RHI | SEPTEMBER 2025

PROJECT ID: 1590-12-75

WITH:

COUNTY: ONEIDA

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 = 566

22

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

RHINELANDER - MONICO

STH 47 TO STH 17 NORTH

USH 8

ONEIDA COUNTY

STATE PROJECT NUMBER
1590-12-75

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1590-12-75	WISC 2025608	1

DESIGN DESIGNATION

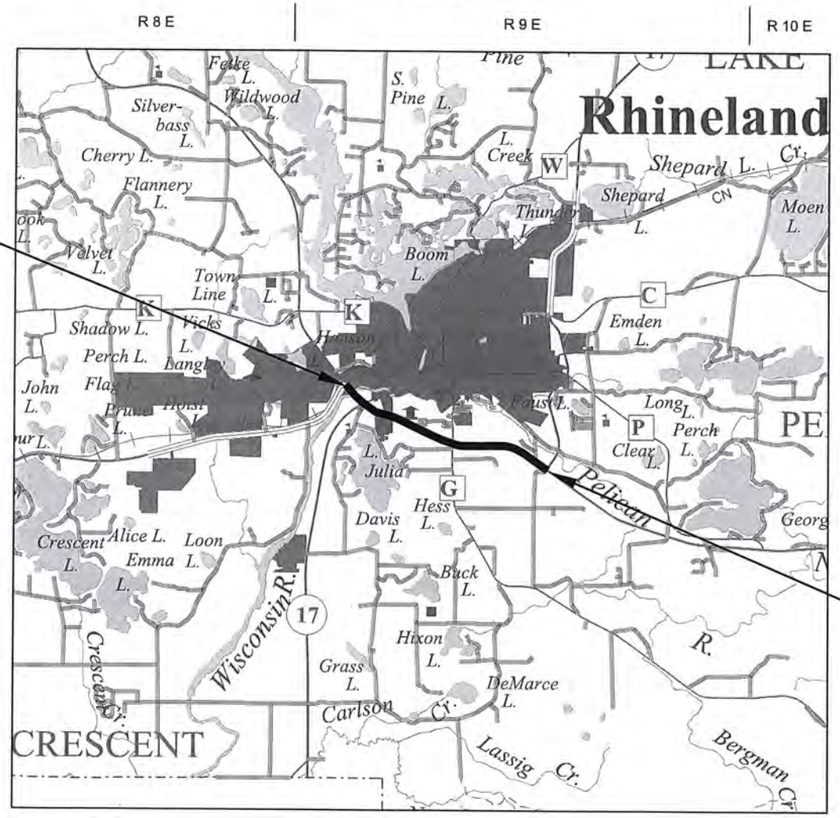
A.A.D.T.	(2026)	=	7200
A.A.D.T.	(2046)	=	8300
D.H.V.		=	1129
D.D.		=	50/50
T.		=	14.5%
DESIGN SPEED		=	50 MPH
ESALS		=	2,600,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE			
SLOPE INTERCEPT		CULVERT (Profile View)	
REFERENCE LINE	300'EB'	UTILITIES	
EXISTING CULVERT		ELECTRIC	E
PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC	FO
COMBUSTIBLE FLUIDS	CAUTION	GAS	G
		SANITARY SEWER	SAN
MARSH AREA		STORM SEWER	SS
		TELEPHONE	T
WOODED OR SHRUB AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	

BEGIN PROJECT
STA 83+81.00EB
Y = 161578.483
X = 257809.083

END PROJECT
STA 242+00.00EB
Y = 155749.290
X = 272020.640



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 2.996 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), ONEIDA COUNTY, 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 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

ORIGINAL PLANS PREPARED BY

AYRES

WISCONSIN
ANDREW C. DANA
34172
OCONTO, WI
PROFESSIONAL ENGINEER
4-16-2025
(Date)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	AYRES ASSOCIATES
Project Manager	STACY HAGENBUCHER
Regional Examiner	FRED SCHUNKE
Regional Supervisor	KAI KILEN

APPROVED FOR THE DEPARTMENT

DATE: 04/17/2025 Stacy Hagenbucher (Signature)

E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 2/27/2025 10:08 PM PLOT BY : GARNICA, BRANDON PLOT NAME :

GENERAL NOTES

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

CURB AND GUTTER ELEVATIONS ARE ALONG THE FLANGE LINE UNLESS OTHERWISE NOTED. RADIUS POINTS, UNLESS OTHERWISE NOTED, ARE TO FACE OF CURB.

CURVE DATA IS BASED ON ARC DEFINITION.

BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS.

PROPERTY LINES SHOWN ARE APPROXIMATE.

ON MILLED SURFACES, APPLY TACK COAT ARE THE UPPER RANGE OF APPLICATION RATES DESCRIBED IN THE STANDARD SPECIFICATIONS.

ANY DOWEL BARS, TIE BARS, REINFORCEMENT, OR TERMINAL ANCHORS, FOUND IN EXISTING PAVEMENT WILL BE INCIDENTAL TO THE ITEM "REMOVING PAVEMENT".

UTILITY CONTACTS

ATC MANAGEMENT, INC.
ATTN: CHRIS DAILY
P.O. BOX 47
WAUKESHA, WI 53187
PHONE: 262-506-6884
EMAIL: sdailey@atcllc.com

RHINELANDER WATER DEPT - SEWER
ATTN: THOMAS ROESER
1032 COON STREET
RHINELANDER, WI 54501
PHONE: 715-365-8624 EXT 2
EMAIL: troeser@rhinelanderwi.us

RHINELANDER WATER DEPT - WATER
ATTN: THOMAS ROESER
1032 COON STREET
RHINELANDER, WI 54501
PHONE: 715-365-8624 EXT 2
EMAIL: troeser@rhinelanderwi.us

SPECTRUM - COMMUNICATION LINE
ATTN: JASON GOERTZ
853 MCINTOSH STREET
WAUSAU, WI 54403
PHONE: 715-527-0183
EMAIL: jason.goertz@charter.com

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
ATTN: RANDY MARVINI
2027 NAVAJO STREET
RHINELANDER, WI 54501
PHONE: 715-369-7166
EMAIL: randy.marvini@wisconsinpublicservice.com

WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
ATTN: SHANE SARKKINEN
2027 NAVAJO STREET
RHINELANDER, WI 54501
PHONE: 715-966-1040
EMAIL: shane.sarkkinen@wisconsinpublicservice.com

WISCOSIN DEPARTMENT OF NATURAL RESOURCES

NORTH REGION HEADQUARTERS
ATTN: WENDY HENNIGES
107 SUTLIFF
RHINELANDER, WI 54501
PHONE: 715-365-8916
EMAIL: wendy.henniges@wisconsin.gov

TRAFFIC ENGINEER

ATTN: CARA ABTS
1681 2ND AVE S
WISCONSIN RAPIDS, WI 54495
PHONE: 715-421-8024
EMAIL: cara.abts@dot.wi.gov

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

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 16.8 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 9.26 ACRES
SOIL GROUP A, AB, A/D, B/D.

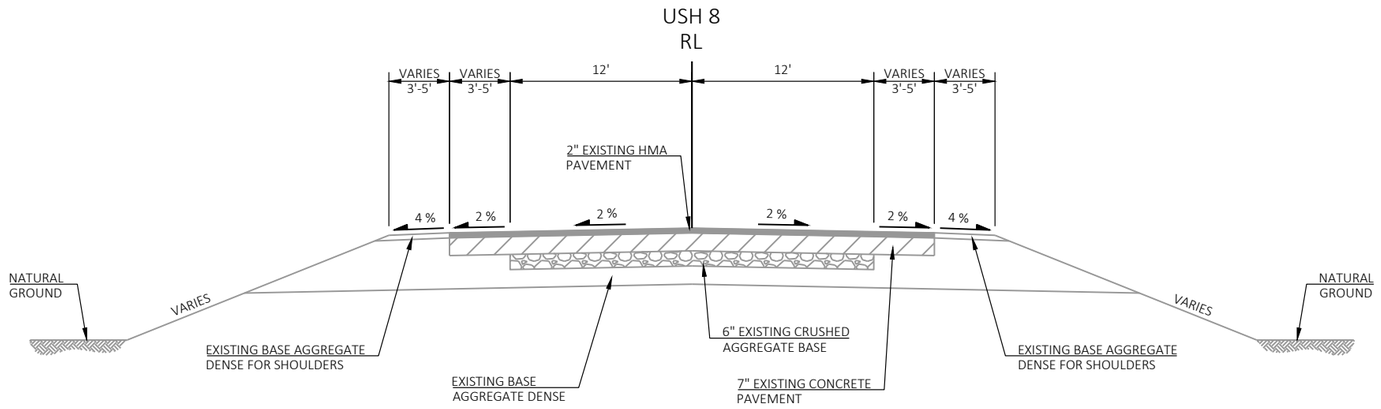
ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PLAN GRADES
PLAN OFFSETS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER PLAN
PLANTING
PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKING
STAGE CONSTRUCTION
DETOURS
ALIGNMENT

2

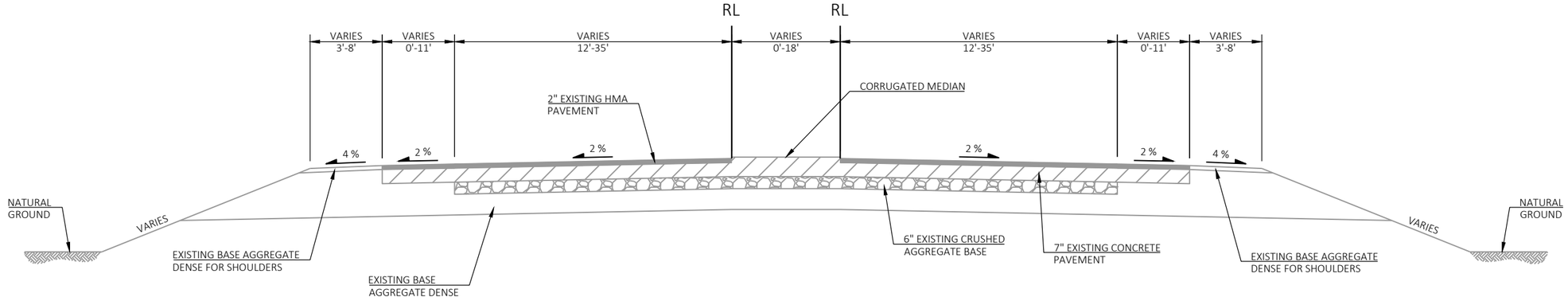
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po
PLOT DATE : 4/29/2025 8:22 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION FOR USH 8

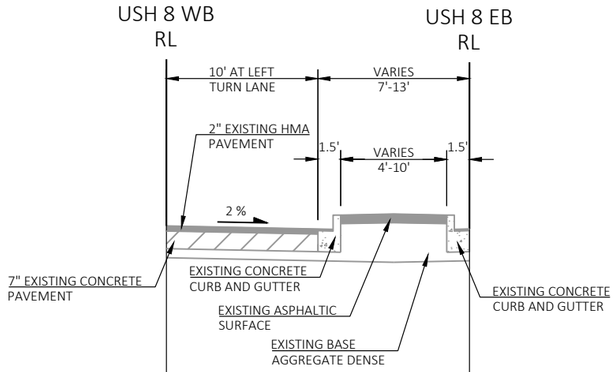
STA 83+81.00EB - STA 84+39.00EB



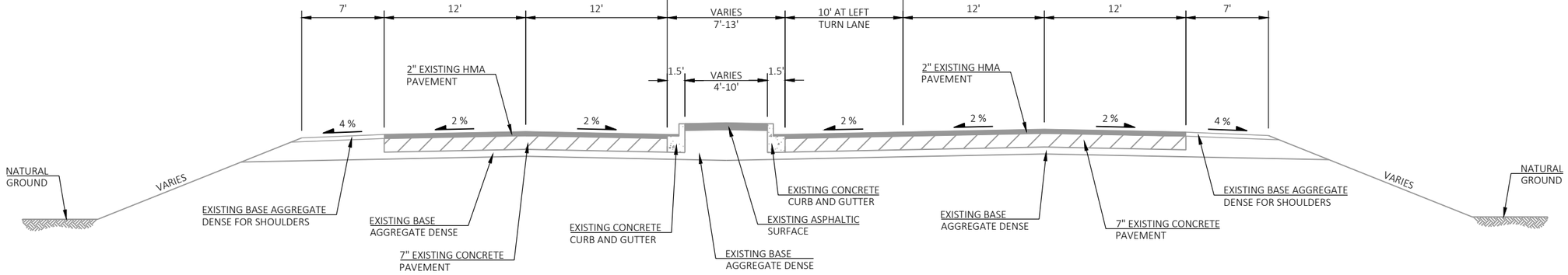
EXISTING TYPICAL SECTION FOR USH 8

STA 84+39.00EB - STA 91+76.00EB
STA 94+77.00EB - STA 100+00.00EB
STA 155+00.00EB - STA 160+37.00EB
STA 163+30.00EB - STA 169+00.00EB

2



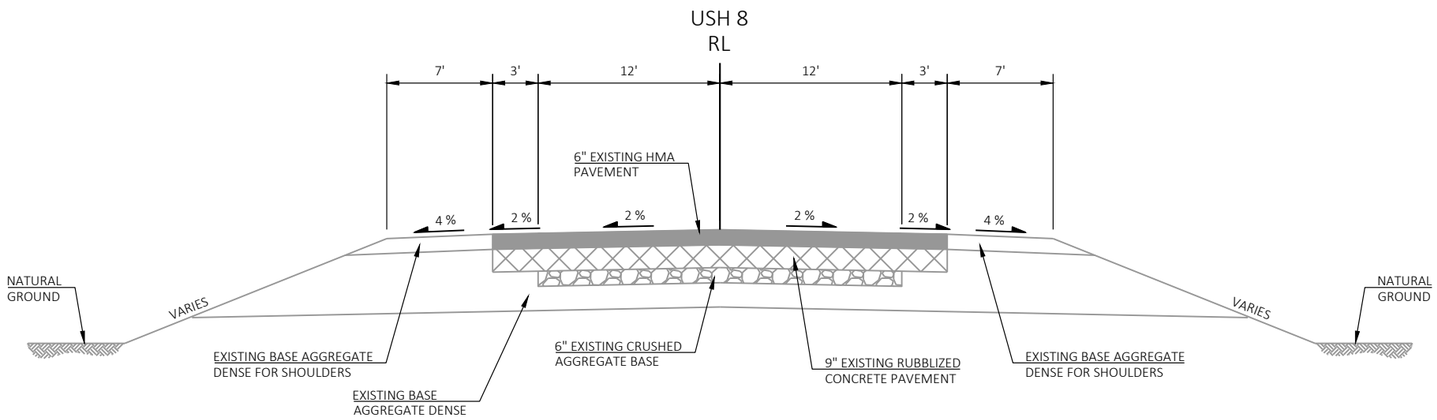
STA 93+000.00EB - STA 94+77.10EB
STA 162+00.00EB - STA 163+30.50EB



EXISTING TYPICAL SECTION FOR USH 8

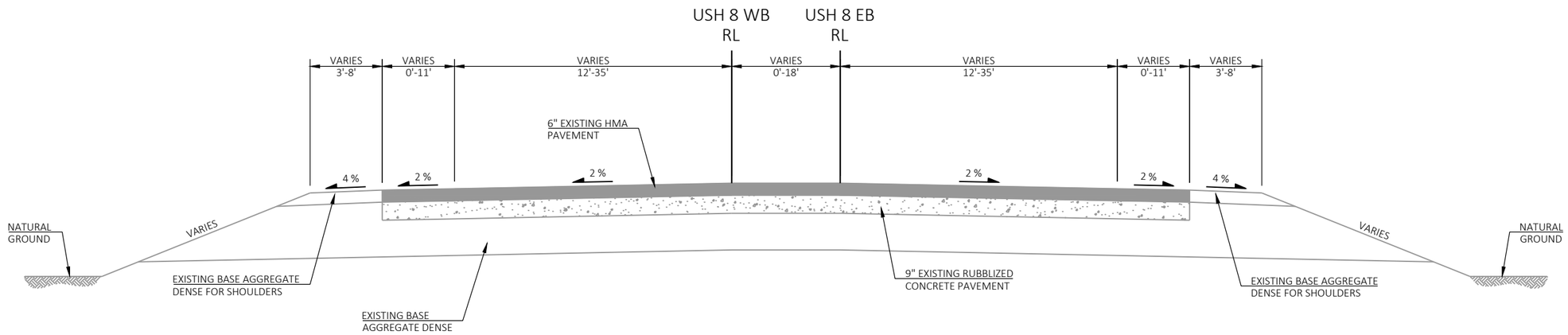
STA 91+76.00EB - STA 94+77.00EB
STA 160+37.00EB - STA 163+30.00EB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION FOR USH 8

STA 100+00.00EB - STA 155+00.00EB
STA 169+00.00EB - STA 223+95.00EB

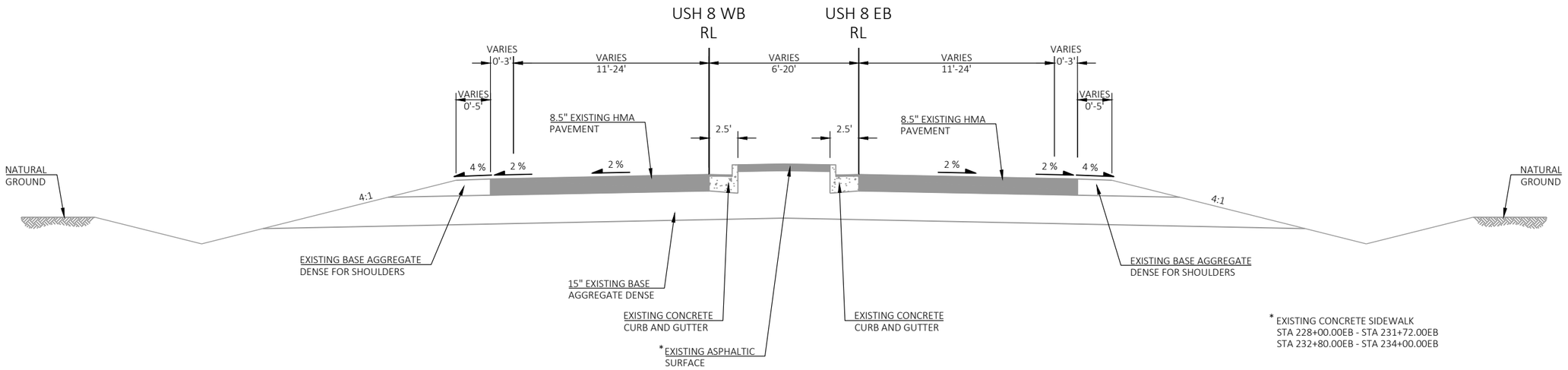


EXISTING TYPICAL SECTION FOR USH 8

STA 223+95.00EB - STA 225+13.00EB
STA 239+72.00EB - STA 242+00.00EB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 6	E

2



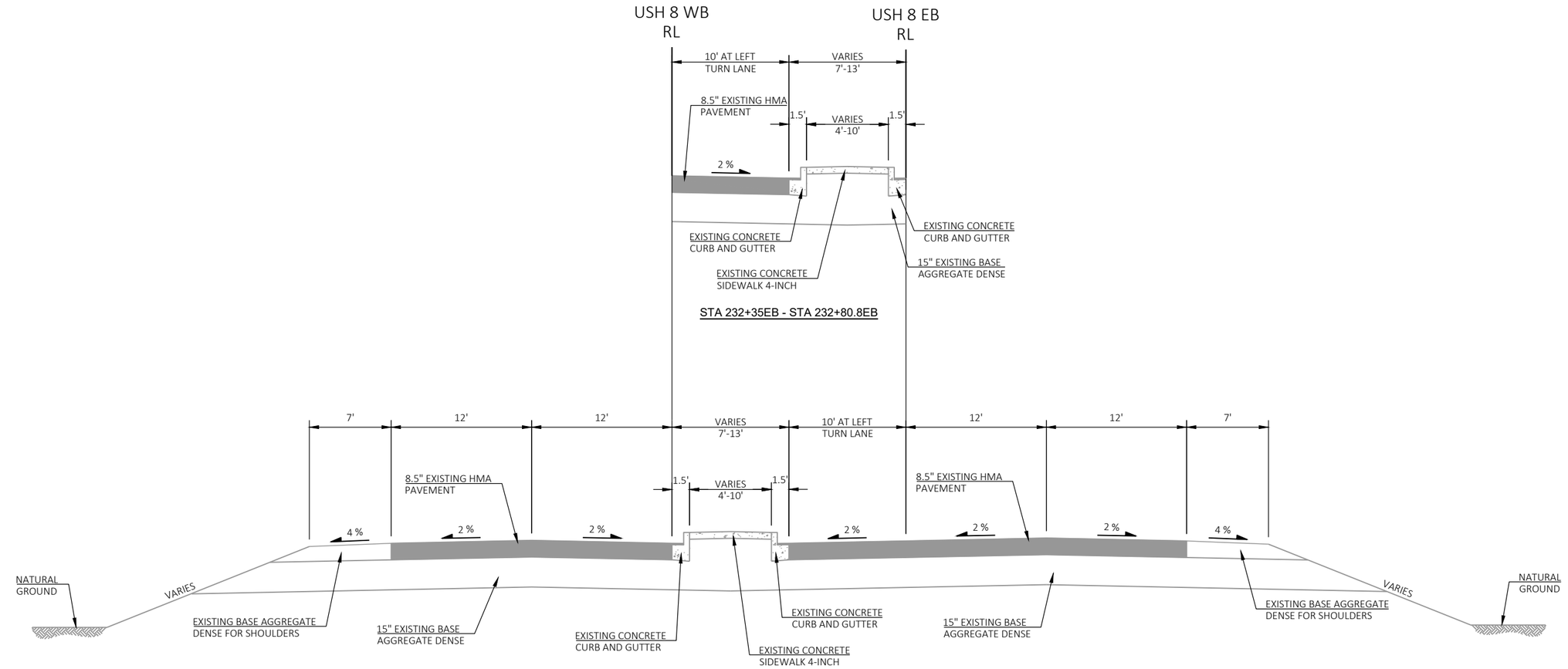
EXISTING TYPICAL SECTION FOR USH 8

STA 225+13.00EB - STA 231+72.00EB
STA 232+80.00EB - STA 239+72.00EB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020304-ts
PLOT DATE : 4/29/2025 8:22 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



STA 232+35EB - STA 232+80.8EB

EXISTING TYPICAL SECTION FOR USH 8

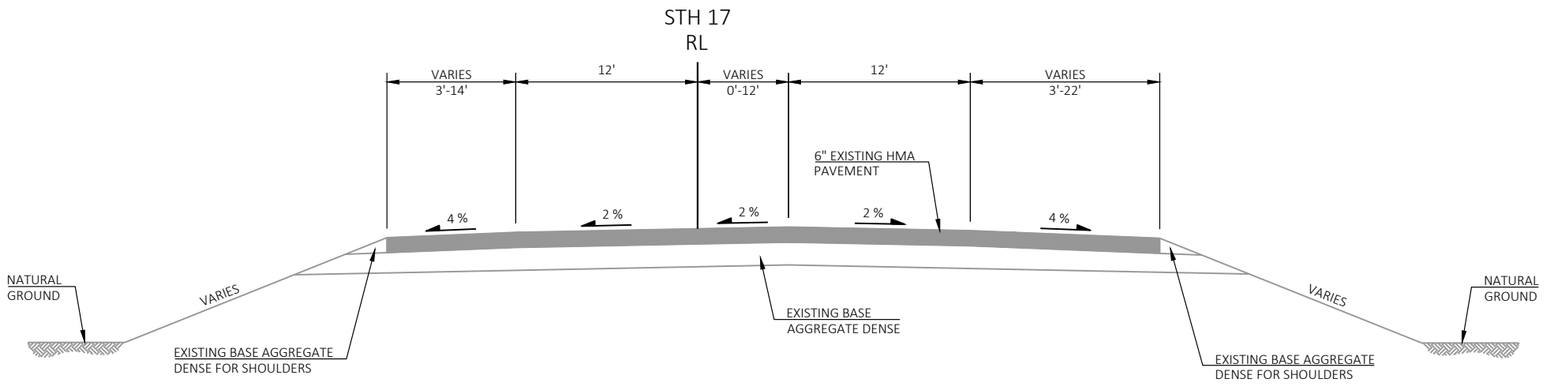
STA 231+72.00EB - STA 232+80.00EB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 8	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020305-ts

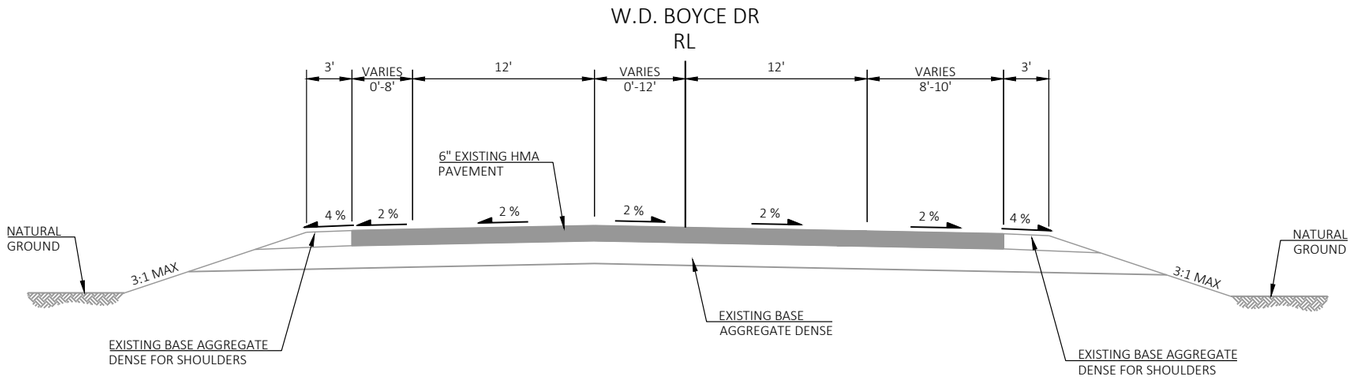
PLOT DATE : 4/29/2025 8:22 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



EXISTING TYPICAL SECTION FOR STH 17

STA 10+00.00NB - STA 16+30.00NB

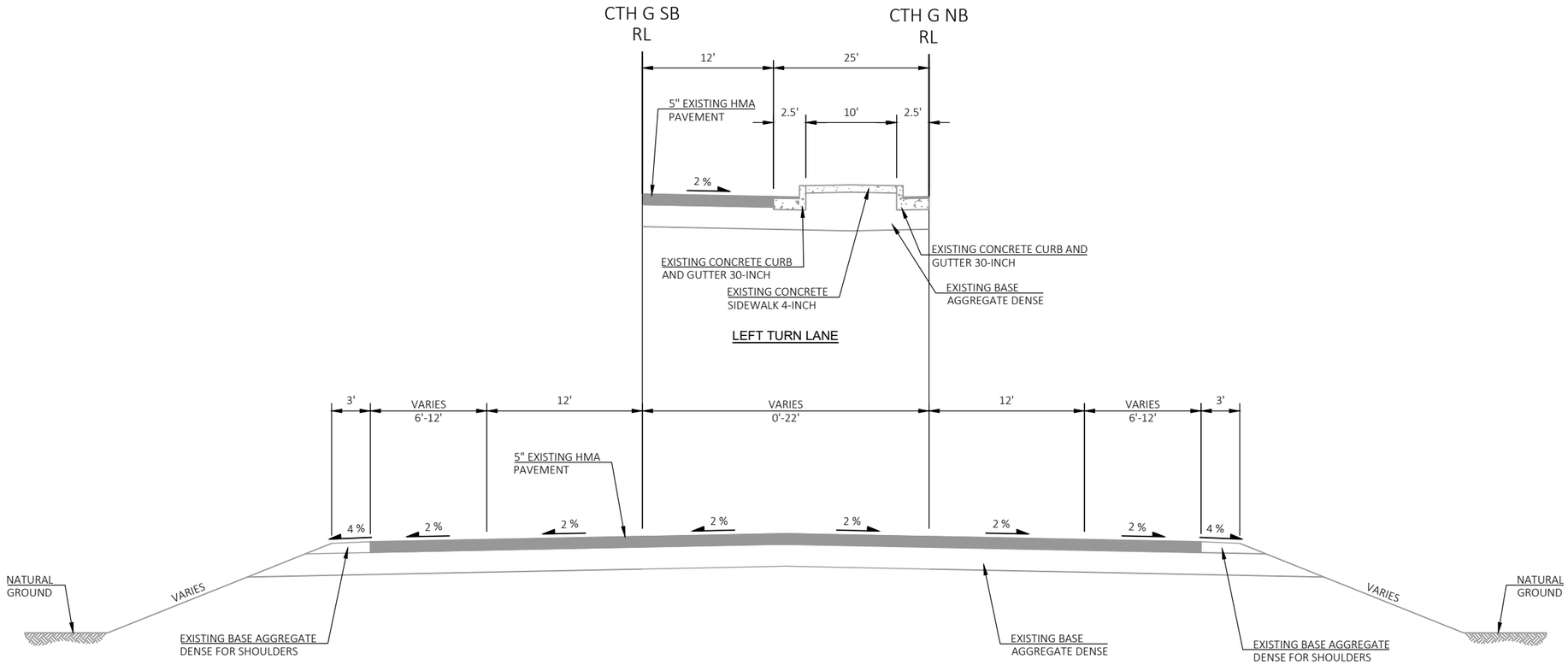


EXISTING TYPICAL SECTION FOR W.D. BOYCE DRIVE

STA 19+20.00NB - STA 23+00.00NB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 9	E

2



EXISTING TYPICAL SECTION FOR CTH G

STA 33+92.60NB - STA 36+00.00NB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 10	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020307-ts

PLOT DATE : 4/29/2025 8:22 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT

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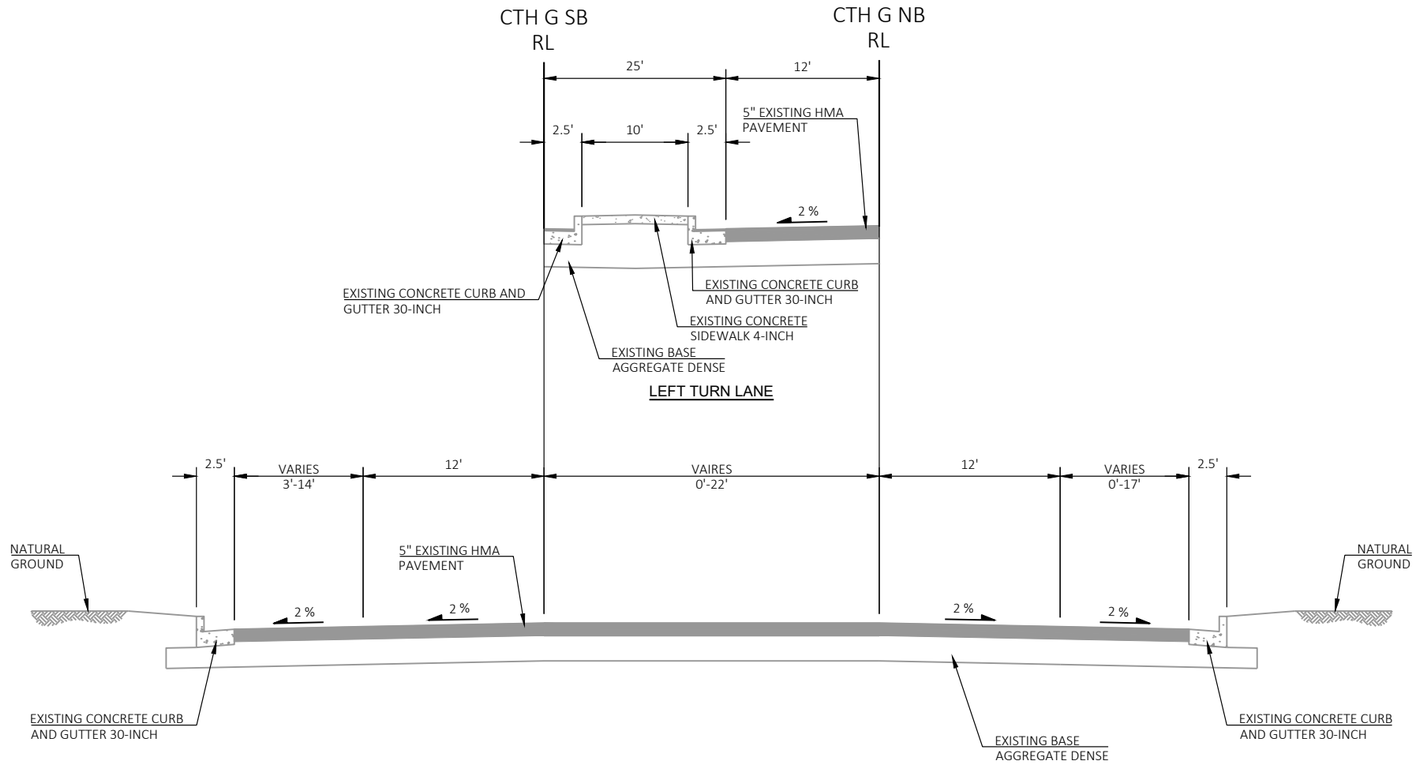


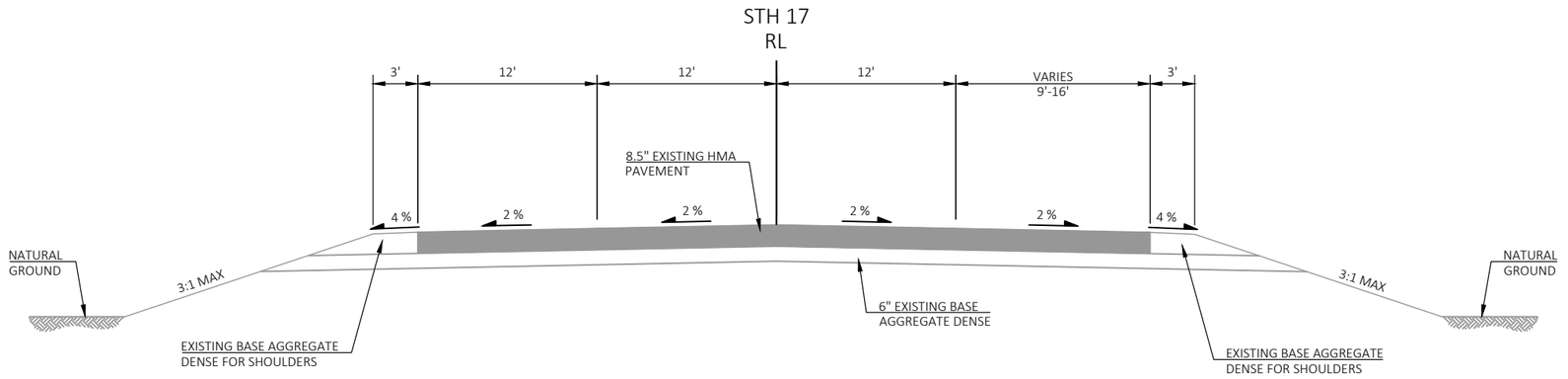
EXISTING TYPICAL SECTION FOR CTH G

STA 38+50.00NB - STA 41+52.30NB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 11	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020308-ts
PLOT DATE : 4/29/2025 8:22 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION FOR STH 17

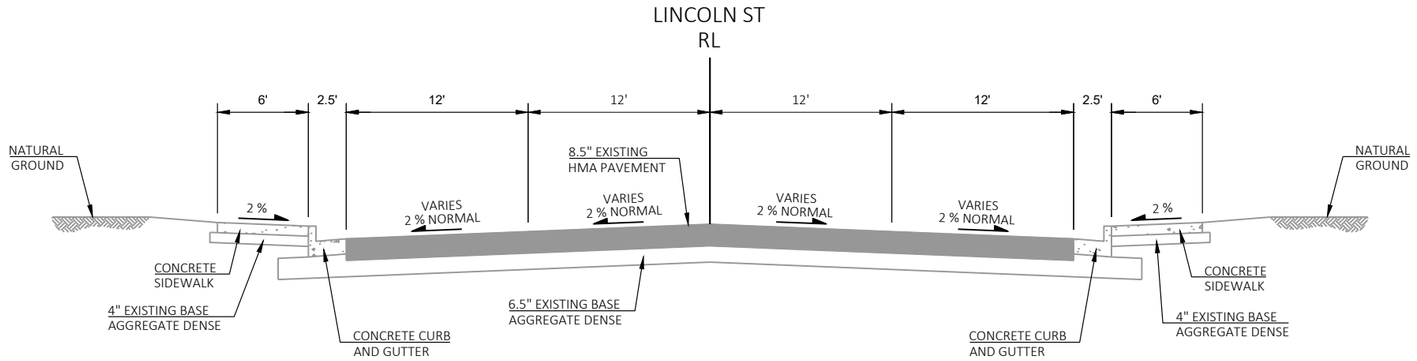
STA 56+28.00NB - STA 56+40.00NB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 12	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020309-ts

PLOT DATE : 4/29/2025 8:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

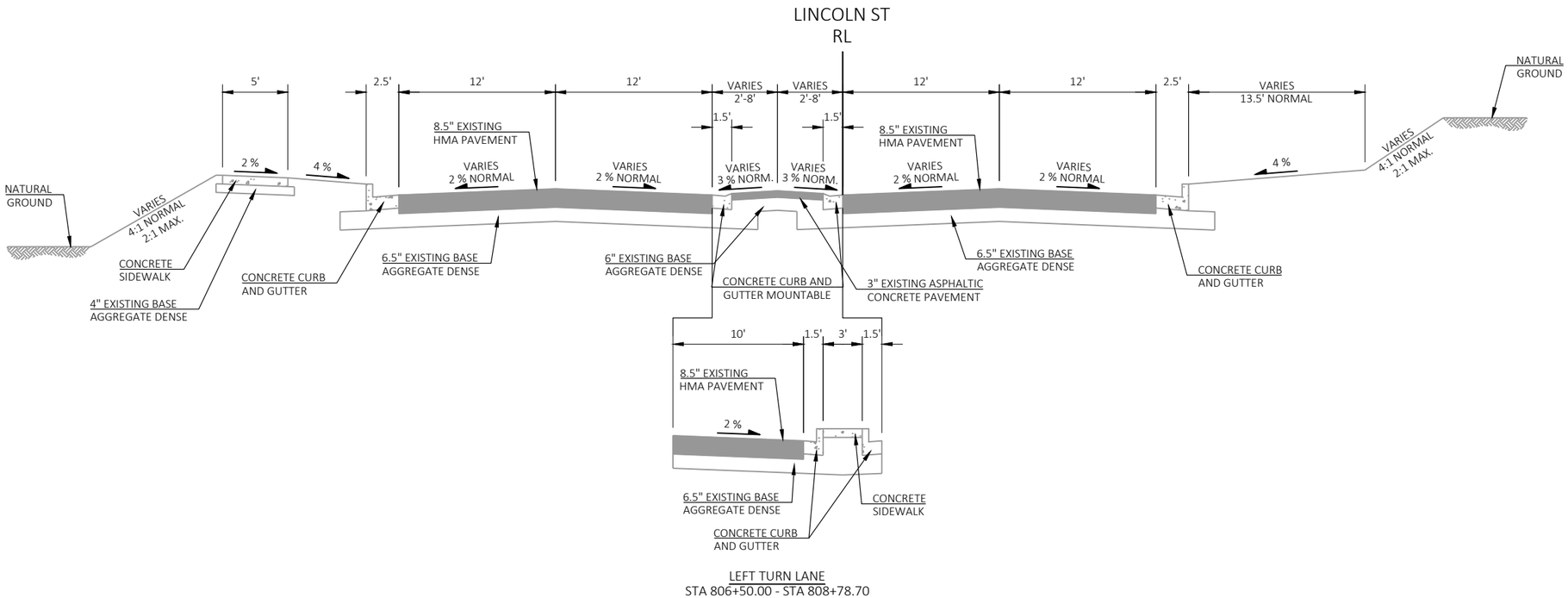


EXISTING TYPICAL SECTION FOR LINCOLN STREET

STA 700+95.00 - STA 726+70.00

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 13	E

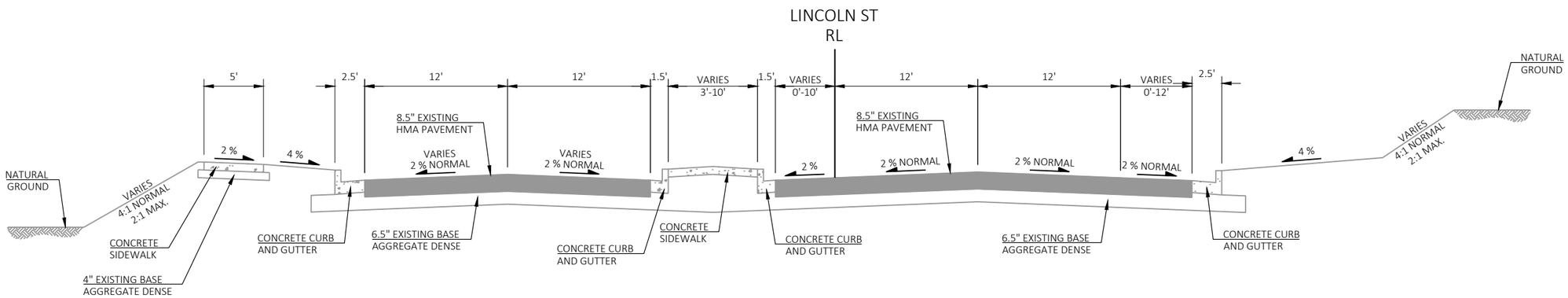
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020310-ts
PLOT DATE : 4/29/2025 8:23 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



LEFT TURN LANE
STA 806+50.00 - STA 808+78.70

EXISTING TYPICAL SECTION FOR LINCOLN STREET

STA 806+50.00 - STA 809+33.10



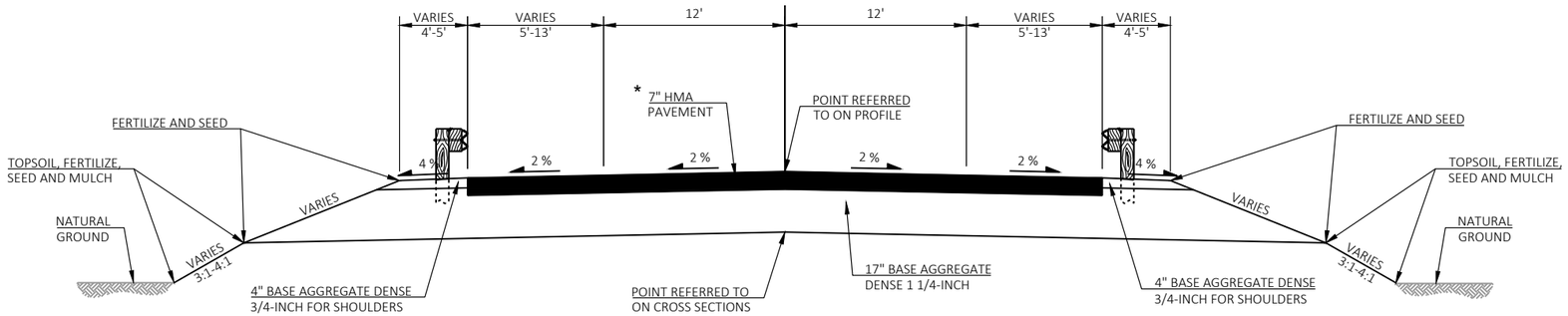
EXISTING TYPICAL SECTION FOR LINCOLN STREET

STA 809+33.10 - STA 811+17.00

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 14	E

2

USH 8
EB RL

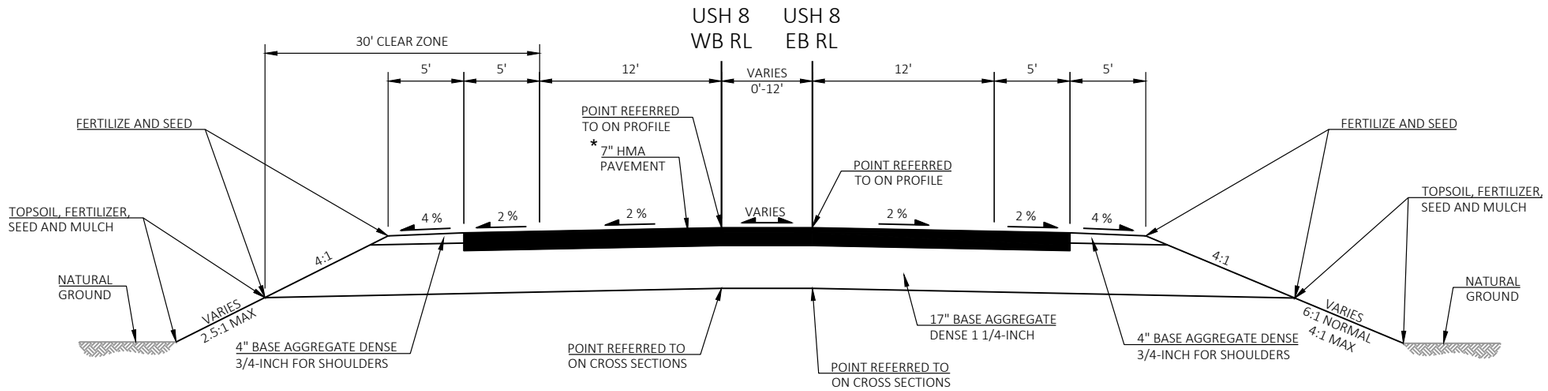


FINISHED TYPICAL SECTION FOR USH 8

STA 83+81.00EB - STA 86+44.00EB

PAVEMENT LAYERS	
* 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER

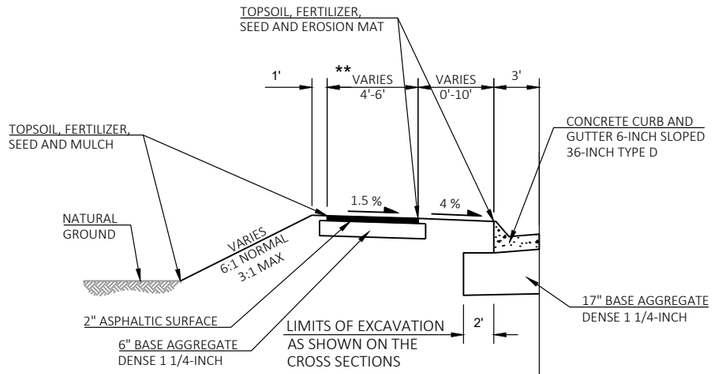
USH 8 WB RL USH 8 EB RL



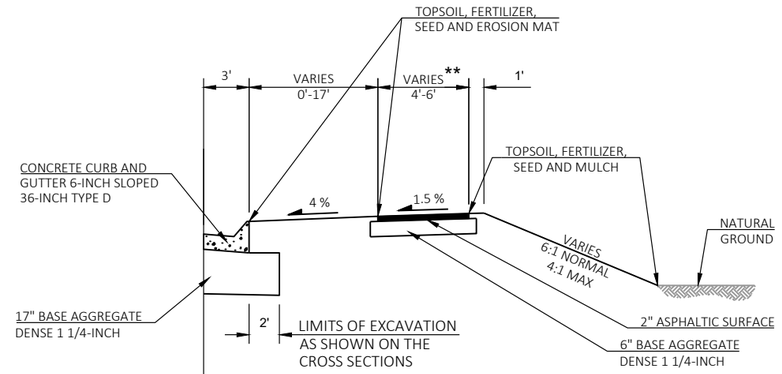
FINISHED TYPICAL SECTION FOR USH 8

STA 86+44.00EB - STA 89+71.00EB
STA 155+83.00EB - STA 158+43.00EB

2



PAVEMENT LAYERS	
* 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER

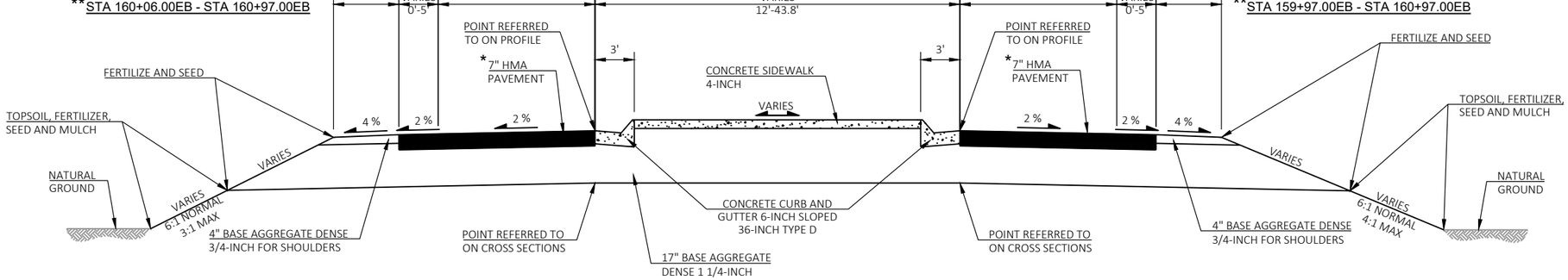


STA 91+09.00EB - STA 92+25.00EB
**STA 91+40.00EB - STA 92+25.00EB
STA 159+76.00EB - STA 160+97.00EB
**STA 160+06.00EB - STA 160+97.00EB

USH 8 WB
RL

USH 8 EB
RL

STA 90+76.00EB - STA 92+25.00EB
**STA 91+06.00EB - STA 92+25.00EB
STA 159+67.00EB - STA 160+97.00EB
**STA 159+97.00EB - STA 160+97.00EB



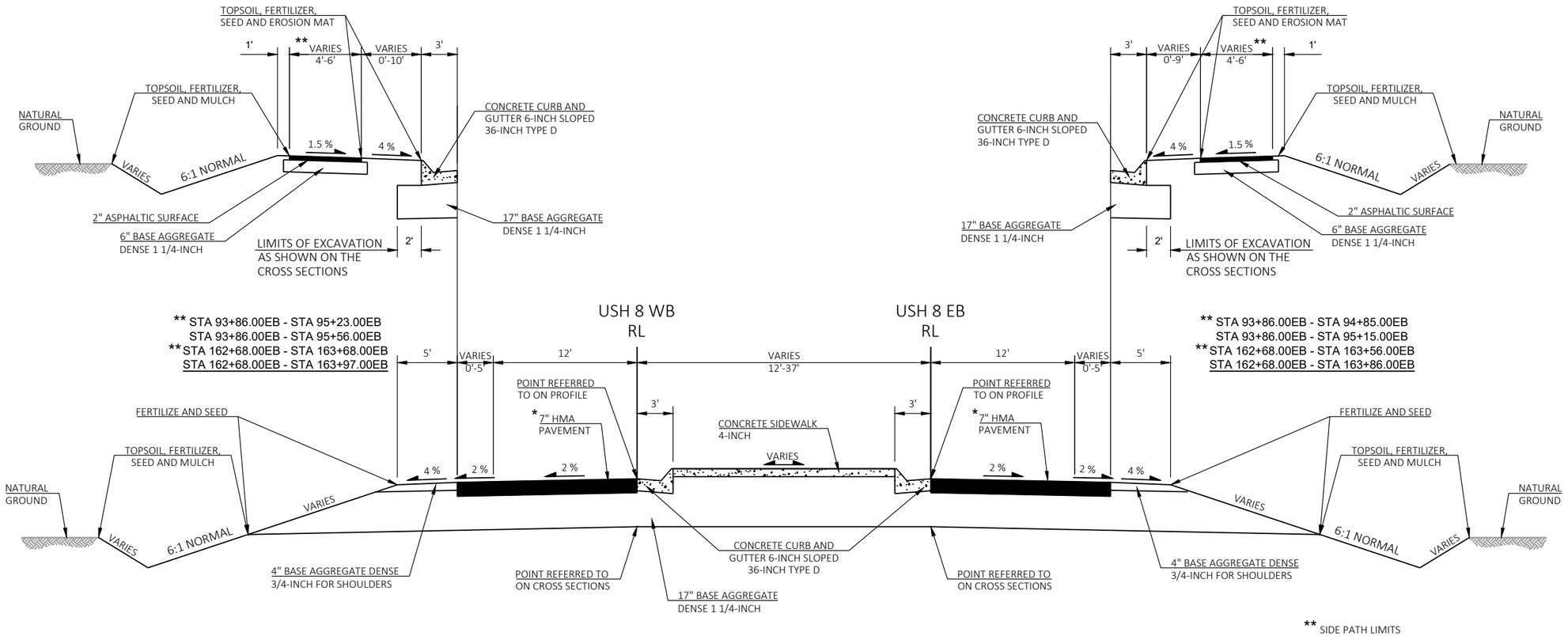
FINISHED TYPICAL SECTION FOR USH 8

STA 89+71.00EB - STA 92+25.00EB
STA 158+43.00EB - STA 160+97.00EB

** SIDE PATH LIMITS

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 16	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020313-ts
PLOT DATE : 4/29/2025 8:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT

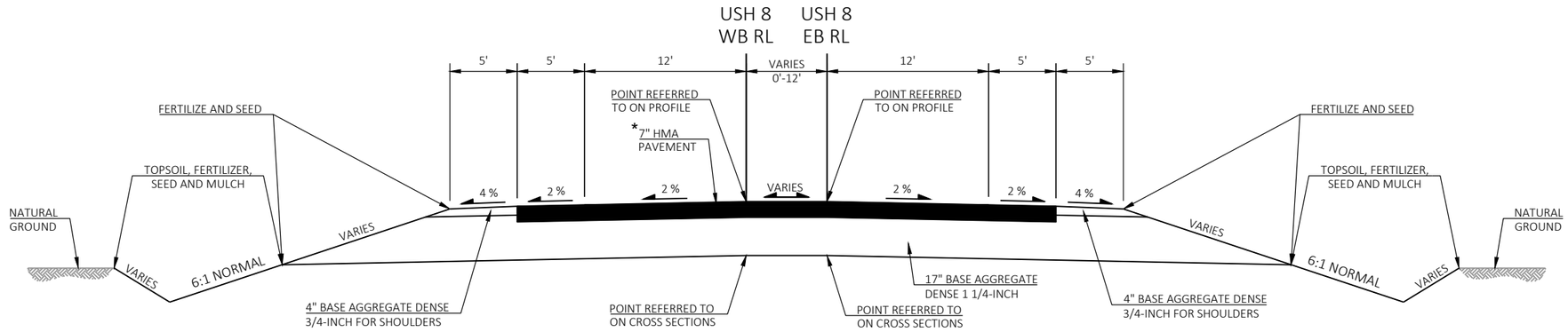


** SIDE PATH LIMITS

FINISHED TYPICAL SECTION FOR USH 8

STA 93+86.00EB - STA 96+55.00EB
STA 162+68.00EB - STA 165+20.00EB

PAVEMENT LAYERS	
* 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER



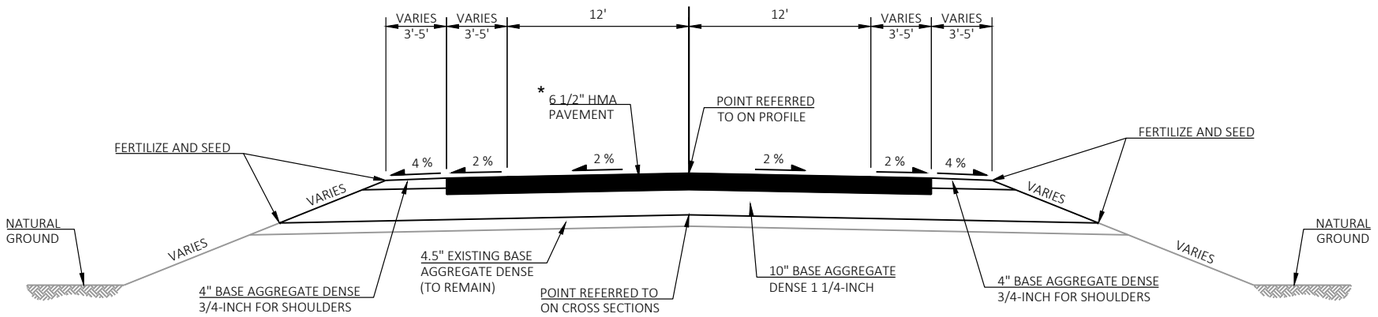
FINISHED TYPICAL SECTION FOR USH 8

STA 96+55.00EB - STA 99+41.00EB
STA 165+20.00EB - STA 169+20.00EB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 17	E

2

USH 8
RL

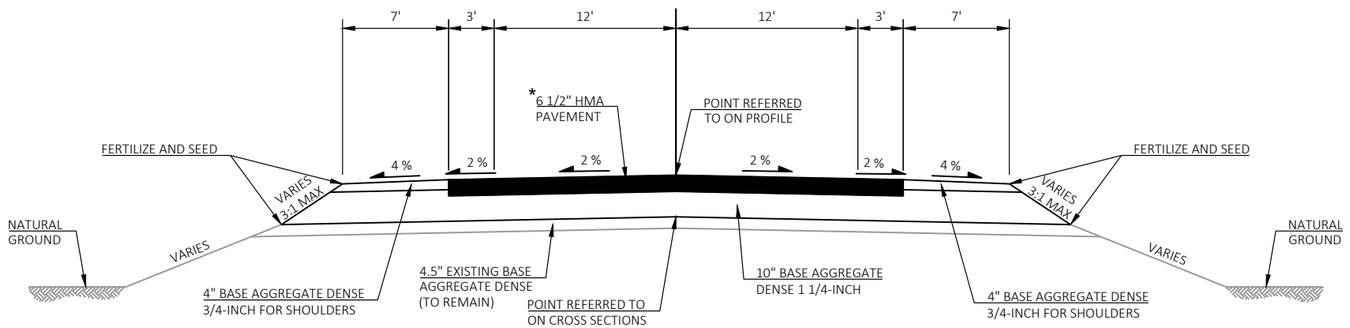


FINISHED TYPICAL SECTION FOR USH 8

STA 99+41.00EB - STA 104+00.00EB

PAVEMENT LAYERS	
* 6 1/2" HMA PAVEMENT	1 3/4" (4 MT 58-34 S) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 2 1/2" (3 MT 58-28 S) LOWER LAYER

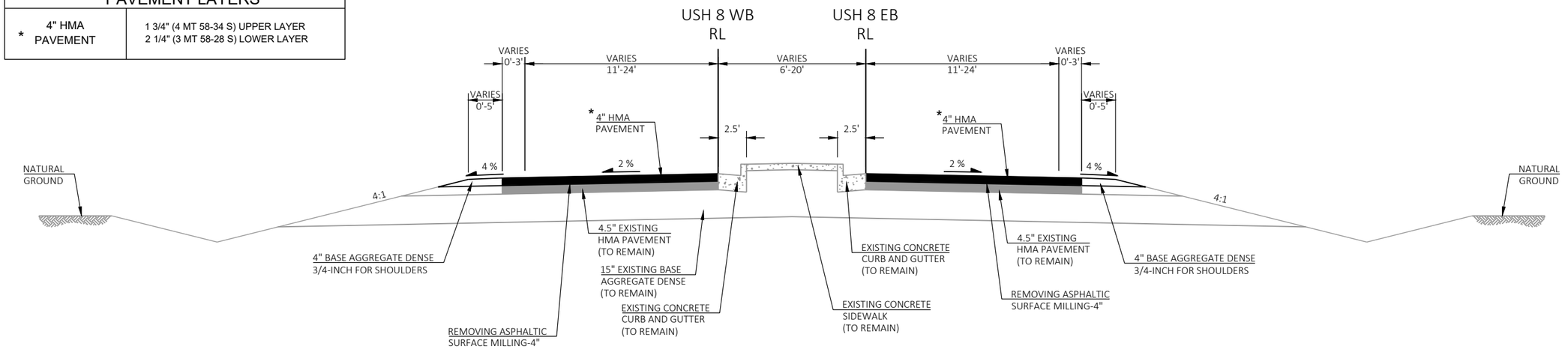
USH 8
RL



FINISHED TYPICAL SECTION FOR USH 8

STA 104+00.00EB - STA 155+83.00EB
STA 169+20.00EB - STA 225+00.00EB

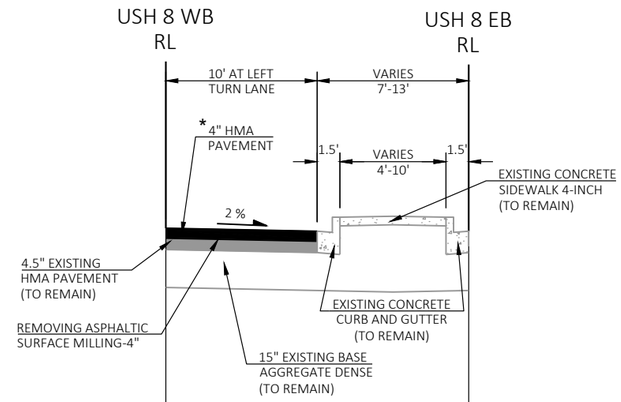
PAVEMENT LAYERS	
* 4" HMA PAVEMENT	1 3/4" (4 MT 58-34 S) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER



FINISHED TYPICAL SECTION FOR USH 8

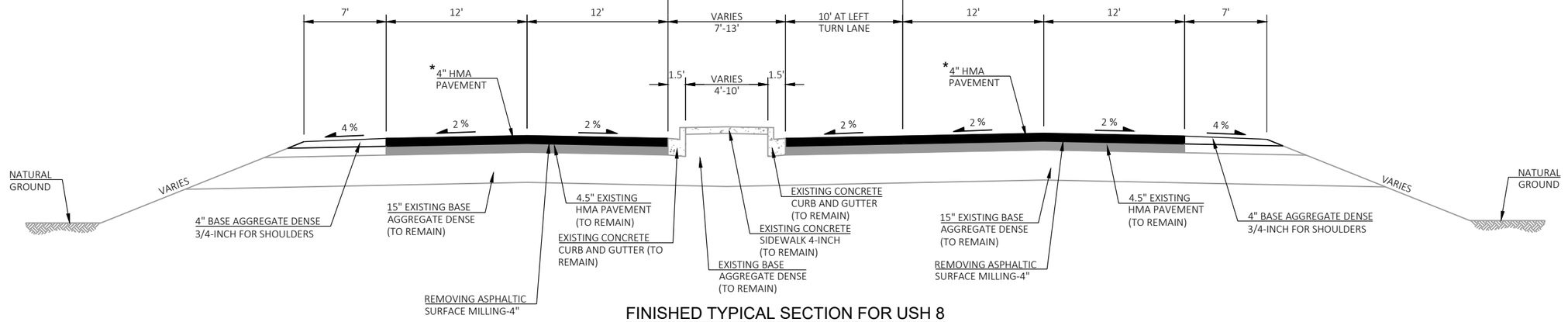
STA 225+00.00EB - STA 231+72.00EB
STA 232+80.00EB - STA 239+72.00EB

2



STA 232+35.00EB - STA 232+80.00EB

PAVEMENT LAYERS	
* 4" HMA PAVEMENT	1 3/4" (4 MT 58-34 S) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER

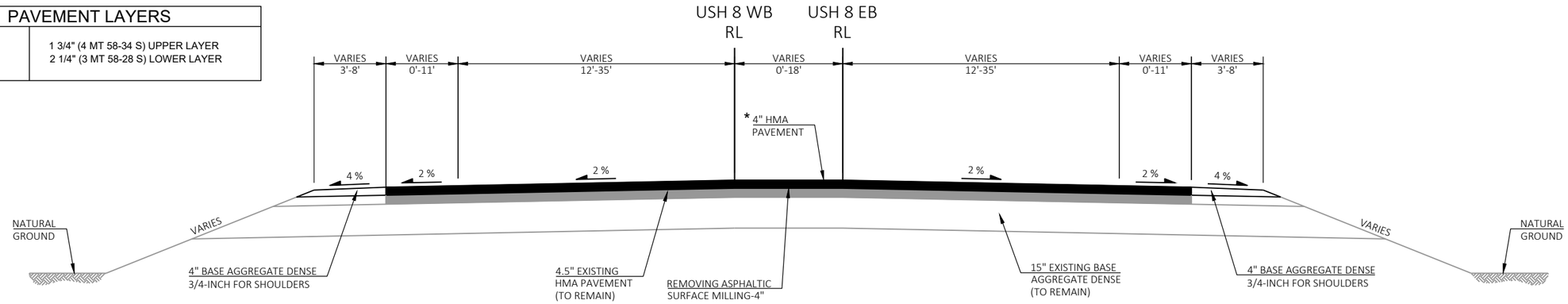


FINISHED TYPICAL SECTION FOR USH 8

STA 231+72.00EB - STA 232+80.00EB

2

PAVEMENT LAYERS	
* 4" HMA PAVEMENT	1 3/4" (4 MT 58-34 S) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER



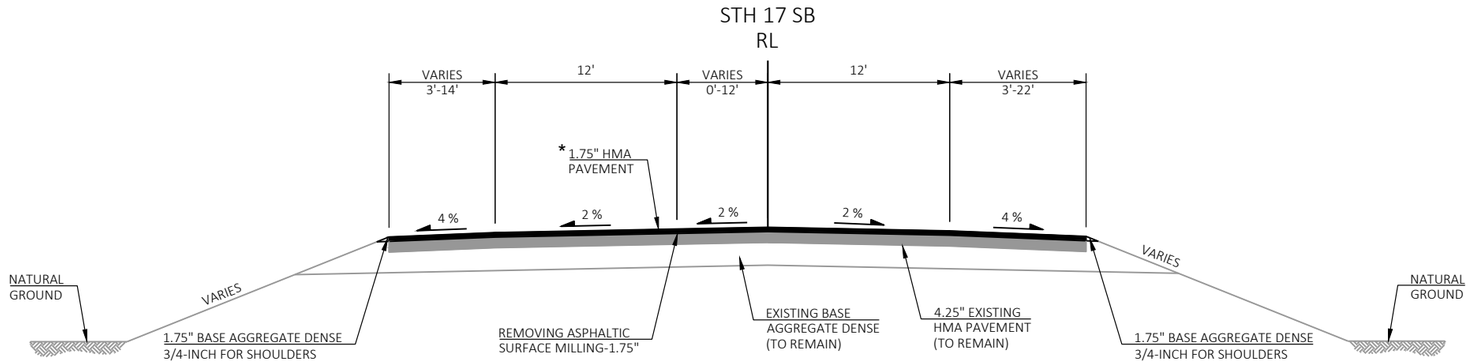
FINISHED TYPICAL SECTION FOR USH 8

STA 239+72.00EB - STA 242+00.00EB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 21	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020318-ts
PLOT DATE : 4/29/2025 8:23 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

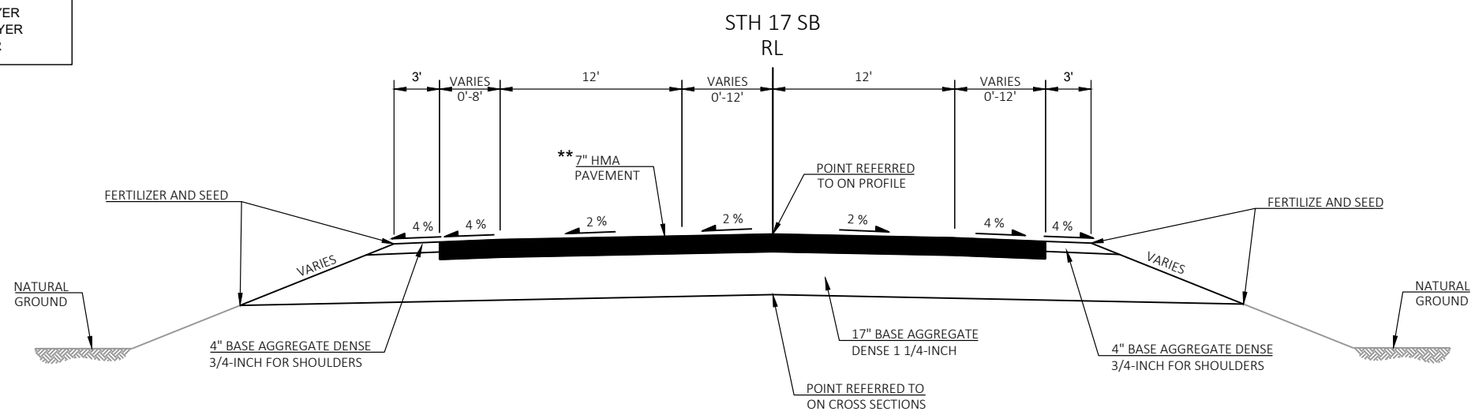
2



FINISHED TYPICAL SECTION FOR STH 17 SOUTH

STA 10+00.00NB - STA 13+26.00NB

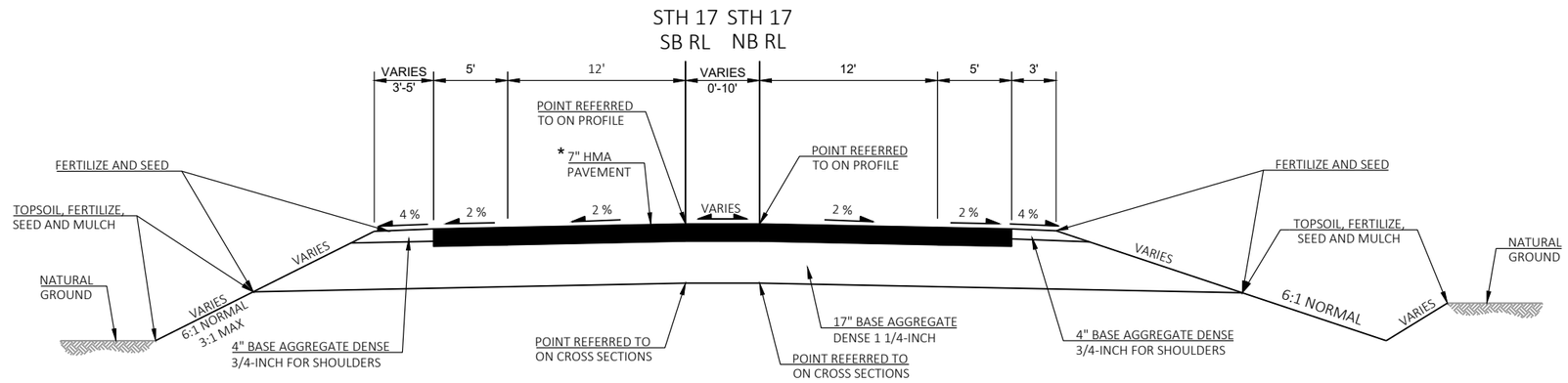
PAVEMENT LAYERS	
* 1 3/4" HMA PAVEMENT	4 MT 58-34 S
** 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER



FINISHED TYPICAL SECTION FOR STH 17 SOUTH

STA 13+26.00NB - STA 14+29.00NB

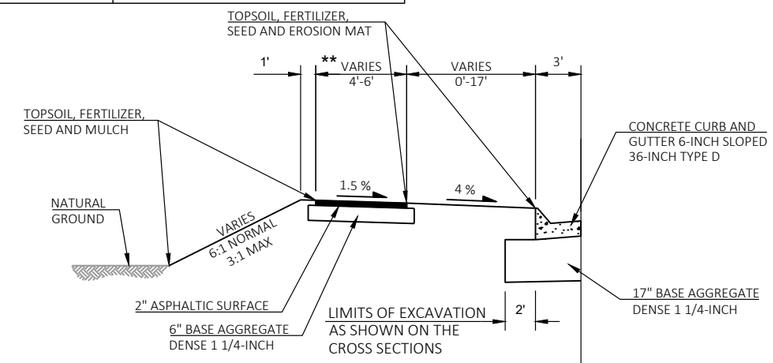
2

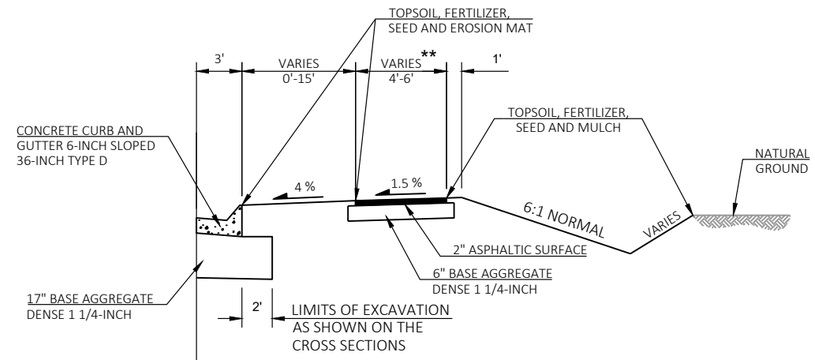


FINISHED TYPICAL SECTION FOR STH 17 SOUTH/W.D. BOYCE DRIVE

STA 14+29.00NB - STA 15+04.00NB
STA 20+52.00NB - STA 23+00.00NB

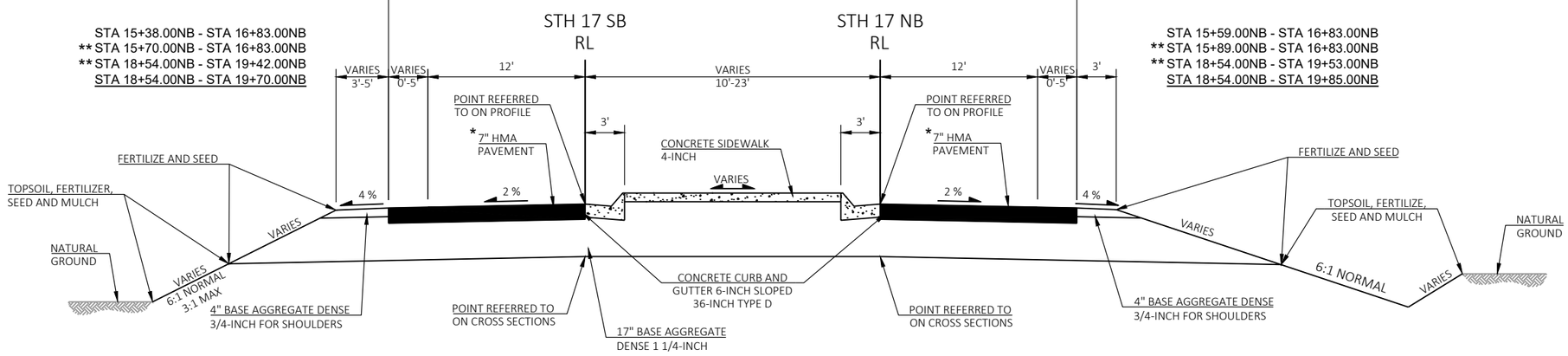
PAVEMENT LAYERS	
* 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER





STA 15+38.00NB - STA 16+83.00NB
** STA 15+70.00NB - STA 16+83.00NB
** STA 18+54.00NB - STA 19+42.00NB
STA 18+54.00NB - STA 19+70.00NB

STA 15+59.00NB - STA 16+83.00NB
** STA 15+89.00NB - STA 16+83.00NB
** STA 18+54.00NB - STA 19+53.00NB
STA 18+54.00NB - STA 19+85.00NB



** SIDE PATH LIMITS

FINISHED TYPICAL SECTION FOR STH 17 SOUTH/W.D. BOYCE DRIVE

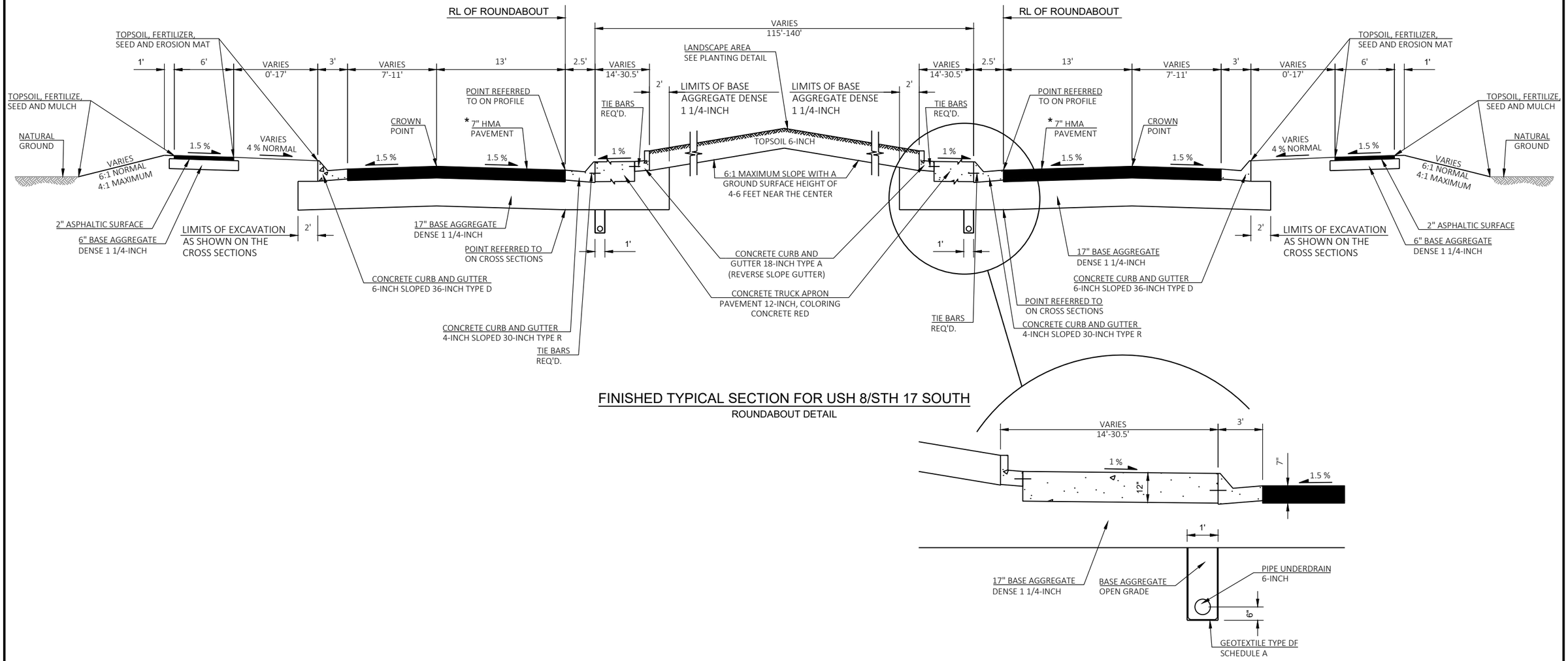
STA 15+04.00NB - STA 16+83.00NB
STA 18+54.00NB - STA 20+52.00NB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 23	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020320-ts
PLOT DATE : 4/29/2025 8:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

PAVEMENT LAYERS	
* 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER



FINISHED TYPICAL SECTION FOR USH 8/STH 17 SOUTH

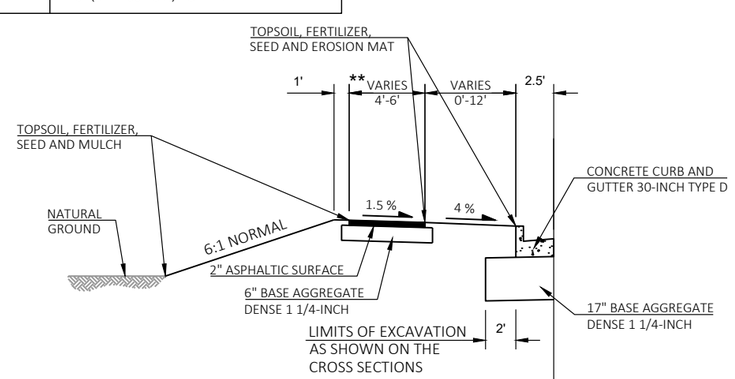
ROUNDABOUT DETAIL

TRUCK APRON TYPICAL

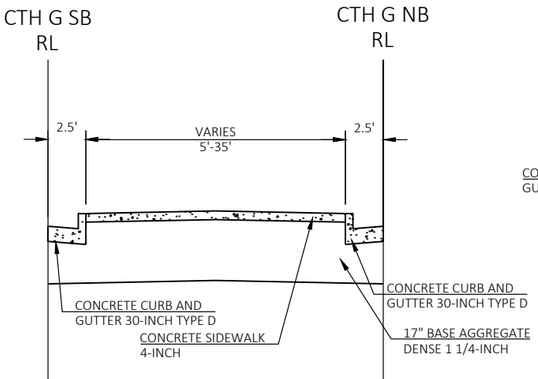
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 24	E

2

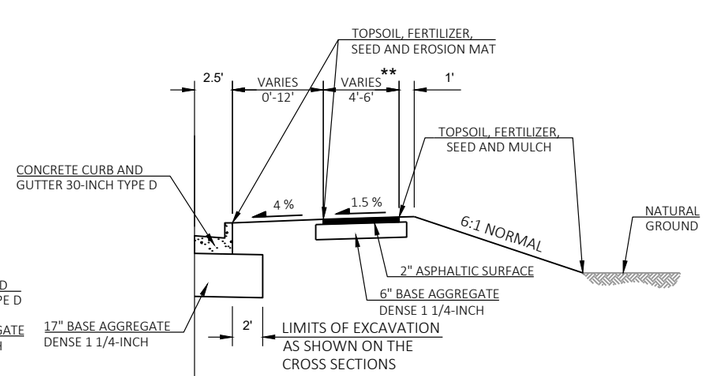
PAVEMENT LAYERS	
* 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER



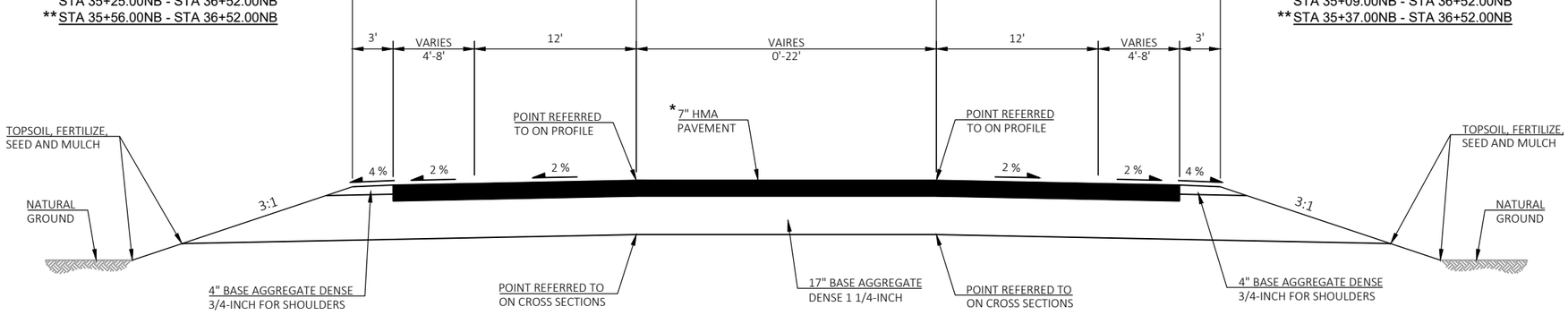
STA 35+25.00NB - STA 36+52.00NB
**STA 35+56.00NB - STA 36+52.00NB



STA 34+47.00NB - STA 36+52.00NB



STA 35+09.00NB - STA 36+52.00NB
**STA 35+37.00NB - STA 36+52.00NB



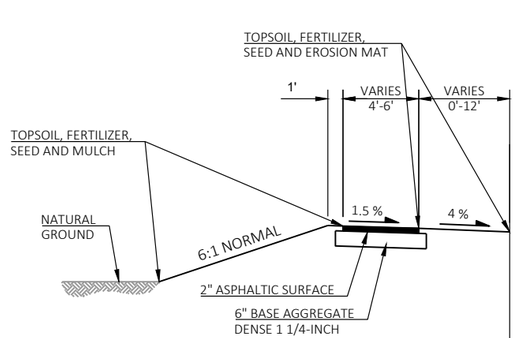
** SIDE PATH LIMITS

FINISHED TYPICAL SECTION FOR CTH G

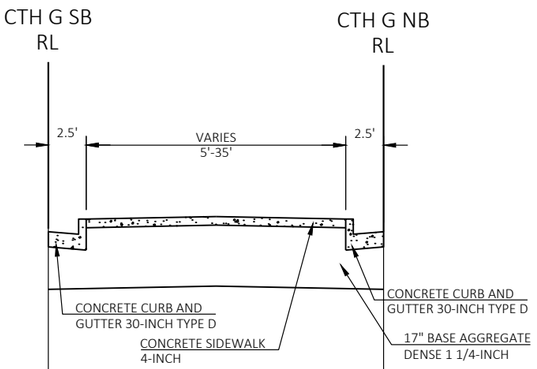
STA 33+92.00NB - STA 36+52.00NB

2

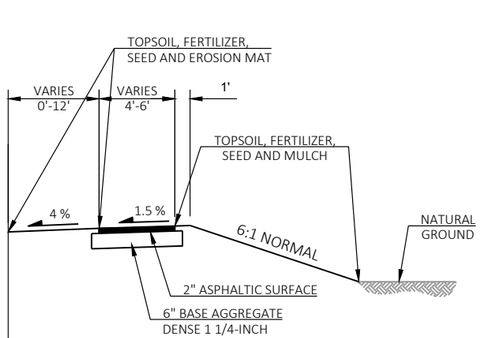
PAVEMENT LAYERS	
* 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER



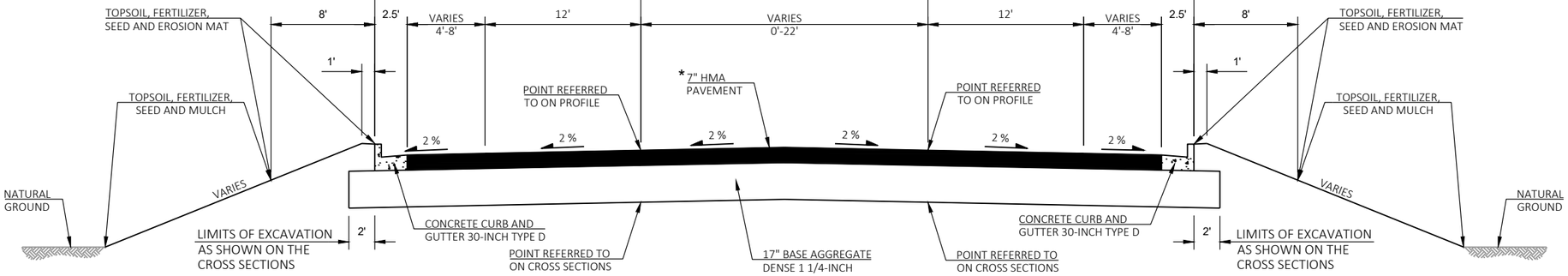
STA 38+11.00NB - STA 39+46.00NB



STA 38+11.00NB - STA 39+56.00NB



STA 38+11.00NB - STA 39+20.00NB

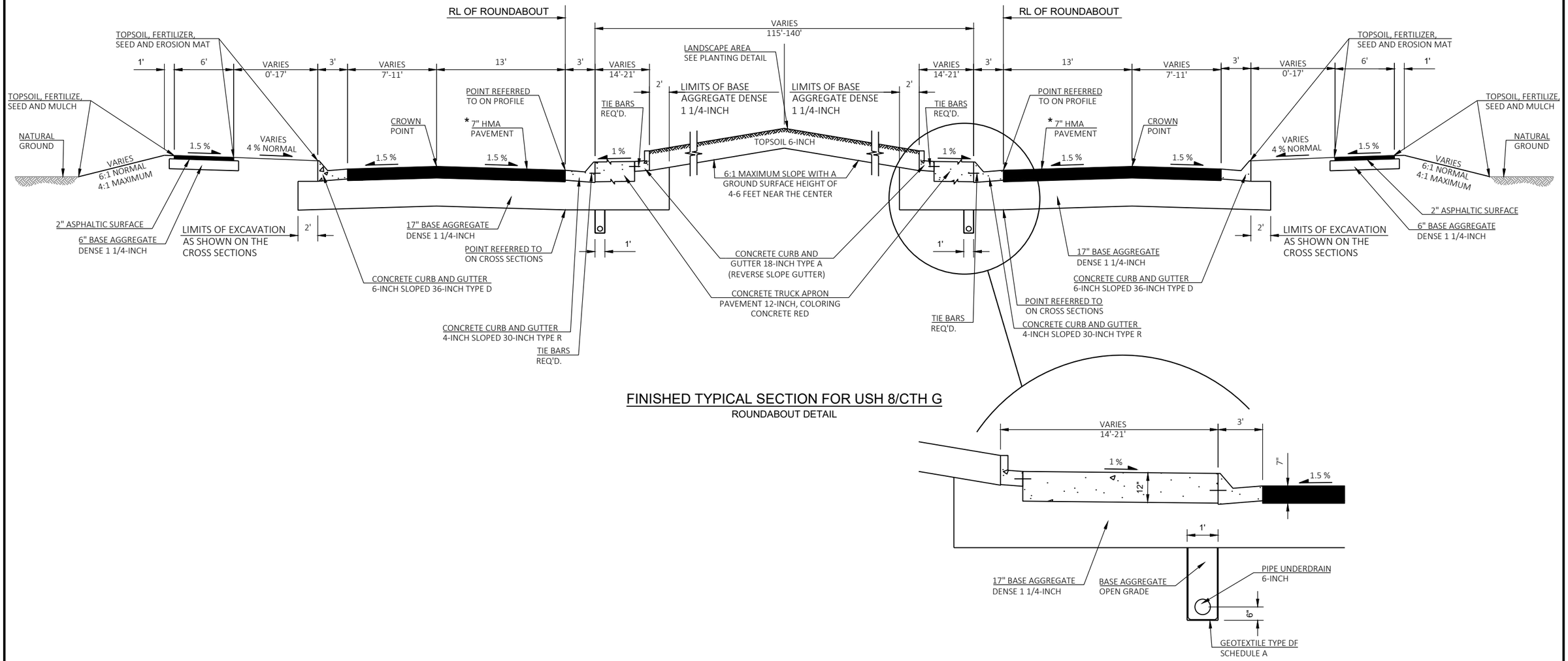


FINISHED TYPICAL SECTION FOR CTH G

STA 38+11.00NB - STA 41+52.00NB

2

PAVEMENT LAYERS	
* 7" HMA PAVEMENT	1 3/4" (4 MT 58-34 H) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER 3" (3 MT 58-28 S) LOWER LAYER



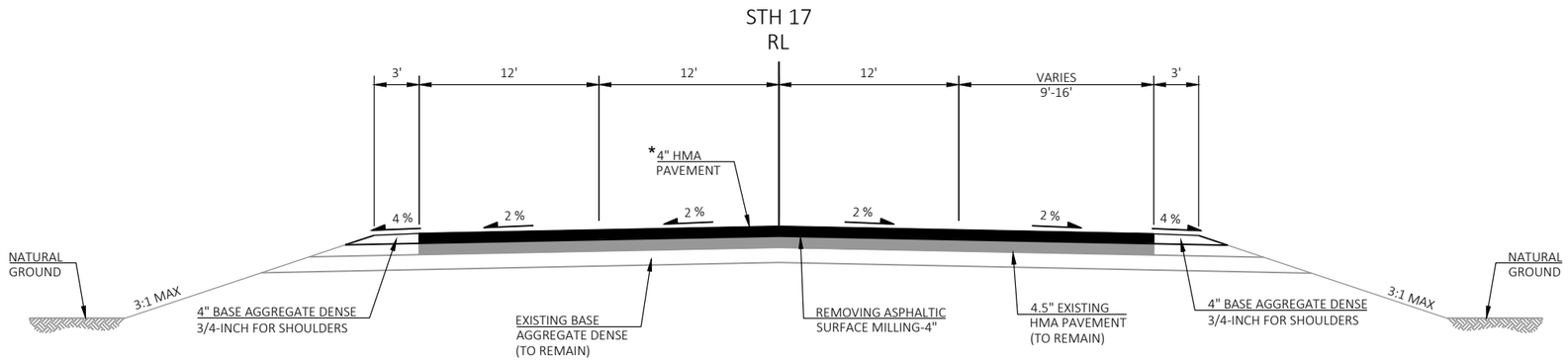
FINISHED TYPICAL SECTION FOR USH 8/CTH G
ROUNDABOUT DETAIL

TRUCK APRON TYPICAL

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 27	E

2

PAVEMENT LAYERS	
* 4" HMA PAVEMENT	1 3/4" (4 MT 58-34 S) UPPER LAYER 2 1/4" (3 MT 58-28 S) LOWER LAYER

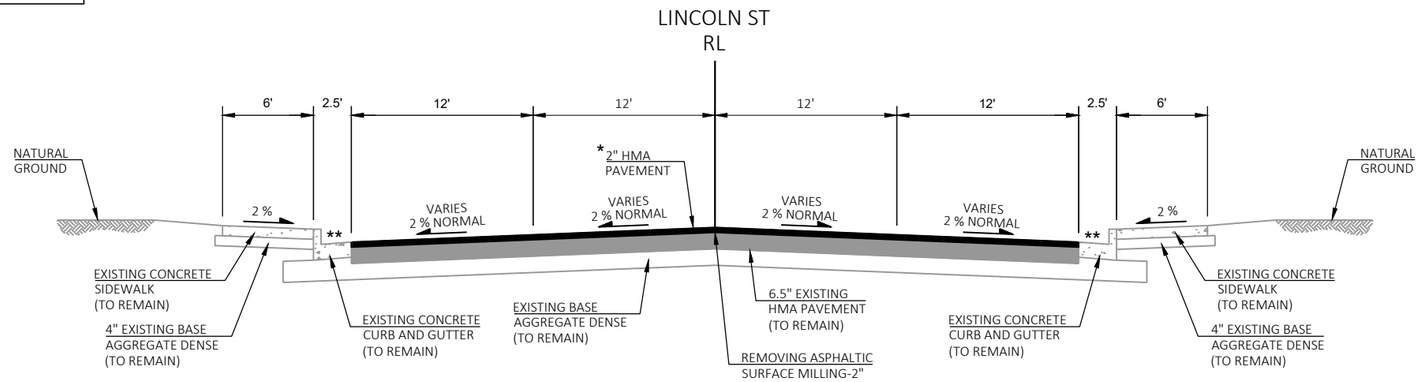


FINISHED TYPICAL SECTION FOR STH 17

STA 56+28.00NB - STA 56+40.00NB

2

PAVEMENT LAYERS	
* 2" HMA PAVEMENT	4 MT 58-34 S

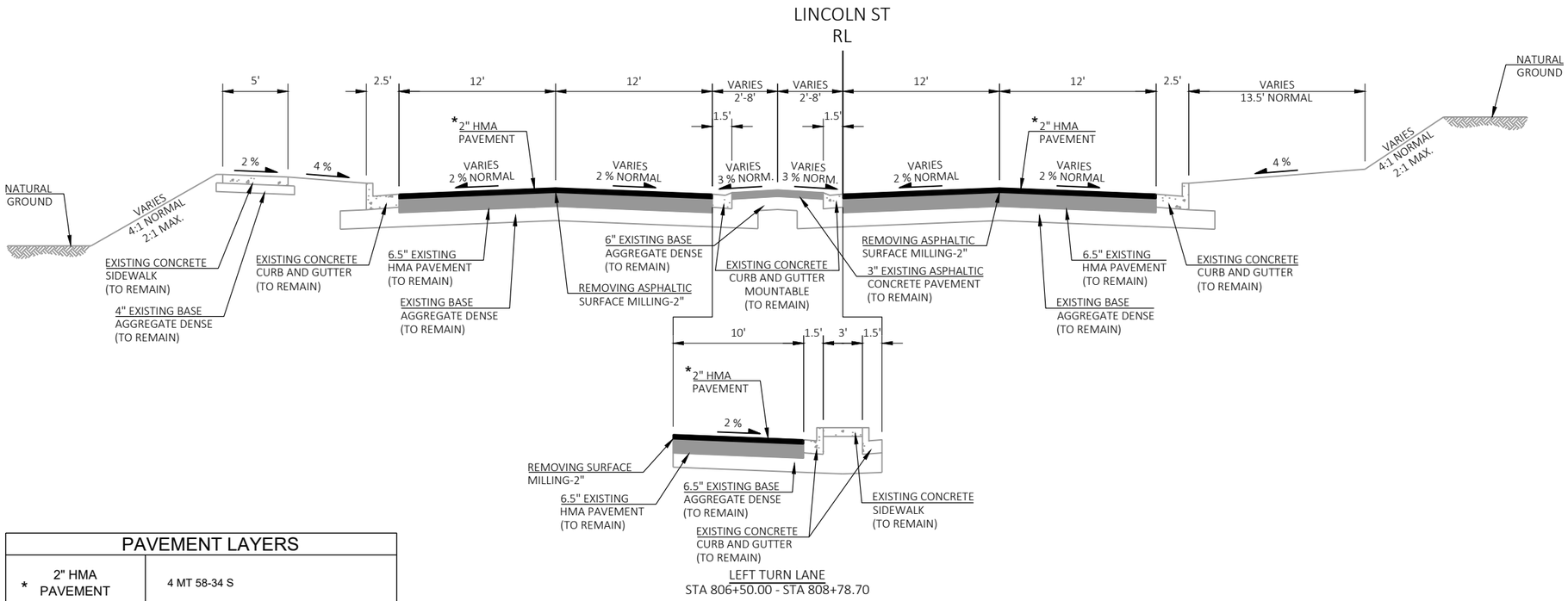


**NOTE: DO NOT REMOVE EXISTING HMA PAVEMENT IN GUTTER PANS. MILL ONLY TO FLANGE LINE OF CURB.

FINISHED TYPICAL SECTION FOR LINCOLN STREET

STA 700+95.00 - STA 726+70.00

2

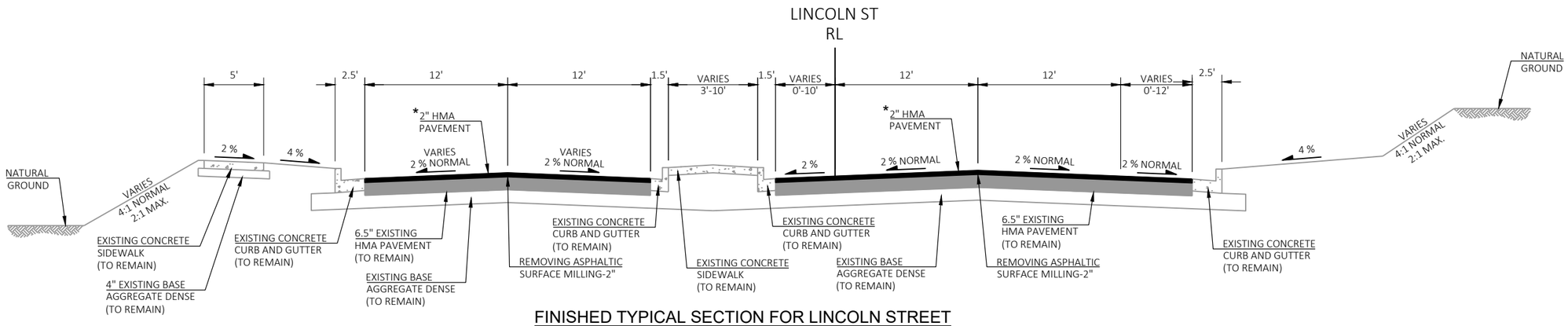


LEFT TURN LANE
STA 806+50.00 - STA 808+78.70

PAVEMENT LAYERS	
* 2" HMA PAVEMENT	4 MT 58-34 S

FINISHED TYPICAL SECTION FOR LINCOLN STREET

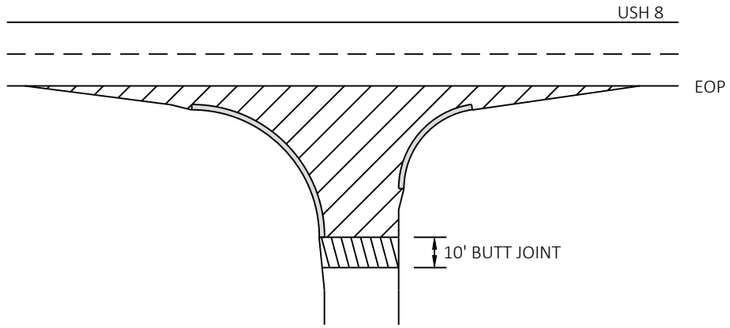
STA 806+50.00 - STA 809+33.10



FINISHED TYPICAL SECTION FOR LINCOLN STREET

STA 809+33.10 - STA 811+17.00

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TYPICAL SECTIONS	SHEET 30	E



REMOVING ASPHALTIC SURFACE MILLING

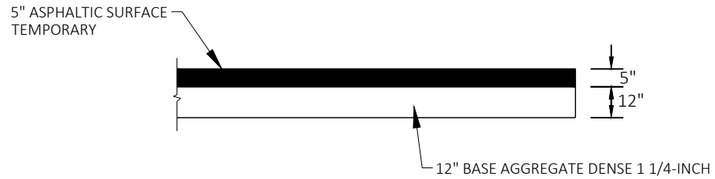
REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

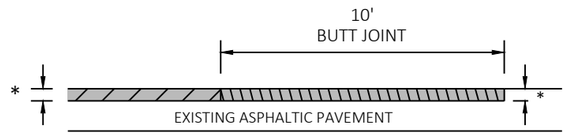
SIDE ROADS

WITH CURB AND GUTTER

GERMOND ROAD
STH 17 NORTH
BOYCE DRIVE



DETAIL FOR TEMPORARY PAVEMENT



HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

* 4" AT STH 17 NORTH AND USH 8 MAINLINE
1 3/4" AT STH 17 SOUTH AND LOCAL ROAD INTERSECTIONS
2" AT LINCOLN ST MAINLINE

BUTT JOINT

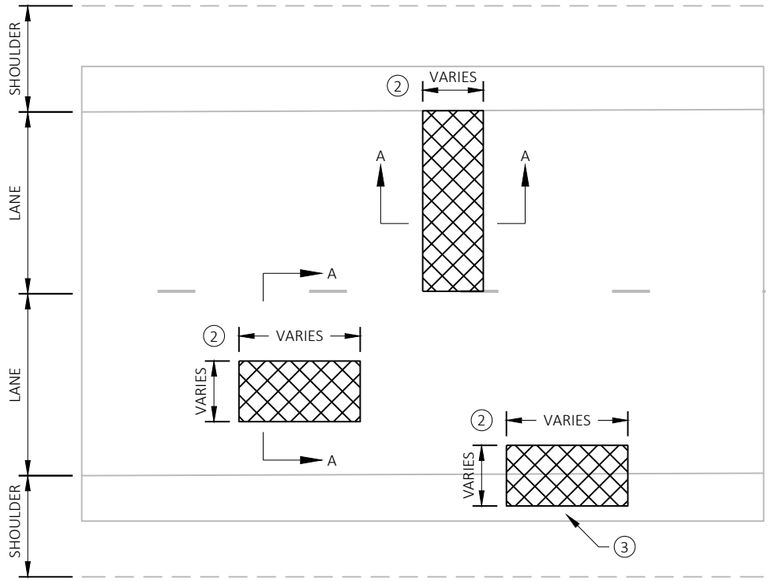
MAINLINE AND SIDE ROADS

2

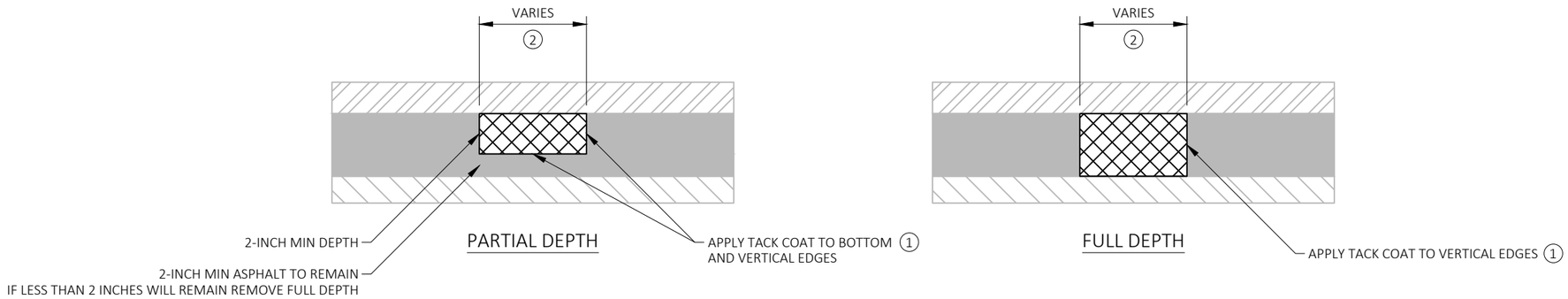
NOTES:

PERFORM REMOVING ASPHALTIC SURFACE MILLING PRIOR TO REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

1. MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.
2. THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.
3. WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.



PLAN VIEW



SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING

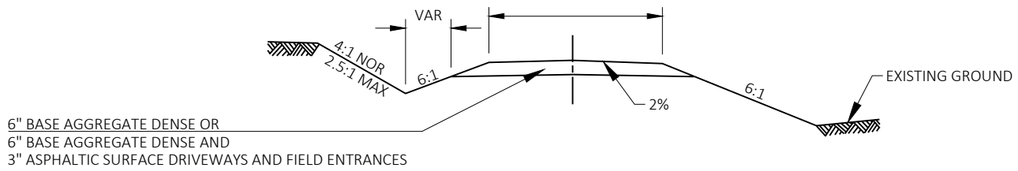
REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

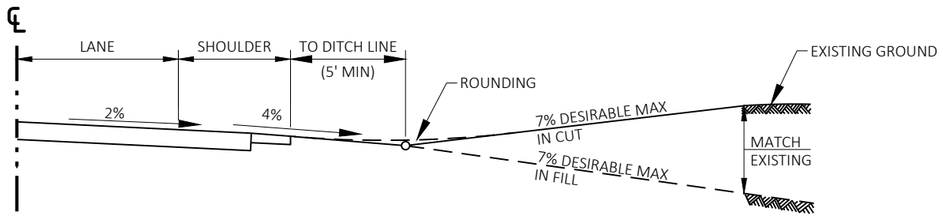
EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

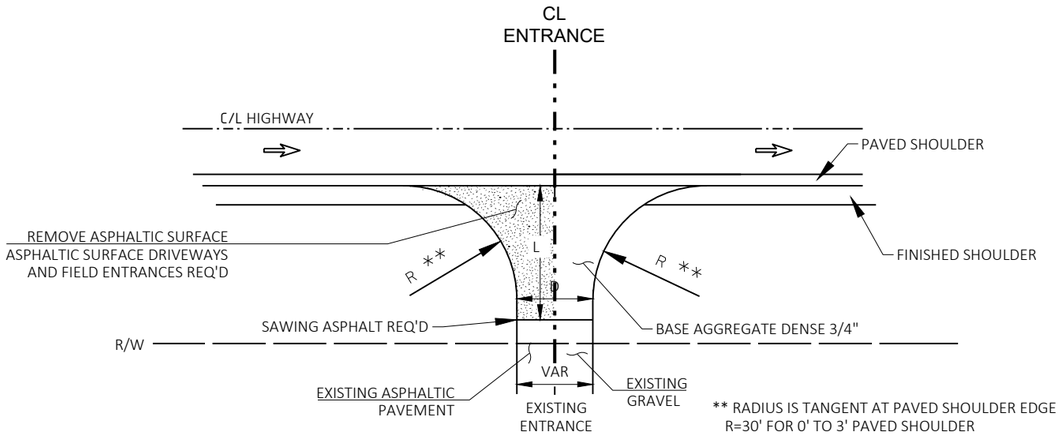
LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD



TYPICAL CROSS SECTION



TYPICAL PROFILE VIEW



** RADIUS IS TANGENT AT PAVED SHOULDER EDGE
R=30' FOR 0' TO 3' PAVED SHOULDER
R=25' FOR GREATER THAN 3' PAVED SHOULDER

L=VARIABLE, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER

D=DRIVEWAY WIDTH
D=20'TYP(PE & FE) (16'MIN-24'MAX)
D=28'TYP(CE & FARM ENT) (24'MIN-35'MAX)

PLAN VIEW

RURAL DRIVEWAY INTERSECTION (PE, FE & CE)

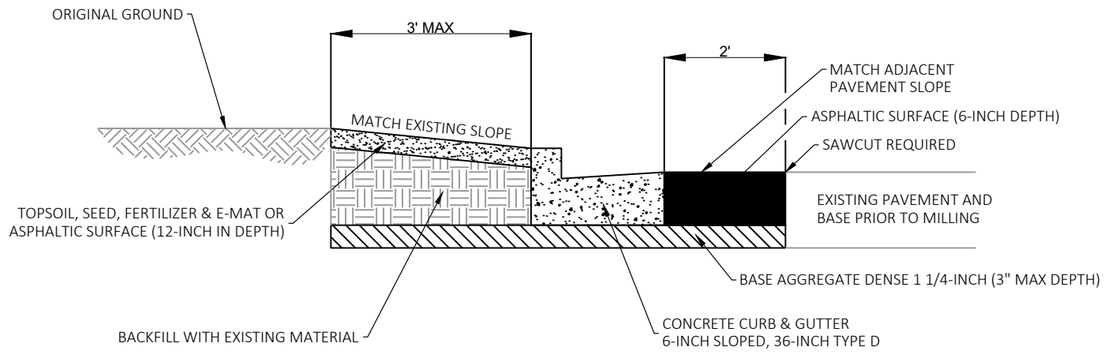
(FOR NEW CONSTRUCTION)

NOTES:

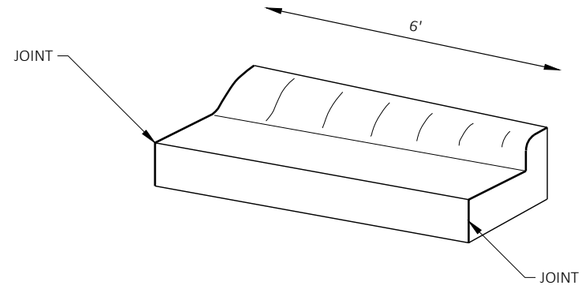
BASE COURSE BELOW PROPOSED CURB & GUTTER SHALL BE CONSTRUCTED TO PROVIDE A SUITABLE BASE AS DETERMINED BY THE ENGINEER IN THE FIELD

SEE MISCELLANEOUS QUANTITIES FOR FINISHING AND EROSION CONTROL ITEMS

SEE SPECIFIC CURB DETAILS FOR FURTHER INFORMATION



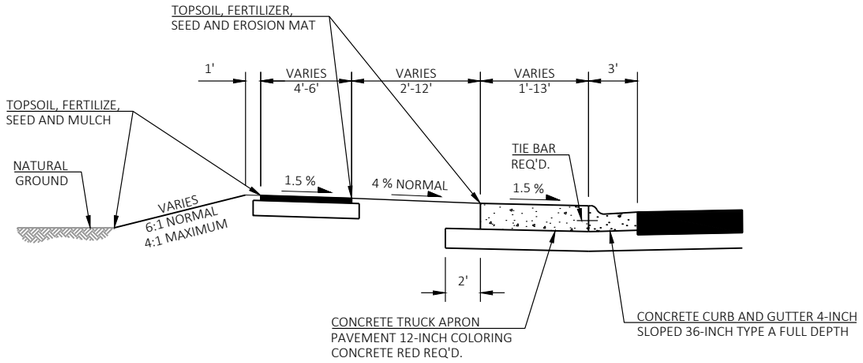
DETAIL FOR CURB & GUTTER REPLACEMENT



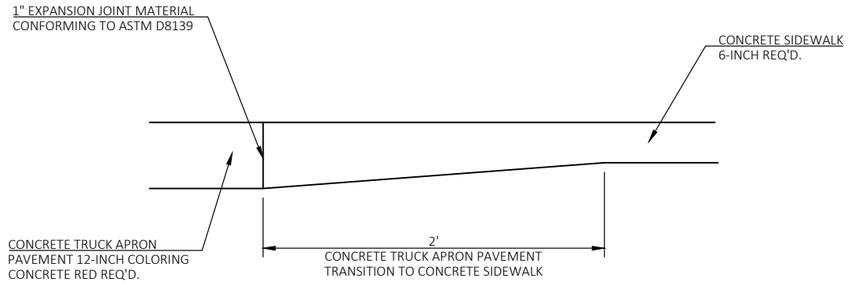
CURB AND GUTTER TRANSITION

36" TYPE D CURB & GUTTER TO 30" TYPE D CURB & GUTTER

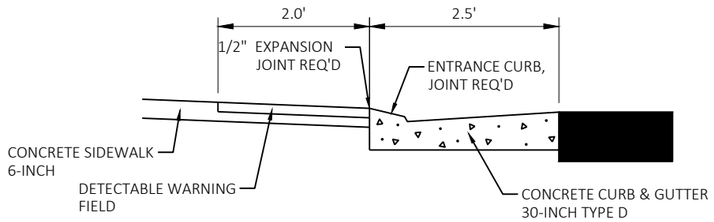
NOTE: TRANSITION TO BE PAID FOR UNDER
36" TYPE D CURB & GUTTER



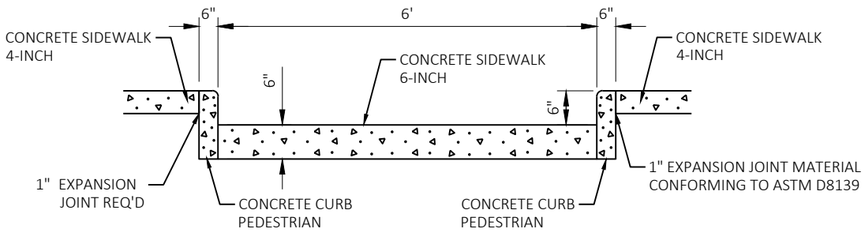
TYPICAL SECTION AT OUTSIDE TRUCK APRON



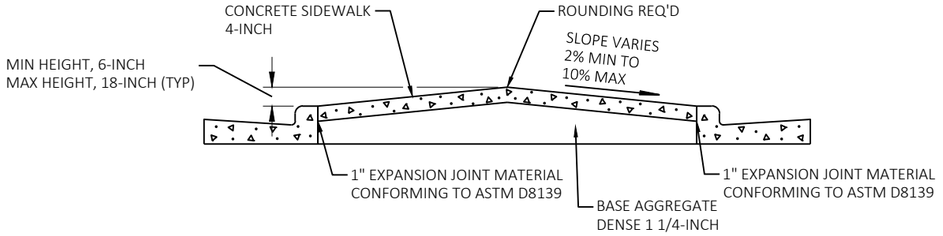
DETAIL FOR CONCRETE TRUCK APRON PAVEMENT
TRANSITION TO CONCRETE SIDEWALK



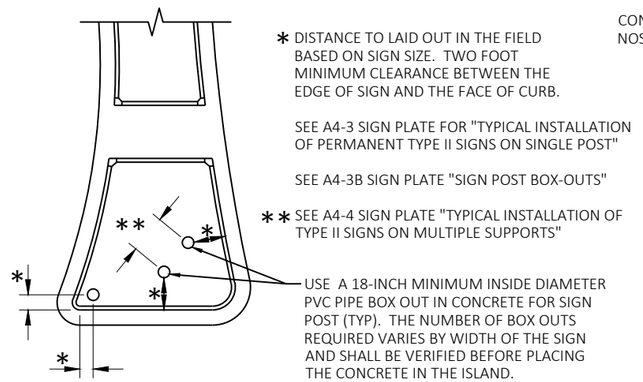
SECTION A-A



SECTION B-B



SECTION C-C



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

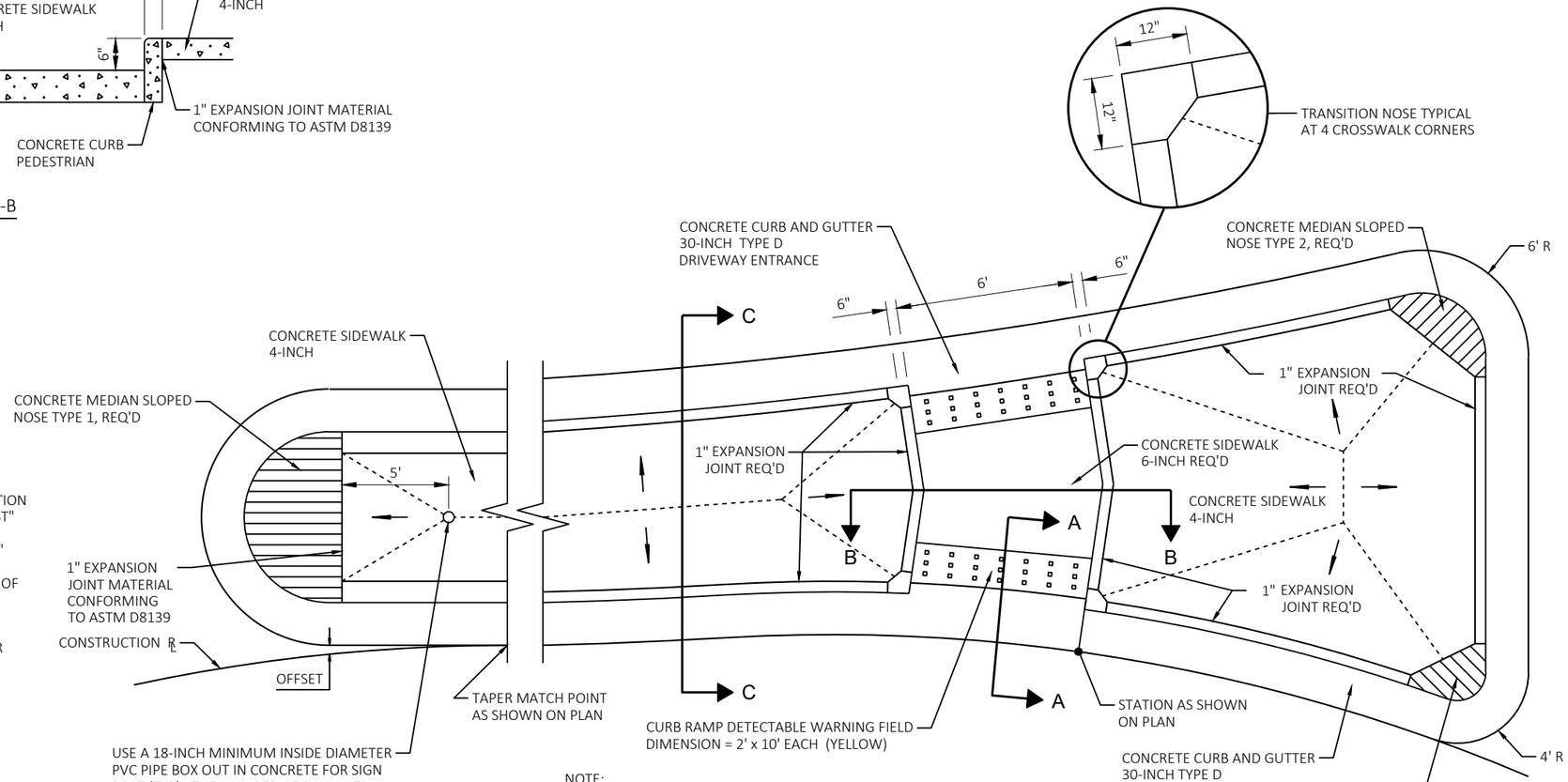
SEE A4-3 SIGN PLATE FOR "TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POST"

SEE A4-3B SIGN PLATE "SIGN POST BOX-OUTS"

** SEE A4-4 SIGN PLATE "TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE SUPPORTS"

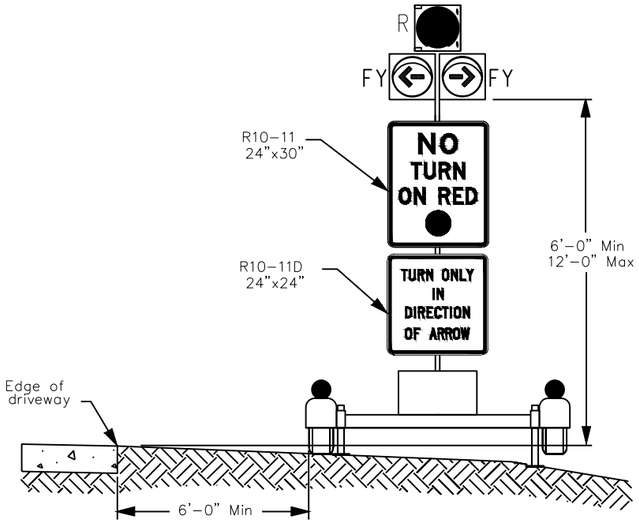
USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

ISLAND SIGN LOCATION DETAIL (TYP)



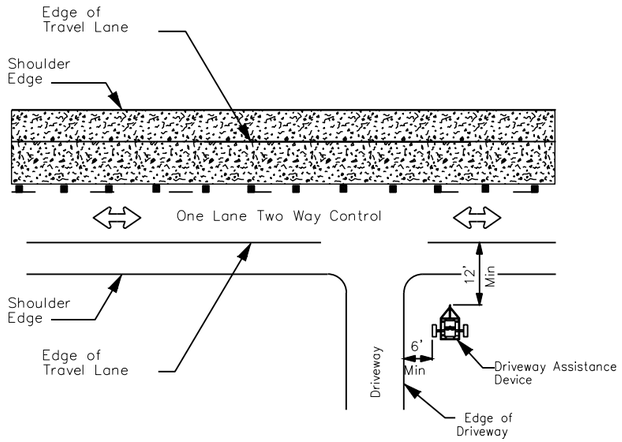
CONCRETE SPLITTER ISLAND DETAIL WITH CROSSWALK

2



ELEVATION VIEW

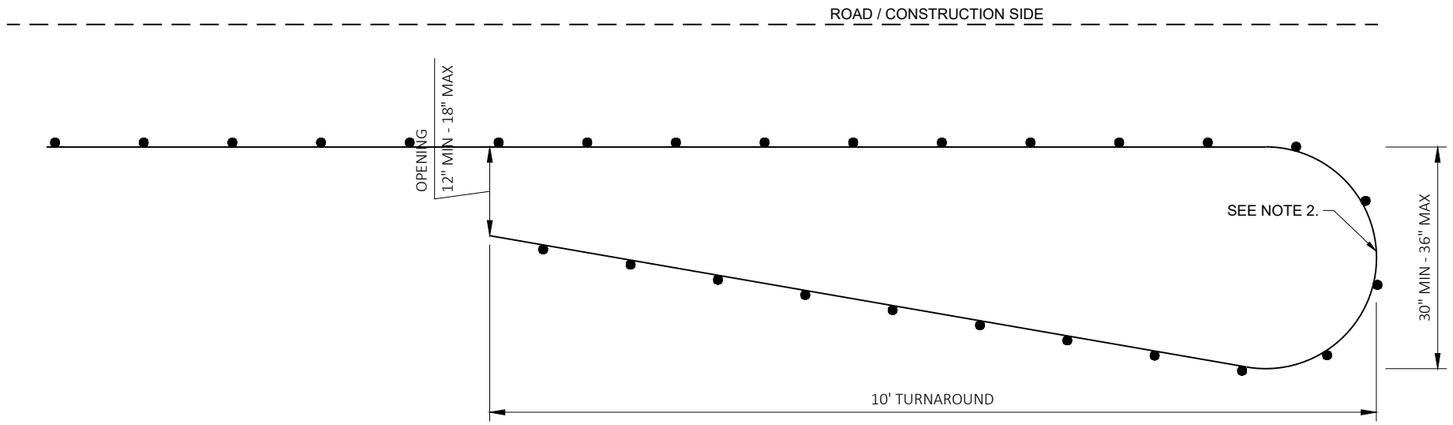
DAD 3 HEAD DEVICE



PLAN VIEW

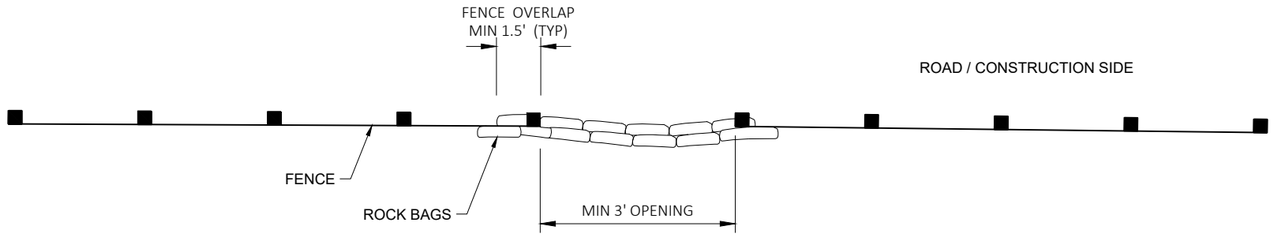
TYPICAL DAD INSTALLATION

2

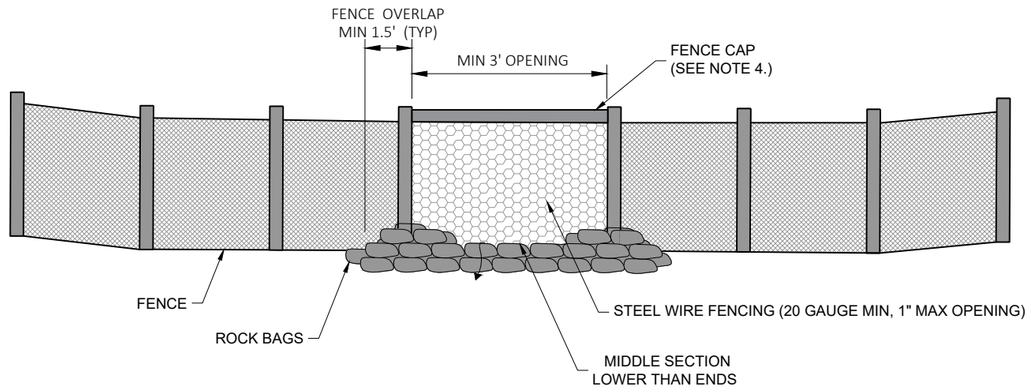


PLAN VIEW

CLIMBING TURTLE EXCLUSION FENCE DETAIL

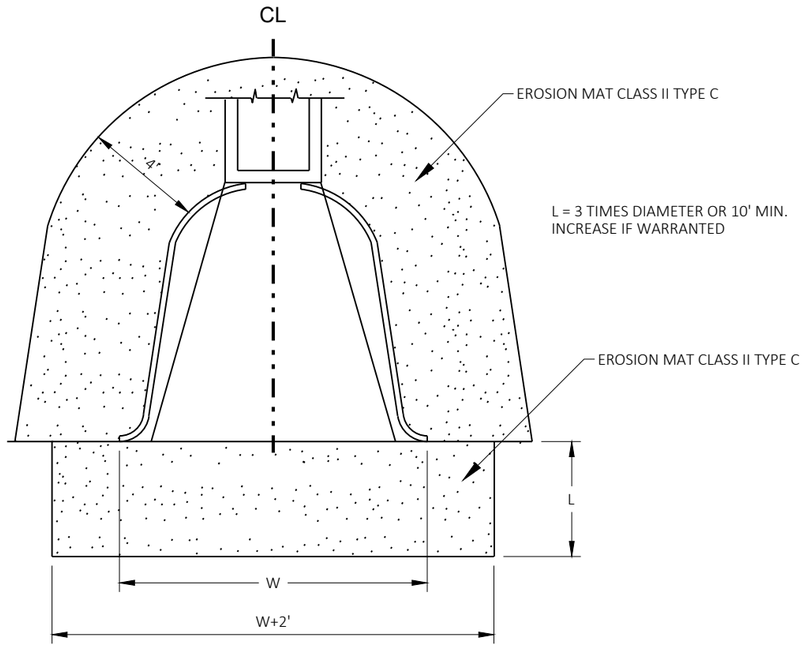


PLAN VIEW



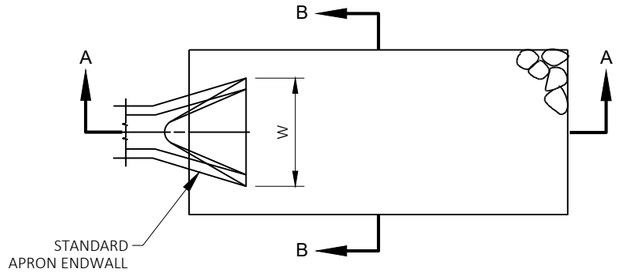
FRONT VIEW

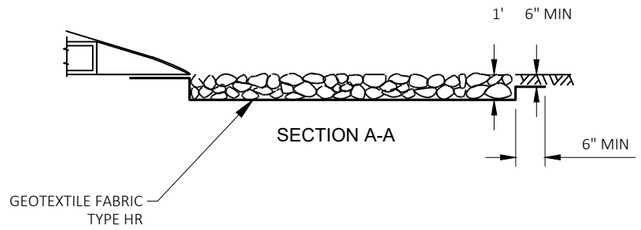
CLIMBING TURTLE FENCE RELIEF DETAIL

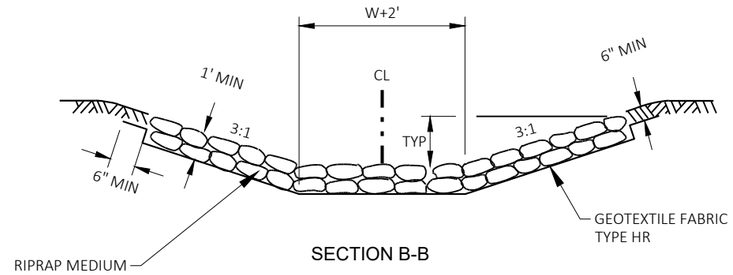


EROSION CONTROL AT PIPE ENDS

(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)



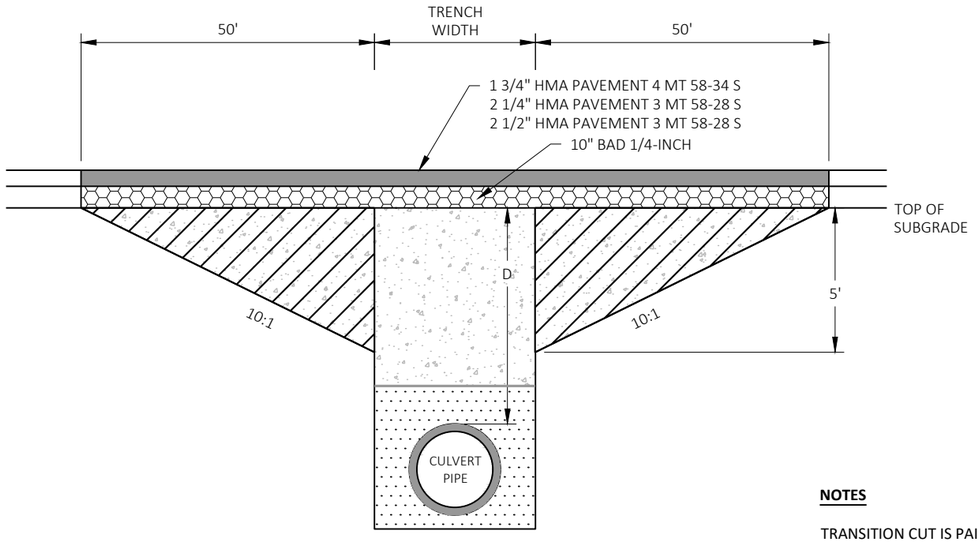




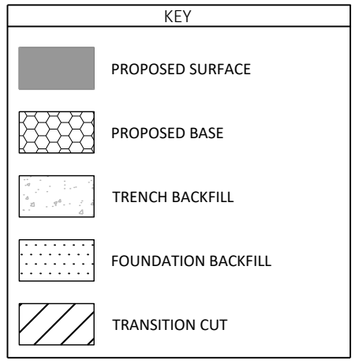
RIP RAP AND GEOTEXTILE

(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)

2



DEPTH D ≥ 6 FT



NOTES

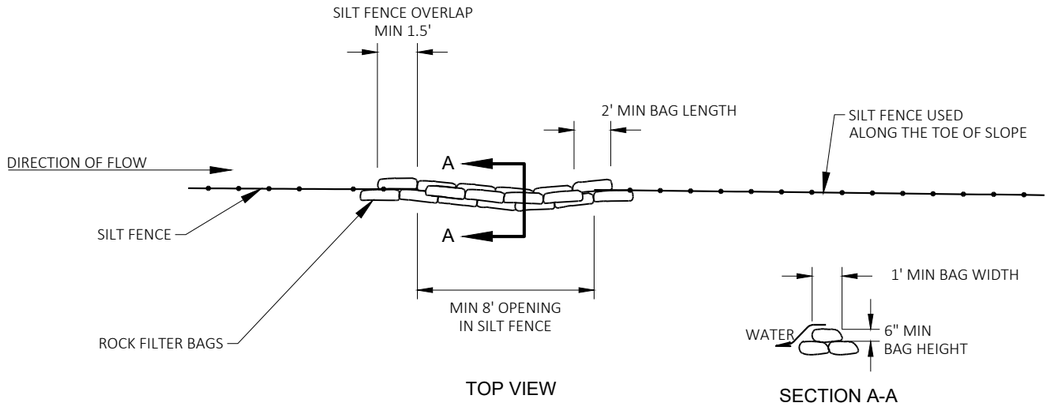
TRANSITION CUT IS PAID AS EXCAVATION COMMON.

TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.

BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.

CULVERT PIPE TRANSITION

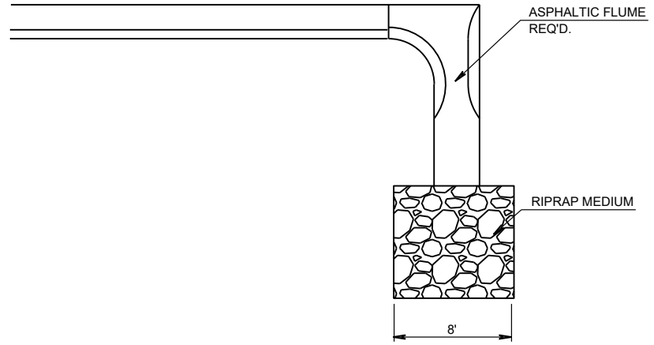
ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)	REMARKS
USH 8	108+23.00	11.2'	30"	C 43-008-003-090



TOP VIEW

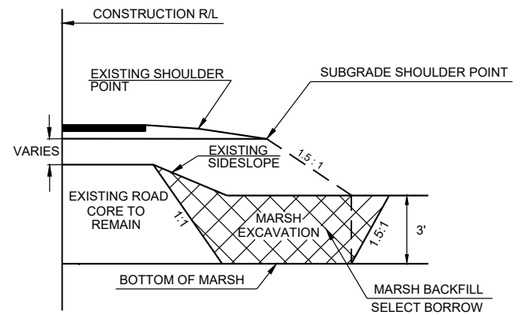
SECTION A-A

ROCK BAGS USED FOR SILT FENCE RELIEF

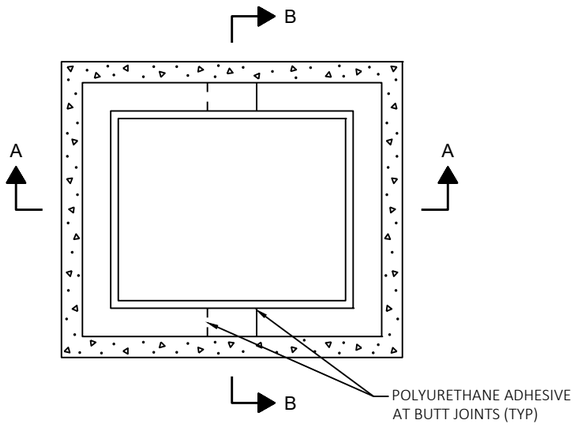


RIPRAP MEDIUM AT ASPHALTIC FLUME

(SEE MISCELLANEOUS QUANTITIES FOR LOCATION)

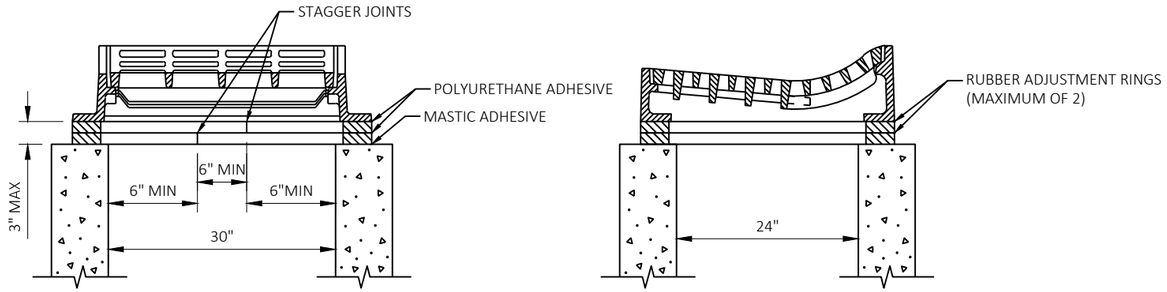


TYPICAL SECTION-MARSH EXCAVATION



PLAN VIEW

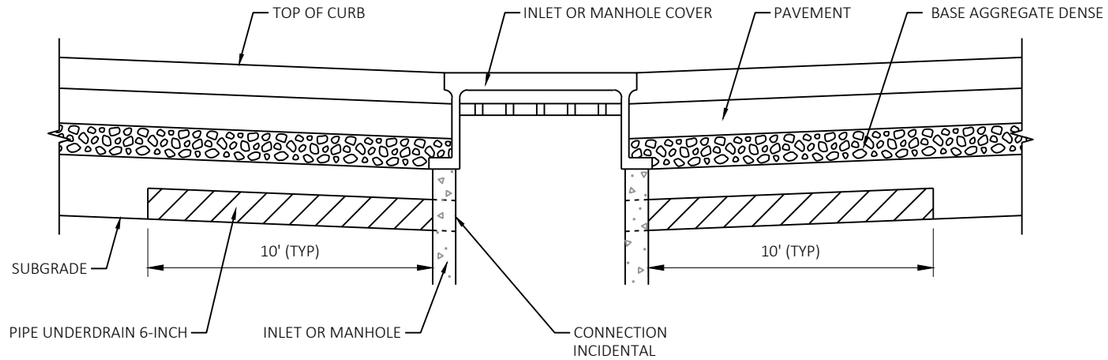
NOTE:
ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.



SECTION A-A

SECTION B-B

RUBBER RING CUTTING DETAIL FOR INLETS WITH TYPE "T" CASTINGS



PIPE UNDERDRAIN DETAIL

2

2

LEGEND

PROTECTIVE THERMOPLASTIC COATING
AT SNOWMOBILE TRAIL CROSSING

ASPHALTIC SURFACE WIDENING 4-INCHES
FOR SNOWMOBILE TRAIL CROSSING

N

EDGE OF BASE AGGREGATE DENSE SHOULDER

EDGE OF HMA PAVEMENT

1:1 TYP.

LANE EDGE

USH 8

102EB

35°

103EB

104EB

30'

7'

LANE EDGE

15'

7'

EDGE OF HMA PAVEMENT

EDGE OF BASE AGGREGATE DENSE SHOULDER

SNOWMOBILE TRAIL CROSSING

STA 103+13EB

NOTE: PREPARATION FOR PAVEMENT WIDENING FALLS UNDER PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS.

EXACT LOCATIONS TO BE MARKED IN THE FIELD BY THE PROJECT PERSONNEL.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CONSTRUCTION DETAILS-SNOWMOBILE TRAIL CROSSING	SHEET 42	E

2

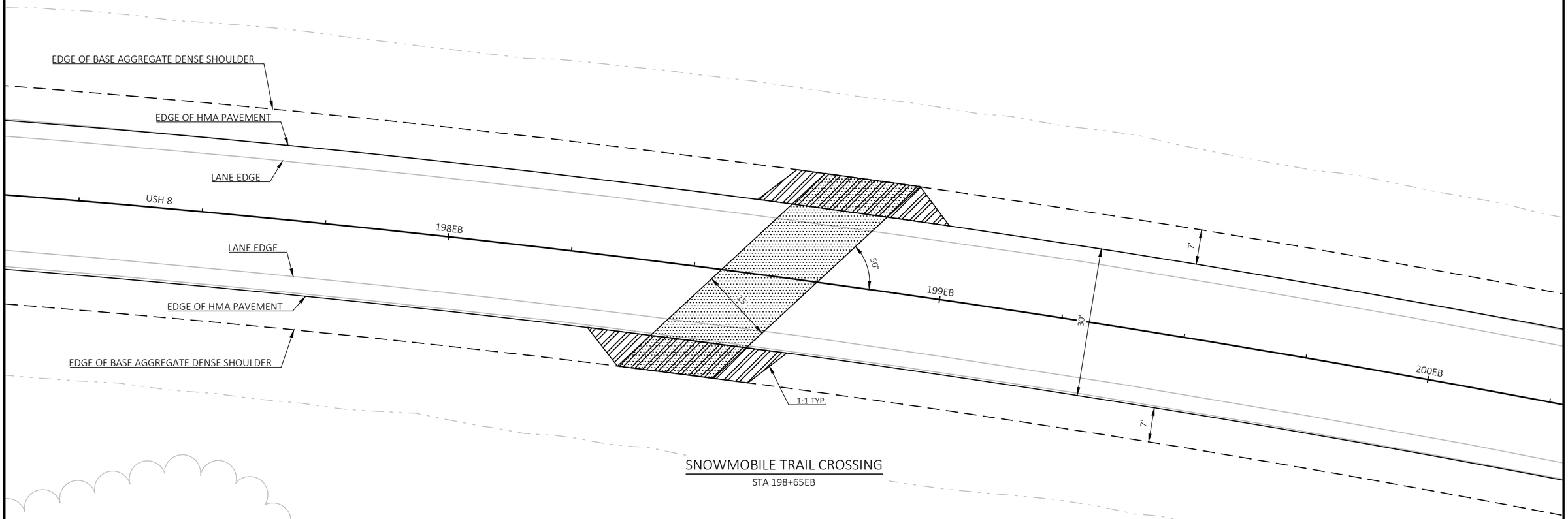
2

N

LEGEND

PROTECTIVE THERMOPLASTIC COATING
AT SNOWMOBILE TRAIL CROSSING

ASPHALTIC SURFACE WIDENING 4-INCHES
FOR SNOWMOBILE TRAIL CROSSING



SNOWMOBILE TRAIL CROSSING

STA 198+65EB

NOTE: PREPARATION FOR PAVEMENT WIDENING FALLS UNDER PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS.

EXACT LOCATIONS TO BE MARKED IN THE FIELD BY THE PROJECT PERSONNEL.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CONSTRUCTION DETAILS-SNOWMOBILE TRAIL CROSSING	SHEET 43	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 021013-cd

PLOT DATE : 7/24/2025 1:20 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

LEGEND

PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSING

ASPHALTIC SURFACE WIDENING 4-INCHES FOR SNOWMOBILE TRAIL CROSSING

N

POST

EDGE OF BASE AGGREGATE DENSE SHOULDER

EDGE OF HMA PAVEMENT

3"

15'

90°

19NB

20NB

21NB

W.D. BOYCE DR

1:1 TYP.

3"

EDGE OF HMA PAVEMENT

EDGE OF BASE AGGREGATE DENSE SHOULDER

SNOWMOBILE TRAIL CROSSING

STA 20+62NB

NOTE: PREPARATION FOR PAVEMENT WIDENING FALLS UNDER PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS.

EXACT LOCATIONS TO BE MARKED IN THE FIELD BY THE PROJECT PERSONNEL.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CONSTRUCTION DETAILS-SNOWMOBILE TRAIL CROSSING	SHEET 44	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 021014-cd

PLOT DATE : 7/24/2025 1:20 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT

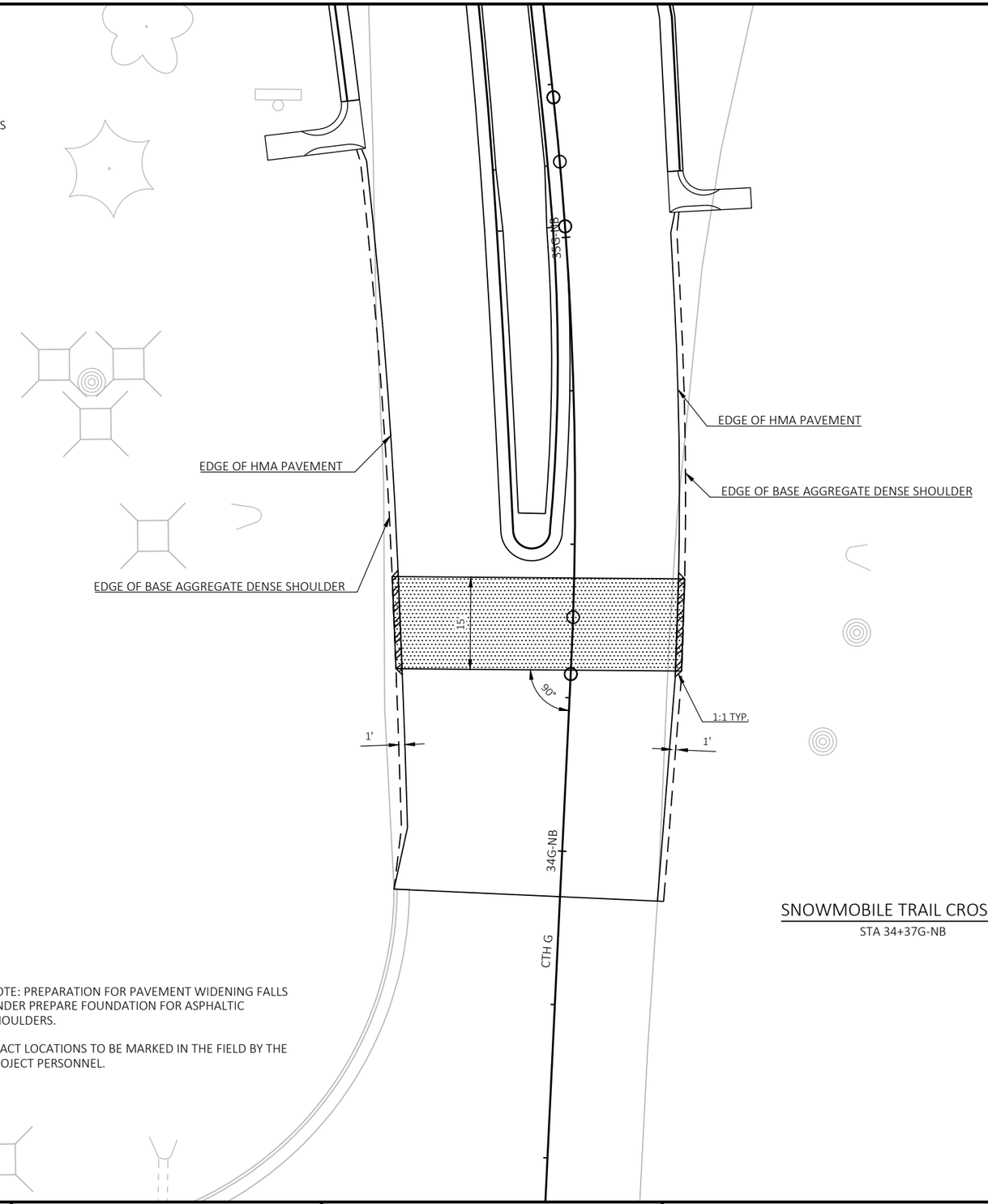
WISDOT/CADDS SHEET 42

2

LEGEND

PROTECTIVE THERMOPLASTIC COATING
AT SNOWMOBILE TRAIL CROSSING

ASPHALTIC SURFACE WIDENING 4-INCHES
FOR SNOWMOBILE TRAIL CROSSING



SNOWMOBILE TRAIL CROSSING

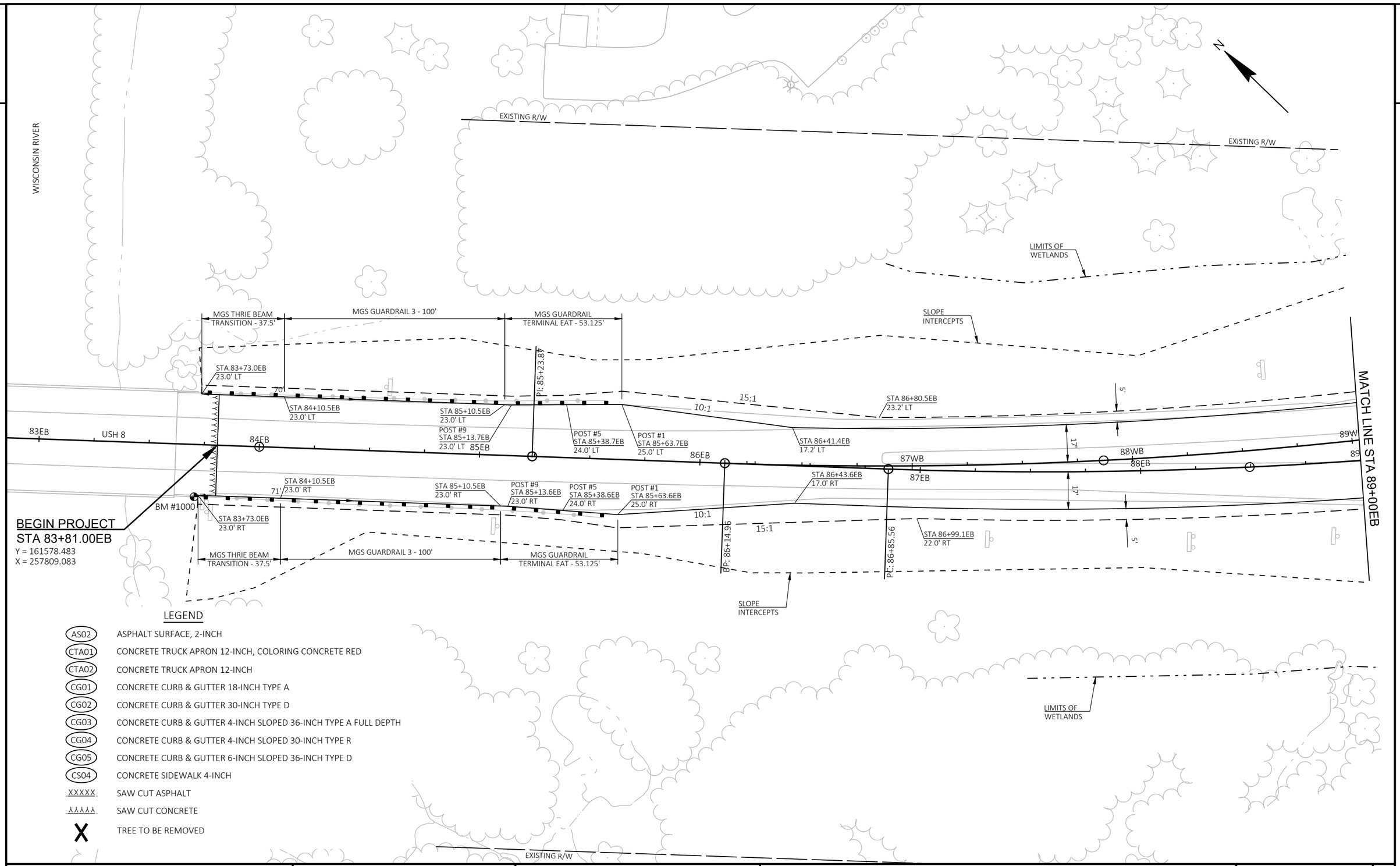
STA 34+37G-NB

NOTE: PREPARATION FOR PAVEMENT WIDENING FALLS UNDER PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS.

EXACT LOCATIONS TO BE MARKED IN THE FIELD BY THE PROJECT PERSONNEL.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CONSTRUCTION DETAILS-SNOWMOBILE TRAIL CROSSING	SHEET 45	E

2

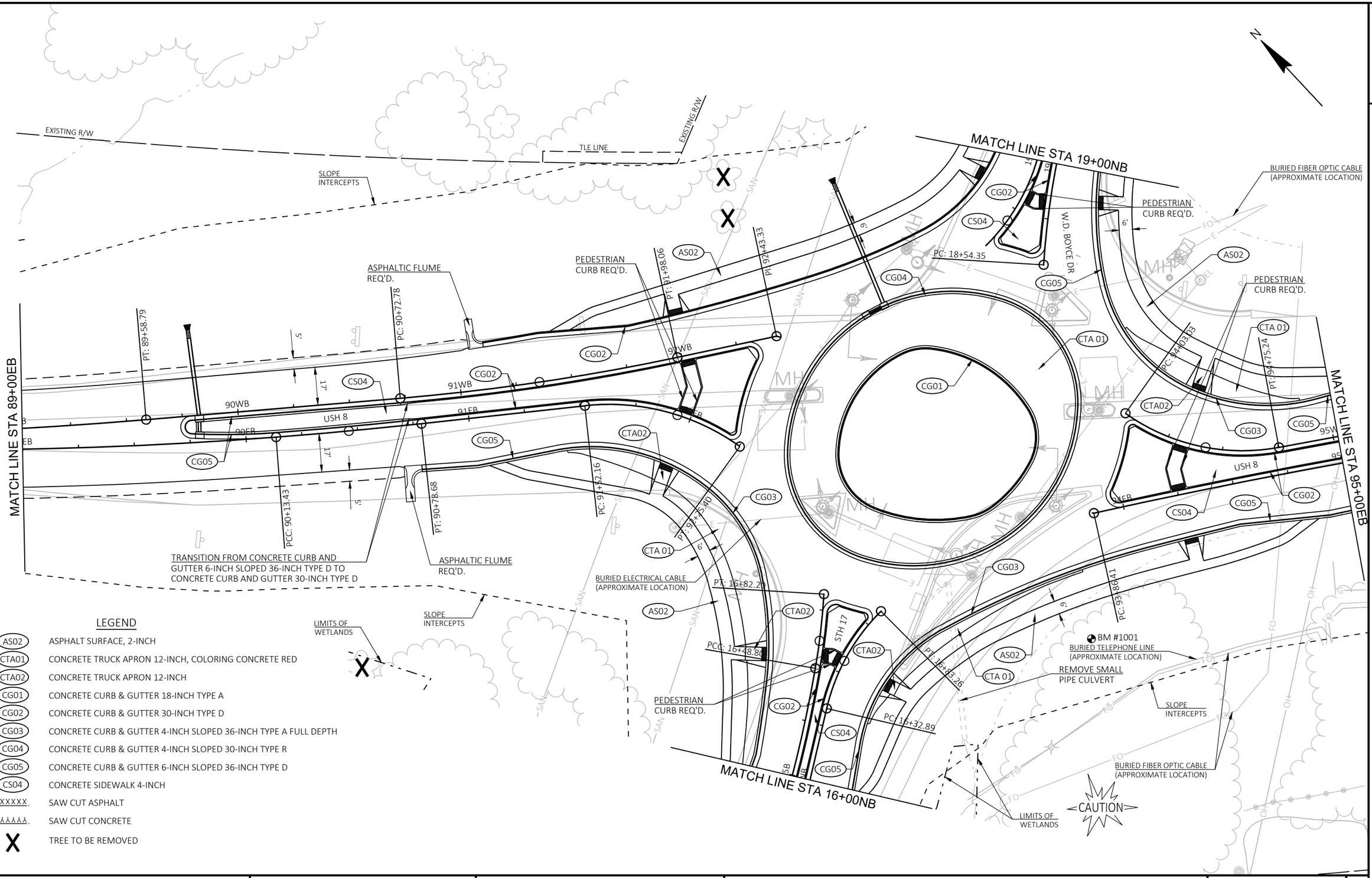


LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
AAAAA	SAW CUT CONCRETE
X	TREE TO BE REMOVED

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 46	E

2



LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
AAAAA	SAW CUT CONCRETE
X	TREE TO BE REMOVED

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 47	E

2

2

LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
⅄⅄⅄⅄⅄	SAW CUT CONCRETE
X	TREE TO BE REMOVED

N

EXISTING R/W

BURIED FIBER OPTIC CABLE
(APPROXIMATE LOCATION)

BM #1002

EXISTING R/W

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

SLOPE
INTERCEPTS

AS02

ASPHALTIC FLUME
REQ'D.

PC: 95+63.64

PCC: 96+12.34

PT: 96+55.20

PC: 98+51.31

EP: 99+44.97

MATCH LINE STA 96+00EB

CG05

CG05

96WB

97WB

98WB

99WB

100EB

101EB

USH 8

96EB

97EB

98EB

99EB

5'

17'

17'

5'

CG02

CS04

CG05

PT: 96+20.14

PI: 97+96.21

PC: 99+41.99

TRANSITION FROM CONCRETE CURB AND
GUTTER 30-INCH TYPE D TO CONCRETE CURB
AND GUTTER 6-INCH SLOPED 36-INCH TYPE D

SLOPE
INTERCEPTS

BURIED TELEPHONE LINE
(APPROXIMATE LOCATION)

ASPHALTIC FLUME
REQ'D.

EXISTING R/W

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 48	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021203-pd

PLOT DATE : 4/29/2025 8:27 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

EXISTING R/W

LIMITS OF WETLANDS

EXISTING R/W

LIMITS OF WETLANDS

ASPH PE

SAN

ASPHALTIC FLUME REQ'D.

SIGN

SLOPE INTERCEPTS

PC: 15+44.49

SAN

SAN

BEGIN RECONSTRUCTION
END RESURFACING
STA 13+27.00NB

PCC: 11+41.77

PT: 12+58.98

BP: 14+29.31

5'

PI: 15+09.62

PI: 15+26.06

CTA01

AS02

CG05

CG03

MATCH LINE STA 16+00NB

10NB

STH 17

11NB

12NB

13NB

STH 17

14NB

15SB

15NB

CS04

CG02

CG05

CG05

PI: 14+29.31

3'

PC: 15+09.62

PT: 15+78.72

67' TAPER

SLOPE INTERCEPTS

LIMITS OF WETLANDS

ASPHALTIC FLUME REQ'D.

AS02

(TO REMAIN)

POST

BEGIN RESURFACING
BUTT JOINT REQ'D.
STA 10+00.00NB

CABC PE

BOYCE DR

BUTT JOINT REQ'D.

FLAG

EXISTING R/W

LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
XXXXX	SAW CUT CONCRETE
X	TREE TO BE REMOVED

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 49	E

2

N

EXISTING R/W

EXISTING R/W

ASPHALTIC FLUME
REQ'D.

REMOVE SMALL
PIPE CULVERT

SLOPE
INTERCEPTS

MATCH LINE STA 19+00NB

AS02

CG02

CG05

CS04

CG02

PT: 19+01.55

PC: 19+41.49

PCC: 19+82.30

PT: 20+44.96

PCC: 20+47.36

PC: 21+61.40

PT: 22+13.94

PT: 22+94.42

PC: 22+96.40

PC: 22+99.35

20SB

20NB

21SB

21NB

22SB

22NB

23SB

24NB

W.D. BOYCE DR

3'

17'

17'

3'

XXXXX

XXXXX

ASPHALTIC FLUME
REQ'D.

CONSTRUCTION LIMITS
STA 23+00.00NB

SLOPE
INTERCEPTS

CP #922
5/8" IRON PIPE
STA 19+70.12, 32.40' RT
Y = 160984.567
X = 258663.374

BURIED FIBER OPTIC CABLE
(APPROXIMATE LOCATION)

EXISTING R/W

EXISTING R/W

BM #1002

BURIED GAS LINE
(APPROXIMATE LOCATION)

CAUTION

BURIED TELEPHONE LINE
(APPROXIMATE LOCATION)

LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
ΔΔΔΔΔ	SAW CUT CONCRETE
X	TREE TO BE REMOVED

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 50	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021205-pd
PLOT DATE : 4/29/2025 8:27 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
ΛΛΛΛΛ	SAW CUT CONCRETE
X	TREE TO BE REMOVED

EXISTING R/W

EXISTING R/W

N

BURIED FIBER OPTIC CABLE
(APPROXIMATE LOCATION)

BURIED TELEPHONE LINE
(APPROXIMATE LOCATION)

LIMITS OF
WETLANDS

SLOPE
INTERCEPTS

PT: 154+39.66

BP: 155+83.96

PC: 157+00.67

PCC: 158+48.56

MATCH LINE STA 159+00EB

CS04

CG05

153EB

USH 8

154EB

155EB

156WB

156EB

157WB

157EB

158WB

158EB

5'

17'

17'

PC: 155+83.96

PT: 157+07.34

PI: 157+91.26

PC: 158+46.73

5'

LIMITS OF
WETLANDS

SLOPE
INTERCEPTS

BURIED ELECTRICAL CABLE
(APPROXIMATE LOCATION)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 51	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021206-pd

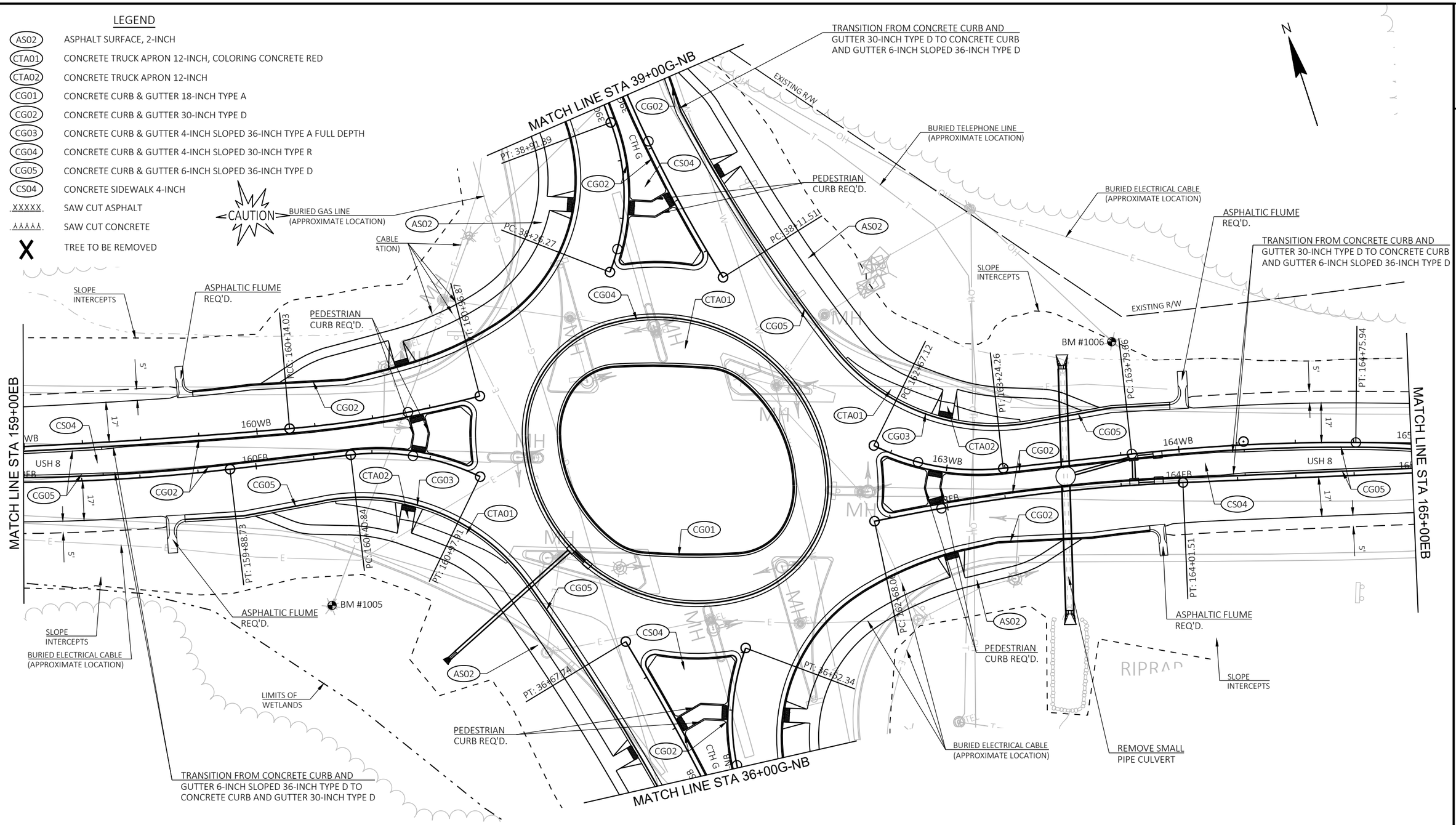
PLOT DATE : 4/29/2025 8:27 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- AS02 — ASPHALT SURFACE, 2-INCH
- CTA01 — CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
- CTA02 — CONCRETE TRUCK APRON 12-INCH
- CG01 — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG02 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG03 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
- CG04 — CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
- CG05 — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CS04 — CONCRETE SIDEWALK 4-INCH
- XXXXX — SAW CUT ASPHALT
- ΔΔΔΔΔ — SAW CUT CONCRETE
- X — TREE TO BE REMOVED



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 52	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021207-pd
PLOT DATE : 4/29/2025 8:27 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
ΛΛΛΛΛ	SAW CUT CONCRETE
X	TREE TO BE REMOVED

N

WELL

SEPC

SEPC

EXISTING R/W

EXISTING R/W

MATCH LINE STA 165+00EB

WB

EB

CG05

CS04

USH 8

PI: 165+15.86

PC: 165+78.07

PC: 165+88.78

SLOPE INTERCEPTS

POST

POST

5'

17'

17'

5'

166WB

166EB

167WB

167EB

168WB

168EB

169WB

169EB

170EB

171EB

LIMITS OF WETLANDS

PCC: 168+66.49

EP: 169+19.98

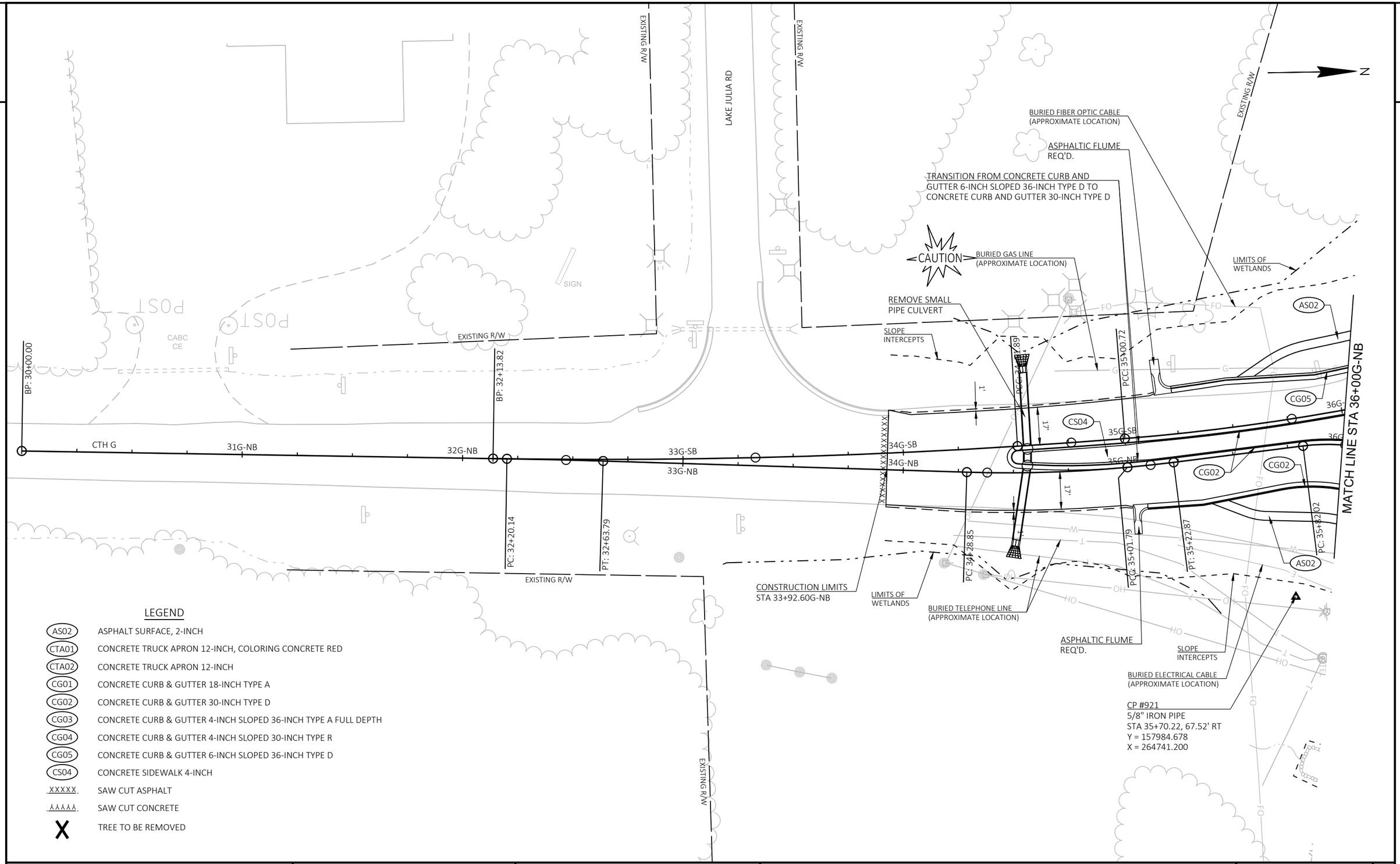
PT: 170+67.92

SLOPE INTERCEPTS

LIMITS OF WETLANDS

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 53	E

2



LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
ΔΔΔΔΔ	SAW CUT CONCRETE
X	TREE TO BE REMOVED

2

2

N

CAUTION

BURIED GAS LINE
(APPROXIMATE LOCATION)

BURIED ELECTRICAL CABLE
(APPROXIMATE LOCATION)

EXISTING R/W

EXISTING R/W

SLOPE
INTERCEPTS

MATCH LINE STA 39+00G-NB

AS02

CG02

CS04

CTH G

PI: 39+51.69

PC: 40+39.45

PT: 41+52.10

PC: 42+17.90

EP: 42+83.59

PI: 43+15.39

EP: 45+12.73

40G-SB

41G-SB

42G-SB

40G-NB

41G-NB

42G-NB

43G-NB

44G-NB

45G-NB

19'

17'

PT: 39+30.44

PC: 41+08.25

PT: 41+88.84

TLE LINE

EXISTING R/W

SLOPE
INTERCEPTS

LIMITS OF
WETLANDS

BURIED TELEPHONE LINE
(APPROXIMATE LOCATION)

EXISTING R/W

KERRY LN

CONSTRUCTION LIMITS
STA 41+52.30G-NB

ASPH
CE

SIGN

POST

MH

LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
XXXXX	SAW CUT CONCRETE
X	TREE TO BE REMOVED

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 55	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021210-pd

PLOT DATE : 4/29/2025 8:28 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

EXISTING R/W

EXISTING R/W

RIPRAP

STH 17

EXISTING R/W

BUTT JOINT
REQ'D.

SIGN

EXISTING R/W

CG05

BM #1010

CG02

CG05

USH 8

225EB 226EB 227EB 228EB 229EB 230EB 231EB 232EB 233EB 234EB 235EB 236EB 237EB 238EB 239EB 240EB

MH

CP #920
5/8" IRON PIPE
STA 230+81.38, 58.13' RT
Y = 156351.556
X = 271076.205

BURIED FIBER OPTIC CABLE
(APPROXIMATE LOCATION)

BUTT JOINT
REQ'D.

RIPRAP

RIPRAP

RIPRAP

FO

BURIED TELEPHONE LINE
(APPROXIMATE LOCATION)

EXISTING R/W

GERMOND RD

CABC
FE

RIPRAP

SEPV

SEPC

BURIED FIBER OPTIC CABLE
(APPROXIMATE LOCATION)

LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
AAAAA	SAW CUT CONCRETE
X	TREE TO BE REMOVED

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS	SHEET 56	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021211-pd
PLOT DATE : 4/29/2025 8:28 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

AS02	ASPHALT SURFACE, 2-INCH
CTA01	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE RED
CTA02	CONCRETE TRUCK APRON 12-INCH
CG01	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH
CG04	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R
CG05	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CS04	CONCRETE SIDEWALK 4-INCH
XXXXX	SAW CUT ASPHALT
ΔΔΔΔΔ	SAW CUT CONCRETE
X	TREE TO BE REMOVED

EXISTING R/W

LIMITS OF WETLANDS

PC: 501+84.95

USH 8

15'

501

502

503

PT: 503+24.51

504

PC: 504+95.76

505

STA 504+72.6
15.0' RT

205.52' R

SLOPE INTERCEPTS

LIMITS OF WETLANDS

STA 500+59.1
15.0' RT

STA 505+04.4
23.1' LT

STA 506+00.00
1-CPCS 18-INCH REQ'D.

PROPOSED INVERT ELEV. = 1548.00

203.99' R

506

STA 506+88.1
22.6' LT

507

STH 17

PROPOSED INVERT ELEV. = 1534.92

STA 507+77.3
15.0' RT

PT: 507+89.83

508

STA 508+62.3
15.2' RT

STA 505+93.2
177.1' RT
203.99' R

STA 503+92.5
218.6' RT
205.52' R

EXISTING R/W

EXISTING R/W

MH

MH

N

2

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS - TEMPORARY BYPASS	SHEET 57	E

2

N

EXISTING R/W

USH 8

LIMITS OF WETLANDS

REMOVE CURB AND GUTTER

STA 603+29.0
8.0' LT

PC: 603+42.42

PC: 602+42.85

PT: 602+79.48

PT: 604+57.06

EXISTING R/W

PC: 600+93.22

PT: 601+26.84

SLOPE INTERCEPTS

STA 600+93.8
8.0' LT

PT: 600+54.24

STA 604+78.7
8.0' LT

SLOPE INTERCEPTS

PC: 605+75.54

STA 605+80.9
8.0' LT

PT: 606+29.46

600

601

602

603

604

605

606

8"

MH

HW

CTH G

REMOVE PORK CHOP ISLANDS

REMOVE CURB AND GUTTER

CTH G

LIMITS OF WETLANDS

USH 8

RIPRAP

EXISTING R/W

TLE LINE

EXISTING R/W

LIMITS OF WETLANDS

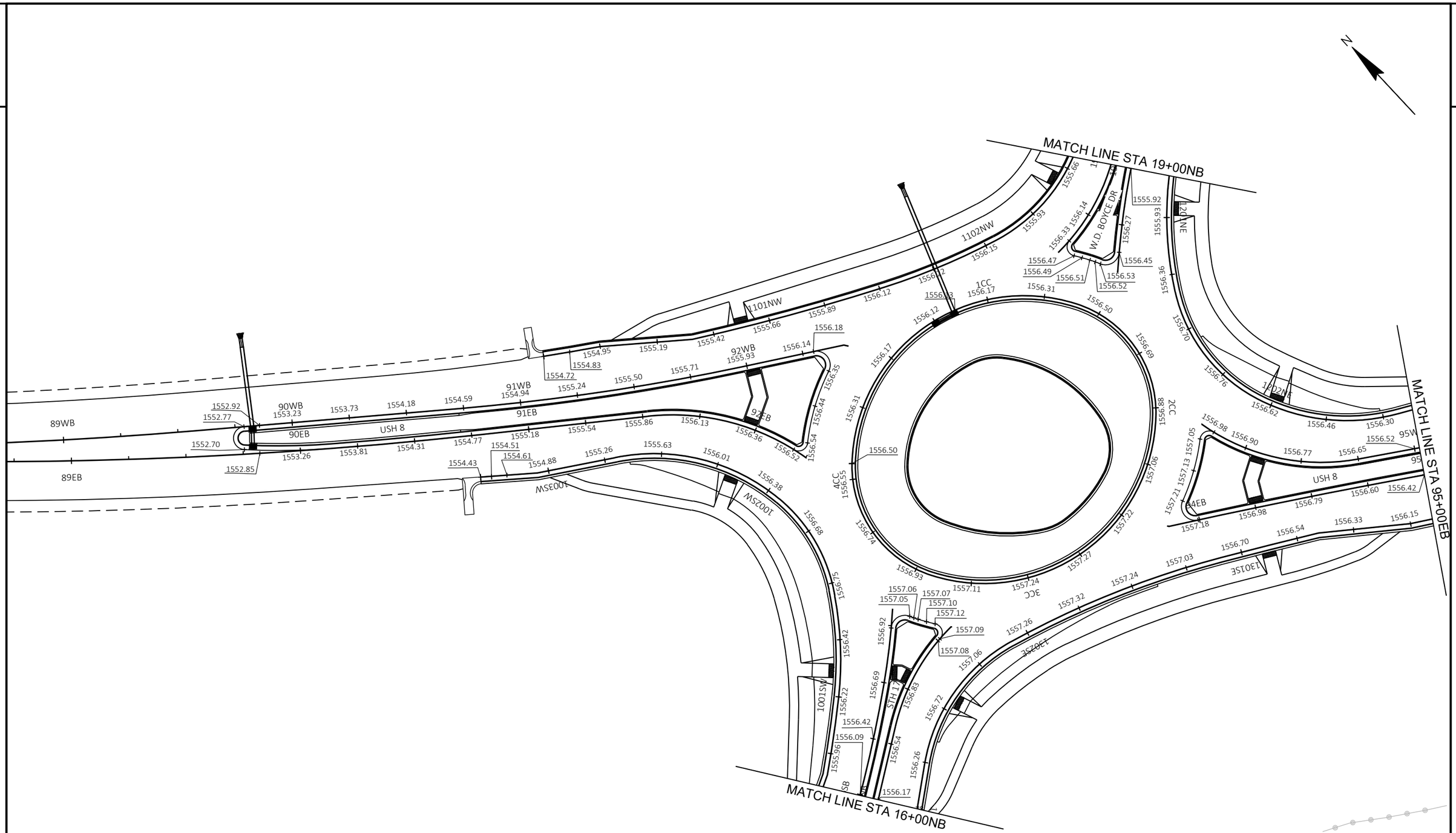
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN DETAILS - TEMPORARY WIDENING	SHEET 58	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 021213-pd

PLOT DATE : 4/29/2025 8:28 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

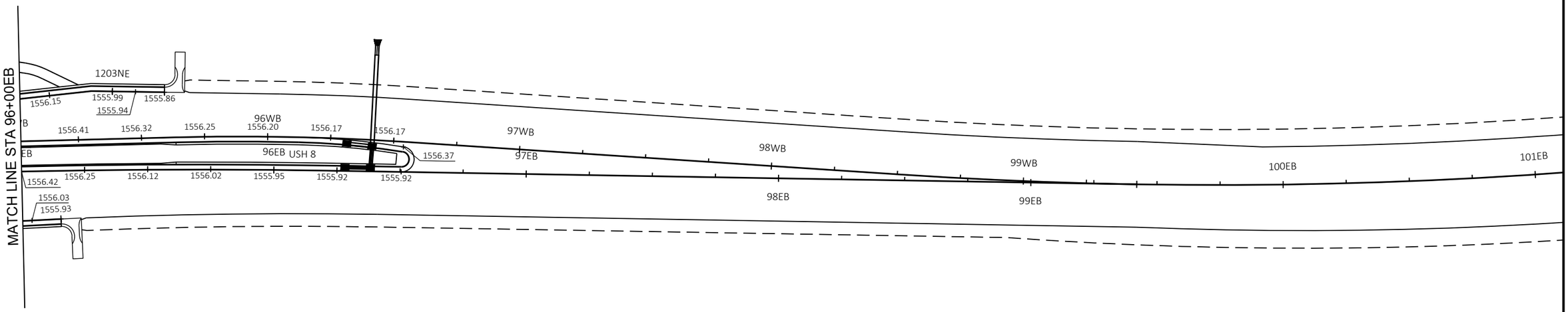


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 59	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021214-GR.DWG
LAYOUT NAME - 021214-gr

PLOT DATE : 4/29/2025 8:29 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

2



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 60	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021214-GR.DWG
LAYOUT NAME - 021215-gr

PLOT DATE : 4/29/2025 8:29 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

2

2

ASPH
PE

10NB

11NB

12NB

13NB

STH 17

14NB

15SB

15NB

1554.35

1554.51

1554.64

1554.87

1555.12

1555.58

1554.71

1555.24

1555.70

1554.21

1554.62

1554.39

1555.21

1555.73

1556.17

1555.08

1555.30

1555.78

1550.50

1549.78

1549.58

MATCH LINE STA 16+00NB

BEGIN RECONSTRUCTION
END RESURFACING
STA 13+27.00NB

BEGIN RESURFACING
BUTT JOINT REQ'D.
STA 10+00.00NB

CABC
PE

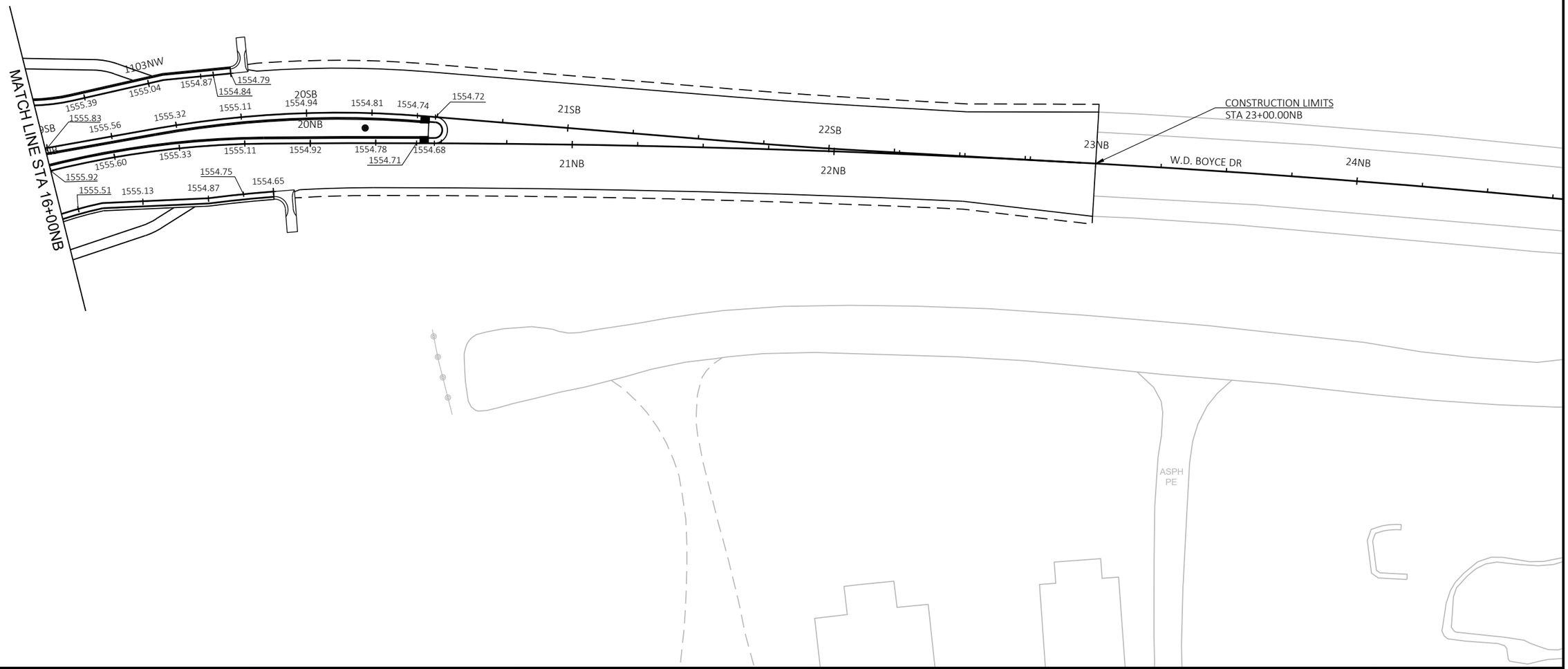
BOYCE DR

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 61	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021214-GR.DWG
LAYOUT NAME - 021216-gr

PLOT DATE : 4/29/2025 8:29 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 62	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021214-GR.DWG
LAYOUT NAME - 021217-gr
PLOT DATE : 4/29/2025 8:29 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

N

153EB

USH 8

154EB

155EB

156WB

156EB

157WB

157EB

158WB

158EB

1608.03

1608.08

1608.23

1608.21

1608.08

1608.27

1608.46

MATCH LINE STA 159+00EB

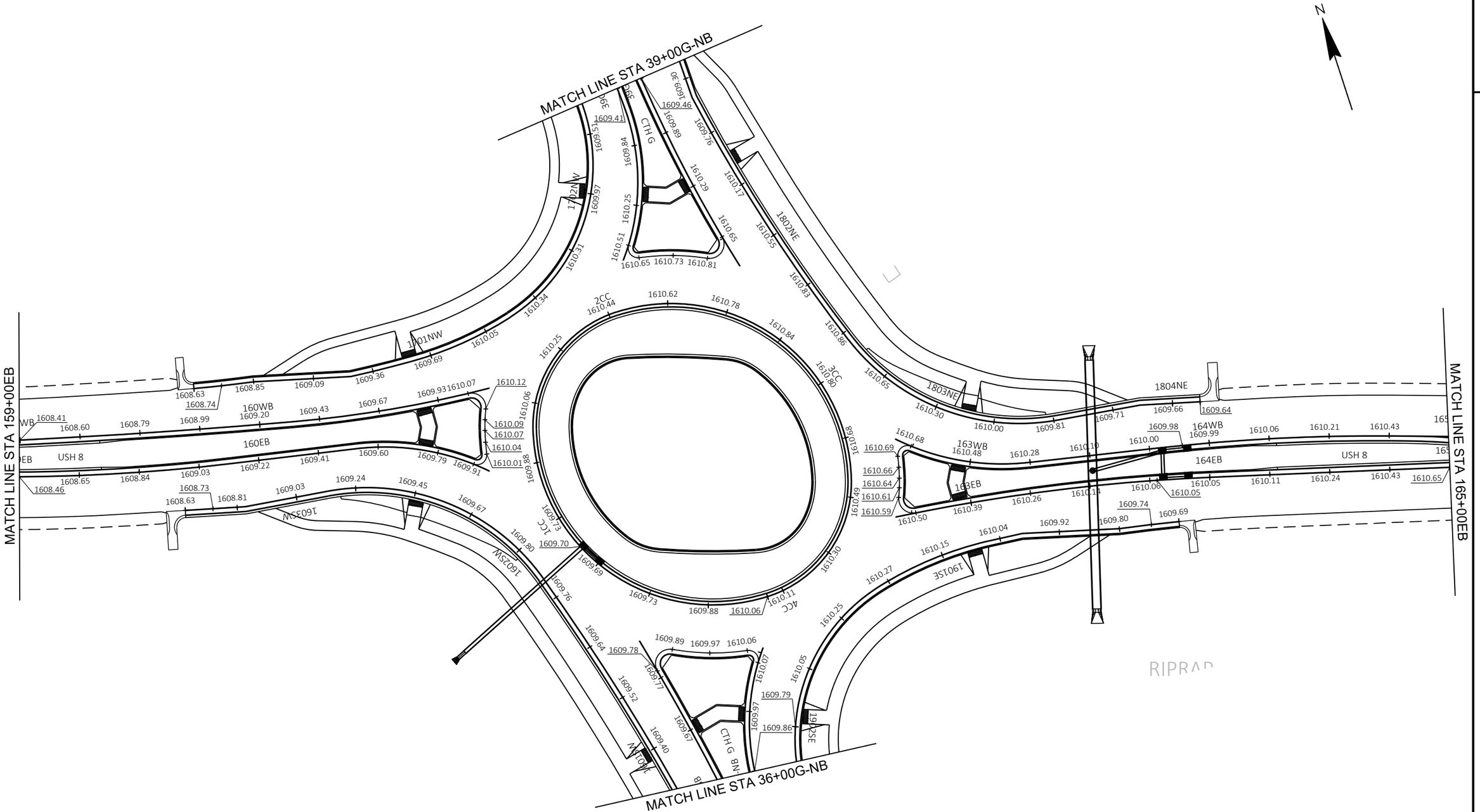
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 63	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021214-GR.DWG
LAYOUT NAME - 021218-gr

PLOT DATE : 4/29/2025 8:29 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

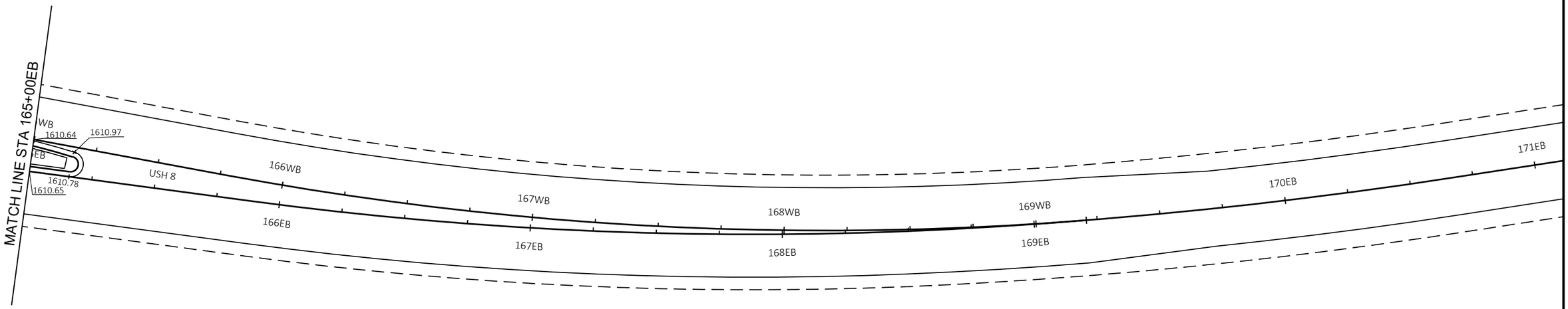


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 64	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021214-GR.DWG
LAYOUT NAME - 021219-gr

PLOT DATE : 4/29/2025 8:29 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 65	E

2

2

N

LAKE JULIA RD

SIGN

CABC
CE

CTH G

31G-NB

32G-NB

33G-SB

33G-NB

34G-SB

34G-NB

35G-SB

35G-NB

36G-SB

36G-NB

1608.91 1608.97 1609.03 1609.15 1609.28 1609.58 1609.48 1609.39 1609.29 1609.19 1609.04 1609.01 1609.10 1609.27 1609.27 1609.38 1609.50 1609.62 1609.74 1609.86 1609.54 1609.33 1609.19 1609.12 1609.09 1609.08 1609.16 1609.27

MATCH LINE STA 36+00G-NB

CONSTRUCTION LIMITS
STA 33+92.60G-NB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 66	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021214-GR.DWG
LAYOUT NAME - 021221-gr

PLOT DATE : 4/29/2025 8:29 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

EXISTING R/W

ASPH CE

ASPH CE

ASPH CE

ASPH CE

MATCH LINE STA 39+00G-NB

1703NW

1704NW

1608.97 1608.40 1607.85 1607.40 1607.00 1606.65 1606.36 1606.12 1605.89 1605.67 1570.79

40G-SB

41G-SB

42G-SB

1609.41 1608.96 1608.77 1608.44

40G-NB

41G-NB

42G-NB

43G-NB

44G-NB

45G-NB

CTH G

1609.00 1609.46 1608.52 1608.50

1608.81 1608.31 1607.81 1607.35 1606.93 1606.49

1801NE

CONSTRUCTION LIMITS
STA 41+52.30G-NB

KERRY LN

SIGN

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 67	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021214-GR.DWG
LAYOUT NAME - 021222-gr

PLOT DATE : 4/29/2025 8:29 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

STH 17

SIGN

N

1565.47

1565.79

1566.52

1567.23

1565.98

1566.12

230EB

USH 8

231EB

232EB

233EB

234EB

1565.36

1565.26

1565.02

235EB

1564.81

1564.79

1564.54

1564.35

1564.09

MATCH LINE STA 236+00EB

MH

RIPRAP

GERMOND RD

RIPRAP

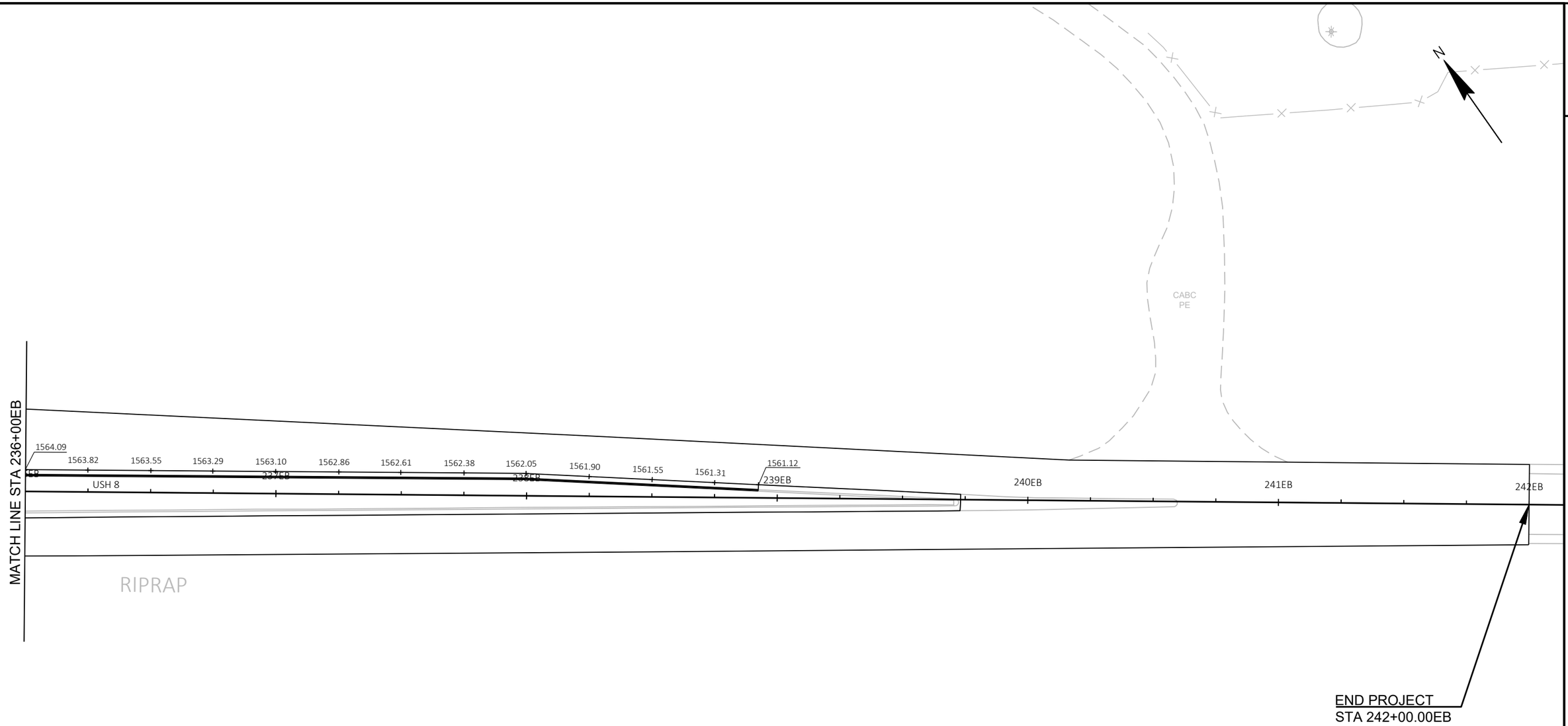
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 68	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021214-GR.DWG
LAYOUT NAME - 021223-gr

PLOT DATE : 4/29/2025 8:30 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

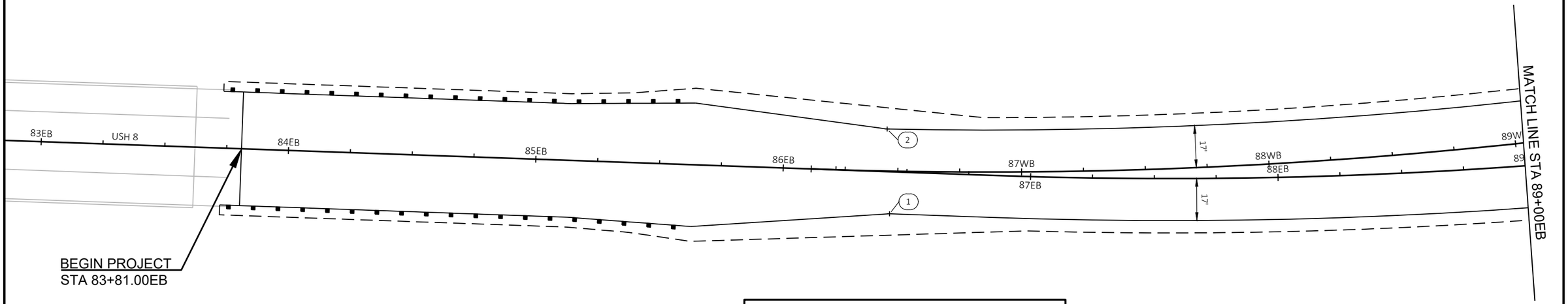


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN GRADES	SHEET 69	E

2

ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC - BACK OF CURB
ALL RADIUS DISTANCES ARE TO FACE OF CURB

USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
2	86+45.3WB	17.0 LT	161396.397	257996.024	-

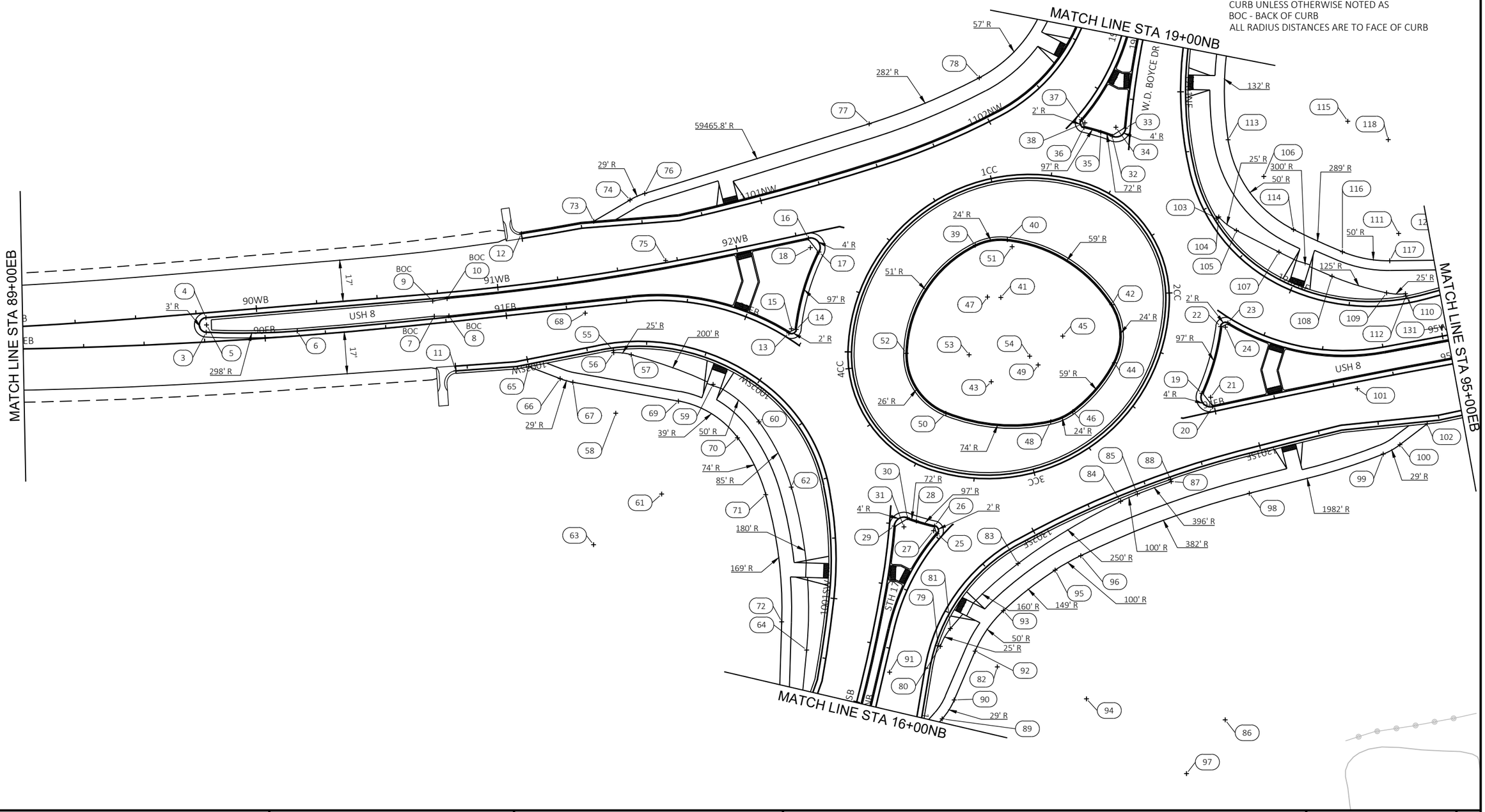


USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	86+43.6EB	17.0 RT	161371.875	257972.043	-

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 70	E

2

ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC - BACK OF CURB
ALL RADIUS DISTANCES ARE TO FACE OF CURB



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 71	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021225-OF.DWG
LAYOUT NAME - 021226-of

PLOT DATE : 4/29/2025 8:30 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
3	89+75.8EB	4.0 LT	161154.118	258224.389	-
5	89+76.2EB	7.0 LT	161156.207	258226.542	3'
6	90+13.4EB	2.0 LT	161128.847	258252.205	-
7	90+70.4EB	3.0 LT	161094.745	258297.764	-
8	90+76.4EB	2.5 LT	161090.742	258302.259	-
11	90+76.8EB	20.4 RT	161072.166	258288.881	-
13	92+18.7EB	2.0 LT	160989.869	258400.057	-
14	92+20.4EB	4.9 LT	160988.869	258403.286	-
15	92+18.7EB	4.0 LT	160990.391	258401.988	2'
19	93+96.1EB	8.4 LT	160855.399	258507.743	-
20	93+99.4EB	2.0 LT	160848.274	258507.248	-
21	93+99.4EB	6.0 LT	160851.712	258509.293	4'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
73	1100+30.1NW	2.5 LT	161078.530	258372.630	-
74	1100+45.7NW	10.1 LT	161074.754	258389.571	-
75	1100+58.4NW	16.0 RT	161046.449	258383.263	29'
76	1100+52.0NW	12.3 LT	161072.561	258395.878	-
77	1101+52.3NW	18.0 LT	161030.408	258483.215	-
78	1102+04.7NW	18.0 LT	161013.348	258529.395	-

ROUNDABOUT STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
39	0+81.8CC	24.0 RT	160963.892	258480.978	-
40	1+01.8CC	26.0 RT	160956.521	258492.275	-
41	0+81.8CC	48.0 RT	160940.917	258474.040	24'
42	2+06.3CC	23.6 RT	160907.505	258505.478	-
43	3+16.1CC	40.0 RT	160918.161	258447.448	59'
44	2+37.6CC	16.0 RT	160889.228	258489.917	-
45	2+37.6CC	40.0 RT	160911.839	258481.873	24'
46	2+71.4CC	16.0 RT	160886.168	258463.689	-
47	0+69.6CC	45.0 RT	160944.814	258470.141	59'
48	2+84.3CC	17.3 RT	160889.362	258454.105	-
49	2+71.4CC	40.0 RT	160910.024	258466.313	24'
50	3+46.1CC	24.0 RT	160921.427	258424.855	-
51	1+04.1CC	29.2 RT	160953.072	258491.748	74'
52	0+00.0CC	24.0 RT	160950.721	258429.766	-
53	3+42.5CC	50.0 RT	160932.546	258448.358	26'
54	2+73.0CC	45.0 RT	160915.070	258466.235	51'

USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
4	89+78.9WB	2.0 RT	161158.565	258228.396	-
9	90+72.8WB	3.0 RT	161099.766	258301.548	-
10	90+78.8WB	2.5 RT	161096.464	258306.585	-
12	91+12.4WB	20.9 LT	161095.151	258347.274	-
16	92+29.8WB	2.0 RT	161012.990	258432.628	-
17	92+32.9WB	8.5 RT	161005.820	258431.980	-
18	92+29.8WB	6.0 RT	161009.562	258430.567	4'
22	94+07.8WB	4.8 RT	160870.289	258532.229	-
23	94+09.6WB	2.0 RT	160869.293	258535.435	-
24	94+09.6WB	4.0 RT	160868.753	258533.510	2'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
55	1002+64.2SW	3.0 LT	161034.028	258342.204	-
56	1002+64.2SW	4.0 LT	161033.214	258341.623	-
57	1002+56.6SW	5.4 LT	161027.658	258346.383	-
58	1002+67.8SW	28.8 LT	161014.346	258325.222	25'
59	1002+16.9SW	11.2 LT	160995.663	258362.701	-
60	1001+88.1SW	13.4 LT	160971.446	258365.986	-
61	1002+19.1SW	61.2 LT	160977.037	258316.300	39', 50'
62	1001+49.9SW	15.1 LT	160942.618	258357.385	-
63	1002+87.9SW	80.3 LT	160980.951	258281.519	74', 85'
64	1000+77.2SW	8.4 LT	160889.144	258316.183	-
65	1003+00.0SW	3.0 LT	161052.939	258312.060	-
66	1002+88.2SW	10.4 LT	161040.458	258318.162	-
67	1002+83.4SW	12.8 LT	161035.809	258321.004	-
68	1002+72.8SW	14.2 RT	161053.195	258344.215	29'
69	1002+30.9SW	22.5 LT	161000.418	258347.514	-
70	1001+90.6SW	24.2 LT	160972.676	258355.055	-
71	1001+49.2SW	26.1 LT	160947.578	258347.567	-
72	1000+87.6SW	20.2 LT	160904.652	258316.587	-

STH 17 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
25	16+76.2NB	2.0 LT	160887.435	258388.306	-
26	16+77.9NB	4.9 LT	160890.542	258389.745	-
27	16+76.2NB	4.0 LT	160889.423	258388.087	2'
28	16+74.8NB	12.0 LT	160897.212	258385.625	-
32	18+59.2NB	7.2 LT	160958.201	258553.068	-
33	18+63.0NB	2.0 LT	160956.946	258559.361	-
34	18+63.0NB	6.0 LT	160959.915	258556.682	4'
35	18+60.5NB	12.0 LT	160962.673	258550.751	-

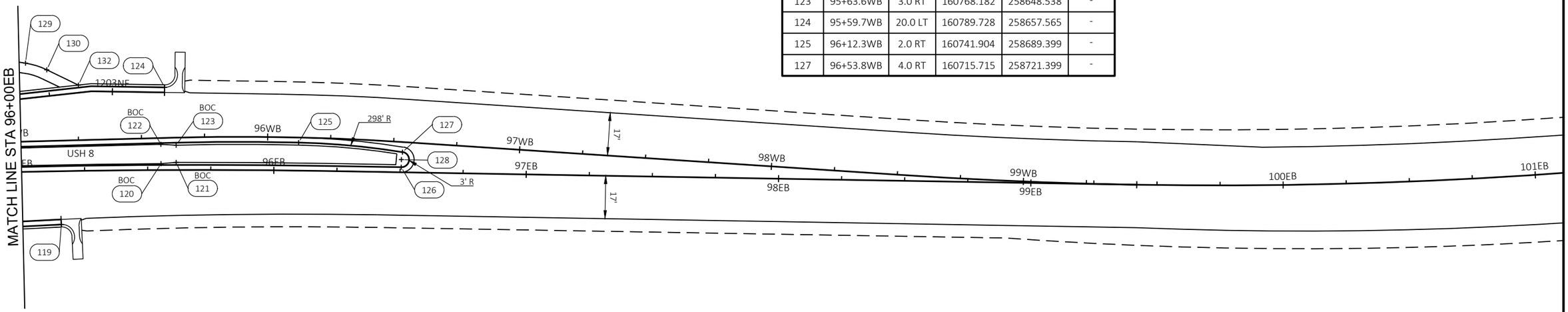
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
103	1201+55.8NE	3.0 LT	160904.108	258561.529	-
104	1201+55.8NE	4.0 LT	160903.909	258562.509	-
105	1201+65.4NE	6.7 LT	160894.790	258564.032	-
106	1201+48.3NE	28.4 LT	160903.397	258587.504	25'
107	1201+87.4NE	11.8 LT	160876.334	258570.800	-
108	1202+15.5NE	10.7 LT	160854.087	258579.986	-
109	1202+41.0NE	5.3 LT	160833.704	258591.823	-
110	1202+49.0NE	4.0 LT	160828.167	258597.261	-
111	1202+51.5NE	28.9 LT	160848.242	258612.161	25'
112	1202+49.0NE	3.0 LT	160827.327	258596.719	-
113	1201+22.7NE	18.0 LT	160924.553	258587.039	-
114	1201+87.4NE	22.8 LT	160879.056	258581.520	-
115	1201+22.8NE	68.0 LT	160896.453	258628.396	50'
116	1202+18.2NE	21.5 LT	160858.566	258590.033	-
117	1202+44.0NE	18.4 LT	160842.516	258601.798	-
118	1202+59.3NE	67.5 LT	160879.509	258635.436	50'
131	1202+56.9NE	7.8 RT	160807.907	258598.788	25'

STH 17 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
29	16+74.0SB	2.0 RT	160901.910	258377.515	-
30	16+77.8SB	7.1 RT	160900.707	258383.780	-
31	16+74.0SB	6.0 RT	160898.939	258380.193	4'
36	18+59.1SB	4.9 RT	160968.886	258546.937	-
37	18+60.8SB	2.0 RT	160971.984	258548.387	-
38	18+60.8SB	4.0 RT	160969.996	258548.601	2'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
79	1302+64.7SE	3.0 LT	160853.469	258357.043	-
80	1302+64.7SE	4.0 LT	160852.596	258357.530	-
81	1302+55.8SE	5.2 LT	160855.148	258365.587	-
82	1302+66.0SE	29.0 LT	160830.381	258368.998	25'
83	1302+12.6SE	8.7 LT	160855.749	258404.317	-
84	1301+62.0SE	4.2 LT	160845.665	258452.804	-
85	1301+54.4SE	4.0 LT	160843.134	258459.916	-
86	1301+54.4SE	104.0 LT	160750.258	258422.846	100'
87	1301+39.3SE	4.0 LT	160837.343	258473.666	-
88	1301+39.3SE	3.0 LT	160838.257	258474.071	-
89	1302+89.9SE	13.4 LT	160830.204	258337.685	-
90	1302+79.7SE	17.0 LT	160832.541	258346.653	-
91	1302+76.6SE	7.8 RT	160859.075	258334.951	25'
92	1302+68.9SE	18.0 LT	160841.391	258366.722	-
93	1302+34.0SE	19.7 LT	160845.642	258386.634	-
94	1302+76.7SE	67.8 LT	160795.642	258386.897	50'
95	1301+99.6SE	18.5 LT	160843.312	258413.674	-
96	1301+86.9SE	18.0 LT	160840.455	258425.460	-
97	1303+00.4SE	113.6 LT	160744.877	258396.051	100'
98	1301+09.1SE	18.0 LT	160811.859	258493.906	-
99	1300+56.9SE	17.0 LT	160786.017	258545.342	-
100	1300+47.1SE	13.5 LT	160784.148	258553.096	-
101	1300+60.2SE	7.8 RT	160813.007	258555.950	25'
102	1300+29.9SE	3.0 LT	160782.754	258567.190	-

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
129	1202+60.1NE	17.0 LT	160828.492	258617.220	-
130	1202+70.3NE	13.4 LT	160821.590	258622.794	-
132	1202+86.8NE	3.0 LT	160809.573	258629.766	-



ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC - BACK OF CURB
ALL RADIUS DISTANCES ARE TO FACE OF CURB

USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
122	95+57.6WB	2.5 RT	160771.830	258643.749	-
123	95+63.6WB	3.0 RT	160768.182	258648.538	-
124	95+59.7WB	20.0 LT	160789.728	258657.565	-
125	96+12.3WB	2.0 RT	160741.904	258689.399	-
127	96+53.8WB	4.0 RT	160715.715	258721.399	-

USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
119	95+15.4EB	21.1 RT	160767.603	258593.284	-
120	95+55.3EB	2.5 LT	160765.464	258639.492	-
121	95+61.3EB	3.0 LT	160762.543	258644.758	-
126	96+50.4EB	2.0 LT	160711.072	258717.623	-
128	96+50.4EB	5.0 LT	160713.530	258719.342	3'

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
147	1000+44.4SW	3.0 LT	160868.402	258291.973	-
148	1000+44.4SW	4.0 LT	160869.290	258291.513	-
149	1000+56.7SW	5.5 LT	160876.273	258301.675	-
150	1000+44.4SW	54.0 LT	160913.676	258268.493	50'
151	1000+30.2SW	3.0 LT	160861.864	258279.365	-
152	1000+43.3SW	10.5 LT	160874.511	258287.522	-
153	1000+48.9SW	12.9 LT	160879.238	258291.325	-
154	1000+57.7SW	14.7 RT	160858.793	258311.893	29'

STH 17 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
143	15+09.6SB	2.0 RT	160812.388	258239.801	-
145	15+37.6SB	19.3 LT	160845.754	258253.622	-

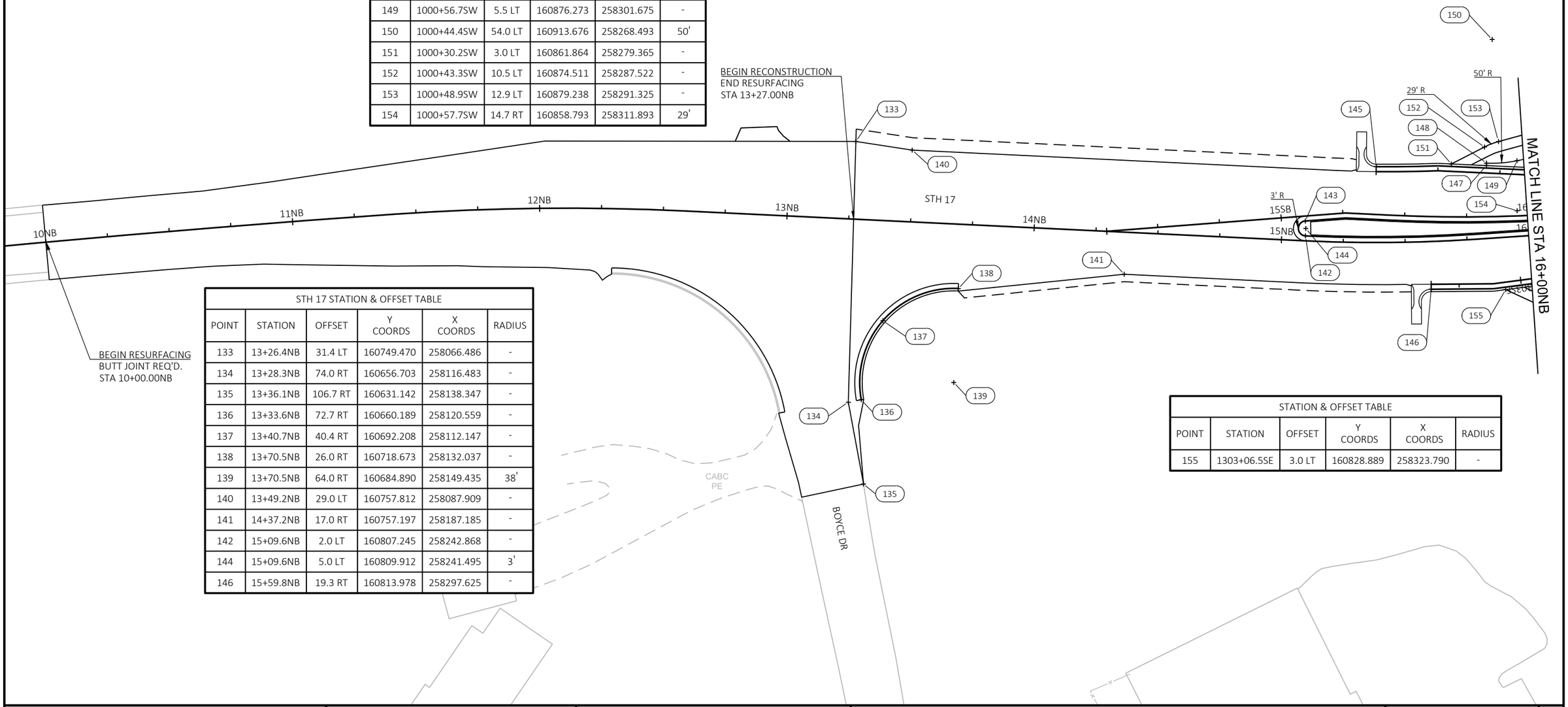
ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC - BACK OF CURB
ALL RADIUS DISTANCES ARE TO FACE OF CURB

BEGIN RESURFACING
BUTT JOINT REQ'D.
STA 10+00.00NB

STH 17 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
133	13+26.4NB	31.4 LT	160749.470	258066.486	-
134	13+28.3NB	74.0 RT	160656.703	258116.483	-
135	13+36.1NB	106.7 RT	160631.142	258138.347	-
136	13+33.6NB	72.7 RT	160660.189	258120.559	-
137	13+40.7NB	40.4 RT	160692.208	258112.147	-
138	13+70.5NB	26.0 RT	160718.673	258132.037	-
139	13+70.5NB	64.0 RT	160684.890	258149.435	38'
140	13+49.2NB	29.0 LT	160757.812	258087.909	-
141	14+37.2NB	17.0 RT	160757.197	258187.185	-
142	15+09.6NB	2.0 LT	160807.245	258242.868	-
144	15+09.6NB	5.0 LT	160809.912	258241.495	3'
146	15+59.8NB	19.3 RT	160813.978	258297.625	-

BEGIN RECONSTRUCTION
END RESURFACING
STA 13+27.00NB

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
155	1303+06.5SE	3.0 LT	160828.889	258323.790	-



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 74	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021225-OF.DWG
LAYOUT NAME - 021229-of
PLOT DATE : 4/29/2025 8:30 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
165	1102+70.2NW	75.0 LT	161068.337	258544.405	-
166	1102+63.1NW	18.0 LT	161015.099	258564.770	57'
167	1102+73.0NW	17.5 LT	161024.313	258588.858	-
168	1102+84.0NW	13.8 LT	161026.196	258597.881	-
169	1102+70.7NW	7.4 RT	160997.227	258599.219	25'
170	1103+01.9NW	2.5 LT	161026.838	258611.758	-

STH 17 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
156	19+72.7SB	19.0 LT	161040.796	258638.378	-
159	20+49.3SB	2.0 RT	161050.927	258718.620	-
162	22+51.8SB	17.0 LT	161130.735	258905.418	-

N

ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
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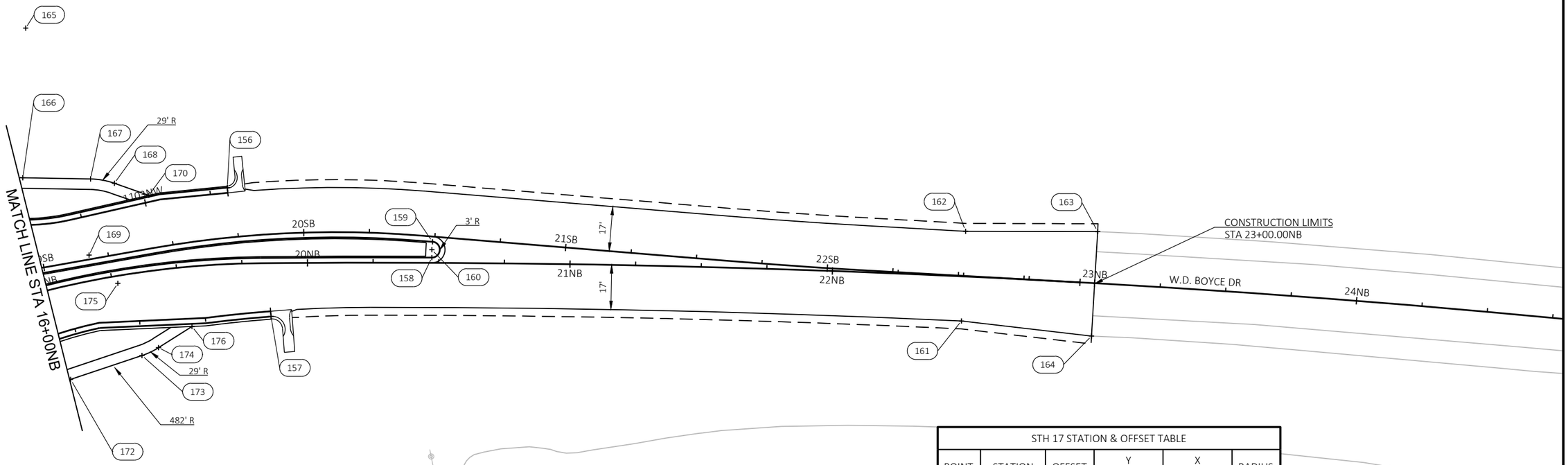

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
171	1203+17.7NE	73.9 LT	160850.371	258696.222	-
172	1200+62.6NE	17.8 LT	160950.669	258610.406	132'
173	1200+58.1NE	17.0 LT	160969.339	258632.228	-
174	1200+49.6NE	14.0 LT	160974.471	258636.938	-
175	1200+62.0NE	7.7 RT	160991.374	258613.374	25'
176	1200+30.2NE	3.0 LT	160986.699	258645.711	-

STH 17 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
157	19+85.9NB	20.3 RT	161001.522	258672.216	-
158	20+47.4NB	2.0 LT	161045.276	258720.623	-
160	20+47.4NB	5.0 LT	161048.063	258719.512	3'
161	22+50.0NB	17.0 RT	161098.456	258916.738	-
163	23+00.0NB	19.7 LT	161149.443	258952.096	-
164	23+00.0NB	20.2 RT	161111.690	258964.821	-

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 75	E

2

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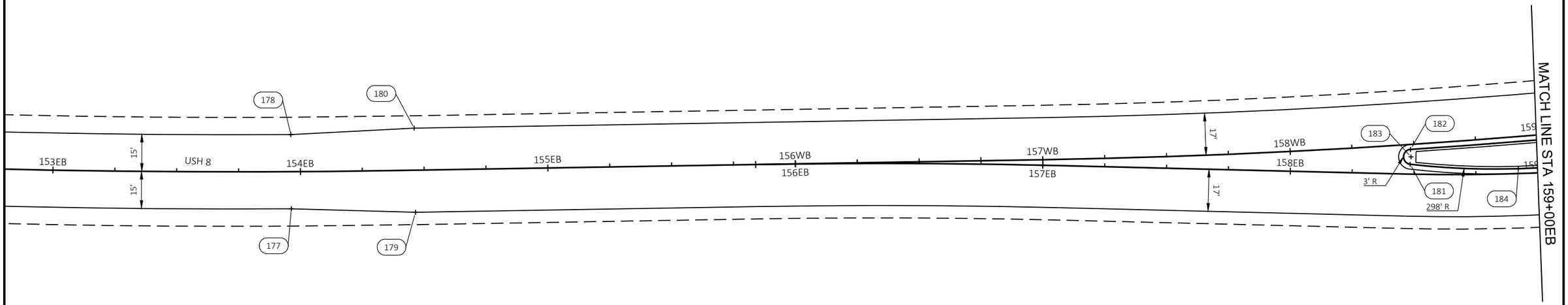
N

ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC - BACK OF CURB
ALL RADIUS DISTANCES ARE TO FACE OF CURB

USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
182	158+48.6WB	2.0 RT	158244.675	264374.330	-



USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
177	153+96.2EB	15.0 RT	158376.796	263941.186	-
178	153+96.2EB	15.0 LT	158405.045	263951.285	-
179	154+46.2EB	17.0 RT	158358.316	263987.881	-
180	154+46.2EB	17.0 LT	158390.456	263998.972	-
181	158+48.4EB	4.0 LT	158239.111	264372.151	-
183	158+48.6EB	7.0 LT	158241.794	264373.492	3'
184	158+92.2EB	2.0 LT	158222.485	264412.595	-

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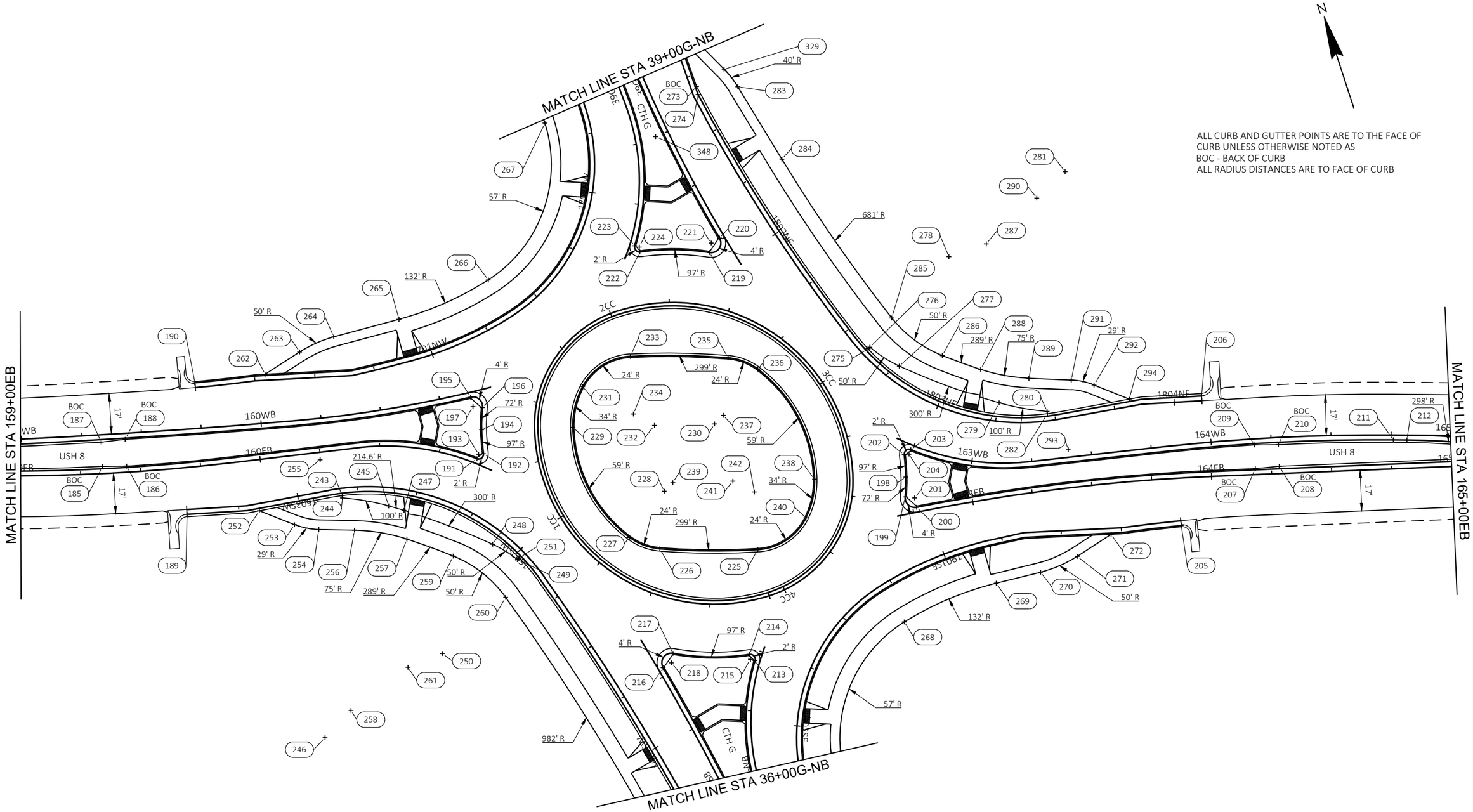

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 77	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021225-OF.DWG
LAYOUT NAME - 021232-of

PLOT DATE : 4/29/2025 8:30 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
185	159+34.3EB	3.0 LT	158211.435	264453.076	-
186	159+44.3EB	2.5 LT	158208.406	264462.608	-
189	159+67.6EB	19.4 RT	158181.619	264480.307	-
191	160+90.6EB	2.0 LT	158166.316	264602.164	-
192	160+92.3EB	5.0 LT	158167.483	264605.408	-
193	160+90.6EB	4.0 LT	158167.854	264603.443	2'
194	160+88.3EB	14.0 LT	158177.256	264607.781	-
198	162+74.7EB	15.2 LT	158103.917	264769.563	-
199	162+72.8EB	7.1 LT	158096.126	264766.740	-
200	162+76.6EB	2.0 LT	158090.576	264769.951	-
201	162+76.6EB	6.0 LT	158094.549	264770.416	4'
205	163+86.2EB	19.8 RT	158049.319	264872.353	-
207	164+18.3EB	2.5 LT	158062.359	264908.977	-
208	164+28.3EB	3.0 LT	158060.148	264918.742	-

USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
187	159+33.1WB	3.0 RT	158221.232	264455.628	-
188	159+43.1WB	2.5 RT	158219.211	264465.436	-
190	159+73.7WB	19.1 LT	158232.664	264500.327	-
195	160+87.8WB	2.0 RT	158191.488	264607.632	-
196	160+91.5WB	7.3 RT	158185.878	264610.967	-
197	160+87.8WB	6.0 RT	158187.501	264607.311	4'
202	162+72.7WB	5.0 RT	158112.947	264771.793	-
203	162+74.4WB	2.0 RT	158114.089	264775.047	-
204	162+74.4WB	4.0 RT	158112.561	264773.756	2'
206	163+97.8WB	19.4 LT	158097.966	264897.051	-
209	164+17.9WB	2.5 RT	158071.857	264911.622	-
210	164+27.9WB	3.0 RT	158068.832	264921.170	-
211	164+75.9WB	2.0 RT	158055.952	264967.267	-
212	164+81.6WB	2.0 RT	158054.143	264972.664	-

CTH G STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
213	36+45.7G-NB	2.0 LT	158050.701	264686.281	-
214	36+47.4G-NB	4.9 LT	158053.802	264684.955	-
215	36+45.7G-NB	4.0 LT	158051.829	264684.629	2'
219	38+22.7G-NB	8.6 LT	158218.003	264720.822	-
220	38+25.7G-NB	2.0 LT	158222.433	264726.550	-
221	38+25.7G-NB	6.0 LT	158221.564	264722.645	4'

CTH G STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
216	36+53.2G-SB	2.0 RT	158059.711	264648.974	-
217	36+56.2G-SB	8.6 RT	158064.086	264654.777	-
218	36+53.2G-SB	6.0 RT	158060.563	264652.883	4'
222	38+31.2G-SB	4.9 RT	158227.221	264693.277	-
223	38+32.9G-SB	2.0 RT	158230.337	264691.982	-
224	38+32.9G-SB	4.0 RT	158229.191	264693.621	2'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
273	1801+29.8NE	2.5 LT	158285.415	264736.969	-
274	1801+33.5NE	2.0 LT	158282.034	264736.539	-
275	1802+61.7NE	3.0 LT	158159.533	264771.113	-
276	1802+61.7NE	4.0 LT	158159.955	264772.019	-
277	1802+77.0NE	6.4 LT	158148.659	264781.240	-
278	1802+51.6NE	53.4 LT	158185.588	264814.949	50'
279	1803+25.6NE	7.7 LT	158121.317	264816.036	-
280	1803+47.0NE	4.0 LT	158111.756	264833.938	-
281	1803+72.4NE	100.9 LT	158204.290	264871.854	100'
282	1803+47.0NE	3.0 LT	158110.774	264833.751	-
283	1801+38.5NE	18.1 LT	158279.986	264753.246	-
284	1801+74.8NE	19.0 LT	158245.644	264761.374	-
285	1802+58.3NE	18.9 LT	158168.694	264784.454	-
286	1802+91.9NE	19.7 LT	158147.286	264799.600	-
287	1802+68.4NE	68.7 LT	158185.858	264831.415	50'
288	1803+13.7NE	20.1 LT	158136.864	264813.020	-
289	1803+39.7NE	18.4 LT	158127.170	264831.012	-
290	1803+58.8NE	92.1 LT	158197.427	264857.260	75'
291	1803+59.4NE	15.1 LT	158121.009	264847.503	-
292	1803+68.4NE	11.4 LT	158116.124	264855.916	-
293	1803+53.0NE	13.2 RT	158093.843	264837.354	29'
294	1803+81.7NE	3.0 LT	158106.029	264868.035	-
329	1801+26.8NE	15.7 LT	158288.701	264750.080	-
348	1801+40.5NE	21.9 RT	158270.775	264714.321	40'

ROUNDABOUT STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
225	4+04.7CC	19.7 RT	158094.261	264701.682	-
226	0+54.0CC	18.3 RT	158107.146	264663.002	-
227	0+71.2CC	16.0 RT	158115.518	264652.505	-
228	0+71.2CC	40.0 RT	158129.346	264672.121	24'
229	1+39.0CC	16.0 RT	158166.387	264644.194	-
230	2+72.9CC	45.0 RT	158149.511	264700.729	59', 97'
231	1+65.0CC	16.0 RT	158181.289	264653.332	-
232	1+39.0CC	50.0 RT	158156.662	264676.773	34', 72'
233	2+02.0CC	19.6 RT	158187.088	264676.089	-
234	1+65.0CC	40.0 RT	158163.905	264669.879	24'
235	2+57.8CC	18.2 RT	158173.930	264714.536	-
236	2+74.7CC	16.0 RT	158165.614	264724.868	-
237	2+74.7CC	40.0 RT	158151.803	264705.240	24'
238	3+42.5CC	16.0 RT	158114.786	264733.151	-
239	0+69.5CC	45.0 RT	158131.662	264676.616	59', 97'
240	3+66.9CC	16.0 RT	158100.657	264724.798	-
241	3+42.5CC	50.0 RT	158124.511	264700.571	34', 72'
242	3+66.9CC	40.0 RT	158117.495	264707.697	24'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
243	1602+81.6SW	3.0 LT	158169.050	264544.130	-
244	1602+81.6SW	4.0 LT	158168.068	264543.943	-
245	1602+61.0SW	7.6 LT	158158.975	264561.211	-
246	1603+07.4SW	100.8 LT	158075.462	264506.206	100'
247	1602+53.9SW	8.5 LT	158155.262	264566.663	-
248	1602+10.5SW	6.2 LT	158130.456	264597.399	-
249	1601+97.8SW	4.0 LT	158121.188	264605.268	-
250	1601+83.5SW	53.0 LT	158093.699	264563.503	50'
251	1601+97.8SW	3.0 LT	158121.605	264606.126	-
252	1603+16.8SW	3.0 LT	158173.706	264509.364	-
253	1603+03.5SW	11.4 LT	158163.672	264521.535	-
254	1602+94.0SW	15.2 LT	158158.647	264530.486	-
255	1602+88.1SW	13.2 RT	158186.048	264539.982	29'
256	1602+77.5SW	17.9 LT	158153.769	264544.561	-
257	1602+49.5SW	19.9 LT	158143.532	264564.153	-
258	1602+94.6SW	91.7 LT	158082.904	264520.002	75'
259	1602+23.2SW	19.4 LT	158130.857	264580.318	-
260	1601+88.0SW	18.0 LT	158107.774	264595.739	-
261	1601+95.0SW	67.9 LT	158092.632	264548.087	50'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
262	1700+29.4NW	2.5 LT	158226.991	264529.235	-
263	1700+44.2NW	11.0 LT	158231.370	264545.727	-
264	1700+58.7NW	16.5 LT	158232.976	264561.189	-
265	1700+90.5NW	18.0 LT	158231.497	264589.266	-
266	1701+36.8NW	18.0 LT	158235.638	264629.717	-
267	1702+34.8NW	18.0 LT	158290.397	264672.246	-

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
268	1901+29.1SE	18.0 LT	158046.775	264750.361	-
269	1900+81.7SE	18.0 LT	158050.310	264791.703	-
270	1900+59.4SE	16.8 LT	158048.934	264810.648	-
271	1900+43.9SE	11.0 LT	158050.502	264827.194	-
272	1900+29.3SE	2.5 LT	158054.852	264843.455	-

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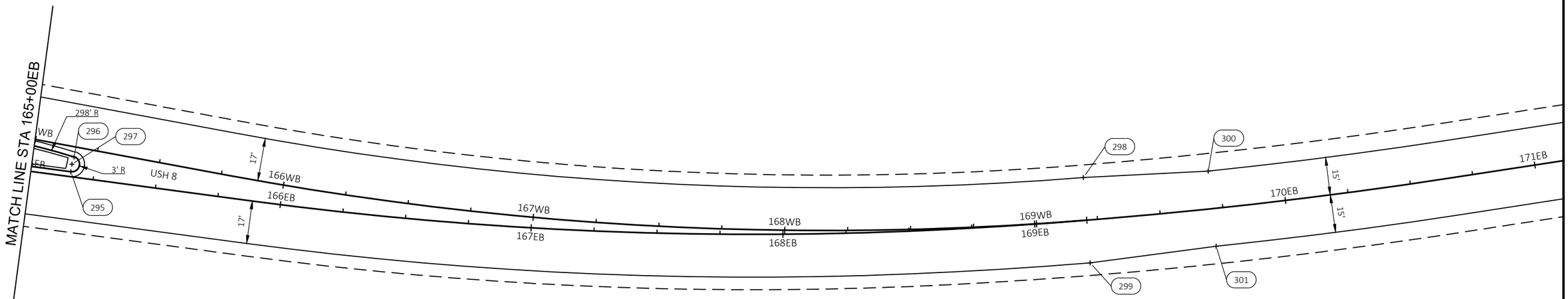
ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC - BACK OF CURB
ALL RADIUS DISTANCES ARE TO FACE OF CURB

USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
296	165+16.3WB	4.0 RT	158041.217	265004.881	-



USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
295	165+15.9EB	2.0 LT	158035.613	265002.796	-
297	165+15.9EB	5.0 LT	158038.503	265003.604	3'
298	169+20.0WB	17.0 LT	157977.371	265400.442	-
299	169+20.7EB	17.0 RT	157943.433	265398.393	-
300	169+70.7EB	15.0 LT	157973.003	265449.887	-
301	169+70.7EB	15.0 RT	157943.022	265448.827	-

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ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
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ALL RADIUS DISTANCES ARE TO FACE OF CURB

LAKE JULIA RD

CABC
CE

CTH G

31G-NB

32G-NB

33G-SB

33G-NB

34G-SB

34G-NB

35G-SB

35G-NB

36G-

MATCH LINE STA 36+00G-NB

CONSTRUCTION LIMITS
STA 33+92.60G-NB

CTH G STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
303	33+94.2G-SB	19.5 LT	157801.398	264653.268	-
305	34+51.9G-SB	2.0 RT	157859.701	264672.661	-
310	35+00.7G-SB	3.0 RT	157908.552	264671.026	-
311	35+10.7G-SB	2.5 RT	157918.501	264669.856	-
313	35+23.8G-SB	20.7 LT	157929.676	264645.663	-

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
320	1600+30.0SW	3.0 LT	157959.569	264641.128	-
321	1600+43.5SW	11.1 LT	157972.719	264632.476	-
322	1600+62.1SW	17.7 LT	157991.003	264625.100	-
323	1600+65.4SW	32.0 RT	158000.200	264674.247	50'

CTH G STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
302	33+92.6G-NB	15.9 RT	157799.454	264696.171	-
304	34+52.0G-NB	4.1 LT	157859.560	264678.645	-
306	34+52.2G-NB	7.1 LT	157859.839	264675.658	3'
307	35+01.8G-NB	2.0 LT	157909.145	264679.133	-
308	35+01.8G-NB	3.0 LT	157909.072	264678.136	-
309	35+11.8G-NB	2.5 LT	157919.075	264677.817	-
312	35+09.2G-NB	19.3 RT	157918.324	264699.816	-

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
314	1902+73.6SE	2.5 LT	157947.544	264698.274	-
315	1902+60.2SE	10.9 LT	157962.168	264704.184	-
316	1902+51.0SE	14.7 LT	157971.900	264706.274	-
317	1902+44.8SE	13.7 RT	157973.034	264677.296	29'
318	1902+25.7SE	18.0 LT	157993.680	264707.126	-
319	1902+41.9SE	75.0 LT	157991.452	264764.083	57'

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 80	E

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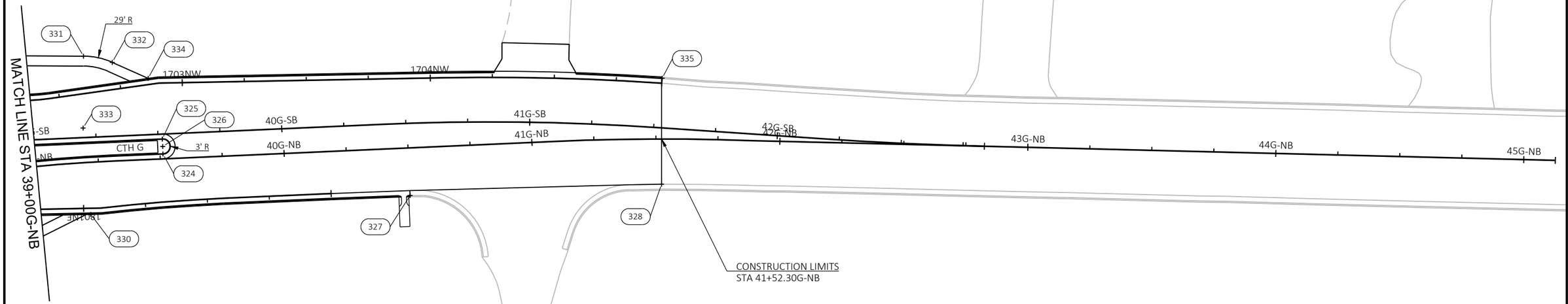
ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC - BACK OF CURB
ALL RADIUS DISTANCES ARE TO FACE OF CURB

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
331	1702+62.0NW	15.0 LT	158315.141	264672.409	-
332	1702+73.1NW	10.9 LT	158326.714	264674.901	-
333	1702+57.7NW	13.7 RT	158314.951	264701.408	29'
334	1702+86.5NW	2.5 LT	158341.190	264681.325	-

CTH G STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
325	39+51.7G-SB	2.0 RT	158346.913	264705.833	-
335	41+52.1G-SB	20.0 LT	158548.440	264681.282	-



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
330	1800+97.1NE	2.5 LT	158318.084	264736.298	-

CTH G STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
324	39+51.2G-NB	2.0 LT	158347.181	264711.827	-
326	39+51.2G-NB	5.0 LT	158347.047	264708.830	3'
327	40+18.2G-NB	19.0 RT	158446.787	264728.622	-
328	41+52.3G-NB	18.2 RT	158548.209	264724.056	-

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ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC - BACK OF CURB
ALL RADIUS DISTANCES ARE TO FACE OF CURB

BUTT JOINT REQ'D.

STH 17

339

338

340

343

337

78' R

73' R

341

342

336

MH

MH

MH

MH

MH

MH

230EB

USH 8

231EB

232EB

233EB

234EB

344

345

MATCH LINE STA 236+00EB

GERMOND RD

BUTT JOINT REQ'D.

USH 8 STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
336	231+77.4EB	51.3 LT	156384.924	271217.889	-
337	232+00.1EB	79.5 LT	156394.706	271252.772	-
338	232+07.6EB	115.0 LT	156419.193	271279.472	-
339	231+29.6EB	113.0 LT	156462.864	271214.844	78'
340	232+63.6EB	108.3 LT	156381.256	271321.218	-
341	232+85.5EB	55.9 LT	156325.826	271308.567	-
342	233+38.4EB	35.0 LT	156278.132	271339.516	-
343	233+36.6EB	108.0 LT	156338.579	271380.444	73'
344	234+58.9EB	1.5 LT	156180.888	271418.182	-
345	235+30.2EB	6.6 LT	156143.629	271479.220	-

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN OFFSETS	SHEET 82	E

2

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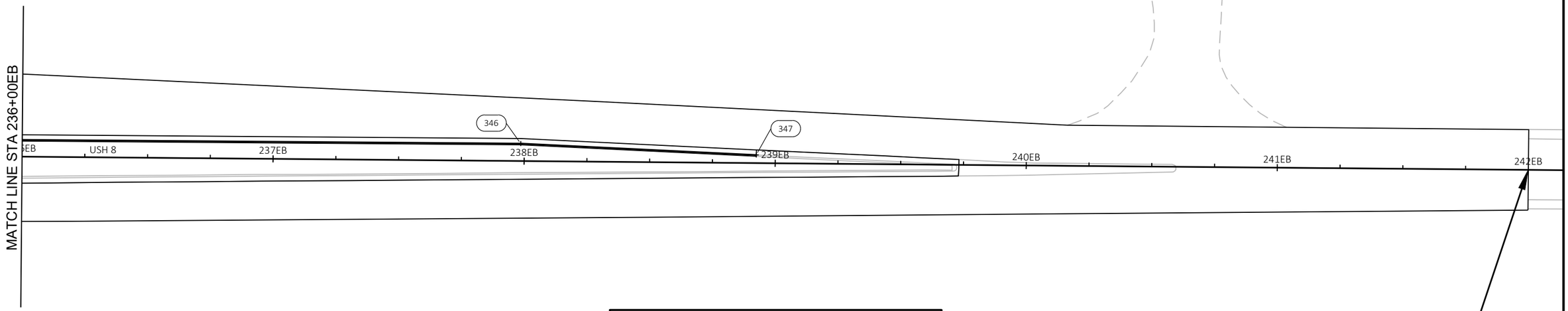
ALL CURB AND GUTTER POINTS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED AS
BOC - BACK OF CURB
ALL RADIUS DISTANCES ARE TO FACE OF CURB

CABC
PE



USH 8 STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
346	237+98.6EB	7.0 LT	155988.051	271697.894	-
347	238+92.4EB	3.2 LT	155930.533	271772.110	-

8-17-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
A01	92+09.2	43.2' RT	1556.90	160983.222	258354.806
A02	92+00.3	42.2' RT	1556.85	160988.301	258353.638
A03	91+91.5	41.6' RT	1556.80	160993.115	258351.831
A04	91+82.2	41.1' RT	1556.64	160997.916	258349.240
A05	92+11.1	37.3' RT	1556.83	160984.174	258360.730
A06	92+01.7	36.3' RT	1556.80	160990.034	258359.382
A07	91+92.2	37.6' RT	1556.73	160994.764	258355.476
A08	91+82.6	37.1' RT	1556.58	161000.057	258352.619
A09	91+92.4	35.6' RT	1556.70	160995.690	258357.252
A10	92+01.7	35.6' RT	1556.79	160990.369	258360.025

8-17-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
A11	92+01.0	24.9' RT	1556.21	160995.299	258369.483
A12	91+93.0	24.9' RT	1556.13	161000.620	258366.710
A13	92+04.8	23.2' RT	1556.47	160993.397	258372.262
A14	92+00.9	22.9' RT	1556.10	160996.224	258371.256
A15	91+93.1	22.9' RT	1556.02	161001.544	258368.483
A16	91+93.1	22.4' RT	1556.01	161001.776	258368.929
A17	91+89.3	22.2' RT	1556.28	161004.475	258367.618
A18	92+01.1	19.9' RT	1556.17	160997.397	258374.020
A19	91+93.4	19.4' RT	1556.08	161003.080	258371.631

8-17-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
C01	91+82.9	40.2' LT	1555.51	161044.988	258415.531
C02	91+86.7	42.9' LT	1555.57	161042.046	258420.844
C03	91+80.2	41.3' LT	1555.91	161048.622	258414.156
C04	91+82.1	42.5' LT	1555.47	161047.157	258416.774
C05	91+85.9	45.1' LT	1555.53	161044.250	258422.023
C06	91+87.7	46.5' LT	1556.02	161042.809	258424.654
C07	91+81.5	44.3' LT	1555.62	161048.907	258417.743
C08	91+85.3	46.9' LT	1555.68	161046.000	258422.992
C09	91+79.8	49.9' LT	1556.07	161054.270	258420.713

8-17-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
C10	91+83.5	52.4' LT	1556.14	161051.363	258425.962
C11	91+89.0	57.5' LT	1556.42	161047.009	258434.964
C12	91+75.8	48.8' LT	1556.25	161058.339	258416.119
C13	91+79.4	51.4' LT	1556.10	161055.730	258421.521
C14	91+74.7	52.5' LT	1556.31	161061.937	258417.856
C15	91+78.2	55.0' LT	1556.16	161059.327	258423.259
C16	91+81.6	57.7' LT	1556.22	161056.762	258428.569
C17	91+87.1	62.6' LT	1556.51	161052.415	258437.574

8-17-CenterIsland-W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
B01	92+00.0	0.0'	1556.36	161006.882	258391.579
B02	91+94.1	0.0'	1556.31	161012.099	258388.860
B03	91+99.9	2.5' LT	1556.29	161007.985	258393.823
B04	91+94.1	2.5' LT	1556.24	161013.306	258391.049
B05	91+99.9	4.5' LT	1556.31	161008.910	258395.596
B06	91+94.1	4.5' LT	1556.26	161014.231	258392.823
B07	91+94.4	13.6' LT	1556.35	161018.420	258400.862
B08	91+99.6	15.4' LT	1556.42	161013.934	258405.236
B09	91+92.1	17.8' LT	1556.28	161022.795	258403.284

8-17-CenterIsland-W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
B10	91+96.4	21.0' LT	1556.31	161019.888	258408.533
B11	91+90.4	21.3' LT	1556.02	161026.296	258405.223
B12	91+94.6	24.4' LT	1556.05	161023.390	258410.472
B13	91+89.6	23.0' LT	1555.89	161028.046	258406.192
B14	91+89.6	23.2' LT	1555.87	161028.232	258406.295
B15	91+93.8	26.1' LT	1555.92	161025.139	258411.441
B16	91+88.6	25.4' LT	1555.92	161030.384	258407.567
B17	91+92.8	28.2' LT	1555.97	161027.302	258412.695

LEGEND

- X — CURB RAMP TYPE
- XXX YYY.YY — POINT NUMBER & ELEVATION
- SLOPE INTERCEPTS
- CTA02 — CONCRETE TRUCK APRON 12-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- * — LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 EASTBOUND R/L

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 84	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021301-cr
PLOT DATE : 4/29/2025 8:32 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

17-8-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
D01	16+46.1	55.9' LT	1557.01	160927.718	258335.762
D02	16+42.7	53.0' LT	1557.09	160922.749	258332.194
D03	16+39.5	50.7' LT	1557.06	160918.295	258328.755
D04	16+35.8	48.7' LT	1556.89	160913.674	258324.926
D05	16+40.5	47.0' LT	1556.99	160915.798	258331.880
D06	16+36.7	45.0' LT	1556.84	160911.175	258328.053
D07	16+47.9	50.5' LT	1556.93	160924.033	258340.509
D08	16+44.5	47.6' LT	1557.00	160919.162	258337.004
D09	16+40.8	45.1' LT	1556.96	160914.377	258333.305
D10	16+44.6	46.9' LT	1556.99	160918.627	258337.540
D11	16+47.3	35.9' LT	1556.41	160910.423	258345.772
D12	16+43.2	34.0' LT	1556.38	160906.173	258341.536
D13	16+49.8	35.3' LT	1556.61	160911.200	258349.240
D14	16+47.8	34.1' LT	1556.31	160909.011	258347.188
D15	16+43.6	32.1' LT	1556.28	160904.762	258342.953
D16	16+41.5	31.3' LT	1556.52	160902.703	258340.771
D17	16+48.6	31.3' LT	1556.34	160906.923	258349.342
D18	16+44.3	29.2' LT	1556.31	160902.615	258345.049

17-8-CenterIsland-S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
E01	16+55.1	12.8' LT	1556.76	160892.802	258363.758
E02	16+50.1	11.1' LT	1556.70	160889.079	258359.050
E03	16+55.9	10.5' LT	1556.69	160890.891	258365.370
E04	16+50.7	8.7' LT	1556.63	160887.142	258360.632
E05	16+51.0	8.0' LT	1556.65	160886.641	258361.135
E06	16+56.7	8.7' LT	1556.72	160889.479	258366.787
E07	16+51.7	6.2' LT	1556.68	160885.229	258362.552
E08	16+52.0	5.5' LT	1556.70	160884.734	258363.049
E09	16+57.6	6.9' LT	1556.75	160888.037	258368.234
E10	16+51.9	4.5' LT	1556.72	160883.775	258363.396
E11	16+57.6	4.5' LT	1556.79	160885.818	258369.037
E12	16+51.9	2.5' LT	1556.76	160881.895	258364.077
E13	16+57.7	2.5' LT	1556.82	160883.938	258369.718
E14	16+51.9	0.0'	1556.85	160879.567	258364.989
E15	16+57.7	0.0'	1556.90	160881.565	258370.508

17-8-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
F01	16+51.2	18.0' RT	1556.76	160862.616	258371.194
F02	16+58.9	18.7' RT	1556.85	160864.099	258377.213
F03	16+47.0	20.7' RT	1556.95	160858.858	258369.230
F04	16+50.9	21.0' RT	1556.69	160859.753	258372.094
F05	16+50.8	21.7' RT	1556.70	160859.145	258372.314
F06	16+58.7	21.7' RT	1556.78	160861.188	258377.955
F07	16+62.7	22.0' RT	1557.15	160861.717	258380.908
F08	16+50.7	23.7' RT	1556.80	160857.265	258372.995
F09	16+58.9	23.7' RT	1556.88	160859.307	258378.636
F10	16+50.2	30.9' RT	1557.16	160850.462	258375.458
F11	16+59.4	30.9' RT	1557.24	160852.504	258381.100
F12	16+40.8	31.8' RT	1557.26	160847.039	258370.333
F13	16+50.1	32.9' RT	1557.19	160848.561	258376.146
F14	16+59.5	32.1' RT	1557.27	160851.382	258381.506
F15	16+68.8	33.3' RT	1557.47	160851.644	258387.553
F16	16+39.6	35.7' RT	1557.31	160843.232	258371.560
F17	16+48.7	36.8' RT	1557.25	160844.641	258376.942
F18	16+58.2	38.1' RT	1557.34	160845.454	258382.560
F19	16+66.7	39.2' RT	1557.54	160845.644	258387.548

LEGEND	
X	CURB RAMP TYPE
XXX YYY.YY	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
CTA02	CONCRETE TRUCK APRON 12-INCH
SW6	CONCRETE SIDEWALK 6-INCH
*	LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 17 NORTHBOUND R/L

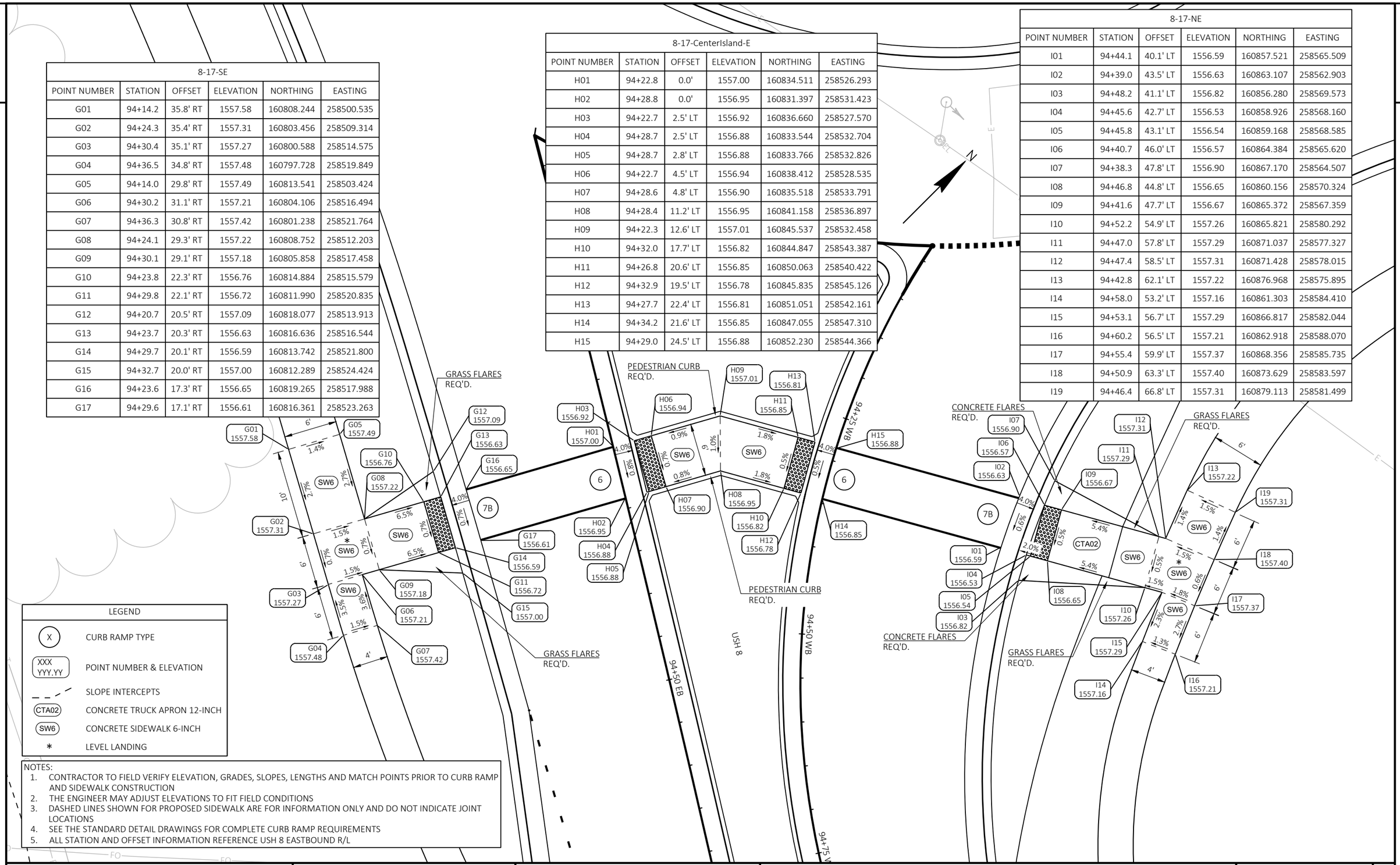
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 85	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021302-cr
PLOT DATE : 4/29/2025 8:32 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT

8-17-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
G01	94+14.2	35.8' RT	1557.58	160808.244	258500.535
G02	94+24.3	35.4' RT	1557.31	160803.456	258509.314
G03	94+30.4	35.1' RT	1557.27	160800.588	258514.575
G04	94+36.5	34.8' RT	1557.48	160797.728	258519.849
G05	94+14.0	29.8' RT	1557.49	160813.541	258503.424
G06	94+30.2	31.1' RT	1557.21	160804.106	258516.494
G07	94+36.3	30.8' RT	1557.42	160801.238	258521.764
G08	94+24.1	29.3' RT	1557.22	160808.752	258512.203
G09	94+30.1	29.1' RT	1557.18	160805.858	258517.458
G10	94+23.8	22.3' RT	1556.76	160814.884	258515.579
G11	94+29.8	22.1' RT	1556.72	160811.990	258520.835
G12	94+20.7	20.5' RT	1557.09	160818.077	258513.913
G13	94+23.7	20.3' RT	1556.63	160816.636	258516.544
G14	94+29.7	20.1' RT	1556.59	160813.742	258521.800
G15	94+32.7	20.0' RT	1557.00	160812.289	258524.424
G16	94+23.6	17.3' RT	1556.65	160819.265	258517.988
G17	94+29.6	17.1' RT	1556.61	160816.361	258523.263

8-17-CenterIsland-E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
H01	94+22.8	0.0'	1557.00	160834.511	258526.293
H02	94+28.8	0.0'	1556.95	160831.397	258531.423
H03	94+22.7	2.5' LT	1556.92	160836.660	258527.570
H04	94+28.7	2.5' LT	1556.88	160833.544	258532.704
H05	94+28.7	2.8' LT	1556.88	160833.766	258532.826
H06	94+22.7	4.5' LT	1556.94	160838.412	258528.535
H07	94+28.6	4.8' LT	1556.90	160835.518	258533.791
H08	94+28.4	11.2' LT	1556.95	160841.158	258536.897
H09	94+22.3	12.6' LT	1557.01	160845.537	258532.458
H10	94+32.0	17.7' LT	1556.82	160844.847	258543.387
H11	94+26.8	20.6' LT	1556.85	160850.063	258540.422
H12	94+32.9	19.5' LT	1556.78	160845.835	258545.126
H13	94+27.7	22.4' LT	1556.81	160851.051	258542.161
H14	94+34.2	21.6' LT	1556.85	160847.055	258547.310
H15	94+29.0	24.5' LT	1556.88	160852.230	258544.366

8-17-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
I01	94+44.1	40.1' LT	1556.59	160857.521	258565.509
I02	94+39.0	43.5' LT	1556.63	160863.107	258562.903
I03	94+48.2	41.1' LT	1556.82	160856.280	258569.573
I04	94+45.6	42.7' LT	1556.53	160858.926	258568.160
I05	94+45.8	43.1' LT	1556.54	160859.168	258568.585
I06	94+40.7	46.0' LT	1556.57	160864.384	258565.620
I07	94+38.3	47.8' LT	1556.90	160867.170	258564.507
I08	94+46.8	44.8' LT	1556.65	160860.156	258570.324
I09	94+41.6	47.7' LT	1556.67	160865.372	258567.359
I10	94+52.2	54.9' LT	1557.26	160865.821	258580.292
I11	94+47.0	57.8' LT	1557.29	160871.037	258577.327
I12	94+47.4	58.5' LT	1557.31	160871.428	258578.015
I13	94+42.8	62.1' LT	1557.22	160876.968	258575.895
I14	94+58.0	53.2' LT	1557.16	160861.303	258584.410
I15	94+53.1	56.7' LT	1557.29	160866.817	258582.044
I16	94+60.2	56.5' LT	1557.21	160862.918	258588.070
I17	94+55.4	59.9' LT	1557.37	160868.356	258585.735
I18	94+50.9	63.3' LT	1557.40	160873.629	258583.597
I19	94+46.4	66.8' LT	1557.31	160879.113	258581.499



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 86	E

17-8-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
J01	18+85.9	52.4' LT	1556.78	161011.352	258545.711
J02	18+92.4	47.7' LT	1556.50	161012.239	258554.509
J03	18+97.0	45.4' LT	1556.33	161013.507	258559.983
J04	19+01.7	43.8' LT	1556.55	161015.285	258565.250
J05	18+95.7	41.7' LT	1556.27	161009.659	258561.076
J06	19+00.8	39.9' LT	1556.50	161011.560	258566.713
J07	18+82.7	47.6' LT	1556.70	161005.353	258545.849
J08	18+90.2	42.2' LT	1556.41	161006.390	258555.876
J09	18+95.3	40.3' LT	1556.25	161008.232	258561.589
J10	18+88.1	35.0' LT	1555.95	160999.230	258558.453
J11	18+93.3	33.2' LT	1555.81	161001.262	258564.099
J12	18+85.1	34.5' LT	1556.22	160996.799	258556.181
J13	18+87.5	33.1' LT	1555.83	160997.348	258559.131
J14	18+92.8	31.3' LT	1555.69	160999.380	258564.776
J15	18+92.6	30.7' LT	1555.65	160998.817	258564.979
J16	18+95.2	29.7' LT	1556.08	160999.728	258567.837
J17	18+86.6	30.8' LT	1555.77	160994.915	258559.710
J18	18+91.8	28.3' LT	1555.70	160996.428	258565.717

17-8-CenterIsland-N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
K01	18+81.3	13.4' LT	1556.09	160977.824	258566.228
K02	18+86.7	11.5' LT	1556.01	160979.812	258571.750
K03	18+80.5	11.1' LT	1556.01	160975.451	258567.013
K04	18+86.0	9.1' LT	1555.94	160977.483	258572.658
K05	18+79.8	9.2' LT	1556.04	160973.569	258567.690
K06	18+85.4	7.2' LT	1555.97	160975.601	258573.335
K07	18+79.0	6.7' LT	1556.08	160971.104	258568.577
K08	18+85.0	6.0' LT	1555.99	160974.430	258573.757

17-8-CenterIsland-N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
K09	18+85.1	5.2' LT	1556.00	160973.827	258574.373
K10	18+79.2	4.5' LT	1556.10	160969.539	258570.176
K11	18+85.3	3.2' LT	1556.02	160972.428	258575.802
K12	18+85.4	2.5' LT	1556.03	160971.932	258576.310
K13	18+79.4	2.5' LT	1556.12	160968.140	258571.606
K14	18+85.5	0.0'	1556.12	160970.011	258577.911
K15	18+79.5	0.0'	1556.20	160966.242	258573.233

17-8-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
L01	18+88.2	18.1' RT	1555.81	160957.443	258591.171
L02	18+81.9	18.8' RT	1555.92	160953.097	258586.918
L03	18+91.8	20.7' RT	1556.01	160957.394	258595.450
L04	18+88.6	21.1' RT	1555.79	160955.315	258593.287
L05	18+82.3	21.8' RT	1555.89	160951.027	258589.090
L06	18+79.1	22.2' RT	1556.22	160948.820	258587.058
L07	18+88.9	23.0' RT	1555.90	160953.916	258594.716
L08	18+82.5	23.8' RT	1556.00	160949.628	258590.519
L09	18+89.9	30.0' RT	1556.28	160949.019	258599.720
L10	18+83.4	30.7' RT	1556.38	160944.731	258595.523
L11	18+76.9	31.7' RT	1556.62	160940.263	258591.516
L12	18+96.8	31.3' RT	1556.37	160951.719	258605.533
L13	18+90.3	32.0' RT	1556.49	160947.619	258601.150
L14	18+97.2	35.3' RT	1556.42	160948.738	258608.200
L15	18+90.8	35.9' RT	1556.54	160944.759	258603.946
L16	18+84.4	36.7' RT	1556.62	160940.628	258599.902
L17	18+78.0	37.6' RT	1556.69	160936.355	258596.069

LEGEND	
X	CURB RAMP TYPE
XXX YYY.YY	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
CTA02	CONCRETE TRUCK APRON 12-INCH
SW6	CONCRETE SIDEWALK 6-INCH
*	LEVEL LANDING

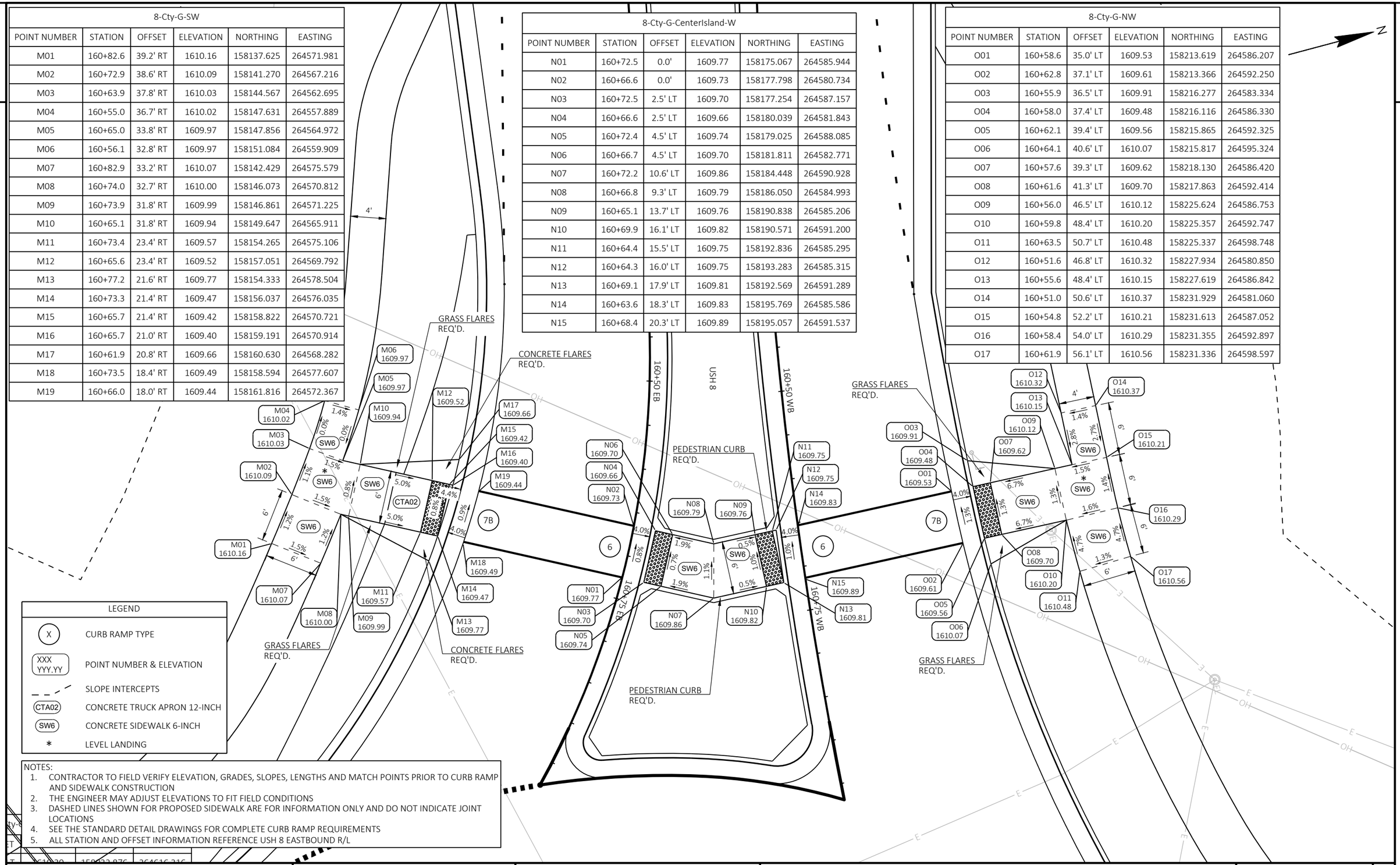
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE STH 17 NORTHBOUND R/L

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 87	E

8-Cty-G-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
M01	160+82.6	39.2' RT	1610.16	158137.625	264571.981
M02	160+72.9	38.6' RT	1610.09	158141.270	264567.216
M03	160+63.9	37.8' RT	1610.03	158144.567	264562.695
M04	160+55.0	36.7' RT	1610.02	158147.631	264557.889
M05	160+65.0	33.8' RT	1609.97	158147.856	264564.972
M06	160+56.1	32.8' RT	1609.97	158151.084	264559.909
M07	160+82.9	33.2' RT	1610.07	158142.429	264575.579
M08	160+74.0	32.7' RT	1610.00	158146.073	264570.812
M09	160+73.9	31.8' RT	1609.99	158146.861	264571.225
M10	160+65.1	31.8' RT	1609.94	158149.647	264565.911
M11	160+73.4	23.4' RT	1609.57	158154.265	264575.106
M12	160+65.6	23.4' RT	1609.52	158157.051	264569.792
M13	160+77.2	21.6' RT	1609.77	158154.333	264578.504
M14	160+73.3	21.4' RT	1609.47	158156.037	264576.035
M15	160+65.7	21.4' RT	1609.42	158158.822	264570.721
M16	160+65.7	21.0' RT	1609.40	158159.191	264570.914
M17	160+61.9	20.8' RT	1609.66	158160.630	264568.282
M18	160+73.5	18.4' RT	1609.49	158158.594	264577.607
M19	160+66.0	18.0' RT	1609.44	158161.816	264572.367

8-Cty-G-CenterIsland-W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
N01	160+72.5	0.0'	1609.77	158175.067	264585.944
N02	160+66.6	0.0'	1609.73	158177.798	264580.734
N03	160+72.5	2.5' LT	1609.70	158177.254	264587.157
N04	160+66.6	2.5' LT	1609.66	158180.039	264581.843
N05	160+72.4	4.5' LT	1609.74	158179.025	264588.085
N06	160+66.7	4.5' LT	1609.70	158181.811	264582.771
N07	160+72.2	10.6' LT	1609.86	158184.448	264590.928
N08	160+66.8	9.3' LT	1609.79	158186.050	264584.993
N09	160+65.1	13.7' LT	1609.76	158190.838	264585.206
N10	160+69.9	16.1' LT	1609.82	158190.571	264591.200
N11	160+64.4	15.5' LT	1609.75	158192.836	264585.295
N12	160+64.3	16.0' LT	1609.75	158193.283	264585.315
N13	160+69.1	17.9' LT	1609.81	158192.569	264591.289
N14	160+63.6	18.3' LT	1609.83	158195.769	264585.586
N15	160+68.4	20.3' LT	1609.89	158195.057	264591.537

8-Cty-G-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
O01	160+58.6	35.0' LT	1609.53	158213.619	264586.207
O02	160+62.8	37.1' LT	1609.61	158213.366	264592.250
O03	160+55.9	36.5' LT	1609.91	158216.277	264583.334
O04	160+58.0	37.4' LT	1609.48	158216.116	264586.330
O05	160+62.1	39.4' LT	1609.56	158215.865	264592.325
O06	160+64.1	40.6' LT	1610.07	158215.817	264595.324
O07	160+57.6	39.3' LT	1609.62	158218.130	264586.420
O08	160+61.6	41.3' LT	1609.70	158217.863	264592.414
O09	160+56.0	46.5' LT	1610.12	158225.624	264586.753
O10	160+59.8	48.4' LT	1610.20	158225.357	264592.747
O11	160+63.5	50.7' LT	1610.48	158225.337	264598.748
O12	160+51.6	46.8' LT	1610.32	158227.934	264580.850
O13	160+55.6	48.4' LT	1610.15	158227.619	264586.842
O14	160+51.0	50.6' LT	1610.37	158231.929	264581.060
O15	160+54.8	52.2' LT	1610.21	158231.613	264587.052
O16	160+58.4	54.0' LT	1610.29	158231.355	264592.897
O17	160+61.9	56.1' LT	1610.56	158231.336	264598.597



LEGEND

X	CURB RAMP TYPE
XXX YYY.YY	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
CTA02	CONCRETE TRUCK APRON 12-INCH
SW6	CONCRETE SIDEWALK 6-INCH
*	LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE USH 8 EASTBOUND R/L

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 88	E

Cty-G-8-SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
P01	36+12.4	59.9' LT	1610.30	158032.876	264616.316
P02	36+09.1	57.3' LT	1610.06	158027.028	264617.658
P03	36+05.7	55.0' LT	1610.03	158021.202	264618.957
P04	36+02.2	53.0' LT	1610.27	158015.338	264620.227
P05	36+06.6	51.3' LT	1609.98	158022.061	264622.864
P06	36+03.0	49.2' LT	1610.21	158016.197	264624.134
P07	36+14.0	54.5' LT	1610.21	158034.200	264622.168
P08	36+10.7	51.9' LT	1609.98	158028.352	264623.510
P09	36+07.1	49.5' LT	1609.95	158022.496	264624.816
P10	36+12.6	45.5' LT	1609.52	158029.876	264630.342
P11	36+08.9	43.0' LT	1609.49	158024.020	264631.648
P12	36+15.0	45.1' LT	1609.84	158033.236	264631.628
P13	36+13.2	43.7' LT	1609.39	158030.311	264632.294
P14	36+09.5	41.2' LT	1609.36	158024.455	264633.600
P15	36+07.6	40.0' LT	1609.78	158021.524	264634.240
P16	36+14.1	41.0' LT	1609.41	158030.970	264635.221
P17	36+10.3	38.5' LT	1609.38	158025.102	264636.530

Cty-G-8-CenterIsland-S					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
Q01	36+20.2	25.9' LT	1609.68	158034.776	264652.042
Q02	36+16.0	23.2' LT	1609.66	158028.889	264653.153
Q03	36+21.1	23.8' LT	1609.61	158035.262	264654.494
Q04	36+16.9	20.9' LT	1609.59	158029.363	264655.608
Q05	36+17.0	20.8' LT	1609.59	158029.406	264655.800
Q06	36+22.0	22.1' LT	1609.64	158035.697	264656.446
Q07	36+17.7	19.0' LT	1609.63	158029.841	264657.752
Q08	36+21.2	12.0' LT	1609.77	158031.606	264665.664
Q09	36+26.5	13.8' LT	1609.78	158037.849	264666.093
Q10	36+21.0	4.5' LT	1609.85	158028.983	264672.708
Q11	36+26.7	4.5' LT	1609.88	158034.606	264674.802
Q12	36+20.9	2.5' LT	1609.87	158028.285	264674.583
Q13	36+26.8	2.5' LT	1609.90	158033.908	264676.676
Q14	36+20.9	0.0'	1609.95	158027.474	264676.948
Q15	36+26.8	0.0'	1609.98	158032.975	264678.996

Cty-G-8-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
R01	36+20.2	19.3' RT	1609.81	158020.763	264695.047
R02	36+28.0	19.8' RT	1609.87	158026.353	264697.698
R03	36+16.0	21.5' RT	1610.19	158017.022	264696.241
R04	36+19.9	21.8' RT	1609.73	158019.806	264697.357
R05	36+19.9	22.3' RT	1609.73	158019.624	264697.848
R06	36+27.9	22.3' RT	1609.80	158025.247	264699.941
R07	36+31.8	22.6' RT	1610.32	158027.872	264701.394
R08	36+19.8	24.3' RT	1609.86	158018.926	264699.722
R09	36+28.0	24.3' RT	1609.93	158024.549	264701.815
R10	36+19.3	31.3' RT	1610.31	158016.490	264706.266
R11	36+28.5	31.3' RT	1610.38	158022.113	264708.360

Cty-G-8-SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
R12	36+28.5	31.9' RT	1610.39	158021.901	264708.930
R13	36+36.3	32.4' RT	1610.59	158026.182	264711.520
R14	36+44.1	32.8' RT	1610.80	158030.269	264714.462
R15	36+09.7	32.6' RT	1610.60	158010.169	264706.025
R16	36+19.1	33.3' RT	1610.34	158015.789	264708.148
R17	36+08.9	36.6' RT	1610.66	158008.942	264709.832
R18	36+18.4	37.3' RT	1610.41	158014.193	264711.816
R19	36+27.5	37.9' RT	1610.48	158019.001	264714.182
R20	36+35.3	38.3' RT	1610.68	158022.874	264716.526
R21	36+43.3	38.8' RT	1610.88	158026.572	264719.188

GRASS FLARES REQ'D.

PEDESTRIAN CURB REQ'D.

PEDESTRIAN CURB REQ'D.

GRASS FLARES REQ'D.

GRASS FLARES REQ'D.

GRASS FLARES REQ'D.

CTH G

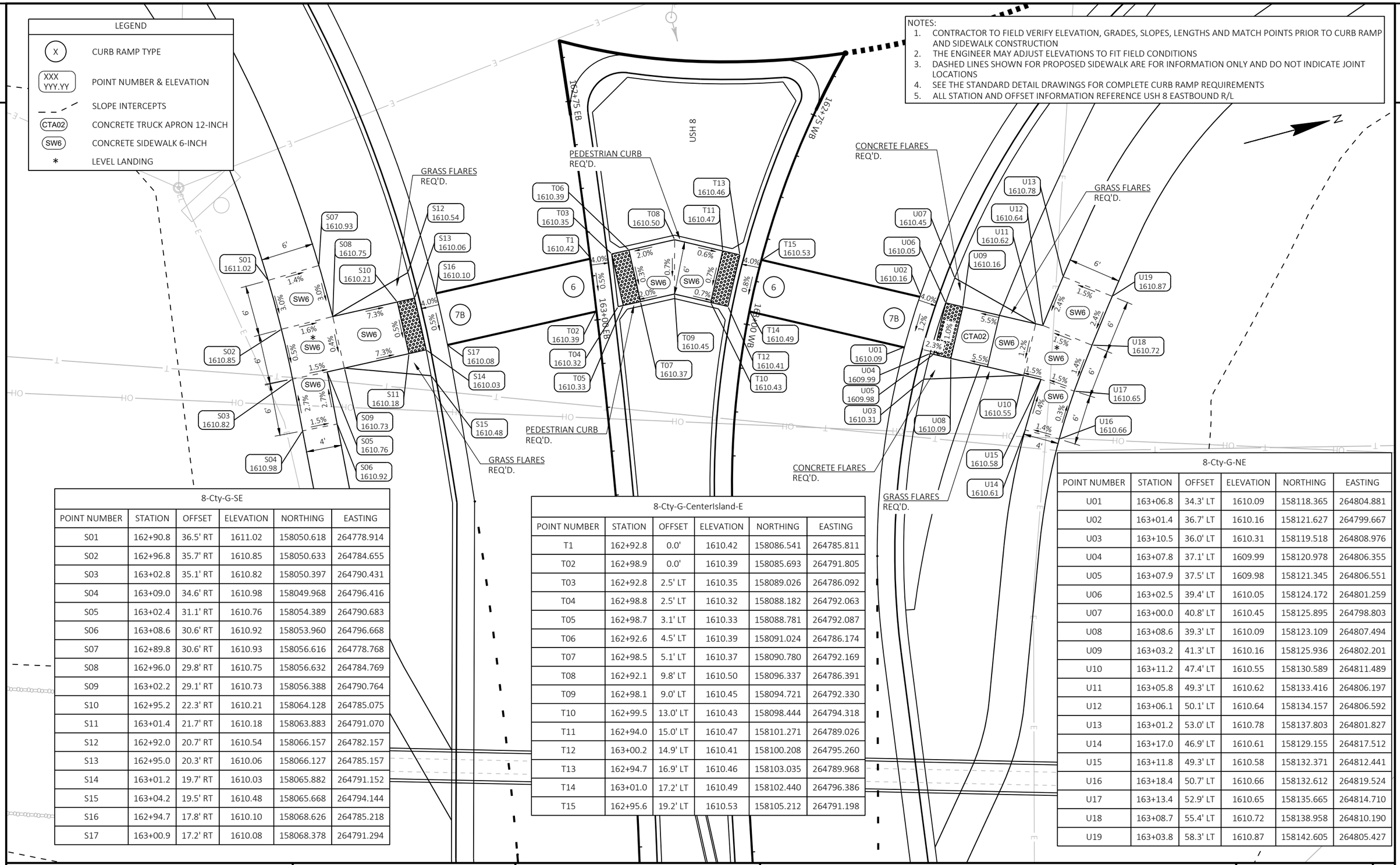
36+00 SB

36+00 NB

LEGEND	
X	CURB RAMP TYPE
XXX YYY.YY	POINT NUMBER & ELEVATION
	SLOPE INTERCEPTS
CTA02	CONCRETE TRUCK APRON 12-INCH
SW6	CONCRETE SIDEWALK 6-INCH
*	LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE CTH G NORTHBOUND R/L

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 89	E



8-Cty-G-SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
S01	162+90.8	36.5' RT	1611.02	158050.618	264778.914
S02	162+96.8	35.7' RT	1610.85	158050.633	264784.655
S03	163+02.8	35.1' RT	1610.82	158050.397	264790.431
S04	163+09.0	34.6' RT	1610.98	158049.968	264796.416
S05	163+02.4	31.1' RT	1610.76	158054.389	264790.683
S06	163+08.6	30.6' RT	1610.92	158053.960	264796.668
S07	162+89.8	30.6' RT	1610.93	158056.616	264778.768
S08	162+96.0	29.8' RT	1610.75	158056.632	264784.769
S09	163+02.2	29.1' RT	1610.73	158056.388	264790.764
S10	162+95.2	22.3' RT	1610.21	158064.128	264785.075
S11	163+01.4	21.7' RT	1610.18	158063.883	264791.070
S12	162+92.0	20.7' RT	1610.54	158066.157	264782.157
S13	162+95.0	20.3' RT	1610.06	158066.127	264785.157
S14	163+01.2	19.7' RT	1610.03	158065.882	264791.152
S15	163+04.2	19.5' RT	1610.48	158065.668	264794.144
S16	162+94.7	17.8' RT	1610.10	158068.626	264785.218
S17	163+00.9	17.2' RT	1610.08	158068.378	264791.294

8-Cty-G-CenterIsland-E

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
T1	162+92.8	0.0'	1610.42	158086.541	264785.811
T02	162+98.9	0.0'	1610.39	158085.693	264791.805
T03	162+92.8	2.5' LT	1610.35	158089.026	264786.092
T04	162+98.8	2.5' LT	1610.32	158088.182	264792.063
T05	162+98.7	3.1' LT	1610.33	158088.781	264792.087
T06	162+92.6	4.5' LT	1610.39	158091.024	264786.174
T07	162+98.5	5.1' LT	1610.37	158090.780	264792.169
T08	162+92.1	9.8' LT	1610.50	158096.337	264786.391
T09	162+98.1	9.0' LT	1610.45	158094.721	264792.330
T10	162+99.5	13.0' LT	1610.43	158098.444	264794.318
T11	162+94.0	15.0' LT	1610.47	158101.271	264789.026
T12	163+00.2	14.9' LT	1610.41	158100.208	264795.260
T13	162+94.7	16.9' LT	1610.46	158103.035	264789.968
T14	163+01.0	17.2' LT	1610.49	158102.440	264796.386
T15	162+95.6	19.2' LT	1610.53	158105.212	264791.198

8-Cty-G-NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
U01	163+06.8	34.3' LT	1610.09	158118.365	264804.881
U02	163+01.4	36.7' LT	1610.16	158121.627	264799.667
U03	163+10.5	36.0' LT	1610.31	158119.518	264808.976
U04	163+07.8	37.1' LT	1609.99	158120.978	264806.355
U05	163+07.9	37.5' LT	1609.98	158121.345	264806.551
U06	163+02.5	39.4' LT	1610.05	158124.172	264801.259
U07	163+00.0	40.8' LT	1610.45	158125.895	264798.803
U08	163+08.6	39.3' LT	1610.09	158123.109	264807.494
U09	163+03.2	41.3' LT	1610.16	158125.936	264802.201
U10	163+11.2	47.4' LT	1610.55	158130.589	264811.489
U11	163+05.8	49.3' LT	1610.62	158133.416	264806.197
U12	163+06.1	50.1' LT	1610.64	158134.157	264806.592
U13	163+01.2	53.0' LT	1610.78	158137.803	264801.827
U14	163+17.0	46.9' LT	1610.61	158129.155	264817.512
U15	163+11.8	49.3' LT	1610.58	158132.371	264812.441
U16	163+18.4	50.7' LT	1610.66	158132.612	264819.524
U17	163+13.4	52.9' LT	1610.65	158135.665	264814.710
U18	163+08.7	55.4' LT	1610.72	158138.958	264810.190
U19	163+03.8	58.3' LT	1610.87	158142.605	264805.427

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 90	E

Cty-G-8-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
V01	38+67.6	62.0' LT	1611.07	158254.835	264659.493
V02	38+70.6	58.8' LT	1610.84	158258.484	264662.222
V03	38+73.7	55.9' LT	1610.62	158262.314	264664.636
V04	38+77.7	52.8' LT	1610.52	158267.069	264667.086
V05	38+82.2	50.1' LT	1610.69	158272.283	264669.166
V06	38+63.6	58.0' LT	1610.99	158251.052	264664.150
V07	38+66.8	54.4' LT	1610.75	158255.085	264667.166
V08	38+70.3	51.1' LT	1610.52	158259.318	264669.835
V09	38+75.8	49.4' LT	1610.45	158265.406	264670.724
V10	38+80.6	46.5' LT	1610.64	158270.986	264672.950
V11	38+70.0	50.6' LT	1610.51	158259.085	264670.440

Cty-G-8-NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
V12	38+74.9	47.6' LT	1610.42	158264.683	264672.599
V13	38+66.8	44.5' LT	1610.06	158256.584	264676.925
V14	38+71.7	41.6' LT	1609.97	158262.182	264679.084
V15	38+63.7	44.7' LT	1610.47	158253.265	264677.293
V16	38+65.9	42.8' LT	1609.93	158255.864	264678.791
V17	38+70.8	39.8' LT	1609.84	158261.462	264680.950
V18	38+70.5	39.3' LT	1609.83	158261.262	264681.471
V19	38+73.0	37.8' LT	1610.26	158264.027	264682.635
V20	38+64.5	40.8' LT	1610.00	158254.721	264681.016
V21	38+69.3	37.2' LT	1609.90	158260.268	264683.765

Cty-G-8-NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
X01	38+55.7	17.3' RT	1609.93	158255.203	264739.736
X02	38+49.5	17.5' RT	1610.03	158249.326	264741.027
X03	38+59.0	20.1' RT	1610.32	158258.773	264742.043
X04	38+55.9	20.3' RT	1609.92	158255.839	264742.668
X05	38+49.7	20.5' RT	1610.02	158249.978	264743.956
X06	38+46.6	20.6' RT	1610.52	158247.053	264744.618
X07	38+56.0	22.3' RT	1610.06	158256.268	264744.622
X08	38+49.7	22.5' RT	1610.16	158250.408	264745.909
X09	38+56.4	30.2' RT	1610.59	158257.974	264752.389
X10	38+50.1	30.5' RT	1610.69	158252.114	264753.677
X11	38+43.7	30.8' RT	1610.97	158246.275	264755.058
X12	38+62.8	31.7' RT	1610.73	158264.222	264752.867
X13	38+56.5	32.1' RT	1610.62	158258.383	264754.248
X14	38+63.1	35.7' RT	1610.78	158265.143	264756.759
X15	38+56.7	36.1' RT	1610.68	158259.304	264758.141
X16	38+50.4	36.5' RT	1610.78	158253.496	264759.515
X17	38+44.0	36.7' RT	1611.05	158247.657	264760.897

Cty-G-8-CenterIsland-N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
W01	38+55.4	23.7' LT	1610.22	158247.961	264699.464
W02	38+60.3	20.7' LT	1610.12	158253.438	264701.576
W03	38+54.1	21.5' LT	1610.14	158247.001	264701.772
W04	38+59.1	18.5' LT	1610.05	158252.599	264703.931
W05	38+53.1	19.8' LT	1610.18	158246.282	264703.638
W06	38+58.1	16.8' LT	1610.09	158251.880	264705.797
W07	38+48.5	12.0' LT	1610.32	158242.994	264712.164
W08	38+54.4	10.4' LT	1610.22	158249.241	264712.639

Cty-G-8-CenterIsland-N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
W09	38+54.7	4.7' LT	1610.16	158250.467	264718.219
W10	38+48.7	4.5' LT	1610.25	158244.607	264719.507
W11	38+54.8	2.7' LT	1610.14	158250.896	264720.173
W12	38+54.8	2.5' LT	1610.14	158250.949	264720.411
W13	38+48.8	2.5' LT	1610.23	158245.036	264721.460
W14	38+54.8	0.0'	1610.21	158251.396	264722.870
W15	38+48.8	0.0'	1610.30	158245.503	264723.916

LEGEND

- X — CURB RAMP TYPE
- XXX YYY.YY — POINT NUMBER & ELEVATION
- SLOPE INTERCEPTS
- CTA02 — CONCRETE TRUCK APRON 12-INCH
- SW6 — CONCRETE SIDEWALK 6-INCH
- * — LEVEL LANDING

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
5. ALL STATION AND OFFSET INFORMATION REFERENCE CTH G NORTHBOUND R/L

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CURB RAMP DETAILS	SHEET 91	E

2

2

WISCONSIN RIVER

EXISTING R/W

EXISTING R/W

CLIMBING TURTLE EXCLUSION
FENCE TURNAROUND

LIMITS OF
WETLANDS

N

MATCH LINE STA 89+00EB

83EB

84EB

USH 8

85EB

86EB

87WB

87EB

88WB

88EB

89W

BEGIN PROJECT
STA 83+81.00EB

CLIMBING TURTLE EXCLUSION
FENCE TURNAROUND

LIMITS OF
WETLANDS

LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPHALTIC FLUME (ASPH)
- ROCK BAGS (R)
- CLIMBING TURTLE FENCE RELIEF

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 92	E

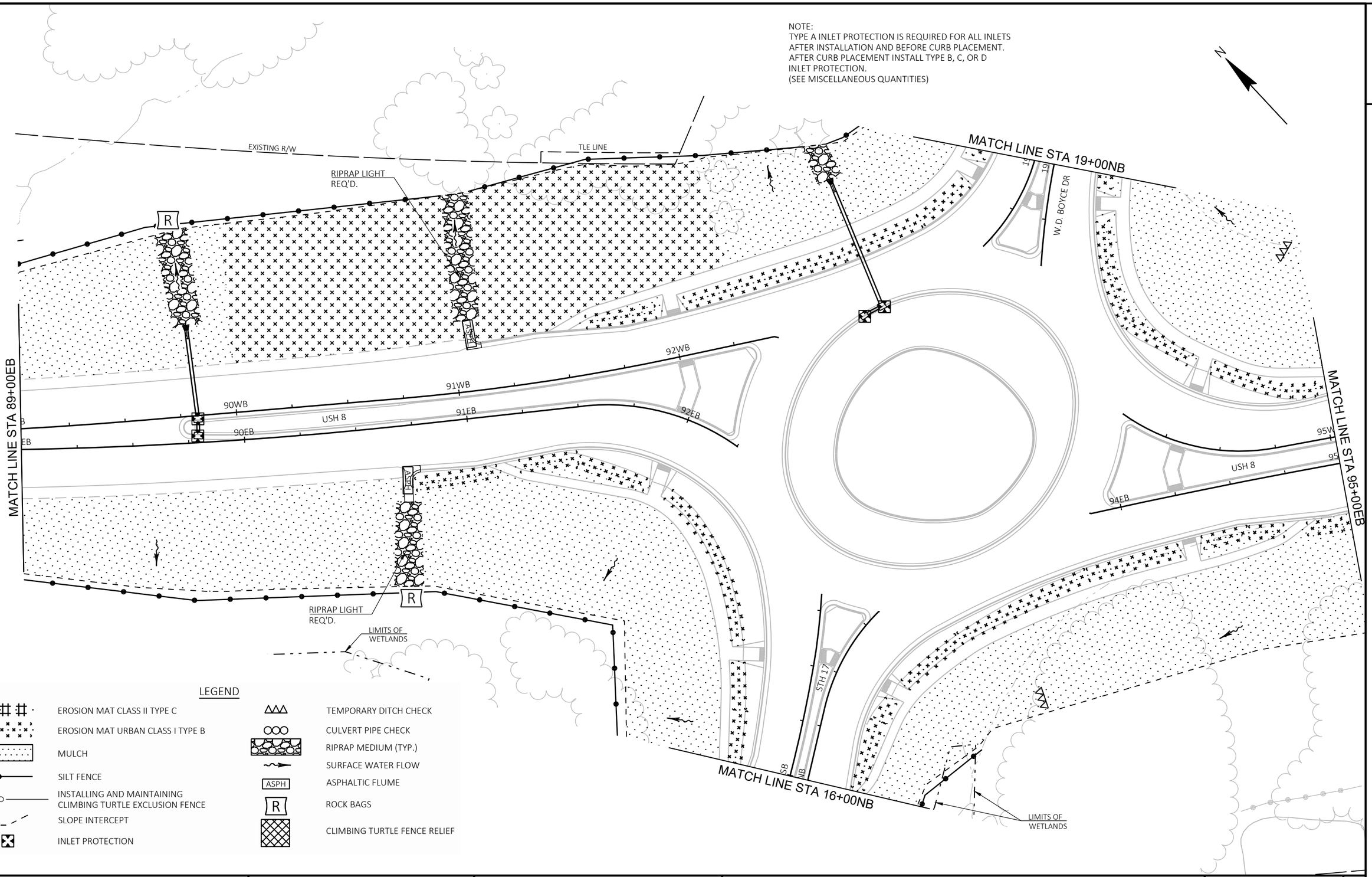
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 7/24/2025 3:28 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)



LEGEND

EROSION MAT CLASS II TYPE C	TEMPORARY DITCH CHECK
EROSION MAT URBAN CLASS I TYPE B	CULVERT PIPE CHECK
MULCH	RIPRAP MEDIUM (TYP.)
SILT FENCE	SURFACE WATER FLOW
INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE	ASPHALTIC FLUME
SLOPE INTERCEPT	ROCK BAGS
INLET PROTECTION	CLIMBING TURTLE FENCE RELIEF

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 93	E

2

2

EXISTING R/W

EXISTING R/W

N

RIPRAP LIGHT
REQ'D.

MATCH LINE STA 95+00EB

96WB

96EB

USH 8

97WB

97EB

98WB

98EB

99WB

99EB

100EB

101EB

RIPRAP LIGHT
REQ'D.

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS
AFTER INSTALLATION AND BEFORE CURB PLACEMENT.
AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D
INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPH — ASPHALTIC FLUME
- R — ROCK BAGS
- CLIMBING TURTLE FENCE RELIEF

EXISTING R/W

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 94	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022003-ec

PLOT DATE : 7/24/2025 3:28 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

EXISTING R/W

EXISTING R/W

ASPH PE

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

RIPRAP LIGHT REQ'D.

ASPH

MATCH LINE STA 16+00NB

10NB 11NB 12NB 13NB STH 17 14NB 15SB 15NB

BEGIN RECONSTRUCTION
END RESURFACING
STA 13+27.00NB

BEGIN RESURFACING
BUTT JOINT REQ'D.
STA 10+00.00NB

POST

CABC PE

BOYCE DR

FLAG

ASPH

LIMITS OF WETLANDS

RIPRAP LIGHT REQ'D.

EXISTING R/W

LEGEND

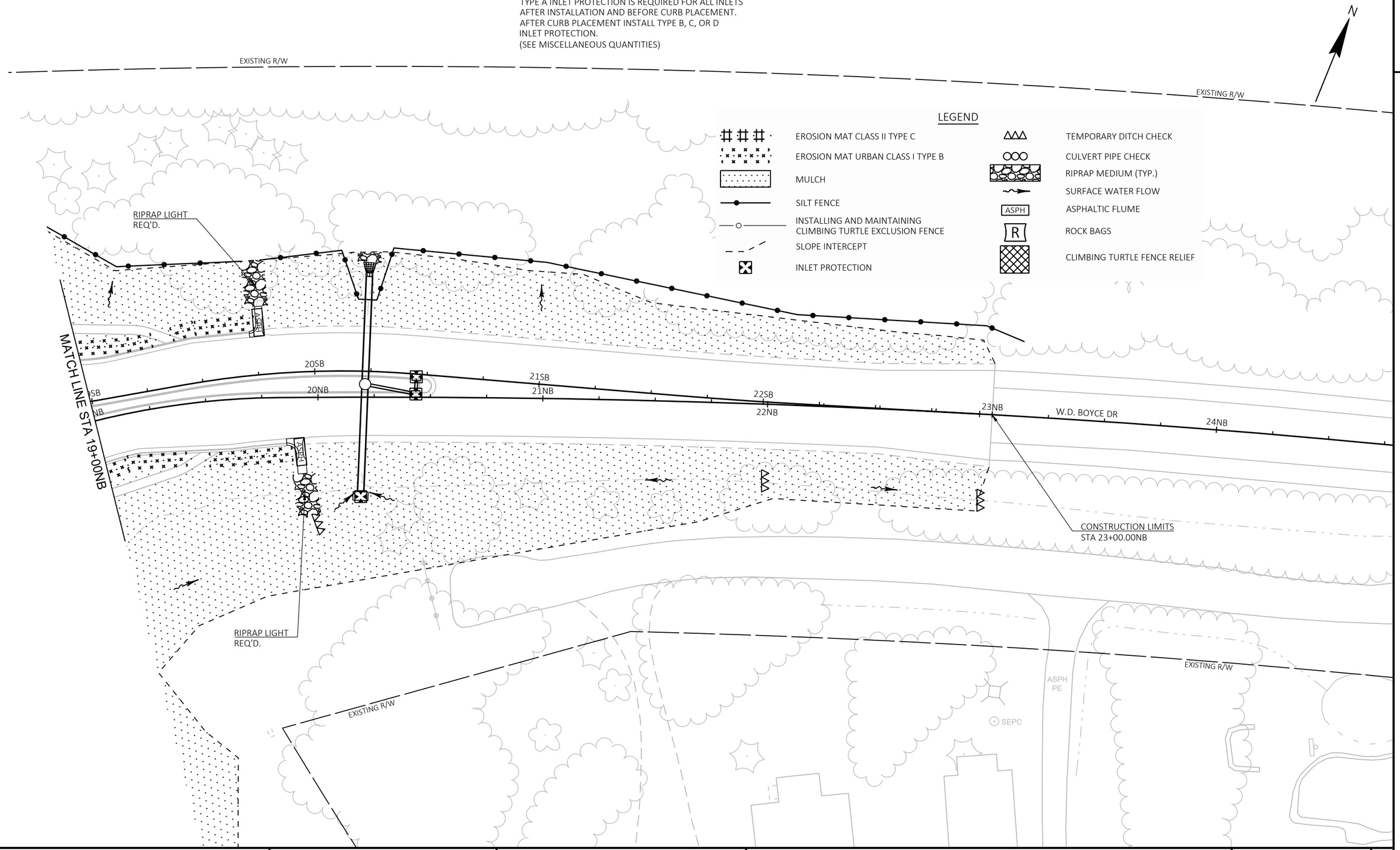
EROSION MAT CLASS II TYPE C	TEMPORARY DITCH CHECK
EROSION MAT URBAN CLASS I TYPE B	CULVERT PIPE CHECK
MULCH	RIPRAP MEDIUM (TYP.)
SILT FENCE	SURFACE WATER FLOW
INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE	ASPHALTIC FLUME
SLOPE INTERCEPT	ROCK BAGS
INLET PROTECTION	CLIMBING TURTLE FENCE RELIEF

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 95	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022004-ec

PLOT DATE : 7/24/2025 3:28 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

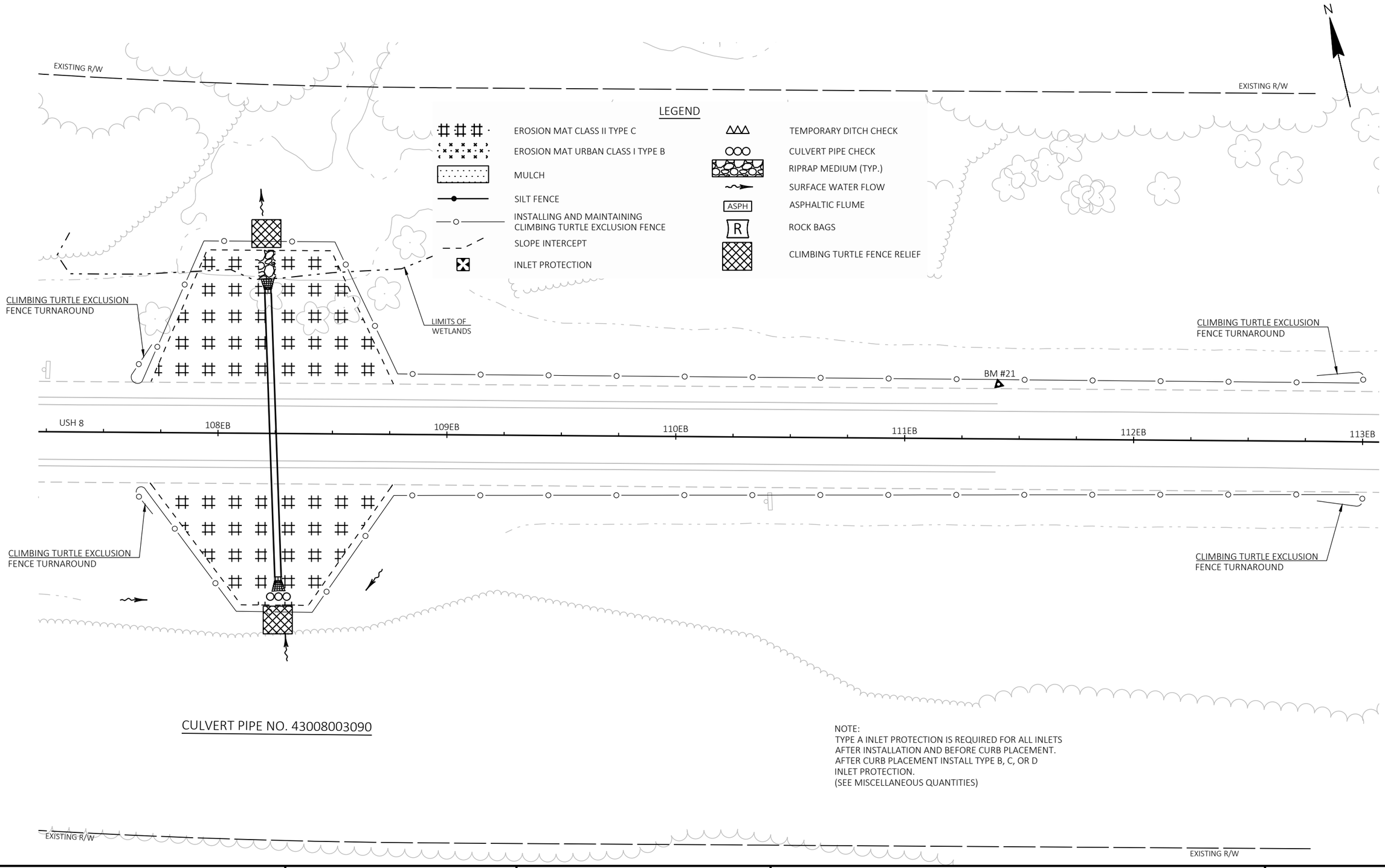
NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 96	E

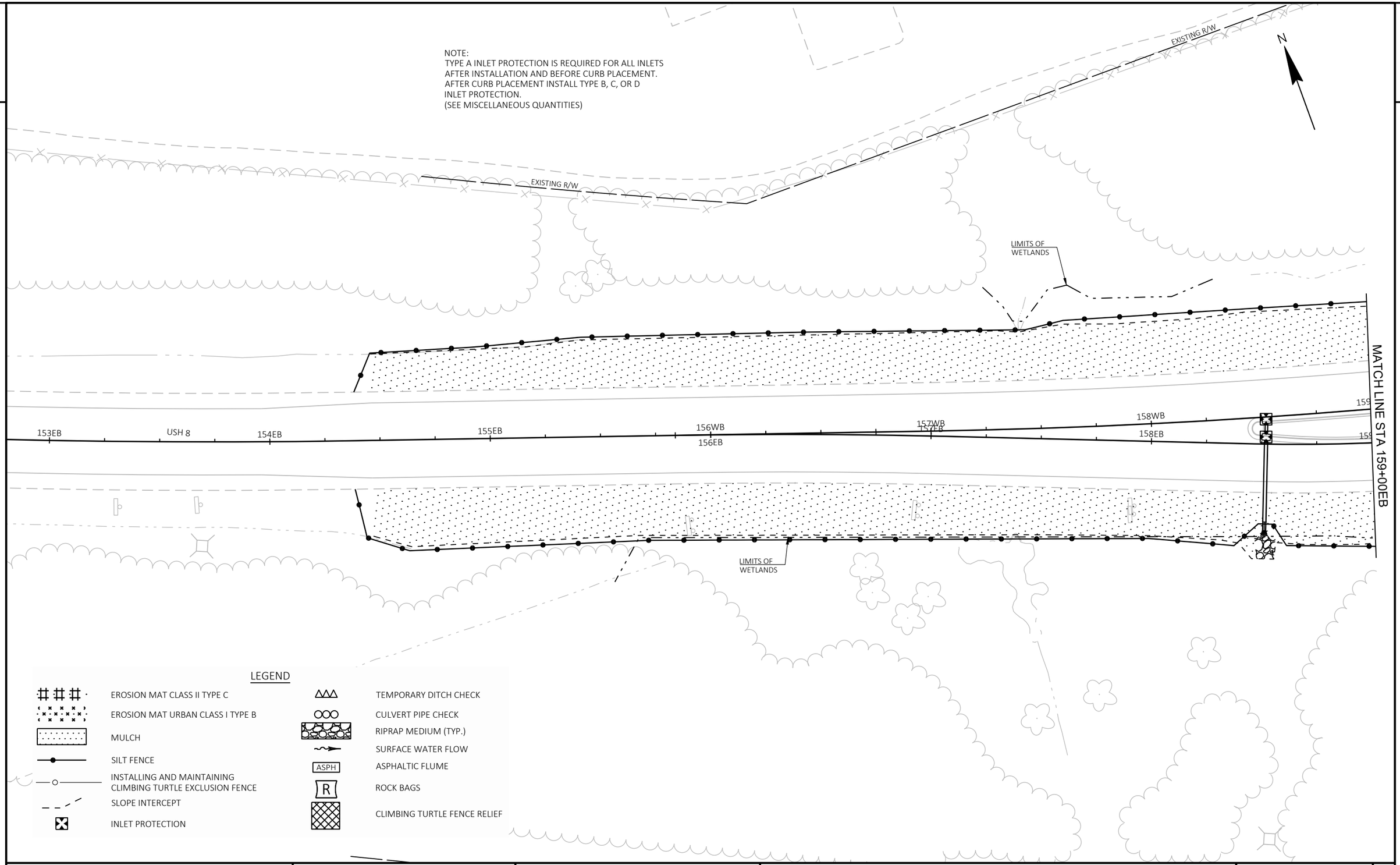
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022005-ec
PLOT DATE : 7/24/2025 3:28 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 97	E

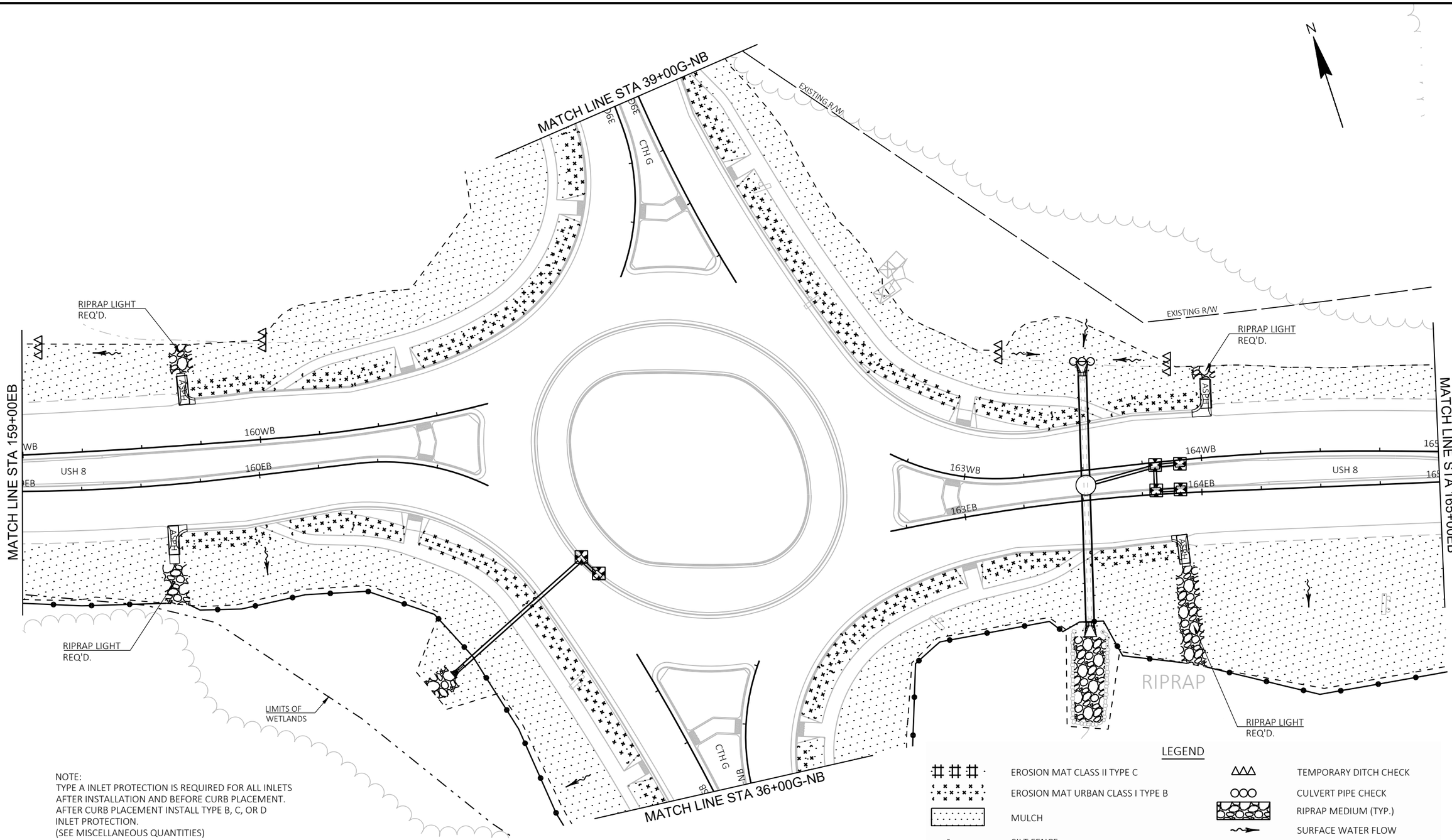
NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)



LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPHALTIC FLUME (ASPH)
- ROCK BAGS (R)
- CLIMBING TURTLE FENCE RELIEF

2



NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPHALTIC FLUME (ASPH)
- ROCK BAGS (R)
- CLIMBING TURTLE FENCE RELIEF

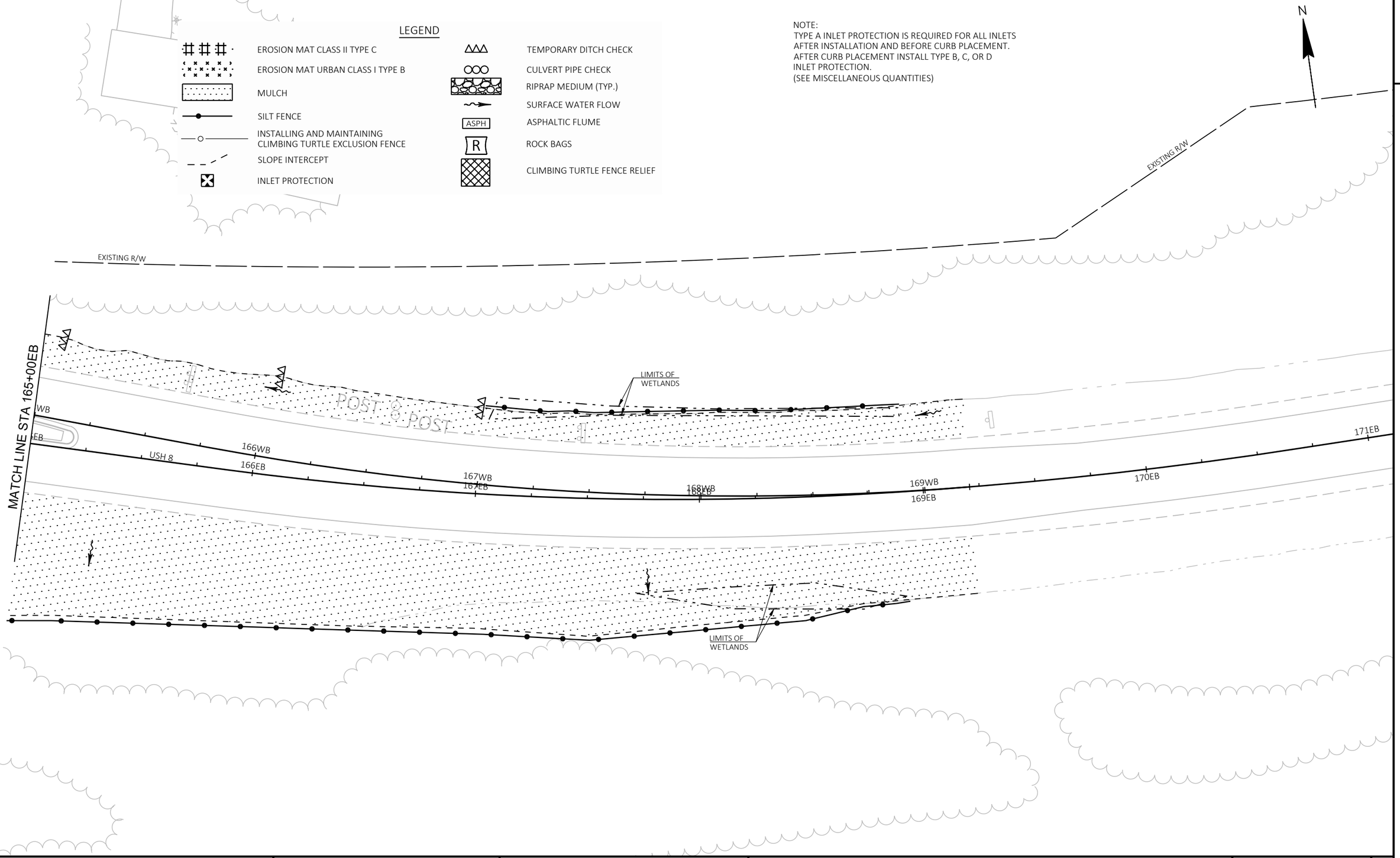
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 99	E

2

LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPH — ASPHALTIC FLUME
- R — ROCK BAGS
- CLIMBING TURTLE FENCE RELIEF

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 100	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022009-ec
PLOT DATE : 7/24/2025 3:29 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPHALTIC FLUME (ASPH)
- ROCK BAGS (R)
- CLIMBING TURTLE FENCE RELIEF

N

LAKE JULIA RD

EXISTING R/W

SIGN

POST

CABC

CE

CTH G

31G-NB

32G-NB

33G-SB

33G-NB

34G-SB

34G-NB

35G-SB

35G-NB

36G-

RIPRAP LIGHT REQ'D.

LIMITS OF WETLANDS

ASPH

MATCH LINE STA 36+00G-NB

CONSTRUCTION LIMITS
STA 33+92.60G-NB

LIMITS OF WETLANDS

RIPRAP LIGHT REQ'D.

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 101	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022010-ec

PLOT DATE : 7/24/2025 3:29 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPHALTIC FLUME
- ROCK BAGS
- CLIMBING TURTLE FENCE RELIEF

N

EXISTING R/W

ASPH CE

SIGN

POST

MATCH LINE STA 39+00G-NB

40G-SB

41G-SB

42G-SB

40G-NB

41G-NB

42G-NB

43G-NB

44G-NB

45G-NB

CTH G

ASPH

R

TLE LINE

EXISTING R/W

LIMITS OF WETLANDS

KERRY LN

CONSTRUCTION LIMITS
STA 41+52.30G-NB

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 102	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022011-ec
PLOT DATE : 7/24/2025 3:29 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

STH 17

EXISTING R/W

N

MH

MH

MH

MH

MH

230EB

USH 8

231EB

232EB

233EB

234EB

235EB

236EB

RIPRAP

GERMOND RD

RIPRAP

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPHALTIC FLUME
- ROCK BAGS
- CLIMBING TURTLE FENCE RELIEF

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	EROSION CONTROL	SHEET 103	E

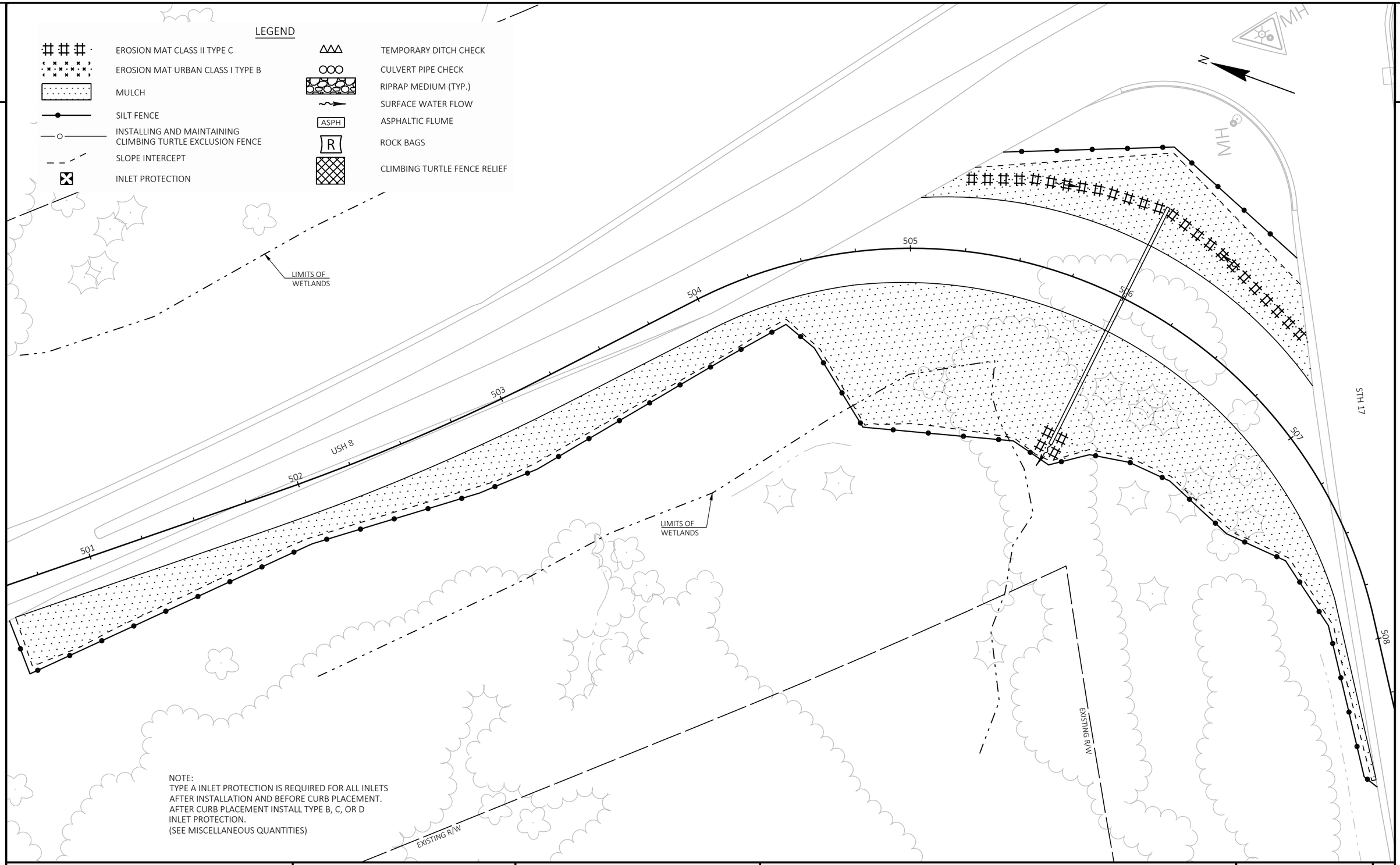
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022012-ec

PLOT DATE : 7/24/2025 3:29 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPH — ASPHALTIC FLUME
- R — ROCK BAGS
- CLIMBING TURTLE FENCE RELIEF



NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TEMPORARY EROSION CONTROL	SHEET 104	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022002-EC.DWG
LAYOUT NAME - 022013-ec
PLOT DATE : 7/24/2025 3:30 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS II TYPE C
- EROSION MAT URBAN CLASS I TYPE B
- MULCH
- SILT FENCE
- INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- RIPRAP MEDIUM (TYP.)
- SURFACE WATER FLOW
- ASPHALTIC FLUME (ASPH)
- ROCK BAGS (R)
- CLIMBING TURTLE FENCE RELIEF

N

EXISTING R/W

LIMITS OF WETLANDS

EXISTING R/W

USH 8

601 602 603 604 605 606

CTH G

MH HW

LIMITS OF WETLANDS

USH 8

RIPRA

EXISTING R/W

TLE LINE

EXISTING R/W

LIMITS OF WETLANDS

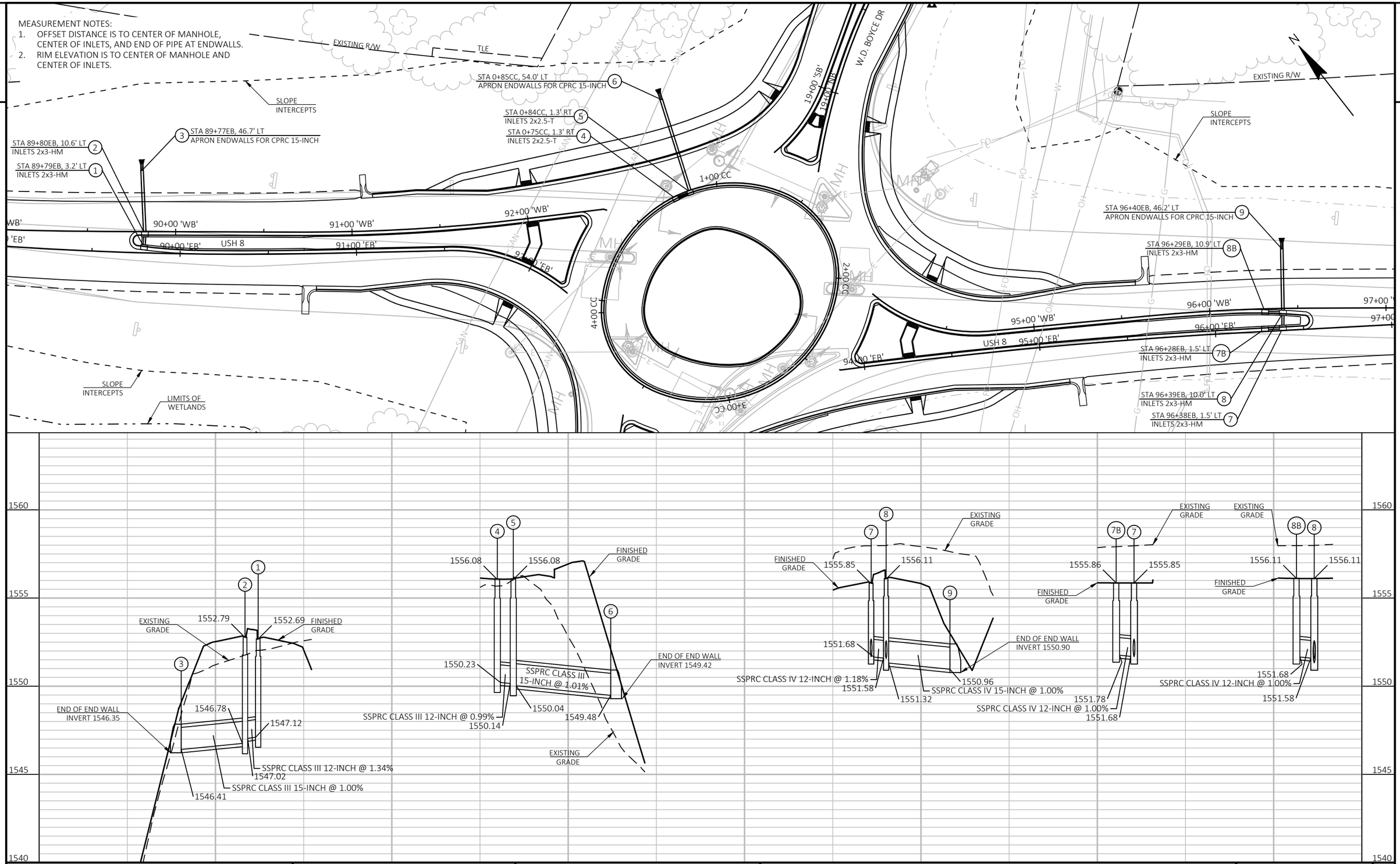
CTH G

NOTE:
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT. AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.
(SEE MISCELLANEOUS QUANTITIES)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TEMPORARY EROSION CONTROL	SHEET 105	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022002-EC.DWG
LAYOUT NAME - 022014-ec
PLOT DATE : 7/24/2025 3:30 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

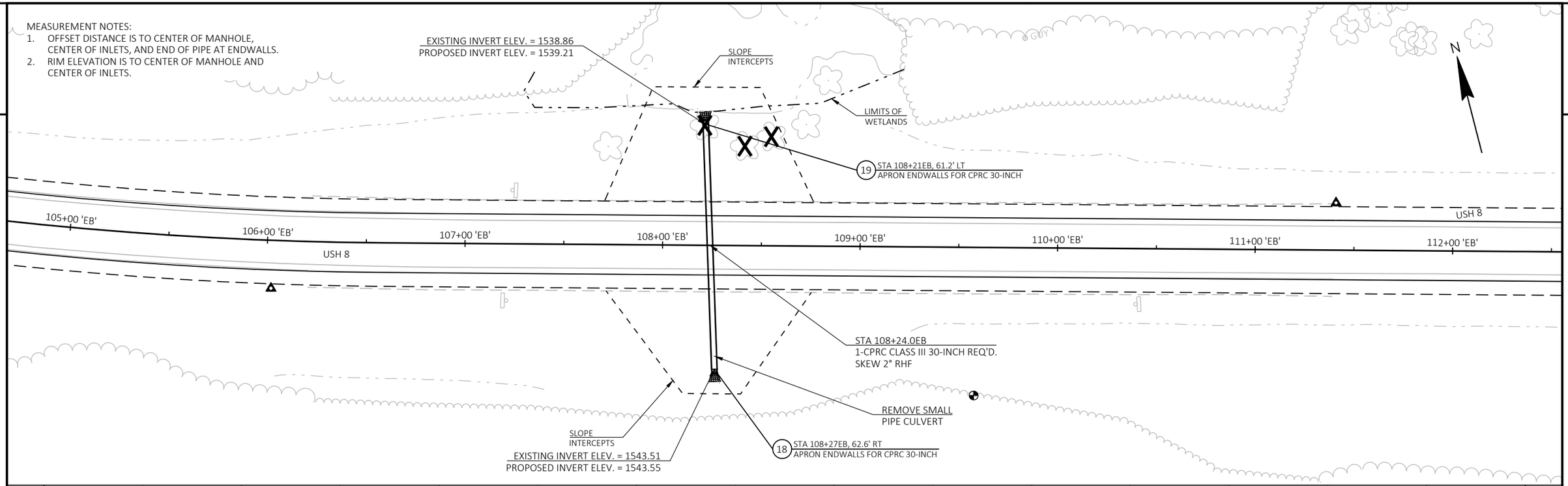
MEASUREMENT NOTES:
1. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
2. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

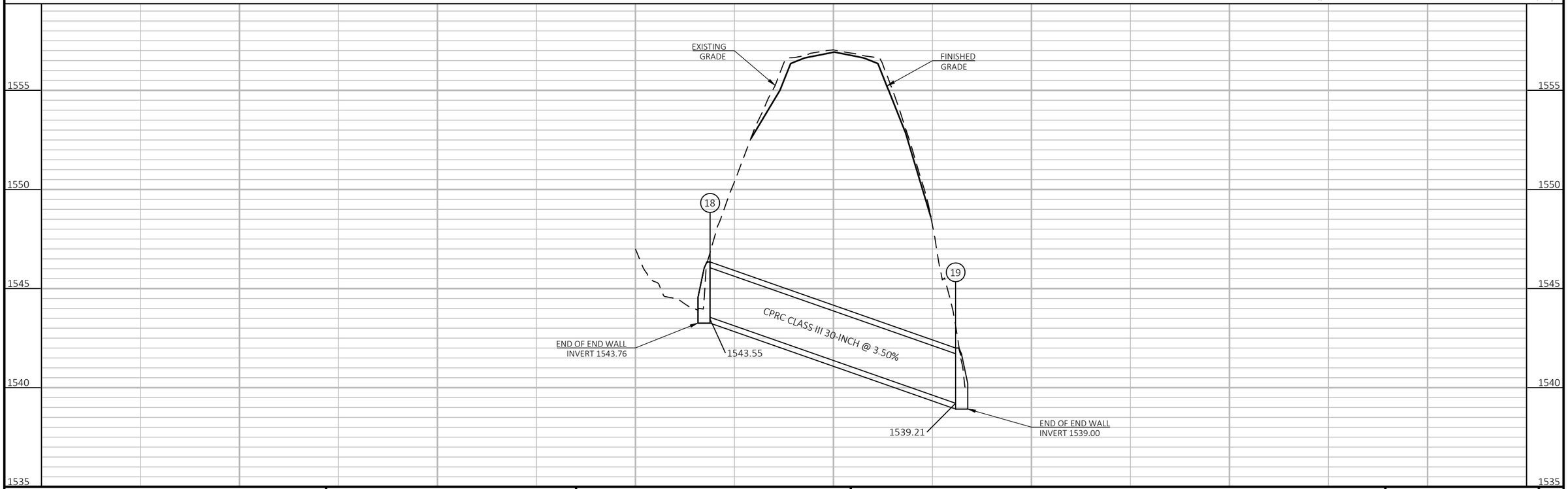


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	STORM SEWER	SHEET 106	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-ss
PLOT DATE : 4/29/2025 8:37 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41

MEASUREMENT NOTES:
1. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
2. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.





PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CULVERT PIPE	SHEET 107 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022502-ss
PLOT DATE : 4/29/2025 8:37 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:50 FT

MEASUREMENT NOTES:
1. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
2. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

10 STA 15+11NB, 51.1' LT
APRON ENDWALLS FOR CPRC 15-INCH

11 STA 15+13NB, 8.9' LT
INLETS 2x3-H

12 STA 15+13NB, 1.5' LT
INLETS 2x3-H

13 STA 20+23NB, 53.7' LT
APRON ENDWALLS FOR CPRC 30-INCH

14 STA 20+21NB, 5.8' LT
MANHOLES 5-J-S
SEE NOTE 1

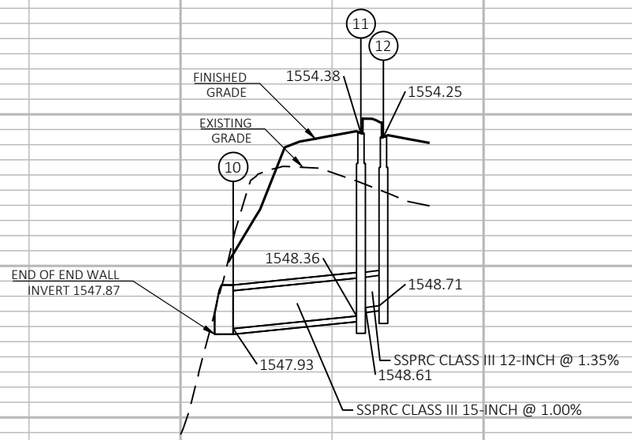
15 STA 20+19NB, 44.0' RT
INLETS MEDIAN 2G-MS

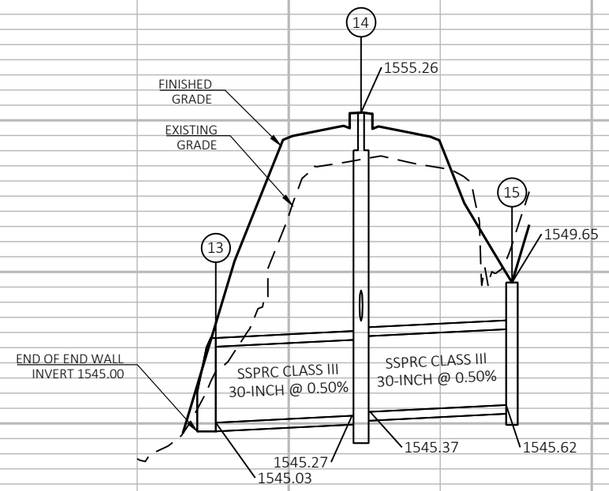
16 STA 20+43NB, 1.5' LT
INLETS 2x3-H

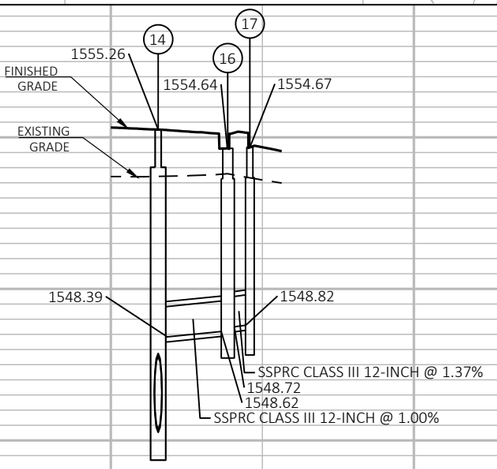
17 STA 20+44NB, 8.8' LT
INLETS 2x3-H

STH 17
14+00 'NB'
15+00 'SB'
15+00 'NB'
16+00 'SB'
16+00 'NB'
19+00 'SB'
19+00 'NB'
20+00 'SB'
20+00 'NB'
21+00 'SB'
21+00 'NB'
4+00 CC
1+00 CC
3+00 CC
2+00 CC
W.D. BOYCE DR
USH 8
SLOPE INTERCEPTS
LIMITS OF WETLANDS
EXISTING R/W

NOTE:
1. TOP OF MANHOLE PRECAST FLAT SLAB TOP SHALL BE BELOW 1554.10 TO AVOID CURB AND GUTTER CONFLICT.





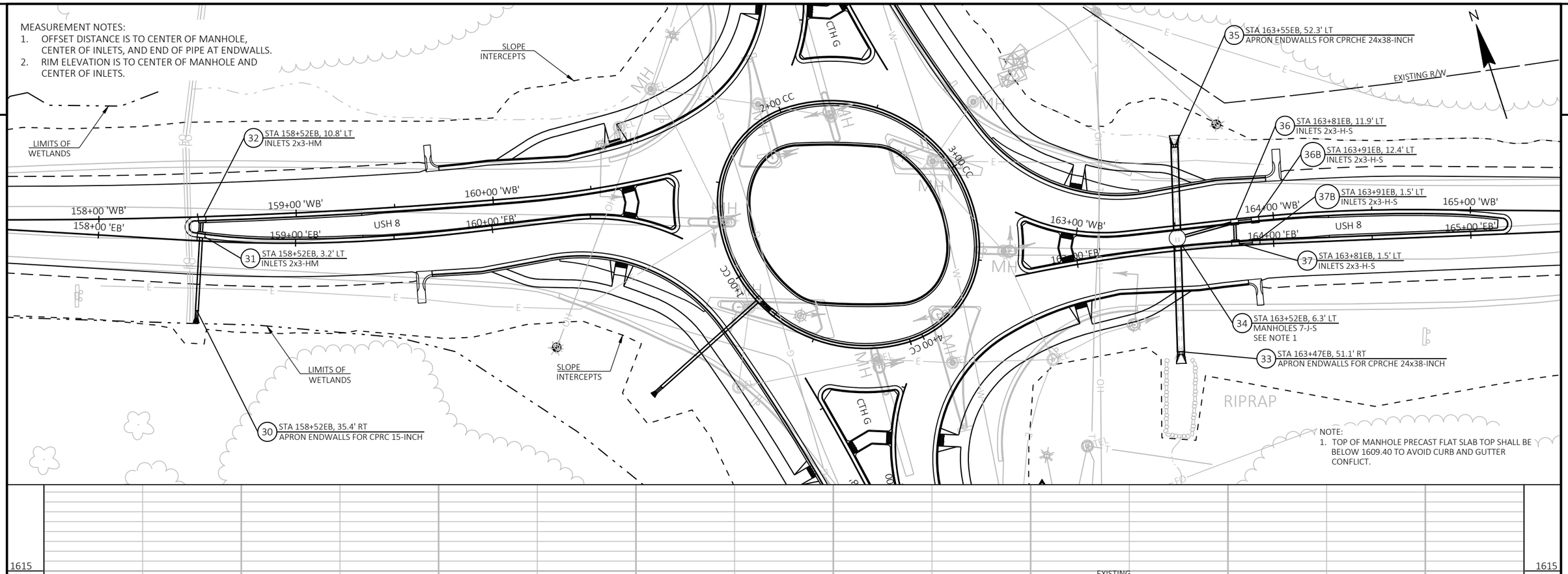


1555 1550 1545 1540 1535

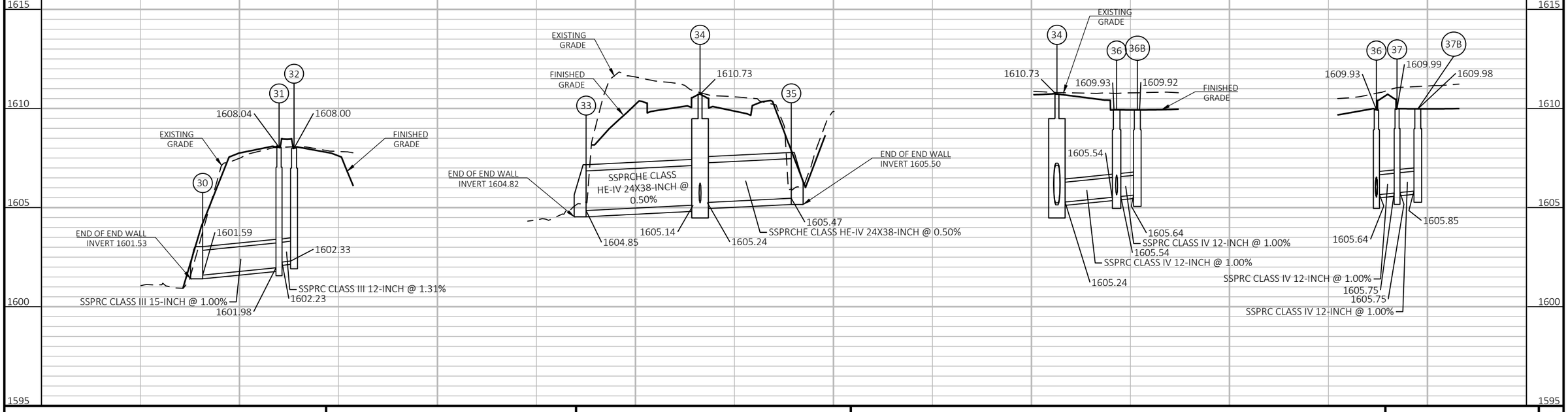
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	STORM SEWER	SHEET 108	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022503-ss
PLOT DATE : 4/29/2025 8:37 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41

MEASUREMENT NOTES:
1. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
2. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.

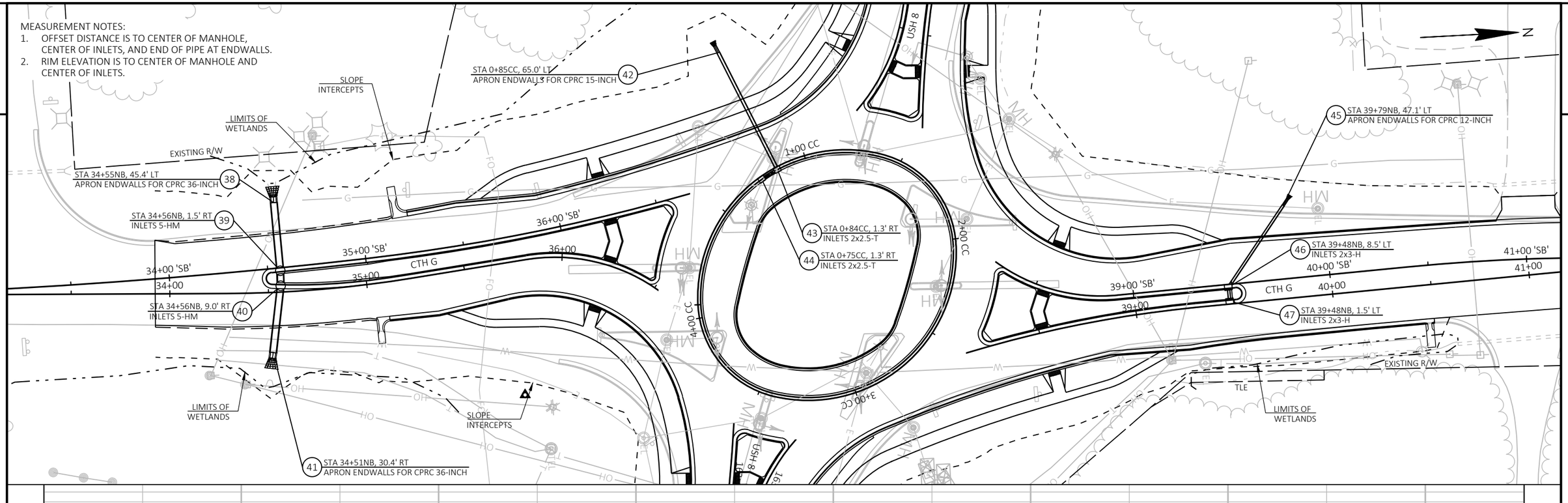


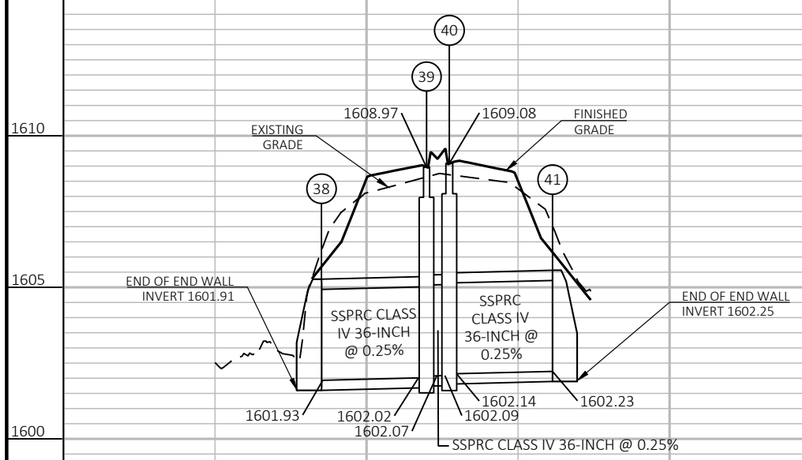
NOTE:
1. TOP OF MANHOLE PRECAST FLAT SLAB TOP SHALL BE BELOW 1609.40 TO AVOID CURB AND GUTTER CONFLICT.

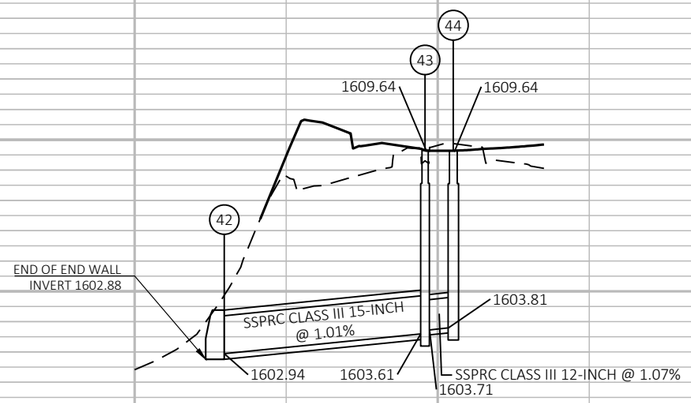


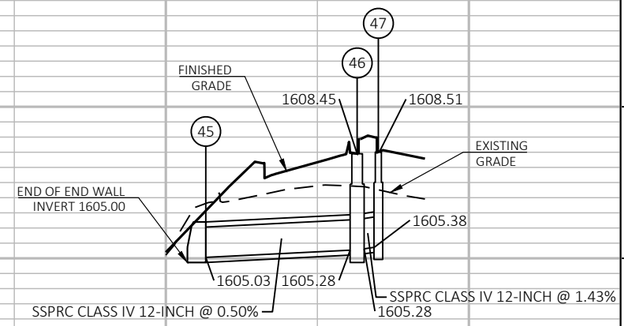
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	STORM SEWER	SHEET 109	E

MEASUREMENT NOTES:
1. OFFSET DISTANCE IS TO CENTER OF MANHOLE, CENTER OF INLETS, AND END OF PIPE AT ENDWALLS.
2. RIM ELEVATION IS TO CENTER OF MANHOLE AND CENTER OF INLETS.



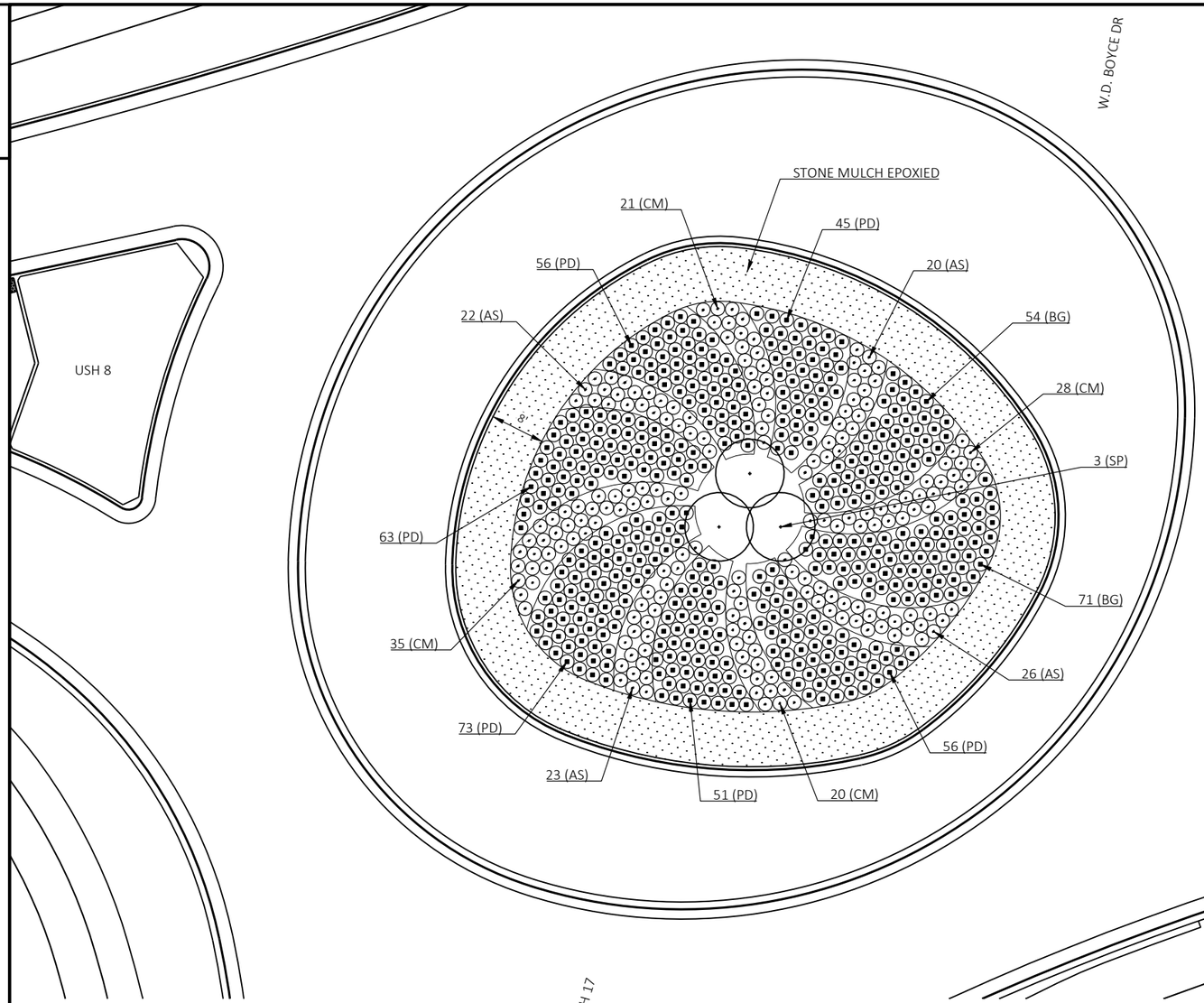


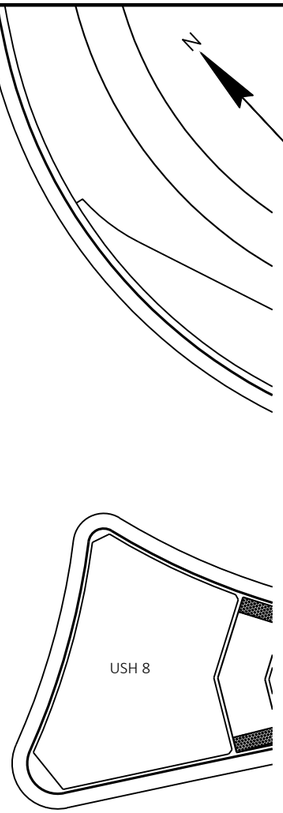




PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	STORM SEWER	SHEET 110	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022505-ss
PLOT DATE : 4/29/2025 8:38 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41





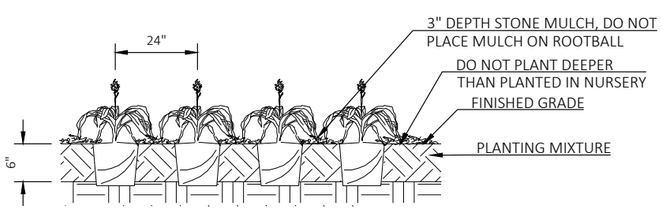
LEGEND

TREE

PERENNIAL/GRASSES

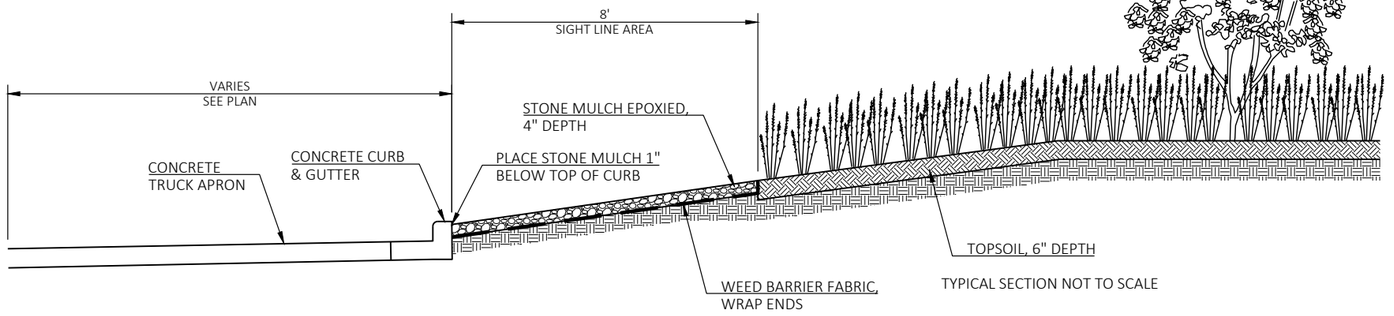
NOTES:
1. LANDSCAPE BED IN ROUNDABOUT CENTER ISLAND TO HAVE 6-INCH DEPTH OF PLANTING MIXTURE.
2. PLANTED AREAS TO RECEIVE 3" DEPTH STONE MULCH.
3. ALL AREAS WITHIN ROUNDABOUT ISLAND CENTER TO RECEIVE WEED BARRIER FABRIC.

TREES, SHRUBS AND PERENNIALS					
CODE	SPACING	QTY	DECIDUOUS TREES COMMON NAME	SIZE	ROOT
SB	-	3	COLE'S SELECT SERVICEBERRY	5'	B&B
CODE	SPACING	QTY	PERENNIALS COMMON NAME	SIZE	ROOT
AS	24" O.C.	91	AUTUMN JOY SEDUM	SP4	CG
BG	24" O.C.	125	BLUE OAT GRASS	SP4	CG
CM	24" O.C.	104	CATMINT 'WALKERS LOW'	SP4	CG
PD	24" O.C.	344	PRAIRIE DROPSEED	SP4	CG



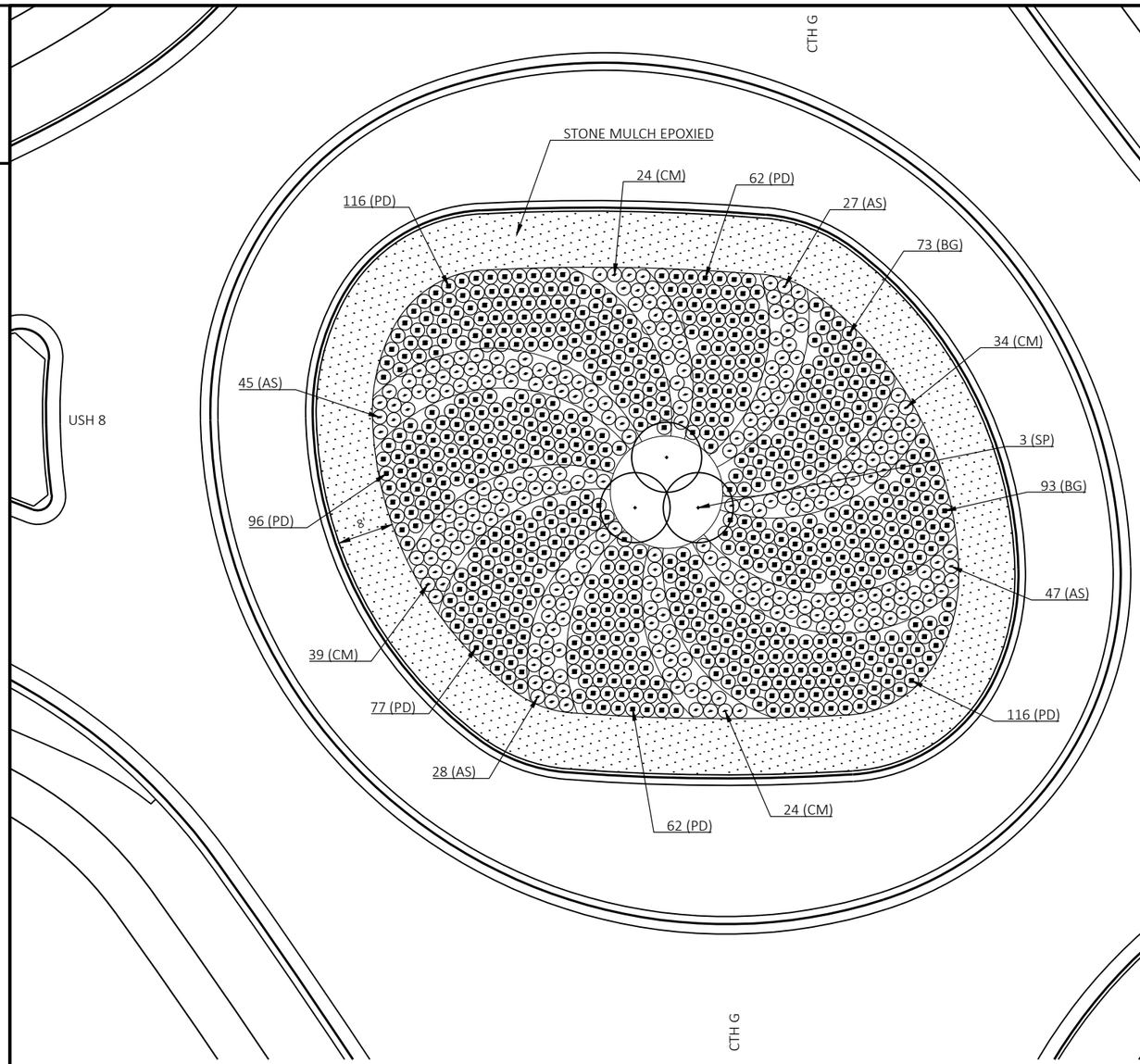
NOTE: PLANT WITH TRIANGULAR SPACING WHEREVER POSSIBLE.

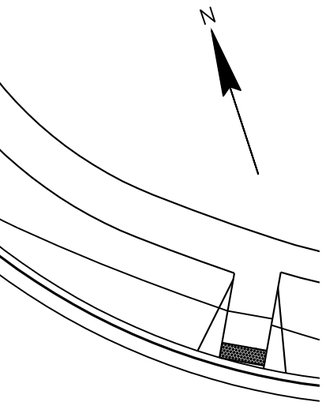
PERENNIAL PLANTING NOT TO SCALE



TYPICAL SECTION NOT TO SCALE

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLANTING	SHEET 111	E





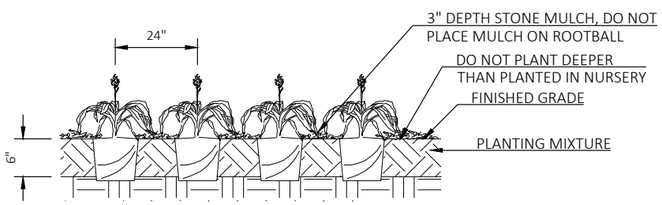
LEGEND

TREE

PERENNIAL/GRASSES

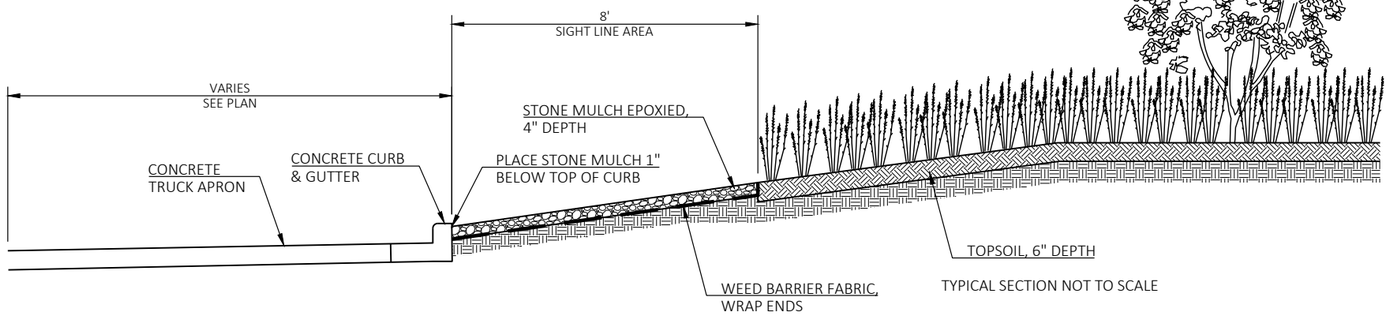
NOTES:
1. LANDSCAPE BED IN ROUNDABOUT CENTER ISLAND TO HAVE 6-INCH DEPTH OF PLANTING MIXTURE.
2. PLANTED AREAS TO RECEIVE 3" DEPTH STONE MULCH.
3. ALL AREAS WITHIN ROUNDABOUT ISLAND CENTER TO RECEIVE WEED BARRIER FABRIC.

TREES, SHRUBS AND PERENNIALS					
CODE	SPACING	QTY	DECIDUOUS TREES COMMON NAME	SIZE	ROOT
SB	-	3	COLE'S SELECT SERVICEBERRY	5'	B&B
CODE	SPACING	QTY	PERENNIALS COMMON NAME	SIZE	ROOT
AS	24" O.C.	147	AUTUMN JOY SEDUM	SP4	CG
BG	24" O.C.	166	BLUE OAT GRASS	SP4	CG
CM	24" O.C.	121	CATMINT 'WALKERS LOW'	SP4	CG
PD	24" O.C.	529	PRAIRIE DROPSEED	SP4	CG



NOTE: PLANT WITH TRIANGULAR SPACING WHEREVER POSSIBLE.

PERENNIAL PLANTING NOT TO SCALE



TYPICAL SECTION NOT TO SCALE

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN

N

15 MPH
1

DO NOT ENTER
REMOVE
103

SIS
*TO BE REMOVED BY OTHERS

MATCH LINE STA 90+00EB

84EB USH 8 85EB 86EB 87WB 87EB 88WB 88EB 89WB 89EB 90

100
JCT 17
REMOVE

101
EAST NORTH SOUTH
8 17 H 17

102
Monico
Eagle River
Rhinelander
Merrill
REMOVE

104
REMOVE

105
WRONG WAY
REMOVE

106
ONLY ONLY ONLY
REMOVE

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 113	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps

PLOT DATE : 4/29/2025 8:39 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

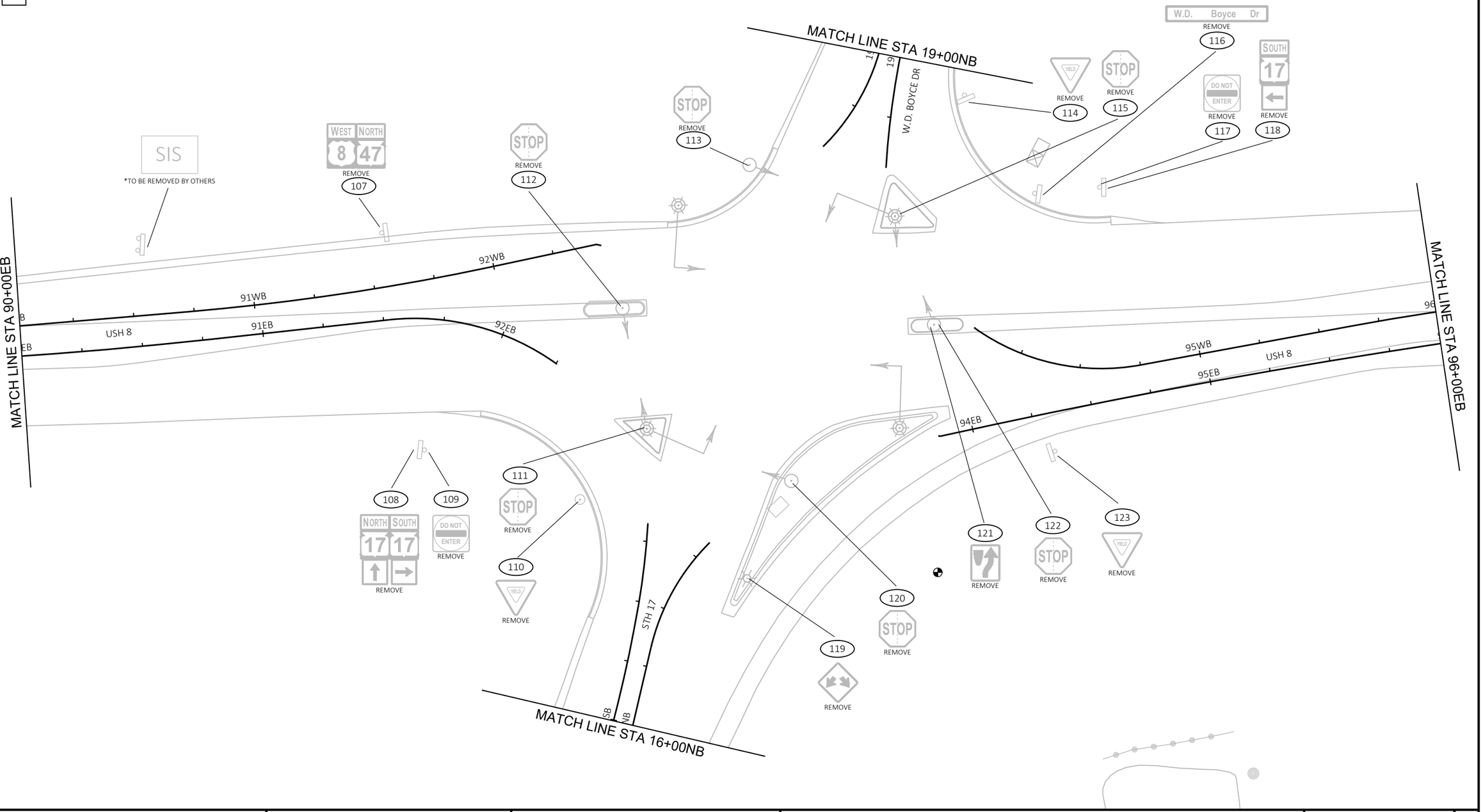
2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 114	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023202-ps

PLOT DATE : 4/29/2025 8:39 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN

POST

N

WRONG WAY
REMOVE
124

ONLY ONLY ONLY
REMOVE
125

Merrill
Rhinelander
REMOVE
126

REMOVE
127

MATCH LINE STA 96+00EB

96EB
96WB
USH 8
97EB
97WB
98EB
98WB
99EB
99WB
100EB
101EB
102EB

2
ADOPT A HIGHWAY
RHINELANDER KNIGHTS OF COLUMBUS COUNCIL 2032

3
SPEED LIMIT 45

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 115	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023203-ps
PLOT DATE : 4/29/2025 8:39 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN

N

ASPH PE

SIGN

CRESCENT ELEMENTARY SCHOOL
GRUNST ARCHERY
SHADY SUES SO 17
REMOVE
131

SPEED LIMIT 35
REMOVE
133

REMOVE
129

10NB 11NB 12NB 13NB STH 17 14NB 15SB 15NB 16

MATCH LINE STA 16+00NB

POST

128
REMOVE BEACON ALSO
REMOVE

CABC PE

BOYCE DR

FLAG

130
4
Rhinelander
Eagle River
Monico
H
REMOVE

132
WEST 8 | NORTH 47 | NORTH 17 | EAST 8 | SOUTH 47
REMOVE

2

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 116	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023204-ps

PLOT DATE : 4/29/2025 8:39 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN

N

ONLY
REMOVE
134

REMOVE
135

REMOVE SIGN
STRUCTURE S-43-11
POST

REMOVE
137

MATCH LINE STA 19+00NB

20SB
20NB
21SB
21NB
22SB
22NB
23NB
24NB
W.D. BOYCE DR

5
DELIVERY TRUCKS ONLY
NO THROUGH TRUCK TRAFFIC

6
ATV ROUTE

136
REMOVE

ASPH PE

SEPC

2

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 117	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023205-ps

PLOT DATE : 4/29/2025 8:39 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN

N

DO NOT ENTER
REMOVE
140

153EB | USH 8 | 154EB | 155EB | 156WB / 156EB | 157WB / 157EB | 158WB / 158EB

MATCH LINE STA 159+00EB

138
REMOVE BEACON ALSO
REMOVE

139
ONLY ONLY ONLY
REMOVE

7
DOWNTOWN
COURTHOUSE

141
Rhinelander
Nicolet Area Tech College
REMOVE

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 118	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023206-ps

PLOT DATE : 4/29/2025 8:39 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN

MATCH LINE STA 39+00G-NB

CTH G

REMOVE 150

REMOVE 151

REMOVE 152

REMOVE 153

REMOVE 154

8

REMOVE 155

REMOVE 156

REMOVE 157

REMOVE 147

REMOVE 148

REMOVE 149

MATCH LINE STA 159+00EB

160WB

159WB

USH 8

160EB

159EB

163WB

164WB

USH 8

163EB

164EB

MATCH LINE STA 165+00EB

142

REMOVE

143

REMOVE

144

REMOVE

145

REMOVE

146

REMOVE

CTH G

MATCH LINE STA 36+00G-NB

158

REMOVE

159

REMOVE

160

REMOVE

161

REMOVE

162

REMOVE

163

REMOVE

164

REMOVE

N

2

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 119	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023207-ps

PLOT DATE : 4/29/2025 8:39 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

WELL

SEPC

SEPC

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN

N

REMOVE BEACON ALSO

REMOVE
168

ONLY ONLY ONLY
REMOVE
167

Nicolet Area Tech College
Rhinelander
REMOVE
165

SPEED LIMIT 45
REMOVE
166

POST POST

MATCH LINE STA 165+00EB

165WB
165EB
USH 8
166WB
166EB
167WB
167EB
168WB
168EB
169WB
169EB
170EB
171EB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 120	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023208-ps

PLOT DATE : 4/29/2025 8:39 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN

N

LAKE JULIA RD

SIGN

POST

POST

CABC
CE

CTH G

31G-NB

32G-NB

33G-SB

33G-NB

34G-SB

34G-NB

35G-SB

35G-NB

36G-

36G

MATCH LINE STA 36+00G-NB

SPEED LIMIT 45
REMOVE
170

COUNTY G
REMOVE
171

169

REMOVE

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 121	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023209-ps

PLOT DATE : 4/29/2025 8:39 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — REMOVING SIGN

XXX — MOVING SIGN

N

ASPH CE

SIGN

Nicolet Area Tech College

10

POST

ASPH CE

ROAD NARROWS

REMOVE 172

POST

POST

REMOVE 173

SIGN

ASPH CE

MATCH LINE STA 39+00G-NB

-SB

NB

CTH G

40G-SB

40G-NB

41G-SB

41G-NB

42G-SB

42G-NB

43G-NB

44G-NB

45G-NB

9

ADOPT A HIGHWAY

RHINELANDER PICKLEBALL GROUP

KERRY LN

SIGN

POST

2

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	SIGN REMOVALS	SHEET 122	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023210-ps

PLOT DATE : 4/29/2025 8:39 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

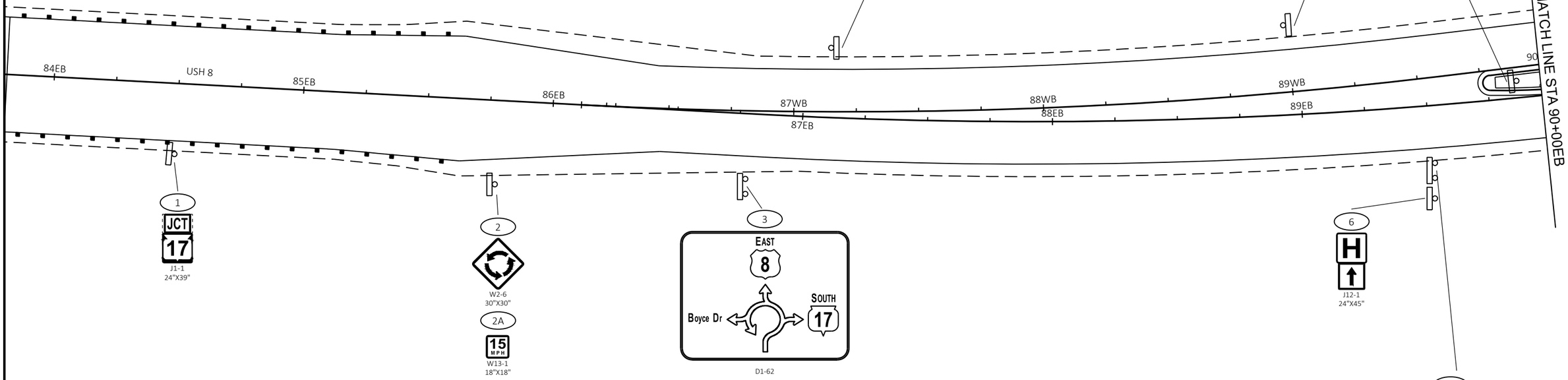
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

N



SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 123	E

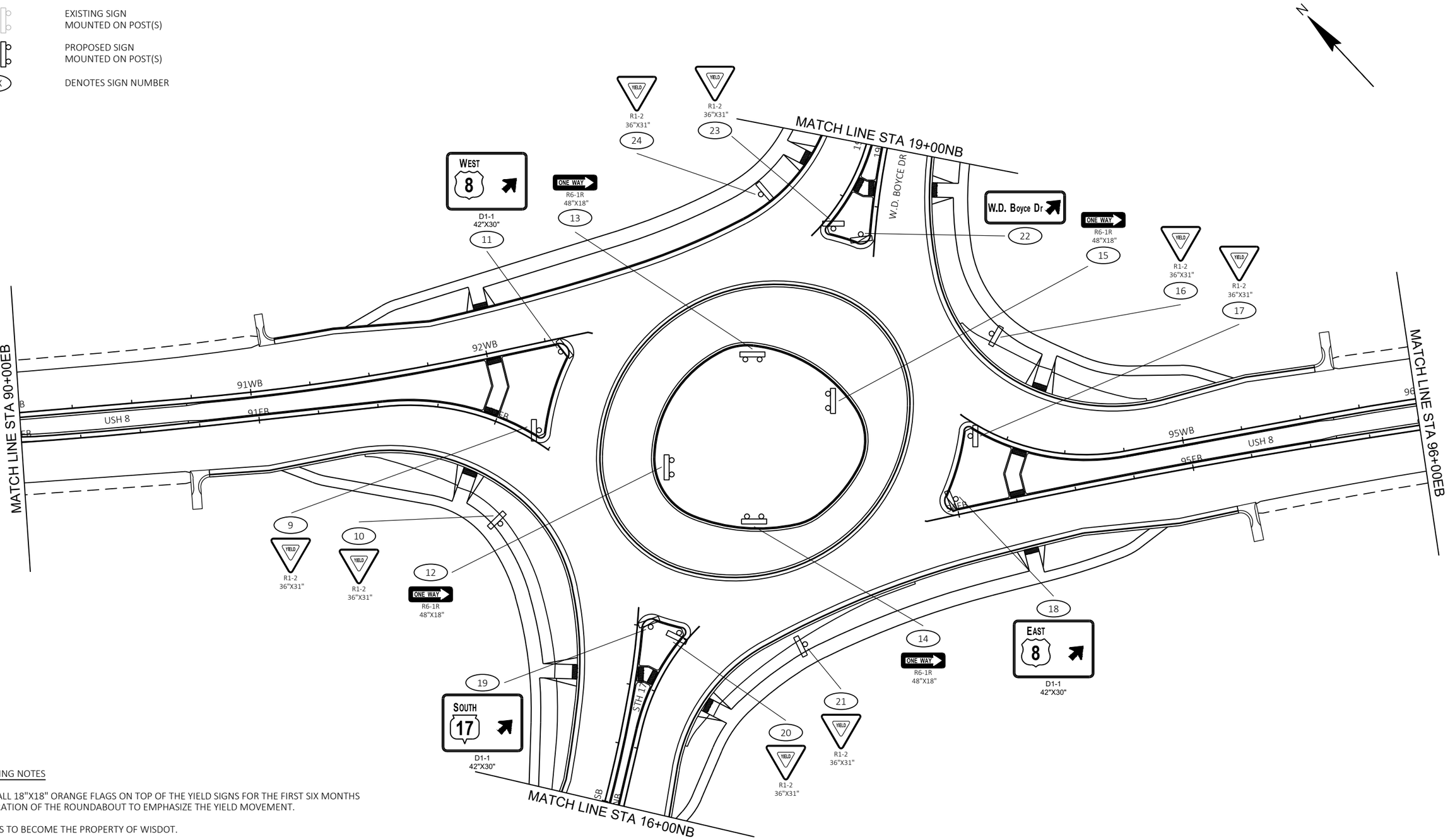
2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER



SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 124	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023212-ps

PLOT DATE : 4/29/2025 8:40 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

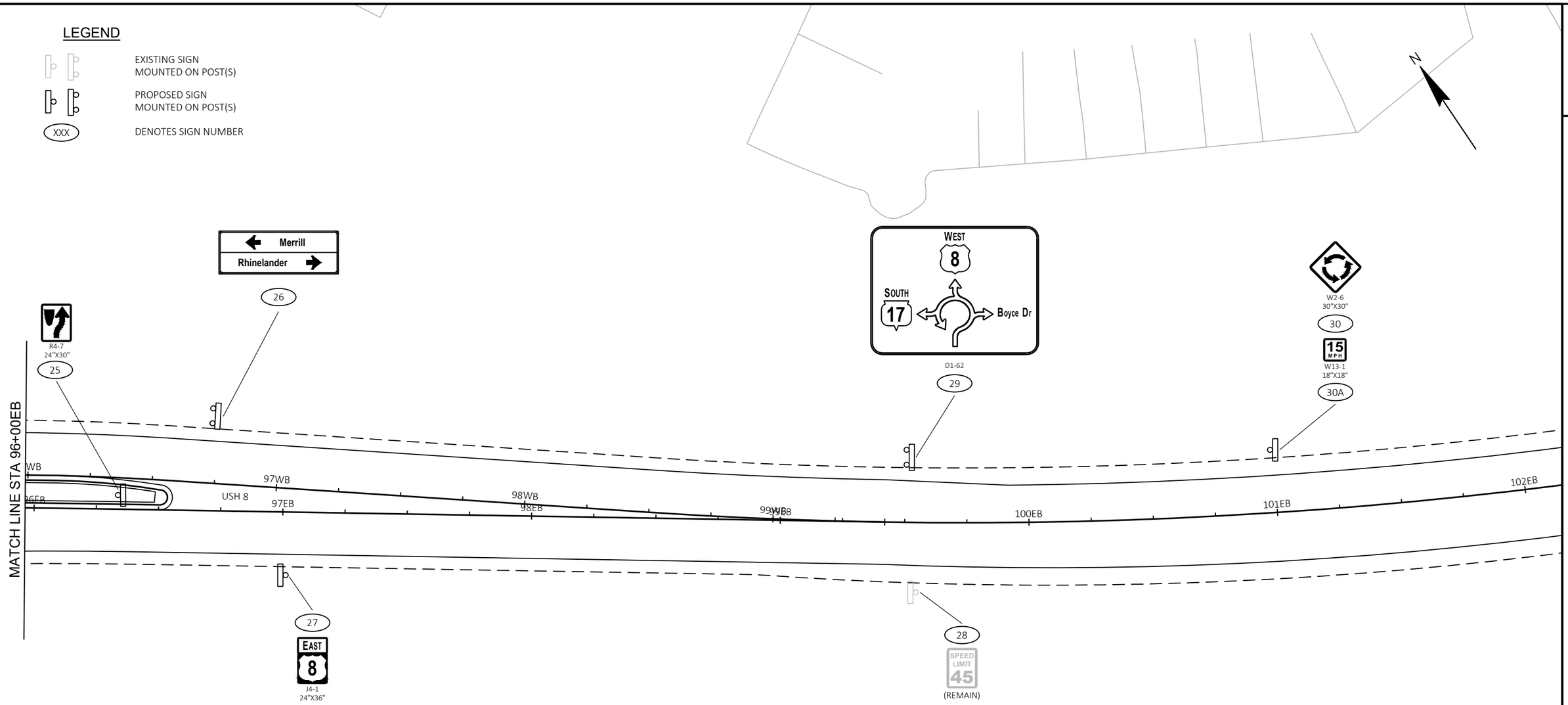
2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX — DENOTES SIGN NUMBER



SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 125	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023213-ps
PLOT DATE : 4/29/2025 8:40 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

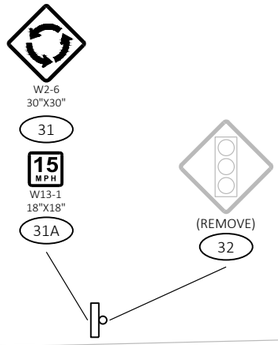
2

LEGEND

EXISTING SIGN
MOUNTED ON POST(S)

PROPOSED SIGN
MOUNTED ON POST(S)

XXX — DENOTES SIGN NUMBER



SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 126	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023214-ps
PLOT DATE : 4/29/2025 8:40 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

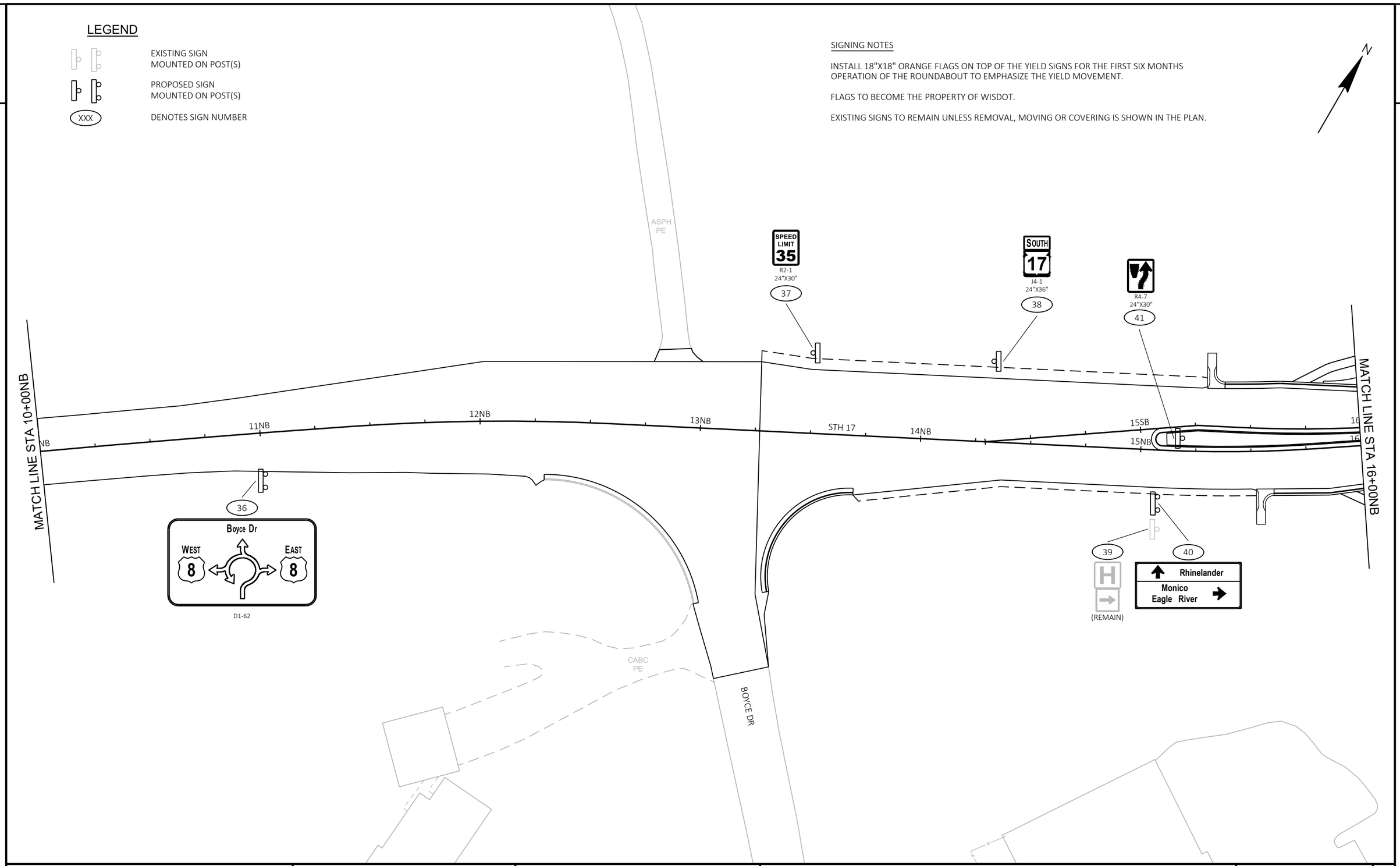
XXX — DENOTES SIGN NUMBER

SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 127	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023215-ps

PLOT DATE : 4/29/2025 8:40 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

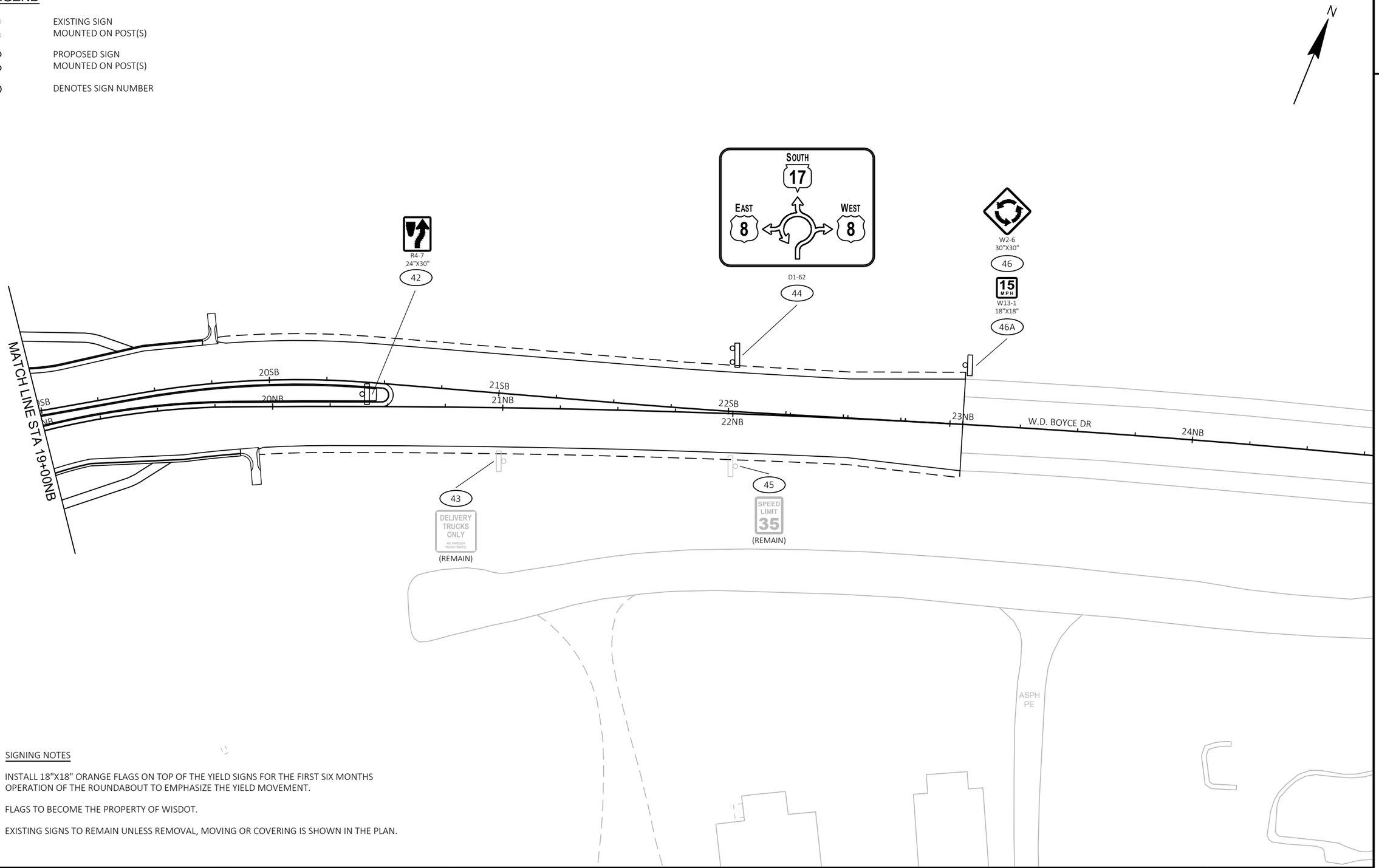
2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX — DENOTES SIGN NUMBER



SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 128	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023216-ps

PLOT DATE : 4/29/2025 8:40 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN
MOUNTED ON POST(S)

PROPOSED SIGN
MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

N

SPEED LIMIT 45
R2-1
24"X30"
50

WEST 8
J4-1
24"X36"
51

R4-7
24"X30"
53

153EB USH 8 154EB 155EB 156WB 156EB 157WB 157EB 158WB 158EB

MATCH LINE STA 159+00EB

47
JCT COUNTY G
(REMAIN)

48
W2-6
30"X30"
48A
15 MPH
W13-1
18"X18"

49
EAST 8
NORTH G
SOUTH G
D1-62

52
Rhinelander
Nicolet Area Tech College

SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 129	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023217-ps

PLOT DATE : 4/29/2025 8:40 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

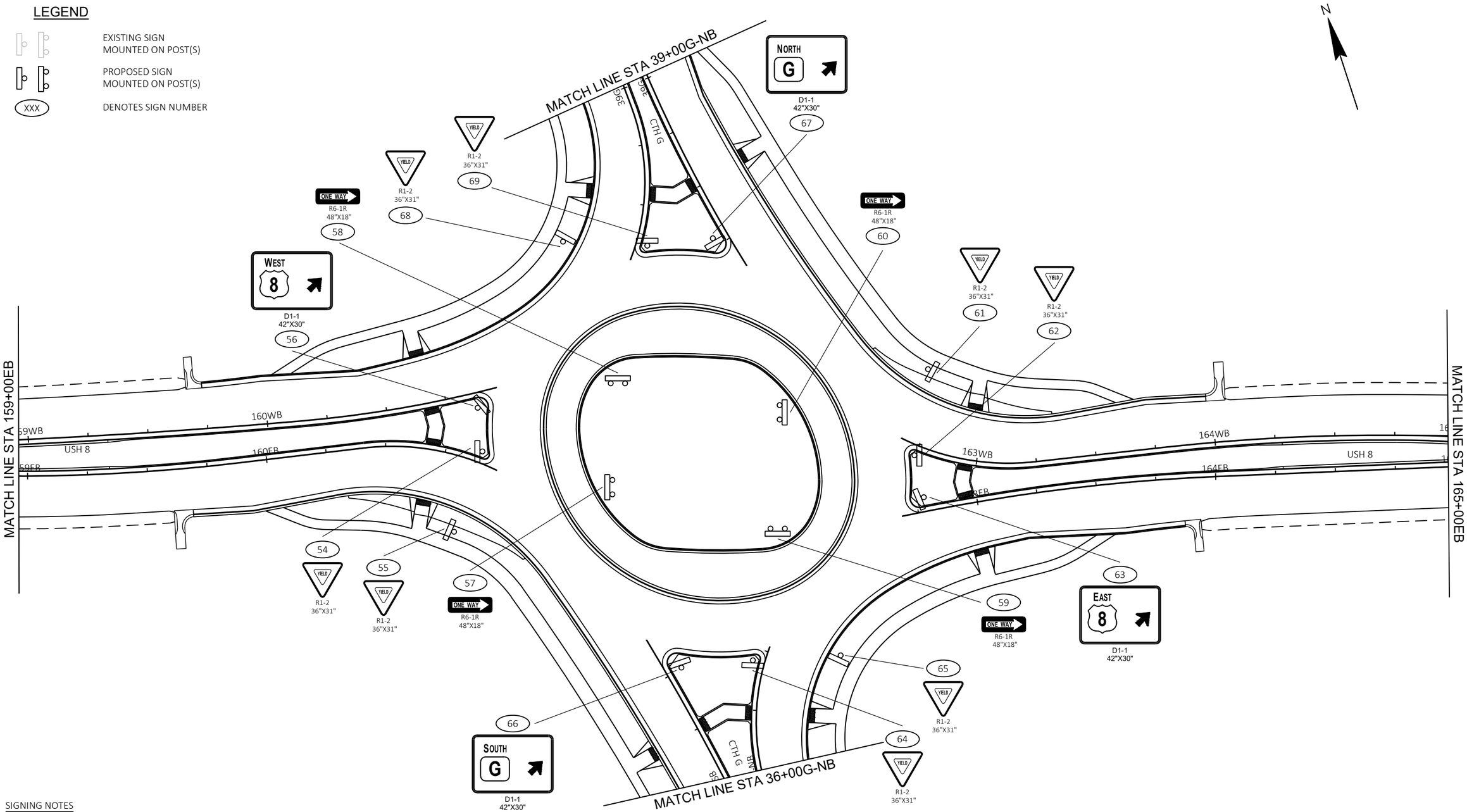
2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER



SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 130	E

2

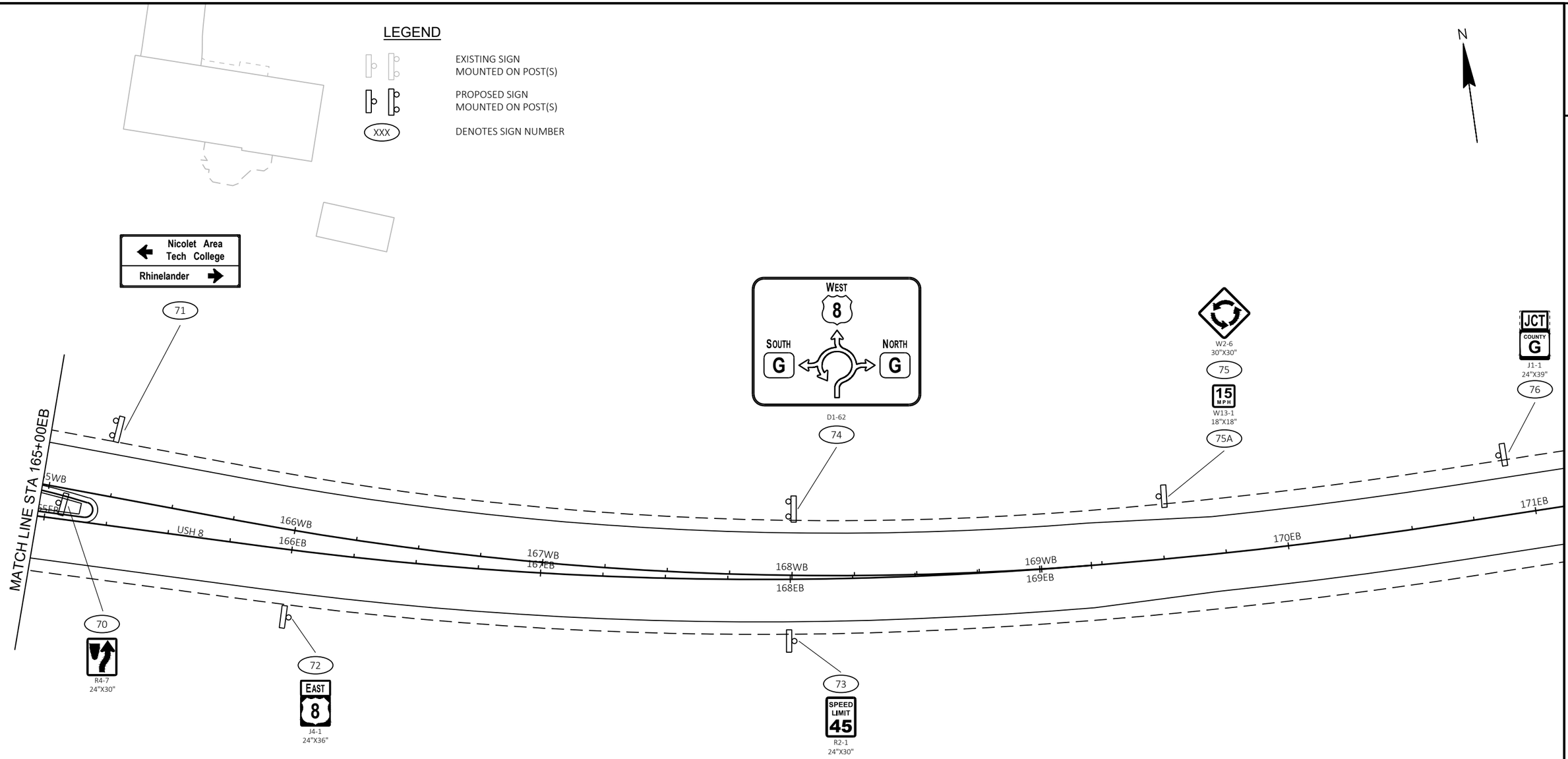
LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

N



SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX DENOTES SIGN NUMBER

N

LAKE JULIA RD

SIGN

CABC
CE

CTH G

31G-NB

32G-NB

33G-SB

33G-NB

34G-SB

34G-NB

35G-SB

25G-NB

36G-

MATCH LINE STA 36+00G-NB

77
JCT 8
J1-1
24"X39"

78
W2-6
30"X30"

78A
15 MPH
W13-1
18"X18"

79
SPEED LIMIT 45
R2-1
24"X30"

81
R4-7
24"X30"

82
COUNTY G
M1-5A
24"X24"

80
NORTH G
WEST 8
EAST 8
D1-62

SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 132	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

XXX — DENOTES SIGN NUMBER

N

MATCH LINE STA 39+00G-NB

CTH G

ASPH CE

ASPH CE

ASPH CE

KERRY LN

SOUTH G / EAST 8 / WEST 8

D1-62
85

R4-7
24"X30"
83

Nicolet Area Tech College
(REMAIN)
87

W2-6
30"X30"
88

W13-1
18"X18"
88A

JCT 8

J1-1
24"X39"
89

40G-SB

41G-SB

41G-NB

40G-NB

42G-SB

42G-NB

43G-NB

44G-NB

45G-NB

84
COUNTY G
M1-5A
24"X24"

86
SPEED LIMIT 35
R2-1
24"X30"

SIGNING NOTES

INSTALL 18"X18" ORANGE FLAGS ON TOP OF THE YIELD SIGNS FOR THE FIRST SIX MONTHS OPERATION OF THE ROUNDABOUT TO EMPHASIZE THE YIELD MOVEMENT.

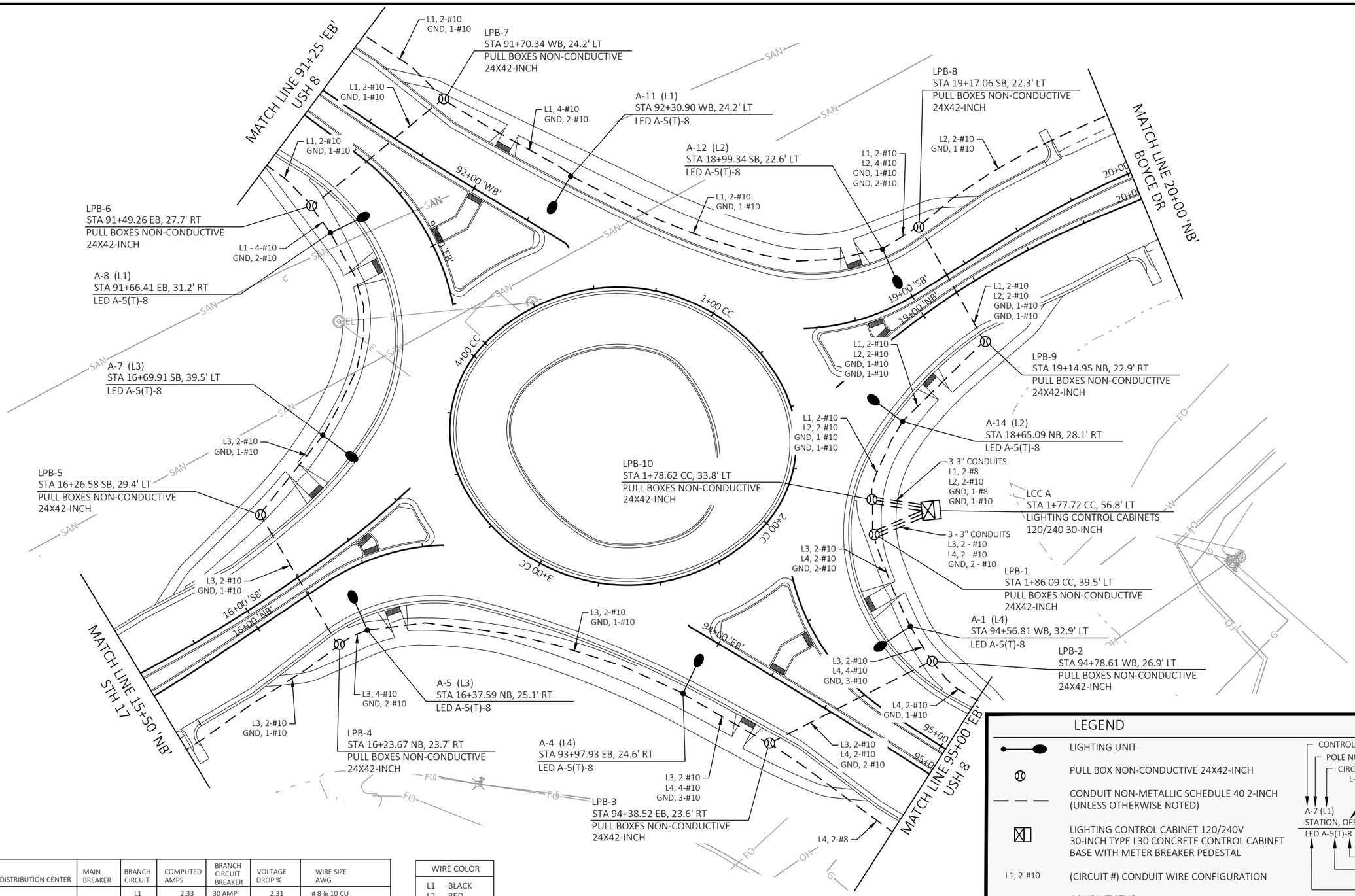
FLAGS TO BECOME THE PROPERTY OF WISDOT.

EXISTING SIGNS TO REMAIN UNLESS REMOVAL, MOVING OR COVERING IS SHOWN IN THE PLAN.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 133	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023221-ps

PLOT DATE : 4/29/2025 8:40 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT



DISTRIBUTION CENTER	MAIN BREAKER	BRANCH CIRCUIT	COMPUTED AMPS	BRANCH CIRCUIT BREAKER	VOLTAGE DROP %	WIRE SIZE AWG
L43-2001	100 AMP	L1	2.33	30 AMP	2.31	# 8 & 10 CU
		L2	1.75	30 AMP	0.98	# 10 CU
		L3	1.75	30 AMP	2.24	# 10 CU
		L4	2.33	30 AMP	2.19	# 10 CU

WIRE COLOR	
L1	BLACK
L2	RED
L3	BLUE
L4	BROWN
N	WHITE
GND	GREEN

LEGEND

- LIGHTING UNIT
- PULL BOX NON-CONDUCTIVE 24X42-INCH
- CONDUIT NON-METALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHTING CONTROL CABINET 120/240V 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- L1, 2-#10 — (CIRCUIT #) CONDUIT WIRE CONFIGURATION
- CONDUIT STUB

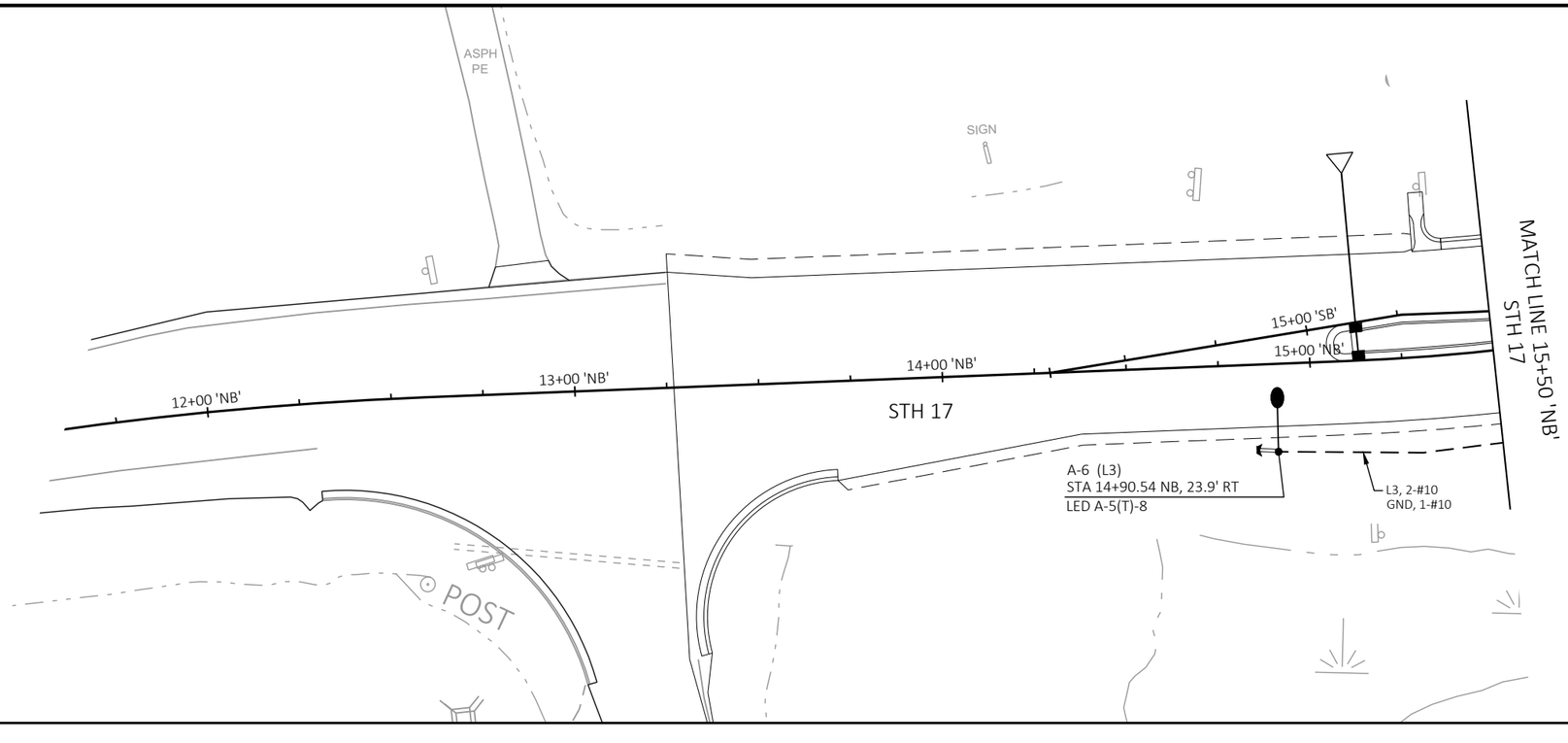
CONTROL CABINET DESIGNATION
POLE NUMBER
CIRCUIT(S) L-LIGHTING
LOCATION (TO CENTER OF POLE)
A-7 (L1)
STATION, OFFSET
LED A-5(T)-8
ARM LENGTH, IN FEET
POLE TYPE (T) INCLUDES TRANSFORMER BASE
LUMINAIRE DESIGNATION

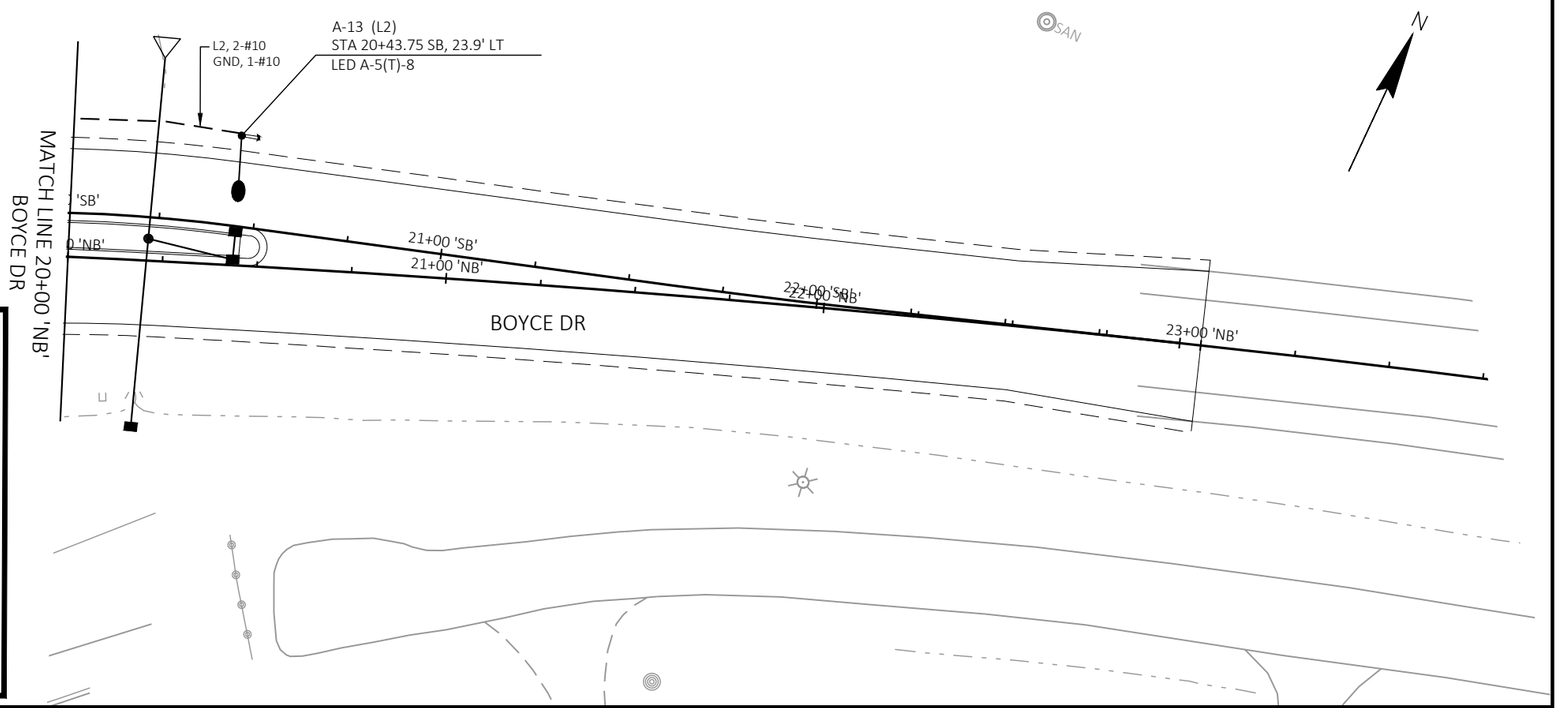
GENERAL LIGHTING NOTES:

1. CONTACT WISDOT ELECTRICIAN TIMOTHY KNOWLES (715) 401-0105 FOR COORDINATION OF INSTALLATION AND INSPECTION.
2. EMPTY CONDUITS SHALL INCLUDE PULL WIRE FOR LOCATING.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	LIGHTING PLAN L43-2001 USH 8 & STH 17/BOYCE DR	SHEET 134	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023601-LP STH 17.DWG
01 023601-lp STH 17
PLOT DATE : 4/29/2025 8:41 AM
PLOT BY : AYRES
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42





LEGEND

- LIGHTING UNIT
- PULL BOX NON-CONDUCTIVE 24X42-INCH
- CONDUIT NON-METALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHTING CONTROL CABINET 120/240V 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- L1, 2-#10 — (CIRCUIT #) CONDUIT WIRE CONFIGURATION
- CONDUIT STUB

A-7 (L1)
STATION, OFFSET
LED A-5(T)-8

- CONTROL CABINET DESIGNATION
- POLE NUMBER
- CIRCUIT(S) L-LIGHTING
- LOCATION (TO CENTER OF POLE)
- ARM LENGTH, IN FEET
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION

GENERAL LIGHTING NOTES:

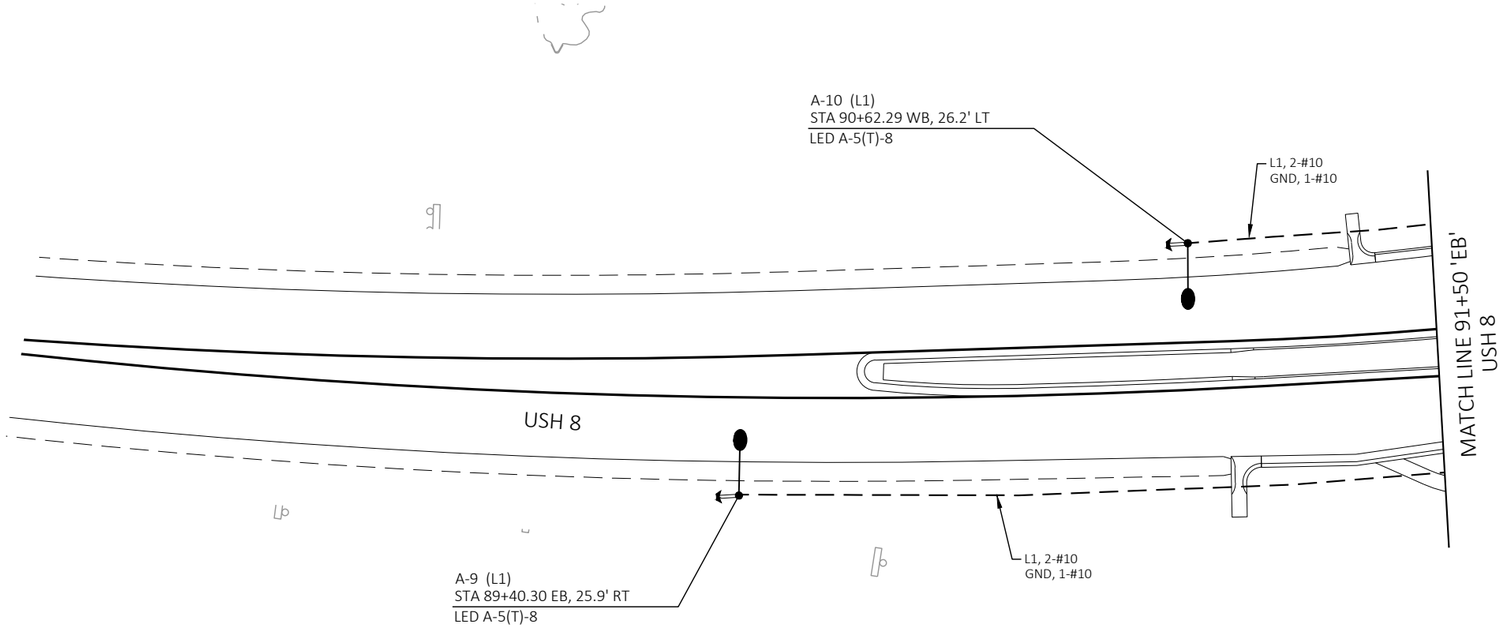
1. CONTACT WISDOT ELECTRICIAN TIMOTHY KNOWLES (715) 401-0105 FOR COORDINATION OF INSTALLATION AND INSPECTION.
2. EMPTY CONDUITS SHALL INCLUDE PULL WIRE FOR LOCATING.

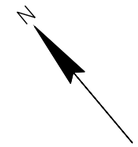
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	LIGHTING PLAN L43-2001 USH 8 & STH 17 / BOYCE DR	SHEET 135	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023601-LP STH 17.DWG
02 023601-lp STH 17

PLOT DATE : 4/29/2025 8:41 AM PLOT BY : AYRES PLOT NAME : PLOT SCALE : ##########

2





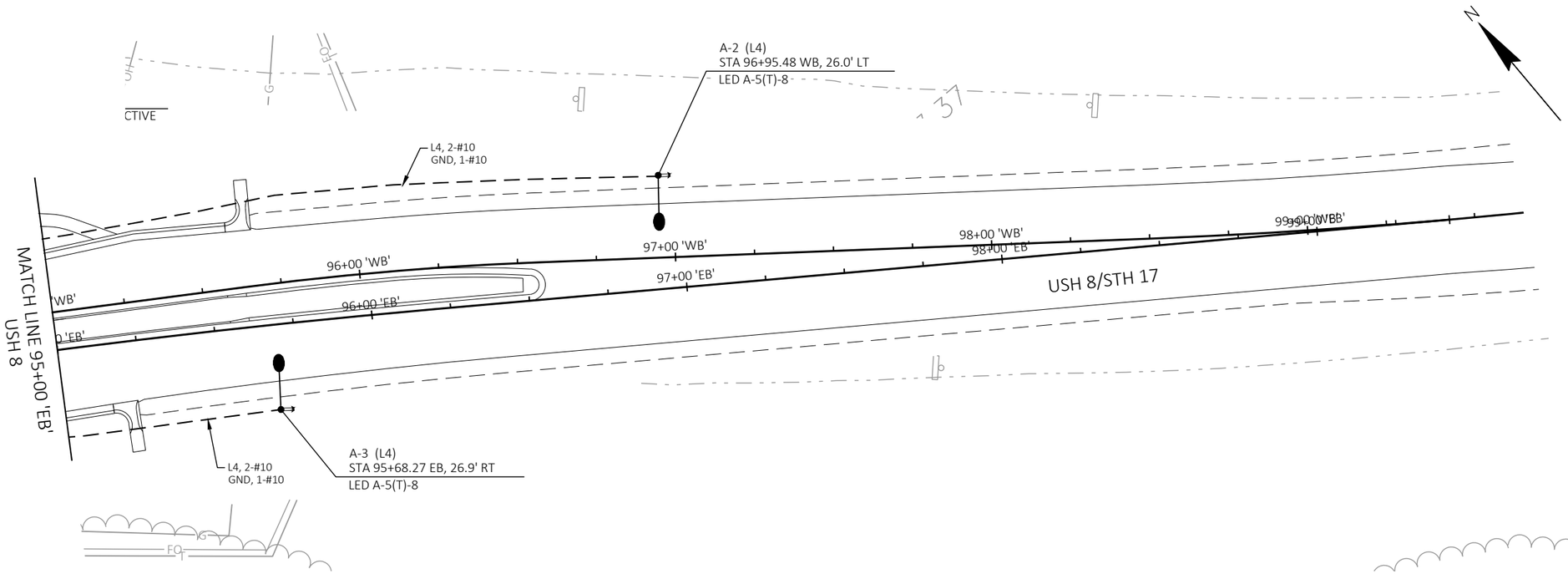
LEGEND

- LIGHTING UNIT
- PULL BOX NON-CONDUCTIVE 24X42-INCH
- CONDUIT NON-METALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHTING CONTROL CABINET 120/240V 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- L1, 2-#10 (CIRCUIT #) CONDUIT WIRE CONFIGURATION
- CONDUIT STUB

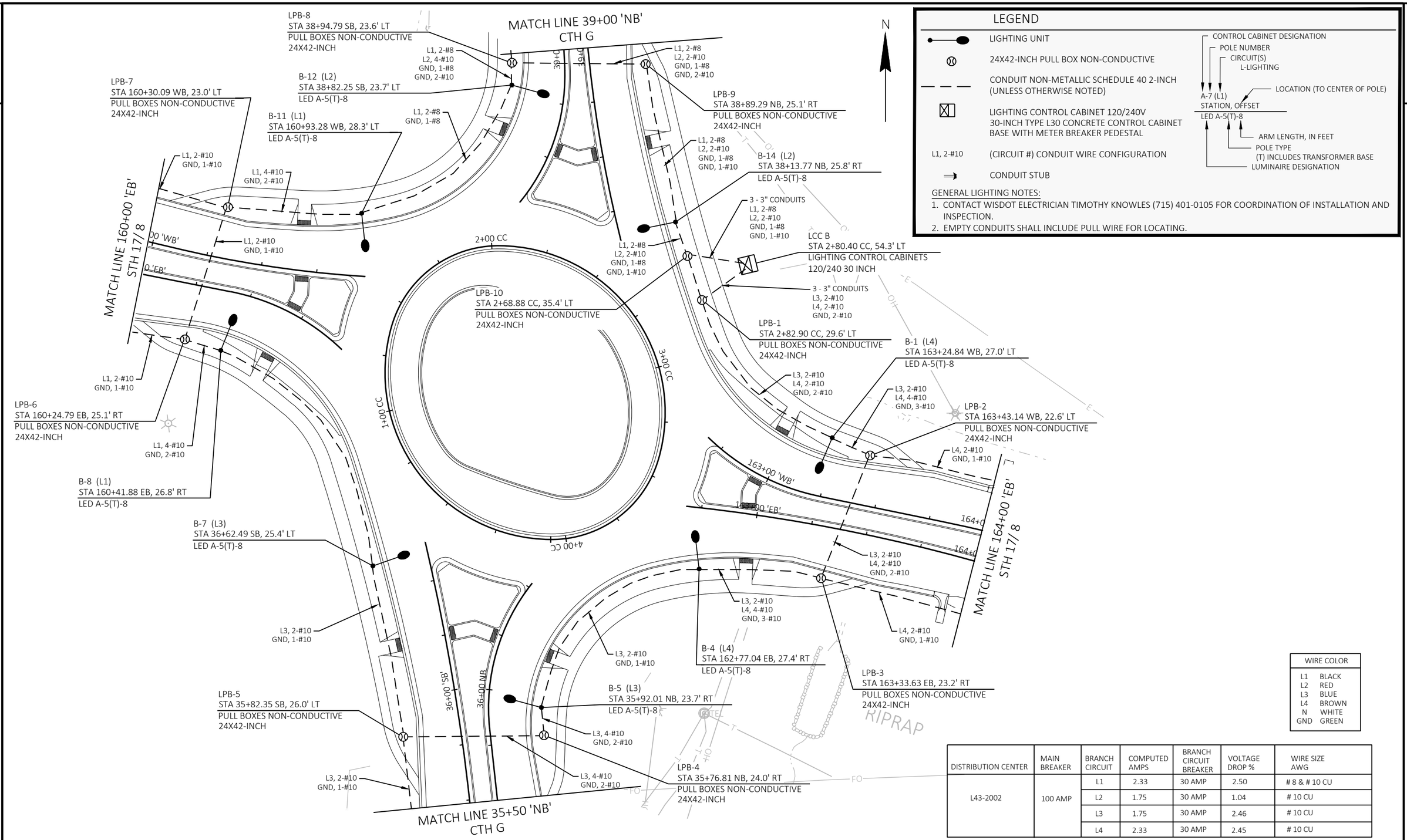
CONTROL CABINET DESIGNATION
POLE NUMBER
CIRCUIT(S)
L-LIGHTING
A-7 (L1)
STATION, OFFSET
LED A-5(T)-8
LOCATION (TO CENTER OF POLE)
ARM LENGTH, IN FEET
POLE TYPE
(T) INCLUDES TRANSFORMER BASE
LUMINAIRE DESIGNATION

GENERAL LIGHTING NOTES:

1. CONTACT WISDOT ELECTRICIAN TIMOTHY KNOWLES (715) 401-0105 FOR COORDINATION OF INSTALLATION AND INSPECTION.
2. EMPTY CONDUITS SHALL INCLUDE PULL WIRE FOR LOCATING.



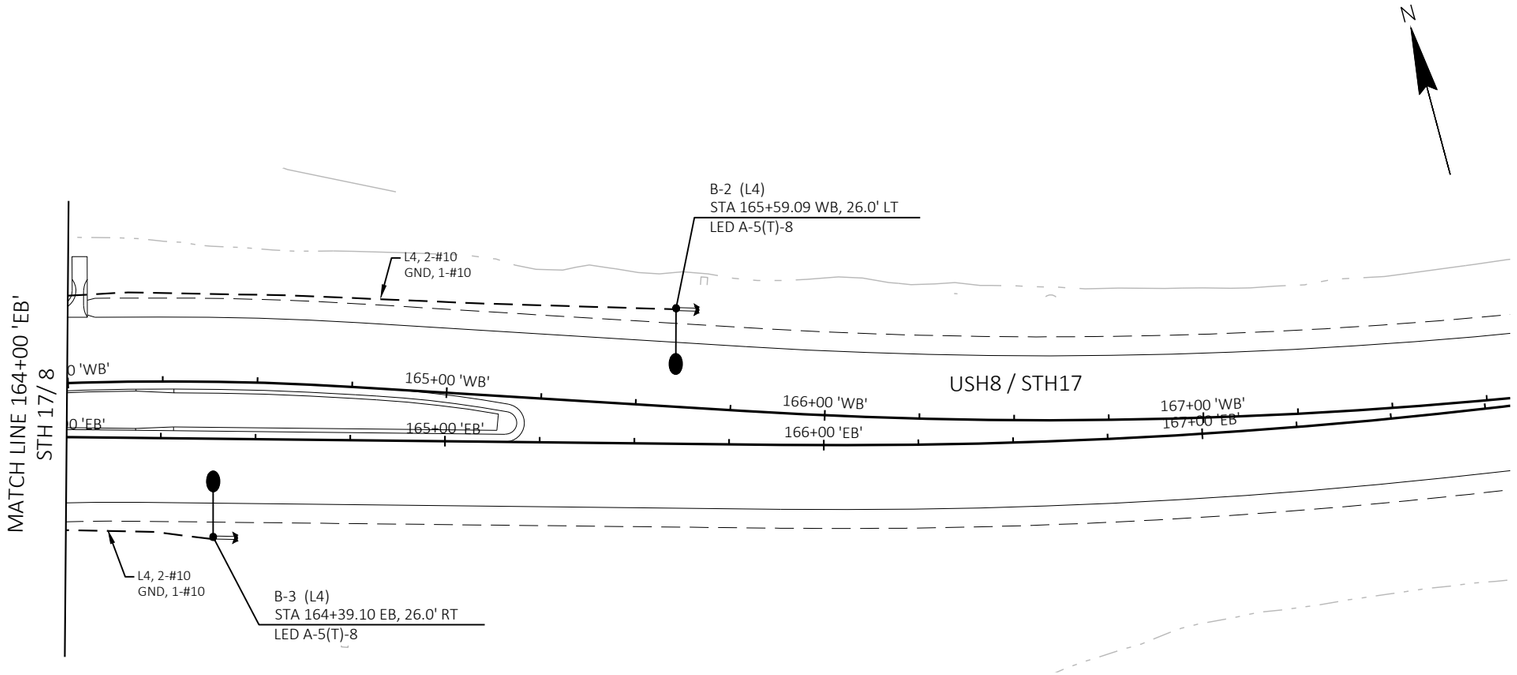
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	LIGHTING PLAN L43-2001 USH 7 & STH 17 / BOYCE DR	SHEET 136	E



DISTRIBUTION CENTER	MAIN BREAKER	BRANCH CIRCUIT	COMPUTED AMPS	BRANCH CIRCUIT BREAKER	VOLTAGE DROP %	WIRE SIZE AWG
L43-2002	100 AMP	L1	2.33	30 AMP	2.50	# 8 & # 10 CU
		L2	1.75	30 AMP	1.04	# 10 CU
		L3	1.75	30 AMP	2.46	# 10 CU
		L4	2.33	30 AMP	2.45	# 10 CU

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	LIGHTING PLAN L43-2002 (USH8/STH17 & CTH G)	SHEET 137	E

2



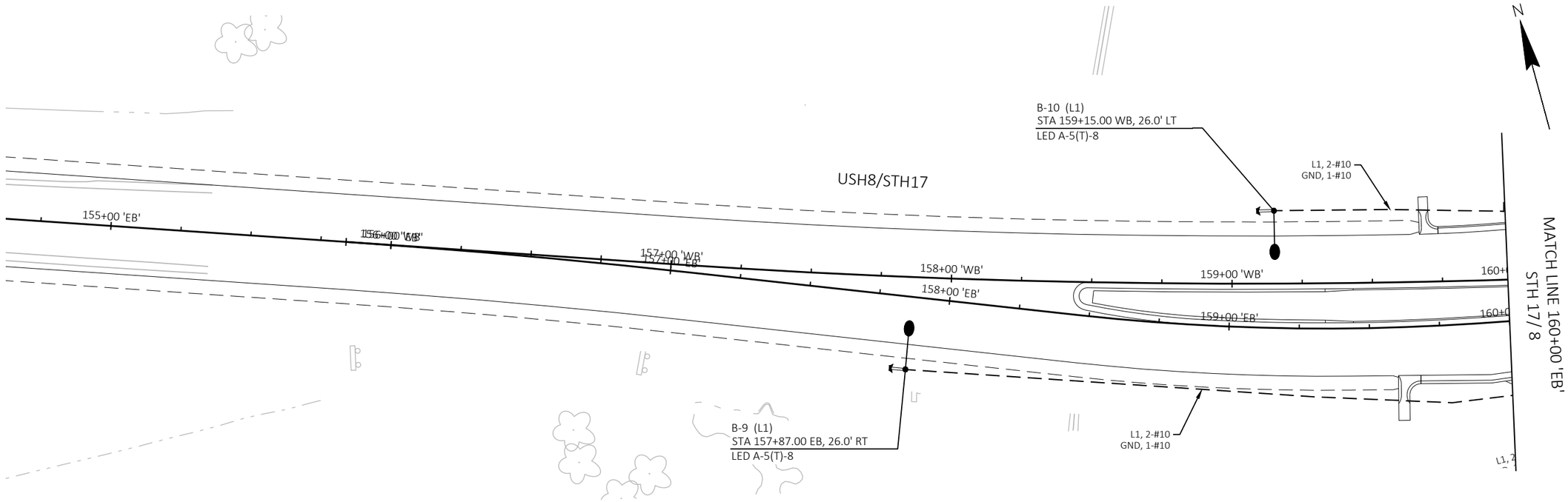
LEGEND

- LIGHTING UNIT
- 24X42-INCH PULL BOX NON-CONDUCTIVE
- CONDUIT NON-METALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHTING CONTROL CABINET 120/240V 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- L1, 2-#10 (CIRCUIT #) CONDUIT WIRE CONFIGURATION
- CONDUIT STUB

CONTROL CABINET DESIGNATION
POLE NUMBER
CIRCUIT(S)
L-LIGHTING
LOCATION (TO CENTER OF POLE)
A-7 (L1)
STATION, OFFSET
LED A-5(T)-8
ARM LENGTH, IN FEET
POLE TYPE
(T) INCLUDES TRANSFORMER BASE
LUMINAIRE DESIGNATION

GENERAL LIGHTING NOTES:

1. CONTACT WISDOT ELECTRICIAN TIMOTHY KNOWLES (715) 401-0105 FOR COORDINATION OF INSTALLATION AND INSPECTION.
2. EMPTY CONDUITS SHALL INCLUDE PULL WIRE FOR LOCATING.



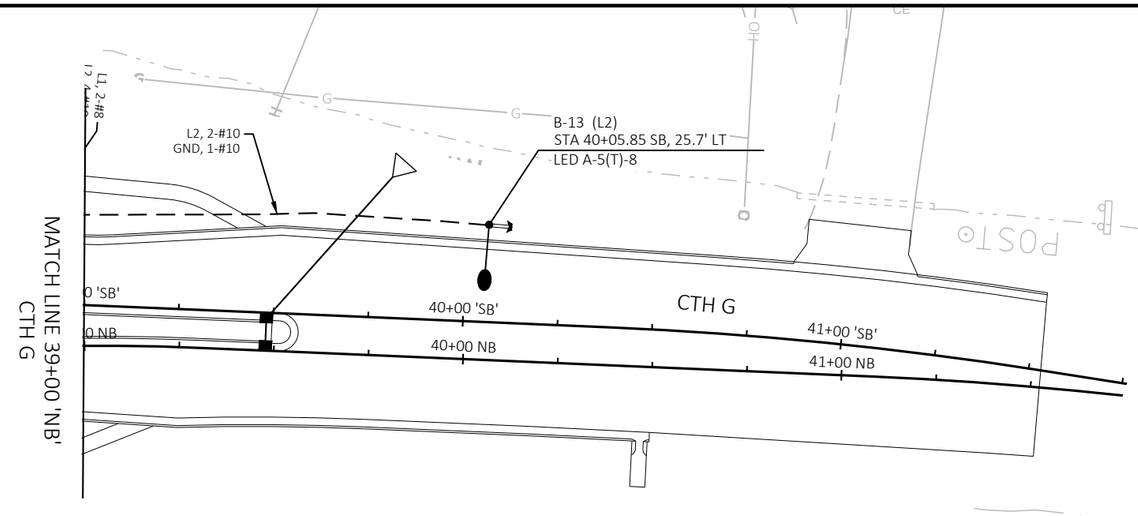
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	LIGHTING PLAN L43-2002 (USH8 / STH17 & STH G)	SHEET 138	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\023602-LP CTH G.DWG
05 023602-lp

PLOT DATE : 4/29/2025 8:42 AM PLOT BY : AVRES PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2



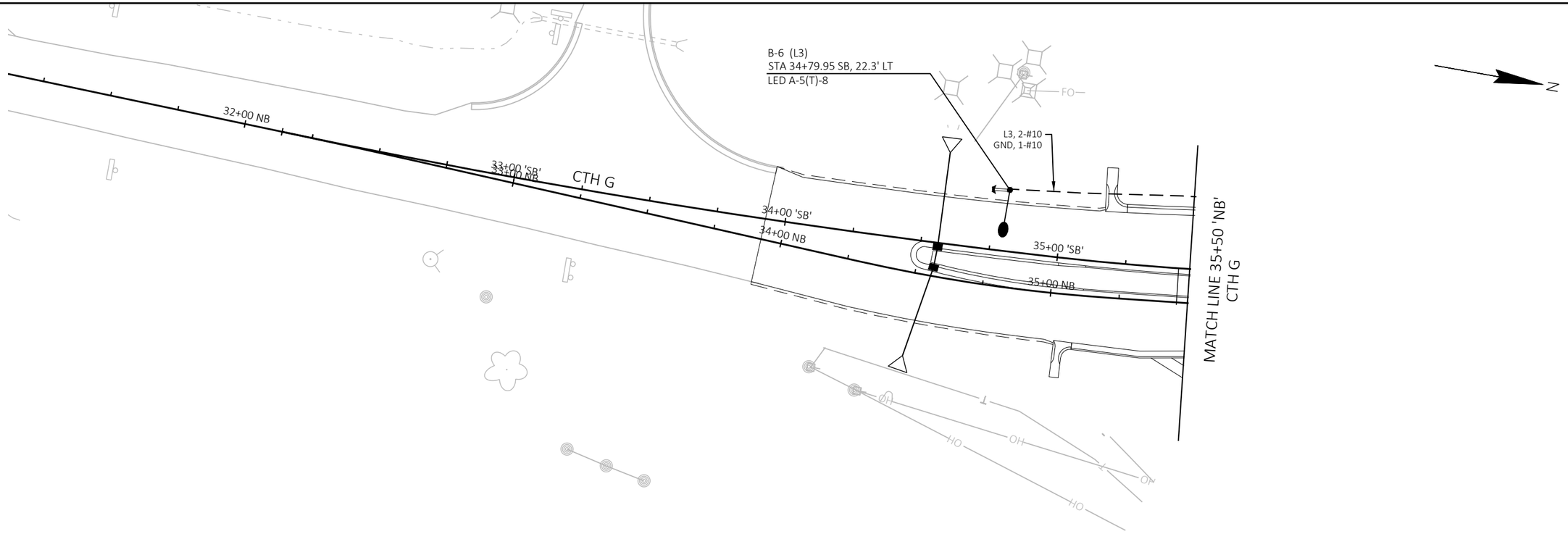
LEGEND

- LIGHTING UNIT
- 24X42-INCH PULL BOX NON-CONDUCTIVE
- CONDUIT NON-METALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHTING CONTROL CABINET 120/240V 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- L1, 2-#10 — (CIRCUIT #) CONDUIT WIRE CONFIGURATION
- CONDUIT STUB

CONTROL CABINET DESIGNATION
POLE NUMBER
CIRCUIT(S)
L-LIGHTING
A-7 (L1)
STATION, OFFSET
LED A-5(T)-8
LOCATION (TO CENTER OF POLE)
ARM LENGTH, IN FEET
POLE TYPE
(T) INCLUDES TRANSFORMER BASE
LUMINAIRE DESIGNATION

GENERAL LIGHTING NOTES:

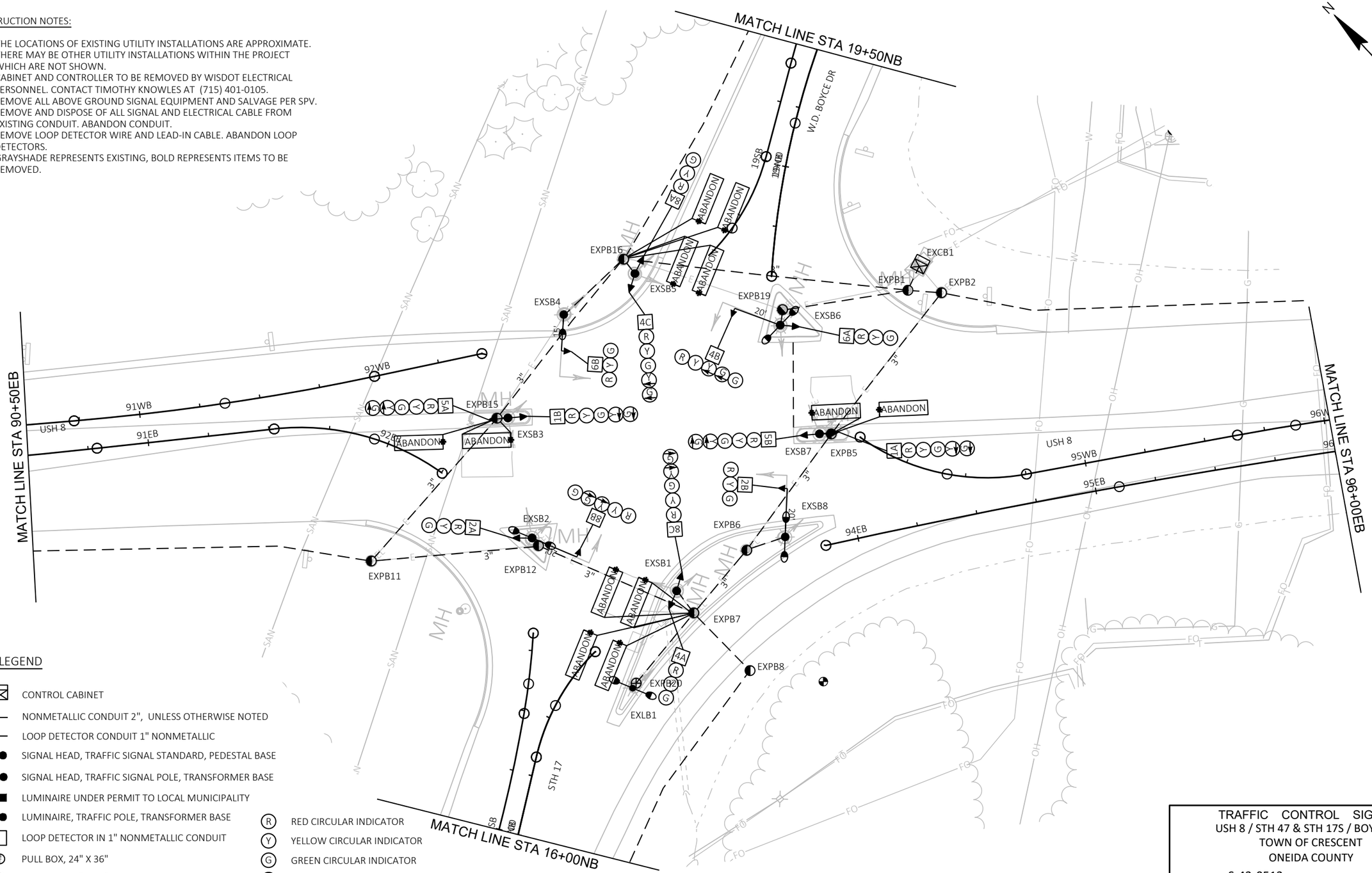
1. CONTACT WISDOT ELECTRICIAN TIMOTHY KNOWLES (715) 401-0105 FOR COORDINATION OF INSTALLATION AND INSPECTION.
2. EMPTY CONDUITS SHALL INCLUDE PULL WIRE FOR LOCATING.



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	LIGHTING PLAN L43-2002 (USH8/ STH17 & CTH G)	SHEET 139	E

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. CABINET AND CONTROLLER TO BE REMOVED BY WISDOT ELECTRICAL PERSONNEL. CONTACT TIMOTHY KNOWLES AT (715) 401-0105.
3. REMOVE ALL ABOVE GROUND SIGNAL EQUIPMENT AND SALVAGE PER SPV.
4. REMOVE AND DISPOSE OF ALL SIGNAL AND ELECTRICAL CABLE FROM EXISTING CONDUIT. ABANDON CONDUIT.
5. REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE. ABANDON LOOP DETECTORS.
6. GRAYSHADE REPRESENTS EXISTING, BOLD REPRESENTS ITEMS TO BE REMOVED.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 12" X 24"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW

TRAFFIC CONTROL SIGNAL
USH 8 / STH 47 & STH 17S / BOYCE DR
TOWN OF CRESCENT
ONEIDA COUNTY

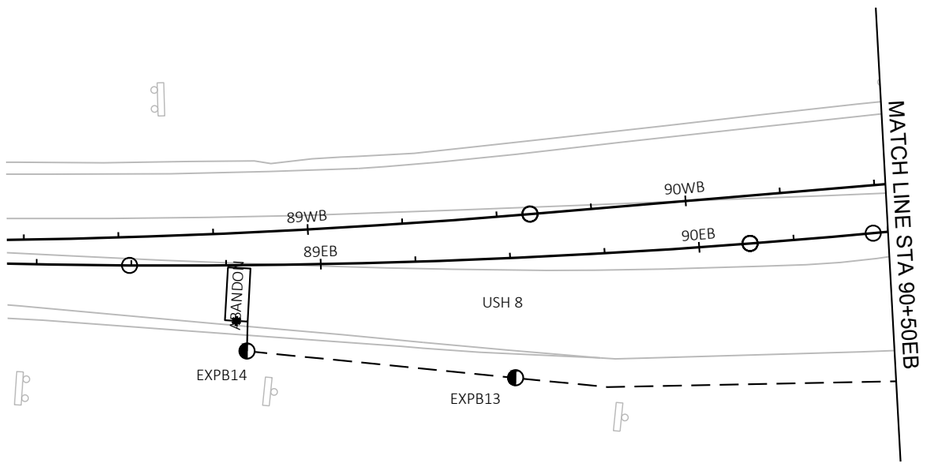
SIGNAL NO. S-43-0512

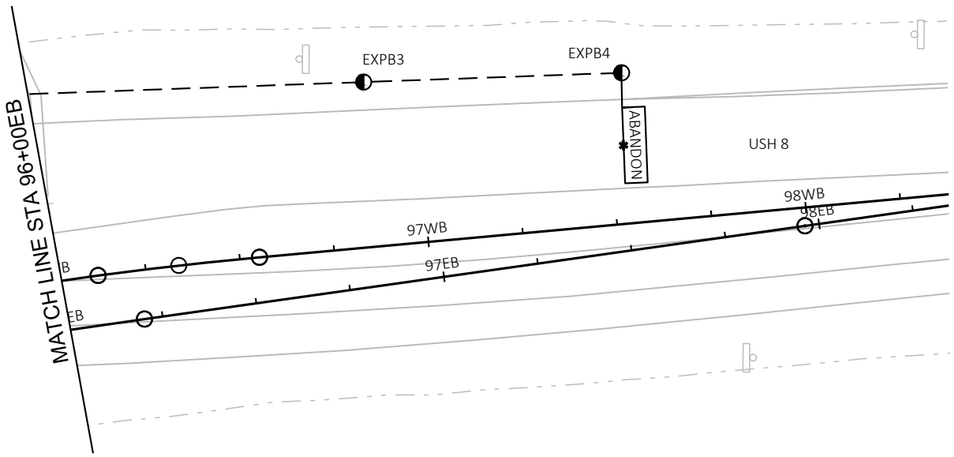
REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY: REVISED BY

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVALS	SHEET 140	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024001-sr
PLOT DATE : 4/29/2025 8:43 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2





TRAFFIC CONTROL SIGNAL
USH 8 / STH 47 & STH 17S / BOYCE DR
TOWN OF CRESCENT
ONEIDA COUNTY

SIGNAL NO. S-43-0512

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY: REVISED BY

PAGE 2 OF 3

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVALS	SHEET 141	E

2

N

MATCH LINE STA 16+00NB

15SB

15NB

ABANDON

EXPB9

STH 17

14NB

EXPB10

EXPB18

22SB

22NB

W.D. BOYCE DR

21SB

21NB

EXPB17

ABANDON

20SB

20NB

POST

MATCH LINE STA 19+50NB

TRAFFIC CONTROL SIGNAL
USH 8 / STH 47 & STH 17S / BOYCE DR
TOWN OF CRESCENT
ONEIDA COUNTY

SIGNAL NO. S-43-0512

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY: REVISED BY

PAGE 3 OF 3

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVALS	SHEET 142	E

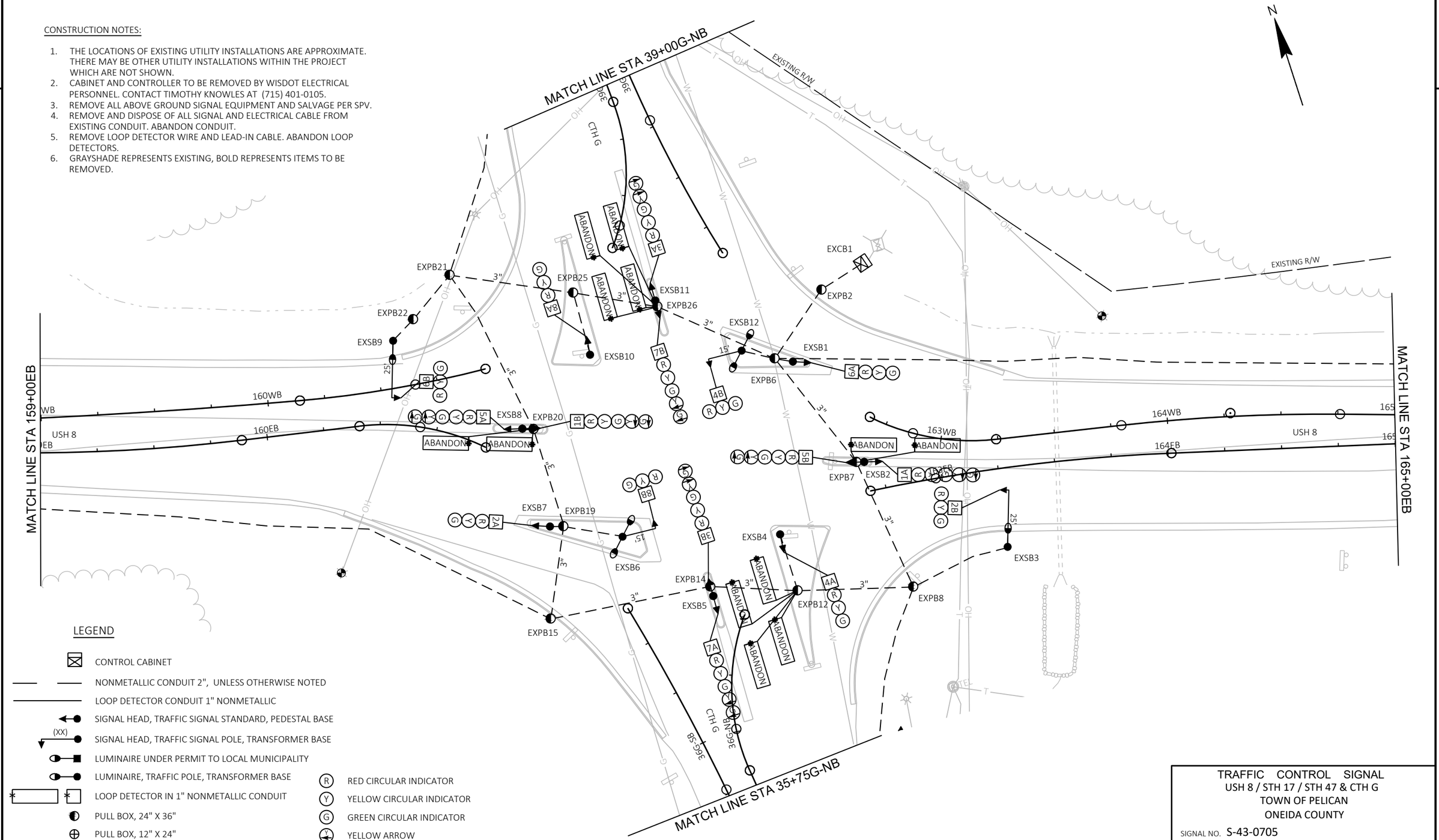
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024003-sr

PLOT DATE : 4/29/2025 8:43 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
2. CABINET AND CONTROLLER TO BE REMOVED BY WISDOT ELECTRICAL PERSONNEL. CONTACT TIMOTHY KNOWLES AT (715) 401-0105.
3. REMOVE ALL ABOVE GROUND SIGNAL EQUIPMENT AND SALVAGE PER SPV.
4. REMOVE AND DISPOSE OF ALL SIGNAL AND ELECTRICAL CABLE FROM EXISTING CONDUIT. ABANDON CONDUIT.
5. REMOVE LOOP DETECTOR WIRE AND LEAD-IN CABLE. ABANDON LOOP DETECTORS.
6. GRAYSHADE REPRESENTS EXISTING, BOLD REPRESENTS ITEMS TO BE REMOVED.



LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 12" X 24"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (Y) YELLOW ARROW
- (G) GREEN ARROW

TRAFFIC CONTROL SIGNAL
USH 8 / STH 17 / STH 47 & CTH G
TOWN OF PELICAN
ONEIDA COUNTY

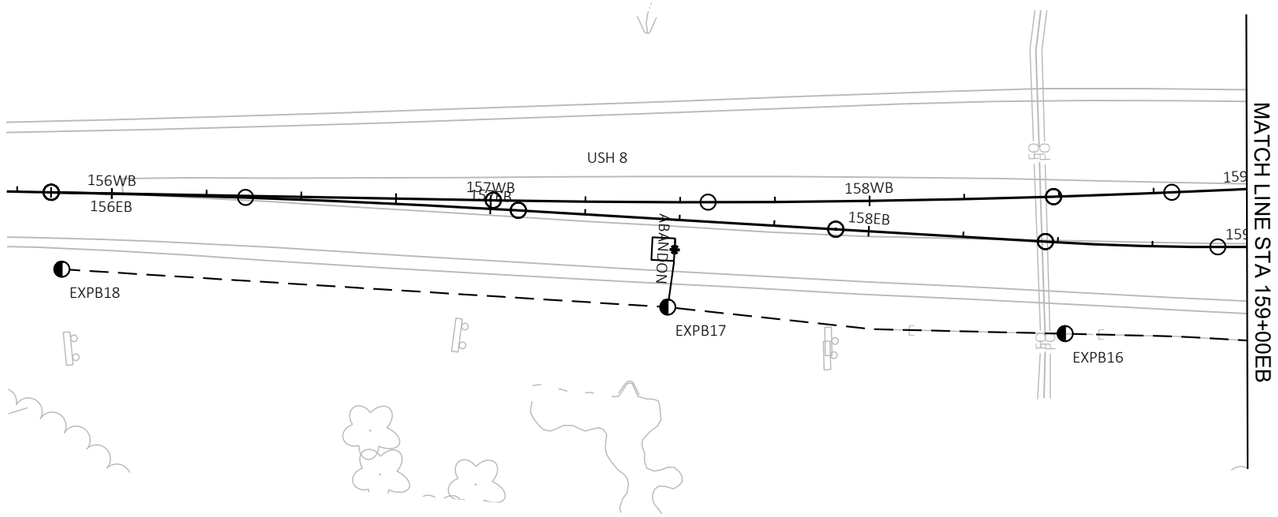
SIGNAL NO. S-43-0705

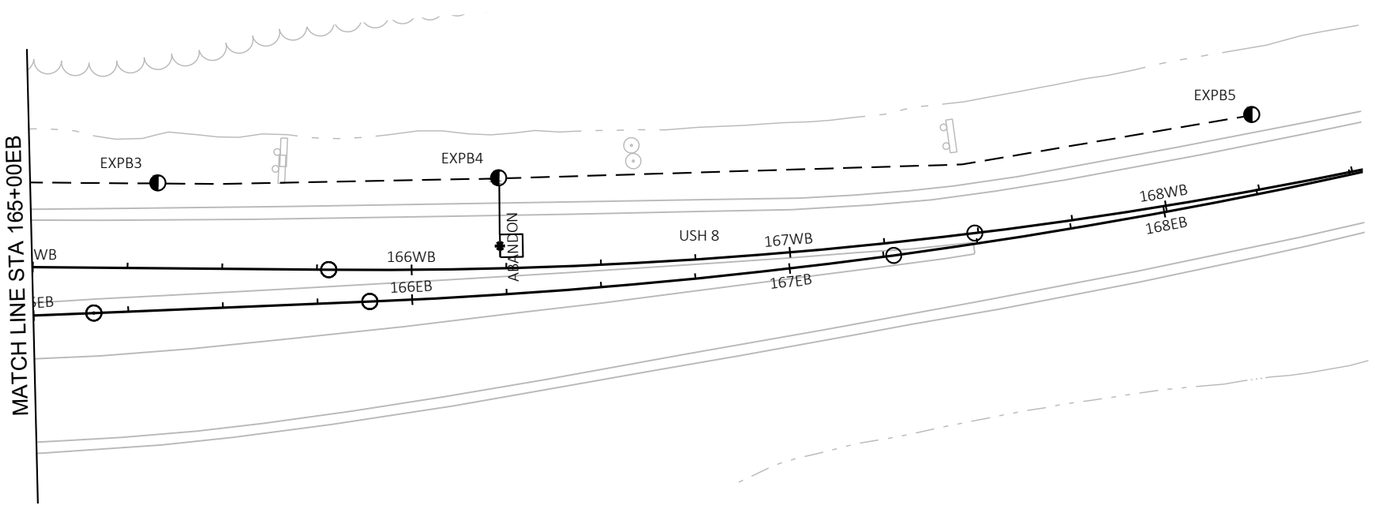
REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES
REVISED BY: REVISED BY

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVALS	SHEET 143	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024004-sr
PLOT DATE : 4/29/2025 8:43 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2





TRAFFIC CONTROL SIGNAL
USH 8 / STH 17 / STH 47 & CTH G
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S-43-0705

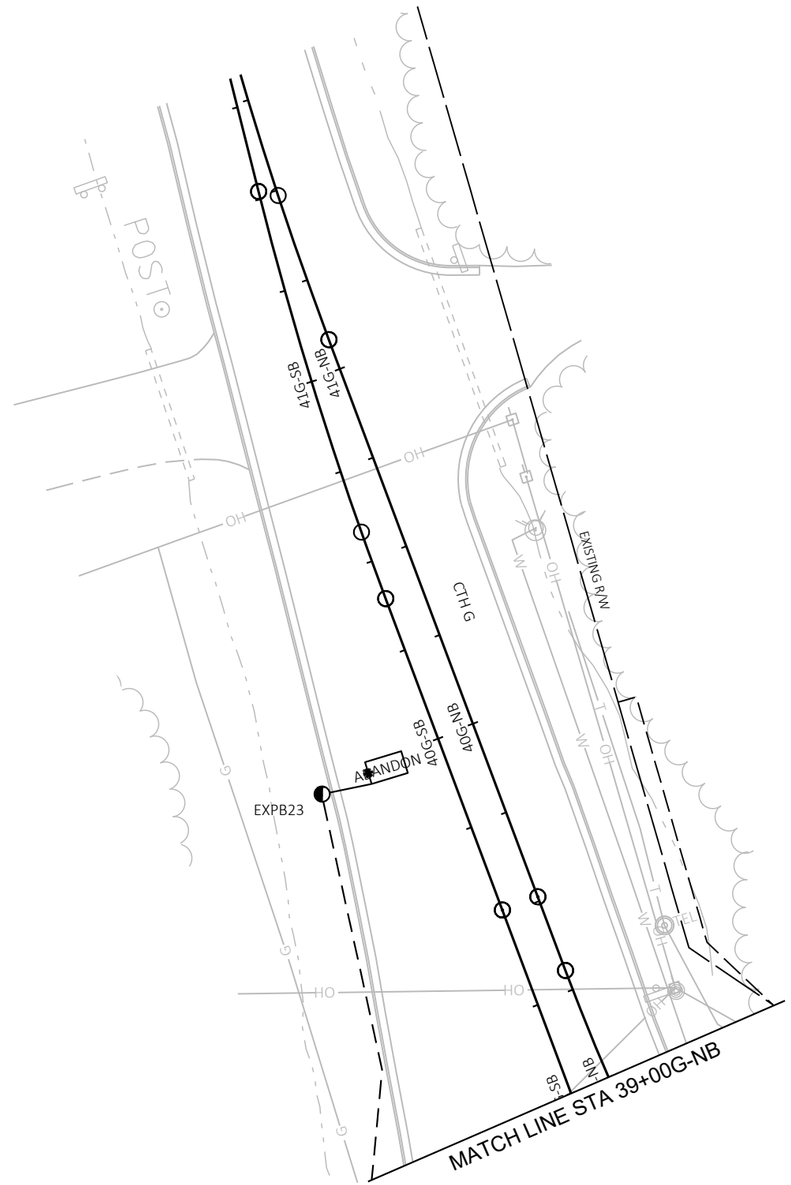
REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY: REVISED BY

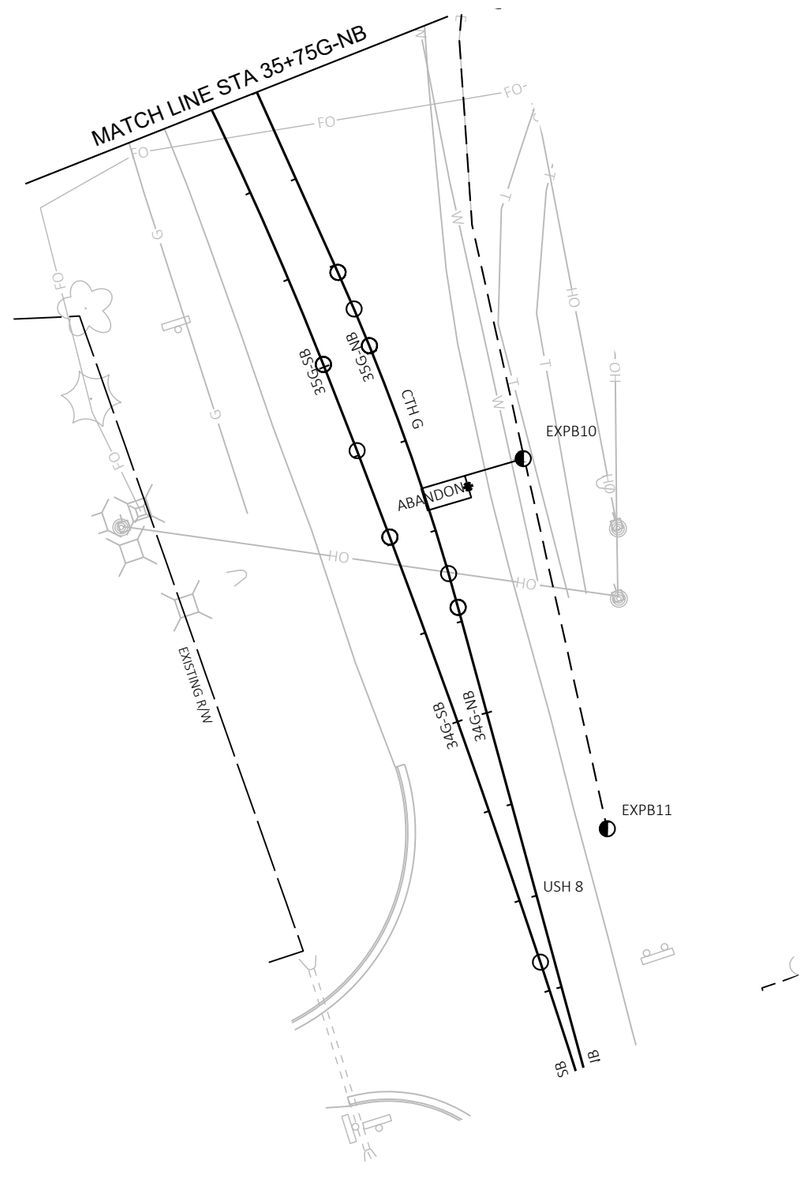
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVALS	SHEET 144	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024005-sr

PLOT DATE : 4/29/2025 8:44 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2





N

TRAFFIC CONTROL SIGNAL
USH 8 / STH 17 / STH 47 & CTH G
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S-43-0705

REGION CONTACT: RON JOHNSON
DESIGNED BY: AYRES ASSOCIATES
REVISED BY: REVISED BY

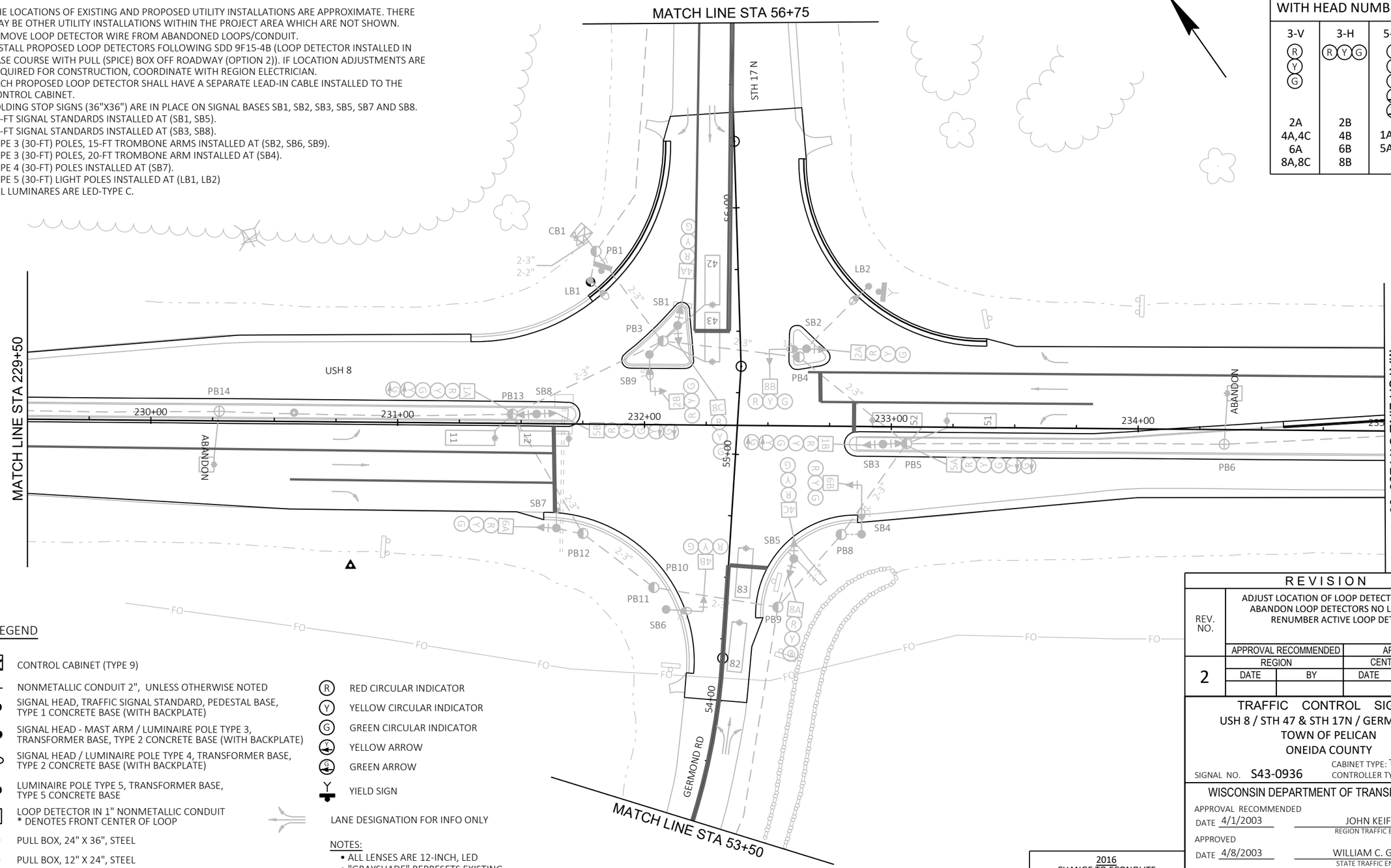
PAGE 3 OF 3

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL REMOVALS	SHEET 145	E

NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
2. REMOVE LOOP DETECTOR WIRE FROM ABANDONED LOOPS/CONDUIT.
3. INSTALL PROPOSED LOOP DETECTORS FOLLOWING SDD 9F15-4B (LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPICE) BOX OFF ROADWAY (OPTION 2)). IF LOCATION ADJUSTMENTS ARE REQUIRED FOR CONSTRUCTION, COORDINATE WITH REGION ELECTRICIAN.
4. EACH PROPOSED LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE INSTALLED TO THE CONTROL CABINET.
5. FOLDING STOP SIGNS (36"X36") ARE IN PLACE ON SIGNAL BASES SB1, SB2, SB3, SB5, SB7 AND SB8.
6. 13-FT SIGNAL STANDARDS INSTALLED AT (SB1, SB5).
   15-FT SIGNAL STANDARDS INSTALLED AT (SB3, SB8).
   TYPE 3 (30-FT) POLES, 15-FT TROMBONE ARMS INSTALLED AT (SB2, SB6, SB9).
   TYPE 3 (30-FT) POLES, 20-FT TROMBONE ARM INSTALLED AT (SB4).
   TYPE 4 (30-FT) POLES INSTALLED AT (SB7).
   TYPE 5 (30-FT) LIGHT POLES INSTALLED AT (LB1, LB2)
7. ALL LUMINARES ARE LED-TYPE C.

CONFIGURATION WITH HEAD NUMBERS		
3-V (R Y G)	3-H (R Y G)	5-VL (R Y G Y G)
2A	2B	
4A,4C	4B	1A,1B
6A	6B	5A,5B
8A,8C	8B	



LEGEND

- CONTROL CABINET (TYPE 9)
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE, TYPE 1 CONCRETE BASE (WITH BACKPLATE)
- (XX) SIGNAL HEAD - MAST ARM / LUMINAIRE POLE TYPE 3, TRANSFORMER BASE, TYPE 2 CONCRETE BASE (WITH BACKPLATE)
- SIGNAL HEAD / LUMINAIRE POLE TYPE 4, TRANSFORMER BASE, TYPE 2 CONCRETE BASE (WITH BACKPLATE)
- LUMINAIRE POLE TYPE 5, TRANSFORMER BASE, TYPE 5 CONCRETE BASE
- * LOOP DETECTOR IN 1" NONMETALLIC CONDUIT * DENOTES FRONT CENTER OF LOOP
- PULL BOX, 24" X 36", STEEL
- PULL BOX, 12" X 24", STEEL
- XX SIGNAL HEAD NUMBER

- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- YIELD SIGN

LANE DESIGNATION FOR INFO ONLY

NOTES:
- ALL LENSES ARE 12-INCH, LED
- "GRAYSHADE" REPRESETS EXISTING
- "BOLD" REPRESENTS PROPOSED

2016
CHANGE TO ECONOLITE CONTROLLER; DISCONNECT SOME DETECTORS

REVISION

REV. NO.	ADJUST LOCATION OF LOOP DETECTORS 21 AND 61; ABANDON LOOP DETECTORS NO LONGER USED; RENUMBER ACTIVE LOOP DETECTORS			
	APPROVAL RECOMMENDED		APPROVED	
2	REGION		CENTRAL OFFICE	
	DATE	BY	DATE	BY

TRAFFIC CONTROL SIGNAL
USH 8 / STH 47 & STH 17N / GERMOND RD
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0936
CABINET TYPE: TS1
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 4/1/2003 — JOHN KEIFFER, REGION TRAFFIC ENGINEER

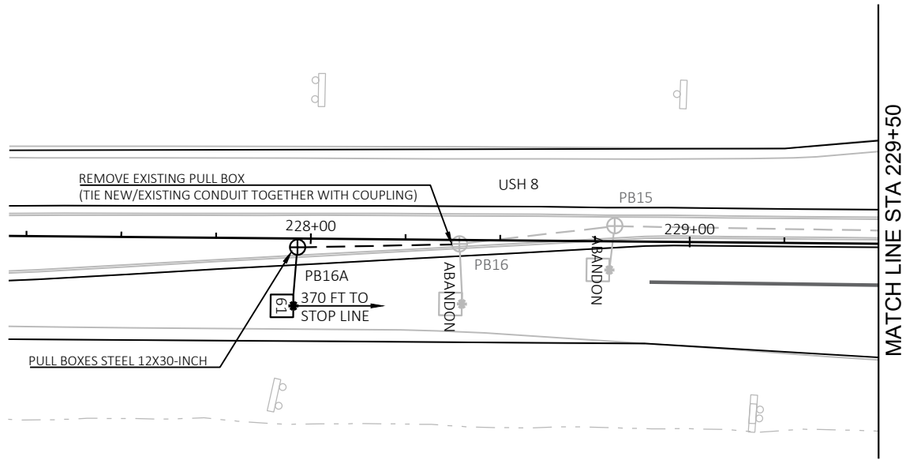
APPROVED
DATE 4/8/2003 — WILLIAM C. GILDING, STATE TRAFFIC ENGINEER

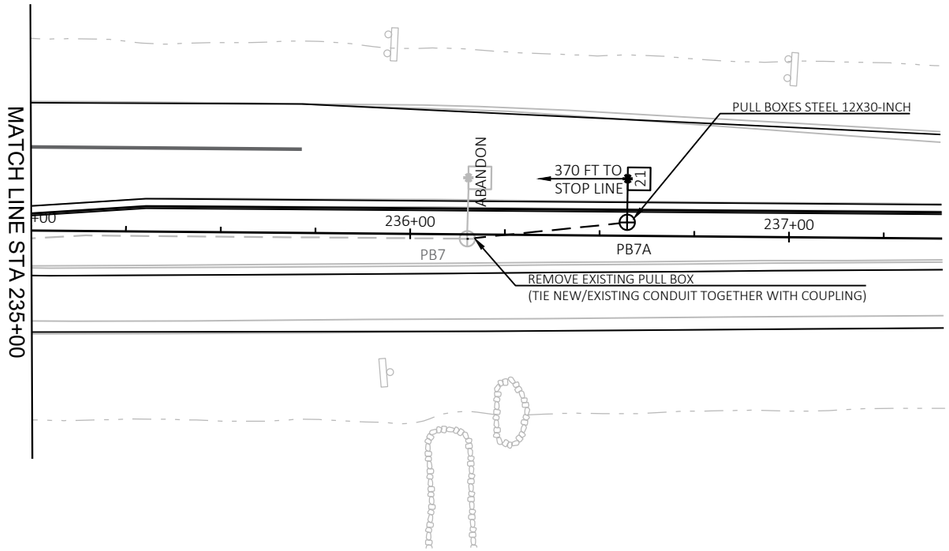
REGION CONTACT: RONALD JOHNSON
DESIGNED BY: WISDOT
REVISED BY: AYRES ASSOCIATES

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 146	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 024201-sp
PLOT DATE : 7/23/2025 2:36 PM
PLOT BY : WILKE, CASSANDRA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2





TRAFFIC CONTROL SIGNAL
USH 8 / STH 47 & STH 17 N / GERMOND RD
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0936 (REV #2)

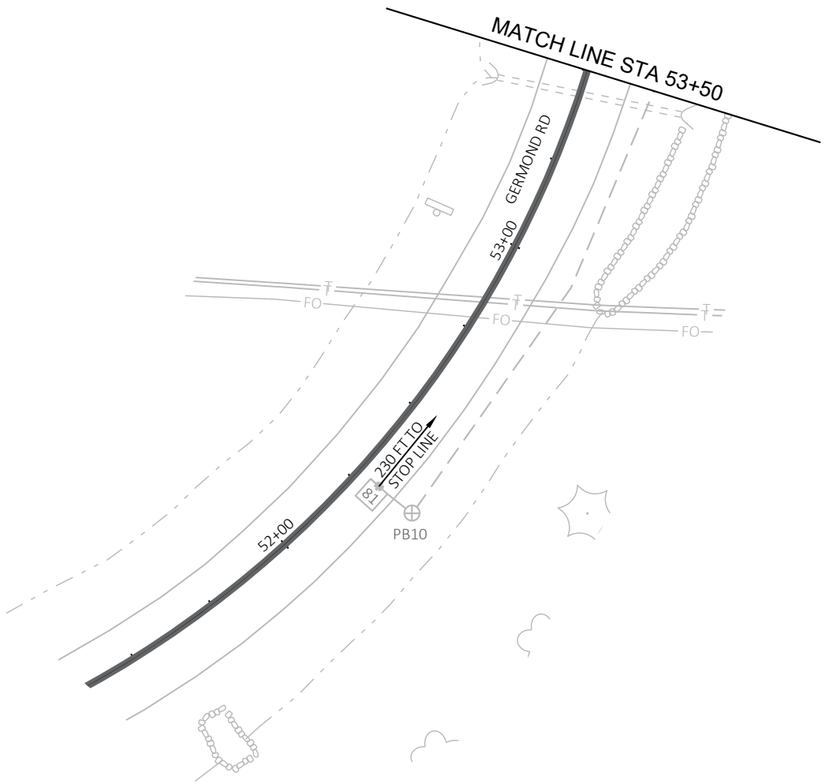
REGION CONTACT: RONALD JOHNSON
DESIGNED BY: WISDOT
REVISED BY: AYRES ASSOCIATES

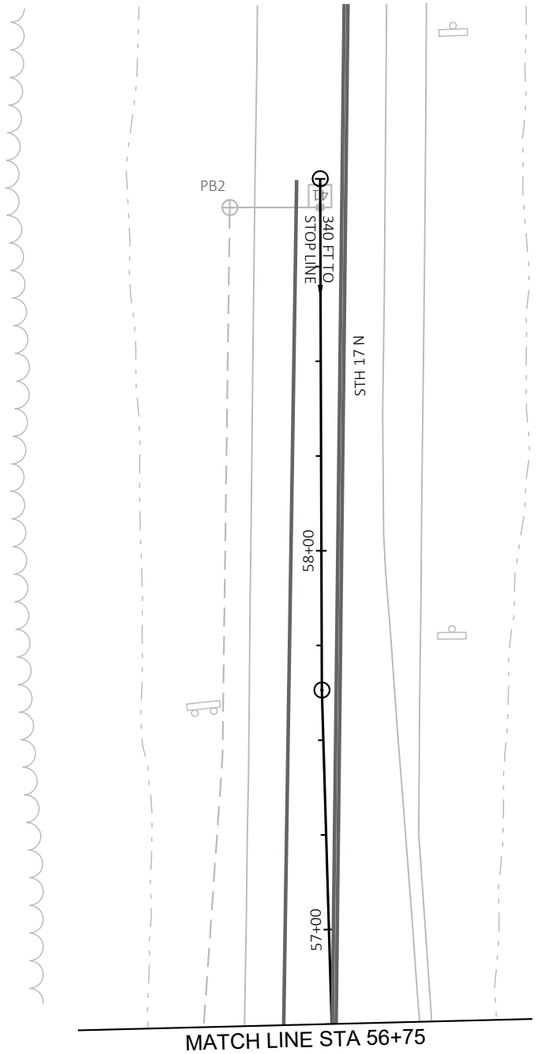
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 147	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024201-SP.DWG
LAYOUT NAME - 024202-sp

PLOT DATE : 7/23/2025 2:01 PM PLOT BY : WILKE, CASSANDRA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2





NOTE: NO WORK IS PROPOSED ON THIS SHEET.

TRAFFIC CONTROL SIGNAL
USH 8 / STH 47 & STH 17 N / GERMOND RD
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0936 (REV #2)

REGION CONTACT: RONALD JOHNSON
DESIGNED BY: WISDOT
REVISED BY: AYRES ASSOCIATES

PAGE 3 OF 4

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 148	E

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	NOT USED 03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
01	1A,1B	G	Y –	–	– –	–	– –	–	– –	–
02	2A,2B,5A,5B	R	R R	G	Y R	R	R R	R	R R	R
03										
04	4A,4B,4C	R	R R	R	R R	R	R R	G	Y R	R
05	5A,5B	–	– –	–	– –	–	– –	–	– –	–
06	6A,6B,1A,1B	R	R R	R	R R	R	R R	R	R R	R
07										
08	8A,8B,8C	R	R R	R	R R	R	R R	R	R R	R
02P										
04P										
06P										
08P										

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	NOT USED 07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
01	1A,1B	–	– –	–	– –	–	– –	–	– –
02	2A,2B,5A,5B	R	R R	R	R R	R	R R	R	R R
03									
04	4A,4B,4C	R	R R	R	R R	R	R R	R	R R
05	5A,5B	G	Y –	–	– –	–	– –	–	– –
06	6A,6B,1A,1B	R	R R	G	Y R	R	R R	R	R R
07									
08	8A,8B,8C	R	R R	R	R R	R	R R	G	Y R
02P									
04P									
06P									
08P									

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	5 OR 6	2, 4, 8
2	5 OR 6	1, 4, 8
3		
4	8	1, 2, 5, 6
5	1 OR 2	4, 6, 8
6	1 OR 2	4, 5, 8
7		
8	4	1, 2, 5, 6

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS
11	2	X			1	1				6'x20'	3
12	2	X			1	1				6'x20'	3
21	3	X			2	2				6'x6'	5
41	5			X		4			X	6'x6'	4
42	6	X			4	4				6'x20'	3
43	7	X			4	4		X		6'x20'	3
51	8	X			5	5				6'x20'	3
52	8	X			5	5				6'x20'	3
61	9	X			6	6				6'x6'	5
81	11			X		8			X	6'x6'	5
82	12	X			8	8		X		6'x20'	3
83	13	X			8	8		X		6'x20'	3

CONTROLLER LOGIC

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

OVERLAPS

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

TYPE OF INTERCONNECT COMMUNICATION	
CELL MODEM	x
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
FIBER OPTIC	
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S–
SIGNAL SYSTEM #:	SS– 43–0072

TYPE OF PRE–EMPT	
NONE	x
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER – GTT	
LIFT BRIDGE	
QUEUE DETECTOR	

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

GENERAL NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
USH 8 / STH 47 & STH 17 N / GERMOND RD
TOWN OF PELICAN
ONEIDA COUNTY

SIGNAL NO. S43-0936 REV#2 CABINET TYPE: TS1 CONTROLLER TYPE: ECONOLITE
DATE: 11-2024 PAGE NO. 4 OF 4

PROJECT NO: 1590-12-75 | HWY: USH 8 | COUNTY: ONEIDA | SEQUENCE OF OPERATIONS | SHEET 149 | E

NOTES:

1. THE LOCATIONS OF EXISTING AND PROPOSED INSTALLATIONS ARE APPROXIMATE.
2. THERE MAY BE UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.
3. VERIFY ALL CONDUIT RUNS HAVE CAPACITY FOR ADDITIONAL SIGNAL CONDUCTOR.

COURTNEY ST

S PELHAM ST

REPLACE EXISTING 20-FT MAST ARM WITH 25-FT ARM.
REPLACE 3-SECTION HEAD WITH 5-SECTION HEAD.
REPLACE SIGNAL CABLE WIRE FROM SIGNAL BASE TO NEW 5-SECTION HEAD.

INSTALL 7-CONDUCTOR CABLE FROM SB1 TO SB2.

REPLACE EXISTING 13-FT SIGNAL STANDARD WITH 15-FT STANDARD.
REMOVE AND REINSTALL EASTBOUND 3-SECTION HEAD AND PEDESTRIAN HEAD.
REPLACE WESTBOUND 3-SECTION HEAD WITH 5-SECTION HEAD.
REPLACE SIGNAL CABLE WIRE FROM SIGNAL BASE TO ALL SIGNAL HEADS.

INSTALL 7-CONDUCTOR CABLE FROM CONTROL CABINET TO SB1

TERMINATE NEW SIGNAL CABLE FOR 5-SECTION HEADS.
CONTROLLER PROGRAMMING UPDATES REQUIRED.

CAB

SB1

SB2

25'

15'

20'

20'

N

LEGEND

- CONTROL CABINET, PEDESTAL MOUNT
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- PULL BOX, 24" X 36"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- LANE DESIGNATION FOR INFO ONLY

NOTES:

- ALL SIGNAL LOCATIONS ARE APPROXIMATE.
- REQUIRED CHANGES ARE NOTED ON PLANS.
- ALL PROPOSED LENSES ARE 12-INCH

TRAFFIC CONTROL SIGNAL

S COURTNEY ST & S PELHAM ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. LOCAL

REGION CONTACT: JUSTIN ERNST CITY OF RHINELANDER
DESIGNED BY: N/A
REVISED BY: AYRES ASSOCIATES

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 150 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024205-SP.DWG
LAYOUT NAME - 024205-sp
PLOT DATE : 4/29/2025 8:46 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	01 R/W	01 CLEAR TO **	02 R/W	02 CLEAR TO **	03 R/W	03 CLEAR TO **	04 R/W	04 CLEAR TO **	FLASH
		NOT USED			NOT USED					
01										–
02	2A,5A,5B	R	R R	G	Y R	R	R R	R	R R	R
03										
04	4A,4B,4C	R	R R	R	R R	R	R R	G	Y R	R
05	5A,5B	–	– –	–	– –	–	– –	–	– –	–
06	6A,6B,6C	R	R R	R	R R	R	R R	R	R R	R
07										–
08	8A,8B,8C	R	R R	R	R R	R	R R	R	R R	R
02P	2–1, 2–2	DW	DW DW	*	DW DW	DW	DW DW	DW	DW DW	–
04P	4–1, 4–2	DW	DW DW	DW	DW DW	DW	DW DW	*	DW DW	–
06P	6–1, 6–2	DW	DW DW	DW	DW DW	DW	DW DW	DW	DW DW	–
08P	8–1, 8–2	DW	DW DW	DW	DW DW	DW	DW DW	DW	DW DW	–

RING 2

	HEAD NUMBERS	05 R/W	05 CLEAR TO **	06 R/W	06 CLEAR TO **	07 R/W	07 CLEAR TO **	08 R/W	08 CLEAR TO **
		NOT USED			NOT USED				
01									
02	2A,5A,5B	R	R R	R	R R	R	R R	R	R R
03									
04	4A,4B,4C	R	R R	R	R R	R	R R	R	R R
05	5A,5B	G	Y –	–	– –	–	– –	–	– –
06	6A,6B,6C	R	R R	G	Y R	R	R R	R	R R
07									
08	8A,8B,8C	R	R R	R	R R	R	R R	G	Y R
02P	2–1, 2–2	DW	DW DW	DW	DW DW	DW	DW DW	DW	DW DW
04P	4–1, 4–2	DW	DW DW	DW	DW DW	DW	DW DW	DW	DW DW
06P	6–1, 6–2	DW	DW DW	*	DW DW	DW	DW DW	DW	DW DW
08P	8–1, 8–2	DW	DW DW	DW	DW DW	DW	DW DW	*	DW DW

BARRIER

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1)

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	5 OR 6	4, 8
3		
4	8	2, 5, 6
5	2	4, 6, 8
6	2	4, 5, 8
7		
8	4	2, 5, 6

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER CHANNEL NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	SIZE	NUMBER OF TURNS

CONTROLLER LOGIC

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

OVERLAPS

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

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	

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

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

GENERAL NOTES:

1. WHEN ACTIVE BY TIME OF DAY, PHASE 5 WILL START CONCURRENTLY WITH PHASE 2.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1 AT LEFT.)
3. WHEN OPPOSING THRU PHASES ARE TIMING CONCURRENTLY THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
S COURTNEY ST & S PELHAM ST
CITY OF RHINELANDER
ONEIDA COUNTY

SIGNAL NO. LOCAL

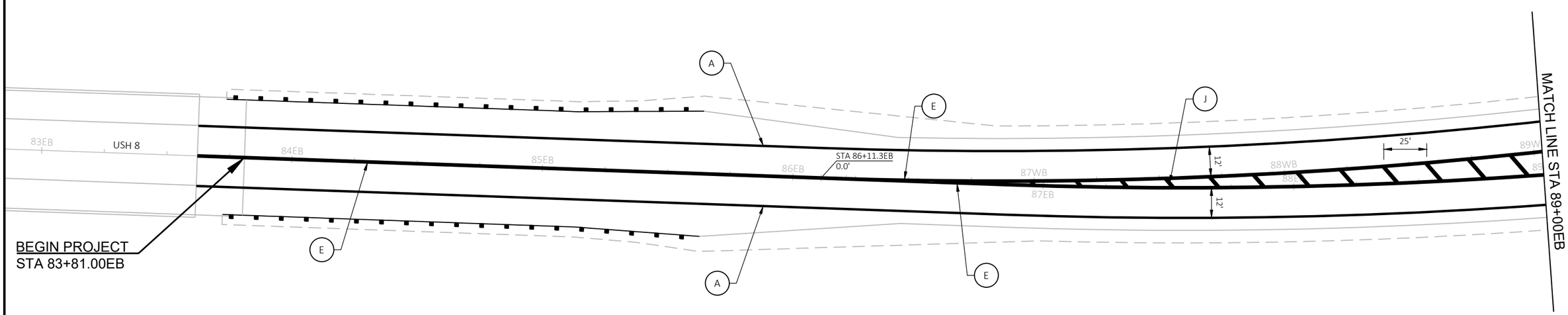
REGION CONTACT: JUSTIN ERNST CITY OF RHINELANDER
DESIGNED BY: N/A
REVISED BY: AYRES ASSOCIATES

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC SIGNAL PLAN	SHEET 151	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024205-SP.DWG
LAYOUT NAME - 024206-sp
PLOT DATE : 4/29/2025 8:46 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

N



LEGEND

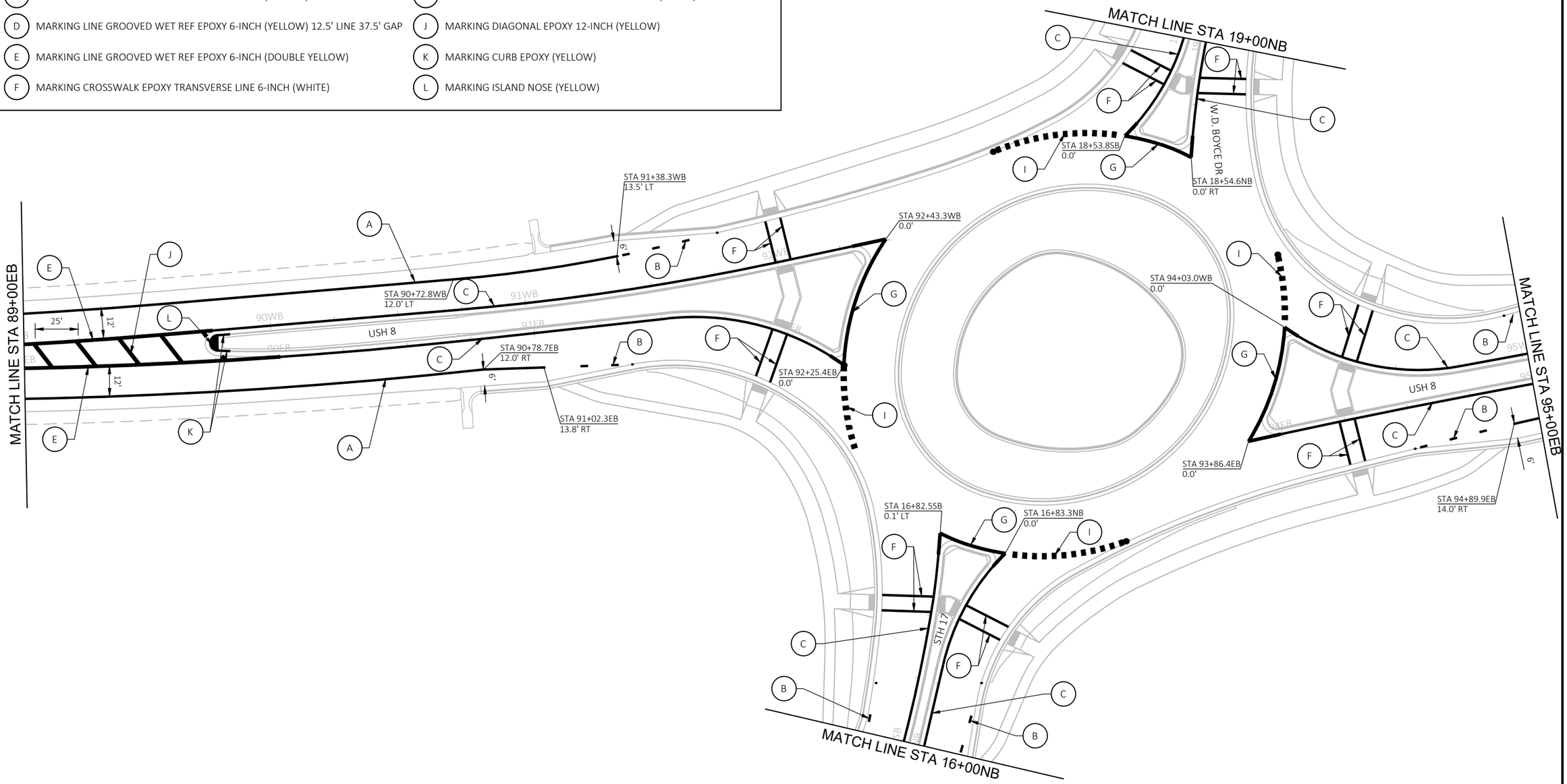
A	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	G	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
B	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP	H	MARKING ARROW EPOXY (WHITE)
C	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	I	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
D	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP	J	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
E	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	K	MARKING CURB EPOXY (YELLOW)
F	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	L	MARKING ISLAND NOSE (YELLOW)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 152	E

2

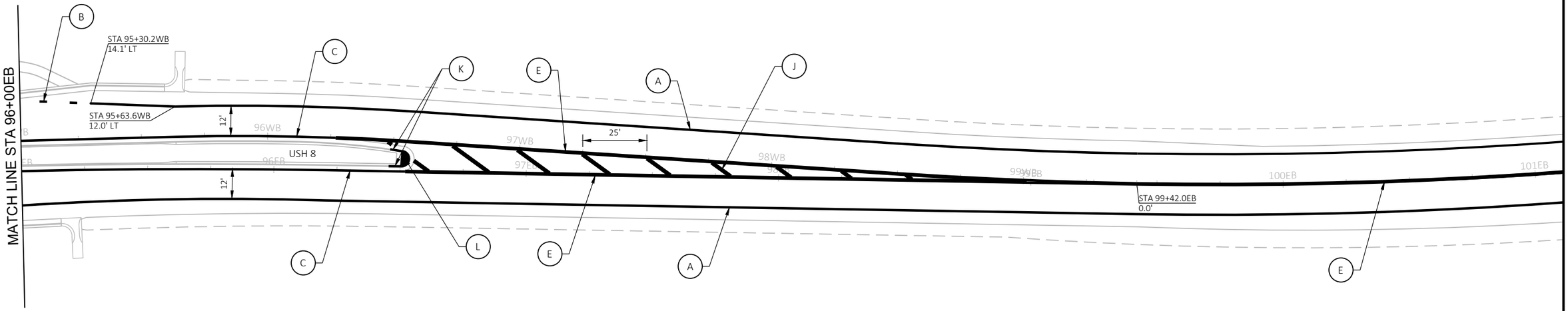
LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- (D) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP
- (E) MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- (H) MARKING ARROW EPOXY (WHITE)
- (I) MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (J) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (K) MARKING CURB EPOXY (YELLOW)
- (L) MARKING ISLAND NOSE (YELLOW)



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 153	E

2



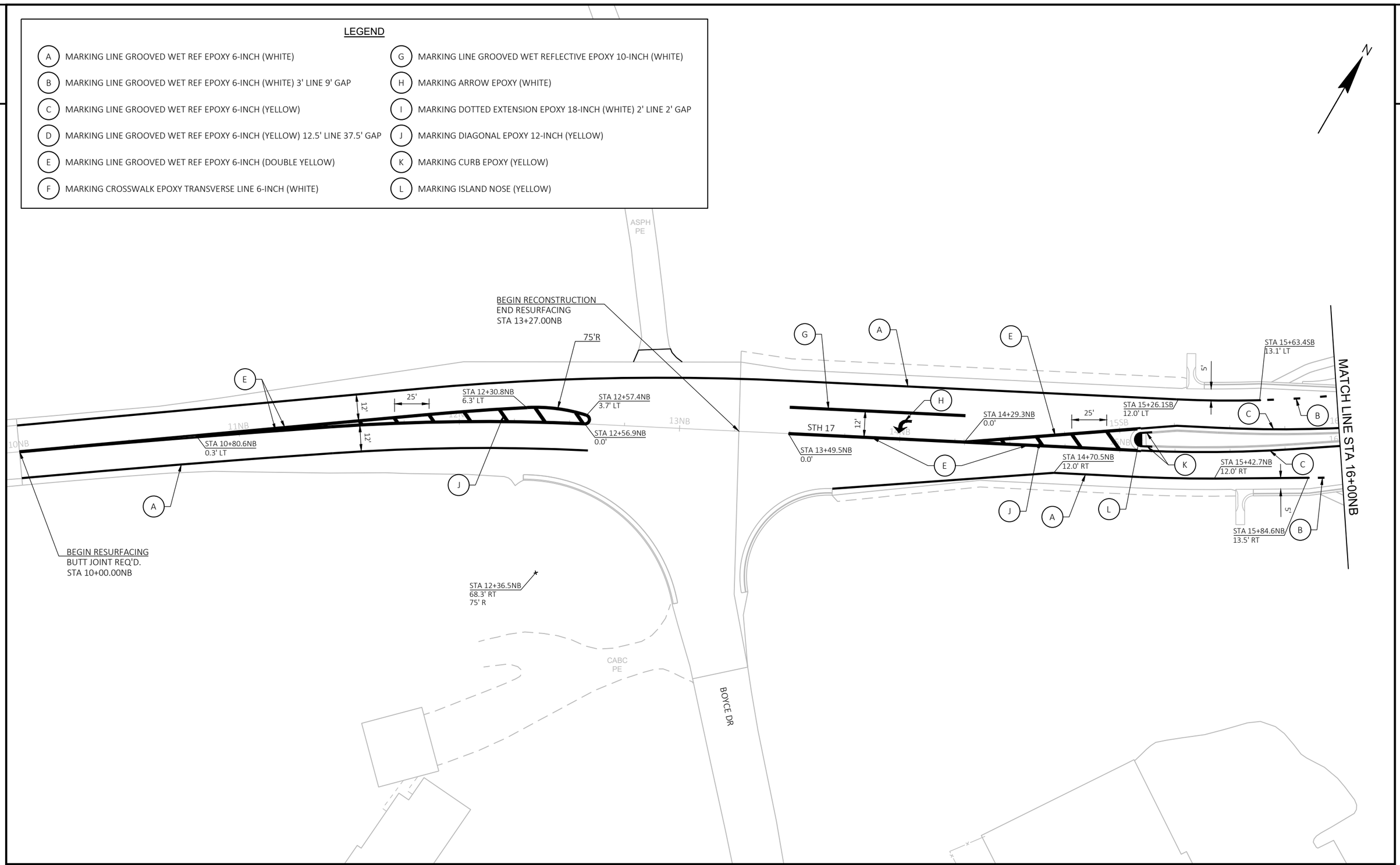
LEGEND

A	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	G	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
B	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP	H	MARKING ARROW EPOXY (WHITE)
C	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	I	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
D	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP	J	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
E	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	K	MARKING CURB EPOXY (YELLOW)
F	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	L	MARKING ISLAND NOSE (YELLOW)

2

LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- (D) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP
- (E) MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- (H) MARKING ARROW EPOXY (WHITE)
- (I) MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (J) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (K) MARKING CURB EPOXY (YELLOW)
- (L) MARKING ISLAND NOSE (YELLOW)



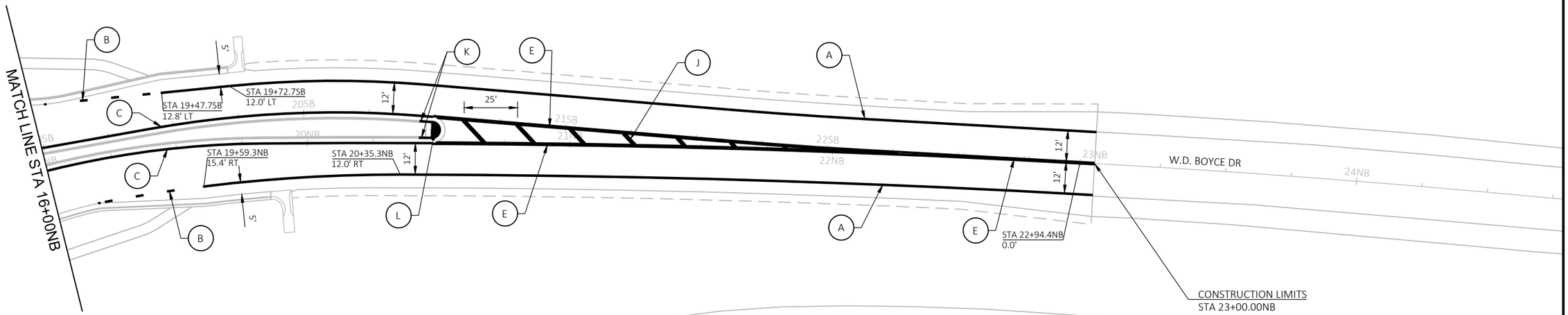
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 155	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024504-pm

PLOT DATE : 4/29/2025 8:47 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- A MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- B MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP
- C MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- D MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP
- E MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- F MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- G MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- H MARKING ARROW EPOXY (WHITE)
- I MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- J MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- K MARKING CURB EPOXY (YELLOW)
- L MARKING ISLAND NOSE (YELLOW)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 156	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024505-pm
PLOT DATE : 4/29/2025 8:47 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

START NO PASSING ZONE BARRIER LINE
APPROXIMATE STA 150+84.00EB

153EB
USH 8
154EB
155EB
156WB
156EB
157WB
157EB
158WB
158EB

12'
12'
25'
12'
12'

STA 155+84.0EB
0.0'

MATCH LINE STA 159+00EB

A
C
K
E
D
C
A
E
J
E
L
C

LEGEND

A	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	G	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
B	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP	H	MARKING ARROW EPOXY (WHITE)
C	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	I	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
D	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP	J	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
E	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	K	MARKING CURB EPOXY (YELLOW)
F	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	L	MARKING ISLAND NOSE (YELLOW)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 157	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024506-pm
PLOT DATE : 4/29/2025 8:47 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- (A) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (B) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP
- (C) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- (D) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP
- (E) MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- (F) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (G) MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- (H) MARKING ARROW EPOXY (WHITE)
- (I) MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (J) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (K) MARKING CURB EPOXY (YELLOW)
- (L) MARKING ISLAND NOSE (YELLOW)

N

MATCH LINE STA 39+00G-NB

CTH G

STA 38+26.3G-SB
0.0'

STA 38+11.5G-NB
0.0'

STA 159+99.2WB
12.9' LT

STA 160+96.9WB
0.0'

STA 159+65.4WB
12.0' LT

STA 162+67.1WB
0.0'

STA 163+72.9WB
13.6' LT

STA 164+23.9WB
12.0' LT

MATCH LINE STA 159+00EB

MATCH LINE STA 165+00EB

USH 8

STA 159+43.0EB
12.0' RT

STA 160+97.9EB
0.0'

STA 159+92.4EB
13.5' RT

STA 162+68.1EB
0.0'

STA 163+60.3EB
13.8' RT

STA 164+19.5EB
12.0' RT

STA 36+67.7G-SB
0.0'

STA 36+52.3G-NB
0.0'

CTH G

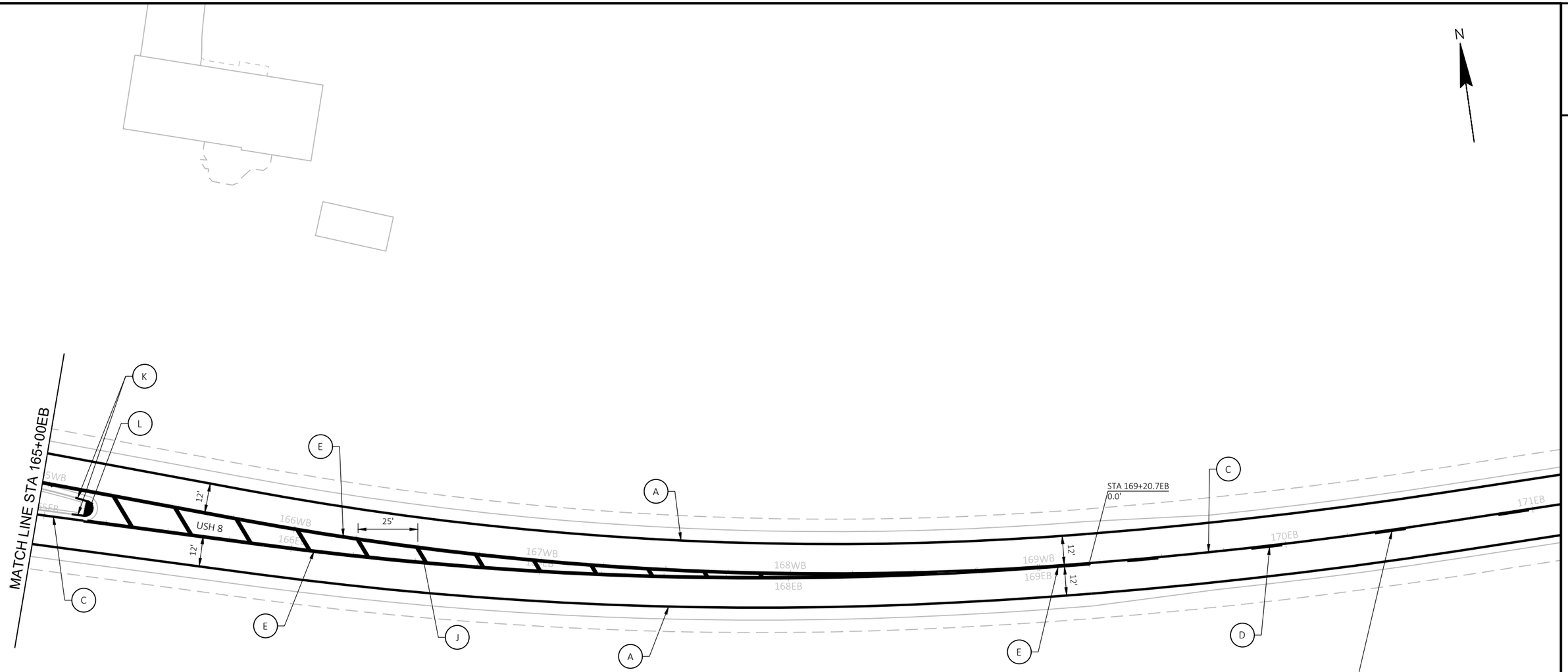
MATCH LINE STA 36+00G-NB

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 158	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024507-pm

PLOT DATE : 4/29/2025 8:47 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

- A — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- B — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP
- C — MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- D — MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP
- E — MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)
- F — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- G — MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
- H — MARKING ARROW EPOXY (WHITE)
- I — MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- J — MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- K — MARKING CURB EPOXY (YELLOW)
- L — MARKING ISLAND NOSE (YELLOW)

2

N

LAKE JULIA RD

SIGN

CABC
CE

CTH G

31G-NB

32G-NB

33G-SB

33G-NB

34G-SB

34G-NB

35G-SB

25G-NB

36G-

STA 32+13.8G-NB
0.0'

STA 34+47.5G-SB
12.0' LT

STA 35+49.6G-SB
14.6' LT

STA 34+89.1G-NB
12.0' RT

STA 35+34.1G-NB
13.6' RT

MATCH LINE STA 36+00G-NB

CONSTRUCTION LIMITS
STA 33+92.60G-NB

25'

12'

5'

A E J L B C K

LEGEND

A	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	G	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
B	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP	H	MARKING ARROW EPOXY (WHITE)
C	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	I	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
D	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP	J	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
E	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	K	MARKING CURB EPOXY (YELLOW)
F	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	L	MARKING ISLAND NOSE (YELLOW)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 160	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024509-pm

PLOT DATE : 4/29/2025 8:47 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

ASPH
CE

ASPH
CE

ASPH
CE

MATCH LINE STA 39+00G-NB

STA 39+51.1G-SB
14.6' LT

STA 40+69.5G-SB
12.0' LT

STA 42+82.5G-NB
0.0'

STA 39+74.7G-NB
12.0' RT

STA 39+24.9G-NB
13.7' RT

CONSTRUCTION LIMITS
STA 41+52.30G-NB

CTH G

25'

12'

12'

40G-SB

41G-SB

41G-NB

42G-SB

42G-NB

43G-NB

44G-NB

45G-NB

KERRY LN

LEGEND

A	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)	G	MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
B	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) 3' LINE 9' GAP	H	MARKING ARROW EPOXY (WHITE)
C	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)	I	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
D	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) 12.5' LINE 37.5' GAP	J	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
E	MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOUBLE YELLOW)	K	MARKING CURB EPOXY (YELLOW)
F	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	L	MARKING ISLAND NOSE (YELLOW)

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PAVEMENT MARKING	SHEET 161	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024510-pm
PLOT DATE : 4/29/2025 8:47 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

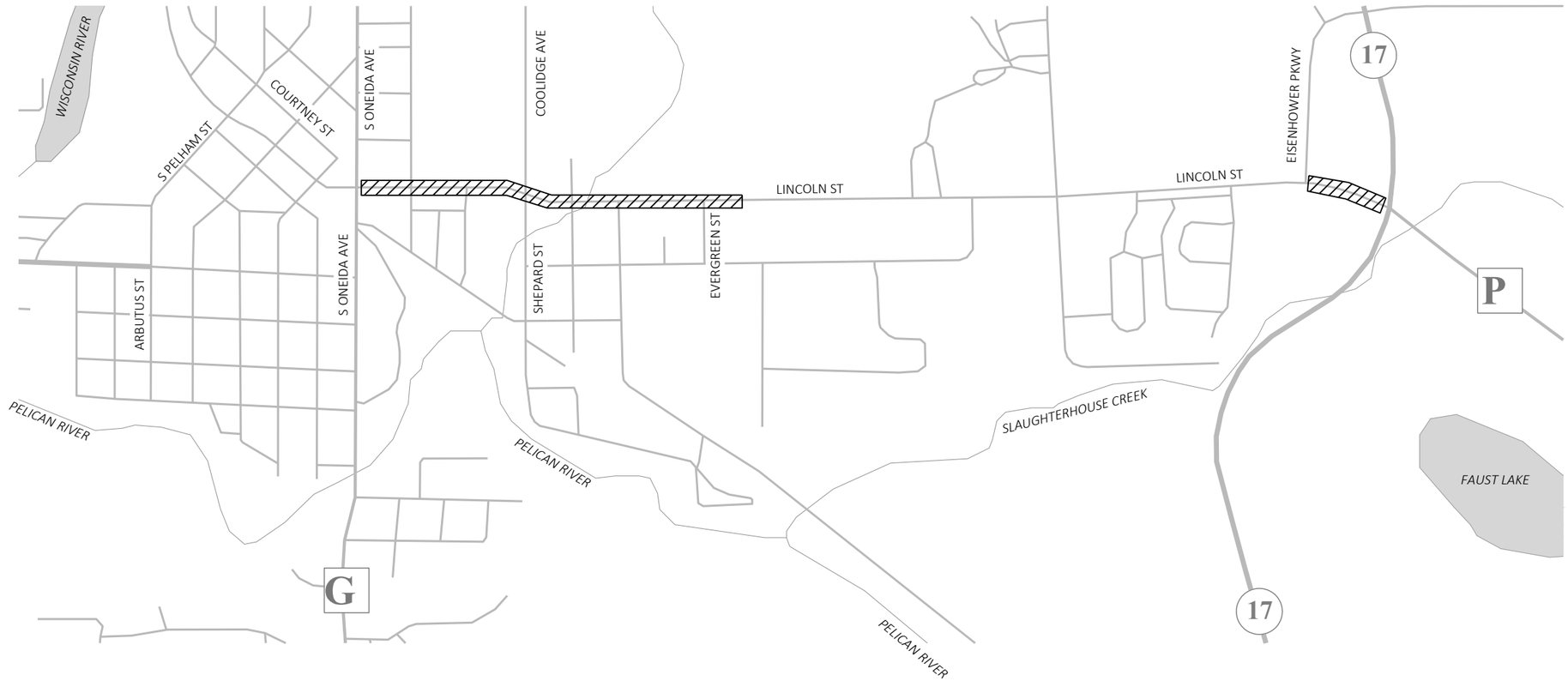
LEGEND

WORK AREA

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

N



TRAFFIC CONTROL - STAGE 1A NOTES

-CONSTRUCT MILL AND OVERLAY UNDER FLAGGING OPERATIONS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW - STAGE 1A	SHEET 162	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025100-tc

PLOT DATE : 4/29/2025 8:47 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

WORK AREA

N

USH 8

BLDNG

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H."

CONSTRUCT WIDENING

W.D. BOYCE DR

ASPH CE

SIGN

CLOSE BOYCE DRIVE APPROACH.
SEE STANDARD DETAIL DRAWING
"BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL C"

STH 17

BOYCE DR

MAINTAIN ACCESS
ACROSS USH 8

USH 8 CLOSED TO TRAFFIC
SEE DETOUR PLAN

TRAFFIC CONTROL - STAGE 1B NOTES

-CLOSE USH 8 MAINLINE
-CONSTRUCT WIDENING FOR BYPASS AT STH 17 SOUTH/W.D. BOYCE DR INTERSECTION
-CONSTRUCT WIDENING FOR ONE LANE ROAD AT CTH G INTERSECTION

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW - STAGE 1B	SHEET 163	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025101-tc

PLOT DATE : 4/29/2025 8:48 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

WORK AREA

N

USH 8

CTH G

KERRY LN

CONSTRUCT WIDENING

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H."

USH 8 CLOSED TO TRAFFIC

USH 8 CLOSED TO TRAFFIC

LAKE JULIA RD

CTH G

TRAFFIC CONTROL - STAGE 1B NOTES

-CLOSE USH 8 MAINLINE
-CONSTRUCT WIDENING FOR BYPASS AT STH 17 SOUTH/W.D. BOYCE DR INTERSECTION
-CONSTRUCT WIDENING FOR ONE LANE ROAD AT CTH G INTERSECTION

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW - STAGE 1B	SHEET 164	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025102-tc

PLOT DATE : 4/29/2025 8:48 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

GENERAL NOTES:

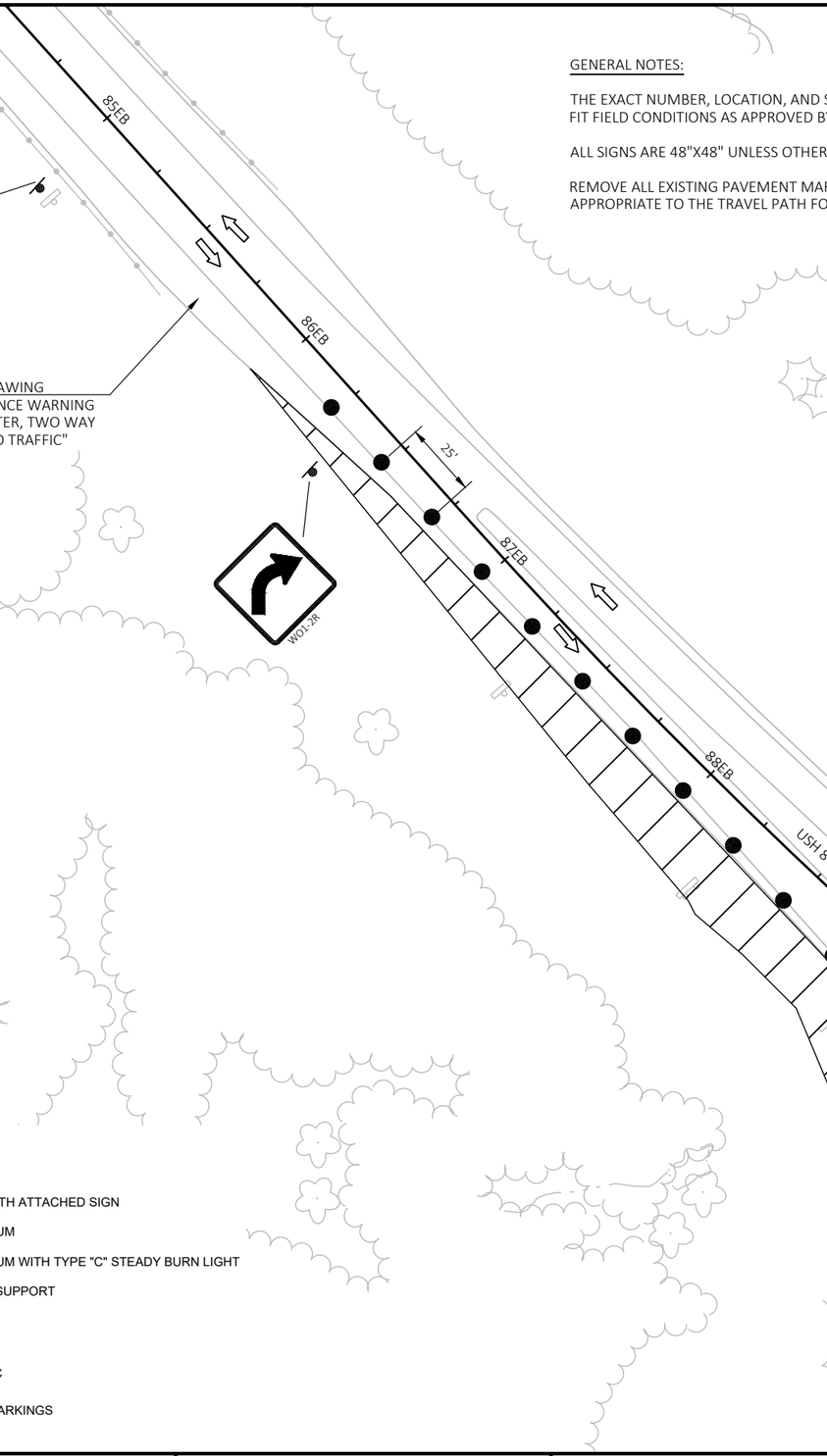
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

W12-52
48"X48"

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"



W12-52
48"X48"

W057-52
48"X36"

M3-3
24"X12"

M1-6
24"X24"

WIDTH RESTRICTION SIGNS TO BE PLACED AT USH 8 AND STH 47, 100 FEET WEST OF THE PROJECT LIMITS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

N

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 165	E

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS

NORTH
M3-1
24"X12"

17
M1-6
24"X24"

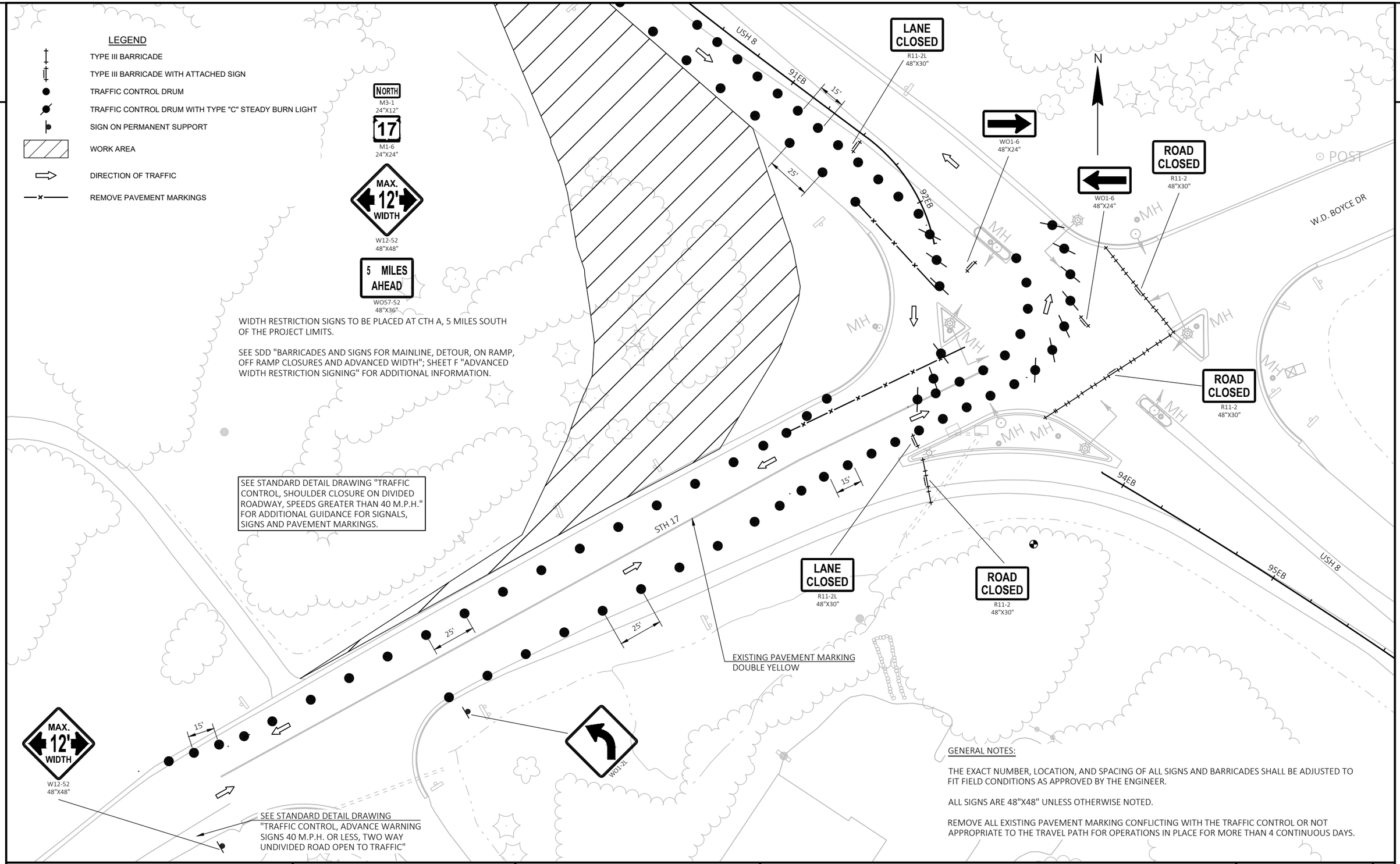
MAX. 12' WIDTH
W12-52
48"X48"

5 MILES AHEAD
WO57-52
48"X36"

WIDTH RESTRICTION SIGNS TO BE PLACED AT CTH A, 5 MILES SOUTH OF THE PROJECT LIMITS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.



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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 166	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025104-tc
PLOT DATE : 4/29/2025 8:48 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

LAKE JULIA RD

N

USH 8

163EB

REMOVE TRAFFIC SIGNALS, CURB & GUTTER, AND MEDIANS REPLACE WITH TEMPORARY ASPHALT

ROAD CLOSED
R11-2
48"X30"

CTH G

25'

15'

12'

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

EXISTING PAVEMENT MARKING
DOUBLE YELLOW

TEMPORARY MARKING
LINE PAINT 6-INCH
(DOUBLE YELLOW)

NO TURNS
R3-3
36"X36"

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

RIPRAP

164EB

USH 8

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 167	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025105-tc

PLOT DATE : 4/29/2025 8:48 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

USH 8

1590B

N

NO TURNS
R3-3
36"X36"

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

15'

25'

25'

CTH G

EXISTING PAVEMENT MARKING
DOUBLE YELLOW

KERRY LN

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H." FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 1B	SHEET 168	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025106-tc

PLOT DATE : 4/29/2025 8:48 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

WORK AREA

N

SEE STANDARD DETAIL DRAWING
"BARRICADES AND SIGNS FOR
MAINLINE CLOSURES, DETAIL B"

W.D. BOYCE DR CLOSED SEE
STANDARD DETAIL DRAWING
"BARRICADES AND SIGNS FOR
MAINLINE CLOSURES, DETAIL C"

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, TEMPORARY
BYPASS ROADWAY"

MAINTAIN ACCESS
ACROSS USH 8

USH 8 CLOSED
SEE DETOUR PLAN

SEE STANDARD DETAIL DRAWING
"BARRICADES AND SIGNS FOR
MAINLINE CLOSURES, DETAIL B"

BLDNG
USH 8
W.D. BOYCE DR
STH 17
BOYCE DR
ASPH
CE
SIGN
QUARRY

TRAFFIC CONTROL - STAGE 2 NOTES

-BYPASS STH 17 SOUTH TRAFFIC AROUND INTERSECTION
-CONSTRUCT ROUNDABOUT CIRCULATING ROADWAY, NORTH AND EAST LEG OF ROUNDABOUT, AND PORTIONS OF THE SOUTH AND WEST LEG OF ROUNDABOUT
-BYPASS CTH G TRAFFIC AROUND INTERSECTION
-CONSTRUCT MAJORITY OF THE ROUNDABOUT CIRCULATING ROADWAY, THE EAST LEG OF THE ROUNDABOUT, AND PORTIONS OF THE NORTH, SOUTH, AND WEST LEGS OF THE ROUNDABOUT

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW - STAGE 2	SHEET 169	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025200-TC.DWG
LAYOUT NAME - 025200-tc
PLOT DATE : 4/29/2025 8:49 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

LEGEND

WORK AREA

N

USH 8

USH 8 CLOSED

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ONE LANE
ROAD WITH TEMPORARY SIGNALS"

CTH G

KERRY LN

LAKE JULIA RD

USH 8

USH 8 CLOSED

TRAFFIC CONTROL - STAGE 2 NOTES

-BYPASS STH 17 SOUTH TRAFFIC AROUND INTERSECTION
-CONSTRUCT ROUNDABOUT CIRCULATING ROADWAY, NORTH AND EAST LEG OF ROUNDABOUT, AND PORTIONS OF THE SOUTH AND WEST LEG OF ROUNDABOUT
-BYPASS CTH G TRAFFIC AROUND INTERSECTION
-CONSTRUCT MAJORITY OF THE ROUNDABOUT CIRCULATING ROADWAY, THE EAST LEG OF THE ROUNDABOUT, AND PORTIONS OF THE NORTH, SOUTH, AND WEST LEGS OF THE ROUNDABOUT

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW - STAGE 2	SHEET 170	E

2

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

WO1-1R

25 MPH
WO13-1
36"X36"

MAX. 12' WIDTH
W12-52
48"X48"

500'

85

USH 8

86

50'

TEMPORARY MARKING
LINE PAINT 6-INCH
(DOUBLE YELLOW)

87

50'

TEMPORARY MARKING
LINE PAINT 6-INCH
(WHITE)

WO1-6
48"X24"

LANE CLOSED
R11-2L
48"X30"

15'

15'

88

50'

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

TEMPORARY MARKING
LINE PAINT 6-INCH
(WHITE)

90

25'

91

SOUTH
M3-3
24"X12"

17
M1-6
24"X24"

MAX. 12' WIDTH
W12-52
48"X48"

100 FEET AHEAD
WO57-52
48"X36"

WIDTH RESTRICTION SIGNS TO BE PLACED AT USH 8 AND STH 47, 100 FEET WEST OF THE PROJECT LIMITS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

N

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- TEMPORARY DELINEATOR
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT
- DRIVEWAY ASSISTANCE DEVICE

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 171	E

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- TEMPORARY DELINEATOR
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT
- DRIVEWAY ASSISTANCE DEVICE

M3-1
24"X12"

M1-6
24"X24"

W12-52
48"X48"

WO57-52
48"X36"

TEMPORARY MARKING
LINE PAINT 6-INCH
(DOUBLE YELLOW)

TEMPORARY MARKING
LINE PAINT 6-INCH
(WHITE)

WIDTH RESTRICTION SIGNS TO BE PLACED AT CTH A, 5 MILES SOUTH OF THE PROJECT LIMITS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

W12-52
48"X48"

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

WO1-1L

WO13-1
36"X36"

STH 17

50'

50'

500'

WO1-6
48"X24"

TEMPORARY MARKING
LINE PAINT 6-INCH
(WHITE)

16'

26'

25'

USH 8

W.D. BOYCE DR

94

95

N

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 172	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- TEMPORARY DELINEATOR
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT
- DRIVEWAY ASSISTANCE DEVICE

N

LAKE JULIA RD

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

STOP HERE ON RED
R10-6
24"X36"

TEMPORARY MARKING
LINE PAINT 6-INCH
(WHITE)

25'

16'

CTH G

500' 500' 500' 100' 50'

ROAD WORK AHEAD
W20-1A

W03-3

ONE LANE ROAD AHEAD
W20-4A

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

STOP HERE ON RED
R10-6
24"X36"

WO1-6
48"X24"

TEMPORARY MARKING
LINE PAINT 6-INCH
(WHITE)

LANE CLOSED
R11-2L
48"X30"

RIPRAP

USH 8

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE CONSTRUCTION DETAILS SHEET AND SPECIAL PROVISIONS FOR MORE INFORMATION ON DRIVEWAY ASSISTANCE DEVICE (DAD) SYSTEMS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 173	E

2

N

ROAD CLOSED
R11-2
48"X30"

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

TEMPORARY MARKING
LINE PAINT 6-INCH
(WHITE)

CLOSE
DRIVEWAY

STOP HERE ON RED
R10-6
24"X36"

W03-3

ONE LANE ROAD AHEAD
W20-4A

ROAD WORK AHEAD
W20-1A

160'

25'

19'

500'

500'

500'

CTH G

50'

100'

LANE CLOSED
R11-2L
48"X30"

ROAD CLOSED
R11-2
48"X30"

WO1-6
48"X24"

KERRY LN

SIGN

POST

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- TEMPORARY DELINEATOR
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT
- DRIVEWAY ASSISTANCE DEVICE

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE CONSTRUCTION DETAILS SHEET AND SPECIAL PROVISIONS FOR MORE INFORMATION ON DRIVEWAY ASSISTANCE DEVICE (DAD) SYSTEMS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2	SHEET 174	E

2

LEGEND

WORK AREA

N

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B"

W.D. BOYCE DRIVE CLOSED SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL C"

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY"

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B"

MAINTAIN ACCESS ACROSS USH 8

USH 8 CLOSED SEE DETOUR PLAN

W.D. BOYCE DR

BOYCE DR

STH 17

USH 8

BLDNG

ASPH CE

SIGN

QUARRY

TRAFFIC CONTROL - STAGE 2A NOTES

-BYPASS STH 17 SOUTH TRAFFIC AROUND INTERSECTION
-CONSTRUCT WESTBOUND LANE ON THE WEST LEG OF THE ROUNDABOUT

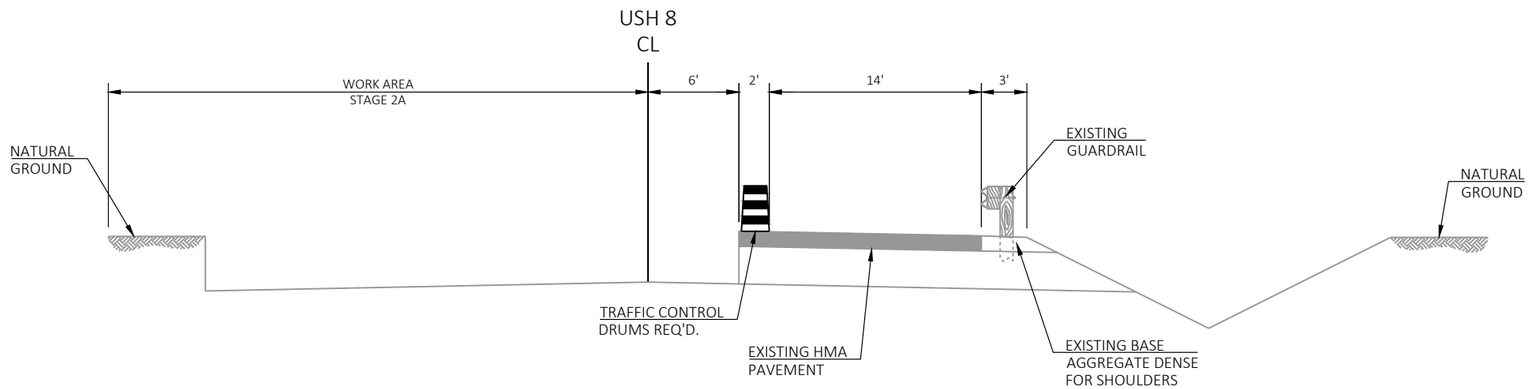
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW - STAGE 2A	SHEET 175	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025201-TC.DWG
LAYOUT NAME - 025206-tc

PLOT DATE : 4/29/2025 8:50 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2



STAGE 2A - USH 8

TYPICAL SECTION FOR TRAFFIC CONTROL

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL SECTION - STAGE 2A	SHEET 176	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025201-TC.DWG
LAYOUT NAME - 025207-tc
PLOT DATE : 4/29/2025 8:50 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(WHITE)

81EB 82EB 83EB 84EB 85EB 86EB 87EB

50'

16'

50'

100' 100' 100' 100' 100'

ROAD WORK AHEAD
W20-1A

MAX. 12' WIDTH
W12-52
48"X48"

ONE LANE ROAD AHEAD
W20-4A

WO3-3

STOP HERE ON RED
R10-6
24"X36"

WO1-1R

25 MPH
WO13-1
36"X36"

TEMPORARY MARKING
LINE PAINT 6-INCH
(WHITE)

TRAFFIC CONTROL - STAGE 2A NOTES

-CONSTRUCT GUARDRAIL, PAVEMENT AND GRADING

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2A	SHEET 177	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT

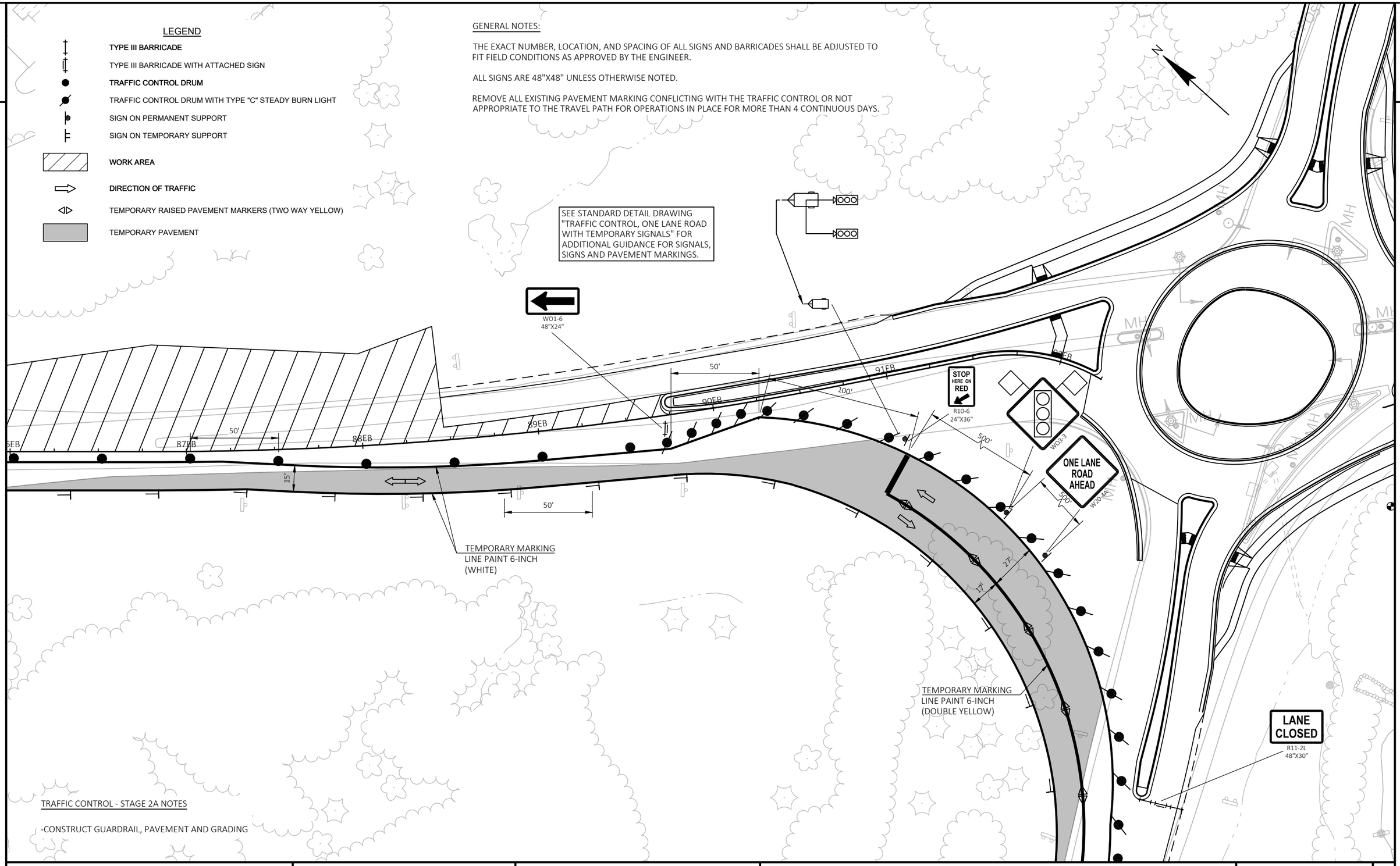
GENERAL NOTES:

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.



TRAFFIC CONTROL - STAGE 2A NOTES

-CONSTRUCT GUARDRAIL, PAVEMENT AND GRADING

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2A	SHEET 178	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025201-TC.DWG
LAYOUT NAME - 025209-tc

PLOT DATE : 4/29/2025 8:50 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

TEMPORARY MARKING LINE PAINT 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE PAINT 6-INCH (WHITE)

WIDTH RESTRICTION SIGNS TO BE PLACED AT CTH A, 5 MILES SOUTH OF THE PROJECT LIMITS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

50'

50'

500'

POST

FLAG

WO1-1L

25 MPH

WO13-1
36"X36"

MAX. 12' WIDTH

W12-52
48"X48"

TRAFFIC CONTROL - STAGE 2A NOTES

-CONSTRUCT GUARDRAIL, PAVEMENT AND GRADING

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2A	SHEET 179	E

2

LEGEND

WORK AREA

N

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B"

W.D. BOYCE DRIVE CLOSED SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL C"

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY"

MAINTAIN ACCESS ACROSS USH 8

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES, DETAIL B"

USH 8 CLOSED SEE DETOUR PLAN

USH 8

STH 17

BOYCE DR

W.D. BOYCE DR

BLDNG

ASPH CE

SIGN

QUARRY

TRAFFIC CONTROL - STAGE 2B NOTES

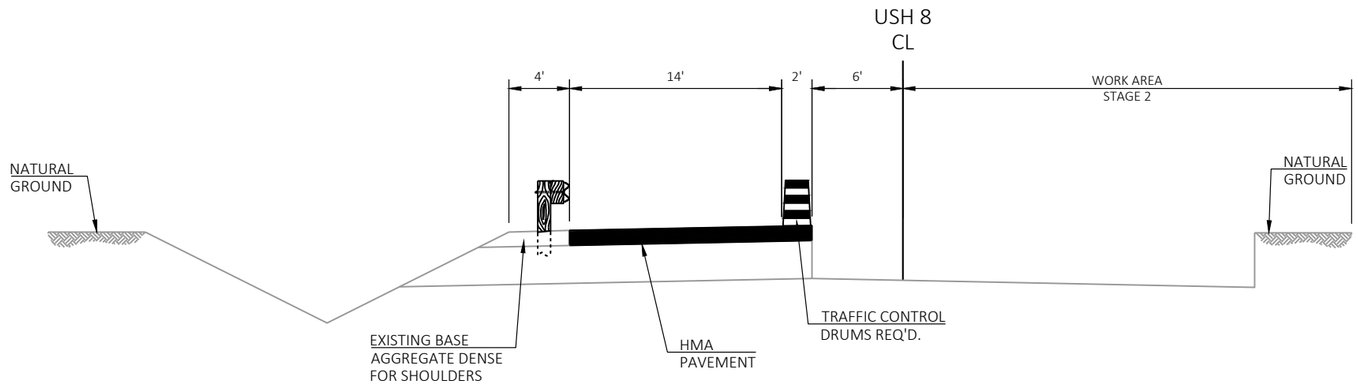
-BYPASS STH 17 SOUTH TRAFFIC AROUND INTERSECTION
-CONSTRUCT EASTBOUND LANE ON THE WEST LEG OF THE ROUNDABOUT

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW - STAGE 2B	SHEET 180	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025202-TC.DWG
LAYOUT NAME - 025211-tc

PLOT DATE : 4/29/2025 8:51 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



STAGE 2B - USH 8

TYPICAL SECTION FOR TRAFFIC CONTROL

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL SECTION - STAGE 2B	SHEET 181	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025202-TC.DWG
LAYOUT NAME - 025212-tc
PLOT DATE : 4/29/2025 8:51 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

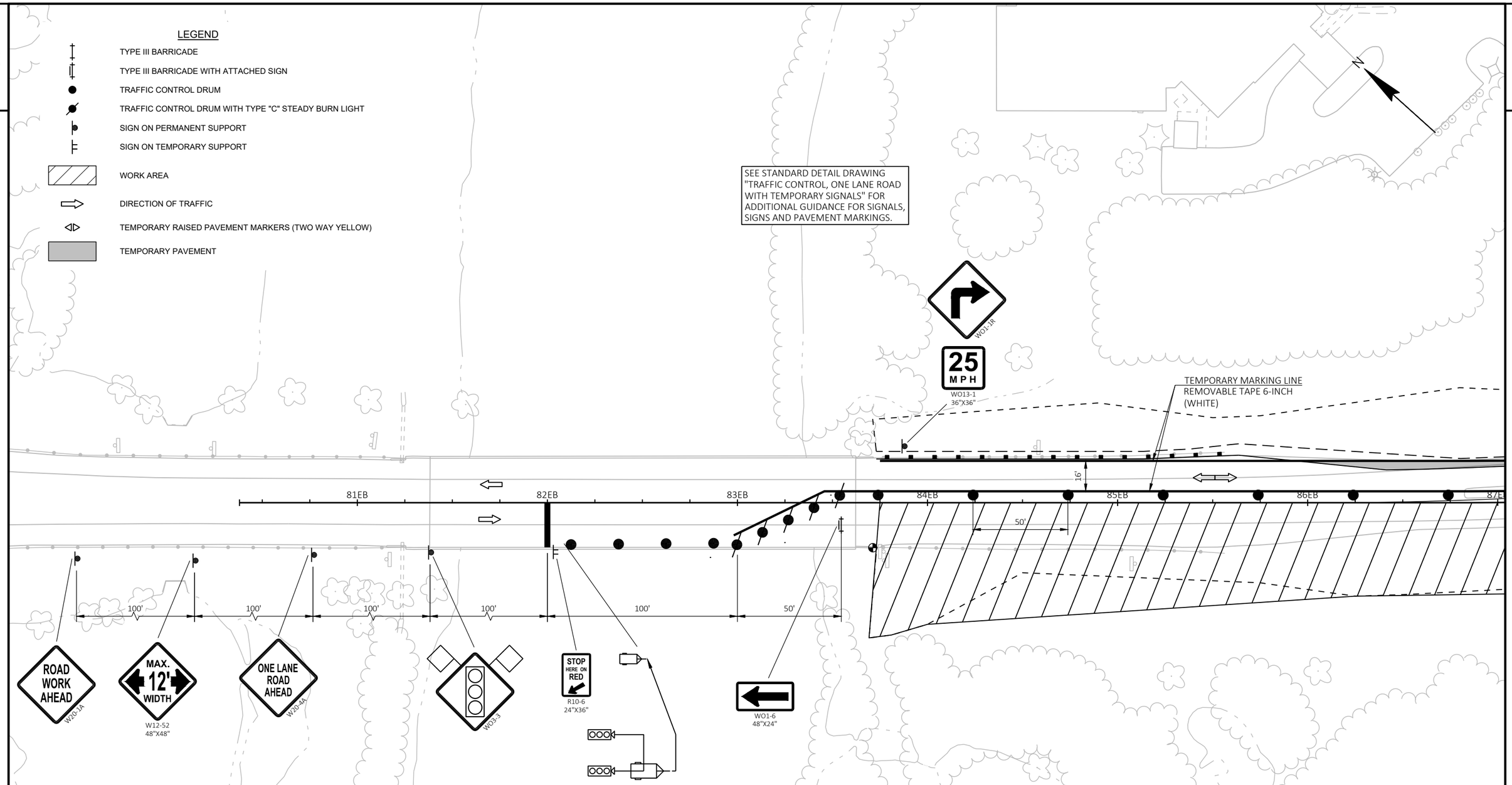
2

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.



TRAFFIC CONTROL - STAGE 2A NOTES

-CONSTRUCT GUARDRAIL, PAVEMENT AND GRADING

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2B	SHEET 182	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025202-TC.DWG
LAYOUT NAME - 025213-tc

PLOT DATE : 4/29/2025 8:51 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

W01-6
48"X24"

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(WHITE)

16'

87EB 88EB 89EB 90EB 91EB

50'

25'

STOP
HERE ON
RED
R10-6
24"X36"

TEMPORARY MARKING
LINE PAINT 6-INCH
(WHITE)

50' 50' 100'

W23-3

ONE LANE
ROAD
AHEAD
W20-4A

50' 50'

23' 16'

LANE
CLOSED
R11-2L
48"X30"

TEMPORARY MARKING
LINE PAINT 6-INCH
(DOUBLE YELLOW)

TRAFFIC CONTROL - STAGE 2A NOTES

-CONSTRUCT GUARDRAIL, PAVEMENT AND GRADING

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2B	SHEET 183	E

2

LEGEND

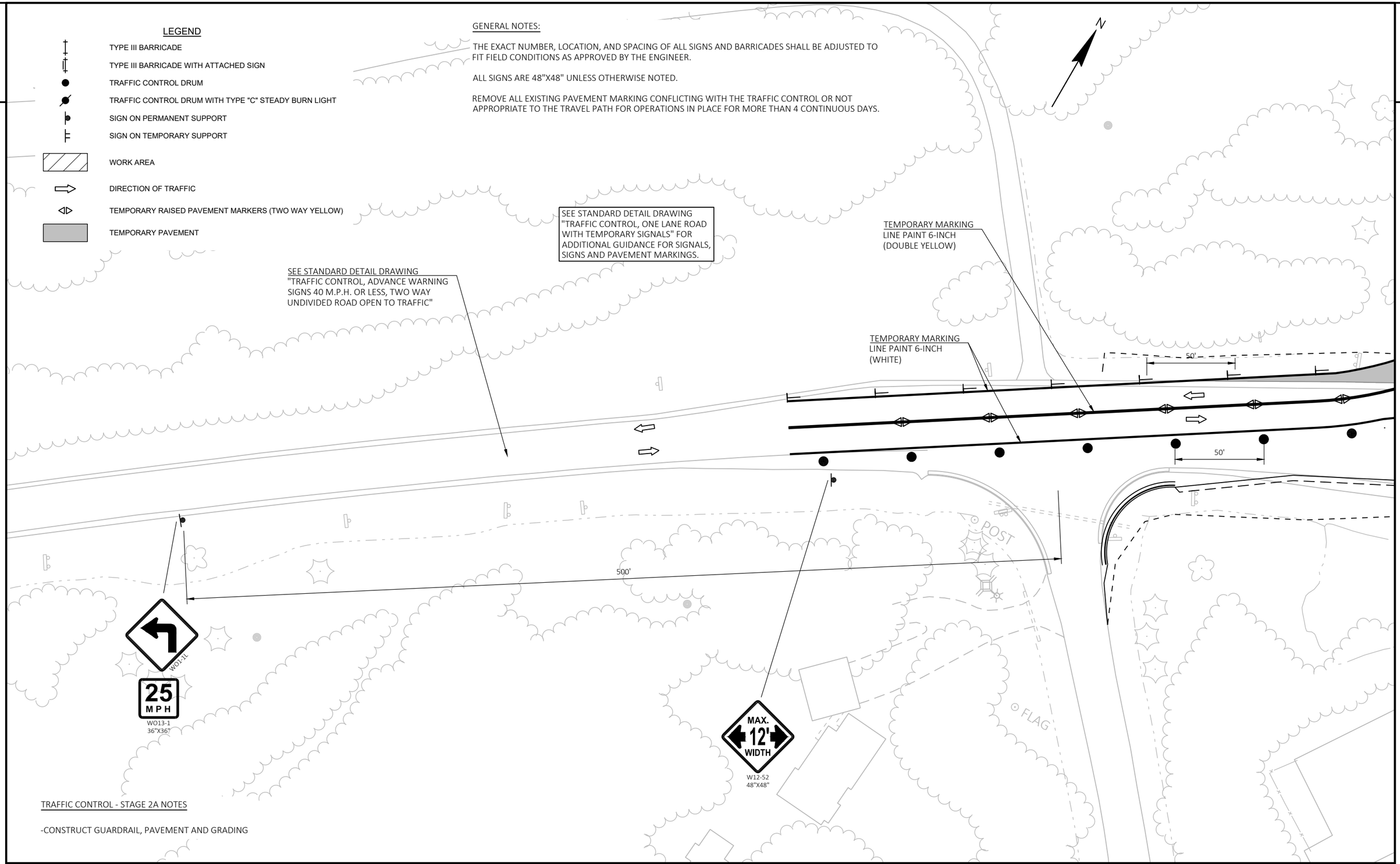
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY PAVEMENT

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.



TRAFFIC CONTROL - STAGE 2A NOTES

-CONSTRUCT GUARDRAIL, PAVEMENT AND GRADING

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 2B	SHEET 184	E

2

LEGEND

WORK AREA

TRAFFIC FLOW ARROW

N

SEE STANDARD DETAIL DRAWING
"BARRICADES AND SIGNS FOR
MAINLINE CLOSURES, DETAIL B"

W.D. BOYCE DRIVE CLOSED SEE
STANDARD DETAIL DRAWING
"BARRICADES AND SIGNS FOR
MAINLINE CLOSURES, DETAIL C"

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, TEMPORARY
BYPASS ROADWAY"

SEE STANDARD DETAIL DRAWING
"BARRICADES AND SIGNS FOR
MAINLINE CLOSURES, DETAIL B"

MAINTAIN ACCESS
ACROSS USH 8

USH 8 CLOSED
SEE DETOUR PLAN

USH 8
STH 17
W.D. BOYCE DR
BOYCE DR
BLDNG
ASPH
CE
SIGN
QUARRY

TRAFFIC CONTROL - STAGE 3 NOTES

-BYPASS EASTBOUND/SOUTHBOUND TRAFFIC AROUND THE STH 17 SOUTH INTERSECTION.
DIRECT NORTHBOUND/WESTBOUND TRAFFIC THROUGH THE STH 17 SOUTH ROUNDABOUT
-CONSTRUCT SOUTHWEST CORNER OF STH 17 SOUTH ROUNDABOUT
-DIRECT ONE WAY TRAFFIC THROUGH THE CTH G ROUNDABOUT
-CONSTRUCT REMAINING SOUTHBOUND CTH G TRAVEL LANE, MEDIAN AND CURB AND GUTTER
-PAVE SURFACE LAYER OF ENTIRE PROJECT LIMITS

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW - STAGE 3	SHEET 185	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025300-TC.DWG
LAYOUT NAME - 025300-tc

PLOT DATE : 4/29/2025 8:52 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

LEGEND

WORK AREA

N

CTH G

KERRY LN

USH 8

USH 8 CLOSED

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ONE LANE
ROAD WITH TEMPORARY SIGNALS"

USH 8

USH 8 CLOSED

LAKE JULIA RD

CTH G

TRAFFIC CONTROL - STAGE 3 NOTES

-BYPASS EASTBOUND/SOUTHBOUND TRAFFIC AROUND THE STH 17 SOUTH INTERSECTION.
DIRECT NORTHBOUND/WESTBOUND TRAFFIC THROUGH THE STH 17 SOUTH ROUNDABOUT
-CONSTRUCT SOUTHWEST CORNER OF STH 17 SOUTH ROUNDABOUT
-DIRECT ONE WAY TRAFFIC THROUGH THE CTH G ROUNDABOUT
-CONSTRUCT REMAINING SOUTHBOUND CTH G TRAVEL LANE, MEDIAN AND CURB AND GUTTER
-PAVE SURFACE LAYER OF ENTIRE PROJECT LIMITS

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL OVERVIEW - STAGE 3	SHEET 186	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025300-TC.DWG
LAYOUT NAME - 025301-tc
PLOT DATE : 4/29/2025 8:52 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

WO13-1
36"X36"

W12-52
48"X48"

500'

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

85

86

87

88

50'

25'

25'

89

15'

90

91

WO1-6
48"X24"

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

N

M3-3
24"X12"

M1-6
24"X24"

W12-52
48"X48"

WO57-52
48"X36"

WIDTH RESTRICTION SIGNS TO BE PLACED AT USH 8 AND STH 47, 100 FEET WEST OF THE PROJECT LIMITS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY DELINEATOR
- TEMPORARY PAVEMENT
- DRIVEWAY ASSISTANCE DEVICE

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 187	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025300-TC.DWG
LAYOUT NAME - 025302-tc

PLOT DATE : 4/29/2025 8:52 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY DELINEATOR
- TEMPORARY PAVEMENT
- DRIVEWAY ASSISTANCE DEVICE

NORTH
M3-1
24"X12"

17
M1-6
24"X24"

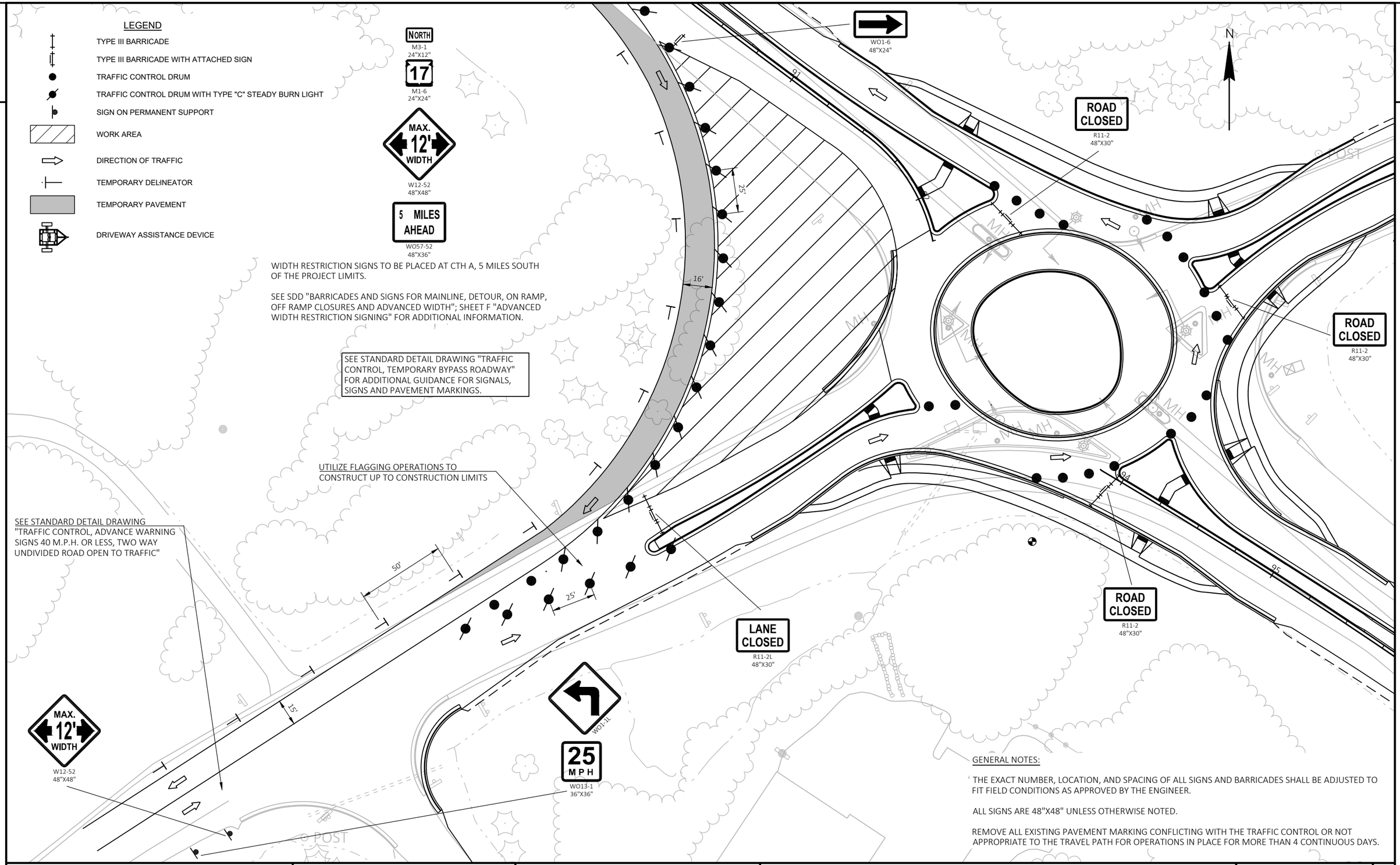
MAX. 12' WIDTH
W12-52
48"X48"

5 MILES AHEAD
WO57-52
48"X36"

WIDTH RESTRICTION SIGNS TO BE PLACED AT CTH A, 5 MILES SOUTH OF THE PROJECT LIMITS.

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE, DETOUR, ON RAMP, OFF RAMP CLOSURES AND ADVANCED WIDTH"; SHEET F "ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.



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.
- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 188	E

2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY DELINEATOR
- TEMPORARY PAVEMENT
- DRIVEWAY ASSISTANCE DEVICE

N

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

LAKE JULIA RD

STOP HERE ON RED
R10-6
24"X36"

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(WHITE)

LANE CLOSED
R11-2L
48"X30"

WO1-6
48"X24"

50'

CTH G

500' 500' 500' 100'

ROAD WORK AHEAD
W20-1A

ONE LANE ROAD AHEAD
W20-4A

W03-3

STOP HERE ON RED
R10-6
24"X36"

SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

ROAD CLOSED
R11-2
48"X30"

RIPRAP

USH 8

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE CONSTRUCTION DETAILS SHEET AND SPECIAL PROVISIONS FOR MORE INFORMATION ON DRIVEWAY ASSISTANCE DEVICE (DAD) SYSTEMS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 189	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025300-TC.DWG
LAYOUT NAME - 025304-tc

PLOT DATE : 4/29/2025 8:52 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ##########

2

N

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS" FOR ADDITIONAL GUIDANCE FOR SIGNALS, SIGNS AND PAVEMENT MARKINGS.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

CLOSE DRIVEWAY

WO1-6
48"X24"

STOP HERE ON RED
R10-6
24"X36"

W3-3

ONE LANE ROAD AHEAD
W20-4A

ROAD WORK AHEAD
W20-1A

50' 100' 500' 500' 500'

CTH G

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH
(WHITE)

ROAD CLOSED
R11-2
48"X30"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY DELINEATOR
- TEMPORARY PAVEMENT
- DRIVEWAY ASSISTANCE DEVICE

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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

REMOVE ALL EXISTING PAVEMENT MARKING CONFLICTING WITH THE TRAFFIC CONTROL OR NOT APPROPRIATE TO THE TRAVEL PATH FOR OPERATIONS IN PLACE FOR MORE THAN 4 CONTINUOUS DAYS.

SEE CONSTRUCTION DETAILS SHEET AND SPECIAL PROVISIONS FOR MORE INFORMATION ON DRIVEWAY ASSISTANCE DEVICE (DAD) SYSTEMS.

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	TRAFFIC CONTROL - STAGE 3	SHEET 190	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\025300-TC.DWG
LAYOUT NAME - 025305-tc
PLOT DATE : 4/29/2025 8:53 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

1590-12-75 Location:CTH G @ USH 8 (Stages 2/3) 4/28/25
USH 8 CLA
Oneida County

Notes:

USH 8 stop bar placement at	1100	ft spacing
Lake Julia Rd travel distance through work zone	975	ft
Sideroad 2 Name travel distance through work zone	0	ft
Mainline Construction Year (2026) AADT:	2200	vpd
	45	mph posted mainline speed limit

Temporary Signal Timing

	Ø1 NB USH 8	Ø2 EB Lake Julia Rd	Ø3 SB USH 8
MINIMUM GREEN TIME	9 sec	5 sec	9 sec
MAXIMUM PASSAGE TIME DURING GREEN PHASE	5 sec	5 sec	5 sec
MINIMUM PASSAGE TIME DURING GREEN PHASE	3 sec	-	3 sec
START OF REDUCTION OF PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	15 sec	-	15 sec
TIME TO REDUCE PASSAGE FROM MAX. TO MIN. DURING GREEN PHASE	0 sec	-	0 sec
MAXIMUM GREEN TIME	26 sec	7 sec	26 sec
YELLOW	5 sec	3 sec	5 sec
ALL-RED	8 sec	28 sec	30 sec
RECALL MODE	MIN	MIN	MIN

PHASE 2 SHALL COME AFTER PHASE 1, PHASE 4 SHALL COME AFTER PHASE 3.

REVIEW SIGNALS AFTER PROGRAMMING TO ASSURE THERE ARE NOT CONFLICTING MOVEMENTS.

IF THERE ARE QUESTIONS REGARDING THE TIMINGS PLEASE CONTACT TRAFFIC ENGINEER

1590-12-75
STH 17 (Stage 2A)
Oneida County

4/22/25
CLA

Note: Stop bar placement at 900 ft spacing 45mph posted speed limit
Construction Year (2026) AADT: 3500 vpd

Temporary Signal Timing # 1 6:00am to 8:00pm

INTERVAL	NB	SB	SECONDS
1	G	R	25
2	Y	R	4.5
3	R	R	30
4	R	G	25
5	R	Y	4.5
6	R	R	30

Total cycle length

	G	Y	R	
NB (s)	25	4.5	30	
SB (s)	25	4.5	30	
Total (s)	50	9	60	= 119 s

Temporary Signal Timing # 2 8:00pm to 6:00am

INTERVAL	NB	SB	SECONDS
1	G	R	20
2	Y	R	4.5
3	R	R	30
4	R	G	20
5	R	Y	4.5
6	R	R	30

Total cycle length

	G	Y	R	
NB (s)	20	4.5	30	
SB (s)	20	4.5	30	
Total (s)	40	9	60	= 109 s

1590-12-75
STH 17 (Stage 2B)
Oneida County

4/22/25
CLA

Note: Stop bar placement at 1100 ft spacing 45mph posted speed limit
Construction Year (2026) AADT: 3500 vpd

Temporary Signal Timing # 1 6:00am to 8:00pm

INTERVAL	NB	SB	SECONDS
1	G	R	29
2	Y	R	4.5
3	R	R	35
4	R	G	29
5	R	Y	4.5
6	R	R	35

Total cycle length

	G	Y	R	
NB (s)	29	4.5	35	
SB (s)	29	4.5	35	
Total (s)	58	9	70	= 137 s

Temporary Signal Timing # 2 8:00pm to 6:00am

INTERVAL	NB	SB	SECONDS
1	G	R	24
2	Y	R	4.5
3	R	R	35
4	R	G	24
5	R	Y	4.5
6	R	R	35

Total cycle length

	G	Y	R	
NB (s)	24	4.5	35	
SB (s)	24	4.5	35	
Total (s)	48	9	70	= 127 s

2

2

1590-12-75 4/22/25
CTH G @ STH 17 (Stages 2/3) CLA
Oneida County

Note: Stop bar placement at 1100 ft spacing 45mph posted speed limit
Construction Year (2026) AADT: 2200 vpd

Temporary Signal Timing # 1 6:00am to 8:00pm

INTERVAL	NB	SB	SECONDS
1	G	R	24
2	Y	R	4.5
3	R	R	35
4	R	G	24
5	R	Y	4.5
6	R	R	35

Total cycle length

	G	Y	R		
NB (s)	24	4.5	35		
SB (s)	24	4.5	35		
Total (s)	48	9	70	=	127 s

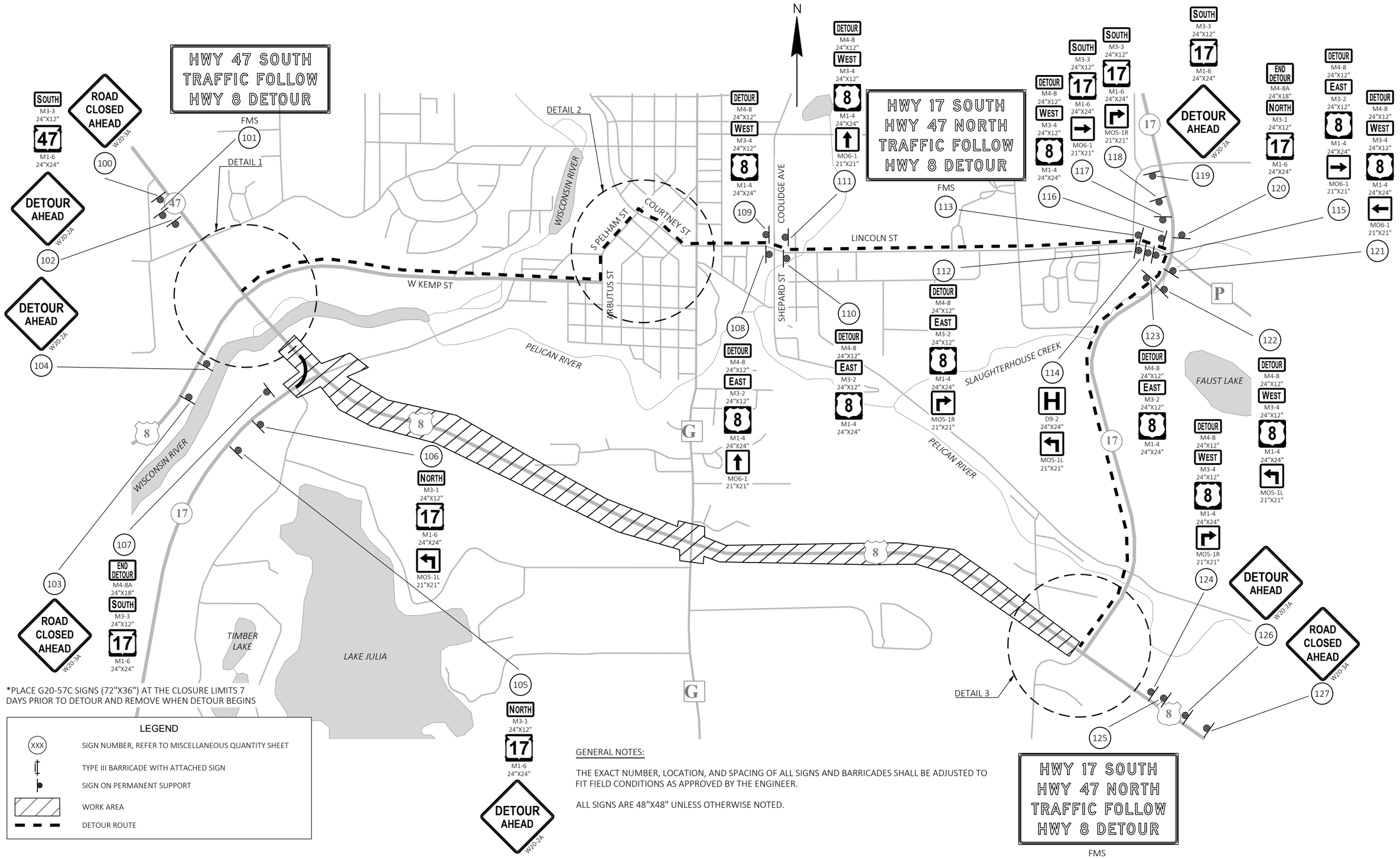
Temporary Signal Timing # 2 8:00pm to 6:00am

INTERVAL	NB	SB	SECONDS
1	G	R	20
2	Y	R	4.5
3	R	R	35
4	R	G	20
5	R	Y	4.5
6	R	R	35

Total cycle length

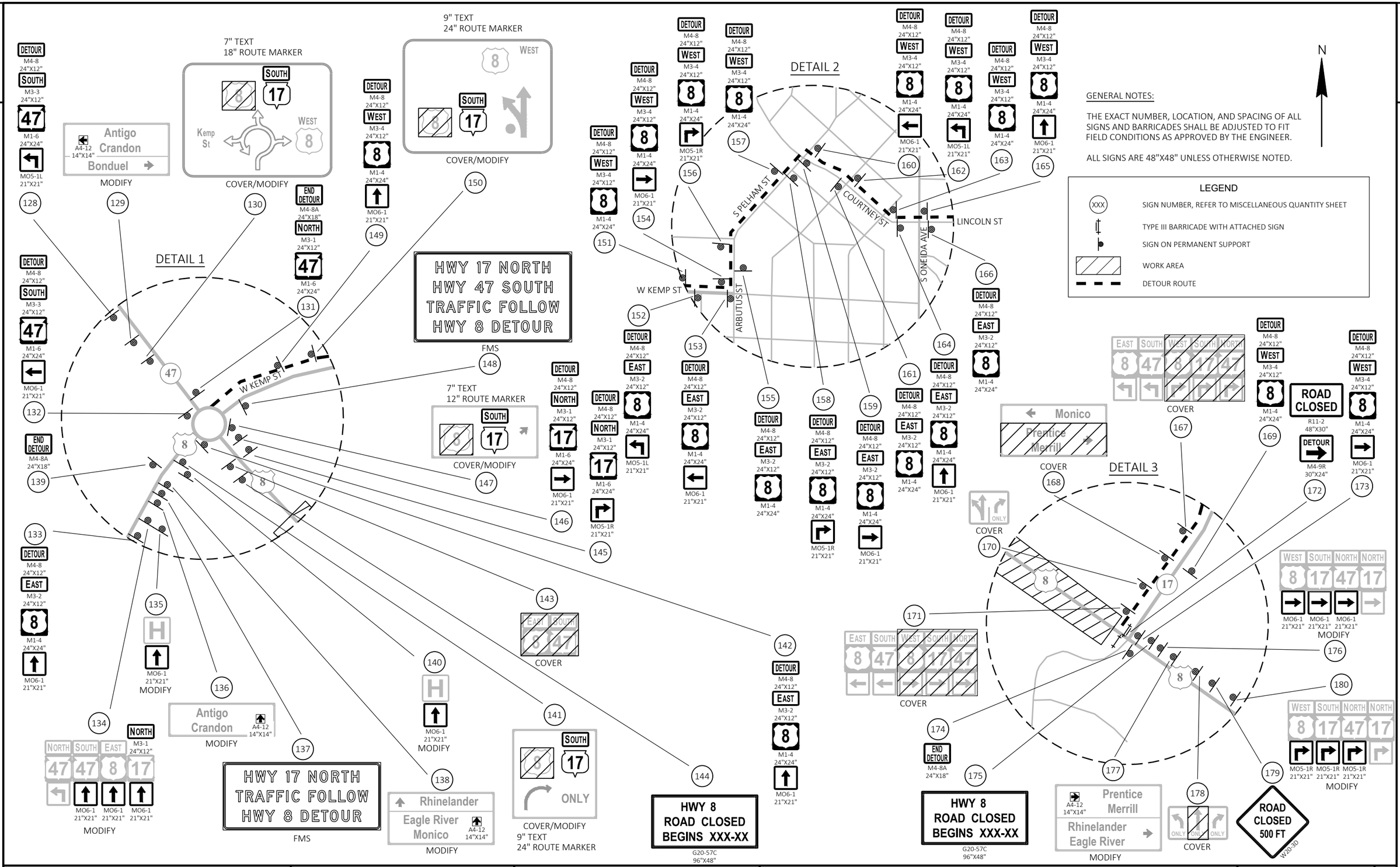
	G	Y	R		
NB (s)	20	4.5	35		
SB (s)	20	4.5	35		
Total (s)	40	9	70	=	119 s

2



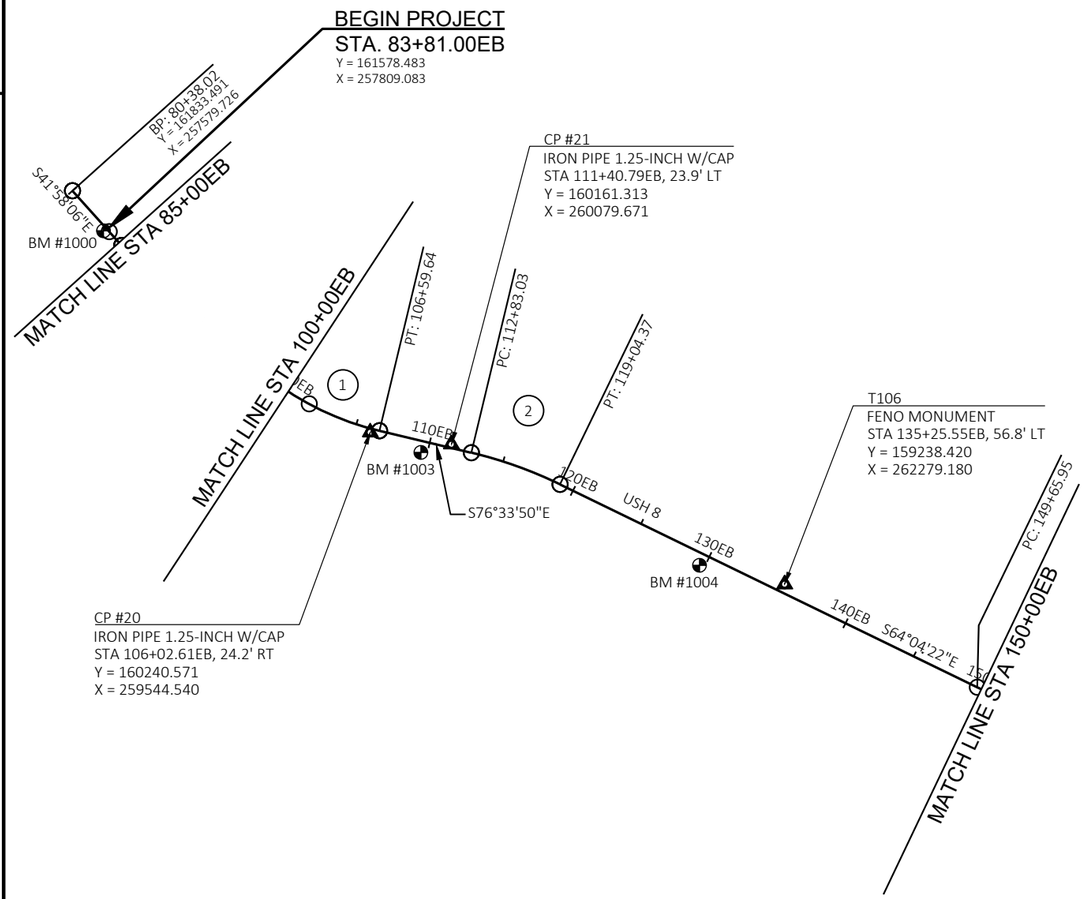
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	DETOUR	SHEET 194	E

2

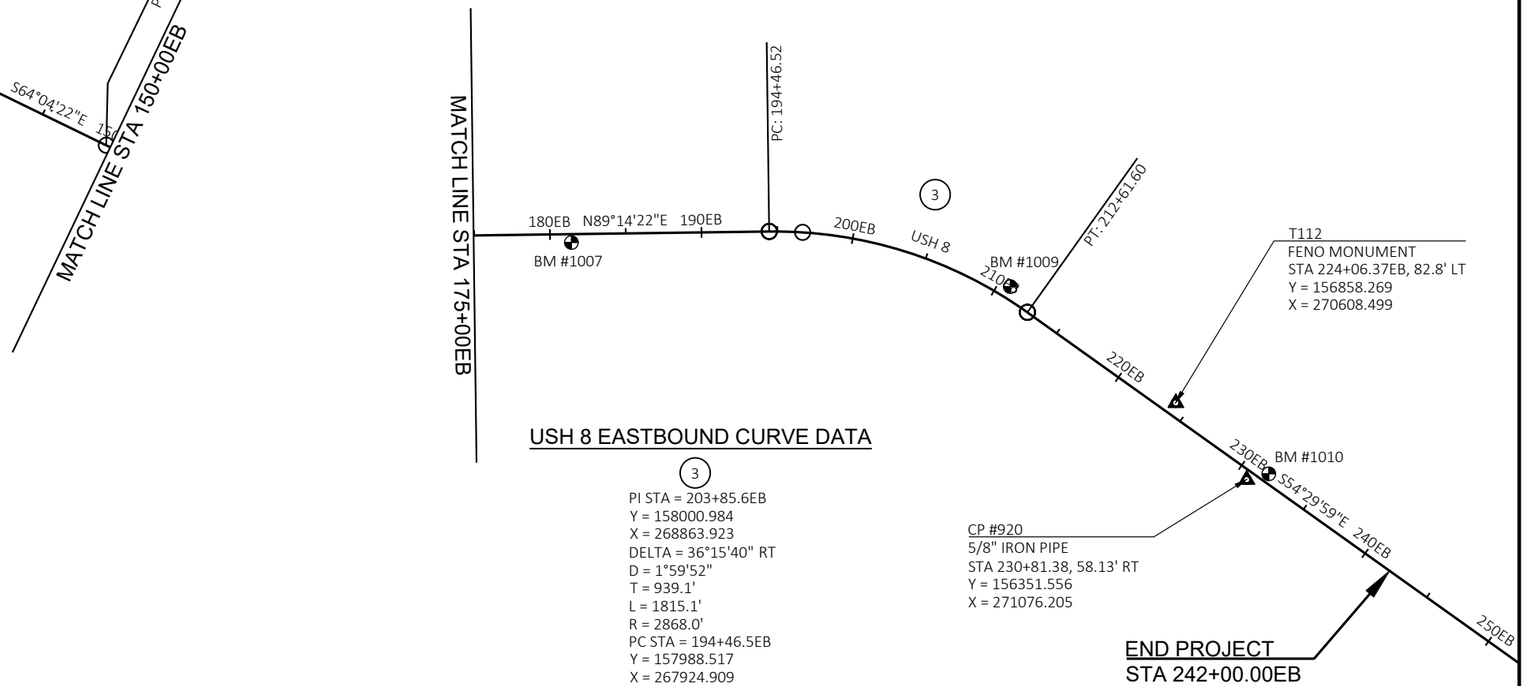


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	DETOUR	SHEET 195	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027002-dt
PLOT DATE : 4/29/2025 8:53 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1000	83+71EB	1542.53	CHISEL BOX ON SW WALL OF BRIDGE - 24' RT
1003	109+58EB	1556.31	NAIL IN 10" POPPLE - 75' RT
1004	129+66EB	1574.74	NAIL IN 12" POPPLE - 77' RT
1007	181+41EB	1618.20	NAIL IN 15" HEMLOCK - 55' RT
1009	210+76EB	1600.92	NAIL IN 8" MAPLE - 79' LT
1010	231+78EB	1568.72	SE BOLT ON LPOL - 58' LT



USH 8 EASTBOUND CURVE DATA

1	2
PI STA = 103+05.1EB	PI STA = 115+94.9EB
Y = 160334.256	Y = 160032.560
X = 259252.970	X = 260515.837
DELTA = 21°31'47" LT	DELTA = 12°29'28" RT
D = 3°00'00"	D = 2°00'37"
T = 363.1'	T = 311.9'
L = 717.7'	L = 621.3'
R = 1909.9'	R = 2850.0'
PC STA = 99+42.0EB	PC STA = 112+83.0EB
Y = 160542.349	Y = 160105.033
X = 258955.403	X = 260212.470
PT STA = 106+59.6EB	PT STA = 119+04.4EB
Y = 160249.884	Y = 159896.186
X = 259606.141	X = 260796.348
DB = S55°02'04"E	DB = S76°33'50"E
DA = S76°33'50"E	DA = S64°04'22"E

USH 8 EASTBOUND CURVE DATA

3

PI STA = 203+85.6EB
Y = 158000.984
X = 268863.923
DELTA = 36°15'40" RT
D = 1°59'52"
T = 939.1'
L = 1815.1'
R = 2868.0'
PC STA = 194+46.5EB
Y = 157988.517
X = 267924.909
PT STA = 212+61.6EB
Y = 157455.643
X = 269628.452
DB = N89°14'22"E
DA = S54°29'59"E

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT	SHEET 196	E

USH 8 WESTBOUND CURVE DATA

(7)

PI STA = 87+87.3WB
Y = 161279.120
X = 258078.332
DELTA = 9°51'00" LT
D = 2°51'53"
T = 172.3'
L = 343.8'
R = 2000.0'
PC STA = 86+15.0WB
Y = 161407.257
X = 257963.084
PT STA = 89+58.8WB
Y = 161172.587
X = 258213.801
DB = S41°58'06"E
DA = S51°49'07"E

(8)

PI STA = 91+35.5WB
Y = 161063.352
X = 258352.706
DELTA = 7°10'41" LT
D = 5°43'46"
T = 62.7'
L = 125.3'
R = 1000.0'
PC STA = 90+72.8WB
Y = 161102.124
X = 258303.402
PT STA = 91+98.1WB
Y = 161031.044
X = 258406.468
DB = S51°49'07"E
DA = S58°59'48"E

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1001	93+86EB	1555.76	NAIL IN 10" POPPLE - 56' RT
1002	95+55EB	1563.64	NAIL IN PPOL 3608 12E86 - 141' LT

USH 8 WESTBOUND CURVE DATA

(10)

PI STA = 94+41.2WB
Y = 160838.773
X = 258543.438
DELTA = 45°58'19" LT
D = 63°39'43"
T = 38.2'
L = 72.2'
R = 90.0'
PC STA = 94+03.0WB
Y = 160876.183
X = 258535.827
PT STA = 94+75.2WB
Y = 160818.244
X = 258575.625
DB = S11°29'56"E
DA = S57°28'14"E

(11)

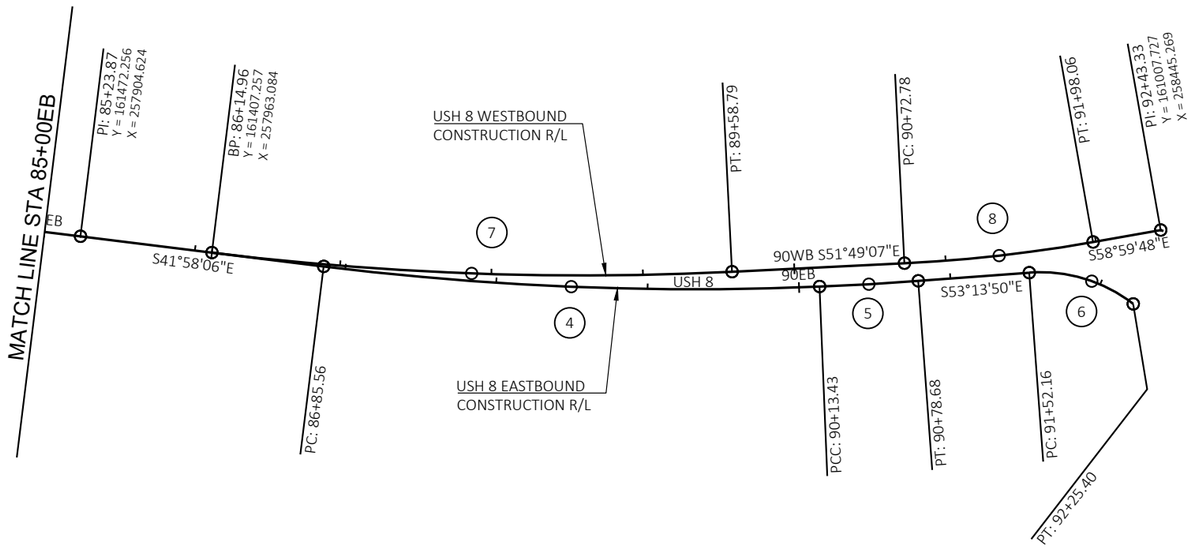
PI STA = 95+88.0WB
Y = 160757.615
X = 258670.685
DELTA = 2°47'25" RT
D = 5°43'46"
T = 24.4'
L = 48.7'
R = 1000.0'
PC STA = 95+63.6WB
Y = 160770.711
X = 258650.152
PT STA = 96+12.3WB
Y = 160743.536
X = 258690.556
DB = S57°28'14"E
DA = S54°40'50"E

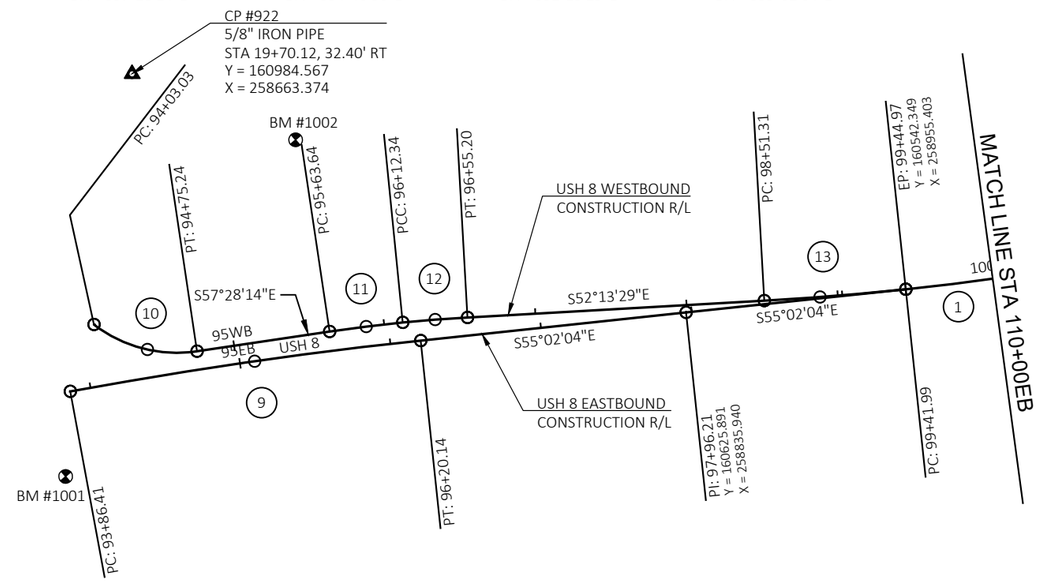
(12)

PI STA = 96+33.8WB
Y = 160731.144
X = 258708.044
DELTA = 2°27'21" RT
D = 5°43'46"
T = 21.4'
L = 42.9'
R = 1000.0'
PC STA = 96+12.3WB
Y = 160743.536
X = 258690.556
PT STA = 96+55.2WB
Y = 160718.015
X = 258724.986
DB = S54°40'50"E
DA = S52°13'29"E

(13)

PI STA = 98+98.1WB
Y = 160569.190
X = 258917.020
DELTA = 2°48'35" LT
D = 3°00'00"
T = 46.8'
L = 93.7'
R = 1909.9'
PC STA = 98+51.3WB
Y = 160597.881
X = 258879.999
PT STA = 99+45.0WB
Y = 160542.349
X = 258955.403
DB = S52°13'29"E
DA = S55°02'04"E





USH 8 EASTBOUND CURVE DATA

(4)

PI STA = 88+49.9EB
Y = 161229.876
X = 258122.622
DELTA = 9°23'33" LT
D = 2°51'53"
T = 164.3'
L = 327.9'
R = 2000.0'
PC STA = 86+85.6EB
Y = 161352.035
X = 258012.752
PT STA = 90+13.4EB
Y = 161127.285
X = 258250.956
DB = S41°58'06"E
DA = S51°21'40"E

(5)

PI STA = 90+46.1EB
Y = 161106.910
X = 258276.444
DELTA = 1°52'10" LT
D = 2°51'53"
T = 32.6'
L = 65.3'
R = 2000.0'
PC STA = 90+13.4EB
Y = 161127.285
X = 258250.956
PT STA = 90+78.7EB
Y = 161087.378
X = 258302.582
DB = S51°21'40"E
DA = S53°13'50"E

(6)

PI STA = 91+90.5EB
Y = 161020.440
X = 258392.159
DELTA = 41°57'40" RT
D = 57°17'45"
T = 38.3'
L = 73.2'
R = 100.0'
PC STA = 91+52.2EB
Y = 161043.395
X = 258361.440
PT STA = 92+25.4EB
Y = 160982.832
X = 258399.653
DB = S53°13'50"E
DA = S11°16'09"E

USH 8 EASTBOUND CURVE DATA

(9)

PI STA = 95+03.3EB
Y = 160793.803
X = 258595.831
DELTA = 4°27'50" RT
D = 1°54'35"
T = 116.9'
L = 233.7'
R = 3000.0'
PC STA = 93+86.4EB
Y = 160853.149
X = 258495.088
PT STA = 96+20.1EB
Y = 160726.796
X = 258691.649
DB = S59°29'54"E
DA = S55°02'04"E

(1)

PI STA = 103+05.1EB
Y = 160334.256
X = 259252.970
DELTA = 21°31'47" LT
D = 3°00'00"
T = 363.1'
L = 717.7'
R = 1909.9'
PC STA = 99+42.0EB
Y = 160542.349
X = 258955.403
PT STA = 106+59.6EB
Y = 160249.884
X = 259606.141
DB = S55°02'04"E
DA = S76°33'50"E

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT	SHEET 197	E

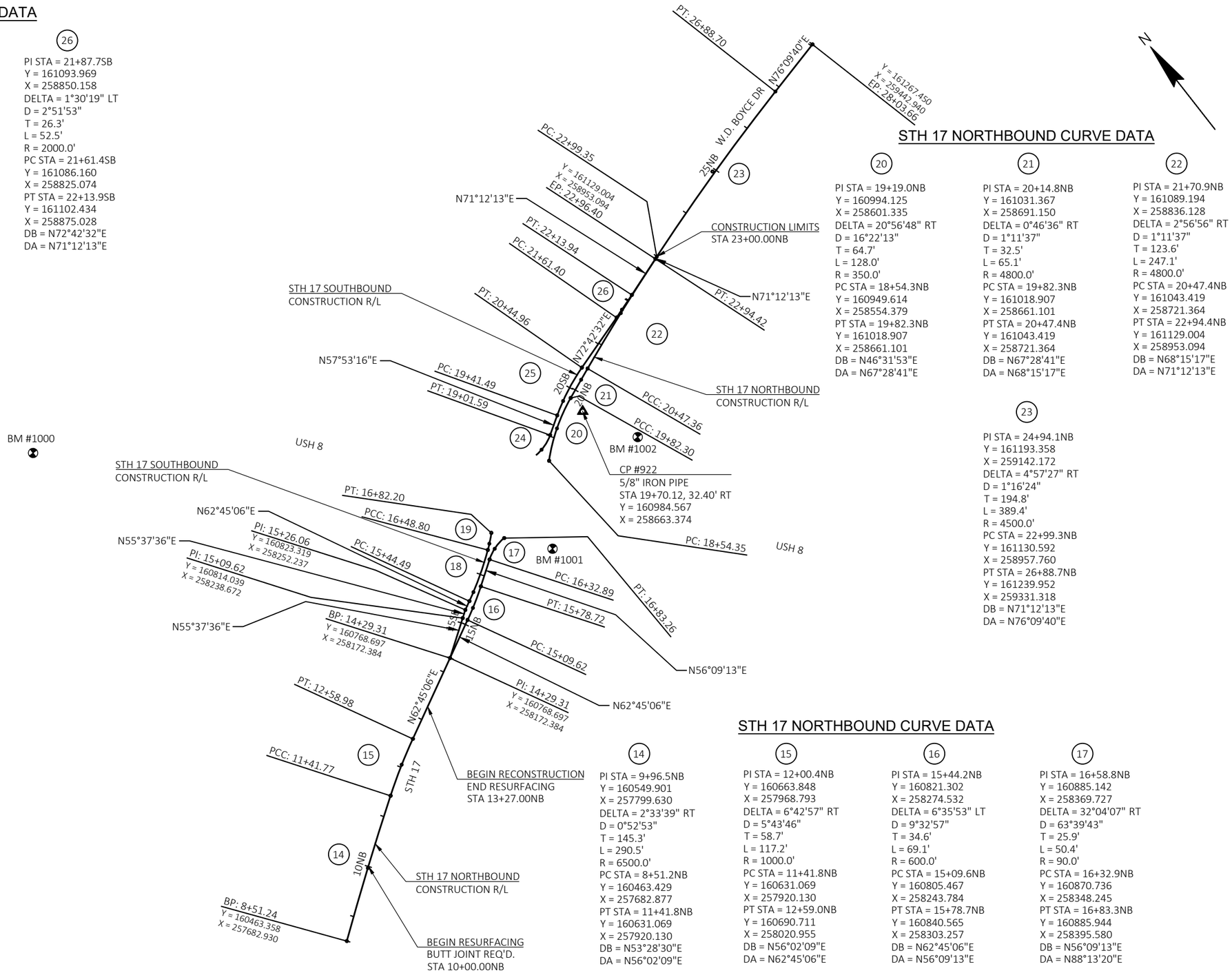
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 027202-ad
PLOT DATE : 4/29/2025 8:53 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

USH 8 WESTBOUND CURVE DATA

(24)
PI STA = 18+78.3SB
Y = 160974.206
X = 258565.624
DELTA = 30°26'30" LT
D = 63°39'43"
T = 24.5'
L = 47.8'
R = 90.0'
PC STA = 18+53.8SB
Y = 160973.492
X = 258541.147
PT STA = 19+01.6SB
Y = 160987.223
X = 258586.366
DB = N88°19'45"E
DA = N57°53'16"E

(25)
PI STA = 19+93.5SB
Y = 161036.090
X = 258664.228
DELTA = 14°49'16" RT
D = 14°19'26"
T = 52.0'
L = 103.5'
R = 400.0'
PC STA = 19+41.5SB
Y = 161008.434
X = 258620.161
PT STA = 20+45.0SB
Y = 161051.554
X = 258713.903
DB = N57°53'16"E
DA = N72°42'32"E

(26)
PI STA = 21+87.7SB
Y = 161093.969
X = 258850.158
DELTA = 1°30'19" LT
D = 2°51'53"
T = 26.3'
L = 52.5'
R = 2000.0'
PC STA = 21+61.4SB
Y = 161086.160
X = 258825.074
PT STA = 22+13.9SB
Y = 161102.434
X = 258875.028
DB = N72°42'32"E
DA = N71°12'13"E



STH 17 SOUTHBOUND CURVE DATA

(18)
PI STA = 15+96.8SB
Y = 160855.697
X = 258315.108
DELTA = 9°57'39" LT
D = 9°32'57"
T = 52.3'
L = 104.3'
R = 600.0'
PC STA = 15+44.5SB
Y = 160831.757
X = 258268.623
PT STA = 16+48.8SB
Y = 160887.316
X = 258356.751
DB = N62°45'06"E
DA = N52°47'27"E

(19)
PI STA = 16+65.5SB
Y = 160897.424
X = 258370.064
DELTA = 6°22'41" LT
D = 19°05'55"
T = 16.7'
L = 33.4'
R = 300.0'
PC STA = 16+48.8SB
Y = 160887.316
X = 258382.171
PT STA = 16+82.2SB
Y = 160908.949
X = 258382.171
DB = N52°47'27"E
DA = N46°24'46"E

(14)
PI STA = 9+96.5NB
Y = 160549.901
X = 257799.630
DELTA = 2°33'39" RT
D = 0°52'53"
T = 145.3'
L = 290.5'
R = 6500.0'
PC STA = 8+51.2NB
Y = 160463.429
X = 257682.877
PT STA = 11+41.8NB
Y = 160631.069
X = 257920.130
DB = N53°28'30"E
DA = N56°02'09"E

STH 17 NORTHBOUND CURVE DATA

(15)
PI STA = 12+00.4NB
Y = 160663.848
X = 257968.793
DELTA = 6°42'57" RT
D = 5°43'46"
T = 58.7'
L = 117.2'
R = 1000.0'
PC STA = 11+41.8NB
Y = 160631.069
X = 257920.130
PT STA = 12+59.0NB
Y = 160690.711
X = 258020.955
DB = N56°02'09"E
DA = N62°45'06"E

(16)
PI STA = 15+44.2NB
Y = 160821.302
X = 258274.532
DELTA = 6°35'53" LT
D = 9°32'57"
T = 34.6'
L = 69.1'
R = 600.0'
PC STA = 15+09.6NB
Y = 160805.467
X = 258243.784
PT STA = 15+78.7NB
Y = 160840.565
X = 258303.257
DB = N62°45'06"E
DA = N56°09'13"E

(17)
PI STA = 16+58.8NB
Y = 160885.142
X = 258369.727
DELTA = 32°04'07" RT
D = 63°39'43"
T = 25.9'
L = 50.4'
R = 90.0'
PC STA = 16+32.9NB
Y = 160870.736
X = 258348.245
PT STA = 16+83.3NB
Y = 160885.944
X = 258395.580
DB = N56°09'13"E
DA = N88°13'20"E

USH 8/STH 17 NW CURB AND GUTTER CURVE DATA

27	28	29	30
PI STA = 1100+12.5NW	PI STA = 1101+08.9NW	PI STA = 1101+78.6NW	PI STA = 1102+39.7NW
Y = 161086.494	Y = 161032.699	Y = 161002.906	Y = 160986.766
X = 258356.532	X = 258436.220	X = 258499.296	X = 258558.423
DELTA = 1°24'42" LT	DELTA = 4°58'42" LT	DELTA = 10°00'55" LT	DELTA = 50°02'17" LT
D = 5°38'22"	D = 5°43'46"	D = 19°05'55"	D = 76°23'40"
T = 12.5'	T = 43.5'	T = 26.3'	T = 35.0'
L = 25.0'	L = 86.9'	L = 52.4'	L = 65.5'
R = 1016.0'	R = 1000.0'	R = 300.0'	R = 75.0'
PC STA = 1100+00.0NW	PC STA = 1100+65.4NW	PC STA = 1101+52.3NW	PC STA = 1102+04.7NW
Y = 161093.493	Y = 161054.606	Y = 161014.133	Y = 160995.984
X = 258346.155	X = 258398.672	X = 258475.527	X = 258524.655
PT STA = 1100+25.0NW	PT STA = 1101+52.3NW	PT STA = 1102+04.7NW	PT STA = 1102+70.2NW
Y = 161079.753	Y = 161014.133	Y = 160995.984	Y = 161006.728
X = 258367.079	X = 258475.527	X = 258524.655	X = 258587.177
DB = S56°00'11"E	DB = S59°44'19"E	DB = S64°43'01"E	DB = S74°43'57"E
DA = S57°24'53"E	DA = S64°43'01"E	DA = S74°43'57"E	DA = N55°13'47"E

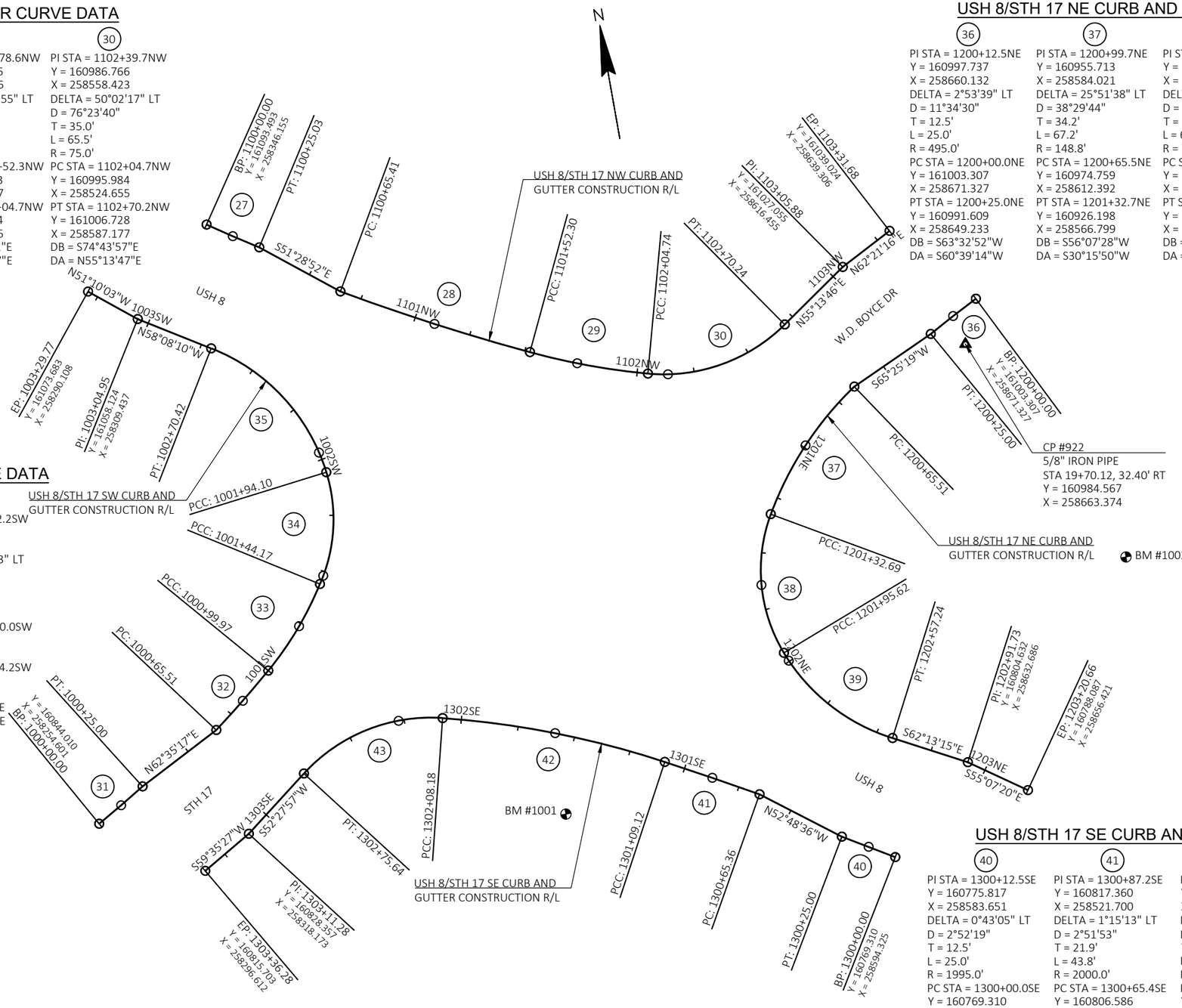
USH 8/STH 17 NE CURB AND GUTTER CURVE DATA

36	37	38	39
PI STA = 1200+12.5NE	PI STA = 1200+99.7NE	PI STA = 1201+66.5NE	PI STA = 1202+27.9NE
Y = 160997.737	Y = 160955.713	Y = 160897.060	Y = 160835.499
X = 258660.132	X = 258584.021	X = 258549.727	X = 258573.536
DELTA = 2°53'39" LT	DELTA = 25°51'38" LT	DELTA = 51°30'35" LT	DELTA = 41°32'04" LT
D = 11°34'30"	D = 38°29'44"	D = 81°51'04"	D = 67°24'24"
T = 12.5'	T = 34.2'	T = 33.8'	T = 32.2'
L = 25.0'	L = 67.2'	L = 62.9'	L = 61.6'
R = 495.0'	R = 148.8'	R = 70.0'	R = 85.0'
PC STA = 1200+00.0NE	PC STA = 1200+65.5NE	PC STA = 1201+32.7NE	PC STA = 1201+95.6NE
Y = 161003.307	Y = 160974.759	Y = 160926.198	Y = 160865.562
X = 258671.327	X = 258612.392	X = 258566.799	X = 258561.909
PT STA = 1200+25.0NE	PT STA = 1201+32.7NE	PT STA = 1201+95.6NE	PT STA = 1202+57.2NE
Y = 160991.609	Y = 160926.198	Y = 160865.562	Y = 160820.705
X = 258649.233	X = 258566.799	X = 258561.909	X = 258602.173
DB = S63°32'52"W	DB = S56°07'28"W	DB = S30°21'57"W	DB = S21°08'38"E
DA = S60°39'14"W	DA = S30°15'50"W	DA = S21°08'38"E	DA = S62°40'42"E

USH 8/STH 17 SW CURB AND GUTTER CURVE DATA

31	32	33
PI STA = 1000+12.5SW	PI STA = 1000+82.7SW	PI STA = 1001+22.2SW
Y = 160850.126	Y = 160885.763	Y = 160911.537
X = 258265.507	X = 258325.851	X = 258355.783
DELTA = 2°53'39" LT	DELTA = 3°56'54" LT	DELTA = 17°04'43" LT
D = 11°34'30"	D = 11°27'33"	D = 38°38'21"
T = 12.5'	T = 17.2'	T = 22.3'
L = 25.0'	L = 34.5'	L = 44.2'
R = 495.0'	R = 500.0'	R = 148.3'
PC STA = 1000+00.0SW	PC STA = 1000+65.5SW	PC STA = 1001+00.0SW
Y = 160844.010	Y = 160875.436	Y = 160897.015
X = 258254.601	X = 258312.052	X = 258338.905
PT STA = 1000+25.0SW	PT STA = 1001+00.0SW	PT STA = 1001+44.2SW
Y = 160856.786	Y = 160897.015	Y = 160930.374
X = 258276.090	X = 258338.905	X = 258367.652
DB = N60°42'50"E	DB = N53°11'19"E	DB = N49°17'34"E
DA = N57°49'12"E	DA = N49°14'25"E	DA = N32°12'51"E

34	35
PI STA = 1001+70.2SW	PI STA = 1002+35.0SW
Y = 160952.075	Y = 161018.581
X = 258382.114	X = 258373.731
DELTA = 40°51'53" LT	DELTA = 51°27'05" LT
D = 81°51'04"	D = 67°24'24"
T = 26.1'	T = 41.0'
L = 49.9'	L = 76.3'
R = 70.0'	R = 85.0'
PC STA = 1001+44.2SW	PC STA = 1001+94.1SW
Y = 160930.374	Y = 160977.948
X = 258367.652	X = 258378.853
PT STA = 1001+94.1SW	PT STA = 1002+70.4SW
Y = 160977.948	Y = 161039.897
X = 258378.853	X = 258338.761
DB = N33°40'50"E	DB = N07°11'03"W
DA = N07°11'03"W	DA = N58°38'08"W



USH 8/STH 17 SE CURB AND GUTTER CURVE DATA

40	41	42	43
PI STA = 1300+12.5SE	PI STA = 1300+87.2SE	PI STA = 1301+58.9SE	PI STA = 1302+44.4SE
Y = 160775.817	Y = 160817.360	Y = 160851.277	Y = 160872.128
X = 258583.651	X = 258521.700	X = 258458.568	X = 258375.146
DELTA = 0°43'05" LT	DELTA = 1°15'13" LT	DELTA = 14°11'22" LT	DELTA = 51°32'04" LT
D = 2°52'19"	D = 2°51'53"	D = 14°19'27"	D = 76°23'40"
T = 12.5'	T = 21.9'	T = 49.8'	T = 36.2'
L = 25.0'	L = 43.8'	L = 99.1'	L = 67.5'
R = 1995.0'	R = 2000.0'	R = 400.0'	R = 75.0'
PC STA = 1300+00.0SE	PC STA = 1300+65.4SE	PC STA = 1301+09.1SE	PC STA = 1302+08.2SE
Y = 160769.310	Y = 160806.586	Y = 160827.716	Y = 160863.369
X = 258594.325	X = 258540.744	X = 258502.425	X = 258410.274
PT STA = 1300+25.0SE	PT STA = 1301+09.1SE	PT STA = 1302+08.2SE	PT STA = 1302+75.6SE
Y = 160782.189	Y = 160827.716	Y = 160863.369	Y = 160850.071
X = 258572.897	X = 258502.425	X = 258410.274	X = 258346.437
DB = N58°38'00"W	DB = N60°30'00"W	DB = N61°45'13"W	DB = N75°59'59"W
DA = N59°21'05"W	DA = N61°45'14"W	DA = N75°56'35"W	DA = S52°27'57"W

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT	SHEET 199	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\027204-AD.DWG
LAYOUT NAME - 027204-ad
PLOT DATE : 4/29/2025 8:54 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

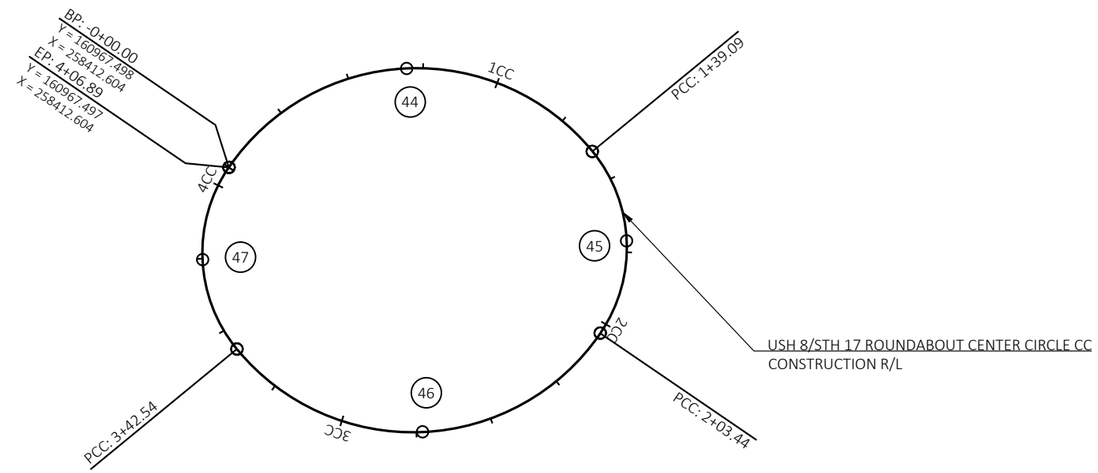
USH 8/STH 17 CENTER CIRCLE CC R/L CURVE DATA

(44)
PI STA = 1+00.0CC
Y = 161039.006
X = 258482.508
DELTA = 106°15'37" RT
D = 76°23'40"
T = 100.0'
L = 139.1'
R = 75.0'
PC STA = -0+00.0CC
Y = 160967.498
X = 258412.604
PT STA = 1+39.1CC
Y = 160951.876
X = 258531.583
DB = N44°20'59"E
DA = S29°23'24"E

(45)
PI STA = 1+76.6CC
Y = 160919.202
X = 258549.986
DELTA = 73°44'23" RT
D = 114°35'30"
T = 37.5'
L = 64.4'
R = 50.0'
PC STA = 1+39.1CC
Y = 160951.876
X = 258531.583
PT STA = 2+03.4CC
Y = 160892.387
X = 258523.772
DB = S29°23'24"E
DA = S44°20'59"W

(46)
PI STA = 3+03.4CC
Y = 160820.878
X = 258453.868
DELTA = 106°15'37" RT
D = 76°23'40"
T = 100.0'
L = 139.1'
R = 75.0'
PC STA = 2+03.4CC
Y = 160892.387
X = 258523.772
PT STA = 3+42.5CC
Y = 160908.008
X = 258404.793
DB = S44°20'59"W
DA = N29°23'24"W

(47)
PI STA = 3+80.0CC
Y = 160940.682
X = 258386.390
DELTA = 73°44'23" RT
D = 114°35'30"
T = 37.5'
L = 64.4'
R = 50.0'
PC STA = 3+42.5CC
Y = 160908.008
X = 258404.793
PT STA = 4+06.9CC
Y = 160967.497
X = 258412.604
DB = N29°23'24"W
DA = N44°20'59"E



USH 8 WESTBOUND CURVE DATA

(52)

PI STA = 157+74.6WB
Y = 158267.249
X = 264303.868
DELTA = 2°49'29" LT
D = 1°54'35"
T = 74.0'
L = 147.9'
R = 3000.0'
PC STA = 157+00.7WB
Y = 158291.378
X = 264233.952
PT STA = 158+48.6WB
Y = 158246.595
X = 264374.888
DB = S70°57'36"E
DA = S73°47'04"E

(53)

PI STA = 159+31.3WB
Y = 158223.487
X = 264454.349
DELTA = 3°09'36" LT
D = 1°54'35"
T = 82.8'
L = 165.5'
R = 3000.0'
PC STA = 158+48.6WB
Y = 158246.595
X = 264374.888
PT STA = 160+14.0WB
Y = 158204.793
X = 264534.962
DB = S73°47'04"E
DA = S76°56'41"E

(54)

PI STA = 160+55.5WB
Y = 158195.415
X = 264575.407
DELTA = 9°29'36" LT
D = 11°27'33"
T = 41.5'
L = 82.8'
R = 500.0'
PC STA = 160+14.0WB
Y = 158204.793
X = 264534.962
PT STA = 160+96.9WB
Y = 158192.835
X = 264616.844
DB = S76°56'41"E
DA = S86°26'17"E

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1005	160+25EB	1605.16	NAIL IN LPOL 3609 7R2 - 63' RT
1006	163+75EB	1609.53	NAIL IN LPOL 3609 8L1 - 62' LT

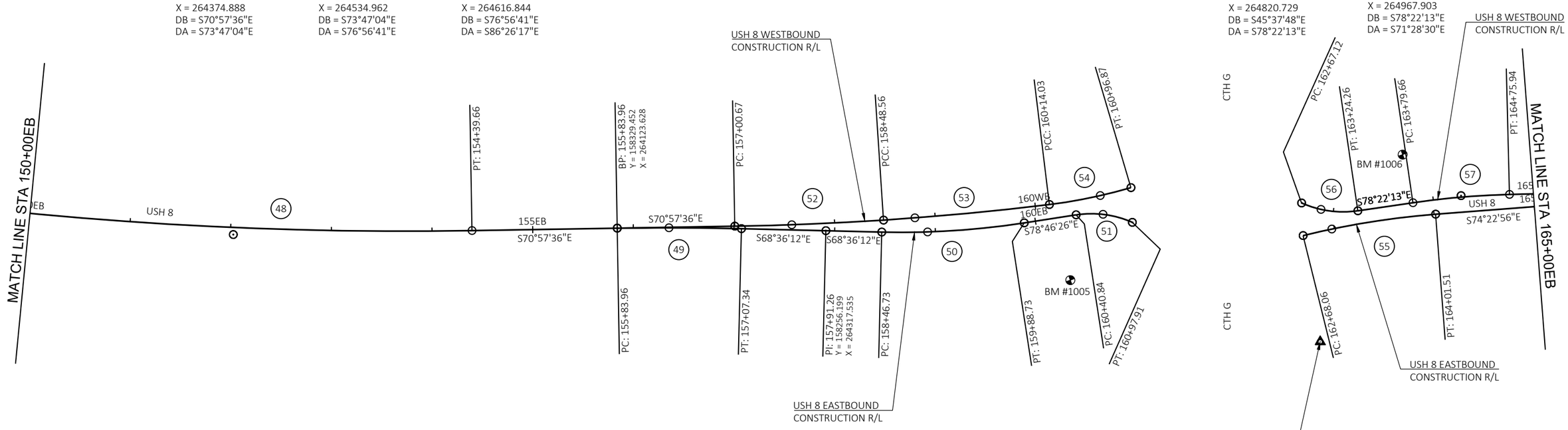
USH 8 WESTBOUND CURVE DATA

(56)

PI STA = 162+96.5WB
Y = 158099.967
X = 264791.957
DELTA = 32°44'25" LT
D = 57°17'45"
T = 29.4'
L = 57.1'
R = 100.0'
PC STA = 162+67.1WB
Y = 158120.509
X = 264770.959
PT STA = 163+24.3WB
Y = 158094.045
X = 264820.729
DB = S45°37'48"E
DA = S78°22'13"E

(57)

PI STA = 164+27.9WB
Y = 158073.161
X = 264922.203
DELTA = 6°53'43" RT
D = 7°09'43"
T = 48.2'
L = 96.3'
R = 800.0'
PC STA = 163+79.7WB
Y = 158082.877
X = 264874.995
PT STA = 164+75.9WB
Y = 158057.848
X = 264967.903
DB = S78°22'13"E
DA = S71°28'30"E



USH 8 EASTBOUND CURVE DATA

(48)

PI STA = 152+03.1EB
Y = 158453.889
X = 263763.056
DELTA = 6°53'14" LT
D = 1°27'14"
T = 237.1'
L = 473.7'
R = 3941.0'
PC STA = 149+65.9EB
Y = 158557.576
X = 263549.781
PT STA = 154+39.7EB
Y = 158376.526
X = 263987.226
DB = S64°04'22"E
DA = S70°57'36"E

(49)

PI STA = 156+45.7EB
Y = 158309.324
X = 264181.952
DELTA = 2°21'23" RT
D = 1°54'35"
T = 61.7'
L = 123.4'
R = 3000.0'
PC STA = 155+84.0EB
Y = 158329.452
X = 264123.628
PT STA = 157+07.3EB
Y = 158286.815
X = 264239.399
DB = S70°57'36"E
DA = S68°36'12"E

(50)

PI STA = 159+17.9EB
Y = 158209.992
X = 264435.462
DELTA = 10°10'13" LT
D = 7°09'43"
T = 71.2'
L = 142.0'
R = 800.0'
PC STA = 158+46.7EB
Y = 158235.964
X = 264369.179
PT STA = 159+88.7EB
Y = 158196.133
X = 264505.289
DB = S68°36'12"E
DA = S78°46'26"E

(51)

PI STA = 160+70.2EB
Y = 158180.278
X = 264585.173
DELTA = 32°41'50" RT
D = 57°17'45"
T = 29.3'
L = 57.1'
R = 100.0'
PC STA = 160+40.8EB
Y = 158185.988
X = 264556.400
PT STA = 160+97.9EB
Y = 158159.929
X = 264606.302
DB = S78°46'26"E
DA = S46°04'36"E

CP #921
5/8" IRON PIPE
STA 35+70.22, 67.52' RT
Y = 157984.678
X = 264741.200

USH 8 EASTBOUND CURVE DATA

(55)

PI STA = 163+34.9EB
Y = 158082.479
X = 264827.716
DELTA = 9°33'28" RT
D = 7°09'43"
T = 66.9'
L = 133.5'
R = 800.0'
PC STA = 162+68.1EB
Y = 158089.539
X = 264761.209
PT STA = 164+01.5EB
Y = 158064.473
X = 264892.127
DB = S83°56'24"E
DA = S74°22'56"E

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT	SHEET 201	E

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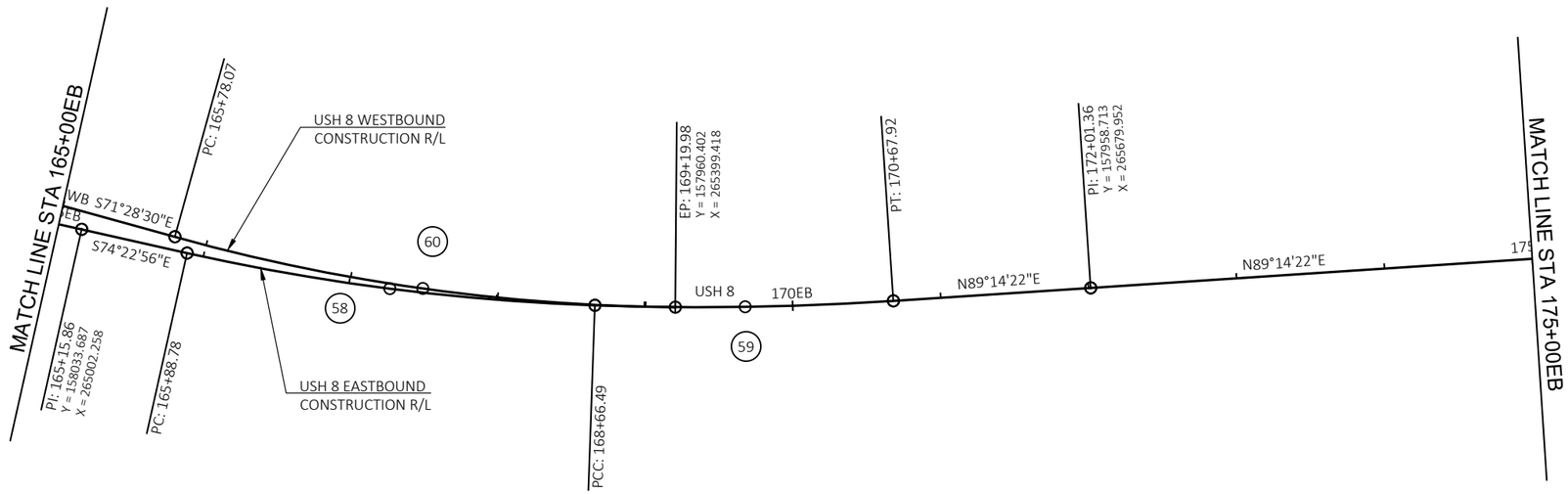
USH 8 WESTBOUND CURVE DATA

(60)

PI STA = 167+50.0WB
Y = 157970.767
X = 265227.783
DELTA = 15°04'09" LT
D = 4°24'27"
T = 171.9'
L = 341.9'
R = 1300.0'
PC STA = 165+78.1WB
Y = 158025.398
X = 265064.744
PT STA = 169+20.0WB
Y = 157960.402
X = 265399.418
DB = S71°28'30"E
DA = S86°32'39"E



USH 8 EASTBOUND CURVE DATA

(58)

PI STA = 167+28.0EB
Y = 157976.568
X = 265206.592
DELTA = 10°36'28" LT
D = 3°49'11"
T = 139.3'
L = 277.7'
R = 1500.0'
PC STA = 165+88.8EB
Y = 158014.057
X = 265072.481
PT STA = 168+66.5EB
Y = 157964.407
X = 265345.311
DB = S74°22'56"E
DA = S84°59'24"E

(59)

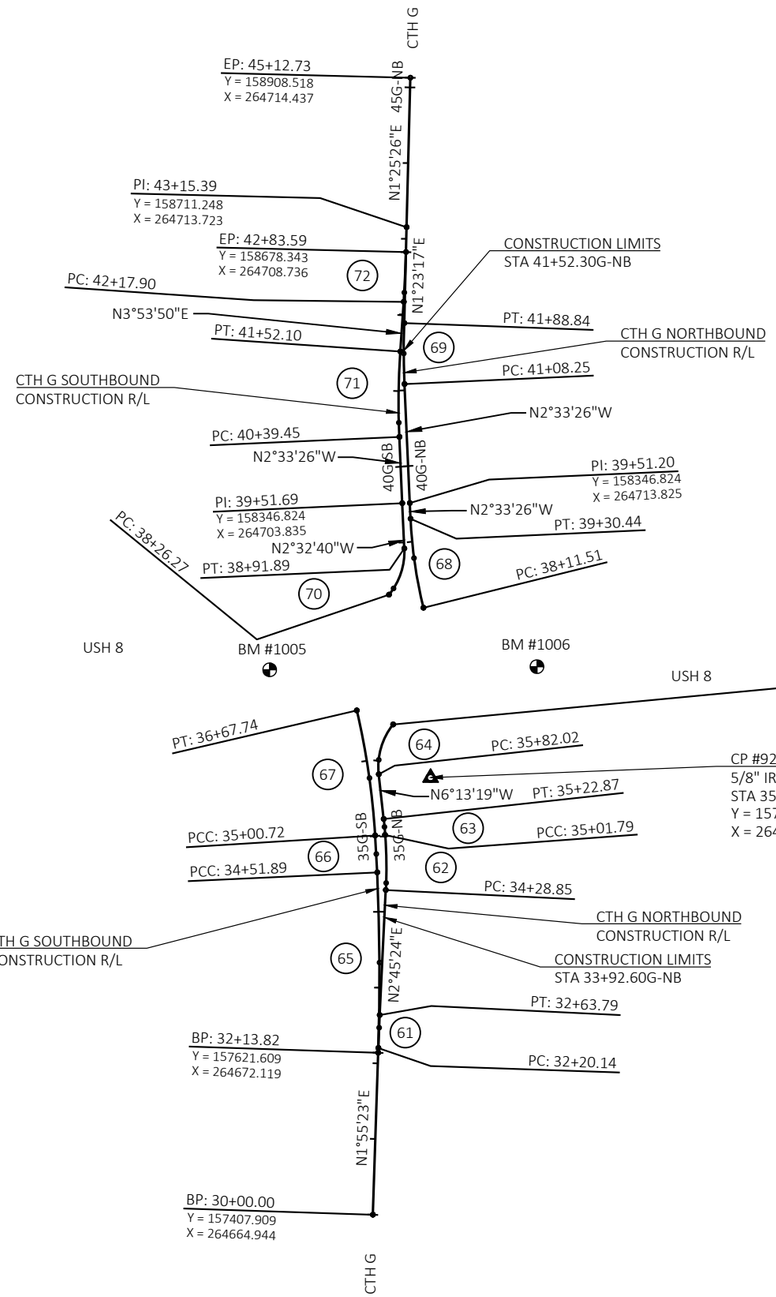
PI STA = 169+67.3EB
Y = 157955.603
X = 265445.730
DELTA = 5°46'15" LT
D = 2°51'53"
T = 100.8'
L = 201.4'
R = 2000.0'
PC STA = 168+66.5EB
Y = 157964.407
X = 265345.311
PT STA = 170+67.9EB
Y = 157956.941
X = 265546.525
DB = S84°59'24"E
DA = N89°14'22"E

CTH G SOUTHBOUND CURVE DATA

(70)
PI STA = 38+60.6G-SB
Y = 158252.773
X = 264708.036
DELTA = 41°46'24" LT
D = 63°39'43"
T = 34.3'
L = 65.6'
R = 90.0'
PC STA = 38+26.3G-SB
Y = 158226.165
X = 264686.322
PT STA = 38+91.9G-SB
Y = 158287.083
X = 264706.503
DB = N39°12'57"E
DA = N02°33'26"W

(71)
PI STA = 40+95.8G-SB
Y = 158490.825
X = 264697.403
DELTA = 6°27'16" RT
D = 5°43'46"
T = 56.4'
L = 112.7'
R = 1000.0'
PC STA = 40+39.5G-SB
Y = 158434.495
X = 264699.919
PT STA = 41+52.1G-SB
Y = 158547.080
X = 264701.236
DB = N02°33'26"W
DA = N03°53'50"E

(72)
PI STA = 42+50.8G-SB
Y = 158645.502
X = 264707.940
DELTA = 2°30'33" LT
D = 3°49'11"
T = 32.9'
L = 65.7'
R = 1500.0'
PC STA = 42+17.9G-SB
Y = 158612.727
X = 264705.708
PT STA = 42+83.6G-SB
Y = 158678.343
X = 264708.736
DB = N03°53'50"E
DA = N01°23'17"E



CTH G NORTHBOUND CURVE DATA

(68)
PI STA = 38+71.2G-NB
Y = 158266.927
X = 264717.413
DELTA = 11°21'23" RT
D = 9°32'57"
T = 59.7'
L = 118.9'
R = 600.0'
PC STA = 38+11.5G-NB
Y = 158209.020
X = 264731.759
PT STA = 39+30.4G-NB
Y = 158326.525
X = 264714.751
DB = N13°54'50"W
DA = N02°33'26"W

(69)
PI STA = 41+48.6G-NB
Y = 158544.440
X = 264705.019
DELTA = 4°37'03" RT
D = 5°43'46"
T = 40.3'
L = 80.6'
R = 1000.0'
PC STA = 41+08.2G-NB
Y = 158504.162
X = 264706.817
PT STA = 41+88.8G-NB
Y = 158584.732
X = 264706.468
DB = N02°33'26"W
DA = N02°03'37"E

N

CTH G SOUTHBOUND CURVE DATA

(65)
PI STA = 33+32.9G-SB
Y = 157740.638
X = 264676.115
DELTA = 4°32'48" LT
D = 1°54'35"
T = 119.1'
L = 238.1'
R = 3000.0'
PC STA = 32+13.8G-SB
Y = 157621.609
X = 264672.119
PT STA = 34+51.9G-SB
Y = 157859.610
X = 264670.663
DB = N01°55'23"E
DA = N02°37'26"W

(66)
PI STA = 34+76.3G-SB
Y = 157883.999
X = 264669.546
DELTA = 0°55'57" LT
D = 1°54'35"
T = 24.4'
L = 48.8'
R = 3000.0'
PC STA = 34+51.9G-SB
Y = 157859.610
X = 264670.663
PT STA = 35+00.7G-SB
Y = 157908.366
X = 264668.031
DB = N02°37'26"W
DA = N03°33'23"W

(67)
PI STA = 35+84.4G-SB
Y = 157991.914
X = 264662.839
DELTA = 9°34'12" LT
D = 5°43'46"
T = 83.7'
L = 167.0'
R = 1000.0'
PC STA = 35+00.7G-SB
Y = 157908.366
X = 264668.031
PT STA = 36+67.7G-SB
Y = 158073.436
X = 264643.828
DB = N03°33'23"W
DA = N13°07'35"W

CTH G NORTHBOUND CURVE DATA

(61)
PI STA = 32+42.0G-NB
Y = 157649.737
X = 264673.064
DELTA = 0°50'01" RT
D = 1°54'35"
T = 21.8'
L = 43.7'
R = 3000.0'
PC STA = 32+20.1G-NB
Y = 157627.923
X = 264672.331
PT STA = 32+63.8G-NB
Y = 157671.539
X = 264674.113
DB = N01°55'23"E
DA = N02°45'24"E

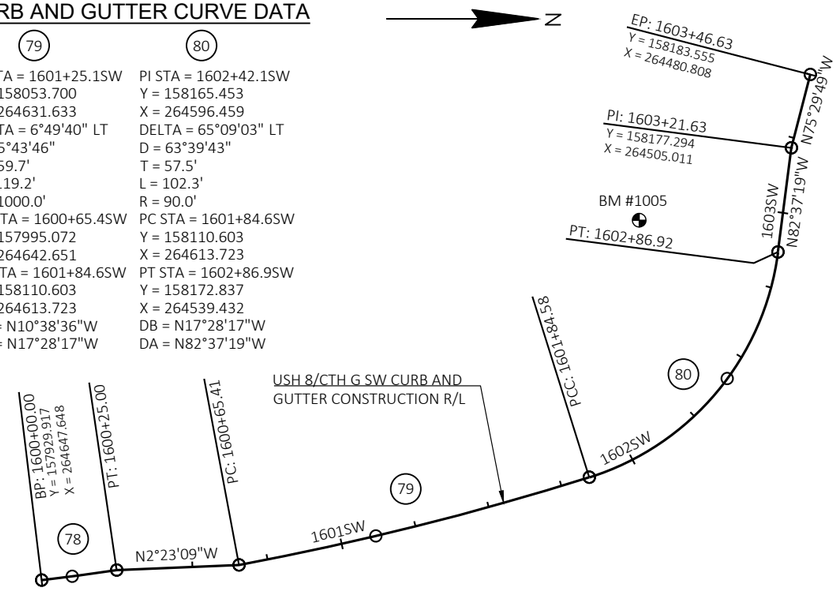
(62)
PI STA = 34+65.4G-NB
Y = 157872.876
X = 264683.808
DELTA = 6°57'54" LT
D = 9°32'57"
T = 36.5'
L = 72.9'
R = 600.0'
PC STA = 34+28.8G-NB
Y = 157836.404
X = 264682.051
PT STA = 35+01.8G-NB
Y = 157909.292
X = 264681.128
DB = N02°45'24"E
DA = N04°12'31"W

(63)
PI STA = 35+12.3G-NB
Y = 157919.807
X = 264680.354
DELTA = 2°00'48" LT
D = 9°32'57"
T = 10.5'
L = 21.1'
R = 600.0'
PC STA = 35+01.8G-NB
Y = 157909.292
X = 264681.128
PT STA = 35+22.9G-NB
Y = 157930.288
X = 264679.212
DB = N04°12'31"W
DA = N06°13'19"W

(64)
PI STA = 36+19.1G-NB
Y = 158025.934
X = 264668.784
DELTA = 44°46'05" RT
D = 63°39'43"
T = 37.1'
L = 70.3'
R = 90.0'
PC STA = 35+82.0G-NB
Y = 157989.086
X = 264672.801
PT STA = 36+52.3G-NB
Y = 158054.924
X = 264691.882
DB = N06°13'19"W
DA = N38°32'46"E

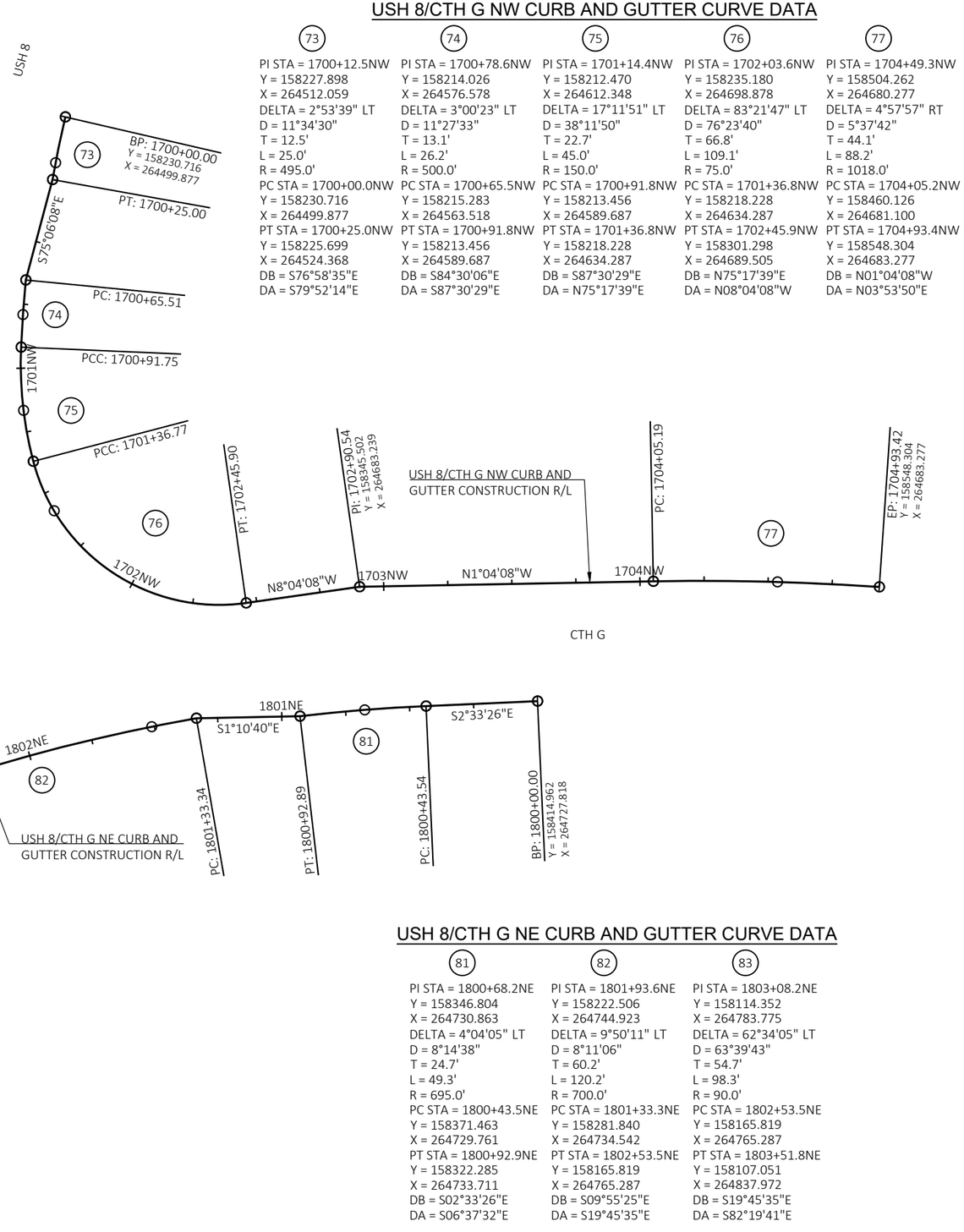
USH 8/CTH G SW CURB AND GUTTER CURVE DATA

78	79	80
PI STA = 1600+12.5SW	PI STA = 1601+25.1SW	PI STA = 1602+42.1SW
Y = 157942.327	Y = 158053.700	Y = 158165.453
X = 264646.146	X = 264631.633	X = 264596.459
DELTA = 1°26'23" LT	DELTA = 6°49'40" LT	DELTA = 65°09'03" LT
D = 5°45'30"	D = 5°43'46"	D = 63°39'43"
T = 12.5'	T = 59.7'	T = 57.5'
L = 25.0'	L = 119.2'	L = 102.3'
R = 995.0'	R = 1000.0'	R = 90.0'
PC STA = 1600+00.0SW	PC STA = 1600+65.4SW	PC STA = 1601+84.6SW
Y = 157929.917	Y = 157995.072	Y = 158110.603
X = 264647.648	X = 264642.651	X = 264613.723
PT STA = 1600+25.0SW	PT STA = 1601+84.6SW	PT STA = 1602+86.9SW
Y = 157954.696	Y = 158110.603	Y = 158172.837
X = 264644.333	X = 264613.723	X = 264539.432
DB = N06°54'01"W	DB = N10°38'36"W	DB = N17°28'17"W
DA = N08°20'24"W	DA = N17°28'17"W	DA = N82°37'19"W



USH 8/CTH G NW CURB AND GUTTER CURVE DATA

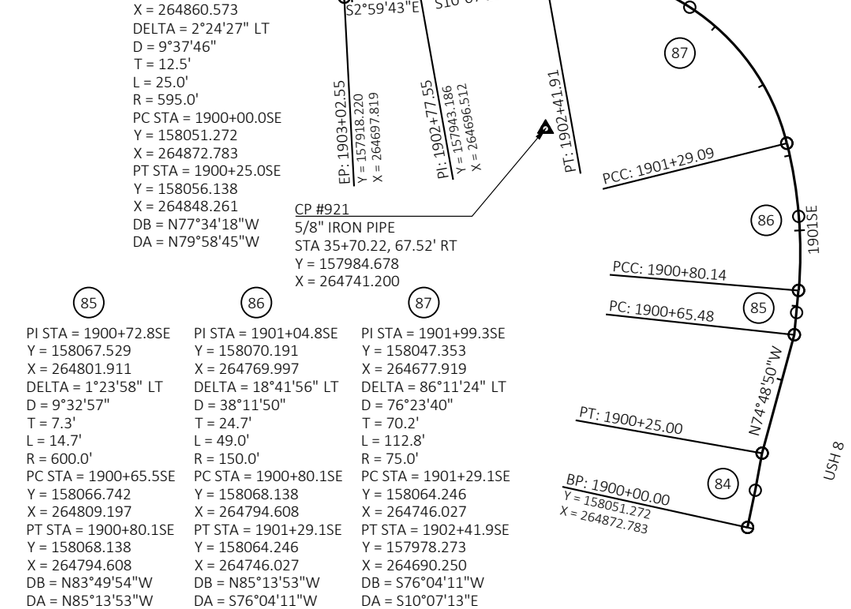
73	74	75	76	77
PI STA = 1700+12.5NW	PI STA = 1700+78.6NW	PI STA = 1701+14.4NW	PI STA = 1702+03.6NW	PI STA = 1704+49.3NW
Y = 158227.898	Y = 158214.026	Y = 158212.470	Y = 158235.180	Y = 158504.262
X = 264512.059	X = 264576.578	X = 264612.348	X = 264698.878	X = 264680.277
DELTA = 2°53'39" LT	DELTA = 3°00'23" LT	DELTA = 17°11'51" LT	DELTA = 83°21'47" LT	DELTA = 4°57'57" RT
D = 11°34'30"	D = 11°27'33"	D = 38°11'50"	D = 76°23'40"	D = 5°37'42"
T = 12.5'	T = 13.1'	T = 22.7'	T = 66.8'	T = 44.1'
L = 25.0'	L = 26.2'	L = 45.0'	L = 109.1'	L = 88.2'
R = 495.0'	R = 500.0'	R = 150.0'	R = 75.0'	R = 1018.0'
PC STA = 1700+00.0NW	PC STA = 1700+65.5NW	PC STA = 1700+91.8NW	PC STA = 1701+36.8NW	PC STA = 1704+05.2NW
Y = 158230.716	Y = 158215.283	Y = 158213.456	Y = 158218.228	Y = 158460.126
X = 264499.877	X = 264563.518	X = 264589.687	X = 264634.287	X = 264681.100
PT STA = 1700+25.0NW	PT STA = 1700+91.8NW	PT STA = 1701+36.8NW	PT STA = 1702+45.9NW	PT STA = 1704+93.4NW
Y = 158225.699	Y = 158213.456	Y = 158218.228	Y = 158301.298	Y = 158548.304
X = 264524.368	X = 264589.687	X = 264634.287	X = 264689.505	X = 264683.277
DB = S76°58'35"E	DB = S84°30'06"E	DB = S87°30'29"E	DB = N75°17'39"E	DB = N01°04'08"W
DA = S79°52'14"E	DA = S87°30'29"E	DA = N75°17'39"E	DA = N08°04'08"W	DA = N03°53'50"E



USH 8/CTH G SE CURB AND GUTTER CURVE DATA

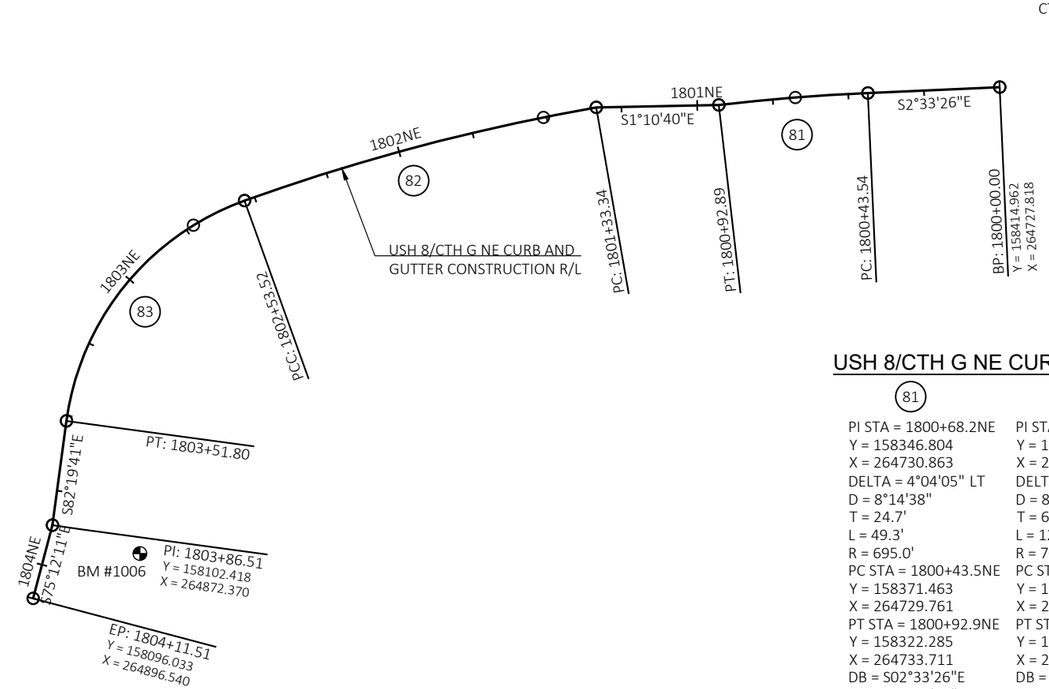
84
PI STA = 1900+12.5SE
Y = 158053.963
X = 264860.573
DELTA = 2°24'27" LT
D = 9°37'46"
T = 12.5'
L = 25.0'
R = 595.0'
PC STA = 1900+00.0SE
Y = 158051.272
X = 264872.783
PT STA = 1900+25.0SE
Y = 158056.138
X = 264848.261
DB = N77°34'18"W
DA = N79°58'45"W

85	86	87
PI STA = 1900+72.8SE	PI STA = 1901+04.8SE	PI STA = 1901+99.3SE
Y = 158067.529	Y = 158070.191	Y = 158047.353
X = 264801.911	X = 264769.997	X = 264677.919
DELTA = 1°23'58" LT	DELTA = 18°41'56" LT	DELTA = 86°11'24" LT
D = 9°32'57"	D = 38°11'50"	D = 76°23'40"
T = 7.3'	T = 24.7'	T = 70.2'
L = 14.7'	L = 49.0'	L = 112.8'
R = 600.0'	R = 150.0'	R = 75.0'
PC STA = 1900+65.5SE	PC STA = 1900+80.1SE	PC STA = 1901+29.1SE
Y = 158066.742	Y = 158068.138	Y = 158064.246
X = 264809.197	X = 264794.608	X = 264746.027
PT STA = 1900+80.1SE	PT STA = 1901+29.1SE	PT STA = 1902+41.9SE
Y = 158068.138	Y = 158064.246	Y = 157978.273
X = 264794.608	X = 264746.027	X = 264690.250
DB = N83°49'54"W	DB = N85°13'53"W	DB = S76°04'11"W
DA = N85°13'53"W	DA = S76°04'11"W	DA = S10°07'13"E



USH 8/CTH G NE CURB AND GUTTER CURVE DATA

81	82	83
PI STA = 1800+68.2NE	PI STA = 1801+93.6NE	PI STA = 1803+08.2NE
Y = 158346.804	Y = 158222.506	Y = 158114.352
X = 264730.863	X = 264744.923	X = 264783.775
DELTA = 4°04'05" LT	DELTA = 9°50'11" LT	DELTA = 62°34'05" LT
D = 8°14'38"	D = 8°11'06"	D = 63°39'43"
T = 24.7'	T = 60.2'	T = 54.7'
L = 49.3'	L = 120.2'	L = 98.3'
R = 695.0'	R = 700.0'	R = 90.0'
PC STA = 1800+43.5NE	PC STA = 1801+33.3NE	PC STA = 1802+53.5NE
Y = 158371.463	Y = 158281.840	Y = 158165.819
X = 264729.761	X = 264734.542	X = 264765.287
PT STA = 1800+92.9NE	PT STA = 1802+53.5NE	PT STA = 1803+51.8NE
Y = 158322.285	Y = 158165.819	Y = 158107.051
X = 264733.711	X = 264765.287	X = 264837.972
DB = S02°33'26"E	DB = S09°55'25"E	DB = S19°45'35"E
DA = S06°37'32"E	DA = S19°45'35"E	DA = S82°19'41"E



USH 8/CTH G CENTER CIRCLE CC R/L CURVE DATA

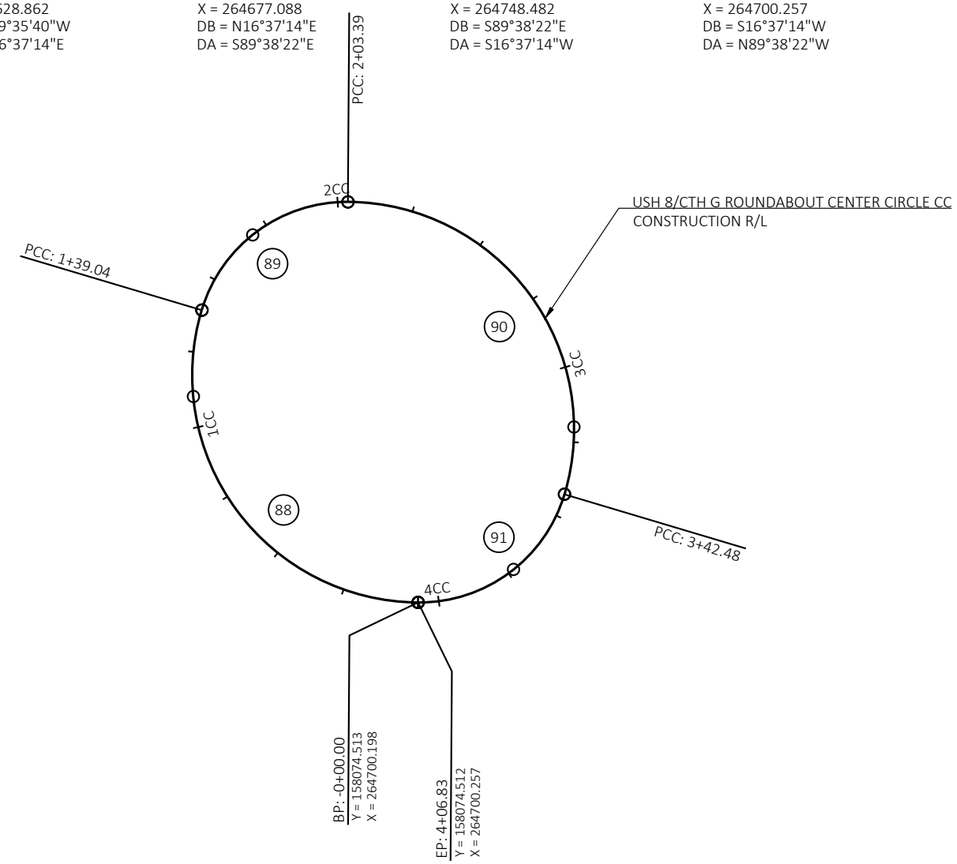
N

(88)
PI STA = 0+99.9CC
Y = 158075.220
X = 264600.282
DELTA = 106°12'55" RT
D = 76°23'40"
T = 99.9'
L = 139.0'
R = 75.0'
PC STA = -0+00.0CC
Y = 158074.513
X = 264700.198
PT STA = 1+39.0CC
Y = 158170.963
X = 264628.862
DB = N89°35'40"W
DA = N16°37'14"E

(89)
PI STA = 1+76.5CC
Y = 158206.897
X = 264639.588
DELTA = 73°44'23" RT
D = 114°35'30"
T = 37.5'
L = 64.4'
R = 50.0'
PC STA = 1+39.0CC
Y = 158170.963
X = 264628.862
PT STA = 2+03.4CC
Y = 158206.661
X = 264677.088
DB = N16°37'14"E
DA = S89°38'22"E

(90)
PI STA = 3+03.4CC
Y = 158206.032
X = 264777.086
DELTA = 106°15'37" RT
D = 76°23'40"
T = 100.0'
L = 139.1'
R = 75.0'
PC STA = 2+03.4CC
Y = 158206.661
X = 264677.088
PT STA = 3+42.5CC
Y = 158110.210
X = 264748.482
DB = S89°38'22"E
DA = S16°37'14"W

(91)
PI STA = 3+80.0CC
Y = 158074.276
X = 264737.756
DELTA = 73°44'23" RT
D = 114°35'30"
T = 37.5'
L = 64.4'
R = 50.0'
PC STA = 3+42.5CC
Y = 158110.210
X = 264748.482
PT STA = 4+06.8CC
Y = 158074.512
X = 264700.257
DB = S16°37'14"W
DA = N89°38'22"W



2

N

BP: 700+00.00
Y = 163095.876
X = 264824.612

LINCOLN ST

S89°52'25"E

705

S BAIRD AVE

710

PC: 709+95.53

92

COOLIDGE AVE

PT: 712+22.16

PC: 713+08.51

93

S68°13'53"E

715

PT: 715+45.03

CARR ST

720

LINCOLN STREET
CONSTRUCTION R/L

N89°10'58"E

725

LINCOLN ST

730

Y = 162998.308
X = 267906.447
EP: 730+99.04

S BAIRD AVE

S EASTERN AVE

SHEPARD ST

CARR ST

NEWELL ST

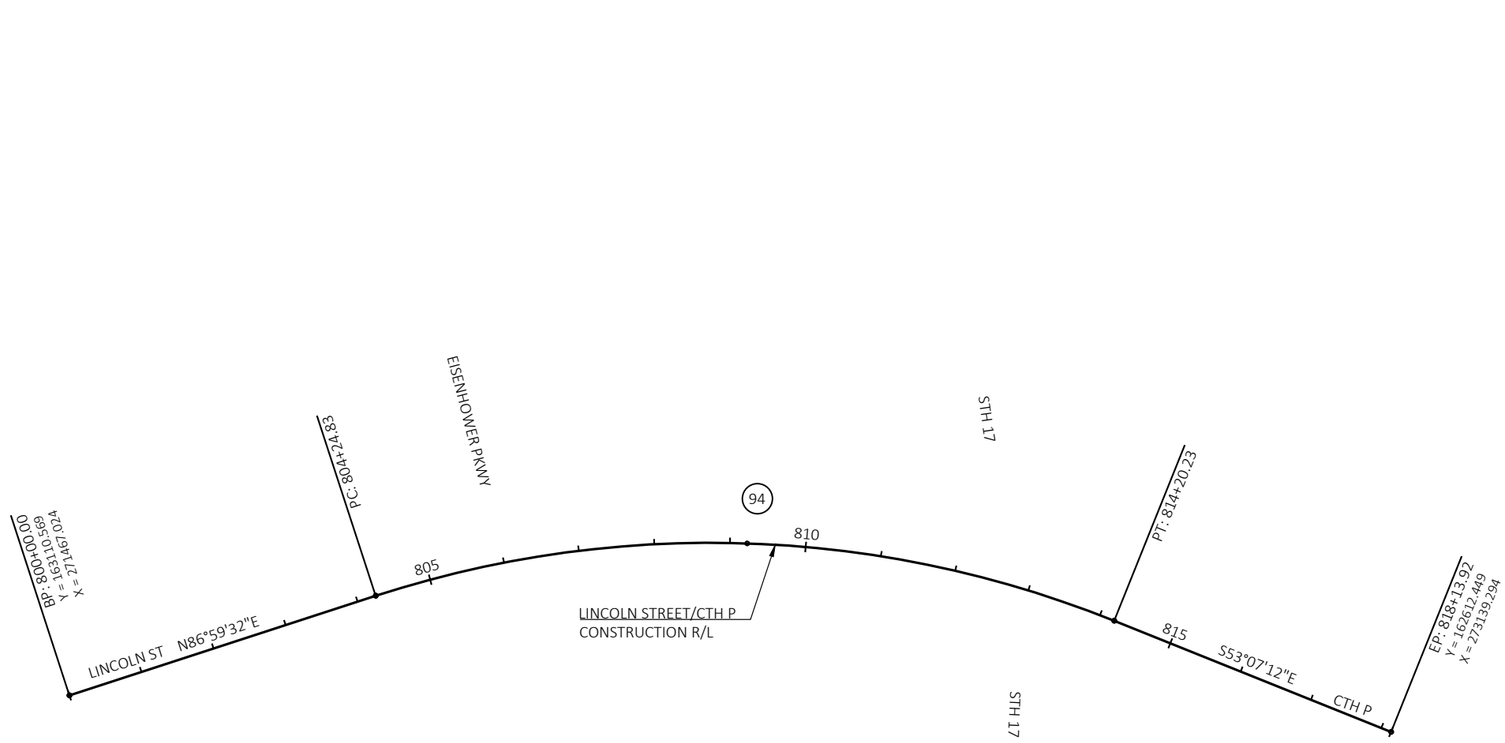
EVERGREEN ST

LINCOLN STREET CURVE DATA

92	93
PI STA = 711+10.2	PI STA = 714+28.3
Y = 163093.427	Y = 162974.435
X = 265934.821	X = 266232.793
DELTA = 21°38'32" RT	DELTA = 22°35'09" LT
D = 9°32'57"	D = 9°32'57"
T = 114.7'	T = 119.8'
L = 226.6'	L = 236.5'
R = 600.0'	R = 600.0'
PC STA = 709+95.5	PC STA = 713+08.5
Y = 163093.680	Y = 163018.870
X = 265820.136	X = 266121.522
PT STA = 712+22.2	PT STA = 715+45.0
Y = 163050.894	Y = 162976.144
X = 266041.329	X = 266352.596
DB = S89°52'25"E	DB = S68°13'53"E
DA = S68°13'53"E	DA = N89°10'58"E

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT	SHEET 206	E

2



LINCOLN STREET/CTH P CURVE DATA

(94)

PI STA = 809+43.7
Y = 163160.084
X = 272409.382
DELTA = 39°53'16" RT
D = 4°00'26"
T = 518.8'
L = 995.4'
R = 1429.8'
PC STA = 804+24.8
Y = 163132.860
X = 271891.272
PT STA = 814+20.2
Y = 162848.716
X = 272824.387
DB = N86°59'32"E
DA = S53°07'12"E

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	ALIGNMENT	SHEET 207	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\027203-AD.DWG
LAYOUT NAME - 027212-ad
PLOT DATE : 4/29/2025 8:55 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

USH 8 EB SUPER ELEVATION						
CURVE	STATION	REMARKS	LEFT SHOULDER	LEFT LANE	RIGHT SHOULDER	RIGHT LANE
1	97+81.63'	END NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
	98+32.81'	END NORMAL CROWN	-2.00%	-2.00%	-2.00%	-2.00%
	98+83.98'	LEVEL CROWN	-2.00%	-2.00%	0.00%	0.00%
	99+35.16'	REVERSE CROWN	-2.00%	-2.00%	2.00%	2.00%
	99+70.98'	BEGIN FULL S.E.	-3.40%	-3.40%	3.40%	3.40%
	106+30.64'	END FULL S.E.	-3.40%	-3.40%	3.40%	3.40%
	106+66.47'	REVERSE CROWN	-2.00%	-2.00%	2.00%	2.00%
	107+17.64'	LEVEL CROWN	-2.00%	-2.00%	0.00%	0.00%
	107+68.82'	BEGIN NORMAL CROWN	-2.00%	-2.00%	-2.00%	-2.00%
	108+20.00'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
2	111+19.47'	END NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
	111+70.59'	END NORMAL CROWN	-2.00%	-2.00%	-4.00%	-2.00%
	112+21.70'	LEVEL CROWN	0.00%	0.00%	-4.00%	-2.00%
	112+72.81'	REVERSE CROWN	2.00%	2.00%	-4.00%	-2.00%
	113+13.70'	BEGIN FULL S.E.	3.60%	3.60%	-4.00%	-3.60%
	118+73.70'	END FULL S.E.	3.60%	3.60%	-4.00%	-3.60%
	119+14.59'	REVERSE CROWN	2.00%	2.00%	-4.00%	-2.00%
	119+65.70'	LEVEL CROWN	0.00%	0.00%	-4.00%	-2.00%
	120+16.82'	BEGIN NORMAL CROWN	-2.00%	-2.00%	-4.00%	-2.00%
	120+67.93'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
3	192+82.96'	END NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
	193+34.07'	END NORMAL CROWN	-2.00%	-2.00%	-4.00%	-2.00%
	193+85.18'	LEVEL CROWN	0.00%	0.00%	-4.00%	-2.00%
	194+36.29'	REVERSE CROWN	2.00%	2.00%	-4.00%	-2.00%
	194+77.18'	BEGIN FULL S.E.	3.60%	3.60%	-4.00%	-3.60%
	212+30.93'	END FULL S.E.	3.60%	3.60%	-4.00%	-3.60%
	212+71.82'	REVERSE CROWN	2.00%	2.00%	-4.00%	-2.00%
	213+22.93'	LEVEL CROWN	0.00%	0.00%	-4.00%	-2.00%
	213+74.04'	BEGIN NORMAL CROWN	-2.00%	-2.00%	-4.00%	-2.00%
	214+25.16'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
4	88+49.90'	NO SUPER ELEVATION				
5	90+46.10'	NO SUPER ELEVATION				
6	91+90.50'	NO SUPER ELEVATION				
9	95+03.30'	NO SUPER ELEVATION				
10	103+05.10'	NO SUPER ELEVATION				

USH 8 EB SUPER ELEVATION						
CURVE	STATION	REMARKS	LEFT SHOULDER	LEFT LANE	RIGHT SHOULDER	RIGHT LANE
48	148+17.18'	END NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
	148+67.90'	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-2.00%
	149+18.61'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
	149+69.33'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
	149+89.61'	BEGIN FULL S.E.	-4.00%	-2.80%	2.80%	2.80%
	154+16.00'	END FULL S.E.	-4.00%	-2.80%	2.80%	2.80%
	154+36.29'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
	154+87.00'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
	155+37.71'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-2.00%
	155+88.43'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
49	156+45.70'	NO SUPER ELEVATION				
50	159+17.90'	NO SUPER ELEVATION				
51	160+70.20'	NO SUPER ELEVATION				
55	166+90.00'	END NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
	167+40.91'	END NORMAL CROWN	-4.00%	-2.00%	-2.00%	-2.00%
	167+91.82'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
	168+42.72'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
	168+93.63'	Low SHOULDER Match	-4.00%	-4.00%	4.00%	4.00%
	169+03.82'	BEGIN FULL S.E.	-4.40%	-4.40%	4.40%	4.40%
	170+30.59'	END FULL S.E.	-4.40%	-4.40%	4.40%	4.40%
	170+40.78'	Low SHOULDER Match	-4.00%	-4.00%	4.00%	4.00%
	170+91.68'	REVERSE CROWN	-4.00%	-2.00%	2.00%	2.00%
	171+42.59'	LEVEL CROWN	-4.00%	-2.00%	0.00%	0.00%
	171+93.50'	BEGIN NORMAL CROWN	-4.00%	-2.00%	-2.00%	-2.00%
	172+44.41'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%

USH 8 WB SUPER ELEVATION						
CURVE	STATION	REMARKS	LEFT SHOULDER	LEFT LANE	RIGHT SHOULDER	RIGHT LANE
7	87+87.30'	NO SUPER ELEVATION				
8	91+35.50'	NO SUPER ELEVATION				
10	94+41.20'	NO SUPER ELEVATION				
11	95+88.00'	NO SUPER ELEVATION				
12	96+33.80'	NO SUPER ELEVATION				
13	98+98.10'	NO SUPER ELEVATION				
52	157+74.60'	NO SUPER ELEVATION				
53	159+31.30'	NO SUPER ELEVATION				
54	160+55.50'	NO SUPER ELEVATION				
56	162+96.50'	NO SUPER ELEVATION				
57	164+27.90'	NO SUPER ELEVATION				

CTH G NB SUPER ELEVATION						
CURVE	STATION	REMARKS	LEFT SHOULDER	LEFT LANE	RIGHT SHOULDER	RIGHT LANE
61	32+42.00'	NO SUPER ELEVATION				
62	34+65.40'	NO SUPER ELEVATION				
63	35+12.30'	NO SUPER ELEVATION				
64	36+19.10'	NO SUPER ELEVATION				
68	38+71.20'	NO SUPER ELEVATION				
69	41+48.60'	NO SUPER ELEVATION				

STH 17 NB SUPER ELEVATION						
CURVE	STATION	REMARKS	LEFT SHOULDER	LEFT LANE	RIGHT SHOULDER	RIGHT LANE
14	13+25.00'	END FULL S.E.	4.00%	4.00%	-2.00%	-4.00%
	14+50.00'	BEGIN NORMAL CROWN	-2.00%	-2.00%	-2.00%	-2.00%
	15+00.00'	BEGIN NORMAL SHOULDER	-4.00%	-2.00%	-4.00%	-2.00%
15	12+00.40'	NO SUPER ELEVATION				
16	15+44.20'	NO SUPER ELEVATION				
17	16+58.80'	NO SUPER ELEVATION				
20	19+19.00'	NO SUPER ELEVATION				
21	20+14.80'	NO SUPER ELEVATION				
22	21+70.90'	NO SUPER ELEVATION				
23	24+94.10'	NO SUPER ELEVATION				

STH 17 SB SUPER ELEVATION						
CURVE	STATION	REMARKS	LEFT SHOULDER	LEFT LANE	RIGHT SHOULDER	RIGHT LANE
18	15+96.80'	NO SUPER ELEVATION				
19	16+65.50'	NO SUPER ELEVATION				
24	18+78.30'	NO SUPER ELEVATION				
25	19+93.50'	NO SUPER ELEVATION				
26	21+87.70'	NO SUPER ELEVATION				

CTH G SB SUPER ELEVATION						
CURVE	STATION	REMARKS	LEFT SHOULDER	LEFT LANE	RIGHT SHOULDER	RIGHT LANE
65	33+32.90'	NO SUPER ELEVATION				
66	34+76.30'	NO SUPER ELEVATION				
67	35+84.40'	NO SUPER ELEVATION				
70	38+60.60'	NO SUPER ELEVATION				
71	40+95.80'	NO SUPER ELEVATION				
72	42+50.80'	NO SUPER ELEVATION				

Estimate Of Quantities

1590-12-75

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	12.000	12.000
0004	201.0205	Grubbing	STA	12.000	12.000
0006	203.0100	Removing Small Pipe Culverts	EACH	5.000	5.000
0008	204.0100	Removing Concrete Pavement	SY	51,100.000	51,100.000
0010	204.0110	Removing Asphaltic Surface	SY	2,050.000	2,050.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	480.000	480.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	26,960.000	26,960.000
0016	204.0150	Removing Curb & Gutter	LF	1,730.000	1,730.000
0018	204.0165	Removing Guardrail	LF	370.000	370.000
0020	204.0195	Removing Concrete Bases	EACH	25.000	25.000
0022	204.0246	Removing Ancillary Structure (structure) 01. S-43-11	EACH	1.000	1.000
0024	204.9002.S	Removing Advance Flasher Assemblies Type 2	EACH	3.000	3.000
0026	204.9060.S	Removing (item description) 01. Traffic Signal Wire, Loop Detector Wire & Lead-In Cable, USH 8 & STH 17S	EACH	1.000	1.000
0028	204.9060.S	Removing (item description) 02. Traffic Signal Wire, Loop Detector Wire & Lead-In Cable, USH 8 & CTH G	EACH	1.000	1.000
0030	204.9060.S	Removing (item description) 03. Traffic Signal Wire, Loop Detector Wire & Lead-In Cable, USH 8 & STH 17N	EACH	1.000	1.000
0032	205.0100	Excavation Common	CY	64,445.000	64,445.000
0034	205.0400	Excavation Marsh	CY	19.000	19.000
0036	208.0100	Borrow	CY	11,020.000	11,020.000
0038	208.1100	Select Borrow	CY	29.000	29.000
0040	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	4.000	4.000
0042	213.0100	Finishing Roadway (project) 01. 1590-12-75	EACH	1.000	1.000
0044	305.0110	Base Aggregate Dense 3/4-Inch	TON	9,100.000	9,100.000
0046	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	67,700.000	67,700.000
0048	310.0115	Base Aggregate Open-Graded	CY	50.000	50.000
0050	405.0100	Coloring Concrete WisDOT Red	CY	530.000	530.000
0052	415.2010	Concrete Truck Apron 12-inch	SY	1,640.000	1,640.000
0054	450.4000	HMA Cold Weather Paving	TON	1,406.000	1,406.000
0056	455.0605	Tack Coat	GAL	10,450.000	10,450.000
0058	460.2000	Incentive Density HMA Pavement	DOL	16,730.000	16,730.000
0060	460.6223	HMA Pavement 3 MT 58-28 S	TON	17,460.000	17,460.000
0062	460.6244	HMA Pavement 4 MT 58-34 S	TON	6,500.000	6,500.000
0064	460.6444	HMA Pavement 4 MT 58-34 H	TON	2,170.000	2,170.000
0066	465.0105	Asphaltic Surface	TON	155.000	155.000
0068	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	37.000	37.000
0070	465.0125	Asphaltic Surface Temporary	TON	1,197.000	1,197.000
0072	465.0315	Asphaltic Flumes	SY	132.000	132.000
0074	520.2018	Culvert Pipe Temporary 18-Inch	LF	120.000	120.000
0076	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	123.000	123.000
0078	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0080	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	6.000	6.000
0082	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	3.000	3.000
0084	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0086	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	2.000	2.000
0088	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	573.000	573.000
0090	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	4,597.000	4,597.000
0092	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	2,019.000	2,019.000
0094	601.0581	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R	LF	815.000	815.000

1590-12-75

Line	Item	Item Description	Unit	Total	Qty
0096	601.0600	Concrete Curb Pedestrian	LF	265.000	265.000
0098	602.0405	Concrete Sidewalk 4-Inch	SF	14,800.000	14,800.000
0100	602.0415	Concrete Sidewalk 6-Inch	SF	3,420.000	3,420.000
0102	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	456.000	456.000
0104	606.0100	Riprap Light	CY	174.000	174.000
0106	606.0200	Riprap Medium	CY	82.000	82.000
0108	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	74.000	74.000
0110	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	240.000	240.000
0112	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	98.000	98.000
0114	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	147.000	147.000
0116	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	36.000	36.000
0118	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	77.000	77.000
0120	608.2424	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	104.000	104.000
0122	611.0535	Manhole Covers Type J-Special	EACH	2.000	2.000
0124	611.0624	Inlet Covers Type H	EACH	6.000	6.000
0126	611.0627	Inlet Covers Type HM	EACH	10.000	10.000
0128	611.0639	Inlet Covers Type H-S	EACH	4.000	4.000
0130	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0132	611.0652	Inlet Covers Type T	EACH	4.000	4.000
0134	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0136	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0138	611.3225	Inlets 2x2.5-FT	EACH	4.000	4.000
0140	611.3230	Inlets 2x3-FT	EACH	18.000	18.000
0142	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000
0144	612.0106	Pipe Underdrain 6-Inch	LF	880.000	880.000
0146	614.2300	MGS Guardrail 3	LF	200.000	200.000
0148	614.2500	MGS Thrie Beam Transition	LF	78.800	78.800
0150	614.2610	MGS Guardrail Terminal EAT	EACH	2.000	2.000
0152	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1590-12-75	EACH	1.000	1.000
0154	619.1000	Mobilization	EACH	1.000	1.000
0156	620.0300	Concrete Median Sloped Nose	SF	490.000	490.000
0158	624.0100	Water	MGAL	1,200.000	1,200.000
0160	625.0100	Topsoil	SY	44,800.000	44,800.000
0162	627.0200	Mulching	SY	36,600.000	36,600.000
0164	628.1504	Silt Fence	LF	6,590.000	6,590.000
0166	628.1520	Silt Fence Maintenance	LF	13,180.000	13,180.000
0168	628.1905	Mobilizations Erosion Control	EACH	11.000	11.000
0170	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0172	628.2008	Erosion Mat Urban Class I Type B	SY	2,390.000	2,390.000
0174	628.2027	Erosion Mat Class II Type C	SY	5,180.000	5,180.000
0176	628.7005	Inlet Protection Type A	EACH	32.000	32.000
0178	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0180	628.7015	Inlet Protection Type C	EACH	24.000	24.000
0182	628.7020	Inlet Protection Type D	EACH	8.000	8.000
0184	628.7504	Temporary Ditch Checks	LF	340.000	340.000
0186	628.7555	Culvert Pipe Checks	EACH	15.000	15.000
0188	628.7570	Rock Bags	EACH	120.000	120.000
0190	629.0210	Fertilizer Type B	CWT	36.000	36.000
0192	630.0140	Seeding Mixture No. 40	LB	2,290.000	2,290.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0194	630.0200	Seeding Temporary	LB	110.000	110.000
0196	630.0500	Seed Water	MGAL	1,000.000	1,000.000
0198	632.0101	Trees (species, root, size) 01. Cole's Select Serviceberry, B&B, 5'	EACH	6.000	6.000
0200	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	20.000	20.000
0202	633.1100	Delineators Temporary	EACH	3,424.000	3,424.000
0204	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	2.000	2.000
0206	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	75.000	75.000
0208	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	13.000	13.000
0210	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
0212	637.2210	Signs Type II Reflective H	SF	811.230	811.230
0214	637.2230	Signs Type II Reflective F	SF	59.500	59.500
0216	638.2102	Moving Signs Type II	EACH	10.000	10.000
0218	638.2602	Removing Signs Type II	EACH	74.000	74.000
0220	638.3000	Removing Small Sign Supports	EACH	61.000	61.000
0222	638.4000	Moving Small Sign Supports	EACH	11.000	11.000
0224	642.5001	Field Office Type B	EACH	1.000	1.000
0226	643.0300	Traffic Control Drums	DAY	19,829.000	19,829.000
0228	643.0420	Traffic Control Barricades Type III	DAY	7,548.000	7,548.000
0230	643.0705	Traffic Control Warning Lights Type A	DAY	10,210.000	10,210.000
0232	643.0715	Traffic Control Warning Lights Type C	DAY	4,466.000	4,466.000
0234	643.0900	Traffic Control Signs	DAY	48,258.000	48,258.000
0236	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000
0238	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0240	643.3165	Temporary Marking Line Paint 6-Inch	LF	8,800.000	8,800.000
0242	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	2,140.000	2,140.000
0244	643.3760	Temporary Marking Raised Pavement Marker Type I	EACH	21.000	21.000
0246	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	106.000	106.000
0248	643.5000	Traffic Control	EACH	1.000	1.000
0250	645.0111	Geotextile Type DF Schedule A	SY	640.000	640.000
0252	645.0120	Geotextile Type HR	SY	1,015.000	1,015.000
0254	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	57,700.000	57,700.000
0256	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	1,750.000	1,750.000
0258	646.4505	Marking Line Same Day Paint 4-Inch	LF	5,860.000	5,860.000
0260	646.4605	Marking Line Same Day Paint 8-Inch	LF	520.000	520.000
0262	646.5020	Marking Arrow Epoxy	EACH	16.000	16.000
0264	646.5120	Marking Word Epoxy	EACH	8.000	8.000
0266	646.6020	Marking Stop Line Epoxy 12-Inch	LF	90.000	90.000
0268	646.6120	Marking Stop Line Epoxy 18-Inch	LF	92.000	92.000
0270	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	150.000	150.000
0272	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	25,326.000	25,326.000
0274	646.6470	Cold Weather Marking Epoxy 10-Inch	LF	1,750.000	1,750.000
0276	646.7120	Marking Diagonal Epoxy 12-Inch	LF	720.000	720.000
0278	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	890.000	890.000
0280	646.8120	Marking Curb Epoxy	LF	80.000	80.000
0282	646.8220	Marking Island Nose Epoxy	EACH	8.000	8.000
0284	646.9002	Marking Removal Line 6-Inch	LF	2,231.000	2,231.000
0286	650.4000	Construction Staking Storm Sewer	EACH	37.000	37.000
0288	650.4500	Construction Staking Subgrade	LF	18,061.000	18,061.000
0290	650.5000	Construction Staking Base	LF	18,061.000	18,061.000

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Line	Item	Item Description	Unit	Total	Qty
0292	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	9,370.000	9,370.000
0294	650.6000	Construction Staking Pipe Culverts	EACH	1.000	1.000
0296	650.8000	Construction Staking Resurfacing Reference	LF	5,268.000	5,268.000
0298	650.8501	Construction Staking Electrical Installations (project) 01. 1590-12-75	EACH	1.000	1.000
0300	650.9000	Construction Staking Curb Ramps	EACH	32.000	32.000
0302	650.9500	Construction Staking Sidewalk (project) 01. 1590-12-75	EACH	1.000	1.000
0304	650.9911	Construction Staking Supplemental Control (project) 01. 1590-12-75	EACH	1.000	1.000
0306	650.9920	Construction Staking Slope Stakes	LF	18,061.000	18,061.000
0308	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	3,949.000	3,949.000
0310	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	300.000	300.000
0312	652.0800	Conduit Loop Detector	LF	90.000	90.000
0314	653.0110	Pull Boxes Steel 12x30-Inch	EACH	2.000	2.000
0316	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	20.000	20.000
0318	653.0905	Removing Pull Boxes	EACH	41.000	41.000
0320	654.0105	Concrete Bases Type 5	EACH	28.000	28.000
0322	654.0230	Concrete Control Cabinet Bases Type L30	EACH	2.000	2.000
0324	655.0235	Cable Traffic Signal 7-12 AWG	LF	450.000	450.000
0326	655.0610	Electrical Wire Lighting 12 AWG	LF	4,200.000	4,200.000
0328	655.0615	Electrical Wire Lighting 10 AWG	LF	16,182.000	16,182.000
0330	655.0620	Electrical Wire Lighting 8 AWG	LF	1,965.000	1,965.000
0332	655.0700	Loop Detector Lead In Cable	LF	1,035.000	1,035.000
0334	655.0800	Loop Detector Wire	LF	320.000	320.000
0336	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. LCC B	EACH	1.000	1.000
0338	656.0201	Electrical Service Meter Breaker Pedestal (location) 02. LCC B	EACH	1.000	1.000
0340	657.0100	Pedestal Bases	EACH	1.000	1.000
0342	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	28.000	28.000
0344	657.0322	Poles Type 5-Aluminum	EACH	28.000	28.000
0346	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0348	657.0595	Trombone Arms 25-FT	EACH	1.000	1.000
0350	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	28.000	28.000
0352	658.0175	Traffic Signal Face 5S 12-Inch	EACH	2.000	2.000
0354	659.1115	Luminaires Utility LED A	EACH	28.000	28.000
0356	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	2.000	2.000
0358	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	13.000	13.000
0360	661.0101	Temporary Traffic Signals for Bridges (structure) 01. Station 37+50	EACH	1.000	1.000
0362	661.0101	Temporary Traffic Signals for Bridges (structure) 02. Station 83+81	EACH	1.000	1.000
0364	690.0150	Sawing Asphalt	LF	3,640.000	3,640.000
0366	690.0250	Sawing Concrete	LF	300.000	300.000
0368	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0370	740.0440	Incentive IRI Ride	DOL	6,000.000	6,000.000
0372	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0374	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,760.000	2,760.000
0376	SPV.0035	Special 01. Planting Mixture	CY	145.000	145.000
0378	SPV.0045	Special 01. Driveway Assistance Device System 1590-12-75	DAY	100.000	100.000
0380	SPV.0060	Special 01. Perennials Autumn Joy Sedum, SP4, CG	EACH	238.000	238.000
0382	SPV.0060	Special 02. Perennials Blue Oat Grass, SP4, CG	EACH	291.000	291.000
0384	SPV.0060	Special 03. Perennials Catmint 'Walkers Low', SP4, CG	EACH	225.000	225.000
0386	SPV.0060	Special 04. Perennials Prarie Dropseed, SP4, CG	EACH	873.000	873.000
0388	SPV.0060	Special 05. Inlets 5-FT Diameter	EACH	2.000	2.000

Estimate Of Quantities

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Line	Item	Item Description	Unit	Total	Qty
0390	SPV.0060	Special 06. Salvage Traffic Signals USH 8 & STH 17	EACH	1.000	1.000
0392	SPV.0060	Special 07. Salvage Traffic Signals USH 8 & CTH G	EACH	1.000	1.000
0394	SPV.0060	Special 08. Traffic Signal Modifications Courtney St & Pelham St	EACH	1.000	1.000
0396	SPV.0090	Special 01. Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A Full Depth	LF	611.000	611.000
0398	SPV.0090	Special 02. Installing and Maintaining Climbing Turtle Exclusion Fence	LF	2,160.000	2,160.000
0400	SPV.0165	Special 01. Stone Mulch Epoxied	SF	4,016.000	4,016.000
0402	SPV.0165	Special 02. Weed Barrier	SF	11,825.000	11,825.000
0404	SPV.0180	Special 01. Protective Thermoplastic Coating at Snowmobile Crossing	SY	384.000	384.000
0406	SPV.0180	Special 02. Removing Distressed Asphaltic Surface Milling	SY	500.000	500.000
0408	SPV.0195	Special 01. Stone Mulch	TON	164.000	164.000

CLEARING AND GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	REMARKS
STAGE 1							
0010	83+00	-	84+00	USH 8 EB	1	1	GUARDRAIL REPLACEMENT
0010	90+00	-	93+00	USH 8 EB	3	3	STH 17 NORTH ROUNDABOUT
0010	93+00	-	96+00	USH 8 EB	3	3	STH 17 NORTH ROUNDABOUT
0010	108+00	-	109+00	USH 8 EB	1	1	CULVERT 43008003090
0010	19+00	-	23+00	STH 17 SOUTH NB	4	4	STH 17 NORTH ROUNDABOUT
				TOTAL 0010	12	12	

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 EACH	REMARKS
STAGE 1				
0010	108+24	USH 8 EB	1	130 LF, 30" RCCP
		STAGE 1 SUBTOTALS	1	
STAGE 2				
0010	93+51	USH 8 EB, RT	1	72 LF, 24" RCCP
0010	163+51	USH 8 EB	1	100 LF, 30" RCCP
0010	20+19	STH 17 SOUTH NB	1	70 LF, 24" CMCP
0010	34+48	CTH G NB	1	96 LF, 30 RCCP
		STAGE 2 SUBTOTALS	4	
		TOTAL 0010	5	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0180.02 REMOVING DISTRESSED ASPHALTIC SURFACE MILLING SY	REMARKS
STAGE 1									
0010	161+00	-	161+24	USH 8 EB	10	-	-	-	CTH G MEDIANS
0010	161+19	-	161+73	USH 8 EB	50	-	-	-	CTH G MEDIANS
0010	161+22	-	161+43	USH 8 EB	60	-	-	-	CTH G MEDIANS
				STAGE 1 SUBTOTALS	120	0	0	0	
STAGE 3									
0010	85+93	-	87+83	USH 8 EB	58	-	-	-	TEMPORARY WIDENING
0010	86+36	-	92+47	USH 8 EB	1,872	-	-	-	TEMPORARY BYPASS
0010	223+00	-	223+10	USH 8 EB	-	36	-	-	
0010	223+10	-	241+90	USH 8 EB	-	-	9,660	-	STH 17 NORTH INTERSECTION
0010	241+90	-	242+00	USH 8 EB	-	70	-	-	
0010	10+00	-	13+26	STH 17 SOUTH NB	-	36	1,900	-	
0010	54+00	-	54+10	GERMOND RD	-	30	-	-	
0010	56+28	-	56+38	STH 17 NORTH	-	62	-	-	
0010				PROJECT	-	-	-	500	
				STAGE 3 SUBTOTALS	1,930	234	11,560	500	
				TOTAL 0010	2,050	234	11,560	500	
STAGE 1									
0020	700+95	-	726+70	LINCOLN ST	-	100	12,500	-	MILL AND OVERLAY
0020	806+50	-	811+17	LINCOLN ST	-	146	2900	-	MILL AND OVERLAY
				STAGE 1 SUBTOTALS	0	246	15,400	0	
				TOTAL 0020	-	246	15,400	-	
				PROJECT TOTALS	2,050	480	26,960	500	

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 SY	REMARKS
STAGE 1						
0010	101+00	-	154+45	USH 8 EB	17,820	MAINLINE
0010	169+20	-	223+00	USH 8 EB	17,950	MAINLINE
				STAGE 1 SUBTOTALS	35,770	
STAGE 2						
0010	83+81	-	89+70	USH 8 EB, LT	910	MAINLINE
0010	83+81	-	89+70	USH 8 EB, RT	960	MAINLINE
0010	88+44	-	92+32	USH 8 EB	415	RUMBLE STRIPS
0010	88+44	-	101+00	USH 8 EB	4,410	MAINLINE
0010	94+05	-	99+33	USH 8 EB	660	RUMBLE STRIPS
0010	154+45	-	160+90	USH 8 EB	2,150	MAINLINE
0010	156+02	-	160+90	USH 8 EB	562	RUMBLE STRIPS
0010	161+35	-	169+20	USH 8 EB	2,770	MAINLINE
0010	162+70	-	167+49	USH 8 EB	480	RUMBLE STRIPS
0010	36+03	-	36+46	STH 17 SOUTH NB	28	RUMBLE STRIPS
0010	38+01	-	38+65	STH 17 SOUTH NB	20	RUMBLE STRIPS
				STAGE 2 SUBTOTALS	13,365	
STAGE 3						
0010	83+81	-	88+44	USH 8 EB	1,550	MAINLINE
0010	86+82	-	90+47	USH 8 EB	265	RUMBLE STRIPS
0010	160+90	-	161+35	USH 8 EB	150	CTH G INTERSECTION
				STAGE 3 SUBTOTALS	1,965	
				TOTAL 0010	51,100	

REMOVING CONCRETE BASES

CATEGORY	STATION	LOCATION	204.0195 EACH	REMARKS
STAGE 1				
0010	153+50	USH 8 EB, RT	1	FLASHING BEACON
0010	172+00	USH 8 EB, LT	1	FLASHING BEACON
		STAGE 1 SUBTOTALS	2	
STAGE 2				
0010		USH 8 & STH 17 INTERSECTION	11	INCLUDES SIGNAL POLE, LIGHT POLE, AND CABINET BASES
0010		USH 8 & CTH G INTERSECTION	12	INCLUDES SIGNAL POLE BASES AND CABINET BASE
		STAGE 2 SUBTOTALS	23	
		TOTAL 0010	25	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 LF	REMARKS
STAGE 1						
0010	160+30	-	161+91	USH 8 EB	180	CTH G, SW QUADRANT
0010	161+00	-	161+24	USH 8 EB	55	CTH G, MEDIAN
0010	161+19	-	161+74	USH 8 EB	120	CTH G, MEDIAN
0010	161+22	-	161+44	USH 8 EB	138	CTH G, MEDIAN
0010	37+74	-	39+25	CTH G NB	158	CTH G LT
				STAGE 1 SUBTOTALS	651	
STAGE 2						
0010	13+28	-	13+66	STH 17 SOUTH NB, RT	68	BOYCE DR
0010	37+50	-	40+19	CTH G NB, RT	155	CTH G RT
				STAGE 2 SUBTOTALS	223	
STAGE 3						
0010	235+25	-	239+60	USH 8 EB, LT	434	STH 17 NORTH EAST MEDIAN
0010	39+25	-	41+53	CTH G NB, LT	232	CTH G LT
0010	55+40	-	56+20	STH 17 NORTH, RT	120	STH 17 NORTH
0010	55+65	-	56+27	STH 17 NORTH, LT	70	STH 17 NORTH
				STAGE 3 SUBTOTALS	856	
				TOTAL 0010	1,730	

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 LF	REMARKS
STAGE 2						
0010	83+75	-	85+56	USH 8 EB, LT	185	WEST SIDE OF WISCONSIN RIVER
0010	83+75	-	85+56	USH 8 EB, RT	185	WEST SIDE OF WISCONSIN RIVER
				TOTAL 0010	370	

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REMOVING ANCILLARY STRUCTURE

CATEGORY	STATION	LOCATION	204.0246.01 EACH	REMARKS
STAGE 2				
0010	19+50	STH 17 NB	1	S-43-11
		TOTAL 0010	1	

REMOVING ADVANCE FLASHER ASSEMBLIES TYPE 2

CATEGORY	STATION	LOCATION	204.9002.S EACH	REMARKS
STAGE 1				
0010	153+70	USH 8 EB	1	WEST OF CTH G INTERSECTION
0010	176+75	USH 8 EB	1	EAST OF CTH G INTERSECTION
0010	7+00	STH 17 SOUTH NB	1	SOUTH OF STH 17/USH 8 INTERSECTION
		TOTAL 0010	3	

REMOVING TRAFFIC SIGNAL WIRE, LOOP DETECTOR WIRE & LEAD-IN CABLE

CATEGORY	LOCATION	204.9060.S.01 REMOVING TRAFFIC SIGNAL WIRE, LOOP DETECTOR WIRE & LEAD-IN CABLE, USH 8 & STH 17S EACH	204.9060.S.02 REMOVING TRAFFIC SIGNAL WIRE, LOOP DETECTOR WIRE & LEAD-IN CABLE, USH 8 & CTH G EACH	204.9060.S.03 REMOVING LOOP DETECTOR WIRE & LEAD-IN CABLE, USH 8 & STH 17N EACH
STAGE 2				
0010	USH 8 & STH 17 SOUTH INTERSECTION	1	-	-
0010	USH 8 & CTH G INTERSECITON	-	1	-
	STAGE 2 SUBTOTALS	1	1	0
STAGE 3				
0010	USH 8 & STH 17 NORTH INTERSECTION	-	-	1
	STAGE 3 SUBTOTALS	0	0	1
	TOTAL 0010	1	1	1

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	205.0400 MARSH EXCAVATION (6)	208.1100 EXPANDED MARSH BACKFILL (10) FACTOR 1.50	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.18	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	COMMENT
1	500+60 - 508+50	STH 17 SOUTH BYPASS	558	0	558	19	29	5,624	6,636	-6,045	19	6,045	
2	600+88 - 605-96	CTH G BYPASS	456	0	456	0	0	6	7	449	0	0	
3	86+15 - 101+14	USH 8 EB	13,256	1,885	11,371	0	0	973	1,148	10,223	1,885	0	
	91+50 - 95+00	USH 8 WB	717	69	648	0	0	1,076	1,270	-622	69	622	
	14+00 - 22+75	STH 17 SOUTH NB	2,141	356	1,785	0	0	1,079	1,273	512	356	0	
	16+50 - 18+75	STH 17 SOUTH SB	31	14	17	0	0	229	270	-253	14	253	
	0+00 - 4+06	RAB	990	781	209	0	0	2,042	2,410	-2,201	781	2,201	
	101+14 - 154+46	MAINLINE	13,948	7,246	6,702	0	0	2	2	6,700	7,246	0	
	154+46 - 169+20	USH 8 EB	9,743	1,722	8,021	0	0	138	163	7,858	1,722	0	
	160+50 - 163+00	USH 8 WB	85	31	54	0	0	63	74	-20	31	0	
	34+00 - 41+50	CTH G NB	1,508	282	1,226	0	0	592	699	527	282	0	
	36+00 - 39+00	CTH G SB	29	28	1	0	0	325	384	-383	28	383	
	0+00 - 4+06	RAB	972	749	223	0	0	1,475	1,741	-1,518	749	1,518	
	169+20 - 223+00	MAINLINE	13,966	7,383	6,583	0	0	0	0	6,583	7,383	0	
4	500+60 - 508+50	STH 17 SOUTH BYPASS	6,045	0	0	0	0	0	0	6,045	0	0	STAGE 3 (REMOVAL)
GRAND TOTAL			64,445	20,546	37,854	19	29	13,624	16,076	27,856	20,565	11,020	
TOTAL COMMON EXC			64,445										

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT COLUMN. ITEM NUMBER 205.0100

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

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(6) MARSH EXCAVATION - TO BE BACKFILLED WITH SELECT BORROW MATERIAL. ITEM NUMBER 208.1100

(10) EXPANDED MARSH BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL. MARSH BACKFILL FACTOR = 1.50. ITEM NUMBER 208.1100

(13) EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR. EXPANDED FILL FACTOR = 1.18

(14) 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.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 STA	REMARKS
STAGE 1						
0010	102+59	-	103+58	USH 8 EB	1	SNOWMOBILE CROSSING
0010	198+30	-	198+99	USH 8 EB	1	SNOWMOBILE CROSSING
				STAGE 1 SUBTOTALS	2	
STAGE 3						
0010	20+51	-	20+72	STH 17 SOUTH NB	1	SNOWMOBILE CROSSING
0010	34+29	-	34+45	CTH G NB	1	SNOWMOBILE CROSSING
				STAGE 3 SUBTOTALS	2	
				TOTAL 0010	4	

BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
STAGE 1								
0010	99+41	-	154+45	USH 8 EB	3,730	17,560	270	MAINLINE
0010	169+20	-	223+00	USH 8 EB	3,414	17,170	260	MAINLINE
0010	500+58	-	508+63	STH 17 SOUTH BYPASS	-	1,250	20	STH 17 SOUTH BYPASS
0010				UNDISTRIBUTED	-	-	50	UNDISTRIBUTED - DUST CONTROL
				STAGE 1 SUBTOTALS	7,144	35,980	600	
STAGE 2								
0010	83+81	-	89+70	USH 8 EB, LT	135	1,710	30	MAINLINE
0010	83+81	-	89+70	USH 8 EB, RT	175	1,870	30	MAINLINE
0010	88+46		99+41	USH 8 EB	450	11,590	180	STH 17 SOUTH ROUNDABOUT
0010	154+45		160+90	USH 8 EB	290	4,210	70	CTH G ROUNDABOUT
0010	161+76		169+20	USH 8 EB	296	6,750	105	CTH G ROUNDABOUT
0010				UNDISTRIBUTED	-	-	50	UNDISTRIBUTED - DUST CONTROL
				STAGE 2 SUBTOTALS	1,346	26,130	465	
STAGE 3								
0010	89+70		92+86	USH 8 EB	70	2,030	31	STH 17 SOUTH ROUNDABOUT
0010	160+93	-	161+75	USH 8 EB	12	3,560	54	CTH G ROUNDABOUT
0010	223+00		242+00	USH 8 EB	528	-	-	MAINLINE
0010				UNDISTRIBUTED	-	-	50	UNDISTRIBUTED - DUST CONTROL
				STAGE 3 SUBTOTALS	610	5,590	135	
				TOTAL 0010	9,100	67,700	1,200	

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HMA PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6244 HMA PAVEMENT 4 MT 58-34 S TON	460.6444 HMA PAVEMENT 4 MT 58-34 H TON	REMARKS
STAGE 1										
0010	99+41	-	154+45	USH 8 EB	-	2,597	5,185	1,884	-	MAINLINE
0010	169+20	-	223+00	USH 8 EB	-	2,513	5,018	1,822	-	MAINLINE
				STAGE 1 SUBTOTALS	0	5,110	10,203	3,706	0	
STAGE 2										
0010	83+81	-	89+70	USH 8 EB, LT	-	176	386	-	127	MAINLINE
0010	83+81	-	89+70	USH 8 EB, RT	-	180	396	-	130	MAINLINE
0010	88+46		99+41	USH 8 EB	-	975	2,135	-	704	STH 17 SOUTH ROUNDABOUT
0010	154+45		160+90	USH 8 EB	-	357	784	-	260	CTH G ROUNDABOUT
0010	161+76		169+20	USH 8 EB	-	572	1,246	-	412	CTH G ROUNDABOUT
				STAGE 2 SUBTOTALS	0	2,260	4,947	0	1,633	
STAGE 3										
0010	89+70		92+86	USH 8 EB	86	120	260	-	86	STH 17 SOUTH ROUNDABOUT
0010	160+93	-	161+75	USH 8 EB	255	355	770	-	256	CTH G ROUNDABOUT
0010	223+00	-	242+00	USH 8 EB	565	1,375	1,280	994	-	STH 17 NORTH INTERSECTION MILL/OVERLAY
0010	10+00	-	13+26	STH 17 SOUTH NB	49	135	-	-	195	STH 17 SOUTH MILL/OVERLAY
				STAGE 3 SUBTOTALS	955	1,985	2,310	994	537	
				TOTAL 0010	955	9,355	17,460	4,700	2,170	
STAGE 1										
0020	700+95	-	726+70	LINCOLN ST	363	882	-	1,450	-	LINCOLN ST MILL/OVERLAY
0020	806+50	-	811+17	LINCOLN ST	88	213	-	350	-	LINCOLN ST MILL/OVERLAY
				STAGE 1 SUBTOTALS	451	1,095	0	1,800	0	
				TOTAL 0020	451	1,095	0	1,800	0	
				PROJECT TOTALS	1,406	10,450	17,460	6,500	2,170	

ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	465.0105 ASPHALTIC SURFACE TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
STAGE 1							
0010	86+82		87+90	USH 8 EB	-	9	COVER RUMBLE STRIPS
0010	102+58	-	102+80	USH 8 EB	3	-	SNOWMOBILE TRAIL WIDENING
0010	160+95	-	161+26	USH 8 EB	-	63	CTH G TEMPORARY ROAD
0010	161+15	-	161+72	USH 8 EB	-	230	CTH G TEMPORARY ROAD
0010	161+20	-	161+45	USH 8 EB	-	252	CTH G TEMPORARY ROAD
0010	198+30	-	199+00	USH 8 EB	12	-	SNOWMOBILE TRAIL WIDENING
0010	34+27	-	36+36	CTH G NB	-	60	CTH G TEMPORARY ROAD
0010	38+39	-	39+25	CTH G NB	-	32	CTH G TEMPORARY ROAD
0010	500+58	-	508+63	STH 17 SOUTH BYPASS	-	538	STH 17 SOUTH TEMPORARY BYPASS
				STAGE 1 SUBTOTALS	15	1,184	
STAGE 2							
0010	85+93	-	87+83	USH 8 EB	-	7	TEMPORARY WIDENING
0010		89+00		USH 8 EB	-	2	TEMPORARY WEDGING
0010	91+13	-	93+24	USH 8 EB	14	-	STH 17 SOUTH NW SIDEPATH
0010	93+05	-	95+19	USH 8 EB	11	-	STH 17 SOUTH NE SIDEPATH
0010	93+31	-	95+60	USH 8 EB	15	-	STH 17 SOUTH SE SIDEPATH
0010	159+67	-	162+31	USH 8 EB	5	-	CTH G SW SIDEPATH
0010	159+76	-	161+26	USH 8 EB	4	-	CTH G NW SIDEPATH
0010	162+37	-	163+86	USH 8 EB	11	-	CTH G SE SIDEPATH
0010	161+64	-	163+98	USH 8 EB	15	-	CTH G NE SIDEPATH
				STAGE 2 SUBTOTALS	75	9	
STAGE 3							
0010	90+80	-	92+52	USH 8 EB	12	-	STH 17 SOUTH SW SIDEPATH
0010	159+67	-	162+31	USH 8 EB	11	-	CTH G SW SIDEPATH
0010	159+76	-	161+26	USH 8 EB	8	-	CTH G NW SIDEPATH
0010	235+25	-	239+60	USH 8 EB	28	-	CURB AND GUTTER REPLACEMENT
0010		34+50		CTH G NB	-	2	TEMPORARY WEDGING
0010		39+60		CTH G NB	-	2	TEMPORARY WEDGING
0010	55+40	-	56+20	STH 17 NORTH, RT	4	-	CURB AND GUTTER REPLACEMENT
0010	55+65	-	56+27	STH 17 NORTH, LT	2	-	CURB AND GUTTER REPLACEMENT
				STAGE 3 SUBTOTALS	65	4	
				TOTAL 0010	155	1,197	

TEMPORARY CULVERT

CATEGORY	STATION	LOCATION	520.2018 CULVERT PIPE TEMPORARY 18-INCH LF	REMARKS
STAGE 1				
0010	506+00	STH 17 SOUTH BYPASS	120	STH 17 SOUTH BYPASS
		TOTAL 0010	120	

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	TO	STATION	LOCATION	465.0120 TON
STAGE 1					
0010	102+71	-	103+75	USH 8 EB LT	17
0010	102+93	-	103+58	USH 8 EB RT	11
				STAGE 1 SUBTOTALS	28
STAGE 3					
0010	40+86	-	41+19	CTH G NB	9
				STAGE 3 SUBTOTALS	9
				TOTAL 0010	37

ASPHALTIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 SY
STAGE 2			
0010	91+09	USH 8 EB, LT	9
0010	95+16	USH 8 EB, RT	9
0010	95+57	USH 8 EB, LT	9
0010	159+66	USH 8 EB, RT	9
0010	159+75	USH 8 EB, LT	9
0010	163+87	USH 8 EB, RT	9
0010	163+98	USH 8 EB, LT	9
0010	15+55	STH 17 SOUTH NB, RT	9
0010	19+75	STH 17 SOUTH NB, LT	9
0010	19+90	STH 17 SOUTH NB, RT	9
0010	35+05	CTH G NB	9
0010	40+45	CTH G NB, RT	6
		STAGE 2 SUBTOTALS	105
STAGE 3			
0010	90+75	USH 8 EB	9
0010	15+32	STH 17 SOUTH NB	9
0010	35+20	CTH G NB, LT	9
		STAGE 3 SUBTOTALS	27
		TOTAL 0010	132

STORM SEWER STRUCTURES AND COVERS

CATEGORY	STRUCTURE	STATION	LOCATION	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.2624 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3225 INLETS 2X2.5-FT EACH	611.3230 INLETS 2X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	SPV.0060.05 INLETS 5-FT DIAMETER EACH
STAGE 1																				
0010	19	108+21	USH 8 EB	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	18	108+27	USH 8 EB	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			STAGE 1 SUBTOTALS	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STAGE 2																				
0010	3	89+77	USH 8 EB	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	1	89+79	USH 8 EB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
0010	2	89+80	USH 8 EB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
0010	7B	96+28	USH 8 EB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
0010	8B	96+29	USH 8 EB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
0010	7	96+38	USH 8 EB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
0010	8	96+39	USH 8 EB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
0010	9	96+40	USH 8 EB	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	30	158+52	USH 8 EB	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	31	158+52	USH 8 EB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
0010	32	158+52	USH 8 EB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-
0010	33	163+47	USH 8 EB	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
0010	34	163+52	USH 8 EB	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	-
0010	35	163+55	USH 8 EB	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
0010	36	163+81	USH 8 EB	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-
0010	37	163+81	USH 8 EB	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-
0010	36B	163+91	USH 8 EB	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-
0010	37B	163+91	USH 8 EB	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-
0010	11	15+13	STH 17 SOUTH NB	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
0010	12	15+13	STH 17 SOUTH NB	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
0010	15	20+19	STH 17 SOUTH NB	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-
0010	14	20+21	STH 17 SOUTH NB	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-
0010	13	20+23	STH 17 SOUTH NB	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	16	20+43	STH 17 SOUTH NB	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
0010	17	20+44	STH 17 SOUTH NB	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
0010	41	34+51	CTH G NB	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	40	34+56	CTH G NB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
0010	46	39+48	CTH G NB	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
0010	47	39+48	CTH G NB	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-
0010	4	0+75	STH 17 SOUTH RAB CIRCLE	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-
0010	5	0+84	STH 17 SOUTH RAB CIRCLE	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-
0010	6	0+85	STH 17 SOUTH RAB CIRCLE	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			STAGE 2 SUBTOTALS	0	4	1	1	2	2	6	9	4	1	2	1	1	2	18	1	1
STAGE 3																				
0010	10	15+11	STH 17 SOUTH NB	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	38	34+56	CTH G NB	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	39	34+56	CTH G NB	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1
0010	45	39+79	CTH G NB	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	44	0+75	CTH G RAB CIRCLE	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-
0010	43	0+84	CTH G RAB CIRCLE	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-
0010	42	0+85	CTH G RAB CIRCLE	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			STAGE 3 SUBTOTALS	1	2	0	1	0	0	0	1	0	0	2	0	0	2	0	0	1
			TOTAL 0010	1	6	3	2	2	2	6	10	4	1	4	1	1	4	18	1	2

3

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0581 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	SPV.0090.01 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A FULL DEPTH LF	REMARKS
STAGE 2												
0010	89+71	-	92+22	USH 8 EB	-	348	197	-	49	60	-	STH 17 SOUTH WEST MEDIAN
0010	90+76	-	92+52	USH 8 EB	-	-	-	-	-	-	95	STH 17 SOUTH SW QUADRANT
0010	91+09	-	93+24	USH 8 EB	-	332	-	-	-	-	-	STH 17 SOUTH NW QUADRANT
0010	92+98	-	95+16	USH 8 EB	-	-	212	-	-	-	126	STH 17 SOUTH SE QUADRANT
0010	93+25	-	95+57	USH 8 EB	-	-	228	-	-	-	94	STH 17 SOUTH NE QUADRANT
0010	93+93	-	96+55	USH 8 EB	-	354	187	-	41	60	-	STH 17 SOUTH EAST MEDIAN
0010	158+43	-	160+94	USH 8 EB	-	292	187	-	32	60	-	CTH G WEST MEDIAN
0010	159+67	-	162+31	USH 8 EB	-	-	66	-	-	-	71	CTH G SW QUADRANT
0010	159+76	-	161+26	USH 8 EB	-	123	-	-	-	-	-	CTH G NW QUADRANT
0010	161+64	-	163+98	USH 8 EB	-	162	197	-	-	-	86	CTH G NE QUADRANT
0010	162+37	-	163+86	USH 8 EB	-	303	-	-	-	-	-	CTH G SE QUADRANT
0010	162+70	-	165+21	USH 8 EB	-	342	173	-	28	60	-	CTH G EAST MEDAIN
0010	13+31	-	13+71	STH 17 SOUTH NB	-	-	73	-	-	-	-	BOYCE DR RADIUS
0010	15+04	-	16+79	STH 17 SOUTH NB	-	358	-	-	16	60	-	STH 17 SOUTH SOUTH MEDIAN
0010	18+57	-	20+52	STH 17 SOUTH NB	-	400	-	-	16	62	-	STH 17 SOUTH NORTH MEDIAN
0010	34+47	-	36+50	CTH G NB	-	231	-	-	-	68	-	CTH G SOUTH MEDAIN
0010	38+21	-	39+56	CTH G NB	-	291	-	-	39	60	-	CTH G NORTH MEDAIN
0010	0+00	-	4+06	RAB CIRCLE	266	-	-	407	-	-	-	STH 17 SOUTH CIRCLE
0010	0+00	-	4+06	RAB CIRCLE	196	-	-	247	-	-	-	CTH G CIRCLE
				STAGE 2 SUBTOTALS	462	3,536	1,520	654	221	490	472	
STAGE 3												
0010	90+76	-	92+52	USH 8 EB	-	-	111	-	-	-	125	STH 17 SOUTH SW QUADRANT
0010	158+43	-	160+94	USH 8 EB	-	39	-	-	-	-	-	CTH G WEST MEDIAN
0010	159+67	-	162+31	USH 8 EB	-	-	198	-	-	-	14	CTH G SW QUADRANT
0010	159+76	-	161+26	USH 8 EB	-	372	-	-	-	-	-	CTH G NW QUADRANT
0010	235+25	-	239+60	USH 8 EB, LT	-	434	-	-	-	-	-	STH 17 NORTH EAST MEDIAN
0010	34+47	-	36+50	CTH G NB	-	216	-	-	44	-	-	CTH G SOUTH MEDAIN
0010	55+40	-	56+20	STH 17 NORTH, RT	-	-	120	-	-	-	-	STH 17 NORTH
0010	55+65	-	56+27	STH 17 NORTH, LT	-	-	70	-	-	-	-	STH 17 NORTH
0010	0+00	-	4+06	RAB CIRCLE	111	-	-	161	-	-	-	CTH G CIRCLE
				STAGE 3 SUBTOTALS	111	1,061	499	161	44	0	139	
				TOTAL 0010	573	4,597	2,019	815	265	490	611	

CONCRETE PAVEMENT AND SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.2010 CONCRETE TRUCK APRON 12-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	REMARKS
STAGE 2										
0010	89+74	-	92+25	USH 8 EB	-	-	2,510	144	24	STH 17 SOUTH WEST MEDIAN
0010	91+13	-	93+24	USH 8 EB	-	-	-	395	24	STH 17 SOUTH NW QUADRANT
0010	93+05	-	95+19	USH 8 EB	16	58	-	307	24	STH 17 SOUTH NE QUADRANT
0010	93+31	-	95+60	USH 8 EB	13	46	-	336	24	STH 17 SOUTH SE QUADRANT
0010	93+98	-	96+59	USH 8 EB	-	-	2,311	120	24	STH 17 SOUTH EAST MEDIAN
0010	158+43	-	160+94	USH 8 EB	-	-	2,065	92	24	CTH G WEST MEDIAN
0010	159+67	-	162+31	USH 8 EB	10	36	-	132	24	CTH G SW QUADRANT
0010	159+76	-	161+26	USH 8 EB	-	-	-	181	24	CTH G NW QUADRANT
0010	162+37	-	163+86	USH 8 EB	-	-	-	358	24	CTH G SE QUADRANT
0010	161+64	-	163+98	USH 8 EB	11	40	-	318	24	CTH G NE QUADRANT
0010	162+70	-	165+21	USH 8 EB	-	-	2,168	84	24	CTH G EAST MEDIAN
0010	15+04	-	16+79	STH 17 SOUTH NB	-	-	900	45	24	STH 17 SOUTH SOUTH MEDIAN
0010	18+57	-	20+52	STH 17 SOUTH NB	-	-	1,059	48	24	STH 17 SOUTH NORTH MEDIAN
0010	38+21	-	39+56	CTH G NB	-	-	1,301	114	24	CTH G NORTH MEDIAN
0010	0+00	-	4+06	RAB CIRCLE	242	726	-	-	-	STH 17 SOUTH CIRCLE
0010	0+00	-	4+06	RAB CIRCLE	120	360	-	-	-	CTH G CIRCLE
				STAGE 2 SUBTOTALS	412	1,266	12,314	2,674	336	
STAGE 3										
0010	90+80	-	92+52	USH 8 EB	53	180	-	260	24	STH 17 SOUTH SW QUADRANT
0010	158+43	-	160+94	USH 8 EB	-	-	390	-	24	CTH G WEST MEDIAN
0010	159+67	-	162+31	USH 8 EB	1	4	-	178	24	CTH G SW QUADRANT
0010	159+76	-	161+26	USH 8 EB	-	-	-	178	24	CTH G NW QUADRANT
0010	34+47	-	36+50	CTH G NB	-	-	2,096	130	24	CTH G SOUTH MEDIAN
0010	0+00	-	4+06	RAB CIRCLE	64	190	-	-	-	CTH G CIRCLE
				STAGE 3 SUBTOTALS	118	374	2,486	746	120	
				TOTAL 0010	530	1,640	14,800	3,420	456	

RIPRAP

CATEGORY	STATION	LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
STAGE 1						
0010	108+21	USH 8 EB, LT	-	10	44	CULVERT 43008003090
		STAGE 1 SUBTOTALS		10	44	
STAGE 2						
0010	89+77	USH 8 EB, LT	-	32	117	
0010	91+05	USH 8 EB, LT	38	-	136	
0010	95+20	USH 8 EB, RT	5	-	35	
0010	95+65	USH 8 EB, LT	13	-	61	
0010	96+40	USH 8 EB, LT	-	8	28	
0010	158+52	USH 8 EB, RT	-	1	8	
0010	159+62	USH 8 EB, RT	11	-	36	
0010	159+70	USH 8 EB, LT	7	-	25	
0010	163+47	USH 8 EB, RT	-	13	59	
0010	163+90	USH 8 EB, RT	23	-	87	
0010	164+02	USH 8 EB, LT	3	-	27	
0010	19+75	STH 17 SOUTH NB, LT	14	-	60	
0010	20+23	STH 17 SOUTH NB, LT	-	1	8	
0010	34+50	CTH G NB, RT	5	-	19	
0010	35+05	CTH G NB, RT	10	-	33	
0010	0+85	RAB CIRCLE	-	9	37	STH 17 SOUTH CIRCLE
		STAGE 2 SUBTOTALS	129	64	776	
STAGE 3						
0010	90+72	USH 8 EB, RT	22	-	72	
0010	15+11	STH 17 SOUTH NB, LT	-	2	12	
0010	15+30	STH 17 SOUTH NB, LT	13	-	44	
0010	34+55	CTH G NB, LT	4	-	17	
0010	35+20	CTH G NB, LT	6	-	22	
0010	39+79	CTH G NB, LT	-	4	16	
0010	0+85	RAB CIRCLE	-	2	12	CTH G CIRCLE
		STAGE 3 SUBTOTALS	45	8	195	
		TOTAL 0010	174	82	1,015	

STORM SEWER PIPE

CATEGORY	STRUCTURE	TO	STRUCTURE	LOCATION	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0436 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	608.2424 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF
STAGE 1												
0010	18	-	19	USH 8 EB	123	-	-	-	-	-	-	-
				STAGE 1 SUBTOTALS	123	0	0	0	0	0	0	0
STAGE 2												
0010	1	-	2	USH 8 EB	-	8	-	-	-	-	-	-
0010	2	-	3	USH 8 EB	-	-	36	-	-	-	-	-
0010	7	-	8	USH 8 EB	-	-	-	-	9	-	-	-
0010	7	-	7B	USH 8 EB	-	-	-	-	10	-	-	-
0010	8	-	9	USH 8 EB	-	-	-	-	-	36	-	-
0010	8	-	8B	USH 8 EB	-	-	-	-	10	-	-	-
0010	32	-	31	USH 8 EB	-	8	-	-	-	-	-	-
0010	31	-	30	USH 8 EB	-	-	39	-	-	-	-	-
0010	34	-	33	USH 8 EB	-	-	-	-	-	-	-	58
0010	34	-	35	USH 8 EB	-	-	-	-	-	-	-	46
0010	34	-	36	USH 8 EB	-	-	-	-	30	-	-	-
0010	36	-	37	USH 8 EB	-	-	-	-	11	-	-	-
0010	36	-	36B	USH 8 EB	-	-	-	-	10	-	-	-
0010	37	-	37B	USH 8 EB	-	-	-	-	10	-	-	-
0010	11	-	12	STH 17 SOUTH NB	-	8	-	-	-	-	-	-
0010	15	-	14	STH 17 SOUTH NB	-	-	-	50	-	-	-	-
0010	14	-	13	STH 17 SOUTH NB	-	-	-	48	-	-	-	-
0010	14	-	16	STH 17 SOUTH NB	-	23	-	-	-	-	-	-
0010	16	-	17	STH 17 SOUTH NB	-	8	-	-	-	-	-	-
0010	39	-	40	CTH G NB	-	-	-	-	-	-	8	-
0010	40	-	41	CTH G NB	-	-	-	-	-	-	34	-
0010	46	-	47	CTH G NB	-	-	-	-	7	-	-	-
0010	4	-	5	STH 17 SOUTH RAB CIRCLE	-	9	-	-	-	-	-	-
0010	5	-	6	STH 17 SOUTH RAB CIRCLE	-	-	56	-	-	-	-	-
				STAGE 2 SUBTOTALS	0	64	131	98	97	36	42	104
STAGE 3												
0010	11	-	10	STH 17 SOUTH NB	-	-	42	-	-	-	-	-
0010	39	-	38	CTH G NB	-	-	-	-	-	-	35	-
0010	46	-	45	CTH G NB	-	-	-	-	50	-	-	-
0010	44	-	43	CTH G RAB CIRCLE	-	10	-	-	-	-	-	-
0010	43	-	42	CTH G RAB CIRCLE	-	-	67	-	-	-	-	-
				STAGE 3 SUBTOTALS	0	10	109	0	50	0	35	0
				TOTAL 0010	123	74	240	98	147	36	77	104

PIPE UNDERDRAIN ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	310.0115 BASE AGGREGATE OPEN-GRADED CY	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	REMARKS
STAGE 2								
0010		96+38		USH 8 EB	1	15	11	STRUCTURE 7
0010		96+38		USH 8 EB	1	15	11	STRUCTURE 7B
0010		96+38		USH 8 EB	1	15	11	STRUCTURE 8
0010		96+38		USH 8 EB	1	15	11	STRUCTURE 8B
0010		163+91		USH 8 EB	1	15	11	STRUCTURE 37
0010		163+91		USH 8 EB	1	15	11	STRUCTURE 37B
0010		163+91		USH 8 EB	1	15	11	STRUCTURE 36
0010		163+91		USH 8 EB	1	15	11	STRUCTURE 36B
0010	0+84	-	0+75	STH 17 SOUTH RAB CIRCLE	20	380	276	STRUCTURE 5 - STRUCTURE 4
0010	2+10	-	0+40	CTH G RAB CIRCLE	12	236	172	STRUCTURE 43 - STRUCTURE 44
				STAGE 2 SUBTOTALS	40	736	536	
STAGE 3								
0010	0+40	-	2+10	CTH G RAB CIRCLE	10	144	104	STRUCTURE 43 - STRUCTURE 44
				STAGE 3 SUBTOTALS	10	144	104	
				TOTAL 0010	50	880	640	

GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
STAGE 2							
0010	83+73	-	85+64	USH 8 EB	100	39.4	1
0010	83+73	-	85+64	USH 8 EB	100	39.4	1
				TOTAL 0010	200	78.8	2

MOBILIZATIONS EROSION CONTROL

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
STAGE 1			
0010	PROJECT	2	1
	STAGE 1 SUBTOTALS	2	1
STAGE 2			
0010	PROJECT	5	3
	STAGE 2 SUBTOTALS	5	3
STAGE 3			
0010	PROJECT	4	2
	STAGE 3 SUBTOTALS	4	2
	TOTAL 0010	11	6

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	REMARKS
STAGE 2							
0010	85+25	-	88+50	USH 8 EB, LT	320	640	
0010	85+25	-	89+70	USH 8 EB, RT	460	920	
0010	89+70	-	95+95	USH 8 EB	930	1,860	STH 17 SOUTH RAB NORTHWEST QUADRANT
0010	93+10	-	93+40	USH 8 EB	190	380	STH 17 SOUTH RAB SOUTHEAST QUADRANT
0010	154+40	-	159+00	USH 8 EB	480	960	CTH G RAB NORTHWEST QUADRANT
0010	154+40	-	160+70	USH 8 EB	670	1,340	CTH G RAB SOUTHWEST QUADRANT
0010	162+50	-	163+30	USH 8 EB	940	1,880	CTH G RAB SOUTHEAST QUADRANT
0010	167+00	-	169+00	USH 8 EB	330	660	CTH G RAB NORTHEAST QUADRANT
				UNDISTRIBUTED	1,080	2,160	
				STAGE 2 SUBTOTALS	5,400	10,800	
STAGE 3							
0010	89+70	-	95+50	USH 8 EB	390	780	STH 17 SOUTH RAB SOUTHWEST QUADRANT
0010	33+95	-	37+00	CTH G NB	380	760	CTH G RAB SOUTHWEST QUADRANT
0010	55+40	-	56+20	STH 17 NORTH, RT	110	220	CURB AND GUTTER REPLACEMENT
0010	55+65	-	56+27	STH 17 NORTH, LT	70	140	CURB AND GUTTER REPLACEMENT
0010				UNDISTRIBUTED	240	480	
				STAGE 3 SUBTOTALS	1,190	2,380	
				TOTAL 0010	6,590	13,180	

INLET PROTECTION

CATEGORY	STRUCTURE	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
STAGE 2							
0010	1	89+79	USH 8 EB	1	-	1	-
0010	2	89+80	USH 8 EB	1	-	1	-
0010	7B	96+28	USH 8 EB	1	-	1	-
0010	8B	96+29	USH 8 EB	1	-	1	-
0010	7	96+38	USH 8 EB	1	-	-	1
0010	8	96+39	USH 8 EB	1	-	-	1
0010	31	158+52	USH 8 EB	1	-	1	-
0010	32	158+52	USH 8 EB	1	-	1	-
0010	36	163+81	USH 8 EB	1	-	1	-
0010	37	163+81	USH 8 EB	1	-	1	-
0010	36B	163+91	USH 8 EB	1	-	1	-
0010	37B	163+91	USH 8 EB	1	-	1	-
0010	11	15+13	STH 17 SOUTH NB	1	-	1	-
0010	12	15+13	STH 17 SOUTH NB	1	-	1	-
0010	15	20+19	STH 17 SOUTH NB	1	1	-	-
0010	16	20+43	STH 17 SOUTH NB	1	-	1	-
0010	17	20+44	STH 17 SOUTH NB	1	-	1	-
0010	40	34+56	CTH G NB	1	-	1	-
0010	46	39+48	CTH G NB	1	-	1	-
0010	47	39+48	CTH G NB	1	-	1	-
0010	4	0+75	STH 17 SOUTH RAB CIRCLE	1	-	-	1
0010	5	0+84	STH 17 SOUTH RAB CIRCLE	1	-	-	1
0010			UNDISTRIBUTED	6	1	5	1
			STAGE 2 SUBTOTALS	28	2	22	5
STAGE 3							
0010	39	34+56	CTH G NB	1	-	1	-
0010	44	0+75	CTH G RAB CIRCLE	1	-	-	1
0010	43	0+84	CTH G RAB CIRCLE	1	-	-	1
0010			UNDISTRIBUTED	1	-	1	1
			STAGE 3 SUBTOTALS	4	0	2	3
			TOTAL 0010	32	2	24	8

ROCK BAGS

CATEGORY	STATION	LOCATION	628.7570 EACH
STAGE 2			
0010	89+70	USH 8 EB, LT	30
0010	40+47	CTH G NB, RT	30
0010		UNDISTRIBUTED	20
		STAGE 2 SUBTOTALS	80
STAGE 3			
0010	90+67	USH 8 EB, RT	30
0010		UNDISTRIBUTED	10
		STAGE 3 SUBTOTALS	40
		TOTAL 0010	120

TEMPORARY DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF
STAGE 2			
0010	94+25	USH 8 EB, RT	15
0010	94+75	USH 8 EB, LT	15
0010	96+00	USH 8 EB, RT	15
0010	96+00	USH 8 EB, LT	15
0010	98+00	USH 8 EB, RT	15
0010	98+00	USH 8 EB, LT	15
0010	100+00	USH 8 EB, RT	15
0010	100+00	USH 8 EB, LT	15
0010	159+15	USH 8 EB, LT	15
0010	160+00	USH 8 EB, LT	15
0010	163+00	USH 8 EB, LT	15
0010	163+90	USH 8 EB, LT	15
0010	165+00	USH 8 EB, LT	15
0010	166+00	USH 8 EB, LT	15
0010	167+00	USH 8 EB, LT	15
0010		UNDISTRIBUTED	58
		STAGE 2 SUBTOTALS	283
STAGE 3			
0010	13+27	STH 17 SOUTH NB, LT	15
0010	14+00	STH 17 SOUTH NB, LT	15
0010	14+85	STH 17 SOUTH NB, LT	15
0010		UNDISTRIBUTED	12
		STAGE 2 SUBTOTALS	57
		TOTAL 0010	340

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 EACH	REMARKS
STAGE 1				
0010	108+27	USH 8 EB RT	5	CULVERT 43008003090
0010		UNDISTRIBUTED	2	
		STAGE 1 SUBTOTALS	7	
STAGE 2				
0010	163+55	USH 8 EB LT	4	STRUCTURE 35
0010	506+00	STH 17 SOUTH BYPASS	2	
0010		UNDISTRIBUTED	2	
		STAGE 2 SUBTOTALS	8	
		TOTAL 0010	15	

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LANDSCAPING

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2027 EROSION MAT CLASS II TYPE C SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	REMARKS
STAGE 1													
0010	101+00	-	154+46	USH 8 EB	-	-	-	-	2.1	148	-	-	SHOULDERS
0010	107+50	-	113+00	USH 8 EB	886	-	-	886	0.6	40	-	20	CULVERT 43008003090
0010	169+21	-	242+00	USH 8 EB	-	-	-	-	2.9	201	-	-	SHOULDERS
0010	34+20	-	39+50	CTH G NB	581	581	-	-	0.4	-	20	-	CTH G TEMPORARY ROAD
0010	500+58	-	508+63	STH 17 SOUTH BYPASS	2,375	2,249	127	-	1.5	-	70	-	STH 17 TEMPORARY BYPASS
0010				UNDISTRIBUTED	974	710	40	228	2.3	97	20	18	
				STAGE 1 SUBTOTALS	4,816	3,540	167	1,114	9.8	486	110	38	
STAGE 2													
0010	83+81	-	88+50	USH 8 EB, LT	1,326	958	-	369	0.9	60	-	30	
0010	83+81	-	89+70	USH 8 EB, RT	1,590	1,233	-	358	1.1	72	-	36	
0010	89+70	-	95+95	USH 8 EB	4,954	2,451	231	2273	3.2	223	-	112	STH 17 SOUTH RAB NORTHWEST QUADRANT
0010	93+10	-	93+40	USH 8 EB	5,028	4,661	368	-	3.2	227	-	113	STH 17 SOUTH RAB SOUTHEAST QUADRANT
0010	93+50	-	101+00	USH 8 EB	5,369	5,079	291	-	3.4	242	-	121	STH 17 SOUTH RAB NORTHEAST QUADRANT
0010	154+45	-	160+90	USH 8 EB	1,714	1,608	107	-	1.1	78	-	39	CTH G RAB NORTHWEST QUADRANT
0010	154+45	-	160+90	USH 8 EB	1,733	1,615	119	-	1.1	78	-	39	CTH G RAB SOUTHWEST QUADRANT
0010	162+50	-	163+30	USH 8 EB	3,630	3,331	300	-	2.3	164	-	82	CTH G RAB SOUTHEAST QUADRANT
0010	162+25	-	169+21	USH 8 EB	1,944	1,583	362	-	1.3	88	-	44	CTH G RAB NORTHEAST QUADRANT
0010				UNDISTRIBUTED	6,830	5,650	445	750	4.3	307	-	180	
				STAGE 2 SUBTOTALS	34,118	28,169	2,223	3,750	21.9	1539	0	796	
STAGE 3													
0010	85+34	-	92+25	USH 8 EB	2,505	2,199	-	-	1.6	113	-	60	STH 17 SOUTH RAB SOUTHWEST QUADRANT
0010	160+90	-	161+50	USH 8 EB	906	776	-	-	0.6	41	-	21	CTH G RAB NORTHWEST QUADRANT
0010	160+90	-	161+50	USH 8 EB	1,109	916	-	-	0.7	50	-	25	CTH G RAB SOUTHWEST QUADRANT
0010	55+40	-	56+20	STH 17 NORTH, RT	98	-	-	98	0.1	5	-	3	CURB AND GUTTER REPLACEMENT
0010	55+65	-	56+27	STH 17 NORTH, LT	58	-	-	58	0.1	3	-	2	CURB AND GUTTER REPLACEMENT
0010				UNDISTRIBUTED	1,190	1,000	-	160	1.2	53	-	55	
				STAGE 3 SUBTOTALS	5,866	4,891	0	316	4.3	265	0	166	
				TOTAL 0010	44,800	36,600	2,390	5,180	36	2,290	110	1,000	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	REMARKS
1	USH 8, W. OF STH 17 SOUTH	J1-1	29" X 39"	---	1	---	---	7.85	---	
2	"	W2-6	30" X 30"	---	1	---	---	---	6.25	
2A	"	W13-1	18" X 18"	---	---	---	---	---	2.25	MOUNT BELOW SIGN #2
3	"	D1-62	108" X 66"	---	1	1	---	49.50	---	SEE SIGN DETAIL
4	"	R2-1	24" X 30"	---	1	---	---	5.00	---	
5	"	J4-2	48" X 36"	---	---	---	1	12.00	---	
6	"	J12-1	24" X 45"	---	---	---	1	7.50	---	
7	"	D1-4	84" X 54"	---	1	1	---	31.50	---	SEE SIGN DETAIL
8	USH 8, MEDIAN, W. OF STH 17 SOUTH	R4-7	24" X 30"	---	1	---	---	5.00	---	
9	"	R1-2	36" X 31"	---	1	---	---	3.88	---	
10	USH 8, W. OF STH 17 SOUTH	R1-2	36" X 31"	---	1	---	---	3.88	---	
11	USH 8, MEDIAN, W. OF STH 17 SOUTH	D1-67	42" X 30"	---	1	---	---	8.75	---	SEE SIGN DETAIL
12	IN ROUNDABOUT CENTER CIRCLE	R6-1R	48" X 18"	---	1	---	---	6.00	---	
13	IN ROUNDABOUT CENTER CIRCLE	R6-1R	48" X 18"	---	1	---	---	6.00	---	
14	IN ROUNDABOUT CENTER CIRCLE	R6-1R	48" X 18"	---	1	---	---	6.00	---	
15	IN ROUNDABOUT CENTER CIRCLE	R6-1R	48" X 18"	---	1	---	---	6.00	---	
16	USH 8, E. OF STH 17 SOUTH	R1-2	36" X 31"	---	1	---	---	3.88	---	
17	USH 8, MEDIAN, E. OF STH 17 SOUTH	R1-2	36" X 31"	---	1	---	---	3.88	---	
18	USH 8, MEDIAN, E. OF STH 17 SOUTH	D1-67	42" X 30"	---	1	---	---	8.75	---	SEE SIGN DETAIL
19	STH 17, MEDIAN, S. OF USH 8	D1-67	42" X 30"	---	1	---	---	8.75	---	SEE SIGN DETAIL
20	STH 17, MEDIAN, S. OF USH 8	R1-2	36" X 31"	---	1	---	---	3.88	---	
21	STH 17, S. OF USH 8	R1-2	36" X 31"	---	1	---	---	3.88	---	
22	STH 17, MEDIAN, N. OF USH 8	D1-1	66" X 15"	---	1	---	---	6.88	---	SEE SIGN DETAIL
23	STH 17, N. OF USH 8	R1-2	36" X 31"	---	1	---	---	3.88	---	
24	STH 17, N. OF USH 8	R1-2	36" X 31"	---	1	---	---	3.88	---	
	PAGE SUBTOTALS			0	22	2	2	206	9	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	REMARKS
25	USH 8, MEDIAN, E. OF STH 17 SOUTH	R4-7	24" X 30"	---	1	---	---	5.00	---	
26	USH 8, E. OF STH 17 SOUTH	D1-2	84" X 30"	---	1	1	---	17.50	---	SEE SIGN DETAIL
27	"	J4-1	24" X 36"	---	1	---	---	6.00	---	
29	"	D1-62	108" X 66"	---	1	1	---	49.50	---	SEE SIGN DETAIL
30	"	W2-6	30" X 30"	---	1	---	---	---	6.25	
31	STH 17, S. OF USH 8	W2-6	30" X 30"	---	1	---	---	---	6.25	
31A	"	W13-1	18" X 18"	---	---	---	---	---	2.25	
35	"	R2-1	24" X 30"	---	1	---	---	5.00	---	
36	"	D1-62	96" X 60"	---	1	1	---	40.00	---	SEE SIGN DETAIL
37	"	R2-1	24" X 30"	---	1	---	---	5.00	---	
38	"	J4-1	24" X 36"	---	1	---	---	6.00	---	
40	"	D1-3	84" X 36"	---	1	1	---	21.00	---	SEE SIGN DETAIL
41	STH 17, MEDIAN, S. OF USH 8	R4-7	24" X 30"	---	1	---	---	5.00	---	
42	STH 17, MEDIAN, N. OF USH 8	R4-7	24" X 30"	---	1	---	---	5.00	---	
44	BOYCE DR, N. OF USH 8	D1-62	96" X 66"	---	1	1	---	44.00	---	SEE SIGN DETAIL
46	"	W2-6	30" X 30"	---	1	---	---	---	6.25	
46A	"	W13-1	18" X 18"	---	---	---	---	---	2.25	
48	USH 8, E. OF CTH G	W2-6	30" X 30"	---	1	---	---	---	6.25	
48A	"	W13-1	18" X 18"	---	---	---	---	---	2.25	
49	"	D1-62	102" X 66"	---	1	1	---	46.75	---	SEE SIGN DETAIL
50	"	R2-1	24" X 30"	---	1	---	---	5.00	---	
51	"	J4-1	24" X 36"	---	1	---	---	6.00	---	
52	"	D1-3	84" X 36"	---	1	1	---	21.00	---	SEE SIGN DETAIL
53	USH 8, MEDIAN, E. OF CTH G	R4-7	24" X 30"	---	1	---	---	5.00	---	
54	"	R1-2	36" X 31"	---	1	---	---	3.88	---	
55	USH 8, E. OF CTH G	R1-2	36" X 31"	---	1	---	---	3.88	---	
56	USH 8, MEDIAN, E. OF CTH G	D1-67	42" X 30"	---	1	---	---	8.75	---	SEE SIGN DETAIL
57	IN ROUNDABOUT CENTER CIRCLE	R6-1R	48" X 18"	---	1	---	---	6.00	---	
58	IN ROUNDABOUT CENTER CIRCLE	R6-1R	48" X 18"	---	1	---	---	6.00	---	
59	IN ROUNDABOUT CENTER CIRCLE	R6-1R	48" X 18"	---	1	---	---	6.00	---	
60	IN ROUNDABOUT CENTER CIRCLE	R6-1R	48" X 18"	---	1	---	---	6.00	---	
	PAGE SUBTOTALS			0	28	7	0	333	32	

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ERECTION OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	SIGN CODE	W X H	634.0612 POSTS WOOD 4x6x12 EACH	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	REMARKS
61	USH 8, W. OF CTH G	R1-2	36" X 31"	---	1	---	---	3.88	---	
62	USH 8, MEDIAN, W. OF CTH G	R1-2	36" X 31"	---	1	---	---	3.88	---	
63	"	D1-67	42" X 30"	---	1	---	---	8.75	---	SEE SIGN DETAIL
64	CTH G, MEDIAN, S. OF USH 8	R1-2	36" X 31"	---	1	---	---	3.88	---	
65	CTH G, S. OF USH 8	R1-2	36" X 31"	---	1	---	---	3.88	---	
66	CTH G, MEDIAN, S. OF USH 8	D1-67	42" X 30"	---	1	---	---	8.75	---	SEE SIGN DETAIL
67	CTH G, MEDIAN, N. OF USH 8	D1-67	42" X 30"	---	1	---	---	8.75	---	SEE SIGN DETAIL
68	CTH G, N. OF USH 8	R1-2	36" X 31"	---	1	---	---	3.88	---	
69	CTH G, MEDIAN, N. OF USH 8	R1-2	36" X 31"	---	1	---	---	3.88	---	
70	USH 8, MEDIAN, E. OF CTH G	R4-7	24" X 30"	---	1	---	---	5.00	---	
71	USH 8, E. OF CTH G	D1-3	84" X 36"	---	1	1	---	21.00	---	SEE SIGN DETAIL
72	"	J4-1	24" X 36"	---	1	---	---	6.00	---	
73	"	R2-1	24" X 30"	---	1	---	---	5.00	---	
74	"	D1-62	102" X 66"	---	1	1	---	46.75	---	SEE SIGN DETAIL
75	"	W2-6	30" X 30"	---	1	---	---	---	6.25	
75A	"	W13-1	18" X 18"	---	---	---	---	---	2.25	
76	"	J1-1	24" X 39"	---	1	---	---	6.50	---	
77	CTH G, S. OF USH 8	J1-1	24" X 39"	---	1	---	---	6.50	---	
78	"	W2-6	30" X 30"	---	1	---	---	---	6.25	
78A	"	W13-1	18" X 18"	---	---	---	---	---	2.25	
79	"	R2-1	24" X 30"	---		---	---	5.00	---	
80	"	D1-62	102" X 66"	---	1	1	---	46.75	---	SEE SIGN DETAIL
81	CTH G, MEDIAN, S. OF USH 8	R4-7	24" X 30"	---	1	---	---	5.00	---	
82	CTH G, S. OF USH 8	M1-5A	24" X 24"	1	---	---	---	4.00	---	
83	CTH G, MEDIAN, N. OF USH 8	R4-7	24" X 30"	---	1	---	---	5.00	---	
84	CTH G, N. OF USH 8	M1-5A	24" X 24"	1	---	---	---	4.00	---	
85	"	D1-62	96" X 66"	---	1	1	---	44.00	---	SEE SIGN DETAIL
86	"	R2-1	24" X 30"	---	1	---	---	5.00	---	
88	"	W2-6	30" X 30"	---	1	---	---	---	---	
88A	"	W13-1	18" X 18"	---	---	---	---	---	2.25	
89	"	J1-1	24" X 39"	---	1	---	---	6.50	---	
	PAGE SUBTOTALS			2	25	4	0	272	19	
	PROJECT TOTALS			2	75	13	2	811.23	59.50	

REMOVAL OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
100	USH 8, W. OF STH 17 SOUTH	1	1
101	"	1	3
102	"	1	2
103	"	1	---
104	"	1	1
105	"	1	---
106	"	1	1
107	"	1	1
107	"	1	1
109	"	1	---
110	"	1	1
111	USH 8, MEDIAN, W. OF STH 17 SOUTH	1	---
112	"	1	---
113	STH 17, N. OF USH 8	1	---
114	"	1	1
115	STH 17, MEDIAN, N. OF USH 8	1	---
116	USH 8, E. OF STH 17 SOUTH	1	1
117	"	1	1
118	"	1	---
119	STH 17, MEDIAN, S. OF USH 8	1	---
120	"	1	---
121	USH 8, MEDIAN, E. OF STH 17 SOUTH	1	---
122	"	1	---
123	USH 8, E. OF STH 17 SOUTH	1	1
124	"	1	1
125	"	1	---
126	"	1	2
127	"	1	1
128	STH 17, S. OF USH 8	1	1
129	"	1	1
130	"	1	1
131	"	1	2
132	"	1	2
133	"	1	1
134	STH 17, N. OF USH 8	1	---
135	"	1	---
136	"	1	1
137	"	1	1
138	USH 8, W. OF CTH G	1	1
139	"	1	2
140	"	1	1
141	"	1	2
142	"	1	1
143	"	1	---
144	USH 8, MEDIAN, W. OF CTH G	1	---
145	USH 8, W. OF CTH G	1	1
	PAGE SUBTOTALS	46	37

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REMOVAL OF TYPE II SIGNS AND SUPPORTS

SIGN NO.	LOCATION	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH
146	CTH G, MEDIAN, S. OF USH 8	1	---
147	USH 8, MEDIAN, W. OF CTH G	1	---
148	"	1	1
149	CTH G, N. OF USH 8	1	1
150	CTH G, MEDIAN, N. OF USH 8	1	1
151	"	1	1
152	CTH G, N. OF USH 8	1	1
153	CTH G, MEDIAN, N. OF USH 8	1	---
154	"	1	---
155	CTH G, N. OF USH 8	1	1
156	USH 8, MEDIAN, E. OF CTH G	1	---
157	USH 8, E. OF CTH G	1	1
158	CTH G, MEDIAN, S. OF USH 8	1	1
159	"	1	---
160	"	1	1
161	USH 8, E. OF CTH G	1	1
162	USH 8, MEDIAN, E. OF CTH G	1	1
163	"	1	---
164	USH 8, E. OF CTH G	1	2
165	"	1	2
166	"	1	1
167	"	1	2
168	"	1	1
169	CTH G, S. OF USH 8	1	1
170	"	1	1
171	"	1	1
172	CTH G, N. OF USH 8	1	1
173	"	1	1
	PAGE SUBTOTALS	28	24
	PROJECT TOTALS	74	61

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MOVING SIGNS TYPE II

SIGN NO.	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	USH 8, W. OF STH 17 SOUTH	1	1	MOVE SIGN FOR CONSTRUCTION
2	USH 8, E. OF STH 17 SOUTH	1	1	"
3	"	1	1	"
4	STH 17, S. OF USH 8	1	1	"
5	STH 17, N. OF USH 8	1	1	"
6	"	1	1	"
7	USH 8, W. OF CTH G	1	1	"
8	CTH G, N. OF USH 8	1	1	"
9	"	1	1	"
10	"	1	2	"
	PROJECT TOTALS	10	11	

TRAFFIC CONTROL SUMMARY

CATEGORY	LOCATION	APPROX. SERVICE DAYS	633.1100 DELINEATORS TEMPORARY NO. IN SERVICE	633.1100 DELINEATORS TEMPORARY EACH	643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO. IN SERVICE	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	* 643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	* 643.0900 TRAFFIC CONTROL SIGNS DAY	643.3760 TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE I EACH	REMARKS
STAGE 1																
0010	USH 8 & STH 17 SOUTH INTERSECTION	14	-	-	98	1,372	23	322	29	406	13	182	24	336	-	SHOULDER CLOSURE
0010	USH 8 & STH 17 SOUTH INTERSECTION	14	-	-	-	-	-	-	-	-	-	-	4	56	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
0010	USH 8 & STH 17 SOUTH INTERSECTION	14	-	-	-	-	-	-	-	-	-	-	5	70	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
0010	BOYCE DR	14	-	-	-	-	9	126	12	168	-	-	7	98	-	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
0010	USH 8 & CTH G INTERSECTION	14	-	-	52	728	18	252	21	294	-	-	5	70	-	SHOULDER CLOSURE
0010	USH 8 & CTH G INTERSECTION	14	-	-	-	-	-	-	-	-	-	-	10	140	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
	STAGE 1 SUBTOTALS			0		2,100		700		868		182		770	0	
STAGE 2																
0010	USH 8 & STH 17 SOUTH INTERSECTION	75	22	1,650	28	2,100	4	300	8	600	12	900	28	2,100	21	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY
0010	USH 8 & STH 17 SOUTH INTERSECTION	85	-	-	-	-	-	-	-	-	-	-	4	340	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
0010	USH 8 & STH 17 SOUTH INTERSECTION	85	-	-	-	-	-	-	-	-	-	-	5	425	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
0010	USH 8	85	-	-	-	-	3	255	4	340	-	-	1	85	-	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
0010	STH 17	85	-	-	-	-	3	255	4	340	-	-	1	85	-	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
0010	BOYCE DR	85	-	-	-	-	9	765	12	1,020	-	-	7	595	-	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
0010	USH 8 & CTH G INTERSECTION	85	-	-	73	6,205	25	2,125	32	2,720	10	850	14	1,190	-	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
0010	USH 8 & CTH G INTERSECTION	85	-	-	-	-	-	-	-	-	-	-	10	850	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
0010	USH 8 - STAGE 2A/2B	10	22	220	47	470	4	40	3	30	24	240	28	280	-	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
	STAGE 2 SUBTOTALS			1,870		8,775		3,740		5,050		1,990		5,950	21	
STAGE 3																
0010	USH 8 & STH 17 SOUTH INTERSECTION	74	21	1,554	70	5,180	13	962	18	1,332	21	1,554	24	1,776	-	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY
0010	USH 8 & STH 17 SOUTH INTERSECTION	74	-	-	-	-	-	-	-	-	-	-	4	296	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
0010	USH 8 & STH 17 SOUTH INTERSECTION	74	-	-	-	-	-	-	-	-	-	-	5	370	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
0010	USH 8	74	-	-	-	-	3	222	4	296	-	-	1	74	-	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
0010	STH 17	74	-	-	-	-	3	222	4	296	-	-	1	74	-	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
0010	BOYCE DR	74	-	-	-	-	9	666	12	888	-	-	7	518	-	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
0010	USH 8 & CTH G INTERSECTION	74	-	-	51	3,774	14	1,036	20	1,480	10	740	15	1,110	-	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
0010	USH 8 & CTH G INTERSECTION	74	-	-	-	-	-	-	-	-	-	-	10	740	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
0010	USH 8 & STH 17 NORTH INTERSECTION	3	-	-	-	-	-	-	-	-	-	-	6	18	-	FLAGGING OPERATION
	STAGE 3 SUBTOTALS			1,554		8,954		3,108		4,292		2,294		4,976	0	
	TOTAL 0010			3,424		19,829		7,548		10,210		4,466		11,696	21	
STAGE 1																
0020	LINCOLN ST (RESURFACING)	19	-	-	-	-	-	-	-	-	-	-	24	456	-	FLAGGING OPERATION
0020	LINCOLN ST (RESURFACING)	19	-	-	-	-	-	-	-	-	-	-	33	627	-	TRAFFIC CONTROL, ADVANCE WARNING SIGNS
	STAGE 1 SUBTOTALS			0		0		0		0		0		1,083	0	
	TOTAL 0020			0		0		0		0		0		1,083	0	
	PROJECT TOTALS			3,424		19,829		7,548		10,210		4,466		12,779	21	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	* 643.0900 TRAFFIC CONTROL SIGNS DAYS	NO OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	REMARKS
100	STH 47, W. OF USH 8, PLACE 2500' W OF USH 8 INTERSECTION	W20-3A	48" X 48"	1	173	173			
101	STH 47, W. OF USH 8, PLACE 2000' W OF USH 8 INTERSECTION	FMS	X	1	173	173			
102	STH 47, W. OF USH 8, PLACE 1500' W OF USH 8 INTERSECTION	W20-2A	48" X 48"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			
	"	M3-3	24" X 12"	1	173	173			
103	USH 8, S. OF STH 47, PLACE 2500' S OF STH 47 INTERSECTION	W20-3A	48" X 48"	1	173	173			
104	USH 8, S. OF STH 47, PLACE 1500' S OF STH 47 INTERSECTION	W20-2A	48" X 48"	1	173	173			
105	STH 17 SOUTH, S. OF USH 8, PLACE 2500' S OF USH 8 INTERSECTION	M3-1	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			
	"	W20-2A	48" X 48"	1	173	173			
106	STH 17 SOUTH, S. OF USH 8, PLACE 1500' S OF USH 8 INTERSECTION	M3-1	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			
	"	M05-1L	21" X 21"	1	173	173			
107	STH 17 SOUTH, S. OF USH 8, PLACE S OF USH 8 INTERSECTION	M4-8A	24" X 18"	1	173	173			
	"	M3-3	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			
108	LINCOLN ST, PLACE W. OF SHEPARD ST	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	M06-1	21" X 21"	1	173	173			
109	LINCOLN ST, PLACE W. OF COOLIDGE AVE	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
110	LINCOLN ST, PLACE E. OF SHEPARD ST	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
111	LINCOLN ST, PLACE E. OF COOLIDGE AVE	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	M06-1	21" X 21"	1	173	173			
112	LINCOLN ST, W. OF STH 17, PLACE 500' W. OF STH 17 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	M05-1R	21" X 21"	1	173	173			
113	LINCOLN ST, W. OF STH 17, PLACE W. OF STH 17 INTERSECTION	FMS	X	1	173	173			
	PAGE SUBTOTALS			35		6,055		0	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	* 643.0900 TRAFFIC CONTROL SIGNS DAYS	NO OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	REMARKS
114	LINCOLN ST, W. OF STH 17, PLACE W. OF STH 17 INTERSECTION	D9-2	24" X 24"	1	173	173			
	"	M05-1L	21" X 21"	1	173	173			
115	LINCOLN ST, W. OF STH 17, PLACE AT STH 17 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	M06-1	21" X 21"	1	173	173			
116	LINCOLN ST, W. OF STH 17, PLACE W. OF STH 17 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
117	STH 17, N. OF LINCOLN ST, PLACE N. OF LINCOLN ST INTERSECTION	M3-3	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			
	"	M06-1	21" X 21"	1	173	173			
118	STH 17, N. OF LINCOLN ST, PLACE N. OF LINCOLN ST INTERSECTION	M3-3	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			
	"	M05-1R	21" X 21"	1	173	173			
119	STH 17, N. OF LINCOLN ST, PLACE N. OF LINCOLN ST INTERSECTION	M3-3	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			
	"	W20-2A	48" X 48"	1	173	173			
120	STH 17, N. OF LINCOLN ST, PLACE N. OF LINCOLN ST INTERSECTION	M4-8A	24" X 18"	1	173	173			
	"	M3-1	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			
121	STH 17, S. OF CTH P, PLACE S. OF CTH P INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	M6-1	21" X 21"	1	173	173			
122	STH 17, S. OF CTH P, PLACE 500' S. OF CTH P INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	M05-1L	21" X 21"	1	173	173			
123	STH 17, S. OF CTH P, PLACE S. OF CTH P INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
124	USH 8, E. OF STH 17 NORTH, PLACE 800' E. OF STH 17 NORTH INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	M05-1R	21" X 21"	1	173	173			
125	USH 8, E. OF STH 17 NORTH, PLACE E. OF STH 17 NORTH INTERSECTION	FMS		1	173	173			
126	USH 8, E. OF STH 17 NORTH, PLACE 1100' E. OF STH 17 NORTH INTERSECTION	W20-2A	48" X 48"	1	173	173			
127	USH 8, E. OF STH 17 NORTH, PLACE 2100' E. OF STH 17 NORTH INTERSECTION	W20-3A	48" X 48"	1	173	173			
128	STH 47, W. OF USH 8, PLACE 500' W. OF USH 8 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			47
	"	M05-1L	21" X 21"	1	173	173			
129	STH 47, W. OF USH 8, MODIFY EXISTING SIGN AS SHOWN	A4-12	14" X 14"	1	173	173			MODIFY ARROW
130	STH 47, W. OF USH 8, COVER/MODIFY EXISTING SIGN AS SHOWN			3	173	519	1	1	MODIFY "EAST USH 8" WITH "TO SOUTH STH 17"
	PAGE SUBTOTALS			47		8,131		1	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	* 643.0900 TRAFFIC CONTROL SIGNS DAYS	NO OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	REMARKS
131	STH 47, W. OF USH 8, PLACE W. OF USH 8 INTERSECTION	M4-8A	24" X 18"	1	173	173			
	"	M3-1	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			
132	STH 47, W. OF USH 8, PLACE W. OF USH 8 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-3	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			47
	"	MO6-1	21" X 21"	1	173	173			
133	USH 8, S. OF STH 47, PLACE 500' S. OF STH 47 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
134	USH 8, S. OF STH 47, MODIFY EXISTING SIGN AS SHOWN	MO6-1	21" X 21"	1	173	173			MODIFY DIRECTIONAL GUIDANCE
	"	MO6-1	21" X 21"	1	173	173			
	"	MO6-1	21" X 21"	1	173	173			
	"	M3-1	24" X 12"	1	173	173			
135	USH 8, S. OF STH 47, MODIFY EXISTING SIGN AS SHOWN	MO6-1	21" X 21"	1	173	173			MODIFY ARROW
136	USH 8, S. OF STH 47, MODIFY EXISTING SIGN AS SHOWN	A4-12	14" X 14"	1	173	173			MODIFY ARROW
137	USH 8, S. OF STH 47, PLACE S. OF STH 47 INTERSECTION	FMS		1	173	173			
138	USH 8, S. OF STH 47, MODIFY EXISTING SIGN AS SHOWN	A4-12	14" X 14"	1	173	173			MODIFY ARROW
139	USH 8, S. OF STH 47, PLACE S. OF STH 47 INTERSECTION	M4-8A	24" X 18"	1	173	173			
140	USH 8, S. OF STH 47, MODIFY EXISTING SIGN AS SHOWN	MO6-1	21" X 21"	1	173	173			MODIFY ARROW
141	USH 8, S. OF STH 47, MODIFY EXISTING SIGN AS SHOWN			3	173	519	1	1	MODIFY "EAST USH 8" WITH "TO SOUTH STH 17"
142	USH 8, S. OF STH 47, PLACE S. OF STH 47 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
143	USH 8, E. OF STH 47, COVER EXISTING SIGN AS SHOWN						1	1	COVER "EAST USH 8" AND "SOUTH STH 47"
144	USH 8, S. OF STH 47, PLACE S. OF STH 47 INTERSECTION	G20-57C	96" X 48"	1	7	7			
145	USH 8, E. OF W KEMP ST, PLACE 500' E. OF USH 8 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-1	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			17
	"	MO5-1R	21" X 21"	1	173	173			
146	USH 8, E. OF W KEMP ST, PLACE E. OF USH 8 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-1	24" X 12"	1	173	173			
	"	M1-6	24" X 24"	1	173	173			17
	"	MO6-1	21" X 21"	1	173	173			
147	USH 8, E. OF W KEMP ST, MODIFY EXISTING SIGN AS SHOWN			3	173	519	1	1	MODIFY "EAST USH 8" WITH "SOUTH STH 17"
148	W KEMP ST, N. OF USH 8, PLACE N. OF USH 8 INTERSECTION	FMS		1	173	173			
149	W KEMP ST, N. OF USH 8, PLACE N. OF USH 8 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
150	W KEMP ST, N. OF USH 8, MODIFY EXISTING SIGN AS SHOWN			3	173	519	1	1	MODIFY "EAST USH 8" WITH "SOUTH STH 17"
	PAGE SUBTOTALS			48		8,138		4	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	* 643.0900 TRAFFIC CONTROL SIGNS DAYS	NO OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	REMARKS
151	W KEMP ST, W. OF ARBUTUS ST, PLACE W. OF ARBUTUS INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
152	W KEMP ST, W. OF ARBUTUS ST, PLACE 500' W. OF ARBUTUS INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO5-1L	21" X 21"	1	173	173			
153	W KEMP ST, W. OF ARBUTUS ST, PLACE W. OF ARBUTUS INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
154	ARBUTUS ST, N. OF W KEMP ST, PLACE N. OF W KEMP ST INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
155	ARBUTUS ST, N. OF W KEMP ST, PLACE N. OF W KEMP ST INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
156	ARBUTUS ST, N. OF W KEMP ST, PLACE 500' N. OF W KEMP ST INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO5-1R	21" X 21"	1	173	173			
157	S PELHAM ST, S. OF COURTNEY ST, PLACE S. OF COURTNEY ST INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
158	S PELHAM ST, S. OF COURTNEY ST, PLACE 500' S. OF COURTNEY ST INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO5-1R	21" X 21"	1	173	173			
159	S PELHAM ST, S. OF COURTNEY ST, PLACE S. OF COURTNEY ST INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
160	COURTNEY ST, E. OF S PELHAM ST, PLACE E. OF S PELHAM INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
161	COURTNEY ST, E. OF S PELHAM ST, PLACE E. OF S PELHAM INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
162	COURTNEY ST, E. OF S PELHAM ST, PLACE 500' E. OF S PELHAM INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO5-1L	21" X 21"	1	173	173			
	PAGE SUBTOTALS			44		7,612		0	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	* 643.0900 TRAFFIC CONTROL SIGNS DAYS	NO OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	REMARKS
163	COURTNEY ST, W. OF S ONEIDA AVE, PLACE W. OF S ONEIDA AVE INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
164	COURTNEY ST, W. OF S ONEIDA AVE, PLACE W. OF S ONEIDA AVE INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
165	LINCOLN ST, E. OF S ONEIDA AVE, PLACE E. OF S ONEIDA AVE INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
166	LINCOLN ST, E. OF S ONEIDA AVE, PLACE E. OF S ONEIDA AVE INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-2	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
167	STH 17, N. OF USH 8, COVER EXISTING SIGN AS SHOWN						1	1	COVER "WEST USH 8/SOUTH STH 17/NORTH STH 47"
168	STH 17, N. OF USH 8, COVER EXISTING SIGN AS SHOWN						1	1	COVER "PRENTICE MERRILL"
169	STH 17, N. OF USH 8, PLACE N. OF USH 8 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
170	STH 17, N. OF USH 8, COVER EXISTING SIGN AS SHOWN						1	1	COVER DIRECTIONAL ARROWS
171	STH 17, N. OF USH 8, COVER EXISTING SIGN AS SHOWN						1	1	COVER "WEST USH 8/SOUTH STH 17/NORTH STH 47)
172	USH 8, W. OF STH 17, PLACE ON BARRICADE W. OF STH 17 INTERSECTION	R11-4	60" X 30"	1	173	173			
	"	M4-9R	30" X 24"	1	173	173			
173	USH 8, E. OF STH 17, PLACE E. OF STH 17 INTERSECTION	M4-8	24" X 12"	1	173	173			
	"	M3-4	24" X 12"	1	173	173			
	"	M1-4	24" X 24"	1	173	173			8
	"	MO6-1	21" X 21"	1	173	173			
174	USH 8, E. OF STH 17, PLACE E. OF STH 17 INTERSECTION	M4-8A	24" X 18"	1	173	173			
175	USH 8, E. OF STH 17, PLACE E. OF STH 17 INTERSECTION	G20-57C	96" X 48"	1	7	7			
176	USH 8, E. OF STH 17, MODIFY EXISTING SIGN AS SHOWN	MO6-1	21" X 21"	1	173	173			MODIFY ARROW
	"	MO6-1	21" X 21"	1	173	173			MODIFY ARROW
	"	MO6-1	21" X 21"	1	173	173			MODIFY ARROW
177	USH 8, E. OF STH 17, MODIFY EXISTING SIGN AS SHOWN	A4-12	14" X 14"	1	173	173			MODIFY ARROW
178	USH 8, E. OF STH 17, COVER EXISTING SIGN AS SHOWN						1	1	COVER "THROUGH ARROW"
179	USH 8, E. OF STH 17, PLACE 500' E. OF STH 17 INTERSECTION	W20-3D	48" X 48"	1	173	173			
180	USH 8, E. OF STH 17, MODIFY EXISTING SIGN AS SHOWN	MO5-1R	21" X 21"	1	173	173			MODIFY ARROW
	"	MO5-1R	21" X 21"	1	173	173			MODIFY ARROW
	"	MO5-1R	21" X 21"	1	173	173			MODIFY ARROW
	PAGE SUBTOTALS			33		5,543		5	
	PROJECT TOTALS			207		35,479		10	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

3

TEMPORARY PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH LF	643.3850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF	646.9002 MARKING REMOVAL LINE 6-INCH LF	REMARKS
STAGE 1									
0010	91+75	-	92+50	USH 8 EB	-	-	-	66	
0010	16+00	-	17+20	STH 17 SOUTH NB	-	-	-	111	
0010	34+00	-	36+05	CTH G NB	780	-	-	420	
				STAGE 1 SUBTOTALS	780	0	0	597	
STAGE 2									
0010	82+00	-	89+75	USH 8 EB	1,490	80	48	100	STAGE 2A
0010	83+75	-	90+25	USH 8 EB	-	1530	24	100	STAGE 2B
0010	85+75	-	92+50	USH 8 EB	4,380	-	-	726	
0010	11+50	-	14+50	STH 17 SOUTH NB	-	-	-	308	
0010	33+40	-	40+75	CTH G NB	1,750	-	34	300	
				STAGE 2 SUBTOTALS	7,620	1,610	106	1,534	
STAGE 3									
0010	86+00	-	90+00	USH 8 EB	400		-	-	
0010	33+45	-	34+50	CTH G NB	-	280	-	100	
0010	39+50	-	40+25	CTH G NB	-	250	-	-	
				STAGE 3 SUBTOTALS	400	530	0	100	
				TOTAL 0010	8,800	2,140	106	2,231	

TRAFFIC CONTROL SIGNS PCMS

CATEGORY	LOCATION	APPROX. SERVICE DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS NO. IN SERVICE	DAY	REMARKS
0010	UNDISTRIBUTED	7	4	28	PCMS FOR HODAG. MESSAGE TO BE DETERMINED.
	TOTAL 0010			28	

COLD WEATHER MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH LF
STAGE 3						
0010	83+81	-	86+15	USH 8 EB	936	-
0010	86+15	-	92+50	USH 8 EB	2,906	74
0010	93+50	-	99+42	USH 8 EB	2,487	68
0010	154+46	-	161+00	USH 8 EB	2,857	52
0010	162+50	-	169+20	USH 8 EB	3,131	50
0010	223+00	-	242+00	USH 8 EB	3,964	830
0010	10+00	-	17+00	STH 17 SOUTH NB	2,751	124
0010	18+50	-	22+95	STH 17 SOUTH NB	1,931	46
0010	30+00	-	36+75	CTH G NB	2,046	80
0010	38+00	-	41+53	CTH G NB	1,926	72
0010	54+00	-	54+57	GERMOND RD	155	-
0010	55+34	-	56+39	STH 17 NORTH	236	354
				TOTAL 0010	25,326	1,750

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PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	MARKING LINE EPOXY 6-INCH YELLOW LF	MARKING LINE EPOXY 6-INCH WHITE LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.4505 MARKING LINE SAME DAY PAINT 4-INCH LF	646.4605 MARKING LINE SAME DAY PAINT 8-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6020 MARKING STOP LINE EPOXY 12-INCH LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-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
STAGE 1																			
0010	99+42	-	154+46	USH 8 EB	3,125	11,008	14,133	-	-	-	-	-	-	-	-	-	-	-	-
0010	169+20	-	223+00	USH 8 EB	7,481	10,760	18,241	-	-	-	-	-	-	-	-	-	-	-	-
				STAGE 1 SUBTOTALS	10,606	21,768	32,374	0	0	0	0	0	0	0	0	0	0	0	0
STAGE 3																			
0010	83+81	-	86+15	USH 8 EB	468	468	936	-	-	-	-	-	-	-	-	-	-	-	-
0010	86+15	-	92+50	USH 8 EB	1,880	1,026	2,906	74	-	-	-	-	-	-	18	140	74	10	1
0010	93+50	-	99+42	USH 8 EB	1,600	887	2,487	68	-	-	-	-	-	-	15	102	80	10	1
0010	154+46	-	161+00	USH 8 EB	1,735	1,122	2,857	52	-	-	-	-	-	-	16	74	78	10	1
0010	162+50	-	169+20	USH 8 EB	2,000	1,131	3,131	50	-	-	-	-	-	-	16	88	74	10	1
0010	223+00	-	242+00	USH 8 EB	495	3,469	3,964	830	-	-	9	6	-	60	-	-	-	-	-
0010	10+00	-	17+00	STH 17 SOUTH NB	1,686	1,065	2,751	124	-	-	1	-	-	-	24	64	78	10	1
0010	18+50	-	22+95	STH 17 SOUTH NB	1,223	708	1,931	46	-	-	-	-	-	-	27	48	76	10	1
0010	30+00	-	36+75	CTH G NB	1,725	321	2,046	80	-	-	-	-	-	-	17	68	76	10	1
0010	38+00	-	41+53	CTH G NB	1,559	367	1,926	72	-	-	-	-	-	-	17	136	76	10	1
0010	54+00	-	54+57	GERMOND RD	110	45	155	-	-	-	-	-	-	20	-	-	-	-	-
0010	55+34	-	56+39	STH 17 NORTH	204	32	236	354	-	-	2	-	-	12	-	-	-	-	-
				STAGE 3 SUBTOTALS	14,685	10,641	25,326	1,750	0	0	12	6	0	92	150	720	612	80	8
				TOTAL 0010			57,700	1,750	0	0	12	6	0	92	150	720	612	80	8
STAGE 1																			
0020	700+95	-	726+70	LINCOLN ST	-	-	-	-	5,650	-	-	-	50	-	-	-	278	-	-
0020	806+50	-	811+17	LINCOLN ST	-	-	-	-	210	520	4	2	40	-	-	-	-	-	-
				STAGE 1 SUBTOTALS	0	0	0	0	5,860	520	4	2	90	0	0	0	278	0	0
				TOTAL 0020			0	0	5,860	520	4	2	90	0	0	0	278	0	0
				PROJECT TOTALS			57,700	1,750	5,860	520	16	8	90	92	150	720	890	80	8

3

CONSTRUCTION STAKING

CATEGORY	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	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
STAGE 1													
0010	99+41	-	154+45	USH 8 EB	2	5,504	5,504	-	1	-	-	5,504	MAINLINE
0010	169+20	-	223+00	USH 8 EB	-	5,380	5,380	-	-	-	-	5,380	MAINLINE
0010	500+58	-	508+63	STH 17 SOUTH BYPASS	-	805	805	-	-	-	-	805	STH 17 SOUTH BYPASS
				PROJECT LIMITS	-	-	-	-	-	-	-	-	
				STAGE 1 SUBTOTALS	2	11,689	11,689	0	1	0	0	11,689	
STAGE 2													
0010	83+81	-	89+70	USH 8 EB, LT	-	589	589	-	-	-	-	589	MAINLINE
0010	83+81	-	89+70	USH 8 EB, RT	-	589	589	-	-	-	-	589	MAINLINE
0010	88+46	-	99+41	USH 8 EB	16	1,095	1,095	4,041	-	-	14	1,095	STH 17 SOUTH ROUNDABOUT
0010	154+45	-	169+20	USH 8 EB	12	1,475	1,475	3,314	-	-	13	1,475	CTH G ROUNDABOUT
				STAGE 2 SUBTOTALS	28	3,748	3,748	7,355	0	0	27	3,748	
STAGE 3													
0010	89+70	-	92+86	USH 8 EB	1	316	316	236	-	-	2	316	STH 17 SOUTH ROUNDABOUT
0010	160+93	-	161+75	USH 8 EB	6	82	82	1,155	-	-	3	82	CTH G ROUNDABOUT
0010	223+00	-	242+00	USH 8 EB	-	1,900	1,900	624	-	1,900	-	1,900	MAINLINE
0010	10+00	-	13+26	STH 17 SOUTH NB	-	326	326	-	-	326	-	326	STH 17 SOUTH MILL/OVERLAY
				STAGE 3 SUBTOTALS	7	2,624	2,624	2,015	0	2,226	5	2,624	
				TOTAL 0010	37	18,061	18,061	9,370	1	2,226	32	18,061	
STAGE 1													
0020	700+95	-	726+70	LINCOLN ST	-	-	-	-	-	2,575	-	-	
0020	806+50	-	811+17	LINCOLN ST	-	-	-	-	-	467	-	-	
				STAGE 1 SUBTOTALS	0	0	0	0	0	3,042	0	0	
				TOTAL 0020	0	0	0	0	0	3,042	0	0	
				PROJECT TOTALS	37	18,061	18,061	9,370	1	5,268	32	18,061	

CONDUIT FOR TRAFFIC SIGNALS

CATEGORY	LOCATION	TO	LOCATION	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0800 CONDUIT LOOP DETECTOR LF	REMARKS
INTERSECTION: USH 8 & STH 17 N						
STAGE 3						
0010	PB 7	-	PB 7A	42	-	CONNECT TO EXISTING CONDUIT AT PB 7
0010	LOOP 21			-	42	
0010	PB 16	-	PB 16A	43	-	CONNECT TO EXISTING CONDUIT AT PB 16
0010	LOOP 61			-	48	
			TOTAL 0010	85	90	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PULL BOXES STEEL 12X30-INCH

CATEGORY	PB NO.	STATION	OFFSET	LOCATION	653.0110 EACH
INTERSECTION: USH 8 & STH 17 N					
STAGE 3					
0010	7 A	236+57	4' LT	USH 8	1
0010	16 A	227+95	2' LT	USH 8	1
				TOTAL 0010	2

REMOVING PULL BOXES

CATEGORY	LOCATION	653.0905 EACH
STAGE 2		
0010	USH 8 / BOYCE DR INTERSECTION	18
0010	CTH G INTERSECTION	23
	TOTALS	41

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LOOP DETECTOR CABLE AND LEAD-IN CABLE

CATEGORY	LOOP NO.	STATION	OFFSET	LOCATION	SIZE	NO. TURNS	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS
INTERSECTION: USH 8 & STH 17 N									
STAGE 3									
0010	21	236+57	15' LT	USH 8	6'X 6'	5	540	156	INSTALL LOOP DETECTORS FOLLOWING SDD LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
0010	61	22795.00	2' RT	USH 8	6'X 6'	5	495	164	INSTALL LOOP DETECTORS FOLLOWING SDD LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
					TOTAL 0010		1,035	320	

CABLE TRAFFIC SIGNAL 7-12 AWG

CATEGORY	FROM	TO	655.0235 LF	REMARKS
INTERSECTION: COURTNEY ST & PELHAM ST				
STAGE 1				
0020	CAB	SB1	233	
0020	SB1	SB2	118	
0020	SB1	HEAD 5A	53	
0020	SB2	HEAD 5B	23	
0020	SB2	HEAD 6A & 6-1	23	SPLIT WIRE BETWEEN HEADS
	TOTAL 0020		450	

TRAFFIC SIGNAL BASES, POLES AND SIGNAL HEADS

CATEGORY	SIGNAL BASE	SIGNAL HEAD	657.0100 PEDESTAL BASES EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	658.0175 TRAFFIC SIGNAL FACE 5S 12-INCH EACH
INTERSECTION: COURTNEY ST & PELHAM ST						
STAGE 1						
0020	SB1	5A	-	-	1	1
0020	SB2	5B	1	1	-	1
	TOTAL 0020		1	1	1	2

3

PULL BOXES NON-CONDUCTIVE 24X42-INCH

CATEGORY	DESCRIPTION	LOCATION	* 653.0164 EACH
0010	LPB-1	1+86.09 CC, 39.5' LT	1
0010	LPB-2	94+78.61 WB, 26.9' LT	1
0010	LPB-3	94+38.52 EB, 23.6' RT	1
0010	LPB-4	16+23.67 NB, 23.7' RT	1
0010	LPB-5	16+26.58 SB, 29.4' LT	1
0010	LPB-6	91+49.26 EB, 27.7' RT	1
0010	LPB-7	91+70.34 WB, 24.2' LT	1
0010	LPB-8	19+17.06 SB, 22.3' LT	1
0010	LPB-9	19+14.95 NB, 22.9' RT	1
0010	LPB-10	1+78.62 CC, 33.8' LT	1
		TOTAL 0010	10

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 AND ELECTRICAL WIRE LIGHTING

CATEGORY	FROM	TO	* 652.0235 3-INCH LF	* 652.0225 2-INCH LF	* 655.0620 8 AWG LF	* 655.0615 10 AWG LF
0010	LCC A	LPB-1	75	-	-	240
0010	LPB-1	A-1	-	40	-	330
0010	A-1	LPB-2	-	17	-	288
0010	LPB-2	A-2	-	220	-	705
0010	LPB-2	LPB-3	-	72	-	522
0010	LPB-3	A-3	-	128	-	429
0010	LPB-3	A-4	-	40	-	495
0010	A-4	A-5	-	133	-	444
0010	A-5	LPB-4	-	13	-	168
0010	LPB-4	A-6	-	136	-	453
0010	LPB-4	LPB-5	-	61	-	228
0010	LPB-5	A-7	-	40	-	165
0010	A-7	A-8	-	88	-	-
0010	A-8	LPB-6	-	14	-	174
0010	LPB-6	A-9	-	210	-	675
0010	LPB-6	LPB-7	-	68	-	249
0010	LPB-7	A-10	-	106	-	363
0010	LPB-7	A-11	-	60	-	450
0010	A-11	A-12	-	133	444	-
0010	A-12	LPB-8	-	17	96	192
0010	LPB-8	A-13	-	134	-	447
0010	LPB-8	LPB-9	-	54	207	207
0010	LPB-9	A-14	-	46	183	183
0010	A-14	LPB-10	-	34	147	147
0010	LPB-10	LCC A		20	105	105
0010	LPB-10	LPB-1	75	-		-
0010	CONDUIT STUBS			60	-	-
		TOTAL 0010	150	1,944	1,182	7,659

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

3

LIGHTING CONTROL CABINET AND BASES

CATEGORY	DESCRIPTION	LOCATION	* CONCRETE CONTROL CABINET BASES TYPE L30 654.0230 EACH	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LCC B) 656.0201 EACH	* LIGHTING CONTROL CABINETS 120/240 30-INCH 659.2130 EACH
0010	LCC A	1+77.72 CC, 56.8' LT	1	1	1
		TOTAL 0010	1	1	1

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE BASES TYPE 5

CATEGORY	DESCRIPTION	LOCATION	* 654.0105 EACH
0010	A-1	94+56.81 WB, 32.9' LT	1
0010	A-2	96+95.48 WB, 26.0' LT	1
0010	A-3	95+68.27 EB, 26.9' RT	1
0010	A-4	93+97.93 EB, 24.6' RT	1
0010	A-5	16+37.59 NB, 25.1' RT	1
0010	A-6	14+90.54 NB, 23.9' RT	1
0010	A-7	16+69.91 SB, 39.5' LT	1
0010	A-8	91+66.41 EB, 31.2' RT	1
0010	A-9	89+40.30 EB, 25.9' RT	1
0010	A-10	90+62.29 WB, 26.2' LT	1
0010	A-11	92+30.90 WB, 24.2' LT	1
0010	A-12	18+99.34 SB, 22.6' LT	1
0010	A-13	20+43.75 SB, 23.9' LT	1
0010	A-14	18+65.09 NB, 28.1' RT	1
		TOTAL 0010	14

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

LIGHTING UNITS AND ELECTRICAL WIRE LIGHTING

CATEGORY	DESCRIPTION	LOCATION	* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE 657.0255 EACH	* POLES TYPE 5-ALUMINUM 657.0322 EACH	* LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT 657.0615 LF	* LUMINAIRES UTILITY LED A 659.1115 EACH	* ELECTRICAL WIRE LIGHTING 12 AWG 655.0610 LF
0010	A-1	94+56.81 WB, 32.9' LT	1	1	1	1	150
0010	A-2	96+95.48 WB, 26.0' LT	1	1	1	1	150
0010	A-3	95+68.27 EB, 26.9' RT	1	1	1	1	150
0010	A-4	93+97.93 EB, 24.6' RT	1	1	1	1	150
0010	A-5	16+37.59 NB, 25.1' RT	1	1	1	1	150
0010	A-6	14+90.54 NB, 23.9' RT	1	1	1	1	150
0010	A-7	16+69.91 SB, 39.5' LT	1	1	1	1	150
0010	A-8	91+66.41 EB, 31.2' RT	1	1	1	1	150
0010	A-9	89+40.30 EB, 25.9' RT	1	1	1	1	150
0010	A-10	90+62.29 WB, 26.2' LT	1	1	1	1	150
0010	A-11	92+30.90 WB, 24.2' LT	1	1	1	1	150
0010	A-12	18+99.34 SB, 22.6' LT	1	1	1	1	150
0010	A-13	20+43.75 SB, 23.9' LT	1	1	1	1	150
0010	A-14	18+65.09 NB, 28.1' RT	1	1	1	1	150
		TOTAL 0010	14	14	14	14	2,100

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

3

PULL BOXES NON-CONDUCTIVE 24X42-INCH

CATEGORY	DESCRIPTION	STATION	* 653.0164 EACH
0010	LPB-1	2+82.90 CC, 29.6' LT	1
0010	LPB-2	163+43.14 WB, 22.6' LT	1
0010	LPB-3	163+33.63 EB, 23.2' RT	1
0010	LPB-4	35+76.81 NB, 24.0' RT	1
0010	LPB-5	35+82.35 SB, 26.0' LT	1
0010	LPB-6	160+24.79 EB, 25.1' RT	1
0010	LPB-7	160+30.09 WB, 23.0' LT	1
0010	LPB-8	38+94.79 SB, 23.6' LT	1
0010	LPB-9	38+89.29 NB, 25.1' RT	1
0010	LPB-10	2+68.88 CC, 35.4' LT	1
		TOTAL 0010	10

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 AND ELECTRICAL WIRE LIGHTING

CATEGORY	FROM	TO	* 652.0235 3-INCH LF	* 652.0225 2-INCH LF	* 655.0620 8 AWG LF	* 655.0615 10 AWG LF
0010	LCC B	LPB-1	75	-	-	240
0010	LPB-1	B-1	-	89	-	624
0010	B-1	LPB-2	-	19	-	306
0010	LPB-2	B-2	-	219	-	702
0010	LPB-2	LPB-3	-	59	-	444
0010	LPB-3	B-3	-	103	-	354
0010	LPB-3	B-4	-	55	-	630
0010	B-4	B-5	-	104	-	357
0010	B-5	LPB-4	-	13	-	168
0010	LPB-4	LPB-5	-	64	-	474
0010	LPB-5	B-6	-	99	-	342
0010	LPB-5	B-7	-	78	-	279
0010	B-7	B-8	-	126	-	-
0010	B-8	LPB-6	-	17	-	192
0010	LPB-6	B-9	-	242	-	771
0010	LPB-6	LPB-7	-	63	-	234
0010	LPB-7	B-10	-	114	-	387
0010	LPB-7	B-11	-	60	-	450
0010	B-11	B-12	-	93	-	324
0010	B-12	LPB-8	-	13	84	168
0010	LPB-8	B-13	-	111	-	378
0010	LPB-8	LPB-9	-	60	225	225
0010	LPB-9	B-14	-	71	258	258
0010	B-14	LPB-10	-	17	96	96
0010	LPB-10	LCC B	75	-	120	120
0010	LPB-10	LPB-1	-	21	-	-
0010	STUBS		-	10	-	-
		TOTAL 0010	150	1920	783	8523

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

3

LIGHTING CONTROL CABINET AND BASES

CATEGORY	DESCRIPTION	LOCATION	* CONCRETE CONTROL CABINET BASES TYPE L30 654.0230 EACH	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LCC B) 656.0201 EACH	* LIGHTING CONTROL CABINETS 120/240 30-INCH 659.2130 EACH
0010	LCC B	2+80.40CC, 54.3 LT	1	1	1
		TOTAL 0010	1	1	1

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

CONCRETE BASES TYPE 5

CATEGORY	DESCRIPTION	STATION	* 654.0105 EACH
0010	B-1	163+24.84 WB, 27.0' LT	1
0010	B-2	165+59.09 WB, 26.0' LT	1
0010	B-3	164+39.10 EB, 26.0' RT	1
0010	B-4	162+77.04 EB, 27.4' RT	1
0010	B-5	35+92.01 NB, 23.7' RT	1
0010	B-6	34+79.95 SB, 22.3' LT	1
0010	B-7	36+62.49 SB, 25.4' LT	1
0010	B-8	160+41.88 EB, 26.8' RT	1
0010	B-9	157+87.00 EB, 26.0' RT	1
0010	B-10	159+15.00 WB, 26.0' LT	1
0010	B-11	160+93.28 WB, 28.3' LT	1
0010	B-12	38+82.25 SB, 23.7' LT	1
0010	B-13	40+05.85 SB, 25.7' LT	1
0010	B-14	38+13.77 NB, 25.8' RT	1
		TOTAL 0010	14

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

LIGHTING UNITS AND ELECTRICAL WIRE LIGHTING

CATEGORY	DESCRIPTION	LOCATION	* TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE 657.0255 EACH	* POLES TYPE 5-ALUMINUM 657.0322 EACH	* LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT 657.0615 LF	* LUMINAIRES UTILITY LED A 659.1115 EACH	* ELECTRICAL WIRE LIGHTING 12 AWG 655.0610 LF
0010	B-1	163+24.84 WB, 27.0' LT	1	1	1	1	150
0010	B-2	165+59.09 WB, 26.0' LT	1	1	1	1	150
0010	B-3	164+39.10 EB, 26.0' RT	1	1	1	1	150
0010	B-4	162+77.04 EB, 27.4' RT	1	1	1	1	150
0010	B-5	35+92.01 NB, 23.7' RT	1	1	1	1	150
0010	B-6	34+79.95 SB, 22.3' LT	1	1	1	1	150
0010	B-7	36+62.49 SB, 25.4' LT	1	1	1	1	150
0010	B-8	160+41.88 EB, 26.8' RT	1	1	1	1	150
0010	B-9	157+87.00 EB, 26.0' RT	1	1	1	1	150
0010	B-10	159+15.00 WB, 26.0' LT	1	1	1	1	150
0010	B-11	160+93.28 WB, 28.3' LT	1	1	1	1	150
0010	B-12	38+82.25 SB, 23.7' LT	1	1	1	1	150
0010	B-13	40+05.85 SB, 25.7' LT	1	1	1	1	150
0010	B-14	38+13.77 NB, 25.8' RT	1	1	1	1	150
		TOTAL 0010	14	14	14	14	2,100

*ADDITONAL QUANTITIES SHOWN ELSEWHERE

SAWING

CATEGORY	STATION TO STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 1					
0010	103+25	USH 8 EB, LT	79	-	DRIVEWAY
0010	103+25	USH 8 EB, RT	48	-	DRIVEWAY
0010	160+30 - 161+90	USH 8 EB	187	-	CURB AND GUTTER REMOVAL
0010	160+58 - 160+72	USH 8 EB	167	3	CURB AND GUTTER REMOVAL
0010	161+00 - 161+25	USH 8 EB	73	-	MEDIAN REMOVAL
0010	161+19 - 161+74	USH 8 EB	164	-	MEDIAN REMOVAL
0010	161+33 - 161+44	USH 8 EB	150	-	MEDIAN REMOVAL
0010	223+00	USH 8 EB	30	-	
		STAGE 1 SUBTOTALS	898	3	
STAGE 2					
0010	83+81	USH 8 EB	-	47	BEGIN PROJECT LIMITS
0010	88+44 - 91+00	USH 8 EB	90	220	
0010	160+90	USH 8 EB	91	5	
0010	13+26 - 16+30	STH 17 SOUTH NB	425	-	
0010	23+00	STH 17 SOUTH NB	40	-	CONSTRUCTION LIMITS
0010	34+45 40+20	CTH G NB	634	3	
		STAGE 2 SUBTOTALS	1,280	275	
STAGE 3					
0010	85+93 - 87+83	USH 8 EB	189	-	REMOVING TEMPORARY WIDENING
0010	235+25 - 239+60	USH 8 EB	877	5	CURB AND GUTTER REPLACEMENT
0010	33+92	CTH G NB	41	-	CONSTRUCTION LIMITS
0010	41+00	CTH G NB	83	-	SIDEROAD
0010	41+00	CTH G NB, LT	28	-	DRIVEWAY
0010	41+52	CTH G NB	41	5	CONSTRUCTION LIMITS
0010	55+40 - 56+20	STH 17 NORTH, RT	127	6	CURB AND GUTTER REPLACEMENT
0010	55+65 - 56+27	STH 17 NORTH, LT	76	6	CURB AND GUTTER REPLACEMENT
		STAGE 3 SUBTOTALS	1,462	22	
		TOTAL 0010	3,640	300	

TEMPORARY SIGNALS

CATEGORY	LOCATION	APPROX. SERVICE DAYS	661.0101.01 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES STATION 37+50 EACH	661.0101.02 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES STATION 83+81 EACH	SPV.0045.01 DRIVEWAY ASSISTANCE DEVICE SYSTEM 1590-12-75 NO. IN SERVICE	SPV.0045.01 DRIVEWAY ASSISTANCE DEVICE SYSTEM 1590-12-75 DAY	REMARKS
STAGE 2							
0010	USH 8 & CTH G INTERSECTION	50	1	-	2	100	SDD TRAFFIC CONTROL, ONE LANE
0010	USH 8 - STAGE 2A/2B	10	-	1	-	-	ROAD WITH TEMPORARY SIGNALS
	TOTAL 0010		1	1		100	

3

ROUNDABOUT LANDSCAPING

		TREES			PERENNIALS						
		632.0101.01 TREES COLE'S SELECT SERVICEBERRY, B&B, 5'	632.9101 LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES	SPV.0035.01 PLANTING MIXTURE	SPV.0060.01 PERENNIALS AUTUMN JOY SEDUM, SP4, CG	SPV.0060.02 PERENNIALS BLUE OAT GRASS, SP4, CG	SPV.0060.03 PERENNIALS CATMINT 'WALKERS LOW', SP4, CG	SPV.0060.04 PERENNIALS PRARIE DROPSEED, SP4, CG	SPV.0165.01 STONE MULCH EPOXIED	SPV.0165.02 WEED BARRIER	SPV.0195.01 STONE MULCH
CATEGORY	LOCATION	EACH	EACH	CY	EACH	EACH	EACH	EACH	SF	SF	TON
STAGE 3											
0010	STH 17 SOUTH RAB CIRCLE	3	10	61	91	125	104	344	1,849	5,135	69
0010	CTH G RAB CIRCLE	3	10	84	147	166	121	529	2,167	6,690	95
	TOTAL 0010	6	20	145	238	291	225	873	4,016	11,825	164

INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.02 LF	REMARKS
STAGE 1						
0010	107+50	-	113+00	USH 8 EB	1,270	CULVERT 43008003090
				UNDISTRIBUTED	320	
				STAGE 1 SUBTOTALS	1,590	
STAGE 2						
0010	83+81	-	85+25	USH 8 EB, LT	200	
0010	83+81	-	85+25	USH 8 EB, RT	250	
				UNDISTRIBUTED	120	
				STAGE 2 SUBTOTALS	570	
				TOTAL 0010	2,160	

SALVAGE TRAFFIC SIGNALS

CATEGORY	LOCATION	659.5000.S LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR EACH	SPV.0060.06 SALVAGE TRAFFIC SIGNALS USH 8 & STH 17 EACH	SPV.0060.07 SALVAGE TRAFFIC SIGNALS USH 8 & CTH G EACH
STAGE 2				
0010	USH 8 & STH 17 SOTUH INTERSECTION	7	1	-
0010	USH 8 & CTH G INTERSECTION	6	-	1
	TOTAL 0010	13	1	1

PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE CROSSING

CATEGORY	STATION	LOCATION	SPV.0180.01 SY
STAGE 3			
0010	103+13	USH 8 EB	128
0010	198+65	USH 8 EB	95
0010	20+62	STH 17 SOUTH NB	82
0010	34+37	CTH G NB	79
		TOTAL 0010	384

TRAFFIC SIGNAL MODIFICATIONS COURTNEY ST & PELHAM ST

CATEGORY	LOCATION	SPV.0060.08 EACH
STAGE 1		
0020	PROJECT	1
	TOTAL 0020	1

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

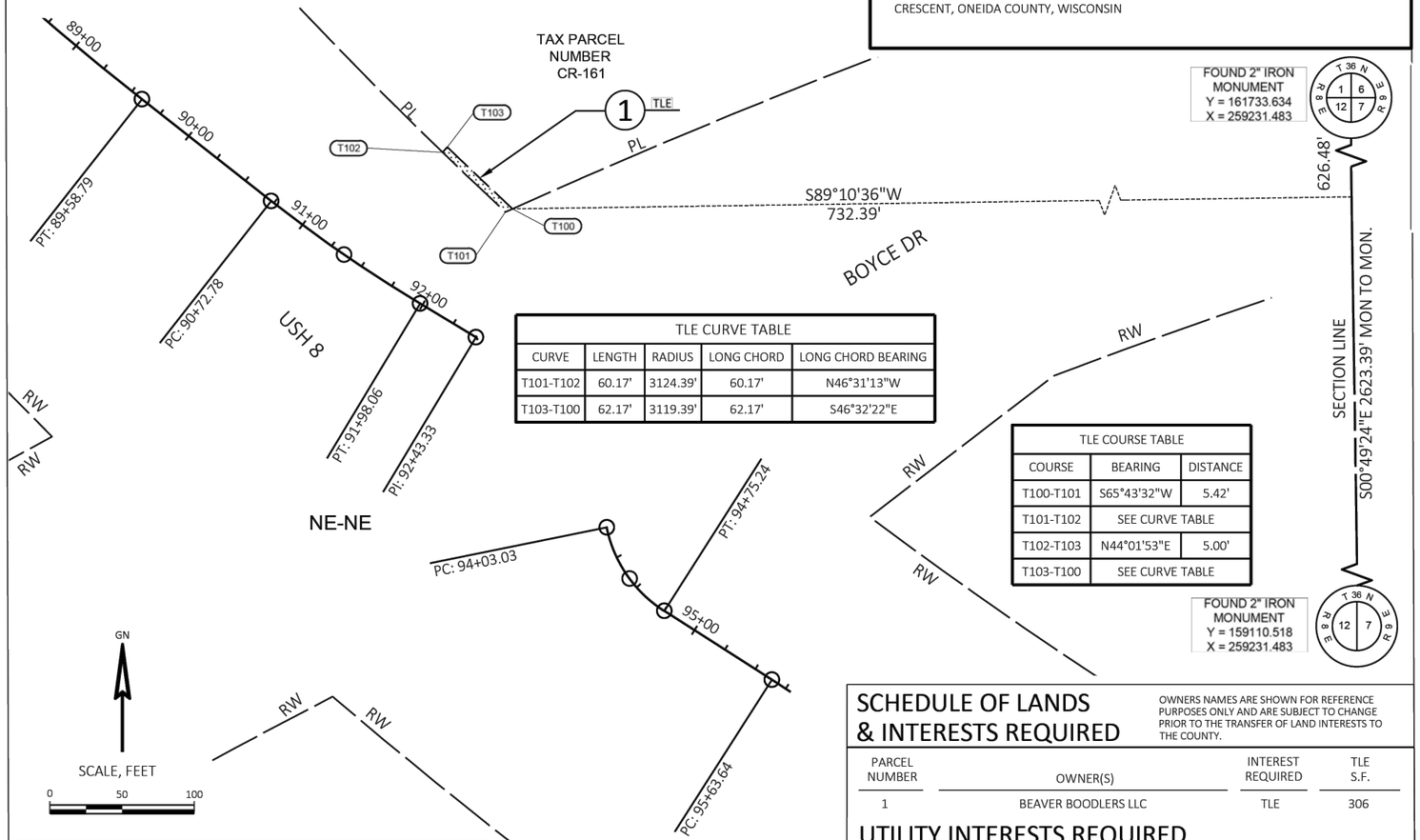
THE PURPOSE OF THIS TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1590-12-25	SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
RHINELANDER - MONICO
STH 47 TO STH 17 NORTH

USH 8 — ONEIDA COUNTY

PART OF THE NORTHEAST ¼ OF THE NORTHEAST ¼ IN SECTION 12, T36N, R8E, TOWN OF CRESCENT, ONEIDA COUNTY, WISCONSIN



TLE CURVE TABLE

CURVE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
T101-T102	60.17'	3124.39'	60.17'	N46°31'13"W
T103-T100	62.17'	3119.39'	62.17'	S46°32'22"E

TLE COURSE TABLE

COURSE	BEARING	DISTANCE
T100-T101	S65°43'32"W	5.42'
T101-T102	SEE CURVE TABLE	
T102-T103	N44°01'53"E	5.00'
T103-T100	SEE CURVE TABLE	

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTHCENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 10/24/24

PRINT NAME: Brent L Stella

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	BEAVER BOODLERS LLC	TLE	306

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

FILE NAME : TLES.DWG PLOT DATE : 10/22/2024 1:07 PM R/W PROJECT: 1590-12-25

FILE NAME : DRAWING1.DWG
APPRAISAL PLAT DATE : _____

PLOT DATE : 7/23/2025 8:08 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE :

XXXX-XX-XX XXXX-XX-XX - 4.XX

4

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
2	O'MELIA INC	TLE	388

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

FOUND ALUMINUM CAP MONUMENT
Y = 159127.088
X = 264646.325

R/W PROJECT NUMBER: 1590-12-25	SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
RHINELANDER - MONICO
STH 47 TO STH 17 NORTH

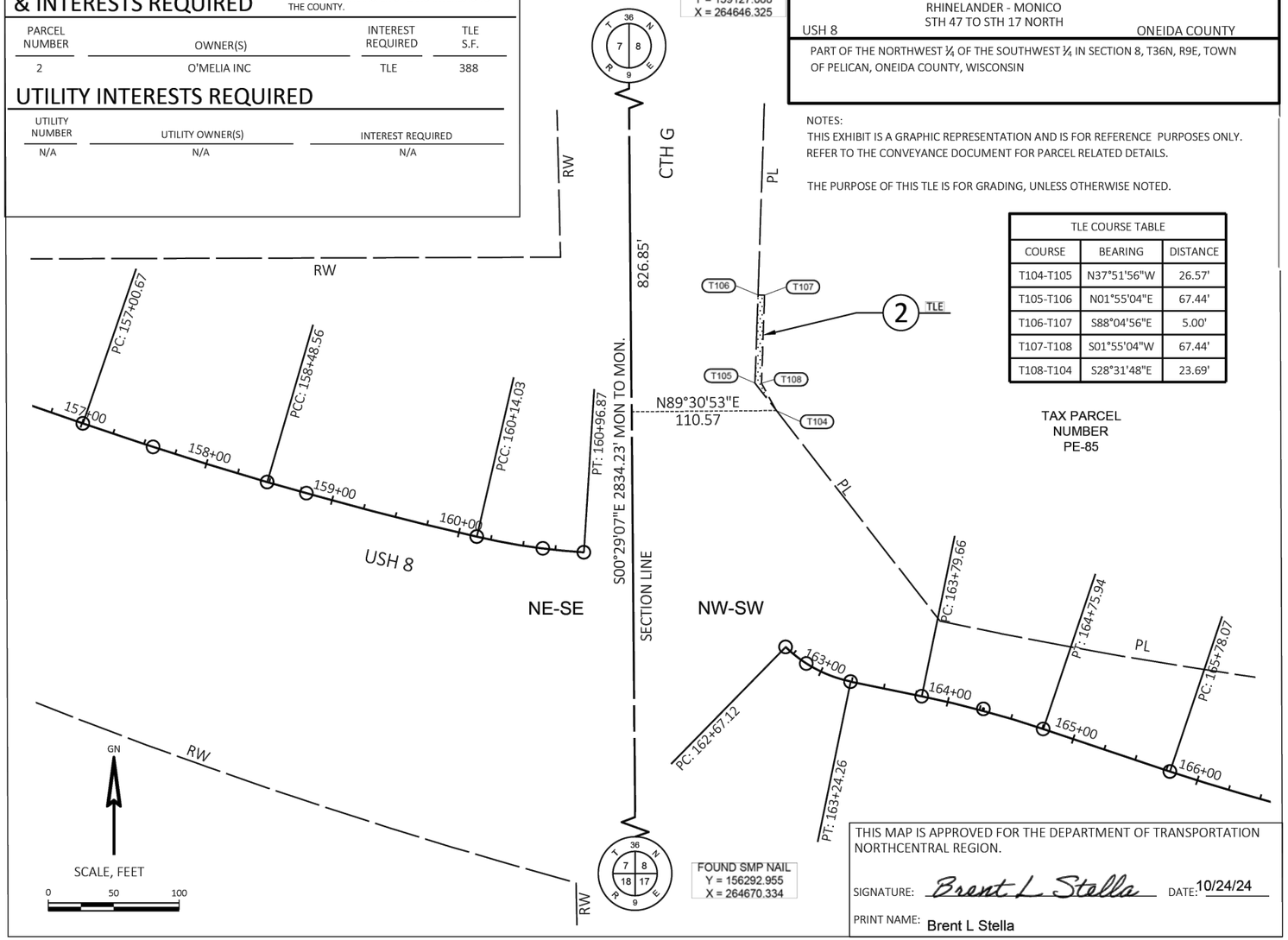
USH 8 — ONEIDA COUNTY

PART OF THE NORTHWEST ¼ OF THE SOUTHWEST ¼ IN SECTION 8, T36N, R9E, TOWN OF PELICAN, ONEIDA COUNTY, WISCONSIN

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

THE PURPOSE OF THIS TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.

TLE COURSE TABLE		
COURSE	BEARING	DISTANCE
T104-T105	N37°51'56"W	26.57'
T105-T106	N01°55'04"E	67.44'
T106-T107	S88°04'56"E	5.00'
T107-T108	S01°55'04"W	67.44'
T108-T104	S28°31'48"E	23.69'



THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTHCENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 10/24/24

PRINT NAME: Brent L Stella

FILE NAME : TLES.DWG PLOT DATE : 10/22/2024 1:02 PM R/W PROJECT: 1590-12-25

FILE NAME : DRAWING1.DWG
APPRAISAL PLAT DATE : _____

PLOT DATE : 7/23/2025 8:10 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE :

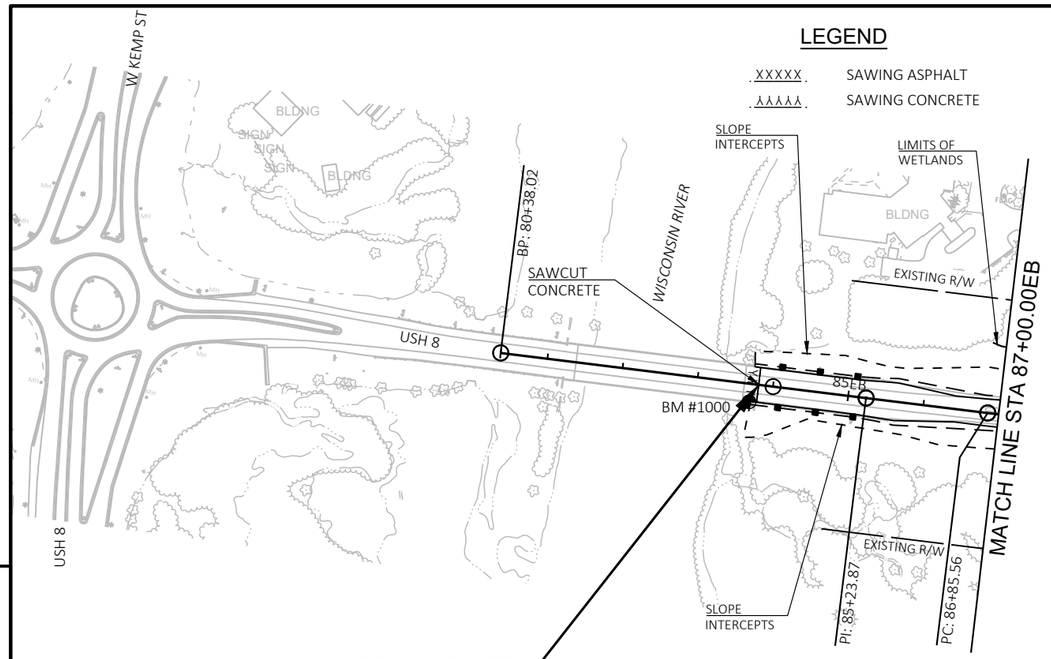
XXXX-XX-XX XXXX-XX-XX - 4.XX

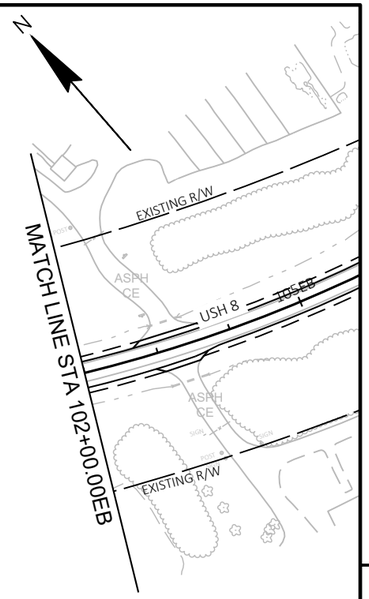
LEGEND

XXXXX SAWING ASPHALT

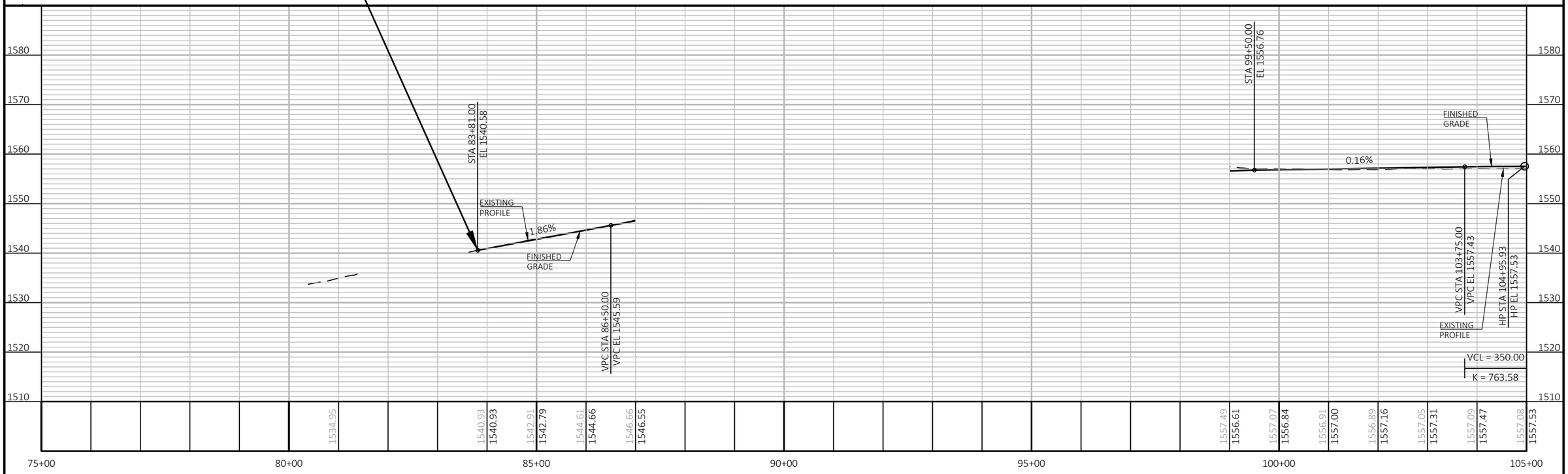
ΔΔΔΔΔ SAWING CONCRETE

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1000	83+71EB	1542.53	CHISEL BOX ON SW WALL OF BRIDGE - 24' RT





BEGIN PROJECT
STA 83+81.00EB
Y = 161578.483
X = 257809.083

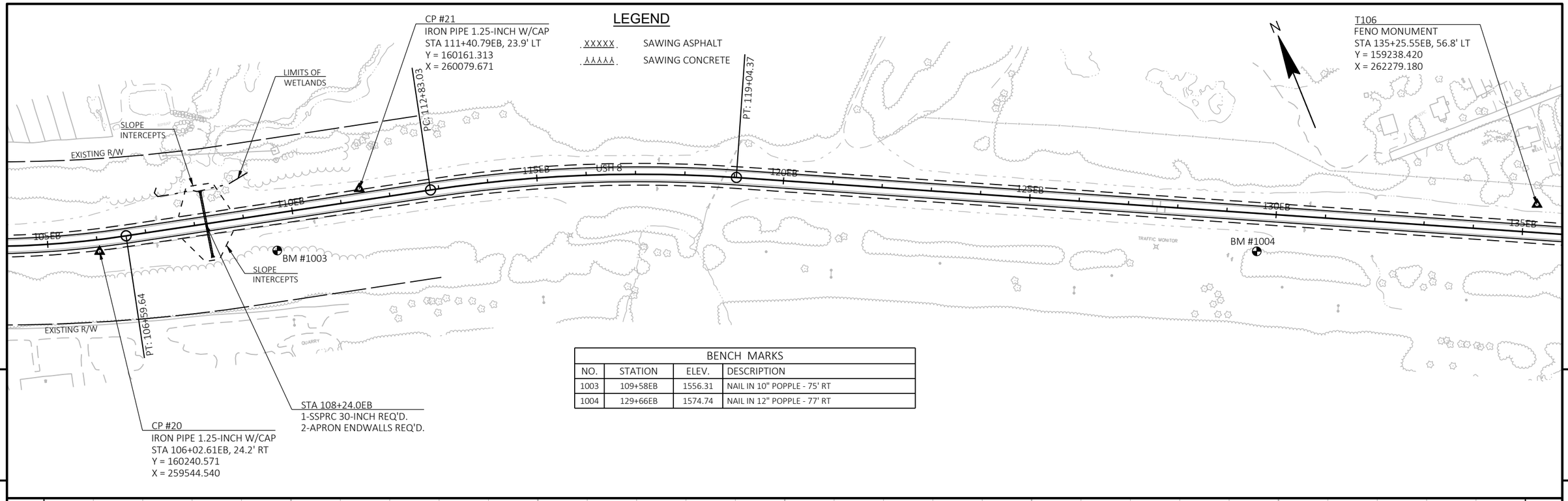


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 EB	SHEET 251	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp

PLOT DATE : 4/29/2025 8:56 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



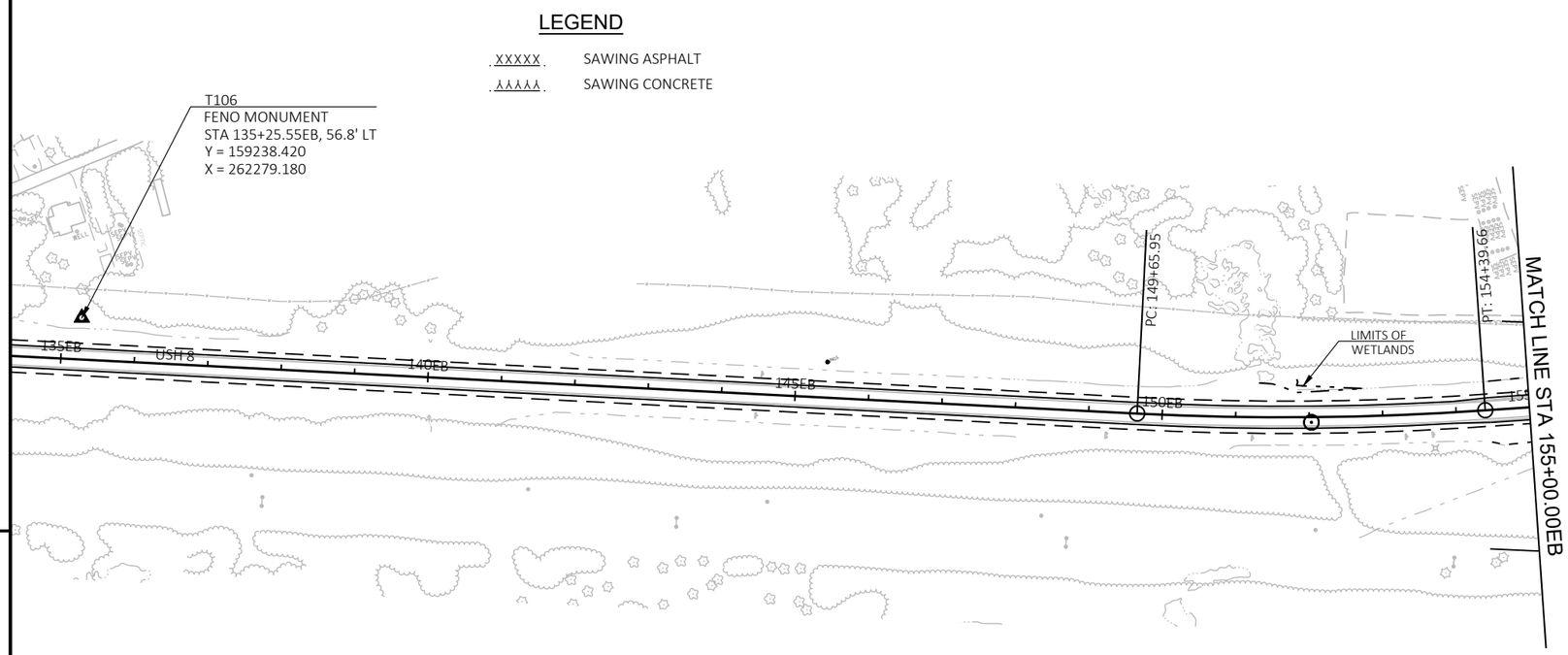
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1003	109+58EB	1556.31	NAIL IN 10" POPPLE - 75' RT
1004	129+66EB	1574.74	NAIL IN 12" POPPLE - 77' RT

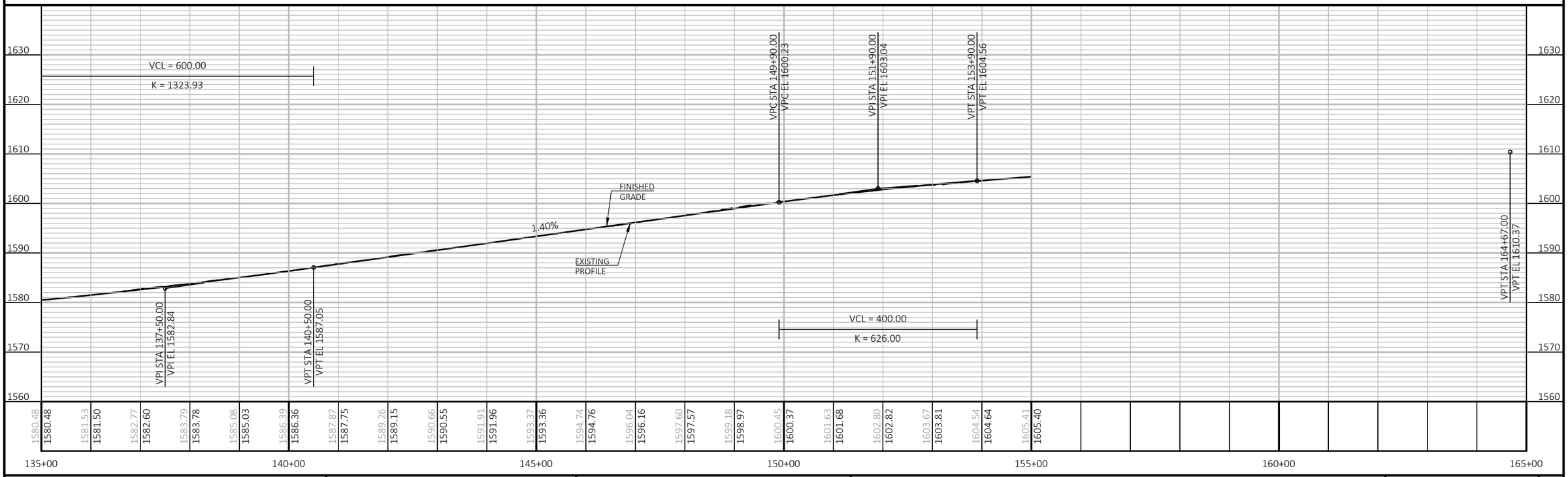
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 EB	SHEET 252	E

LEGEND

XXXXX SAWING ASPHALT

XXXXXX SAWING CONCRETE





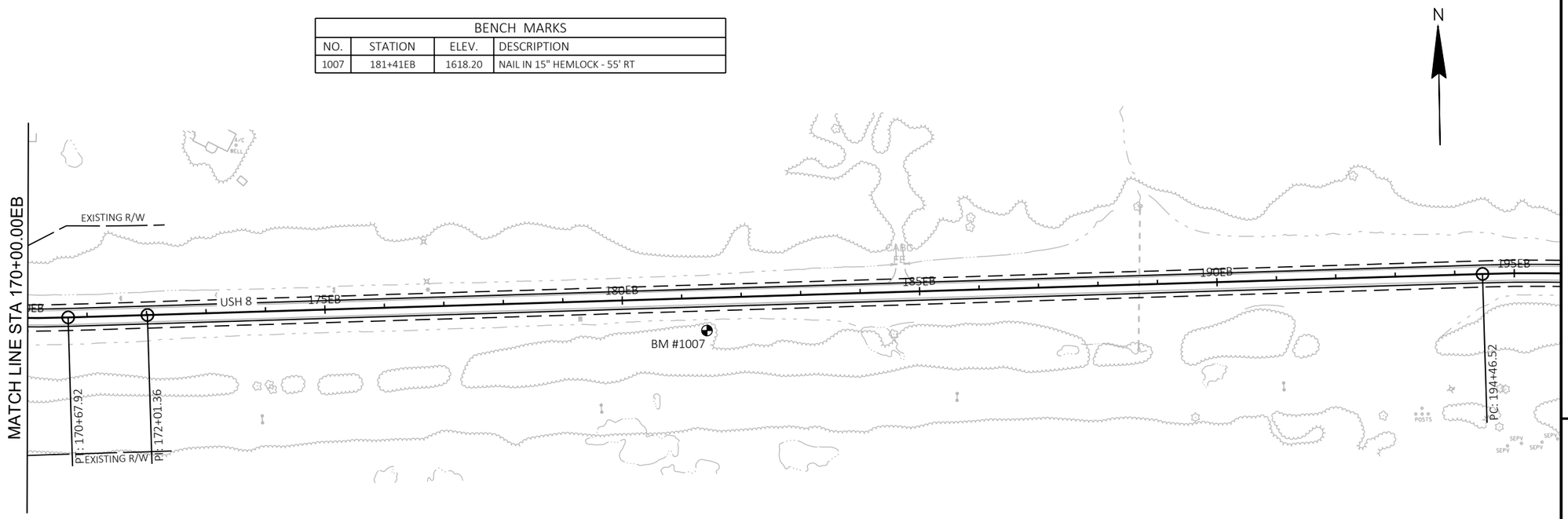
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 EB	SHEET 253	E

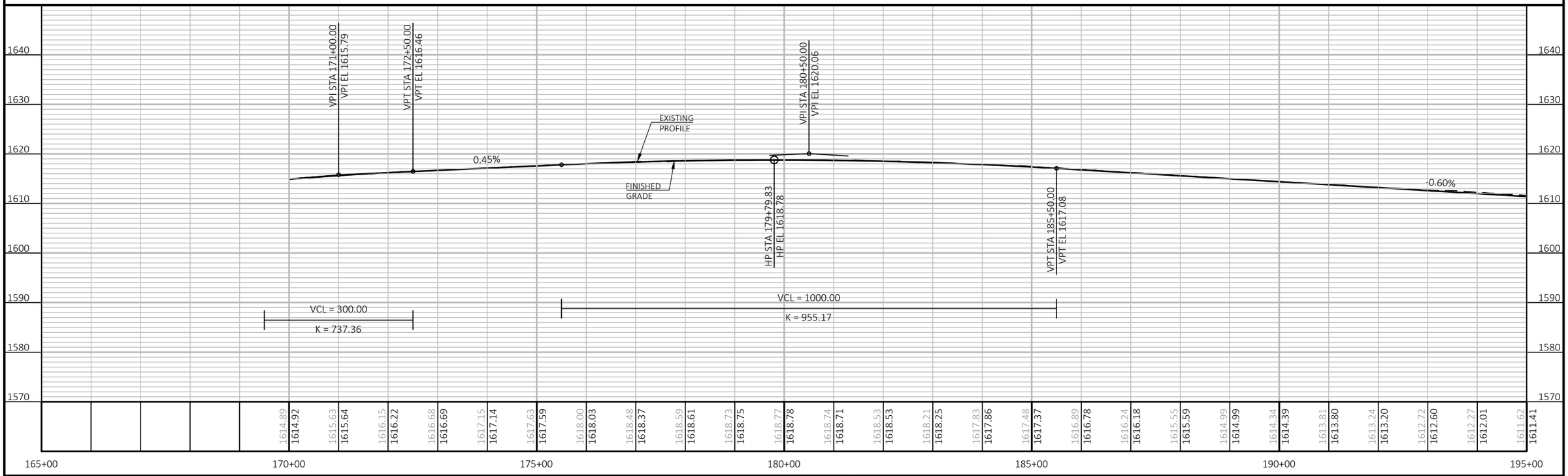
LEGEND

XXXXX SAWING ASPHALT

AAAAA SAWING CONCRETE

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1007	181+41EB	1618.20	NAIL IN 15" HEMLOCK - 55' RT





PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 EB	SHEET 254	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050104-pp

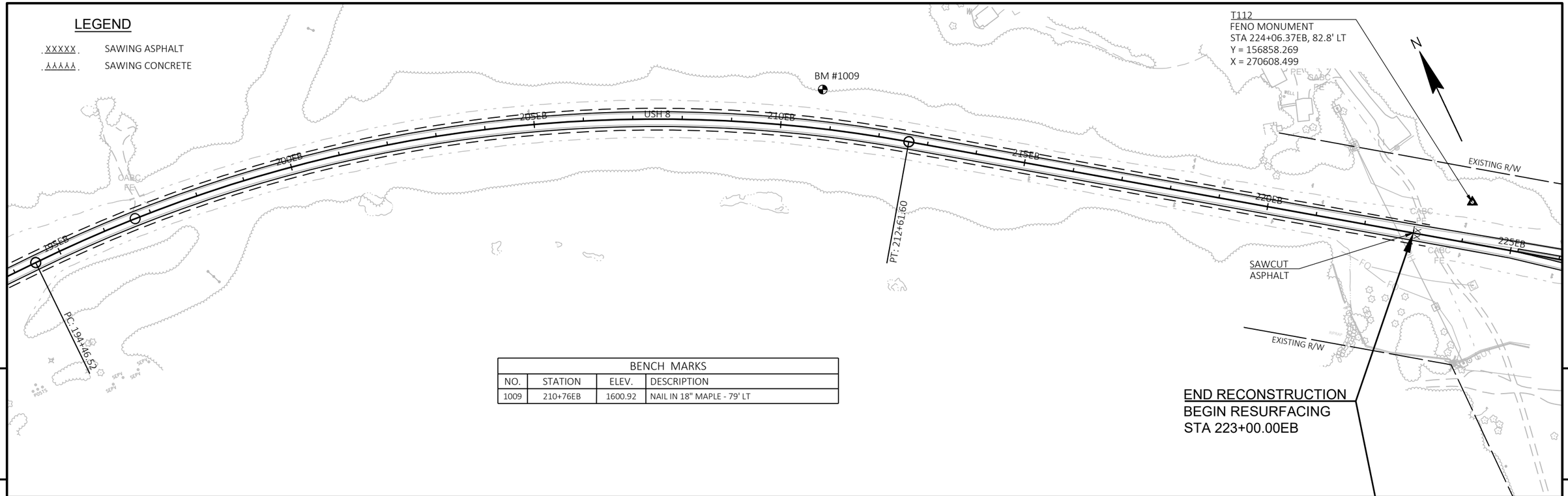
PLOT DATE : 4/29/2025 8:57 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

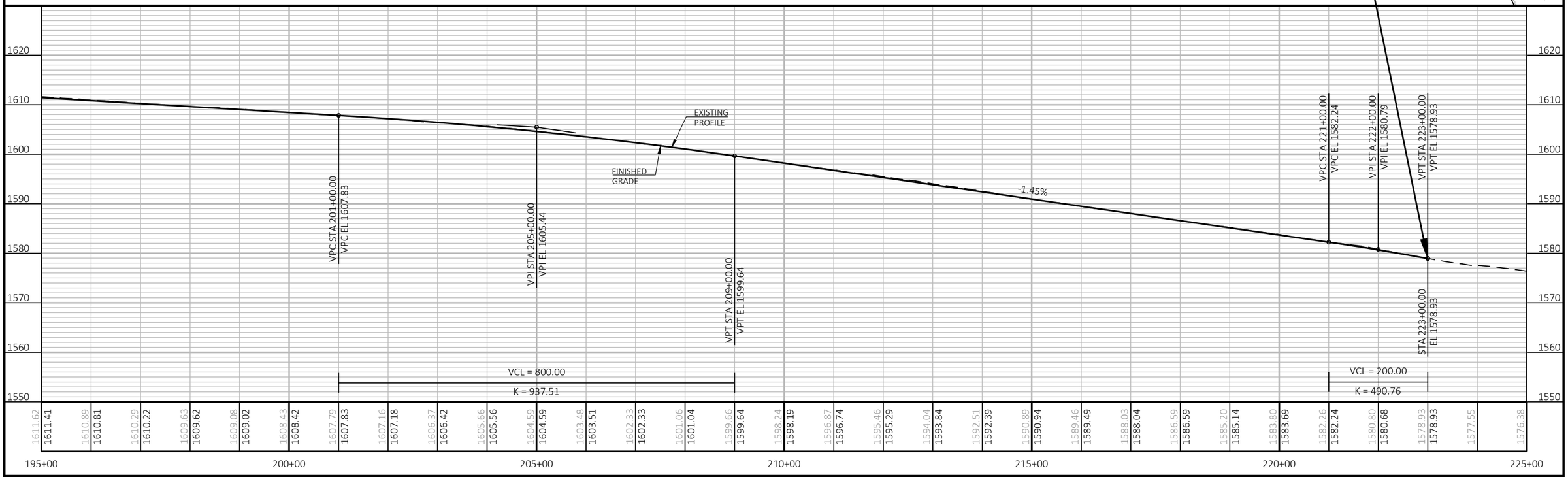
LEGEND

XXXXX SAWING ASPHALT

AAAAA SAWING CONCRETE



BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1009	210+76EB	1600.92	NAIL IN 18" MAPLE - 79' LT



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 EB	SHEET 255	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050105-pp

PLOT DATE : 4/29/2025 8:57 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

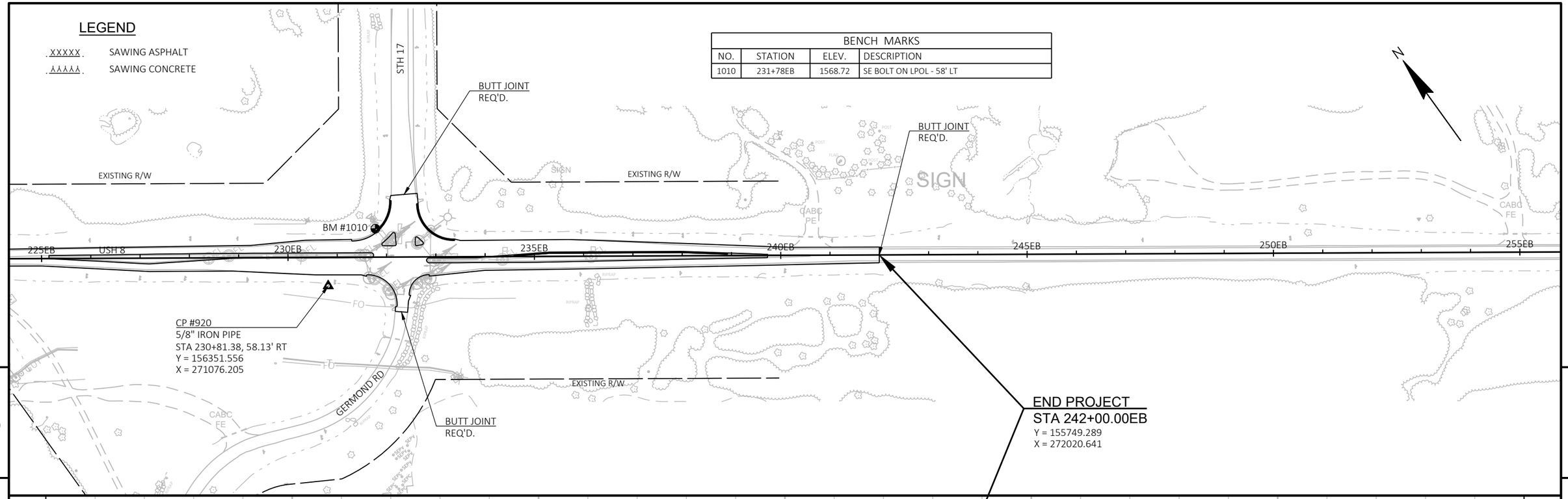
WISDOT/CADDS SHEET 44

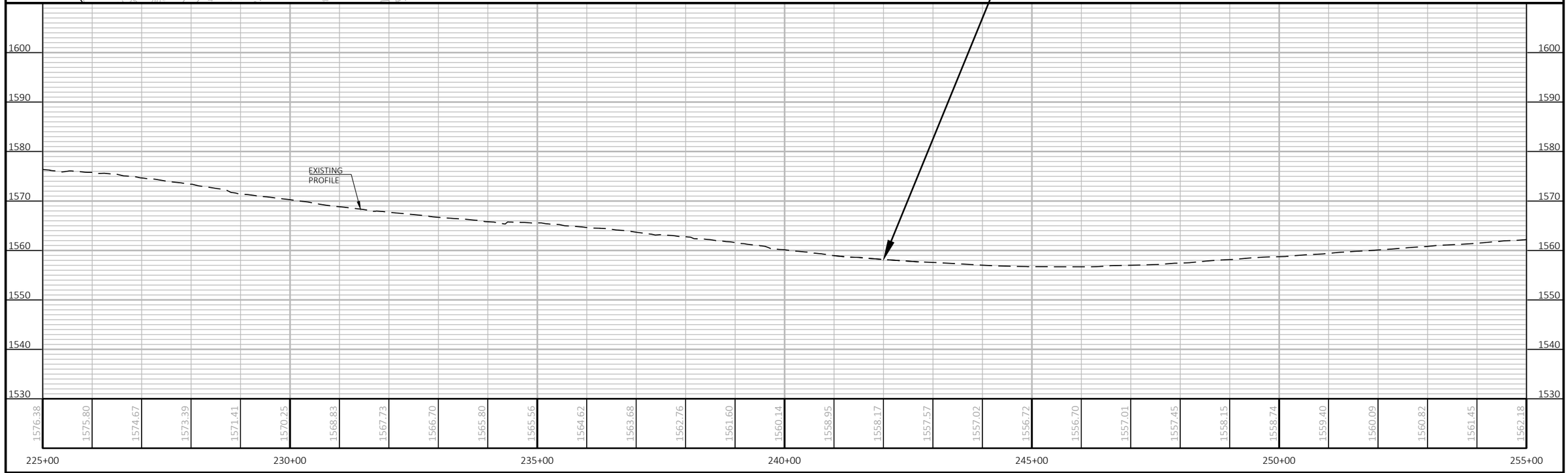
LEGEND

XXXXX SAWING ASPHALT

ΔΔΔΔΔ SAWING CONCRETE

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1010	231+78EB	1568.72	SE BOLT ON LPOL - 58' LT





PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 EB	SHEET 256	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050106-pp

PLOT DATE : 4/29/2025 8:58 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:200 FT

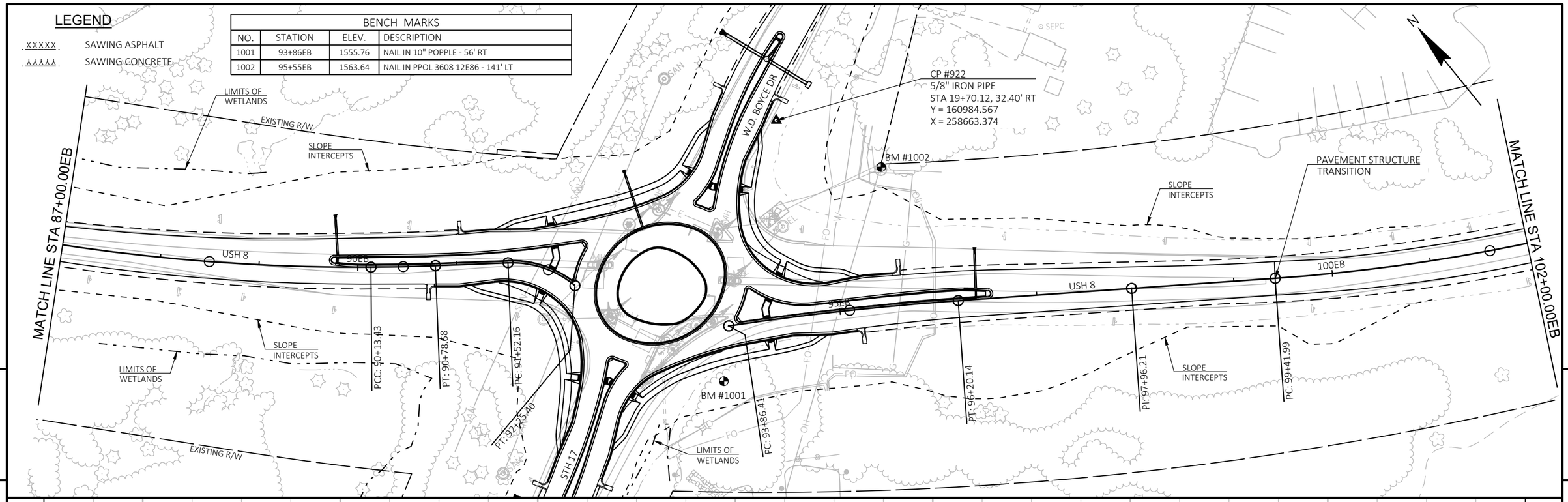
WISDOT/CADDS SHEET 44

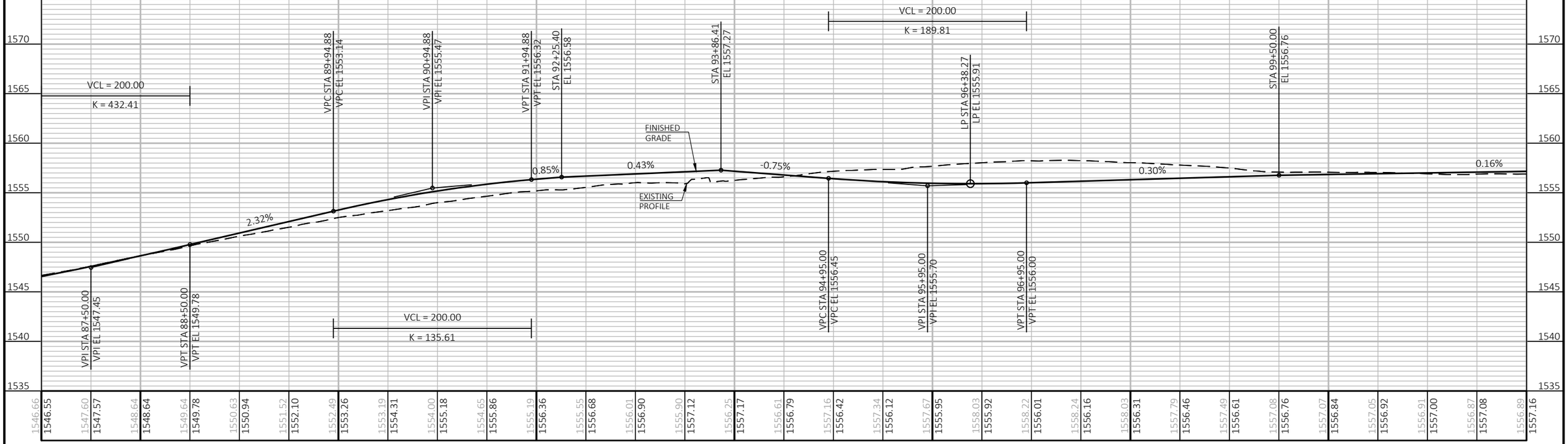
LEGEND

XXXXX SAWING ASPHALT

SAWING CONCRETE

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1001	93+86EB	1555.76	NAIL IN 10" POPPLE - 56' RT
1002	95+55EB	1563.64	NAIL IN PPOL 3608 12E86 - 141' LT





PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 EB	SHEET 257	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050107-pp

PLOT DATE : 4/29/2025 8:58 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

XXXXX SAWING ASPHALT

XXXXX SAWING CONCRETE

LIMITS OF WETLANDS

EXISTING R/W

SLOPE INTERCEPTS

BP: 86+14.96

PT: 89+58.79

PC: 90+71.78

PT: 91+98.06

PU: 92+43.33

TLE LINE

USH 8

90WB

95WB

W.D. BOYCE DR

PC: 94+03.03

PT: 94+75.24

PC: 95+03.64

PC: 96+12.34

PT: 96+55.20

BM #1002

CP #922
5/8" IRON PIPE
STA 19+70.12, 32.40' RT
Y = 160984.567
X = 258663.374

PC: 98+51.31

EP: 99+44.97

PAVEMENT STRUCTURE TRANSITION

BM #1001

STH 17

SLOPE INTERCEPTS

LIMITS OF WETLANDS

EXISTING R/W

N

5

5

1570
1565
1560
1555
1550
1545
1540
1535

VCL = 200.00
K = 414.37

VCL = 200.00
K = 126.95

VCL = 200.00
K = 282.53

STA 86+14.96
EL 1544.87

VPC STA 87+00.00
VPC EL 1546.51

VPI STA 88+00.00
VPI EL 1548.45

VPT STA 89+00.00
VPT EL 1550.87

VPC STA 89+60.00
VPC EL 1552.32

VPI STA 90+60.00
VPI EL 1554.74

VPT STA 91+60.00
VPT EL 1555.59

STA 92+43.33
EL 1556.29

FINISHED GRADE

EXISTING PROFILE

STA 94+03.03
EL 1557.01

VPC STA 95+00.00
VPC EL 1556.52

VPI STA 96+00.00
VPI EL 1556.02

LP STA 96+41.53
LP EL 1556.17

VPT STA 97+00.00
VPT EL 1556.23

STA 99+44.97
EL 1556.74

1.94%
2.42%
0.84%
0.45%
-0.50%
0.21%

1545.48 1545.55 1546.56 1546.51 1547.43 1547.51 1548.49 1548.57 1549.44 1549.69 1550.27 1550.87 1551.16 1552.08 1552.01 1553.23 1552.80 1554.18 1553.56 1554.94 1554.24 1555.50 1554.64 1555.93 1555.20 1556.32 1556.06 1556.55 1556.62 1556.77 1557.12 1556.99 1556.97 1556.77 1557.32 1556.52 1557.59 1556.32 1557.89 1556.20 1558.06 1556.17 1558.08 1556.23 1558.02 1556.33 1557.91 1556.44 1557.69 1556.54 1557.47 1556.64

85+00 86+00 88+00 90+00 92+00 94+00 96+00 98+00 100+00

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 WB	SHEET 258	E

LEGEND

XXXXX SAWING ASPHALT

XXXXXX SAWING CONCRETE

LIMITS OF WETLANDS

SLOPE INTERCEPTS

EXISTING R/W

TIE LINE

USH 8

STH 17

10NB

15NB

20NB

W.D. BOYCE DR

BOYCE DR

PCC: 11+41.77

PT: 12+58.98

PI: 14+29.31

PC: 15+09.62

PT: 15+78.72

PC: 16+32.89

PT: 16+83.26

BM #1001

PC: 18+54.35

PCC: 19+82.30

PCC: 20+47.36

PC: 22+99.35

PT: 22+94.42

BM #1002

CP #922

5/8" IRON PIPE

STA 19+70.12, 32.40' RT

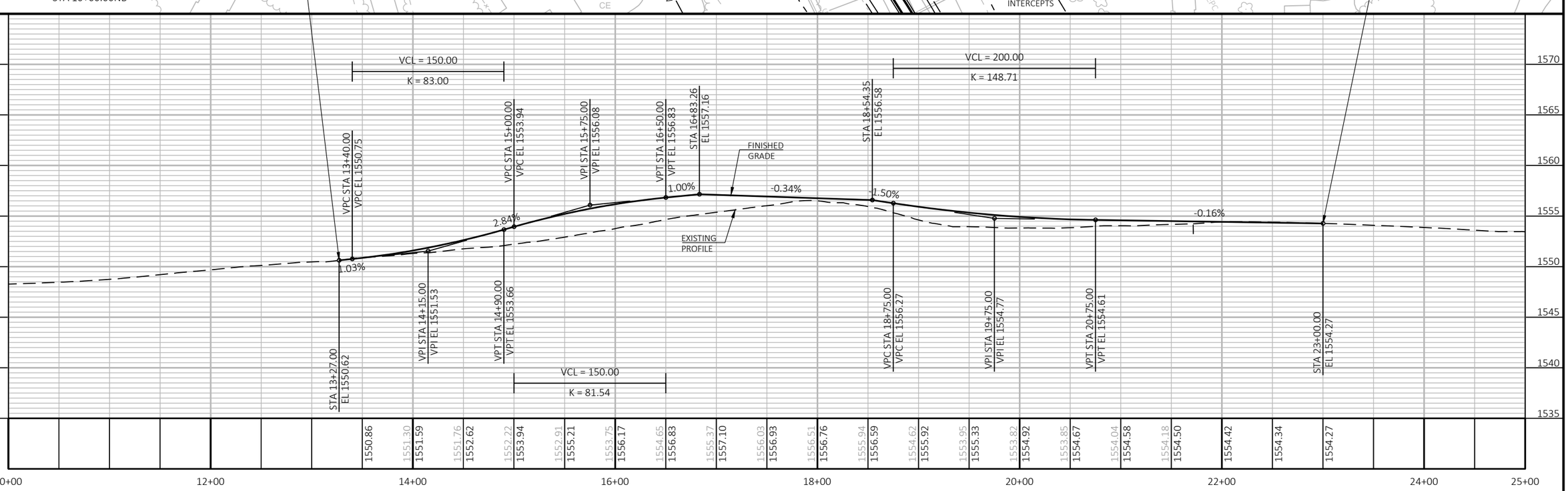
Y = 160984.567

X = 258663.374

BEGIN RESURFACING
BUTT JOINT REQ'D.
STA 10+00.00NB

BEGIN RECONSTRUCTION
END RESURFACING
STA 13+27.00NB

END CONSTRUCTION
STA 23+00.00NB

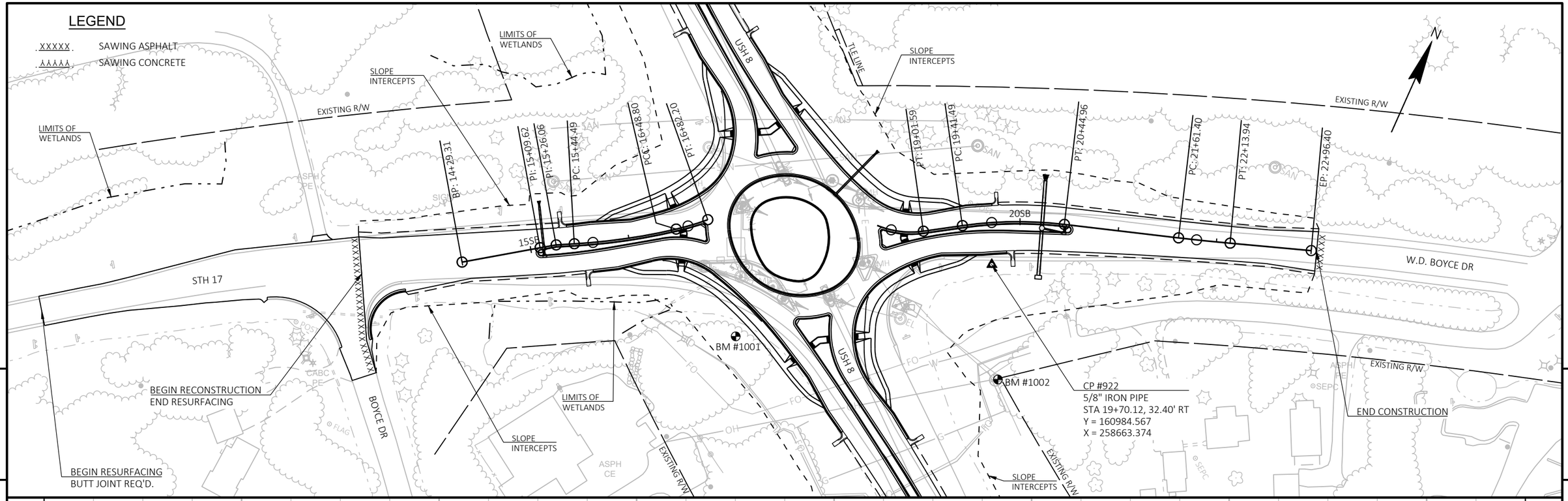


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 NB	SHEET 259	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050109-pp

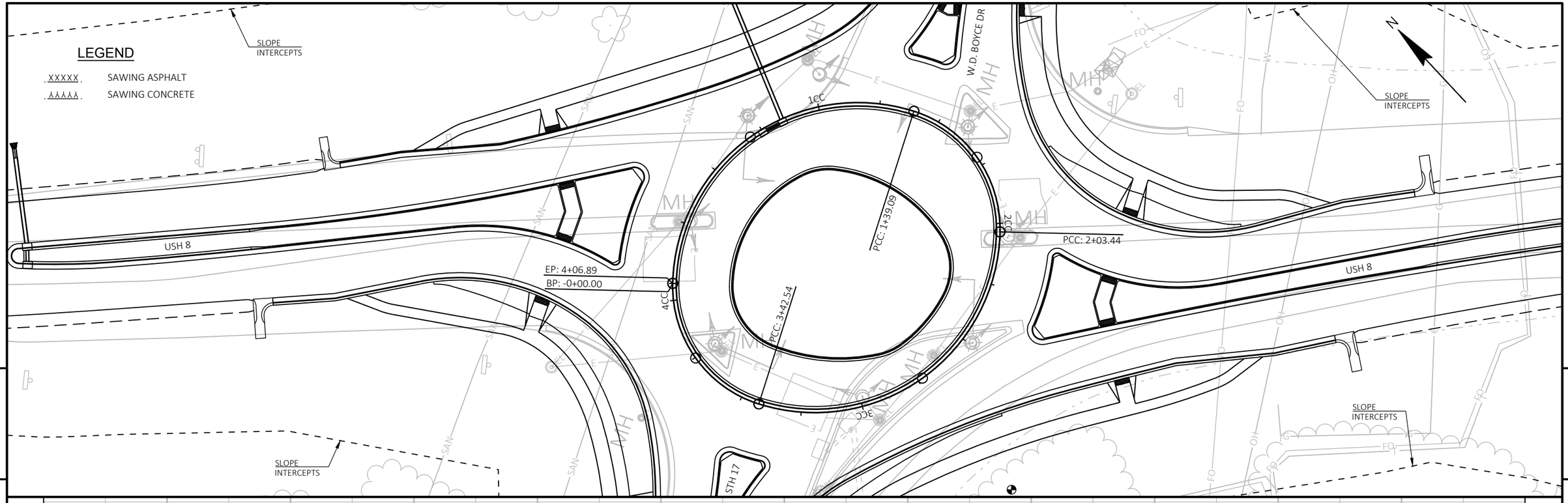
PLOT DATE : 4/29/2025 8:59 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



5 5

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: STH 17 SB	SHEET 260	E



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 & STH 17 ROUNDABOUT	SHEET 261	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050111-pp

PLOT DATE : 4/29/2025 9:00 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND

XXXXX SAWING ASPHALT

SAWING CONCRETE

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1005	160+25EB	1605.16	NAIL IN LPOL 3609 7R2 - 63' RT
1006	163+75EB	1609.53	NAIL IN LPOL 3609 8L1 - 62' LT

MATCH LINE STA 155+00.00EB

MATCH LINE STA 170+00.00EB

N

USH 8

CTH G

EXISTING R/W

LIMITS OF WETLANDS

PAVEMENT STRUCTURE TRANSITION

SLOPE INTERCEPTS

RIPRAP

BM #1005

BM #1006

PC: 155+83.96

PT: 157+07.34

PI: 157+91.26

PC: 158+46.73

PT: 159+88.73

PC: 160+40.84

PT: 160+97.91

PC: 162+68.06

PT: 164+01.51

PI: 165+15.86

PC: 165+88.78

PCC: 168+66.49

CP #921
5/8" IRON PIPE
STA 35+70.22, 67.52' RT
Y = 157984.678
X = 264741.200

STA 160+97.91
EL 1609.97

STA 162+68.06
EL 1610.55

VCL = 120.00
K = 88.44

LP STA 163+91.22
LP EL 1610.04

VPC STA 169+50.00
VPC EL 1614.50

FINISHED GRADE

EXISTING PROFILE

0.76%

0.34%

-0.50%

0.86%

VPC STA 163+47.00
VPC EL 1610.115

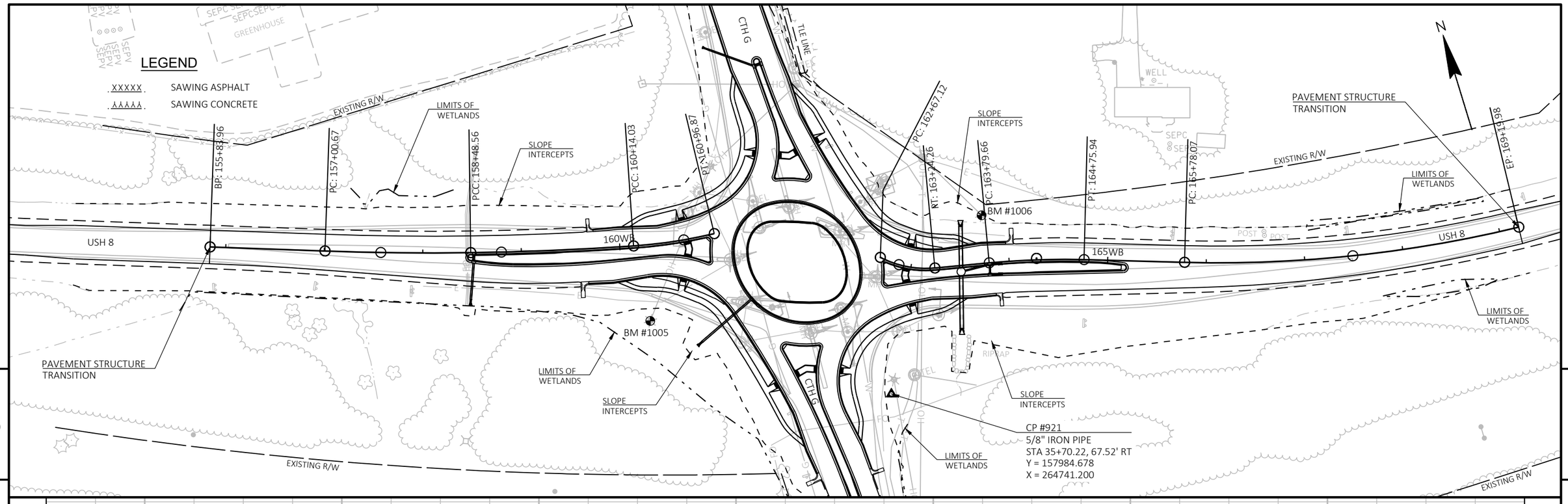
VPI STA 164+07.00
VPI EL 1609.85

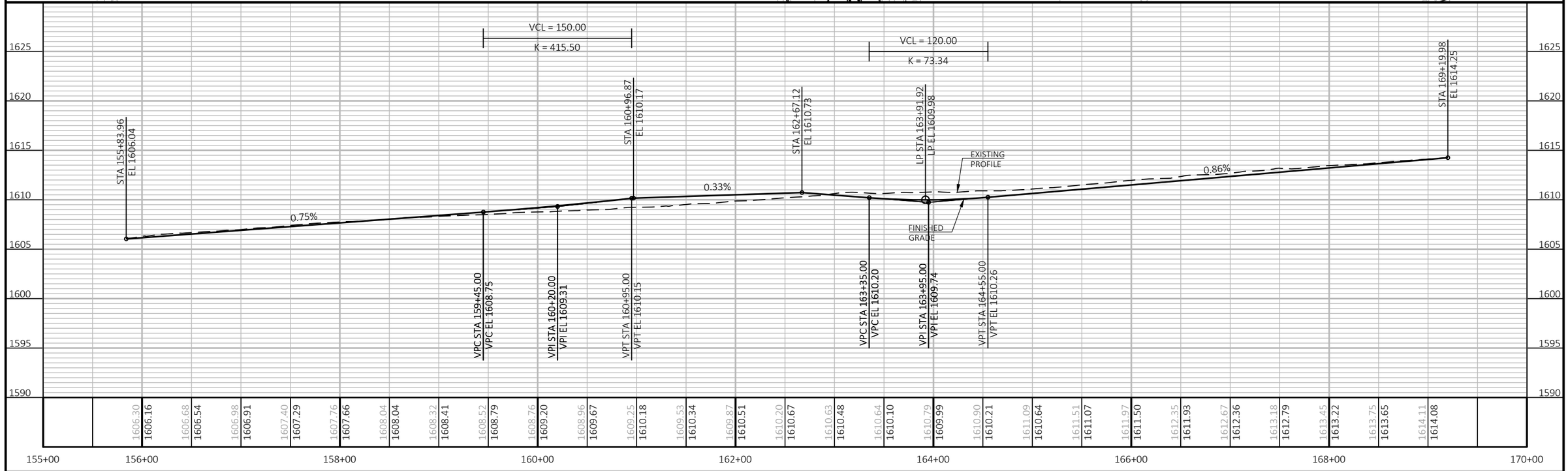
VPT STA 164+67.00
VPT EL 1610.37

VCL = 300.00
K = 737.36

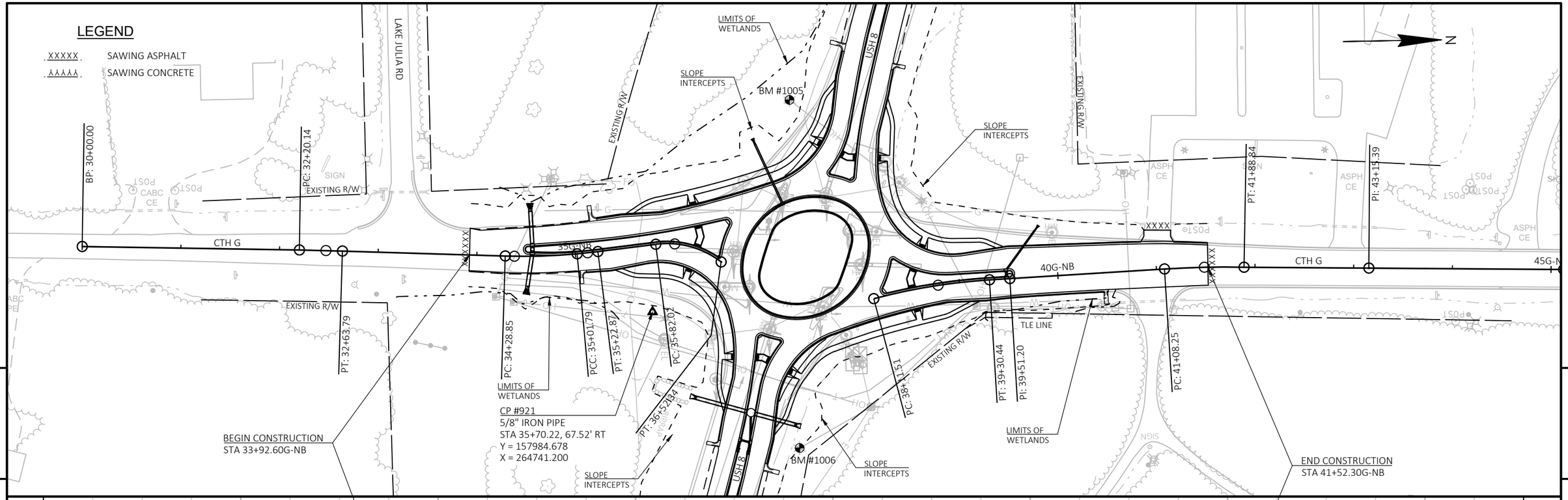
1625 1620 1615 1610 1605 1600 1595 1590

| | | |





PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 WB	SHEET 263	E



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: CTH G NB	SHEET 264	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050114-pp

PLOT DATE : 4/29/2025 9:02 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

XXXXX SAWING ASPHALT

ΔΔΔΔΔ SAWING CONCRETE

LAKE JULIA RD

EXISTING R/W

USH 8

SLOPE INTERCEPTS

LIMITS OF WETLANDS

BM #1005

BP: 32+13.82

PCC: 34+51.89

PCC: 35+00.72

PT: 36+67.74

PC: 38+26.27

PT: 38+91.89

PI: 39+51.69

PC: 40+89.45

PT: 41+52.10

PC: 42+17.90

EP: 42+83.59

35G-SB

40G-SB

CTH G

TLE LINE

CP #921
5/8" IRON PIPE
STA 35+70.22, 67.52' RT
Y = 157984.678
X = 264741.200

BEGIN CONSTRUCTION
STA 33+92.80G-SB

END CONSTRUCTION
STA 41+53.22G-SB

BM #1006

N

5

5

STA 33+92.80
EL 1608.79

STA 36+67.74
EL 1609.83

FINISHED GRADE

EXISTING PROFILE

0.38%

0.49%

-2.00%

-0.90%

VCL = 120.00
K = 109.07

VCL = 120.00
K = 237.91

VPC STA 38+35.00
VPC EL 1610.48

VPI STA 38+95.00
VPI EL 1609.58

VPT STA 39+55.00
VPT EL 1608.37

STA 38+26.27
EL 1610.61

VPC STA 39+60.00
VPC EL 1608.27

VPI STA 40+20.00
VPI EL 1607.07

VPT STA 40+80.00
VPT EL 1606.53

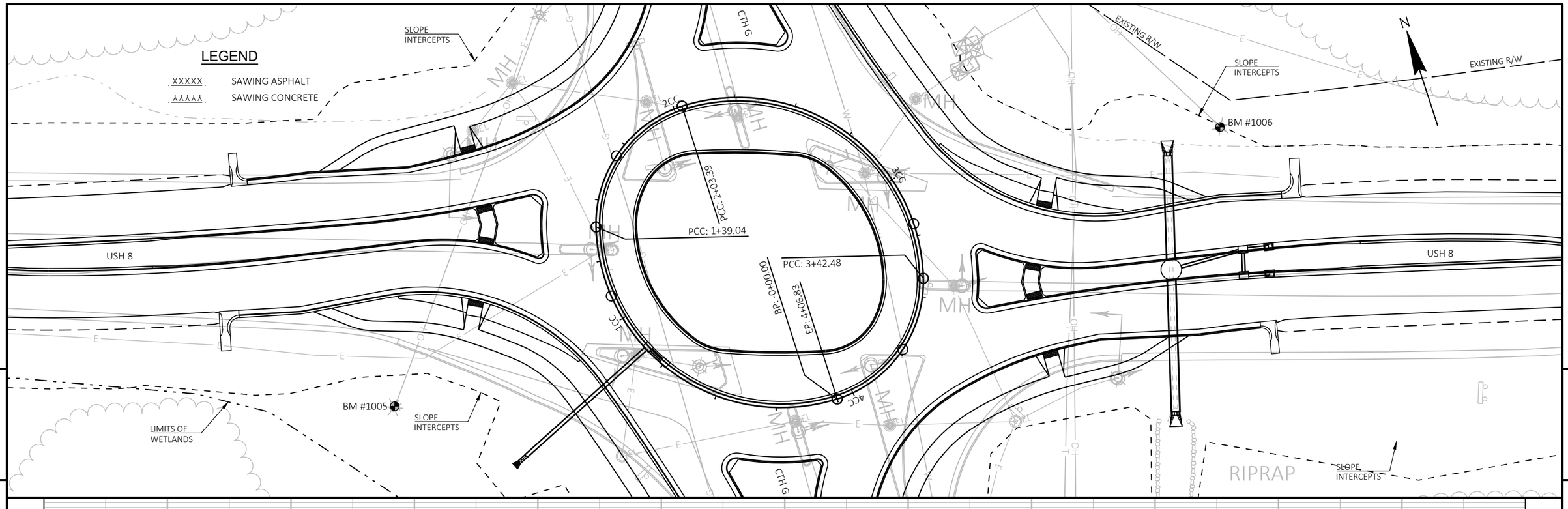
STA 41+53.22
EL 1605.87

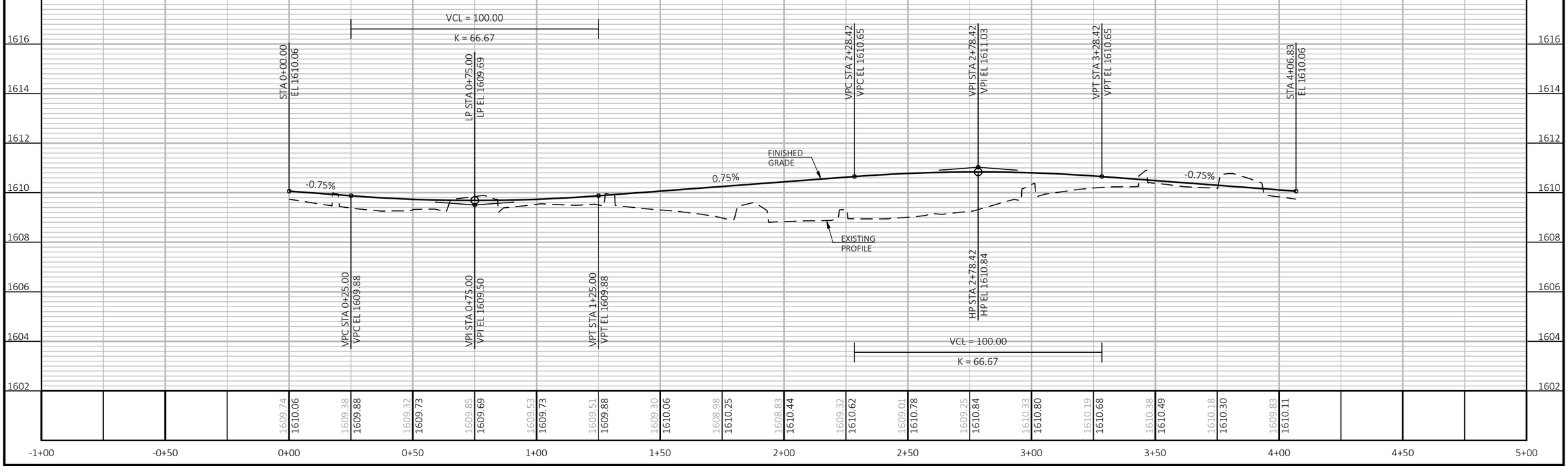
1625 1620 1615 1610 1605 1600 1595 1590

1609.09 1608.93 1608.84 1608.78 1608.81 1608.60 1609.00 1608.43 1609.19 1608.34 1609.39 1608.04 1609.58 1608.35 1609.77 1609.85 1609.99 1609.71 1610.23 1608.93 1610.48 1608.29 1610.25 1607.58 1609.41 1607.38 1608.47 1607.14 1607.54 1606.90 1606.84 1606.42 1606.35 1605.92 1605.89 1604.79 1603.52

30+00 32+00 34+00 36+00 38+00 40+00 42+00 44+00 45+00

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: CTH G SB	SHEET 265	E





PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 & CTH G ROUNDABOUT	SHEET 266 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050116-pp

PLOT DATE : 4/29/2025 9:03 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

LEGEND

XXXXX SAWING ASPHALT

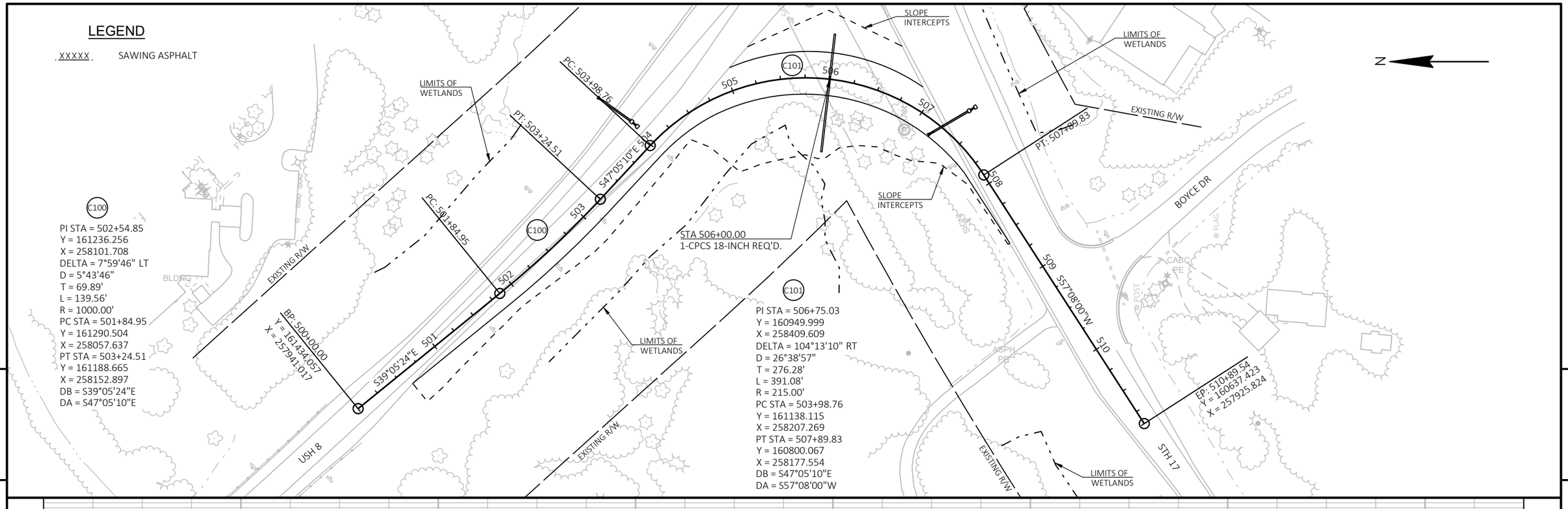
C100
PI STA = 502+54.85
Y = 161236.256
X = 258101.708
DELTA = 7°59'46" LT
D = 5°43'46"
T = 69.89'
L = 139.56'
R = 1000.00'
PC STA = 501+84.95
Y = 161290.504
X = 258057.637
PT STA = 503+24.51
Y = 161188.665
X = 258152.897
DB = S39°05'24"E
DA = S47°05'10"E

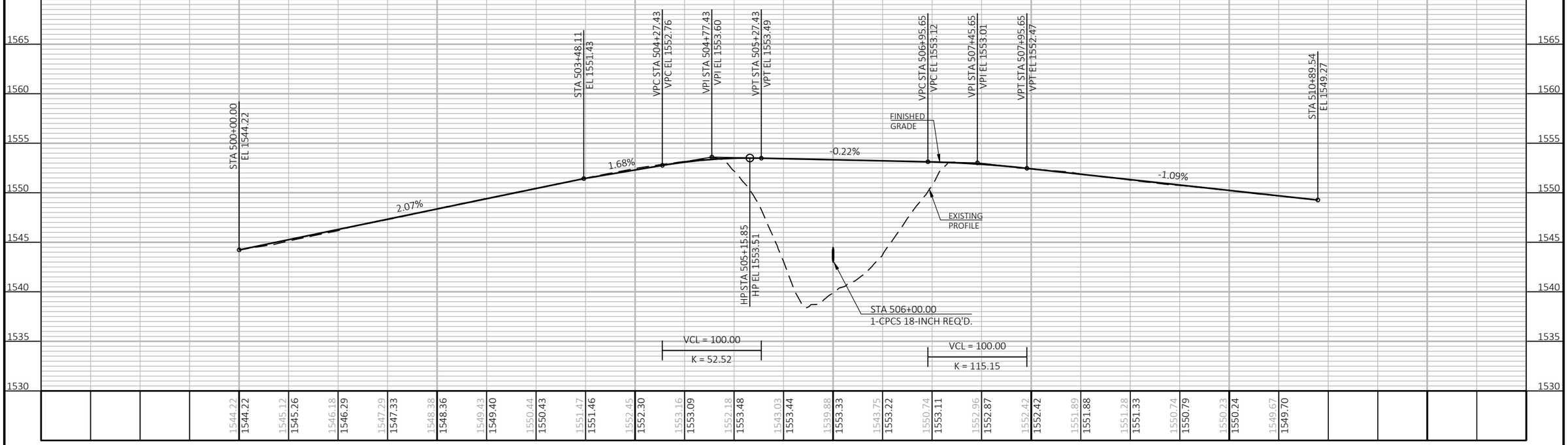
C101
PI STA = 506+75.03
Y = 160949.999
X = 258409.609
DELTA = 104°13'10" RT
D = 26°38'57"
T = 276.28'
L = 391.08'
R = 215.00'
PC STA = 503+98.76
Y = 161138.115
X = 258207.269
PT STA = 507+89.83
Y = 160800.067
X = 258177.554
DB = S47°05'10"E
DA = S57°08'00"W

STA 506+00.00
1-CPCS 18-INCH REQ'D.

BP: 500+00.00
Y = 161434.057
X = 257941.017

EP: 510+89.54
Y = 160637.423
X = 257925.824





PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 & STH 17 BYPASS	SHEET 267 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050103-PP.DWG
LAYOUT NAME - 050117-pp
PLOT DATE : 4/29/2025 9:03 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LEGEND

XXXXX SAWING ASPHALT

LAKE JULIA RD

EXISTING R/W

N22°21'11"W

BP: 600+00.00
Y = 157749.721
X = 264681.401

PC: 600+13.18

PC: 600+93.22

PT: 601+26.84

LIMITS OF WETLANDS

PC: 602+42.85

PT: 602+79.48

PC: 603+42.42

SLOPE INTERCEPTS

USH 8

PT: 604+57.06

PC: 605+75.54

PT: 606+29.46

EXISTING R/W

EP: 607+34.03
Y = 158466.678
X = 264688.016

N

CTH G

N1°10'27"E

N3°05'24"W

N13°35'06"W

N19°15'28"E

N3°48'38"E

602

601

605

604

C102
PI STA = 600+34.01
Y = 157783.719
X = 264682.098
DELTA = 23°31'39" LT
D = 57°17'45"
T = 20.82'
L = 41.06'
R = 100.00'
PC STA = 600+13.18
Y = 157762.899
X = 264681.671
PT STA = 600+54.24
Y = 157802.980
X = 264674.178
DB = N01°10'27"E
DA = N22°21'11"W

C103
PI STA = 601+10.19
Y = 157854.722
X = 264652.901
DELTA = 19°15'47" RT
D = 57°17'45"
T = 16.97'
L = 33.62'
R = 100.00'
PC STA = 600+93.22
Y = 157839.027
X = 264659.355
PT STA = 601+26.84
Y = 157871.668
X = 264651.986
DB = N22°21'11"W
DA = N03°05'24"W

C104
PI STA = 602+61.22
Y = 158005.849
X = 264644.743
DELTA = 10°29'42" LT
D = 28°38'52"
T = 18.37'
L = 36.63'
R = 200.00'
PC STA = 602+42.85
Y = 157987.507
X = 264645.733
PT STA = 602+79.48
Y = 158023.703
X = 264640.428
DB = N03°05'24"W
DA = N13°35'06"W

C105
PI STA = 604+01.36
Y = 158142.173
X = 264611.800
DELTA = 32°50'34" RT
D = 28°38'52"
T = 58.94'
L = 114.64'
R = 200.00'
PC STA = 603+42.42
Y = 158084.878
X = 264625.645
PT STA = 604+57.06
Y = 158197.820
X = 264631.241
DB = N13°35'06"W
DA = N19°15'28"E

C106
PI STA = 606+02.67
Y = 158335.278
X = 264679.264
DELTA = 15°26'50" LT
D = 28°38'52"
T = 27.13'
L = 53.92'
R = 200.00'
PC STA = 605+75.54
Y = 158309.671
X = 264670.318
PT STA = 606+29.46
Y = 158362.343
X = 264681.067
DB = N19°15'28"E
DA = N03°48'38"E

TLE LINE

LIMITS OF WETLANDS

EXISTING R/W

ASPHALT

SIGN

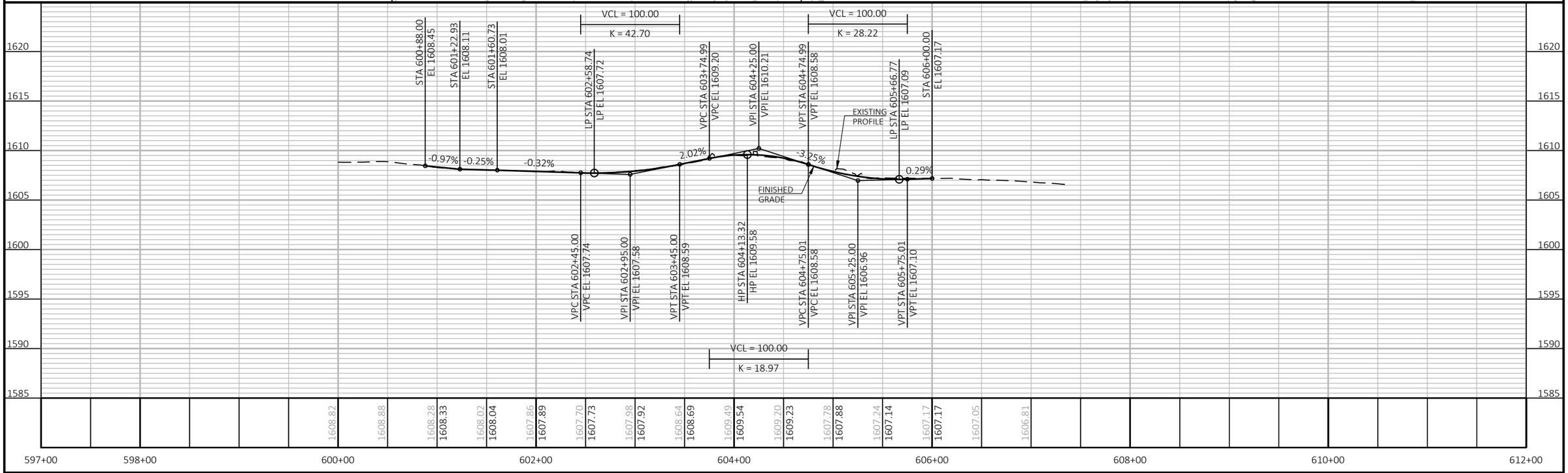
POST

CABC

CE

HWY

OH

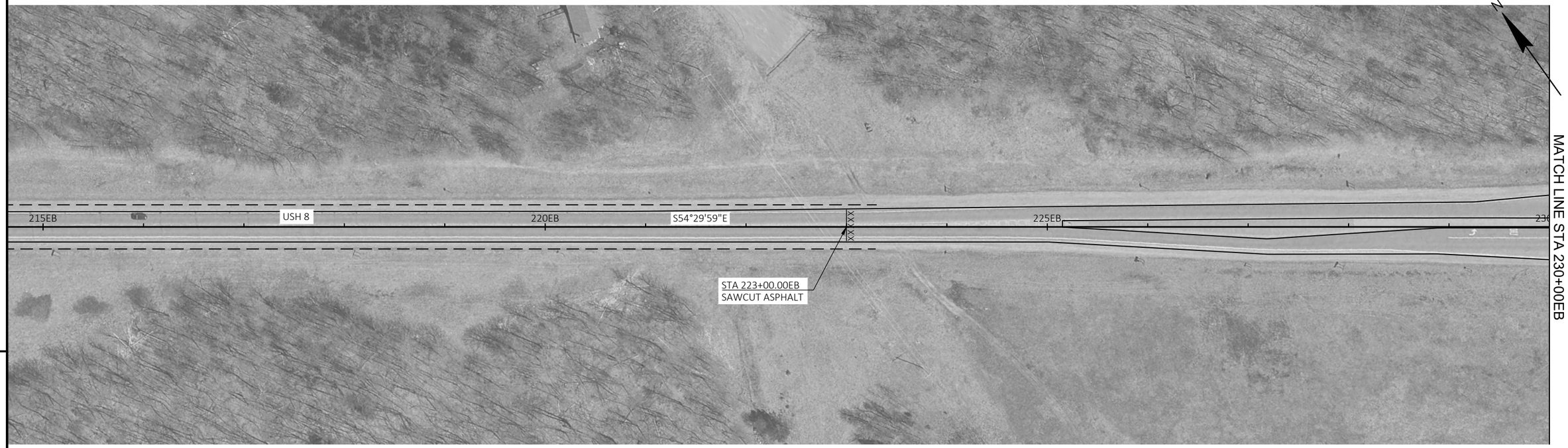


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN AND PROFILE: USH 8 & CTH G BYPASS	SHEET 268	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050103-PP.DWG
LAYOUT NAME - 050118-pp

PLOT DATE : 4/29/2025 9:04 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

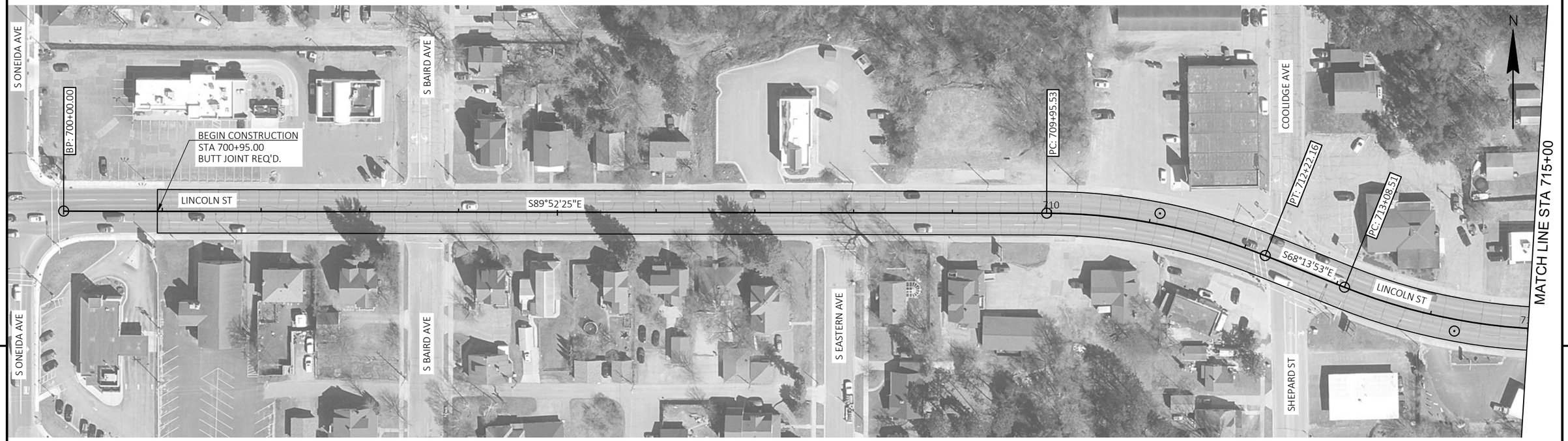


5

5

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN SHEETS	SHEET 269	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn
PLOT DATE : 4/29/2025 9:04 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN SHEETS - LINCOLN STREET DETOUR ROUTE	SHEET 270	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 4/29/2025 9:04 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	PLAN SHEETS - LINCOLN STREET DETOUR ROUTE	SHEET 271	E

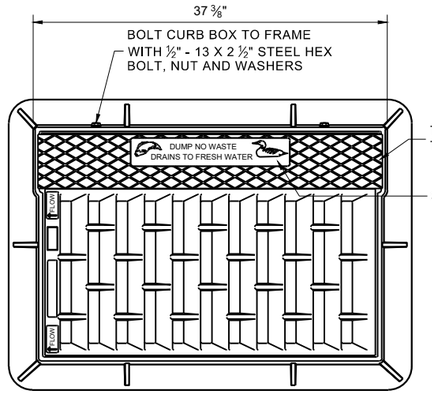
Standard Detail Drawing List

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
08A05-21C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A05-21E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B04-13	PULL BOX
09B16-03	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E02-05	FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G02-05A	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05B	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
11B02-02	CONCRETE MEDIAN NOSE
13C19-03	HMA LONGITUDINAL JOINTS
14A02-01	TREE PLANTING DETAIL
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES

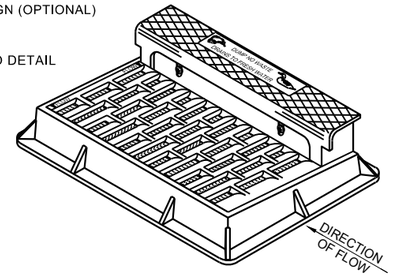
6

Standard Detail Drawing List

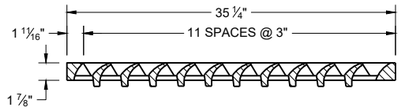
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	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)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-09A	MEDIAN ISLAND MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C22-01	DOTTED EXTENSION FOR ROUNDABOUT
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C34-04	STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKER, TYPE 2
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D31-05	TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY
15D33-09	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

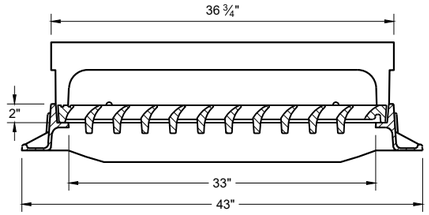


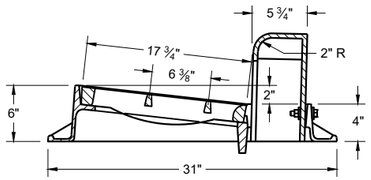
NOTE: EITHER CASTING IS ACCEPTABLE

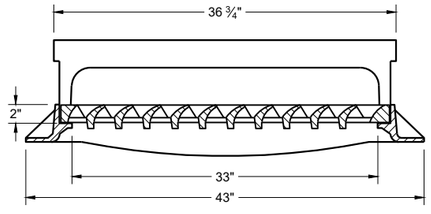


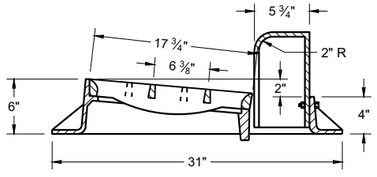
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







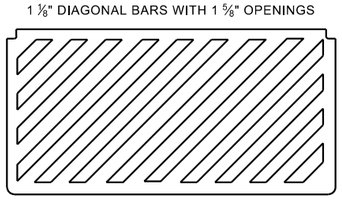




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

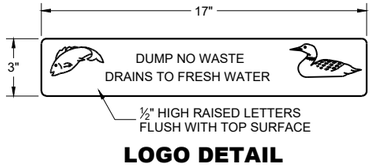
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



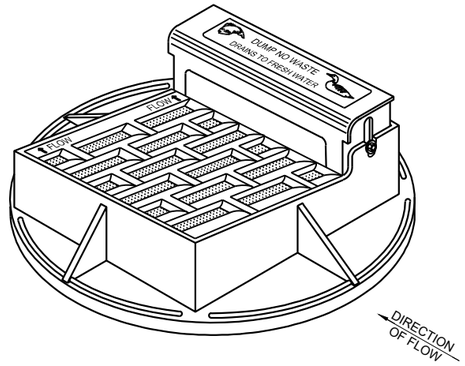
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

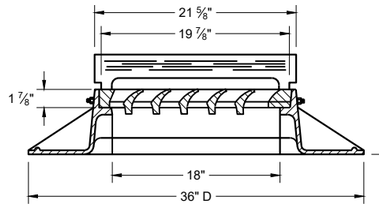


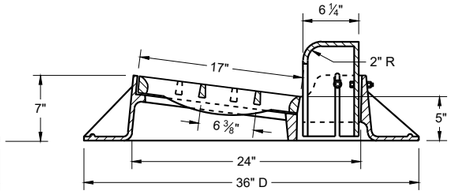
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





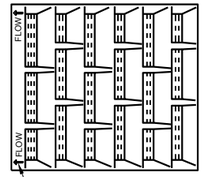
TYPE "A"

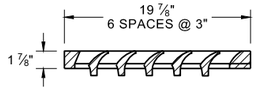
GENERAL NOTES

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.

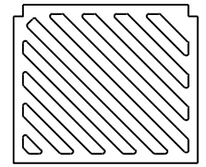
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





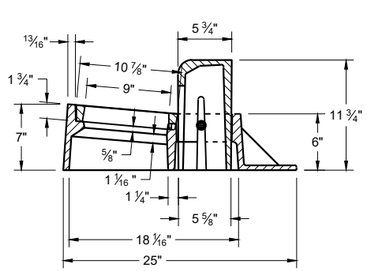
1" DIAGONAL BARS WITH 1 1/2" OPENINGS



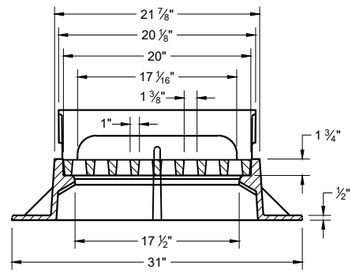
SPECIAL GRATE FOR TYPE "A" COVER

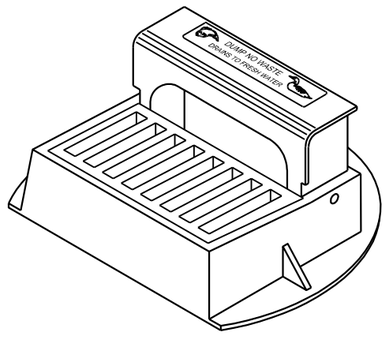
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





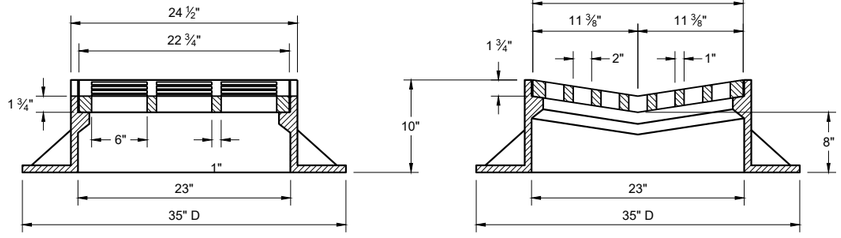
INLET COVERS
TYPES A, H, A-S, H-S AND Z

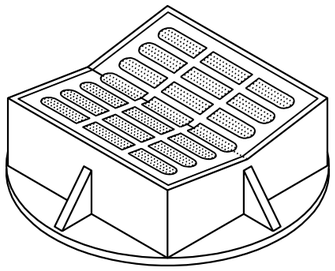
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

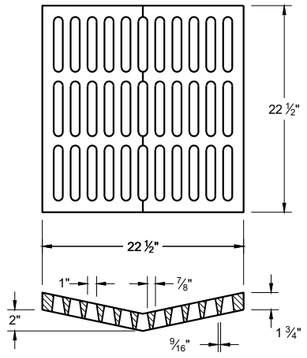
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA





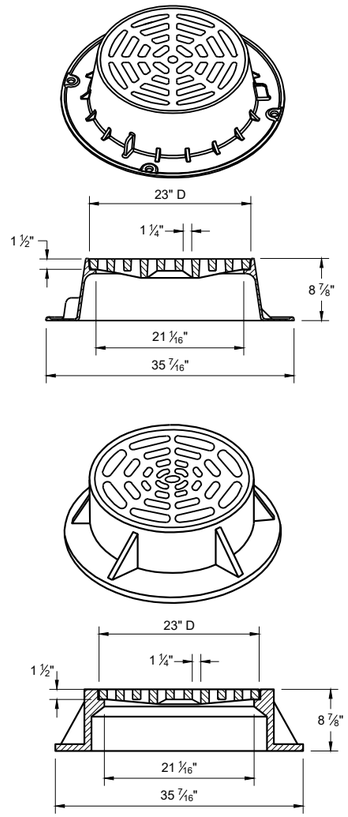
TYPE "B"



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"

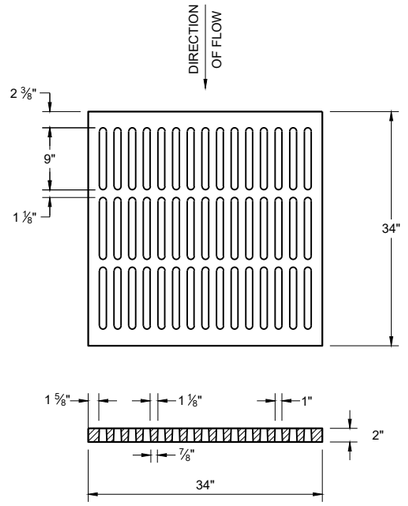
NOTE: EITHER CASTING IS ACCEPTABLE

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.

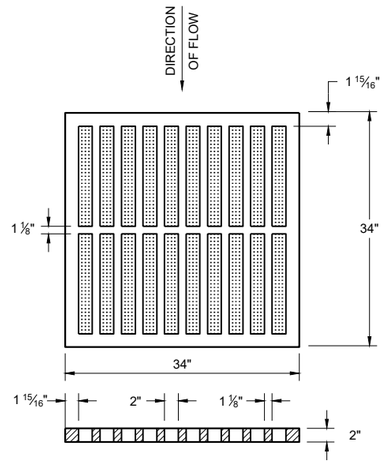
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

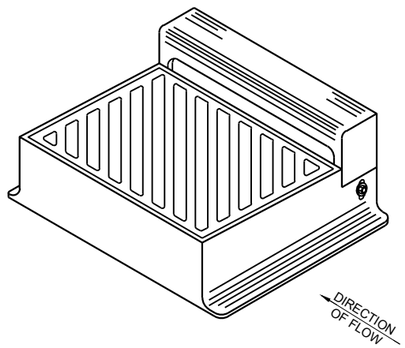
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



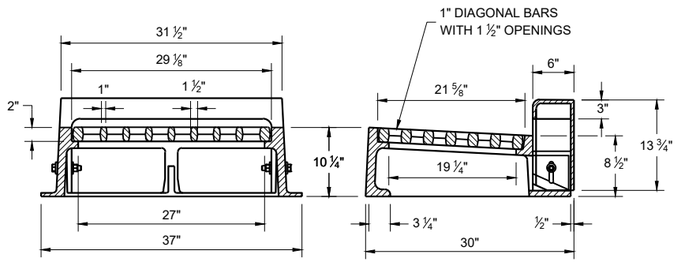
TYPE "MS"

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
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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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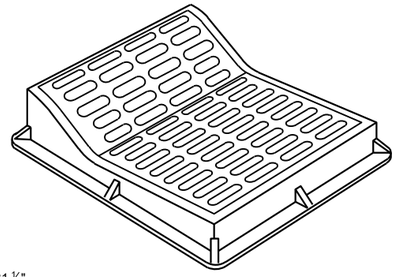
SDD 08A05-21b

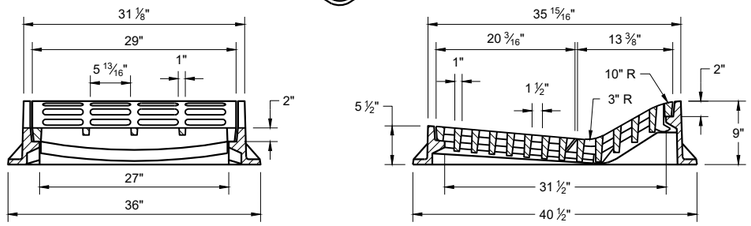
SDD 08A05-21b

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.

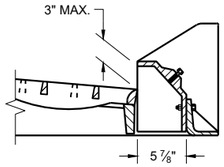
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

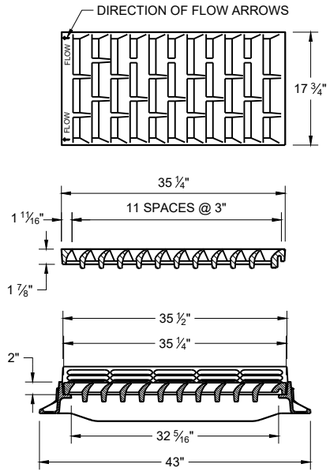


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

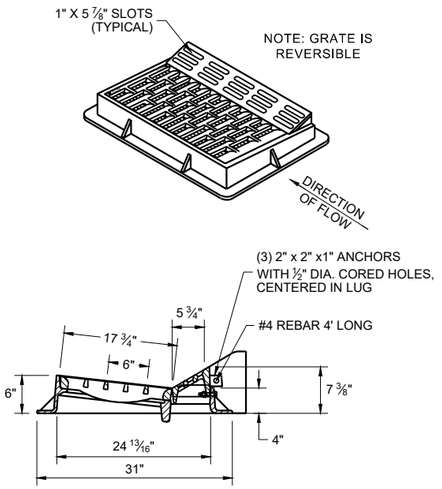
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



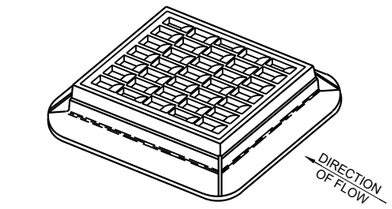
TYPE "HM"

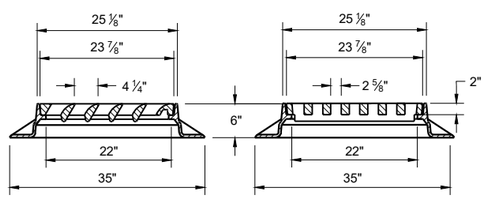
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



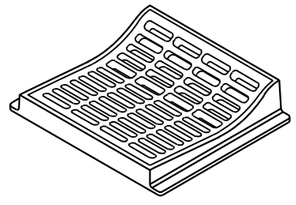
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

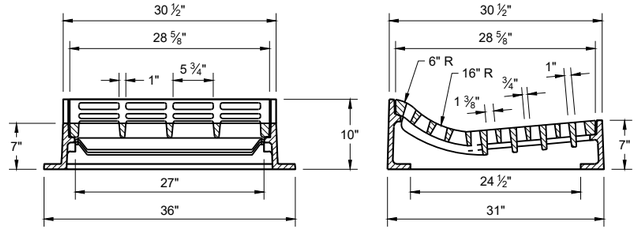
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





TYPE "S"





TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

INLET COVERS
TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S

STATE OF WISCONSIN
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FHWA

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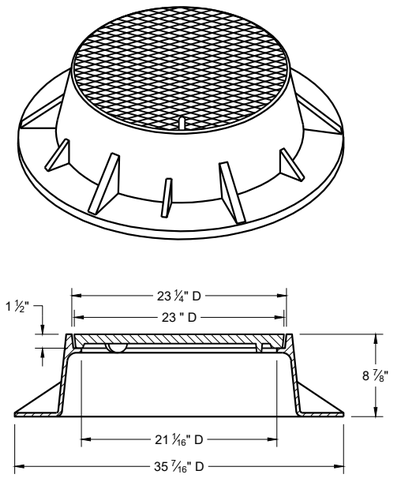
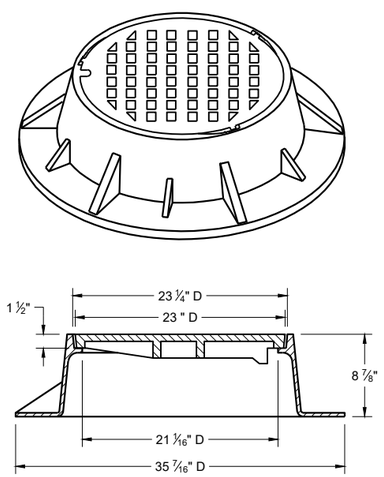
GENERAL NOTES

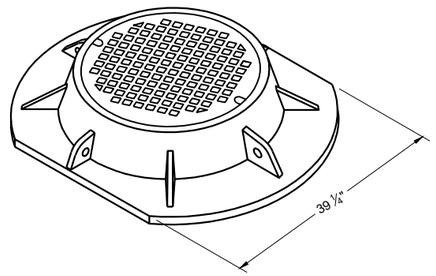
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

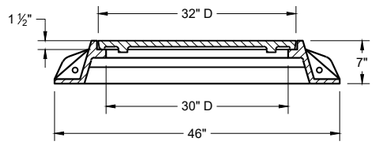
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

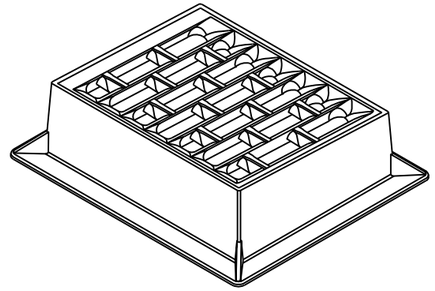


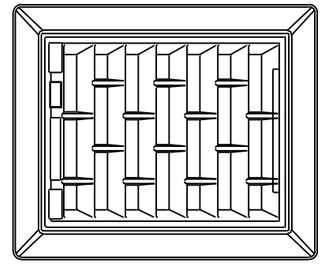


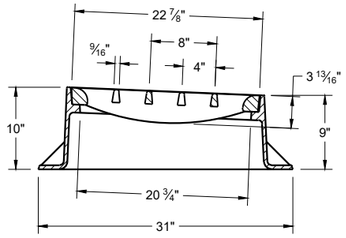


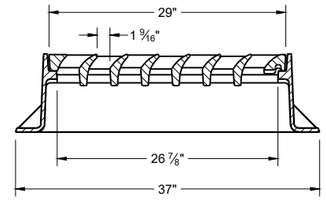


TYPE "K"

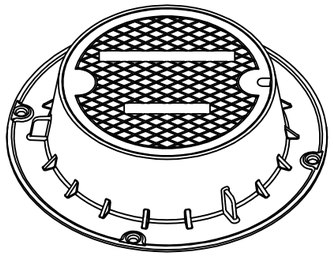


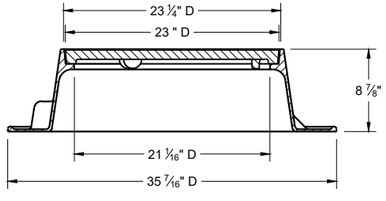






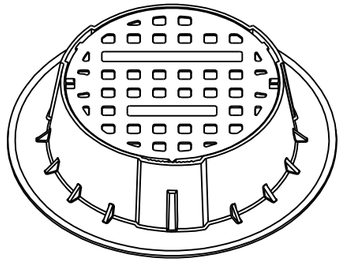
INLET COVER TYPE "BW"

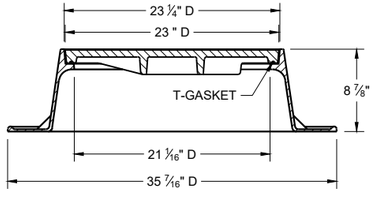




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

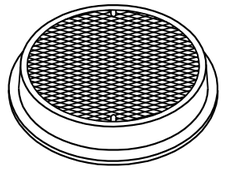


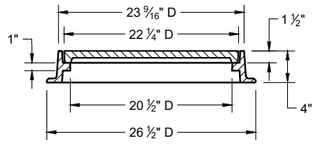


TYPE "J" SPECIAL

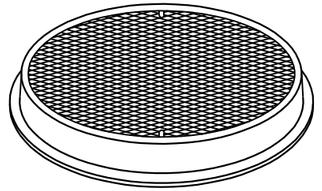
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

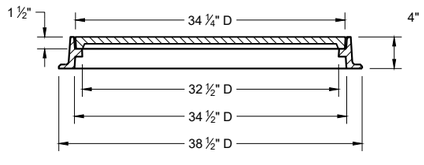
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

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DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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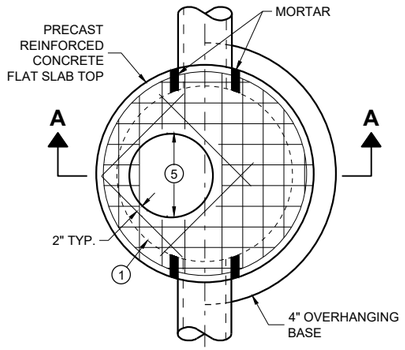
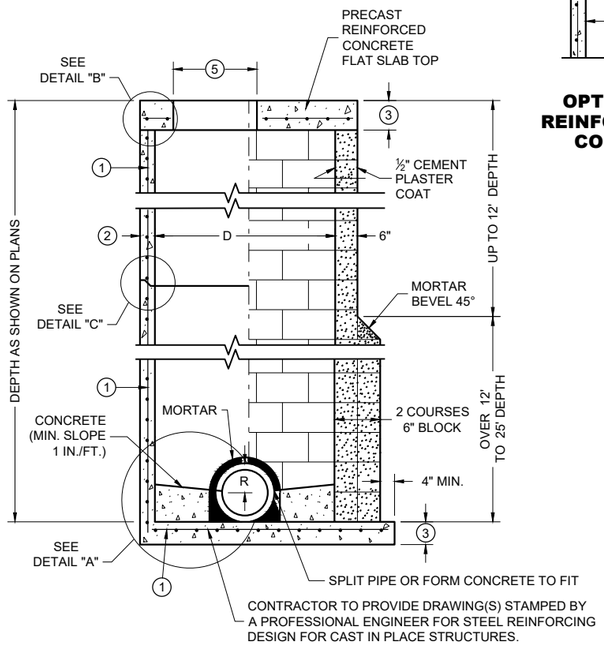


PLAN VIEW

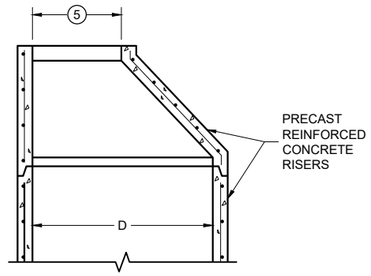
CIRCULAR OPENING



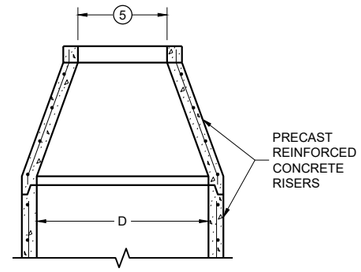
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

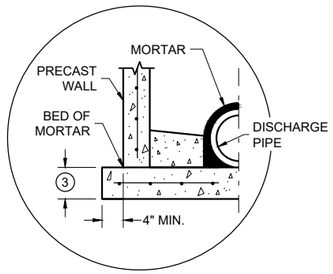
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



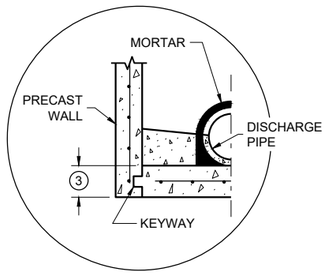
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

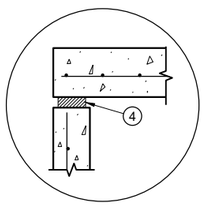


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

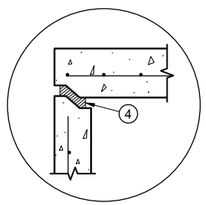


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

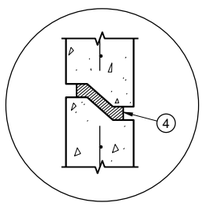
DETAIL "A"



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".

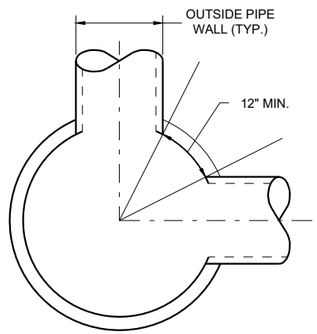
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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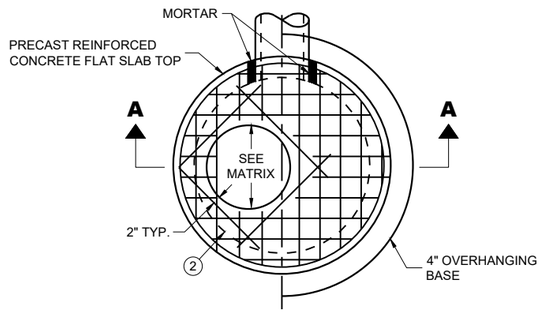
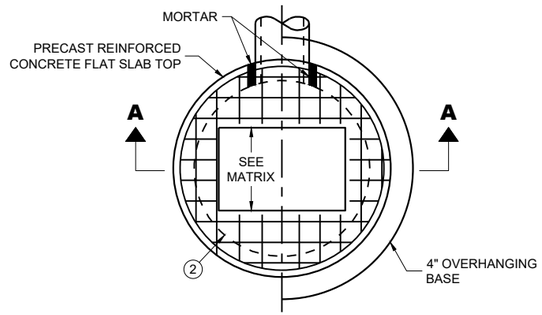
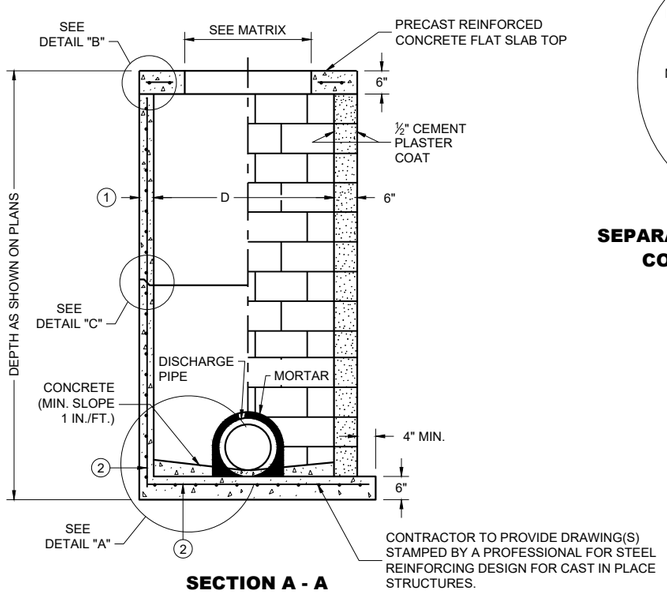


PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

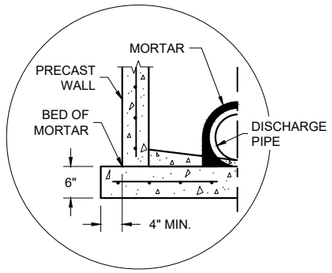
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

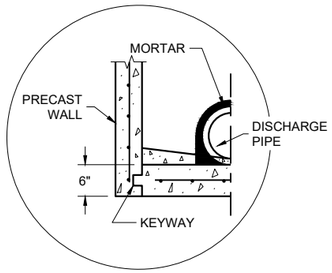
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

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

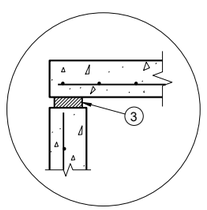


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

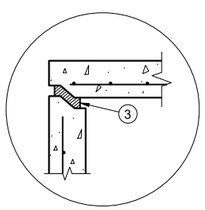


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

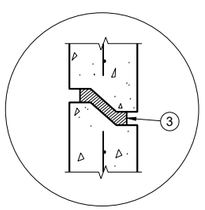
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

INLETS 3-FT AND 4-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 INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL 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.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

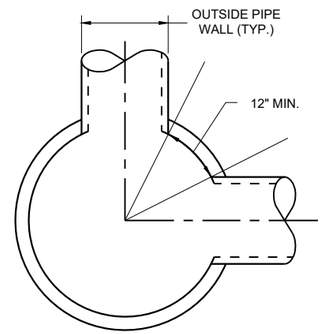
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) 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.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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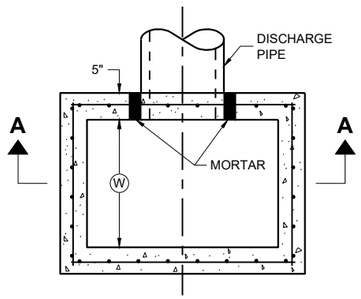
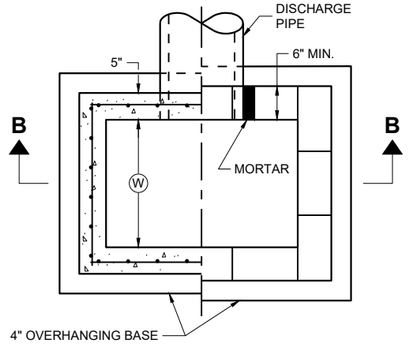
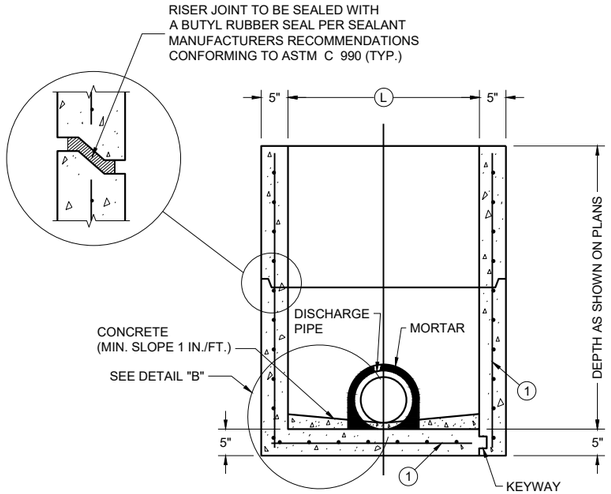


PLAN VIEW



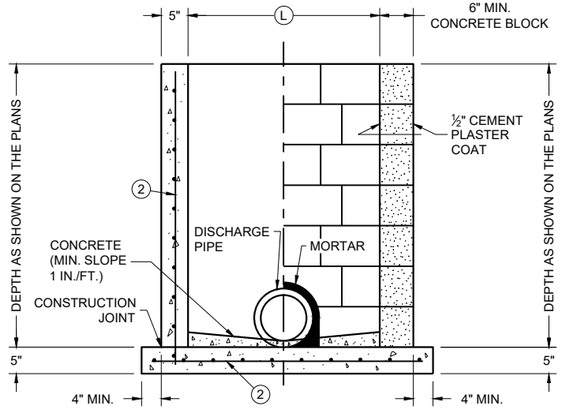
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

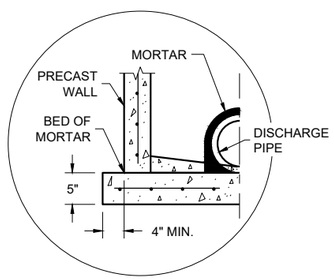
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

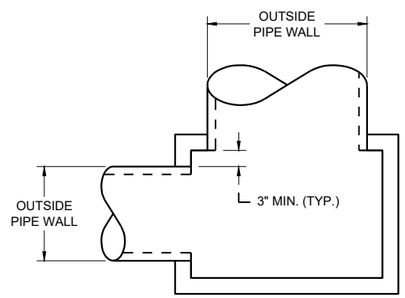
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

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 UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

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

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

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

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

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

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" 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.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
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ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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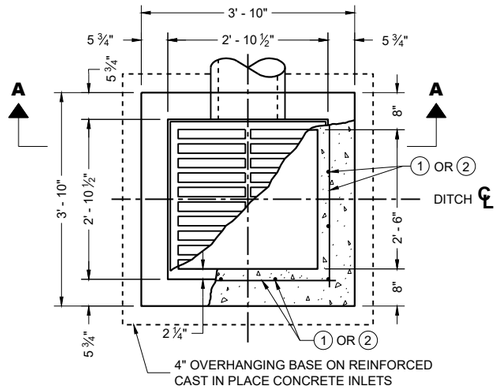
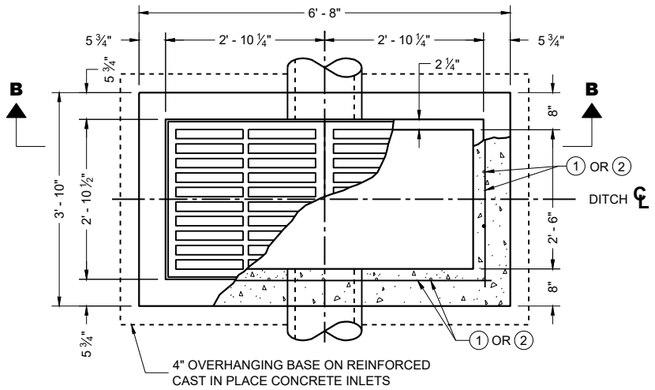
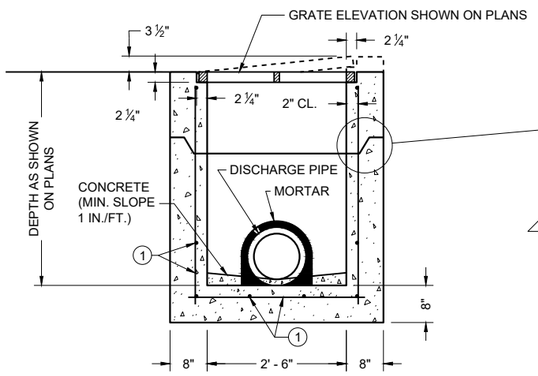


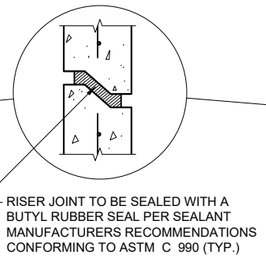
PLAN VIEW

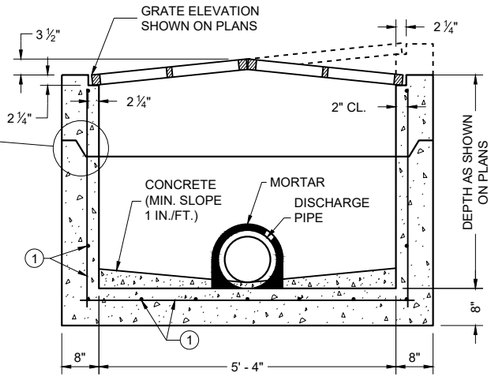


PLAN VIEW

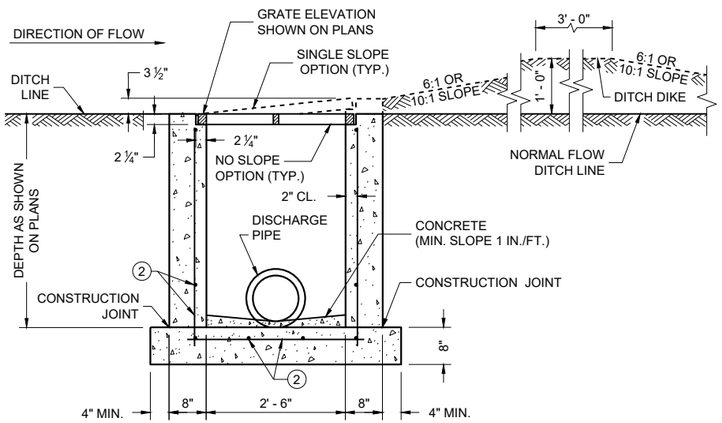


PRECAST REINFORCED CONCRETE SECTION A - A



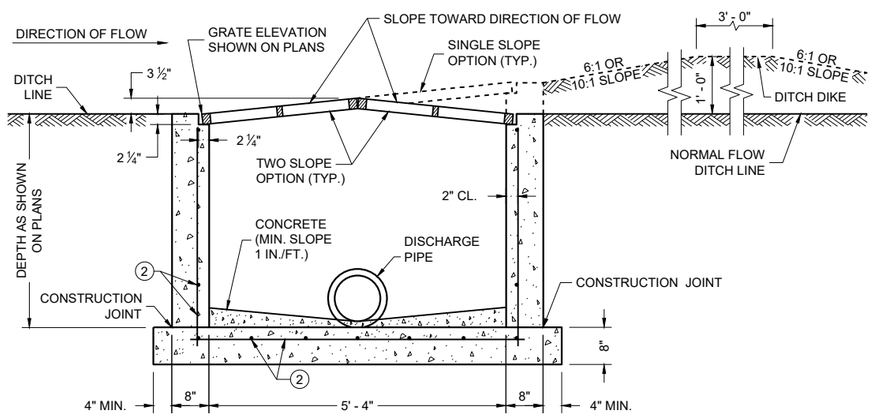


PRECAST REINFORCED CONCRETE SECTION B - B



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.

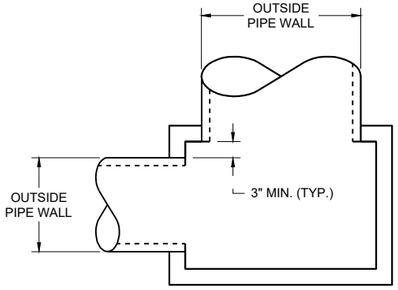
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

APPROVED
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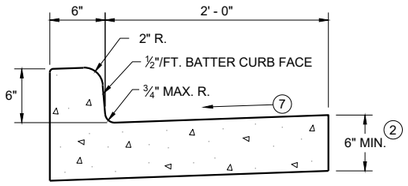
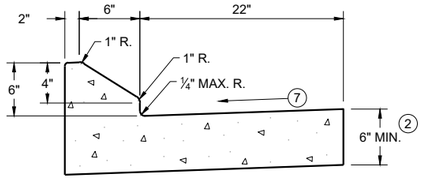
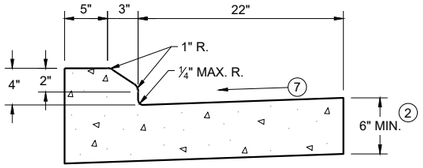
SDD 08C08-03



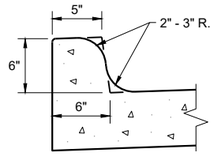
TYPES A (1) & D



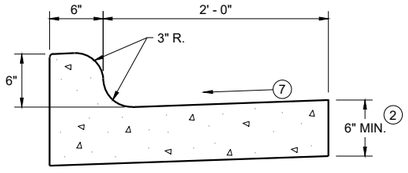
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

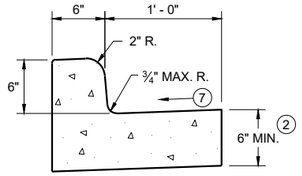


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



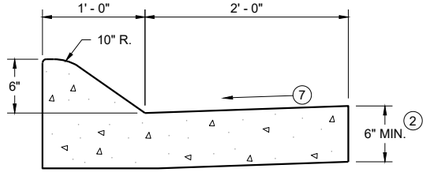
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

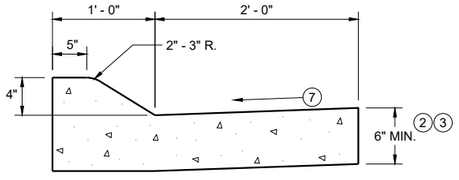


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

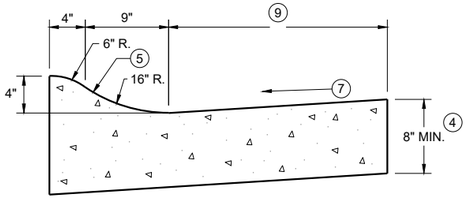


6" SLOPED CURB TYPES A (1) & D



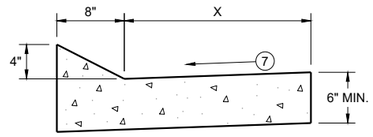
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

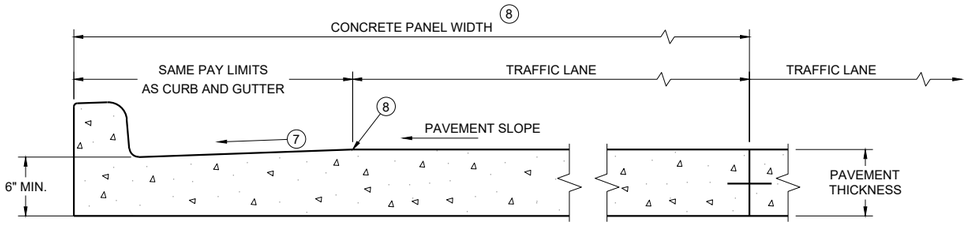


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

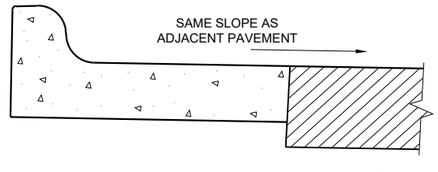
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

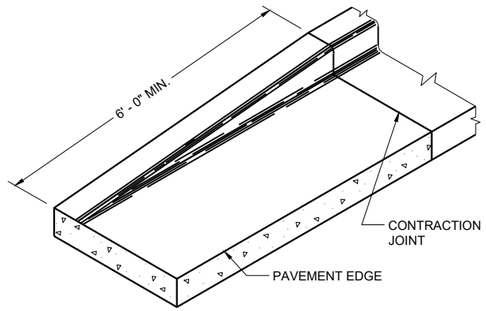
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(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

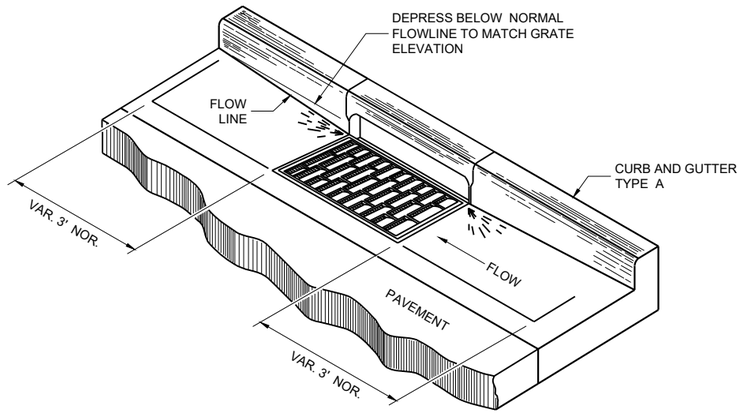
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



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.

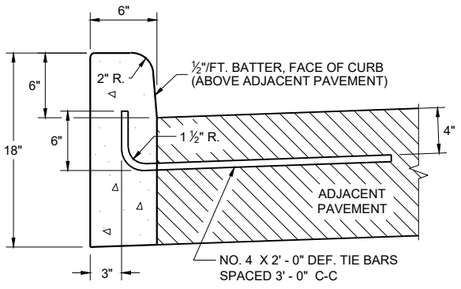
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

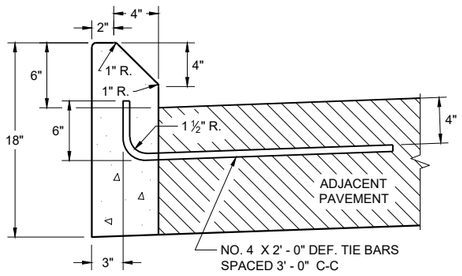
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

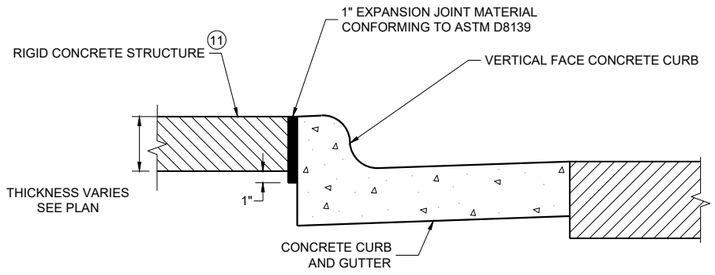


TYPES A (1) & D

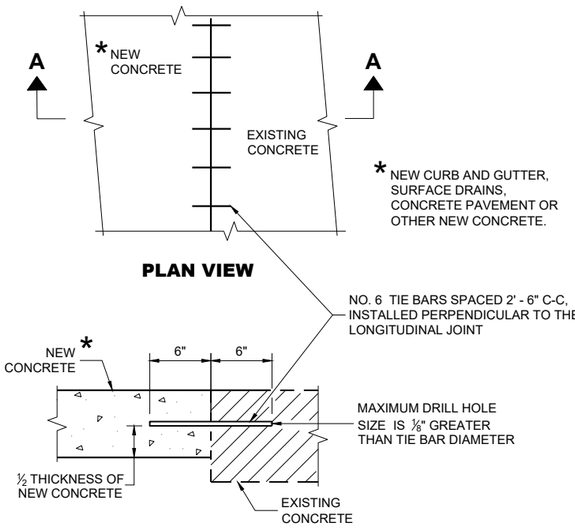


TYPES G (1) & J

CONCRETE CURB



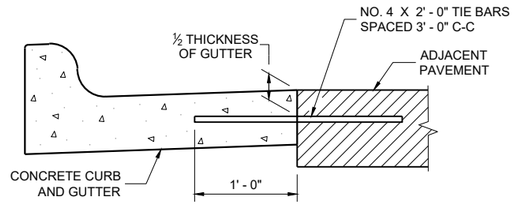
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



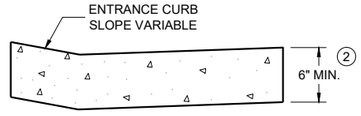
PLAN VIEW

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

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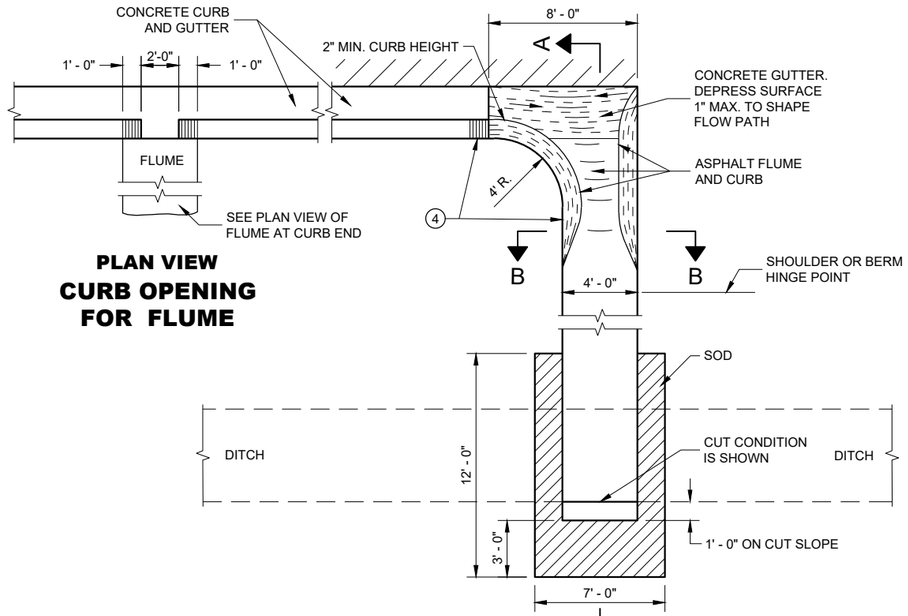
SDD 08D01-23b

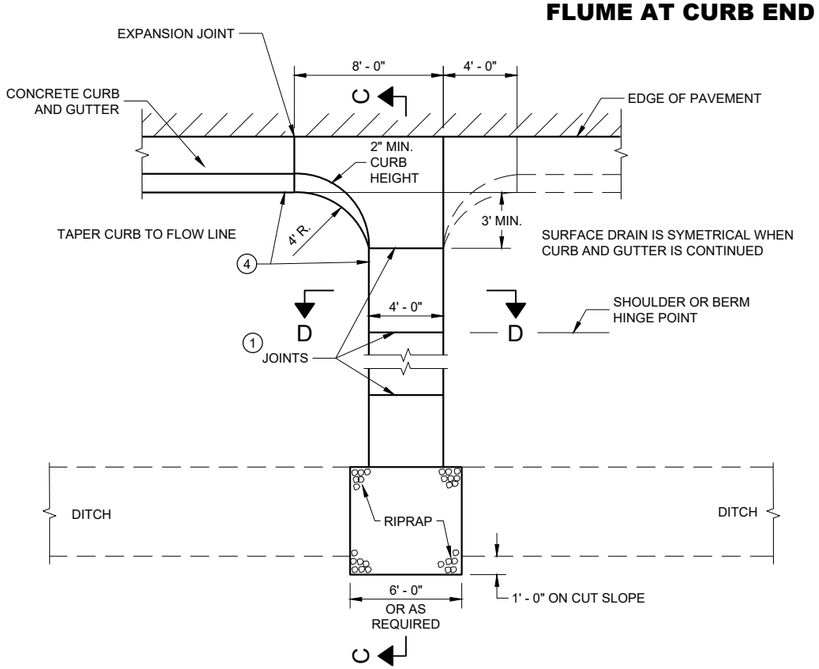
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



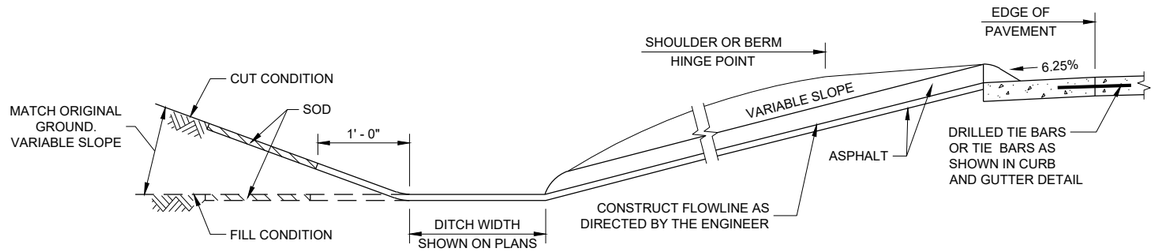
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

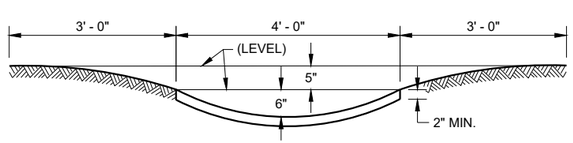
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

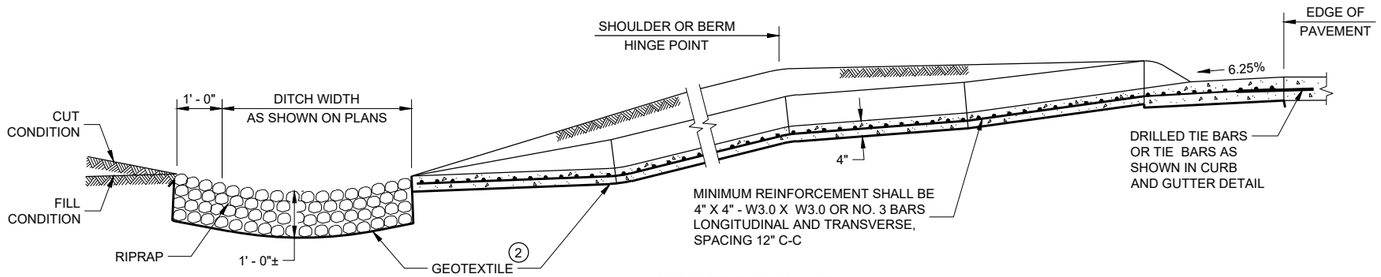
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



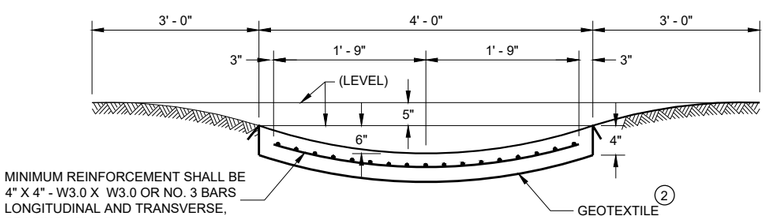
SECTION A - A



SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 08D04 - 07

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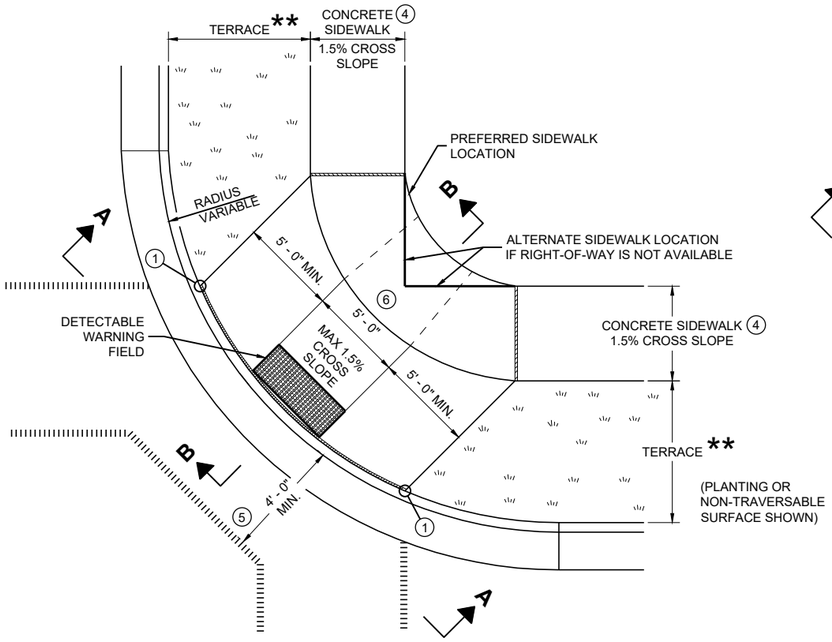
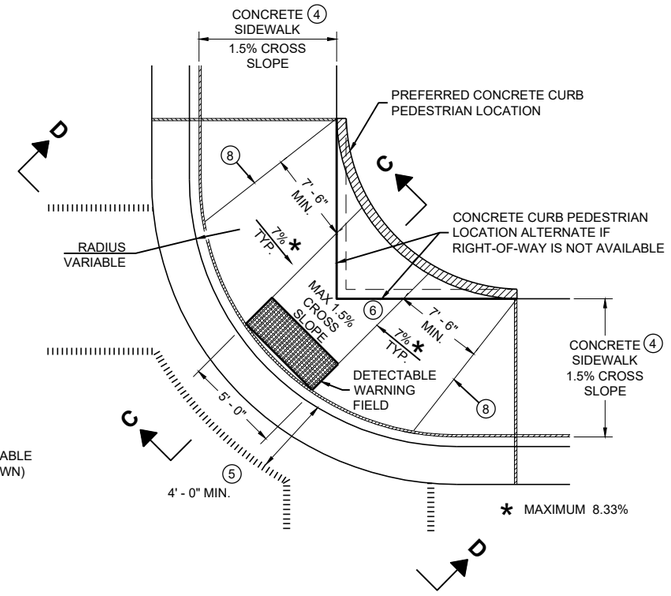
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

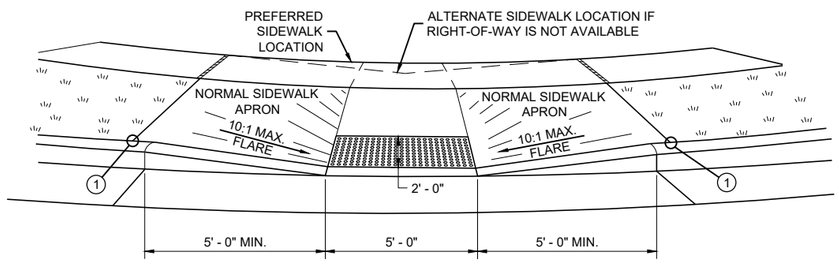
(CENTER OF CORNER RADIUS)



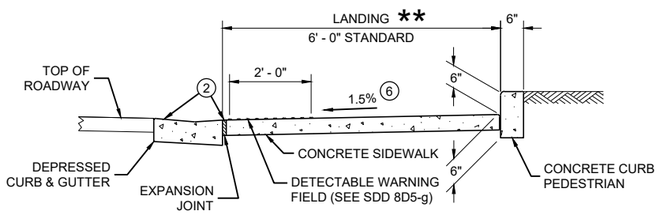
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

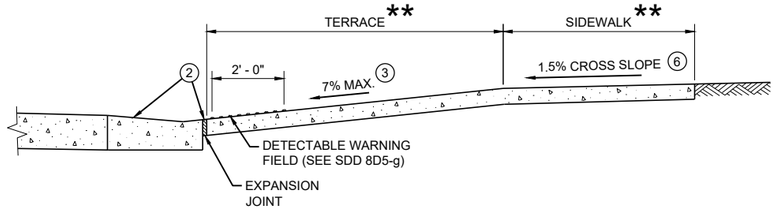


VIEW A - A FOR TYPE 1

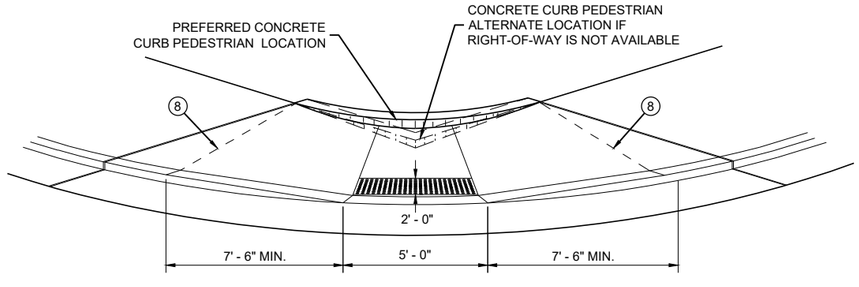


SECTION C - C FOR TYPE 1 - A

** 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 ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 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

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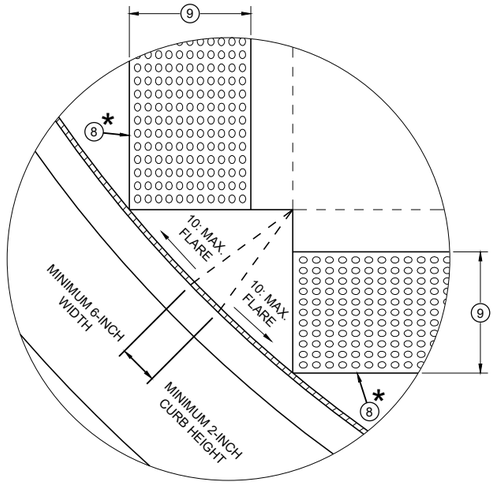
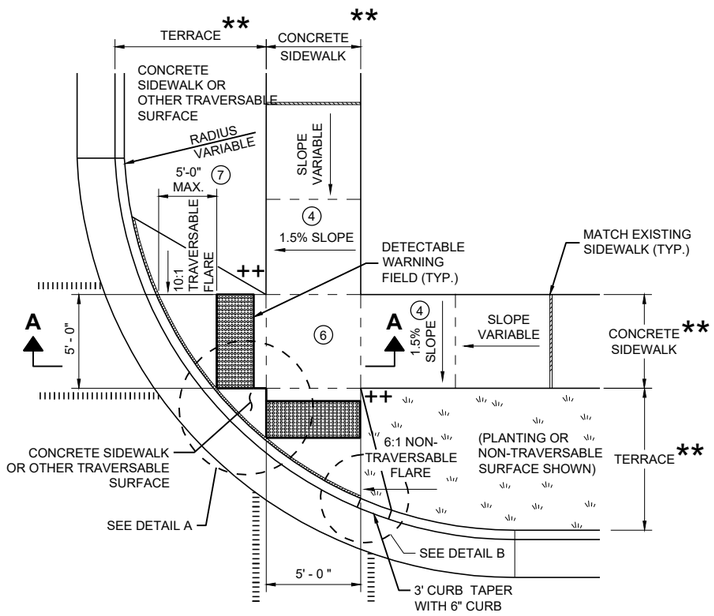
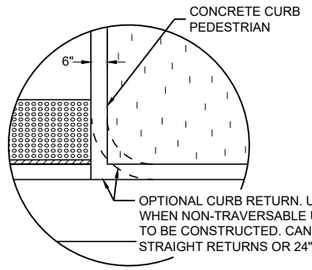
SDD 08D05-21a



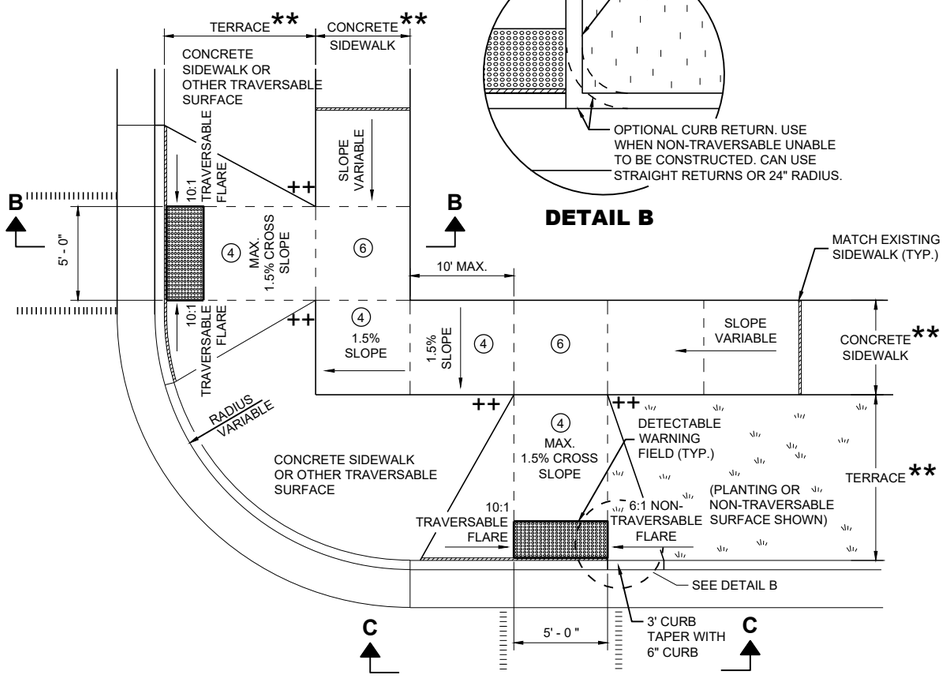
DETAIL A



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.

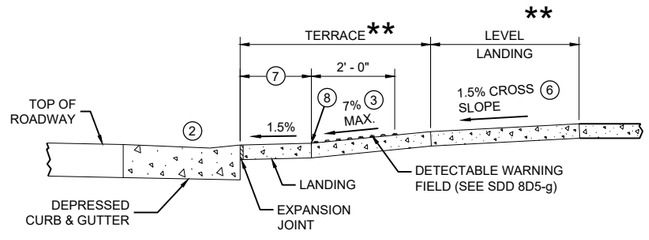
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

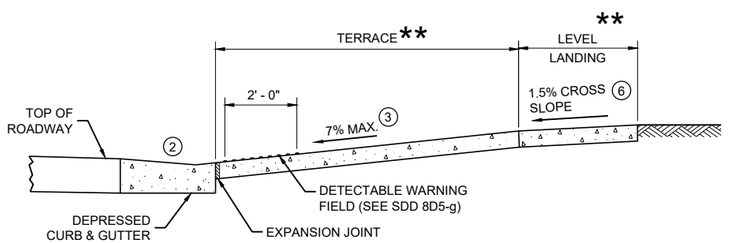


SECTION A - A FOR TYPE 2

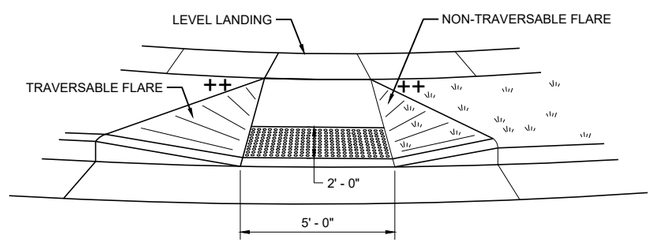
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



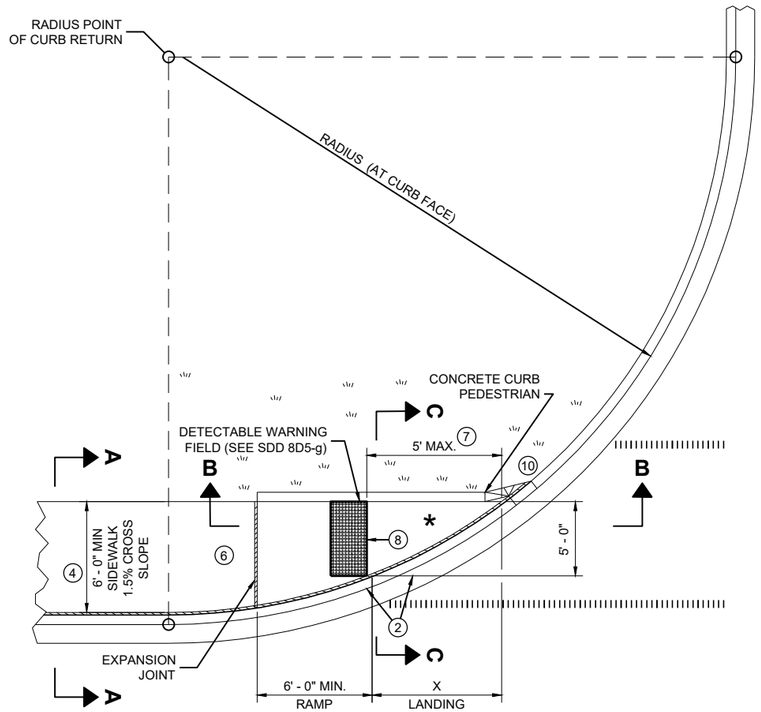
VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

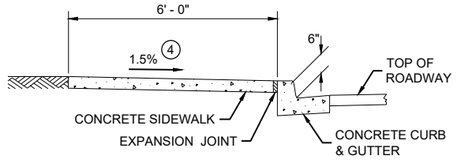


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

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.

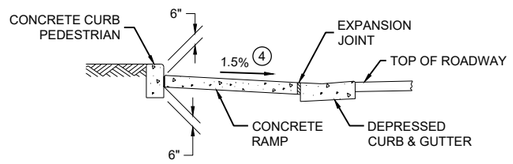
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

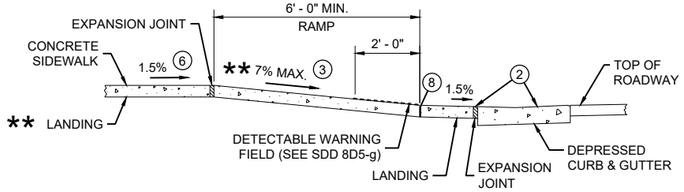
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

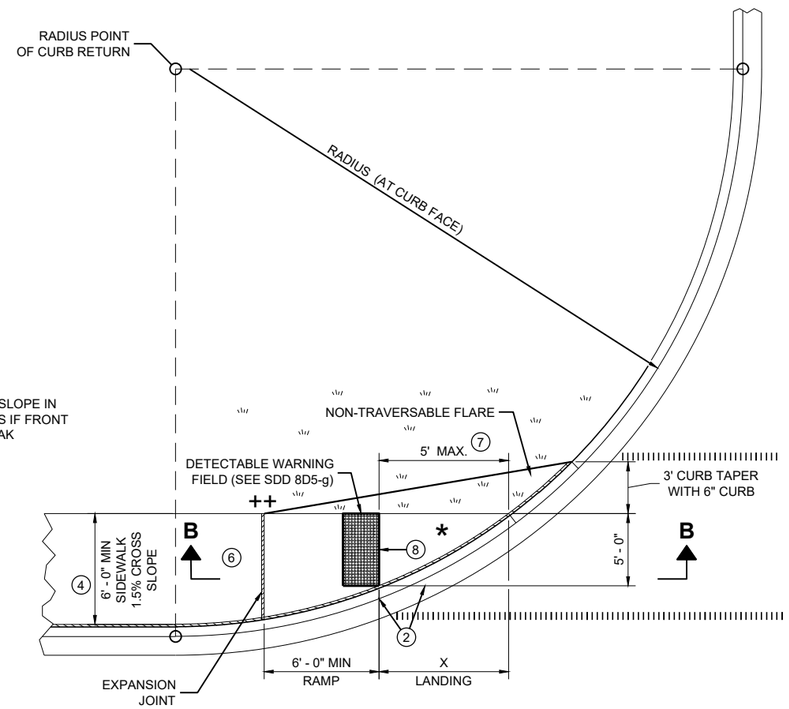


SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

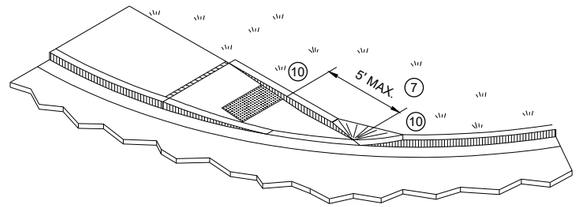


* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

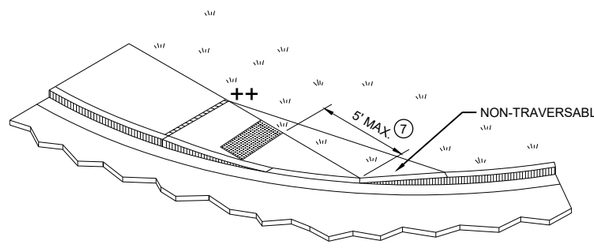
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



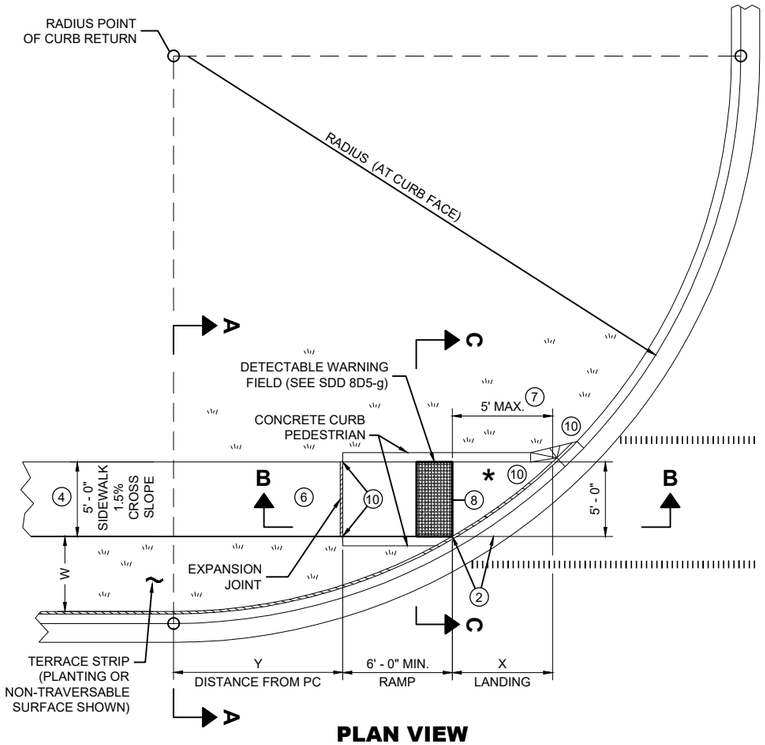
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



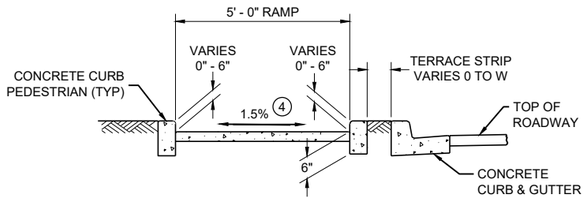
PLAN VIEW
CURB RAMP TYPE 4B

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

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C - C FOR TYPE 4B

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.

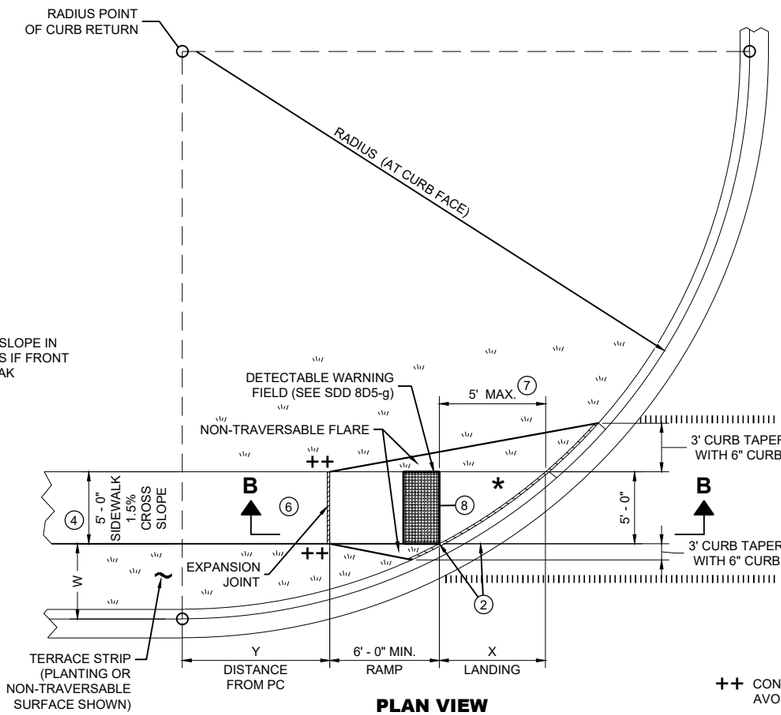
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

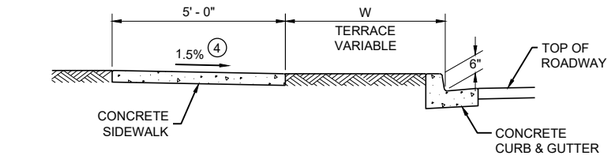
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



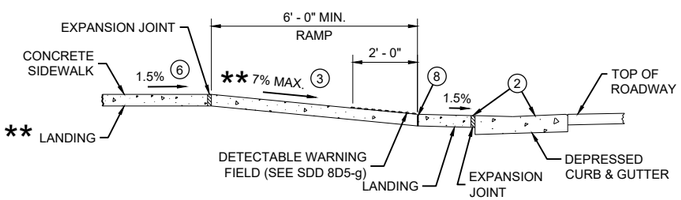
PLAN VIEW
CURB RAMP TYPE 4B1

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

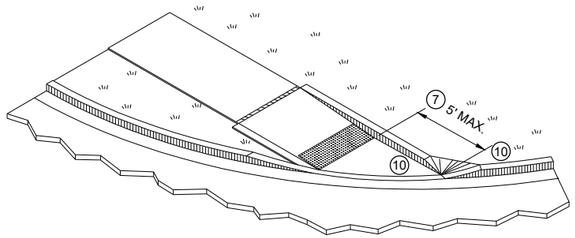


SECTION A - A FOR TYPE 4B

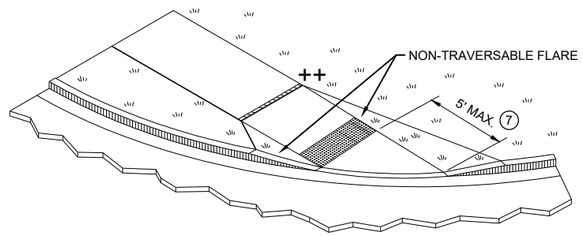


SECTION B - B FOR TYPE 4B AND TYPE 4B1

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



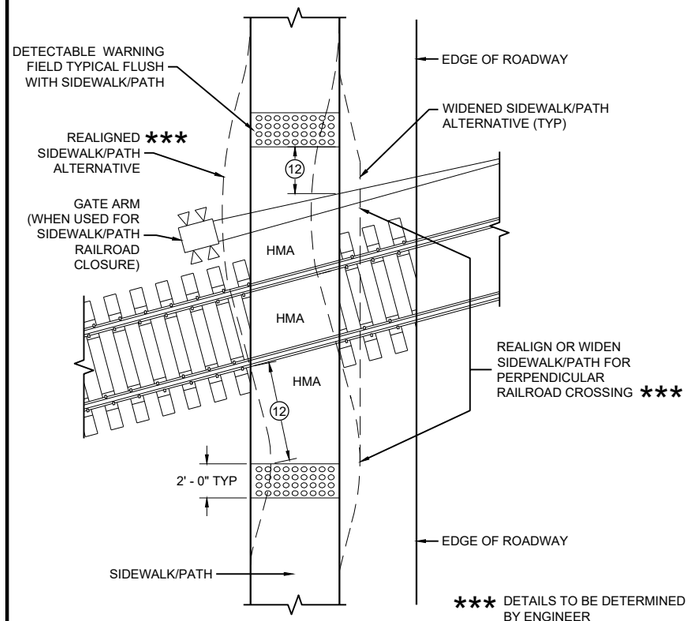
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

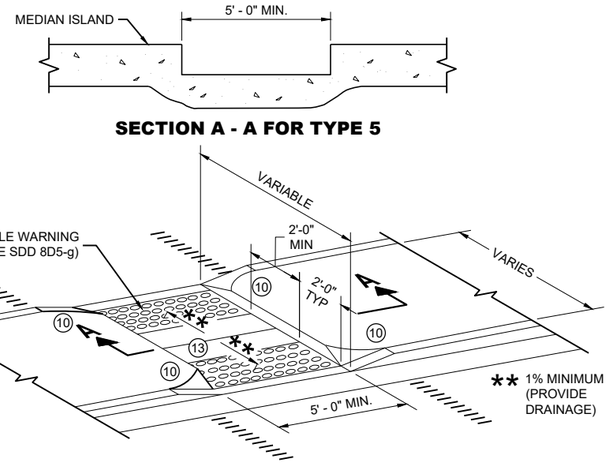
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

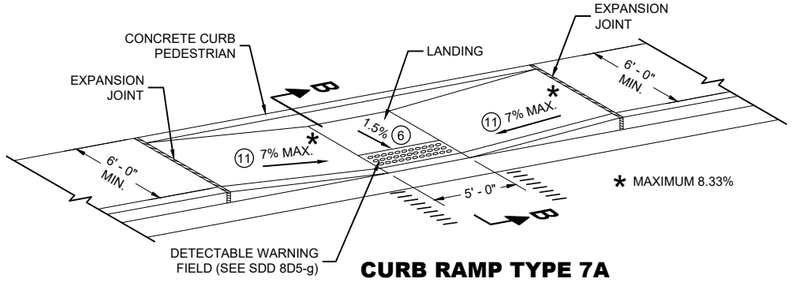
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

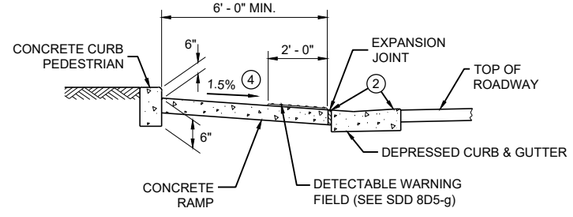
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

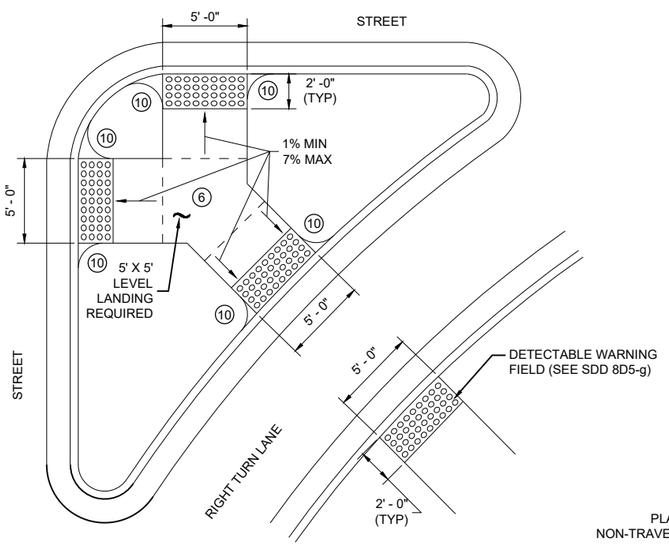


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



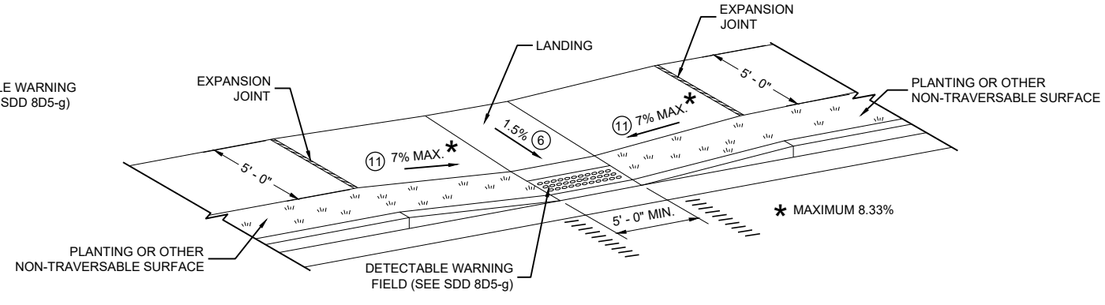
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



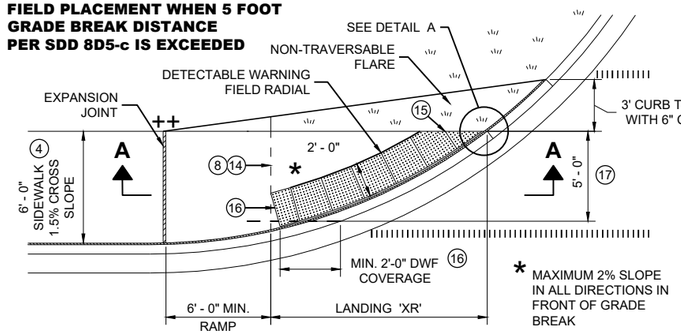
CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

CURB RAMPS TYPE 5, 6, 7A, 7B & 8

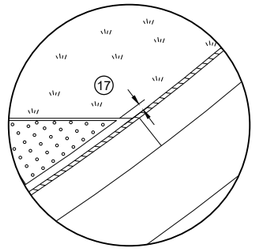
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED

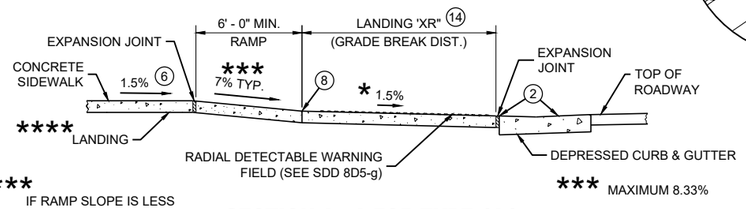


PLAN VIEW

CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

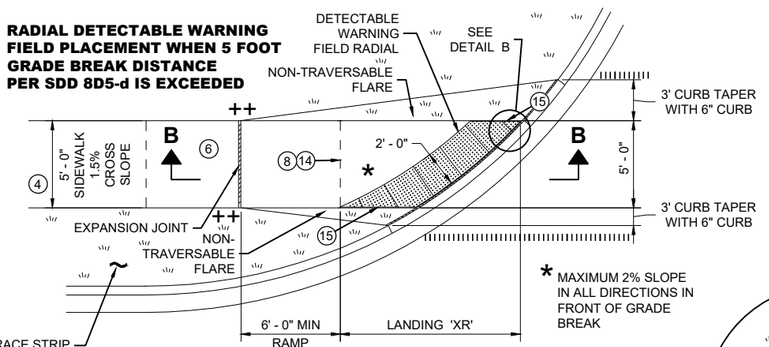


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

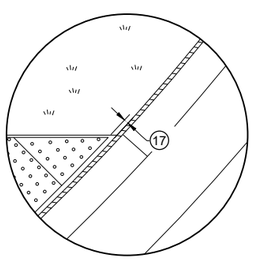
SECTION A - A FOR TYPE 4A1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED

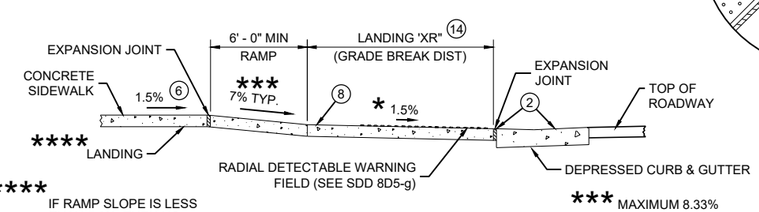


PLAN VIEW

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

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.

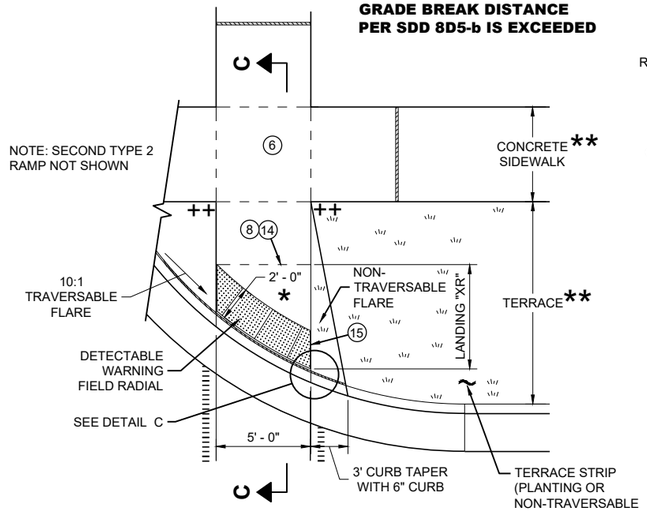
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

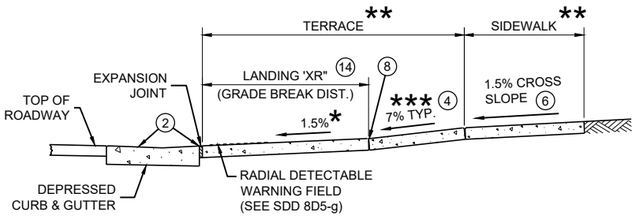
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

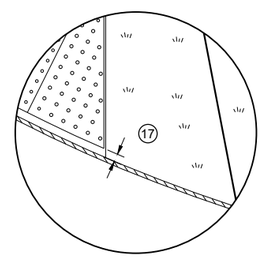


PLAN VIEW

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

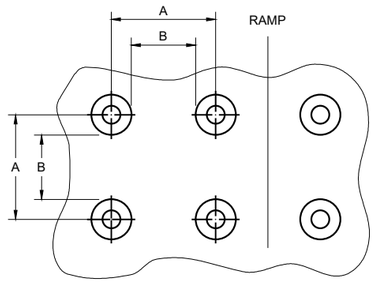
CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

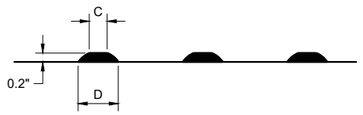
SDD 08D05-21f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

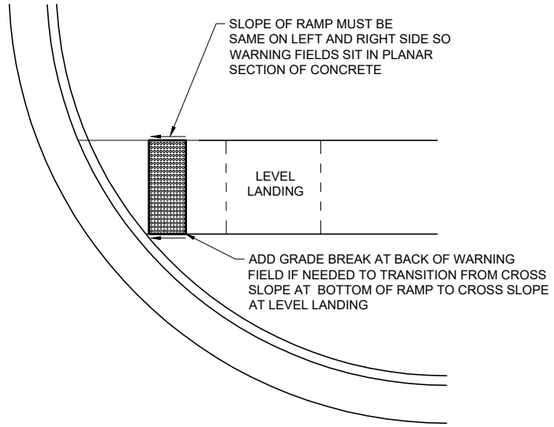
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

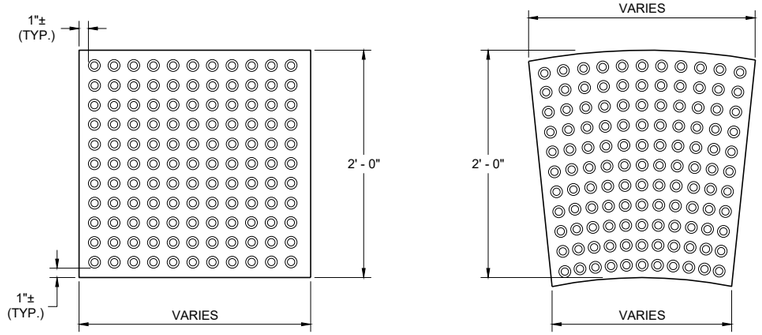
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. 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.

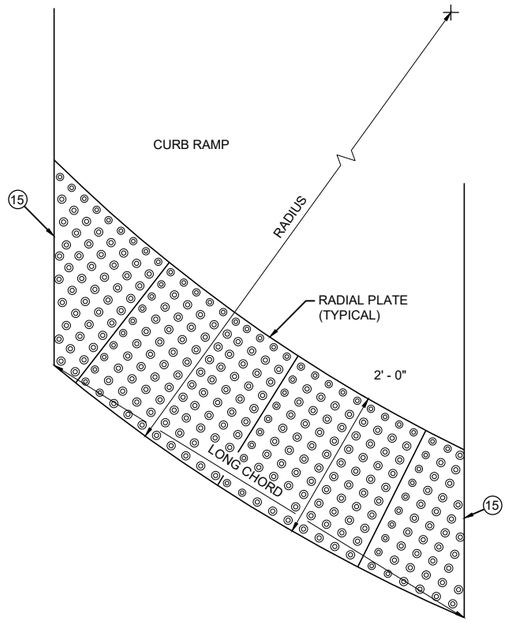
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



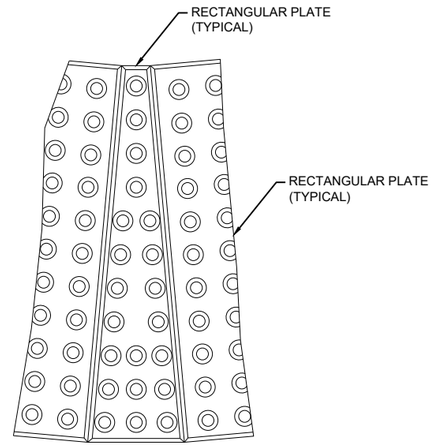
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

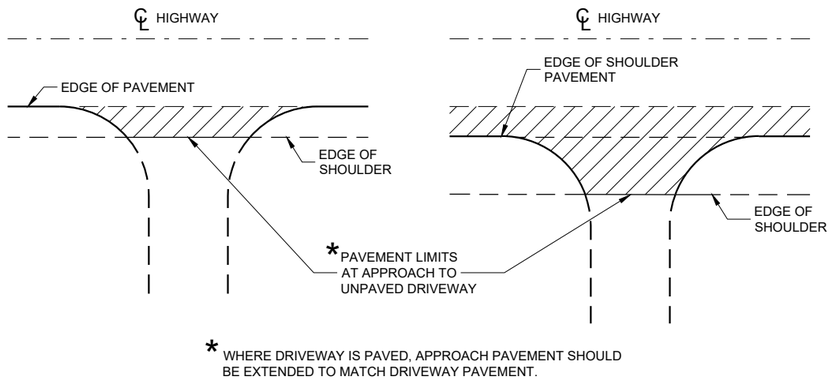
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

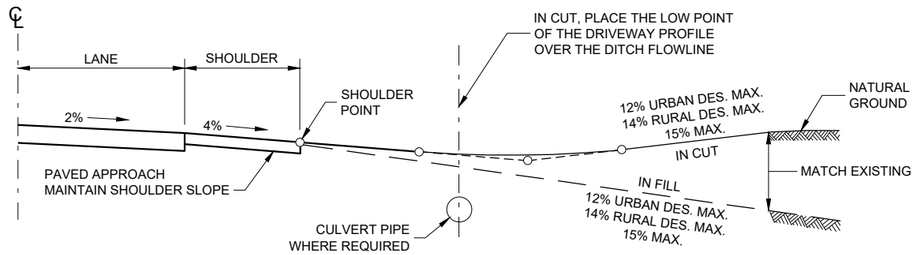
6
SDD 08D05-21g



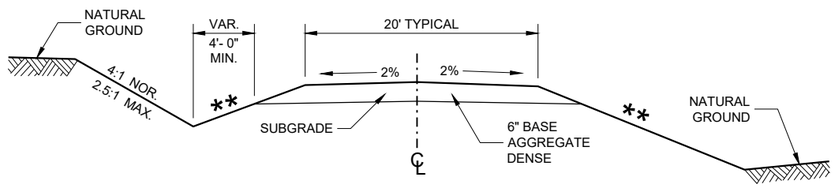
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

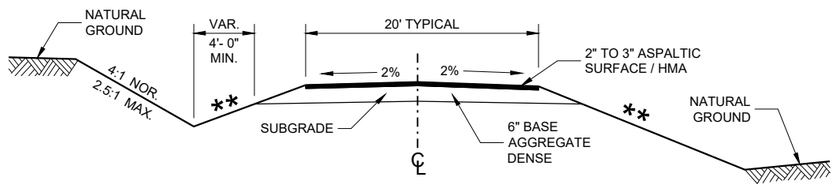


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

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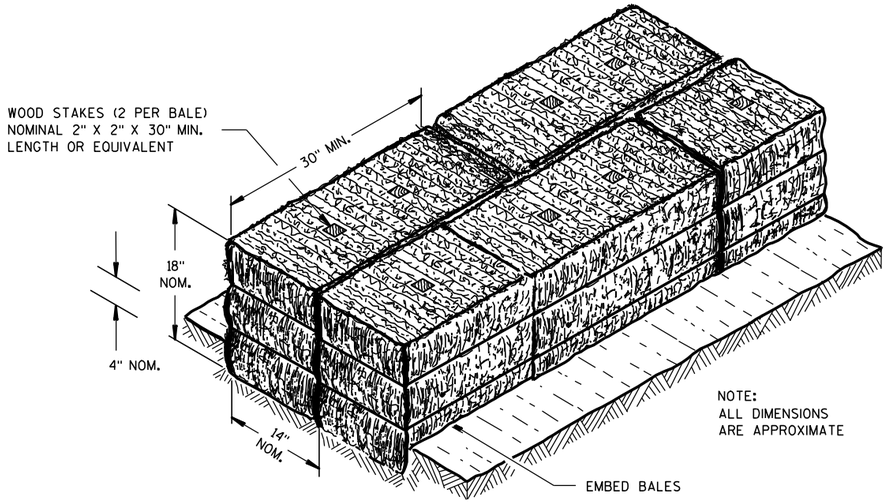
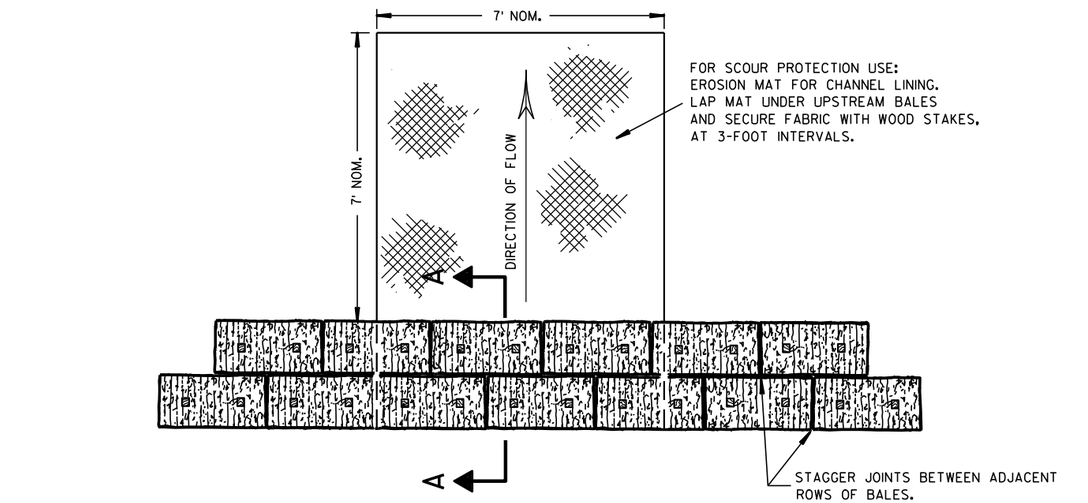
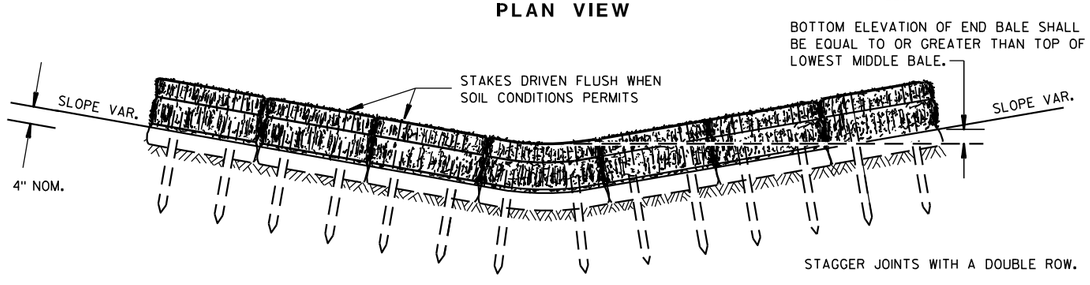
SDD 08D21 - 01



SECTION A-A



PLAN VIEW



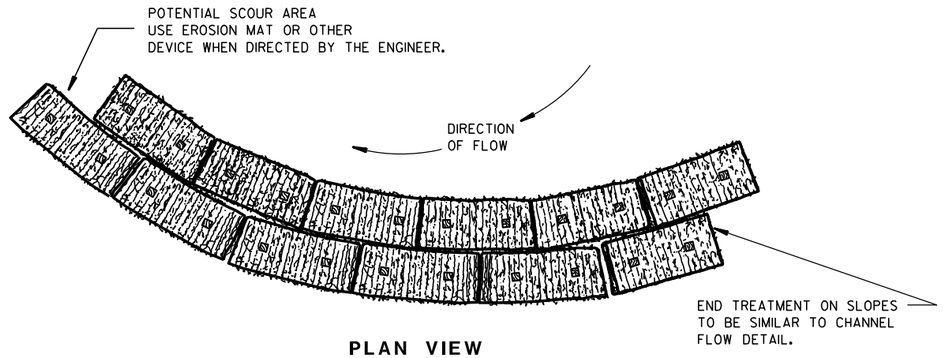
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

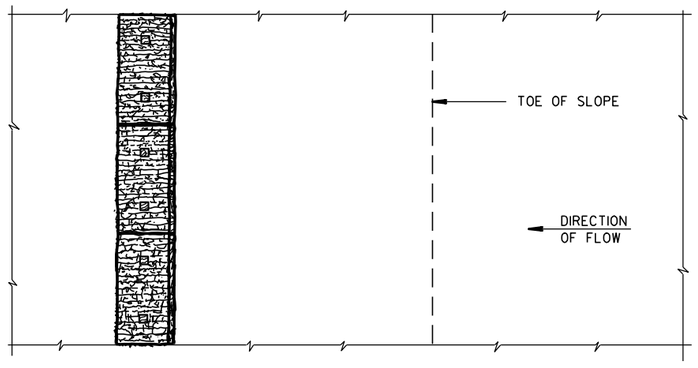
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

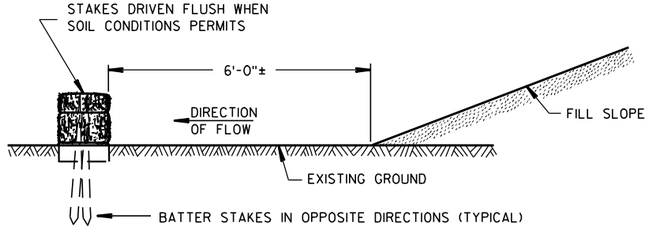


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

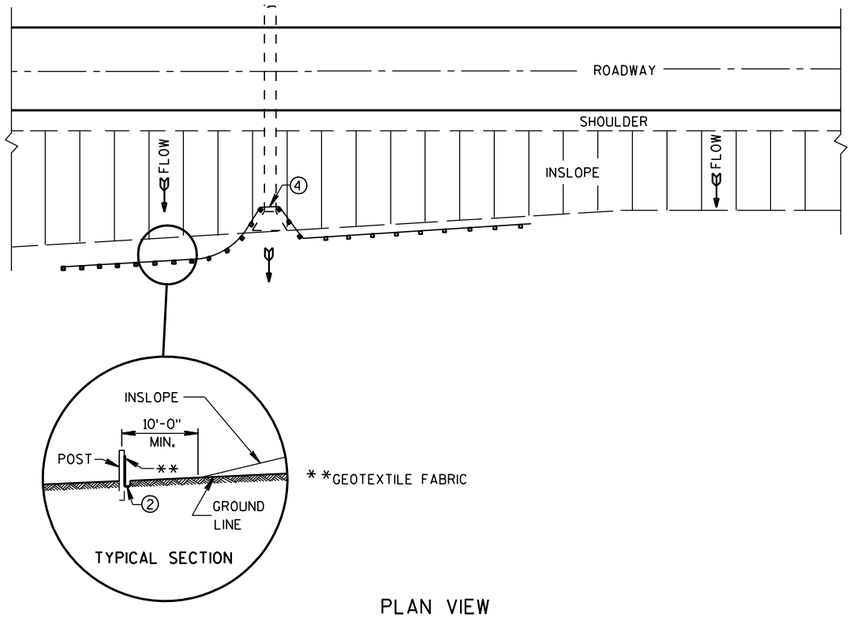
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

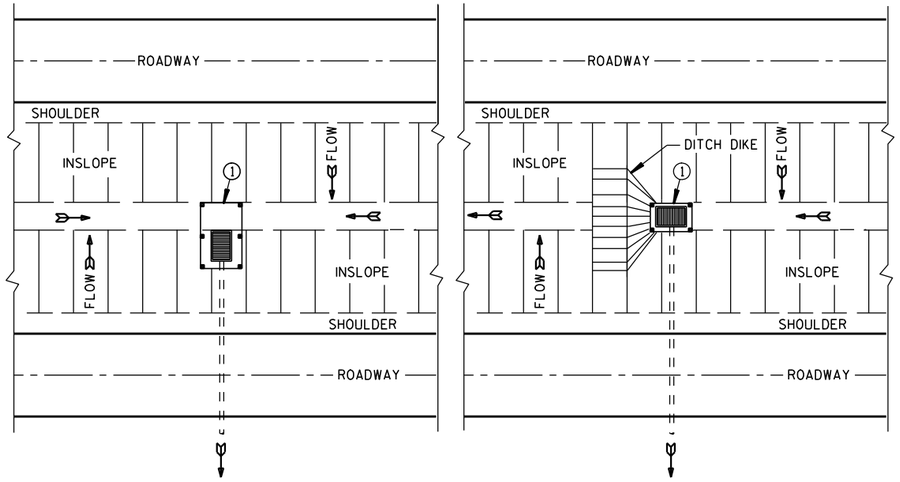
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



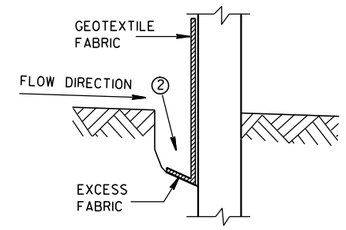
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

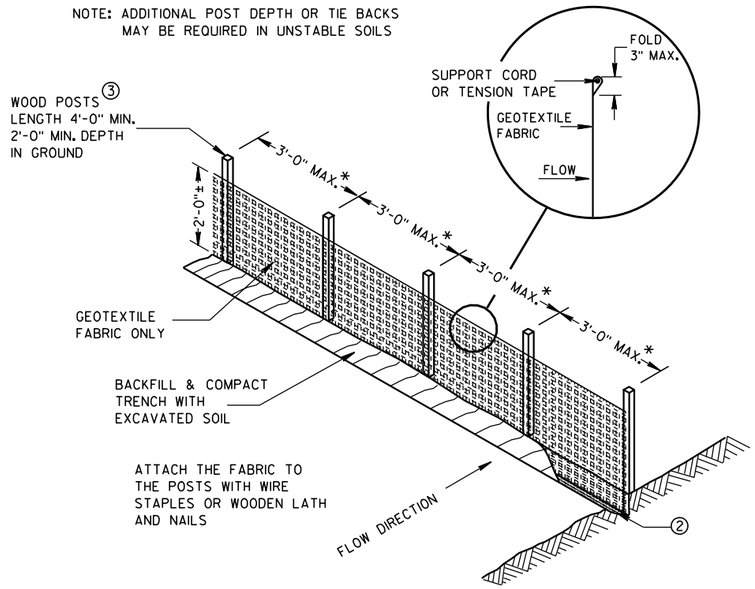
GENERAL NOTES

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

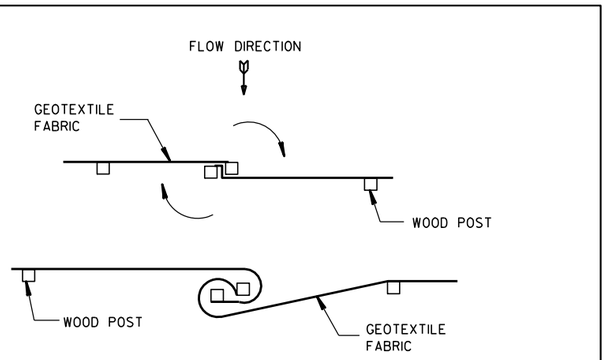
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



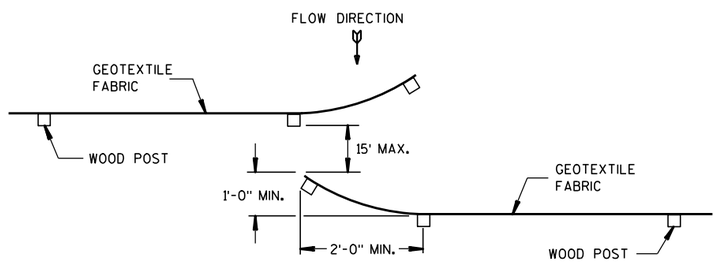
TRENCH DETAIL



SILT FENCE

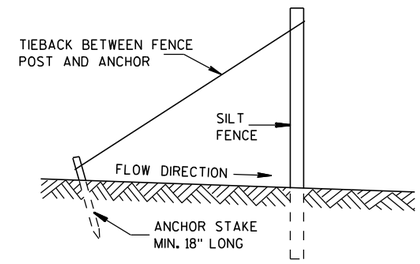


TWIST METHOD



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

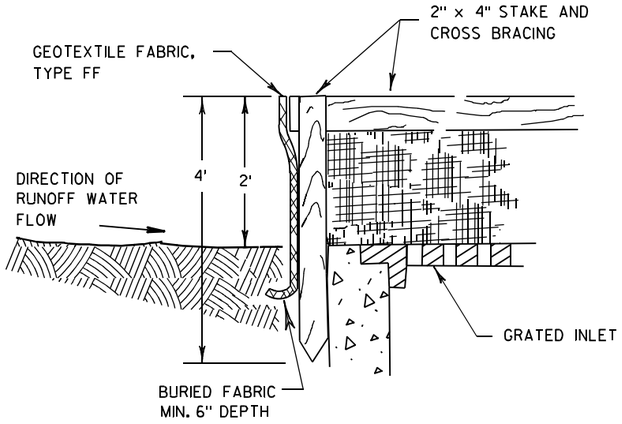
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

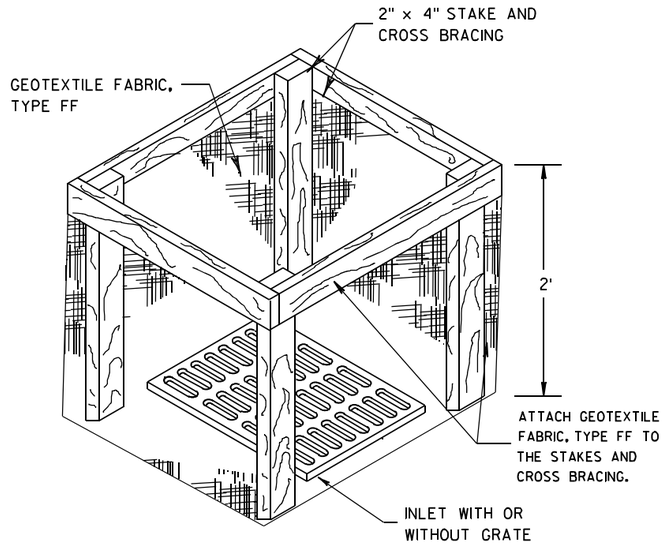
6

S.D.D. 8 E 9-6

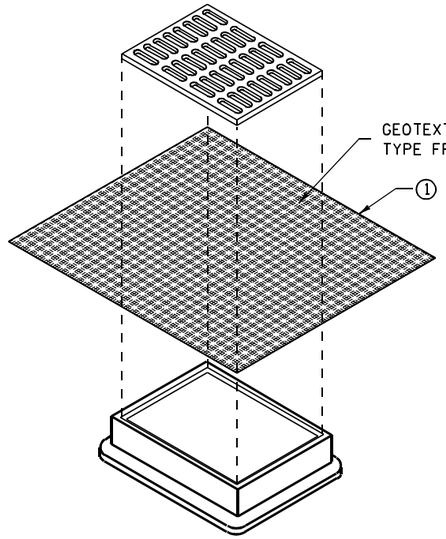
6

S.D.D. 8 E 9-6



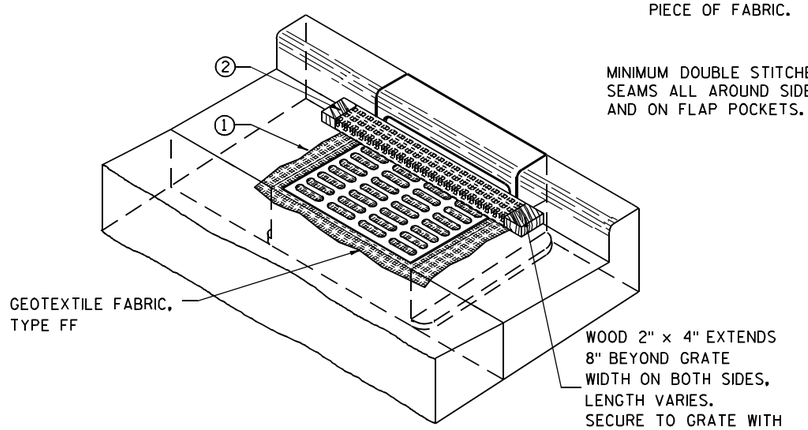


INLET PROTECTION, TYPE A

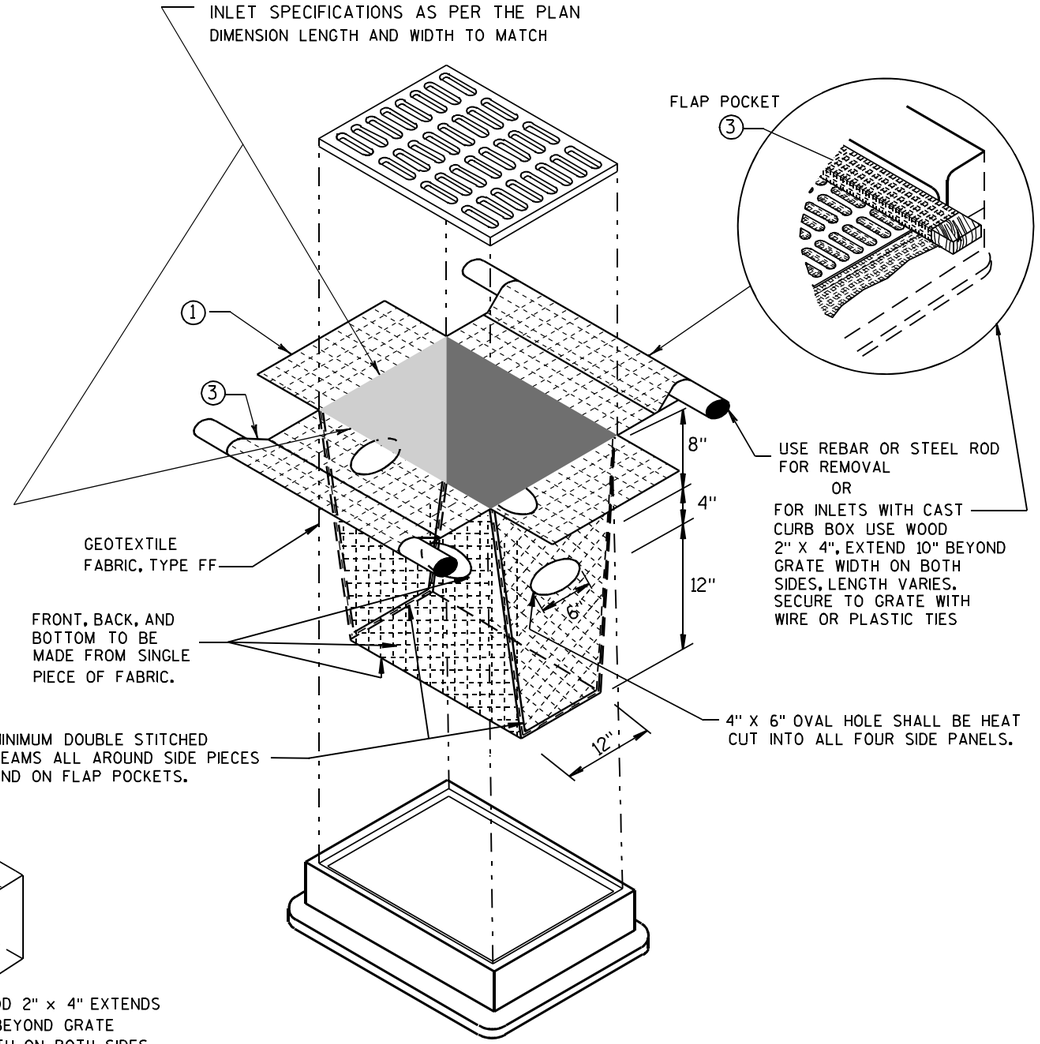


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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S.D.D. 8 E 10-2

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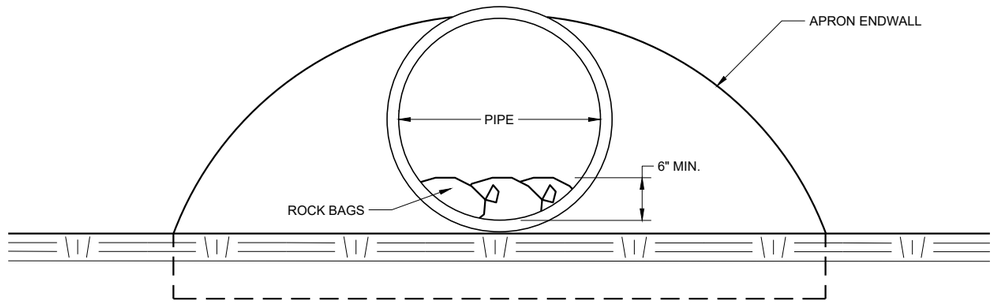
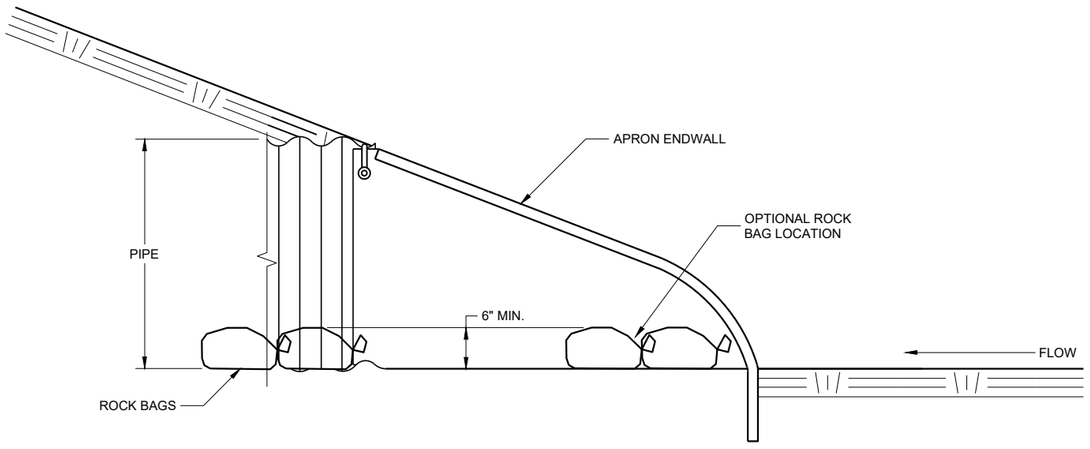
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

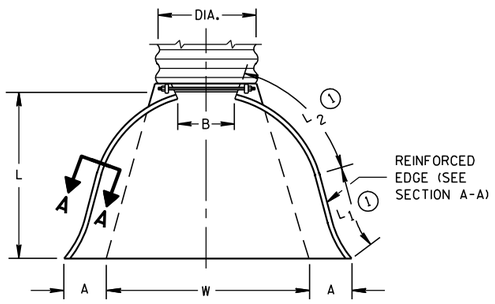
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

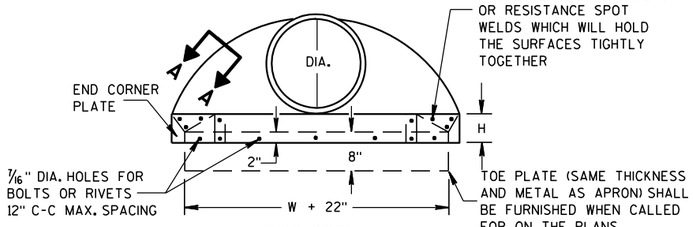
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

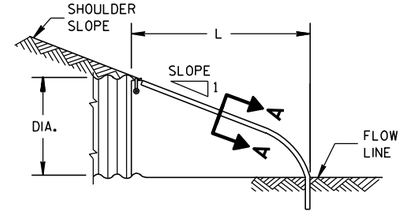
*MINIMUM
**MAXIMUM



PLAN VIEW

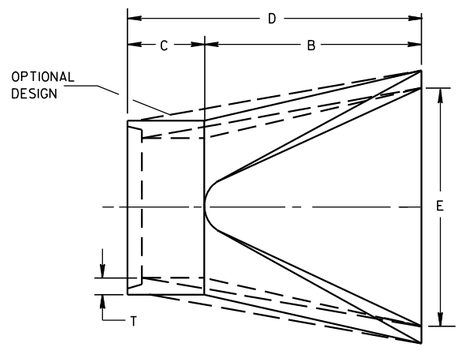


END VIEW

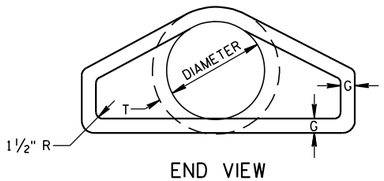


SIDE ELEVATION

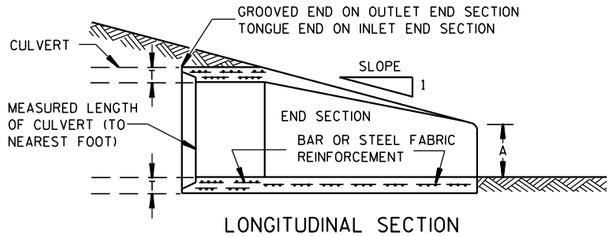
METAL ENDWALLS



PLAN

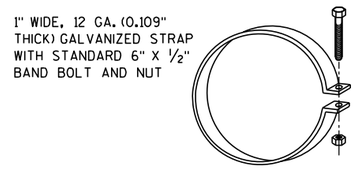


END VIEW



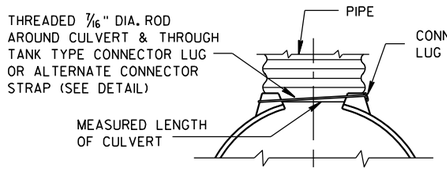
LONGITUDINAL SECTION

CONCRETE ENDWALLS

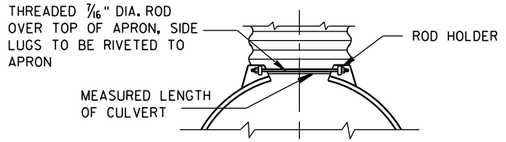


ALTERNATE FOR TYPE 1 CONNECTION

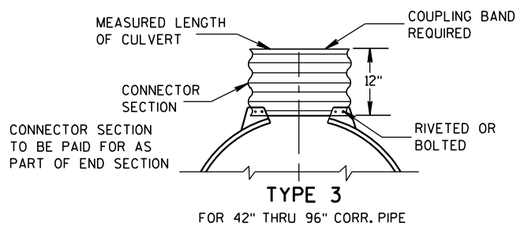
END SECTION CONNECTOR STRAP



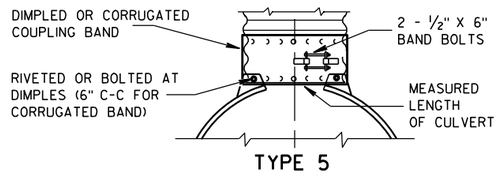
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

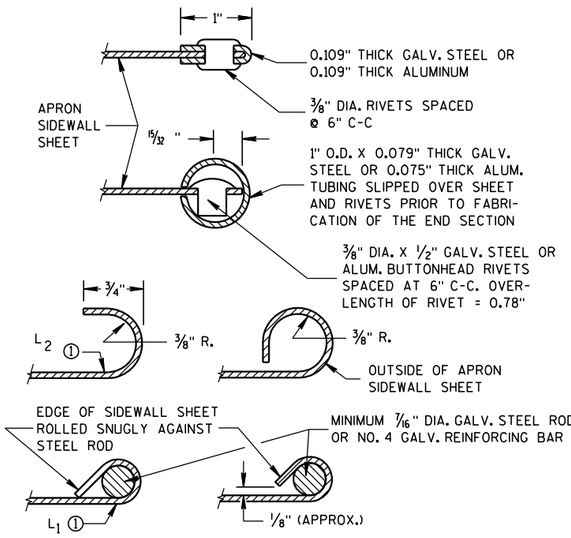
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith CHIEF ROADWAY DEVELOP 297 NEER
FHWA

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S.D.D. 8 F 1-11

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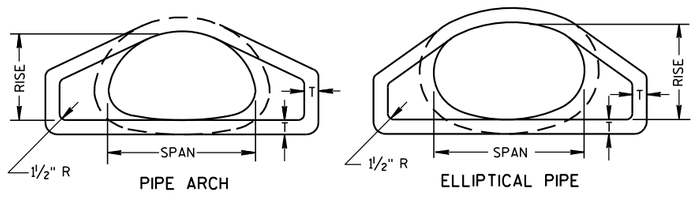
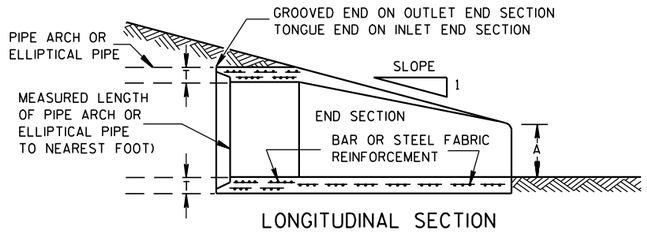
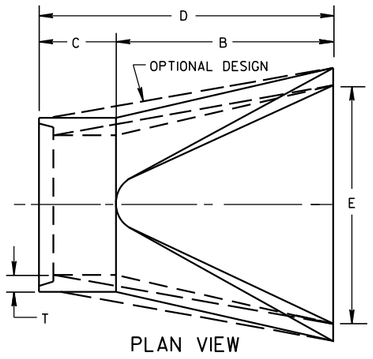
S.D.D. 8 F 1-11



END VIEW

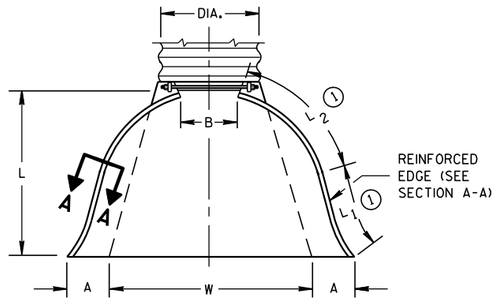


LONGITUDINAL SECTION

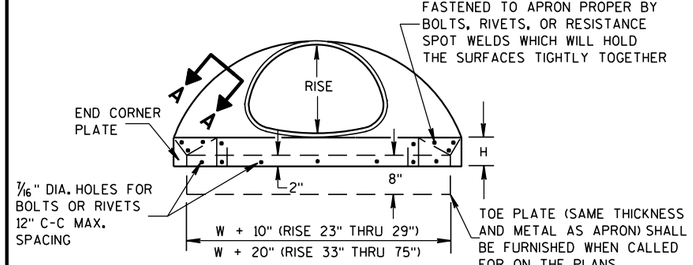


PLAN VIEW

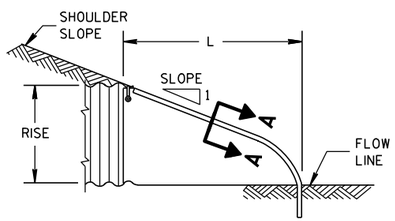
CONCRETE ENDWALLS



PLAN VIEW

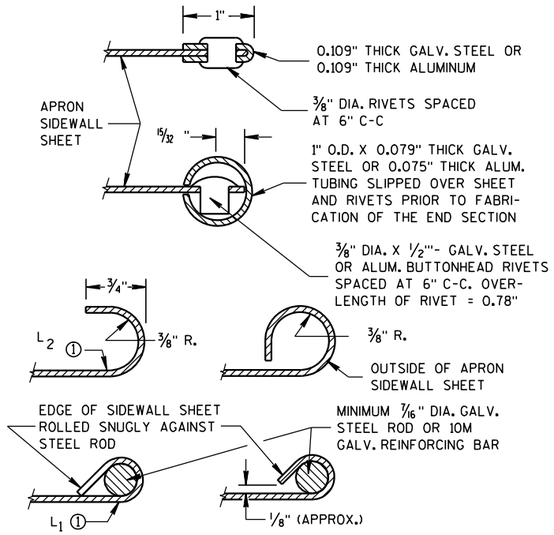


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

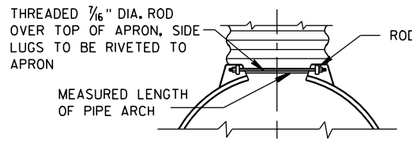
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	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

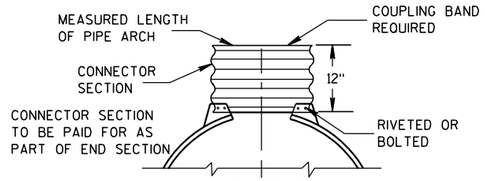
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



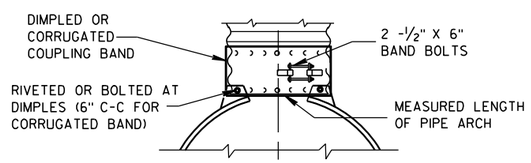
TYPE 2

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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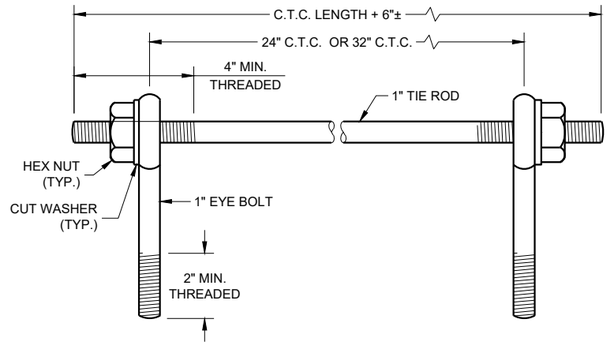
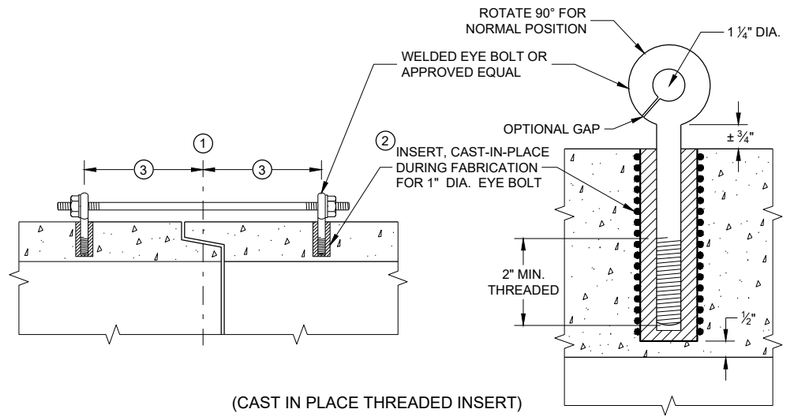
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

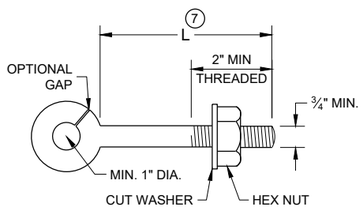
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

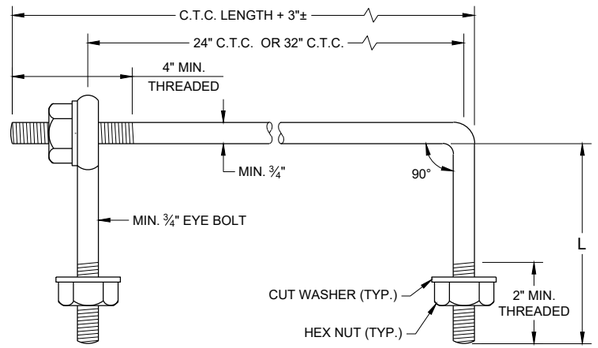
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

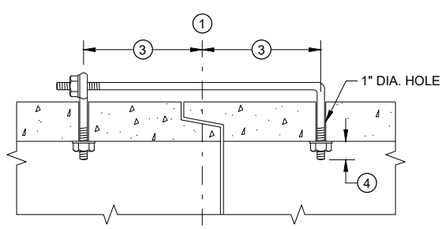


EYE BOLT (7)

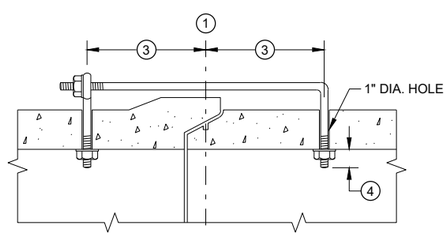
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

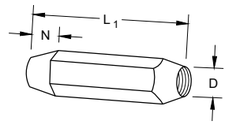
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



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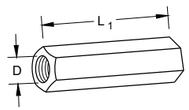
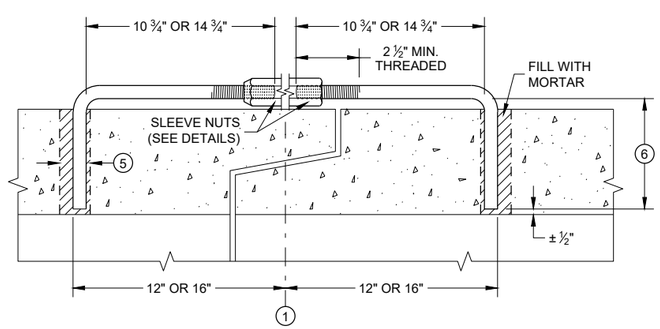


PLAIN

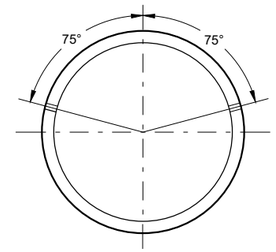
RIGHT AND LEFT THREADS

SLEEVE NUTS



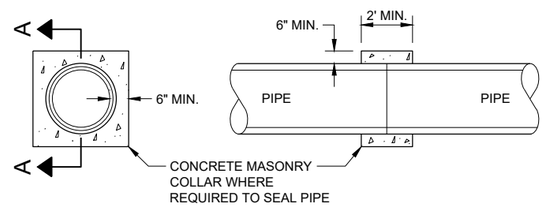
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

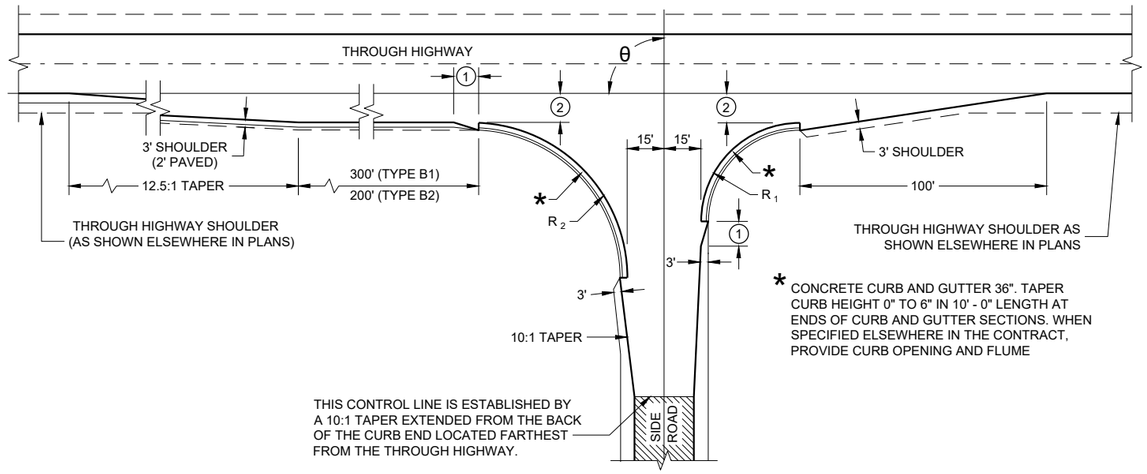
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08F04 - 08

SDD 08F04 - 08



* CONCRETE CURB AND GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10' - 0" LENGTH AT ENDS OF CURB AND GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME

TYPE "B1" AND "B2"

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65 - 70	35	70
71 - 80	40	70
81 - 90	40	60
91 - 100	50	55
101 - 110	60	45

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

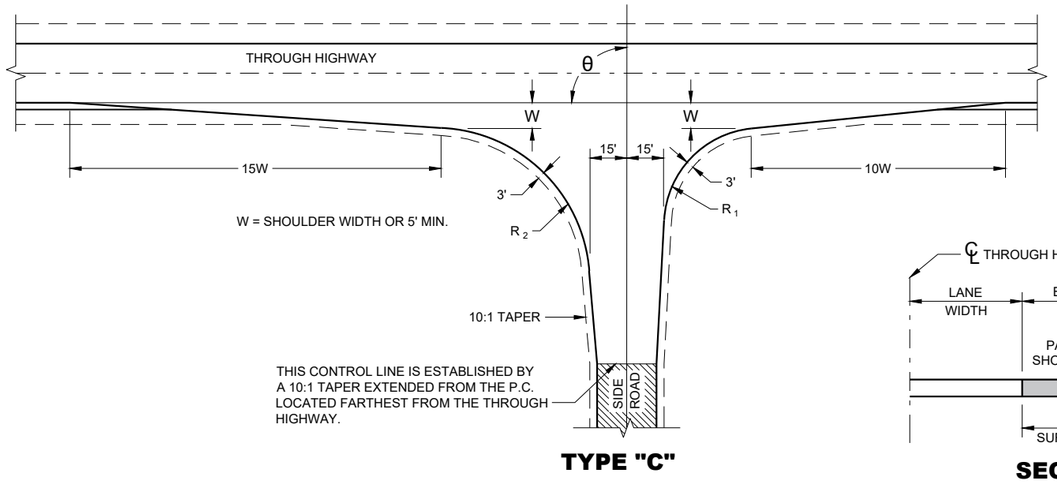
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

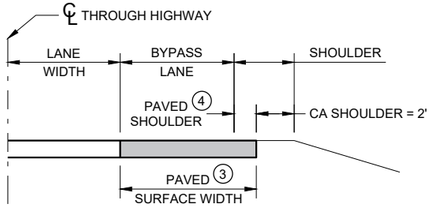
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER WIDTH

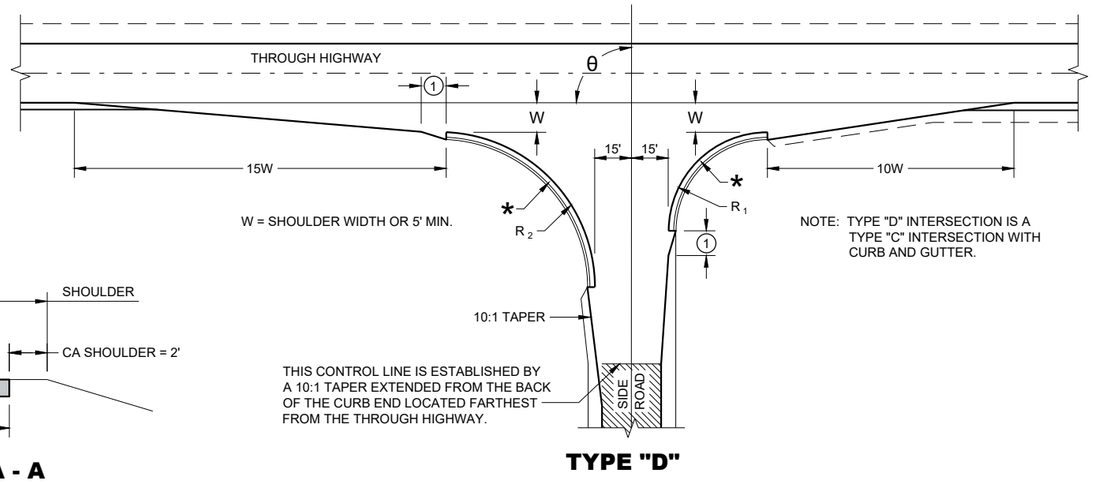
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



TYPE "C"

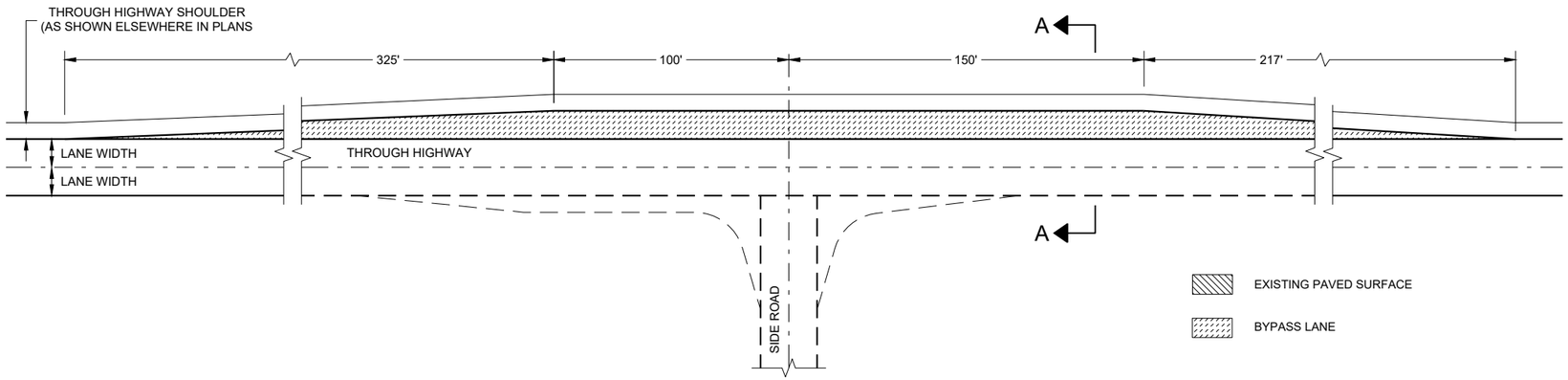


SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB AND GUTTER.

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 09A01 - 14a

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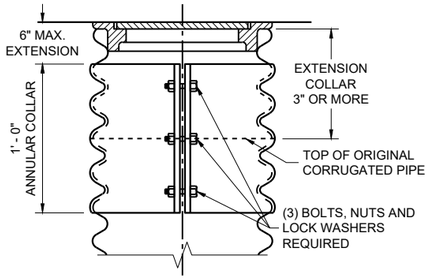
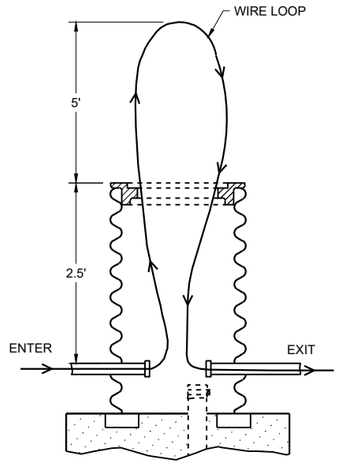
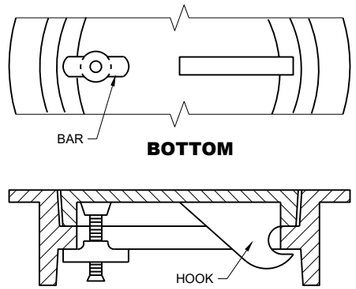
SDD 09A01 - 14a



CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



BOTTOM

SECTION

ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

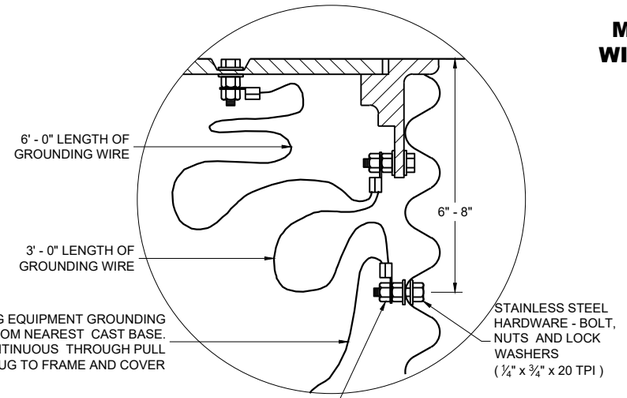
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

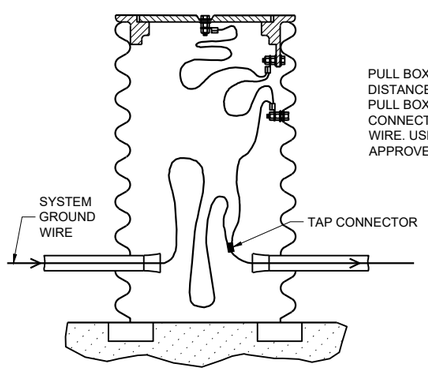
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

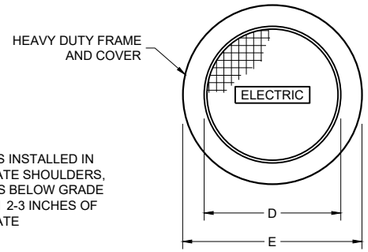


EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

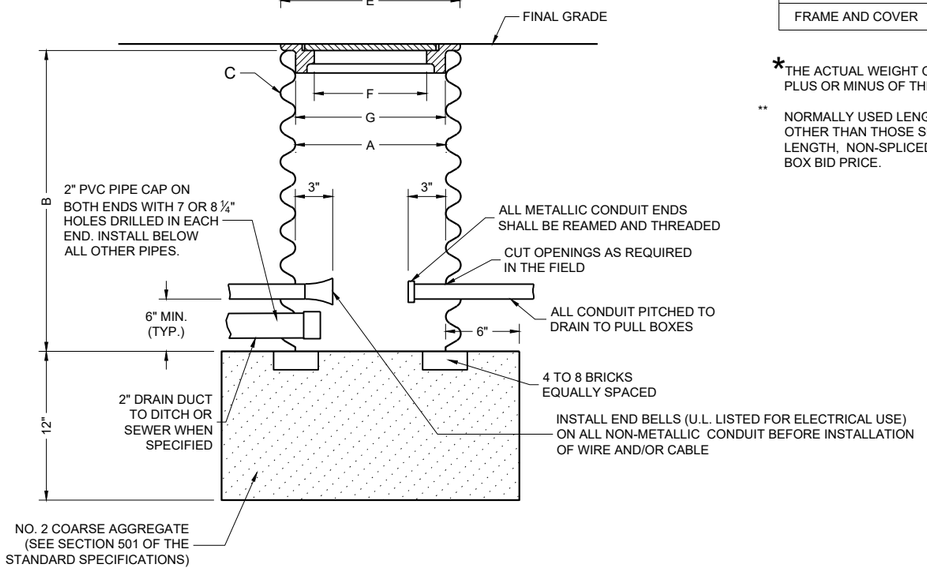


PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE



PULL BOX

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

6

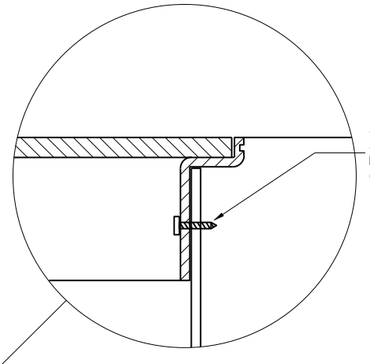
SDD 09B04-13

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

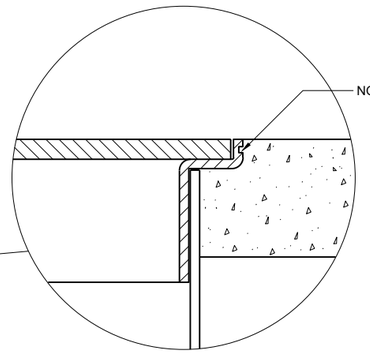
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

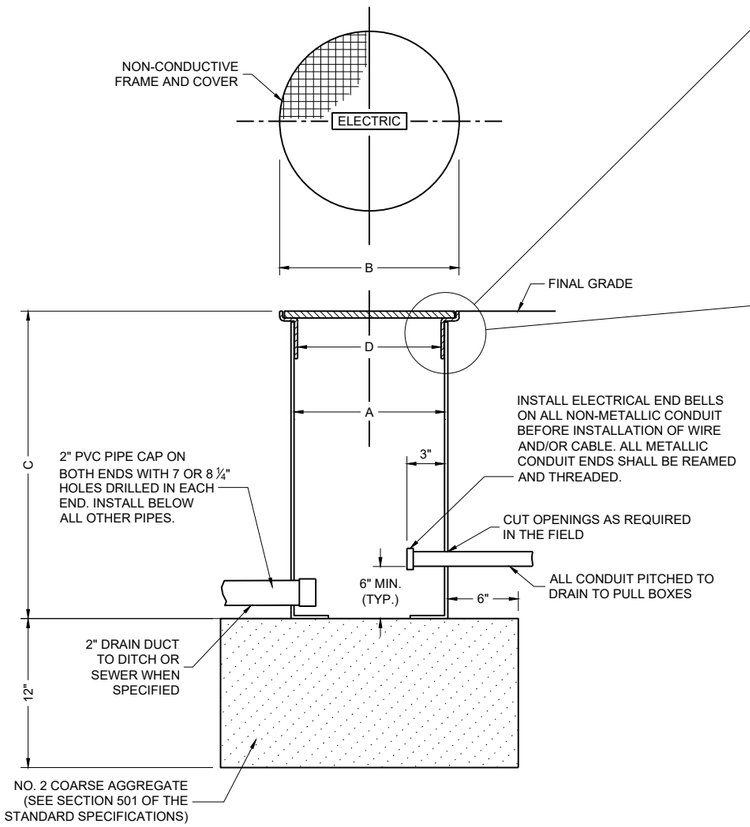
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



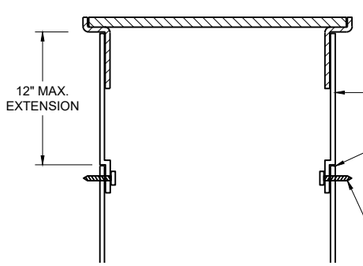
INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

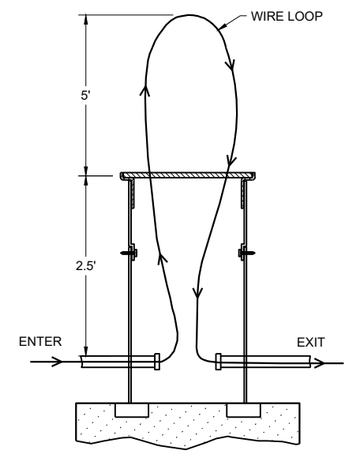
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

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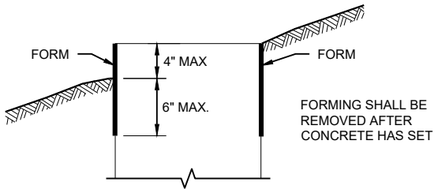
SDD 09B16-03

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

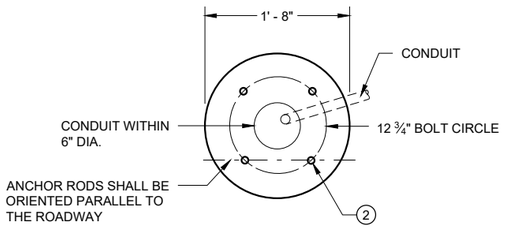
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

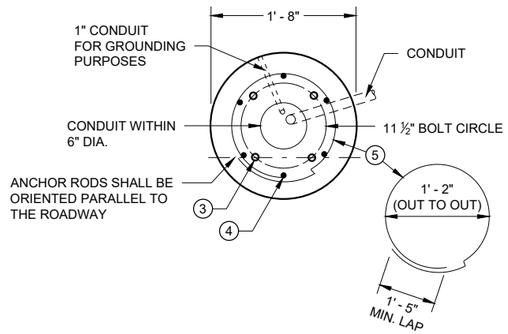
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

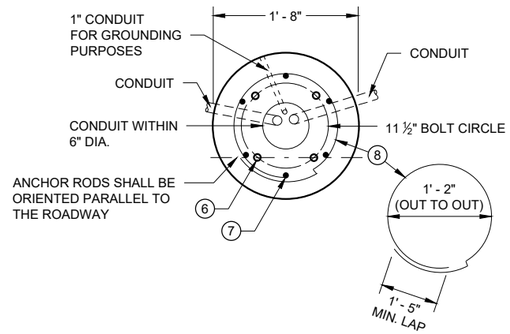
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

(2) (4) 1" DIA. X 3' - 6" ANCHOR RODS.

(3) (4) 1" DIA. X 5' - 0" ANCHOR RODS.

(4) (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

(5) (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

(6) (4) 1" DIA. X 3' - 6" ANCHOR RODS.

(7) (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

(9) EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

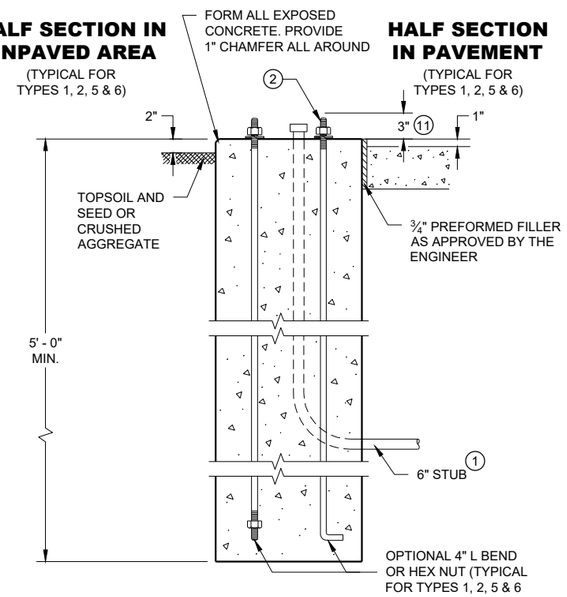
(10) ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

(11) ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

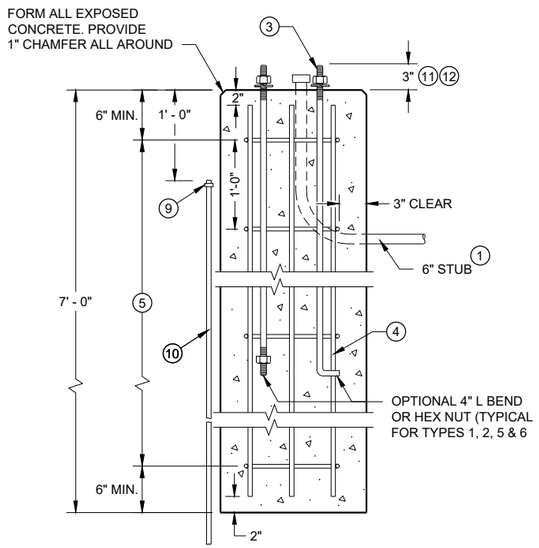
(12) FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



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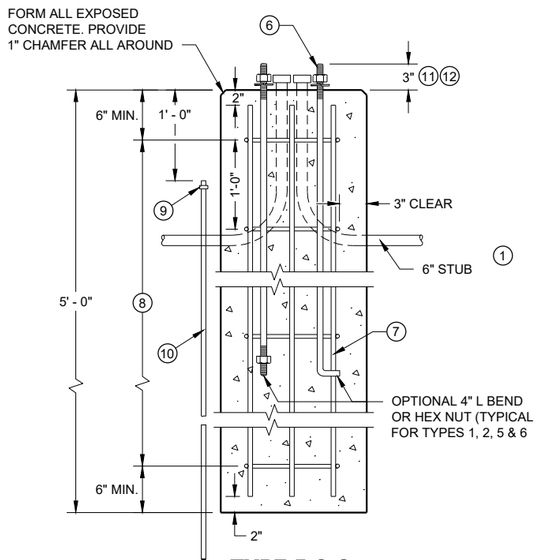


TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 303

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

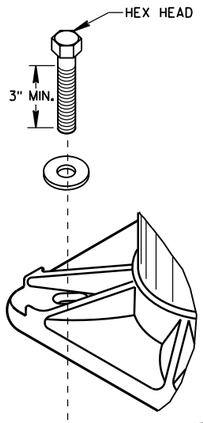
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

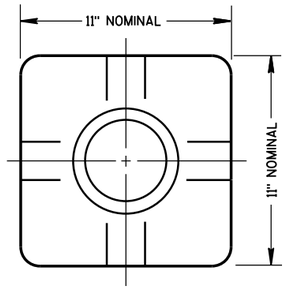
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

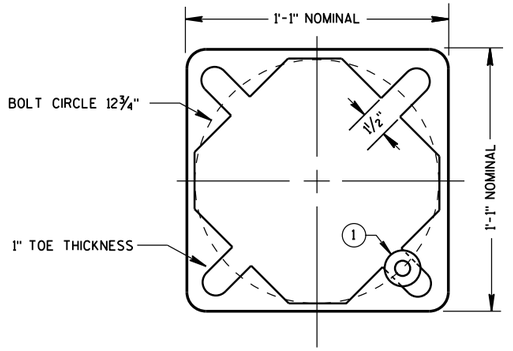
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

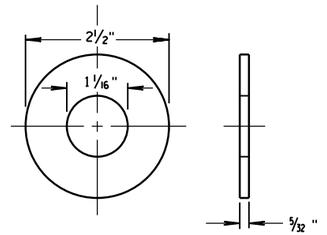




TOP VIEW
(PEDESTAL BASE)

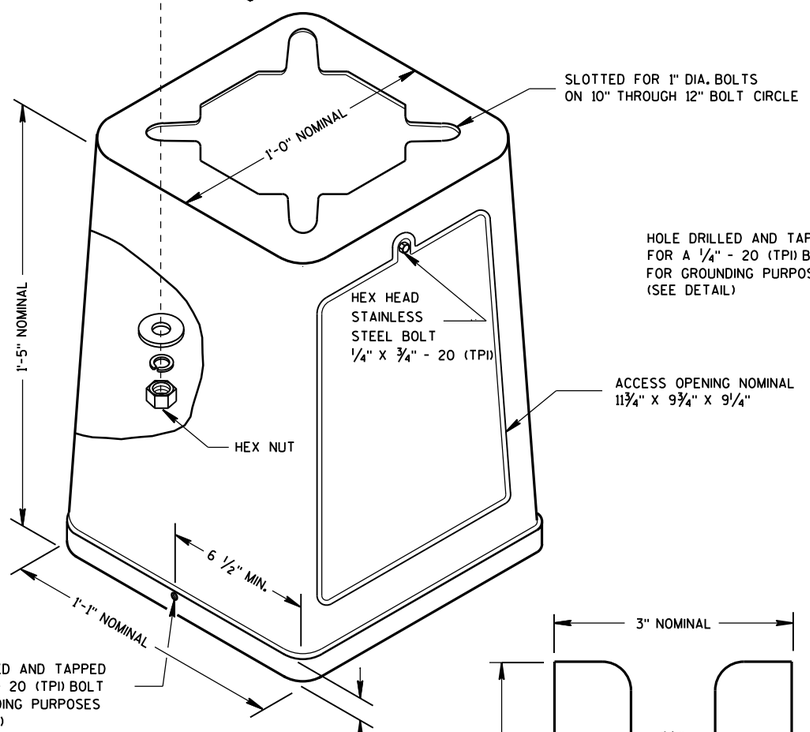


BOTTOM VIEW
(PEDESTAL BASE)

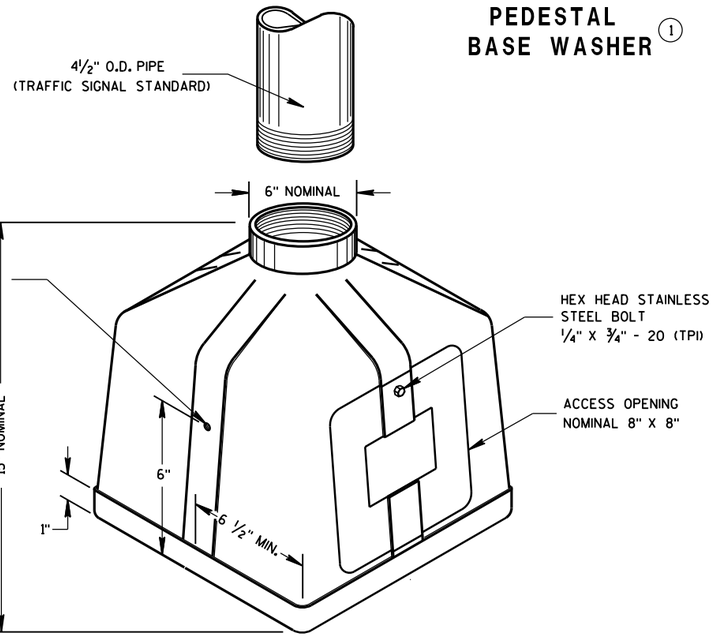


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

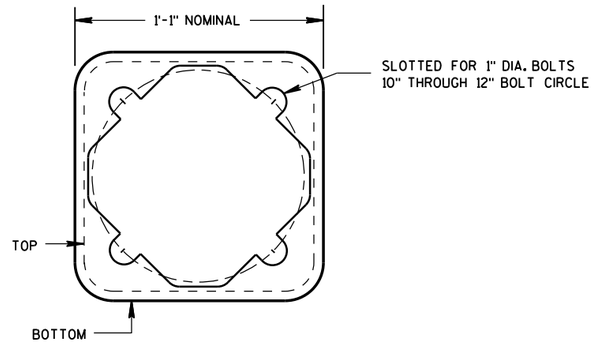
PEDESTAL BASE WASHER (1)



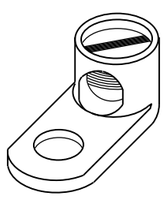
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

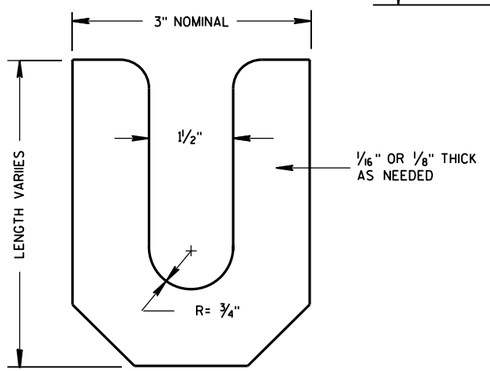


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

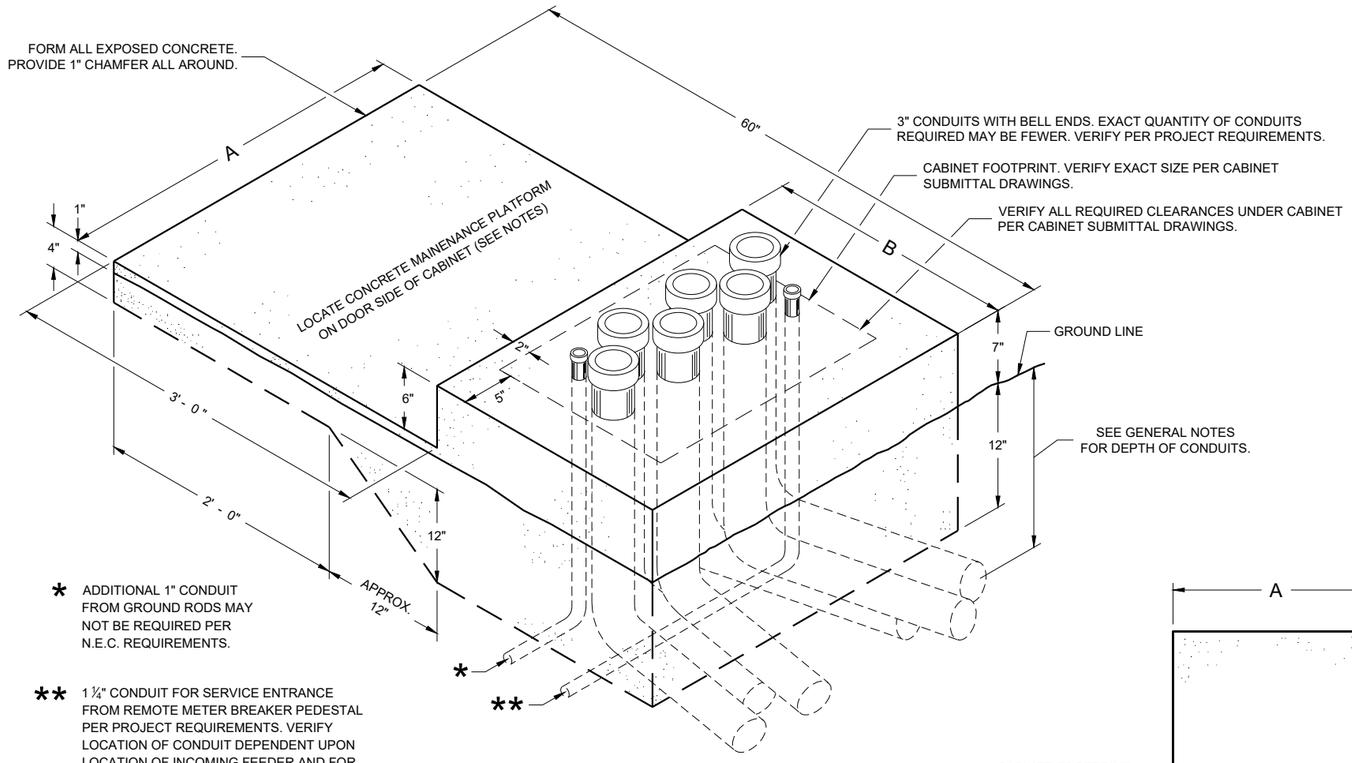
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

S.D.D. 9 C 3-4

S.D.D. 9 C 3-4



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

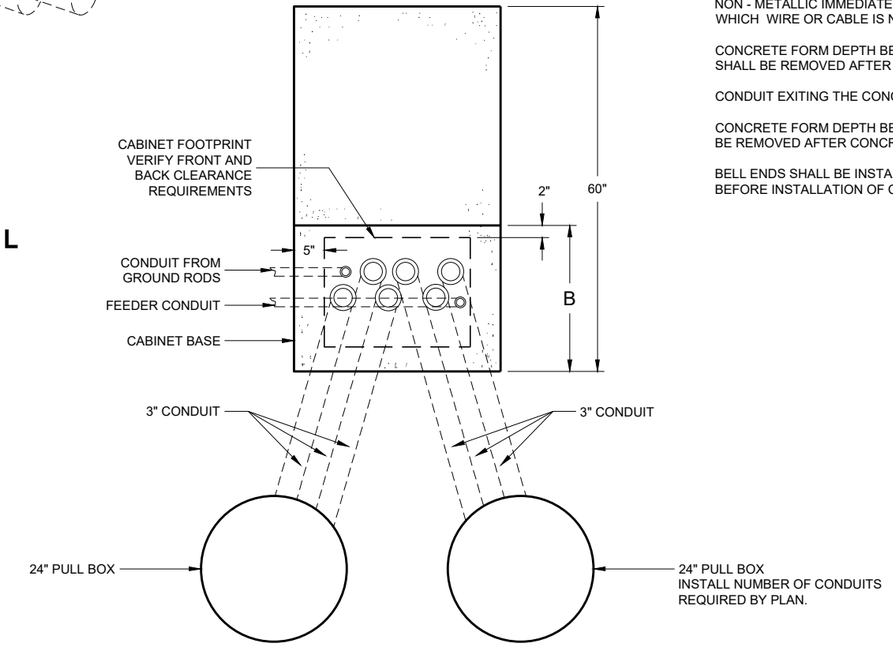
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 305

FHWA

SDD 09C14 - 03

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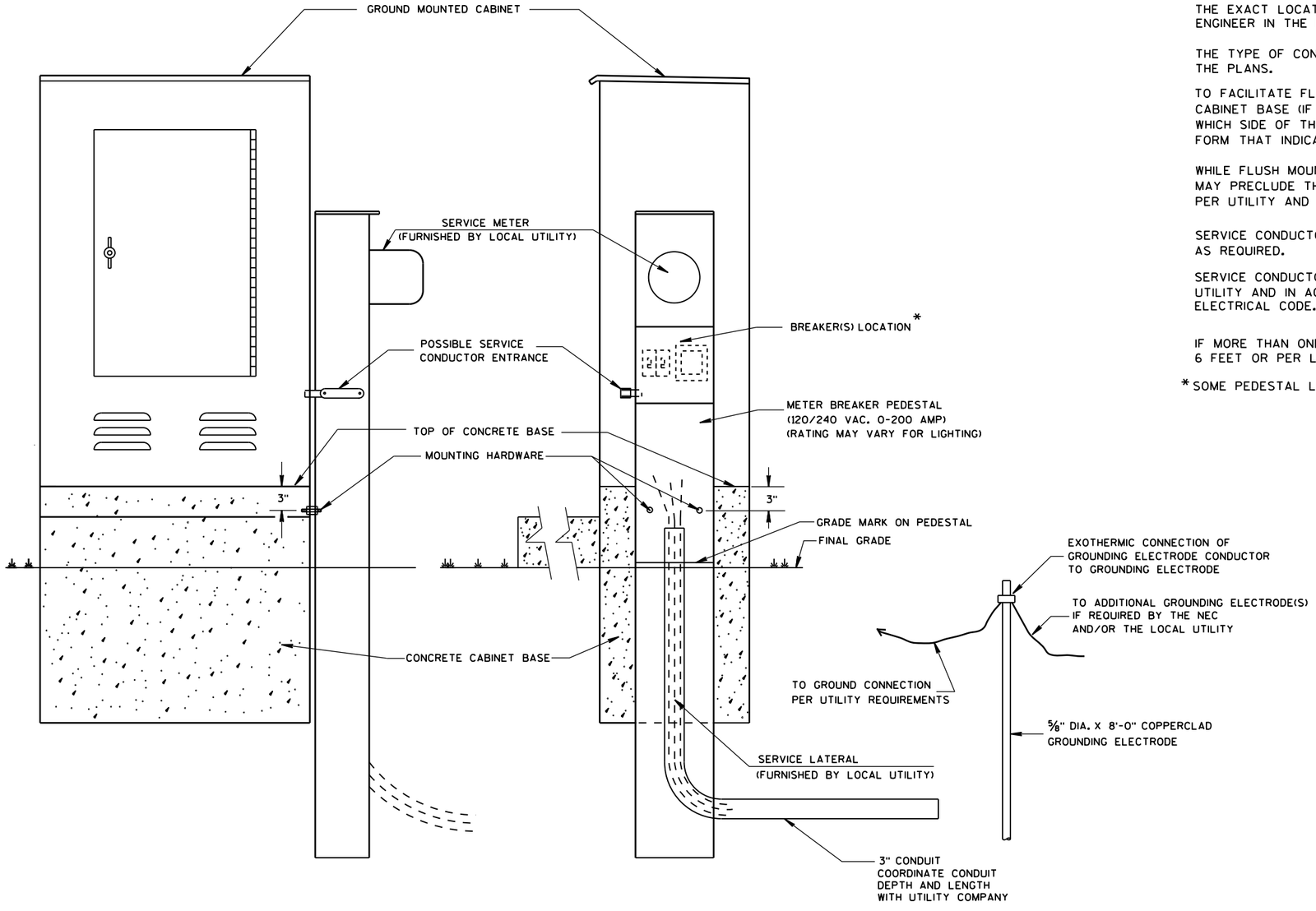

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

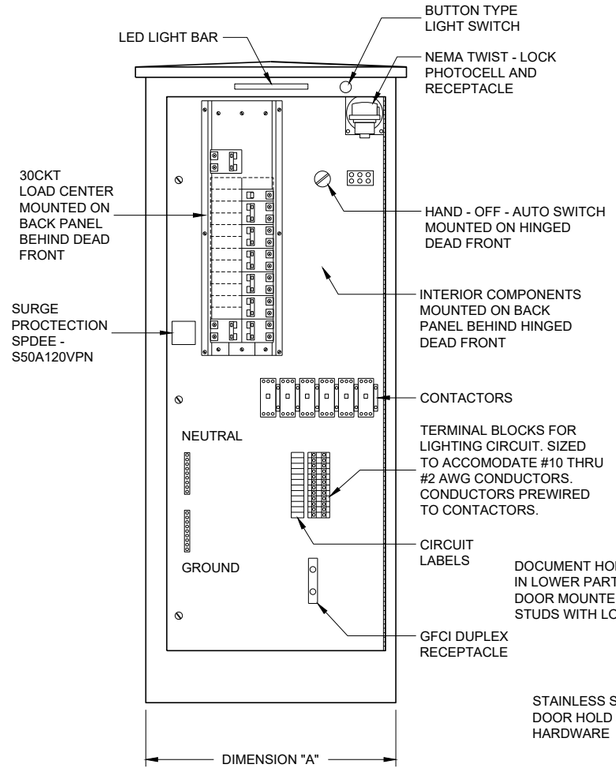
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

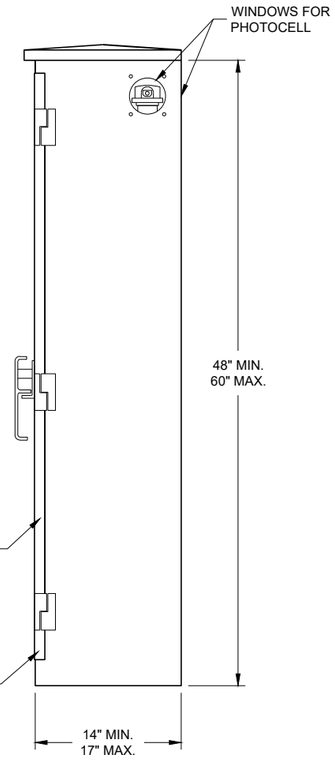
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

FRONT INTERIOR ELEVATION



SIDE VIEW



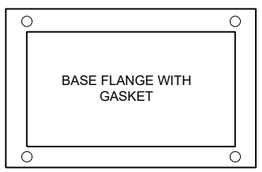
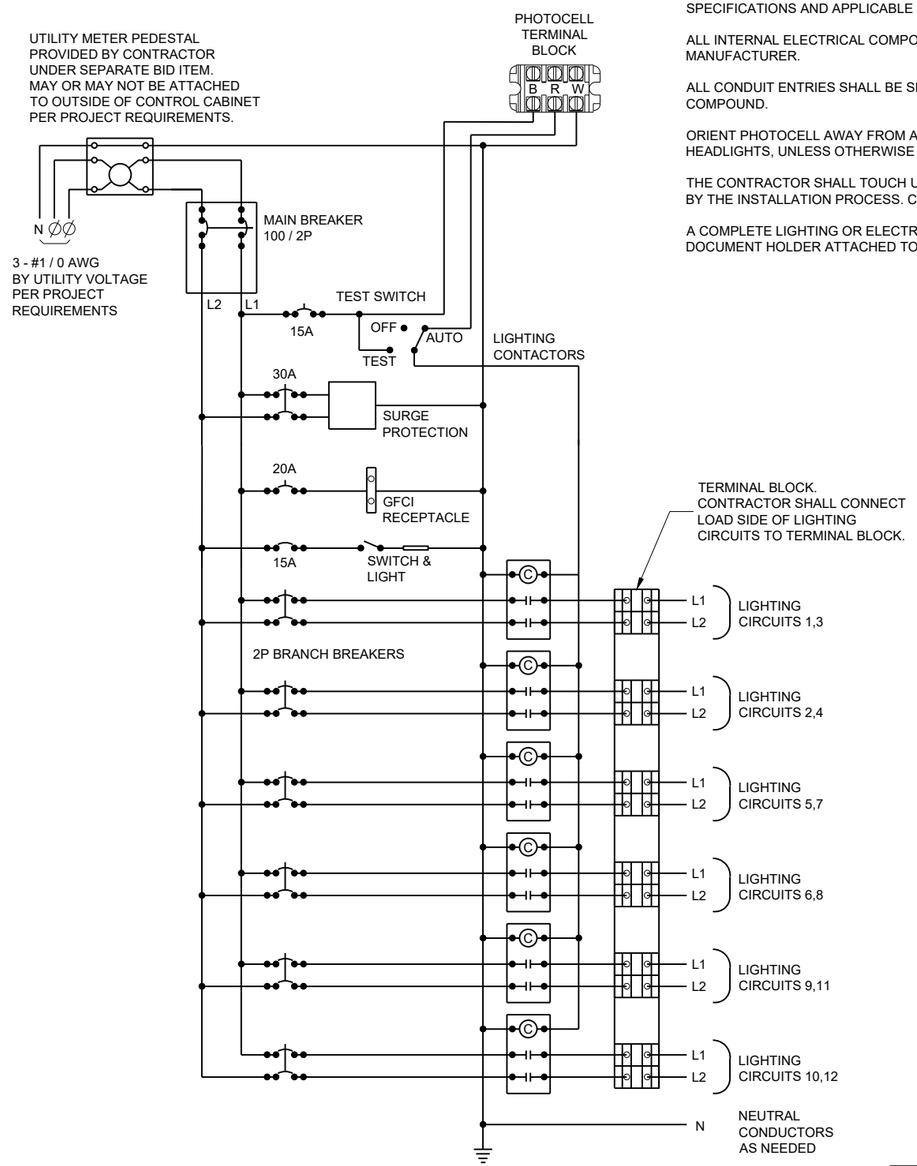


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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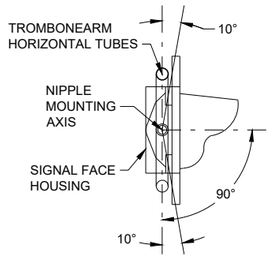
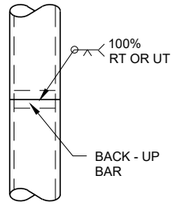


SECTION A-A

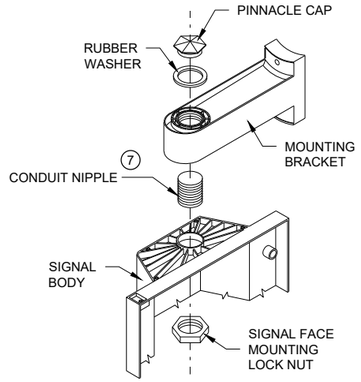
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING,PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

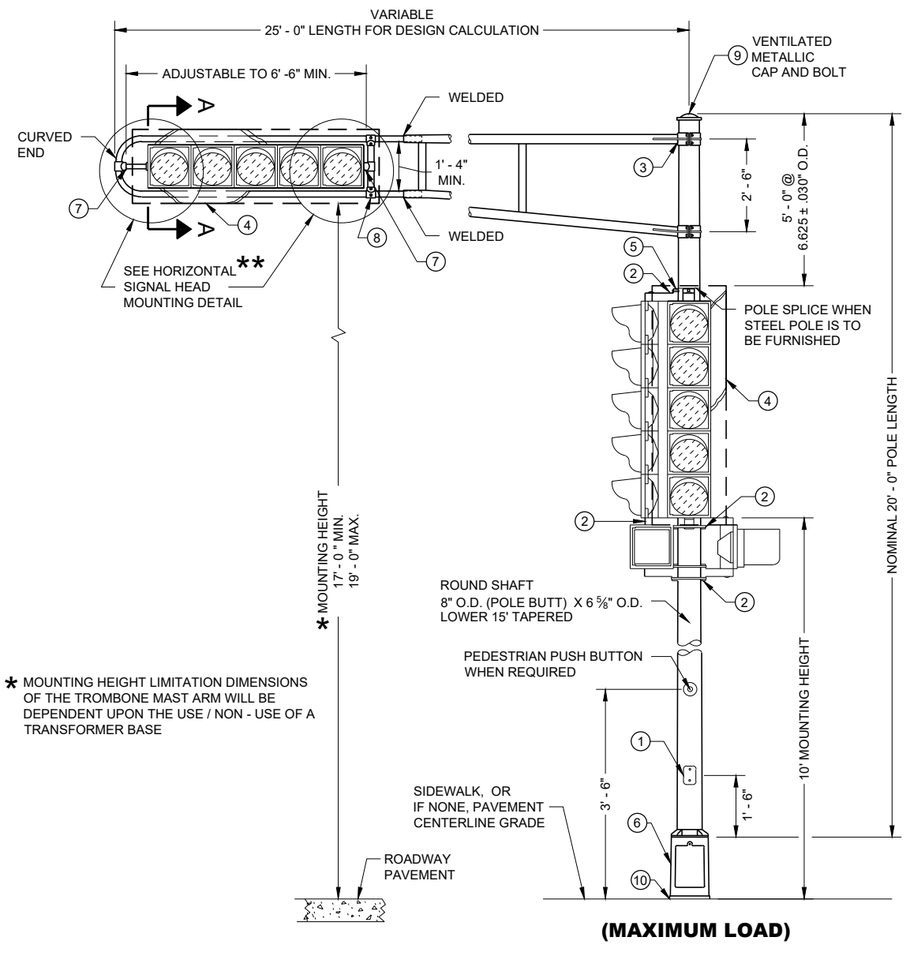
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTIS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

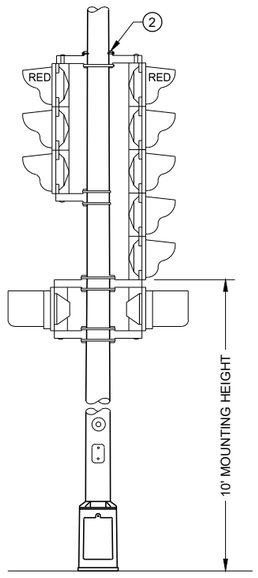
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

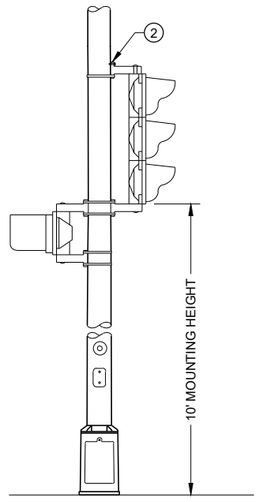


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

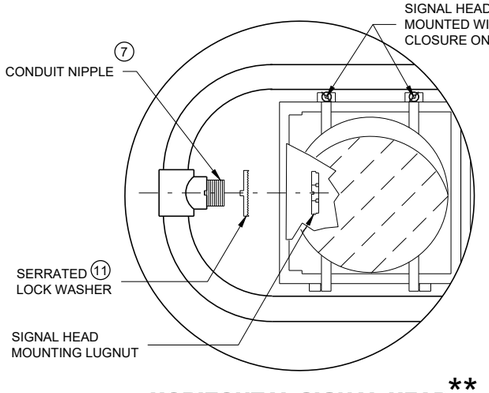
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

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DEPARTMENT OF TRANSPORTA

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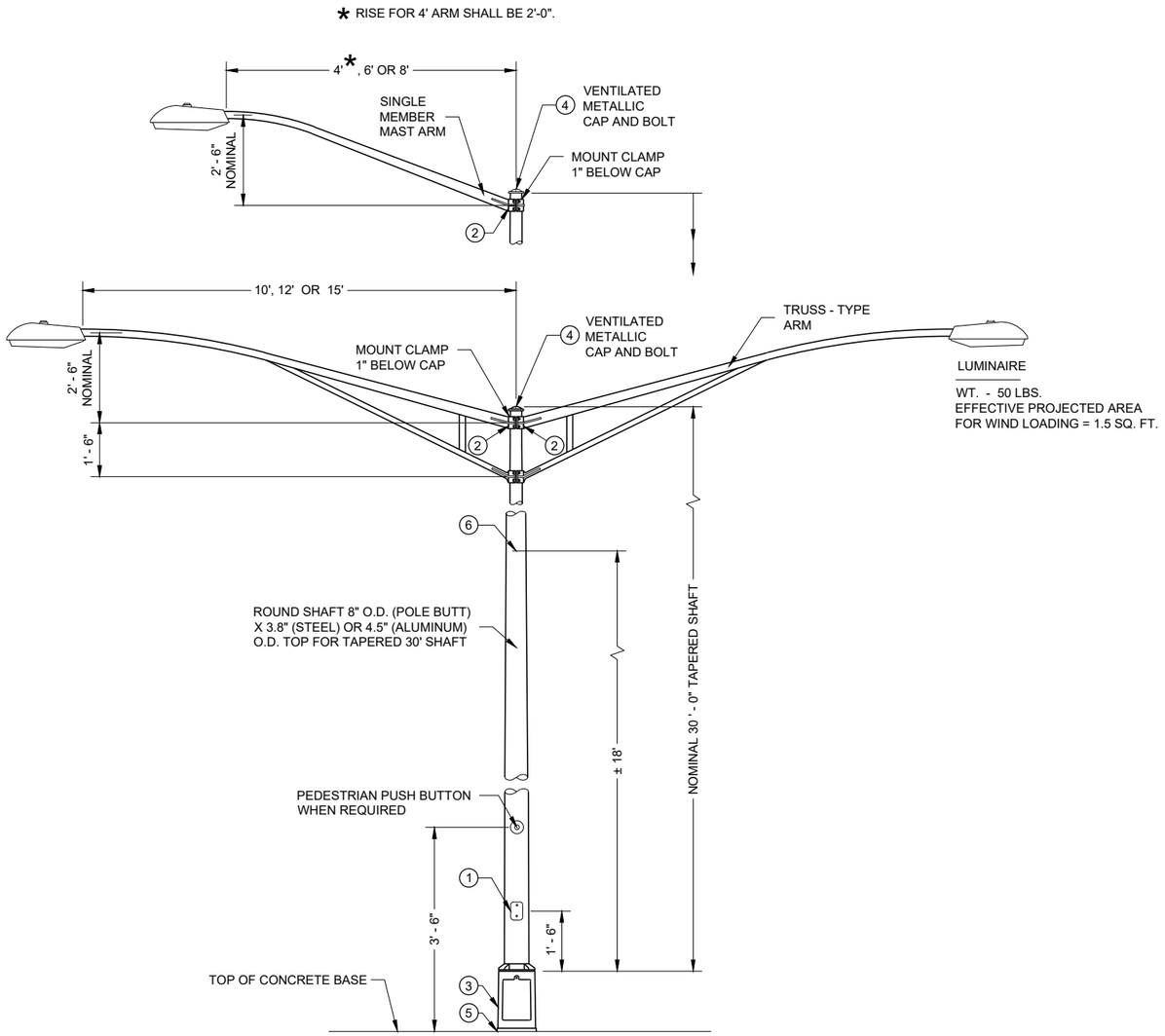


TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

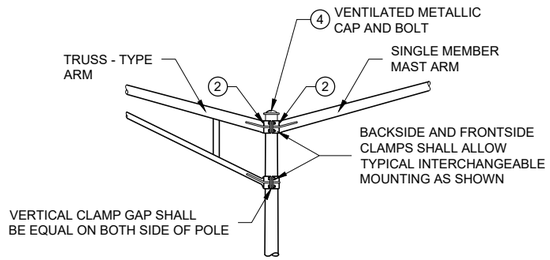
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.



INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

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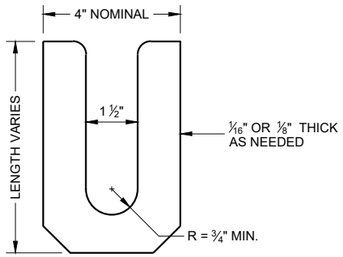
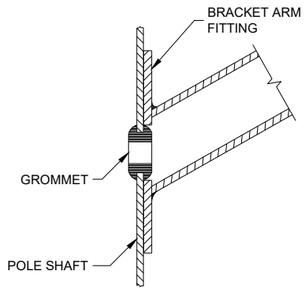
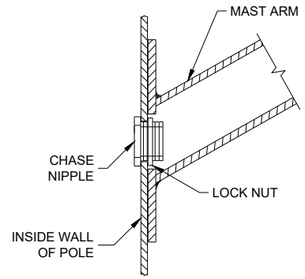


LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

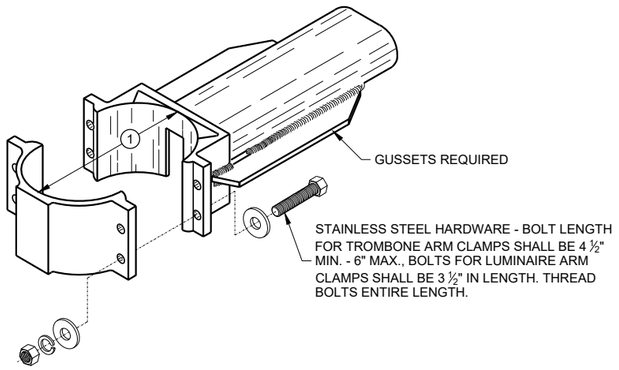
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

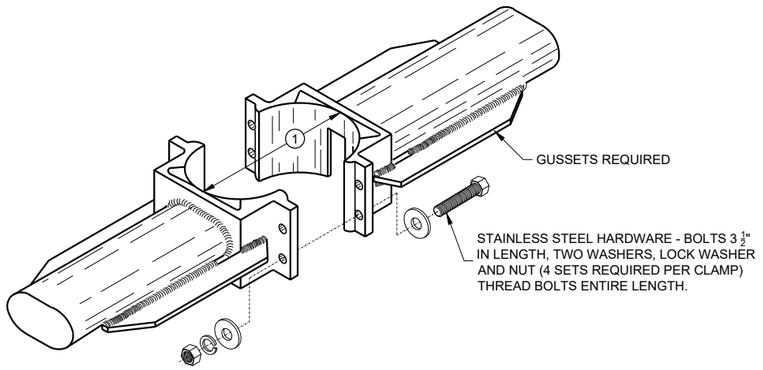
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

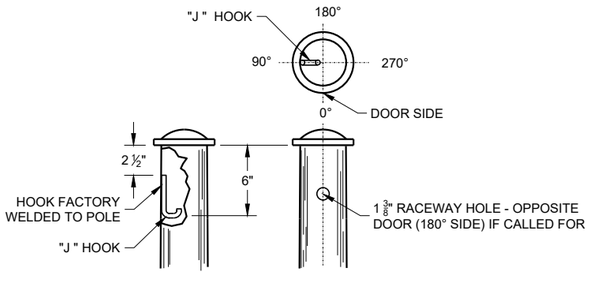
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



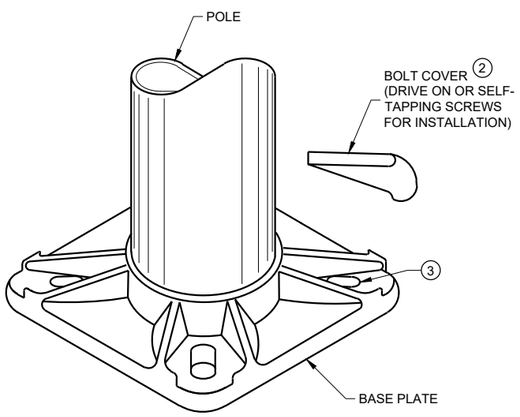
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



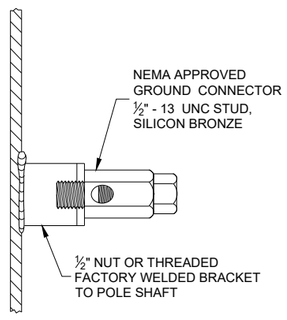
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

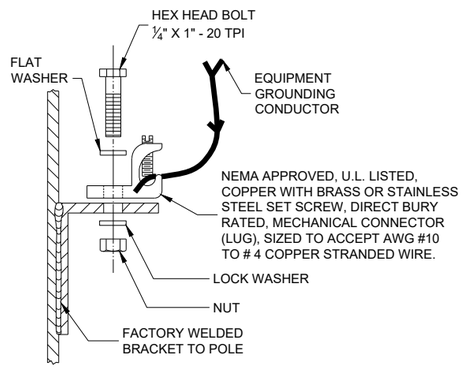


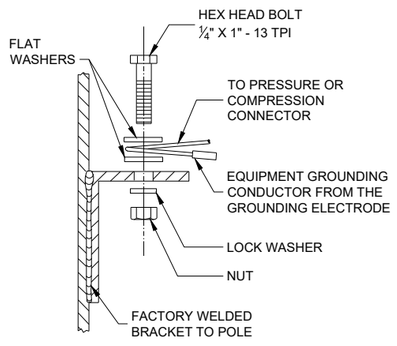
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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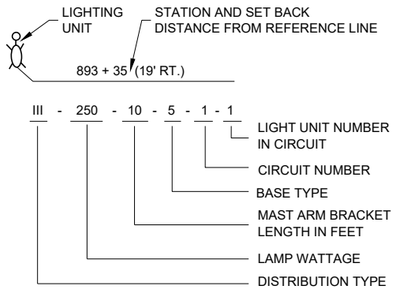
GENERAL NOTES

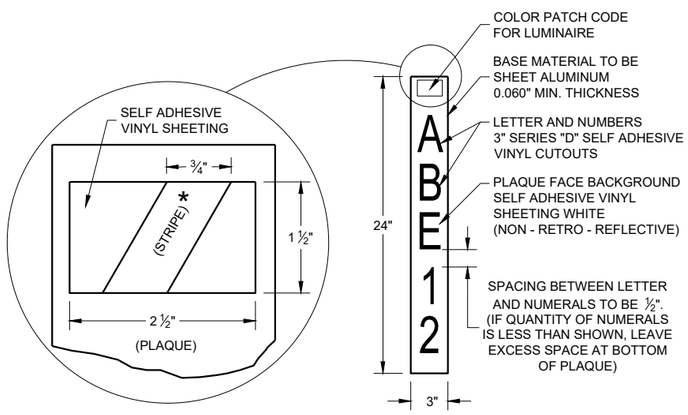
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



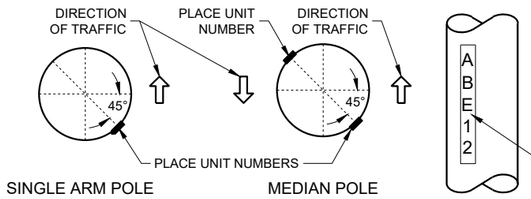
LIGHTING UNIT CODE
(TYPICAL)



COLOR PATCH CODE FOR LUMINAIRES

(HIGH PRESSURE SODIUM)	(MERCURY VAPOR)
1000 WATT - NO PATCH	400 WATT - NO PATCH
400 WATT - ORANGE	250 WATT - YELLOW
310 WATT - BLUE	
250 WATT - ORANGE W / WHITE STRIPE *	
200 WATT - RED	
150 WATT - GREEN	
100 WATT - BROWN	

IDENTIFICATION PLAQUE



NOTES

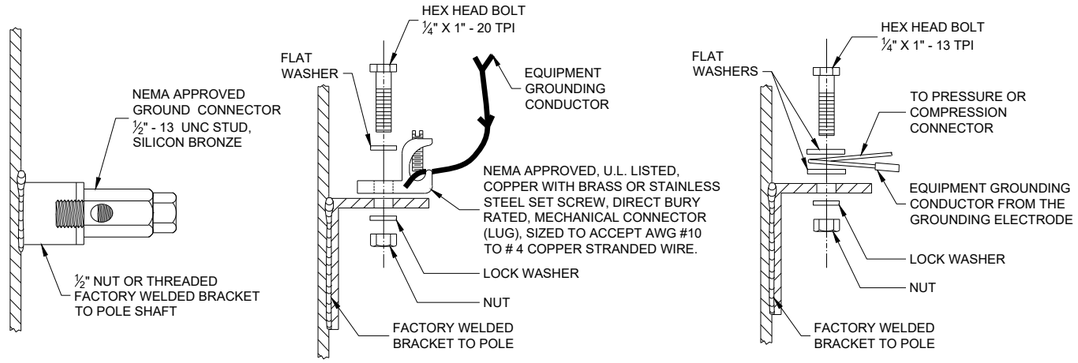
1) PLACE BOTTOM OF UNIT NUMBER PLAQUE 5'-0" ABOVE ELEVATION OF ADJACENT CURB OR SHOULDER.

2) UNIT NUMBER: ONE REQUIRED FOR SINGLE ARM POLES. TWO REQUIRED FOR MEDIAN MOUNT POLES.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE WITH 3 ALUMINUM POP RIVETS (ALUMINUM POLES) OR STAINLESS STEEL POP RIVETS (STEEL POLES).

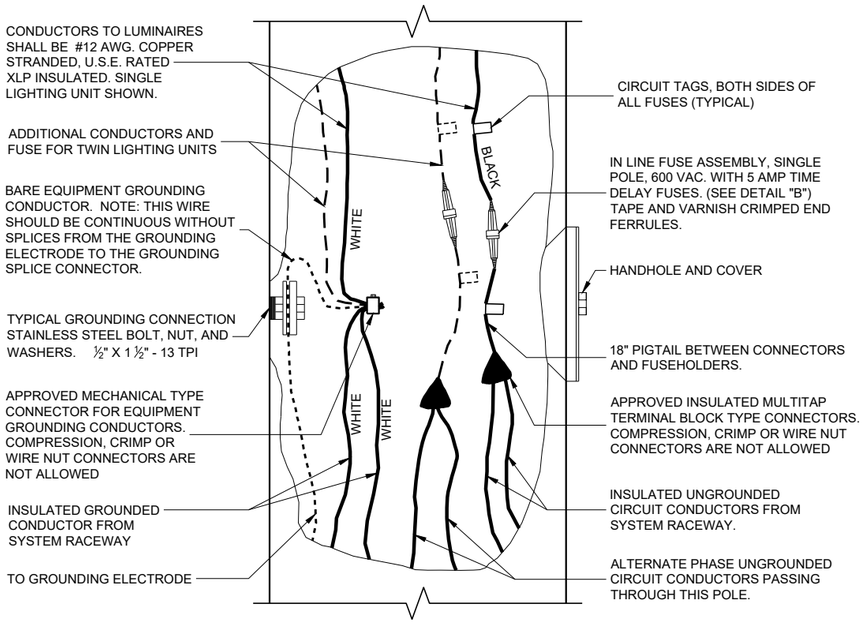
LIGHTING UNIT IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENT
(TYPICAL, ALL LIGHTING UNITS)

FURNISH PLAQUE WHEN CALLED FOR BY SPECIAL PROVISIONS

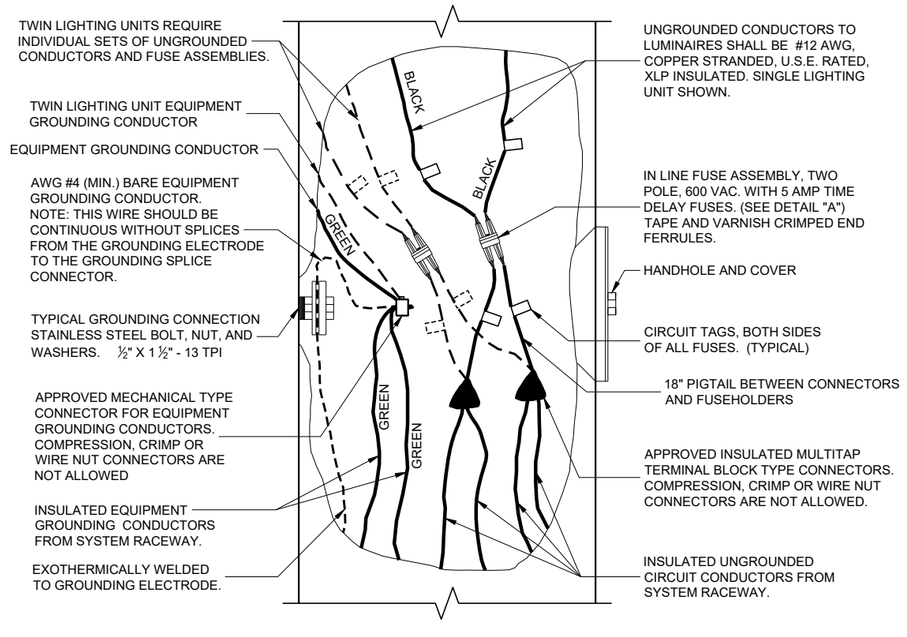


TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

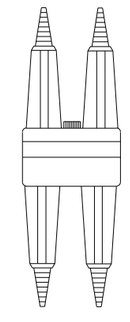
OLD EXISTING FREEWAY WIRING (SOME AREAS)



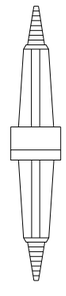
2 WIRE - 120, 240, OR 480 VAC TO GROUND



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR



DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT

FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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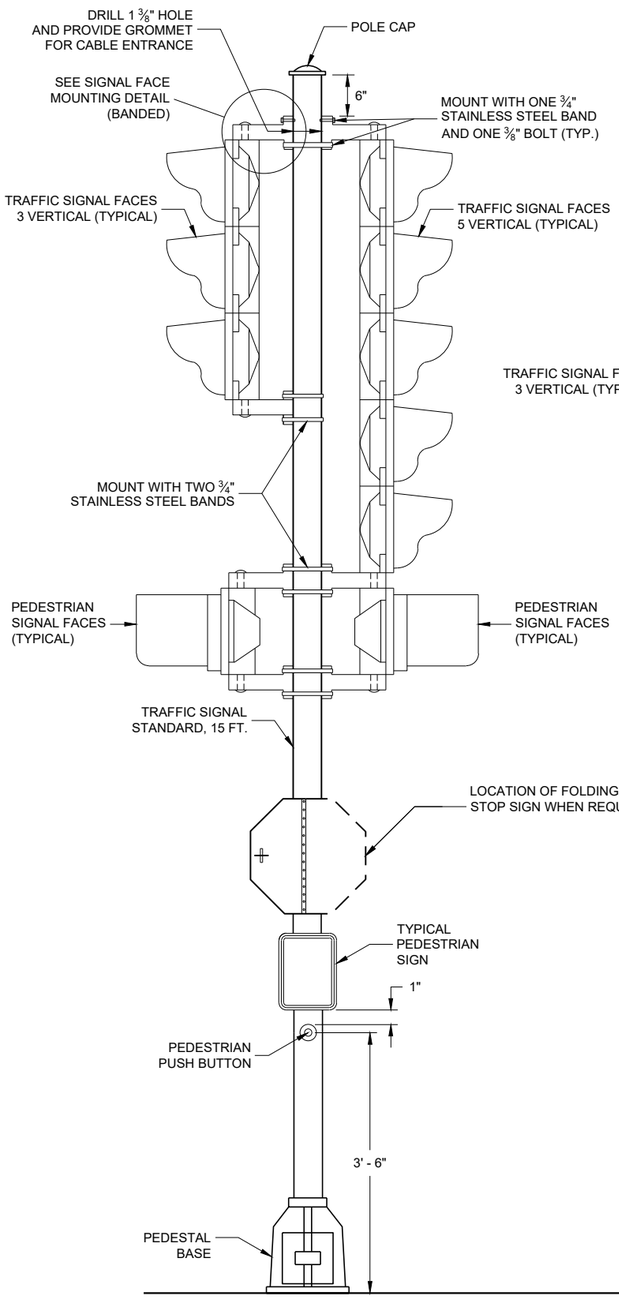
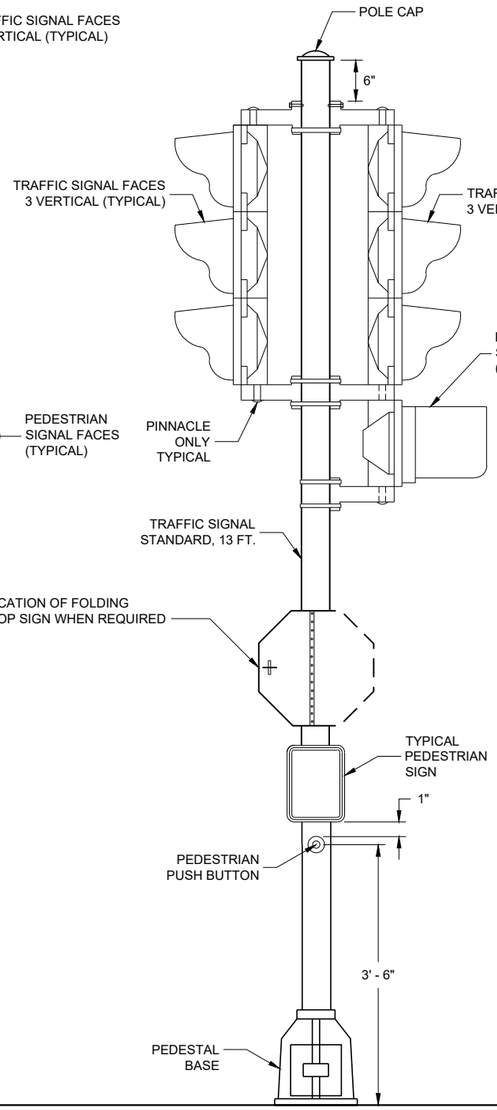
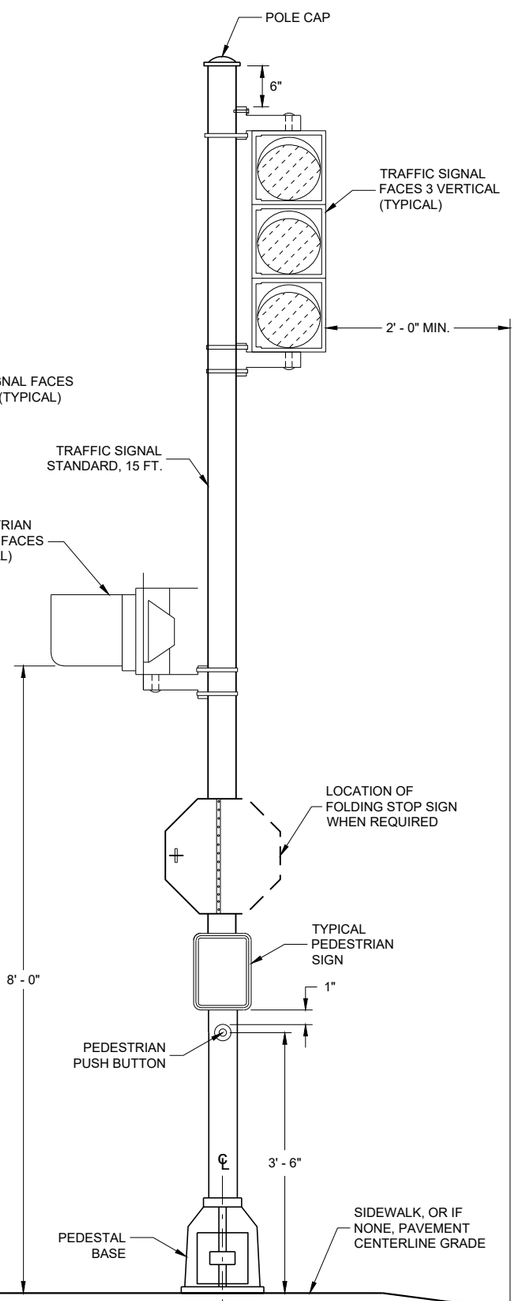


TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

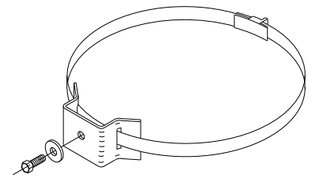
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

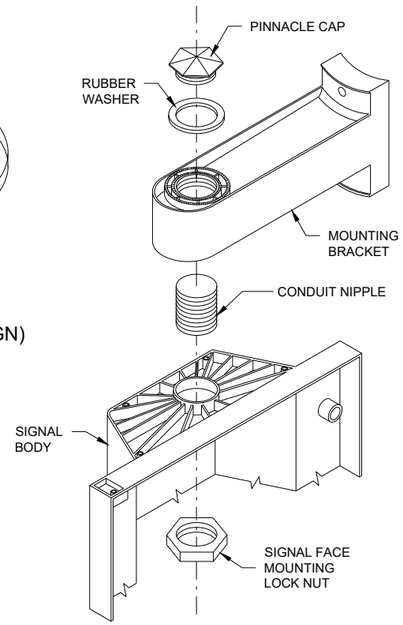
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 312

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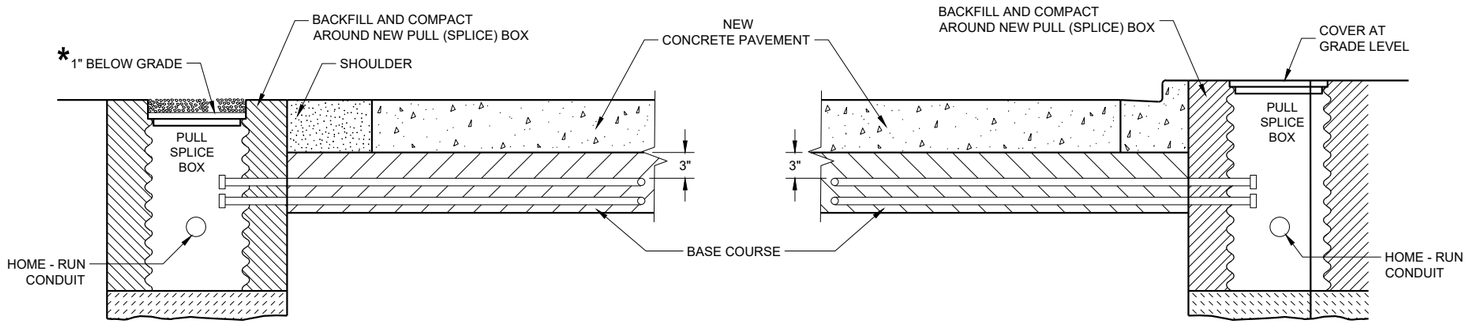


SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

* RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

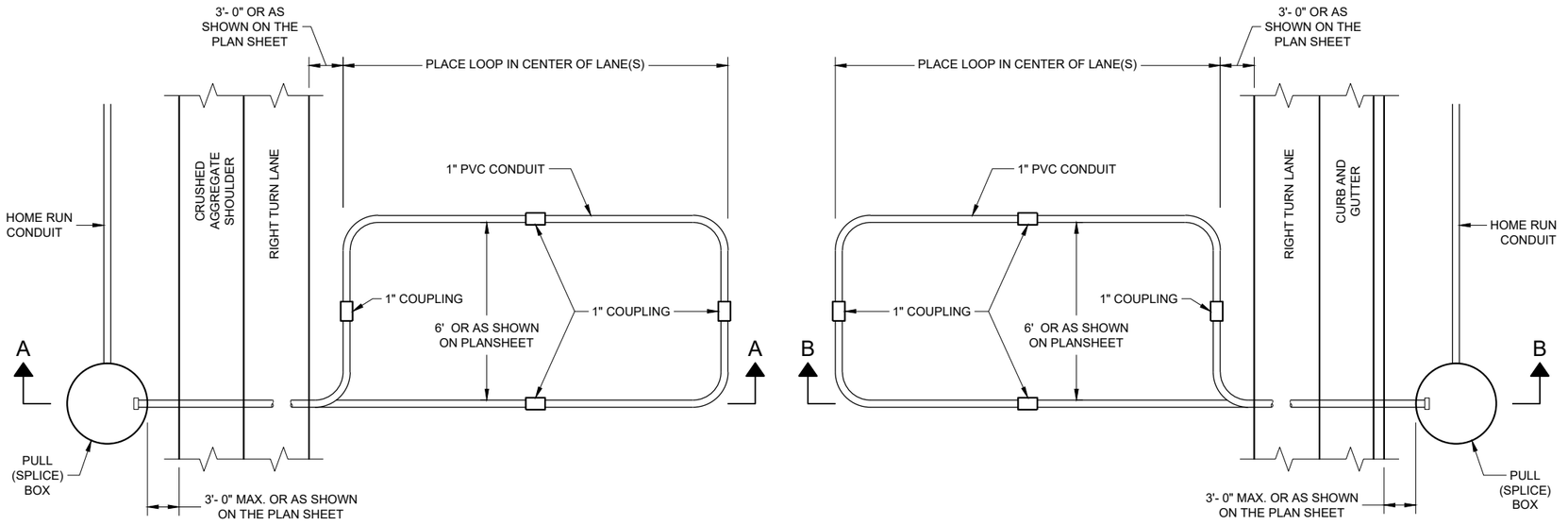
THE #12 AWG LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

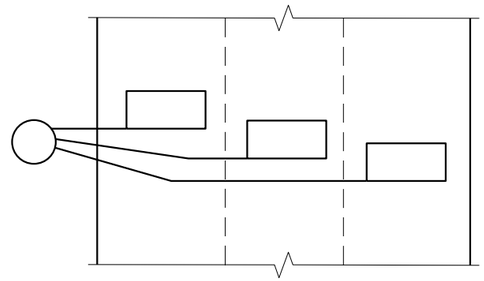
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR
WITH 24" PULL (SPLICE) BOX



MULTI-LANE
INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

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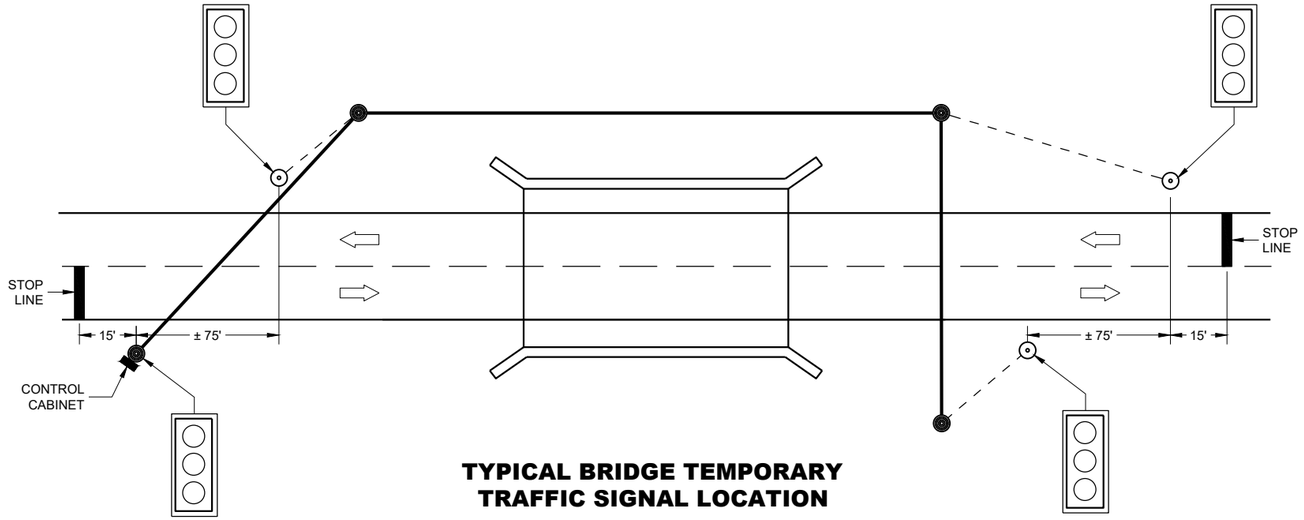


TYPICAL BRIDGE TEMPORARY TRAFFIC SIGNAL LOCATION

LEGEND

- WOOD POLE (NON-BREAKAWAY)
- WOOD POST (BREADAWAY)
- SIGNAL CABLE
- SIGNAL CABLE W/MESSENGER
- DIRECTION OF TRAFFIC
- LED TRAFFIC SIGNAL WITH BACKPLATE (3-12")

GENERAL NOTES

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

POLE MOUNTED TRAFFIC SIGNAL CONTROL CABINET MAY BE MOUNTED ON THE SERVICE POLE IF THE ELECTRICAL UTILITY ALLOWS THE INSTALLATION.

WHEN UTILITY POLES ARE USED TO SPAN THE TEMPORARY OVERHEAD CABLE, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER OF THE POLES AND GIVEN TO THE PROJECT MANAGER. ALL PERTINENT UTILITY AND CODE CLEARANCES SHALL BE MAINTAINED.

WOOD POLES (NON-BREAKAWAY) SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAM GUARD, ETC.).

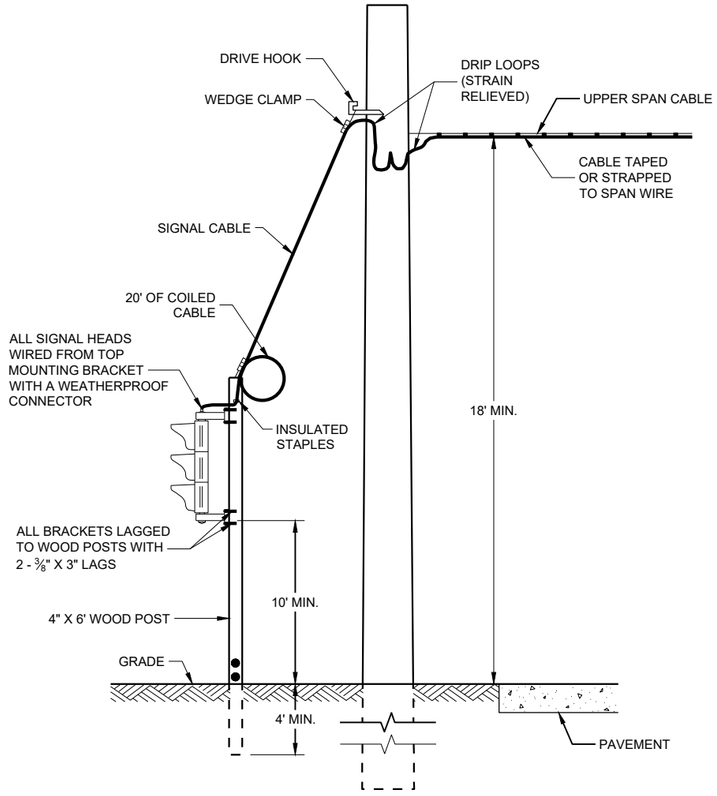
WOOD POSTS (BREAKAWAY) SHALL BE NO CLOSER THAN 2 FEET OUTSIDE OF SHOULDER.

VERTICAL CLEARANCE ETC. PER NEC.

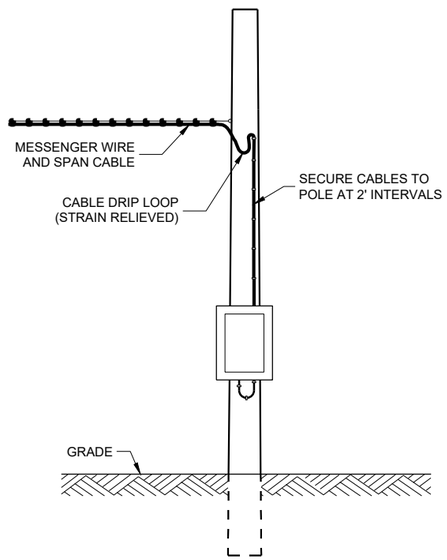
TRAFFIC SIGNAL FACES SHALL BE TYPICALLY PLACED 12 FEET FROM EDGE OF PAVEMENT.

EACH TRAFFIC SIGNAL SHALL HAVE A BACKPLATE.

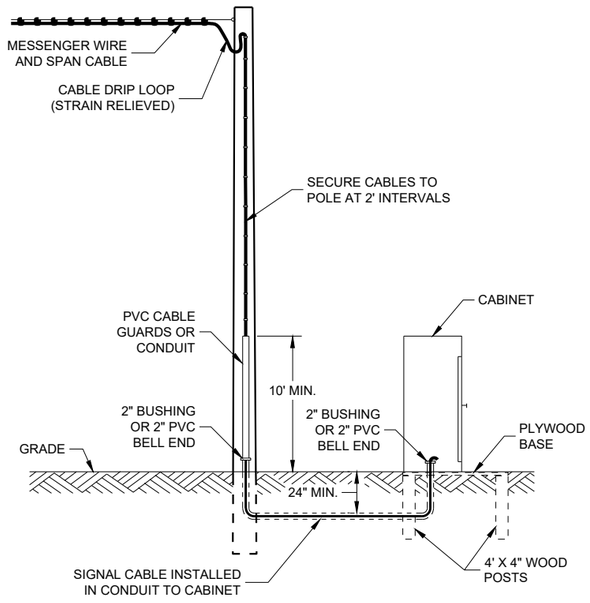
SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL DROP TO TRAFFIC SIGNAL FACE



POLE MOUNT CABINET INSTALLATION



GROUND MOUNT CABINET INSTALLATION

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES	
SPEED LIMIT	OFFSET DISTANCE*
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS W/CURBS	2 FT

* NOTE: OFFSET MEASURED FROM OUTER EDGE OF OUTSIDE THRU LANE.

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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SDD09G02 - 05a

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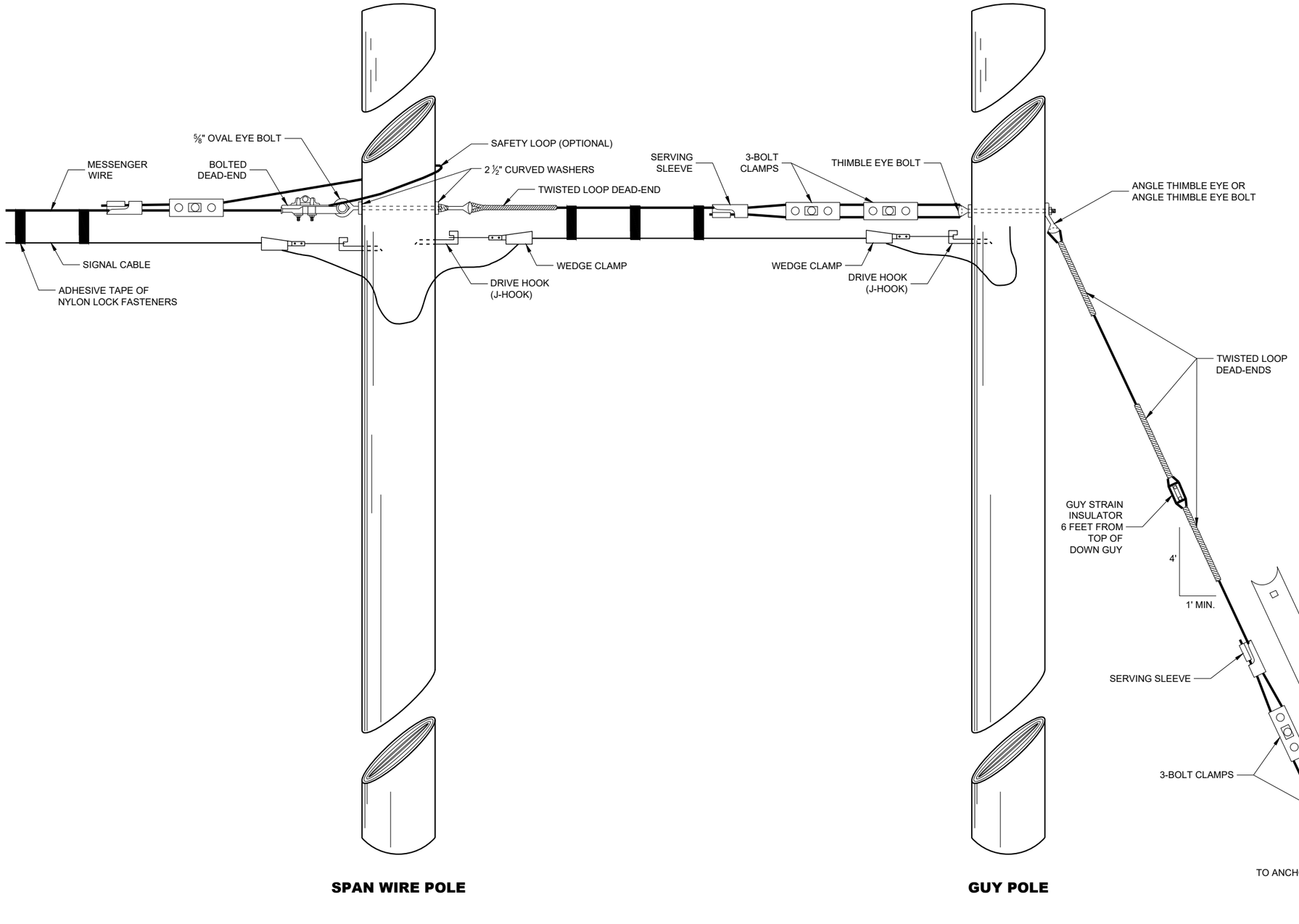
SDD09G02 - 05a

GENERAL NOTES

USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD09G02 - 05b

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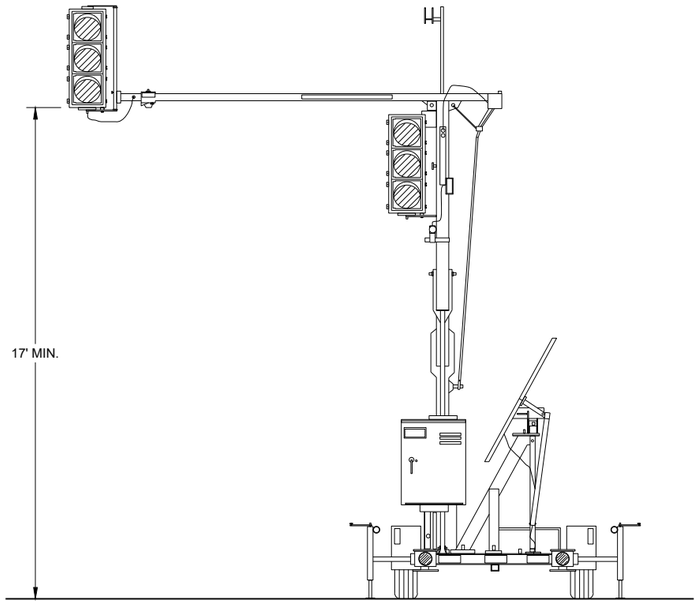
SDD09G02 - 05b

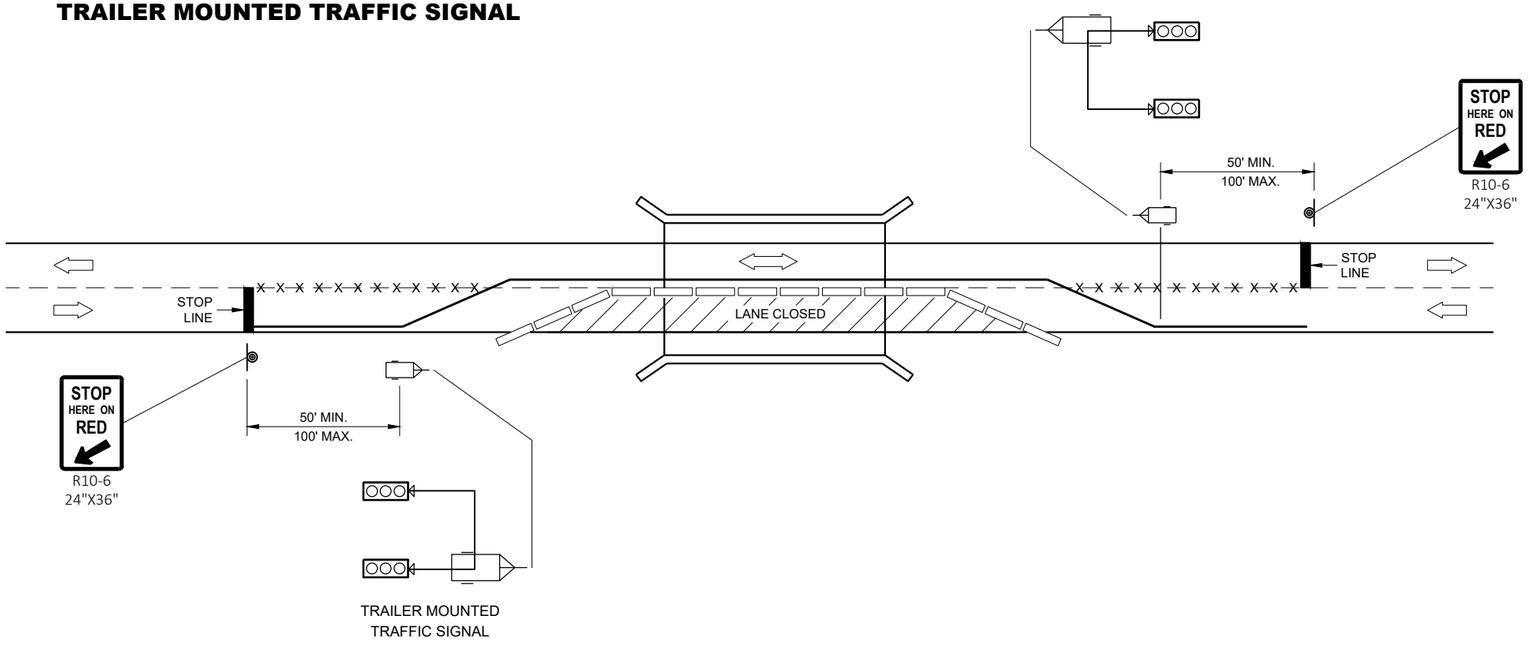


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

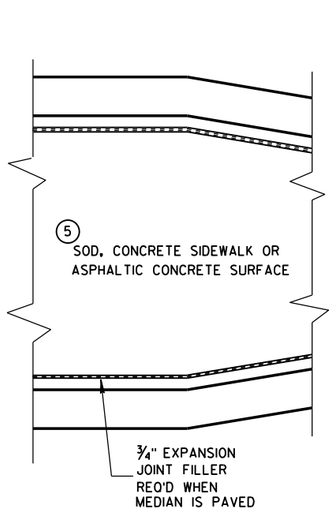
June 2015
DATE

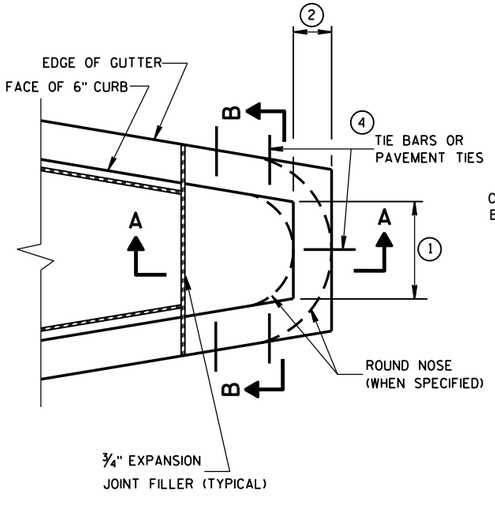
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

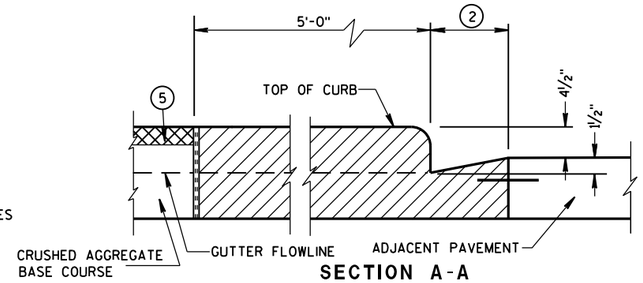
FHWA

SDD09G02 - 05c

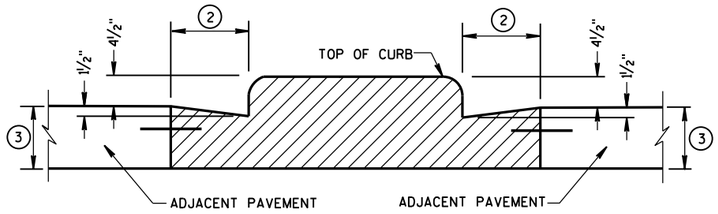
SDD09G02 - 05c







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

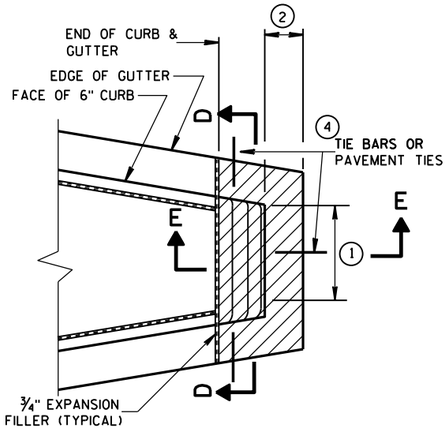
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

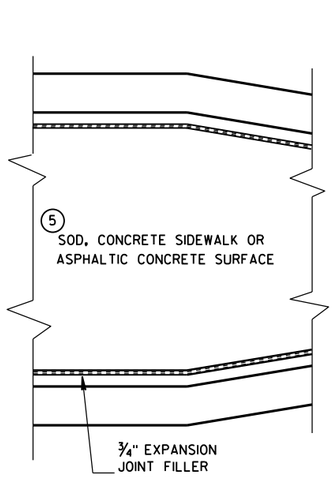
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

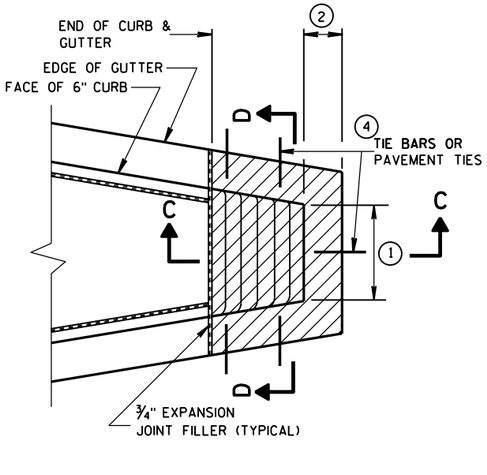
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

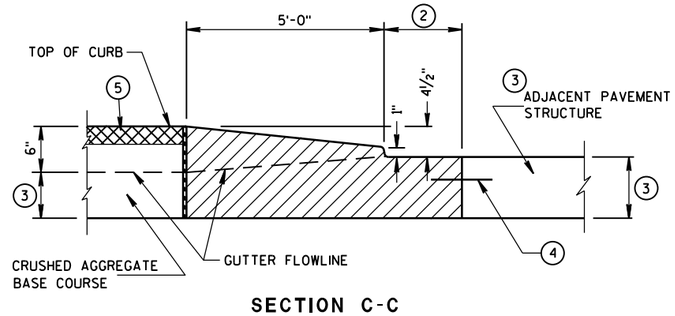
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



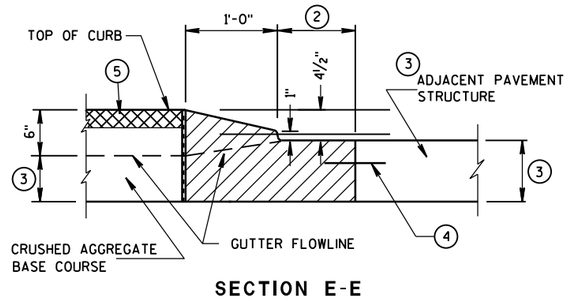




CONCRETE MEDIAN SLOPED NOSE TYPE 1

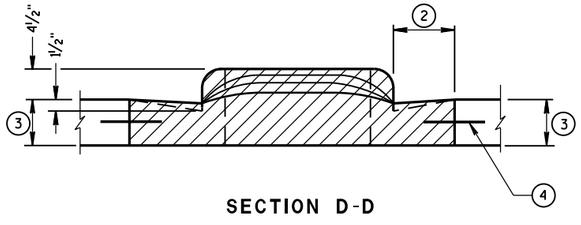


SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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S.D.D. 11 B 2-2

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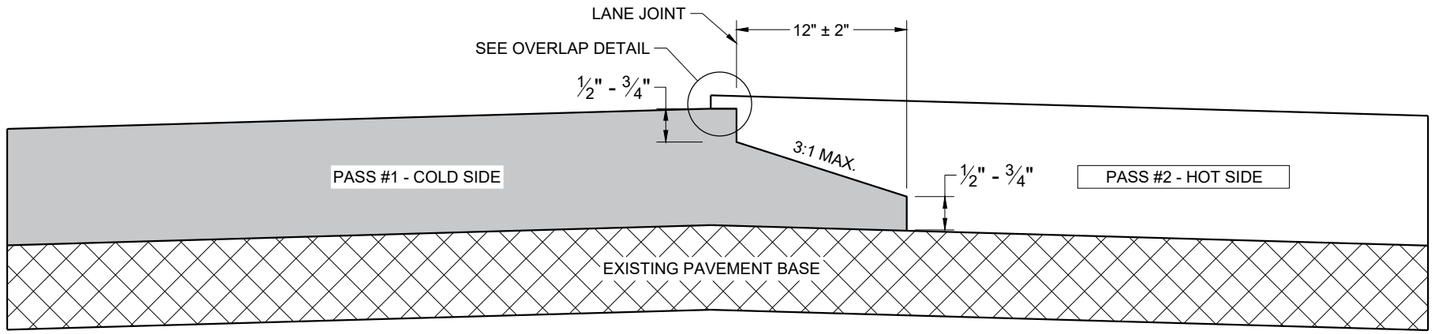
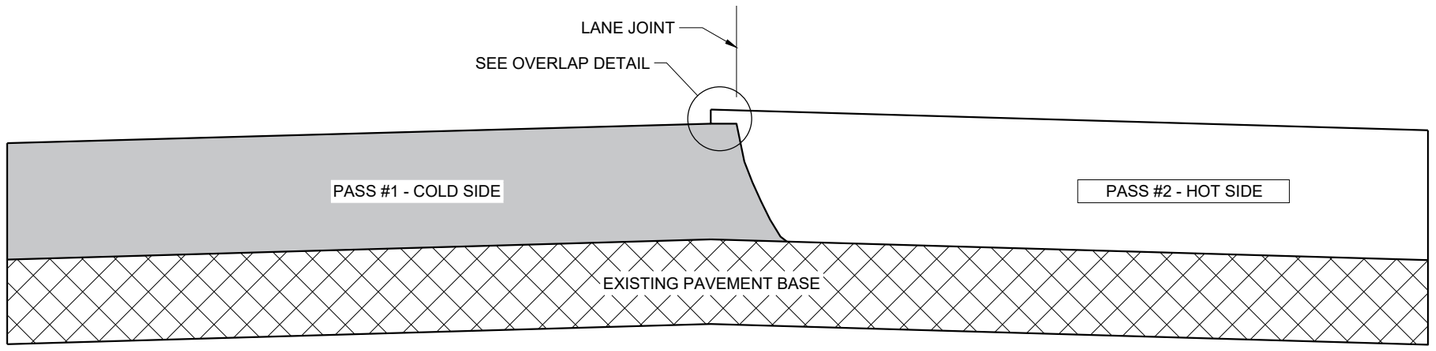
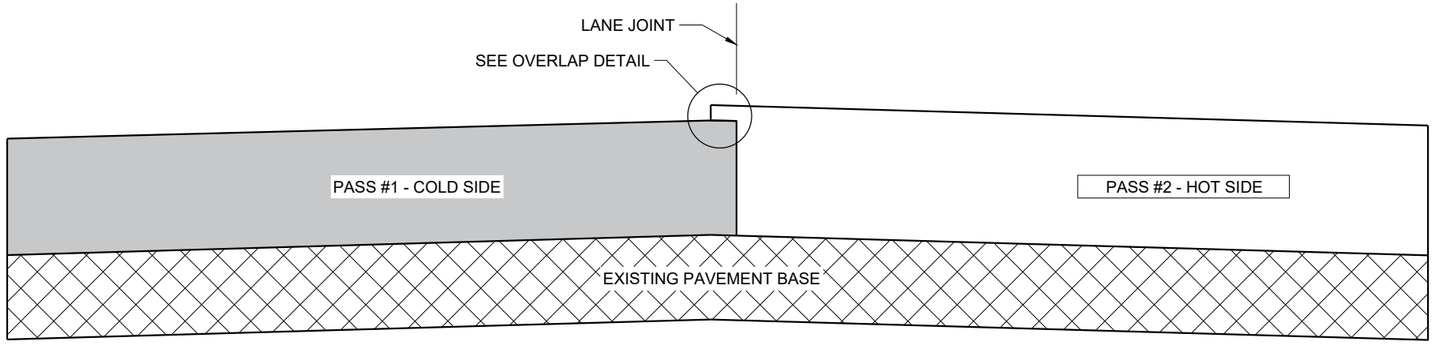
S.D.D. 11 B 2-2



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

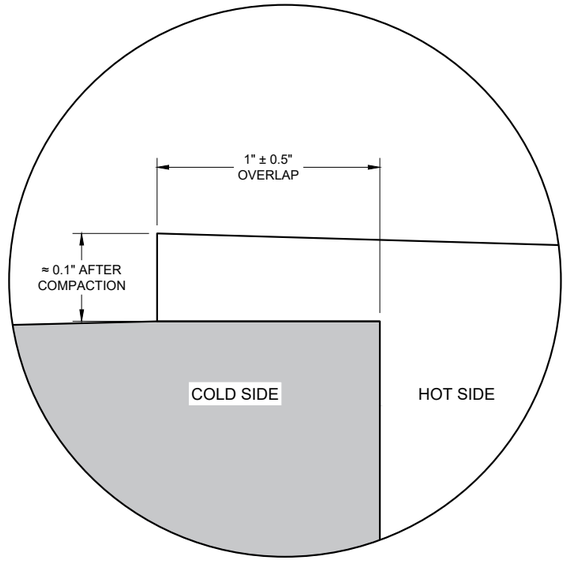
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

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SDD 13C19 - 03

SDD 13C19 - 03

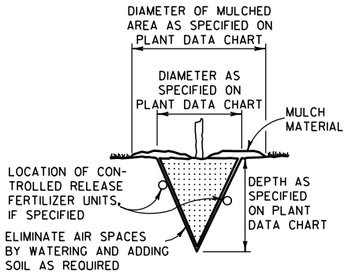
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

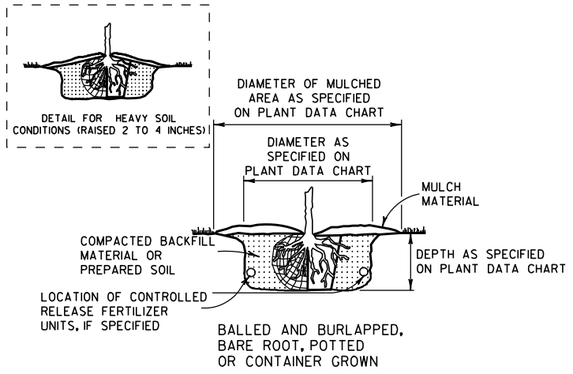
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

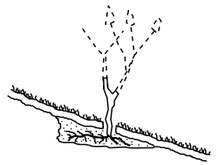
FHWA



MACHINE MOVED

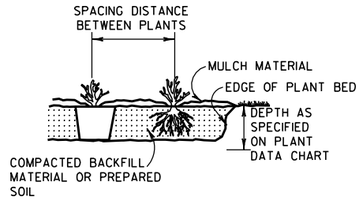


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



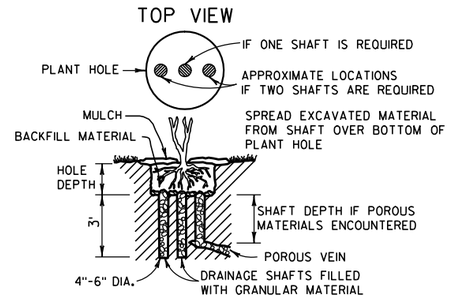
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



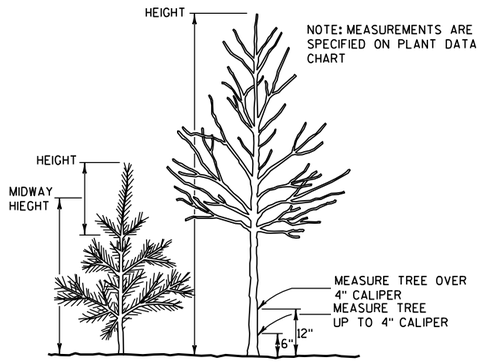
PREPARED BED (BARE ROOT AND POTTED)

PLANTING

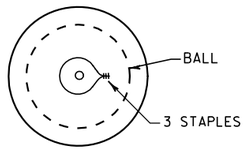


NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

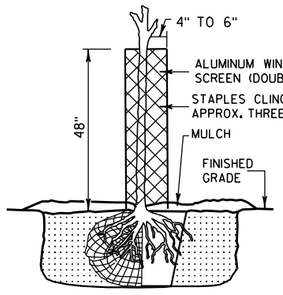
DRAINING



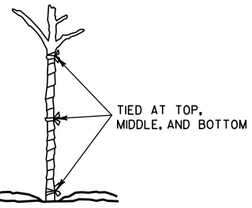
MEASURING



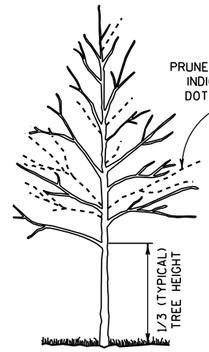
TOP VIEW



RODENT PROTECTION



WRAPPING

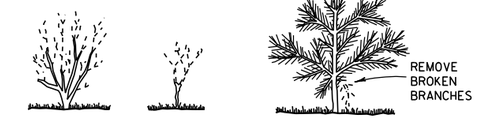


TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)

SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

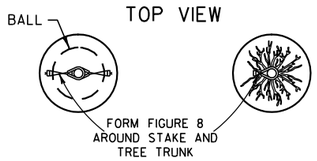


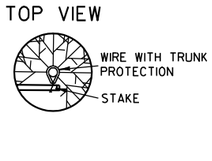
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

SUMAC

TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

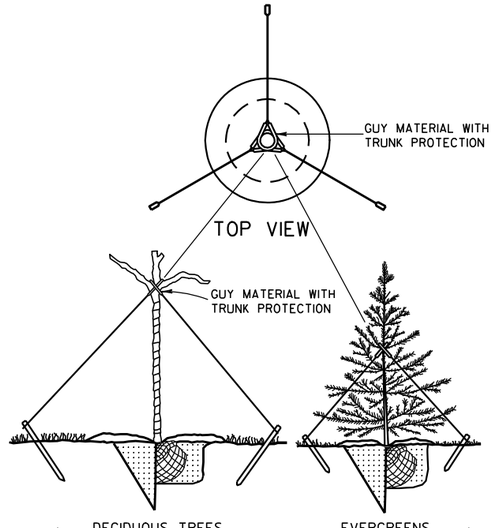
PRUNING



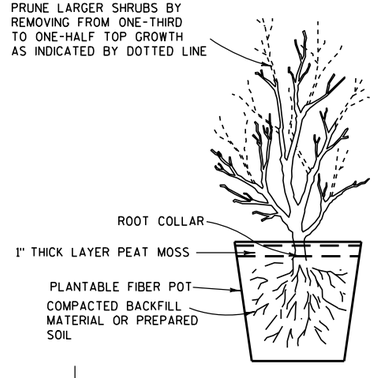


NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING



POTTING

NOTES

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

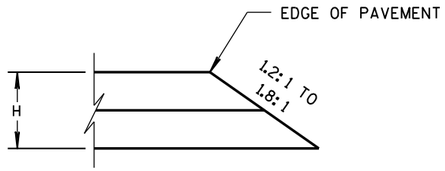
BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

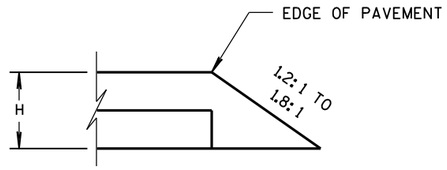
APPROVED
4/11/94 — DATE
/S/ Rory L. Rhinesmith — CHIEF METHODS DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 14 A 2-1



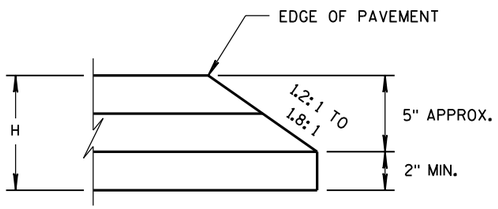
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



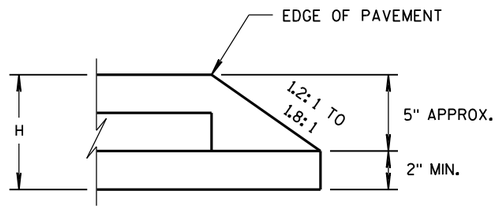
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

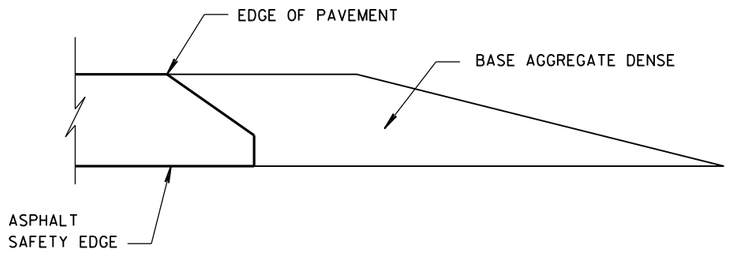
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

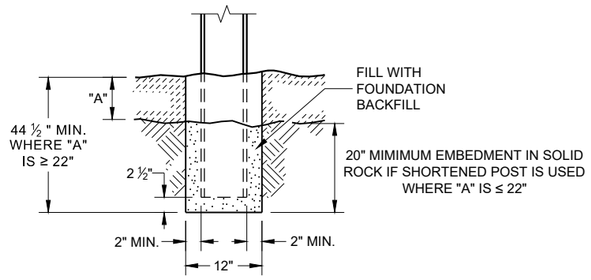
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

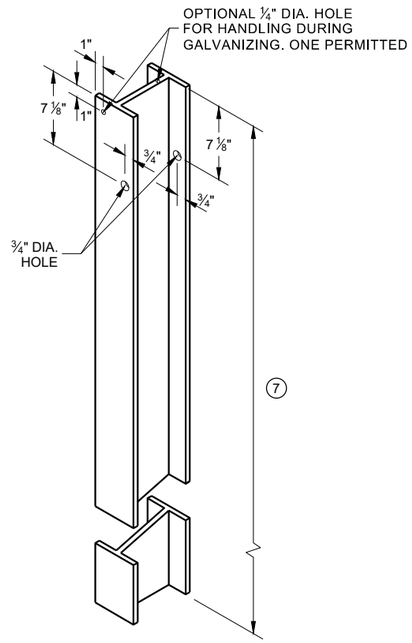
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

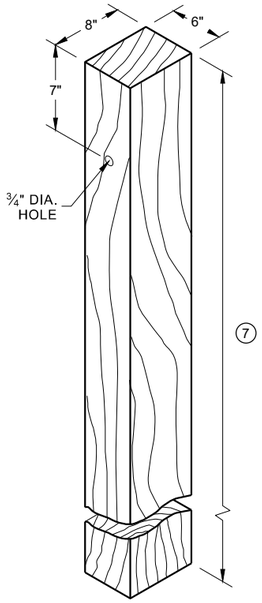
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



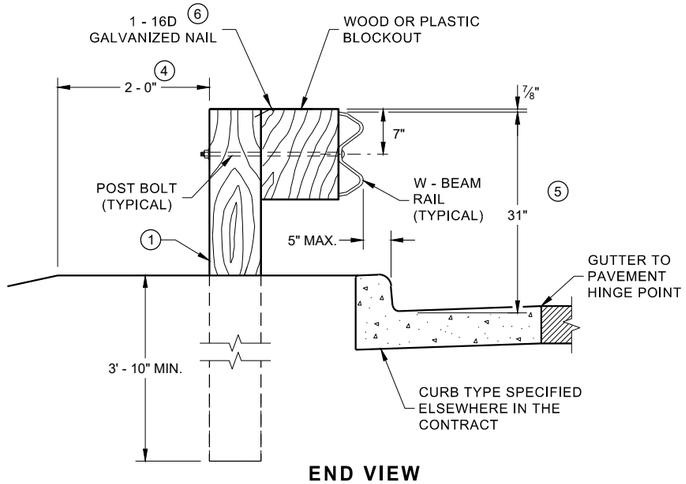
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



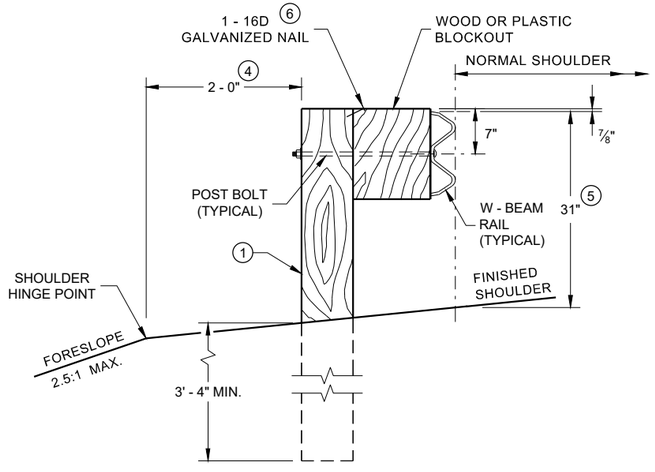
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



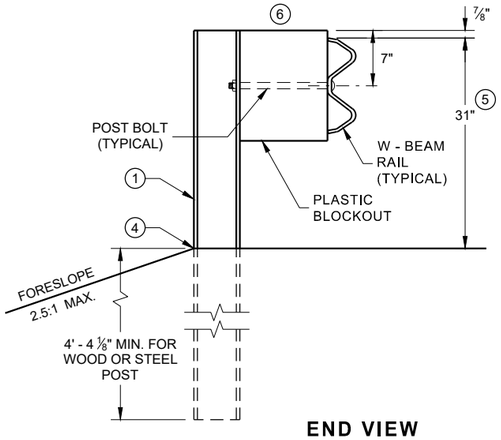
WOOD POST (6" X 8") NOMINAL (1)



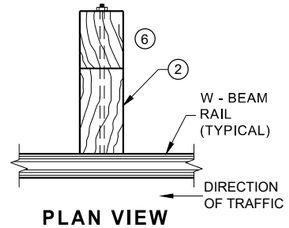
END VIEW
LOCATED ALONG A CURBED ROADWAY



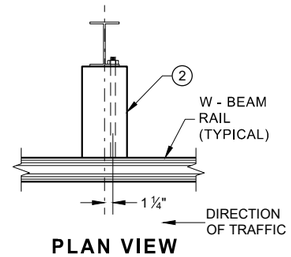
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



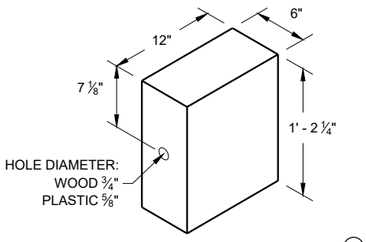
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

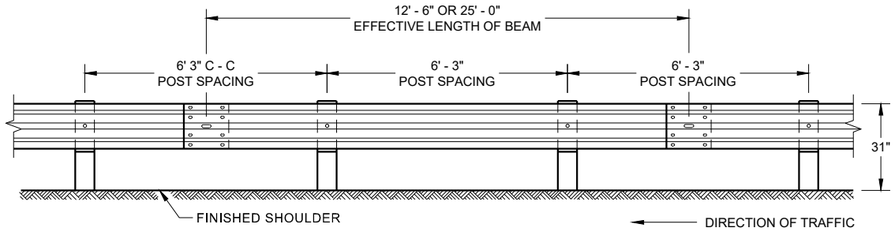
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

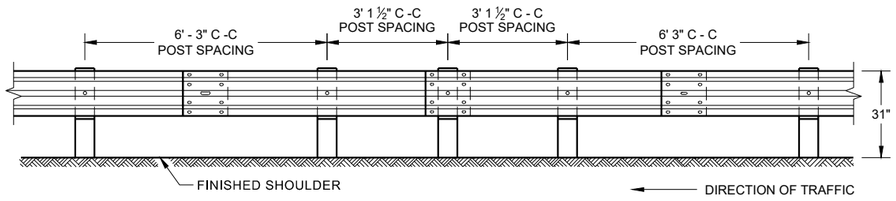
SDD 14B42 - 07a

6

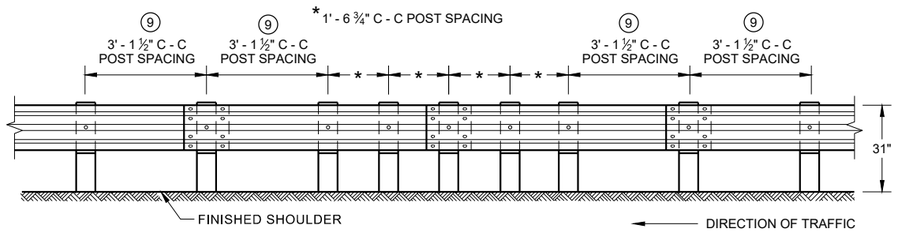
SDD 14B42 - 07a



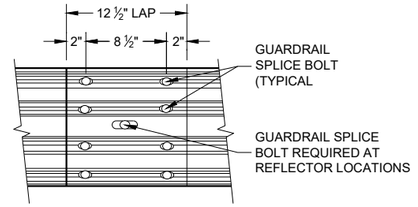
FRONT VIEW
POST SPACING STANDARD INSTALLATION



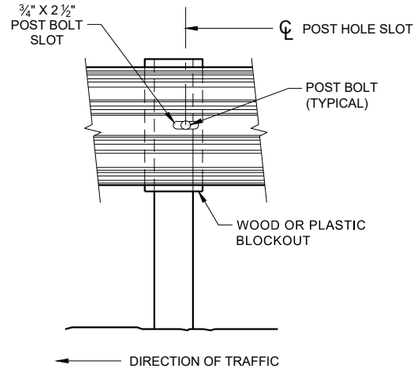
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



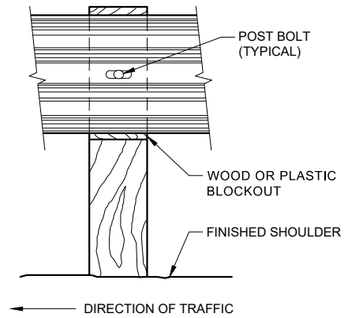
FRONT VIEW
QUARTER POST SPACING (QS)



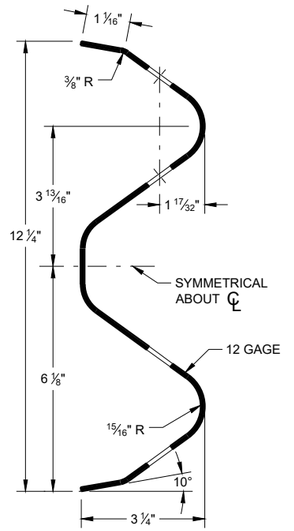
FRONT VIEW
MID-SPAN BEAM SPLICE



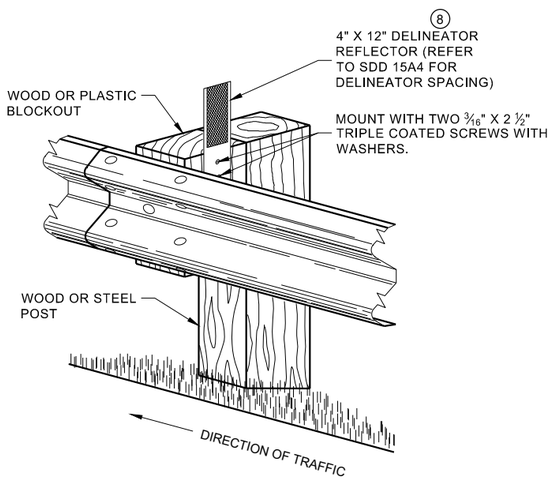
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

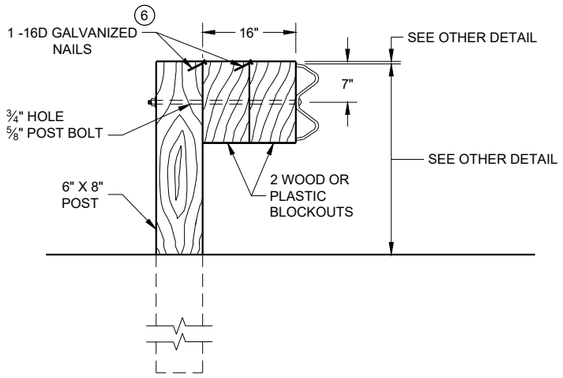
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

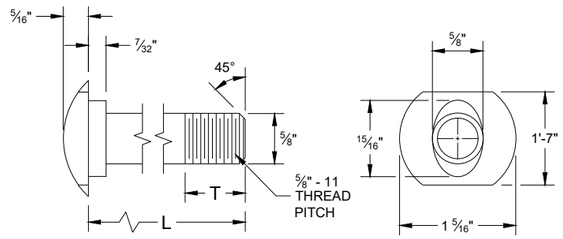


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

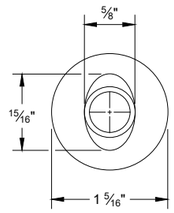
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

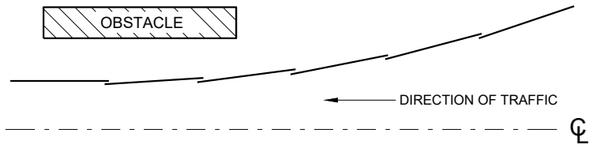


POST BOLT TABLE

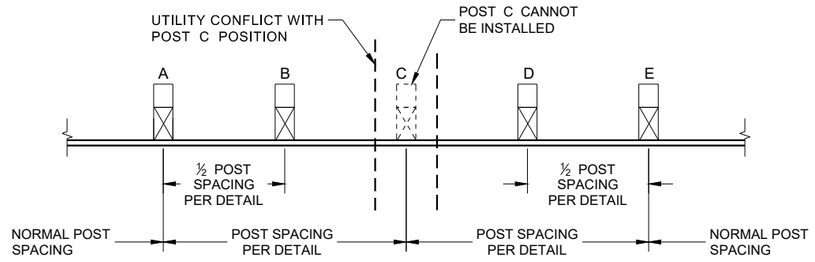
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



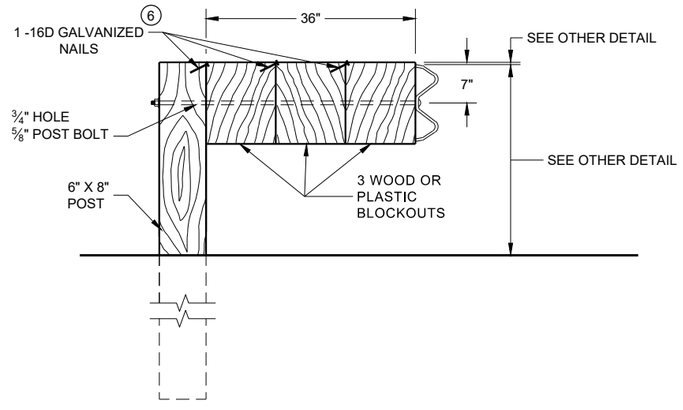
ALTERNATE BOLT HEAD



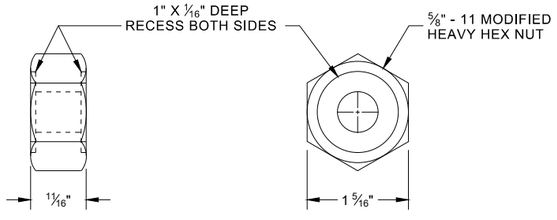
PLAN VIEW
BEAM LAPPING DETAIL



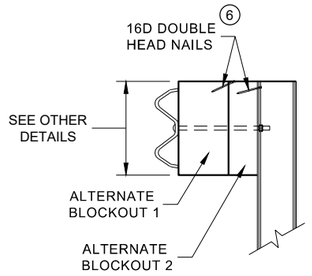
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



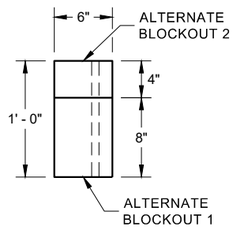
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

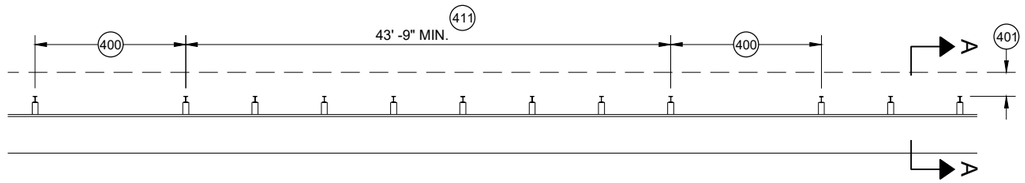
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

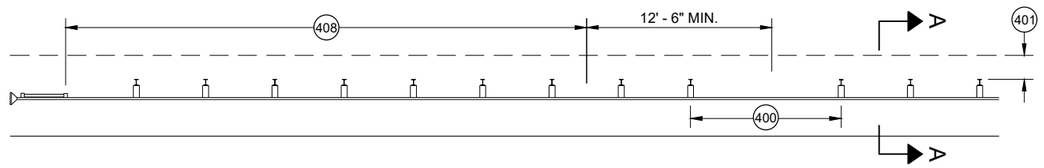
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

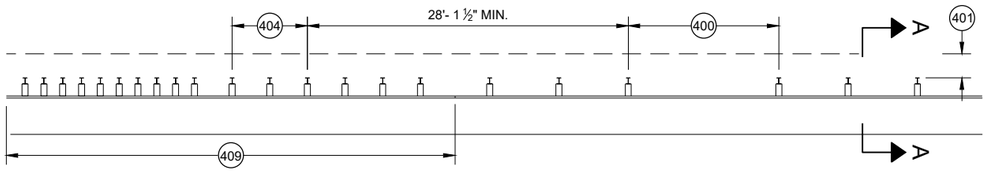
SDD 14B42 - 07c



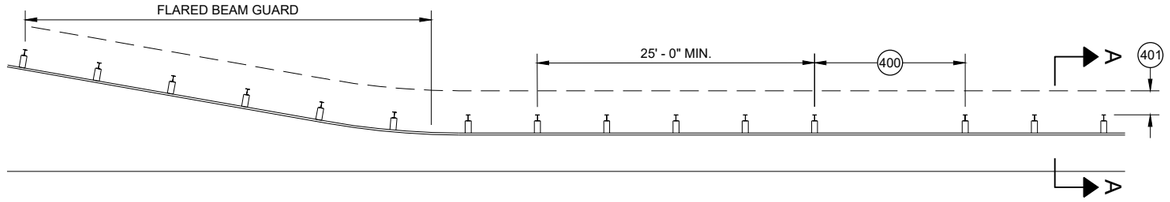
MISSING POST IN MGS GUARDRAIL



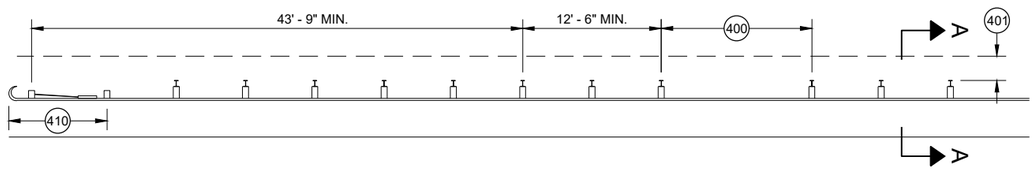
MISSING POST IN MGS GUARDRAIL NEAR EAT



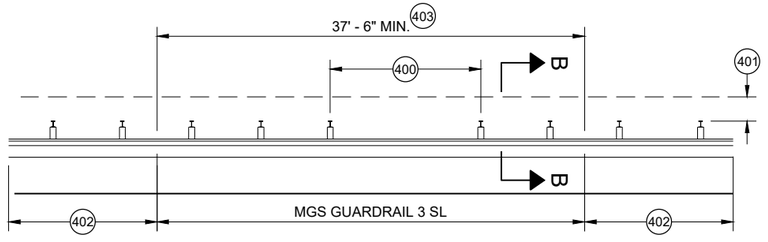
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

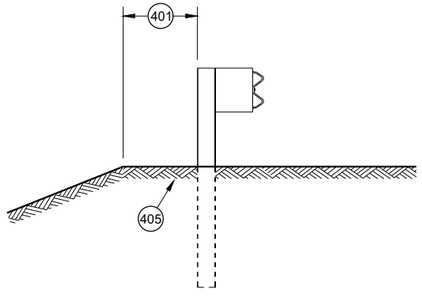


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

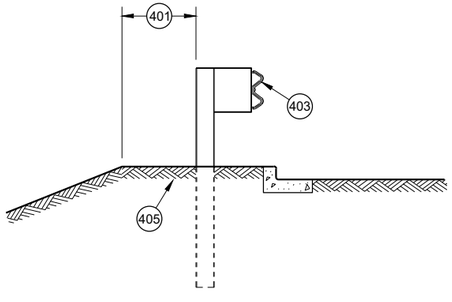


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

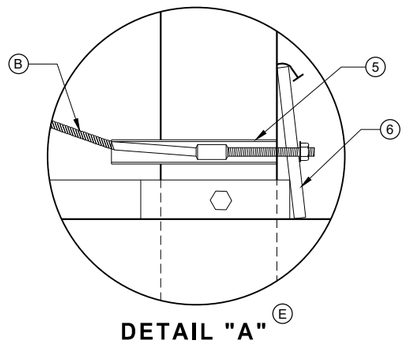
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

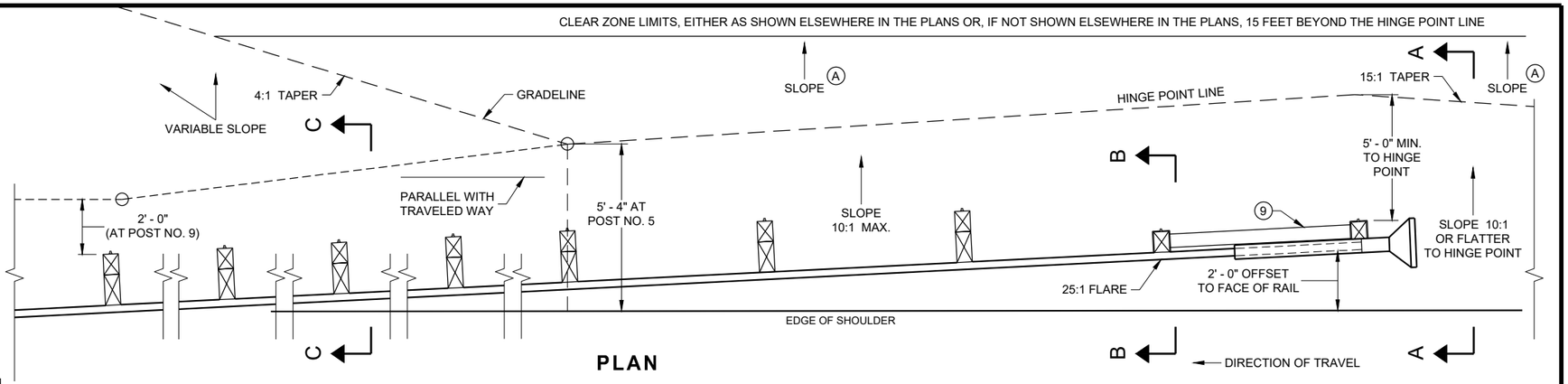
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

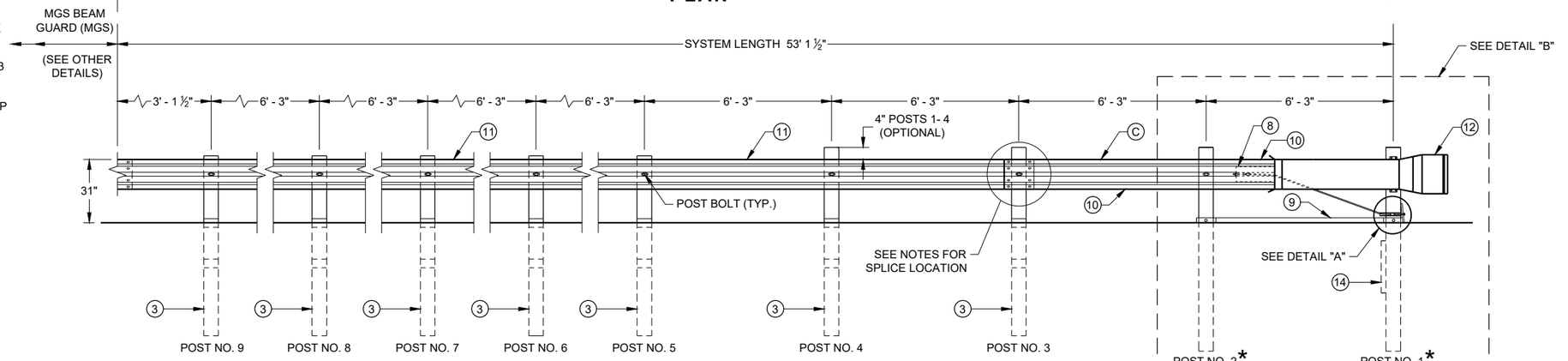
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



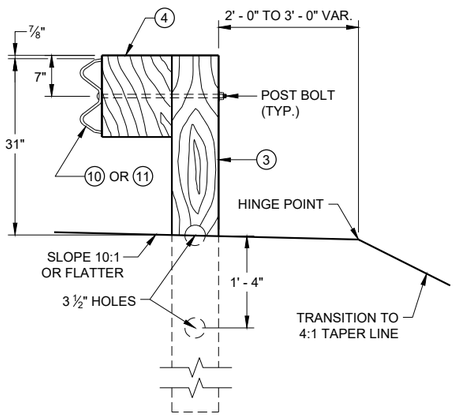
DETAIL "A" (E)



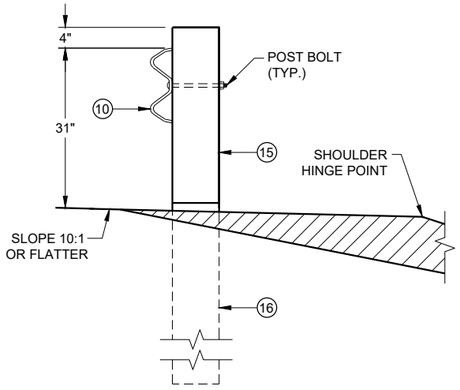
PLAN



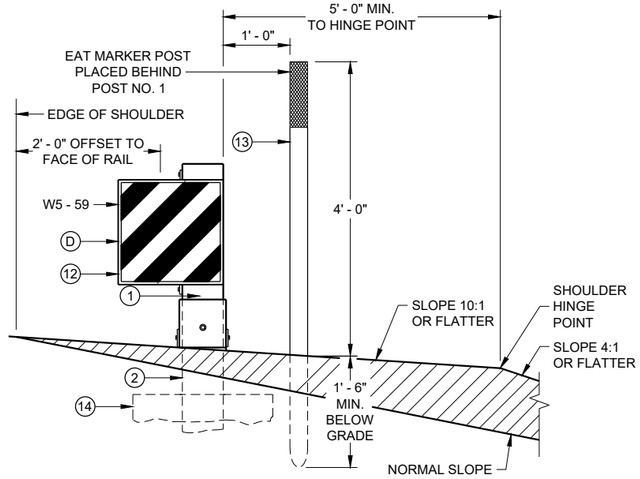
ELEVATION



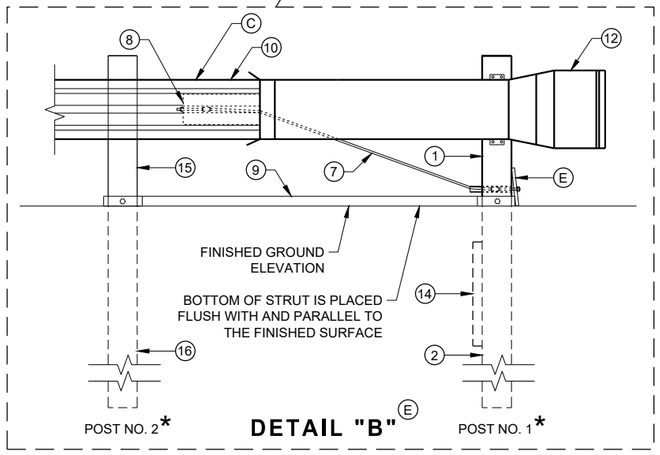
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



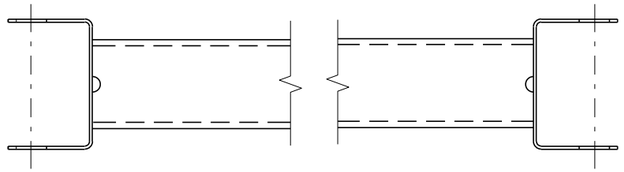
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

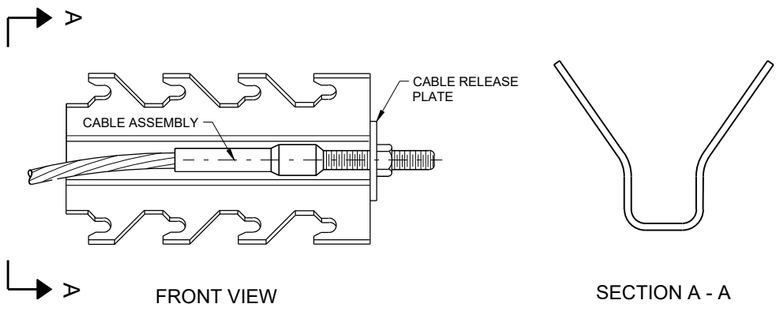
SDD 14B44 - 04a



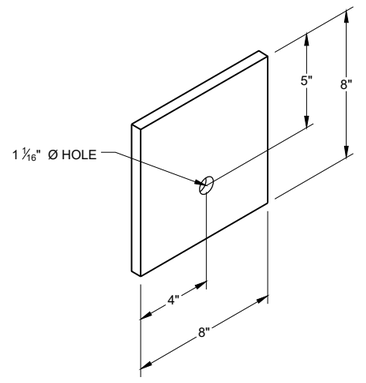
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

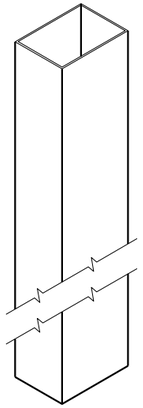
6

SDD 14B44 - 04b

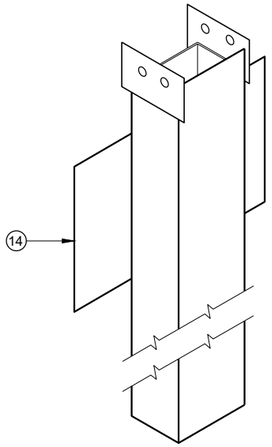
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

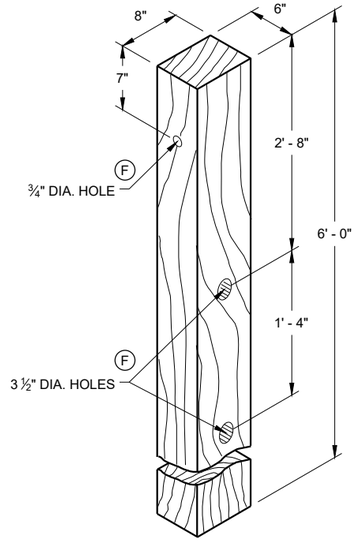
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



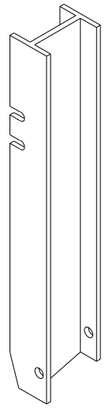
UPPER POST NO. 1 (1) (E)



LOWER POST NO. 1 (2) (E)



WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



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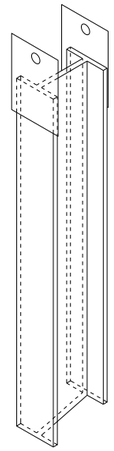

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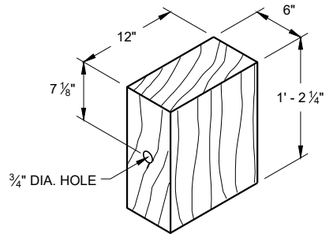
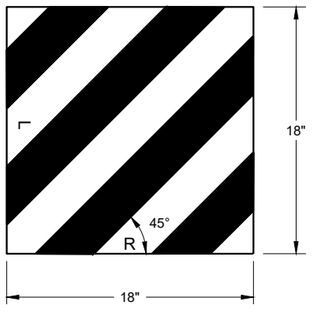
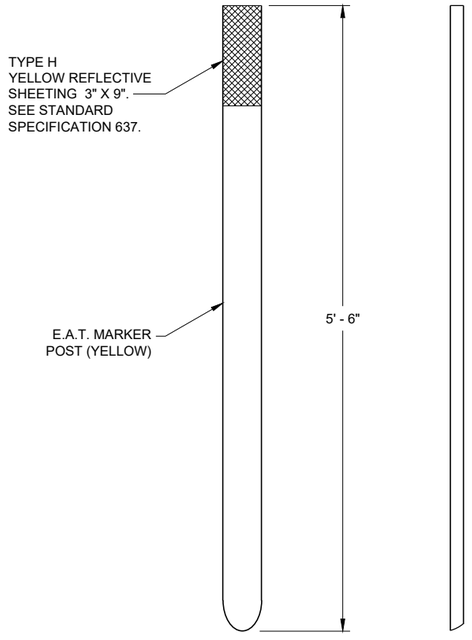


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



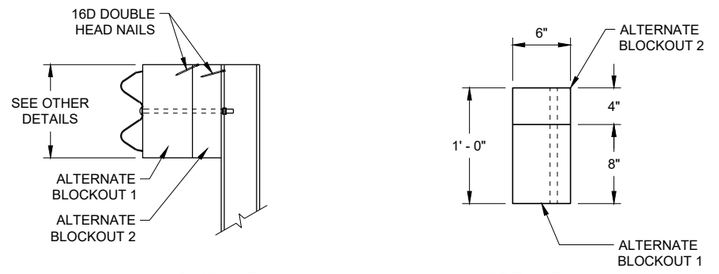
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

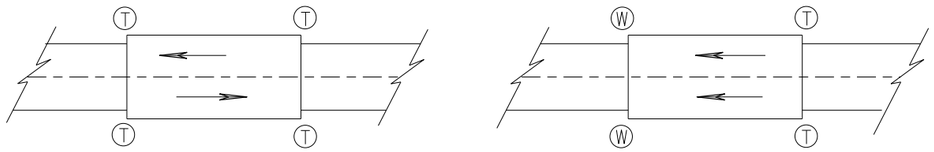
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

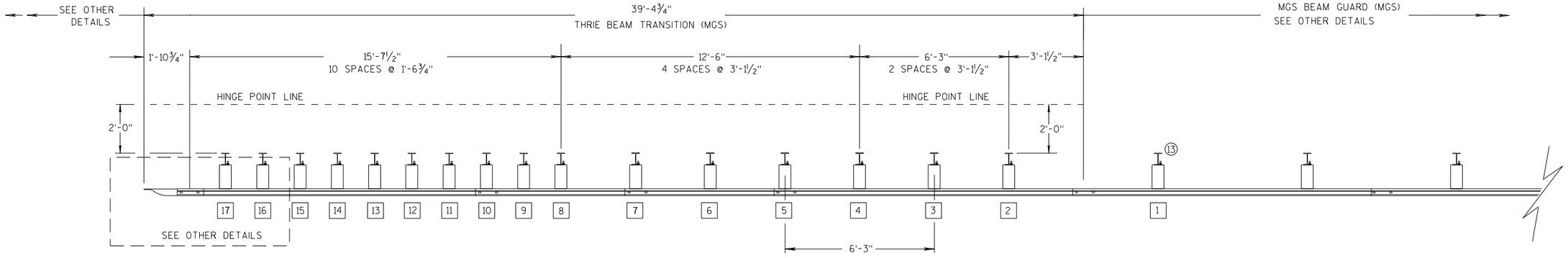
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

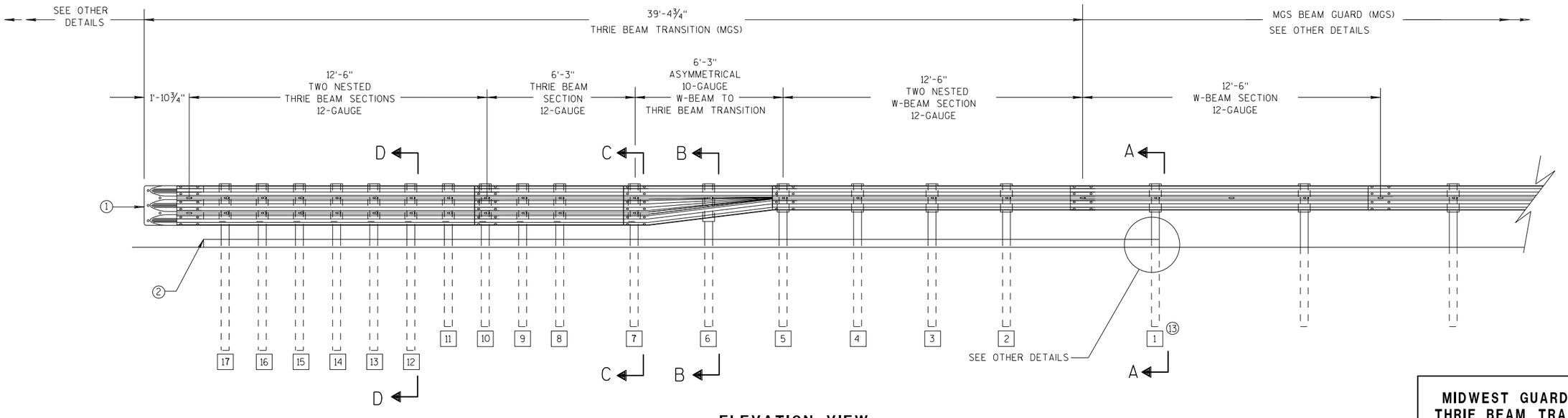
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 45-5a

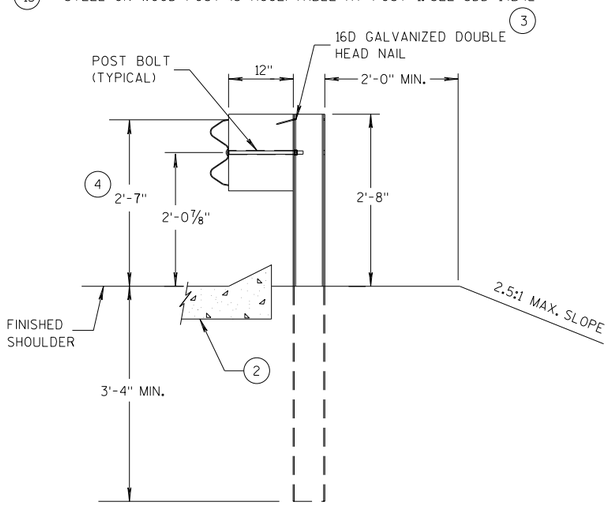
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

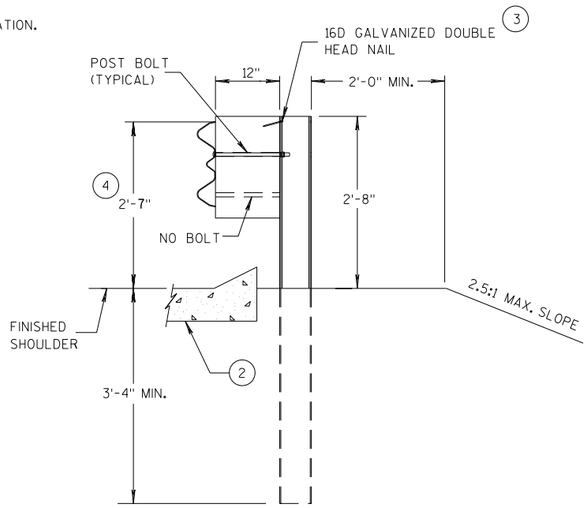
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



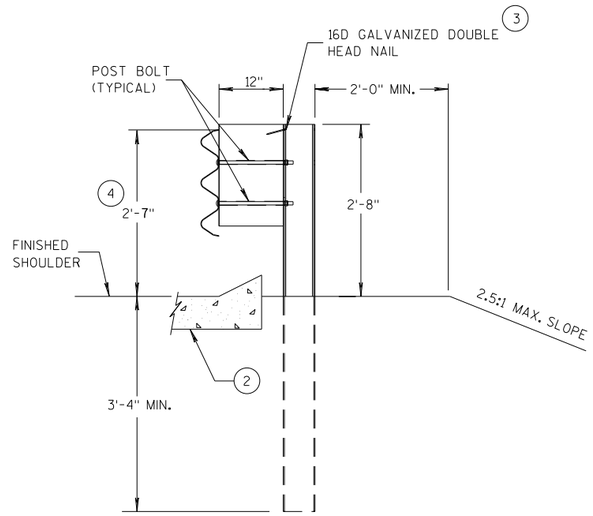
SECTION A-A (13)

POSTS 1-5



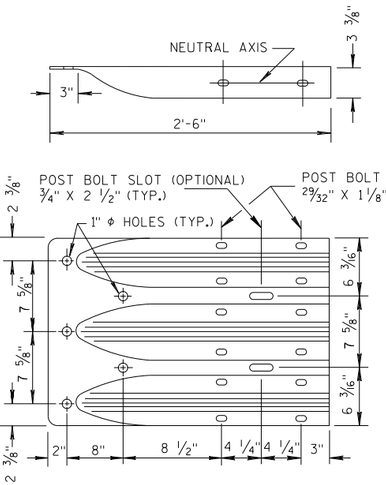
SECTION B-B

POST 6

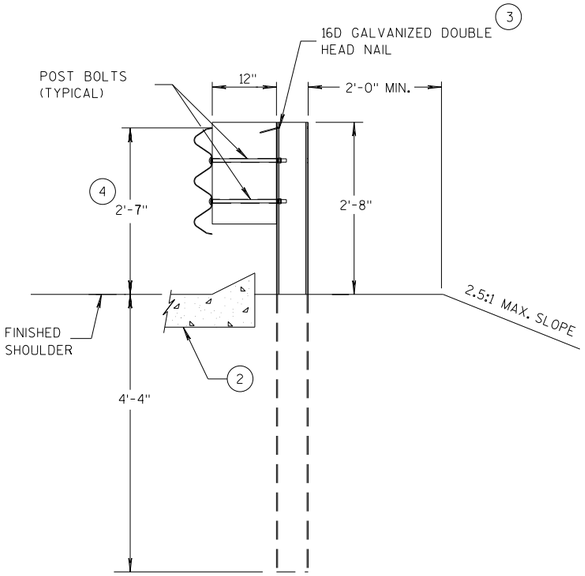


SECTION C-C

POSTS 7-11

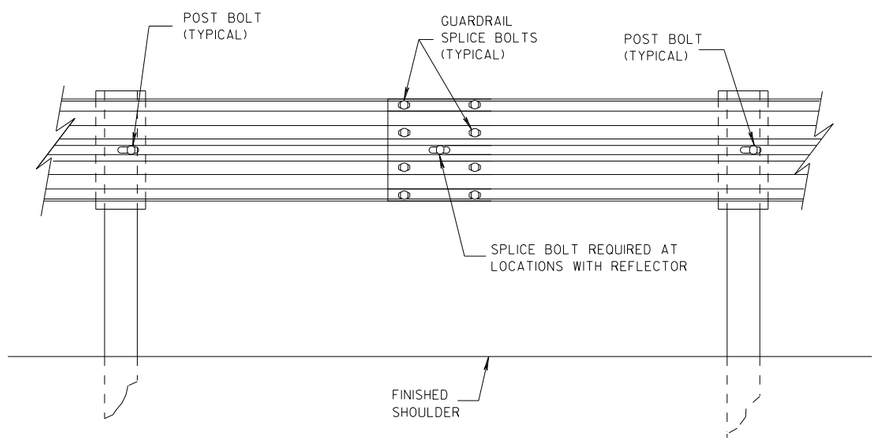


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

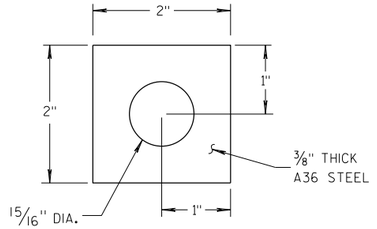
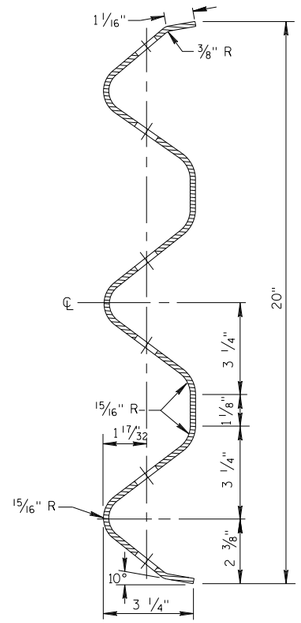


PLATE WASHER DETAIL



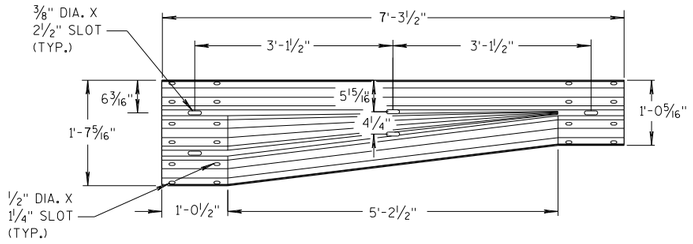
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

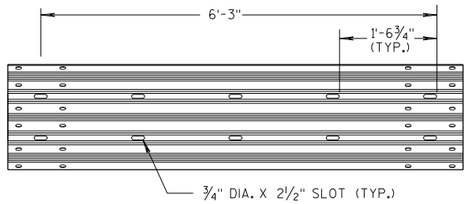
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

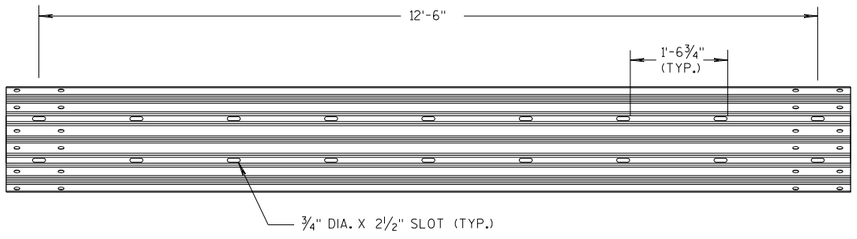
S.D.D. 14 B 45-5b



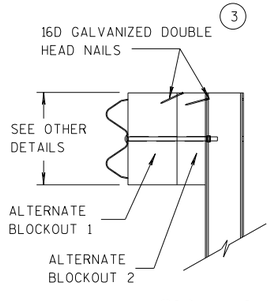
W-BEAM TO THRIE BEAM TRANSITION SECTION



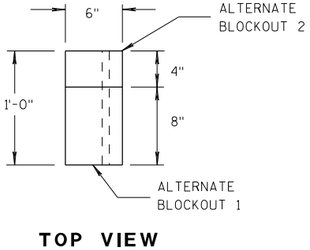
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

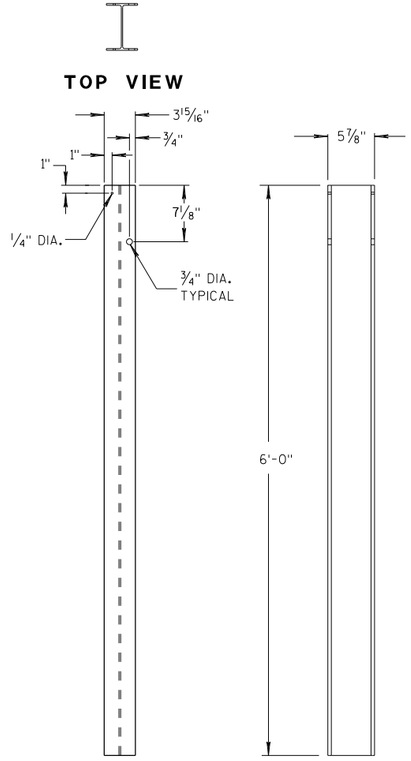


SIDE VIEW



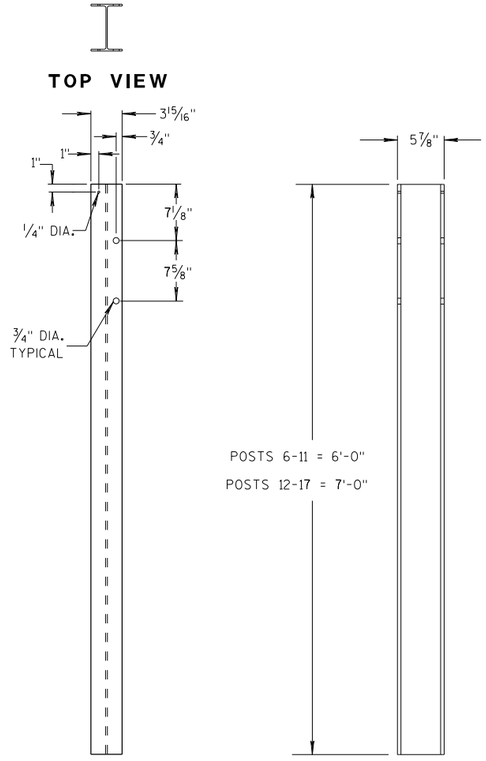
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



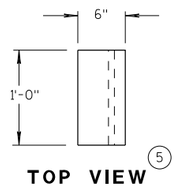
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

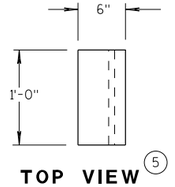


FRONT VIEW SIDE VIEW

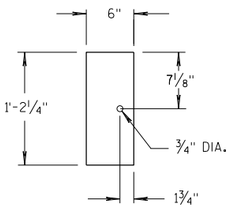
STEEL POSTS 6-17



TOP VIEW (5)

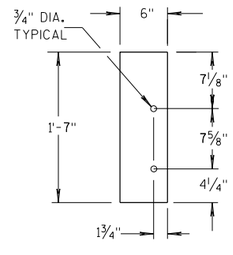


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

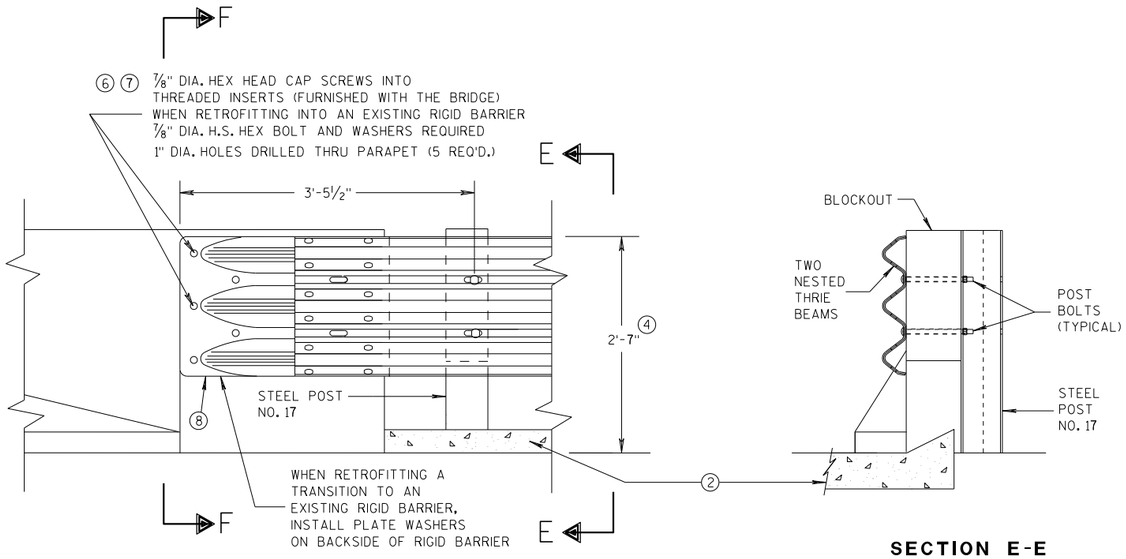
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF 330

6
S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

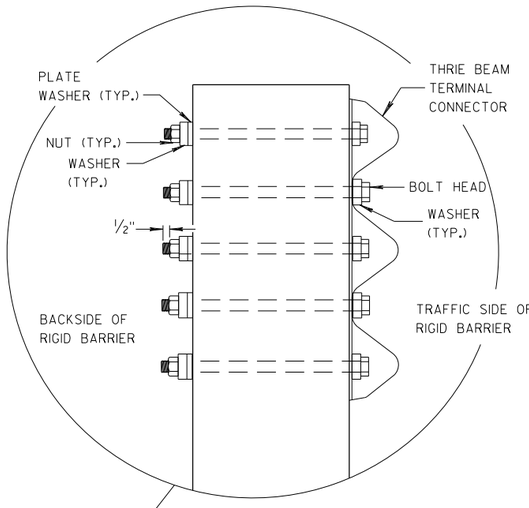
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

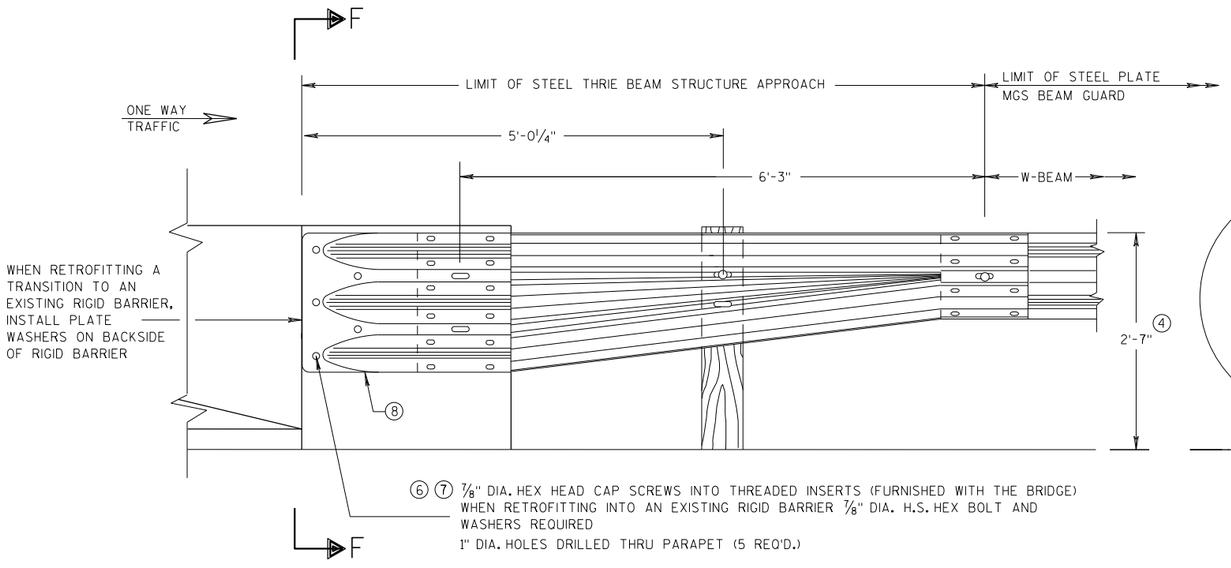
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

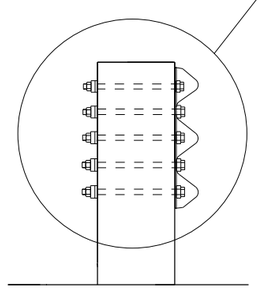
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

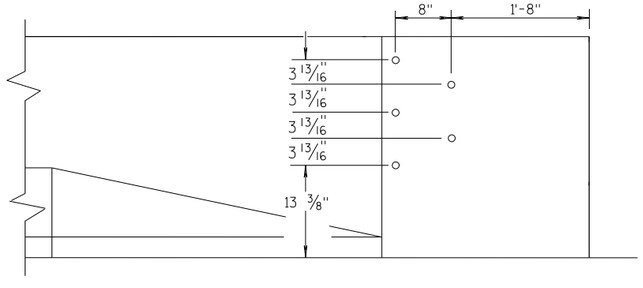




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVI
NT
FHWA

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S.D.D. 14 B 45-5d

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S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

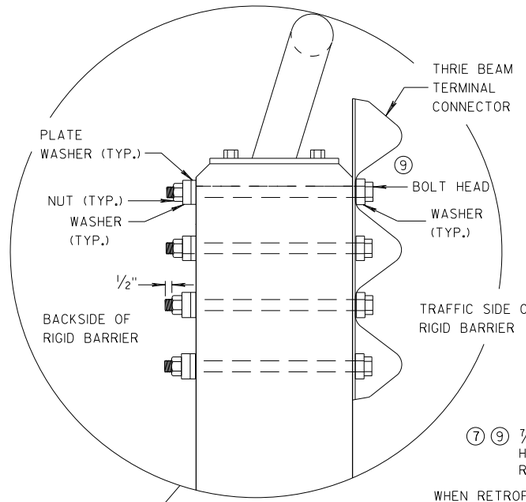
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

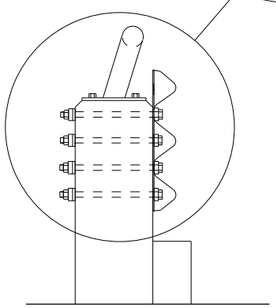
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

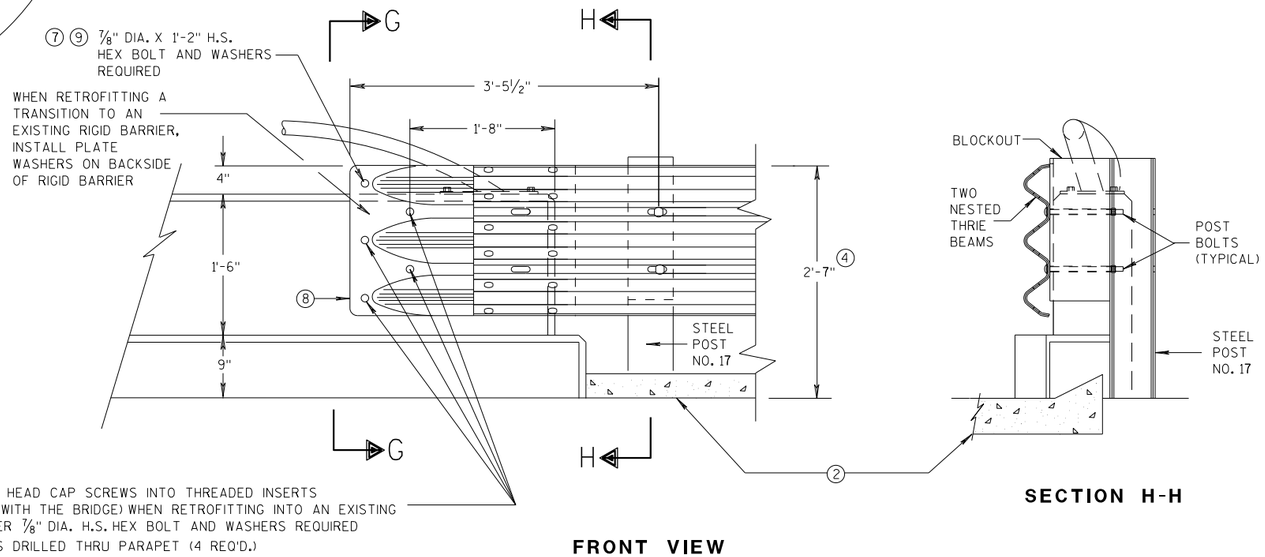
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





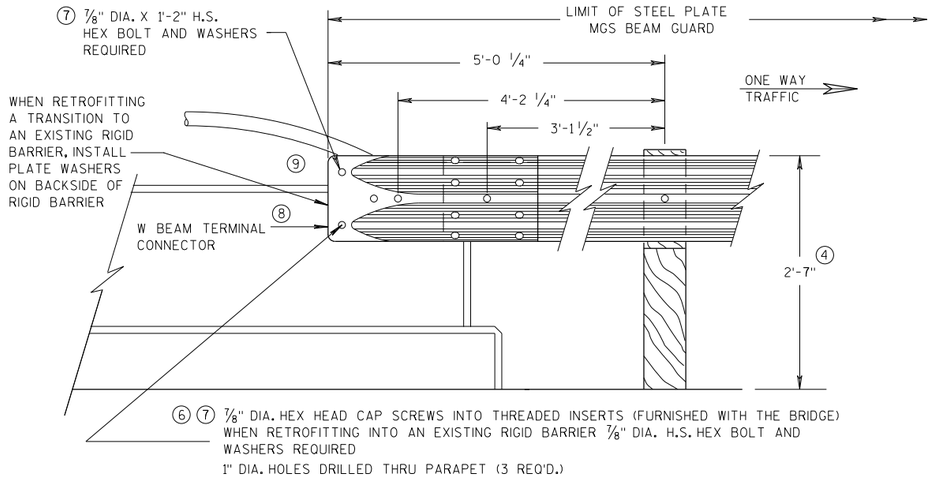
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS — NT
FHWA

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S.D.D. 14 B 45-5e

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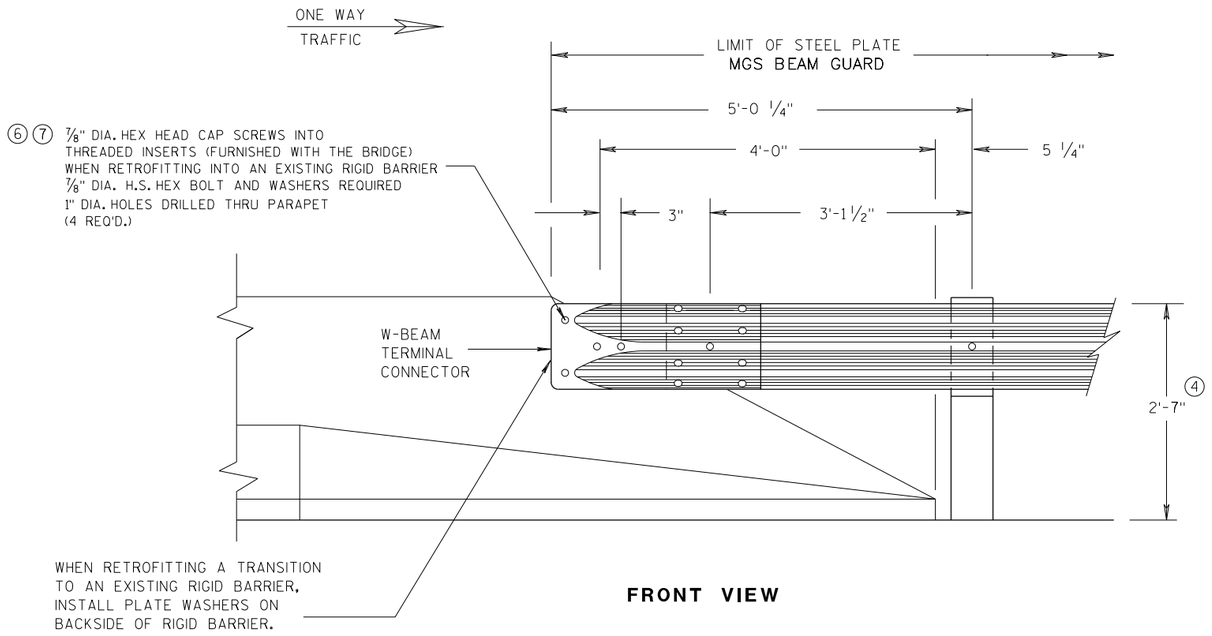
S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

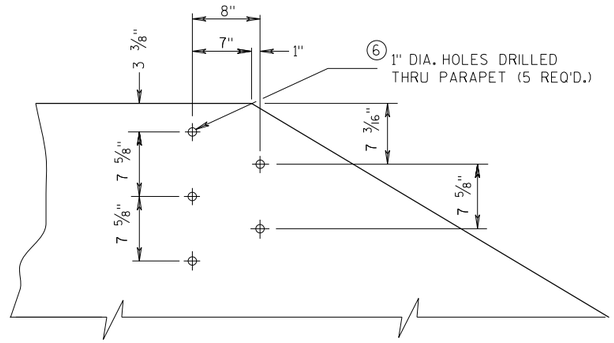
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

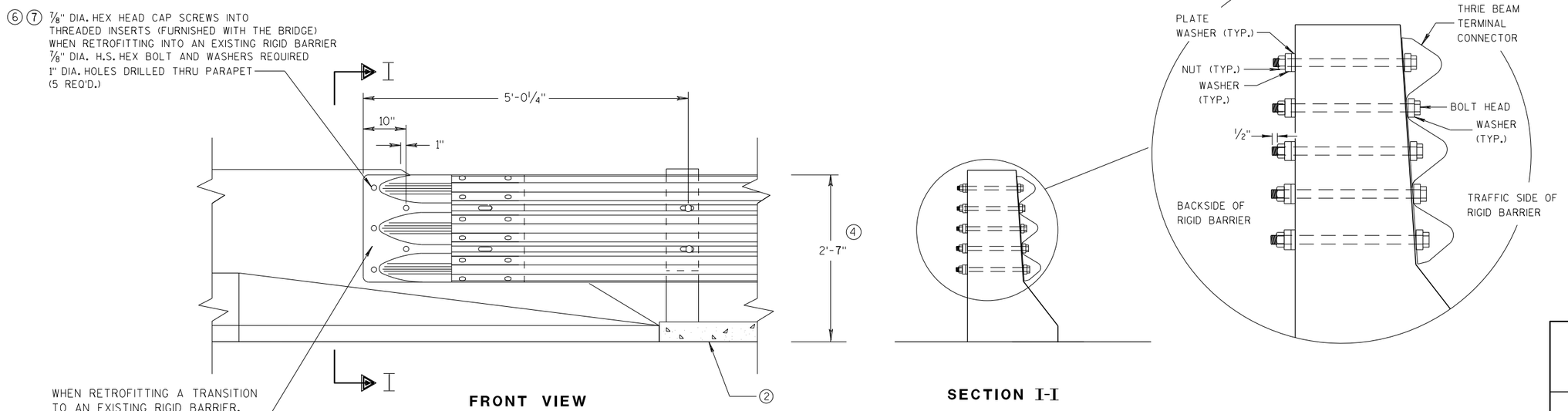
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

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S.D.D. 14 B 45-5f

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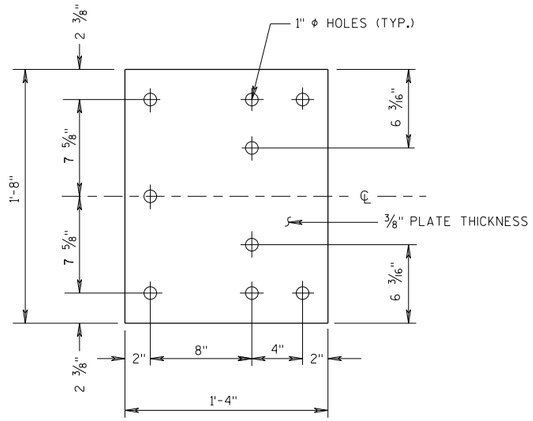
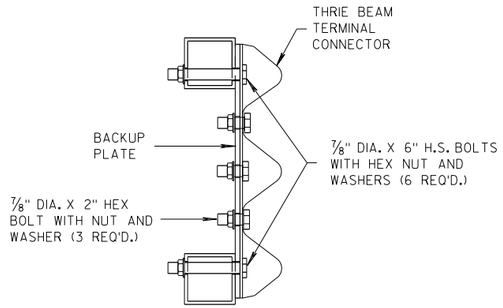
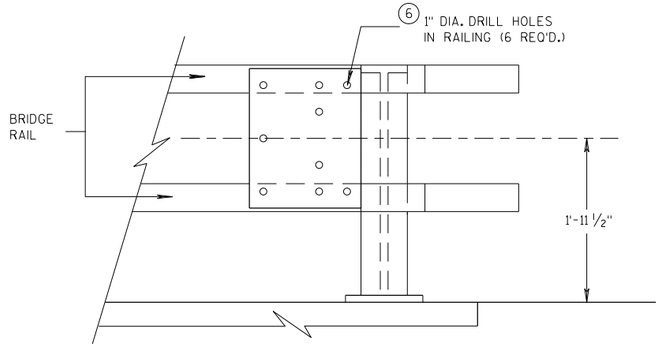
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

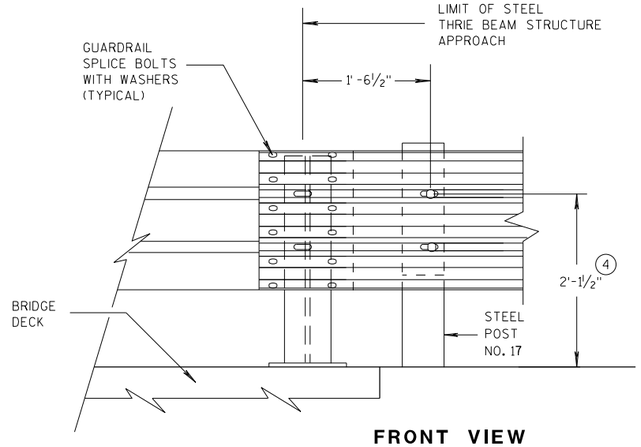


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

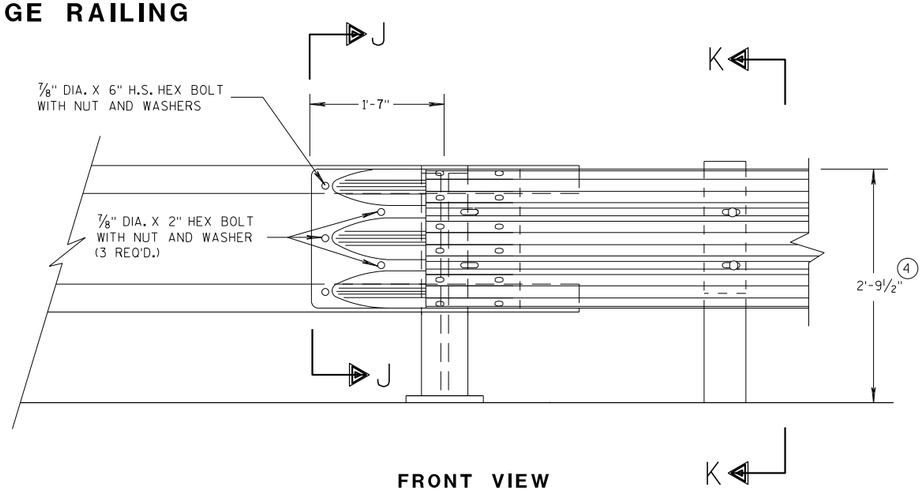
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

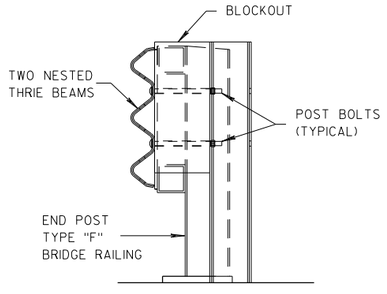


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
FHWA

/S/ Rodney Taylor 334
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

S.D.D. 14 B 45-5g

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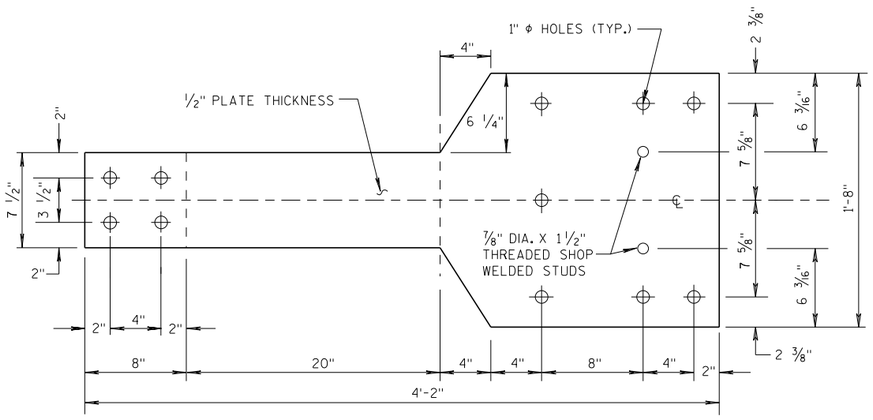
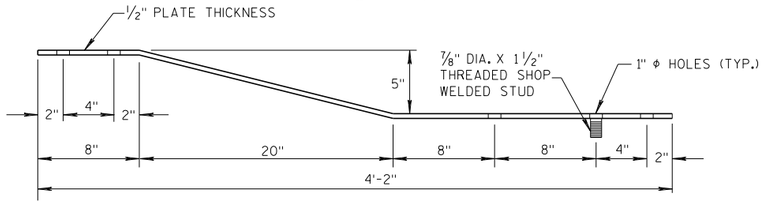
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

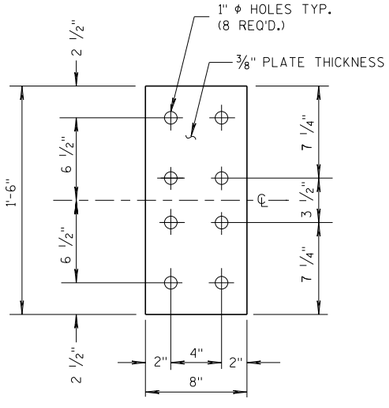


FRONT VIEW



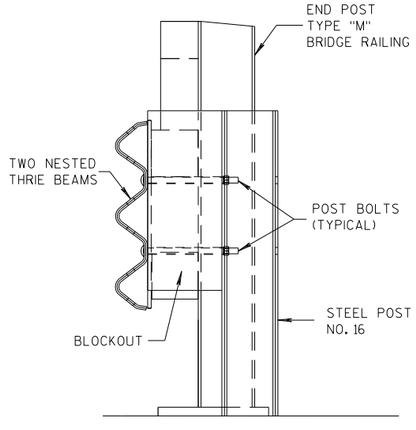
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

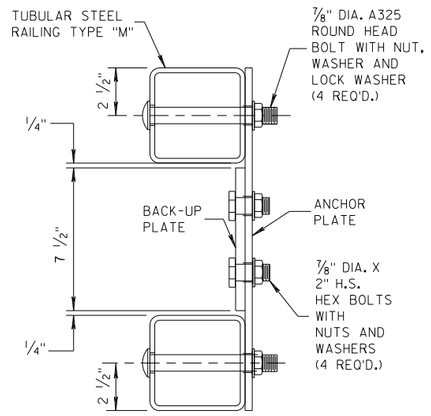


FRONT VIEW

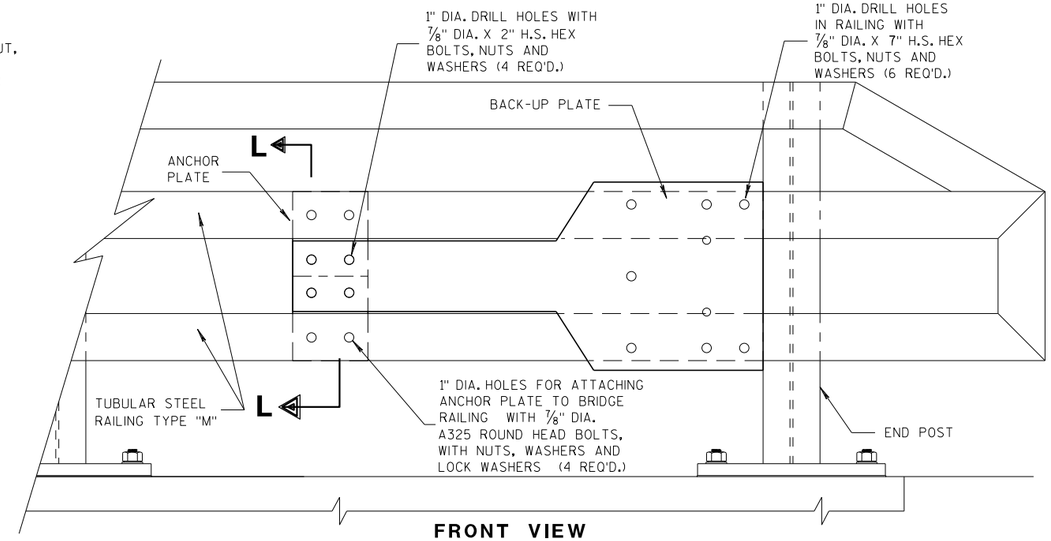
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

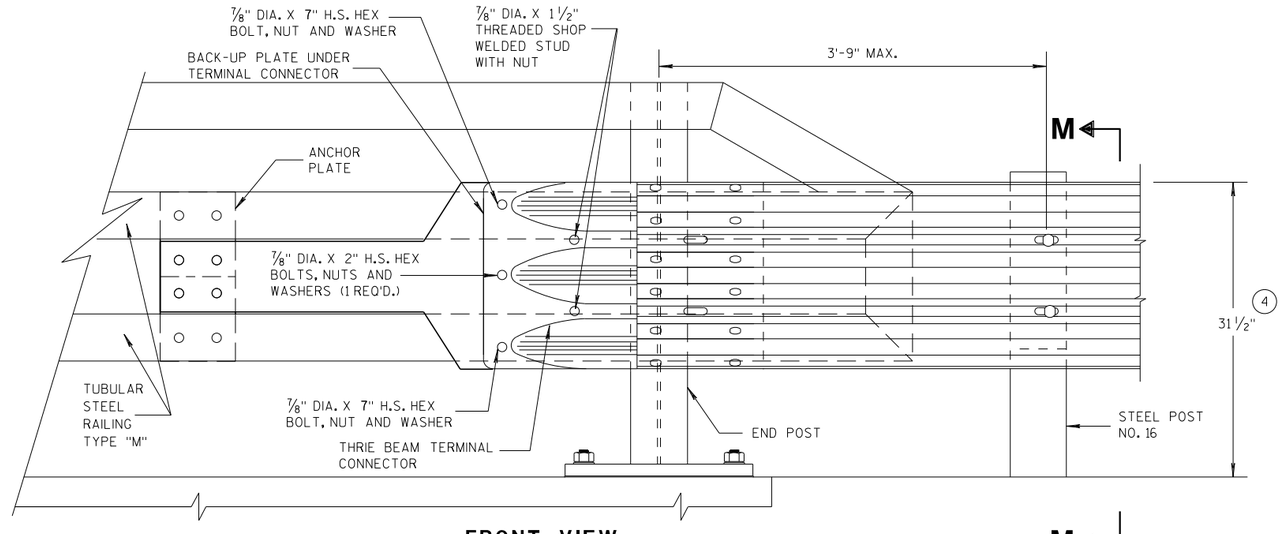


SECTION L-L

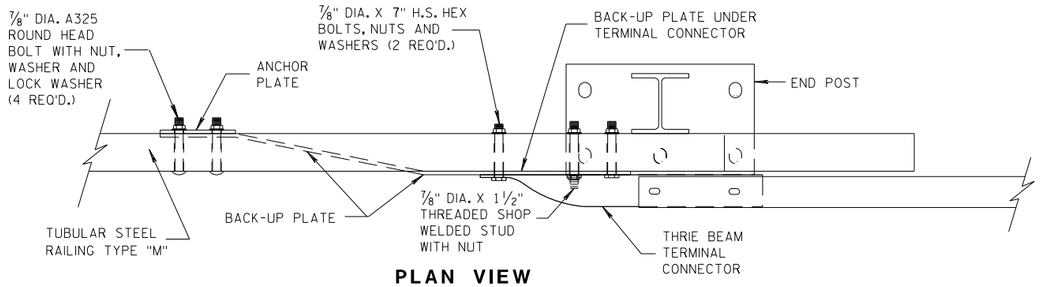


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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S.D.D. 14 B 45-5h

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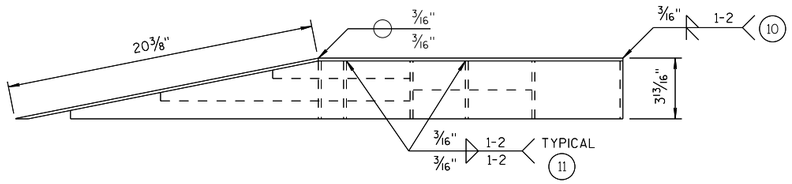
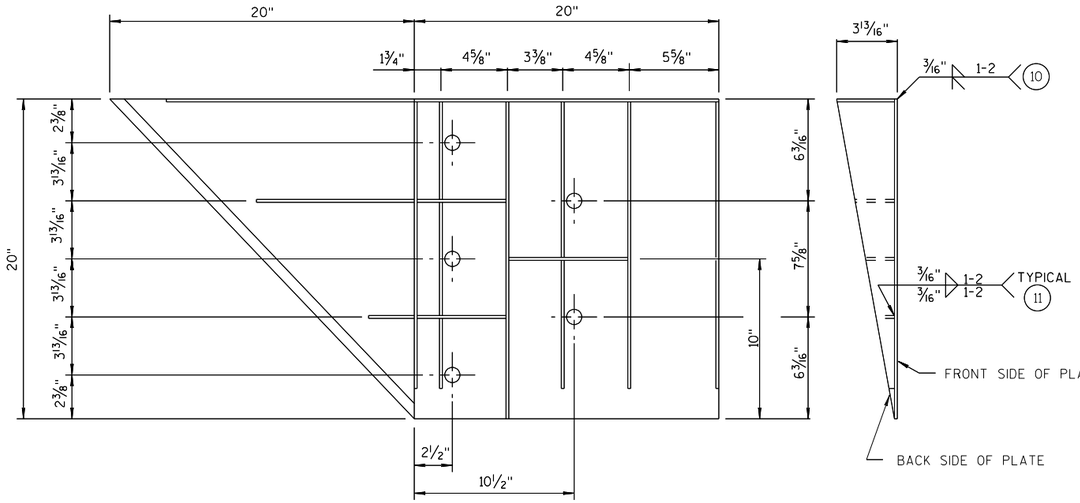
S.D.D. 14 B 45-5h





WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

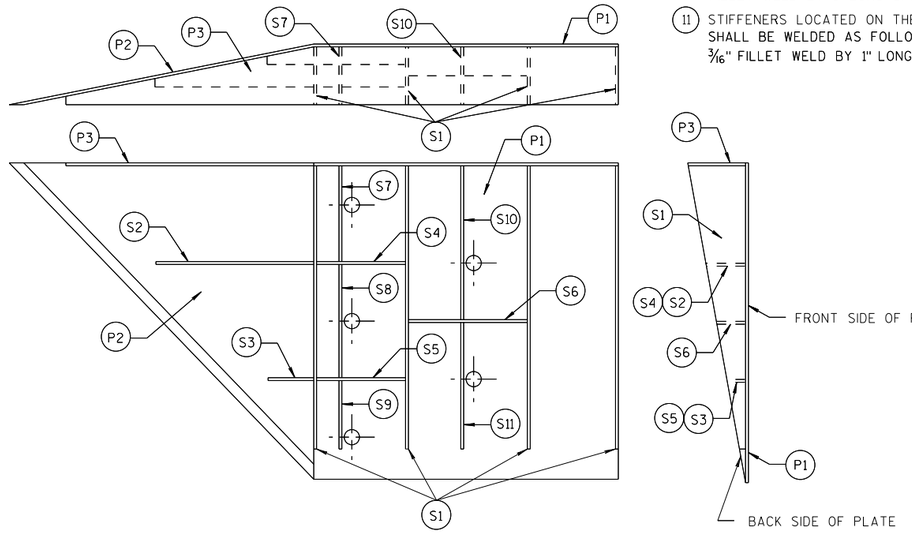


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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7/2018
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ROADWAY STANDARDS I
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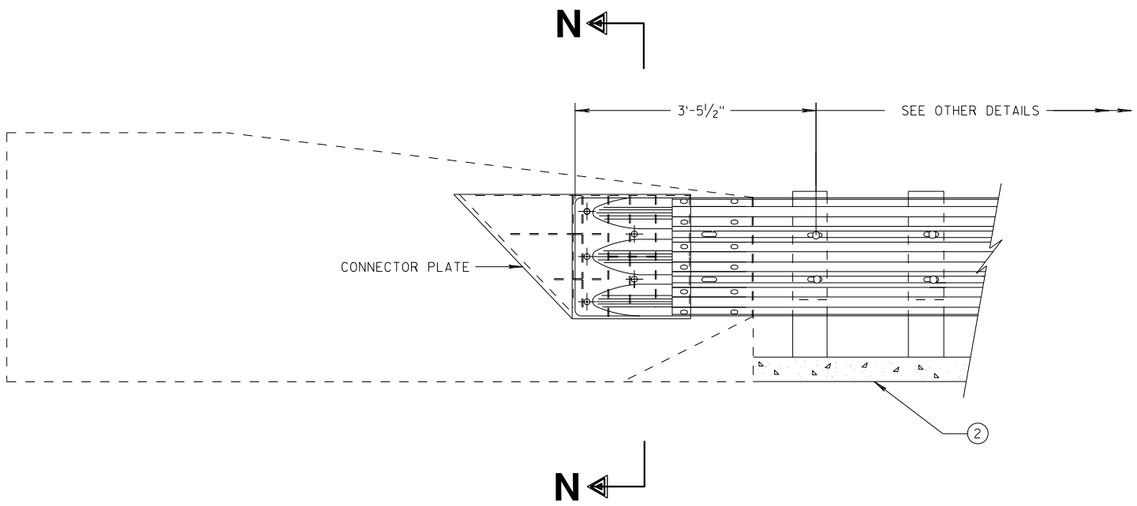
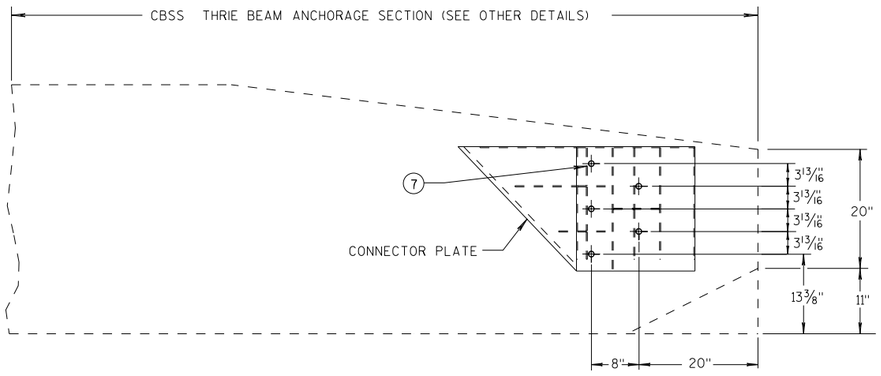


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



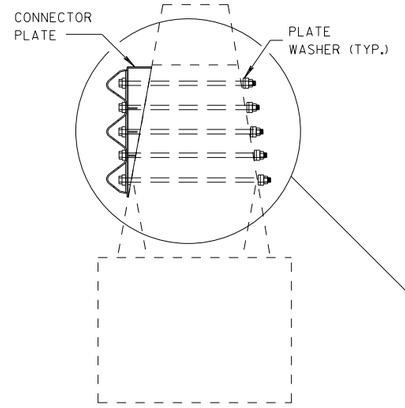
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

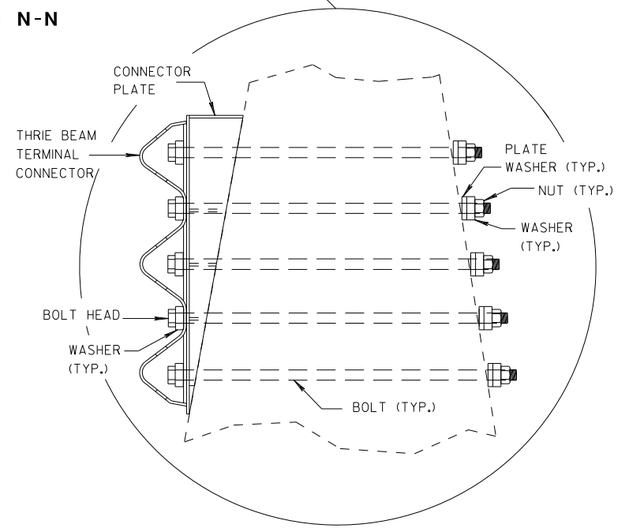
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DI
UNIT SUPERVIS

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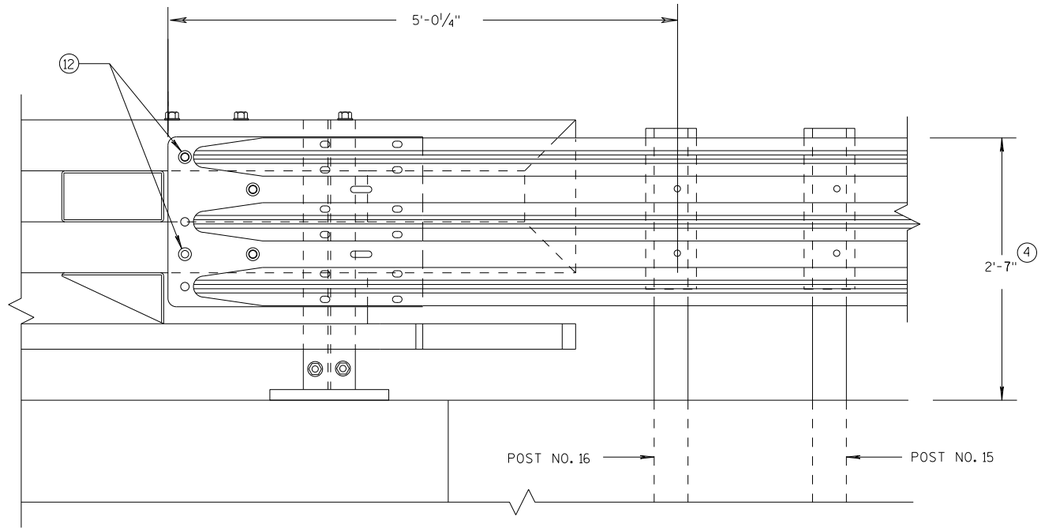
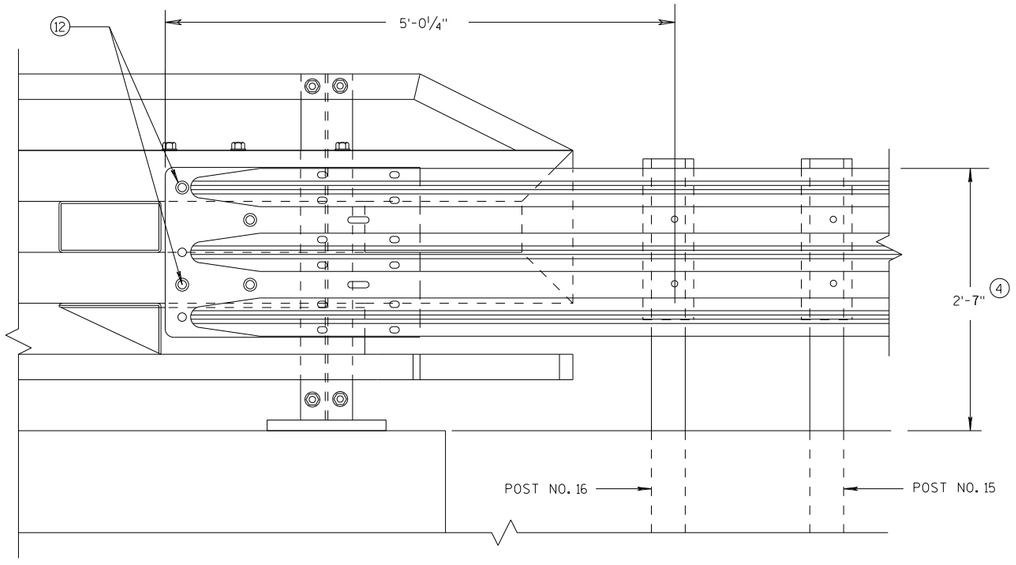


ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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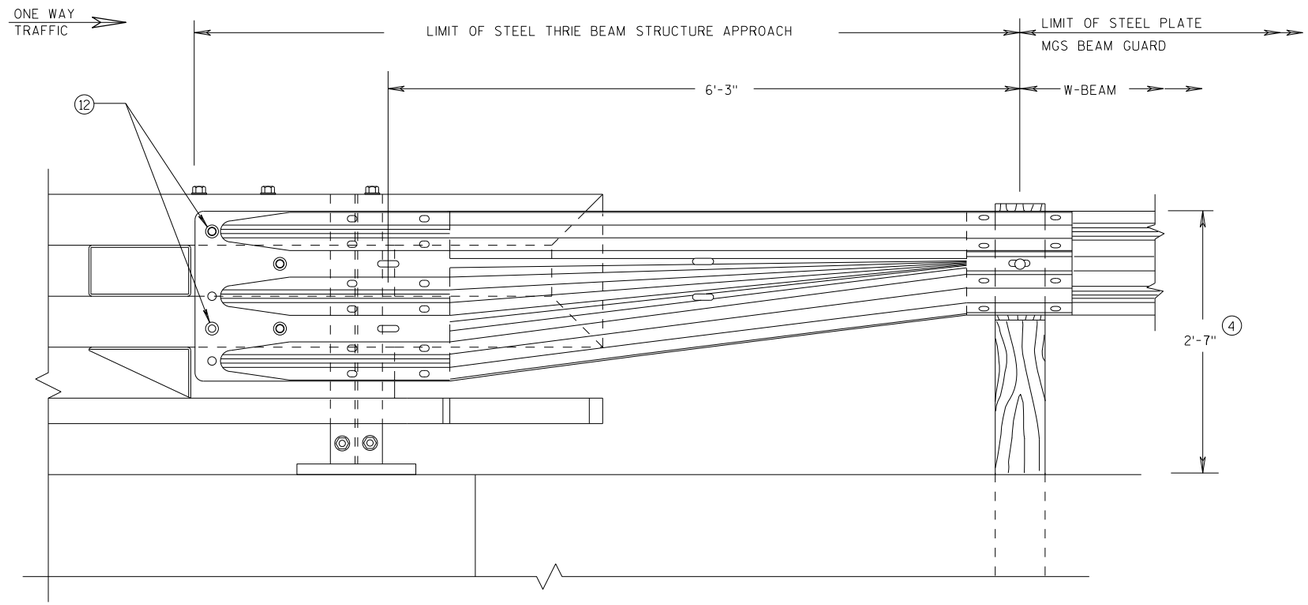


FRONT VIEW

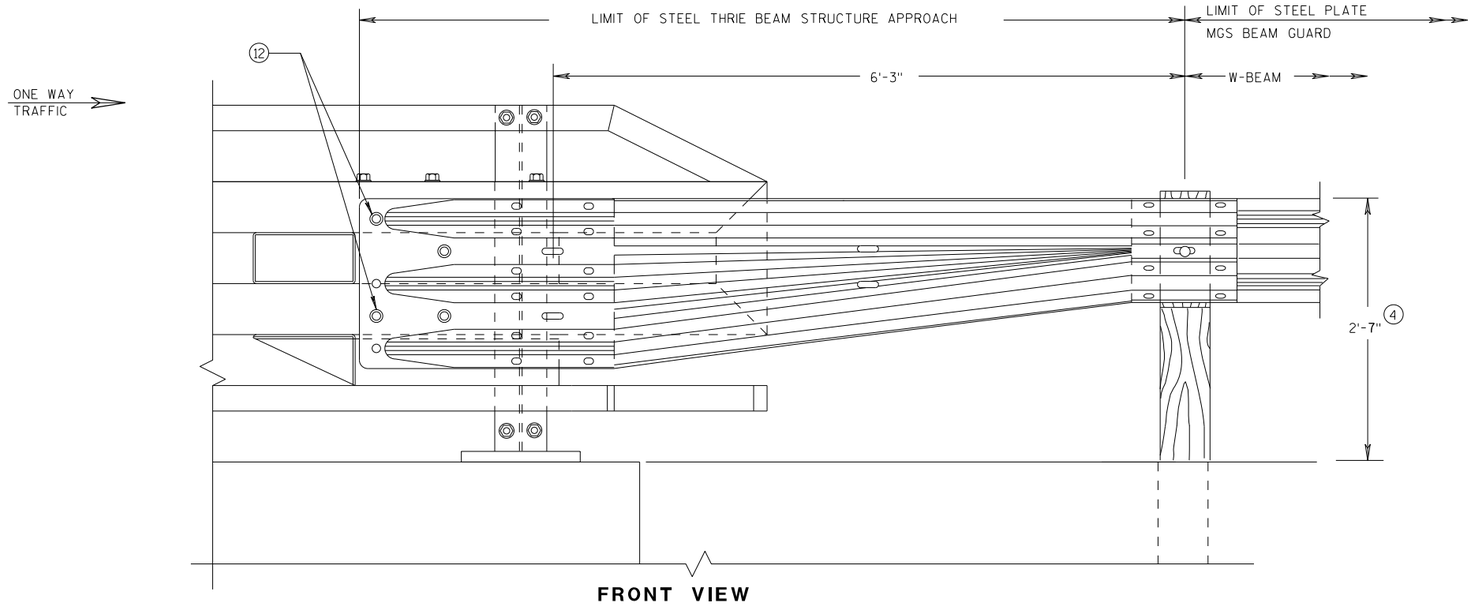
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
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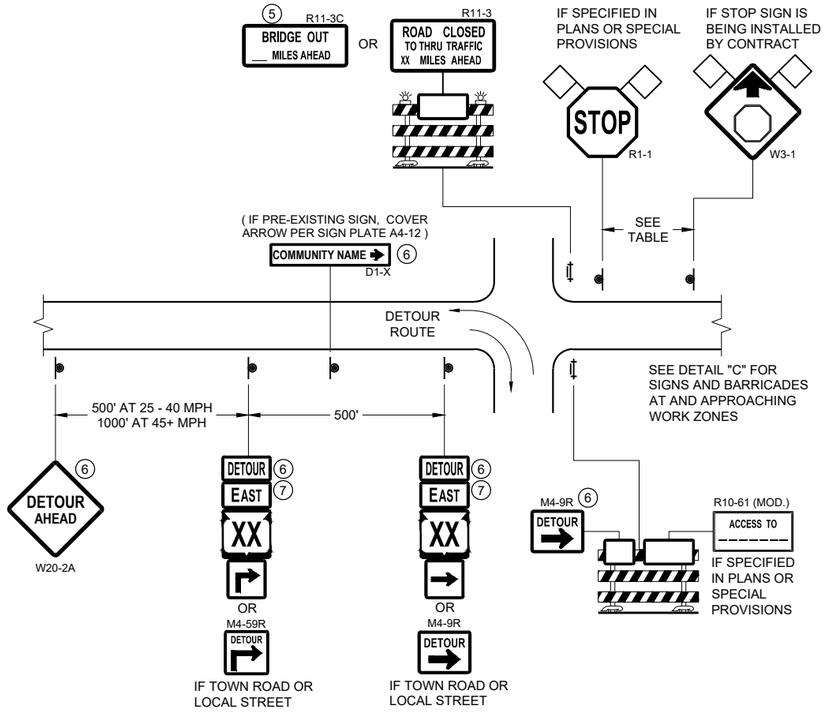
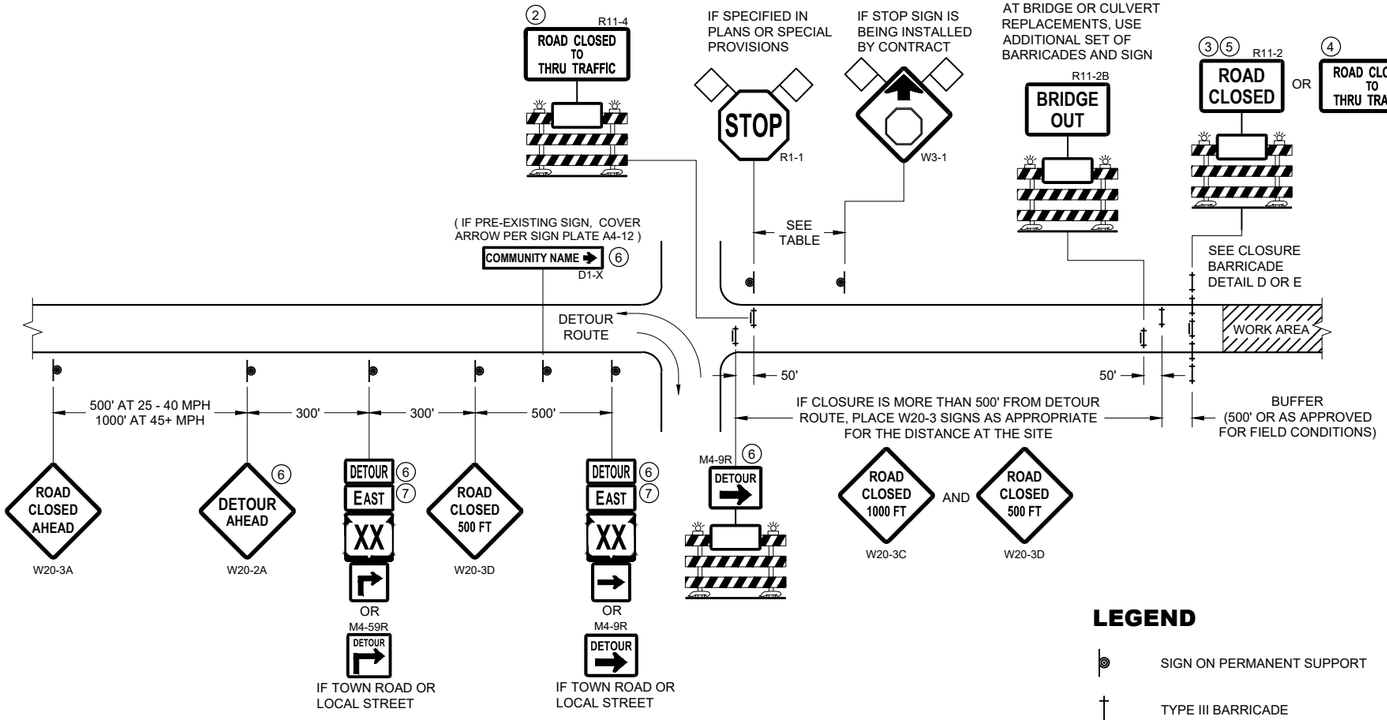


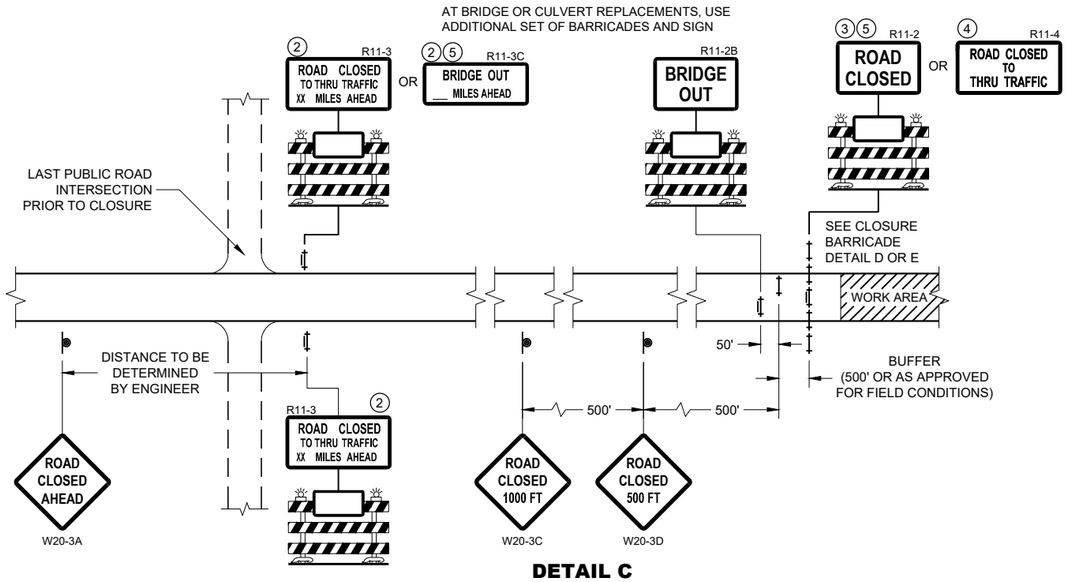
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

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SDD 15C02 - 09a

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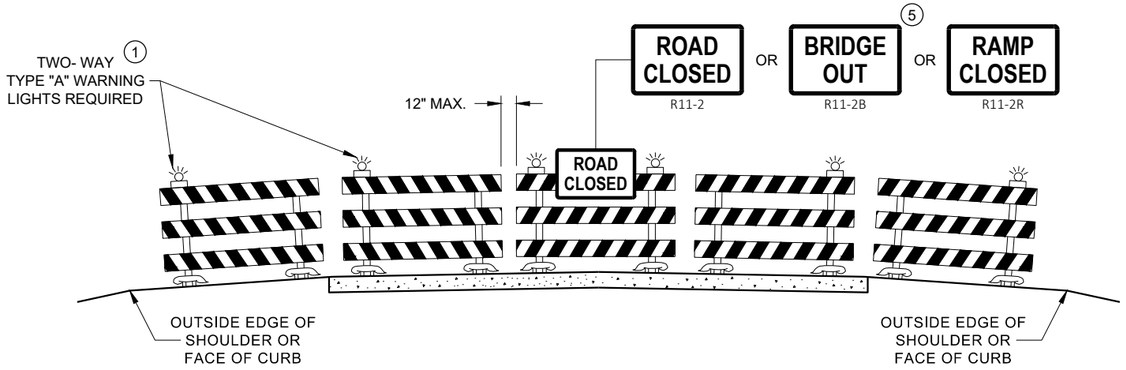
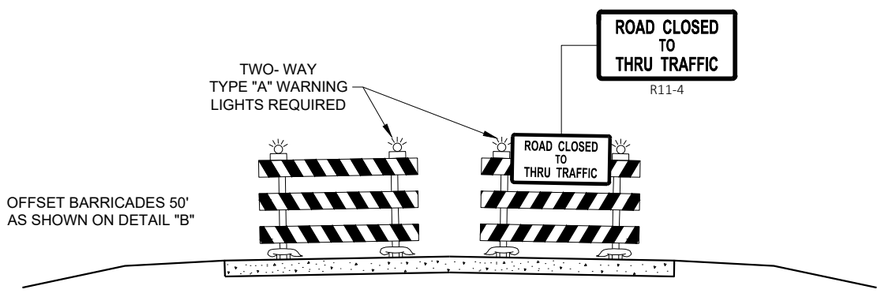


DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



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
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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 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

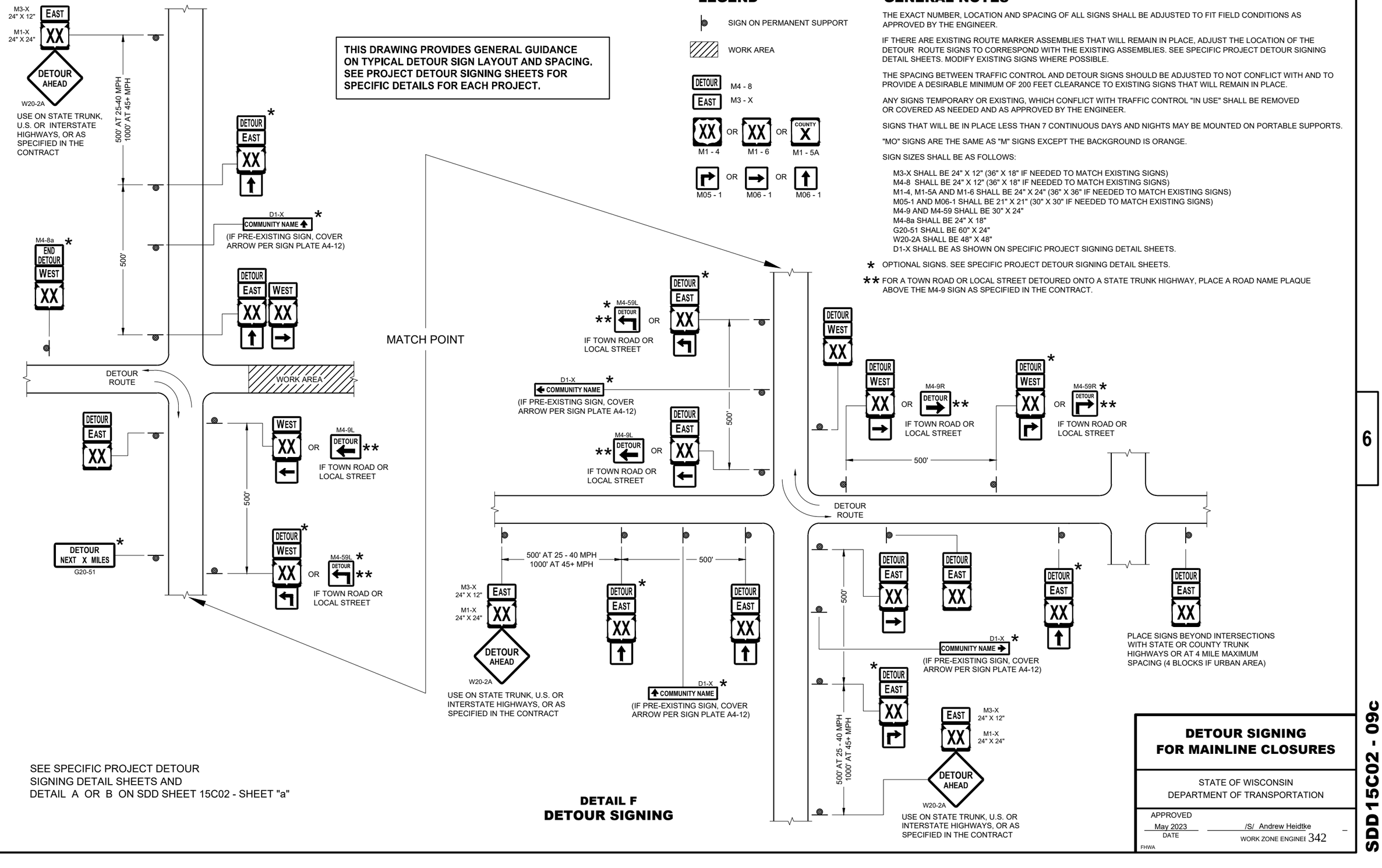
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

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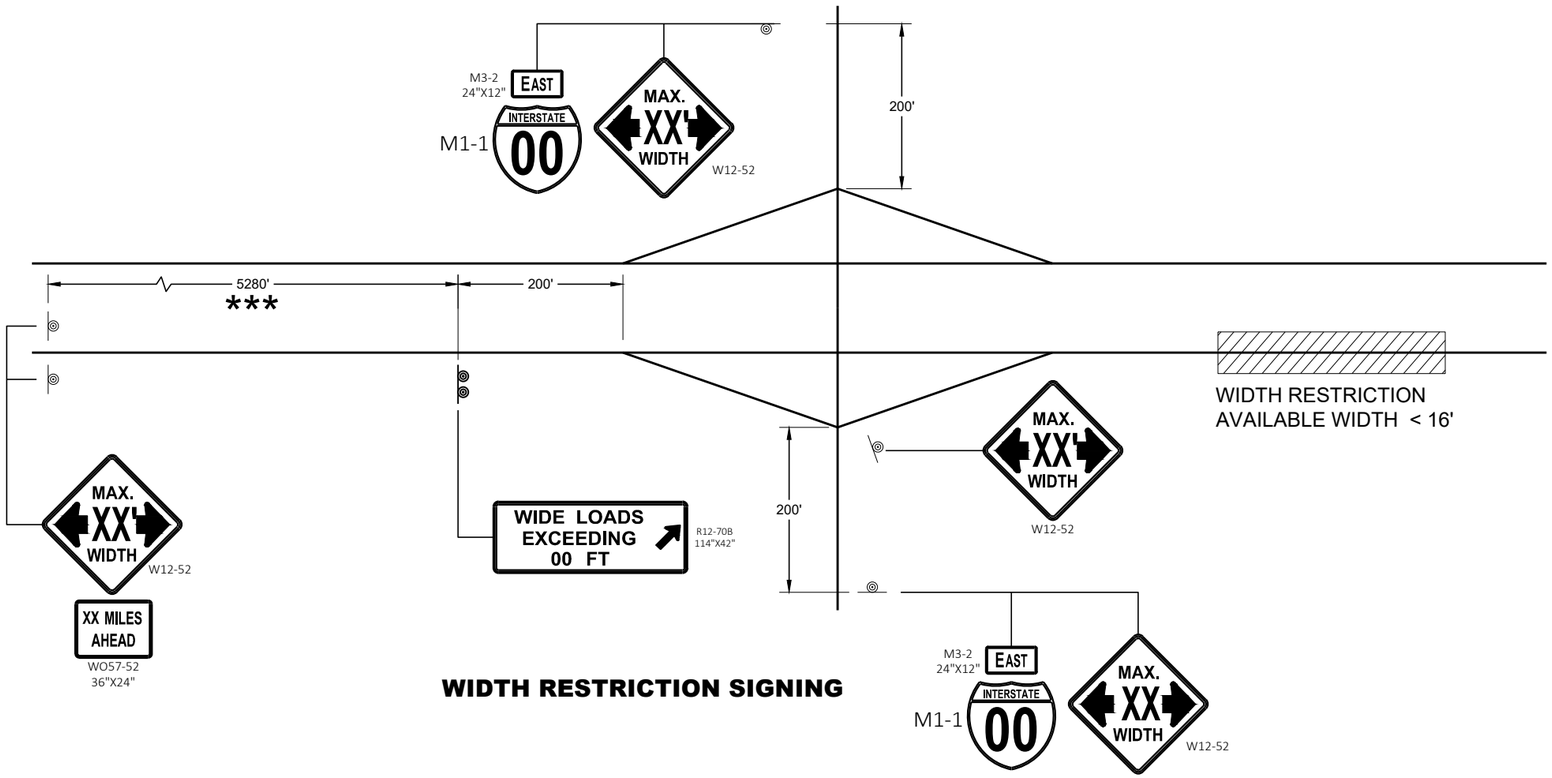

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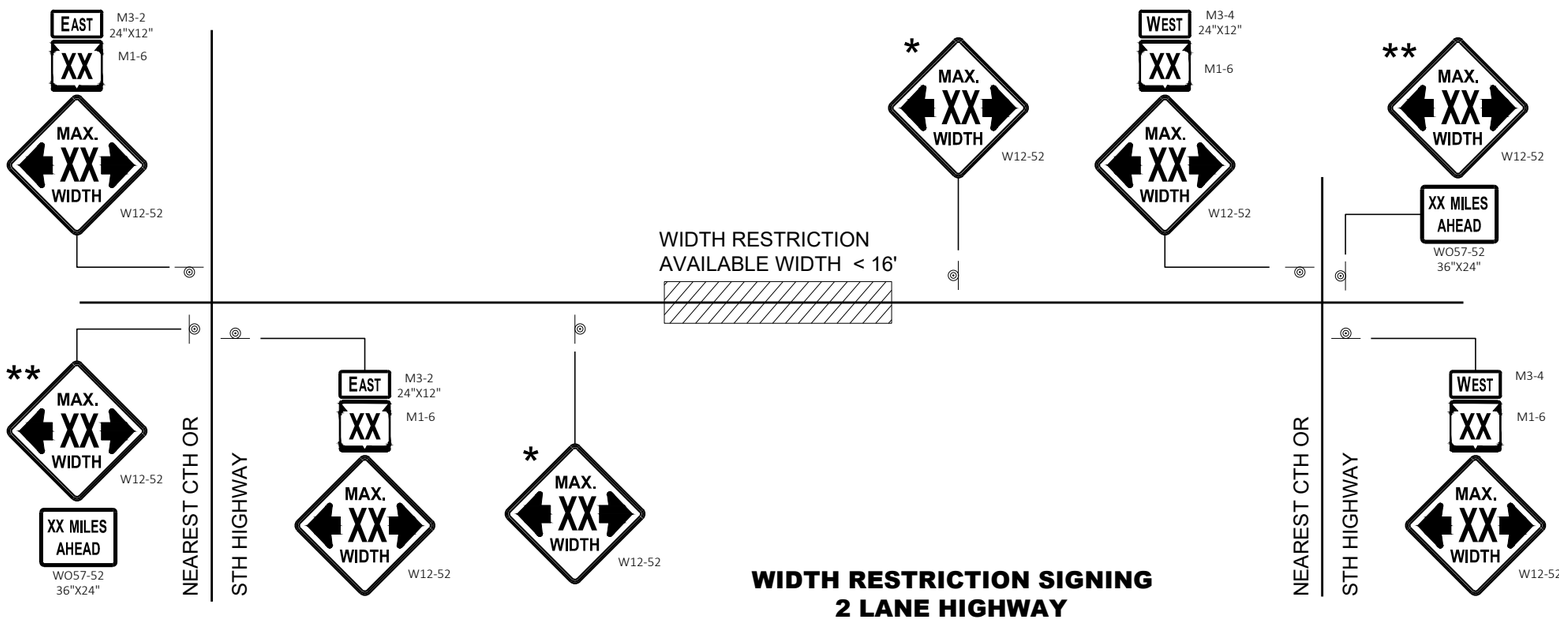


WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

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

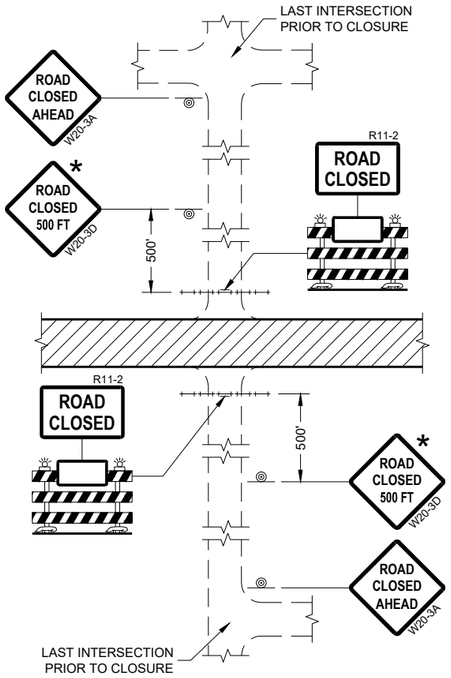
ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

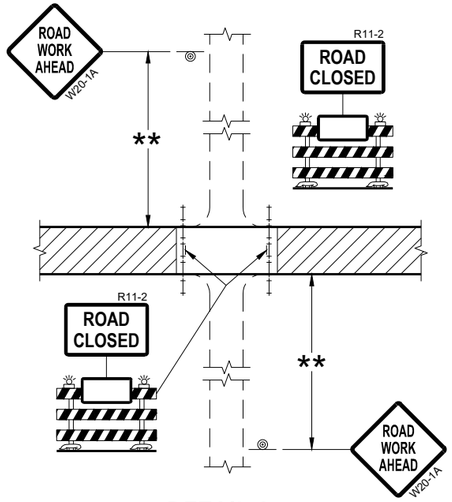
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

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.

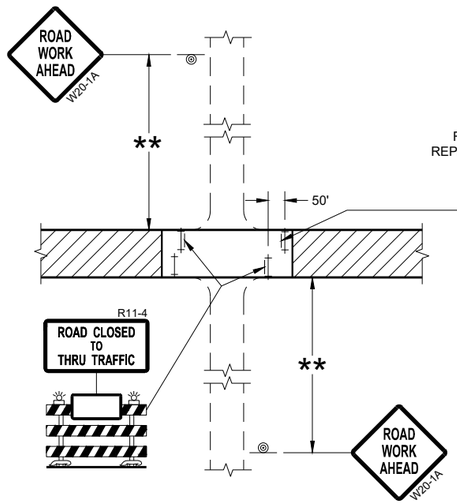
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

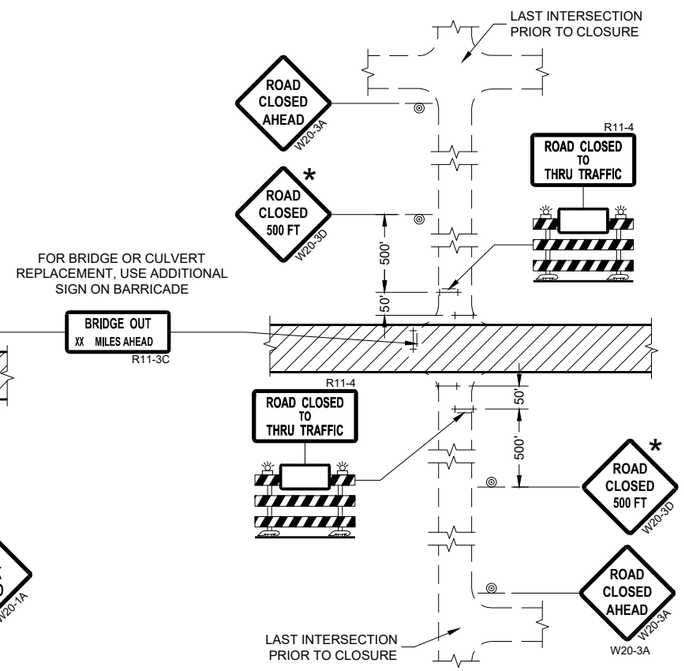
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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.





DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

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

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.

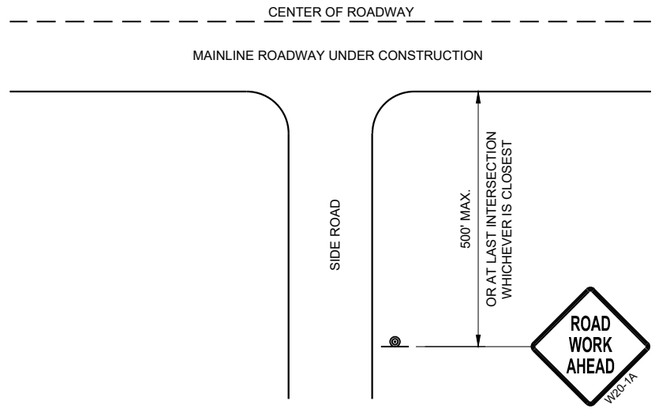
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



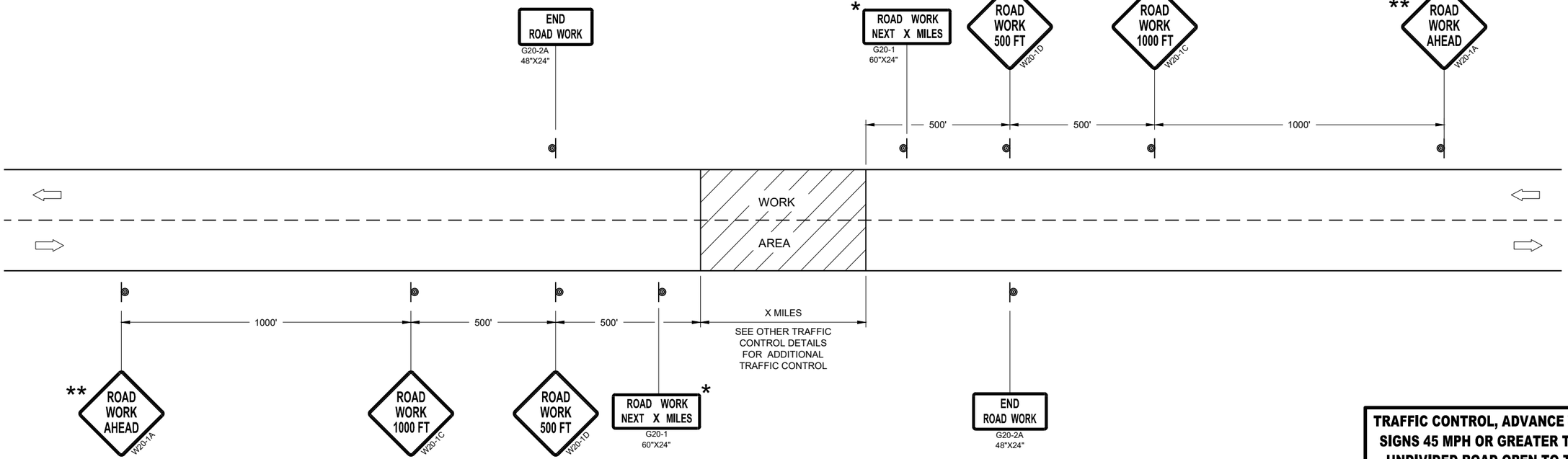
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

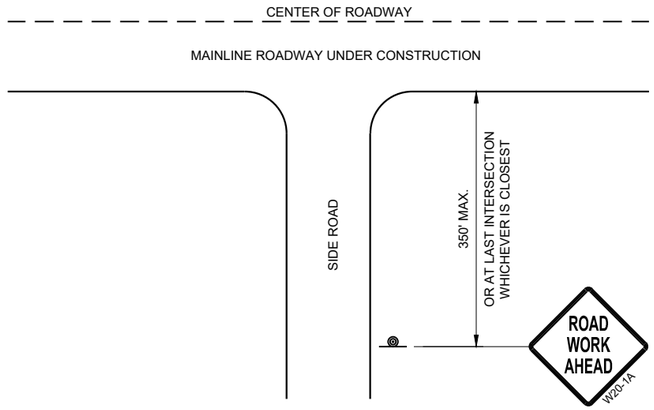
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



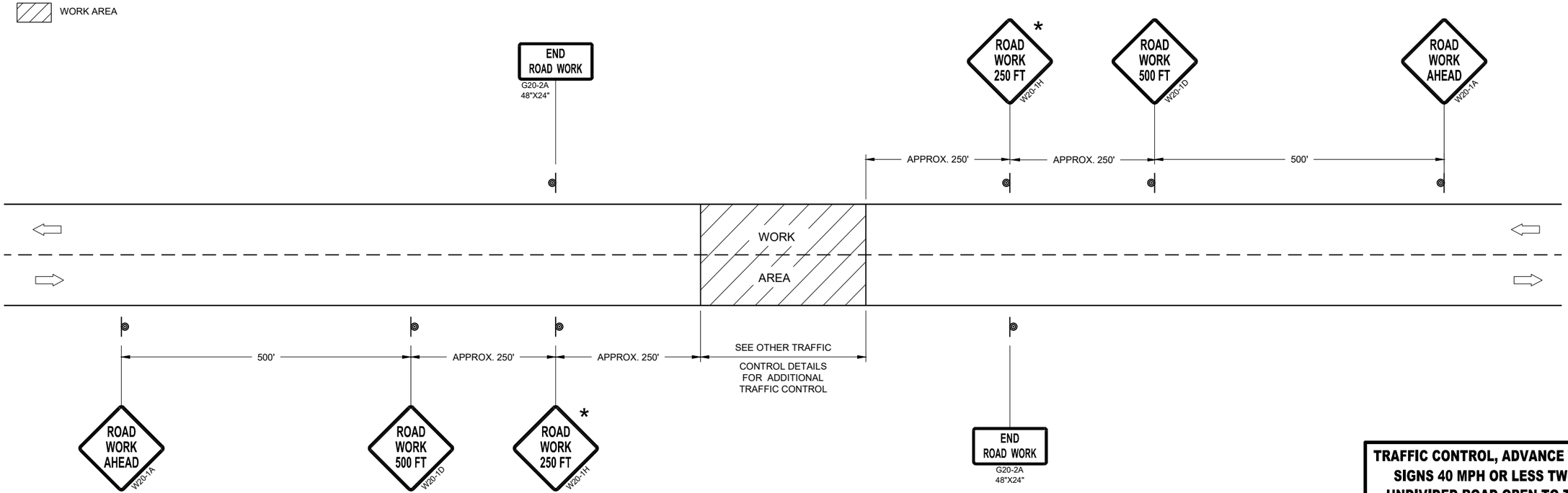
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

FHWA

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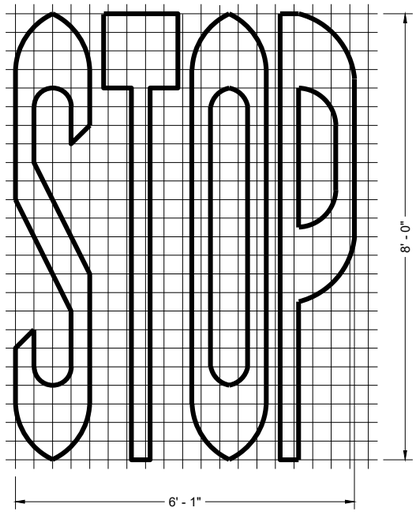
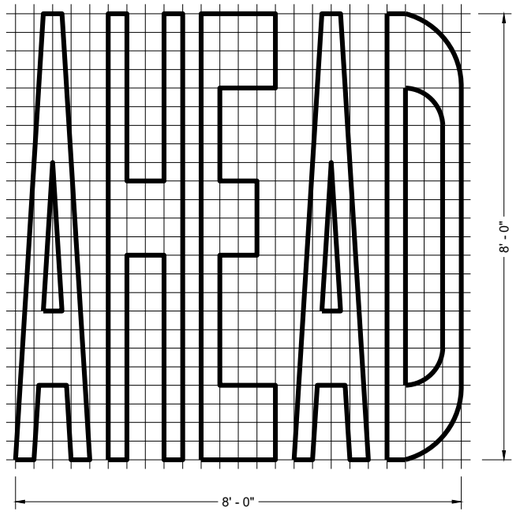
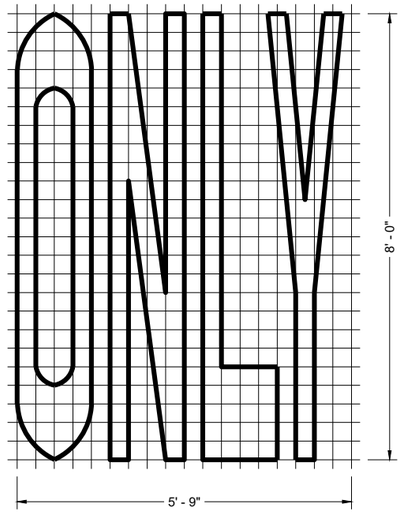
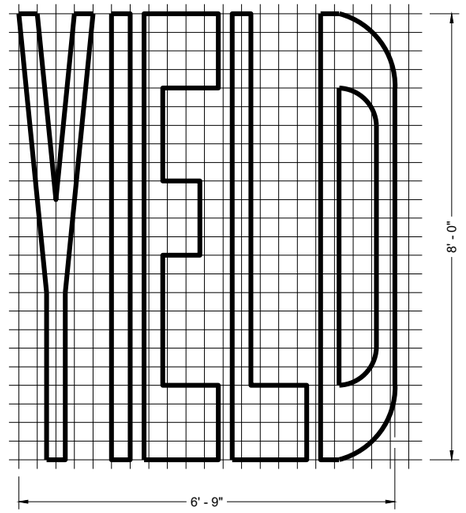
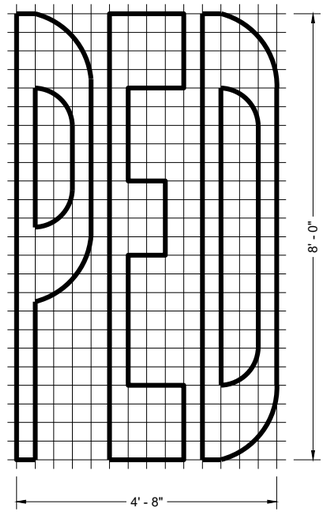
SDD 15C05 - 05

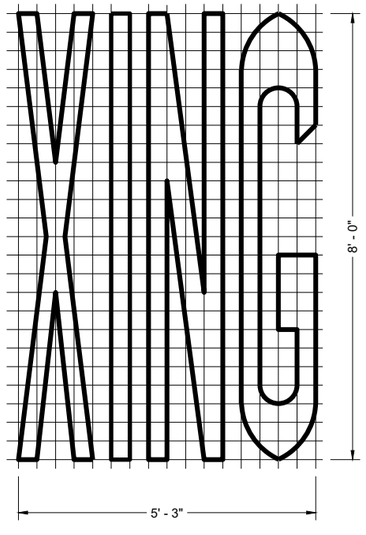


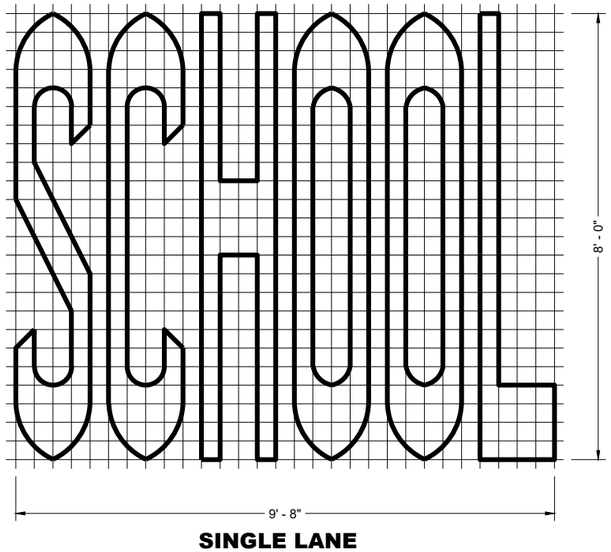




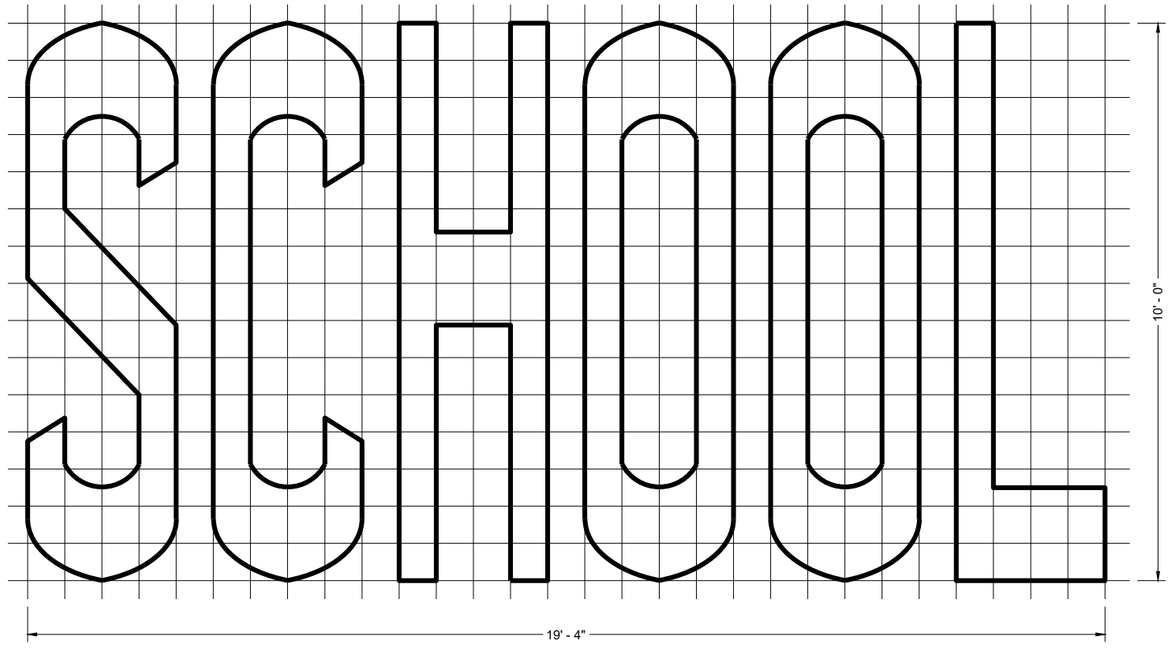








SINGLE LANE



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 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

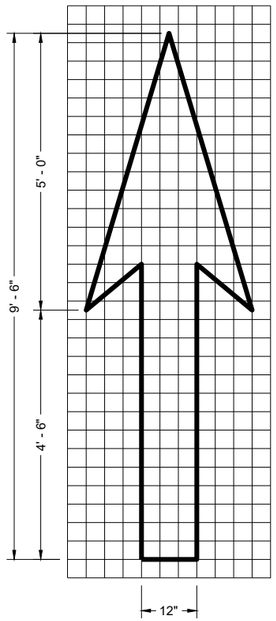
SDD 15C07-16b

6

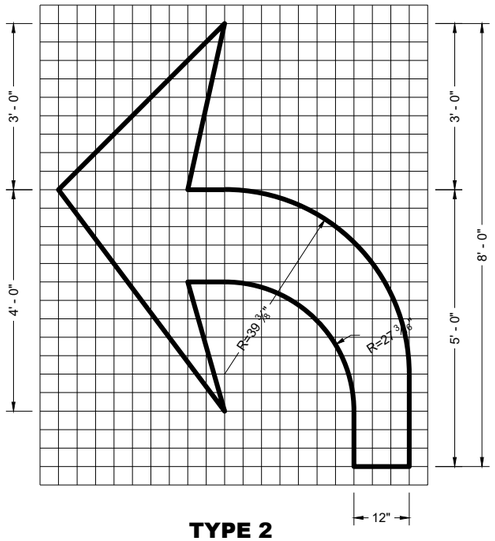
SDD 15C07-16b

GENERAL NOTES

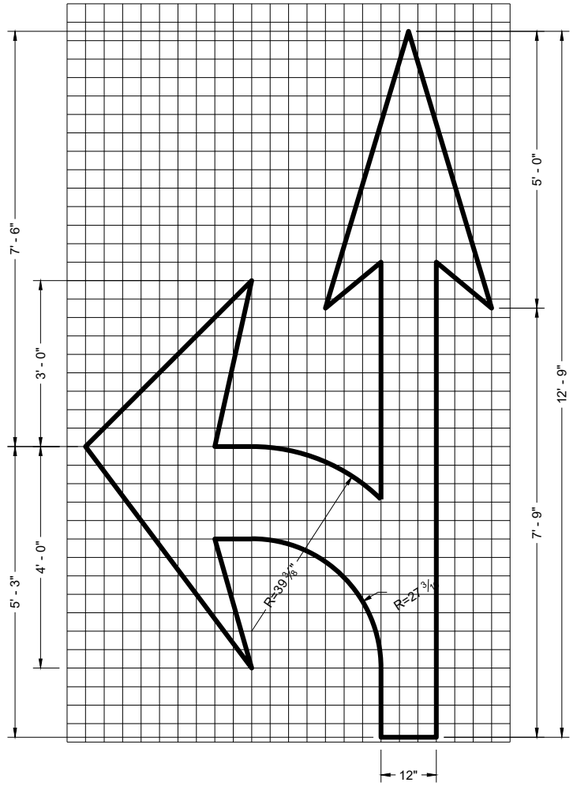
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 1



TYPE 2



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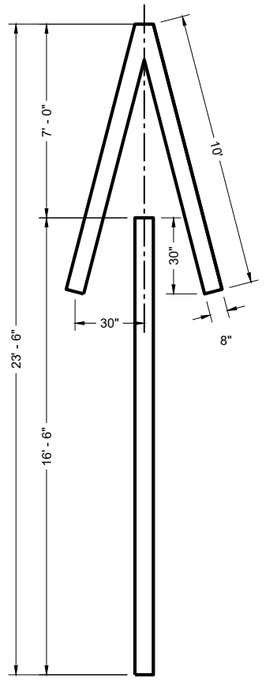
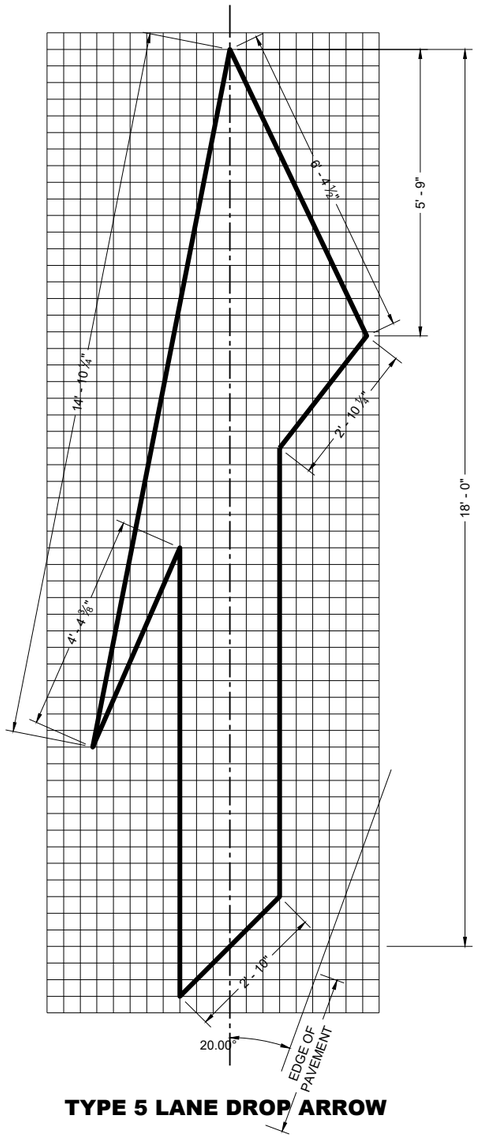
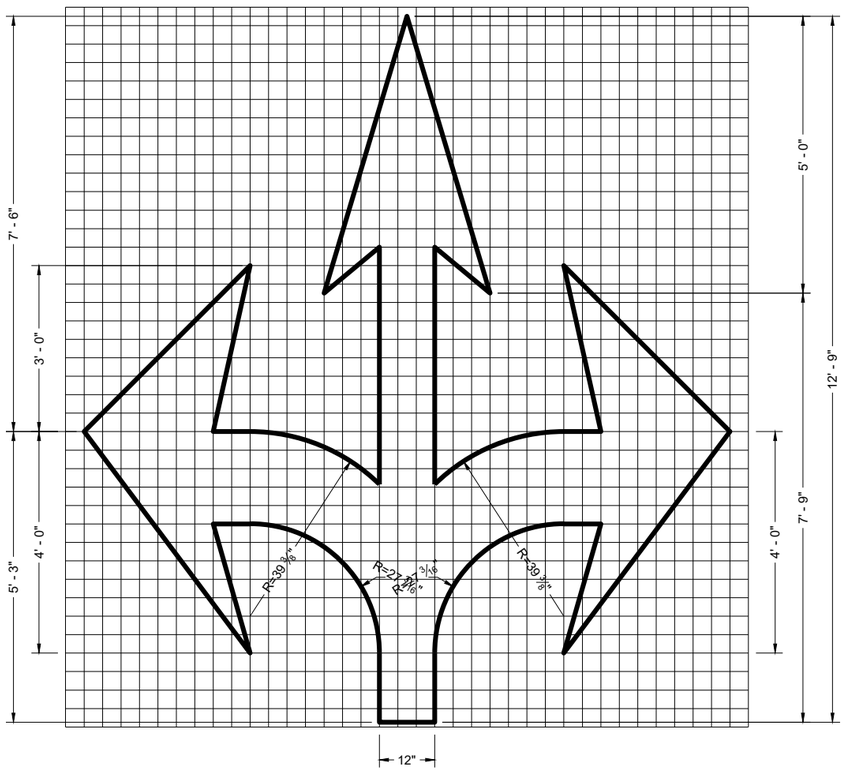


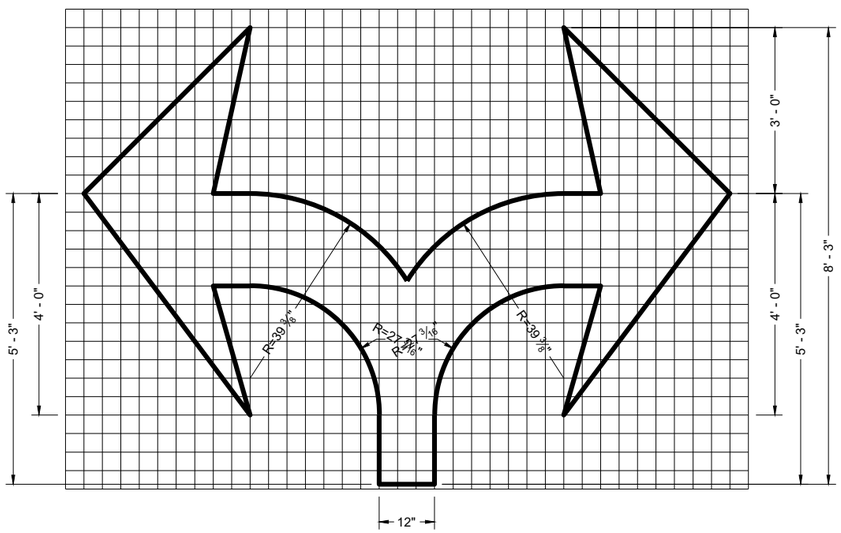
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07-16c

6

SDD 15C07-16c

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

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

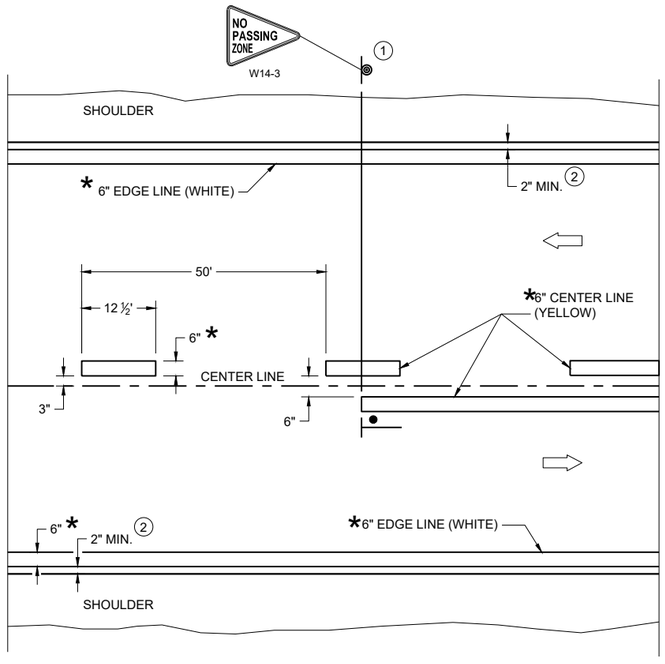
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

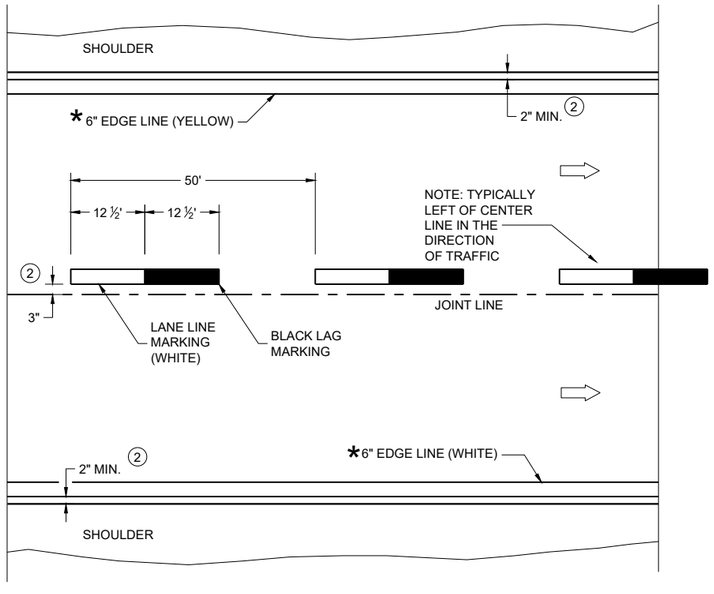
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

SDD 15C08-23a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

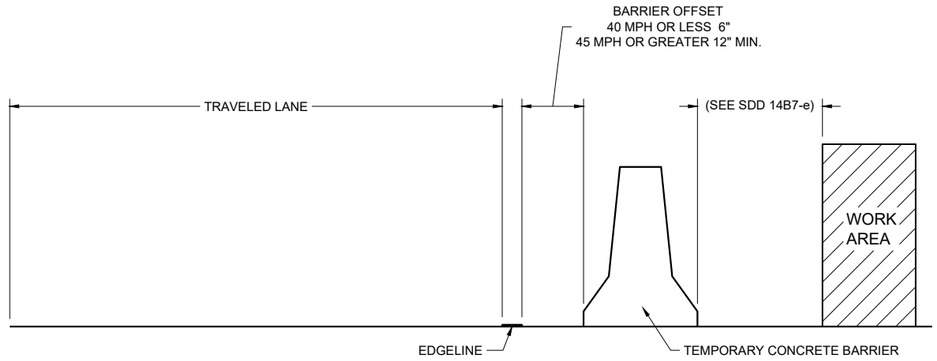
APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

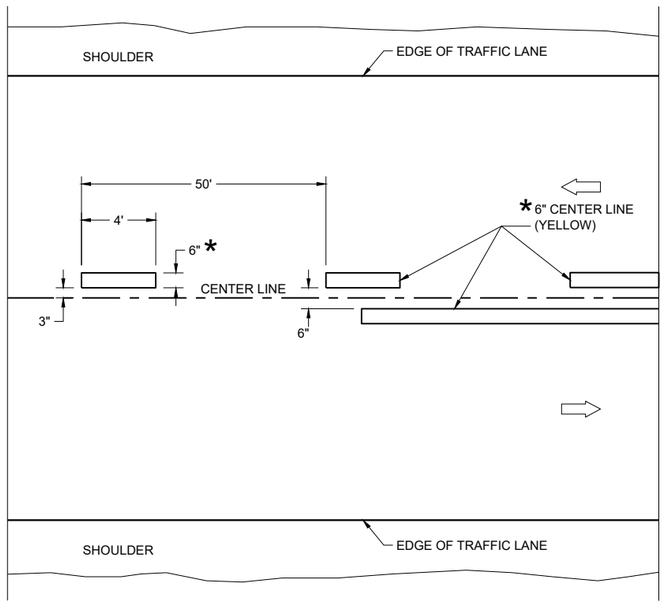
GENERAL NOTES

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

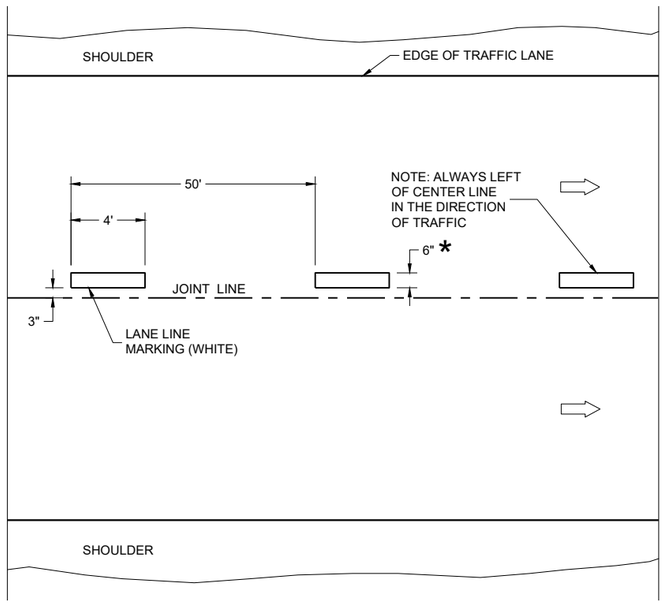
LEGEND

DIRECTION OF TRAFFIC

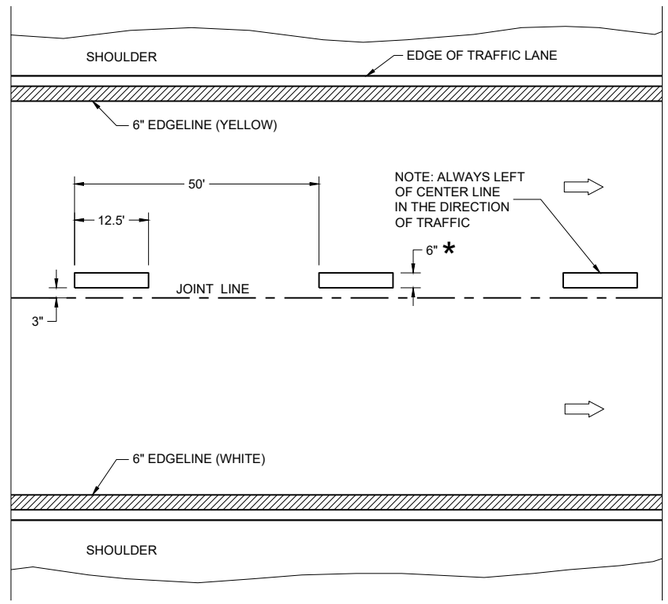
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

6

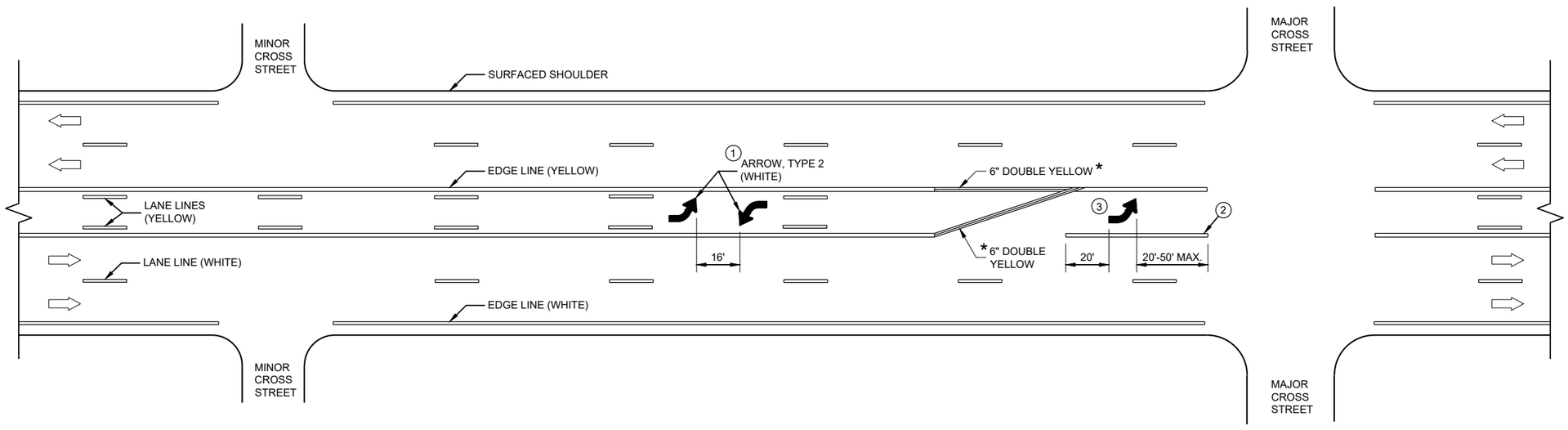
SDD 15C08-23b

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

6

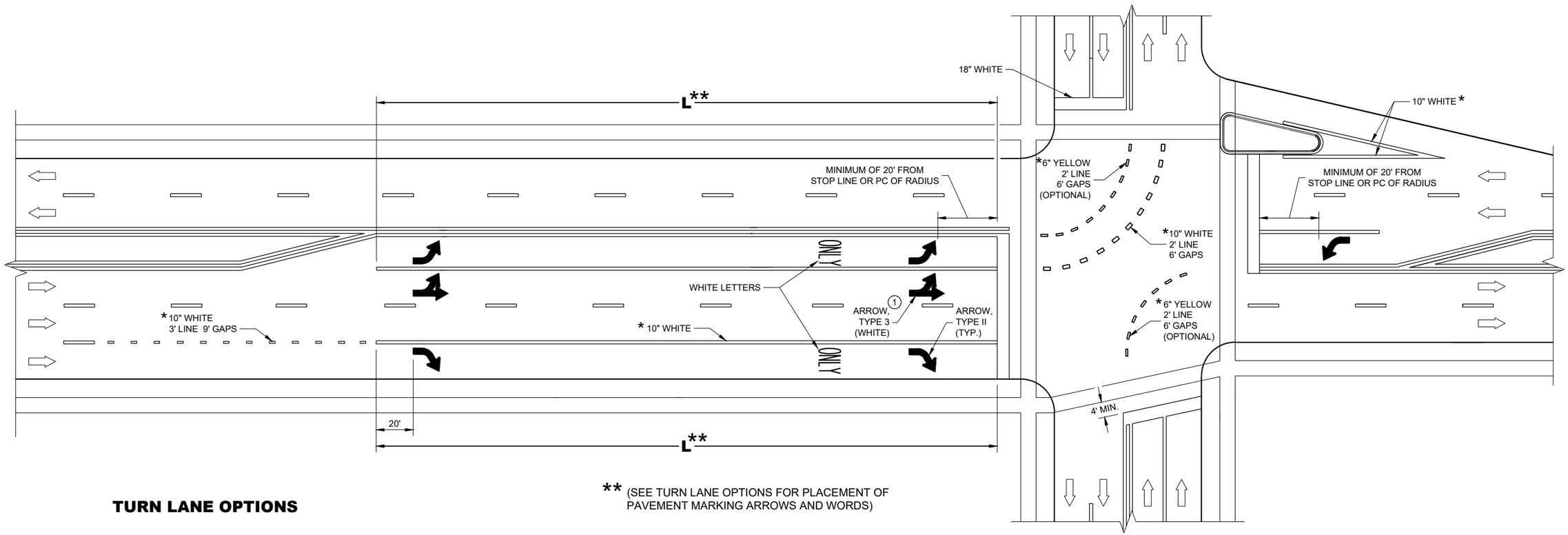
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 351

6

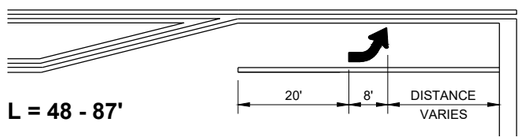
SDD 15C08-23c



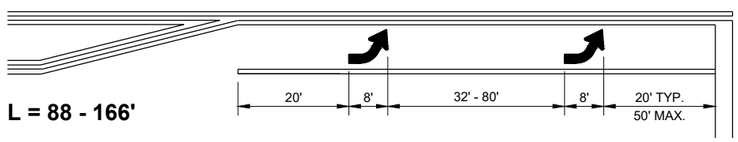
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

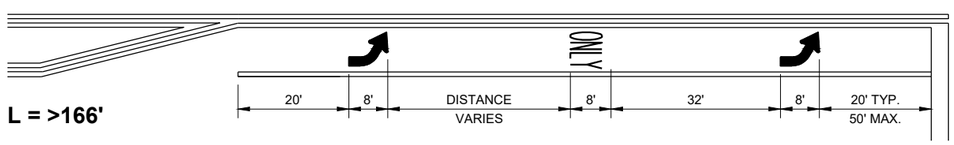
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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)

SDD 15C08-23d

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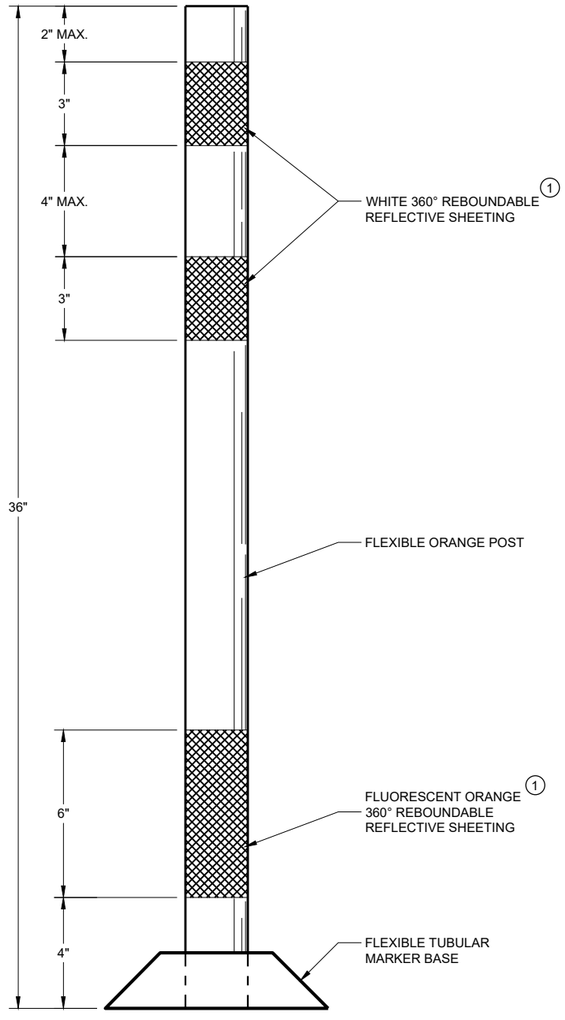


FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

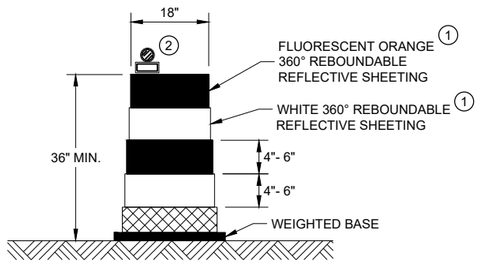
6

SDD 15C11 - 10a

SDD 15C11 - 10a

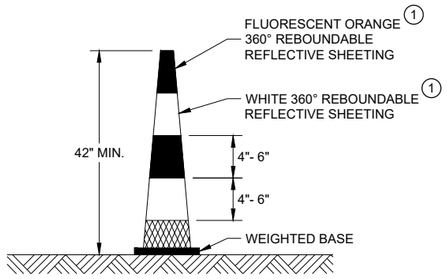
GENERAL NOTES

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

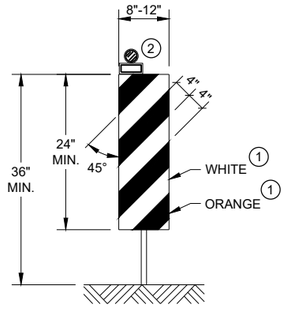
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

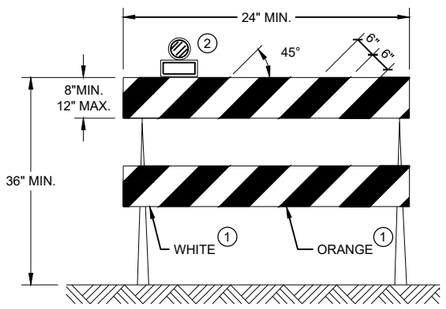
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



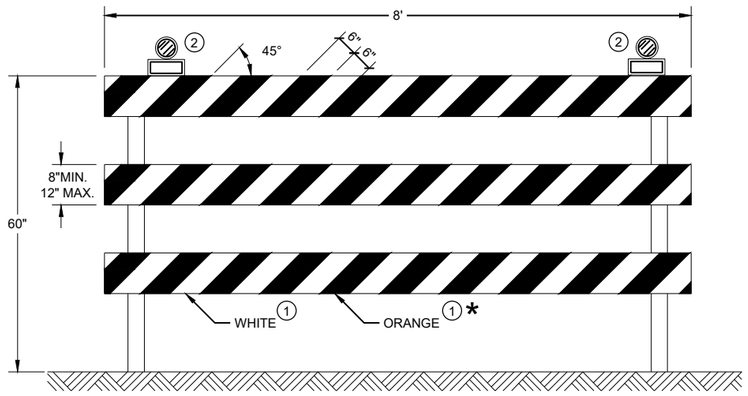
VERTICAL PANEL

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 ENGINEER

FHWA

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SDD 15C11 - 10b

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SDD 15C11 - 10b

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.

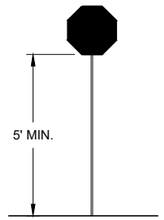
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



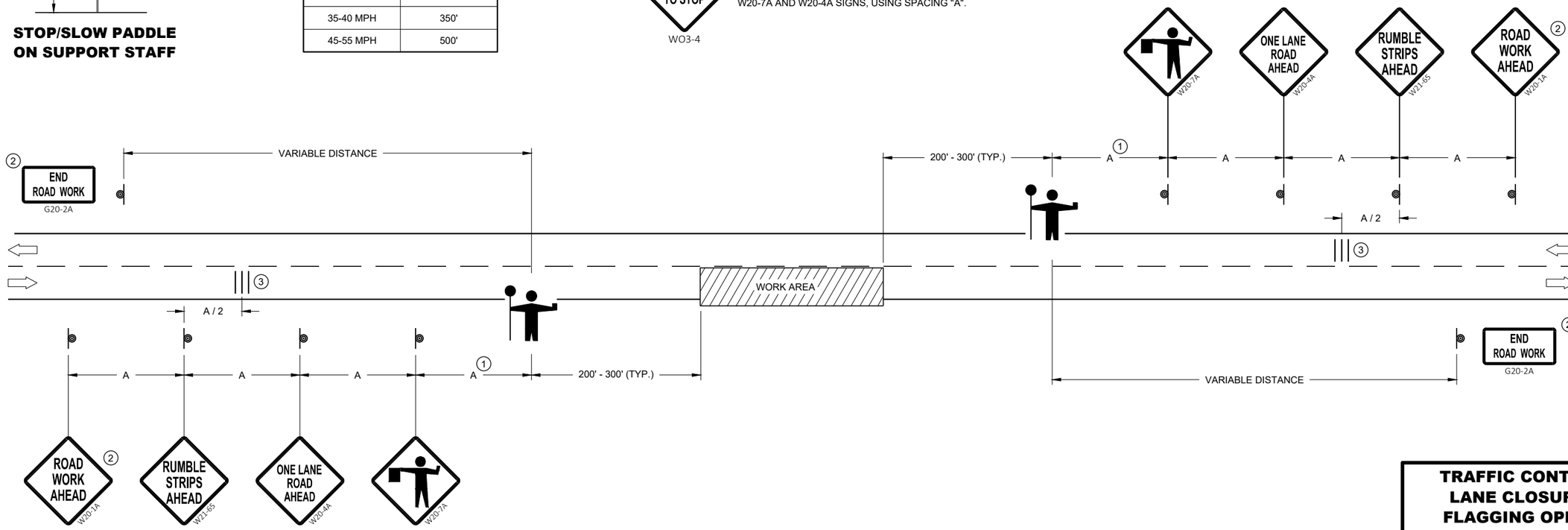
STOP/SLOW PADDLE ON SUPPORT STAFF

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 355

FHWA

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SDD 15C12 - 09a

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

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

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, 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.

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.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

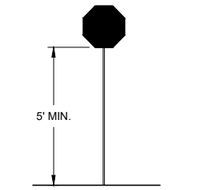
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

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.

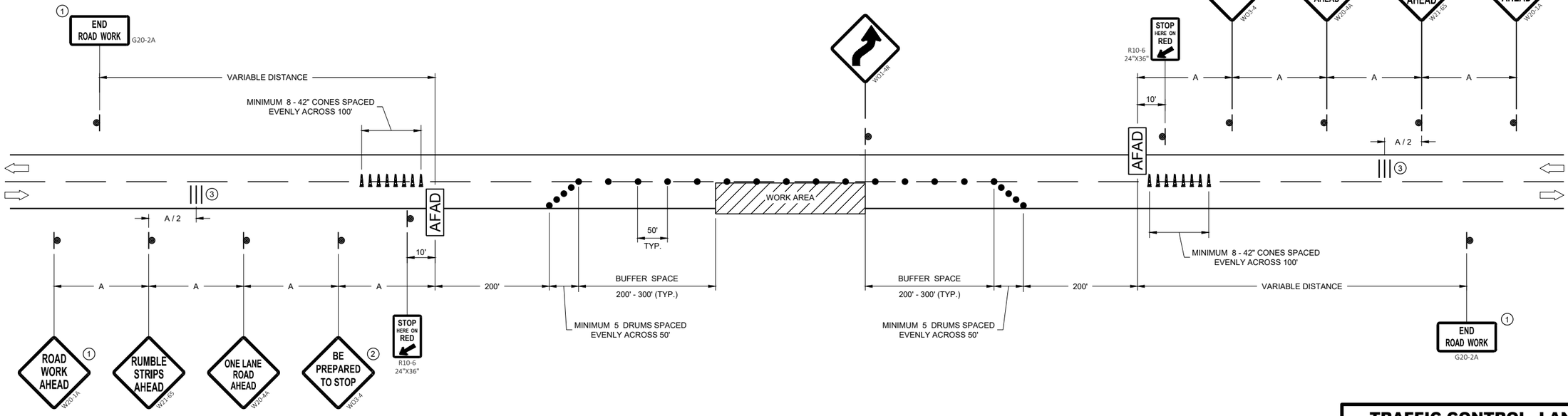
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



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'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09b

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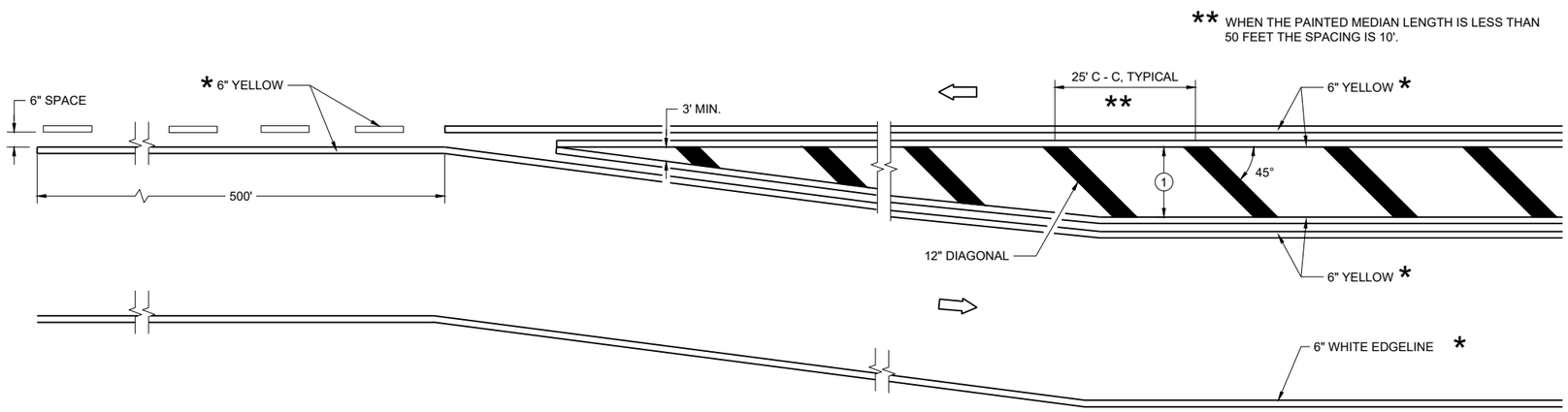


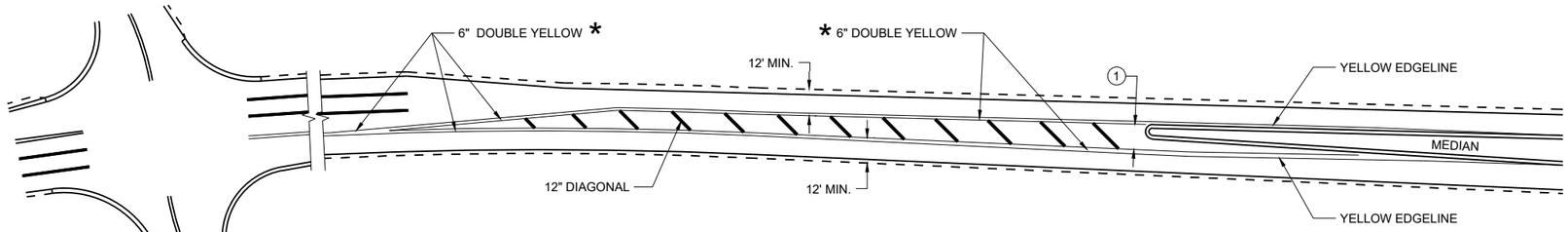
MEDIAN ISLAND DETAIL

GENERAL NOTES

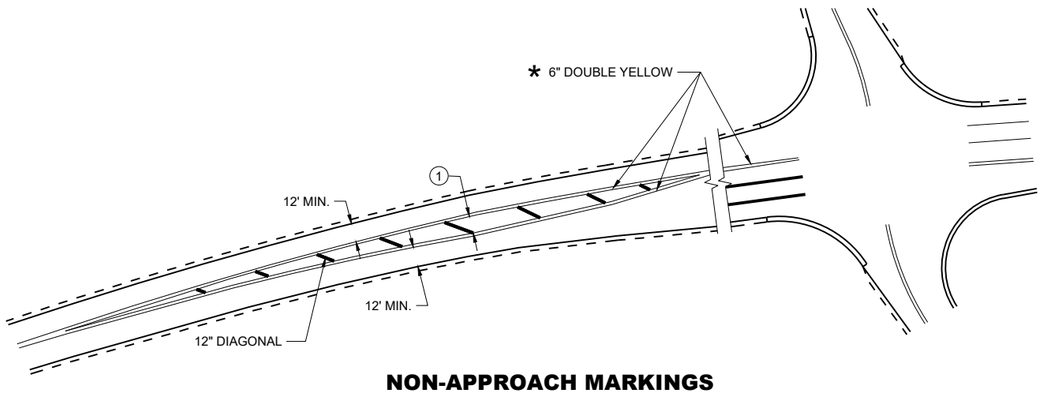
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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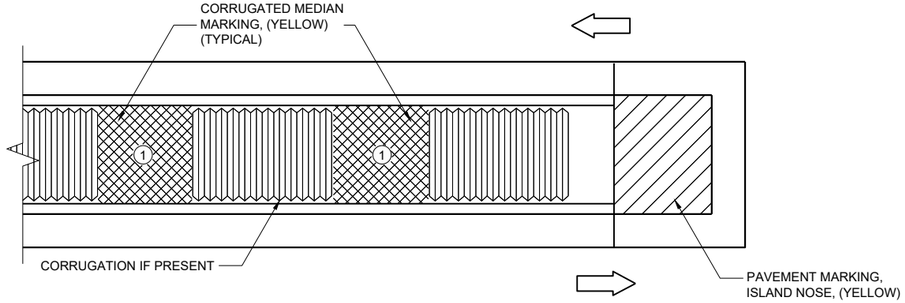
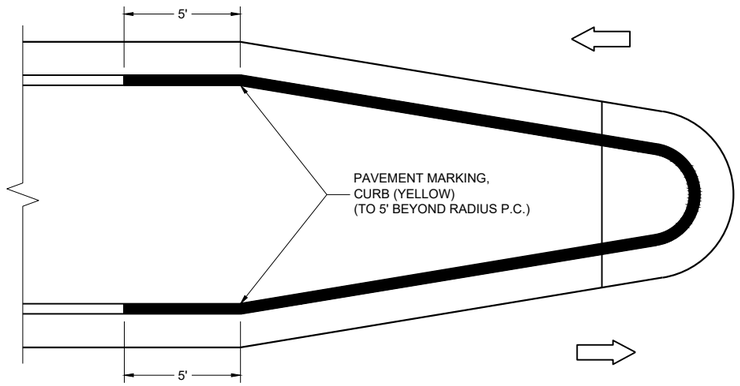
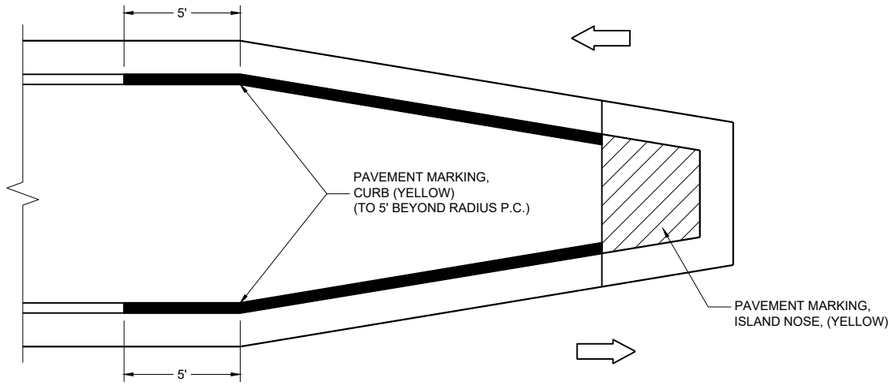
SDD 15C18-09a



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.

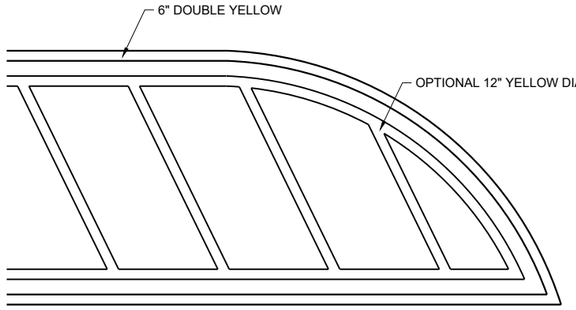
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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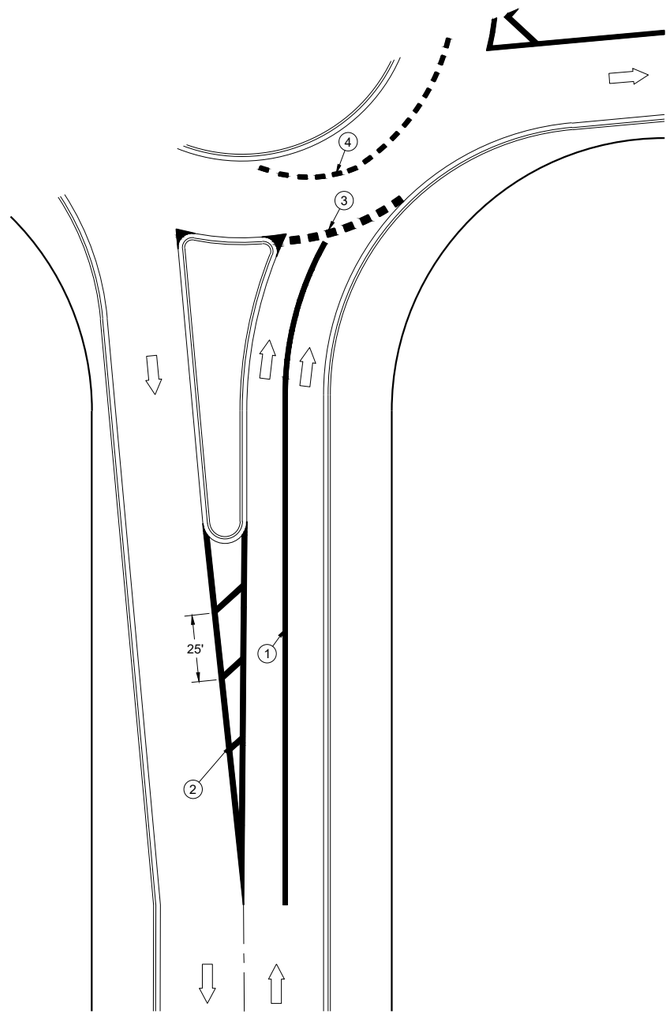
SDD 15C18-09b

LEGEND

- (1) 10" WHITE
- (2) 12" DIAGONALS AT 25' SPACING. (CAN BE OMITTED IF LESS THAN 6')
- (3) 18" WHITE, 2' LINE, 2' GAP
- (4) 6" LINE (6 FT LINE, 3'GAP)
- DIRECTION OF TRAFFIC
- CURB AND GUTTER
- RIGHT OF WAY



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SDD 15C22-01

DOTTED EXTENSION FOR ROUNDABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Matthew Rauch
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

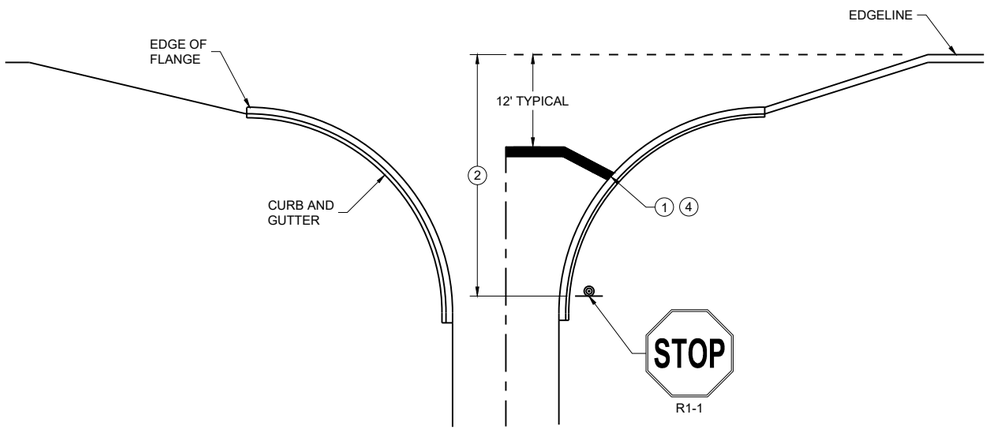
6

SDD 15C22-01

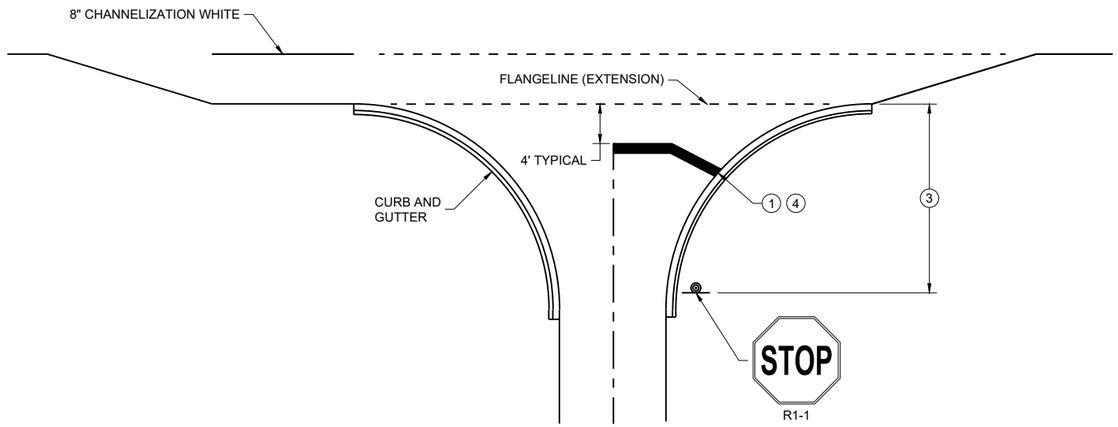
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

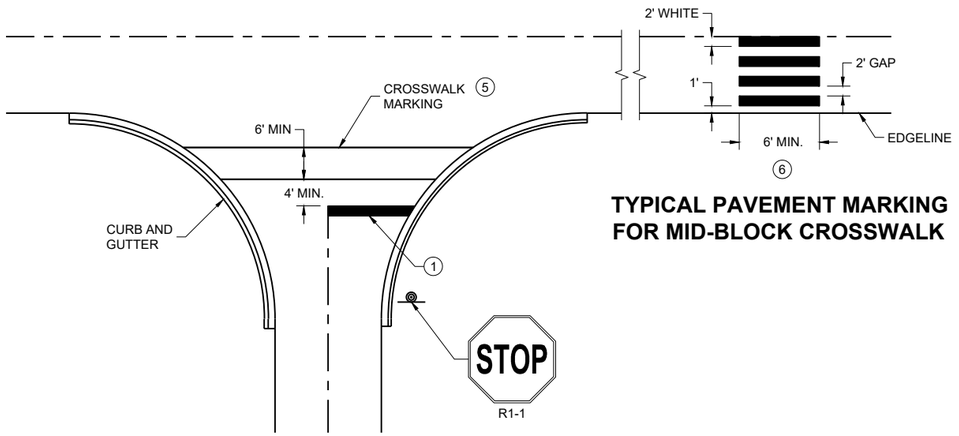
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

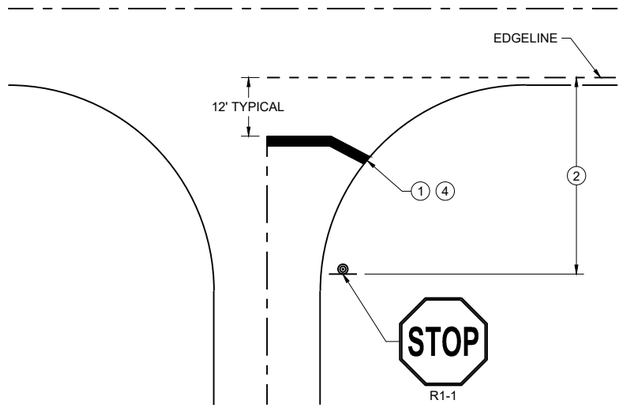


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

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SDD 15C33-05

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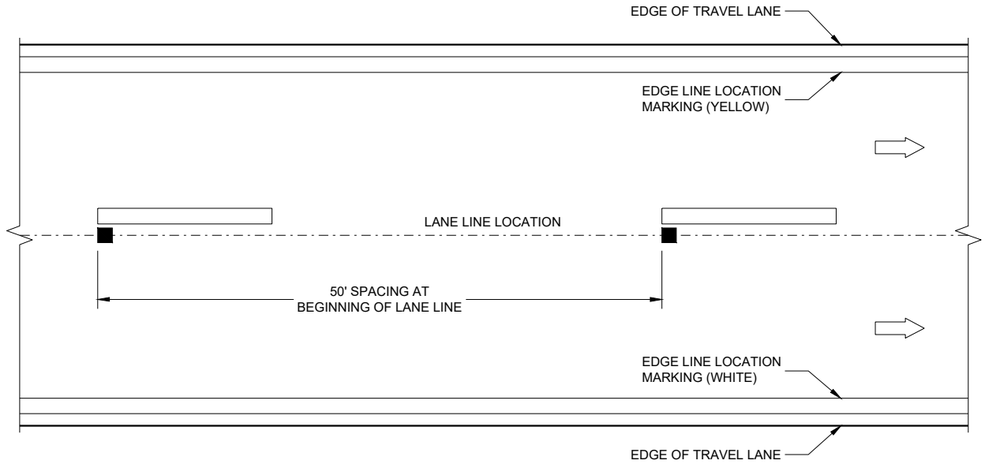
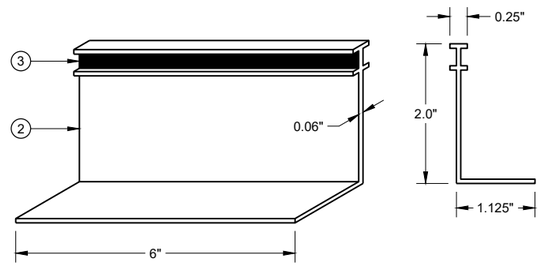
SDD 15C33-05



LONGITUDINAL PLACEMENT 6 - INCH LANE LINE



ISOMETRIC VIEW **SIDE VIEW**

TEMPORARY RAISED PAVEMENT MARKER, TYPE II

GENERAL NOTES

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

COLOR OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II, SHALL MATCH THE COLOR OF THE MARKING THEY SUPPLEMENT.

PLACEMENT OF TEMPORARY RAISED PAVEMENT MARKERS ON EDGE LINES IS OPTIONAL. IF PLACED ON EDGE LINES, MAXIMUM SPACING SHALL BE 50 FEET.

PROVIDE SINGLE OR MULTI-COVER TEMPORARY RAISED PAVEMENT MARKERS AS SHOWN ON PLAN.

MARK "T"s ON PAVEMENT FOR REESTABLISHING NO PASSING ZONES.

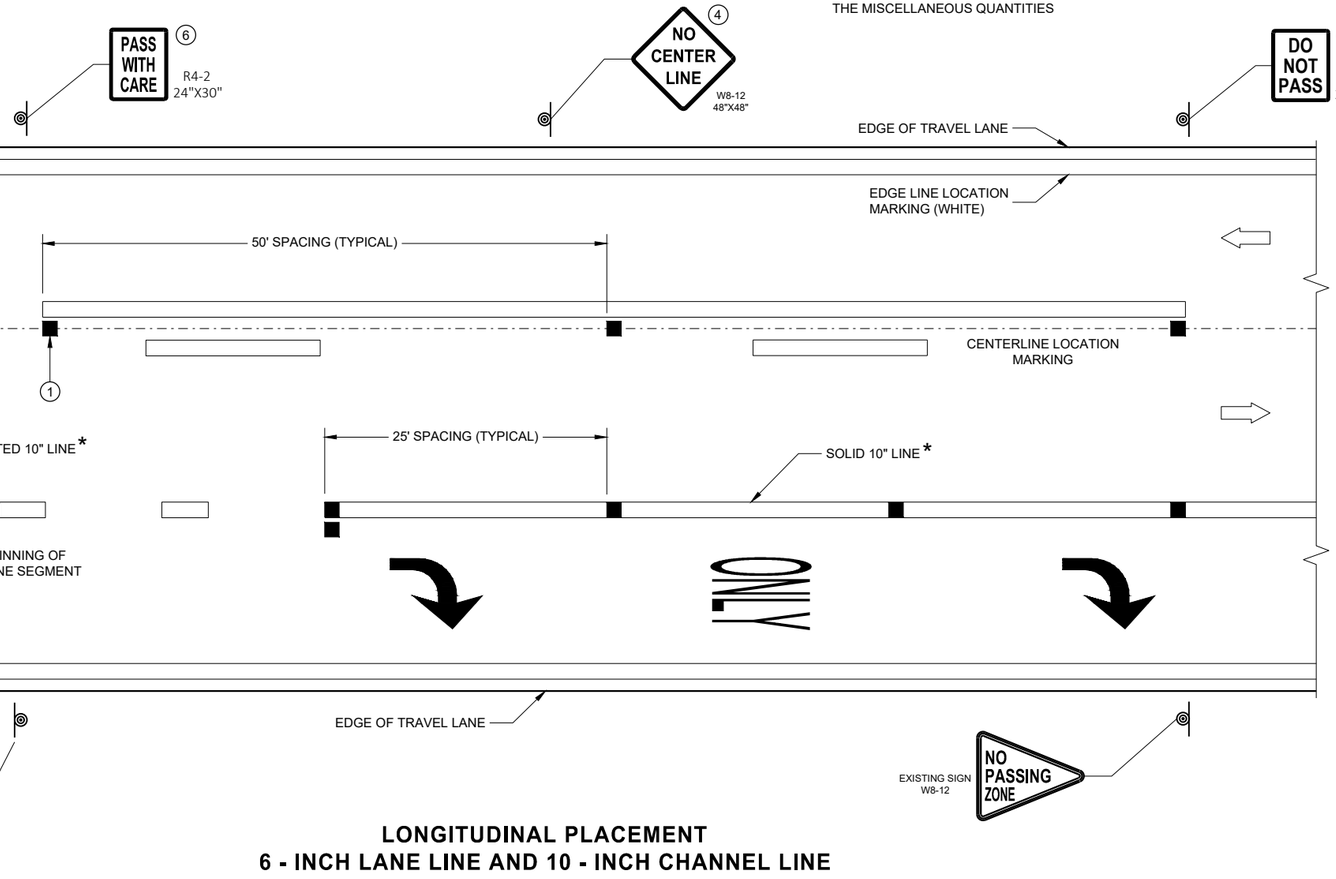
SAME DAY TEMPORARY PAVEMENT MARKING MAY BE USED IN LIEU OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF TEMPORARY SAME DAY PAVEMENT MARKING IS USED, ENSURE PROPOSED PAVEMENT MARKING ARE PLACED IN THE EXACT LOCATIONS AS THE EXISTING MARKINGS, USING A MINIMAL AMOUNT OF TEMPORARY RAISED MARKERS, TYPE II OR OTHER METHODS AS APPROVED BY THE ENGINEER.

IF ROADWAY IS DETOURED DURING CONSTRUCTION, THE "DO NOT PASS, "PASS WITH CARE" AND "NO CENTERLINE" SIGNS MAY BE OMITTED, PROVIDING A LIQUID MARKING IS INSTALLED BEFORE THE ROADWAY IS REOPENED TO TRAFFIC.

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LONGITUDINAL PLACEMENT
6 - INCH LANE LINE AND 10 - INCH CHANNEL LINE

1. FOR DOUBLE SOLID YELLOW, PLACE THE MARKERS BETWEEN THE LINES.
2. MARKERS SHALL BE OF POLYURETHANE MATERIAL.
3. MARKERS SHALL HAVE A MINIMUM SIZE REFLECTIVE SURFACE OF 6-INCH WIDTH X 0.25 INCH HEIGHT.
4. "NO CENTER LINE" SIGNS SHALL BE PLACED AT THE BEGINNING OF PROJECT, AT TWO MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS.
5. "DO NOT PASS" SIGNS SHALL BE INSTALLED AT THE BEGINNING OF NO PASSING ZONES. ADDITIONAL "DO NOT PASS" SIGNS SHALL BE INSTALLED AT ONE MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS WITHIN THE NO PASSING ZONE.
6. "PASS WITH CARE" SIGNS SHALL BE PLACED AT THE DOWNSTREAM END OF NO PASSING ZONES.

LEGEND

- TEMPORARY RAISED PAVEMENT MARKER, TYPE II
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC.

STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKERS, TYPE II

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

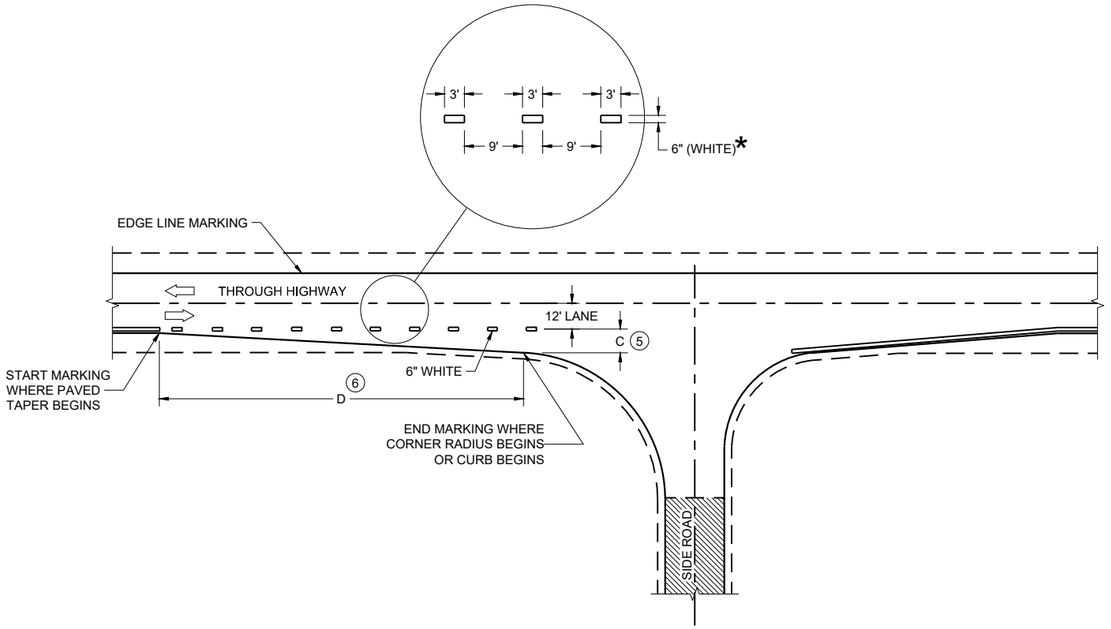
FHWA

6

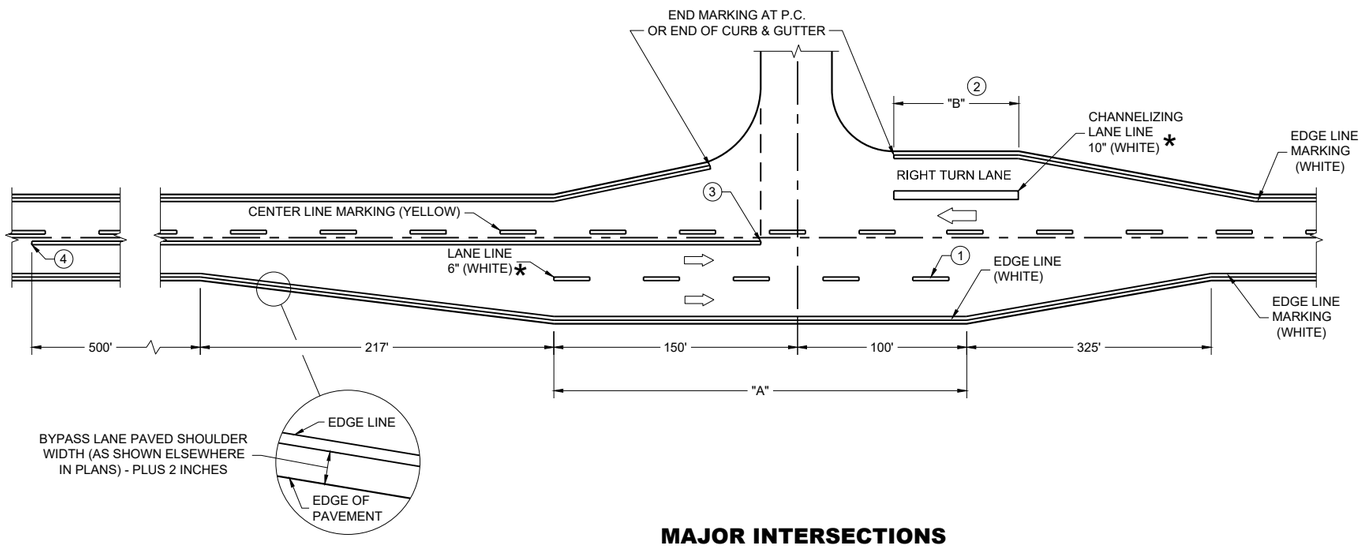
SDD 15C34-04

6

SDD 15C34-04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

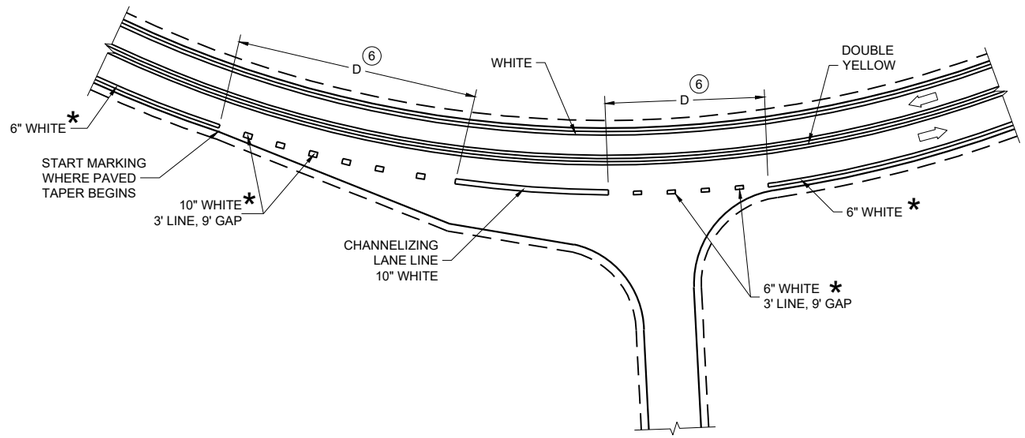
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

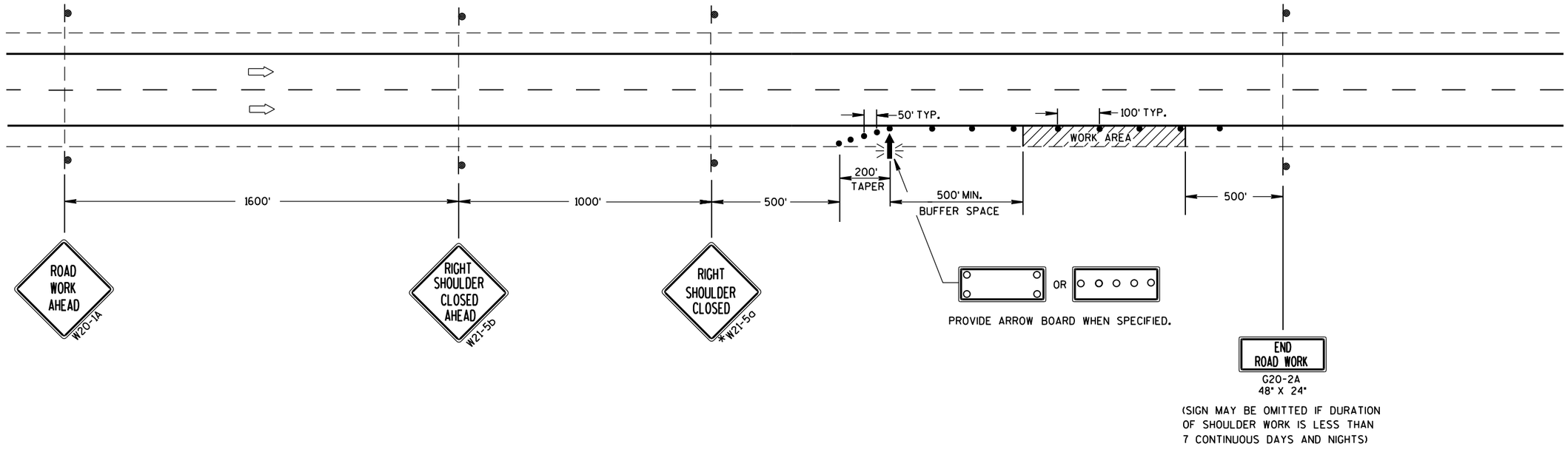
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

6

S.D.D. 15 D 27-3

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY DELINEATOR (WHITE, SINGLE DELINEATOR)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL ON STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

(1) IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE WO1-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE WO1-3 SIGN.

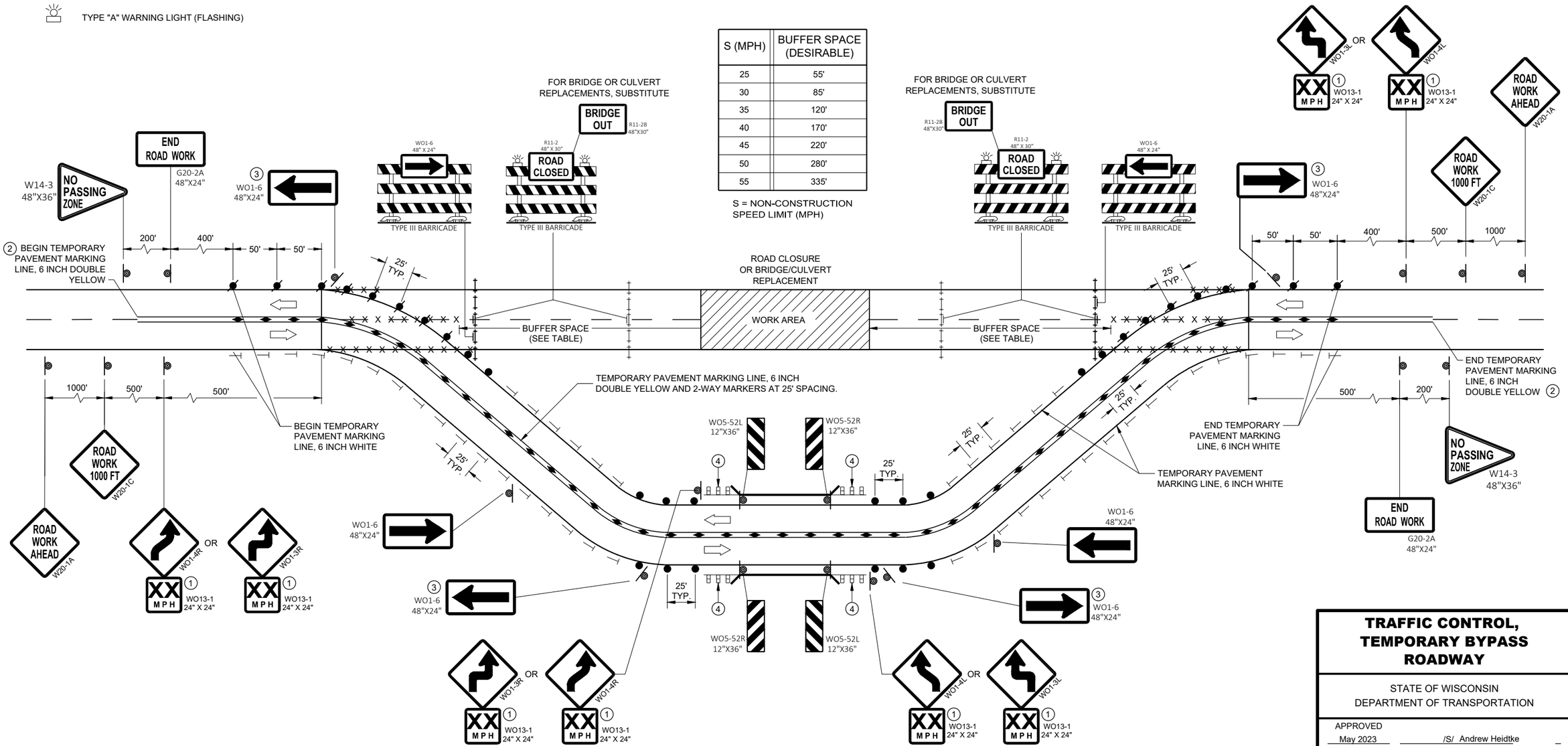
(2) WHEN THE DISTANCE TO / FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.

(3) OMIT THESE W01-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.

(4) TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT WHEN INCLUDED IN THE CONTRACT. FOR LAYOUT, SEE DETAILS ELSEWHERE IN THE PLAN.

S (MPH)	BUFFER SPACE (DESIRABLE)
25	55'
30	85'
35	120'
40	170'
45	220'
50	280'
55	335'

S = NON-CONSTRUCTION SPEED LIMIT (MPH)



TRAFFIC CONTROL, TEMPORARY BYPASS ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

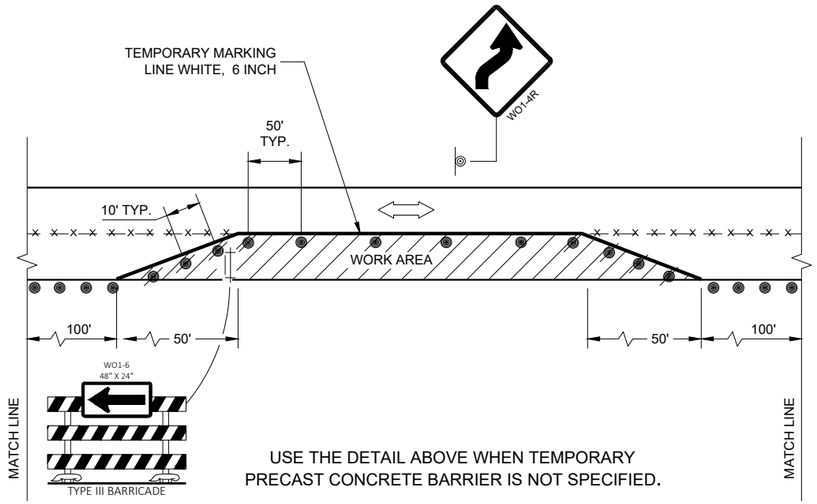
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6 SDD 15D31-05

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE..

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

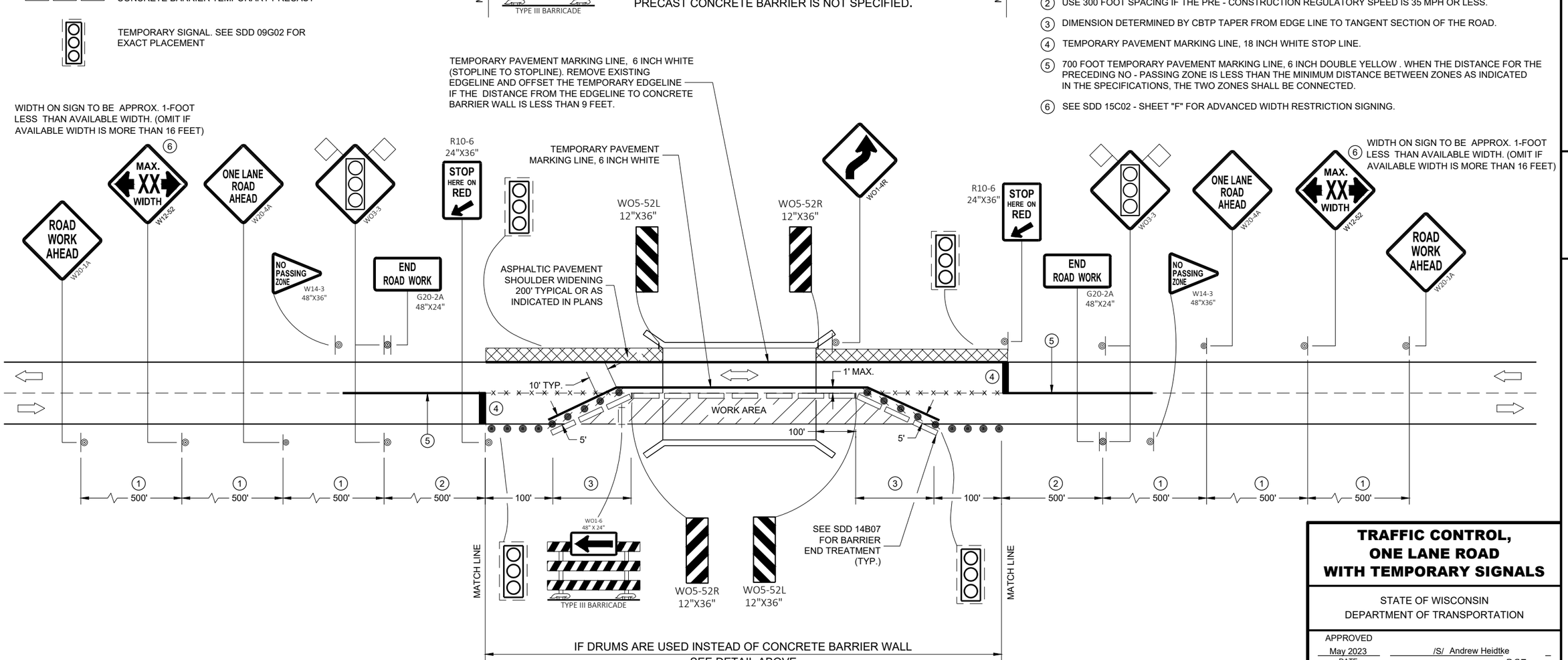
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.

1. 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY 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.
2. USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
3. DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
4. TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
5. 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
6. SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D33-09

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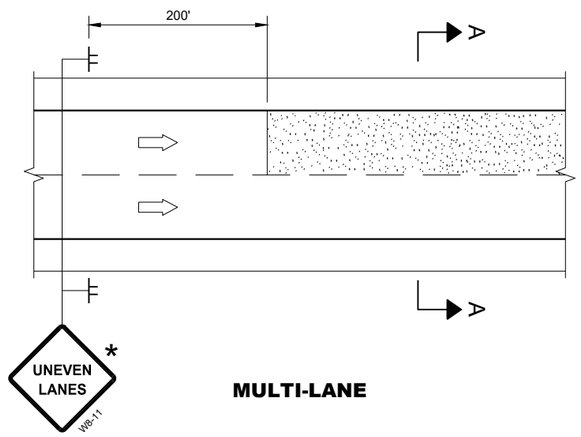
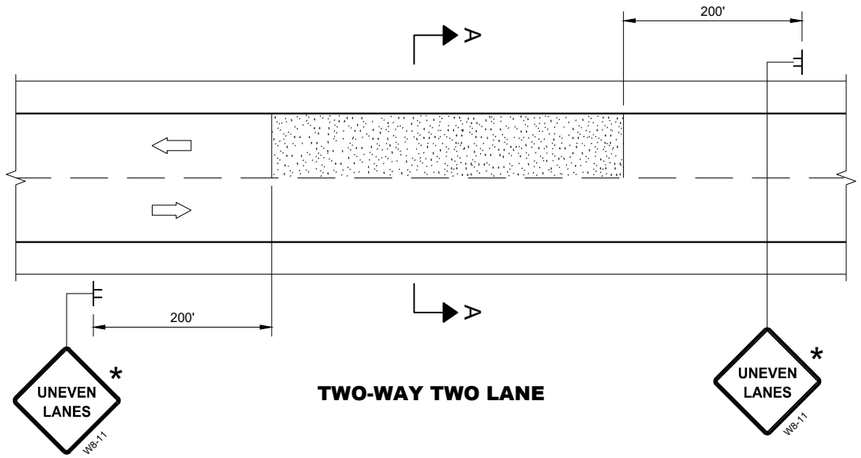
SDD 15D33-09



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

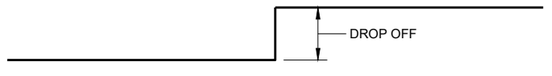
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

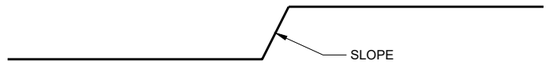
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

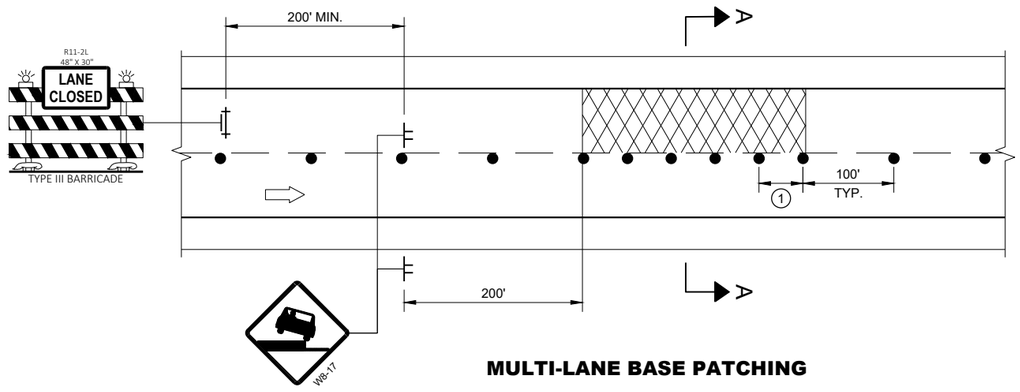


SECTION A - A

OR

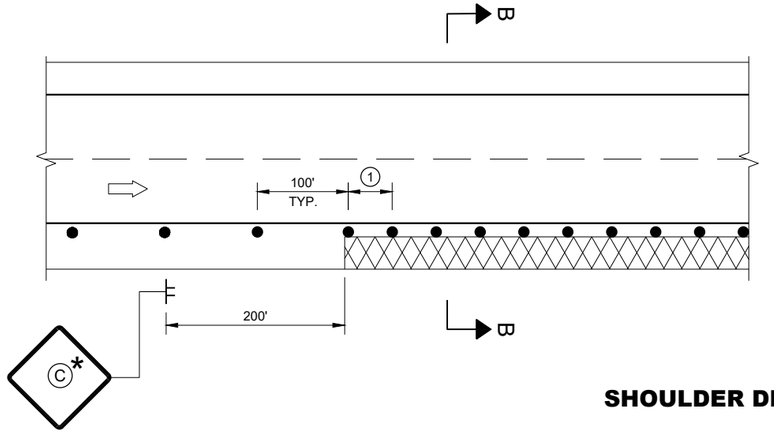


SECTION A - A

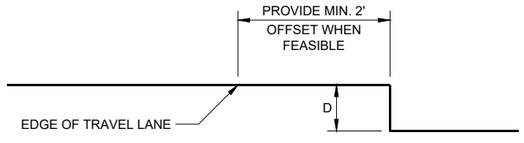


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

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.

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

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

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 INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

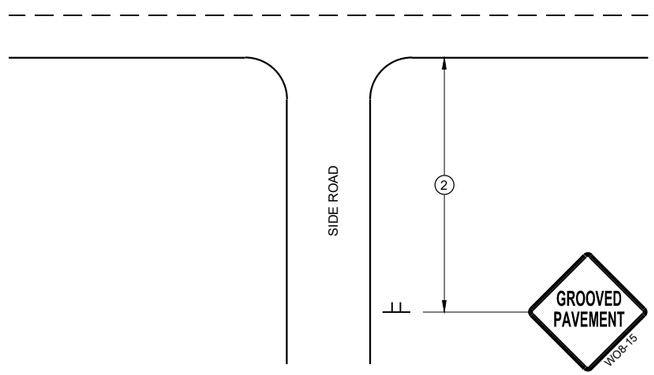
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

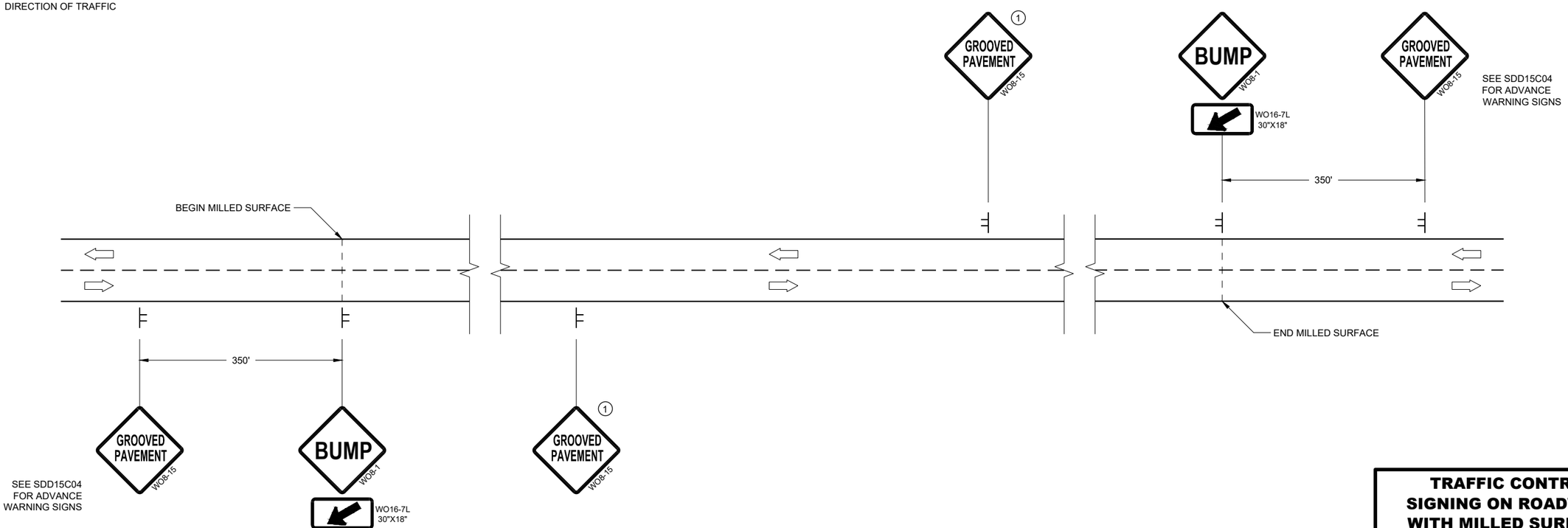
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D44 - 02

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

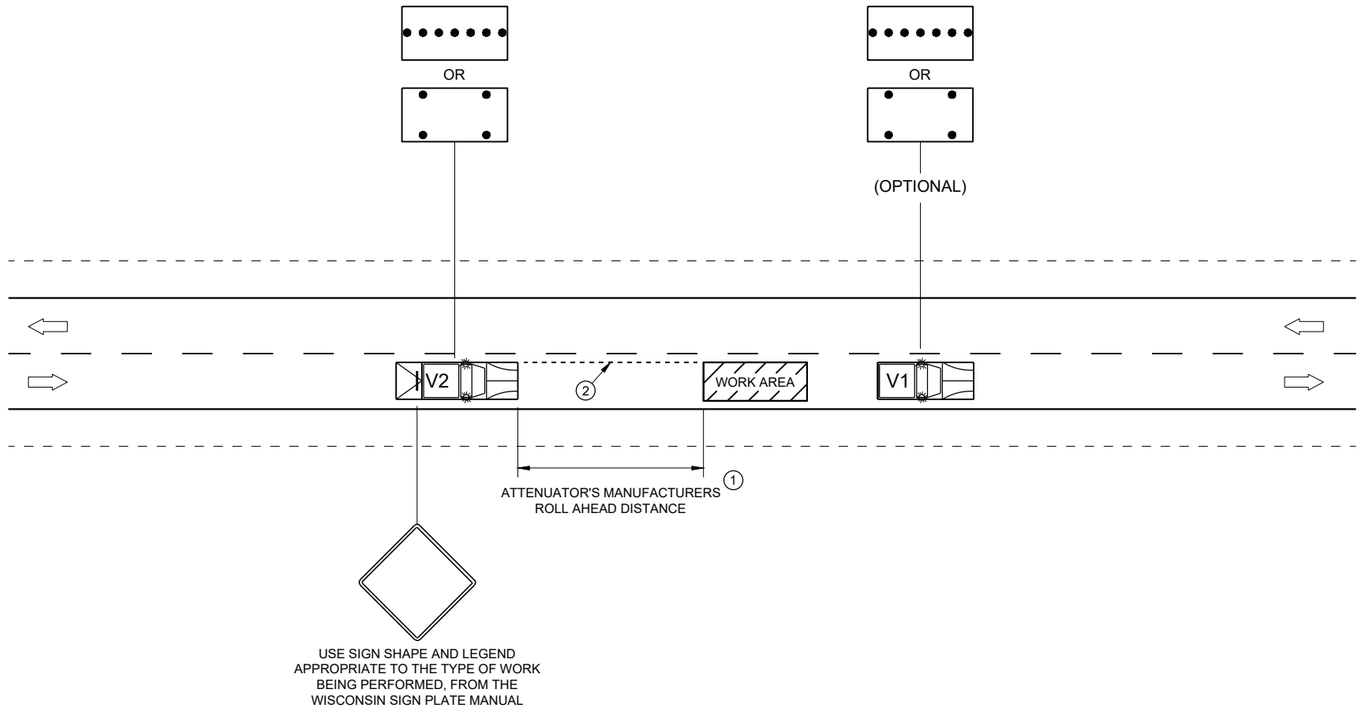
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

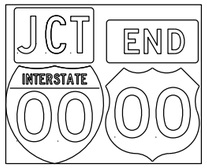
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

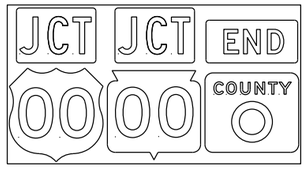
6
SDD 15D51 - 01

TYPICAL ASSEMBLIES

J1-1



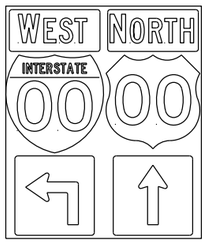
J1-2



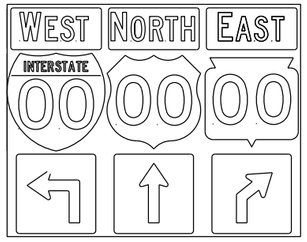
J1-3

JR1-1

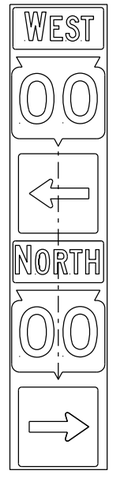
J2-1



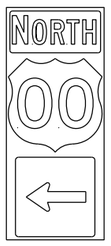
J2-2



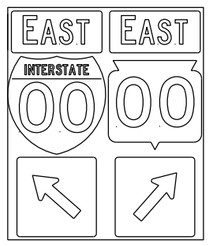
J2-3



JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



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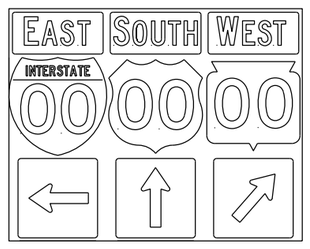
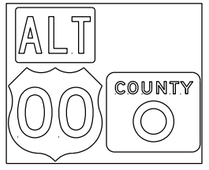


J3-3

J4-1



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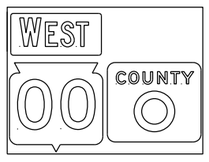

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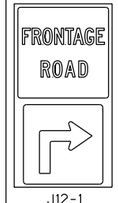
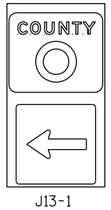


J12-1

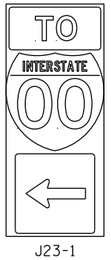


J13-1

J32-1

J33-1

J22-1

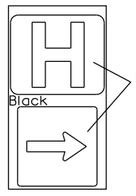


J23-1

JR13-1

JR23-1

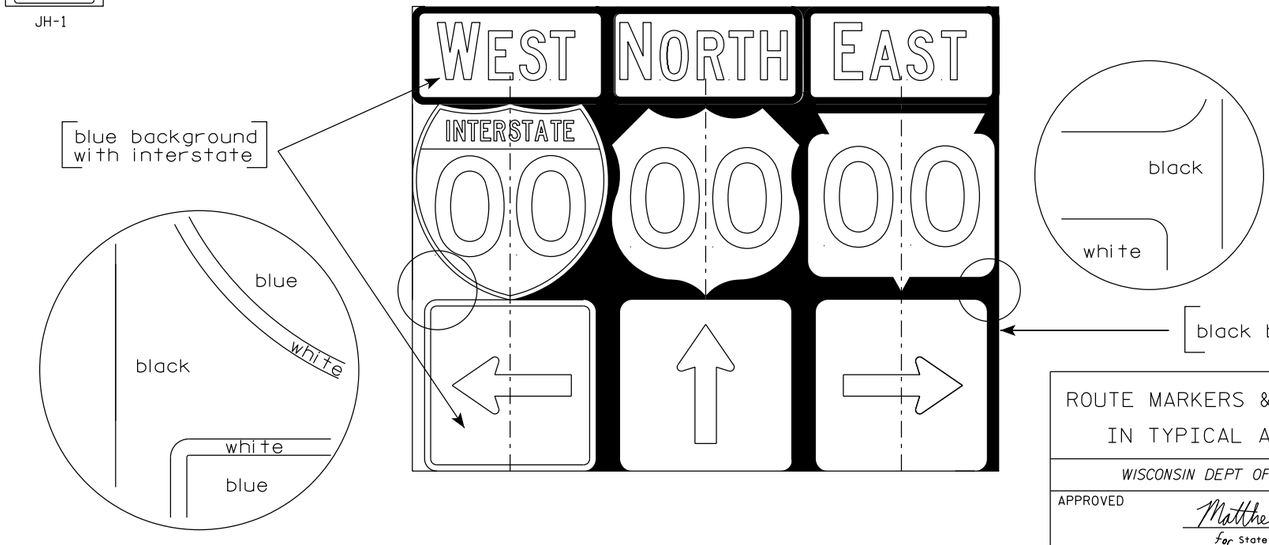
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

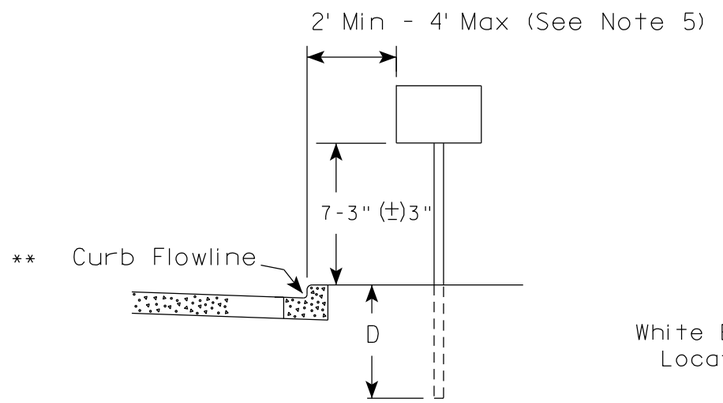
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

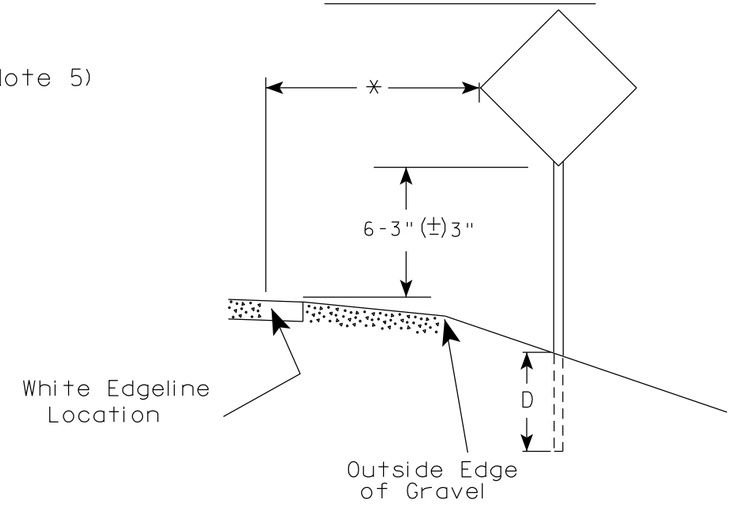
PROJECT NO:

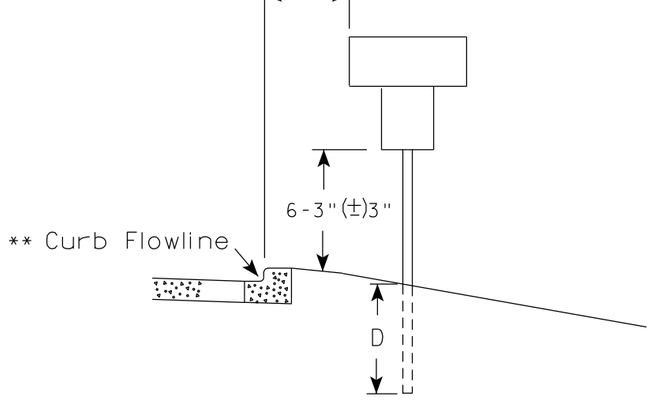
SHEET NO: 369 E

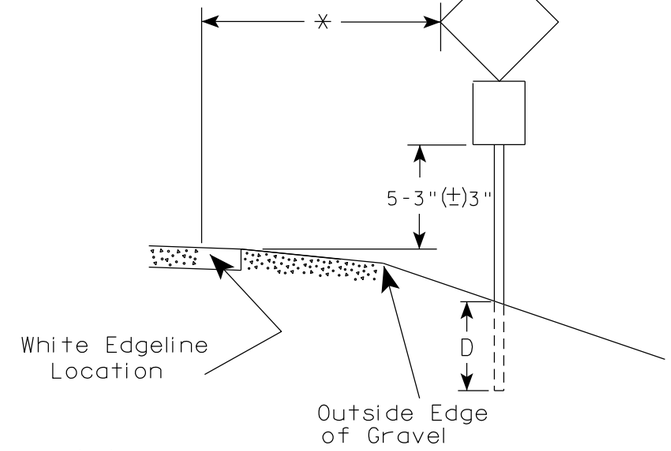
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

1. Signs wider than 4 feet or 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.

POST EMBEDMENT DEPTH

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

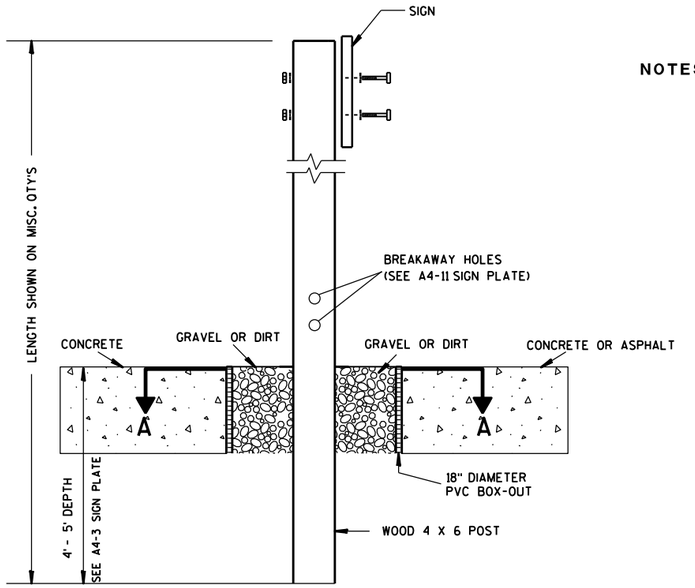
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

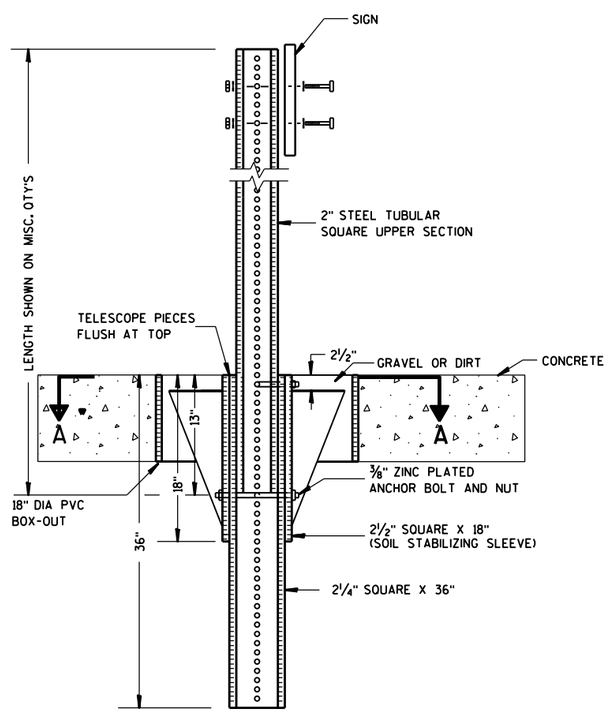
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 370	E



ELEVATION VIEW

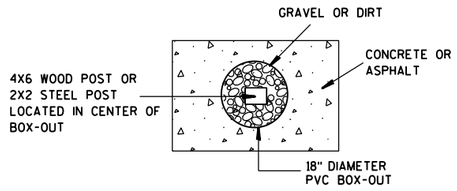
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

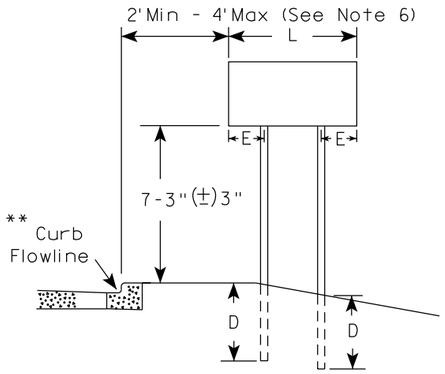
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

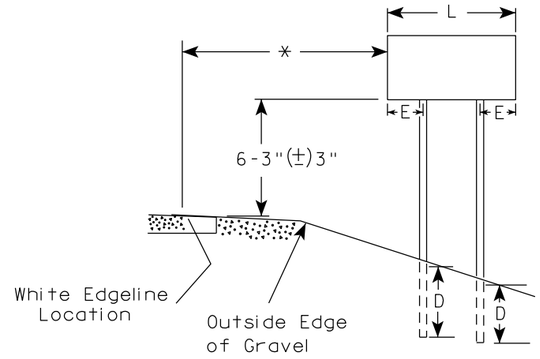
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

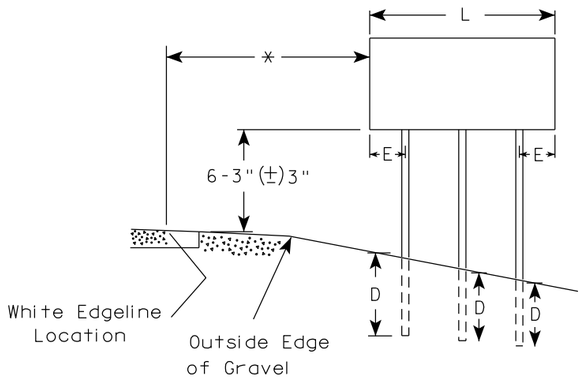
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

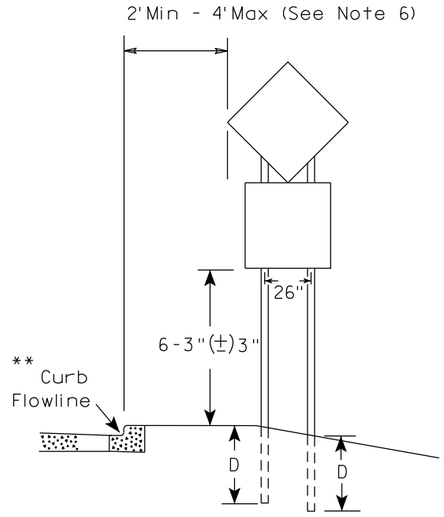
URBAN AREA



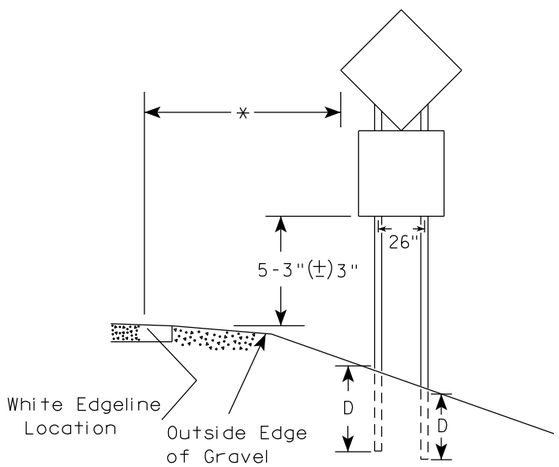
RURAL AREA (See Note 3)







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'

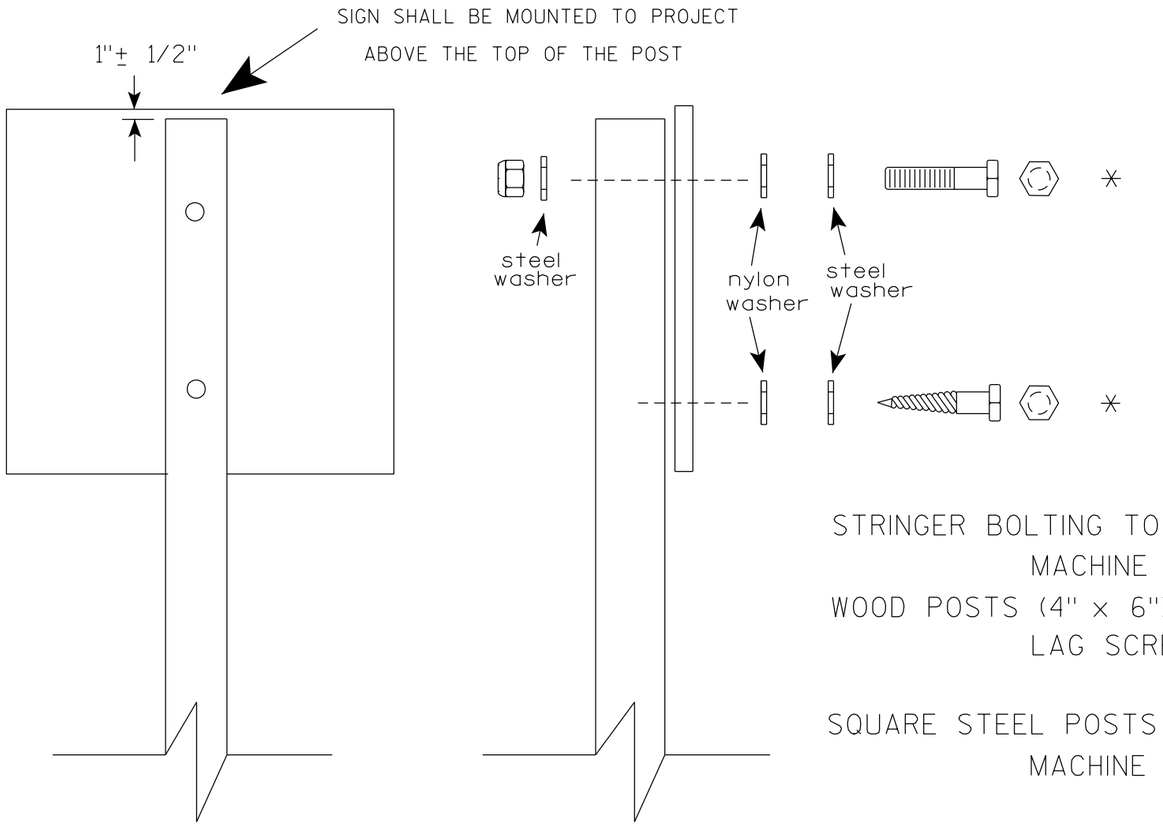
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 372	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

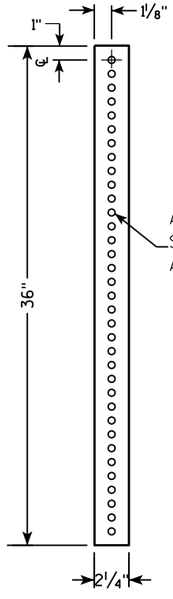
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

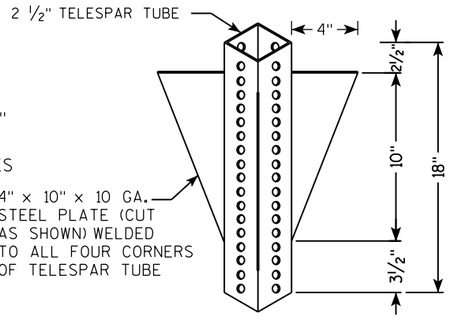
SHEET NO: 373 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

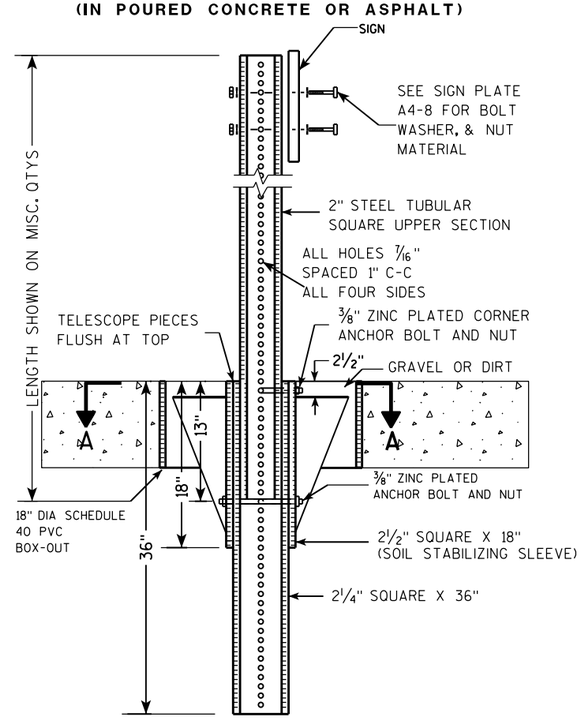
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



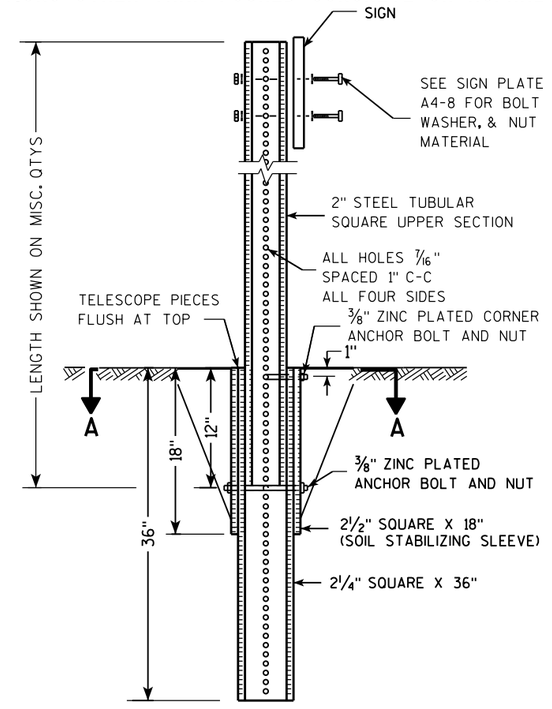
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

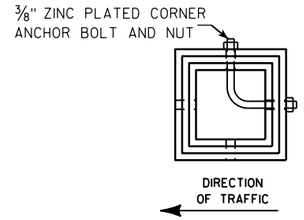


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

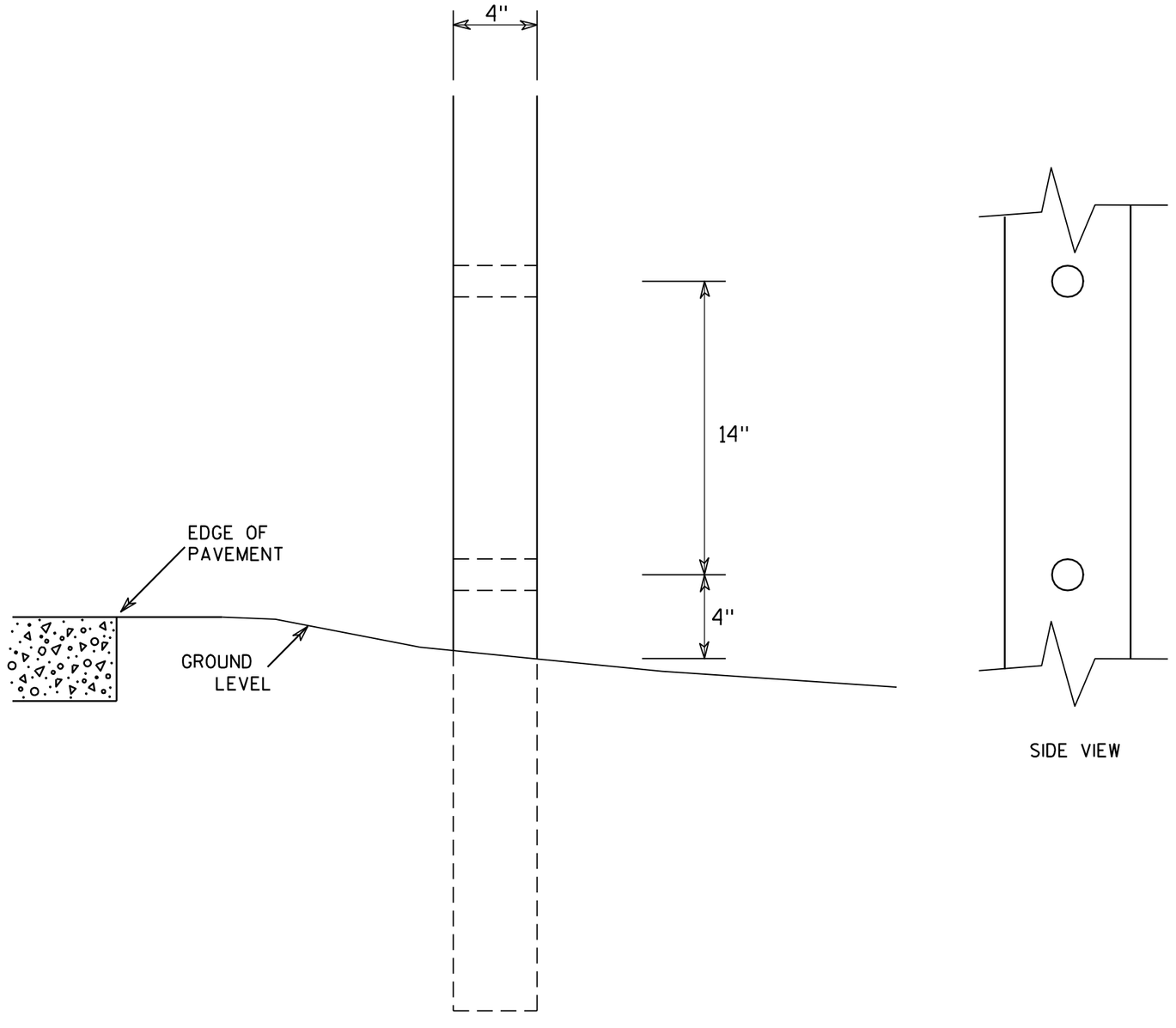
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 374 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

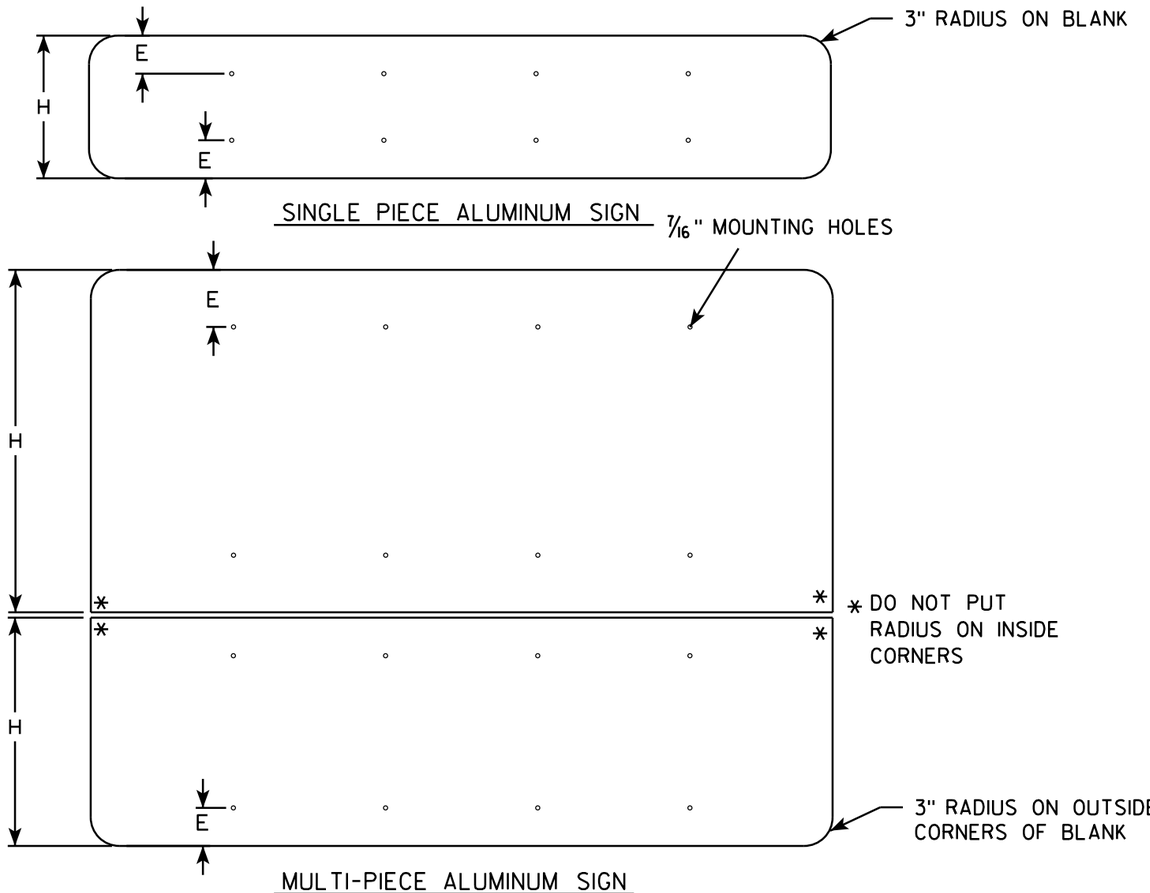
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

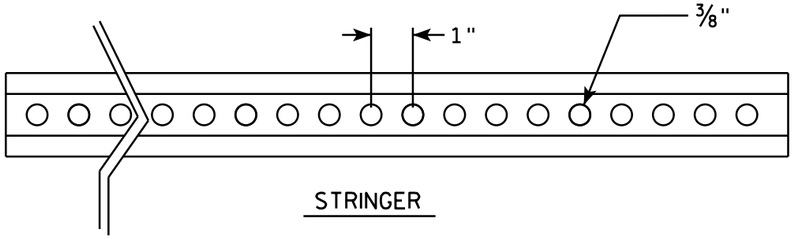
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 375	E



GENERAL NOTES

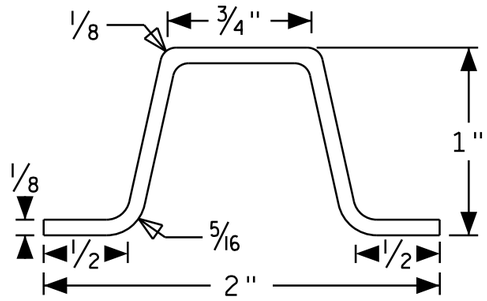
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

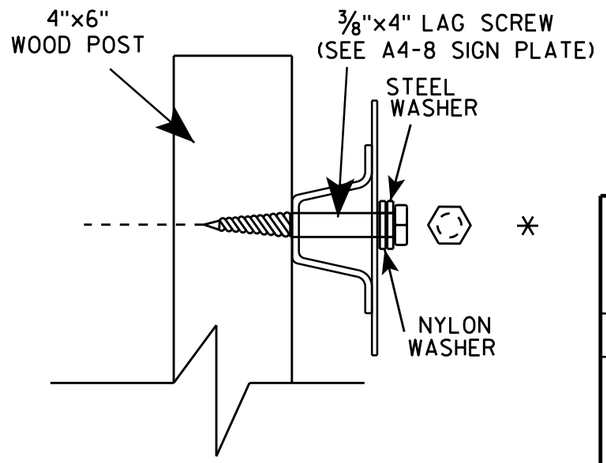


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

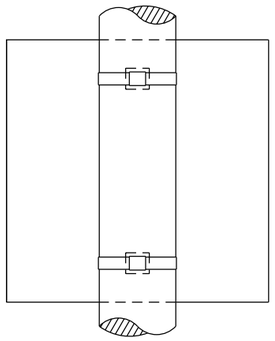
DATE 4/26/16 PLATE NO A4-18.1

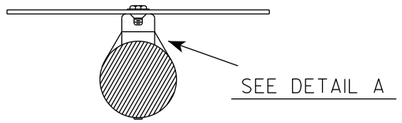
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

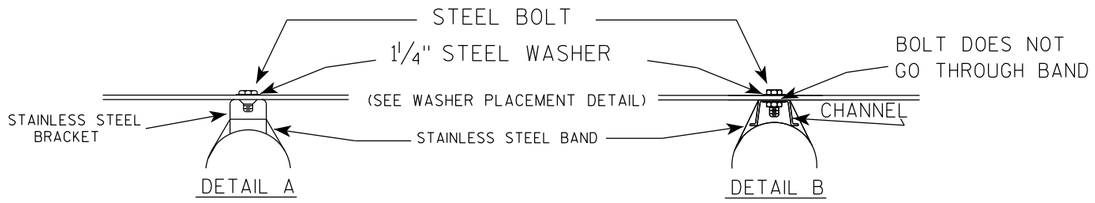
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

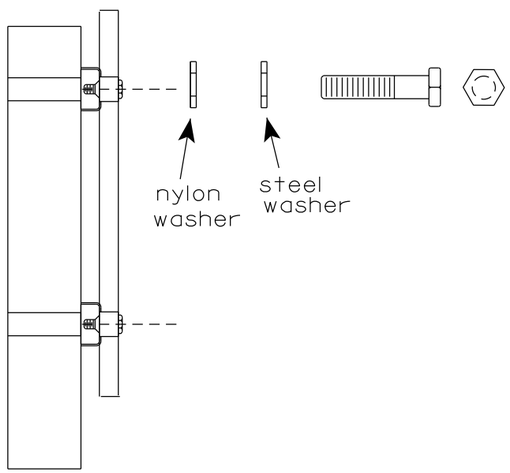
SINGLE SIGN







WASHER PLACEMENT

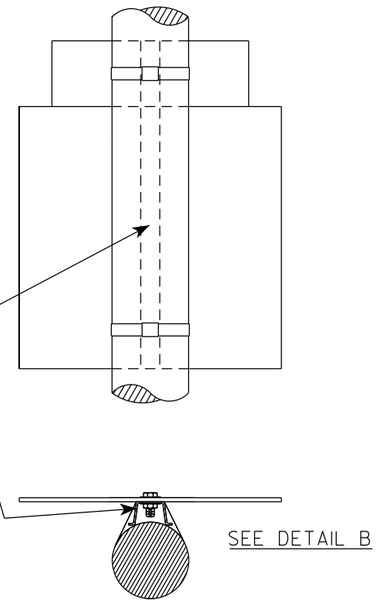


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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

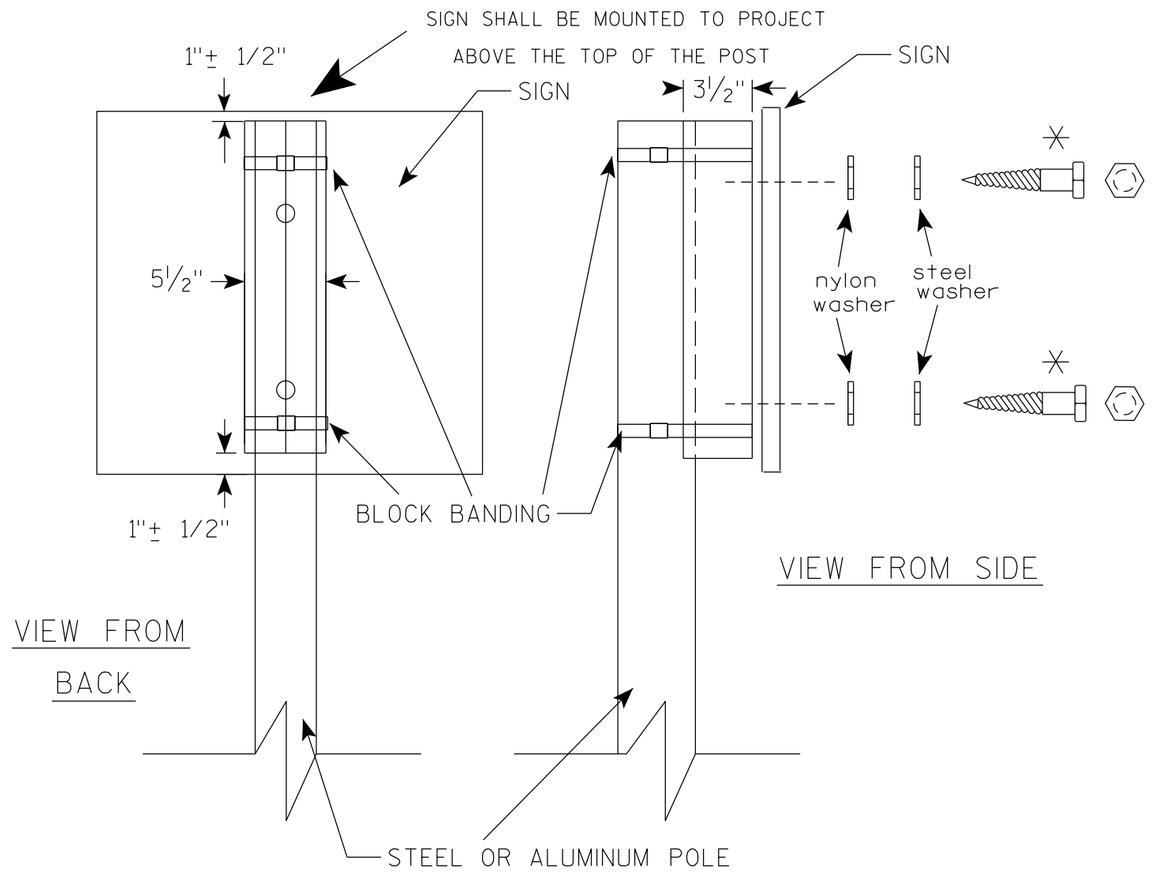
DATE 6/10/19 PLATE NO. A5-9.4

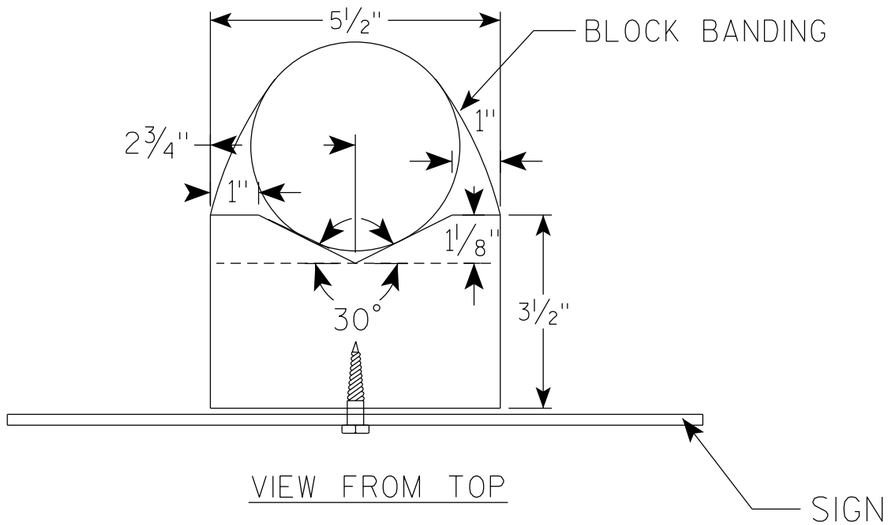
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 377	E

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)

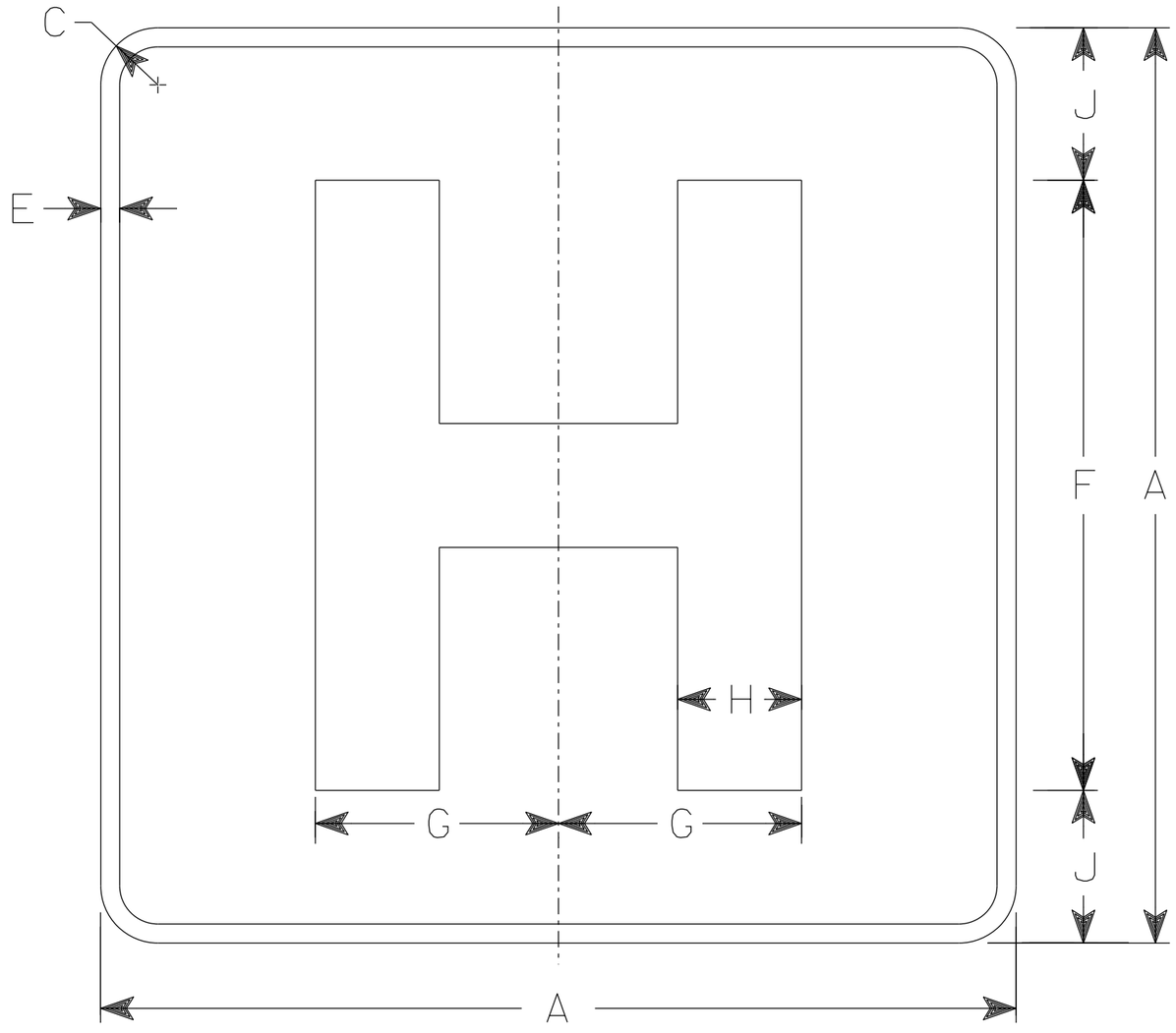
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 378 E



D9-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Blue
   Message - White
3. Message Series - E Modified
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	18		1 1/2		1/2	12	4 3/4	2 3/8		3																	2.25
2S	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
2M	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/25/2023 PLATE NO. D9-2.6

PROJECT NO:

SHEET NO: 379 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\D92.dgn PLOT DATE : 25-JAN 2023 1:20 PLOT BY : dotc4c

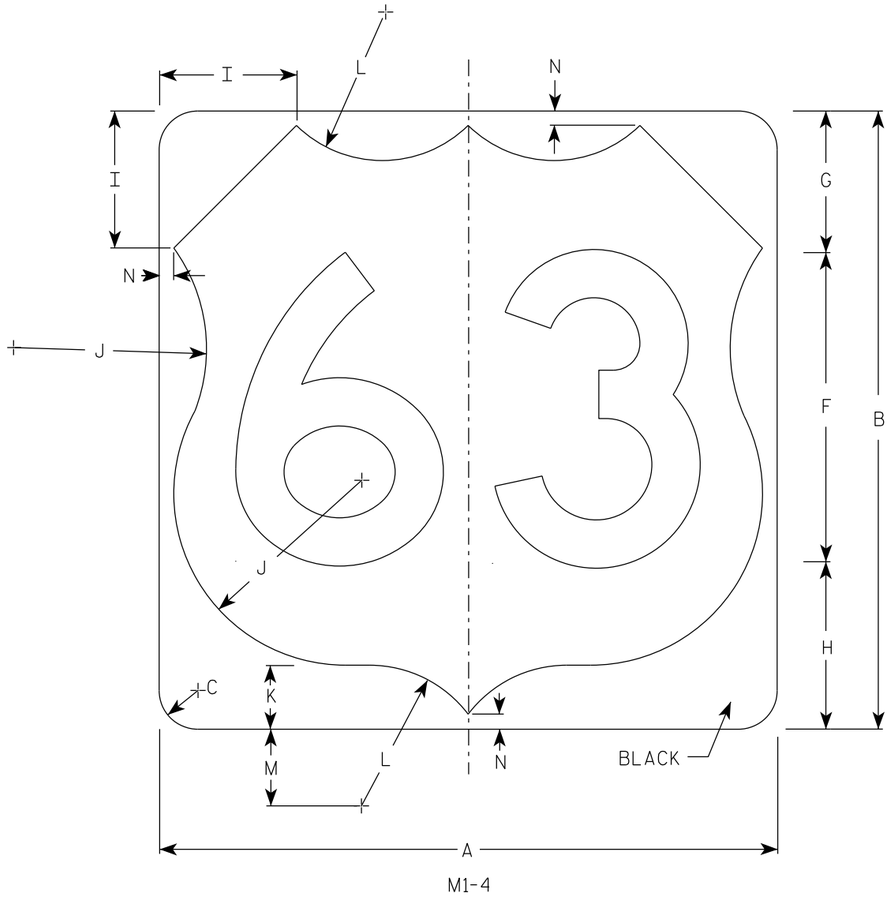
WISDOT/CADDS SHEET 42

7

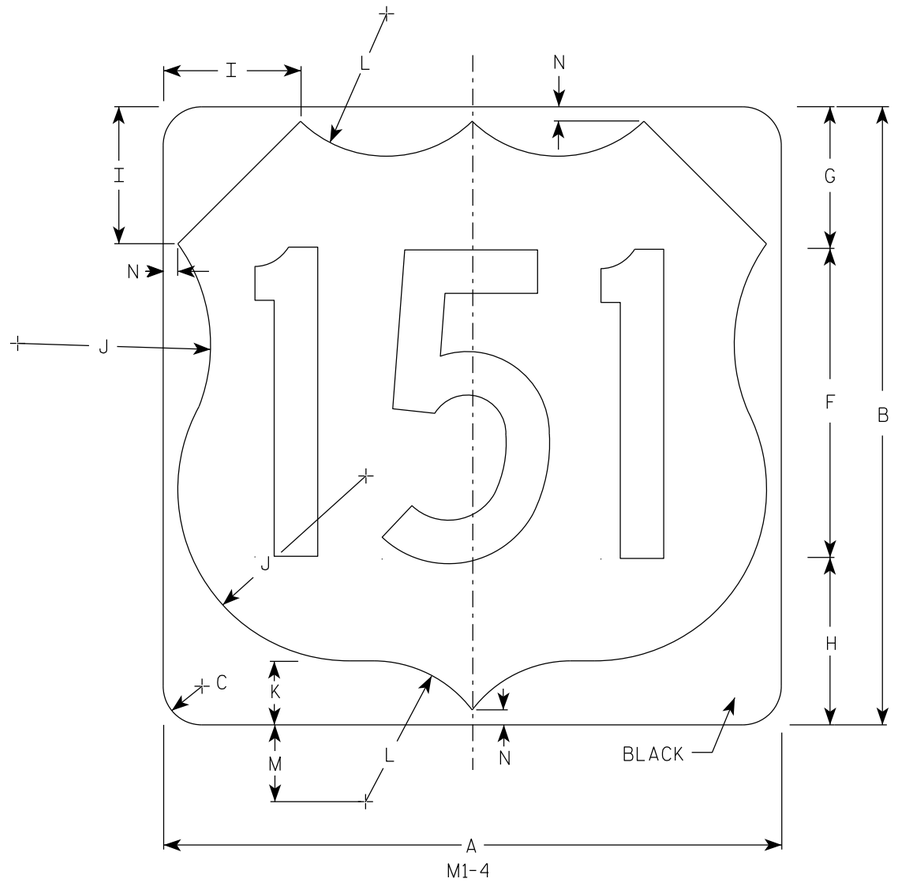
7

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

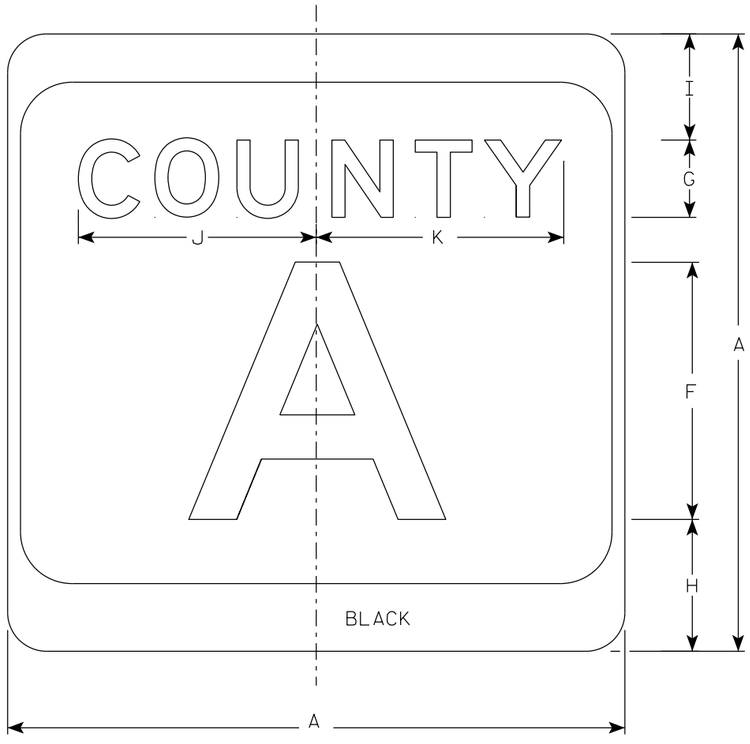
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

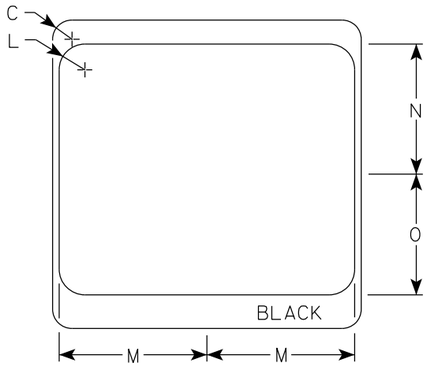
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 380 E

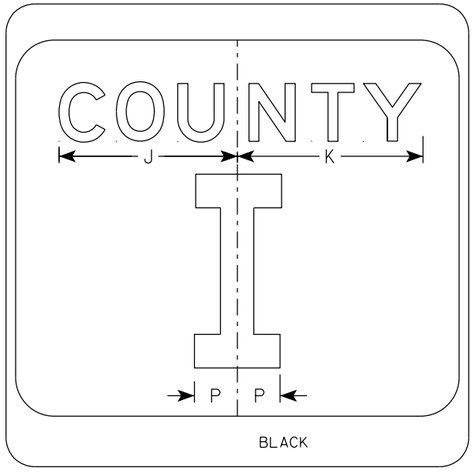


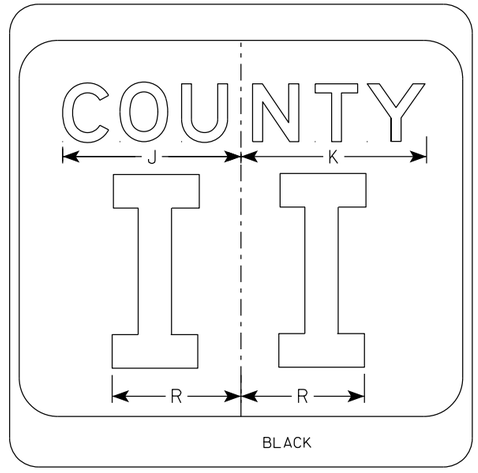
M1-5A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center 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	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

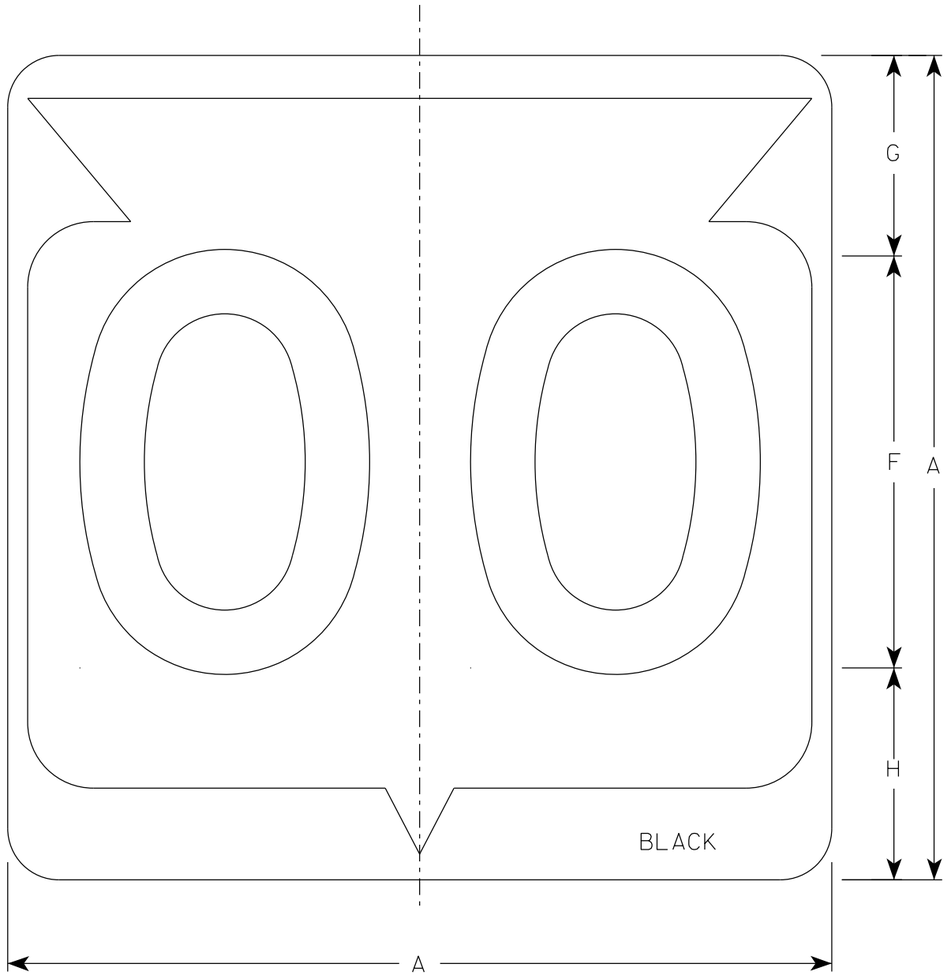
DATE 11/8/2022 PLATE NO. M1-5A.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

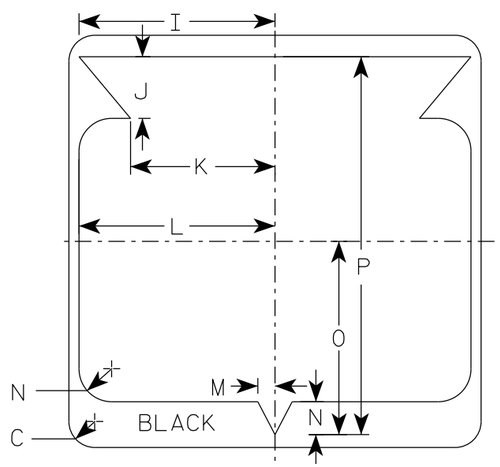
7



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

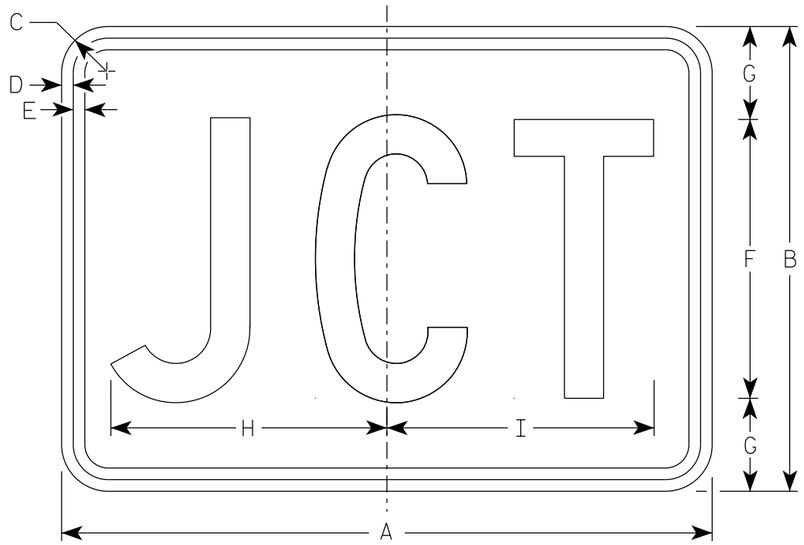
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

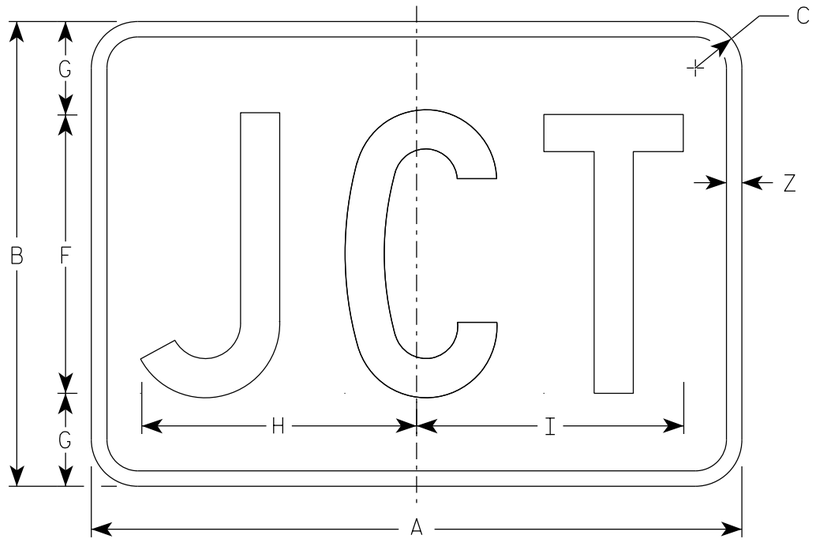
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 382	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
2M	21	15	1 1/2	3/8	3/8	9	3	8 7/8	8 5/8																	1/2	2.20
3	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
4	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40
5	30	21	1 1/2	3/8	3/8	13	4	12 7/8	12 3/8																	1/2	4.40

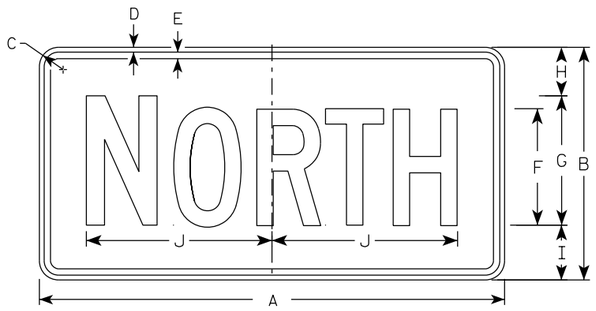
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

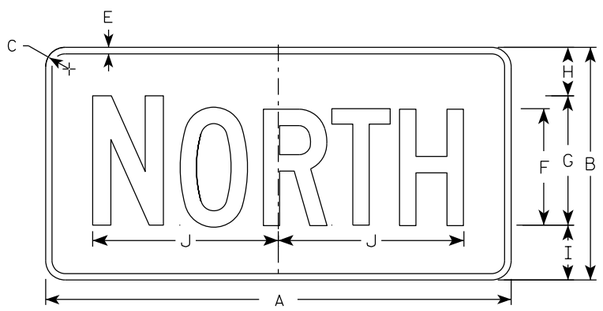
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

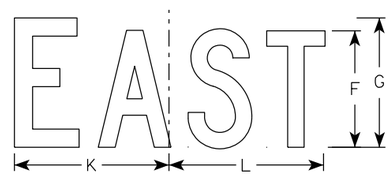
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 383 | E



M3-1
MM3-1
MP3-1

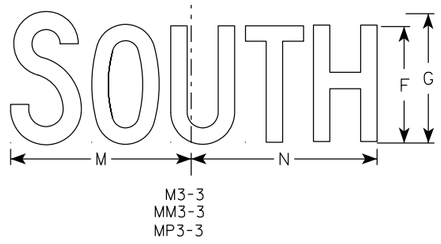


MB3-1
MK3-1
MN3-1

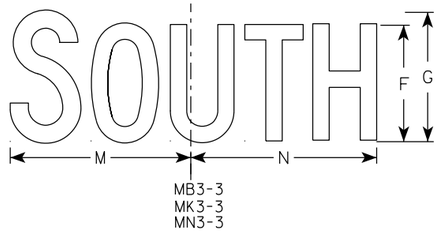


M3-2
MM3-2
MP3-2

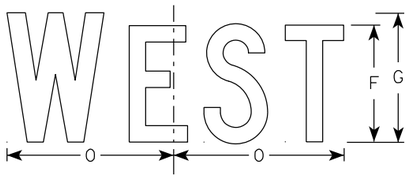
MB3-2
MK3-2
MN3-2



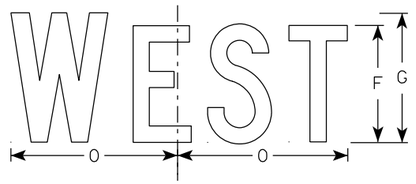
M3-3
MM3-3
MP3-3



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

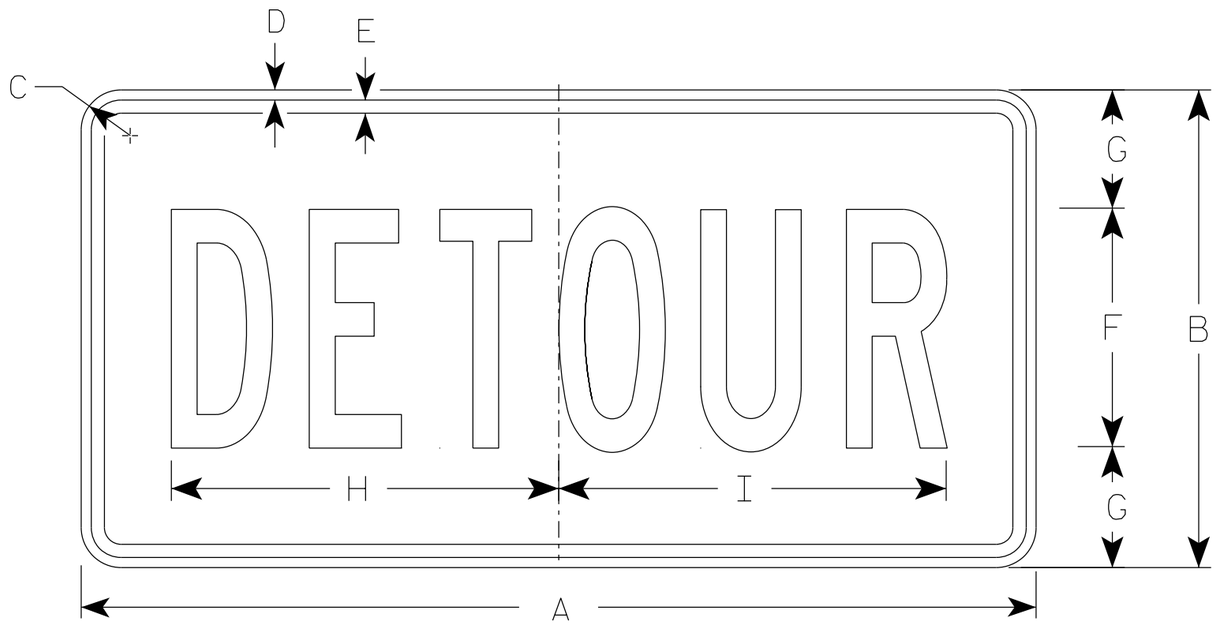
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 384 | E

7



M4-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

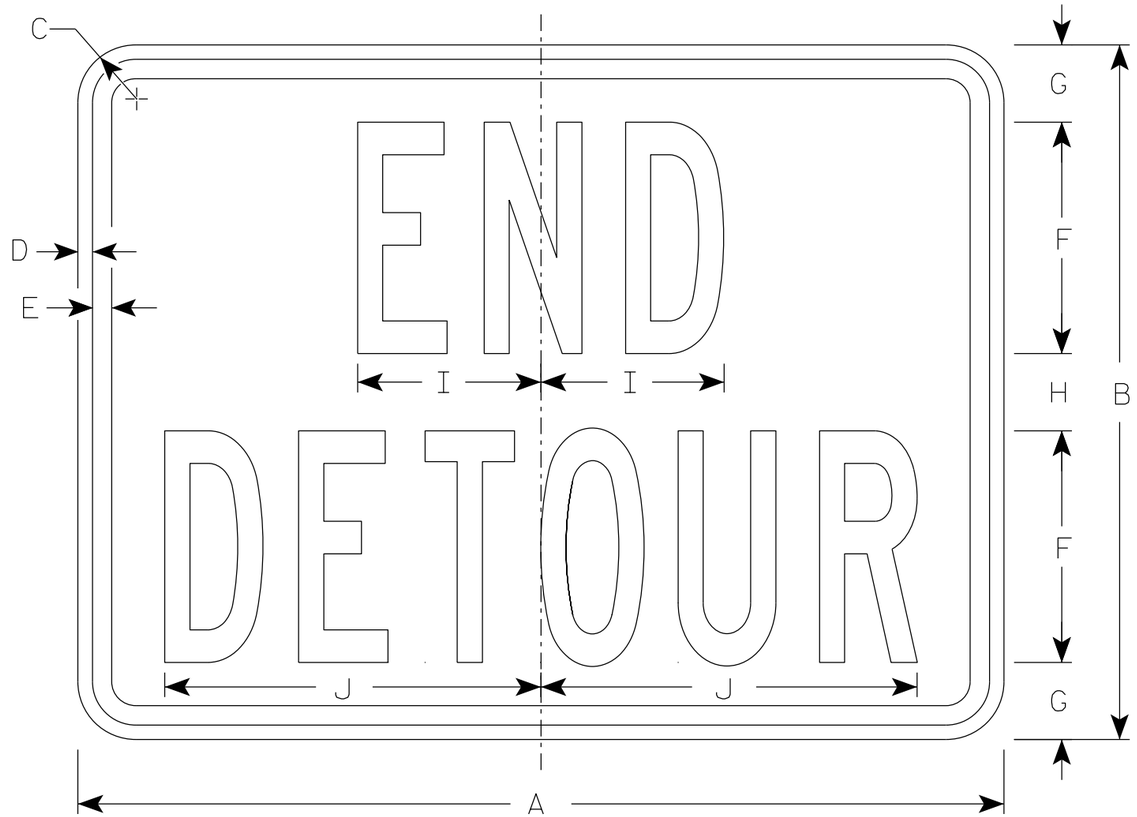
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 385	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

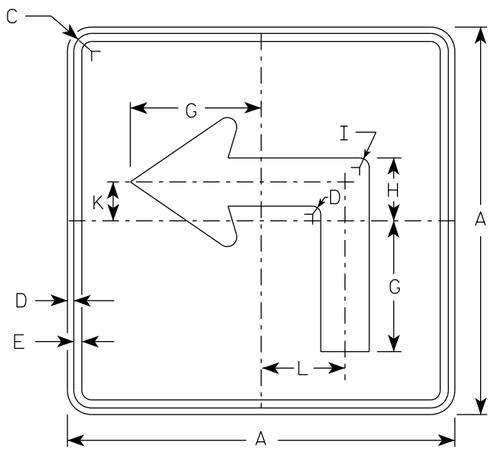
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

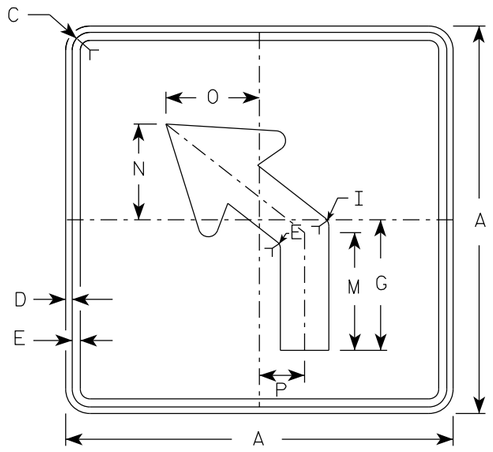
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

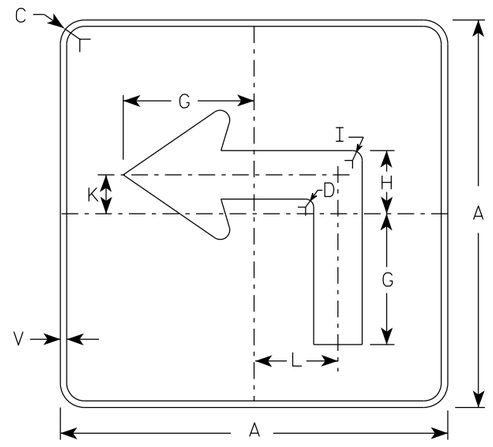
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 386 | E



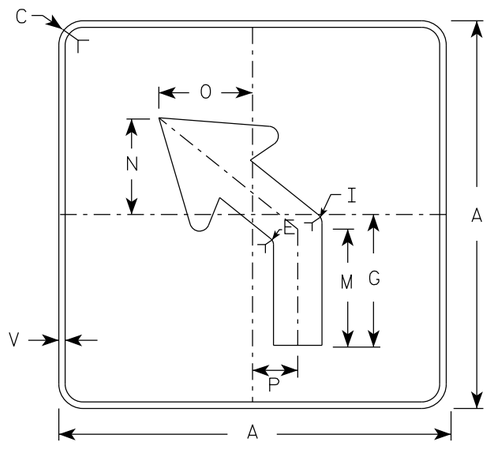
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

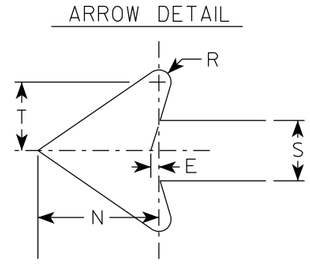


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

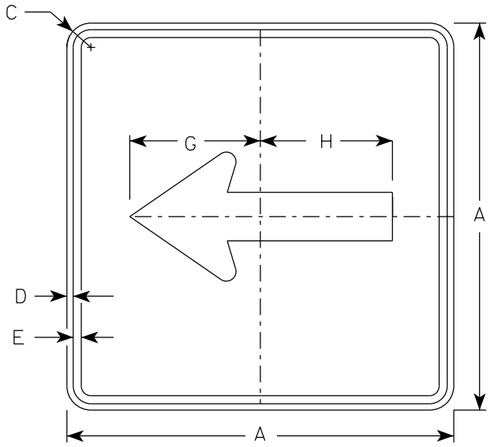
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

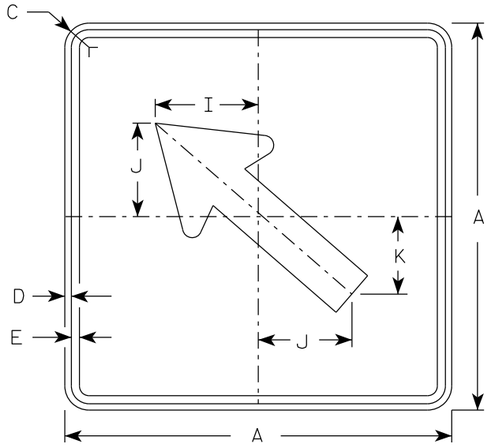
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

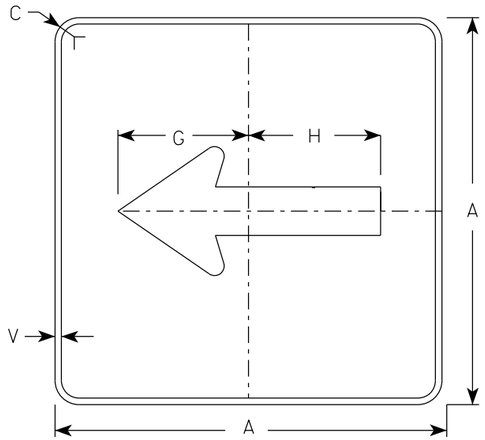
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 387 | E



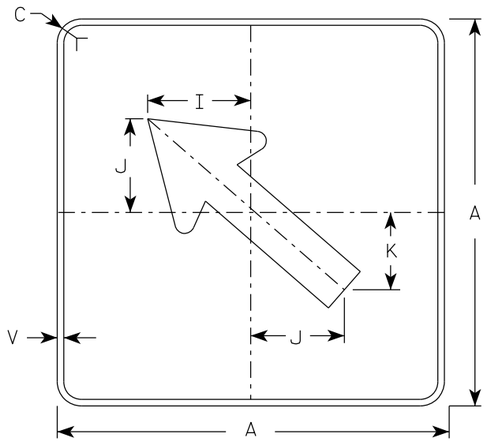
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

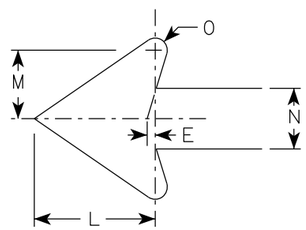


MB6-2
MK6-2
MN6-2
MR6-2

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

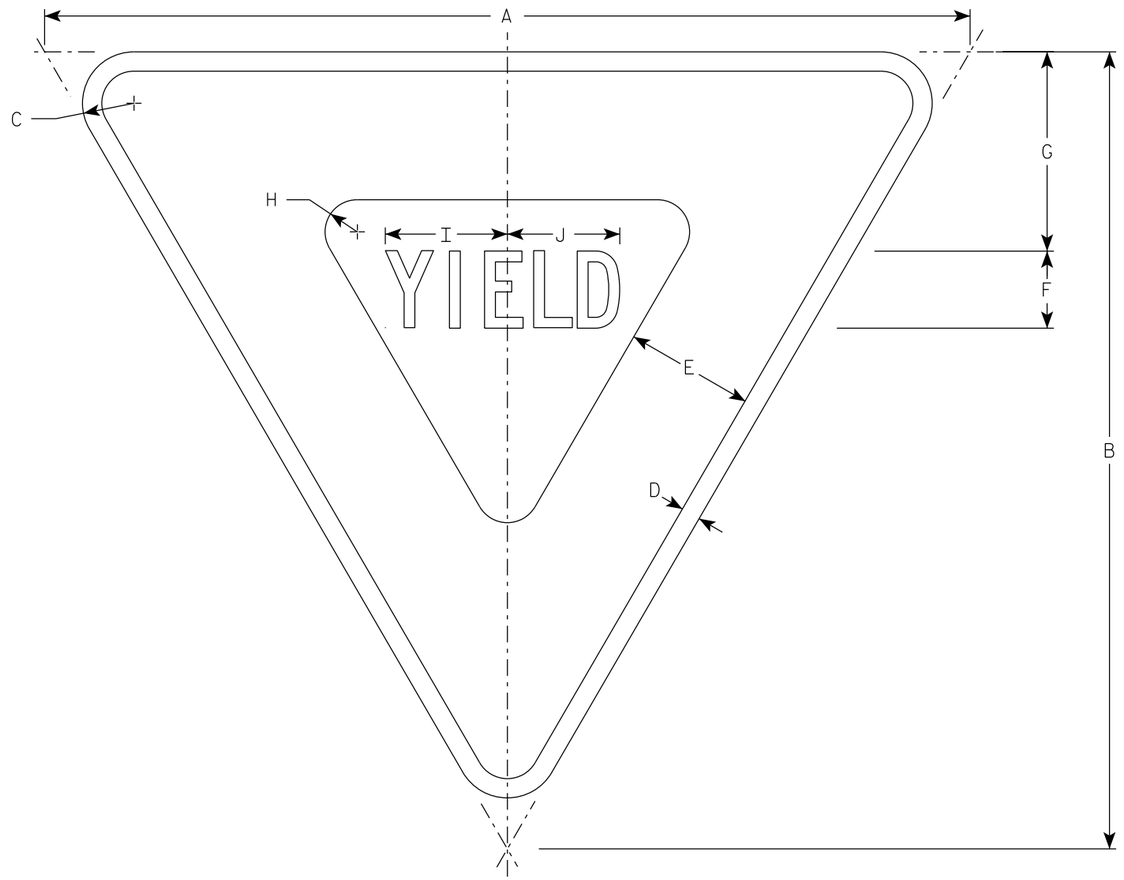
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 388 | E

7

7



R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

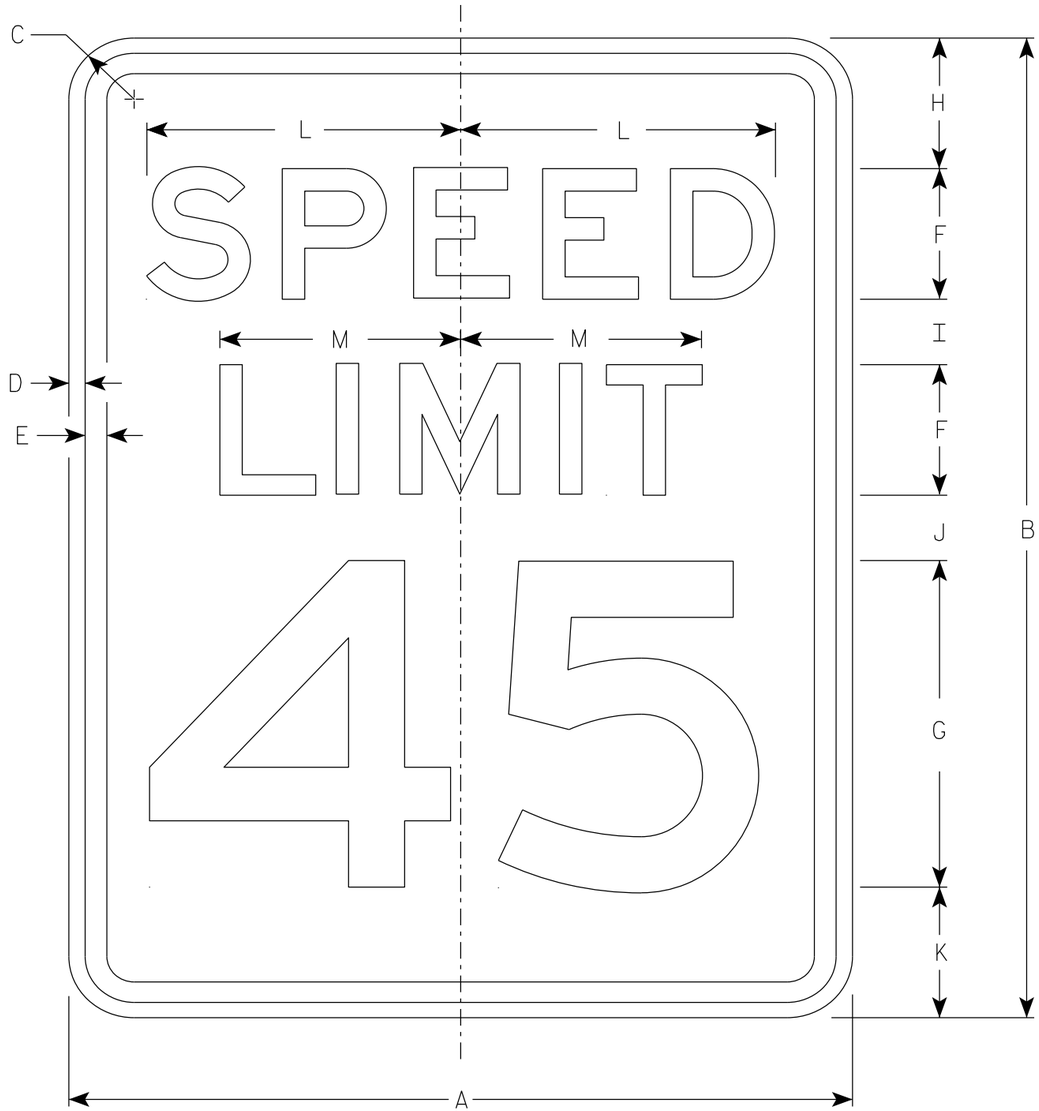
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 389	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

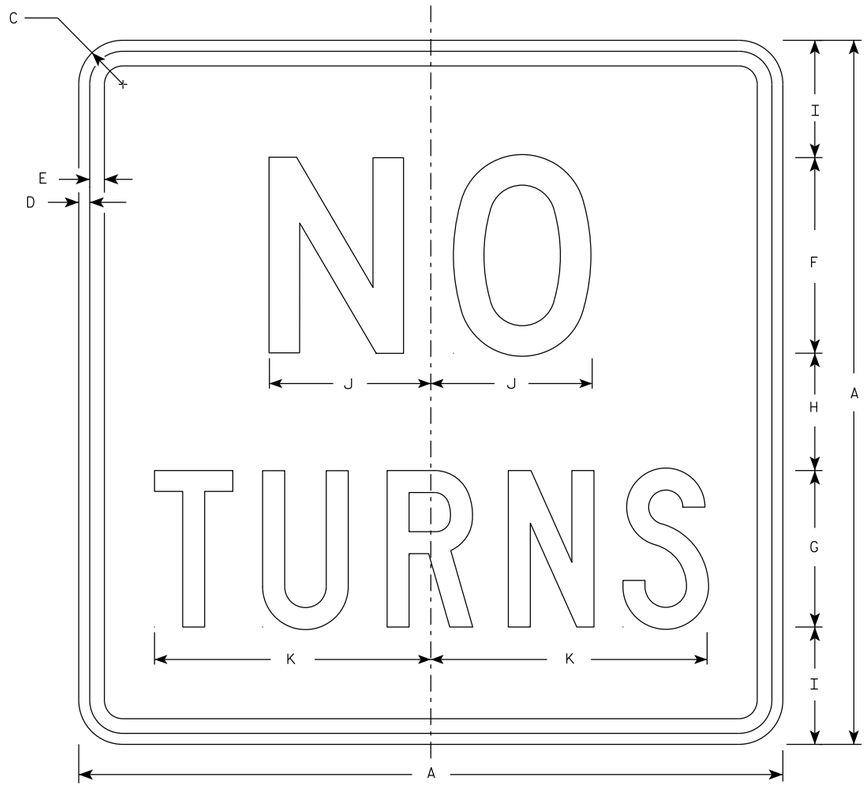
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 390 | E



R3-3

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 4
4. Line 1 is Series D and Line 2 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																											
2S	24		1 1/2	3/8	1/2	6	5	4	4 1/2	5 1/8	8 3/4																4.0
2M	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
3	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
4	36		2 1/4	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
5	48		2 1/4	3/4	1	12	10	8	9	10 1/4	17 5/8																16.0

STANDARD SIGN
R3-3

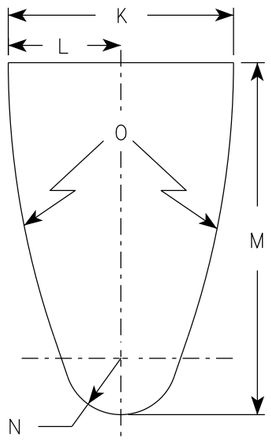
WISCONSIN DEPT OF TRANSPORTATION

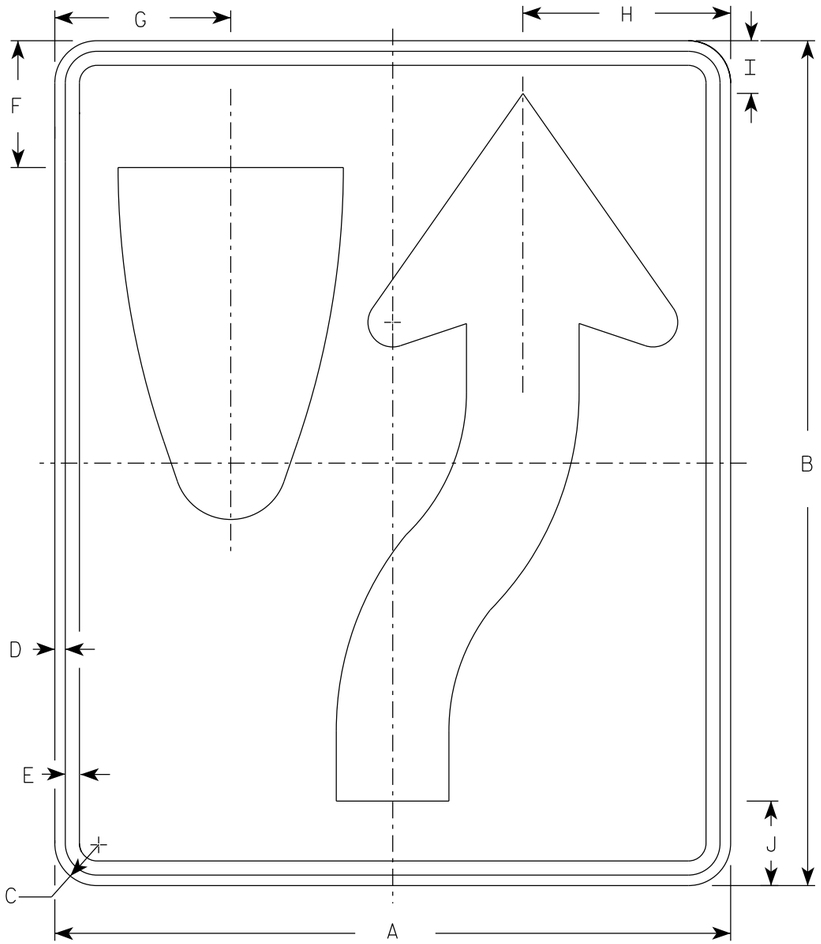
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 391 | E

DIVIDER DETAIL



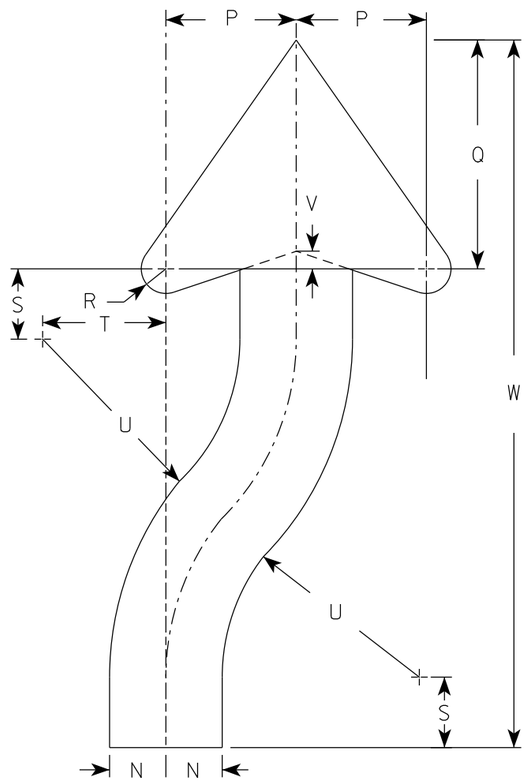


R4-7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

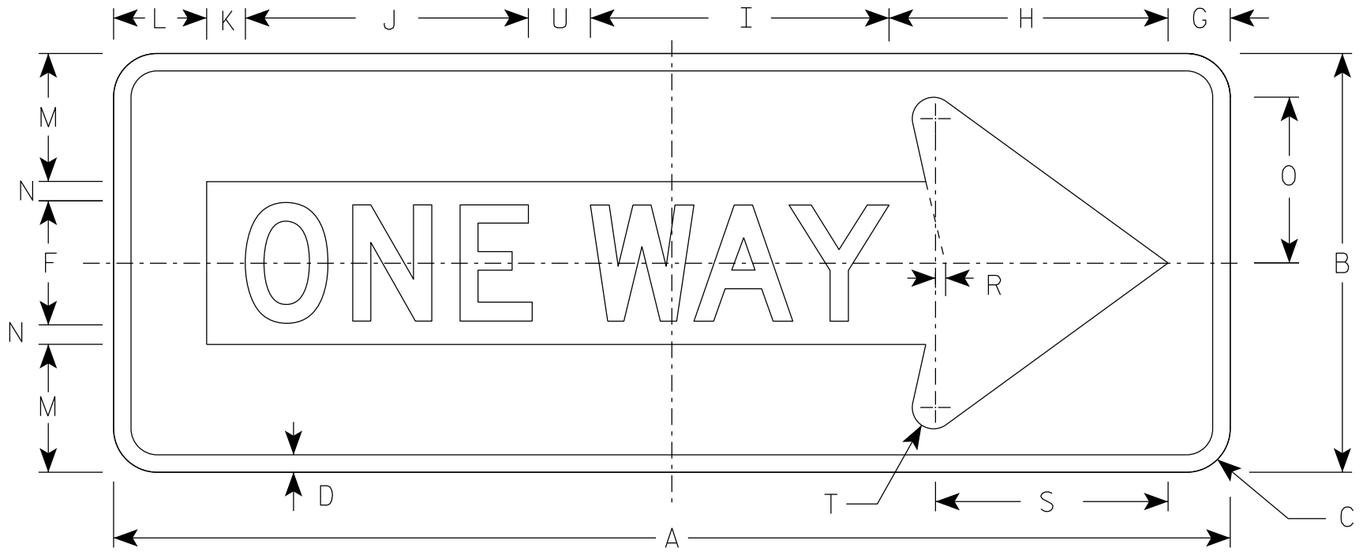
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

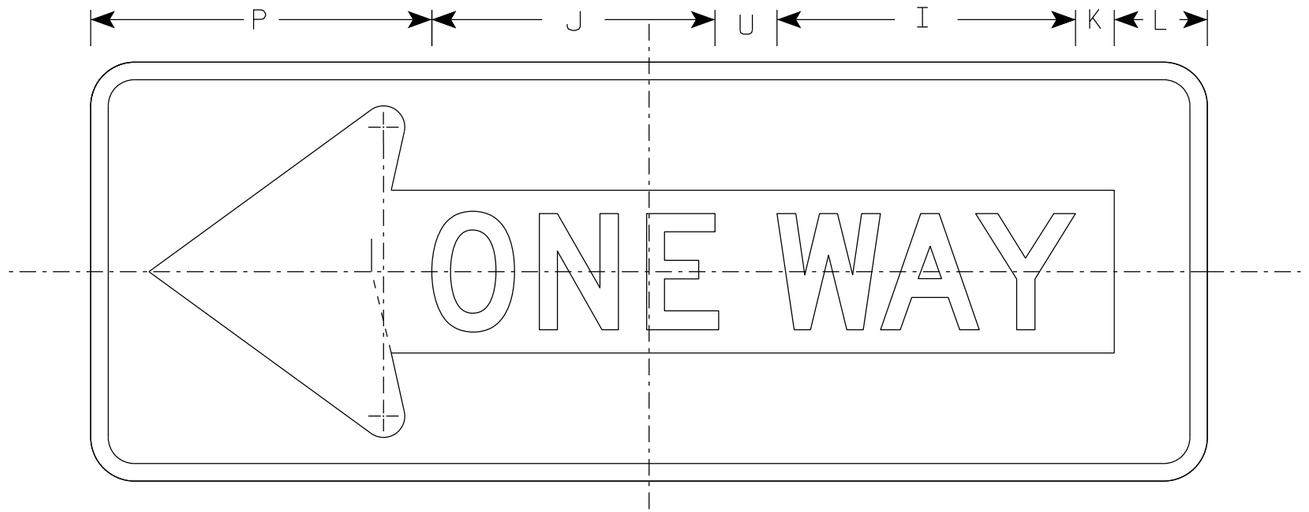
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 392 E



R6-1R



R6-1L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	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	¾	2						3.0
2M	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
3	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
4	48	18	1 ⅞	¾		5	2 ½	11	13	12 ¼	2 ¾	3 ½	5 ½	1	7 ⅛	13 ½		½	10 ⅛	⅞	3						6.0
5																											

STANDARD SIGN
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

PROJECT NO:

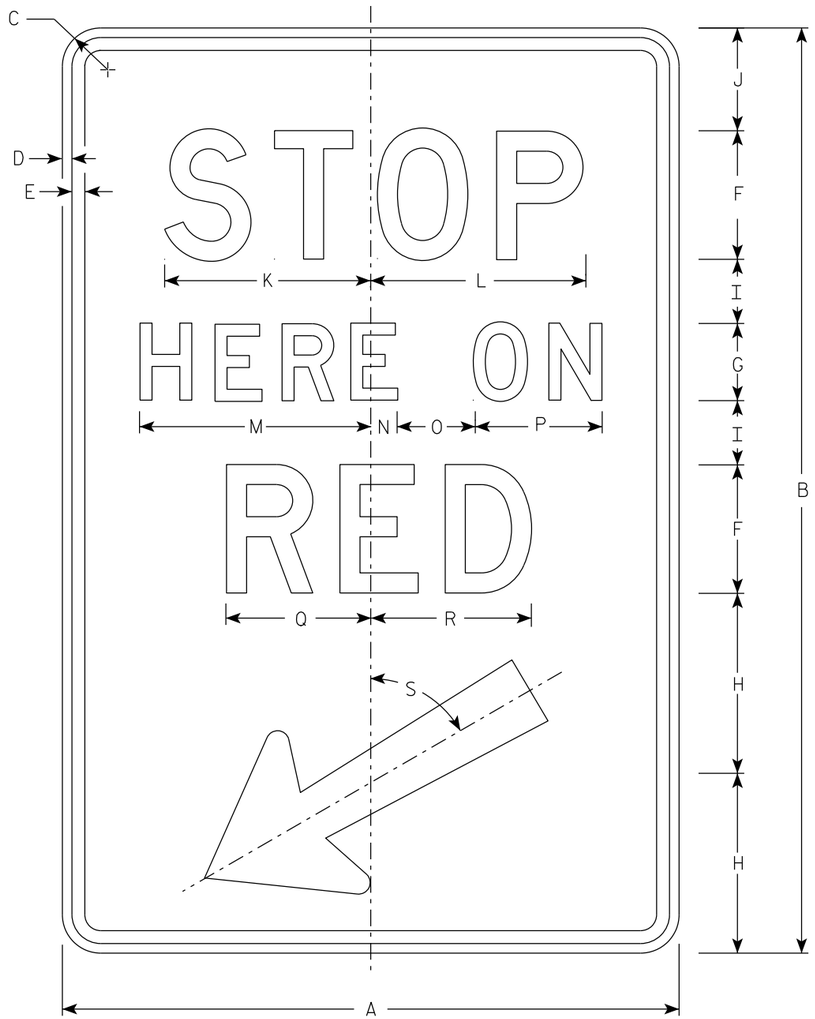
SHEET NO: 393 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R61.dgn PLOT DATE : 7-APR 2025 1:18 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

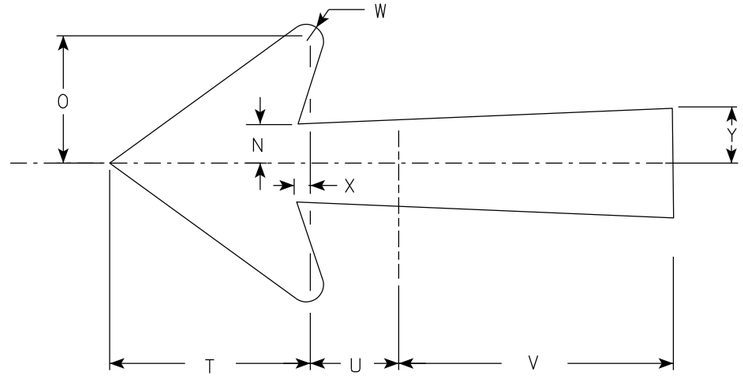
7



R10-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



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	Areq sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/2	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

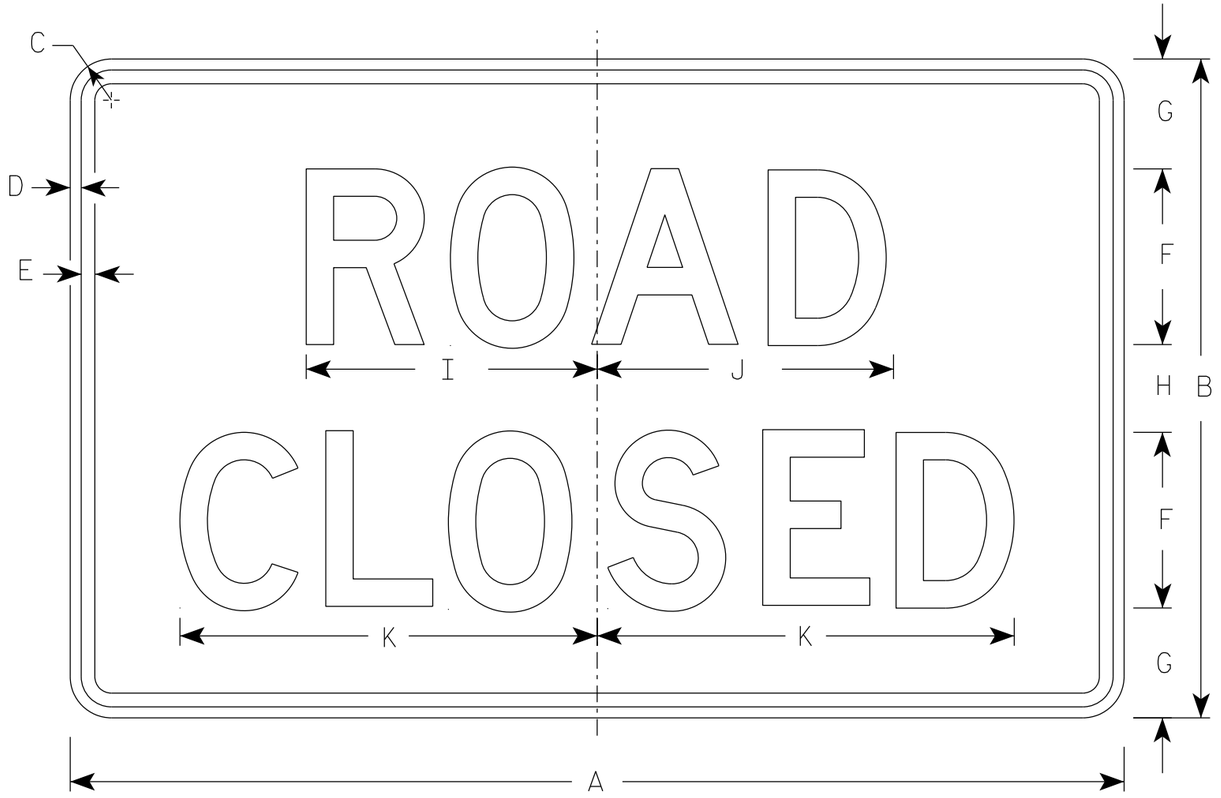
STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/24 PLATE NO. R10-6.7

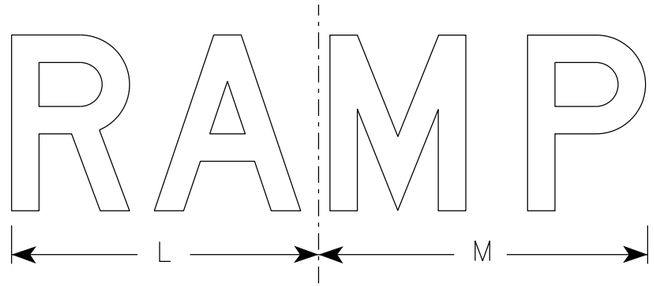
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 394	E



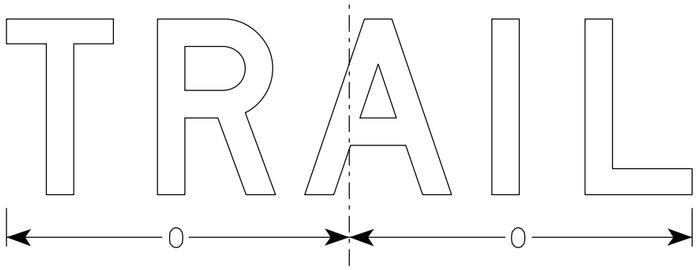
R11-2

NOTES

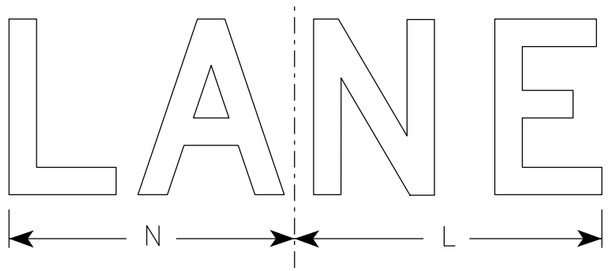
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

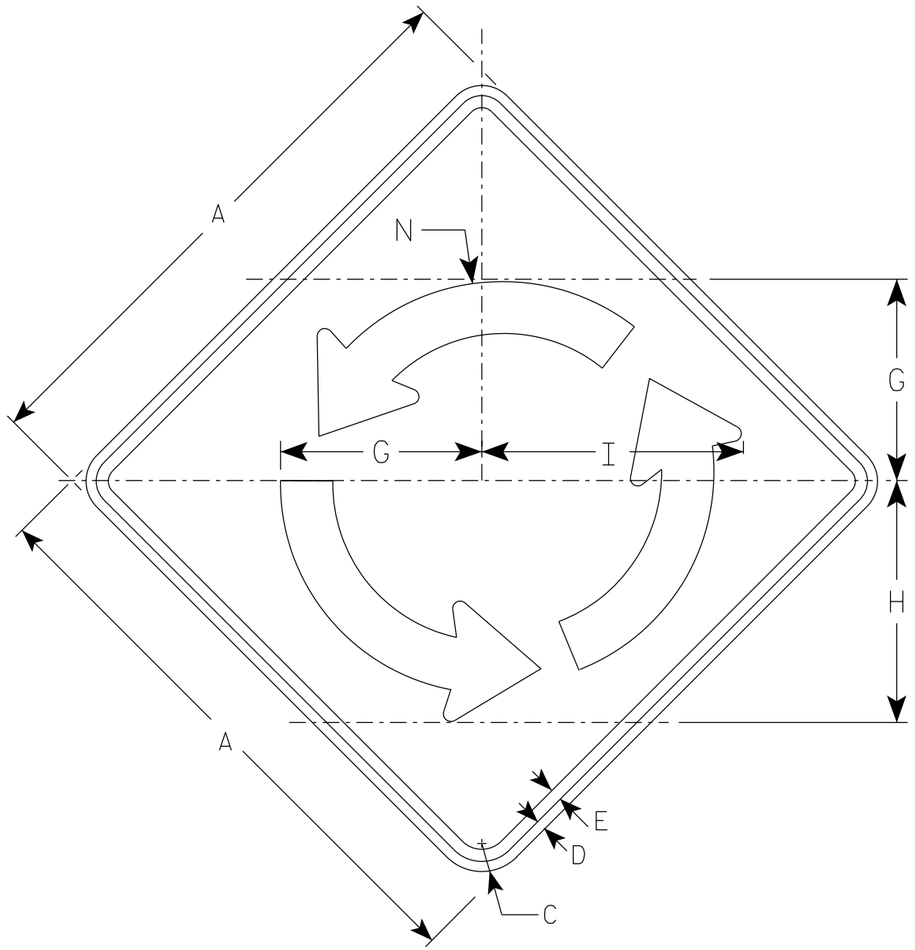
STANDARD SIGN
R11-2

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

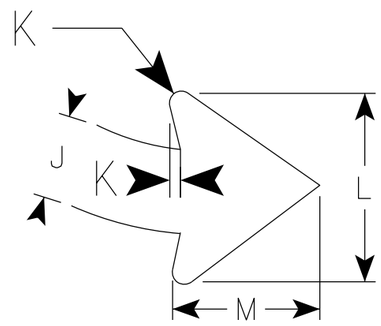


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 7/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		2 1/4	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		3	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

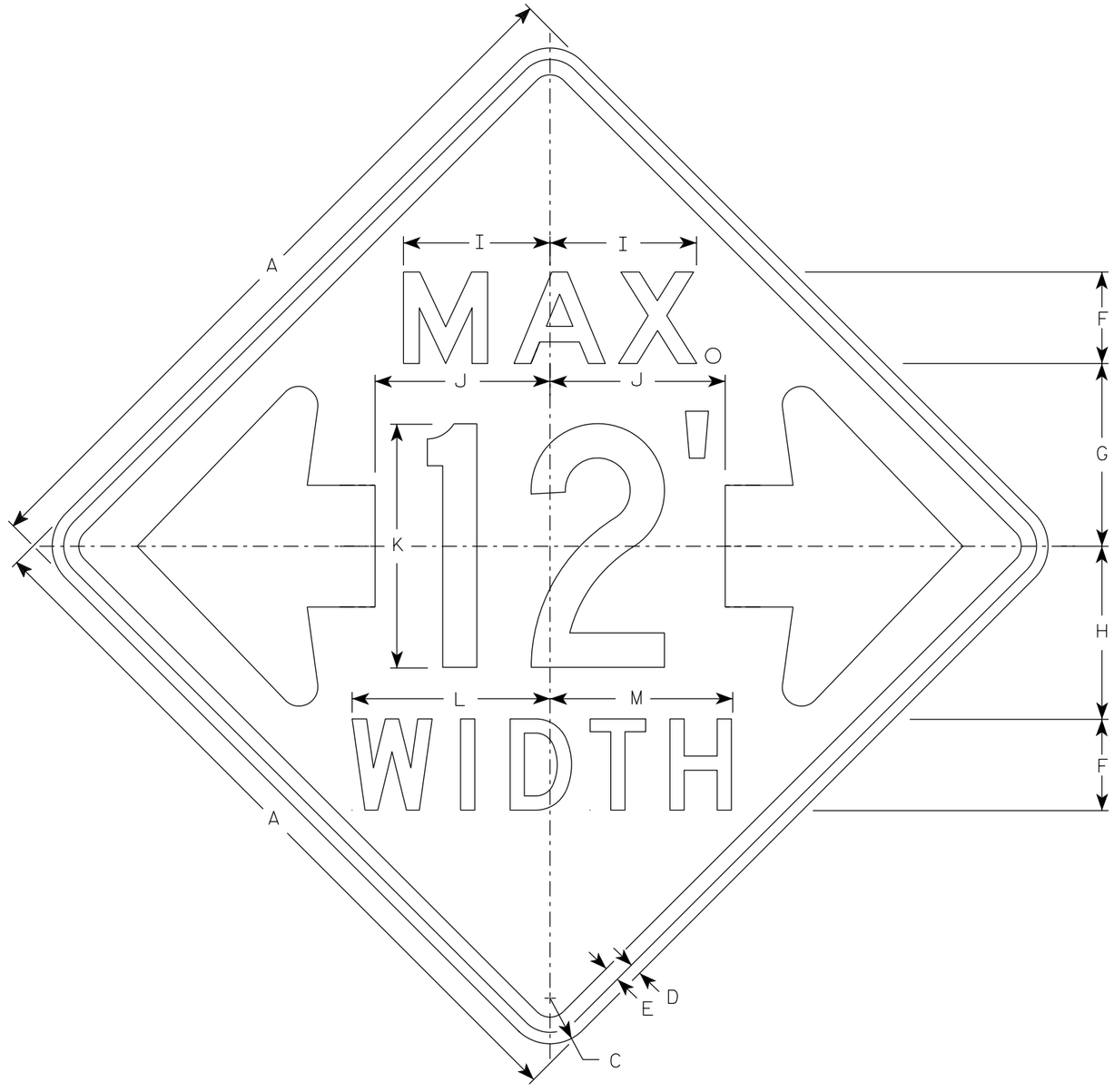
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2023 PLATE NO. W2-6.8

PROJECT NO:

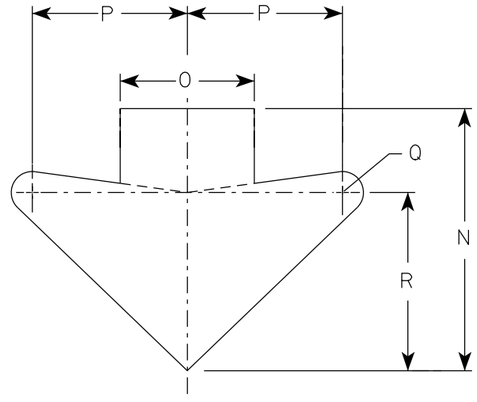
SHEET NO: 396 E



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																											

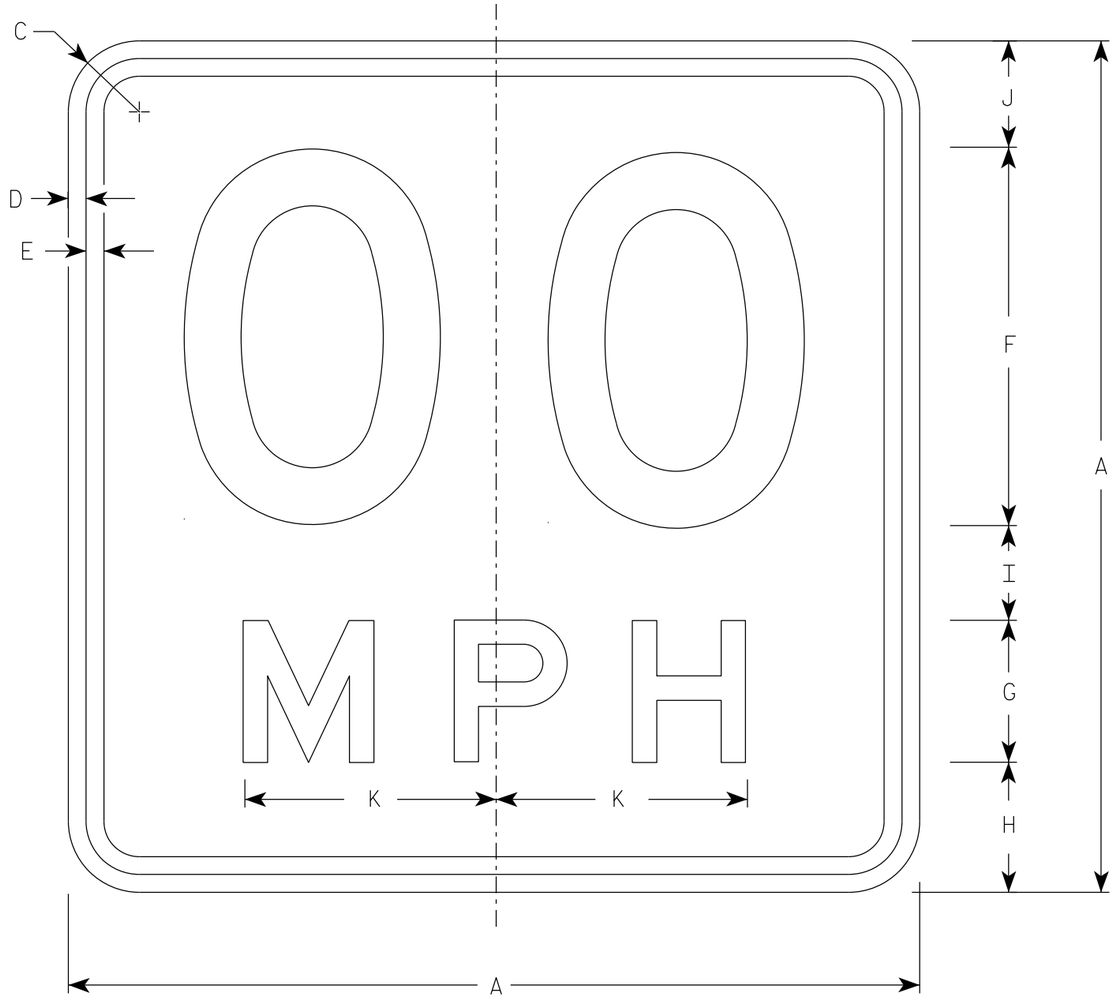
STANDARD SIGN
W12-52

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: 397 | E



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

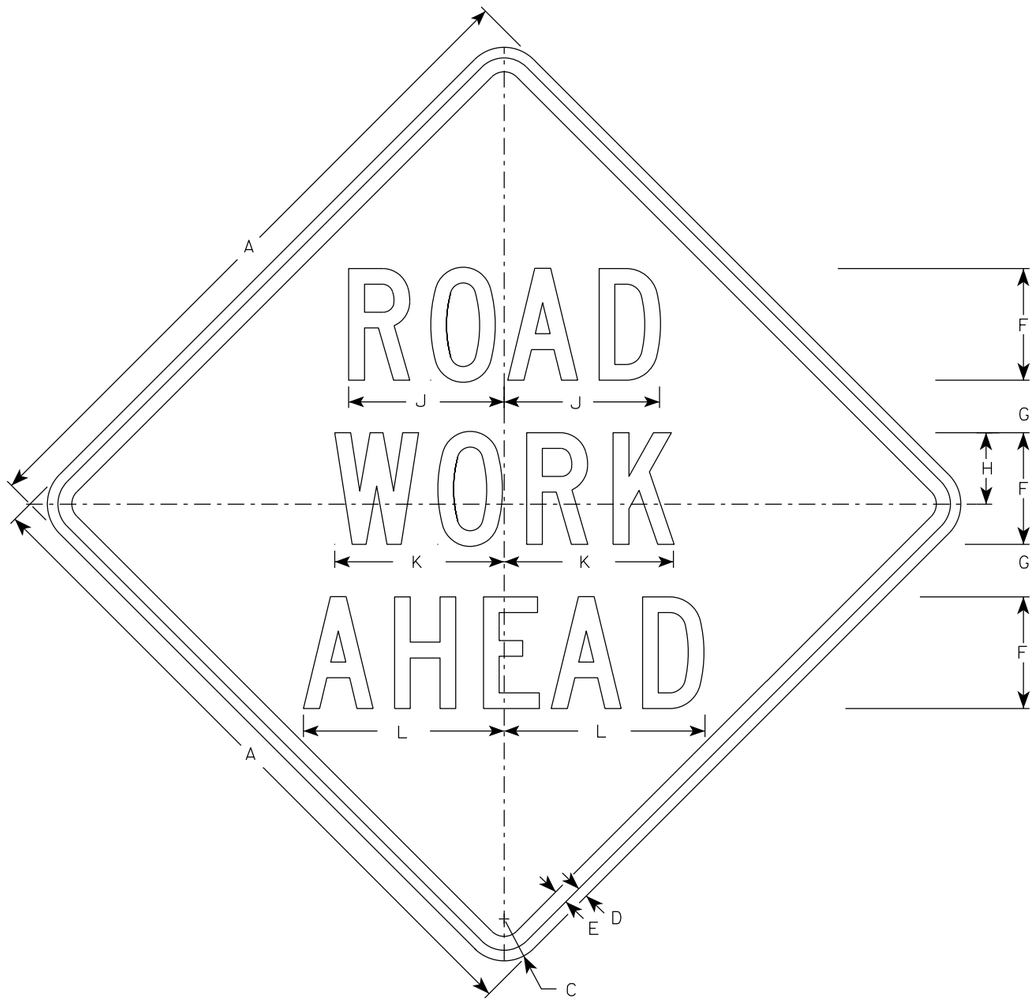
DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

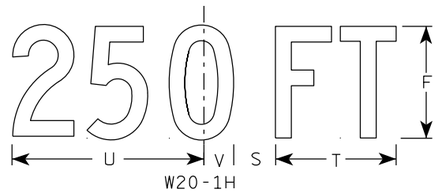
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

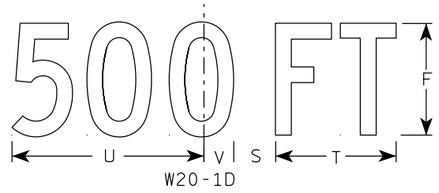
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A

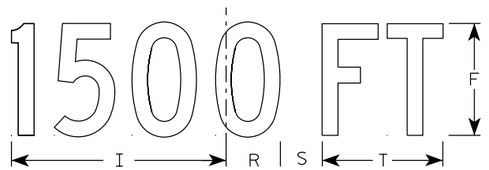


W20-1H

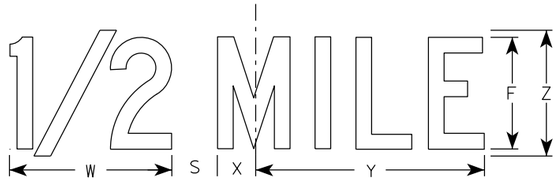


W20-1D

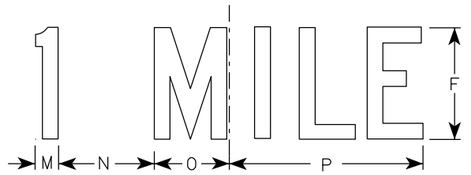
W20-1C



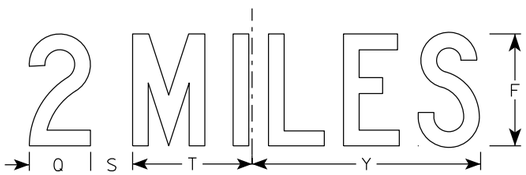
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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:

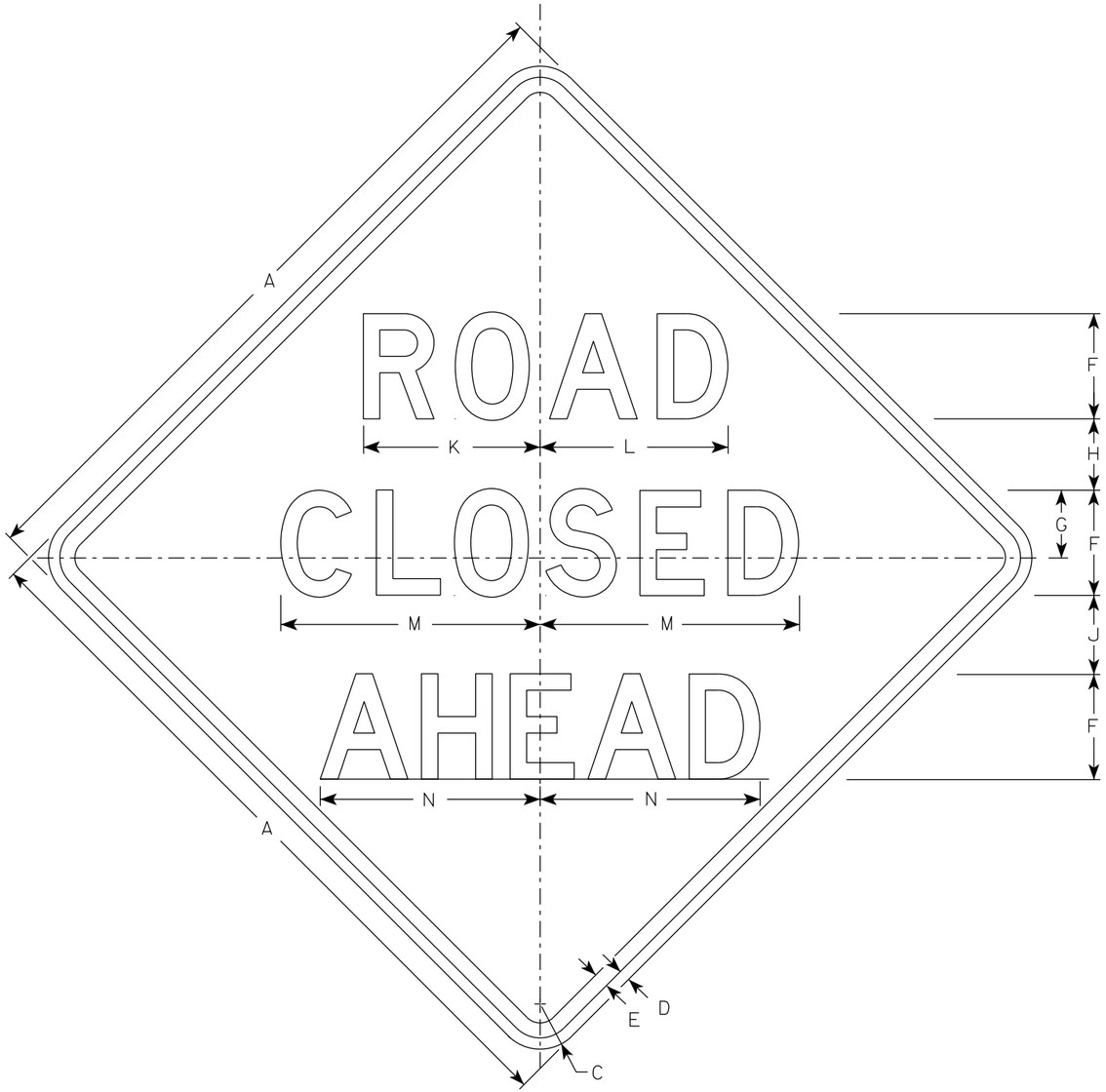
SHEET NO: 399 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

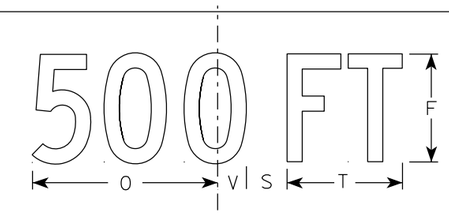
WISDOT/CADDS SHEET 42

7

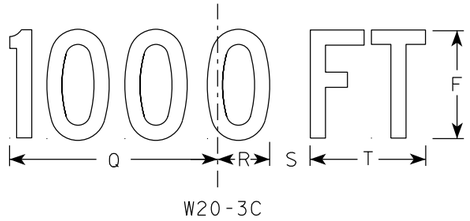
7



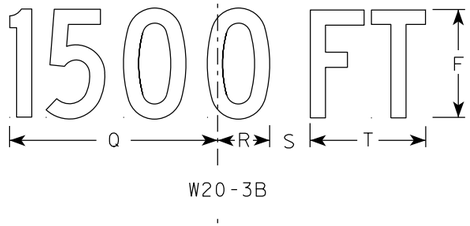
W20-3A



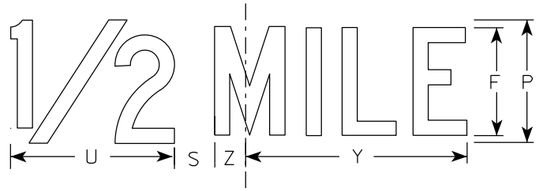
W20-3D



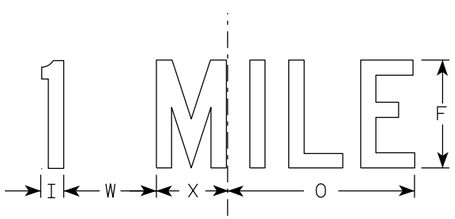
W20-3C



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

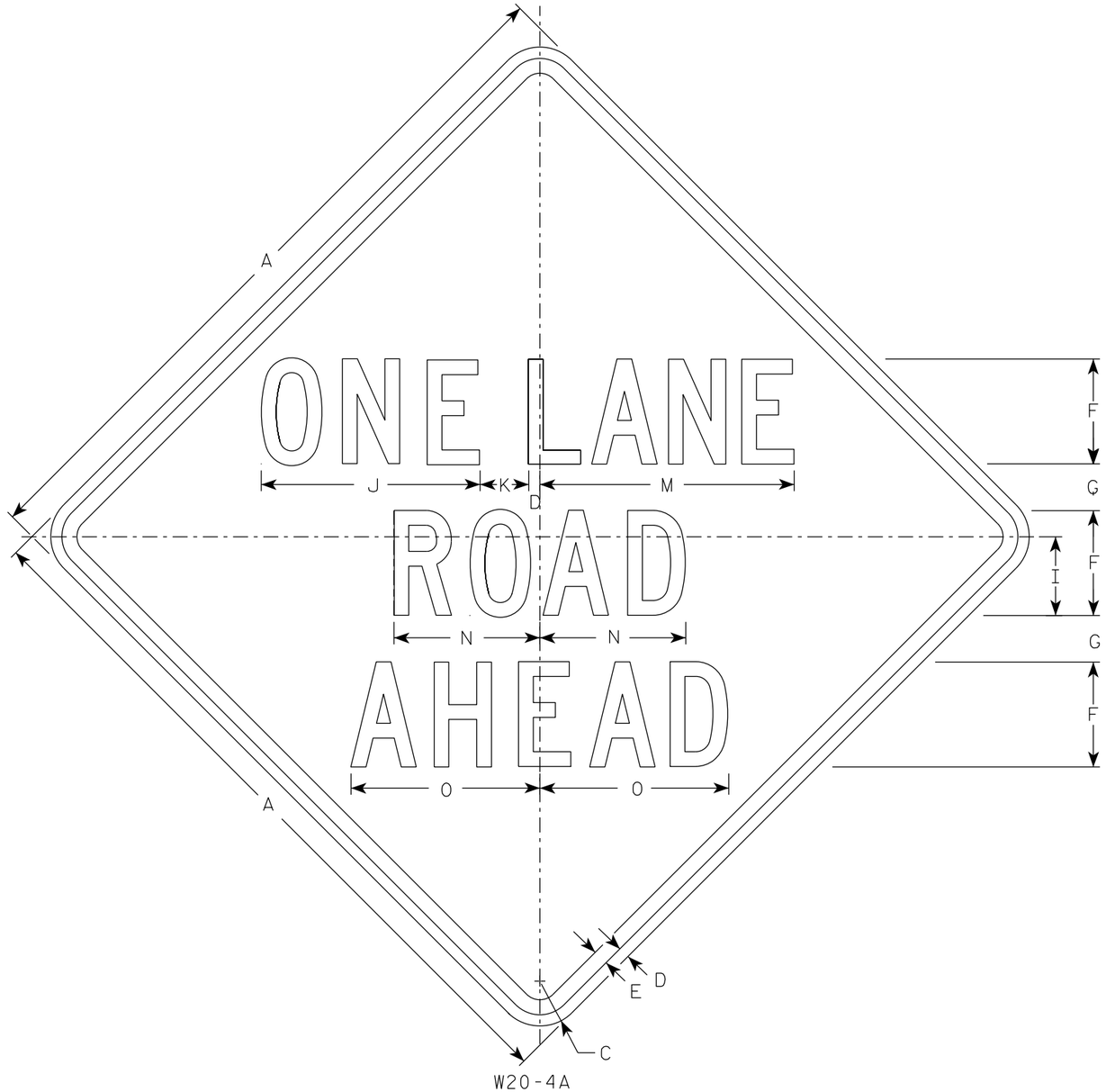
STANDARD SIGN
W20-3A, B, C, D, F & G

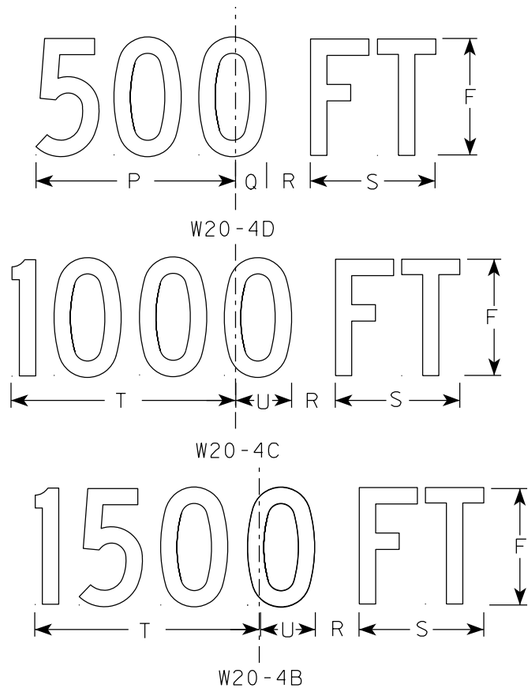
WISCONSIN DEPT OF TRANSPORTATION

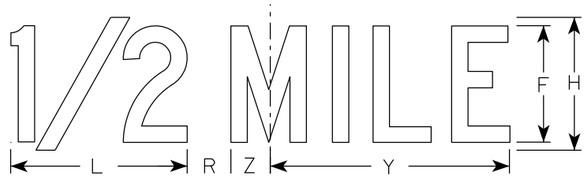
APPROVED Matthew R Rauch
for State Traffic Engineer

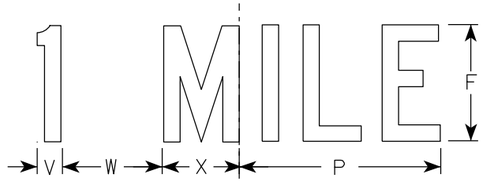
DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 400 | E









NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

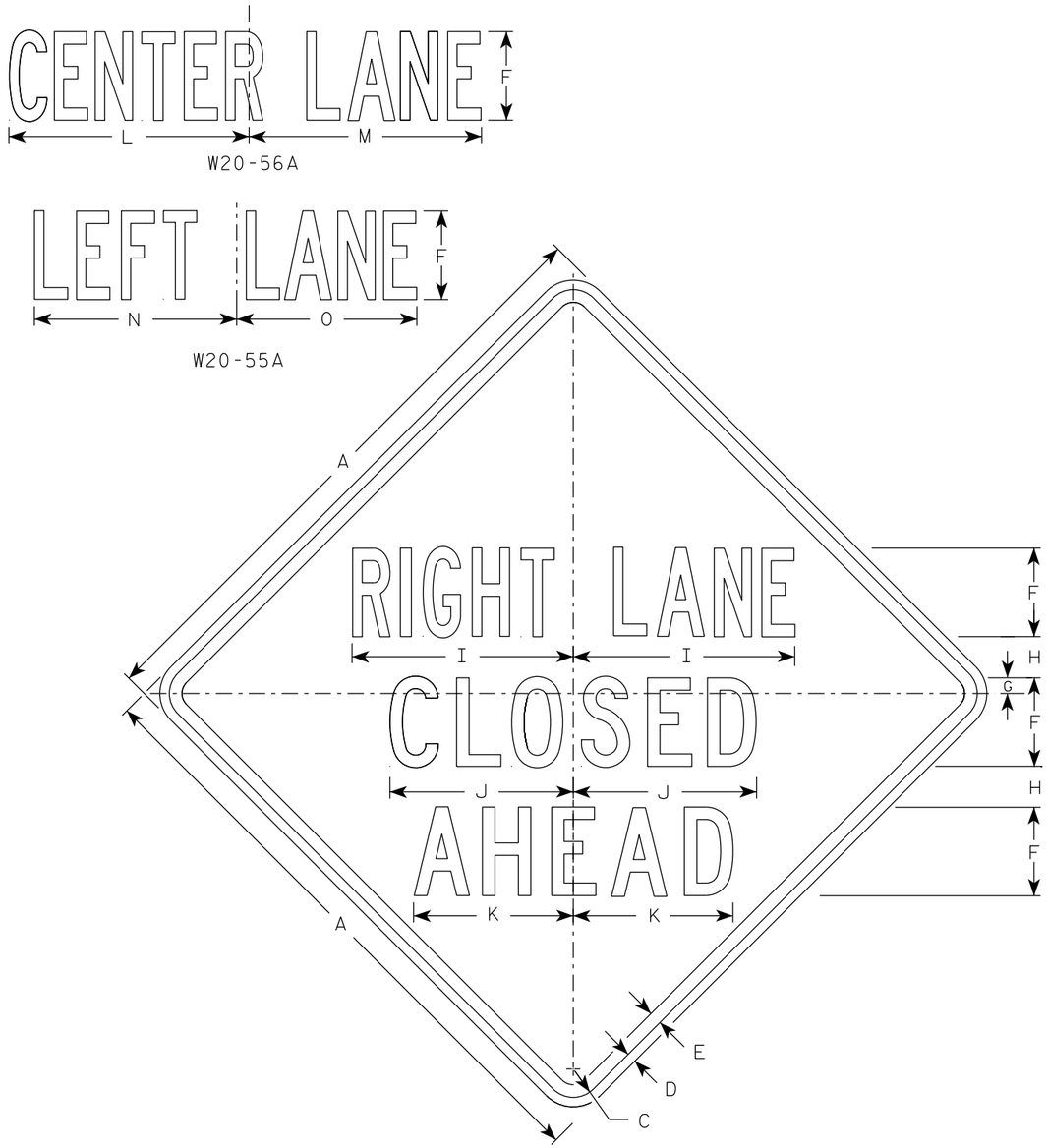
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

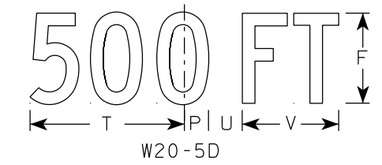
DATE 1/10/2024 PLATE NO. W20-4.10

PROJECT NO:

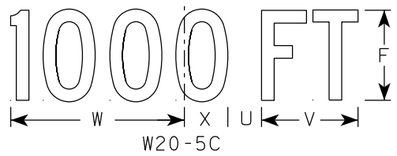
SHEET NO: 401 E



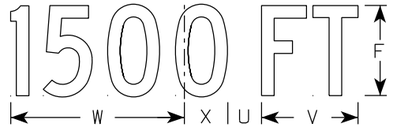
W20-5A



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

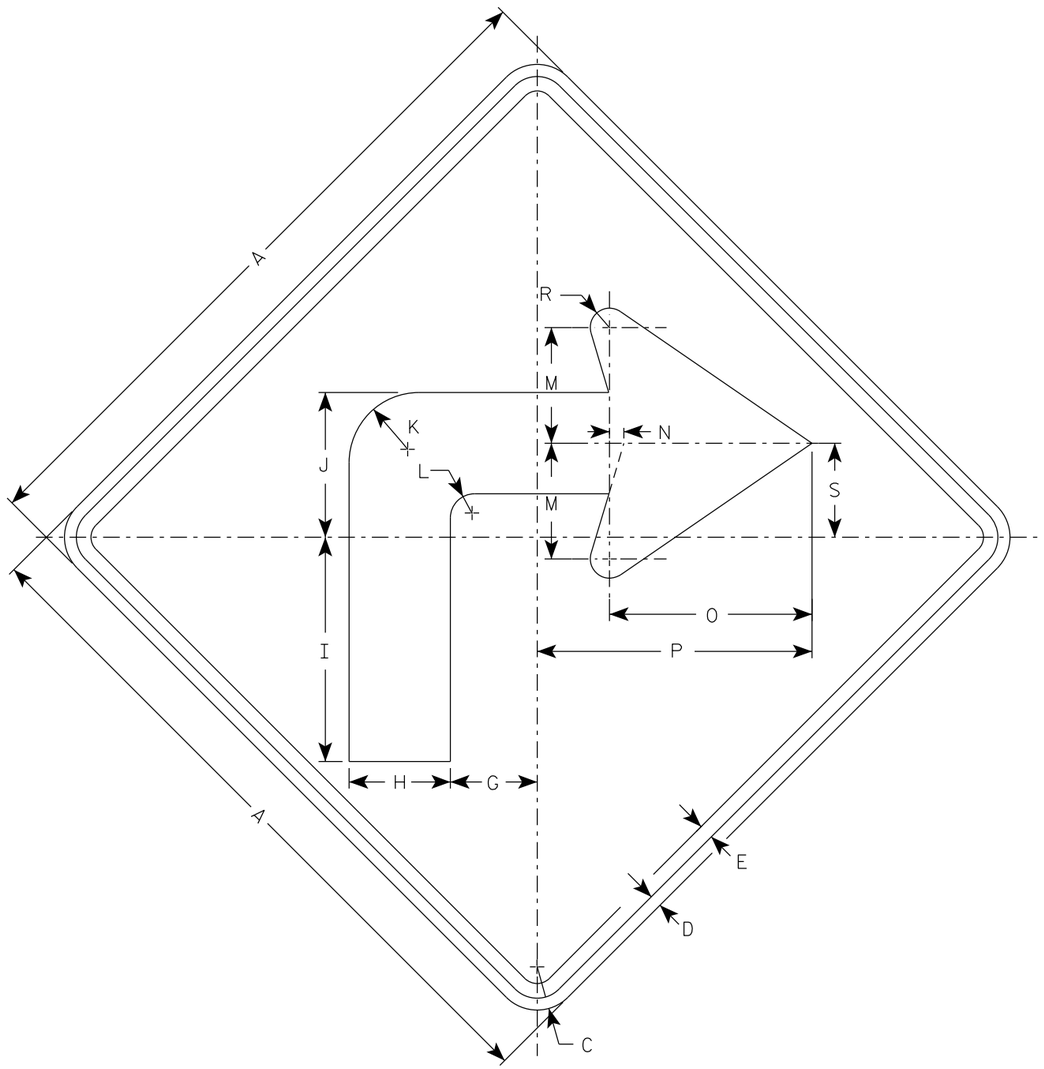
STANDARD SIGN
W20-5A, B, C, D, F & G

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: 402	E



W01-1R

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. W01-1L is the same as W01-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2S	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
2M	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
3	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
4	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
5	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0

STANDARD SIGN

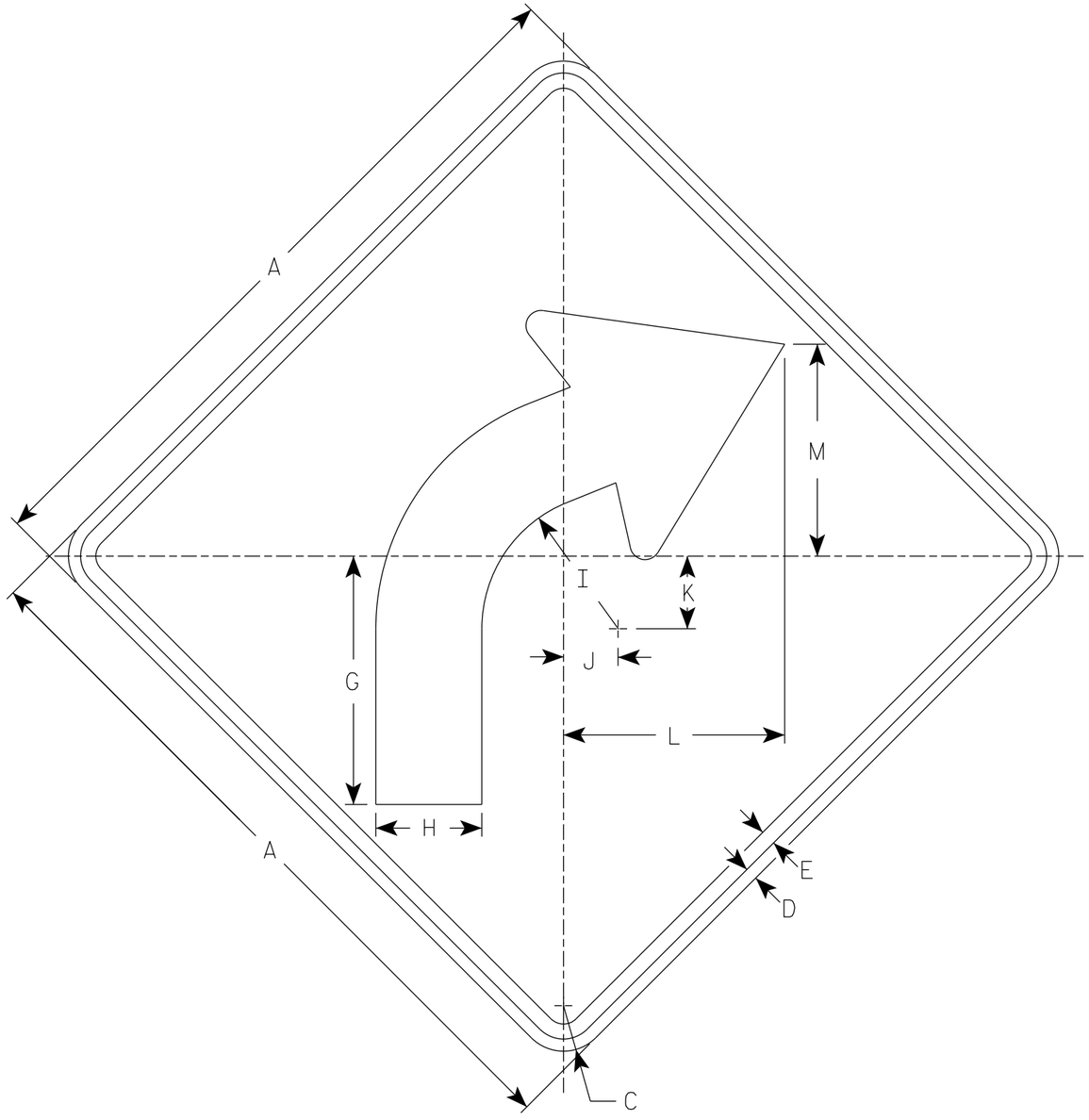
W01-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-1.2

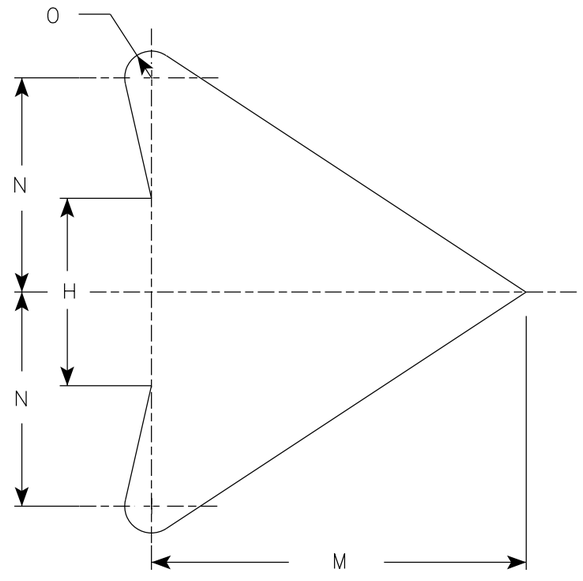
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 403 E



W01-2R

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. W01-2L is the same as W01-2R except the arrow is reversed along the vertical centerline.



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	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												4.0
2S	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
2M	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
3	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
4	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0
5	48		3	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

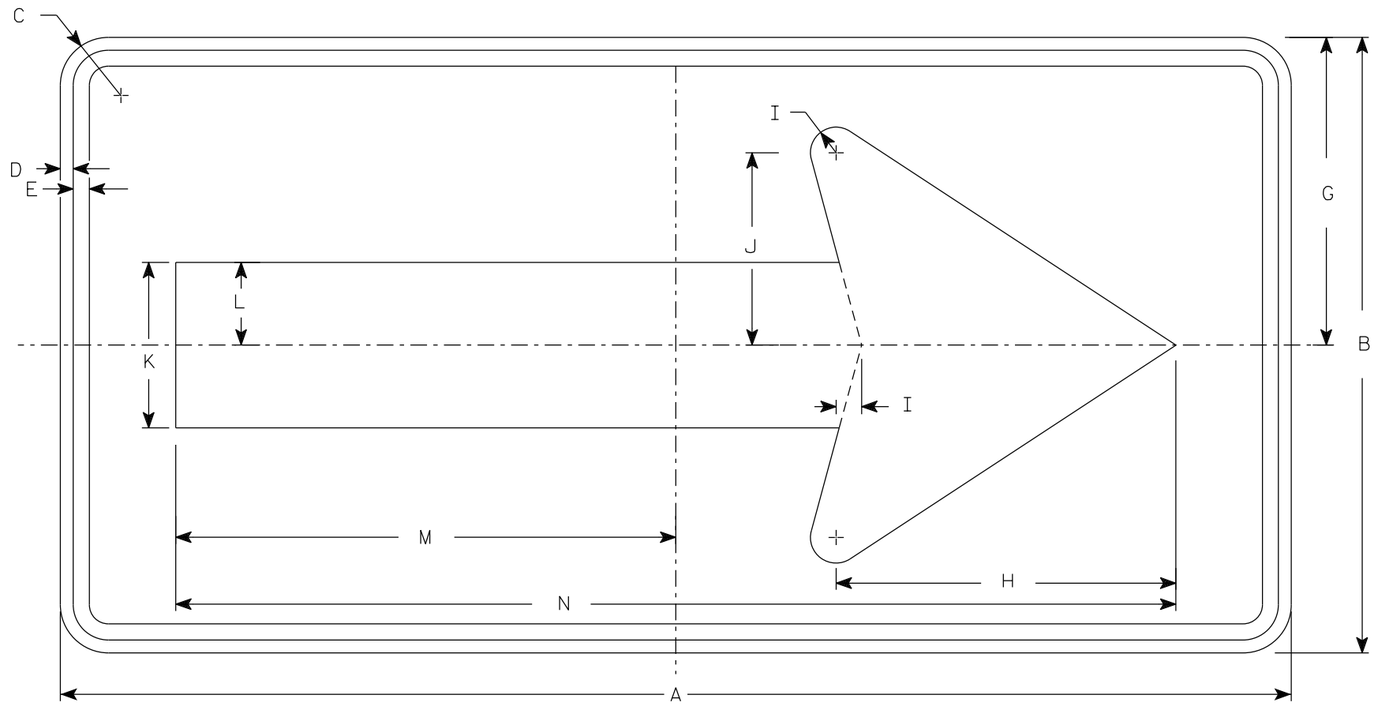
STANDARD SIGN
W01-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-2.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 404	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

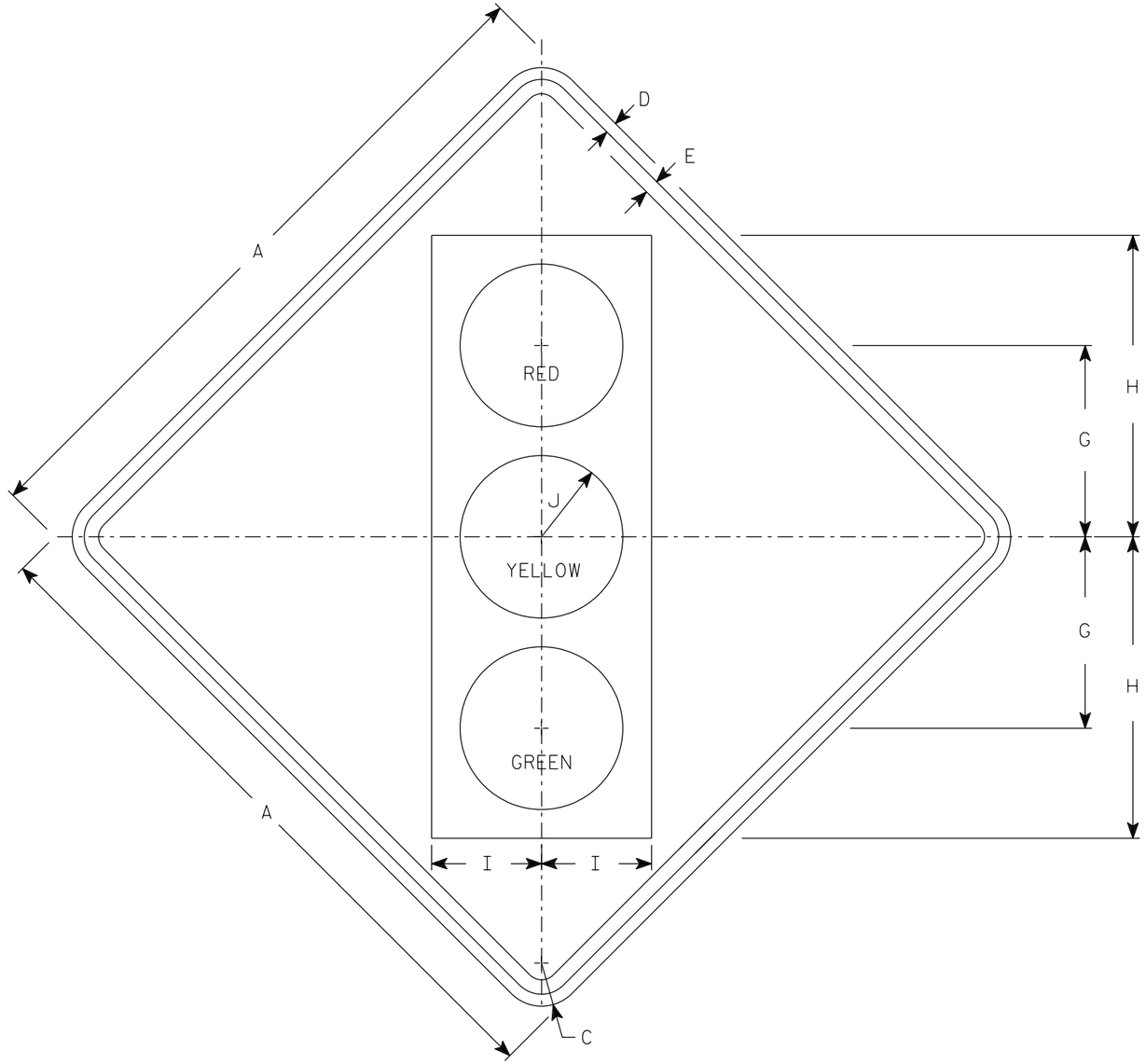
STANDARD SIGN
WO1-6

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



W03-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
4	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W03-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

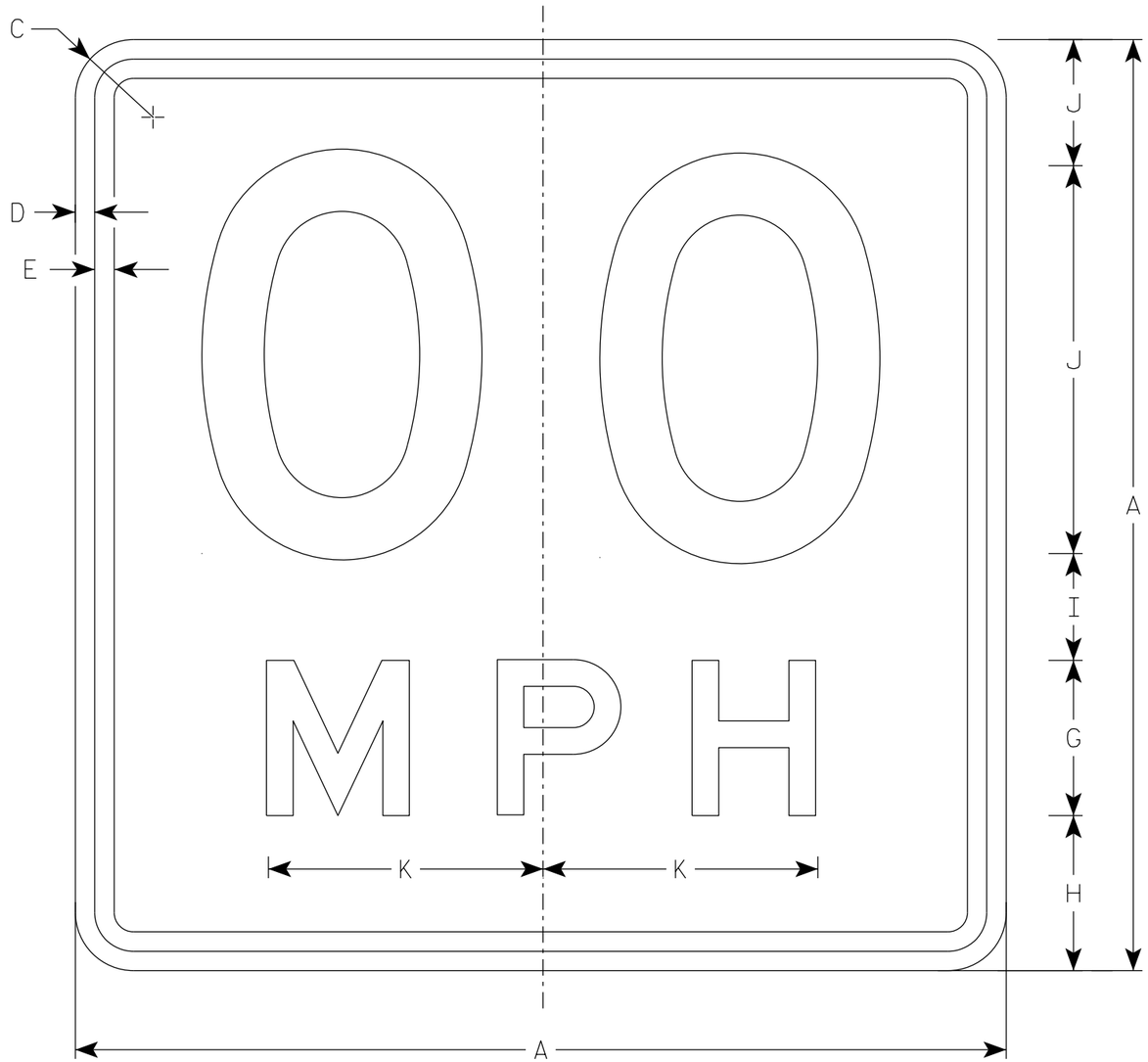
DATE 1/24/2024 PLATE NO. W03-3.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W033.DGN PLOT DATE : 24-JAN 2024 2:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7



W013-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.0
2S	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
2M	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
3	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0
5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.0

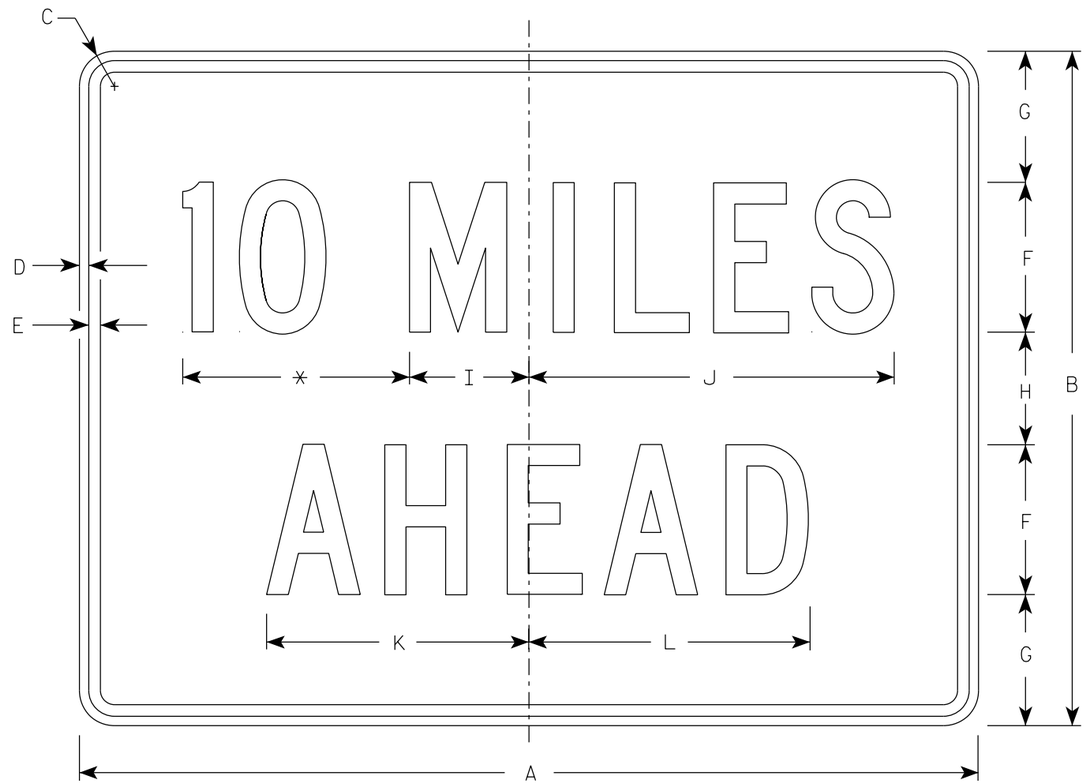
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

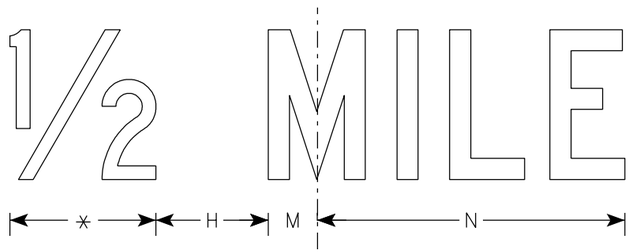
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W013-1.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/2	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: 408 E

DIVISION - BYPASS-STH-17

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
500+82.54	39	0	0	0	0	0	0	0	0	0	0	0
501+00.00	35	0	0	0	24	0	0	0	24	0	0	24
501+50.00	30	0	0	0	60	0	0	0	84	0	0	84
502+00.00	27	0	0	0	53	0	0	0	137	0	0	137
502+50.00	26	0	0	0	49	0	0	0	186	0	0	186
503+00.00	26	0	1	0	49	0	1	0	235	1	0	234
503+50.00	23	0	0	0	46	0	1	0	281	2	0	279
504+00.00	20	0	0	0	40	0	0	0	321	2	0	319
504+50.00	26	0	0	0	42	0	0	0	363	2	0	361
505+00.00	25	0	381	0	47	0	353	0	410	419	0	-9
505+50.00	15	0	881	0	37	0	1,168	19	447	1,775	29	-1,328
506+00.00	0	0	1,035	0	14	0	1,773	0	461	3,867	29	-3,406
506+50.00	18	0	527	0	17	0	1,446	0	478	5,573	29	-5,095
507+00.00	14	0	207	0	30	0	680	0	508	6,376	29	-5,868
507+50.00	12	0	5	0	24	0	197	0	532	6,608	29	-6,076
508+00.00	6	0	0	0	17	0	5	0	549	6,614	29	-6,065
508+50.00	4	0	0	0	9	0	0	0	558	6,614	29	-6,056
					558	0	5,624	19				

DIVISION - BYPASS-CTH-G

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
600+93.22	9	0	1	0	0	0	0	0	0	0	0	0
601+00.00	12	0	0	0	3	0	0	0	3	0	0	3
601+50.00	13	0	0	0	23	0	0	0	26	0	0	26
602+00.00	13	0	1	0	24	0	1	0	50	1	0	49
602+50.00	15	0	1	0	26	0	1	0	76	2	0	74
603+00.00	27	0	0	0	39	0	1	0	115	4	0	111
603+28.97	44	0	0	0	38	0	0	0	153	4	0	149
604+76.89	35	0	0	0	216	0	0	0	369	4	0	365
605+00.00	23	0	2	0	25	0	1	0	394	5	0	389
605+50.00	16	0	0	0	36	0	2	0	430	7	0	423
605+95.06	16	0	0	0	26	0	0	0	456	7	0	449
					456	0	6	0				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	MARSH EXC	CUT 1.00 NOTE 1	EXPANDED FILL 1.18	EXPANDED MARSH BACKFILL 1.50 NOTE 4	MASS ORDINATE NOTE 8
83+81.00	117	38	45	0	0	0	0	0	0	0	0	0
84+00.00	123	38	20	0	84	26	23	0	84	27	0	31
84+50.00	129	38	2	0	234	69	20	0	318	51	0	172
85+00.00	136	38	0	0	246	69	2	0	564	53	0	347
85+50.00	150	38	0	0	265	69	0	0	829	53	0	543
85+75.00	163	38	0	0	145	35	0	0	974	53	0	653
86+00.00	162	38	0	0	150	35	0	0	1,124	53	0	768
86+25.00	163	38	0	0	151	35	0	0	1,275	53	0	884
86+50.00	177	38	0	0	158	35	0	0	1,433	53	0	1,007
86+75.00	176	38	0	0	163	35	0	0	1,596	53	0	1,135
87+00.00	178	38	0	0	164	35	0	0	1,760	53	0	1,264
87+25.00	169	38	0	0	161	35	0	0	1,921	53	0	1,390
87+50.00	167	38	0	0	156	35	0	0	2,077	53	0	1,511
87+75.00	168	38	0	0	155	35	0	0	2,232	53	0	1,631
88+00.00	166	38	0	0	155	35	0	0	2,387	53	0	1,751
88+25.00	163	38	0	0	152	35	0	0	2,539	53	0	1,868
88+50.00	162	38	0	0	150	35	0	0	2,689	53	0	1,983
88+75.00	162	38	0	0	150	35	0	0	2,839	53	0	2,098
89+00.00	166	38	0	0	152	35	0	0	2,991	53	0	2,215
89+25.00	166	38	0	0	154	35	0	0	3,145	53	0	2,334
89+50.00	177	38	2	0	159	35	1	0	3,304	54	0	2,457
89+75.00	185	38	40	0	168	35	19	0	3,472	77	0	2,567
90+00.00	177	38	67	0	168	35	50	0	3,640	136	0	2,641
90+25.00	174	38	83	0	163	35	69	0	3,803	217	0	2,688
90+50.00	167	38	99	0	158	35	84	0	3,961	316	0	2,712
90+75.00	138	38	112	0	141	35	98	0	4,102	432	0	2,702
91+00.00	47	38	153	0	86	35	123	0	4,188	577	0	2,608
91+25.00	46	38	240	0	43	35	182	0	4,231	792	0	2,401
91+50.00	26	19	35	0	33	26	127	0	4,264	942	0	2,258
91+75.00	30	19	35	0	26	17	33	0	4,290	981	0	2,228
92+00.00	30	19	50	0	28	17	39	0	4,318	1,027	0	2,193
94+00.00	65	0	68	0	0	0	0	0	4,318	1,027	0	2,193
94+25.00	79	0	36	0	67	0	48	0	4,385	1,083	0	2,204
94+50.00	177	0	17	0	118	0	25	0	4,503	1,113	0	2,292
94+75.00	198	0	6	0	174	0	11	0	4,677	1,126	0	2,453
95+00.00	213	0	2	0	190	0	4	0	4,867	1,130	0	2,639
95+25.00	593	38	0	0	373	17	1	0	5,240	1,132	0	2,993
95+50.00	623	38	16	0	563	35	7	0	5,803	1,140	0	3,513
95+75.00	672	38	0	0	599	35	7	0	6,402	1,148	0	4,069
96+00.00	706	38	0	0	638	35	0	0	7,040	1,148	0	4,672

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB (CONTINUED)

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
96+25.00	719	38	1	0	660	35	0	0	7,700	1,148	0	5,297
96+50.00	656	38	0	0	636	35	0	0	8,336	1,148	0	5,898
96+75.00	599	38	0	0	581	35	0	0	8,917	1,148	0	6,444
97+00.00	548	38	0	0	531	35	0	0	9,448	1,148	0	6,940
97+25.00	495	38	0	0	483	35	0	0	9,931	1,148	0	7,388
97+50.00	443	38	0	0	434	35	0	0	10,365	1,148	0	7,787
97+75.00	398	38	0	0	390	35	0	0	10,755	1,148	0	8,142
98+00.00	352	38	0	0	347	35	0	0	11,102	1,148	0	8,454
98+25.00	317	38	0	0	310	35	0	0	11,412	1,148	0	8,729
98+50.00	281	38	0	0	277	35	0	0	11,689	1,148	0	8,971
98+75.00	252	38	0	0	247	35	0	0	11,936	1,148	0	9,183
99+00.00	226	38	0	0	221	35	0	0	12,157	1,148	0	9,369
99+25.00	201	38	0	0	197	35	0	0	12,354	1,148	0	9,531
99+50.00	181	38	0	0	177	35	0	0	12,531	1,148	0	9,673
99+75.00	175	38	0	0	165	35	0	0	12,696	1,148	0	9,803
100+00.00	167	38	0	0	158	35	0	0	12,854	1,148	0	9,926
100+25.00	152	38	0	0	148	35	0	0	13,002	1,148	0	10,039
100+50.00	137	38	0	0	134	35	0	0	13,136	1,148	0	10,138
100+75.00	122	38	0	0	120	35	0	0	13,256	1,148	0	10,223
					13,256	1,885	973	0				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8WB-STH 17S

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
91+50.00	20	19	234	0	0	0	0	0	0	0	0	0
92+00.00	16	0	352	0	33	17	543	0	33	641	0	-625
92+25.00	15	0	336	0	14	0	319	0	47	1,017	0	-987
92+43.33	13	0	292	0	9	0	213	0	56	1,269	0	-1,230
94+25.00	208	19	0	0	0	0	0	0	56	1,269	0	-1,230
95+00.00	268	19	0	0	661	52	1	0	717	1,270	0	-622
					717	69	1,076	0				

DIVISION - 17S-NB

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
14+00.00	146	15	4	0	0	0	0	0	0	0	0	0
14+25.00	140	15	1	0	132	14	3	0	132	4	0	114
14+50.00	124	15	1	0	122	14	1	0	254	5	0	221
14+75.00	93	15	0	0	100	14	0	0	354	5	0	307
15+00.00	60	15	1	0	71	14	0	0	425	5	0	364
15+25.00	39	15	8	0	46	14	4	0	471	9	0	392
15+50.00	11	15	20	0	23	14	13	0	494	25	0	385
15+75.00	8	15	49	0	9	14	32	0	503	63	0	342
16+00.00	5	15	147	0	6	14	91	0	509	170	0	227
16+25.00	5	15	235	0	5	14	177	0	514	379	0	9
16+50.00	0	8	75	0	3	10	143	0	517	548	0	-167
16+75.00	0	8	64	0	0	7	64	0	517	623	0	-249
18+75.00	139	8	14	0	0	0	0	0	517	623	0	-249
19+00.00	74	8	66	0	98	7	37	0	615	667	0	-202
19+25.00	143	15	143	0	100	10	97	0	715	781	0	-226
19+50.00	130	15	59	0	126	14	94	0	841	892	0	-225
19+75.00	115	15	81	0	113	14	65	0	954	969	0	-203
20+00.00	88	15	62	0	94	14	66	0	1,048	1,047	0	-201
20+25.00	99	15	68	0	86	14	60	0	1,134	1,117	0	-199
20+50.00	107	15	48	0	95	14	53	0	1,229	1,180	0	-181
20+75.00	113	15	30	0	102	14	36	0	1,331	1,222	0	-135
21+00.00	116	15	17	0	106	14	22	0	1,437	1,248	0	-69
21+25.00	110	15	10	0	105	14	13	0	1,542	1,264	0	6
21+50.00	111	15	2	0	102	14	6	0	1,644	1,271	0	87
21+75.00	89	15	0	0	93	14	1	0	1,737	1,272	0	165
22+00.00	110	15	0	0	92	14	0	0	1,829	1,272	0	243
22+25.00	113	15	0	0	103	14	0	0	1,932	1,272	0	332
22+50.00	114	15	1	0	105	14	0	0	2,037	1,272	0	423
22+75.00	110	15	0	0	104	14	1	0	2,141	1,273	0	512
					2,141	356	1,079	0				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 17S-SB

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
16+50.00	11	8	177	0	0	0	0	0	0	0	0	0
18+75.00	23	8	71	0	31	14	229	0	31	270	0	-253
					31	14	229	0				

DIVISION - RDBT-8-17S-CENTRAL

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
0+25.00	90	56	101	0	0	0	0	0	0	0	0	0
0+50.00	66	56	97	0	72	52	91	0	72	107	0	-87
0+75.00	74	56	359	0	65	52	211	0	137	356	0	-323
1+00.00	92	56	200	0	77	52	259	0	214	662	0	-604
1+25.00	90	56	76	0	84	52	128	0	298	813	0	-723
1+50.00	96	56	70	0	86	52	68	0	384	893	0	-769
1+75.00	215	56	88	0	144	52	73	0	528	979	0	-763
2+00.00	97	56	85	0	145	52	80	0	673	1,074	0	-765
2+25.00	78	56	112	0	81	52	92	0	754	1,182	0	-844
2+50.00	36	56	126	0	53	52	110	0	807	1,312	0	-973
2+75.00	41	56	225	0	36	52	162	0	843	1,503	0	-1,180
3+00.00	13	56	211	0	25	52	202	0	868	1,742	0	-1,446
3+25.00	18	56	116	0	14	52	151	0	882	1,920	0	-1,662
3+50.00	28	56	112	0	21	52	105	0	903	2,044	0	-1,817
3+80.00	58	56	225	0	48	63	187	0	951	2,264	0	-2,052
4+00.00	46	56	108	0	39	42	123	0	990	2,410	0	-2,201
					990	781	2,042	0				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
101+50.00	68	38	0	0	0	0	0	0	0	0	0	0
102+00.00	63	38	0	0	122	69	0	0	122	0	0	53
102+50.00	61	38	0	0	115	69	0	0	237	0	0	99
103+00.00	58	38	0	0	110	69	0	0	347	0	0	140
103+50.00	53	38	1	0	103	69	1	0	450	1	0	173
104+00.00	51	38	0	0	97	69	1	0	547	2	0	200
104+50.00	49	38	0	0	93	69	0	0	640	2	0	224
105+00.00	48	38	0	0	90	69	0	0	730	2	0	245
105+50.00	51	38	0	0	92	69	0	0	822	2	0	268
106+00.00	56	38	0	0	99	69	0	0	921	2	0	298
106+50.00	63	38	0	0	111	69	0	0	1,032	2	0	340
107+00.00	73	38	0	0	127	69	0	0	1,159	2	0	398
107+50.00	83	38	0	0	145	69	0	0	1,304	2	0	474
108+00.00	97	38	0	0	167	69	0	0	1,471	2	0	572
108+23.00	94	38	0	0	81	32	0	0	1,552	2	0	621
108+50.00	80	38	0	0	87	38	0	0	1,639	2	0	670
109+00.00	77	38	0	0	145	69	0	0	1,784	2	0	746
109+50.00	74	38	0	0	140	69	0	0	1,924	2	0	817
110+00.00	73	38	0	0	136	69	0	0	2,060	2	0	884
110+50.00	75	38	0	0	137	69	0	0	2,197	2	0	952
111+00.00	78	38	0	0	142	69	0	0	2,339	2	0	1,025
111+50.00	83	38	0	0	150	69	0	0	2,489	2	0	1,106
112+00.00	83	38	0	0	154	69	0	0	2,643	2	0	1,191
112+50.00	75	38	0	0	146	69	0	0	2,789	2	0	1,268
113+00.00	69	38	0	0	134	69	0	0	2,923	2	0	1,333
113+50.00	69	38	0	0	129	69	0	0	3,052	2	0	1,393
114+00.00	70	38	0	0	130	69	0	0	3,182	2	0	1,454
114+50.00	67	38	0	0	128	69	0	0	3,310	2	0	1,513
115+00.00	67	38	0	0	125	69	0	0	3,435	2	0	1,569
115+50.00	68	38	0	0	126	69	0	0	3,561	2	0	1,626
116+00.00	71	38	0	0	129	69	0	0	3,690	2	0	1,686
116+50.00	70	38	0	0	131	69	0	0	3,821	2	0	1,748
117+00.00	71	38	0	0	131	69	0	0	3,952	2	0	1,810
117+50.00	74	38	0	0	135	69	0	0	4,087	2	0	1,876
118+00.00	73	38	0	0	136	69	0	0	4,223	2	0	1,943
118+50.00	73	38	0	0	135	69	0	0	4,358	2	0	2,009
119+00.00	77	38	0	0	138	69	0	0	4,496	2	0	2,078
119+50.00	84	38	0	0	149	69	0	0	4,645	2	0	2,158
120+00.00	88	38	0	0	159	69	0	0	4,804	2	0	2,248
120+50.00	81	38	0	0	156	69	0	0	4,960	2	0	2,335
121+00.00	71	38	0	0	140	69	0	0	5,100	2	0	2,406
121+50.00	70	38	0	0	130	69	0	0	5,230	2	0	2,467
122+00.00	69	38	0	0	129	69	0	0	5,359	2	0	2,527
122+50.00	70	38	0	0	129	69	0	0	5,488	2	0	2,587
123+00.00	70	38	0	0	130	69	0	0	5,618	2	0	2,648

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB (CONTINUED)

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
									1.00	1.18	1.50	
					NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 8
123+50.00	73	38	0	0	133	69	0	0	5,751	2	0	2,712
124+00.00	71	38	0	0	134	69	0	0	5,885	2	0	2,777
124+50.00	71	38	0	0	132	69	0	0	6,017	2	0	2,840
125+00.00	69	38	0	0	129	69	0	0	6,146	2	0	2,900
125+50.00	70	38	0	0	129	69	0	0	6,275	2	0	2,960
126+00.00	70	38	0	0	130	69	0	0	6,405	2	0	3,021
126+50.00	70	38	0	0	130	69	0	0	6,535	2	0	3,082
127+00.00	66	38	0	0	126	69	0	0	6,661	2	0	3,139
127+50.00	66	38	0	0	122	69	0	0	6,783	2	0	3,192
128+00.00	68	38	0	0	124	69	0	0	6,907	2	0	3,247
128+50.00	70	38	0	0	128	69	0	0	7,035	2	0	3,306
129+00.00	69	38	0	0	130	69	0	0	7,165	2	0	3,367
129+50.00	70	38	0	0	129	69	0	0	7,294	2	0	3,427
130+00.00	68	38	0	0	128	69	0	0	7,422	2	0	3,486
130+50.00	67	38	0	0	126	69	0	0	7,548	2	0	3,543
131+00.00	69	38	0	0	126	69	0	0	7,674	2	0	3,600
131+50.00	71	38	0	0	130	69	0	0	7,804	2	0	3,661
132+00.00	73	38	0	0	133	69	0	0	7,937	2	0	3,725
132+50.00	71	38	0	0	134	69	0	0	8,071	2	0	3,790
133+00.00	69	38	0	0	130	69	0	0	8,201	2	0	3,851
133+50.00	69	38	0	0	128	69	0	0	8,329	2	0	3,910
134+00.00	71	38	0	0	130	69	0	0	8,459	2	0	3,971
134+50.00	70	38	0	0	131	69	0	0	8,590	2	0	4,033
135+00.00	72	38	0	0	131	69	0	0	8,721	2	0	4,095
135+50.00	72	38	0	0	133	69	0	0	8,854	2	0	4,159
136+00.00	73	38	0	0	135	69	0	0	8,989	2	0	4,225
136+50.00	74	38	0	0	137	69	0	0	9,126	2	0	4,293
137+00.00	76	38	0	0	139	69	0	0	9,265	2	0	4,363
137+50.00	76	38	0	0	140	69	0	0	9,405	2	0	4,434
138+00.00	74	38	0	0	138	69	0	0	9,543	2	0	4,503
138+50.00	76	38	0	0	139	69	0	0	9,682	2	0	4,573
139+00.00	76	38	0	0	141	69	0	0	9,823	2	0	4,645
139+50.00	74	38	0	0	138	69	0	0	9,961	2	0	4,714
140+00.00	73	38	0	0	136	69	0	0	10,097	2	0	4,781
140+50.00	76	38	0	0	139	69	0	0	10,236	2	0	4,851
141+00.00	76	38	0	0	141	69	0	0	10,377	2	0	4,923
141+50.00	75	38	0	0	140	69	0	0	10,517	2	0	4,994
142+00.00	79	38	0	0	143	69	0	0	10,660	2	0	5,068
142+50.00	81	38	0	0	149	69	0	0	10,809	2	0	5,148
143+00.00	79	38	0	0	149	69	0	0	10,958	2	0	5,228
143+50.00	75	38	0	0	143	69	0	0	11,101	2	0	5,302
144+00.00	73	38	0	0	138	69	0	0	11,239	2	0	5,371
144+50.00	72	38	0	0	134	69	0	0	11,373	2	0	5,436
145+00.00	72	38	0	0	133	69	0	0	11,506	2	0	5,500
145+50.00	70	38	0	0	131	69	0	0	11,637	2	0	5,562

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB (CONTINUED)

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
146+00.00	69	38	0	0	128	69	0	0	11,765	2	0	5,621
146+50.00	70	38	0	0	129	69	0	0	11,894	2	0	5,681
147+00.00	67	38	0	0	126	69	0	0	12,020	2	0	5,738
147+50.00	70	38	0	0	127	69	0	0	12,147	2	0	5,796
148+00.00	77	38	0	0	136	69	0	0	12,283	2	0	5,863
148+50.00	84	38	0	0	148	69	0	0	12,431	2	0	5,942
149+00.00	86	38	0	0	157	69	0	0	12,588	2	0	6,030
149+50.00	82	38	0	0	155	69	0	0	12,743	2	0	6,116
150+00.00	74	38	0	0	144	69	0	0	12,887	2	0	6,191
150+50.00	67	38	0	0	130	69	0	0	13,017	2	0	6,252
151+00.00	64	38	0	0	121	69	0	0	13,138	2	0	6,304
151+50.00	69	38	0	0	123	69	0	0	13,261	2	0	6,358
152+00.00	71	38	0	0	129	69	0	0	13,390	2	0	6,418
152+50.00	75	38	0	0	135	69	0	0	13,525	2	0	6,484
153+00.00	73	38	0	0	136	69	0	0	13,661	2	0	6,551
153+50.00	78	38	0	0	140	69	0	0	13,801	2	0	6,622
154+00.00	81	38	0	0	147	69	0	0	13,948	2	0	6,700
					13,948	7,246	2	0				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
154+50.00	130	38	1	0	0	0	0	0	0	0	0	0
154+75.00	145	38	0	0	127	35	0	0	127	0	0	92
155+00.00	156	38	0	0	139	35	0	0	266	0	0	196
155+25.00	163	38	0	0	148	35	0	0	414	0	0	309
155+50.00	166	38	0	0	152	35	0	0	566	0	0	426
155+75.00	167	38	0	0	154	35	0	0	720	0	0	545
156+00.00	168	38	0	0	155	35	0	0	875	0	0	665
156+25.00	166	38	0	0	155	35	0	0	1,030	0	0	785
156+50.00	168	38	0	0	155	35	0	0	1,185	0	0	905
156+75.00	164	38	0	0	154	35	0	0	1,339	0	0	1,024
157+00.00	164	38	0	0	152	35	0	0	1,491	0	0	1,141
157+25.00	167	38	0	0	153	35	0	0	1,644	0	0	1,259
157+50.00	169	38	1	0	156	35	0	0	1,800	0	0	1,380
157+75.00	172	38	0	0	158	35	0	0	1,958	0	0	1,503
158+00.00	170	38	2	0	159	35	1	0	2,117	1	0	1,626
158+25.00	168	38	1	0	157	35	1	0	2,274	2	0	1,747
158+50.00	171	38	7	0	157	35	4	0	2,431	7	0	1,864
158+75.00	168	38	7	0	157	35	7	0	2,588	15	0	1,978
159+00.00	161	38	9	0	152	35	7	0	2,740	24	0	2,086
159+25.00	156	38	2	0	147	35	5	0	2,887	30	0	2,193
159+50.00	164	38	0	0	148	35	1	0	3,035	31	0	2,304
159+75.00	137	38	1	0	139	35	1	0	3,174	32	0	2,407
160+00.00	102	38	10	0	111	35	5	0	3,285	38	0	2,477
160+25.00	95	38	63	0	91	35	34	0	3,376	78	0	2,493
160+50.00	52	19	17	0	68	26	37	0	3,444	122	0	2,491
160+75.00	56	19	17	0	50	17	16	0	3,494	140	0	2,506
162+80.00	68	19	5	0	0	0	0	0	3,494	140	0	2,506
163+00.00	76	19	0	0	53	14	2	0	3,547	143	0	2,542
163+25.00	172	38	4	0	115	26	2	0	3,662	145	0	2,629
163+50.00	230	38	7	0	186	35	5	0	3,848	151	0	2,774
163+75.00	290	38	0	0	241	35	4	0	4,089	156	0	2,975
164+00.00	363	38	0	0	302	35	0	0	4,391	156	0	3,242
164+25.00	385	38	0	0	346	35	0	0	4,737	156	0	3,553
164+50.00	398	38	1	0	363	35	0	0	5,100	156	0	3,881
164+75.00	386	38	1	0	363	35	1	0	5,463	157	0	4,208
165+00.00	400	38	1	0	364	35	1	0	5,827	158	0	4,536
165+25.00	407	38	0	0	374	35	0	0	6,201	158	0	4,875
165+50.00	388	38	0	0	368	35	0	0	6,569	158	0	5,208
165+75.00	365	38	0	0	349	35	0	0	6,918	158	0	5,522
166+00.00	340	38	0	0	327	35	0	0	7,245	158	0	5,814
166+25.00	313	38	0	0	303	35	0	0	7,548	158	0	6,082
166+50.00	270	38	2	0	270	35	1	0	7,818	159	0	6,316
166+75.00	252	38	1	0	242	35	1	0	8,060	160	0	6,522
167+00.00	235	38	0	0	225	35	0	0	8,285	160	0	6,712
167+25.00	227	38	0	0	214	35	0	0	8,499	160	0	6,891

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB (CONTINUED)

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
167+50.00	217	38	1	0	206	35	0	0	8,705	160	0	7,062
167+75.00	194	38	1	0	190	35	1	0	8,895	162	0	7,215
168+00.00	179	38	0	0	173	35	1	0	9,068	163	0	7,352
168+25.00	169	38	0	0	161	35	0	0	9,229	163	0	7,478
168+50.00	158	38	0	0	151	35	0	0	9,380	163	0	7,594
168+75.00	149	38	0	0	142	35	0	0	9,522	163	0	7,701
169+00.00	143	38	0	0	135	35	0	0	9,657	163	0	7,801
169+20.74	82	38	0	0	86	29	0	0	9,743	163	0	7,858
					9,743	1,722	138	0				

DIVISION - 8 WB-CTH G

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
160+50.00	37	19	71	0	0	0	0	0	0	0	0	0
160+75.00	36	19	59	0	34	17	60	0	34	71	0	-54
162+80.00	64	19	6	0	0	0	0	0	34	71	0	-54
163+00.00	73	19	3	0	51	14	3	0	85	74	0	-20
					85	31	63	0				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - CTH G-NB

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
									1.00	1.18	1.50	
					NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 8
34+00.00	129	15	0	0	0	0	0	0	0	0	0	0
34+25.00	121	15	0	0	116	14	0	0	116	0	0	102
34+50.00	112	15	0	0	108	14	0	0	224	0	0	196
34+75.00	112	15	0	0	104	14	0	0	328	0	0	286
35+00.00	112	15	0	0	104	14	0	0	432	0	0	376
35+25.00	79	15	7	0	88	14	3	0	520	4	0	446
35+50.00	57	15	52	0	63	14	27	0	583	35	0	464
35+75.00	41	15	140	0	45	14	89	0	628	140	0	390
36+00.00	16	8	47	0	26	10	87	0	654	243	0	303
36+25.00	24	8	45	0	19	7	43	0	673	294	0	264
36+40.00	29	8	42	0	15	4	24	0	688	322	0	247
38+30.00	0	8	68	0	0	0	0	0	688	322	0	247
38+50.00	0	8	71	0	0	6	51	0	688	382	0	181
38+75.00	0	8	58	0	0	7	60	0	688	453	0	103
39+00.00	11	15	105	0	5	10	76	0	693	543	0	8
39+25.00	32	15	49	0	20	14	72	0	713	628	0	-71
39+50.00	57	15	16	0	42	14	30	0	755	663	0	-78
39+75.00	77	15	11	0	62	14	13	0	817	679	0	-46
40+00.00	98	15	6	0	81	14	8	0	898	688	0	12
40+25.00	109	15	3	0	96	14	5	0	994	694	0	88
40+50.00	119	15	2	0	105	14	3	0	1099	697	0	176
40+75.00	110	15	0	0	106	14	1	0	1205	699	0	266
41+00.00	113	15	0	0	103	14	0	0	1308	699	0	355
41+25.00	109	15	0	0	103	14	0	0	1411	699	0	444
41+50.00	100	15	0	0	97	14	0	0	1508	699	0	527
					1,508	282	592	0				

DIVISION - CTH G-SB

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
									1.00	1.18	1.50	
					NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 8
36+00.00	10	8	115	0	0	0	0	0	0	0	0	0
36+25.00	14	8	93	0	11	7	96	0	11	113	0	-109
36+50.00	15	8	65	0	13	7	73	0	24	199	0	-189
38+50.00	1	8	86	0	0	0	0	0	24	199	0	-189
38+75.00	2	8	89	0	1	7	81	0	25	295	0	-291
39+00.00	7	8	74	0	4	7	75	0	29	384	0	-383
					29	28	325	0				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - RDBT-8-G-CENTRAL

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
0+25.00	82	56	54	0	0	0	0	0	0	0	0	0
0+75.00	72	56	120	0	143	104	161	0	143	190	0	-151
1+00.00	79	56	101	0	70	52	102	0	213	310	0	-253
1+25.00	158	56	70	0	110	52	79	0	323	404	0	-289
1+75.00	40	56	199	0	183	104	249	0	506	697	0	-503
1+85.00	36	56	168	0	14	21	68	0	520	778	0	-591
2+25.00	23	56	73	0	44	83	178	0	564	988	0	-840
2+60.00	15	56	168	0	25	73	156	0	589	1172	0	-1072
2+75.00	21	56	167	0	10	31	93	0	599	1281	0	-1202
3+00.00	46	56	107	0	31	52	127	0	630	1431	0	-1373
3+25.00	142	56	69	0	87	52	81	0	717	1527	0	-1434
3+70.00	100	56	76	0	201	94	121	0	918	1670	0	-1470
3+85.00	93	56	139	0	54	31	60	0	972	1741	0	-1518
					972	749	1,475	0				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
									1.00	1.18	1.50	
					NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 8
169+50.00	75	38	0	0	0	0	0	0	0	0	0	0
170+00.00	70	38	0	0	134	69	0	0	134	0	0	65
170+50.00	65	38	0	0	125	69	0	0	259	0	0	121
171+00.00	66	38	0	0	121	69	0	0	380	0	0	173
171+50.00	74	38	0	0	129	69	0	0	509	0	0	233
172+00.00	76	38	0	0	139	69	0	0	648	0	0	303
172+50.00	70	38	0	0	135	69	0	0	783	0	0	369
173+00.00	71	38	0	0	130	69	0	0	913	0	0	430
173+50.00	72	38	0	0	132	69	0	0	1045	0	0	493
174+00.00	72	38	0	0	133	69	0	0	1178	0	0	557
174+50.00	76	38	0	0	137	69	0	0	1315	0	0	625
175+00.00	77	38	0	0	141	69	0	0	1456	0	0	697
175+50.00	76	38	0	0	142	69	0	0	1598	0	0	770
176+00.00	72	38	0	0	137	69	0	0	1735	0	0	838
176+50.00	72	38	0	0	133	69	0	0	1868	0	0	902
177+00.00	74	38	0	0	136	69	0	0	2004	0	0	969
177+50.00	72	38	0	0	135	69	0	0	2139	0	0	1035
178+00.00	72	38	0	0	133	69	0	0	2272	0	0	1099
178+50.00	70	38	0	0	131	69	0	0	2403	0	0	1161
179+00.00	72	38	0	0	131	69	0	0	2534	0	0	1223
179+50.00	73	38	0	0	134	69	0	0	2668	0	0	1288
180+00.00	69	38	0	0	132	69	0	0	2800	0	0	1351
180+50.00	68	38	0	0	127	69	0	0	2927	0	0	1409
181+00.00	71	38	0	0	129	69	0	0	3056	0	0	1469
181+50.00	73	38	0	0	133	69	0	0	3189	0	0	1533
182+00.00	69	38	0	0	131	69	0	0	3320	0	0	1595
182+50.00	69	38	0	0	128	69	0	0	3448	0	0	1654
183+00.00	68	38	0	0	127	69	0	0	3575	0	0	1712
183+50.00	68	38	0	0	127	69	0	0	3702	0	0	1770
184+00.00	70	38	0	0	128	69	0	0	3830	0	0	1829
184+50.00	75	38	0	0	134	69	0	0	3964	0	0	1894
185+00.00	74	38	0	0	139	69	0	0	4103	0	0	1964
185+50.00	74	38	0	0	137	69	0	0	4240	0	0	2032
186+00.00	74	38	0	0	137	69	0	0	4377	0	0	2100
186+50.00	72	38	0	0	135	69	0	0	4512	0	0	2166
187+00.00	74	38	0	0	135	69	0	0	4647	0	0	2232
187+50.00	77	38	0	0	140	69	0	0	4787	0	0	2303
188+00.00	73	38	0	0	139	69	0	0	4926	0	0	2373
188+50.00	73	38	0	0	135	69	0	0	5061	0	0	2439
189+00.00	72	38	0	0	134	69	0	0	5195	0	0	2504
189+50.00	70	38	0	0	131	69	0	0	5326	0	0	2566
190+00.00	70	38	0	0	130	69	0	0	5456	0	0	2627
190+50.00	71	38	0	0	131	69	0	0	5587	0	0	2689
191+00.00	71	38	0	0	132	69	0	0	5719	0	0	2752
191+50.00	71	38	0	0	132	69	0	0	5851	0	0	2815

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB (CONTINUED)

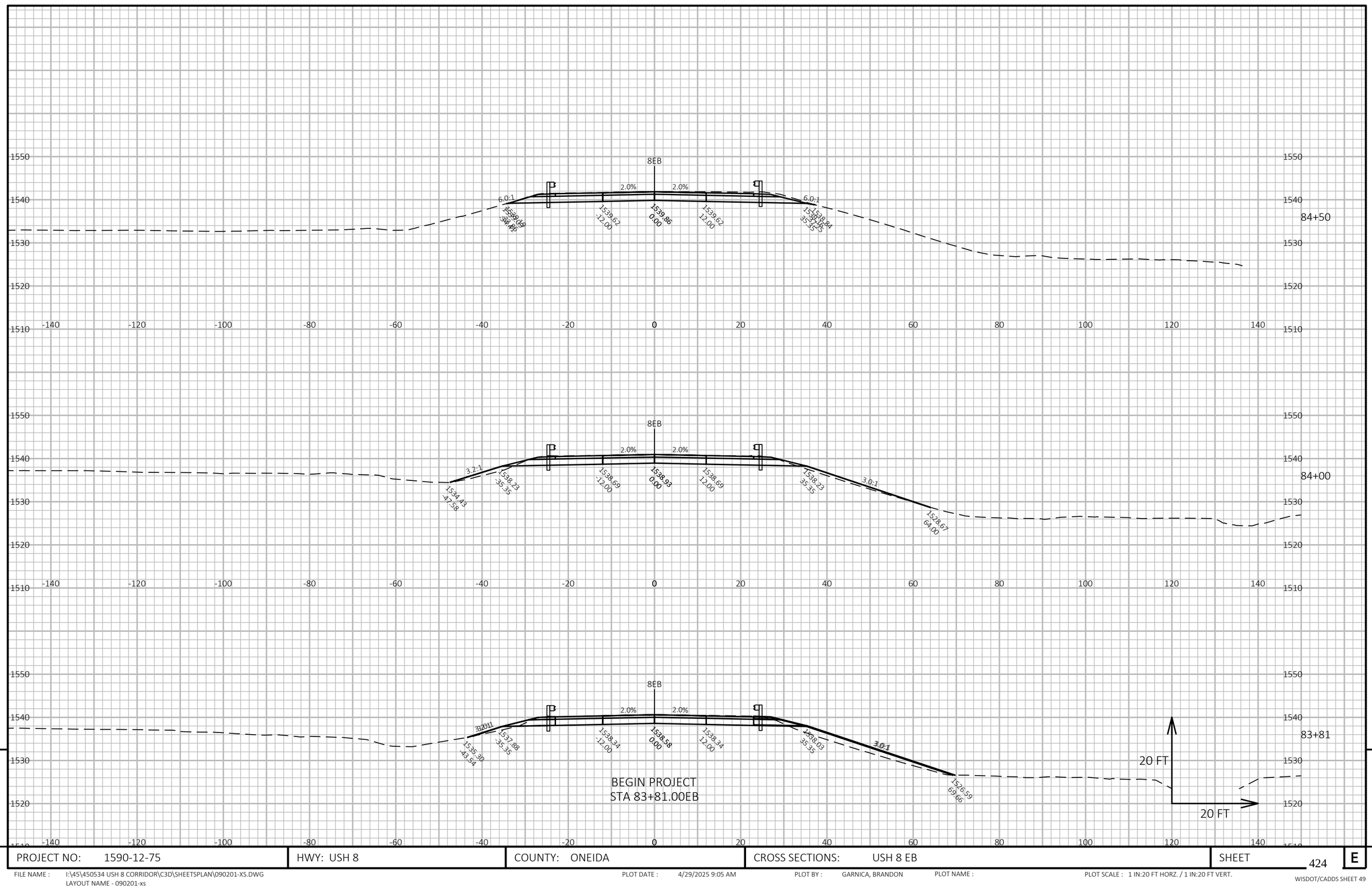
STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
									1.00	1.18	1.50	
					NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 4	NOTE 8
192+00.00	74	38	0	0	134	69	0	0	5985	0	0	2880
192+50.00	77	38	0	0	140	69	0	0	6125	0	0	2951
193+00.00	85	38	0	0	150	69	0	0	6275	0	0	3032
193+50.00	93	38	0	0	165	69	0	0	6440	0	0	3128
194+00.00	85	38	0	0	165	69	0	0	6605	0	0	3224
194+50.00	79	38	0	0	152	69	0	0	6757	0	0	3307
195+00.00	75	38	0	0	143	69	0	0	6900	0	0	3381
195+50.00	73	38	0	0	137	69	0	0	7037	0	0	3449
196+00.00	70	38	0	0	133	69	0	0	7170	0	0	3513
196+50.00	69	38	0	0	129	69	0	0	7299	0	0	3573
197+00.00	73	38	0	0	131	69	0	0	7430	0	0	3635
197+50.00	67	38	0	0	130	69	0	0	7560	0	0	3696
198+00.00	70	38	0	0	127	69	0	0	7687	0	0	3754
198+50.00	72	38	0	0	131	69	0	0	7818	0	0	3816
199+00.00	70	38	0	0	131	69	0	0	7949	0	0	3878
199+50.00	71	38	0	0	130	69	0	0	8079	0	0	3939
200+00.00	68	38	0	0	128	69	0	0	8207	0	0	3998
200+50.00	68	38	0	0	126	69	0	0	8333	0	0	4055
201+00.00	67	38	0	0	124	69	0	0	8457	0	0	4110
201+50.00	67	38	0	0	124	69	0	0	8581	0	0	4165
202+00.00	70	38	0	0	127	69	0	0	8708	0	0	4223
202+50.00	69	38	0	0	129	69	0	0	8837	0	0	4283
203+00.00	70	38	0	0	129	69	0	0	8966	0	0	4343
203+50.00	68	38	0	0	127	69	0	0	9093	0	0	4401
204+00.00	69	38	0	0	126	69	0	0	9219	0	0	4458
204+50.00	67	38	0	0	125	69	0	0	9344	0	0	4514
205+00.00	68	38	0	0	125	69	0	0	9469	0	0	4570
205+50.00	67	38	0	0	125	69	0	0	9594	0	0	4626
206+00.00	64	38	0	0	121	69	0	0	9715	0	0	4678
206+50.00	67	38	0	0	122	69	0	0	9837	0	0	4731
207+00.00	65	38	0	0	122	69	0	0	9959	0	0	4784
207+50.00	67	38	0	0	122	69	0	0	10081	0	0	4837
208+00.00	66	38	0	0	123	69	0	0	10204	0	0	4891
208+50.00	63	38	0	0	119	69	0	0	10323	0	0	4941
209+00.00	65	38	0	0	118	69	0	0	10441	0	0	4990
209+50.00	65	38	0	0	120	69	0	0	10561	0	0	5041
210+00.00	68	38	0	0	123	69	0	0	10684	0	0	5095
210+50.00	67	38	0	0	125	69	0	0	10809	0	0	5151
211+00.00	70	38	0	0	127	69	0	0	10936	0	0	5209
211+50.00	71	38	0	0	131	69	0	0	11067	0	0	5271
212+00.00	72	38	0	0	132	69	0	0	11199	0	0	5334
212+50.00	73	38	0	0	134	69	0	0	11333	0	0	5399
213+00.00	79	38	0	0	141	69	0	0	11474	0	0	5471
213+50.00	82	38	0	0	149	69	0	0	11623	0	0	5551
214+00.00	77	38	0	0	147	69	0	0	11770	0	0	5629

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)

DIVISION - 8EB (CONTINUED)

STATION	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	MASS ORDINATE
					NOTE 1	NOTE 2	NOTE 3		1.00 NOTE 1	1.18	1.50 NOTE 4	NOTE 8
214+50.00	72	38	0	0	139	69	0	0	11909	0	0	5699
215+00.00	67	38	0	0	129	69	0	0	12038	0	0	5759
215+50.00	67	38	0	0	125	69	0	0	12163	0	0	5815
216+00.00	64	38	0	0	122	69	0	0	12285	0	0	5868
216+50.00	65	38	0	0	120	69	0	0	12405	0	0	5919
217+00.00	66	38	0	0	121	69	0	0	12526	0	0	5971
217+50.00	65	38	0	0	121	69	0	0	12647	0	0	6023
218+00.00	63	38	0	0	119	69	0	0	12766	0	0	6073
218+50.00	63	38	0	0	117	69	0	0	12883	0	0	6121
219+00.00	66	38	0	0	120	69	0	0	13003	0	0	6172
219+50.00	67	38	0	0	123	69	0	0	13126	0	0	6226
220+00.00	68	38	0	0	125	69	0	0	13251	0	0	6282
220+50.00	67	38	0	0	126	69	0	0	13377	0	0	6339
221+00.00	69	38	0	0	126	69	0	0	13503	0	0	6396
221+50.00	73	38	0	0	131	69	0	0	13634	0	0	6458
222+00.00	71	38	0	0	134	69	0	0	13768	0	0	6523
222+50.00	71	38	0	0	132	69	0	0	13900	0	0	6586
223+00.00	0	38	0	0	66	69	0	0	13966	0	0	6583
					13,966	7,383	0	0				

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
8 - MASS ORDINATE	CUT - SALVAGED PAVT - (FILL * FILL FACTOR)



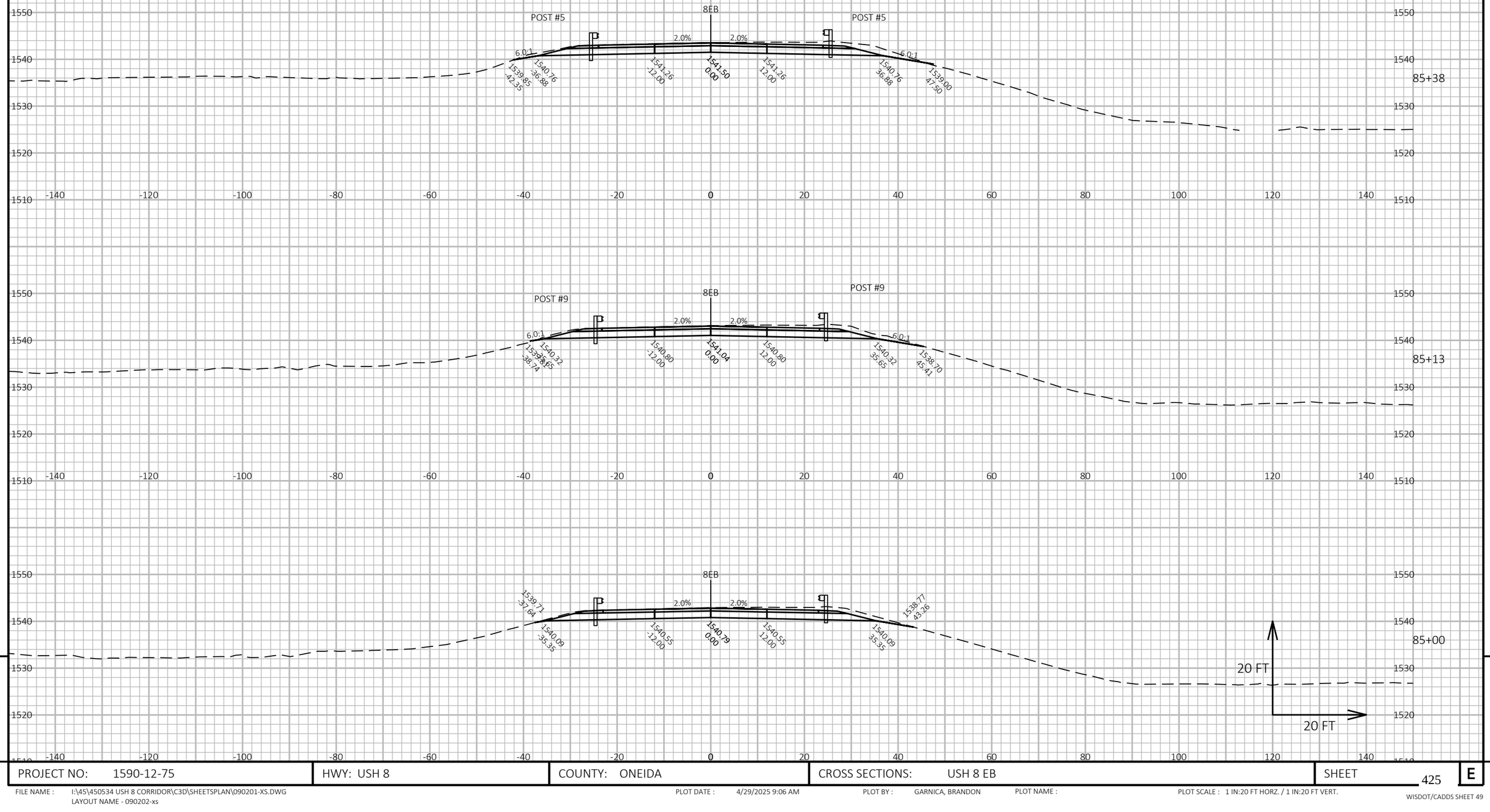
9

9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 424	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 4/29/2025 9:05 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 425	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202-xs

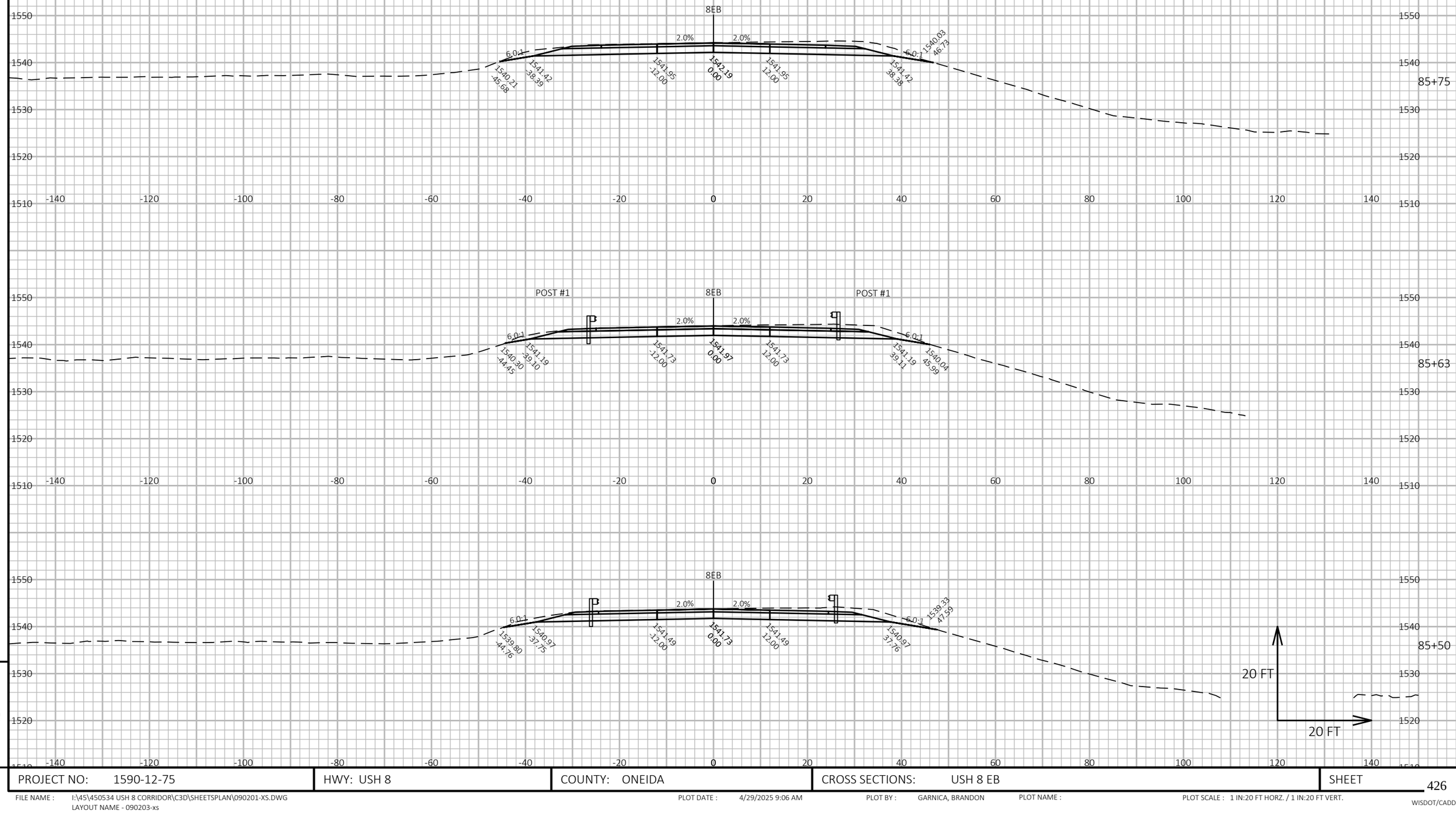
PLOT DATE : 4/29/2025 9:06 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 426	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090203-xs

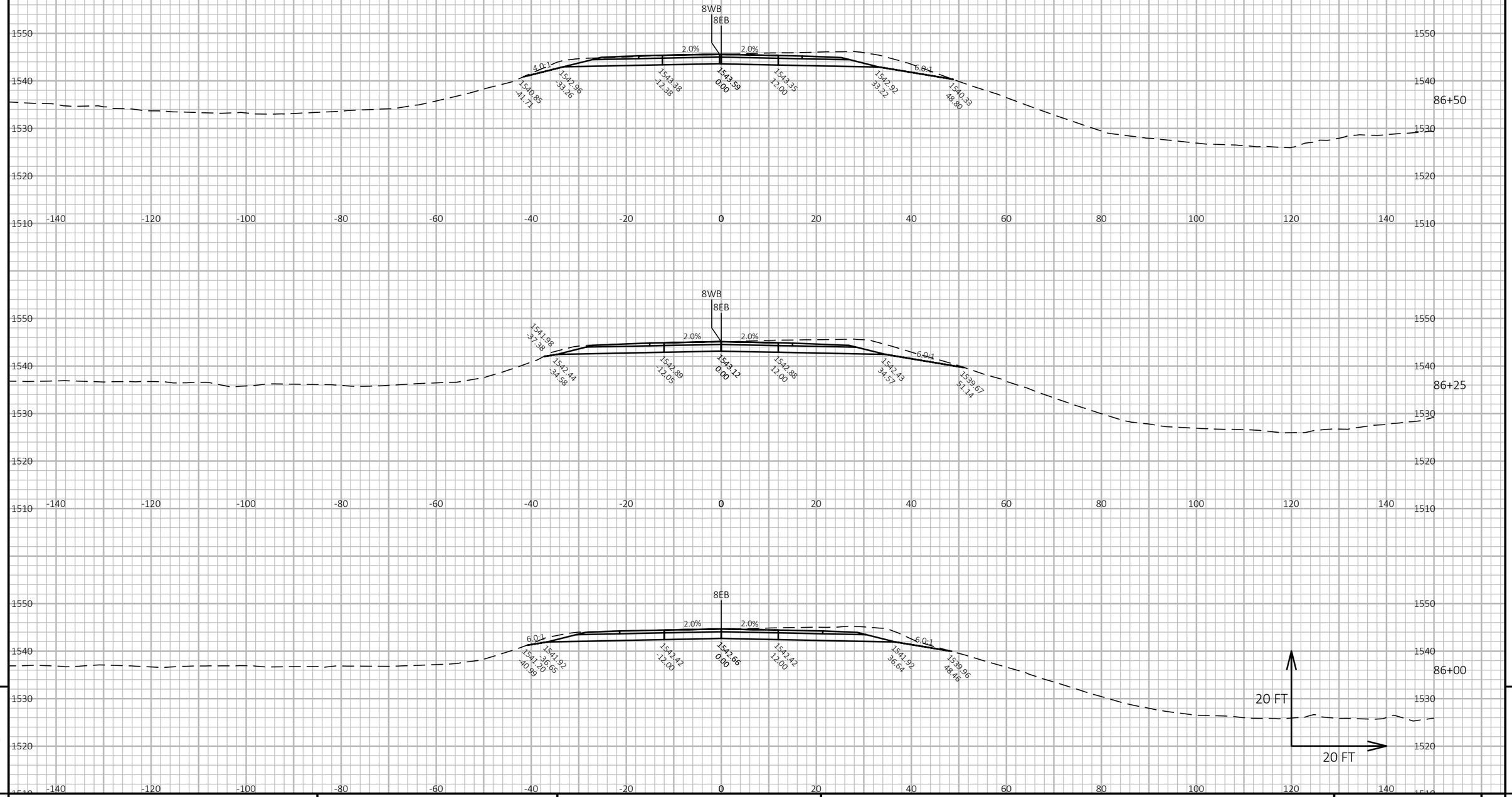
PLOT DATE : 4/29/2025 9:06 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

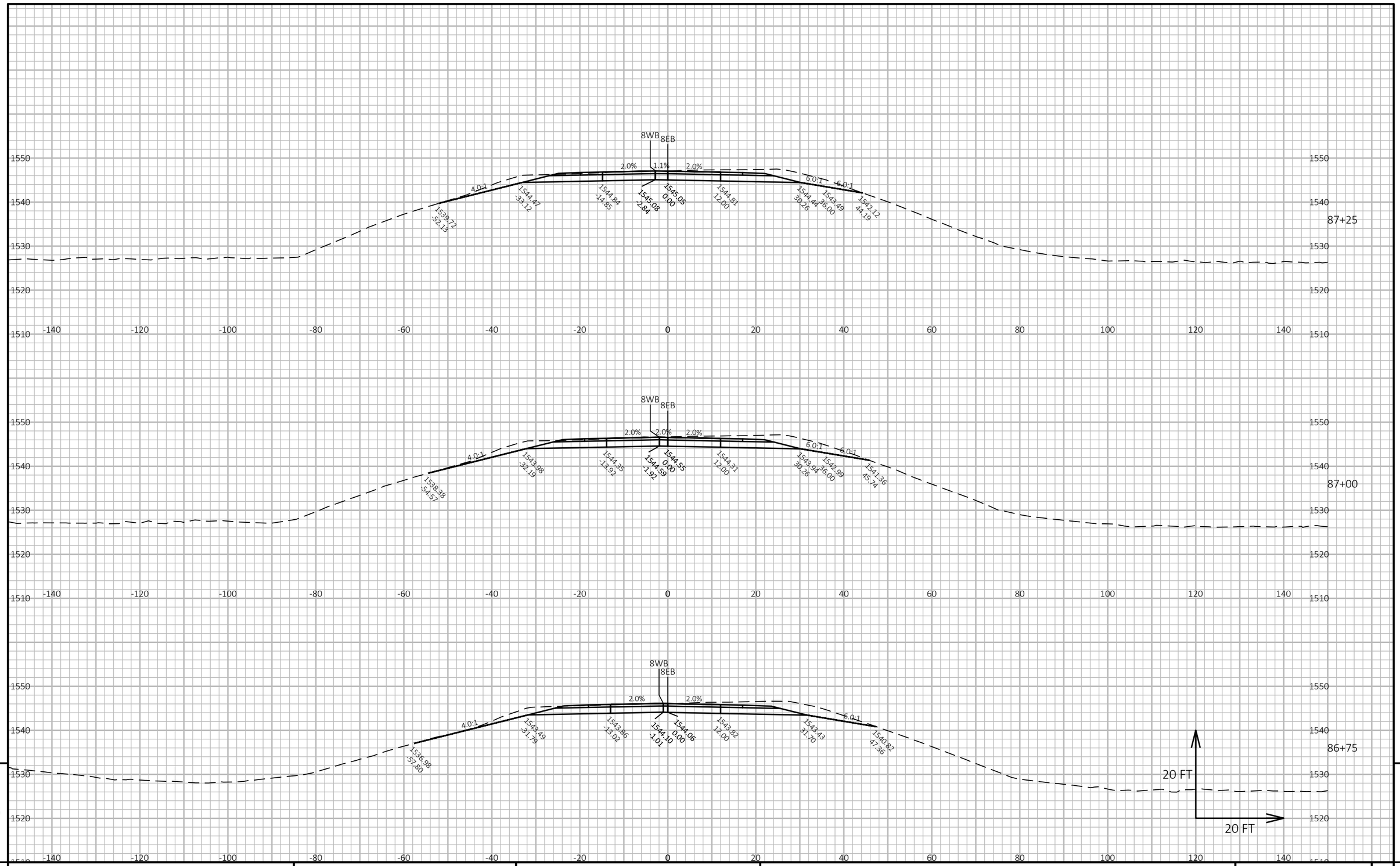
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 427	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 4/29/2025 9:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

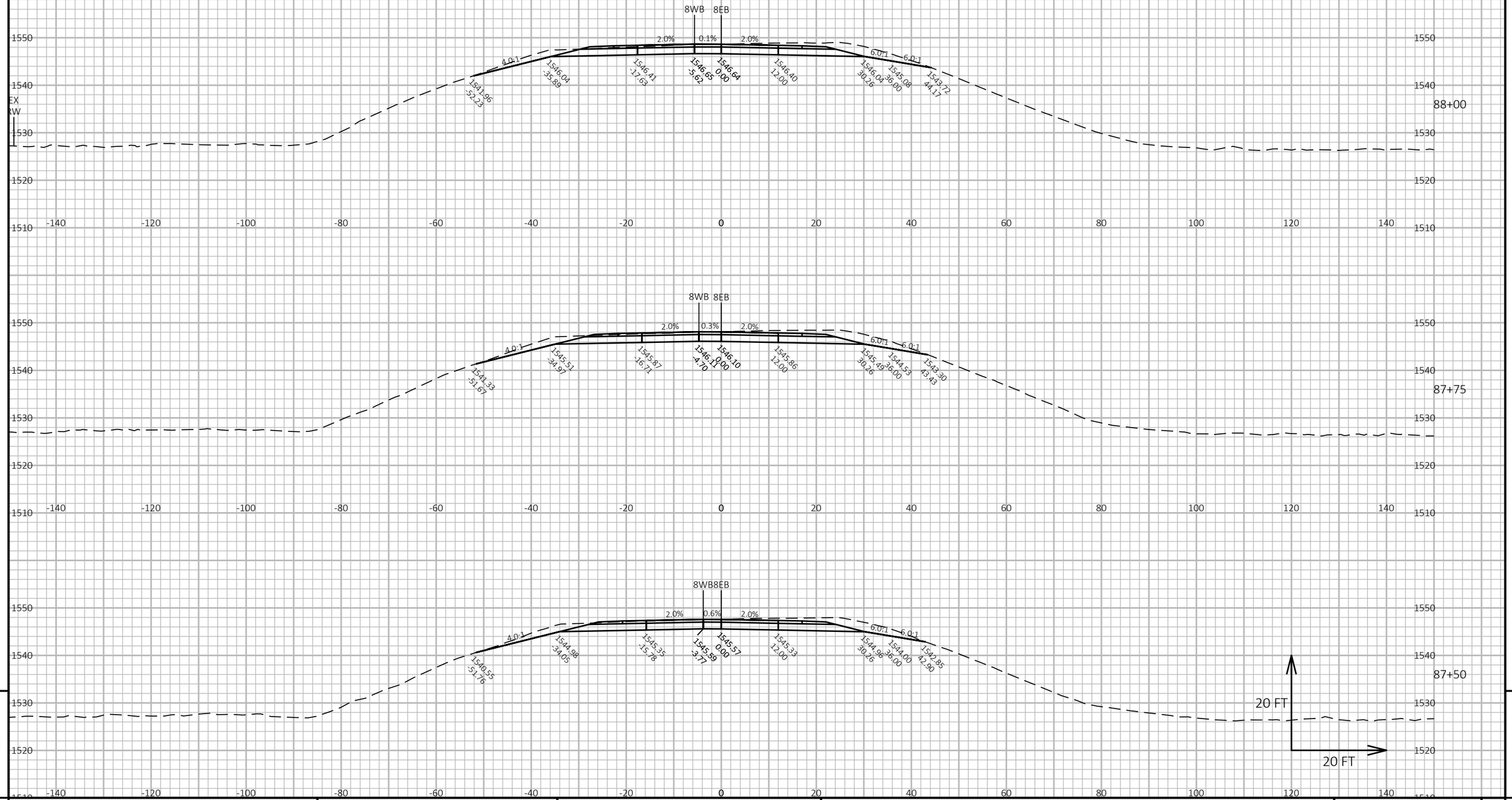
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 428	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 4/29/2025 9:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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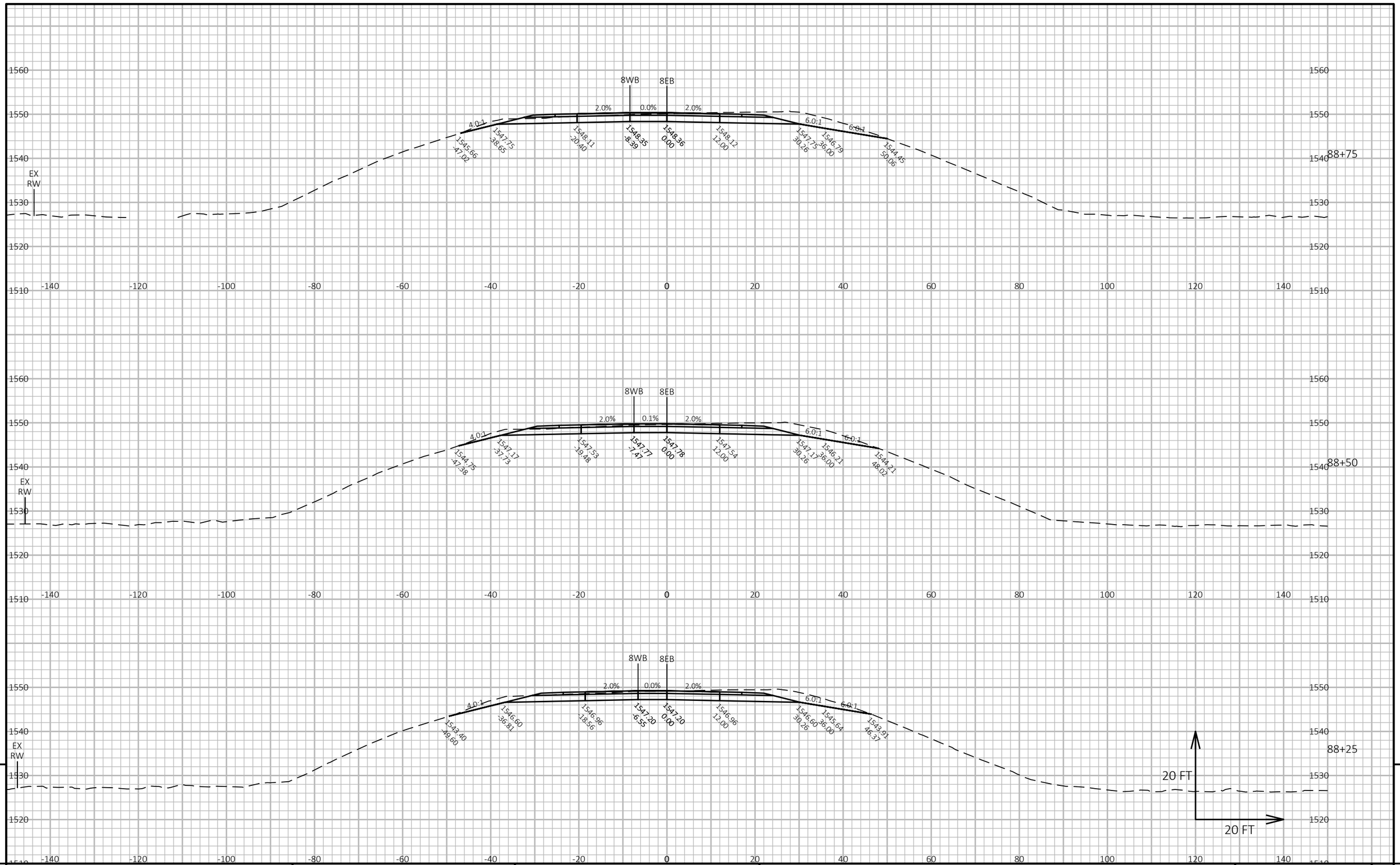
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 429	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 4/29/2025 9:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



9

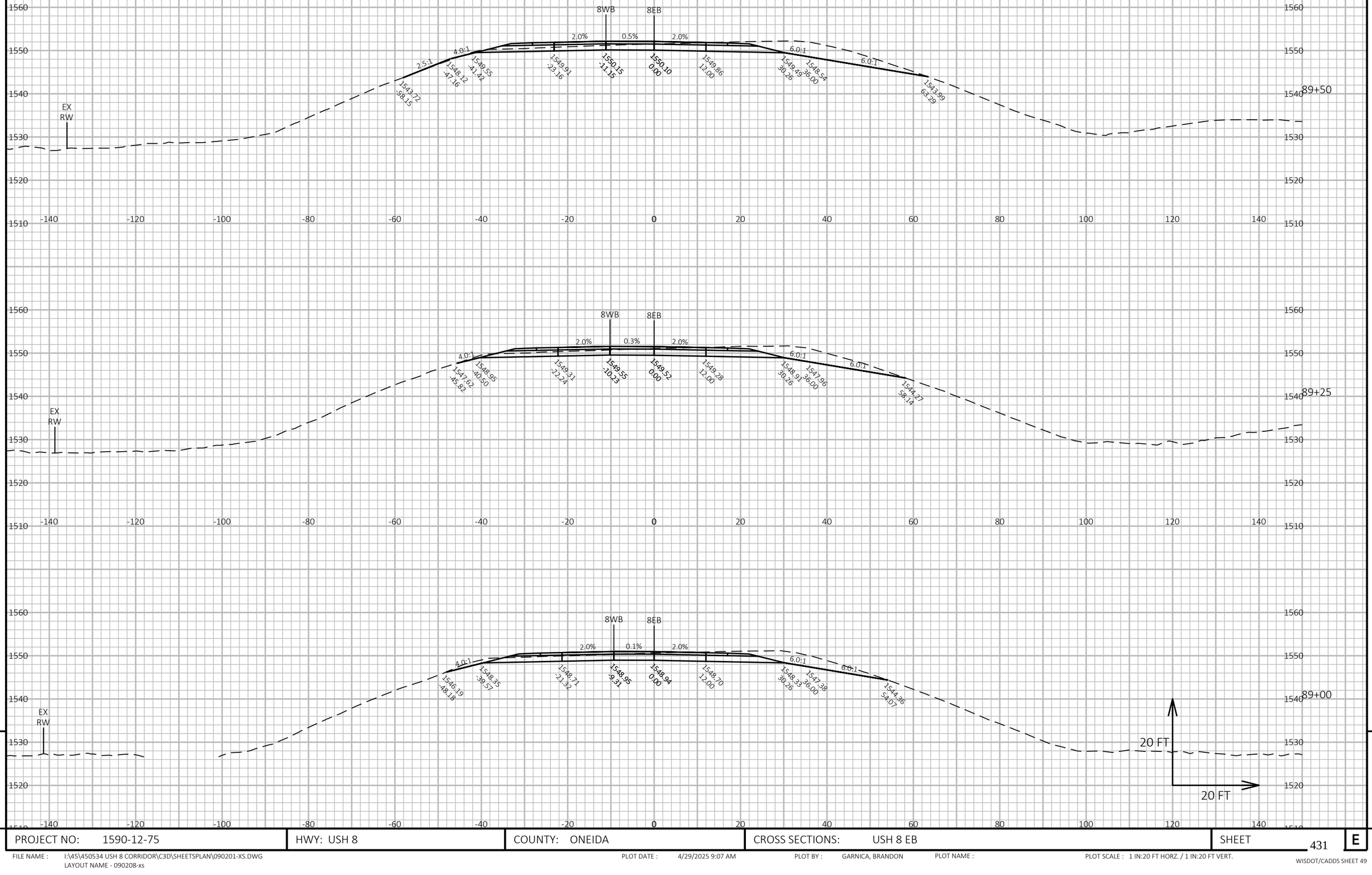
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 430	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 4/29/2025 9:06 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

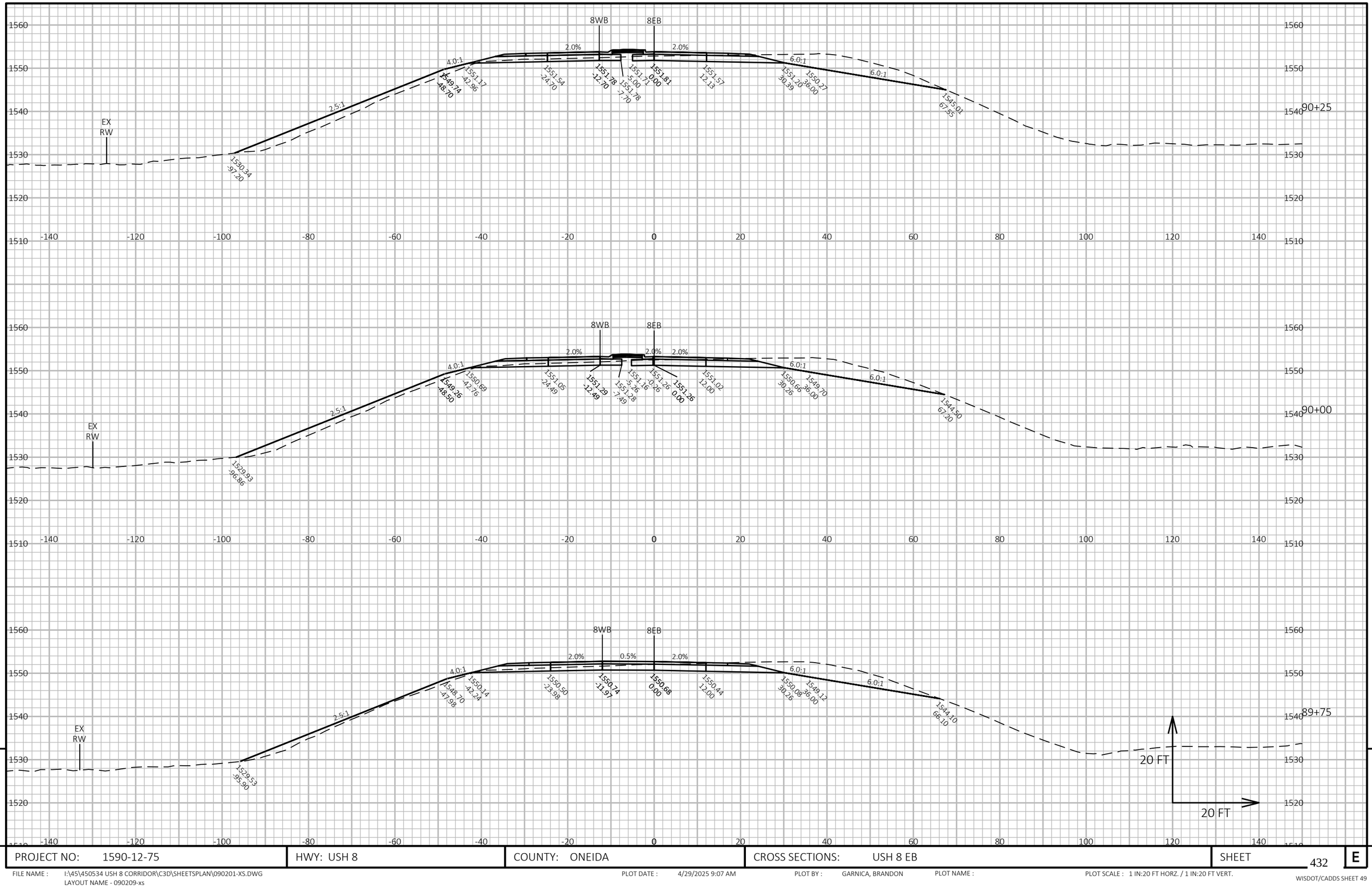
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 431	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090208-xs

PLOT DATE : 4/29/2025 9:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

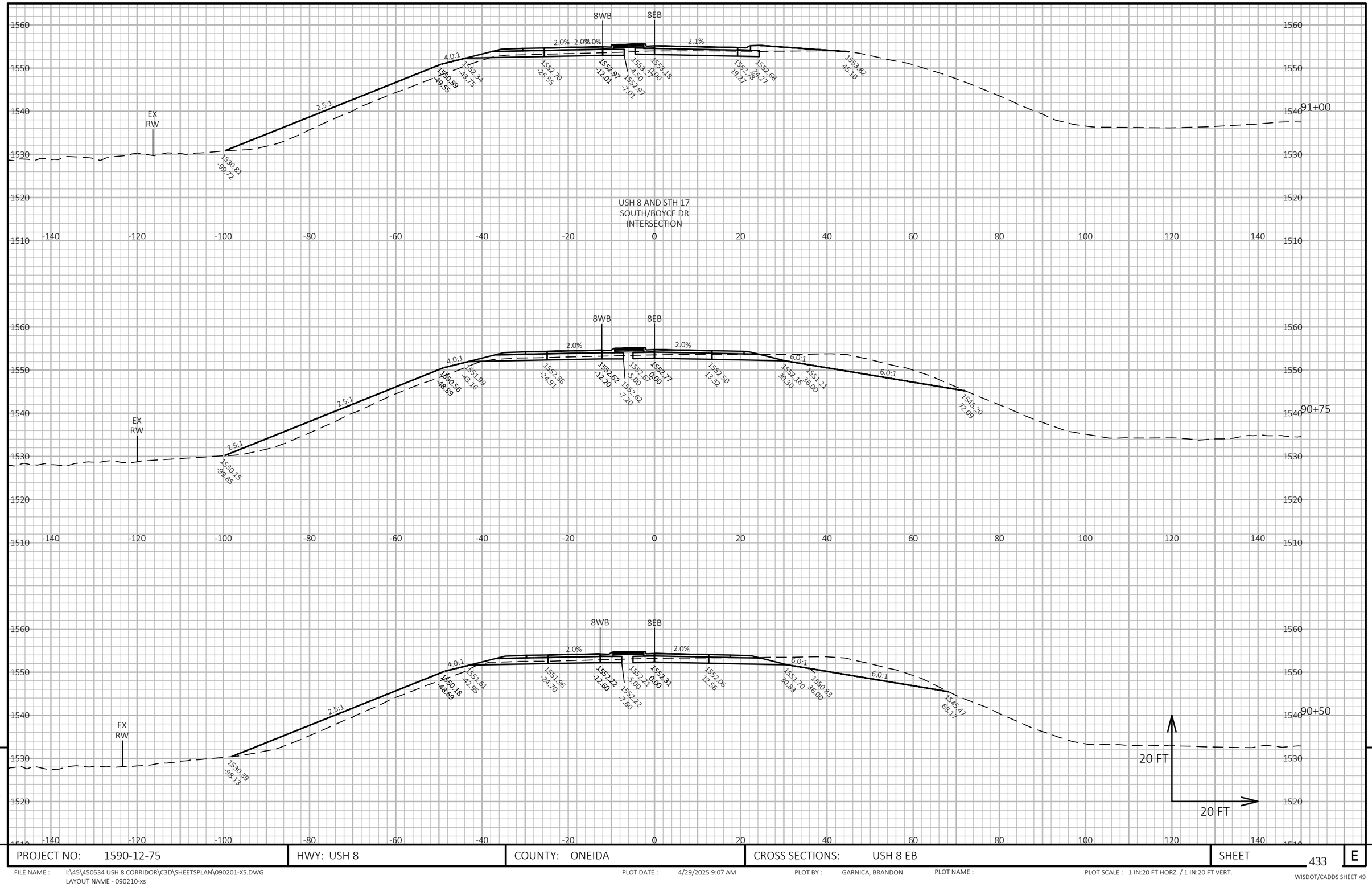
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 432	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 4/29/2025 9:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

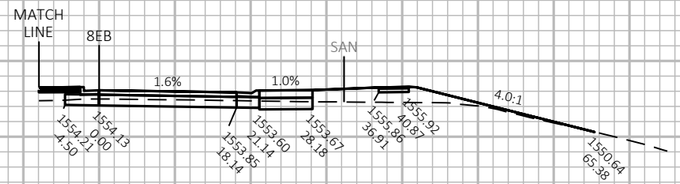
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 433	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090210-xs

PLOT DATE : 4/29/2025 9:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

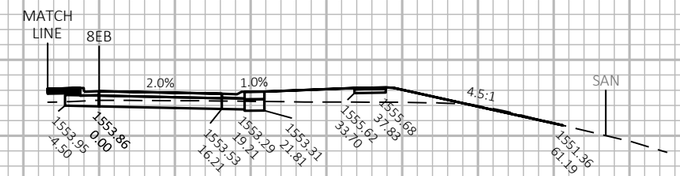
WISDOT/CADDS SHEET 49

SEE "8WB"
CROSS SECTIONS

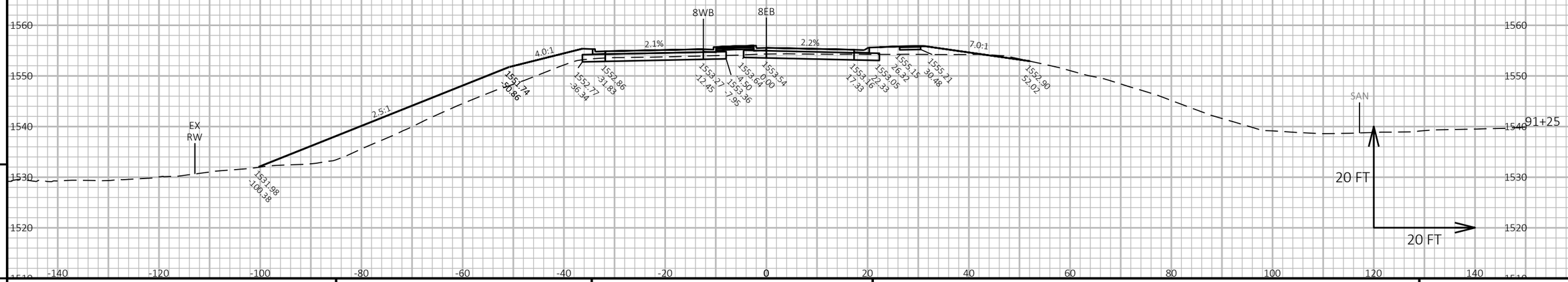


91+75

SEE "8WB"
CROSS SECTIONS



91+50



91+25

9

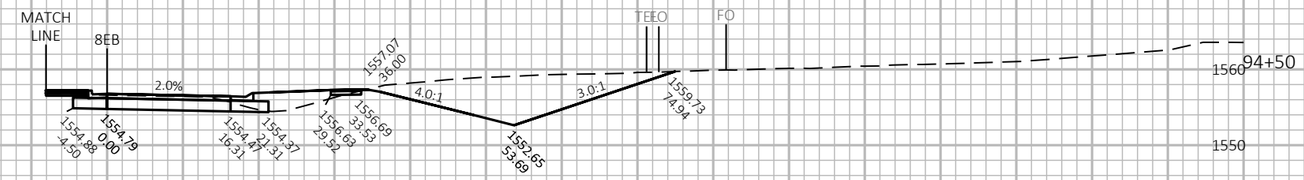
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 434	E

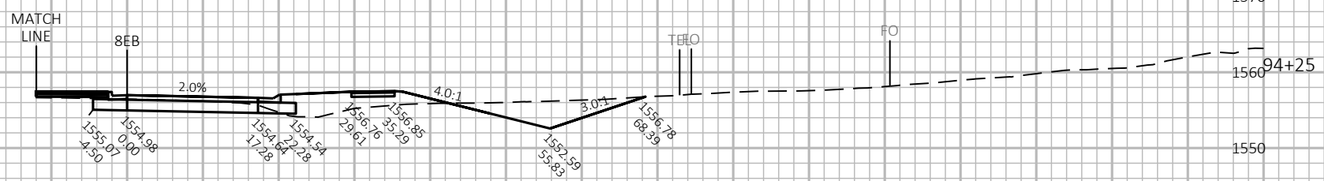
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 4/29/2025 9:07 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

SEE "8WB"
CROSS SECTIONS

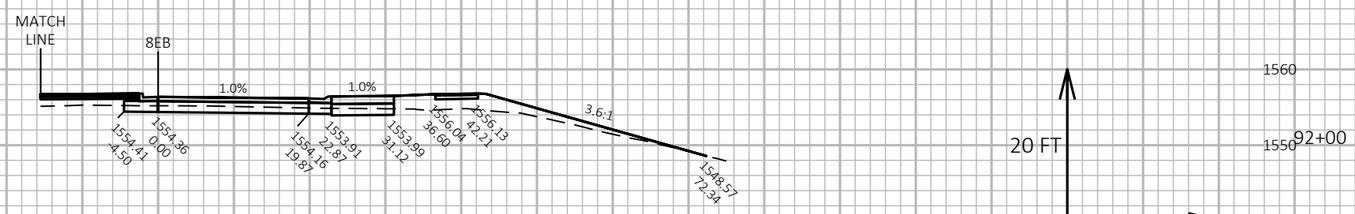


SEE "8WB"
CROSS SECTIONS



SEE "8WB"
CROSS SECTIONS

SEE "8WB"
CROSS SECTIONS



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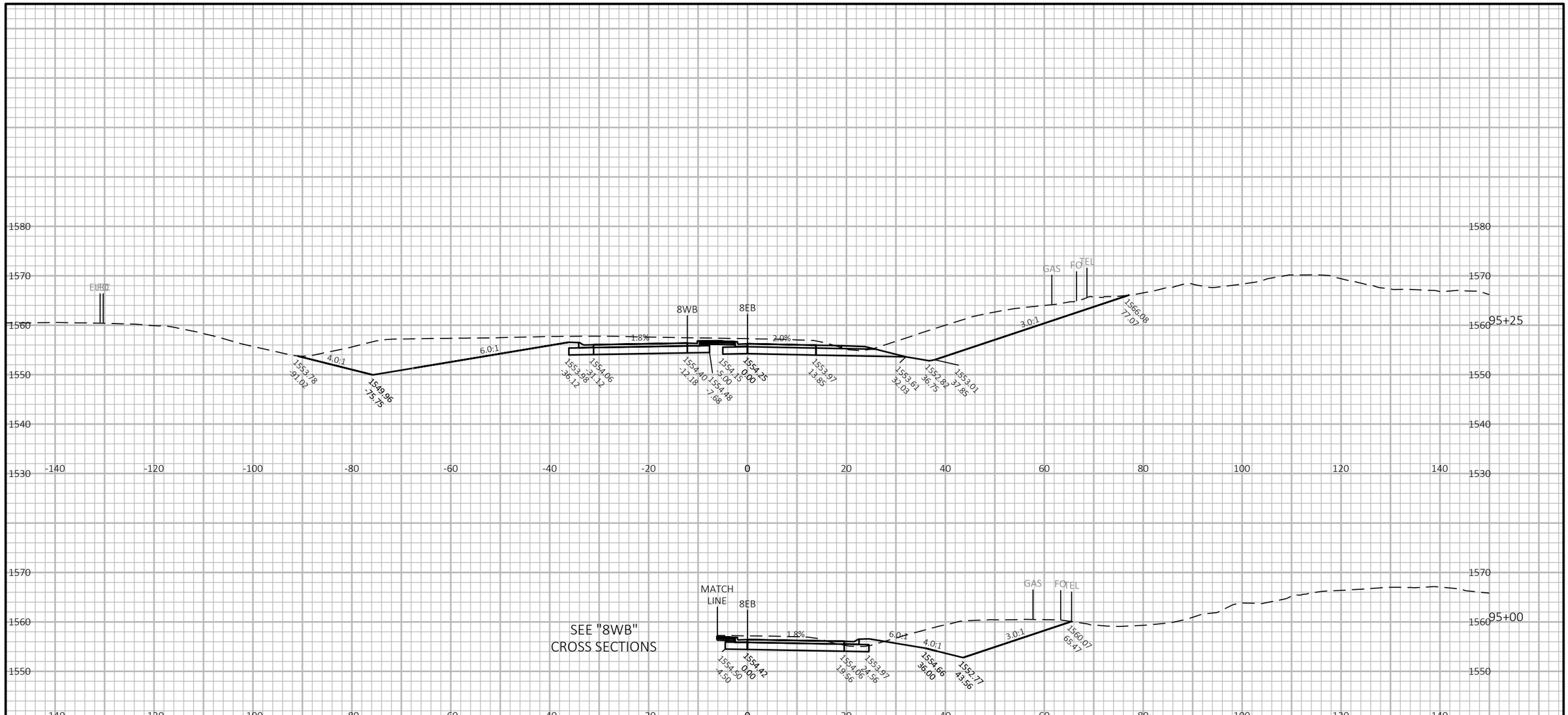
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 435	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090212-xs
PLOT DATE : 4/29/2025 9:07 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 436	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090213-xs

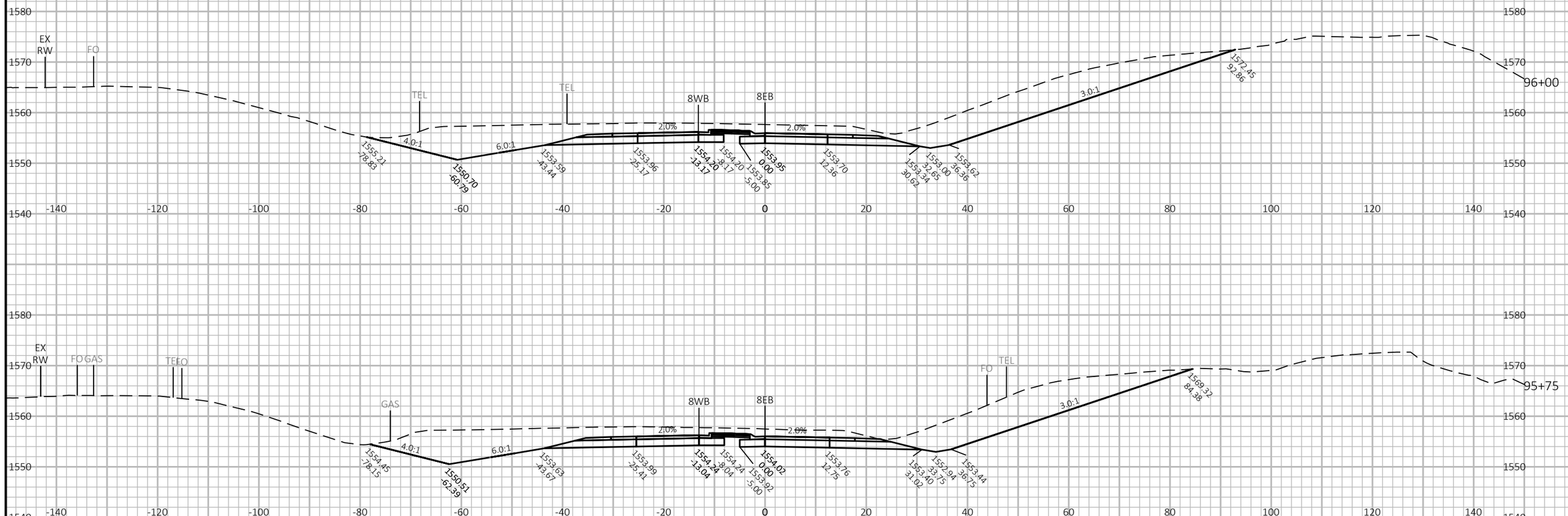
PLOT DATE : 4/29/2025 9:07 AM

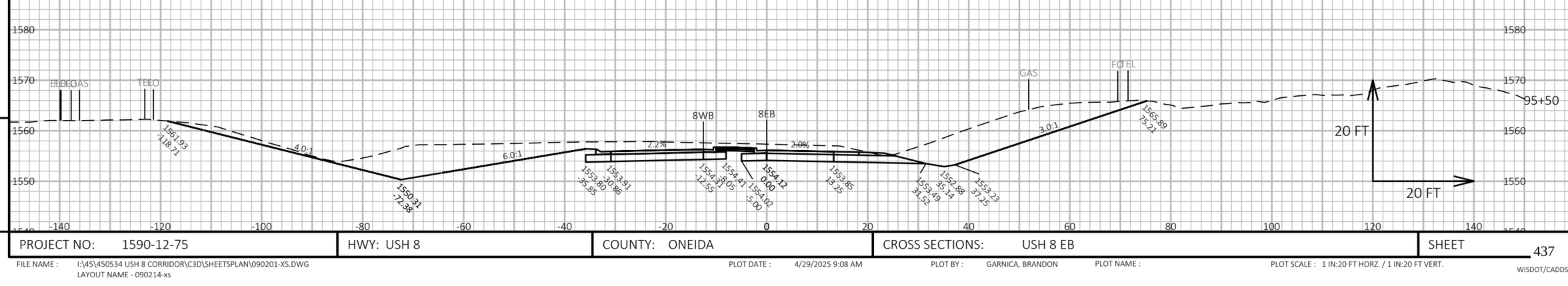
PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 437	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090214-xs

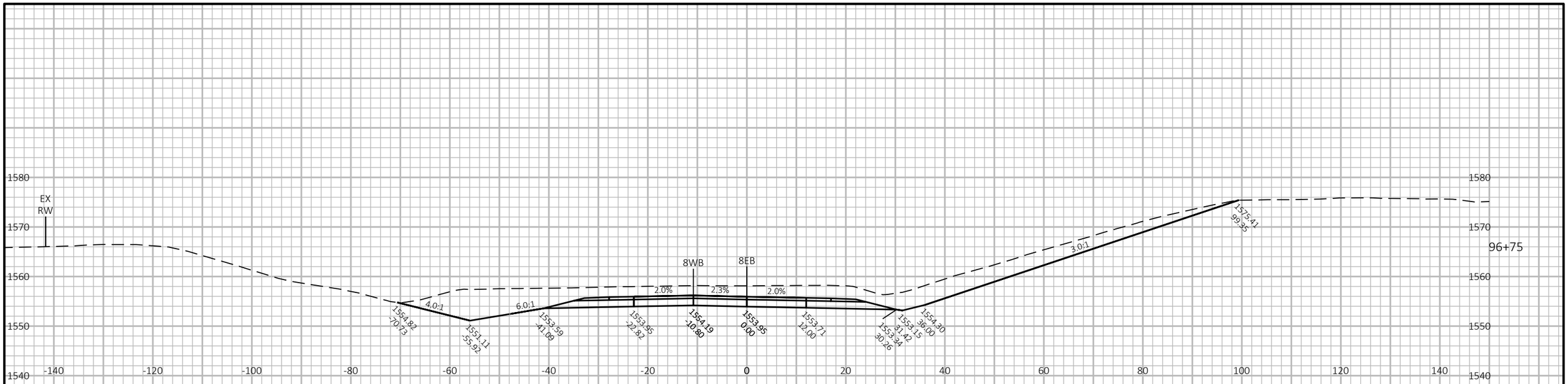
PLOT DATE : 4/29/2025 9:08 AM

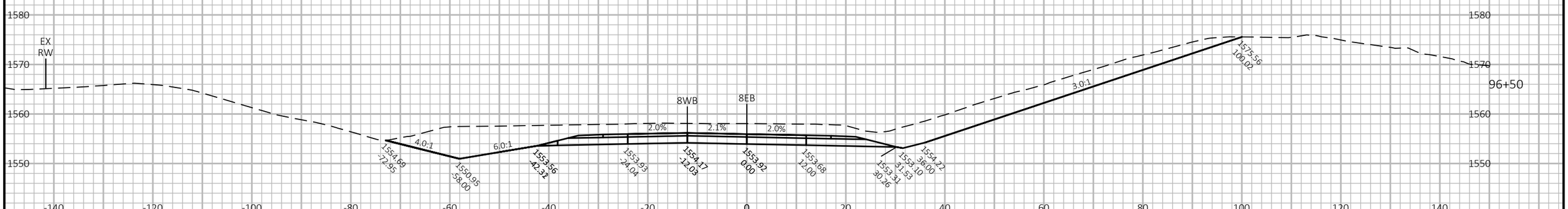
PLOT BY : GARNICA, BRANDON

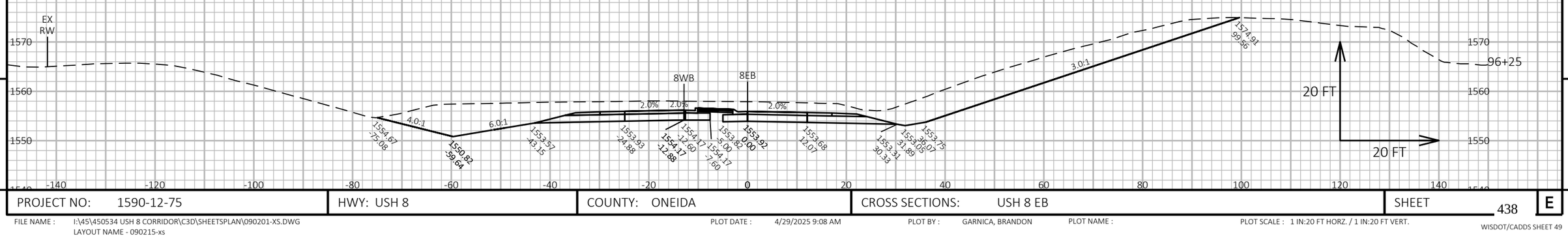
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49







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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 438	E

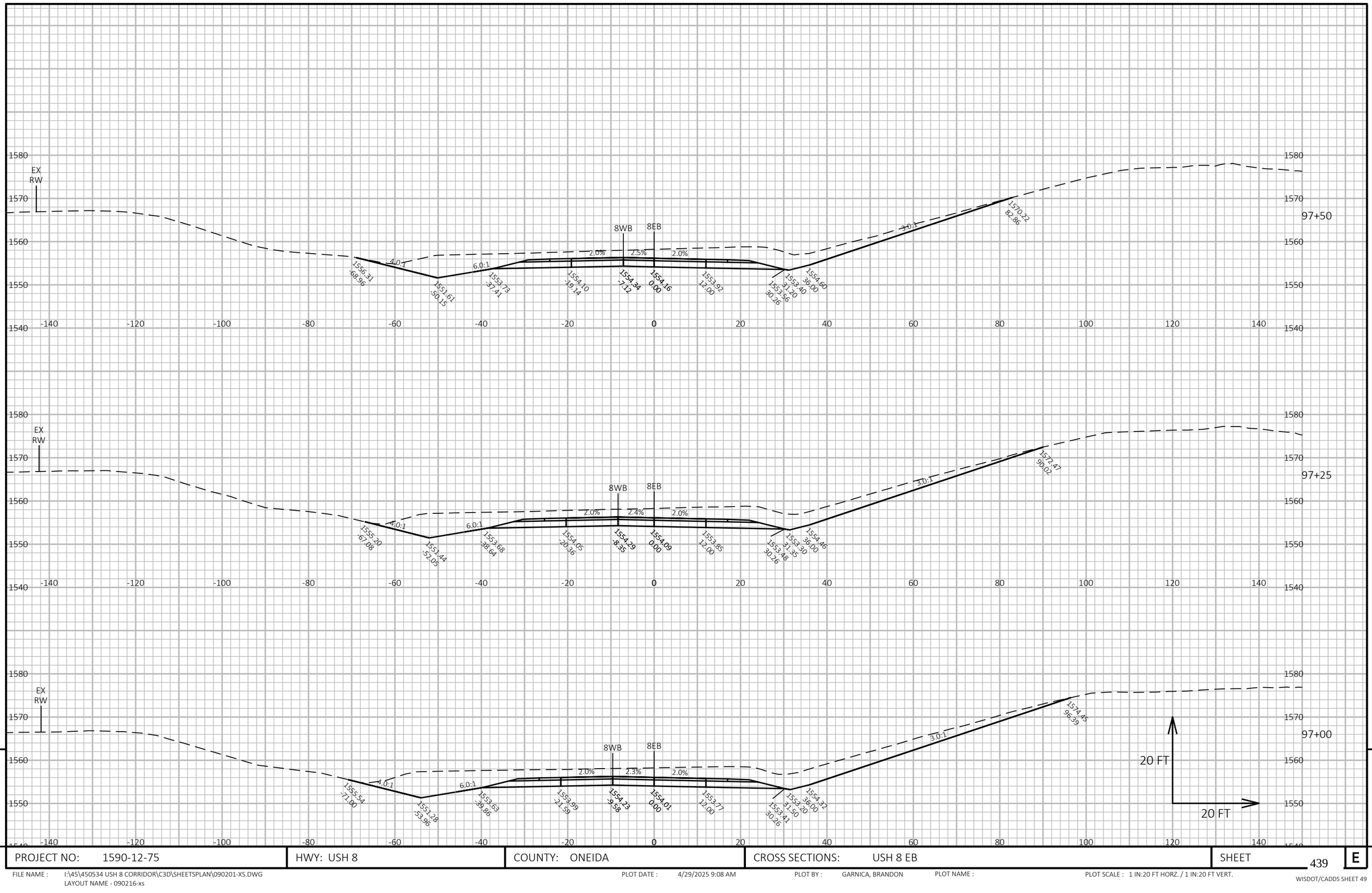
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 4/29/2025 9:08 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 439	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090216-xs

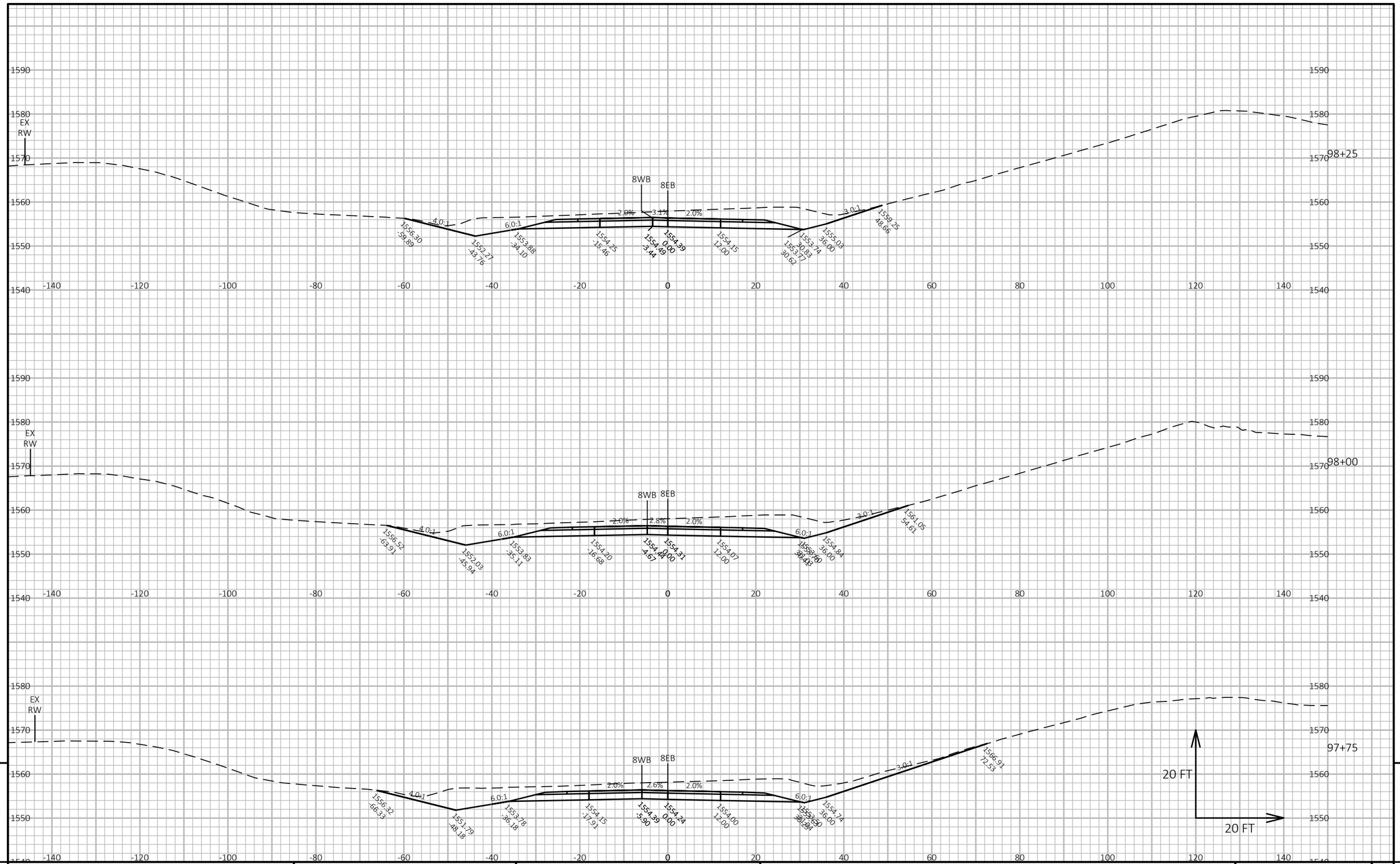
PLOT DATE : 4/29/2025 9:08 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

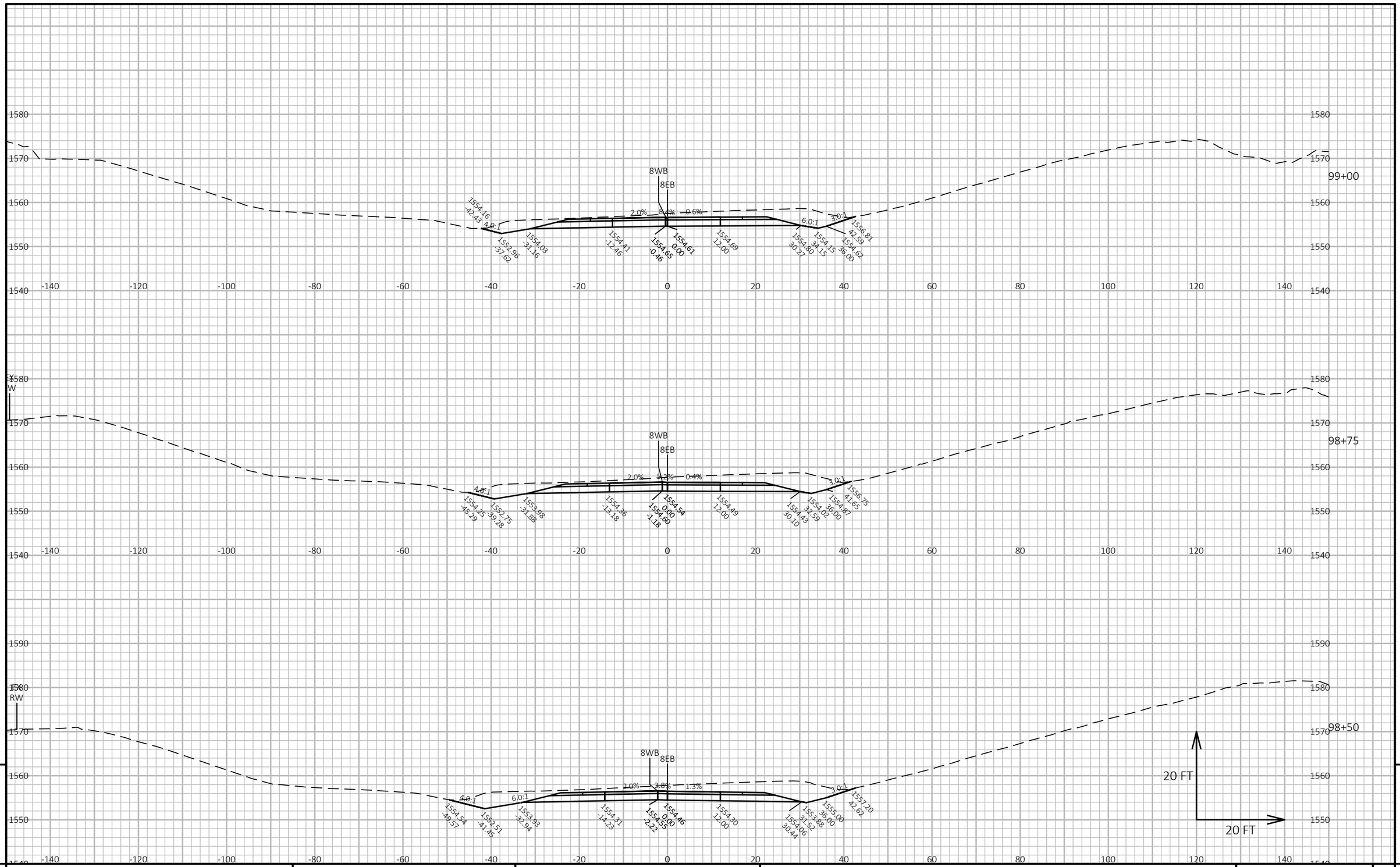
WISDOT/CADDS SHEET 49



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 440	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090217-xs

PLOT DATE : 4/29/2025 9:08 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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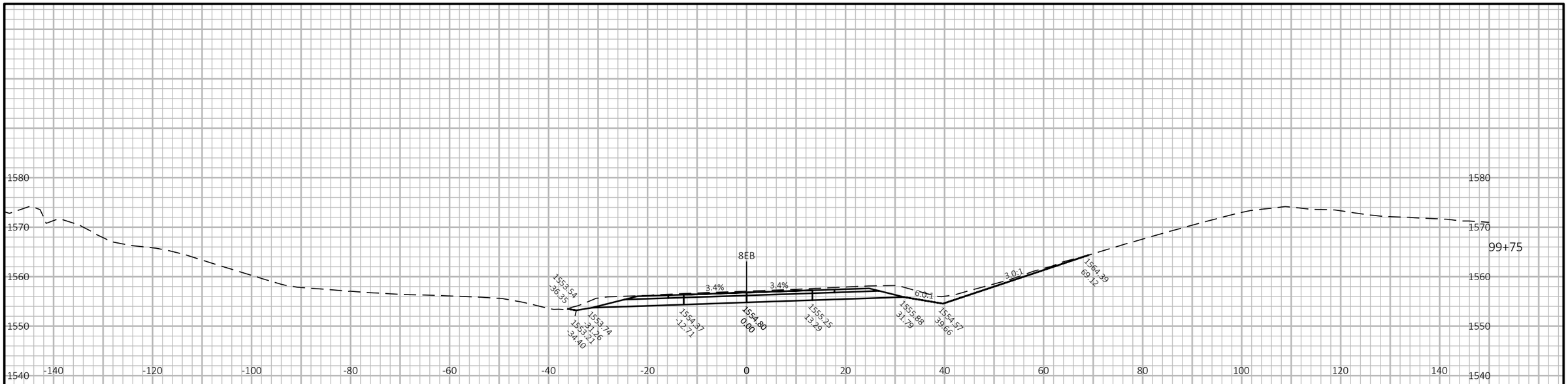
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 441	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 4/29/2025 9:08 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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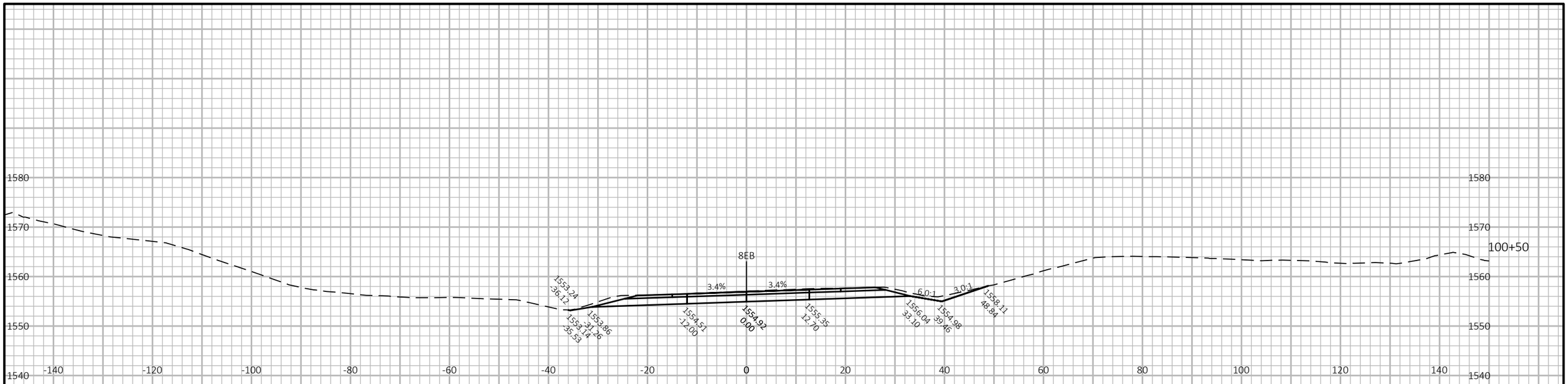
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 442	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090219-xs

PLOT DATE : 4/29/2025 9:08 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

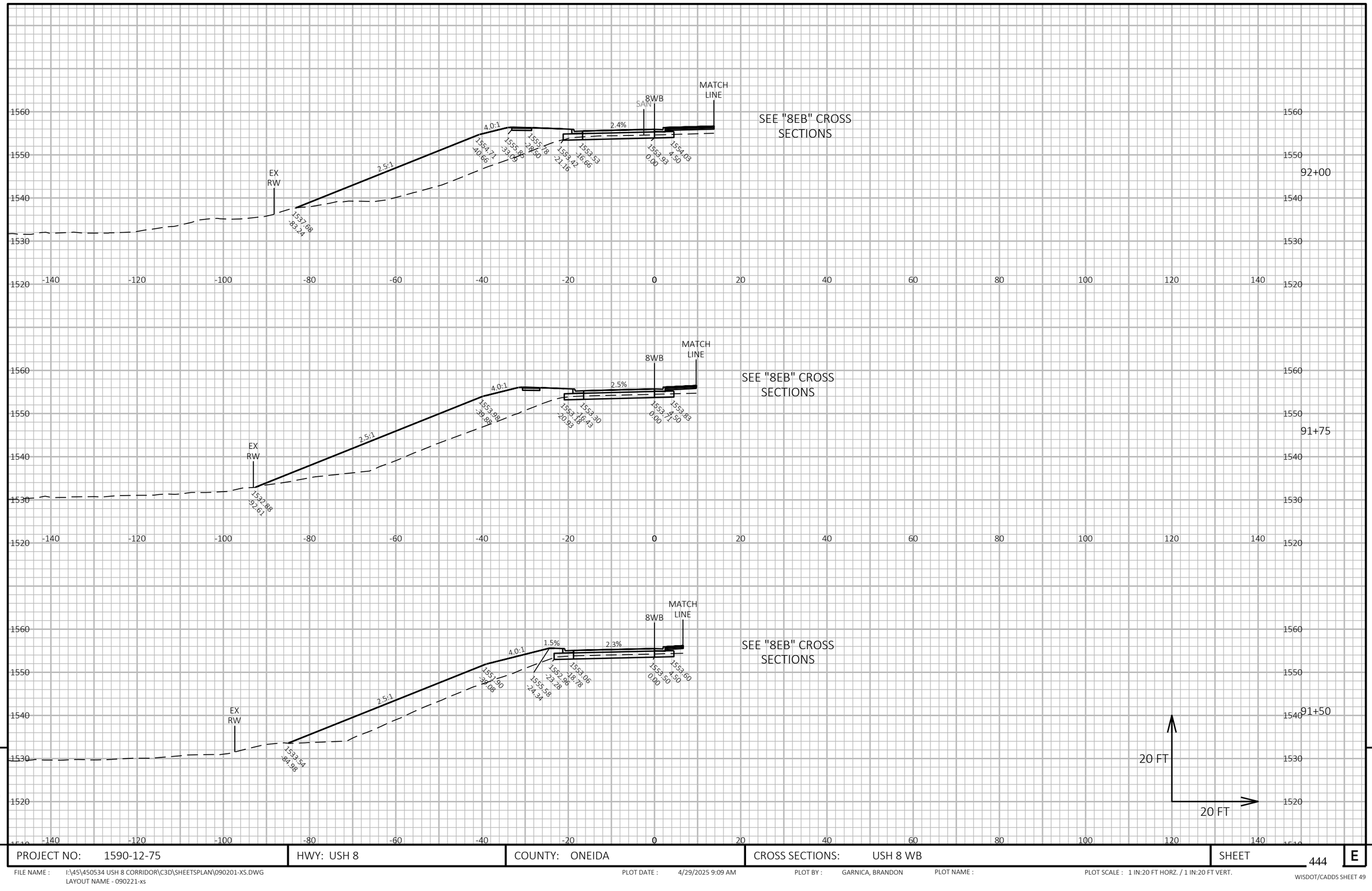


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 443 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090220-xs

PLOT DATE : 4/29/2025 9:08 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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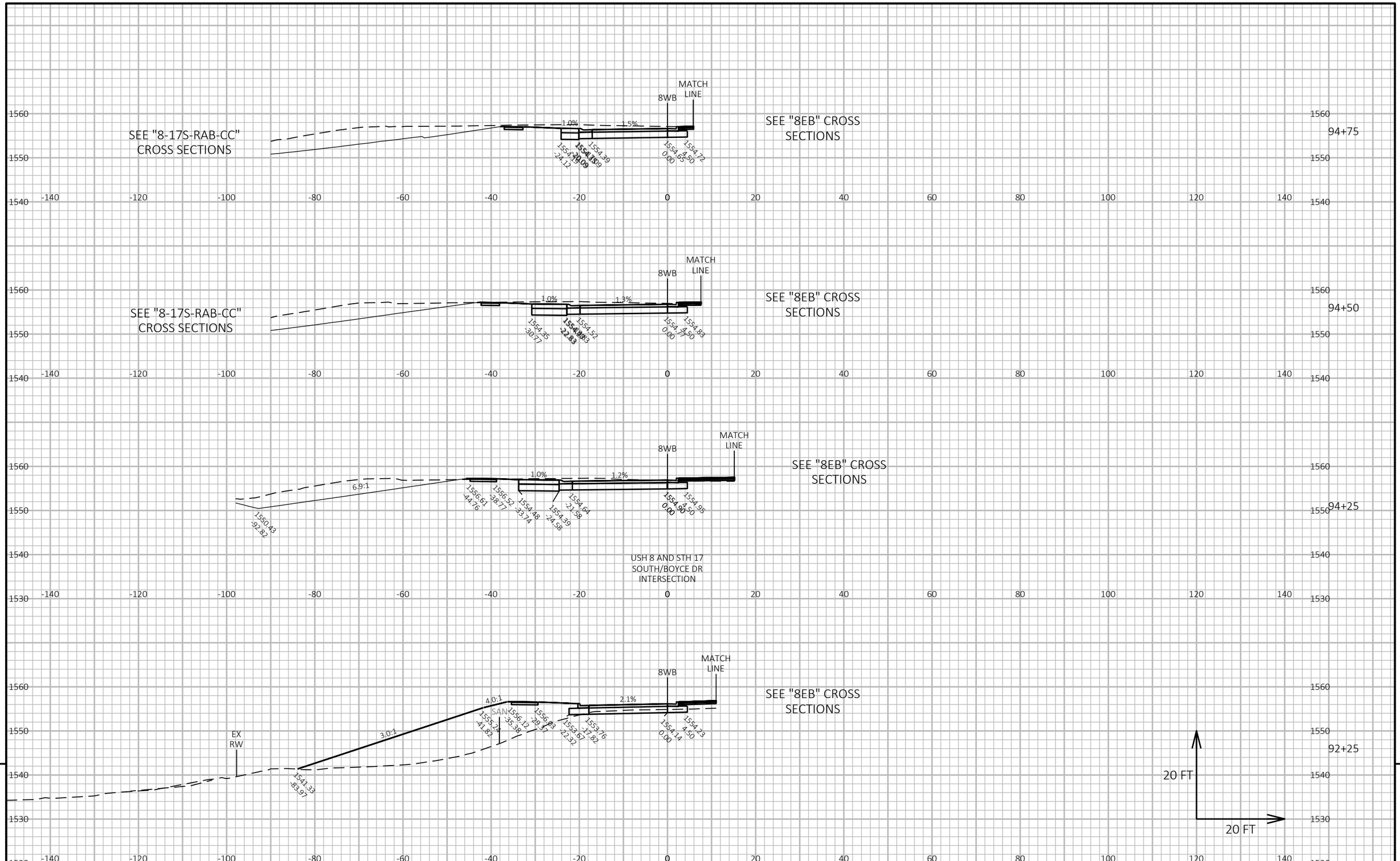
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 WB	SHEET 444	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 4/29/2025 9:09 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 WB	SHEET 445 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090222-xs

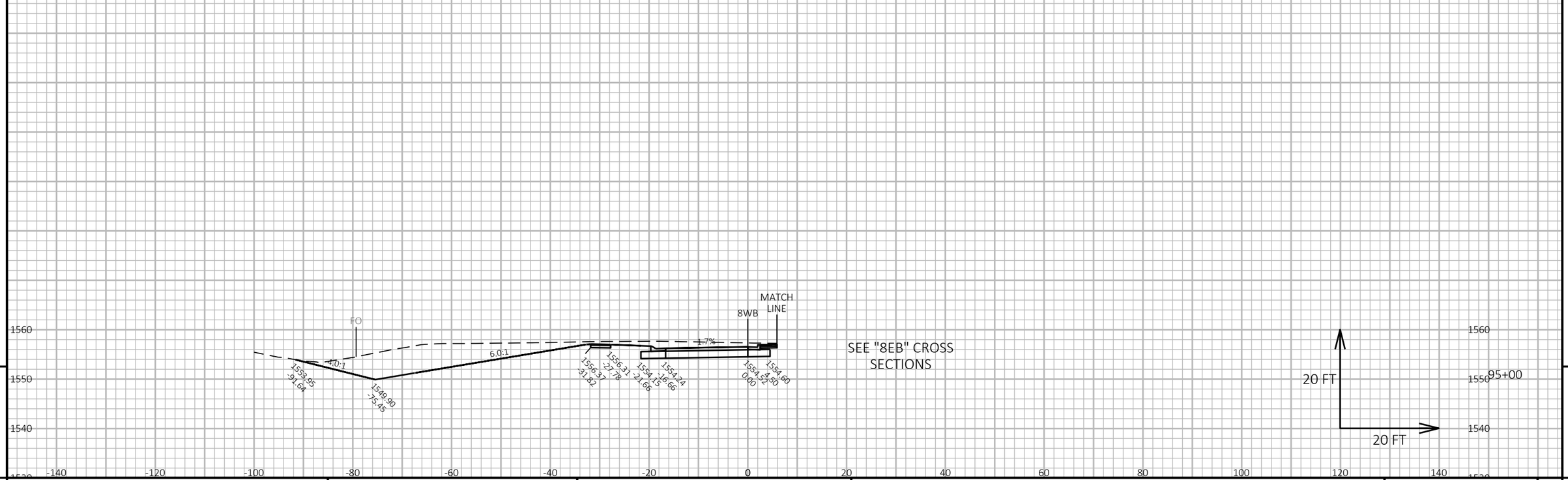
PLOT DATE : 4/29/2025 9:09 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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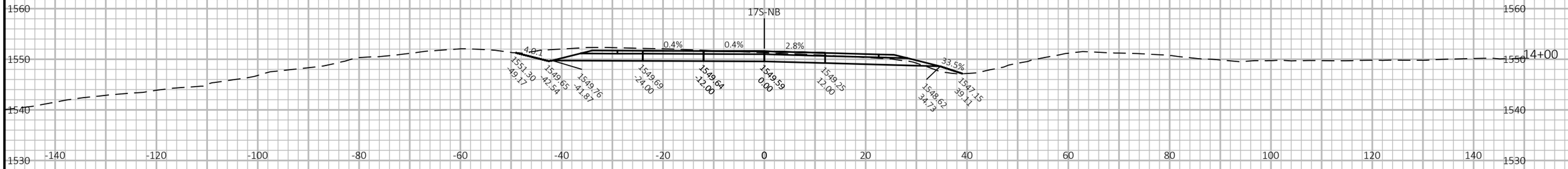
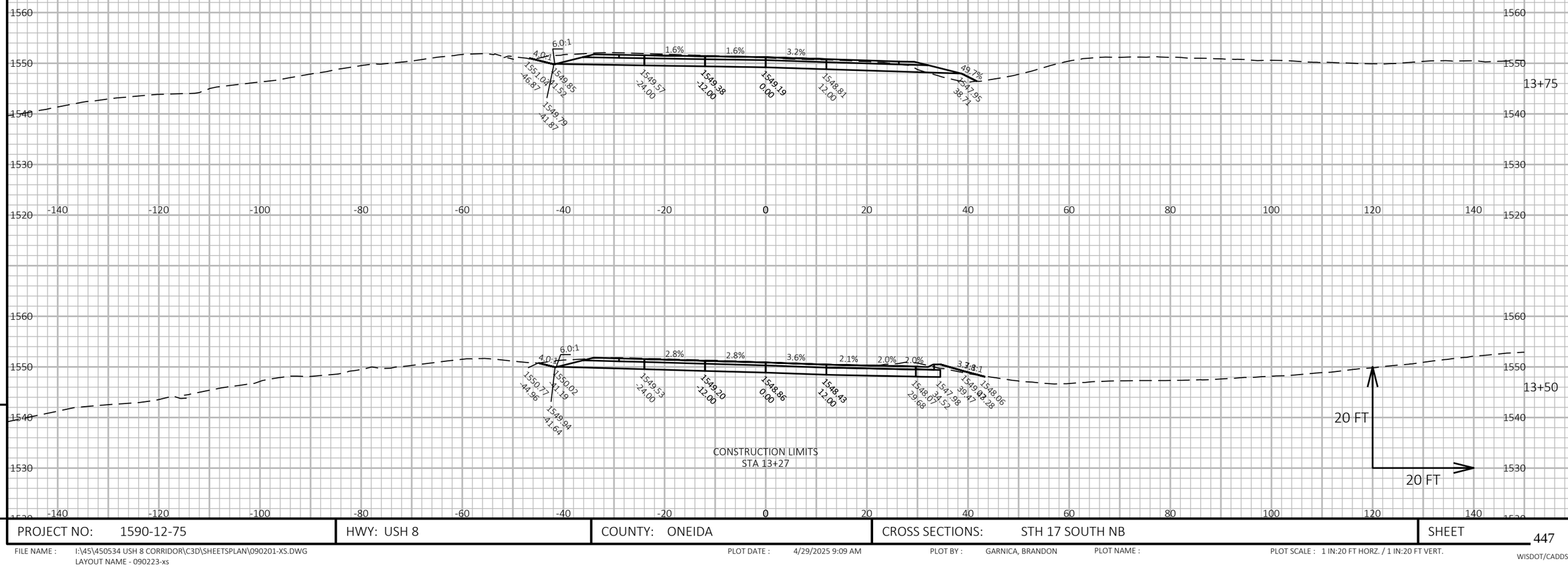
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 WB	SHEET 446	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090223-xs(2)

PLOT DATE : 4/29/2025 9:09 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



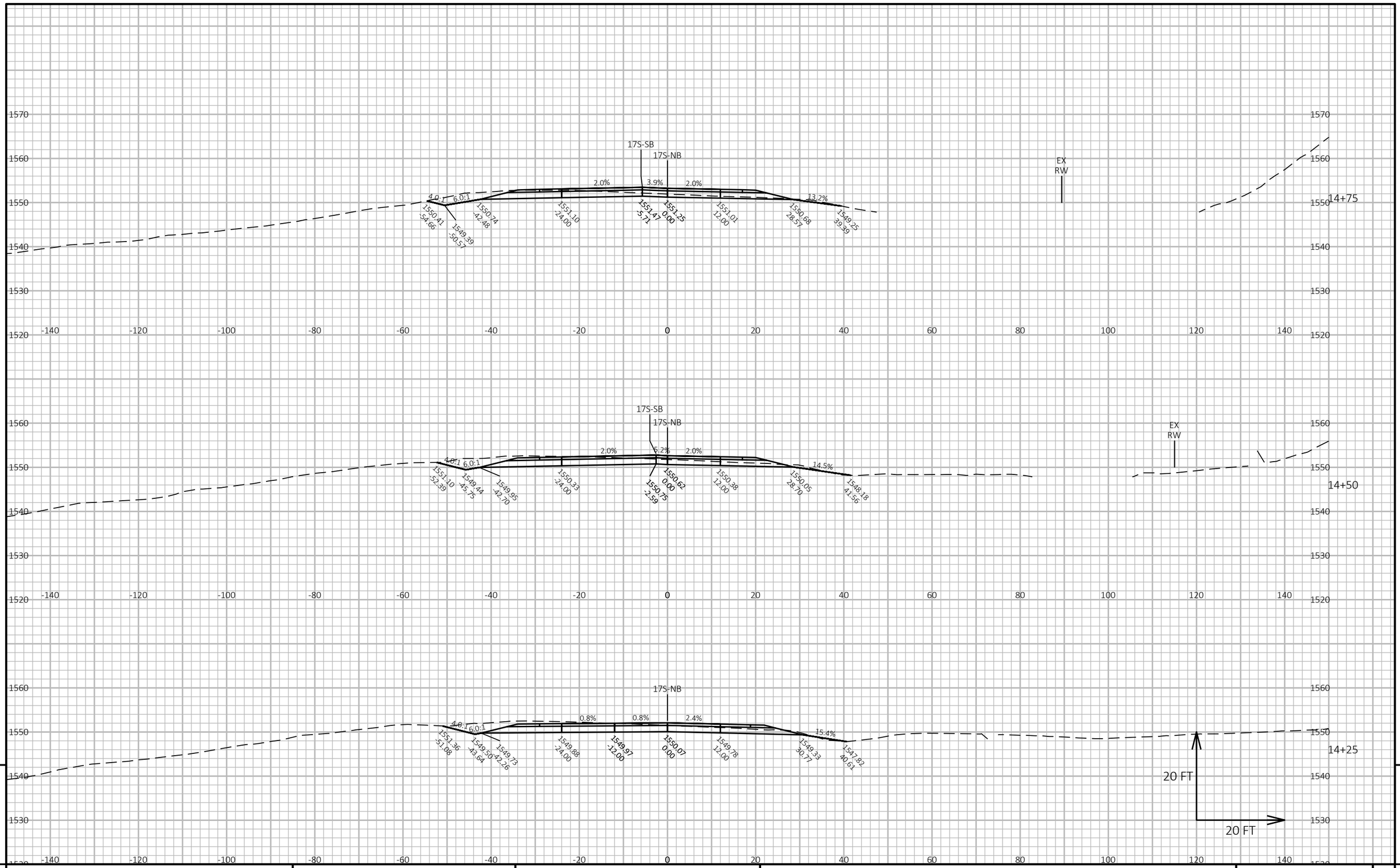


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 447	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090223-xs

PLOT DATE : 4/29/2025 9:09 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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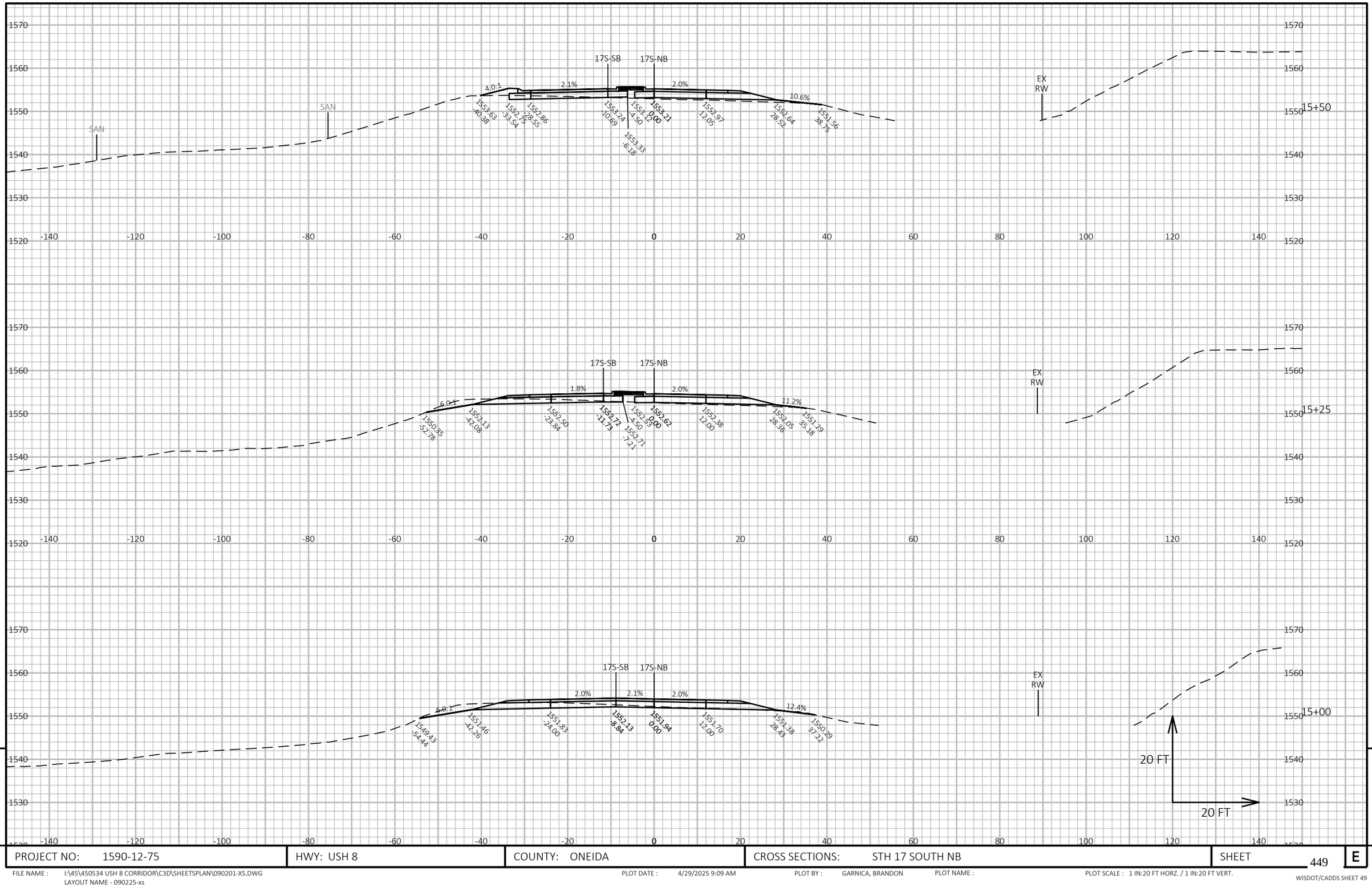
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 448	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090224-xs

PLOT DATE : 4/29/2025 9:09 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 449	E

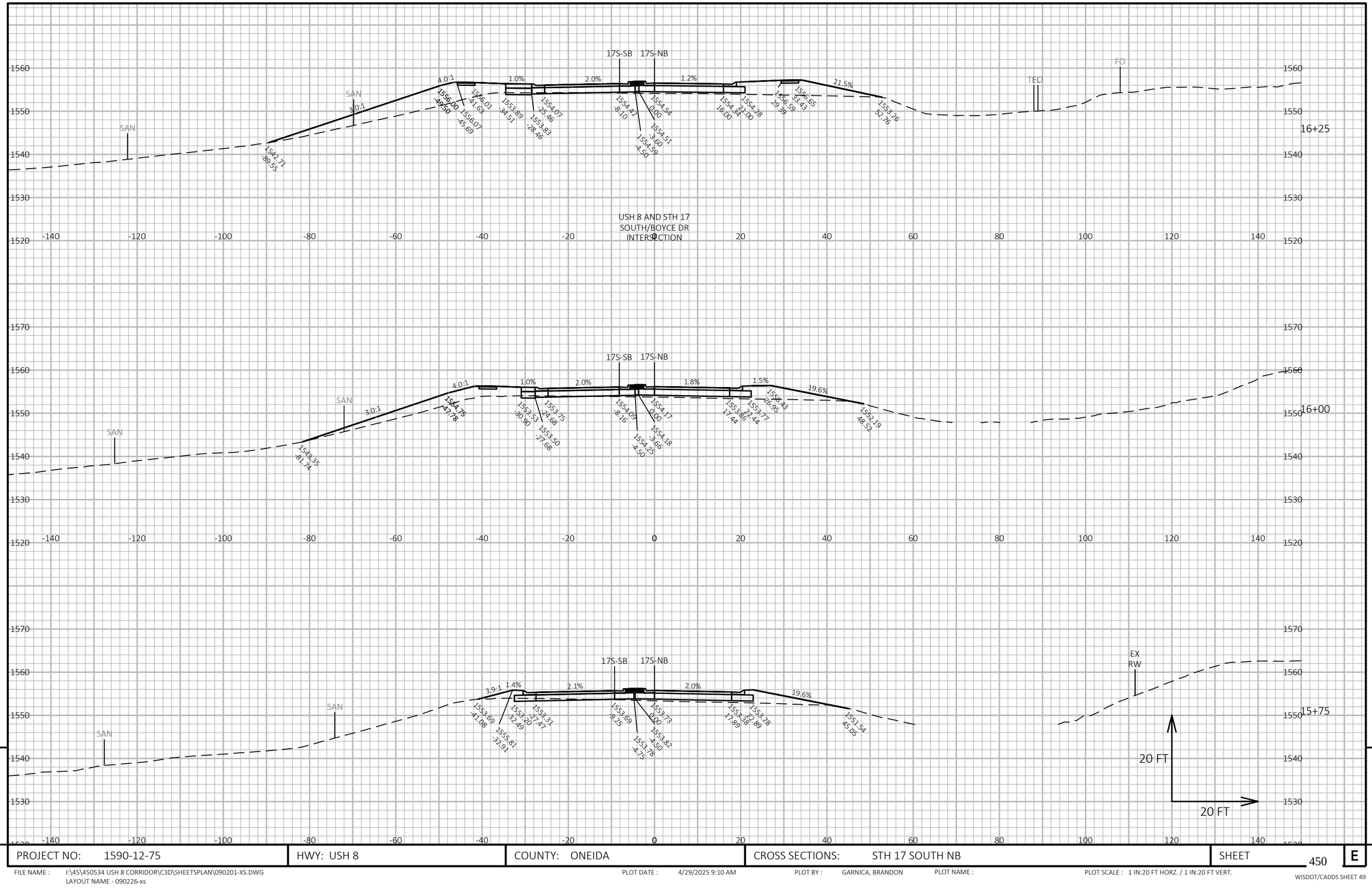
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090225-xs

PLOT DATE : 4/29/2025 9:09 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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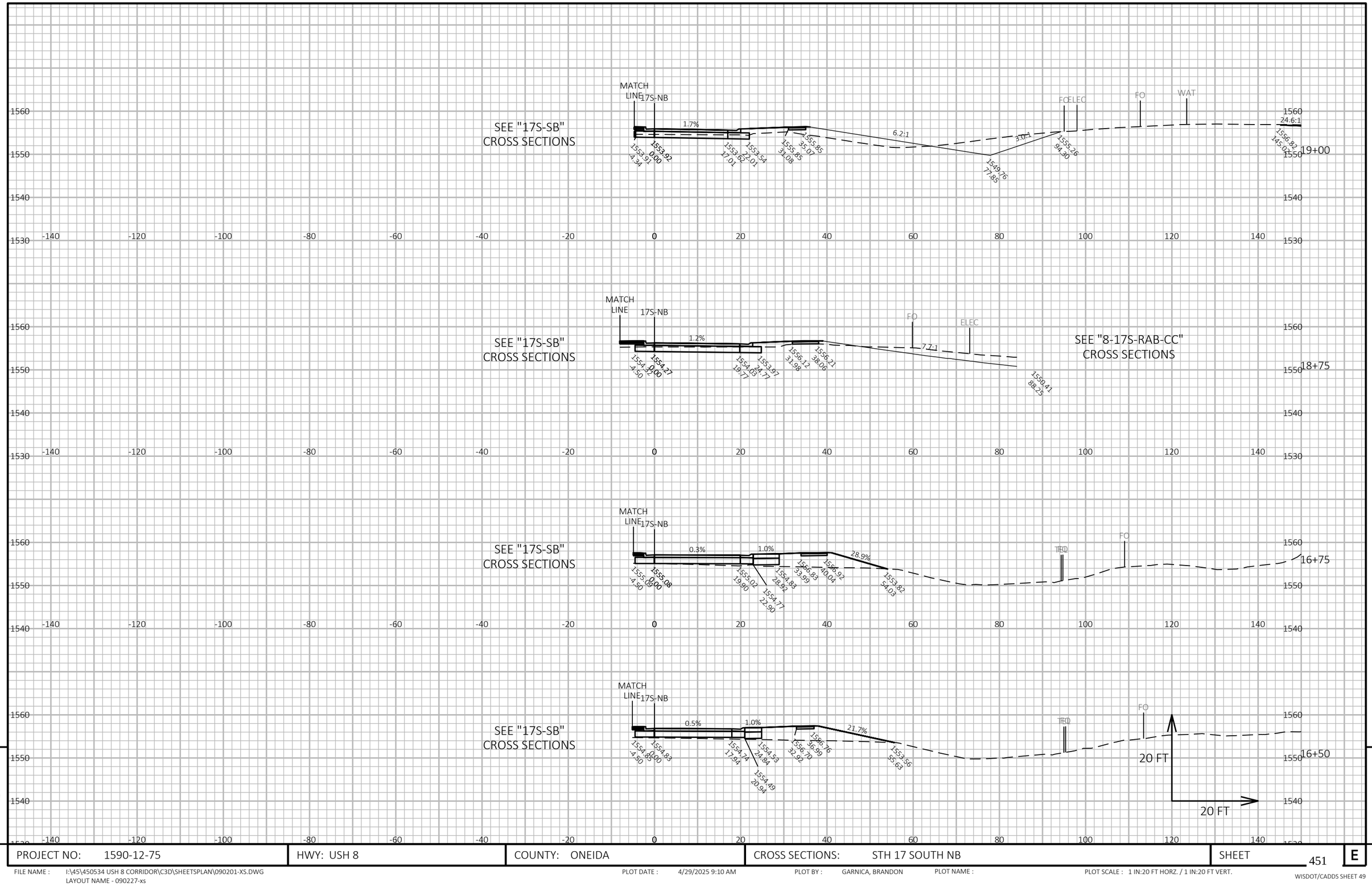
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 450	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090226-xs

PLOT DATE : 4/29/2025 9:10 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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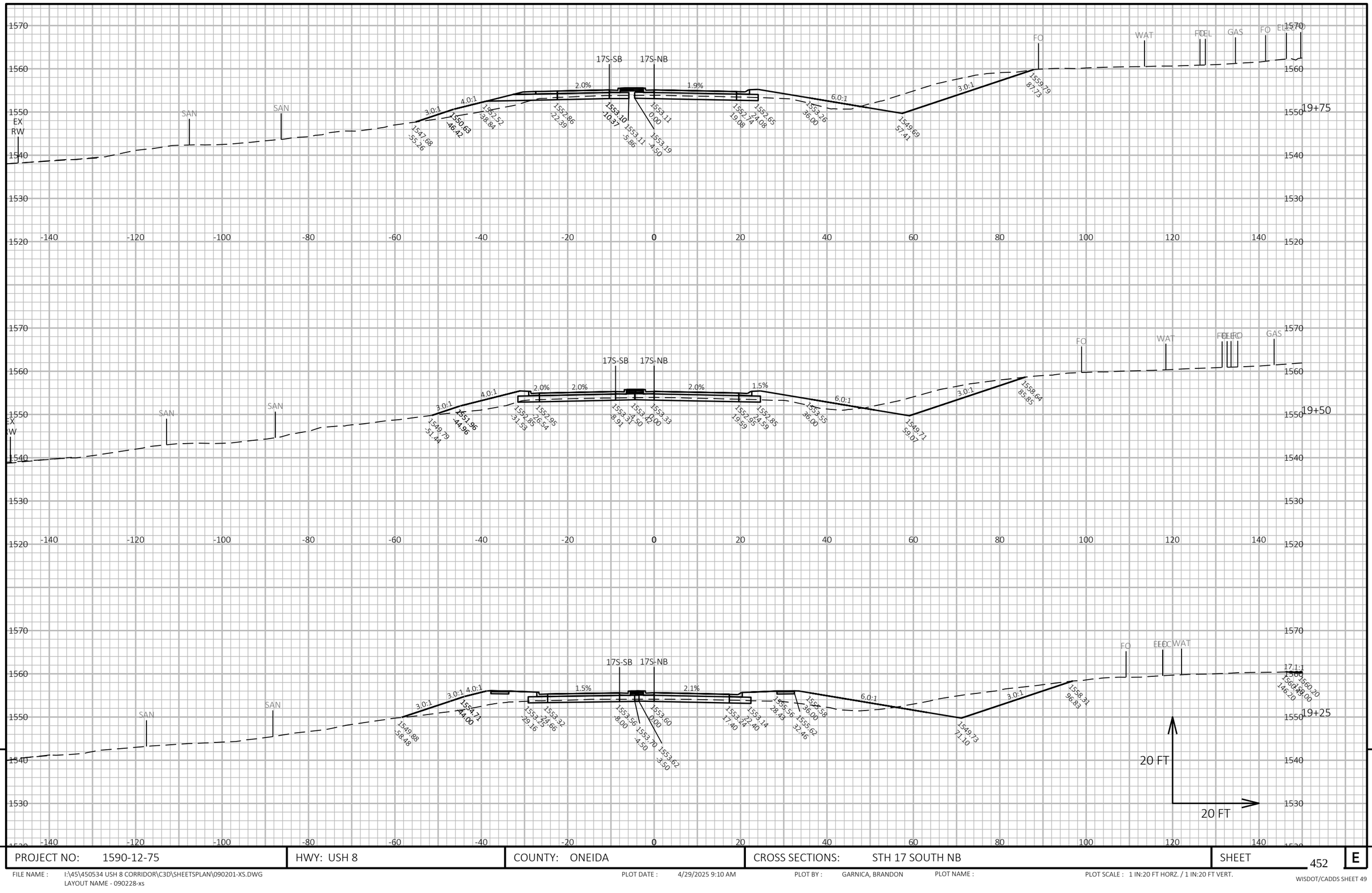
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 451	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090227-xs

PLOT DATE : 4/29/2025 9:10 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 452	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090228-xs

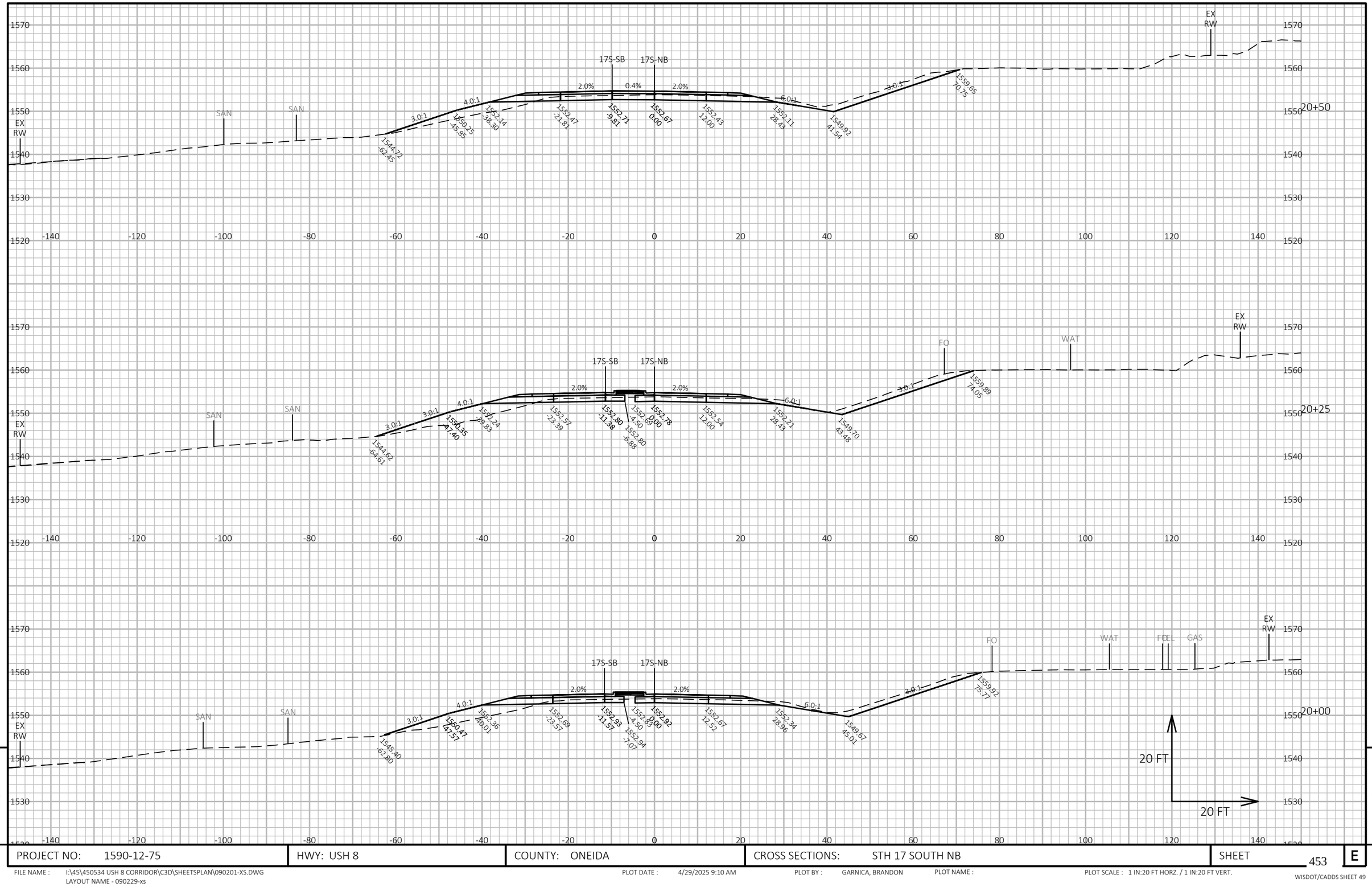
PLOT DATE : 4/29/2025 9:10 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

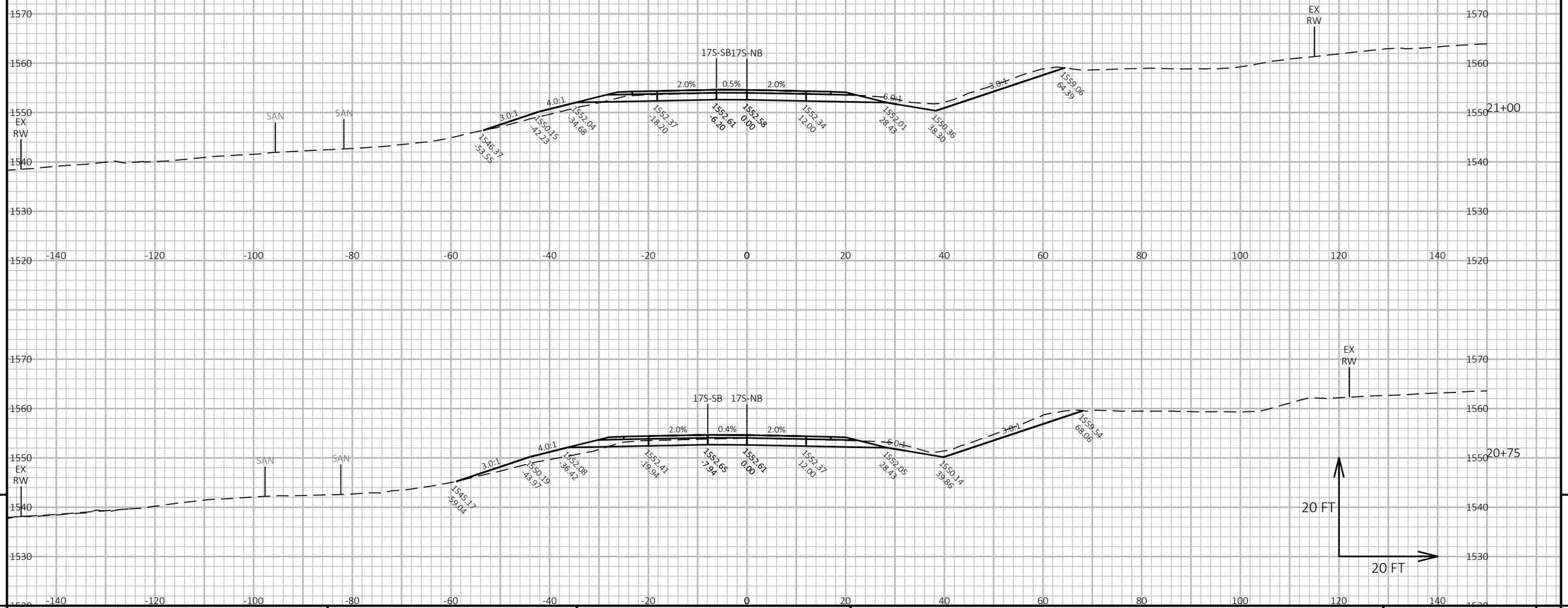


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 453	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090229-xs

PLOT DATE : 4/29/2025 9:10 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 454	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090230-xs

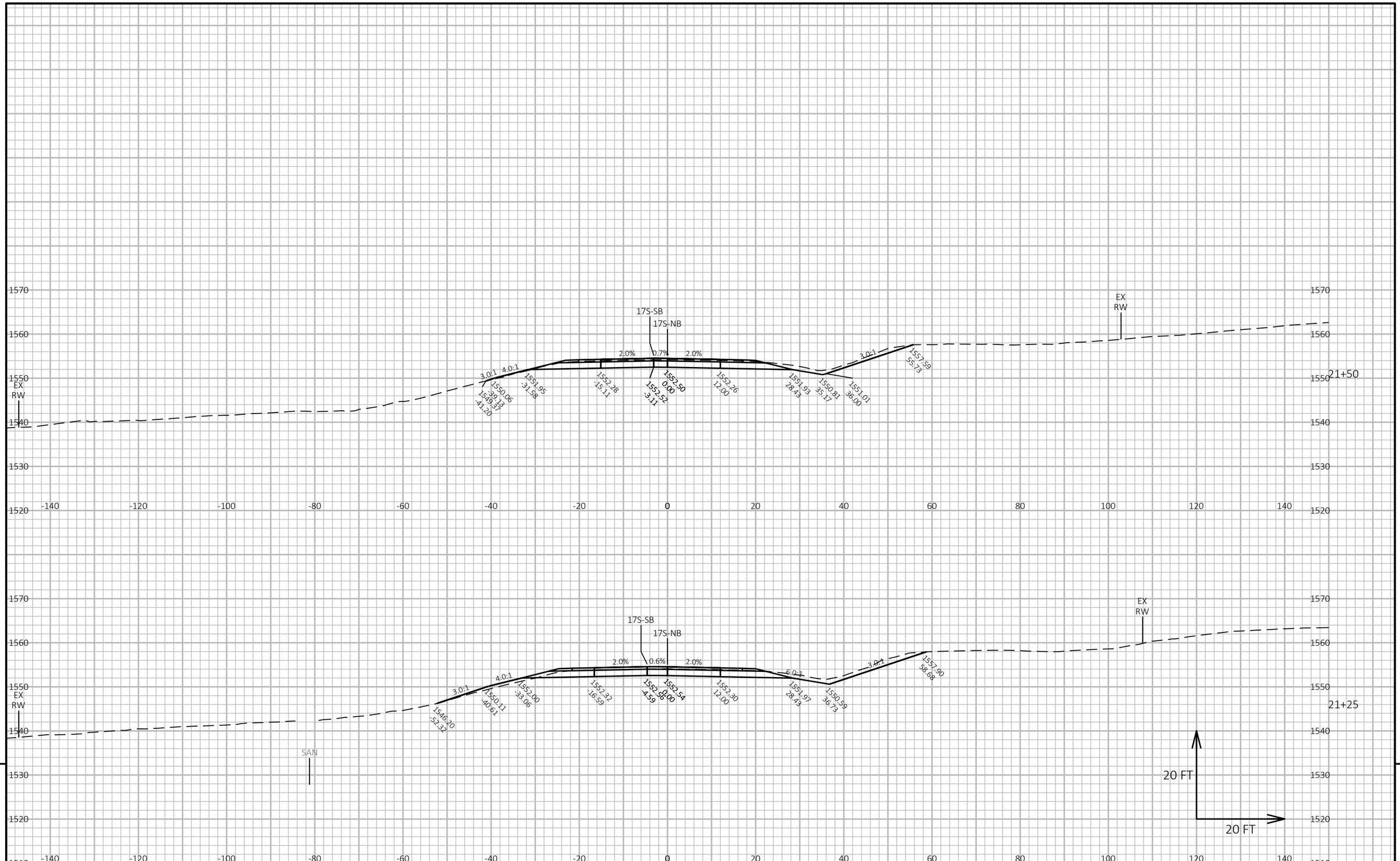
PLOT DATE : 4/29/2025 9:10 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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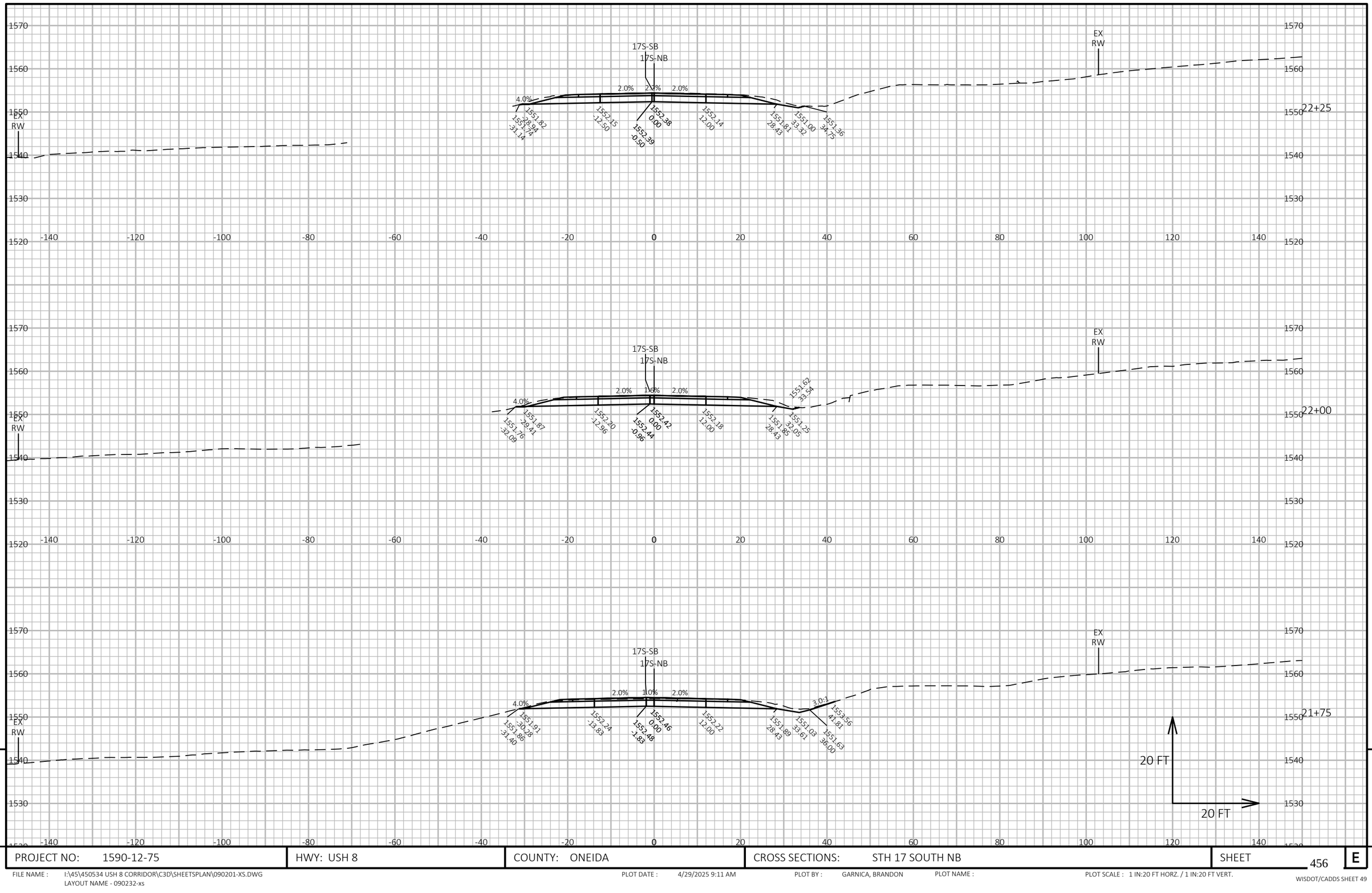
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 455	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090231-xs

PLOT DATE : 4/29/2025 9:10 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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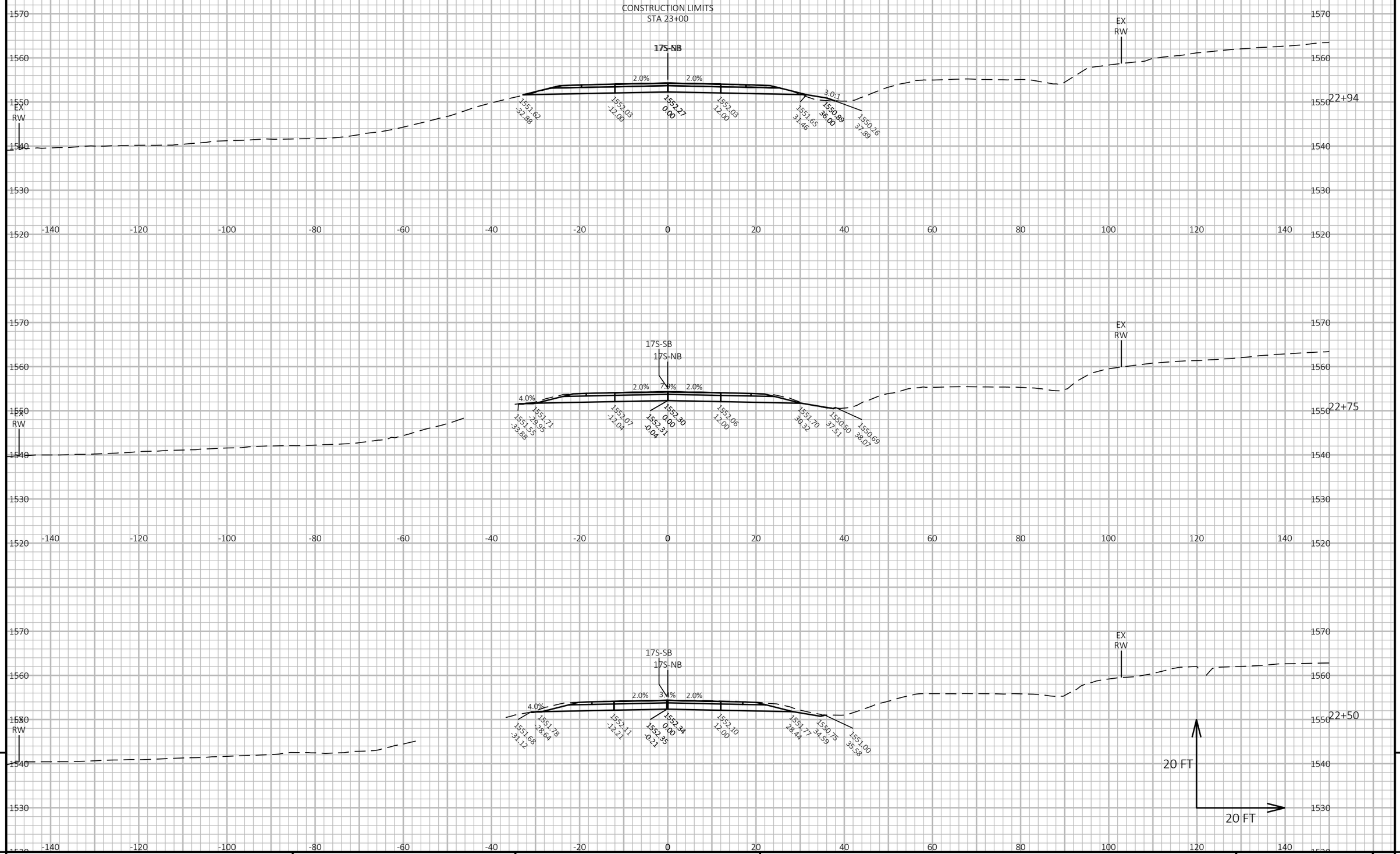
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 456	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090232-xs

PLOT DATE : 4/29/2025 9:11 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

CONSTRUCTION LIMITS
STA 23+00



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH NB	SHEET 457	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090232-2-xs

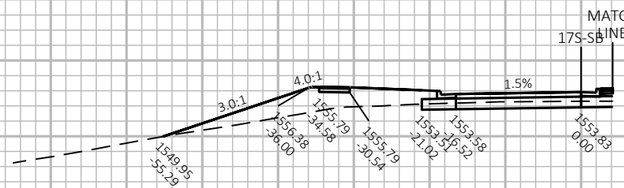
PLOT DATE : 4/29/2025 9:11 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

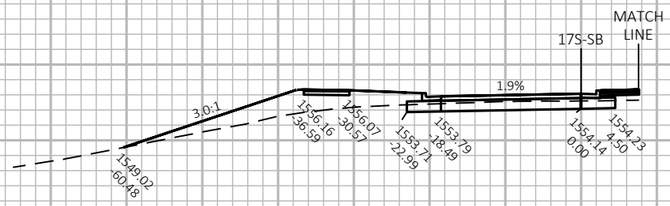
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



SEE "17S-NB" CROSS SECTIONS

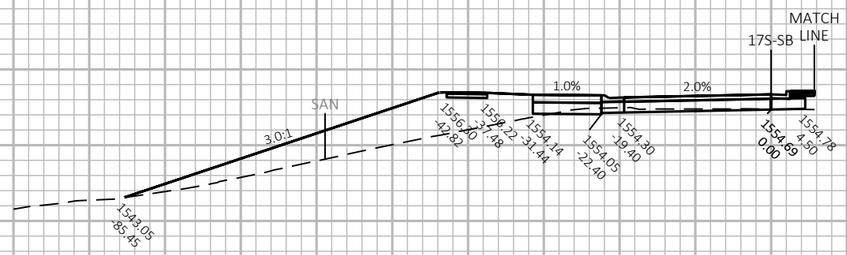
19+00



SEE "17S-NB" CROSS SECTIONS

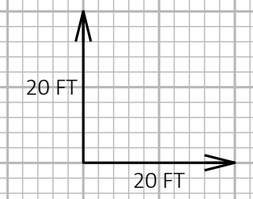
18+75

USH 8 AND STH 17 SOUTH/BOYCE DR INTERSECTION



SEE "17S-NB" CROSS SECTIONS

16+50



9

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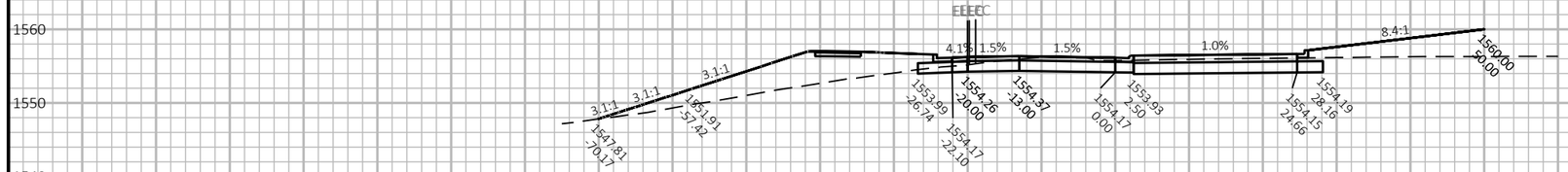
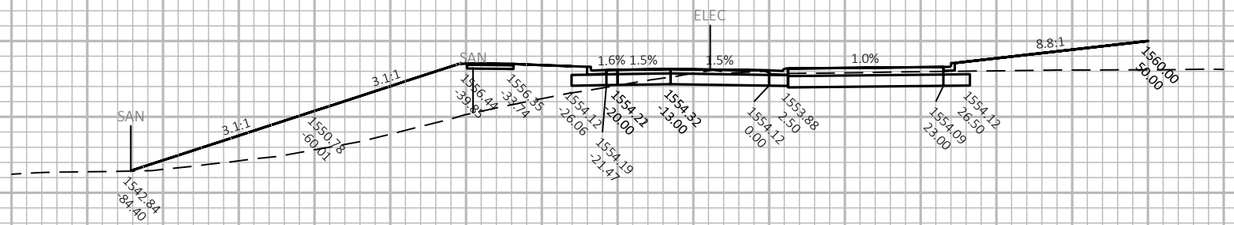
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH SB	SHEET 458	E

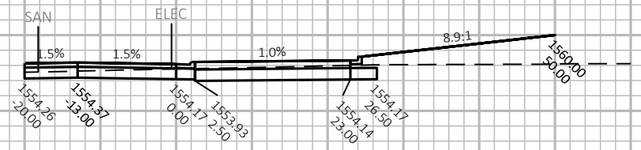
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090233-xs

PLOT DATE : 4/29/2025 9:11 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

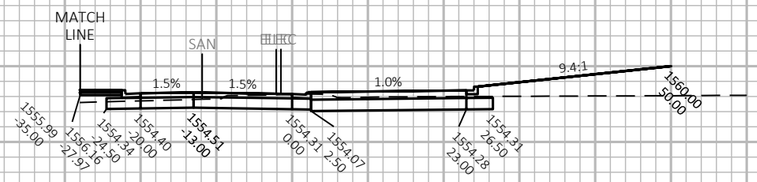
WISDOT/CADDS SHEET 49

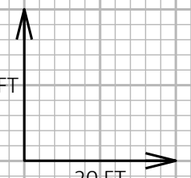






SEE "8WB"
CROSS SECTIONS





1+00

0+75

0+50

0+25

9

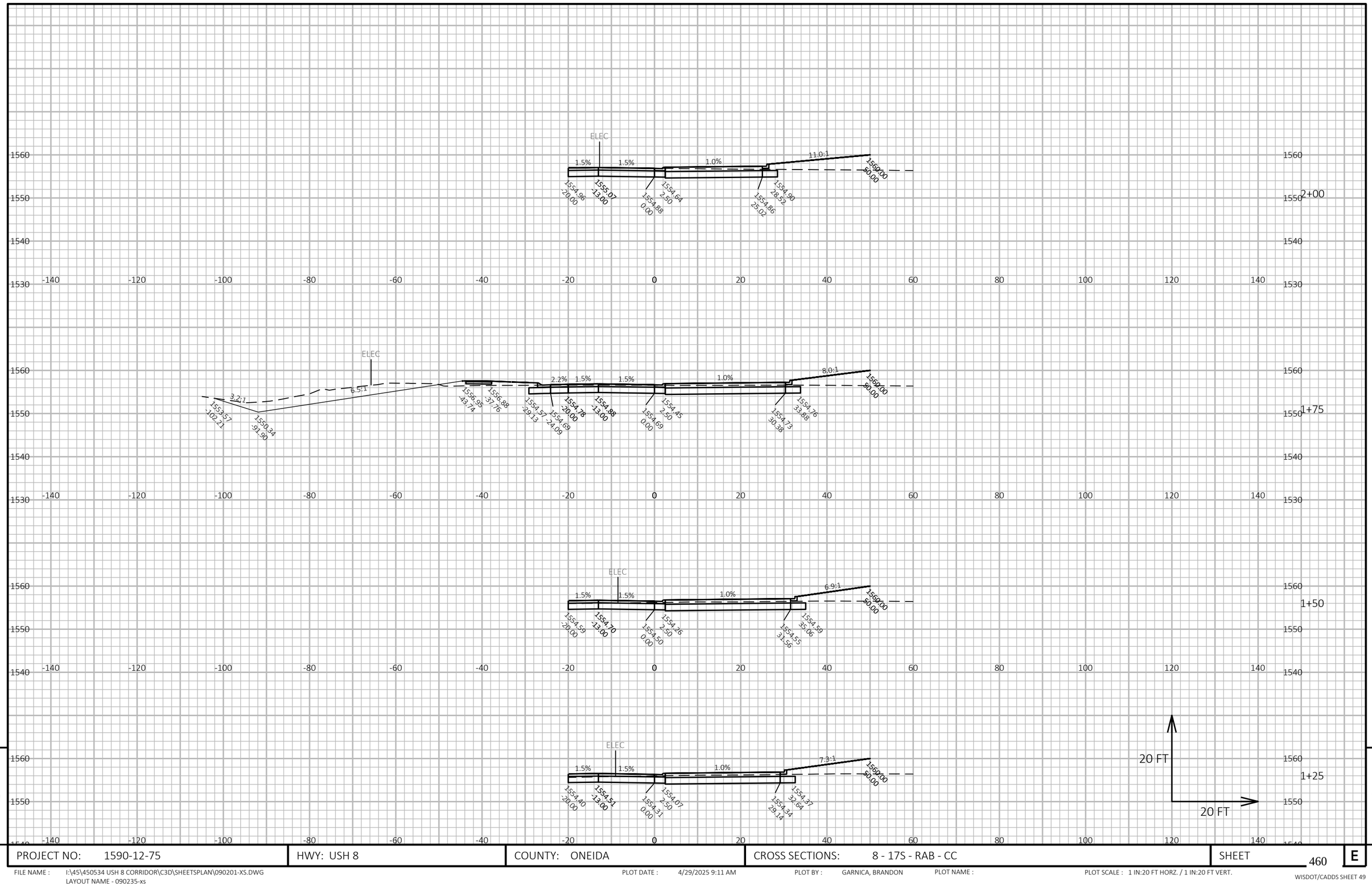
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: 8 - 17S - RAB - CC	SHEET 459	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090234-xs

PLOT DATE : 4/29/2025 9:11 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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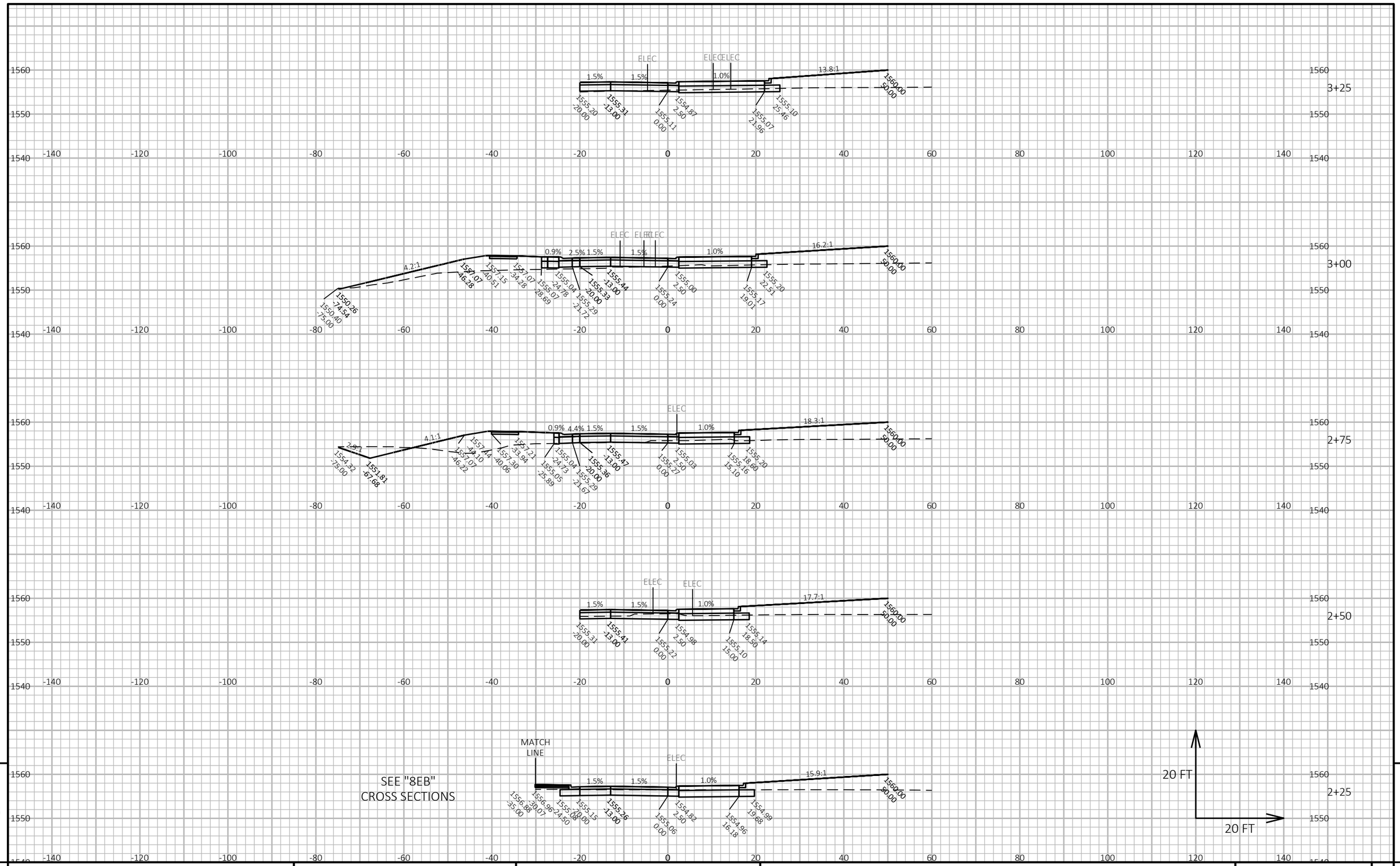
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: 8 - 17S - RAB - CC	SHEET 460	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090235-xs

PLOT DATE : 4/29/2025 9:11 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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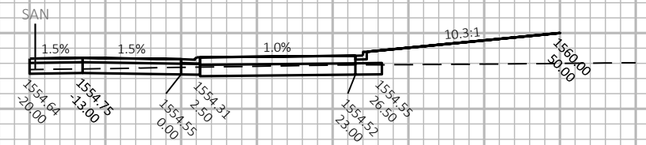
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: 8 - 17S - RAB - CC	SHEET 461	E

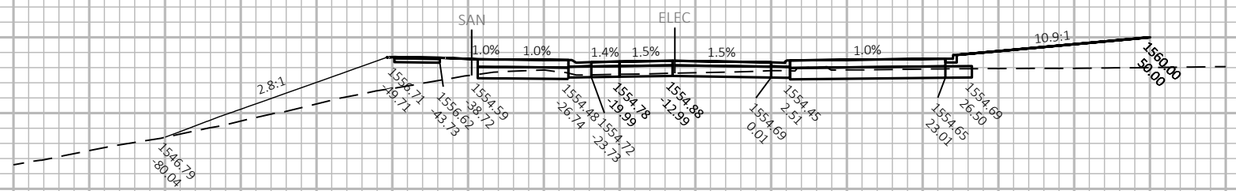
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090236-xs

PLOT DATE : 4/29/2025 9:11 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

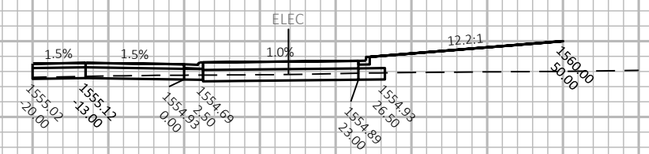
WISDOT/CADDS SHEET 49



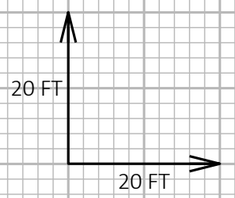
4+00



3+82



3+50



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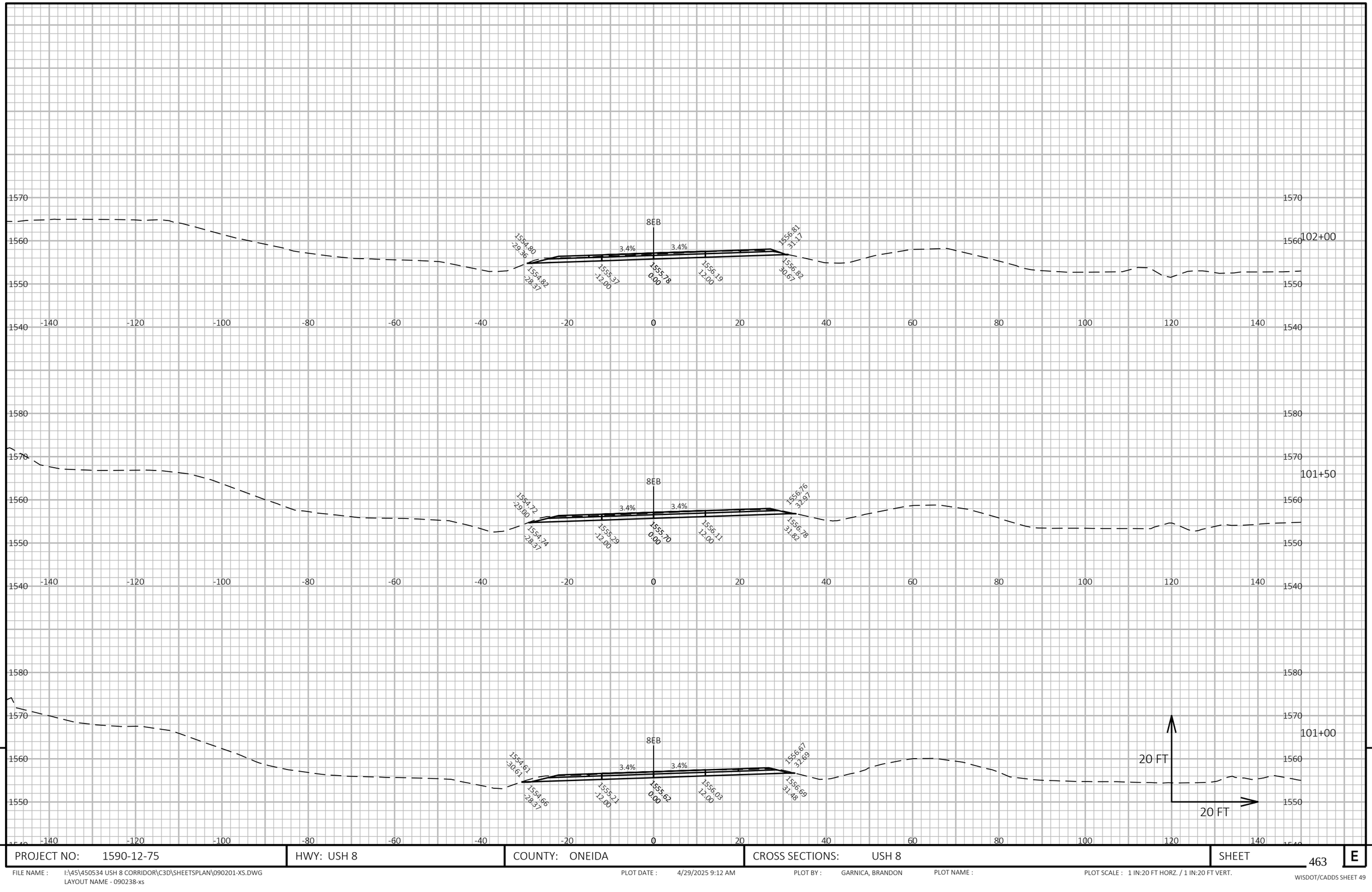
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: 8 - 17S - RAB - CC	SHEET 462	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090237-xs

PLOT DATE : 4/29/2025 9:12 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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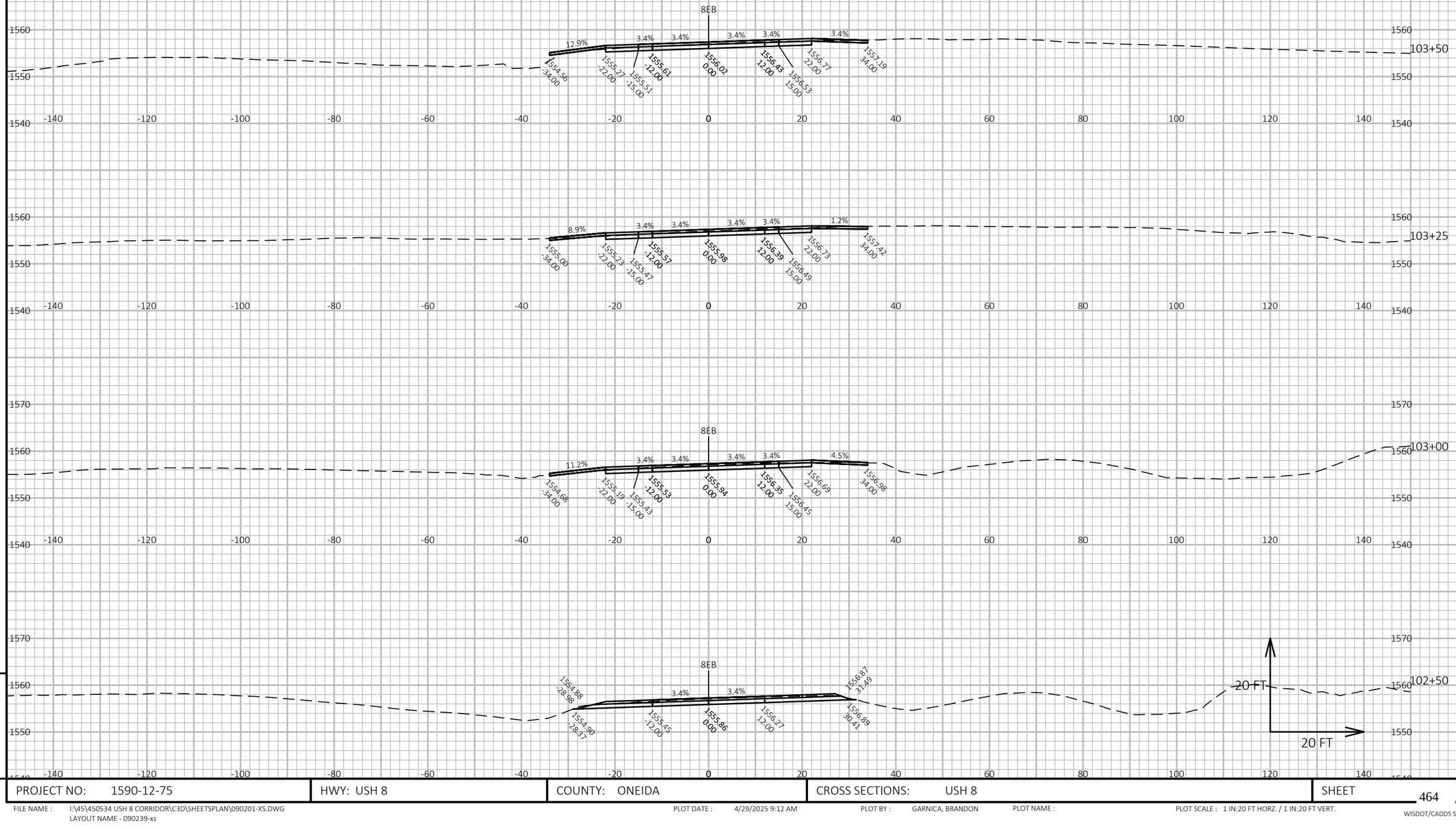
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 463	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090238-xs

PLOT DATE : 4/29/2025 9:12 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

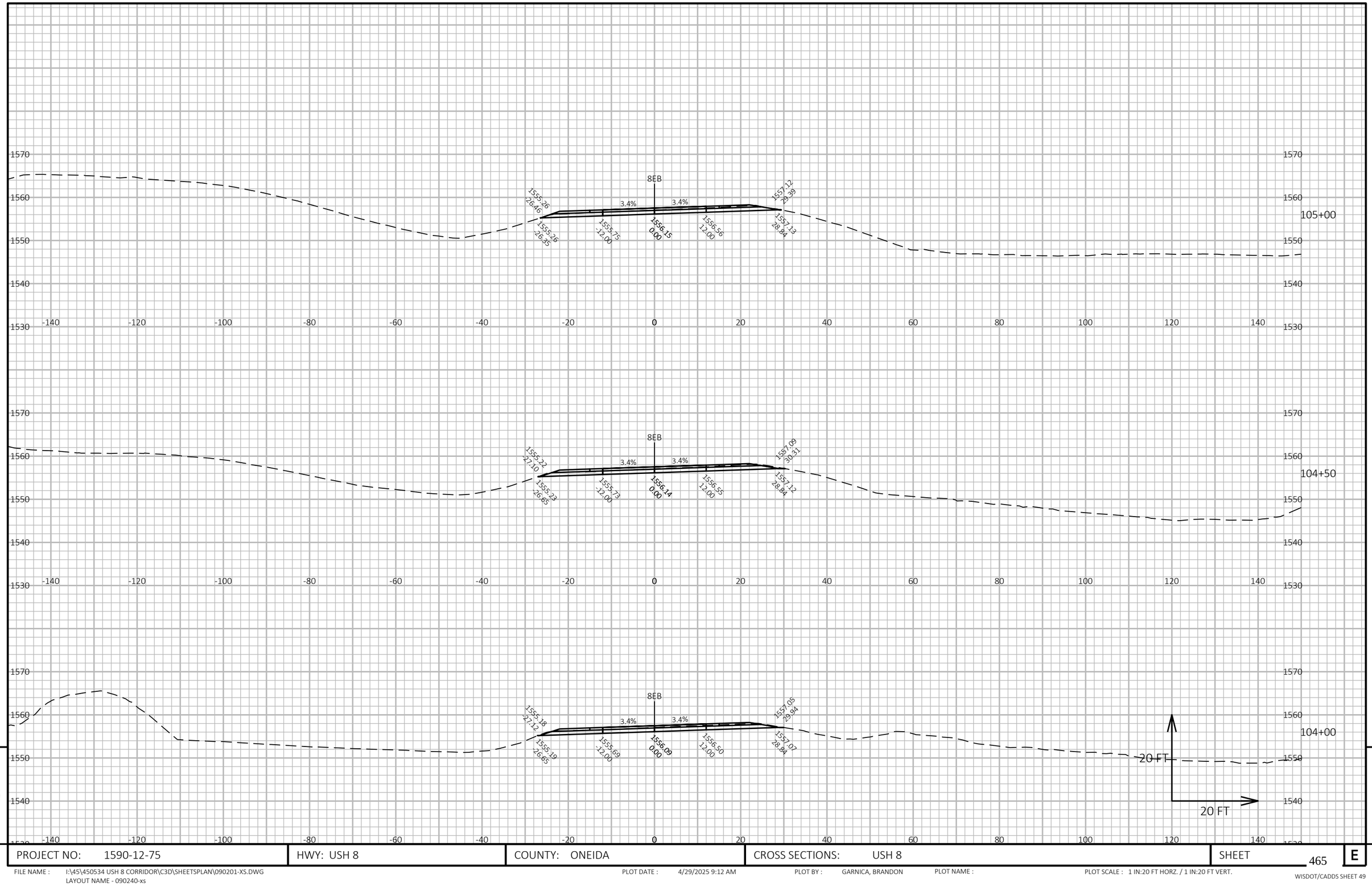


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 464	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090239-xs

PLOT DATE : 4/29/2025 9:12 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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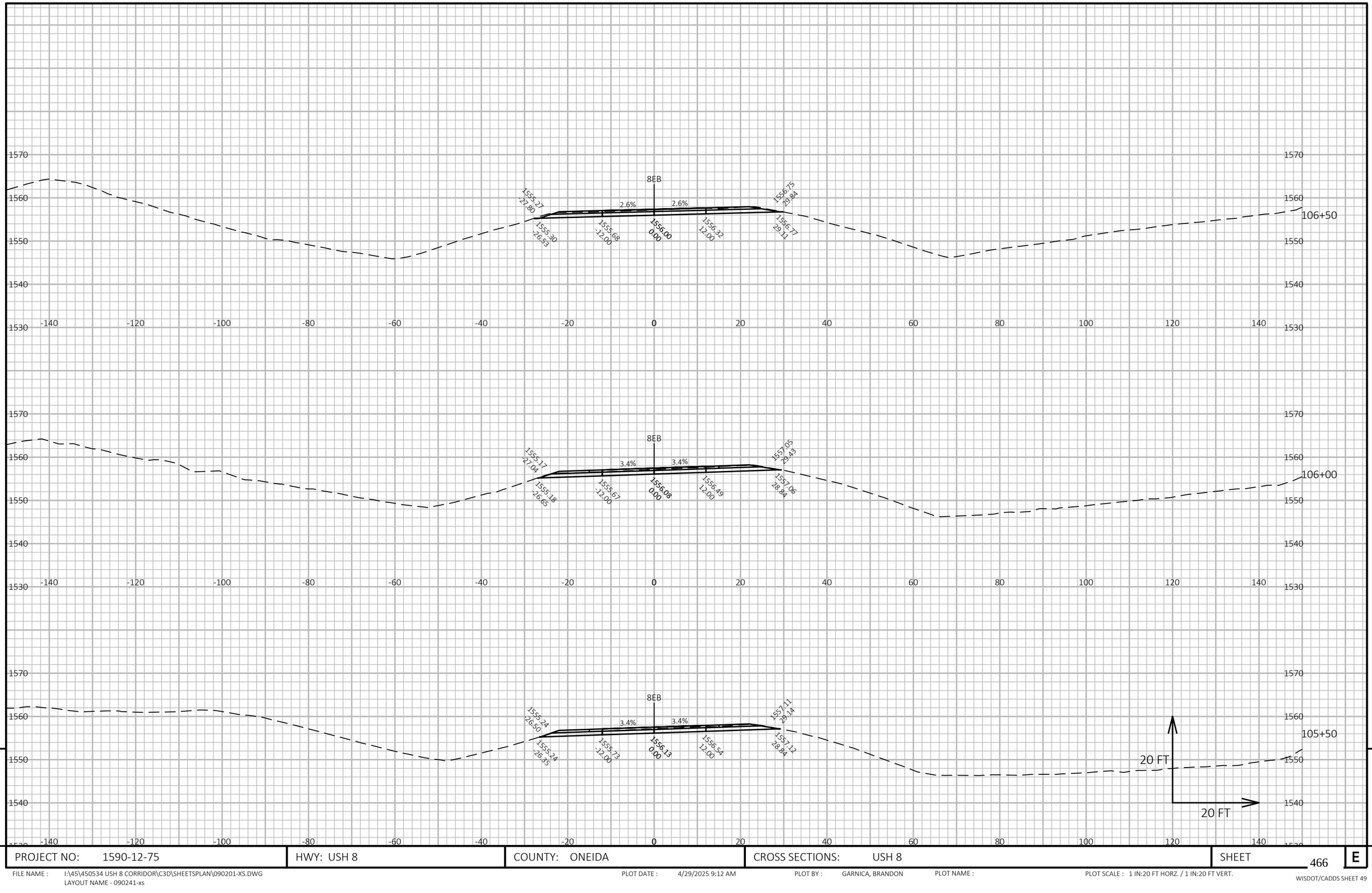
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 465	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090240-xs

PLOT DATE : 4/29/2025 9:12 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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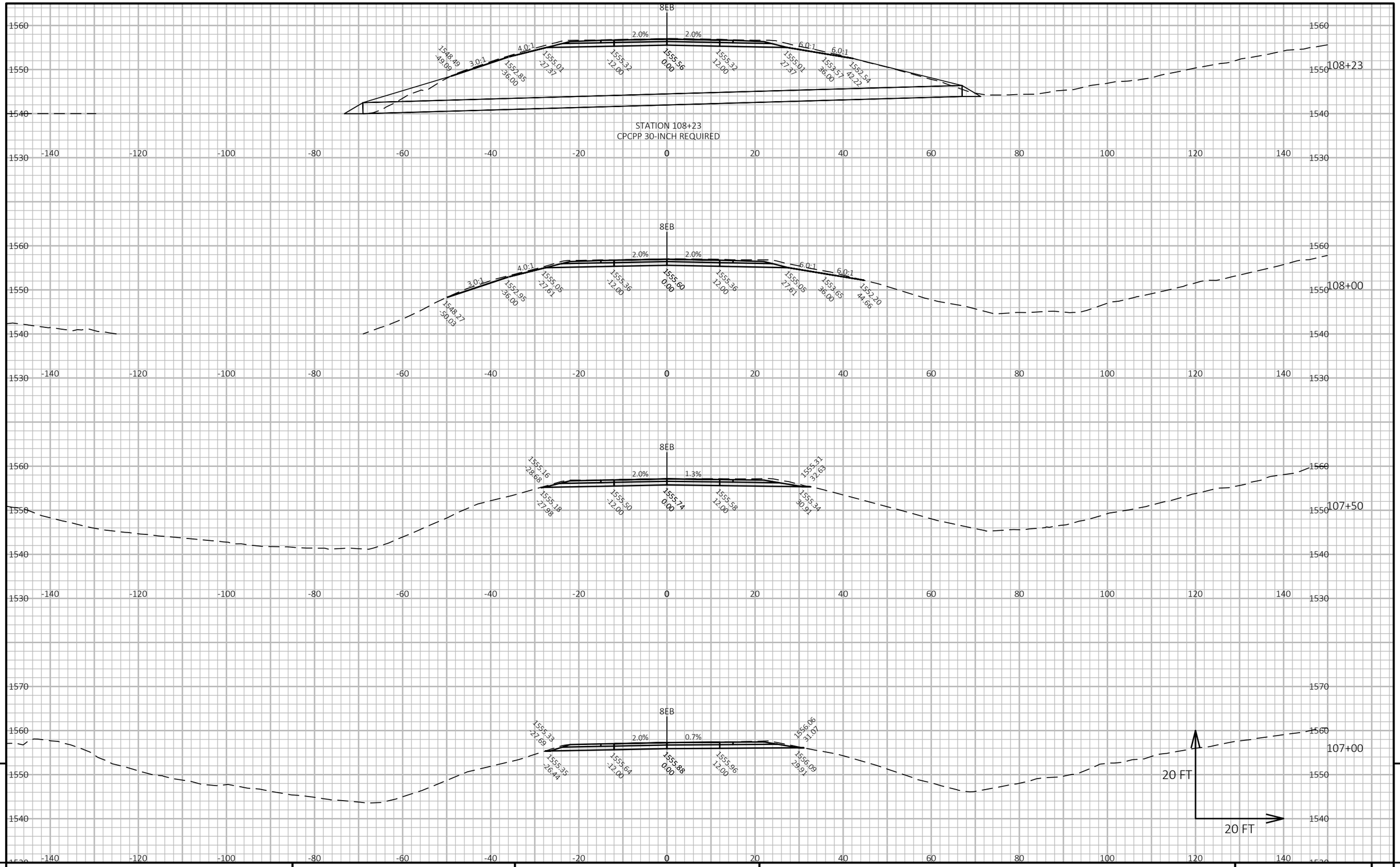
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 466	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090241-xs

PLOT DATE : 4/29/2025 9:12 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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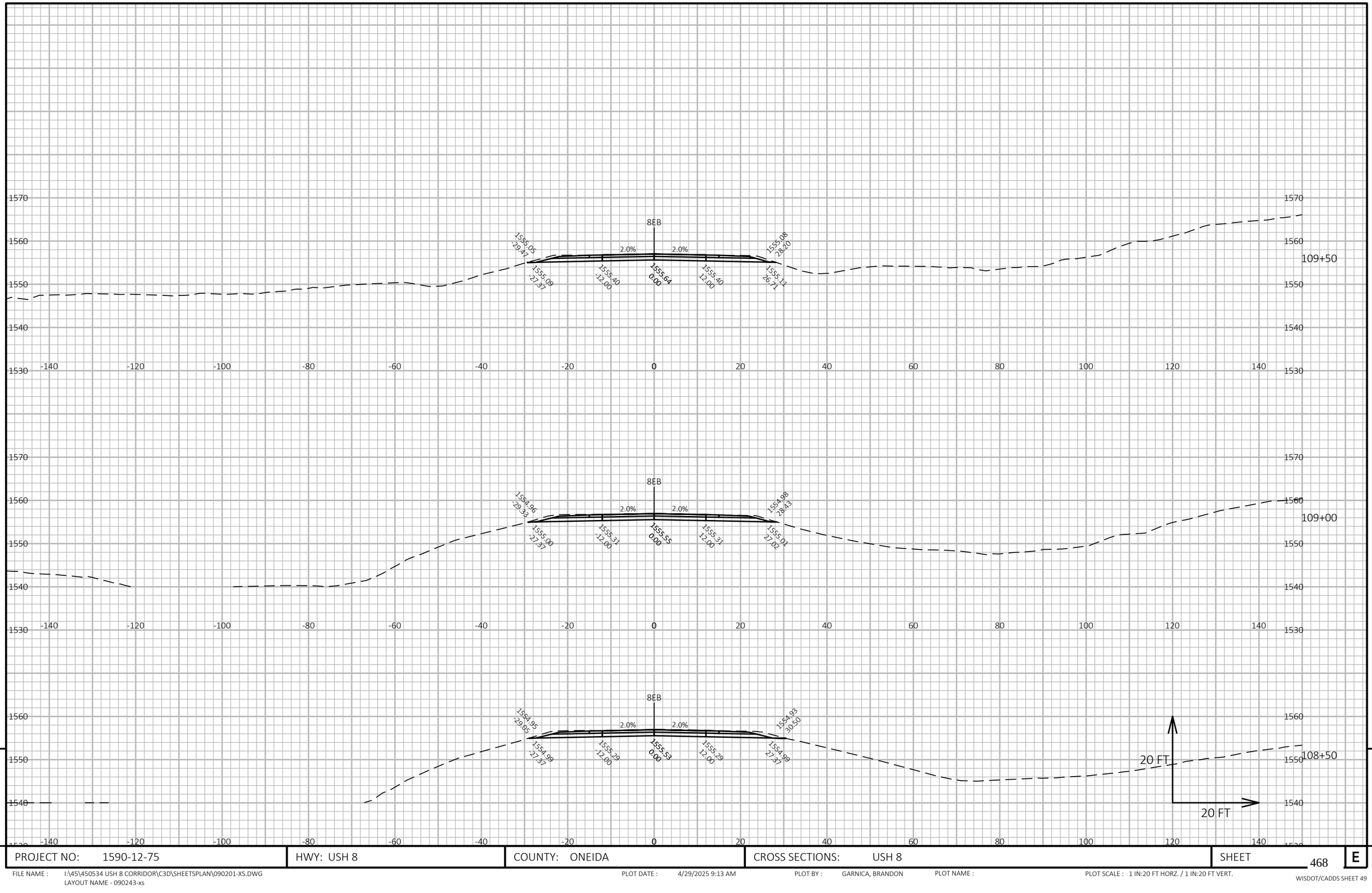
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 467	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090242-xs

PLOT DATE : 4/29/2025 9:12 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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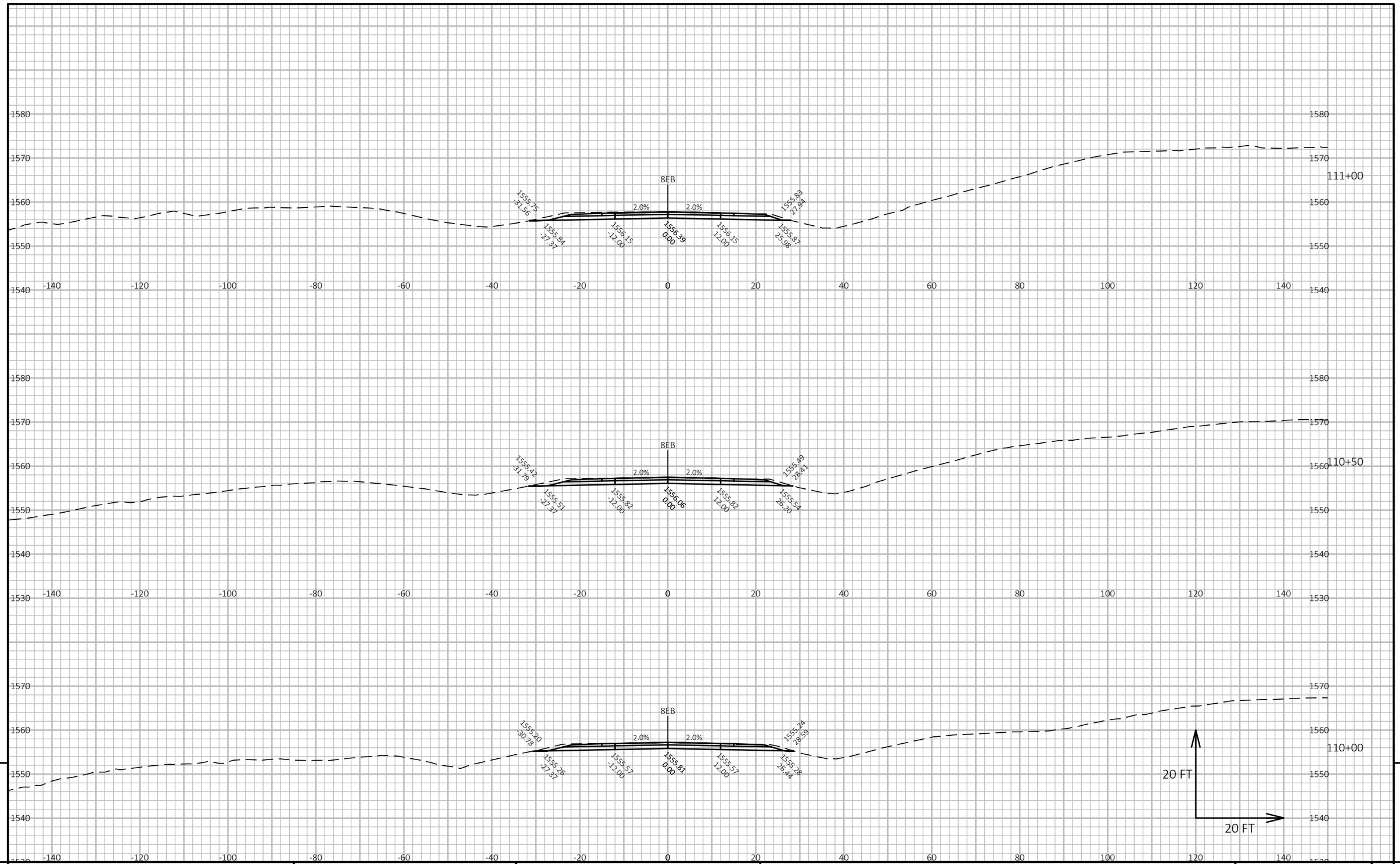
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 468	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090243-xs

PLOT DATE : 4/29/2025 9:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

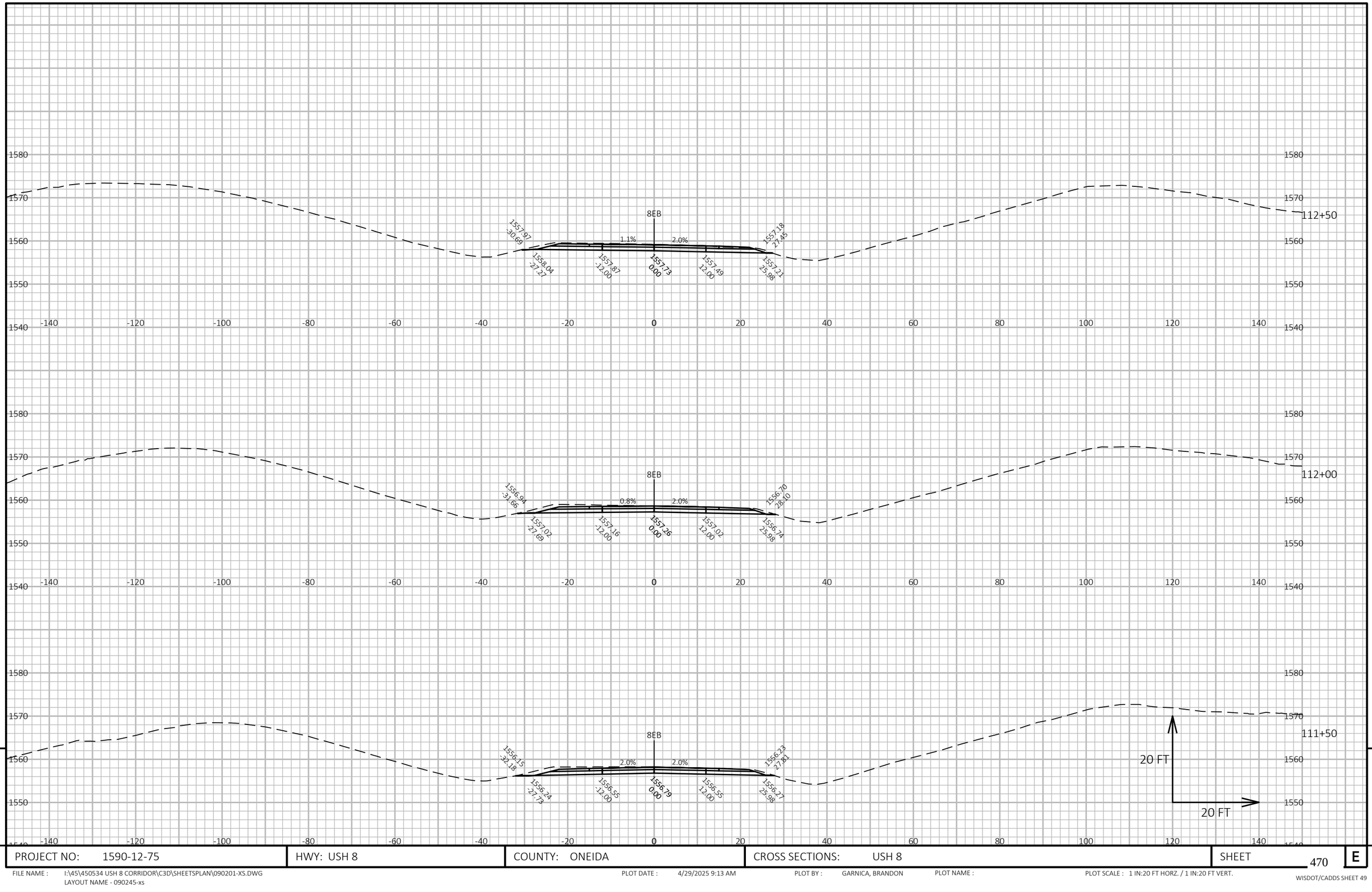


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 469	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090244-xs

PLOT DATE : 4/29/2025 9:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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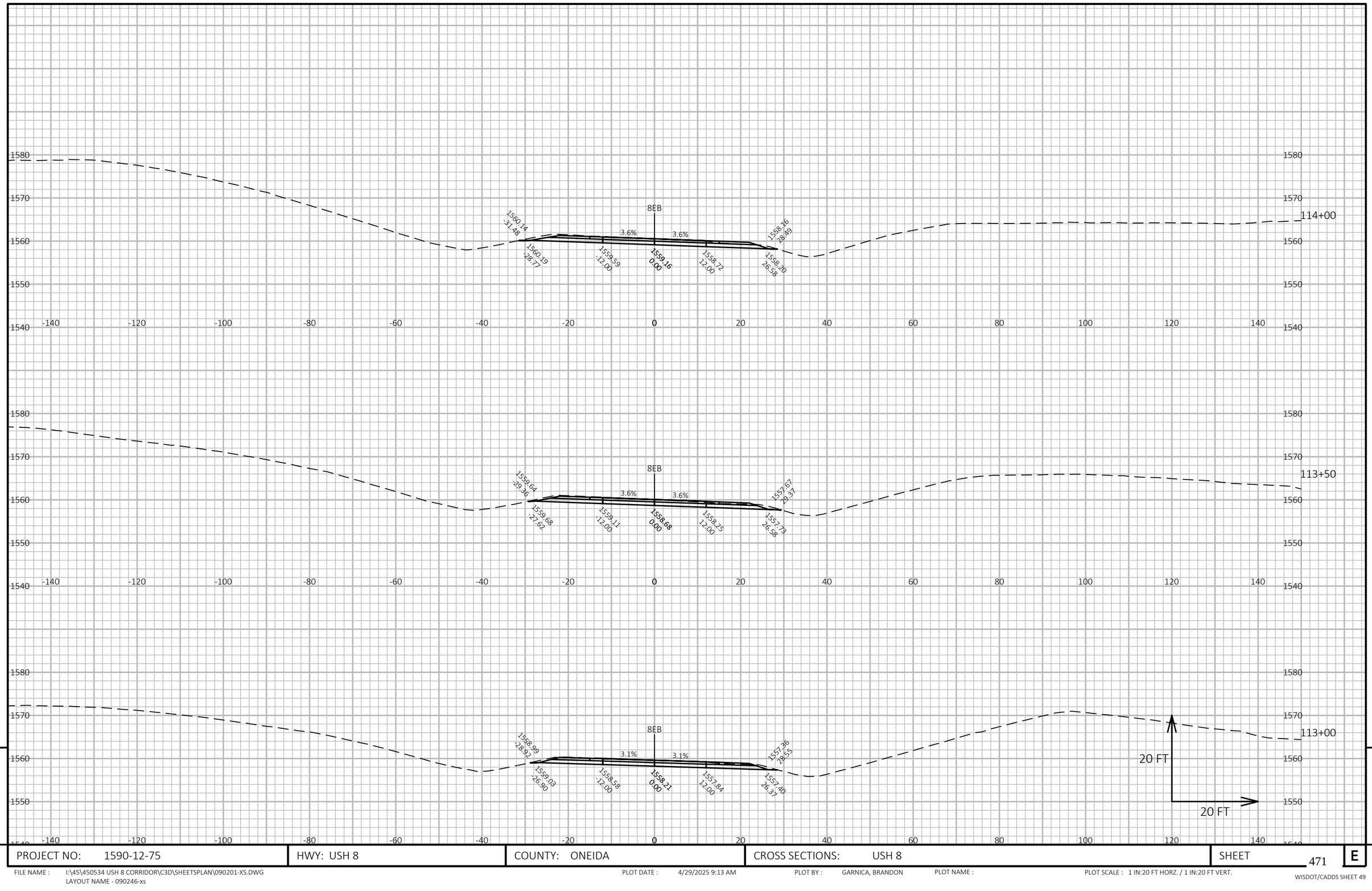
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 470	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090245-xs

PLOT DATE : 4/29/2025 9:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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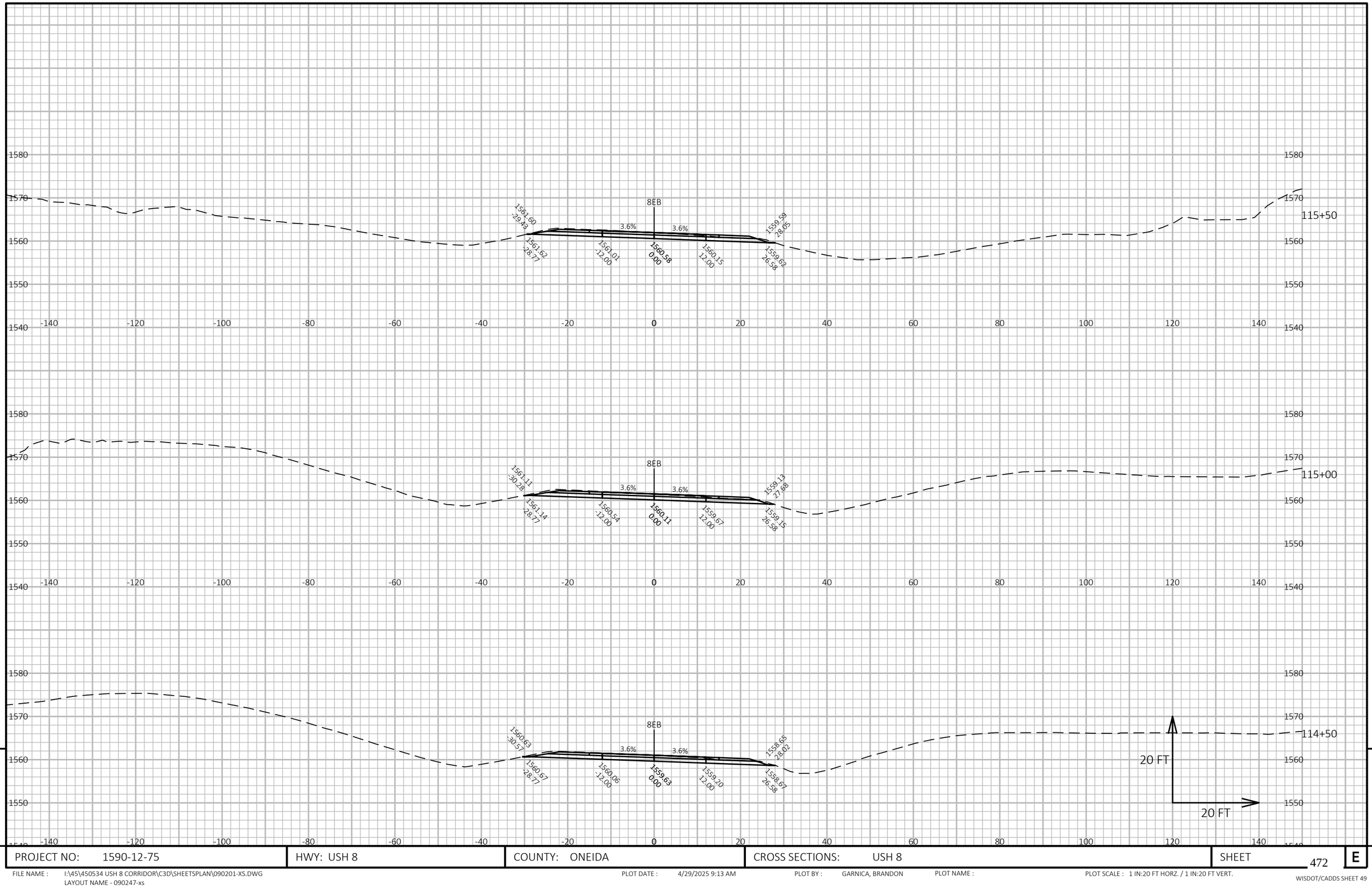
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 471	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090246-xs

PLOT DATE : 4/29/2025 9:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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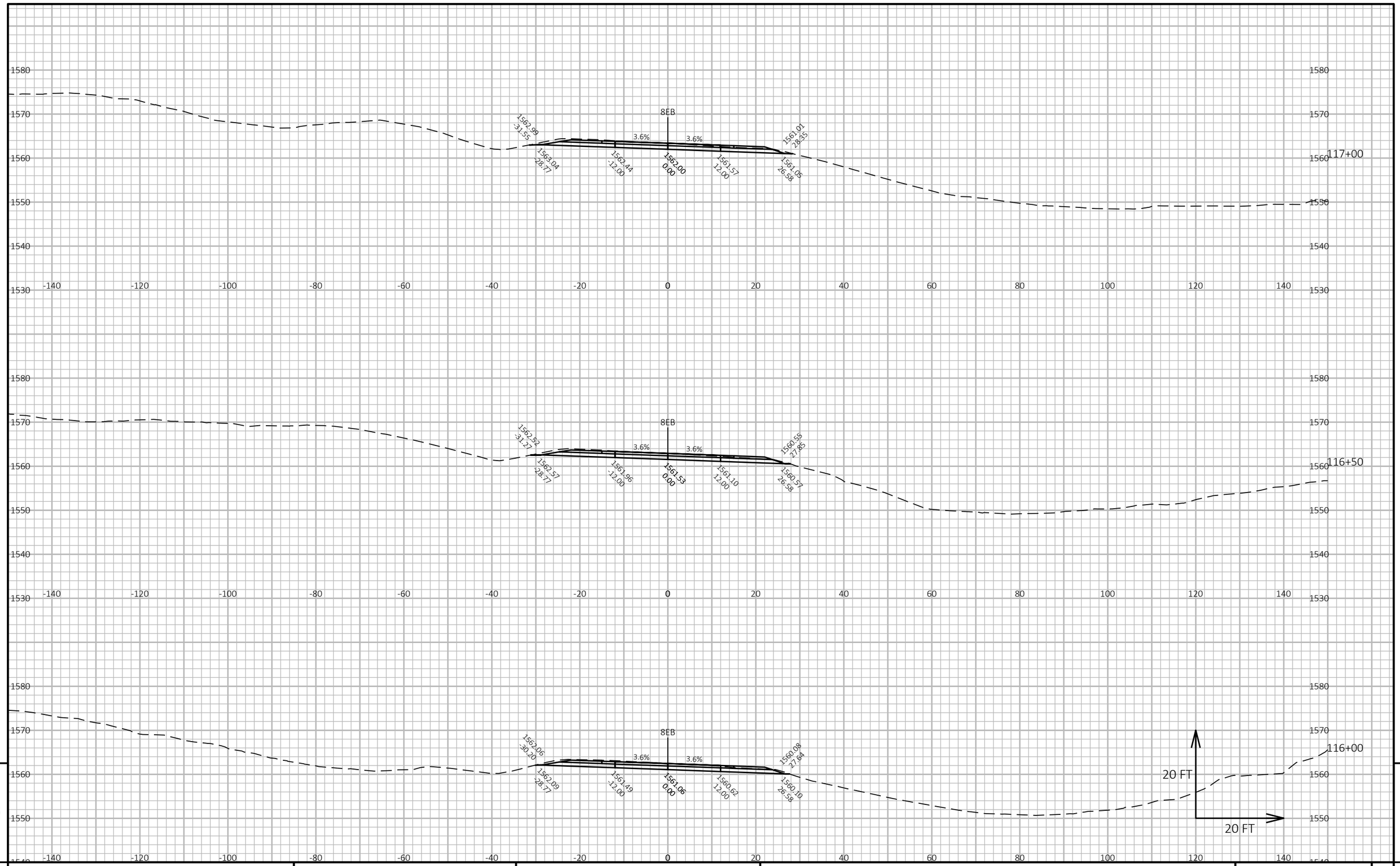
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 472	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090247-xs

PLOT DATE : 4/29/2025 9:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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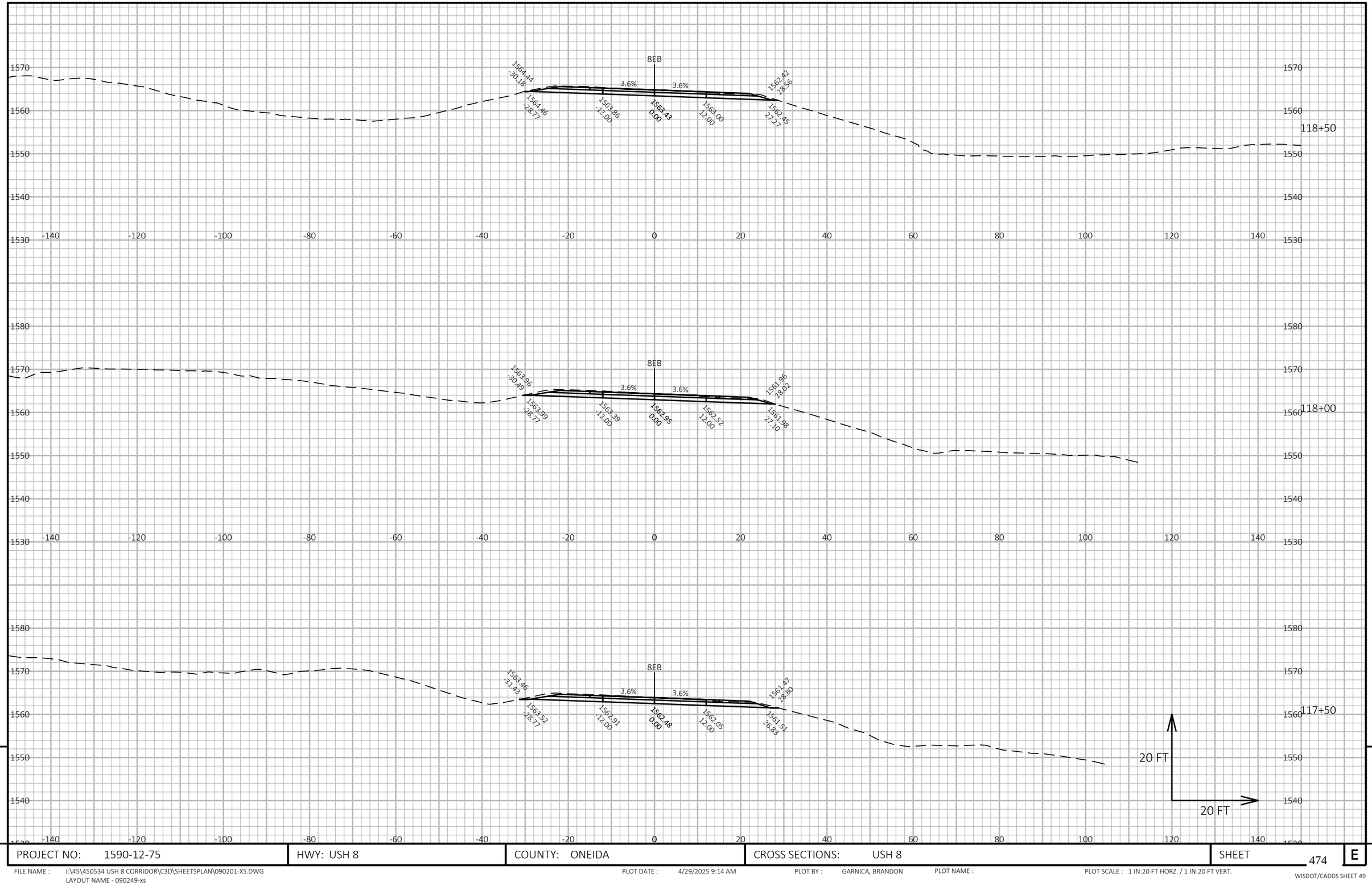
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 473	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090248-xs

PLOT DATE : 4/29/2025 9:13 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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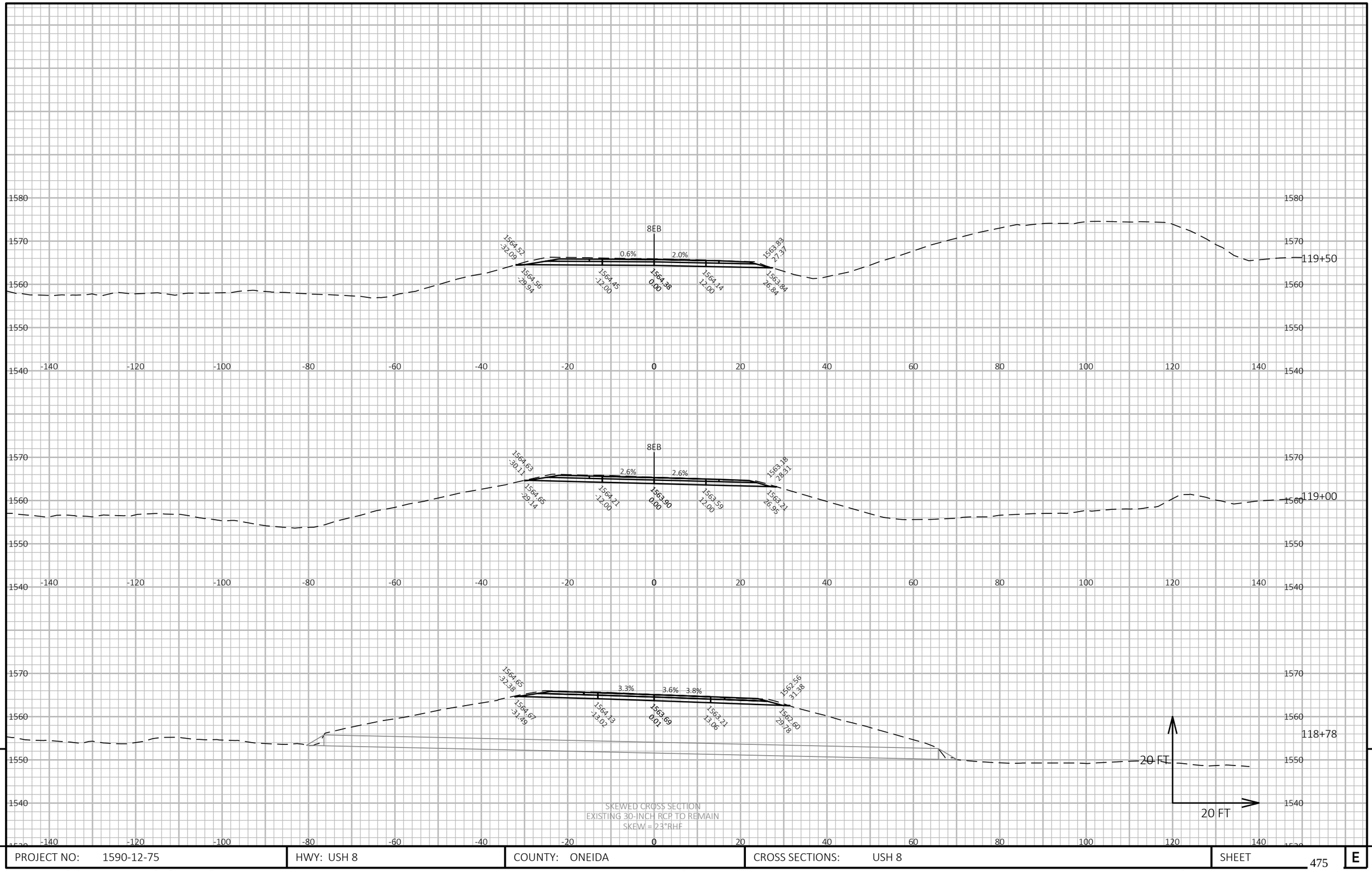
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 474	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090249-xs

PLOT DATE : 4/29/2025 9:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 475	E

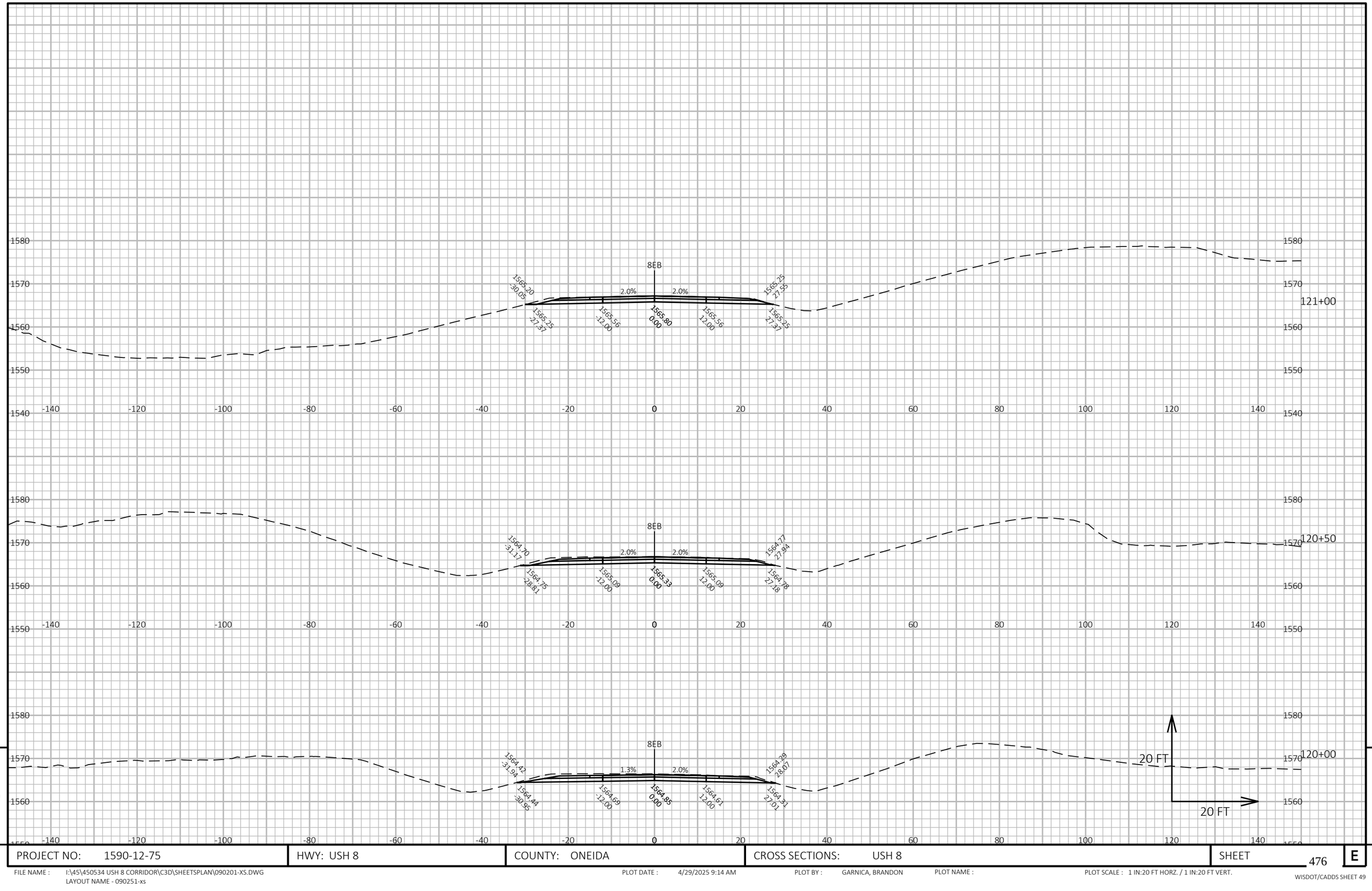
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090250-xs

PLOT DATE : 4/29/2025 9:14 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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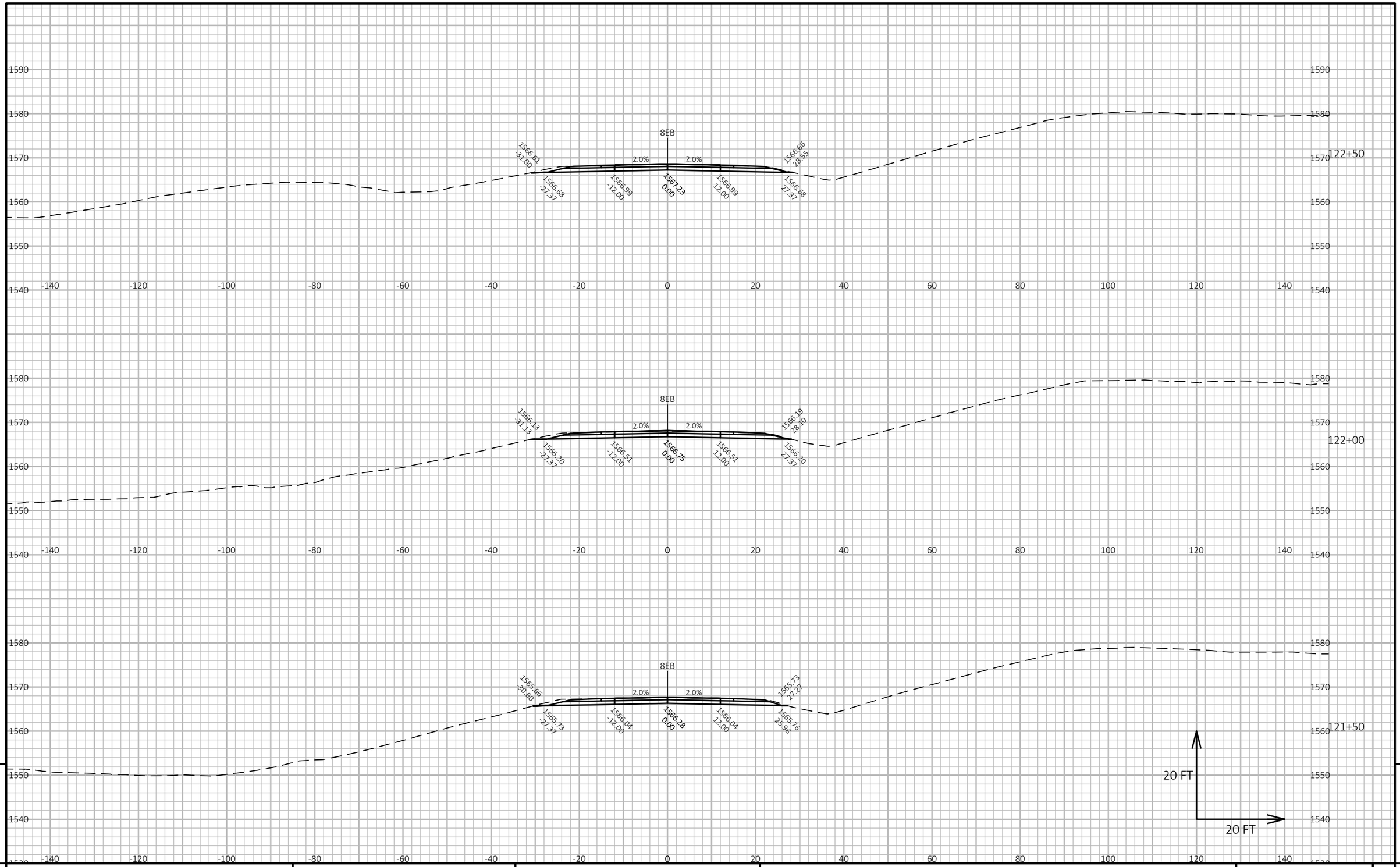
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 476	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090251-xs

PLOT DATE : 4/29/2025 9:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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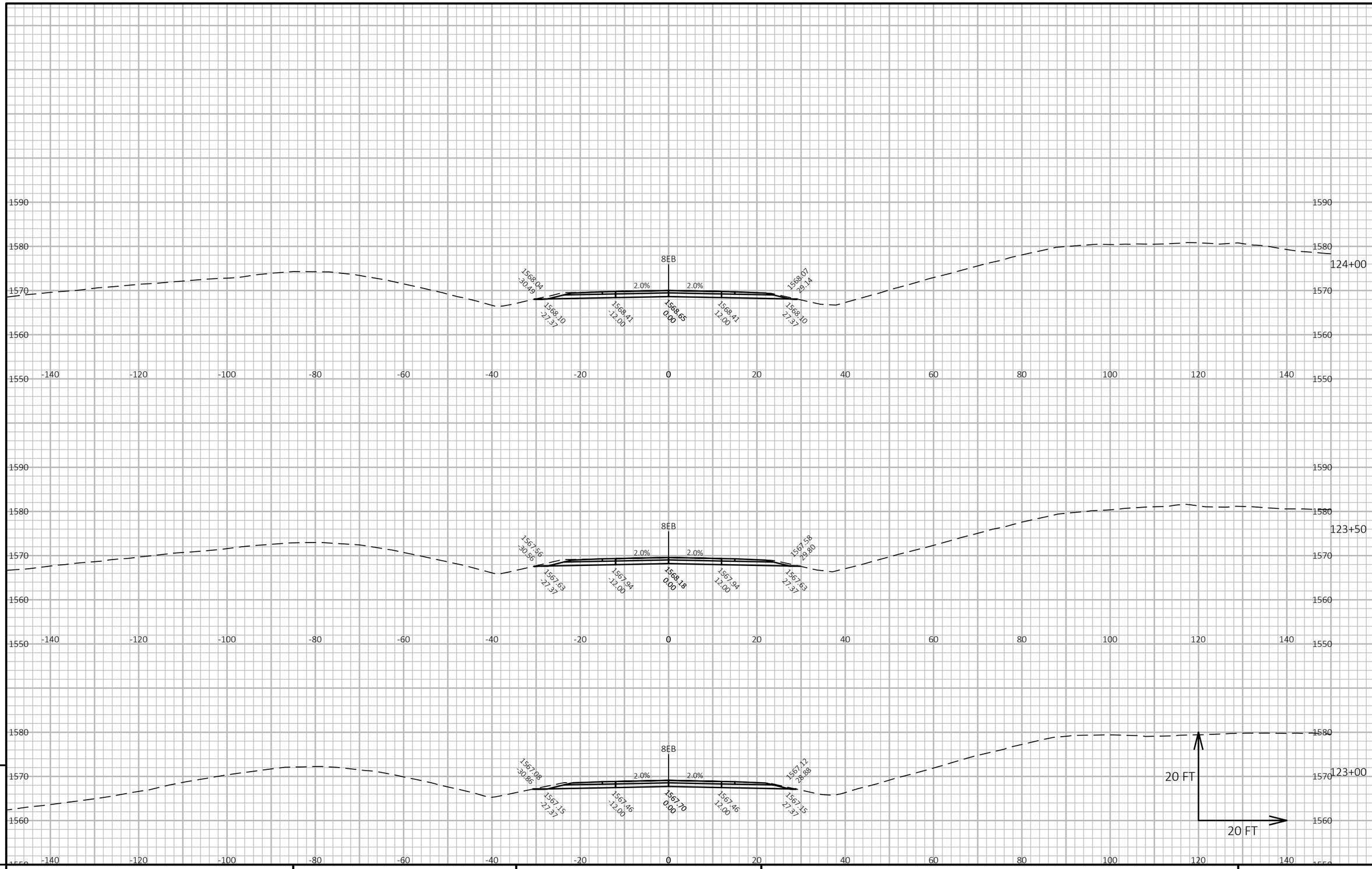
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 477	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090252-xs

PLOT DATE : 4/29/2025 9:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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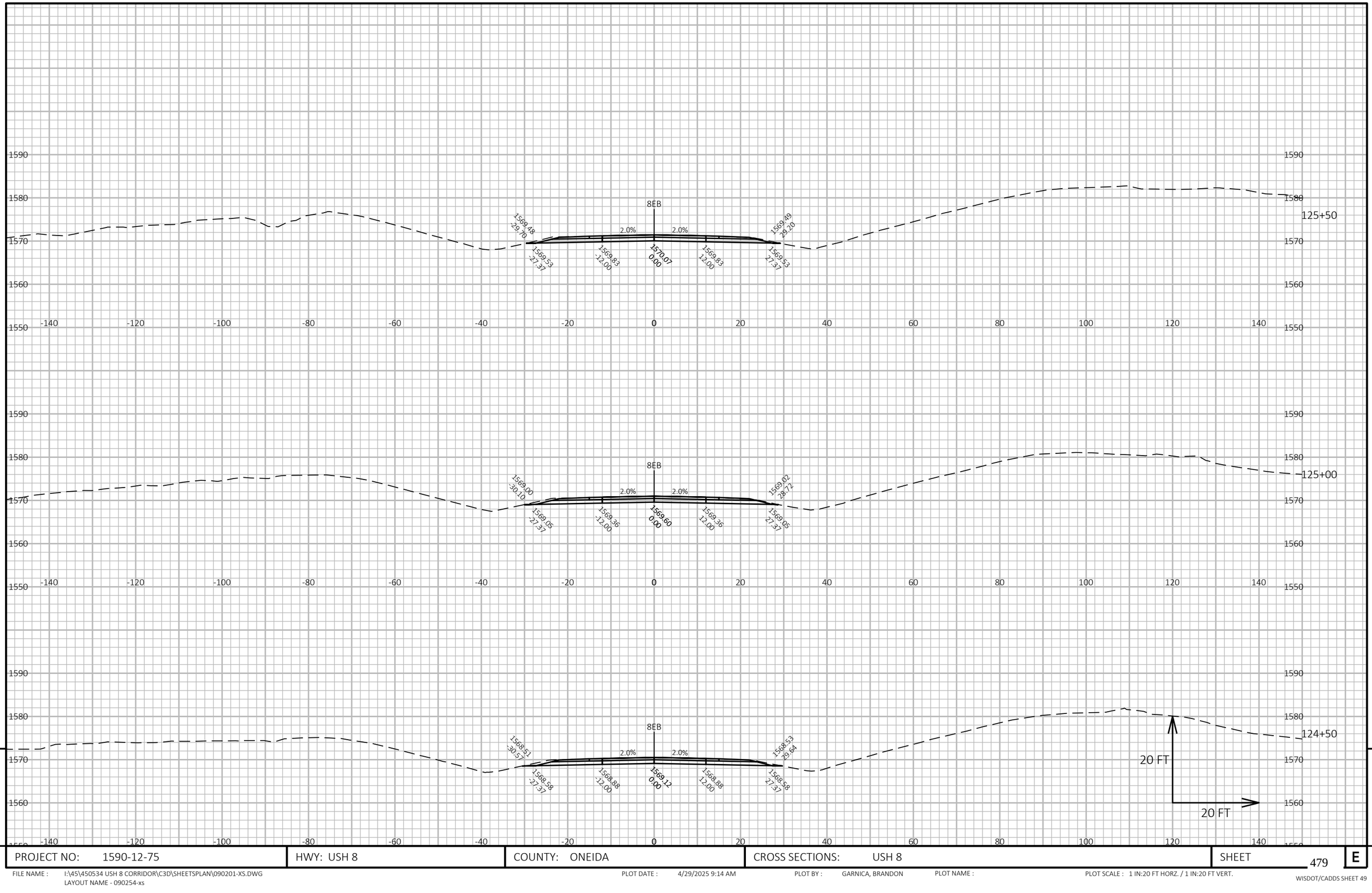
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 478	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090253-xs

PLOT DATE : 4/29/2025 9:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

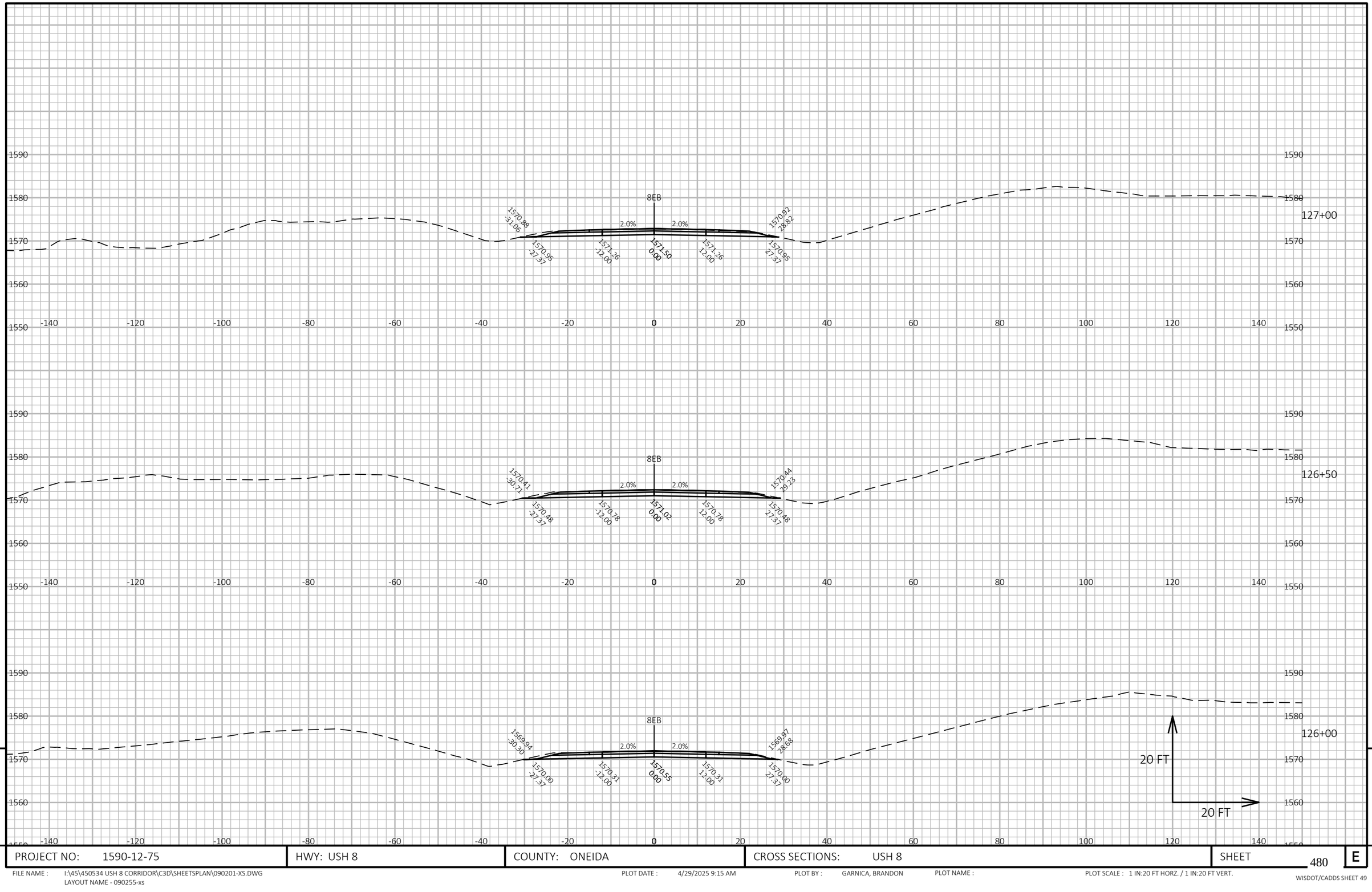


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 479	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090254-xs

PLOT DATE : 4/29/2025 9:14 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 480	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090255-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

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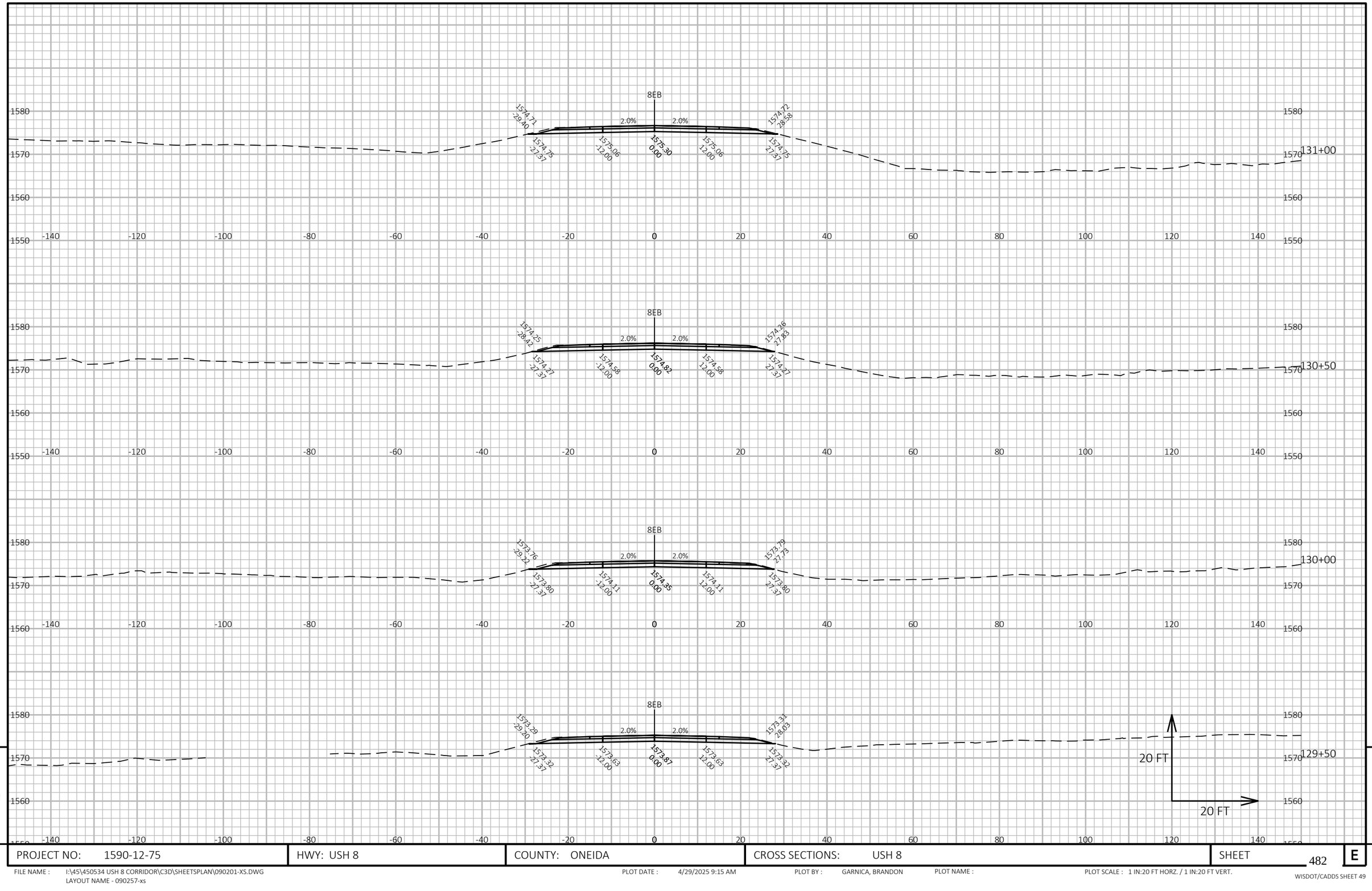
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 481	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090256-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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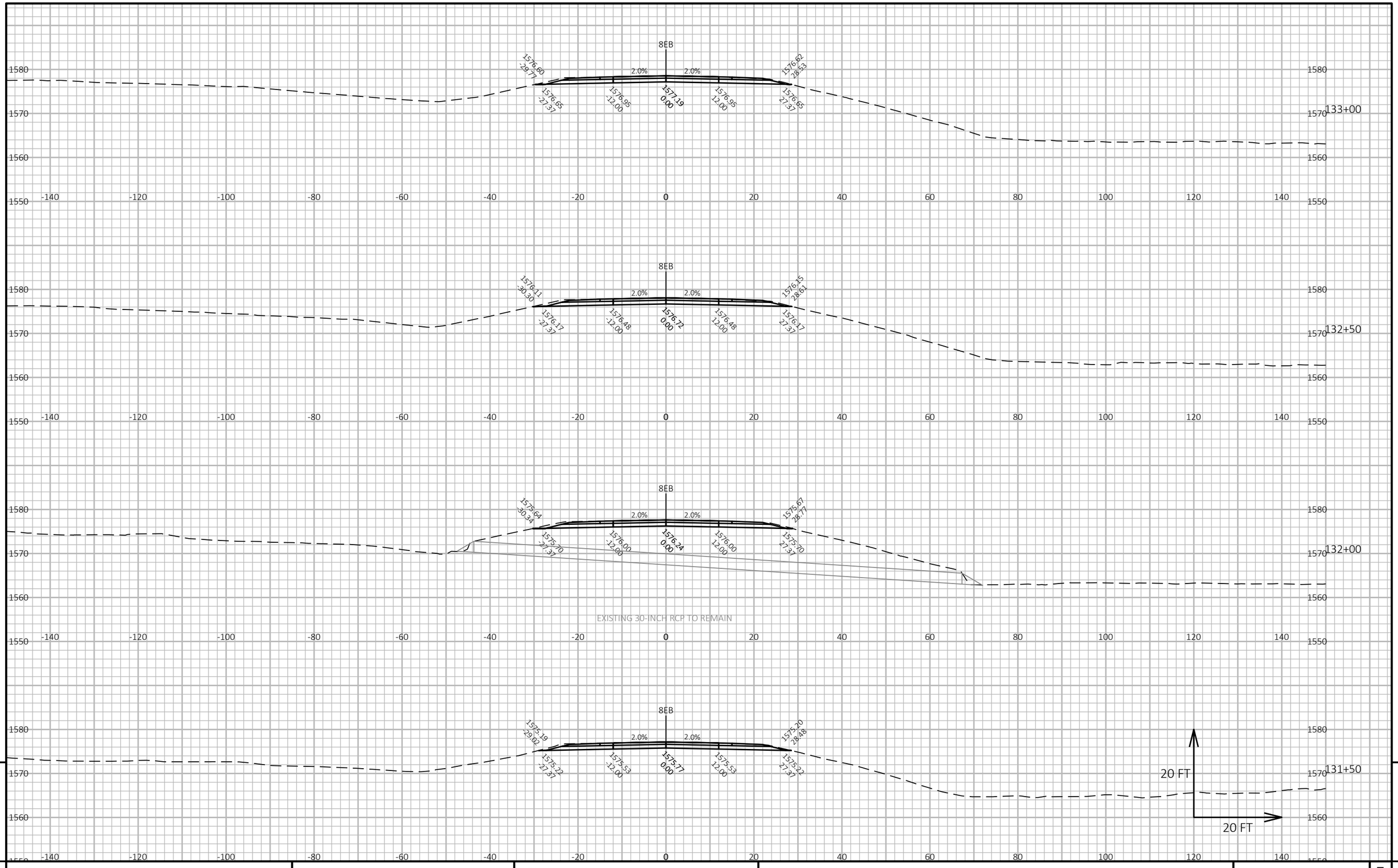
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 482	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090257-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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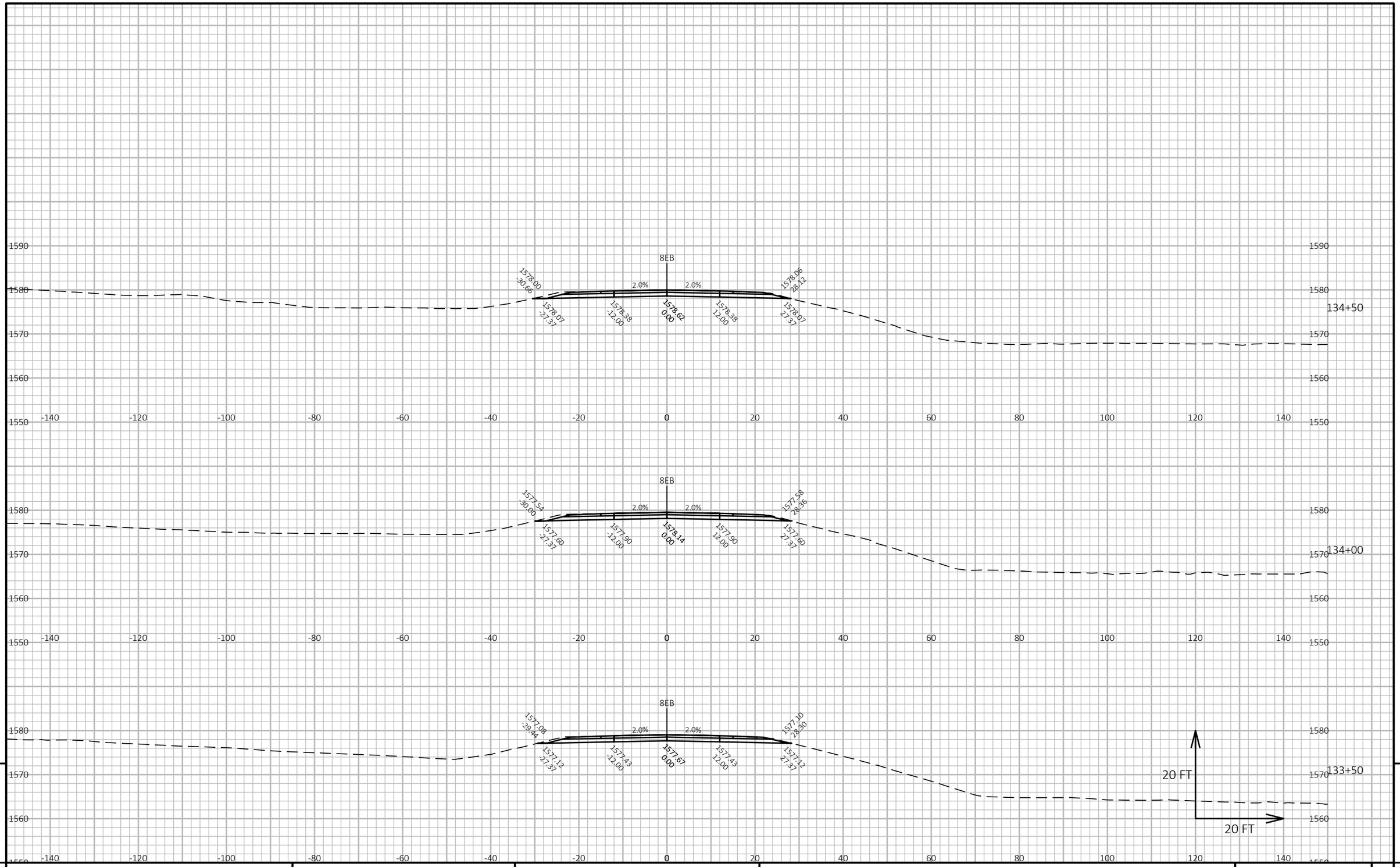
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 483	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090258-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 484	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090259-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

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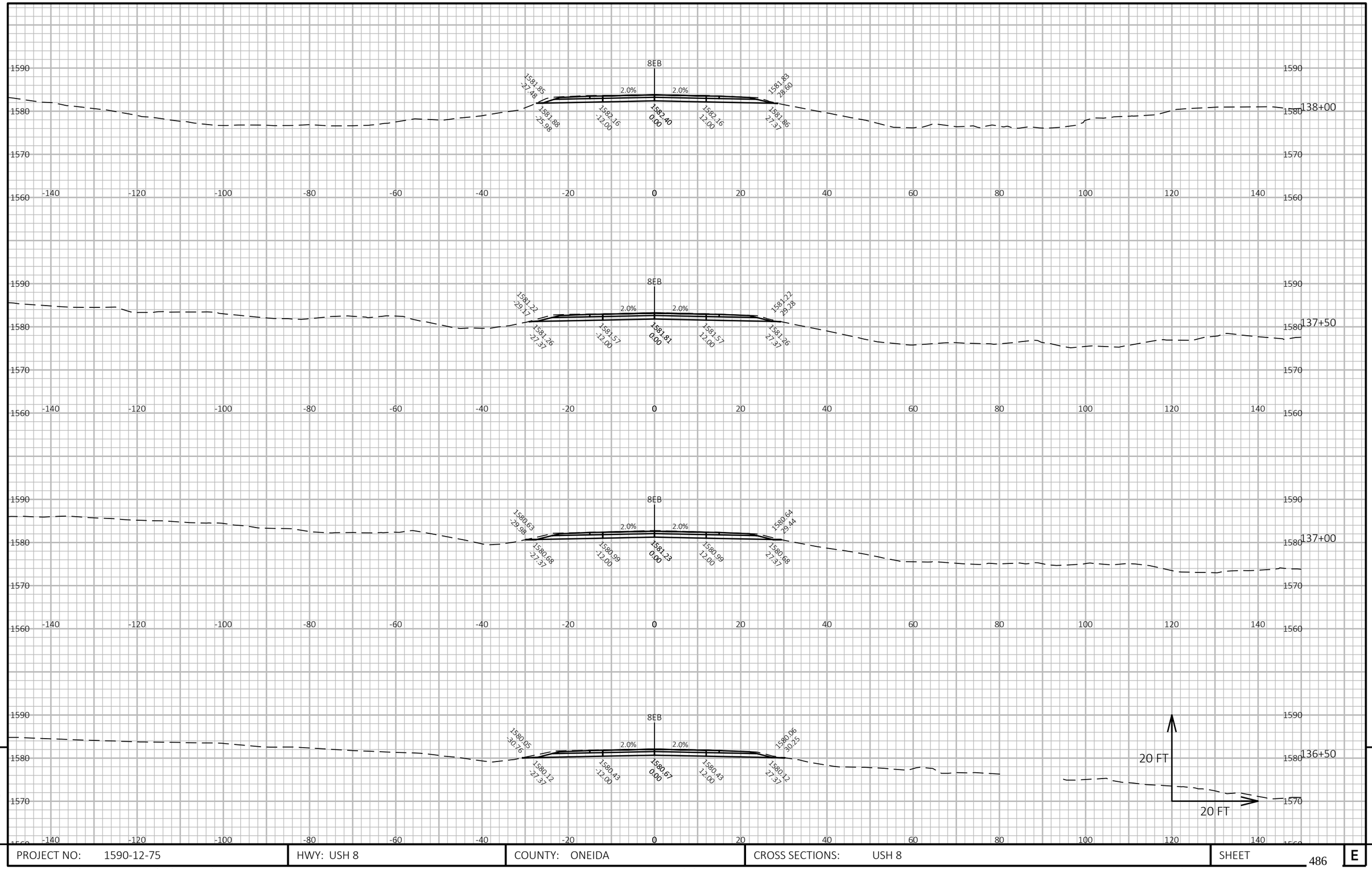
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 485	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090260-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 486	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090261-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

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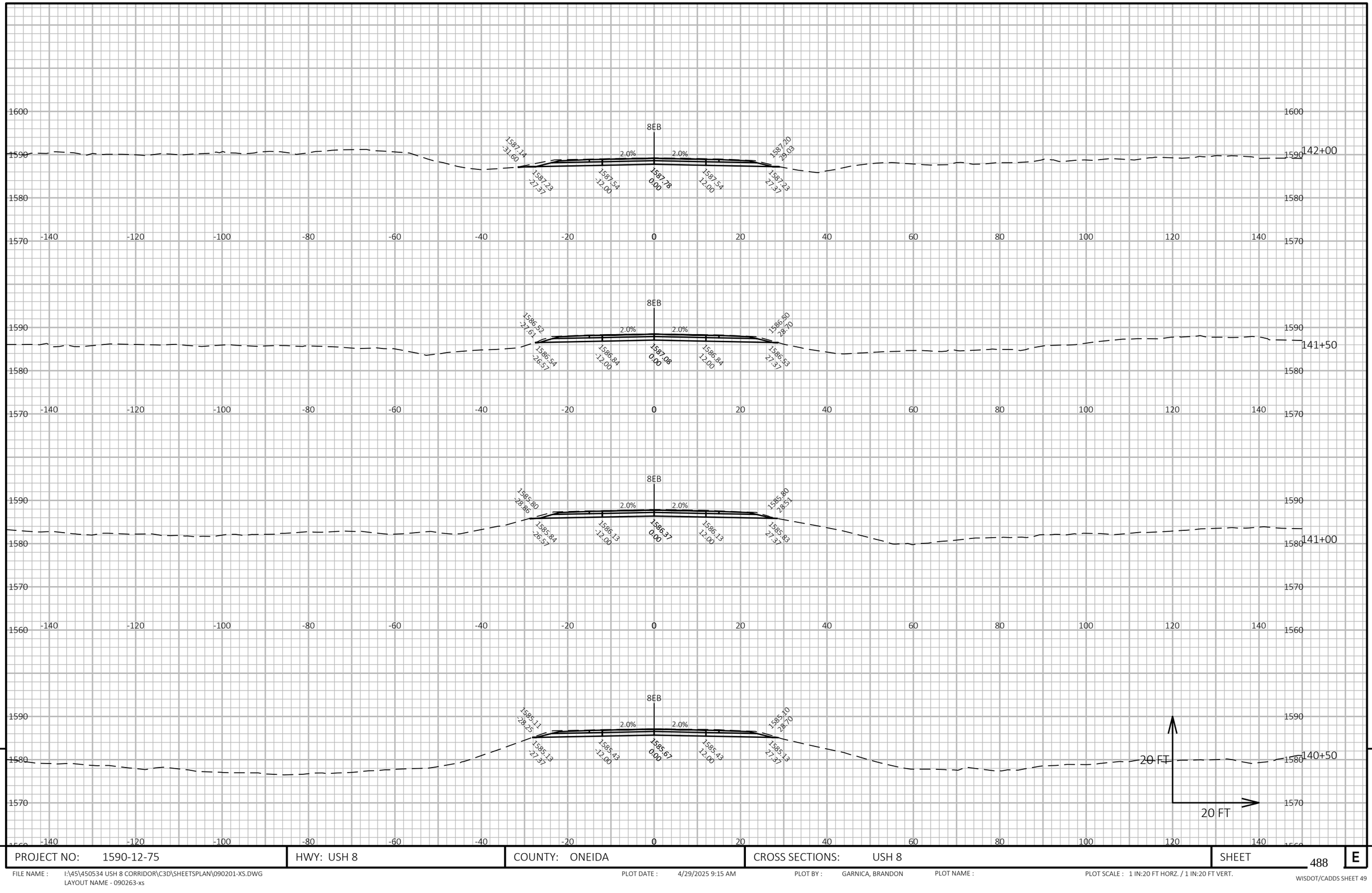
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 487 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090262-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

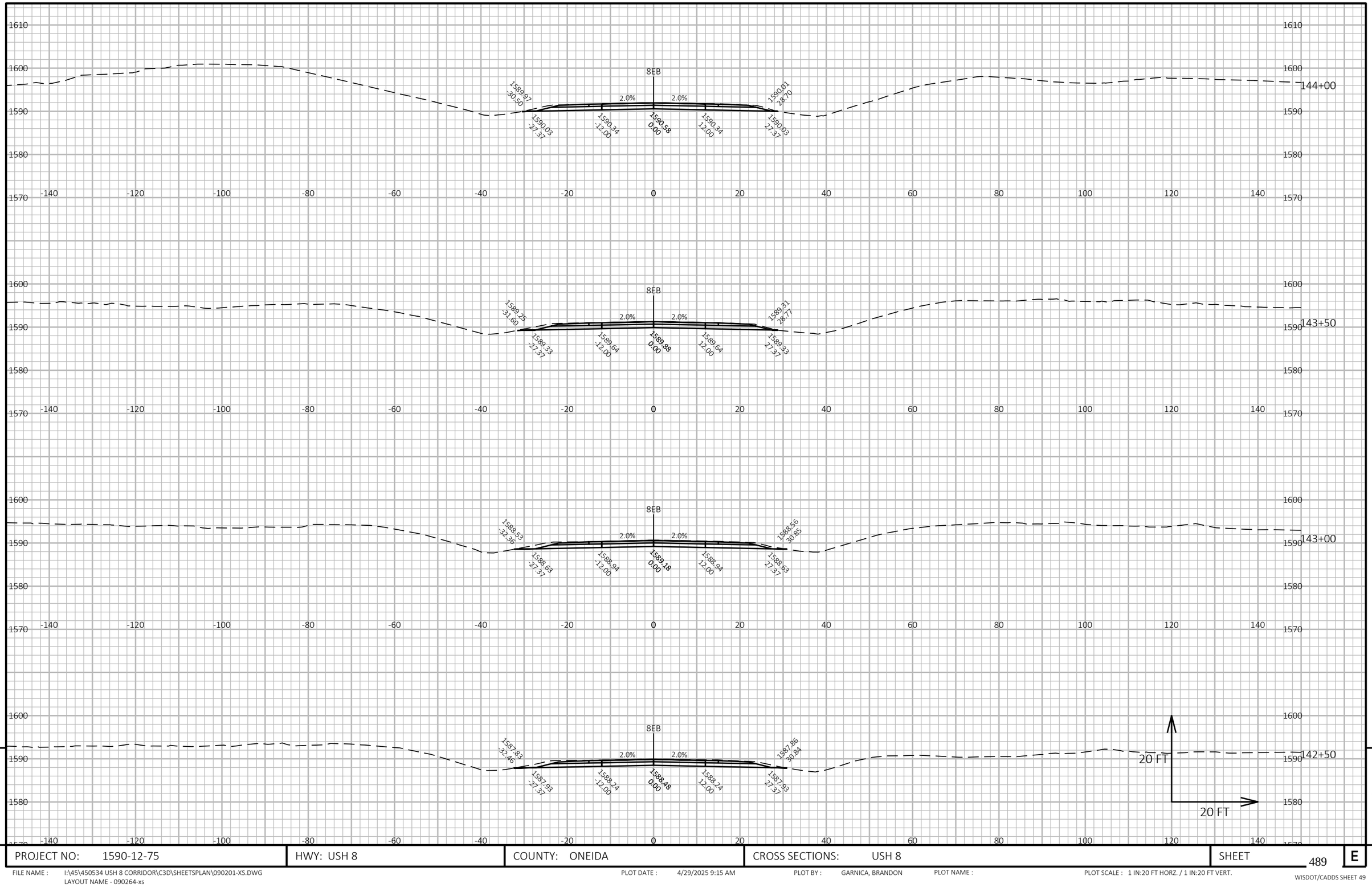


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 488	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090263-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

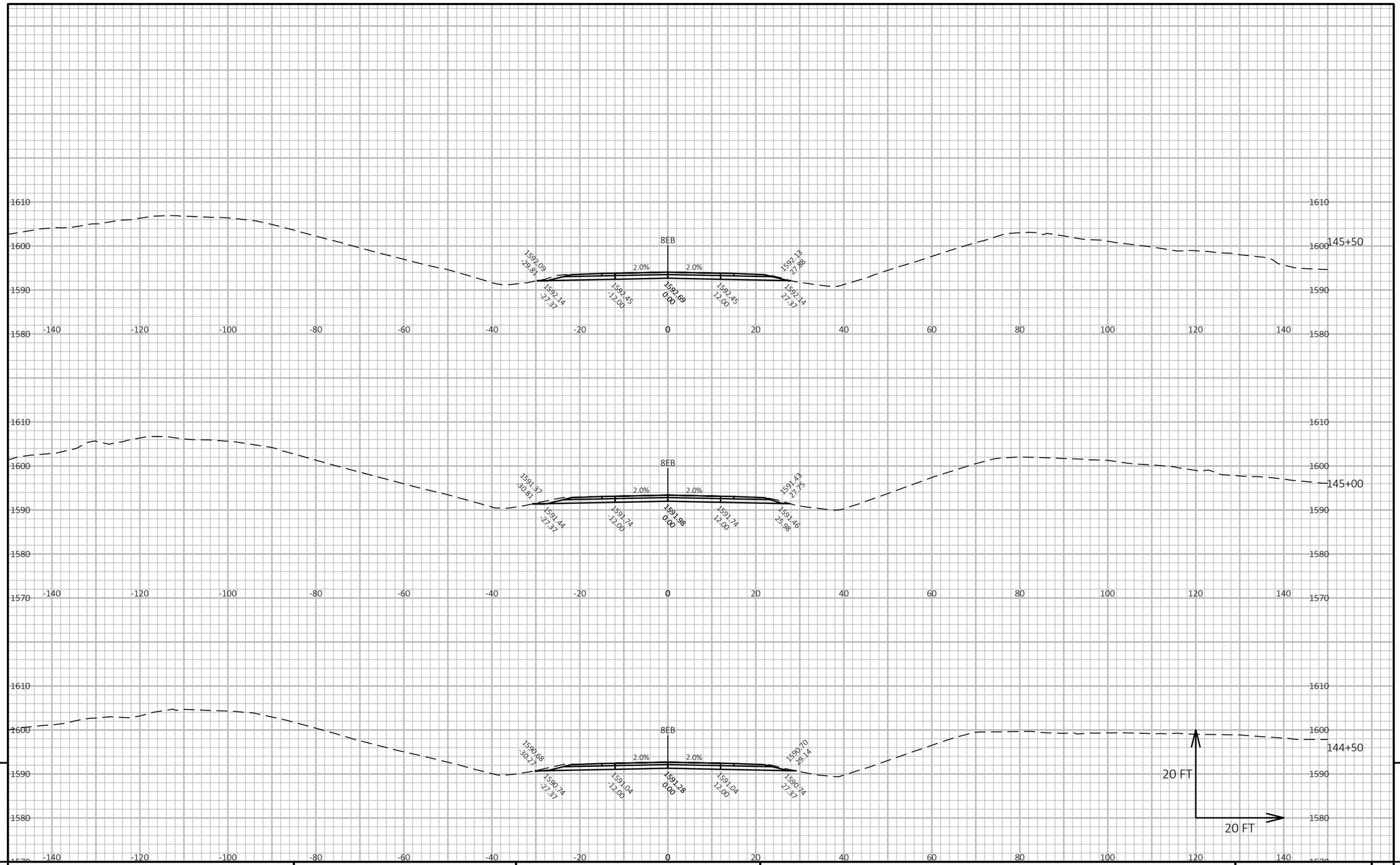
WISDOT/CADDS SHEET 49



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 489	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090264-xs

PLOT DATE : 4/29/2025 9:15 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

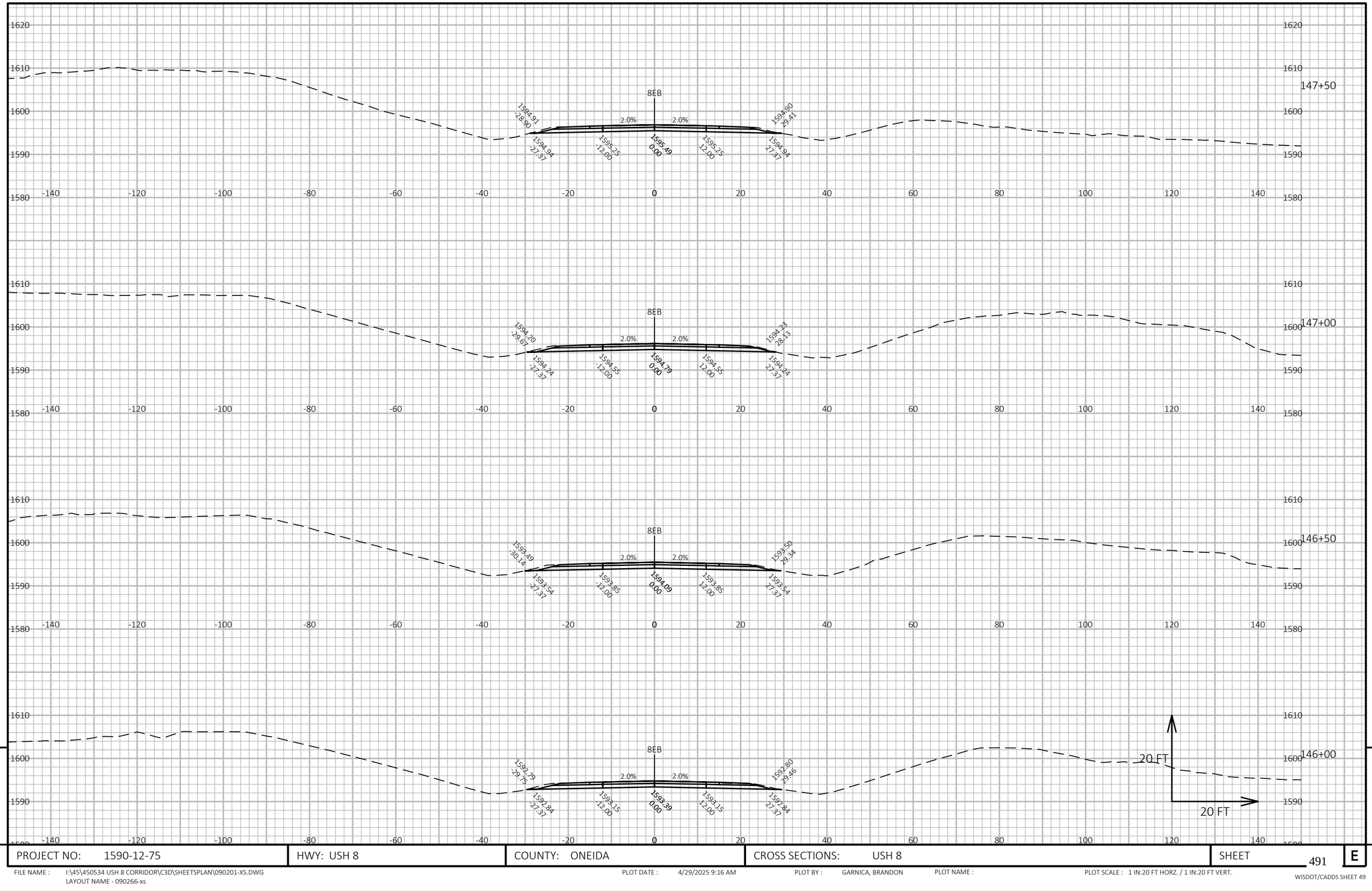


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 490	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090265-xs

PLOT DATE : 4/29/2025 9:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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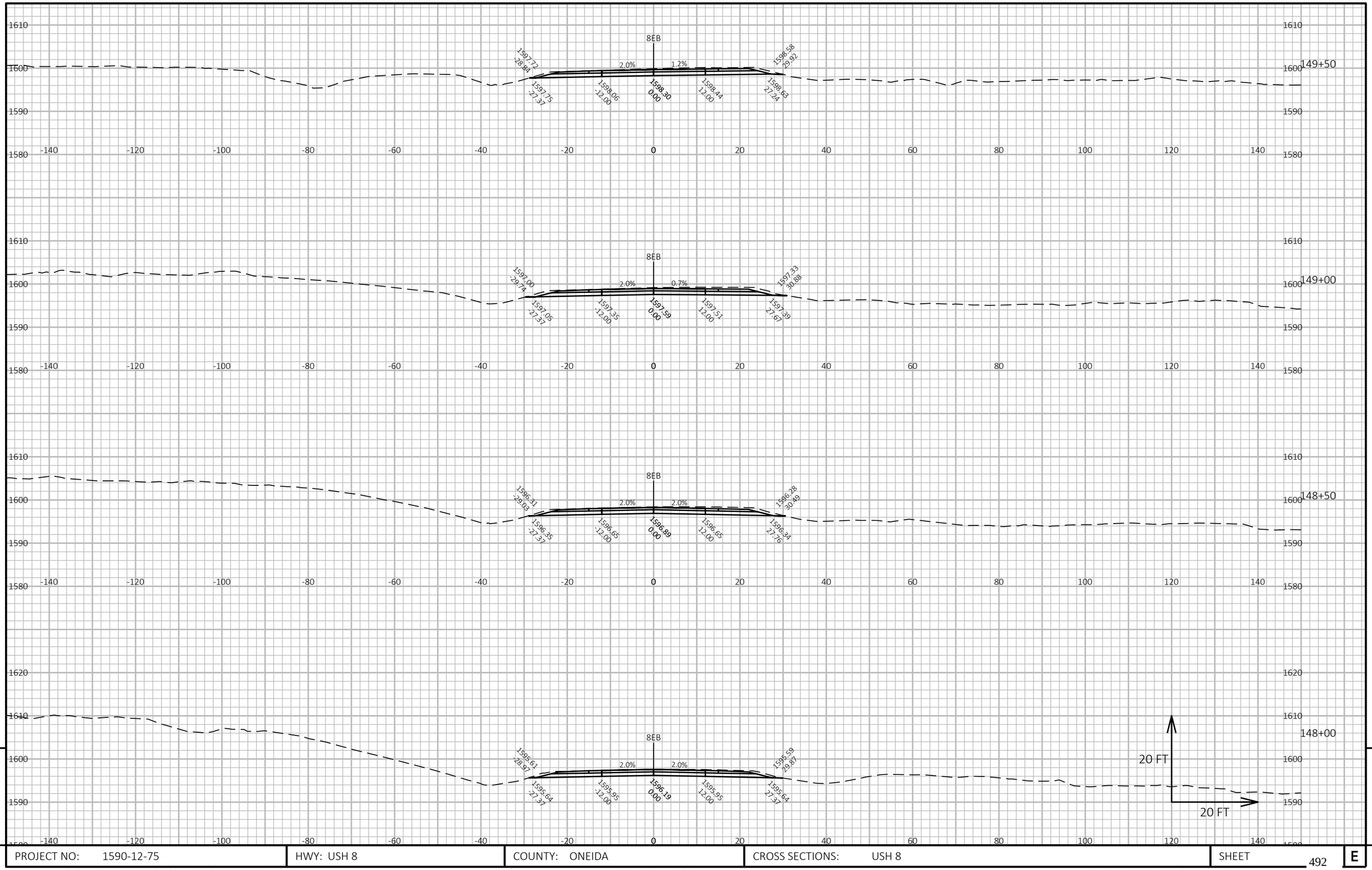
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 491	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090266-xs

PLOT DATE : 4/29/2025 9:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

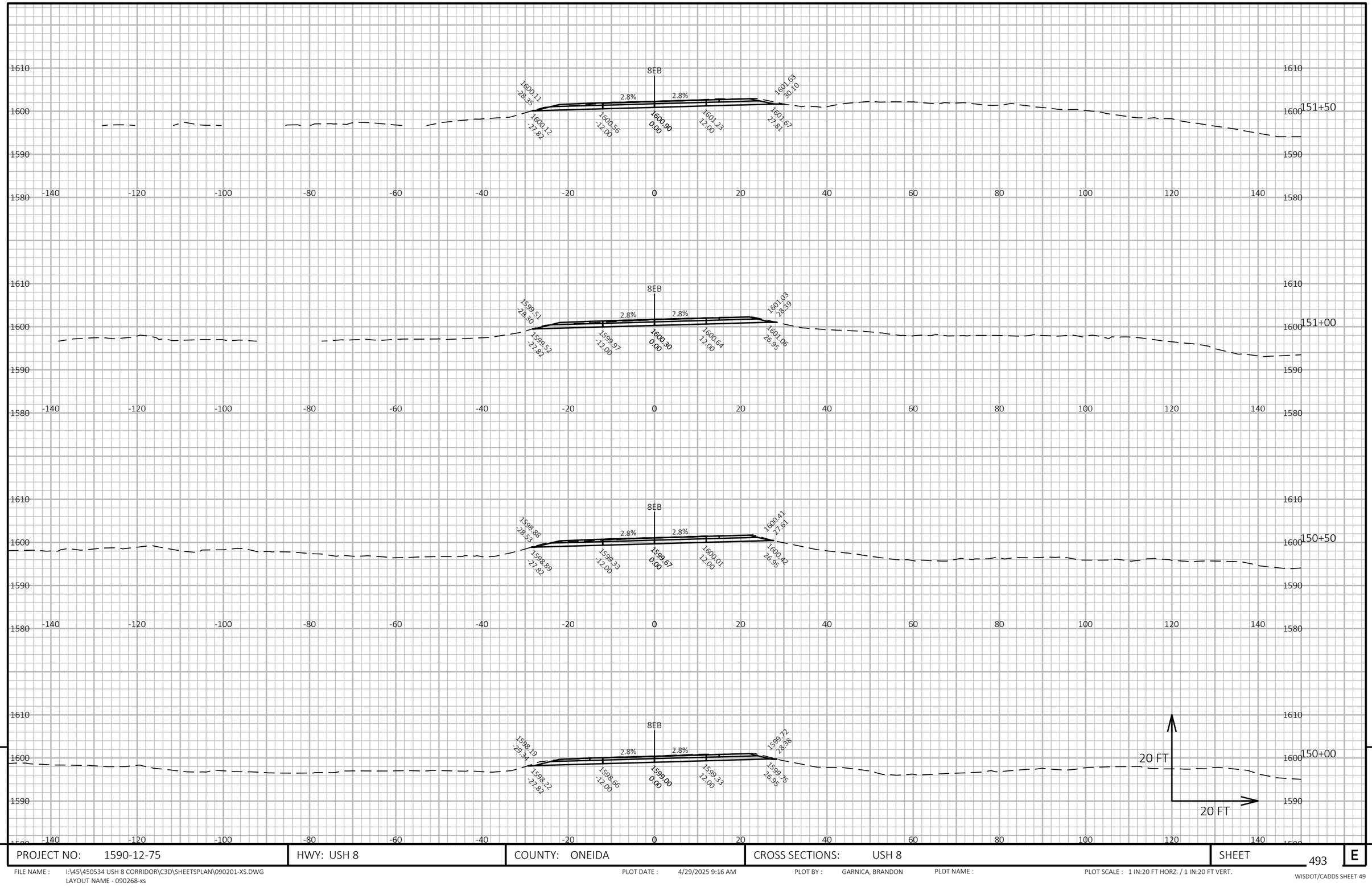
WISDOT/CADDS SHEET 49



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 492	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090267-xs

PLOT DATE : 4/29/2025 9:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

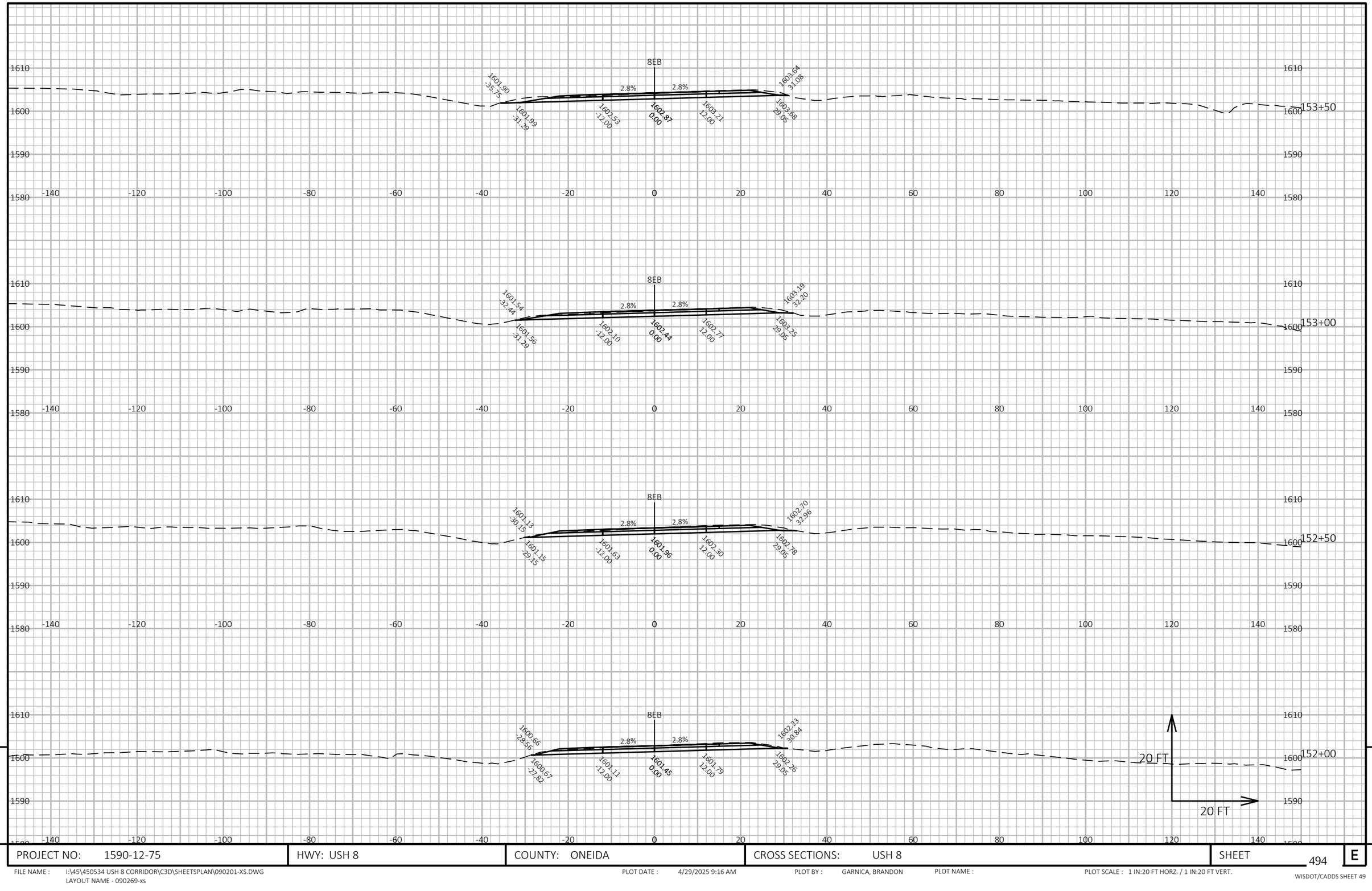


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 493	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090268-xs

PLOT DATE : 4/29/2025 9:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 494	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090269-xs

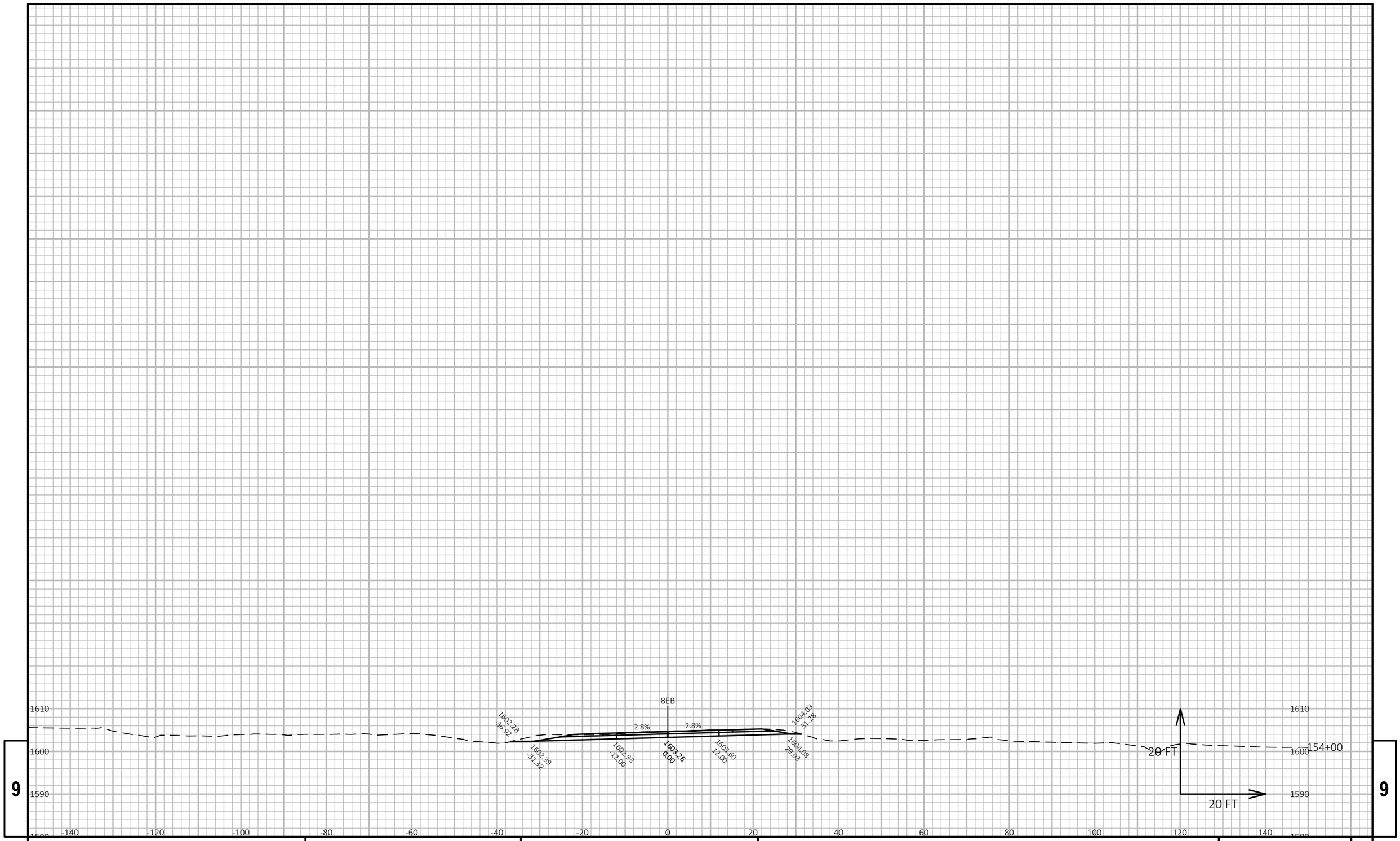
PLOT DATE : 4/29/2025 9:16 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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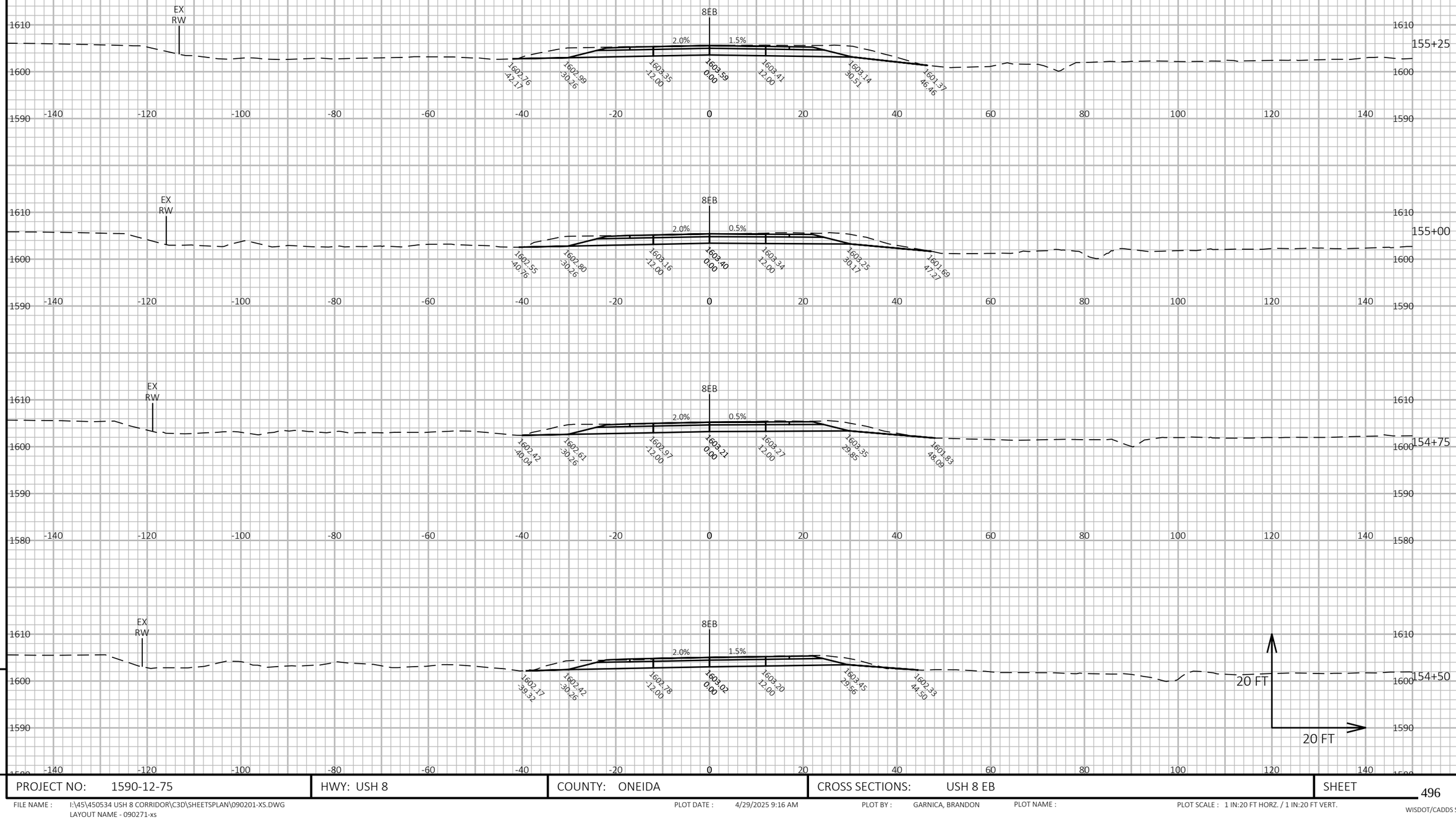
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 495	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090270-xs

PLOT DATE : 4/29/2025 9:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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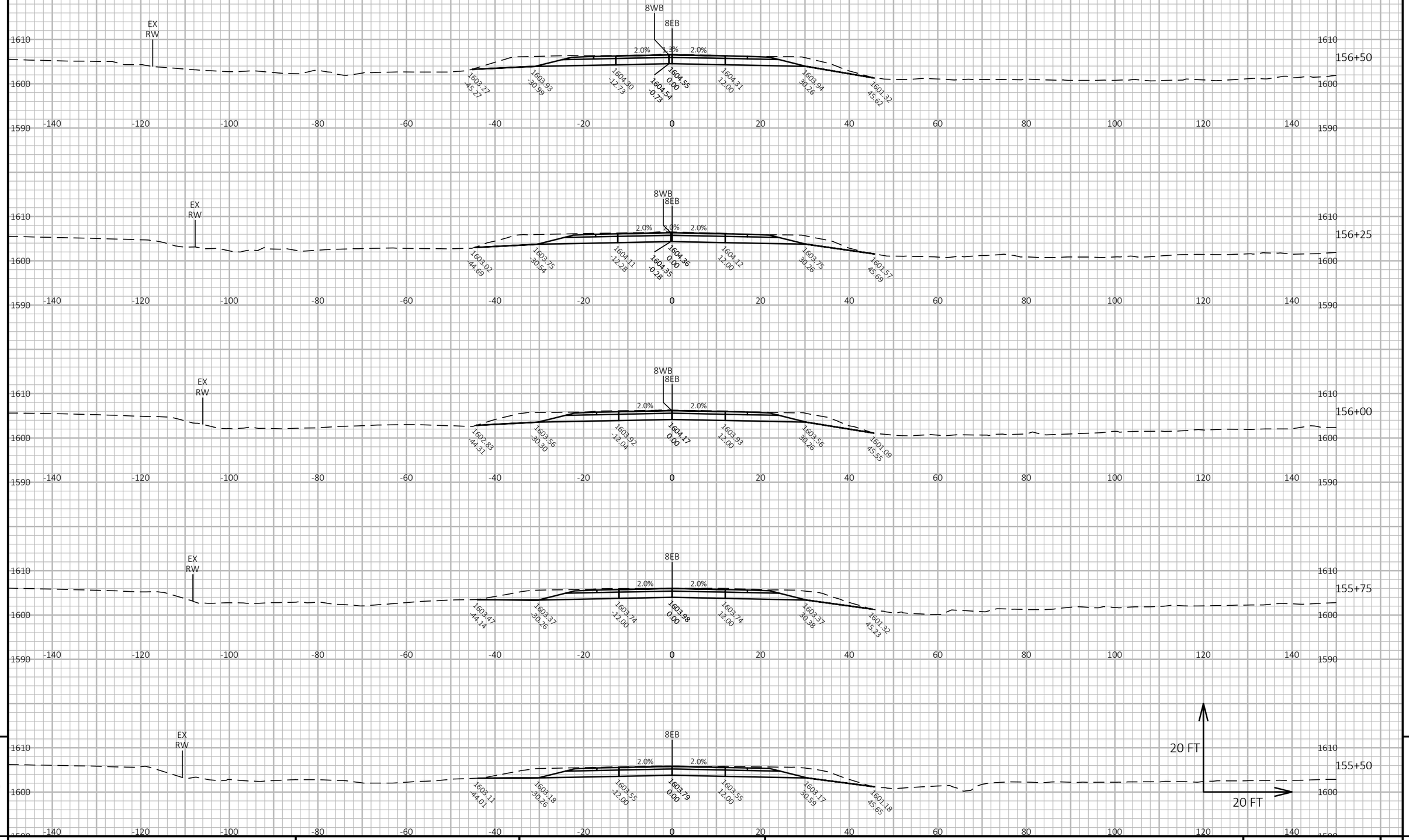
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 496	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090271-xs

PLOT DATE : 4/29/2025 9:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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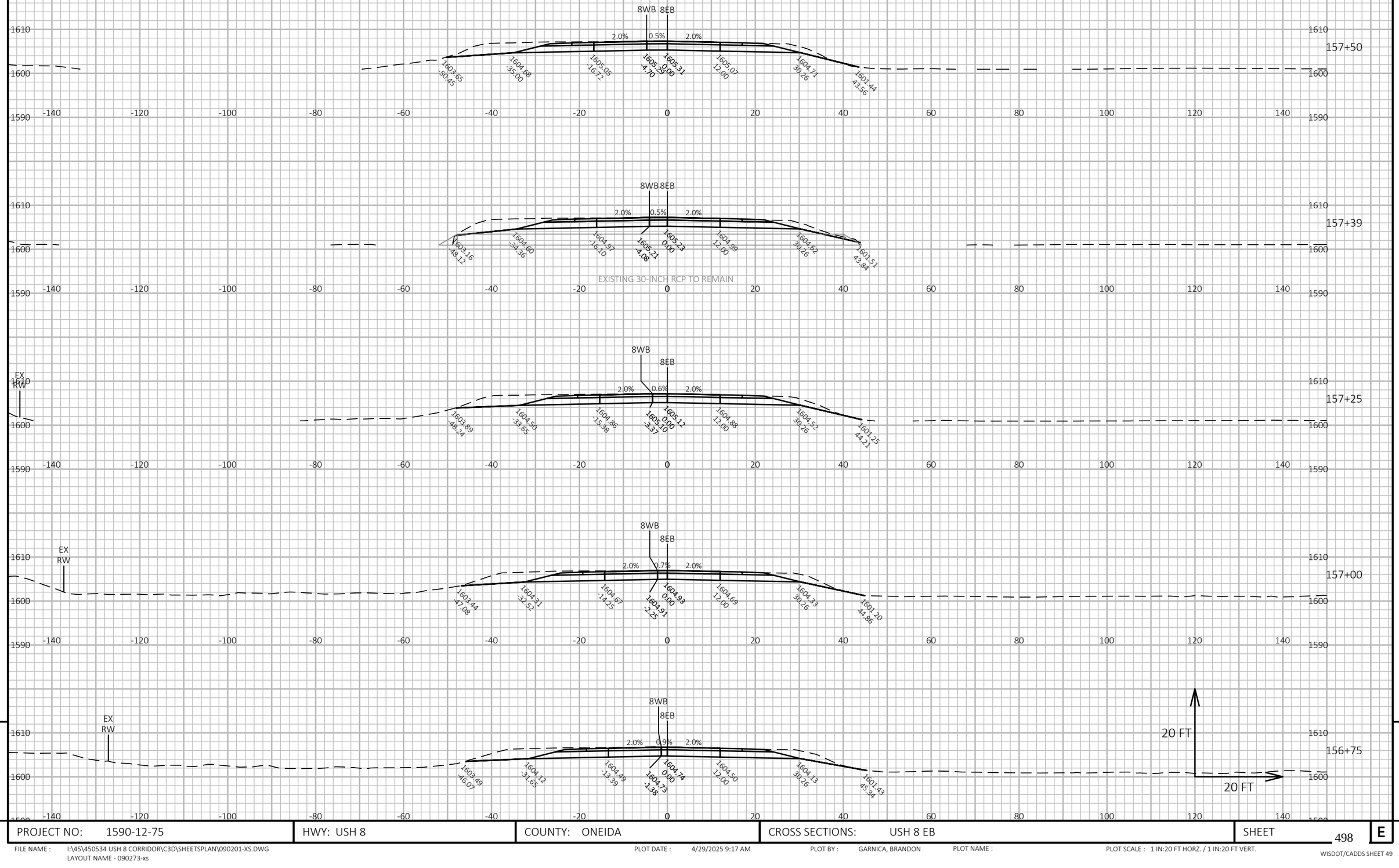
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 497	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090272-xs

PLOT DATE : 4/29/2025 9:16 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

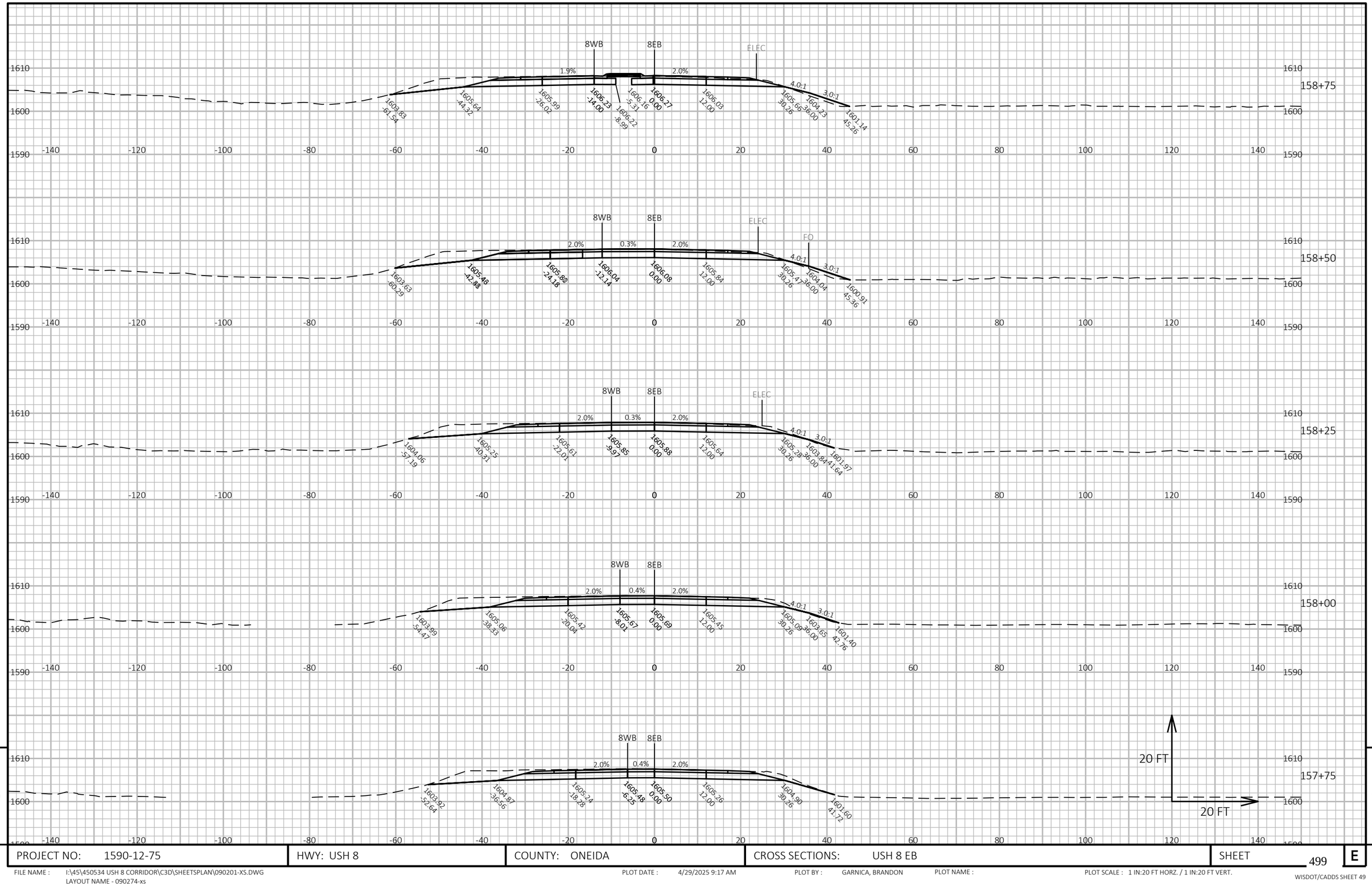


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 498 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090273-xs

PLOT DATE : 4/29/2025 9:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 499	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090274-xs

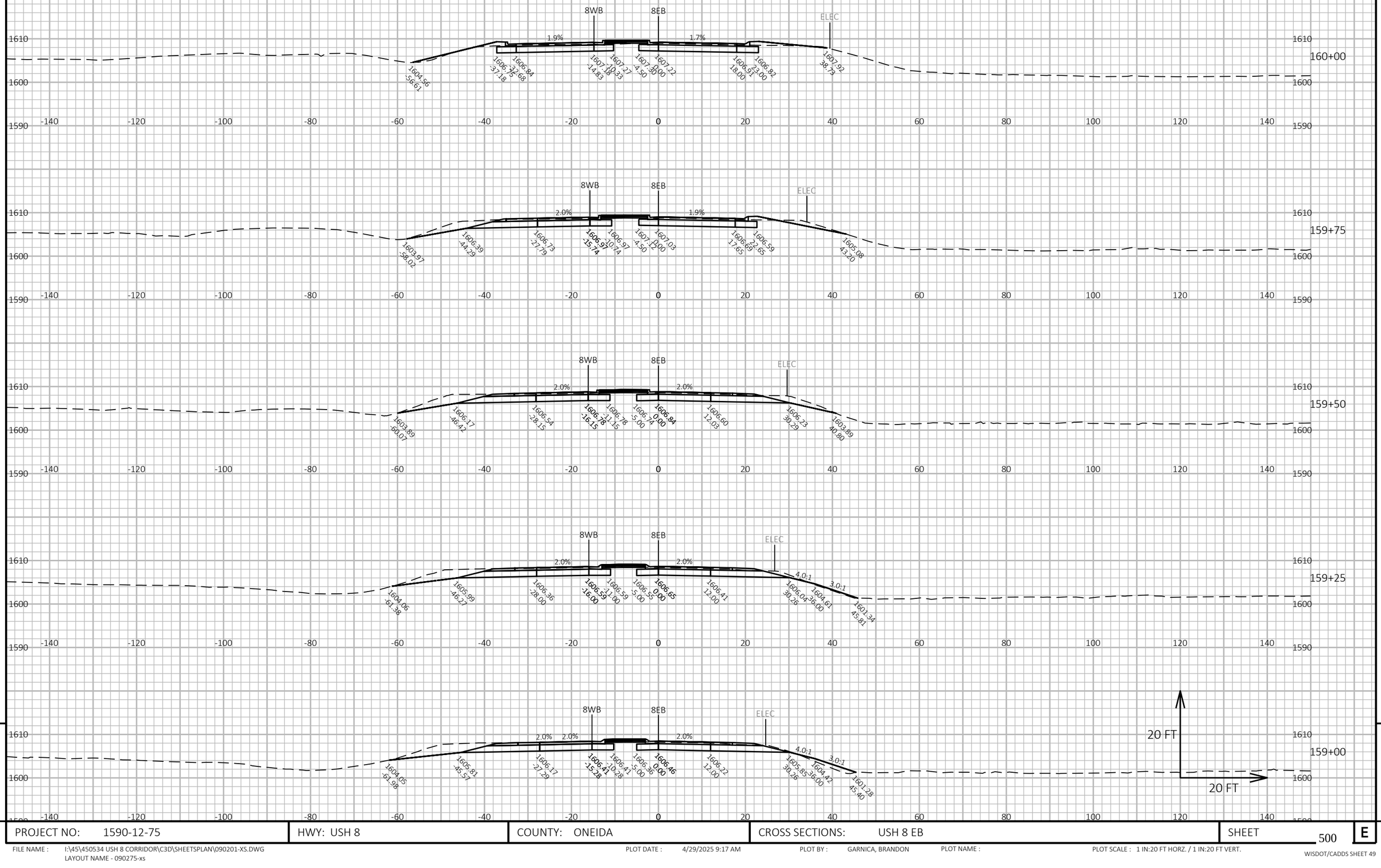
PLOT DATE : 4/29/2025 9:17 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 500	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090275-xs

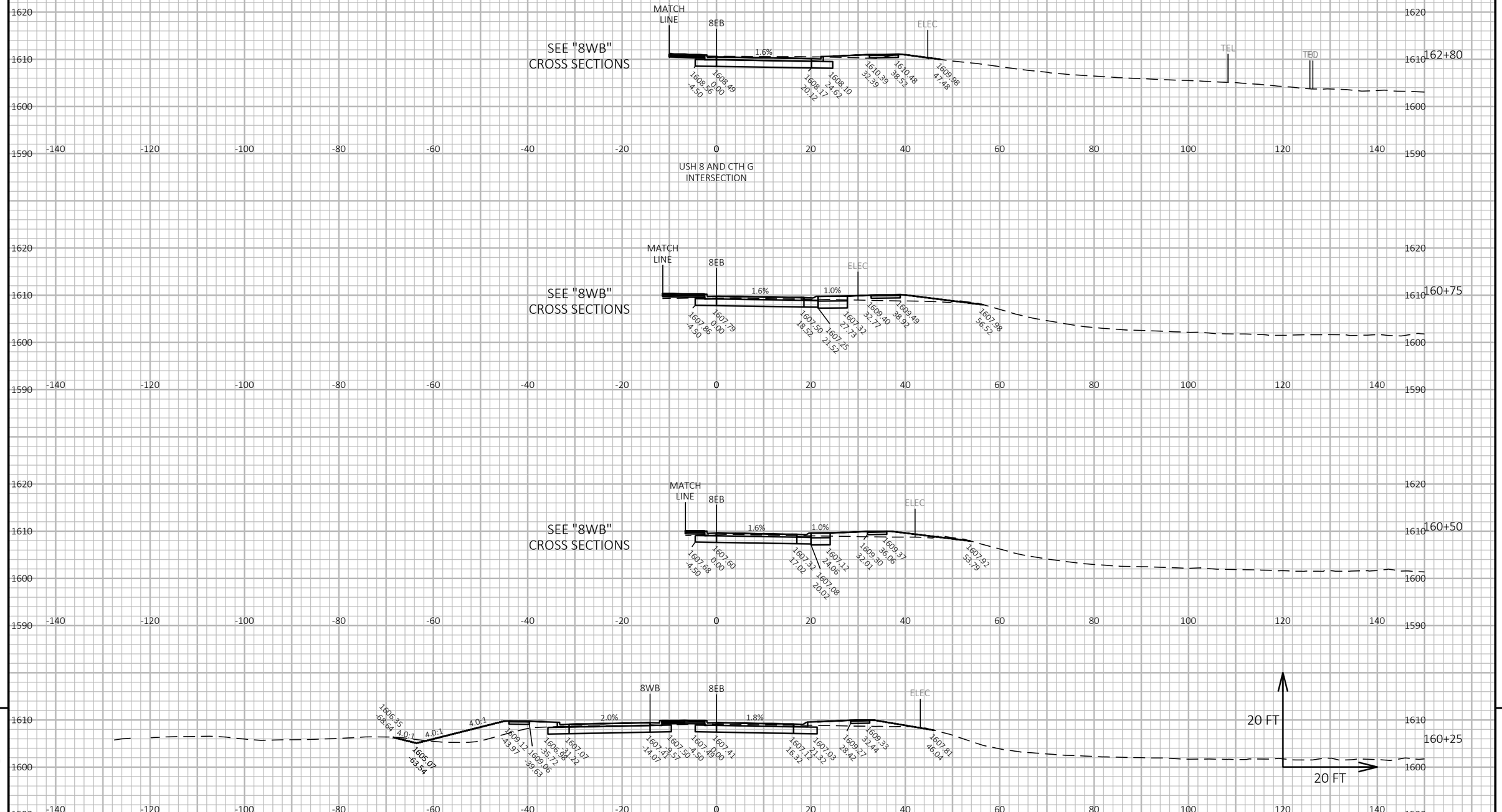
PLOT DATE : 4/29/2025 9:17 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

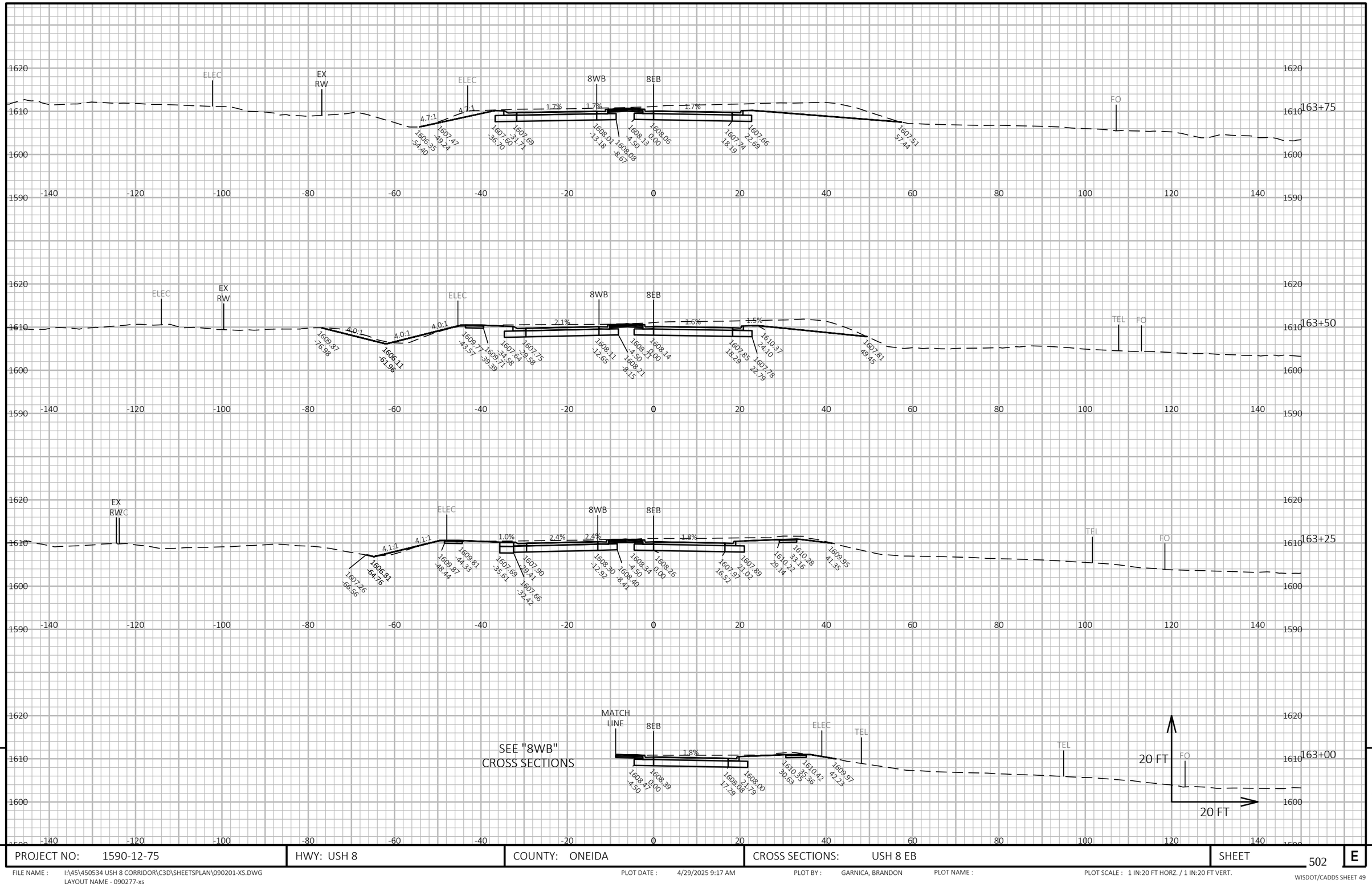


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 501	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090276-xs

PLOT DATE : 4/29/2025 9:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 502	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090277-xs

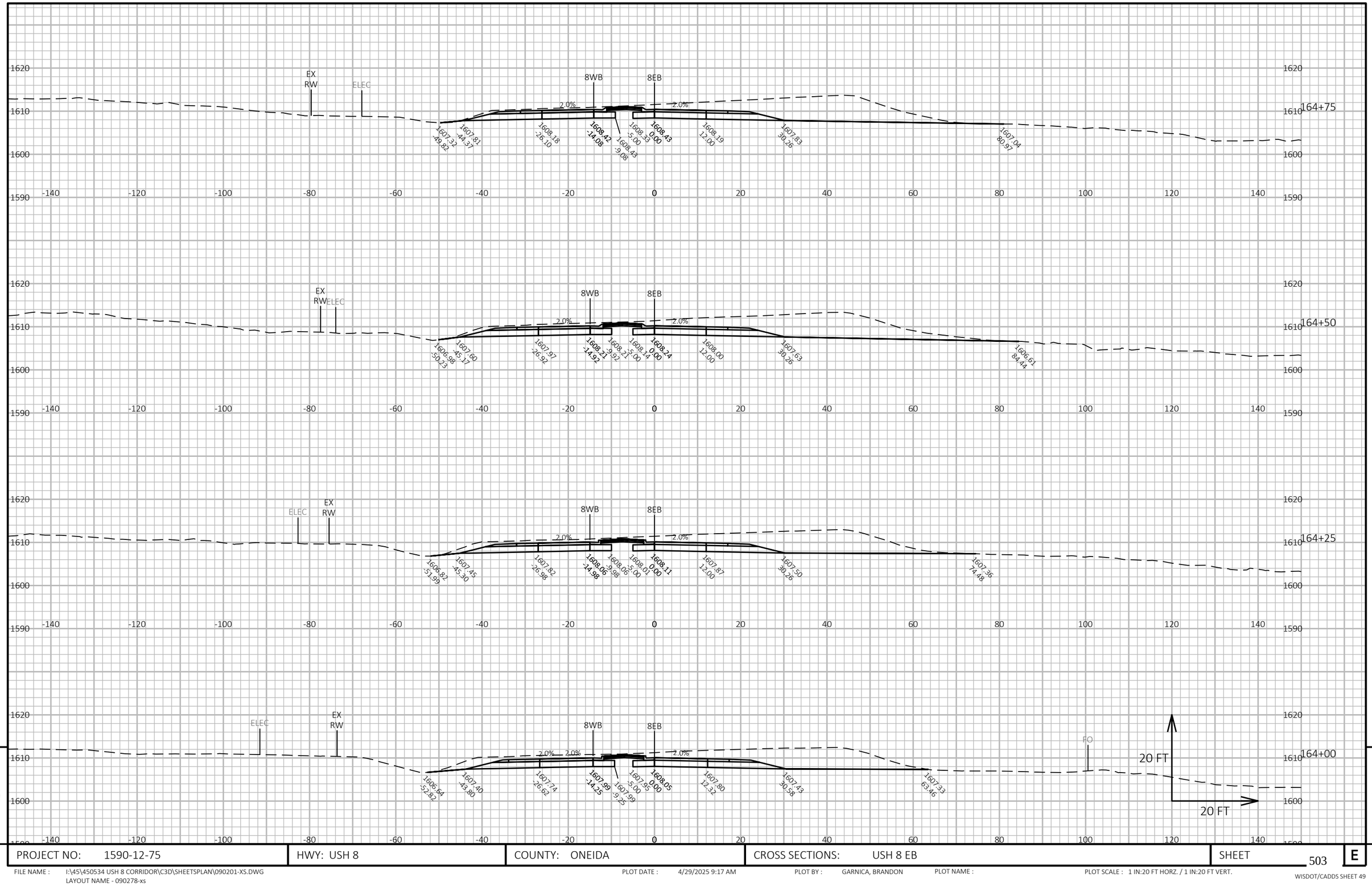
PLOT DATE : 4/29/2025 9:17 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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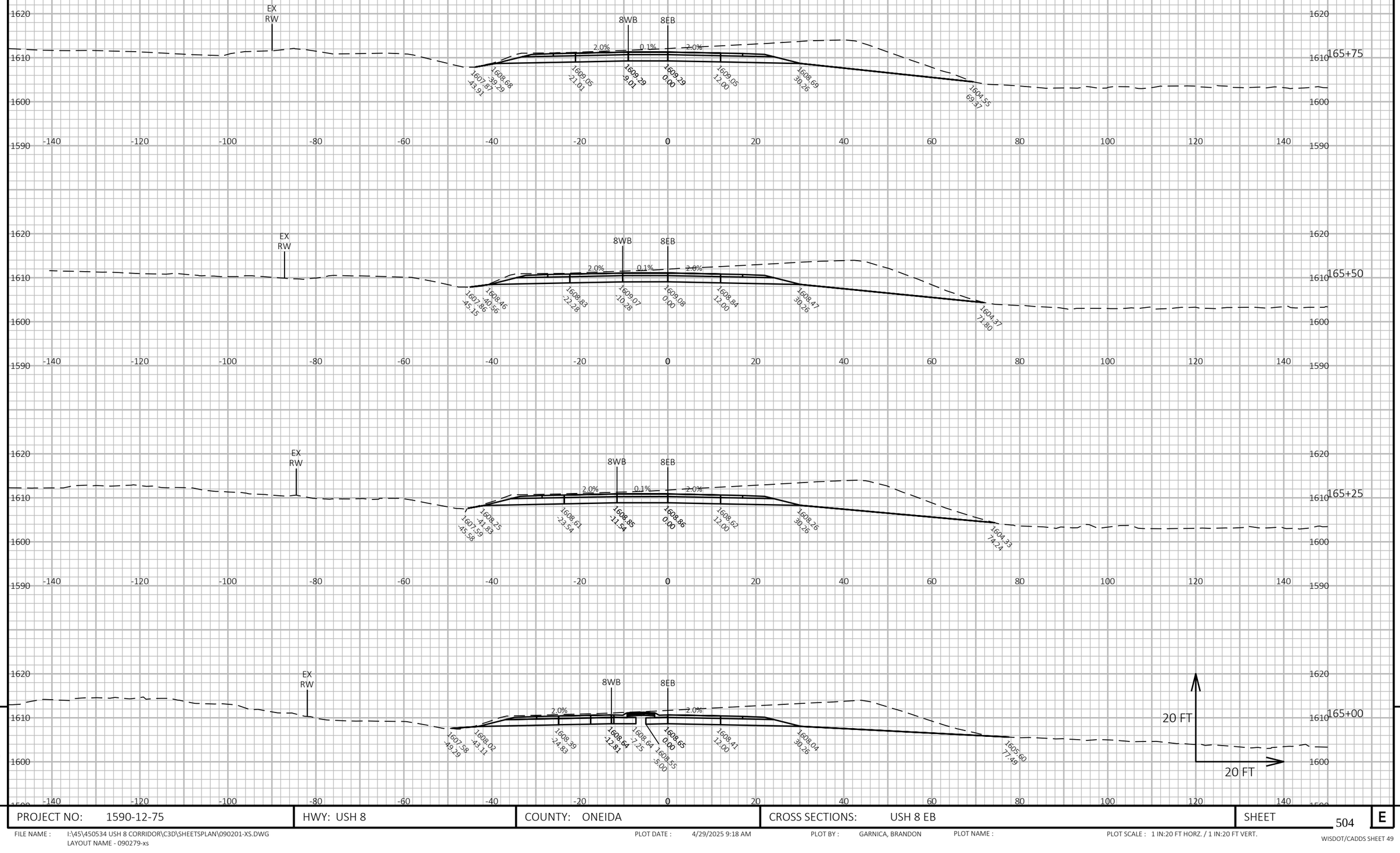
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 503	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090278-xs

PLOT DATE : 4/29/2025 9:17 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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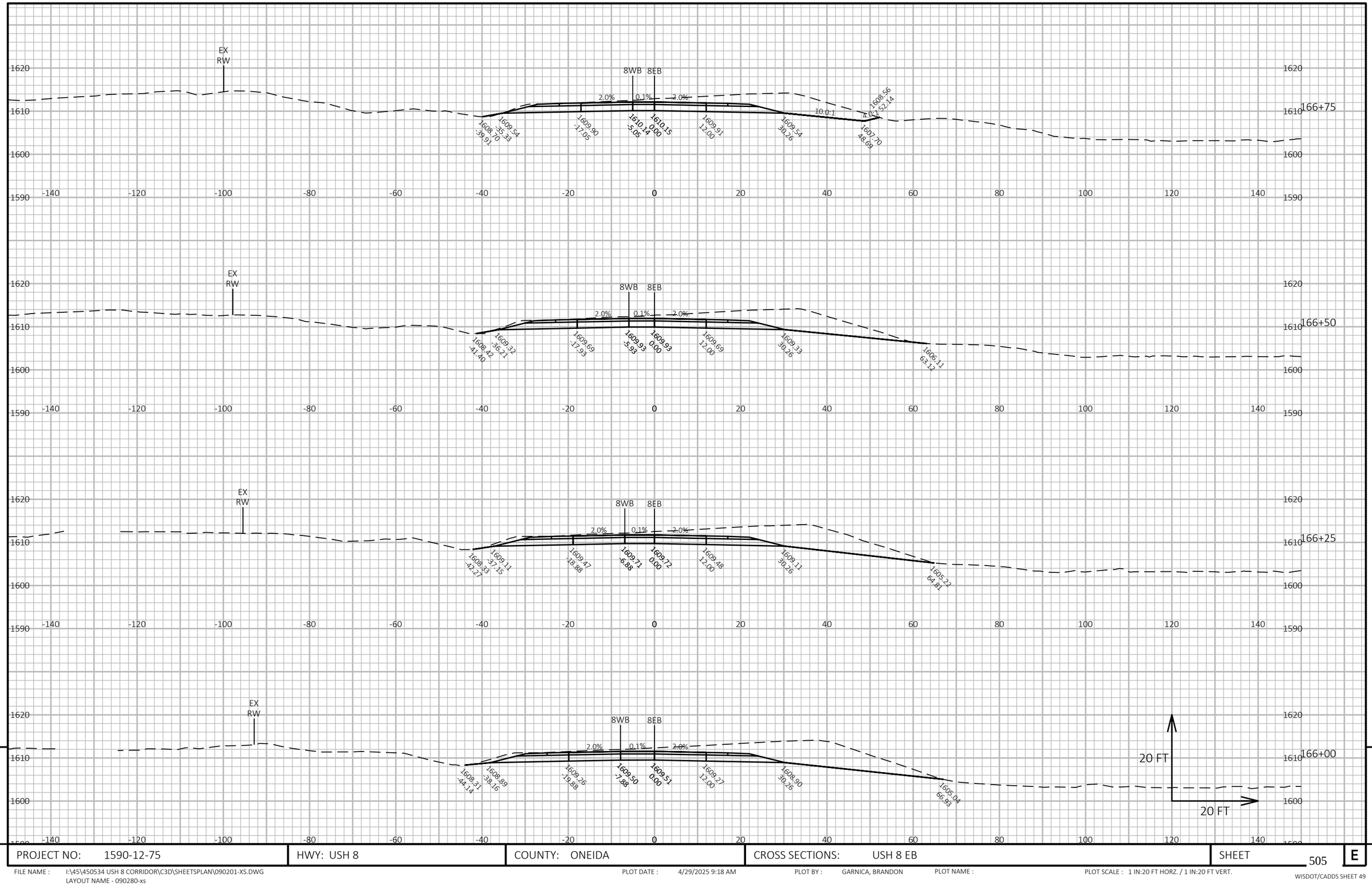
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 504	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090279-xs

PLOT DATE : 4/29/2025 9:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 505	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090280-xs

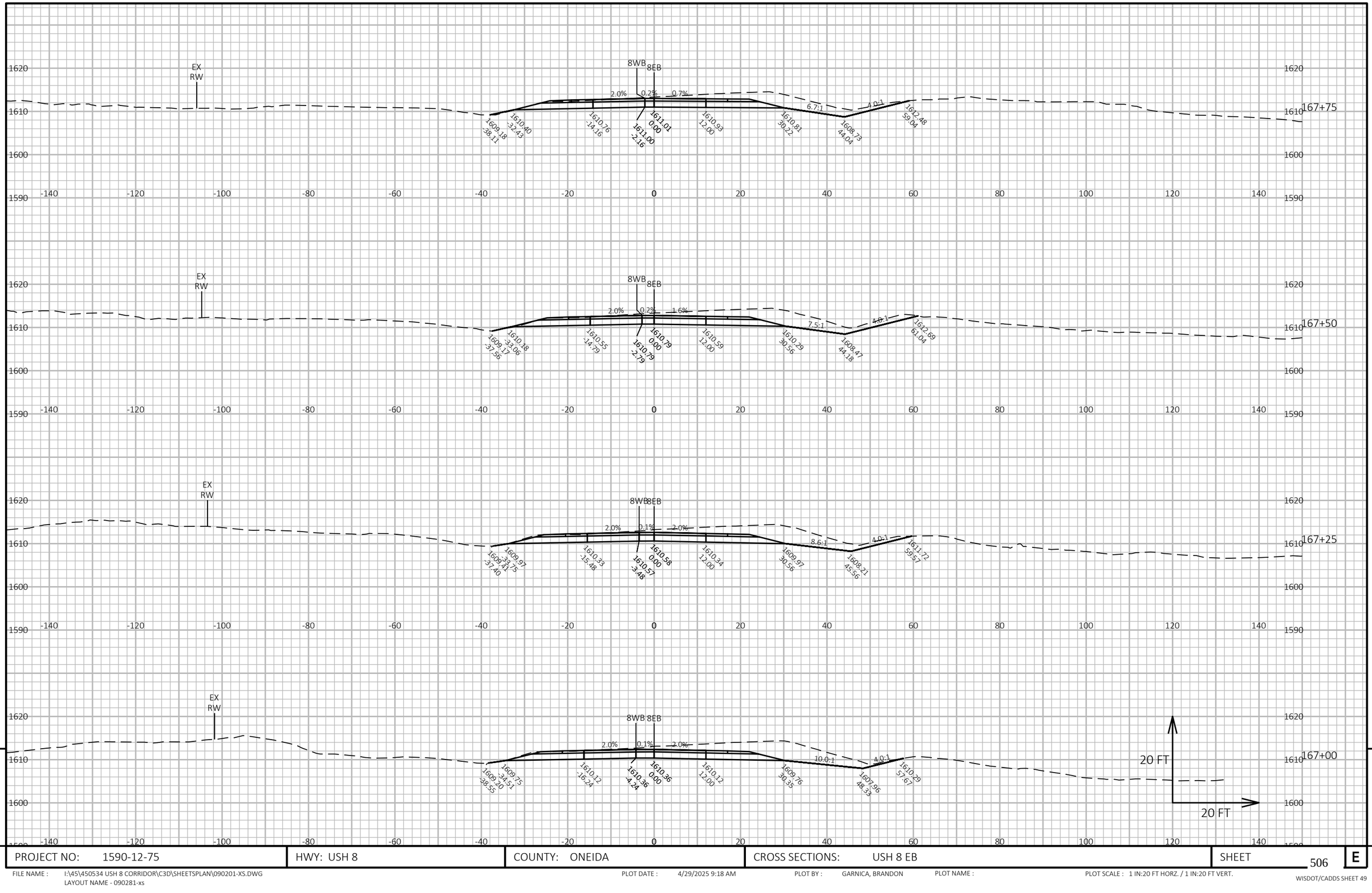
PLOT DATE : 4/29/2025 9:18 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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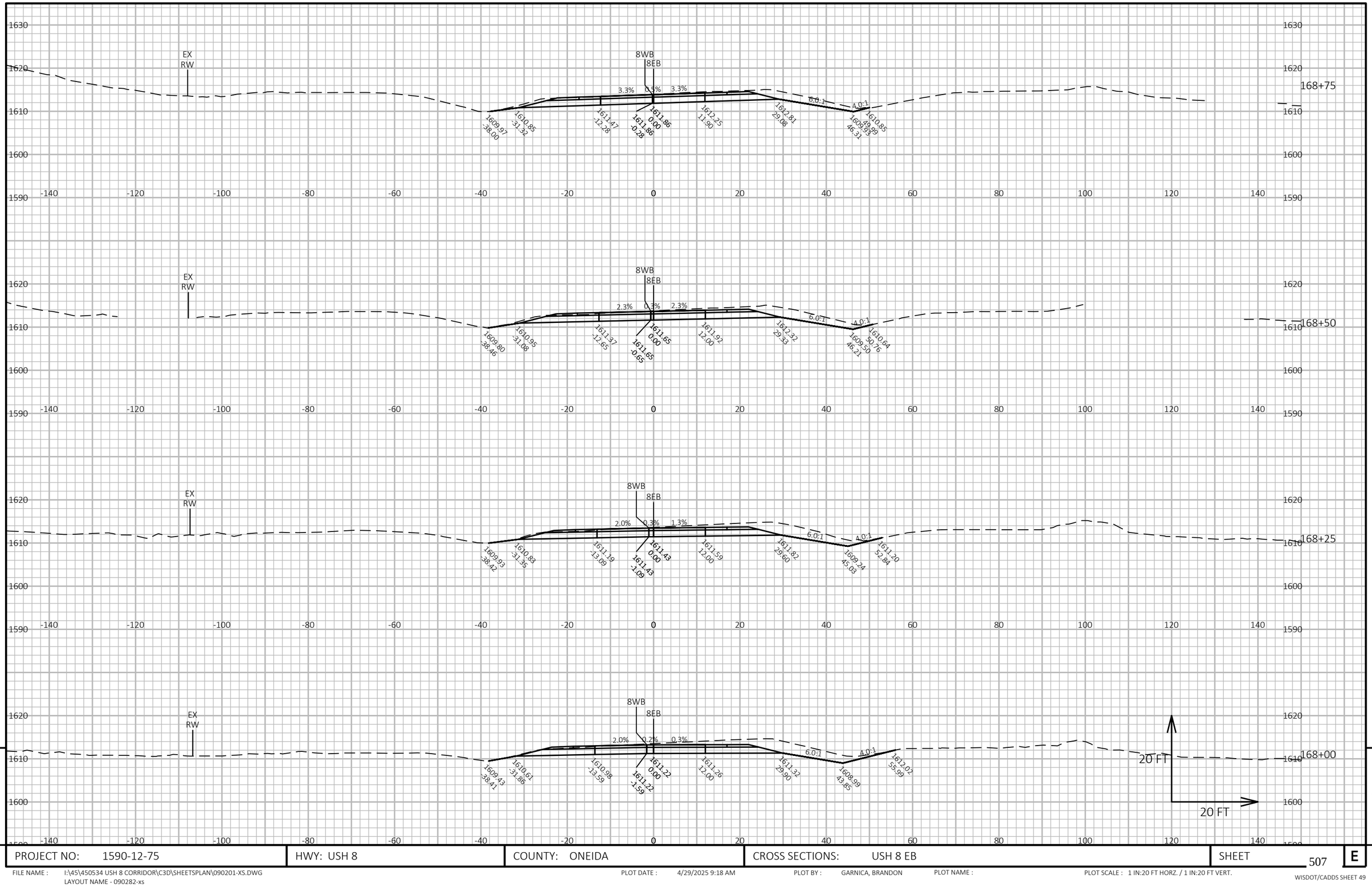
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 506	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090281-xs

PLOT DATE : 4/29/2025 9:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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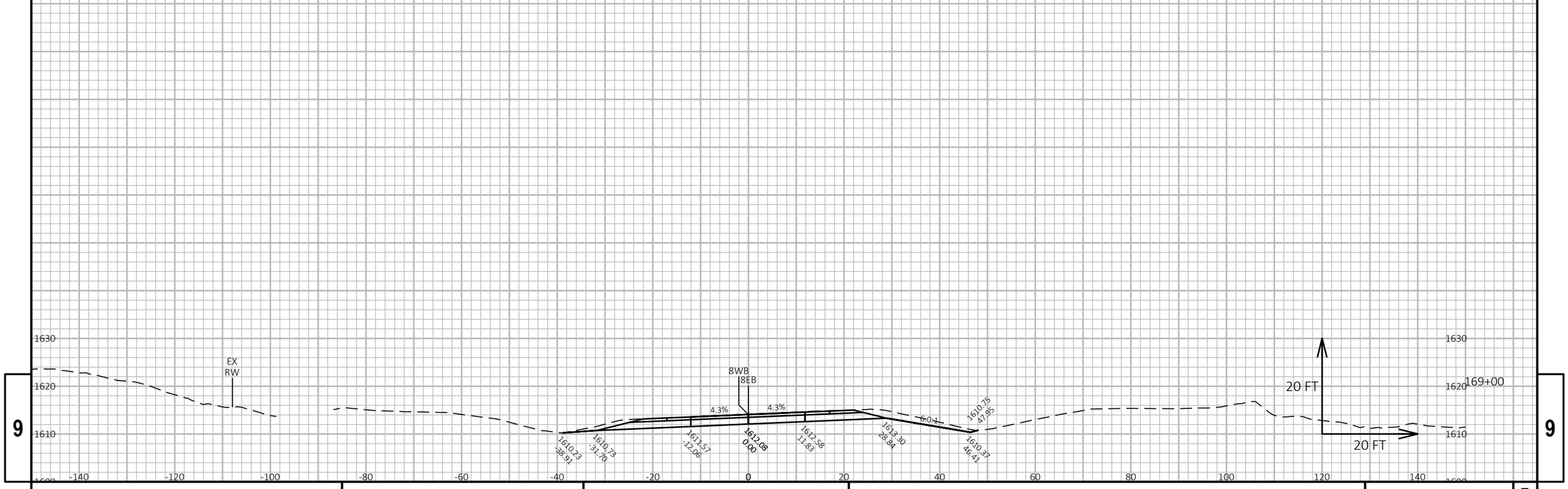
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 507	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090282-xs

PLOT DATE : 4/29/2025 9:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 EB	SHEET 508	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090283-xs

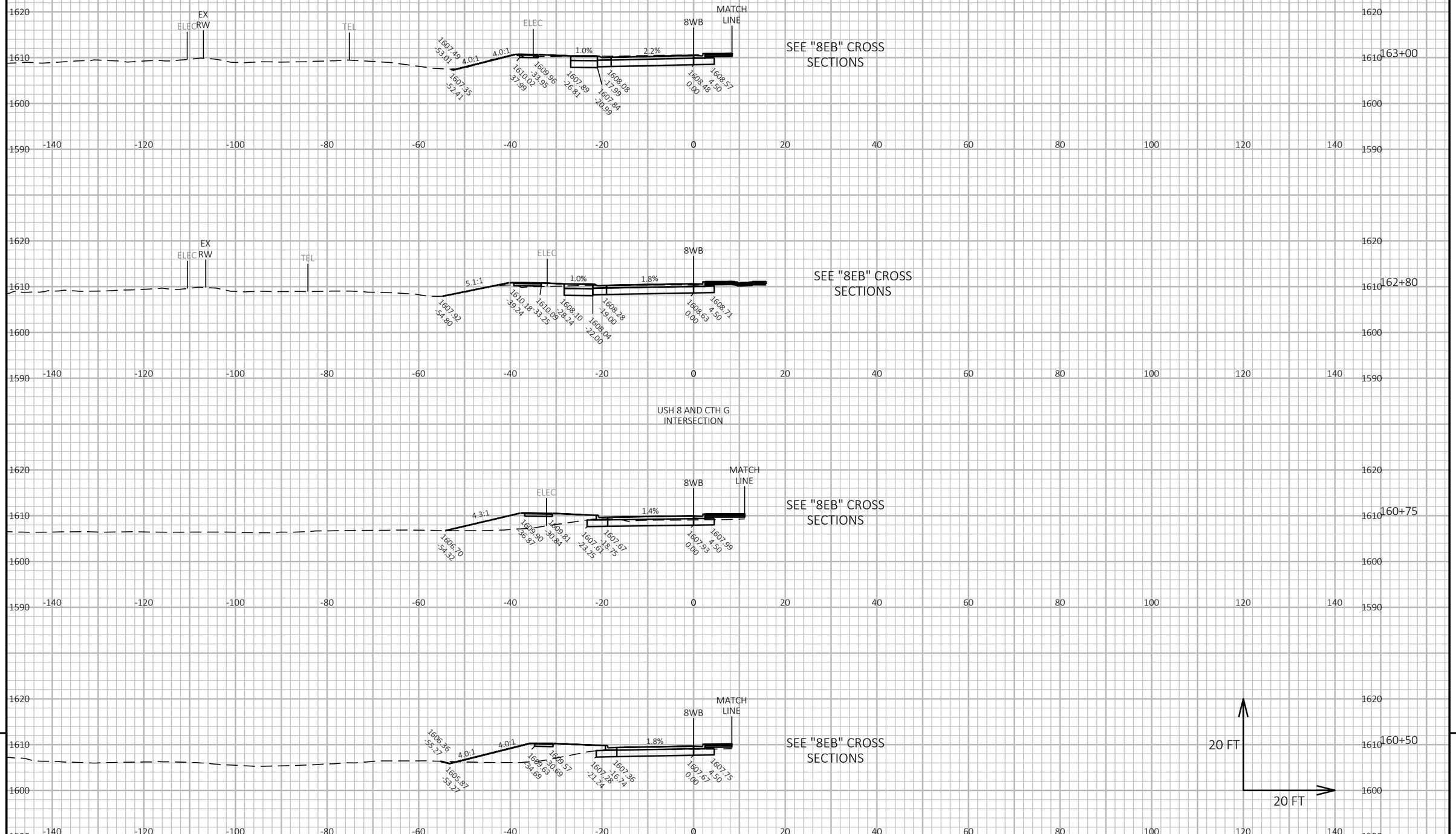
PLOT DATE : 4/29/2025 9:18 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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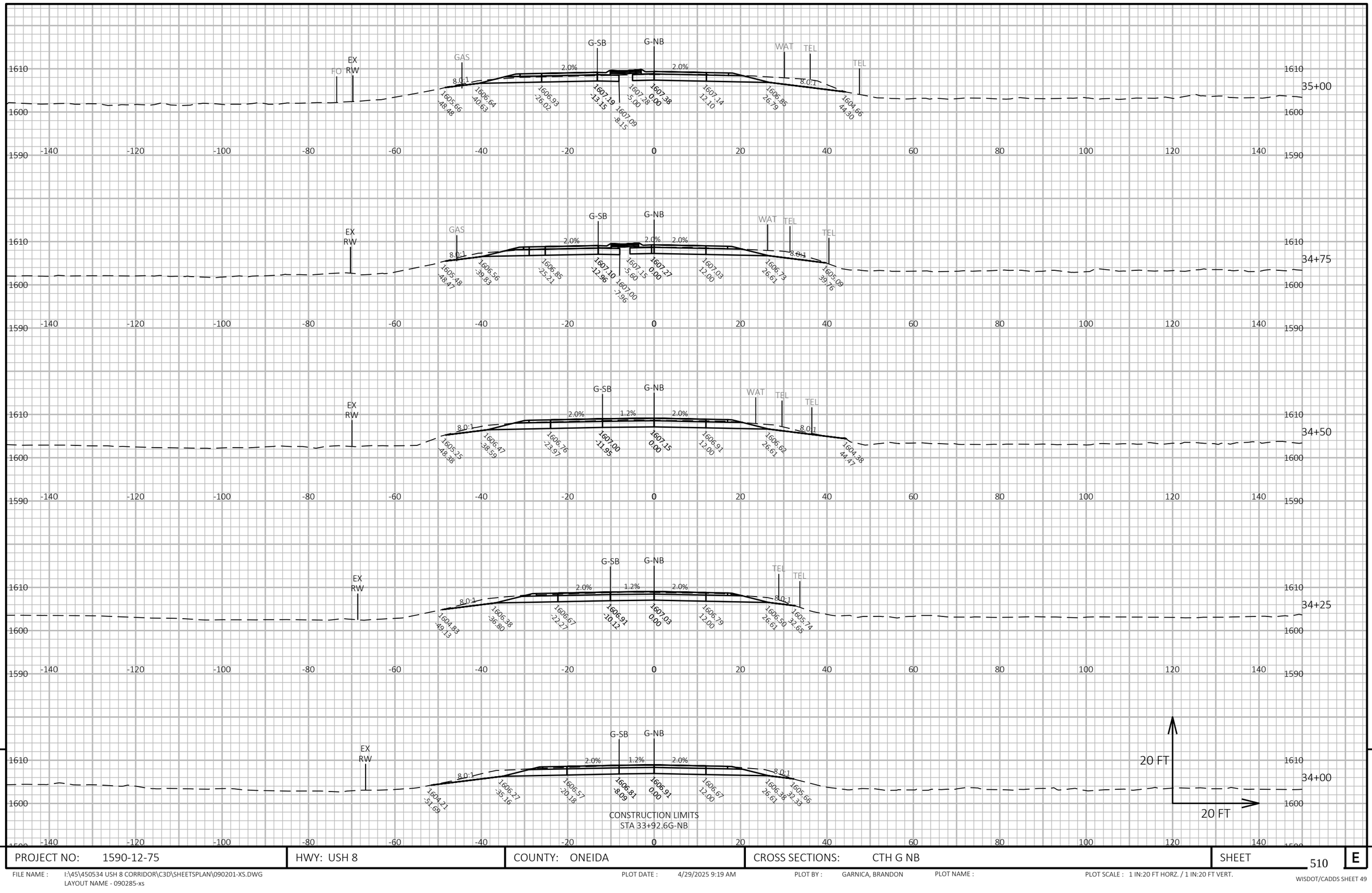
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8 WB	SHEET 509	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090284-xs

PLOT DATE : 4/29/2025 9:18 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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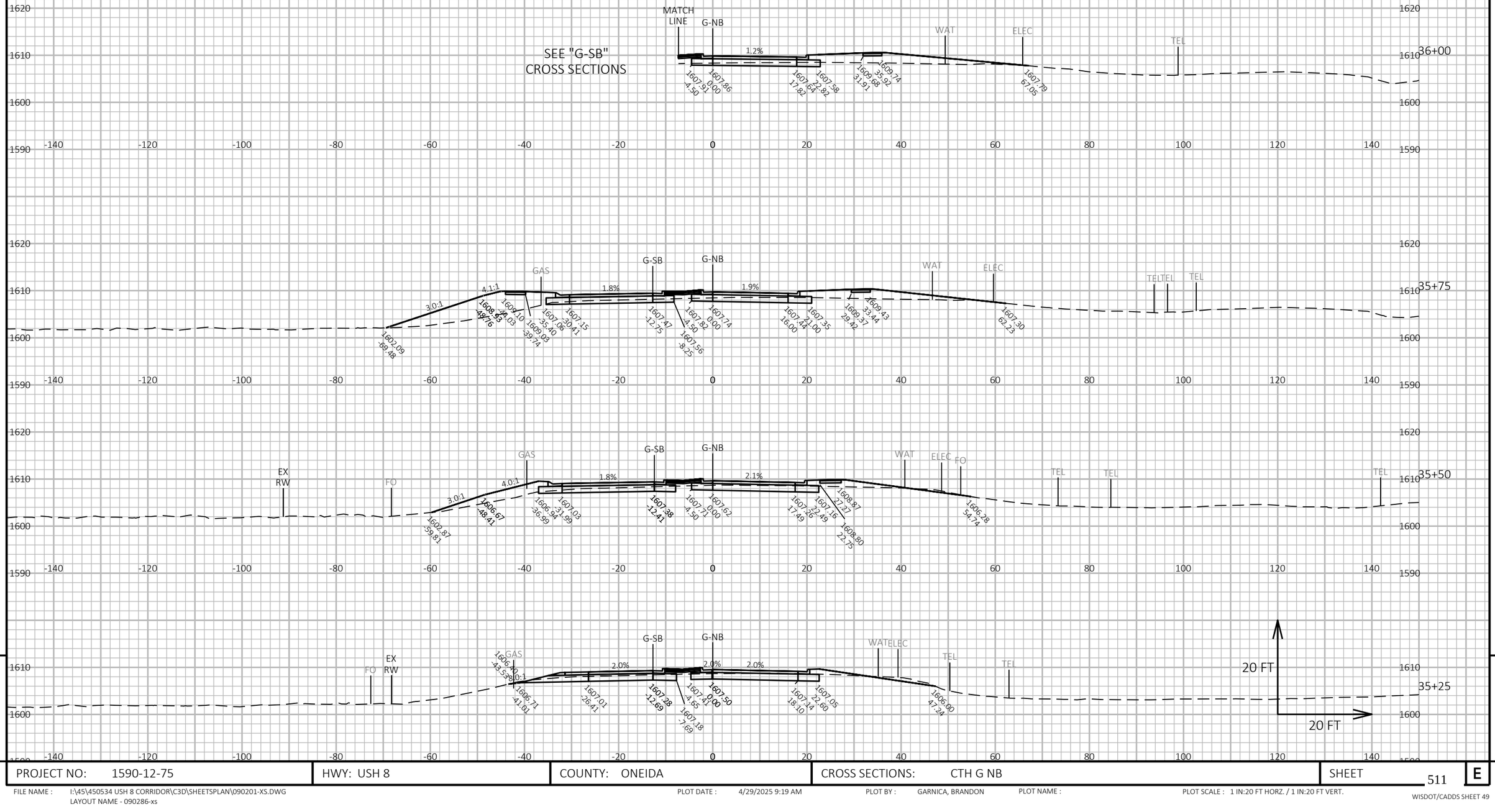
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G NB	SHEET 510	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090285-xs

PLOT DATE : 4/29/2025 9:19 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

SEE "G-SB"
CROSS SECTIONS



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G NB	SHEET 511	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090286-xs

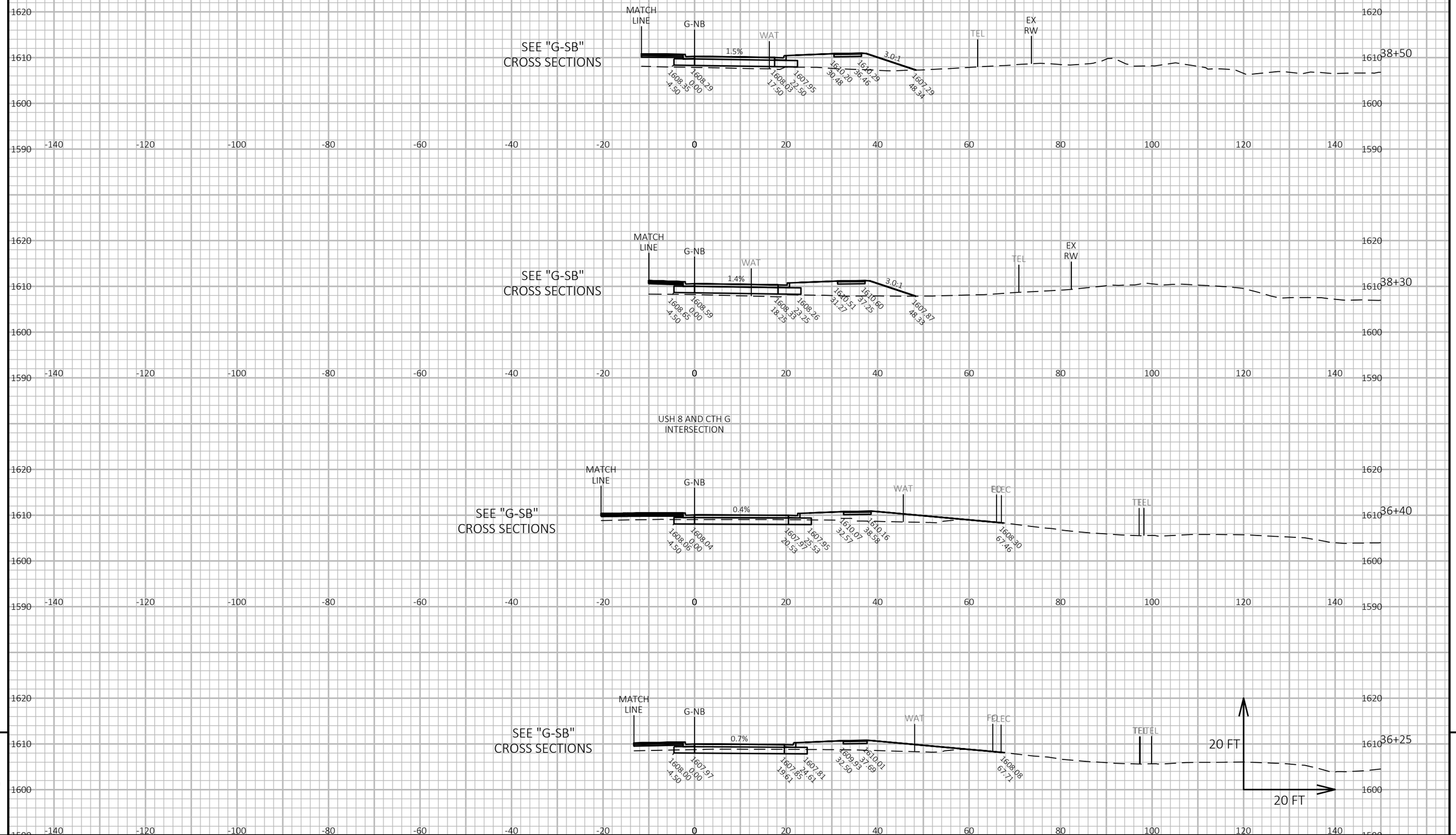
PLOT DATE : 4/29/2025 9:19 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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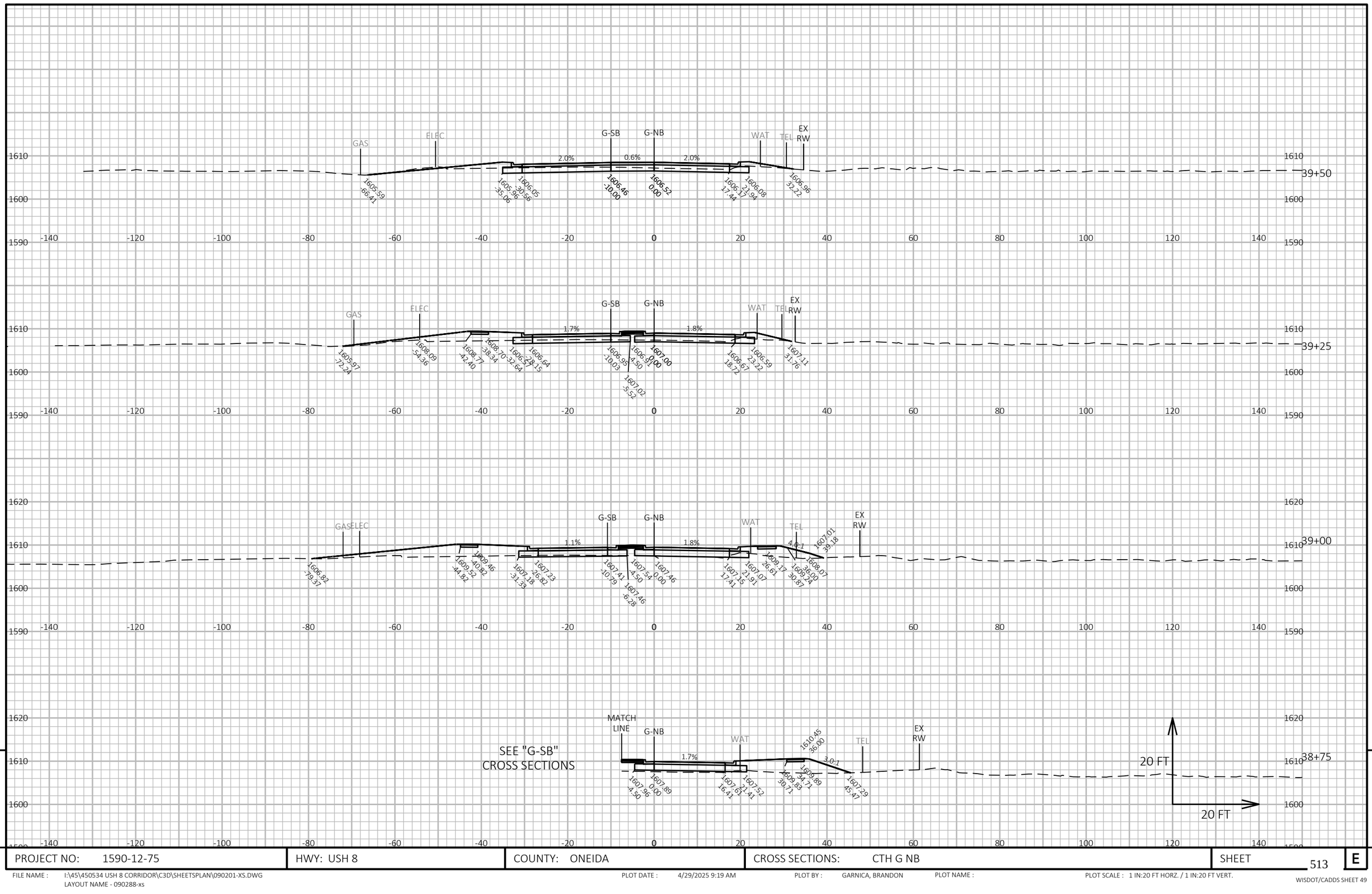
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G NB	SHEET 512	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090287-xs

PLOT DATE : 4/29/2025 9:19 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G NB	SHEET 513	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090288-xs

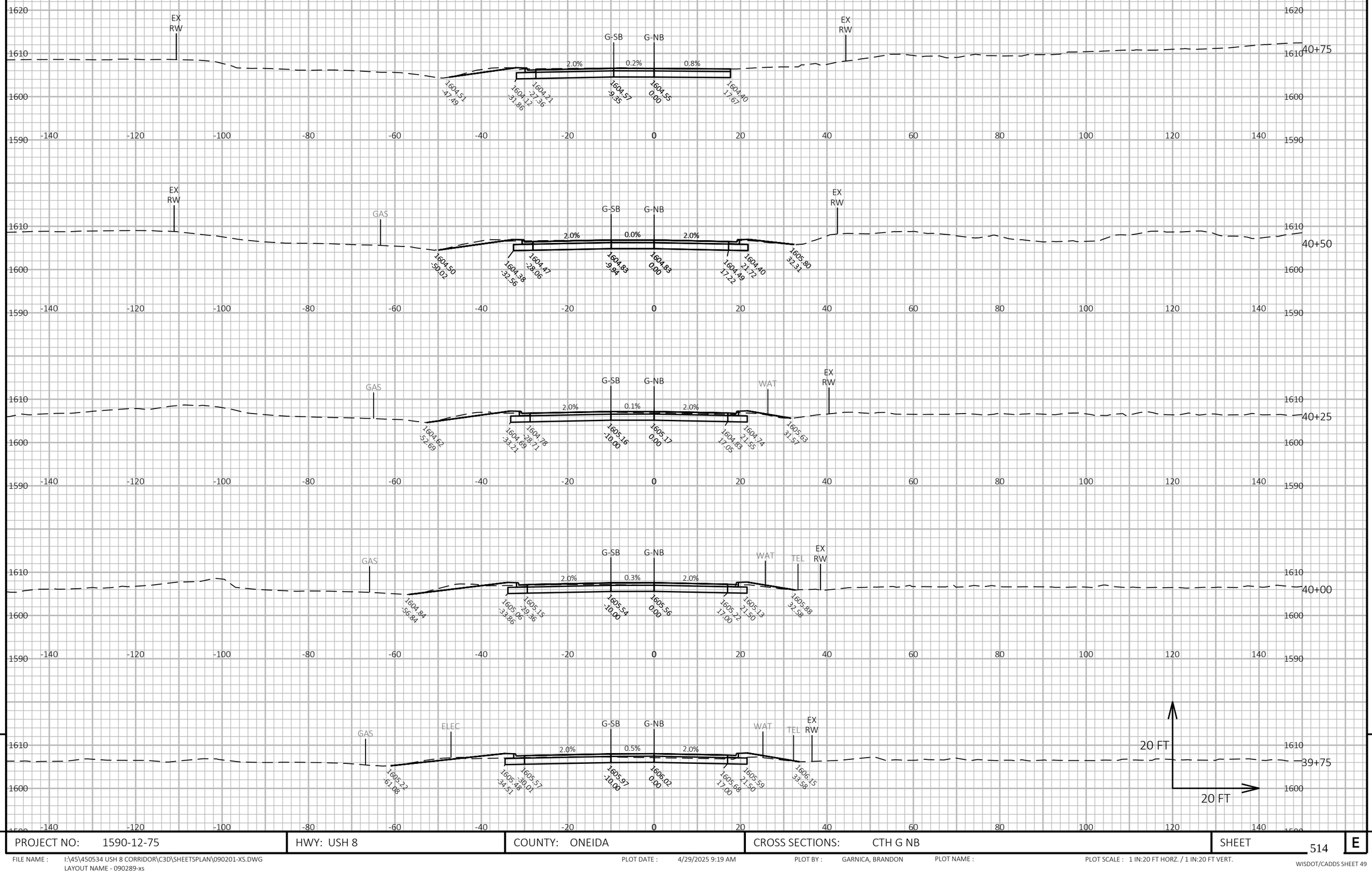
PLOT DATE : 4/29/2025 9:19 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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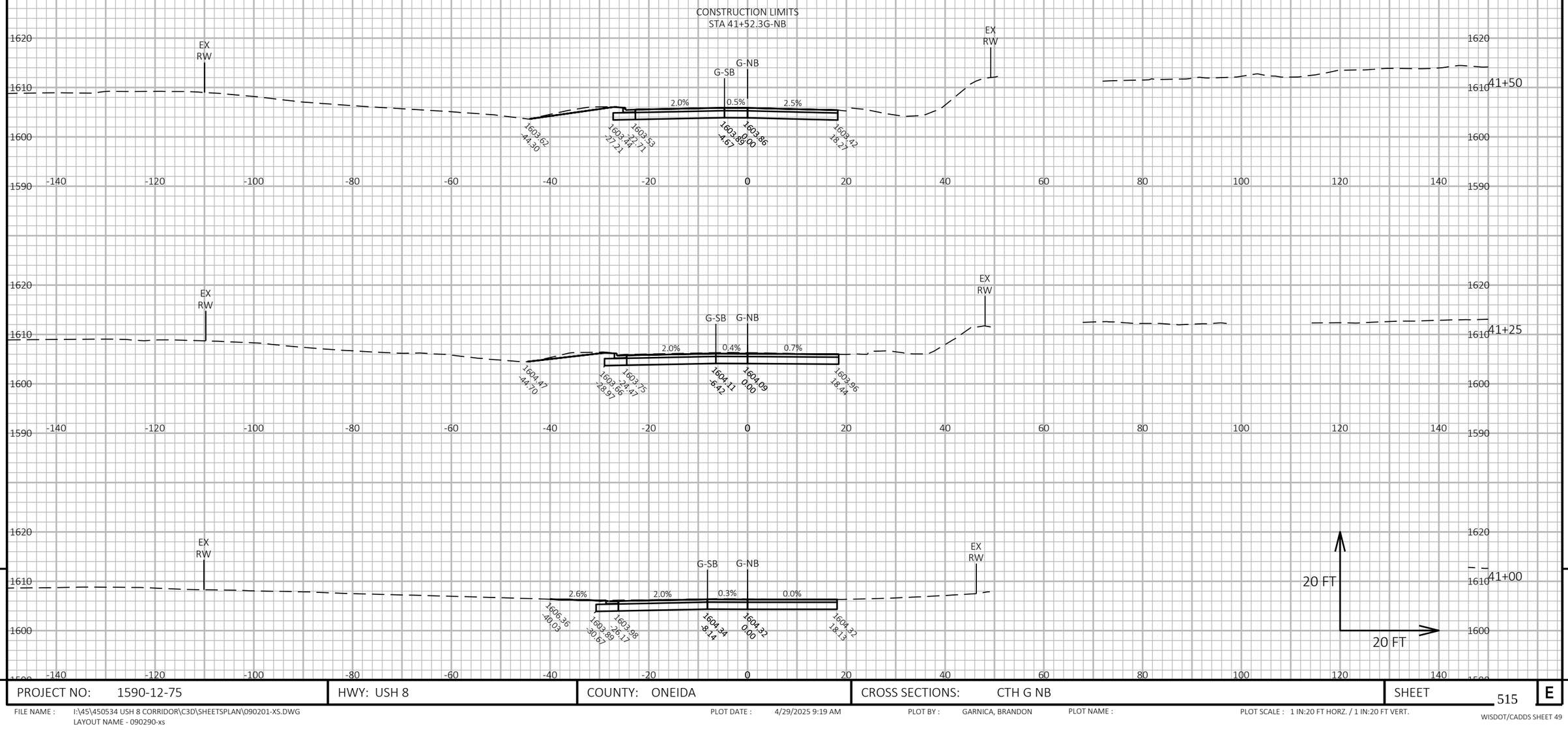
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G NB	SHEET 514	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090289-xs

PLOT DATE : 4/29/2025 9:19 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

CONSTRUCTION LIMITS
STA 41+52.3G-NB



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G NB	SHEET 515	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090290-xs

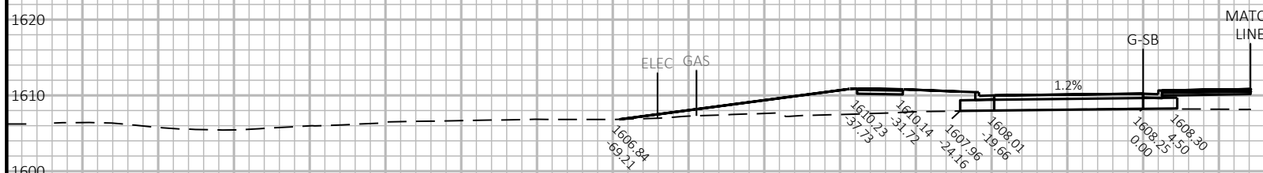
PLOT DATE : 4/29/2025 9:19 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

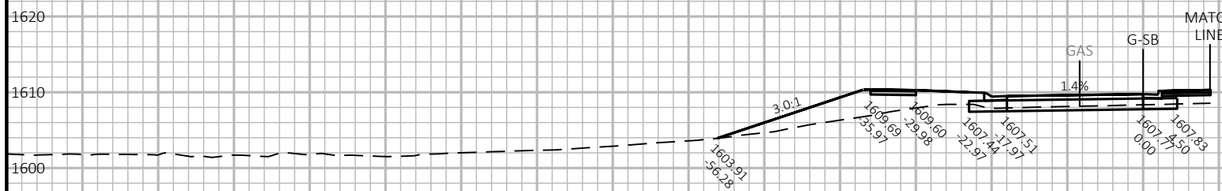
WISDOT/CADDS SHEET 49



SEE "G-NB" CROSS SECTIONS

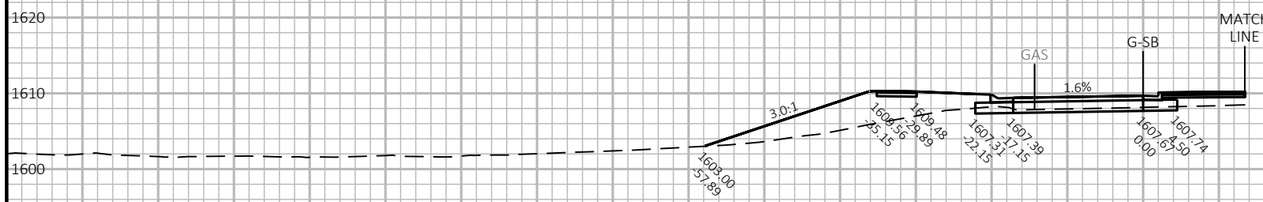
38+50

USH 8 AND CTH G INTERSECTION



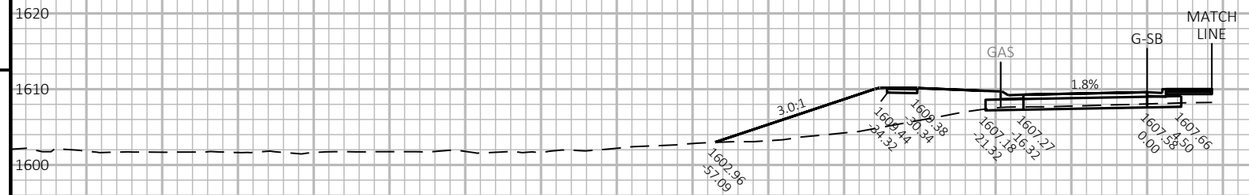
SEE "G-NB" CROSS SECTIONS

36+50



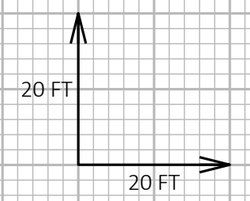
SEE "G-NB" CROSS SECTIONS

36+25



SEE "G-NB" CROSS SECTIONS

36+00



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G SB	SHEET 516	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090291-xs

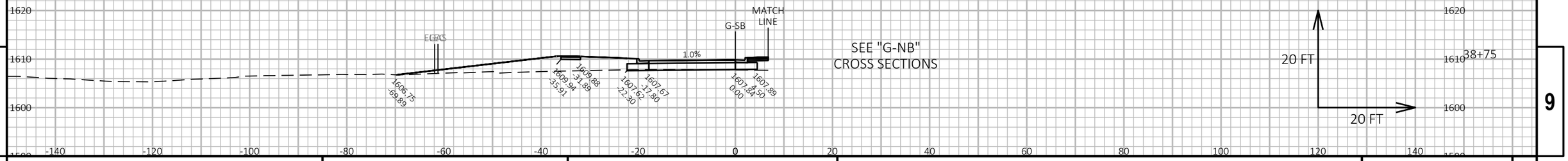
PLOT DATE : 4/29/2025 9:20 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



SEE "G-NB"
CROSS SECTIONS

9

9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G SB	SHEET 517	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090292-xs

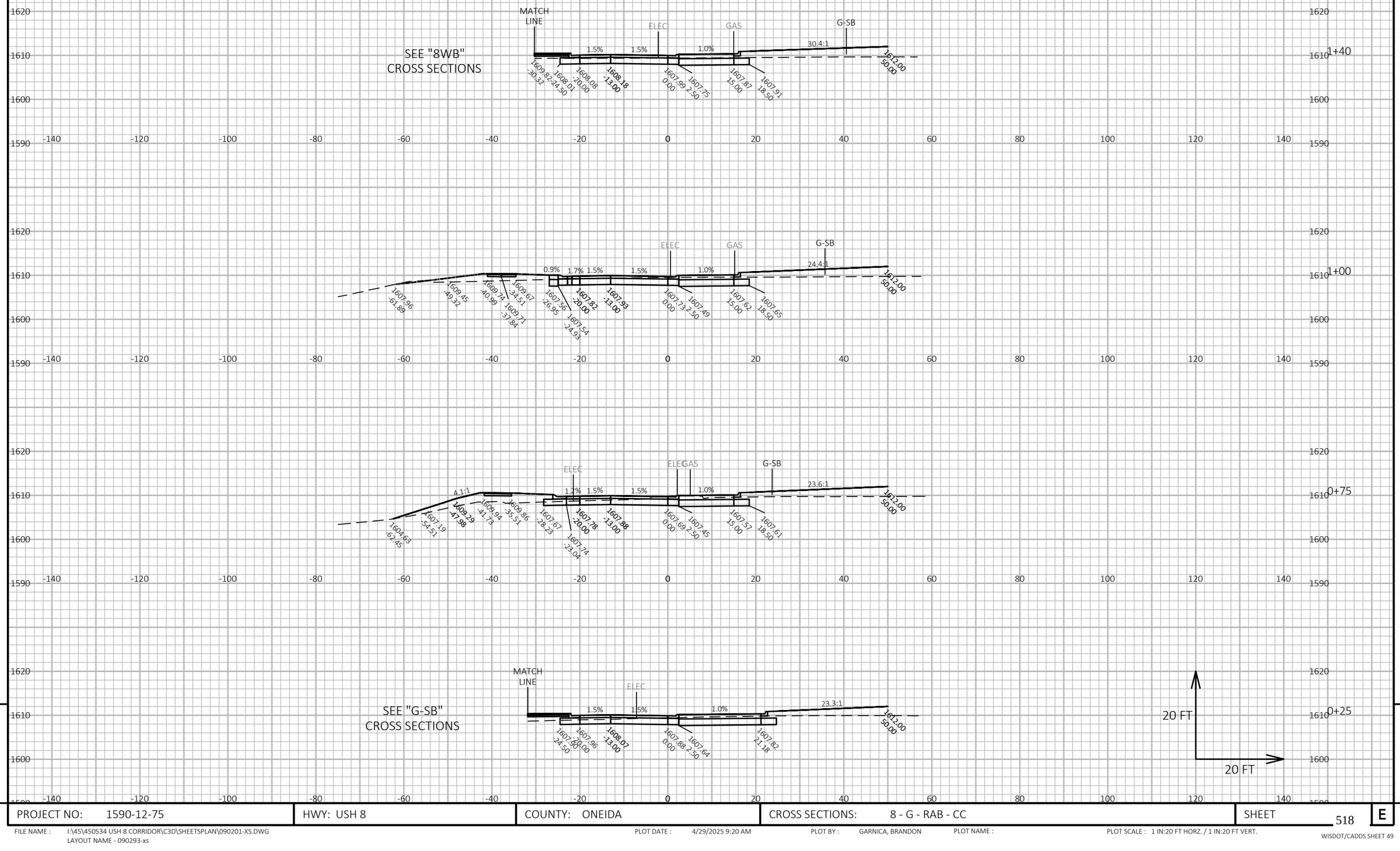
PLOT DATE : 4/29/2025 9:20 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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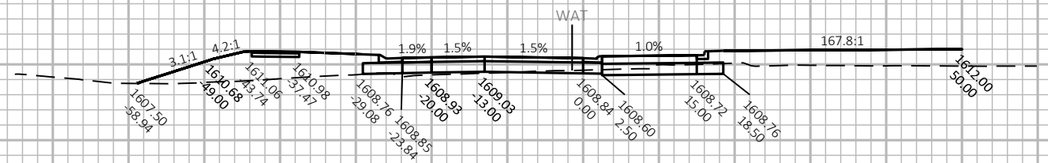
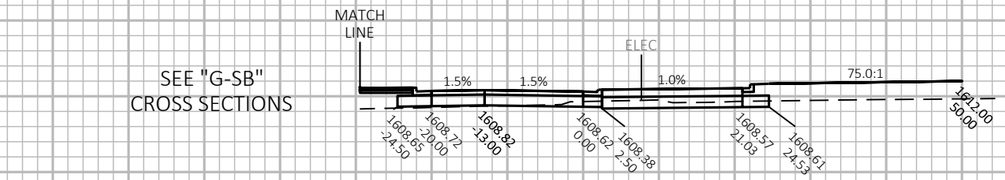
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: 8 - G - RAB - CC	SHEET 518	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090293-xs

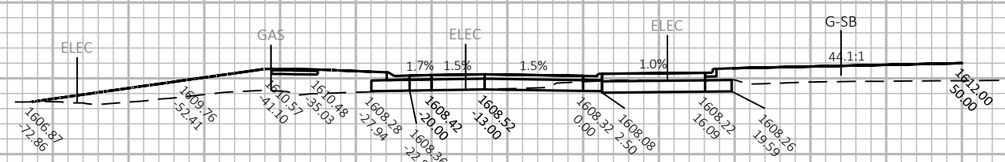
PLOT DATE : 4/29/2025 9:20 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

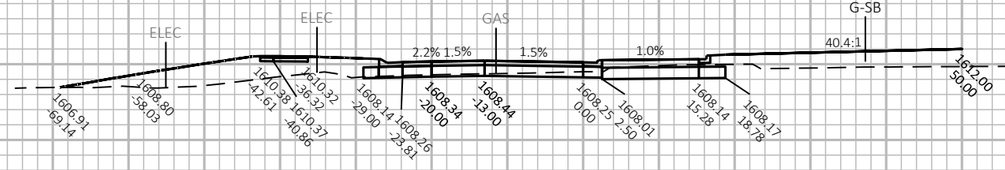
WISDOT/CADDS SHEET 49

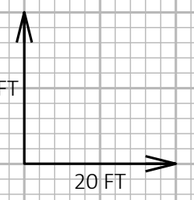




SEE "G-SB"
CROSS SECTIONS





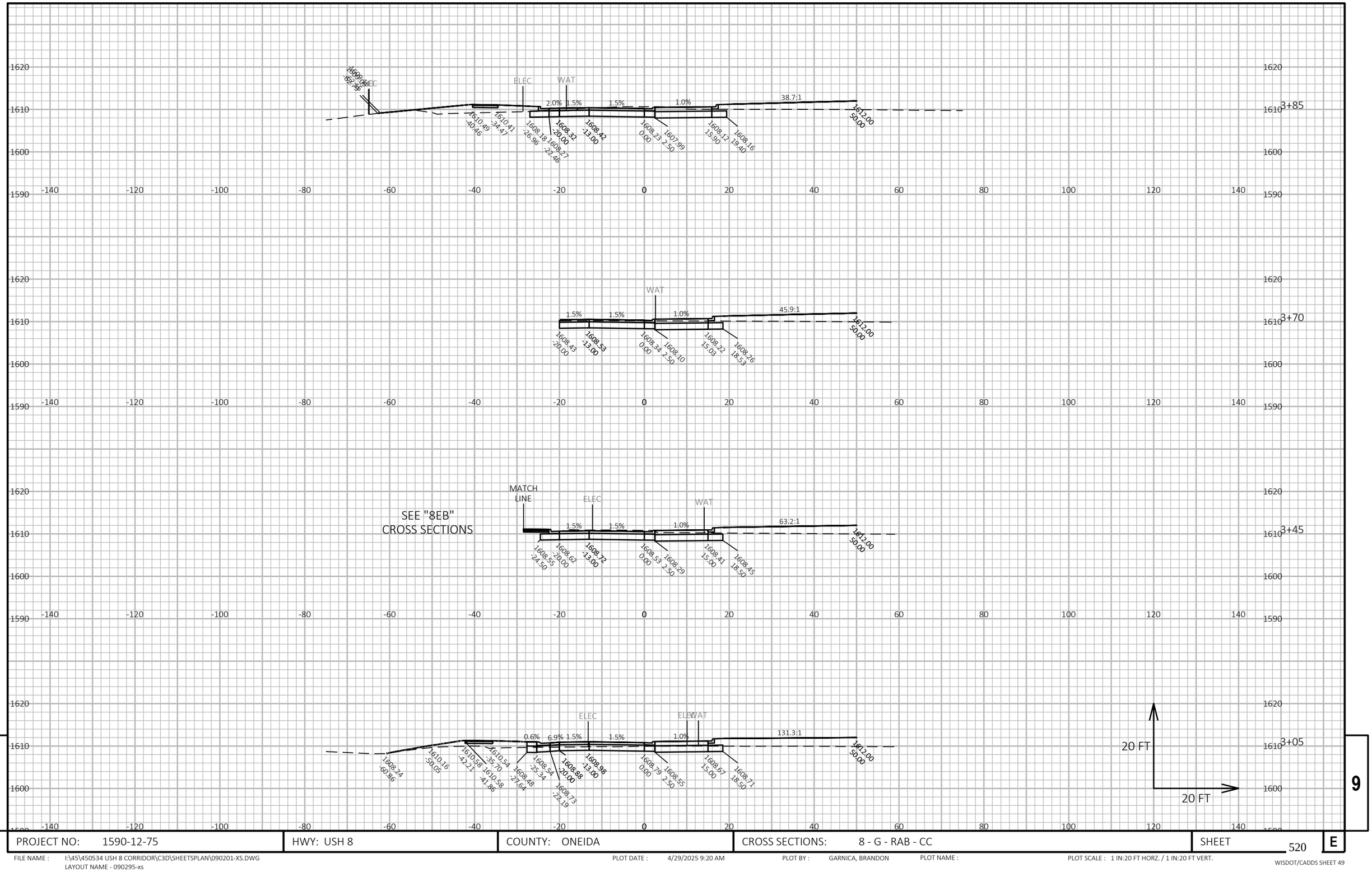


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: 8 - G - RAB - CC	SHEET 519 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090294-xs

PLOT DATE : 4/29/2025 9:20 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

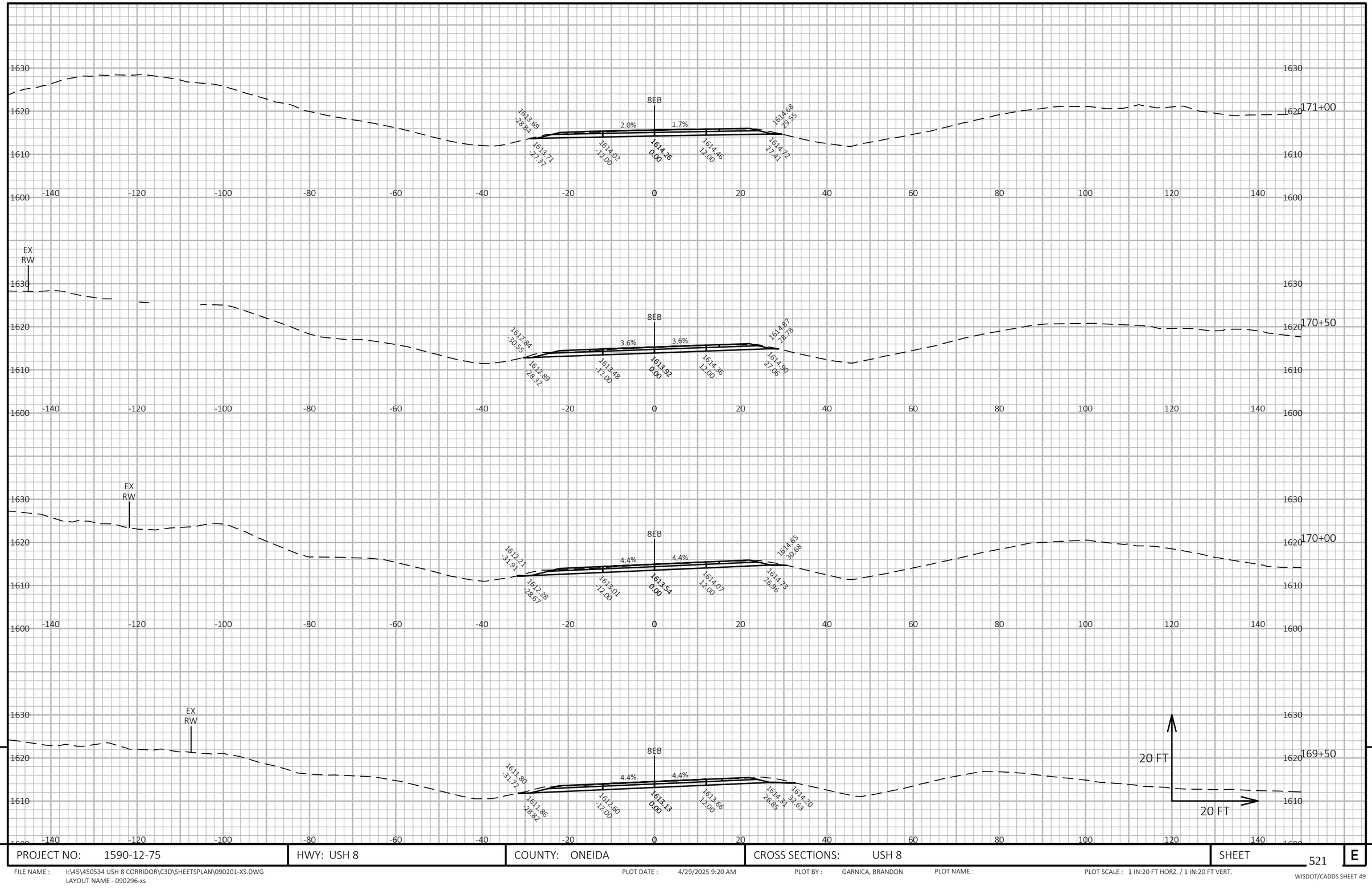


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: 8 - G - RAB - CC	SHEET 520	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090295-xs

PLOT DATE : 4/29/2025 9:20 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 521	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090296-xs

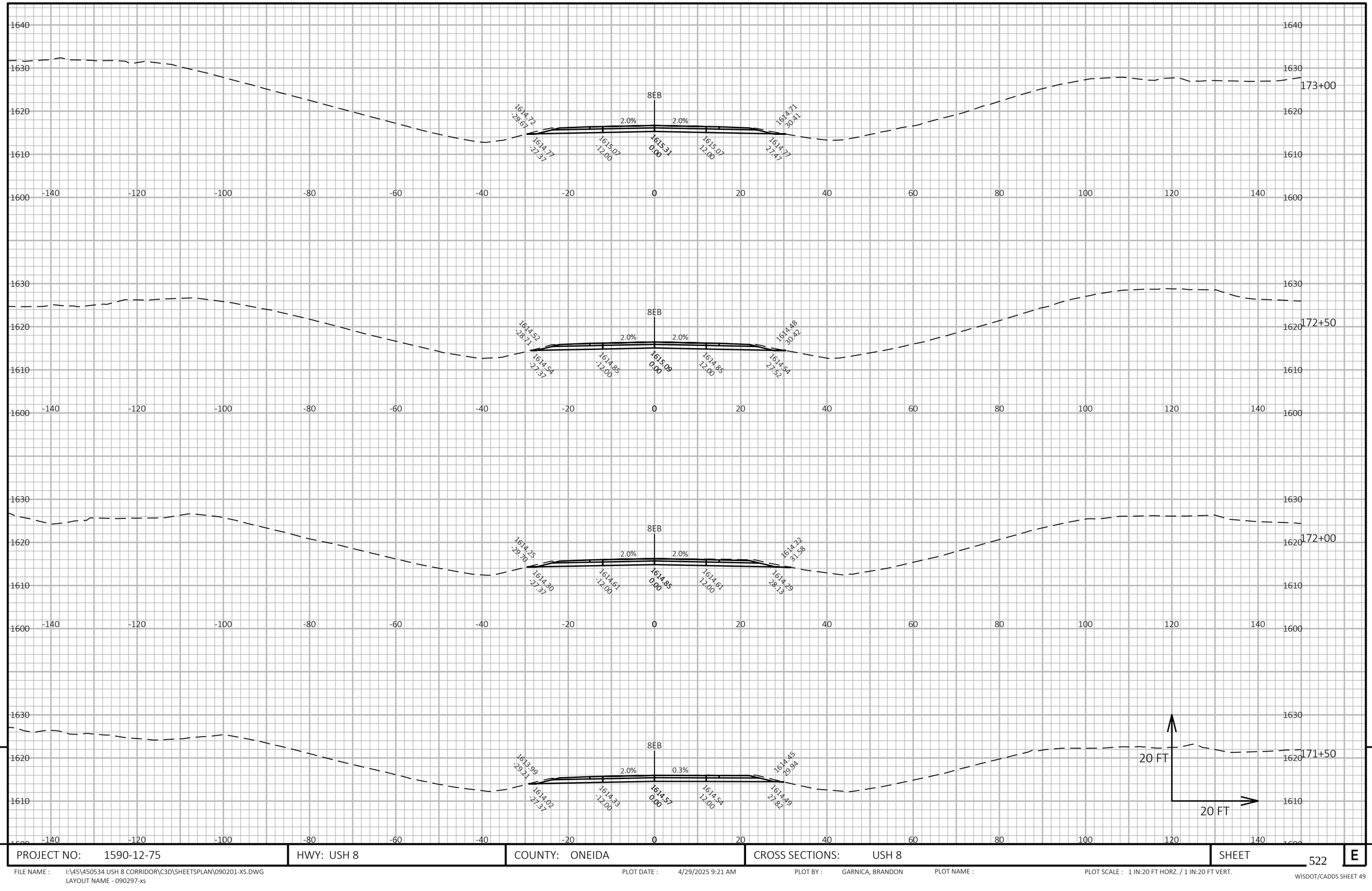
PLOT DATE : 4/29/2025 9:20 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 522	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090297-xs

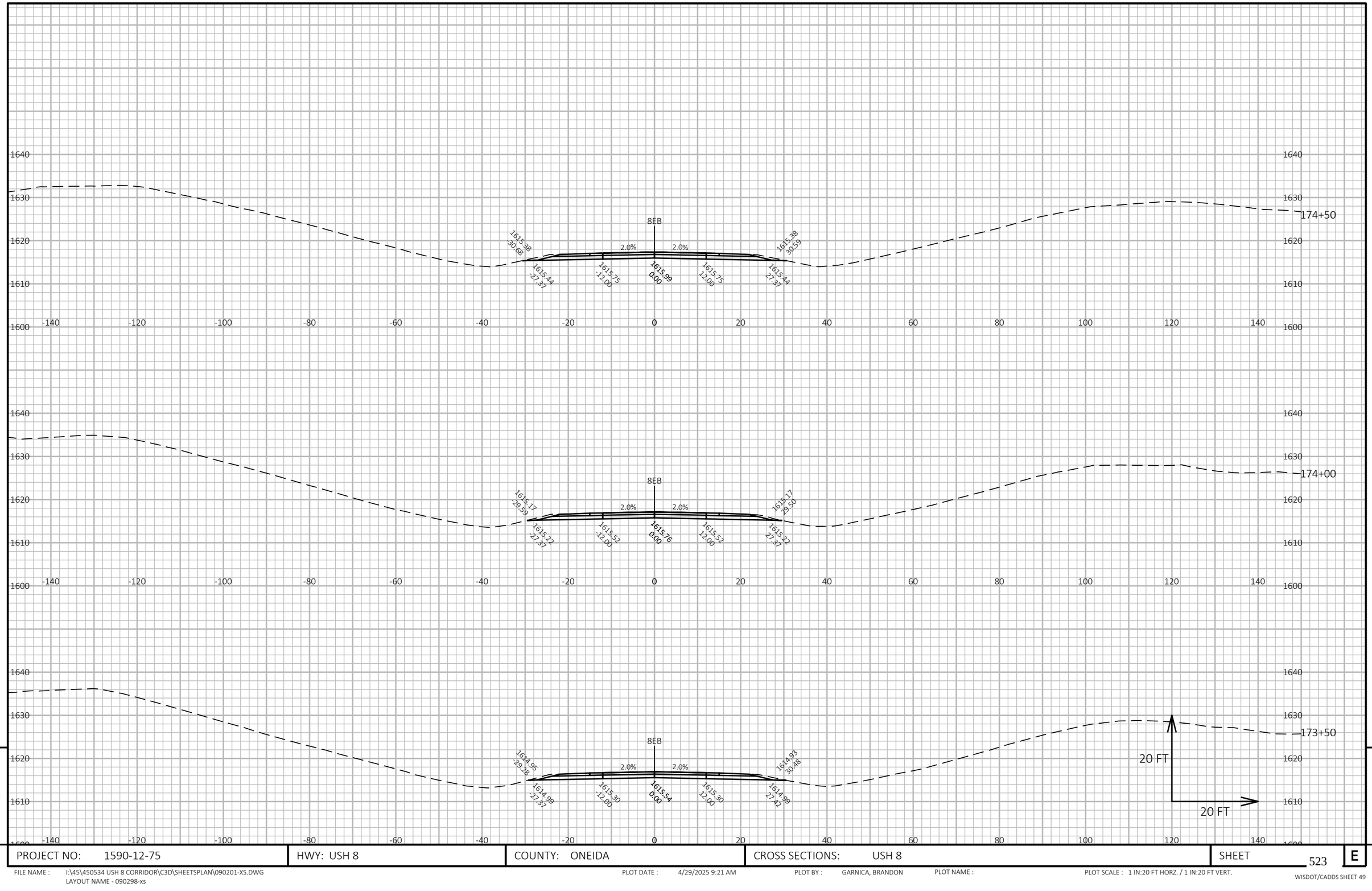
PLOT DATE : 4/29/2025 9:21 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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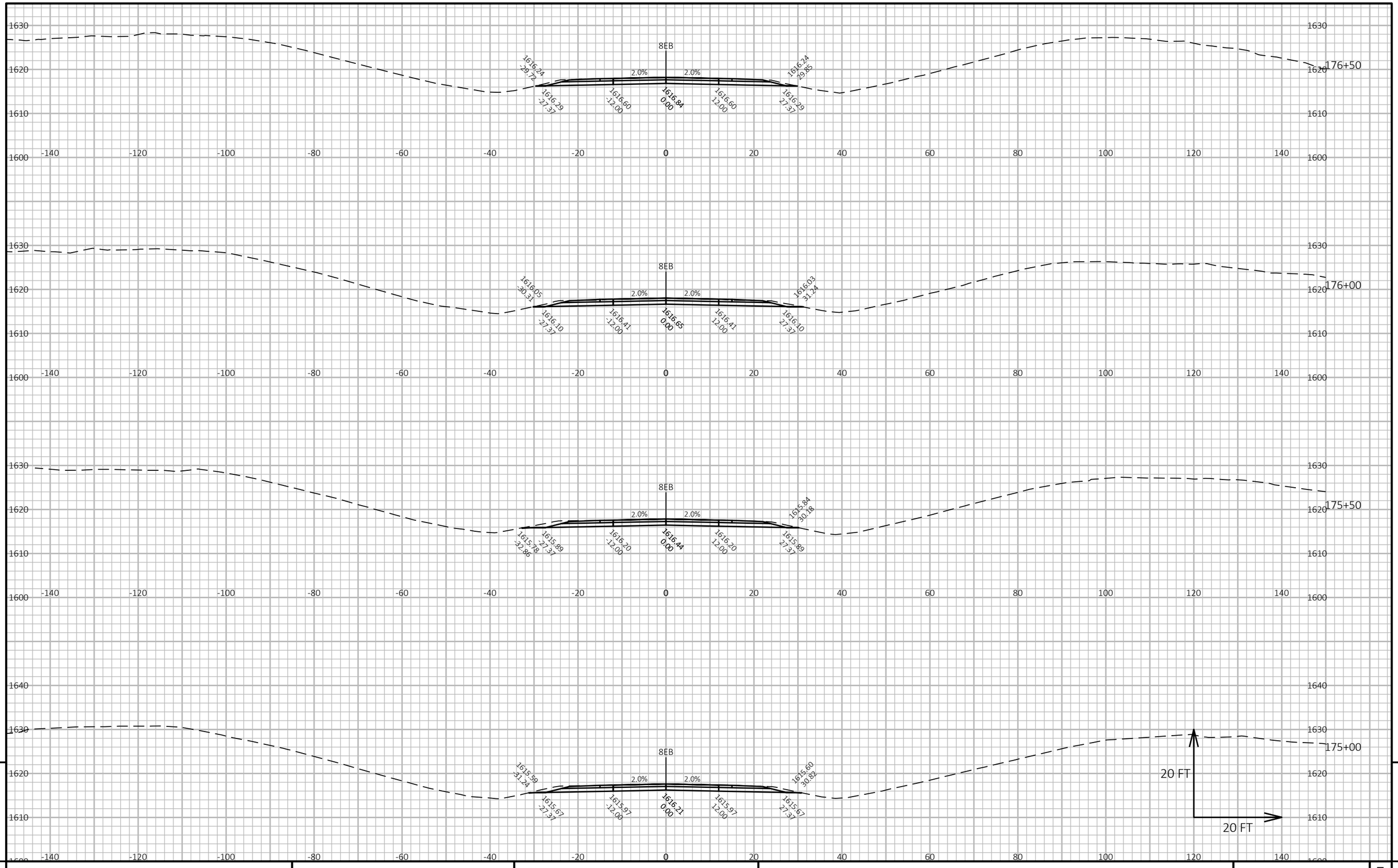
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 523	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090298-xs

PLOT DATE : 4/29/2025 9:21 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 524	E

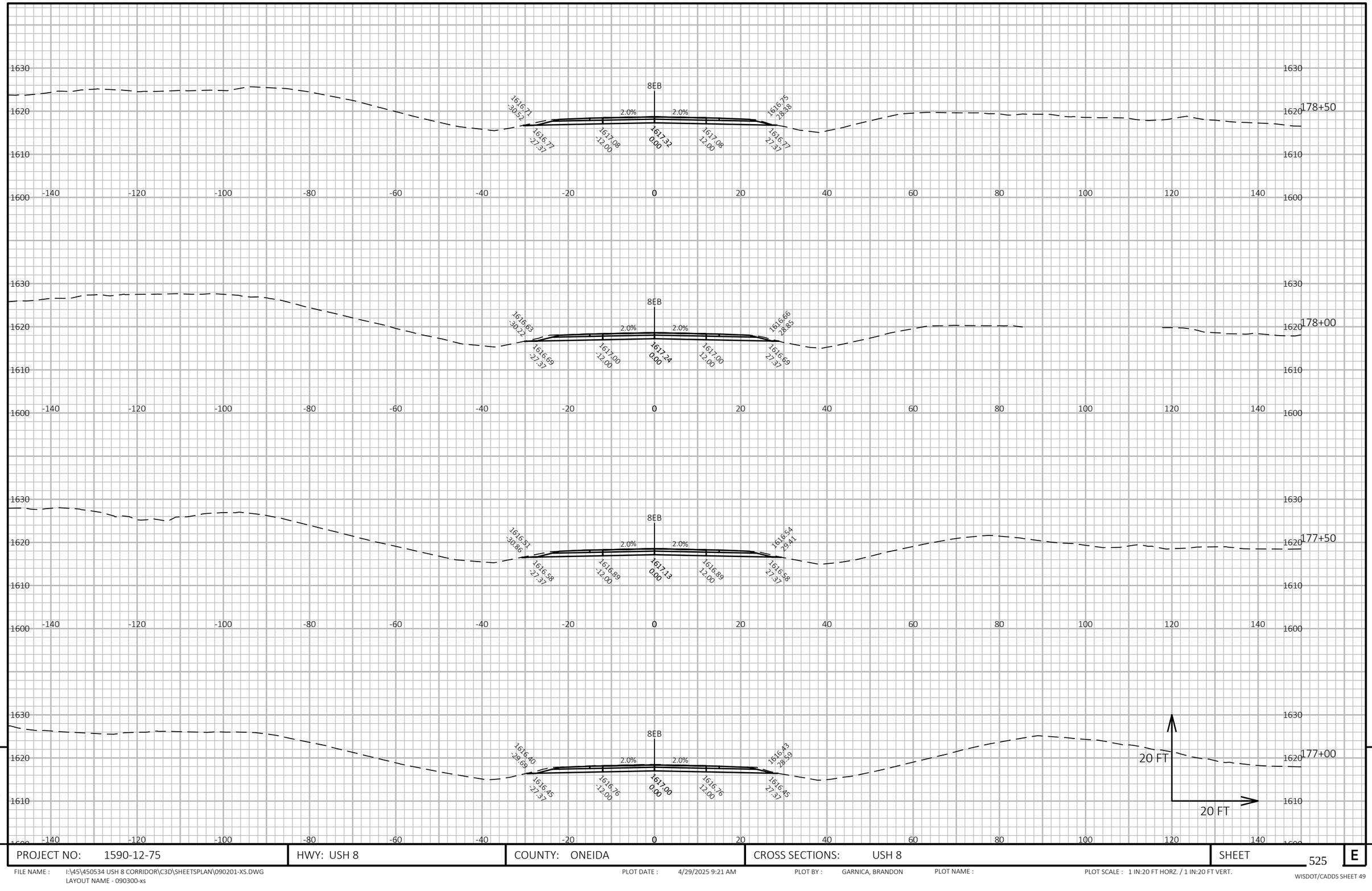
FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090299-xs

PLOT DATE : 4/29/2025 9:21 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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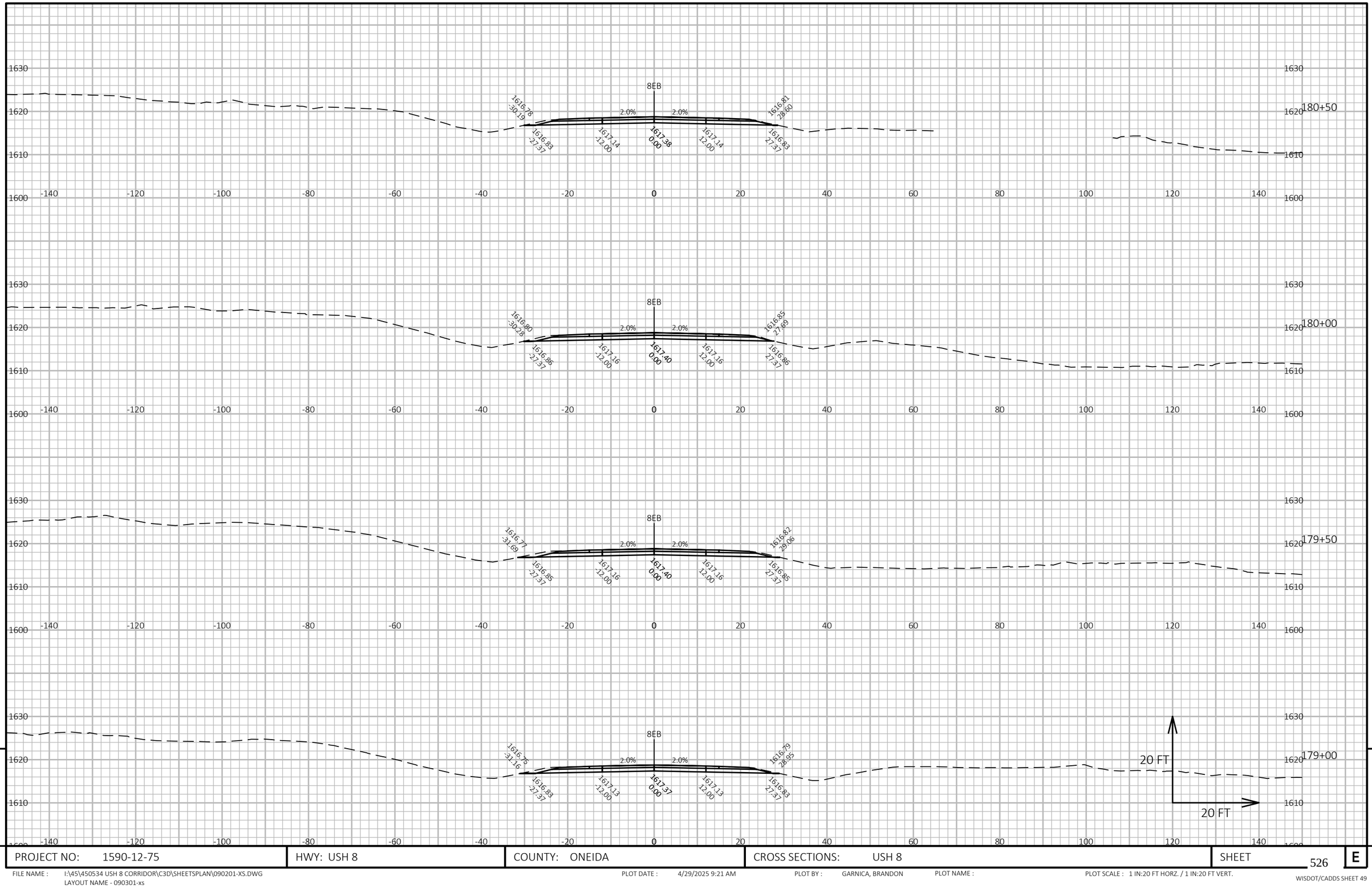
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 525	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090300-xs

PLOT DATE : 4/29/2025 9:21 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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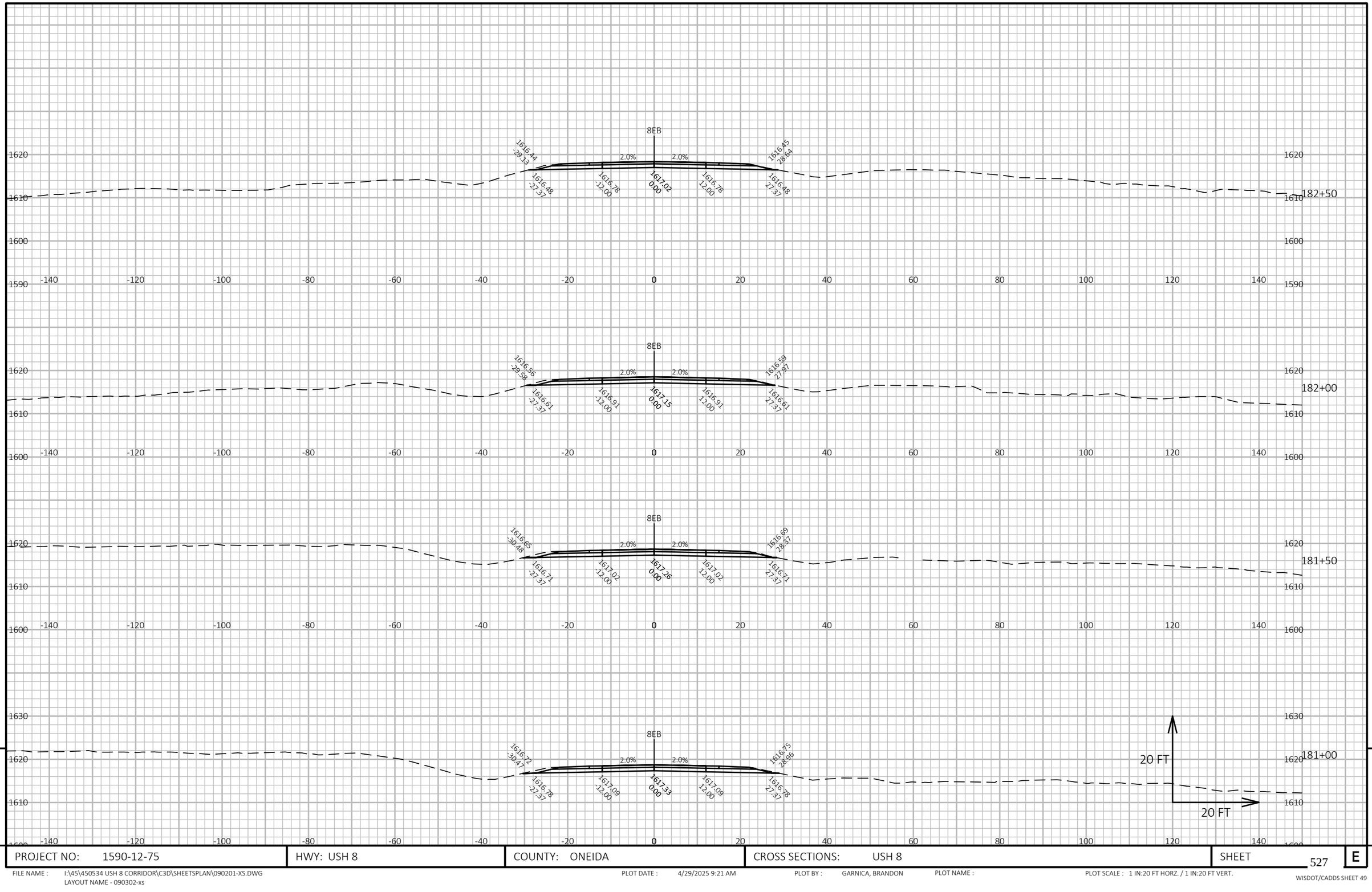
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 526	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090301-xs

PLOT DATE : 4/29/2025 9:21 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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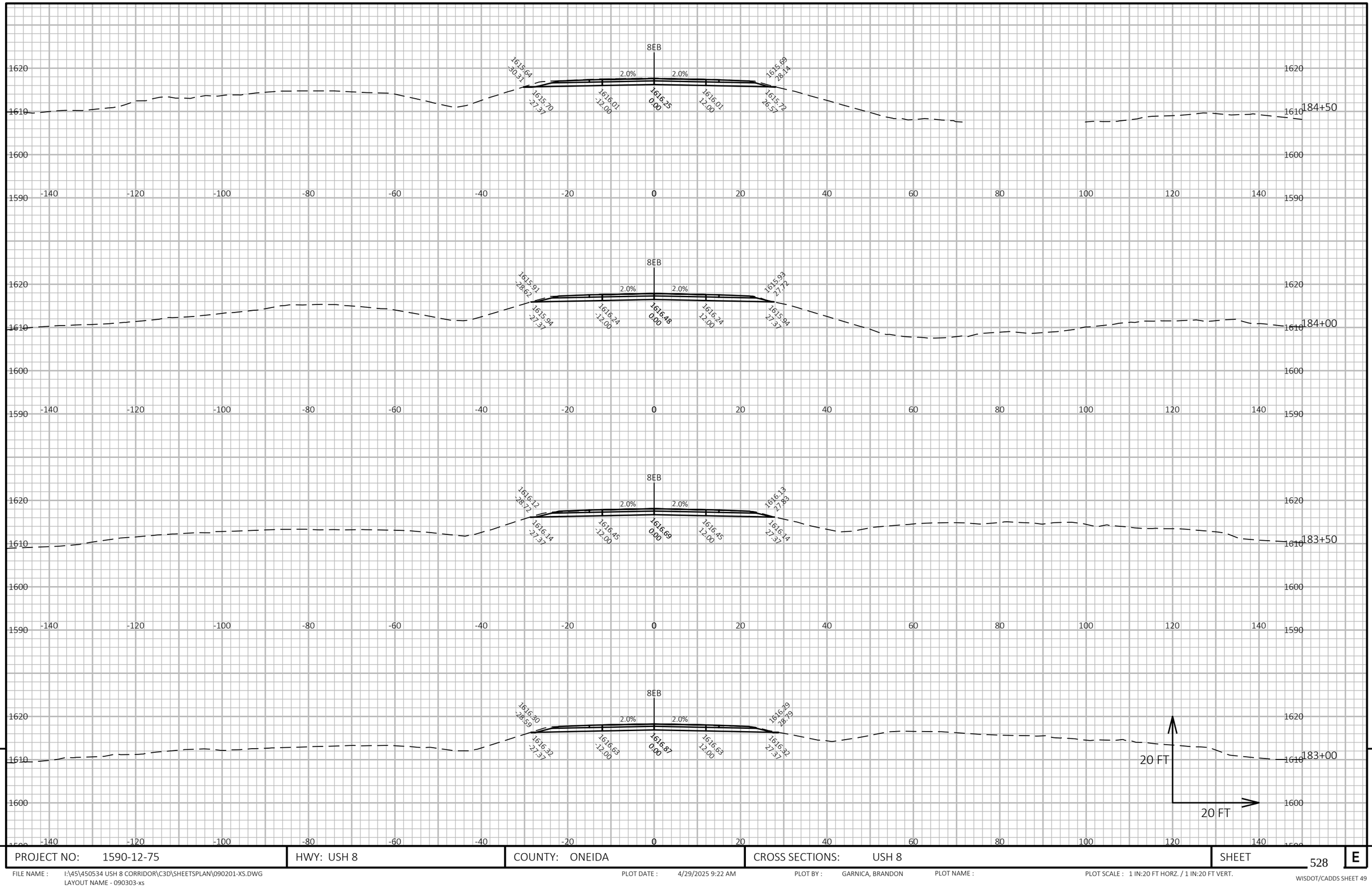
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 527	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090302-xs

PLOT DATE : 4/29/2025 9:21 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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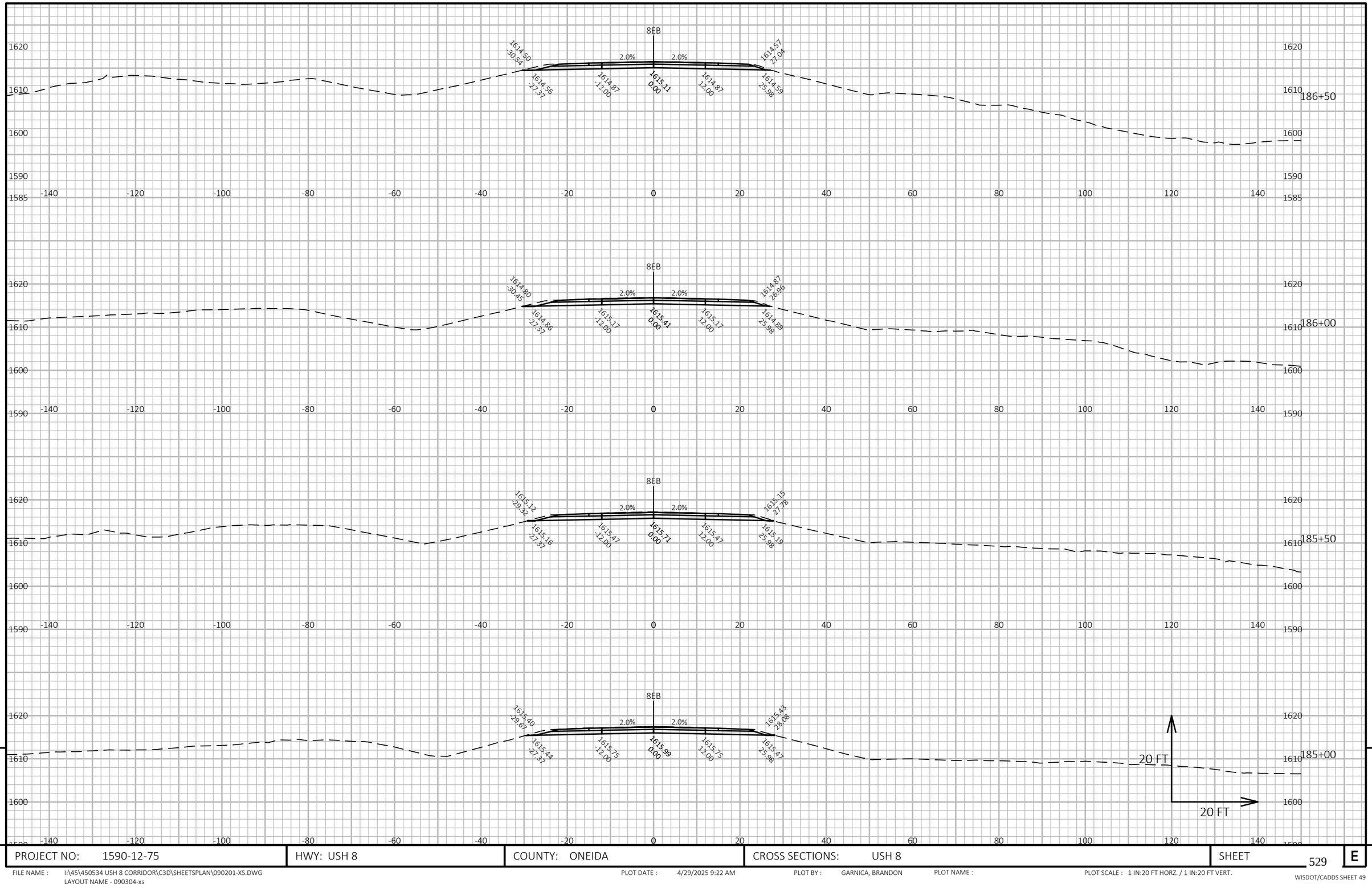
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 528	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090303-xs

PLOT DATE : 4/29/2025 9:22 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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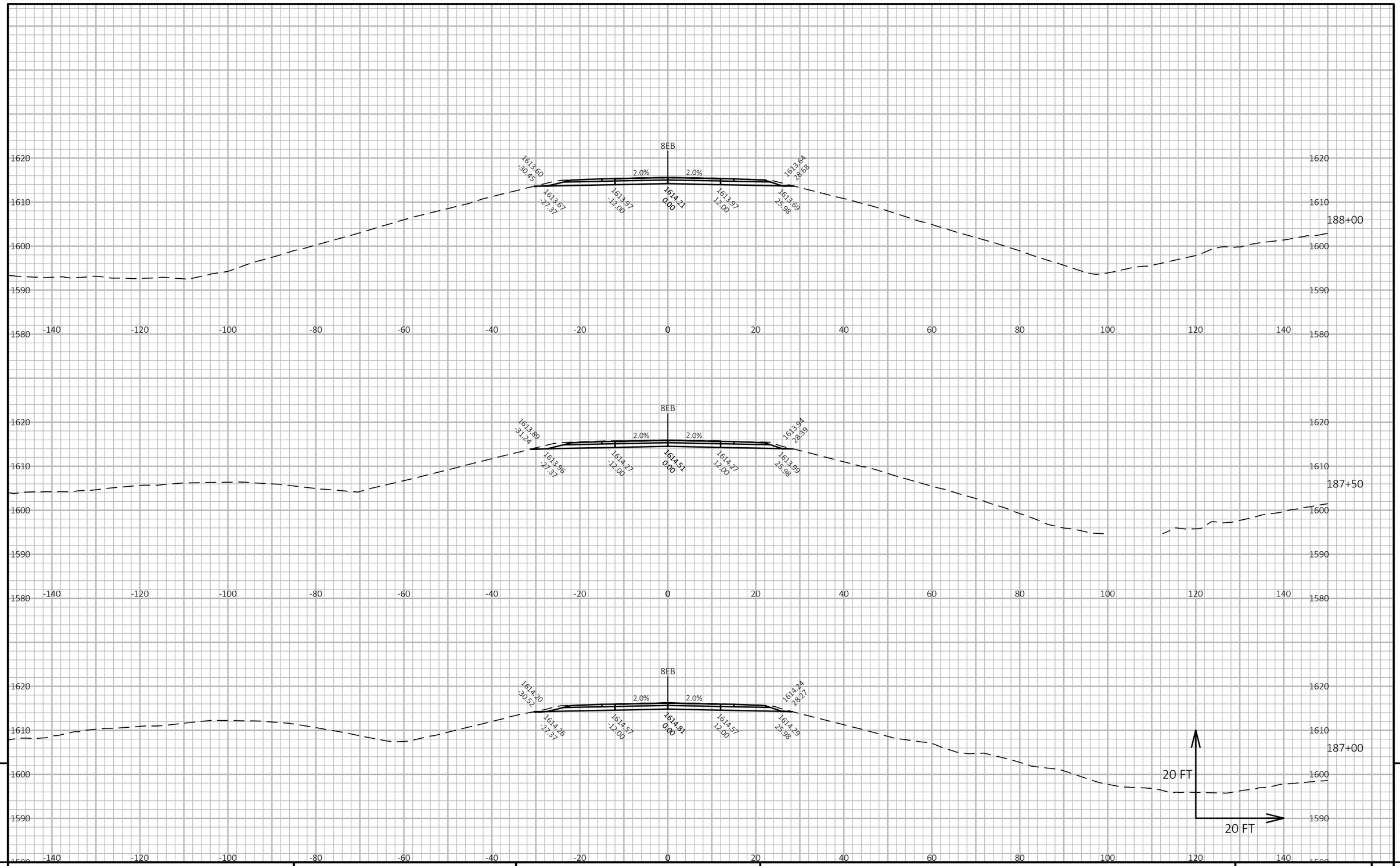
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 529	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090304-xs

PLOT DATE : 4/29/2025 9:22 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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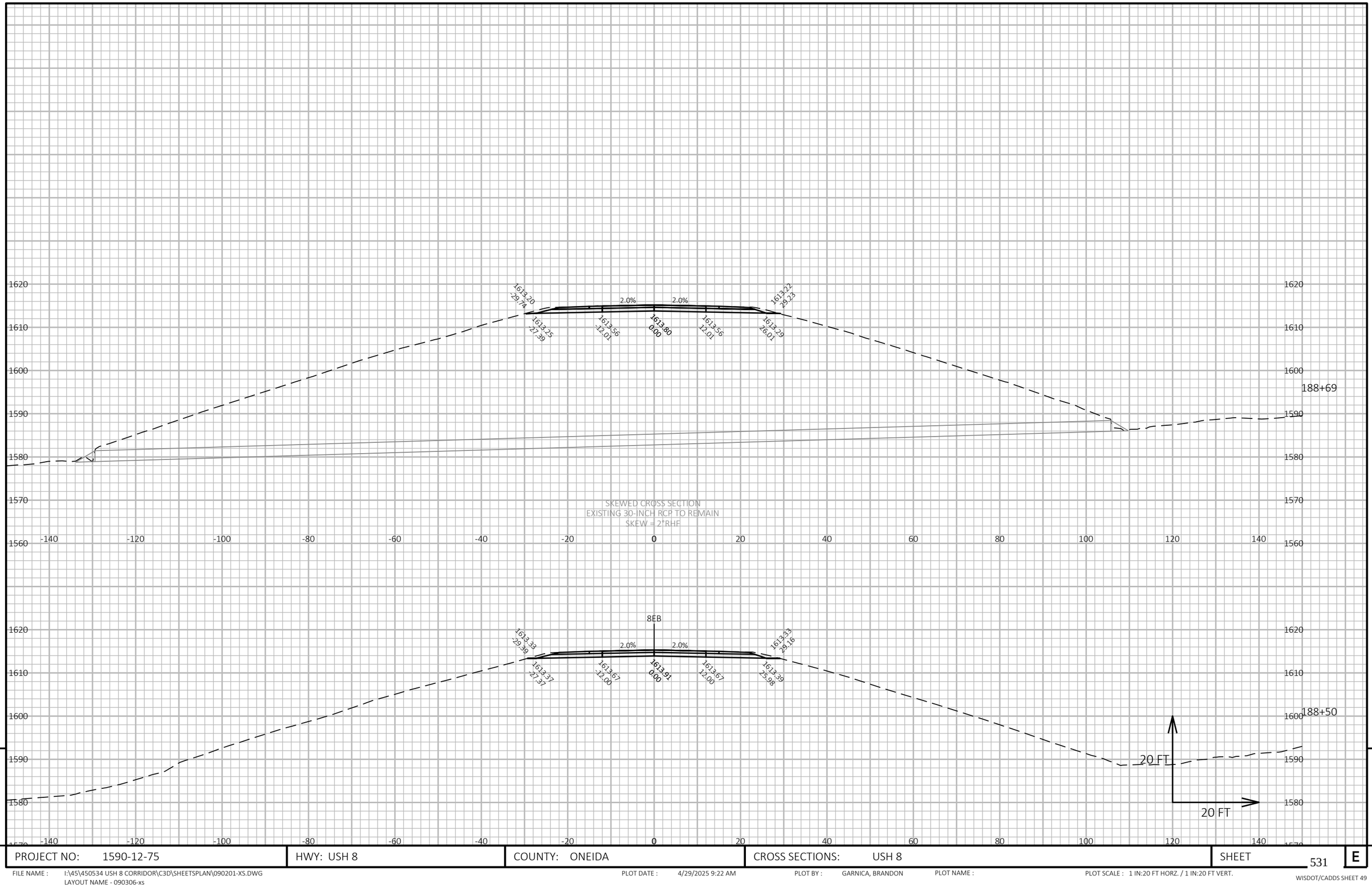
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 530	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090305-xs

PLOT DATE : 4/29/2025 9:22 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

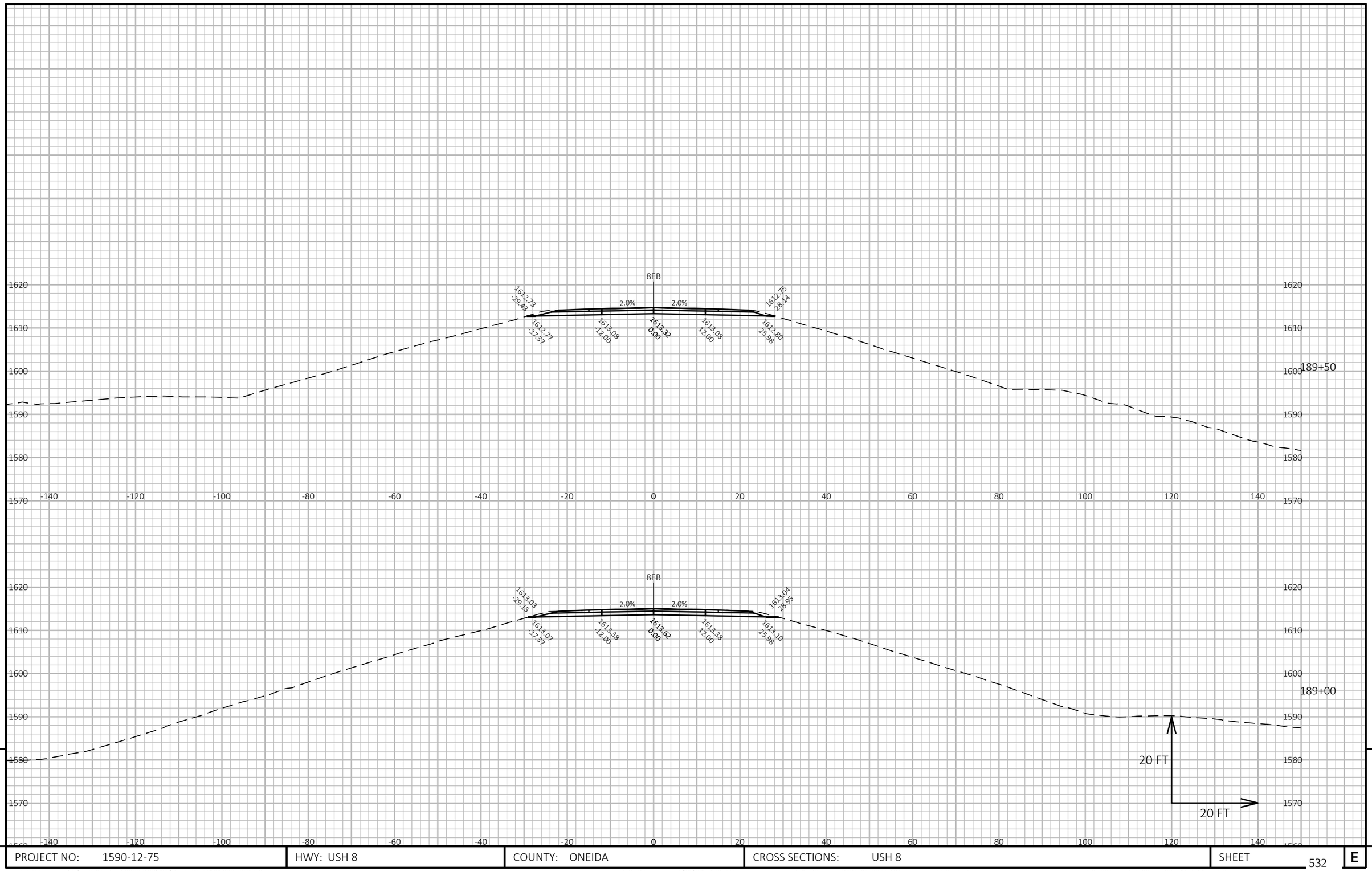


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 531	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090306-xs

PLOT DATE : 4/29/2025 9:22 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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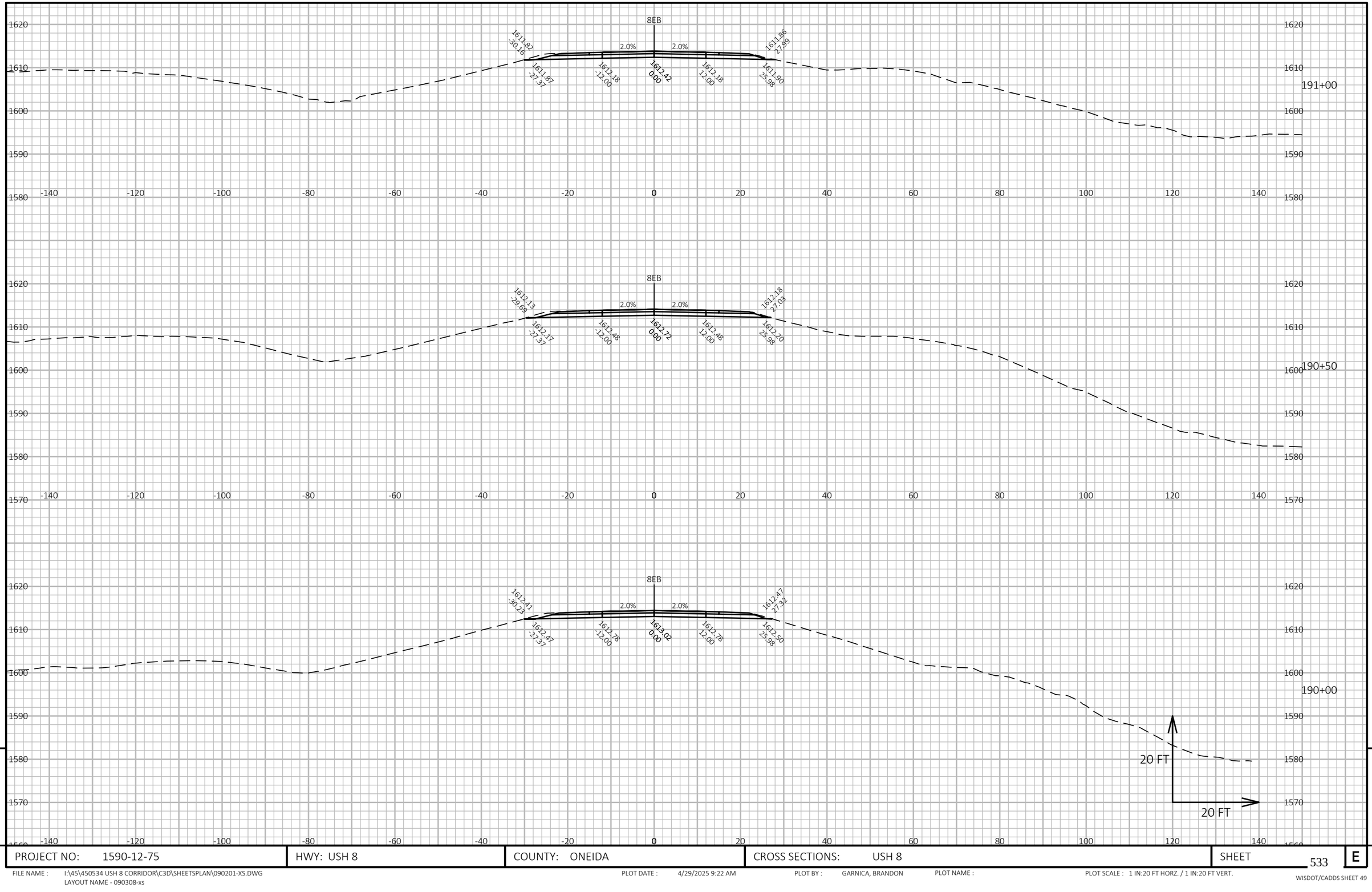
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 532	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090307-xs

PLOT DATE : 4/29/2025 9:22 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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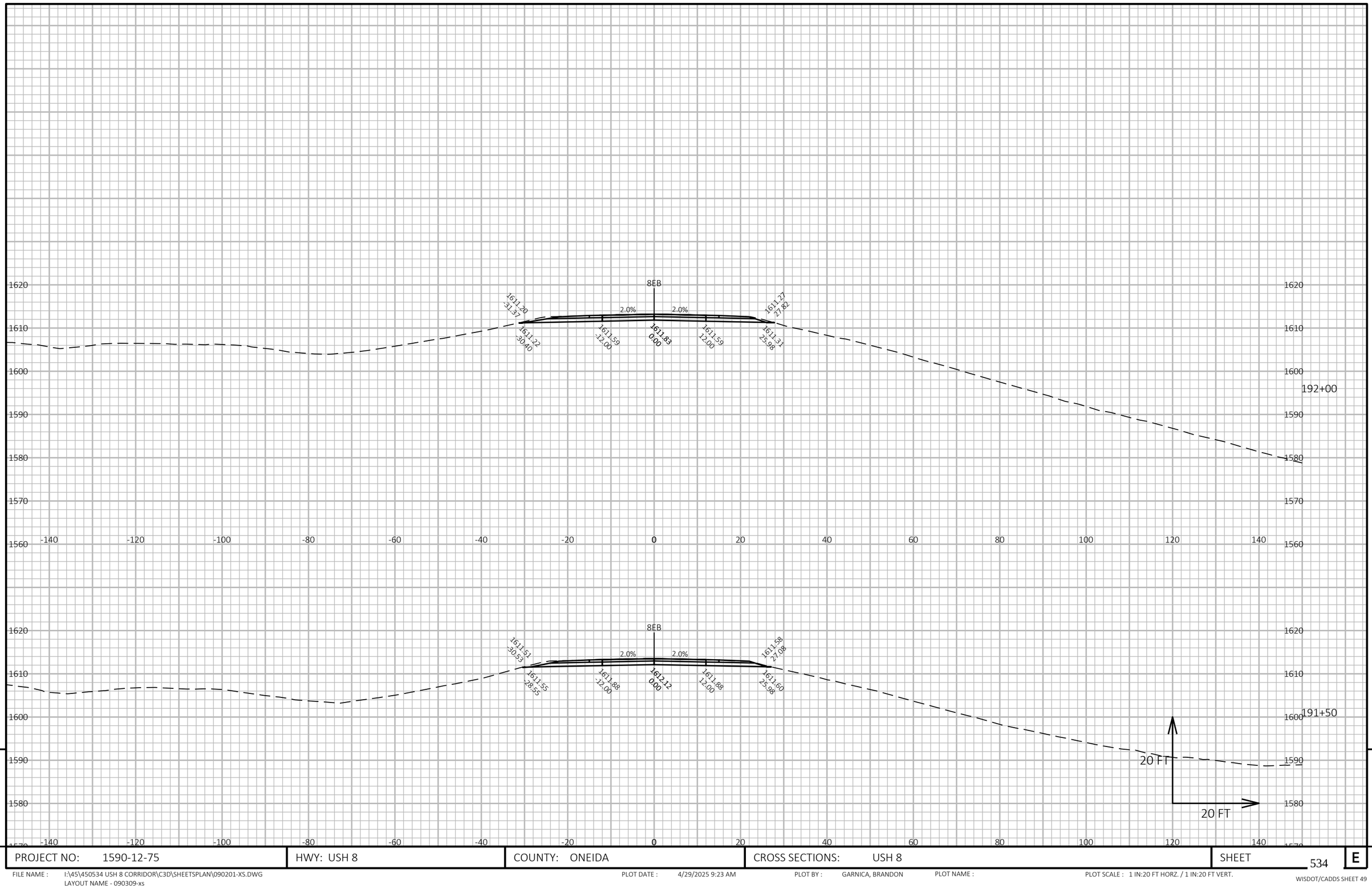
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 533	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090308-xs

PLOT DATE : 4/29/2025 9:22 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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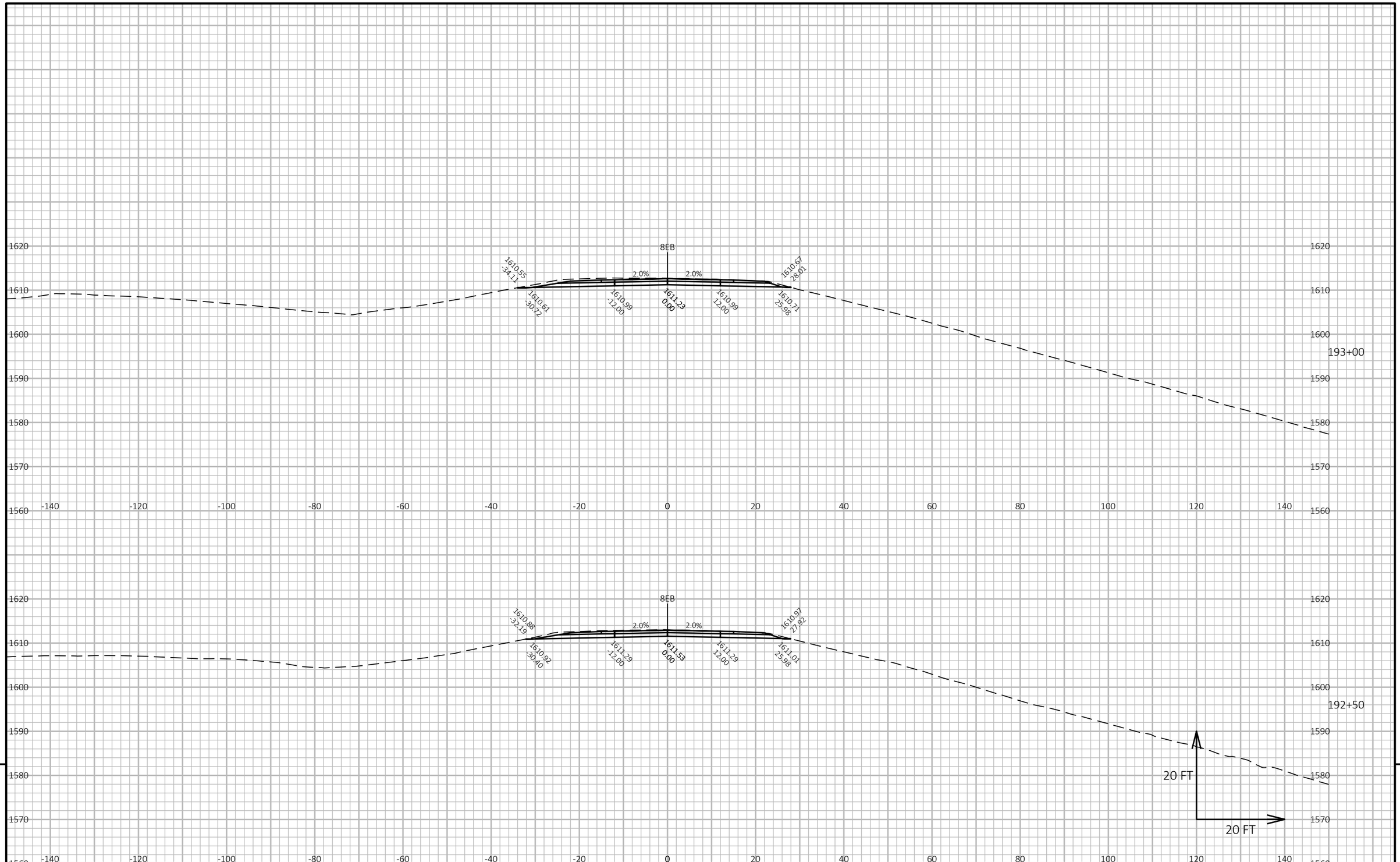
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 534	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090309-xs

PLOT DATE : 4/29/2025 9:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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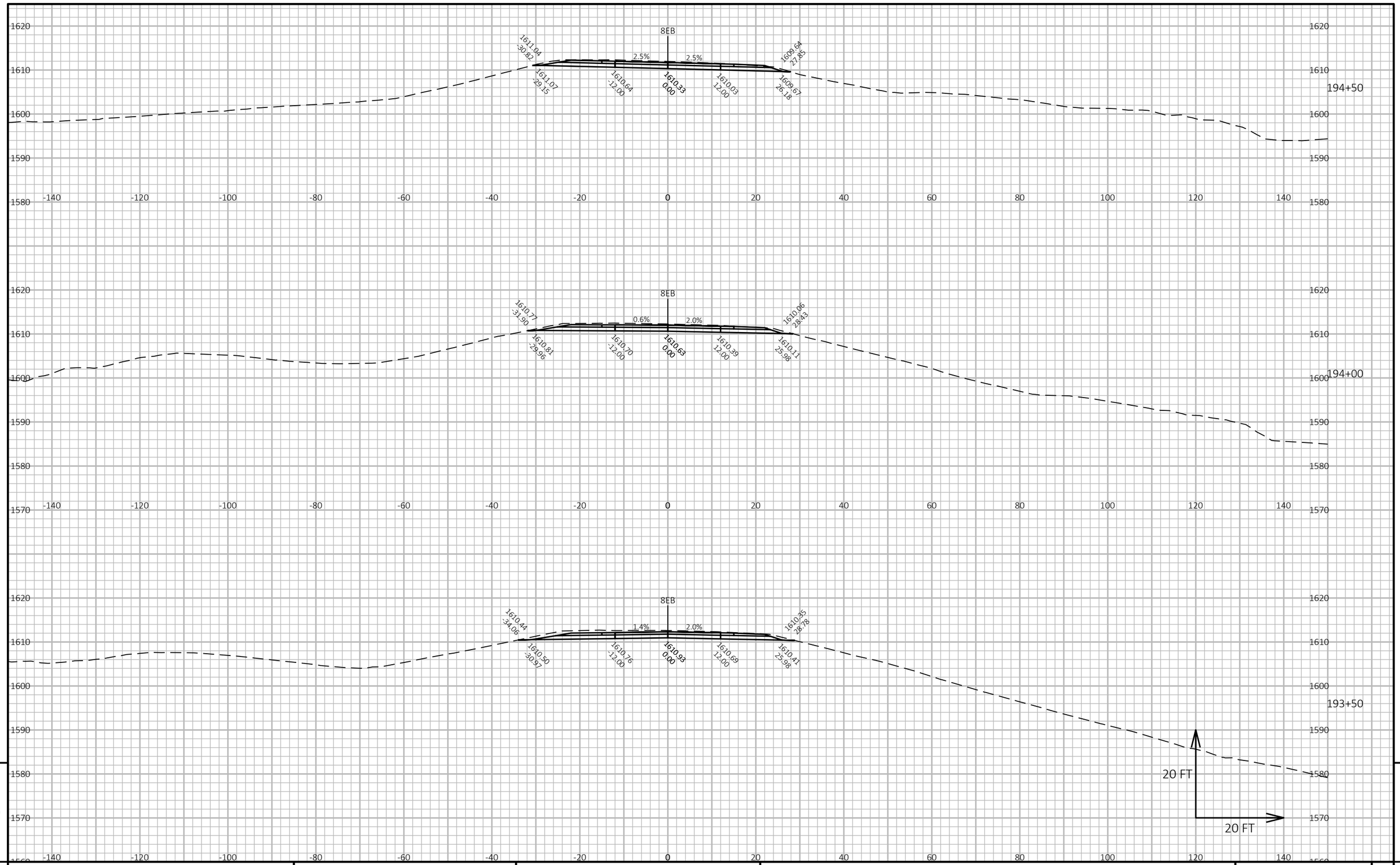
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 535	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090310-xs

PLOT DATE : 4/29/2025 9:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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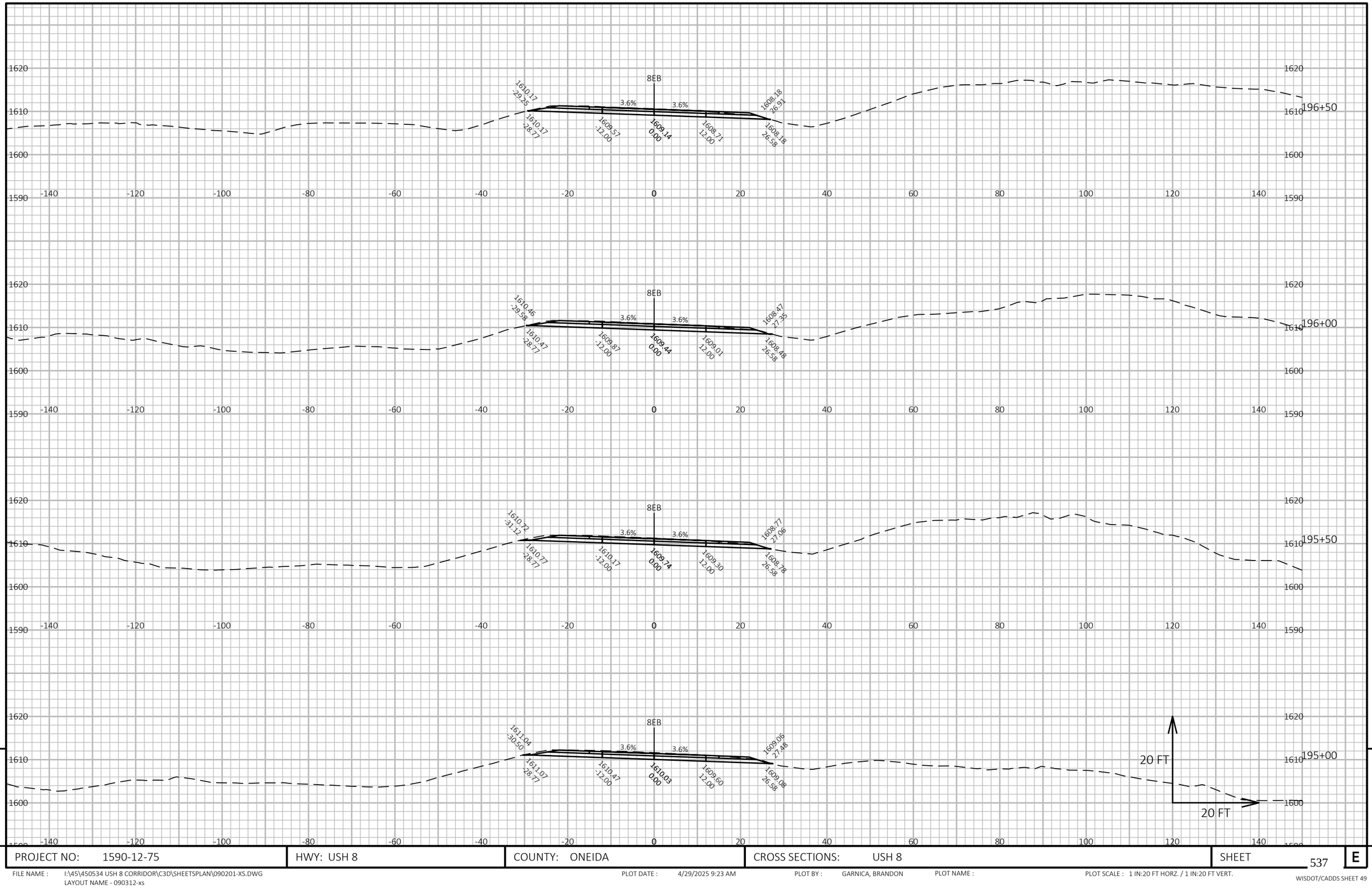
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 536	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090311-xs

PLOT DATE : 4/29/2025 9:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 537	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090312-xs

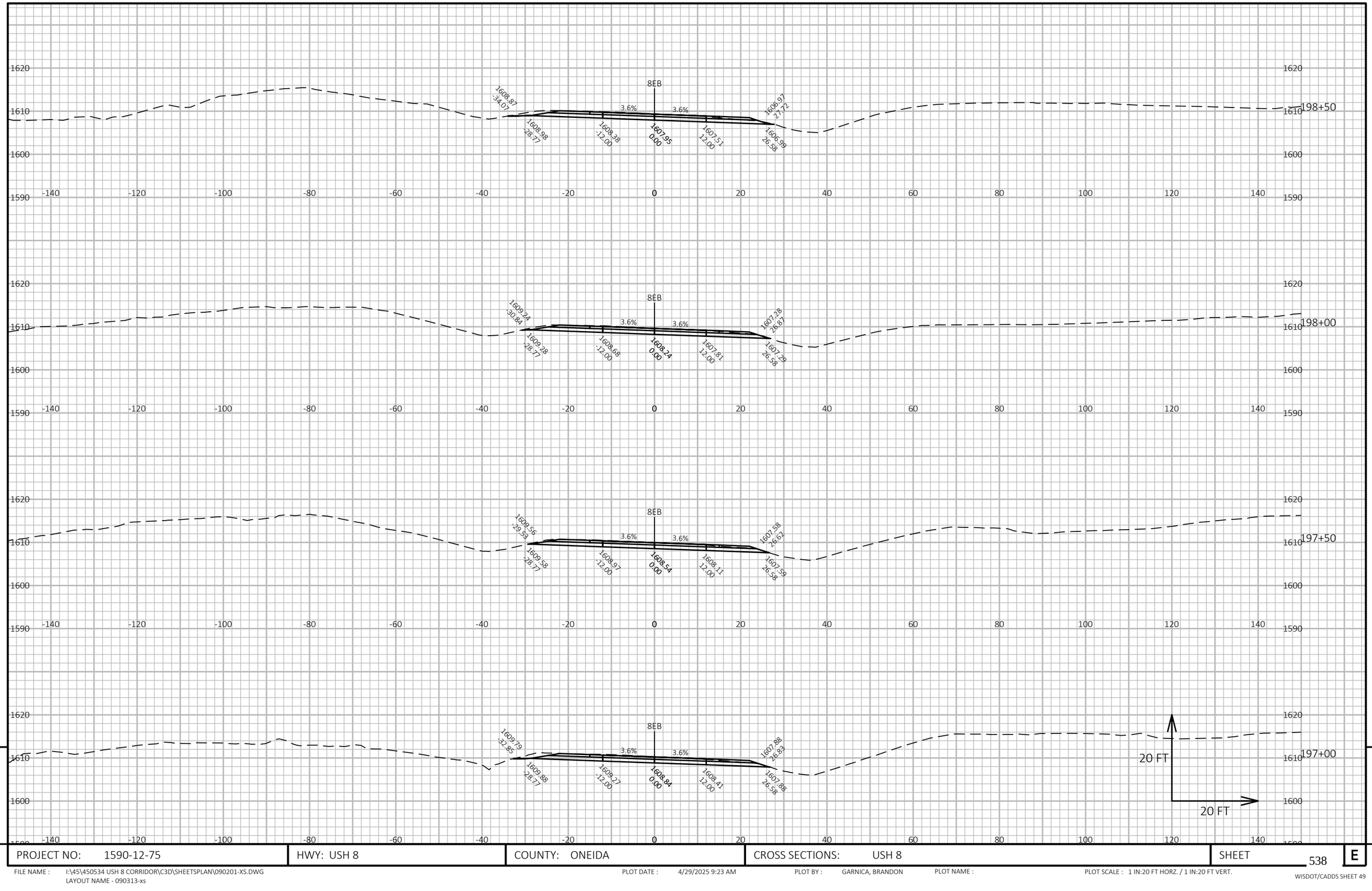
PLOT DATE : 4/29/2025 9:23 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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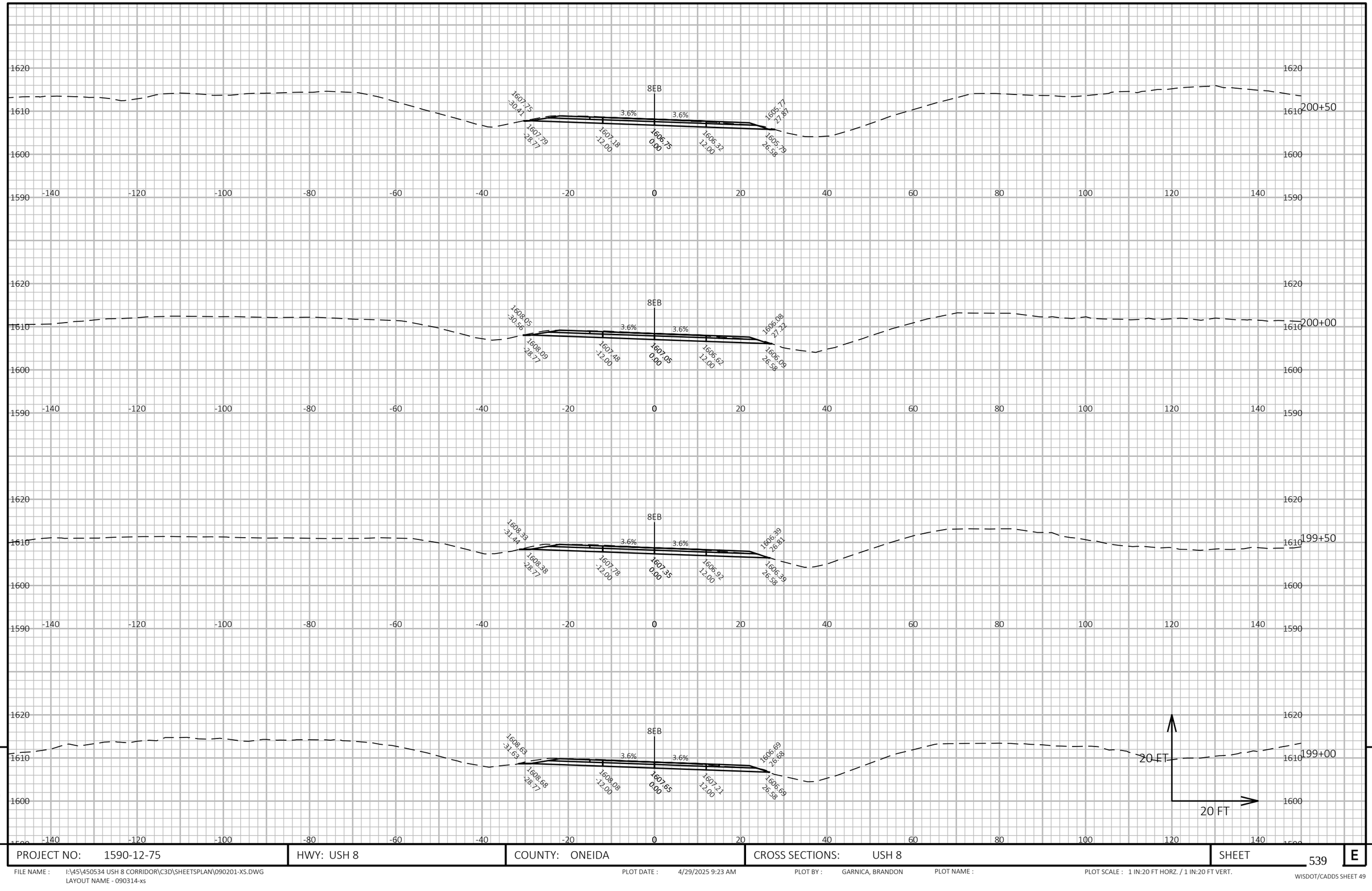
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 538	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090313-xs

PLOT DATE : 4/29/2025 9:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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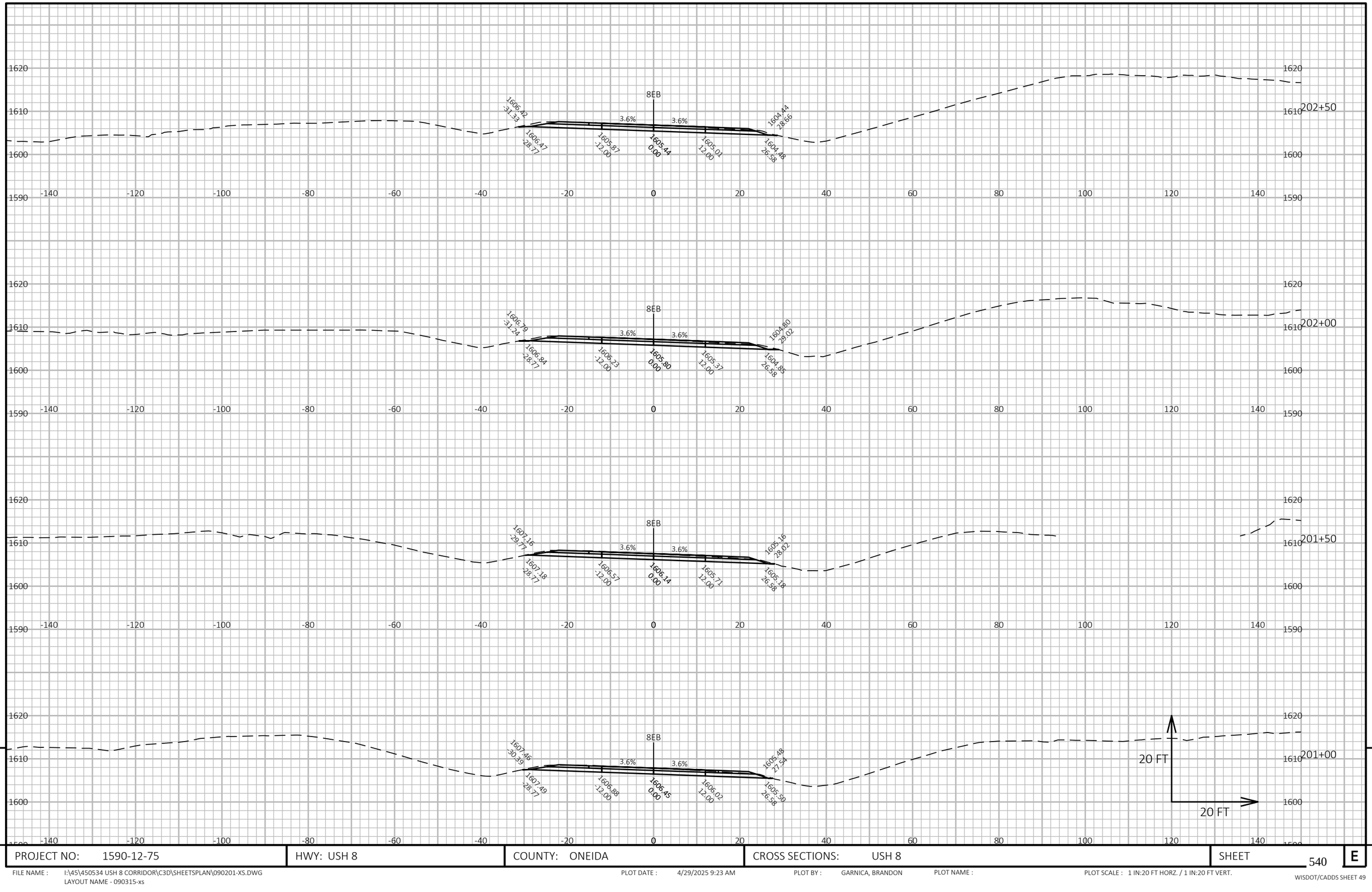
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 539	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090314-xs

PLOT DATE : 4/29/2025 9:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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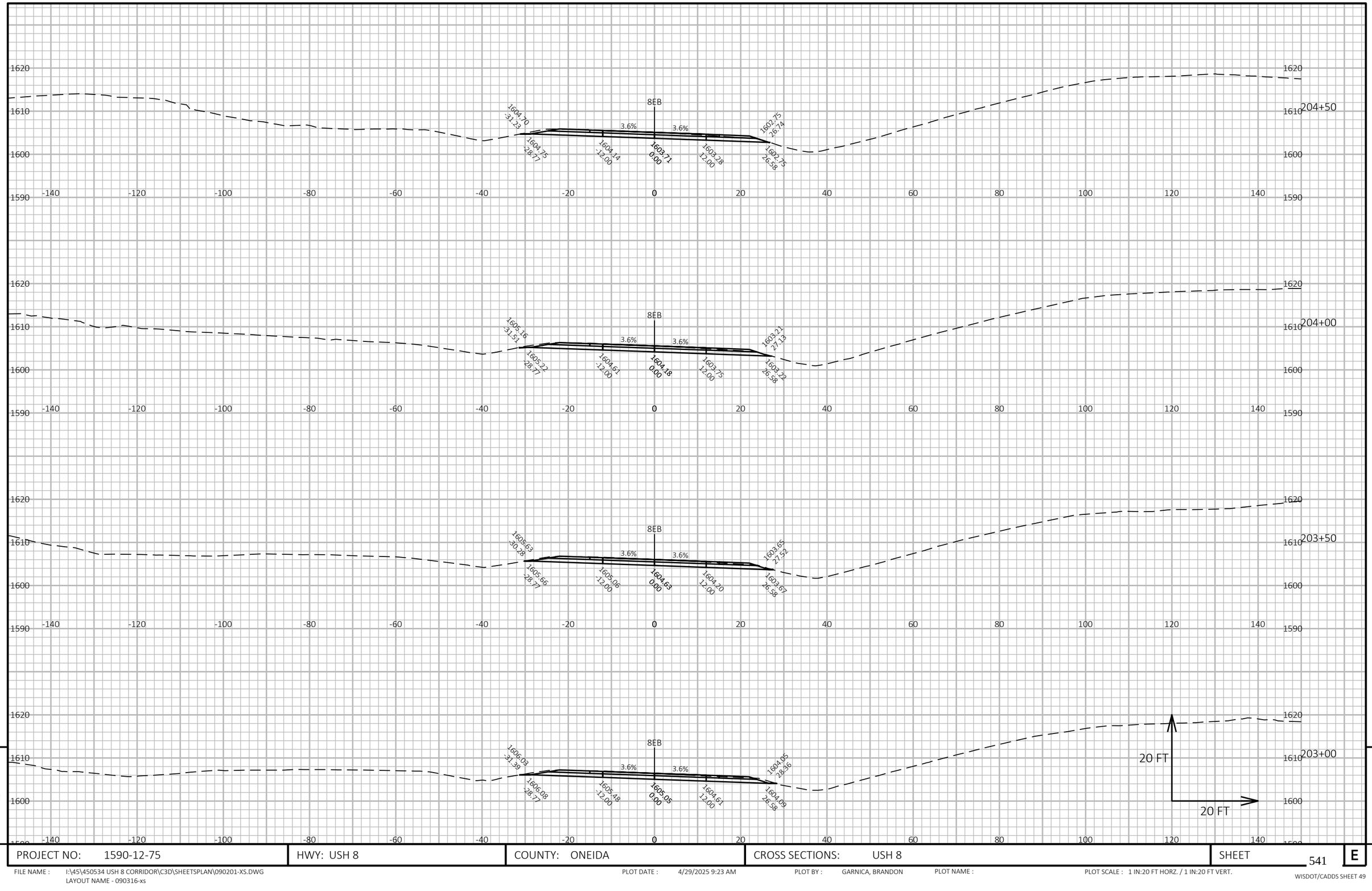
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 540	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090315-xs

PLOT DATE : 4/29/2025 9:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 541	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090316-xs

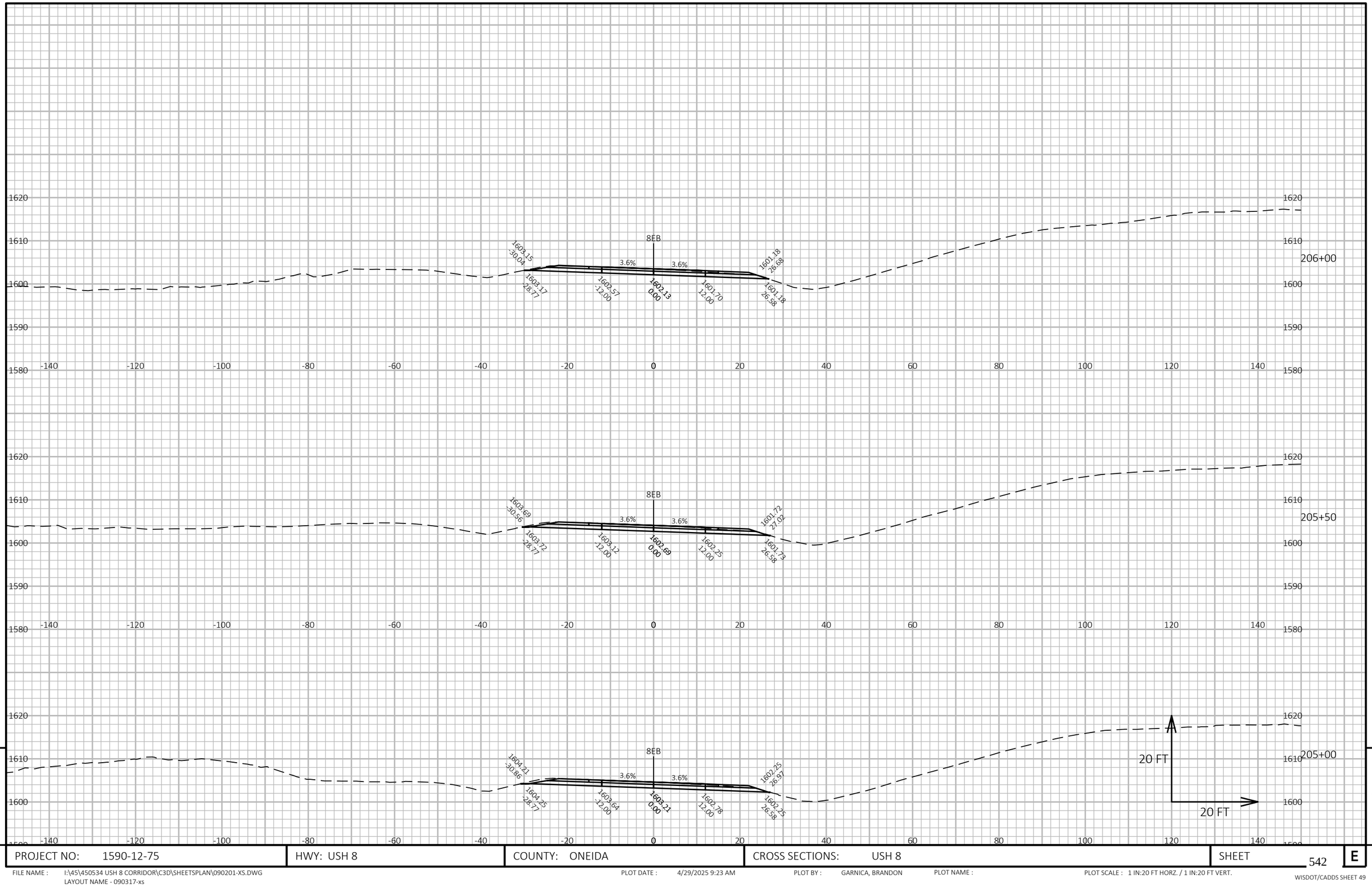
PLOT DATE : 4/29/2025 9:23 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

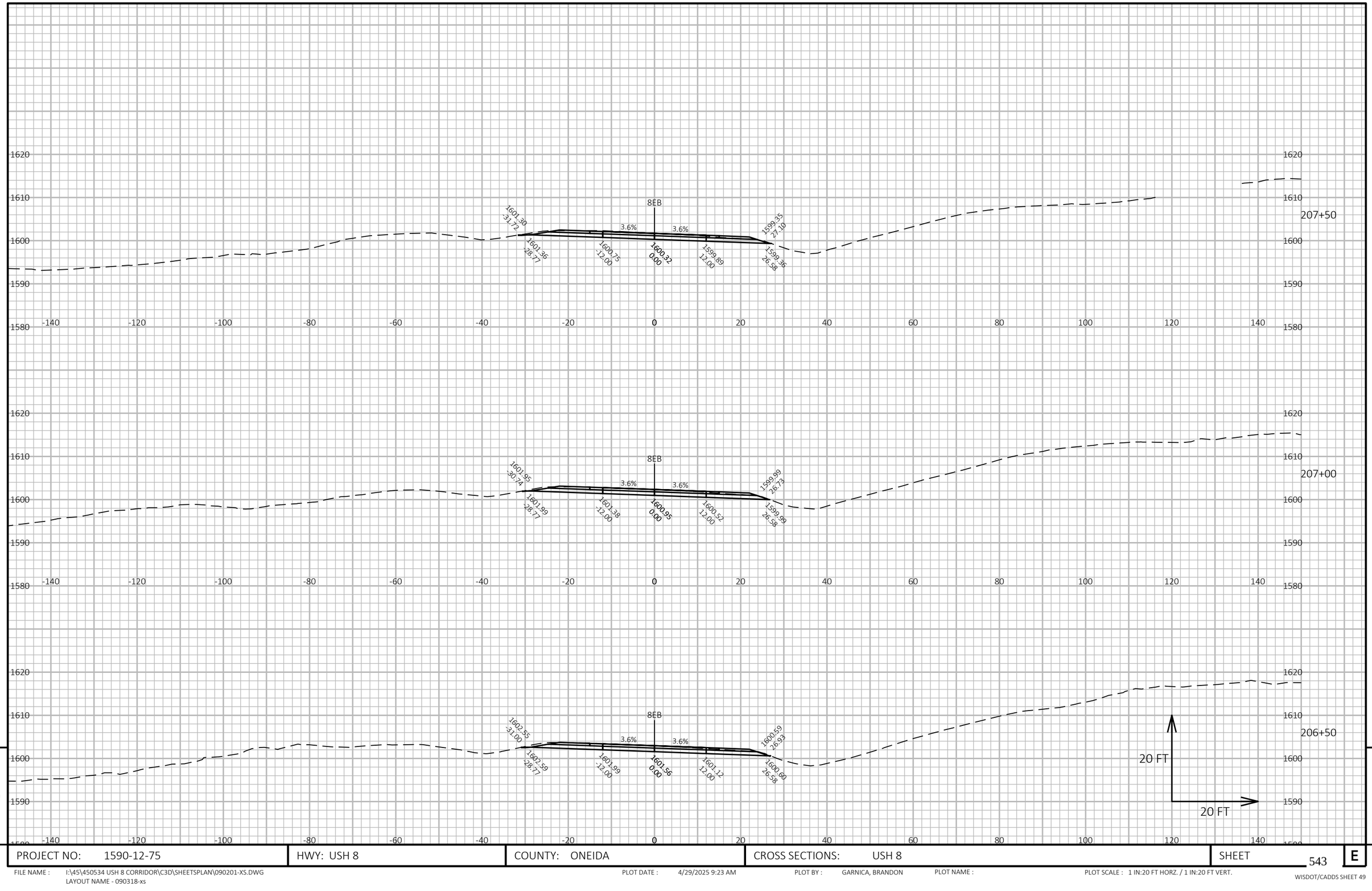


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 542	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090317-xs

PLOT DATE : 4/29/2025 9:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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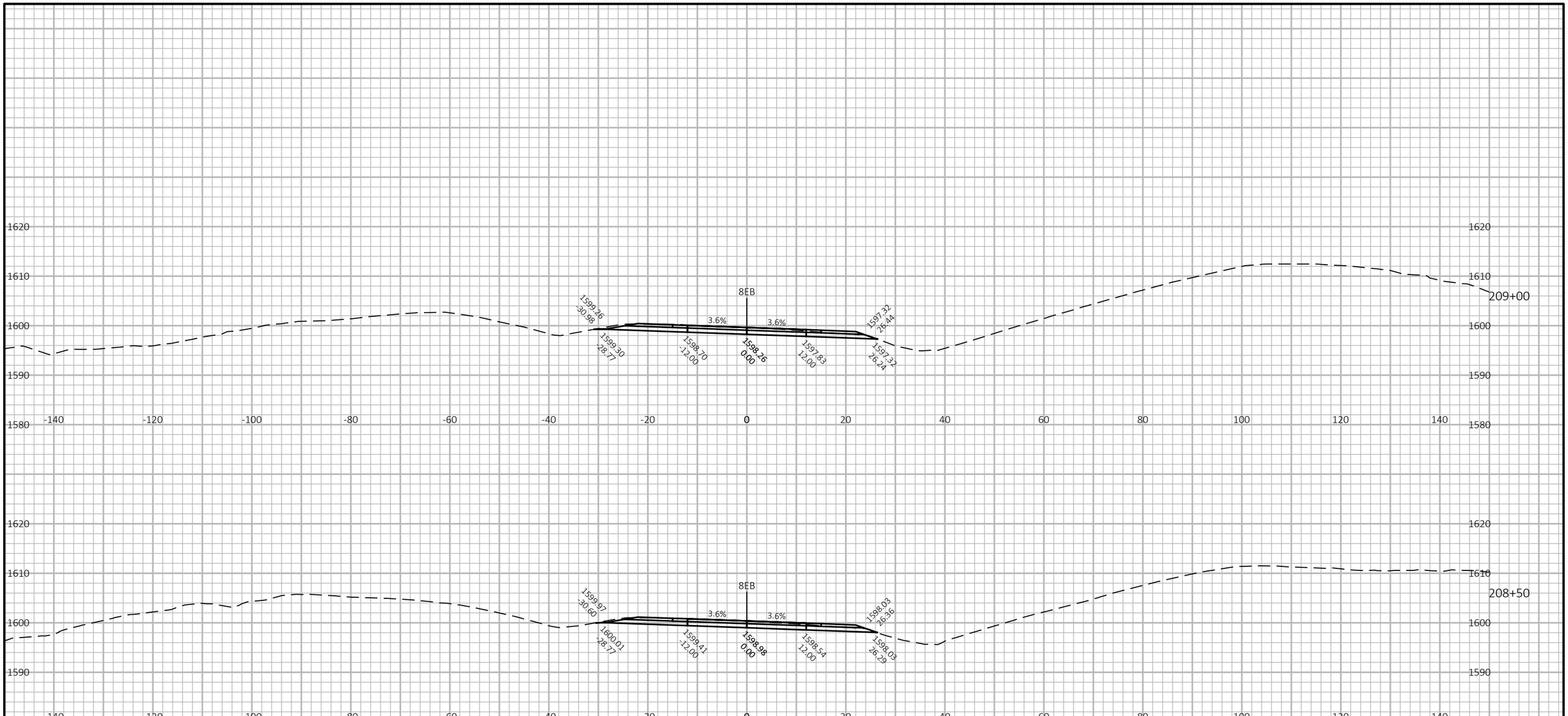
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 543	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090318-xs

PLOT DATE : 4/29/2025 9:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

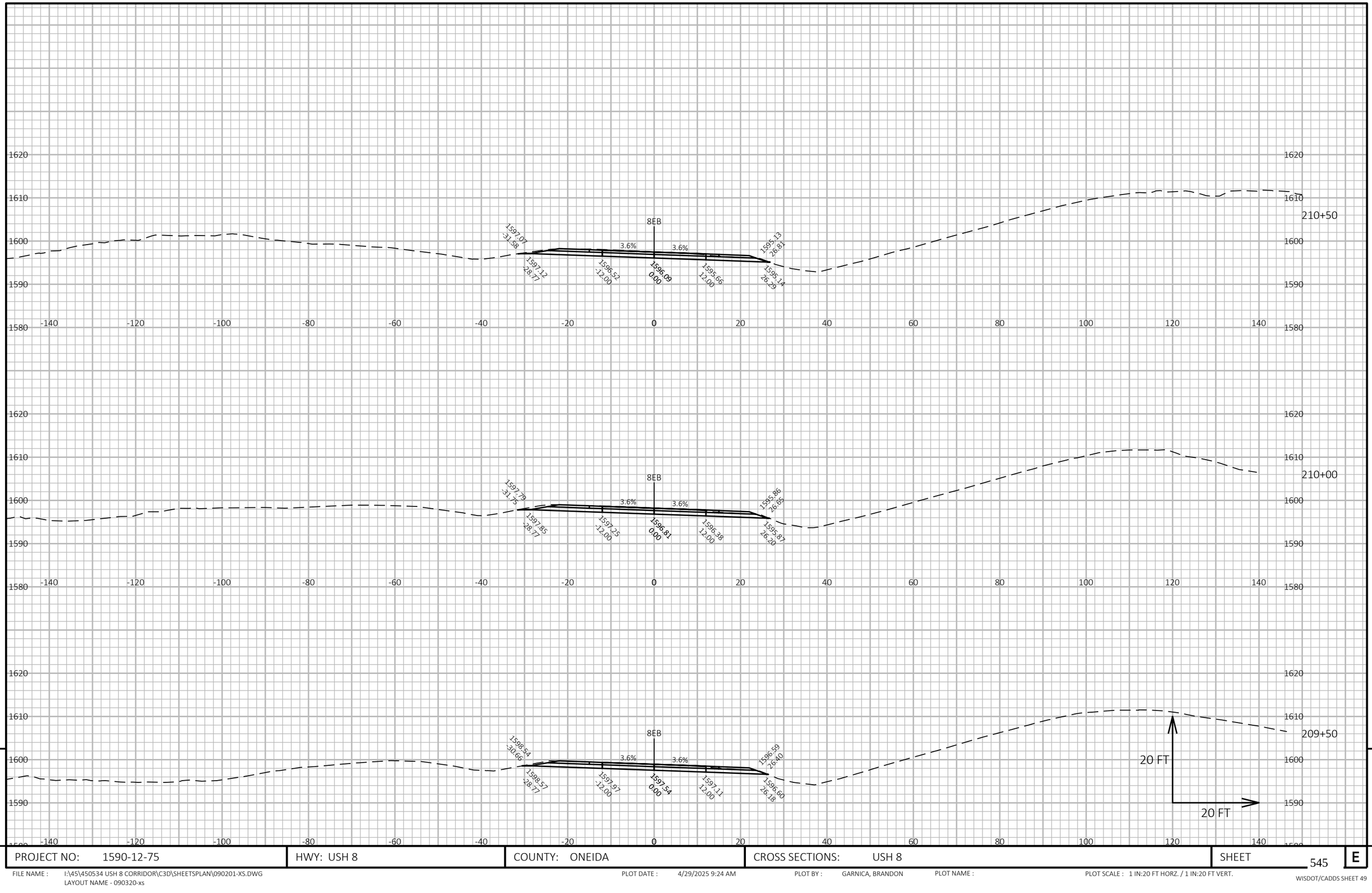


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 544	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090319-xs

PLOT DATE : 4/29/2025 9:23 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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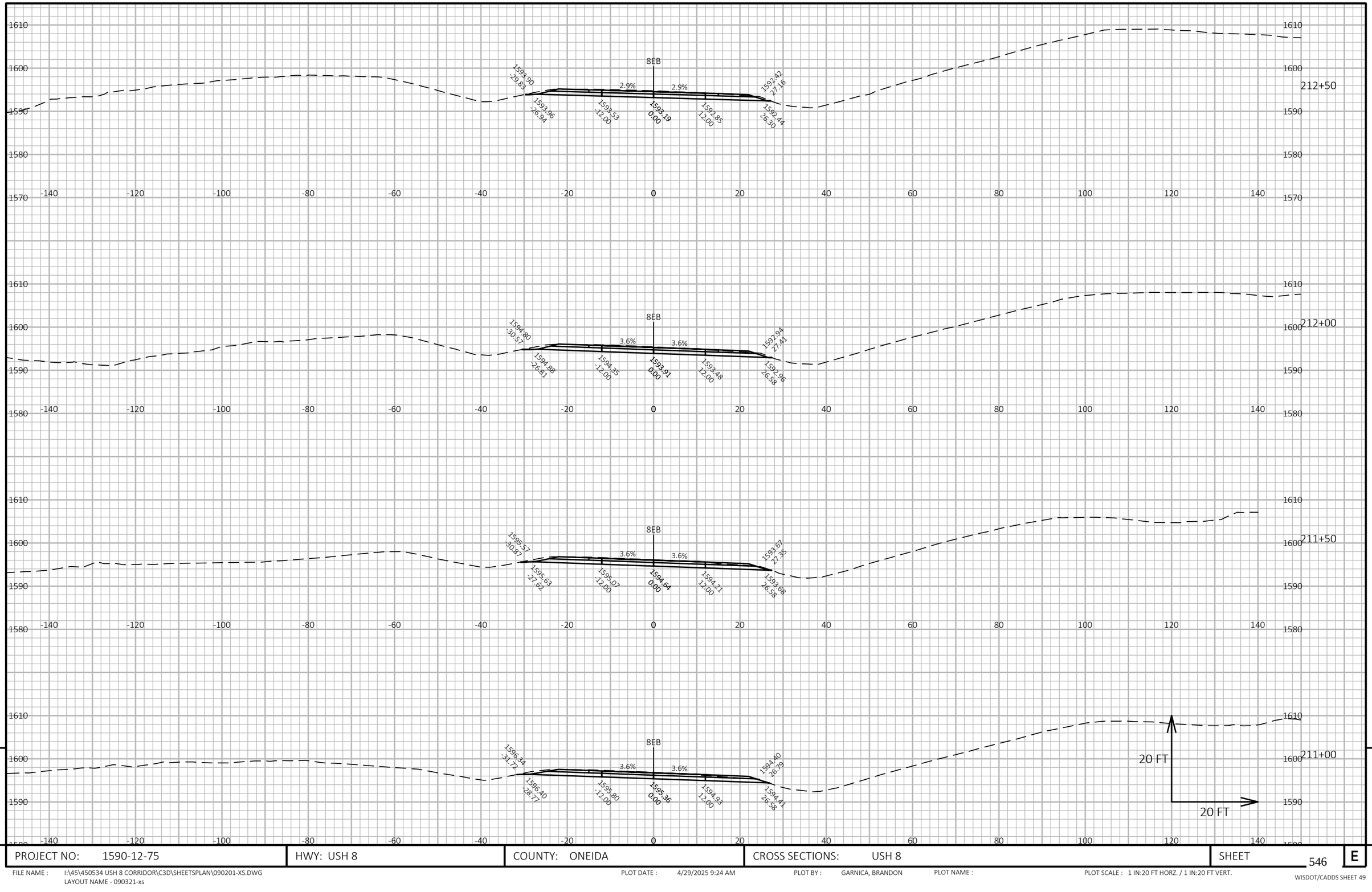
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 545	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090320-xs

PLOT DATE : 4/29/2025 9:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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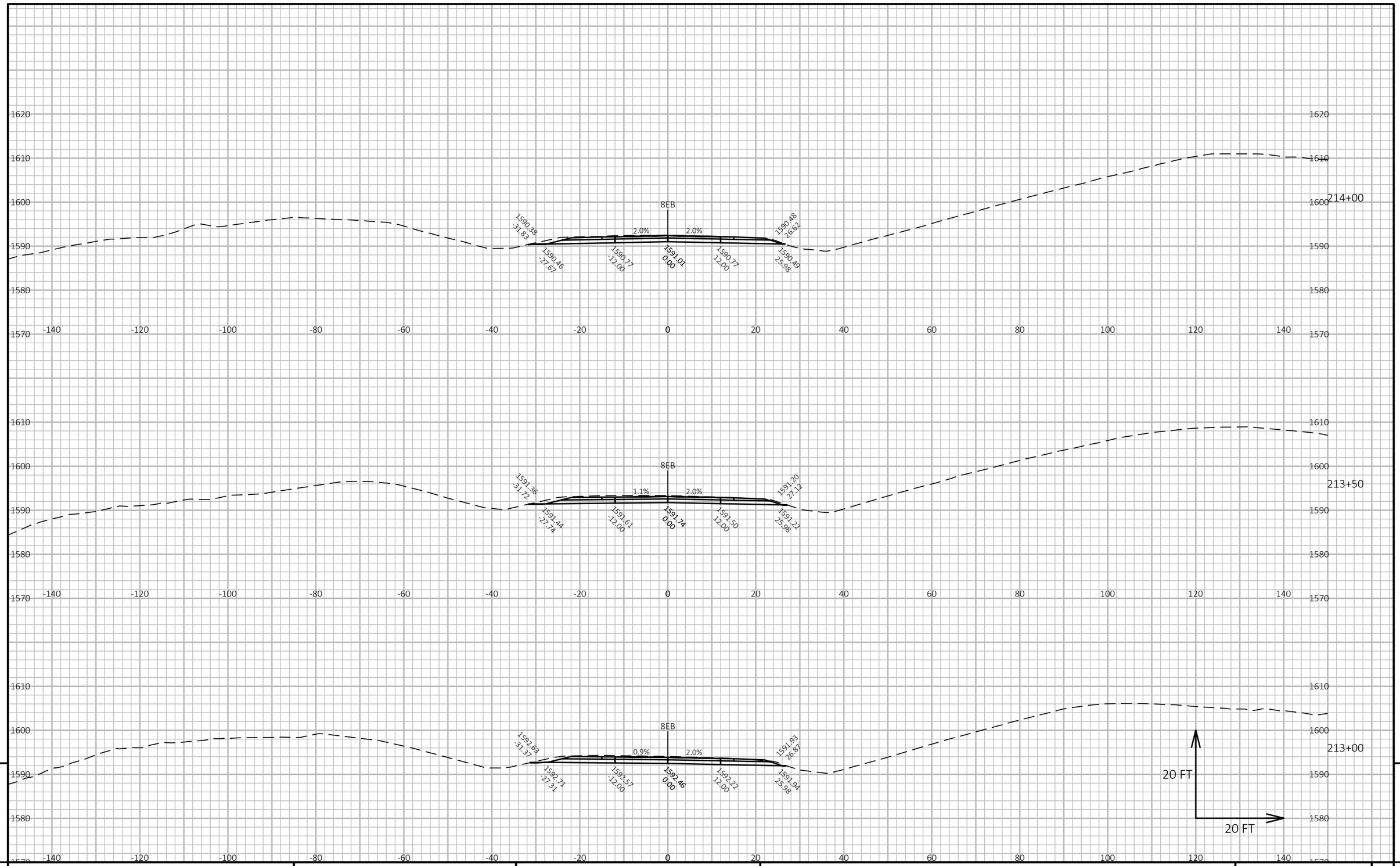
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 546	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090321-xs

PLOT DATE : 4/29/2025 9:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



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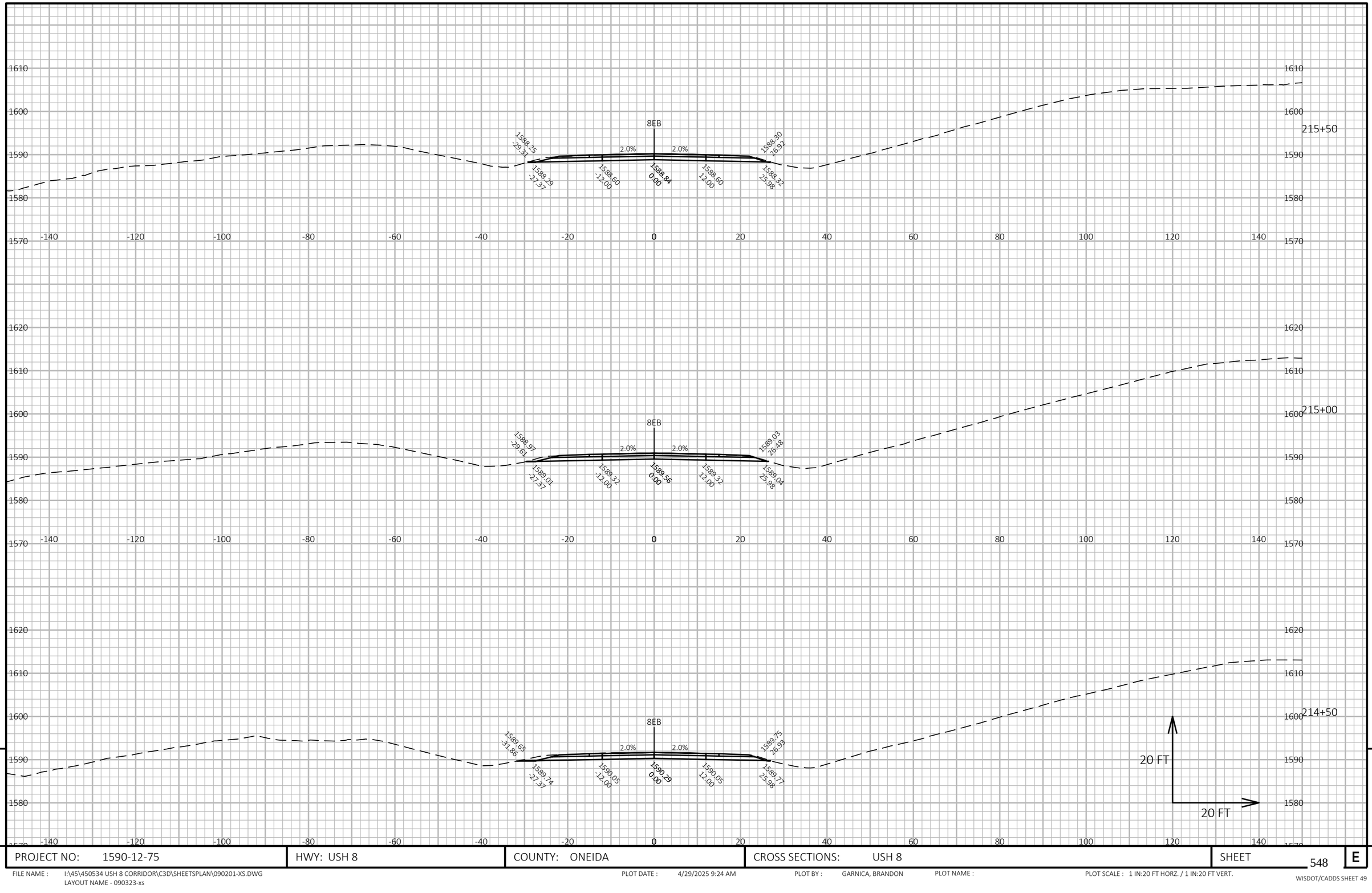
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 547	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090322-xs

PLOT DATE : 4/29/2025 9:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

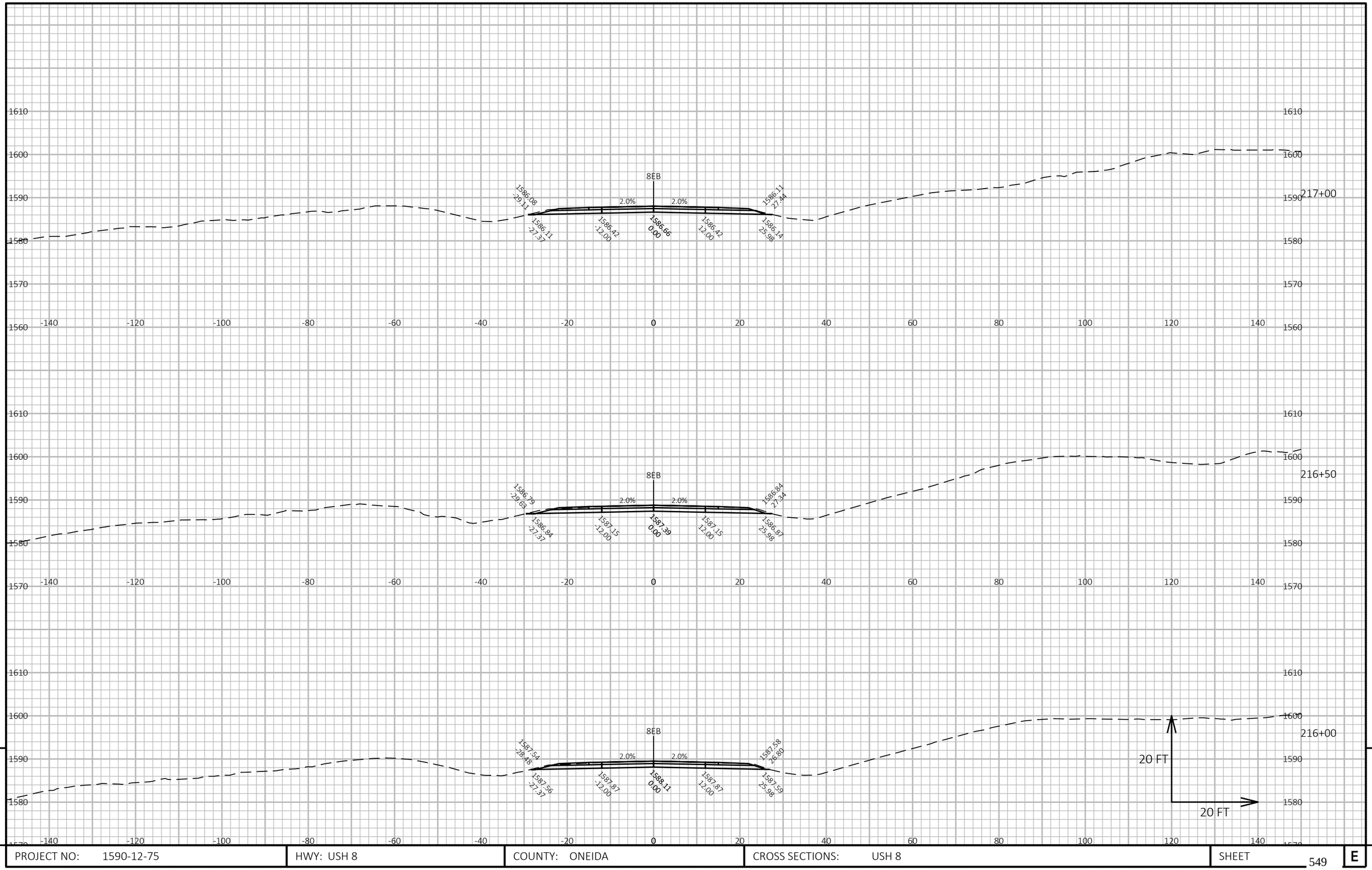


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 548 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090323-xs

PLOT DATE : 4/29/2025 9:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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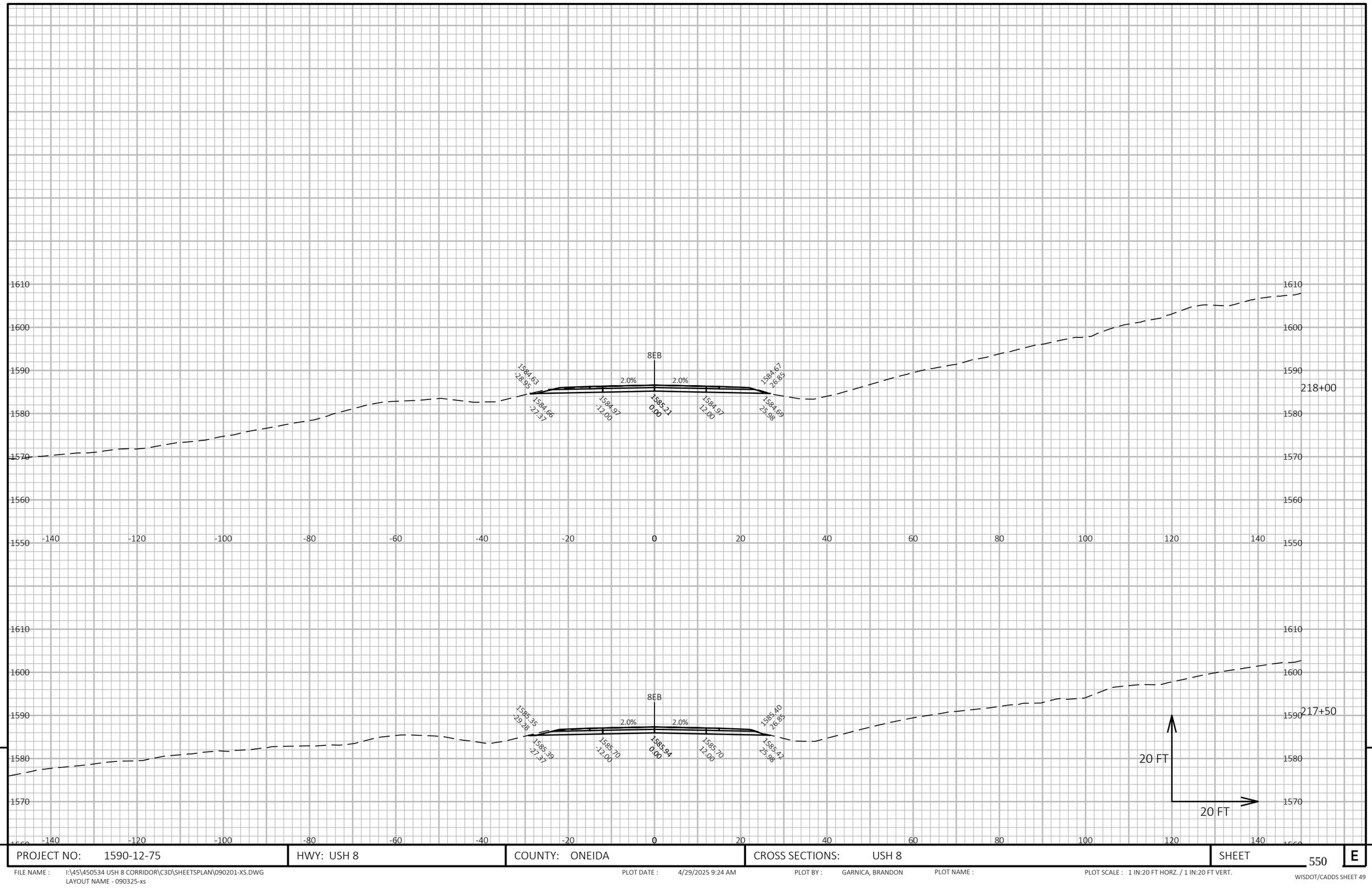
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 549	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090324-xs

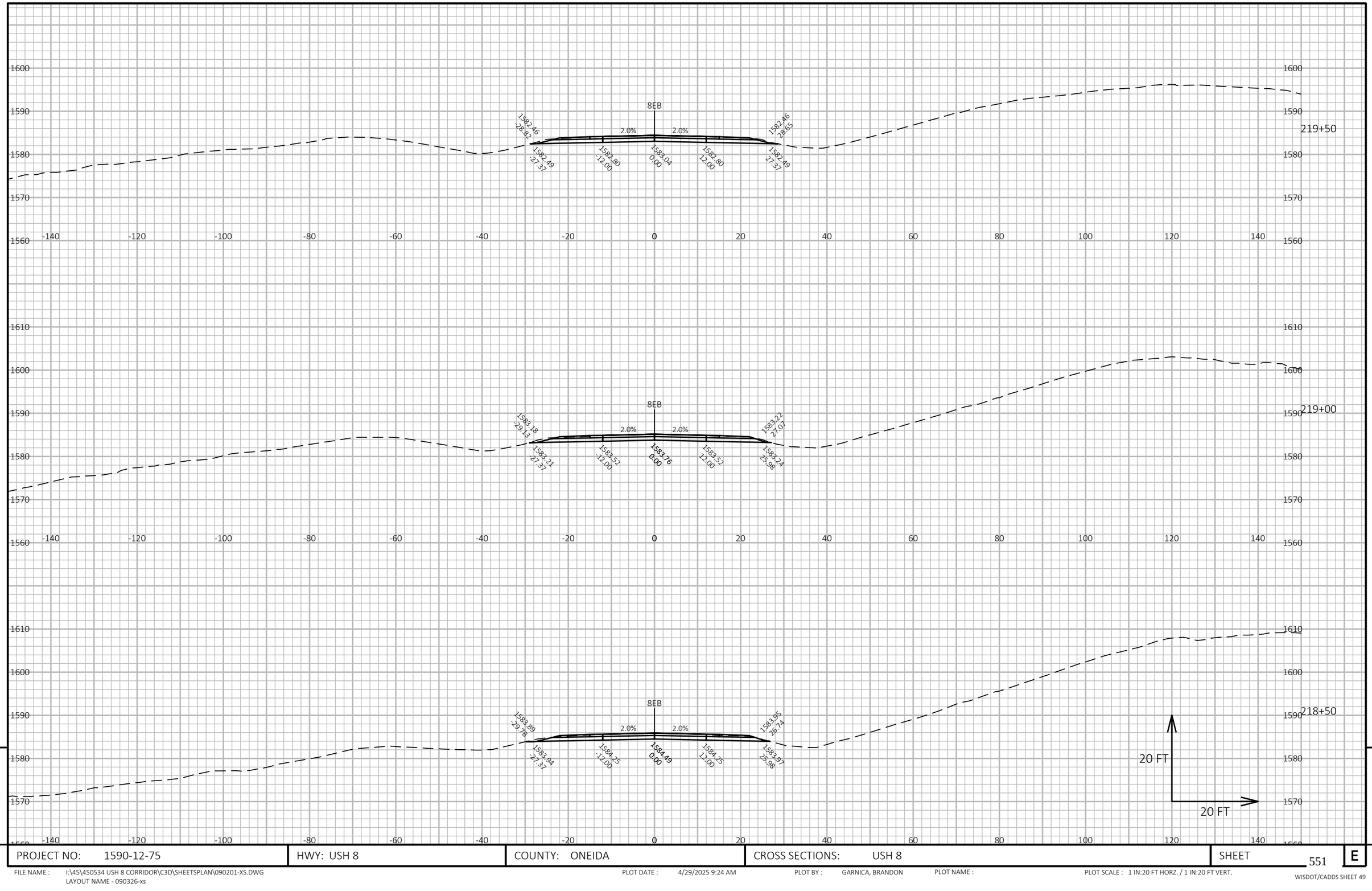
PLOT DATE : 4/29/2025 9:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.



PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 550	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090325-xs

PLOT DATE : 4/29/2025 9:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

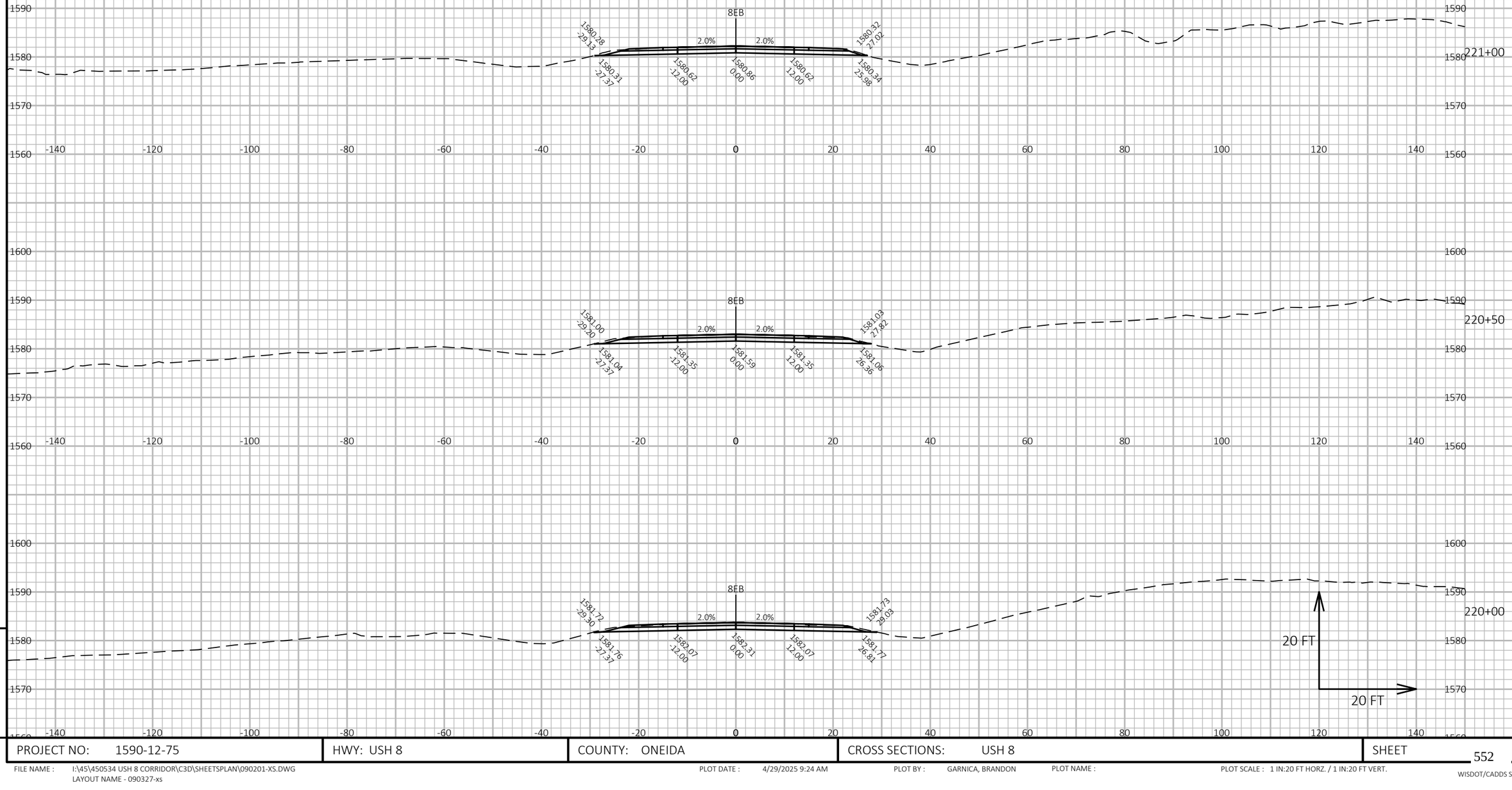


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 551 E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090326-xs

PLOT DATE : 4/29/2025 9:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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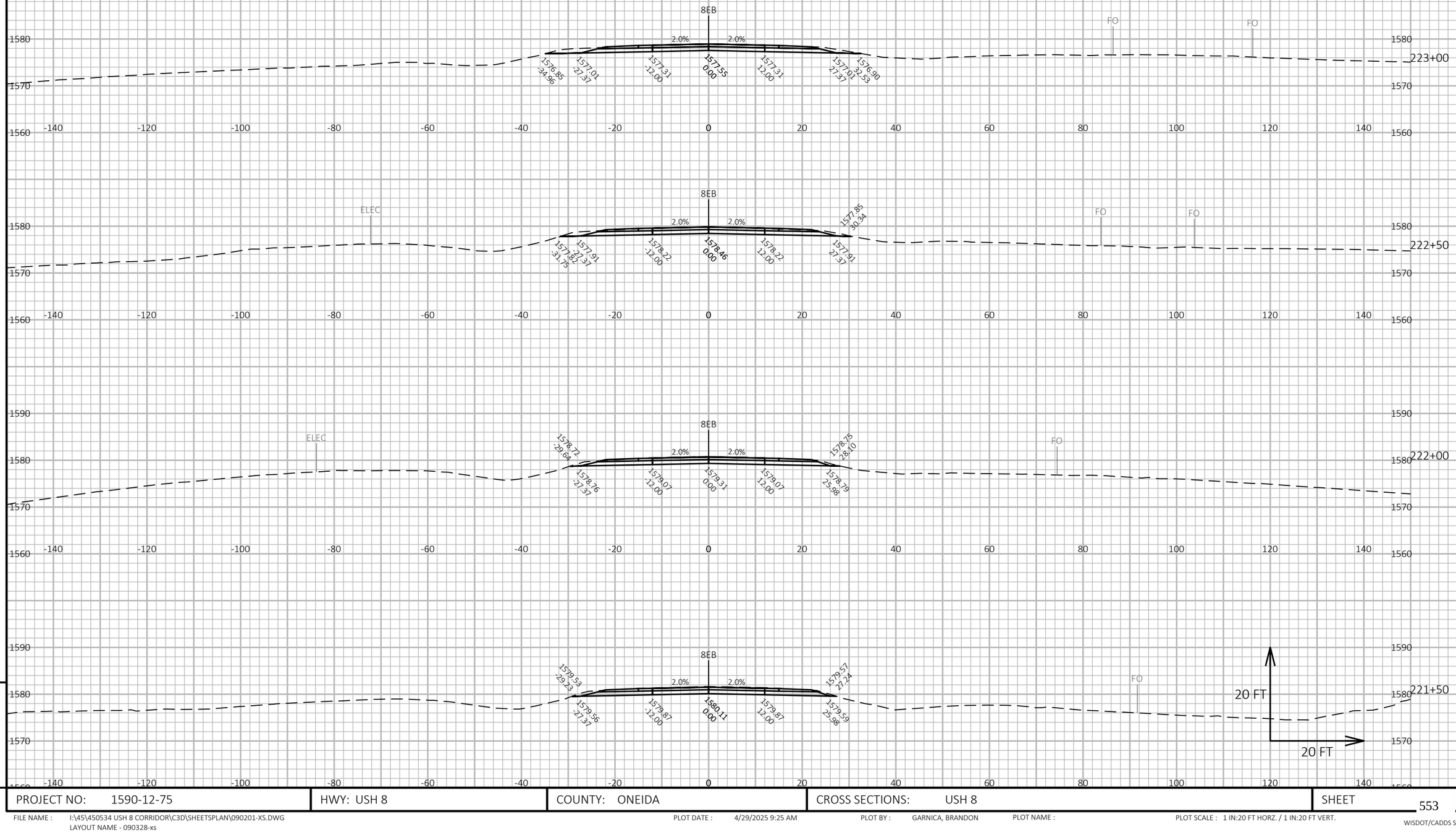
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 552	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090327-xs

PLOT DATE : 4/29/2025 9:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

END PROJECT
STA 242+00.00



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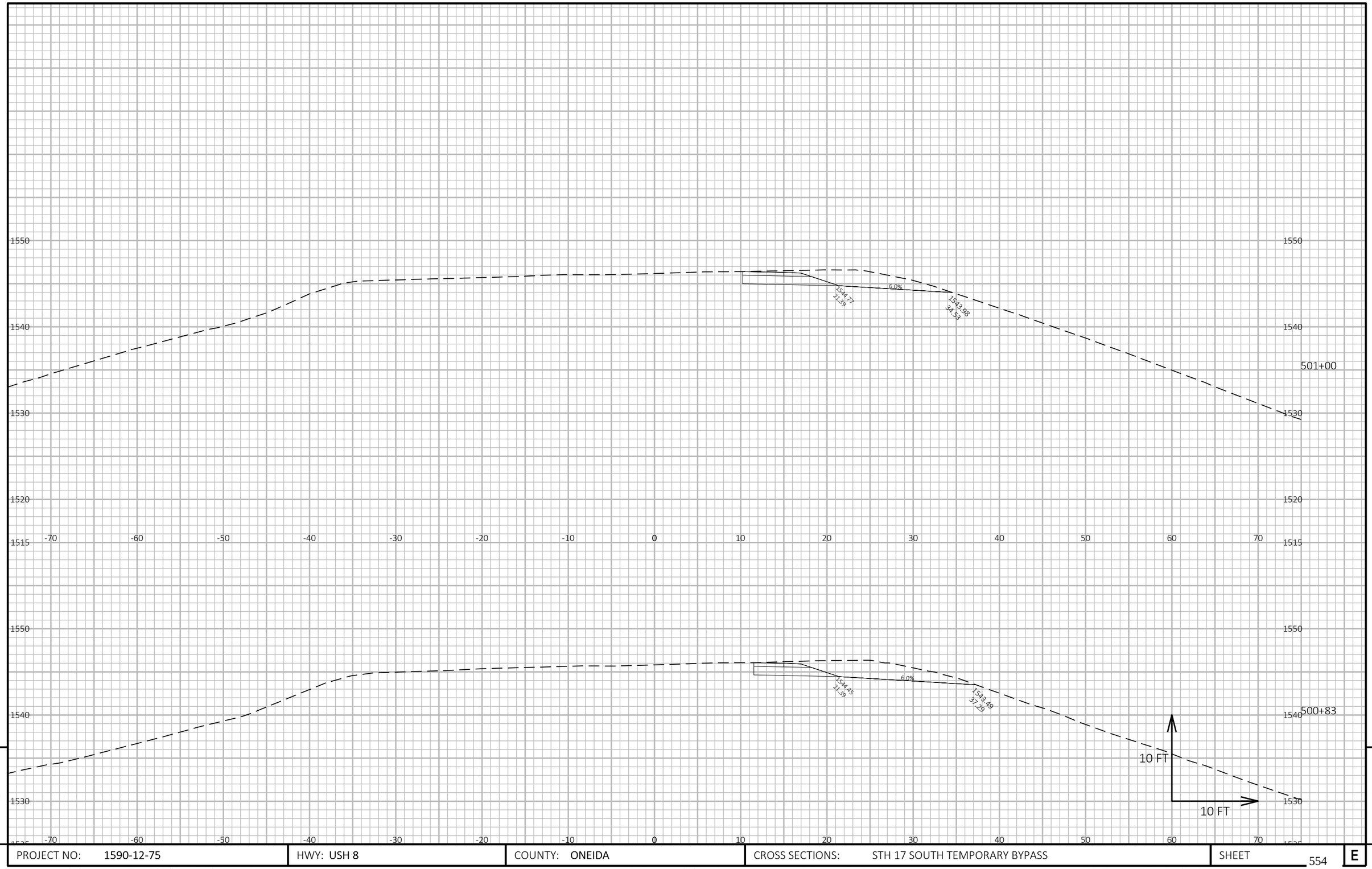
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: USH 8	SHEET 553	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090328-xs

PLOT DATE : 4/29/2025 9:25 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH TEMPORARY BYPASS	SHEET 554	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090400-xs

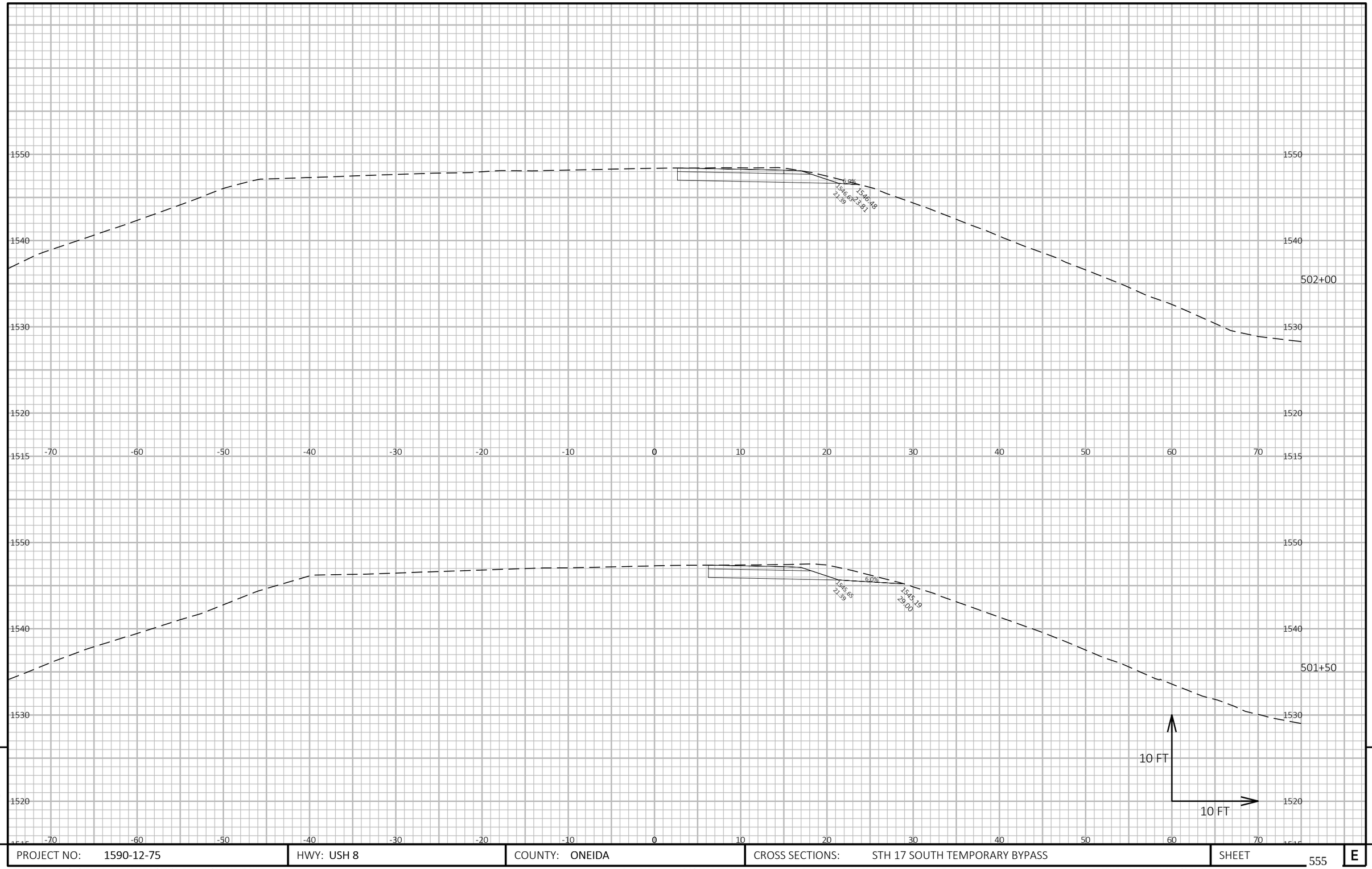
PLOT DATE : 4/29/2025 9:25 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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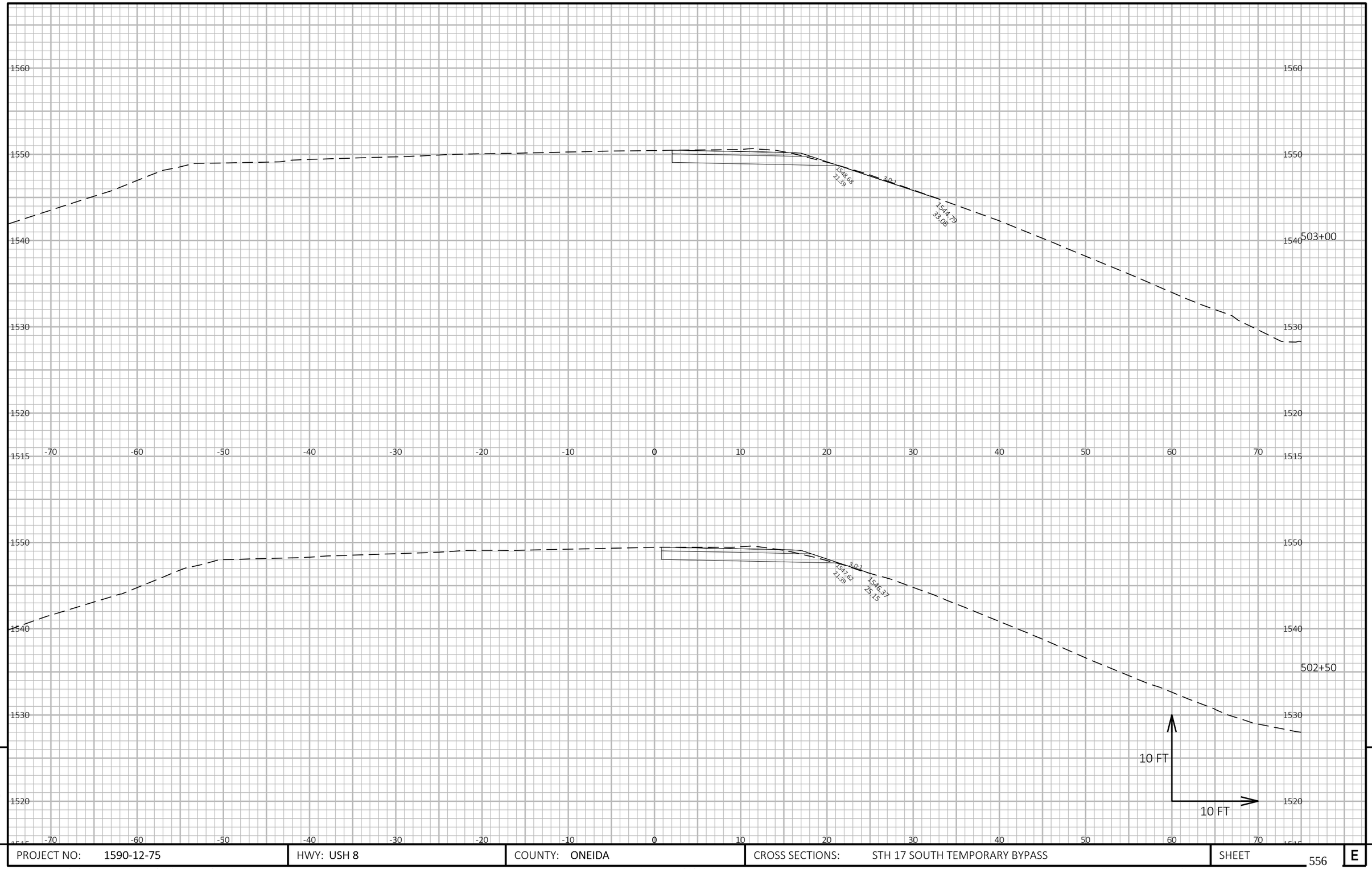
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH TEMPORARY BYPASS	SHEET 555	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090401-xs

PLOT DATE : 4/29/2025 9:25 AM PLOT BY : GARNICA, BRANDON PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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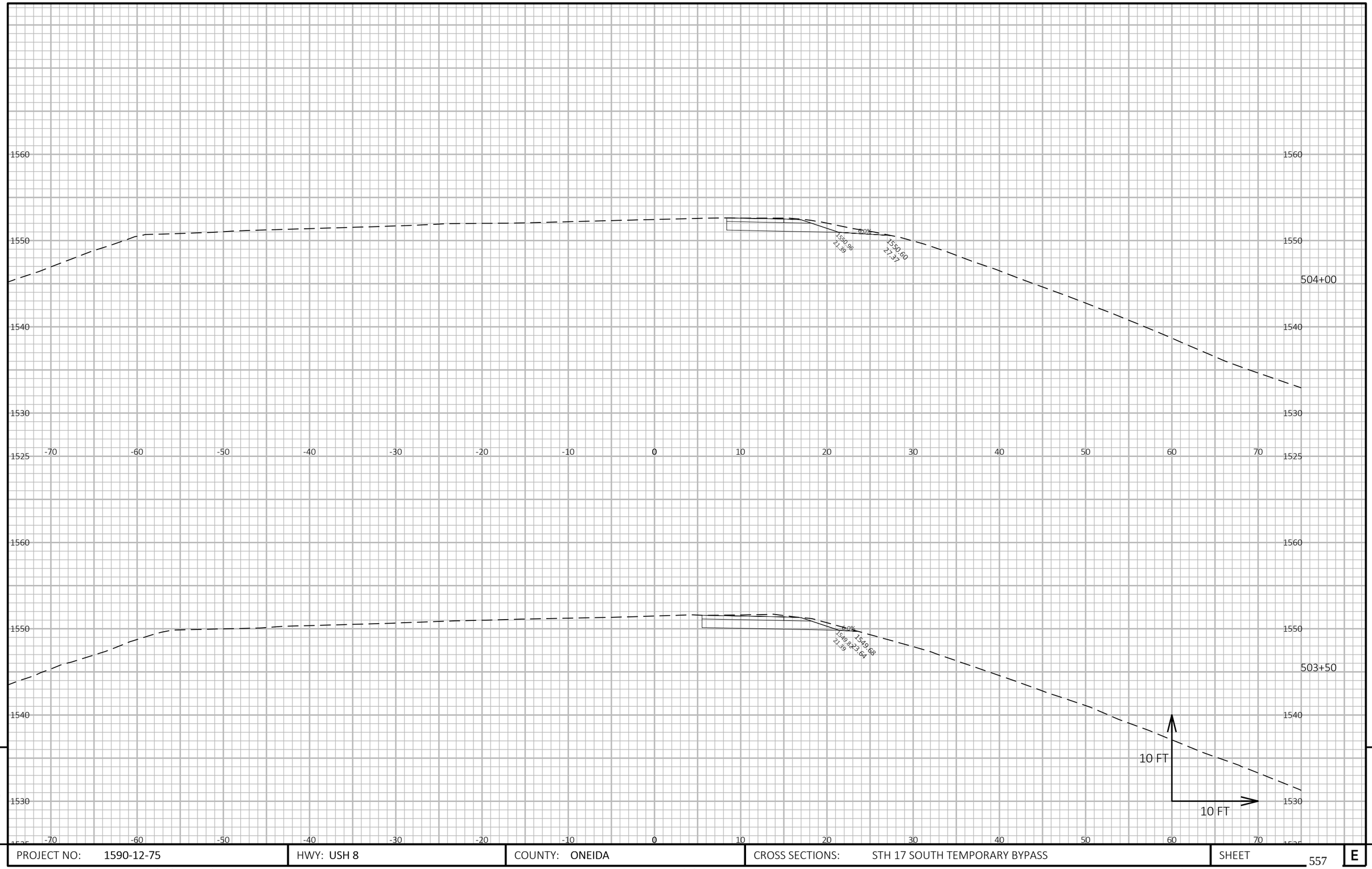
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH TEMPORARY BYPASS	SHEET 556	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090402-xs

PLOT DATE : 4/29/2025 9:25 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

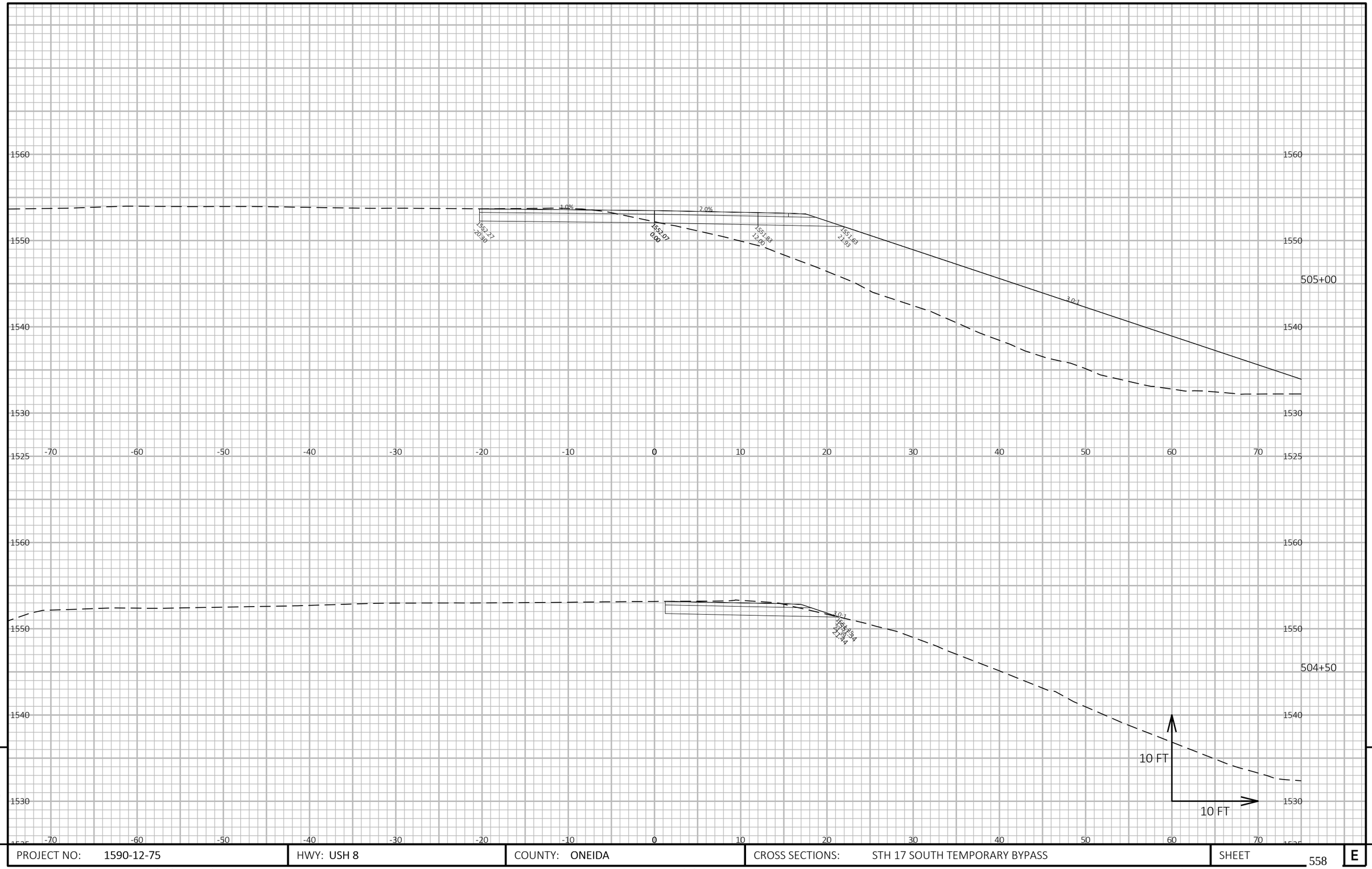


PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH TEMPORARY BYPASS	SHEET 557	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090403-xs

PLOT DATE : 4/29/2025 9:25 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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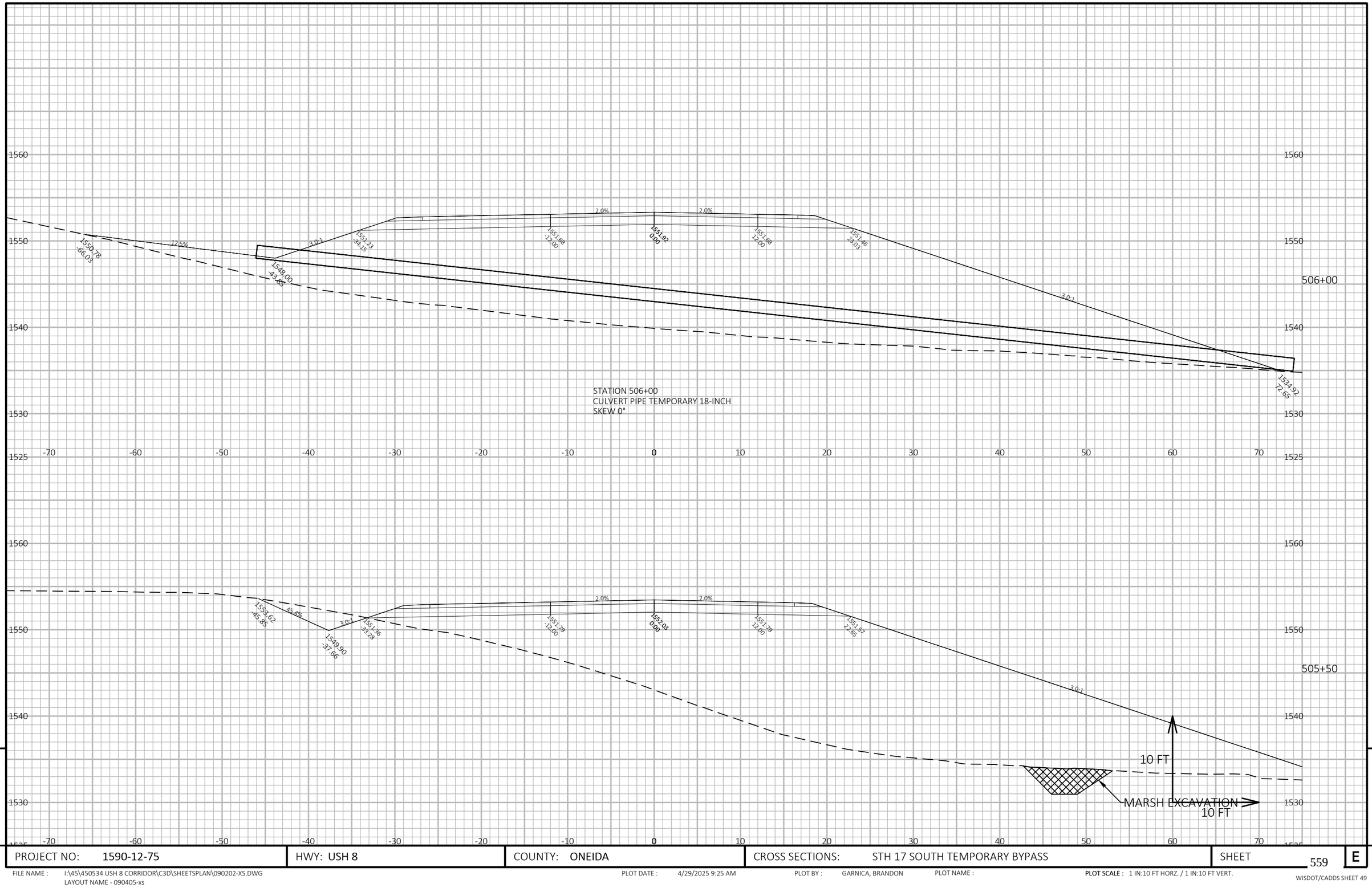
9

PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH TEMPORARY BYPASS	SHEET 558	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090404-xs

PLOT DATE : 4/29/2025 9:25 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH TEMPORARY BYPASS	SHEET 559	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090405-xs

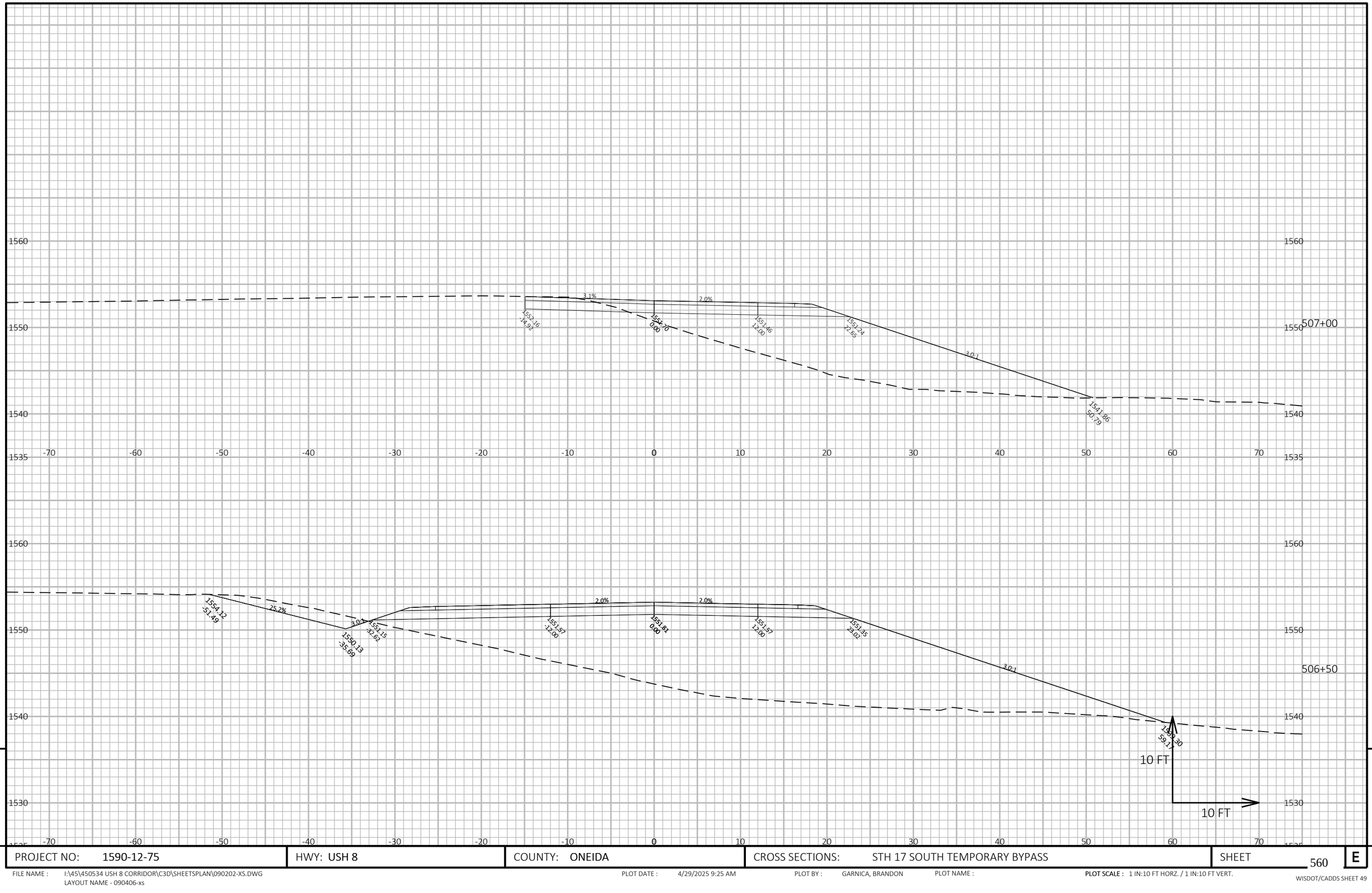
PLOT DATE : 4/29/2025 9:25 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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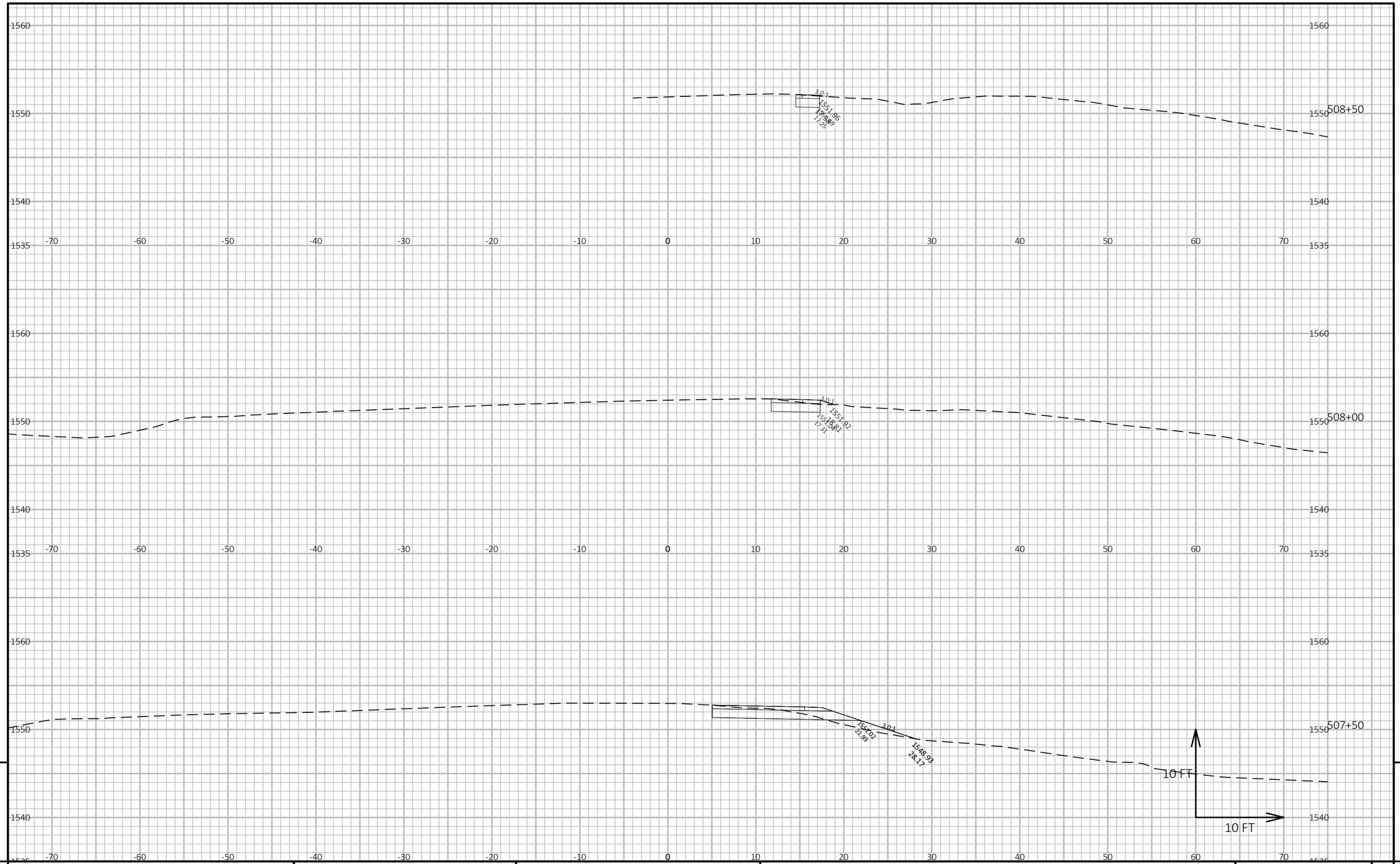
PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH TEMPORARY BYPASS	SHEET 560	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090406-xs

PLOT DATE : 4/29/2025 9:25 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: STH 17 SOUTH TEMPORARY BYPASS	SHEET 561	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090407-xs

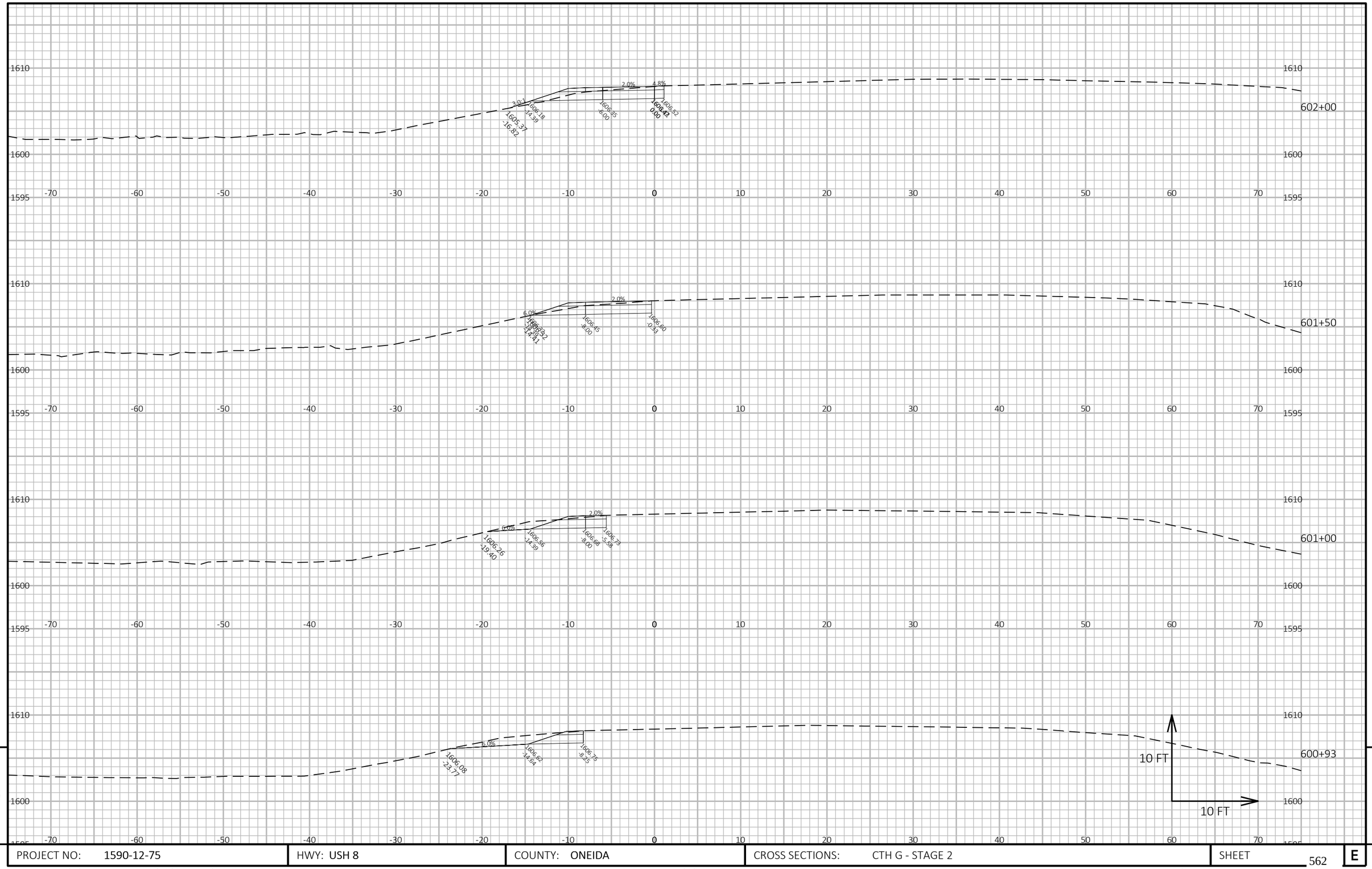
PLOT DATE : 4/29/2025 9:25 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G - STAGE 2	SHEET 562	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090501-xs

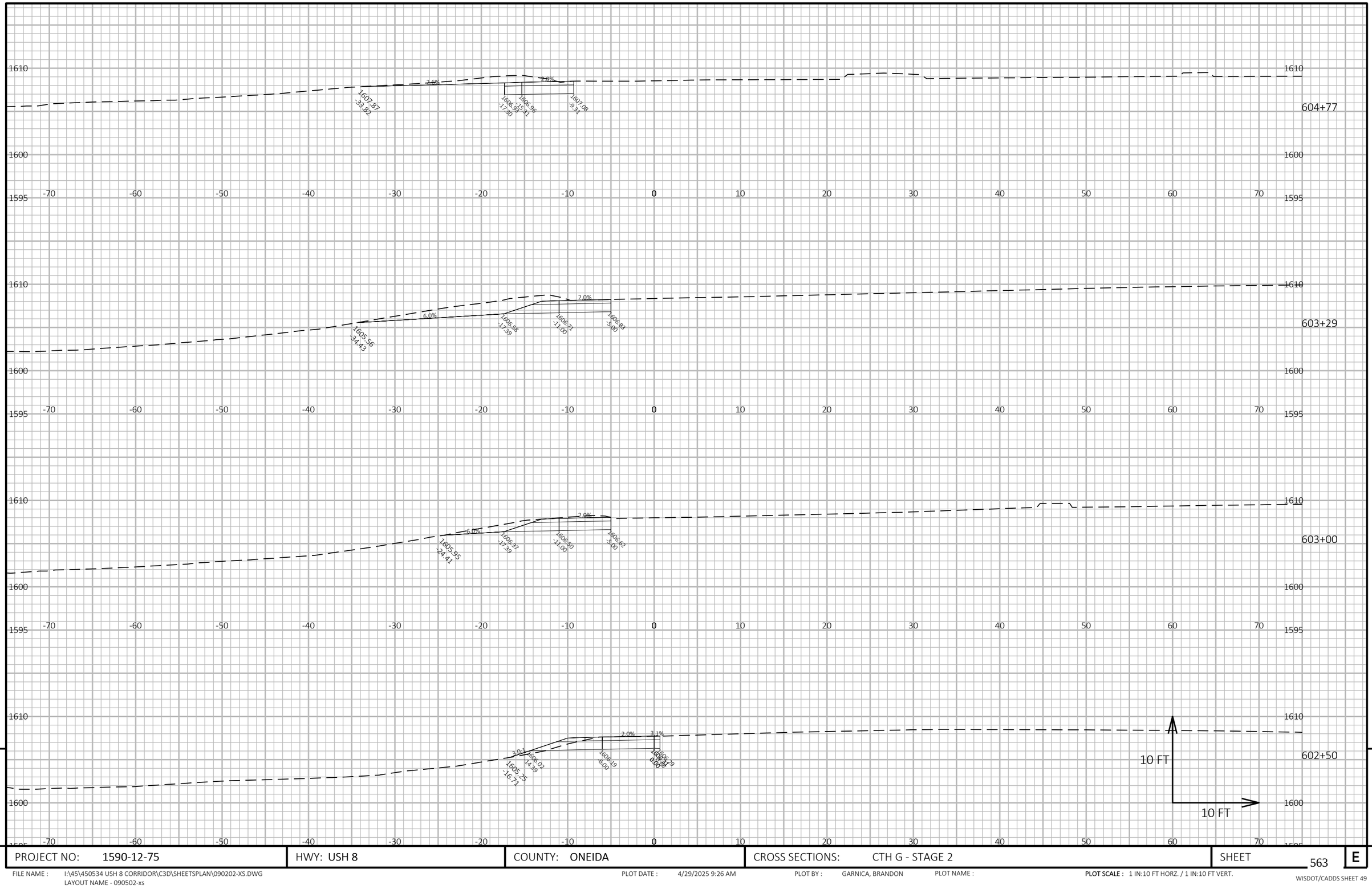
PLOT DATE : 4/29/2025 9:26 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G - STAGE 2	SHEET 563	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090502-xs

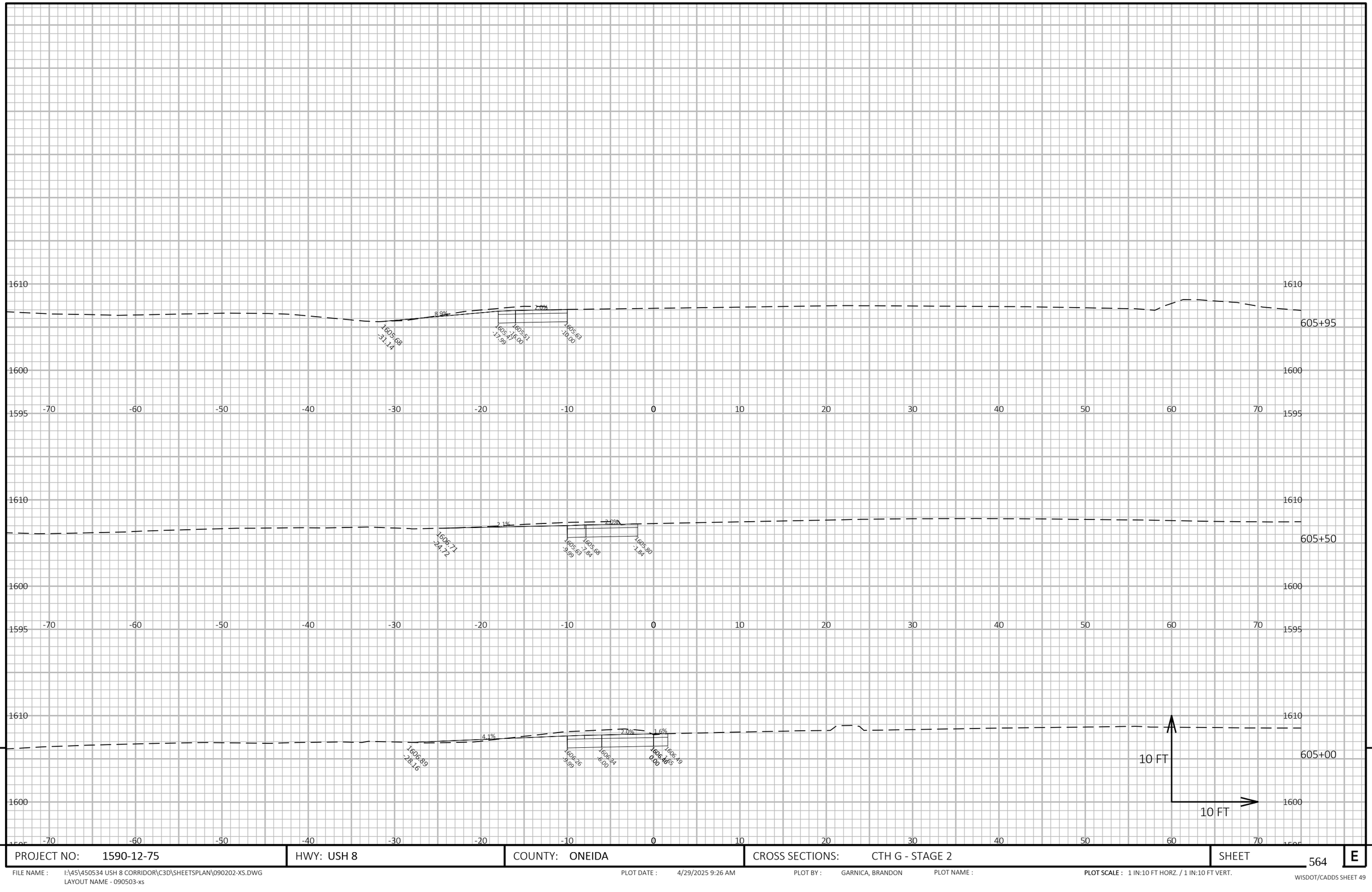
PLOT DATE : 4/29/2025 9:26 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-12-75	HWY: USH 8	COUNTY: ONEIDA	CROSS SECTIONS: CTH G - STAGE 2	SHEET 564	E

FILE NAME : I:\45\450534 USH 8 CORRIDOR\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090503-xs

PLOT DATE : 4/29/2025 9:26 AM

PLOT BY : GARNICA, BRANDON

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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