00	-	850+00	US 53	3	780	60	120	460		220	2				G20-60, G20-63, R11-2R (x3), W20-1A (x2), W20-53A (x2), W20-53C (x2)
213+50	-	240+00	RAMP/LANE B/EB N 3RD ST	3		80	160			80				700	R11-2L (x4)
436+00	-	440+00	LANE B	3											
40+00	-	112+70	USH 53/E 2ND ST	3	800	20	40	420	20	260	3			60	R11-2L, WO4-2L (x2), W20-1A (x8), W20-55A (x2)
85+50	-	92+00	USH 53/E 2ND ST	3											
700+00	-	712+00	LENROOT DR	3											
600+00	-	606+00	WINTER ST	3											
				ALL STAGES								38.5	246		TRUCK ACCESS OPEN TO NORTH END BUSINESSES
600+00	-	606+00	WIDTH RESTRICTIONS	ALL STAGES						2,040					
	-														
			PROJECT 1198-03-73 SUBTOTAL 0010		24,800	3,500	6,670	4,420	200	10,300	10	75	250	46,800	
	-														
			PROPOSAL TOTAL		24,800	3,500	6,670	4,420	200	11,360	10	75	250	46,800	

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MOVING & REMOVING SIGNS

STATION	ALIGNMENT	OFFSET	SIGN #	SIGN CODE	638.2102 MOVING SIGNS TYPE II EACH	638.2601 REMOVING SIGNS TYPE I EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
PROJECT 1198-03-73										
100+50	US53-MED1	RT		R5-1A	1				1	Wrong Way
101+00	US53-MED1	RT		R5-1	1				1	Do Not Enter
101+21	US53-MED1	CL		R4-7			1	1		Keep Right Symbol
101+21	US53-MED1	CL		W5-54			1			In Road Object Marker
102+21	US53-MED1	CL		R4-7			1	1		Keep Right Symbol
102+21	US53-MED1	CL		W5-54			1			In Road Object Marker
102+61	US53-MED1	LT		R5-1	1				1	Do Not Enter
103+26	US53-MED1	LT		R14-52	1				1	Local Truck Route
				M6-1	1					Right Arrow
104+26	US53-MED1	LT		R5-1A	1				1	Wrong Way
577+60	E STREET	RT		J32-1			1	1		To North USH 53 Left Arrow
578+45	E STREET	LT		D1-1						To E 1st/Water St (right arrow)
578+58	E STREET	RT		J2-2			1	1		South USH 53 Right Arrow To USH 2 Right Arrow
579+38	E STREET	RT		R6-3			1			Divided Highway
579+38	E STREET	RT		R6-1-R			1			One Way Right
579+38	E STREET	RT		R6-1-L			1			One Way Left
579+38	E STREET	RT		R1-5			1	1		Stop
580+58	E STREET	LT		R6-3			1			Divided Highway
580+58	E STREET	LT		R6-1-R			1			One Way Right
580+58	E STREET	LT		R6-1-L			1			One Way Left
580+58	E STREET	LT		R1-1			1	1		Stop
604+12	WINTER STREET	RT		J32-3						To North USH 53 Ahead Arrow
							1			To South USH 53
							1			To USH 2
							1			Right Arrow
				D11-10	1				1	ATV Route
				M7-1	1					Right Arrow
				PROJECT 1198-03-73 SUBTOTAL 0010	8	0	17	6	6	
PROJECT 1198-03-80										
700+29	LENROOT DR	LT	R1	R5-1		1				Do Not Enter**
700+31	LENROOT DR	LT	R2	R1-1		1				Stop
700+55	LENROOT DR	RT	R3	R5-1		1	1			Do Not Enter
700+65	LENROOT DR	LT	R4	R6-2-L		1	1			One Way Left
604+13	WINTER ST	LT	F1	W5-52-R		1				Bridge Hash Marks*
604+13	WINTER ST	LT	F2	W5-52-L		1				Bridge Hash Marks*
604+42	WINTER ST	RT	F3	W5-52-R		1				Bridge Hash Marks*
604+42	WINTER ST	RT	F4	W5-52-L		1				Bridge Hash Marks*
604+87	WINTER ST	RT	F5	W5-52-R		1				Bridge Hash Marks*
604+87	WINTER ST	RT	F6	W5-52-L		1				Bridge Hash Marks*
				PROJECT 1198-03-80 SUBTOTAL 0010	0	10	2	0	0	
				PROPOSAL TOTAL	8	10	19	6	6	

PAVEMENT MARKING, PART 1

CERTAIN BID ITEMS ARE ONLY UNDER ONE PROJECT ID.
BID ITEMS SHOWN WITH ZERO QUANTITY ARE NOT UNDER PROJECT ID.

STATION	TO	STATION	LOCATION	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7220 MARKING CHEVRON EPOXY 24-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	REMARKS
PROJECT 1198-03-73												
	-											
320+85	-	325+50	N 3RD ST						164	75	3	INCLUDES BOTH WB &EB ROADWAYS
119+75	-	124+00	HUGHITT AVE	4	1	39			85			HUGHITT AVE FROM OFF RAMP TO N 3RD ST
140+12	-	140+50	CUMMING AVE	4	1	16			85			
213+50	-	225+50	SB USH 53 OFF RAMP									SB USH 53 OFF RAMP
225+50	-	240+00	NB USH 53 ON RAMP	2	1	16						EB N 3RD ST TO NB USH 53 3 LANES UNTIL STA 434+01
434+01	-	436+00	N 3RD ST INTERSECTION			31	87.0	8.5		17	2	EB N 3RD ST TO SB USH 53 TWO LANES
325+50	-	337+75	RAMP TO N 3RD ST							27	1	N ERD ST WB TWO LANE
337+75	-	340+00	USH 53 OFF RAMP TO N 3RD ST				110.5	41.5		18	1	NB USH 53 OFF RAMP TO WB N 3RD ST
436+00	-	440+00	N 3RD ST INTERSECTION							92	1	USH 53 SB TWO LANE
34+00	-	40+00	N 3RD ST INTERSECTION	2		11						USH 53 NB SINGLE LANE
40+00	-	45+00	GRAND AVE INTERSECTION	6	1	42				77	2	INCLUDES BOTH NB &SB ROADWAYS
45+00	-	54+00	CLOUGH AVE INTERSECTION			40				50	2	INCLUDES BOTH NB &SB ROADWAYS
54+00	-	59+00	CATLIN AVE INTERSECTION			98				231	3	INCLUDES BOTH NB &SB ROADWAYS
59+00	-	69+00	N 5TH ST INTERSECTION			28				78	1	INCLUDES BOTH NB &SB ROADWAYS (STATION EQUATION)
69+00	-	80+00	B-16-10 - B-16-11									INCLUDES BOTH NB &SB ROADWAYS
80+00	-	91+00	B-16-12 - B-16-12									INCLUDES BOTH NB &SB ROADWAYS
91+00	-	101+50	B-16-12 - E ST	2	1							
101+50	-	110+25	E ST - END OF PROJECT	2	1	114						
600+80	-	604+63	WINTER ST									
	-											
			PROJECT 1198-03-73 SUBTOTAL 0010	22	6	435	198	50	334	665	16	
	-											
	-											
PROJECT 1198-03-80												
	-											
700+25	-	700+25	LENROOT DRIVE			15						
711+76.06	-	711+76.06	LENROOT DRIVE			30						
	-											
			PROJECT 1198-03-80 SUBTOTAL 0010	0	0	45	0.0	0	0	0	0	
	-											
			PROPOSAL TOTAL	22	6	480	198.0	50	334	665	16	

PAVEMENT MARKING, REMOVAL, & TEMPORARY

STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH
PROJECT 1198-03-73								
	-							
228+75	-	233+00	RAMP/LANE B		576	340		
330+00	-	340+00	LANE A		41			1
85+50	-	92+00	USH 53		330	378		
600+00	-	606+00	WINTER ST	545		545		
	-							
	-		PHASE 2					
13+50	-	20+50	N 3RD ST		130	180		
330+00	-	340+00	LANE A		110		123	
40+00	-	41+00	USH 53		73		93	
86+00	-	92+00	USH 53		330	380		
	-							
	-		PHASE 3					
13+50	-	20+50	N 3RD ST		205	45		
86+00	-	89+50	USH 53		302			
	-							
			PROJECT 1198-03-73 SUBTOTAL 0010	545	2,100	1,870	216	1
			PROPOSAL TOTAL	545	2,100	1,870	216	1

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PAVEMENT MARKING, PART 2

STATION	TO	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	REMARKS
PROJECT 1198-03-73							
	-						
320+85	-	325+50	N 3RD ST	1,961	44	141	INCLUDES BOTH WB &EB ROADWAYS
119+75	-	123+00	HUGHITT AVE			119	HUGHITT AVE FROM OFF RAMP TO N 3RD ST
140+12	-	140+50	CUMMING AVE				
213+50	-	225+50	SB USH 53 OFF RAMP	2,545		645	SB USH 53 OFF RAMP
225+50	-	240+00	NB USH 53 ON RAMP	2,083		638	EB N 3RD ST TO NB USH 53 3 LANES UNTIL STA 434+01
325+50	-	337+75	N 3RD ST & LANE A	1,753	332	226	N ERD ST WB TWO LANE
337+75	-	340+00	LANE B	797	295	193	NB USH 53 OFF RAMP TO WB N 3RD ST
340+00	-	440+00	N 3RD ST INTERSECTION	935	120		USH 53 SB TWO LANE
34+00	-	40+00	N 3RD ST INTERSECTION	646		240	USH 53 NB SINGLE LANE
40+00	-	49+00	GRAND AVE INTERSECTION	2,617	283	204	INCLUDES BOTH NB &SB ROADWAYS
49+00	-	56+00	CLOUGH AVE INTERSECTION	2,800	350	251	INCLUDES BOTH NB &SB ROADWAYS
56+00	-	63+15	CATLIN AVE INTERSECTION	2,930	358	133	INCLUDES BOTH NB &SB ROADWAYS
63+15	-	69+67	N 5TH ST INTERSECTION	2,608	326	141	INCLUDES BOTH NB &SB ROADWAYS (STATION EQUATION)
69+67	-	80+00	B-16-10 - B-16-11		4649		INCLUDES BOTH NB &SB ROADWAYS
80+00	-	91+00	B-16-12 - B-16-12		4,950		INCLUDES BOTH NB &SB ROADWAYS
91+00	-	102+00	B-16-12 - E ST		4,950	321	
102+00	-	112+25	E ST - END OF PROJECT		4,613	232	
102+00	-	92+00	LANE LINE REPLACEMENT		698		
	-						
0+00	-	10+39	1ST STREET	2079			
605+20	-	605+87	WINTER STREET	135			
			PROJECT 1198-03-73 SUBTOTAL 0010	23,900	22,000	3,480	
	-						
PROJECT 1198-03-80							
	-						
700+25	-	700+25	LENROOT DRIVE				
700+25	-	711+76.06	LENROOT DRIVE	2320			
703+75	-	711+76.06	LENROOT DRIVE	995			
711+76.06	-	711+76.06	LENROOT DRIVE				
577+60	-	579+30	E STREET	230			
577+60	-	579+30	E STREET	225			
579+30	-	579+30	E STREET				
580+55		582+10	E STREET	110			
580+55		582+10	E STREET	440			
580+55		582+10	E STREET	254			
602+90	-	610+30	WINTER STREET	510			
602+90	-	610+30	WINTER STREET	730			
603+00	-	603+00	WINTER STREET				
	-						
			PROJECT 1198-03-80 SUBTOTAL 0010	5,800	0	0	
	-						
			PROPOSAL TOTAL	29,700	22,000	3,480	

STAKING

STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
PROJECT 1198-03-73										
324+27	-	324+63	NW Blatnik Bridge				0		1	
325+75	-	325+95	NE Blatnik Bridge				31		1	
328+19	-	328+83	NW Cumming Ave				74		1	
329+08	-	329+60	NE Cumming Ave				62		1	
101+90	-	102+20	SE E St				133		1	
	-									
			PROJECT 1198-03-73 SECTION TOTAL	0	0	0	300	0	5	0

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STAKING CONT.

STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
PROJECT 1198-03-73										
320+85	-	330+06	N 3RD ST					921		
320+85	-	325+85	N 3RT ST					500		
	-									
123+53	-	123+98	HUGHITT					45		
120+25	-	122+75	HUGHITT					250		
	-									
213+50	-	240+00	RAMPS					2650		
	-									
140+13	-	140+35	CUMMING					22		
329+00	-	340+00	LANE A					1100		
434+02	-	439+00	LANE B					498		
	-									
36+23	-	47+79	US 53					1156		
39+00	-	47+79	US 53					879		
	-									
498+94	-	499+44	GRAND					50		
500+34	-	500+78	GRAND					44		
	-									
47+79	-	55+92	US 53					813		
47+79	-	55+96	US 53					817		
519+30	-	519+78	CLOUGH					48		
520+68	-	520+90	CLOUGH					22		
538+89	-	539+75	CATLIN					86		
540+12	-	540+82	CATLIN					70		
55+92	-	62+72	US 53					680		
55+96	-	62+68	US 53					672		
550+25	-	550+49	FIFTH					24		
550+83	-	551+28	FIFTH					45		
62+72	-	69+67	US 53					695		
62+68	-	69+67	US 53					699		
71+89	-	75+77	US 53					388		
71+89	-	75+60	US 53							
	-									
77+75	-	86+43	US 53					868		
77+59	-	86+27	US 53							
93+24	-	97+66	US 53					442		
93+24	-	97+66	US 53							
97+66	-	102+29	US 53					463		
97+66	-	102+29	US 53							
577+47	-	579+71	E STREET					224		
580+28	-	581+08	E STREET					80		
	-									
102+29	-	110+25	US 53					796		
102+29	-	110+25	US 53							
	-									
CBMH-1		98+94		1						
CBMH-1B		98+80		1						
CBMH-2		101+21		1						
CBMH-2B		101+15		1						
CBMH-2C		101+50		1						
CBMH-3		102+88		1						
CBMH-3B		103+40		1						
CBMH-3C		104+50		1						
CBMH-3D		102+61		1						
CB020243		102+68		1						
	-									
		PROJECT 1198-03-73 SUBTOTAL 0010		10	0	0	300	16,000	5	0

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STAKING CONT.

STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
PROJECT 1198-03-73										
577+46	-	579+25	E STREET RT				179			
			PROJECT 1198-03-73 SUBTOTAL 0020	0	0	0	180	0	0	0
PROJECT 1198-03-80										
97+65	-	101+50	US53-MED1: SB RT TURN		514	514	514			
102+00	-	160+15	US53-MED1:NB RT TURN		490	490	490			
101+20	-	102+20	US53-MED1:MEDIAN			100	240			
579+24	-	580+44	E Street: LT Curb Section		182	182	182			
579+24	-	580+44	E Street LT		120	120	120			
700+00	-	700+18	Lenroot Drive LT		354	354	354			
700+18	-	707+00	Lenroot Drive LT	3	356	356	356			
700+18	-	707+00	Lenroot Drive RT	2	317	317	317			325
707+00	-	711+75	Lenroot Drive Ditch Section	2	475	475				950
			PROJECT 1198-03-80 SUBTOTAL 0010	7	2,810	2,910	2,570	0	0	1,280
			PROPOSAL TOTAL	17	2,810	2,910	3,050	16,000	5	1,280

3

TRANSPORTATION PROJECT PLAT NO: 1198-03-23-4.01

THAT PART OF LOTS 11 & 12, BLOCK 13, PART OF LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, & 12, BLOCK 20, PART OF VACATED D STREEET, DOC. 740041 AND DOC. 533748, PART OF LOT 6, BLOCK 21, ALL IN ROY'S ADDITION TO SUPERIOR CITY, LOCATED IN PART OF GOVERNMENT LOT 2, AND PART OF GOVERNMENT LOT 2, ALL IN SECTION 13, TOWNSHIP 49, NORTH, RANGE 14 WEST, CITY OF SUPERIOR, DOUGLAS COUNTY, WISCONSIN.

RELOCATION ORDER USH 53, C SUPERIOR, EAST SECOND STREET, 2ND AVENUE EAST TO HUGHITT AVENUE, DOUGLAS 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 SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

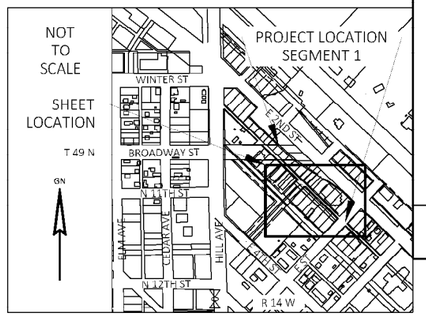
HISTORICAL BASIS OF R/W		
USH 53/E 2ND ST, E ST, D ST, LENROOT DR, WATER ST	ROY'S ADDITION TO SUPERIOR CITY	1882
	PROJECT T08-5(23)	1960
E STREET	MAPS OF SURVEY BY NORMAN LIVGARD	2006/2007
	TPP 1195-00-21-4.01 AMENDMENT NO.1	2011

SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	RW/NEW (SF)	RW/EXIST (SF)	RW/TOTAL (SF)	TLE (SF)
1	SKYLAR H. FINN	FEE/TLE	1295	—	1295	565
2	SANCO REAL ESTATE LLC	FEE/TLE	182	—	182	587
3	DAVID M. & DAWN R. EVANS	FEE/TLE	3969	—	3969	3801
5	SAL PROPERTIES LLC	FEE/TLE	2853	—	2853	2385
6	GOLDEN INN PROPERTY LLC	TLE	—	—	—	625

OWNER'S NAMES SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
50	3	NO RECORD OF EASEMENT	SUPERIOR WATER, LIGHT & POWER (GAS)

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
90021 - 3000	N00°58'00"W	2650.44'
3000 - 146	S42°37'31"E	869.88'



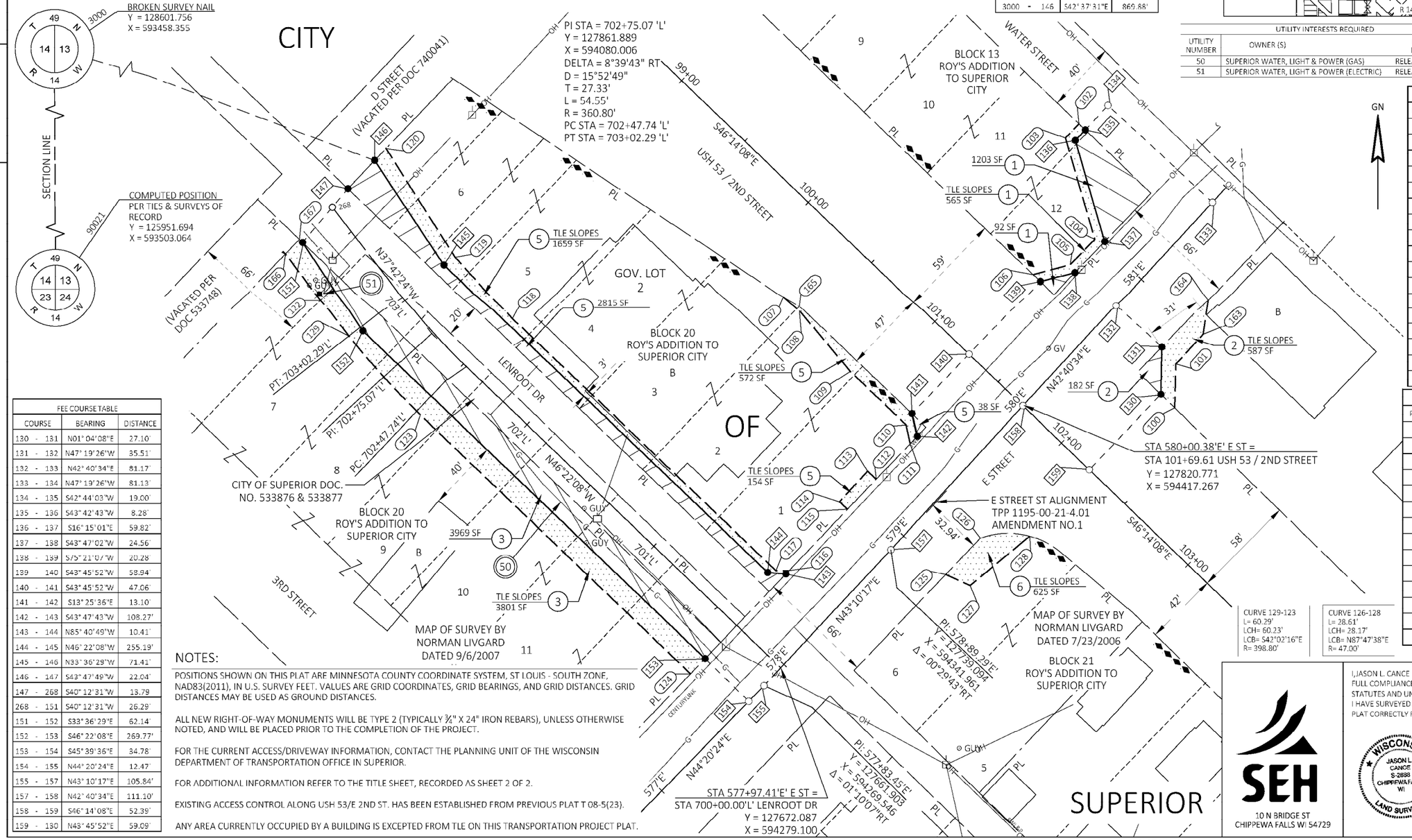
DOCUMENT# **935399**
Recorded on
04-14-2023 at 10:27 AM
TRACY A MIDDLETON
REGISTER OF DEEDS
DOUGLAS COUNTY, WI
Fee Amount: $25.00

Total Pages: 2
ELECTRONICALLY RECORDED DOCUMENT

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1198-03-23-4.01
SHEET 1 OF 2

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
50	SUPERIOR WATER, LIGHT & POWER (GAS)	RELEASE OF RIGHTS
51	SUPERIOR WATER, LIGHT & POWER (ELECTRIC)	RELEASE OF RIGHTS

0 30 60
SCALE, FEET



TLE POINT TABLE			TLE POINT TABLE		
POINT	STATION	OFFSET	POINT	STATION	OFFSET
100	580+58.18'E'	64.50' RT	117	700+40.00'L'	38.00' RT
101	580+77.00'E'	48.00' RT	118	702+47.74'L'	38.00' RT
102	581+41.00'E'	86.14' LT	119	703+02.29'L'	38.00' RT
103	581+29.83'E'	86.35' LT	120	703+75.24'L'	44.60' RT
104	580+98.95'E'	35.11' LT	122	703+29.54'L'	38.00' LT
105	580+78.70'E'	35.50' LT	123	702+47.74'L'	38.00' LT
106	580+60.23'E'	47.28' LT	124	700+34.85'L'	38.00' LT
107	100+27.23	49.00' RT	125	579+00.08'E'	32.48' RT
108	100+40.00	49.00' RT	126	579+28.81'E'	33.04' RT
109	100+85.00	54.00' RT	127	579+05.00'E'	47.00' RT
110	101+29.00	54.00' RT	128	579+48.69'E'	53.00' RT
111	101+38.01	59.99' RT	129	703+02.76'L'	38.25' LT
112	579+13.06'E'	33.22' LT	163	581+00.00'E'	48.00' RT
113	579+13.00'E'	40.00' LT	164	581+17.00'E'	36.25' RT
114	578+89.00'E'	40.00' LT	165	100+38.04	47.03' RT
115	578+89.00'E'	33.75' LT	166	703+62.99'L'	37.45' LT
116	700+34.62'L'	43.23' RT	167	703+64.69'L'	26.08' LT

FEE STATION & OFFSET TABLE			FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET	POINT	STATION	OFFSET
130	580+58.46'F'	53.50' RT	144	700+42.68'L'	34.00' RT
131	580+78.72'E'	35.51' RT	145	703+02.63'L'	30.18' RT
132	580+78.72'E'	0.00'	146	703+73.85'L'	35.28' RT
133	581+59.90'E'	0.00'	147	703+70.60'L'	13.48' RT
134	581+59.90'E'	81.13' LT	151	703+62.20'L'	25.71' LT
135	581+40.90'E'	81.15' LT	152	703+00.38'L'	30.15' LT
136	581+32.62'E'	81.30' LT	153	700+34.82'L'	26.00' LT
137	581+01.75'E'	30.06' LT	154	577+70.98'E'	0.00'
138	580+77.19'E'	30.53' LT	155	577+83.45'E'	0.00'
139	580+60.12'E'	41.48' LT	157	578+89.29'E'	0.00'
140	101+27.00	0.00'	158	580+00.38'E'	0.00'
141	579+54.14'E'	43.50' LT	159	102+22.00	0.00'
142	579+46.83'E'	32.62' LT	268	703+67.71'L'	0.00'
143	700+34.62'L'	40.60' RT			

FEE COURSE TABLE		
COURSE	BEARING	DISTANCE
130 - 131	N01°04'08"E	27.10'
131 - 132	N47°19'26"W	35.51'
132 - 133	N42°40'34"E	81.17'
133 - 134	N47°19'26"W	81.13'
134 - 135	S42°44'03"W	19.00'
135 - 136	S43°42'43"W	8.28'
136 - 137	S16°15'01"E	59.82'
137 - 138	S43°47'02"W	24.56'
138 - 139	S75°21'07"W	20.28'
139 - 140	S43°45'52"W	58.94'
140 - 141	S43°45'52"W	47.06'
141 - 142	S13°25'36"E	13.10'
142 - 143	S43°47'43"W	108.27'
143 - 144	N85°40'49"W	10.41'
144 - 145	N46°22'08"W	255.19'
145 - 146	N33°36'29"W	71.41'
146 - 147	S43°47'49"W	22.04'
147 - 268	S40°12'31"W	13.79'
268 - 151	S40°12'31"W	26.29'
151 - 152	S38°36'29"E	62.14'
152 - 153	S46°22'08"E	269.77'
153 - 154	S45°39'36"E	34.78'
154 - 155	N44°20'24"E	12.47'
155 - 157	N43°10'17"E	105.84'
157 - 158	N42°40'34"E	111.10'
158 - 159	S46°14'08"E	52.39'
159 - 130	N43°45'52"E	59.09'

CURVE 129-123	CURVE 126-128
L= 60.29'	L= 28.61'
LCH= 60.23'	LCH= 28.17'
LCB= S42°02'16"E	LCB= N87°47'38"E
R= 398.80'	R= 47.00'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE MINNESOTA COUNTY COORDINATE SYSTEM, ST LOUIS - SOUTH ZONE, NAD83(2011), IN U.S. SURVEY FEET. VALUES 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.

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

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

EXISTING ACCESS CONTROL ALONG USH 53/E 2ND ST. HAS BEEN ESTABLISHED FROM PREVIOUS PLAT T 08-5(23).

ANY AREA CURRENTLY OCCUPIED BY A BUILDING IS EXCEPTED FROM TLE ON THIS TRANSPORTATION PROJECT PLAT.

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

I, JASON L. CANCE 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 DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 4-10-23
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE NW REGION

SIGNATURE: _____ DATE: 4-10-23
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163517\5-FINAL-DSGN\C3D-1198-03-03\RW\TPP.DWG
APPRAISAL PLAT DATE : 4-10-23
PLOT DATE : 4/10/2023 10:54 AM
PLOT BY : SEH
PLOT NAME :
PLOT SCALE : 1 IN: 50 FT

TRANSPORTATION PROJECT PLAT NO: 1198-03-23-4.01 AMENDMENT NO: 2

AMENDS PARCEL 3 AND PARCEL 5 OF TRANSPORTATION PROJECT PLAT NO: 1198-03-23-4.01 RECORDED AS DOCUMENT NO: 935399.

THAT PART OF LOTS 11 & 12, BLOCK 13, PART OF LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, & 12, BLOCK 20, PART OF VACATED D STREEET, DOC. 740041 AND DOC. 533748, PART OF LOT 6, BLOCK 21, ALL IN ROY'S ADDITION TO SUPERIOR CITY, LOCATED IN PART OF GOVERNMENT LOT 2, AND PART OF GOVERNMENT LOT 2, ALL IN SECTION 13, TOWNSHIP 49, NORTH, RANGE 14 WEST, CITY OF SUPERIOR, DOUGLAS COUNTY, WISCONSIN.

RELOCATION ORDER USH 53, C SUPERIOR, EAST SECOND STREET, 2ND AVENUE EAST TO HUGHITT AVENUE, DOUGLAS 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 SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	RW/NEW (SF)	RW/EXIST (SF)	RW/TOTAL (SF)	TLE (SF)
1	SKYLAR H. FINN	FEE/TLE	1295	—	1295	565
2	SANCO REAL ESTATE LLC	FEE/TLE	182	—	182	587
3	DAVID M. & DAWN R. EVANS	FEE/TLE	4432	—	4432	3325
5	SAL PROPERTIES LLC	FEE/TLE	953	—	953	3577
6	GOLDEN INN PROPERTY LLC	TLE	—	—	—	625

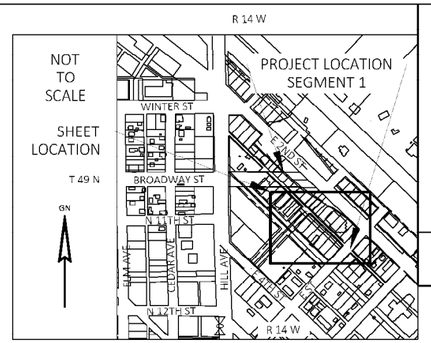
OWNER'S NAMES SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
50	3	NO RECORD OF EASEMENT	SUPERIOR WATER, LIGHT & POWER (GAS)
51	3	NO RECORD OF EASEMENT	SUPERIOR WATER, LIGHT & POWER (ELECTRIC)

HISTORICAL BASIS OF R/W

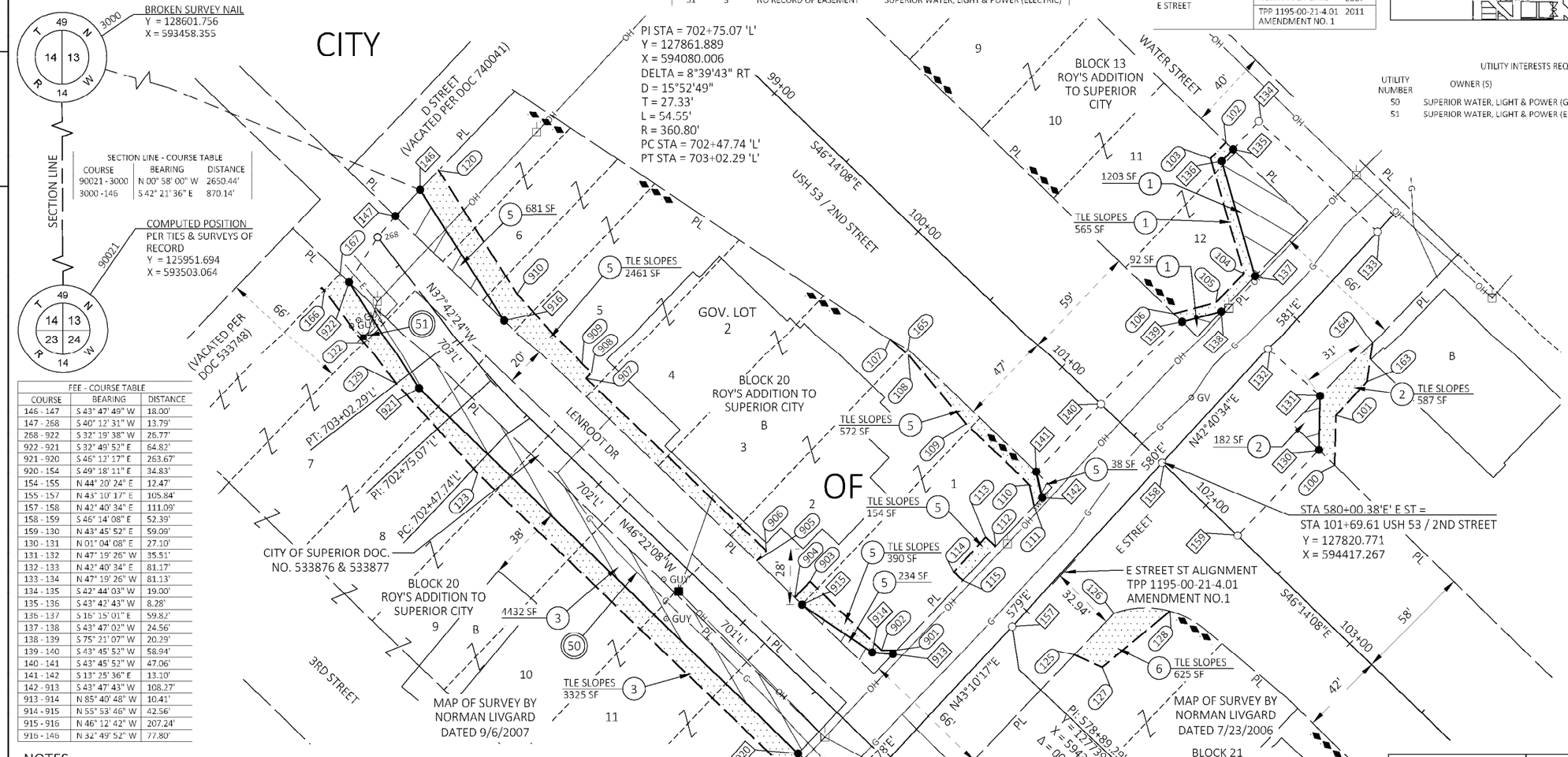
USH 53/E 2ND ST, E ST, D ST, LENROOT DR, WATER ST	ROY'S ADDITION TO SUPERIOR CITY	1882
	PROJECT T08-5(23)	1960
E STREET	MAPS OF SURVEY BY NORMAN LIVGARD	2006 / 2007
	TPP 1195-00-21-4.01 AMENDMENT NO. 1	2011



DOCUMENT# **942265**
Recorded on
05-15-2024 at 9:23 AM
TRACY A MIDDLETON
REGISTER OF DEEDS
DOUGLAS COUNTY, WI
Fee Amount: 325.00

Total Pages: 1
ELECTRONICALLY RECORDED DOCUMENT

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1198-03-23-4.01
AMENDMENT NO: 2



UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
50	SUPERIOR WATER, LIGHT & POWER (GAS)	RELEASE OF RIGHTS
51	SUPERIOR WATER, LIGHT & POWER (ELECTRIC)	RELEASE OF RIGHTS

FEE STATION & OFFSET TABLE

POINT	STATION	OFFSET	POINT	STATION	OFFSET
146	703+73.26'L'	31.29' RT	134	581+59.90'E'	81.13' LT
147	703+70.60'L'	13.48' RT	135	581+40.90'E'	81.15' LT
268	703+67.71'L'	0.00'	136	581+32.62'E'	81.30' LT
913	700+34.62'L'	40.60' RT	137	581+01.75'E'	30.05' LT
914	700+42.68'L'	34.00' RT	138	580+77.19'E'	30.53' LT
915	700+84.65'L'	26.96' RT	139	580+60.12'E'	41.48' LT
916	702+95.26'L'	24.61' RT	141	579+54.14'E'	43.50' LT
920	700+34.82'L'	28.21' LT	142	579+46.83'E'	32.62' LT
921	702+94.64'L'	30.76' LT	154	577+70.98'E'	0.00'
922	703+58.57'L'	25.16' LT	155	577+83.45'E'	0.00'
130	580+58.46'E'	53.50' RT	157	578+89.29'E'	0.00'
131	580+78.72'E'	35.51' RT	158	580+00.38'E'	0.00'
132	580+78.72'E'	0.00'	159	102+22.00	0.00'
133	581+59.90'E'	0.00'	140	101+27.00	0.00'

TLE STATION & OFFSET TABLE

POINT	STATION	OFFSET	POINT	STATION	OFFSET
120	703+75.24'L'	44.60' RT	103	581+29.83'E'	86.35' LT
122	703+29.54'L'	38.00' LT	104	580+98.95'E'	35.11' LT
123	702+47.74'L'	38.00' LT	105	580+78.70'E'	35.50' LT
124	700+34.85'L'	38.00' LT	106	580+60.23'E'	47.28' LT
129	703+02.29'L'	38.00' LT	112	579+13.06'E'	33.22' LT
166	703+62.99'L'	37.45' LT	113	579+13.00'E'	40.00' LT
167	703+64.69'L'	26.08' LT	114	578+89.00'E'	40.00' LT
901	700+34.62'L'	43.23' RT	115	578+89.00'E'	33.75' LT
902	700+40.00'L'	38.00' RT	125	579+00.08'E'	32.48' RT
903	700+89.61'L'	38.00' RT	126	579+28.81'E'	33.04' RT
904	700+89.64'L'	26.97' RT	127	579+05.00'E'	47.00' RT
905	701+16.17'L'	27.05' RT	128	579+48.69'E'	53.00' RT
906	701+16.17'L'	34.00' RT	163	581+00.00'E'	48.00' RT
907	702+41.21'L'	34.00' RT	164	581+17.00'E'	36.25' RT
908	702+41.23'L'	38.00' RT	107	100+27.23	49.00' RT
909	702+47.74'L'	38.00' RT	108	100+40.00	49.00' RT
910	703+02.29'L'	38.00' RT	109	100+85.00	54.00' RT
100	580+58.18'E'	64.50' RT	110	101+29.00	54.00' RT
101	580+77.00'E'	48.00' RT	111	101+38.01	59.99' RT
102	581+41.00'E'	86.14' LT	165	100+38.04	47.03' RT

FEE - COURSE TABLE

COURSE	BEARING	DISTANCE
146 - 147	S 43° 47' 49" W	18.00'
147 - 268	S 40° 12' 31" W	13.79'
268 - 922	S 32° 19' 38" W	26.77'
922 - 921	S 32° 49' 52" E	64.82'
921 - 920	S 46° 12' 17" E	263.67'
920 - 154	S 49° 18' 11" E	34.83'
154 - 155	N 44° 20' 24" E	12.47'
155 - 157	N 43° 10' 17" E	105.84'
157 - 158	N 42° 40' 34" E	111.09'
158 - 159	S 46° 14' 08" E	52.39'
159 - 130	N 43° 45' 52" E	59.09'
130 - 131	N 01° 04' 08" E	27.10'
131 - 132	N 47° 19' 26" W	35.51'
132 - 133	N 42° 40' 34" E	81.17'
133 - 134	N 47° 19' 26" W	81.13'
134 - 135	S 42° 44' 03" W	19.00'
135 - 136	S 43° 42' 43" W	8.28'
136 - 137	S 16° 15' 01" E	59.82'
137 - 138	S 43° 47' 02" W	24.56'
138 - 139	S 75° 21' 07" W	20.29'
139 - 140	S 43° 45' 52" W	58.94'
140 - 141	S 43° 45' 52" W	47.06'
141 - 142	S 13° 25' 36" E	13.10'
142 - 913	S 43° 47' 43" W	108.27'
913 - 914	N 85° 40' 48" W	10.41'
914 - 915	N 55° 53' 46" W	42.56'
915 - 916	N 46° 12' 42" W	207.24'
916 - 146	N 32° 49' 52" W	77.80'

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE MINNESOTA COUNTY COORDINATE SYSTEM, ST LOUIS - SOUTH ZONE, NAD83(2011), IN U.S. SURVEY FEET. VALUES 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.

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

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 935399 FOR ADDITIONAL INFORMATION.

EXISTING ACCESS CONTROL ALONG USH 53/E 2ND ST. HAS BEEN ESTABLISHED FROM PREVIOUS PLAT T 08-5(23).

ANY AREA CURRENTLY OCCUPIED BY A BUILDING IS EXCEPTED FROM TLE ON THIS TRANSPORTATION PROJECT PLAT.

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

I, JASON L. CANCE 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 DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

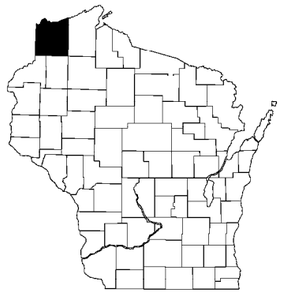
SIGNATURE: _____ DATE: 5-13-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

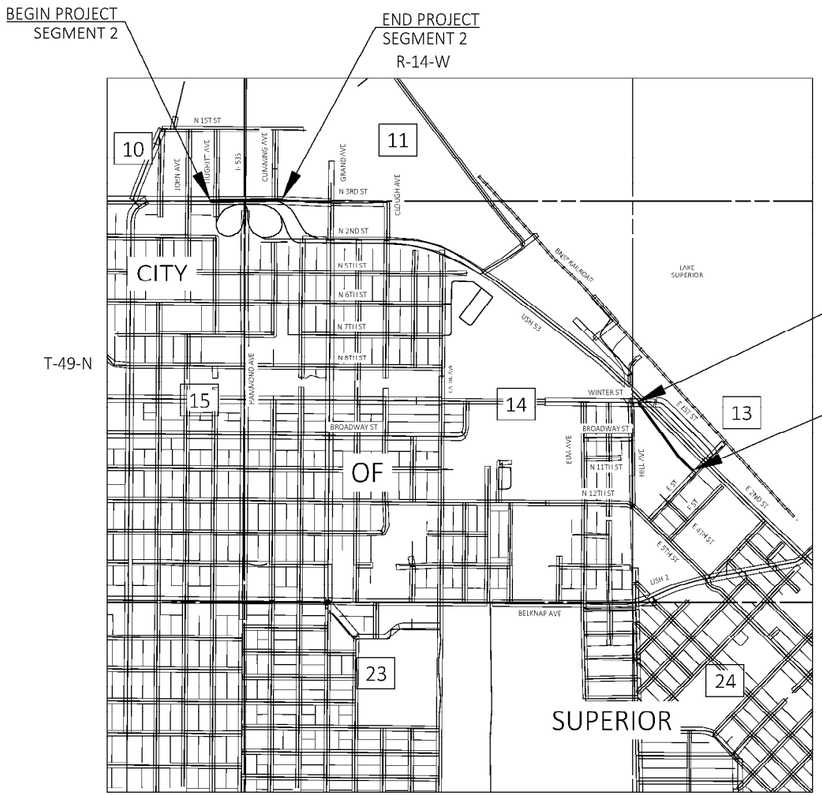
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE NW REGION - SUPERIOR OFFICE

SIGNATURE: _____ DATE: 5/14/2024
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163517\5-FINAL-DSGN\C3D-1198-03-03\RW\TPP.DWG
APPRAISAL PLAT DATE : 5-13-24
PLOT DATE : 5/13/2024 1:49 PM PLOT BY : SEH PLOT NAME :
1198-03-23-4.01A2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
1198-03-23
C SUPERIOR, EAST SECOND STREET
2ND AVENUE EAST TO HUGHITT AVENUE
USH 53
DOUGLAS COUNTY





GN

LAYOUT
SCALE 0 0.10 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1198-03-23

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE MINNESOTA COUNTY COORDINATE SYSTEM, ST LOUIS - SOUTH ZONE, NAD83(2011), IN U.S. SURVEY FEET. VALUES 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, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

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.

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 FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD 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 CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN SUPERIOR.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER SYMBOL	
QUARTER LINE		R/W MONUMENT (TO BE SET)	●
SIXTEENTH LINE		NON-MONUMENTED R/W POINT	○
NEW REFERENCE LINE		SECTION CORNER MONUMENT	
NEW R/W LINE		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP ●
EXISTING R/W OR HE LINE		GEODETIC SURVEY MONUMENT	
PROPERTY LINE	P.L.	SIXTEENTH CORNER MONUMENT	
LOT, TIE & OTHER MINOR LINES		SIGN	SIGN
SLOPE INTERCEPT		OFF-PREMISE SIGN	#1 25 SIGN
CORPORATE LIMITS			COMPENSABLE / NON-COMPENSABLE
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	W (TYPE)	ELECTRIC POLE	■ / □
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)		TELEPHONE POLE	● / ⌀
TEMPORARY LIMITED EASEMENT AREA		PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⧓ / ⧖
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)		ACCESS RESTRICTED BY ACQUISITION	
TRANSMISSION STRUCTURES	⊠ ⊠	NO ACCESS (BY STATUTORY AUTHORITY)	
BUILDING	TO BE REMOVED	ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
BRIDGE	CULVERT	NO ACCESS (NEW HIGHWAY)	
		PARCEL NUMBER 25	UTILITY NUMBER 40
		PARALLEL OFFSETS	

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
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		

CURVE DATA ABBREVIATIONS

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
ELECTRIC TOWER	⊠

PROJECT NUMBER	1198-03-23 -4. 01
SHEET	2 OF 2
AMENDMENT NO:	163

FILE NAME : X:\UZ\W\WITNW\163517\5-FINAL-DSGN\C3D-1198-03-03\RW\TPP TITLE.DWG
LAYOUT NAME: 01
PLOT DATE : 4/10/2023 9:44 AM PLOT BY : SEH PLOT NAME : _____

TRANSPORTATION PROJECT PLAT NO: 1198-03-23-4.02

THAT PART OF LOTS 1, 2, 3, 4, 9, 10, 11, & 12, BLOCK 19, ROY'S ADDITION TO SUPERIOR CITY, AND PART OF VACATED D STREET DOC. 740041 AND DOC. 533748, LOCATED IN GOVERNMENT LOT 2 ALL IN SECTION 13, TOWNSHIP 49 NORTH, RANGE 14 WEST, CITY OF SUPERIOR, DOUGLAS COUNTY, WISCONSIN.

RELOCATION ORDER USH 53, C SUPERIOR, EAST SECOND STREET, 2ND AVENUE EAST TO HUGHITT AVENUE, DOUGLAS 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 SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
51	3	NO RECORD OF EASEMENT	SUPERIOR WATER, LIGHT & POWER (ELECTRIC)

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
51	SUPERIOR WATER, LIGHT & POWER (ELECTRIC)	RELEASE OF RIGHTS

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE MINNESOTA COUNTY COORDINATE SYSTEM, ST LOUIS - SOUTH ZONE, NAD83(2011), IN U.S. SURVEY FEET. VALUES 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.

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

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 935399 FOR ADDITIONAL INFORMATION.

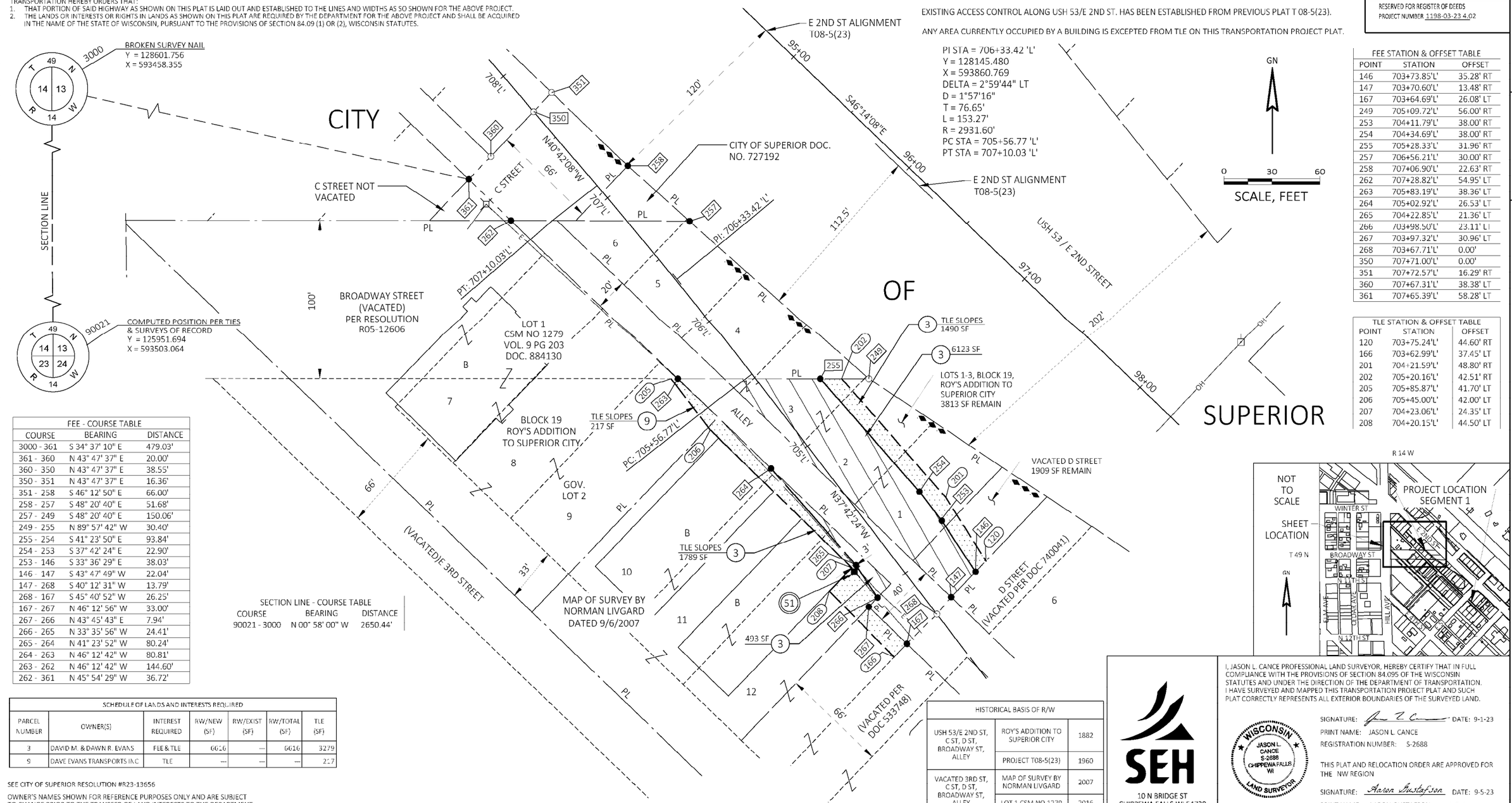
EXISTING ACCESS CONTROL ALONG USH 53/E 2ND ST. HAS BEEN ESTABLISHED FROM PREVIOUS PLAT T 08-5(23).

ANY AREA CURRENTLY OCCUPIED BY A BUILDING IS EXCEPTED FROM TLE ON THIS TRANSPORTATION PROJECT PLAT.

DOCUMENT# **938100**
Recorded on
09-08-2023 at 12:32 PM
TRACY A MIDDLETON
REGISTER OF DEEDS
DOUGLAS COUNTY, WI
Fee Amount: $25.00

Total Pages: 1
ELECTRONICALLY RECORDED DOCUMENT

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1198-03-23 4.02



FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
146	703+73.85'L'	35.28' RT
147	703+70.60'L'	13.48' RT
167	703+64.69'L'	26.08' LT
249	705+09.72'L'	56.00' RT
253	704+11.79'L'	38.00' RT
254	704+34.69'L'	38.00' RT
255	705+28.33'L'	31.96' RT
257	706+56.21'L'	30.00' RT
258	707+06.90'L'	22.63' RT
262	707+28.82'L'	54.95' LT
263	705+83.19'L'	38.36' LT
264	705+02.92'L'	26.53' LT
265	704+22.85'L'	21.36' LT
266	703+98.50'L'	23.11' LT
267	703+97.32'L'	30.96' LT
268	703+67.71'L'	0.00'
350	707+71.00'L'	0.00'
351	707+72.57'L'	16.29' RT
360	707+67.31'L'	38.38' LT
361	707+65.39'L'	58.28' LT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
120	703+75.24'L'	44.60' RT
166	703+62.99'L'	37.45' LT
201	704+21.59'L'	48.80' RT
202	705+20.16'L'	42.51' RT
205	705+85.87'L'	41.70' LT
206	705+45.00'L'	42.00' LT
207	704+23.06'L'	24.35' LT
208	704+20.15'L'	44.50' LT

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
3000 - 361	S 34° 37' 10" E	479.03'
361 - 360	N 43° 47' 37" E	20.00'
360 - 350	N 43° 47' 37" E	38.55'
350 - 351	N 43° 47' 37" E	16.36'
351 - 258	S 46° 12' 50" E	66.00'
258 - 257	S 48° 20' 40" E	51.68'
257 - 249	S 48° 20' 40" E	150.06'
249 - 255	N 89° 57' 42" W	30.40'
255 - 254	S 41° 23' 50" E	93.84'
254 - 253	S 37° 42' 24" E	22.90'
253 - 146	S 33° 36' 29" E	38.03'
146 - 147	S 43° 47' 49" W	22.04'
147 - 268	S 40° 12' 31" W	13.79'
268 - 167	S 45° 40' 52" W	26.25'
167 - 267	N 46° 12' 56" W	33.00'
267 - 266	N 43° 45' 43" E	7.94'
266 - 265	N 33° 35' 56" W	24.41'
265 - 264	N 41° 23' 52" W	80.24'
264 - 263	N 46° 12' 42" W	80.81'
263 - 262	N 46° 12' 42" W	144.60'
262 - 361	N 45° 54' 29" W	36.72'

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
90021 - 3000	N 00° 58' 00" W	2650.44'

SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	RW/NEW (SF)	RW/EXIST (SF)	RW/TOTAL (SF)	TLE (SF)
3	DAVID M. & DAWN R. EVANS	FEE & TLE	6616	---	6616	3279
9	DAVE EVANS TRANSPORTS INC	TLE	---	---	---	217

SEE CITY OF SUPERIOR RESOLUTION #R23-13656

OWNER'S NAMES SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

HISTORICAL BASIS OF R/W		
USH 53/E 2ND ST, C ST, D ST, BROADWAY ST, ALLEY	ROY'S ADDITION TO SUPERIOR CITY	1882
	PROJECT T08-5(23)	1960
VACATED 3RD ST, C ST, D ST, BROADWAY ST, ALLEY	MAP OF SURVEY BY NORMAN LIVGARD	2007
	LOT 1 CSM NO 1279	2016

R 14 W

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: _____ DATE: 9-1-23
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE NW REGION

SIGNATURE: Aaron Gustafson DATE: 9-5-23
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163517\5-FINAL-DSGN\C3D-1198-03-03\RW\TPP.DWG
APPRAISAL PLAT DATE : 9-1-23
PLOT DATE : 9/1/2023 12:54 PM
PLOT BY : SEH
PLOT NAME :
PLOT SCALE : 1 IN: 50 FT

DOCUMENT# **942266**
Recorded on
05-15-2024 at 9:23 AM
TRACY A MIDDLETON
REGISTER OF DEEDS
DOUGLAS COUNTY, WI
Fee Amount: 25.00

Total Pages: 1
ELECTRONICALLY RECORDED DOCUMENT

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1198-03-23 4.02
AMENDMENT NO: 1

TRANSPORTATION PROJECT PLAT NO: 1198-03-23-4.02 AMENDMENT NO: 1

AMENDS PARCEL 3 AND ADDS UTILITY NUMBER 52 OF TRANSPORTATION PROJECT PLAT NO: 1198-03-23-4.02 RECORDED AS DOCUMENT NO: 938100.

THAT PART OF LOTS 1, 2, 3, 4, 9, 10, 11, & 12, BLOCK 19, ROY'S ADDITION TO SUPERIOR CITY, AND PART OF VACATED D STREET DOC. 740041 AND DOC. 533748, LOCATED IN GOVERNMENT LOT 2 ALL IN SECTION 13, TOWNSHIP 49 NORTH, RANGE 14 WEST, CITY OF SUPERIOR, DOUGLAS COUNTY, WISCONSIN.

RELOCATION ORDER USH 53, C SUPERIOR, EAST SECOND STREET, 2ND AVENUE EAST TO HUGHITT AVENUE, DOUGLAS 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 SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE MINNESOTA COUNTY COORDINATE SYSTEM, ST LOUIS - SOUTH ZONE, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

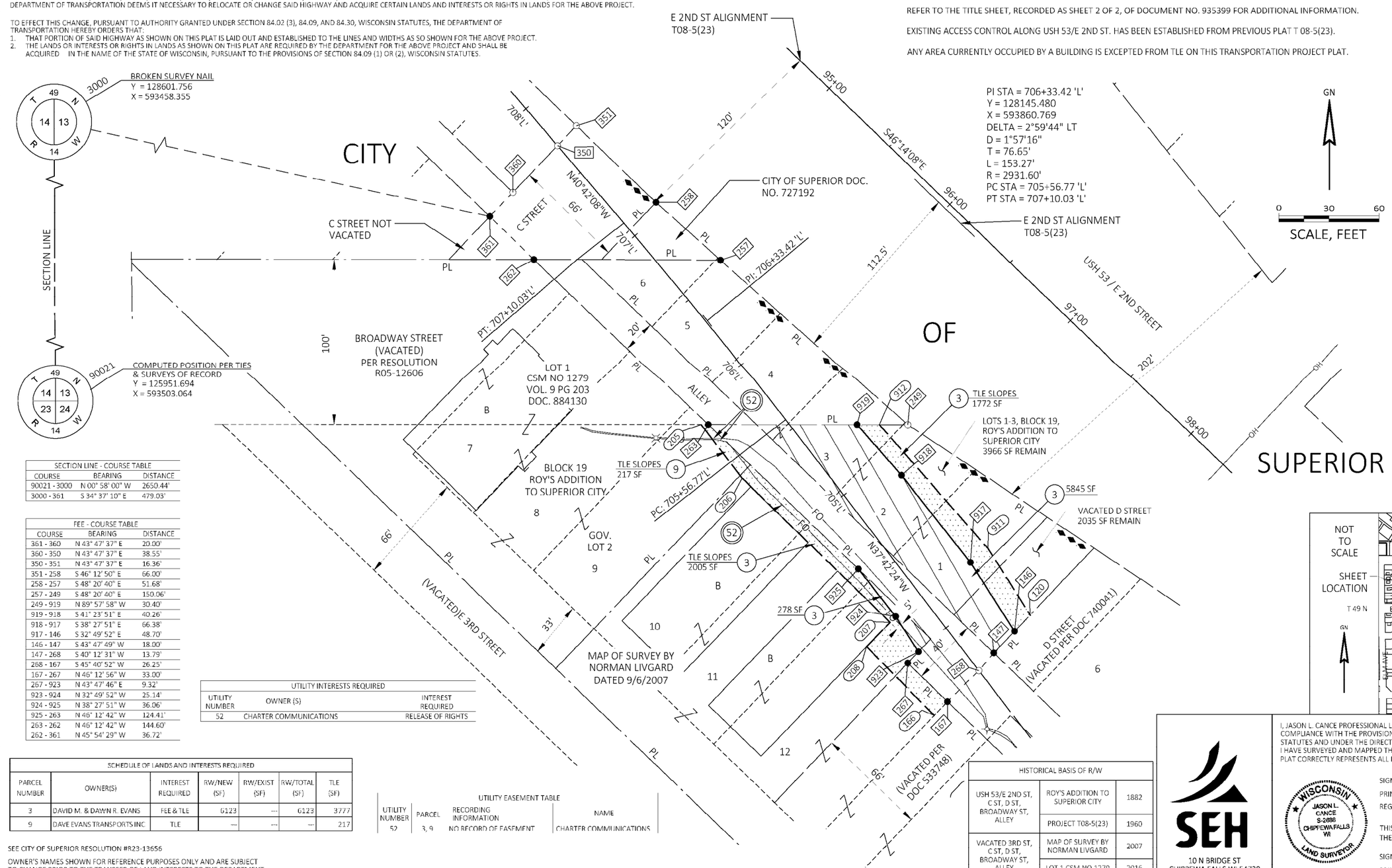
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 935399 FOR ADDITIONAL INFORMATION.

EXISTING ACCESS CONTROL ALONG USH 53/E 2ND ST. HAS BEEN ESTABLISHED FROM PREVIOUS PLAT T 08-5(23).

ANY AREA CURRENTLY OCCUPIED BY A BUILDING IS EXCEPTED FROM TLE ON THIS TRANSPORTATION PROJECT PLAT.



SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
90021 - 3000	N 00° 58' 00" W	2650.44'
3000 - 361	S 34° 37' 10" E	479.03'

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
361 - 360	N 43° 47' 37" E	20.00'
360 - 350	N 43° 47' 37" E	38.55'
350 - 351	N 43° 47' 37" E	16.36'
351 - 258	S 46° 12' 50" E	66.00'
258 - 257	S 48° 20' 40" E	51.68'
257 - 249	S 48° 20' 40" E	150.06'
249 - 919	N 89° 57' 58" W	30.40'
919 - 918	S 41° 23' 51" E	40.26'
918 - 917	S 38° 27' 51" E	66.38'
917 - 146	S 32° 49' 52" E	48.70'
146 - 147	S 43° 47' 49" W	18.00'
147 - 268	S 40° 12' 31" W	13.79'
268 - 167	S 45° 40' 52" W	26.25'
167 - 267	N 46° 12' 56" W	33.00'
267 - 923	N 43° 47' 46" E	9.32'
923 - 924	N 32° 49' 52" W	25.14'
924 - 925	N 38° 27' 51" W	36.06'
925 - 263	N 46° 12' 42" W	124.41'
263 - 262	N 46° 12' 42" W	144.60'
262 - 361	N 45° 54' 29" W	36.72'

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
52	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	RW/NEW (SF)	RW/EXIST (SF)	RW/TOTAL (SF)	TLE (SF)
3	DAVID M. & DAWN R. EVANS	FEE & TLE	6123	---	6123	3777
9	DAVE EVANS TRANSPORTS INC	TLE	---	---	---	217

SEE CITY OF SUPERIOR RESOLUTION #R23-13656

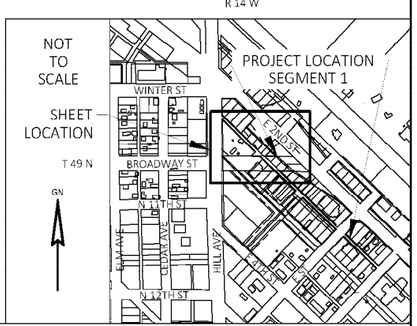
OWNER'S NAMES SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

UTILITY EASEMENT TABLE			
UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
52	3, 9	NO RECORD OF EASEMENT	CHARTER COMMUNICATIONS

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
146	703+73.26'L'	31.29' RT
147	703+70.60'L'	13.48' RT
167	703+64.69'L'	26.08' LT
249	705+09.72'L'	56.00' RT
257	706+56.21'L'	30.00' RT
258	707+06.90'L'	22.63' RT
262	707+28.82'L'	54.95' LT
263	705+83.19'L'	38.36' LT
267	703+97.32'L'	30.96' LT
268	703+67.71'L'	0.00'
350	707+71.00'L'	0.00'
351	707+72.57'L'	16.29' RT
360	707+67.31'L'	38.38' LT
361	707+65.39'L'	58.28' LT
917	704+21.77'L'	35.43' RT
918	704+88.15'L'	34.55' RT
919	705+28.33'L'	31.96' RT
923	703+98.70'L'	21.74' LT
924	704+23.75'L'	19.60' LT
925	704+59.81'L'	20.08' LT

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
120	703+75.24'L'	44.60' RT
166	703+62.99'L'	37.45' LT
205	705+85.87'L'	41.70' LT
206	705+45.00'L'	42.00' LT
207	704+23.06'L'	24.35' LT
208	704+20.15'L'	44.50' LT
911	704+22.02'L'	48.84' RT
912	705+20.13'L'	42.55' RT

HISTORICAL BASIS OF R/W		
USH 53/E 2ND ST, C ST, D ST, BROADWAY ST, ALLEY	ROY'S ADDITION TO SUPERIOR CITY	1882
	PROJECT T08-5(23)	1960
VACATED 3RD ST, C ST, D ST, BROADWAY ST, ALLEY	MAP OF SURVEY BY NORMAN LIVGARD	2007
	LOT 1 CSM NO 1279	2016



SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: _____ DATE: 5-2-24
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE NW REGION - SUPERIOR OFFICE

SIGNATURE: Aaron Gustafson DATE: 5/14/2024
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163517\5-FINAL-DSGN\C3D-1198-03-03\RW\TPP.DWG
APPRAISAL PLAT DATE : 5-2-24
PLOT DATE : 5/2/2024 9:45 AM
PLOT BY : SEH
PLOT NAME :
PLOT SCALE : 1 IN: 50 FT
1198-03-23-4.02A1

TRANSPORTATION PROJECT PLAT NO: 1198-03-23-4.03

THAT PART OF LOTS 4, 5, 6, 7, & 8, BLOCK 18, ROY'S ADDITION TO SUPERIOR CITY, LOCATED IN PART OF GOVERNMENT LOT 2, SECTION 13, TOWNSHIP 49 NORTH, RANGE 14 WEST, CITY OF SUPERIOR, DOUGLAS COUNTY, WISCONSIN.

RELOCATION ORDER USH 53, C SUPERIOR, EAST SECOND STREET, 2ND AVENUE EAST TO HUGHITT AVENUE, DOUGLAS 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 SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

HISTORICAL BASIS OF R/W		
USH 53/E 2ND ST, HILL AVE, WINTER ST, ALLEY, C ST	PROJECT T08-5(23)	1960
USH 53/E 2ND ST, HILL AVE, ALLEY	MAP OF SURVEY BY WILLIAM ANDERSON	2001
USH 53/E 2ND ST, HILL AVE, C ST	ROY'S ADDITION TO SUPERIOR CITY	1882

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE MINNESOTA COUNTY COORDINATE SYSTEM, ST LOUIS - SOUTH ZONE, NAD83(2011), IN U.S. SURVEY FEET. VALUES 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.

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

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF DOCUMENT NO. 935399 FOR ADDITIONAL INFORMATION.

EXISTING ACCESS CONTROL ALONG USH 53/E 2ND ST. HAS BEEN ESTABLISHED FROM PREVIOUS PLAT T 08-5(23).

DOCUMENT# **938102**
Recorded on
09-08-2023 at 12:38 PM
TRACY A MIDDLETON
REGISTER OF DEEDS
DOUGLAS COUNTY, WI
Fee Amount: $25.00

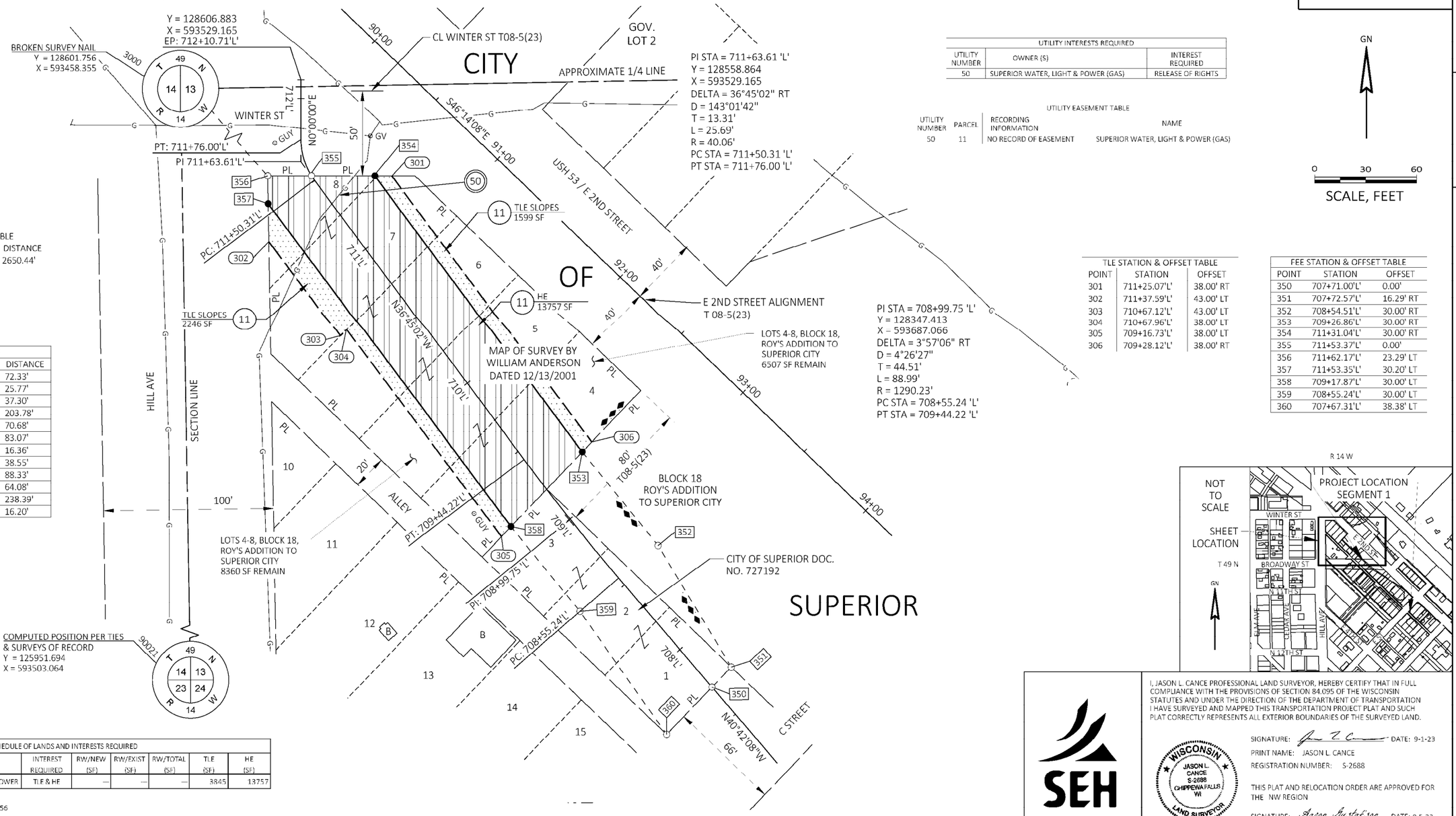
Total Pages: 1
ELECTRONICALLY RECORDED DOCUMENT

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1198-03-23-4.03

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
50	SUPERIOR WATER, LIGHT & POWER (GAS)	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	PARCEL	RECORDING INFORMATION	NAME
50	11	NO RECORD OF EASEMENT	SUPERIOR WATER, LIGHT & POWER (GAS)



GN

0 30 60

SCALE, FEET

SECTION LINE - COURSE TABLE		
COURSE	BEARING	DISTANCE
90021 - 3000	N 00° 58' 00" W	2650.44'

FEE - COURSE TABLE		
COURSE	BEARING	DISTANCE
3000 - 356	S 45° 07' 50" E	72.33'
356 - 355	S 89° 59' 18" E	25.77'
355 - 354	S 89° 59' 18" E	37.30'
354 - 353	S 36° 46' 57" E	203.78'
353 - 352	S 39° 07' 42" E	70.68'
352 - 351	S 31° 12' 08" E	83.07'
351 - 350	S 43° 47' 37" W	16.36'
350 - 360	S 43° 47' 37" W	38.55'
360 - 359	N 35° 15' 40" W	88.33'
359 - 358	N 39° 18' 42" W	64.08'
358 - 357	N 36° 49' 00" W	238.39'
357 - 356	N 00° 59' 51" W	16.20'

TLE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
301	711+25.07'L'	38.00' RT
302	711+37.59'L'	43.00' LT
303	710+67.12'L'	43.00' LT
304	710+67.96'L'	38.00' LT
305	709+16.73'L'	38.00' LT
306	709+28.12'L'	38.00' RT

FEE STATION & OFFSET TABLE		
POINT	STATION	OFFSET
350	707+71.00'L'	0.00'
351	707+72.57'L'	16.29' RT
352	708+54.51'L'	30.00' RT
353	709+26.86'L'	30.00' RT
354	711+31.04'L'	30.00' RT
355	711+53.37'L'	0.00'
356	711+62.17'L'	23.29' LT
357	711+53.35'L'	30.20' LT
358	709+17.87'L'	30.00' LT
359	708+55.24'L'	30.00' LT
360	707+67.31'L'	38.38' LT

SCHEDULE OF LANDS AND INTERESTS REQUIRED							
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	RW/NEW (SF)	RW/EXIST (SF)	RW/TOTAL (SF)	TLE (SF)	HE (SF)
11	SUPERIOR WATER LIGHT AND POWER	TLE & HE	—	—	—	3845	13757

SEE CITY OF SUPERIOR RESOLUTION #R23-13656

OWNER'S NAMES SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

SEH
10 N BRIDGE ST
CHIPPEWA FALLS WI 54729

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

WISCONSIN JASON L. CANCE S-2688 CHIPPEWA FALLS WI LAND SURVEYOR

SIGNATURE: _____ DATE: 9-1-23
PRINT NAME: JASON L. CANCE
REGISTRATION NUMBER: S-2688

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE NW REGION

SIGNATURE: _____ DATE: 9-5-23
PRINT NAME: AARON GUSTAFSON

FILE NAME : X:\UZ\W\WITNW\163517\5-FINAL-DSGN\C3D-1198-03-03\RW\TPP.DWG
APPRAISAL PLAT DATE : 9-1-23
PLOT DATE : 9/5/2023 2:11 PM
PLOT BY : SEH
PLOT NAME :
PLOT SCALE : 1 IN: 50 FT

1198-03-23 4.03

4

EXISTING R/W

MILL THROUGH INTERSECTION

EXISTING R/W

HUGHITT AVE

124+00

123+00

122+00

121+00

CB01173A

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STA 321+26.31 3rd-WBCL =
STA 123+39.82 Hughitt

320+00 | 321+00 | 322+00 | S89°57'32"E | 323+00 | 324+00 | 325+00 | 326+00

I535
BLATNIK BRIDGE

N

N 3RD STREET

ST010398

ST010173

ST010172

ST010174

MH010190

EP: 20+92.32

BEGIN PROJECT
STA 320+85.0
REMOVING ASPHALTIC SURFACE MILLING (1.5 IN)
PREPARE FOUNDATION FOR ASPHALTIC PAVING
HMA PAVEMENT 5 MT 58-34 V (1.5 IN)

CB010382

3rd-WBCL STA 321+74.04, 65.55' RT

CB01173C

CB01173B

CB010522

RAMP

224+00

225+00

S89°53'47"E

226+00

PT: 224+73.71

223+00

CB01172A

3rd-WBCL STA 323+22.97, 53.06' RT

CB01172B

222+00

CURVE 3

CB01172C

CB010420

MH010063

MH010073

221+00

APPROXIMATE
EXISTING R/W

NOTE: SEE CURB RAMP DETAILS FOR SPECIFIC LAYOUT INFORMATION RELATED TO CURB REPLACEMENT, SIDEWALK AND FINISHING.

CONCRETE PAVEMENT REPAIR OR REPLACMENT OR CONCRETE PAVEMENT 8-INCH

PCC: 220+61.03

N0°01'39"E

CURVE 3
Ramps
PI STA = 222+97.54
Y = 131224.922
X = 588047.384
DELTA = 69°59'54" RT
D = 16°57'44"
T = 236.51'
L = 412.67'
R = 337.79
PC STA = 220+61.03
Y = 131005.370
X = 587959.431
PT STA = 224+73.71
Y = 131217.371
X = 588283.777
DB = N21°49'52"E
DA = S88°10'13"E
S.E. = 0.06'/FT

Ramps
PI STA = 220+10.35

SCALE, FEET 0 20 40

END AT RAMP STA 240+00

BP: 213+29.00

EP: 240+24.29

BEGIN AT RAMP STA 213+50
REMOVING ASPHALTIC SURFACE MILLING (1.5 IN)
PREPARE FOUNDATION FOR ASPHALTIC PAVING
HMA PAVEMENT 5 MT 58-34 V (1.5 IN)

REMOVING ASPHALTIC SURFACE BUTT JOINTS

214+00

N3°24'43"W

215+00

PC: 215+11.50

239+00

PT: 238+91.29

BENCH MARKS

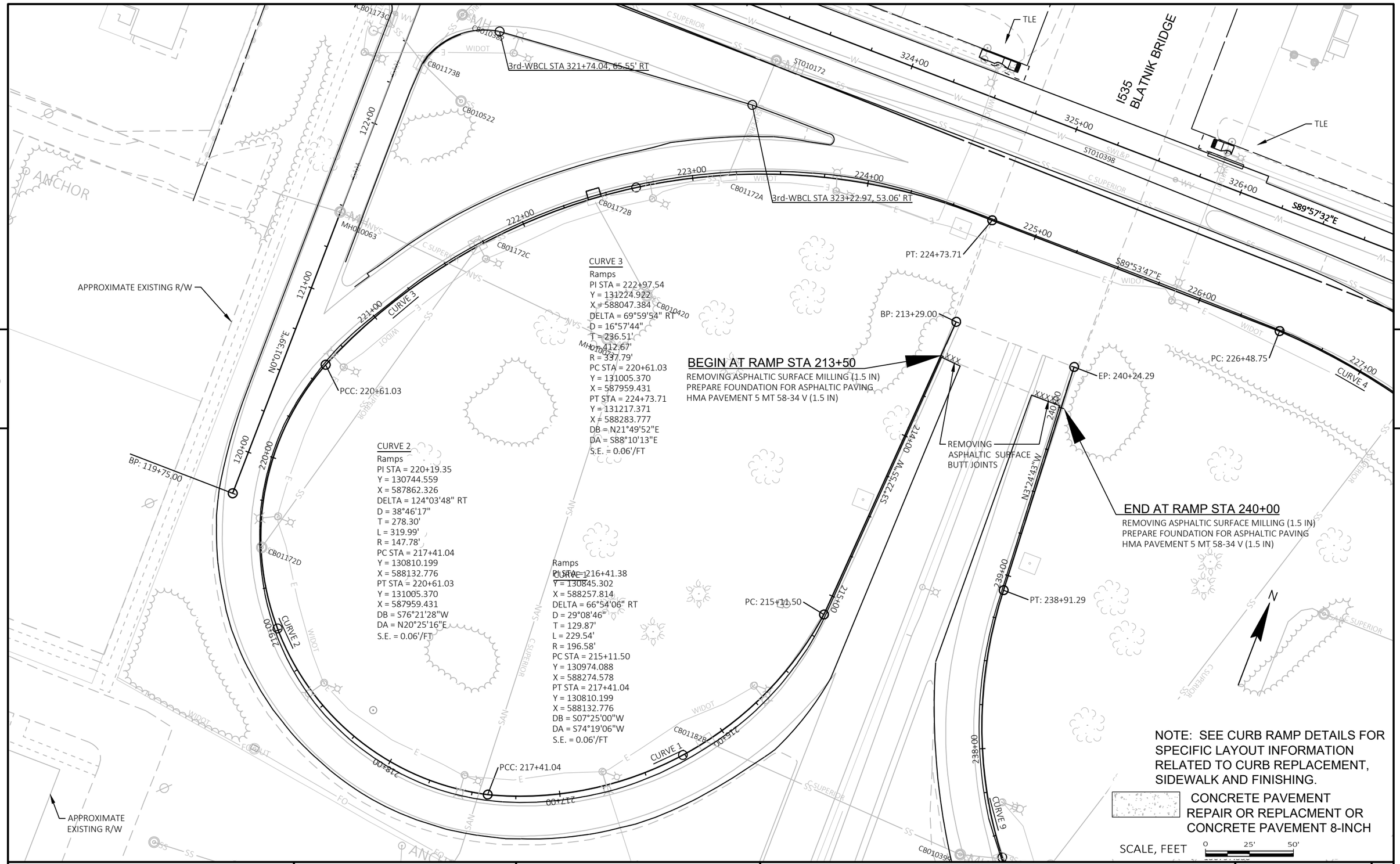
NO.	NORTHING	EASTING	ELEV.	DESCRIPTION
200	131,299.681	586,793.412	612.217	CP /MAG NAIL

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 167 E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 01-Hughitt

PLOT DATE : 11/19/2024 4:27 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 168 E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 02-Ramp
PLOT DATE : 11/19/2024 4:28 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
201	RAMPS 231+05.15	70.7 LT	611.328	CP / 3/4 INCH X 2FT CAPPED REBAR

NOTE: SEE CURB RAMP DETAILS FOR SPECIFIC LAYOUT INFORMATION RELATED TO CURB REPLACEMENT, SIDEWALK AND FINISHING.

CONCRETE PAVEMENT REPAIR OR REPLACMENT OR CONCRETE PAVEMENT 8-INCH

END AT RAMP STA 240+00
REMOVING ASPHALTIC SURFACE MILLING (1.5 IN)
PREPARE FOUNDATION FOR ASPHALTIC PAVING
HMA PAVEMENT 5 MT 58-34 V (1.5 IN)

BEGIN AT RAMP STA 213+50

REMOVING ASPHALTIC SURFACE BUTT JOINTS

I535 BLATNIK BRIDGE

EXISTING R/W

APPROXIMATE EXISTING R/W

CURVE 4
Ramps
PI STA = 228+68.07
Y = 131208.361
X = 588677.968
DELTA = 58°00'43" RT
D = 14°29'04"
T = 219.32'
L = 400.51'
R = 395.57'
PC STA = 226+48.75
Y = 131217.055
X = 588458.819
PT STA = 230+49.26
Y = 131017.882
X = 588786.686
DB = S87°43'41"E
DA = S29°42'58"E
S.E. = 0.06'/FT

CURVE 5
Ramps
PI STA = 230+80.39
Y = 130989.730
X = 588799.970
DELTA = 4°00'10" RT
D = 6°25'56"
T = 31.13'
L = 62.23'
R = 890.77'
PC STA = 230+49.26
Y = 131017.882
X = 588786.686
PT STA = 231+11.49
Y = 130960.720
X = 588811.257
DB = S25°15'40"E
DA = S21°15'29"E
S.E. = 0.06'/FT

CURVE 6
Ramps
PI STA = 232+19.68
Y = 130859.172
X = 588848.500
DELTA = 10°54'46" RT
D = 25°00'58"
T = 21.88'
L = 43.62'
R = 229.04'
PC STA = 231+97.80
Y = 130880.023
X = 588841.878
PT STA = 232+41.43
Y = 130837.444
X = 588851.055
DB = S17°37'11"E
DA = S06°42'25"E
S.E. = 0.06'/FT

CURVE 7
Ramps
PI STA = 232+96.23
Y = 130783.125
X = 588858.355
DELTA = 98°26'19" RT
D = 121°11'44"
T = 54.81'
L = 81.22'
R = 47.28'
PC STA = 232+41.43
Y = 130837.444
X = 588851.055
PT STA = 233+22.65
Y = 130783.876
X = 588803.553
DB = S07°39'14"E
DA = N89°12'55"W
S.E. = 0.06'/FT

CURVE 9
Ramps
PI STA = 237+60.64
Y = 130845.730
X = 588373.727
DELTA = 71°24'53" RT
D = 23°08'24"
T = 177.97'
L = 308.62'
R = 247.60'
PC STA = 235+82.67
Y = 130797.350
X = 588544.995
PT STA = 238+91.29
Y = 131023.487
X = 588364.999
DB = N74°13'33"W
DA = N02°48'40"W
S.E. = 0.06'/FT

CURVE 8
Ramps
PI STA = 235+38.82
Y = 130782.844
X = 588587.407
DELTA = 20°39'03" RT
D = 23°17'16"
T = 44.82'
L = 88.68'
R = 246.03'
PC STA = 234+93.99
Y = 130784.228
X = 588632.210
PT STA = 235+82.67
Y = 130797.350
X = 588544.995
DB = S88°13'51"W
DA = N71°07'07"W
S.E. = 0.06'/FT

CURVE 10
LaneB
PI STA = 436+44.38
Y = 130720.293
X = 588941.144
DELTA = 65°33'13" LT
D = 36°00'29"
T = 102.45'
L = 182.05'
R = 159.12'
PC STA = 435+41.92
Y = 130813.592
X = 588898.811
PT STA = 437+23.97
Y = 130720.220
X = 589043.598
DB = S24°24'21"E
DA = S89°57'34"E
S.E. = N.C.

SCALE, FEET 0 25' 50'

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 169	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 03-Ramp
PLOT DATE : 11/19/2024 4:28 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

SCALE, FEET 0 20 40

N

NOTE: SEE CURB RAMP DETAILS FOR SPECIFIC LAYOUT INFORMATION RELATED TO CURB REPLACEMENT, SIDEWALK AND FINISHING.

I535 BLATNIK BRIDGE

EXISTING R/W

SI

CUMMING AVE

S0°06'59"W

CB01153A

ST010155

MILL THROUGH INTERSECTION

N 3RD STREET

325+00 326+00 S89°57'32"E 327+00 328+00 329+00 330+00 331+00

ST010398

STA 328+96.54 3rd-WBCL =
STA 140+00.00 Cumming

S89°56'52"E

CB01153B

ST010154

ST010171

BP: 328+00.00

PC: 328+64.26

LANE A

330+00

CURVE 11

225+00 S89°53'47"E 226+00 227+00 228+00

PC: 226+48.75

ST010400

ST010155

CURVE 11
LaneA
PI STA = 330+39.82
Y = 131258.545
X = 588849.862
DELTA = 58°29'25" RT
D = 18°16'23"
T = 175.56'
L = 320.09'
R = 313.56'
PC STA = 328+64.26
Y = 131259.760
X = 588674.302
PT STA = 331+84.35
Y = 131108.236
X = 588940.581
DB = S89°36'12"E
DA = S31°06'47"E
S.E. = 0.03'/FT

CURVE 12
LaneA
PI STA = 338+58.23
Y = 130767.442
X = 589155.683
DELTA = 51°49'28" LT
D = 16°55'11"
T = 164.52'
L = 306.29'
R = 338.63'
PC STA = 336+93.71
Y = 130903.411
X = 589063.058
PT STA = 340+00.00
Y = 130756.219
X = 589319.820
DB = S34°15'49"E
DA = S86°05'18"E
S.E. = 0.06'/FT

APPROXIMATE EXISTING R/W

MILL THROUGH INTERSECTION

330+00 331+00 332+00 333+00 S30°52'40"E 334+00 337+00 338+00

PT: 331+84.35

CURVE 11

CURVE 12

PC 336+93.71

STA BACK = 334+23.00
STA AHEAD = 336+93.71

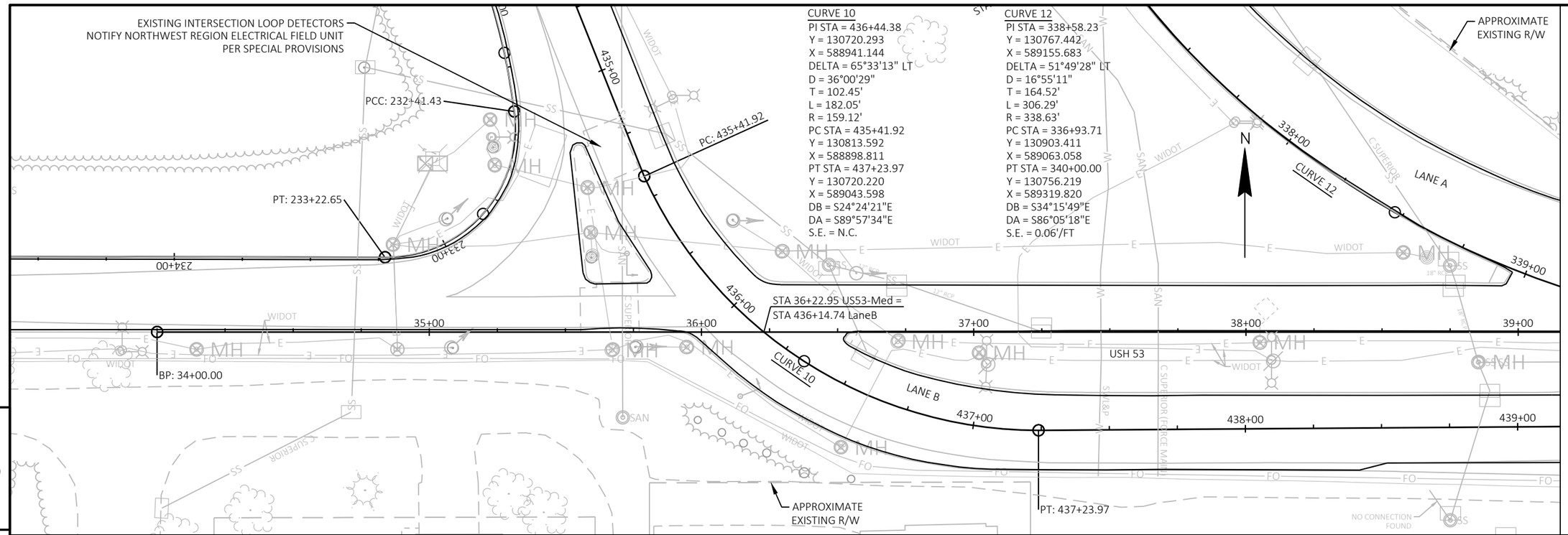
CONCRETE PAVEMENT REPAIR OR REPLACMENT OR CONCRETE PAVEMENT 8-INCH

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 170	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 04-LaneA

PLOT DATE : 11/19/2024 4:28 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



NOTE: SEE CURB RAMP DETAILS FOR SPECIFIC LAYOUT INFORMATION RELATED TO CURB REPLACEMENT, SIDEWALK AND FINISHING.

CONCRETE PAVEMENT REPAIR OR REPLACMENT OR CONCRETE PAVEMENT 8-INCH

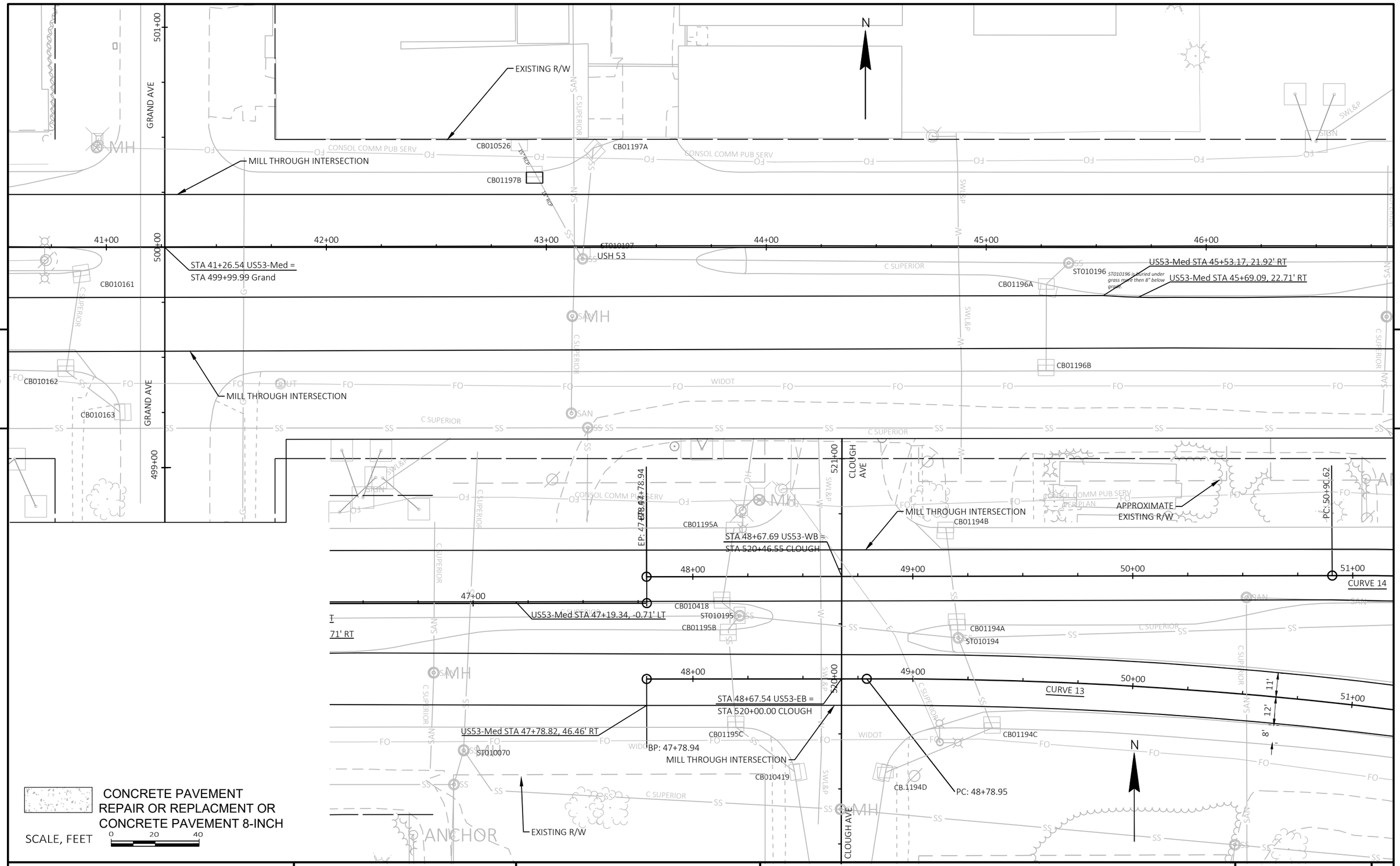
SCALE, FEET 0 20 40

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 171	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 05-Grand

PLOT DATE : 11/19/2024 4:29 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 172 E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 06-Clough

PLOT DATE : 11/19/2024 4:29 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
202	US53-WB 53+97.62	39.26 LT	612.558	CP / 3/4 INCH X 2FT CAPPED REBAR

CONCRETE PAVEMENT REPAIR OR REPLACMENT OR CONCRETE PAVEMENT 8-INCH

SCALE, FEET 0 20 40

CURVE 14
PI STA = 55+68.04
Y = 130769.426
X = 590887.728
DELTA = 36°44'58" RT
D = 3°59'11"
T = 477.42'
L = 921.87'
R = 1437.28'
PC STA = 50+90.62
Y = 130768.022
X = 590410.315
PT STA = 60+12.49
Y = 130484.906
X = 591271.100
DB = N89°49'53"E
DA = S53°25'08"E
S.E. = 0.062'/FT

APPROXIMATE EXISTING R/W

CP 202

STA 56+19.75 US53-WB =
STA 540+93.89 CATLIN

STA 56+26.22 US53-EB =
STA 539+99.99 CATLIN

MILL THROUGH INTERSECTION

APPROXIMATE EXISTING R/W

CURVE 13
PI STA = 54+42.36
Y = 130723.008
X = 590762.059
DELTA = 32°49'35" RT
D = 2°59'44"
T = 563.41'
L = 1095.83'
R = 1912.68'
PC STA = 48+78.95
Y = 130721.424
X = 590198.650
PT STA = 60+51.59
Y = 130418.917
X = 591236.360
DB = N89°50'20"E
DA = S57°20'05"E
S.E. = 0.05'/FT

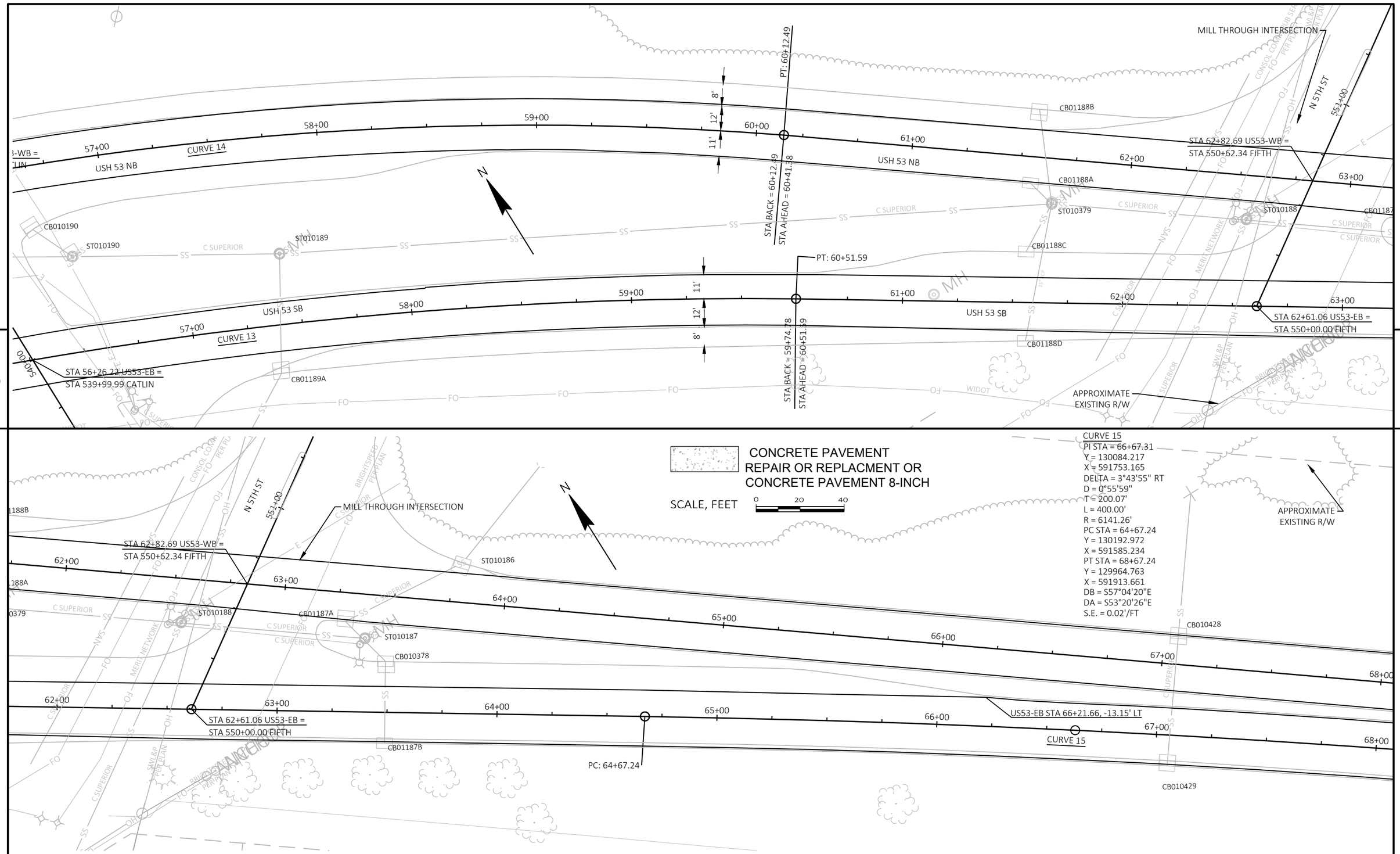
APPROXIMATE EXISTING R/W

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 173	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 07-Catlin

PLOT DATE : 11/19/2024 4:29 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

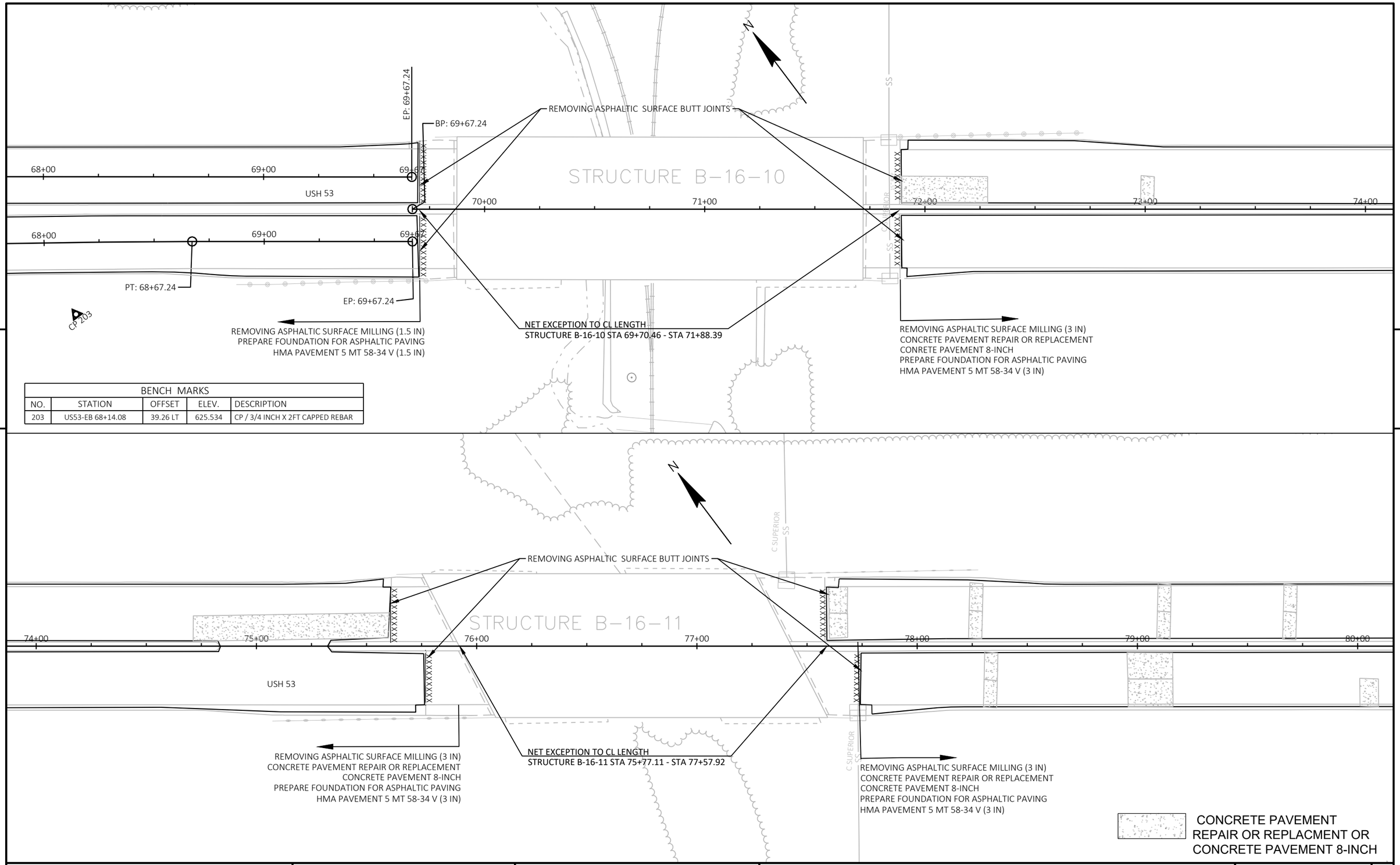


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 174	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050202-PN.DWG
LAYOUT NAME - 08-5th

PLOT DATE : 11/19/2024 4:30 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



5

5

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
203	US53-EB 68+14.08	39.26 LT	625.534	CP / 3/4 INCH X 2FT CAPPED REBAR

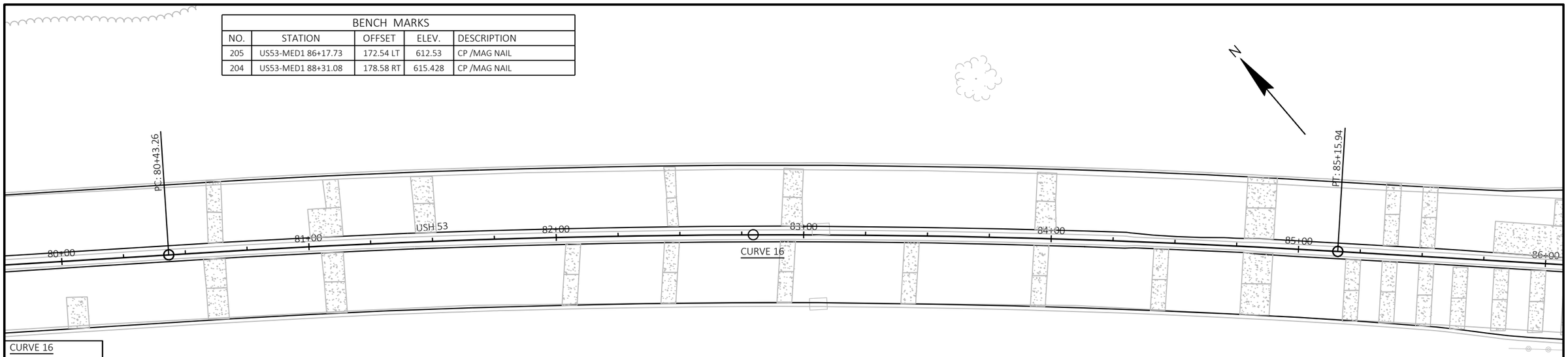
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 175	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050203-PN.DWG
LAYOUT NAME - 09- B-16-10&11

PLOT DATE : 11/19/2024 4:30 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
205	US53-MED1 86+17.73	172.54 LT	612.53	CP /MAG NAIL
204	US53-MED1 88+31.08	178.58 RT	615.428	CP /MAG NAIL



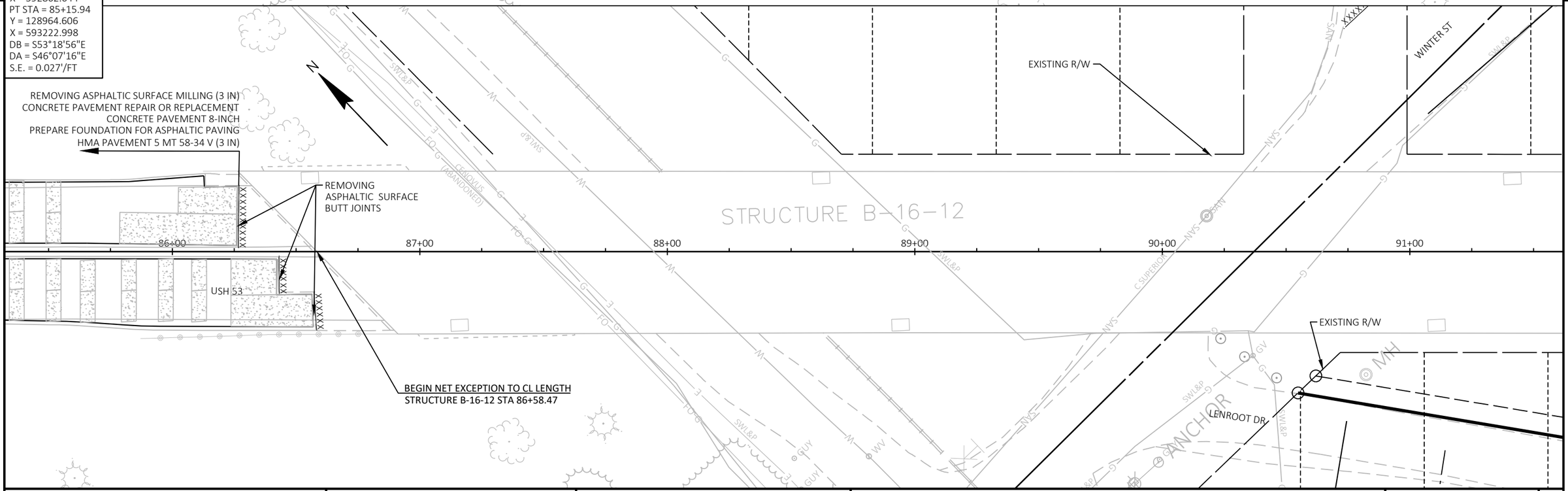
CURVE 16
PI STA = 82+79.91
Y = 129128.635
X = 593052.421
DELTA = 7°11'40" RT
D = 1°31'20"
T = 236.65'
L = 472.67'
R = 3764.25'
PC STA = 80+43.26
Y = 129270.010
X = 592862.644
PT STA = 85+15.94
Y = 128964.606
X = 593222.998
DB = S53°18'56"E
DA = S46°07'16"E
S.E. = 0.027'/FT

CONCRETE PAVEMENT
REPAIR OR REPLACMENT OR
CONCRETE PAVEMENT 8-INCH

REMOVING ASPHALTIC SURFACE MILLING (3 IN)
CONCRETE PAVEMENT REPAIR OR REPLACEMENT
CONCRETE PAVEMENT 8-INCH
PREPARE FOUNDATION FOR ASPHALTIC PAVING
HMA PAVEMENT 5 MT 58-34 V (3 IN)

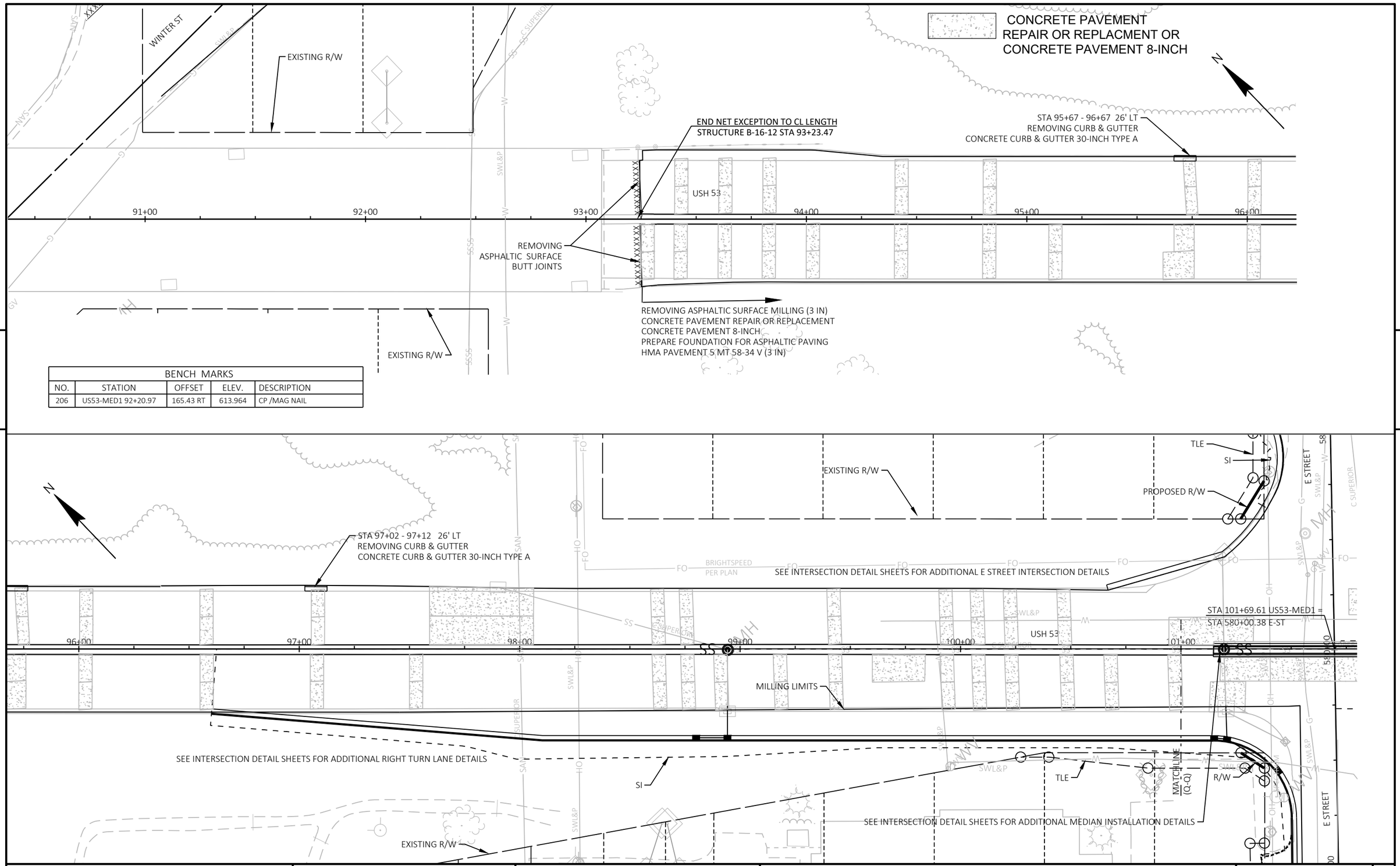
REMOVING
ASPHALTIC SURFACE
BUTT JOINTS

BEGIN NET EXCEPTION TO CL LENGTH
STRUCTURE B-16-12 STA 86+58.47



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 176	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050203-PN.DWG
LAYOUT NAME - 10 - B-16-12
PLOT DATE : 11/19/2024 4:31 PM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
206	US53-MED1 92+20.97	165.43 RT	613.964	CP /MAG NAIL

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 177 E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050203-PN.DWG
LAYOUT NAME - 11

PLOT DATE : 11/19/2024 4:31 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

TLE
PROPOSED R/W
EXISTING R/W
E STREET
TLE
PROPOSED R/W
EXISTING R/W
SI
SEE INTERSECTION DETAIL SHEETS FOR ADDITIONAL RIGHT TURN LANE DETAILS
MILLING LIMITS
STA 101+69.61 US53-MED1 =
STA 580+00.38 E-ST
101+00
102+00
103+00
104+00
105+00
106+00
107+00
USH 53
SEE INTERSECTION DETAIL SHEETS FOR ADDITIONAL MEDIAN INSTALLATION DETAILS
MILLING LIMITS
SEE INTERSECTION DETAIL SHEETS FOR ADDITIONAL E STREET INTERSECTION DETAILS
MATCH LINE (Q-Q)
TLE
PROPOSED R/W
E STREET
SI
TLE
EXISTING R/W
SEE PAGE 13 FOR E STREET
5
5

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
207	US53-MED1 86+11.82	54.14 LT	623.025	CP /MAG NAIL

CONCRETE PAVEMENT REPAIR OR REPLACMENT OR CONCRETE PAVEMENT 8-INCH

END CONSTRUCTION
STA 110+25
MATCH EXISTING
SAW CUT REQ'D
REMOVING
ASPHALTIC SURFACE
BUTT JOINTS
PI: 85+50.00
STA BACK = 112+69.60
STA AHEAD = 85+50.00
USH 53
107+00
108+00
109+00
110+00
111+00
112+00
2ND AVE E

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	PLAN SHEET	SHEET 178	E

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
207	US53-MED1 86+11.82	54.14 LT	623.025	CP /MAG NAIL

SEE INTERSECTION DETAIL SHEETS FOR CURB FLAGLINE ALIGNMENTS AND PROFILES, DRIVEWAY BOUNDARIES, AND MEDIAN INSTALLATION DETAILS.

5

5

TLE
PROPOSED R/W
EXISTING R/W
BP: 576+18.27
REMOVING ASPHALTIC SURFACE BUTT JOINTS
577+00
E STREET
578+00
579+00
LENROOT DRIVE
701+
STA 700+00.00 Lenroot = STA 577+97.41 E-ST
BEGIN CONSTRUCTION
STA 577+47
MATCH EXISTING
PI: 577+83.45
REMOVING ASPHALTIC SURFACE BUTT JOINTS
PROPOSED R/W
TLE
STA 579+00 LT & STA 700+70 RT
ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
MATCHLINE (Q-Q)
MATCHLINE (R-R)
EXISTING R/W
PROPOSED R/W
TLE
SI
CB020247
CB020248
PI: 578+80.29
EXISTING R/W
STA 579+10 RT
ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SEE INTERSECTION DETAILS
TLE
CB020243
CB020242
REMOVING ASPHALTIC SURFACE TO ALLOW FOR CURB INSTALLATION, MAX 2' OFFSET
SEE INTERSECTION DETAIL SHEETS FOR ADDITIONAL MEDIAN INSTALLATION DETAILS
USH 53/E 2ND STREET
101+00
ST020246
ST020241
STA 101+69.61 US53-MED1 = STA 580+00.38 E-ST
CB020249
EXISTING R/W
TLE
PROPOSED R/W
SI
CONCRETE CURB & GUTTER
30-INCH TYPE A
581+00 BP: 0+00.00
1+
EP: 581+71.47
END CONSTRUCTION
STA 581+42
MATCH EXISTING
REMOVING
ASPHALTIC SURFACE
BUTT JOINTS
SI
STA 581+00 RT
ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
SEE INTERSECTION DETAILS
TLE
PROPOSED R/W
EXISTING R/W
END PROJECT 1198-03-73
BEGIN PROJECT 1198-03-80

GEOTEXTILE TYPE SAS
MOVE AND RESET LANDSCAPING ROCK
SALVAGE AND RESET LANDSCAPING ROCK
LANDSCAPING ROCK

576+18.27 577+00.00 578+00.00 579+00.00 580+00.00 581+00.00 581+71.47

620 615 610 608

STA 577+45.00 EL 617.08
VPC STA 577+86.70 VPC EL 617.12
VPI STA 578+61.70 VPI EL 617.19
VPT STA 579+36.70 VPT EL 615.61
STA 579+59.16 EL 615.13
STA 579+72.36 EL 615.05
STA 580+00.04 EL 615.68
VCL = 16.27
K = 4.51
LP STA 580+38.08 LP EL 615.13
VPC STA 580+82.04 VPC EL 615.92
VPI STA 581+04.35 VPI EL 616.37
VPT STA 581+26.65 VPT EL 616.10
STA 581+41.75 EL 615.92

BEGIN CONSTRUCTION
STA 577+47
MATCH EXISTING
0.09%
PROPOSED PROFILE
-2.12%
-0.65%
2.30%
-1.60%
2.01%
-1.21%
EXISTING PROFILE
HP STA 577+93.08 HP EL 617.13
VCL = 150.00
K = 67.89
VPC STA 580+30.87 VPC EL 615.19
VPI STA 580+39.00 VPI EL 615.06
VPT STA 580+47.13 VPT EL 615.22
HP STA 581+09.87 HP EL 616.20
VCL = 44.61
K = 13.87
END CONSTRUCTION
STA 581+42
MATCH EXISTING
PROPOSED ELEVATION
EXISTING ELEVATION

| | | | |

SEE INTERSECTION DETAIL SHEETS FOR CURB FLAGLINE ALIGNMENTS AND PROFILES, DRIVEWAY BOUNDARIES, AND MEDIAN INSTALLATION DETAILS.

EXISTING R/W

POTENTIAL HAZARDOUS MATERIAL AREA

SI

PROPOSED R/W

TLE

CAUTION

PT 703+02.29

STA 703+75 LT
CONCRETE DRIVEWAY 6-INCH
SEE INTERSECTION DETAILS

EXISTING EDGE OF ASPHALT

STA 704+75 LT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

PC: 705+56.77

MATCHLINE (S-S)

701+00

N46°22'08"W

702+00

CURVE 17

703+00

704+00

N37°42'24"W

705+00

706+00

LENROOT DRIVE

STA 700+00.00 Lenroot =
STA 577+97.41 E-ST

STA 700+70 RT & STA 701+50 RT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

EXISTING R/W

PC: 702+47.74

CURVE 17
PI STA = 702+75.07
Y = 127861.889
X = 594080.006
DELTA = 8°39'43" RT
D = 15°52'49"
T = 27.33'
L = 54.55'
R = 360.80'
PC STA = 702+47.74
Y = 127843.034
X = 594099.783
PT STA = 703+02.29
Y = 127883.507
X = 594063.293
DB = N46°22'08"W
DA = N37°42'24"W
S.E. = N.C.

STA 702+75 RT & STA 703+35 RT
ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

PROPOSED R/W

MATCHLINE (R-R)

TLE

E STEET

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES
SEE INTERSECTION DETAILS

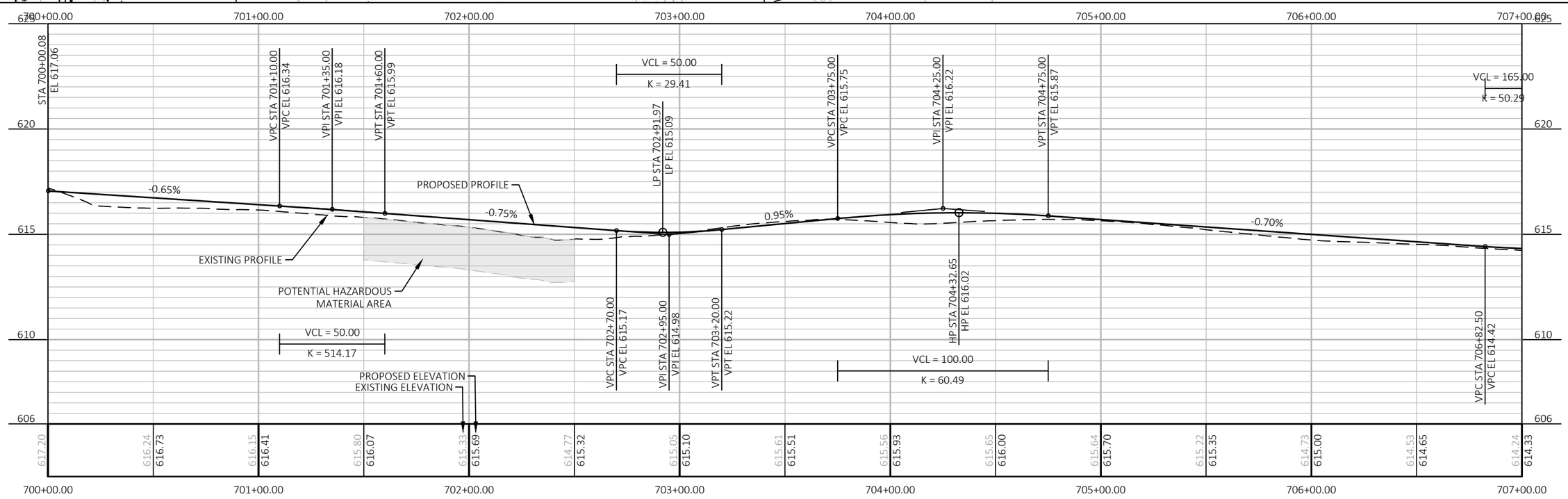
TLE

Ⓧ GEOTEXTILE TYPE SAS
MOVE AND RESET LANDSCAPING ROCK
SALVAGE AND RESET LANDSCAPING ROCK
LANDSCAPING ROCK

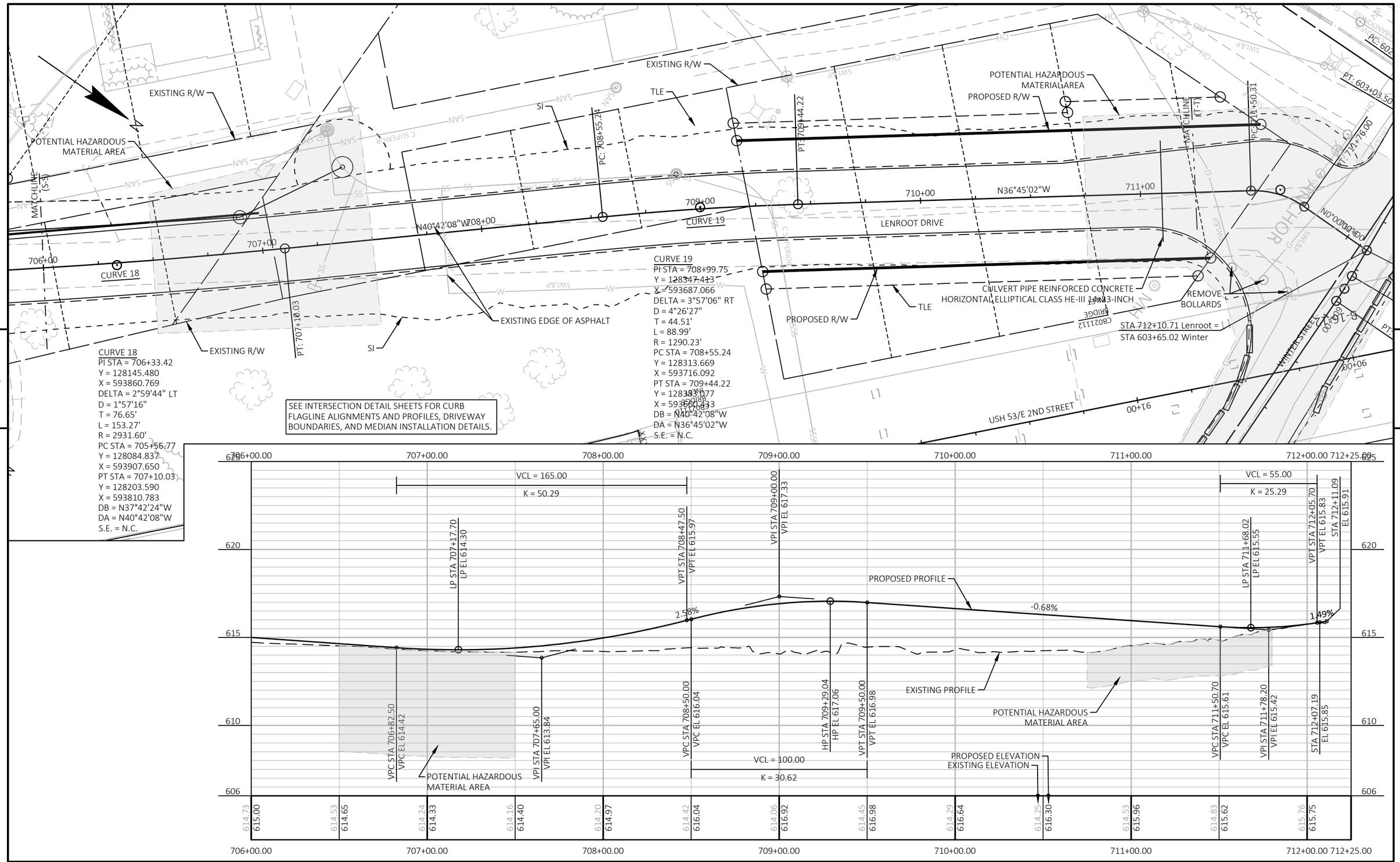
N

5

5



PROJECT NO: 1198-03-73, 1198-03-80	HWY: USH 53	COUNTY: DOUGLAS	PLAN AND PROFILE: LENROOT DRIVE	SHEET 180	E



PROJECT NO: 1198-03-73, 1198-03-80	HWY: USH 53	COUNTY: DOUGLAS	PLAN AND PLOT: LENROOT DRIVE	SHEET 181	E

BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
206	US53-MED1 92+20.97	165.43 RT	613.964	CP /MAG NAIL

BEGIN PROJECT 1198-03-73
END PROJECT 1198-03-80

SEE INTERSECTION DETAIL SHEETS FOR CURB FLAGLINE ALIGNMENTS AND PROFILES, DRIVEWAY BOUNDARIES, AND MEDIAN INSTALLATION DETAILS.

USH 53/E 2ND STREET

CB021114 BRIDGE INLET

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STA 712+10.71 Lenroot = STA 603+65.02 Winter

PC: 603+78.51

PT: 603+91.86

CONCRETE BARRIER TEMPORARY PRECAST DELIVERED
CONCRETE BARRIER TEMPORARY PRECAST INSTALLED
ANCHORING CONCRETE BARRIER TEMPORARY PRECAST

XXXXXXXXXXXXXXXXX

REMOVING ASPHALTIC SURFACE BUTT JOINTS

EP: 605+87.38

BEGIN CONSTRUCTION
STA 602+91.4
MATCH EXISTING

WINTER STREET

601+00 602+00 603+00 604+00 605+00

N89°05'47"E

EP: 10+39.32

PT: 10+21.44

REMOVE BOLLARDS

POTENTIAL HAZARDOUS MATERIAL AREA

CAUTION

CURVE 20
PI STA = 711+63.61
Y = 128558.864
X = 593529.165
DELTA = 36°45'02" RT
D = 143°01'42"
T = 13.31'
L = 25.69'
R = 40.06'
PC STA = 711+50.31
Y = 128548.202
X = 593537.127
PT STA = 711+76.00
Y = 128572.171
X = 593529.165
DB = N36°45'02"W
DA = N00°00'00"E
S.E. = N.C.

PC: 602+86.82

PT: 603+03.50

N00°00'00"E

PT: 711+76.00

CURVE 20

SI

CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 14x23-INCH

LENROOT DRIVE

PC: 711+50.31

CB021111 BRIDGE INLET

CB021112 BRIDGE INLET

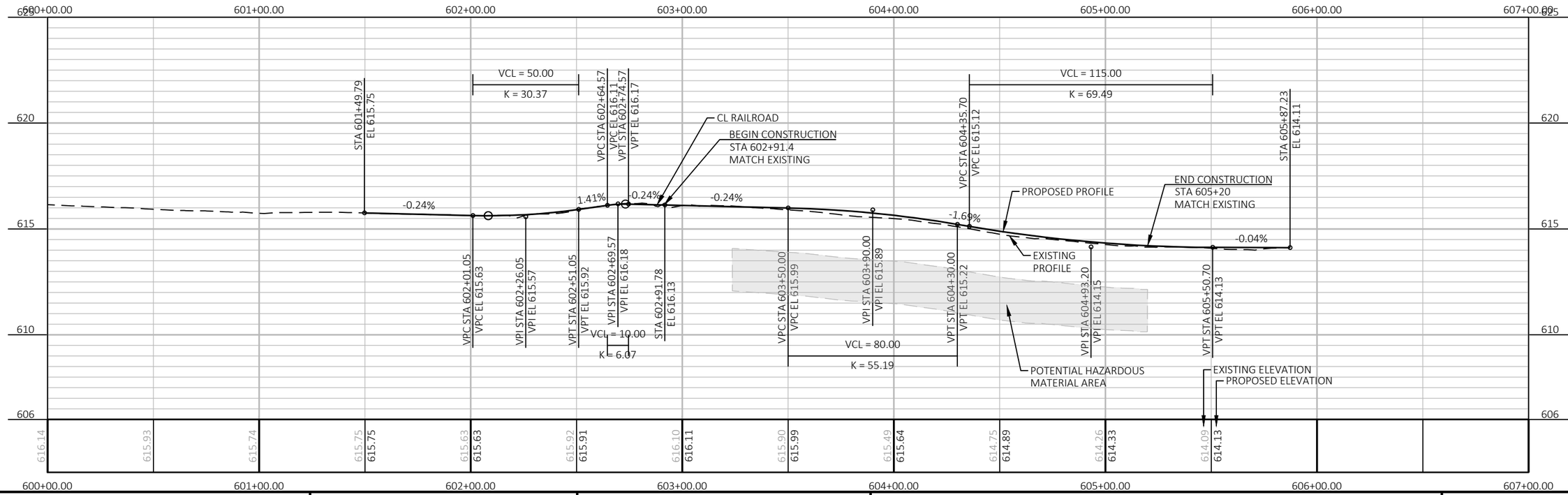
TLE

PROPOSED R/W

EXISTING R/W

91+00

711+00

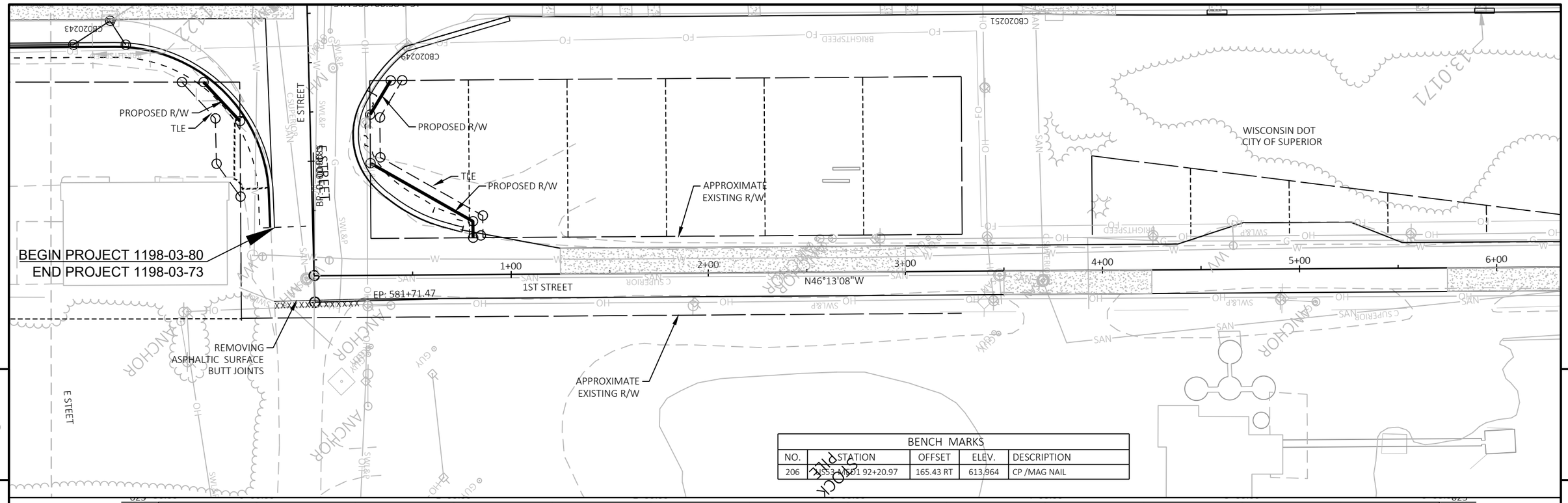


PROJECT NO: 1198-03-73, 1198-03-80	HWY: USH 53	COUNTY: DOUGLAS	PLAN AND PROFILE: WINTER STREET	SHEET 182	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050204-PN_HSIP.DWG
LAYOUT NAME - 16-WINTER

PLOT DATE : 11/19/2024 4:33 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

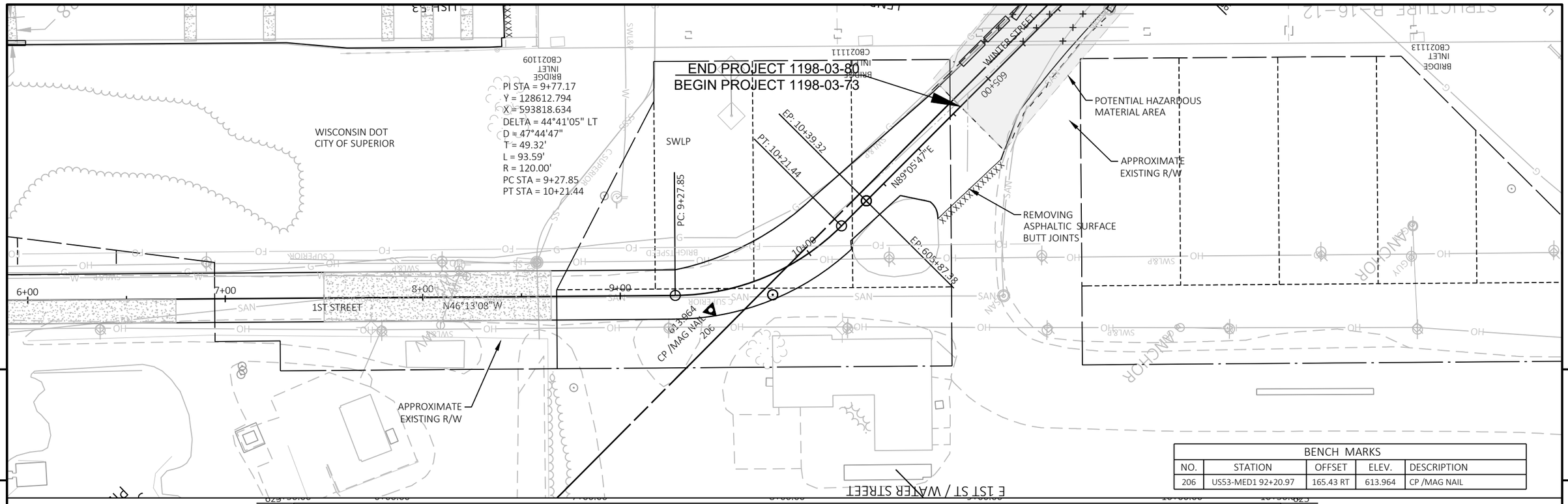


PROJECT NO: 1198-03-73, 1198-03-80	HWY: USH 53	COUNTY: DOUGLAS	PLAN AND PROFILE: 1ST STREET	SHEET 183 E

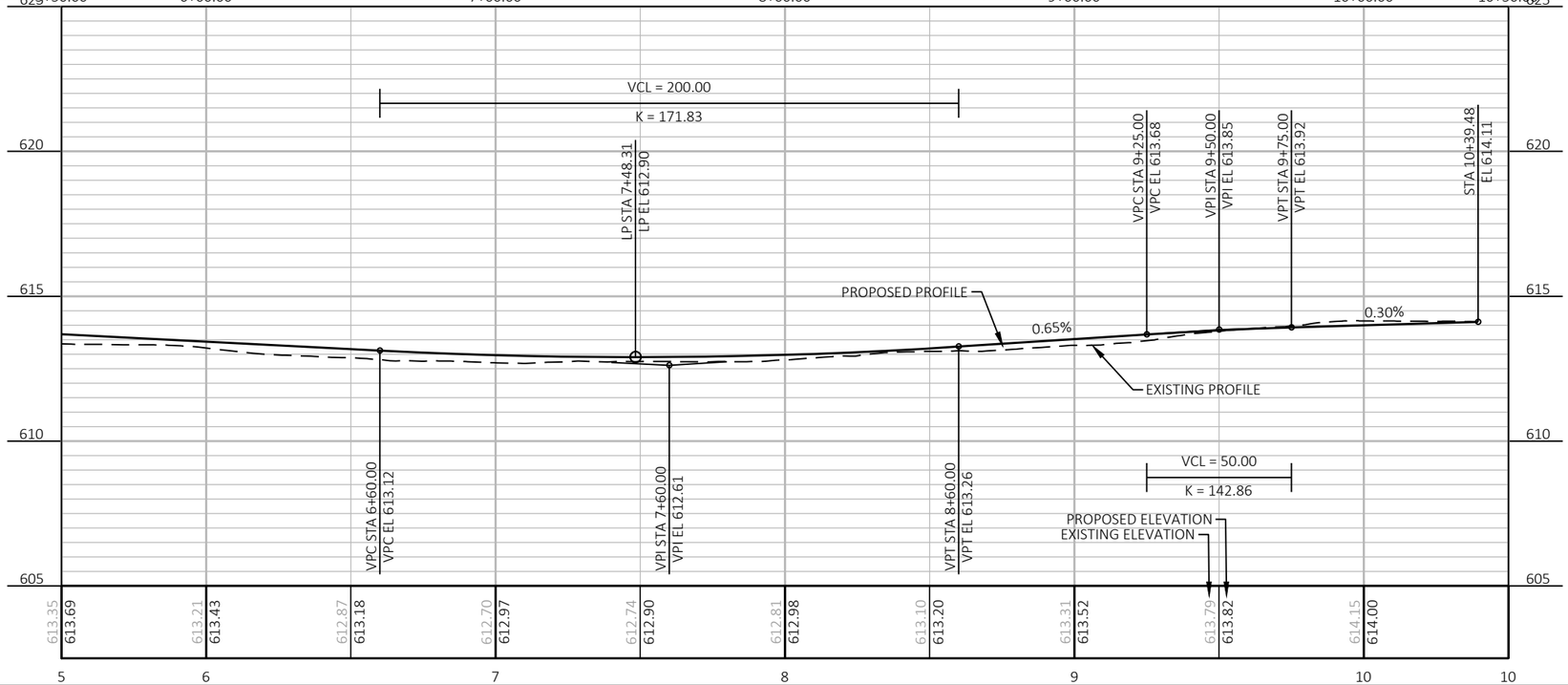
FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\050204-PN_HSIP.DWG
LAYOUT NAME - 17-1stSTSouth

PLOT DATE : 11/19/2024 4:33 PM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



BENCH MARKS				
NO.	STATION	OFFSET	ELEV.	DESCRIPTION
206	US53-MED1 92+20.97	165.43 RT	613.964	CP /MAG NAIL



PROJECT NO: 1198-03-73, 1198-03-80	HWY: USH 53	COUNTY: DOUGLAS	PLAN AND PROFILE: 1ST STREET	SHEET 184	E

Standard Detail Drawing List

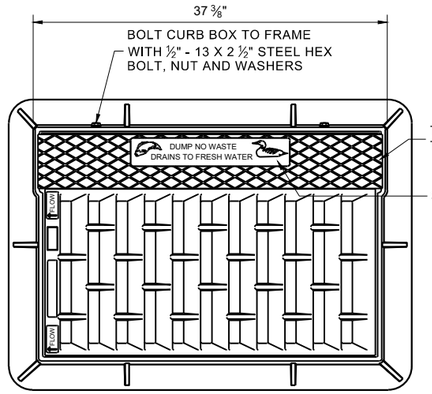
08A05-21A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-21B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-21D	INLET COVERS TYPE V, V-B, & VV-B
08A08-03	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
08D15-05C	EDGEDRAIN AND BASE AGGREGATE OPEN GRADED
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-17A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09D	ON RAMP LANE CLOSURE
15C02-09E	OFF RAMP LANE CLOSURE
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-08C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-06A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-06C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C31-06D	PAVEMENT MARKING LANE DROP AND LANE REDUCTION

6

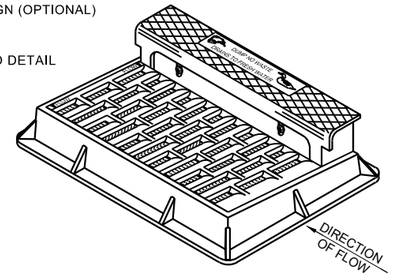
Standard Detail Drawing List

15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D15-07D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-08A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-08B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING

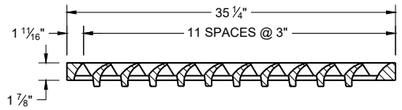
6

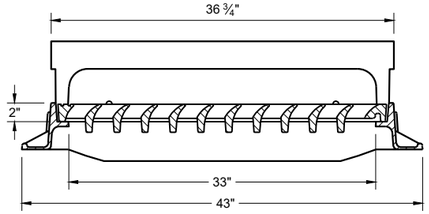


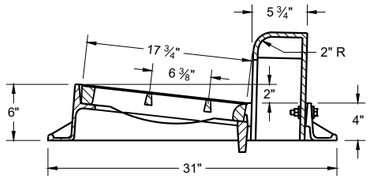
NOTE: EITHER CASTING IS ACCEPTABLE

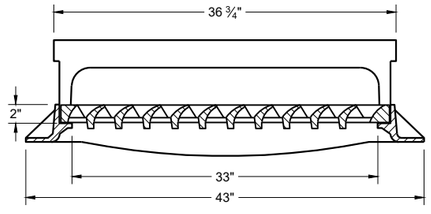


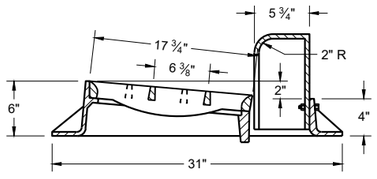
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







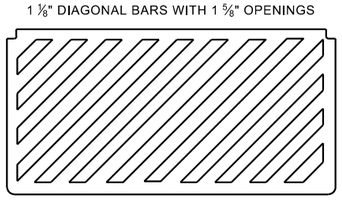




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

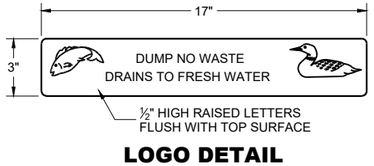
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



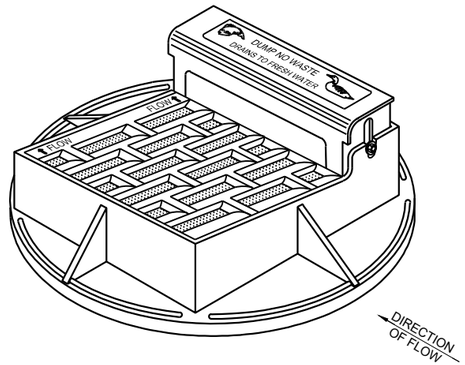
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

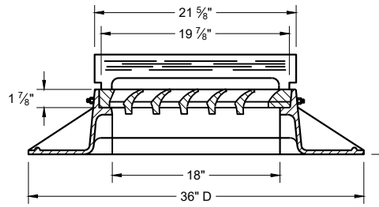


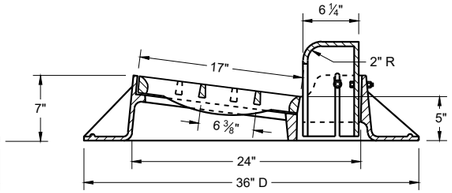
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





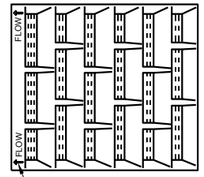
TYPE "A"

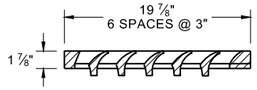
GENERAL NOTES

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.

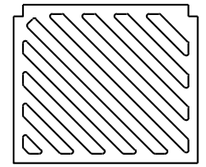
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





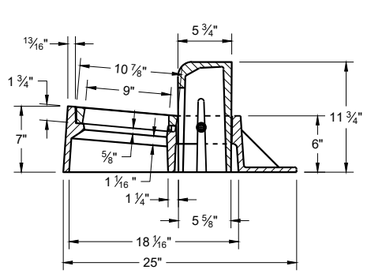
1" DIAGONAL BARS WITH 1 1/2" OPENINGS



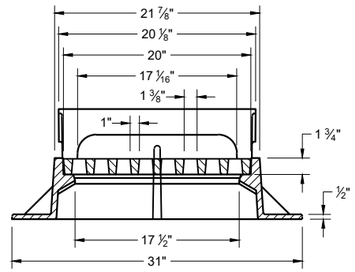
SPECIAL GRATE FOR TYPE "A" COVER

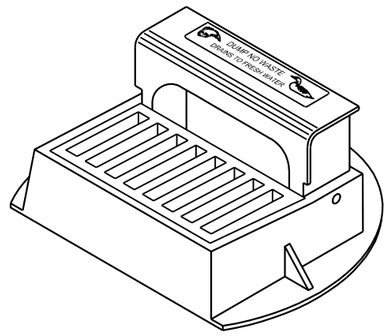
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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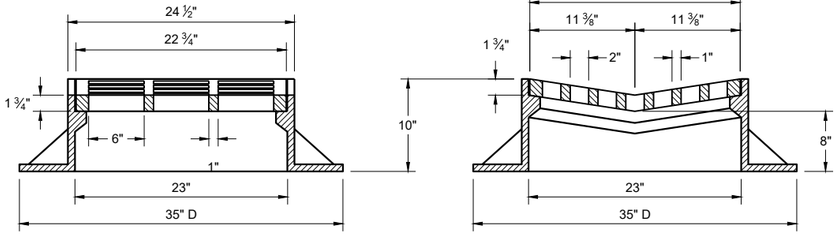
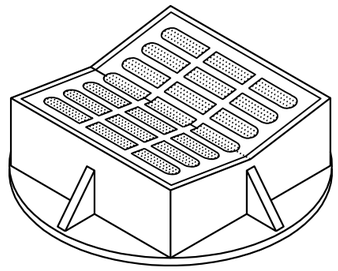
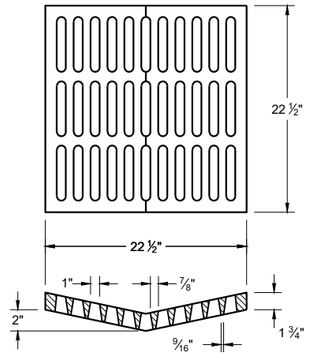




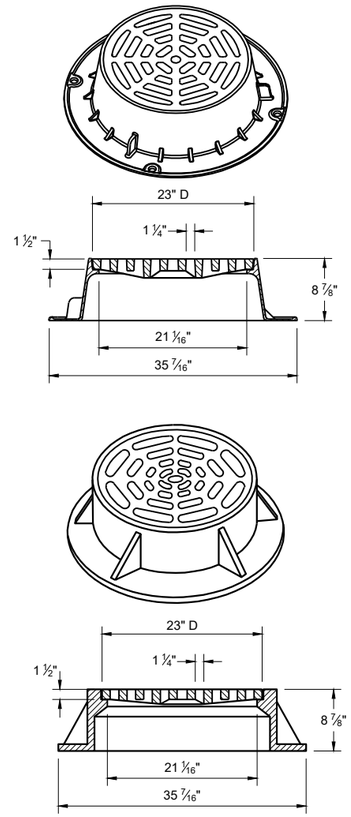
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

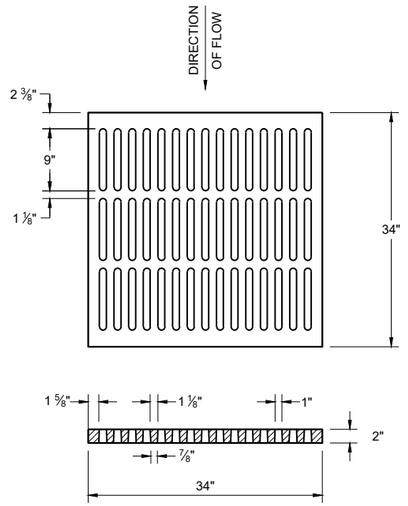
NOTE: EITHER CASTING IS ACCEPTABLE

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.

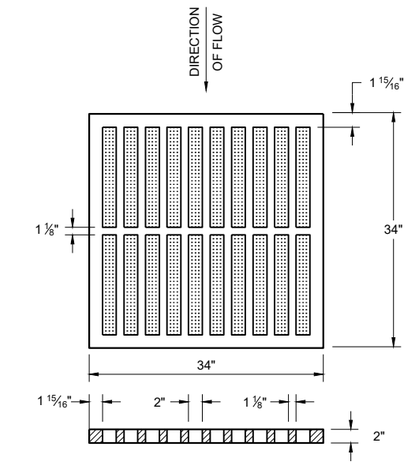
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

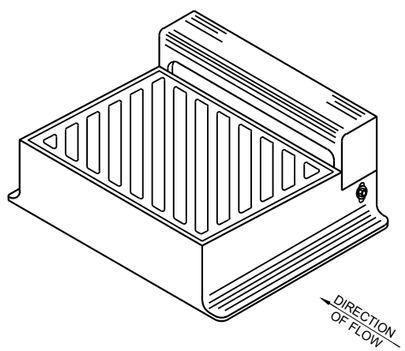
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



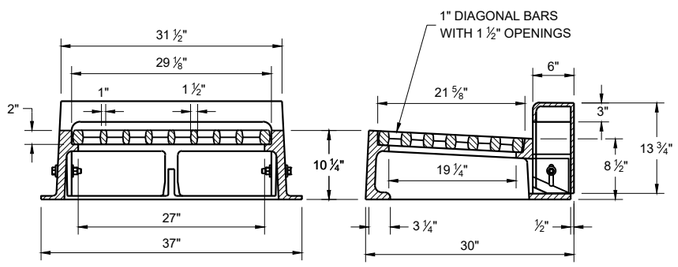
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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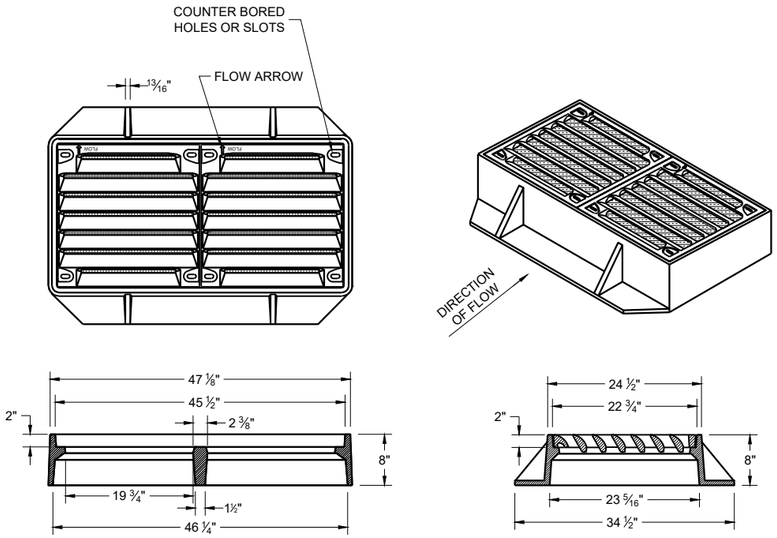
SDD 08A05-21b

SDD 08A05-21b

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.

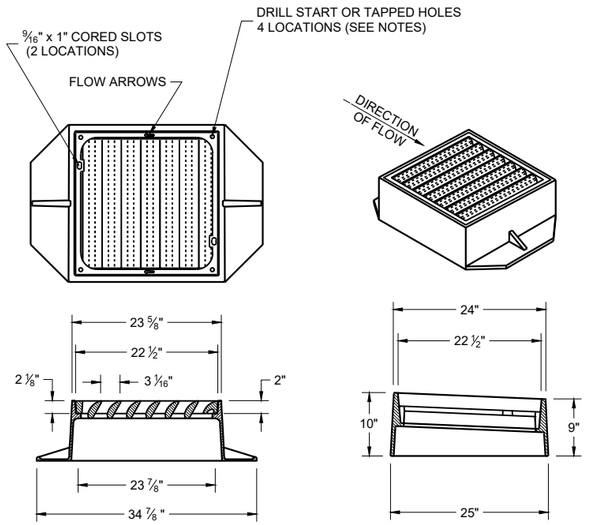
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



TYPE "VV-B"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER
ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

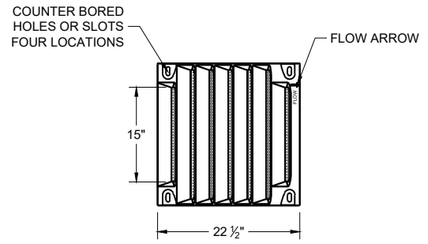
TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 35B
⅜" DIA. X 1/16" DRILL START IN 8 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



TYPE "V"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A
⅜" DIA. X 1/16" DRILL START IN 4 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



BOLT DOWN GRATE FOR TYPE "V" AND "VV-B" COVER

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER NOTED AS TYPE "V-B" OR "VV-B" (FOR DOUBLE GRATE) ON DRAINAGE TABLE

TAP ½" -13 HOLES IN FOUR LOCATIONS PER GRATE IN FRAME TO BOLT GRATE(S).
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A

GRATE - CAST DUCTILE IRON ASTM A536, 55+KSI YIELD
BOLTS - ½" -13 STAINLESS STEEL BOLTS WITH WASHERS
TORQUE BOLTS TO MANUFACTURER SPECIFICATION DO NOT OVERTIGHTEN.

INLET COVERS
TYPES V, V-B, AND VV-B

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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December 2023 — DATE
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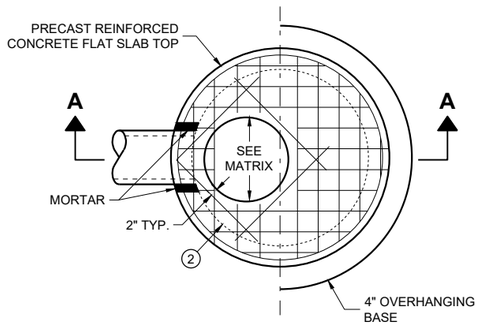
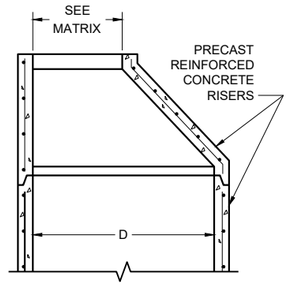
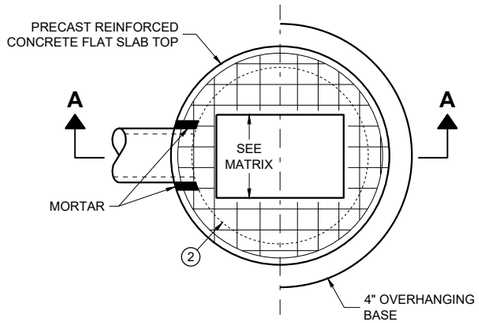


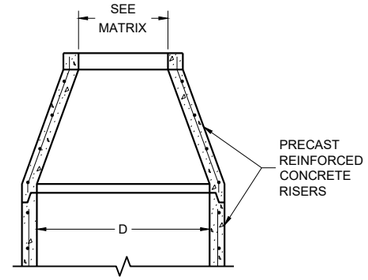
PLAN VIEW CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



PLAN VIEW RECTANGULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

COVER MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V V-B	VV-B	WM	Z
	OPENING SIZE (FT.)												
3-FT	2 X 2	X	X					X		X			
	2 DIA.				X								X
4-FT TO 6-FT	2 X 2	X	X					X		X			
	2 X 2.5			X				X	X	X		X	
	2 DIA.				X								X
	2 X 3						X						
	2.5 X 3					X							
	2 X 3.5*										X*		

* REQUIRES 5-FT DIAMETER OR LARGER STRUCTURE

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

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 CATCH BASIN 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 DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE 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.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USE ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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 "D".

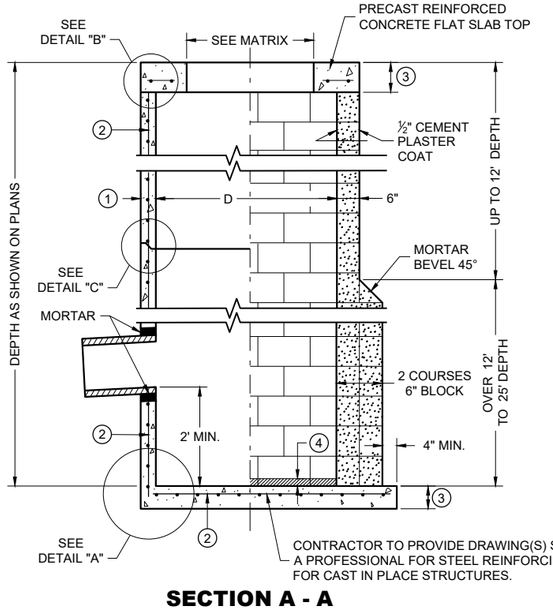
(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

(2) FOR PRECAST CATCH BASINS AND REINFORCED CONCRETE BASES 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.

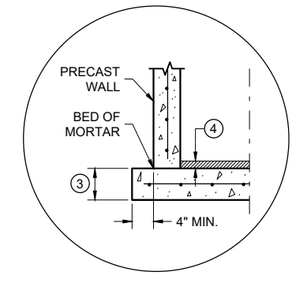
(5) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFROMING TO ASTM C443.



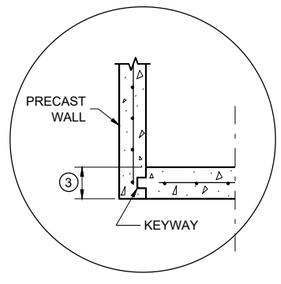
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

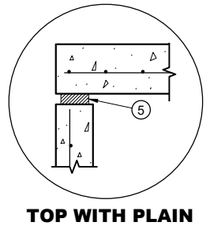


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

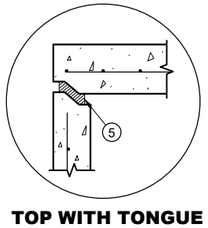


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

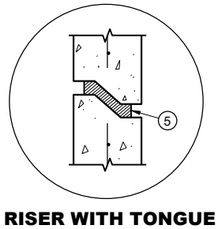
DETAIL "A"



TOP WITH PLAIN END JOINT

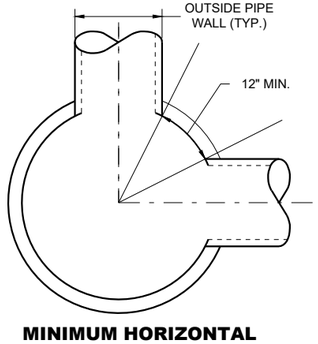


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

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

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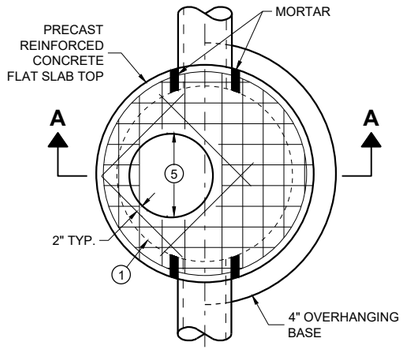
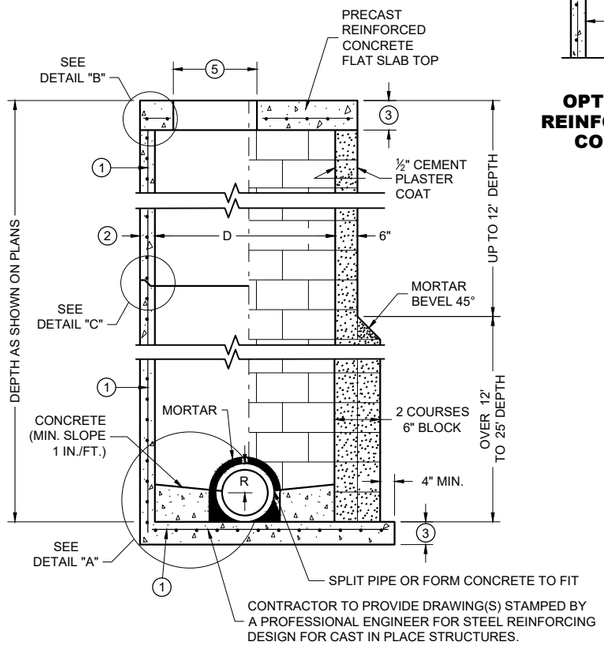


PLAN VIEW

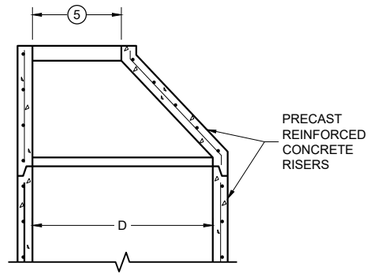
CIRCULAR OPENING



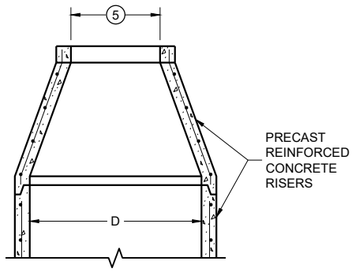
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

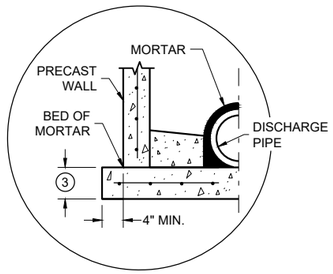
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



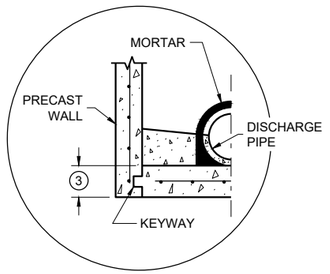
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

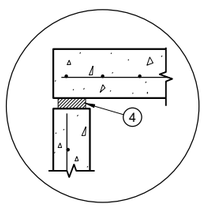


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

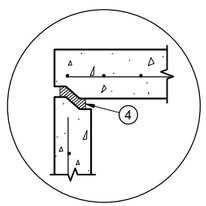


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

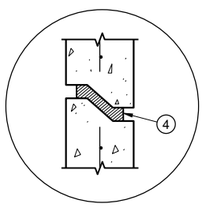
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION 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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE 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 DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE 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.

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST MANHOLE 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.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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 "D".

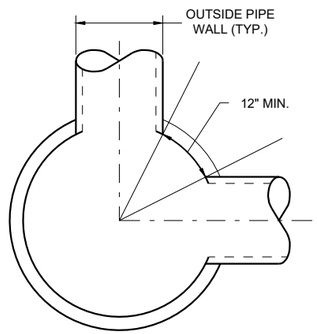
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

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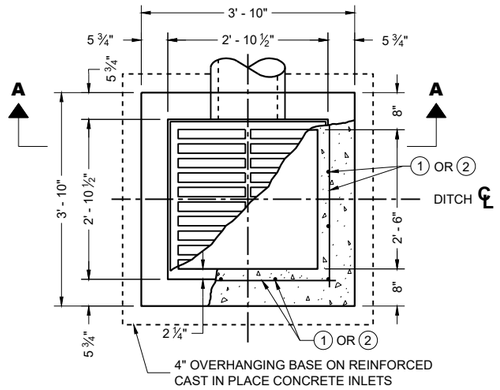
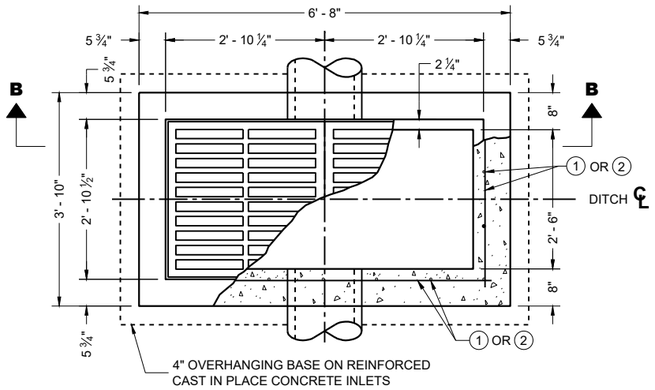
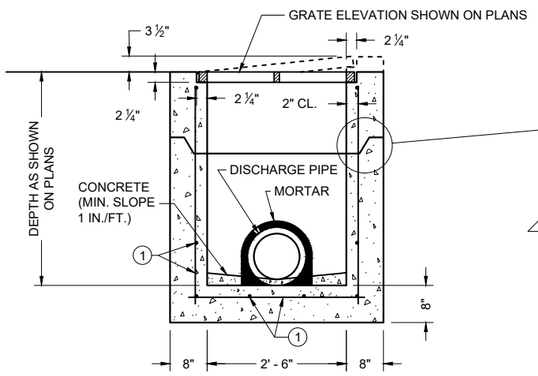
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER



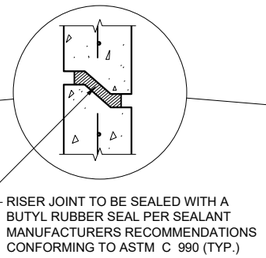
PLAN VIEW

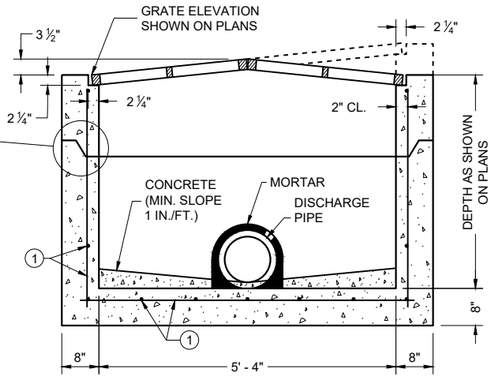


PLAN VIEW

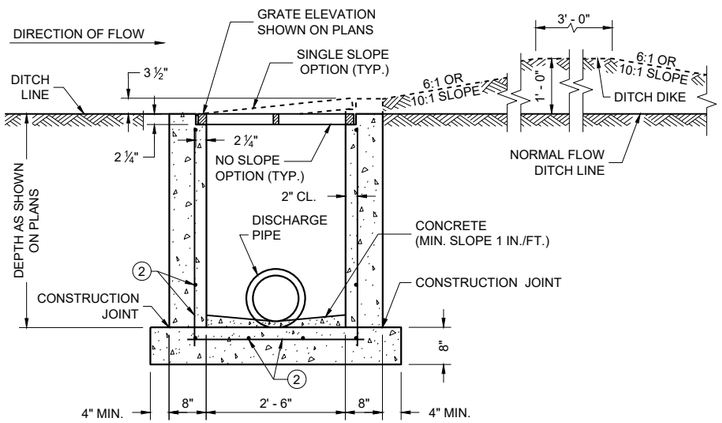


PRECAST REINFORCED CONCRETE SECTION A - A



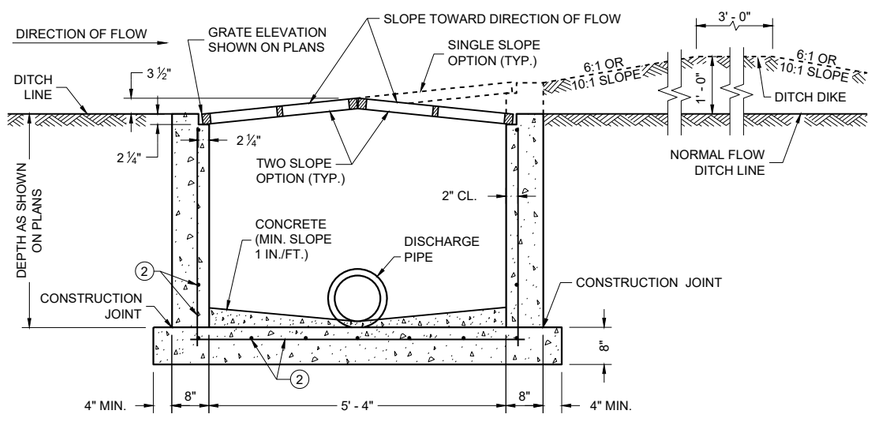


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T 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.

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

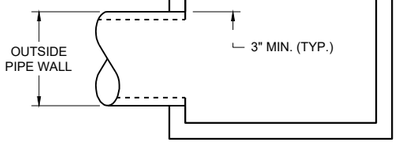
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

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 AND REINFORCED CONCRETE BASES 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.



DETAIL "A"

PIPE MATRIX

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

INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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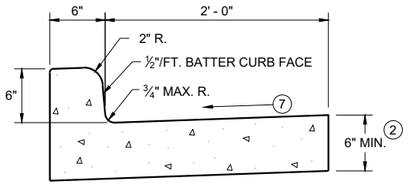
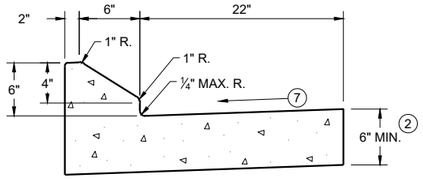
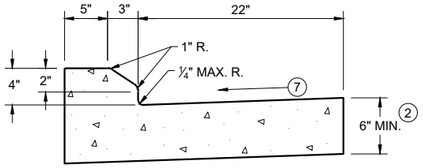
SDD 08C08-03



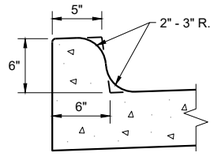
TYPES A (1) & D



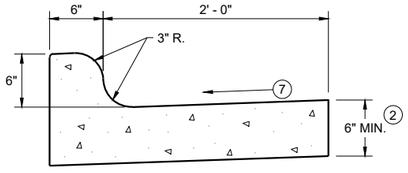
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

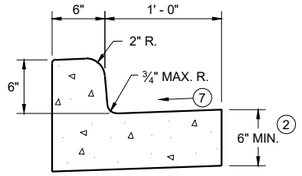


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



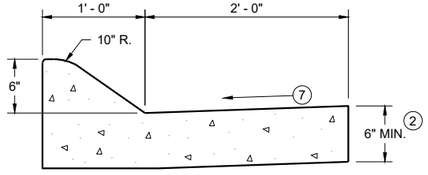
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

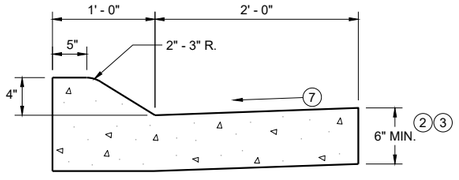


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

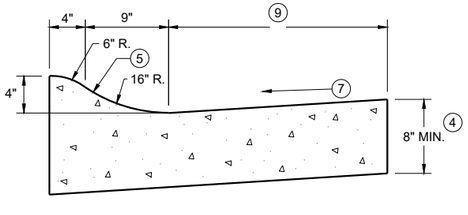


6" SLOPED CURB TYPES A (1) & D



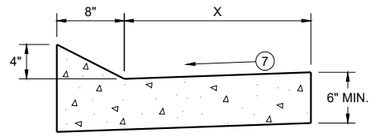
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

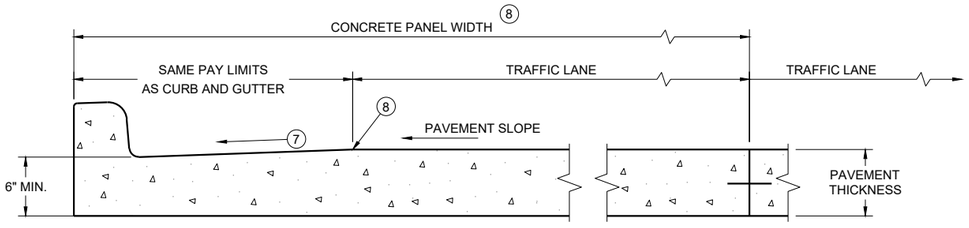


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

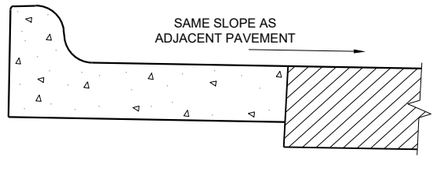
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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
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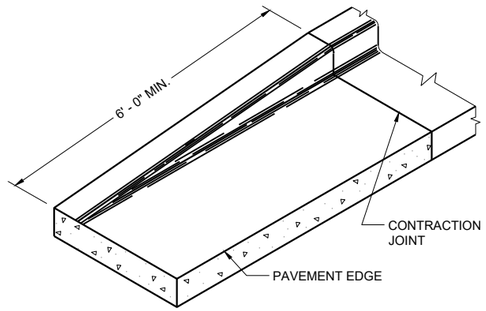
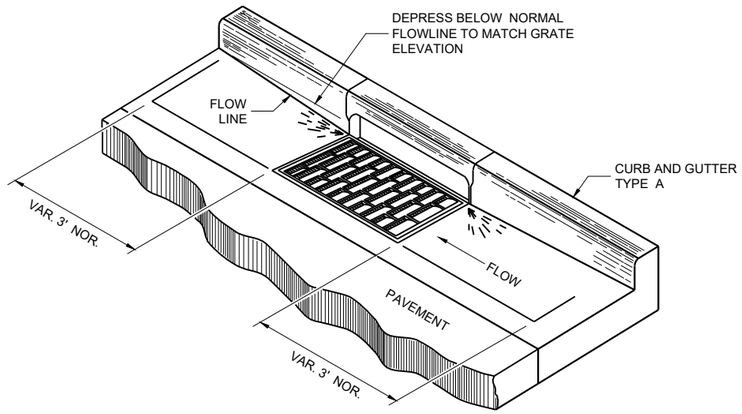
SDD 08D01-23a

6



END SECTION CURB 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.

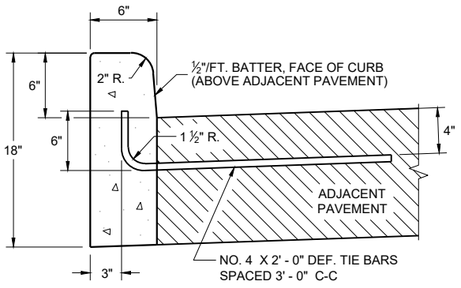
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

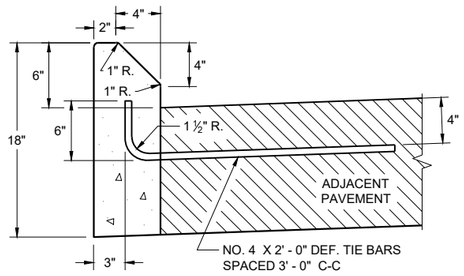
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

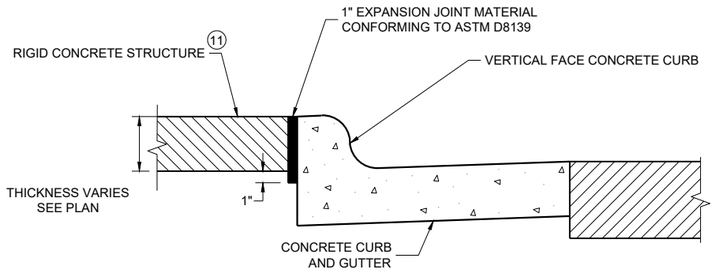


TYPES A (1) & D

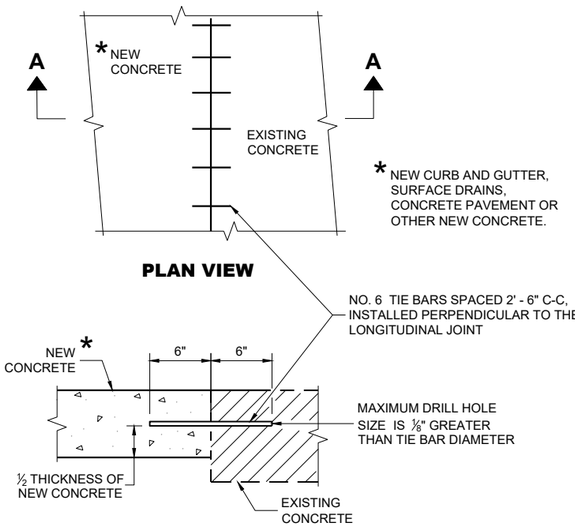


TYPES G (1) & J

CONCRETE CURB



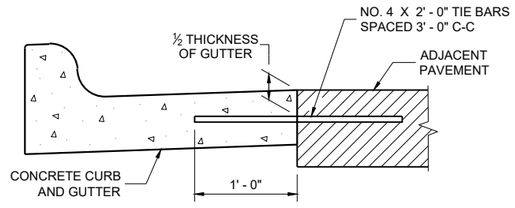
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



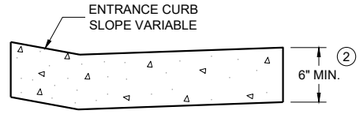
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

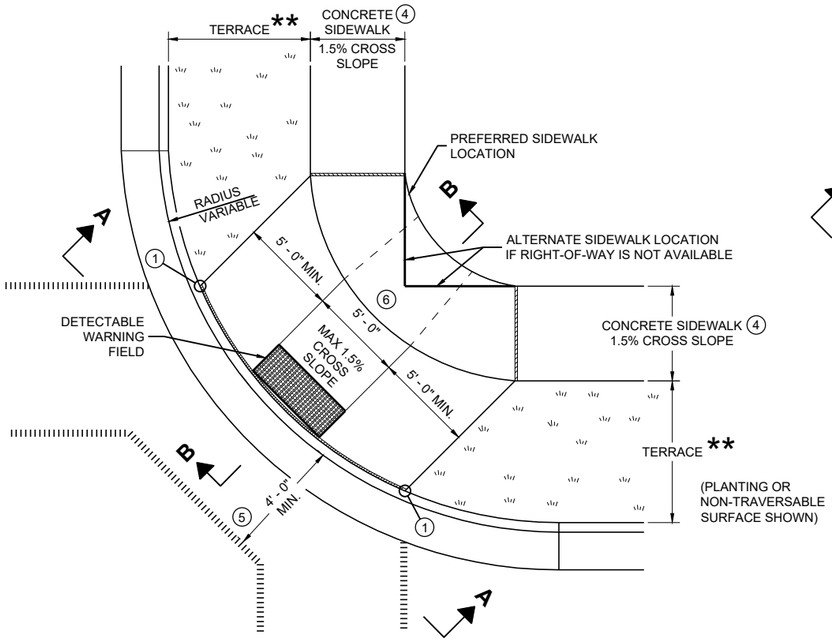
FHWA

6

SDD 08D01-23b

6

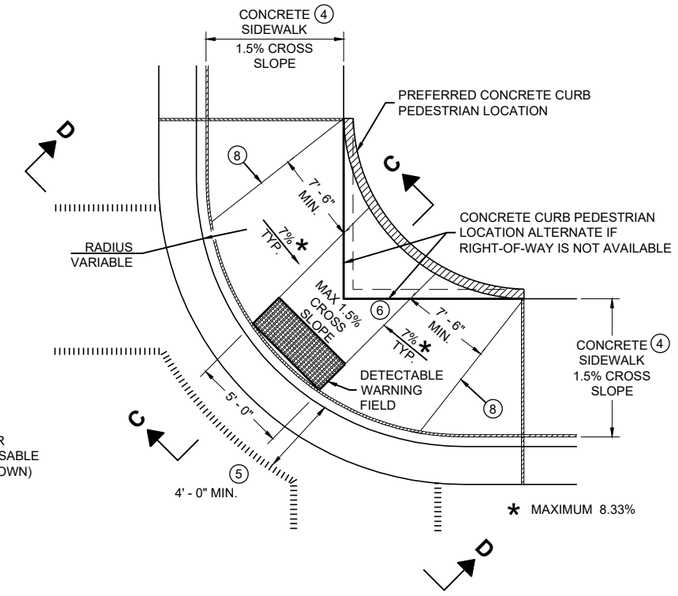
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

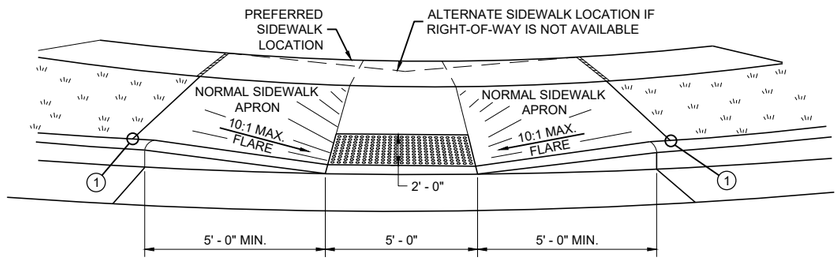
(CENTER OF CORNER RADIUS)



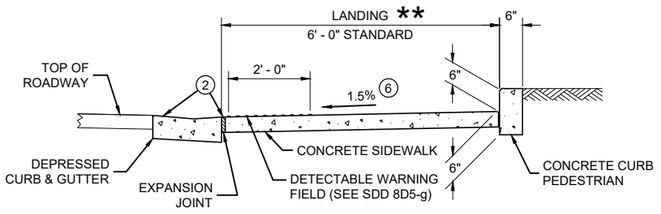
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

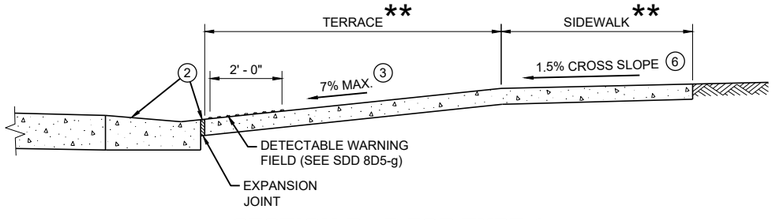


VIEW A - A FOR TYPE 1

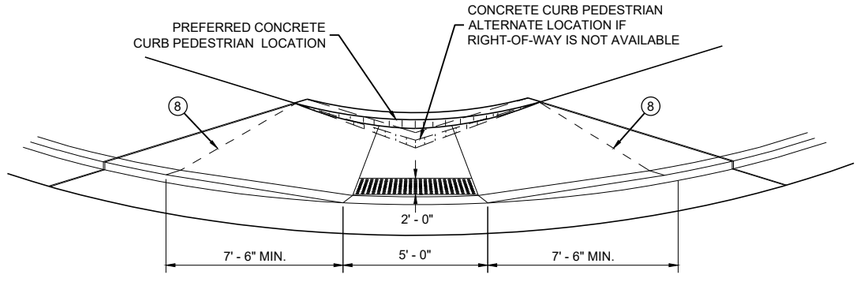


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



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 ½ - 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

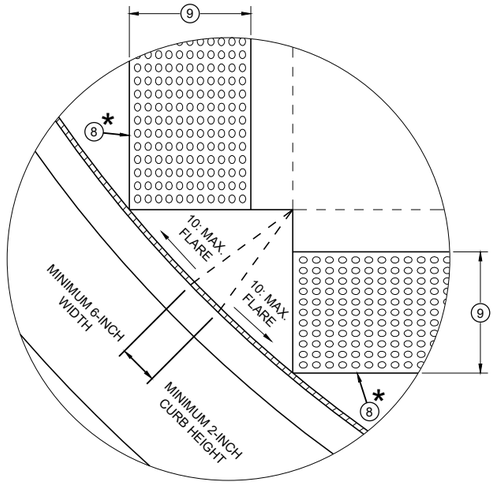
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

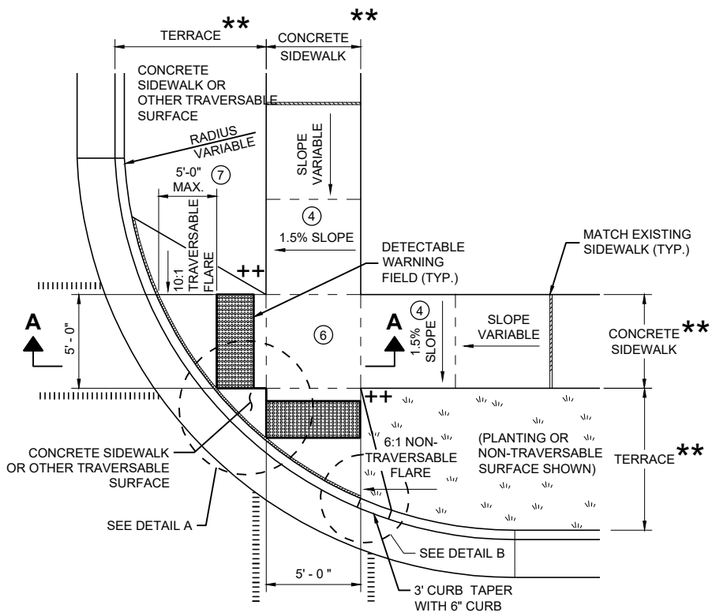
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

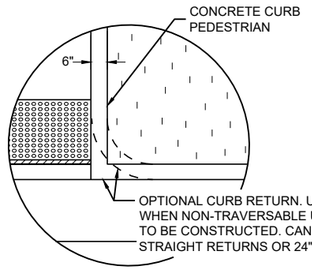
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



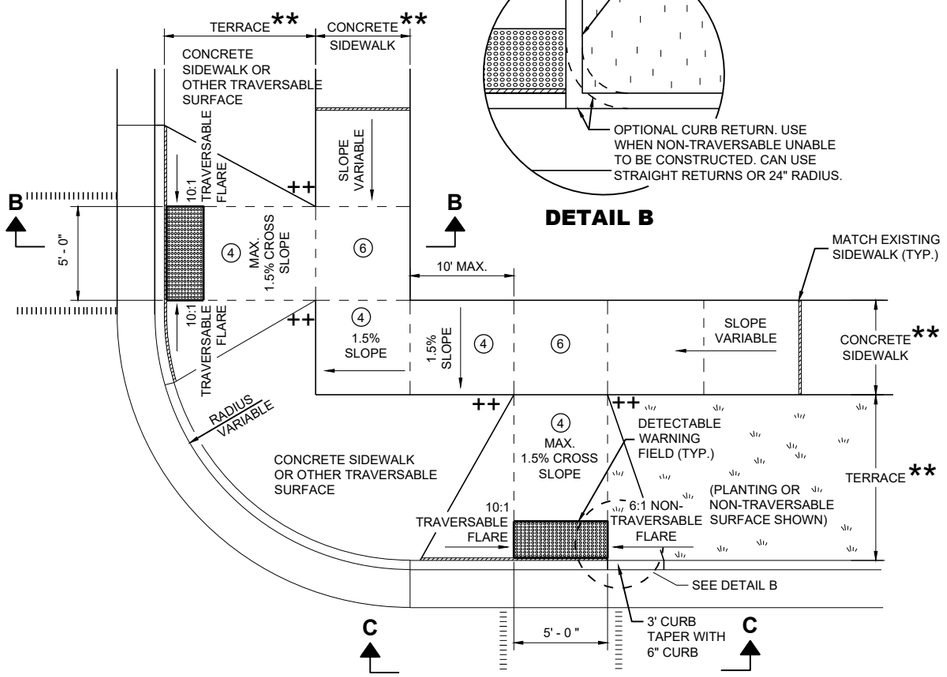
DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)

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.

(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 (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

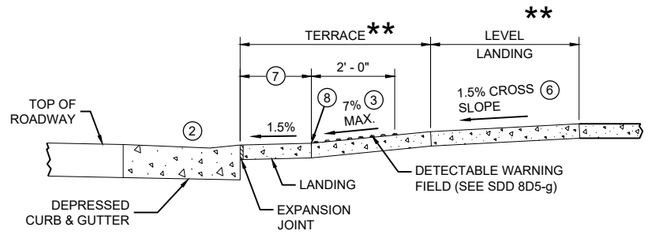
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

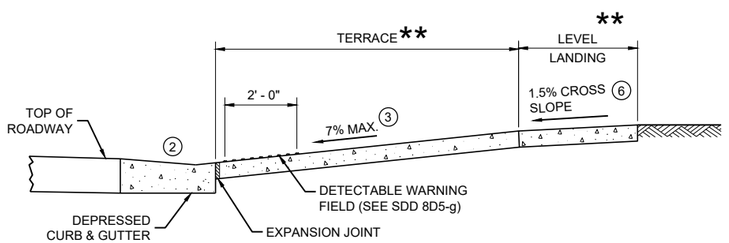


SECTION A - A FOR TYPE 2

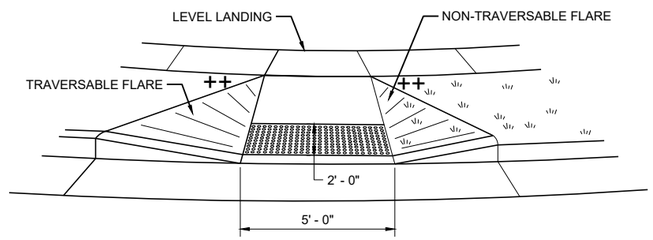
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



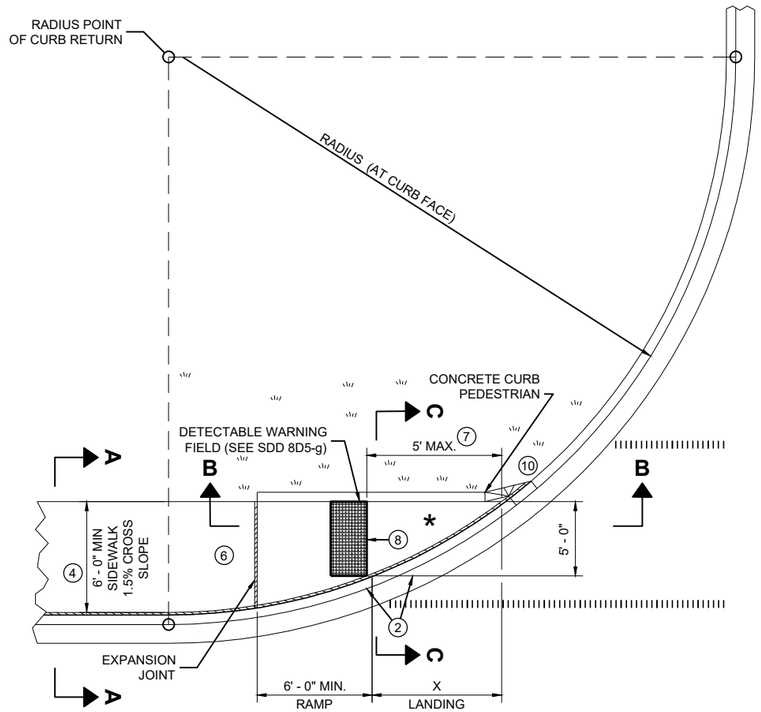
VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

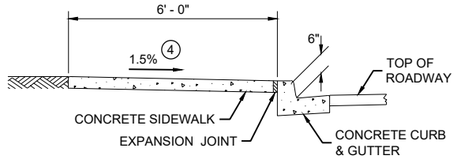


PLAN VIEW

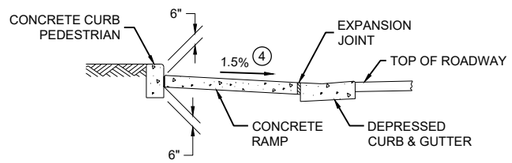
CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

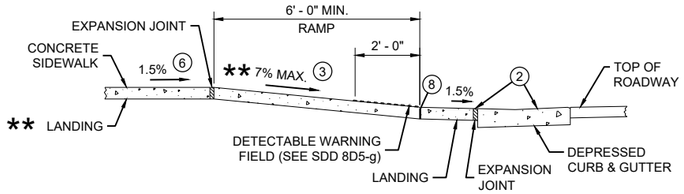
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



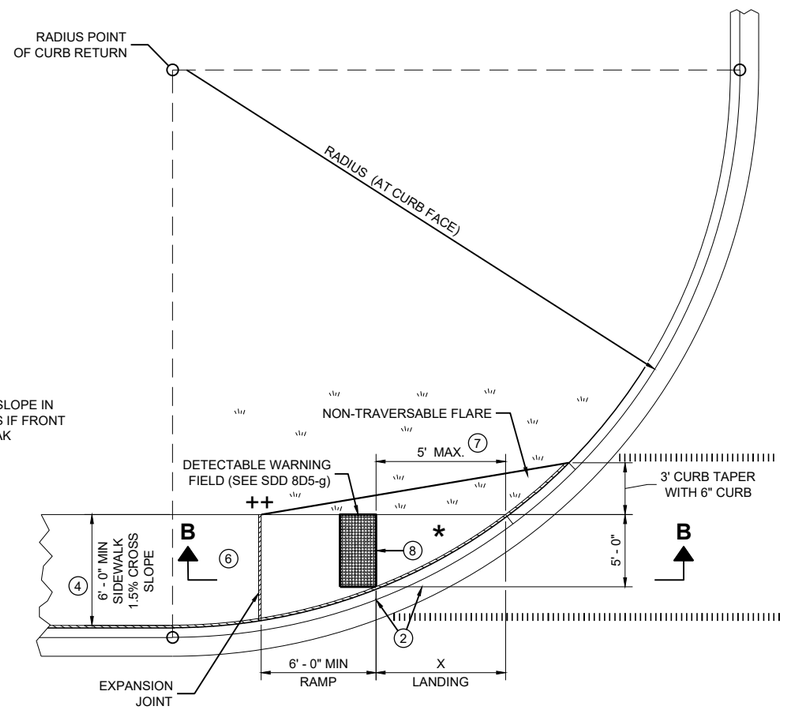
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

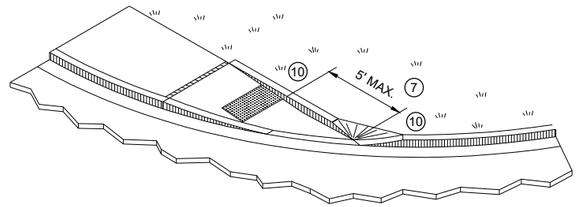
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



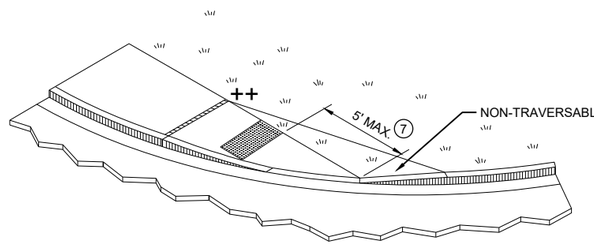
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

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.

(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.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

LEGEND

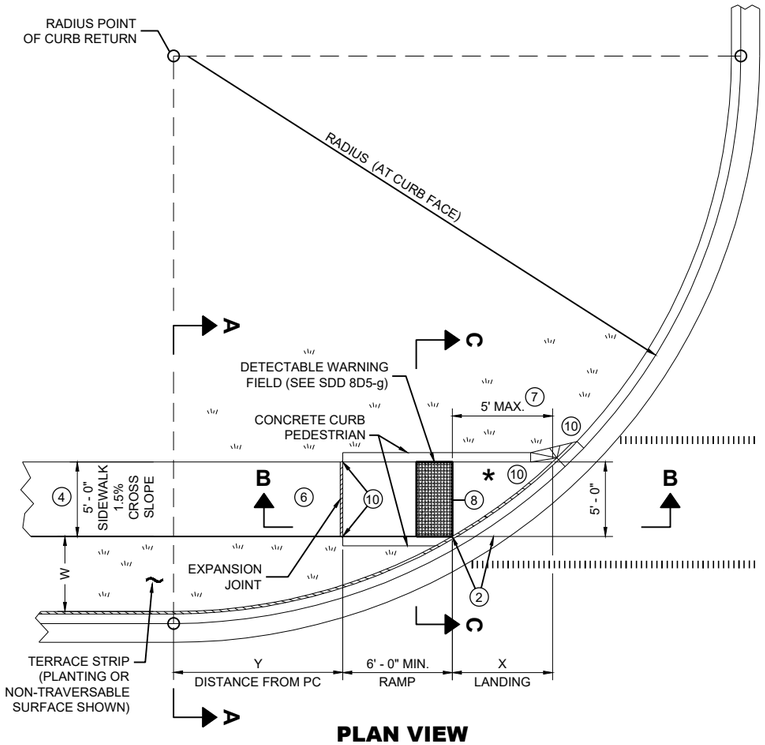
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A AND 4A1

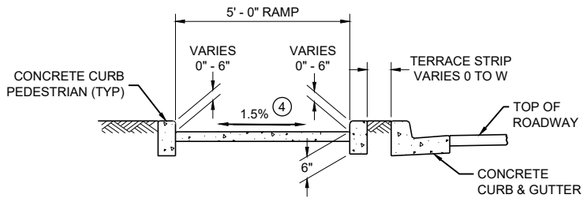
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

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.

(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.

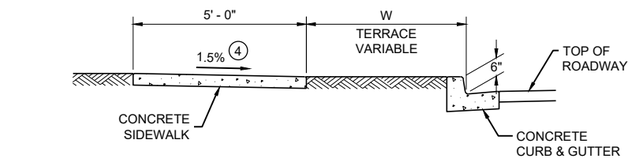
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

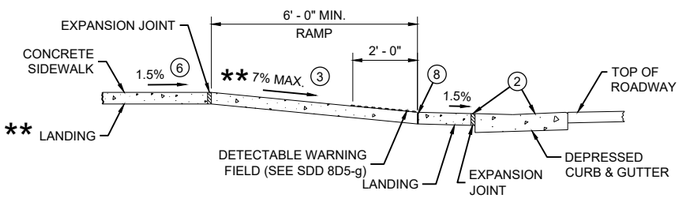
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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



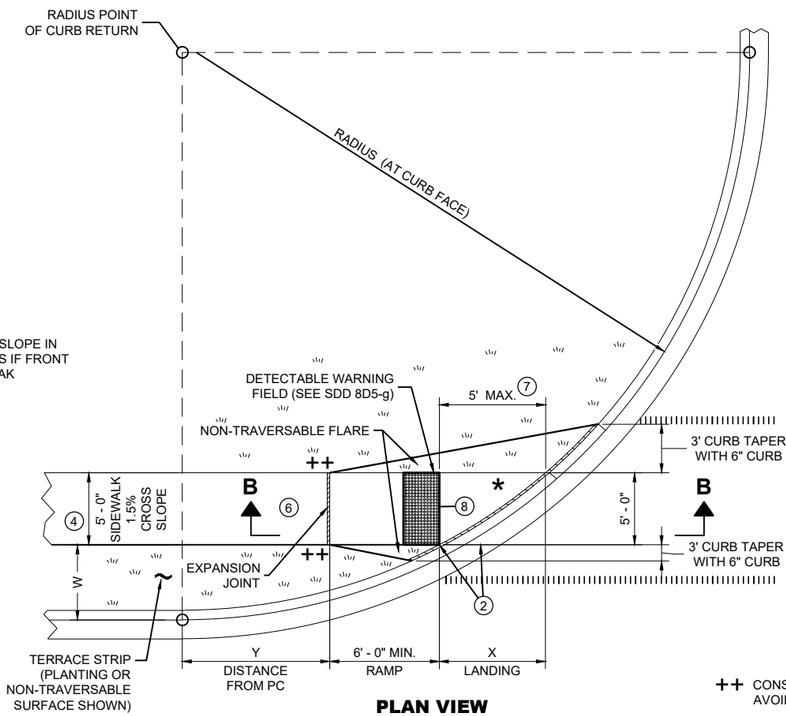
SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

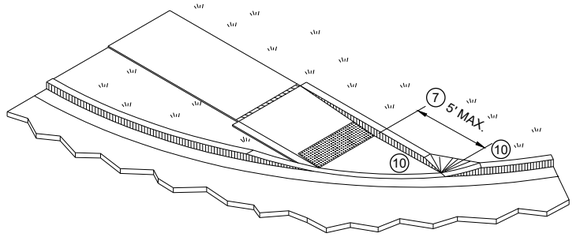
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

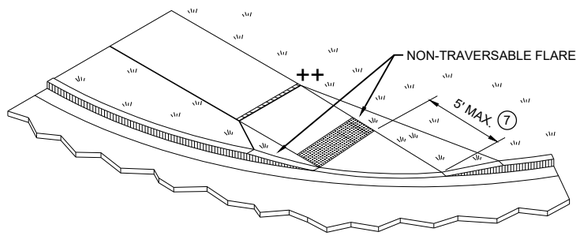


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B

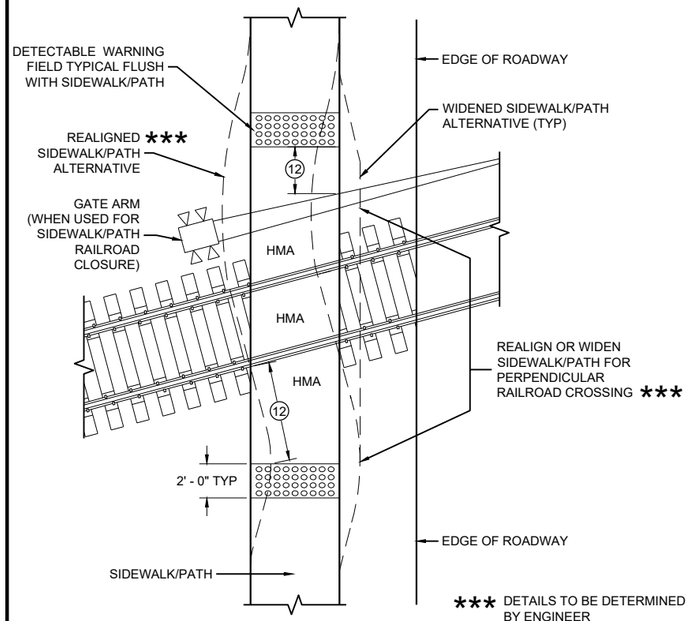


ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

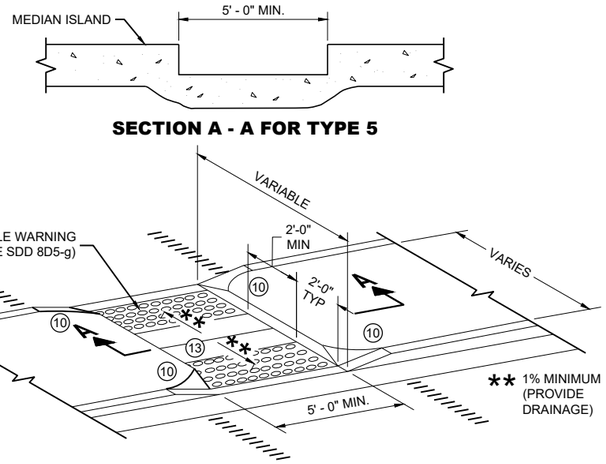
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



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.

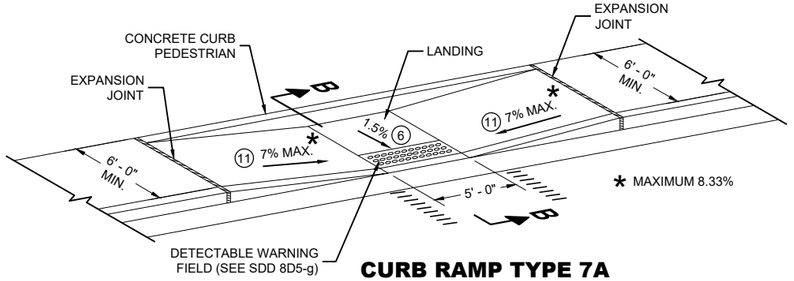
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL 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.

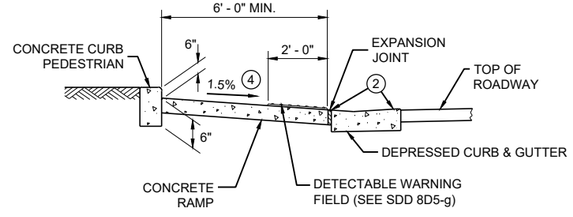
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

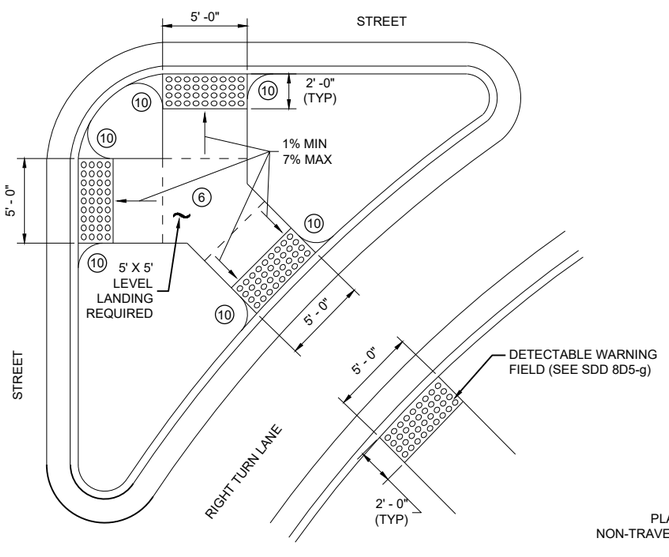


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



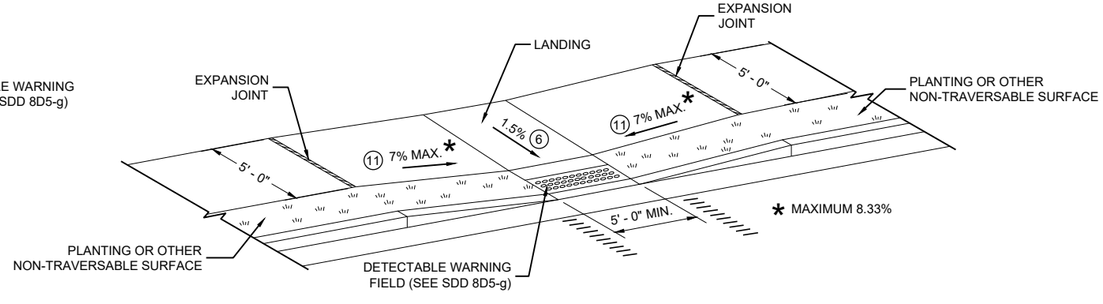
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7B

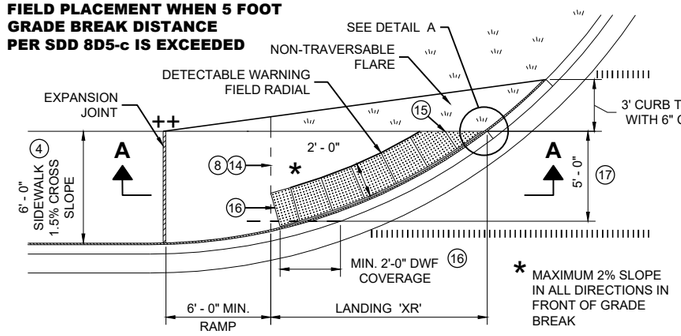
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

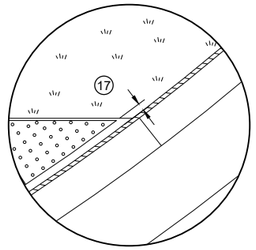
SDD 08D05-21e

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED

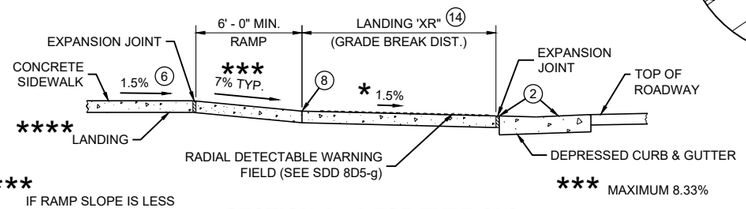


PLAN VIEW

CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

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.

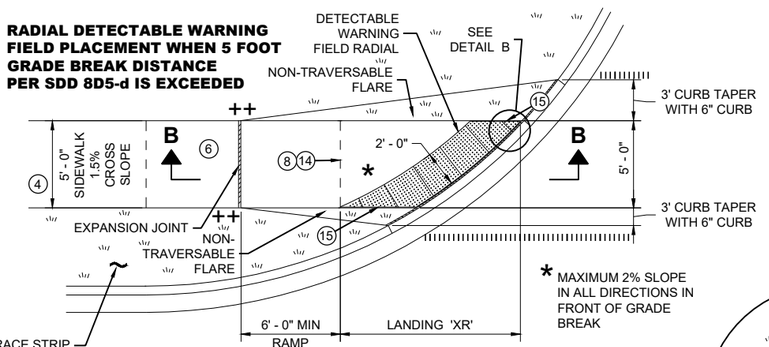
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

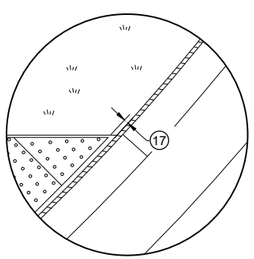
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED

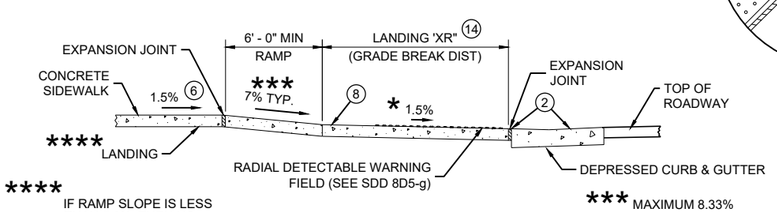


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

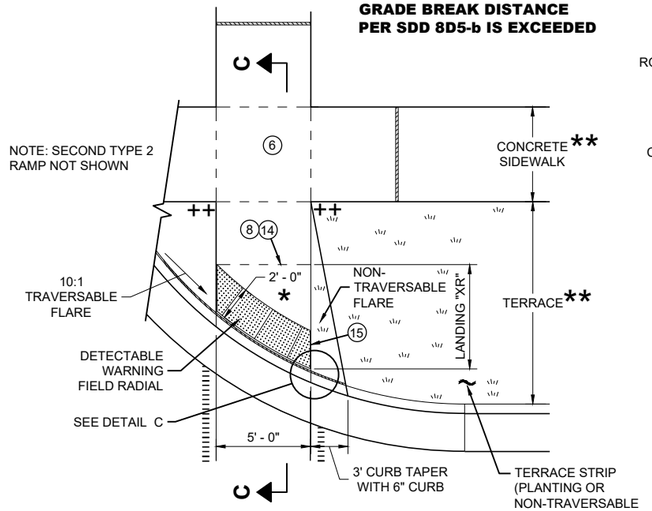


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

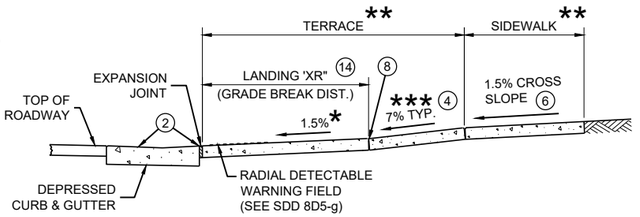
SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

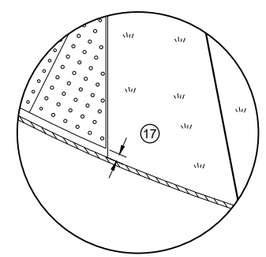


PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05-21f

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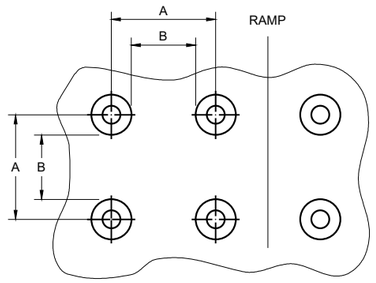
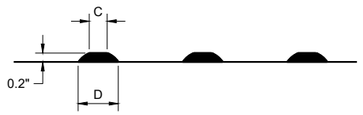
SDD 08D05-21f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

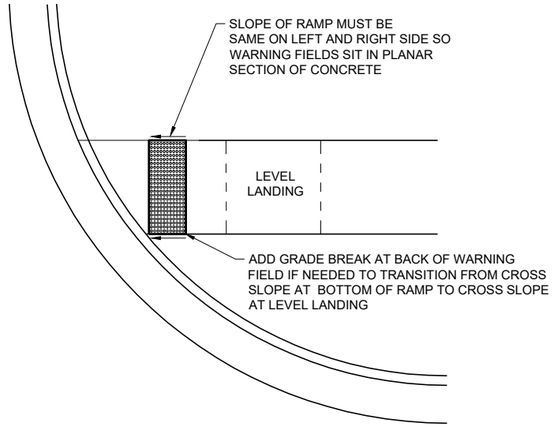
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

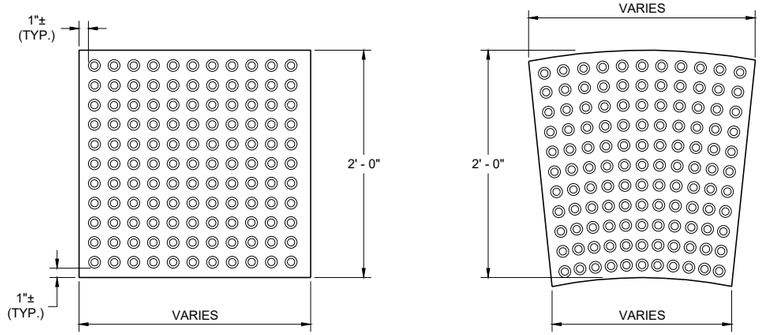
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(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.

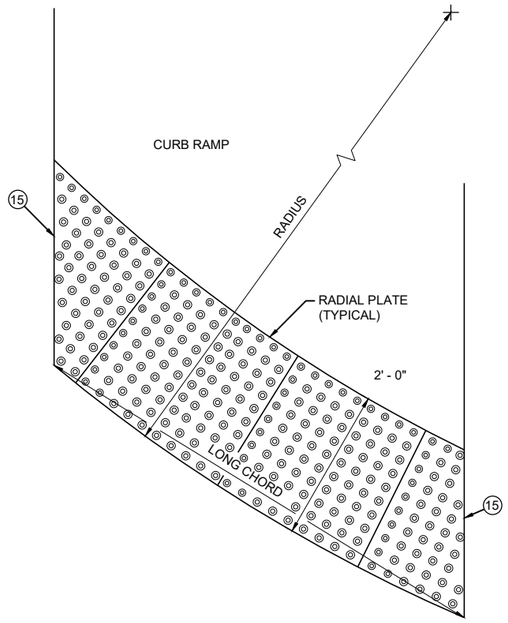
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



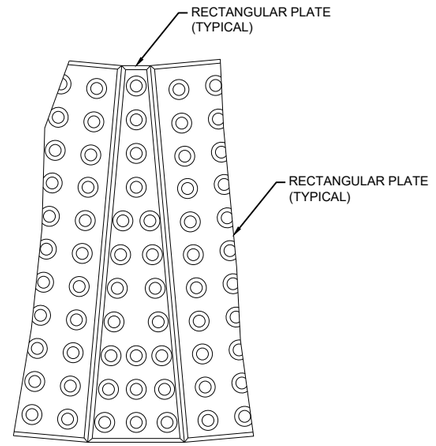
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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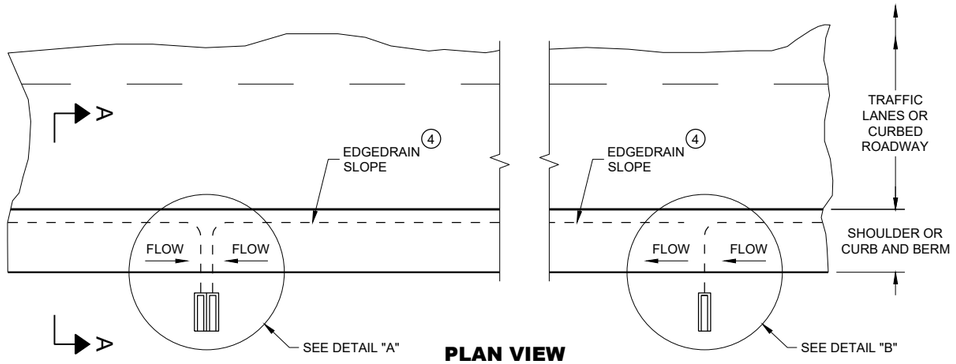
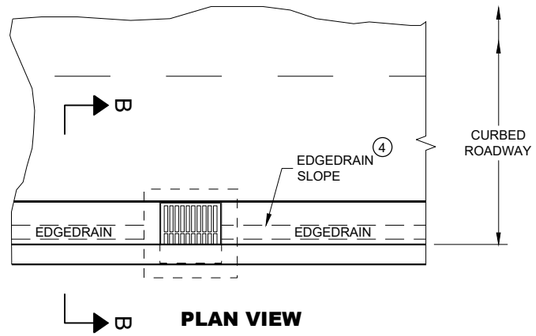
SDD 08D05-21g



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS
(EDGEDRAIN CONNECTS TO ROADSIDE) (2)



PLAN VIEW

ROADWAY WITH CURBS
(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)

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) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

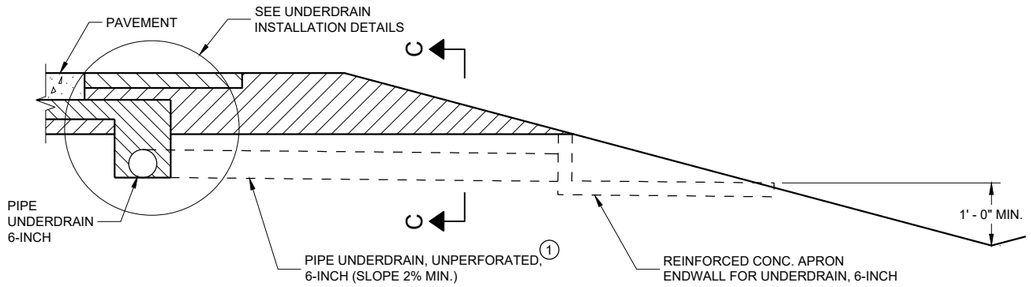
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

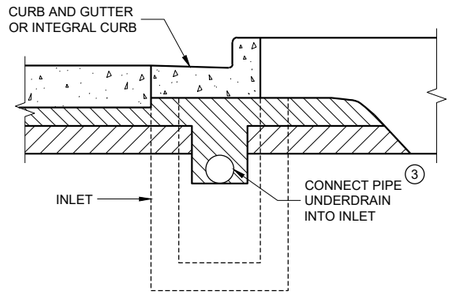
(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



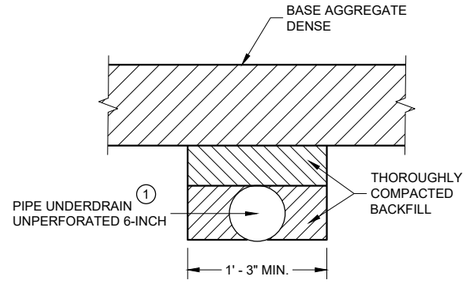
SECTION A - A

RURAL CROSS SECTION



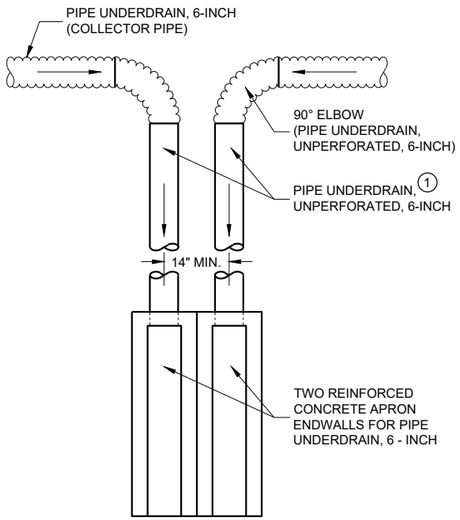
SECTION B - B

URBAN CROSS SECTION

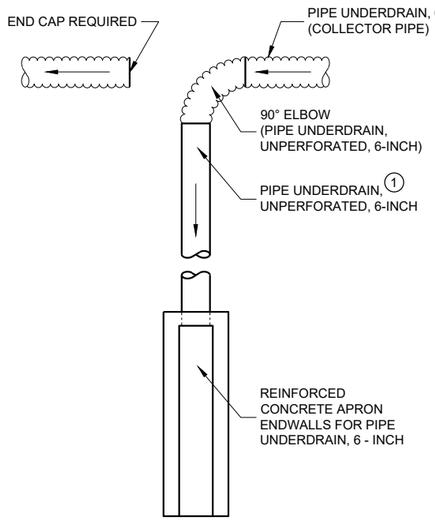


SECTION C - C

TRENCH FOR OUTFALL PIPE

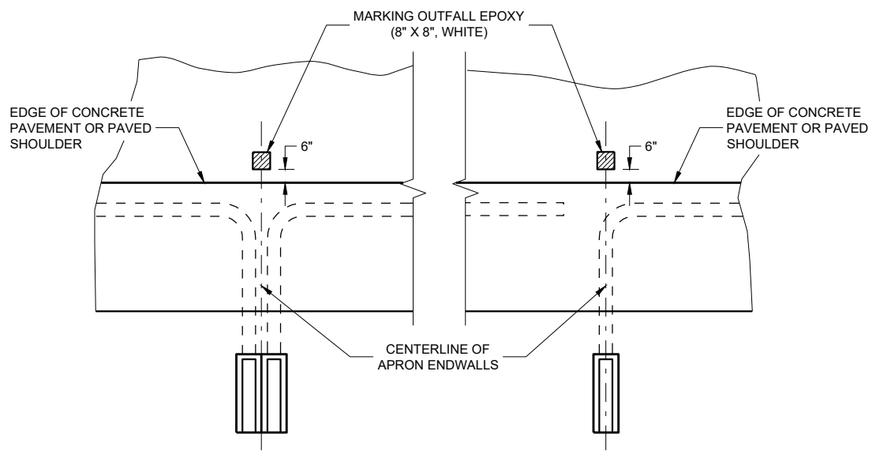


DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS



DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

TYPICAL DRAIN OUT DETAILS



LOW POINT LOCATIONS — INTERMEDIATE LOCATIONS

PAVEMENT MARKINGS FOR OUTFALL MARKERS

EDGEDRAIN OUTLET AND OUTFALL MARKERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD08D15 - 05a

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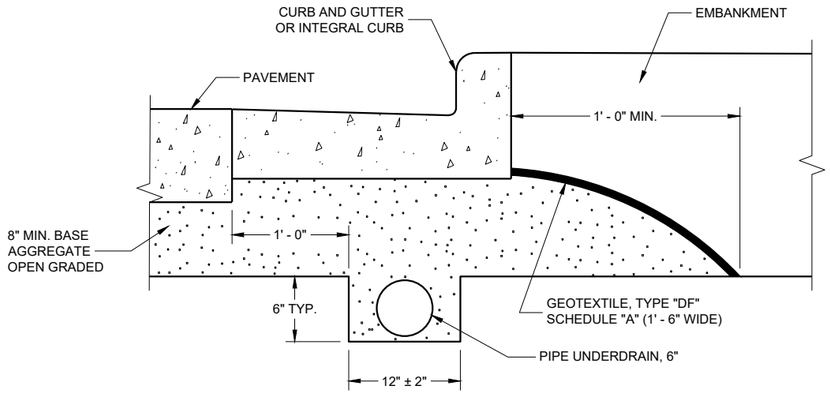
SDD08D15 - 05a

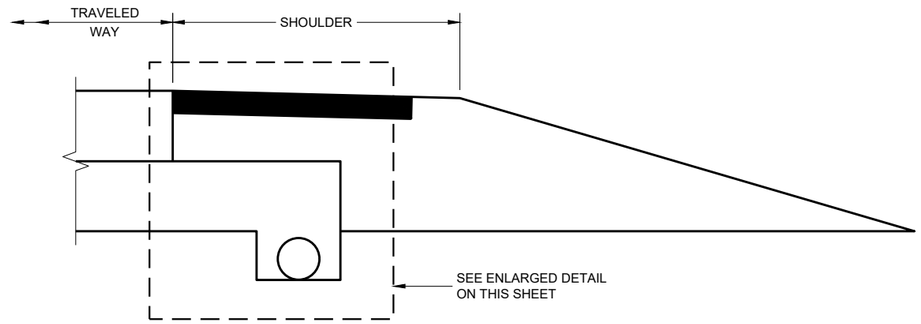
GENERAL NOTES

THE DIMENSIONS SHOWN ON THE TYPICAL CROSS SECTIONS WILL GOVERN IN THE EVENT THERE IS A CONFLICT WITH THE DETAILS SHOWN ON THIS DRAWING.

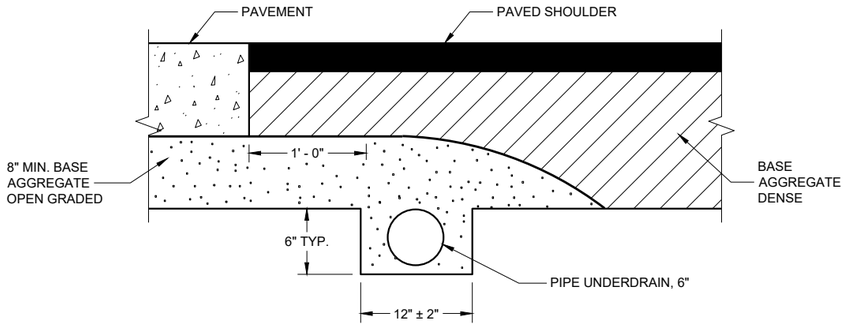
PIPE UNDERDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF THE ROADWAY.



EDGEDRAIN IN URBAN ROADWAY

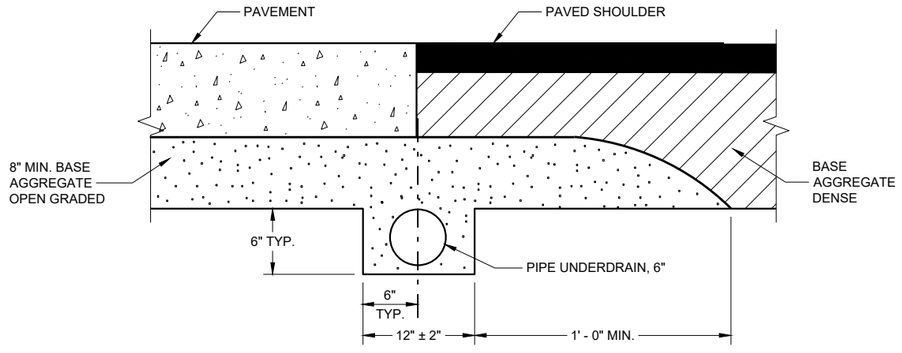


RURAL CROSS SECTION



POST PAVING INSTALLATION

(QUANTITIES ARE BASED ON THIS DETAIL)



PRE-PAVING INSTALLATION ALTERNATIVE

EDGEDRAIN IN RURAL ROADWAY

EDGEDRAIN AND BASE AGGREGATE OPEN GRADED

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2015
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

FHWA

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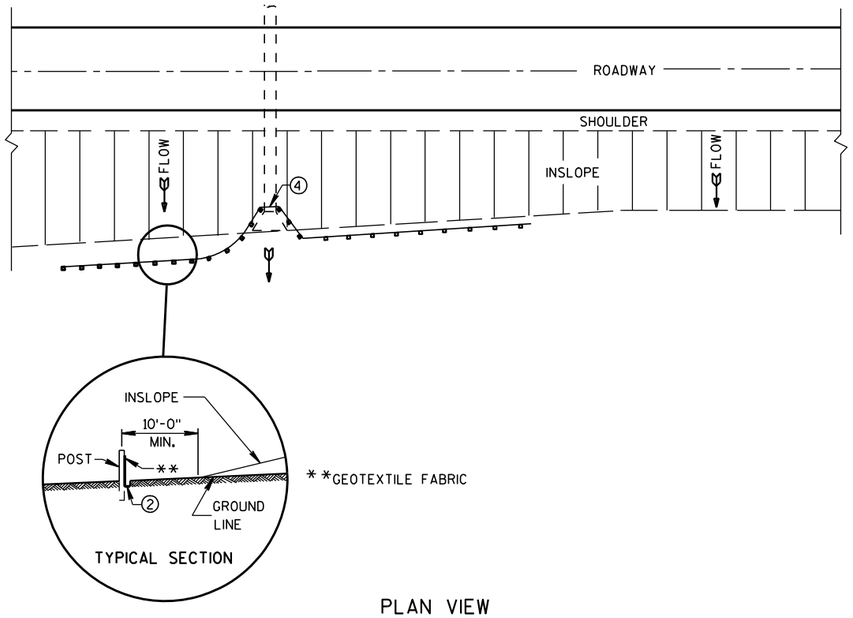
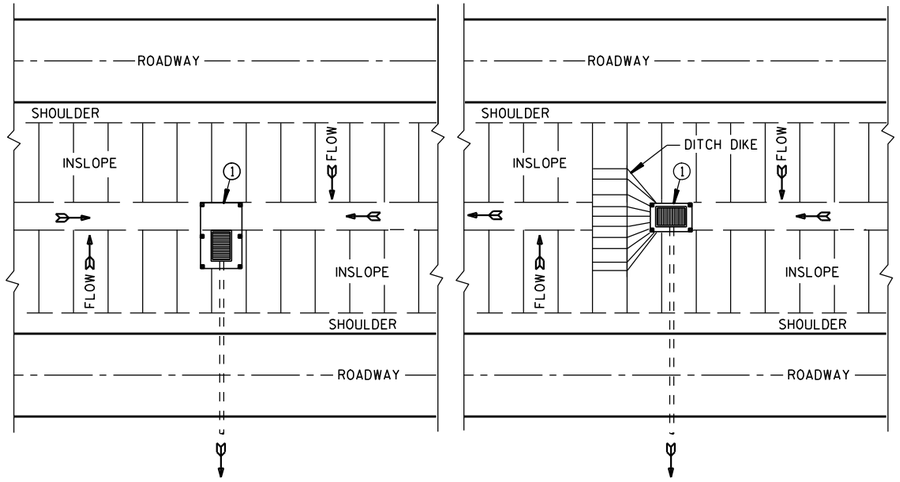
SDD 08D15 - 05c



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



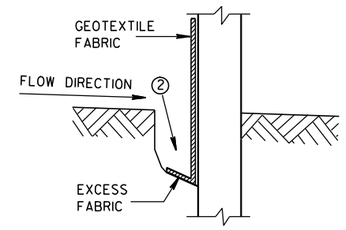
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

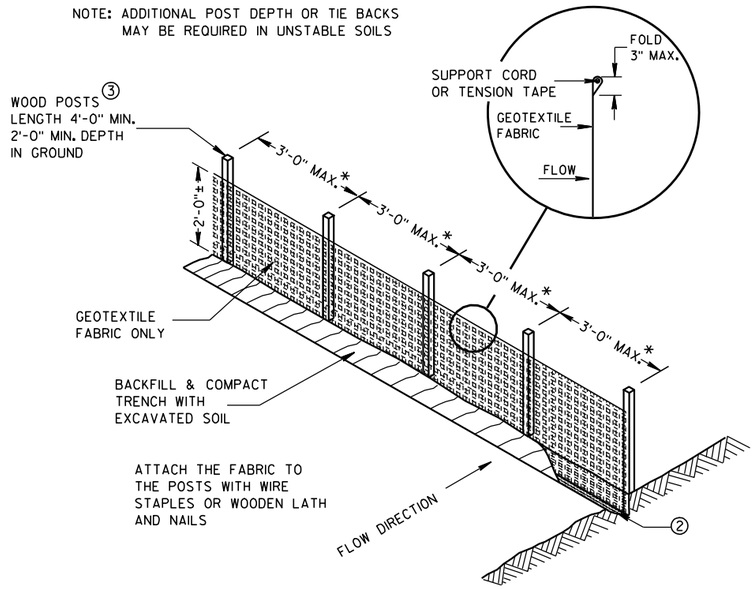
GENERAL NOTES

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.

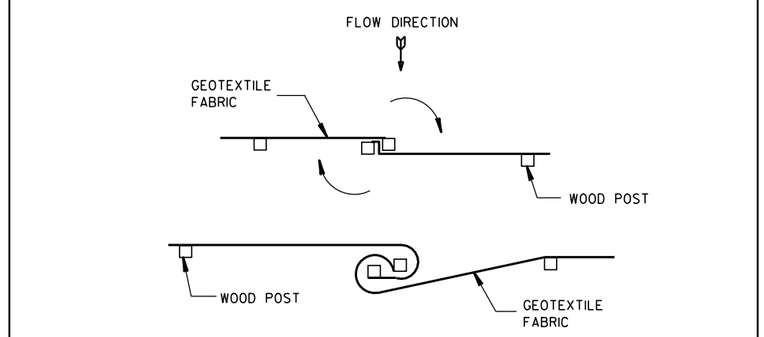


TRENCH DETAIL

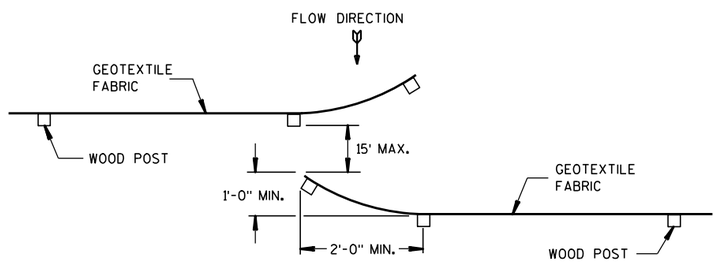


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

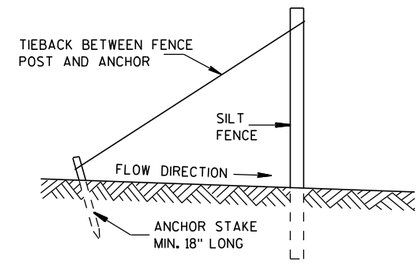


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 9-6

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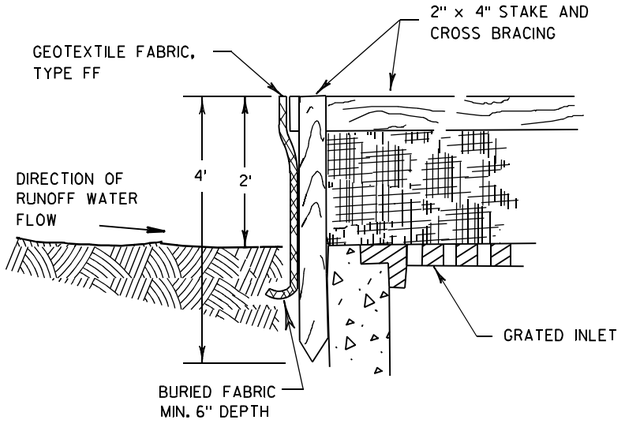
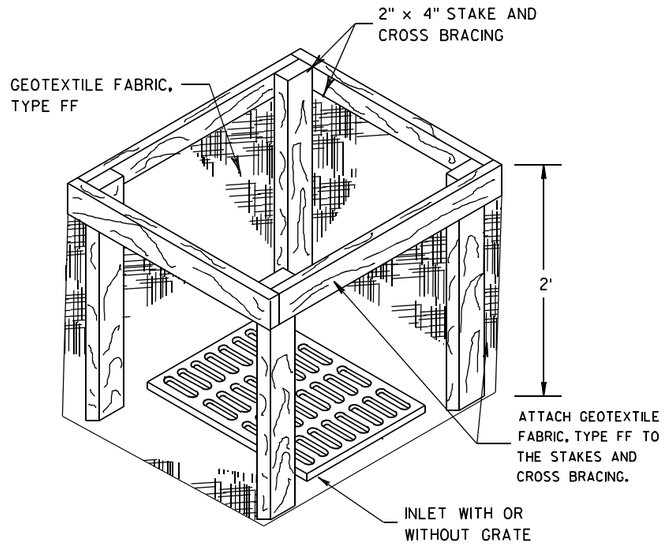
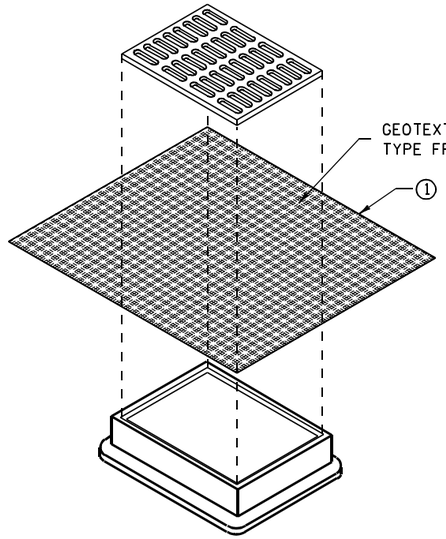
S.D.D. 8 E 9-6



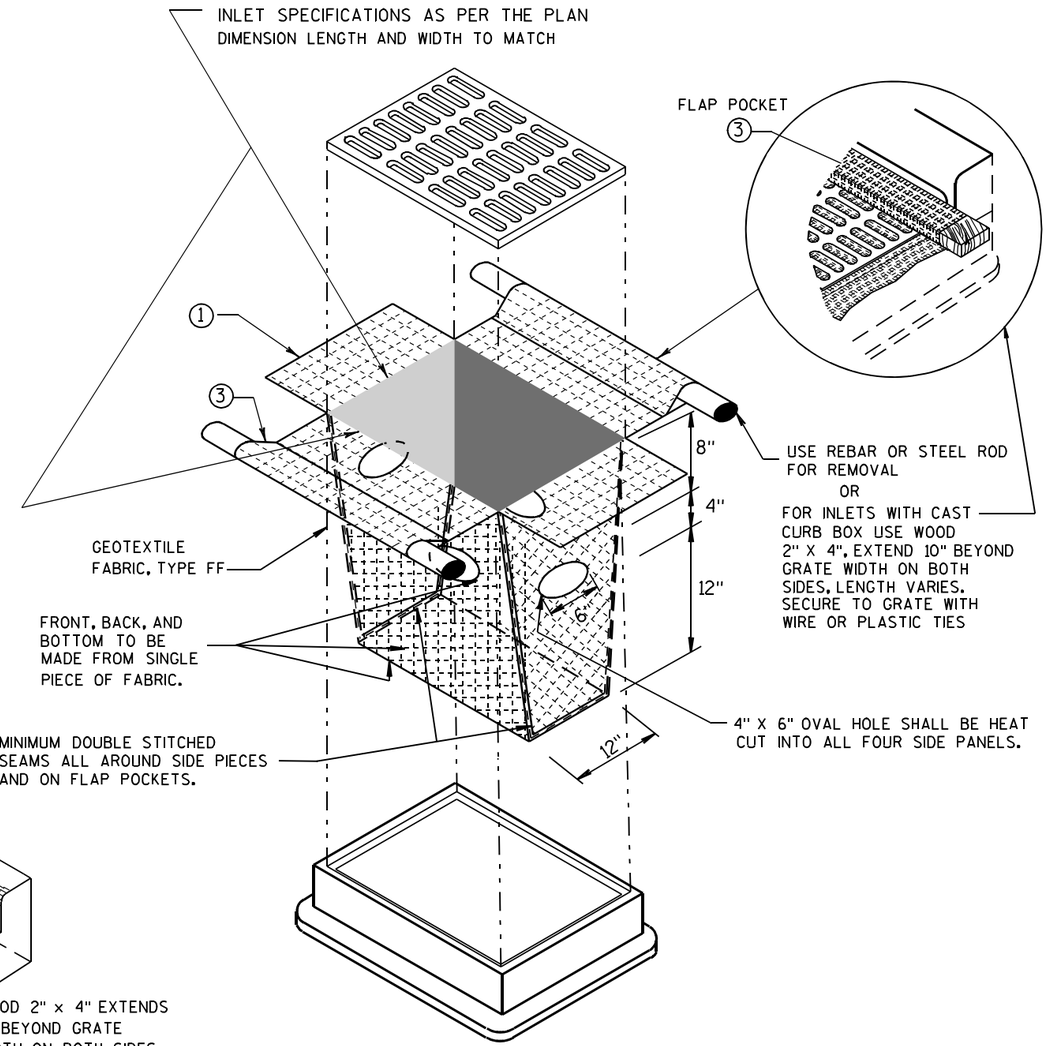


INLET PROTECTION, TYPE A



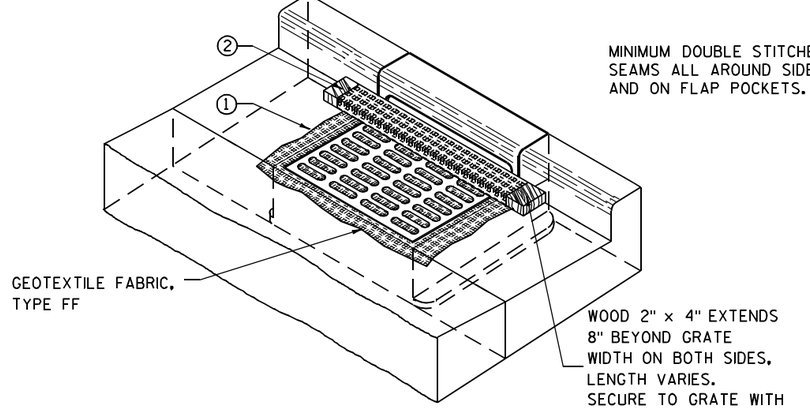
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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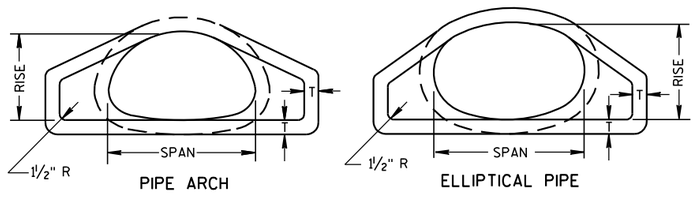
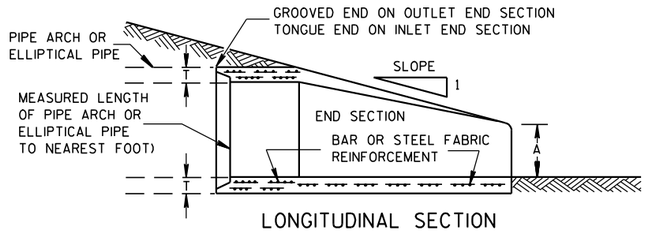
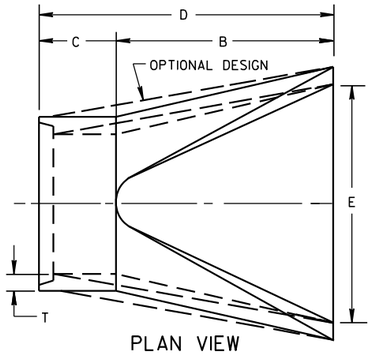
S.D.D. 8 E 10-2



END VIEW

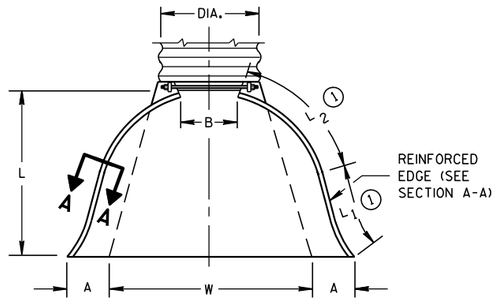


LONGITUDINAL SECTION

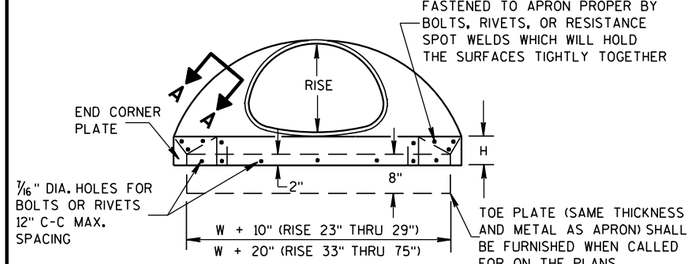


PLAN VIEW

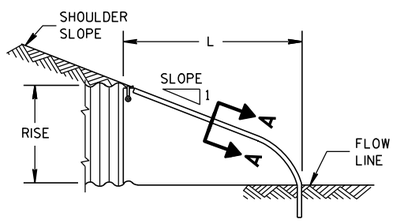
CONCRETE ENDWALLS



PLAN VIEW

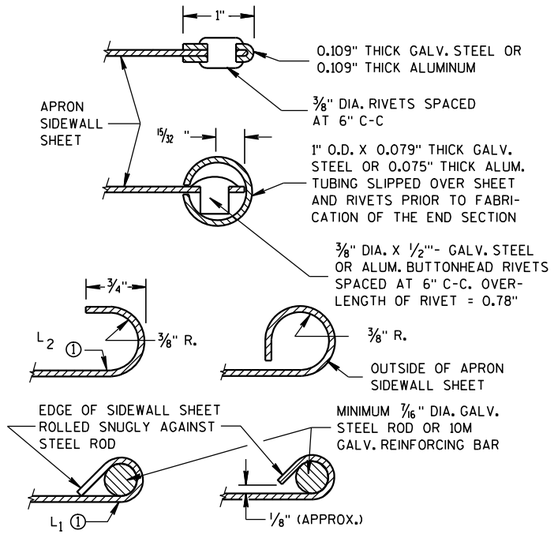


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

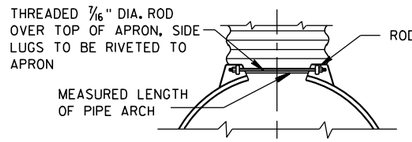
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

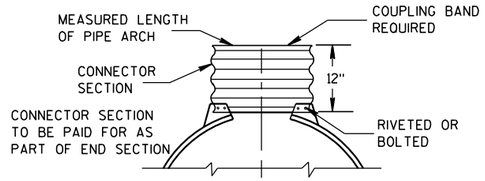
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



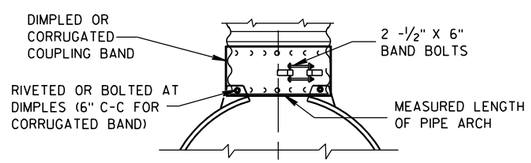
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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S.D.D. 8 F 2-1

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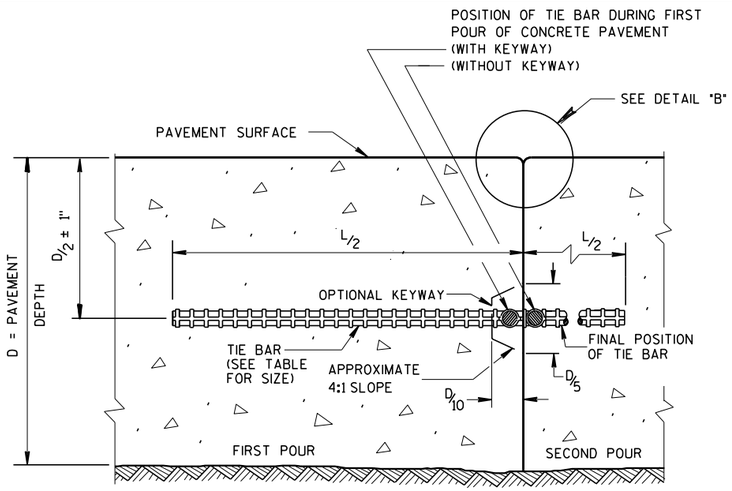
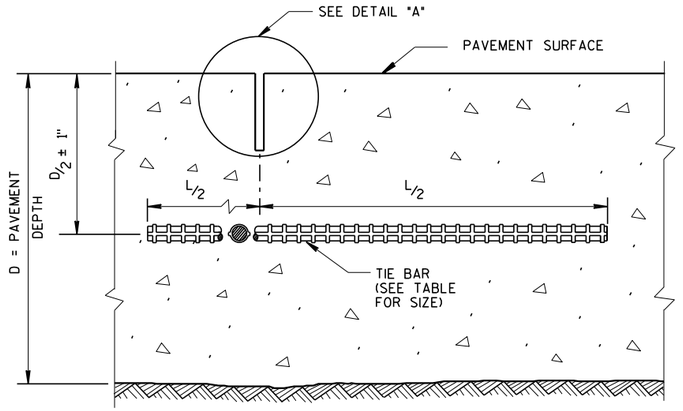
S.D.D. 8 F 2-1



CONSTRUCTION JOINT



SAWED JOINT

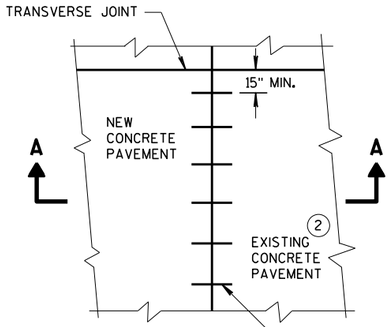
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

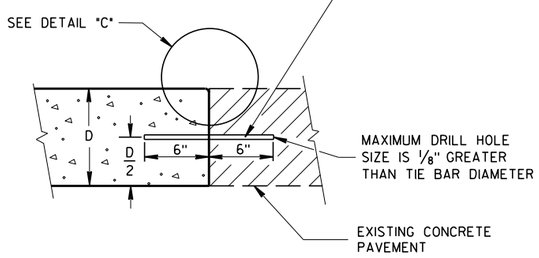
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

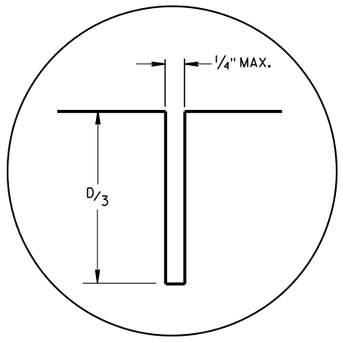


PLAN VIEW

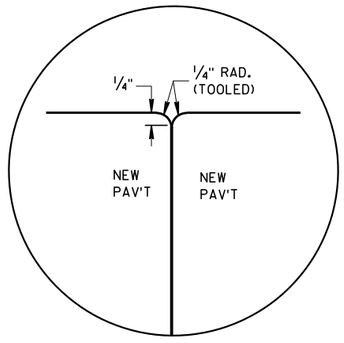


SECTION A-A

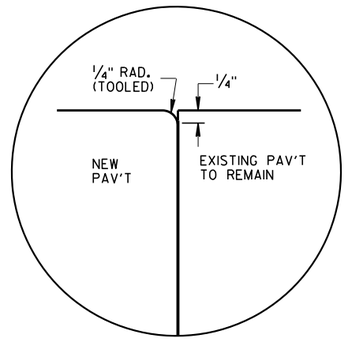
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



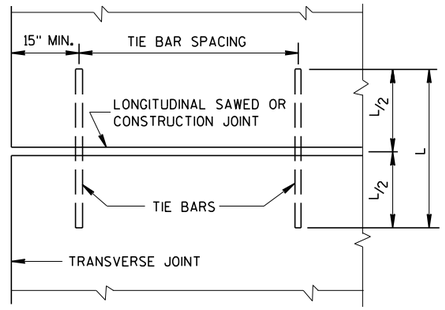
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPE
FHWA

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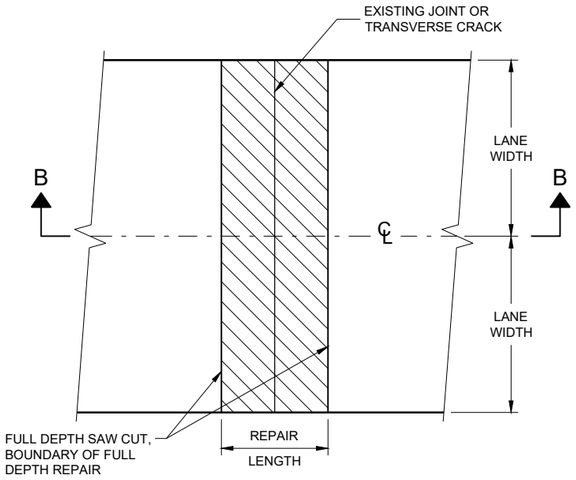
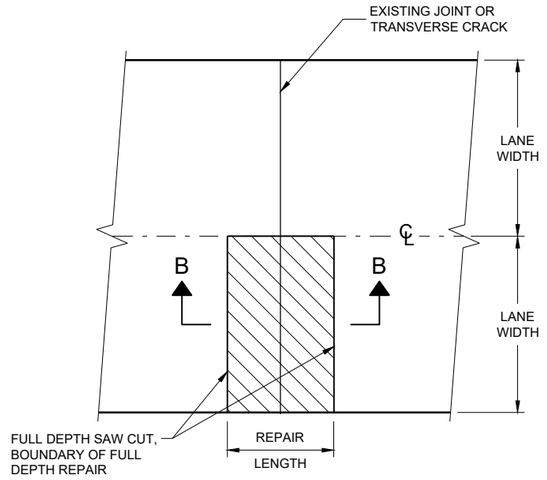
S.D.D. 13 C 1-19



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

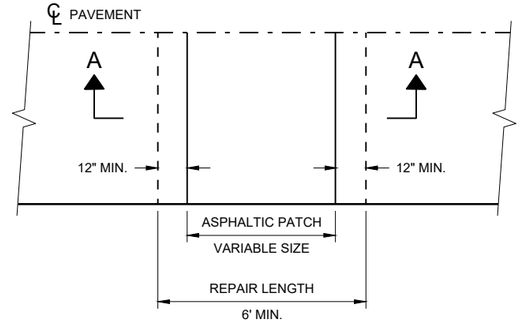
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

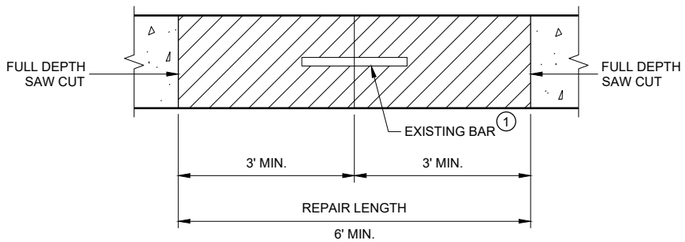
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



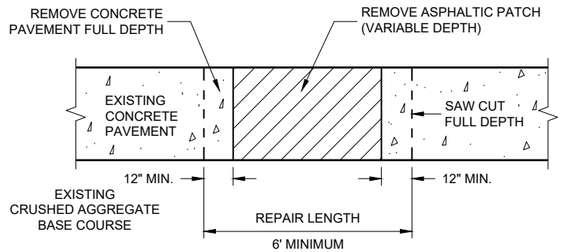
PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B

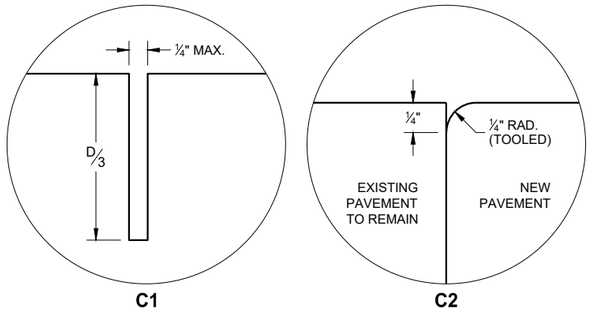
CONCRETE REMOVAL



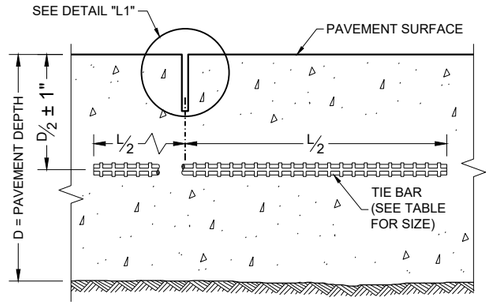
SECTION A - A

HMA PATCH REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

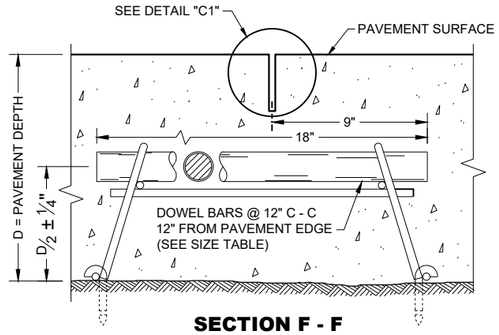


TRANSVERSE JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

DOWELED CONTRACTION JOINT

GENERAL NOTES

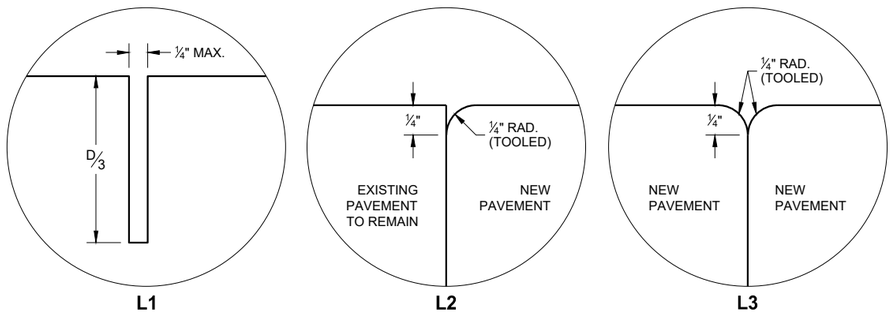
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

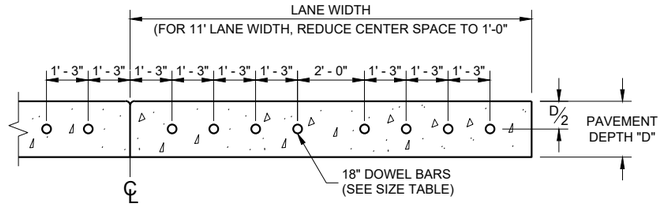
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

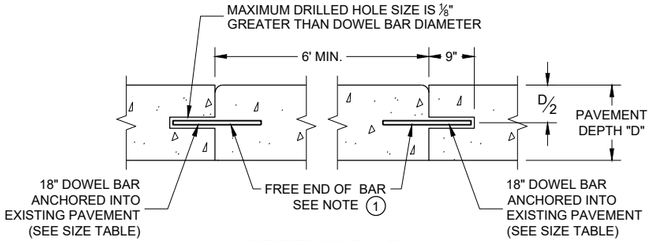


LONGITUDINAL JOINTS



SECTION E - E

DRILLED DOWEL BAR CONSTRUCTION JOINT



SECTION D - D

TIE BAR TABLE

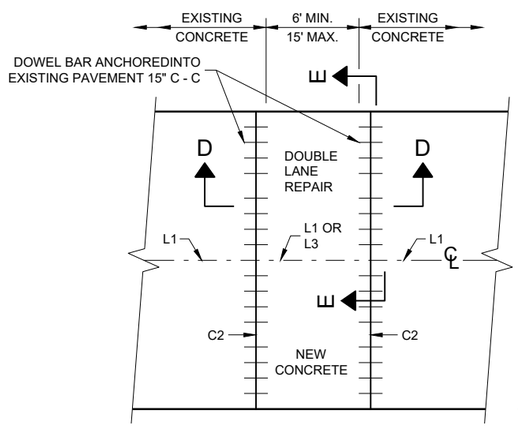
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

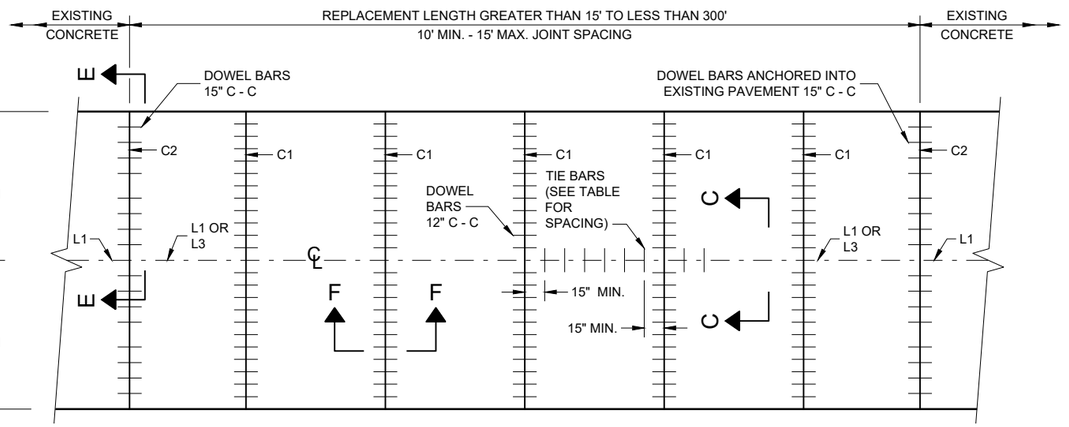
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	NONE	12'
7", 7 ½"	1"	1"	14'
8" & ABOVE	1 ¼"	1 ¼"	15'



PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

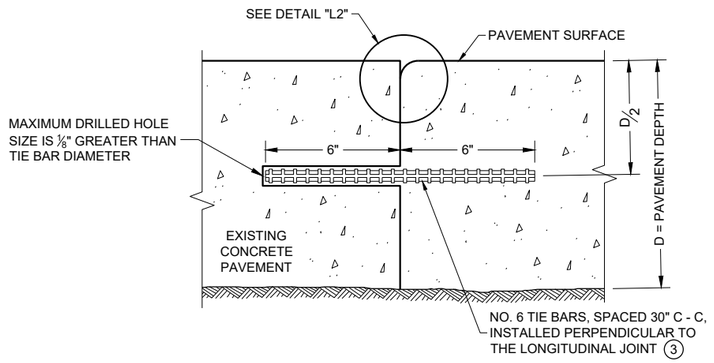
MULTILANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C09 - 17b
SDD 13C09 - 17b

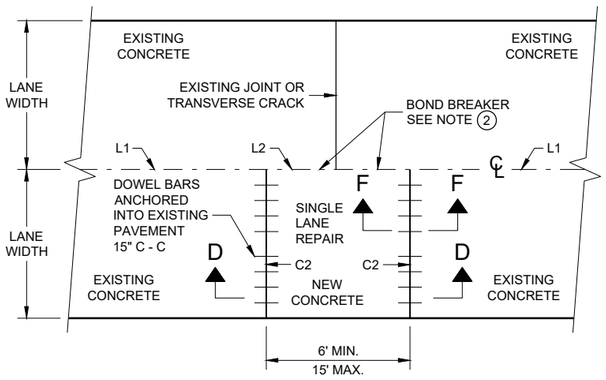


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

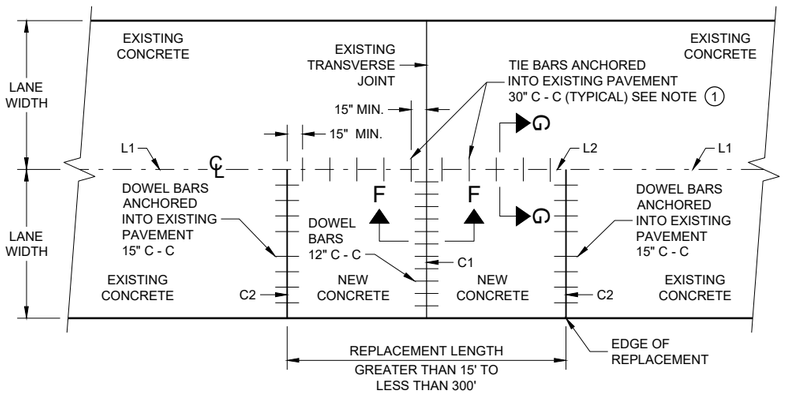
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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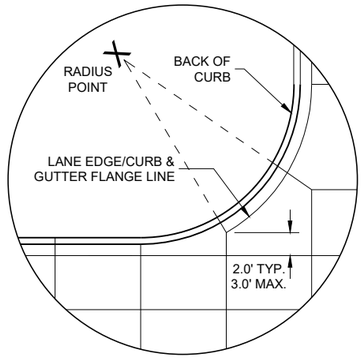
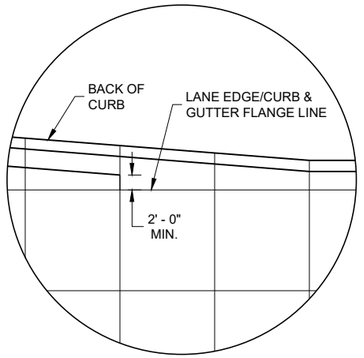
SDD 13C09 - 17c



DETAIL "A"



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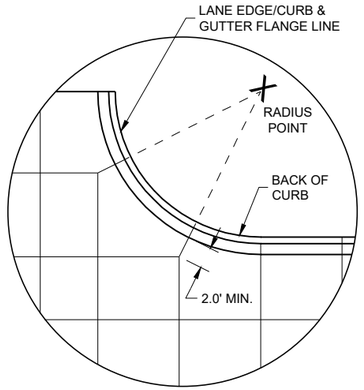
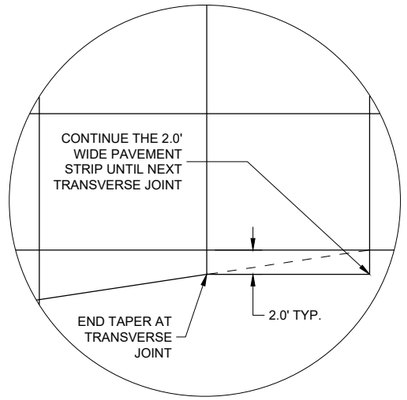


DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

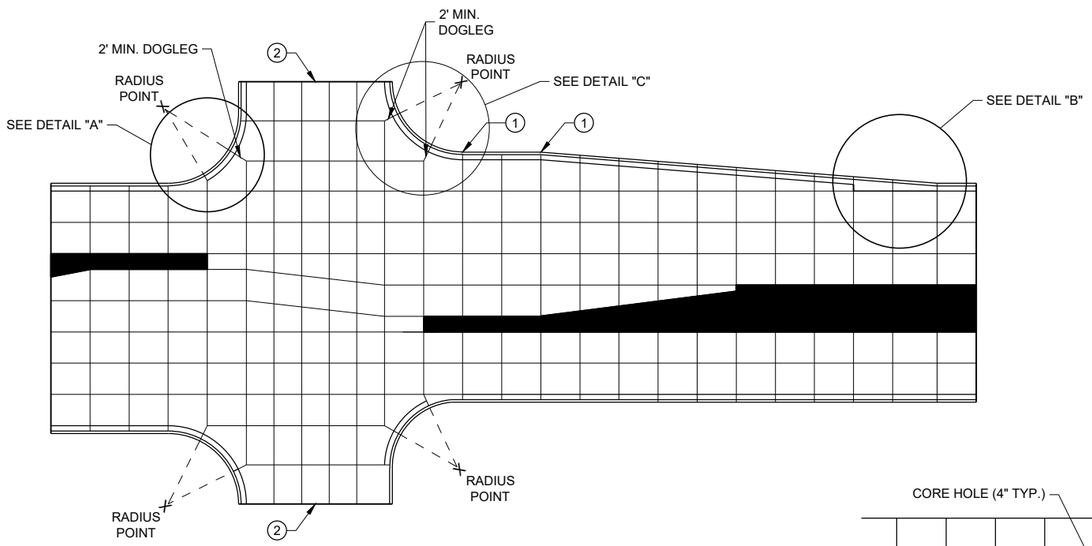
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

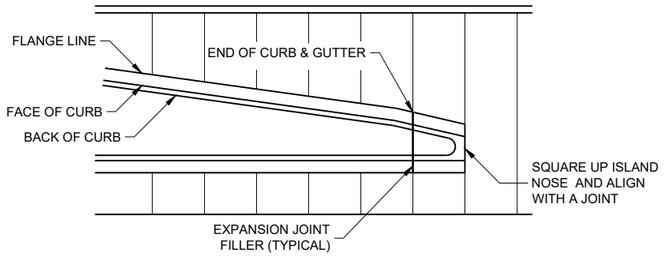
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



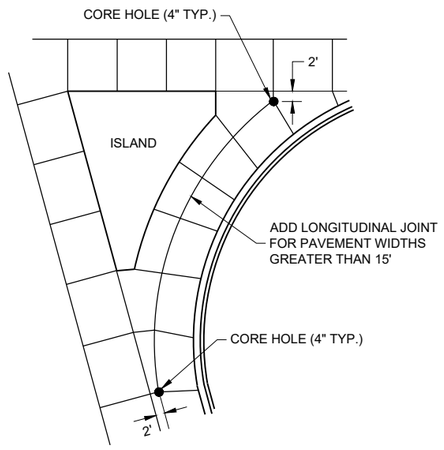
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

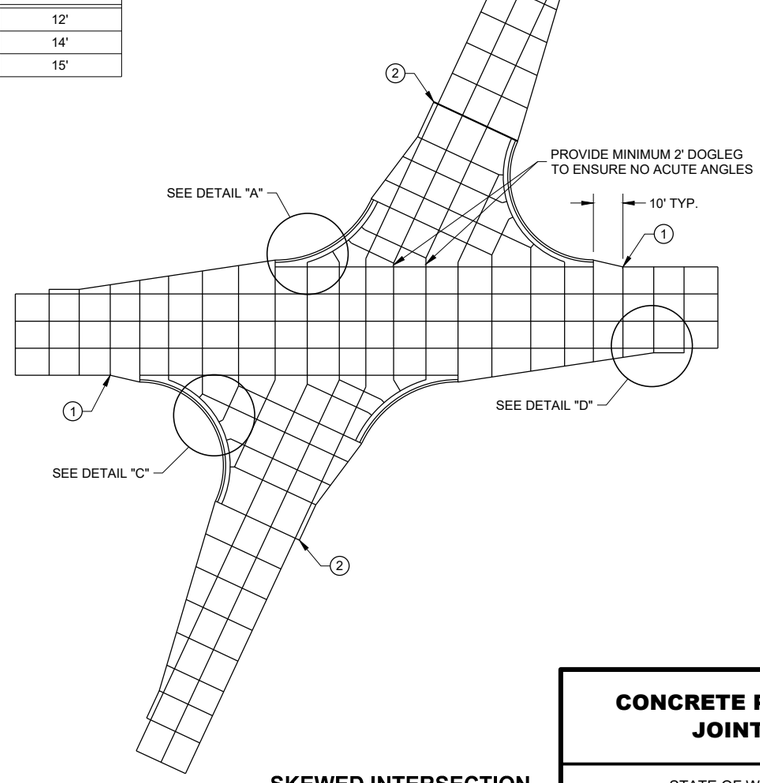
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

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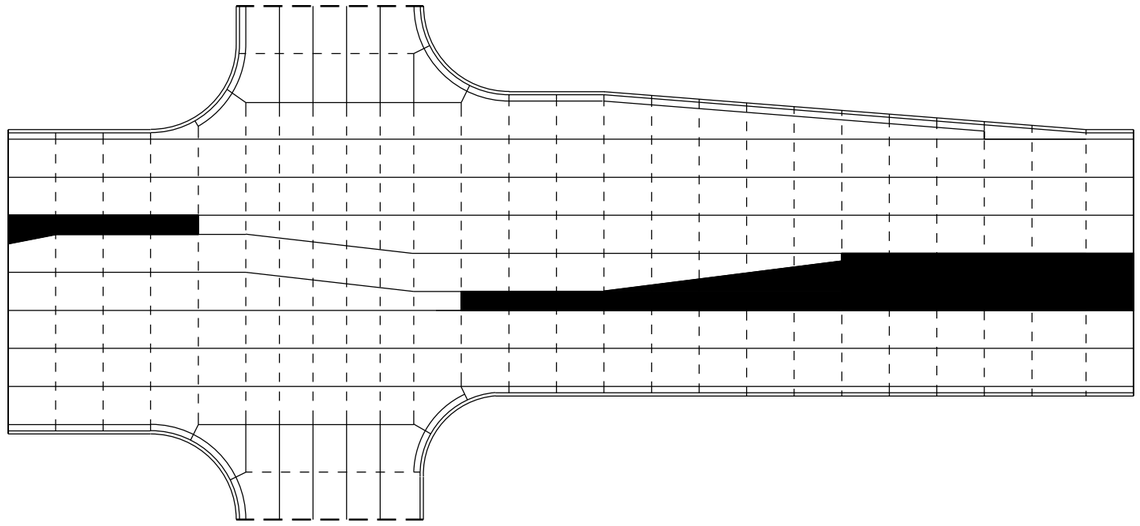
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

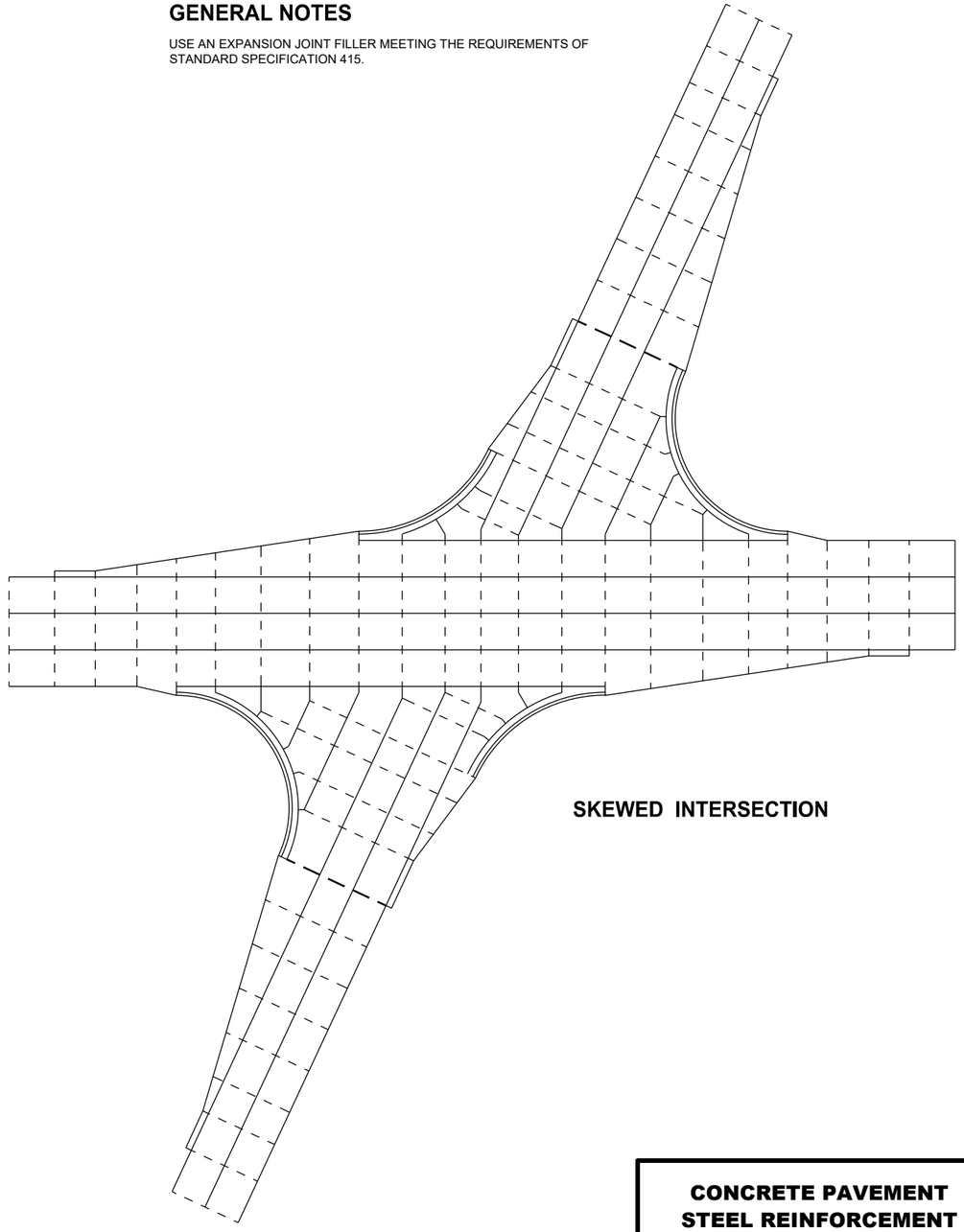
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

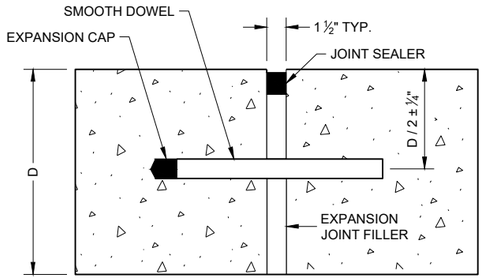
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

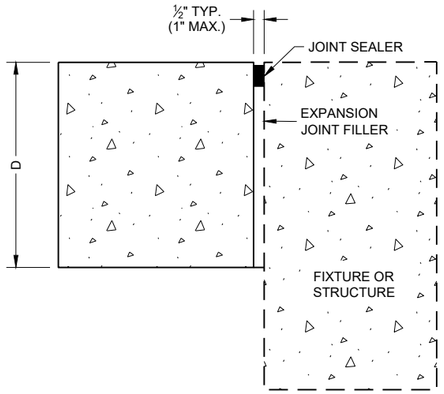
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

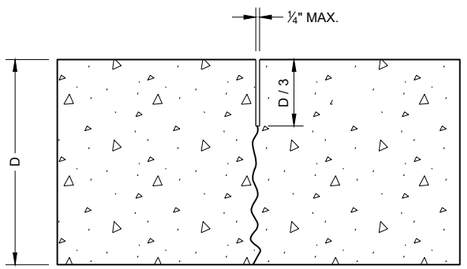
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

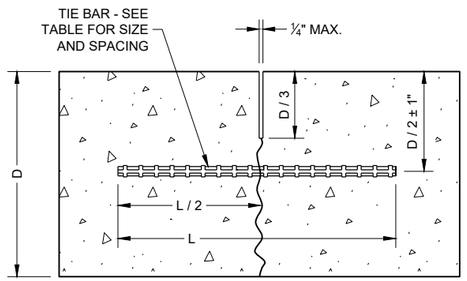
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



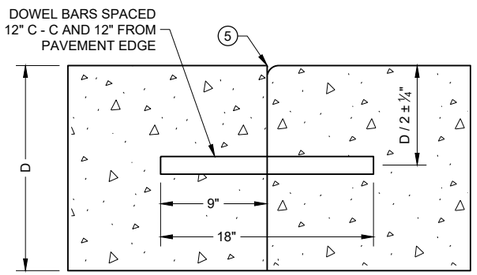
UNDOWELED TRANSVERSE



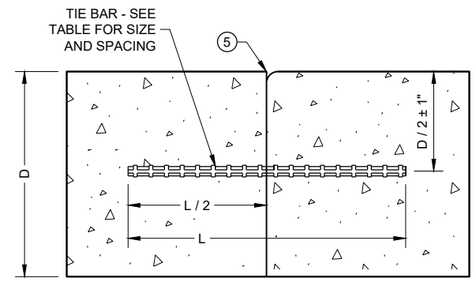
TIED LONGITUDINAL

DOWELED TRANSVERSE

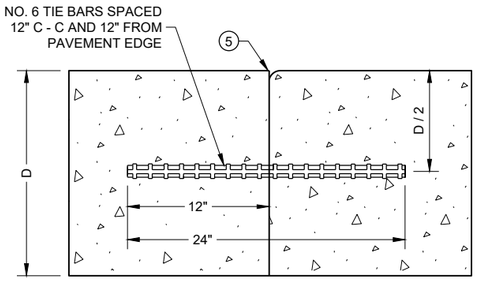
CONTRACTION JOINTS (2)



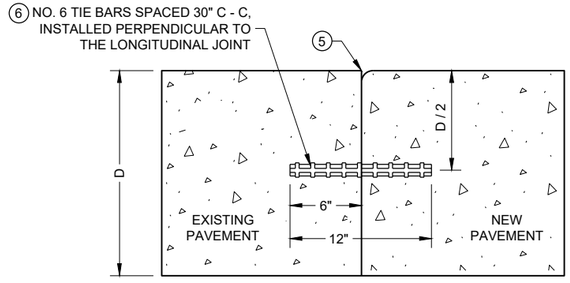
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



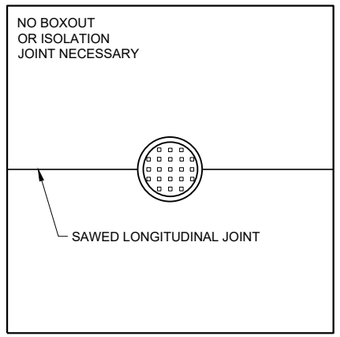
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



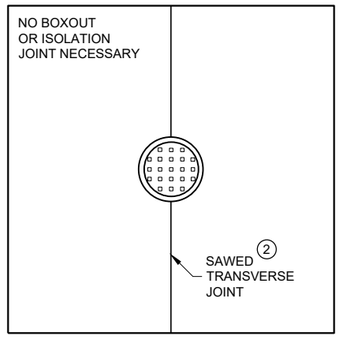
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

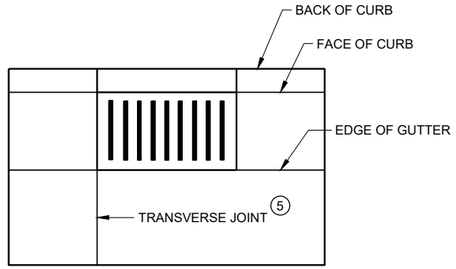
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



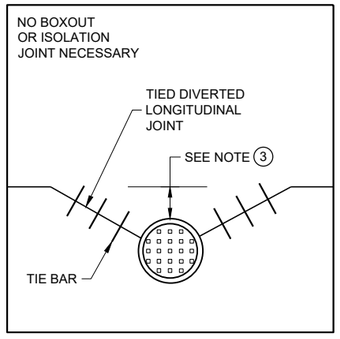
MANHOLE WITH TRANSVERSE JOINT



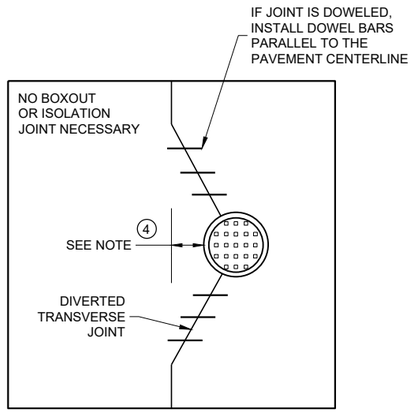
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

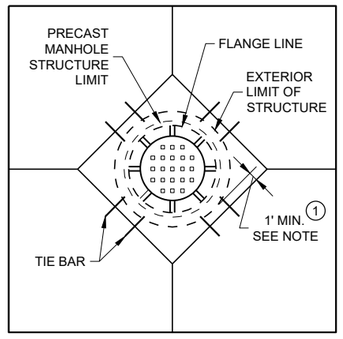
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

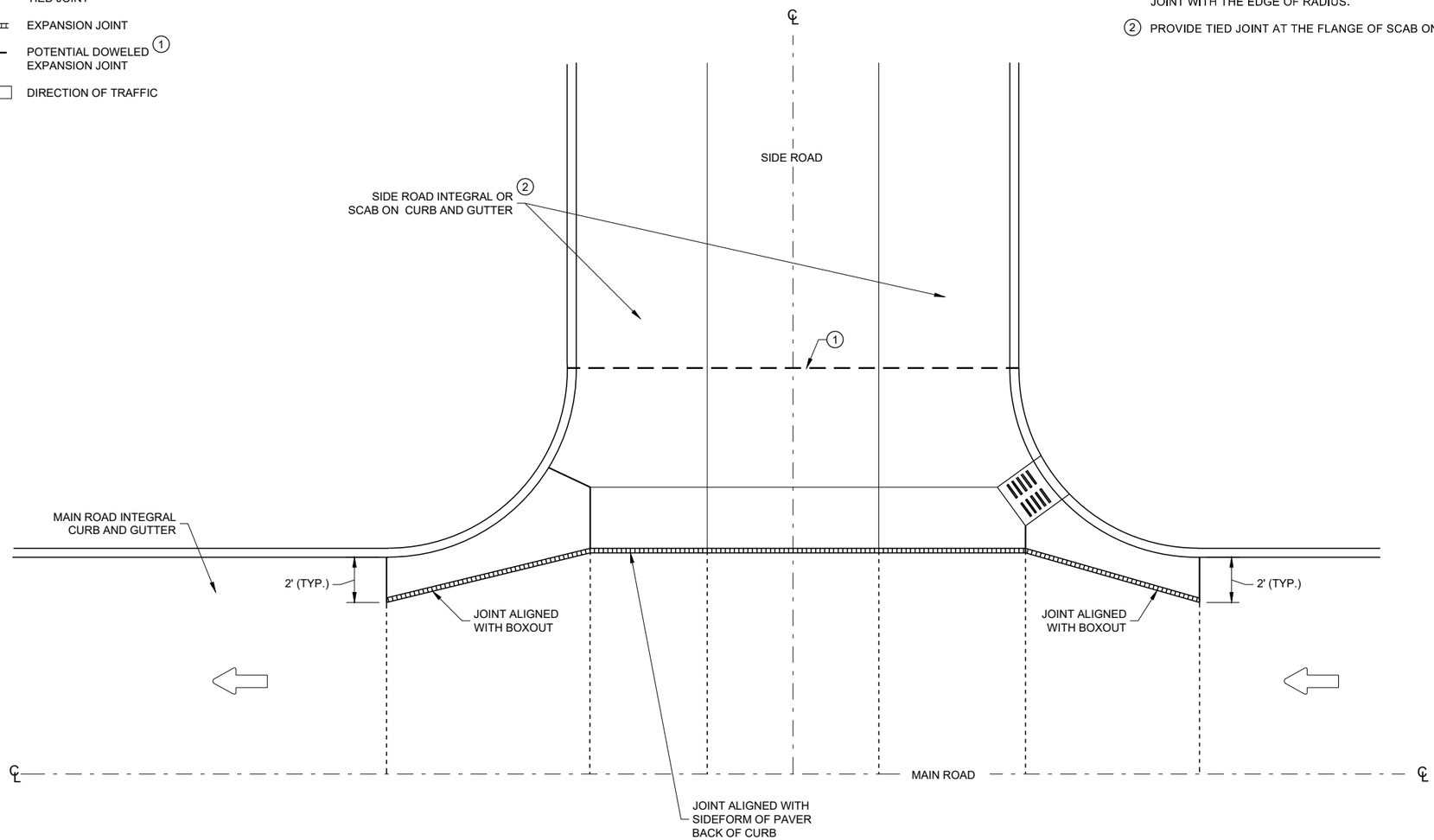
FHWA

6

SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

6

SDD 13C18 - 08f

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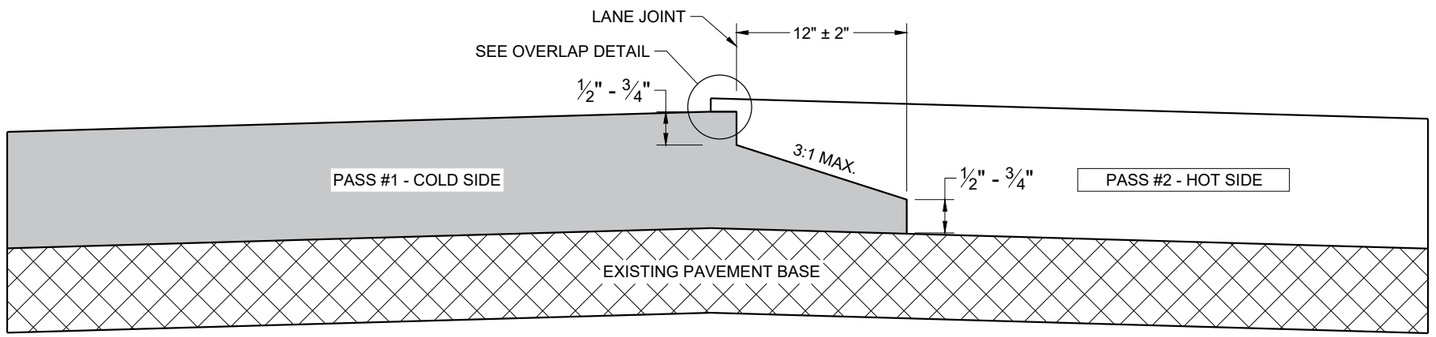
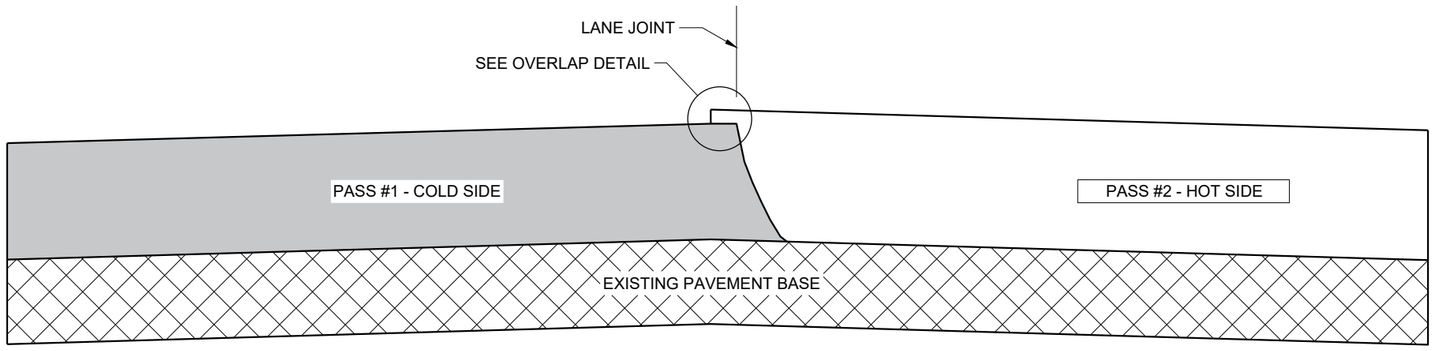
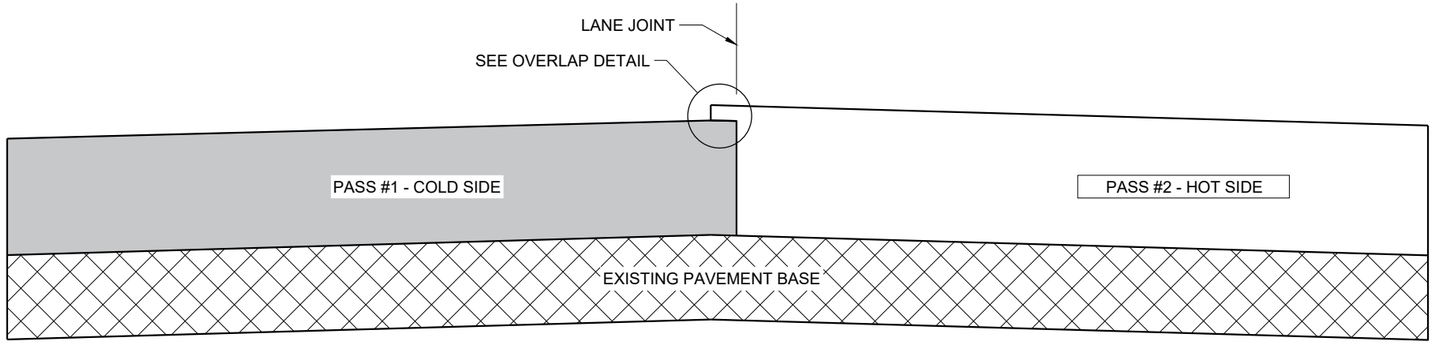
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

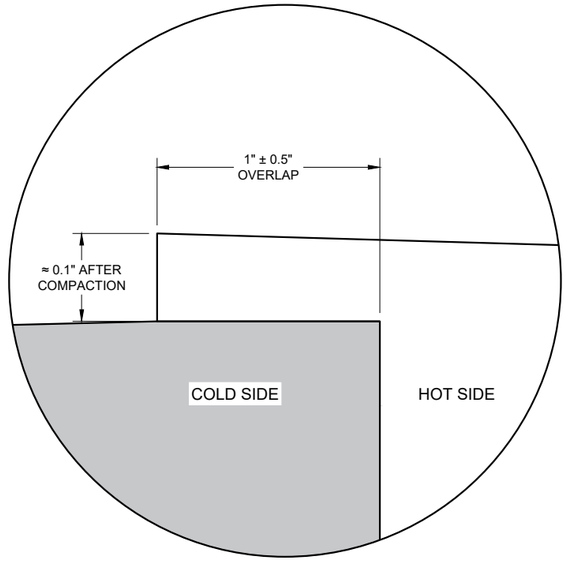
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

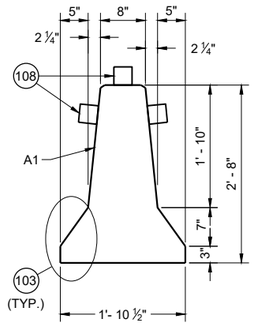
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

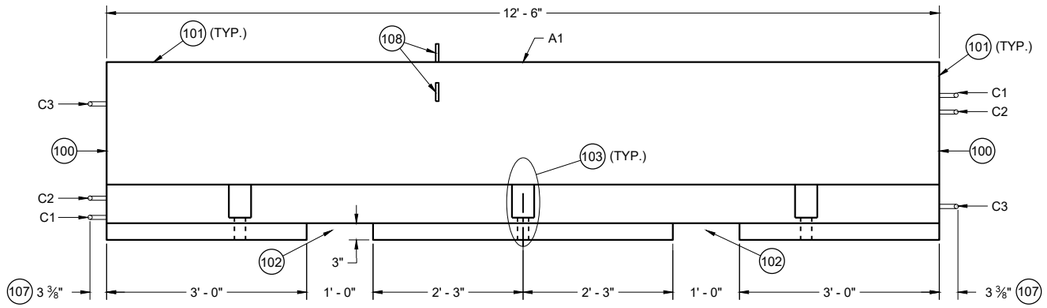
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

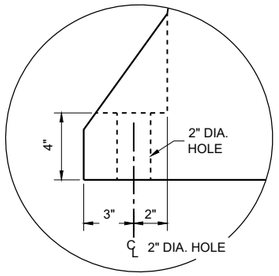
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

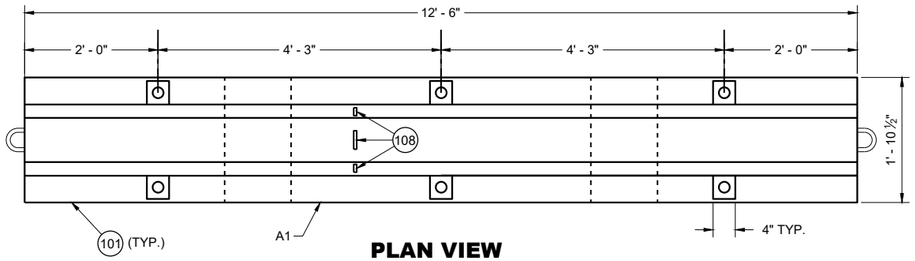
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

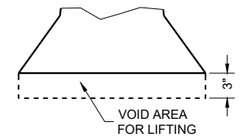


ANCHOR BLOCK DETAIL

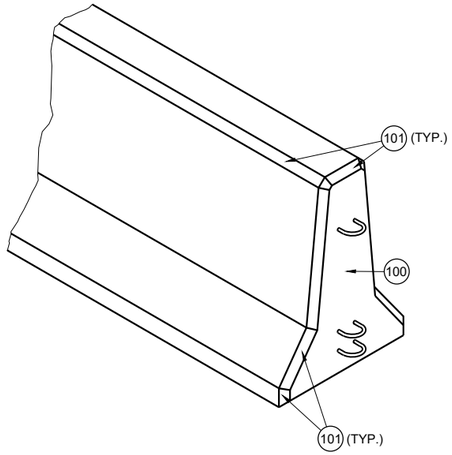


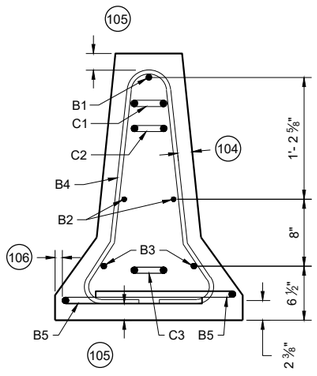
PLAN VIEW

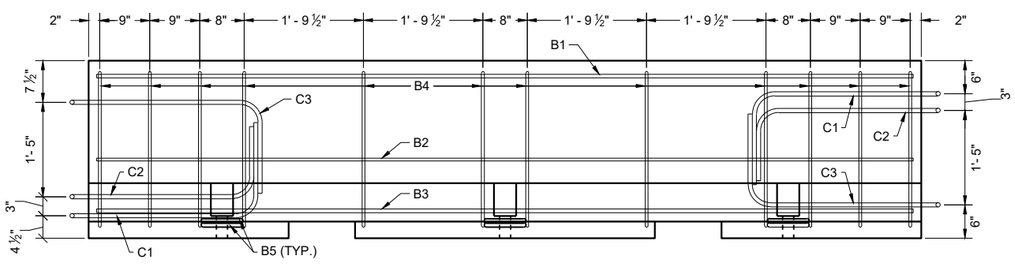
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

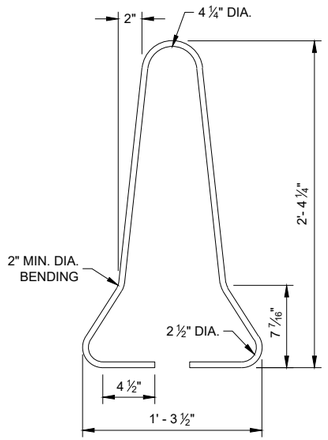
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

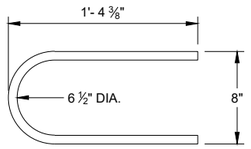
SDD 14B07-16a

6

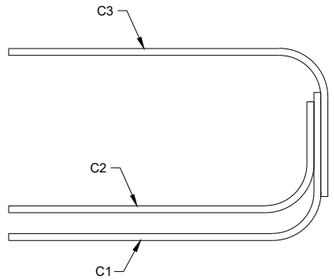
SDD 14B07-16a



B4 BAR DETAIL

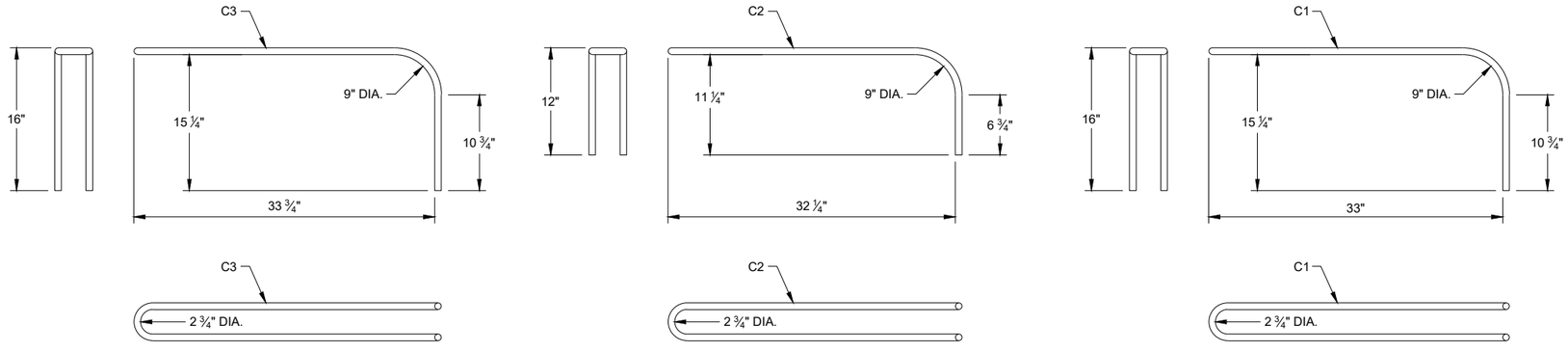


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



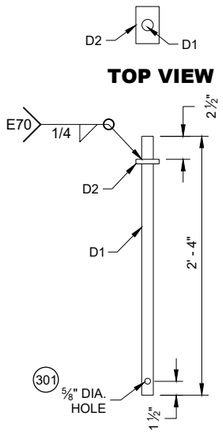
C BAR DETAILS

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

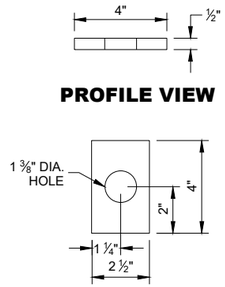
SDD 14B07-16b



TOP VIEW

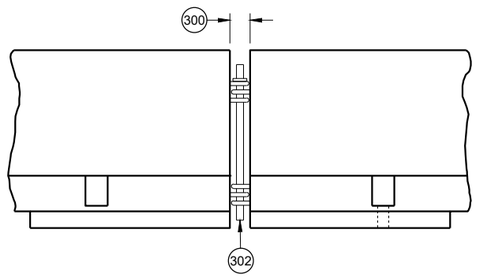
PROFILE VIEW

CONNECTOR PIN ASSEMBLY



PROFILE VIEW

TOP VIEW D2



CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

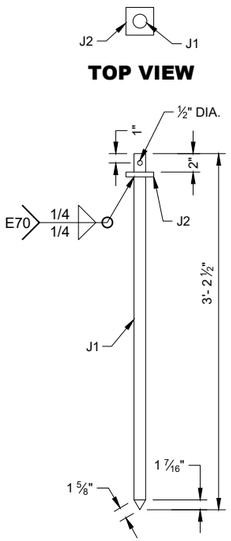
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

307 ASPHALT ANCHOR PIN ASSEMBLY

308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

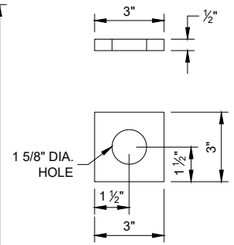
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



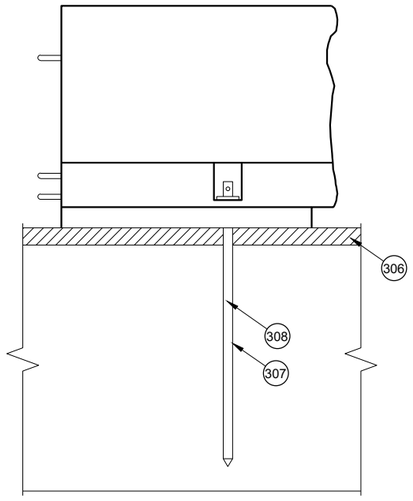
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

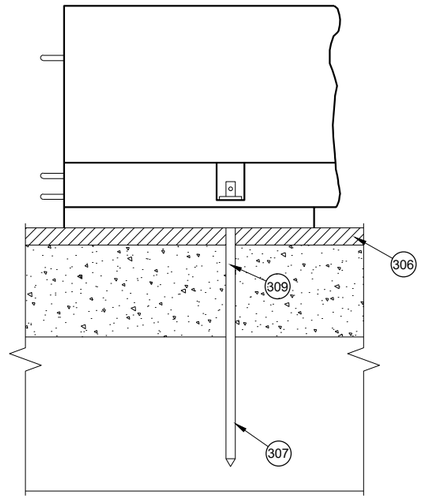


TOP VIEW J2



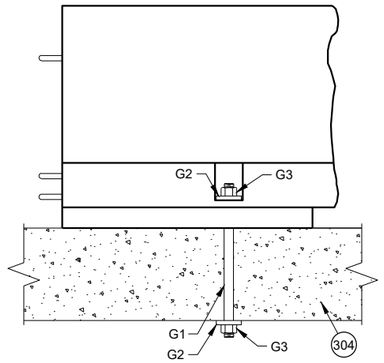
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



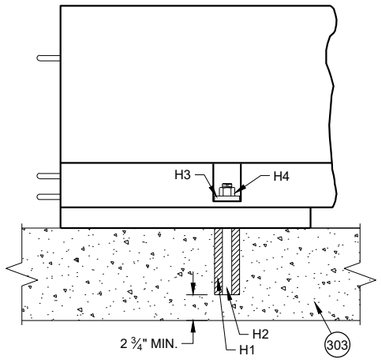
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION (305)



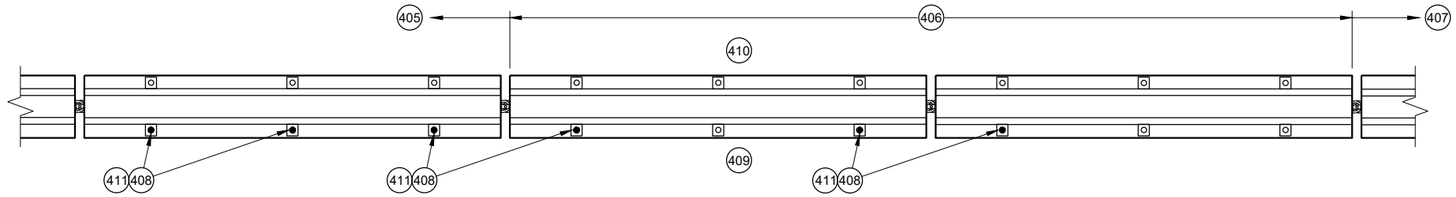
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION (305)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

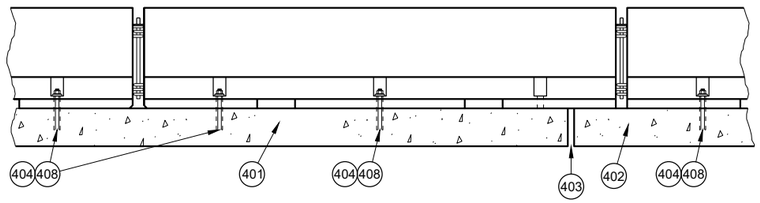
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16c



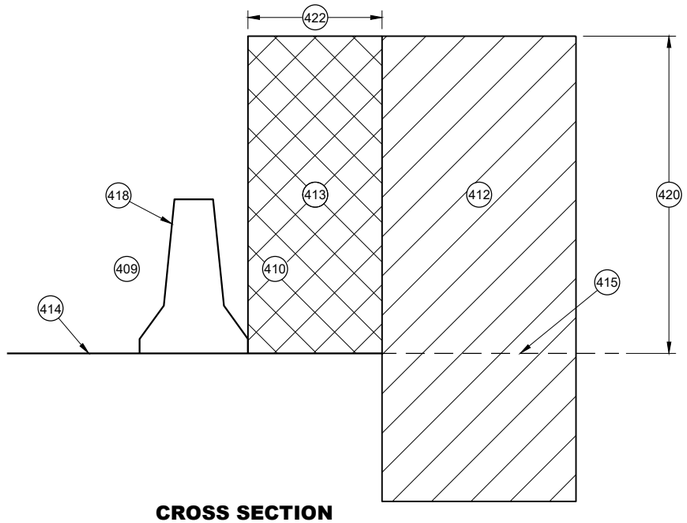
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



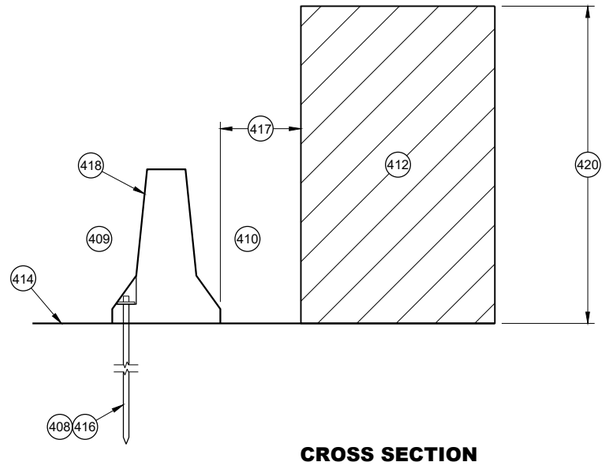
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



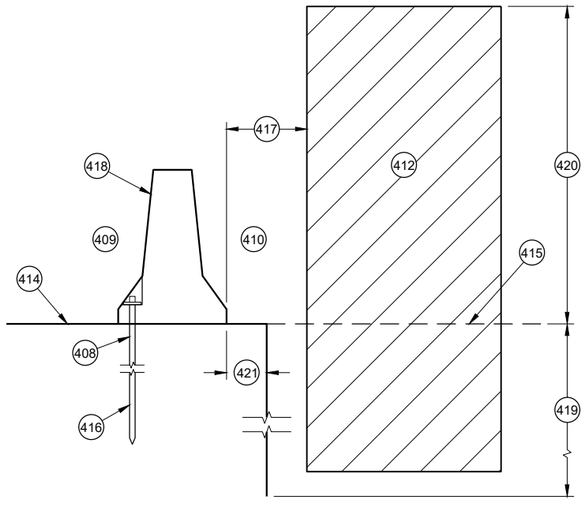
CROSS SECTION

FREE STANDING BARRIER



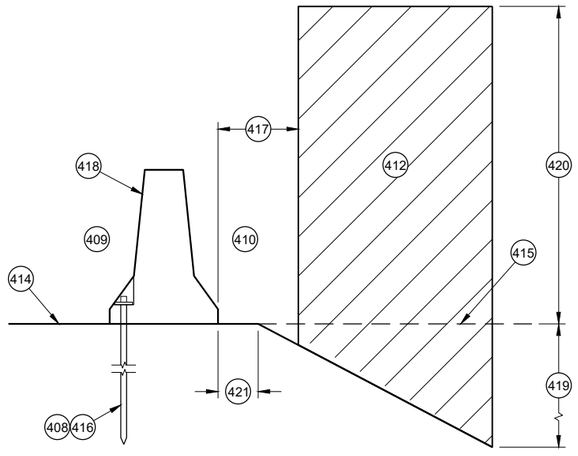
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

6

SDD 14B07-16d

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16d

GENERAL NOTES

(500) EXISTING RIGID BARRIERS (VARIES)

(501) TEMPORARY BARRIER

(502) SEE OTHER DETAIL ON HOW TO ANCHOR TEMPORARY BARRIER (BARRIER ASPHALT ANCHOR SHOWN).

(503) ANCHORS ARE REQUIRED ON BOTH SIDE OF THE TEMPORARY BARRIER.

(504) NESTED RAILS ARE REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS.

(505) TRAFFIC TRAVELS FROM PERMANENT BARRIER TO TEMPORARY BARRIER.

(506) TRAFFIC TRAVELS FROM TEMPORARY BARRIER TO PERMANENT BARRIER.

(507) VERTICAL BARRIER

(508) SAFETY SHAPE BARRIER

(509) SINGLE SLOPE BARRIER

(510) CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF RIGID BARRIER.

(511) BENT THRIE BEAM TO FIT.

(512) THRIE BEAM PIECES ARE OFFSET 15 ¼" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.

(513) TWO (2) P1, P2 AND P3 ARE REQUIRED

(514) FIVE (5) N1, N2 AND N3 ARE REQUIRED

(515) TWO (2) R1, R2 AND R3 ARE REQUIRED

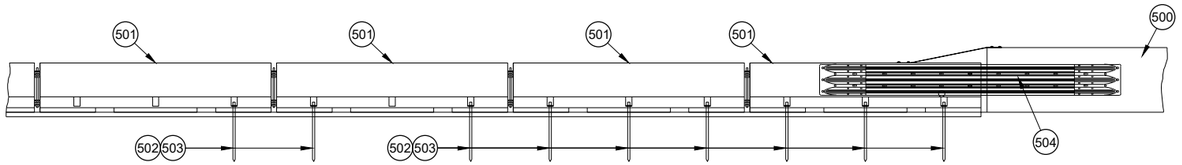
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

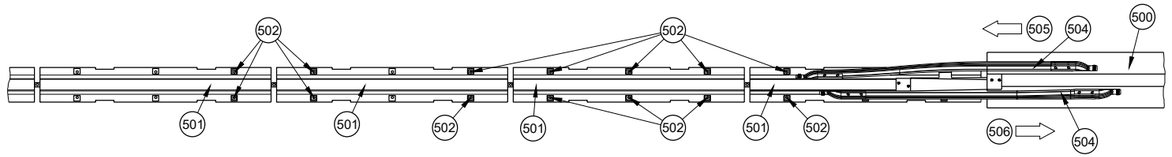
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

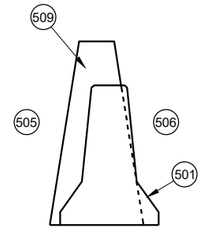
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



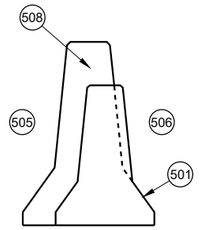
PROFILE VIEW



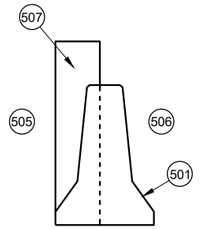
PLAN VIEW
TRANSITION TO RIGID BARRIER



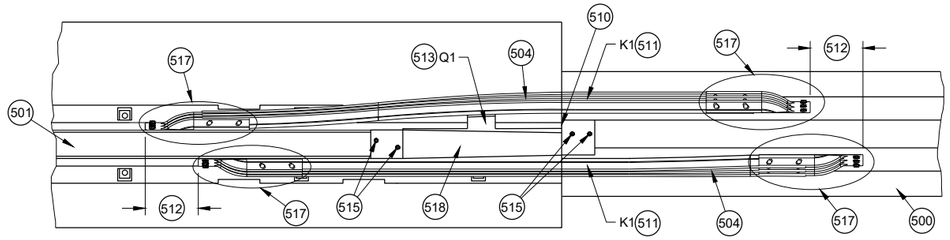
CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE



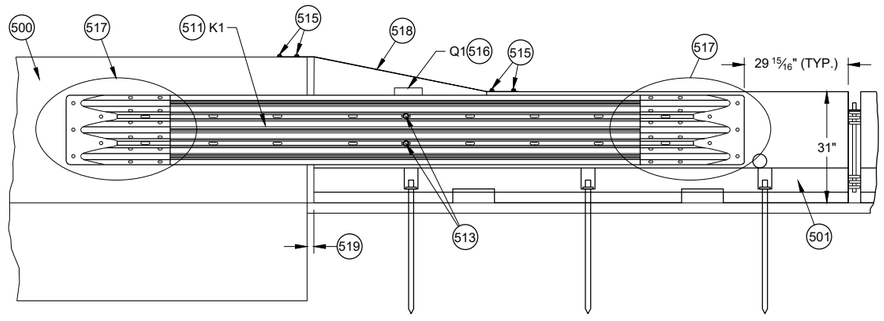
CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE



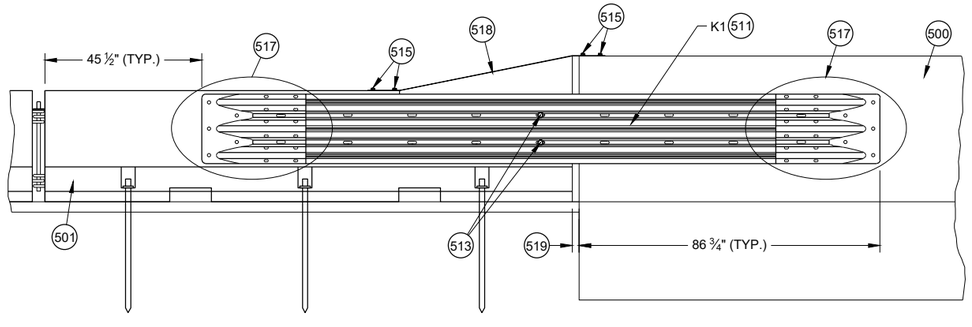
CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL



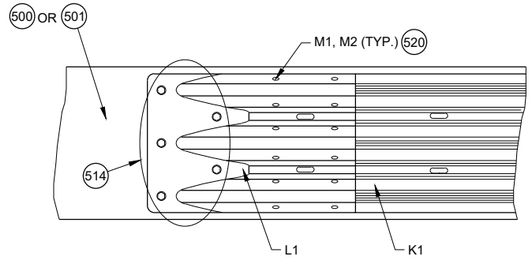
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER

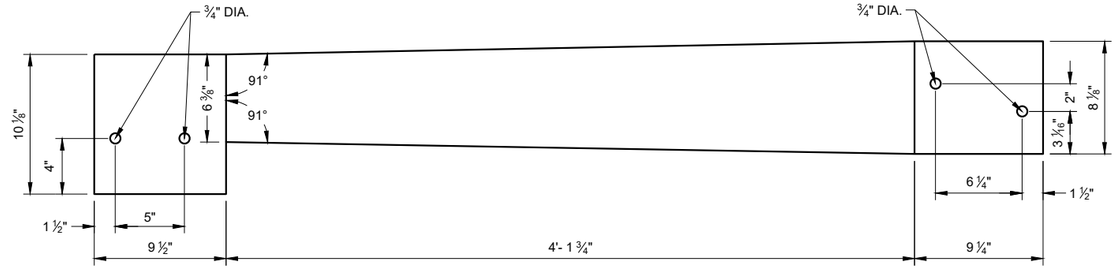


(517) **DETAIL PLAN VIEW**
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

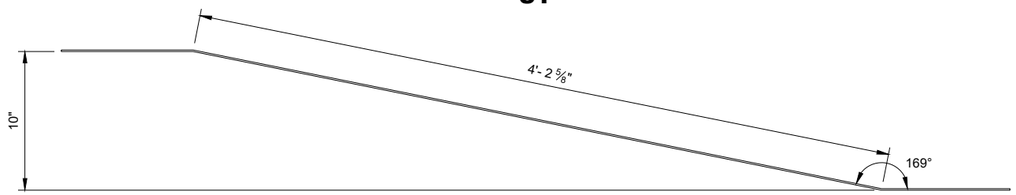
6

SDD 14B07-16e



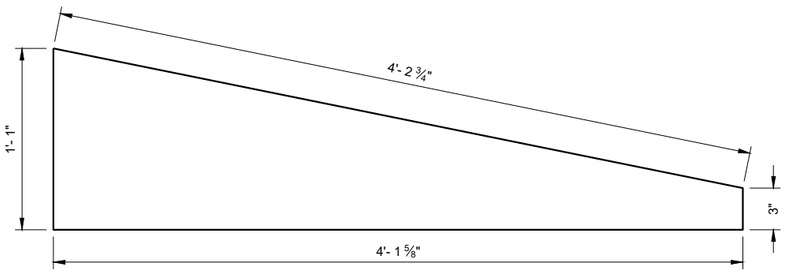
TOP VIEW

S1



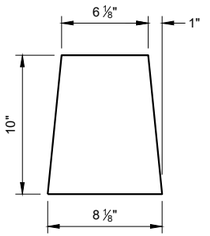
ELEVATION VIEW

S1

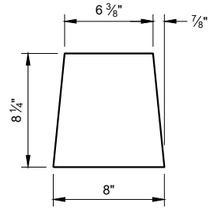


SIDE VIEW

S3



S2



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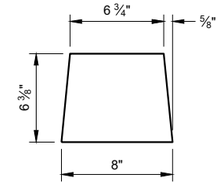
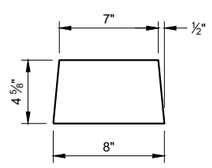


S5



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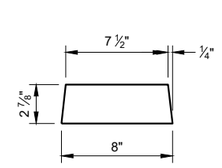
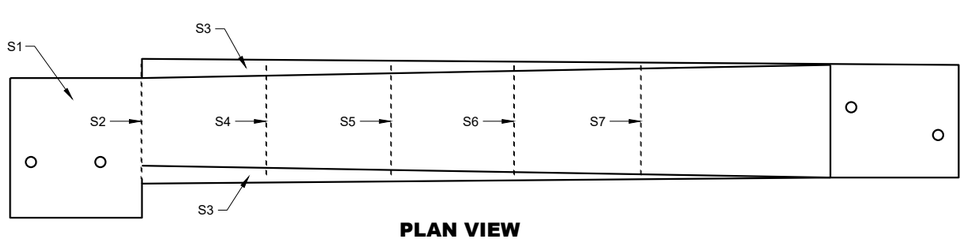
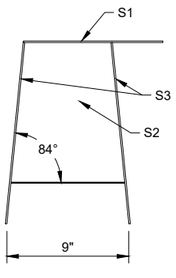


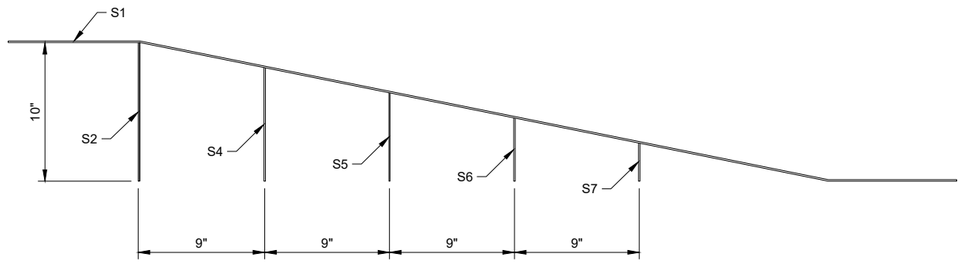
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

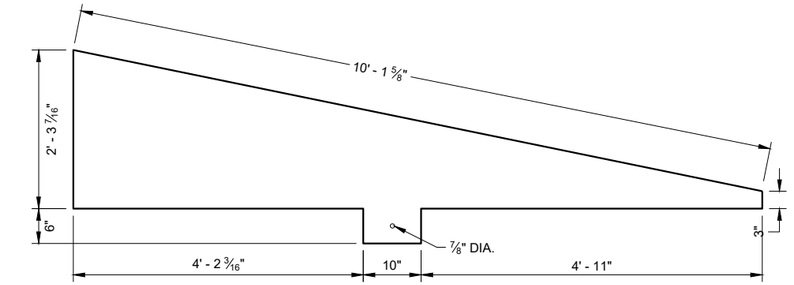
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

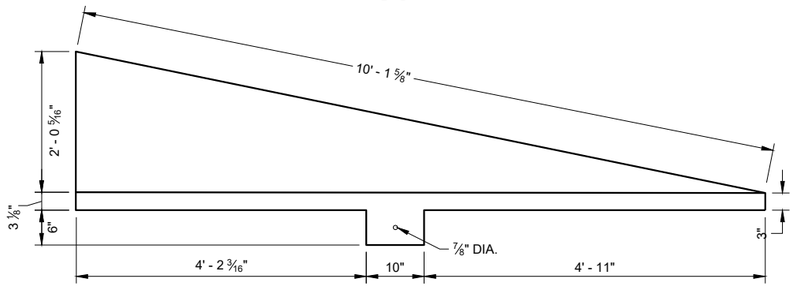
6

SDD 14B07-16f



SIDE VIEW
T4

END VIEW



SIDE VIEW
T3

END VIEW

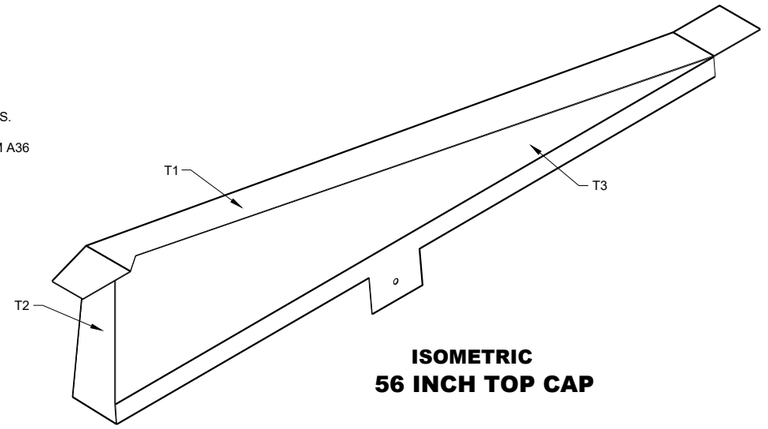
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

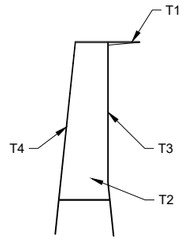
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

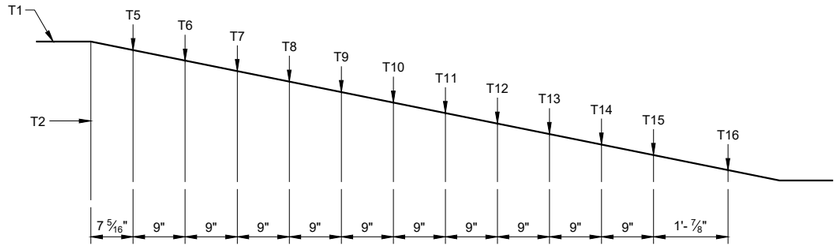
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



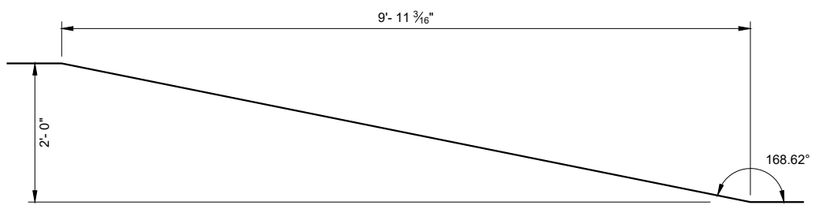
ISOMETRIC
56 INCH TOP CAP



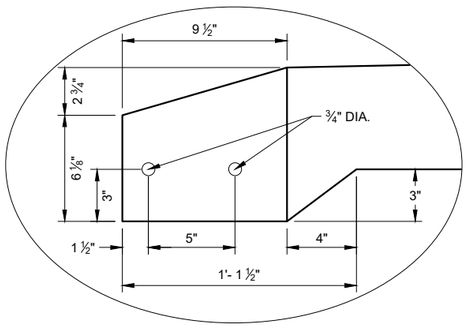
END VIEW
56 INCH TOP CAP



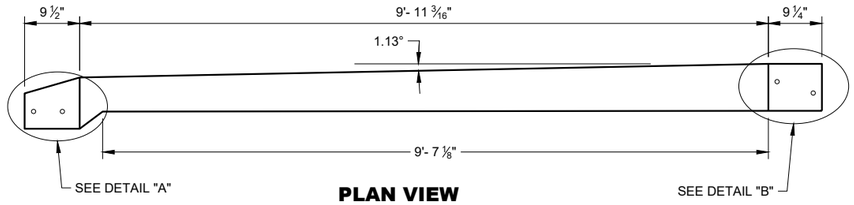
SIDE VIEW (700)
56 INCH TOP CAP



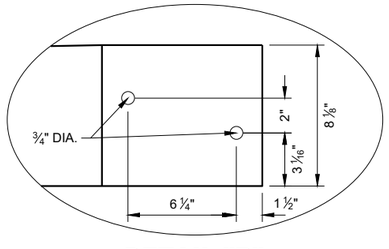
SIDE VIEW
TOP PLATE T1



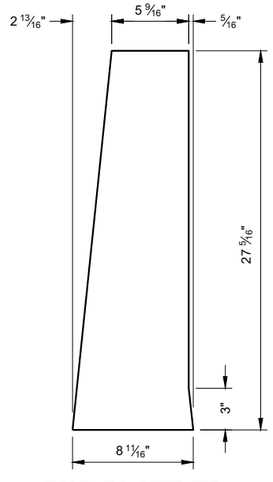
DETAIL "A"



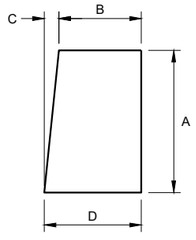
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 1/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

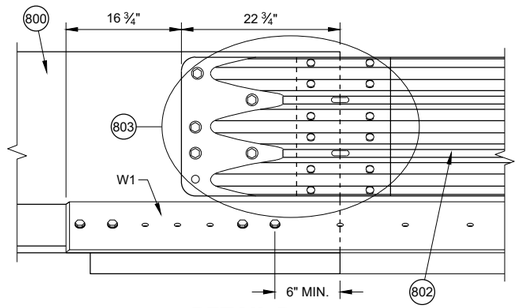
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

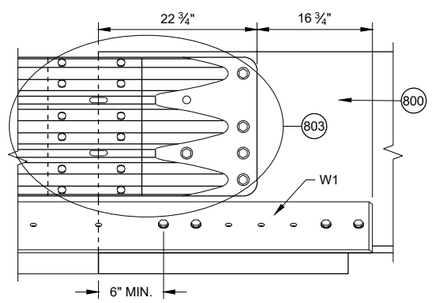
SDD 14B07-16g

6

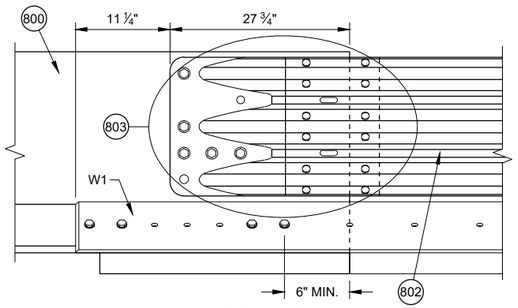
SDD 14B07-16g



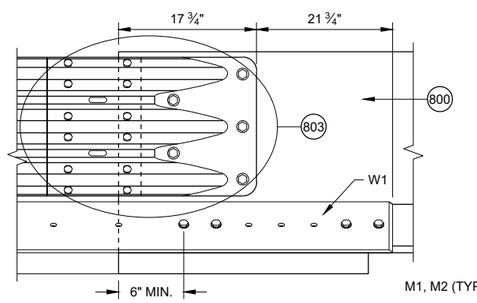
DETAIL D



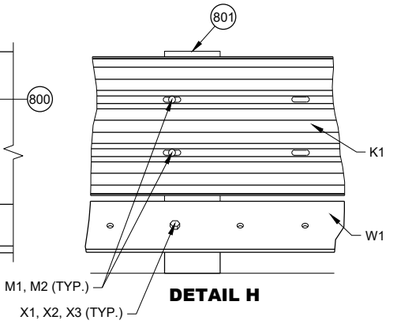
DETAIL E



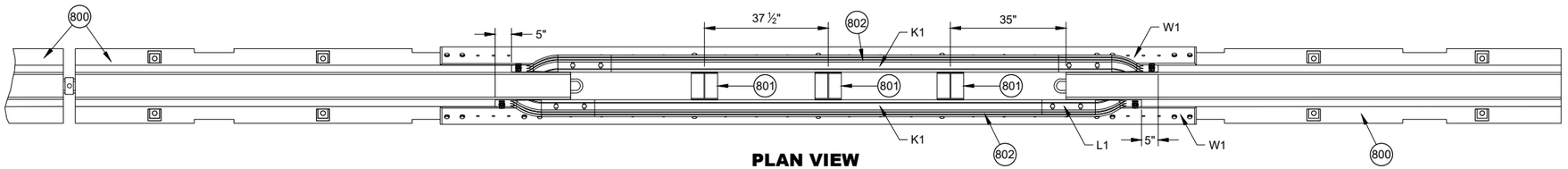
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

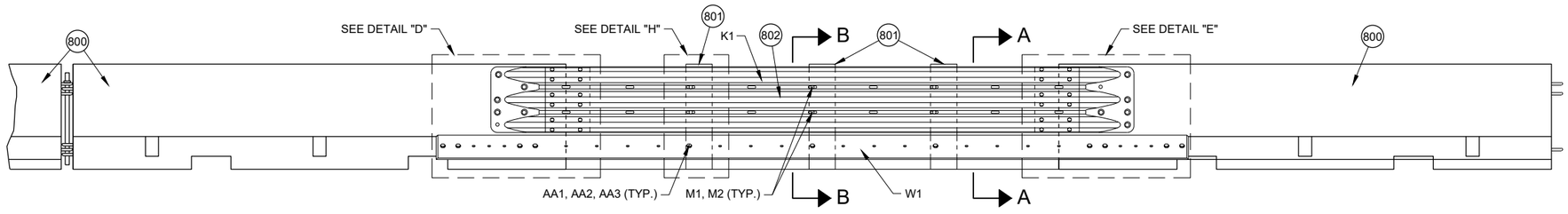
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

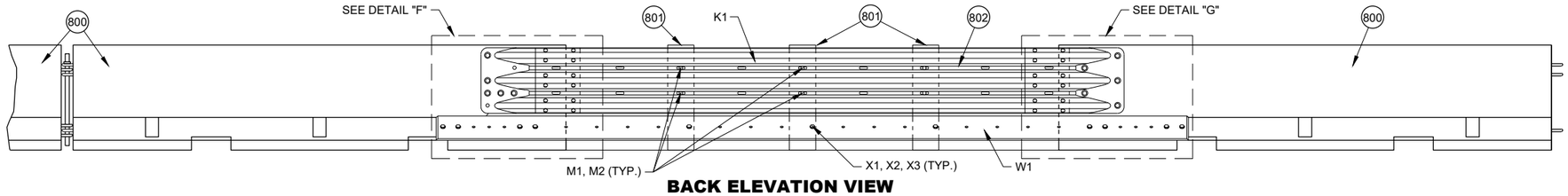
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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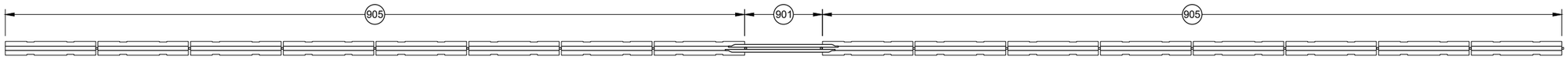
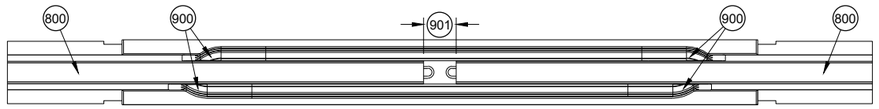
SDD 14B07-16h



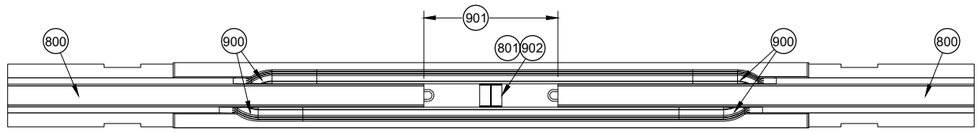
PLAN VIEW
GAP WITHIN SPACING



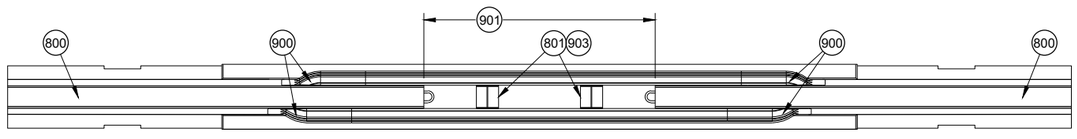
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

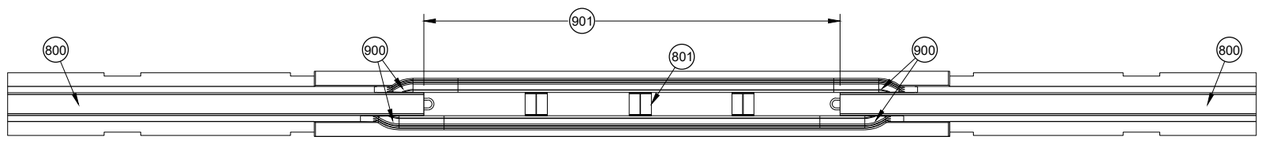
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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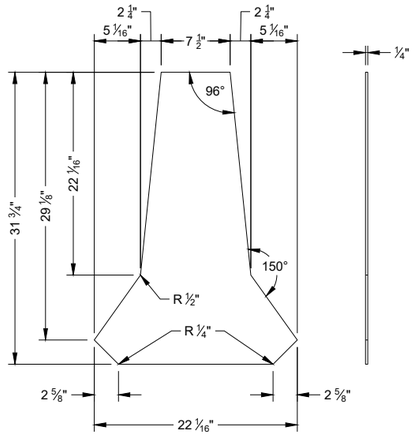
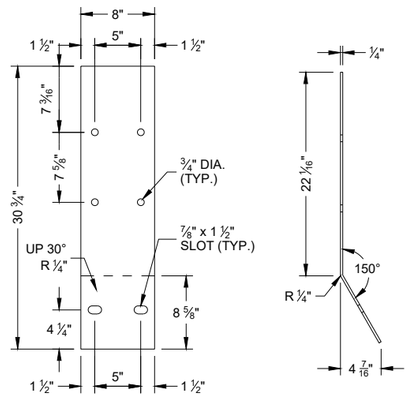


PROFILE VIEW SIDE VIEW

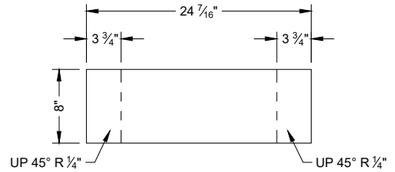
STIFFENER ASSEMBLY CENTER PANEL U1



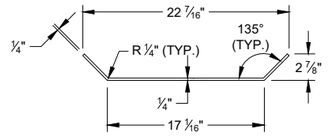
FLAT PATTERN

SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

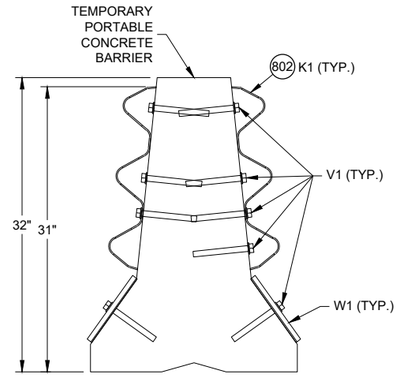


FLAT PATTERN

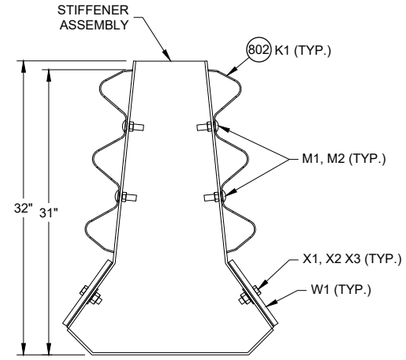


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

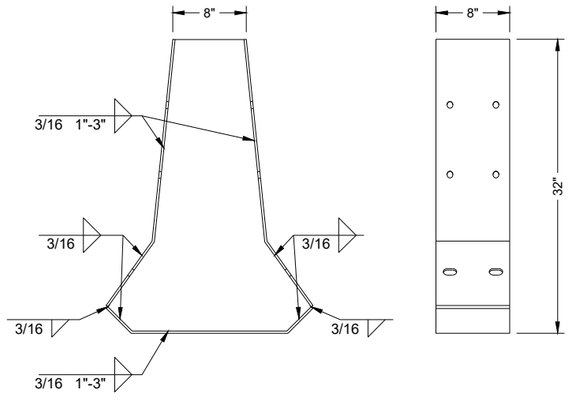


SECTION A - A



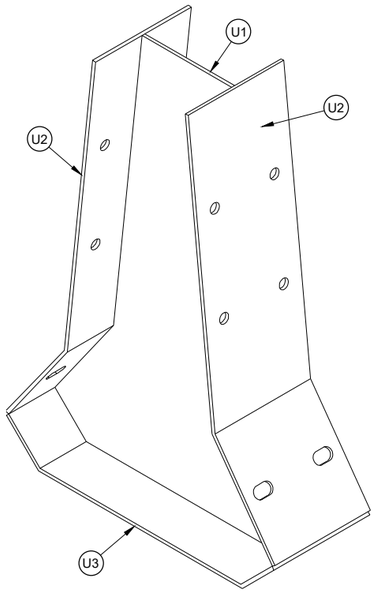
SECTION B - B

PLAN VIEW



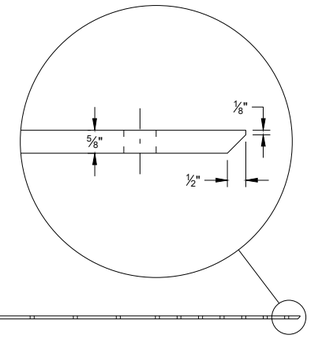
PROFILE VIEW

SIDE VIEW

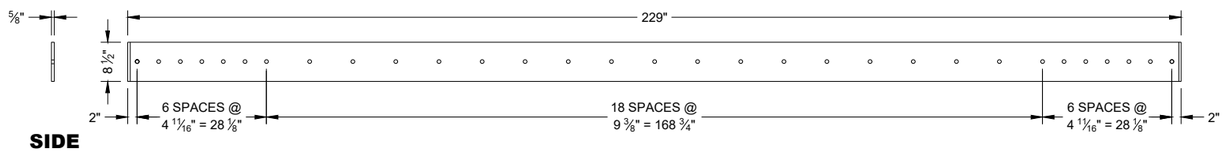


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW



SIDE VIEW

ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

6

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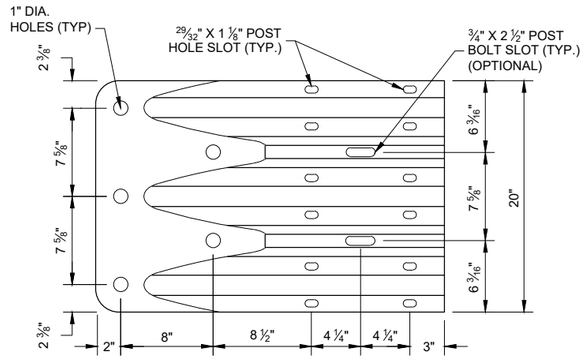
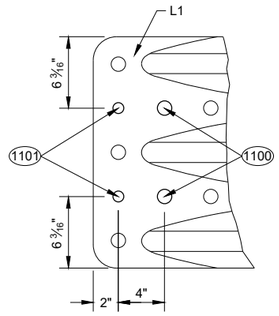


ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

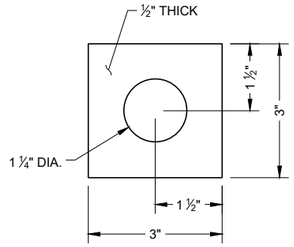


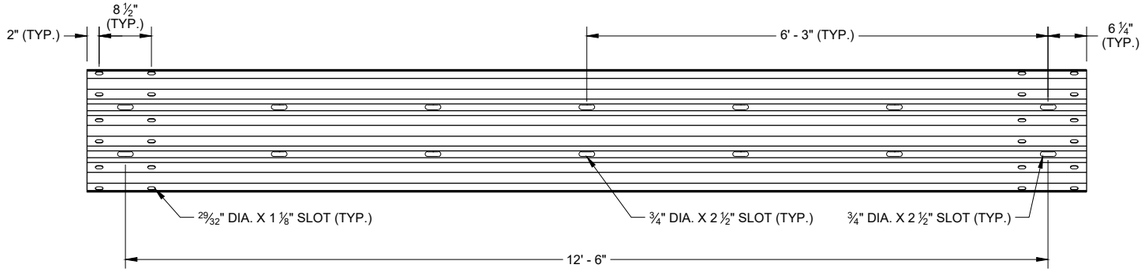
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

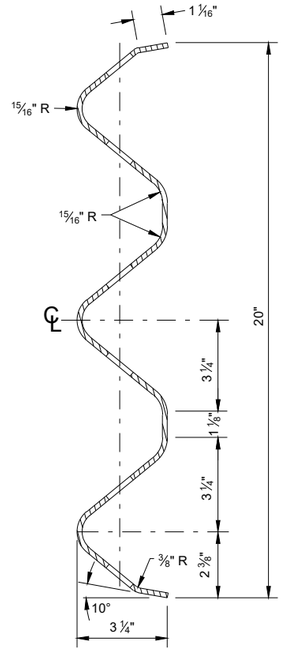
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1



SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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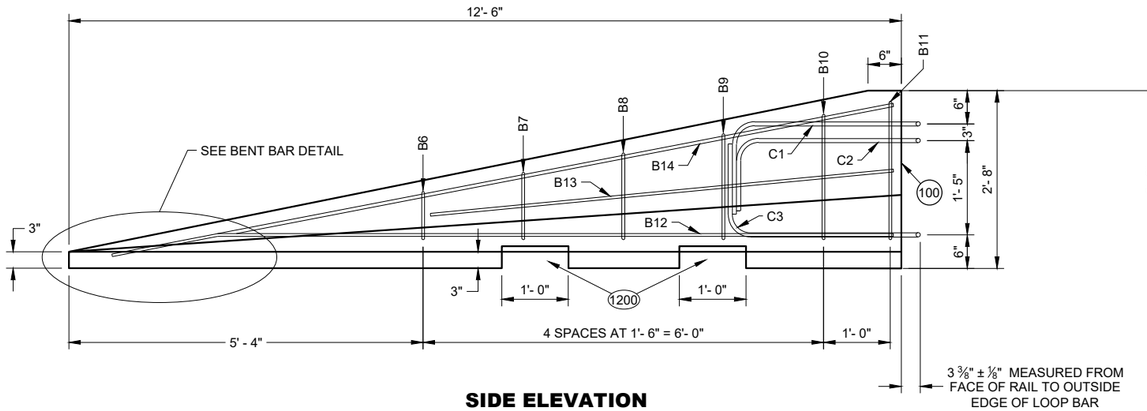
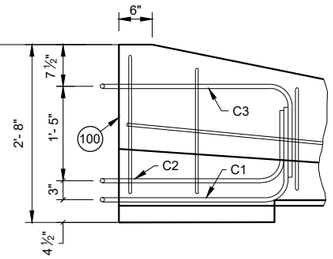


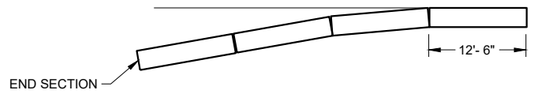
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

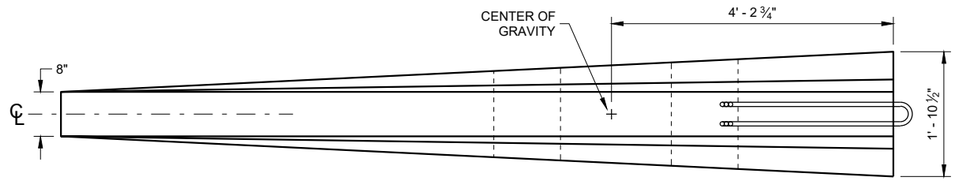
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

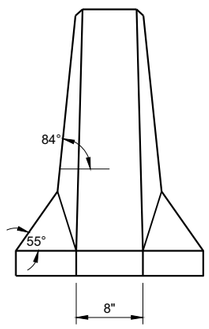


FLARE AT BARRIER END

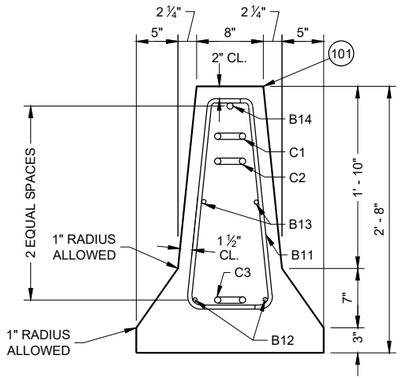
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



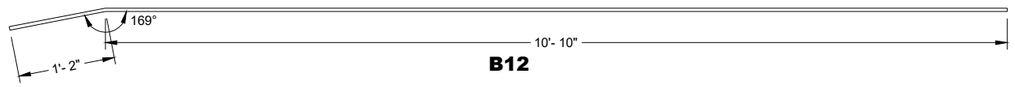
PLAN VIEW



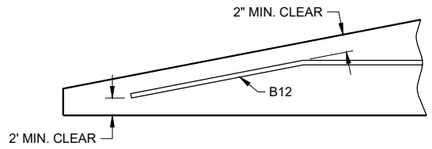
FRONT ELEVATION



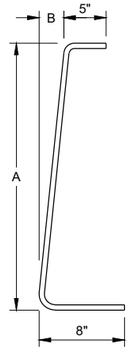
END SECTION



B12



BENT BAR DETAIL



BAR	A	B
B6	10"	1"
B7	1'- 1"	1 ¼"
B8	1'- 5"	1 ⅝"
B9	1'- 8"	1 ⅞"
B10	2'- 0 ½"	2 ⅜"
B11	2'- 3"	2 ¾"

B BARS
2 OF EACH SIZE REQUIRED FOR STIRRUP ASSEMBLY

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07-16I

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. BOND STRENGTH OF 1,650 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S7	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

6

SDD 14B07-16n

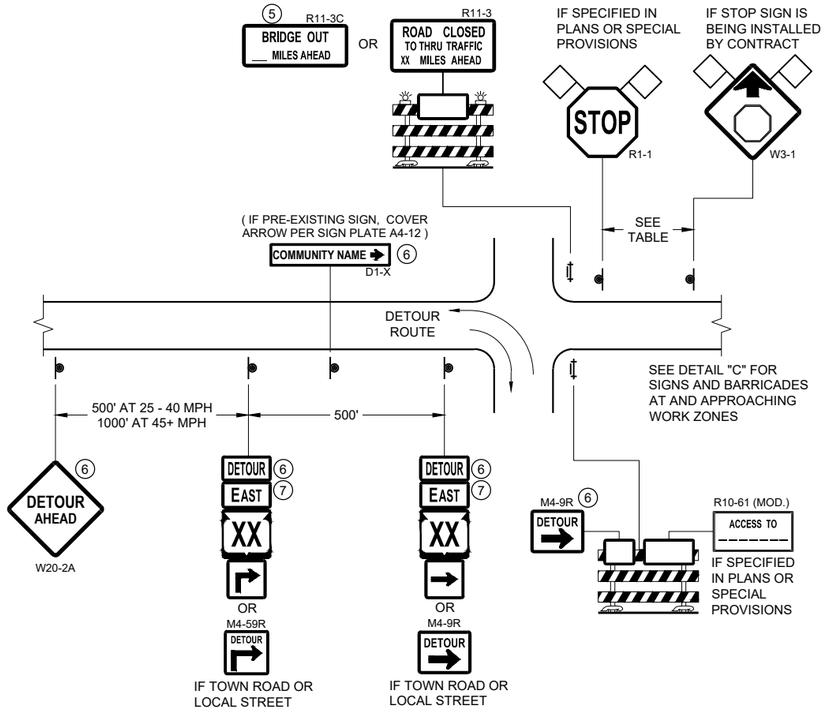
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

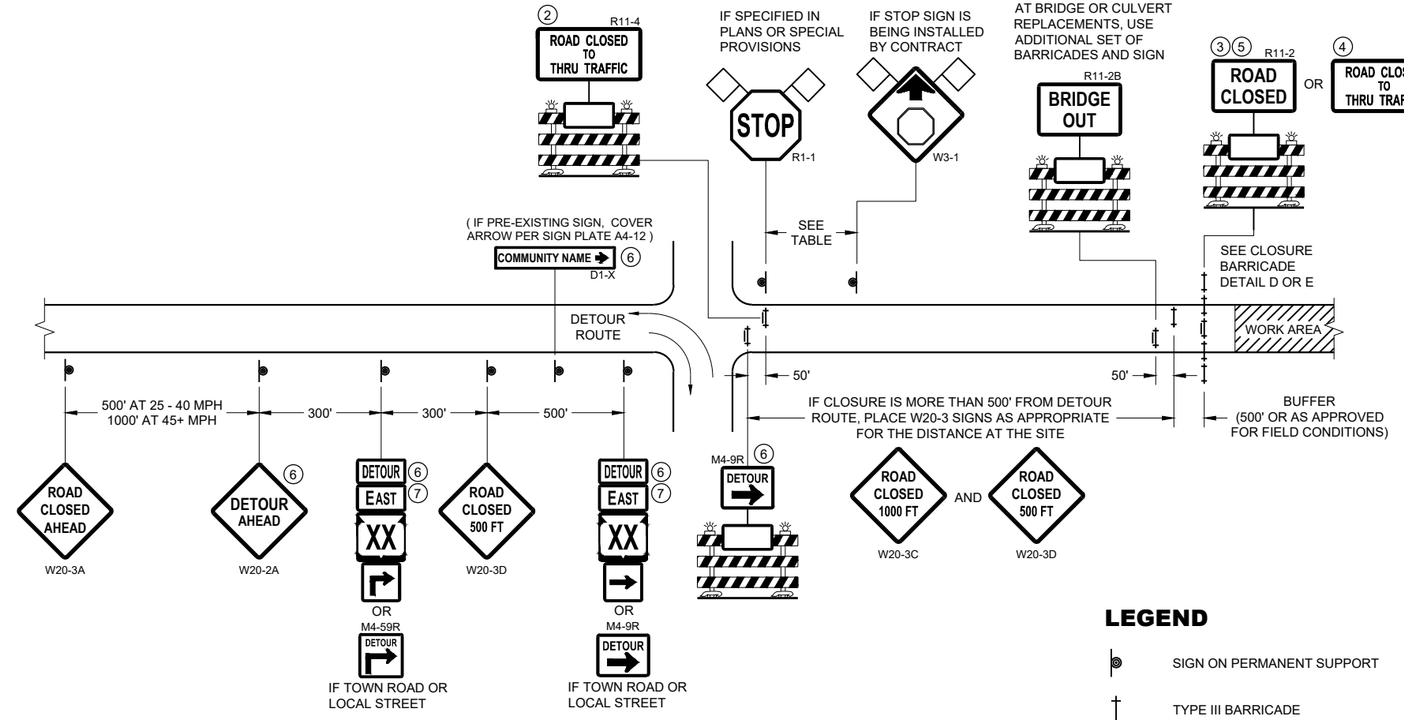
6

SDD 14B07-16n



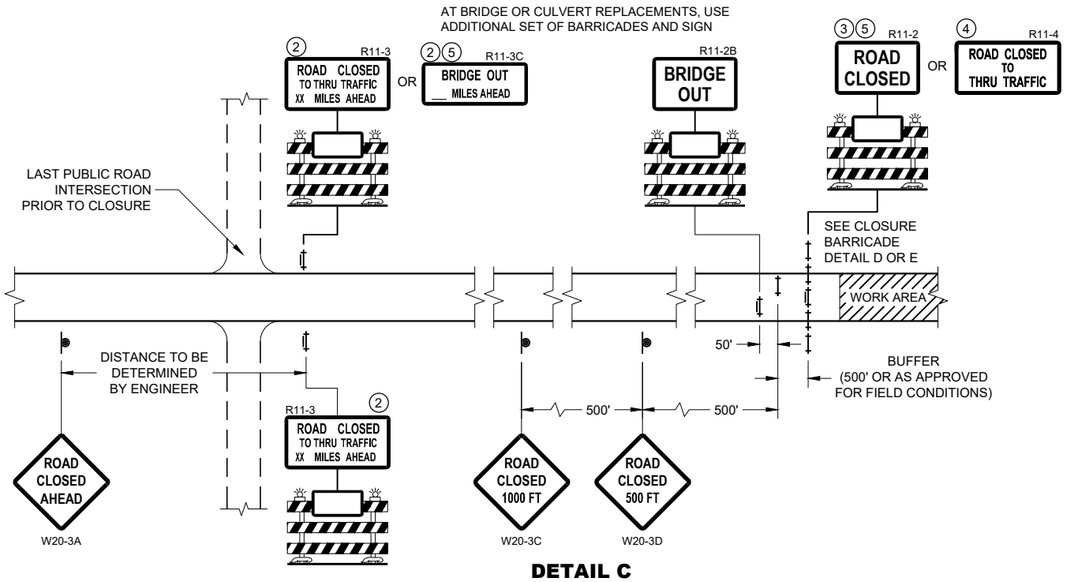
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

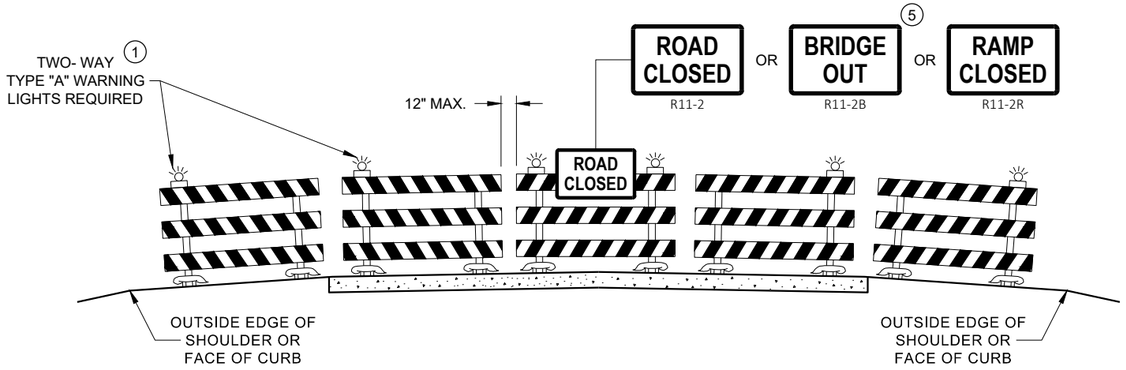
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

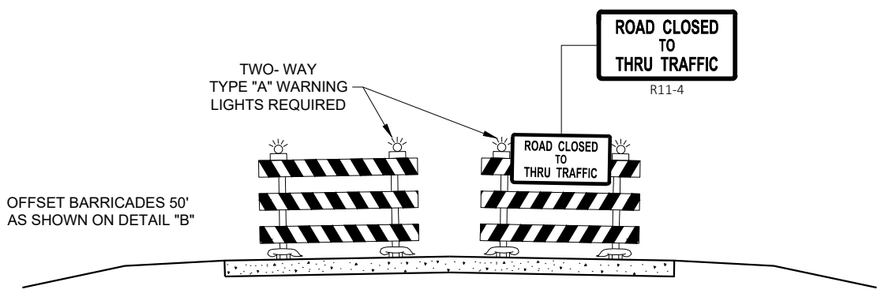
FHWA

6

SDD 15C02 - 09a



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
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

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 / EAST — M4 - 8, M3 - X
- XX — M1 - 4; XX — M1 - 6; COUNTY X — M1 - 5A
- M05 - 1; M06 - 1; 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.

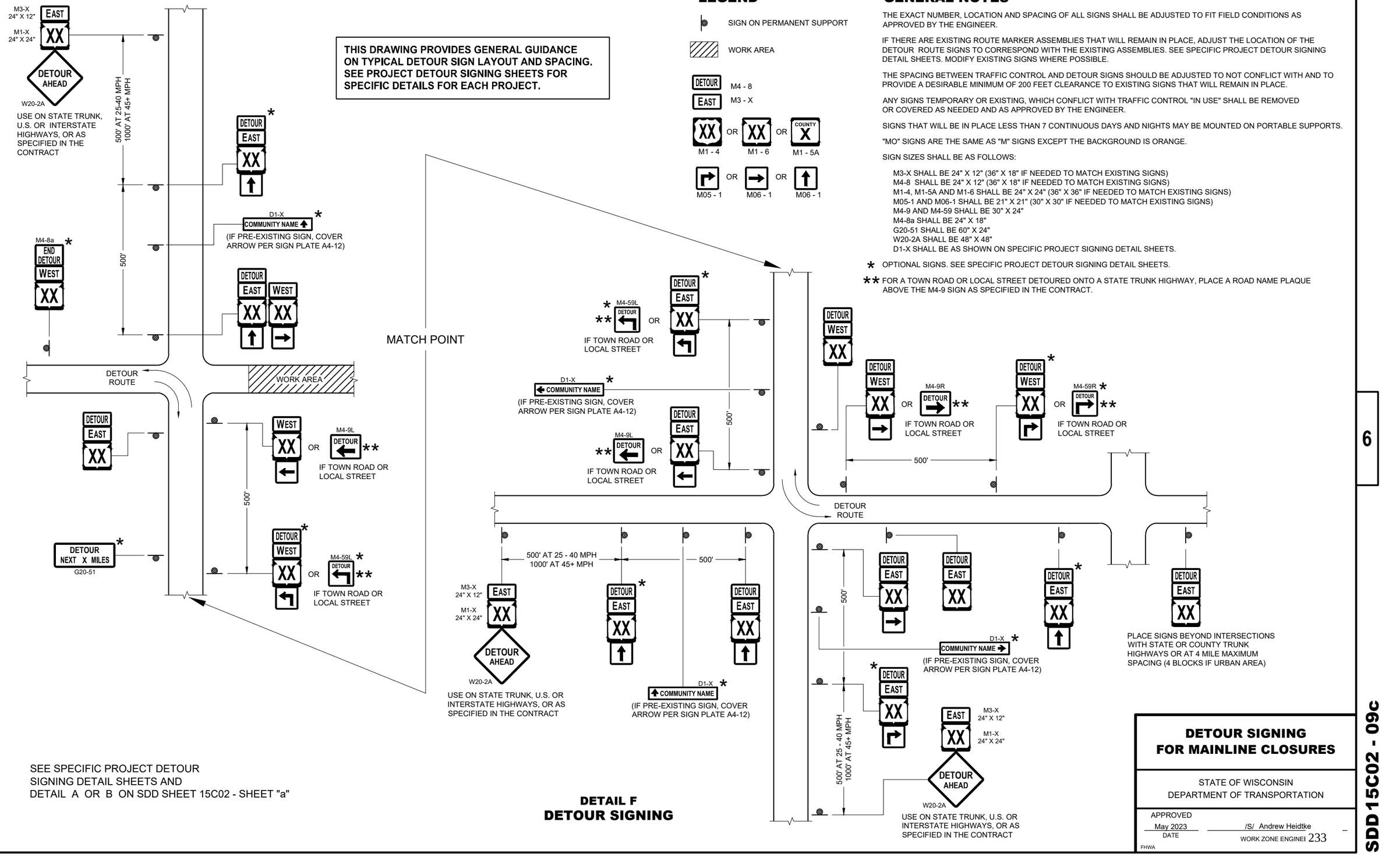
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

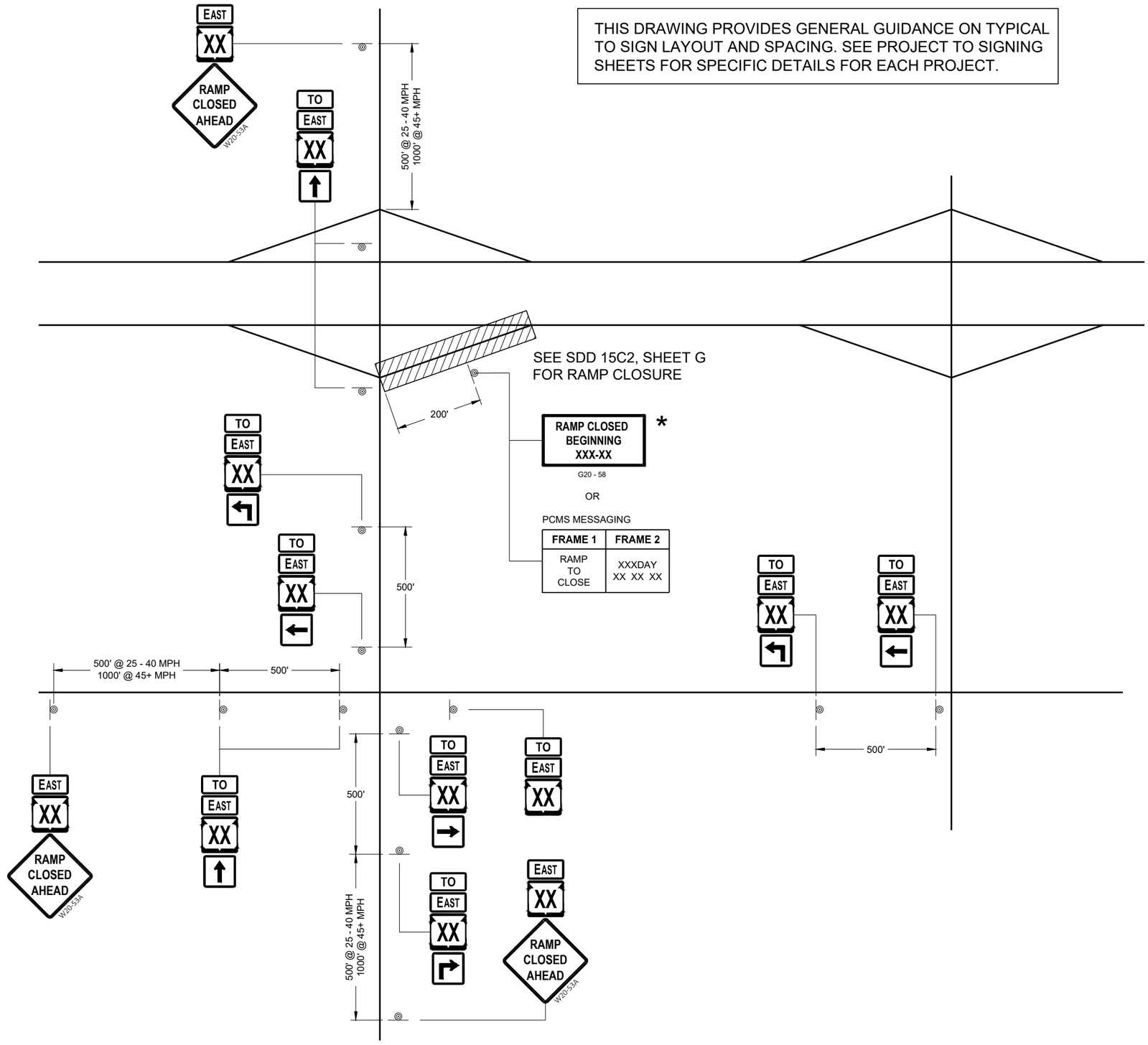
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15C02 - 09c



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

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 ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND TO 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 SHALL 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 FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEER

FHWA

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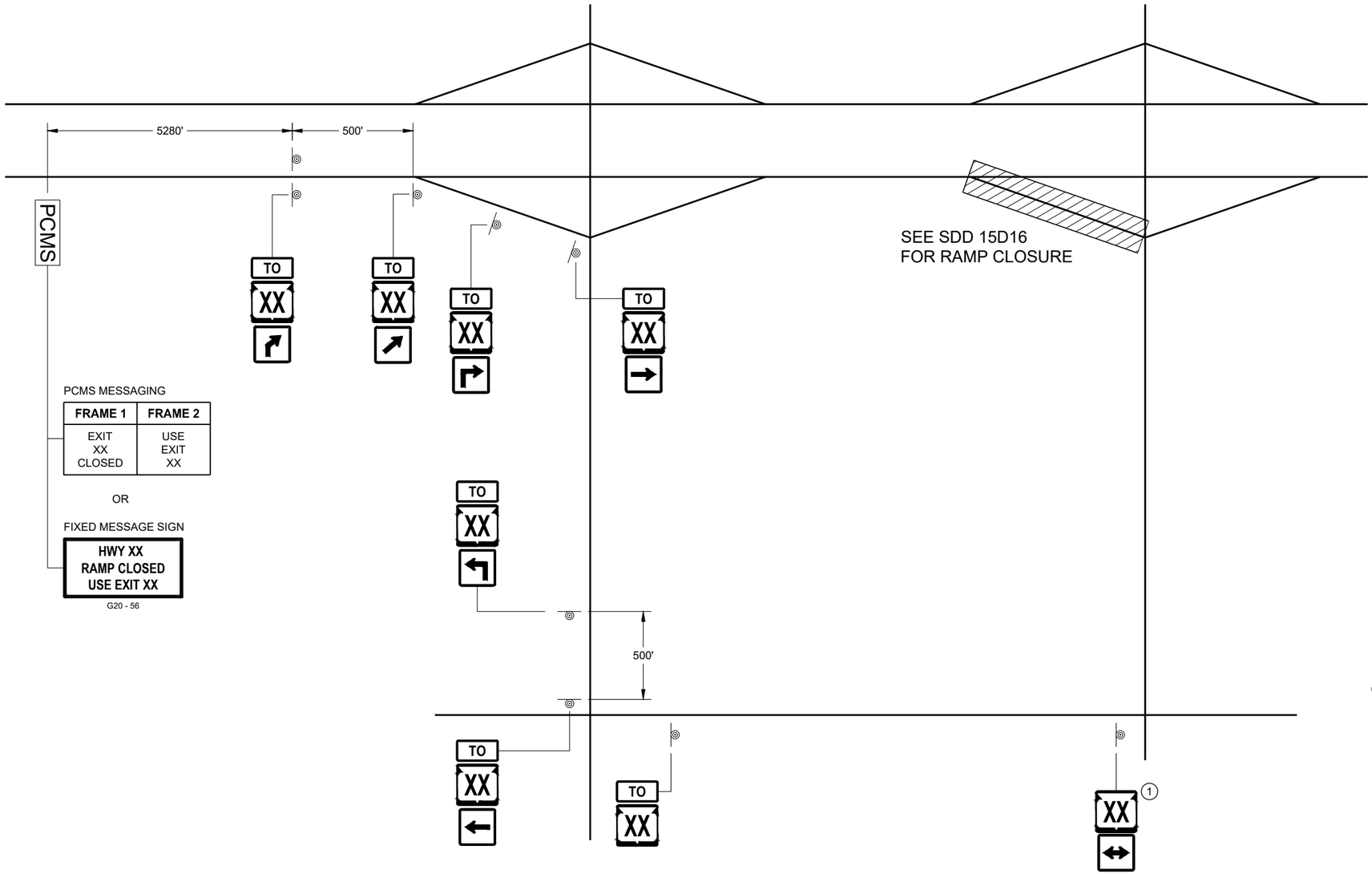
SDD 15C02 - 09d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 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 SHALL 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 FOLLOW:
- MO4 - 5 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, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA

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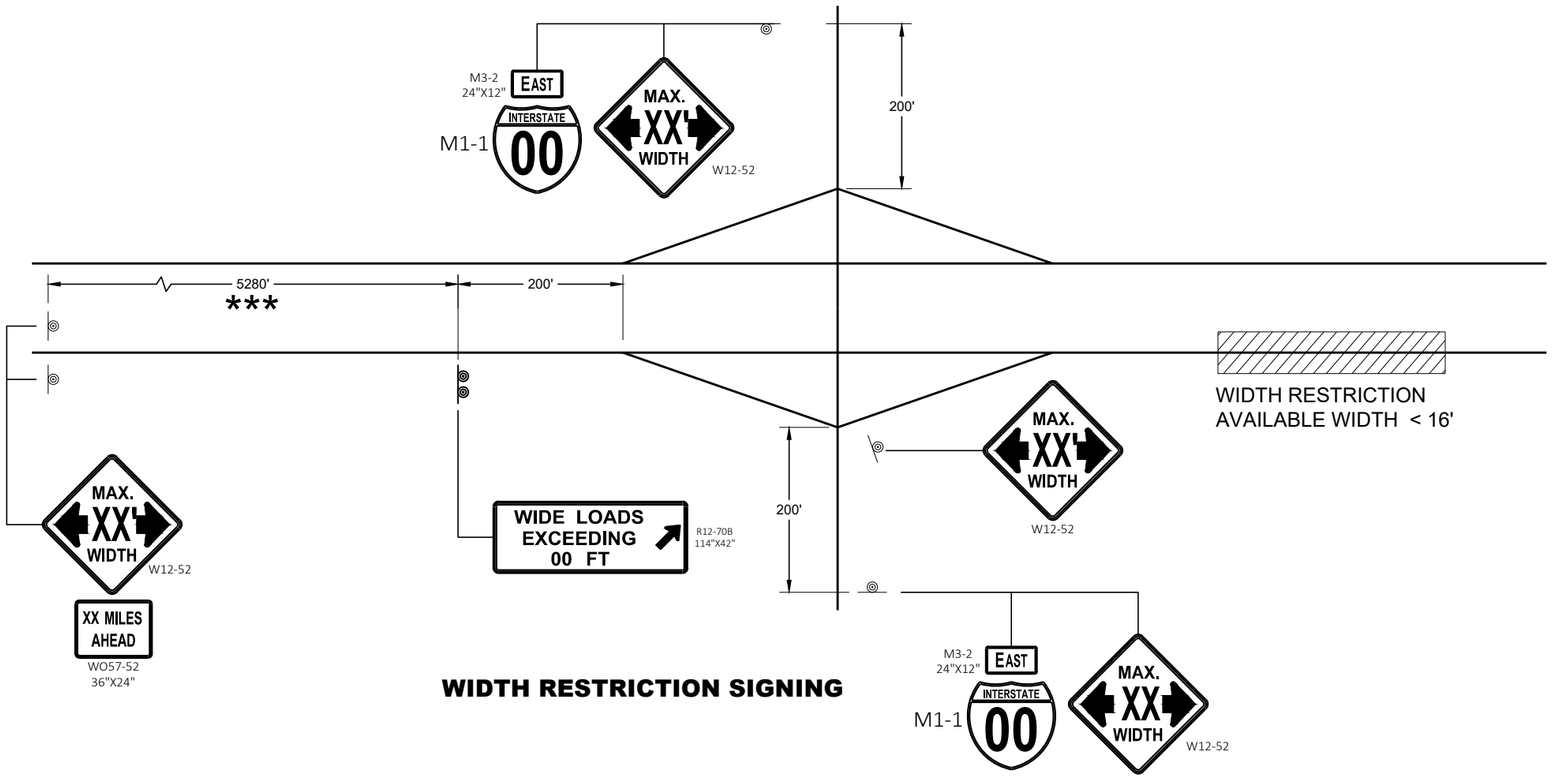
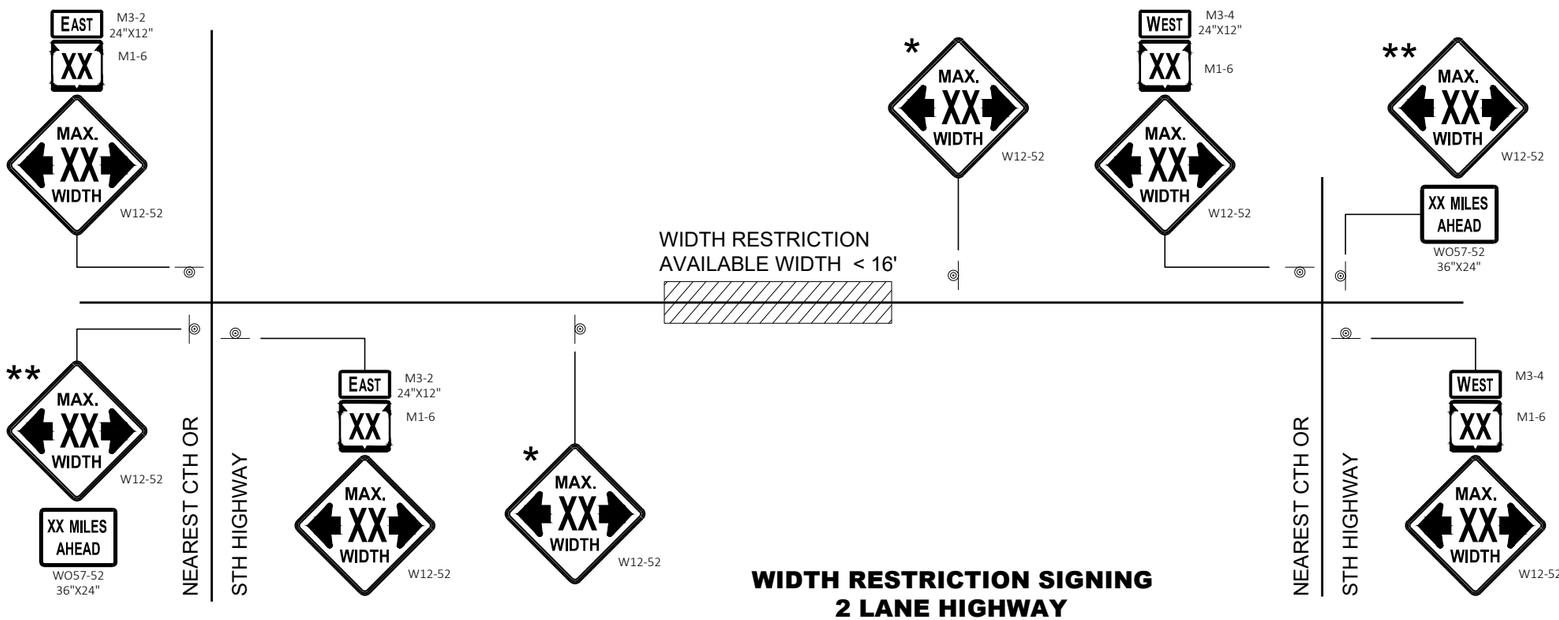
SDD 15C02 - 09e



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

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

6

6

SDD 15C02 - 09f

SDD 15C02 - 09f

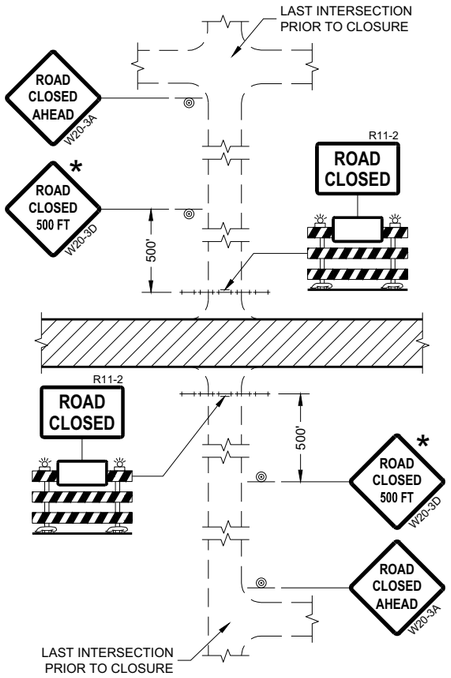
ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

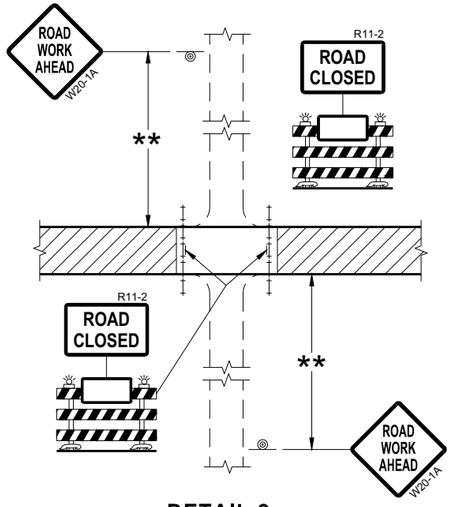
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

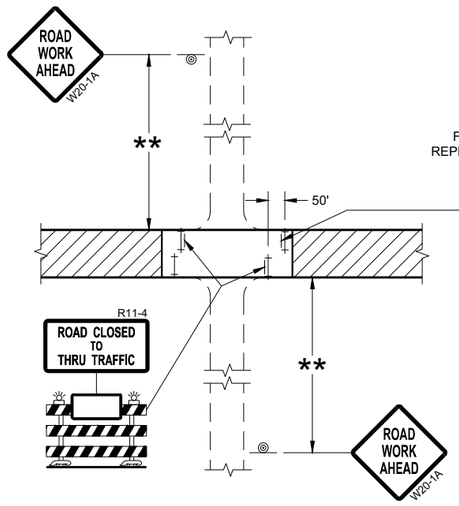
FHWA



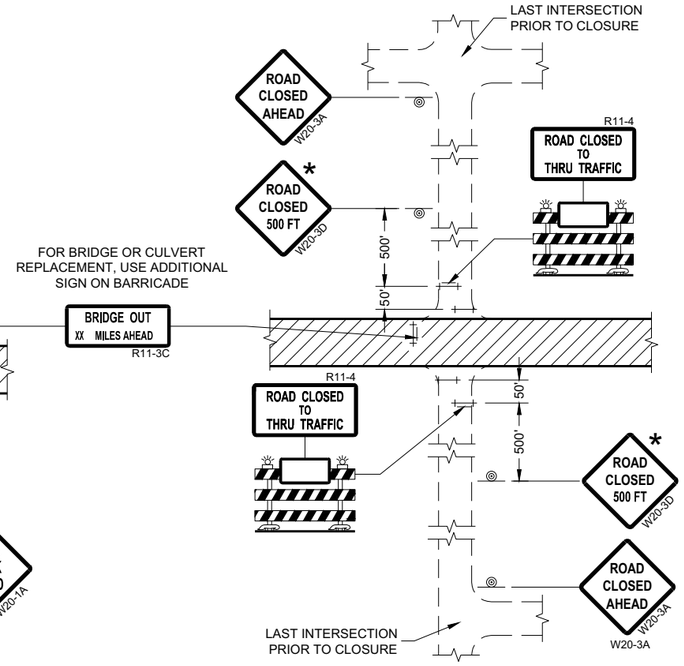
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

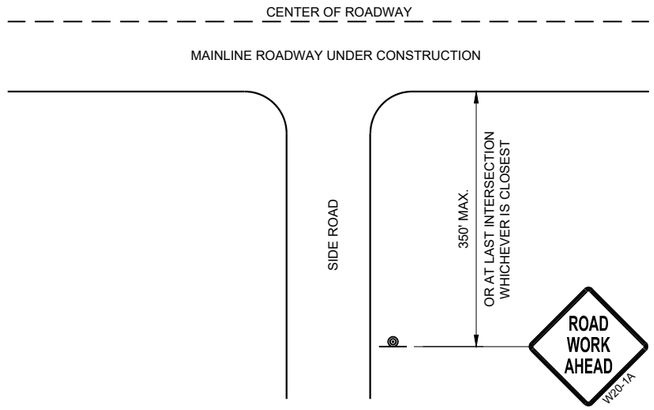
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



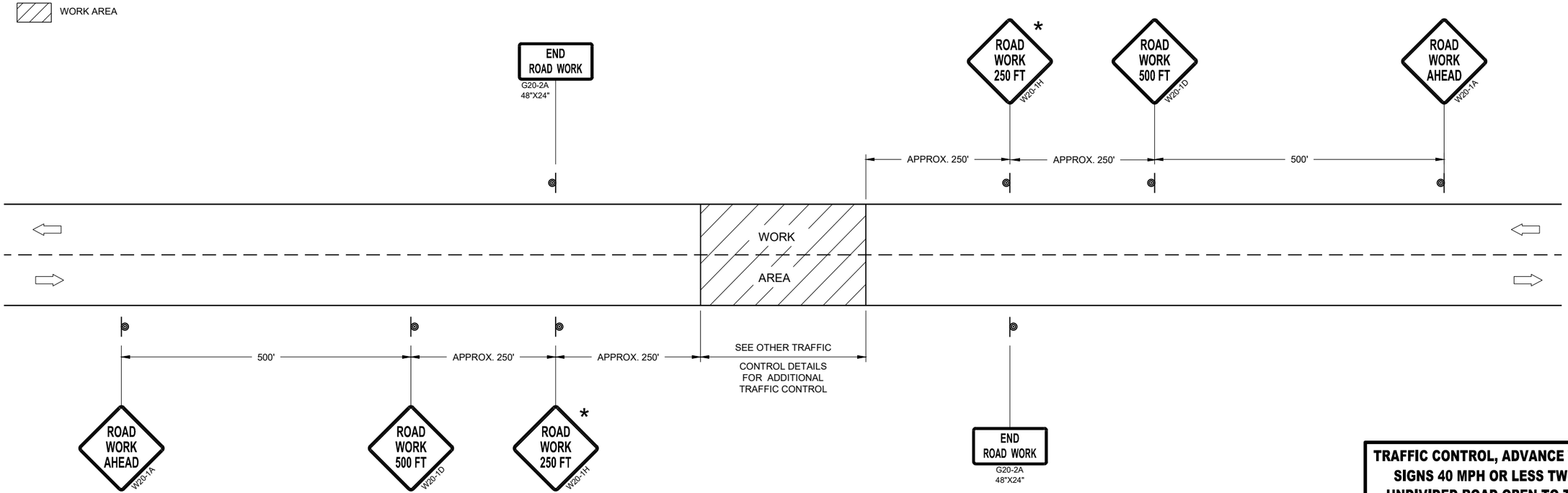
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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SDD 15C05 - 05

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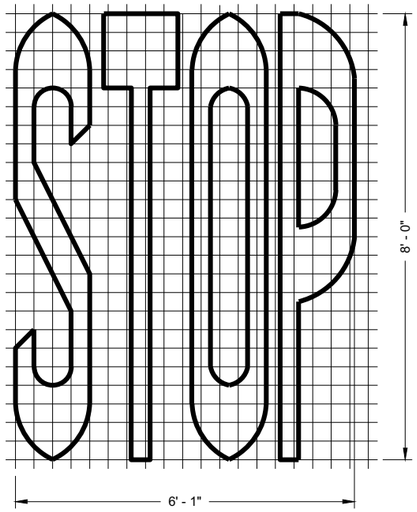
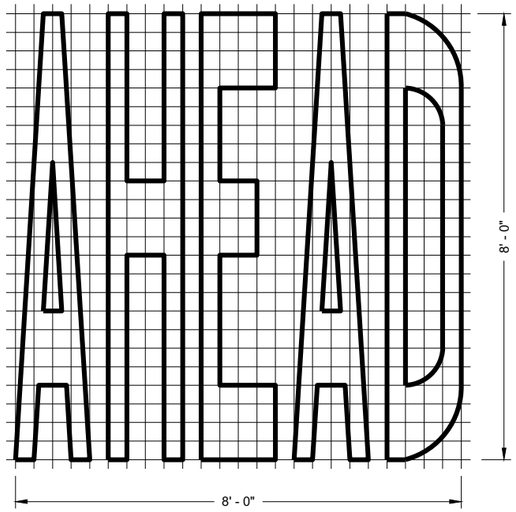
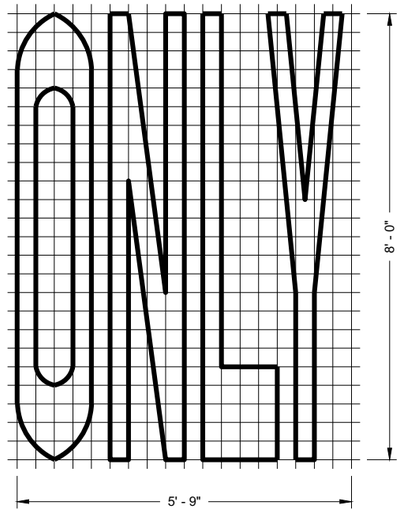
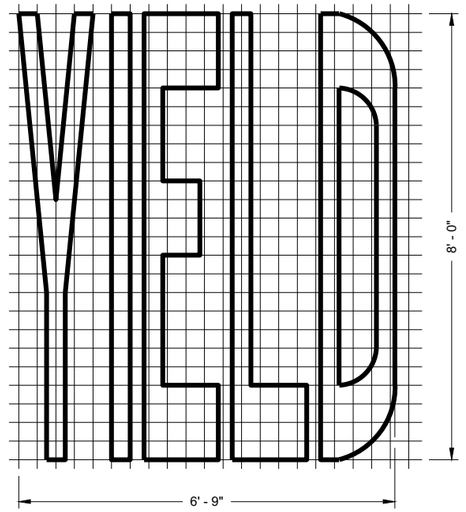
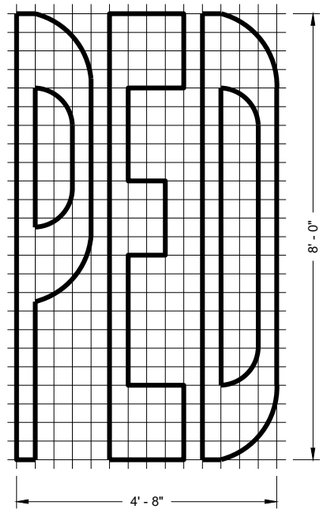
SDD 15C05 - 05

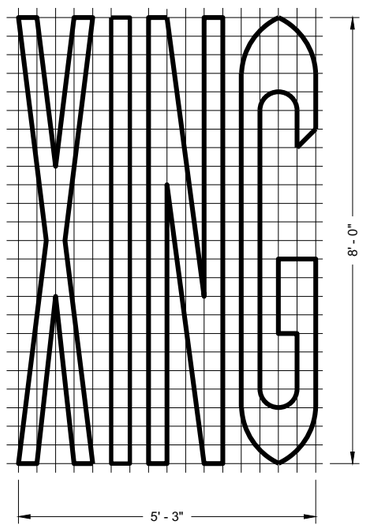


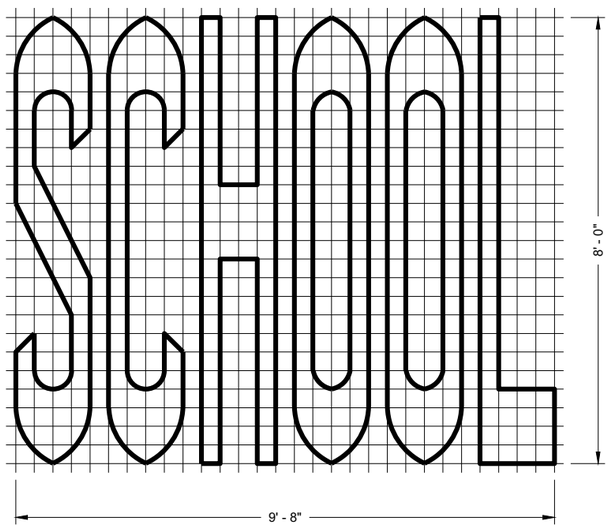




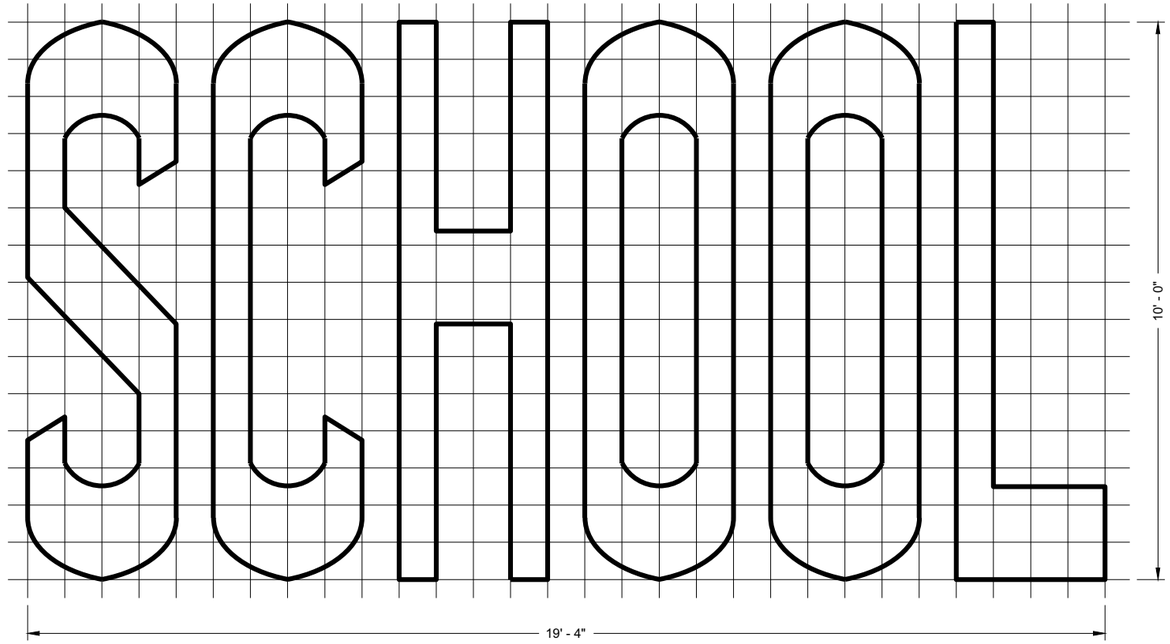








SINGLE LANE



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

6

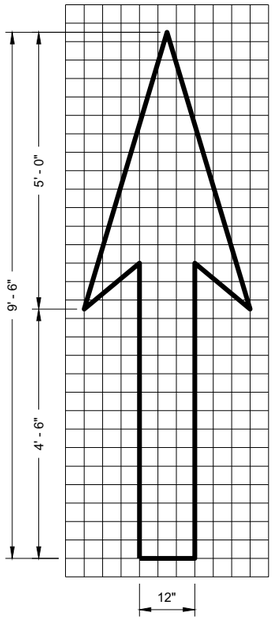
SDD 15C07 - 15b

6

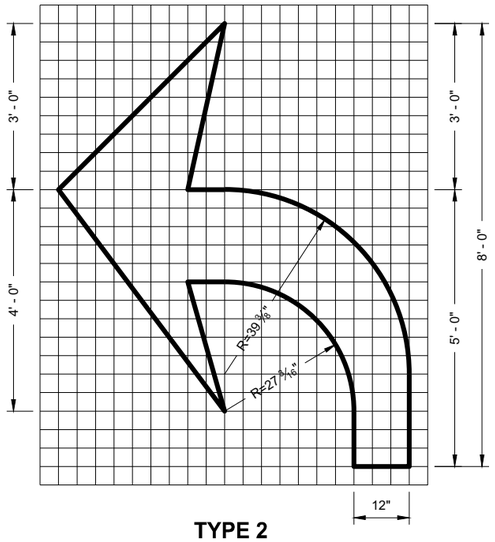
SDD 15C07 - 15b

GENERAL NOTES

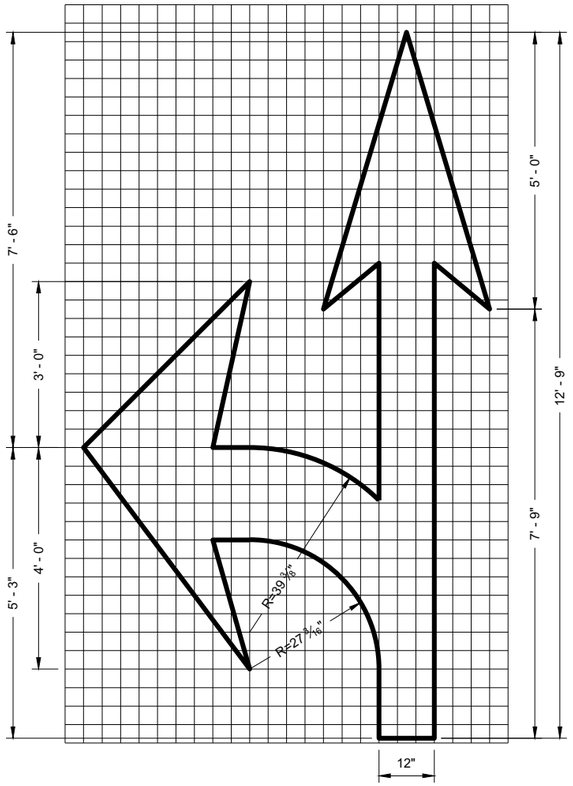
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 1



TYPE 2



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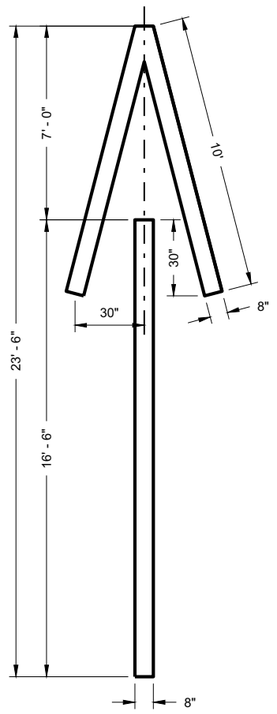

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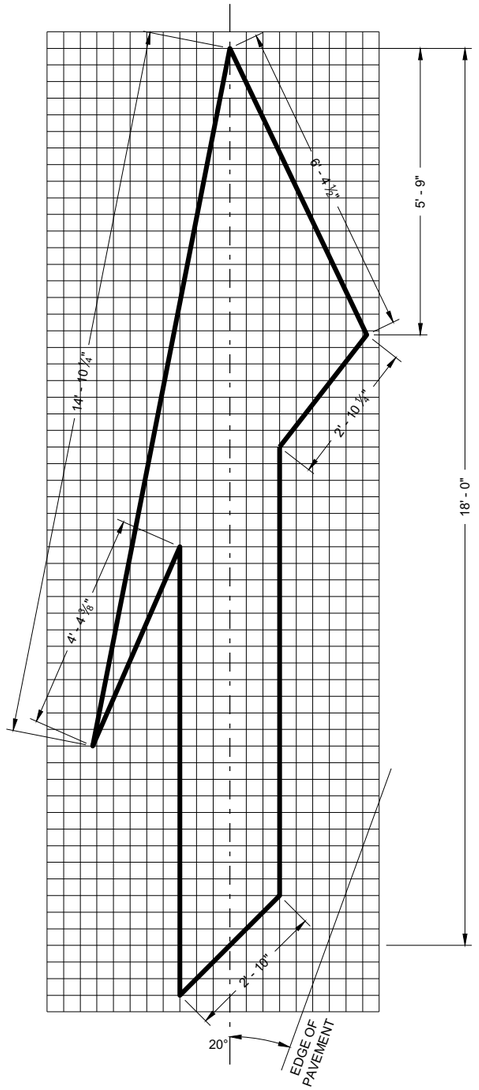
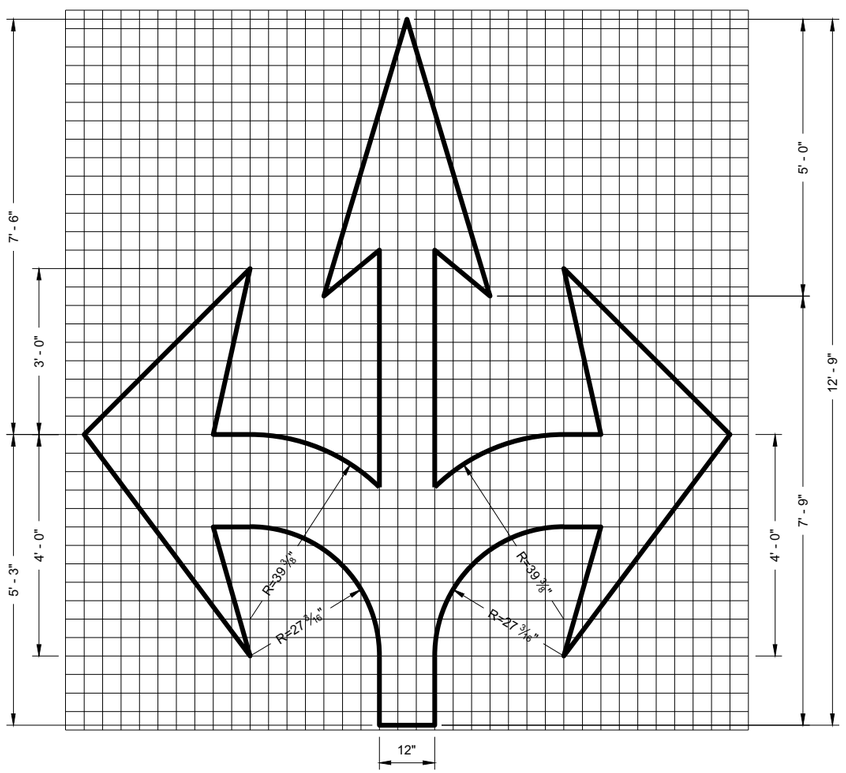
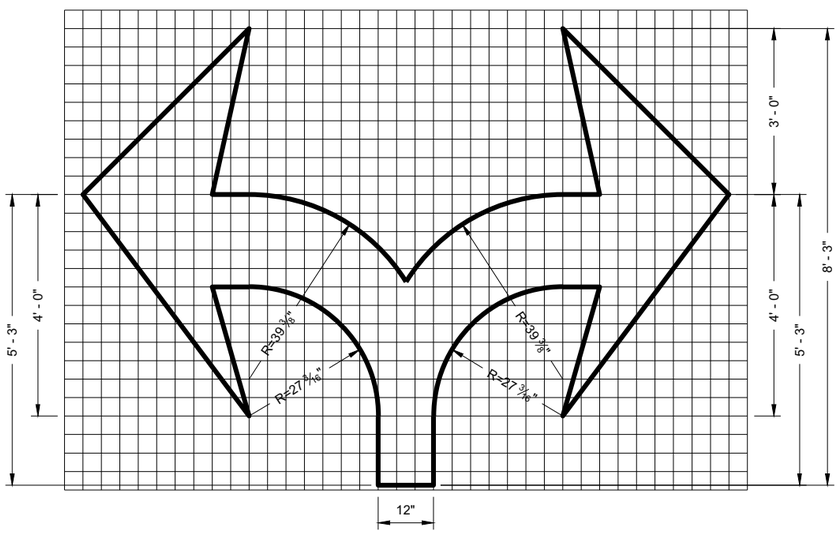


TYPE 5 LANE DROP ARROW



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 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.

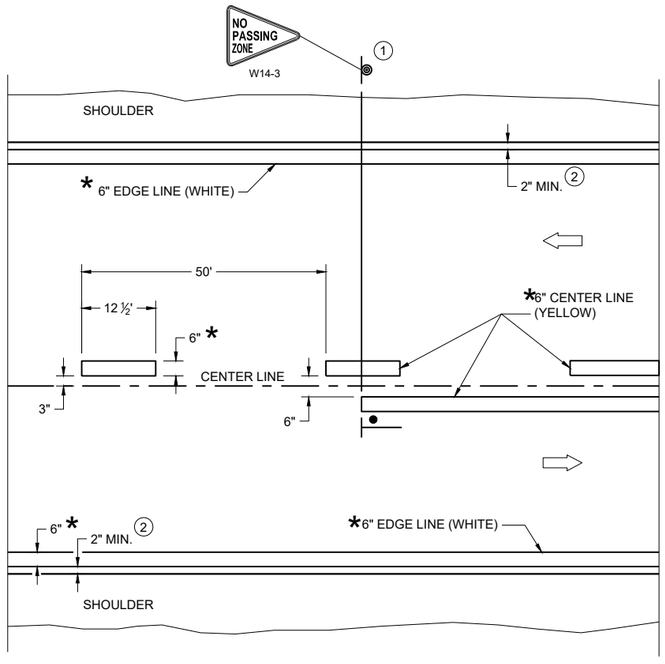
LEGEND

"T" MARKING

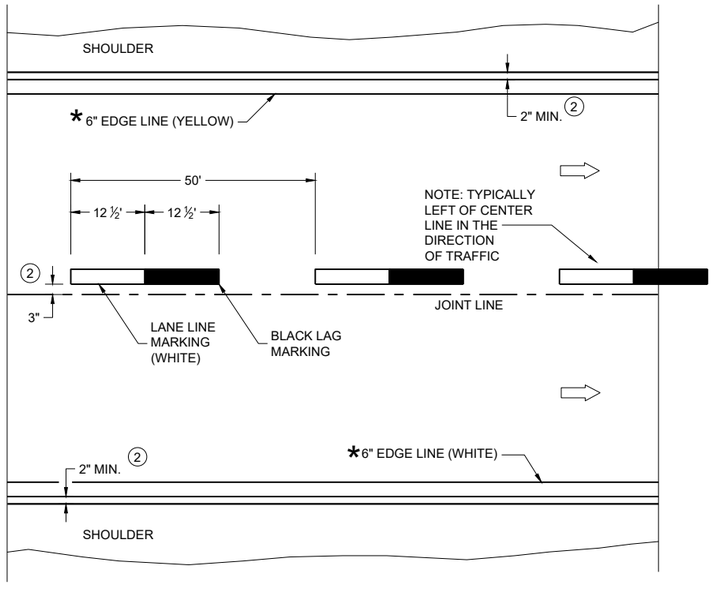
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

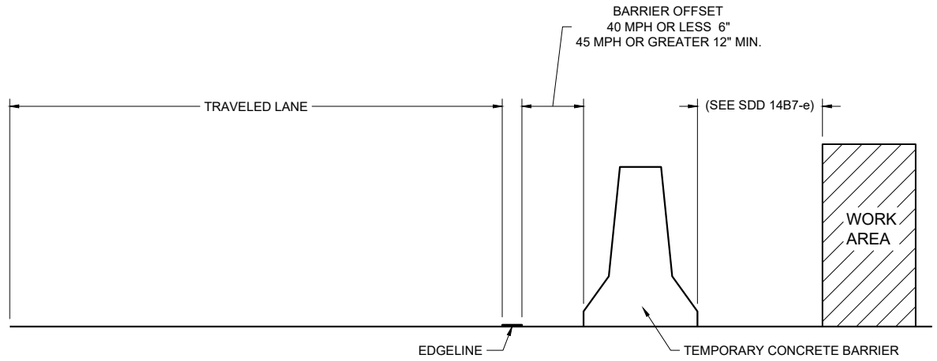
APPROVED
May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

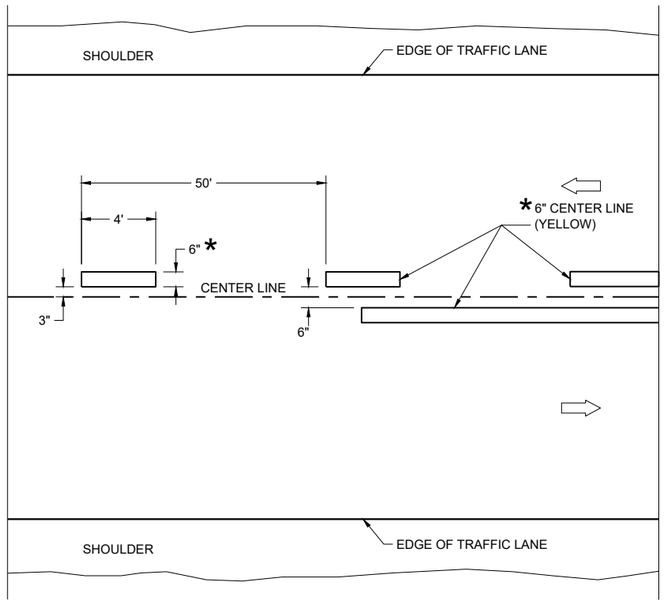
GENERAL NOTES

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

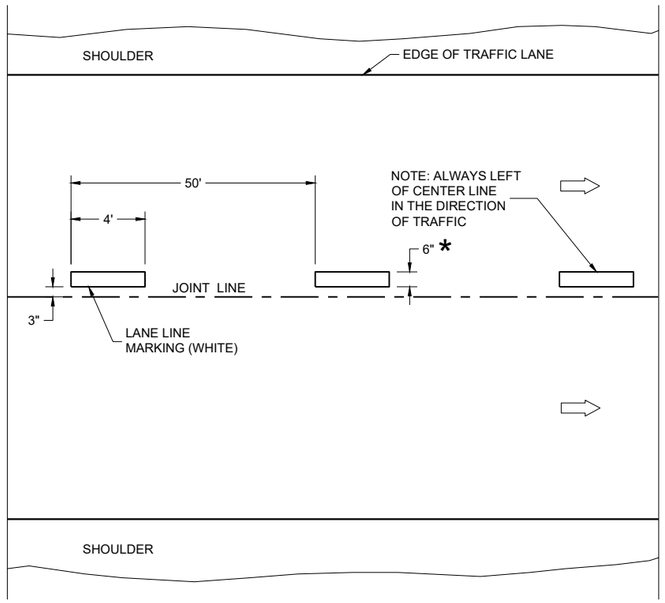
LEGEND

DIRECTION OF TRAFFIC

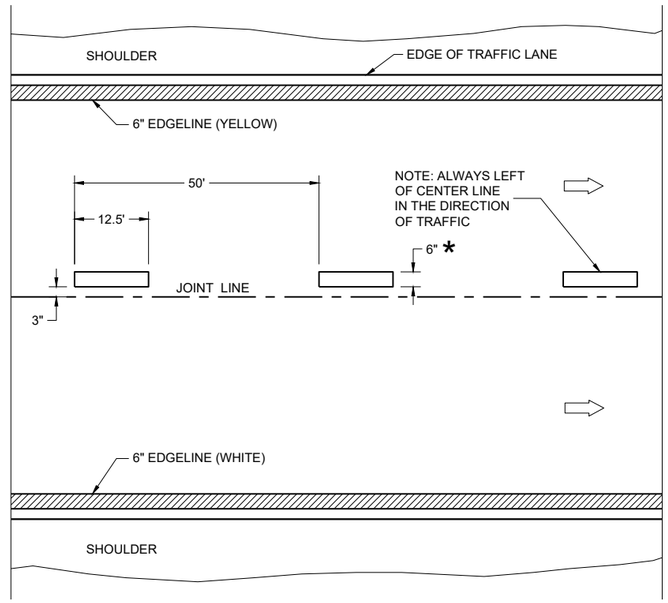
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C08-23b

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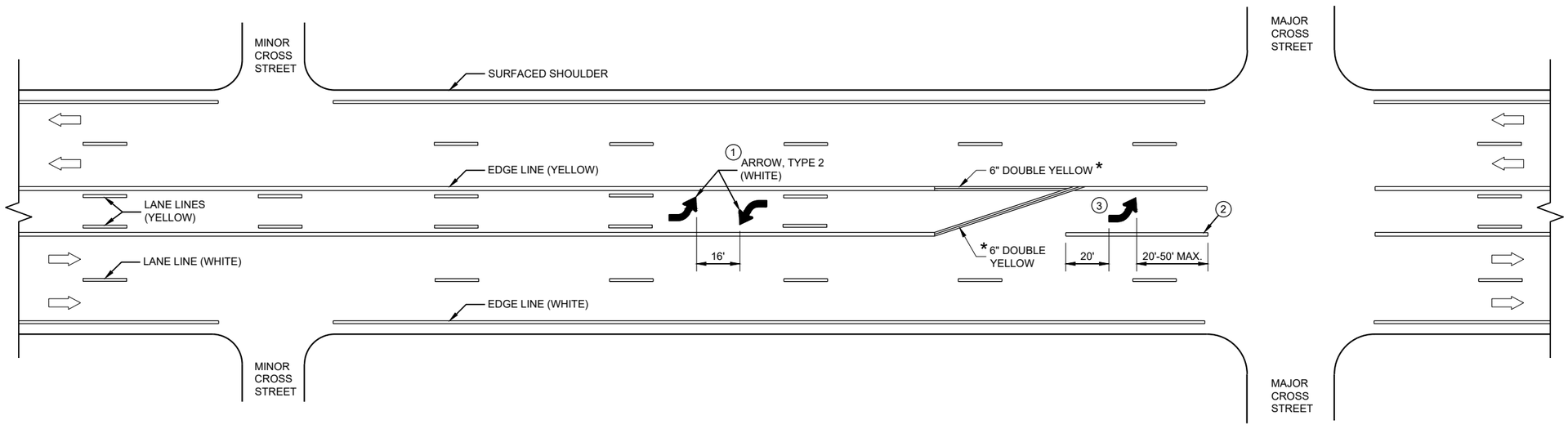
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

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SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 243

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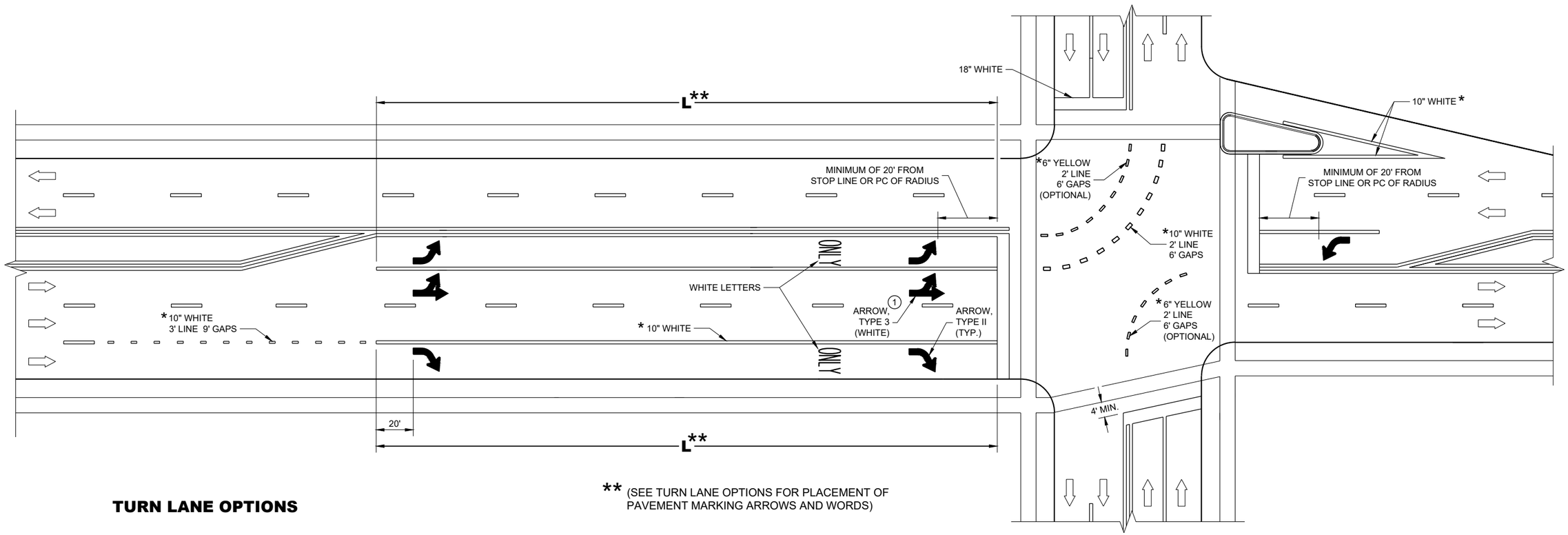
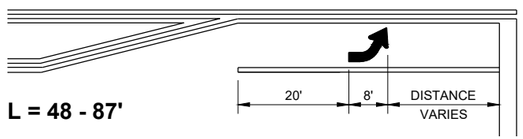
SDD 15C08-23c



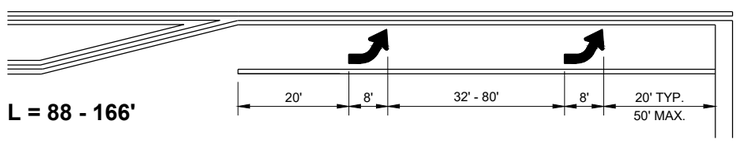
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

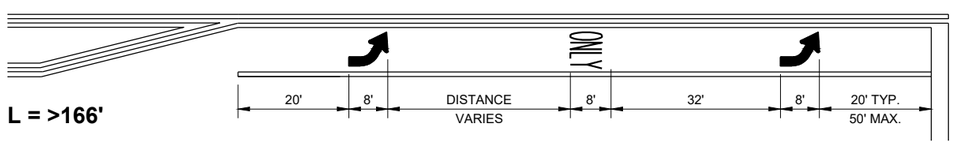
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

(1) QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

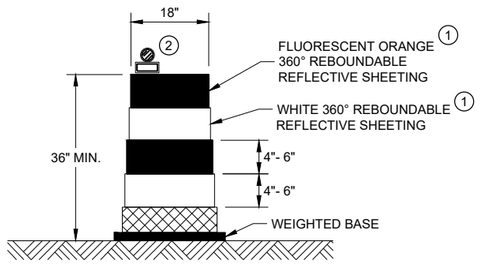
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C08-23d

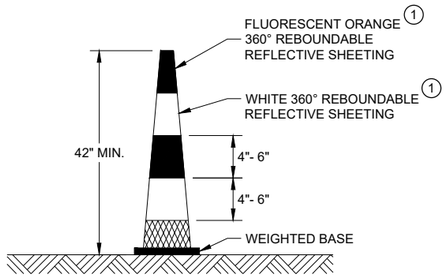
GENERAL NOTES

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

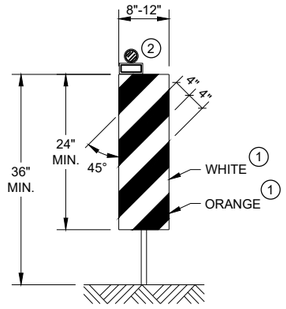
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

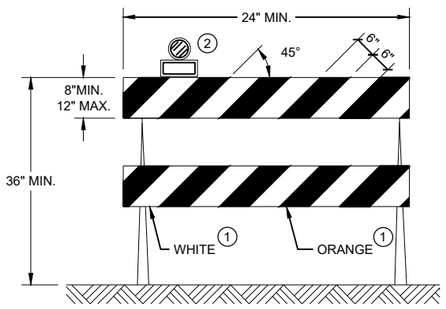
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



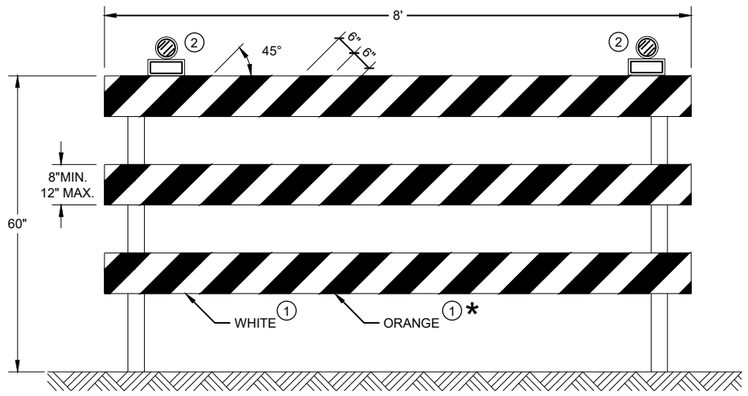
VERTICAL PANEL

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
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b

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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

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.

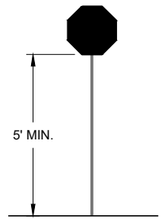
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM 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.



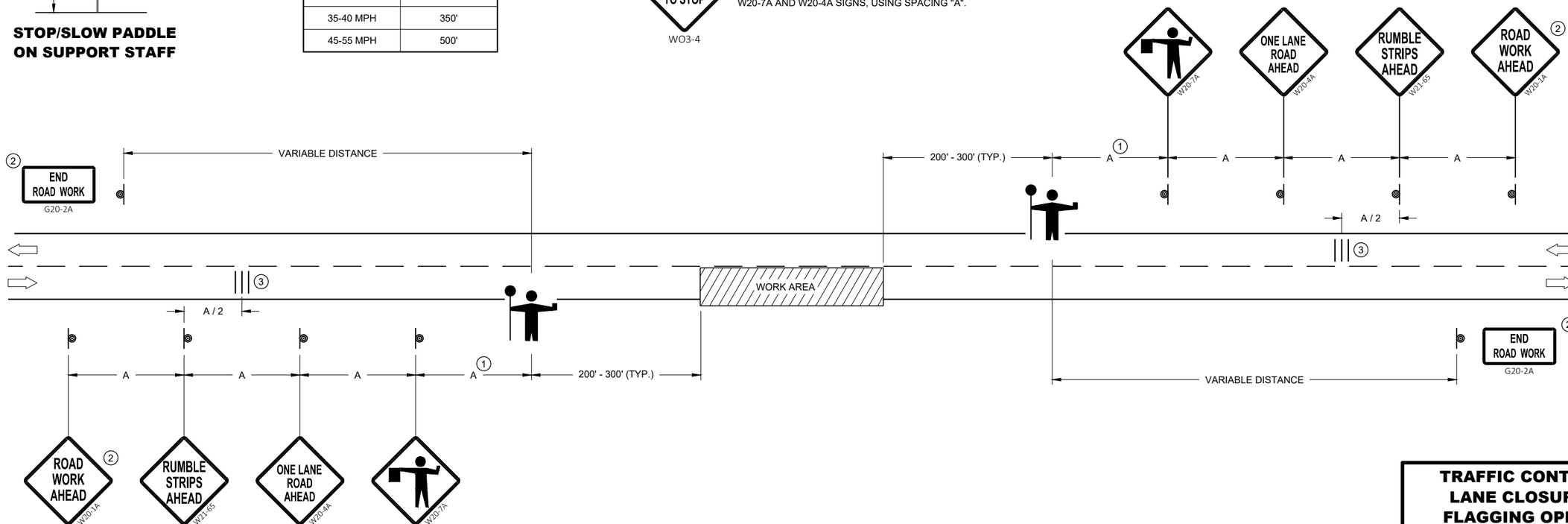
STOP/SLOW PADDLE ON SUPPORT STAFF

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

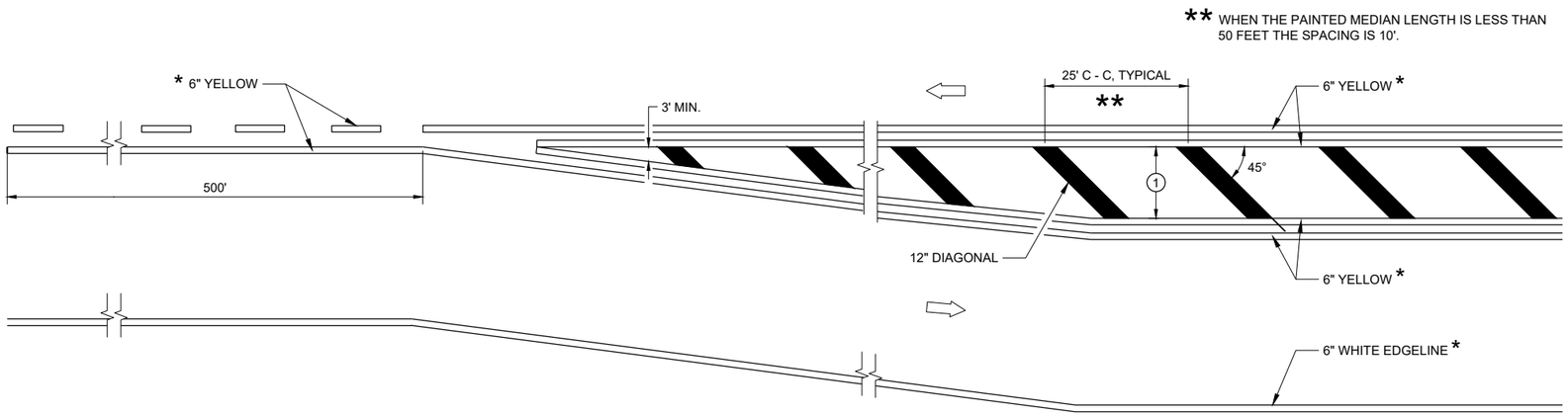
APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a



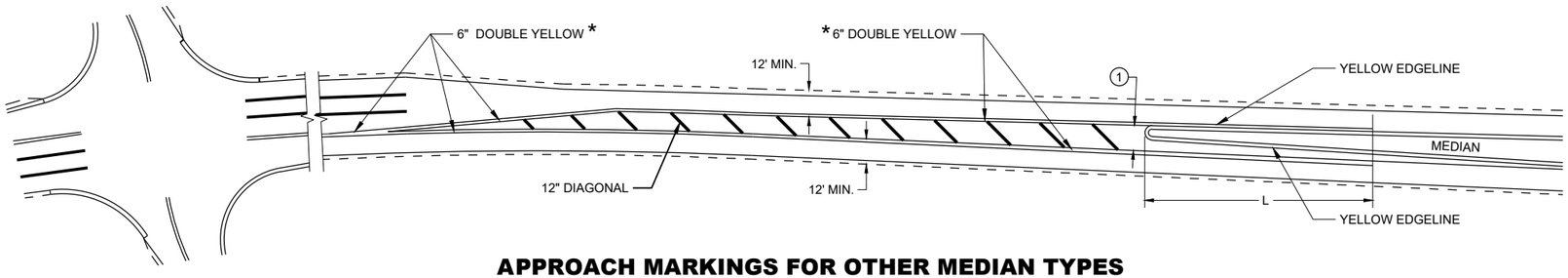
MEDIAN ISLAND DETAIL

GENERAL NOTES

1. DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

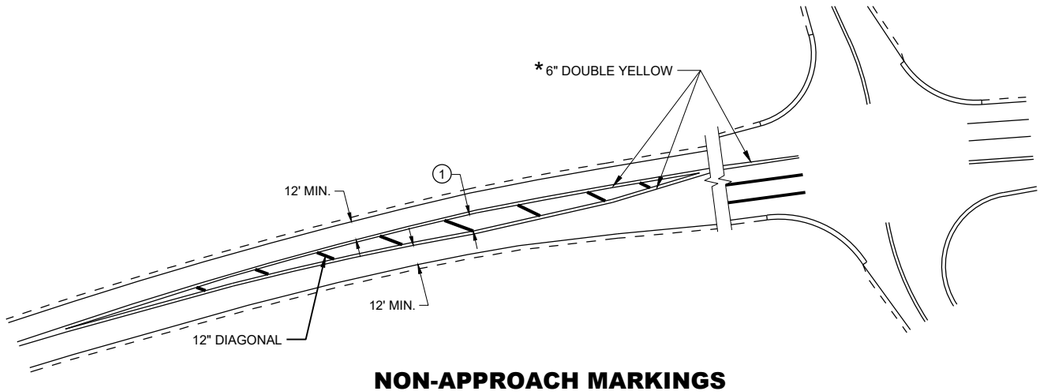
DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 15C18-08a

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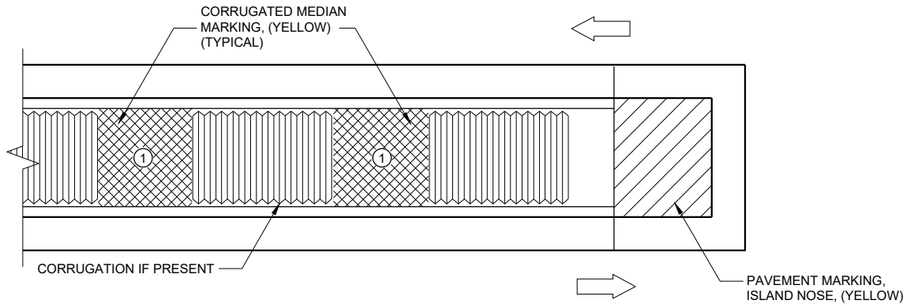
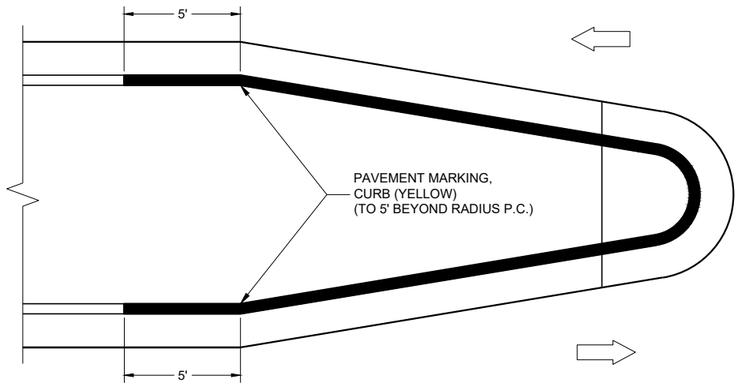
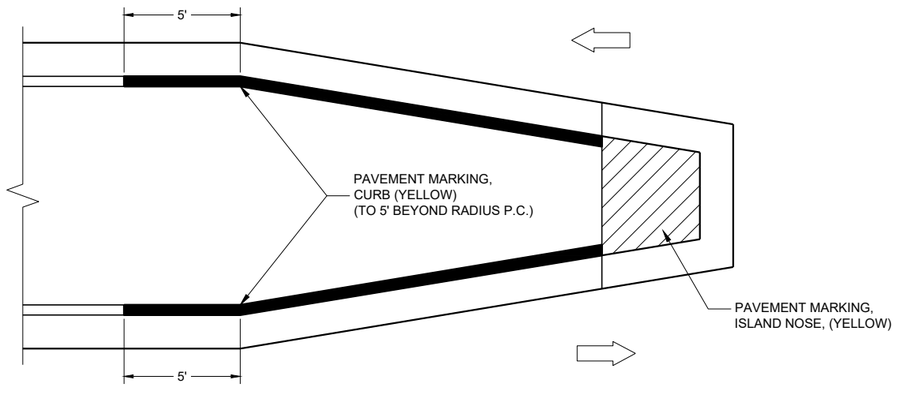


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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SDD 15C18-08b

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.

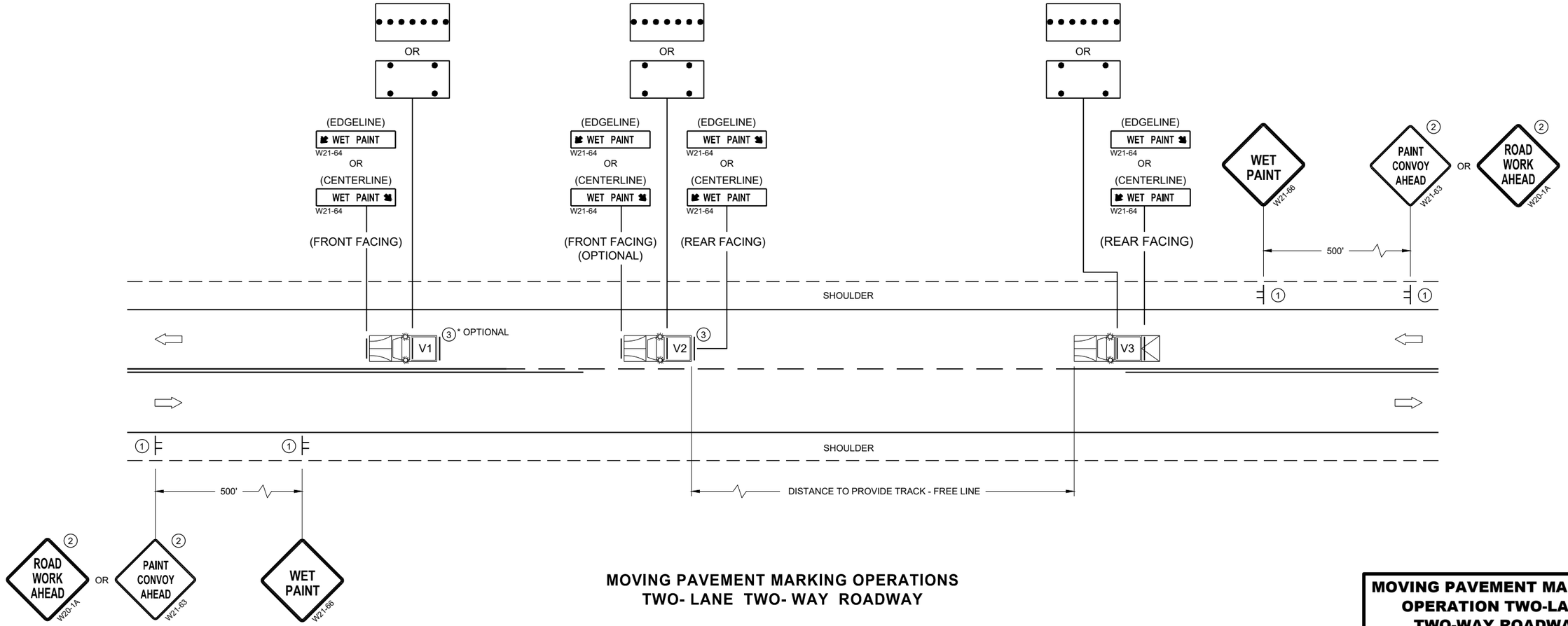
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



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
February 2023
DATE

/S/ Andrew I
WORK ZONE EN

FHWA

SDD 15C19-08a

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LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE

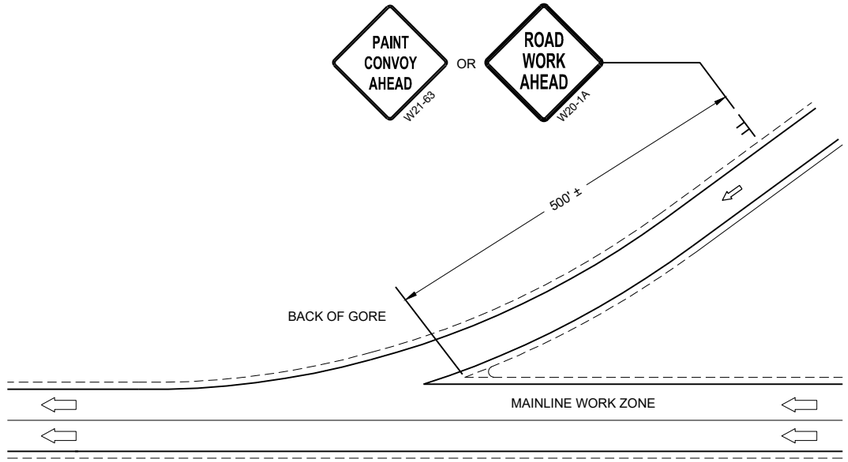
TRUCK MOUNTED ATTENUATOR (TMA)

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.

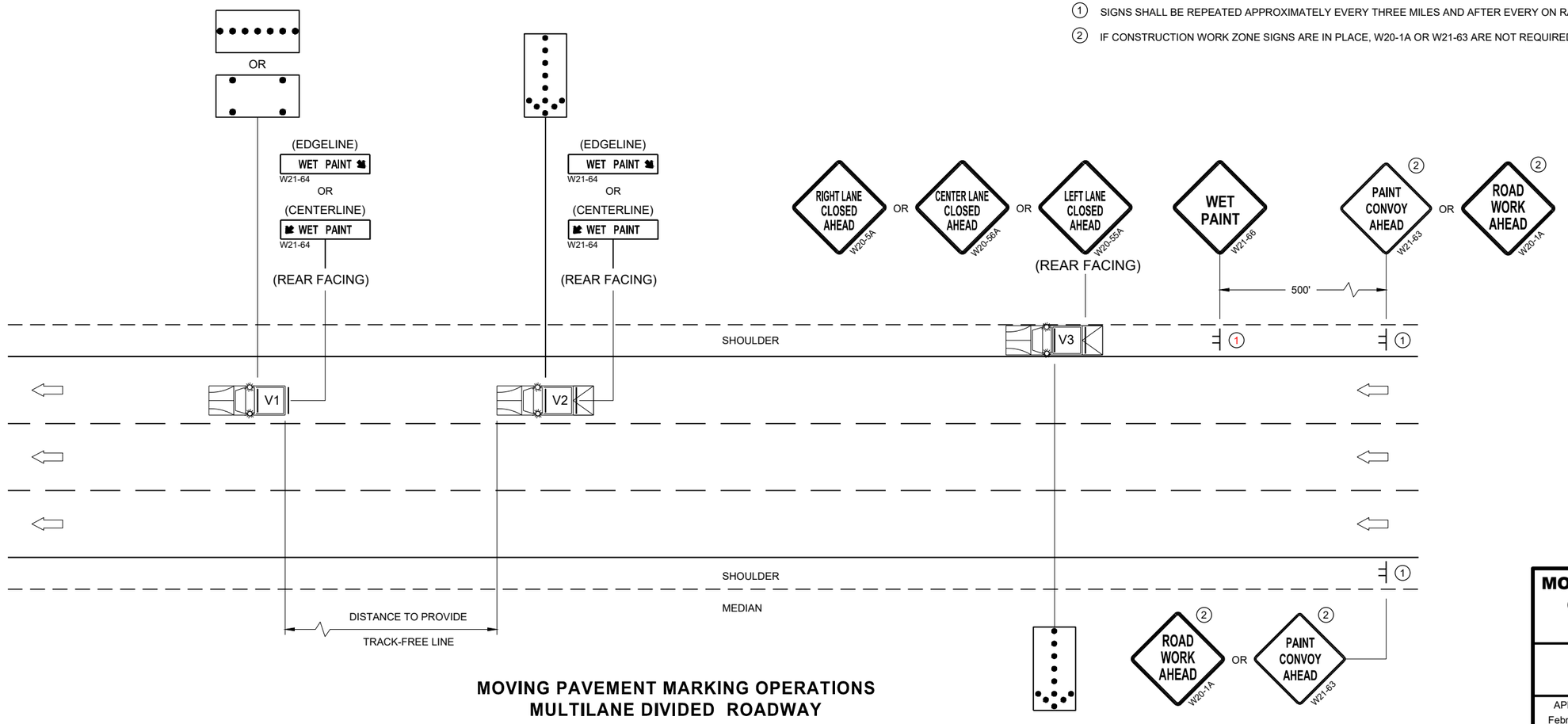
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

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 28" 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
February 2023
DATE

/S/ Andrew [illegible]
WORK ZONE EN

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SDD 15C19-08c

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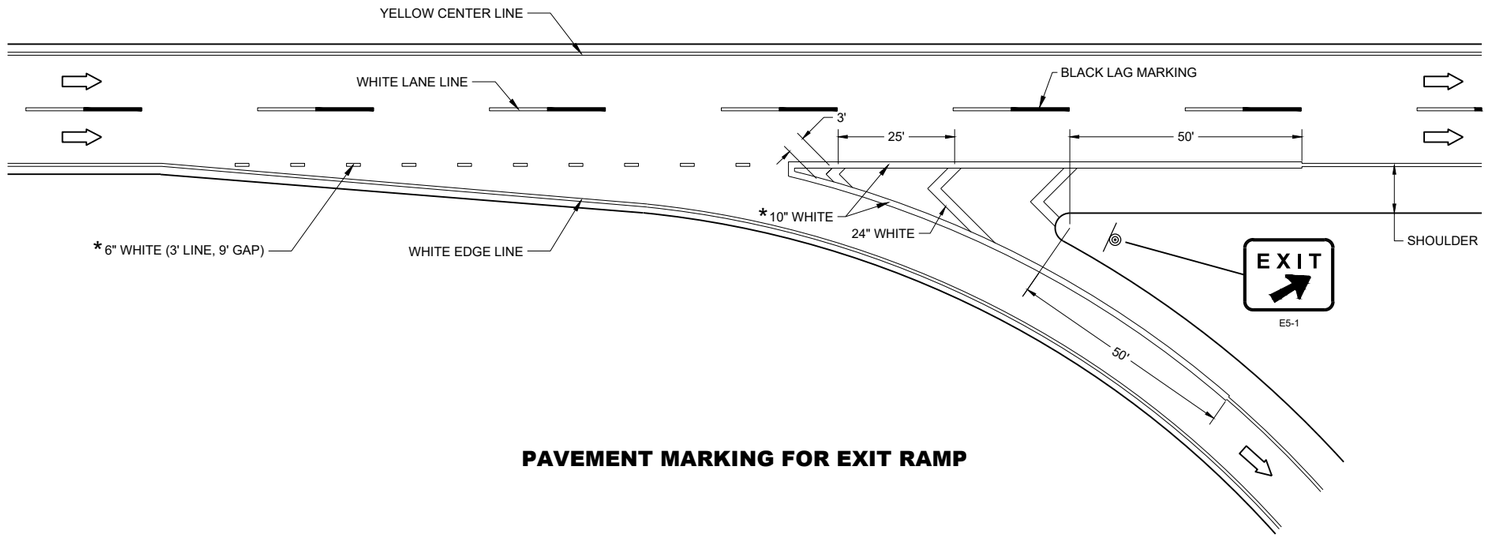
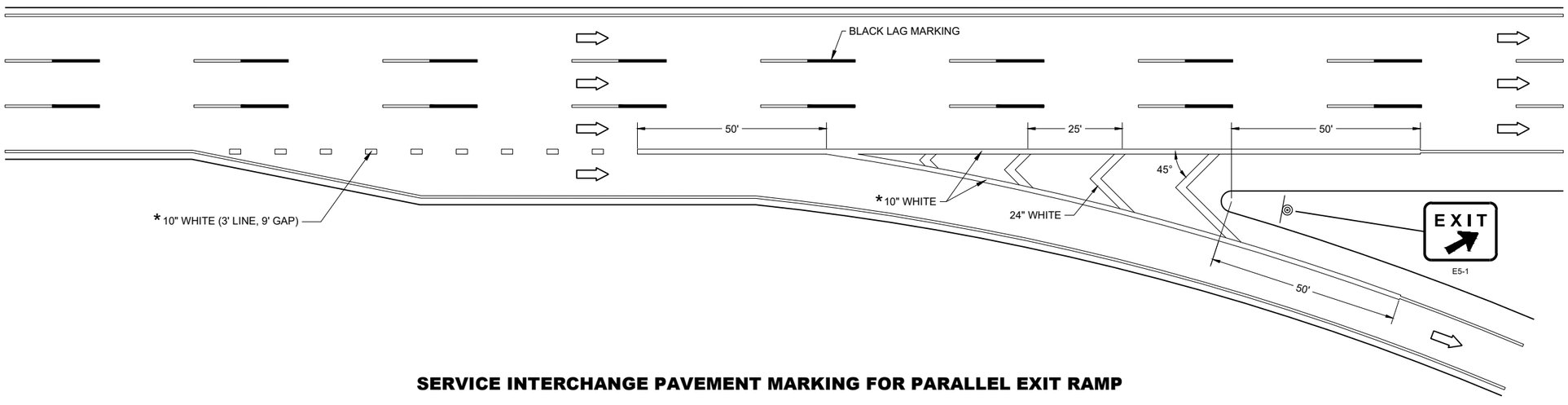
SDD 15C19-08c



PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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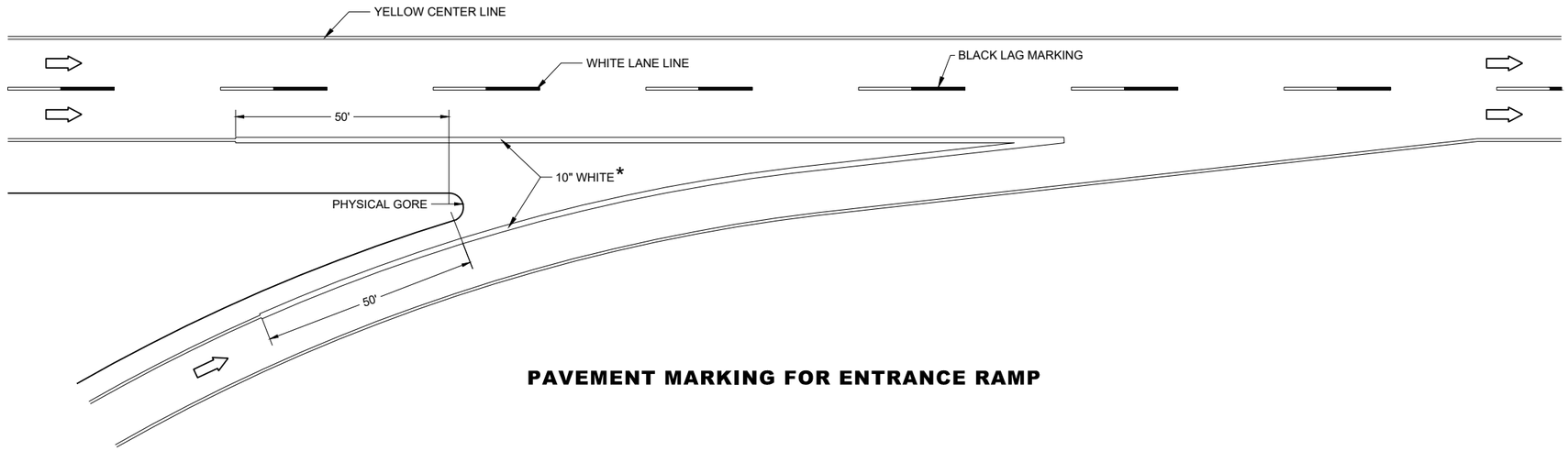
SDD 15C31-06a



PAVEMENT MARKING FOR ENTRANCE RAMP

GENERAL NOTES

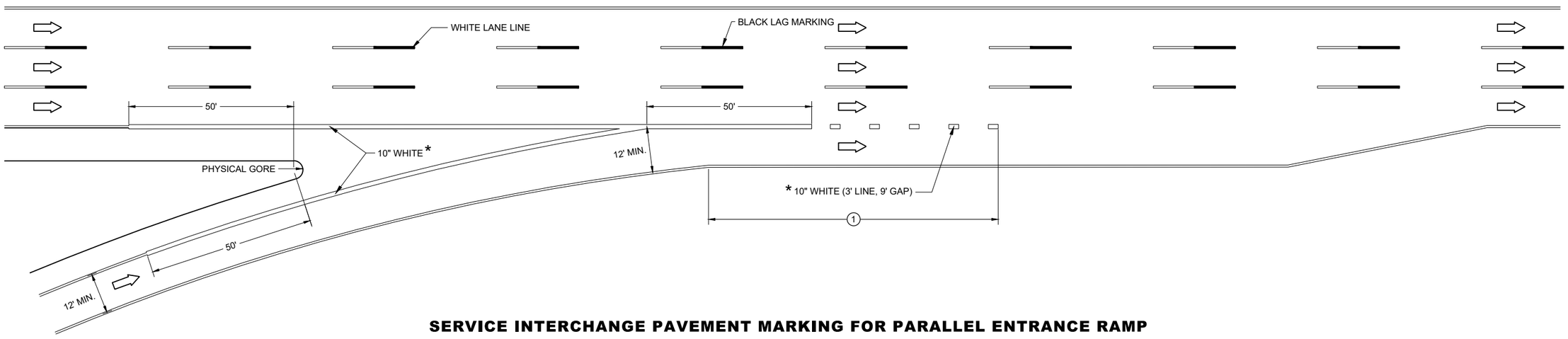
PLACE GROOVE 3 INCHES LEFT OF JOINT.

(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

LEGEND

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31-06c

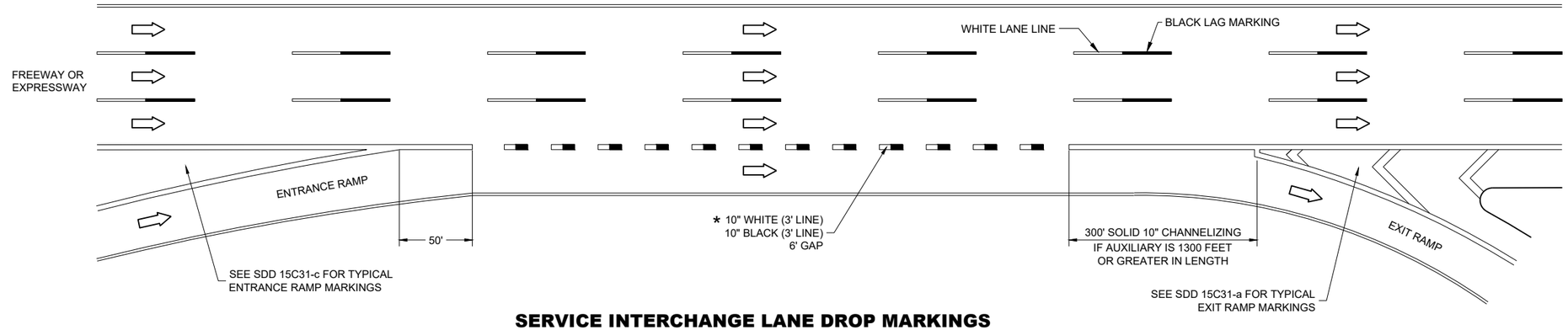
LEGEND

DIRECTION OF TRAVEL

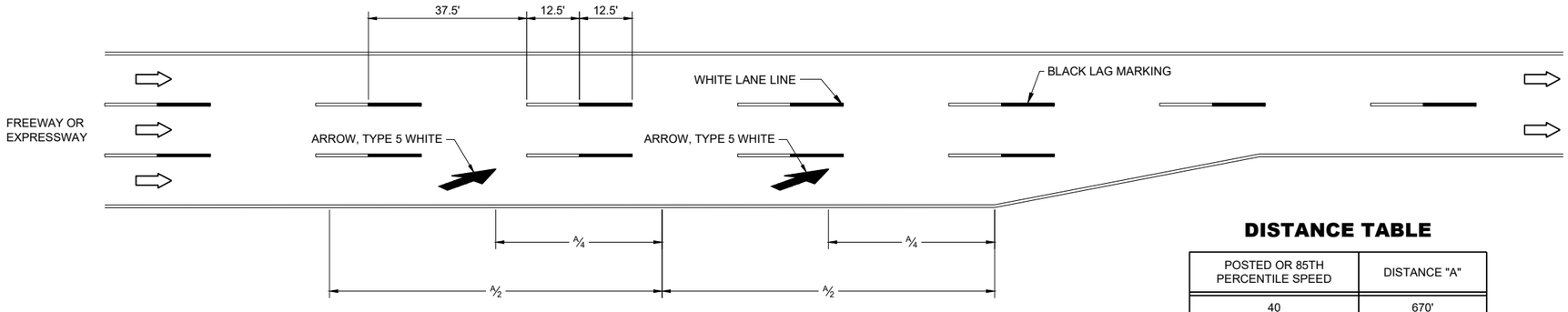
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.



SERVICE INTERCHANGE LANE DROP MARKINGS



LANE REDUCTION MARKINGS

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
40	670'
45	775'
50	885'
55	990'
60	1100'
65	1200'
70	1250'

PAVEMENT MARKING, LANE DROP AND LANE REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

September 2023
DATE

/S/ Matthew Rauch
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

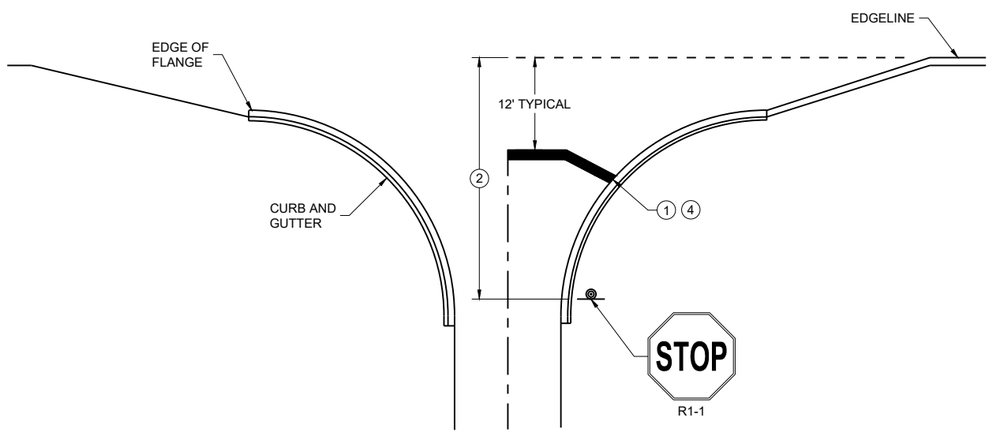
FHWA

6
SDD 15C31-06d

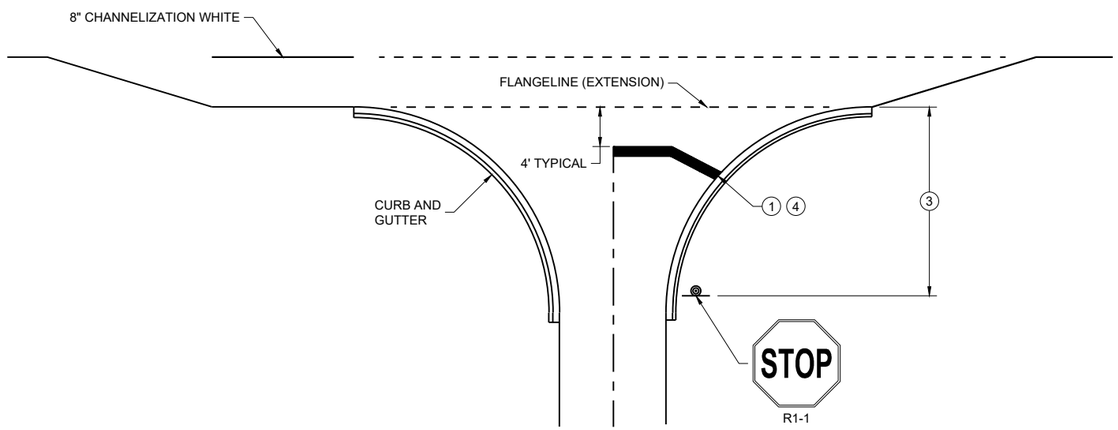
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

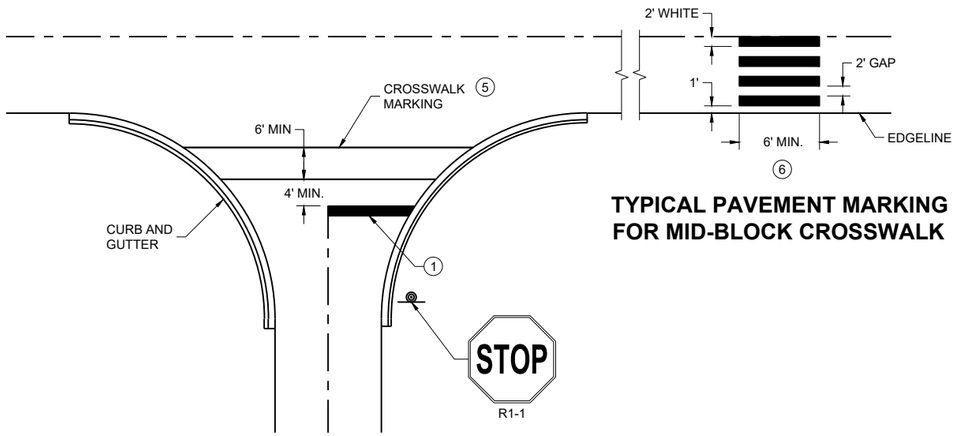
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

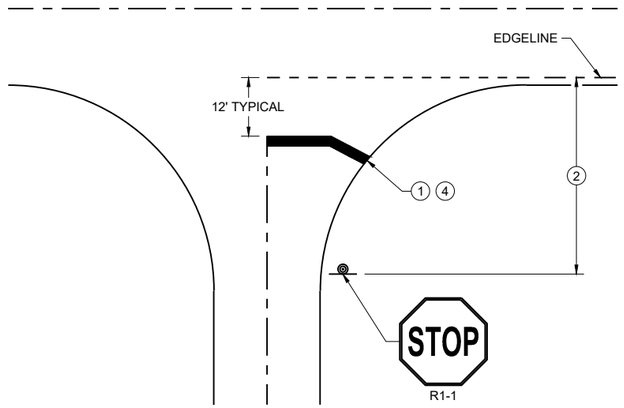


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C33-05

6

SDD 15C33-05

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH 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.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

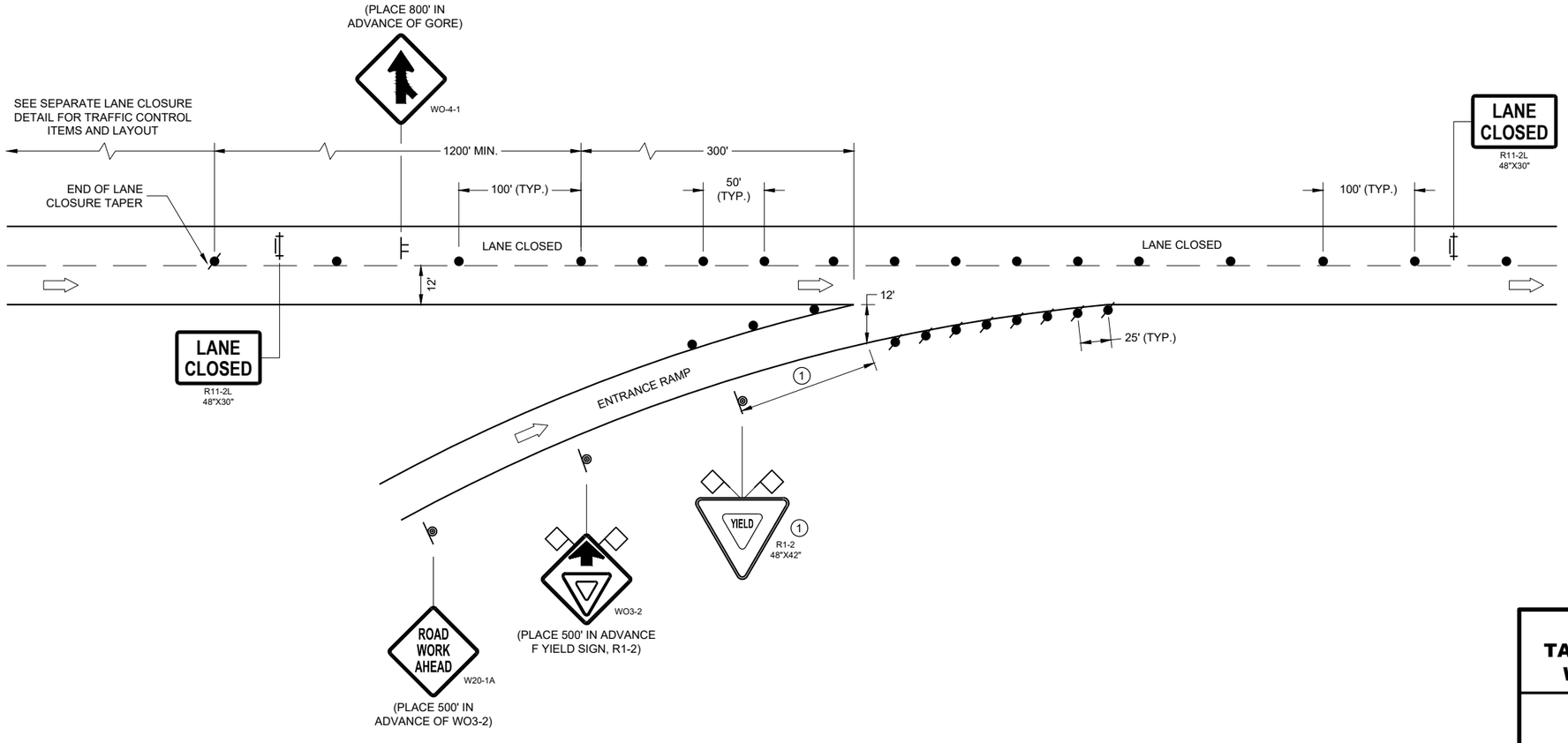
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15-07d

6

SDD 15D15-07d

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH 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.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

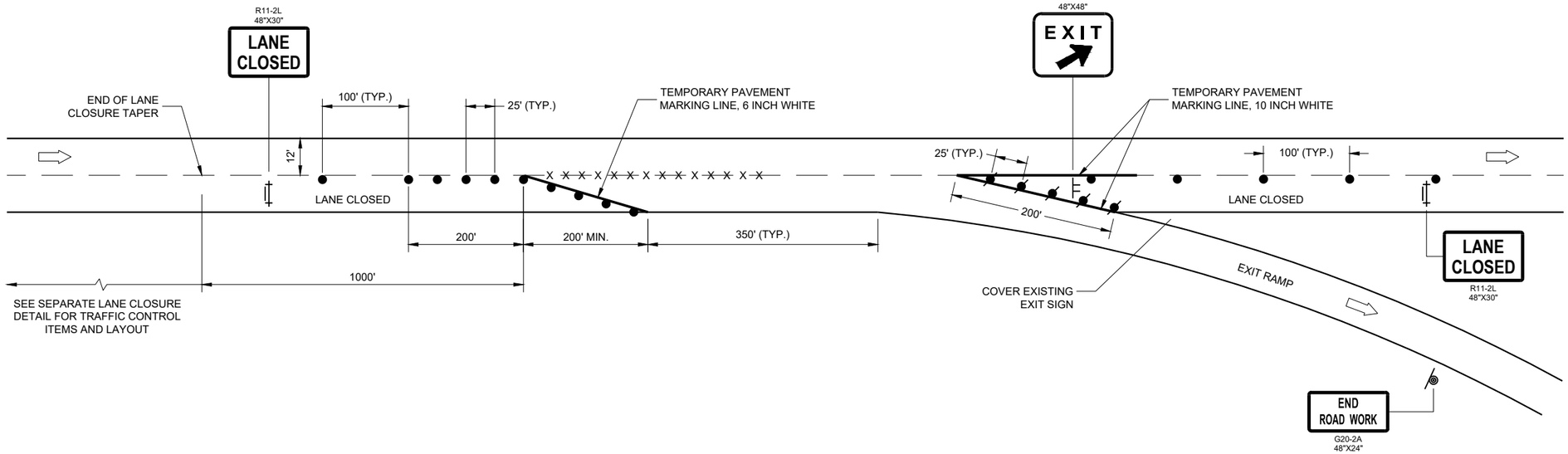
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15-07e

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

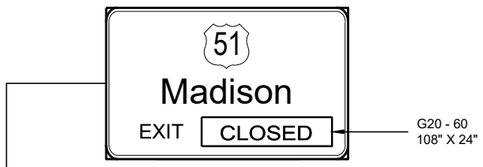
PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

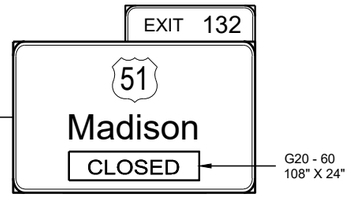
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

(1) W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

(2) PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



OR



PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)

G20 - 61
120 ' X 30"

OR

PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D16-06

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

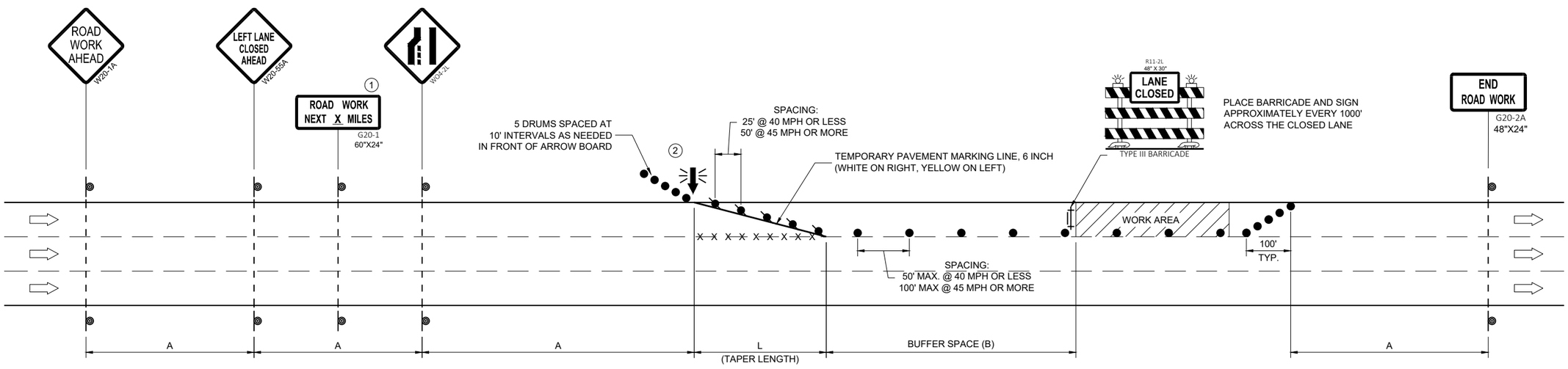
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D20-08a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

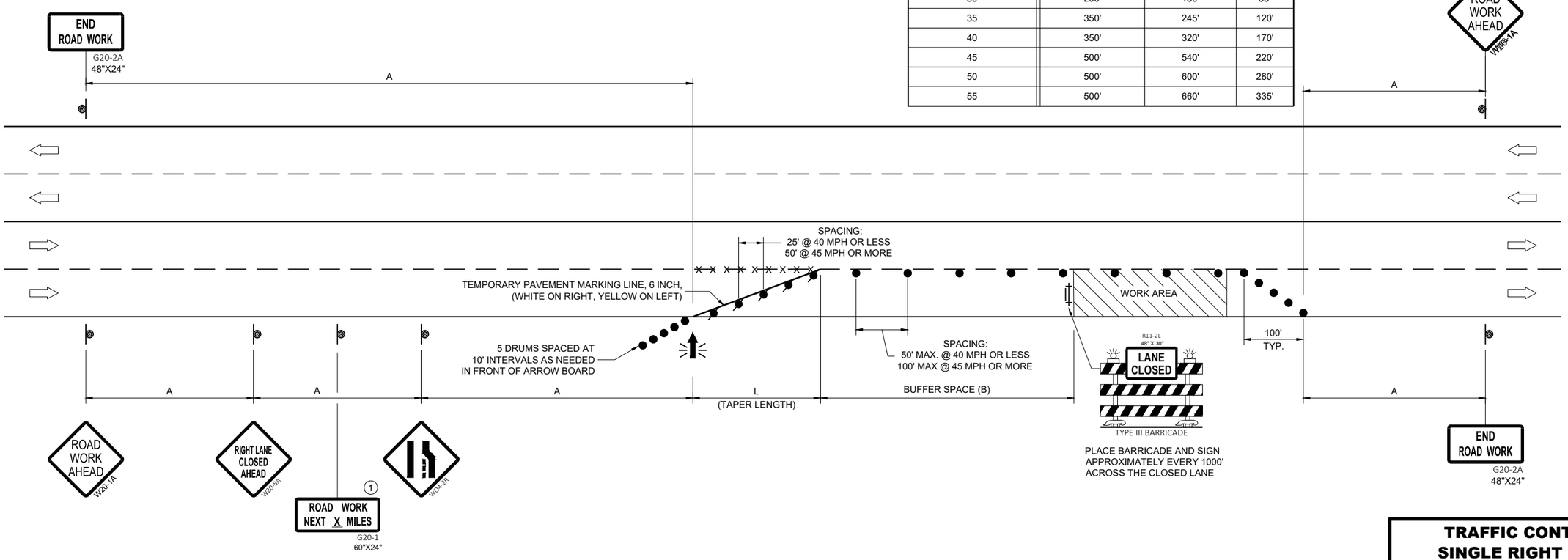
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

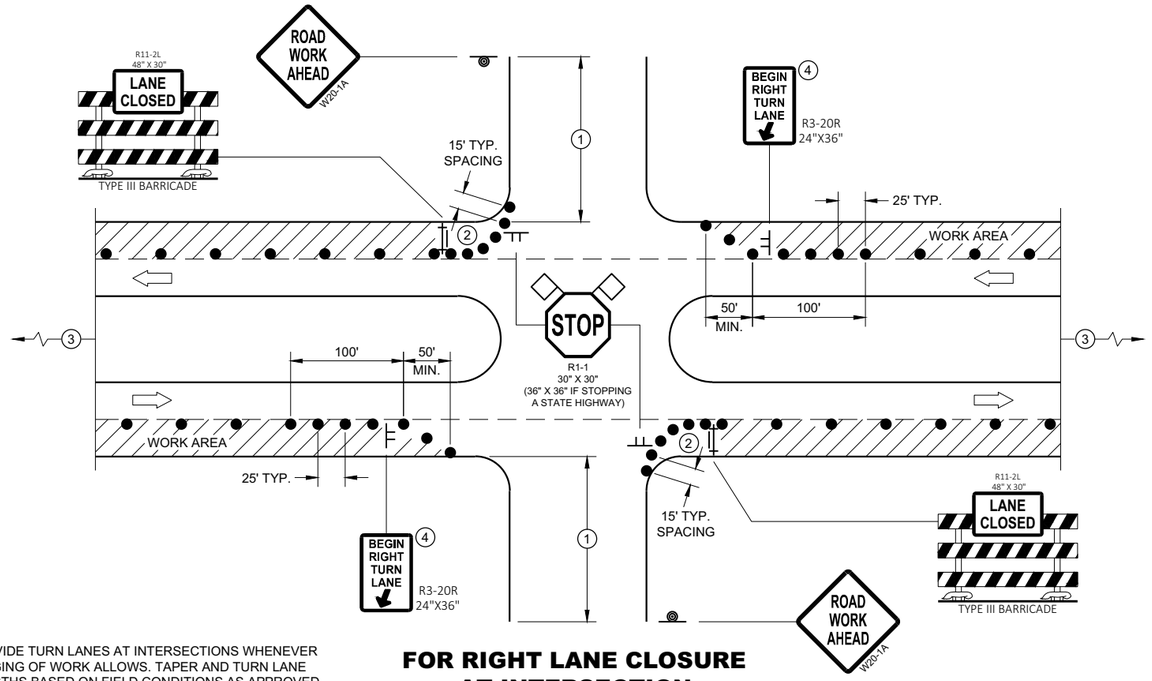
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

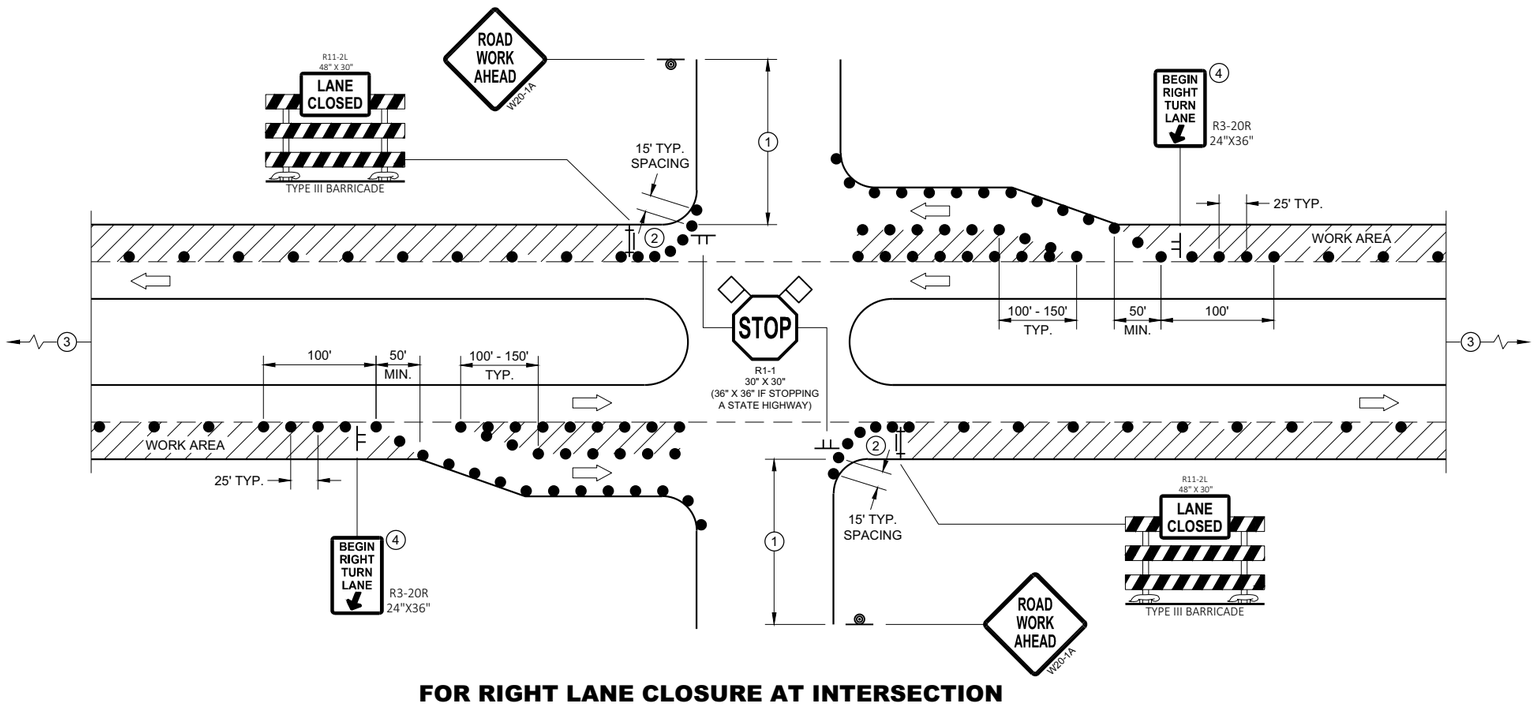
6

SDD 15D20-08b
SDD 15D20-08b



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

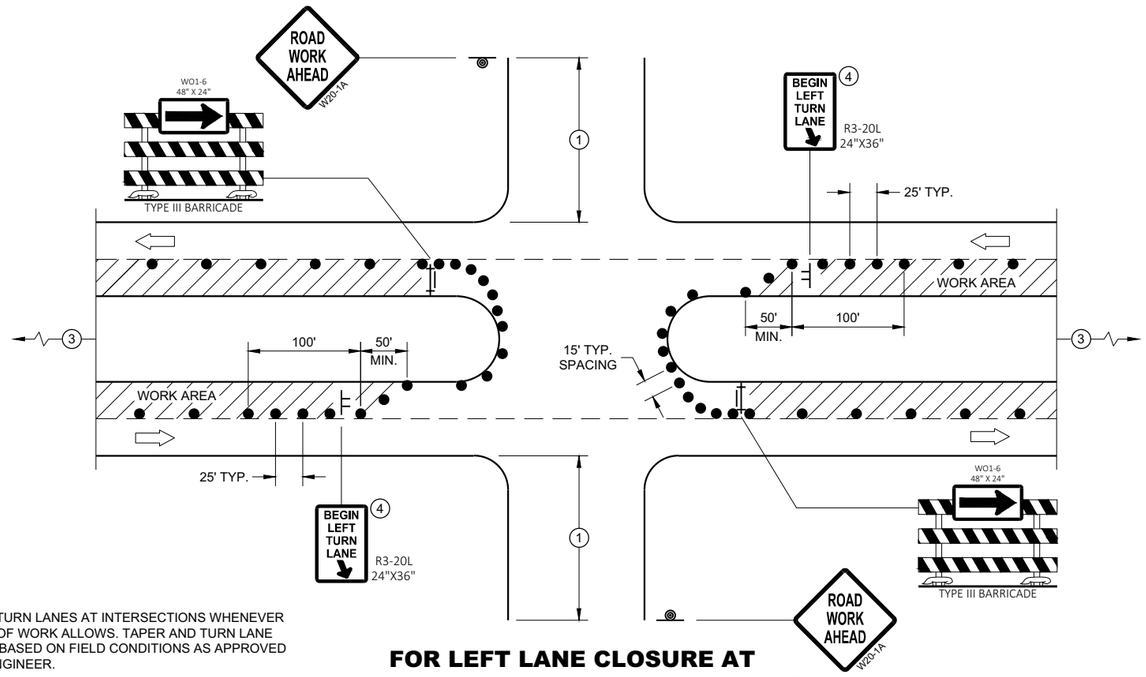
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

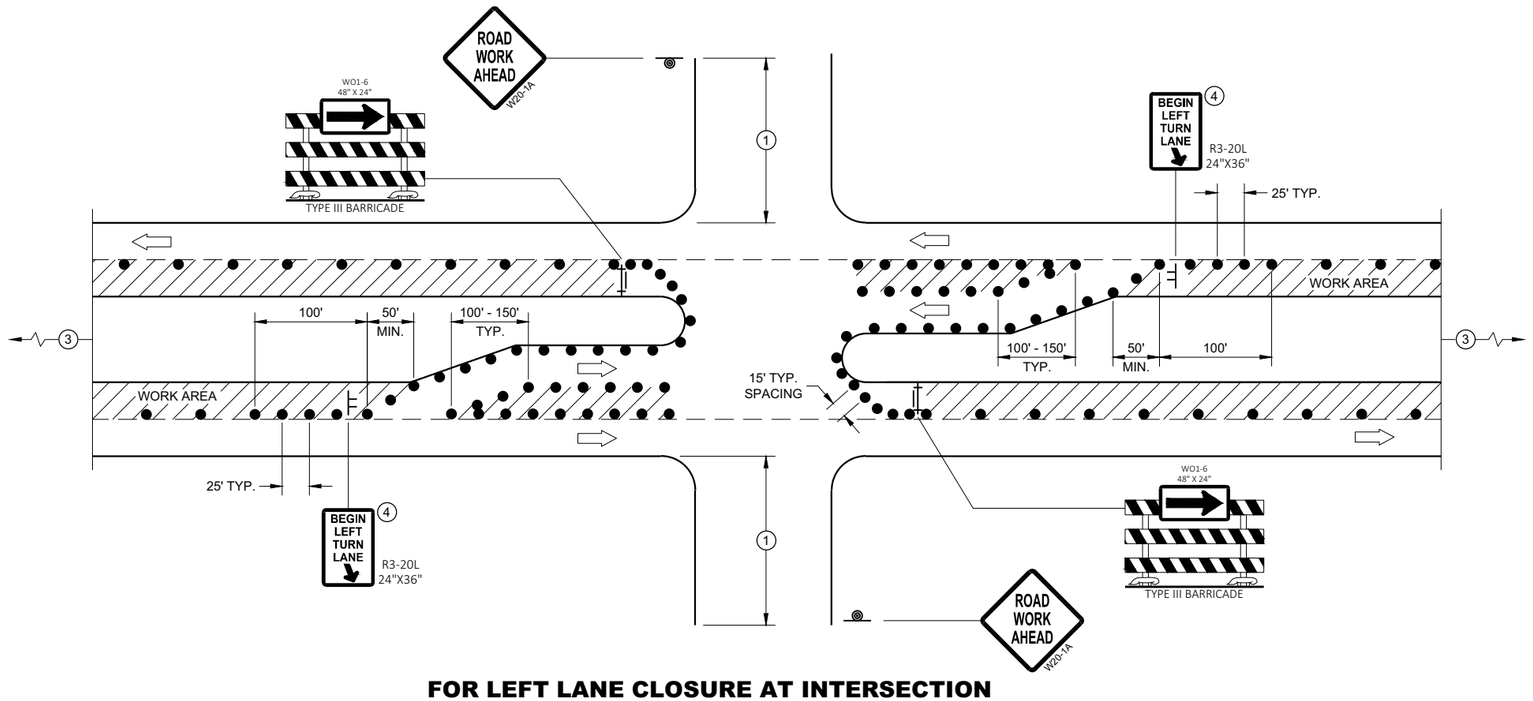
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

GENERAL NOTES

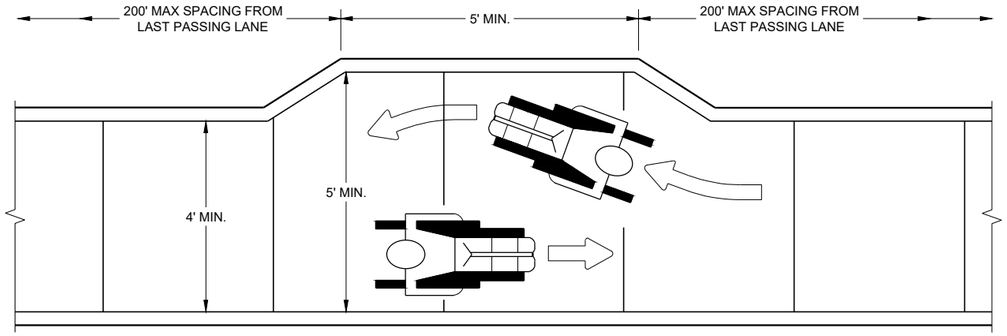
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

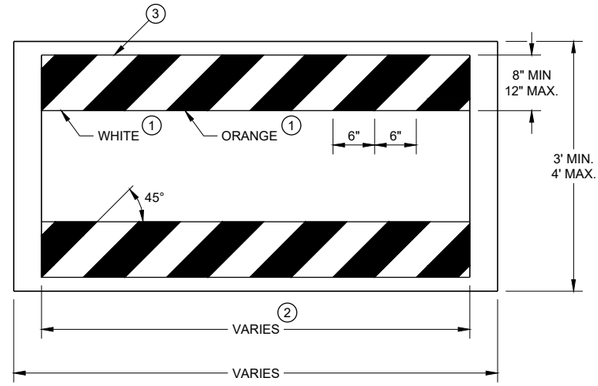
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

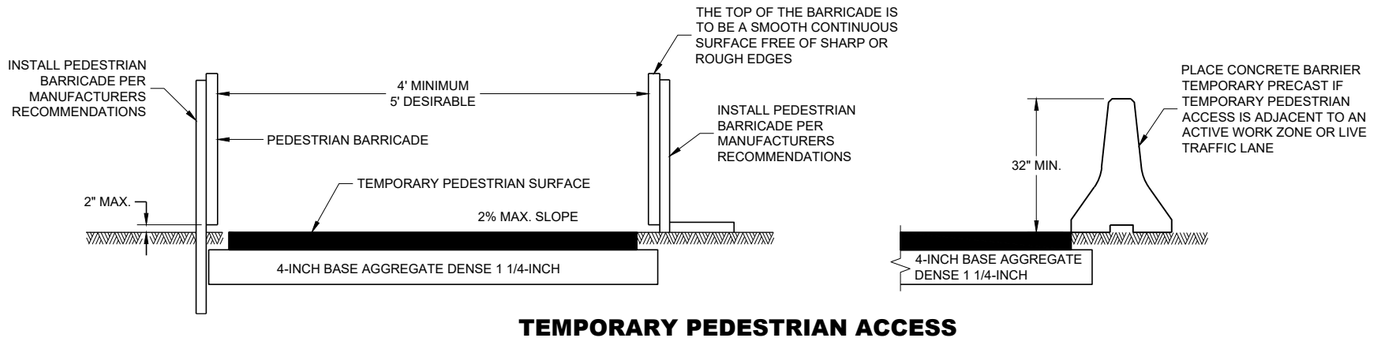
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

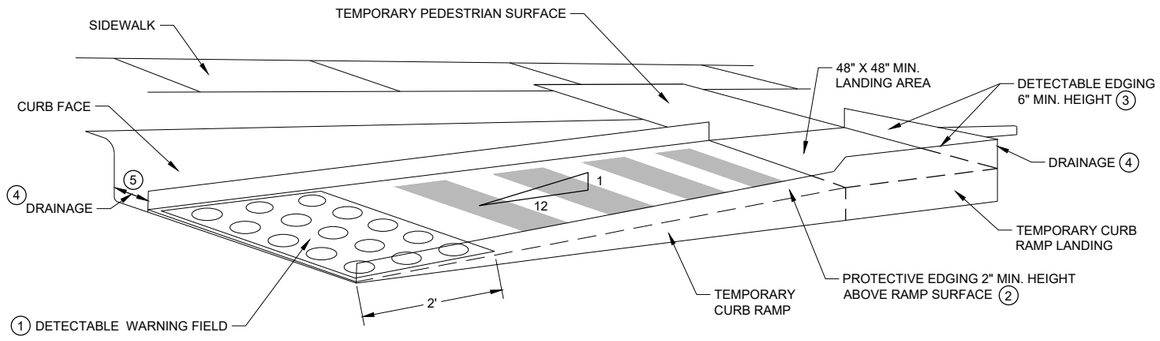


TEMPORARY PEDESTRIAN ACCESS

6

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

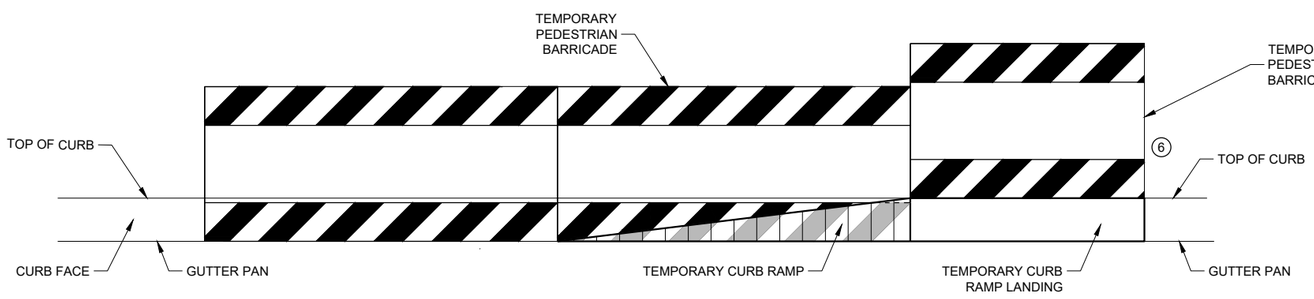
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

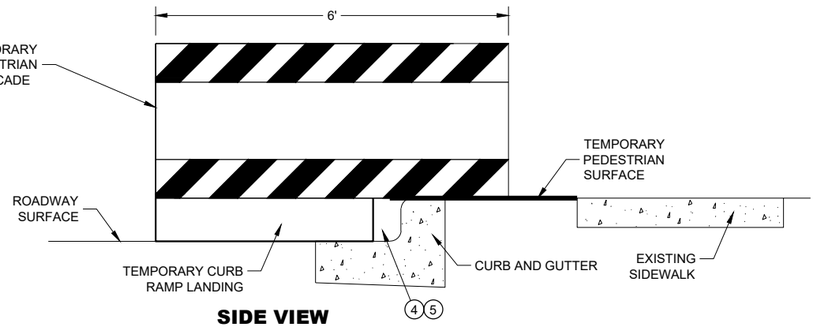
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

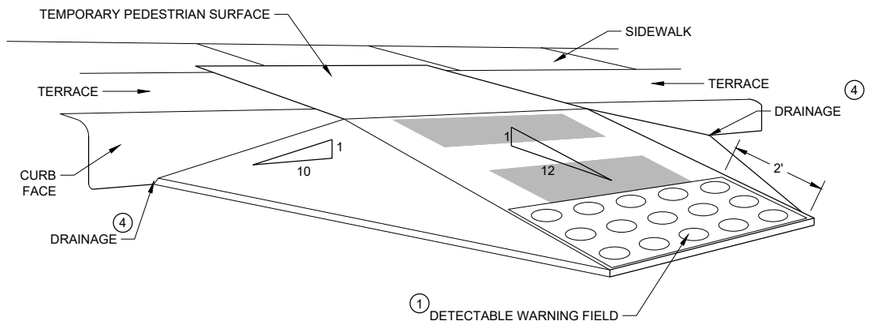
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

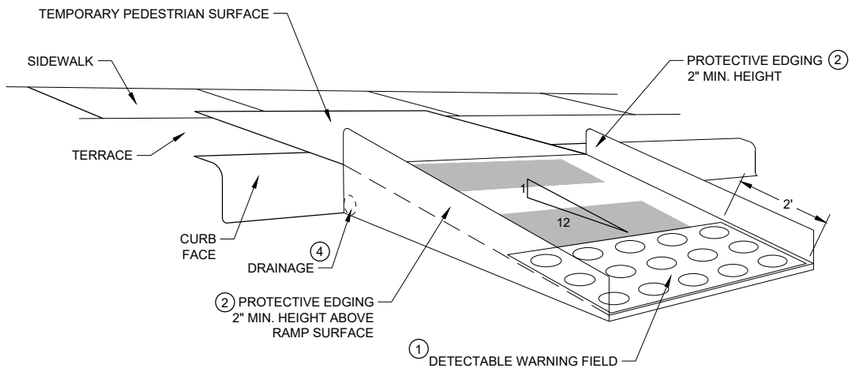
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

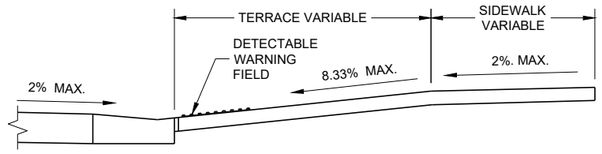
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

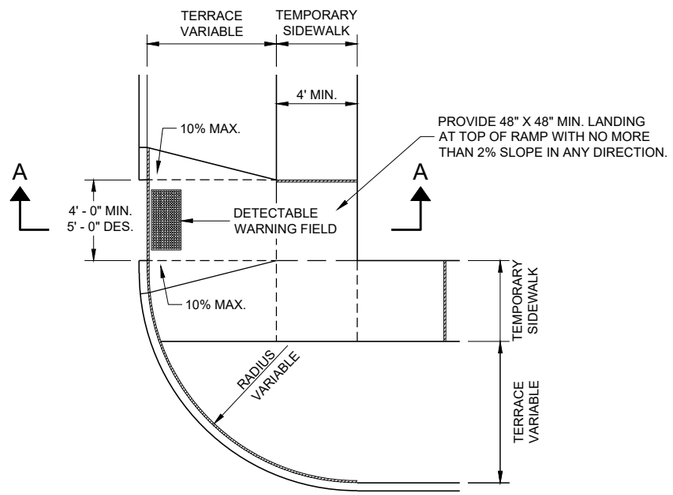
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

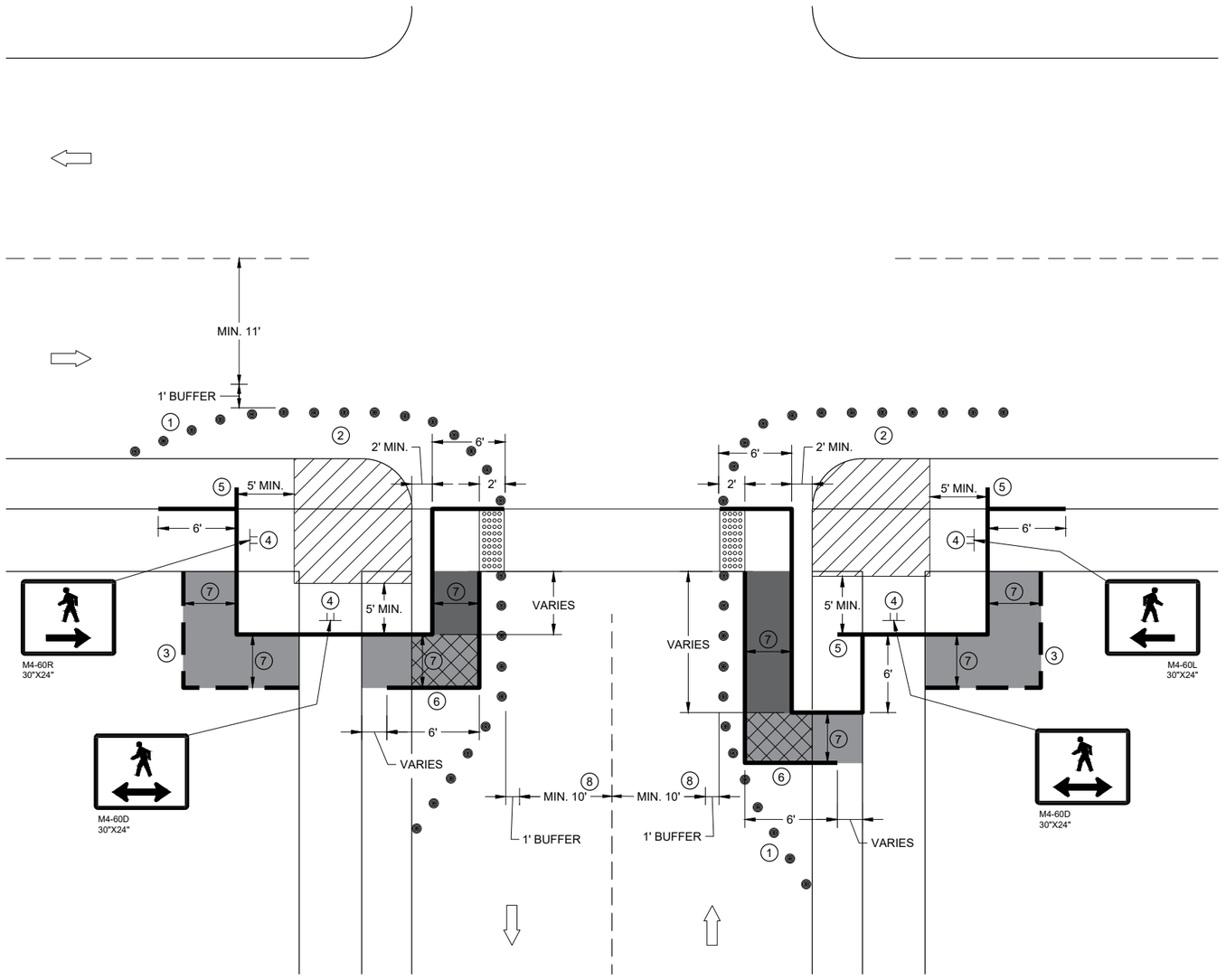
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D30-09d



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

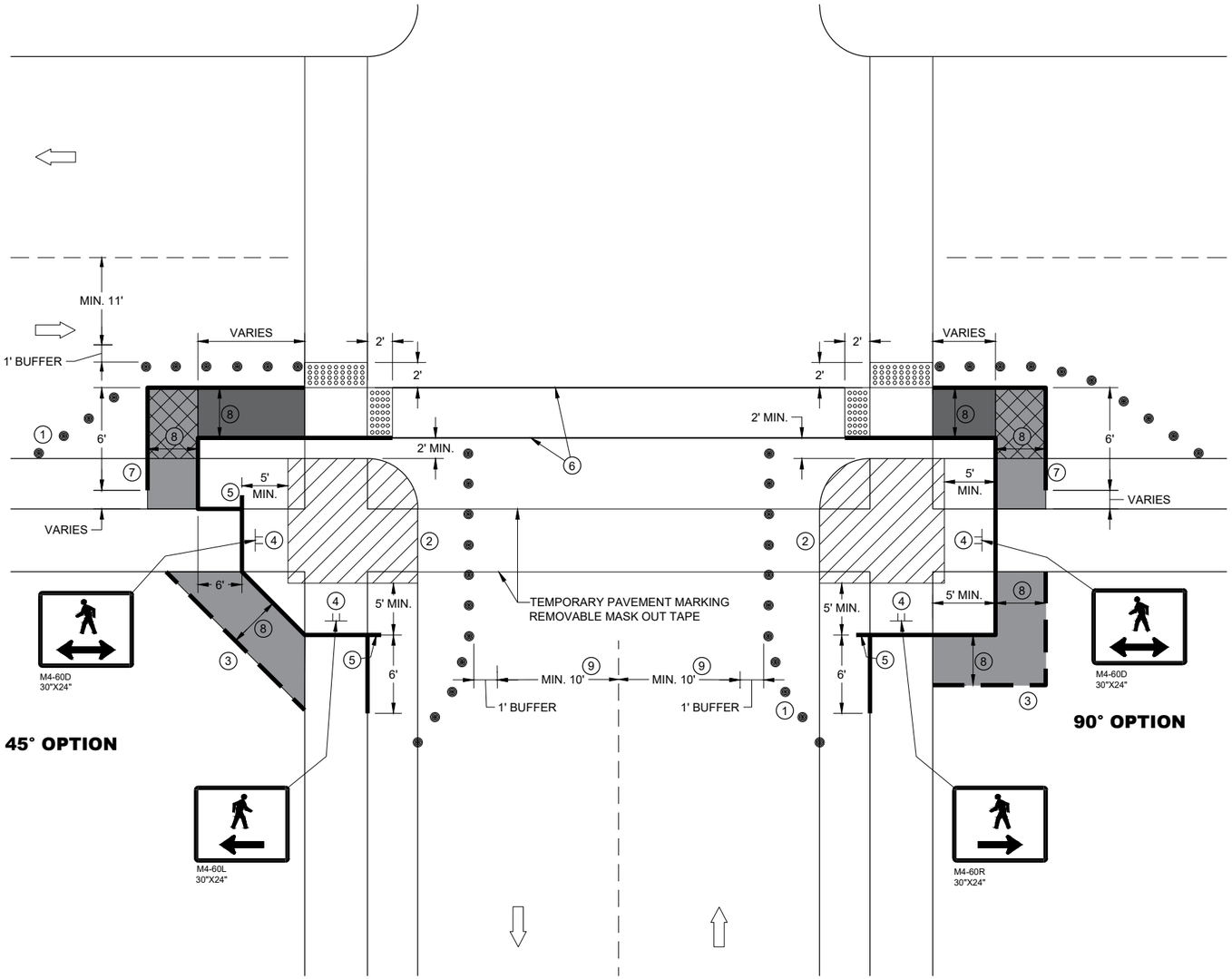
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i

6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

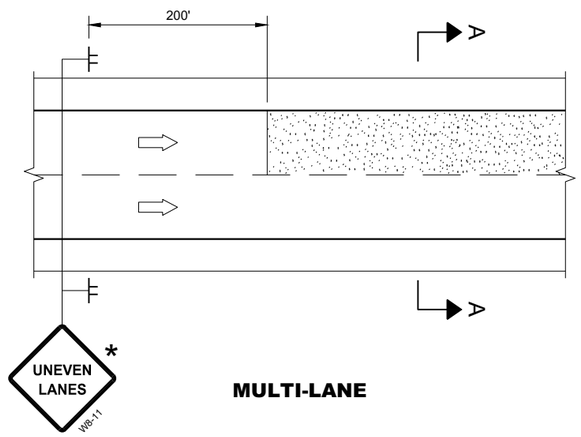
WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

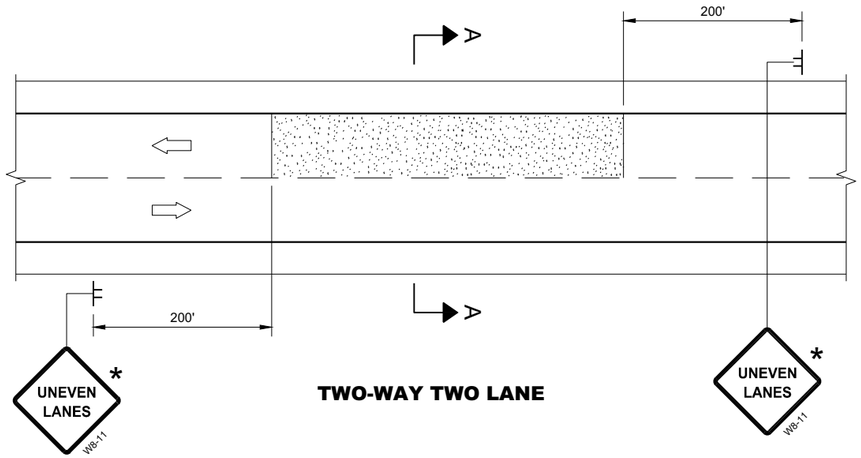
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

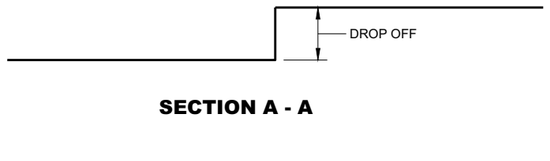
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



MULTI-LANE

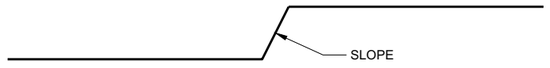


TWO-WAY TWO LANE

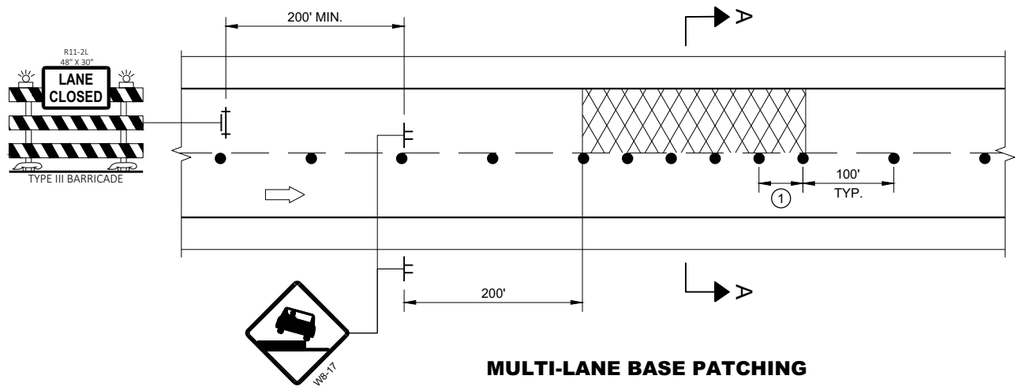


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

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.

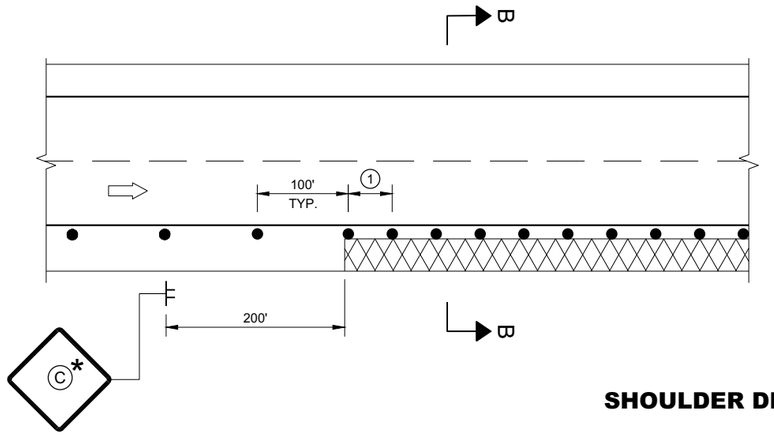
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

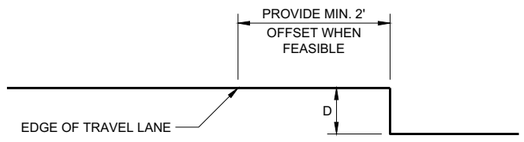
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

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



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

6
SDD 15D39 - 02

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

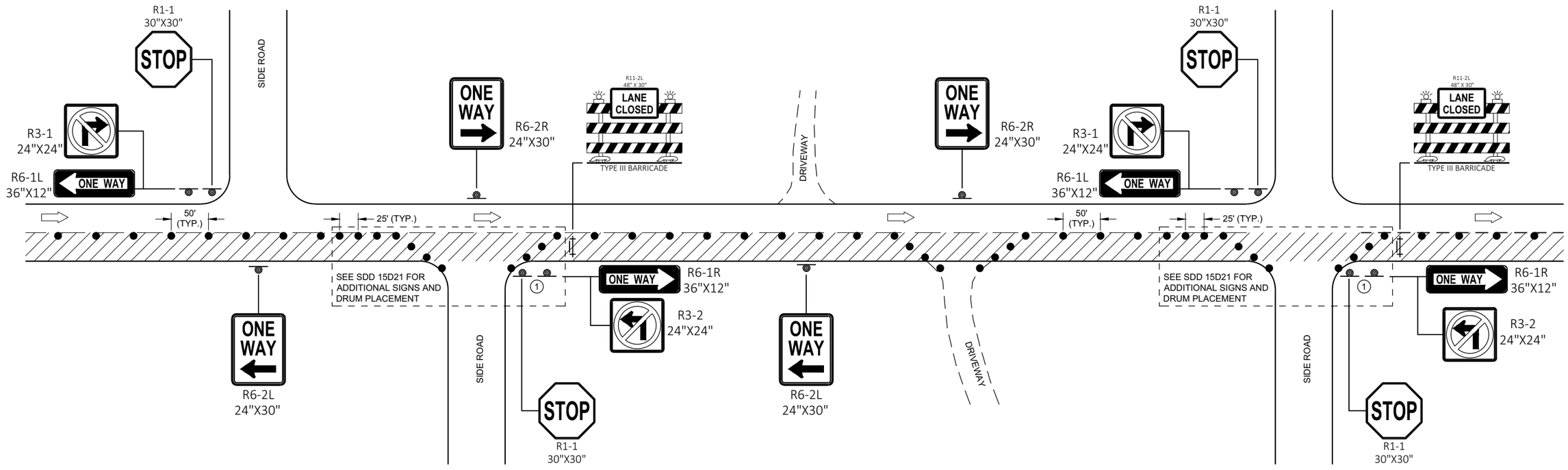
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



TRAFFIC CONTROL
ONE - WAY SIGNING

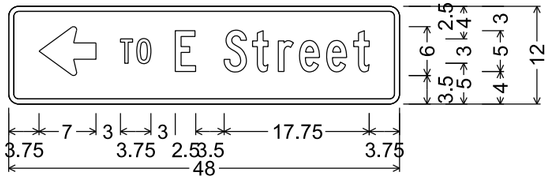
TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	

SDD 15D46 - 01

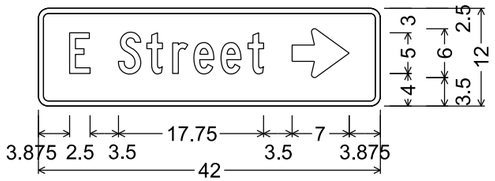
SDD 15D46 - 01

NOTES

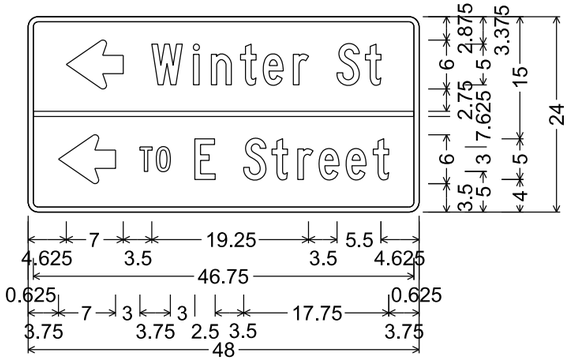
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C



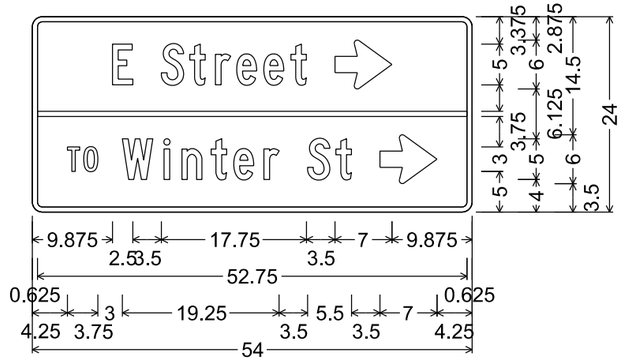
D1-1; 1.250" Radius, 0.625" Border



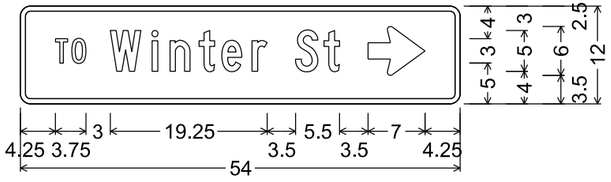
D1-1; 1.250" Radius, 0.625" Border



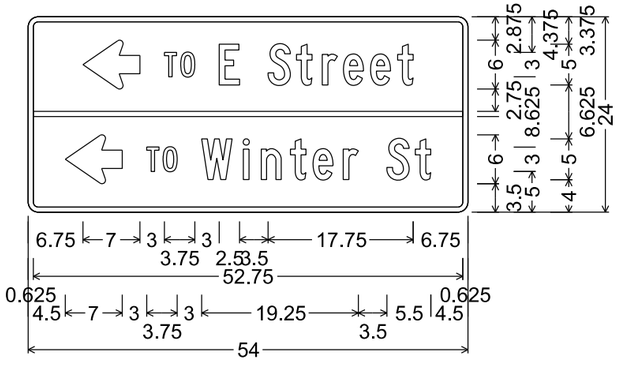
D1-2; 1.250" Radius, 0.625" Border



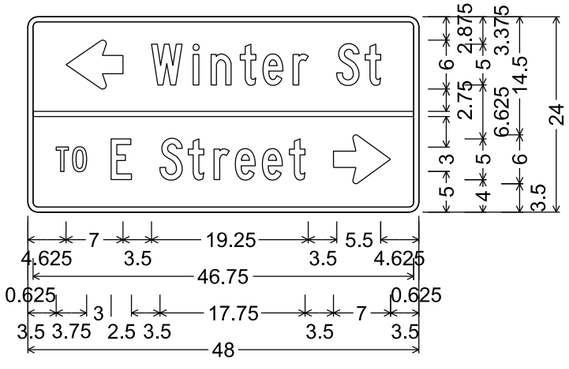
D1-2; 1.250" Radius, 0.625" Border



D1-1; 1.250" Radius, 0.625" Border



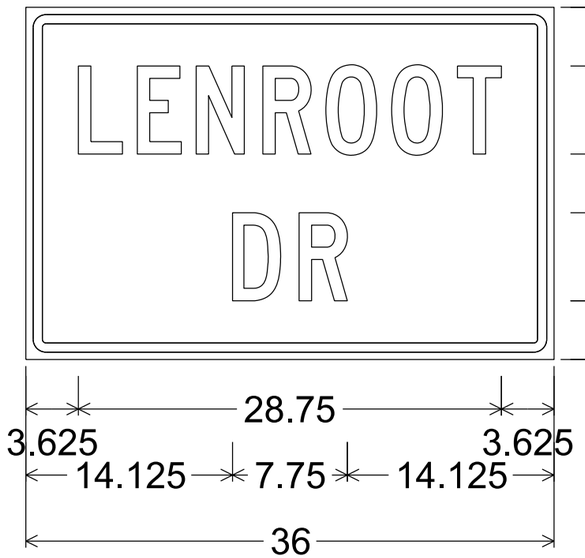
D1-2; 1.250" Radius, 0.625" Border



D1-2; 1.250" Radius, 0.625" Border

NOTES

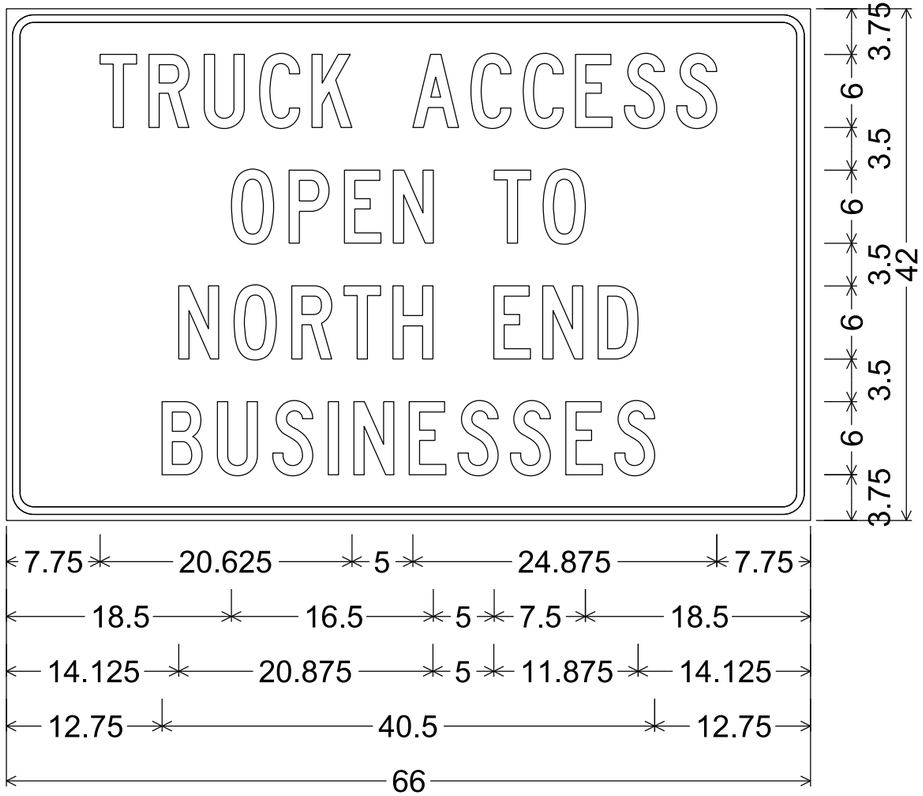
1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



1.375" Radius, 0.625" Border, 0.500" Indent

NOTES

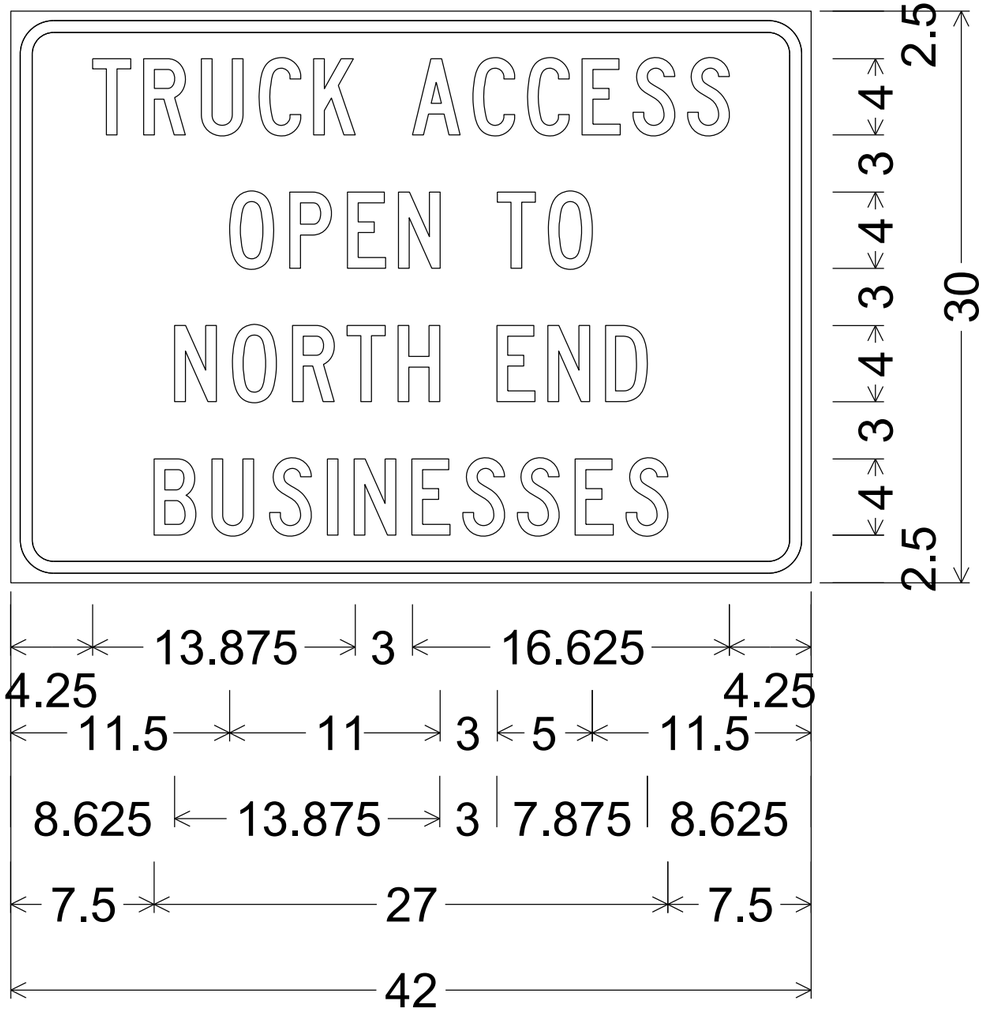
1. Fixed Message Sign Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C



2.250" Radius, 0.625" Border, 0.500" Indent

NOTES

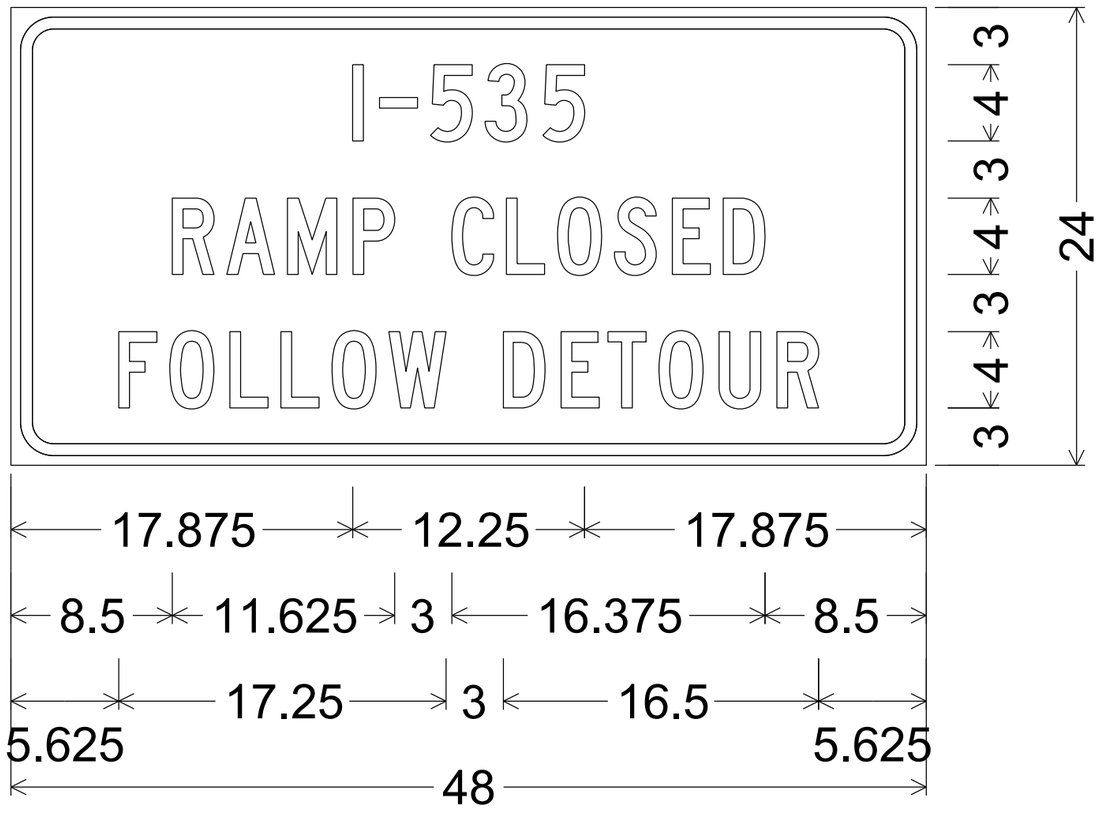
1. Fixed Message Sign Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C



2.250" Radius, 0.625" Border, 0.500" Indent

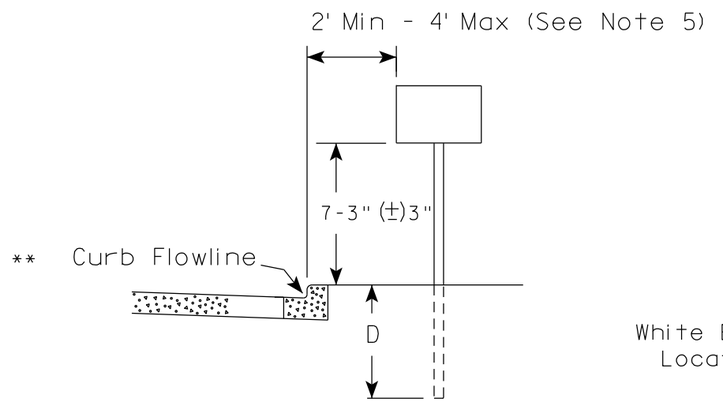
NOTES

1. Fixed Message Sign Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

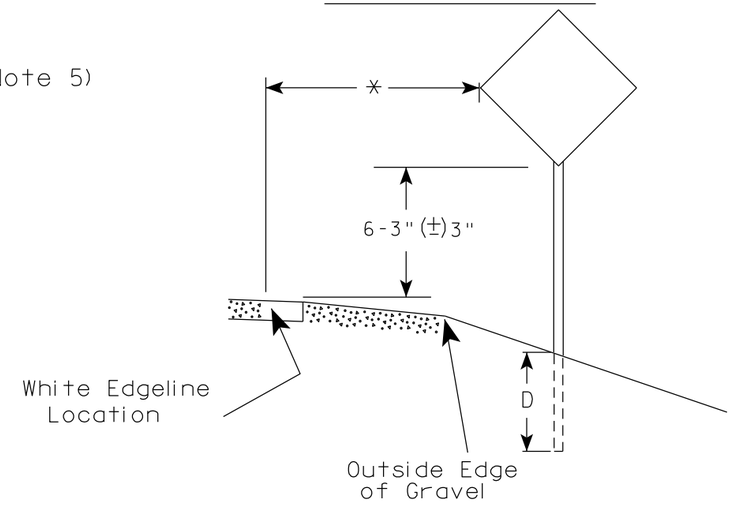


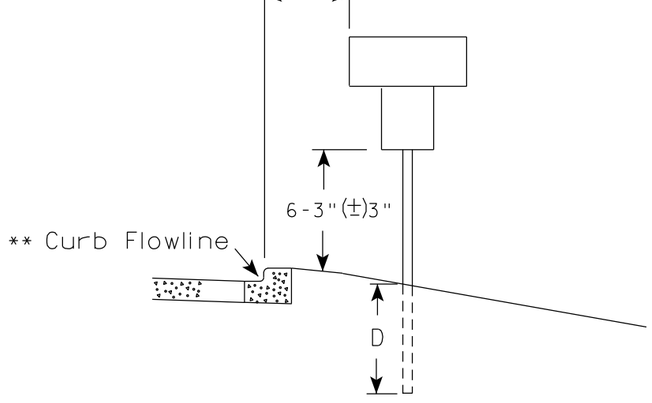
2.250" Radius, 0.625" Border, 0.500" Indent

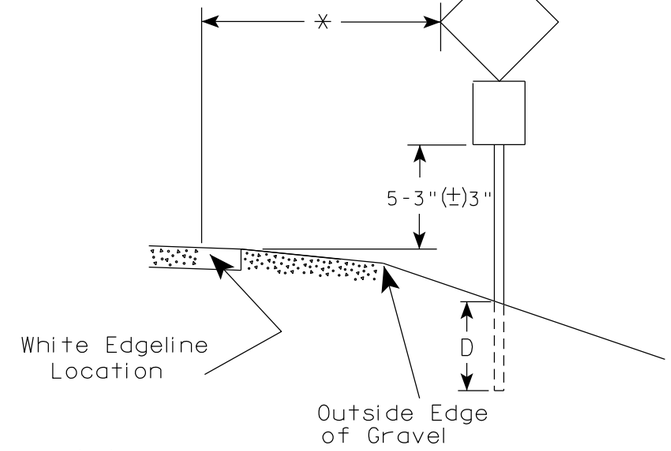
URBAN AREA



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" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

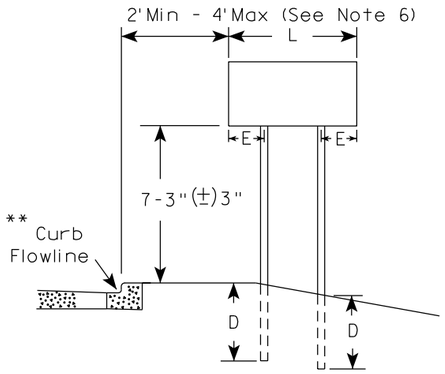
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

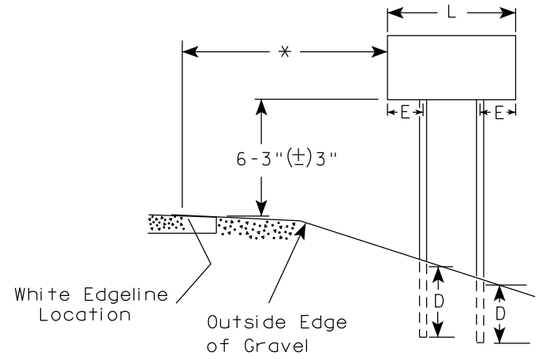
DATE 12/6/23 PLATE NO. A4-3.23

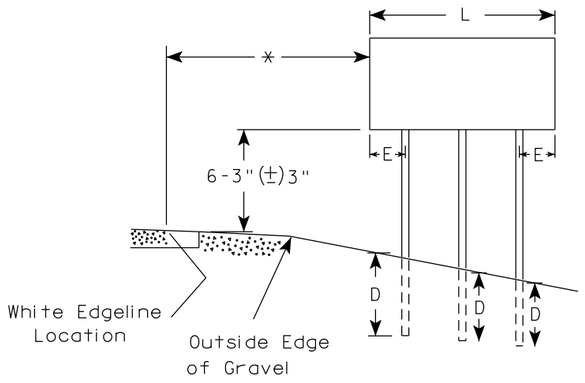
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 275	E

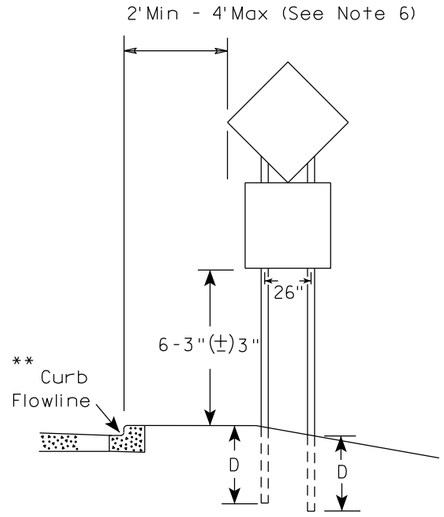
URBAN AREA



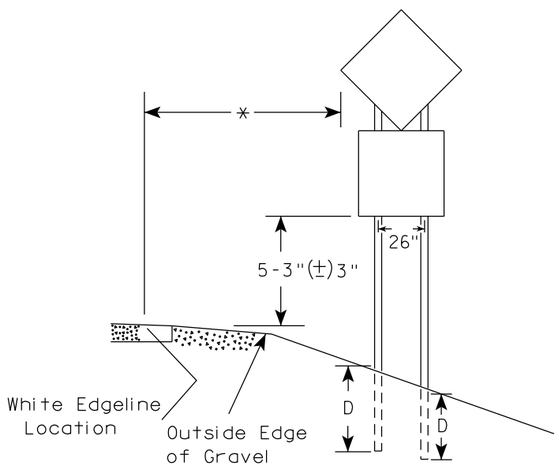
RURAL AREA (See Note 3)







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" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 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'

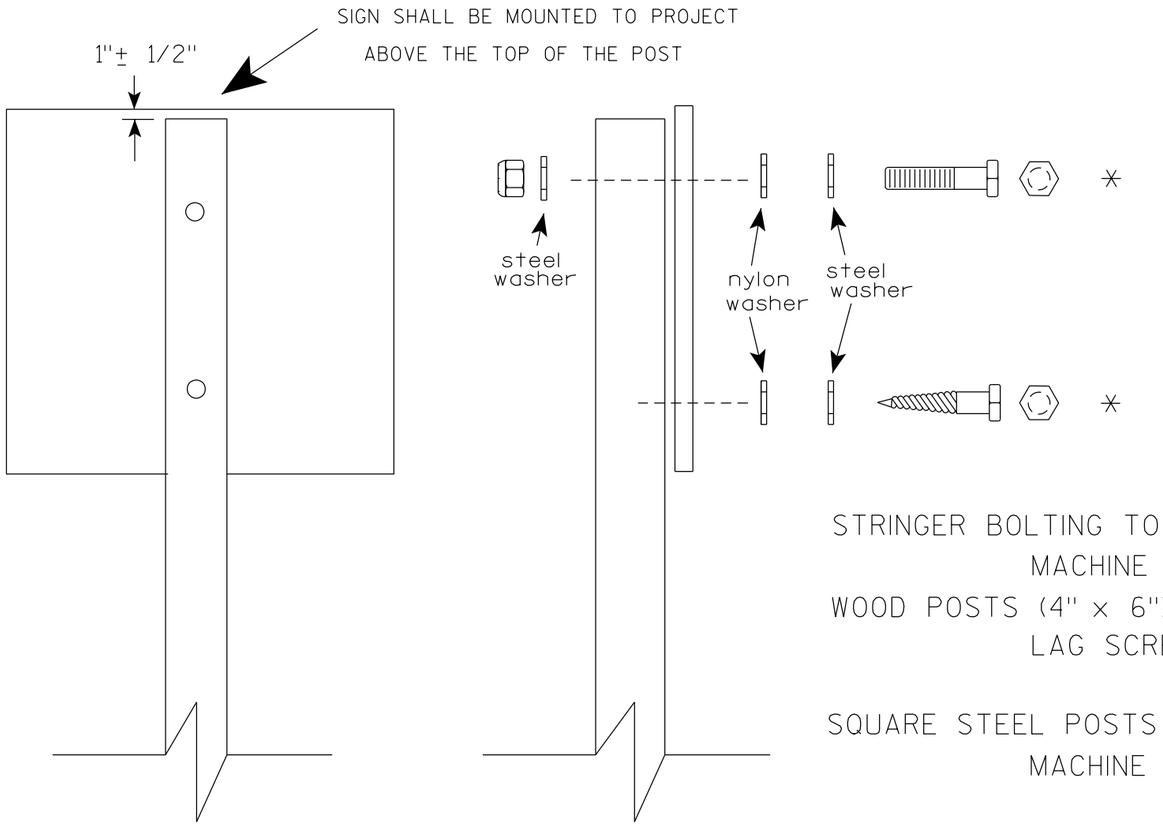
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 276	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

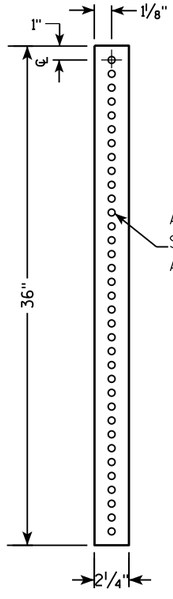
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

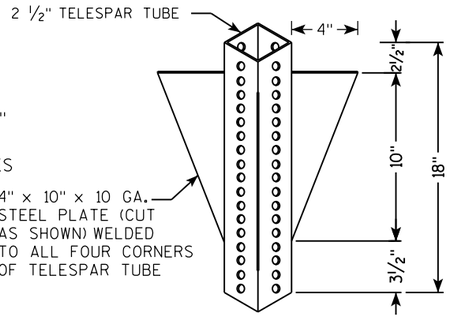
SHEET NO: 277 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

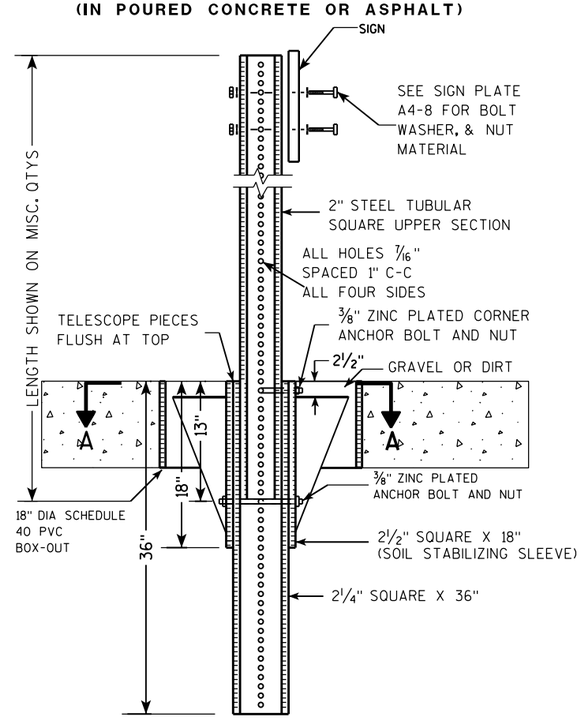
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



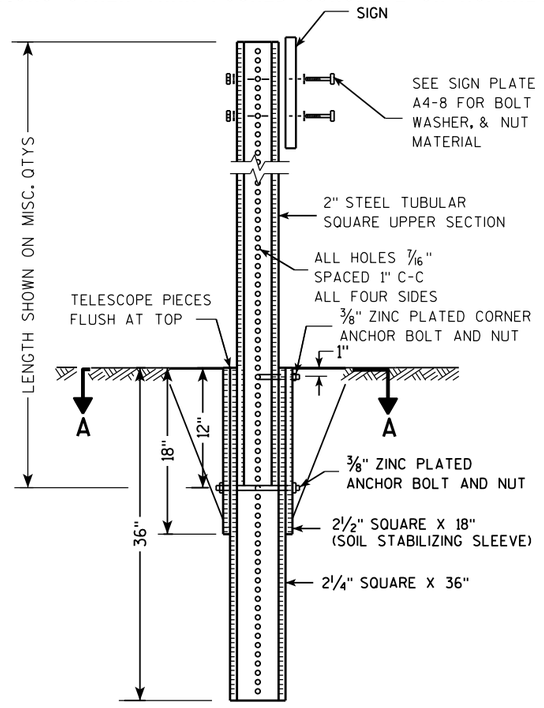
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

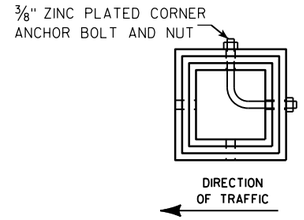


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

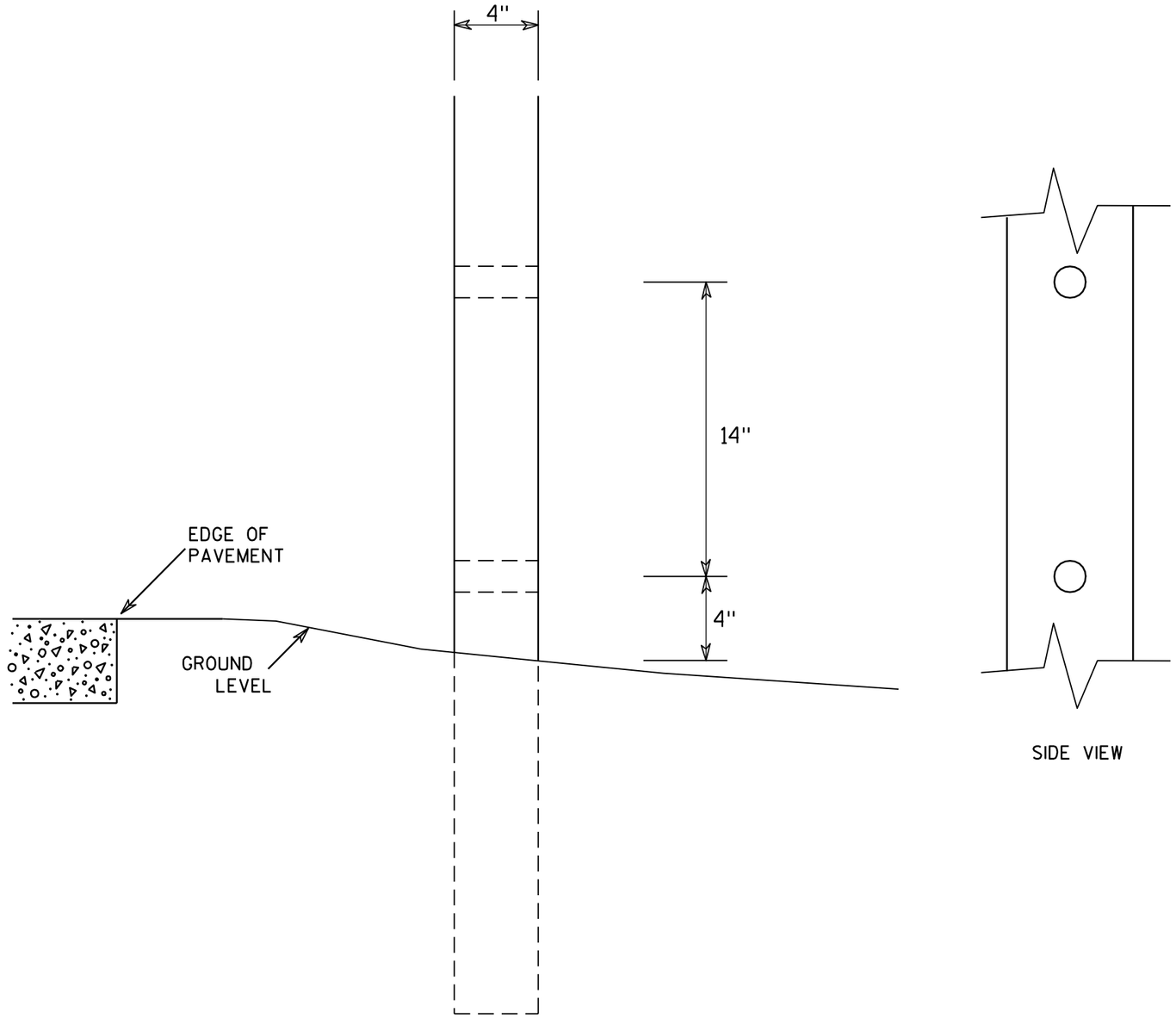
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 278 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



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

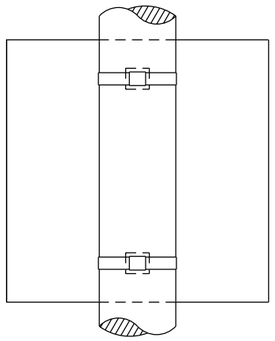
APPROVED Chester J Spang
for State Traffic Engineer

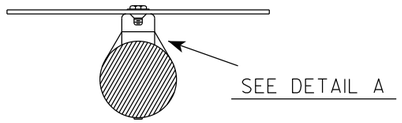
DATE 3/27/97 PLATE NO. A4-11.2

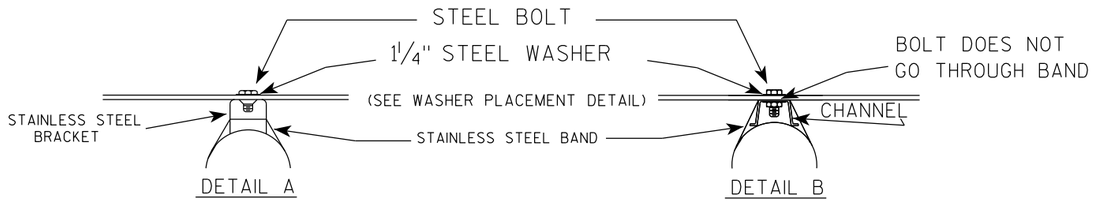
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 279	E

BANDING

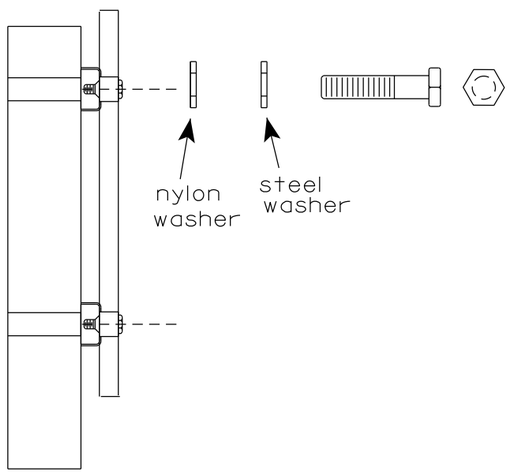
SINGLE SIGN







WASHER PLACEMENT

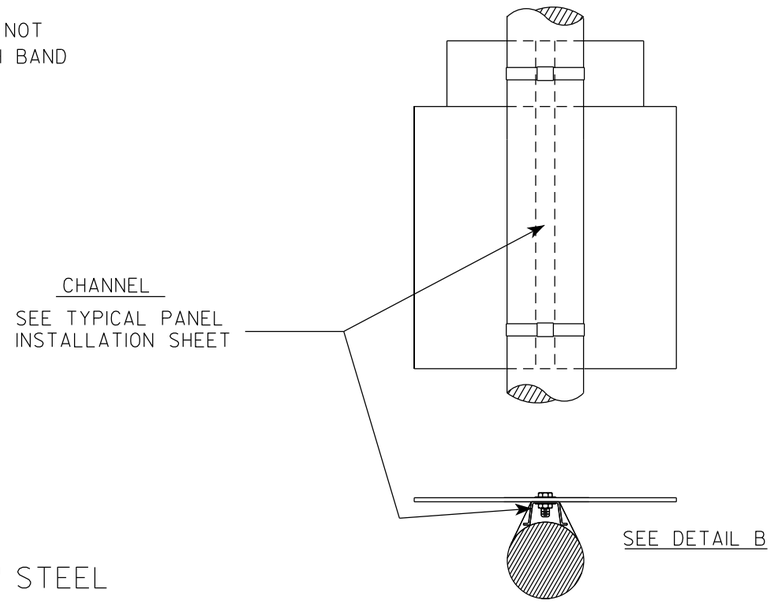


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

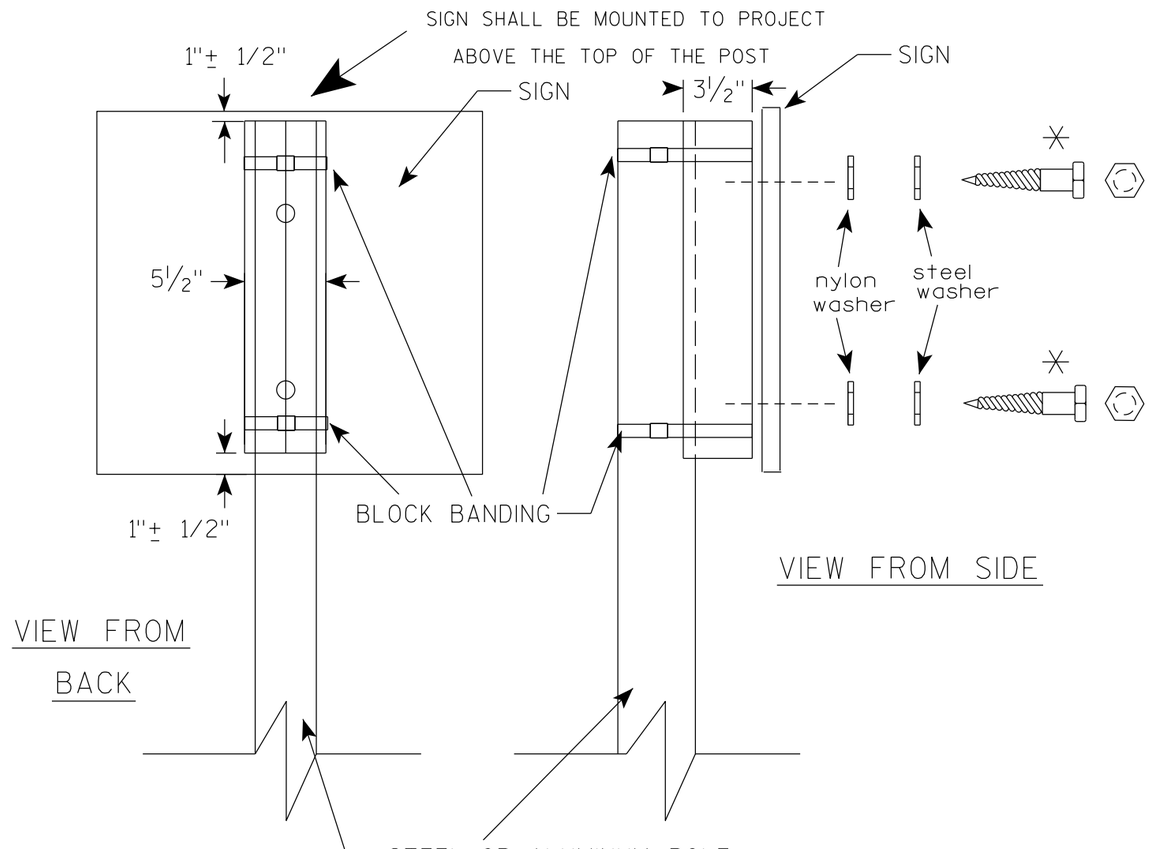
DATE 6/10/19 PLATE NO. A5-9.4

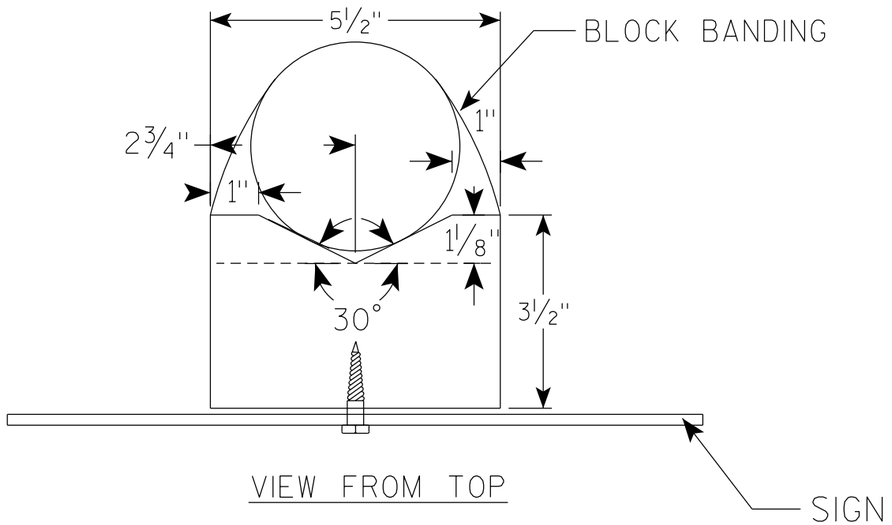
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 280	E

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)

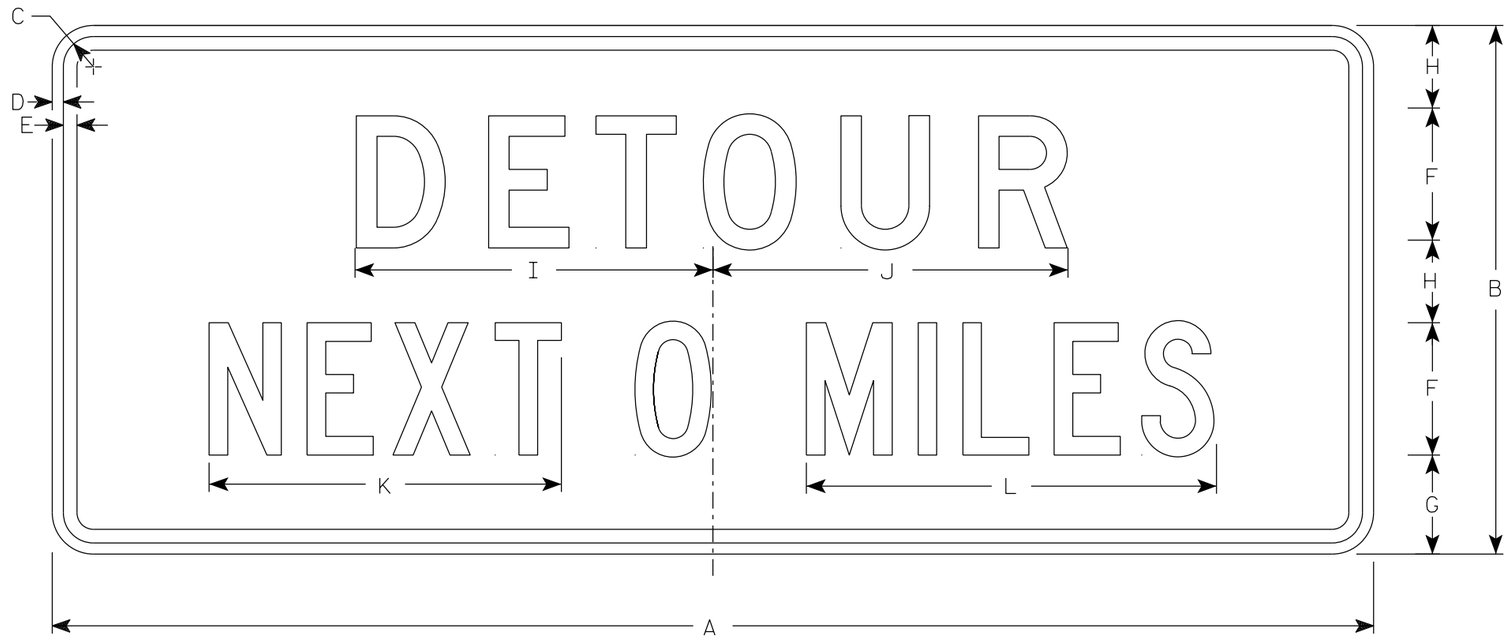
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 281 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 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10.0

STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-51.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 282	E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Material shall be .040 aluminmum

G20-60

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																											
3																											
4	108	24				12	6	14 7/8	78 1/4																		18.0
5																											

STANDARD SIGN
G20-60

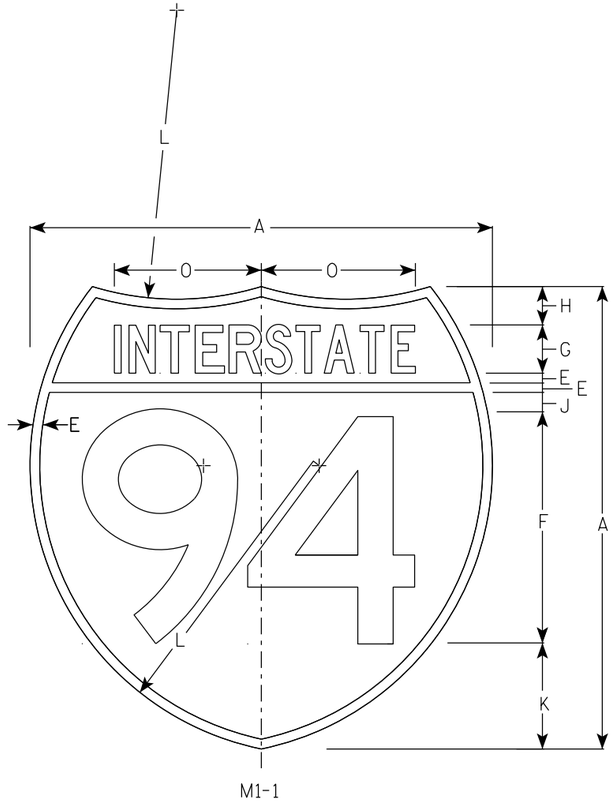
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

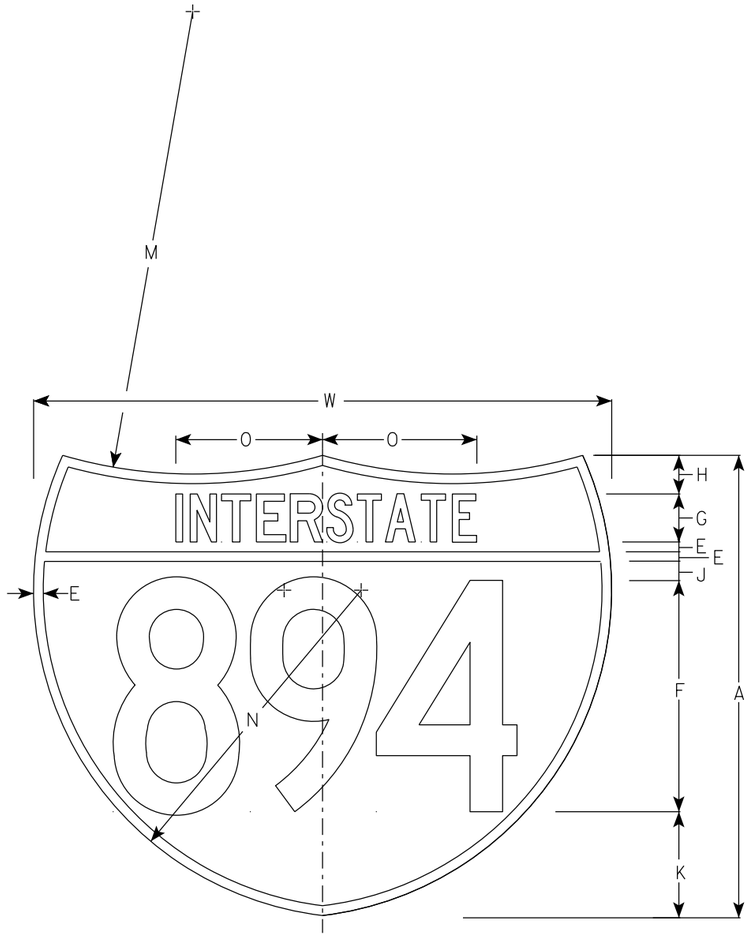
DATE 5/13/15 PLATE NO G20-60.1

PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G2060.DGN PLOT DATE : 13-MAY-2015 08:46 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 20.431338:1.000000 WISDOT/CADDS SHEET 42



M1-1



M1-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Top Red - Bottom Blue
   Message - White
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

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.
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
2M	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
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
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
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

INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

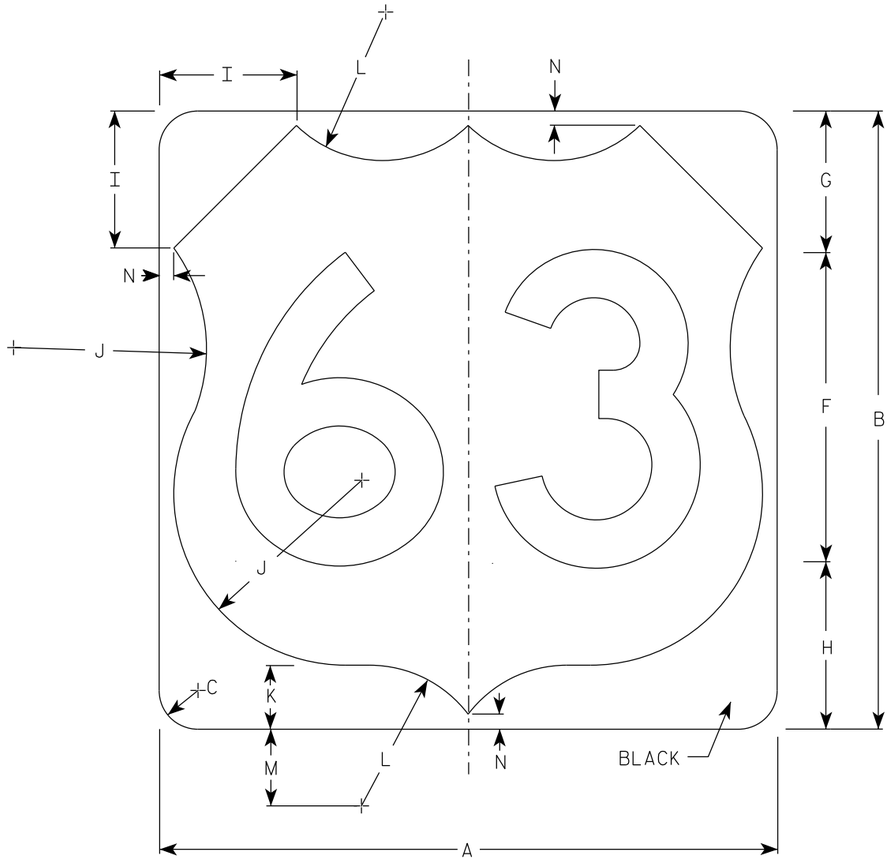
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

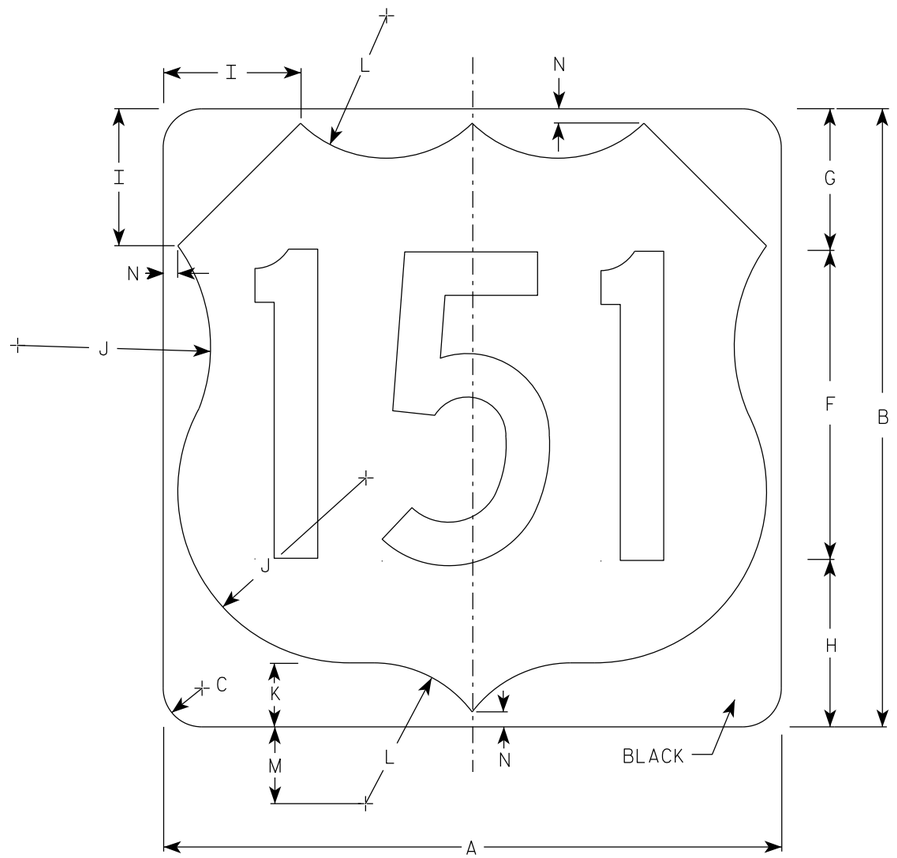
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 284 | E

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



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 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0
2M	24	24	1 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0
3	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0
4	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0
5	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0

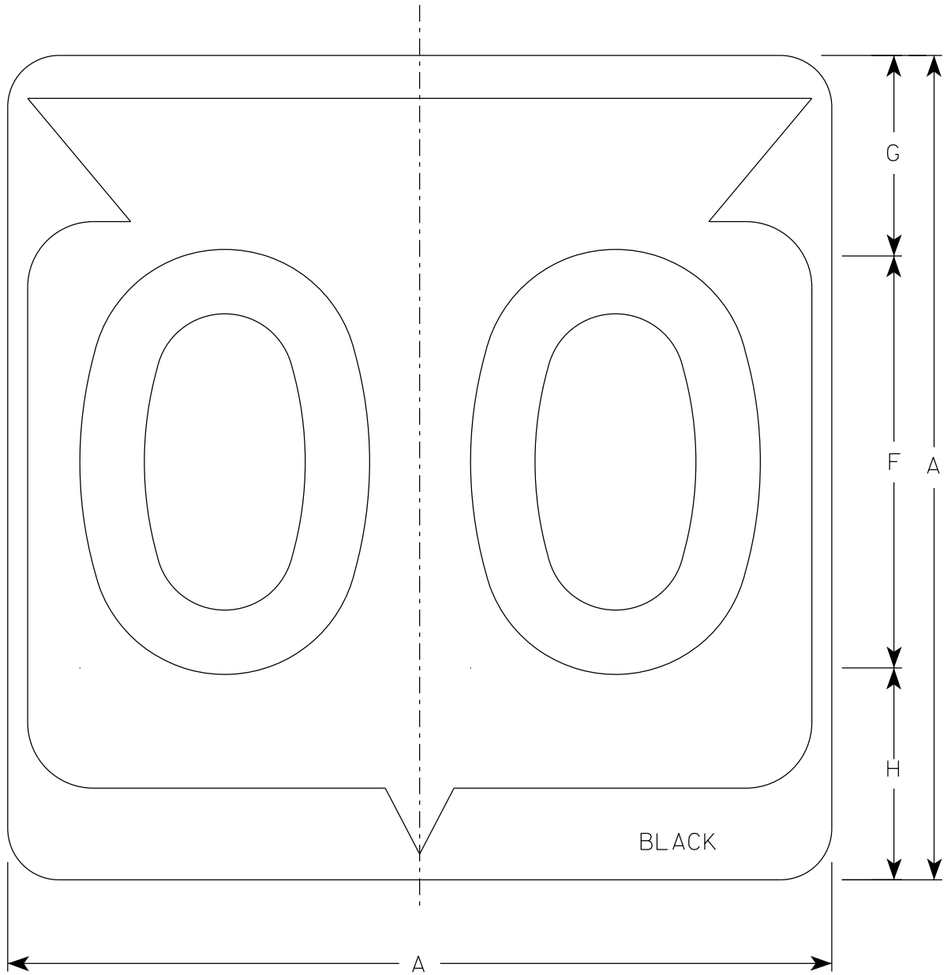
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

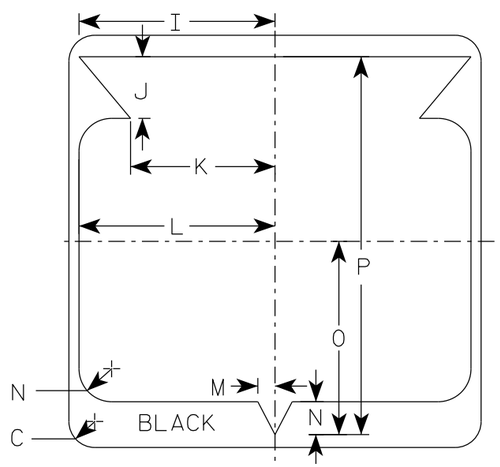
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 285 E



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



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
2M	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

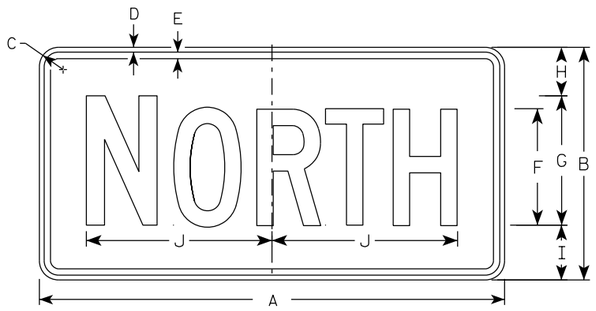
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

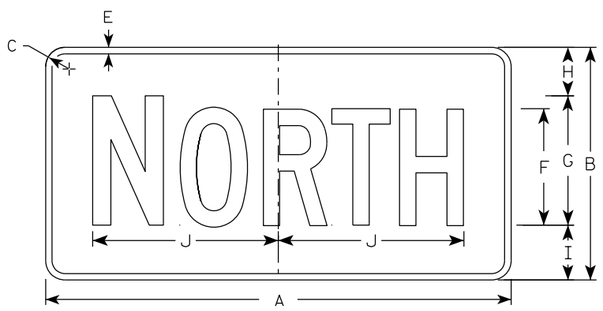
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

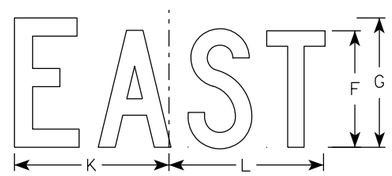
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 286	E



M3-1
MM3-1
MP3-1

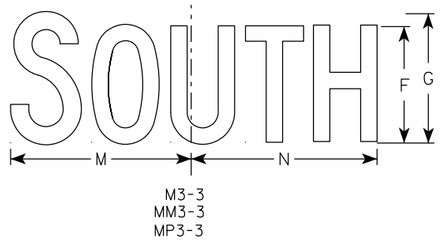


MB3-1
MK3-1
MN3-1

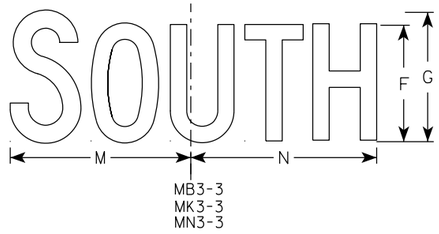


M3-2
MM3-2
MP3-2

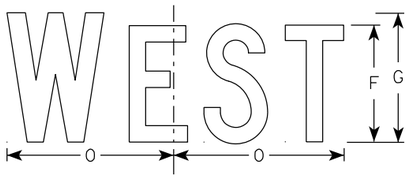
MB3-2
MK3-2
MN3-2



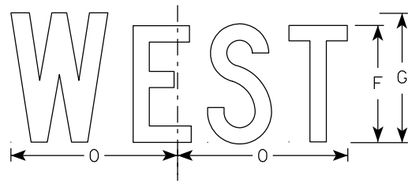
M3-3
MM3-3
MP3-3



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 Reflective
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																											
2S	24	12	1 1/2	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												2.00
2M	24	12	1 1/2	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												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

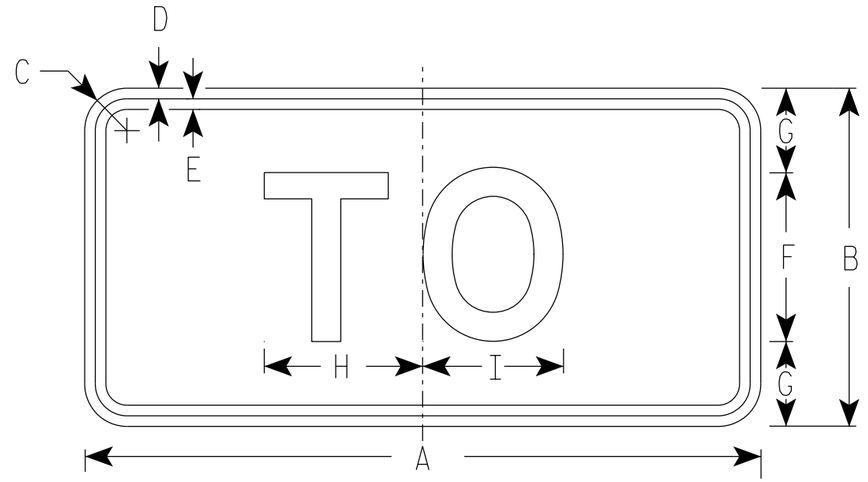
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

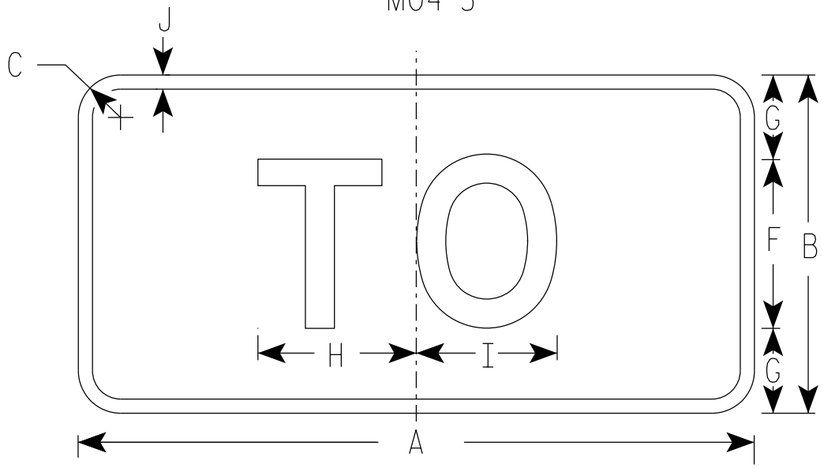
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 287 | E



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
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. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   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																											
2S	24	12	1 1/2	3/8	3/8	6	3	5 3/8	5 1/4	1/2																	2.00
2M	24	12	1 1/2	3/8	3/8	6	3	5 3/8	5 1/4	1/2																	2.00
3	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5

STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

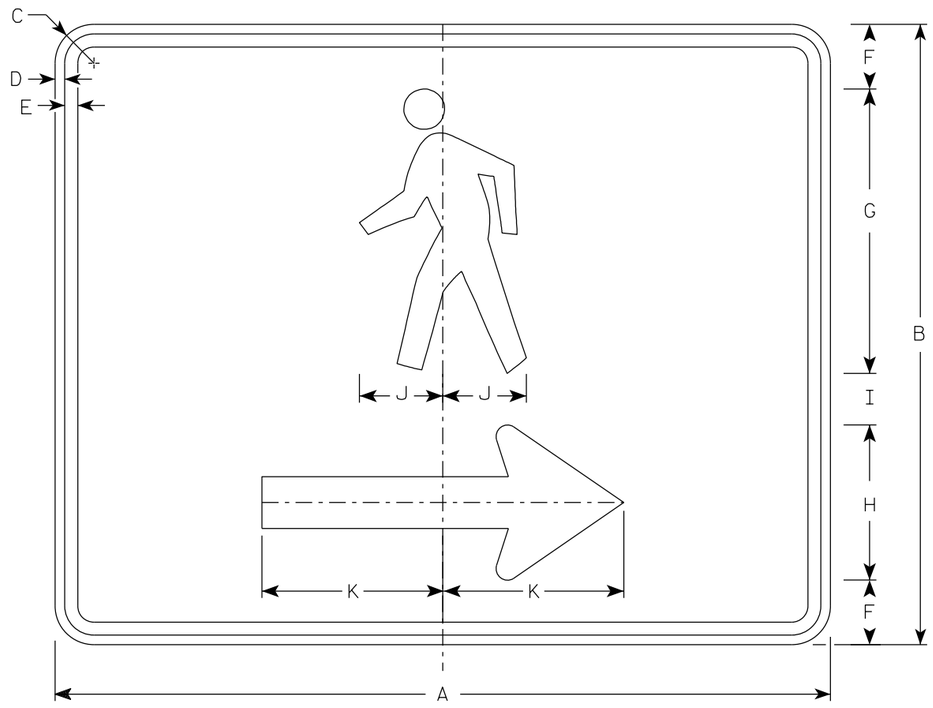
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-5.11

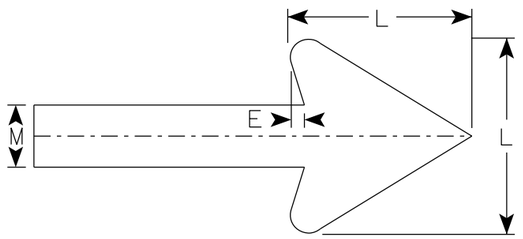
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 288 E

NOTES

1. Sign is Type II- Type F Reflective
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. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



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	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

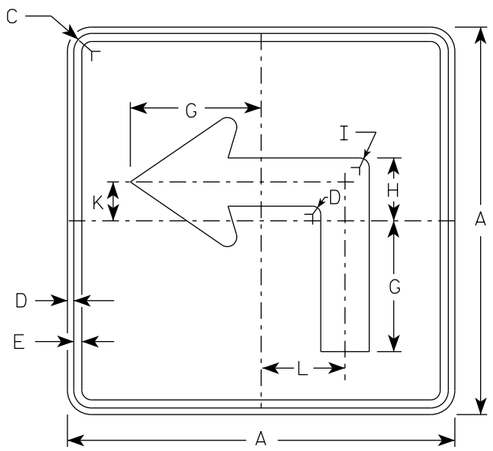
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

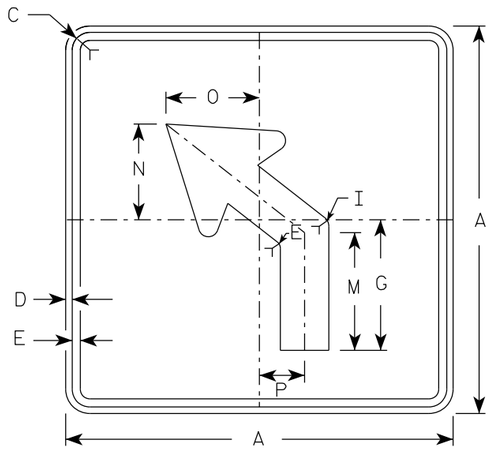
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

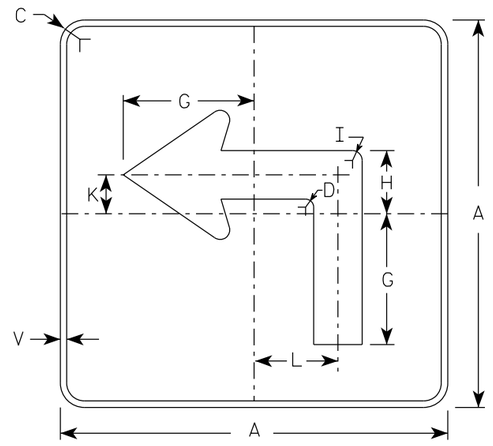
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 289 | E



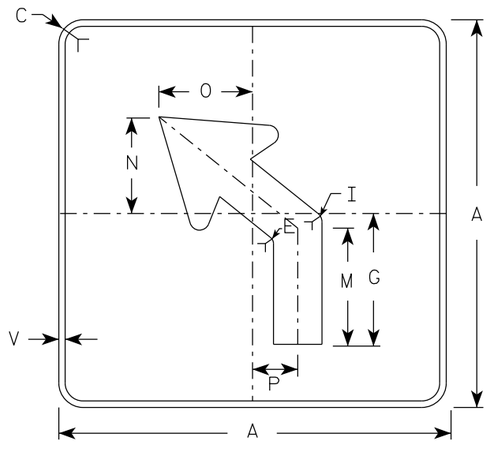
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

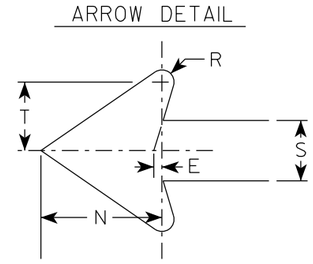


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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
   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.

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	21		1 1/2	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		1/2					3.06
2M	21		1 1/2	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		1/2					3.06
3	30		1 7/8	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		1/2					6.25
4	30		1 7/8	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		1/2					6.25
5	30		1 7/8	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		1/2					6.25

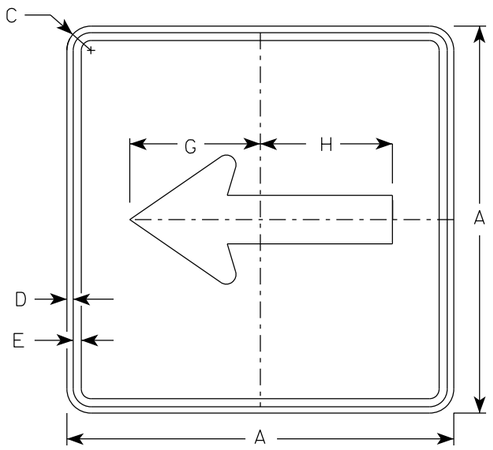
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

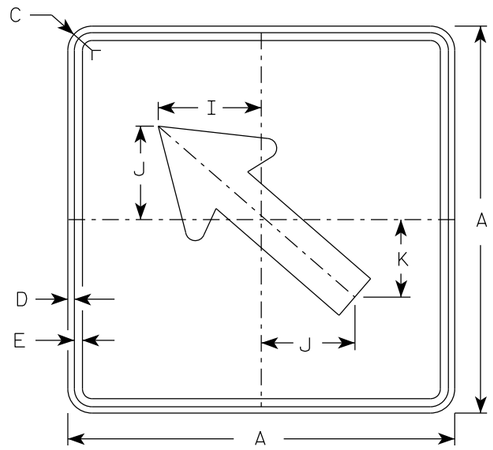
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

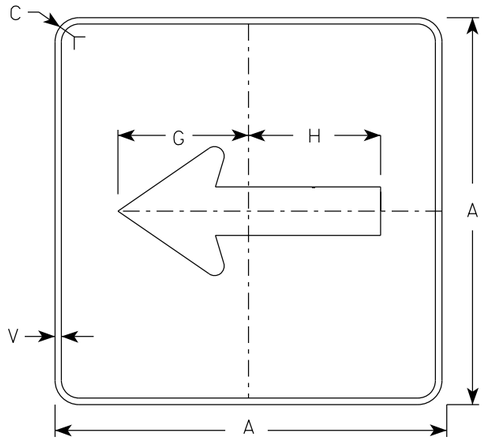
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | E



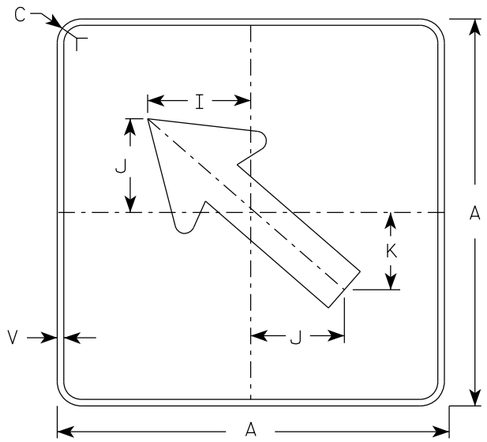
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

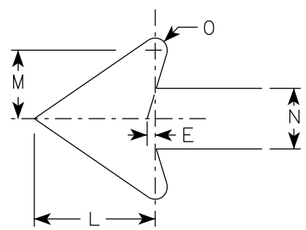


MB6-2
MK6-2
MN6-2
MR6-2

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. 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

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	21		1 1/2	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							1/2					3.06
2M	21		1 1/2	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							1/2					3.06
3	30		1 7/8	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							1/2					6.25
4	30		1 7/8	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							1/2					6.25
5	30		1 7/8	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							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

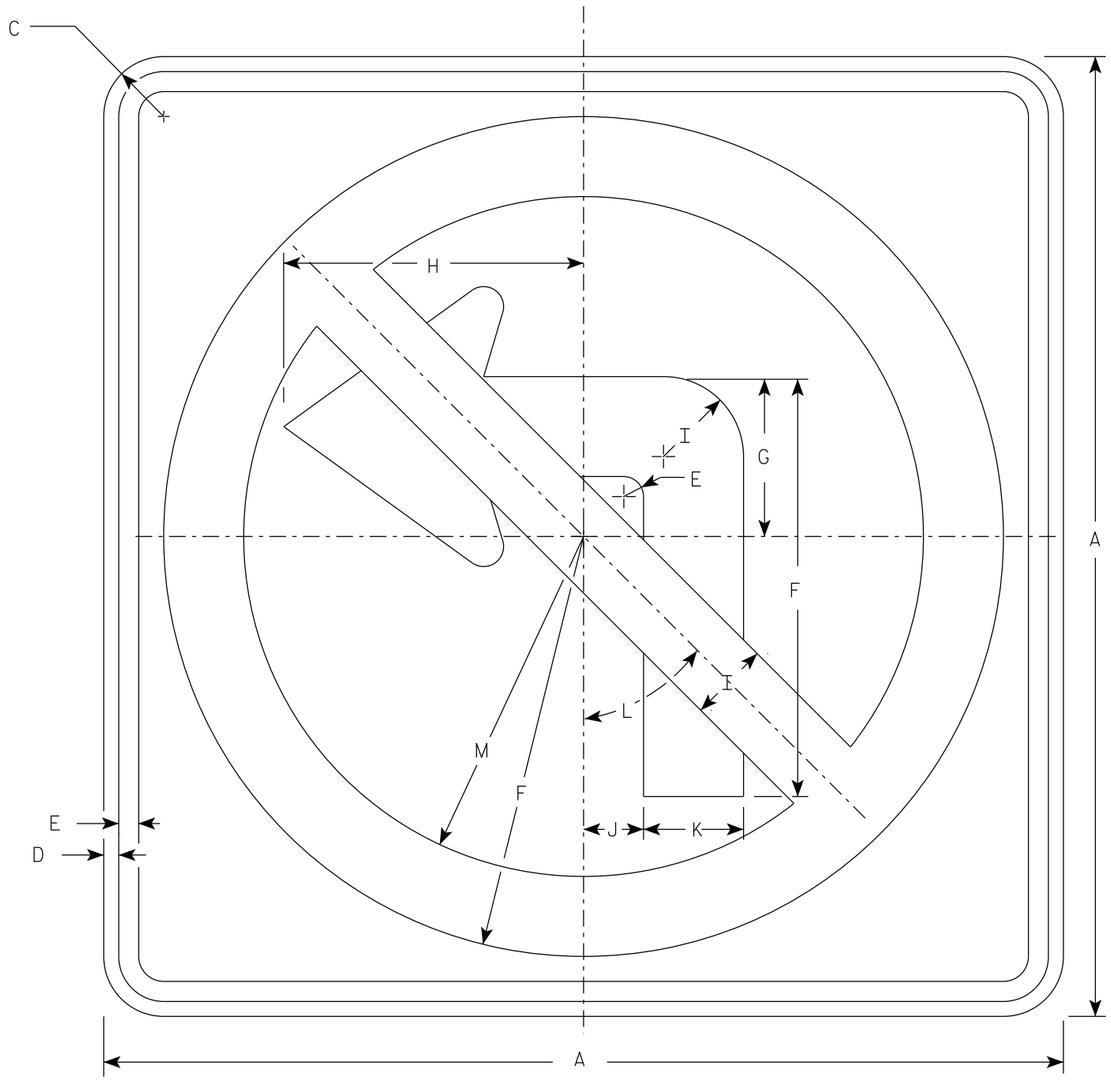
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 291 | E

7

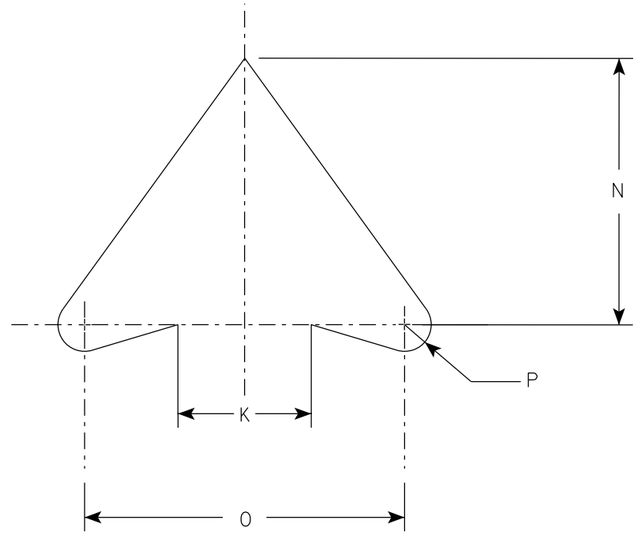
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



R3-2



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 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

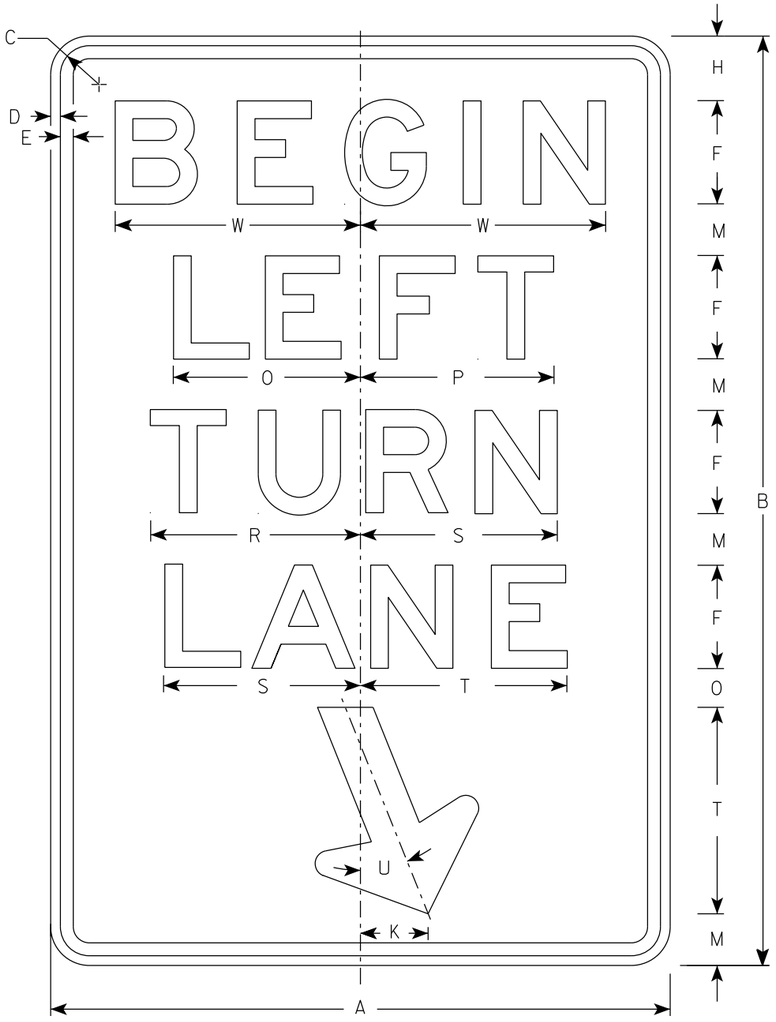
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

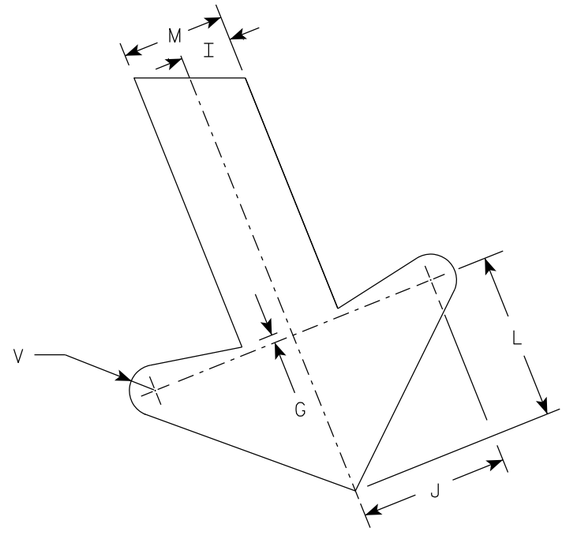
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 292 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



R3-20L



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	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

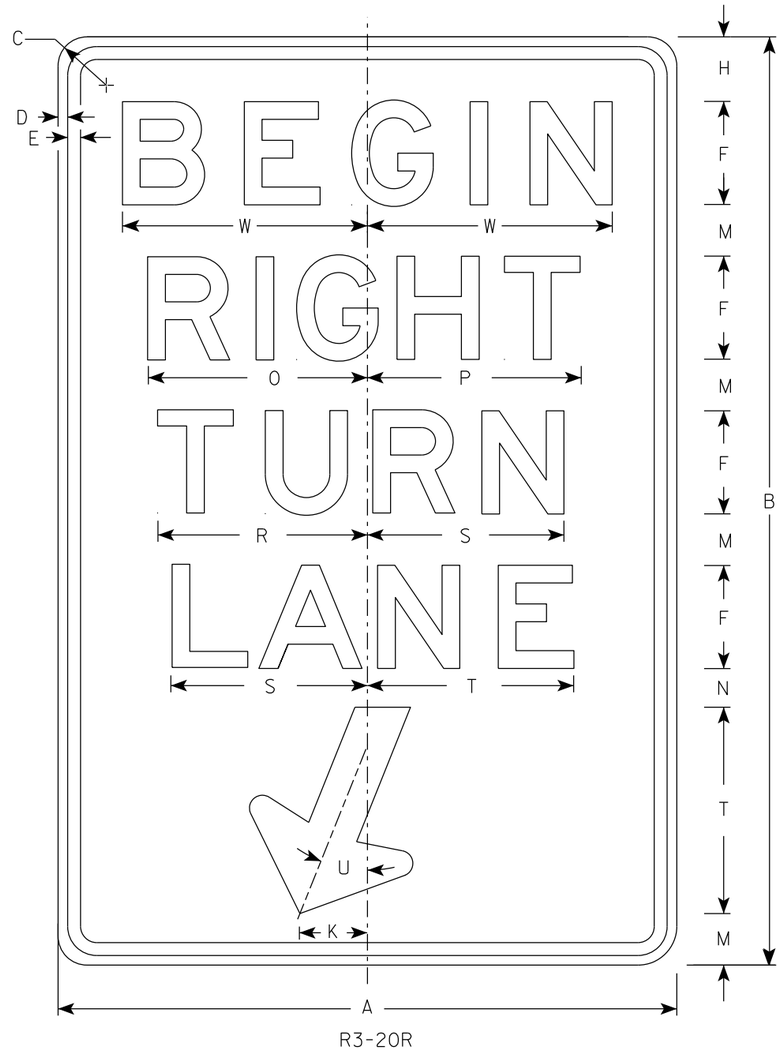
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20L.8

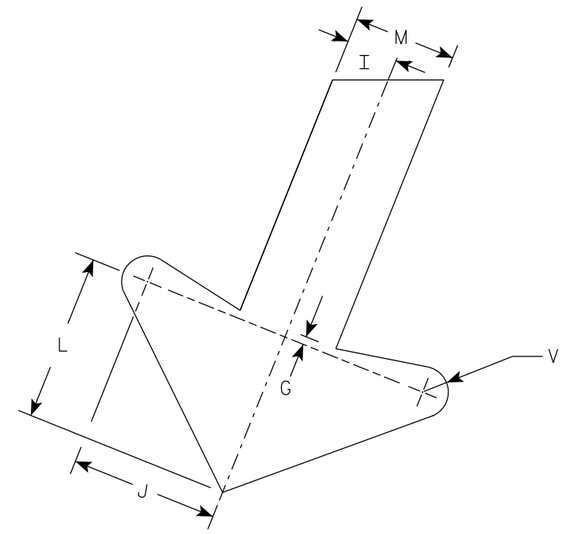
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 293	E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E



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	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/2	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 7/8	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

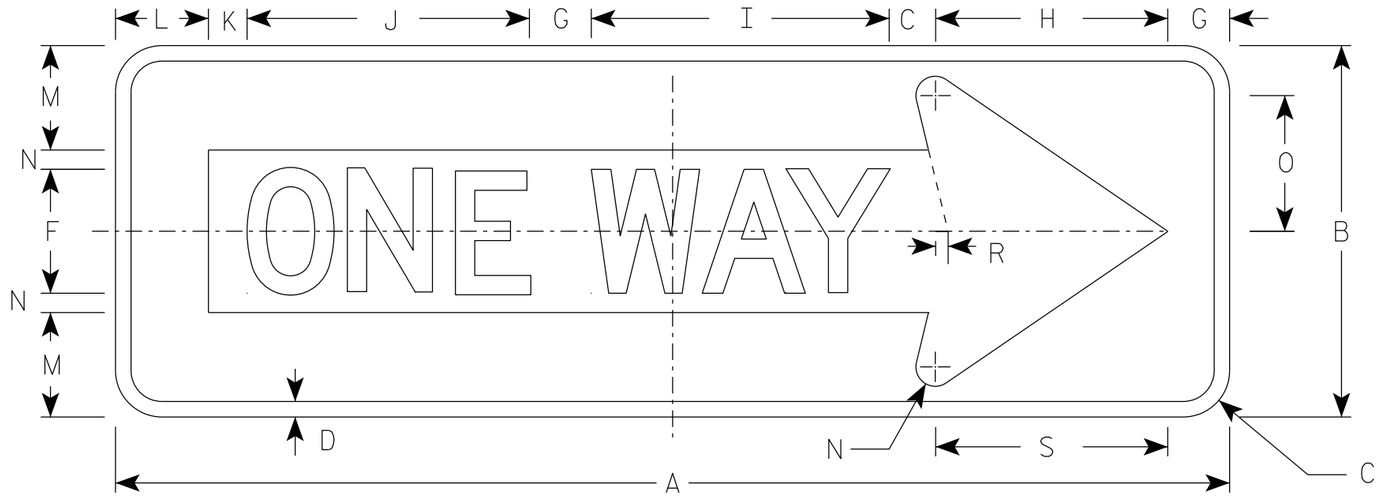
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-20R.7

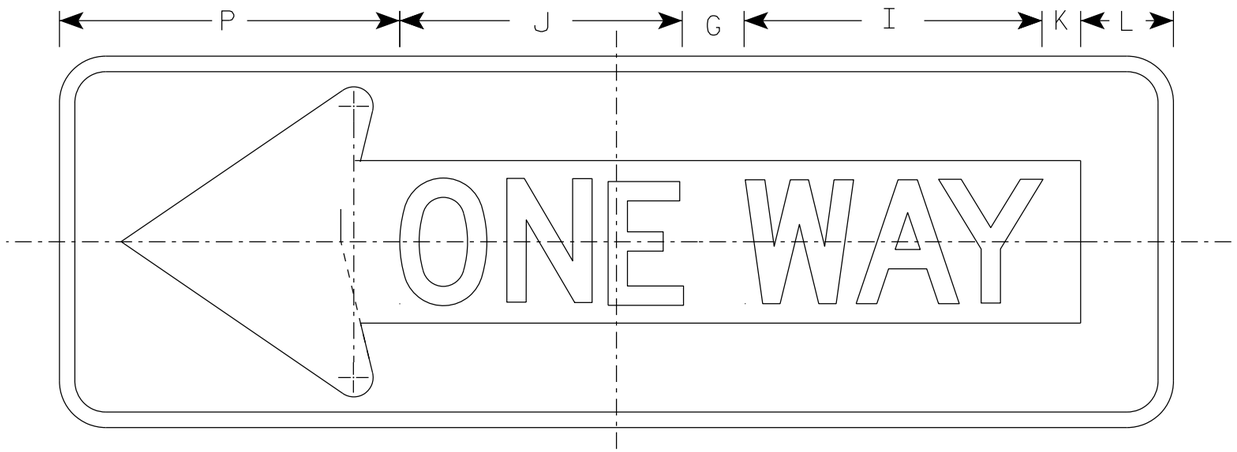
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 294 | E



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 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	1 ½	¾		6	3	11 ¼	13 ⅝	14 ½	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	1 ½	¾		6	3	11 ¼	13 ⅝	14 ½	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	1 ½	¾		6	3	11 ¼	13 ⅝	14 ½	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

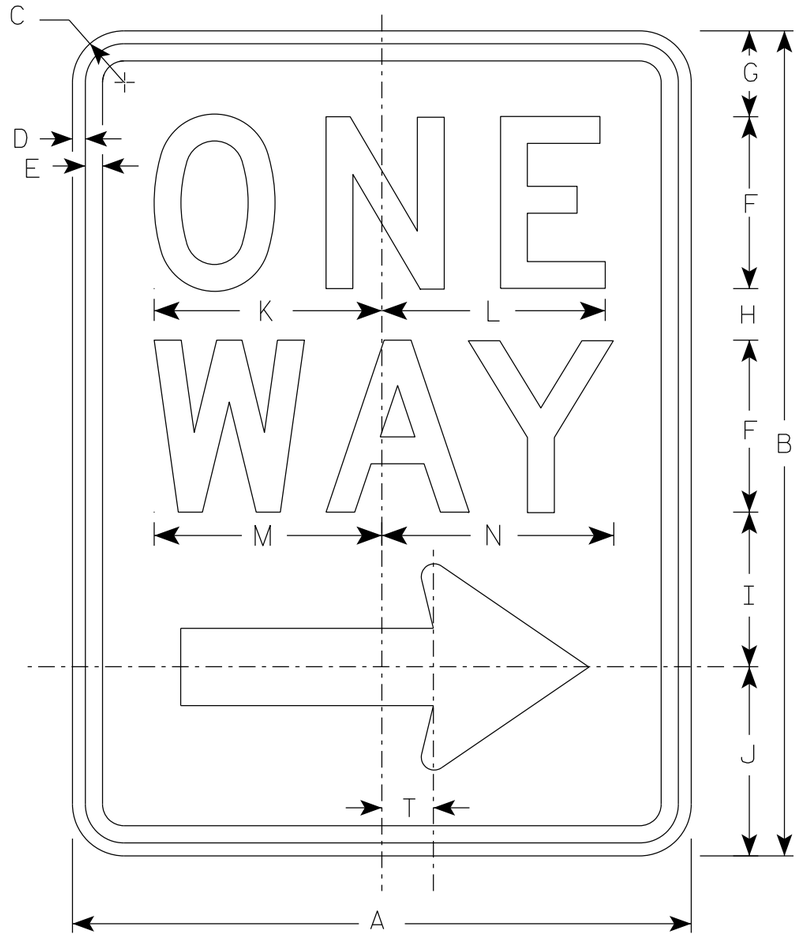
DATE 8/30/23 PLATE NO. R6-1.4

PROJECT NO:

SHEET NO: 295 E

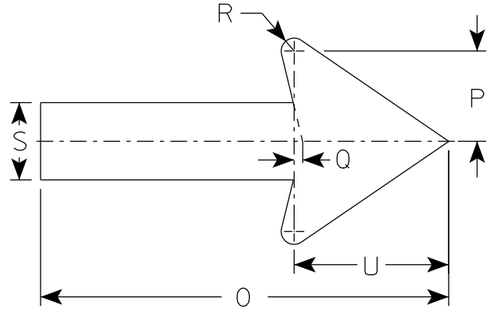
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.



R6-2R

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
1	18	24	1 1/2	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	1 1/2	1 1/2	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 7/8	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																										

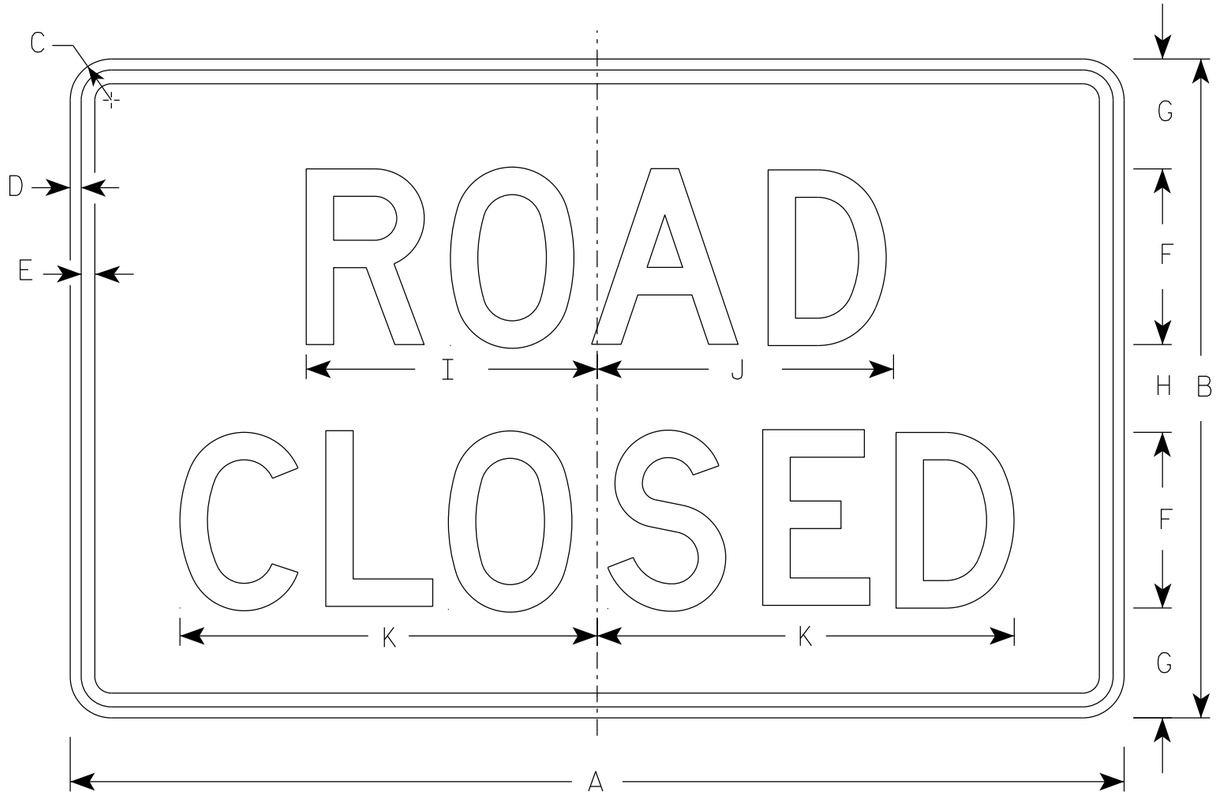
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

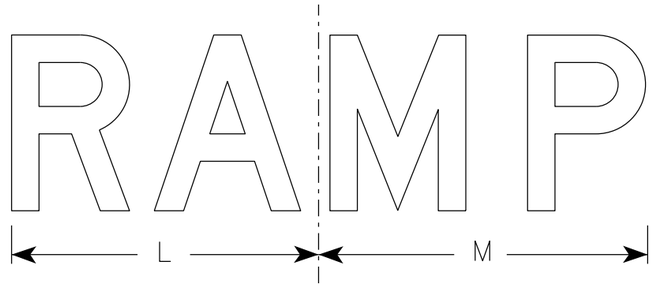
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 296 | E



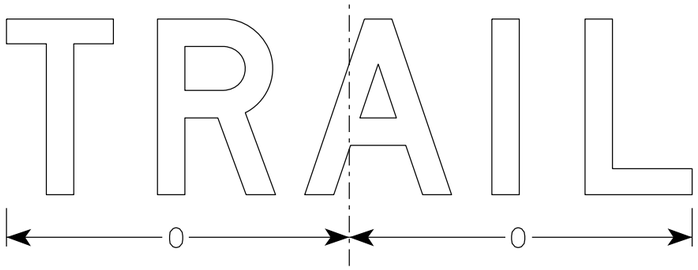
R11-2

NOTES

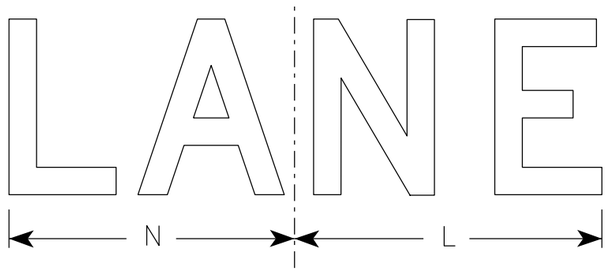
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

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	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

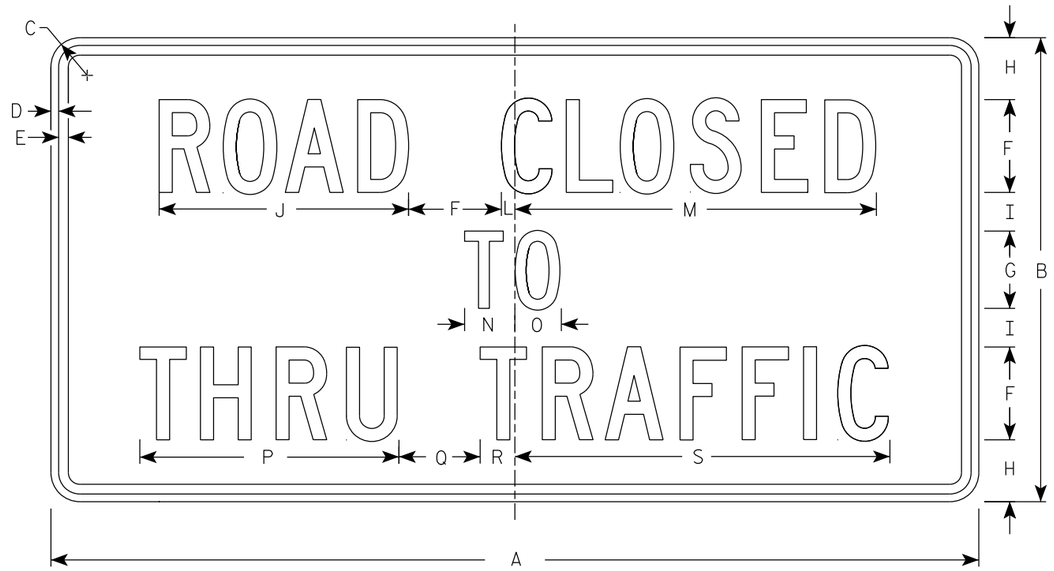
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



R11-4

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.

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 7/8	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 7/8	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																											

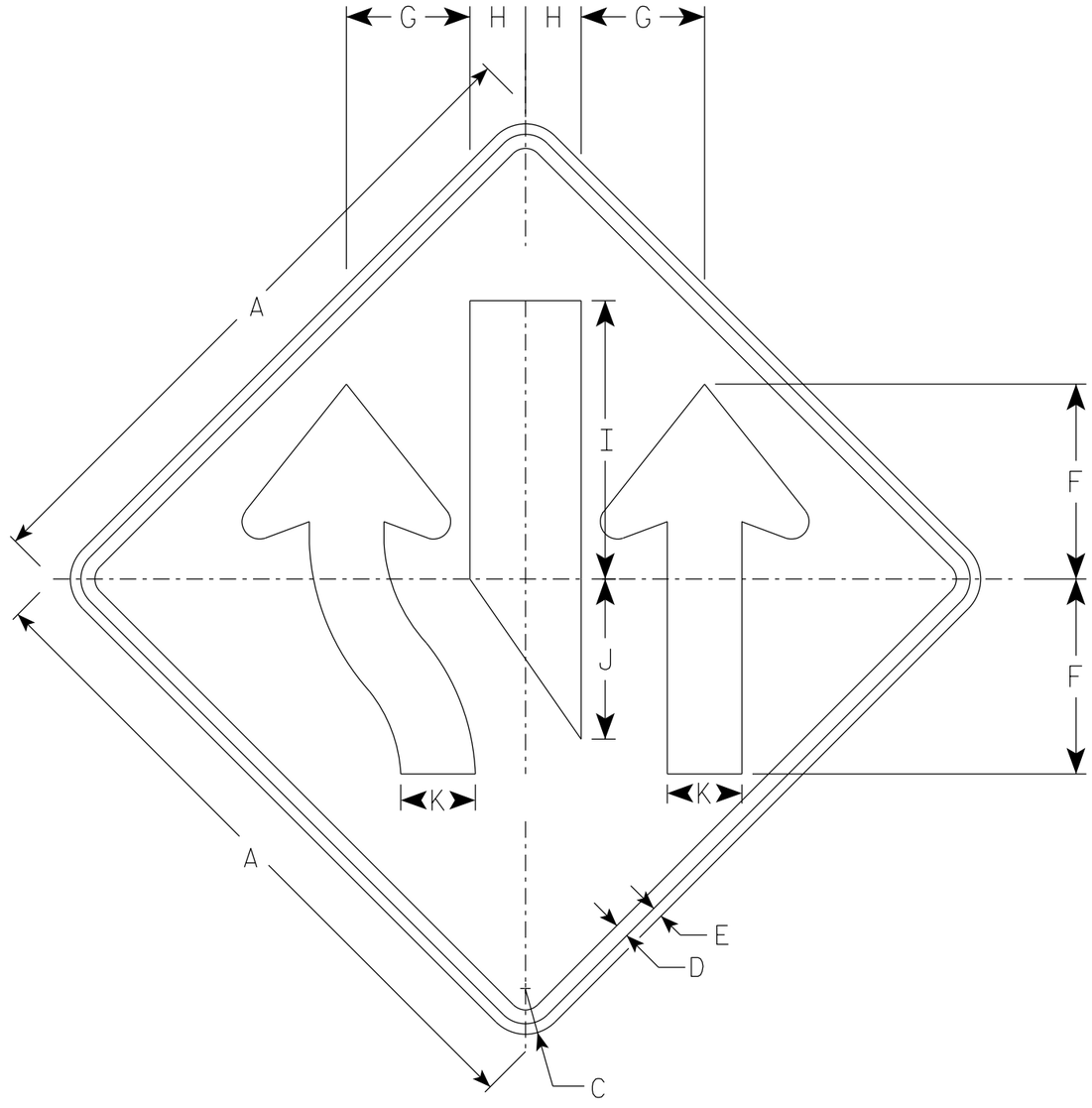
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

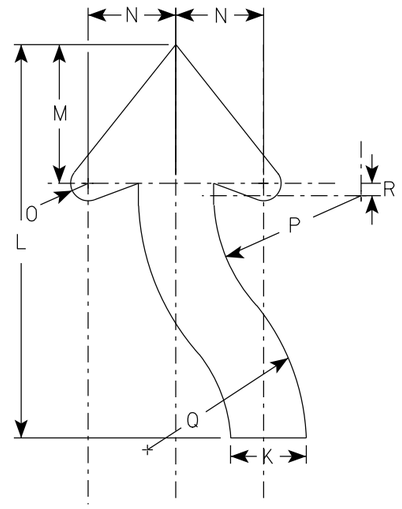
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 298 | E



W9-3A

NOTES

1. Sign is Type II - Type F Reflective
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.



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	36		2 1/4	1/2	5/8	10 1/2	6 5/8	3	15	8 5/8	4	21	7 3/8	4 3/4	7/8	8	12	3/4									9.0
2M	36		2 1/4	1/2	5/8	10 1/2	6 5/8	3	15	8 5/8	4	21	7 3/8	4 3/4	7/8	8	12	3/4									9.0
3	48		3	3/4	1	14	9	4	20	11 1/2	5 3/8	28	9 7/8	6 1/4	1 1/4	10 5/8	16	7/8									16.0
4	48		3	3/4	1	14	9	4	20	11 1/2	5 3/8	28	9 7/8	6 1/4	1 1/4	10 5/8	16	7/8									16.0
5	48		3	3/4	1	14	9	4	20	11 1/2	5 3/8	28	9 7/8	6 1/4	1 1/4	10 5/8	16	7/8									16.0

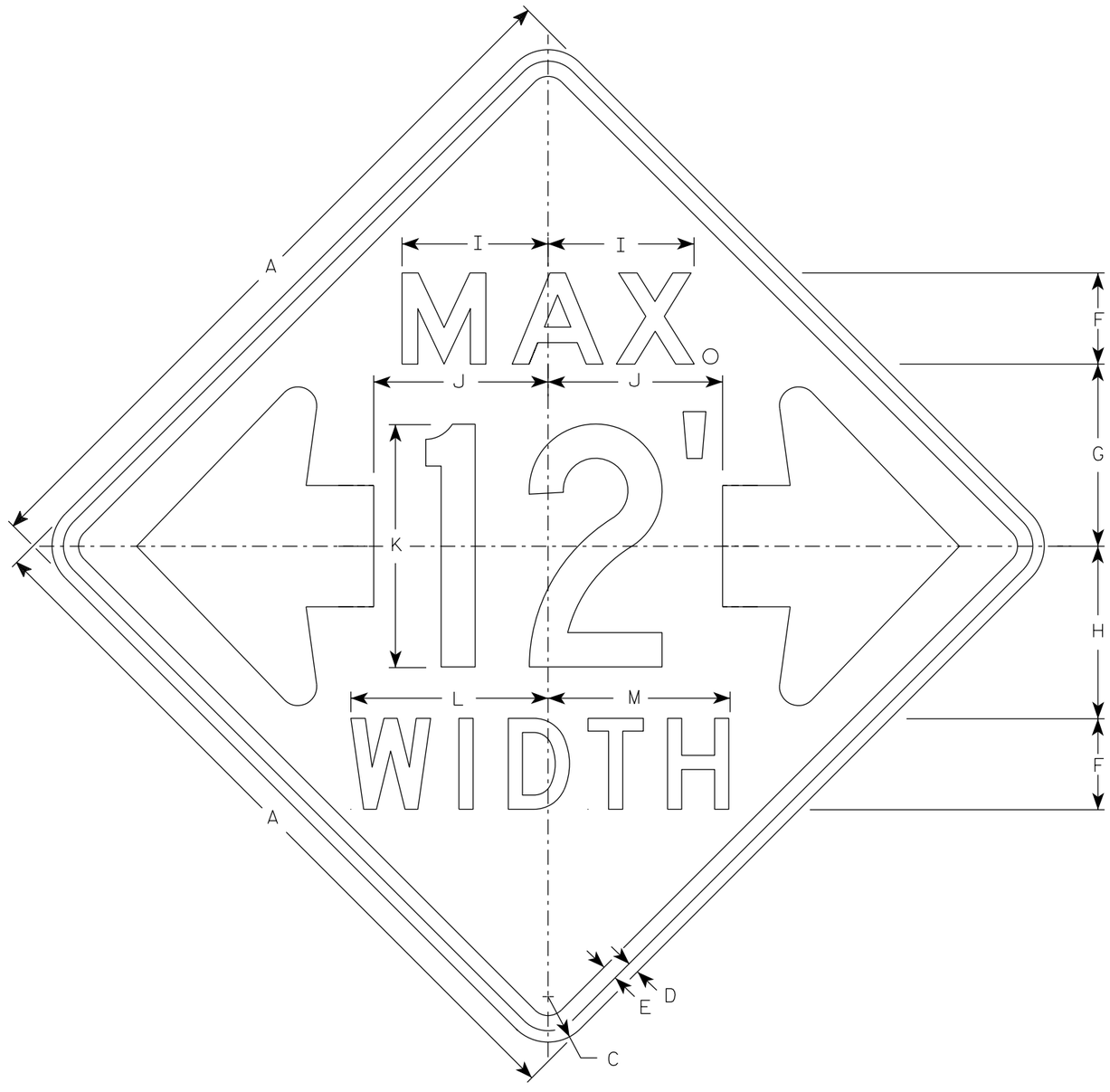
STANDARD SIGN
W9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/13/2023 PLATE NO. W9-3A.3

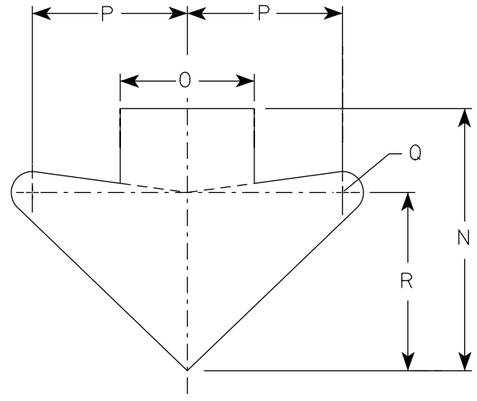
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 299 E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. 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		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

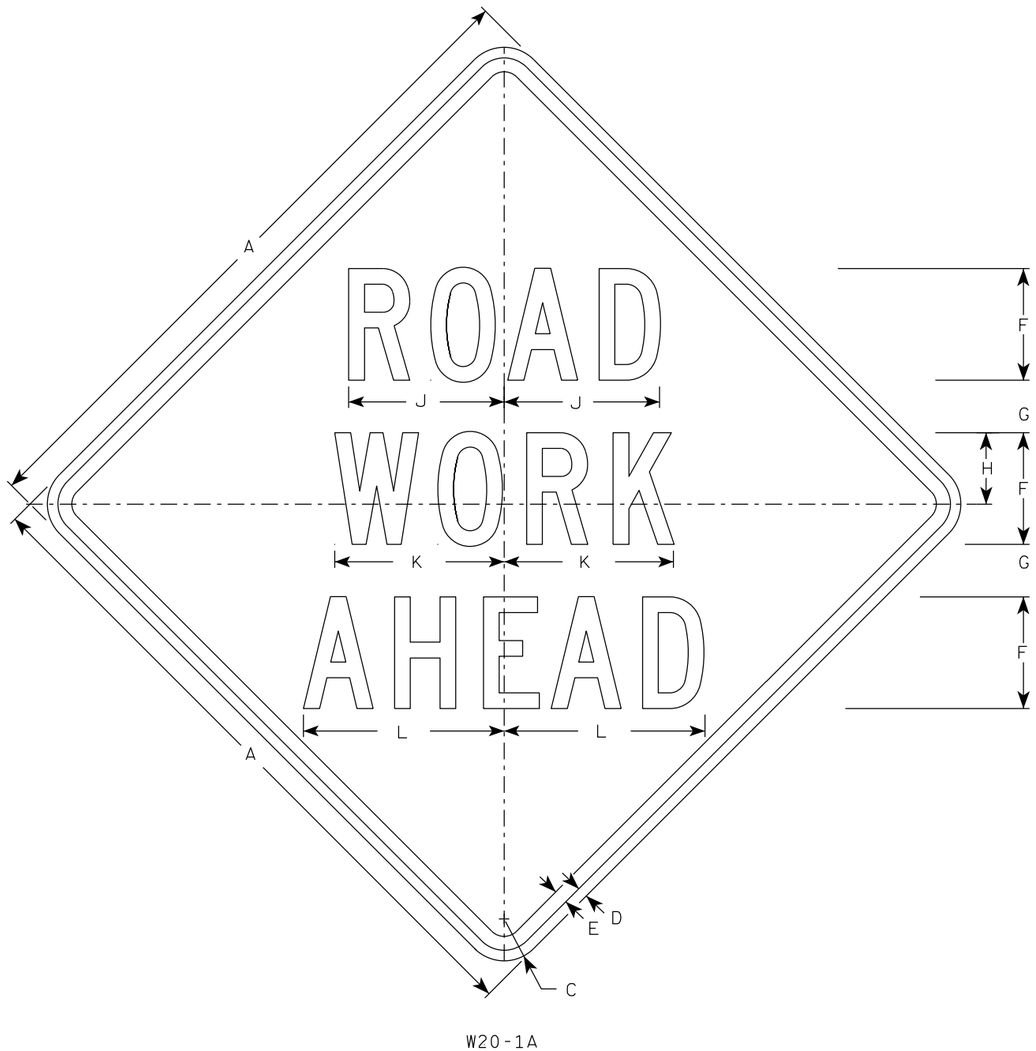
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

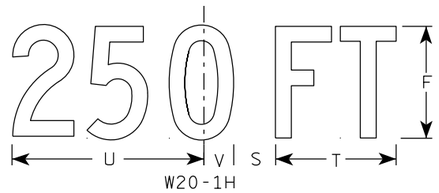
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

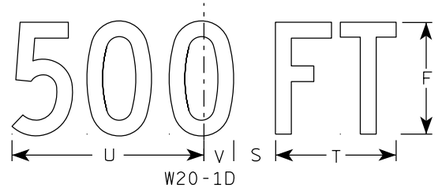
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 300 | E



W20-1A



W20-1H



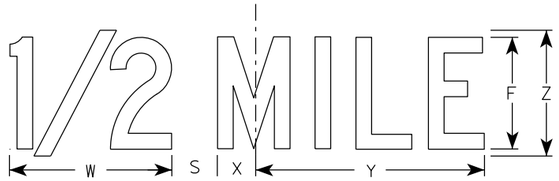
W20-1D

W20-1C

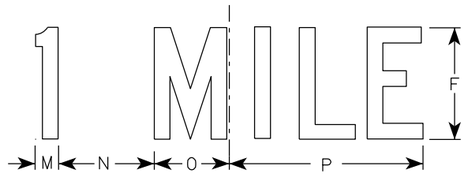
W20-1B

NOTES

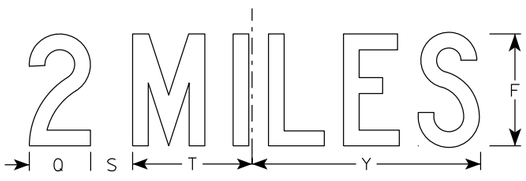
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



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		2 1/4	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		3	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		3	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		3	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		3	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		3	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 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

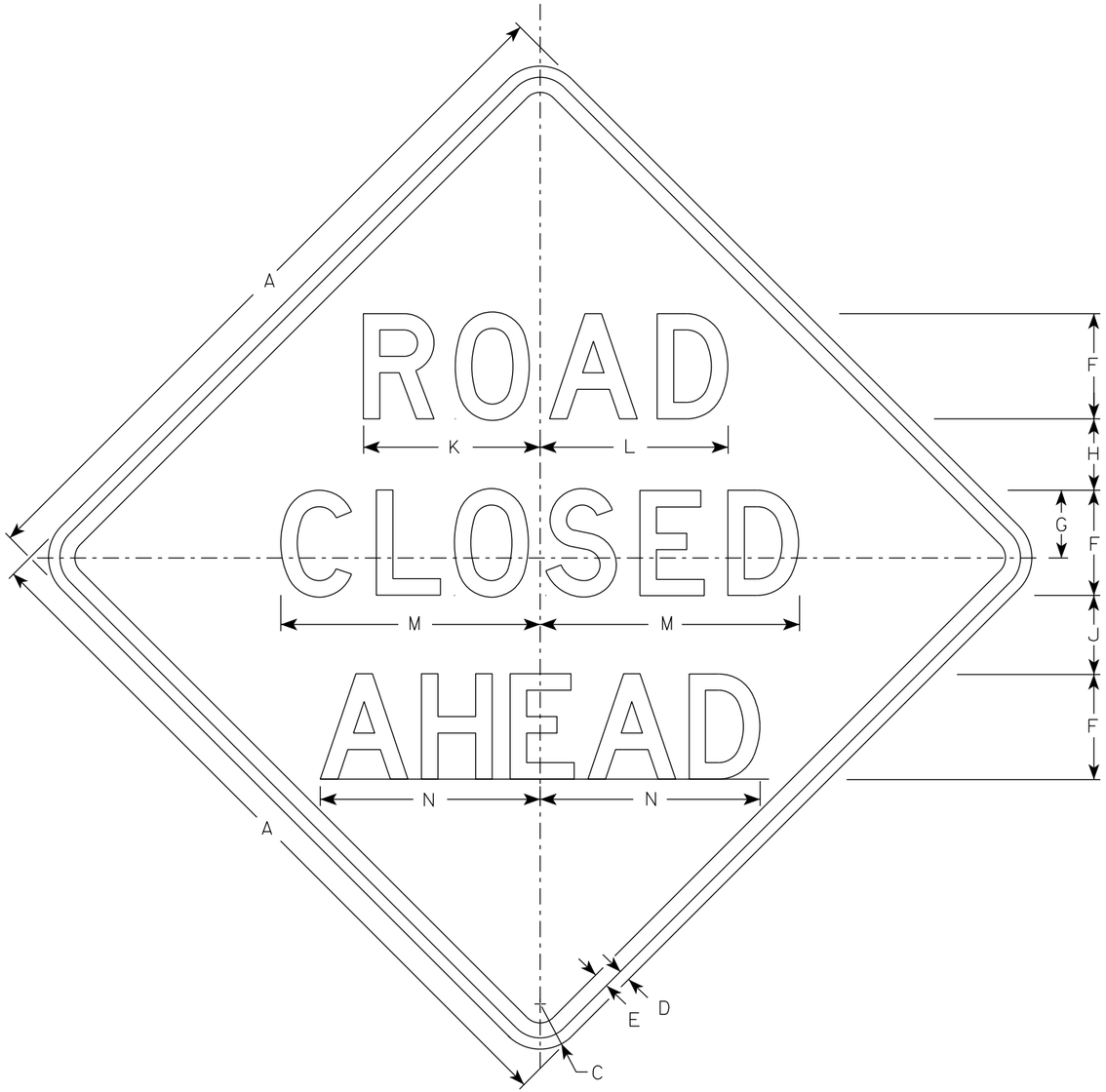
SHEET NO: 301 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

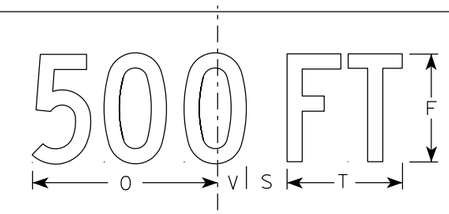
WISDOT/CADDS SHEET 42

7

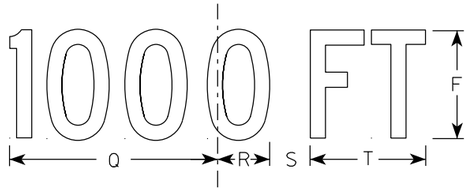
7



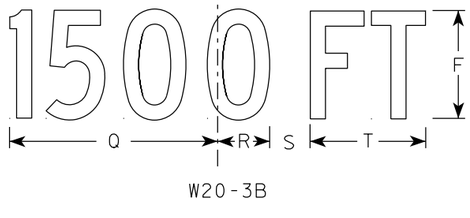
W20-3A



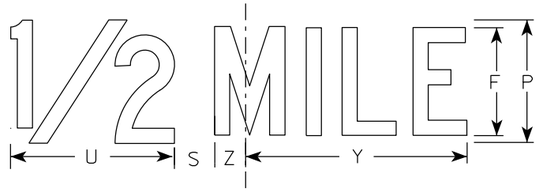
W20-3D



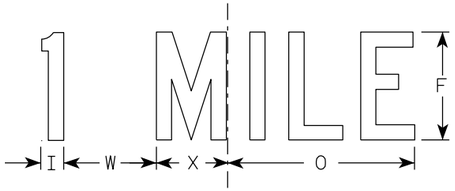
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
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		2 1/4	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		3	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		3	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		3	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		3	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		3	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

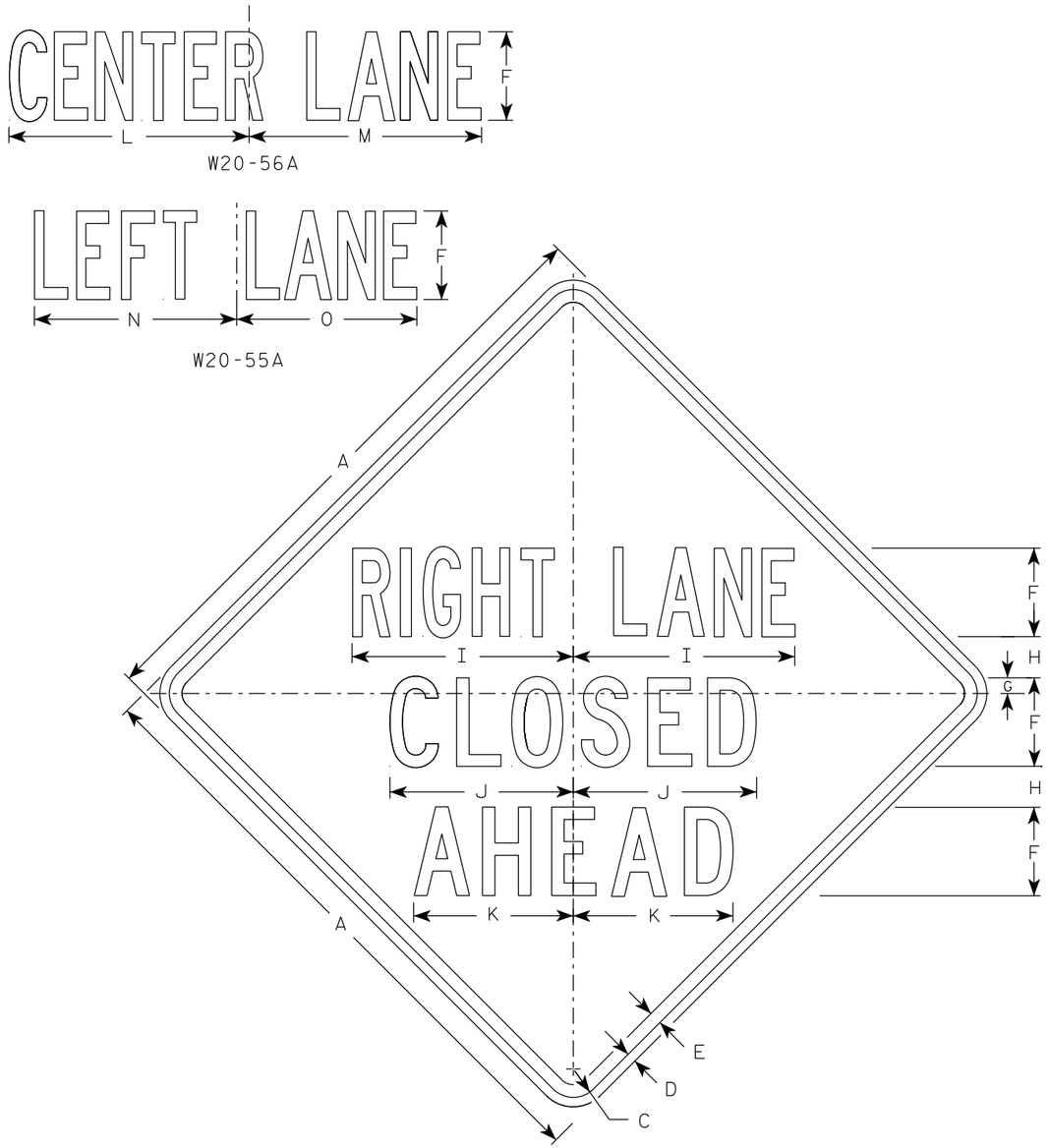
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

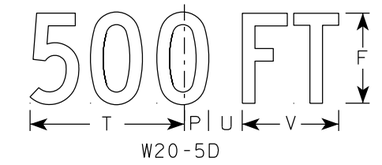
DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

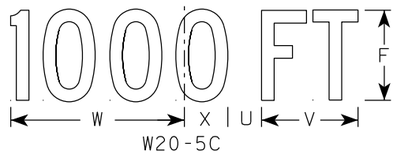
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



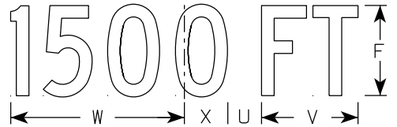
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective
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. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

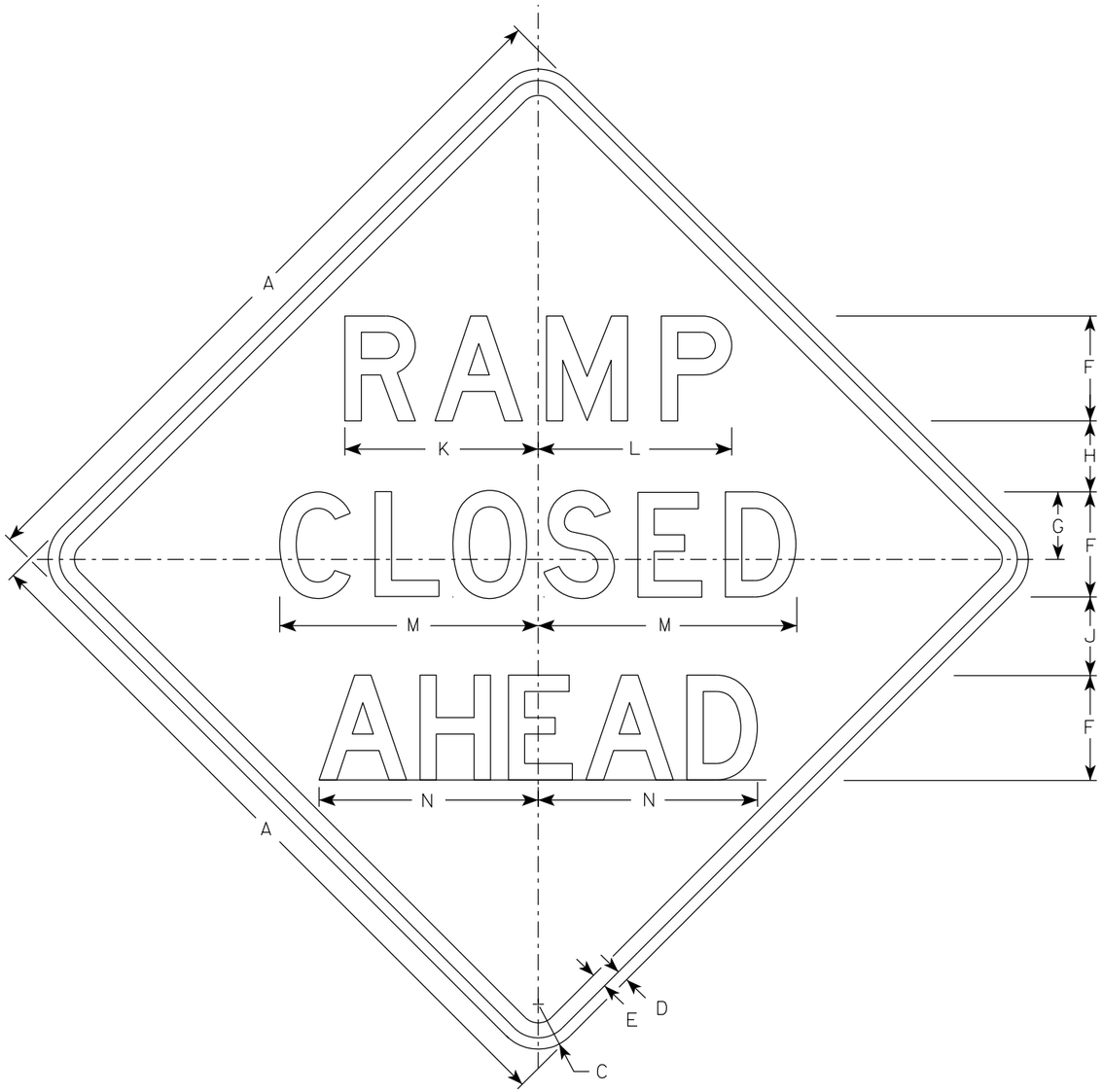
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

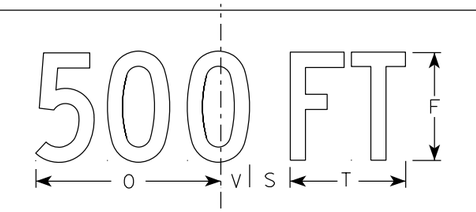
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

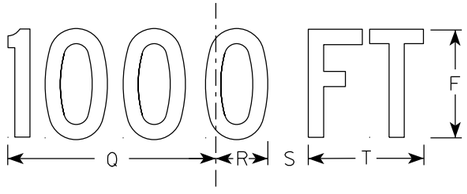
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 303 | E



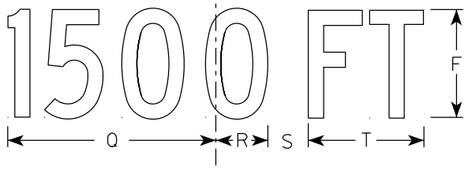
W20-53A



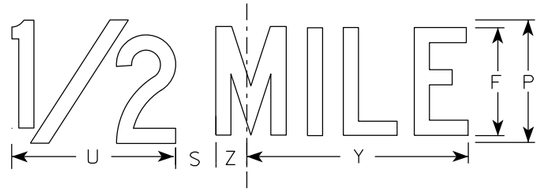
W20-53D



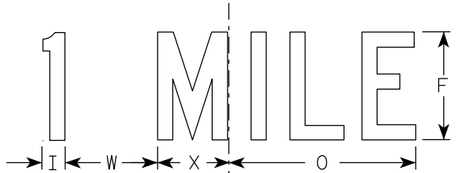
W20-53C



W20-53B



W20-53G



W20-53F

NOTES

1. Sign is Type II - Type F Reflective
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		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	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		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	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		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	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		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	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		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	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		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	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

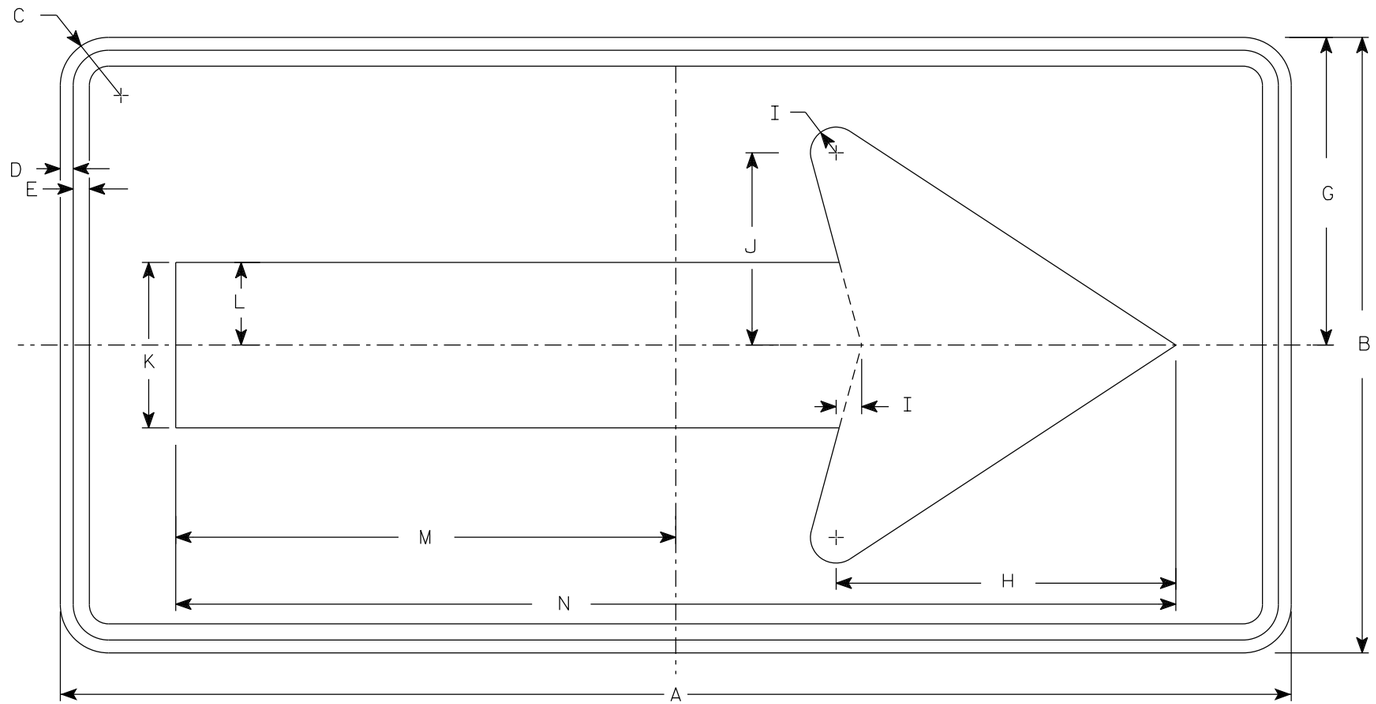
STANDARD SIGN
W20-53A,B,C,D,F,G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-53.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
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 7/8	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 7/8	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 7/8	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 7/8	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 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

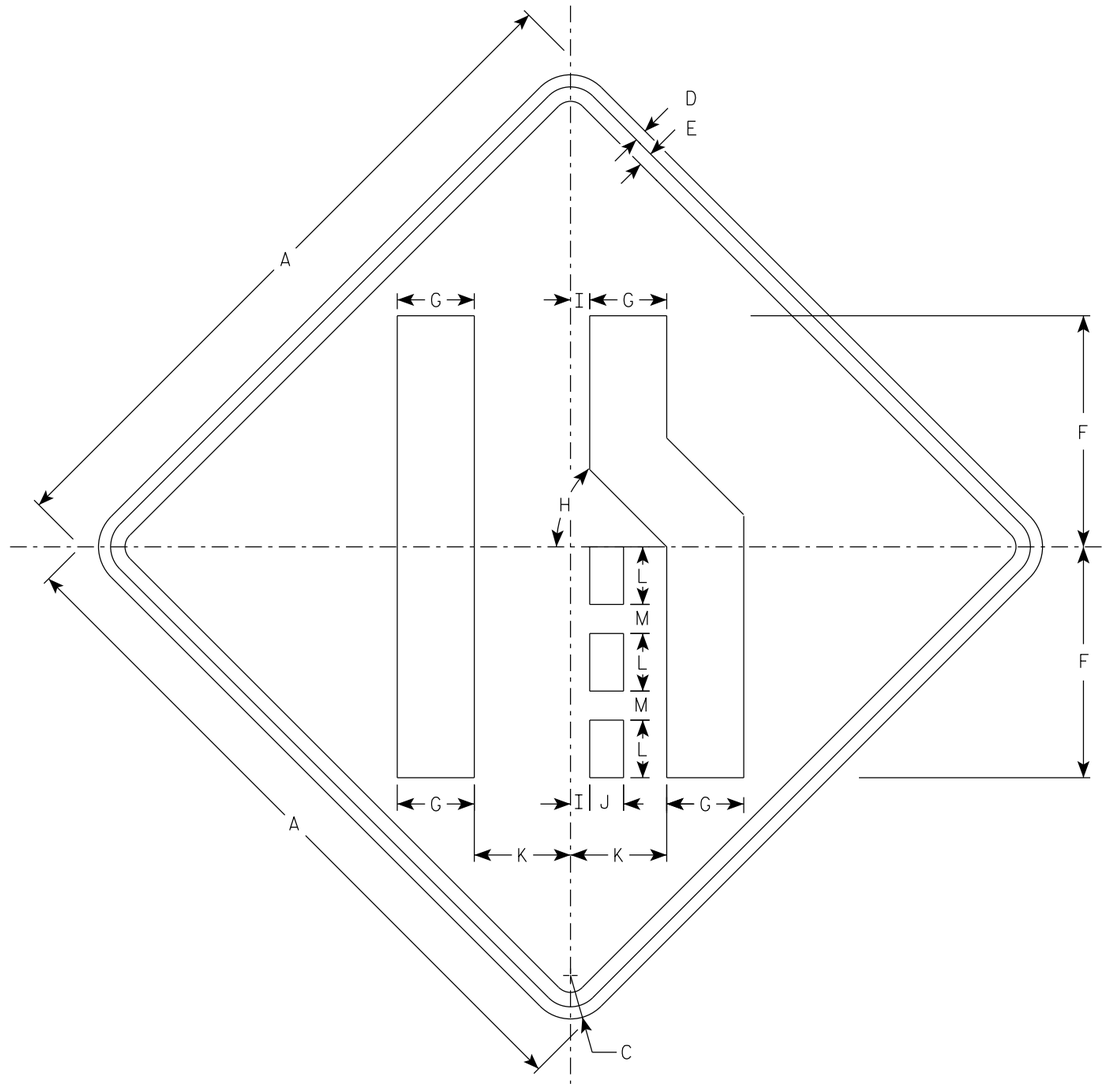
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W04-2R

NOTES

1. Sign is Type II - Type F Reflective
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. W04-2L is the same as W04-2R except the symbol 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		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

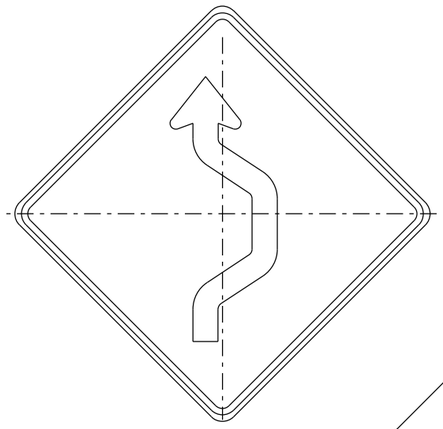
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

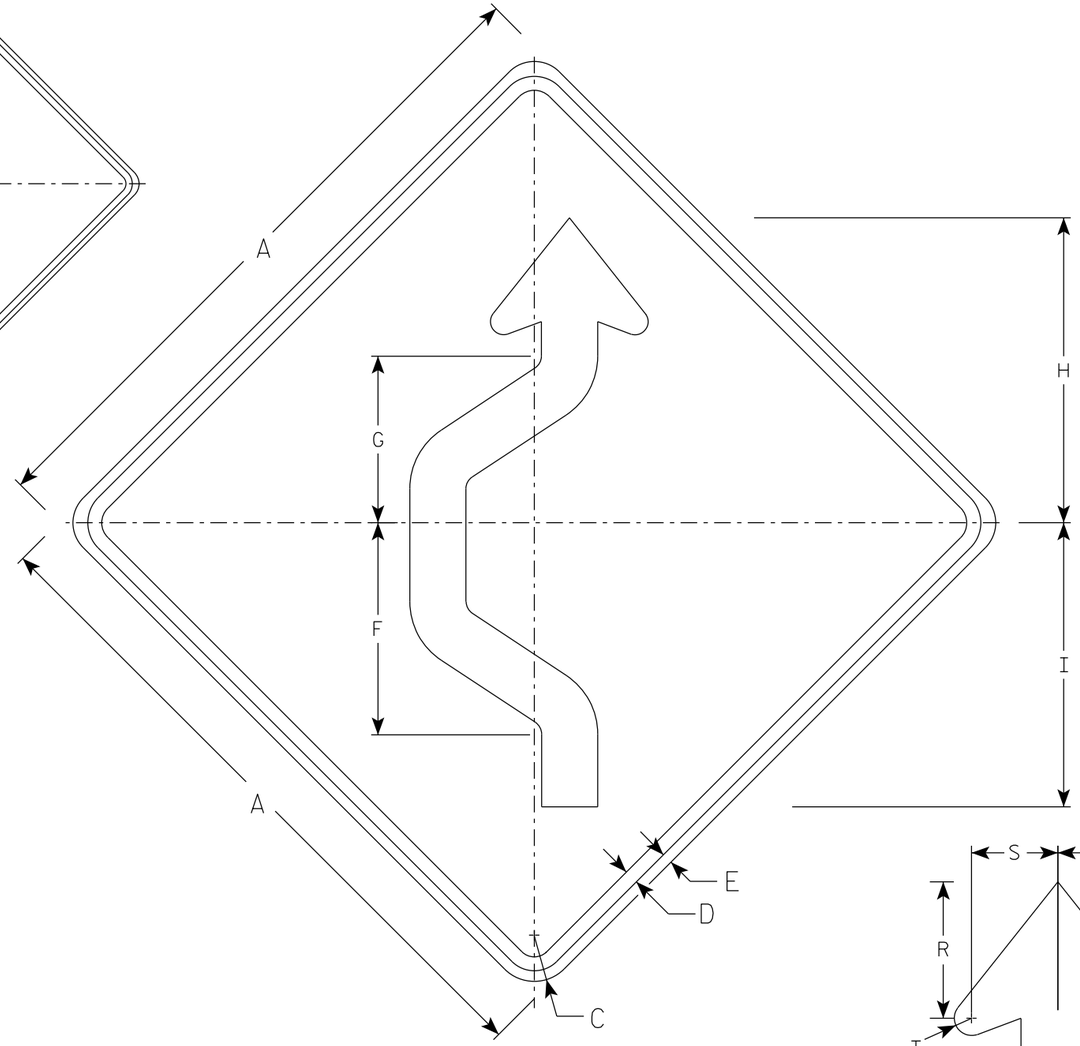
DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 306 E



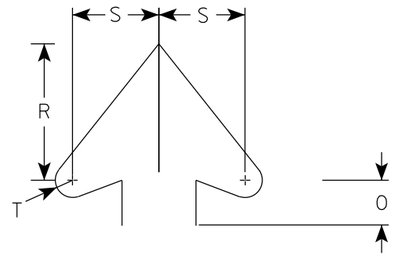
W024-1R



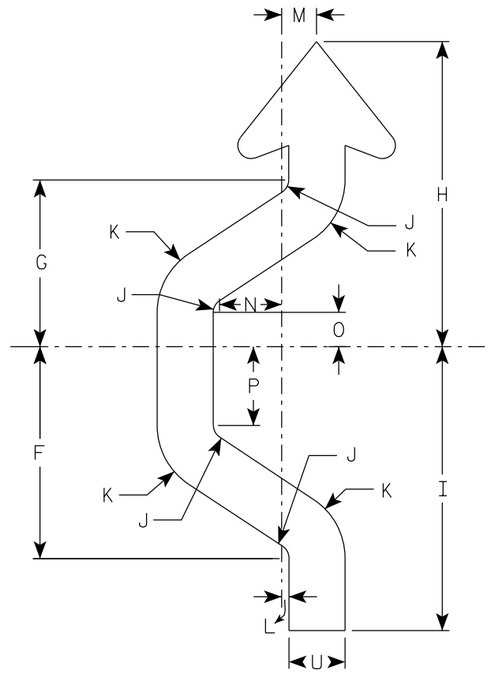
W024-1L

NOTES

1. Sign is Type II - Type F Reflective
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. W024-1R is the same as W024-1L except reversed along the vertical centerline.



Arrowhead Detail



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		2 1/4	5/8	1/2	11 3/8	8 7/8	16 3/8	15 1/4	3/4	3 3/4	3/8	2	3 3/8	1 7/8	4 1/4		5 1/2	3 1/2	5/8	3						9.0
2S	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
2M	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
3	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
4	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0
5	48		3	1	3/4	15 1/8	11 7/8	21 3/4	20 1/4	1	5	1/2	2 1/2	4 3/8	2 3/8	5 5/8		7 3/8	4 3/4	7/8	4						16.0

STANDARD SIGN
W024-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

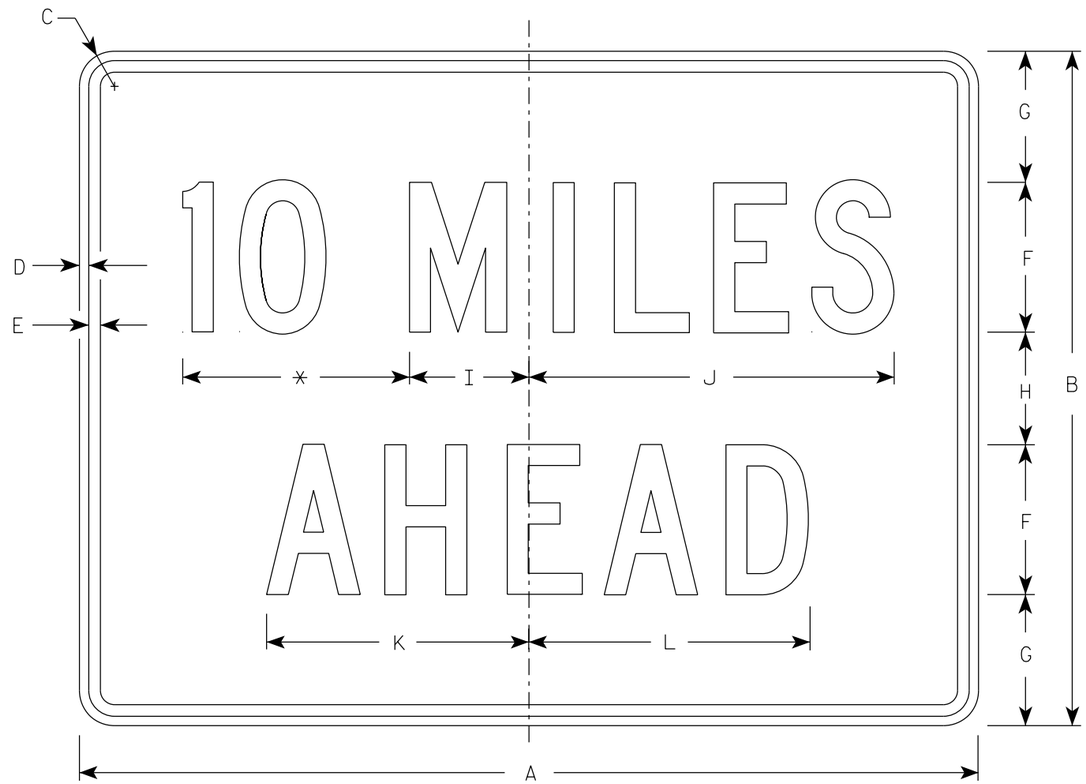
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W024-1.2

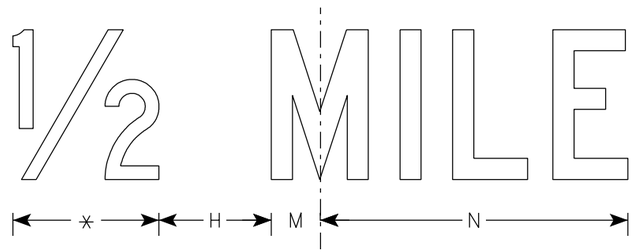
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0241.dgn PLOT DATE : 1-FEB 2024 10:32 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



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 1/2	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	2 1/4	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	2 1/4	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	2 1/4	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	2 1/4	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	2 1/4	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 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 308 E

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			MASS ORDINATE
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.15		
					NOTE 1	NOTE 2	NOTE 3	NOTE 1			NOTE 8
96+60	0.00	22.41	8.57	6.21	0	0	0	0	0		0
96+75	14.70	26.03	8.81	7.39	13.00	5.00	5.00	13	5		2
97+00	25.00	32.18	9.12	9.39	27.00	8.00	9.00	40	14		11
97+25	25.00	38.60	9.49	11.39	33.00	9.00	11.00	73	25		22
97+50	25.00	43.24	9.09	13.39	38.00	9.00	13.00	111	38		36
97+75	25.00	48.65	8.68	15.39	43.00	8.00	14.00	154	52		55
98+00	25.00	56.74	9.03	17.39	49.00	8.00	19.00	203	71		74
98+25	25.00	57.51	10.14	18.21	53.00	9.00	19.00	256	90		97
98+50	25.00	56.77	9.97	18.21	53.00	9.00	19.00	309	109		119
98+75	25.00	54.78	10.10	18.21	52.00	9.00	19.00	361	128		140
99+00	25.00	54.01	10.40	18.21	50.00	9.00	19.00	411	147		159
99+25	25.00	55.07	10.70	18.21	50.00	10.00	19.00	461	166		177
99+50	25.00	58.12	10.73	18.21	52.00	10.00	19.00	513	185		197
99+75	25.00	59.12	10.51	18.21	54.00	10.00	19.00	567	204		219
100+00	25.00	58.05	9.94	18.21	54.00	9.00	19.00	621	223		243
100+25	25.00	56.24	9.29	18.21	53.00	9.00	19.00	674	242		265
100+50	25.00	55.59	9.32	18.21	52.00	9.00	19.00	726	261		286
100+75	25.00	58.51	9.74	18.21	53.00	9.00	19.00	779	280		308
101+00	25.00	64.38	10.30	18.21	57.00	9.00	19.00	836	299		334
101+20	20.00	68.67	10.74	18.59	49.00	8.00	16.00	885	315		357
101+25	5.00	68.92	7.24	19.89	13.00	2.00	4.00	898	319		363
101+30	5.00	70.52	4.32	22.23	13.00	1.00	5.00	911	324		369
101+35	5.00	72.42	2.01	25.86	13.00	1.00	5.00	924	329		376
101+40	5.00	89.56	7.21	31.59	15.00	1.00	7.00	939	336		382
101+45	5.00	71.81	8.03	23.85	15.00	1.00	7.00	954	343		388
101+50	5.00	59.10	10.57	18.37	12.00	2.00	4.00	966	347		393
101+55	5.00	50.26	11.61	15.10	10.00	2.00	4.00	976	351		396
101+60	5.00	60.41	13.54	18.52	10.00	2.00	4.00	986	355		400
101+65	5.00	48.90	14.02	18.34	10.00	3.00	4.00	996	359		402
101+70	5.00	38.60	14.05	15.79	8.00	3.00	3.00	1004	362		404
				COLUMN TOTALS	1,004	184	362				

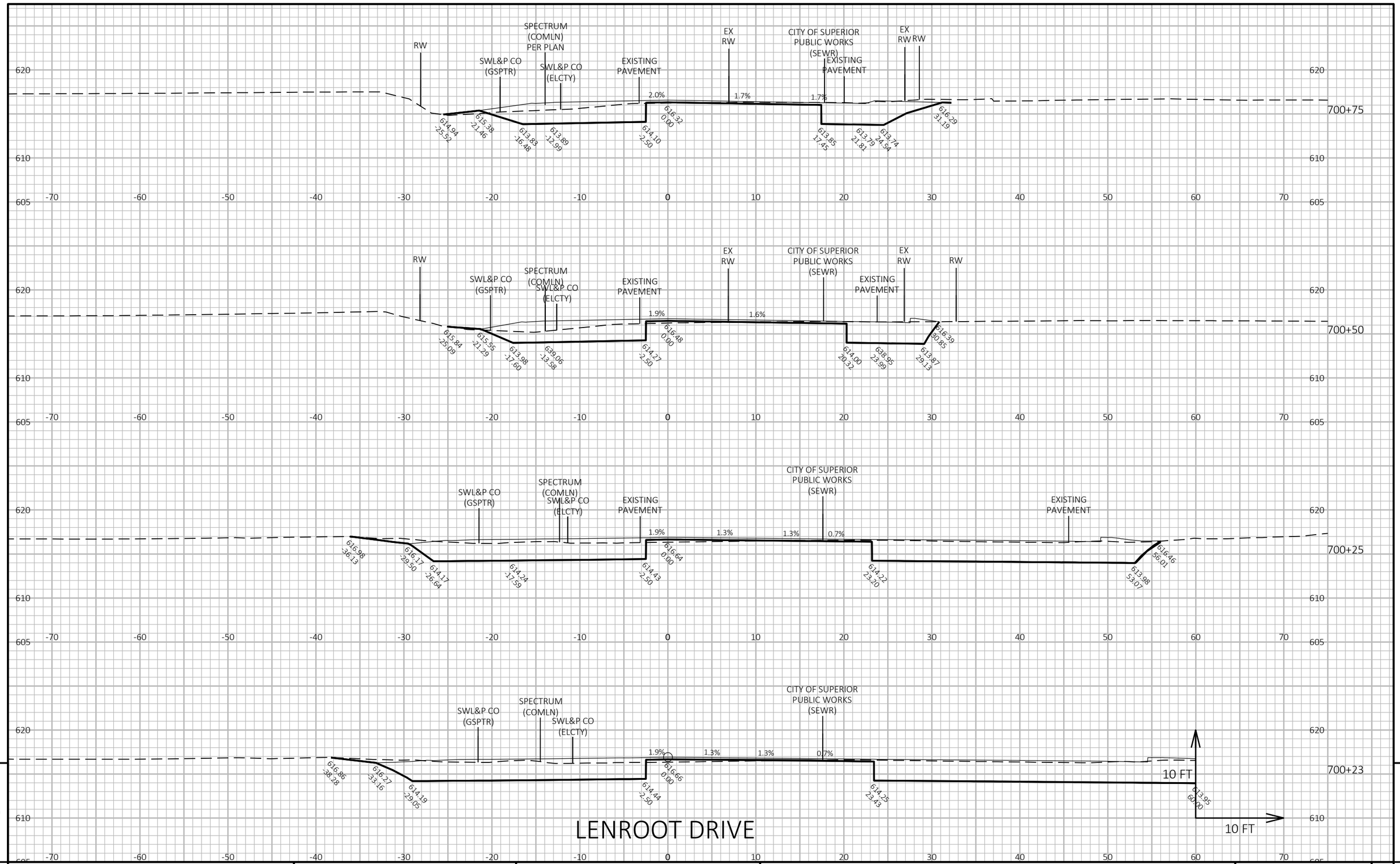
STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			MASS ORDINATE
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.15		
					NOTE 1	NOTE 2	NOTE 3	NOTE 1			NOTE 8
579+25	0.00	38.51	11.73	15.21	0	0	0	0	0		404
579+50	25.00	49.54	7.37	14.88	41.00	7.00	16.00	41	16		419
579+75	25.00	30.36	3.22	15.41	37.00	7.00	16.00	78	32		431
579+90	15.00	28.95	2.64	15.87	16.00	1.00	10.00	94	42		434
579+95	5.00	31.89	3.21	17.05	6.00	0.00	3.00	100	45		437
580+00	5.00	37.29	4.29	19.08	6.00	1.00	4.00	106	49		437
580+05	5.00	46.99	5.84	22.21	8.00	1.00	4.00	114	53		440
580+10	5.00	60.27	9.94	26.57	10.00	2.00	5.00	124	58		442
580+15	5.00	69.08	10.81	30.09	12.00	2.00	6.00	136	64		445
580+20	5.00	69.69	8.12	28.86	13.00	2.00	6.00	149	70		449
580+25	5.00	80.97	8.67	34.23	14.00	2.00	7.00	163	77		453
580+30	5.00	95.95	8.42	43.01	16.00	2.00	8.00	179	85		458
580+35	5.00	120.76	1.63	61.05	20.00	1.00	9.00	199	94		467
580+40	5.00	55.08	1.81	31.03	16.00	0.00	7.00	215	101		475
				COLUMN TOTALS	215	28	101				

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY)			CUMULATIVE VOL (CY)			MASS ORDINATE
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	EXPANDED FILL	CUT	EXPANDED FILL		
								1.00	1.15		
					NOTE 1	NOTE 2	NOTE 3	NOTE 1			NOTE 8
700+75	0.00	55.41	2.38	26.66	0.00	0.00	0.00	0	0		475
701+00	25.00	50.60	3.42	25.50	49.00	3.00	27.00	49	27		490
701+25	25.00	51.08	3.48	24.43	47.00	3.00	27.00	96	54		502
701+50	25.00	59.18	59.18	24.51	51.00	29.00	26.00	147	80		495
701+75	25.00	60.30	60.30	24.50	55.00	55.00	26.00	202	106		465
702+00	25.00	59.44	59.44	24.50	55.00	55.00	26.00	257	132		435
702+25	25.00	51.61	51.61	24.92	51.00	51.00	26.00	308	158		405
702+50	25.00	53.46	53.46	25.47	49.00	49.00	27.00	357	185		374
702+75	25.00	79.57	3.72	26.34	62.00	26.00	27.00	419	212		379
703+00	25.00	68.25	5.85	26.43	68.00	3.00	28.00	487	240		412
703+25	25.00	84.37	7.49	25.18	71.00	7.00	28.00	558	268		443
703+50	25.00	79.34	7.24	23.88	76.00	7.00	25.00	634	293		484
703+75	25.00	80.28	4.95	16.05	74.00	0.00	25.00	708	318		529
704+00	25.00	70.66	0.14	14.62	70.00	5.00	16.00	778	336		575
704+25	25.00	44.17	0.00	14.49	53.00	0.00	16.00	831	352		610
704+50	25.00	49.44	0.09	14.37	43.00	0.00	15.00	874	367		636
704+75	25.00	56.52	2.39	23.49	49.00	1.00	20.00	923	387		661
705+00	25.00	57.40	4.71	23.36	53.00	2.00	25.00	976	412		683
705+25	25.00	57.69	4.27	23.24	53.00	4.00	25.00	1029	437		703
705+50	25.00	53.92	2.50	23.11	52.00	4.00	25.00	1081	462		723
705+55	5.00	56.89	2.19	23.08	10.00	0.00	5.00	1091	467		727
705+60	5.00	57.67	1.82	23.20	11.00	0.00	5.00	1102	472		732
705+65	5.00	54.12	1.61	23.33	10.00	0.00	5.00	1112	477		736
705+70	5.00	49.94	1.42	23.45	10.00	0.00	5.00	1122	482		741
705+75	5.00	47.25	1.14	23.57	9.00	0.00	5.00	1131	487		744
705+80	5.00	45.55	0.94	23.68	9.00	0.00	5.00	1140	492		747
705+85	5.00	48.78	0.70	23.78	9.00	0.00	5.00	1149	497		750
705+90	5.00	50.43	0.67	23.89	9.00	0.00	5.00	1158	502		754
705+95	5.00	48.93	0.50	23.99	9.00	0.00	5.00	1167	507		757
706+00	5.00	50.48	0.36	24.10	9.00	0.00	5.00	1176	512		760
706+05	5.00	47.73	0.26	24.25	9.00	0.00	5.00	1185	517		763
706+10	5.00	49.86	0.35	24.41	9.00	0.00	5.00	1194	522		767
706+15	5.00	51.71	0.64	24.56	9.00	0.00	5.00	1203	527		770
706+20	5.00	53.49	1.09	24.71	10.00	0.00	5.00	1213	532		774
706+25	5.00	55.60	1.48	24.87	10.00	0.00	5.00	1223	537		778
706+30	5.00	55.75	1.80	24.99	10.00	0.00	5.00	1233	542		783
706+35	5.00	55.45	2.17	25.10	10.00	0.00	5.00	1243	547		787
706+40	5.00	56.89	2.48	25.22	10.00	0.00	5.00	1253	552		791
706+45	5.00	56.74	2.73	25.33	11.00	0.00	5.00	1264	557		796
706+50	5.00	59.13	59.13	25.45	11.00	11.00	5.00	1275	562		791
706+55	5.00	60.17	60.17	25.53	11.00	11.00	5.00	1286	567		785
706+60	5.00	60.67	60.67	25.61	11.00	11.00	5.00	1297	572		779
706+65	5.00	60.19	60.19	25.69	11.00	11.00	5.00	1308	577		773
706+70	5.00	61.71	61.71	25.77	11.00	11.00	5.00	1319	582		768
706+75	5.00	61.21	61.21	25.84	11.00	11.00	5.00	1330	587		762
706+80	5.00	65.19	65.19	25.90	12.00	12.00	6.00	1342	593		755
706+85	5.00	65.50	65.50	25.95	12.00	12.00	6.00	1354	599		748
706+90	5.00	62.42	62.42	25.99	12.00	12.00	6.00	1366	605		741
706+95	5.00	64.02	64.02	17.02	12.00	12.00	4.00	1378	609		737
707+00	5.00	62.92	62.92	19.74	12.00	12.00	4.00	1390	613		732
707+05	5.00	57.99	57.99	26.36	11.00	11.00	5.00	1401	618		726
707+10	5.00	55.58	55.58	27.80	11.00	11.00	6.00	1412	624		719
707+25	15.00	68.36	68.36	28.74	34.00	34.00	18.00	1446	642		699
707+50	25.00	79.09	79.09	30.32	68.00	68.00	31.00	1514	673		663
707+75	25.00	89.38	3.16	31.90	78.00	38.00	33.00	1592	706		665
708+00	25.00	75.39	0.00	33.45	76.00	1.00	35.00	1668	741		700
708+25	25.00	71.92	5.22	33.49	68.00	2.00	36.00	1736	777		724
708+50	25.00	78.32	0.00	48.49	70.00	2.00	36.00	1806	813		751
708+55	5.00	69.07	0.00	48.49	14.00	0.00	10.00	1820	823		753
708+60	5.00	62.88	0.00	48.49	12.00	0.00	10.00	1832	833		754
				COLUMN TOTALS	1,832	597	831				

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			MASS ORDINATE
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL		
								1.00	1.15		
					NOTE 1	NOTE 2	NOTE 3	NOTE 1			NOTE 8
708+65	5.00	58.53	0.00	48.49	11.00	0.00	10.00	1,843	843		753
708+70	5.00	52.69	0.00	48.49	10.00	0.00	10.00	1,853	853		752
708+75	5.00	49.17	0.00	48.49	9.00	0.00	10.00	1,862	863		749
708+80	5.00	41.72	0.00	48.49	8.00	0.00	10.00	1,870	873		746
708+85	5.00	31.39	0.00	48.49	7.00	0.00	10.00	1,877	883		741
708+90	5.00	25.80	0.00	48.49	5.00	0.00	10.00	1,882	893		735
708+95	5.00	28.46	0.00	48.49	5.00	0.00	10.00	1,887	903		728
709+00	5.00	35.29	0.00	48.49	6.00	0.00	10.00	1,893	913		723
709+05	5.00	39.89	0.00	48.49	7.00	0.00	10.00	1,900	923		718
709+10	5.00	42.08	0.00	48.49	8.00	0.00	10.00	1,908	933		715
709+15	5.00	43.88	0.00	48.49	8.00	0.00	10.00	1,916	943		711
709+20	5.00	45.56	0.00	48.49	8.00	0.00	10.00	1,924	953		708
709+25	5.00	47.76	0.00	48.49	9.00	0.00	10.00	1,933	963		705
709+30	5.00	48.16	0.00	48.49	9.00	0.00	10.00	1,942	973		703
709+35	5.00	46.09	0.00	48.49	9.00	0.00	10.00	1,951	983		700
709+40	5.00	43.25	0.00	48.49	8.00	0.00	10.00	1,959	993		697
709+45	5.00	41.75	0.00	48.49	8.00	0.00	10.00	1,967	1,003		693
709+50	5.00	42.06	0.00	48.49	8.00	0.00	10.00	1,975	1,013		690
709+75	25.00	38.37	0.00	48.49	37.00	0.00	52.00	2,012	1,065		667
710+00	25.00	26.64	0.00	48.49	30.00	0.00	52.00	2,042	1,117		637
710+25	25.00	36.54	0.00	48.49	29.00	0.00	52.00	2,071	1,169		607
710+50	25.00	49.27	0.00	39.25	40.00	0.00	42.00	2,111	1,211		598
710+75	25.00	61.43	61.43	30.84	51.00	28.00	42.00	2,162	1,253		573
711+00	25.00	79.01	79.01	32.95	65.00	65.00	35.00	2,227	1,288		533
711+15	15.00	91.79	91.79	39.08	47.00	47.00	21.00	2,274	1,309		509
711+20	5.00	114.35	114.35	43.46	19.00	19.00	9.00	2,293	1,318		498
711+25	5.00	129.06	129.06	49.41	23.00	23.00	9.00	2,316	1,327		488
711+30	5.00	145.43	145.43	56.17	25.00	25.00	12.00	2,341	1,339		474
711+35	5.00	168.21	168.21	61.51	29.00	29.00	12.00	2,370	1,351		460
711+40	5.00	188.82	188.82	65.38	33.00	33.00	14.00	2,403	1,365		444
711+45	5.00	193.49	193.49	72.26	35.00	35.00	14.00	2,438	1,379		428
711+50	5.00	137.27	137.27	52.09	31.00	31.00	11.00	2,469	1,390		415
711+55	5.00	145.74	145.74	52.30	26.00	26.00	11.00	2,495	1,401		403
711+60	5.00	94.24	94.24	40.85	22.00	22.00	9.00	2,517	1,410		392
711+65	5.00	26.05	26.05	29.87	11.00	11.00	9.00	2,528	1,419		382
711+70	5.00	18.11	18.11	21.99	4.00	4.00	5.00	2,532	1,424		376
711+75	5.00	10.54	10.54	16.20	3.00	3.00	5.00	2,535	1,429		371
711+80	5.00	8.97	8.97	11.90	2.00	2.00	3.00	2,537	1,432		367
711+85	5.00	7.53	7.53	8.75	2.00	2.00	3.00	2,539	1,435		364
				COLUMN TOTALS	707	405	602				

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			MASS ORDINATE
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL		
								1.00	1.15		
					NOTE 1	NOTE 2	NOTE 3	NOTE 1			NOTE 8
604+36	0.00	6.85	5.25	6.45	0	0	0	0	0		364
604+41	5.00	6.22	4.85	5.06	1.00	1.00	1.00	1	1		362
604+62	21.32	1.99	4.33	0.00	3.00	4.00	0.00	4	1		361
604+87	25.00	2.24	4.52	0.00	2.00	4.00	0.00	6	1		359
605+12	25.00	3.05	5.38	0.00	2.00	5.00	0.00	8	1		356
				COLUMN TOTALS	8	14	1				

STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)			MASS ORDINATE
		CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.15		
					NOTE 1	NOTE 2	NOTE 3	NOTE 1			NOTE 8
101+27	0.00	23.18	0.00	7.77	0.00	0.00	0.00	0	0		356
101+50	23.03	24.50	14.11	8.18	20.00	12.00	8.00	20	8		355
101+55	5.00	26.53	13.27	8.78	5.00	3.00	2.00	25	10		355
101+60	5.00	29.66	12.03	9.71	5.00	2.00	2.00	30	12		356
101+65	5.00	33.38	9.96	11.01	6.00	2.00	2.00	36	14		357
101+70	5.00	38.80	11.11	12.68	7.00	2.00	3.00	43	17		359
101+75	5.00	45.24	14.65	14.78	8.00	2.00	3.00	51	20		361
101+80	5.00	53.90	19.91	17.35	9.00	3.00	4.00	60	24		363
101+85	5.00	62.98	20.84	20.45	11.00	4.00	4.00	71	28		365
101+90	5.00	73.04	19.43	24.39	13.00	4.00	5.00	84	33		369
101+95	5.00	85.10	15.37	28.83	15.00	3.00	5.00	99	38		375
102+00	5.00	98.10	9.03	34.13	17.00	3.00	7.00	116	45		381
102+05	5.00	111.97	7.04	40.47	19.00	1.00	7.00	135	52		391
102+10	5.00	129.27	8.00	47.75	22.00	1.00	10.00	157	62		400
102+15	5.00	114.38	8.46	41.74	23.00	2.00	10.00	180	72		410
102+20	5.00	100.57	7.39	36.71	20.00	2.00	8.00	200	80		418
102+25	5.00	89.38	6.73	32.50	18.00	1.00	8.00	218	88		426
102+30	5.00	80.45	6.16	28.99	16.00	1.00	6.00	234	94		434
102+35	5.00	72.95	5.50	26.08	14.00	1.00	6.00	248	100		440
102+40	5.00	67.13	5.03	23.69	13.00	1.00	5.00	261	105		447
102+45	5.00	63.39	4.92	21.79	12.00	1.00	5.00	273	110		452
102+50	5.00	60.22	4.80	20.32	11.00	1.00	4.00	284	114		457
102+55	5.00	58.24	4.86	19.25	11.00	1.00	4.00	295	118		463
102+60	5.00	57.69	4.65	18.56	11.00	1.00	4.00	306	122		468
102+65	5.00	56.89	4.13	18.24	11.00	1.00	4.00	317	126		474
102+75	10.00	55.22	3.07	18.21	21.00	1.00	8.00	338	134		484
103+00	25.00	56.72	3.05	18.21	52.00	3.00	19.00	390	153		512
103+25	25.00	58.13	4.26	18.21	53.00	4.00	19.00	443	172		539
103+50	25.00	58.06	4.20	18.21	54.00	4.00	19.00	497	191		567
103+75	25.00	60.10	4.35	18.21	55.00	4.00	19.00	552	210		596
104+00	25.00	60.02	4.94	18.21	56.00	4.00	19.00	608	229		626
104+25	25.00	58.38	4.09	18.21	55.00	4.00	19.00	663	248		655
104+50	25.00	54.70	3.38	18.21	52.00	4.00	19.00	715	267		681
104+75	25.00	51.83	3.65	17.61	49.00	3.00	19.00	764	286		706
105+00	25.00	44.11	3.58	15.61	44.00	3.00	19.00	808	305		725
105+25	25.00	32.57	3.27	13.61	35.00	3.00	14.00	843	319		741
105+50	25.00	32.07	4.88	11.61	30.00	3.00	14.00	873	333		752
105+75	25.00	29.12	5.13	9.61	28.00	5.00	10.00	901	343		763
106+00	25.00	23.74	4.86	7.61	24.00	5.00	10.00	925	353		771
106+18	17.55	19.25	4.73	6.21	14.00	3.00	5.00	939	358		776
				COLUMN TOTALS	939	108	358				



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PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 313	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 01

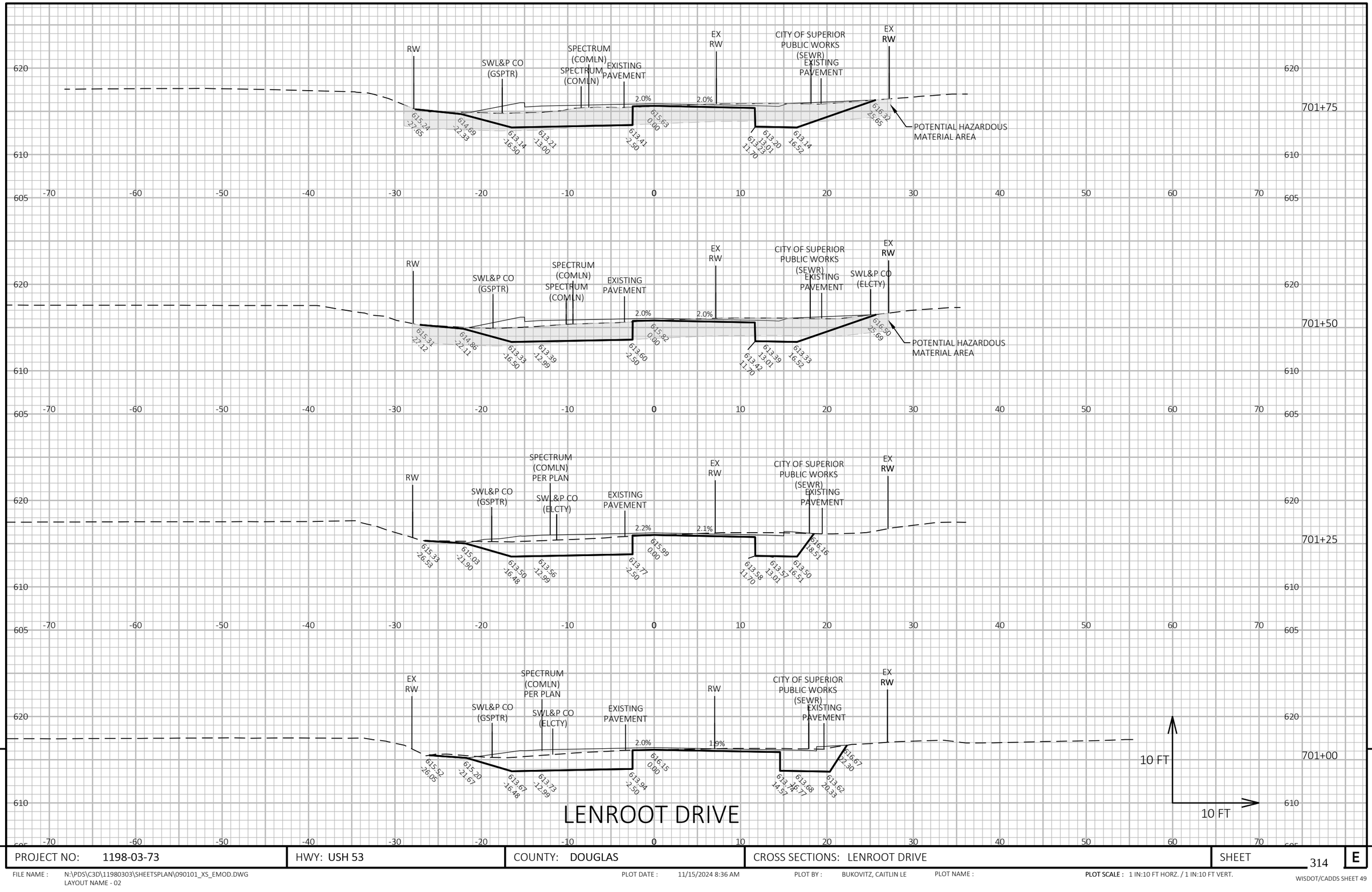
PLOT DATE : 11/15/2024 8:36 AM

PLOT BY : BUKOVITZ, CAITLIN LE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 314	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 02

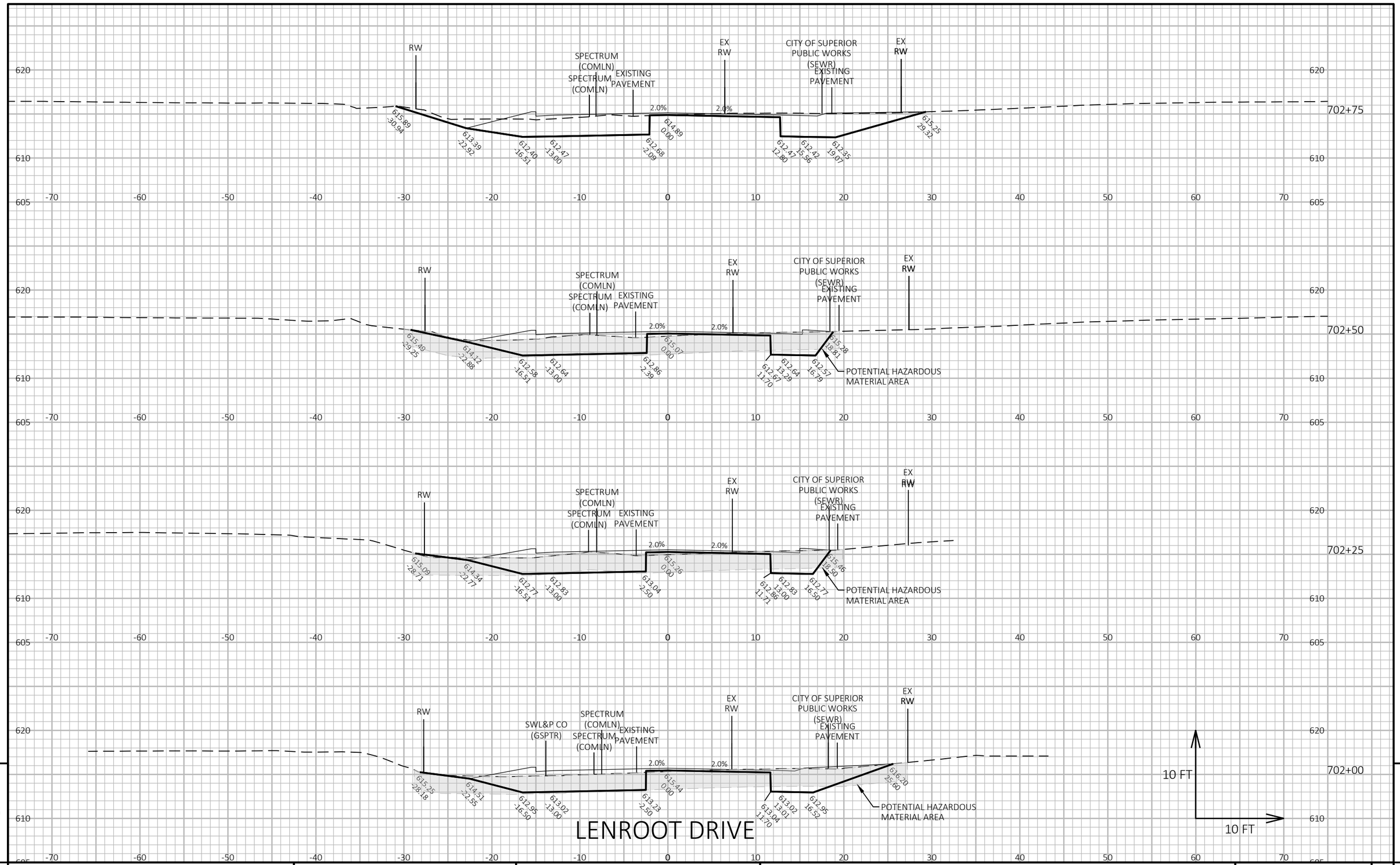
PLOT DATE : 11/15/2024 8:36 AM

PLOT BY : BUKOVITZ, CAITLIN LE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9 9

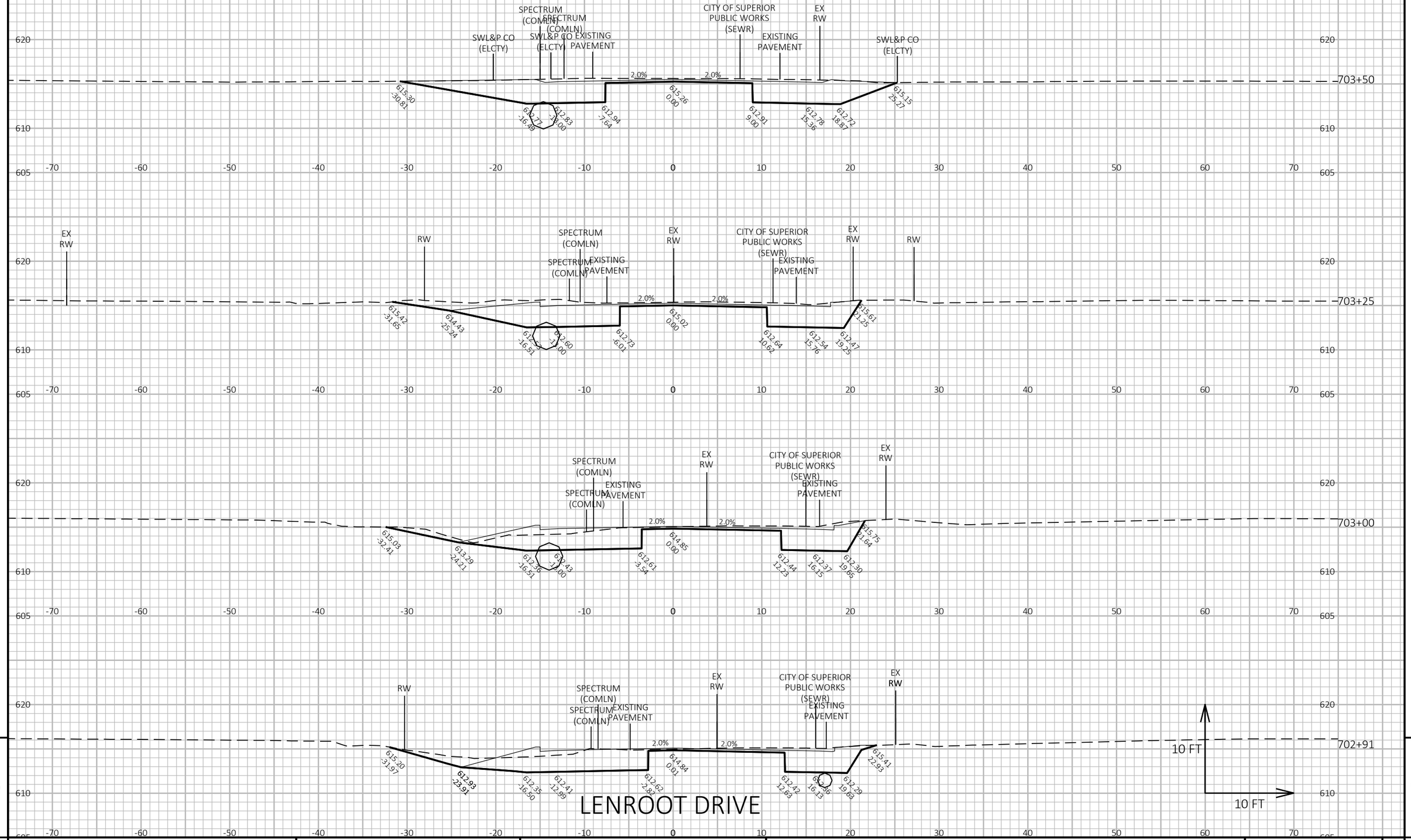
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 315	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 03

PLOT DATE : 11/15/2024 8:36 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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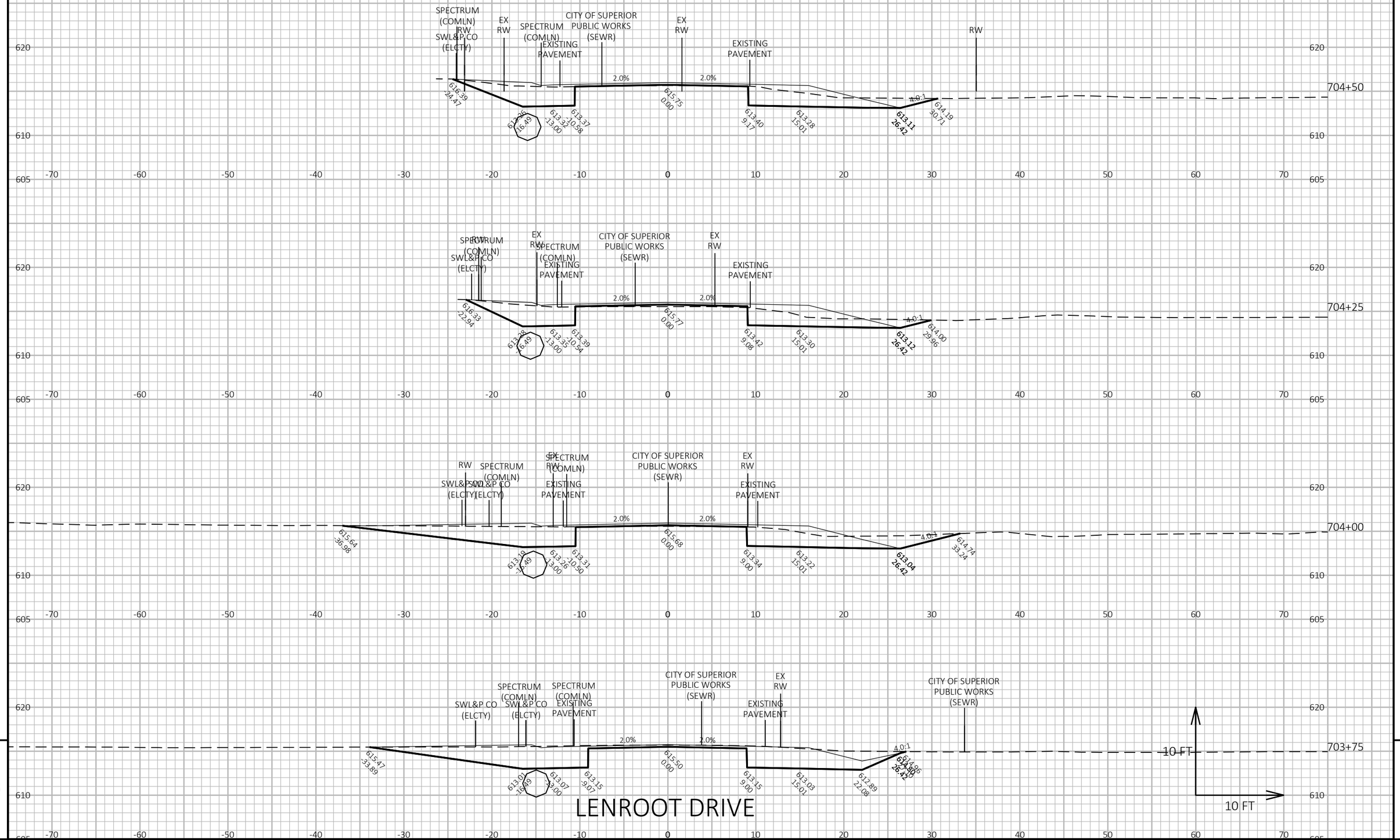
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 316	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 04

PLOT DATE : 11/15/2024 8:36 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



LENROOT DRIVE

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 317	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 05

PLOT DATE : 11/15/2024 8:36 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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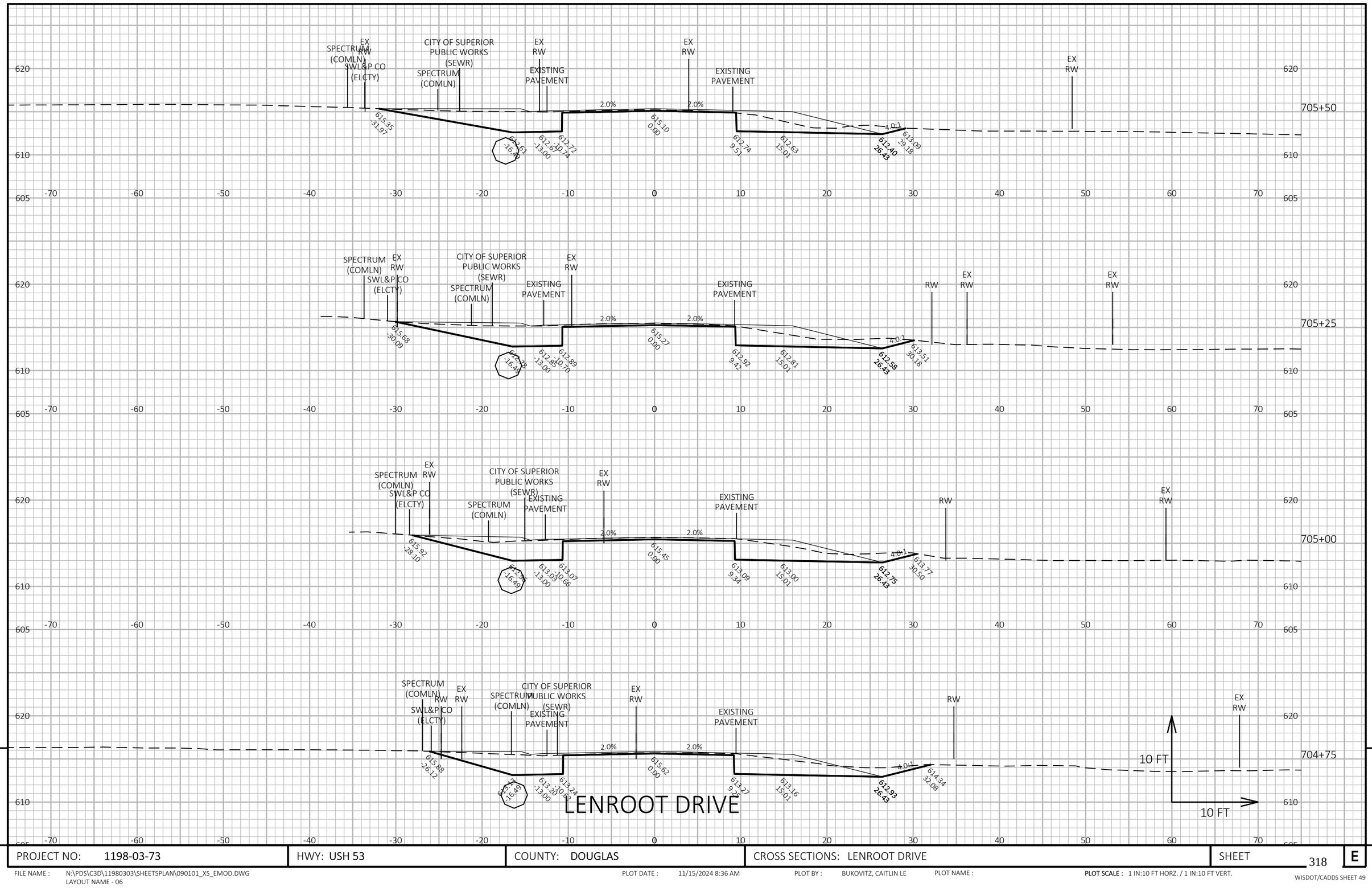

LENROOT DRIVE

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PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 318	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 06

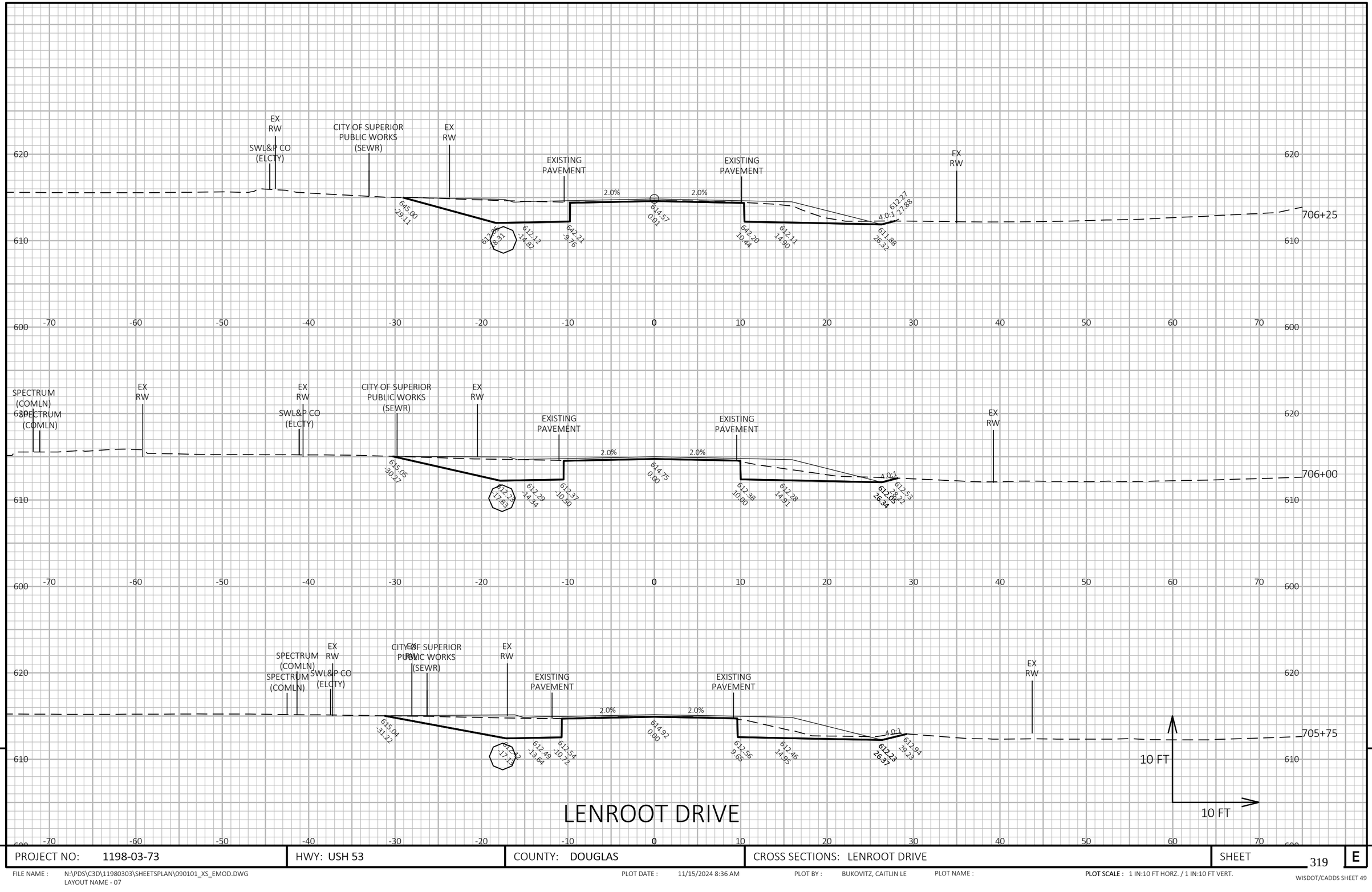
PLOT DATE : 11/15/2024 8:36 AM

PLOT BY : BUKOVITZ, CAITLIN LE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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LENROOT DRIVE

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PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 319	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 07

PLOT DATE : 11/15/2024 8:36 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

LENROOT DRIVE

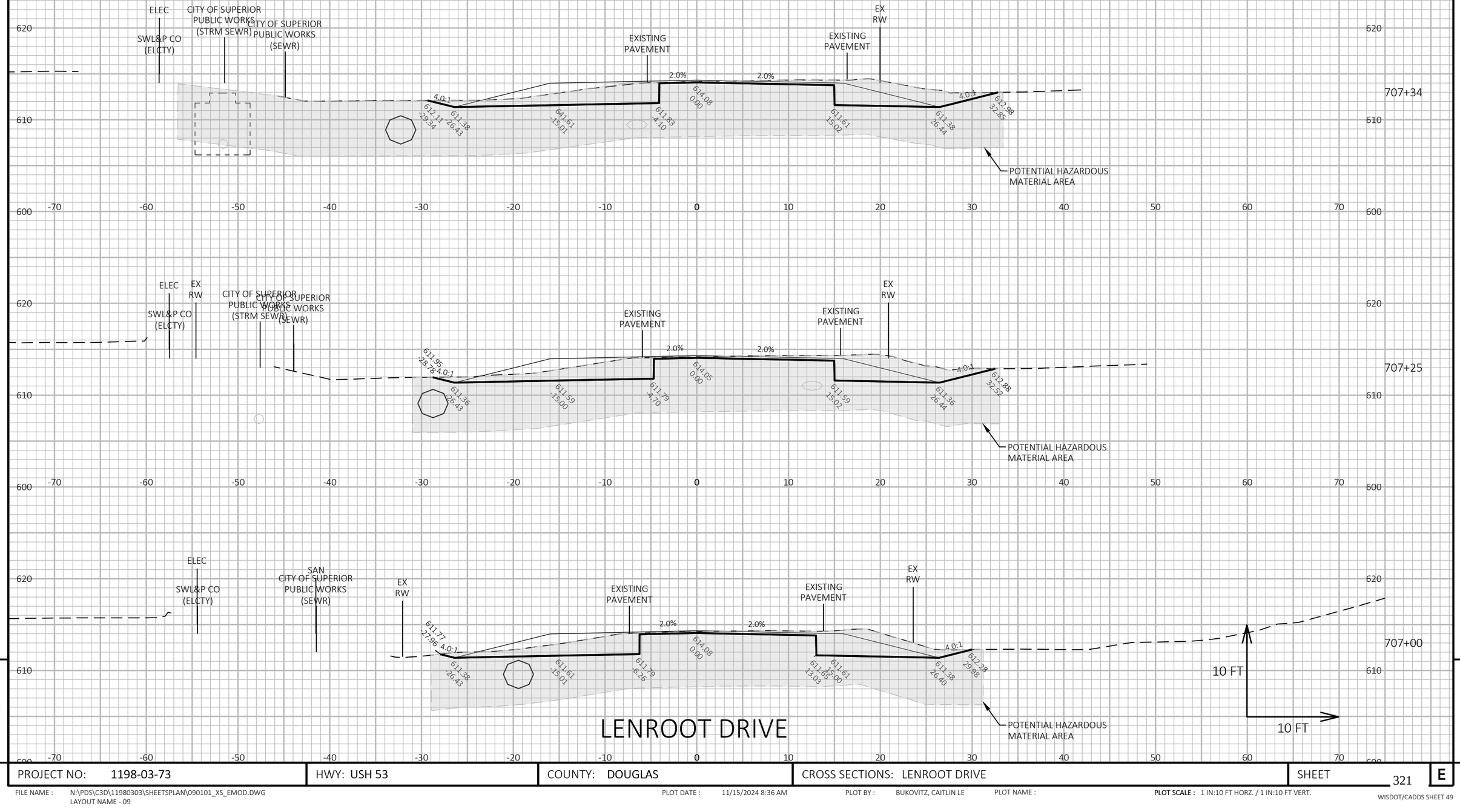
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 320	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 08

PLOT DATE : 11/15/2024 8:36 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 321 E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 09

PLOT DATE : 11/15/2024 8:36 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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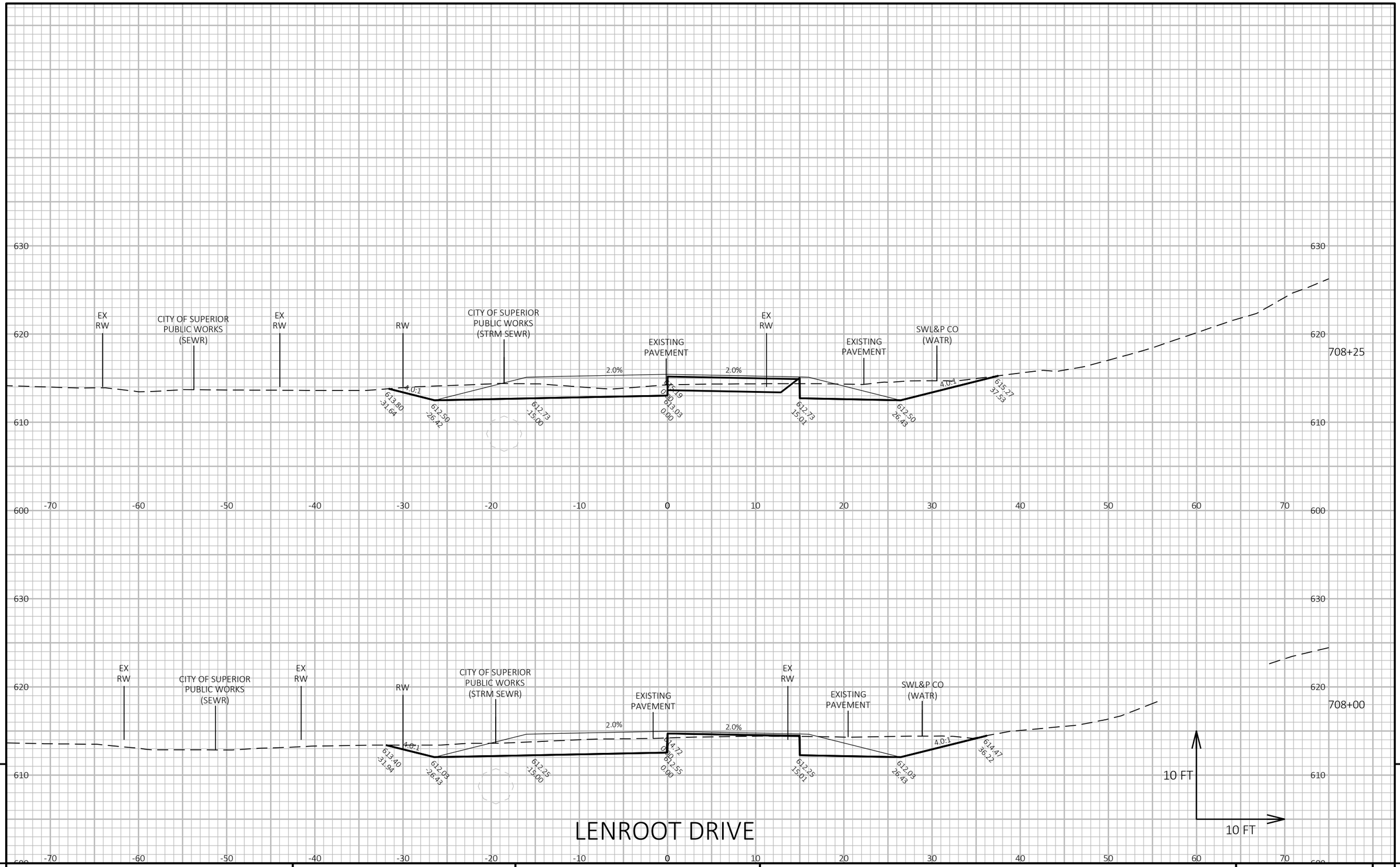
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 322	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 10

PLOT DATE : 11/15/2024 8:36 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



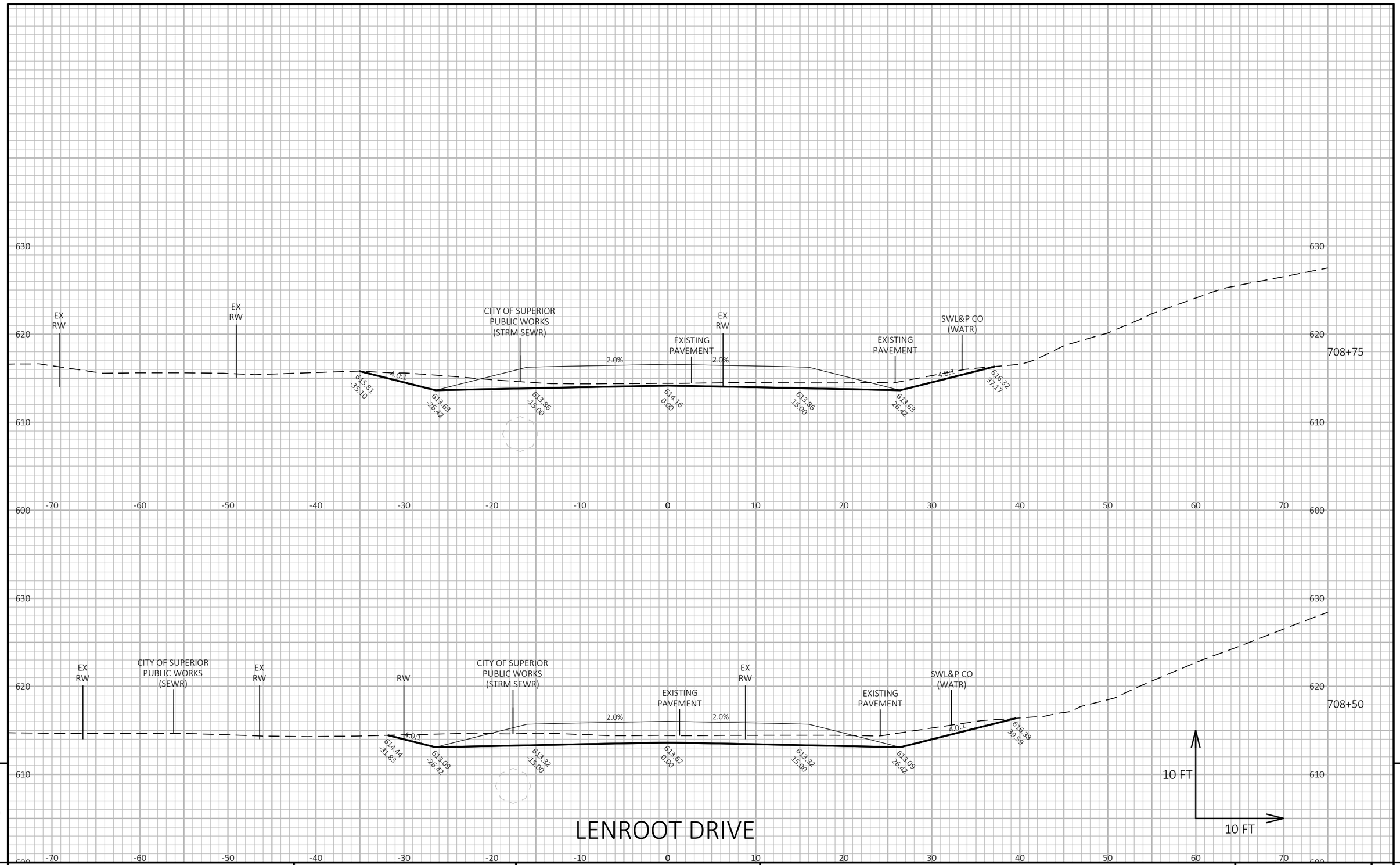
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 323	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 11

PLOT DATE : 11/15/2024 8:37 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 324	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 12

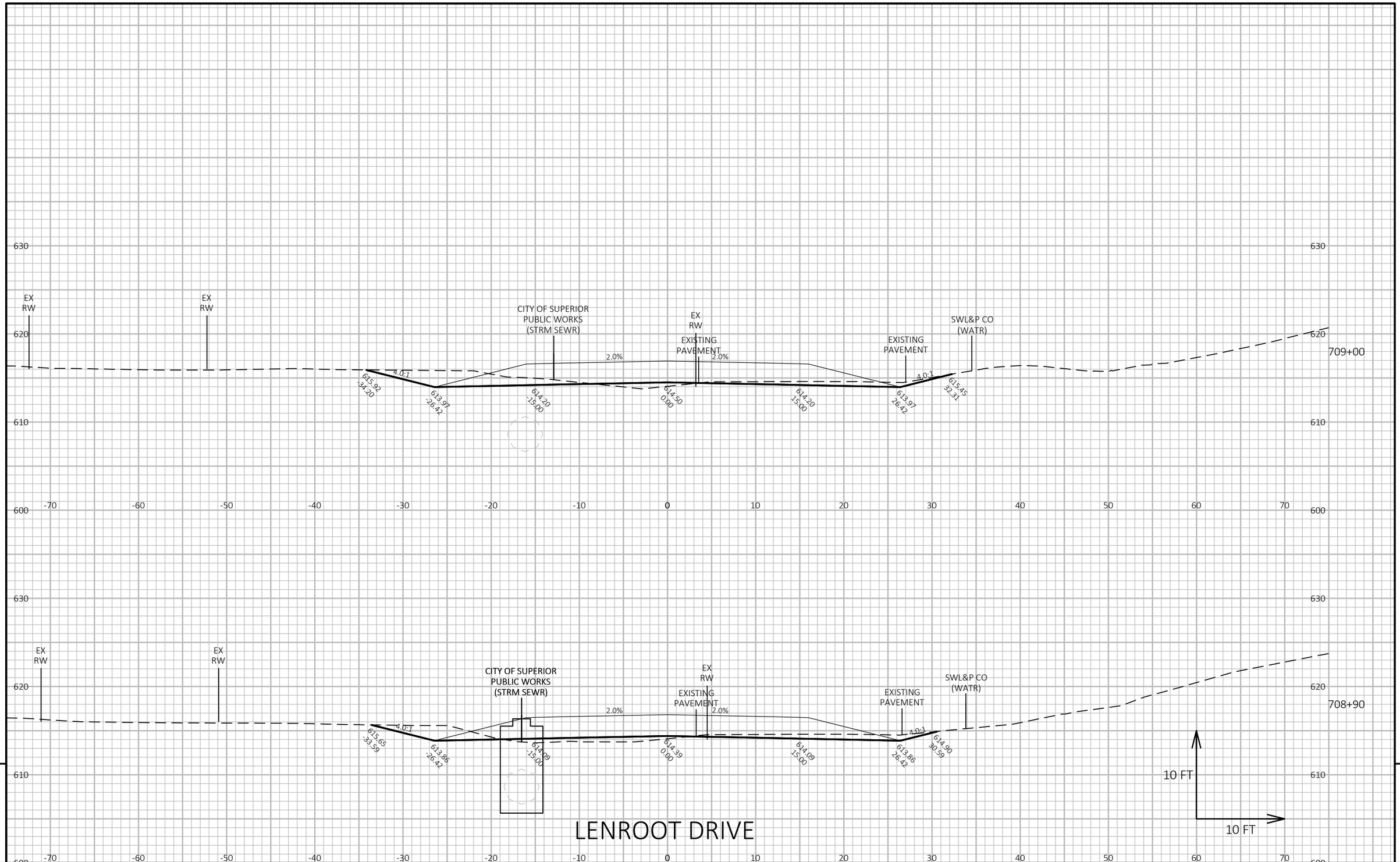
PLOT DATE : 11/15/2024 8:37 AM

PLOT BY : BUKOVITZ, CAITLIN LE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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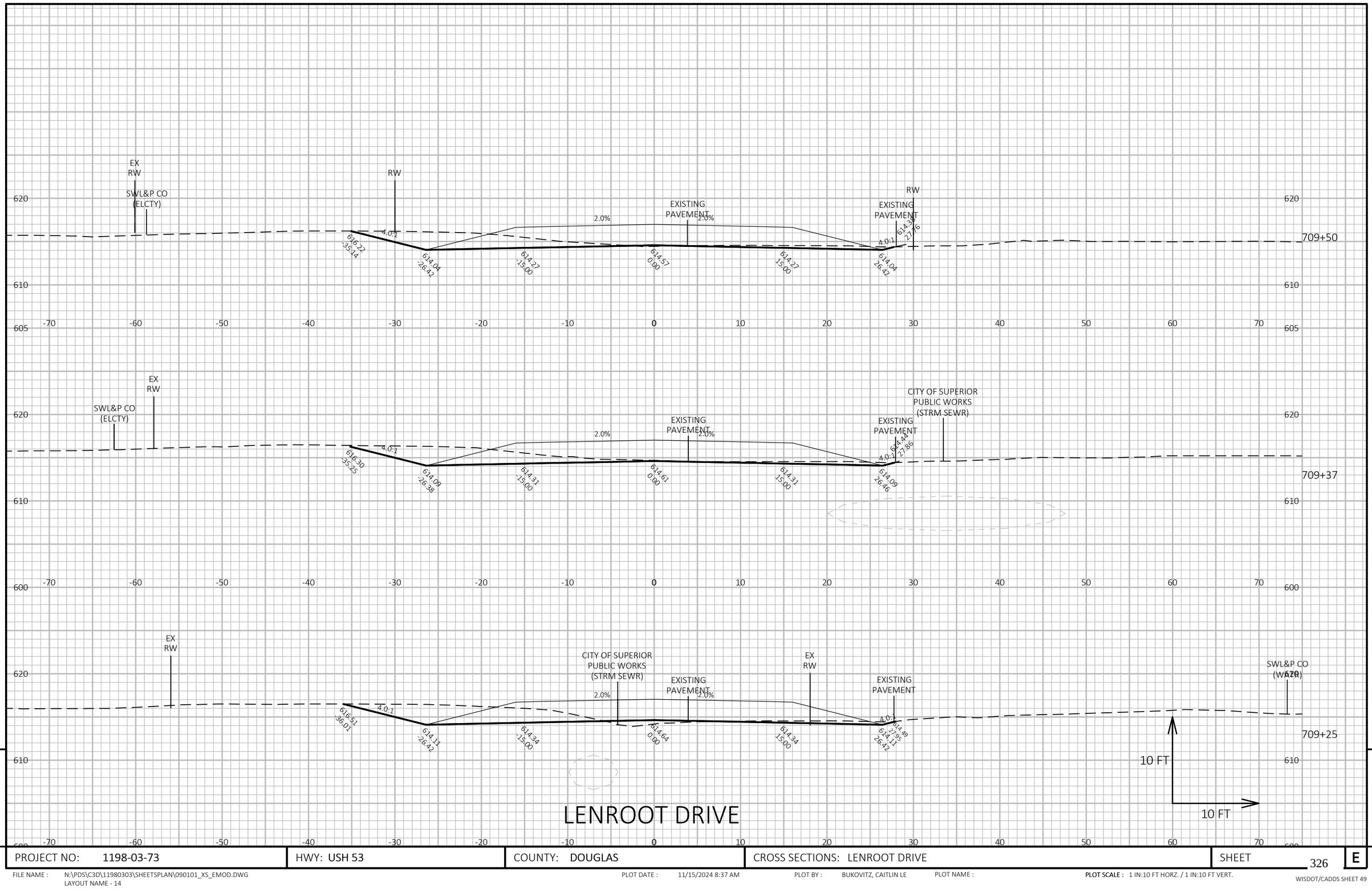
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 325	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 13

PLOT DATE : 11/15/2024 8:37 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

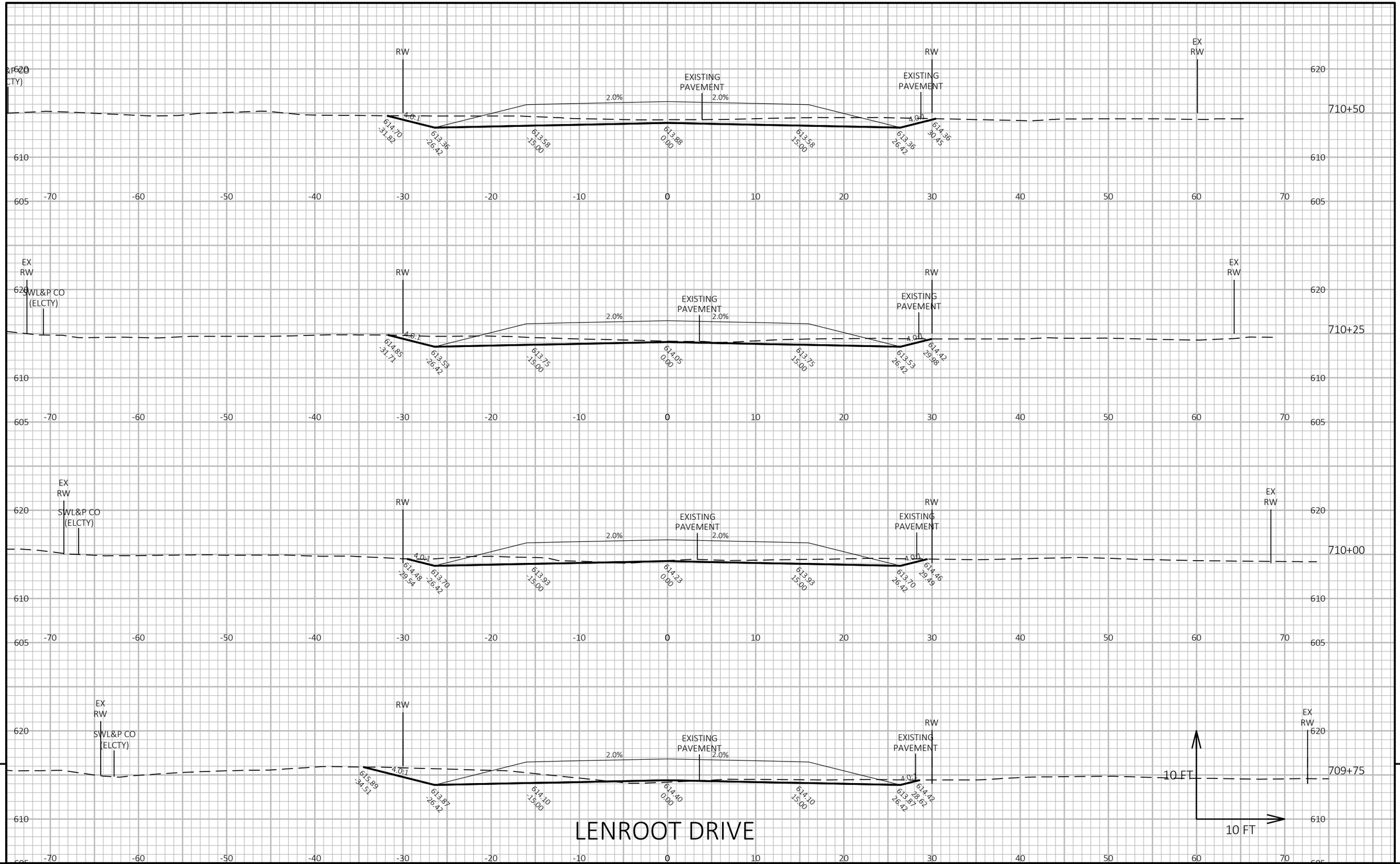


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 326	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 14

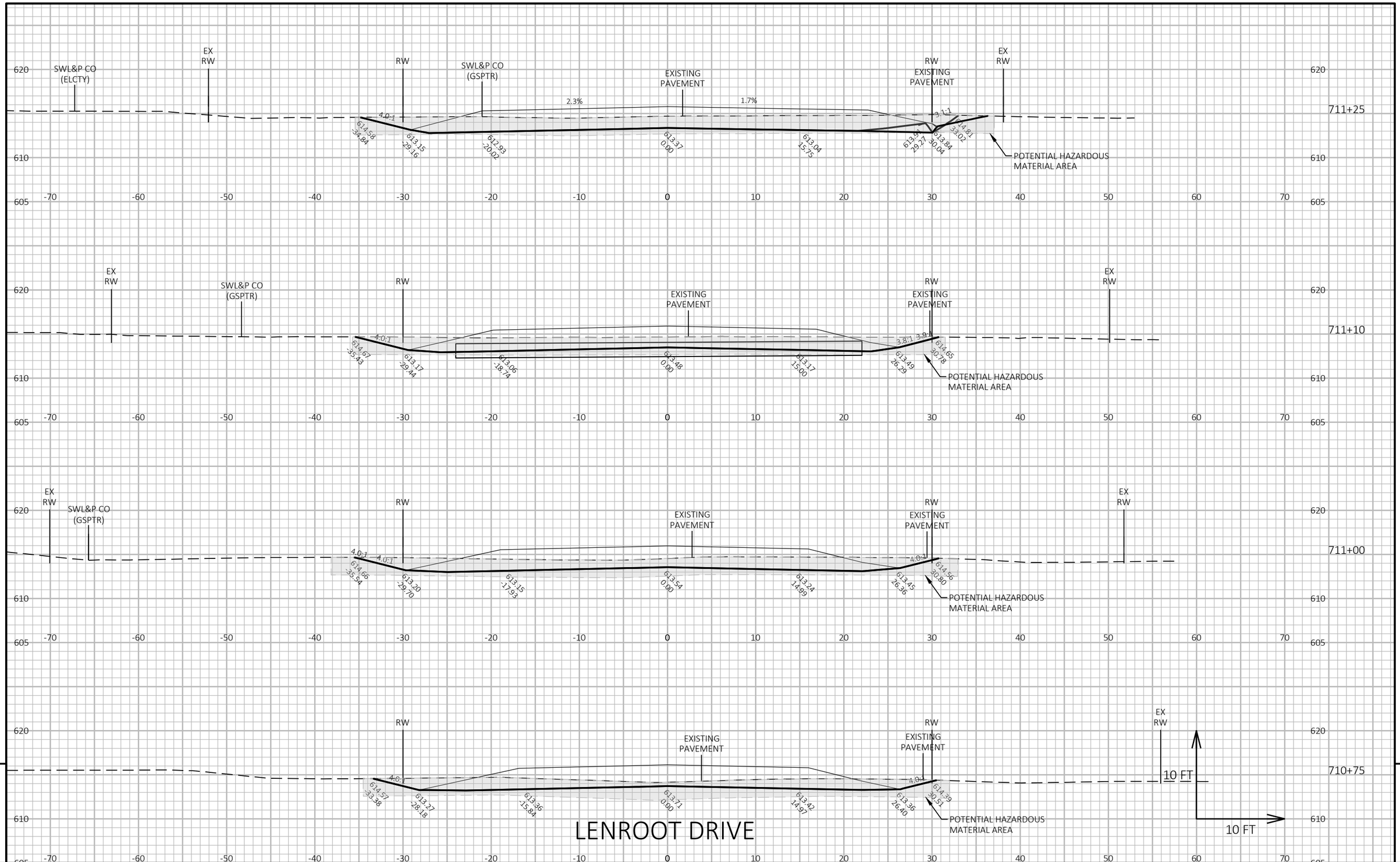
PLOT DATE : 11/15/2024 8:37 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



LENROOT DRIVE

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 327	E



LENROOT DRIVE

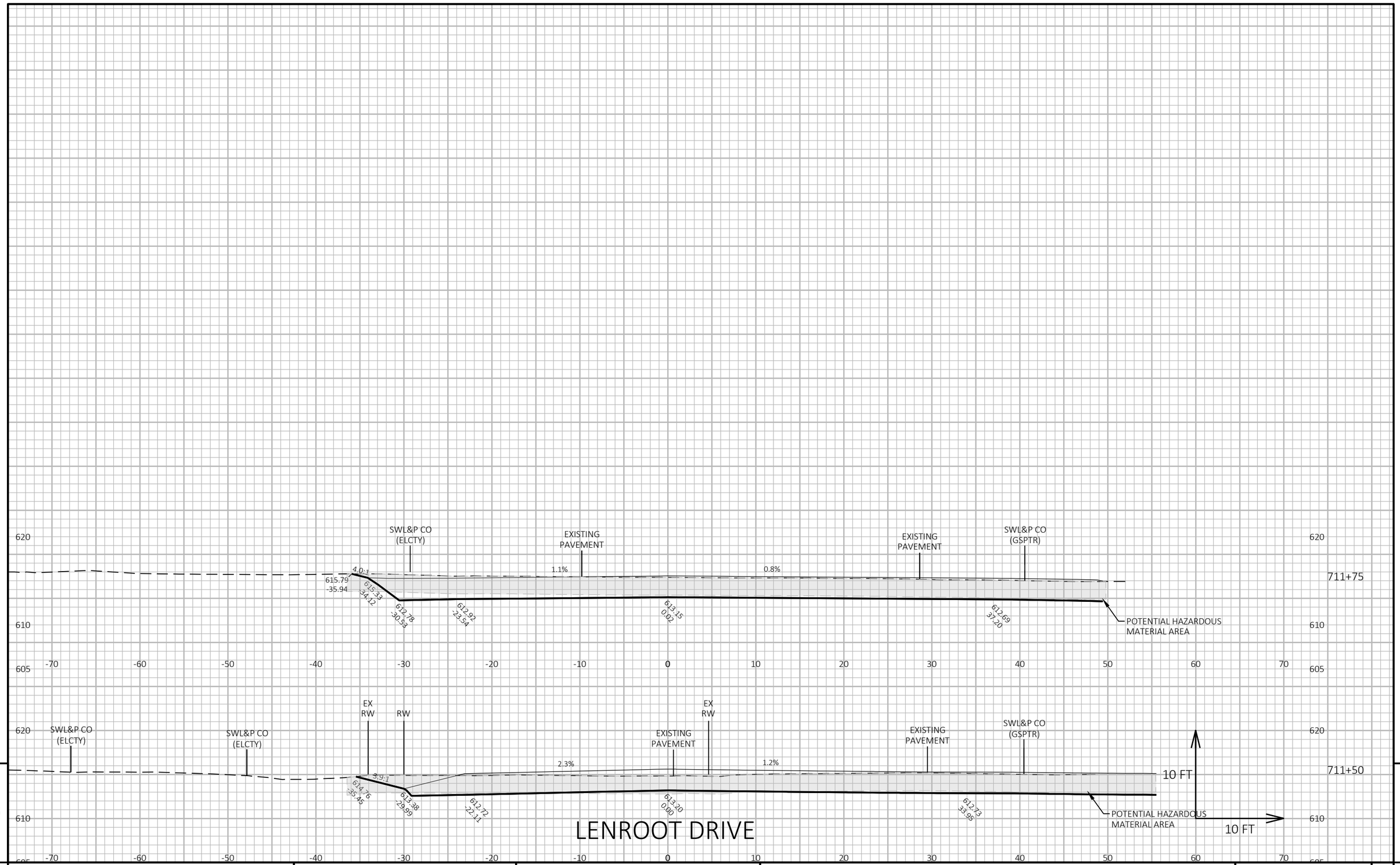
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 328	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 16

PLOT DATE : 11/15/2024 8:37 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

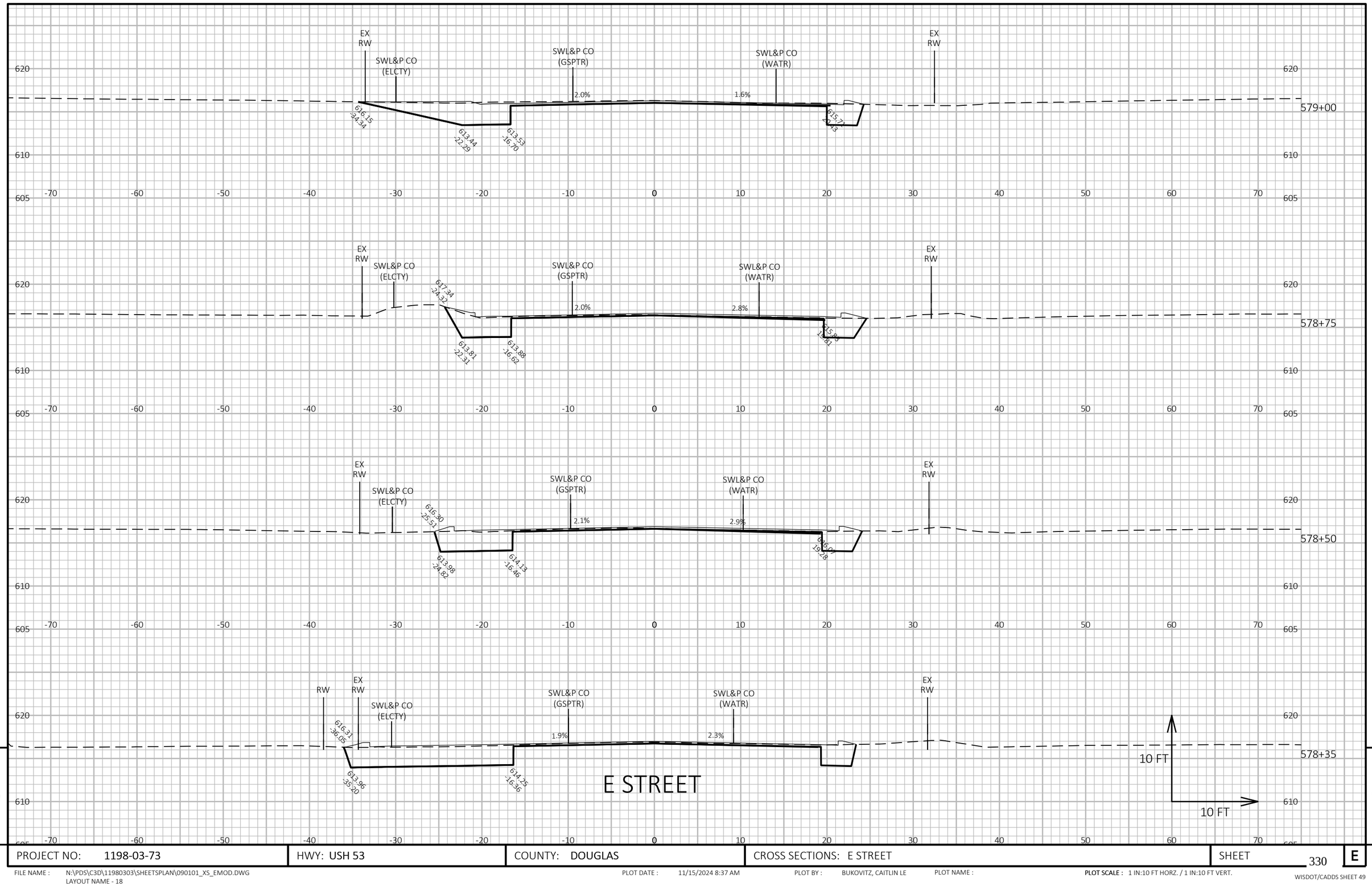
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: LENROOT DRIVE	SHEET 329	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 17
PLOT DATE : 11/15/2024 8:37 AM
PLOT BY : BUKOVITZ, CAITLIN LE
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

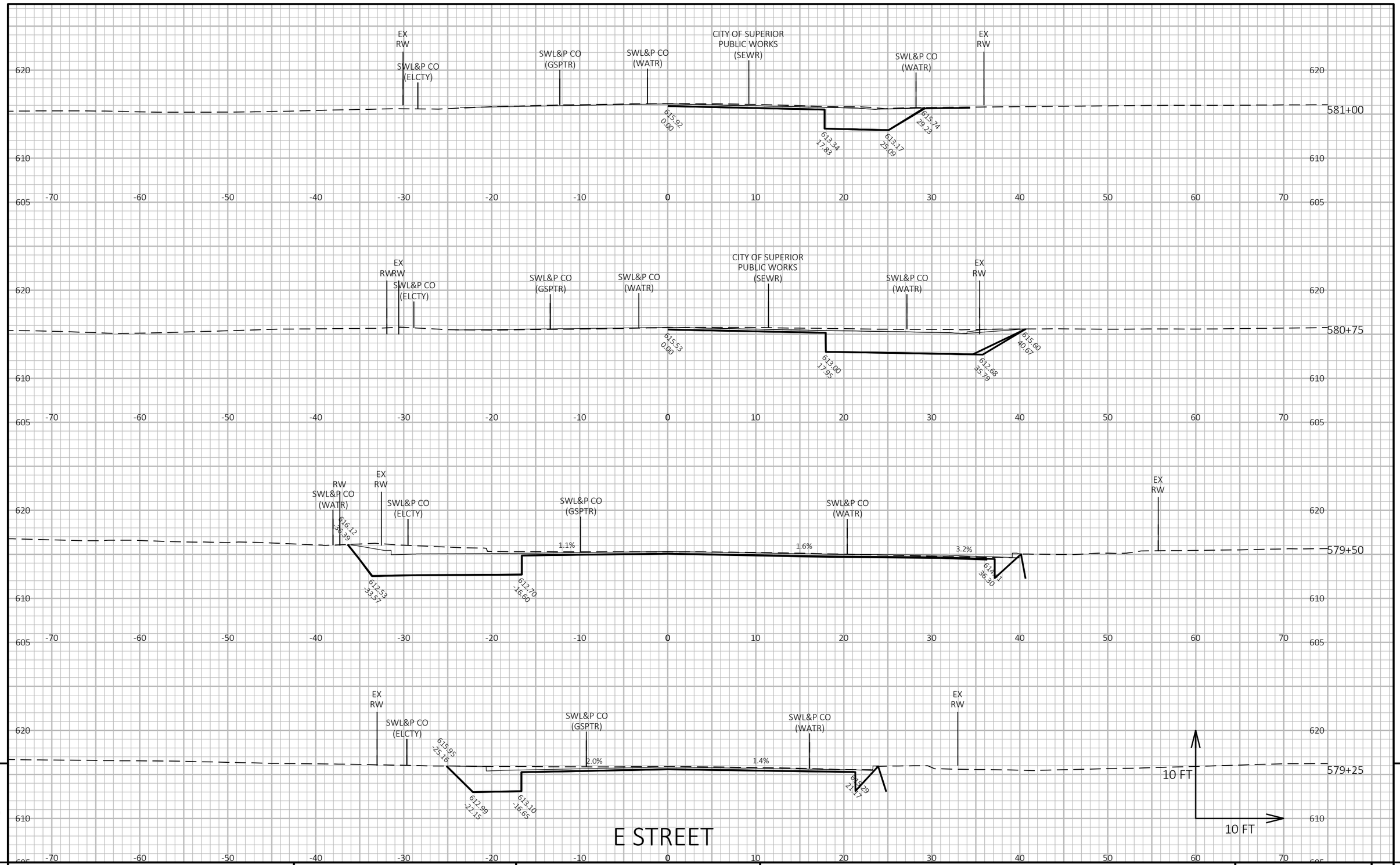


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: E STREET	SHEET 330	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 18

PLOT DATE : 11/15/2024 8:37 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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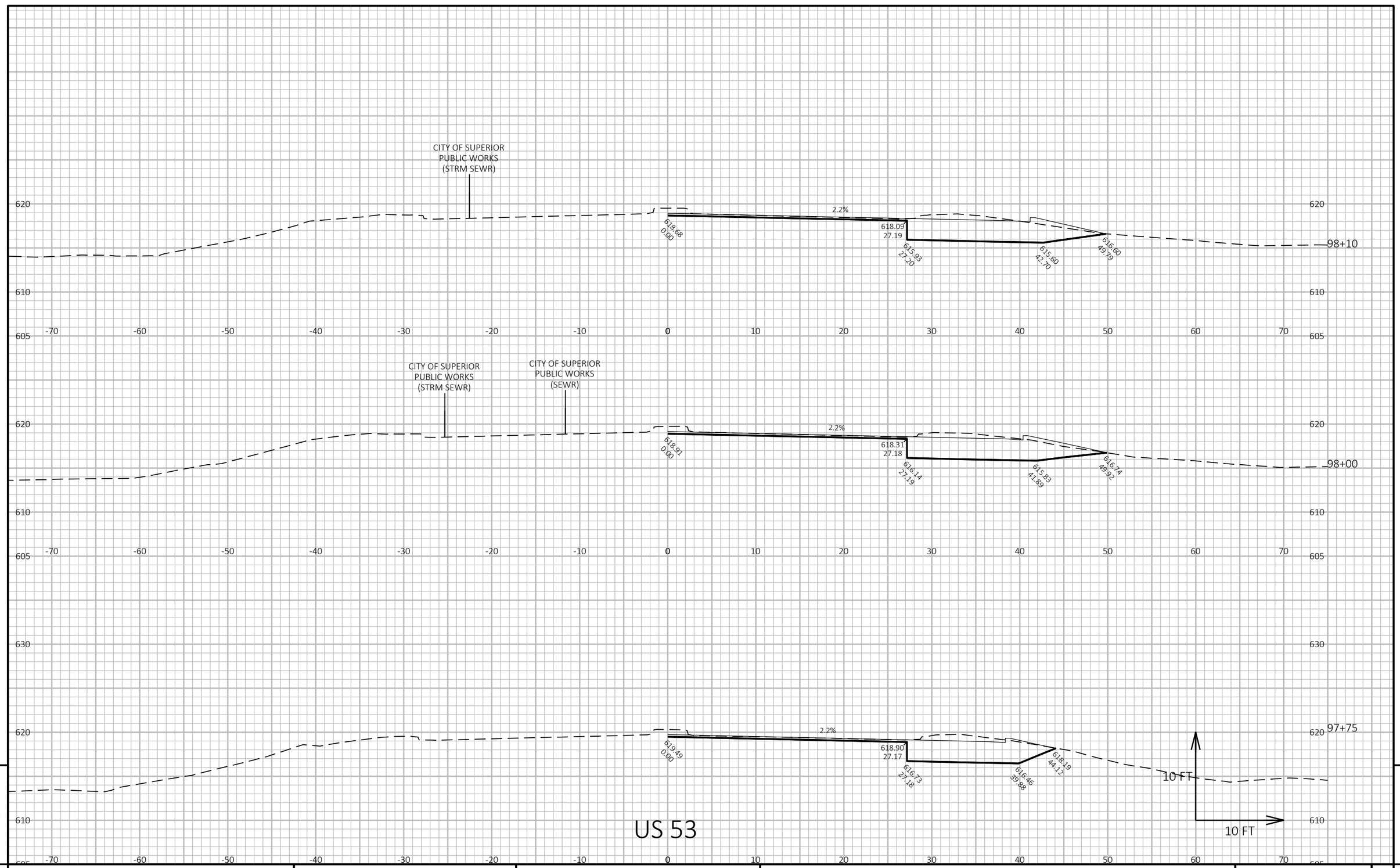
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: E STREET	SHEET 331	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 19

PLOT DATE : 11/15/2024 8:37 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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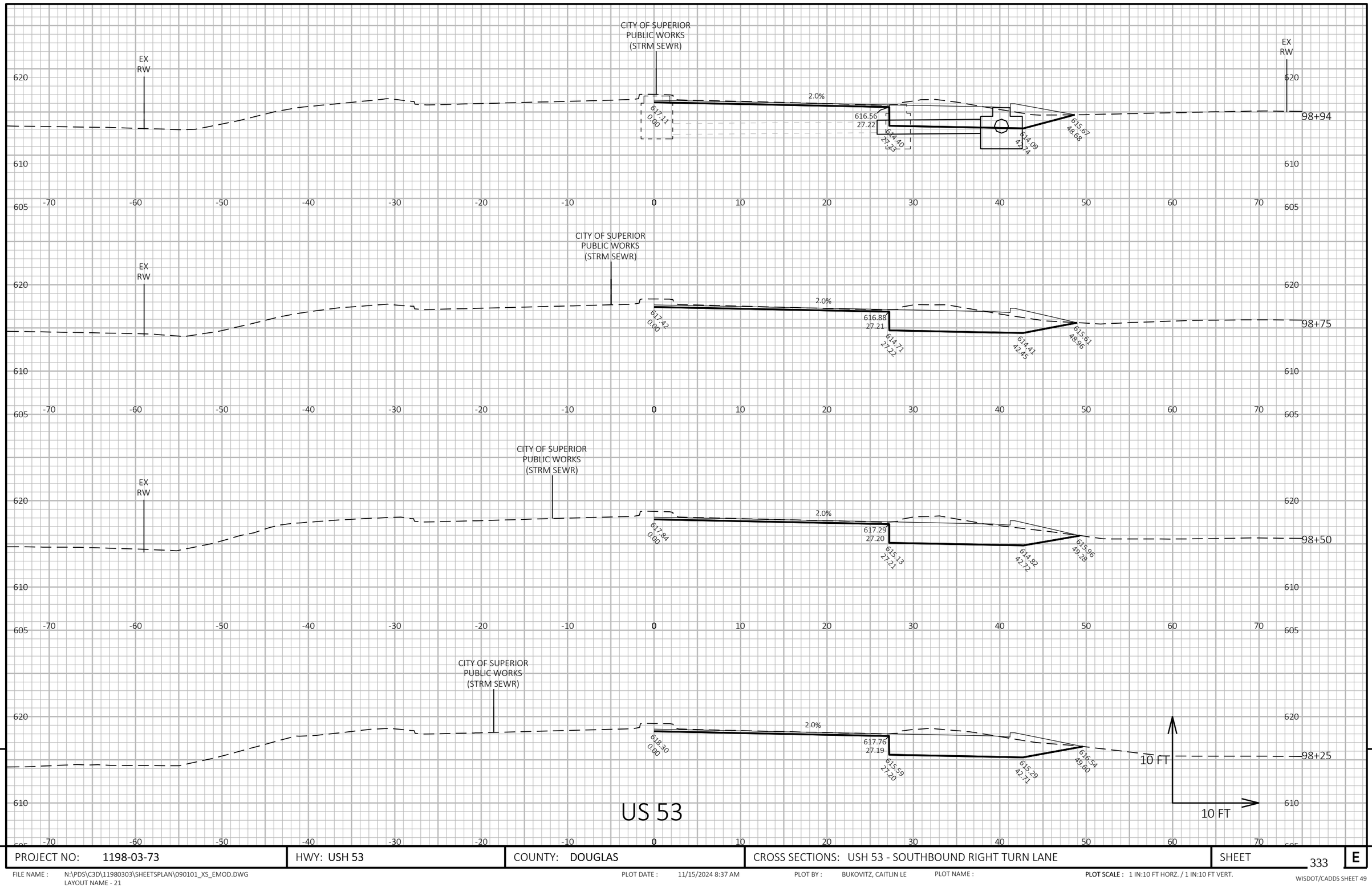
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - SOUTHBOUND RIGHT TURN LANE	SHEET 332	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 20

PLOT DATE : 11/15/2024 8:37 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

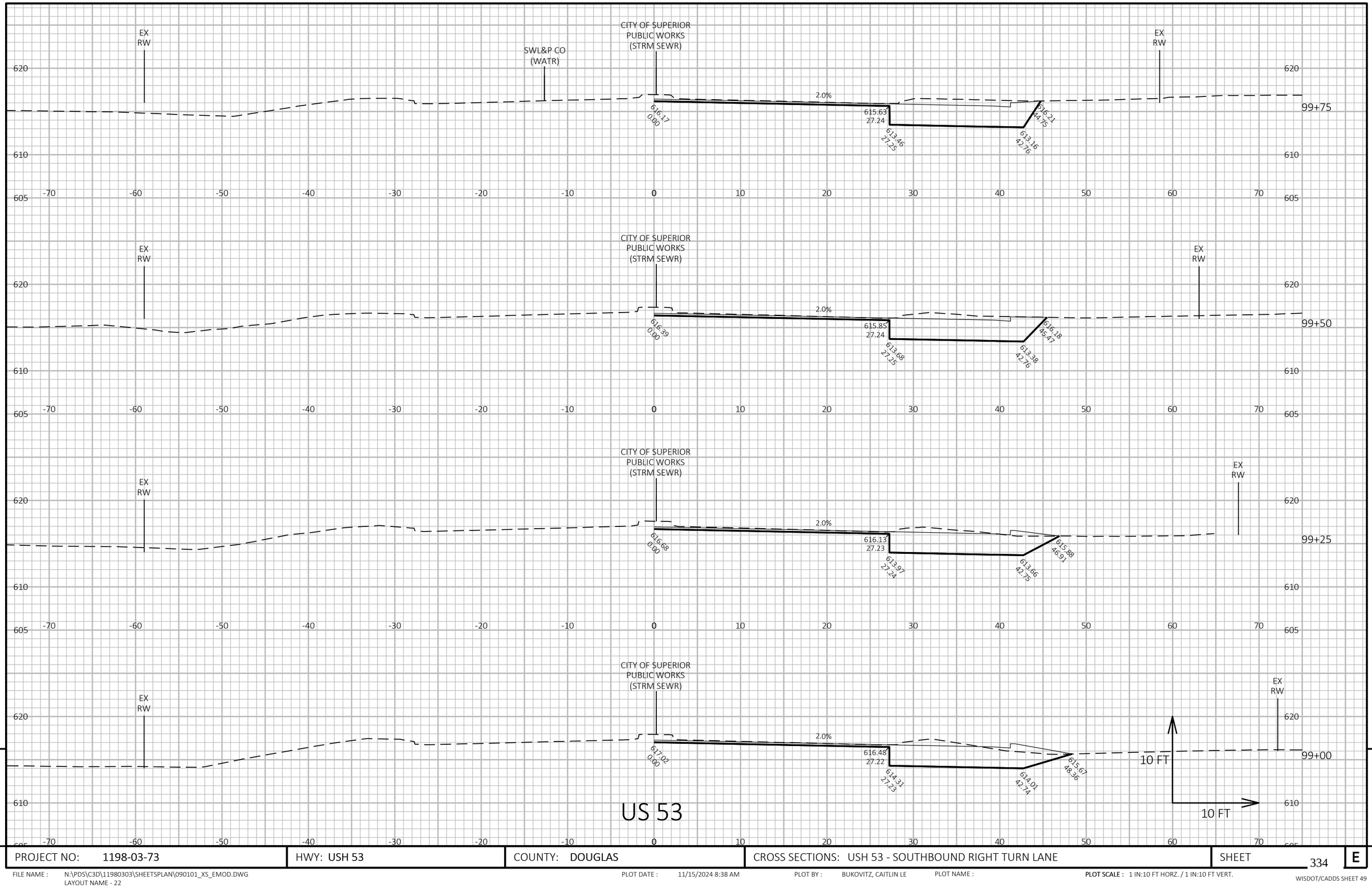


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - SOUTHBOUND RIGHT TURN LANE	SHEET 333	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 21

PLOT DATE : 11/15/2024 8:37 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

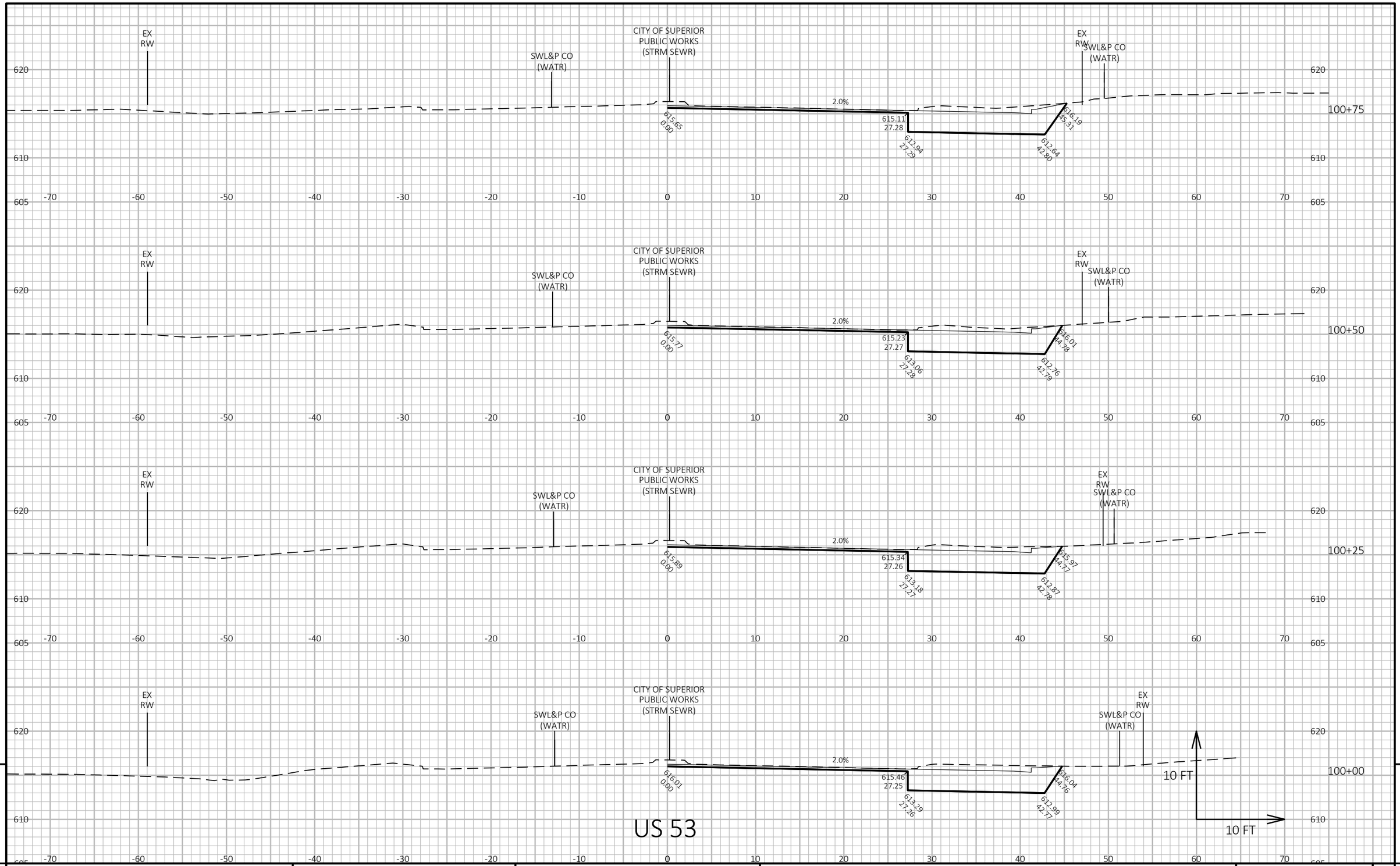


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - SOUTHBOUND RIGHT TURN LANE	SHEET 334	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 22

PLOT DATE : 11/15/2024 8:38 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

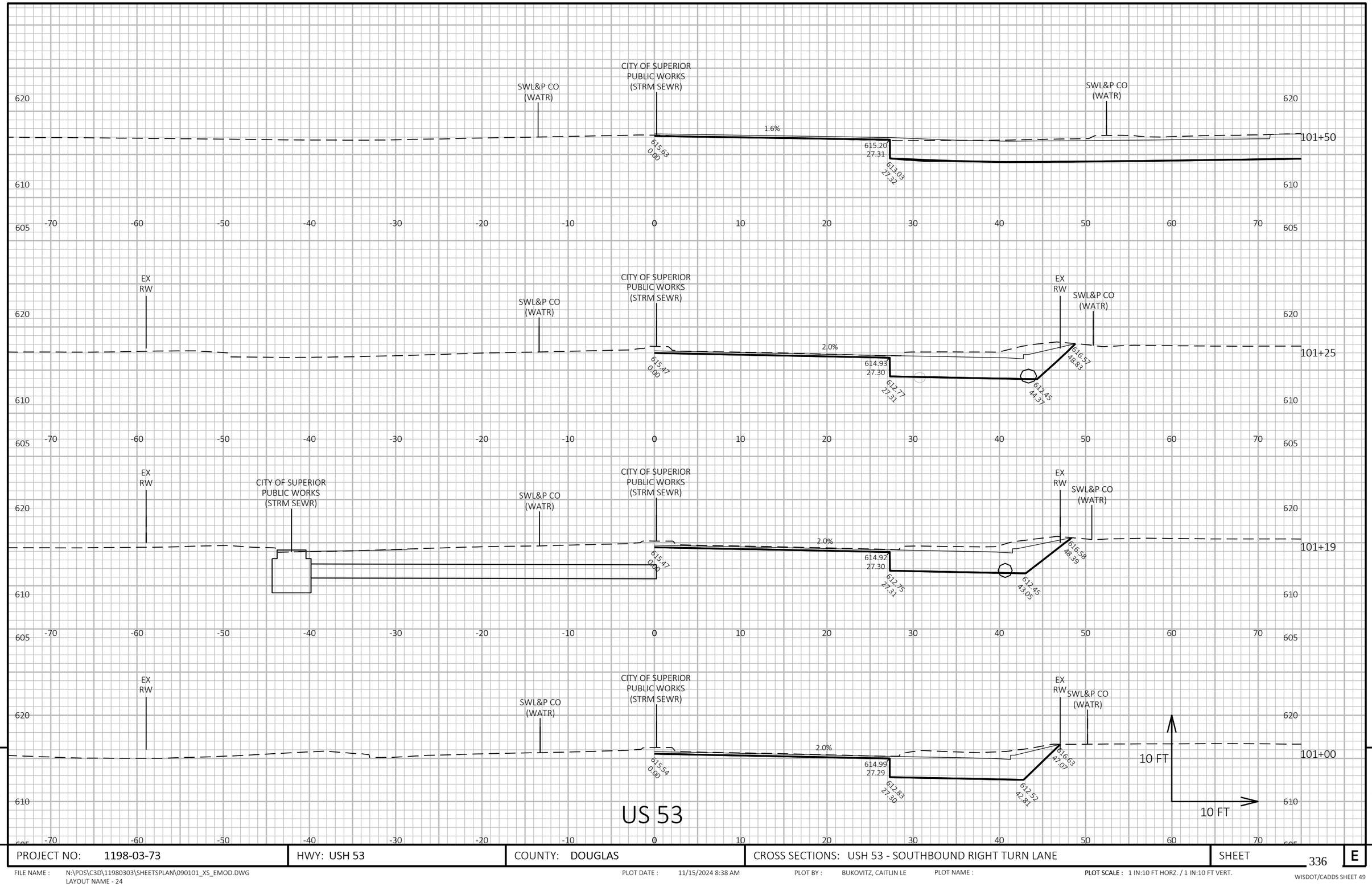


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - SOUTHBOUND RIGHT TURN LANE	SHEET 335 E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 23

PLOT DATE : 11/15/2024 8:38 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

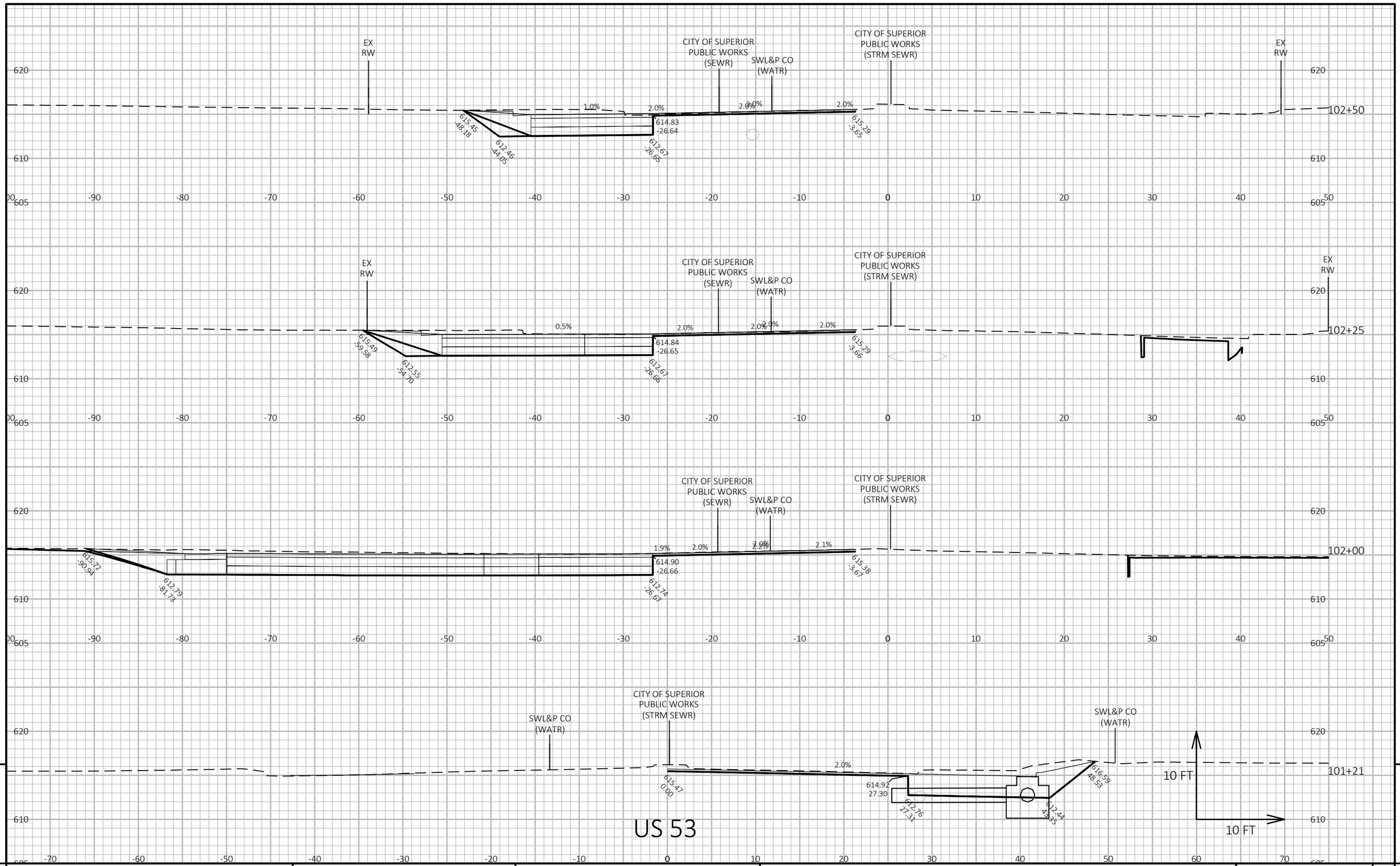


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - SOUTHBOUND RIGHT TURN LANE	SHEET 336 E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 24

PLOT DATE : 11/15/2024 8:38 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - NORTHBOUND RIGHT TURN LANE	SHEET 337	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 25

PLOT DATE : 11/15/2024 8:38 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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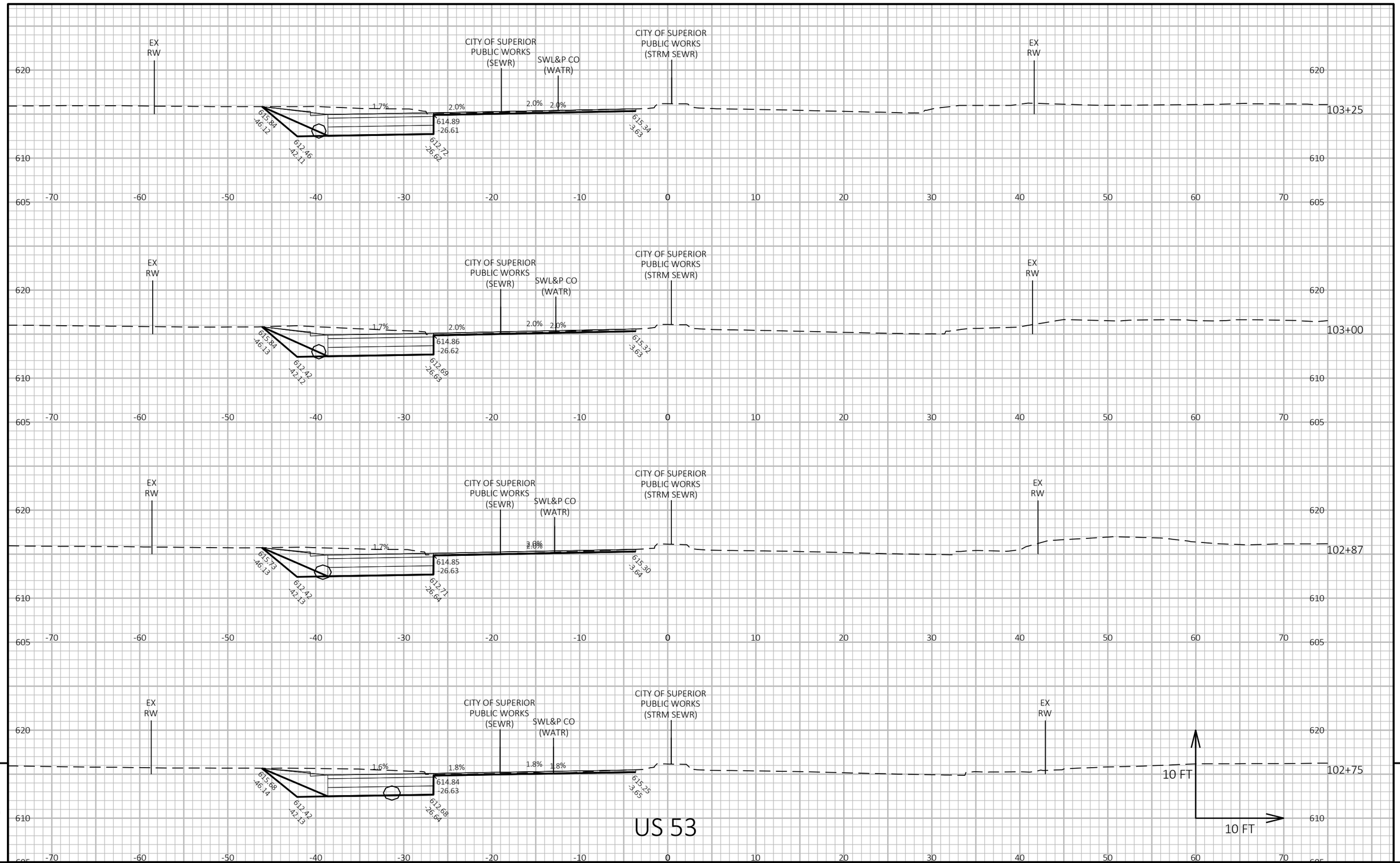
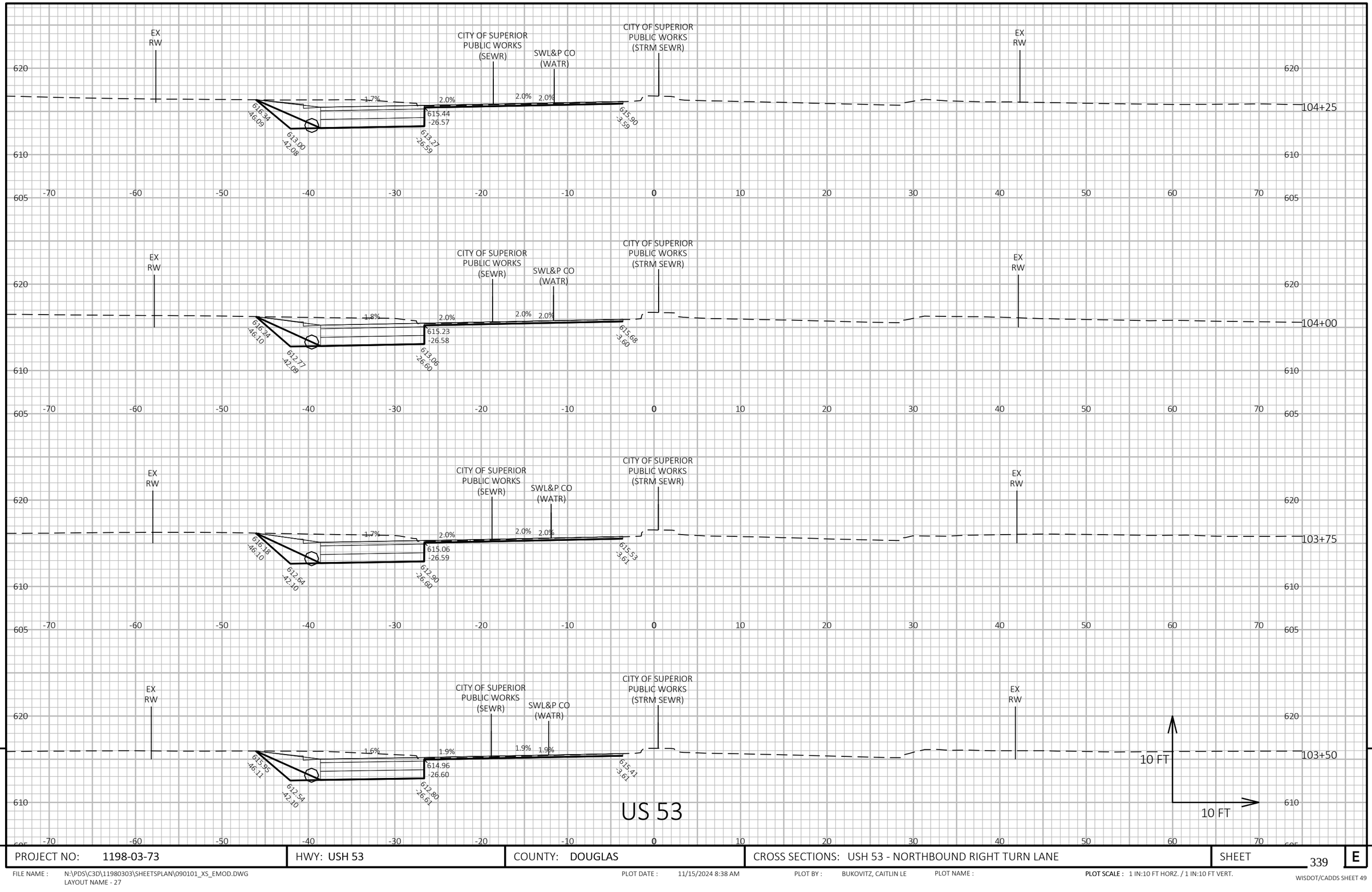


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - NORTHBOUND RIGHT TURN LANE	SHEET 338	E

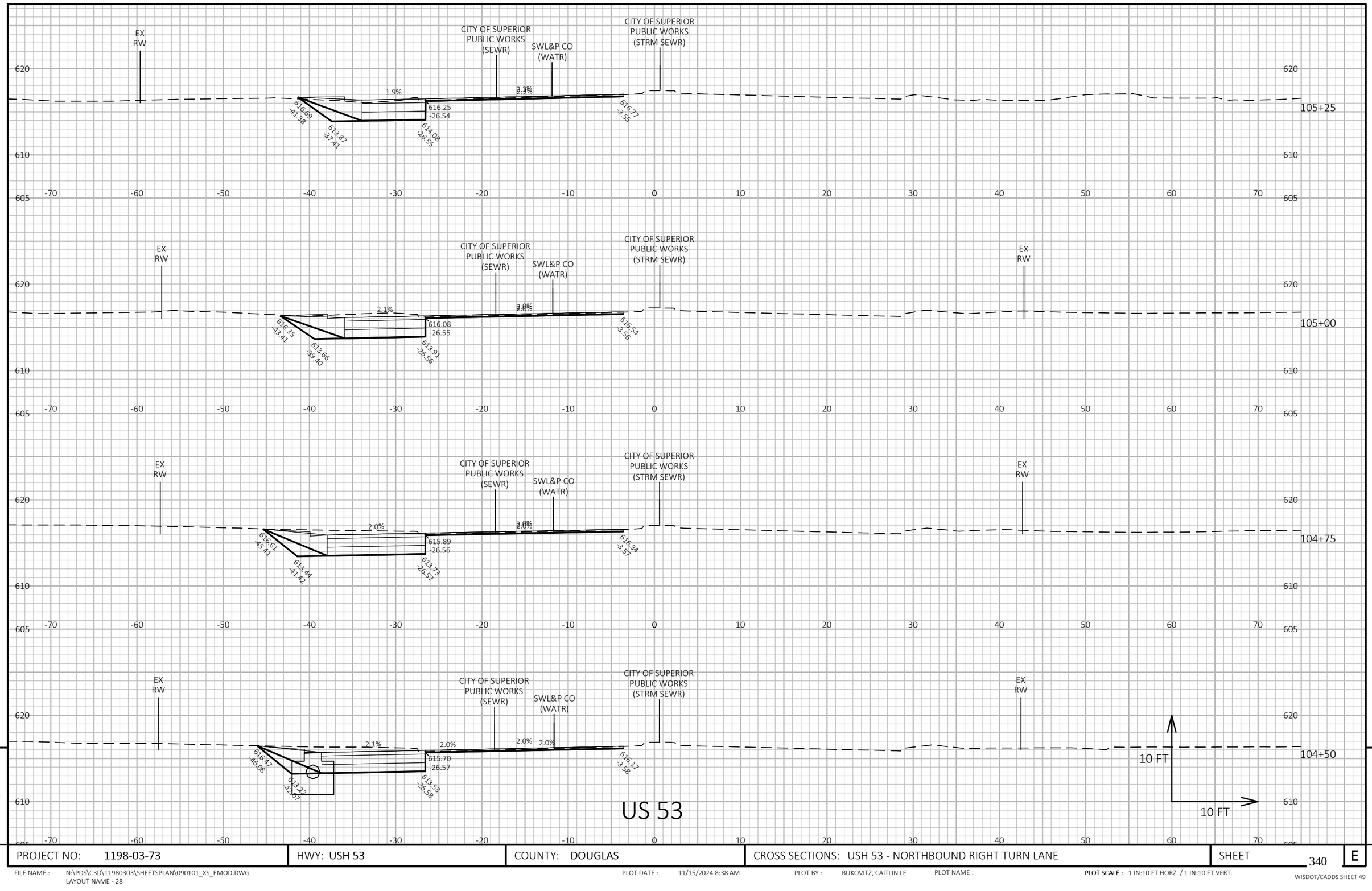


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - NORTHBOUND RIGHT TURN LANE	SHEET 339	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 27

PLOT DATE : 11/15/2024 8:38 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

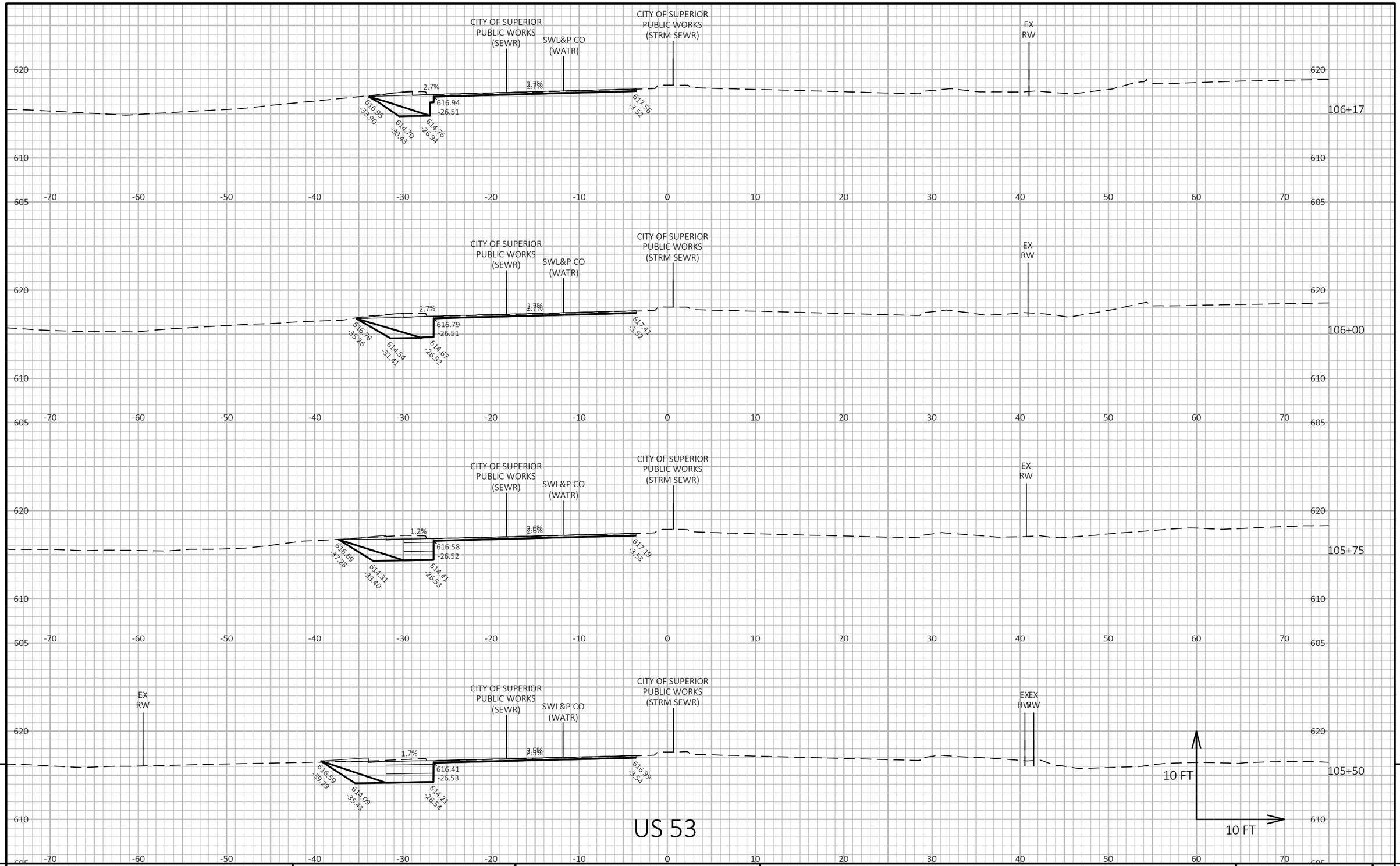


PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - NORTHBOUND RIGHT TURN LANE	SHEET 340	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 28

PLOT DATE : 11/15/2024 8:38 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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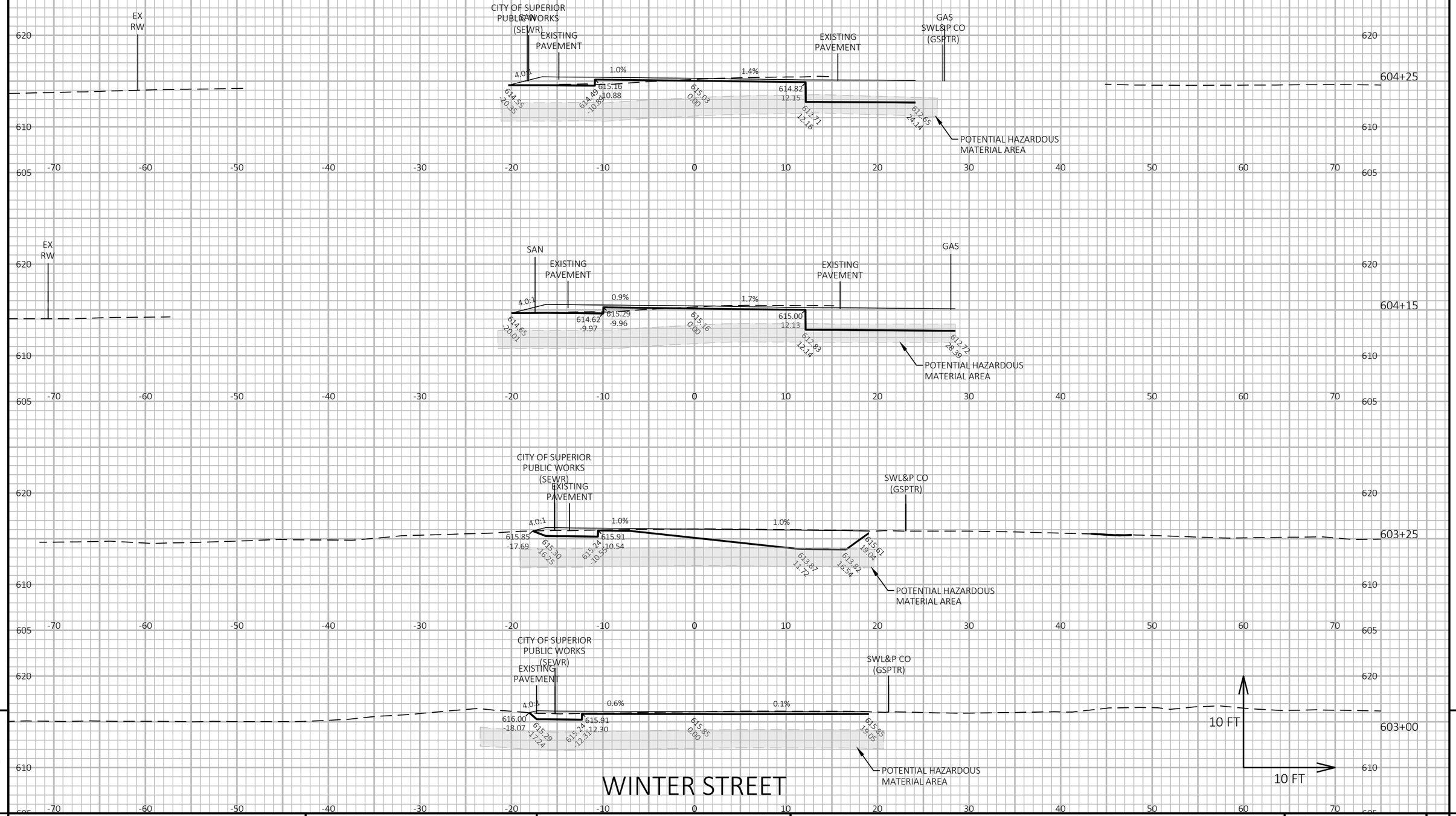
PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: USH 53 - NORTHBOUND RIGHT TURN LANE	SHEET 341	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 29

PLOT DATE : 11/15/2024 8:38 AM PLOT BY : BUKOVITZ, CAITLIN LE PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



WINTER STREET

PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: WINTER STREET	SHEET 342	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 30

PLOT DATE : 11/15/2024 8:38 AM

PLOT BY : BUKOVITZ, CAITLIN LE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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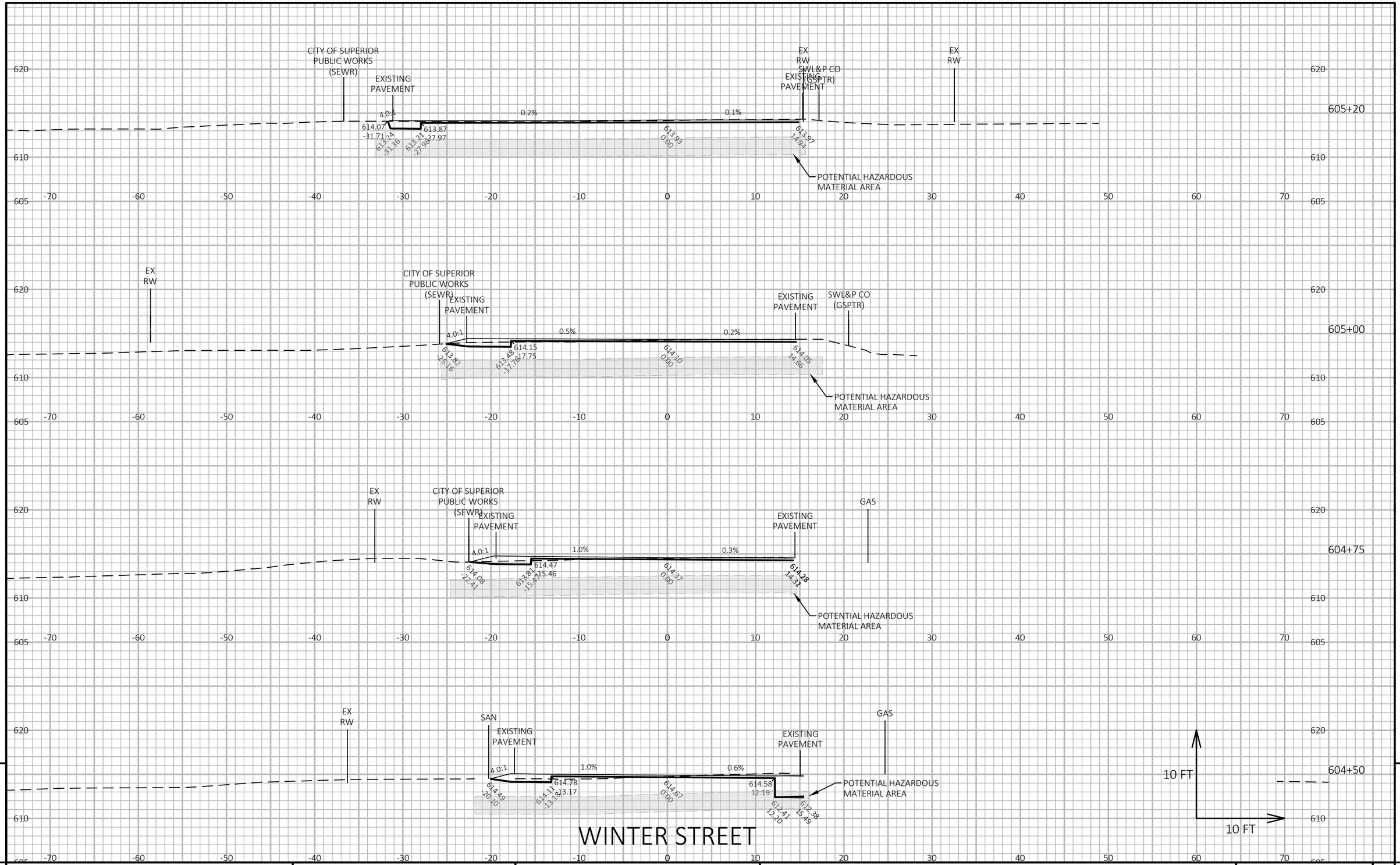

WINTER STREET

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PROJECT NO: 1198-03-73	HWY: USH 53	COUNTY: DOUGLAS	CROSS SECTIONS: WINTER STREET	SHEET 343	E

FILE NAME : N:\PDS\C3D\11980303\SHEETSPLAN\090101_XS_EMOD.DWG
LAYOUT NAME - 31

PLOT DATE : 11/15/2024 8:38 AM

PLOT BY : BUKOVITZ, CAITLIN LE

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov