MAD

PROJECT ID: 3080-01-78

COUNTY: DANE

NOVEMBER 2025
ORDER OF SHEETS

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

TOTAL SHEETS = 290

02

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MADISON - CAMBRIDGE

CTH W / OAK PARK ROAD INTERSECTION

USH 12

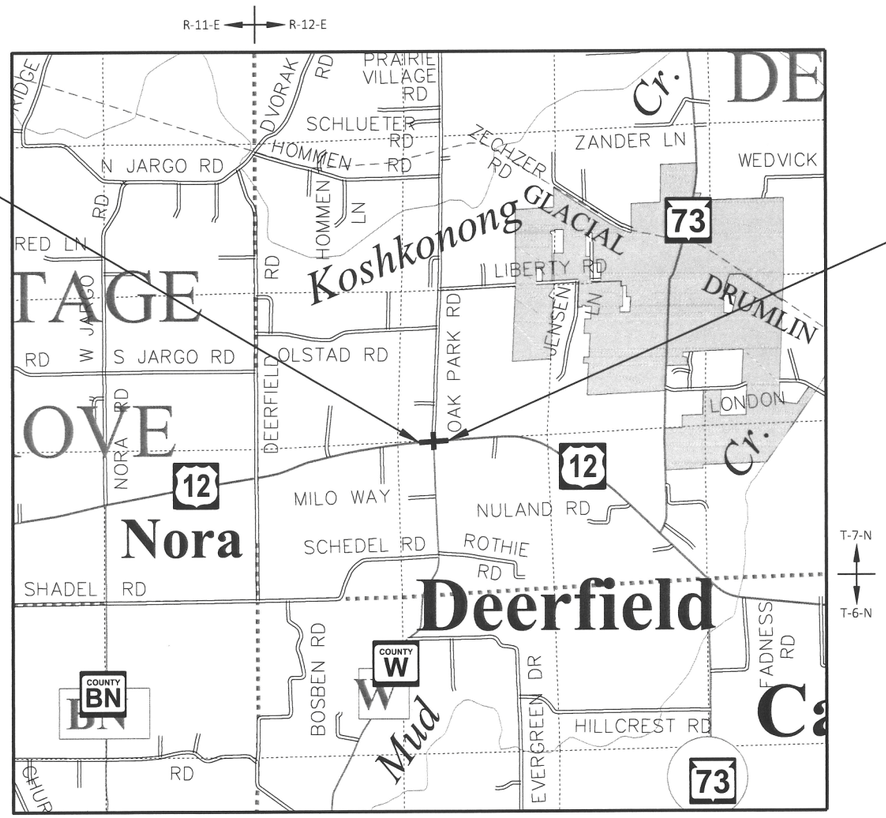
DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3080-01-78	WISC 2026030	1

STATE PROJECT NUMBER
3080-01-78

BEGIN PROJECT
STA. 561+19.15'EB'
Y = 468,992.393
X = 894,301.017

END PROJECT
STA. 578+68.21'EB'



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.331

DESIGN DESIGNATION 3080-01-08

			USH 12	CTH W	OAK PARK ROAD
A.A.D.T.	(2026)	=	13,000	480	2,100
A.A.D.T.	(2046)	=	14,800	520	2,500
D.H.V.		=	1,540	110	305
D.D.		=	60/40	60/40	60/40
T.		=	17.8%	3.7%	2.7%
DESIGN SPEED		=	60 MPH	60 MPH	50 MPH
ESALS		=	5,200,000	110,000	110,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

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

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

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DANE 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

MSA

1702 Pankratz Street, Madison, WI 53704
608-242-7779 1-800-446-0679 Fax: 608-242-5664

STATE OF WISCONSIN
AMANDA M. DeAMICO
NO.43334-6
MADISON
WI
PROFESSIONAL ENGINEER

DATE: 7/10/25 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	CODY KAMMERZELT, P.E.
Regional Examiner	SW REGION
Regional Supervisor	JENNIFER KOBRYN, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 7/16/25 Digitally signed by Cody Kammerzelt Date: 2025.07.16 14:18:19-05'00' (Signature)

E

GENERAL NOTES

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

THE LOCATIONS OF EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY GRUBBING OR TOPSOIL STRIPPING OPERATIONS.

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

CURB & GUTTER RADII AND ELEVATIONS ARE MEASURED FROM FACE OF CURB AND CURB FLANGE, RESPECTIVELY.

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

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

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

HMA PAVEMENT AND ASPHALTIC SURFACE TEMPORARY WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT AND TO VERTICAL FACES.

STANDARD ABBREVIATIONS

AC	ACRES
AEW	APRON ENDWALL
AGG	AGGREGATE
AH	AHEAD
ALUM.	ALUMINUM
A.P.	ACCESS POINT
ASPH	ASPHALT
AVE	AVENUE
BAD	BASE AGGREGATE DENSE
BK	BACK
BLK	BLOCK
BOC	BACK OF CURB
BOW	BACK OF SIDEWALK
BM	BENCHMARK
CABC	CRUSHED AGGREGATE BASE COURSE
CL or ℄	CENTERLINE
Δ	CENTRAL ANGLE or DELTA
CMCP	CORRUGATED METAL CULVERT PIPE
CONC	CONCRETE
CP	CONTROL POINT
CPCS	CULVERT PIPE CORRUGATED STEEL
CSM	CERTIFIED SURVEY MAP
CTH	COUNTY TRUNK HIGHWAY
D	DEGREE OF CURVATURE
DES	DESIRABLE
E	EAST
EB	EASTBOUND
EBS	EXCAVATION BELOW SUBGRADE
EOP	EDGE OF PAVEMENT
ET AL	AND OTHERS
EW	ENDWALL
EXIST	EXISTING
FT	FOOT
FT2	SQUARE FEET
GN	GRID NORTH
GV	GAS VALVE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HYD	HYDRANT
IN	INCH
INL	INLET
INV	INVERT
IP	IRON PIPE
L	LENGTH
L	LENGTH OF CURVE
LC	LONG CHORD
LCP	LONG CHORD BEARING
LF	LINEAR FEET
LT	LEFT
MH	MANHOLE
MON	MONUMENT
N	NORTH
NB	NORTHBOUND
N.C.	NORMAL CROWN
NO	NUMBER
PB	PULLBOX
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
POB	POINT OF BEGINNING
PT	POINT OF TANGENCY
R	RADIUS
R	RANGE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
REQ'D	REQUIRED
RL or R/L	REFERENCE LINE
RP	RADIUS POINT
RT	RIGHT
R/W	RIGHT OF WAY
S	SOUTH
SAN	SANITARY SEWER
SB	SOUTHBOUND
S.E.	SUPERELEVATION
SEC	SECTION
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
SQ	SQUARE
ST	STREET
STA	STATION
STD	STANDARD
STH	STATE TRUNK HIGHWAY
STM	STORM SEWER
STR	STRUCTURE
T	TANGENT
TAN	TANGENT
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
T or TN	TOWN
TYP.	TYPICAL
WM	WATERMIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

DESIGN CONTACT

WISCONSIN DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION
ATTN: CODY KAMMERZELT, P.E.
2101 WRIGHT STREET
MADISON, WI 53704
PHONE: (608) 219-1331
EMAIL: CODY.KAMMERZELT@DOT.WI.GOV

MSA PROFESSIONAL SERVICES, INC.
ATTN: AMANDA DEAMICO, P.E.
1702 PANKRATZ STREET
MADISON, WI 53704
PHONE: (608) 216-2060
EMAIL: ADEAMICO@MSA-PS.COM

DNR LIAISON

DEPARTMENT OF NATURAL RESOURCES
ATTN: ERIC HEGGELUND
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: (608) 228-7927
EMAIL: ERIC.HEGGELUND@WISCONSIN.GOV

ORDER OF SECTION 2 SHEETS:

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVEMENT GRADES
CROSS SECTION MATCHLINES
EROSION CONTROL
STORM SEWER
EXISTING SIGN REMOVALS
PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKINGS
TRAFFIC CONTROL
STAGE CONSTRUCTION
DETOUR PLAN
ALIGNMENT DETAILS

UTILITIES

ALLIANT ENERGY - GAS
NICHOLAS DACHNIWSKYJ
935 WBR TOWNLINE RD
BELOIT, WI 53511
PHONE: (608) 364-6566
EMAIL: NICHOLASDACHNIWSKYJ@ALLIANTENERGY.COM

EVERSTREAM - COMMUNICATION LINE
ABIGAIL STEIN
324 E WISCONSIN AVE. SUITE 730
MILWAUKEE, WI 53202
PHONE: (262) 442-9427
EMAIL: ASTEIN@EVERSTREAM.NET

FRONTIER - COMMUNICATION LINE
CHRIS POLLACK
521 N 4TH ST
WAUSAU, WI 54403
PHONE: (715) 847-1240
EMAIL: CHRISTOPHER.POLLACK@FTR.COM

SPECTRUM - COMMUNICATION LINE
PAUL WAGNER
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
PHONE: (920) 979-2660
EMAIL: PAUL.WAGNER@CHARTER.COM

WE ENERGIES - ELECTRICITY
TODD STACH
S13 W33800 STH 18
DELAFIELD, WI 53018
PHONE: (262) 968-5709
EMAIL: TODD.STACH@WE-ENERGIES.COM

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

2

N

END CONSTRUCTION
STA 213+38.96'NB'
MATCH EXISTING
SAWCUT REQUIRED

TLE (TYP.)

OAK PARK RD

END PROJECT
STA 578+68.21'EB'
MATCH EXISTING
SAWCUT REQUIRED

SLOPE INTERCEPT (TYP.)

R/W (TYP.)

USH 12

565'WB'

565'EB'

560'EB'

575'WB'

575'EB'

580'EB'

USH 12

EXISTING R/W (TYP.)

BEGIN PROJECT
STA 561+19.15'EB'
Y=468992.393
X=894301.017
MATCH EXISTING
SAWCUT REQUIRED

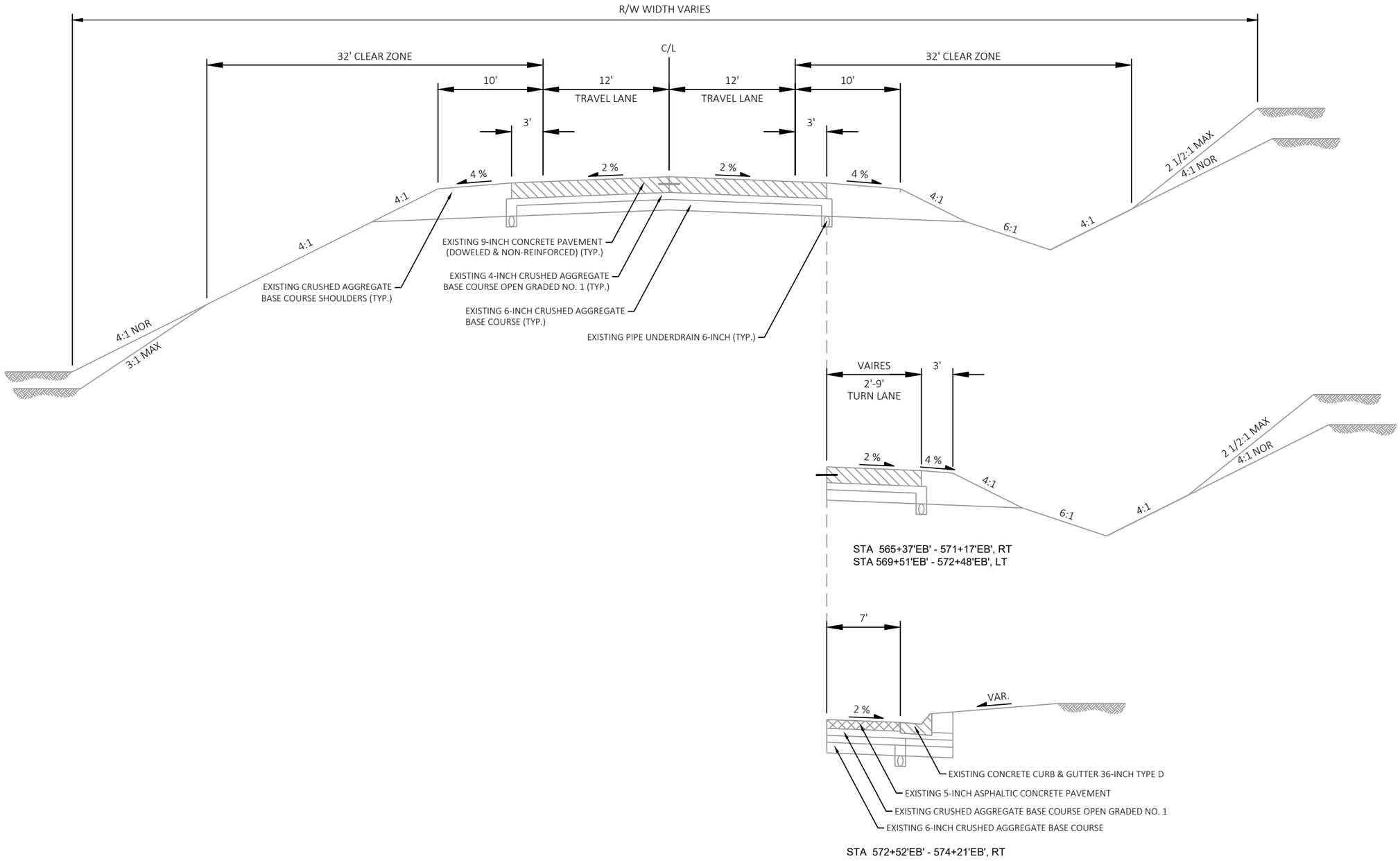
CTH W

BEGIN CONSTRUCTION
STA 200+97.32'NB'
MATCH EXISTING
SAWCUT REQUIRED

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po

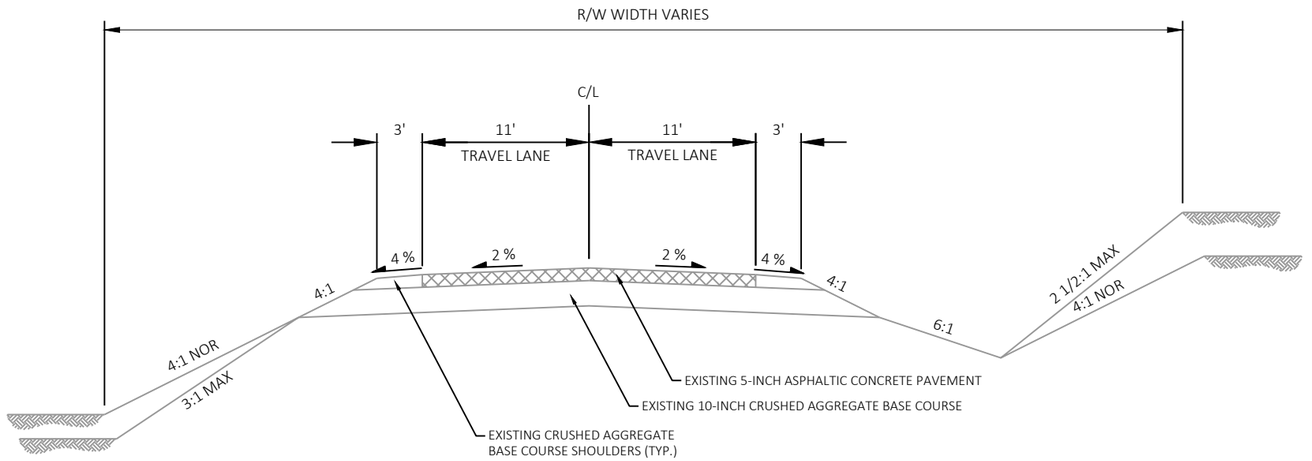
PLOT DATE : 7/23/2025 12:05 PM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:200 FT



EXISTING TYPICAL SECTION USH 12

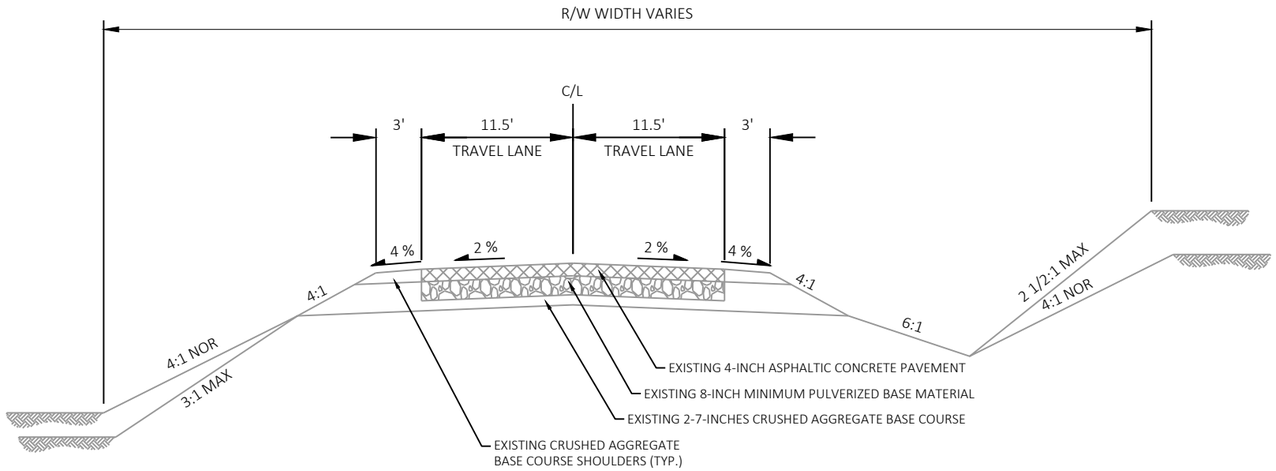
STA 561+19'EB'- 578+68'EB'

2



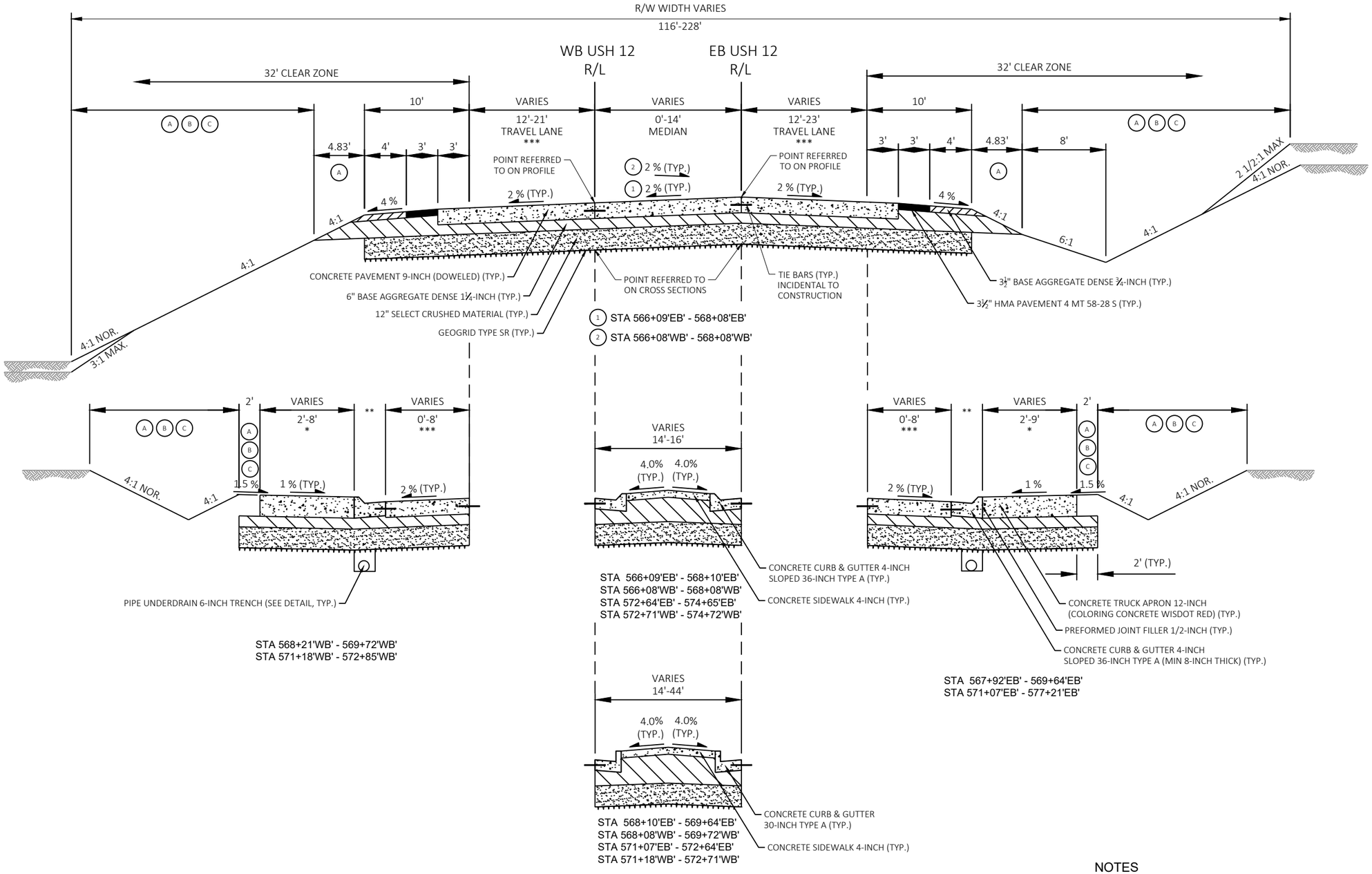
EXISTING TYPICAL SECTION CTH W

STA 200+97'NB' - 205+91'NB'



EXISTING TYPICAL SECTION OAK PARK ROAD

STA 207+48'NB' - 213+39'NB'



LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B. SEED MIXTURE #40 & FERTILIZER TYPE B FOR CENTRAL ISLAND
- (B) 4" TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

- CONCRETE PAVEMENT
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH
- SELECT CRUSHED MATERIAL

FINISHED TYPICAL SECTION USH 12

STA 561+19'EB' - 569+64'EB'
STA 561+19'WB' - 569+72'WB'
STA 571+07'EB' - 578+68'EB'
STA 571+18'WB' - 578+75'WB'

NOTES

* SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

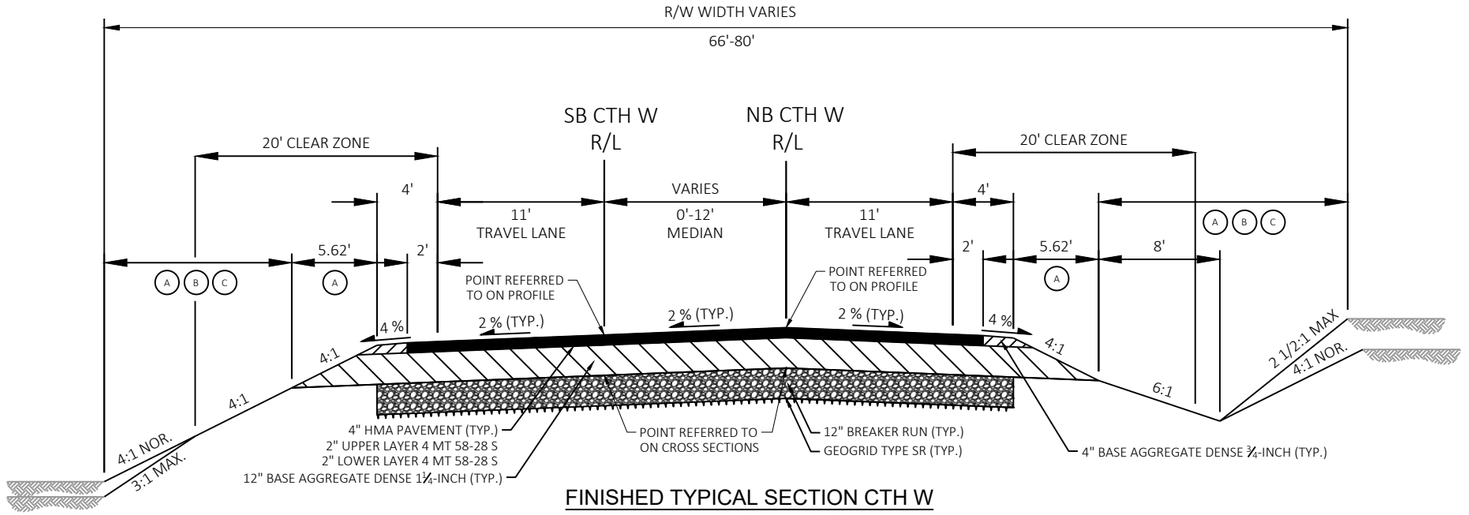
** SEE PLAN DETAILS FOR CONCRETE CURB & GUTTER TYPE

*** SEE PLAN DETAILS FOR LONGITUDINAL JOINT LOCATIONS

SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS

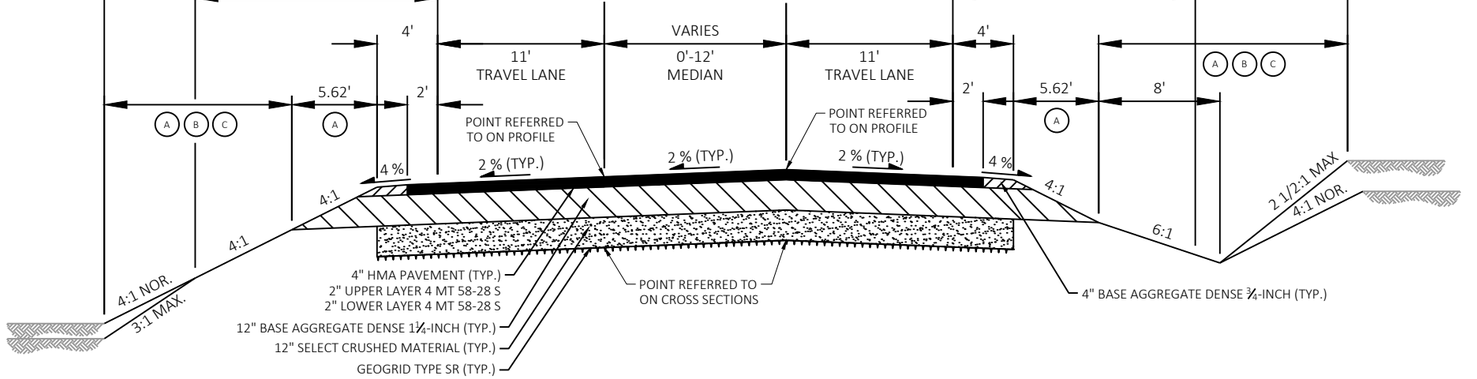
FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAIL

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 6	E



FINISHED TYPICAL SECTION CTH W

STA 200+97'NB' - 203+50'NB'
STA 200+97'SB' - 203+50'SB'



FINISHED TYPICAL SECTION CTH W & OAK PARK RD

STA 203+50'NB' - 204+13'NB'
STA 203+50'SB' - 204+13'SB'
STA 210+18'NB' - 213+39'NB'
STA 210+22'SB' - 213+42'SB'

LEGEND

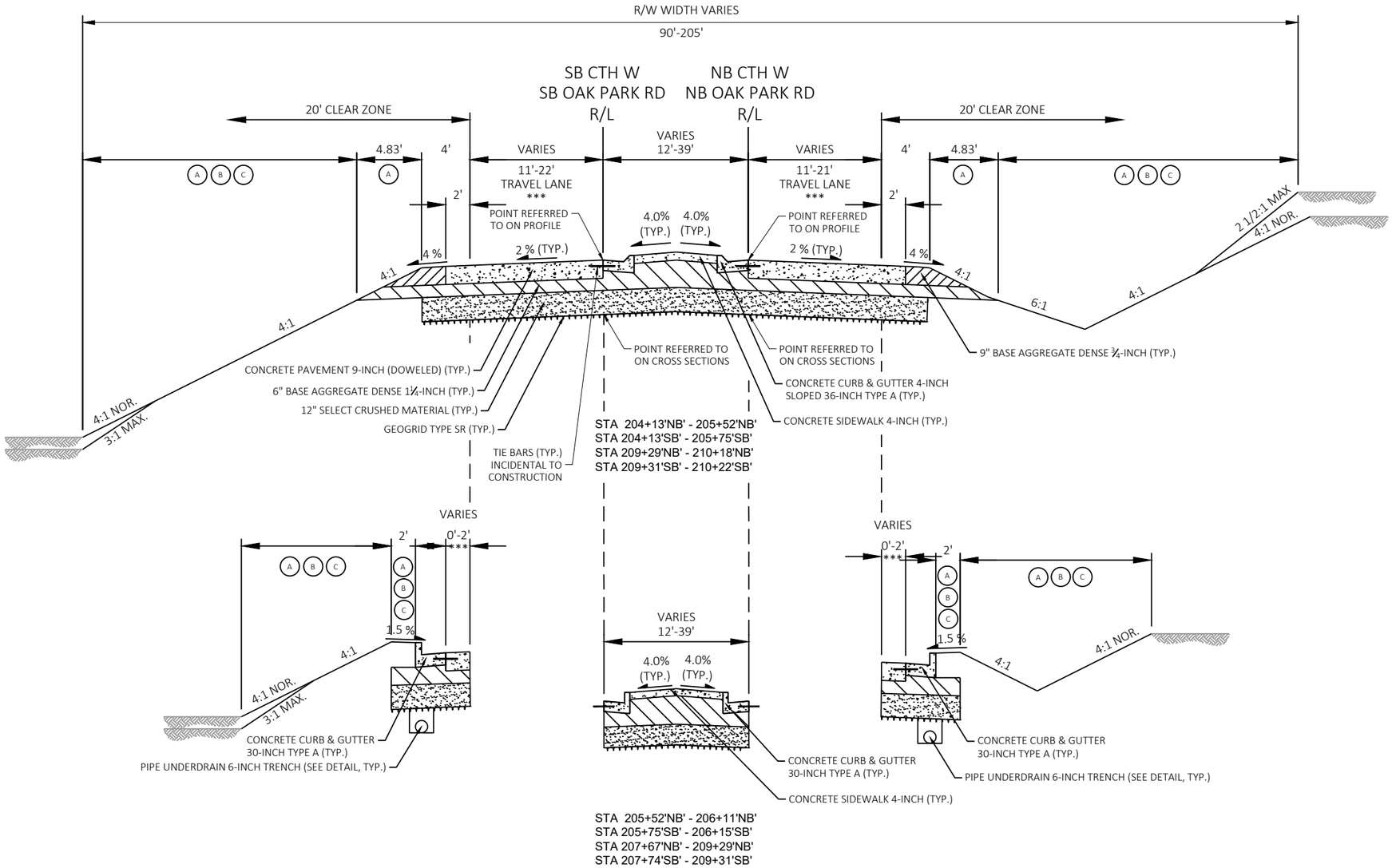
- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B. SEED MIXTURE #40 & FERTILIZER TYPE B FOR CENTRAL ISLAND
- (B) 4" TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

- CONCRETE PAVEMENT
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH
- SELECT CRUSHED MATERIAL

NOTES

FRENCH DRAINS REQUIRED ON RURAL SECTIONS WITH SELECT CRUSHED MATERIAL. SEE CONSTRUCTION DETAIL

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 7	E



FINISHED TYPICAL SECTION CTH W & OAK PARK RD

STA 204+13'NB' - 206+17'NB'
STA 204+13'SB' - 206+21'NB'
STA 207+60'NB' - 210+18'NB'
STA 207+69'SB' - 210+22'SB'

LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B. SEED MIXTURE #40 & FERTILIZER TYPE B FOR CENTRAL ISLAND
- (B) 4" TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

- CONCRETE PAVEMENT
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH
- SELECT CRUSHED MATERIAL

NOTES

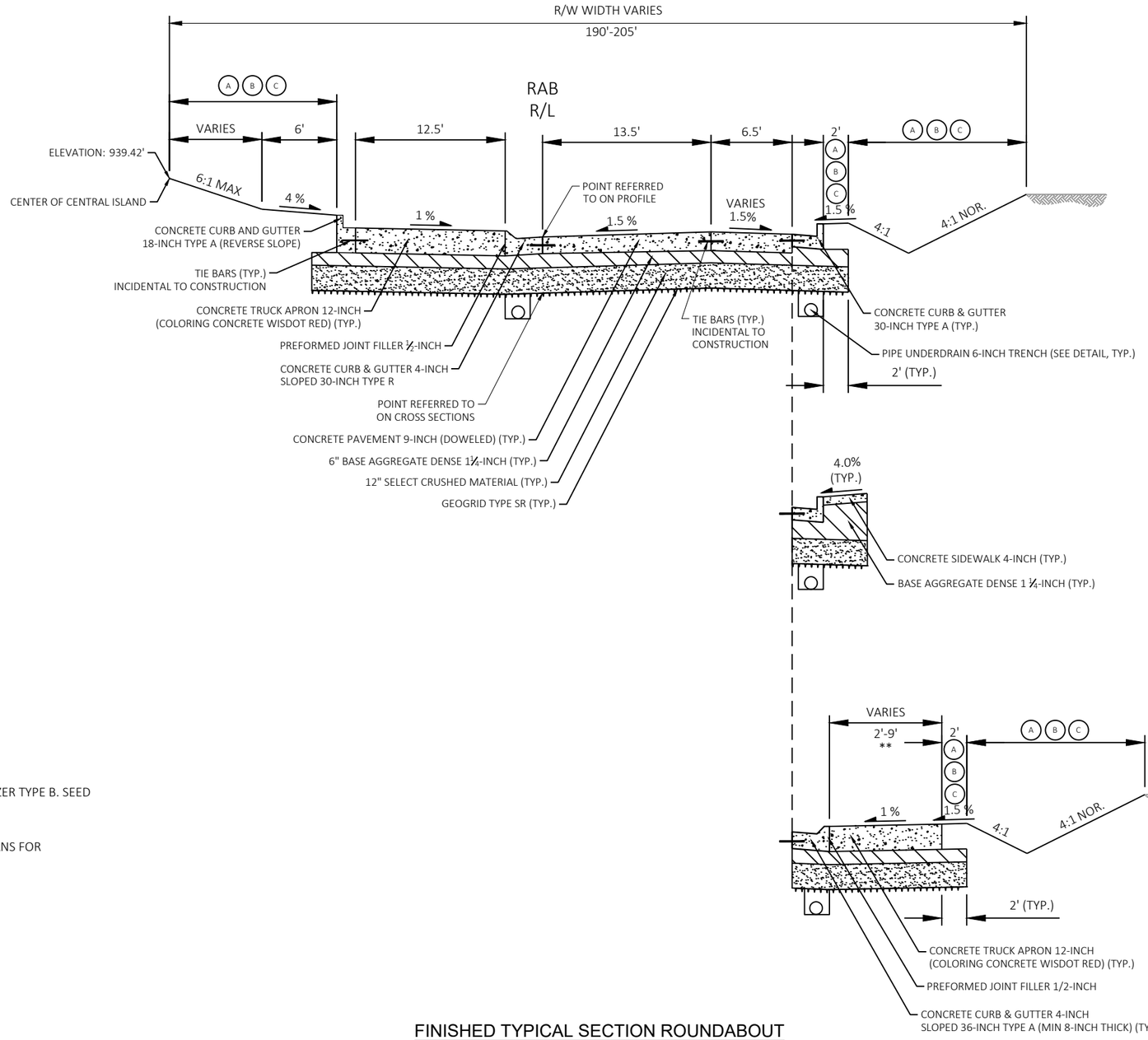
*** SEE PLAN DETAILS FOR LONGITUDINAL JOINT LOCATIONS

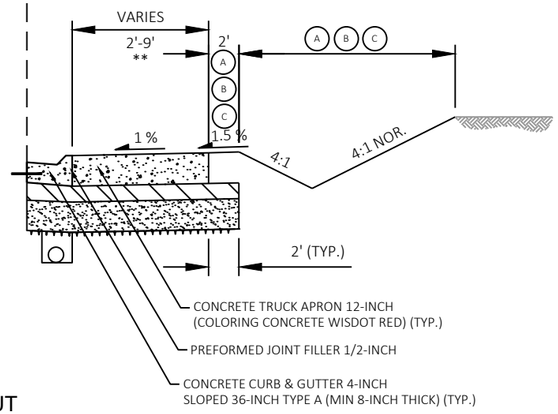
SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS

FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAIL

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 8	E

2





LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B. SEED MIXTURE #40 & FERTILIZER TYPE B FOR CENTRAL ISLAND
- (B) 4" TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

- CONCRETE PAVEMENT
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH
- SELECT CRUSHED MATERIAL

NOTES

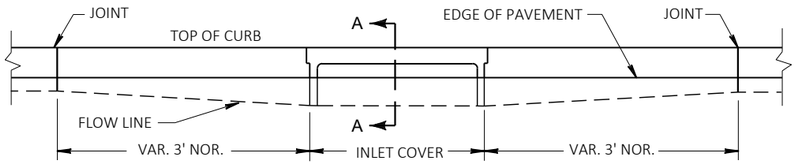
** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS

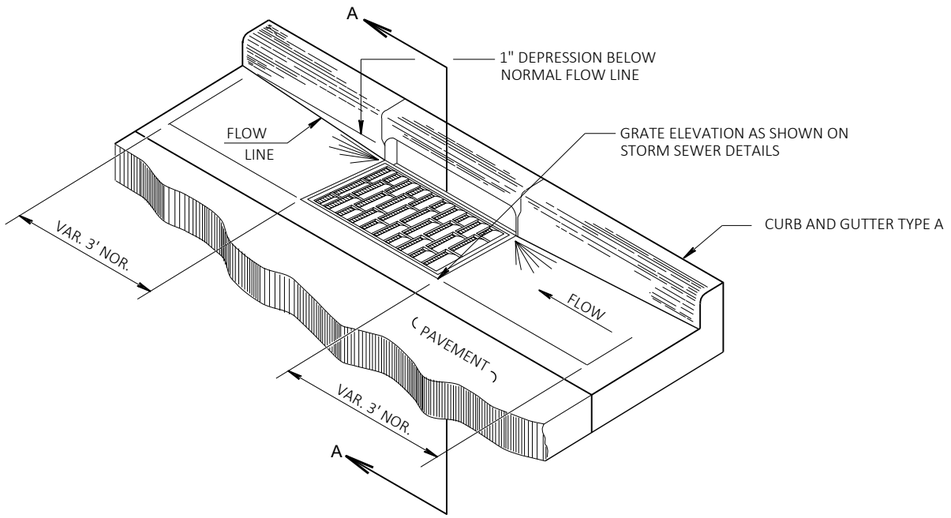
FINISHED TYPICAL SECTION ROUNDABOUT

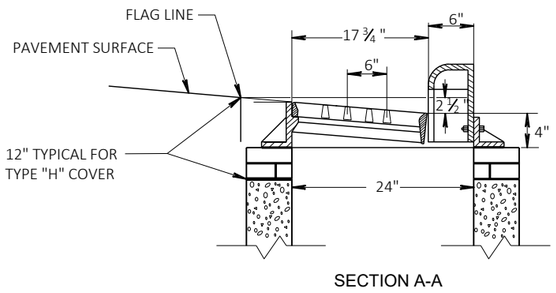
STA 10+00'RAB' - 13+45'RAB'

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 9	E



ELEVATION

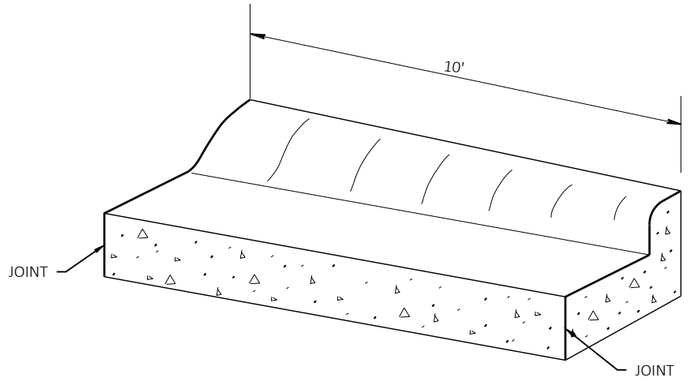


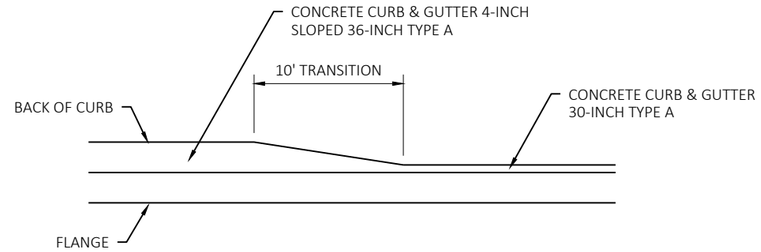


SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 2x3-H INLET SHOWN)





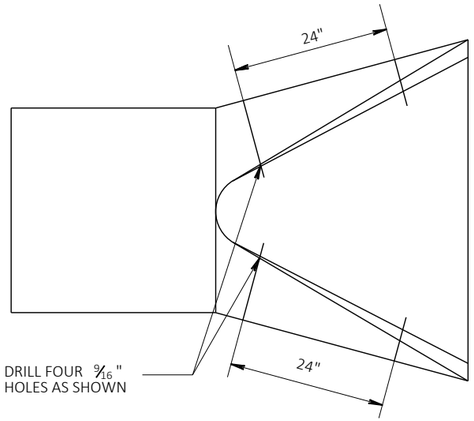
PLAN VIEW

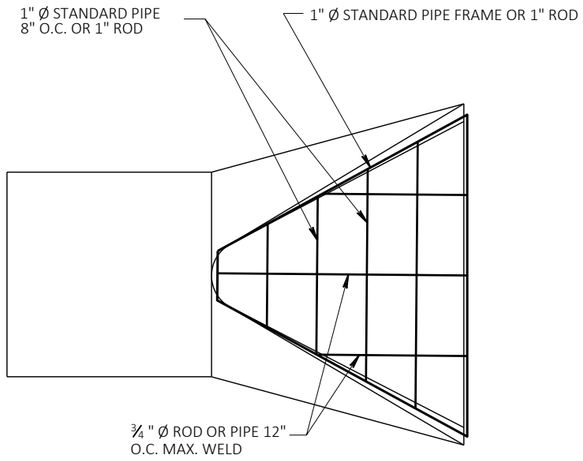
CONCRETE CURB & GUTTER TRANSITION DETAIL

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A TO CONCRETE CURB & GUTTER 30-INCH TYPE A (TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A). REFER TO PAVEMENT DETAILS FOR CURB TRANSITION LOCATIONS.

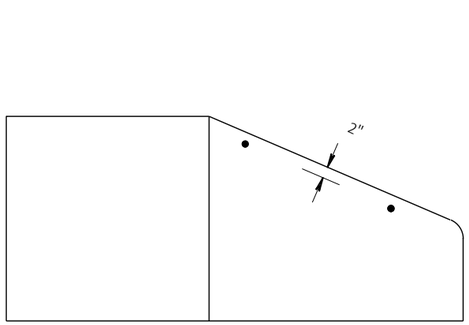
SOIL BORINGS

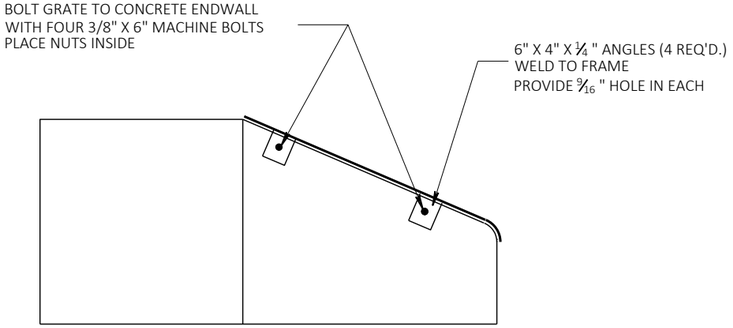
BORING #	APPROX. STATION	APPROX. OFFSET	TOTAL BORE DEPTH	PAVEMENT DEPTH (INCHES)	UNDERLAYING MATERIALS
B-1	569+47 'EX'	50' LT	10'	N/A	3' ORGANIC SILT, CLAYEY SILT 5.5', LEAN CLAY 9', SAND 10'
B-2	573+14 'EX'	7.5' LT	10'	9" (CONCRETE)	7" BASE COURSE, 3' LEAN CLAY, 10' SAND
B-3	6+12 'WEX'	5.5' RT	10'	9.5" (ASPHALT)	6" BASE COURSE, 3' ORGANIC SILT, 5' LEAN CLAY, 10' SAND

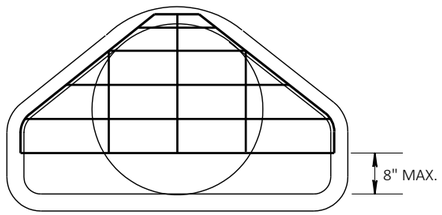




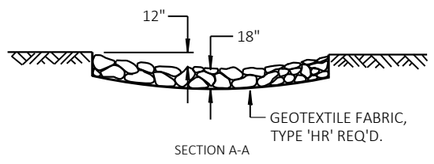
AT EACH PIPE



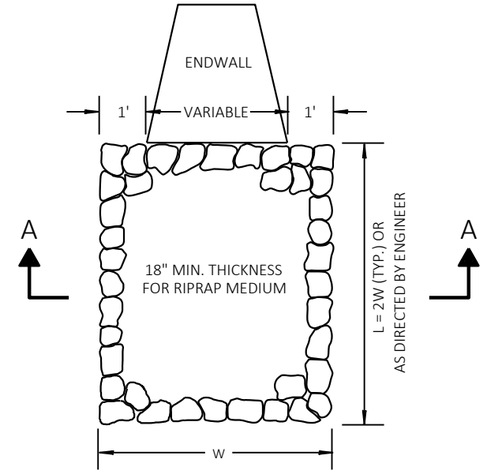




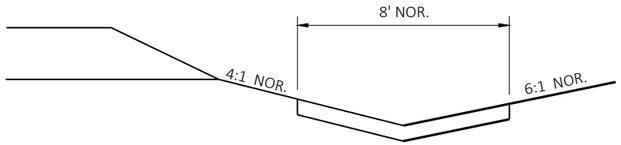
PIPE GRATE DETAIL



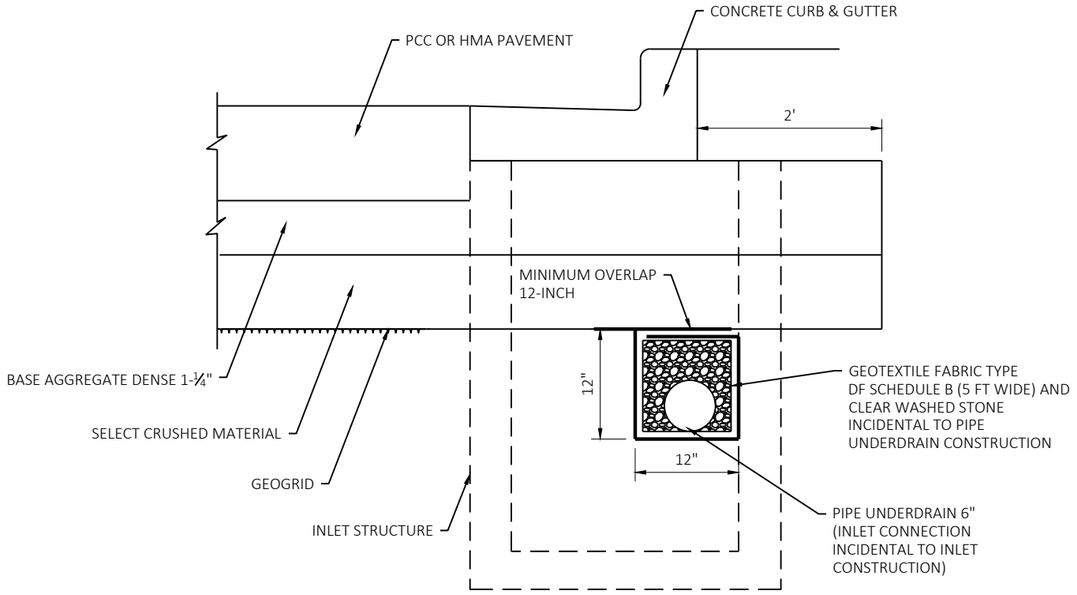
SECTION A-A



RIPRAP MEDIUM TREATMENT AT CULVERTS



EROSION MAT DETAIL FOR DITCHES



PIPE UNDERDRAIN AND INLET CONNECTIONS DETAIL

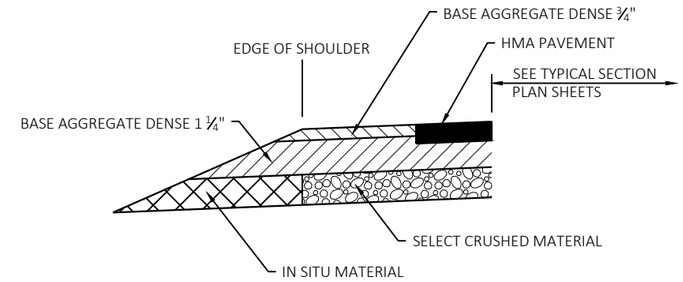
RUNOFF COEFFICIENT TABLE

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

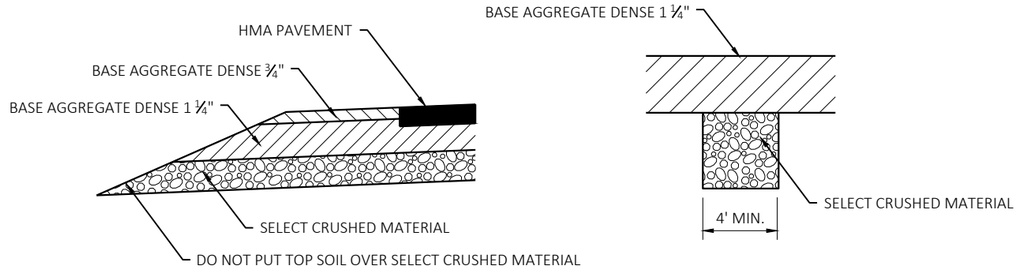
TOTAL PROJECT AREA = 9.37 ACRES

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 7.06 ACRES

2

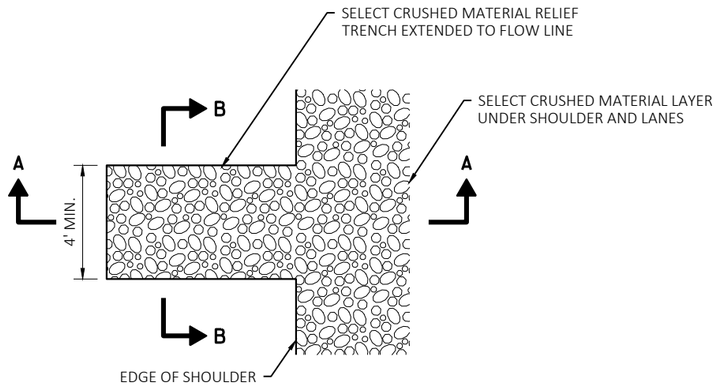


TYPICAL HALF SECTION WITH SELECT MATERIALS



SECTION A-A

SECTION B-B



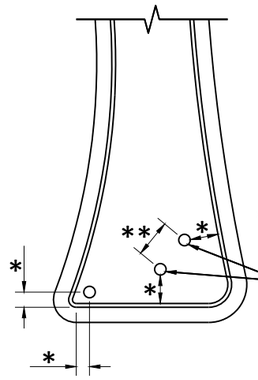
FRENCH DRAINS DETAIL

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE BID ITEM SELECT CRUSHED MATERIAL.

2



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

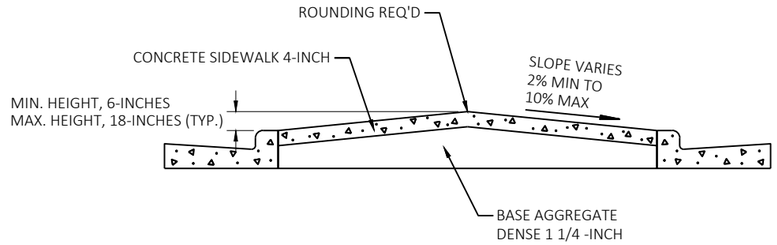
SEE A4-3 SIGN PLATE FOR "TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POST"

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

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

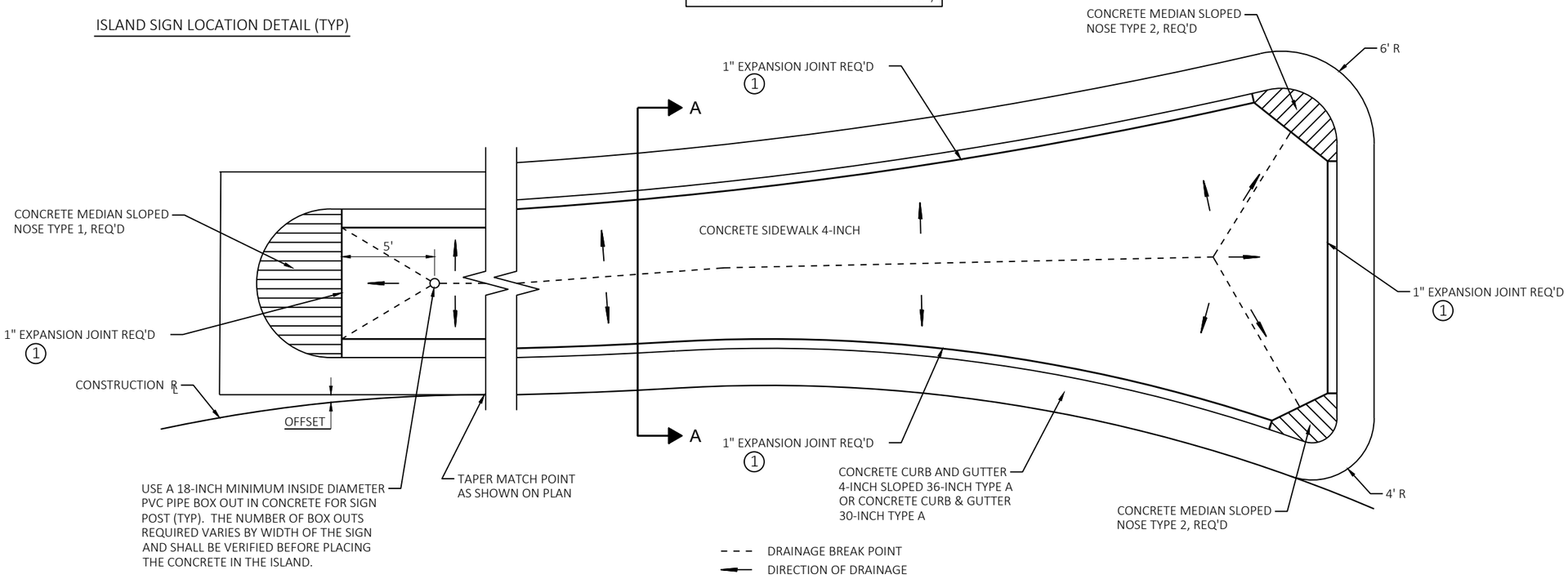
USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

ISLAND SIGN LOCATION DETAIL (TYP)



SECTION A-A

① EXPANSION MATERIAL TO BE 1" LONGER THAN ABUTTING MEDIAN CONCRETE THICKNESS. (i.e. 5" IN HEIGHT WHEN ADJACENT TO CONCRETE SIDEWALK 4-INCH)



CONCRETE SPLITTER ISLAND DETAIL WITHOUT CROSSWALK

2

2

N

END LIMITS
CONSTRUCTION STAKING ROUNDABOUT
STA. 210+22 'SB' & STA. 210+18 'NB'

210'SB'
210'NB'
OAK PARK RD
208'SB'
208'NB'
12'RAB'

564'WB'
564'EB'
USH 12
566'WB'
566'EB'
568'WB'
568'EB'

BEGIN LIMITS
CONSTRUCTION STAKING ROUNDABOUT
STA. 566+09 'WB' & STA. 566+09 'EB'

572'WB'
572'EB'
USH 12
574'WB'
574'EB'
576'WB'
576'EB'
578'WB'
578'EB'

END LIMITS
CONSTRUCTION STAKING ROUNDABOUT
STA. 574+72 'WB' & STA. 574+64 'EB'

206'SB'
206'NB'
CTH W
204'SB'
204'NB'
SB'
NB'

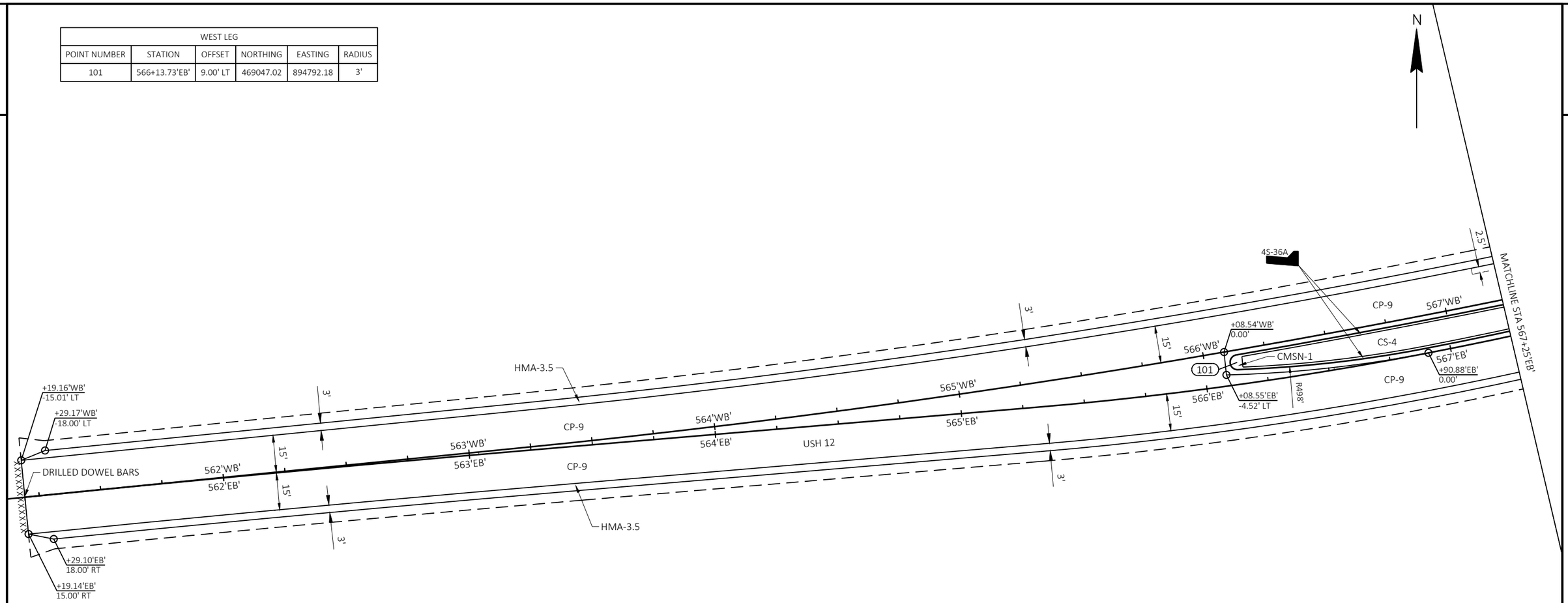
BEGIN LIMITS
CONSTRUCTION STAKING ROUNDABOUT
STA. 204+13 'SB' & STA. 204+13 'NB'

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CONSTRUCTION DETAILS - CONSTRUCTION STAKING ROUNDABOUT	SHEET 14	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\021005-CD.DWG
LAYOUT NAME - 021005-cd

PLOT DATE : 6/6/2025 2:55 PM PLOT BY : MADELYN SARGENT PLOT NAME : PLOT SCALE : 1 IN:100 FT

WEST LEG					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
101	566+13.73'EB'	9.00' LT	469047.02	894792.18	3'



PLAN DETAILS LEGEND

CTAR-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CP-9	CONCRETE PAVEMENT 9-INCH
HMA-3.5	HMA PAVEMENT 3.5-INCH
HMA-4	HMA PAVEMENT 4-INCH
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH WITH BASE AGGREGATE DENSE 6-INCH
BAD	BASE AGGREGATE DENSE DRIVEWAY 6-INCH
CMSN-1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CMSN-2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AF	ASPHALTIC FLUME

■	PROPOSED INLET
●	PROPOSED MANHOLE
(T)	10' CURB TRANSITION
XXX	CONCRETE CURB & GUTTER TYPE X, XX-INCH
X X X X	SAWCUT

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.

2

RAB					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
201	569+60.33'WB'	6.00' RT	469123.87	895131.03	4'
202	569+56.62'EB'	4.00' LT	469093.82	895130.03	2'
203	571+15.98'EB'	6.00' LT	469075.77	895285.70	4'
204	571+24.65'WB'	4.00' RT	469098.40	895287.67	2'
205	206+10.07'NB'	4.00' LT	469021.97	895211.11	2'
206	206+11.83'SB'	6.00' RT	469022.95	895186.79	4'
207	207+70.06'NB'	6.00' LT	469176.17	895238.70	4'
208	207+75.41'SB'	4.00' RT	469179.65	895215.37	2'

MATCHLINE STA 208+50'NB'

N

CP-9 CS-4 CP-9 OAK PARK RD

208'SB' 208'NB'

12' 14'

30A CS-4 208 207

CMSN-2

+06.68'RAB' 28.64' RT

CP-9 13'RAB' CTAR-12 12.5' CP-9 12'RAB'

18A (REVERSE SLOPE)

10'RAB' 11'RAB'

4S-36A (8-INCH) R160' CTAR-12

HMA-3.5 +85.11'WB' -23.75' LT 4S-36A +94.17'WB' -19.51' LT 2.5' 7.5'

+21.29'WB' -24.17' LT +12.17'WB' -19.82' LT HMA-3.5 3' 2.5' 7.5' 12.5'

30A 569'WB' CMSN-2 201 CS-4 6.5' 13.5'

+04.13'WB' -21.25' LT

+81.16'WB' 3.00' RT 573'WB' 30A 12.5' 7.5'

MATCHLINE STA 567+25'EB'

+98.12'WB' 568'WB' 3.00' RT CP-9 CS-4 568'EB' 569'EB' USH 12 12.5' 7.5'

+99.70'EB' -3.00' LT +91.94'EB' 23.24' RT +82.90'EB' 18.96' RT 4S-36A HMA-3.5 3' 2.5'

+71.68'EB' 21.31' RT R160' CTAR-12 4S-36A (8-INCH) +40.08'RAB' 29.23' RT +47.05'RAB' 29.14' RT

202 12' 4S-30R (8-INCH) 13.5' 6.5' 204 CMSN-2 203 CS-4 572'WB' 572'EB' USH 12 573'EB' CP-9 +74.44'EB' -3.00' LT +32.71'EB' 23.91' RT 4S-36A

MATCHLINE STA 573+25'EB'

CMSN-2 206 205 206'SB' 206'NB' 14' 12' CS-4 CTH W

+75.34'SB' 2.00' RT +51.64'SB' 7.06' RT +52.06'NB' -2.00' LT R58'

D +26.84'RAB' 78.34' RT +55.57'NB' 19.14' RT +49.79'NB' 23.92' RT +50.65'NB' 38.24' RT +56.98'NB' 62.48' RT +33.66'NB' 113.16' RT

AS-3 BAD +22.25'NB' 37.49' RT +22.84'NB' 23.50' RT +18.04'NB' 18.50' RT +25.40'NB' 78.28' RT 4'

CP-9 CP-9 CP-9 4S-36A +17.95'SB' -17.28' LT AF +08.26'SB' -14.78' LT +12.38'SB' 6.27' RT +13.39'NB' -2.00' LT R58' 12' SB NB 30A

MATCH GUTTER SLOPE TO PAVEMENT SLOPE 4S-36

MATCHLINE STA 205+00 'NB'

PLAN DETAILS LEGEND

CTAR-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED	■	PROPOSED INLET
CS-4	CONCRETE SIDEWALK 4-INCH	●	PROPOSED MANHOLE
CP-9	CONCRETE PAVEMENT 9-INCH	(T)	10' CURB TRANSITION
HMA-3.5	HMA PAVEMENT 3.5-INCH	XXX	CONCRETE CURB & GUTTER TYPE X, XX-INCH
HMA-4	HMA PAVEMENT 4-INCH	X	CONCRETE CURB INTEGRAL TYPE X
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH WITH BASE AGGREGATE DENSE 6-INCH		CONCRETE CURB & GUTTER INTEGRAL TYPE X, XX-INCH
BAD	BASE AGGREGATE DENSE DRIVEWAY 6-INCH	X X X X	SAWCUT
CMSN-1	CONCRETE MEDIAN SLOPED NOSE TYPE 1		
CMSN-2	CONCRETE MEDIAN SLOPED NOSE TYPE 2		
AF	ASPHALTIC FLUME		

NOTES

1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.

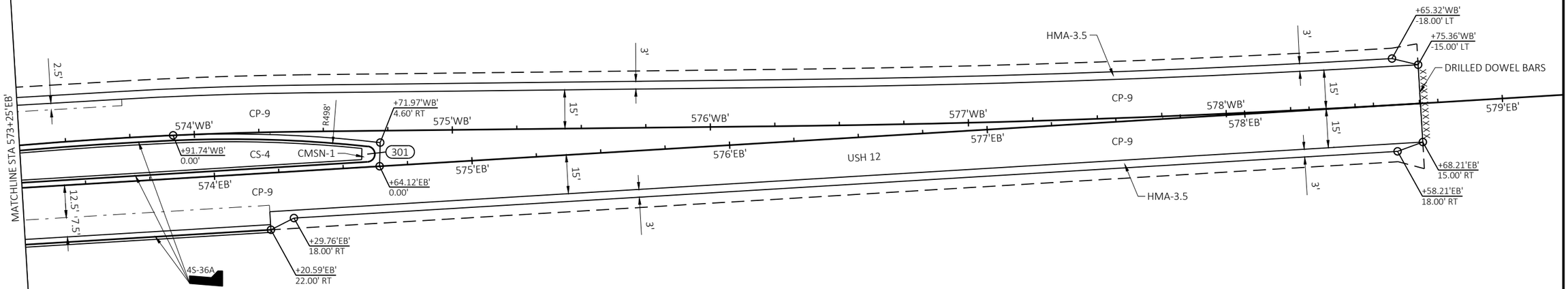
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 16	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021202-pd

PLOT DATE : 7/29/2025 4:43 PM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

EAST LEG					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
301	574+59.52'EB'	5.00' LT	469095.47	895628.67	3'



PLAN DETAILS LEGEND

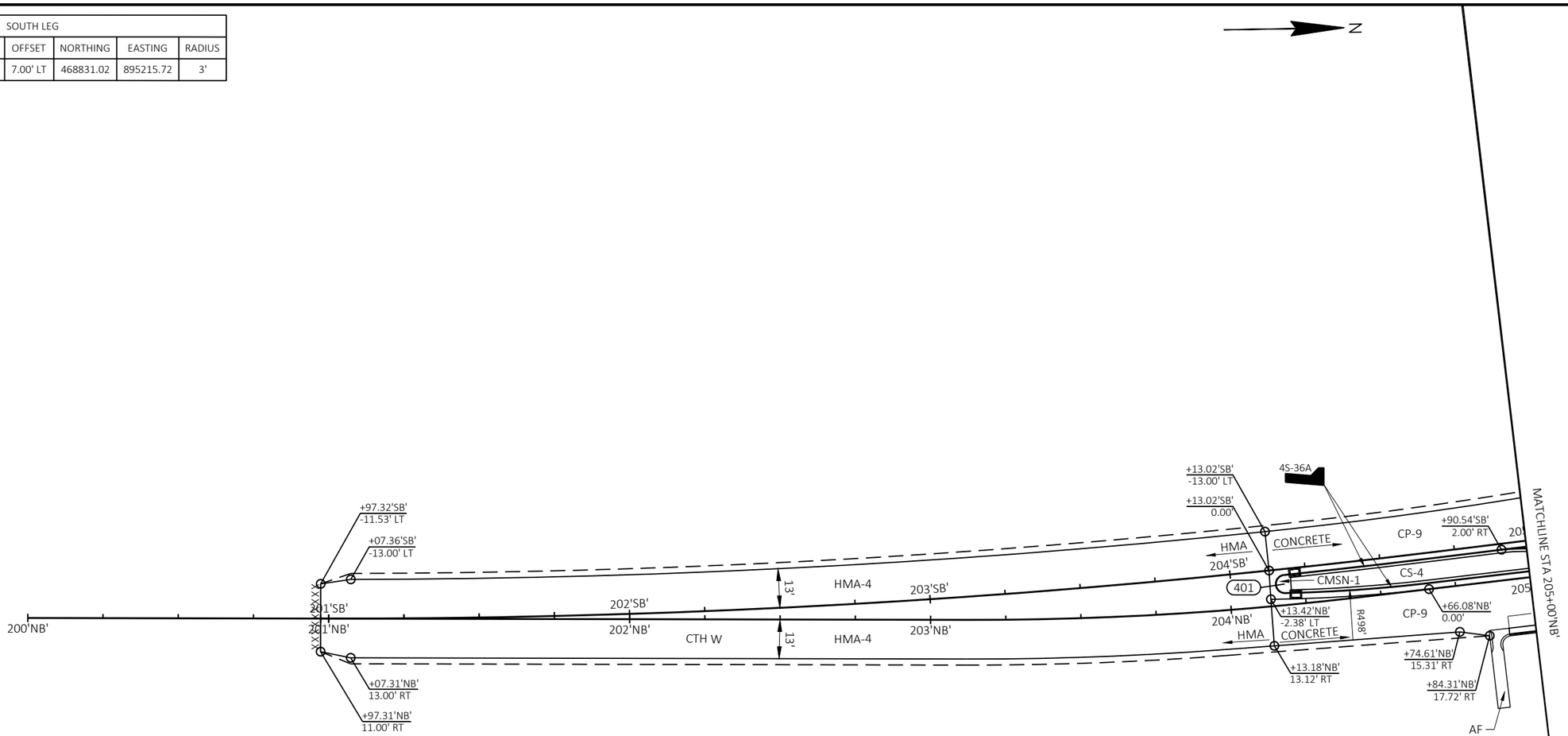
CTAR-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CP-9	CONCRETE PAVEMENT 9-INCH
HMA-3.5	HMA PAVEMENT 3.5-INCH
HMA-4	HMA PAVEMENT 4-INCH
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH WITH BASE AGGREGATE DENSE 6-INCH
BAD	BASE AGGREGATE DENSE DRIVEWAY 6-INCH
CMSN-1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CMSN-2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AF	ASPHALTIC FLUME

■	PROPOSED INLET
●	PROPOSED MANHOLE
(T)	10' CURB TRANSITION
XXX	CONCRETE CURB & GUTTER TYPE X, XX-INCH
X X X X	SAWCUT

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN DETAILS	SHEET 17	E

SOUTH LEG					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
401	204+18.58'NB'	7.00' LT	468831.02	895215.72	3'



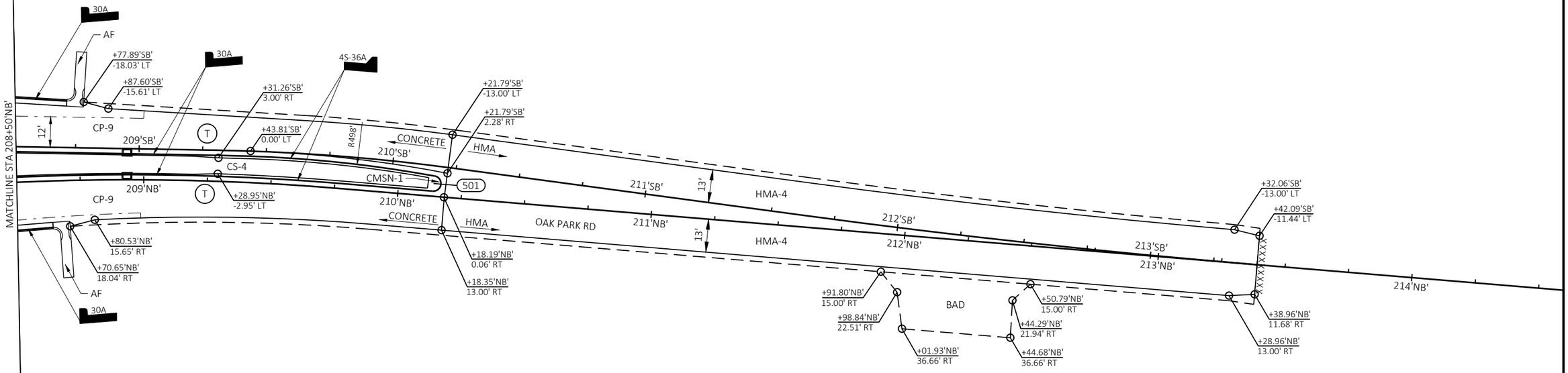
PLAN DETAILS LEGEND

CTAR-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CP-9	CONCRETE PAVEMENT 9-INCH
HMA-3.5	HMA PAVEMENT 3.5-INCH
HMA-4	HMA PAVEMENT 4-INCH
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH WITH BASE AGGREGATE DENSE 6-INCH
BAD	BASE AGGREGATE DENSE DRIVEWAY 6-INCH
CMSN-1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CMSN-2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AF	ASPHALTIC FLUME

■	PROPOSED INLET
●	PROPOSED MANHOLE
(T)	10' CURB TRANSITION
XXX	CONCRETE CURB & GUTTER TYPE X, XX-INCH
X X X X	SAWCUT

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.

NORTH LEG					
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING	RADIUS
501	210+13.59'NB'	5.00' LT	469420.02	895232.85	3'



PLAN DETAILS LEGEND

CTAR-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CP-9	CONCRETE PAVEMENT 9-INCH
HMA-3.5	HMA PAVEMENT 3.5-INCH
HMA-4	HMA PAVEMENT 4-INCH
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH WITH BASE AGGREGATE DENSE 6-INCH
BAD	BASE AGGREGATE DENSE DRIVEWAY 6-INCH
CMSN-1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
CMSN-2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
AF	ASPHALTIC FLUME

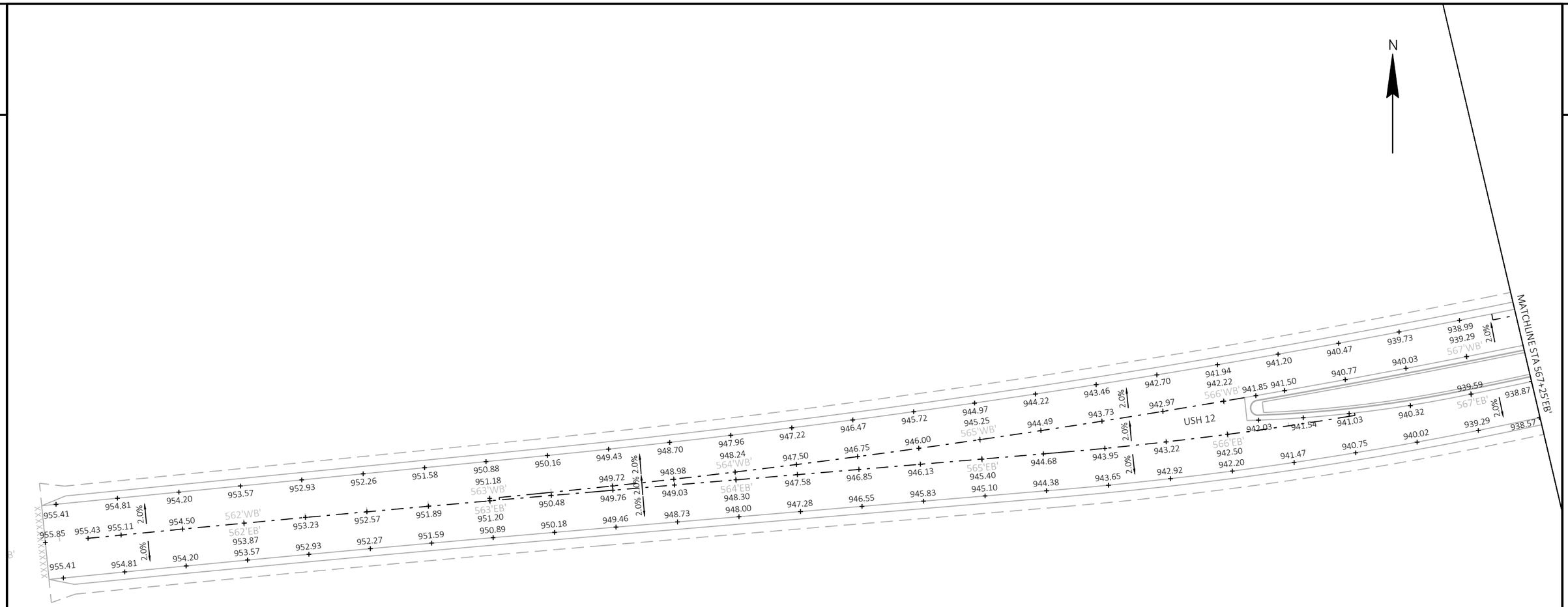
■	PROPOSED INLET
●	PROPOSED MANHOLE
(T)	10' CURB TRANSITION
XXX	CONCRETE CURB & GUTTER TYPE X, XX-INCH
X X X X	SAWCUT

NOTES

1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.

2

N



ALL ELEVATIONS SHOWN ARE AT GUTTER FLANGE LINES, EDGE OF CONCRETE PAVEMENT, CONCRETE PAVEMENT JOINTS, OR ON REFERENCE LINES.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT GRADES	SHEET 20	E

2

2

MATCHLINE STA 205+75'NB'

N

OAK PARK RD

WARP GUTTER SLOPE TO
MAINTAIN POSITIVE DRAINAGE

USH 12

MATCH GUTTER SLOPE TO
PAVEMENT SLOPE

CTH W

MATCHLINE STA 567+25'EB'

MATCHLINE STA 205+00'NB'

MATCHLINE STA 567+25'EB'

ALL ELEVATIONS SHOWN ARE AT GUTTER FLANGE LINES, EDGE OF CONCRETE PAVEMENT, CONCRETE PAVEMENT JOINTS, OR ON REFERENCE LINES.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT GRADES	SHEET 21	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\021201-PG.DWG
LAYOUT NAME - 021022-pg

PLOT DATE : 7/10/2025 7:20 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA 573+25'EB'

573'EB'

933.99 934.23 934.52 934.80 935.09 935.40 935.64 935.88 936.12 936.35 936.59 936.83 937.07 937.30 937.52 937.72 937.90 938.07 938.21 938.34 938.45

2.0%

934.24 934.53 934.81 935.09 935.34 935.50 935.59 935.70 936.17 936.41 936.65 936.81 937.07 937.34 937.59 937.73 938.03 938.22 938.39 938.67 938.78 938.86

574'WB' 575'WB' 576'WB' 577'WB' 578'WB' 579'EB'

USH 12

933.92 934.19 934.45 934.71 934.97 935.24 935.50 935.76 936.02 936.29 936.55 936.77 937.04 937.29 937.52 937.92 938.09 938.24 938.37 938.48

574'EB' 575'EB' 576'EB' 577'EB' 578'EB'

4.0%

933.67 933.94 934.20 934.46 934.68 934.94 935.20 935.46 935.72 935.99 936.25 936.51 936.77 937.04 937.29 937.52 937.73 937.92 938.09 938.24 938.37

933.52 933.79 934.05 934.31 934.53

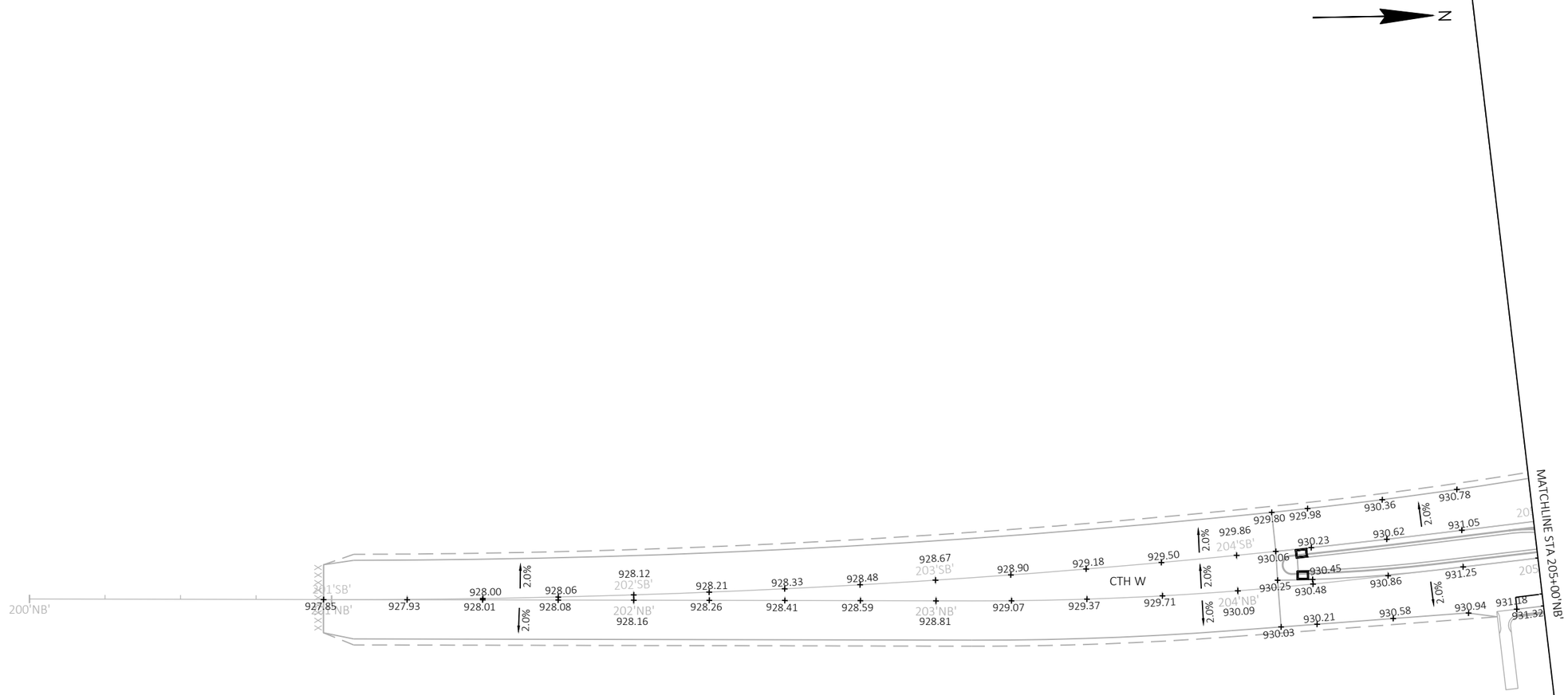
ALL ELEVATIONS SHOWN ARE AT GUTTER FLANGE LINES, EDGE OF CONCRETE PAVEMENT, CONCRETE PAVEMENT JOINTS, OR ON REFERENCE LINES.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT GRADES	SHEET 22	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\021201-PG.DWG
LAYOUT NAME - 021023-pg

PLOT DATE : 7/10/2025 7:20 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



ALL ELEVATIONS SHOWN ARE AT GUTTER FLANGE LINES, EDGE OF CONCRETE PAVEMENT, CONCRETE PAVEMENT JOINTS, OR ON REFERENCE LINES.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT GRADES	SHEET 23	E

2

2

N

MATCHLINE STA 208+75'NB'

209'SB' 933.28
209'NB' 933.53
210'SB'
210'NB'
211'SB'
211'NB' 934.95
212'SB'
212'NB' 935.95
213'SB'
213'NB' 937.69
214'NB'

932.98 933.04 933.11 933.31 933.50 933.69 933.86
933.24 933.36 933.56 933.76 933.95 934.08
933.39 933.57 933.77 933.97 934.12 934.14
933.65 933.83 934.02 934.21 934.34 934.39
934.16 934.35 934.56 934.78 934.99 935.23 935.52 935.86
934.58 934.77 935.14 935.36 935.63 936.24 936.68 937.15
936.33 936.76 937.22 938.15 938.41

2.0%

OAK PARK RD

ALL ELEVATIONS SHOWN ARE AT GUTTER FLANGE LINES, EDGE OF CONCRETE PAVEMENT, CONCRETE PAVEMENT JOINTS, OR ON REFERENCE LINES.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT GRADES	SHEET 24	E

2

N

214'NB'

XX

212'SB'

212'NB'

210'SB'

210'NB'

NB OAK PARK RD 'NB'

SB OAK PARK RD 'SB'

208'SB'

208'NB'

WB USH 12 'WB'

WB USH 12 'WB'

568'WB'

566'WB'

564'WB'

562'WB'

560'EB'

562'EB'

564'EB'

566'EB'

568'EB'

572'WB'

574'WB'

576'WB'

578'WB'

580'EB'

582'EB'

572'EB'

574'EB'

576'EB'

578'EB'

EB USH 12 'EB'

EB USH 12 'EB'

206'SB'

206'NB'

ROUNDABOUT 'RAB'

SB CTH W 'SB'

NB CTH W 'NB'

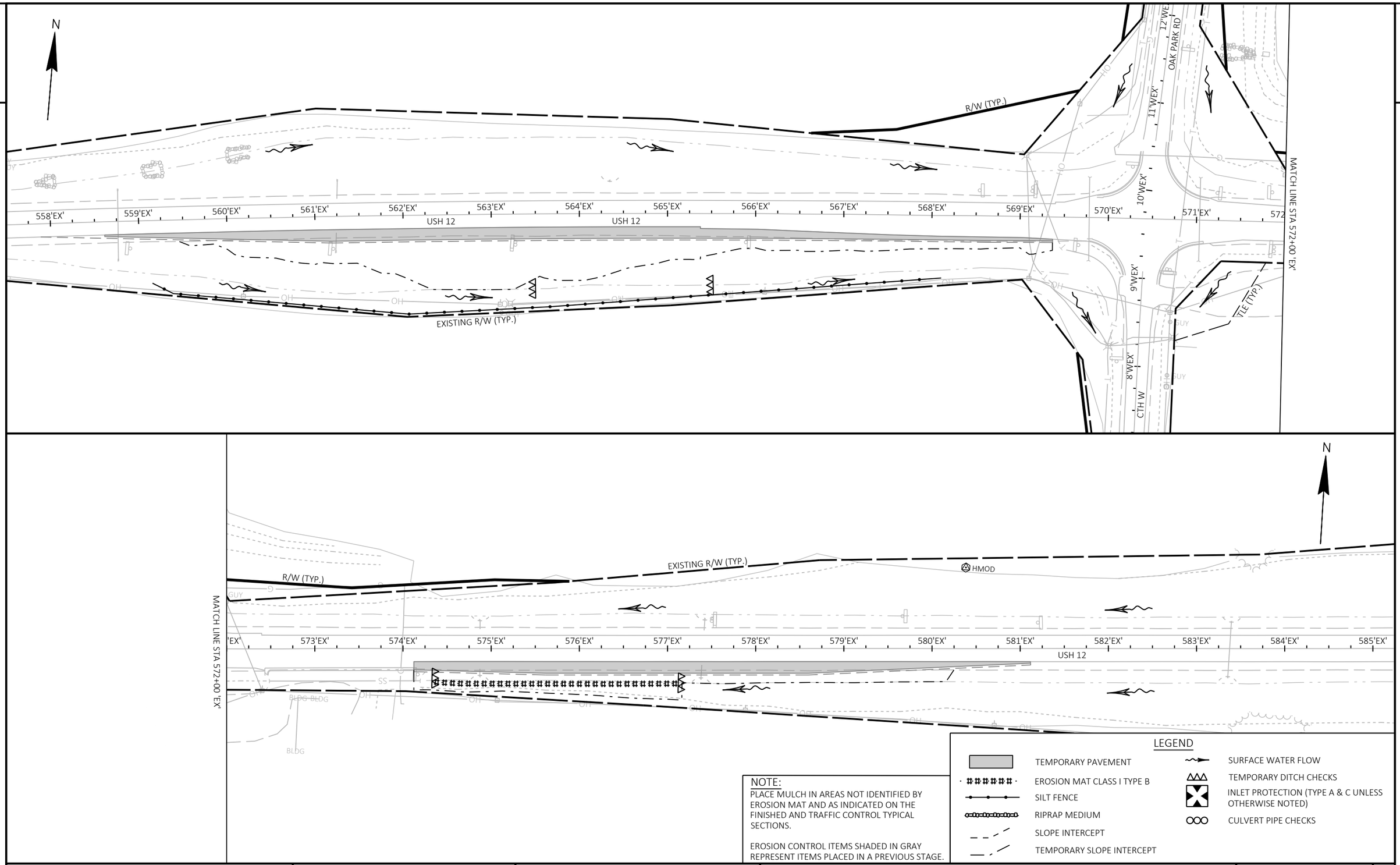
204'SB'

204'NB'

202'SB'

202'NB'

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTION MATCHLINES	SHEET 25	E



NOTE:
PLACE MULCH IN AREAS NOT IDENTIFIED BY EROSION MAT AND AS INDICATED ON THE FINISHED AND TRAFFIC CONTROL TYPICAL SECTIONS.

EROSION CONTROL ITEMS SHADED IN GRAY REPRESENT ITEMS PLACED IN A PREVIOUS STAGE.

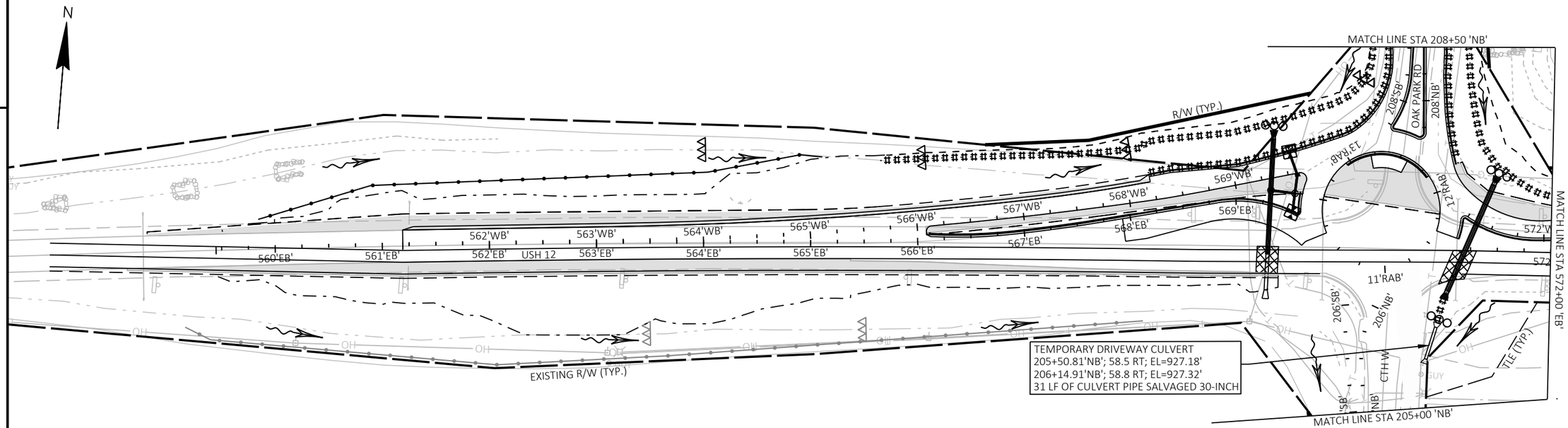
LEGEND

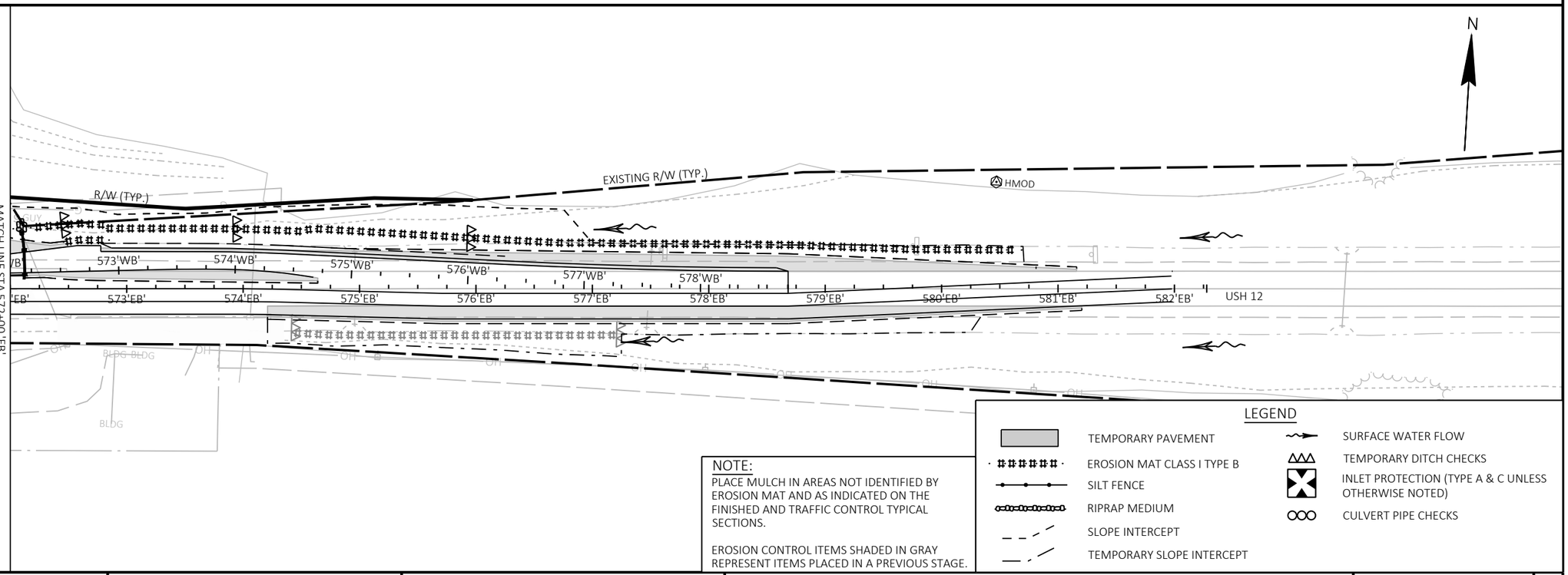
- TEMPORARY PAVEMENT
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY SLOPE INTERCEPT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- CULVERT PIPE CHECKS

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EROSION CONTROL - STAGE 1	SHEET 26	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022001-EC-S1.DWG
LAYOUT NAME - 022001-ec-s1

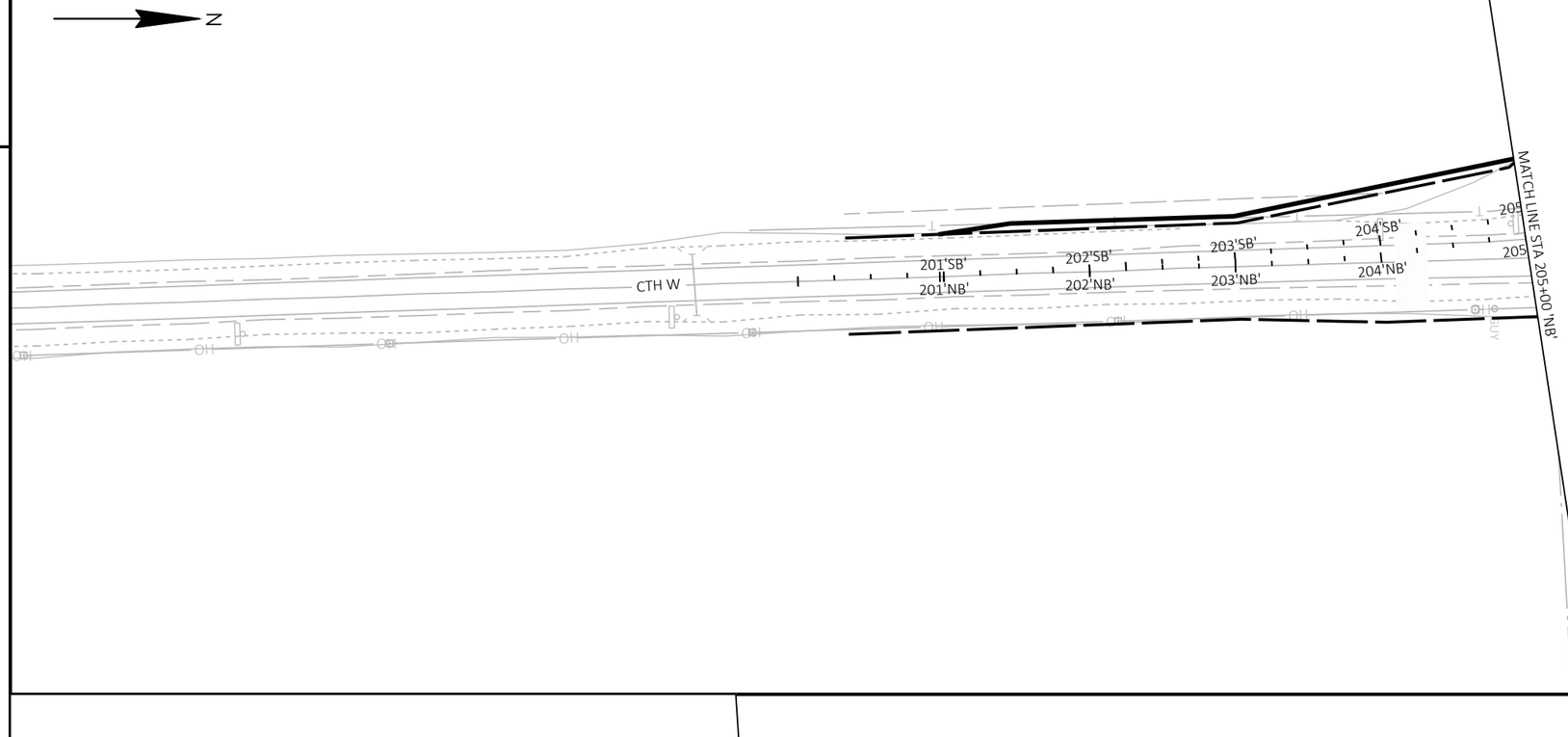
PLOT DATE : 7/25/2025 11:35 AM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:100 FT

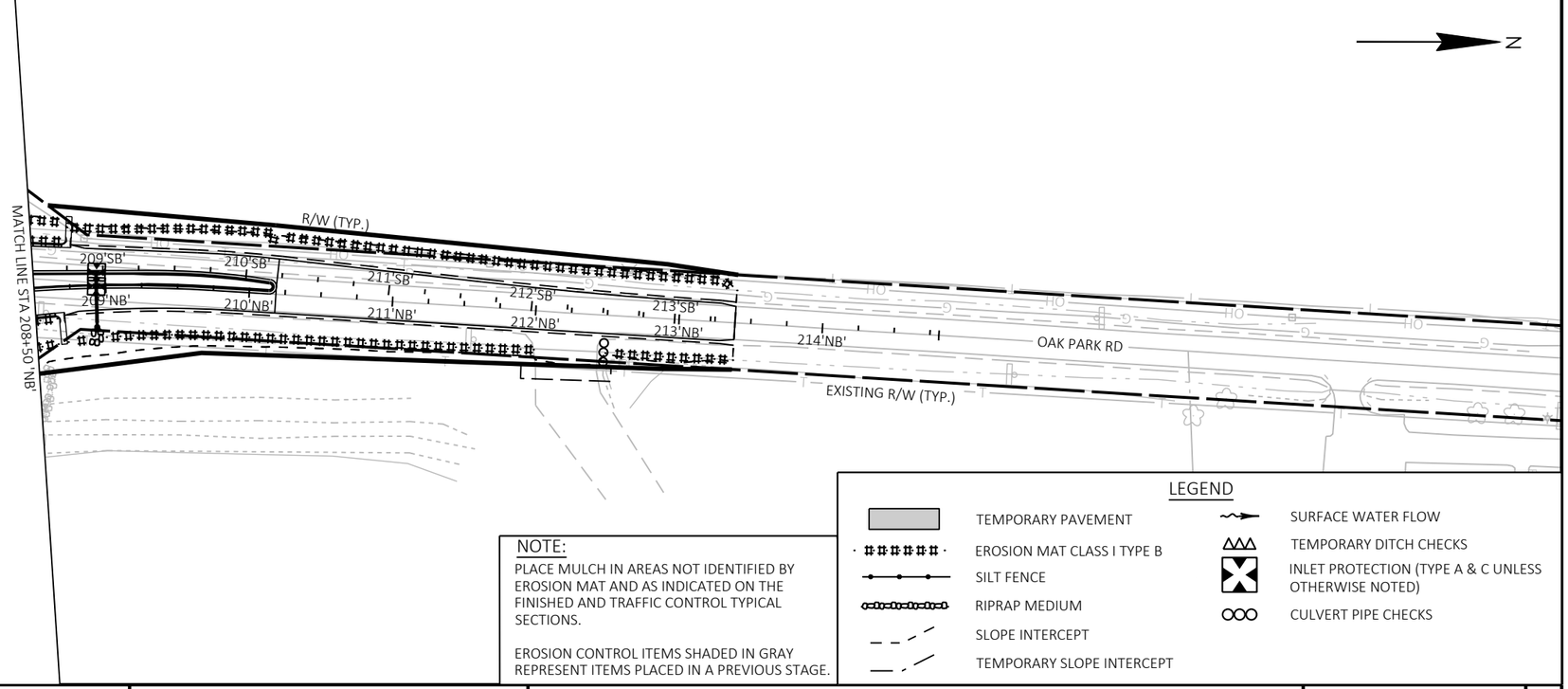




PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EROSION CONTROL - STAGE 2	SHEET 27	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022001-EC-S2.DWG
LAYOUT NAME - 022001-ec-s2
PLOT DATE : 7/29/2025 9:37 AM
PLOT BY : EMMA HUBERTY
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





NOTE:

PLACE MULCH IN AREAS NOT IDENTIFIED BY EROSION MAT AND AS INDICATED ON THE FINISHED AND TRAFFIC CONTROL TYPICAL SECTIONS.

EROSION CONTROL ITEMS SHADED IN GRAY REPRESENT ITEMS PLACED IN A PREVIOUS STAGE.

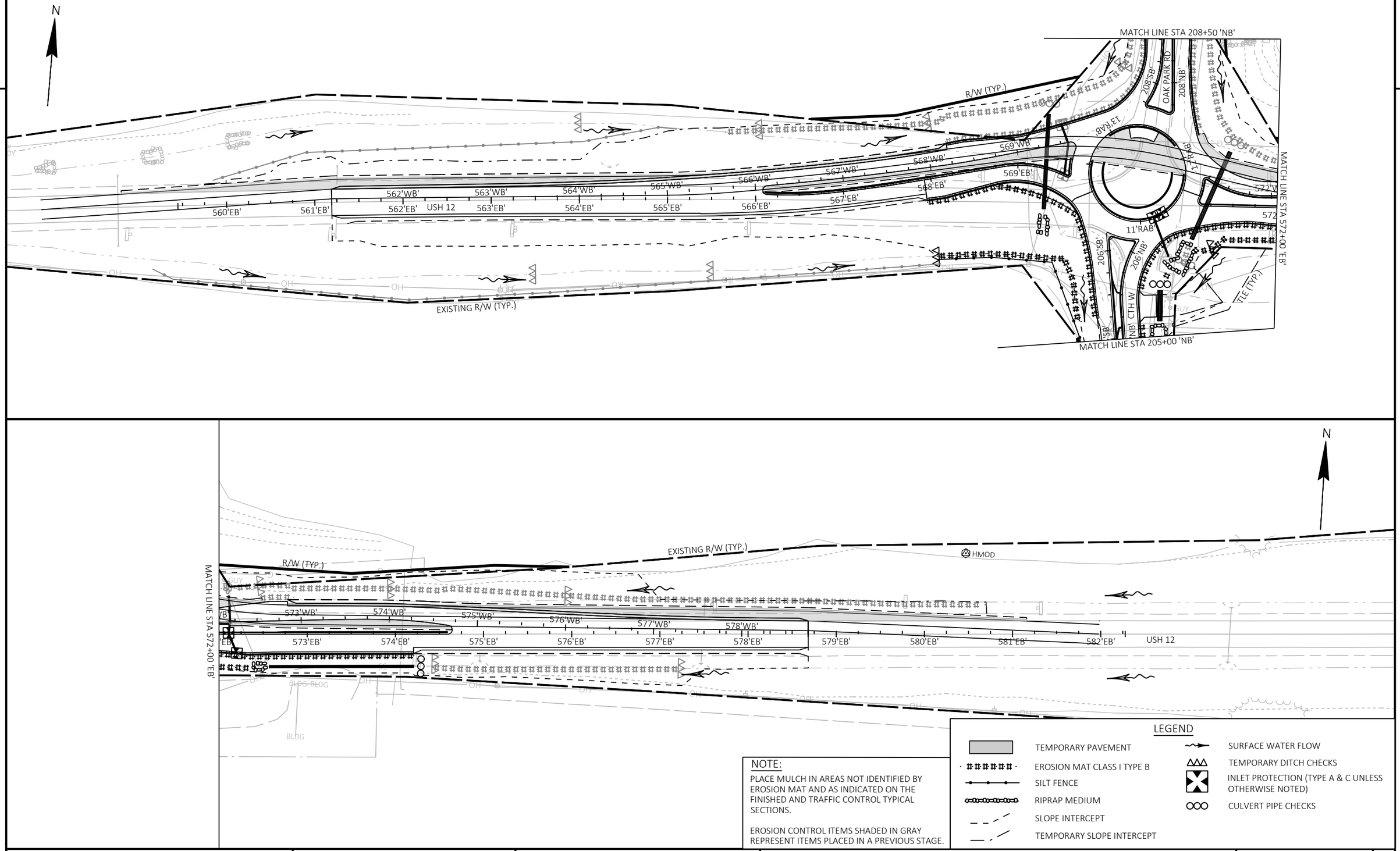
LEGEND

- TEMPORARY PAVEMENT
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY SLOPE INTERCEPT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- CULVERT PIPE CHECKS

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EROSION CONTROL - STAGE 2	SHEET 28	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022001-EC-S2.DWG
LAYOUT NAME - 022002-ec-s2

PLOT DATE : 7/29/2025 9:37 AM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:100 FT



NOTE:

PLACE MULCH IN AREAS NOT IDENTIFIED BY EROSION MAT AND AS INDICATED ON THE FINISHED AND TRAFFIC CONTROL TYPICAL SECTIONS.

EROSION CONTROL ITEMS SHADED IN GRAY REPRESENT ITEMS PLACED IN A PREVIOUS STAGE.

LEGEND

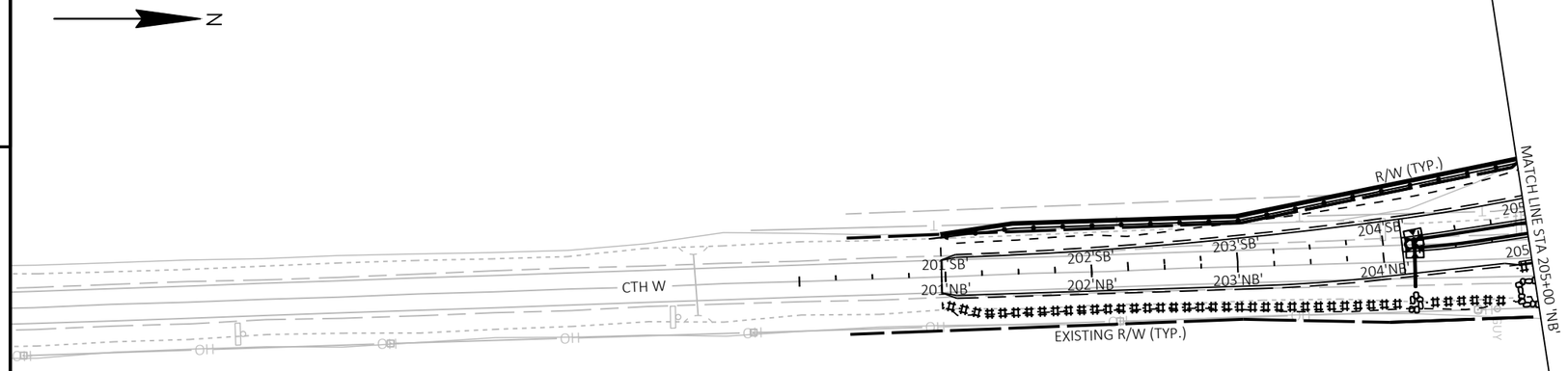
- TEMPORARY PAVEMENT
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY SLOPE INTERCEPT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- CULVERT PIPE CHECKS

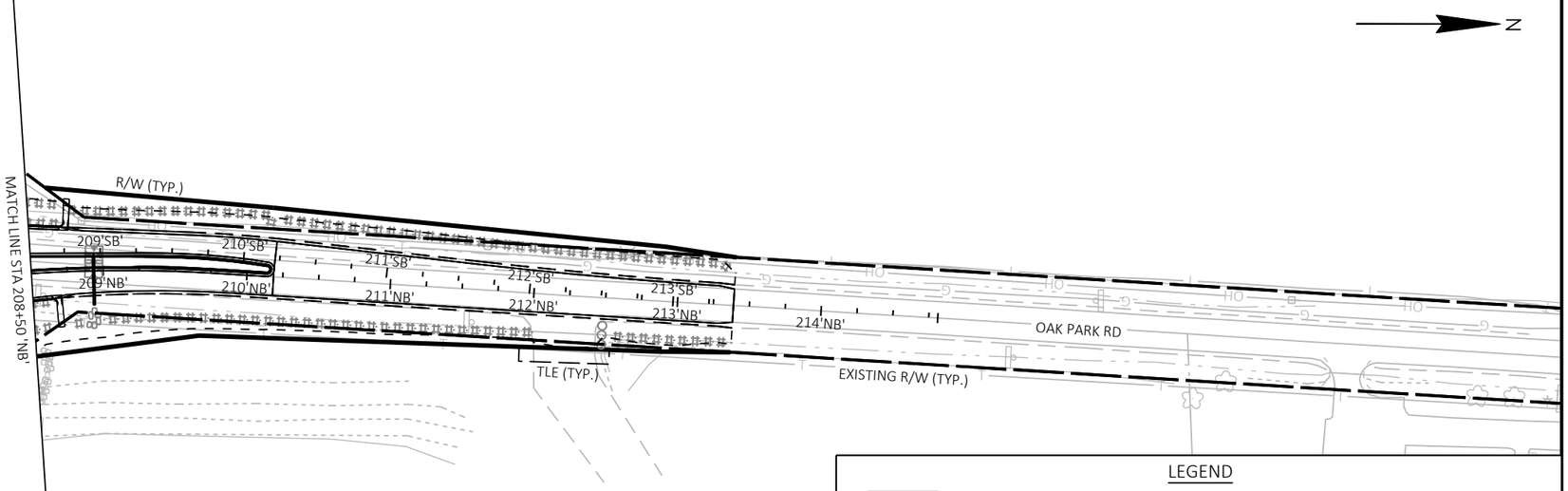
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EROSION CONTROL - STAGE 3	SHEET 29	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022001-EC-S3.DWG
LAYOUT NAME - 022001-ec-s3

PLOT DATE : 7/23/2025 2:17 PM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2





NOTE:

PLACE MULCH IN AREAS NOT IDENTIFIED BY EROSION MAT AND AS INDICATED ON THE FINISHED AND TRAFFIC CONTROL TYPICAL SECTIONS.

EROSION CONTROL ITEMS SHADED IN GRAY REPRESENT ITEMS PLACED IN A PREVIOUS STAGE.

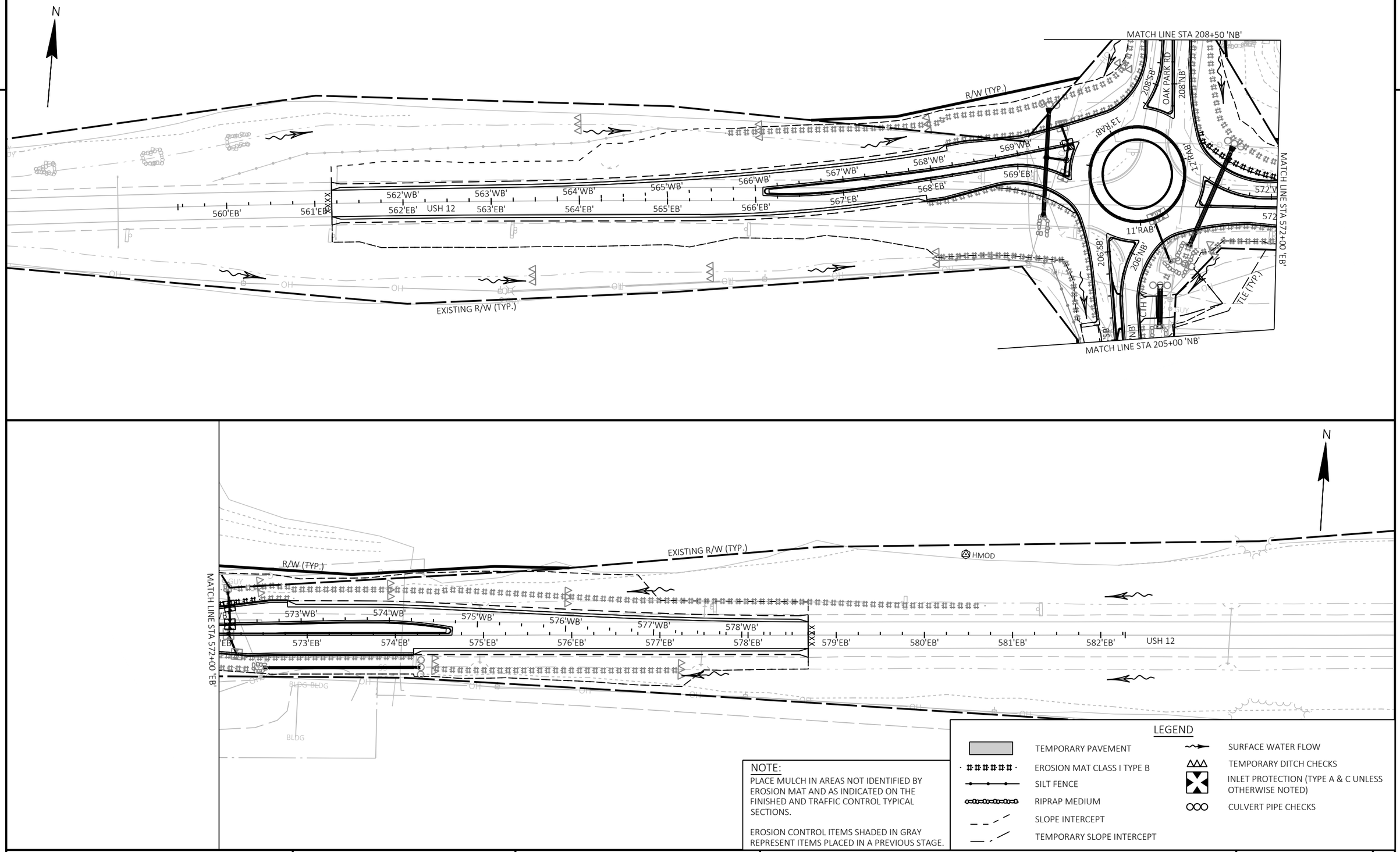
LEGEND

- TEMPORARY PAVEMENT
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY SLOPE INTERCEPT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- CULVERT PIPE CHECKS

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EROSION CONTROL - STAGE 3	SHEET 30	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022001-EC-S3.DWG
LAYOUT NAME - 022002-ec-s3

PLOT DATE : 7/23/2025 2:17 PM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:100 FT



NOTE:
PLACE MULCH IN AREAS NOT IDENTIFIED BY EROSION MAT AND AS INDICATED ON THE FINISHED AND TRAFFIC CONTROL TYPICAL SECTIONS.

EROSION CONTROL ITEMS SHADED IN GRAY REPRESENT ITEMS PLACED IN A PREVIOUS STAGE.

LEGEND

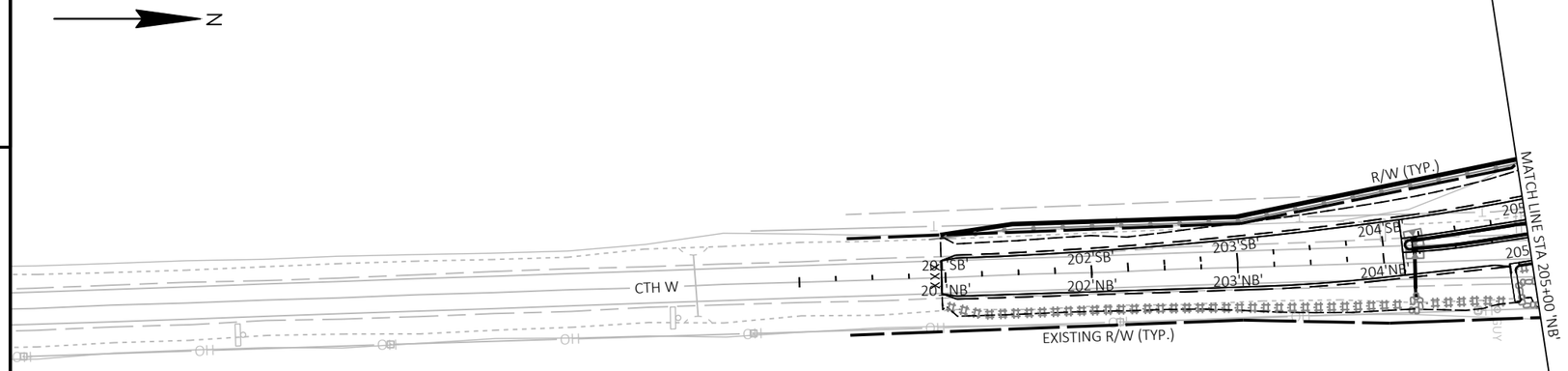
- TEMPORARY PAVEMENT
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY SLOPE INTERCEPT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- CULVERT PIPE CHECKS

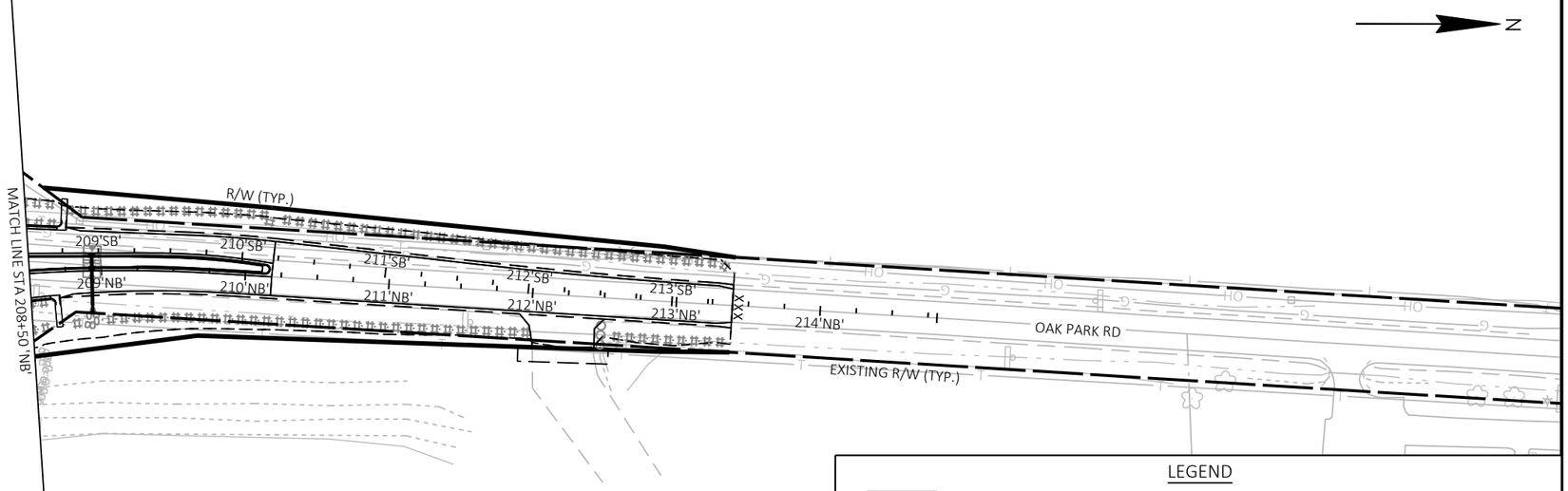
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EROSION CONTROL - STAGE 4	SHEET 31	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022001-EC-S4.DWG
LAYOUT NAME - 022001-ec-s4

PLOT DATE : 7/23/2025 2:28 PM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2





NOTE:
PLACE MULCH IN AREAS NOT IDENTIFIED BY EROSION MAT AND AS INDICATED ON THE FINISHED AND TRAFFIC CONTROL TYPICAL SECTIONS.

EROSION CONTROL ITEMS SHADED IN GRAY REPRESENT ITEMS PLACED IN A PREVIOUS STAGE.

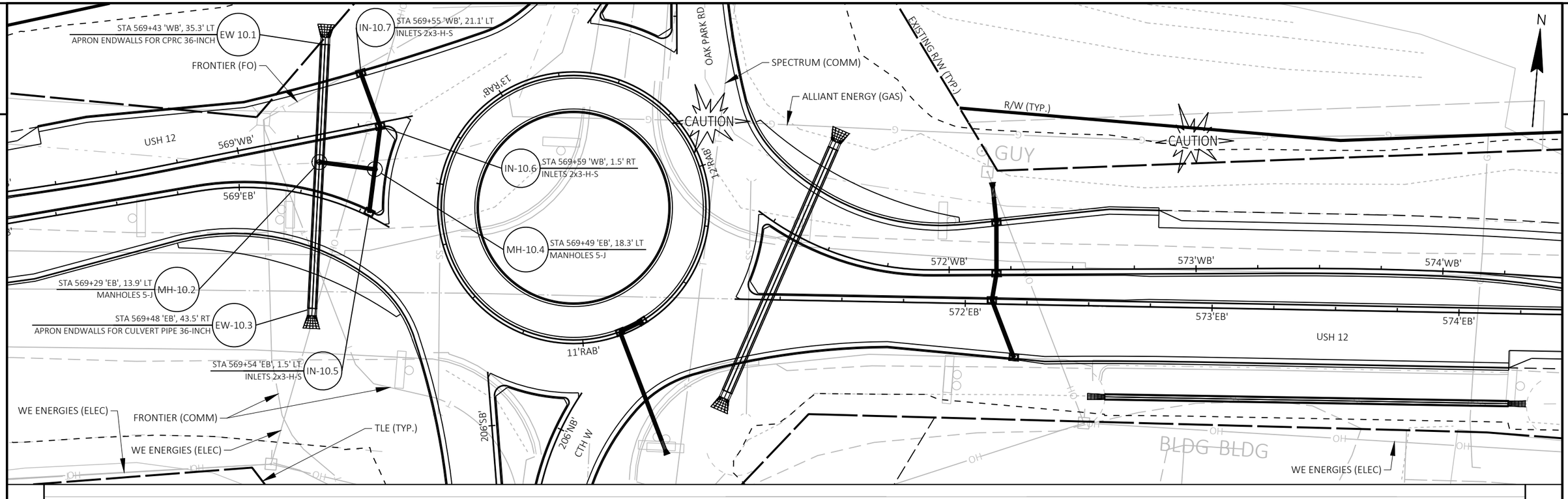
LEGEND

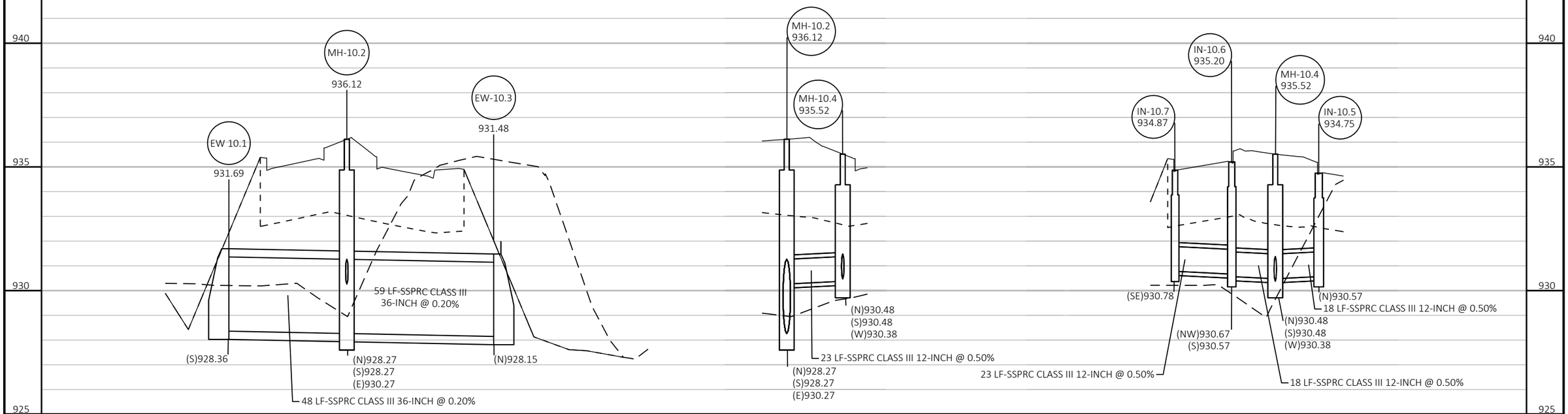
- TEMPORARY PAVEMENT
- EROSION MAT CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY SLOPE INTERCEPT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- CULVERT PIPE CHECKS

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EROSION CONTROL - STAGE 4	SHEET 32	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022001-EC-S4.DWG
LAYOUT NAME - 022002-ec-s4

PLOT DATE : 7/23/2025 2:28 PM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:100 FT

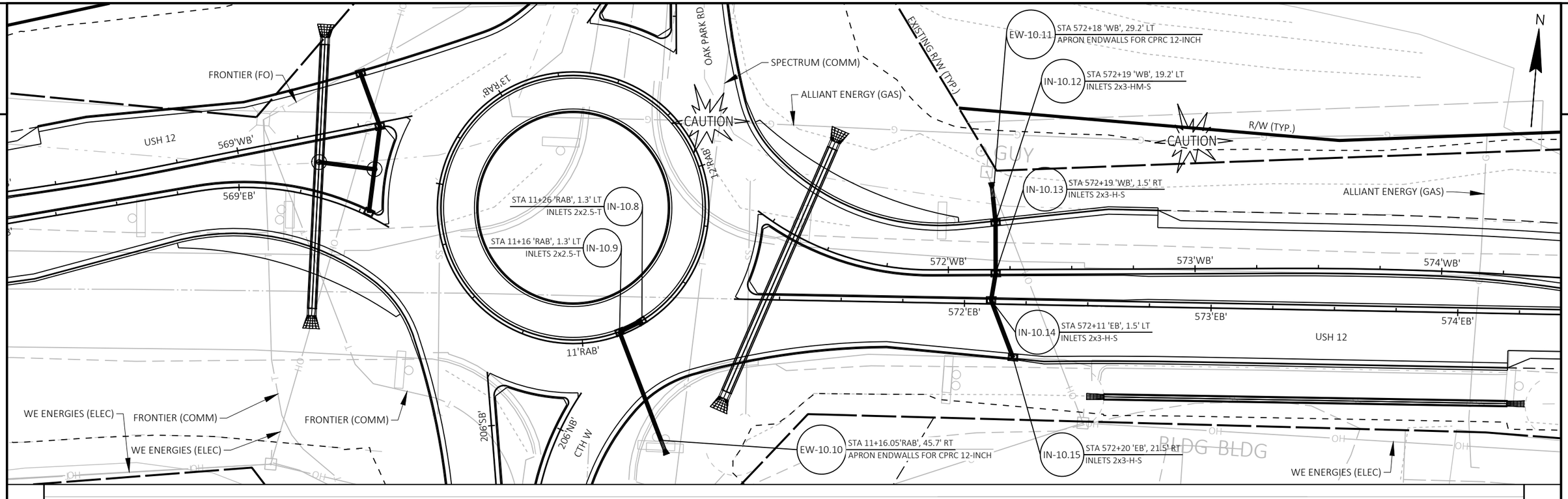


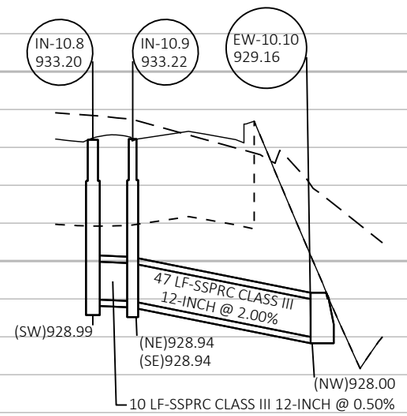


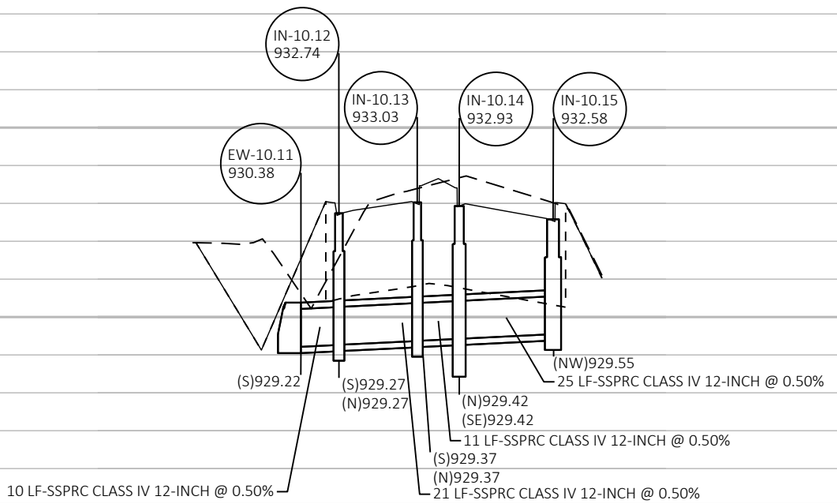
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STORM SEWER	SHEET 33	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-ss
PLOT DATE : 7/30/2025 10:50 AM
PLOT BY : KEVIN KLOCKZIEM
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 41

2







940 935 930 925

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STORM SEWER	SHEET 34	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022502-ss
PLOT DATE : 7/30/2025 10:50 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 41

2

STA 204+21 'SB', 1.5' RT
INLETS 2x3-H-S
IN-11.3

STA 204+22 'NB', 3.3' LT
INLETS 2x3-H-S
IN-11.2

FRONTIER (COMM)

WE ENERGIES (ELEC)

R/W (TYP.)

206'SB'

205'SB'

204'SB'

205'NB'

206'NB'

204'NB'

CTH W

11'RAB'

13'RAB'

USH 12

WE ENERGIES (ELEC)

EXISTING R/W (TYP.)

FRONTIER (FO)

R/W (TYP.)

IN-12.3
STA 208+95 'SB', 1.5' RT
INLETS 2x3-H-S

ALLIANT ENERGY (GAS)

CAUTION

208'SB'

209'SB'

209'NB'

208'NB'

OAK PARK RD

12'RAB'

CAUTION

IN-12.2
STA 208+93 'NB', 1.5' LT
INLETS 2x3-H-S

STA 204+19 'NB', 22.6' RT
APRON ENDWALLS FOR CPRC 12-INCH
EW-11.1

EXISTING R/W (TYP.)

FRONTIER (COMM)

TILE (TYP.)

WE ENERGIES (ELEC)&
SPECTRUM (COMM)

WE ENERGIES (ELEC)

USH 12

ALLIANT ENERGY (GAS)

SPECTRUM (COMM)

EW-12.1
STA 208+93 'NB', 23.4' RT
APRON ENDWALLS FOR CPRC 12-INCH

935

930

925

920

IN-11.3
930.16

IN-11.2
930.37

EW-11.1
927.71

(W)926.54

(E)926.81

26 LF-SSPRC CLASS IV 12-INCH @ 0.50%

(W)926.77
(E)926.67

7 LF-SSPRC CLASS IV 12-INCH @ 0.50%

IN-12.2
933.47

IN-12.3
933.26

EW-12.1
930.97

(E)930.08

(W)929.80

25 LF-SSPRC CLASS IV 12-INCH @ 0.50%

(E)929.93
(W)930.03

9 LF-SSPRC CLASS IV 12-INCH @ 0.50%

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STORM SEWER	SHEET 35	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022503-ss

PLOT DATE : 7/30/2025 10:50 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 41

2

2

N

EXISTING R/W (TYP.)

R/W (TYP.)

REMOVE EXISTING PIPE UNDERDRAIN AND ENDWALLS ALONG USH 12 WITHIN PROJECT LIMITS (INCIDENTAL TO EXCAVATION COMMON) (TYP.)

ADD FRENCH DRAINS EVERY 250'

562'WB'
562'EB'
563'WB'
563'EB'
564'WB'
564'EB'
565'WB'
565'EB'
566'WB'
566'EB'
567'WB'
567'EB'

USH 12

MATCHLINE STA 567+25'EB'

INSTALL 90 DEGREE ELBOW ON EXISTING UNDERDRAIN FROM THE WEST AND INSTALL NEW UNDERDRAIN WITH APRON ENDWALL. FITTINGS ARE INCIDENTAL TO PIPE UNDERDRAIN ITEMS.

LEGEND

- SLOPE INTERCEPT
- PIPE UNDERDRAIN 6-INCH
- FD → SUGGESTED LOCATION OF FRENCH DRAIN (USED FOR QUANTITY COMPUTATIONS. EXACT NUMBER AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
- C → CAPPED END OF PIPE UNDERDRAIN (INCIDENTAL TO PIPE UNDERDRAIN ITEMS)
- TAP CONNECTION TO INLET OR MANHOLE USING PIPE UNDERDRAIN 6-INCH (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- U.E. 881.71' +/- ELEVATION OF UNDERDRAIN TAP CONNECTION (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH

N

EXISTING R/W (TYP.)

R/W (TYP.)

INSTALL 90 DEGREE ELBOW ON EXISTING UNDERDRAIN FROM THE EAST AND INSTALL NEW UNDERDRAIN APRON ENDWALL. FITTINGS ARE INCIDENTAL TO PIPE UNDERDRAIN ITEMS.

ALLIANT ENERGY (GAS)

ADD FRENCH DRAINS EVERY 250'

CAUTION

574'WB'
574'EB'
575'WB'
575'EB'
576'WB'
576'EB'
577'WB'
577'EB'
578'WB'
578'EB'

USH 12

MATCHLINE STA 573+00 'EB'

'EB'

C

FD

ADD FRENCH DRAINS EVERY 250'

REMOVE EXISTING PIPE UNDERDRAIN AND ENDWALLS ALONG USH 12 WITHIN PROJECT LIMITS (INCIDENTAL TO EXCAVATION COMMON) (TYP.)

OH

BLDG

WE ENERGIES (ELEC)

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STORM SEWER - UNDERDRAIN & FRENCH DRAINS	SHEET 36	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022504-ss

PLOT DATE : 7/30/2025 10:50 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

ADD FRENCH DRAINS EVERY 250'

FRENCH DRAINS AT PROFILE LP

FRONTIER (COMM)

WE ENERGIES (ELEC)

R/W (TYP.)

OAK PARK RD

208'SB'

208'NB'

CAUTION

SPECTRUM (COMM)

ALLIANT ENERGY (GAS)

CAUTION

GUY

U.E. 931.58' +/-

U.E. 929.45' +/-

13'RAB'

12'RAB'

ADD FRENCH DRAINS EVERY 250'

569'WB'

568'WB'

569'EB'

568'EB'

USH 12

MATCHLINE STA 567+25'EB'

573'WB'

572'WB'

572'EB'

573

USH 12

MATCHLINE STA 573+00'EB'

U.E. 929.90' +/-

U.E. 929.85' +/-

11'RAB'

ADD FRENCH DRAINS EVERY 250'

206'SB'

206'NB'

CTH W

BLDG

WE ENERGIES (ELEC)

EXISTING R/W (TYP.)

FRONTIER (COMM)

TILE (TYP.)

MATCHLINE STA 205+25'NB'

LEGEND

- SLOPE INTERCEPT
- PIPE UNDERDRAIN 6-INCH
- FD — SUGGESTED LOCATION OF FRENCH DRAIN (USED FOR QUANTITY COMPUTATIONS. EXACT NUMBER AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
- C — CAPPED END OF PIPE UNDERDRAIN (INCIDENTAL TO PIPE UNDERDRAIN ITEMS)
- TAP CONNECTION TO INLET OR MANHOLE USING PIPE UNDERDRAIN 6-INCH (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- U.E. 881.71' +/- — ELEVATION OF UNDERDRAIN TAP CONNECTION (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH

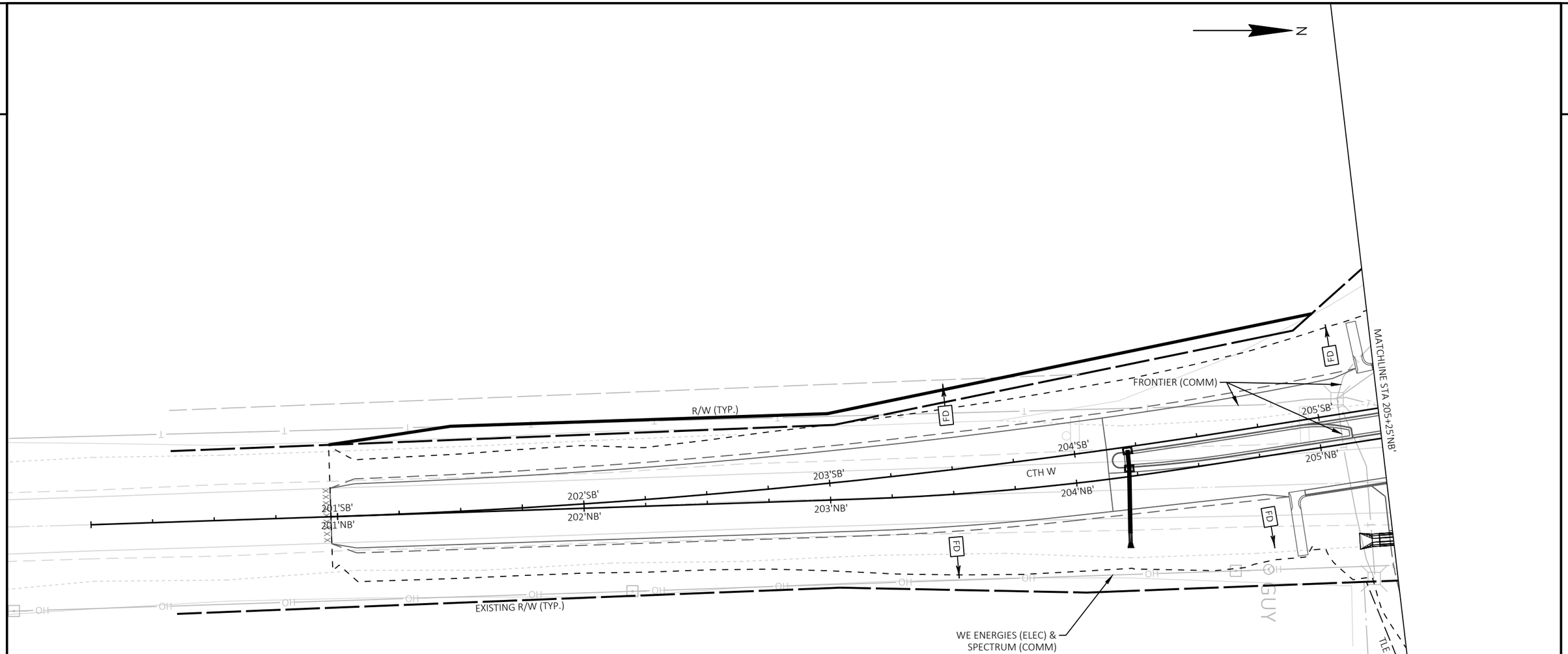
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STORM SEWER - UNDERDRAIN & FRENCH DRAINS	SHEET 37	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022505-ss

PLOT DATE : 7/30/2025 10:50 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- SLOPE INTERCEPT
- PIPE UNDERDRAIN 6-INCH
- FD — SUGGESTED LOCATION OF FRENCH DRAIN (USED FOR QUANTITY COMPUTATIONS. EXACT NUMBER AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
- C — CAPPED END OF PIPE UNDERDRAIN (INCIDENTAL TO PIPE UNDERDRAIN ITEMS)
- TAP CONNECTION TO INLET OR MANHOLE USING PIPE UNDERDRAIN 6-INCH (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- U.E. 881.71' +/- — ELEVATION OF UNDERDRAIN TAP CONNECTION (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STORM SEWER - UNDERDRAIN & FRENCH DRAINS	SHEET 38	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022506-ss
PLOT DATE : 7/30/2025 10:50 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

XXX — DENOTES REMOVING SIGNS NUMBER

XXX — DENOTES MOVING SIGNS NUMBER

ETR — EXISTING SIGNS TO REMAIN

MOVING SIGNS — MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS

NOTE: RETURN ALL REMOVED SIGNS TO WISDOT.
SEE SPECIAL PROVISIONS.

NO PASSING ZONE
ETR
APPROX. 550' WEST OF JOHN DEERE LANE

WATCH FOR TURNING VEHICLES
ETR

USH 12

559'EB'
560'EB'
561'EB'
561'WB'

MATCHLINE STA 561+25 'EB'

JCT
COUNTY W
ETR

N

MATCHLINE STA 561+25 'EB'

562'WB'
562'EB'
563'WB'
563'EB'
564'WB'
564'EB'
565'WB'
565'EB'
566'WB'
566'EB'
567'WB'
567'EB'

MATCHLINE STA 567+25 'EB'

100
Oak Park Rd
REMOVE

101
NO PASSING ZONE
REMOVE

N

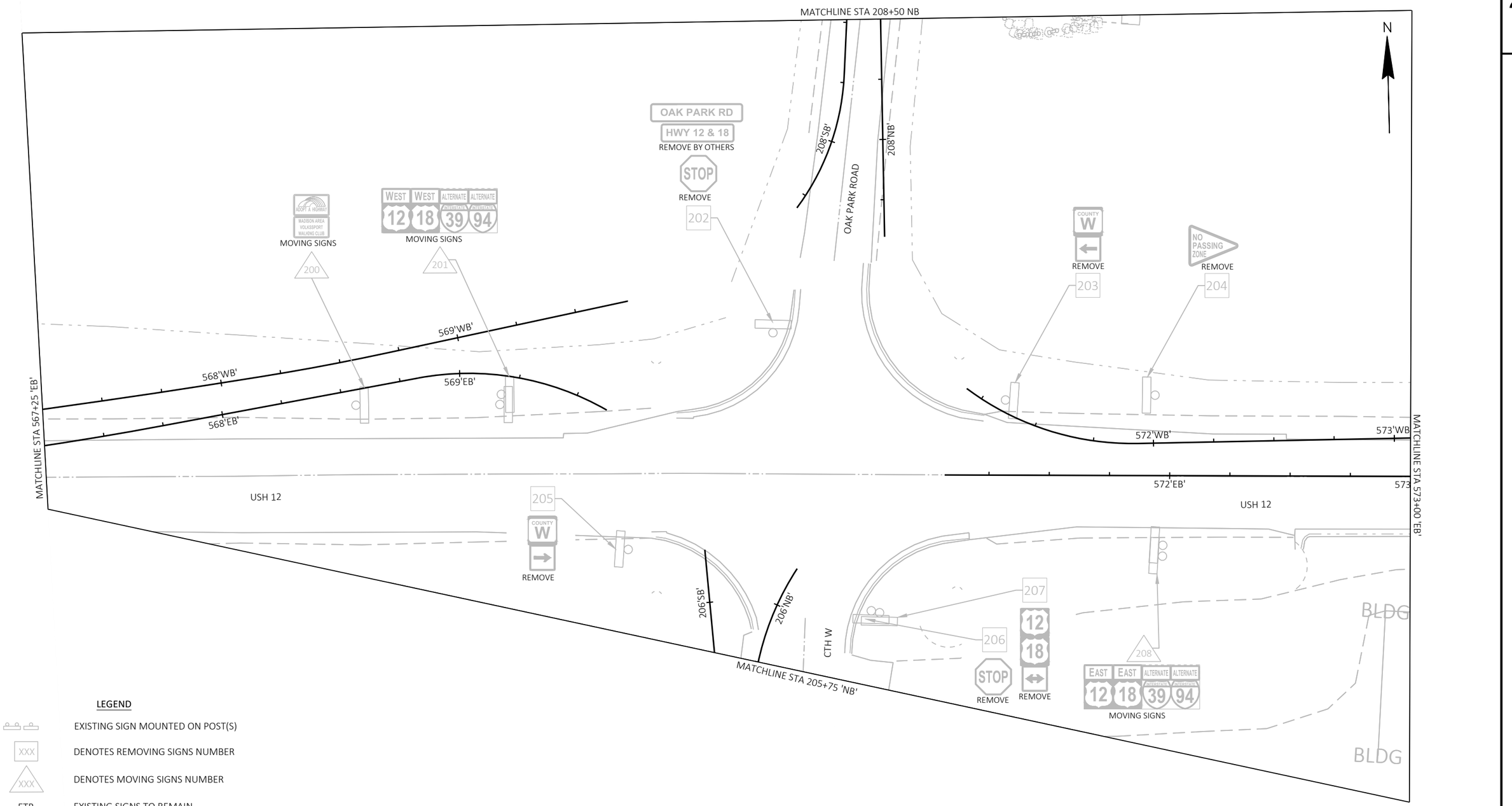
2

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 39	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 023201-es

PLOT DATE : 7/30/2025 10:41 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : ##########

2



LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
XXX	DENOTES REMOVING SIGNS NUMBER
XXX	DENOTES MOVING SIGNS NUMBER
ETR	EXISTING SIGNS TO REMAIN
MOVING SIGNS	MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS

NOTE: RETURN ALL REMOVED SIGNS TO WISDOT.
SEE SPECIAL PROVISIONS.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 40	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 023202-es
PLOT DATE : 7/30/2025 10:42 AM
PLOT BY : JASON DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

Oak Park Rd
REMOVE
301

MATCHLINE STA 573+00 'EB'

574'WB'
575'WB'
576'WB'
577'WB'
578'WB'
578'EB'
577'EB'
576'EB'
575'EB'
574'EB'
'EB'

USH 12

MATCHLINE STA 578+25 'EB'

BLDG

300
ADOPT A HIGHWAY
KNIGHTS OF COLUMBUS COUNCIL 7775 COTTAGE GROVE
MOVING SIGNS

LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
XXX	DENOTES REMOVING SIGNS NUMBER
XXX	DENOTES MOVING SIGNS NUMBER
ETR	EXISTING SIGNS TO REMAIN
MOVING SIGNS	MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS

NOTE: RETURN ALL REMOVED SIGNS TO WISDOT.
SEE SPECIAL PROVISIONS.

ST. PAUL'S LIBERTY LUTHERAN
REMOVE BY OTHERS

JCT
COUNTY
W
MOVING SIGNS
302

N

MATCHLINE STA 578+25 'EB'

578'WB'
579'EB'
580'EB'
581'EB'
582'EB'
582'EB'

USH 12

APPROX. 100' WEST
OF SUNNY LANE
303
NO PASSING ZONE
REMOVE

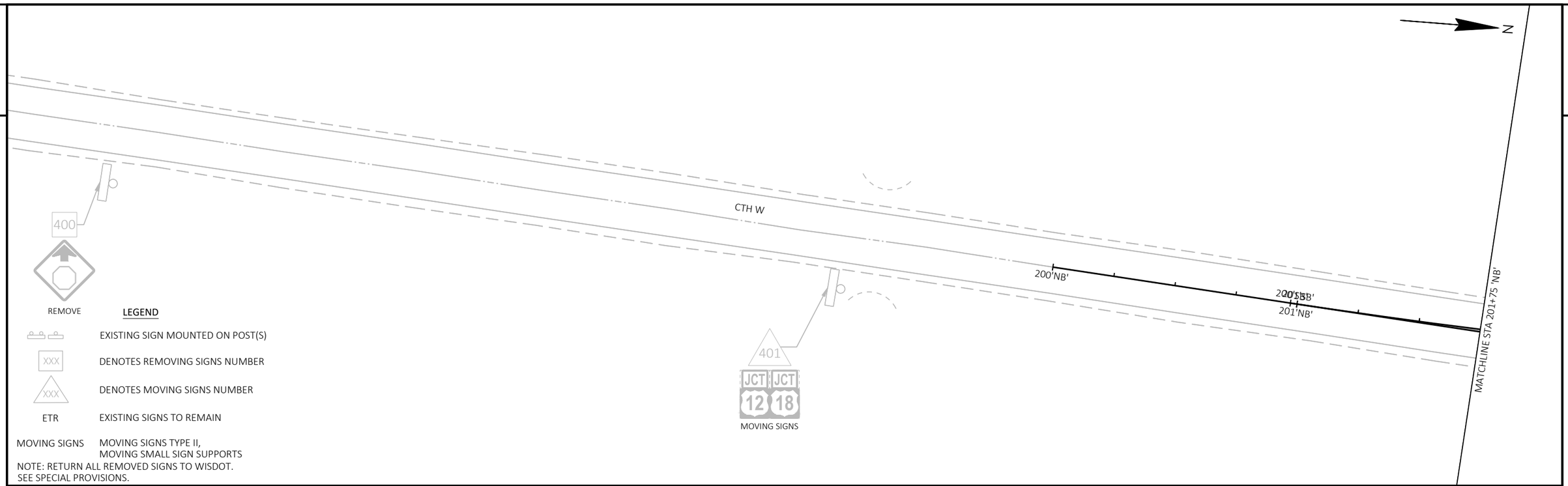
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 41	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 023203-es

PLOT DATE : 7/30/2025 10:42 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

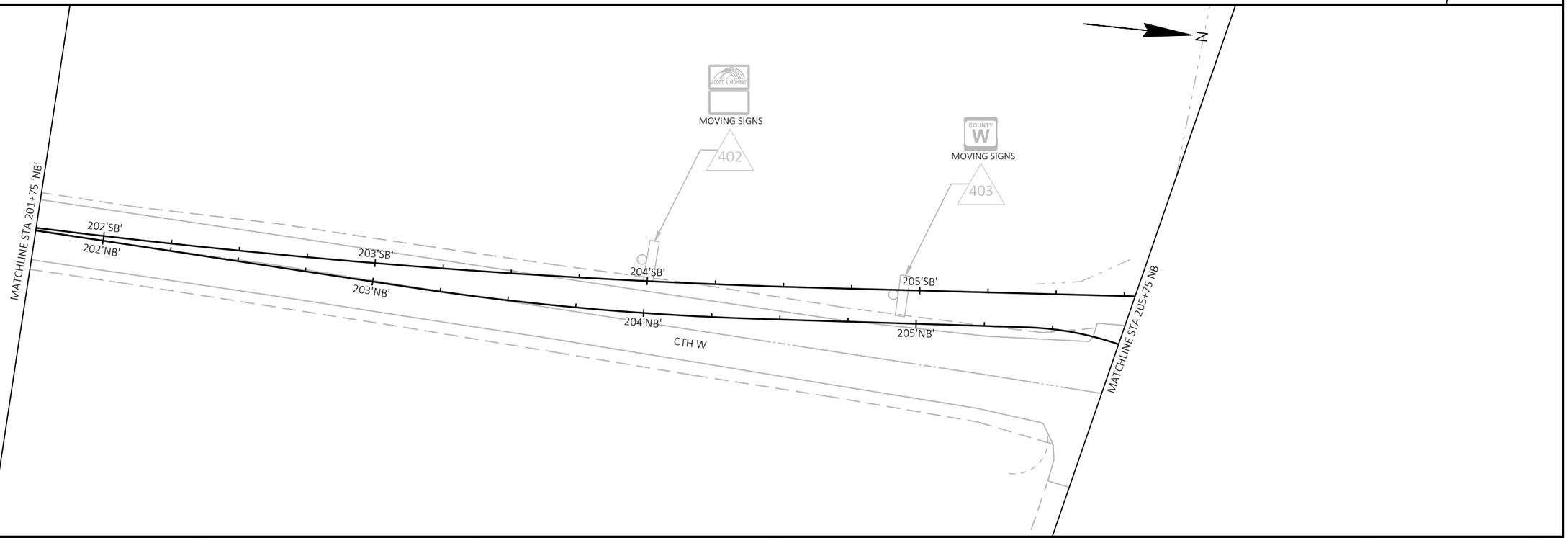
2



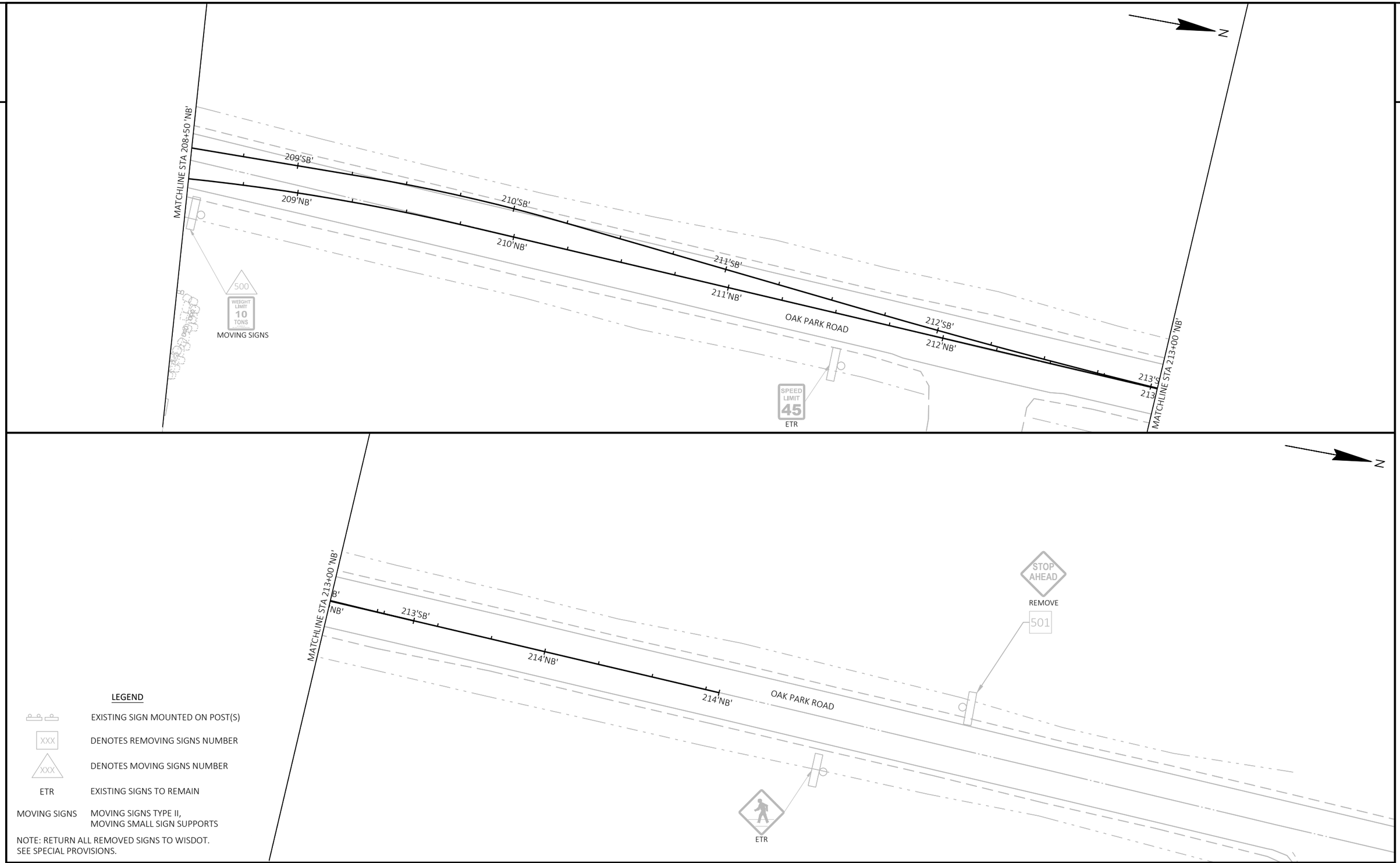
LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
XXX	DENOTES REMOVING SIGNS NUMBER
XXX	DENOTES MOVING SIGNS NUMBER
ETR	EXISTING SIGNS TO REMAIN
MOVING SIGNS	MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS

NOTE: RETURN ALL REMOVED SIGNS TO WISDOT.
SEE SPECIAL PROVISIONS.



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 42	E



LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
XXX	DENOTES REMOVING SIGNS NUMBER
XXX	DENOTES MOVING SIGNS NUMBER
ETR	EXISTING SIGNS TO REMAIN
MOVING SIGNS	MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS

NOTE: RETURN ALL REMOVED SIGNS TO WISDOT.
SEE SPECIAL PROVISIONS.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 43	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023201-ES.DWG
LAYOUT NAME - 023205-es
PLOT DATE : 7/30/2025 10:42 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : ##########

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

R R PROPOSED SIGN MOUNTED ON REMOVABLE POST(S)

XXX DENOTES SIGN NUMBER

XXX DENOTES MOVING SIGNS NUMBER

ETR EXISTING SIGNS TO REMAIN

MOVING SIGNS MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS

* MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54.

NO PASSING ZONE
ETR
APPROX. 550' WEST OF JOHN DEERE LANE

WATCH FOR TURNING VEHICLES
ETR

USH 12

559'EB'
560'EB'
561'EB'

MATCHLINE STA 561+25 'EB'

JCT COUNTY W
ETR

N

2

DO NOT ENTER
R5-1
30"X30"
104

SPEED LIMIT 55
R2-1
24"X30"
105

562'WB'
562'EB'
563'WB'
563'EB'
564'WB'
564'EB'
565'WB'
565'EB'
566'WB'
566'EB'
567'WB'
567'EB'

MATCHLINE STA 561+25 'EB'

MATCHLINE STA 567+25 'EB'

101
W2-6
36"X36"
102
20 MPH
W13-1
24"X24"

103
EAST EAST
12 18
Oak Park Rd
W
D1-62
126"X78"

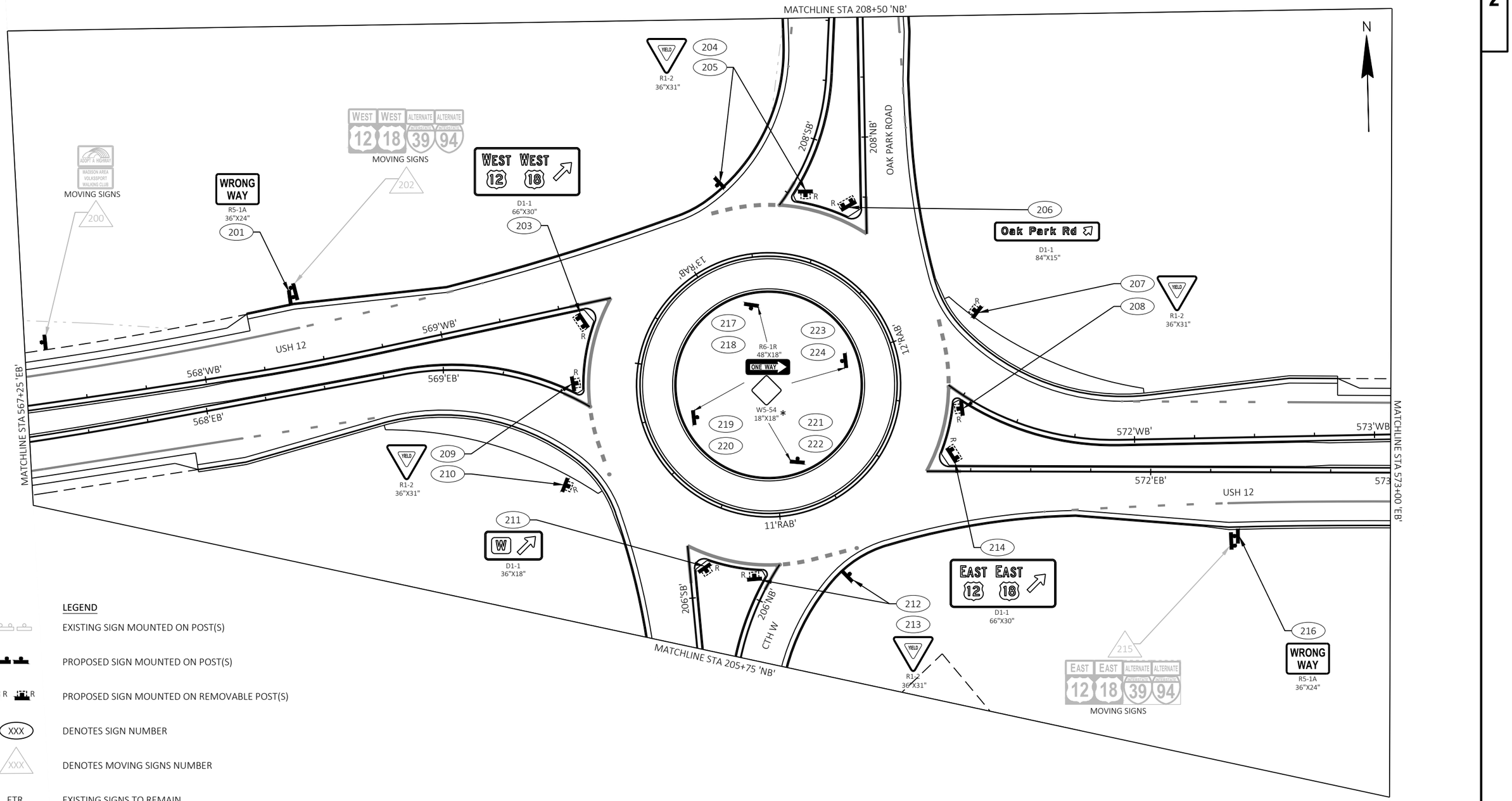
106
R4-7
24"X30"
107
*
W5-54
18"X18"

N

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PERMANENT SIGNING	SHEET 44	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023201-ps
PLOT DATE : 7/30/2025 11:27 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : ##########

2

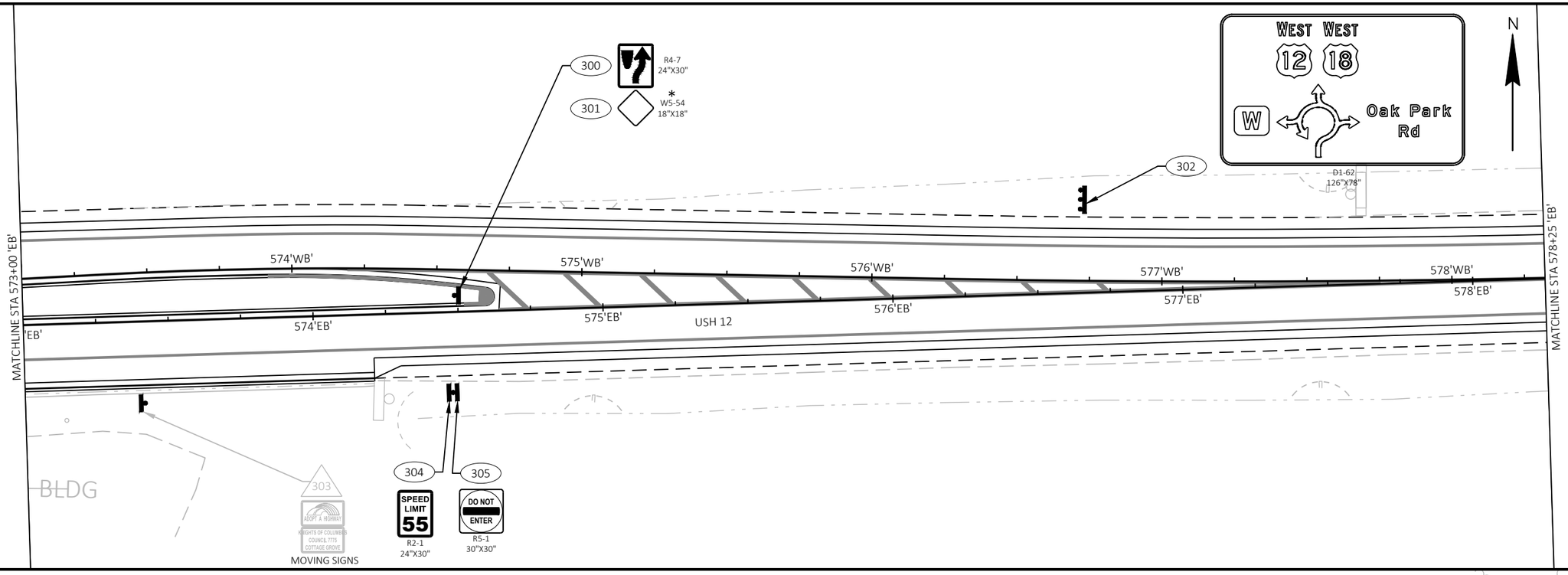


LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
R R	PROPOSED SIGN MOUNTED ON REMOVABLE POST(S)
XXX	DENOTES SIGN NUMBER
XXX	DENOTES MOVING SIGNS NUMBER
ETR	EXISTING SIGNS TO REMAIN
MOVING SIGNS	MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS

* MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PERMANENT SIGNING	SHEET 45	E

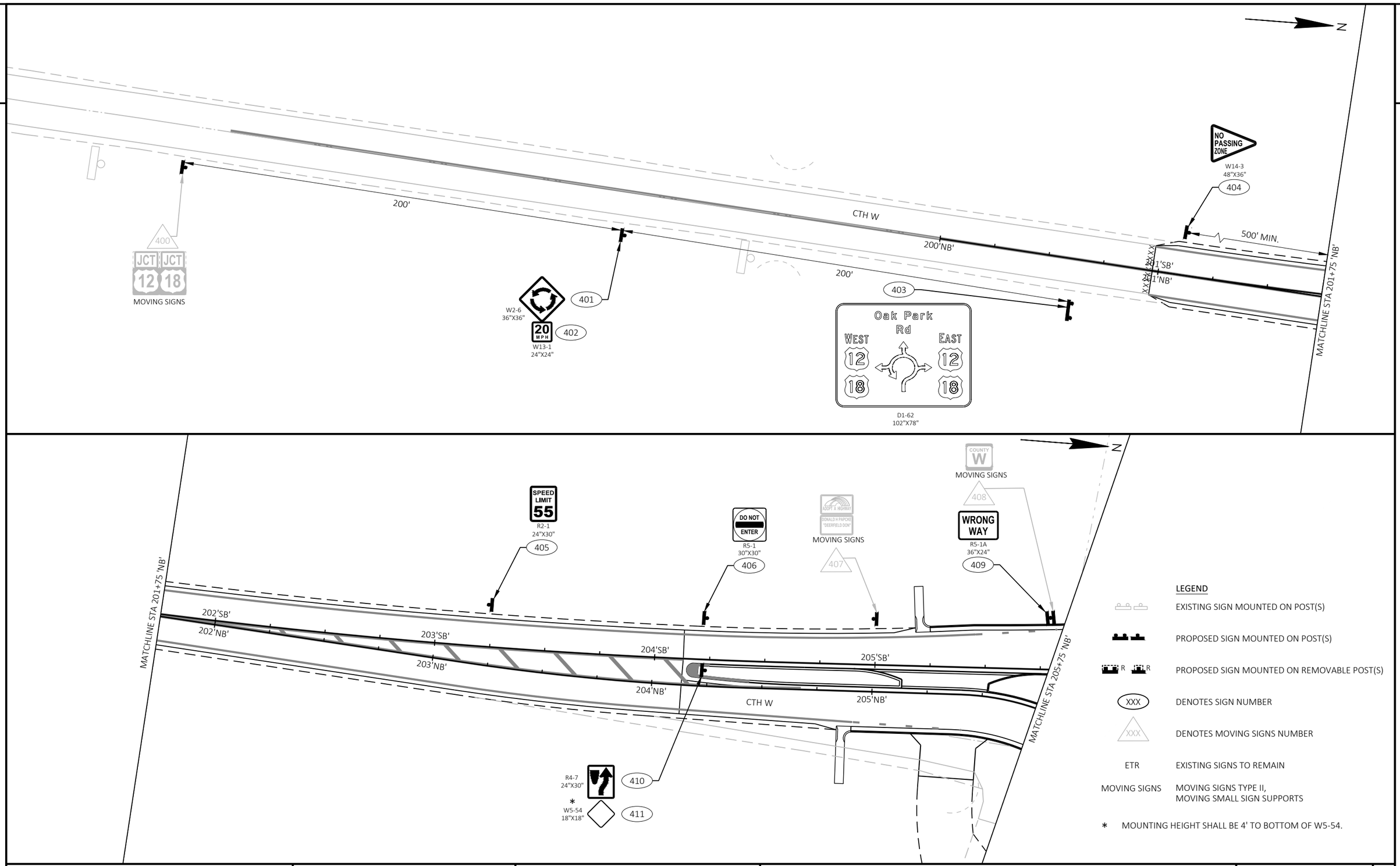


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PERMANENT SIGNING	SHEET 46	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023203-ps

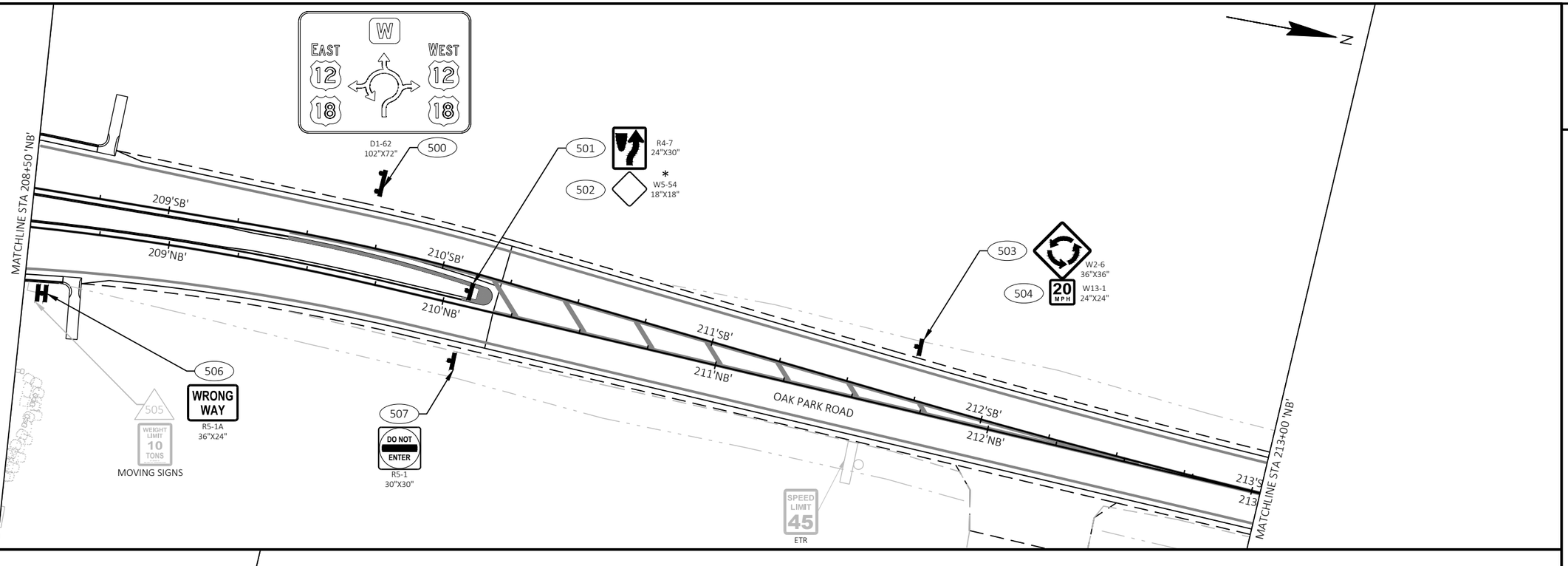
PLOT DATE : 7/30/2025 11:28 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

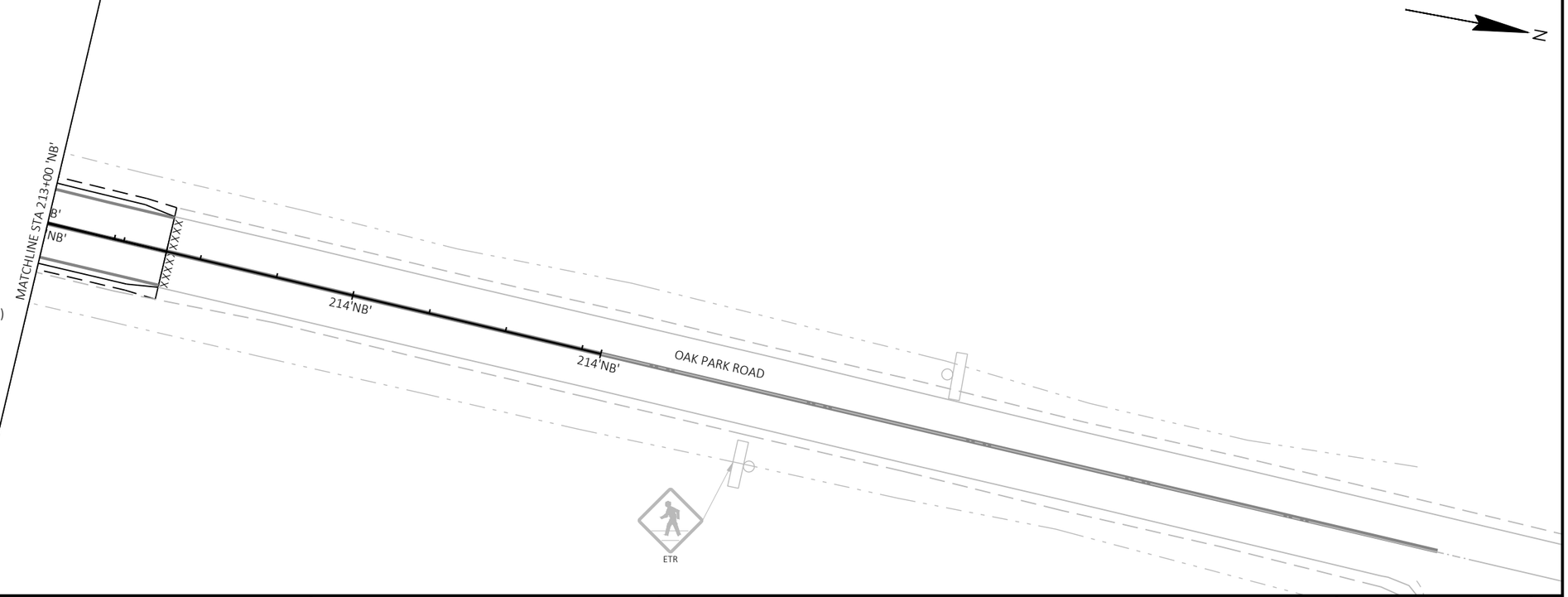
2



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PERMANENT SIGNING	SHEET 47	E

2





LEGEND

	EXISTING SIGN MOUNTED ON POST(S)
	PROPOSED SIGN MOUNTED ON POST(S)
R R	PROPOSED SIGN MOUNTED ON REMOVABLE POST(S)
XXX	DENOTES SIGN NUMBER
XXX	DENOTES MOVING SIGNS NUMBER
ETR	EXISTING SIGNS TO REMAIN
MOVING SIGNS	MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS

* MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PERMANENT SIGNING	SHEET 48	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 023205-ps
PLOT DATE : 7/30/2025 11:28 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

2

N

R/W (TYP.)

562'WB'
562'EB'
563'WB'
563'EB'
564'WB'
564'EB'
565'WB'
565'EB'
USH 12
566'WB'
566'EB'
567'WB'
567'EB'

MATCHLINE - STA. 567+25'EB'

1

LC1 - 15 - (6,8)
STA. 565+94.27 'EB', 24.8' RT

OH
GUY

EXISTING R/W (TYP.)

WE ENERGIES (ELEC)

WE ENERGIES (ELEC)

1 — 1 2" | 2 10 | 1 10 | LIGHT | GND
2 — 1 2" | 4 10 | 2 10 | LIGHT | GND
3 — 1 2" | 12 10 | 6 10 | LIGHT | GND
4 — 2 3" | 4 10 | 1 10 | LIGHT | GND
5 — 1 2" | 1 10 | GND

LEGEND

POLES TYPE 5-ALUMINUM WITH LUMINAIRE ARMS
TRUSS TYPE 4 1/2-INCH CLAMP 12-FT
CONCRETE BASE TYPE 5, TRANSFORMER BASE
LED LAMP TYPE B

LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 (SCHEDULE 80 BELOW ROADWAY)

PULL BOXES NON-CONDUCTIVE 24X42-INCH

LIGHTING CONTROL CABINET DESIGNATION
POLE NUMBER
LIGHTING CIRCUIT(S)
X-X-(X,X)
STA. XX+XX.XX, XX.XX' RT./LT. ← (LOCATION TO CENTER OF POLE)

CONDUIT QUANTITY/SIZE
PHASE CONDUCTOR QUANTITY/SIZE (AWG)/CIRCUIT
EQUIPMENT GROUNDING CONDUCTOR QUANTITY/SIZE (AWG)
1 2" | 2 10 | 1 10 | LIGHT | GND

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET 49	E

LEGEND

POLES TYPE 5-ALUMINUM WITH LUMINAIRE ARMS
TRUSS TYPE 4 1/2-INCH CLAMP 12-FT
CONCRETE BASE TYPE 5, TRANSFORMER BASE
LED LAMP TYPE B

LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 (SCHEDULE 80 BELOW ROADWAY)

PULL BOXES NON-CONDUCTIVE 24X42-INCH

LIGHTING CONTROL CABINET DESIGNATION
POLE NUMBER
LIGHTING CIRCUIT(S)
X-X-(X,X)
STA. XX+XX.XX, XX.XX' RT./LT. ← (LOCATION TO CENTER OF POLE)

CONDUIT QUANTITY/SIZE
PHASE CONDUCTOR QUANTITY/SIZE (AWG)/CIRCUIT
EQUIPMENT GROUNDING CONDUCTOR QUANTITY/SIZE (AWG)

1 | 2" | 2 10 LIGHT | 1 10 GND

1 | 2" | 2 10 LIGHT | 1 10 GND
2 | 2" | 4 10 LIGHT | 2 10 GND
3 | 2" | 12 10 LIGHT | 6 10 GND
4 | 2" 3" | 4 10 LIGHT | 1 10 GND
5 | 2" | 1 10 GND

MATCHLINE - STA. 208+50'NB'
MATCHLINE - STA. 567+25'EB'
MATCHLINE - STA. 573+00'EB'
MATCHLINE - STA. 205+00'NB'

N

OAK PARK RD
208'SB'
208'NB'
206'SB'
206'NB'
CTH W
USH 12
568'WB'
568'EB'
569'WB'
569'EB'
572'WB'
572'EB'
573'WB'
573'EB'
13'RAB'
11'RAB'
12'RAB'
R/W (TYP.)
EXISTING R/W (TYP.)
TILE (TYP.)
BLDG
GUY

LC1 - 7 - (1,3)
STA. 208+42.62 'SB', -22.0' LT

PB-11
STA. 207+77.93 'SB', -26.9' LT

PB-9
STA. 207+81.24 'NB', -13.9' LT

PB-7
STA. 207+78.45 'NB', 28.7' RT

LC1 - 3 - (5,7)
STA. 207+67.57 'NB', 25.9' RT

PB-13
STA. 13+10.38 'RAB', 41.2' RT

LC1 - 5 - (5,7)
STA. 13+11.68 'RAB', 36.7' RT

PB-15
STA. 569+03.59 'WB', -24.5' LT

PB-14
STA. 569+01.25 'EB', -7.6' LT

PB-1
STA. 572+05.06 'WB', -31.0' LT

PB-5
STA. 571+95.84 'WB', -31.2' LT

LC1
STA. 572+15.04 'WB', -60.5' LT

LC1 - 1 - (1,3)
STA. 571+87.22 'WB', -27.8' LT

PB-2
STA. 571+97.49 'WB', 6.8' RT

PB-3
STA. 571+85.85 'EB', 25.2' RT

LC1 - 2 - (2,4)
STA. 571+17.05 'EB', 27.5' RT

PB-4
STA. 571+18.50 'EB', 32.3' RT

LC1 - 8 - (6,8)
STA. 568+95.21 'EB', 29.1' RT

LC1 - 10 - (2,4)
STA. 567+39.77 'EB', 28.7' RT

PB-12
STA. 569+01.24 'EB', 32.0' RT

LC1 - 6 - (2,4)
STA. 206+14.14 'SB', -27.2' LT

PB-10
STA. 205+93.77 'SB', -26.6' LT

PB-8
STA. 205+85.73 'NB', -11.2' LT

PB-6
STA. 205+89.60 'NB', 25.6' RT

LC1 - 4 - (6,8)
STA. 205+67.40 'NB', 22.6' RT

SPECTRUM (COMM)
ALLIANT ENERGY (GAS)
FRONTIER (FO)
FRONTIER (COMM)
WE ENERGIES (ELEC)
OH

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET 50	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023602-lp
PLOT DATE : 7/9/2025 11:38 AM
PLOT BY : EMMA HUBERTY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N

R/W (TYP.)

LC1 - 11 - (6,8)
STA. 573+47.37 'WB', -28.5' LT

LC1 - 13 - (2,4)
STA. 575+02.95 'WB', -27.7' LT

2

1

MATCHLINE - STA. 573+00'EB'

574'WB'

575'WB'

576'WB'

577'WB'

578'WB'

USH 12

573'EB'

574'EB'

575'EB'

576'EB'

577'EB'

578'EB'

ALLIANT ENERGY (GAS)

SS

OH

BLDG

WE ENERGIES (ELEC)

EXISTING R/W (TYP.)

1 — 1 2" — 2 10 — 1 10 — LIGHT — GND

2 — 1 2" — 4 10 — 2 10 — LIGHT — GND

3 — 1 2" — 12 10 — 6 10 — LIGHT — GND

4 — 2 3" — 4 10 — 1 10 — LIGHT — GND

5 — 1 2" — 1 10 — GND

LEGEND

POLES TYPE 5-ALUMINUM WITH LUMINAIRE ARMS
TRUSS TYPE 4 1/2-INCH CLAMP 12-FT
CONCRETE BASE TYPE 5, TRANSFORMER BASE
LED LAMP TYPE B

LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 (SCHEDULE 80 BELOW ROADWAY)

PULL BOXES NON-CONDUCTIVE 24X42-INCH

LIGHTING CONTROL CABINET DESIGNATION
POLE NUMBER
LIGHTING CIRCUIT(S)
X-X-(X,X)
STA. XX+XX.XX, XX.XX' RT./LT. ← (LOCATION TO CENTER OF POLE)

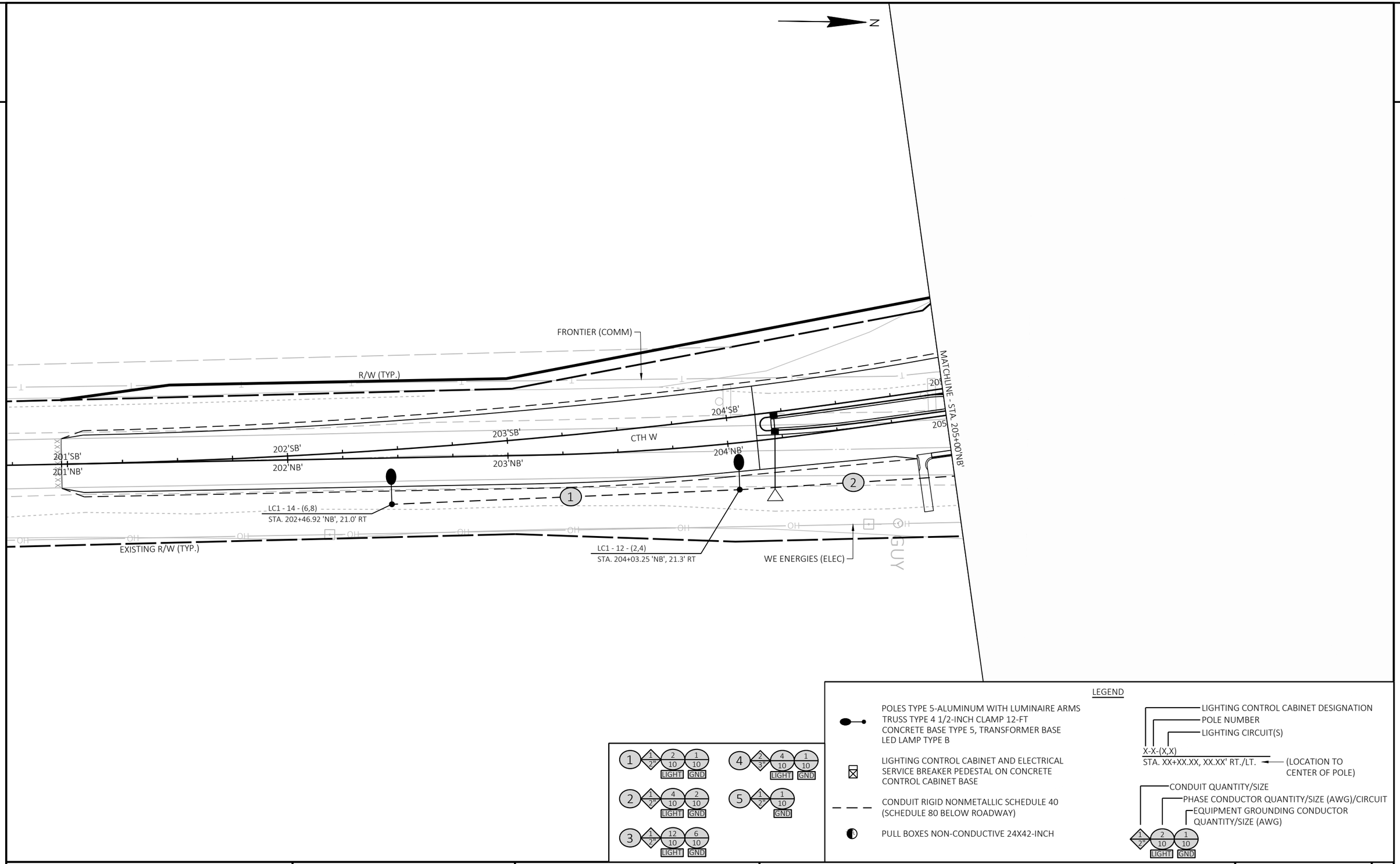
CONDUIT QUANTITY/SIZE
PHASE CONDUCTOR QUANTITY/SIZE (AWG)/CIRCUIT
EQUIPMENT GROUNDING CONDUCTOR QUANTITY/SIZE (AWG)

1 — 1 2" — 2 10 — 1 10 — LIGHT — GND

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET 51	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023603-lp
PLOT DATE : 7/9/2025 11:38 AM
PLOT BY : EMMA HUBERTY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET 52	E

2

N

LC1 - 9 - (5,7)
STA. 210+11.54 'SB', -22.9' LT

R/W (TYP.)

EXISTING R/W (TYP.)

WE ENERGIES (ELEC)
FRONTIER (FO)
ALLIANT ENERGY (GAS)

OAK PARK RD

209'SB'
210'SB'
211'SB'
212'SB'
213'SB'
209'NB'
210'NB'
211'NB'
212'NB'
213'NB'
214'NB'

MATCHLINE - STA. 208+50'NB'

SPECTRUM (COMM)

TLE (TYP.)

EVERSTREAM (COMM)

1 — 1 2" — 2 10 — 1 10 — LIGHT — GND
2 — 1 2" — 4 10 — 2 10 — LIGHT — GND
3 — 1 2" — 12 10 — 6 10 — LIGHT — GND
4 — 2 3" — 4 10 — 1 10 — LIGHT — GND
5 — 1 2" — 1 10 — GND

LEGEND

POLES TYPE 5-ALUMINUM WITH LUMINAIRE ARMS
TRUSS TYPE 4 1/2-INCH CLAMP 12-FT
CONCRETE BASE TYPE 5, TRANSFORMER BASE
LED LAMP TYPE B

LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE

CONDUIT RIGID NONMETALLIC SCHEDULE 40 (SCHEDULE 80 BELOW ROADWAY)

PULL BOXES NON-CONDUCTIVE 24X42-INCH

LIGHTING CONTROL CABINET DESIGNATION
POLE NUMBER
LIGHTING CIRCUIT(S)
X-X-(X,X)
STA. XX+XX.XX, XX.XX' RT./LT. ← (LOCATION TO CENTER OF POLE)

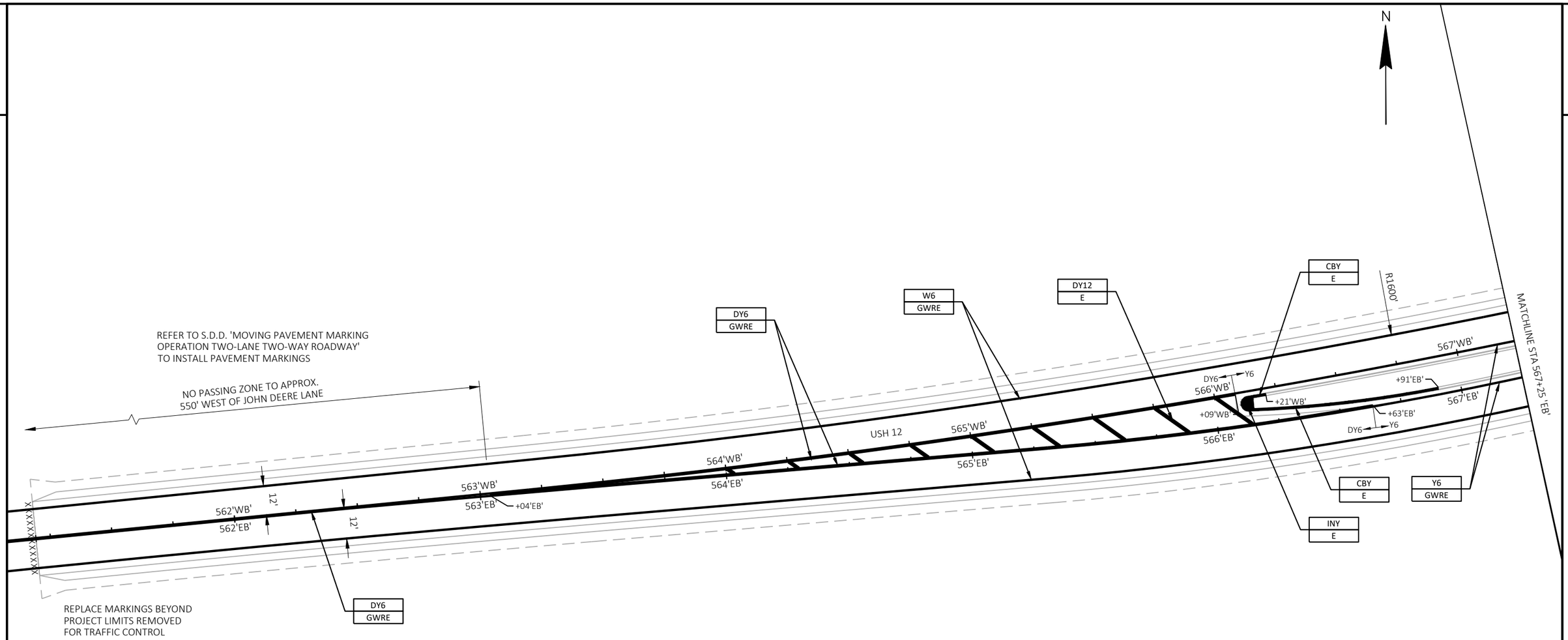
CONDUIT QUANTITY/SIZE
PHASE CONDUCTOR QUANTITY/SIZE (AWG)/CIRCUIT
EQUIPMENT GROUNDING CONDUCTOR QUANTITY/SIZE (AWG)

1 — 2" — 2 10 — 1 10 — LIGHT — GND

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	LIGHTING PLAN	SHEET 53	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023605-lp
PLOT DATE : 7/9/2025 11:38 AM
PLOT BY : EMMA HUBERTY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



MARKING

CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W6	MARKING LINE 6-INCH, WHITE
W6-3	MARKING LINE 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE 6-INCH, YELLOW
DY6	MARKING LINE 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL, 12-INCH, YELLOW (25'C-C)

MATERIAL

E	EPOXY
GWRE	GROOVED WET REFLECTIVE EPOXY

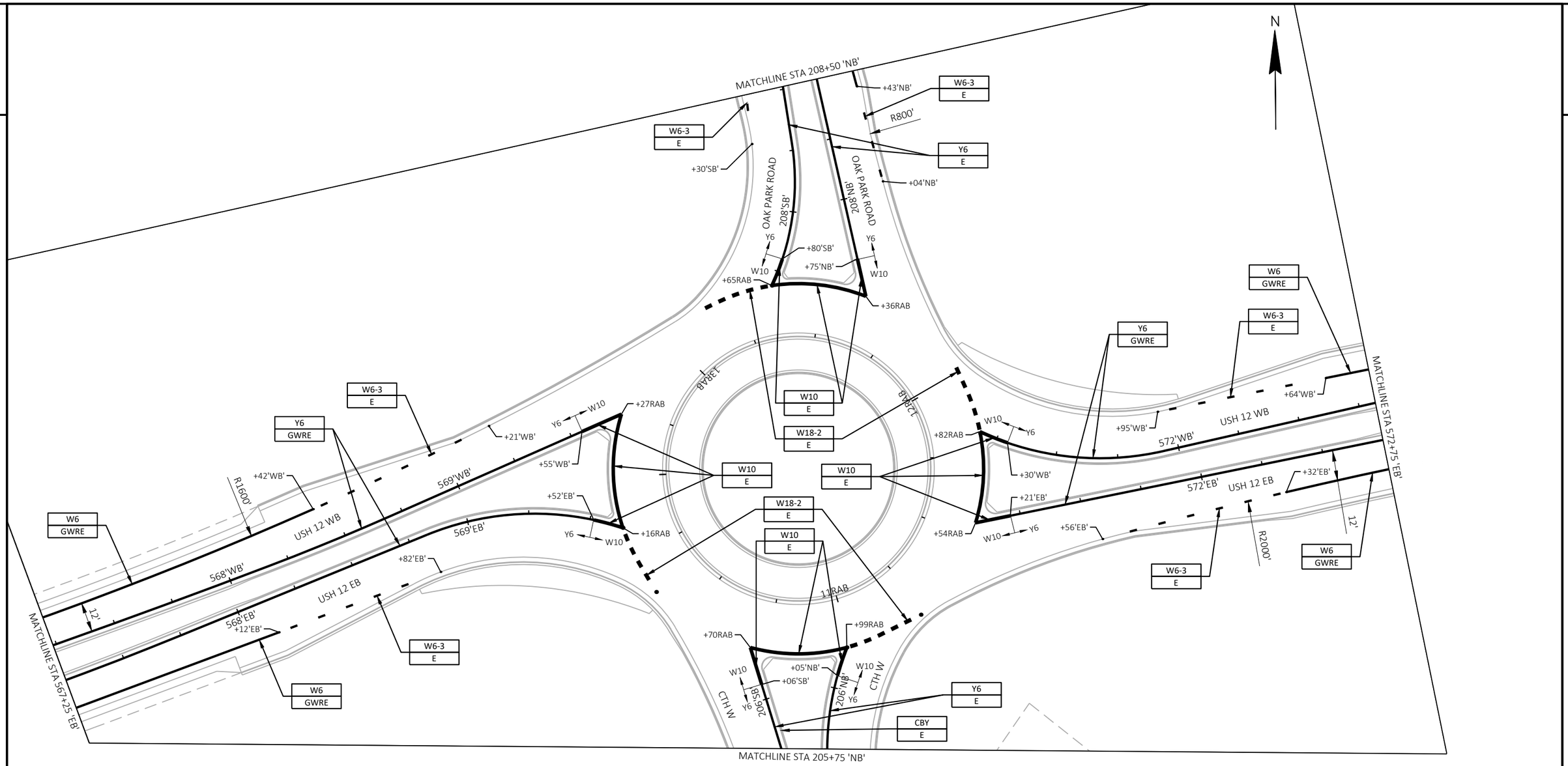
NOTE:

SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

PAVEMENT MARKING, MAINLINE AND TURN LANES
MEDIAN ISLAND MARKING

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS	SHEET 54	E

2



MARKING

CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W6	MARKING LINE 6-INCH, WHITE
W6-3	MARKING LINE 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE 10-INCH, WHITE
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Y6	MARKING LINE 6-INCH, YELLOW
DY6	MARKING LINE 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL, 12-INCH, YELLOW (25'C-C)

MATERIAL

E	EPOXY
GWRE	GROOVED WET REFLECTIVE EPOXY

NOTE:

SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

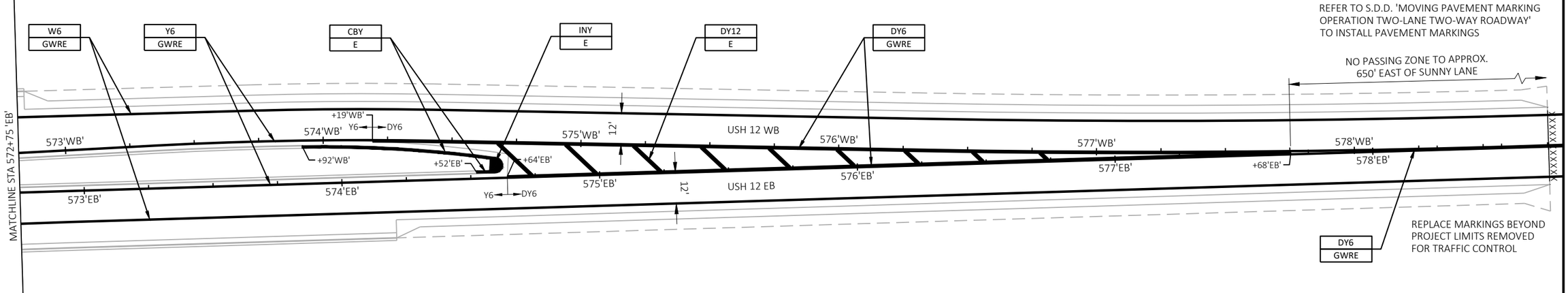
PAVEMENT MARKING, MAINLINE AND TURN LANES
MEDIAN ISLAND MARKING

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS	SHEET 55	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024502-pm
PLOT DATE : 7/30/2025 9:50 AM
PLOT BY : JASON DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N



MARKING

CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W6	MARKING LINE 6-INCH, WHITE
W6-3	MARKING LINE 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE 6-INCH, YELLOW
DY6	MARKING LINE 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL, 12-INCH, YELLOW (25'C-C)

MATERIAL

E	EPOXY
GWRE	GROOVED WET REFLECTIVE EPOXY

NOTE:

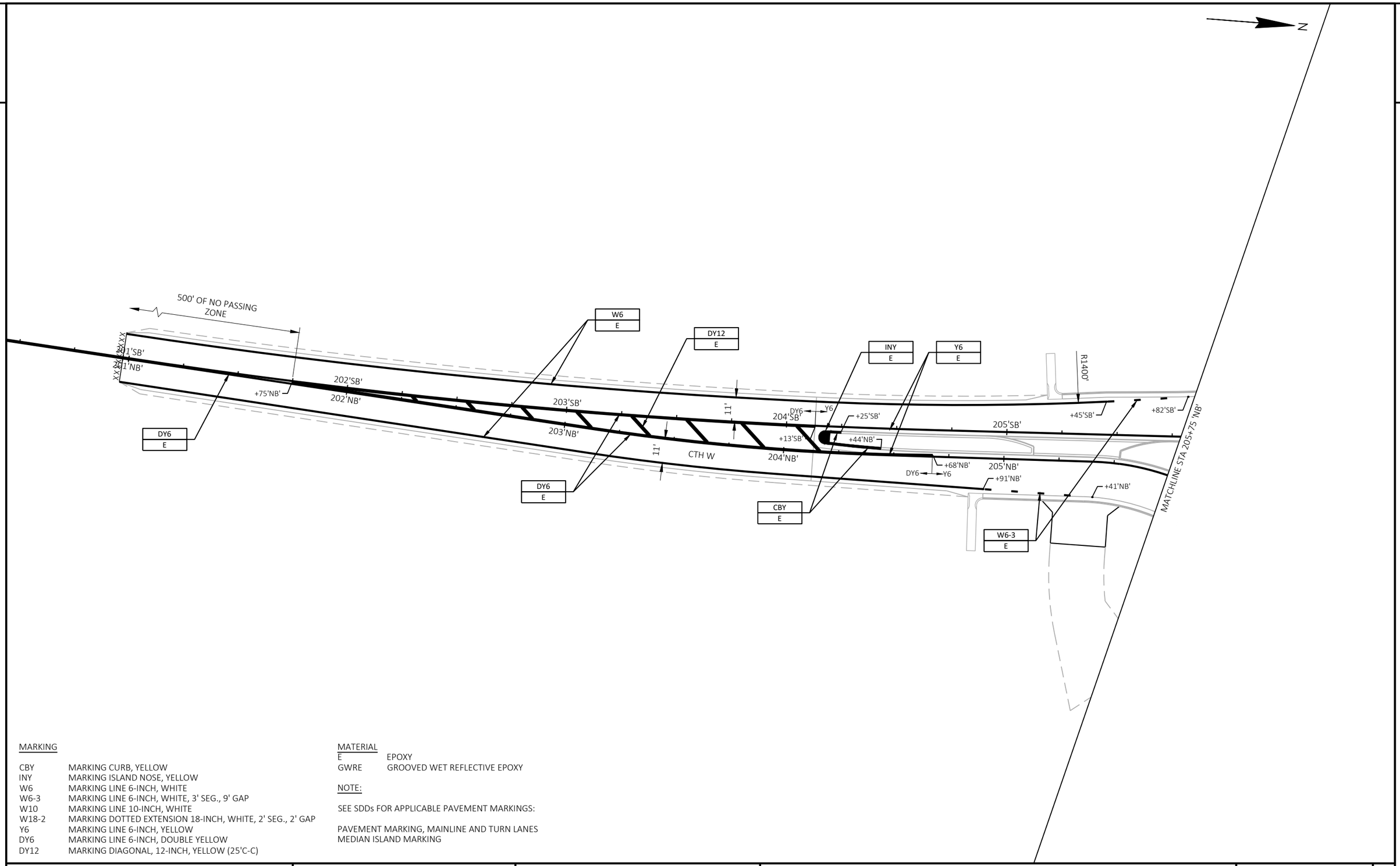
SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

PAVEMENT MARKING, MAINLINE AND TURN LANES
MEDIAN ISLAND MARKING

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS	SHEET 56	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024503-pm
PLOT DATE : 7/30/2025 9:50 AM
PLOT BY : JASON DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



MARKING

CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W6	MARKING LINE 6-INCH, WHITE
W6-3	MARKING LINE 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE 6-INCH, YELLOW
DY6	MARKING LINE 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL, 12-INCH, YELLOW (25'C-C)

MATERIAL

E	EPOXY
GWRE	GROOVED WET REFLECTIVE EPOXY

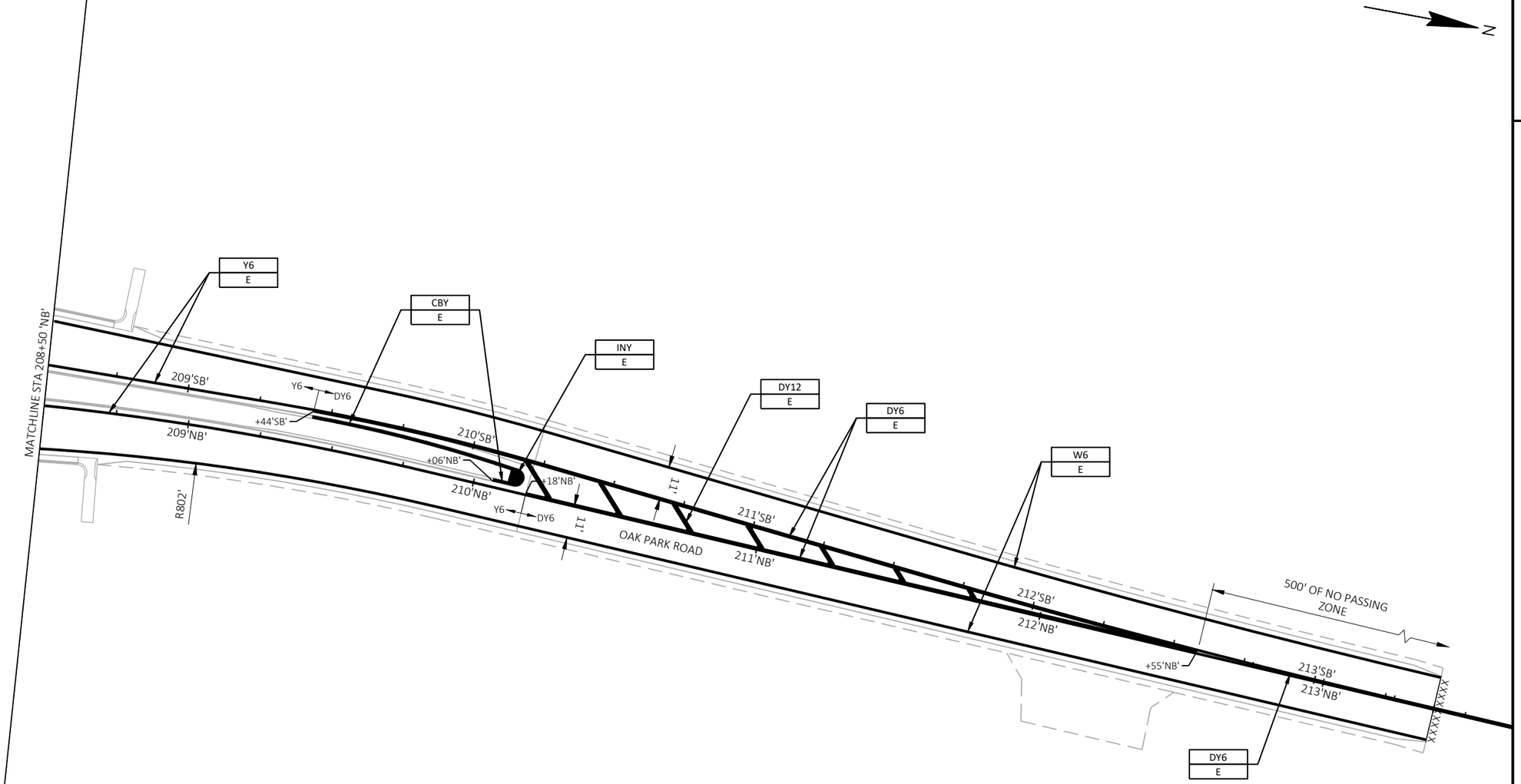
NOTE:

SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

PAVEMENT MARKING, MAINLINE AND TURN LANES
MEDIAN ISLAND MARKING

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS	SHEET 57	E

2



MARKING	
CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W6	MARKING LINE 6-INCH, WHITE
W6-3	MARKING LINE 6-INCH, WHITE, 3' SEG., 9' GAP
W10	MARKING LINE 10-INCH, WHITE
W18-2	MARKING DOTTED EXTENSION 18-INCH, WHITE, 2' SEG., 2' GAP
Y6	MARKING LINE 6-INCH, YELLOW
DY6	MARKING LINE 6-INCH, DOUBLE YELLOW
DY12	MARKING DIAGONAL, 12-INCH, YELLOW (25'C-C)

MATERIAL	
E	EPOXY
GRWE	GROOVED WET REFLECTIVE EPOXY

NOTE:

SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

PAVEMENT MARKING, MAINLINE AND TURN LANES
MEDIAN ISLAND MARKING

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PAVEMENT MARKINGS	SHEET 58	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024505-pm
PLOT DATE : 7/30/2025 9:50 AM
PLOT BY : JASON DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

1

W12-52
48"X48"

5 MILES AHEAD

WO57-52
48"X36"

2

W12-52
48"X48"

1 1/2 MILES AHEAD

WO57-52
48"X36"

3

OAK PARK RD
36"X12"

2 MILES AHEAD

WO57-52
48"X36"

4

OAK PARK RD
36"X12"

1 1/2 MILES AHEAD

WO57-52
48"X36"

5

6

R11-3
60"X30"

7

M1-5A
24"X24"

OAK PARK RD
36"X12"

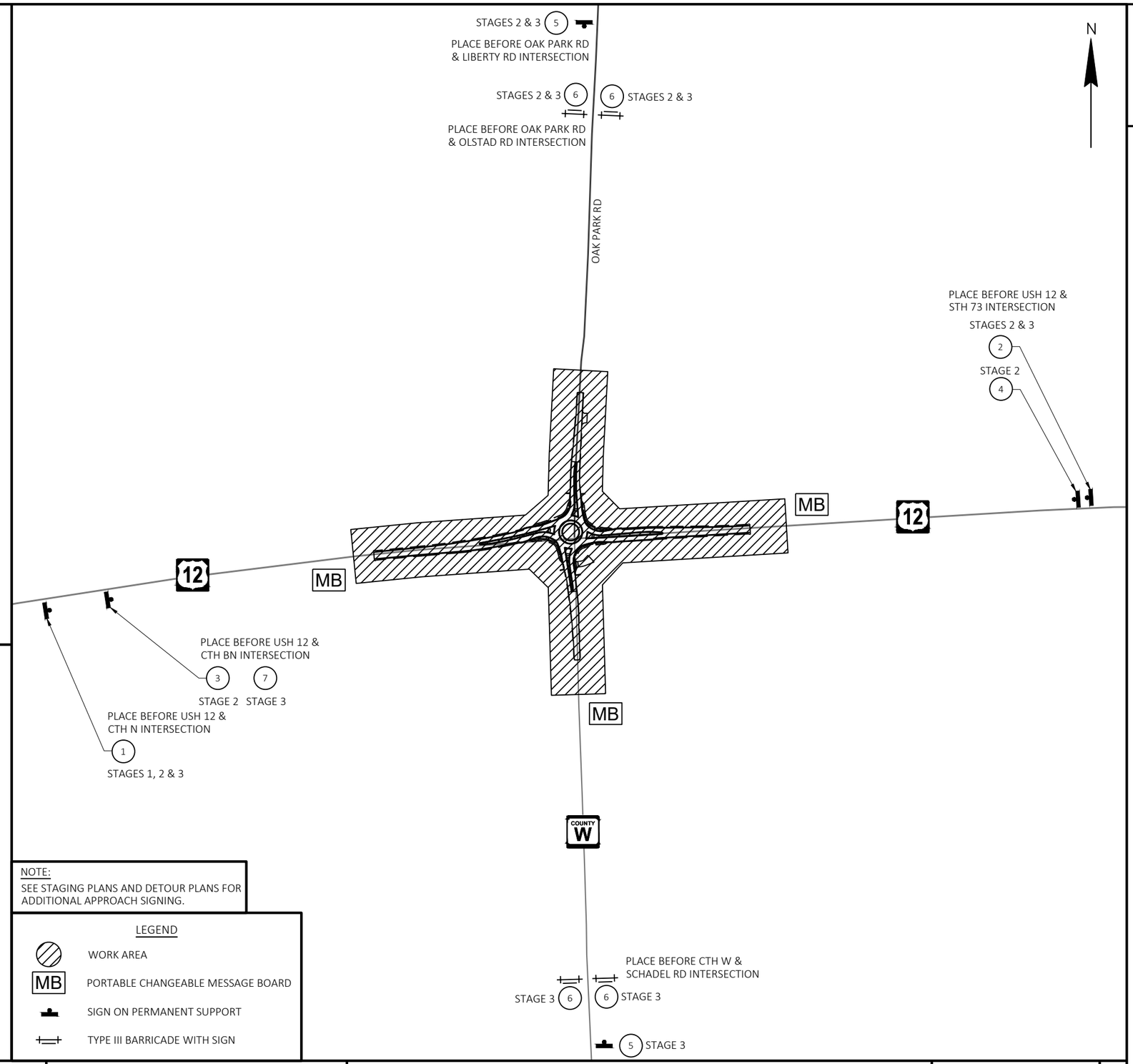
2 MILES AHEAD

WO57-52
48"X36"

PCMS MESSAGES						
PCMS SITE LOCATION	7 DAYS PRIOR TO CONSTRUCTION/STAGE					
	STAGE 1		STAGE 2		STAGE 3	
	FRAME A (2 SEC)	FRAME B (2 SEC)	FRAME A (2 SEC)	FRAME B (2 SEC)	FRAME A (2 SEC)	FRAME B (2 SEC)
EB USH 12	US 12 ROAD WORK	BEGINS D.O.W. MM-DD	OAK PARK RD TO CLOSE	BEGINS D.O.W. MM-DD	HWY W TO CLOSE	BEGINS D.O.W. MM-DD
WB USH 12	US 12 ROAD WORK	BEGINS D.O.W. MM-DD	OAK PARK RD TO CLOSE	BEGINS D.O.W. MM-DD	HWY W TO CLOSE	BEGINS D.O.W. MM-DD
NB CTH W	HWY W ROAD WORK	BEGINS D.O.W. MM-DD	--	--	HWY W TO CLOSE	BEGINS D.O.W. MM-DD

PCMS NOTES:

1. PCMS LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. PCMS SHOULD BE PLACED AS FAR AWAY FROM THE LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.
3. REFLECTORIZED DRUMS SHOULD BE PLACED AHEAD OF PCMS ON THE SHOULDER.



NOTE:
SEE STAGING PLANS AND DETOUR PLANS FOR ADDITIONAL APPROACH SIGNING.

LEGEND

- WORK AREA
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WITH SIGN

2

GENERAL NOTES FOR TRAFFIC CONTROL

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

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

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

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

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

6) ALL TEMPORARY PAVEMENT SHALL CONSIST OF 4.5-INCHES OF ASPHALTIC SURFACE TEMPORARY, OVER 12-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH.

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

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

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

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

11) PERMANENT SIGNING AND PAVEMENT MARKING SHALL BE PLACED IN THE EARLIEST STAGE SO AS NOT TO CONFLICT WITH SUBSEQUENT STAGES.

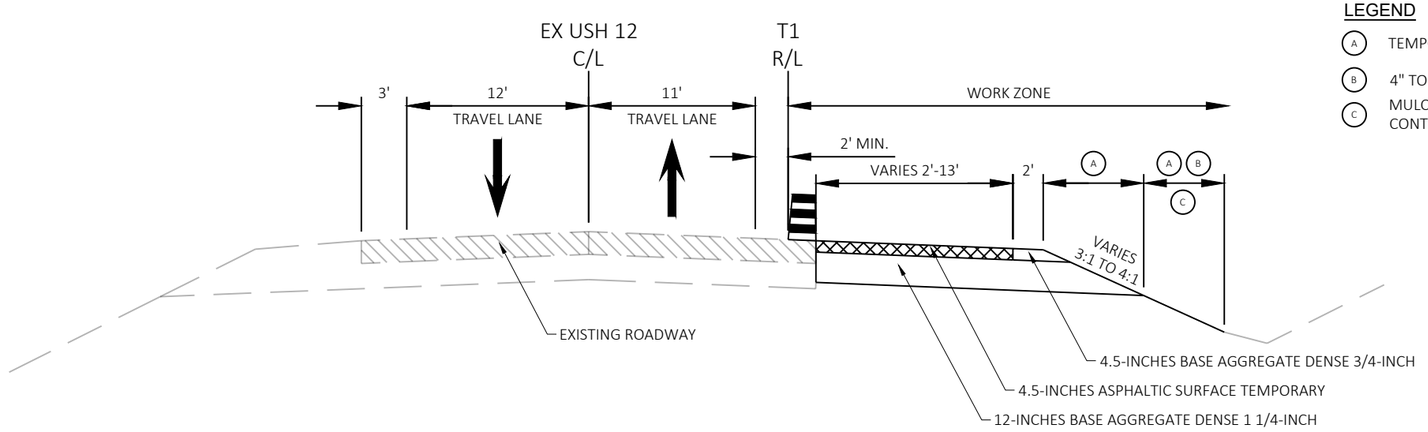
12) FOR SIGNS MOUNTED ON PORTABLE OR TEMPORARY SIGN SUPPORTS, PROVIDE A MINIMUM OF 5-FEET FROM THE BOTTOM OF THE SIGN TO THE ADJACENT PAVEMENT.

13) SEE SDD "TEMPORARY TRAFFIC CONTROL, SIGN MOUNTING" FOR SIGN MOUNTING.

14) MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES.

WORK ZONE TRAFFIC CONTROL SYMBOLS

- DIRECTION OF TRAFFIC
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

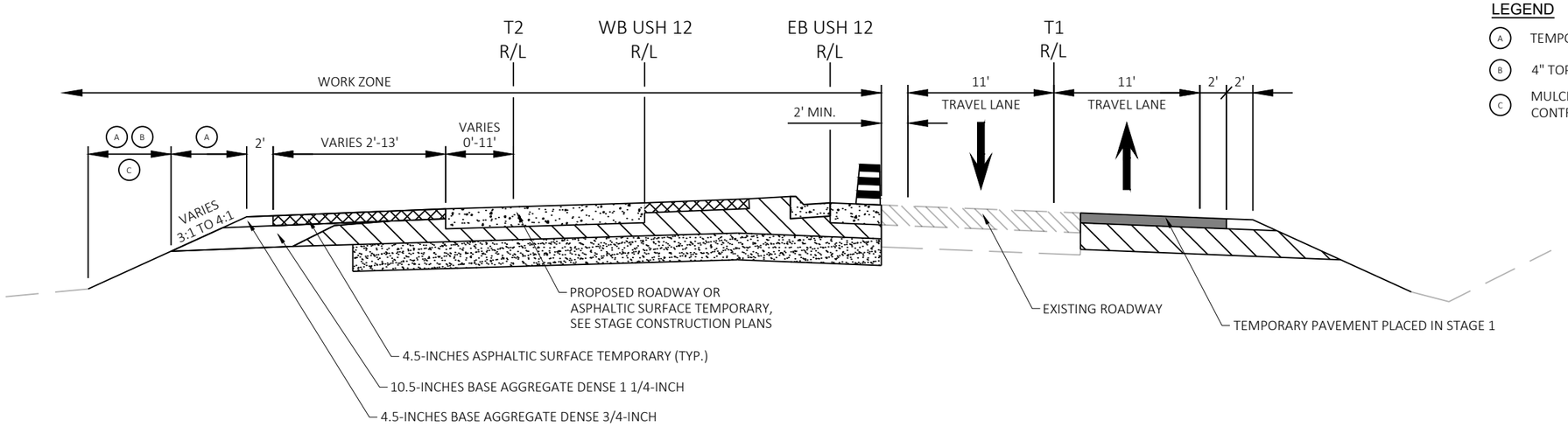


LEGEND

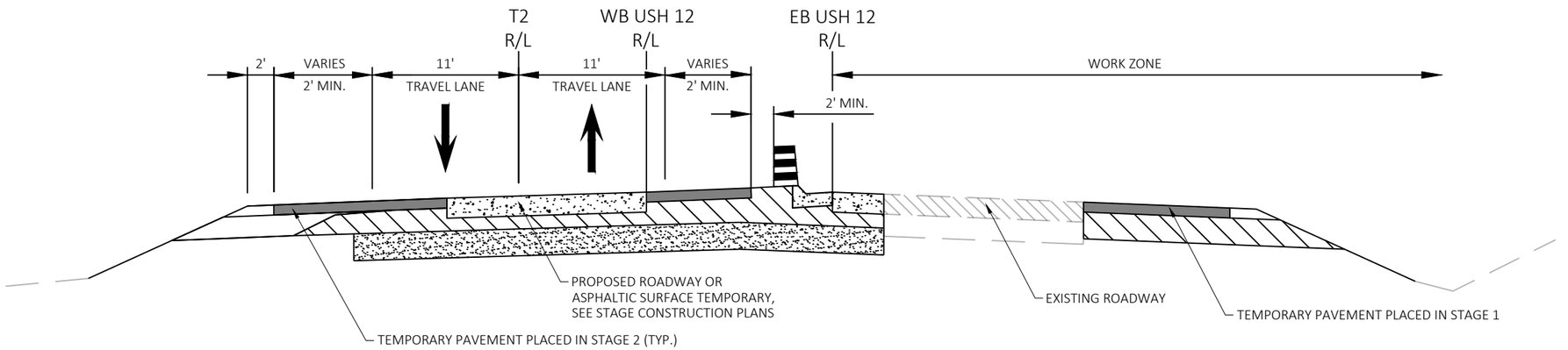
- (A) TEMPORARY SEEDING & FERTILIZER TYPE B
- (B) 4" TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

STAGE 1 TEMPORARY WIDENING - USH 12 TYPICAL SECTION

2

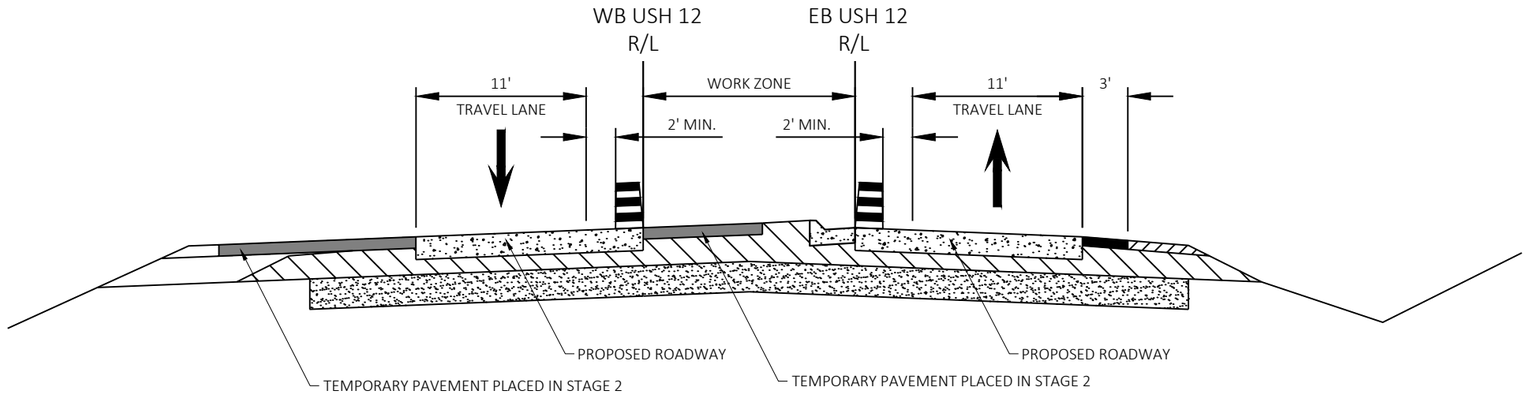


STAGE 2 SHIFTED TRAFFIC - USH 12 TYPICAL SECTION

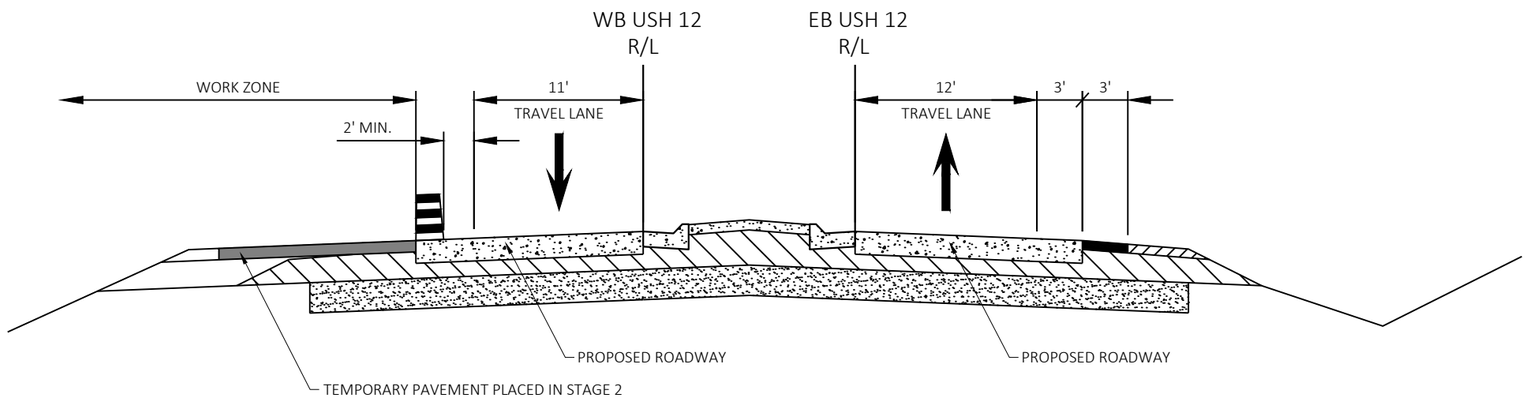


STAGE 3 SHIFTED TRAFFIC - USH 12 TYPICAL SECTION

2



STAGE 4 MEDIAN WORK ZONE - USH 12 TYPICAL SECTION



STAGE 4 WB SHOULDER WORK ZONE - USH 12 TYPICAL SECTION

2

N

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING ON USH 12.

USH 12

557'EX' 558'EX' 559'EX' 560'EX' 561'EX' 562'EX' 563'EX' 564'EX' 565'EX' 566'EX' 567'EX' 568'EX' 569'EX' 570'EX' 571'EX' 572

11'T1' 12'T1' 13'T1' 14'T1' 15'T1' 16'T1' 17'T1' 18'T1' 19'T1' 20'T1' 21'T1' 22'T1' 23'T1' 24'T1

12' 11'

100'

145' TAPER

5 DRUMS REQ'D

335' BUFFER

+72.47 'T1' 13.00' RT

100' (TYP.)

50' (TYP.)

+47.36 'T1' 13.00' RT

25' (TYP.)

TEMPORARY SLOPE INTERCEPTS

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL FOR ADVANCE SIGNING ON OAK PARK RD.

OAK PARK RD

12+00 11+00 10+00 9+00 8+00

CTH W

STOP

R1-1 36"X36"

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL FOR ADVANCE SIGNING ON CTH W.

MATCHLINE - STA 572+00

2

N

MATCHLINE - STA 572+00

HMOD

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING ON USH 12.

USH 12

573'EX' 574'EX' 575'EX' 576'EX' 577'EX' 578'EX' 579'EX' 580'EX' 581'EX' 582'EX' 583'EX' 584'EX' 585'EX' 586'EX'

25'T1' 26'T1' 27'T1' 28'T1' 29'T1' 30'T1' 31'T1' 32'T1' 33'T1'

12' 11'

100' (TYP.)

+22.93 'T1' 12.99' RT

+21.77 'T1' 13.00' RT

50'

100' TAPER

TEMPORARY SLOPE INTERCEPTS

BLDG BLDG BLDG

NOTE:

SEE STAGE 1 TEMPORARY WIDENING CROSS SECTIONS FOR STAKING AND GRADING DETAILS.

SEE ADVANCE WARNING & PCMS PLANS AND DETOUR PLANS FOR ADDITIONAL APPROACH SIGNING.

SEE SDD "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE" FOR ADDITIONAL INFORMATION

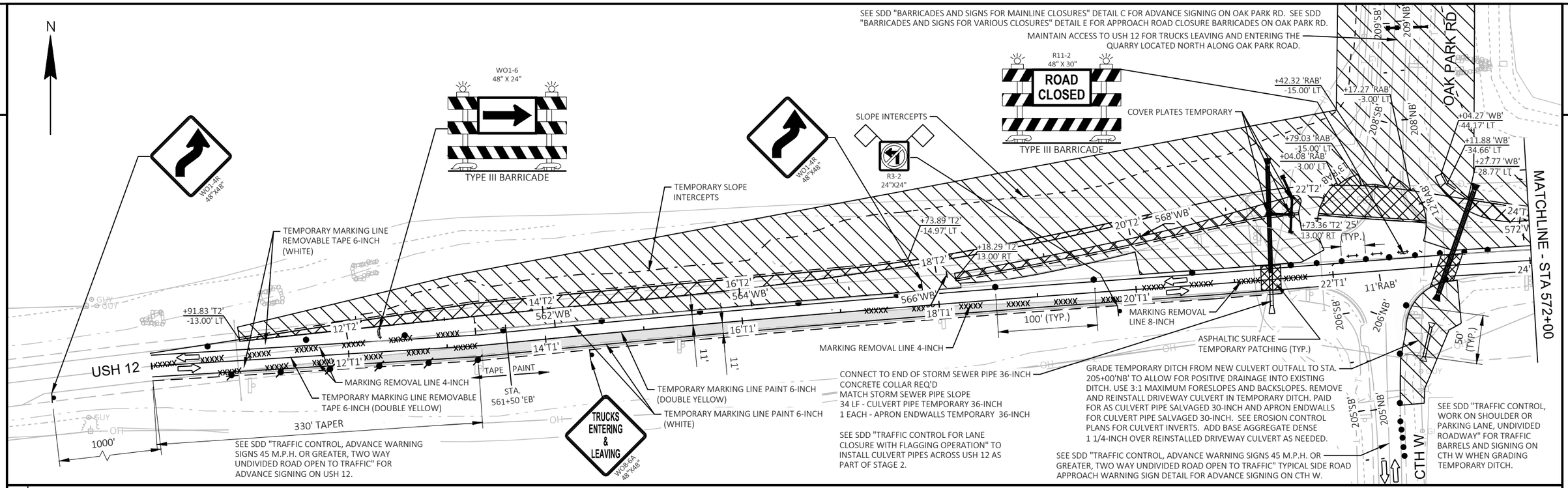
LEGEND

- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN THIS STAGE
- WORK ZONE
- TRAFFIC DIRECTION
- TRAFFIC CONTROL DRUM

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 1	SHEET 63	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026001-s1

PLOT DATE : 7/10/2025 8:02 AM PLOT BY : JASON DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 2	SHEET 64	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 026001-s2
PLOT DATE : 7/10/2025 9:41 AM
PLOT BY : EMMA HUBERTY
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

N

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE SIGNING ON USH 12.

WO1-6 48" X 24"

TYPE III BARRICADE

WO1-4L 48"X48"

35 MPH

WO13-1 36"X36"

WO1-4L 48"X48"

MARKING REMOVAL LINE 4-INCH

330' TAPER

1000'

USH 12

145' TAPER

5 DRUMS REQ'D

100'

335' BUFFER

50' (TYP.)

11'

REMOVING ASPHALTIC SURFACE

100' (TYP.)

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

TRUCKS ENTERING & LEAVING

WO8-6A 48"X48"

NO TURNS

R3-3 24"X24"

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR ADVANCE SIGNING ON CTH W. SEE SDD "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" DETAIL E FOR APPROACH ROAD CLOSURE BARRICADES ON CTH W. PLACE BARRICADES AT SCHADEL RD INTERSECTION.

MAINTAIN ACCESS TO USH 12 FOR TRUCKS LEAVING AND ENTERING THE QUARRY LOCATED NORTH ALONG OAK PARK ROAD.

R11-2 48" X 30"

ROAD CLOSED

TYPE III BARRICADE

REMOVE CULVERT PIPE TEMPORARY FROM STAGE 2 AND INSTALL APRON ENDWALL 36-INCH

SEE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR ADVANCE SIGNING ON OAK PARK RD. SEE SDD "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" DETAIL E FOR APPROACH ROAD CLOSURE BARRICADES ON OAK PARK RD. PLACE BARRICADES AT OLSTAD RD INTERSECTION.

OAK PARK RD

CTH W

MATCHLINE - STA 572+00

2

N

MATCHLINE - STA 572+00

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE SIGNING ON USH 12.

USH 12

330' TAPER

HMOD

MARKING REMOVAL LINE 4-INCH

1000'

50' (TYP.)

100' (TYP.)

REMOVING ASPHALTIC SURFACE

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW)

TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE)

WO1-6 48" X 24"

TYPE III BARRICADE

NO TURNS

R3-3 24"X24"

TRUCKS ENTERING & LEAVING

WO8-6A 48"X48"

35 MPH

WO13-1 36"X36"

WO1-4R 48"X48"

NOTE:

SEE ADVANCED WARNING PLANS FOR ADDITIONAL APPROACH SIGNING.

SEE DETOUR PLANS FOR CTH W DETOUR SIGNING.

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFORMATION.

LEGEND

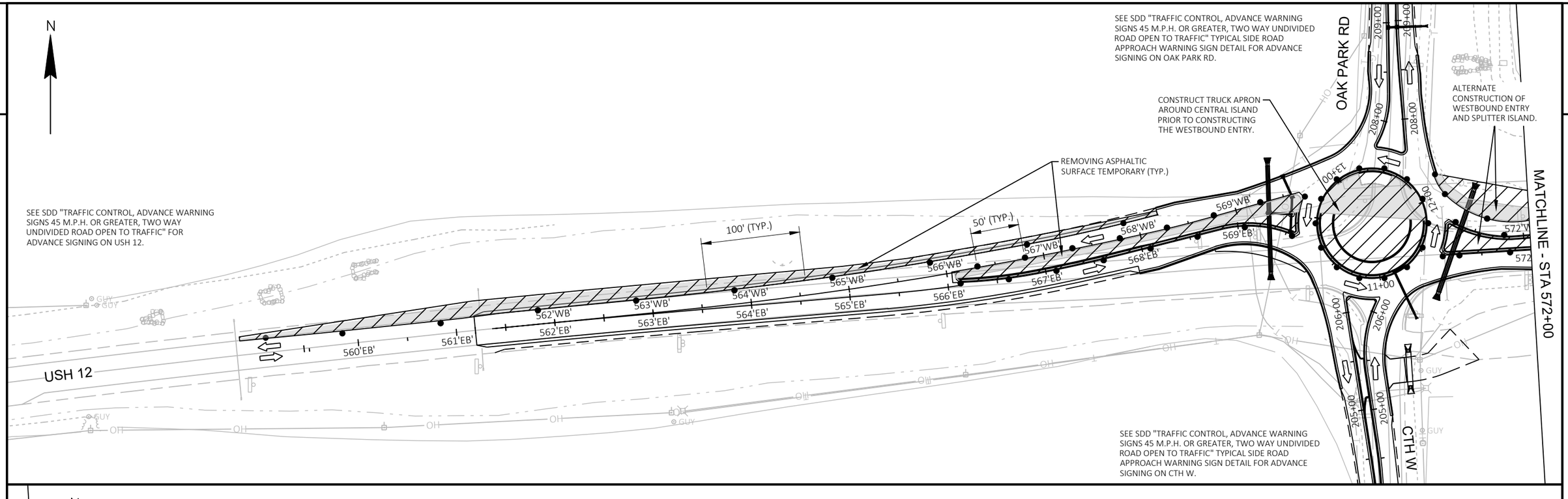
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN THIS STAGE
- WORK ZONE
- TRAFFIC DIRECTION
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN ON PERMANENT SUPPORT

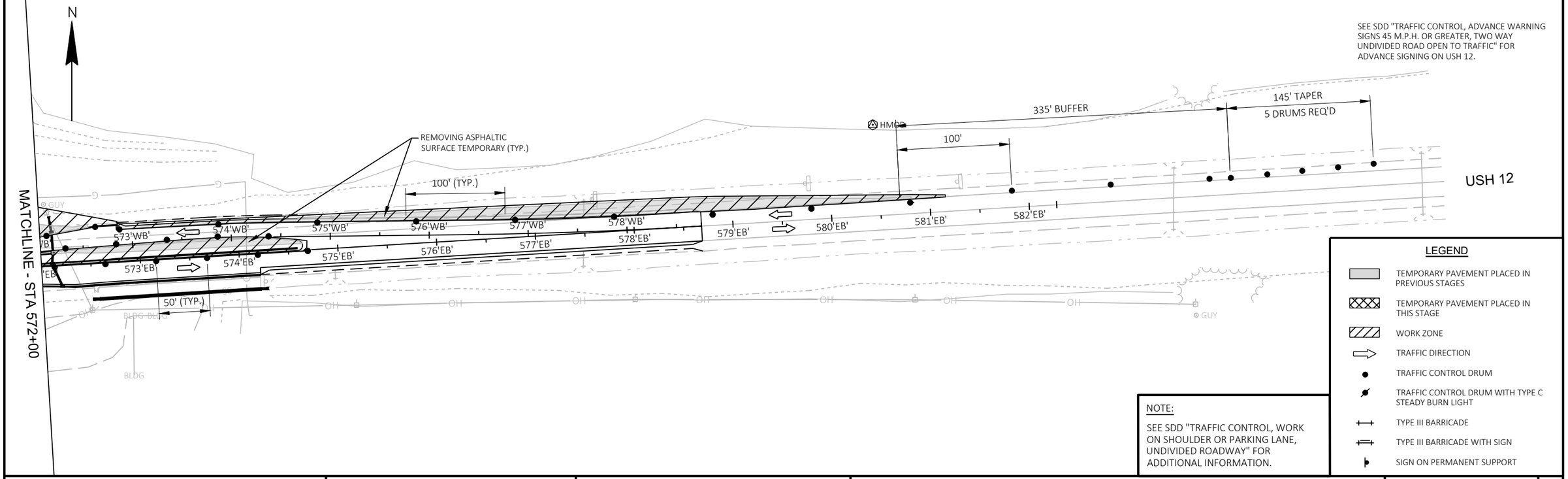
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 3	SHEET 65	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 026001-s3

PLOT DATE : 7/29/2025 11:56 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44





LEGEND

- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN THIS STAGE
- WORK ZONE
- TRAFFIC DIRECTION
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH SIGN
- SIGN ON PERMANENT SUPPORT

NOTE:

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFORMATION.

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 4	SHEET 66	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 026001-s4

PLOT DATE : 7/10/2025 1:15 PM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : ############

2

GENERAL NOTES:

1. PLACE DETOUR FOR USE IN STAGE 3 ONLY.
2. DRAWINGS SHOW TRAFFIC CONTROL DETOUR FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON SITE CONDITIONS AS DIRECTED BY THE ENGINEER. ALL CHANGES TO THE TRAFFIC CONTROL OR DETOUR PLAN SHALL BE REVIEWED WITH THE PROJECT ENGINEER.
3. COVER, REMOVE, OR ALTER ANY EXISTING OR PROPOSED SIGNS THAT DISPLAY A CONFLICTING MESSAGE WITH THE PROPOSED DETOUR ROUTE FOR THE STAGE THAT IS ACTIVE.
4. TRAFFIC CONTROL PLANS ARE NOT TO SCALE.

LEGEND

- DETOUR ROUTE
- WORK AREA
- DIRECTION OF TRAFFIC
- SIGN ON EXISTING SUPPORT
- SIGN ON PERMANENT SUPPORT
- COVERING SIGNS TYPE II

1

COVERING SIGNS TYPE II

COUNTY W — M1-5A 24"X24"

DETOUR AHEAD — W20-2-A 48"X48"

2

EAST 12 / EAST 18 / ALTERNATE INTERSTATE 39 / ALTERNATE INTERSTATE 94 — DETOUR — M4-8 24"X12"

COUNTY W — M1-5A 24"X24"

3

SOUTH ALTERNATE INTERSTATE 73 39 — DETOUR — M4-8 24"X12"

COUNTY W — M1-5A 24"X24"

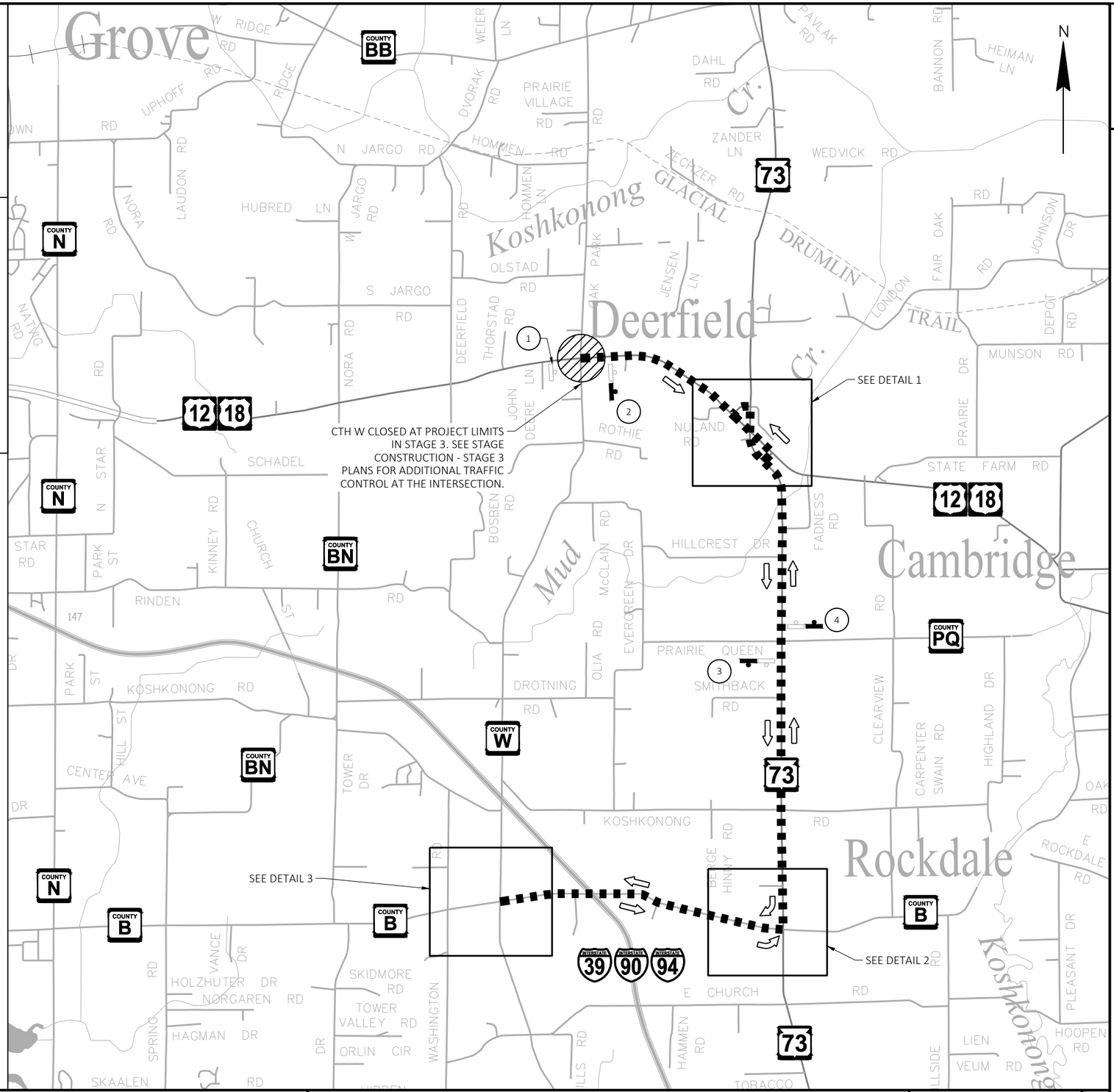
4

NORTH ALTERNATE INTERSTATE 73 39

TO 12 — MO4-5 24"X12"

M1-4 24"X24"

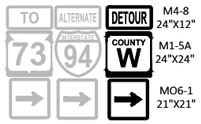
18 — M1-4 24"X24"



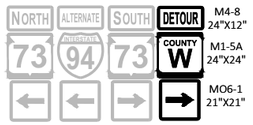
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	DETOUR - OVERVIEW	SHEET 67	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027001-dt

PLOT DATE : 7/9/2025 10:13 AM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:1 MI

1


M4-8 24"X12"
M1-5A 24"X24"
MO6-1 21"X21"

2


M4-8 24"X12"
M1-5A 24"X24"
MO6-1 21"X21"

3

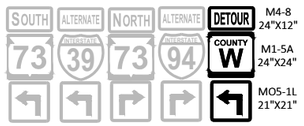
M4-8 24"X12"
M1-5A 24"X24"

4

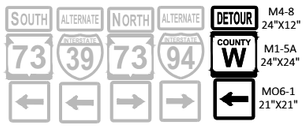
M1-5A 24"X24"
W20-2-A 48"X48"

5

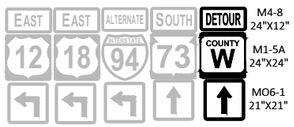
M4-8 24"X12"
M1-5A 24"X24"
MO6-1 21"X21"

6


M4-8 24"X12"
M1-5A 24"X24"
MO5-1L 21"X21"

7


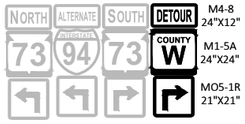
M4-8 24"X12"
M1-5A 24"X24"
MO6-1 21"X21"

8


M4-8 24"X12"
M1-5A 24"X24"
MO6-1 21"X21"

9

M4-8 24"X12"
M1-5A 24"X24"
MO6-1 21"X21"

10


M4-8 24"X12"
M1-5A 24"X24"
MO5-1R 21"X21"

11

M1-5A 24"X24"

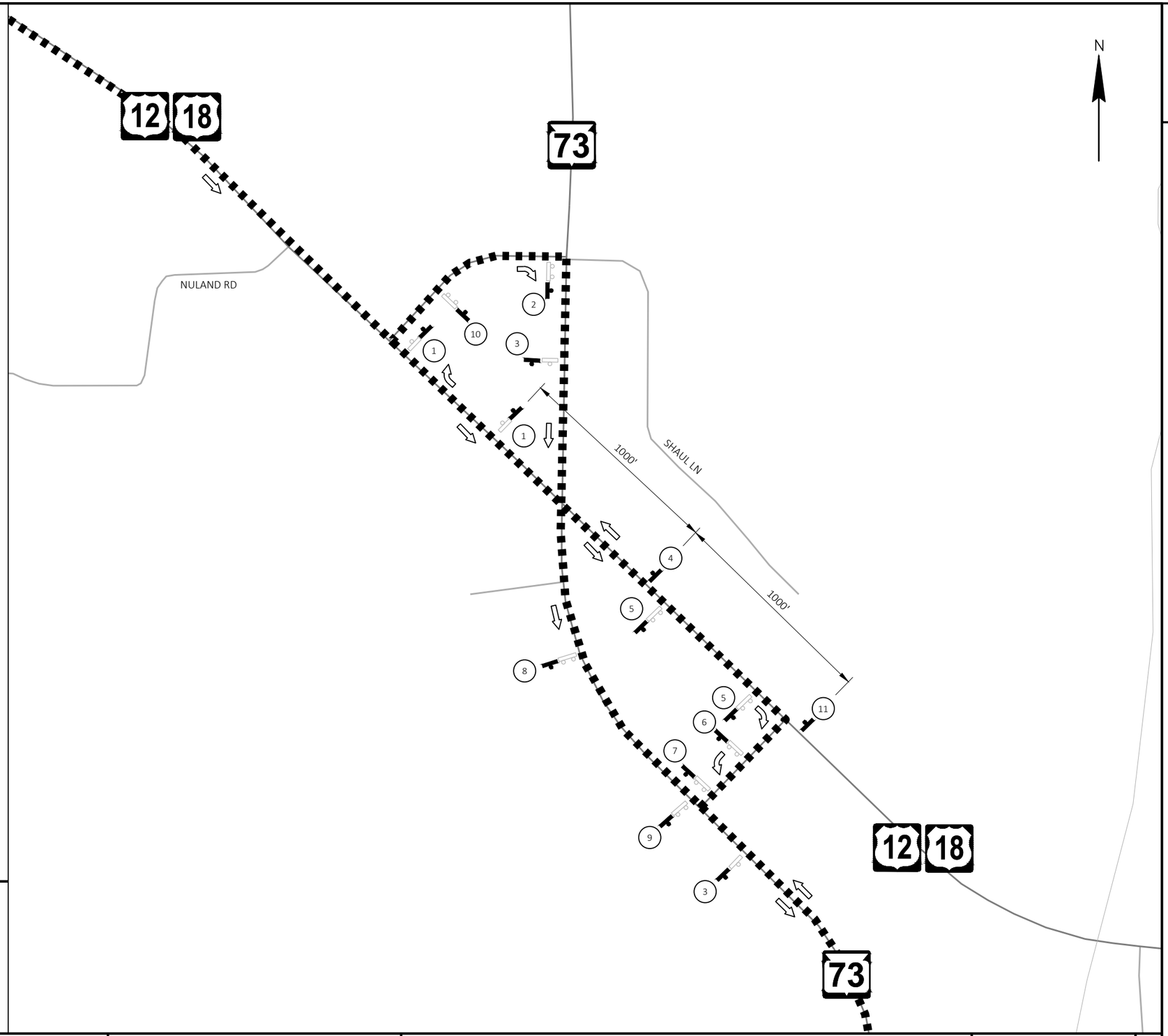
36"X12"

W20-3A 48"X48"

WO57-52
48"X36"

LEGEND

- DETOUR ROUTE
- DIRECTION OF TRAFFIC
- SIGN ON EXISTING SUPPORT
- SIGN ON PERMANENT SUPPORT(S)



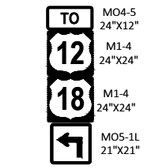
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	DETOUR - DETAIL 1	SHEET 68	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027002-dt

PLOT DATE : 7/9/2025 10:13 AM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:500 FT

2

1



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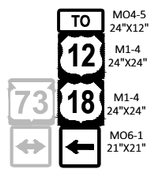

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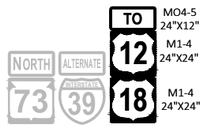

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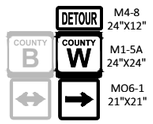
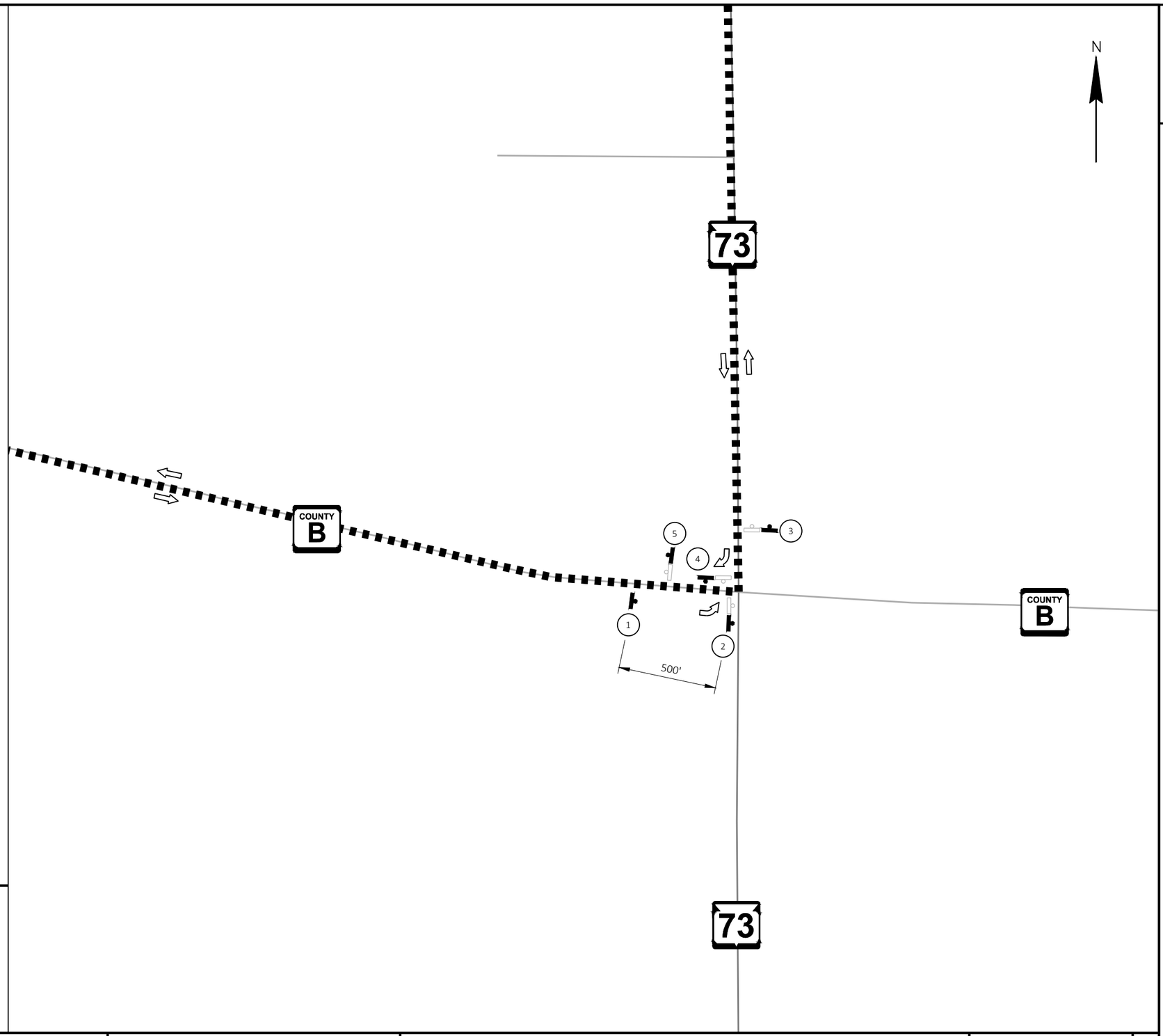


5



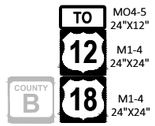
LEGEND

- DETOUR ROUTE
- DIRECTION OF TRAFFIC
- SIGN ON EXISTING SUPPORT
- SIGN ON PERMANENT SUPPORT(S)

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	DETOUR - DETAIL 2	SHEET 69	E

1

2

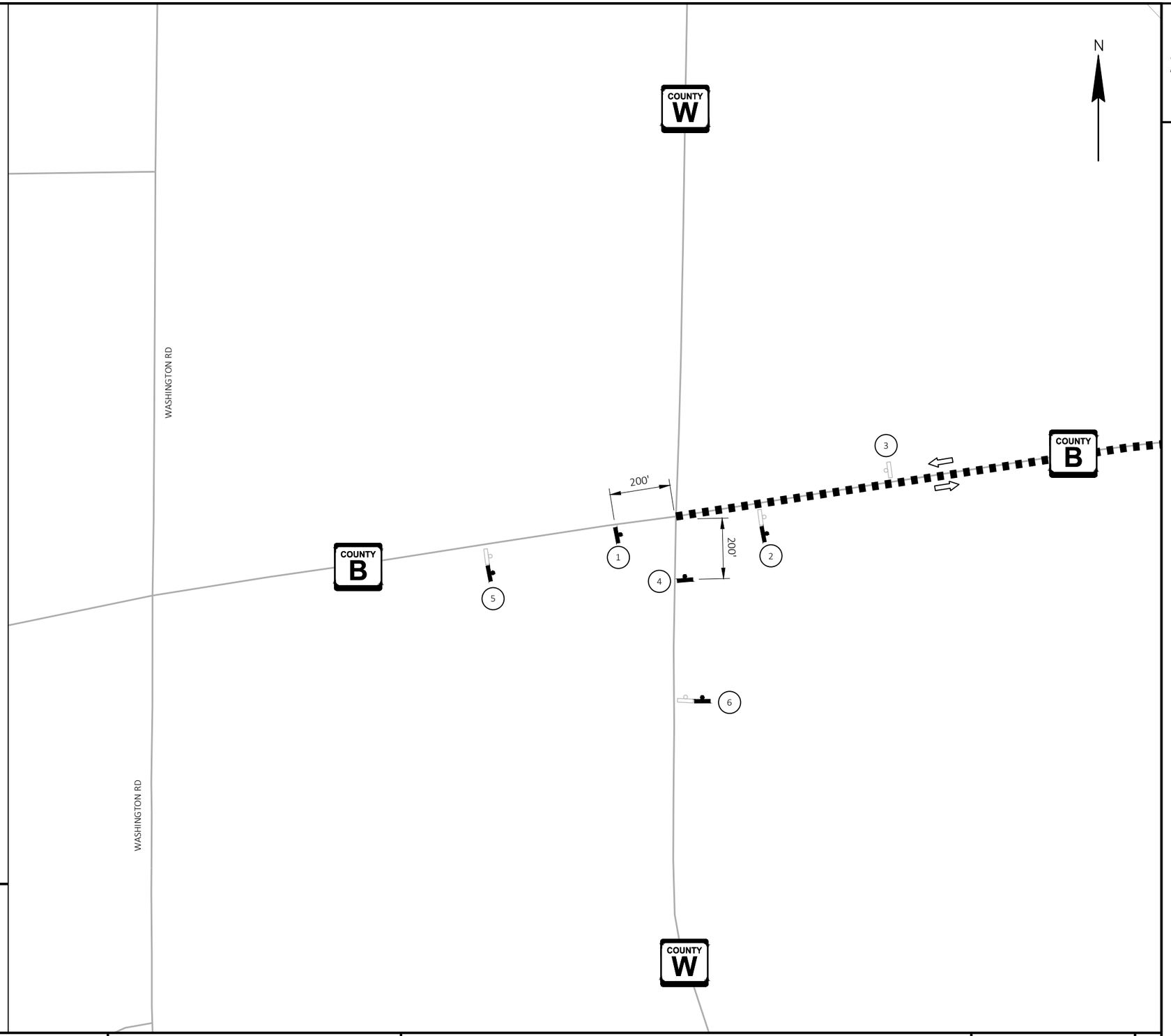


3

4

5

6



LEGEND

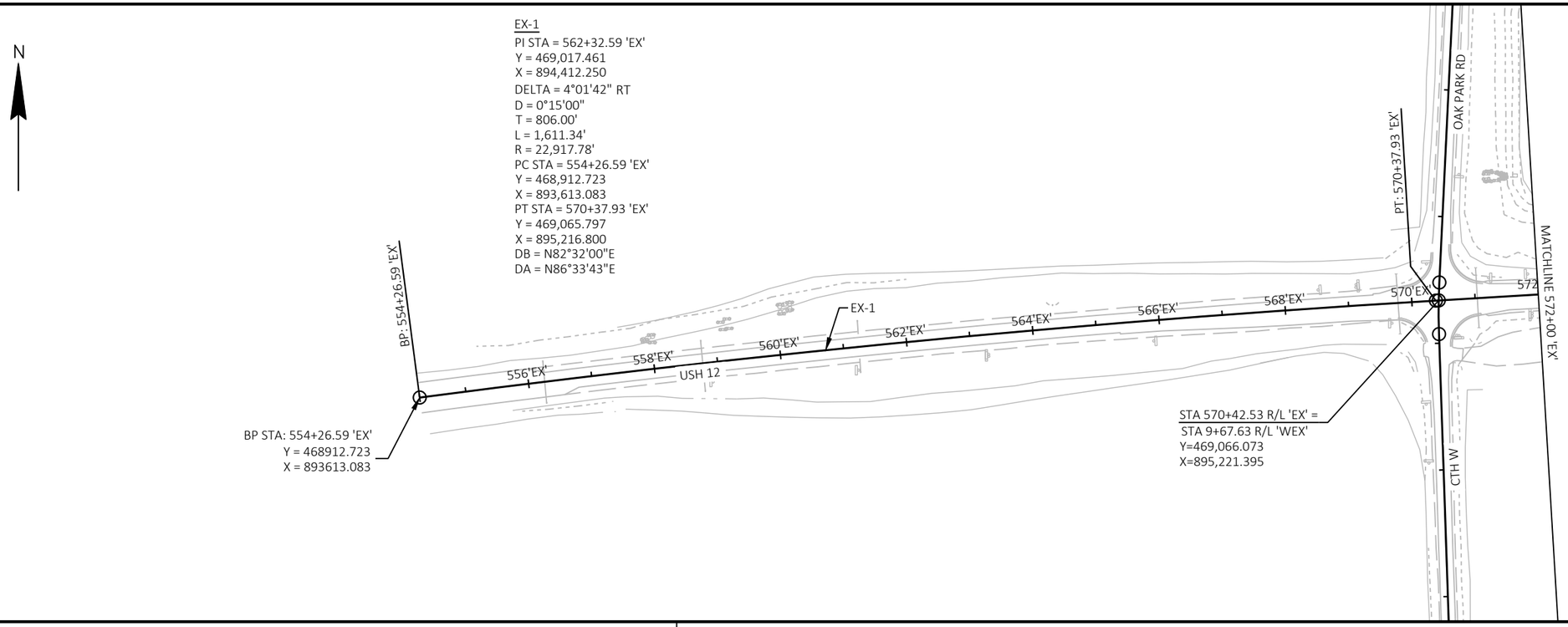
- DETOUR ROUTE
- DIRECTION OF TRAFFIC
- SIGN ON EXISTING SUPPORT
- SIGN ON PERMANENT SUPPORT(S)

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	DETOUR - DETAIL 3	SHEET 70	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 027004-dt

PLOT DATE : 7/9/2025 10:13 AM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:500 FT

2



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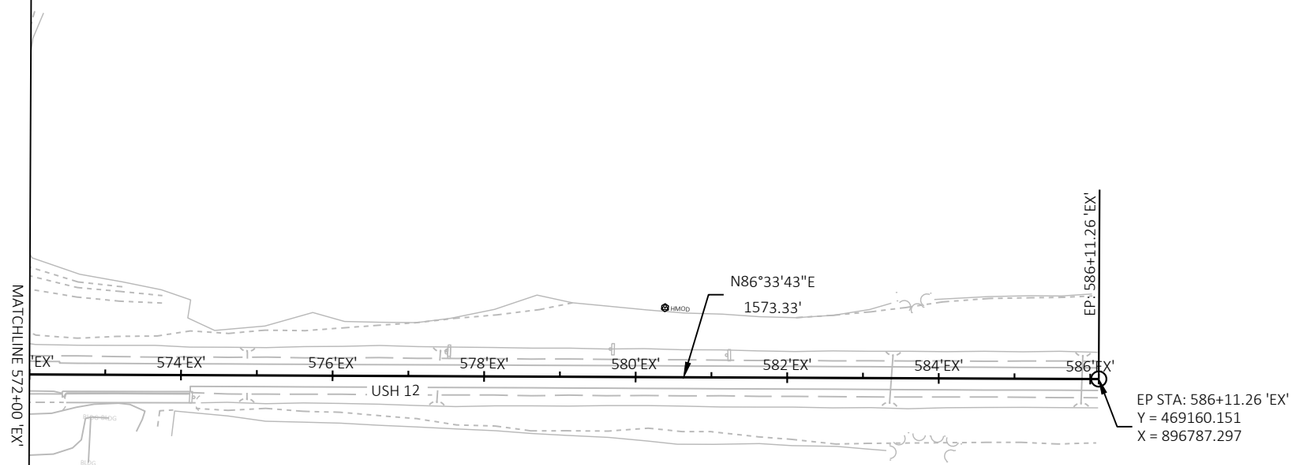


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 71	E

2

N

WEX-1
PI STA = 9+55.27 'WEX'
Y = 469,053.704
X = 895,220.403
DELTA = 4°40'07" RT
D = 5°43'46"
T = 40.76'
L = 81.48'
R = 1,000.00'
PC STA = 9+14.51 'WEX'
Y = 469,012.963
X = 895,221.784
PT STA = 9+95.99 'WEX'
Y = 469,094.422
X = 895,222.343
DB = N01°56'29"W
DA = N02°43'38"E

USH 12

BP: 0+00.00 'WEX'

PC: 9+14.51 'WEX'

PT: 9+95.99 'WEX'

EP: 19+44.31 'WEX'

N1°56'29"W
914.51'

N2°43'38"E
948.31'

2'WEX' 4'WEX' 6'WEX' 8'WEX' 10'WEX' 12'WEX' 14'WEX' 16'WEX' 18'WEX'

CTH W

OAK PARK RD

WEX-1

BP STA: 0+00.00 'WEX'
Y = 468098.980
X = 895252.767

EP STA: 19+44.31 'EX'
Y = 470041.662
X = 895267.464

USH 12

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 72	E

2

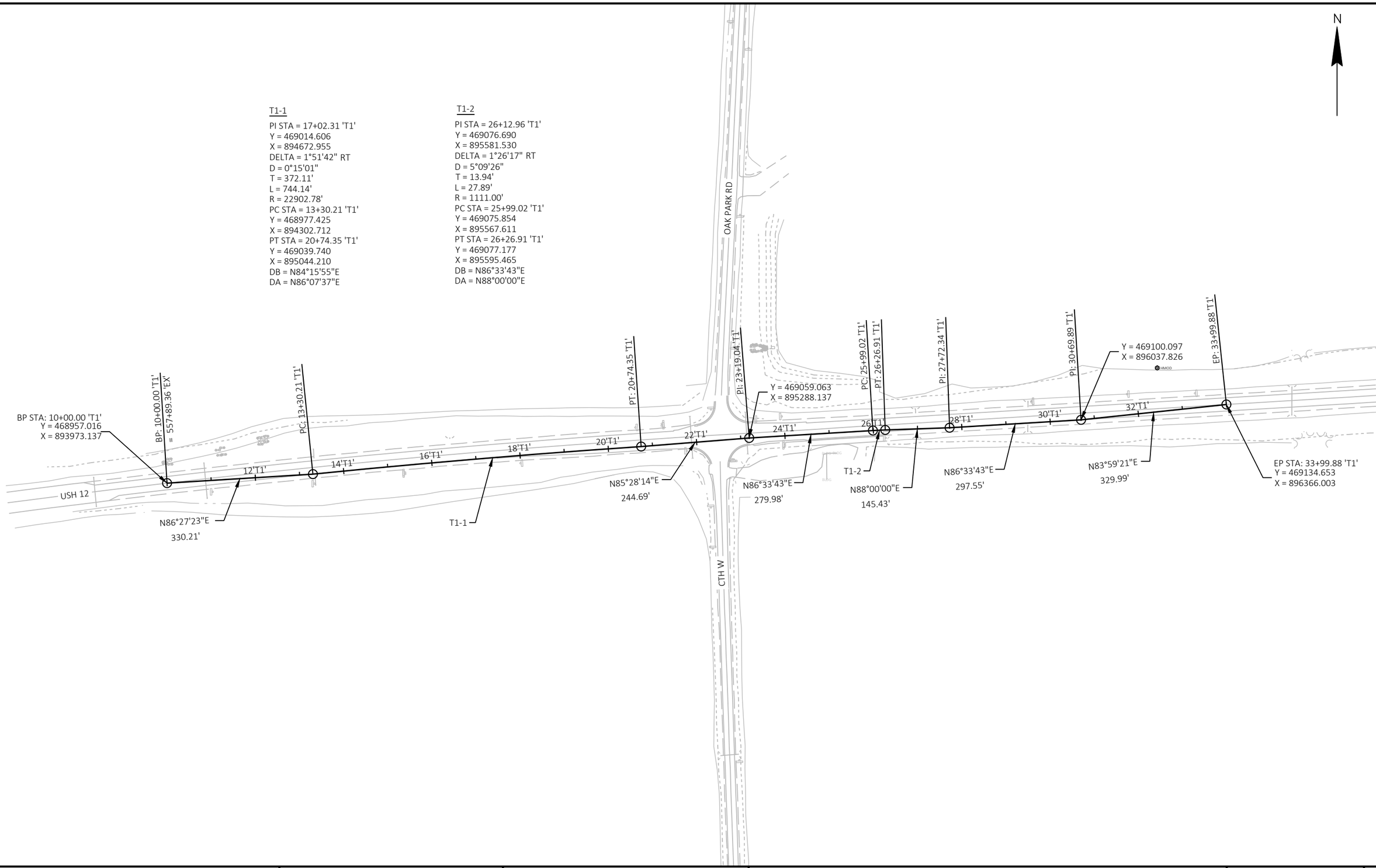
N

T1-1

PI STA = 17+02.31 'T1'
Y = 469014.606
X = 894672.955
DELTA = 1°51'42" RT
D = 0°15'01"
T = 372.11'
L = 744.14'
R = 22902.78'
PC STA = 13+30.21 'T1'
Y = 468977.425
X = 894302.712
PT STA = 20+74.35 'T1'
Y = 469039.740
X = 895044.210
DB = N84°15'55"E
DA = N86°07'37"E

T1-2

PI STA = 26+12.96 'T1'
Y = 469076.690
X = 895581.530
DELTA = 1°26'17" RT
D = 5°09'26"
T = 13.94'
L = 27.89'
R = 1111.00'
PC STA = 25+99.02 'T1'
Y = 469075.854
X = 895567.611
PT STA = 26+26.91 'T1'
Y = 469077.177
X = 895595.465
DB = N86°33'43"E
DA = N88°00'00"E



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 73	E

2

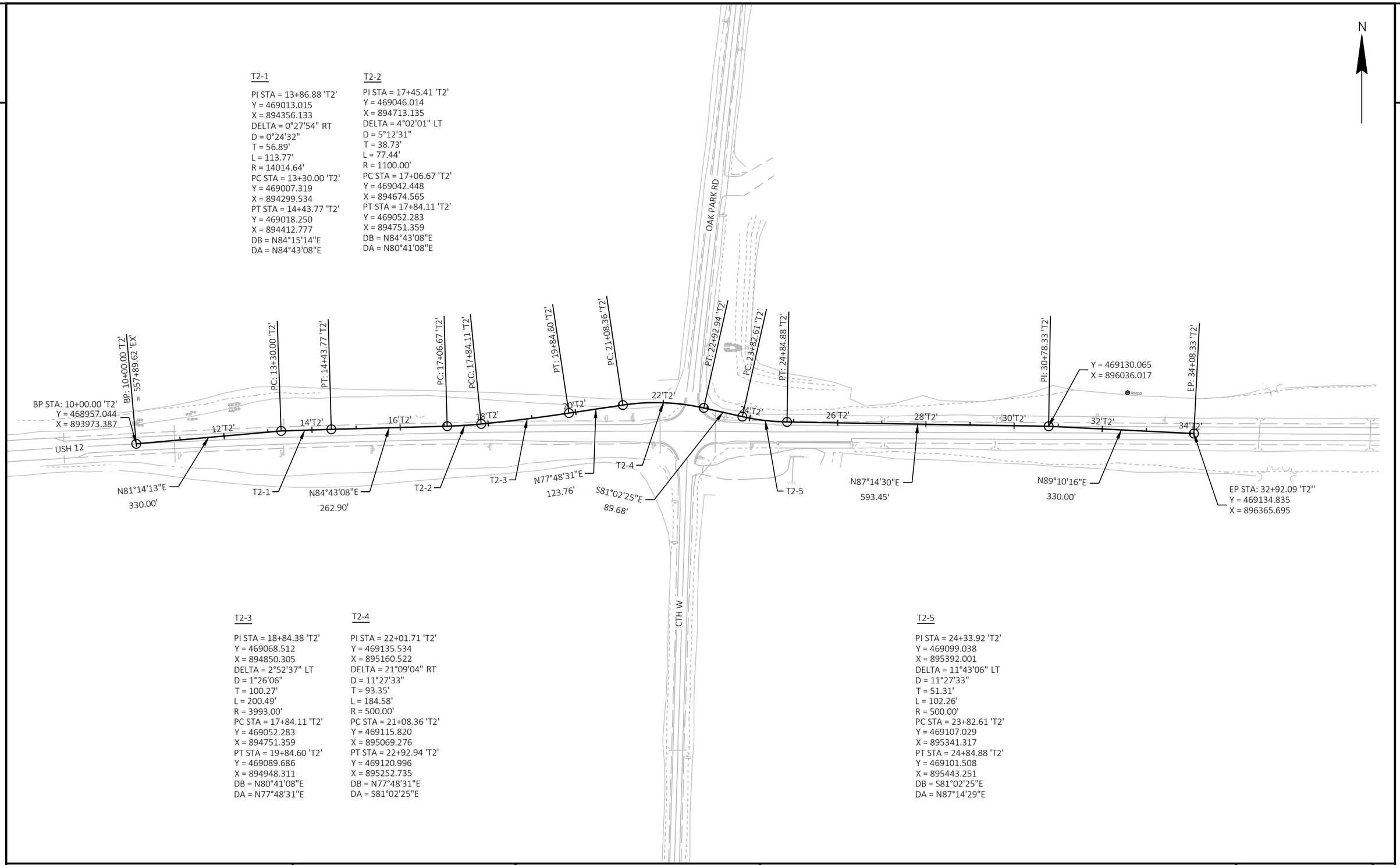
N

T2-1

PI STA = 13+86.88 'T2'
Y = 469013.015
X = 894356.133
DELTA = 0°27'54" RT
D = 0°24'32"
T = 56.89'
L = 113.77'
R = 14014.64'
PC STA = 13+30.00 'T2'
Y = 469007.319
X = 894299.534
PT STA = 14+43.77 'T2'
Y = 469018.250
X = 894412.777
DB = N84°15'14"E
DA = N84°43'08"E

T2-2

PI STA = 17+45.41 'T2'
Y = 469046.014
X = 894713.135
DELTA = 4°02'01" LT
D = 5°12'31"
T = 38.73'
L = 77.44'
R = 1100.00'
PC STA = 17+06.67 'T2'
Y = 469042.448
X = 894674.565
PT STA = 17+84.11 'T2'
Y = 469052.283
X = 894751.359
DB = N84°43'08"E
DA = N80°41'08"E



T2-3

PI STA = 18+84.38 'T2'
Y = 469068.512
X = 894850.305
DELTA = 2°52'37" LT
D = 1°26'06"
T = 100.27'
L = 200.49'
R = 3993.00'
PC STA = 17+84.11 'T2'
Y = 469052.283
X = 894751.359
PT STA = 19+84.60 'T2'
Y = 469089.686
X = 894948.311
DB = N80°41'08"E
DA = N77°48'31"E

T2-4

PI STA = 22+01.71 'T2'
Y = 469135.534
X = 895160.522
DELTA = 21°09'04" RT
D = 11°27'33"
T = 93.35'
L = 184.58'
R = 500.00'
PC STA = 21+08.36 'T2'
Y = 469115.820
X = 895069.276
PT STA = 22+92.94 'T2'
Y = 469120.996
X = 895252.735
DB = N77°48'31"E
DA = S81°02'25"E

T2-5

PI STA = 24+33.92 'T2'
Y = 469099.038
X = 895392.001
DELTA = 11°43'06" LT
D = 11°27'33"
T = 51.31'
L = 102.26'
R = 500.00'
PC STA = 23+82.61 'T2'
Y = 469107.029
X = 895341.317
PT STA = 24+84.88 'T2'
Y = 469101.508
X = 895443.251
DB = S81°02'25"E
DA = N87°14'29"E

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 74	E

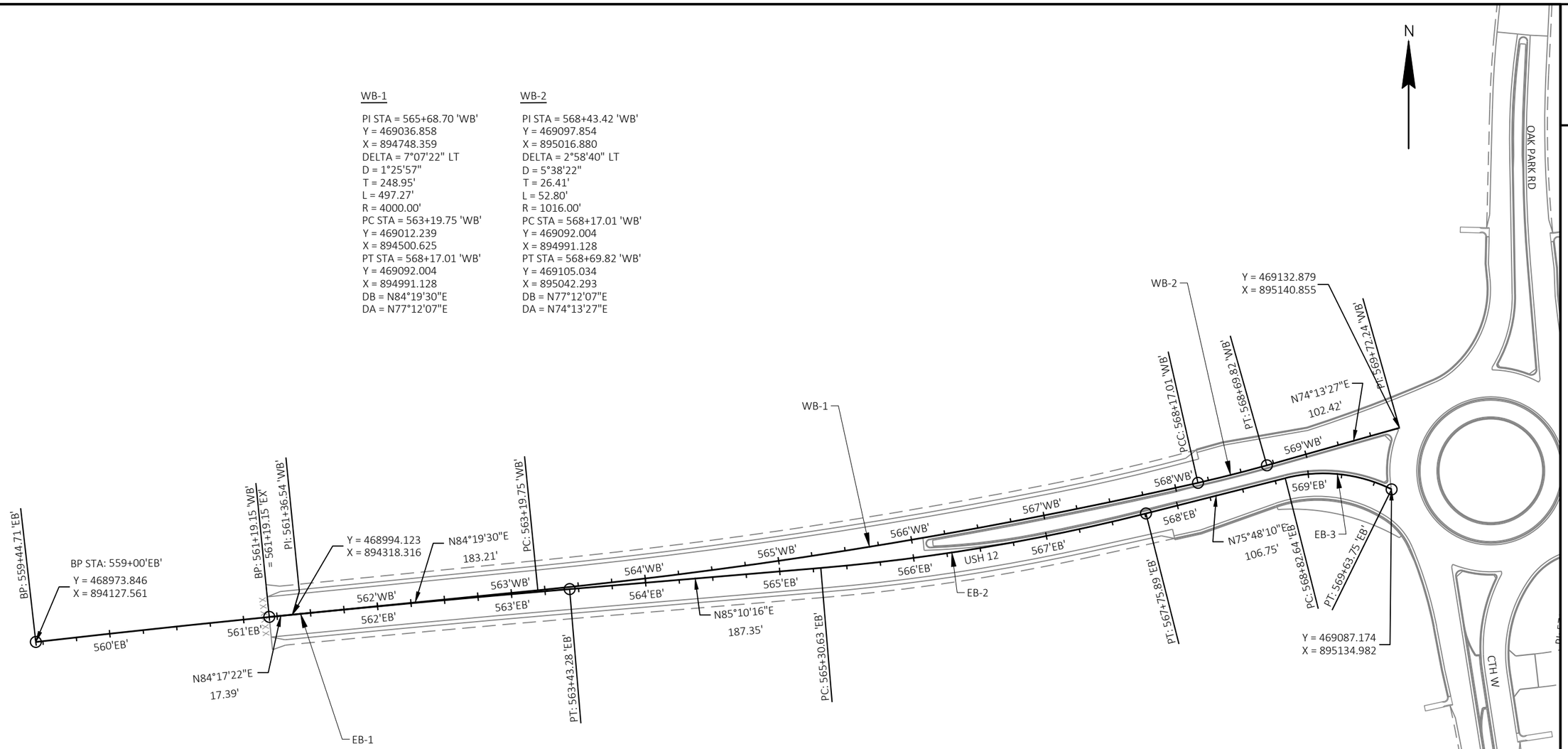
2

WB-1

PI STA = 565+68.70 'WB'
Y = 469036.858
X = 894748.359
DELTA = 7°07'22" LT
D = 1°25'57"
T = 248.95'
L = 497.27'
R = 4000.00'
PC STA = 563+19.75 'WB'
Y = 469012.239
X = 894500.625
PT STA = 568+17.01 'WB'
Y = 469092.004
X = 894991.128
DB = N84°19'30"E
DA = N77°12'07"E

WB-2

PI STA = 568+43.42 'WB'
Y = 469097.854
X = 895016.880
DELTA = 2°58'40" LT
D = 5°38'22"
T = 26.41'
L = 52.80'
R = 1016.00'
PC STA = 568+17.01 'WB'
Y = 469092.004
X = 894991.128
PT STA = 568+69.82 'WB'
Y = 469105.034
X = 895042.293
DB = N77°12'07"E
DA = N74°13'27"E



EB-1

PI STA = 561+44.01 'EB'
Y = 468996.270
X = 894325.597
DELTA = 1°37'52" RT
D = 0°24'33"
T = 199.30'
L = 398.58'
R = 14000.00'
PC STA = 559+44.71 'EB'
Y = 468973.846
X = 894127.561
PT STA = 563+43.28 'EB'
Y = 469013.047
X = 894524.191
DB = N83°32'23"E
DA = N85°10'16"E

EB-2

PI STA = 566+53.53 'EB'
Y = 469039.165
X = 894833.338
DELTA = 9°22'05" LT
D = 3°49'11"
T = 122.90'
L = 245.26'
R = 1500.00'
PC STA = 565+30.63 'EB'
Y = 469028.818
X = 894710.872
PT STA = 567+75.89 'EB'
Y = 469069.308
X = 894952.488
DB = N85°10'16"E
DA = N75°48'10"E

EB-3

PI STA = 569+24.96 'EB'
Y = 469105.870
X = 895097.010
DELTA = 40°24'41" RT
D = 49°49'21"
T = 42.32'
L = 81.11'
R = 115.00'
PC STA = 568+82.64 'EB'
Y = 469095.489
X = 895055.978
PT STA = 569+63.75 'EB'
Y = 469087.174
X = 895134.982
DB = N75°48'10"E
DA = S63°47'08"E

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 75	E

2

N

WB-3

PI STA = 571+56.97 'WB'
Y = 469084.047
X = 895316.610
DELTA = 37°51'22" LT
D = 49°49'21"
T = 39.44'
L = 75.98'
R = 115.00'
PC STA = 571+17.54 'WB'
Y = 469105.571
X = 895283.566
PT STA = 571+93.52 'WB'
Y = 469087.331
X = 895355.909
DB = S56°55'12"E
DA = N85°13'25"E

WB-4

PI STA = 573+88.57 'WB'
Y = 469103.572
X = 895550.283
DELTA = 4°07'21" RT
D = 3°49'11"
T = 53.99'
L = 107.93'
R = 1500.00'
PC STA = 573+34.58 'WB'
Y = 469099.076
X = 895496.482
PT STA = 574+42.51 'WB'
Y = 469104.188
X = 895604.268
DB = N85°13'25"E
DA = N89°20'47"E

WB-5

PI STA = 577+53.22 'WB'
Y = 469107.733
X = 895914.960
DELTA = 2°47'59" LT
D = 1°08'45"
T = 122.18'
L = 244.32'
R = 5000.00'
PC STA = 576+31.04 'WB'
Y = 469106.339
X = 895792.785
PT STA = 578+75.36 'WB'
Y = 469115.093
X = 896036.921
DB = N89°20'47"E
DA = N86°32'48"E

OAK PARK RD

Y = 469105.571
X = 895283.566

PC: 571+17.54 'WB'

PT: 571+93.52 'WB'

WB-4

N85°13'25"E
141.06'

PC: 573+34.58 'WB'

PT: 574+42.51 'WB'

N89°20'47"E
188.53'

PC: 576+31.04 'WB'

WB-5

EP: 578+75.36 'WB'

EP STA: 582+27.76'EB'
Y = 469136.751
X = 896395.822

572'WB' 573'WB' 574'WB' 575'WB' 576'WB' 577'WB' 578'WB' 579'EB' 580'EB' 581'EB' 582'EB'

572'EB' 573'EB' 574'EB' 575'EB' 576'EB' 577'EB' 578'EB'

USH 12

N86°32'48"E
1121.18'

EP: 582+27.76 'EB'

PI: 571+06.58 'EB'

Y = 469069.215
X = 895276.674

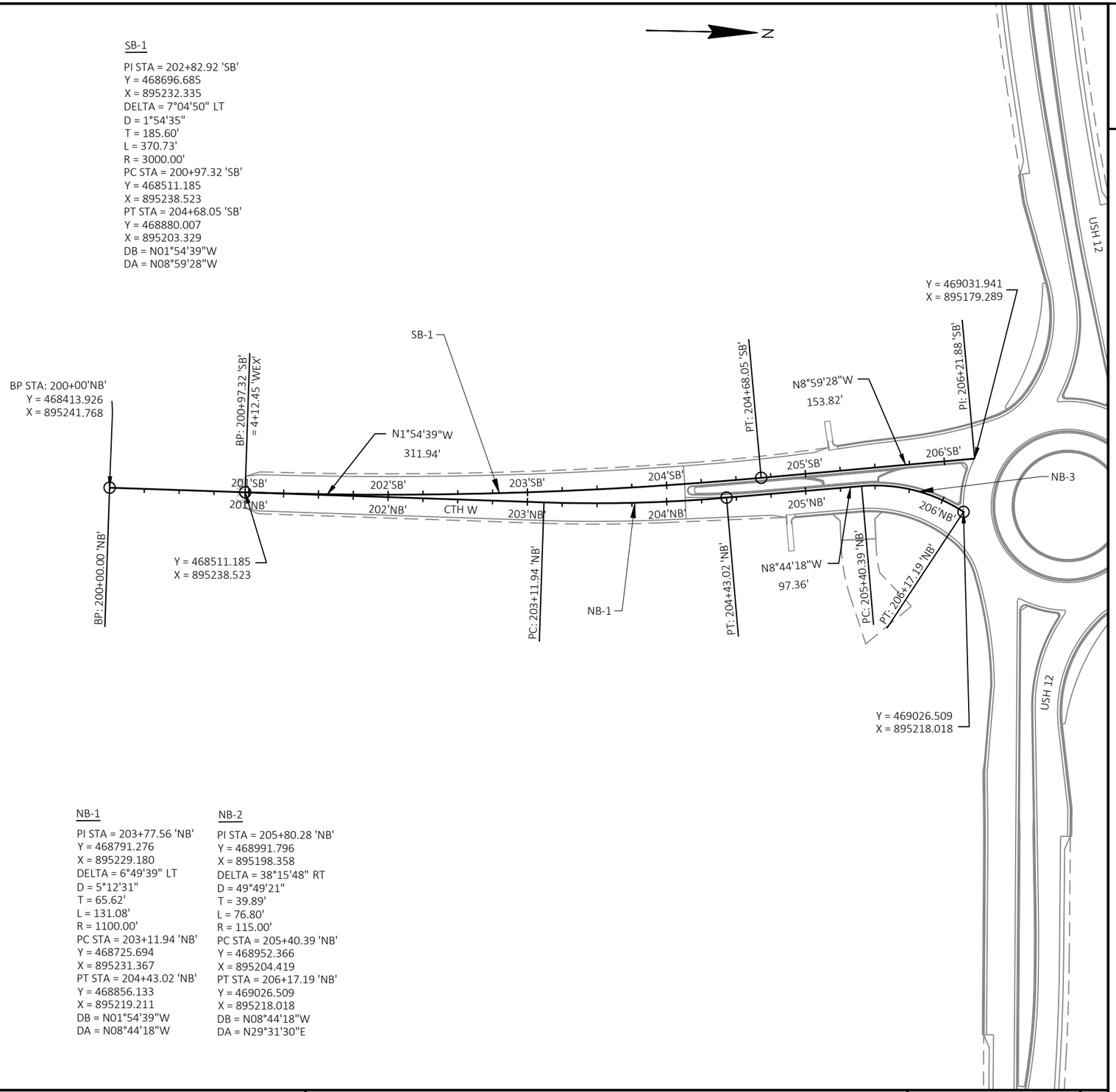
CTH W

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 76	E

2

SB-1

PI STA = 202+82.92 'SB'
Y = 468696.685
X = 895232.335
DELTA = 7°04'50" LT
D = 1°54'35"
T = 185.60'
L = 370.73'
R = 3000.00'
PC STA = 200+97.32 'SB'
Y = 468511.185
X = 895238.523
PT STA = 204+68.05 'SB'
Y = 468880.007
X = 895203.329
DB = N01°54'39"W
DA = N08°59'28"W



NB-1

PI STA = 203+77.56 'NB'
Y = 468791.276
X = 895229.180
DELTA = 6°49'39" LT
D = 5°12'31"
T = 65.62'
L = 131.08'
R = 1100.00'
PC STA = 203+11.94 'NB'
Y = 468725.694
X = 895231.367
PT STA = 204+43.02 'NB'
Y = 468856.133
X = 895219.211
DB = N01°54'39"W
DA = N08°44'18"W

NB-2

PI STA = 205+80.28 'NB'
Y = 468991.796
X = 895198.358
DELTA = 38°15'48" RT
D = 49°49'21"
T = 39.89'
L = 76.80'
R = 115.00'
PC STA = 205+40.39 'NB'
Y = 468952.366
X = 895204.419
PT STA = 206+17.19 'NB'
Y = 469026.509
X = 895218.018
DB = N08°44'18"W
DA = N29°31'30"E

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 77	E

2

N

SB-2

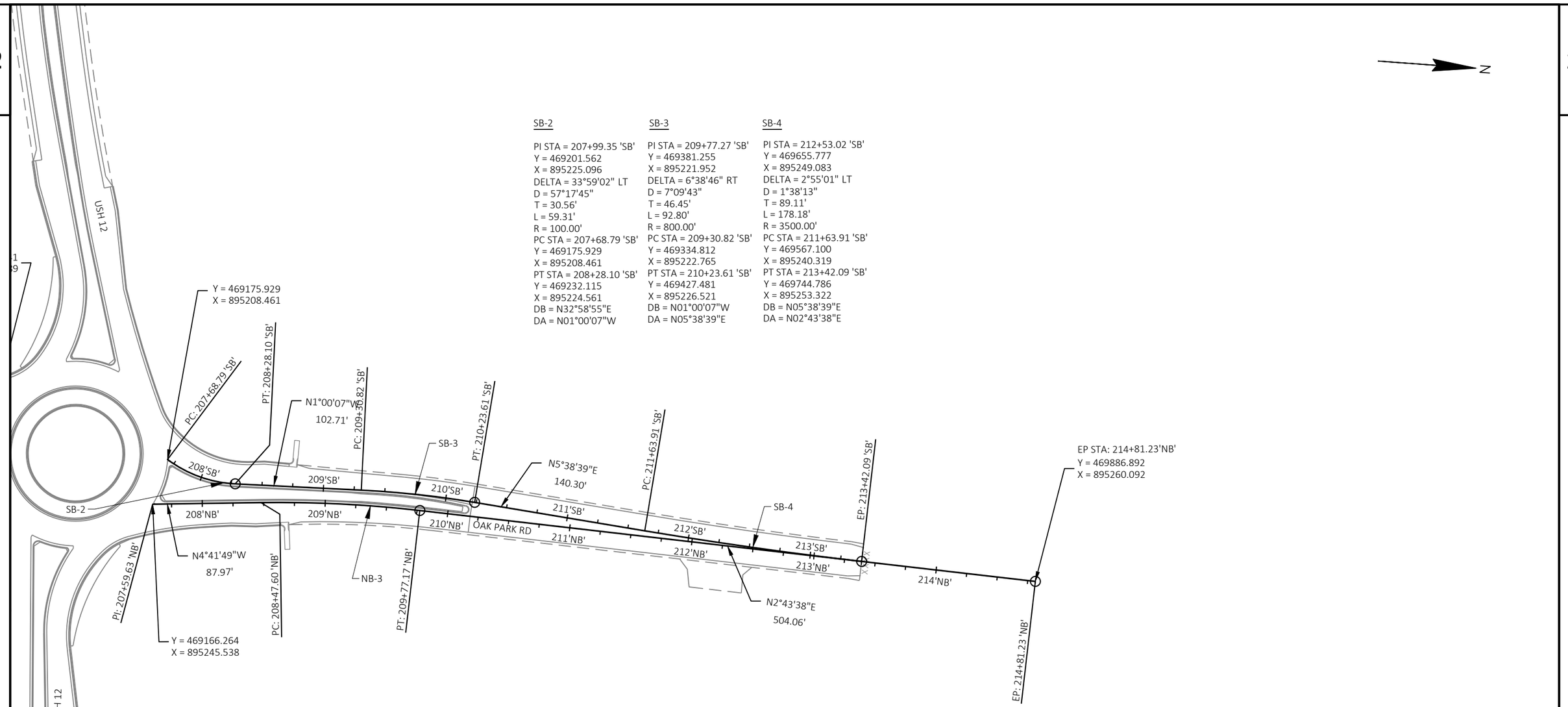
PI STA = 207+99.35 'SB'
Y = 469201.562
X = 895225.096
DELTA = 33°59'02" LT
D = 57°17'45"
T = 30.56'
L = 59.31'
R = 100.00'
PC STA = 207+68.79 'SB'
Y = 469175.929
X = 895208.461
PT STA = 208+28.10 'SB'
Y = 469232.115
X = 895224.561
DB = N32°58'55"E
DA = N01°00'07"W

SB-3

PI STA = 209+77.27 'SB'
Y = 469381.255
X = 895221.952
DELTA = 6°38'46" RT
D = 7°09'43"
T = 46.45'
L = 92.80'
R = 800.00'
PC STA = 209+30.82 'SB'
Y = 469334.812
X = 895222.765
PT STA = 210+23.61 'SB'
Y = 469427.481
X = 895226.521
DB = N01°00'07"W
DA = N05°38'39"E

SB-4

PI STA = 212+53.02 'SB'
Y = 469655.777
X = 895249.083
DELTA = 2°55'01" LT
D = 1°38'13"
T = 89.11'
L = 178.18'
R = 3500.00'
PC STA = 211+63.91 'SB'
Y = 469567.100
X = 895240.319
PT STA = 213+42.09 'SB'
Y = 469744.786
X = 895253.322
DB = N05°38'39"E
DA = N02°43'38"E



NB-3

PI STA = 209+12.48 'NB'
Y = 469318.603
X = 895233.022
DELTA = 7°25'27" RT
D = 5°43'46"
T = 64.88'
L = 129.57'
R = 1000.00'
PC STA = 208+47.60 'NB'
Y = 469253.943
X = 895238.334
PT STA = 209+77.17 'NB'
Y = 469383.407
X = 895236.108
DB = N04°41'49"W
DA = N02°43'38"E

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 78	E

2

N

OAK PARK RD

USH 12

USH 12

CTH W

NW-1
PI STA = 2+98.97 'NW'
Y = 469117.192
X = 895000.024
DELTA = 0°43'11" RT
D = 3°35'56"
T = 10.00'
L = 20.00'
R = 1592.00'
PC STA = 2+88.97 'NW'
Y = 469119.931
X = 895009.642
PT STA = 3+08.97 'NW'
Y = 469114.574
X = 894990.373
DB = S74°06'05"W
DA = S74°49'17"W

NW-2
PI STA = 1+74.23 'NW'
Y = 469146.518
X = 895121.072
DELTA = 5°49'11" RT
D = 5°43'46"
T = 50.83'
L = 101.58'
R = 1000.00'
PC STA = 1+23.40 'NW'
Y = 469166.929
X = 895167.625
PT STA = 2+24.97 'NW'
Y = 469130.932
X = 895072.689
DB = S66°19'29"W
DA = S72°08'40"W

NW-3
PI STA = 1+16.55 'NW'
Y = 469169.713
X = 895173.974
DELTA = 15°47'12" RT
D = 114°35'30"
T = 6.93'
L = 13.78'
R = 50.00'
PC STA = 1+09.62 'NW'
Y = 469174.119
X = 895179.326
PT STA = 1+23.40 'NW'
Y = 469166.929
X = 895167.625
DB = S50°32'17"W
DA = S66°19'29"W

NW-4
PI STA = 0+73.86 'NW'
Y = 469201.270
X = 895212.308
DELTA = 56°12'19" RT
D = 71°37'11"
T = 42.72'
L = 78.48'
R = 80.00'
PC STA = 0+31.14 'NW'
Y = 469243.782
X = 895208.090
PT STA = 1+09.62 'NW'
Y = 469174.119
X = 895179.326
DB = S05°40'02"E
DA = S50°32'17"W

RAB-1
PI STA = 10+00.00 'RAB'
Y = 469095.522
X = 895263.443
DELTA = 180°00'00" LT
D = 104°10'27"
T = 0.00'
L = 172.79'
R = 55.00'
PC STA = 10+00.00 'RAB'
Y = 469095.522
X = 895263.443
PT STA = 13+45.58 'RAB'
Y = 469095.522
X = 895263.443
DB = N05°38'30"E
DA = S05°38'30"W

NE-1
PI STA = 3+08.00 'NE'
Y = 469263.688
X = 895254.228
DELTA = 1°04'41" RT
D = 7°10'48"
T = 7.51'
L = 15.01'
R = 798.00'
PC STA = 3+00.50 'NE'
Y = 469256.241
X = 895255.177
PT STA = 3+15.51 'NE'
Y = 469271.151
X = 895253.419
DB = N07°15'43"W
DA = N06°11'02"W

NE-2
PI STA = 2+62.50 'NE'
Y = 469218.375
X = 895257.924
DELTA = 1°30'53" RT
D = 5°49'22"
T = 13.01'
L = 26.01'
R = 984.00'
PC STA = 2+49.50 'NE'
Y = 469205.483
X = 895259.647
PT STA = 2+75.51 'NE'
Y = 469231.308
X = 895256.543
DB = N07°36'43"W
DA = N06°05'51"W

NE-3
PI STA = 2+20.51 'NE'
Y = 469176.568
X = 895263.511
DELTA = 11°06'29" RT
D = 19°05'55"
T = 29.17'
L = 58.16'
R = 300.00'
PC STA = 1+91.34 'NE'
Y = 469148.939
X = 895272.874
PT STA = 2+49.50 'NE'
Y = 469205.483
X = 895259.647
DB = N18°43'12"W
DA = N07°36'43"W

NE-4
PI STA = 1+78.97 'NE'
Y = 469136.703
X = 895277.020
DELTA = 28°58'31" RT
D = 114°35'30"
T = 12.92'
L = 25.29'
R = 50.00'
PC STA = 1+66.05 'NE'
Y = 469128.007
X = 895286.575
PT STA = 1+91.34 'NE'
Y = 469148.939
X = 895272.874
DB = N47°41'43"W
DA = N18°43'12"W

NE-5
PI STA = 1+25.69 'NE'
Y = 469096.299
X = 895321.416
DELTA = 52°45'07" RT
D = 60°18'41"
T = 47.11'
L = 87.47'
R = 95.00'
PC STA = 0+78.58 'NE'
Y = 469104.842
X = 895367.744
PT STA = 1+66.05 'NE'
Y = 469128.007
X = 895286.575
DB = S79°33'09"W
DA = N47°41'43"W

BP STA: 0+00.00'NW'
Y = 469274.794
X = 895207.496

BP: 0+00.00 'NW'

PI: 0+20.00 'NW'

Y = 469254.872
X = 895206.989

S80°06'10"W
64.00'

S5°40'02"E
11.14'

PC: 0+31.14 'NW'

PCC: 1+23.40 'NW'

PCC: 1+09.62 'NW'

EP: 3+08.97 'NW'

PC: 2+88.97 'NW'

PT: 2+24.97 'NW'

NW-1

NW-2

NW-3

NW-4

EP STA: 3+08.96'NW'
Y = 469114.574
X = 894990.373

RAB-1

PCC: 11+72.79 'RAB'
EP: 13+45.58 'RAB'
BP: 10+00.00 'RAB'

11'RAB'

S1°27'28"W
20.00'

EP STA: 3+15.49'NE'
Y = 469271.151
X = 895253.419

EP: 3+15.51 'NE'

NE-1

PC: 3+00.50 'NE'

N7°15'43"W
4.99'

Y = 469251.294
X = 895255.807

N2°06'28"W
20.00'

PI: 2+95.51 'NE'

PT: 2+75.51 'NE'

PCC: 2+49.50 'NE'

PCC: 1+91.34 'NE'

PCC: 1+66.05 'NE'

PC: 0+78.58 'NE'

PI: 0+20.00 'NE'

BP: 0+00.00 'NE'

Y = 469115.465
X = 895425.356

NE-2

NE-3

NE-4

NE-5

BP STA: 0+00.00'NE'
Y = 469116.624
X = 895445.323

S79°33'09"W
58.58'

S86°40'39"W
20.00'

BP STA: 0+00.00'SW'
Y = 469052.667
X = 894973.317

N70°27'48"E
58.58'

N77°35'18"E
20.00'

BP: 0+00.00 'SW'

PI: 0+20.00 'SW'

PC: 0+78.58 'SW'

PCC: 1+65.55 'SW'

PCC: 1+95.32 'SW'

PCC: 2+57.57 'SW'

PCC: 2+90.01 'SW'

EP: 3+10.01 'SW'

SW-1

SW-2

SW-3

SW-4

SW-5

Y = 469056.966
X = 894992.849

EP STA: 3+09.99'SW'
Y = 468933.531
X = 895179.006

S89°08'13"E
64.00'

S3°49'09"E

PC: 1+21.38 'SE'

PC: 0+45.61 'SE'

N8°44'18"W
45.61'

BP: 0+00.00 'SE'

BP STA: 0+00.00'SE'
Y = 468905.961
X = 895227.740

PC: 2+94.47 'SE'

PT: 2+30.47 'SE'

PT: 3+54.70 'SE'

EP: 4+82.45 'SE'

SE-1

SE-2

SE-3

SE-4

EP STA: 4+82.45'SE'
Y = 469068.156
X = 895591.158

SW-1
PI STA = 1+25.38 'SW'
Y = 469092.207
X = 895092.165
DELTA = 52°27'07" RT
D = 60°18'41"
T = 46.80'
L = 86.97'
R = 95.00'
PC STA = 0+78.58 'SW'
Y = 469076.557
X = 895048.060
PT STA = 1+65.55 'SW'
Y = 469066.776
X = 895131.452
DB = N70°27'48"E
DA = S57°05'05"E

SW-2
PI STA = 1+80.89 'SW'
Y = 469058.441
X = 895144.329
DELTA = 34°06'40" RT
D = 114°35'30"
T = 15.34'
L = 29.77'
R = 50.00'
PC STA = 1+65.55 'SW'
Y = 469066.776
X = 895131.452
PT STA = 1+95.32 'SW'
Y = 469044.318
X = 895150.316
DB = S57°05'05"E
DA = S22°58'25"E

SW-3
PI STA = 2+26.55 'SW'
Y = 469015.561
X = 895162.507
DELTA = 11°53'17" RT
D = 19°05'55"
T = 31.23'
L = 62.25'
R = 300.00'
PC STA = 1+95.32 'SW'
Y = 469044.318
X = 895150.316
PT STA = 2+57.57 'SW'
Y = 468984.909
X = 895168.513
DB = S22°58'25"E
DA = S11°05'08"E

SW-4
PI STA = 2+73.79 'SW'
Y = 468968.988
X = 895171.632
DELTA = 0°37'23" RT
D = 1°55'12"
T = 16.22'
L = 32.45'
R = 2984.00'
PC STA = 2+57.57 'SW'
Y = 468984.909
X = 895168.513
PT STA = 2+90.01 'SW'
Y = 468953.035
X = 895174.578
DB = S11°05'08"E
DA = S10°27'45"E

SW-5
PI STA = 3+00.01 'SW'
Y = 468943.299
X = 895176.862
DELTA = 0°49'11" RT
D = 4°05'54"
T = 10.00'
L = 20.00'
R = 1398.00'
PC STA = 2+90.01 'SW'
Y = 468953.035
X = 895174.578
PT STA = 3+10.01 'SW'
Y = 468933.531
X = 895179.006
DB = S13°12'02"E
DA = S12°22'51"E

SE-1
PI STA = 0+85.64 'SE'
Y = 468990.604
X = 895214.729
DELTA = 45°41'45" RT
D = 60°18'41"
T = 40.03'
L = 75.77'
R = 95.00'
PC STA = 0+45.61 'SE'
Y = 468951.041
X = 895220.811
PT STA = 1+21.38 'SE'
Y = 469022.589
X = 895238.795
DB = N08°44'18"W
DA = N36°57'27"E

SE-2
PI STA = 1+36.09 'SE'
Y = 469034.344
X = 895247.639
DELTA = 32°47'15" RT
D = 114°35'30"
T = 14.71'
L = 28.61'
R = 50.00'
PC STA = 1+21.38 'SE'
Y = 469022.589
X = 895238.795
PT STA = 1+49.99 'SE'
Y = 469039.436
X = 895261.439
DB = N36°57'27"E
DA = N69°44'42"E

SE-3
PI STA = 1+90.47 'SE'
Y = 469053.452
X = 895299.421
DELTA = 15°22'16" RT
D = 19°05'55"
T = 40.48'
L = 80.48'
R = 300.00'
PC STA = 1+49.99 'SE'
Y = 469039.436
X = 895261.439
PT STA = 2+30.47 'SE'
Y = 469056.899
X = 895339.758
DB = N69°44'42"E
DA = N85°06'58"E

SE-4
PI STA = 3+24.59 'SE'
Y = 469058.657
X = 895433.745
DELTA = 1°43'57" RT
D = 2°52'35"
T = 30.12'
L = 60.23'
R = 1992.00'
PC STA = 2+94.47 'SE'
Y = 469055.935
X = 895403.751
PT STA = 3+54.70 'SE'
Y = 469060.471
X = 895463.808
DB = N84°48'51"E
DA = N86°32'48"E

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 79	E

Estimate Of Quantities

3080-01-78

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	4.000	4.000
0004	204.0100	Removing Concrete Pavement	SY	7,340.000	7,340.000
0006	204.0110	Removing Asphaltic Surface	SY	2,600.000	2,600.000
0008	204.0150	Removing Curb & Gutter	LF	480.000	480.000
0010	205.0100	Excavation Common	CY	16,165.000	16,165.000
0012	208.0100	Borrow	CY	35.000	35.000
0014	213.0100	Finishing Roadway (project) 01. 3080-01-78	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	630.000	630.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	11,600.000	11,600.000
0020	311.0110	Breaker Run	TON	550.000	550.000
0022	312.0110	Select Crushed Material	TON	11,350.000	11,350.000
0024	405.0100	Coloring Concrete WisDOT Red	CY	184.000	184.000
0026	415.0090	Concrete Pavement 9-Inch	SY	8,990.000	8,990.000
0028	415.2010	Concrete Truck Apron 12-inch	SY	543.000	543.000
0030	415.4100	Concrete Pavement Joint Filling	SY	8,990.000	8,990.000
0032	415.6000.S	Rout and Seal	LF	2,412.000	2,412.000
0034	416.0620	Drilled Dowel Bars	EACH	48.000	48.000
0036	455.0605	Tack Coat	GAL	155.000	155.000
0038	460.2000	Incentive Density HMA Pavement	DOL	430.000	430.000
0040	460.6224	HMA Pavement 4 MT 58-28 S	TON	670.000	670.000
0042	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	10.000	10.000
0044	465.0125	Asphaltic Surface Temporary	TON	1,220.000	1,220.000
0046	465.0315	Asphaltic Flumes	SY	45.000	45.000
0048	520.2036	Culvert Pipe Temporary 36-Inch	LF	34.000	34.000
0050	520.3324	Culvert Pipe Class III-A 24-Inch	LF	163.000	163.000
0052	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0054	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	2.000	2.000
0056	522.0442	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	107.000	107.000
0058	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	4.000	4.000
0060	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0062	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	2.000	2.000
0064	522.2334	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 34x53-Inch	LF	34.000	34.000
0066	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	2.000	2.000
0068	524.0130	Culvert Pipe Salvaged 30-Inch	LF	31.000	31.000
0070	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	2.000	2.000
0072	601.0150	Concrete Curb Integral Type D	LF	29.000	29.000
0074	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	246.000	246.000
0076	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,908.000	1,908.000
0078	601.0501	Concrete Curb & Gutter Integral 4-Inch Sloped 36-Inch	LF	27.000	27.000
0080	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	1,839.000	1,839.000
0082	601.0581	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R	LF	337.000	337.000
0084	602.0405	Concrete Sidewalk 4-Inch	SF	10,930.000	10,930.000
0086	606.0200	Riprap Medium	CY	65.000	65.000
0088	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	139.000	139.000
0090	608.0336	Storm Sewer Pipe Reinforced Concrete Class III 36-Inch	LF	107.000	107.000
0092	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	135.000	135.000
0094	611.0530	Manhole Covers Type J	EACH	2.000	2.000
0096	611.0636	Inlet Covers Type HM-S	EACH	1.000	1.000
0098	611.0639	Inlet Covers Type H-S	EACH	10.000	10.000

3080-01-78

Line	Item	Item Description	Unit	Total	Qty
0100	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0102	611.2005	Manholes 5-FT Diameter	EACH	2.000	2.000
0104	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000
0106	611.3230	Inlets 2x3-FT	EACH	11.000	11.000
0108	611.8120.S	Cover Plates Temporary	EACH	5.000	5.000
0110	611.9850.S	Pipe Grates (size) 01. 36-Inch	EACH	2.000	2.000
0112	611.9850.S	Pipe Grates (size) 02. 42-Inch	EACH	2.000	2.000
0114	611.9850.S	Pipe Grates (size) 03. 34x53-Inch	EACH	2.000	2.000
0116	612.0106	Pipe Underdrain 6-Inch	LF	1,230.000	1,230.000
0118	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	4.000	4.000
0120	618.0100	Maintenance and Repair of Haul Roads (project) 01. 3080-01-78	EACH	1.000	1.000
0122	619.1000	Mobilization	EACH	1.000	1.000
0124	620.0300	Concrete Median Sloped Nose	SF	590.000	590.000
0126	624.0100	Water	MGAL	300.000	300.000
0128	625.0100	Topsoil	SY	21,500.000	21,500.000
0130	627.0200	Mulching	SY	16,000.000	16,000.000
0132	628.1504	Silt Fence	LF	2,300.000	2,300.000
0134	628.1520	Silt Fence Maintenance	LF	2,300.000	2,300.000
0136	628.1905	Mobilizations Erosion Control	EACH	9.000	9.000
0138	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0140	628.2004	Erosion Mat Class I Type B	SY	5,500.000	5,500.000
0142	628.7005	Inlet Protection Type A	EACH	13.000	13.000
0144	628.7015	Inlet Protection Type C	EACH	13.000	13.000
0146	628.7504	Temporary Ditch Checks	LF	150.000	150.000
0148	628.7555	Culvert Pipe Checks	EACH	36.000	36.000
0150	628.7560	Tracking Pads	EACH	4.000	4.000
0152	629.0210	Fertilizer Type B	CWT	22.000	22.000
0154	630.0120	Seeding Mixture No. 20	LB	855.000	855.000
0156	630.0140	Seeding Mixture No. 40	LB	25.000	25.000
0158	630.0200	Seeding Temporary	LB	685.000	685.000
0160	630.0500	Seed Water	MGAL	1,450.000	1,450.000
0162	633.5100	Markers ROW	EACH	36.000	36.000
0164	633.5200	Markers Culvert End	EACH	12.000	12.000
0166	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0168	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	12.000	12.000
0170	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	4.000	4.000
0172	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	10.000	10.000
0174	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	13.000	13.000
0176	637.2210	Signs Type II Reflective H	SF	422.540	422.540
0178	637.2230	Signs Type II Reflective F	SF	75.560	75.560
0180	638.2102	Moving Signs Type II	EACH	9.000	9.000
0182	638.2602	Removing Signs Type II	EACH	12.000	12.000
0184	638.3000	Removing Small Sign Supports	EACH	14.000	14.000
0186	638.4000	Moving Small Sign Supports	EACH	11.000	11.000
0188	642.5201	Field Office Type C	EACH	1.000	1.000
0190	643.0300	Traffic Control Drums	DAY	8,500.000	8,500.000
0192	643.0420	Traffic Control Barricades Type III	DAY	1,700.000	1,700.000
0194	643.0705	Traffic Control Warning Lights Type A	DAY	3,400.000	3,400.000
0196	643.0715	Traffic Control Warning Lights Type C	DAY	1,600.000	1,600.000

3080-01-78

Line	Item	Item Description	Unit	Total	Qty
0198	643.0900	Traffic Control Signs	DAY	9,700.000	9,700.000
0200	643.0920	Traffic Control Covering Signs Type II	EACH	1.000	1.000
0202	643.1000	Traffic Control Signs Fixed Message	SF	42.000	42.000
0204	643.1050	Traffic Control Signs PCMS	DAY	60.000	60.000
0206	643.3165	Temporary Marking Line Paint 6-Inch	LF	7,200.000	7,200.000
0208	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	12,800.000	12,800.000
0210	643.5000	Traffic Control	EACH	1.000	1.000
0212	645.0120	Geotextile Type HR	SY	195.000	195.000
0214	645.0220	Geogrid Type SR	SY	15,700.000	15,700.000
0216	646.2020	Marking Line Epoxy 6-Inch	LF	6,860.000	6,860.000
0218	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	15,240.000	15,240.000
0220	646.4020	Marking Line Epoxy 10-Inch	LF	275.000	275.000
0222	646.5520	Marking Outfall Epoxy	EACH	4.000	4.000
0224	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	65.000	65.000
0226	646.7120	Marking Diagonal Epoxy 12-Inch	LF	355.000	355.000
0228	646.8120	Marking Curb Epoxy	LF	265.000	265.000
0230	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0232	646.9000	Marking Removal Line 4-Inch	LF	2,460.000	2,460.000
0234	646.9100	Marking Removal Line 8-Inch	LF	200.000	200.000
0236	648.0100	Locating No-Passing Zones	MI	0.520	0.520
0238	650.4000	Construction Staking Storm Sewer	EACH	21.000	21.000
0240	650.4500	Construction Staking Subgrade	LF	6,432.000	6,432.000
0242	650.5000	Construction Staking Base	LF	4,645.000	4,645.000
0244	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0246	650.7000	Construction Staking Concrete Pavement	LF	1,787.000	1,787.000
0248	650.8501	Construction Staking Electrical Installations (project) 01. 3080-01-78	EACH	1.000	1.000
0250	650.9911	Construction Staking Supplemental Control (project) 01. 3080-01-78	EACH	1.000	1.000
0252	650.9920	Construction Staking Slope Stakes	LF	6,432.000	6,432.000
0254	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,745.000	1,745.000
0256	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	144.000	144.000
0258	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	302.000	302.000
0260	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	15.000	15.000
0262	654.0105	Concrete Bases Type 5	EACH	15.000	15.000
0264	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0266	655.0615	Electrical Wire Lighting 10 AWG	LF	16,784.000	16,784.000
0268	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. STA. 572+15 'WB', 60.5' LT.	EACH	1.000	1.000
0270	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	15.000	15.000
0272	657.0322	Poles Type 5-Aluminum	EACH	15.000	15.000
0274	657.0710	Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT	EACH	15.000	15.000
0276	659.1120	Luminaires Utility LED B	EACH	15.000	15.000
0278	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0280	690.0150	Sawing Asphalt	LF	45.000	45.000
0282	690.0250	Sawing Concrete	LF	1,800.000	1,800.000
0284	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	2,860.000	2,860.000
0286	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0288	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,320.000	1,320.000
0290	SPV.0060	Special 01. Construction Staking Roundabout	EACH	1.000	1.000
0292	SPV.0060	Special 02. Apron Endwalls Temporary 36-Inch	EACH	1.000	1.000
0294	SPV.0060	Special 03. Temporary Lighting	EACH	1.000	1.000

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	TO	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
STAGE 2						
0010	571+12 'EB'	-	-	LT & RT	1	95 LF - 36" RCCP CULVERT
STAGE 2 TOTALS					1	
STAGE 3						
0010	569+86 'EB'	-	-	LT & RT	1	95 LF - 36" RCCP CULVERT
0010	205+85 'NB'	-	-	RT	1	41 LF - 30"X36" CMP CULVERT
0010	572+57 'EB'	-	574+28 'EB'	RT	1	171 LF - 24" CMP CULVERT
STAGE 3 TOTALS					3	
				TOTAL 0010	4	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
STAGE 3						
0010	10+72 'T1'	-	561+19 'EB'	RT	220	EXTRA WIDENING FROM STAGE 2
0010	578+68 'EB'	-	33+22 'T1'	RT	210	EXTRA WIDENING FROM STAGE 2
STAGE 3 TOTALS					430	
STAGE 4						
0010	10+92 'T2'	-	565+63 'WB'	LT	580	STAGE 3 TEMPORARY WIDENING
0010	18+18 'T2'	-	21+77 'T2'	RT	310	STAGE 3 MEDIAN TEMPORARY WIDENING
0010	21+94 'T2'	-	23+06 'T2'	LT & RT	380	STAGE 3 CENTER ISLAND TEMPORARY WIDENING
0010	23+08 'T2'	-	24+59 'T2'	LT	180	STAGE 3 TRUCK APRON TEMPORARY WIDENING
0010	24+23 'T2'	-	26+74 'T2'	RT	190	STAGE 3 MEDIAN TEMPORARY WIDENING
0010	574+67 'EB'	-	33+26 'T2'	LT	530	STAGE 3 TEMPORARY WIDENING
STAGE 4 TOTALS					2,170	
				TOTAL 0010	2,600	

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY
STAGE 2					
0010	561+19 'EB'	-	578+68 'EB'	LT/RT	2,610
STAGE 2 TOTALS					2,610
STAGE 3					
0010	561+19 'EB'	-	578+68 'EB'	LT/RT	4,730
STAGE 3 TOTALS					4,730
				TOTAL 0010	7,340

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF
STAGE 2					
0010	569+92 'EB'	-	570+31 'EB'	LT	80
0010	570+59 'EB'	-	571+23 'EB'	LT	90
STAGE 2 TOTALS					170
STAGE 3					
0010	569+93 'EB'	-	570+41 'EB'	RT	60
0010	570+80 'EB'	-	570+17 'EB'	RT	80
0010	572+54 'EB'	-	574+21 'EB'	RT	170
STAGE 3 TOTALS					310
				TOTAL 0010	480

3

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2)	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE (15)	208.0100 BORROW	COMMENT
STAGE 1												
USH 12 'EX'	558+61.19/581+11.66	RT	811	50	0	811	677	846	-35			
STAGE 1 SUBTOTAL			811	50	0	811	677	846	-35	0	35	
DIVISION 2												
USH 12 'EB'	561+19.16/578+68.21	LT	2,311	121	381	1,930	474	593	1,338			
OAK PARK RD 'NB'	207+59.63/213+38.43	LT/RT	1,205	66	150	1,055	296	370	685			
OAK PARK RD 'SB'	207+68.79/210+16.91	LT	98	10	18	80	246	308	-228			
ROUNDABOUT 'RAB'	10+00.00/13+45.57	RT	375	21	216	159	727	909	-750			
USH 12 'EX' - STAGE 2 WIDENING	558+80.73/581+07.25	LT	63	4	0	63	22	28	36			
USH 12 'EB' ENTRY	567+92.66/569+63.75	RT	202	11	12	190	38	48	143			
USH 12 'WB'	566+12.53/574+66.74	LT	1,552	78	124	1,428	1,929	2,411	-983			
STAGE 2 SUBTOTAL			5,806	311	901	4,905	3,732	4,665	240	240	0	
DIVISION 3												
USH 12 'EB'	561+19.16/578+68.21	RT	6,238	312	980	5,258	6	8	5,251			
CTH W 'NB'	200+97.32/206+17.19	LT/RT	1,220	61	240	980	125	156	824			
CTH W 'SB'	204+12.83/206+21.88	LT/RT	93	5	2	91	580	725	-634			
ROUNDABOUT 'RAB'	10+31.34/11+63.47	RT	817	41	320	497	134	168	330			
STAGE 3 SUBTOTAL			8,368	419	1,542	6,826	845	1,056	5,770	5,770	0	
DIVISION 4												
CENTER ISLAND 'RAB'	10+00.00/13+45.58	LT	0	0	0	0	2,236	2,795	-2,795			
ROUNDABOUT WIDENING 'NE'	0+28.45/1+91.34	RT	23	0	0	23	52	65	-42			
USH 12 'EB'	561+19.54/578+67.85	LT	377	0	0	377	11	14	363			
STAGE 4 SUBTOTAL			400	0	0	400	2,299	2,874	-2,474	0	0	UTILTIZE WASTE MATERIAL FROM STAGE 3 FOR ROUNDABOUT CENTER ISLAND
GRAND TOTAL			15,385	780	2,443	12,942	7,553	9,441	3,501	6,010	35	
TOTAL COMMON EXC			16,165									

NOTES:

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

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

(3) EBS VOLUME ASSUMED TO BE 5% OF CUT VOLUME. EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL. INCLUDES EXISTING CONCRETE AND ASPHALT PAVEMENT.

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

(13) EXPANDED FILL FACTOR = 1.25. EXPANDED FILL = (UNEXPANDED FILL)*FILL FACTOR

(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.

BASE AGGREGATE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0110 BREAKER RUN TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	645.0220 GEOGRID TYPE SR SY	REMARKS
STAGE 1											
0010	10+72 'T1'	-	21+47 'T1'	RT	80	1,100	-	-	16	-	TEMPORARY PAVEMENT
0010	26+23 'T1'	-	33+22 'T1'	RT	55	795	-	-	11	-	TEMPORARY PAVEMENT
STAGE 1 TOTALS					135	1,895	0	0	27	0	
STAGE 2											
0010	10+92 'T2'	-	20+27 'T2'	LT	50	570	-	-	8	-	TEMPORARY PAVEMENT
0010	18+18 'T2'	-	21+77 'T2'	RT	-	180	-	180	5	310	TEMPORARY PAVEMENT
0010	21+94 'T2'	-	23+06 'T2'	LT/RT	-	230	-	115	5	195	TEMPORARY PAVEMENT
0010	23+08 'T2'	-	24+59 'T2'	LT	-	100	-	85	3	145	TEMPORARY PAVEMENT
0010	24+23 'T2'	-	26+74 'T2'	RT	-	100	-	110	3	185	TEMPORARY PAVEMENT
0010	24+88 'T2'	-	33+26 'T2'	LT	50	550	-	-	8	-	TEMPORARY PAVEMENT
0010	21+27 'T1'	-	21+47 'T1'	LT/RT	-	35	-	-	1	-	TEMPORARY PAVEMENT (CULVERT TRENCH)
0010	22+97 'T1'	-	23+32 'T1'	LT/RT	-	45	-	-	1	-	TEMPORARY PAVEMENT (CULVERT TRENCH)
0010	561+19 'WB'	-	568+21 'WB'	LT	25	260	-	205	7	350	HMA PAVEMENT USH 12 SHOULDER
0010	210+18 'NB'	-	213+39 'NB'	LT/RT	45	965	-	720	25	1,235	HMA PAVEMENT OAK PARK RD
0010	572+85 'WB'	-	578+75 'WB'	LT	20	205	-	165	5	280	HMA PAVEMENT USH 12 SHOULDER
0010	561+19 'EB'	-	569+57 'EB'	LT/RT	-	715	-	1,280	29	2,200	CONCRETE PAVEMENT USH 12
0010	11+63 'RAB'	-	10+31 'RAB'	RT	-	260	-	470	10	805	CONCRETE PAVEMENT RAB
0010	207+70 'NB'	-	210+18 'NB'	RT	30	190	-	300	7	515	CONCRETE PAVEMENT OAK PARK RD
0010	207+75 'SB'	-	210+22 'SB'	LT	30	155	-	260	6	445	CONCRETE PAVEMENT OAK PARK RD
0010	571+22 'EB'	-	578+68 'EB'	LT	-	490	-	910	19	1,570	CONCRETE PAVEMENT USH 12
0010	12+17 'RAB'	-	13+04 'RAB'	LT	-	25	-	40	1	70	RAB TRUCK APRON/C&G
0010	566+08 'WB'	-	569+66 'WB'	RT	-	115	-	1,225	4	315	CONCRETE MEDIAN
0010	207+68 'NB'	-	210+12 'NB'	LT	-	220	-	150	5	160	CONCRETE MEDIAN
0010	571+22 'WB'	-	574+71 'WB'	RT	-	110	-	195	4	335	CONCRETE MEDIAN
STAGE 2 TOTALS					250	5,520	0	6,410	156	9,115	
STAGE 3											
0010	561+36 'EB'	-	567+92 'EB'	RT	70	440	-	305	11	525	HMA PAVEMENT USH 12 SHOULDER
0010	200+97 'NB'	-	204+13 'NB'	LT/RT	45	985	550	170	16	290	HMA PAVEMENT CTH W
0010	574+20 'EB'	-	578+68 'EB'	RT	45	285	-	205	7	350	HMA PAVEMENT USH 12 SHOULDER
0010	561+19 'EB'	-	567+92 'EB'	RT	-	350	-	660	14	1,130	CONCRETE PAVEMENT USH 12
0010	10+31 'RAB'	-	11+63 'RAB'	RT	-	155	-	290	6	495	CONCRETE PAVEMENT RAB
0010	204+13 'NB'	-	206+15 'NB'	LT/RT	-	360	-	555	14	945	CONCRETE PAVEMENT CTH W
0010	571+16 'EB'	-	578+68 'EB'	RT	-	550	-	963	22	1,660	CONCRETE PAVEMENT USH 12
0010	568+71 'EB'	-	569+75 'EB'	RT	-	25	-	45	1	75	TRUCK APRON
0010	13+40 'RAB'	-	11+41 'RAB'	LT	-	95	-	175	4	295	RAB TRUCK APRON
0010	204+15 'NB'	-	205+73 'NB'	LT	-	95	-	100	3	170	CONCRETE MEDIAN
0010	205+52 'NB'	-	206+12 'NB'	LT	-	115	-	90	3	155	CONCRETE MEDIAN
0010	571+11 'EB'	-	574+59 'EB'	LT	-	50	-	65	2	110	CONCRETE MEDIAN C&G
STAGE 3 TOTALS					160	3,505	550	3,623	103	6,200	
STAGE 4											
0010	561+19 'WB'		568+21 'WB'	LT	45	210	-	115	6	200	USH 12 SHOULDER
0010	572+85 'WB'		578+75 'WB'	LT	40	190	-	110	5	185	USH 12 SHOULDER
0010	566+08'WB'	-	569+66 'WB'	RT	-	110	-	-	1	-	MEDIAN
0010	571+23 'WB'	-	574+71 'WB'	RT	-	170	-	-	2	-	MEDIAN
STAGE 4 TOTALS					85	680	0	225	14	385	
EBS											
0010			EBS		-	-	-	1,092	-	-	
EBS TOTALS					0	0	0	1,092	0	0	
				TOTAL 0010	630	11,600	550	11,350	300	15,700	

BASE AGGREGATE DENSE 3/4-INCH WEIGHT CALCULATIONS BASED ON 1.85 TONS/CY
BASE AGGREGATE DENSE 1 1/4-INCH WEIGHT CALCULATIONS BASED ON 1.85 TONS/CY
BREAKER RUN MATERIAL WEIGHT CALCULATIONS BASED ON 1.75 TONS/CY
SELECT CRUSHED MATERIAL WEIGHT CALCULATIONS BASED ON 1.75 TONS/CY

3

CONCRETE ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.2010 CONCRETE TRUCK APRON 12-INCH SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	415.6000.S ROUT AND SEAL LF	416.0620 DRILLED DOWEL BARS EACH	602.0405 CONCRETE SIDEWALK 4-INCH SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
STAGE 2													
0010	561+19 'WB'	-	569+60 'WB'	LT	-	1,712		1,712	-	12	-	-	ROADWAY
0010	567+92 'EB'	-	569+57 'EB'	RT	-	325	-	325	-	-	-	-	ROADWAY
0010	11+61 'RAB'	-	10+32 'RAB'	RT	-	815	-	815	-	-	-	-	ROADWAY
0010	207+70 'NB'	-	210+18 'NB'	RT	-	418	-	418	-	-	-	-	ROADWAY
0010	207+75 'SB'	-	210+22 'SB'	LT	-	414	-	414	-	-	-	-	ROADWAY
0010	571+25 'WB'	-	578+68 'EB'	LT	-	1,559	-	1,559	-	12	-	-	ROADWAY
0010	12+42 'RAB'	-	12+79 'RAB'	LT	15	-	43	-	-	-	-	-	TRUCK APRON
0010	207+68 'NB'	-	210+18 'NB'	LT	-	-	-	-	-	-	2,320	147	MEDIAN
STAGE 2 TOTALS					15	5,243	43	5,243	0	24	2,320	147	
STAGE 3													
0010	561+19 'EB'	-	567+92 'EB'	RT	-	1,130	-	1,130	-	12	-	-	ROADWAY
0010	10+32 'RAB'	-	11+61 'RAB'	RT	-	482	-	482	-	-	-	-	ROADWAY
0010	204+13 'NB'	-	206+15 'NB'	RT & LT	-	351	-	351	-	-	-	-	ROADWAY
0010	205+09 'SB'	-	205+65 'SB'	RT	-	30	-	30	-	-	-	-	MEDIAN OPENING
0010	204+13 'SB'	-	206+20 'SB'	LT	-	359	-	359	-	-	-	-	ROADWAY
0010	571+16 'EB'	-	578+68 'EB'	RT	-	1,395	-	1,395	-	12	-		ROADWAY
0010	568+71 'EB'	-	569+75 'EB'	RT	25	-	73	-	-	-	-	-	TRUCK APRON
0010	13+42 'RAB'	-	11+80 'RAB'	LT	72	-	214	-	-	-	-	-	TRUCK APRON
0010	204+13 'NB'	-	205+12 'NB'	LT	-	-	-	-	-	-	510	69	MEDIAN
0010	205+53 'NB'	-	206+17 'NB'	LT	-	-	-	-	-	-	970	77	MEDIAN
0010	561+19 'EB'	-	567+92 'EB'	RT	-	-	-	-	673	-	-	-	SHOULDER
0010	574+21 'EB'	-	578+68 'EB'	RT	-	-	-	-	447	-	-	-	SHOULDER
STAGE 3 TOTALS					97	3,747	287	3,747	1,120	24	1,480	146	
STAGE 4													
0010	11+80 'RAB'	-	12+42 'RAB'	LT	25	-	74	-	-	-	-	-	TRUCK APRON
0010	12+79 'RAB'	-	13+42 'RAB'	LT	25	-	74	-	-	-	-	-	TRUCK APRON
0010	571+06 'EB'	-	572+04 'EB'	LT	22	-	65	-	-	-	-	-	TRUCK APRON
0010	561+19 'WB'	-	568+21 'WB'	LT	-	-	-	-	701	-	-	-	SHOULDER
0010	572+85 'WB'	-	578+75 'WB'	LT	-	-	-	-	591	-	-	-	SHOULDER
0010	566+09 'EB'	-	569+63 'EB'	LT	-	-		-	-	-	3,480	156	MEDIAN
0010	571+07 'EB'	-	574+64 'EB'	LT	-	-		-	-	-	3,650	141	MEDIAN
STAGE 4 TOTALS					72	0	213	0	1,292	0	7,130	297	
				TOTAL 0010	184	8,990	543	8,990	2,412	48	10,930	590	

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ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0315 ASPHALTIC FLUMES SY
STAGE 1									
0010	10+72 'T1'	-	21+47 'T1'	RT	-	-	-	280	-
0010	26+23 'T1'	-	33+22 'T1'	RT	-	-	-	210	-
STAGE 1 TOTALS					0	0	0	490	0
STAGE 2									
0010	10+92 'T2'	-	20+27 'T2'	LT	-	-	-	220	-
0010	18+18 'T2'	-	21+77 'T2'	RT	-	-	-	80	-
0010	21+94 'T2'	-	23+06 'T2'	LT & RT	-	-	-	100	-
0010	23+08 'T2'	-	24+59 'T2'	LT	-	-	-	50	-
0010	24+23 'T2'	-	26+74 'T2'	RT	-	-	-	50	-
0010	24+88 'T2'	-	33+26 'T2'	LT	-	-	-	190	-
0010	21+27 'T1'	-	21+47 'T1'	LT & RT	-	-	-	20	-
0010	22+97 'T1'	-	23+32 'T1'	LT & RT	-	-	-	20	-
0010	210+18 'NB'	-	213+39 'NB'	LT & RT	56	250	-	-	-
0010	208+64 'NB'	-	208+71 'NB'	RT	-	-	-	-	11
0010	208+71 'SB'	-	208+78 'SB'	LT	-	-	-	-	11
STAGE 2 TOTALS					56	250	0	730	22
STAGE 3									
0010	561+19 'EB'	-	567+92 'EB'	RT	12	50	-	-	-
0010	200+97 'NB'	-	204+13 'NB'	LT & RT	57	250	-	-	-
0010	204+84 'NB'	-	204+91 'NB'	RT	-	-	-	-	13
0010	205+18 'SB'	-	205+25 'SB'	LT	-	-	-	-	10
0010	205+18 'NB'	-	205+56 'NB'	RT	-	-	10	-	-
0010	574+20 'EB'	-	578+68 'EB'	RT	8	30	-	-	-
STAGE 3 TOTALS					77	330	10	0	23
STAGE 4									
0010	561+19 'WB'	-	568+21 'WB'	LT	12	50	-	-	-
0010	572+85 'WB'	-	578+75 'WB'	LT	10	40	-	-	-
STAGE 4 TOTALS					22	90	0	0	0
				TOTAL 0010	155	670	10	1,220	45

CONCRETE CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0150 CONCRETE CURB INTEGRAL TYPE D LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0501 CONCRETE CURB & GUTTER INTEGRAL 4-INCH SLOPED 36-INCH LF	601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0581 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R LF
STAGE 2										
0010	566+16 'EB'	-	568+10 'EB'	LT	-	-	-	-	194	-
0010	568+10 'EB'	-	569+57 'EB'	LT	-	-	148	-	-	-
0010	13+43 'RAB'	-	10+10 'RAB'	RT	-	-	19	-	-	-
0010	568+21 'WB'	-	208+71 'SB'	LT	-	-	307	-	-	-
0010	207+70 'NB'	-	210+12 'NB'	LT	-	-	150	-	93	-
0010	207+75 'SB'	-	210+15 'SB'	RT	-	-	147	-	94	-
0010	12+44 'RAB'	-	12+60 'RAB'	RT	-	-	23	-	-	-
0010	12+13 'RAB'	-	208+64 'NB'	RT	-	-	124	-	-	-
0010	571+21 'WB'	-	572+12 'WB'	RT	-	-	95	-	-	-
0010	11+61 'RAB'	-	11+76 'RAB'	RT	-	-	22	-	-	-
0010	12+42 'RAB'	-	12+79 'RAB'	LT	-	-	-	-	-	36
STAGE 2 TOTALS					0	0	1,035	0	381	36
STAGE 3										
0010	571+07 'EB'	-	572+56 'EB'	LT	-	-	149	-	-	-
0010	572+56 'EB'	-	574+49 'EB'	LT	-	-	-	-	193	-
0010	572+14 'EB'	-	574+12 'EB'	RT	-	-	-	-	198	-
0010	204+91 'NB'	-	572+23 'EB'	RT	-	-	282	-	-	-
0010	204+20 'NB'	-	206+10 'NB'	LT	29	-	59	27	132	-
0010	204+20 'SB'	-	206+12 'SB'	RT	-	-	37	-	156	-
0010	10+77 'RAB'	-	10+94 'RAB'	RT	-	-	24	-	-	-
0010	205+24 'SB'	-	10+53 'RAB'	LT/RT	-	-	105	-	-	-
0010	10+53 'RAB'	-	567+92 'EB'	LT/RT	-	-	-	-	203	-
0010	13+40 'RAB'	-	11+81 'RAB'	LT	-	133	-	-	-	182
STAGE 3 TOTALS					29	133	656	27	882	182
STAGE 4										
0010	566+15 'WB'	-	568+08 'WB'	RT	-	-	-	-	193	-
0010	568+08 'WB'	-	569+60 'WB'	RT	-	-	153	-	-	-
0010	13+35 'RAB'	-	13+43 'RAB'	RT	-	-	11	-	-	-
0010	12+13 'RAB'	-	572+85 'WB'	RT/LT	-	-	-	-	189	-
0010	572+12 'WB'	-	572+65 'WB'	RT	-	-	53	-	-	-
0010	572+65 'WB'	-	574+58 'WB'	RT	-	-	-	-	194	-
0010	11+81 'RAB'	-	12+42 'RAB'	LT	-	-	-	-	-	59
0010	12+79 'RAB'	-	13+40 'RAB'	LT	-	-	-	-	-	60
0010	11+81 'RAB'	-	13+40 'RAB'	LT	-	113	-	-	-	-
STAGE 4 TOTALS					0	113	217	0	576	119
				TOTAL 0010	29	246	1,908	27	1,839	337

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CULVERT PIPES

CATEGORY	CULVERT NO.	STATION	LOCATION	INLET STATION	INLET ELEV.	OUTLET STATION	OUTLET ELEV.	PIPE SLOPE	520.3324 CULVERT PIPE CLASS III-A 24-INCH LF	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 EACH	522.0442 CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.2334 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 34X53-INCH LF	522.2634 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 34X53-INCH EACH	* 633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
STAGE 2																
0010	C-3	571+25 'EB'	LT/RT	571+45.29 'EB', 61.7' LT	927.69	571+06.58 'EB', 37.6' RT	927.48	0.20%	-	-	107	2	-	-	2	1
STAGE 2 TOTALS									0	0	107	2	0	0	2	1
STAGE 3																
0010	C4	573+38 'EB'	RT	574+20.58 'EB', 36.5' RT	931.19	572+57.22 'EB', 36.8' RT	930.44	0.46%	163	2	-	-	-	-	2	1
0010	C5	205+34 'NB'	RT	205+58.69' NB', 42.6' RT	927.12	205+17.92 'NB', 40.6' RT	926.90	0.67%	-	-	-	-	34	2	2	1
STAGE 3 TOTALS									163	2	0	0	34	2	4	2
								TOTAL 0010	163	2	107	2	34	2	6	3

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY CULVERT PIPES

CATEGORY	STATION	LOCATION	520.2036 CULVERT PIPE TEMPORARY 36-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	524.0130 CULVERT PIPE SALVAGED 30-INCH LF	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	SPV.0060.02 SPECIAL (02. APRON ENDWALLS TEMPORARY 36-INCH) EACH
STAGE 2							
0010	569+54 'EB'	RT	34	1	-	-	1
0010	205+85 'NB'	RT	-	-	31	2	-
STAGE 2 TOTALS			34	1	31	2	1
		TOTAL 0010	34	1	31	2	1

RIPRAP OVER GEOTEXTILE FABRIC

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
STAGE 2					
0010	208+93 'NB'	RT	2	9	12-INCH ENDWALL
0010	572+18 'WB'	LT	2	9	12-INCH ENDWALL
STAGE 2 TOTALS			4	18	
STAGE 3					
0010	569+48 'EB'	RT	8	24	36-INCH ENDWALL
0010	204+19 'NB'	RT	2	9	12-INCH ENDWALL
0010	205+11 'NB'	RT	18	52	34x53-INCH ENDWALL
0010	206+20 'NB'	RT	29	76	42-INCH & 12-INCH ENDWALLS
0010	572+52 'EB'	RT	4	16	24-INCH ENDWALL
STAGE 3 TOTALS			61	177	
		TOTAL 0010	65	195	

STORM SEWER PIPES

CATEGORY	FROM STRUCTURE NO.	-	TO STRUCTURE NO.	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0336 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	PIPE SLOPE
STAGE 2									
0010	EW-10.1	-	MH-10.2	-	48	-	928.36	928.27	0.20%
0010	MH-10.2	-	EW-10.3	-	59	-	928.27	928.15	0.20%
0010	MH-10.4	-	MH-10.2	23	-	-	930.38	930.27	0.50%
0010	IN-10.7	-	IN-10.6	23	-	-	930.78	930.67	0.50%
0010	IN-10.6	-	MH-10.4	18	-	-	930.57	930.48	0.50%
0010	IN-10.5	-	MH-10.4	18	-	-	930.57	930.48	0.50%
0010	IN-10.12	-	EW-10.11	-	-	10	929.27	929.22	0.50%
0010	IN-10.13	-	IN-10.12	-	-	21	929.37	929.27	0.50%
0010	IN-12.3	-	IN-12.2	-	-	10	930.08	930.03	0.50%
0010	IN-12.2	-	EW-12.1	-	-	25	929.93	929.80	0.50%
STAGE 2 TOTALS				82	107	66			
STAGE 3									
0010	IN-10.14	-	IN-10.13	-	-	11	929.42	929.37	0.50%
0010	IN-10.15	-	IN-10.14	-	-	25	929.55	929.42	0.50%
0010	IN-10.8	-	IN-10.9	10	-	-	928.99	928.94	0.50%
0010	IN-10.9	-	EW-10.10	47	-	-	928.94	928.00	2.00%
0010	IN-11.3	-	IN-11.2	-	-	7	926.81	926.77	0.50%
0010	IN-11.2	-	EW-11.1	-	-	26	926.67	926.54	0.50%
STAGE 3 TOTALS				57	0	69			
TOTAL 0010				139	107	135			

PIPE GRATES

CATEGORY	STRUCTURE NO.	STATION	OFFSET	611.9850.S.01 PIPE GRATES (SIZE) (01. 36-INCH) EACH	611.9850.S.02 PIPE GRATES (SIZE) (02. 42-INCH) EACH	611.9850.S.03 PIPE GRATES (SIZE) (03. 34X53-INCH) EACH
STAGE 2						
0010	EW-10.1	569+43 'WB'	35.3' LT	1	-	-
0010	C-3	571+45 'EB'	61.7' LT	-	1	-
0010	C-3	571+07 'EB'	37.6' RT	-	1	-
STAGE 2 TOTALS				1	2	0
STAGE 3						
0010	EW-10.3	569+48 'EB'	43.5' RT	1	-	-
0010	C-5	205+18' NB'	40.6' RT	-	-	1
0010	C-5	205+59 'NB'	42.6' RT	-	-	1
STAGE 3 TOTALS				1	0	2
			TOTAL 0010	2	2	2

COVER PLATES TEMPORARY

CATEGORY	STRUCTURE NO.	STATION	OFFSET	611.8120.S COVER PLATES TEMPORARY EACH
STAGE 2				
0010	MH-10.2	569+29 'EB'	13.9' LT	1
0010	MH-10.4	569+49 'EB'	18.3' LT	1
0010	IN-10.6	569+59 'WB'	1.5' RT	1
0010	IN-10.12	572+19 'WB'	19.2' LT	1
0010	IN-10.13	572+19 'WB'	1.5' RT	1
STAGE 2 TOTALS				5
			TOTAL 0010	5

PIPE UNDERDRAIN

	612.0106	612.0806	646.5520				
CATEGORY	STATION	TO	STATION	LOCATION	PIPE UNDERDRAIN 6-INCH LF	APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	MARKING OUTFALL EPOXY EACH	REMARKS
STAGE 2								
0010	568+21 'WB'	-	208+71 'SB'	LT	308	-	-	TIES INTO IN-10.7
0010	12+42 'RAB'	-	12+79 'RAB'	LT	37	-	-	TIES INTO IN-10.8 & 10.9
STAGE 2 TOTALS					345	0	0	
STAGE 3								
0010	11+24 'RAB'	-	574+21 'EB'	RT	343	-	-	TIES INTO IN-10.15
0010	13+40 'RAB'	-	11+81 'RAB'	LT	182	-	-	TIES INTO IN-10.8 & 10.9
0010	561+24 'EB'	-	-	RT	10	1	1	
0010	578+55 'EB'	-	-	RT	10	1	1	
STAGE 3 TOTALS					545	2	2	
STAGE 4								
0010	12+20 'RAB'	-	572+85 'WB'	LT/RT	200	-	-	TIES INTO IN-10.12
0010	11+81 'RAB'	-	12+42 'RAB'	LT	60	-	-	TIES INTO IN-10.8 & 0.9
0010	12+79 'RAB'	-	13+40 'RAB'	LT	60	-	-	TIES INTO IN-10.8 & 0.9
0010	561+25 'WB'	-	-	LT	10	1	1	
0010	578+63 'WB'	-	-	LT	10	1	1	
STAGE 4 TOTALS					340	2	2	
				TOTAL 0010	1,230	4	4	

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STORM SEWER STRUCTURES

CATEGORY	STRUCTURE NO.	STATION	OFFSET	LOCATION	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0652 INLET COVERS TYPE T EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.3225 INLETS 2X2.5-FT EACH	611.3230 INLETS 2X3-FT EACH	* 633.5200 MARKERS CULVERT END EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM** ELEVATION	INVERT *** ELEVATION	DEPTH **** FT
STAGE 2																		
0010	EW-10.1	569+43 'WB'	35.3' LT	USH 12	-	1	-	-	-	-	-	-	-	1	1	-	928.36	-
0010	MH-10.2	569+29 'EB'	13.9' LT	USH 12	-	-	1	-	-	-	1	-	-	-	1	936.12	928.27	6.94
0010	MH-10.4	569+49 'EB'	18.3' LT	USH 12	-	-	1	-	-	-	1	-	-	-	1	935.52	930.38	4.23
0010	IN-10.5	569+54 'EB'	1.5' LT	USH 12	-	-	-	-	1	-	-	-	1	-	1	934.75	930.57	3.35
0010	IN-10.6	569+59 'WB'	1.5' RT	USH 12	-	-	-	-	1	-	-	-	1	-	1	935.20	930.57	3.80
0010	IN-10.7	569+55 'WB'	21.1' LT	USH 12	-	-	-	-	1	-	-	-	1	-	1	934.87	930.78	3.26
0010	EW-10.11	572+18 'WB'	29.2' LT	USH 12	1	-	-	-	-	-	-	-	-	1	1	-	929.22	-
0010	IN-10.12	572+19 'WB'	19.2' LT	USH 12	-	-	-	1	-	-	-	-	1	-	1	932.74	929.27	2.64
0010	IN-10.13	572+19 'WB'	1.5' RT	USH 12	-	-	-	-	1	-	-	-	1	-	1	933.03	929.37	2.83
0010	EW-12.1	208+93 'NB'	23.4' RT	OAK PARK RD	1	-	-	-	-	-	-	-	-	1	1	-	929.80	-
0010	IN-12.2	208+93 'NB'	1.5' LT	OAK PARK RD	-	-	-	-	1	-	-	-	1	-	1	933.47	929.93	2.71
0010	IN-12.3	208+95 'SB'	1.5' RT	OAK PARK RD	-	-	-	-	1	-	-	-	1	-	1	933.26	930.08	2.35
STAGE 2 TOTALS					2	1	2	1	6	0	2	0	7	3	12			
STAGE 3																		
0010	EW-10.3	569+48 'EB'	43.5' RT	USH 12	-	1	-	-	-	-	-	-	-	1	1	-	928.15	-
0010	IN-10.8	11+26 'RAB'	1.3' LT	RAB	-	-	-	-	-	1	-	1	-	-	1	933.20	928.99	3.29
0010	IN-10.9	11+16 'RAB'	1.3' LT	RAB	-	-	-	-	-	1	-	1	-	-	1	933.22	928.94	3.36
0010	EW-10.10	11+16 'RAB'	45.7' RT	RAB	1	-	-	-	-	-	-	-	-	1	1	-	928.00	-
0010	IN-10.14	572+11 'EB'	1.5' LT	USH 12	-	-	-	-	1	-	-	-	1	-	1	932.93	929.42	2.68
0010	IN-10.15	572+20 'EB'	21.5' RT	USH 12	-		-	-	1	-	-	-	1	-	1	932.58	929.55	2.20
0010	EW-11.1	204+19 'NB'	22.6' RT	CTH W	1	-	-	-	-	-	-	-	-	1	1	-	926.54	-
0010	IN-11.2	204+22 'NB'	3.3' LT	CTH W	-	-	-	-	1	-	-	-	1	-	1	930.37	926.67	2.87
0010	IN-11.3	204+21 'SB'	1.5' RT	CTH W	-	-	-	-	1	-	-	-	1	-	1	930.16	926.81	2.52
STAGE 3 TOTALS					2	1	0	0	4	2	0	2	4	3	9			
				TOTAL 0010	4	2	2	1	10	2	2	2	11	6	21			

NOTE: STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

** RIM ELEV IS AT THE INLET COVER FLANGE LOCATION

*** FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF SUMP, FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

**** DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	REMARKS
STAGE 1													
0010	559+44 'EX'	-	569+37 'EX'	RT	2,220	2,220	-	2	-	-	72	151	
0010	574+21 'EB'	-	580+36 'EB'	RT	840	215	625	1	-	-	30	63	
0010			UNDISTRIBUTED		450	365	95	1	-	-	13	26	
STAGE 1 TOTALS					3,510	2,800	720	4	0	0	115	240	
STAGE 2													
0010	559+75 'EB'	-	565+64 'WB'	LT	1,155	1,155	-	1	-	-	38	80	
0010	565+64 'WB'	-	213+42 'SB'	LT	2,440	1,280	1,165	2	136	-	82	171	
0010	213+42 'NB'	-	577+06 'WB'	RT/LT	2,790	1,685	1,105	2	150	-	90	188	
0010	574+67 'WB'	-	580+71 'EB'	LT	465	135	330	1	-	-	20	42	
0010			UNDISTRIBUTED		1,150	645	450	1	54	-	30	60	
STAGE 2 TOTALS					8,000	4,900	3,050	7	340	0	260	541	
STAGE 3													
0010	561+19 'EB'	-	200+97 'SB'	RT/LT	3,410	2,945	465	3	188	-	113	237	
0010	200+97 'NB'	-	578+68 'EB'	RT	2,780	1,930	850	2	158	-	95	199	
0010			UNDISTRIBUTED		960	785	245	1	44	-	27	48	
STAGE 3 TOTALS					7,150	5,660	1,560	6	390	0	235	484	
STAGE 4													
0010	561+19 'WB'	-	565+64 'WB'	LT	1,260	1,260	-	1	67	-	40	85	
0010	12+16 'RAB'	-	572+53 'WB'	RT/LT	105	-	140	1	5	-	3	6	WB ENTRY
0010	10+00 'RAB'	-	13+46 'RAB'	LT	515	515	-	1	-	23	-	29	CENTRAL ISLAND
0010	574+67 'WB'	-	578+75 'WB'	LT	470	470	-	1	31	-	19	39	
0010			UNDISTRIBUTED		490	395	30	1	22	2	13	26	
STAGE 4 TOTALS					2,840	2,640	170	5	125	25	75	185	
				TOTAL 0010	21,500	16,000	5,500	22	855	25	685	1,450	

CULVERT PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH	PIPE SIZE DIA.
STAGE 2				
0010	569+43 'WB'	LT	7	36-INCH
0010	205+74 'NB'	RT	7	30X36-INCH
0010	212+48 'NB'	RT	2	DRIVEWAY CULVERT
0010	571+45 'EB'	LT	7	42-INCH
STAGE 2 TOTALS			23	
STAGE 3				
0010	205+59 'NB'	RT	10	34X53-INCH
0010	574+28 'EB'	RT	3	24-INCH
STAGE 3 TOTALS			13	
		TOTAL 0010	36	

TEMPORARY DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF
STAGE 1			
0010	563+50 'EX'	RT	10
0010	565+50 'EX'	RT	10
0010	574+35 'EX'	RT	10
0010	577+15 'EX'	RT	10
STAGE 1 TOTALS			40
STAGE 2			
0010	564+00 'WB'	LT	10
0010	566+00 'WB'	LT	10
0010	568+00 'WB'	LT	10
0010	208+00 'SB'	LT	10
0010	572+50 'WB'	LT	10
0010	574+00 'WB'	LT	10
0010	576+00 'WB'	LT	10
STAGE 2 TOTALS			70
STAGE 3			
0010	568+00 'EB'	RT	10
0010	571+25 'EB'	RT	10
STAGE 3 TOTALS			20
0010	UNDISTRIBUTED		20
		TOTAL 0010	150

MOBILIZATIONS EROSION CONTROL

CATEGORY	DESCRIPTION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
STAGE 1			
0010	PROJECT 3080-01-78	1	1
STAGE 1 TOTALS		1	1
STAGE 2			
0010	PROJECT 3080-01-78	3	2
STAGE 2 TOTALS		3	2
STAGE 3			
0010	PROJECT 3080-01-78	3	2
STAGE 3 TOTALS		3	2
STAGE 4			
0010	PROJECT 3080-01-78	2	1
STAGE 4 TOTALS		2	1
	TOTAL 0010	9	6

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH
STAGE 2				
0010	569+54 'EB'	RT	1	1
0010	569+55 'WB'	LT	1	1
0010	208+93 'NB'	LT	1	1
0010	208+95 'SB'	RT	1	1
STAGE 2 TOTALS			4	4
STAGE 3				
0010	204+22 'SB'	RT	1	1
0010	204+22 'NB'	LT	1	1
0010	11+16 'RAB'	LT	1	1
0010	11+26 'RAB'	LT	1	1
0010	572+11 'EB'	LT	1	1
0010	572+20 'EB'	RT	1	1
STAGE 3 TOTALS			6	6
STAGE 4				
0010	569+59 'WB'	RT	1	1
0010	572+19 'WB'	RT	1	1
0010	579+19 'WB'	LT	1	1
STAGE 4 TOTALS			3	3
		TOTAL 0010	13	13

SILT FENCE

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
STAGE 1						
0010	559+10 'EX'	-	568+10 'EX'	RT	900	900
STAGE 1 TOTALS					900	900
STAGE 2						
0010	559+85 'WB'	-	565+20 'WB'	LT	535	535
STAGE 2 TOTALS					535	535
STAGE 3						
0010	568+00 'EB'	-	200+90 'SB'	RT/LT	635	635
STAGE 3 TOTALS					635	635
0010	UNDISTRIBUTED				230	230
				TOTAL 0010	2,300	2,300

TRACKING PADS

CATEGORY	STAGE	LOCATION	628.7560 TRACKING PADS EACH
0010	2	UNDISTRIBUTED	2
0010	3	UNDISTRIBUTED	2
		TOTAL 0010	4

ROW MARKERS

CATEGORY	LOCATION	633.5100 MARKERS ROW EACH
0010	PROJECT 3080-01-78	36
	TOTAL 0010	36

PERMANENT SIGNING

CATEGORY	SIGN NO	STATION	LOCATION	SIGN CODE	SIZE IN	X	SIZE IN	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	REMARKS
0010	101	562+10 'EB'	RT	W2-6	36		36	-	-	1	-	-	-	9.00	
0010	102	562+10 'EB'	RT	W13-1	24		24	-	-	-	-	-	-	4.00	ON POST WITH SIGN 101
0010	103	564+10 'EB'	RT	D1-62	126		78	-	-	-	3	-	68.25	-	
0010	104	566+25 'WB'	LT	R5-1	30		30	-	1	-	-	-	6.25	-	
0010	105	566+25 'WB'	LT	R2-1	24		30	-	-	-	-	-	5.00	-	ON POST WITH SIGN 104, 55 MPH
0010	106	566+25 'EB'	LT	R4-7	24		30	-	1	-	-	-	5.00	-	
0010	107	566+25 'EB'	LT	W5-54	18		18	-	-	-	-	-	-	2.25	ON POST WITH SIGN 106, 4' MOUNTING HEIGHT
0010	201	568+40 'WB'	LT	R5-1A	36		24	-	-	-	-	-	6.00	-	ON POST WITH SIGN 202
0010	203	569+58 'WB'	RT	D1-1	66		30	-	-	-	-	2	13.75	-	REMOVABLE POSTS
0010	204	207+67 'SB'	LT	R1-2	36		31	-	1	-	-	-	3.88	-	
0010	205	207+77 'SB'	RT	R1-2	36		31	-	-	-	-	1	3.88	-	REMOVABLE POST
0010	206	207+72 NB'	LT	D1-1	84		15	-	-	-	-	2	8.75	-	REMOVABLE POSTS
0010	207	571+17 'WB'	LT	R1-2	36		31	-	-	-	-	1	3.88	-	REMOVABLE POST
0010	208	571+27 'WB'	RT	R1-2	36		31	-	-	-	-	1	3.88	-	REMOVABLE POST
0010	209	569+54 'EB'	LT	R1-2	36		31	-	-	-	-	1	3.88	-	REMOVABLE POST
0010	210	569+64 'EB'	RT	R1-2	36		31	-	-	-	-	1	3.88	-	REMOVABLE POST
0010	211	206+11 'SB'	RT	D1-1	36		18	-	-	-	-	1	4.50	-	REMOVABLE POST
0010	212	206+08 'NB'	LT	R1-2	36		31	-	-	-	-	1	3.88	-	REMOVABLE POST
0010	213	206+21 'NB'	RT	R1-2	36		31	-	1	-	-	-	3.88	-	
0010	214	571+18 'EB'	LT	D1-1	66		30	-	-	-	-	2	13.75	-	REMOVABLE POSTS
0010	216	572+35 'EB'	RT	R5-1A	36		24	-	-	-	-	-	6.00	-	ON POST WITH SIGN 215
0010	217	12+81 'RAB'	LT	R6-1R	48		18	1	-	-	-	-	6.00	-	
0010	218	12+81 'RAB'	LT	W5-54	18		18	-	-	-	-	-	-	2.25	ON POST WITH SIGN 217, 4' MOUNTING HEIGHT
0010	219	10+32 'RAB'	LT	R6-1R	48		18	1	-	-	-	-	6.00	-	
0010	220	10+32 'RAB'	LT	W5-54	18		18	-	-	-	-	-	-	2.25	ON POST WITH SIGN 2.19, 4' MOUNTING HEIGHT
0010	221	11+16 'RAB'	LT	R6-1R	48		18	1	-	-	-	-	6.00	-	
0010	222	11+16 'RAB'	LT	W5-54	18		18	-	-	-	-	-	-	2.25	ON POST WITH SIGN 2.21, 4' MOUNTING HEIGH
0010	223	11+99 'RAB'	LT	R6-1R	48		18	1	-	-	-	-	6.00	-	
0010	224	11+99 'RAB'	LT	W5-54	18		18	-	-	-	-	-	-	2.25	ON POST WITH SIGN 2.23, 4' MOUNTING HEIGHT
0010	300	574+50 'EB'	LT	R4-7	24		30	-	1	-	-	-	5.00	-	
0010	301	574+50 'EB'	LT	W5-54	18		18	-	-	-	-	-	-	2.25	ON POST WITH SIGN 300
0010	302	576+72 'WB'	LT	D1-62	126		78	-	-	-	3	-	68.25	-	
0010	304	574+50 'EB'	RT	R2-1	24		30	-	-	-	-	-	5.00	-	ON POST WITH SIGN 305, 55 MPH
0010	305	574+50 'EB'	RT	R5-1	30		30	-	1	-	-	-	6.25	-	
0010	307	578+66 'EB'	LT	W2-6	36		36	-	-	1	-	-	-	9.00	
0010	308	578+66 'EB'	LT	W13-1	24		24	-	-	-	-	-	-	4.00	ON POST WITH SIGN 307
0010	401	PRIOR TO 200+00 'NB'	RT	W2-6	36		36	-	-	1	-	-	-	9.00	
0010	402	PRIOR TO 200+00 'NB'	RT	W13-1	24		24	-	-	-	-	-	-	4.00	ON POST WITH SIGN 401
0010	403	200+65 'NB'	RT	D1-62	102		78	-	-	-	2	-	55.25	-	
0010	404	PRIOR TO 200+00 'NB'	LT	W14-3	48		36	-	1	-	-	-	-	5.56	
0010	405	203+25 'SB'	LT	R2-1	24		30	-	1	-	-	-	5.00	-	55 MPH
0010	406	204+25 'SB'	LT	R5-1	30		30	-	1	-	-	-	6.25	-	
0010	409	205+79 'SB'	LT	R5-1A	36		24	-	-	-	-	-	6.00	-	ON POST WITH SIGN 408
0010	410	204+25 'NB'	RT	R4-7	24		30	-	1	-	-	-	5.00	-	
0010	411	204+25 'NB'	RT	W5-54	18		18	-	-	-	-	-	-	2.25	ON POST WITH SIGN 410
0010	500	209+71 'SB'	LT	D1-62	102		72	-	-	-	2	-	51.00	-	
0010	501	210+07 'NB'	LT	R4-7	24		30	-	1	-	-	-	5.00	-	
0010	502	210+07 'NB'	LT	W5-54	18		18	-	-	-	-	-	-	2.25	ON POST WITH SIGN 501
0010	503	211+71 'SB'	LT	W2-6	36		36	-	-	1	-	-	-	9.00	
0010	504	211+71 'SB'	LT	W13-1	24		24	-	-	-	-	-	-	4.00	ON POST WITH SIGN 503
0010	506	208+57 'NB'	RT	R5-1A	36		24	-	-	-	-	-	6.00	-	ON POST WITH SIGN 505
0010	507	210+07 'NB'	RT	R5-1	30		30	-	1	-	-	-	6.25	-	
				TOTAL 0010				4	12	4	10	13	422.54	75.56	

MOVING & REMOVING SIGNS AND SUPPORTS

CATEGORY	EXISTING SIGN NO.	PROPOSED SIGN NO.	STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
0010	100	-	563+25 'EB'	RT	-	1	2	-
0010	101	-	565+88 'EB'	RT	-	1	1	-
0010	200	200	567+35 'WB'	LT	1	-	-	1
0010	201	202	568+40 'WB'	LT	1	-	-	2
0010	202	-	570+34 'WB'	LT	-	1	1	-
0010	203	-	571+34 'WB'	LT	-	1	1	-
0010	204	-	572+01 'WB'	LT	-	1	1	-
0010	205	-	569+83 'EB'	RT	-	1	1	-
0010	206	-	206+20 'NB'	RT	-	1	1	-
0010	207	-	206+20 'NB'	RT	-	1	1	-
0010	208	215	572+35 'EB'	RT	1	-	-	2
0010	300	303	573+40 'EB'	RT	1	-	-	1
0010	301	-	577+65 'WB'	LT	-	1	2	-
0010	302	309	580+65 'EB'	LT	1	-	-	1
0010	303	-	100' WEST OF SUNNY LANE	RT	-	1	1	-
0010	400	-	PRIOR TO 200+00 'NB'	RT	-	1	1	-
0010	401	400	PRIOR TO 200+00 'NB'	RT	1	-	-	1
0010	402	407	205+00 'SB'	LT	1	-	-	1
0010	403	408	205+80 'SB'	LT	1	-	-	1
0010	500	505	208+57 'NB'	RT	1	-	-	1
0010	501	-	AFTER 214+00 'NB'	LT	-	1	1	-
			TOTAL 0010		9	12	14	11

TEMPORARY PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH {YELLOW} LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH {WHITE} LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH {YELLOW} LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH {WHITE} LF
STAGE 2								
0010	BEGIN CROSSOVER	-	561+50 'EB'	LT/RT	-	-	660	660
0010	561+50 'EB'	-	578+50 'EB'	RT	3,500	3,350	-	-
0010	578+50 'EB'	-	581+64 'EB'	LT/RT	-	-	660	660
				SUBTOTALS	3500	3,350	1,320	1,320
				STAGE 2 TOTALS	6,850		2,640	
STAGE 3								
0010	BEGIN CROSSOVER	-	581+50 'EB'	LT/RT	-	-	4,800	4,800
				SUBTOTALS	0	0	4,800	4,800
				STAGE 3 TOTALS	0		9,600	
0010	UNDISTRIBUTED				175	175	280	280
				SUBTOTALS	350		560	
				TOTAL 0010	7,200		12,800	

MARKING REMOVAL LINE

CATEGORY	STATION	TO	STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	REMARKS
STAGE 2							
0010	BEGIN CROSSOVER	-	561+20 'EB'	RT	415	-	1 SOLID YELLOW, 1 YELLOW SKIP DASH
0010	BEGIN CROSSOVER	-	561+20 'EB'	RT	330	-	WHITE EDGELINE
0010	564+90 'EB'	-	568+00 'EB'	RT	310	-	WHITE EDGELINE
0010	568+00 'EB'	-	570+00 'EB'	RT	-	200	WHITE CHANNELIZATION LINE
0010	578+70 'EB'	-	582+00 'EB'	RT	330	-	WHITE EDGELINE
0010	578+70 'EB'	-	582+00 'EB'	LT	415	-	1 SOLID YELLOW, 1 YELLOW SKIP DASH
STAGE 2 TOTALS					1,800	200	
STAGE 3							
0010	BEGIN CROSSOVER	-	561+19 'EB'	LT	330	-	WHITE EDGELINE
0010	578+70 'EB'	-	582+00 'EB'	LT	330	-	WHITE EDGELINE
STAGE 3 TOTALS					660	0	
				TOTAL 0010	2,460	200	

3

TRAFFIC CONTROL & DETOUR

CATEGORY	LOCATION	STAGE DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS NO. DEVICES	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. DEVICES	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. DEVICES	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO. DEVICES	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0900 TRAFFIC CONTROL SIGNS NO. DEVICES	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE NO. DEVICES	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS NO. DEVICES	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
STAGE 1																	
0010	USH 12 - STAGE 1	7	38	266	-	-	-	-	-	-	1	7	-	-	-	-	-
0010	USH 12 - ADVANCE WARNING SIGNING	7	-	-	-	-	-	-	-	-	5	35	-	-	-	2	14
0010	OAK PARK RD - ADVANCE WARNING SIGNING	7	-	-	-	-	-	-	-	-	1	7	-	-	-	-	-
0010	CTH W - ADVANCE WARNING SIGNING	7	-	-	-	-	-	-	-	-	1	7	-	-	-	1	7
0010	ADVANCED WARNING & PCMS	7	-	-	-	-	-	-	-	-	2	14	-	-	-	-	-
STAGE 1 TOTALS				266		0		0		0		70	0		0.0		21
STAGE 2																	
0010	USH 12 - STAGE 2	50	58	2,900	5	250	10	500	14	700	11	550	-	-	-	-	-
0010	FLAGGING OPERATION FOR CULVERTS	1	-	-	-	-	-	-	-	-	6	6	-	-	-	-	-
0010	USH 12 - ADVANCE WARNING SIGNING	50	-	-	-	-	-	-	-	-	10	500	-	-	-	2	14
0010	OAK PARK RD - ADVANCE WARNING SIGNING	50	-	-	4	200	8	400	-	-	3	150	-	-	-	-	-
0010	CTH W - ADVANCE WARNING SIGNING	50	-	-	-	-	-	-	-	-	3	150	-	-	-	-	-
0010	ADVANCED WARNING & PCMS	50	-	-	2	100	4	200	-	-	11	550	-	2	6.0	-	-
STAGE 2 TOTAL				2,900		550		1,100		700		1,906	0		6.0		14
STAGE 3																	
0010	USH 12 - STAGE 3	50	58	2,900	6	300	12	600	14	700	18	900	-	-	-	-	-
0010	USH 12 - ADVANCE WARNING SIGNING	50	-	-	-	-	-	-	-	-	10	500	-	-	-	2	14
0010	OAK PARD RD - ADVANCE WARNING SIGNING	50	-	-	4	200	8	400	-	-	3	150	-	-	-	-	-
0010	CTH W - ADVANCE WARNING SIGNING	50	-	-	4	200	8	400	-	-	3	150	-	-	-	1	7
0010	ADVANCED WARNING & PCMS	50	-	-	4	200	8	400	-	-	13	650	-	1	3.0	-	-
0010	DETOUR (OVERVIEW)	50	-	-	-	-	-	-	-	-	9	450	1	-	-	-	-
0010	DETOUR (DETAIL 1)	50	-	-	-	-	-	-	-	-	39	1,950	-	1	3.0	-	-
0010	DETOUR (DETAIL 2)	50	-	-	-	-	-	-	-	-	16	800	-	-	-	-	-
0010	DETOUR (DETAIL 3)	50	-	-	-	-	-	-	-	-	12	600	-	2	30.0	-	-
STAGE 3 TOTALS				2,900		900		1,800		700		6,150	1		36.0		21
STAGE 4																	
0010	USH 12 - STAGE 4	20	77	1,540	-	-	-	-	-	-	-	-	-	-	-	-	-
0010	USH 12 - ADVANCE WARNING SIGNING	20	-	-	-	-	-	-	-	-	10	200	-	-	-	-	-
0010	OAK PARD RD - ADVANCE WARNING SIGNING	20	-	-	-	-	-	-	-	-	1	20	-	-	-	-	-
0010	CTH W - ADVANCE WARNING SIGNING	20		-	-	-	-	-	-	-	1	20	-	-	-	-	-
0010	MOVING PAVEMENT MARKING OPERATION	2		-	-	-	-	-	-	-	8	16	-	-	-	-	-
STAGE 4 TOTALS			-	1,480		0		0		0		256	0		0.0		0
0010	UNDISTRIBUTED			954		250		500		200		1,318	0		0.0		4
	TOTAL 0010			8,500		1,700		3,400		1,600		9,700	1		42.0		60

PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH {YELLOW} LF	646.2020 MARKING LINE EPOXY 6-INCH {WHITE} LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH {YELLOW} LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH {WHITE} LF	646.4020 MARKING LINE EPOXY 10-INCH LF	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	648.0100 LOCATING NO-PASSING ZONES MI
0010	550' WEST OF JOHN DEERE LANE	-	562+52 'EB'	LT/RT	-	40	5,265	1,995	-	-	100	80	1	0.26
0010	571+21 'EB'	-	650' EAST OF SUNNY LANE	LT/RT	-	40	6,155	1,825	-	-	100	80	1	0.26
0010	200+00 'NB'	-	206+05 'NB'	LT/RT	2,400	865	-	-	-	-	85	30	1	-
0010	207+75 'NB'	-	214+81 'NB'	LT/RT	2,510	1,005	-	-	-	-	70	75	1	-
0010	10+00 'RAB'	-	13+46 'RAB'	RT	-	-	-	-	275	65	-	-	-	-
				SUBTOTALS	4,910	1,950	11,420	3,820						
				TOTAL 0010	6,860		15,240		275	65	355	265	4	0.52

CONSTRUCTION STAKING

CATEGORY	STATION		TO	STATION		LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
STAGE 1											
0010	10+72	'T1'	-	21+47	'T1'	RT	1,075	1,075	-	1,075	TEMPORARY PAVEMENT
0010	26+23	'T1'	-	33+22	'T1'	RT	699	699	-	699	TEMPORARY PAVEMENT
STAGE 1 TOTALS							1,774	1,774	0	1,774	
STAGE 2											
0010	10+92	T2'	-	33+26	'T2'	LT/RT	2,234	2,234	-	2,234	TEMPORARY PAVEMENT
0010	210+18	'NB'	-	213+39	'NB'	LT/RT	321	321	-	321	HMA PAVEMENT
0010	561+19	'WB'	-	566+08	WB'	LT/RT	489	-	489	489	CONCRETE PAVEMENT
0010	574+71	'WB'	-	578+75	'WB'	LT/RT	404	-	404	404	CONCRETE PAVEMENT
STAGE 2 TOTALS							3,448	2,555	893	3,448	
STAGE 3											
0010	200+97	'NB'	-	204+13	'NB'	LT/RT	316	316	-	316	HMA PAVEMENT
0010	561+19	'EB'	-	566+09	'EB'	RT	490	-	490	490	CONCRETE PAVEMENT
0010	574+64	'EB'	-	578+68	'EB'	RT	404	-	404	404	CONCRETE PAVEMENT
STAGE 3 TOTALS							1,210	316	894	1,210	
						TOTAL 0010	6,432	4,645	1,787	6,432	

CONSTRUCTION STAKING PROJECT ITEMS

CATEGORY	DESCRIPTION	650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (01. 3080-01-78) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 3080-01-78) EACH	SPV.0060.01 SPECIAL (01. CONSTRUCTION STAKING ROUNDABOUT) EACH
0010	PROJECT 3080-01-78	1	1	1
	TOTAL 0010	1	1	1

STREET LIGHTING PULL BOXES

CATEGORY	PULL BOX NO.	STATION	OFFSET	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
STAGE 2				
0010	PB-7	207+78.45 'NB'	28.7' RT	1
0010	PB-9	207+81.24 'NB'	13.9' LT	1
0010	PB-11	207+77.93 'SB'	26.9' LT	1
0010	PB-13	13+10.38 'RAB'	41.2' RT	1
0010	PB-15	569+03.59 'WB'	24.5' LT	1
STAGE 2 TOTALS				5
STAGE 3				
0010	PB-2	571+97.49 'WB'	6.8' RT	1
0010	PB-3	571+85.85 'EB'	25.2' RT	1
0010	PB-4	571+18.50 'EB'	32.3' RT	1
0010	PB-6	205+89.60 'NB'	25.6' RT	1
0010	PB-8	205+85.73'NB'	11.2' LT	1
0010	PB-10	205+93.77 'SB'	26.6' LT	1
0010	PB-12	569+01.24 'EB'	32.0' RT	1
STAGE 3 TOTALS				7
STAGE 4				
0010	PB-1	572+05.06 'WB'	31.0' LT	1
0010	PB-5	571+95.84 'WB'	31.2' LT	1
0010	PB-14	569+01.25 'EB'	7.6' LT	1
STAGE 4 TOTALS				3
			TOTAL 0010	15

STREET LIGHTING CONDUIT AND WIRE

CATEGORY	FROM NO.	-	TO NO.	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	* 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF
STAGE 2							
0010	PB-7	-	L-3	12	-	-	198
0010	PB-7	-	PB-9	-	-	43	450
0010	PB-9	-	PB-11	-	-	42	444
0010	PB-11	-	L-7	52	-	-	438
0010	L-7	-	L-9	172	-	-	546
0010	PB-11	-	PB-13	61	-	-	558
0010	PB-13	-	L-5	5	-	-	156
0010	PB-13	-	PB-15	75	-	-	107
0010	PB-15	-	PB-14	-	-	32	64
STAGE 2 TOTALS				377	0	117	2,961
STAGE 3							
0010	PB-2	-	PB-3	-	-	30	372
0010	PB-3	-	PB-4	68	-	-	600
0010	PB-4	-	L-2	5	-	-	156
0010	PB-4	-	PB-6	75	-	-	642
0010	PB-6	-	L-4	18	-	-	702
0010	PB-6	-	L-12	176	-	-	1,182
0010	L-12	-	L-14	158	-	-	504
0010	PB-6	-	PB-8	-	-	37	414
0010	PB-8	-	PB-10	-	-	39	426
0010	PB-10	-	L-6	21	-	-	252
0010	PB-10	-	PB-12	111	-	-	858
0010	PB-12	-	L-8	6	-	-	162
0010	PB-12	-	L-10	157	-	-	1,068
0010	PB-12	-	PB-14	-	-	40	72
0010	L-10	-	L-15	148	-	-	474
STAGE 3 TOTALS				943	0	146	7,884
STAGE 4							
0010	LC-1	-	PB-1	-	64	-	275
0010	PB-1	-	PB-2	-	-	39	426
0010	PB-1	-	L-11	143	-	-	984
0010	L-11	-	L-13	158	-	-	504
0010	LC-1	-	PB-5	-	80	-	315
0010	PB-5	-	L-1	8	-	-	522
0010	PB-5	-	PB-7	116	-	-	888
STAGE 4 TOTALS				425	144	39	3,914
			TOTAL 0010	1,745	144	302	14,759

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING POLES

CATEGORY	STREET LIGHT NO.	STATION	OFFSET	654.0105 CONCRETE BASES TYPE 5 EACH	* 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0322 POLES TYPE 5-ALUMINUM EACH	657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT EACH	659.1120 LUMINAIRES UTILITY LED B EACH
STAGE 2									
0010	L-3	207+67.57 'NB'	25.9' RT	1	135	1	1	1	1
0010	L-5	13+11.68 'RAB'	36.7' RT	1	135	1	1	1	1
0010	L-7	208+42.62 'SB'	22.0' LT	1	135	1	1	1	1
0010	L-9	210+11.54 'SB'	22.9' LT	1	135	1	1	1	1
STAGE 2 TOTALS				4	540	4	4	4	4
STAGE 3									
0010	L-2	571+17.05 'EB'	27.5' RT	1	135	1	1	1	1
0010	L-4	205+67.40 'NB'	22.6' RT	1	135	1	1	1	1
0010	L-6	206+14.14 'SB'	27.2' LT	1	135	1	1	1	1
0010	L-8	568+95.21 'EB'	29.1' RT	1	135	1	1	1	1
0010	L-10	567+39.77 'EB'	28.7' RT	1	135	1	1	1	1
0010	L-12	204+03.25 'NB'	21.3' RT	1	135	1	1	1	1
0010	L-14	202+46.92 'NB'	21.0' RT	1	135	1	1	1	1
0010	L-15	565+94.27 'EB'	24.8' RT	1	135	1	1	1	1
STAGE 3 TOTALS				8	1,080	8	8	8	8
STAGE 4									
0010	L-1	571+87.22 'WB'	27.8' LT	1	135	1	1	1	1
0010	L-11	573+47.37 'WB'	28.5' LT	1	135	1	1	1	1
0010	L-13	575+02.95 'WB'	27.7' LT	1	135	1	1	1	1
STAGE 4 TOTALS				3	405	3	3	3	3
			TOTAL 0010	15	2,025	15	15	15	15

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING CABINET

CATEGORY	CABINET NO.	STATION	OFFSET	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) (01. STA 572+15 'WB, 60.5' LT) EACH	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH
STAGE 4						
0010	LC-1	572+15.04 'WB'	60.5' LT	1	1	1
STAGE 4 TOTALS				1	1	1
			TOTAL 0010	1	1	1

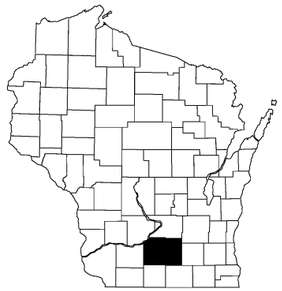
SAWING

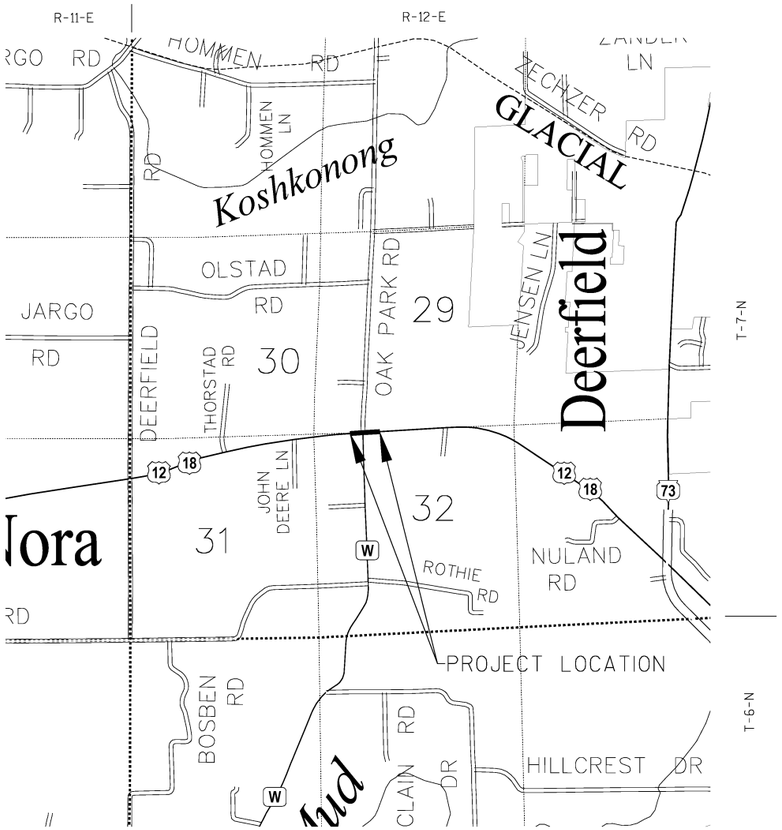
CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 2							
0010	561+19 'EB'			LT	-	16	PROJECT LIMITS
0010	213+42 'NB'			LT/RT	23	-	PROJECT LIMITS
0010	578+68 'EB'			LT	-	17	PROJECT LIMITS
0010	561+19 'EB'	-	578+68 'EB'	LT/RT	-	1,740	
STAGE 2 TOTALS					23	1,773	
STAGE 3							
0010	561+19 'EB'			RT	-	14	PROJECT LIMITS
0010	200+97 'NB'			LT/RT	22	-	PROJECT LIMITS
0010	578+68 'EB'			RT	-	13	PROJECT LIMITS
STAGE 3 TOTALS					22	27	
				TOTAL 0010	45	1,800	

TEMPORARY LIGHTING

CATEGORY	LOCATION	SPV.0060.03 SPECIAL (03. TEMPORARY LIGHTING) EACH
0010	PROJECT 3080-01-78	1
	TOTAL 0010	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
3080-01-28
MADISON - CAMBRIDGE
CTH W/OAK PARK RD INTERSECTION
USH 12
DANE COUNTY





THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 3080-01-28.

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

CONVENTIONAL SYMBOLS

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

- SECTION CORNER SYMBOL (18, 23, 24, 26, 25, 9)
- SECTION CORNER MONUMENT
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN (SIGN)
- OFF-PREMISE SIGN (81-25 SIGN)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	◪	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	⧓	⧖

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

- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1-INCH UNLESS NOTED) IP

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

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

LAYOUT
SCALE 0 2000 FT

GN

PROJECT NUMBER	3080-01-28 - 4. 01
SHEET	2 OF 2

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\RW\00093644_CTH W_TPP.DWG
LAYOUT NAME: TPP Title 34x22
PLOT DATE : 12/9/2023 3:04 PM PLOT BY : BRAD TISDALE PLOT NAME : _____

TRANSPORTATION PROJECT PLAT NO: 3080-01-28 - 4.01

PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 AND PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 29, AND PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 AND PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 32, ALL LOCATED IN TOWNSHIP 7 NORTH, RANGE 12 EAST, TOWN OF DEERFIELD, DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 12 MADISON - CAMBRIDGE (CTH W/ OAK PARK RD INTERSECTION), DANE COUNTY

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

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

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

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

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 12/18, OAK PARK RD, AND CTH W SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: R/W PROJECT 3080-00-22 - 4.11.

EXISTING ACCESS CONTROL ALONG USH 12/18, OAK PARK RD, AND CTH W SHOWN HEREIN IS ESTABLISHED FROM PREVIOUS PROJECT 3080-00-22 - 4.11.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS OF DANE COUNTY, AS SHEET 2 OF 2 OF THIS DOCUMENT.

PI = 9W+99.93
Y = 469,066.027
X = 895,220.021
Δ = 5°02'29" RT

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

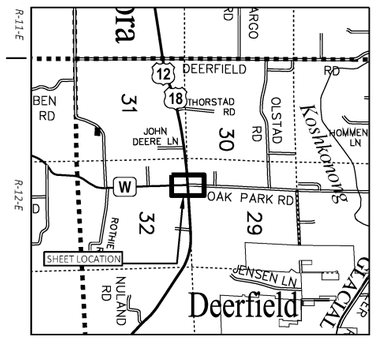
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BY TYPE 2 (TYPICALLY 3/4 " X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

UTILITY INTEREST TABLE

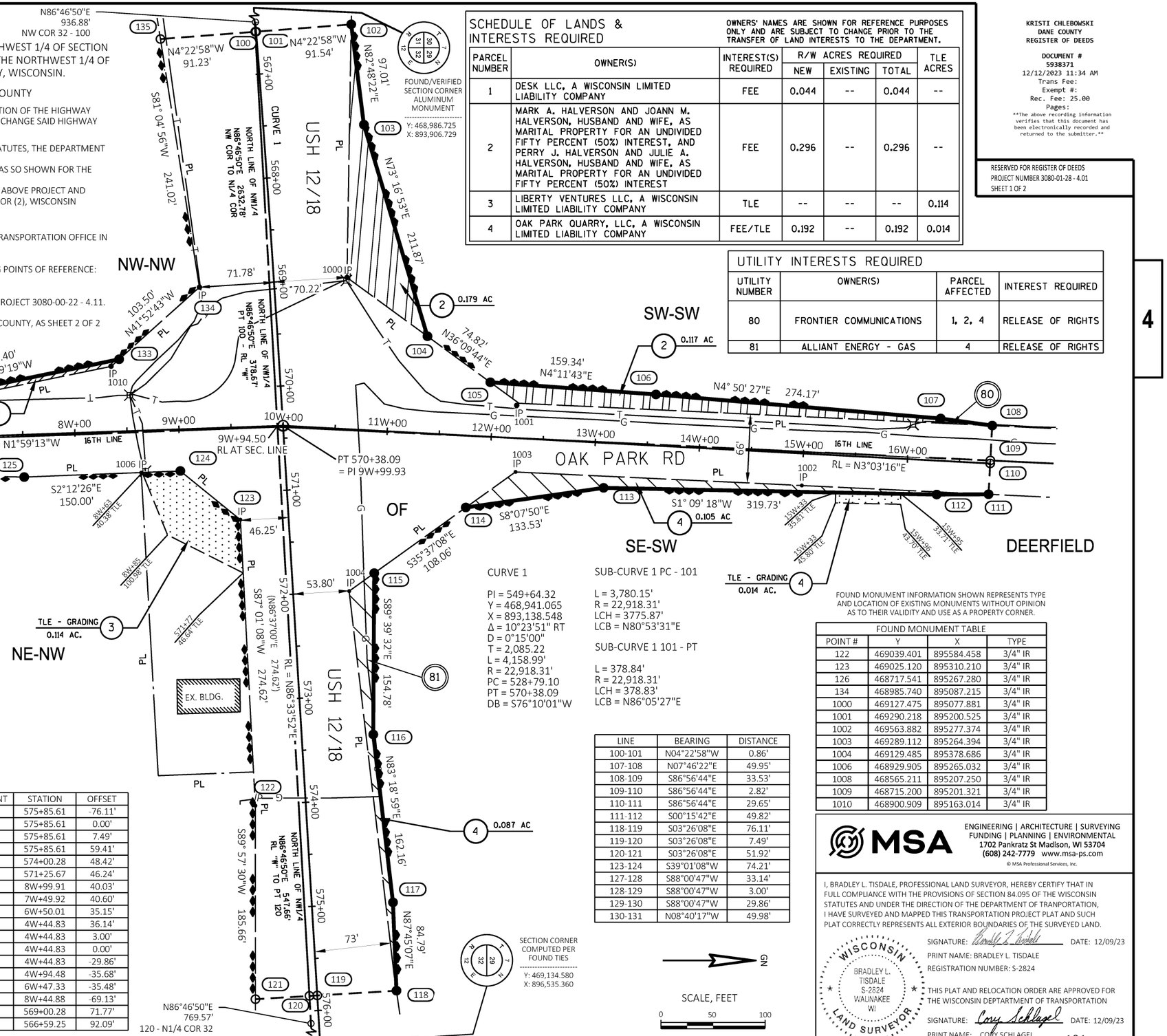
UTILITY #	RECORDING INFORMATION
80	PARCEL 1 - V. 138, P.257, DOC. #1251995 (GENERAL TELEPHONE COMPANY) V. 157, P.405, DOC. #1258366 (GENERAL TELEPHONE COMPANY) PARCEL 2 - V.474, P.366, DOC. #1200370 (GENERAL TELEPHONE COMPANY) V.138, P.248, DOC. #1251986 (GENERAL TELEPHONE COMPANY) PARCEL 4 - V.138, P.245, DOC. #1251983 (GENERAL TELEPHONE COMPANY)
81	PARCEL 4 - DOC. #5442492 (WISCONSIN POWER AND LIGHT)

LOCATION MAP
(NOT TO SCALE)



RW POINT	STATION	OFFSET
100	566+59.25	0.86'
101	566+59.25	0.00'
102	566+59.25	-91.54'
103	567+55.74	-96.50'
104	569+61.24	-143.56'
105	11W+96.37	-52.18'
106	13W+55.68	-49.01'
107	16W+29.72	-40.46'
108	16W+79.50	-36.35'
109	16W+79.50	-2.82'
110	16W+79.50	0.00'
111	16W+79.50	29.65'
112	16W+29.76	32.53'
113	13W+10.21	43.13'
114	11W+79.21	69.03'
115	571+84.50	-78.88'
116	573+38.94	-68.68'
117	575+00.84	-77.87'

RW POINT	STATION	OFFSET
118	575+85.61	-76.11'
119	575+85.61	0.00'
120	575+85.61	7.49'
121	575+85.61	59.41'
122	574+00.28	48.42'
123	571+25.67	46.24'
124	8W+99.91	40.03'
125	7W+49.92	40.60'
126	6W+50.01	35.15'
127	4W+44.83	36.14'
128	4W+44.83	3.00'
129	4W+44.83	0.00'
130	4W+44.83	-29.86'
131	4W+94.48	-35.68'
132	6W+47.33	-35.48'
133	8W+44.88	-69.13'
134	569+00.28	71.77'
135	566+59.25	92.09'



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 DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W ACRES REQUIRED			TLE ACRES
			NEW	EXISTING	TOTAL	
1	DESK LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE	0.044	--	0.044	--
2	MARK A. HALVERSON AND JOANN M. HALVERSON, HUSBAND AND WIFE, AS MARITAL PROPERTY FOR AN UNDIVIDED FIFTY PERCENT (50%) INTEREST, AND PERRY J. HALVERSON AND JULIE A. HALVERSON, HUSBAND AND WIFE, AS MARITAL PROPERTY FOR AN UNDIVIDED FIFTY PERCENT (50%) INTEREST	FEE	0.296	--	0.296	--
3	LIBERTY VENTURES LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	--	--	--	0.114
4	OAK PARK QUARRY, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	0.192	--	0.192	0.014

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	PARCEL AFFECTED	INTEREST REQUIRED
80	FRONTIER COMMUNICATIONS	1, 2, 4	RELEASE OF RIGHTS
81	ALLIANT ENERGY - GAS	4	RELEASE OF RIGHTS

CURVE 1

PI = 549+64.32
Y = 468,941.065
X = 893,138.548
Δ = 10°23'51" RT
D = 0°15'00"
T = 2,085.22
L = 4,158.99'
R = 22,918.31'
PC = 528+79.10
PT = 570+38.09
DB = S76°10'01"W

SUB-CURVE 1 PC - 101

L = 3,780.15'
R = 22,918.31'
LCH = 3775.87'
LCB = N80°53'31"E

SUB-CURVE 1 101 - PT

L = 378.84'
R = 22,918.31'
LCH = 378.83'
LCB = N86°05'27"E

LINE	BEARING	DISTANCE
100-101	N04°22'58"W	0.86'
107-108	N07°46'22"E	49.95'
108-109	S86°56'44"E	33.53'
109-110	S86°56'44"E	2.82'
110-111	S86°56'44"E	29.65'
111-112	S00°15'42"E	49.82'
118-119	S03°26'08"E	76.11'
119-120	S03°26'08"E	7.49'
120-121	S03°26'08"E	51.92'
123-124	S39°01'08"W	74.21'
127-128	S88°00'47"W	33.14'
128-129	S88°00'47"W	3.00'
129-130	S88°00'47"W	29.86'
130-131	N08°40'17"W	49.98'

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOUND MONUMENT TABLE			
POINT #	Y	X	TYPE
122	469039.401	895584.458	3/4" IR
123	469025.120	895310.210	3/4" IR
126	468717.541	895267.280	3/4" IR
134	468985.740	895087.215	3/4" IR
1000	469127.475	895077.881	3/4" IR
1001	469290.218	895200.525	3/4" IR
1002	469563.882	895277.374	3/4" IR
1003	469289.112	895264.394	3/4" IR
1004	469129.485	895378.686	3/4" IR
1006	468929.905	895265.032	3/4" IR
1008	468565.211	895207.250	3/4" IR
1009	468715.200	895201.321	3/4" IR
1010	468900.909	895163.014	3/4" IR

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5938371
12/12/2023 11:34 AM
Trans Fee:
Exempt #:
Rec. Fee: 25.00
Pages:
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3080-01-28 - 4.01
SHEET 1 OF 2

MSA
ENGINEERING | ARCHITECTURE | SURVEYING
FUNDING | PLANNING | ENVIRONMENTAL
1702 Pankratz St Madison, WI 53704
(608) 242-7779 www.msa-ps.com

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

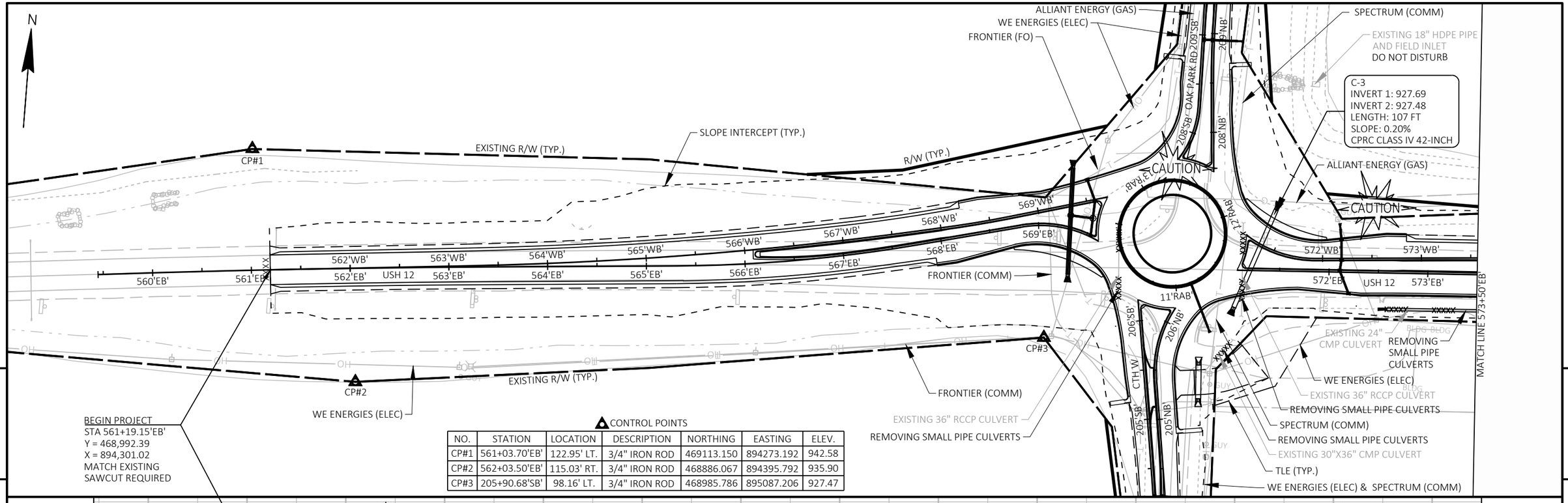
SIGNATURE: _____ DATE: 12/09/23
PRINT NAME: BRADLEY L. TISDALE
REGISTRATION NUMBER: S-2824

WISCONSIN BRADLEY L. TISDALE S-2824 WAUNAKEE WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPTARTMENT OF TRANSPORTATION

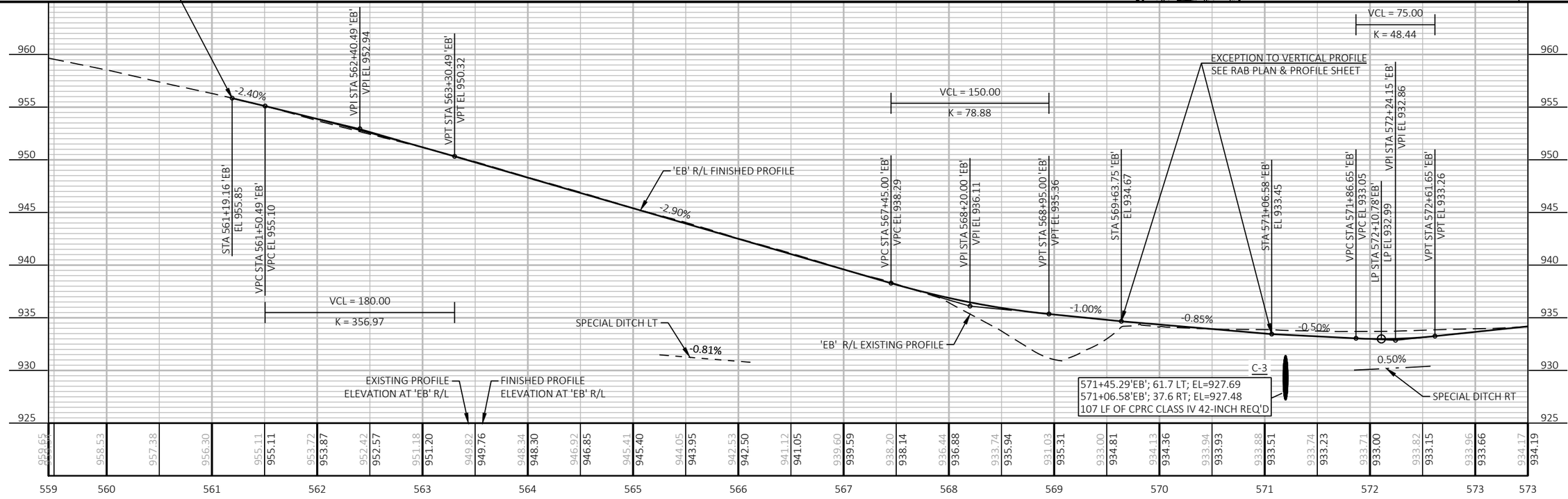
SIGNATURE: _____ DATE: 12/09/23
PRINT NAME: CORY SCHLAGEL

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\RW\00093644_CTH W_TPP.DWG
APPRAISAL PLAT DATE : 12/09/2023
PLOT DATE : 12/9/2023 3:57 PM
PLOT BY : BRAD TISDALE
PLOT NAME :
PLOT SCALE : 1:50

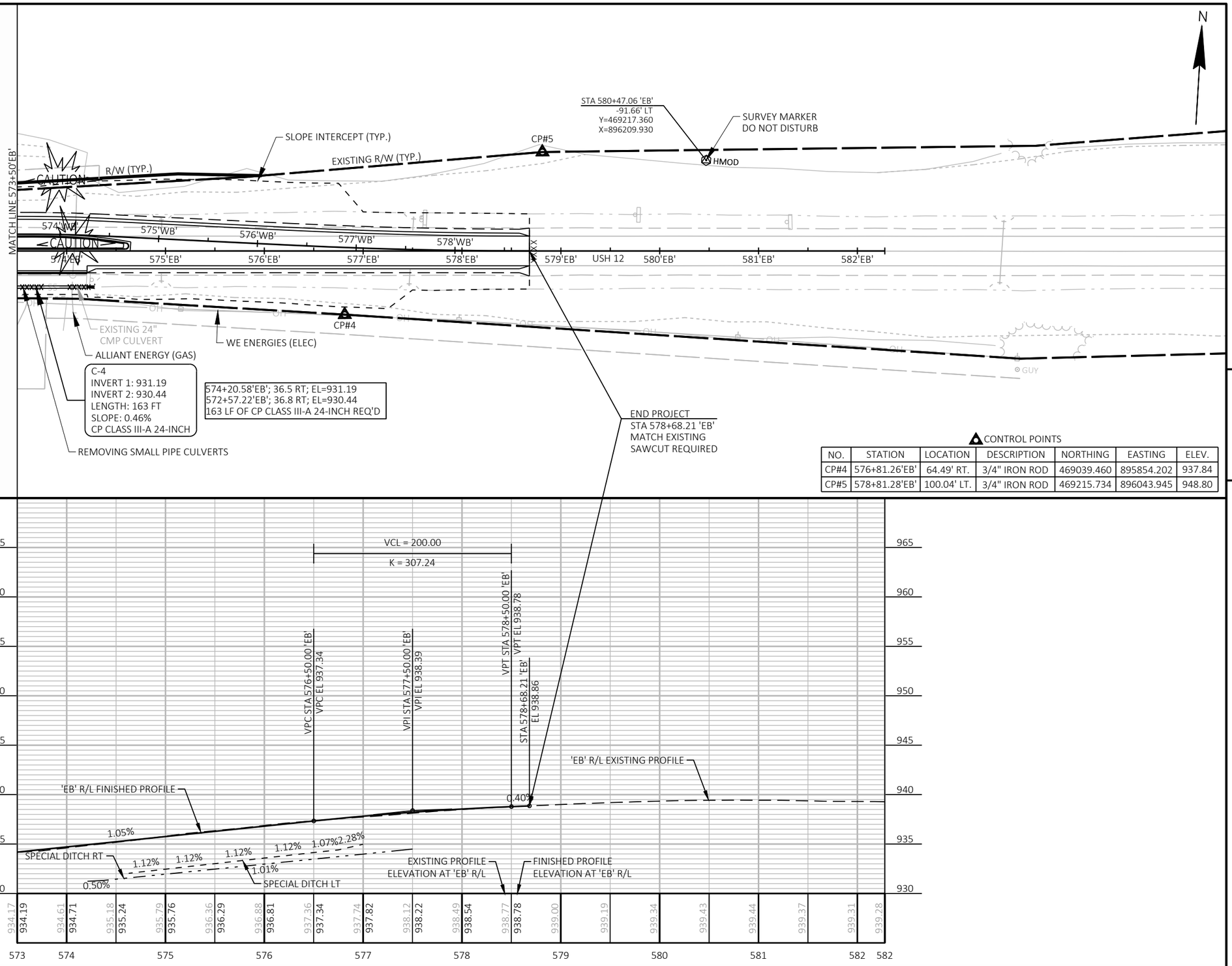


CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#1	561+03.70'EB'	122.95' LT.	3/4" IRON ROD	469113.150	894273.192	942.58
CP#2	562+03.50'EB'	115.03' RT.	3/4" IRON ROD	468886.067	894395.792	935.90
CP#3	205+90.68'SB'	98.16' LT.	3/4" IRON ROD	468985.786	895087.206	927.47



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: EB USH 12	SHEET 102	E



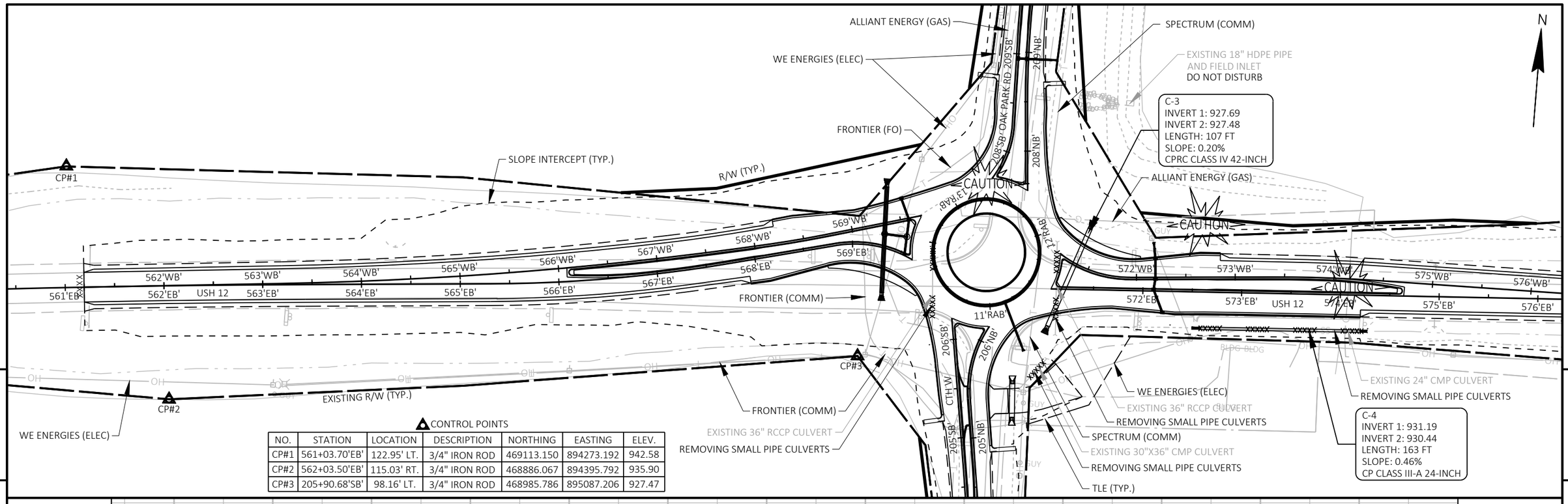
5

5

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#4	576+81.26'EB'	64.49' RT.	3/4" IRON ROD	469039.460	895854.202	937.84
CP#5	578+81.28'EB'	100.04' LT.	3/4" IRON ROD	469215.734	896043.945	948.80

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: EB USH 12	SHEET 103	E



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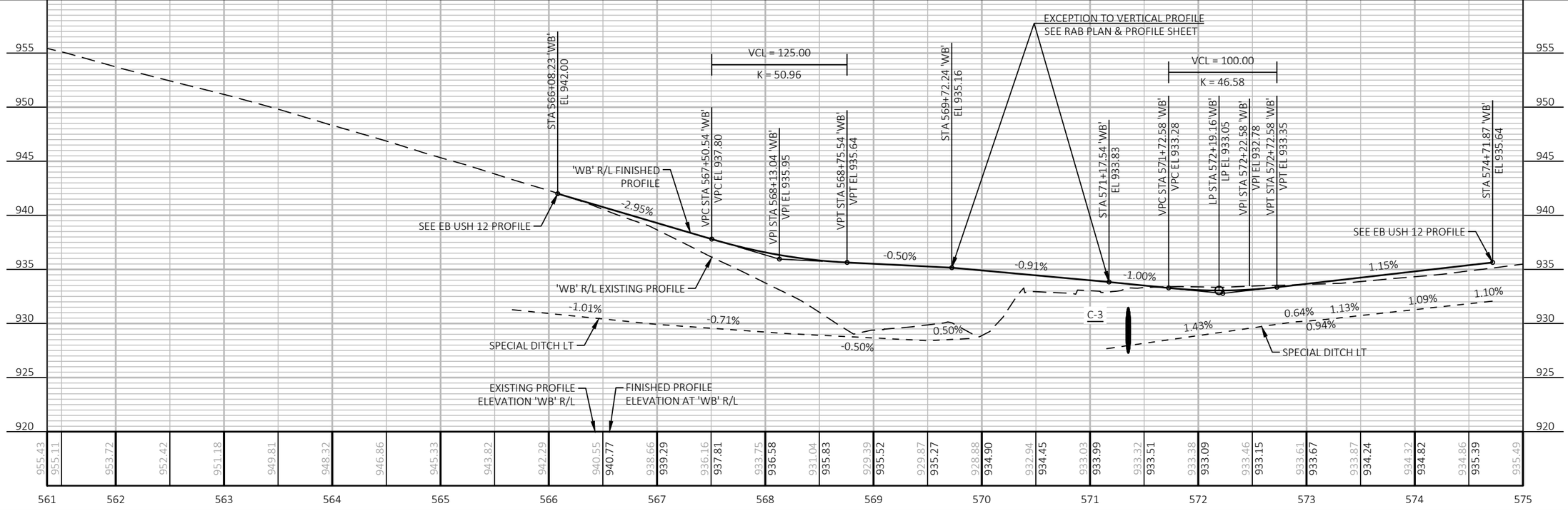
5

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#1	561+03.70'EB'	122.95' LT.	3/4" IRON ROD	469113.150	894273.192	942.58
CP#2	562+03.50'EB'	115.03' RT.	3/4" IRON ROD	468886.067	894395.792	935.90
CP#3	205+90.68'SB'	98.16' LT.	3/4" IRON ROD	468985.786	895087.206	927.47



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: WB USH 12	SHEET 104	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050103-pp
PLOT DATE : 7/23/2025 2:37 PM
PLOT BY : EMMA HUBERTY
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

205+58.69'NB'; 42.6 RT; EL=927.12
205+17.92'NB'; 40.6 RT; EL=926.90
34 LF OF CPRCHE CLASS HE-III 34x53-INCH

C-5
INVERT 1: 927.12
INVERT 2: 926.90
LENGTH: 34 FT
SLOPE: 0.67%
CPRCHE CLASS HE-III 34x53-INCH

WE ENERGIES (ELEC)
FRONTIER (COMM)
EXISTING 36" RCCP CULVERT
REMOVING SMALL PIPE CULVERTS
CP#3
USH 12
569'EB'
569'WB'
FRONTIER (FO)
WE ENERGIES (ELEC)
FRONTIER (COMM)
R/W (TYP.)
CP#6
201'SB'
202'SB'
203'SB'
204'SB'
205'SB'
206'SB'
201'NB'
202'NB'
CTH W
203'NB'
204'NB'
205'NB'
206'NB'
11'RAB'
13'RAB'
CAUTION
208'SB'
209'SB'
210'SB'
211'SB'
212'SB'
213'SB'
208'NB'
209'NB'
210'NB'
211'NB'
212'NB'
213'NB'
214'NB'
ALLIANT ENERGY (GAS)
OAK PARK RD
EXISTING R/W (TYP.)
CP#7
CP#8
FRONTIER (COMM)
STA. 205+35'NB' RT
ASPH P.E.
WE ENERGIES (ELEC) &
SPECTRUM (COMM)
EXISTING 30"X36" CMP CULVERT
REMOVING SMALL PIPE CULVERTS
TLE (TYP.)
SLOPE INTERCEPT (TYP.)
EXISTING 36" RCCP CULVERT
REMOVING SMALL PIPE CULVERTS
SPECTRUM (COMM)
WE ENERGIES (ELEC)
12'RAB'
SPECTRUM (COMM)
STA. 212+20'NB' RT
BAD P.E.
EXISTING CULVERT PIPE
TO REMAIN
572'EB'
572'WB'
USH 12
573'EB'
573'WB'
EXISTING 18" HDPE PIPE
AND FIELD INLET
DO NOT DISTURB
ALLIANT ENERGY (GAS)
EXISTING 24" CMP CULVERT
REMOVING SMALL PIPE CULVERTS

BEGIN CONSTRUCTION
STA 200+97.32'NB'
Y = 468,511.19
X = 895,238.52
MATCH EXISTING
SAWCUT REQUIRED

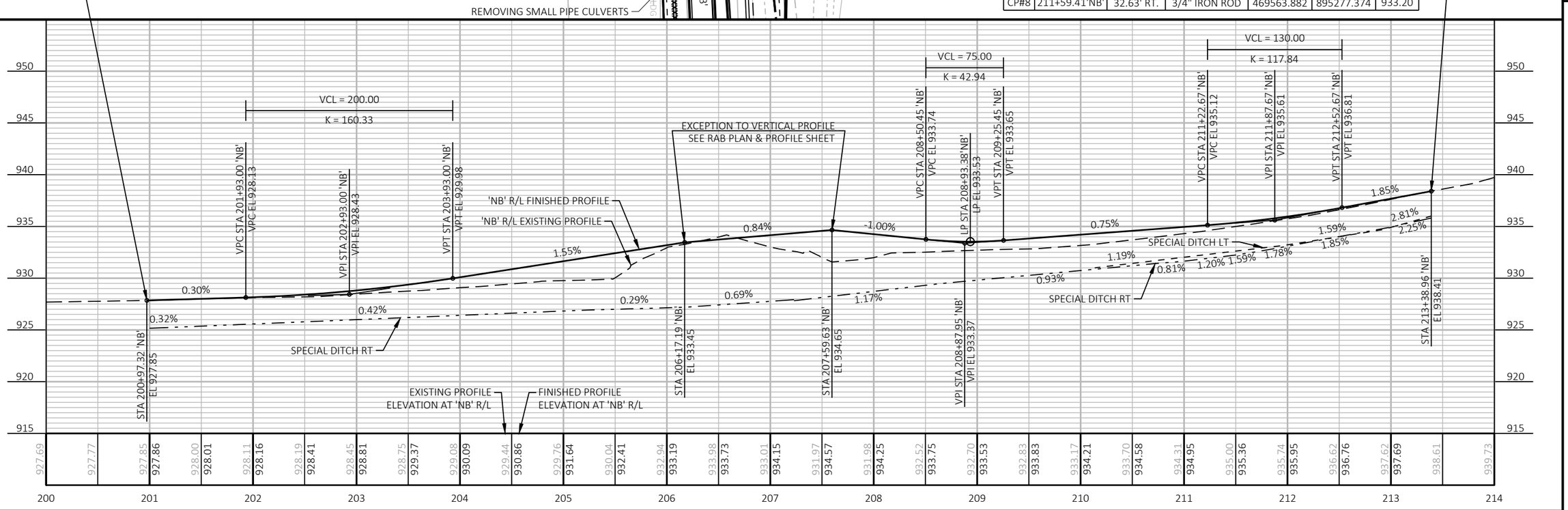
END CONSTRUCTION
STA 213+38.96'NB'
MATCH EXISTING
SAWCUT REQUIRED

5

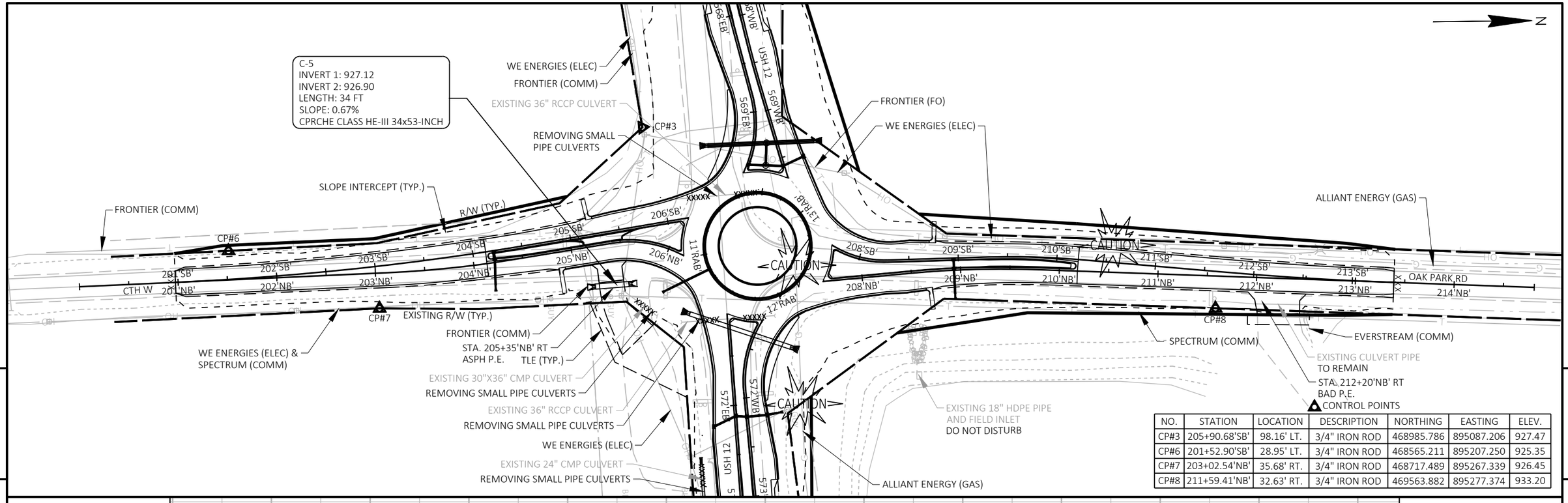
5

CONTROL POINTS

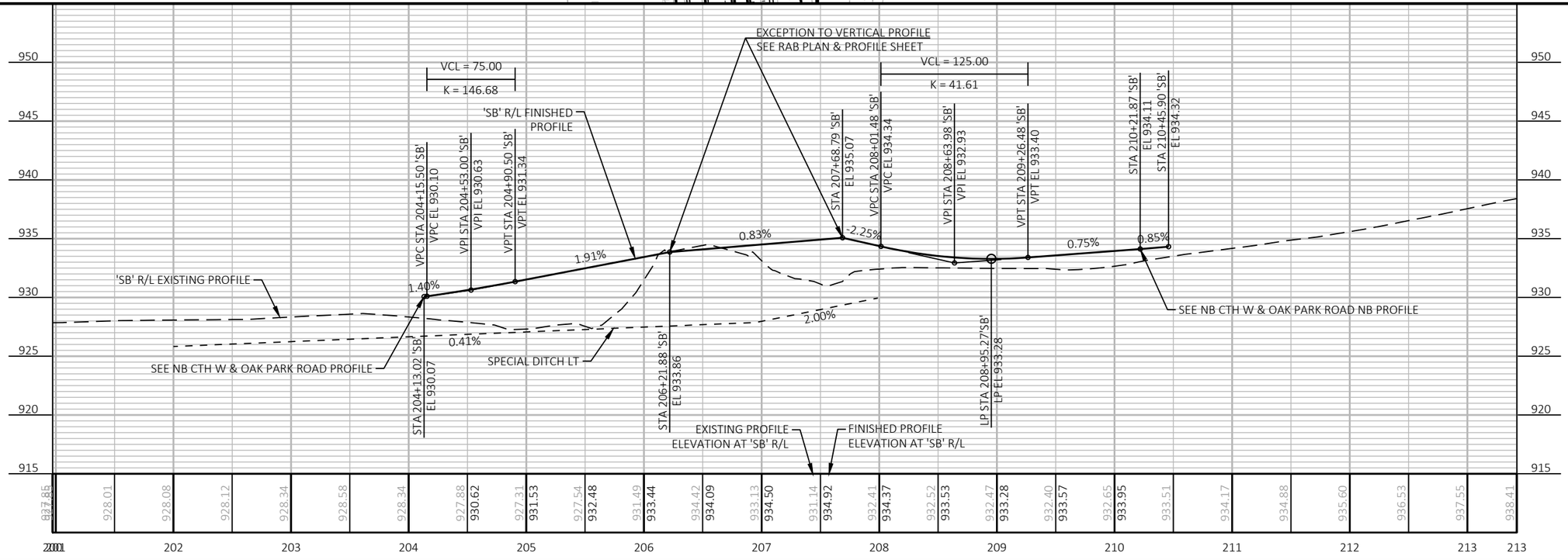
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#3	205+90.68'SB'	98.16' LT.	3/4" IRON ROD	468985.786	895087.206	927.47
CP#6	201+52.90'SB'	28.95' LT.	3/4" IRON ROD	468565.211	895207.250	925.35
CP#7	203+02.54'NB'	35.68' RT.	3/4" IRON ROD	468717.489	895267.339	926.45
CP#8	211+59.41'NB'	32.63' RT.	3/4" IRON ROD	469563.882	895277.374	933.20



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: NB CTH W & OAK PARK ROAD	SHEET 105	E



NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#3	205+90.68'SB'	98.16' LT.	3/4" IRON ROD	468985.786	895087.206	927.47
CP#6	201+52.90'SB'	28.95' LT.	3/4" IRON ROD	468565.211	895207.250	925.35
CP#7	203+02.54'NB'	35.68' RT.	3/4" IRON ROD	468717.489	895267.339	926.45
CP#8	211+59.41'NB'	32.63' RT.	3/4" IRON ROD	469563.882	895277.374	933.20

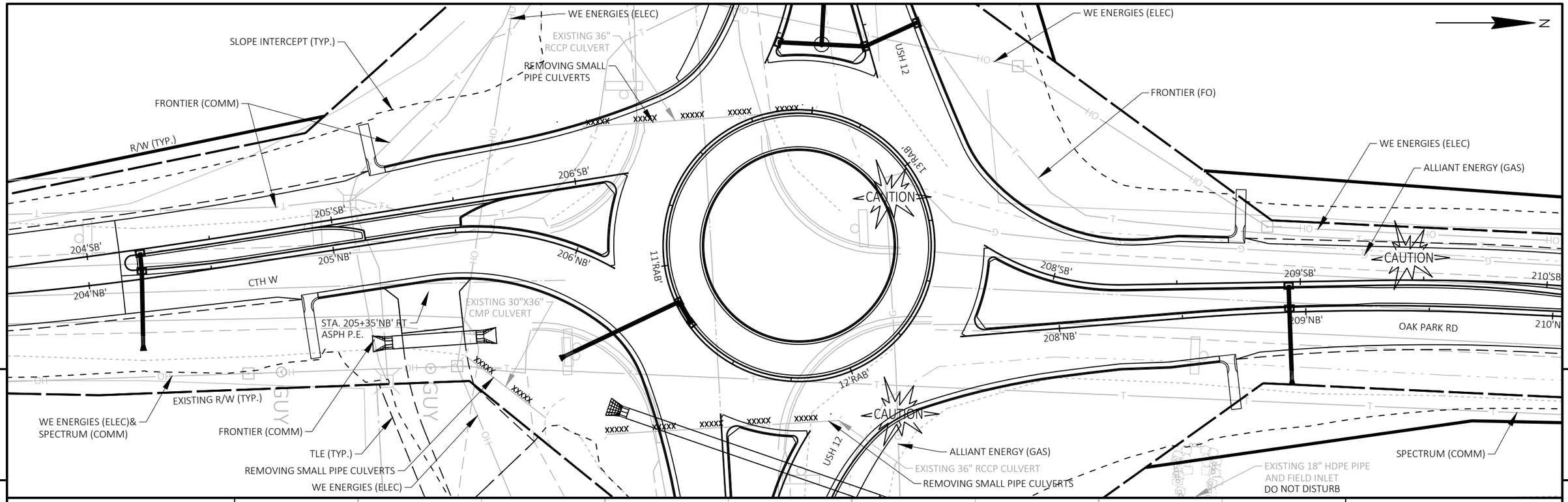


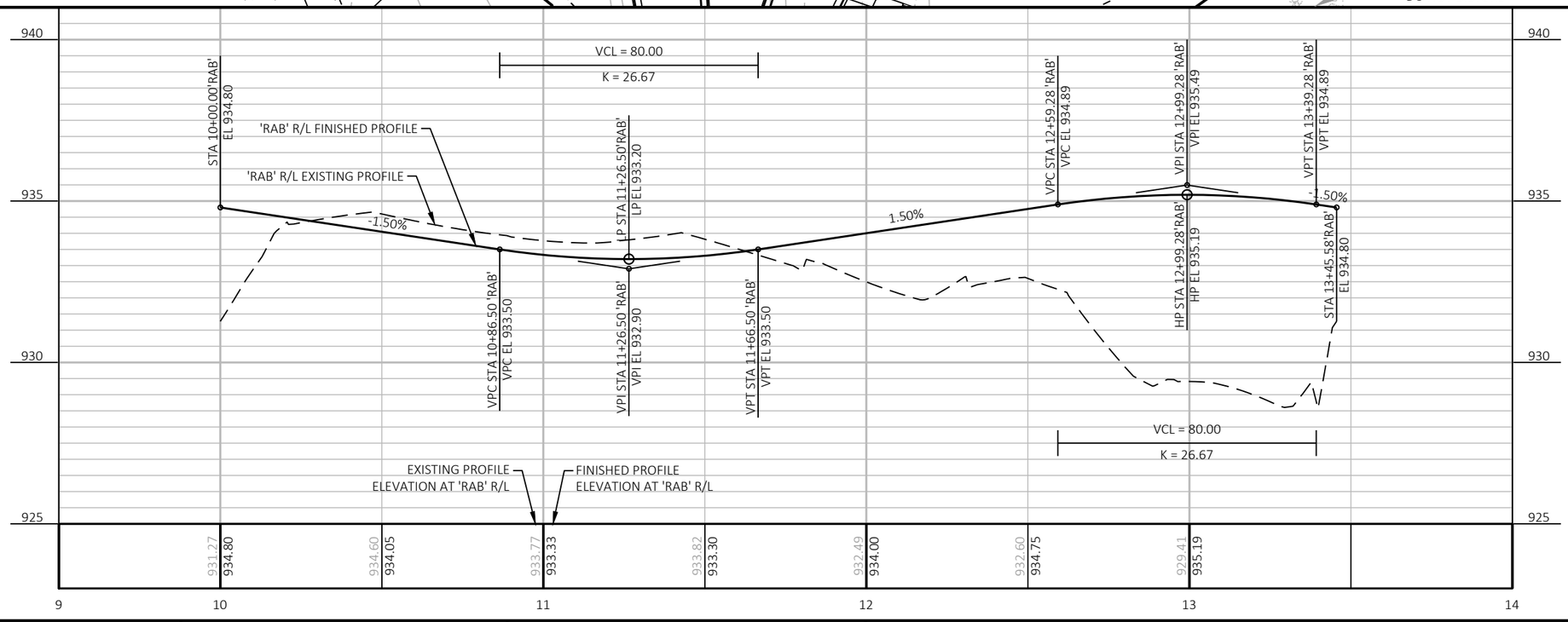
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: SB CTH W & OAK PARK ROAD	SHEET 106 E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050105-pp

PLOT DATE : 7/23/2025 2:37 PM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

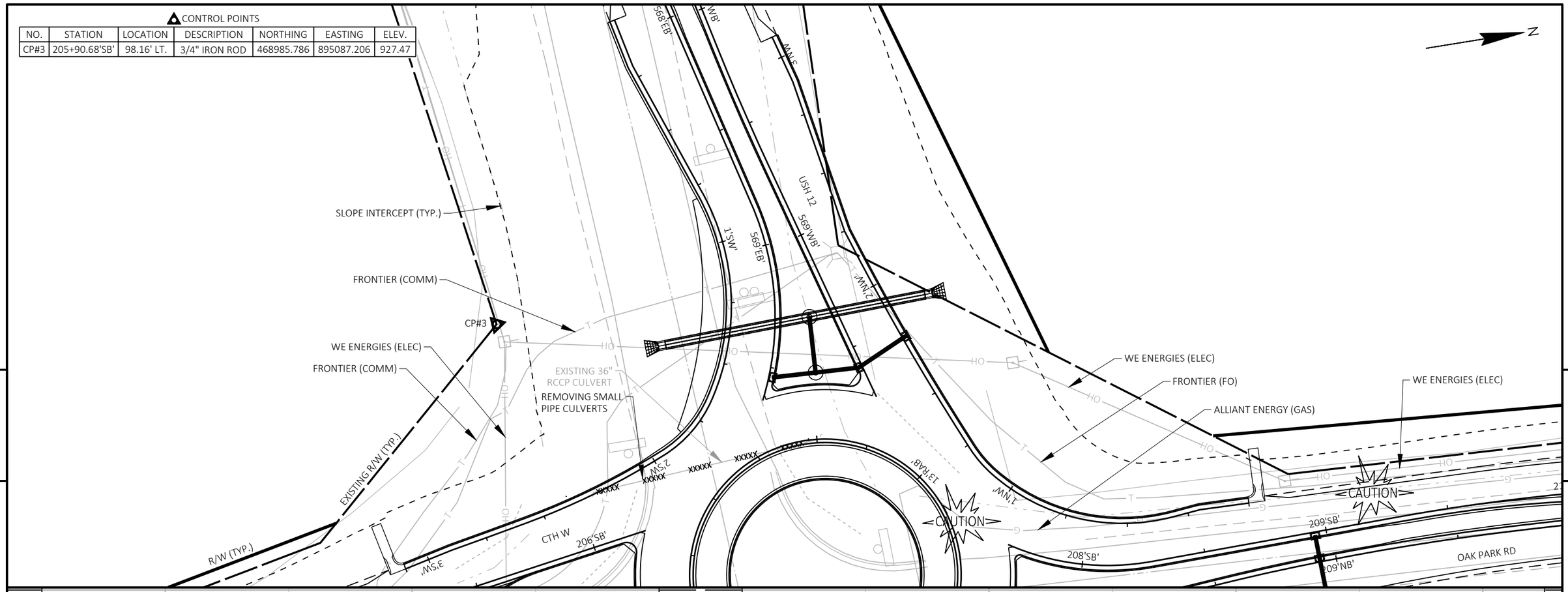


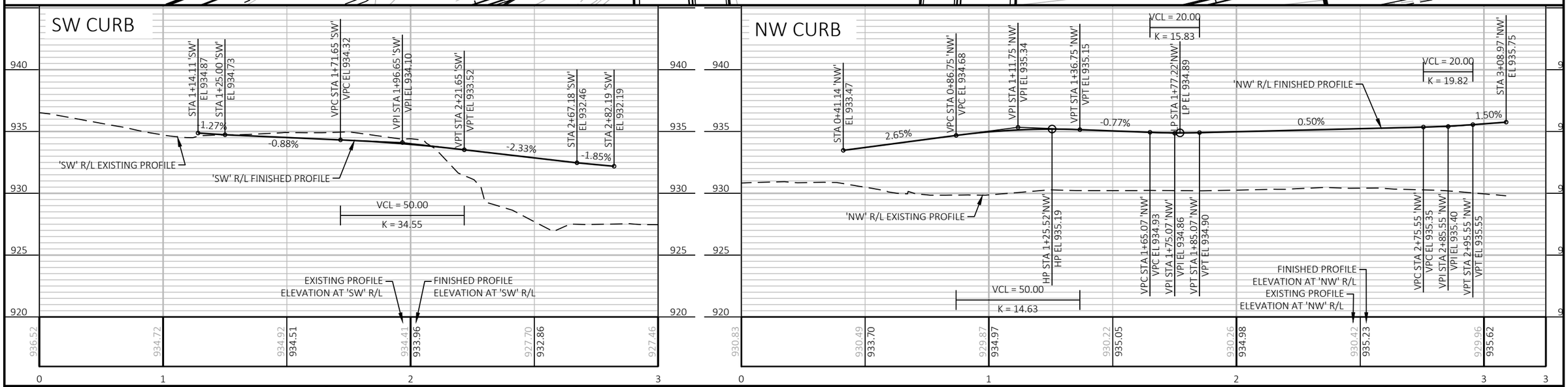


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: ROUNDABOUT	SHEET 107	E

CONTROL POINTS

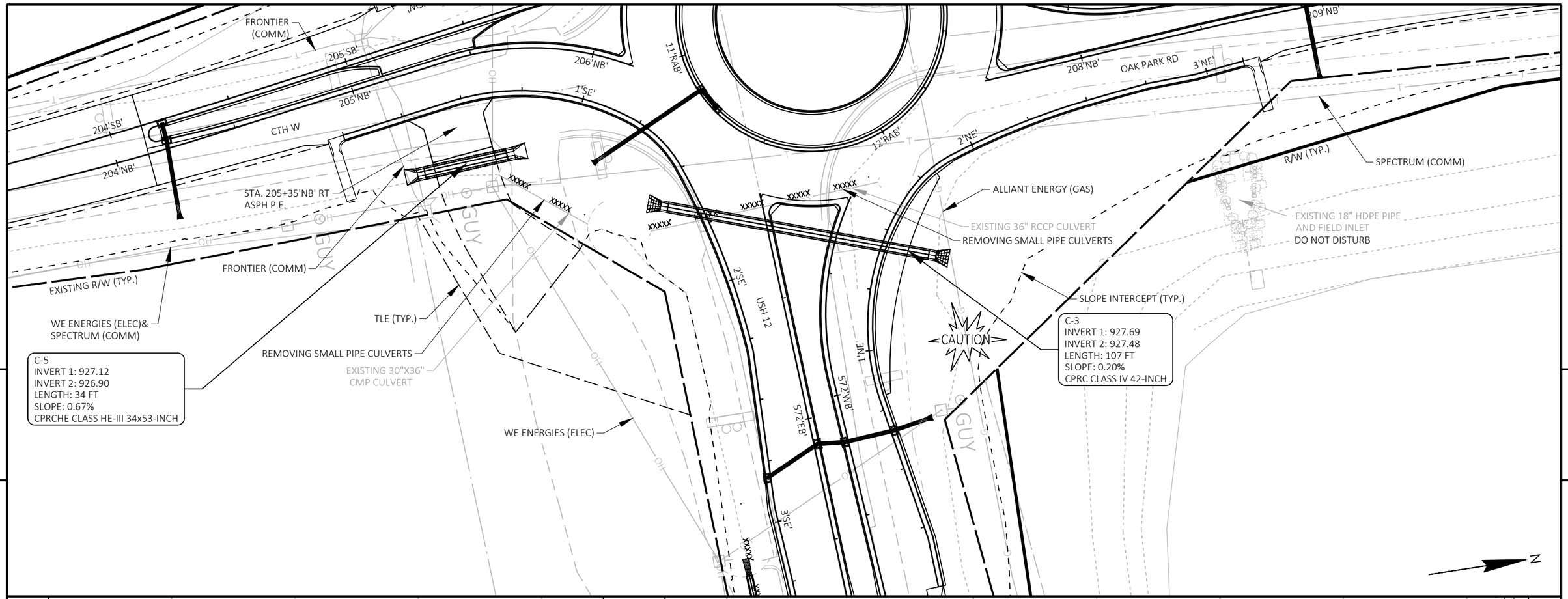
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#3	205+90.68'SB'	98.16' LT.	3/4" IRON ROD	468985.786	895087.206	927.47

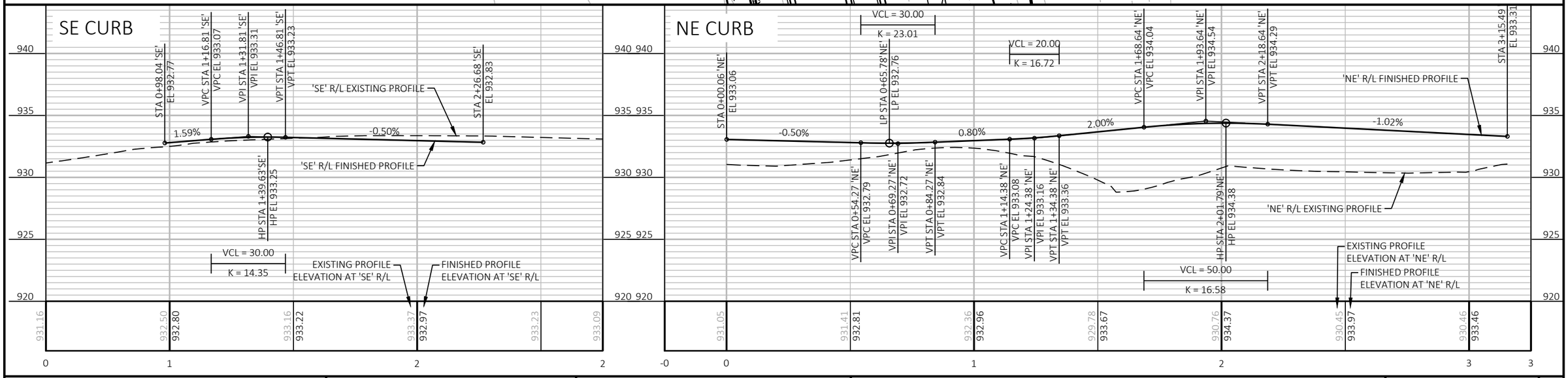




PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: WEST CURB	SHEET 108	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\050101-PP CR.DWG
LAYOUT NAME - 050108-pp
PLOT DATE : 7/23/2025 2:38 PM PLOT BY : EMMA HUBERTY PLOT NAME : PLOT SCALE : 1 IN:40 FT

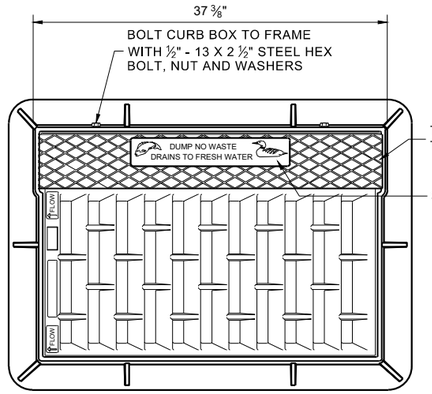




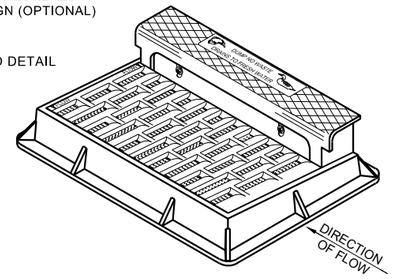
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	PLAN AND PROFILE: EAST CURB	SHEET 109 E

Standard Detail Drawing ListStandard Detail Drawing List

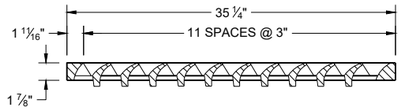
08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22C	INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D15-05A	EDGEDRAIN OUTLET AND OUTFALL MARKERS
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
08E14-01	TRACKING PAD
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
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
09B02-10	CONDUIT
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
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
13A03-07	CONCRETE PAVEMENT SHOULDERS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C19-03	HMA LONGITUDINAL JOINTS
15A01-13A	MARKER POST FOR RIGHT-OF-WAY
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR 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
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-10A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-06B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER

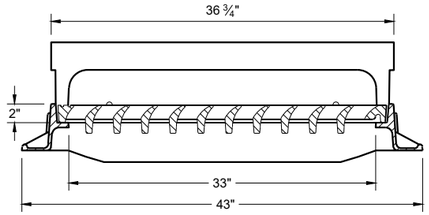


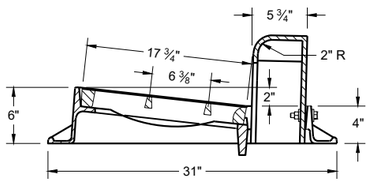
NOTE: EITHER CASTING IS ACCEPTABLE

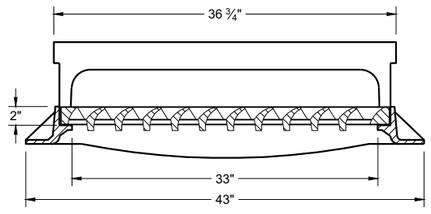


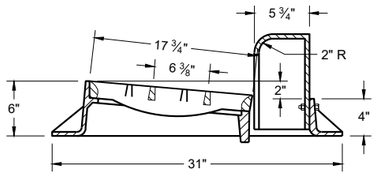
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







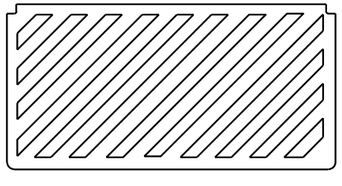




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

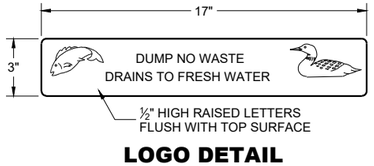
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



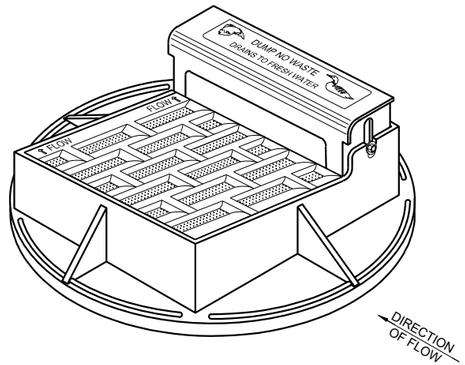
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

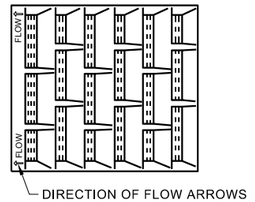


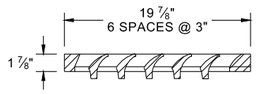
LOGO DETAIL

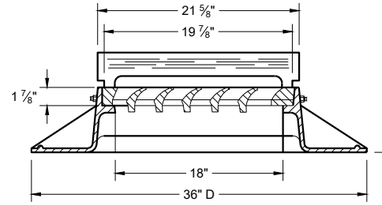


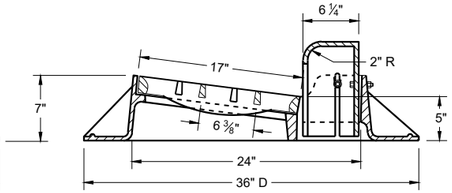
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE



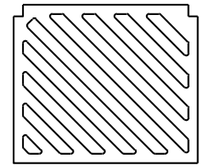






TYPE "A"

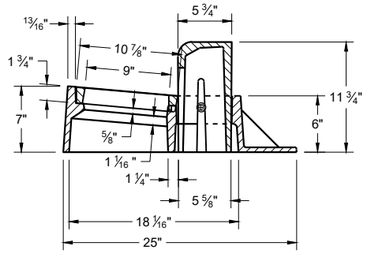
1" DIAGONAL BARS
WITH 1 1/2" OPENINGS

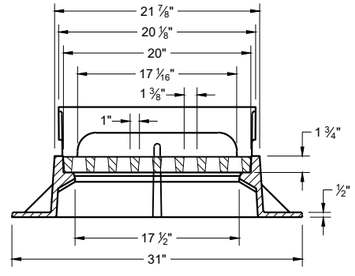


SPECIAL GRATE FOR TYPE "A" COVER

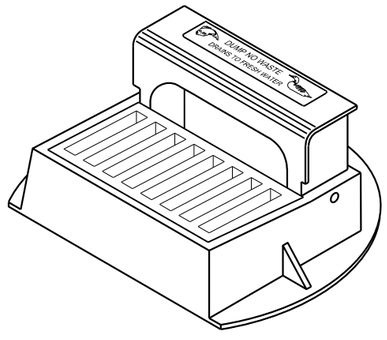
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



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.

INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2025
DATE

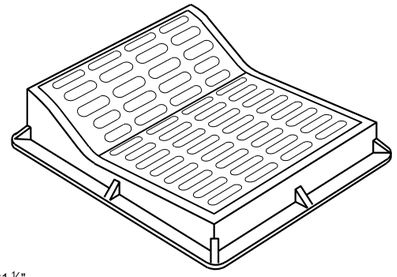
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

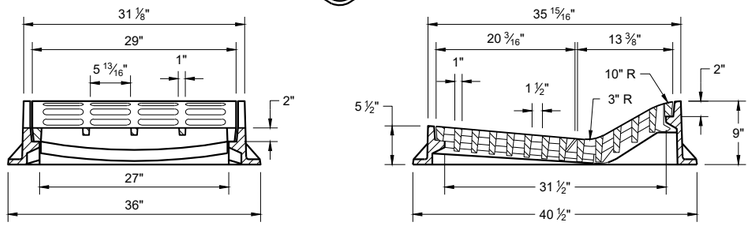
FHWA

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.

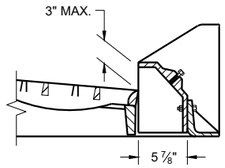
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

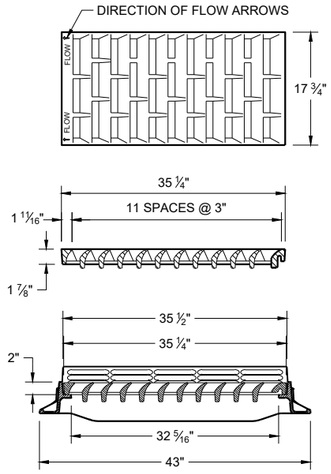


ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE

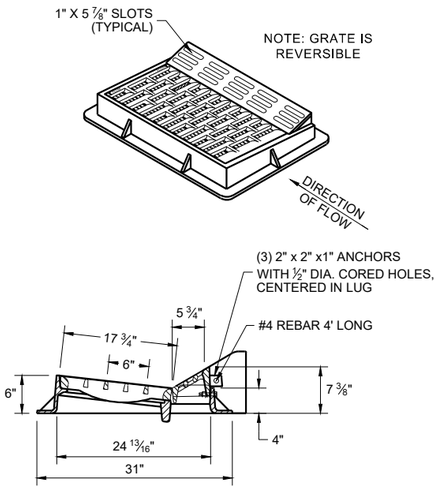
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.



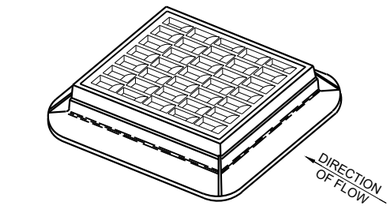
TYPE "HM"

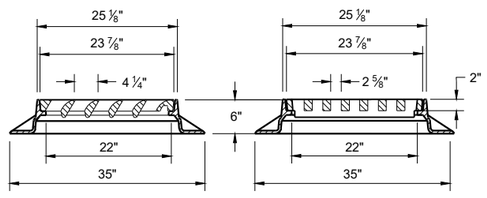
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



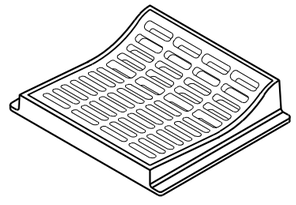
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

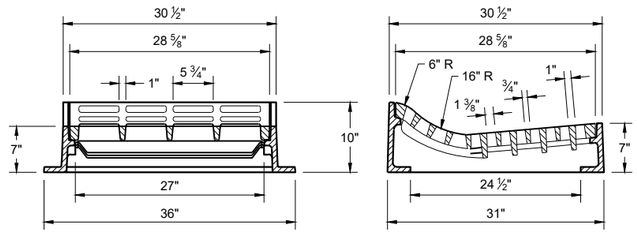
NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.





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
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

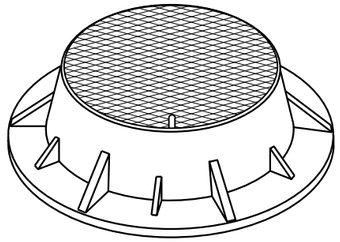
6
SDD 08A05-22c

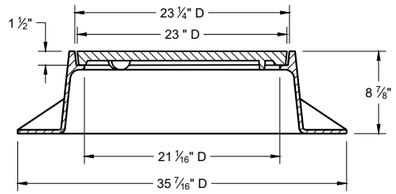
GENERAL NOTES

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

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

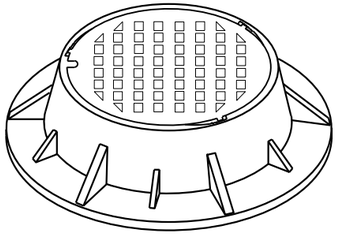
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

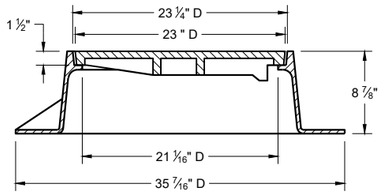




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

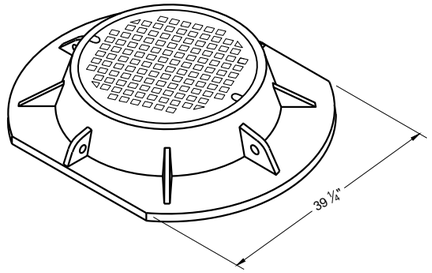


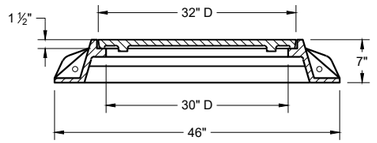


TYPE "J" SPECIAL

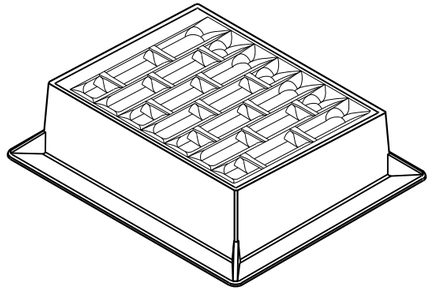
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

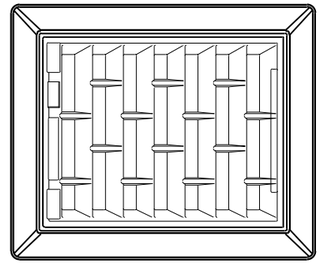
NOTE: EITHER CASTING IS ACCEPTABLE

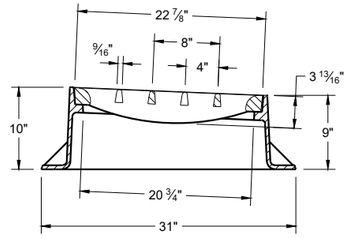


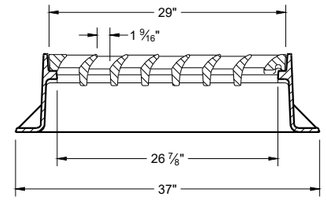


TYPE "K"

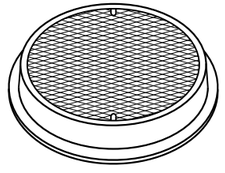


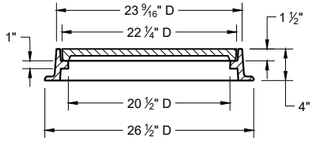




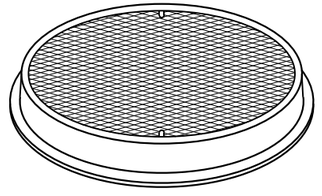


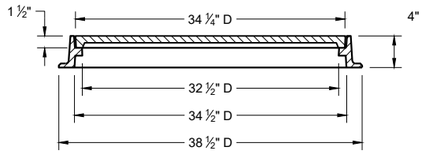
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

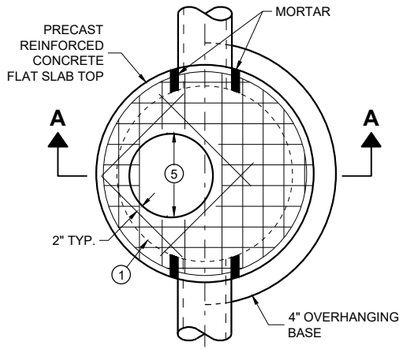
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

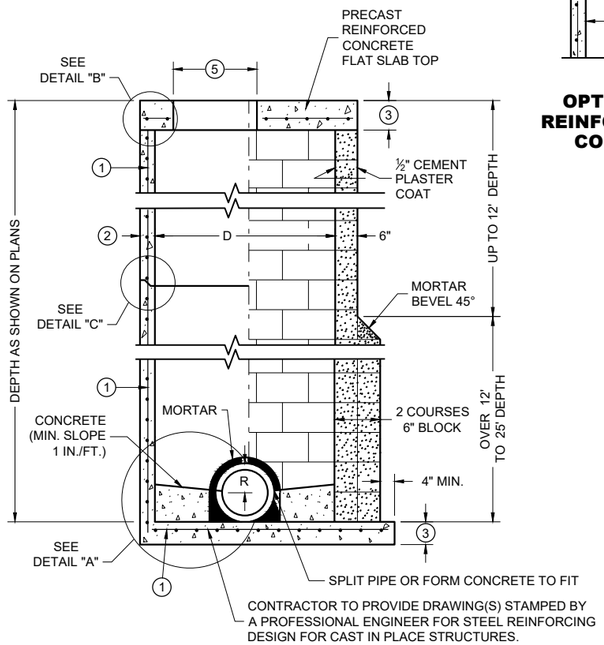
6

SDD 08A05-22e



PLAN VIEW

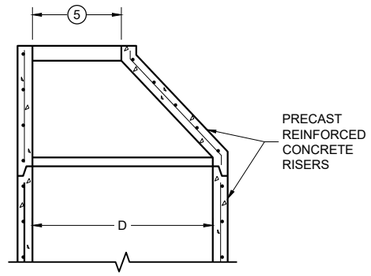
CIRCULAR OPENING



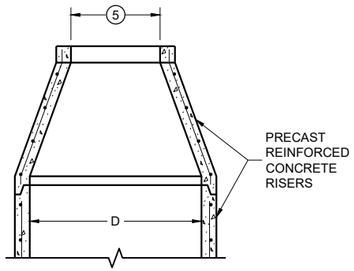
SECTION A - A

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

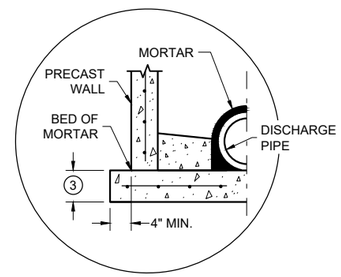
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

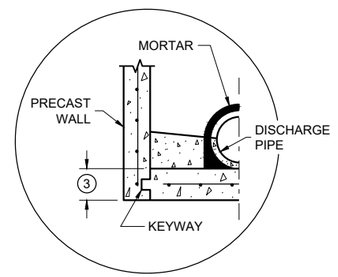
PIPE MATRIX

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.

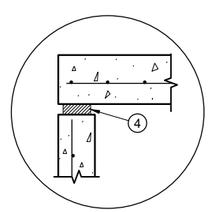


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

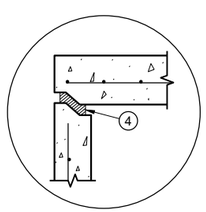


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

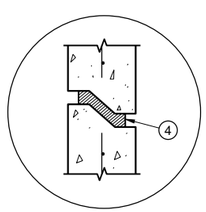
DETAIL "A"



TOP WITH PLAIN END JOINT



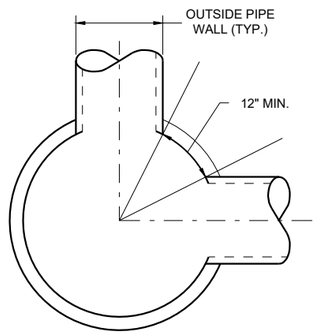
TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

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.

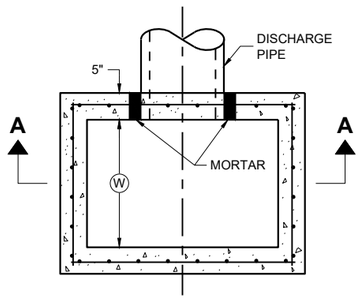
(5) SEE MANHOLE COVER OPENING MATRIX.

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

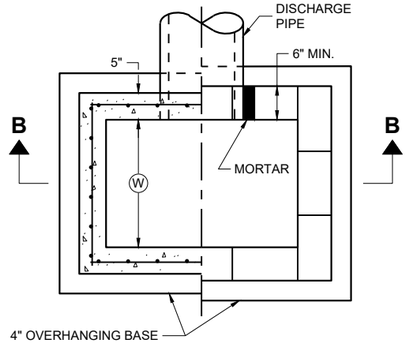
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

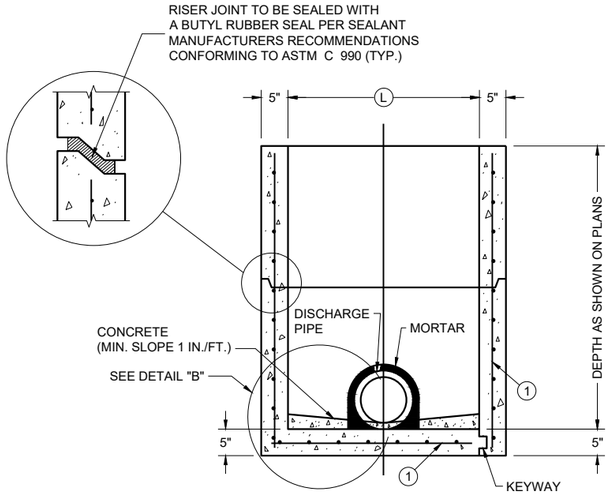
FHWA



PLAN VIEW



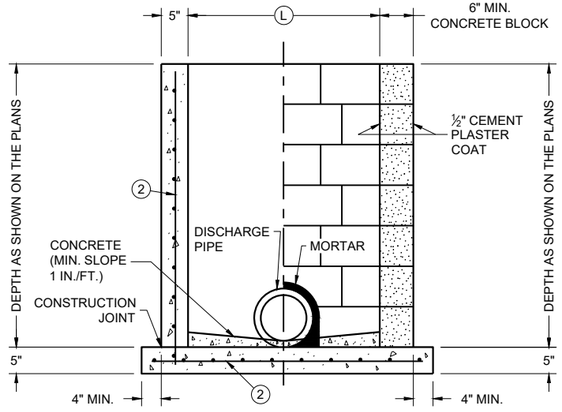
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

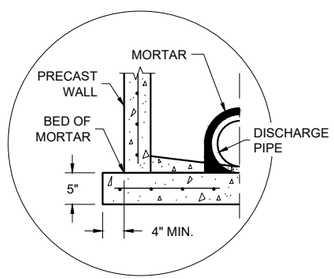
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

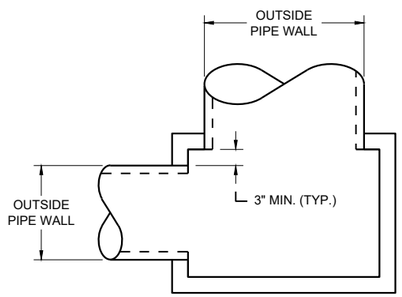
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

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

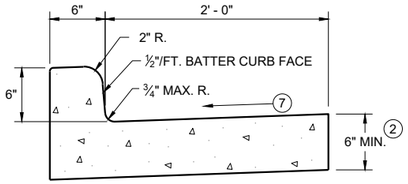
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

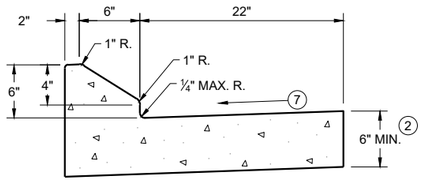
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

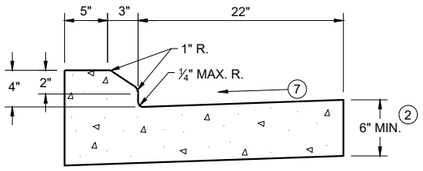
6
SDD 08C07-03



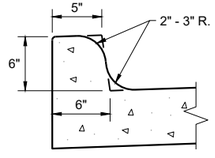
TYPES A (1) & D



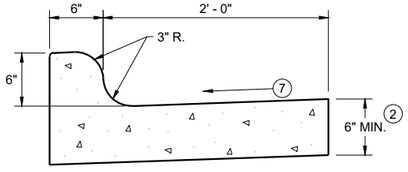
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

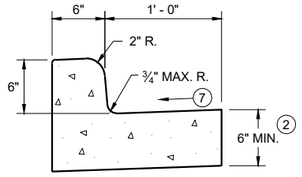


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



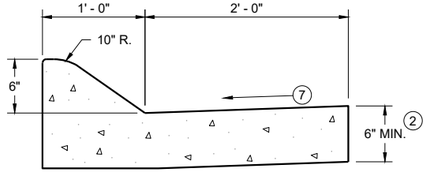
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

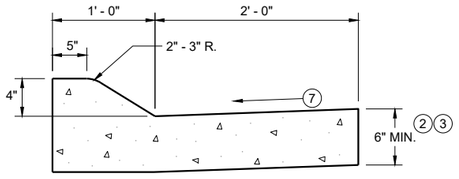


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

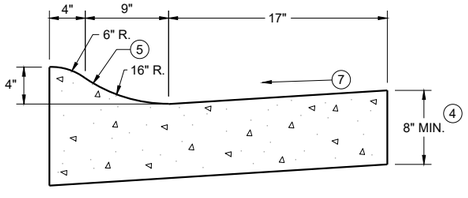


6" SLOPED CURB TYPES A (1) & D



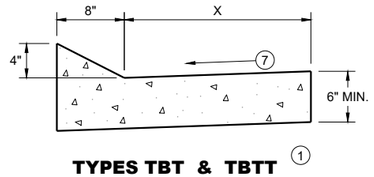
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

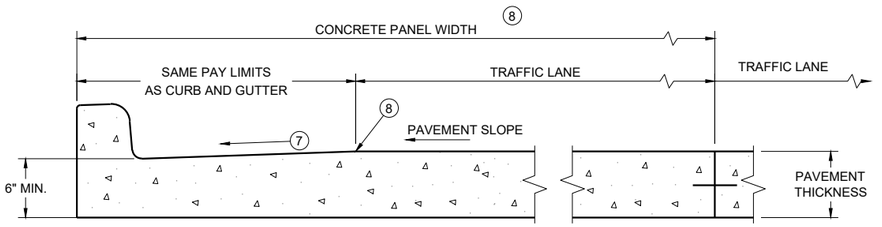


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

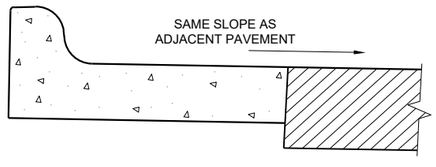
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

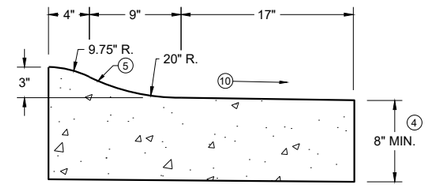
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

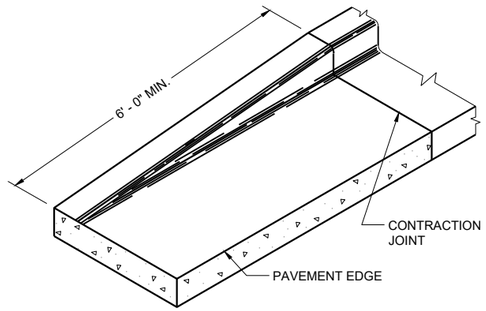
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



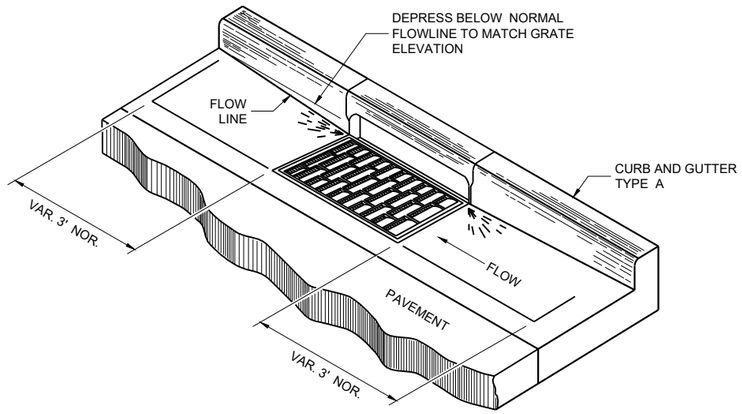
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

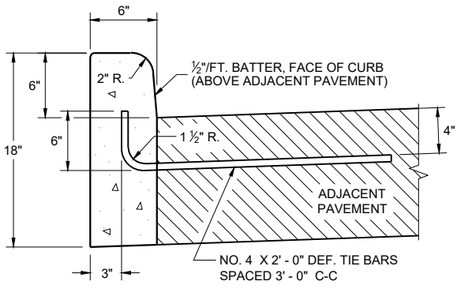
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

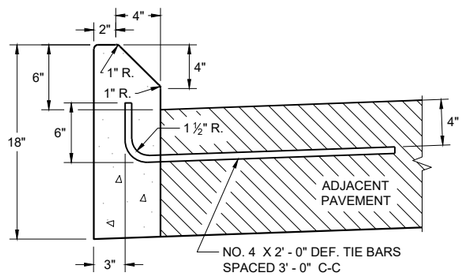
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

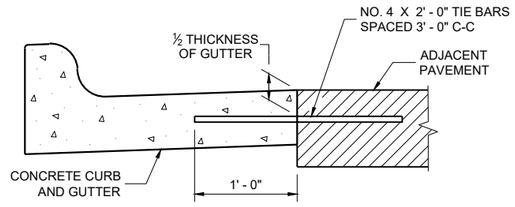


TYPES A (1) & D

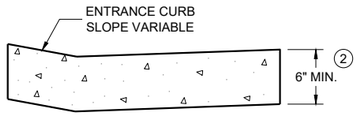


TYPES G (1) & J

CONCRETE CURB

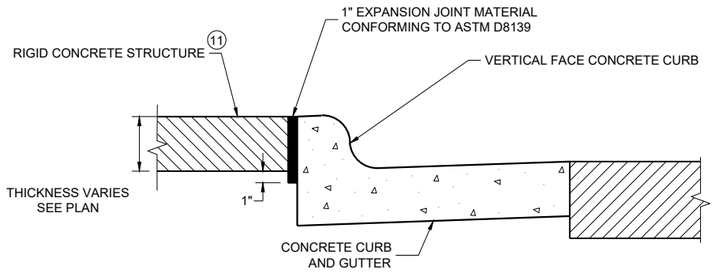


TYPICAL TIE BAR LOCATION (1)

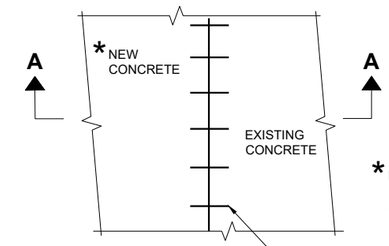


DRIVEWAY ENTRANCE CURB (10)

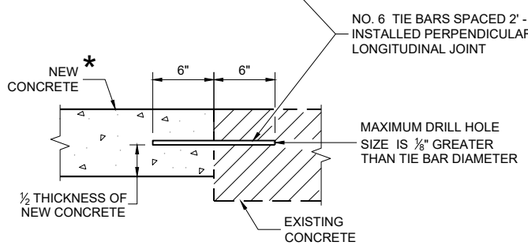
(WHEN DIRECTED BY THE ENGINEER)



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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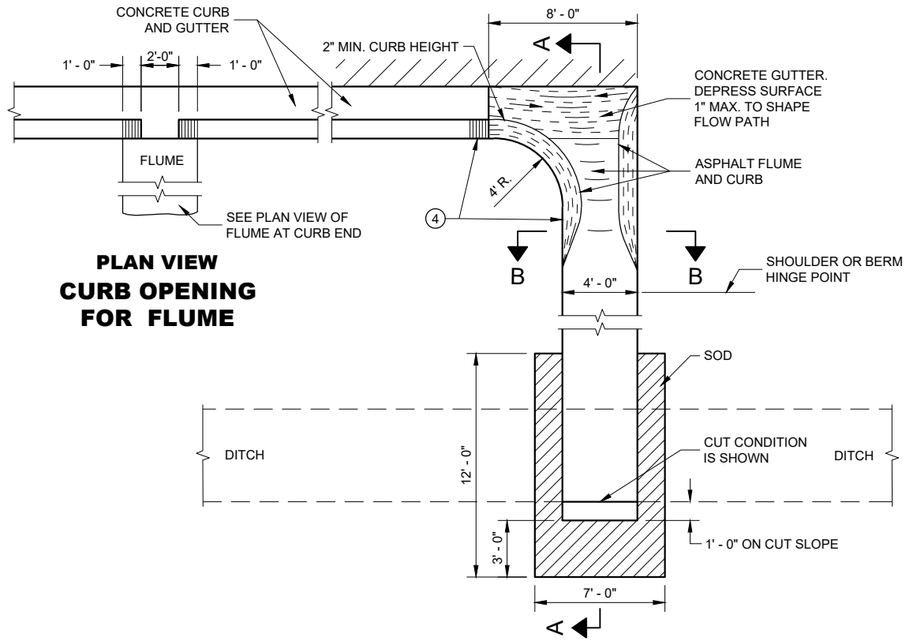
SDD 08D01-24b

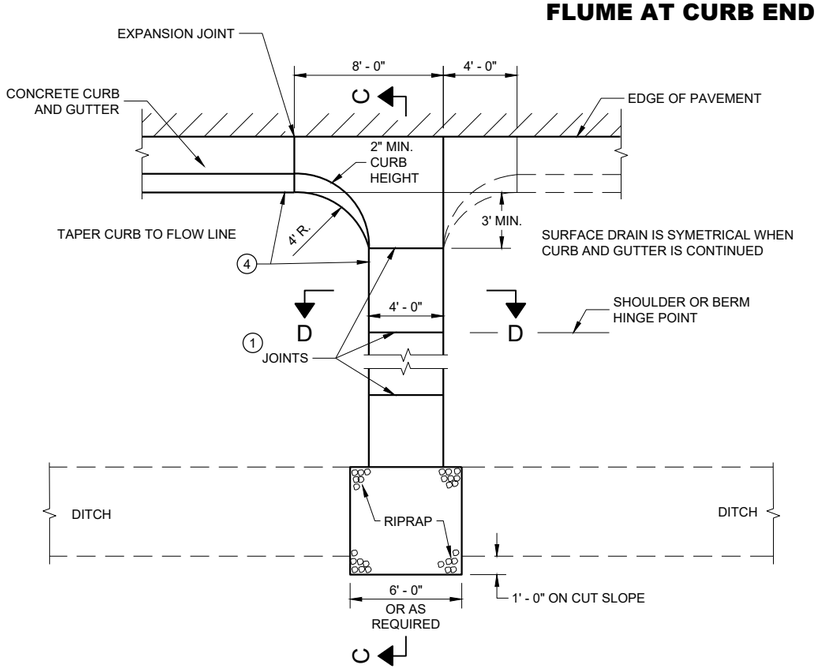
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



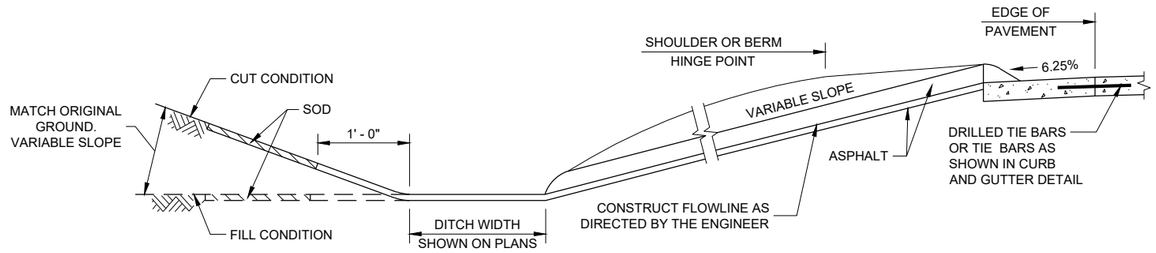
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

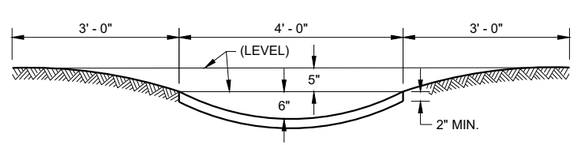
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

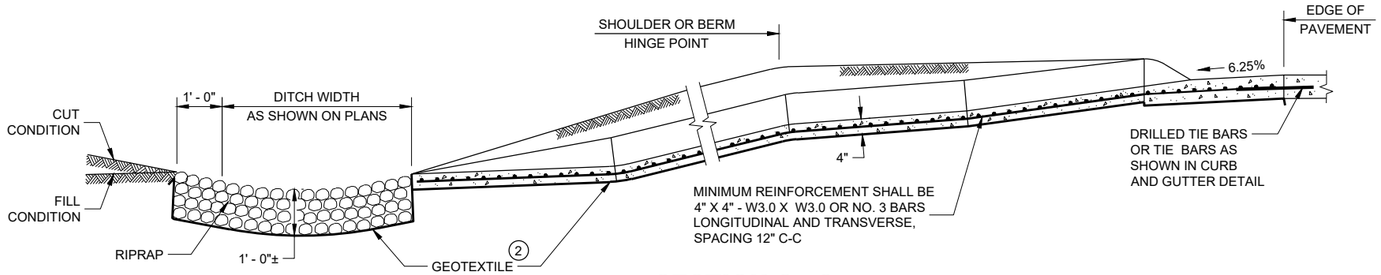
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. 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.



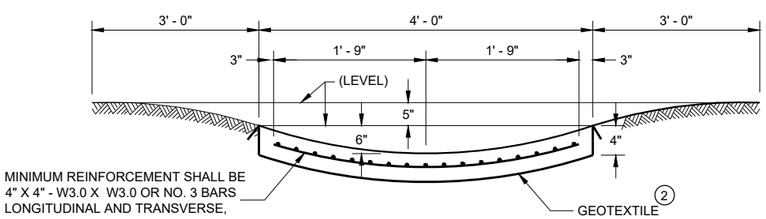
SECTION A - A



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

6

SDD 08D04 - 07

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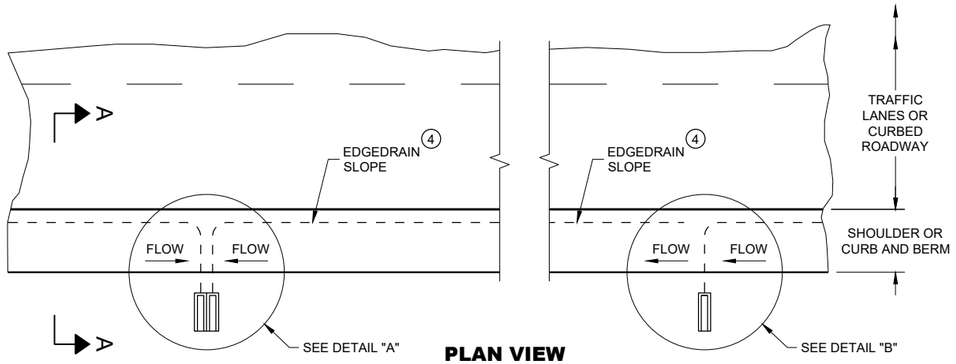
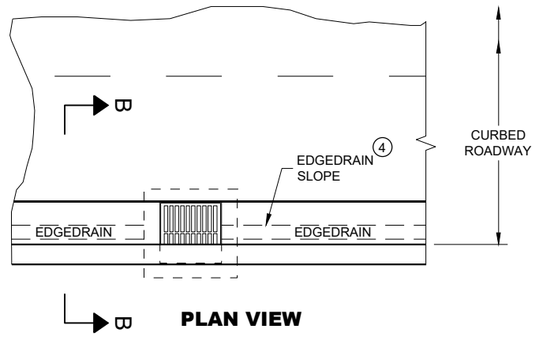
SDD 08D04 - 07



PLAN VIEW

ROADWAY WITH SHOULDERS OR CURBS
(EDGEDRAIN CONNECTS TO ROADSIDE) (2)



PLAN VIEW

ROADWAY WITH CURBS
(EDGEDRAIN CONNECTS INTO INLET STRUCTURE)

GENERAL NOTES

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

(1) UNPERFORATED PIPE UNDERDRAIN AND FITTINGS FURNISHED FOR OUTFALL PIPE SHALL MEET THE REQUIREMENTS OF ONE OF THE FOLLOWING SPECIFICATIONS:

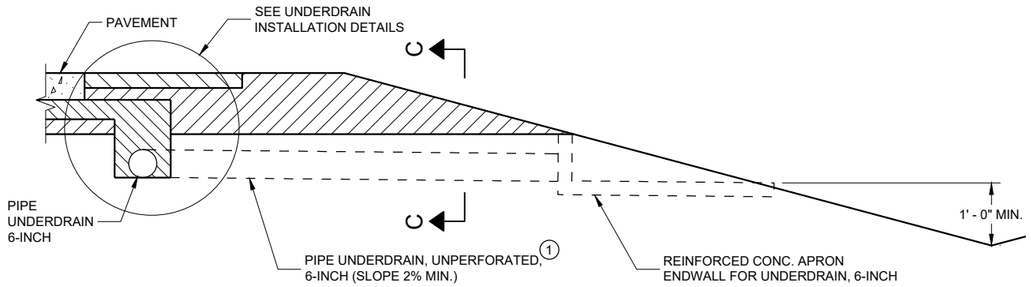
POLYVINYL CHLORIDE (PVC) PLASTIC DRAIN, WASTE, AND VENT PIPE AND FITTINGS, ASTM D 2665, SCHEDULE 40 PVC.

TYPE PSM POLYVINYL CHLORIDE (PVC) SEWER PIPE AND FITTINGS, ASTM D 3034, SDR 23.5 PVC SEWER PIPE.

(2) MAXIMUM SPACING OF EDGEDRAIN OUTLETS SHALL BE 250 FEET UNLESS OTHERWISE SPECIFIED IN THE CONTRACT OR DIRECTED BY THE ENGINEER.

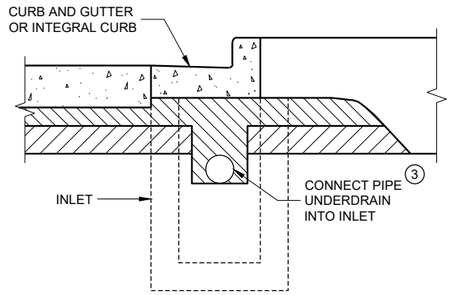
(3) EDGEDRAIN SHALL BE CONNECTED TO INLETS REGARDLESS OF FLOW DIRECTION FOR DRAINAGE AND MAINTENANCE ACCESS.

(4) EDGEDRAIN SHALL BE LAID PARALLEL TO THE GRADE OF ROADWAY.



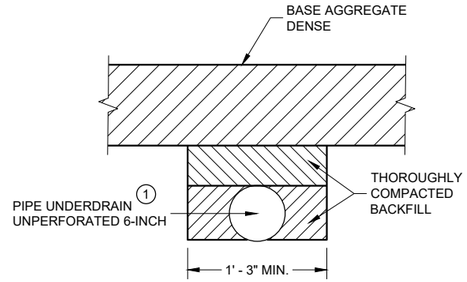
SECTION A - A

RURAL CROSS SECTION



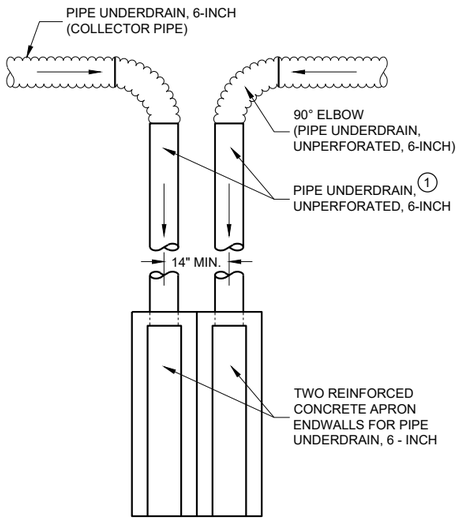
SECTION B - B

URBAN CROSS SECTION

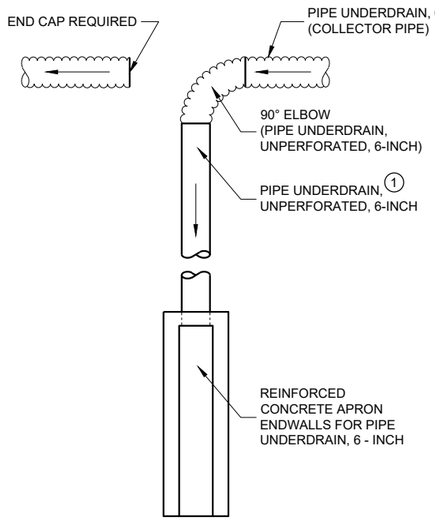


SECTION C - C

TRENCH FOR OUTFALL PIPE

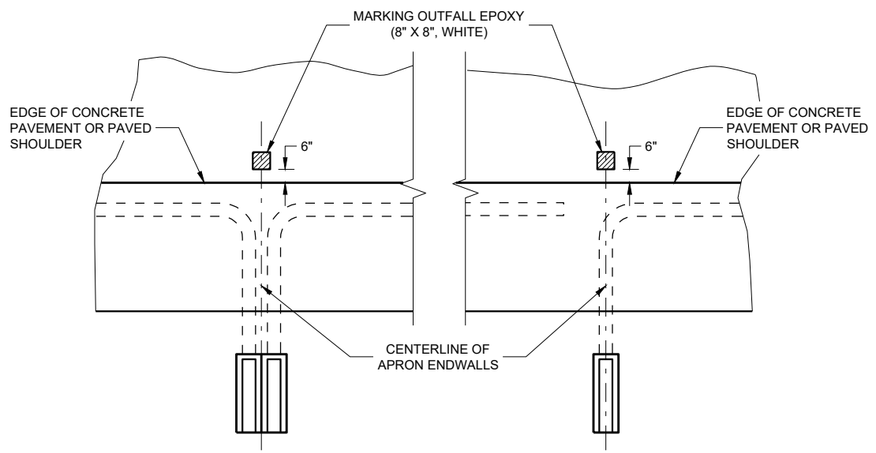


DETAIL "A"
TO BE USED AT LOW POINT LOCATIONS



DETAIL "B"
TO BE USED AT INTERMEDIATE LOCATIONS

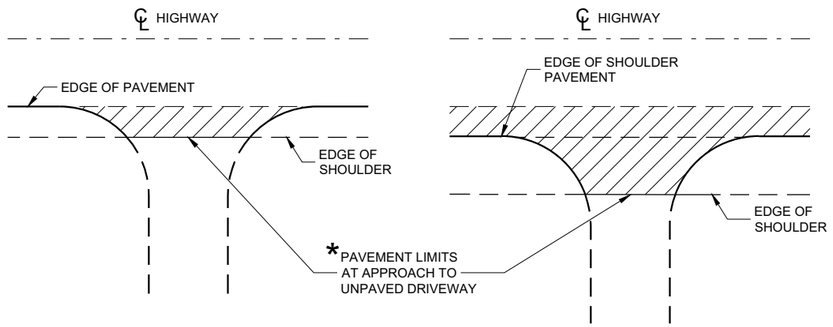
TYPICAL DRAIN OUT DETAILS



LOW POINT LOCATIONS — INTERMEDIATE LOCATIONS

PAVEMENT MARKINGS FOR OUTFALL MARKERS

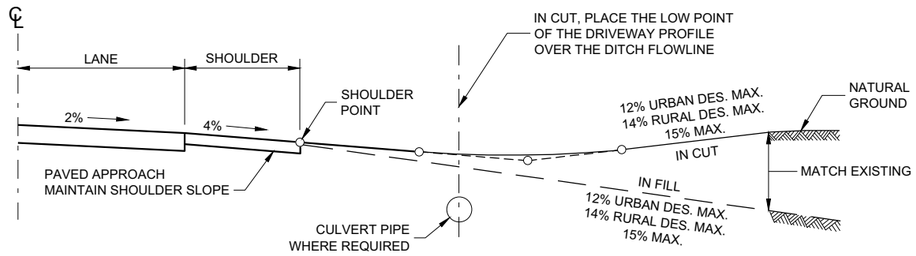
EDGEDRAIN OUTLET AND OUTFALL MARKERS



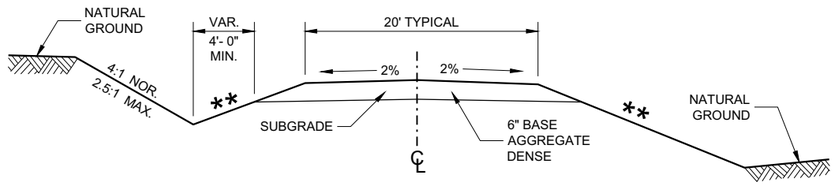
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

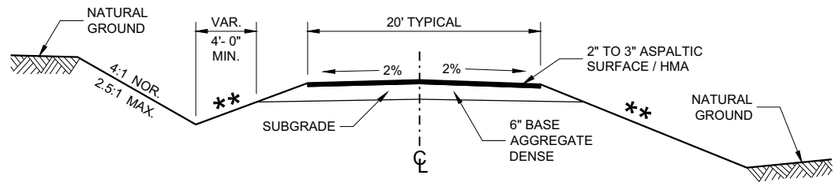


IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT IN FILL

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

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SDD 08D21 - 01

SDD 08D21 - 01

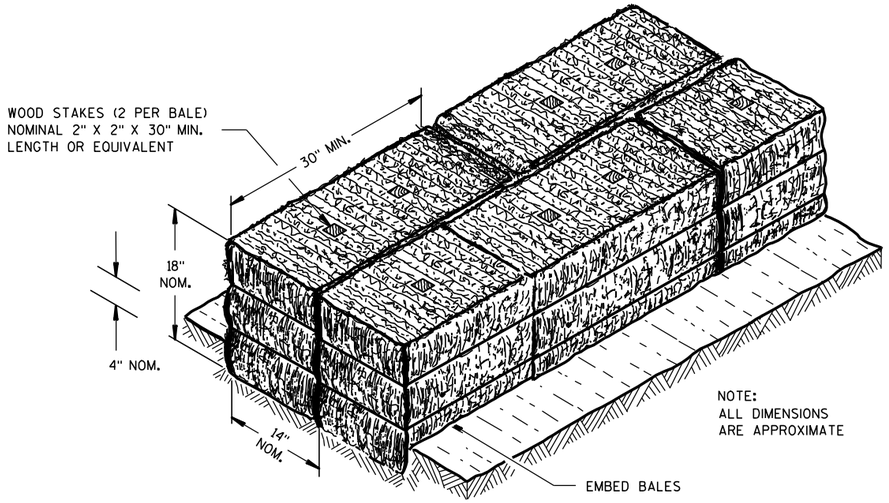
DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

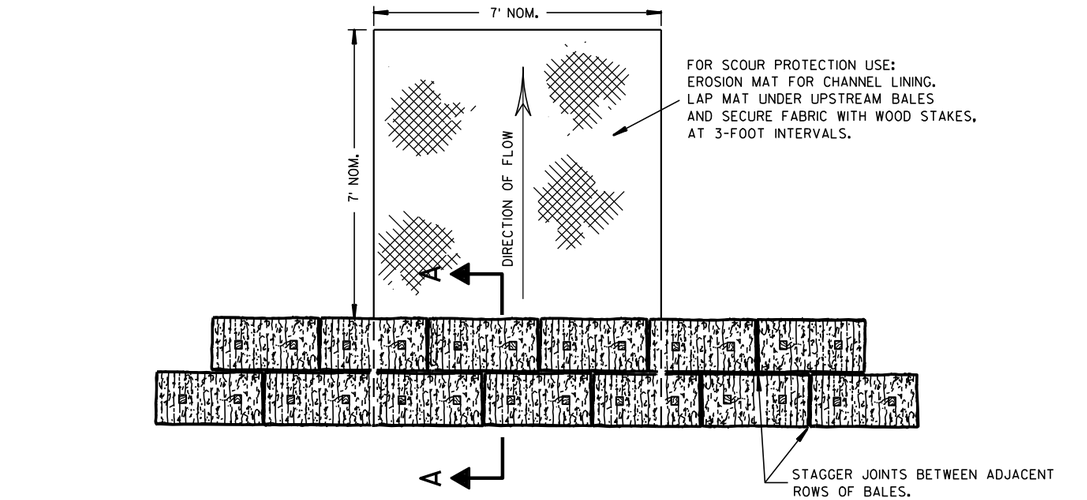
APPROVED
December 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

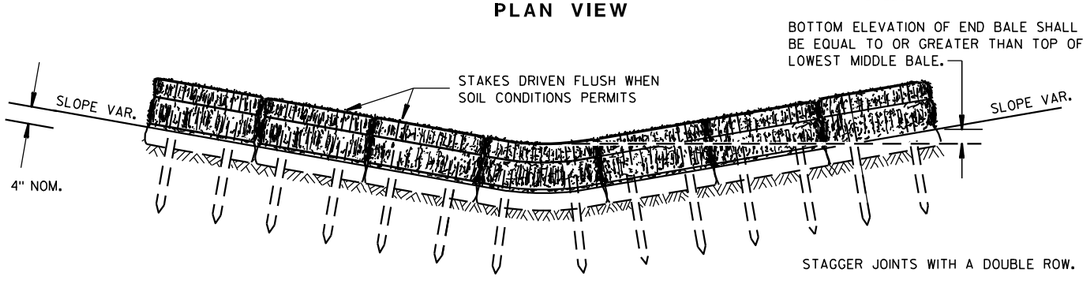
FHWA



SECTION A-A



PLAN VIEW



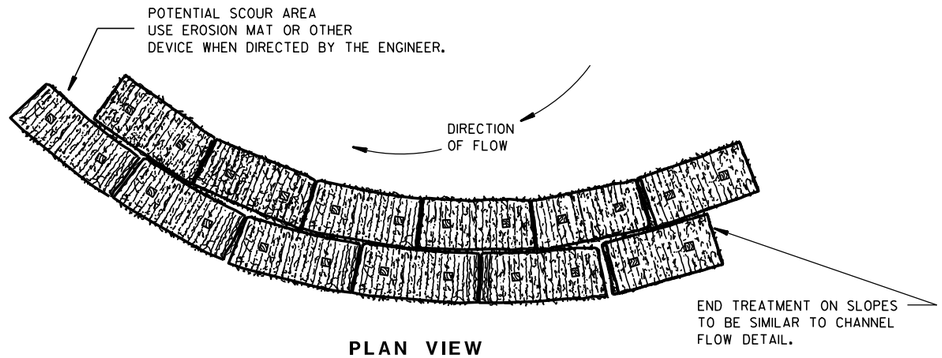
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

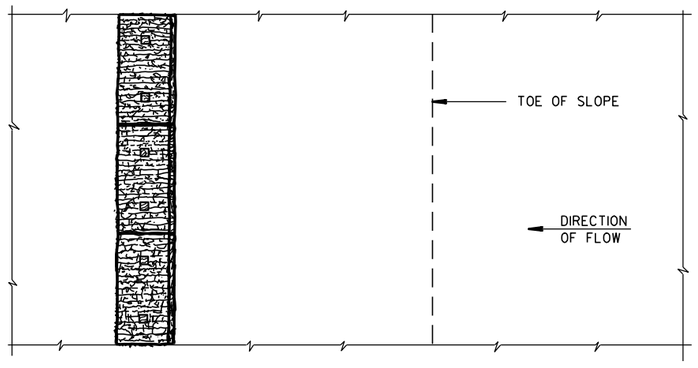
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

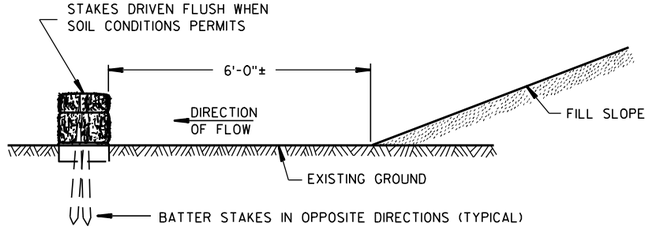


PLAN VIEW

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

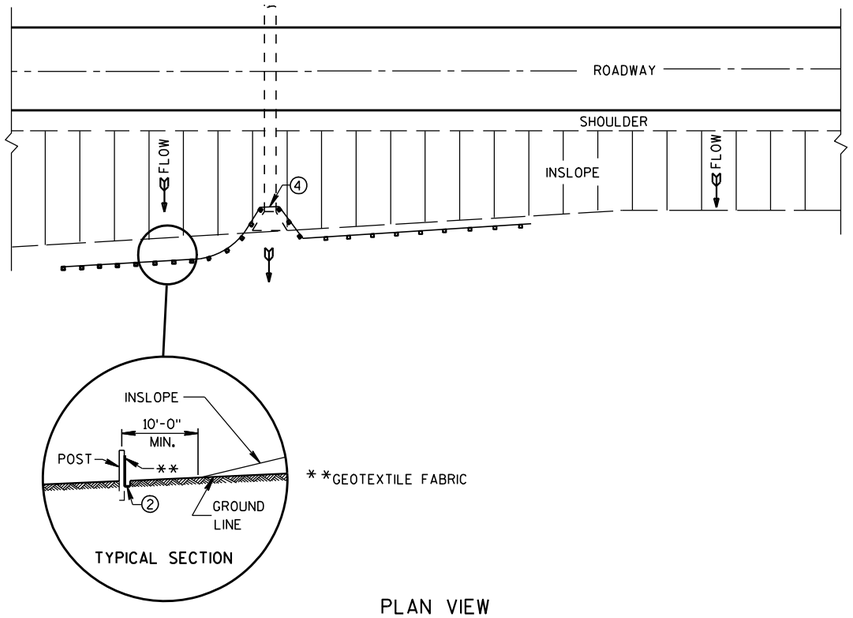
FHWA

6

S.D.D. 8 E 8-3

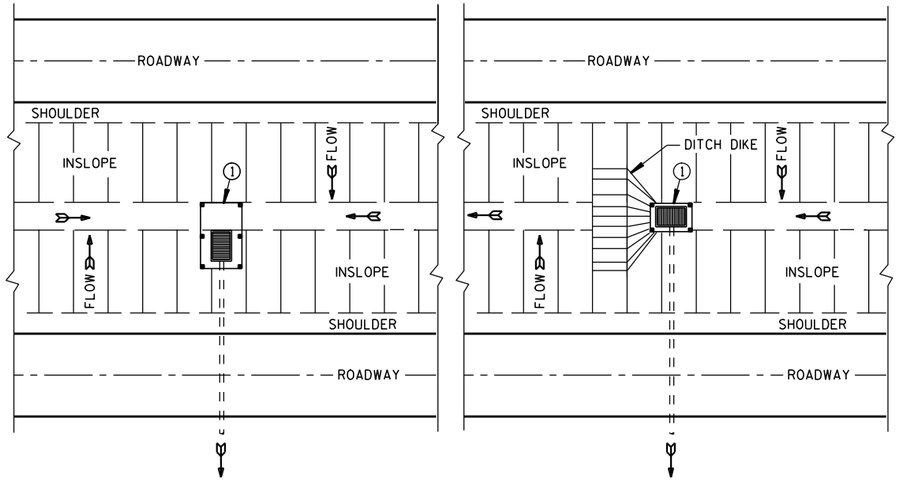
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



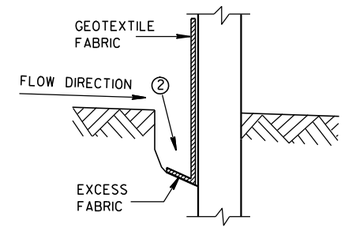
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

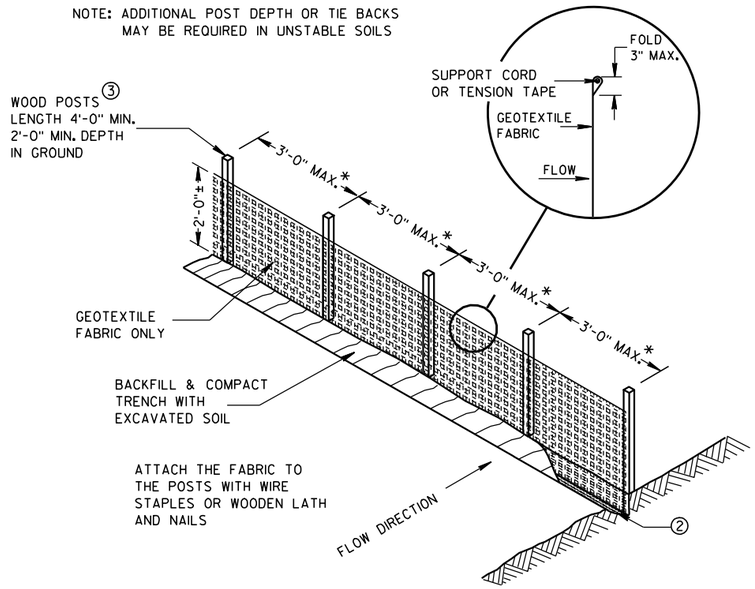
GENERAL NOTES

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

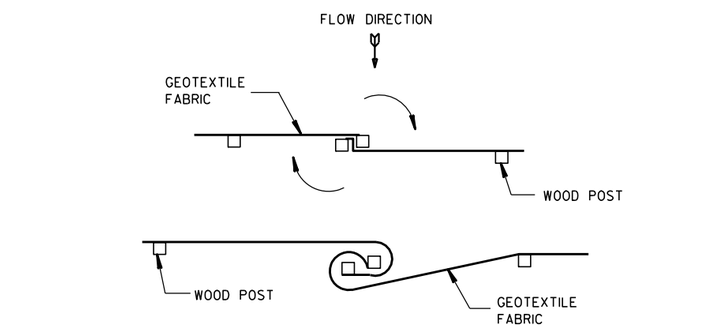
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



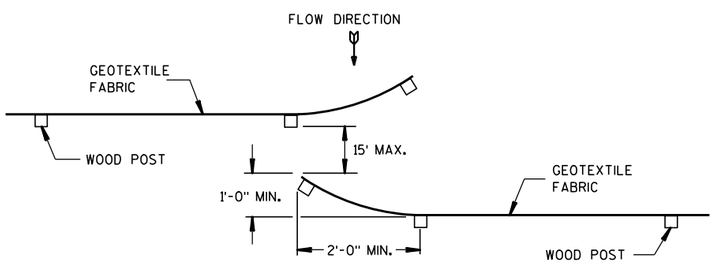
TRENCH DETAIL



SILT FENCE

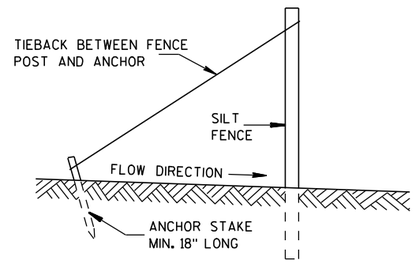


TWIST METHOD



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

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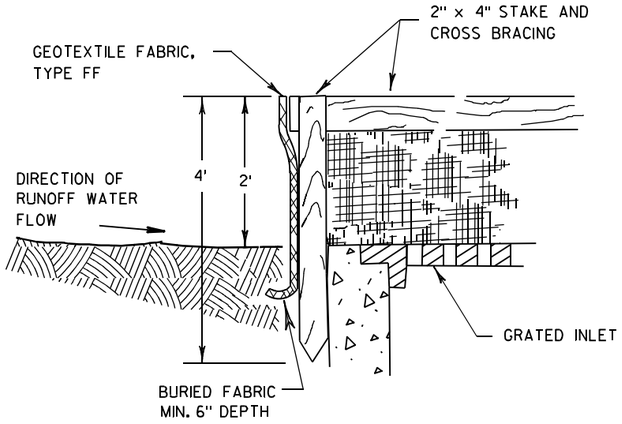
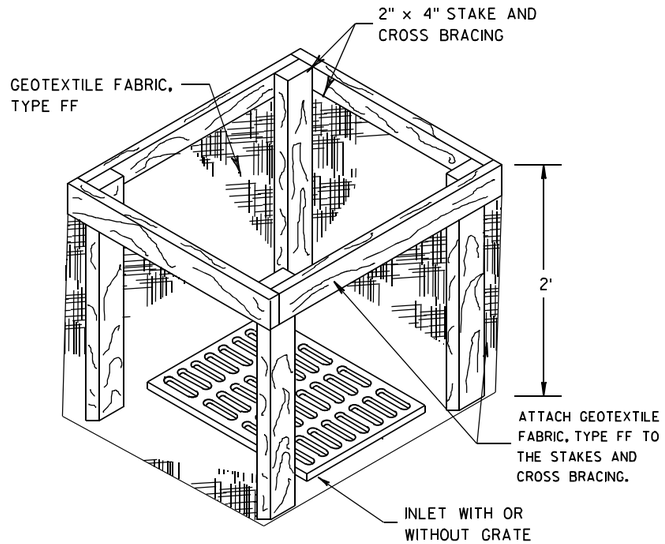
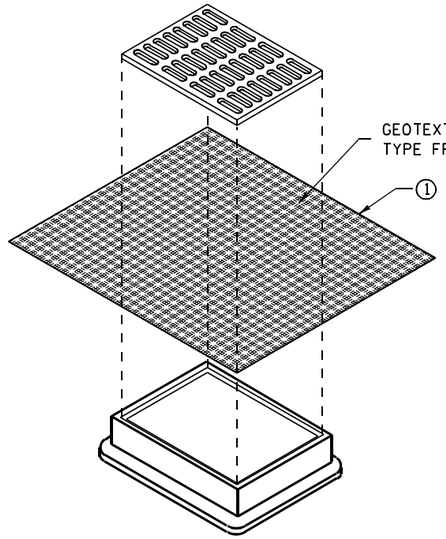
S.D.D. 8 E 9-6



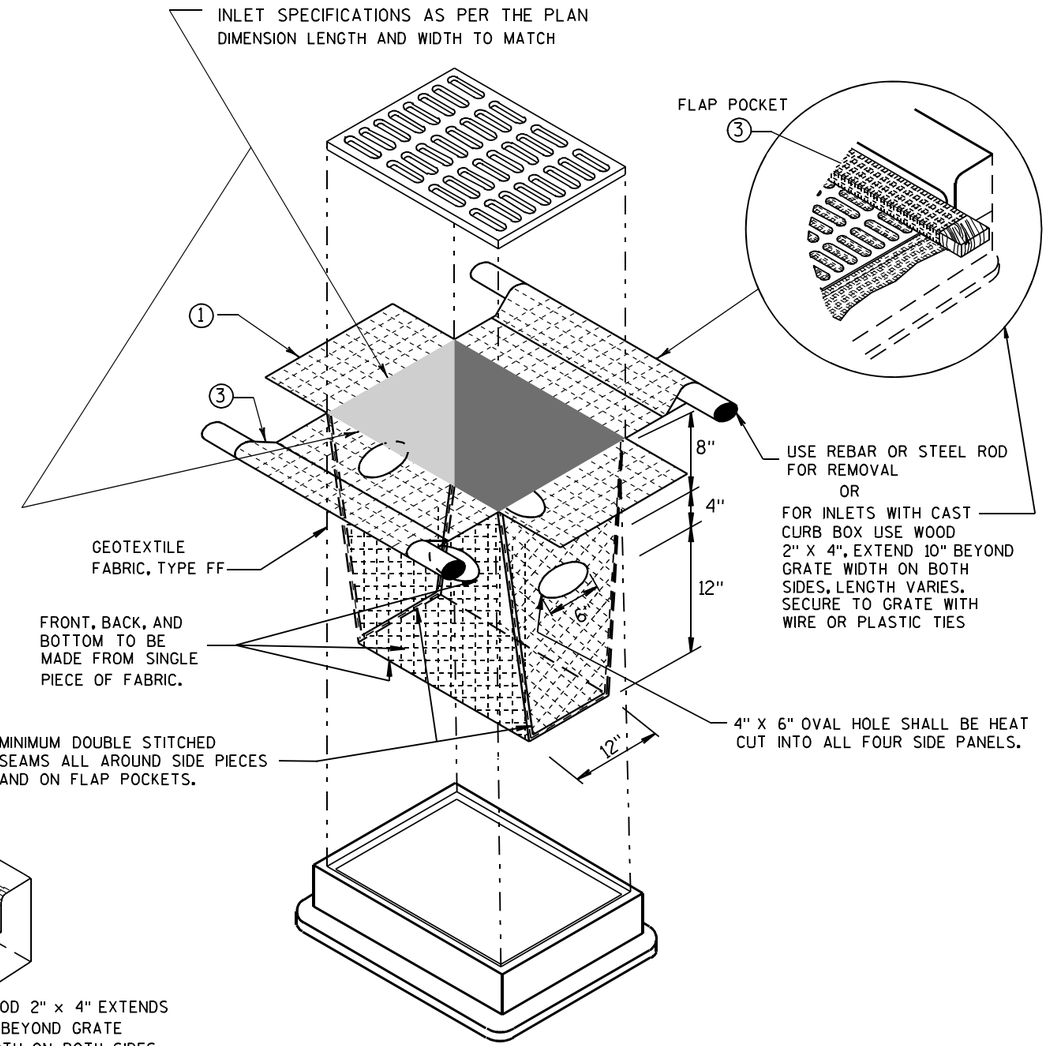


INLET PROTECTION, TYPE A



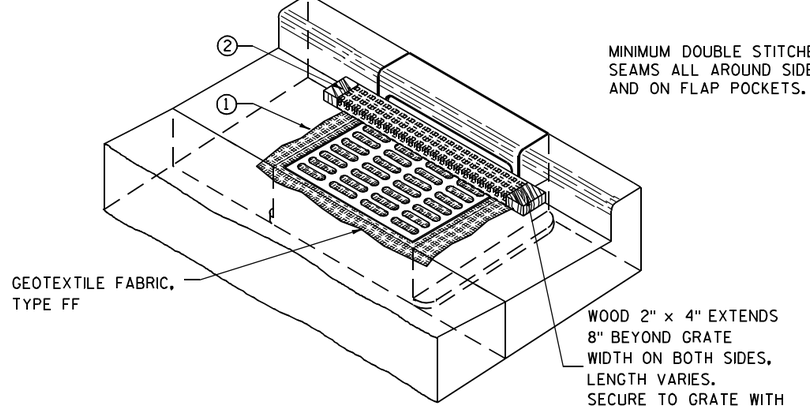
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

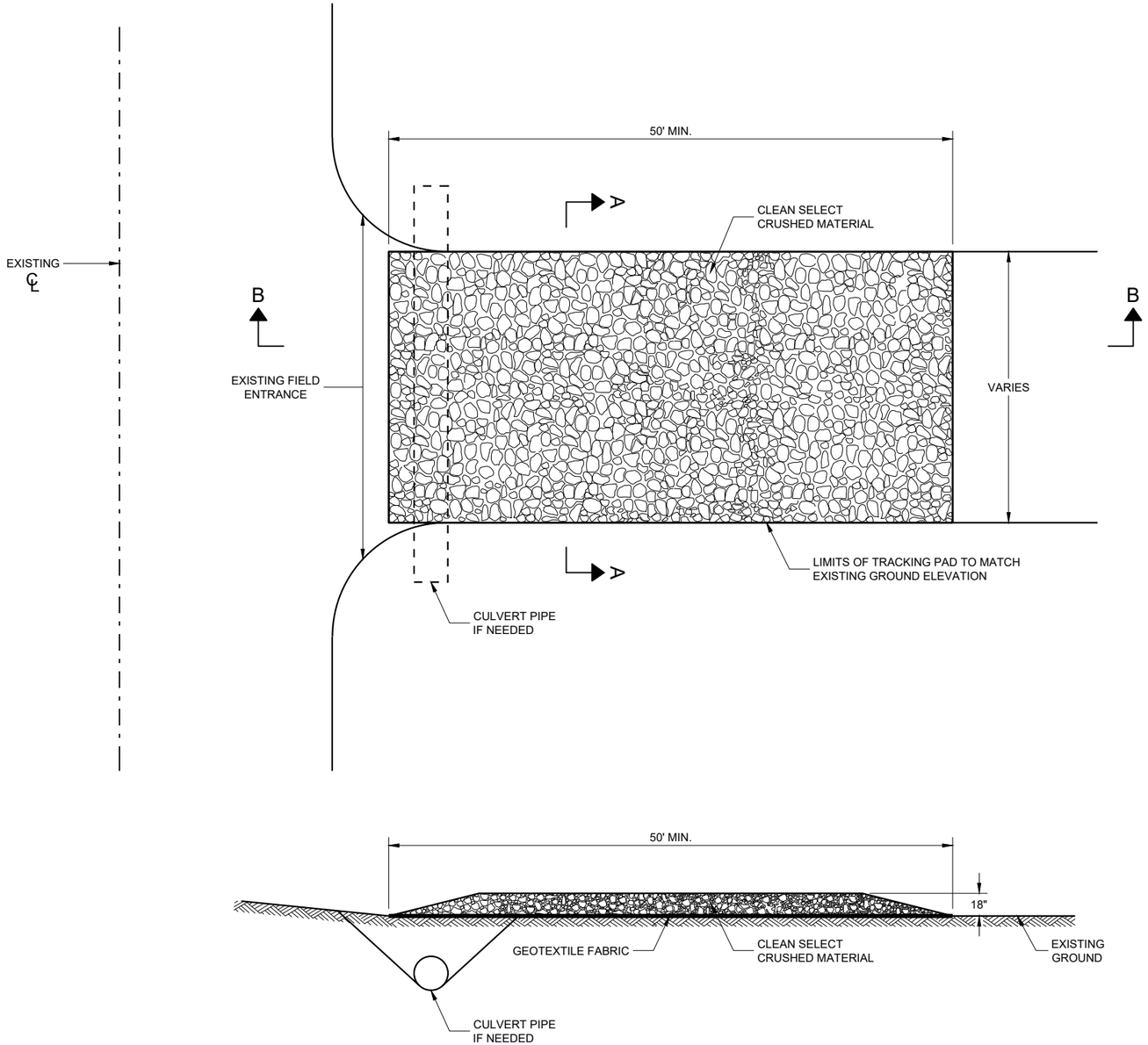
APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2



SECTION B - B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

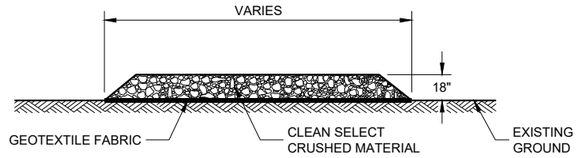
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

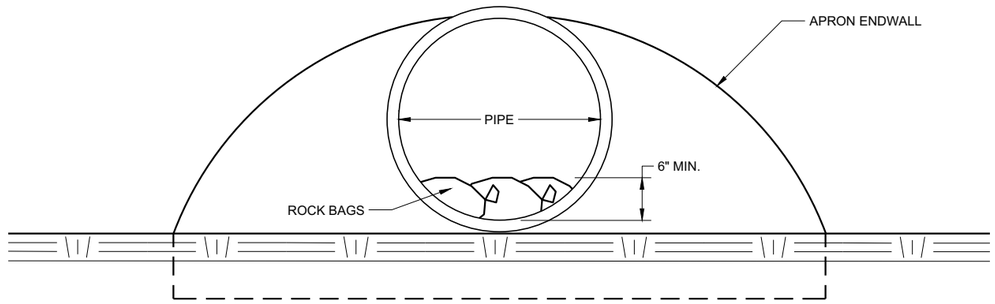
3/24/2011
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

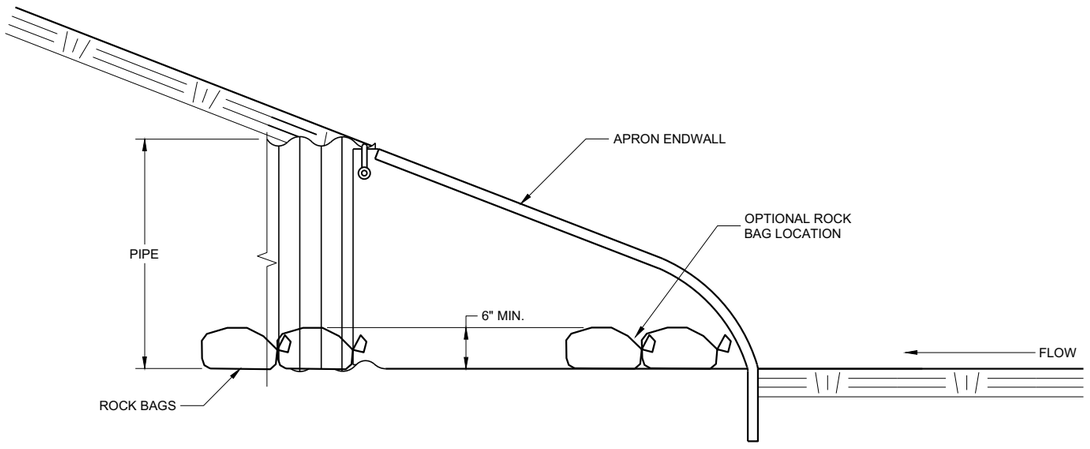
FHWA

6

SDD 08E14 - 01



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	

6
SDD 08E15 - 01

METAL APRON ENDWALLS

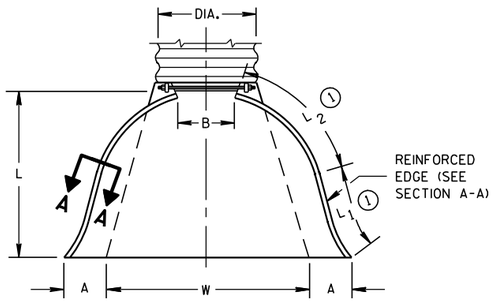
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

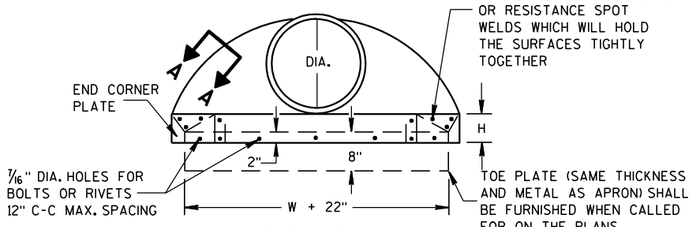
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

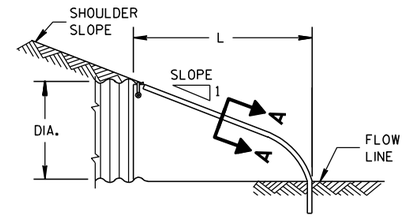
*MINIMUM
**MAXIMUM



PLAN VIEW

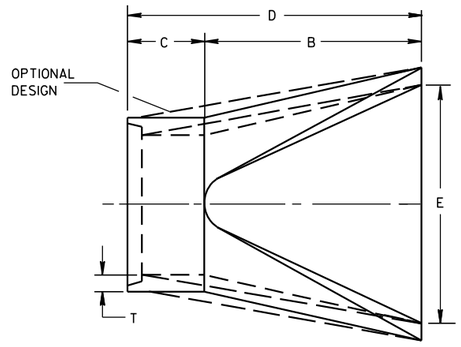


END VIEW

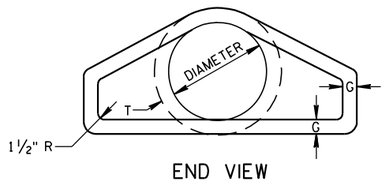


SIDE ELEVATION

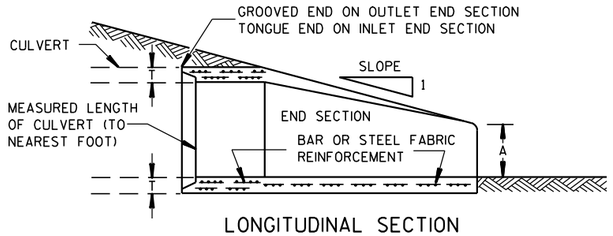
METAL ENDWALLS



PLAN

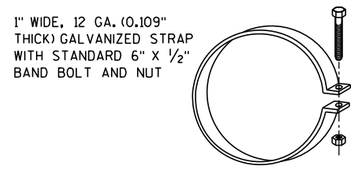


END VIEW



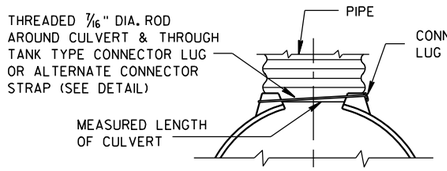
LONGITUDINAL SECTION

CONCRETE ENDWALLS

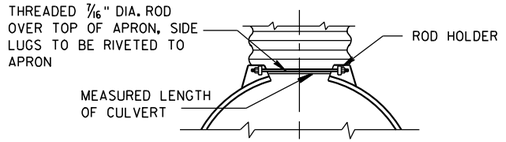


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

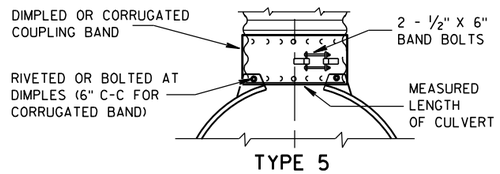


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

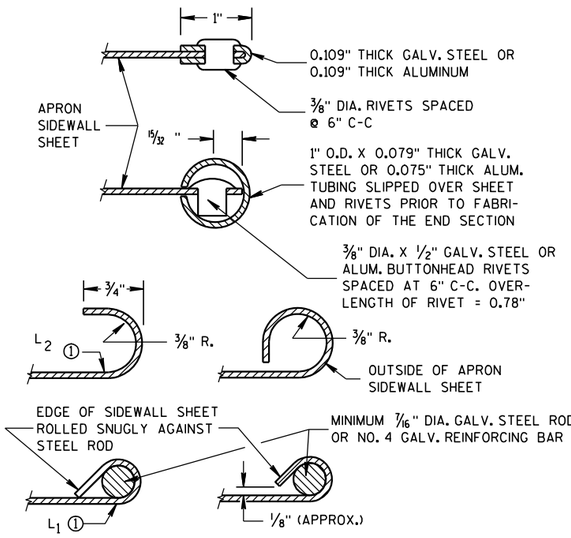
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

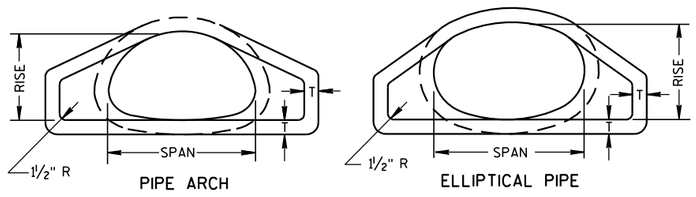
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

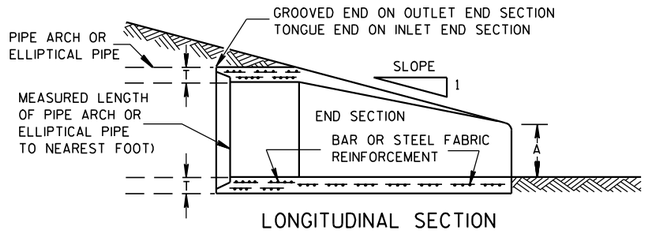
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

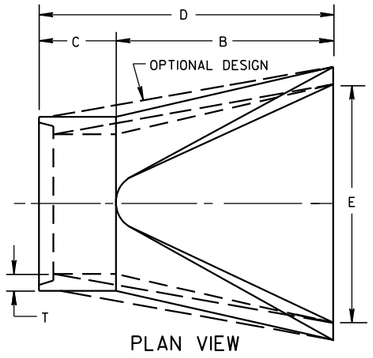
6
S.D.D. 8 F 1-11



END VIEW

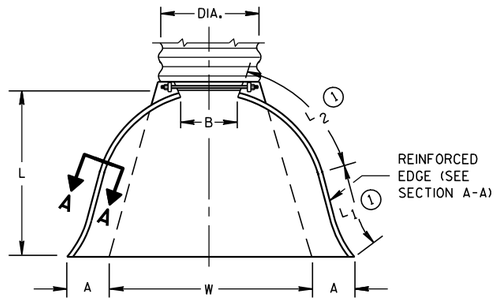


LONGITUDINAL SECTION

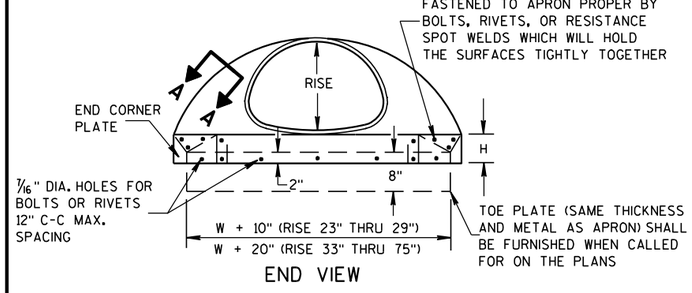


PLAN VIEW

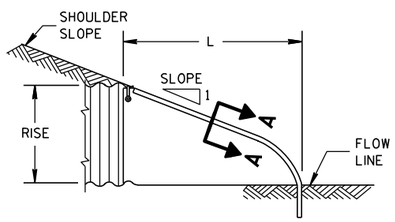
CONCRETE ENDWALLS



PLAN VIEW

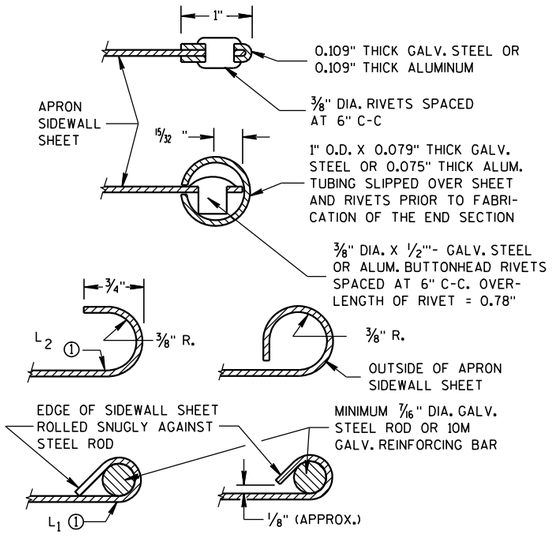


END VIEW



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	19 3/8	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	37 5/8	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45 3/8	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

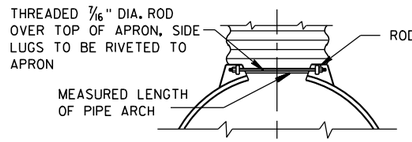
REINFORCED CONCRETE PIPE ARCH

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

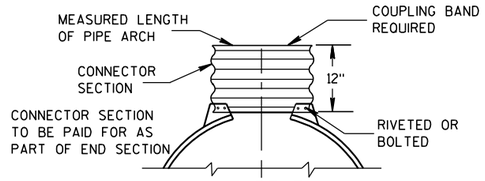
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



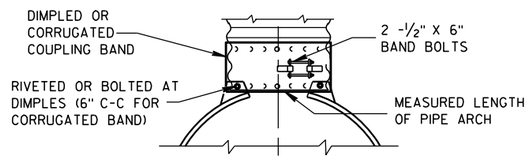
TYPE 2

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

6

S.D.D. 8 F 2-1

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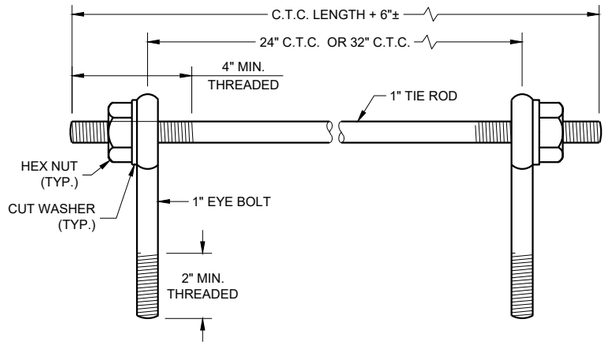
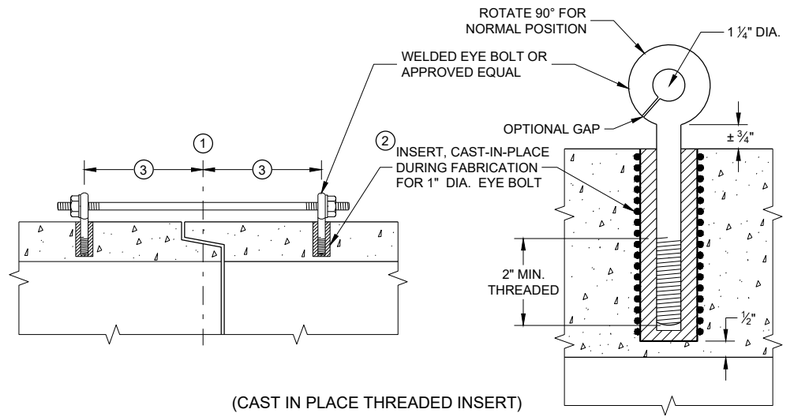
S.D.D. 8 F 2-1



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.

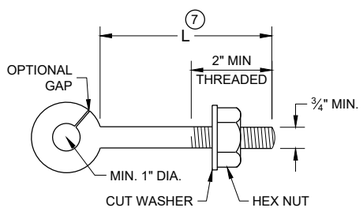
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

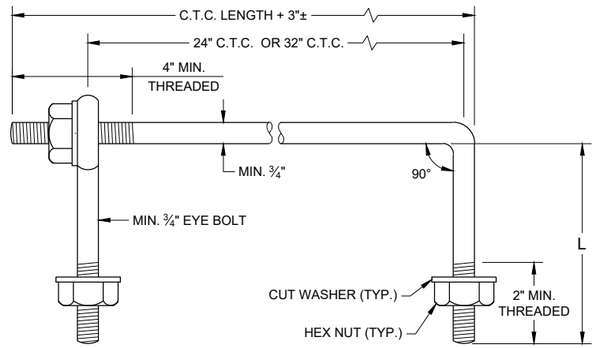
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

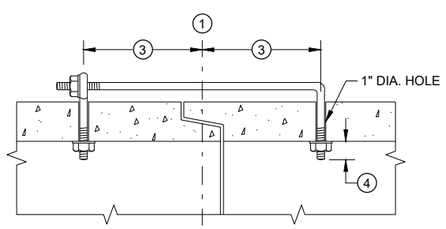


EYE BOLT (7)

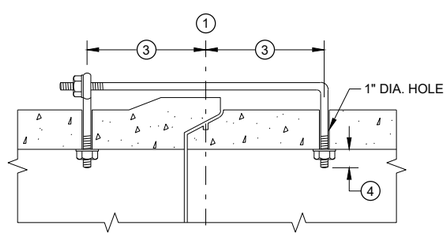
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

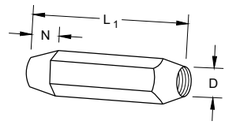
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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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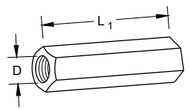
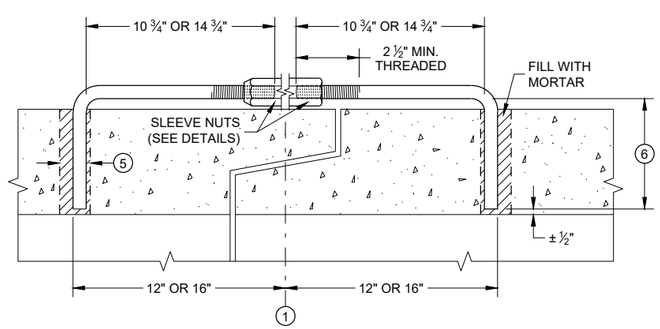


PLAIN

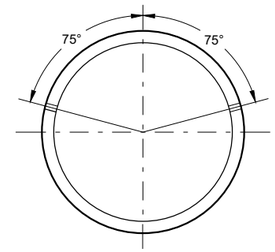
RIGHT AND LEFT THREADS

SLEEVE NUTS



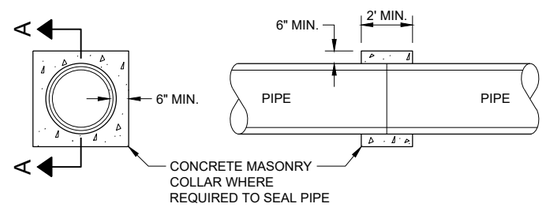
LONGITUDINAL SECTION

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

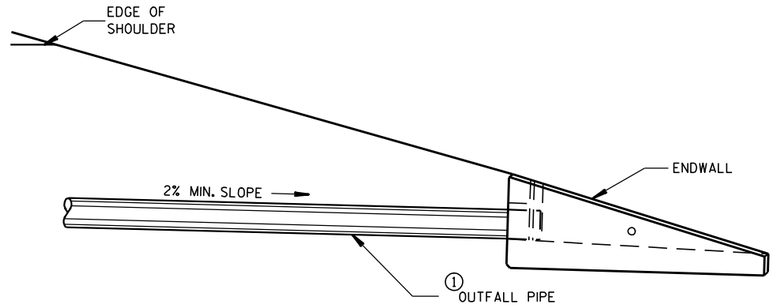
FHWA

SDD 08F04 - 08

SDD 08F04 - 08

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

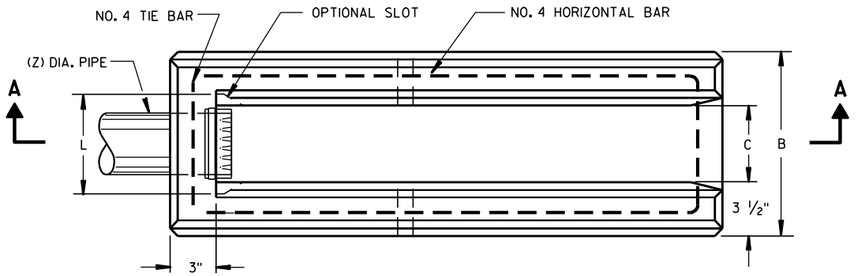
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

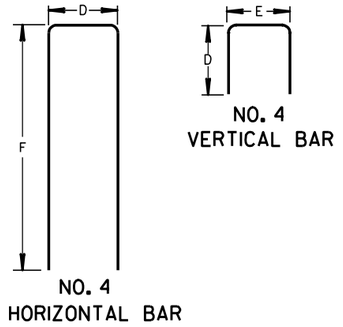
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

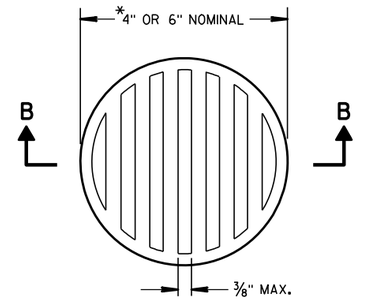
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

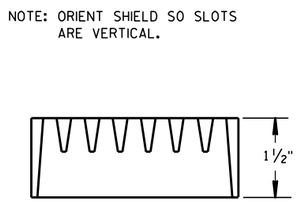


PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

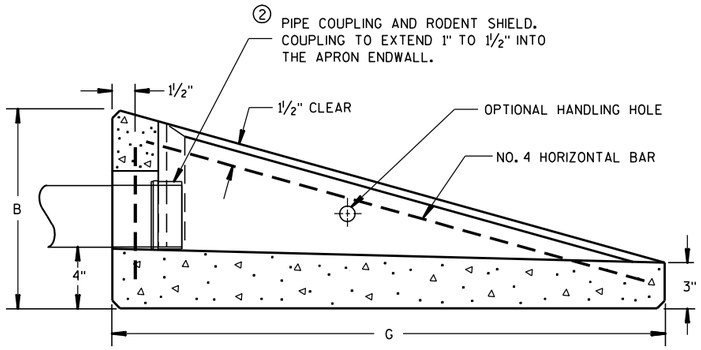




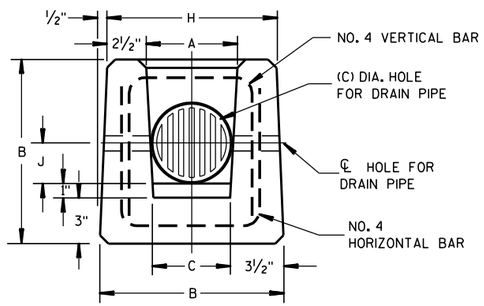
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinearson
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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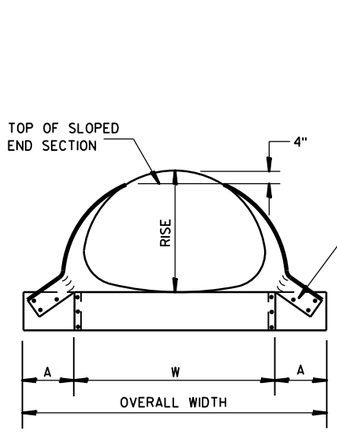
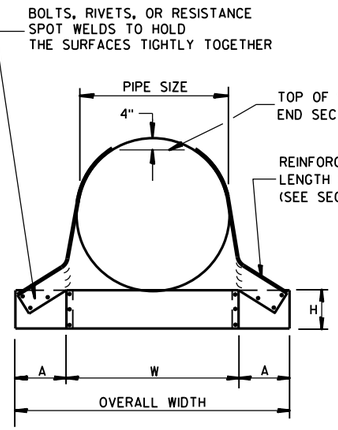
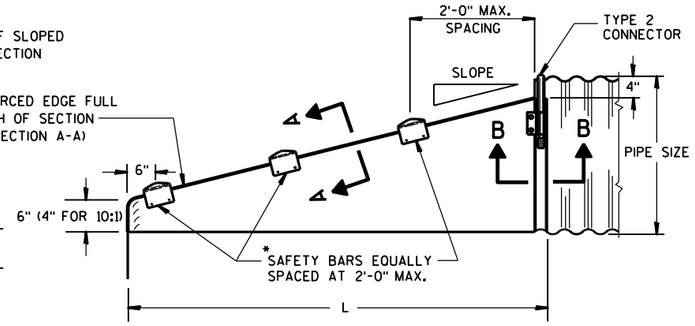
S.D.D. 8 F 6-4



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

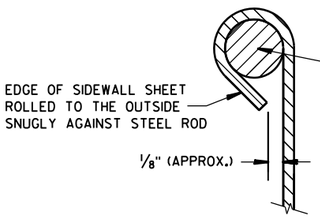
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

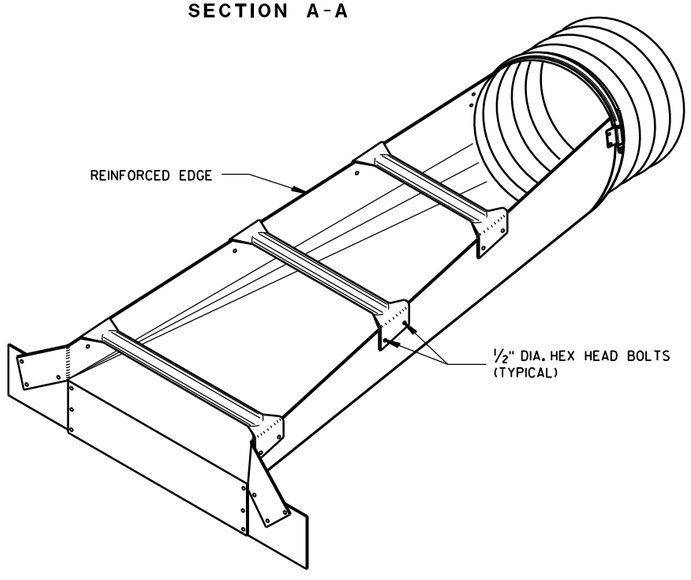
SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



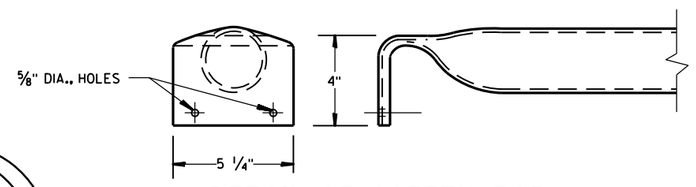
SECTION A-A



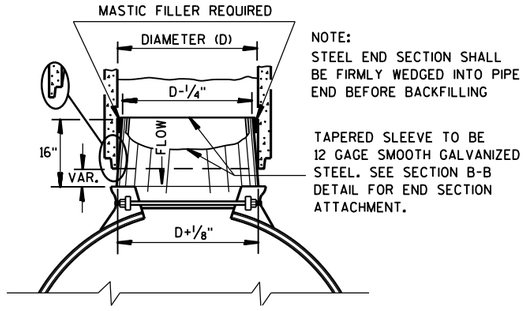
ISOMETRIC VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



DETAIL OF SAFETY BAR

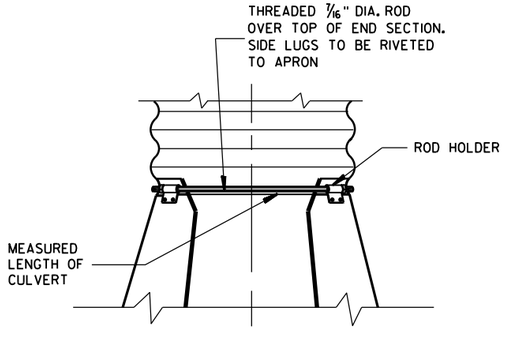


STEEL ADAPTER SLEEVE FOR CONCRETE PIPE

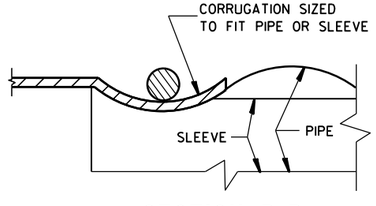
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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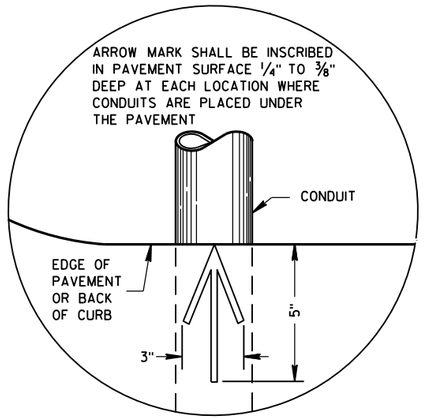
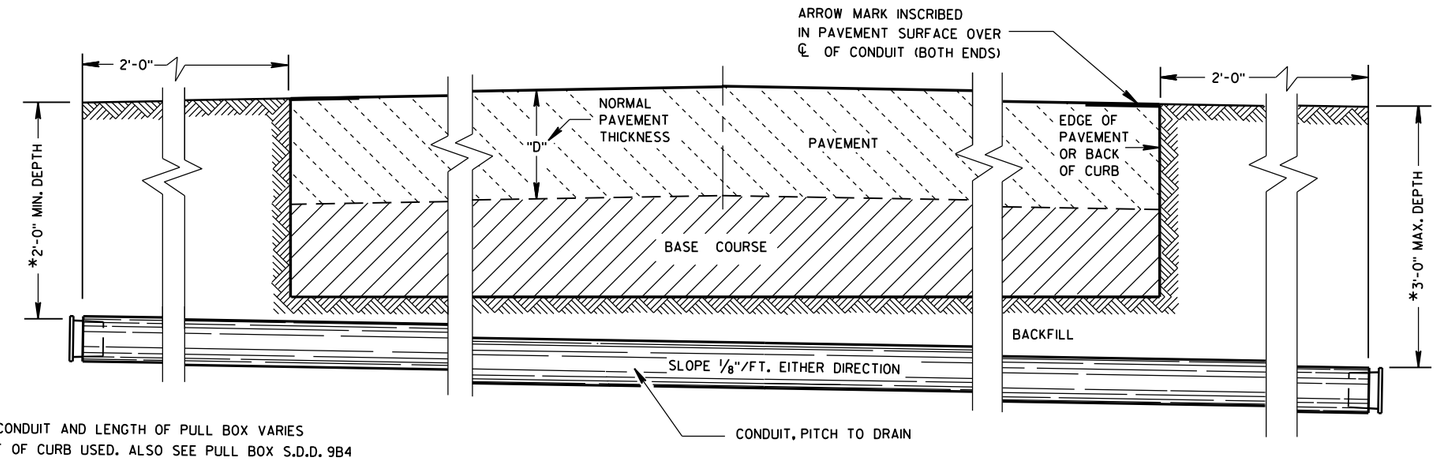
S.D.D. 8 F 7-5



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

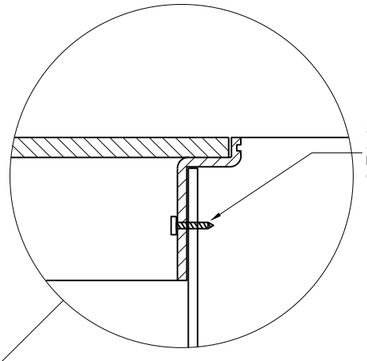
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

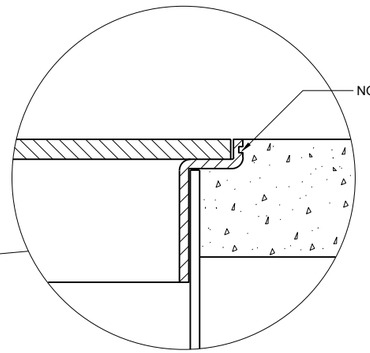
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*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

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".

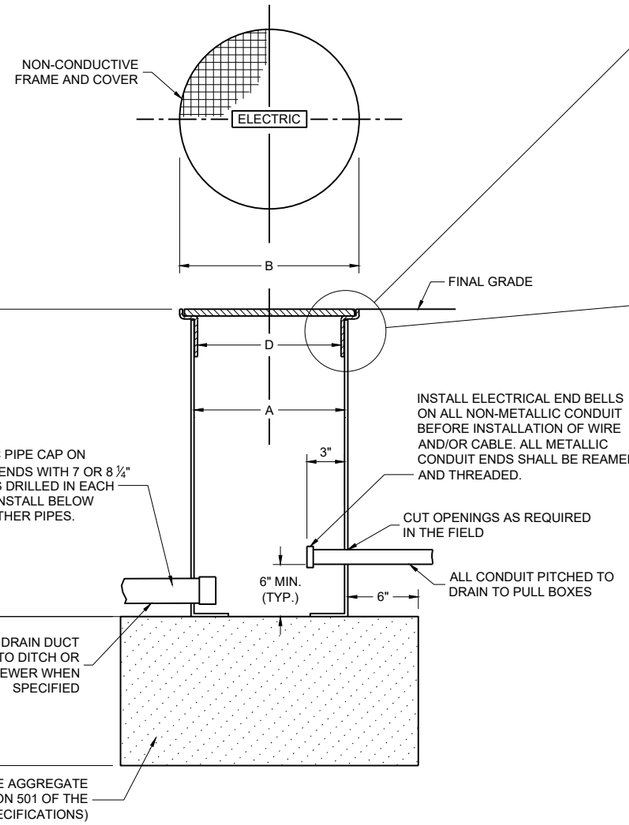
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

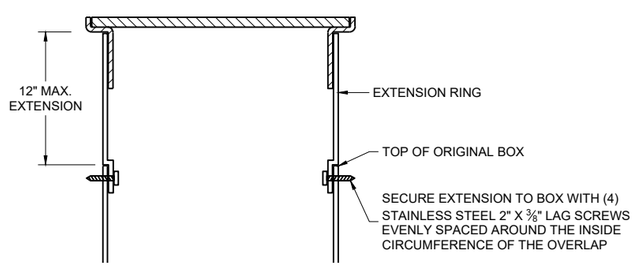
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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.

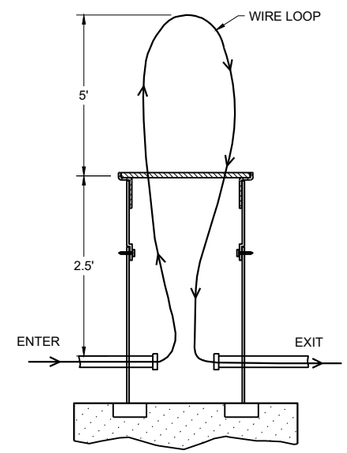
LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



NON-CONDUCTIVE PULL BOX



BOX EXTENSION



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

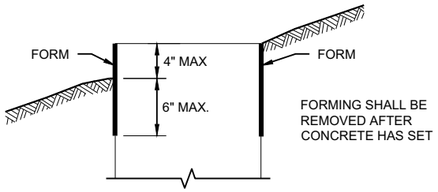
PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

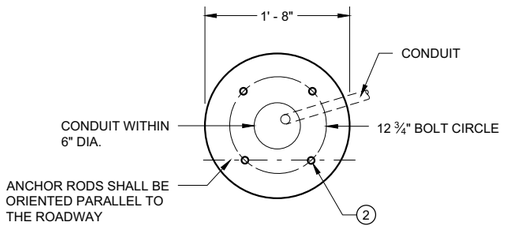
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

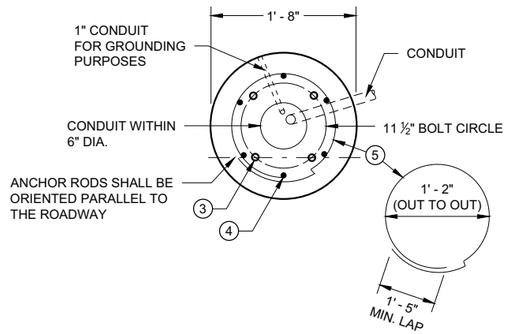
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

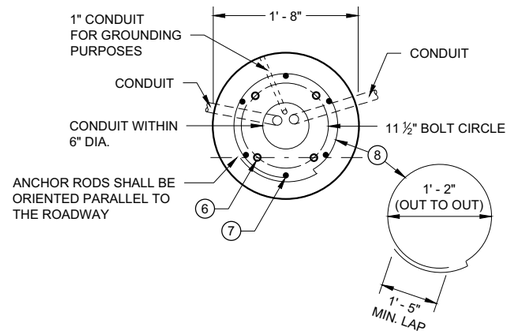
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

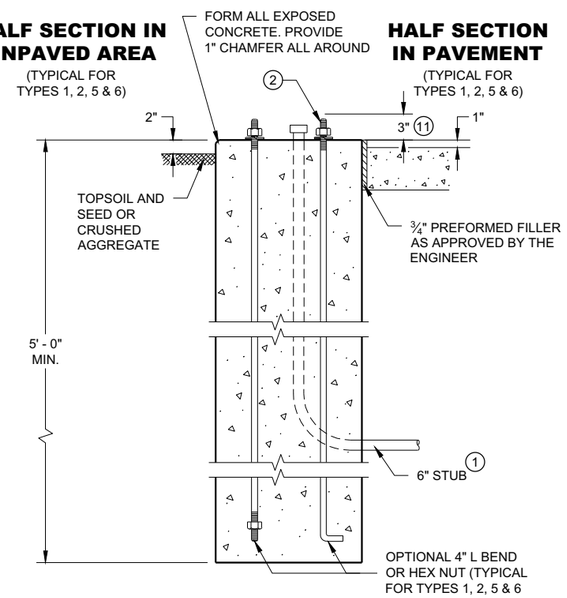
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

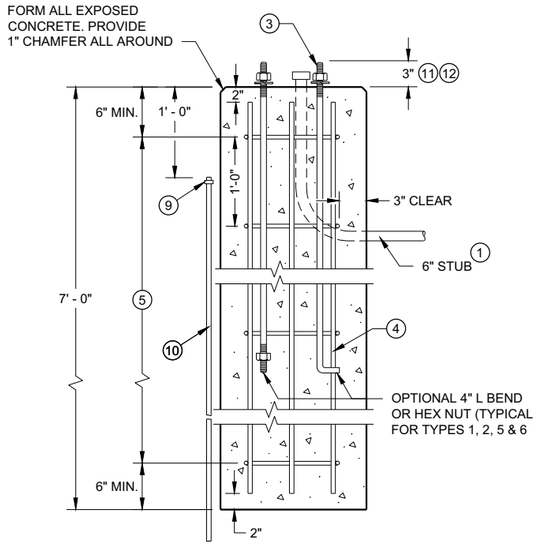
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

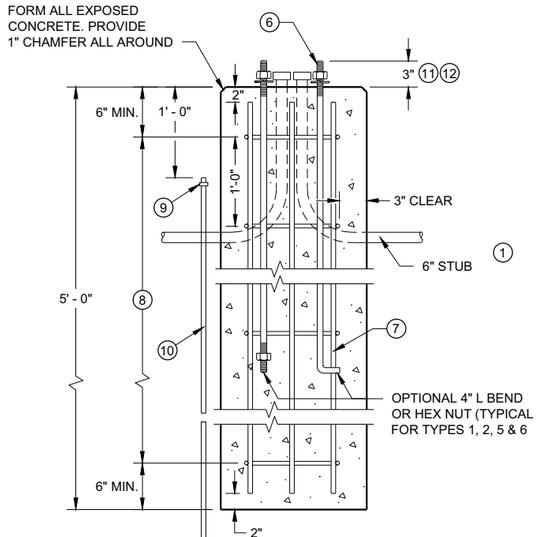
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

6
SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

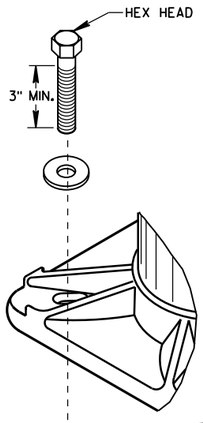
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

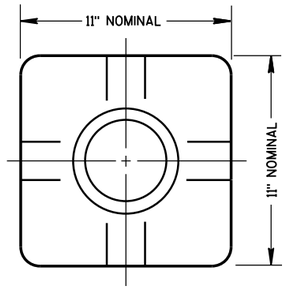
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

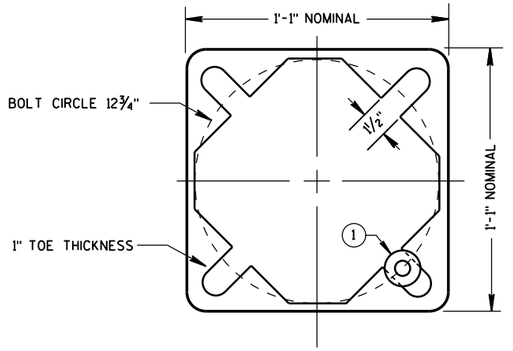
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

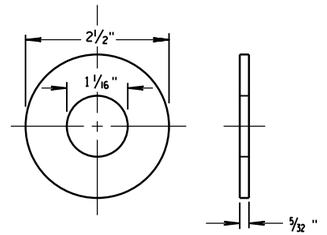




TOP VIEW
(PEDESTAL BASE)

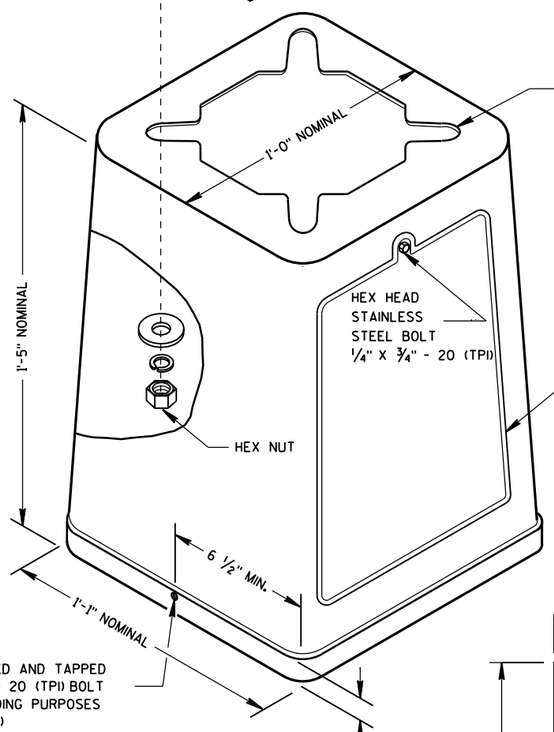


BOTTOM VIEW
(PEDESTAL BASE)

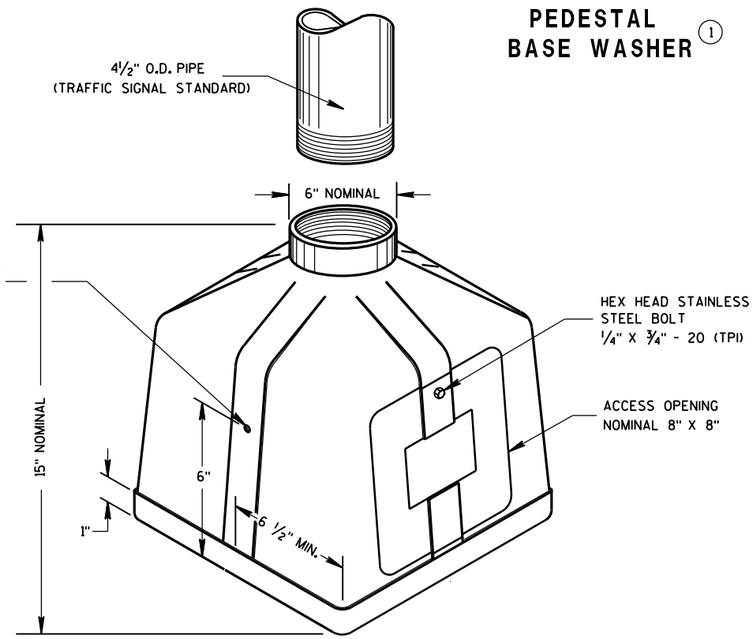


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

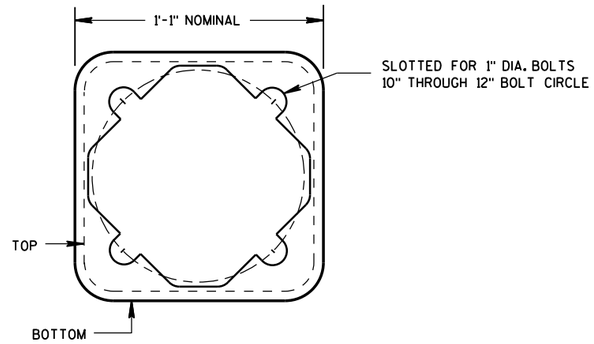


ISOMETRIC VIEW

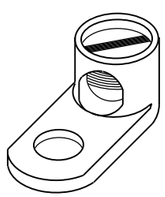


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

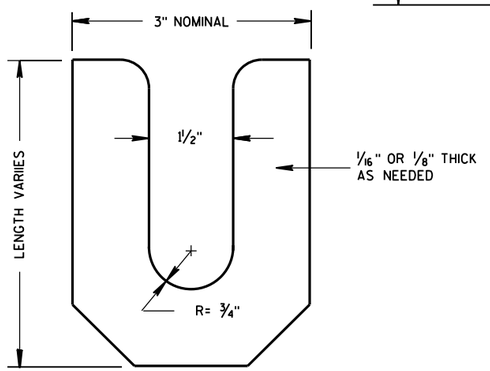


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

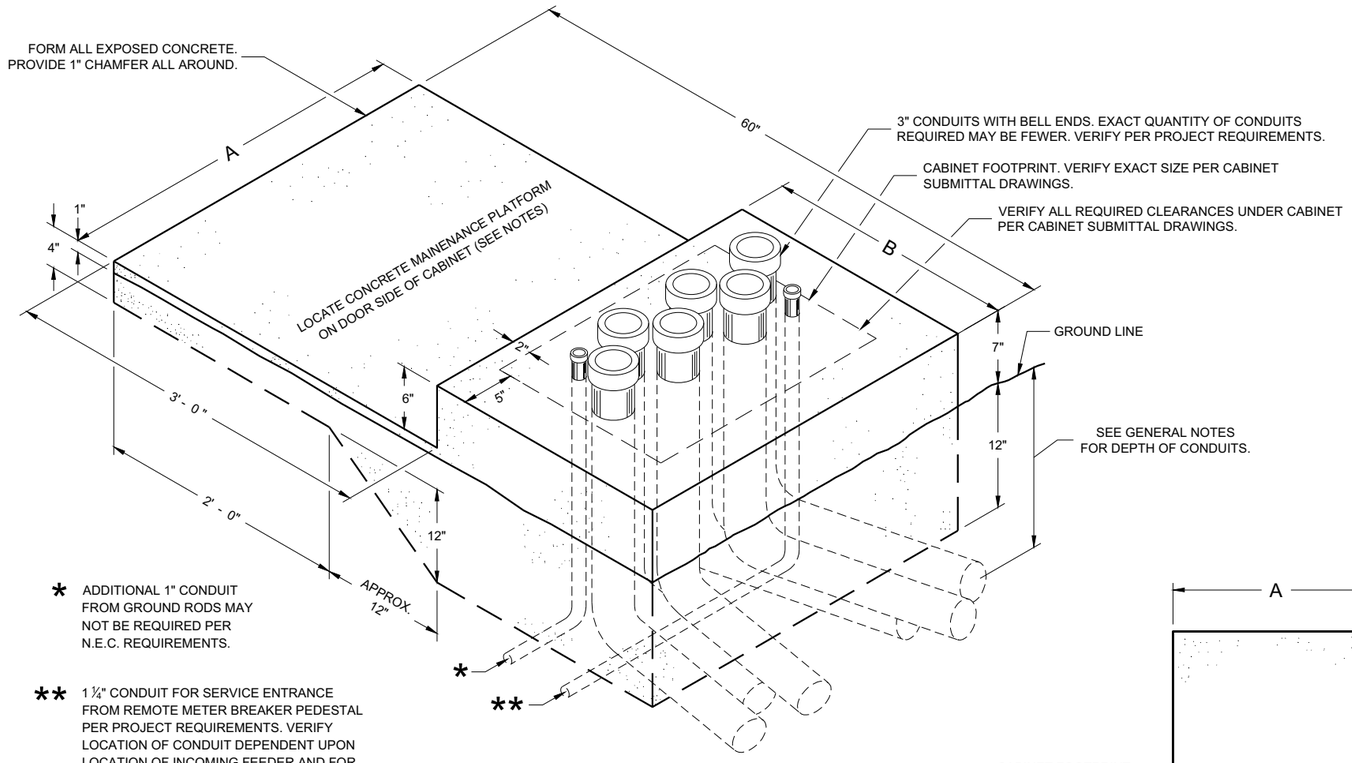
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

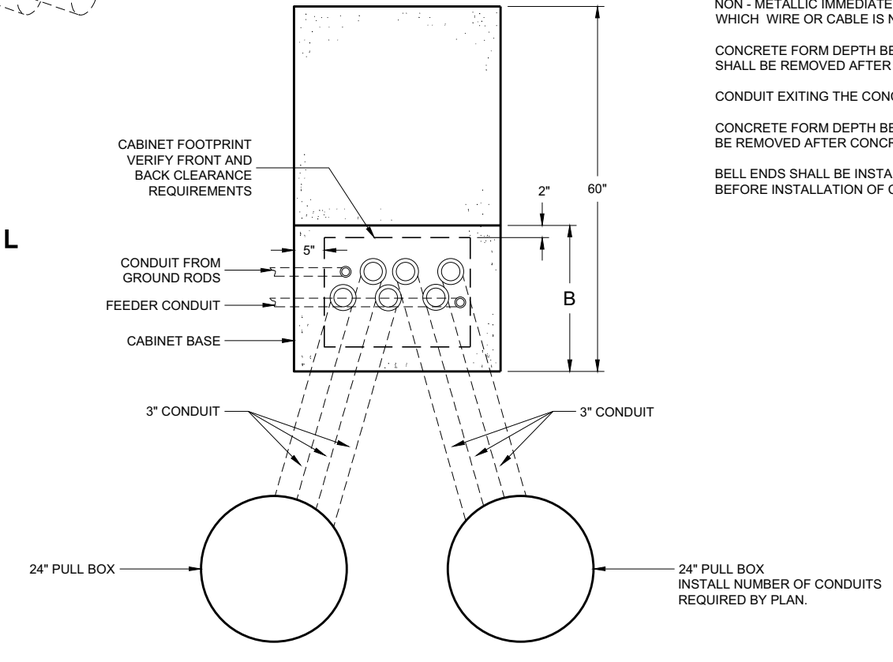
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

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

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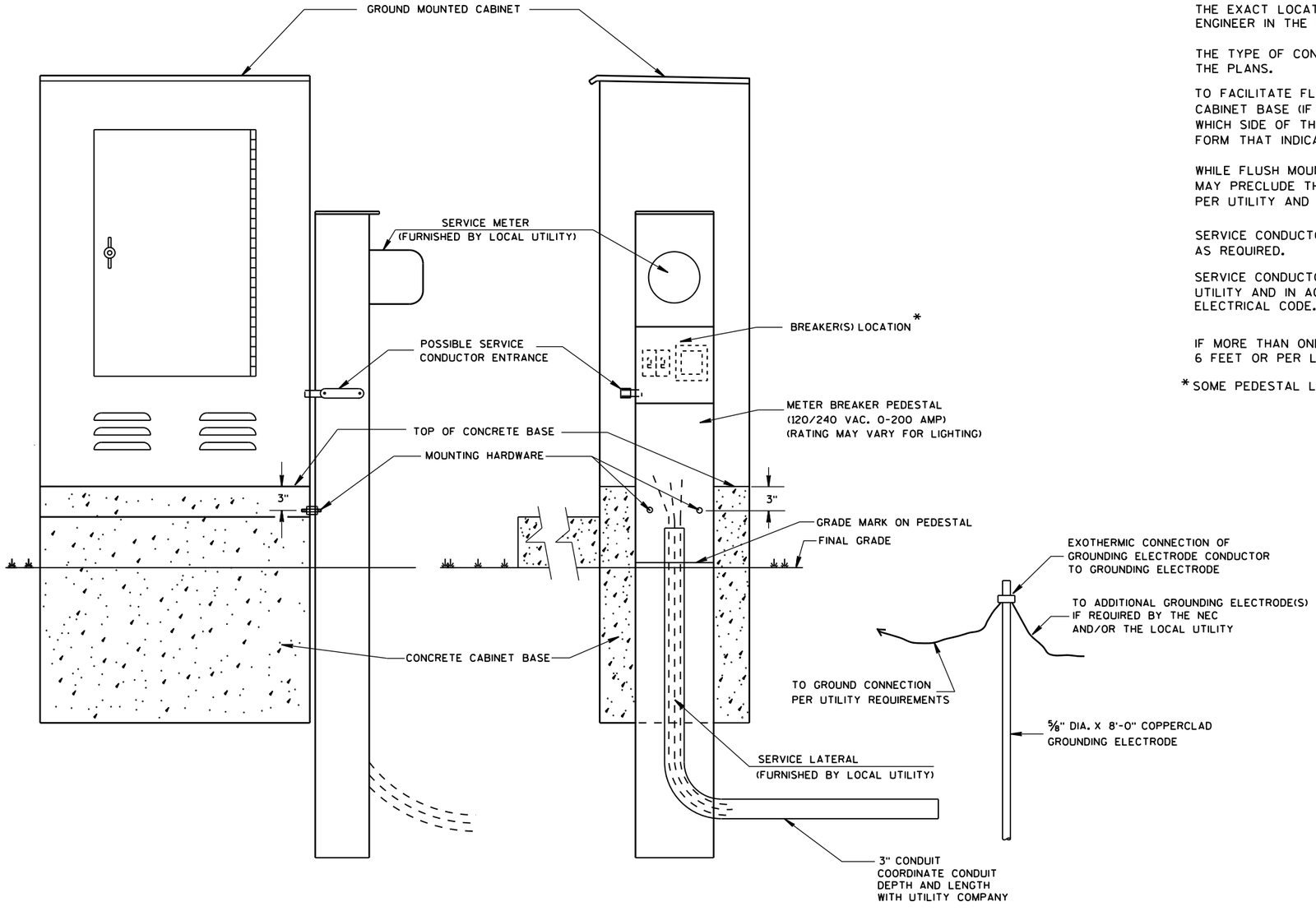

TYPICAL CABINET SERVICE INSTALLATION

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.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

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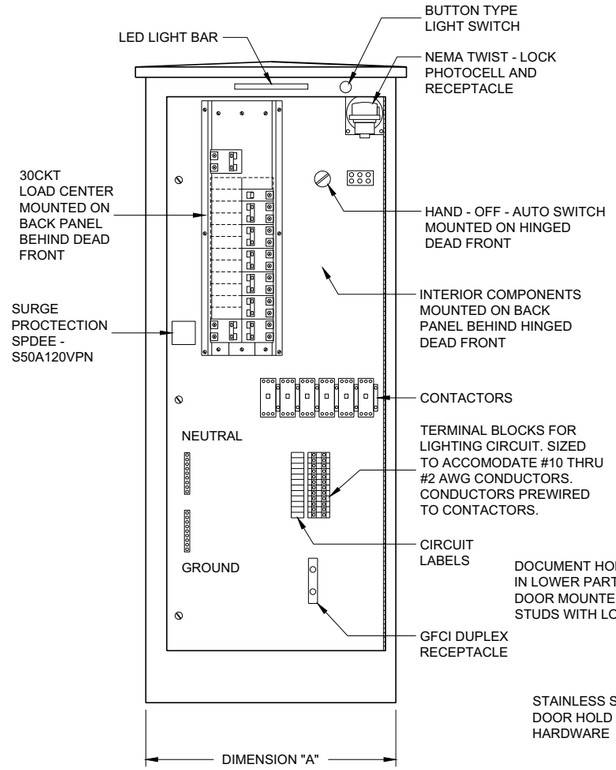
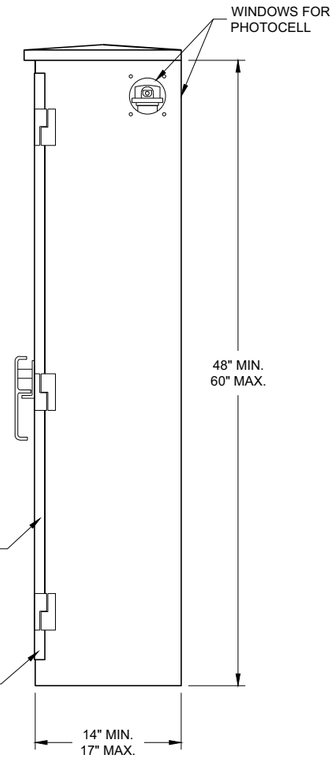
FRONT INTERIOR ELEVATION



SIDE VIEW



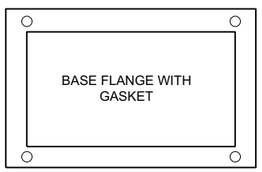
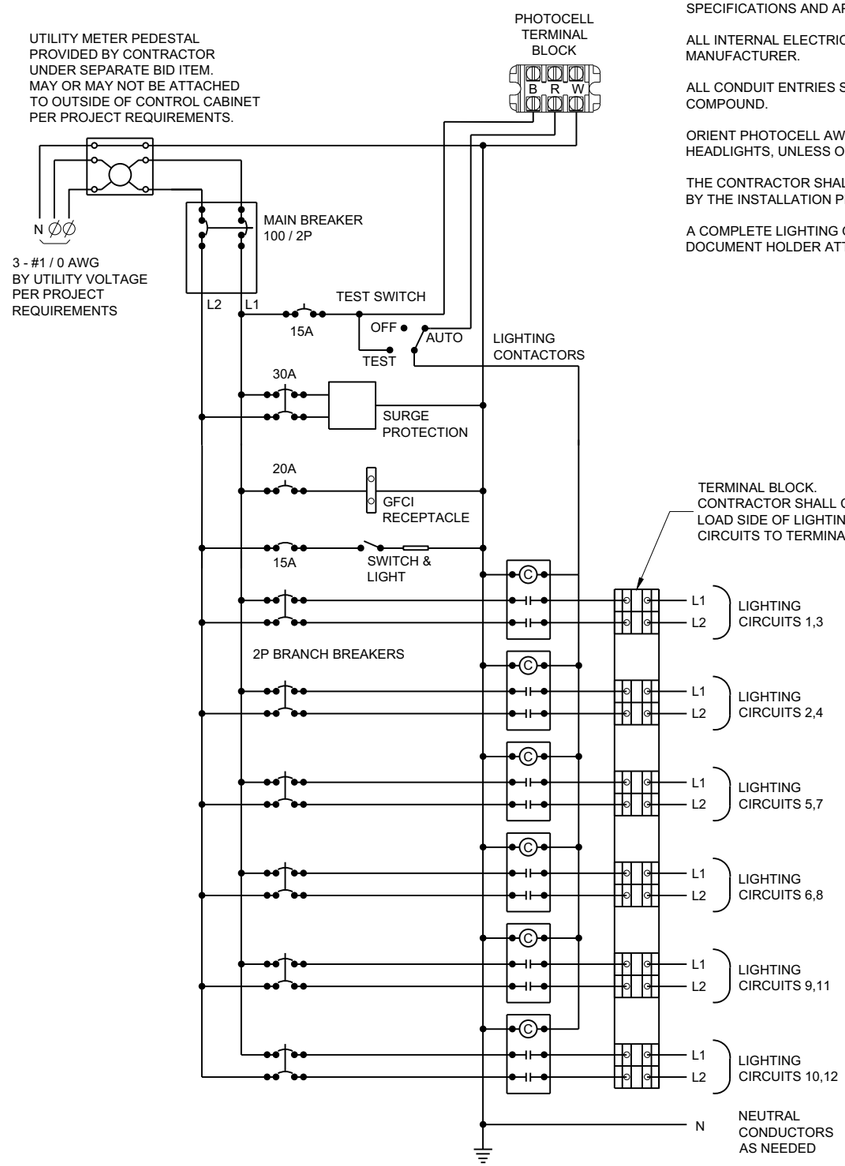


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

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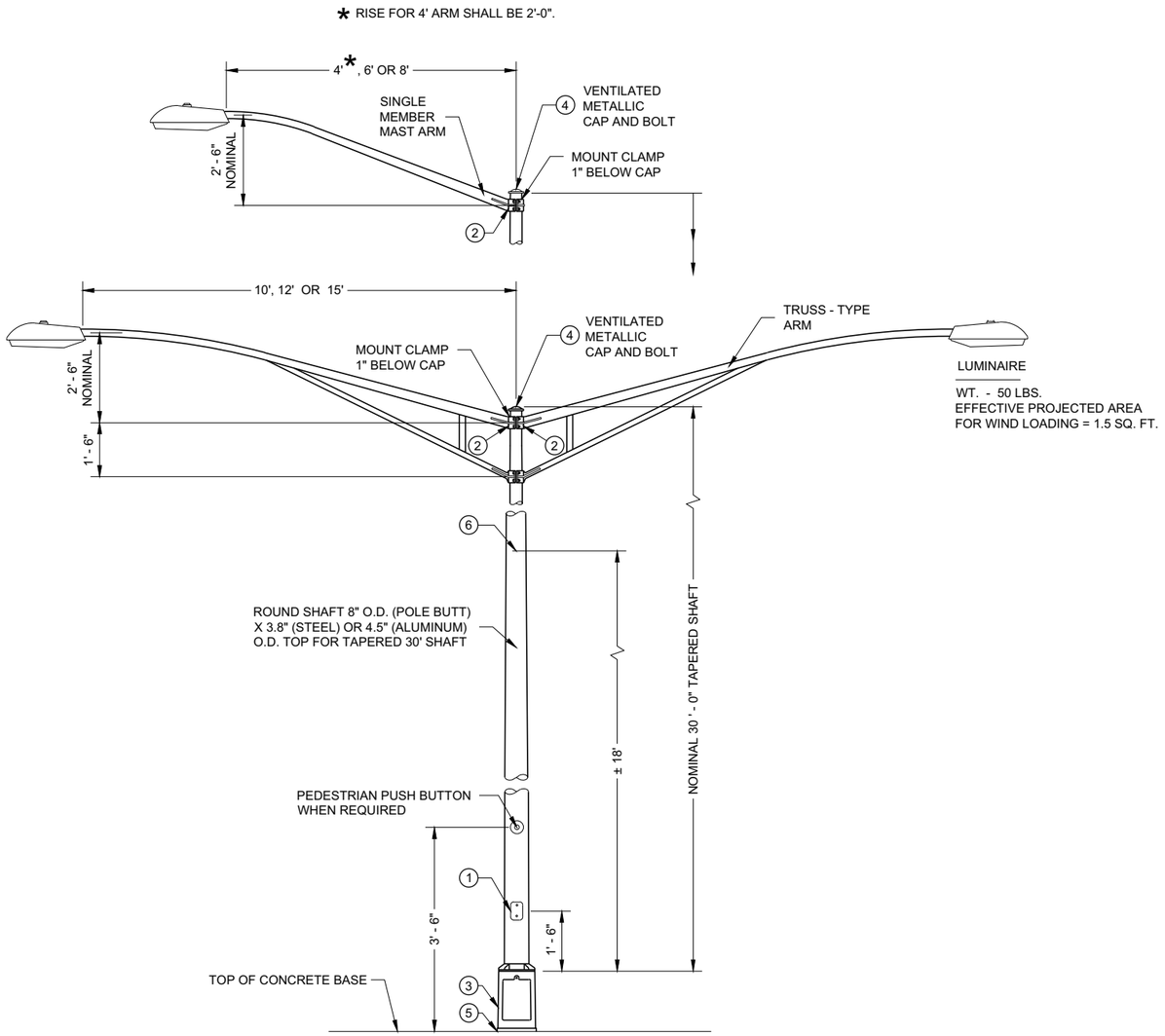


TYPE 5 POLE MOUNTING CONFIGURATION

(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.

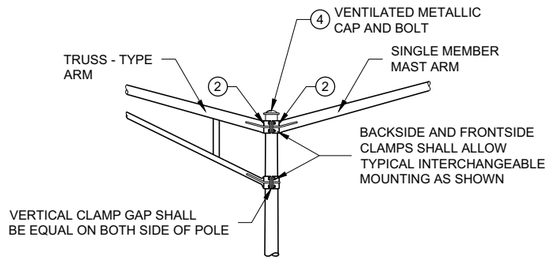
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(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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DEPARTMENT OF TRANSPORTATION

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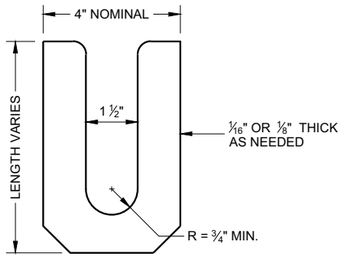
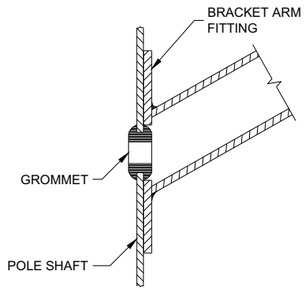
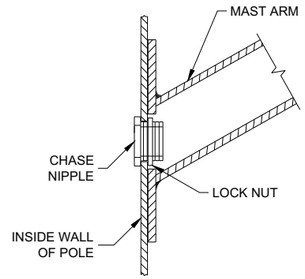


LEVELING SHIM (1)
SHALL BE ALUMINUM



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.

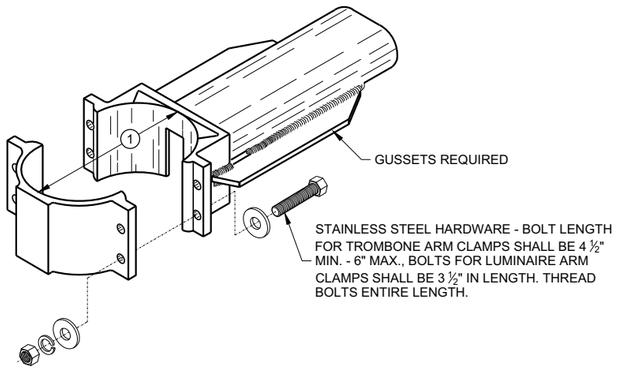
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

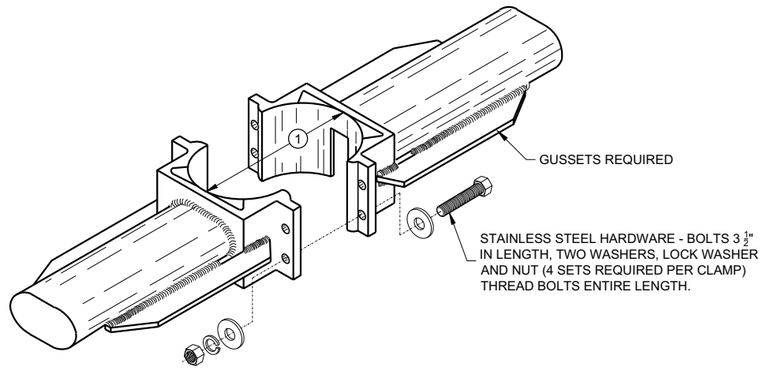
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

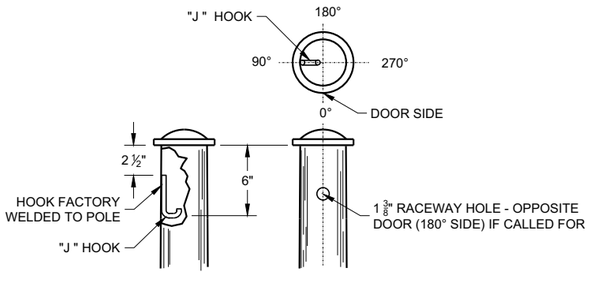
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



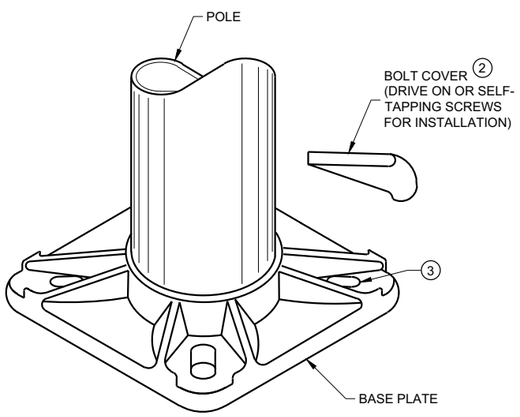
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



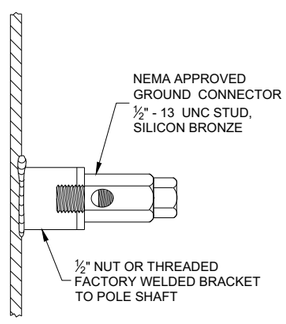
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

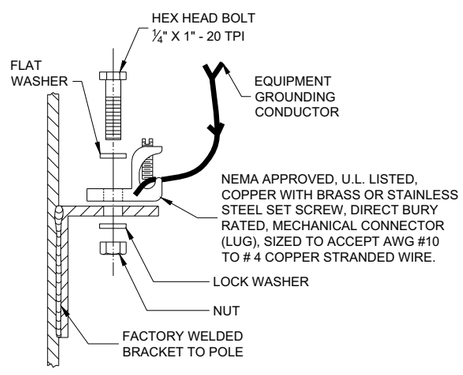


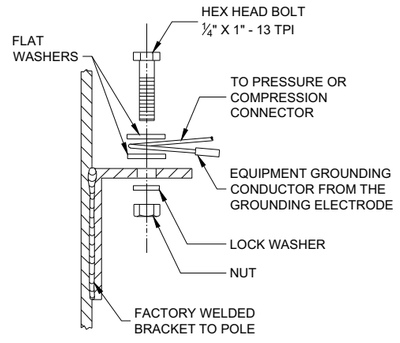
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
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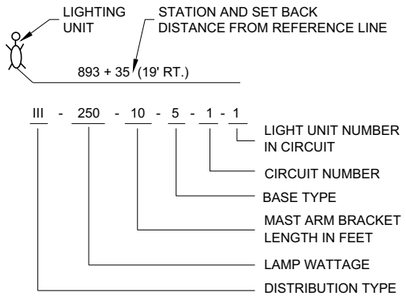
GENERAL NOTES

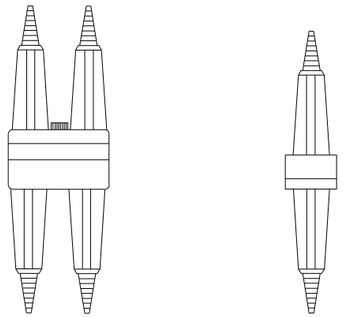
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

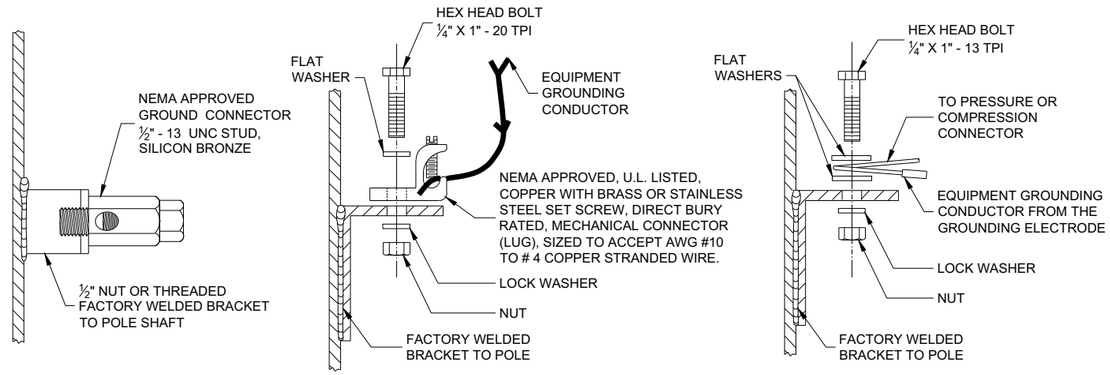


LIGHTING UNIT CODE
(TYPICAL)

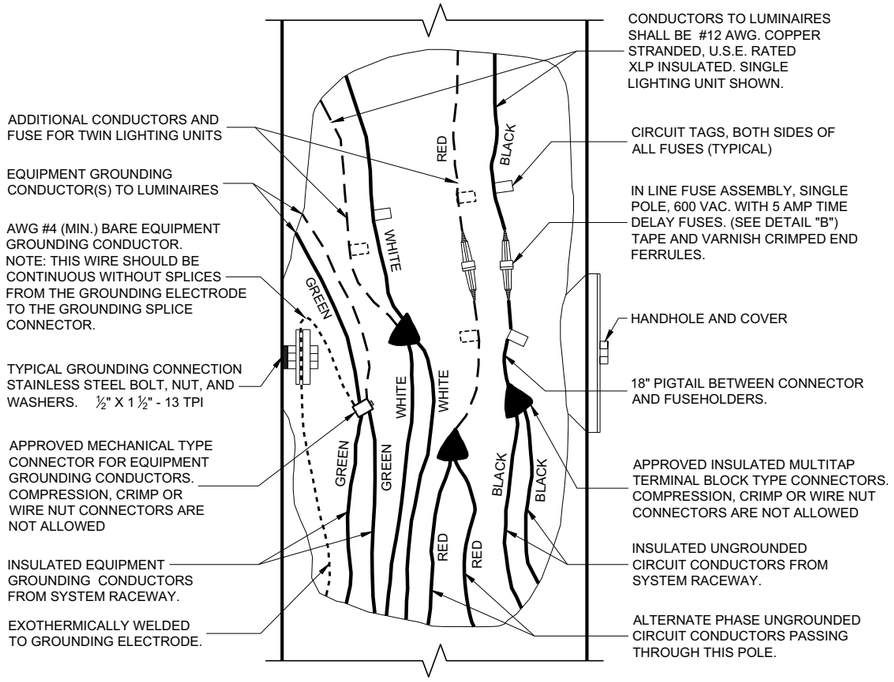


DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT

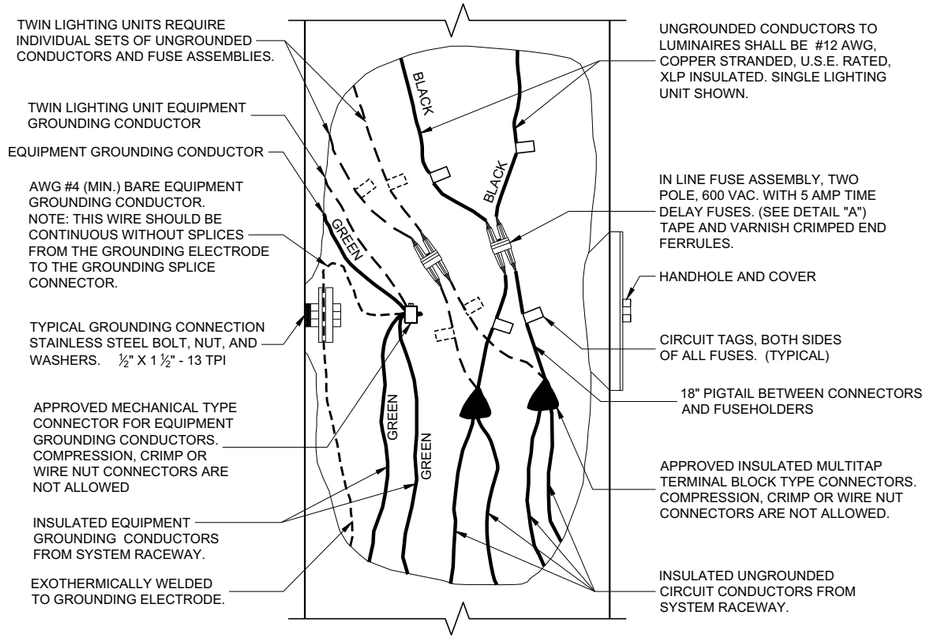
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

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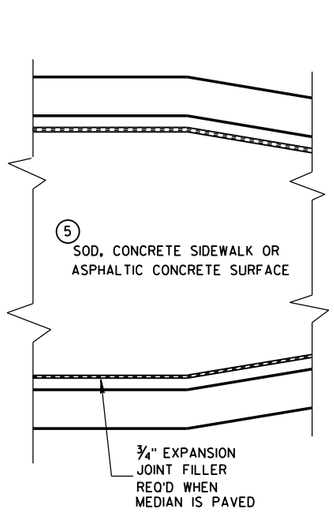
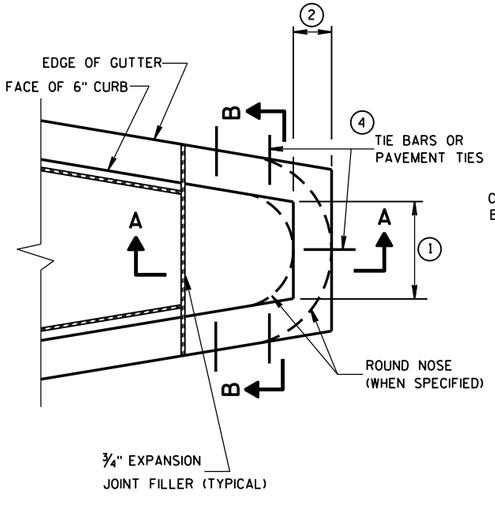
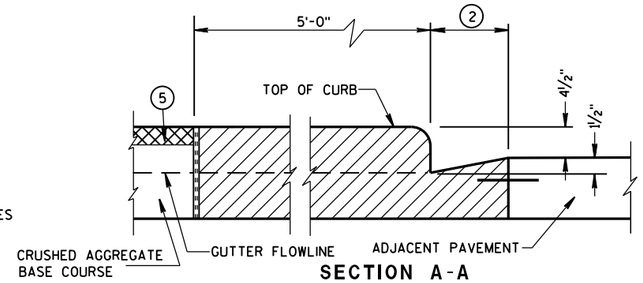
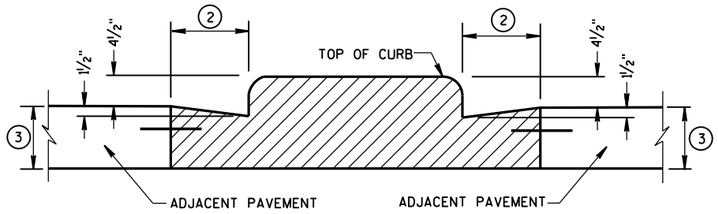






SECTION A-A



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.

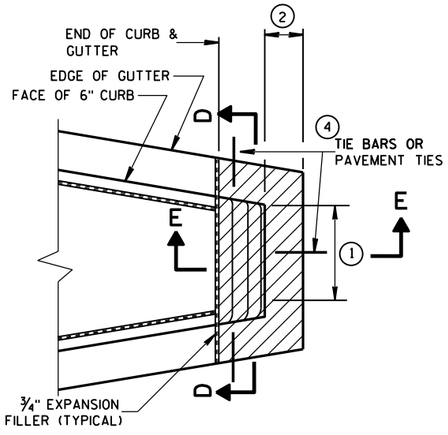
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

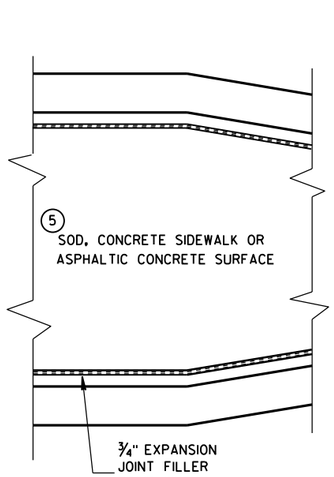
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

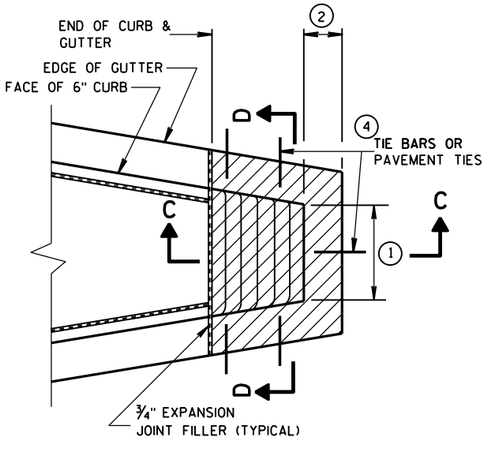
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

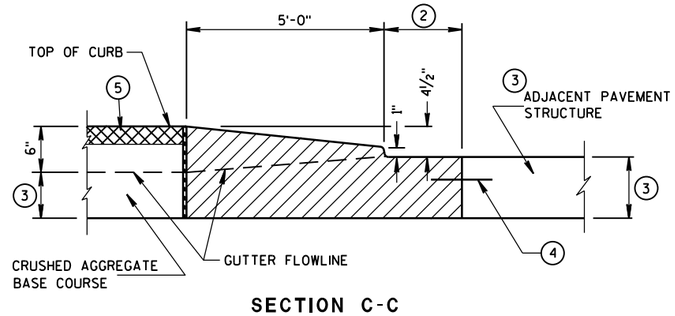
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



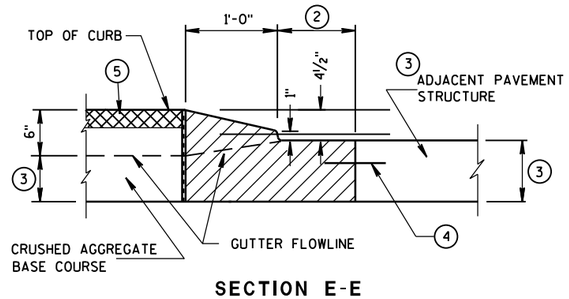




CONCRETE MEDIAN SLOPED NOSE TYPE 1

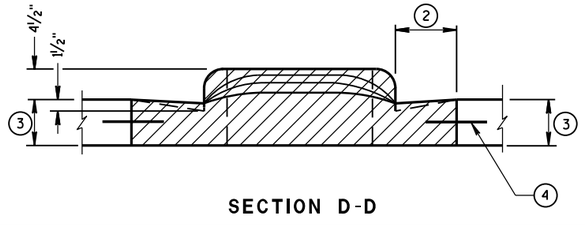


SECTION C-C



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 D ENGINEER
FHWA

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S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2

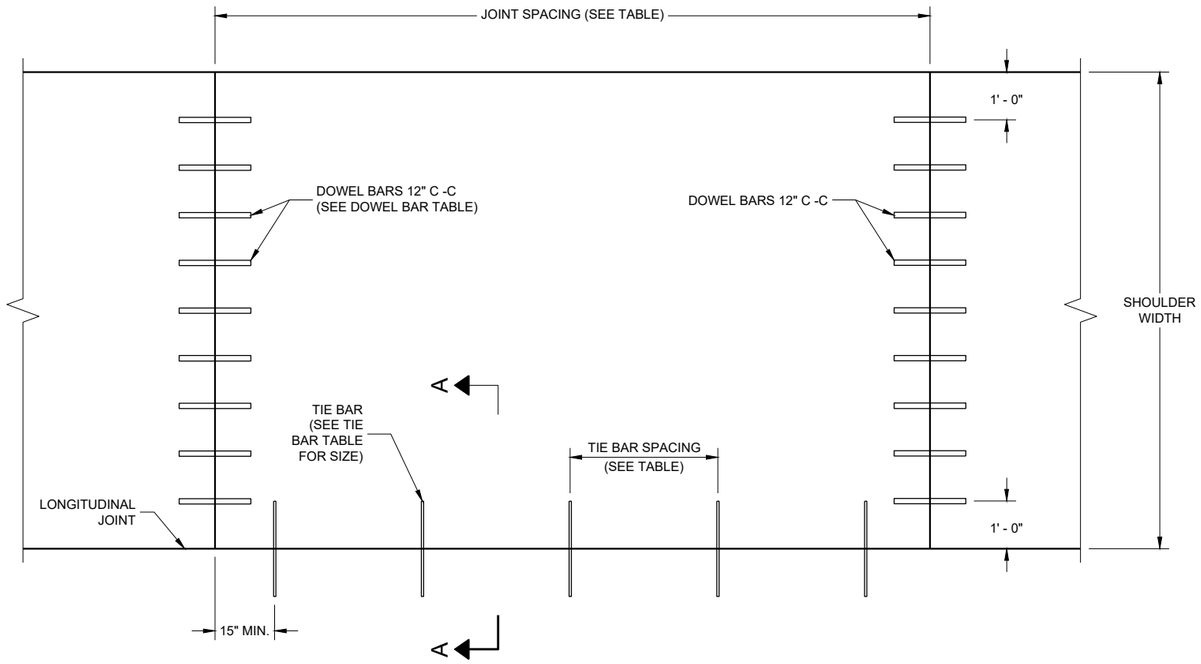
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

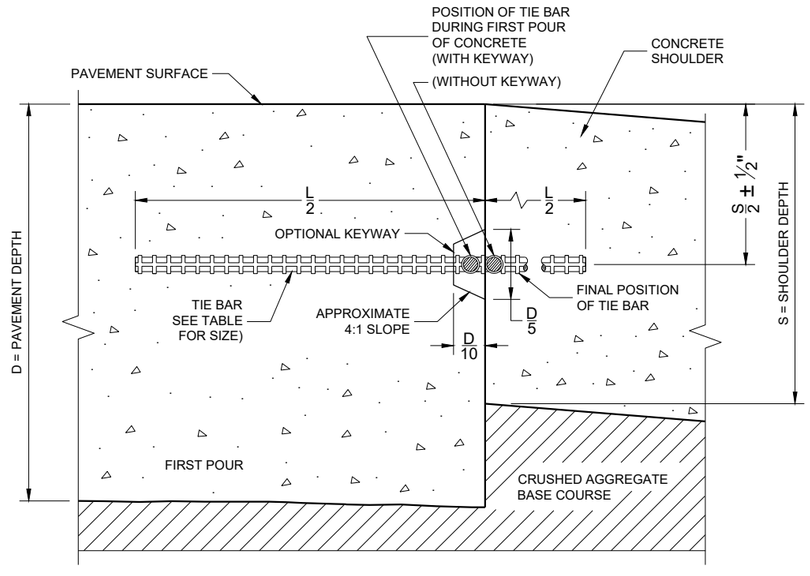
FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



PLAN VIEW

CONCRETE PAVEMENT SHOULDER



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
<10 ½"	NO. 4	30"	36"
>10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BATS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES.

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE
/S/ Peter Kemp
PAVEMENT SUPERVIS

FHWA

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SDD 13A03 - 07

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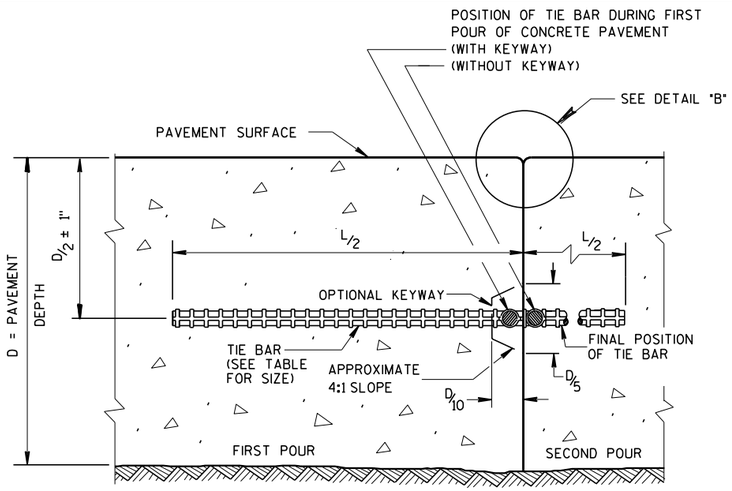
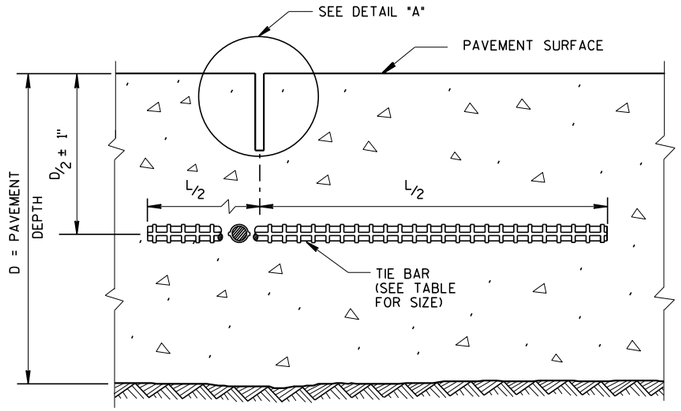
SDD 13A03 - 07



CONSTRUCTION JOINT



SAWED JOINT

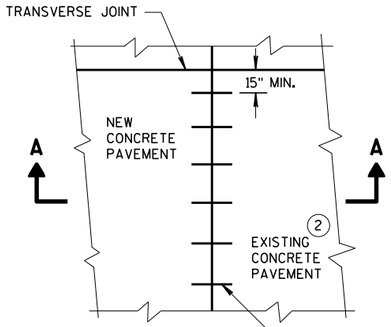
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

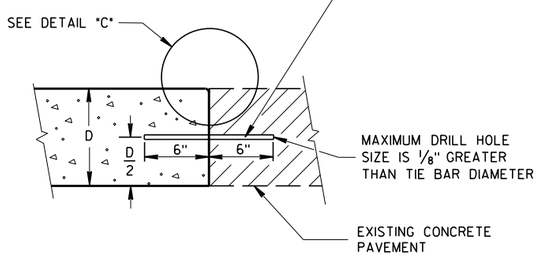
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

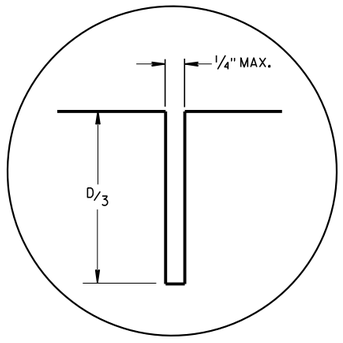


PLAN VIEW

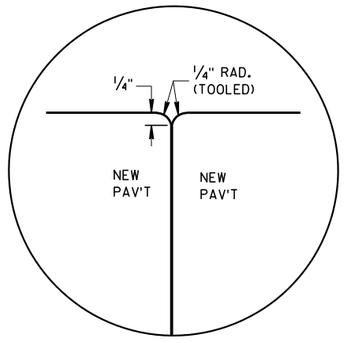


SECTION A-A

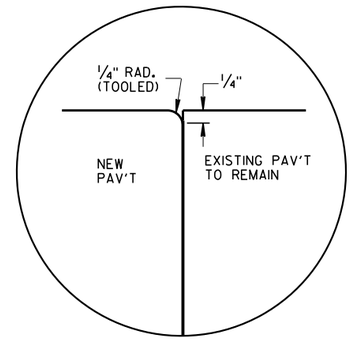
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



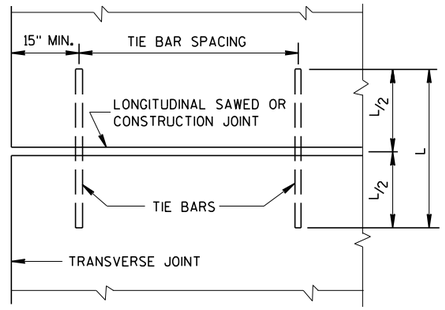
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

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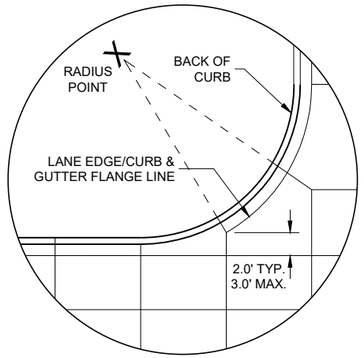
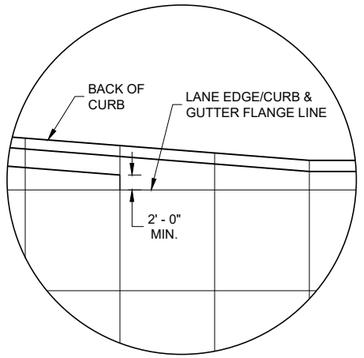
S.D.D. 13 C 1-19



DETAIL "A"



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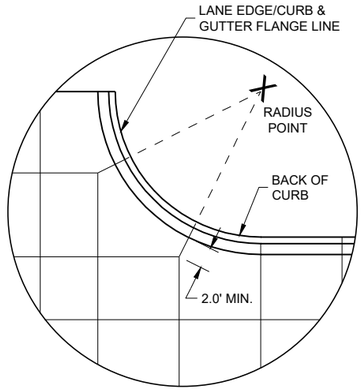

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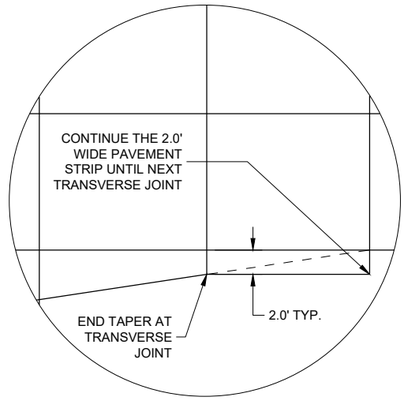


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

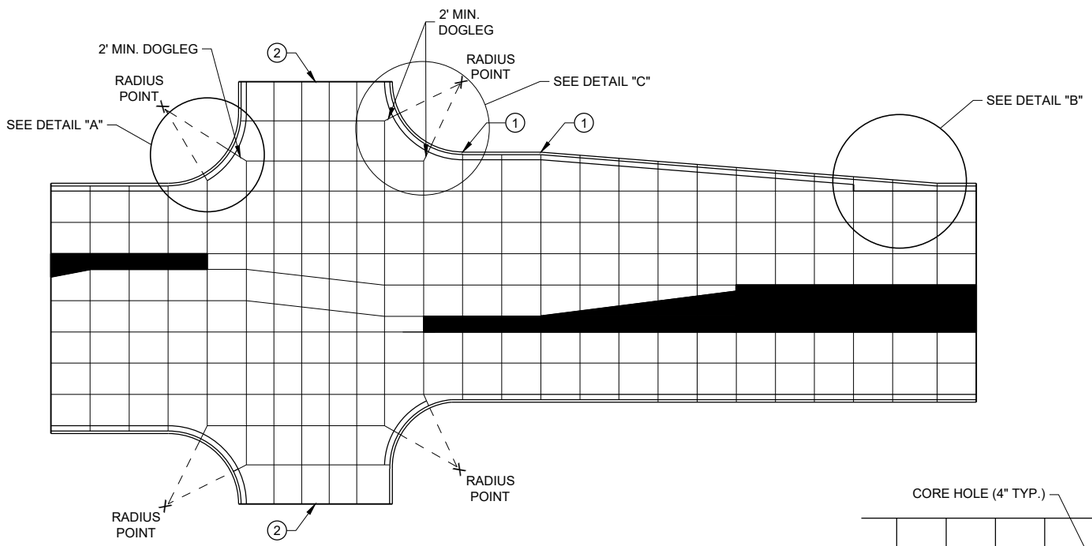
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

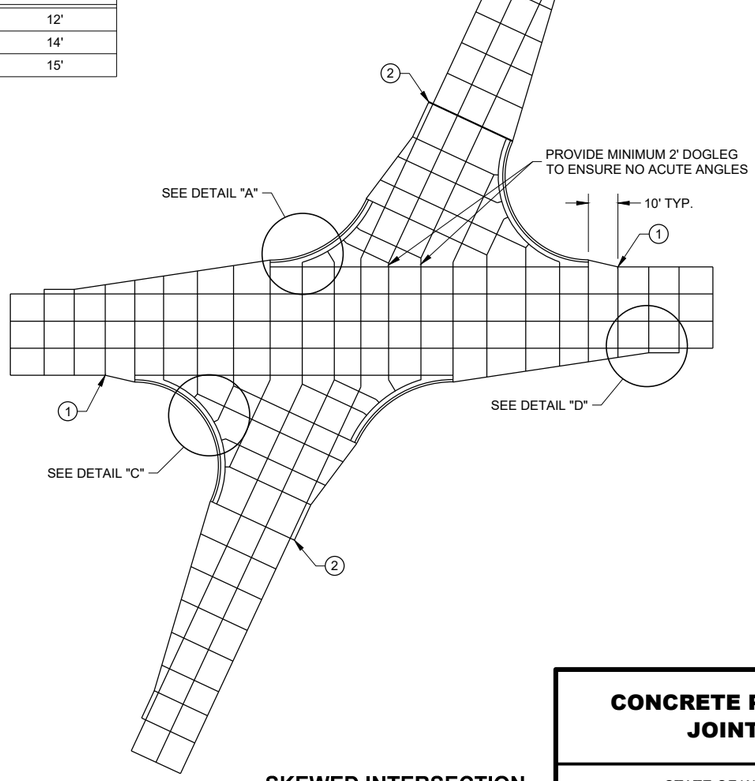
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



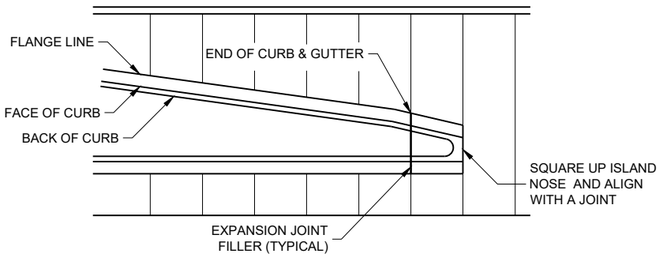
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

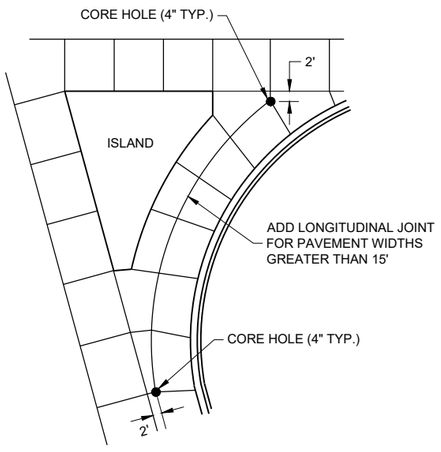
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

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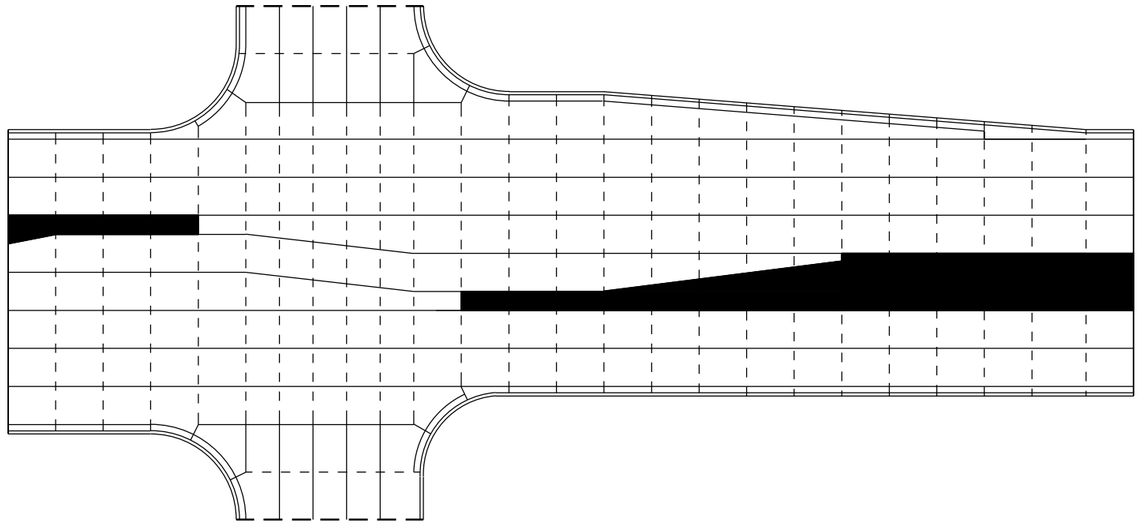
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

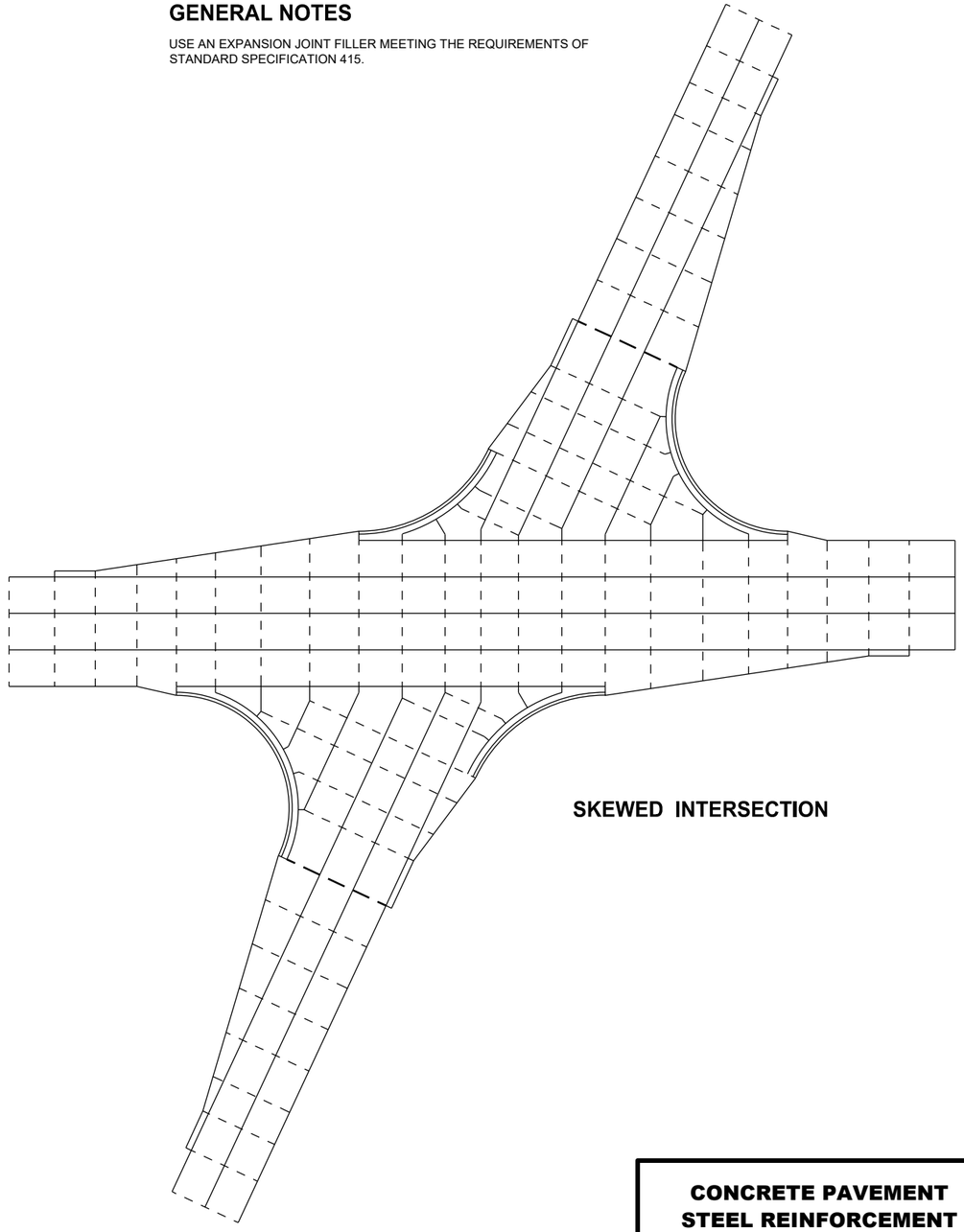
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

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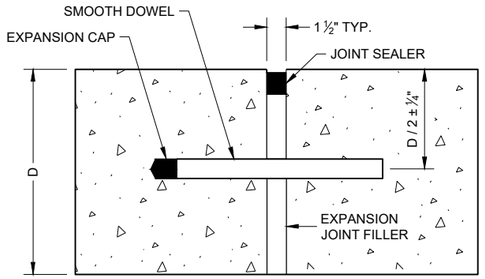
SDD 13C18 - 08b

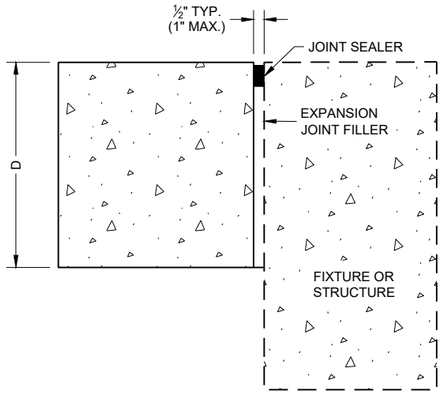
CONCRETE PAVEMENT STEEL REINFORCEMENT

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

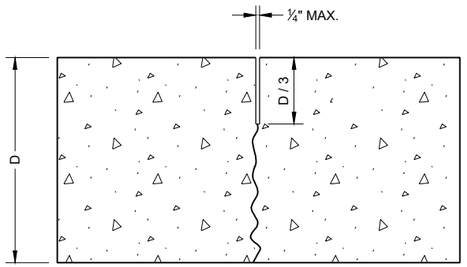
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

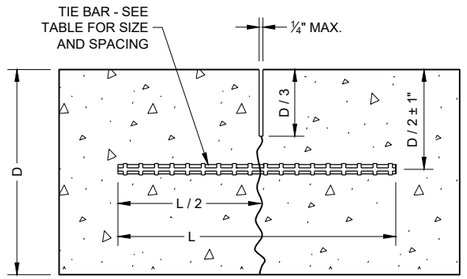
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

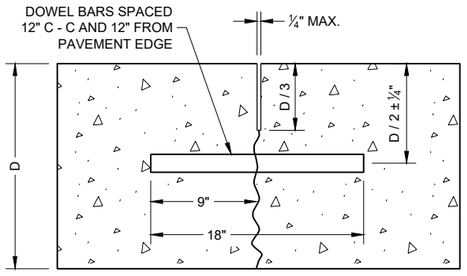
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

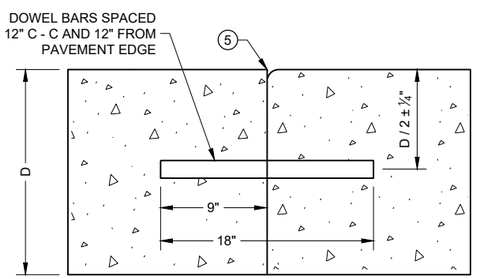


TIED LONGITUDINAL

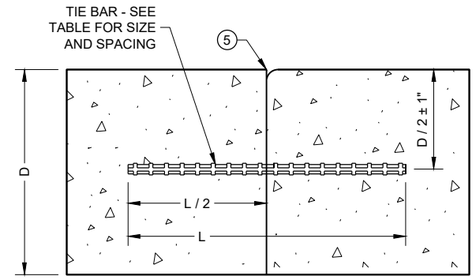


DOWELED TRANSVERSE

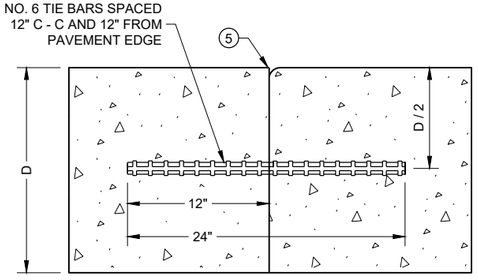
CONTRACTION JOINTS (2)



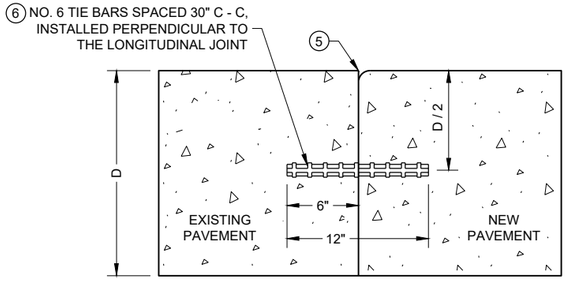
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



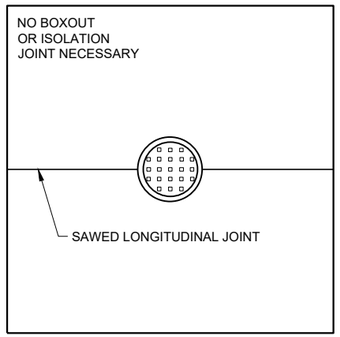
TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



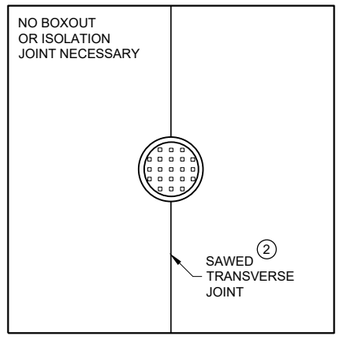
TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

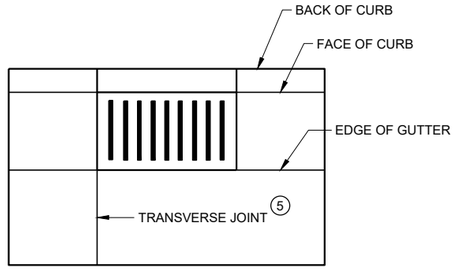
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



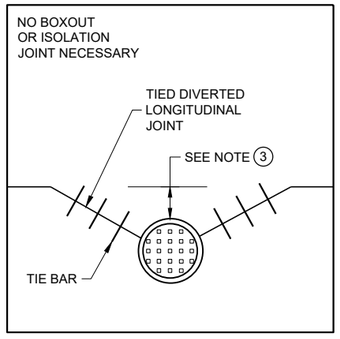
MANHOLE WITH TRANSVERSE JOINT



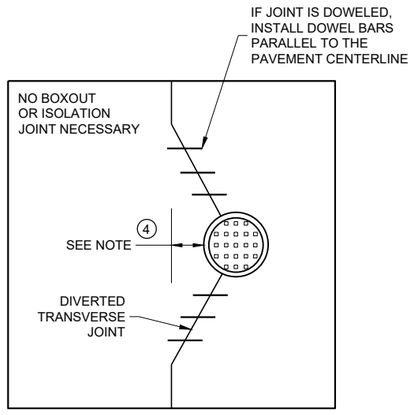
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

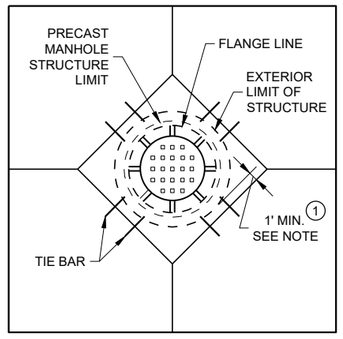
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

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SDD13C18 - 08d

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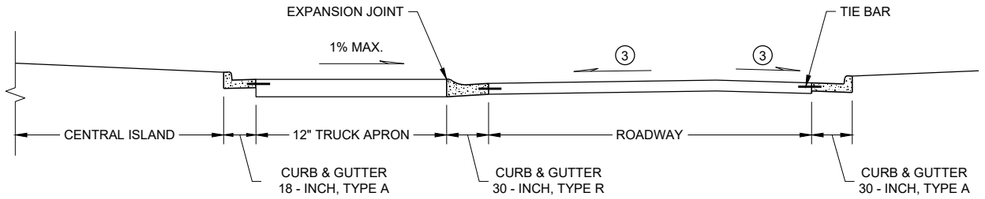
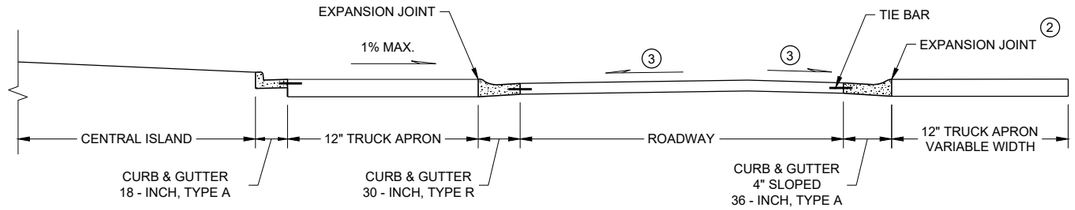
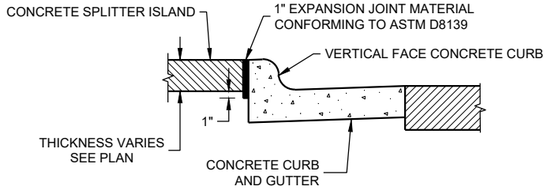
SDD13C18 - 08d



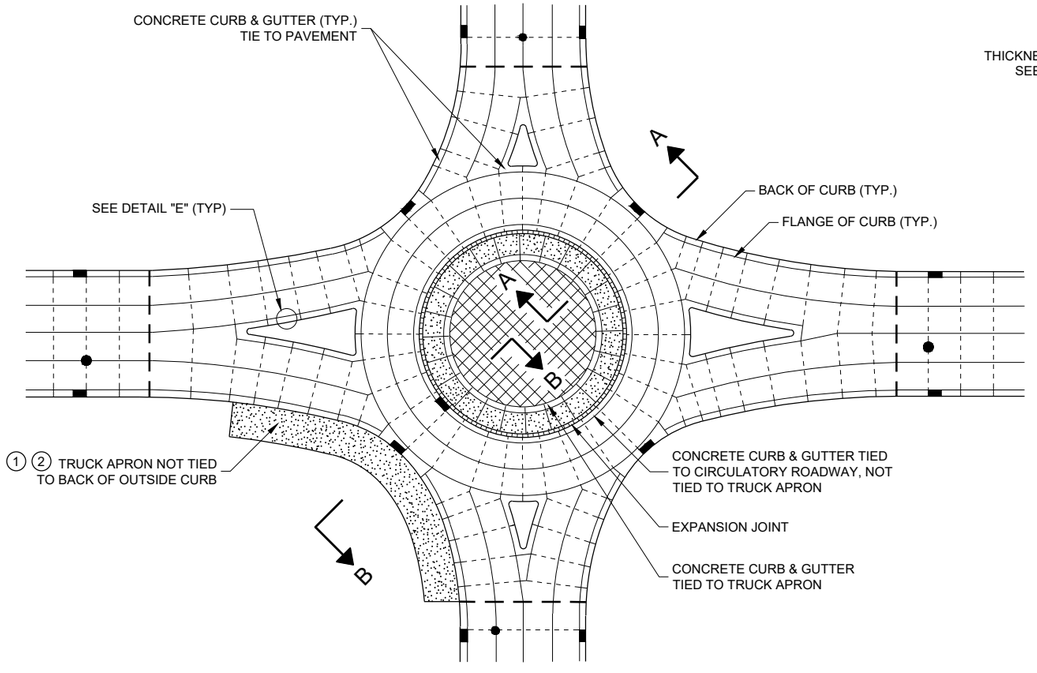
SECTION A - A



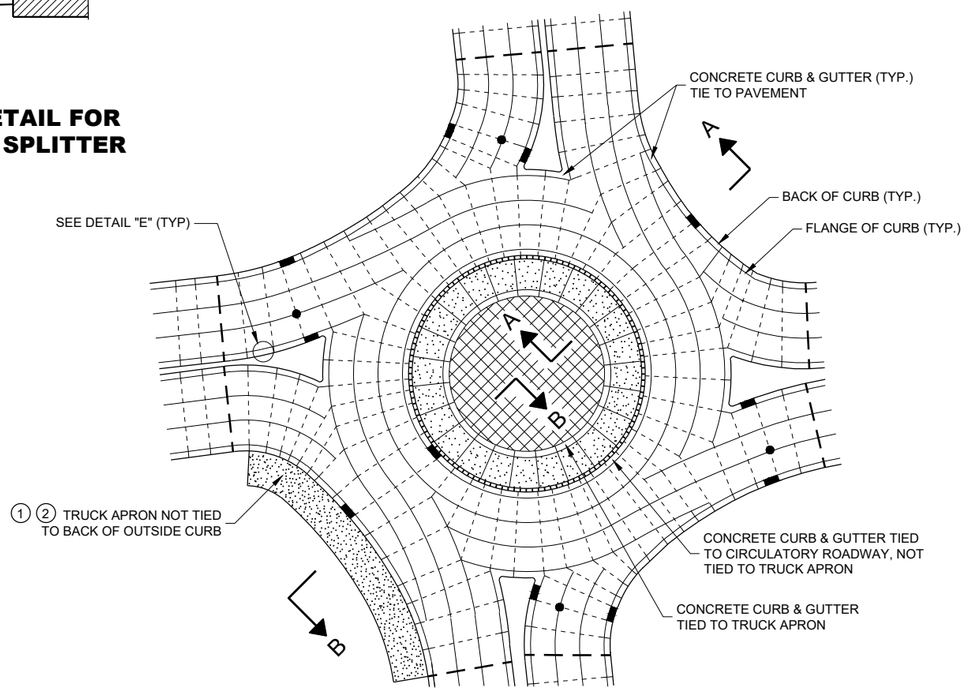
SECTION B - B



DETAIL 'E'
EXPANSION JOINT DETAIL FOR VERTICAL CURB AT A SPLITTER ISLAND



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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SDD 13C18 - 08e

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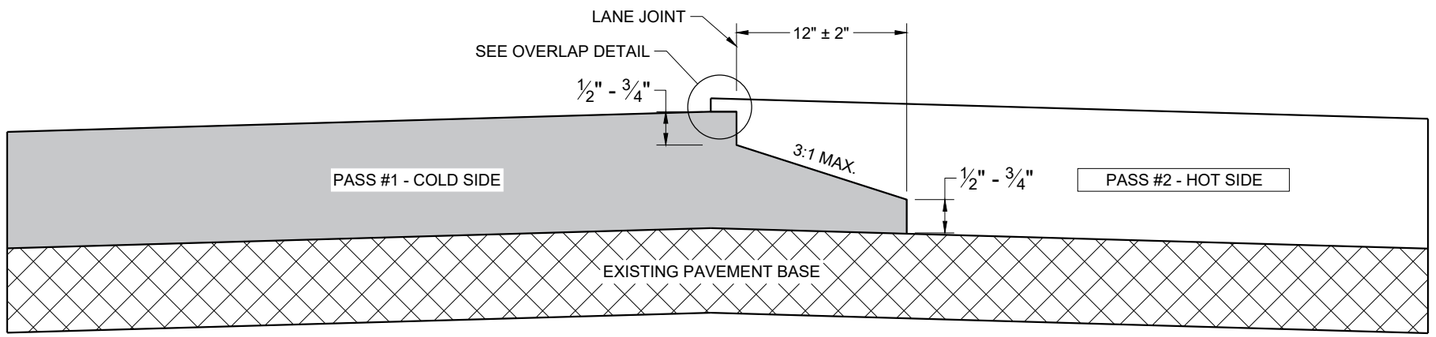
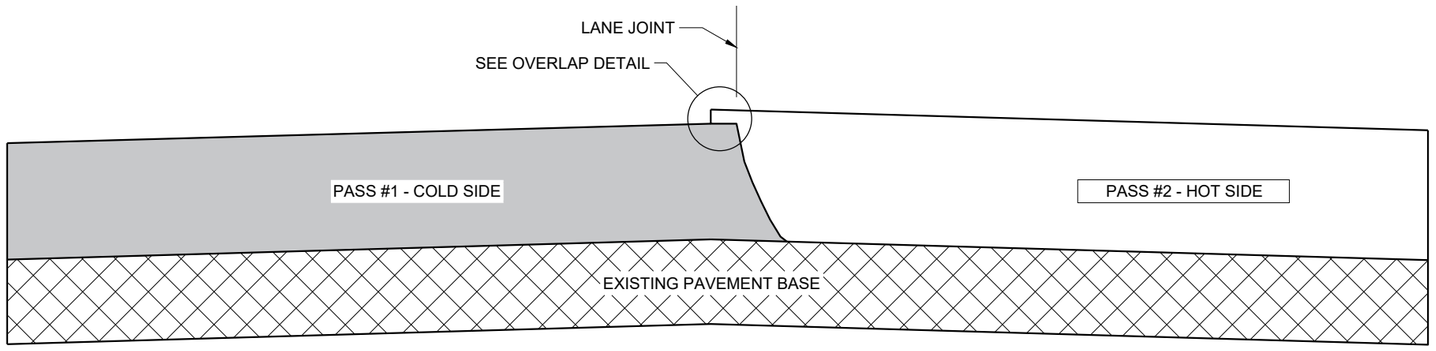
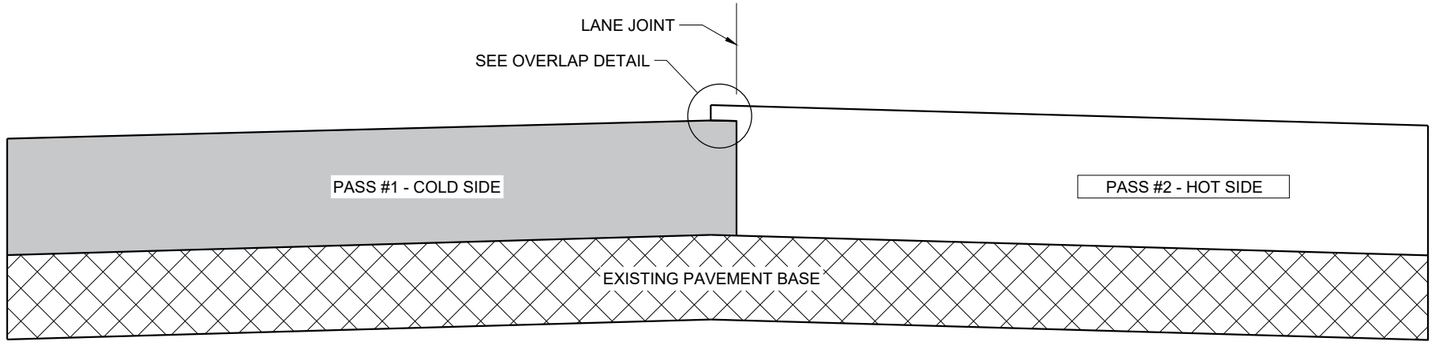
SDD 13C18 - 08e



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

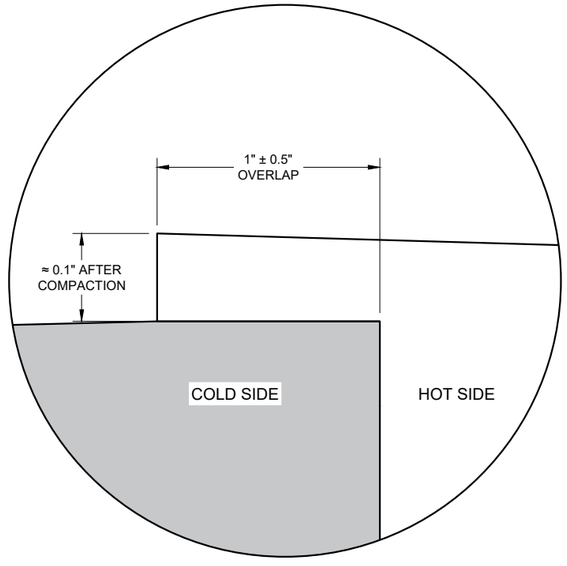
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

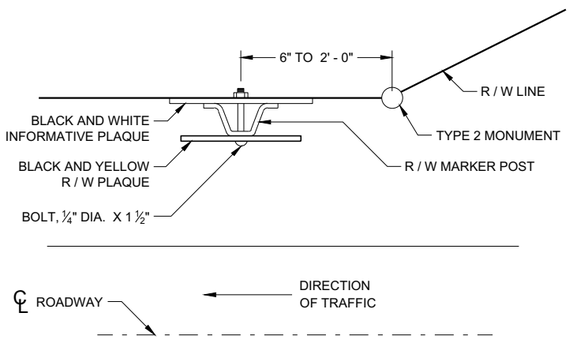
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

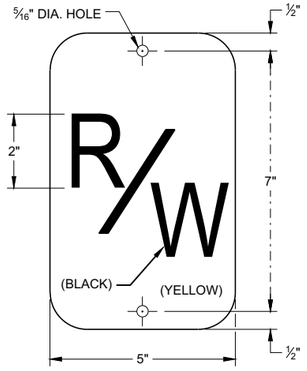
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



PLAN VIEW
STEEL MARKER POST



R / W PLAQUE

THE RIGHT-OF-WAY PLAQUE AND INFORMATIVE PLAQUE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

INFORMATIVE PLAQUE

GENERAL NOTES

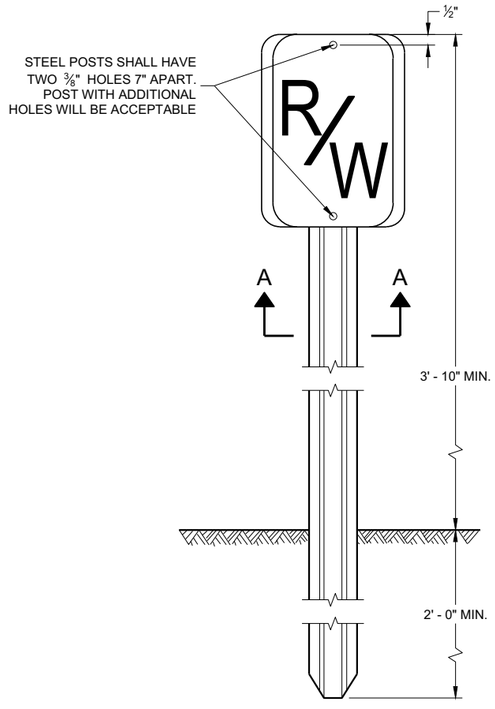
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

A STEEL MARKER POST FOR RIGHT -OF-WAY SHALL BE PLACED IN THE RIGHT-OF-WAY WITH THE BACK OF THE POST ON THE LONGER RIGHT-OF-WAY TANGENT, 6 INCHES TO 24 INCHES FROM EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

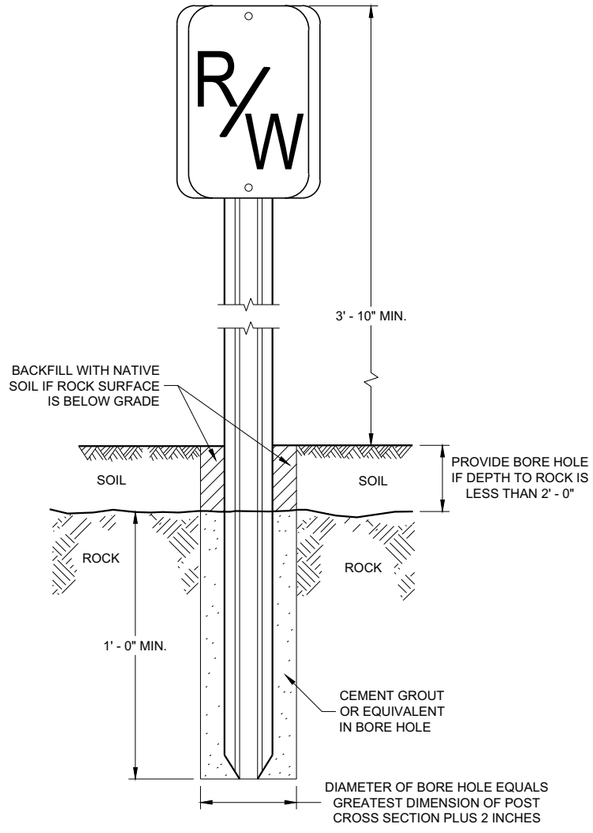
THE "R/W" PLAQUE SHALL FACE THE ROADWAY AND THE INFROMATIVE PLAQUE SHALL FACE AWAY FROM THE ROADWAY. "R/W" AND INFORMATIVE PLAQUES WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

STEEL MARKER POSTS SHALL MEET THE MINIMUM MATERIAL REQUIREMENTS FOR STEEL DELINEATOR POSTS; EXCEPT POSTS PAINTED WITH FEDERAL YELLOW ENAMEL NEED NOT BE ZINC COATED.

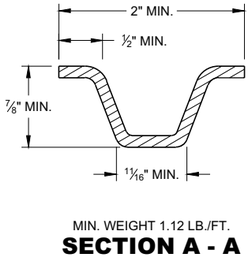
(1) IN AREAS OF SOLID ROCK, DRILL A BORE HOLE 2" GREATER THAN THE WIDEST DIMENSION OF THE POST CROSS SECTION INTO THE ROCK A MINIMUM DEPTH OF 12 INCHES. CUT OR SPLICE THE POST SO THAT A MINIMUM LENGTH OF 3' - 10" PROTRUDES ABOVE THE GROUND. BLOW OUT THE BORE HOLE IN THE ROCK USING COMPRESSED AIR. FILL THE BORE HOLE WITH CEMENT GROUT OR EQUIVALENT, DEPENDING ON THE STABILITY OF THE ROCK.



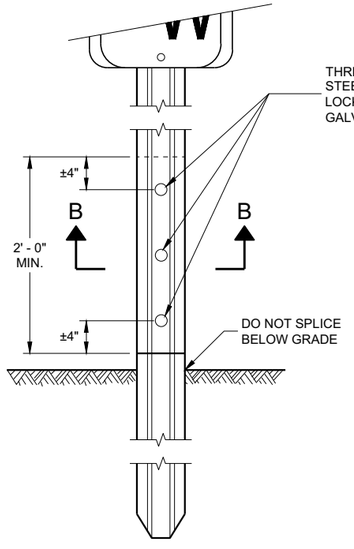
FRONT VIEW
STEEL MARKER POST



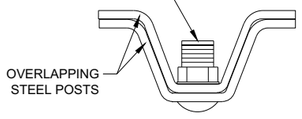
FRONT VIEW
ROCK INSTALLATION (1)



MIN. WEIGHT 1.12 LB./FT.
SECTION A - A



FRONT VIEW
SPLICE DETAIL



SECTION B - B

MARKER POST FOR RIGHT - OF - WAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/18/2016
DATE
/S/ Ray Kumapayi
CHIEF SURVEYING AND MA
ENGINEER

FHWA

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SDD 15A01 - 13a

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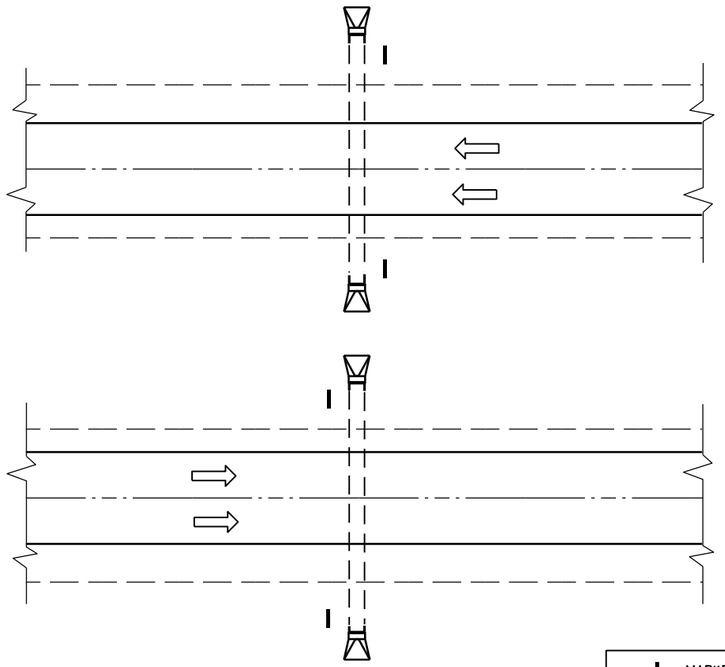
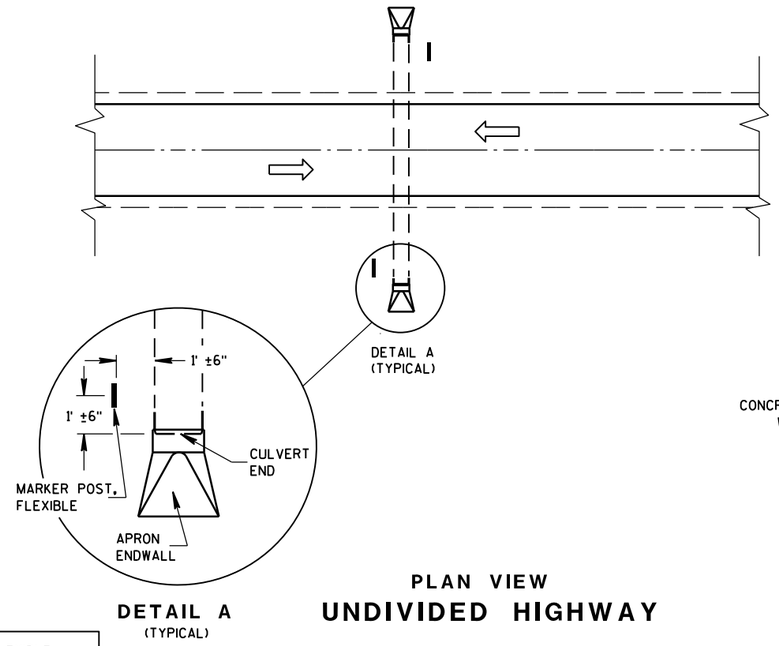
SDD15A01 - 13a



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

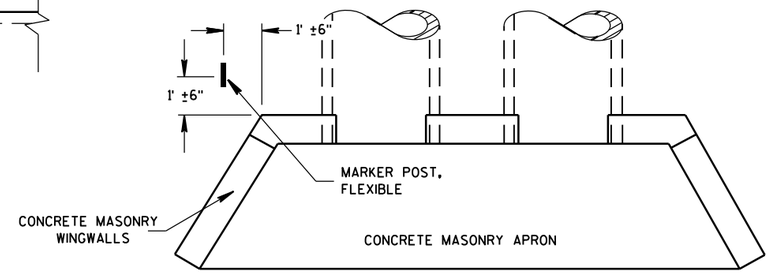
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

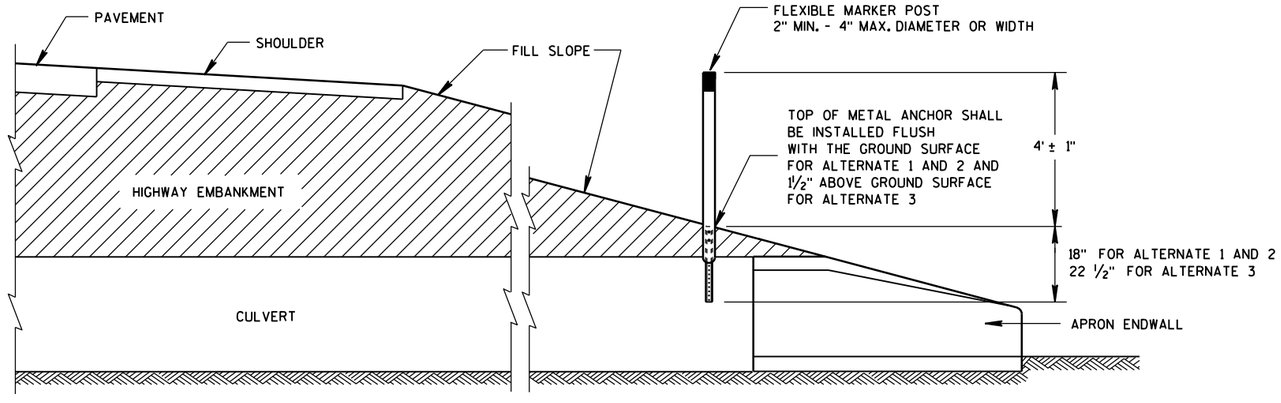
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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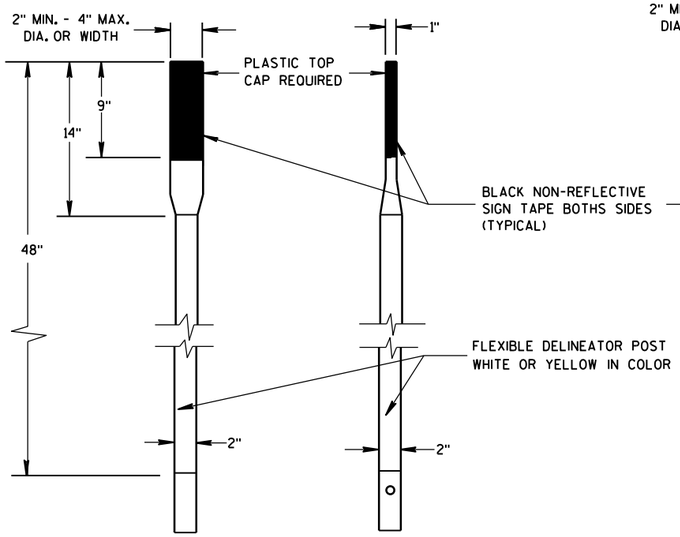
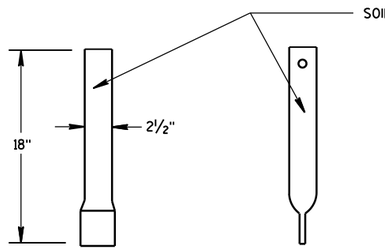
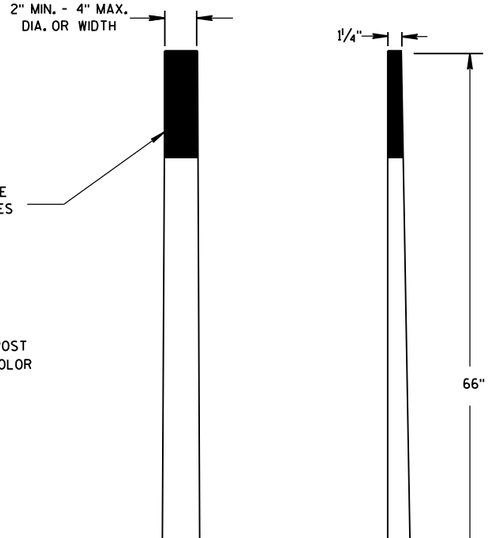
S.D.D. 15 A 3-2a





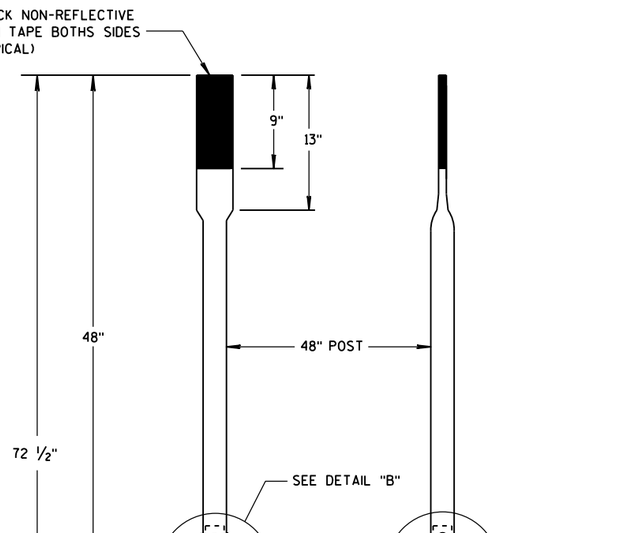
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

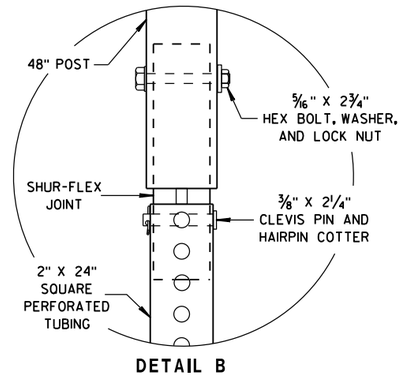
ALTERNATE 2



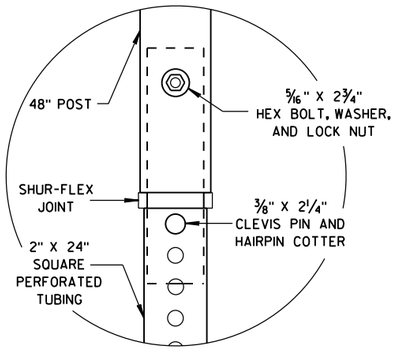
FRONT VIEW SIDE VIEW

ALTERNATE 3

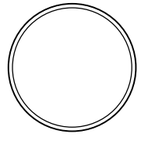
FLEXIBLE MARKER POSTS



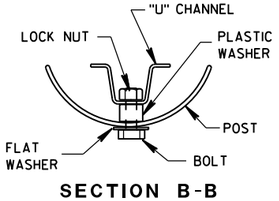
DETAIL B



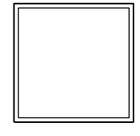
DETAIL C



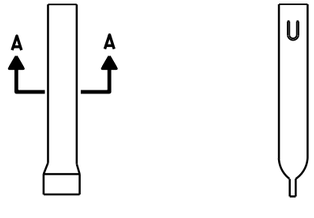
SECTION A-A



SECTION B-B

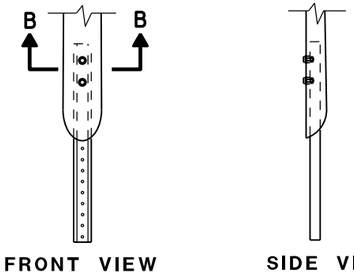


SECTION C-C



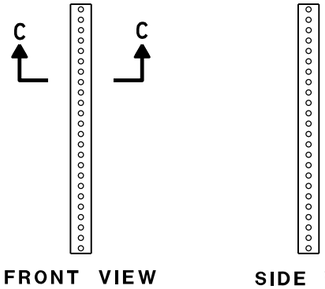
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST FOR CULVERT END	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
10/1/2012 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA	

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S.D.D. 15 A 3-2b

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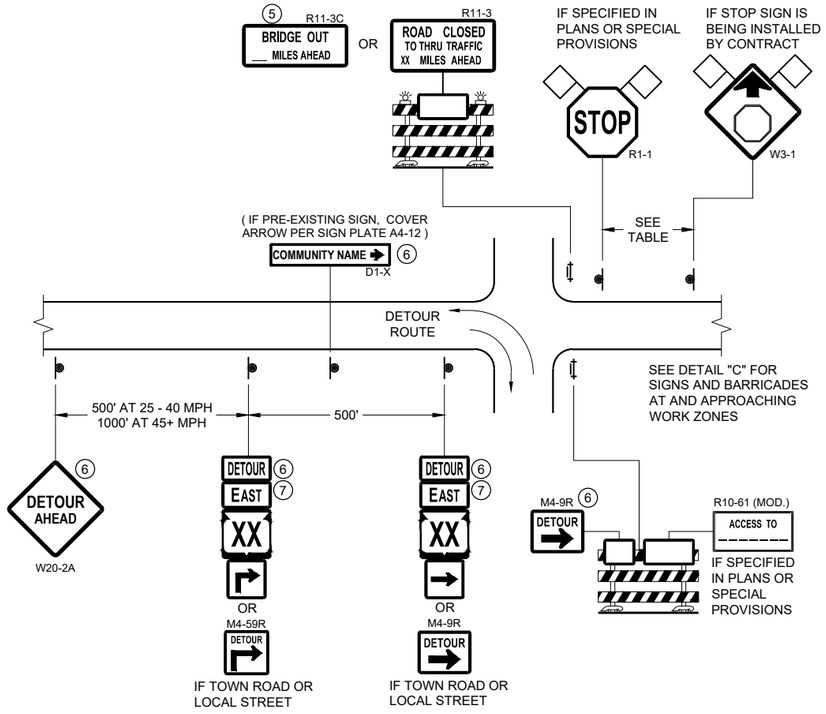
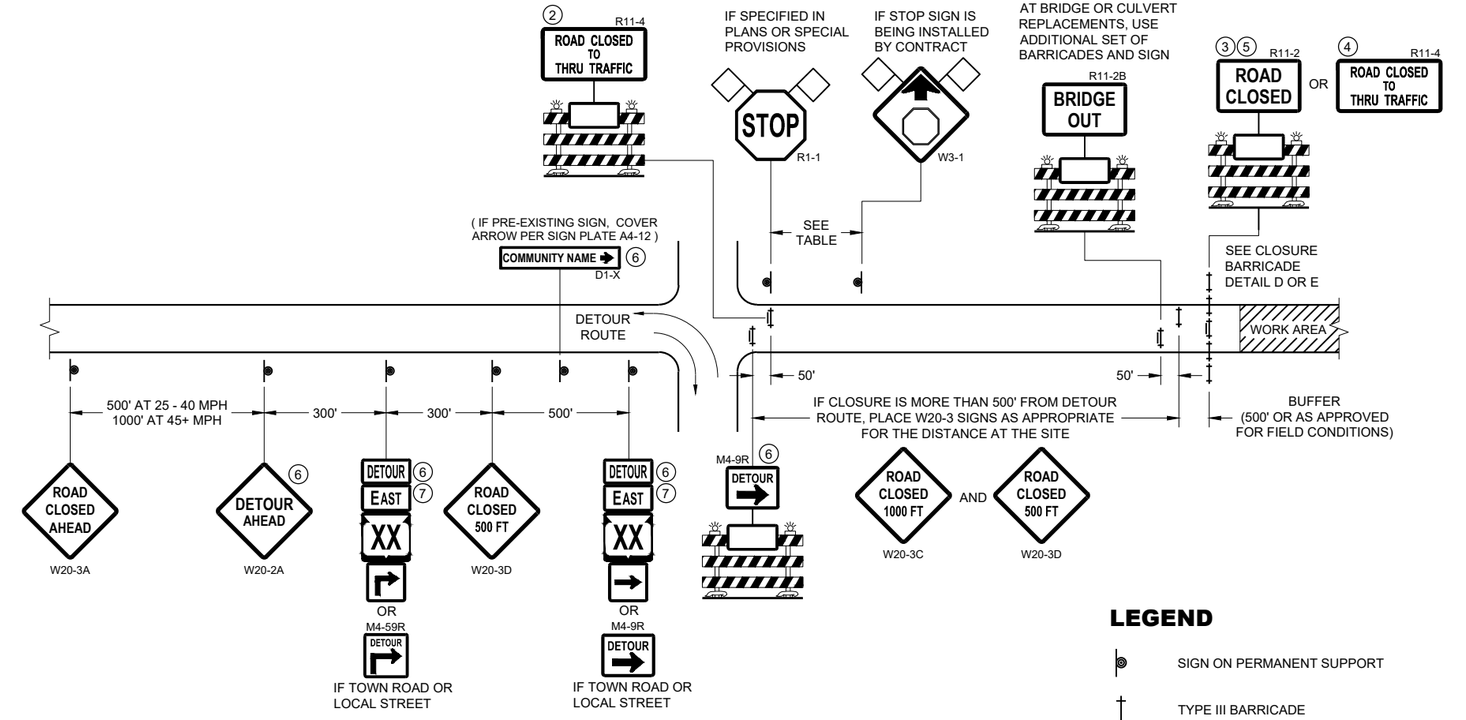
S.D.D. 15 A 3-2b



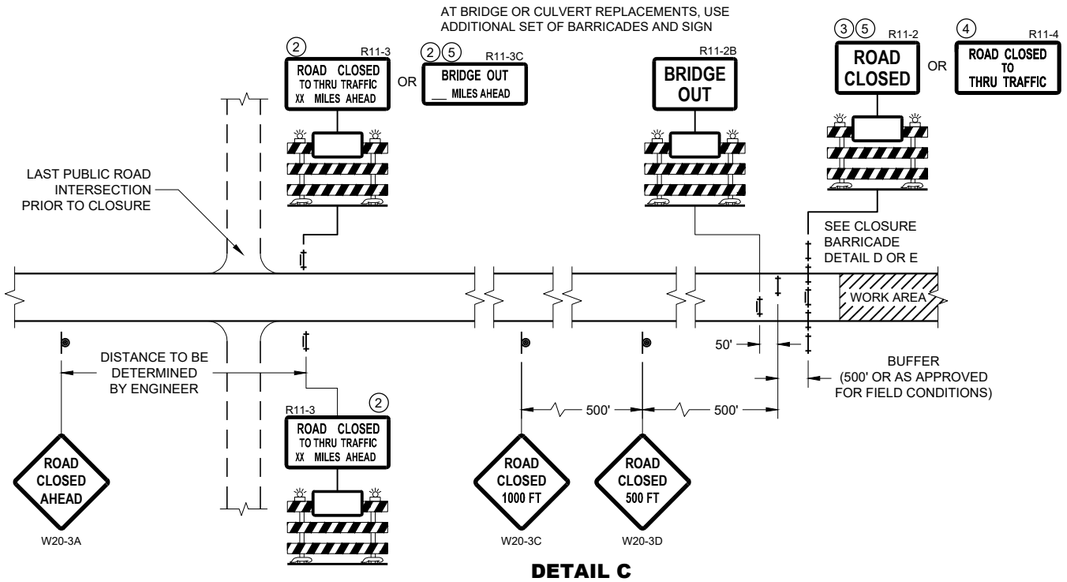
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

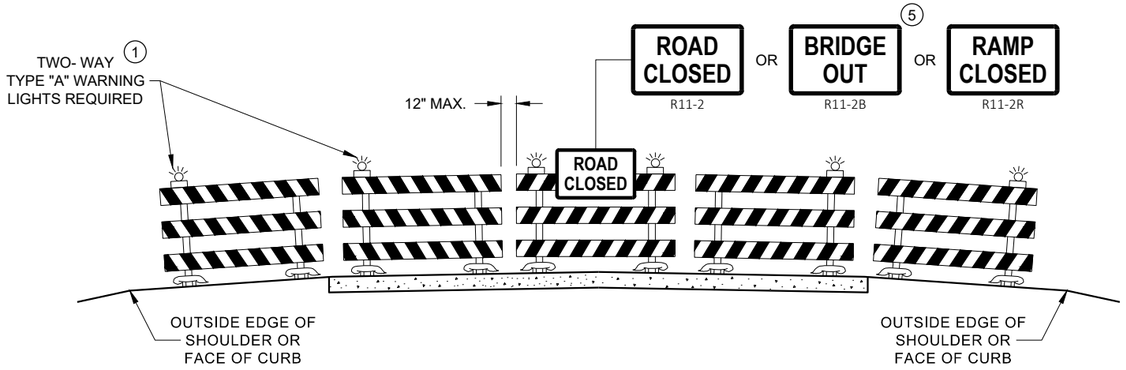
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

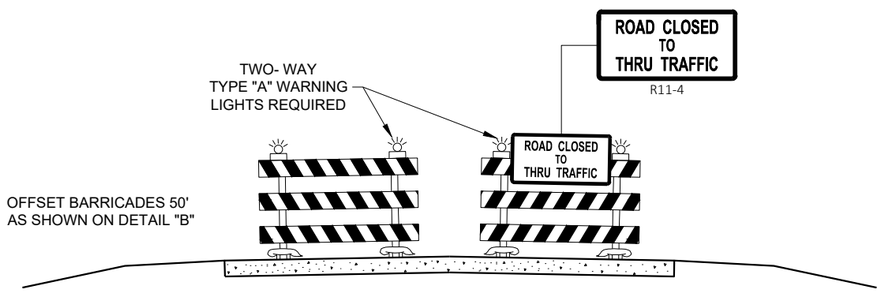
FHWA

6

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4 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.

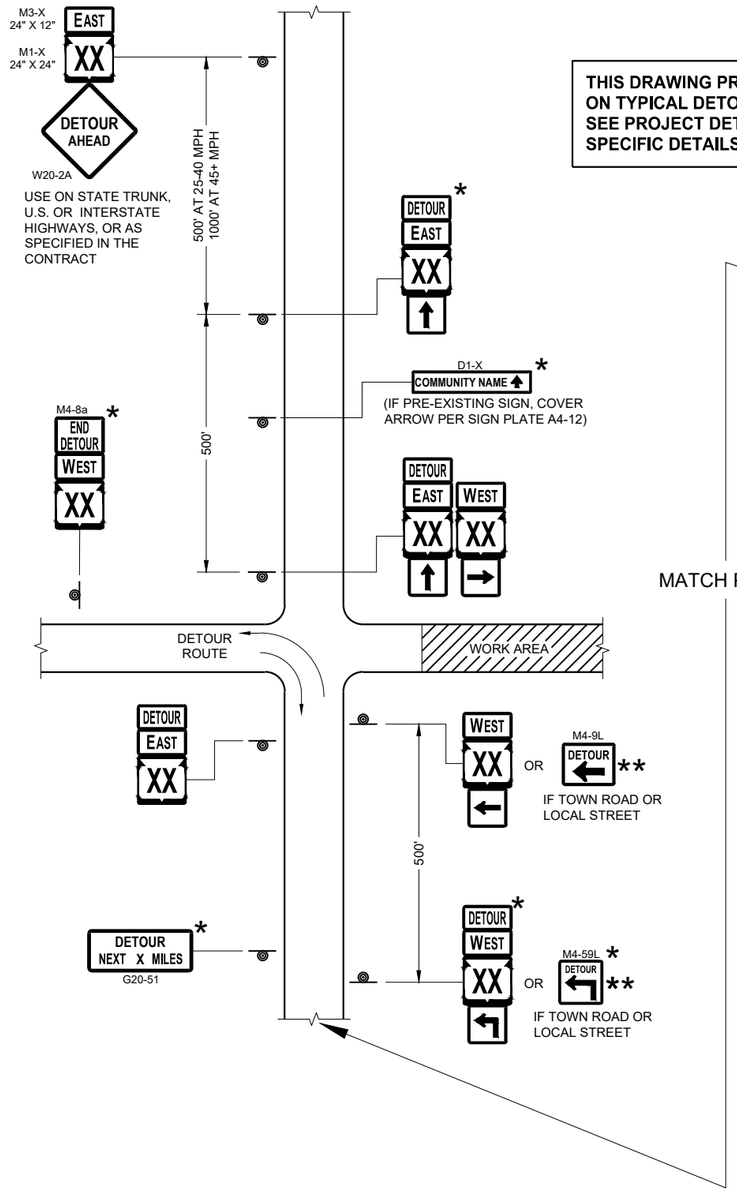
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

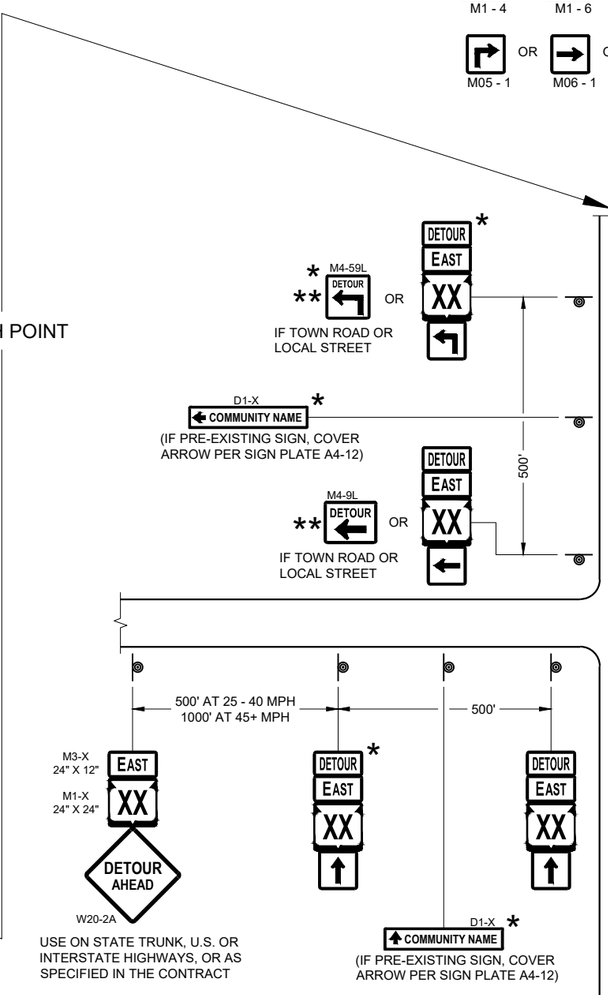
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING 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.

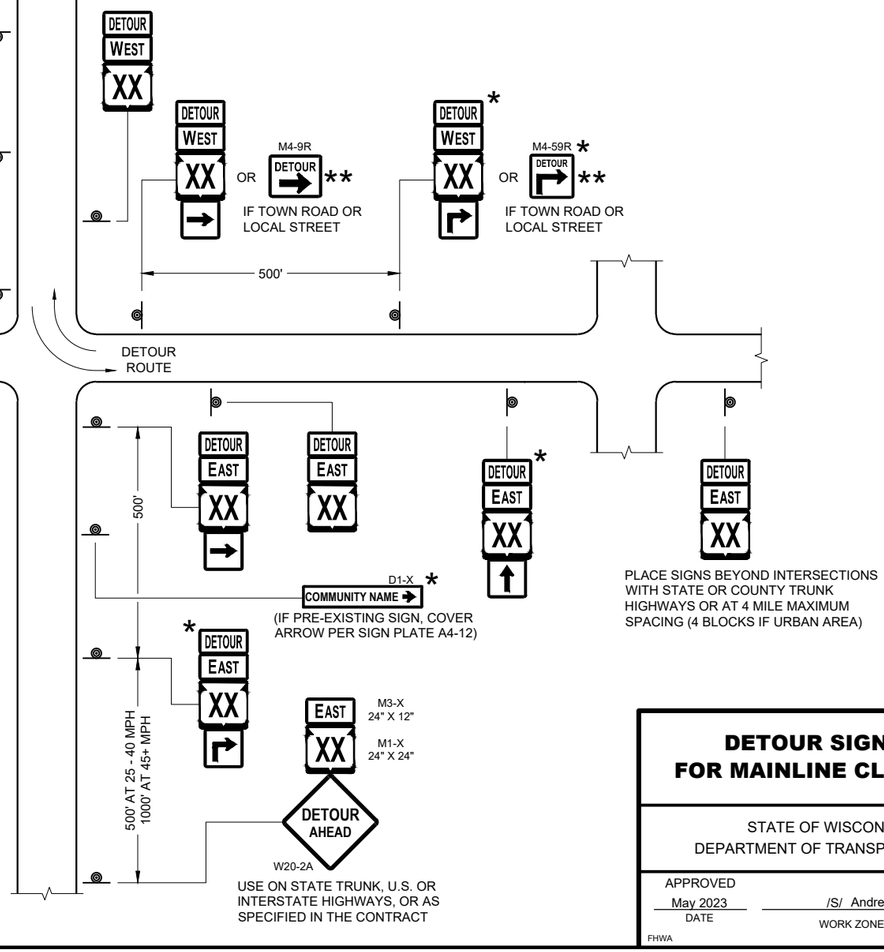
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** 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



MATCH POINT





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

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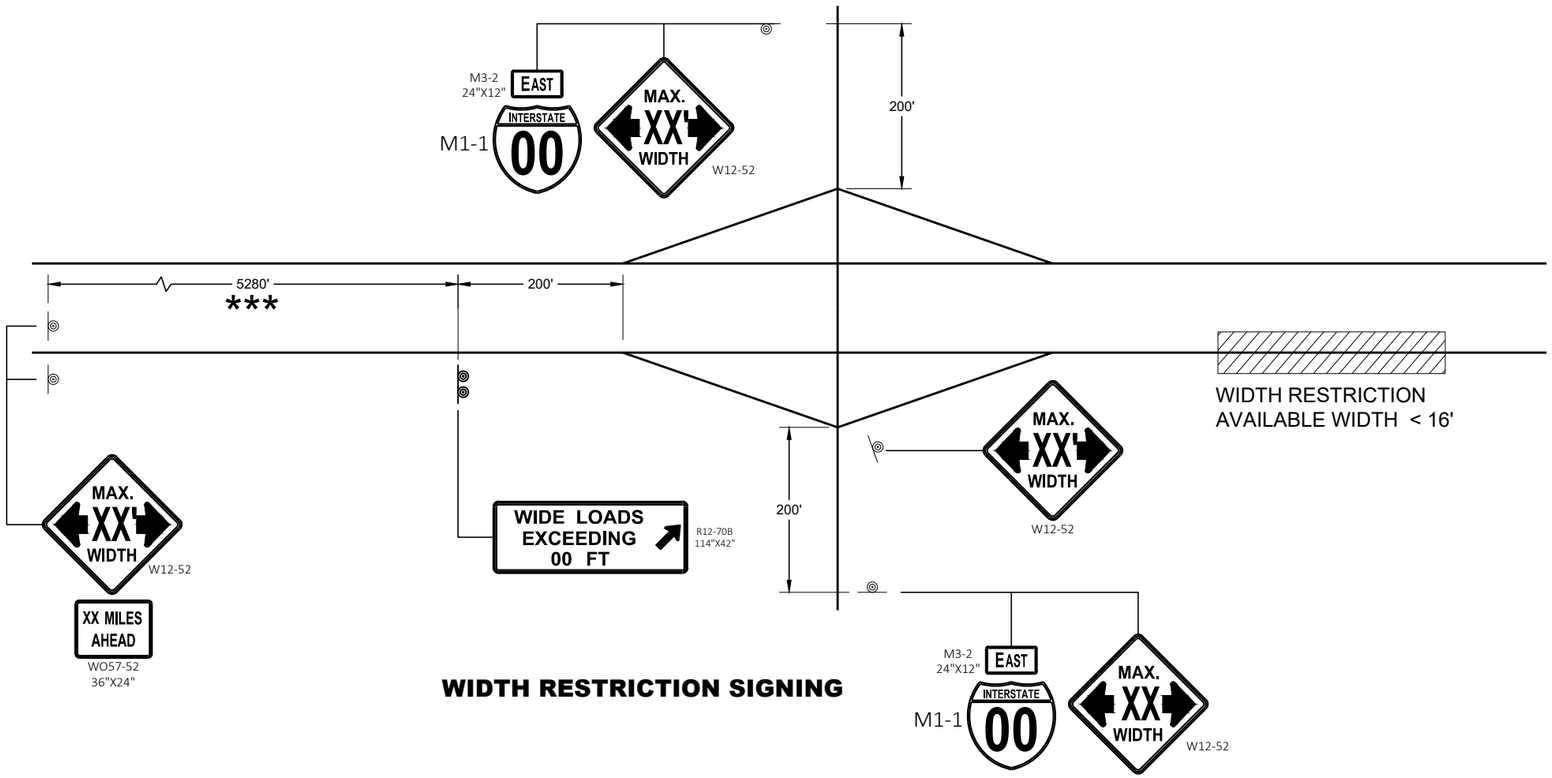
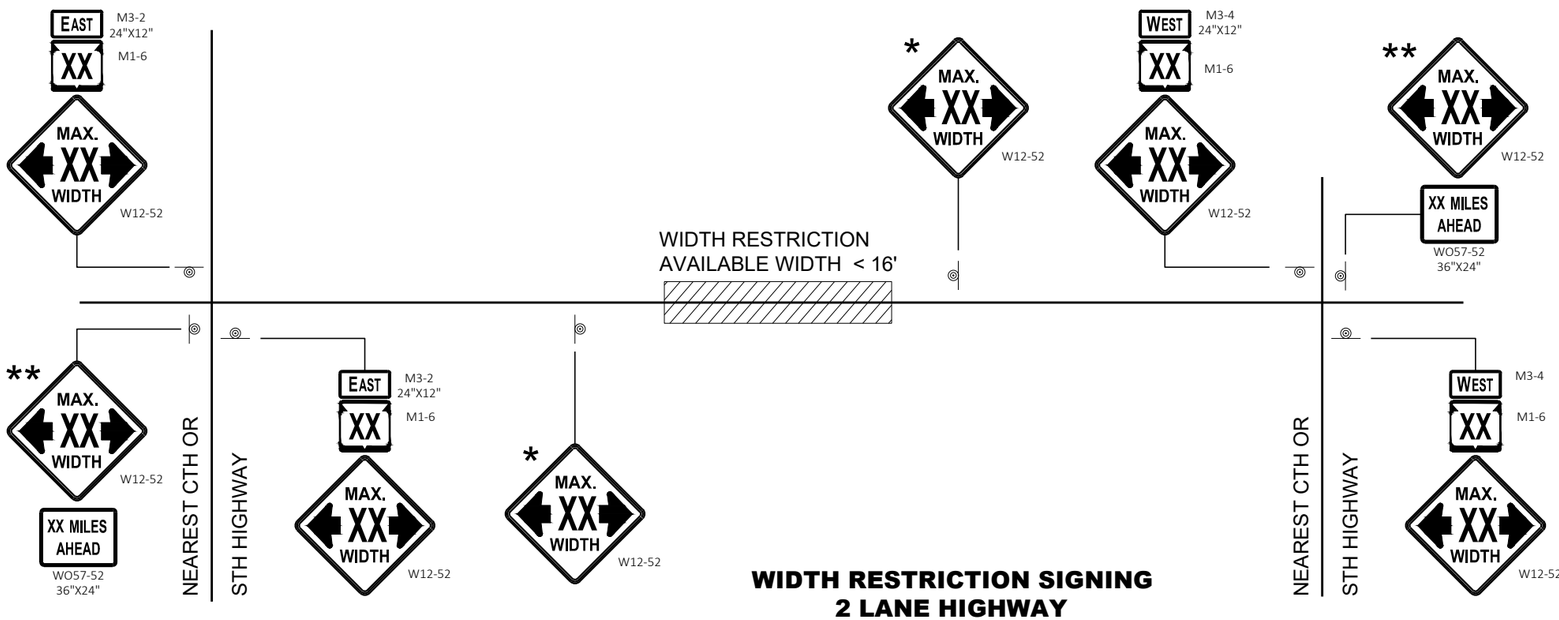


WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

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6

SDD 15C02 - 09f

SDD 15C02 - 09f

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

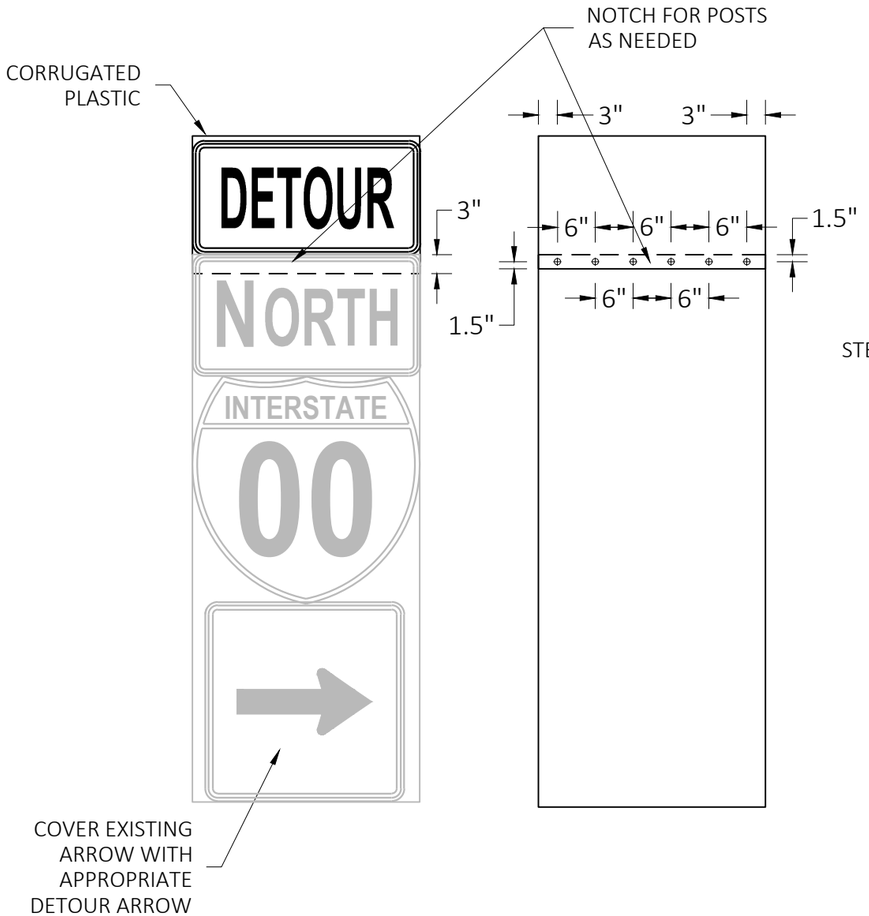
/S/ Andrew Heidtke
WORK ZONE ENGINEER

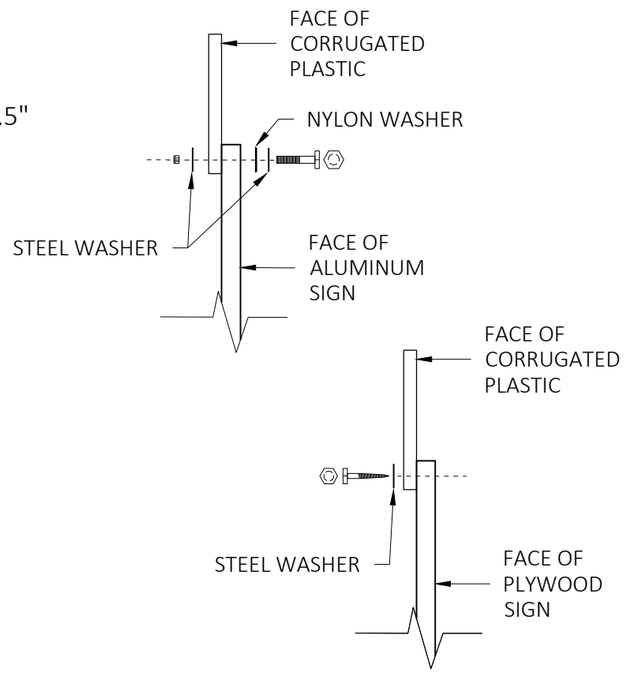
FHWA

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS 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, SC3

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.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
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

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

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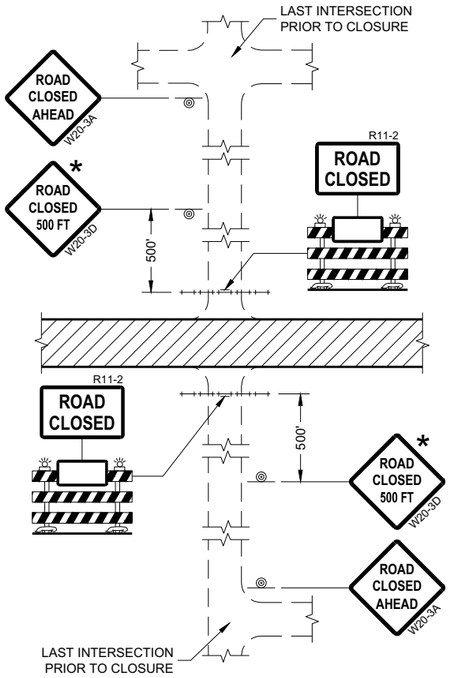
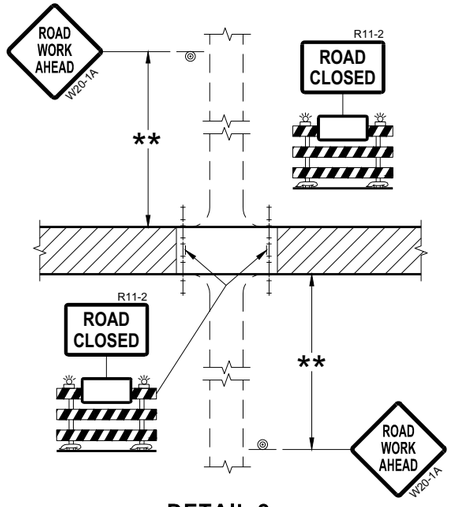
SDD 15C02-09h



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.

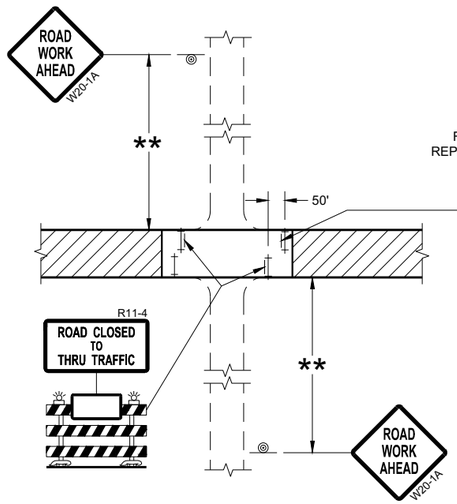
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

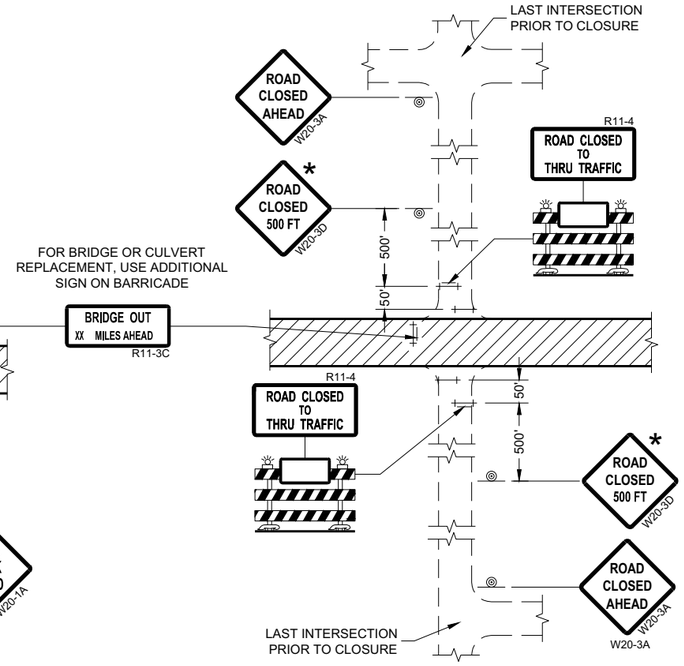
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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 ENGINEER

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.

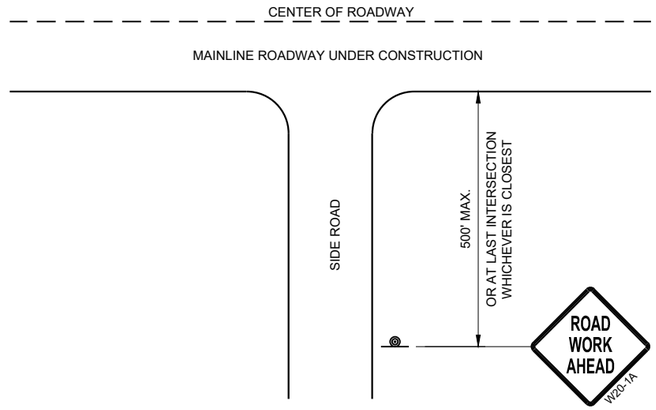
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



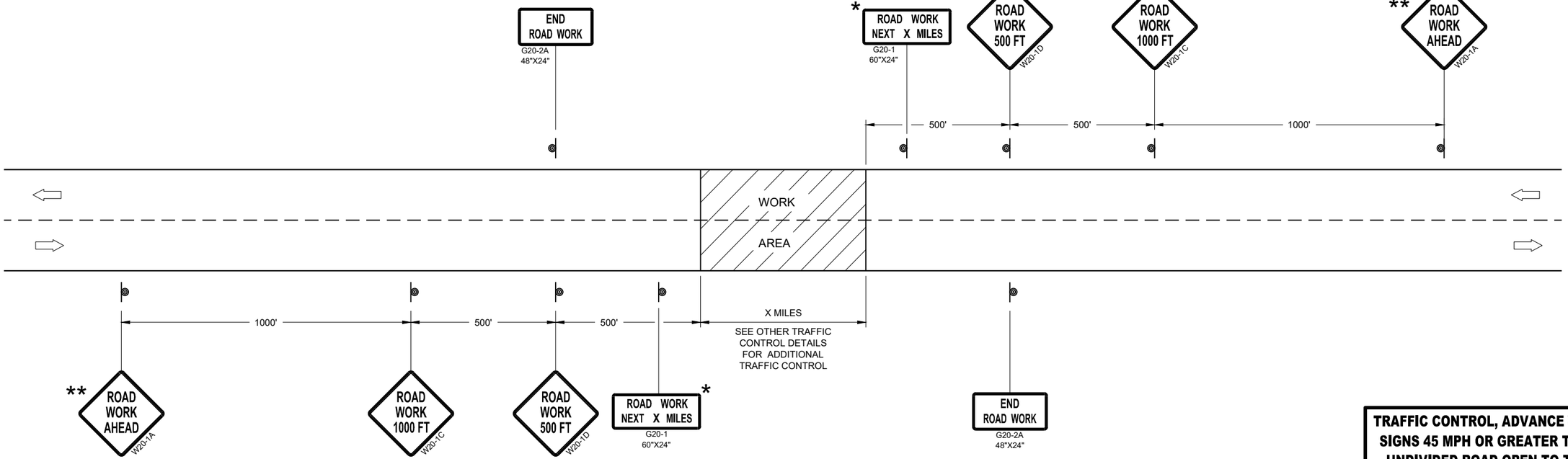
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

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6

SDD 15C04 - 05

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.

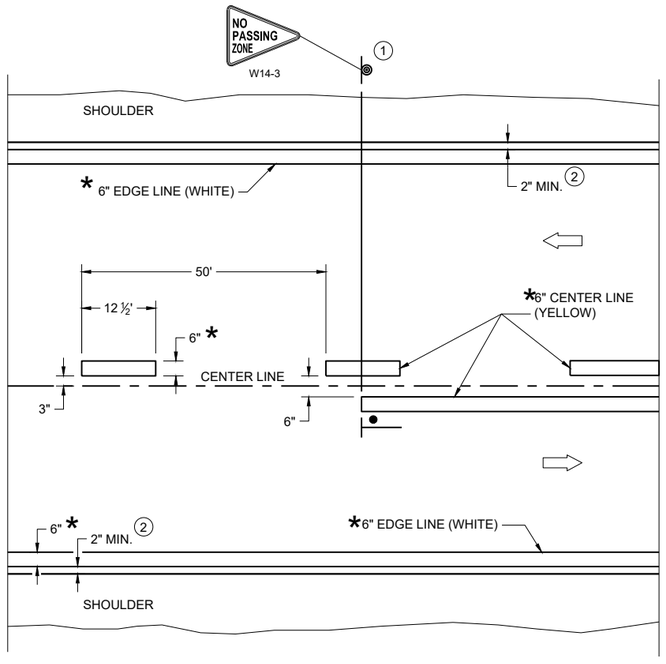
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

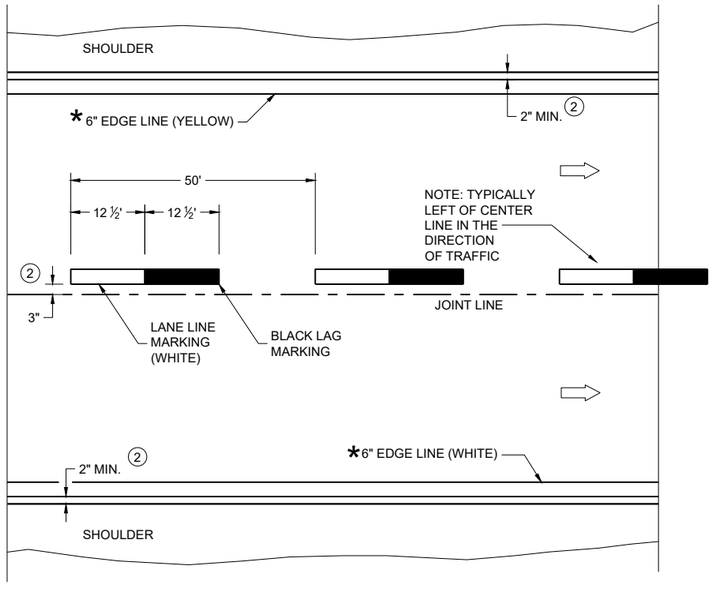
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

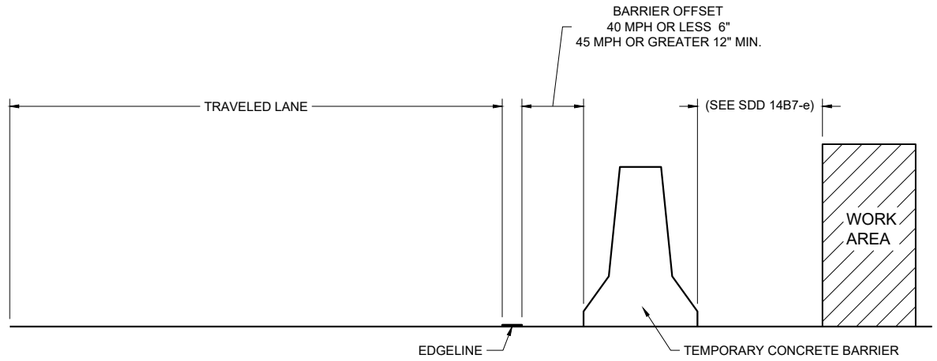
PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	

6

SDD 15C08-24a

6

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

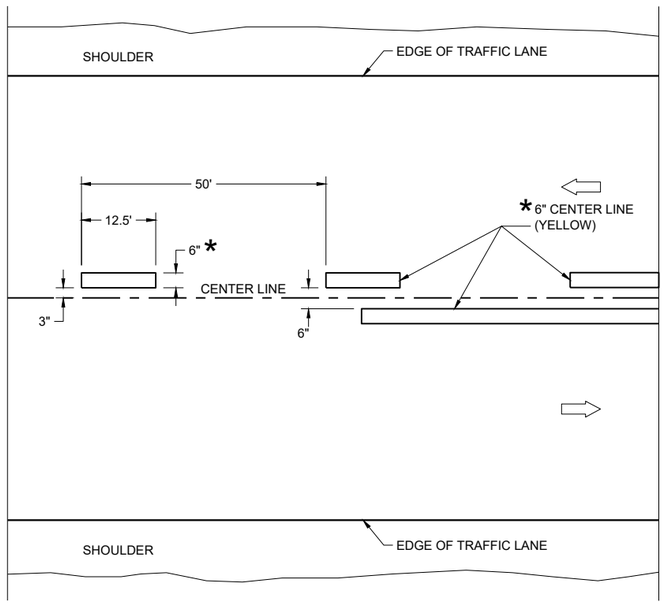
GENERAL NOTES

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

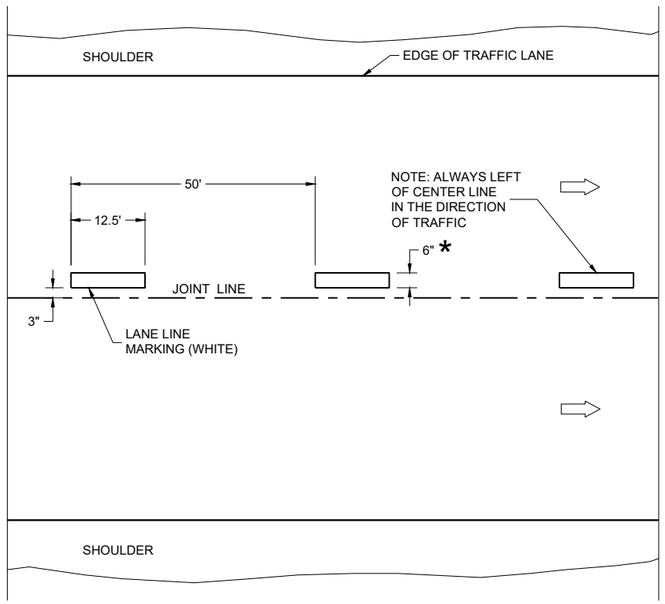
LEGEND

⇨ DIRECTION OF TRAFFIC

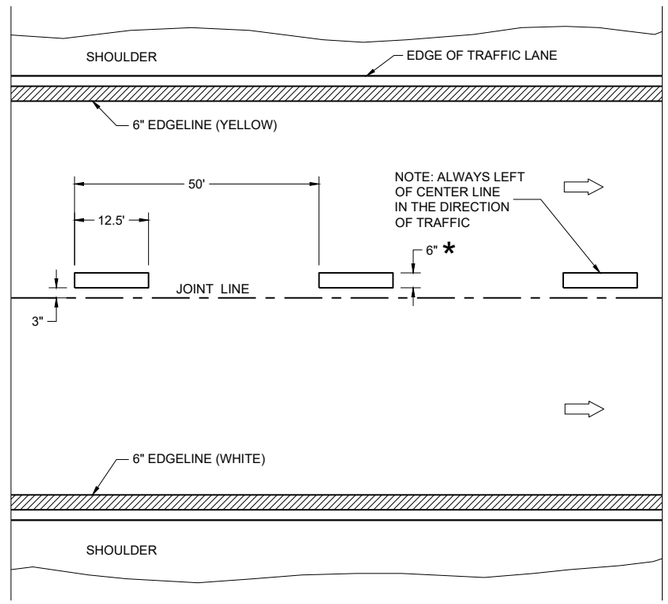
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

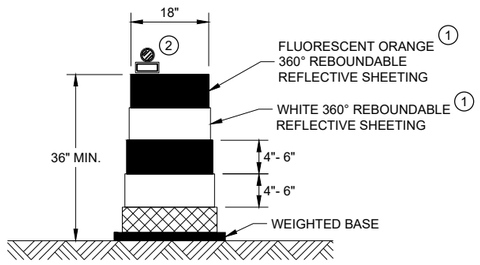
SDD 15C08-24b

6

SDD 15C08-24b

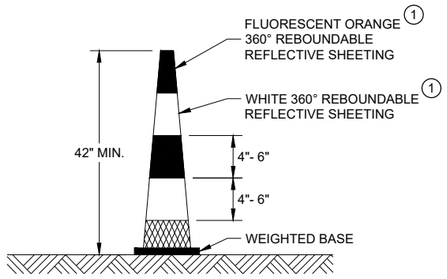
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

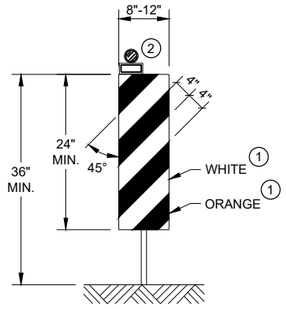
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

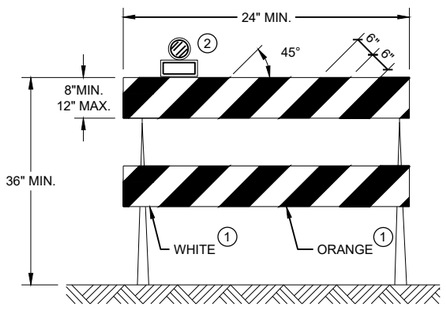
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



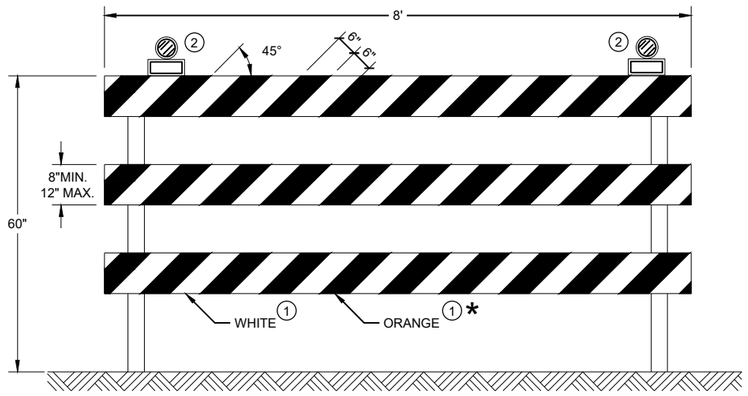
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b

6

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.

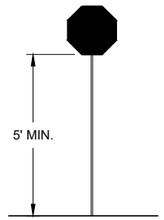
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



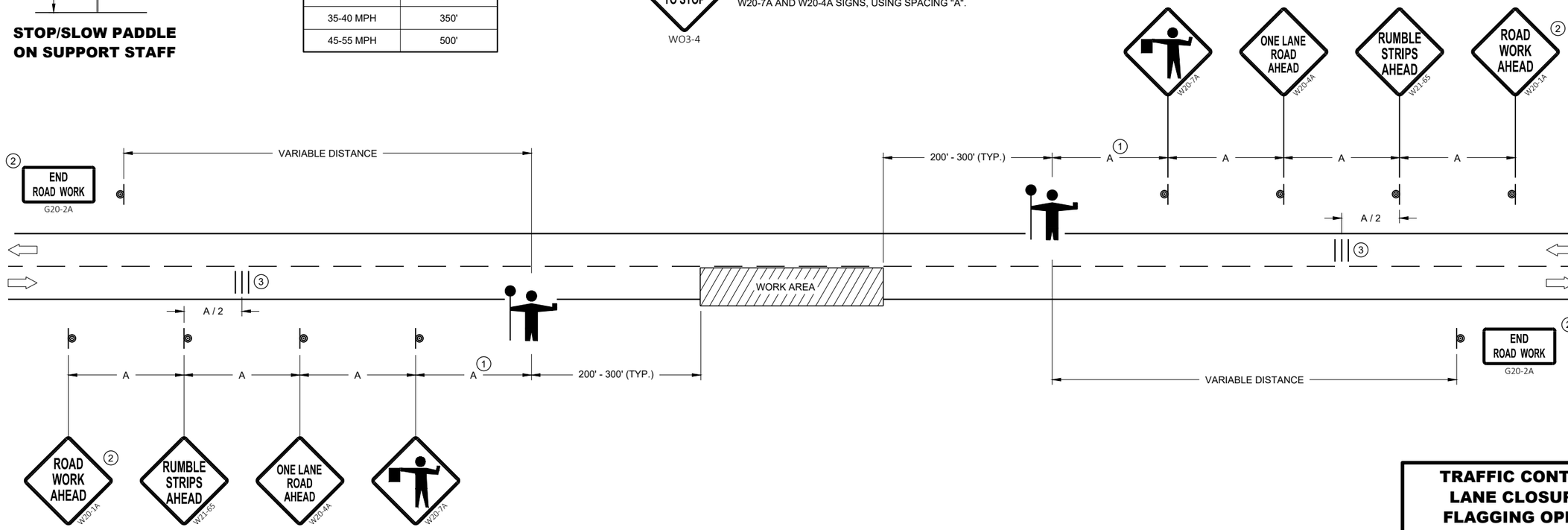
STOP/SLOW PADDLE ON SUPPORT STAFF

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

FHWA

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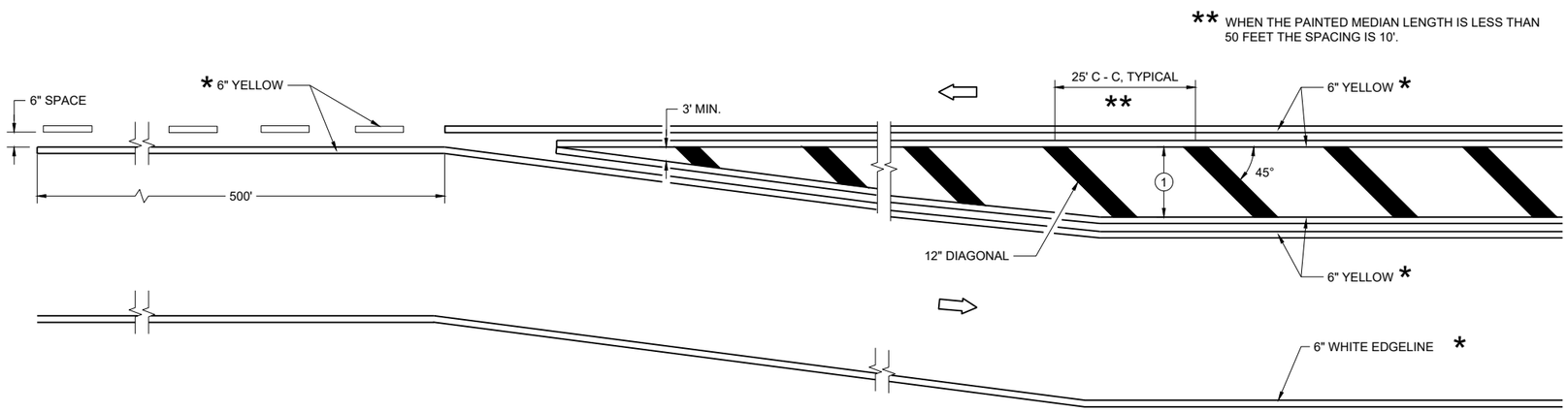
SDD 15C12 - 09a

6

SDD 15C12 - 09a



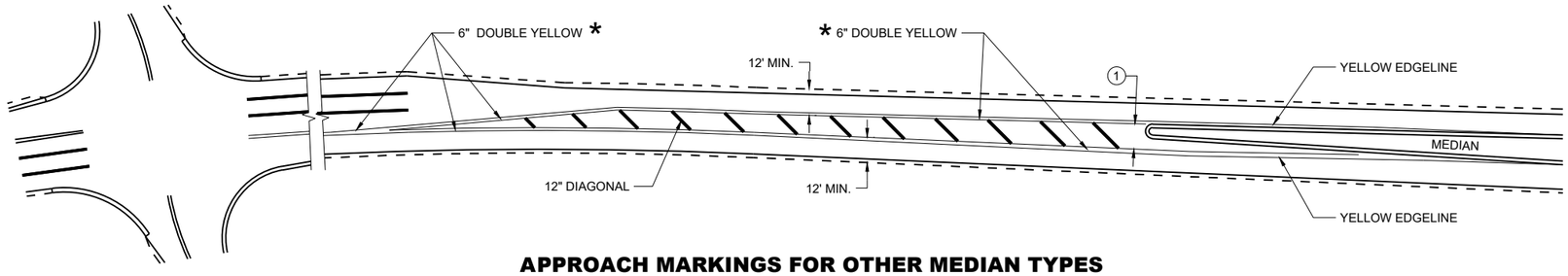
MEDIAN ISLAND DETAIL

GENERAL NOTES

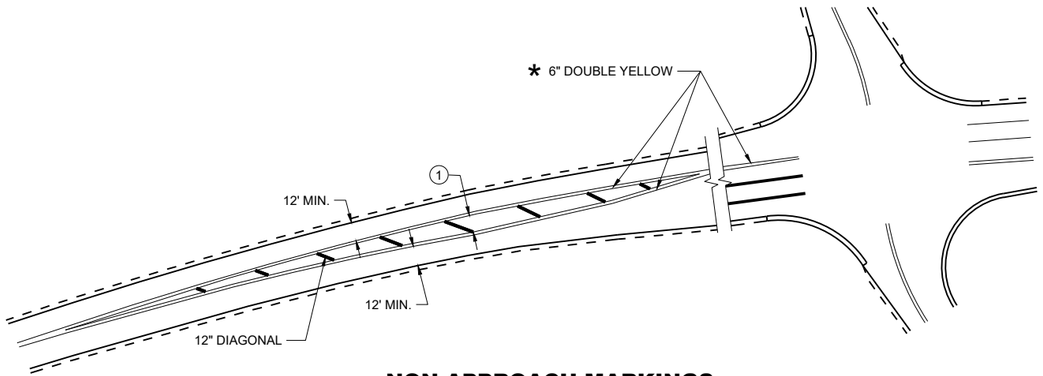
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



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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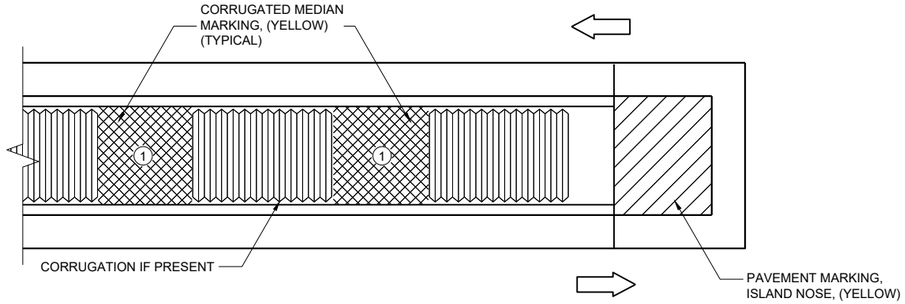
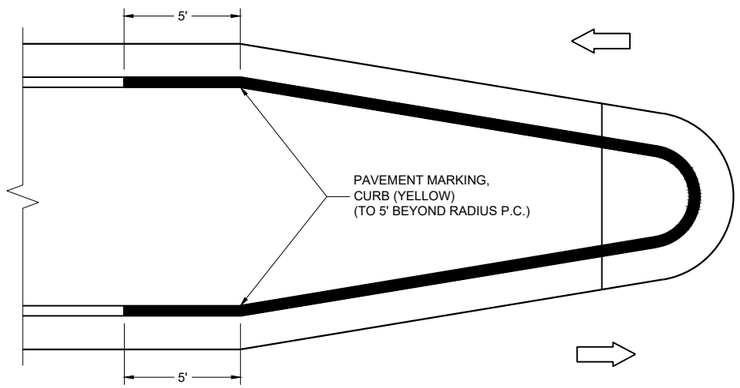
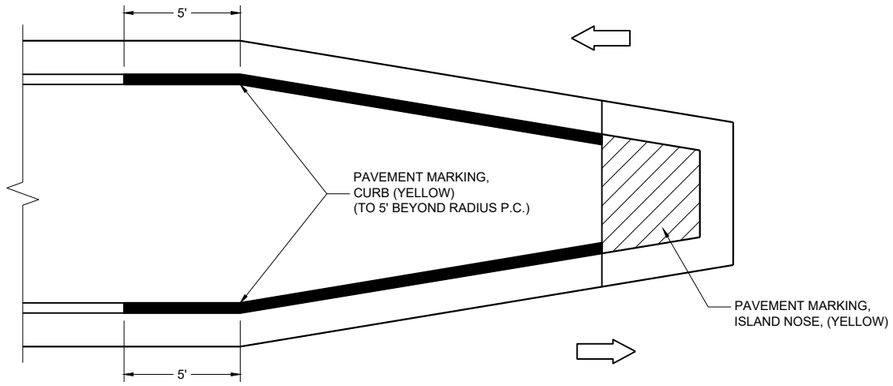
SDD 15C18-09a



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.

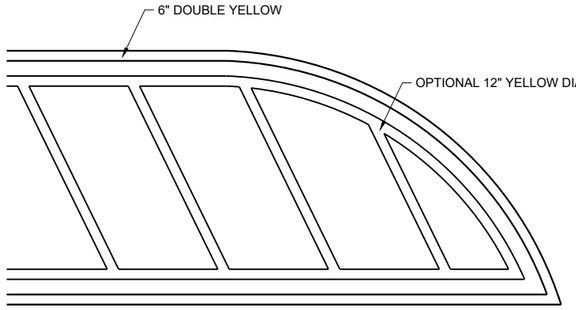
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

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

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

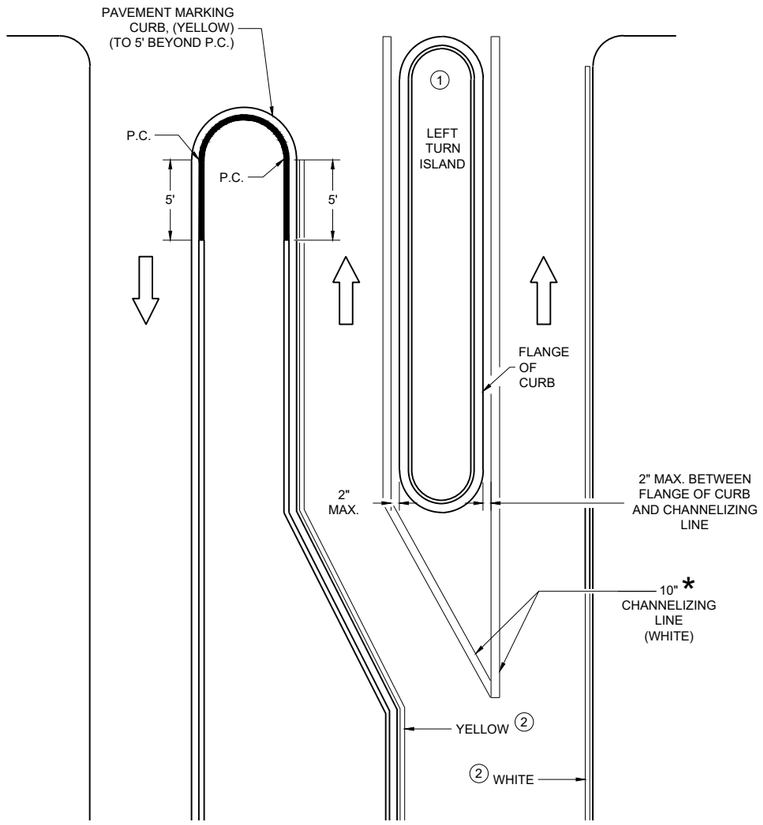
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

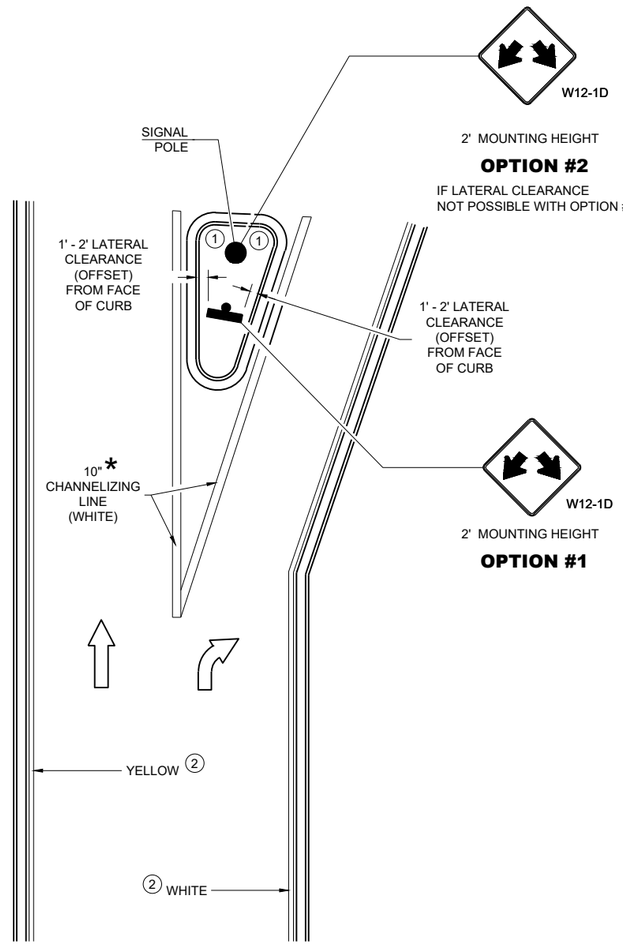
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

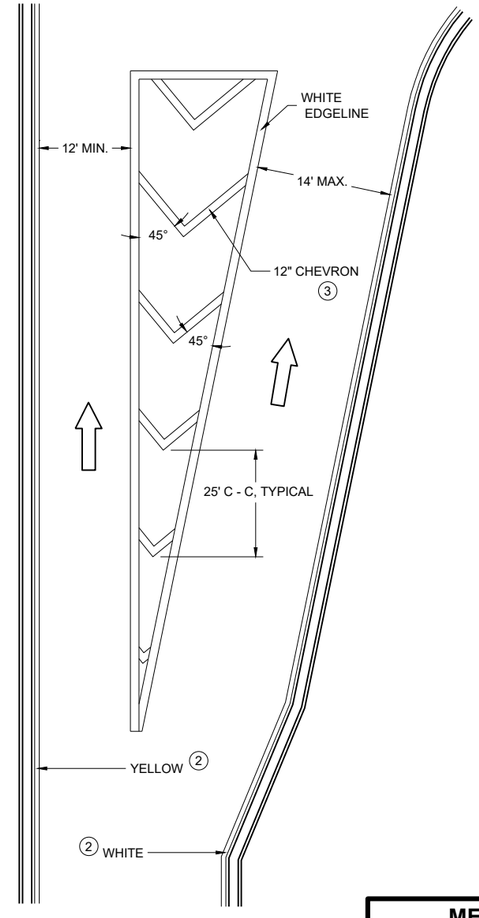
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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SDD 15C18-09c

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SDD 15C18-09c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

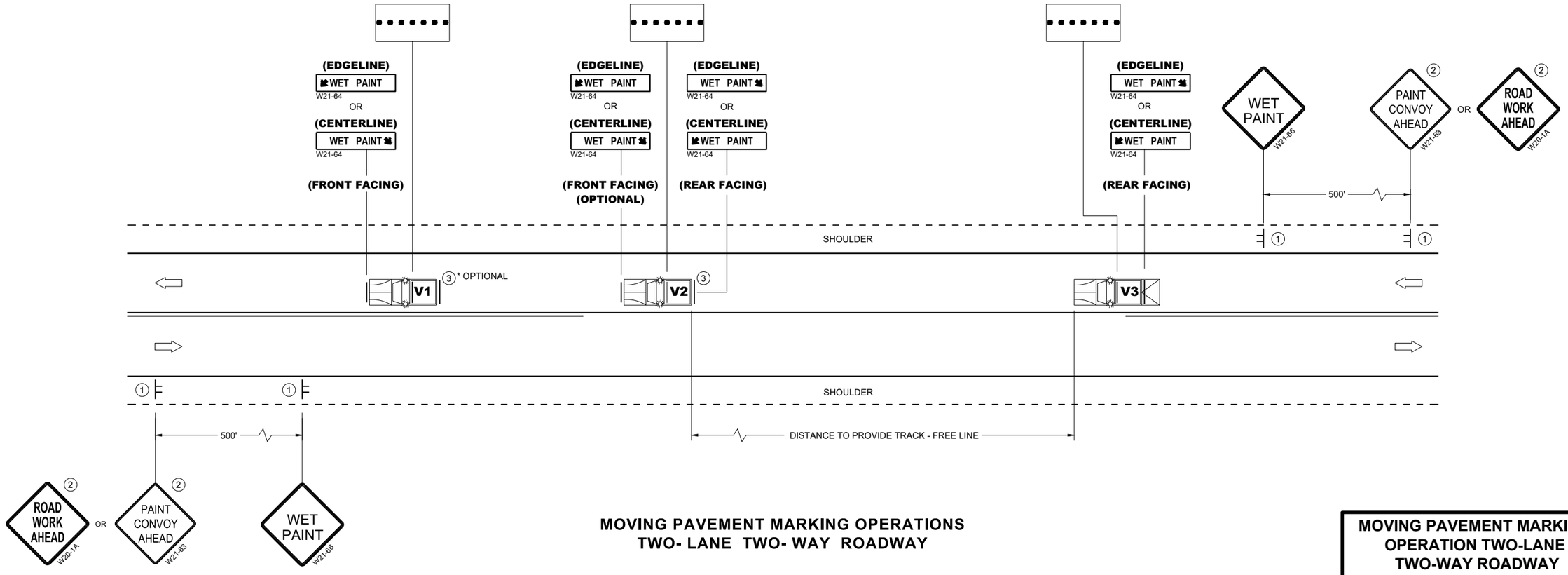
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEBRUARY 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

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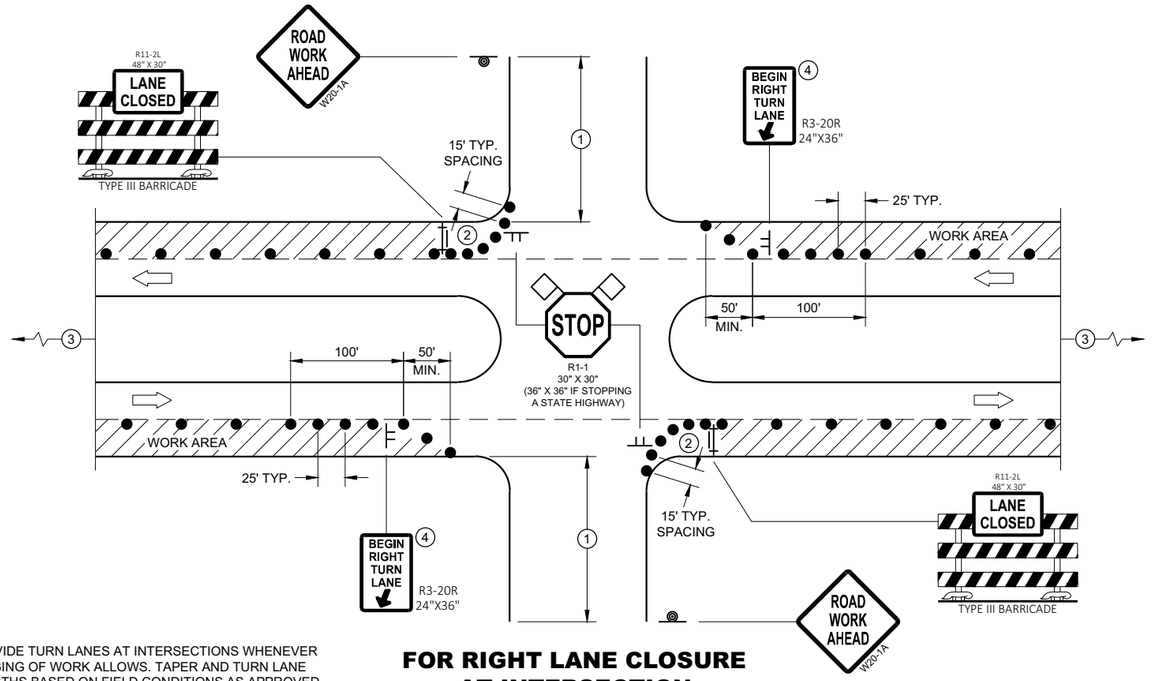
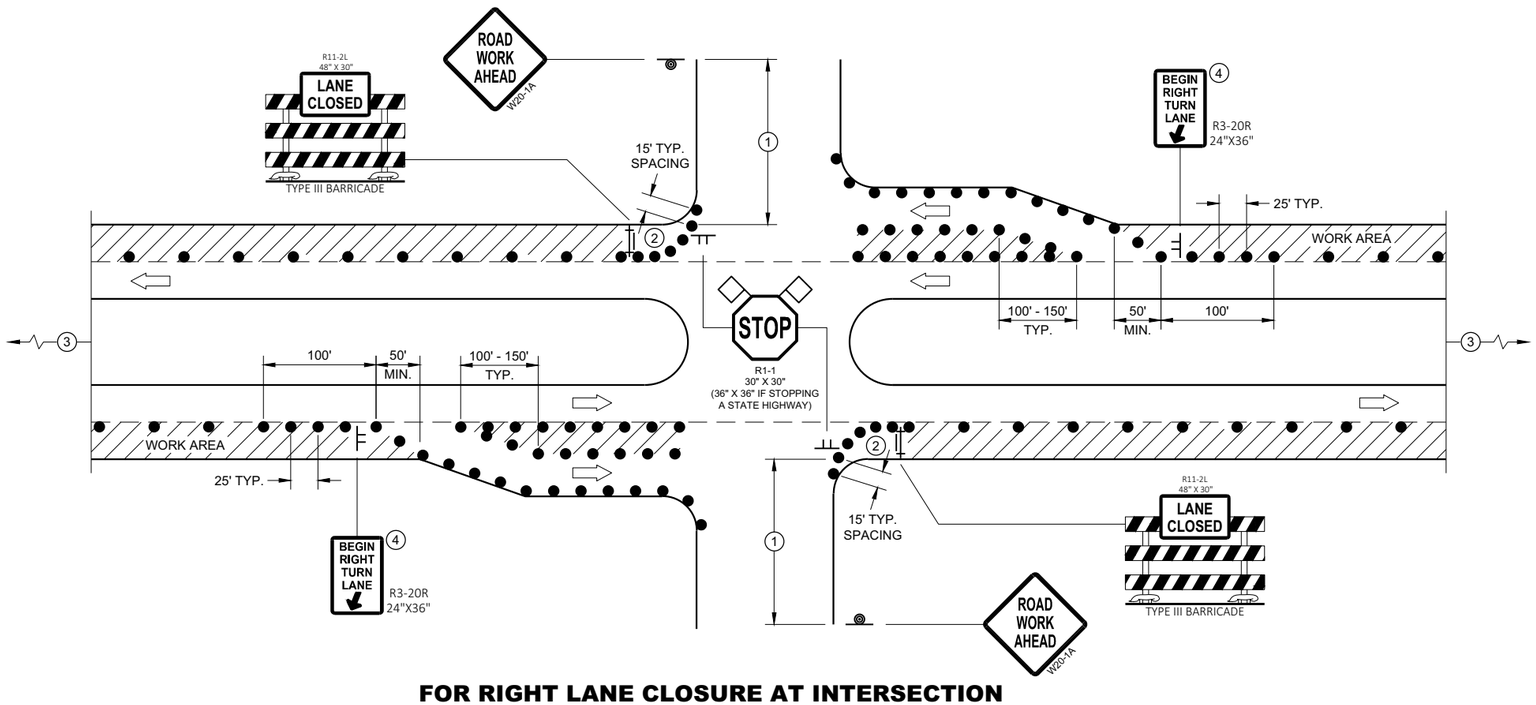
SDD 15C19-10a



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

6

SDD15D21 - 07a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

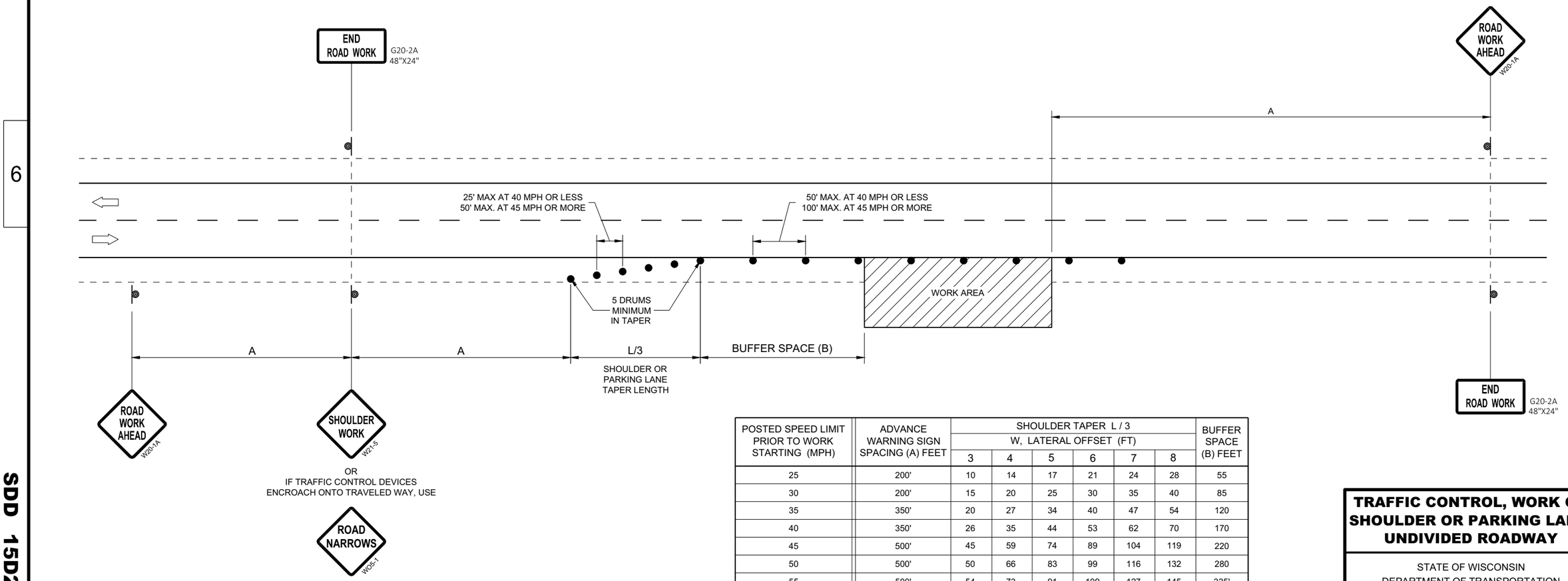
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

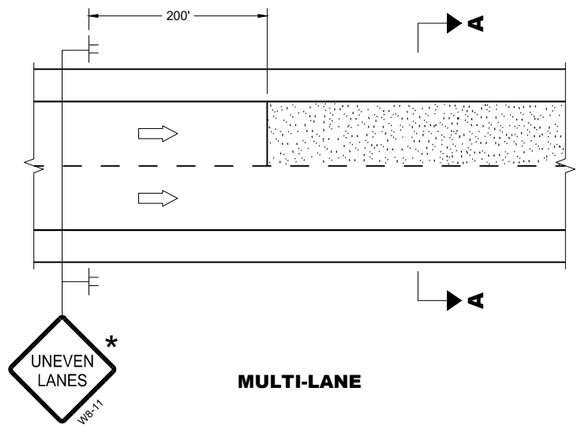
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

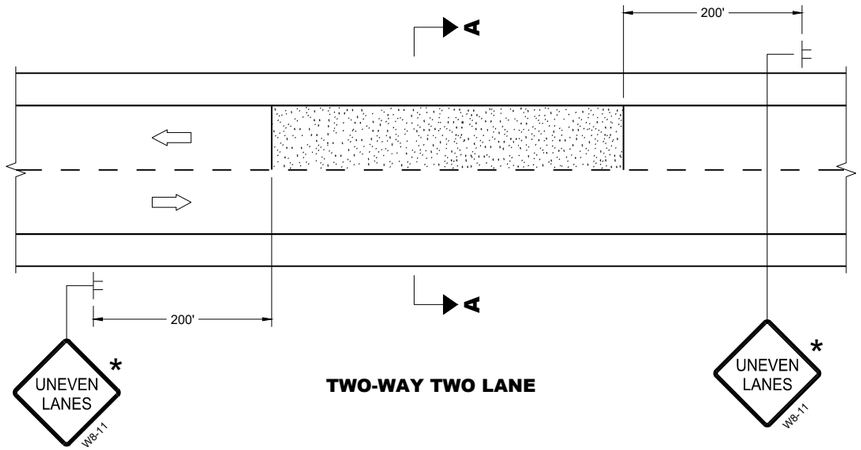
FHWA

6

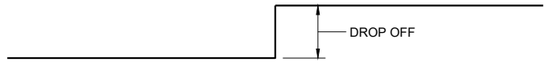
SDD 15D28 - 04



MULTI-LANE

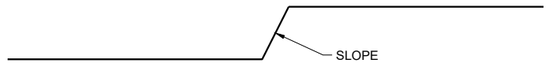


TWO-WAY TWO LANE

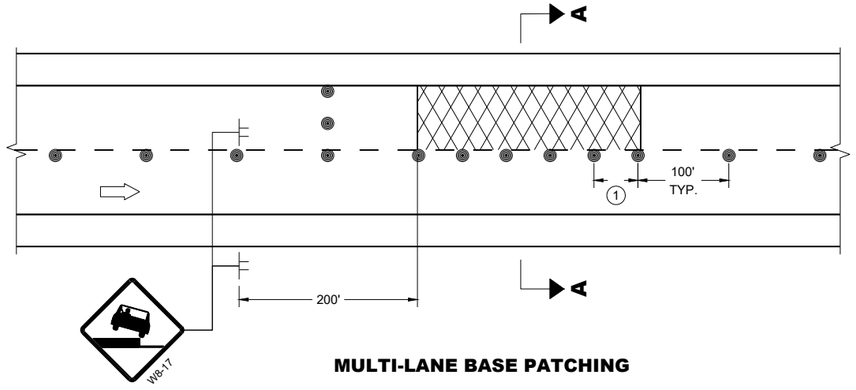


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

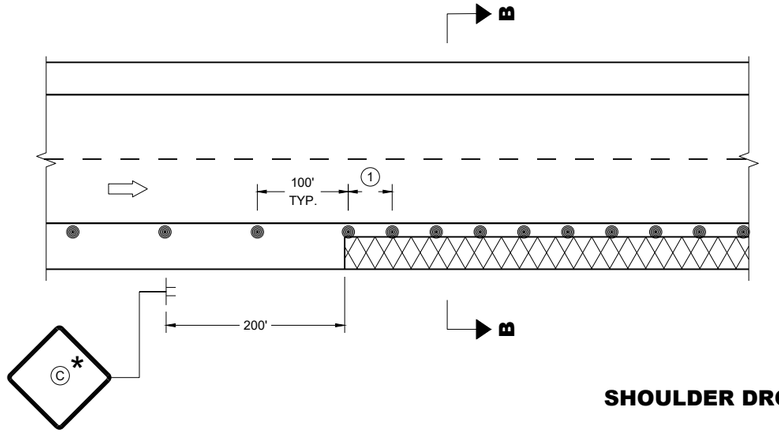
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

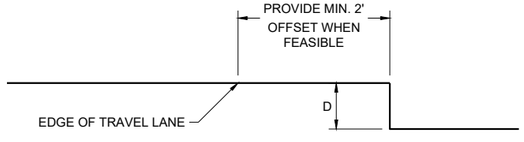
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A
	PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D39-03

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)				
	10	11	12	13	14
50	250	275	300	325	350
55	275	303	330	358	385
60	300	330	360	390	420
65	325	358	390	423	455
70	350	385	420	455	490

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

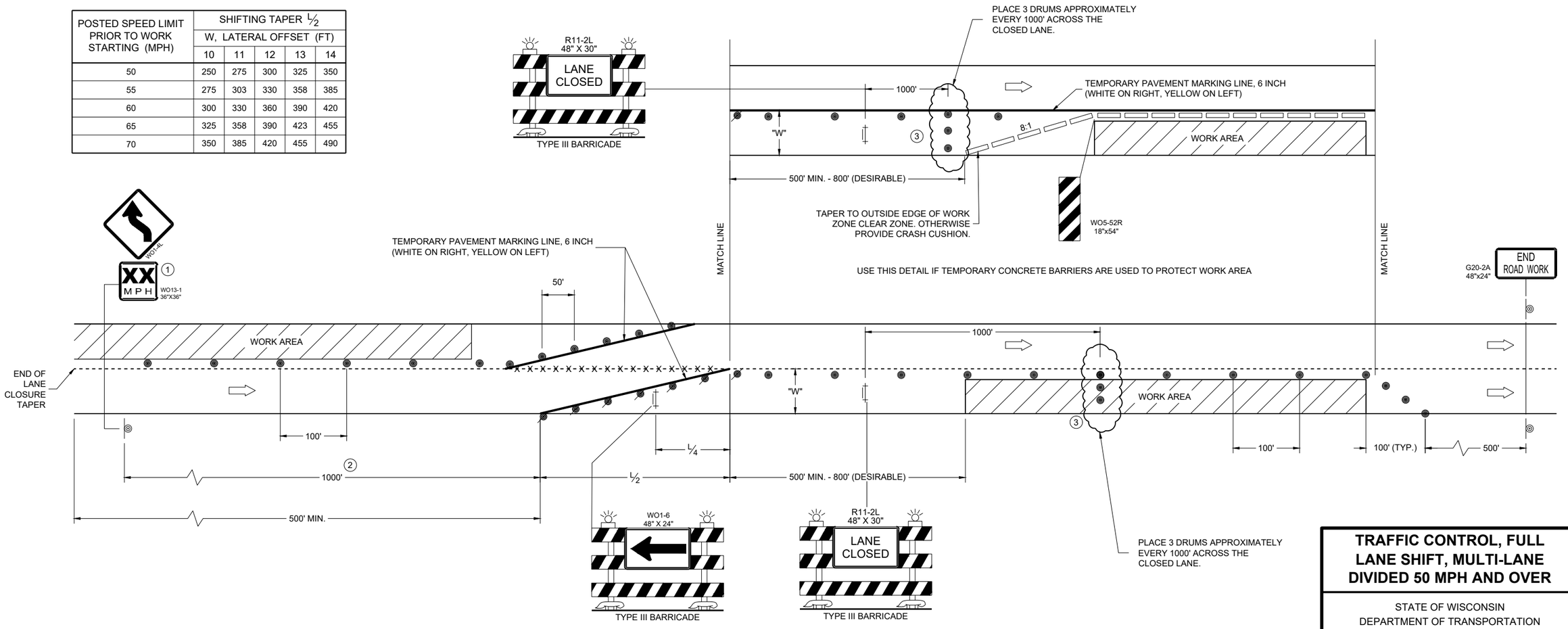
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE THE LENGTH OF ½ THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.

(3) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

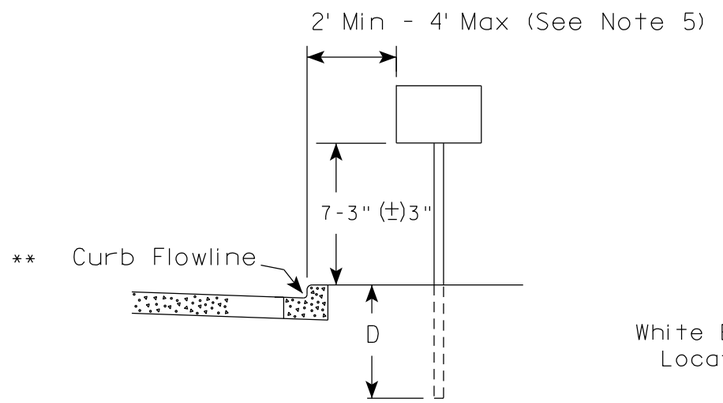
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

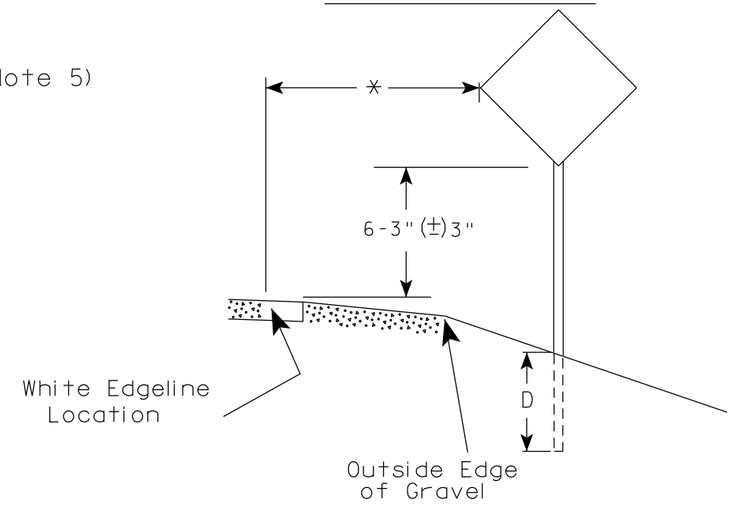
FHWA

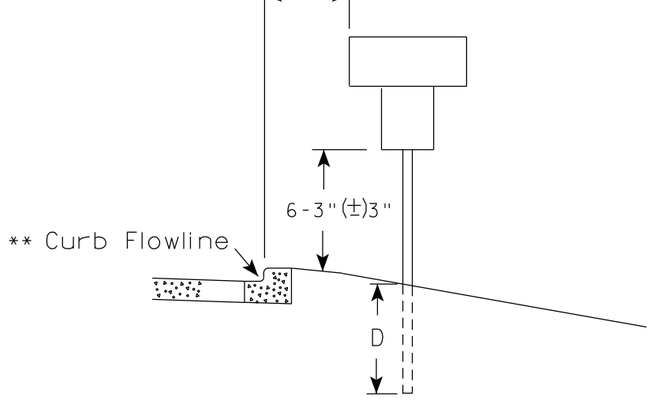
6
SDD 15D40-06b

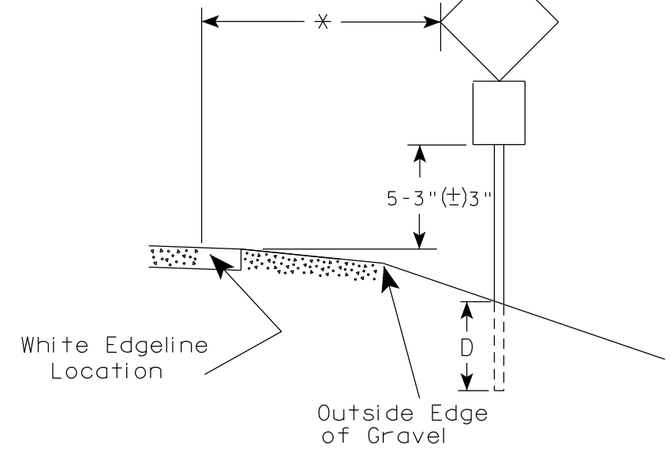
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

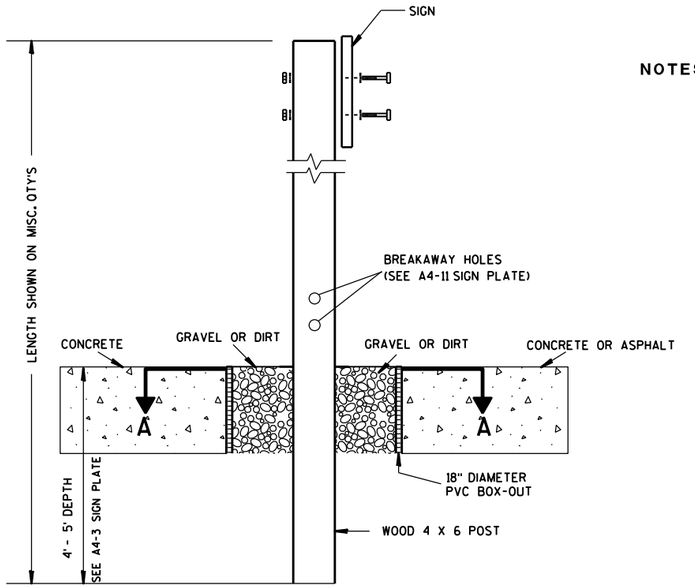
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

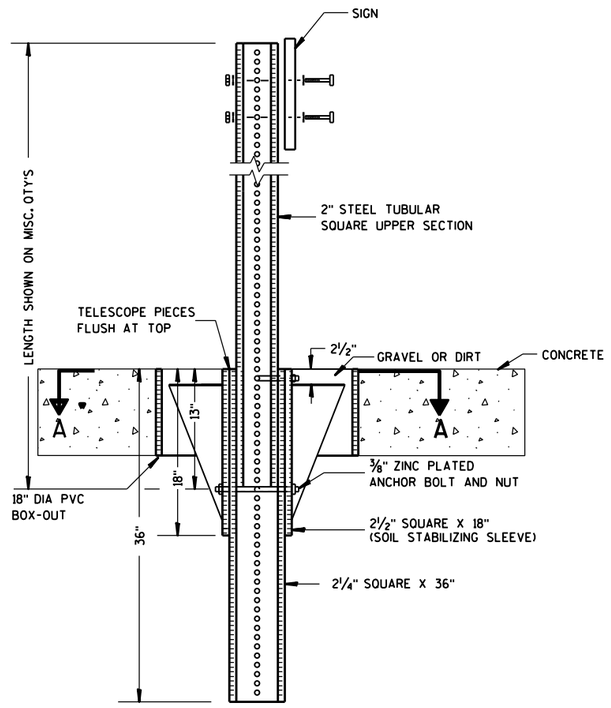
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 172	E



ELEVATION VIEW

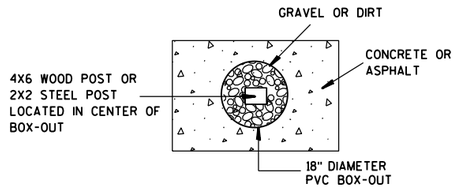
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

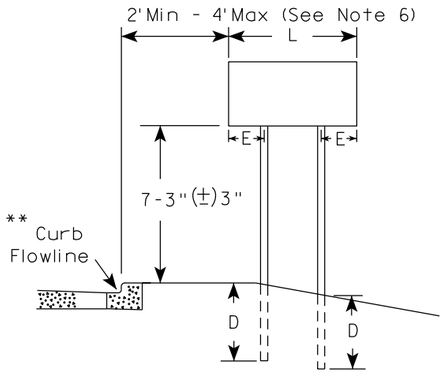
APPROVED Matthew R Rauch
for State Traffic Engineer

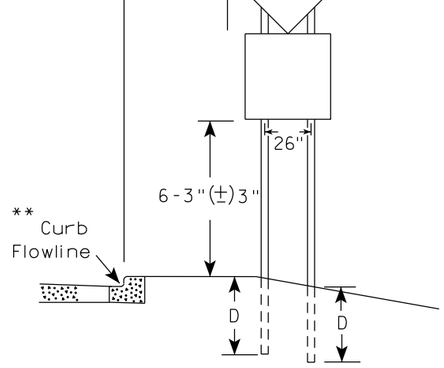
DATE 1/27/14 PLATE NO. A4-3B.1

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

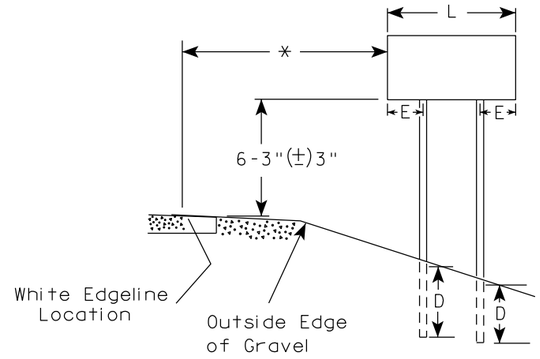
URBAN AREA

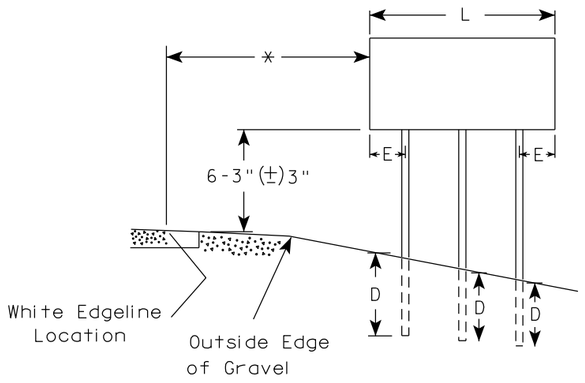


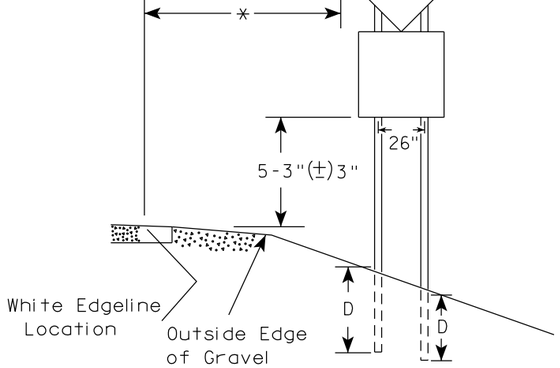


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







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'

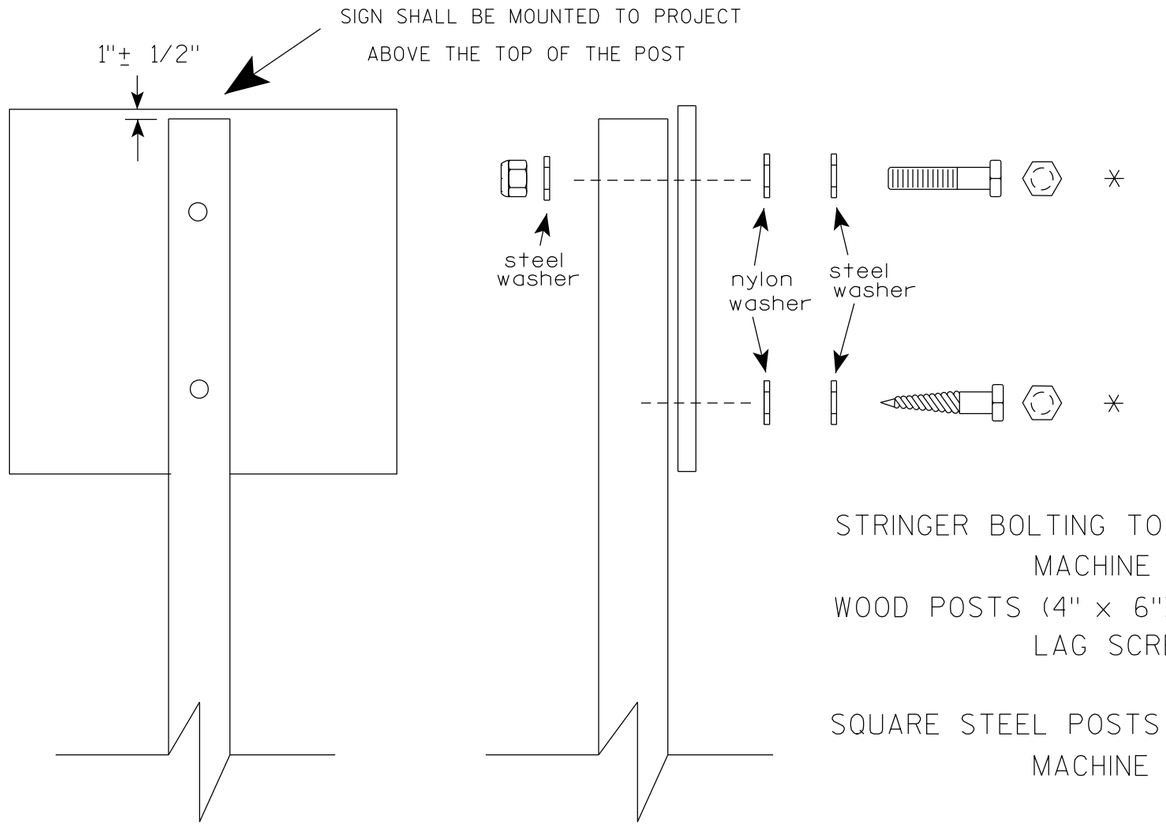
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 174	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

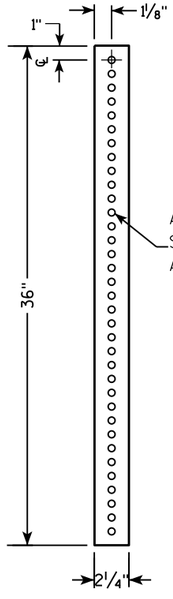
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

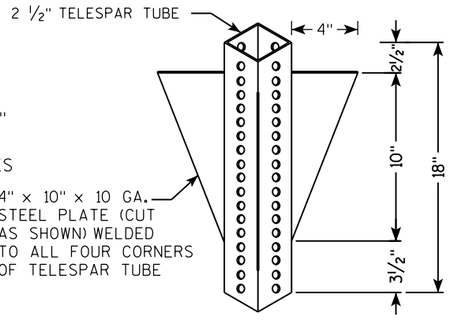
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

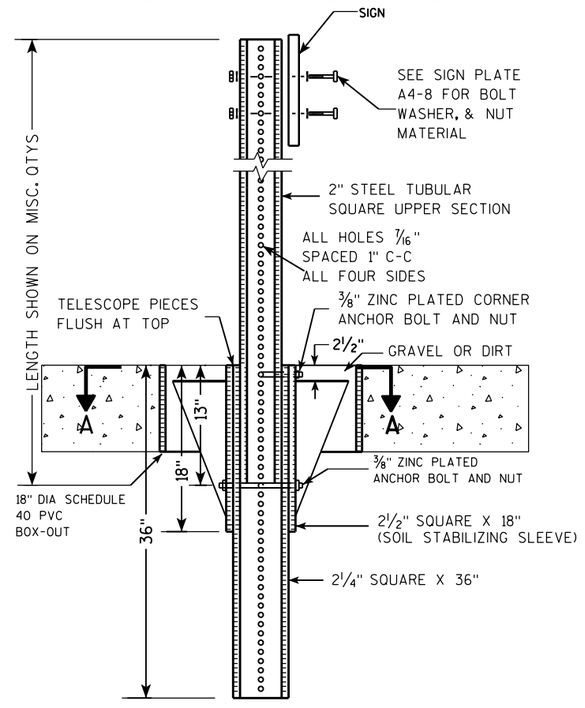
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



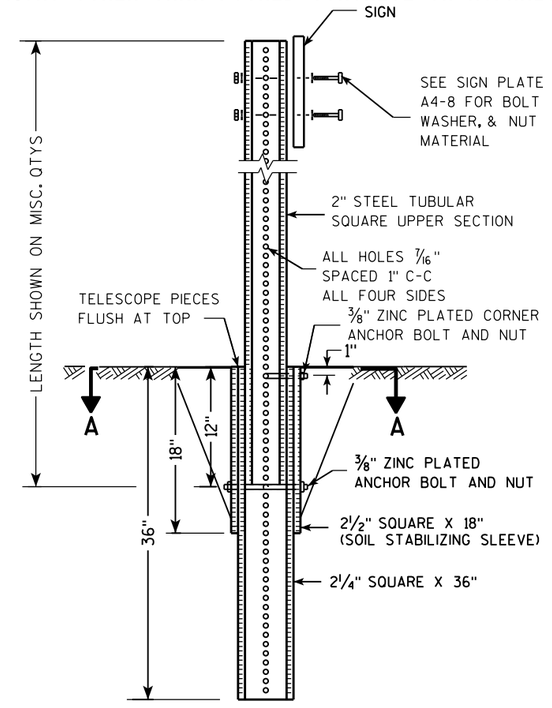
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

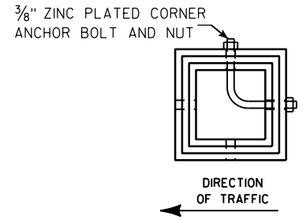


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

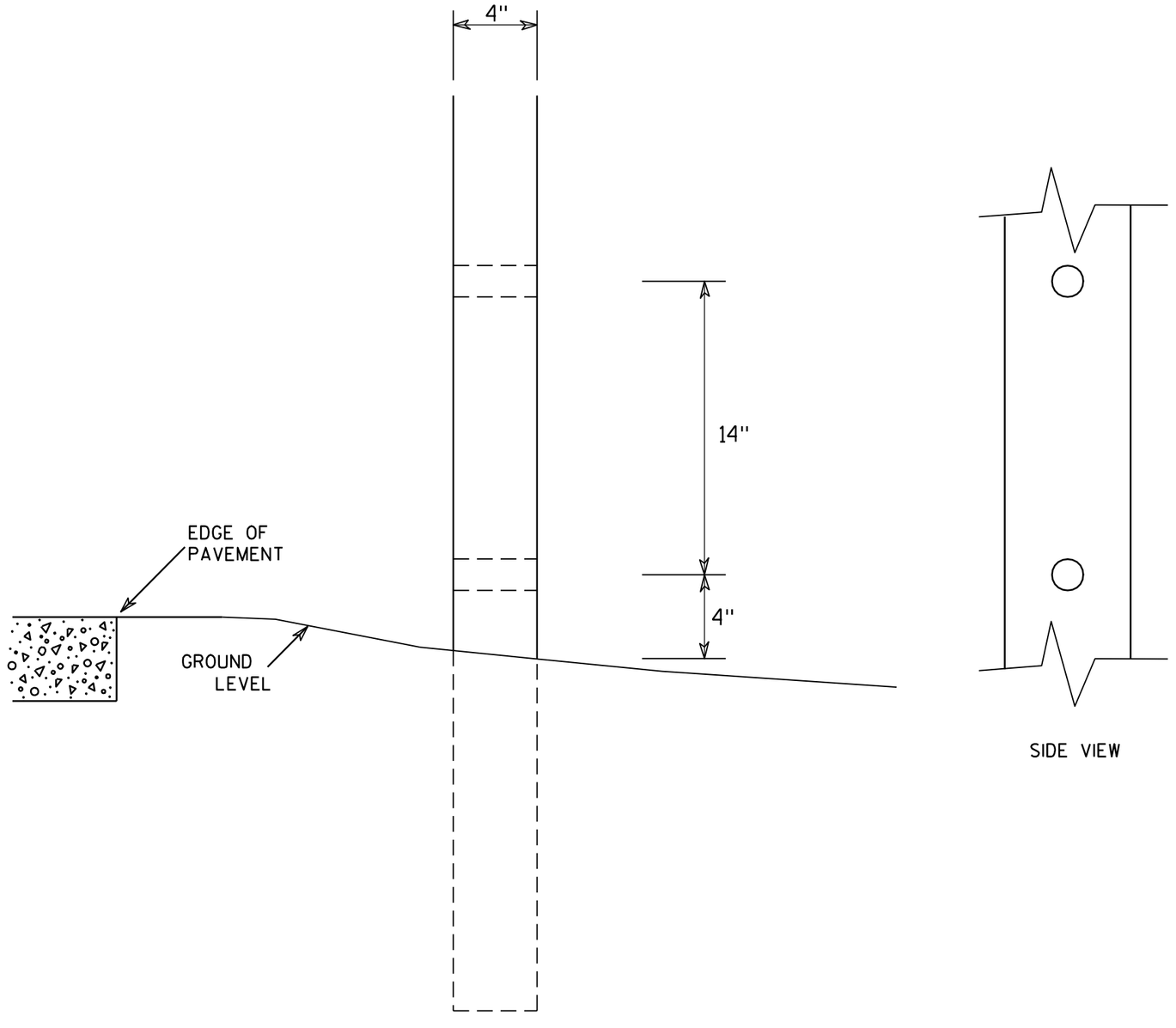
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

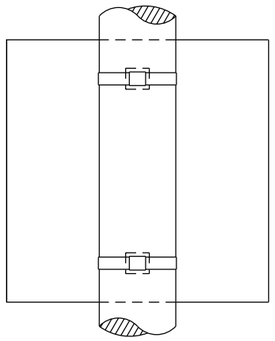
APPROVED Chester J Spang for State Traffic Engineer

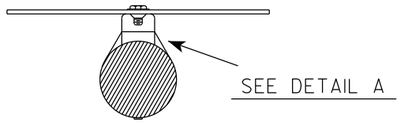
DATE 3/27/97 PLATE NO. A4-11.2

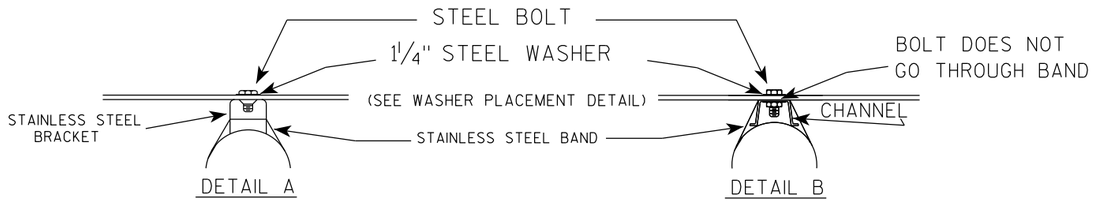
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 177	E

BANDING

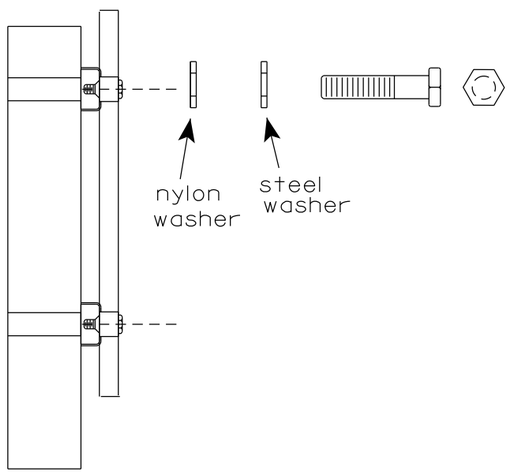
SINGLE SIGN







WASHER PLACEMENT

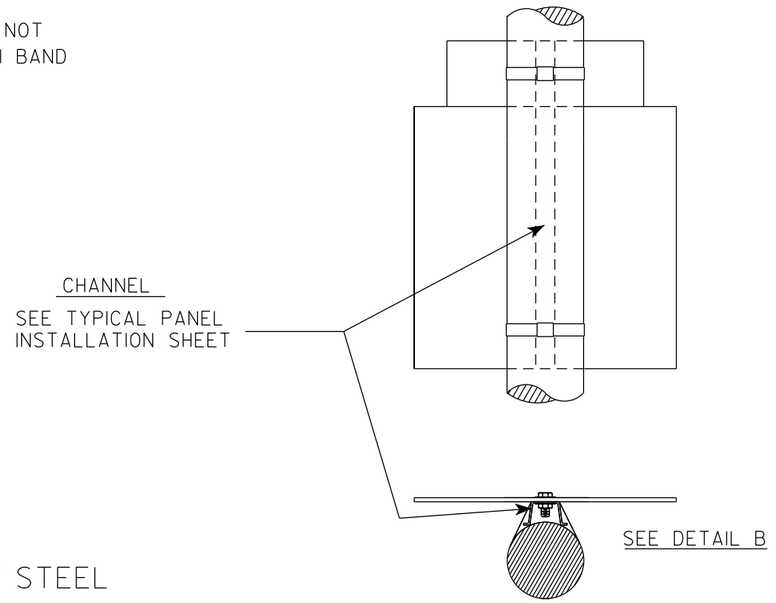


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

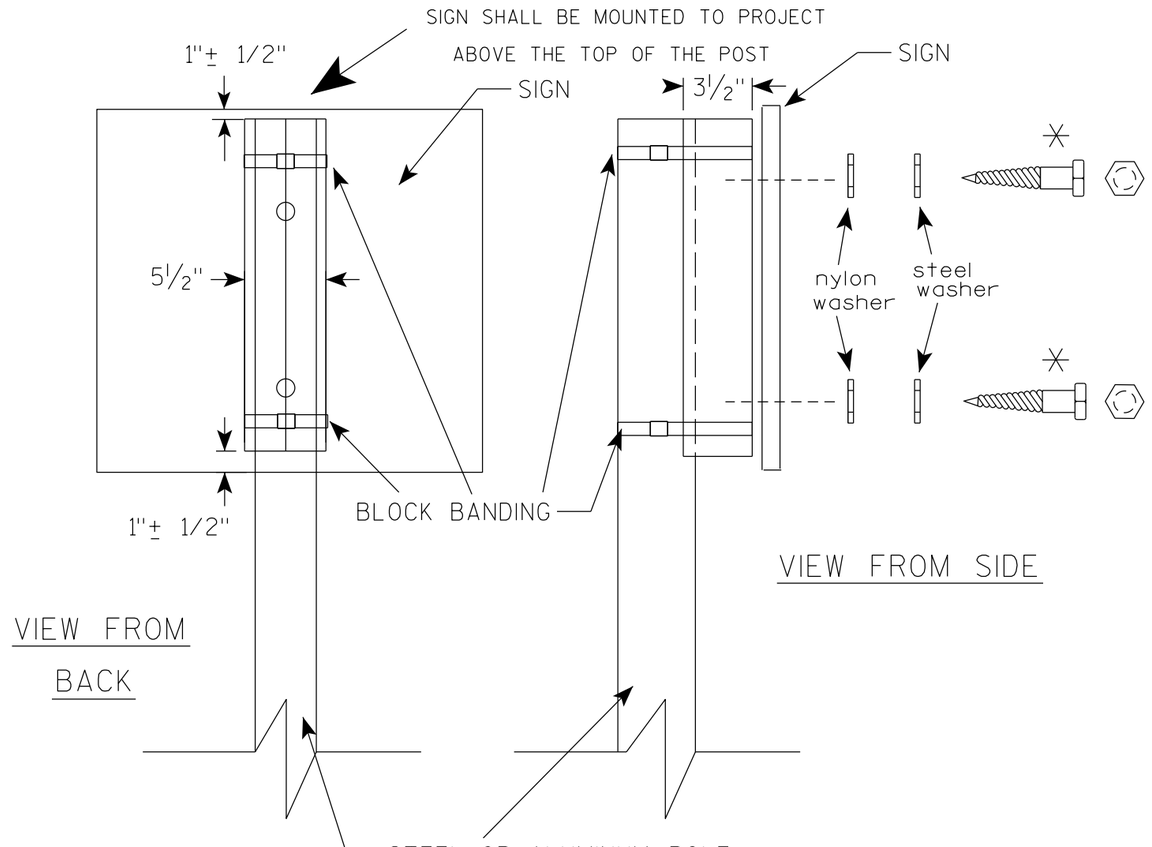
APPROVED Matthew R Rauch
for State Traffic Engineer

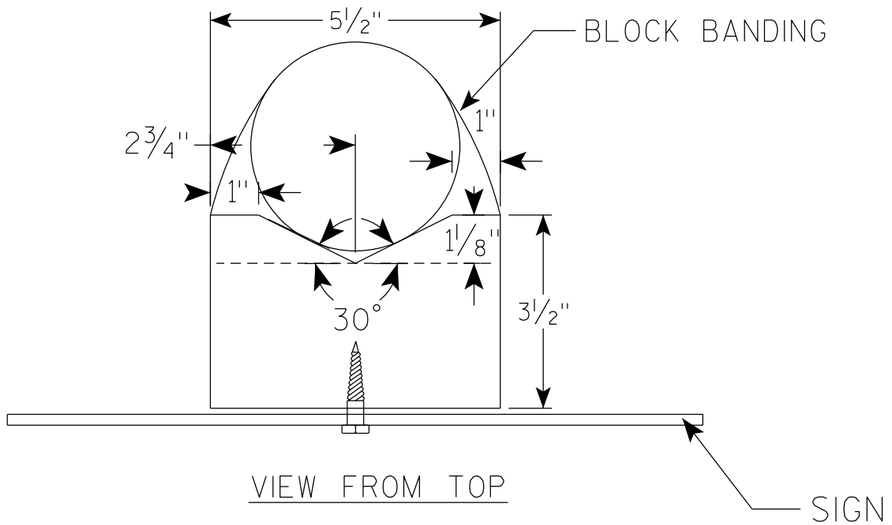
DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 178	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





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

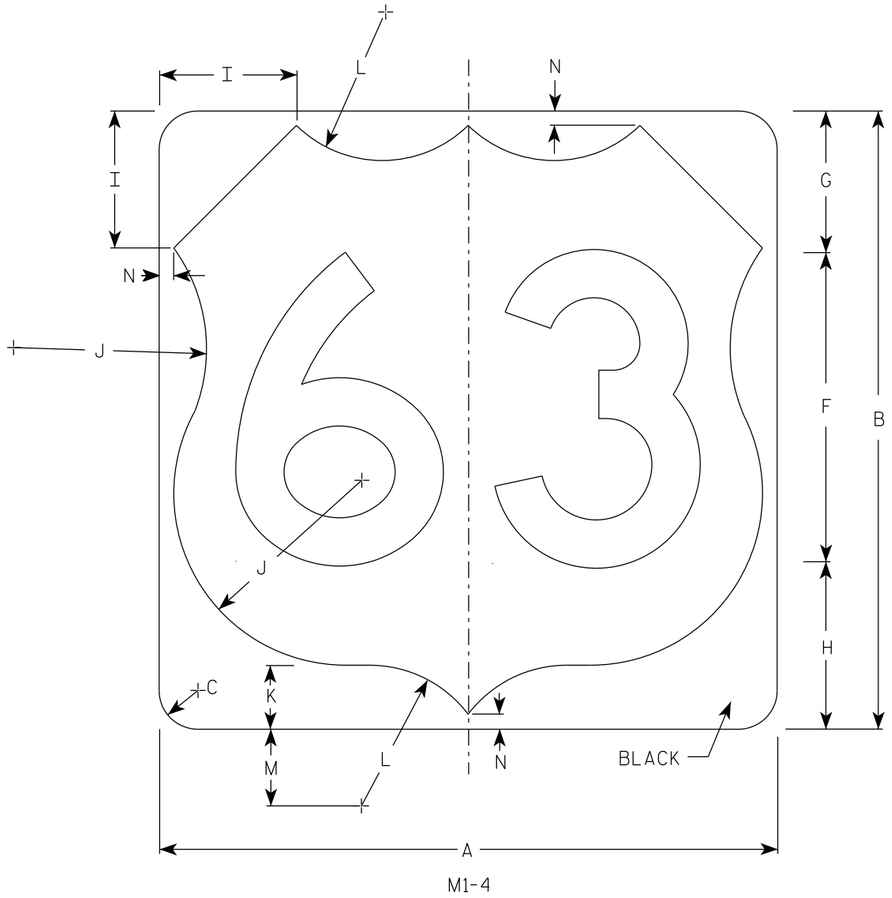
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

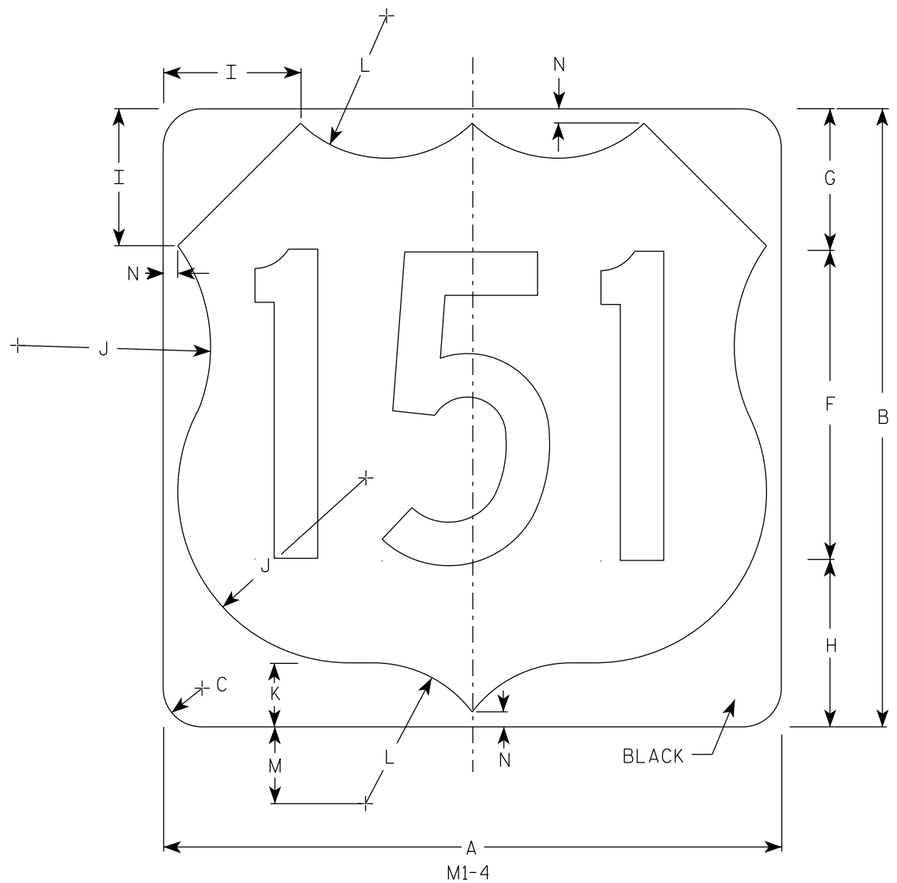
SHEET NO: 179 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	24	1 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0
2M	24	24	1 ½			12	5 ½	6 ½	5	7 ½	2 ½	5 ½	3	½													4.0
3	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0
4	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0
5	36	36	2 ¼			18	8 ¼	9 ¼	7 ¼	11 ¼	3 ¾	8 ¼	4 ½	¾													9.0

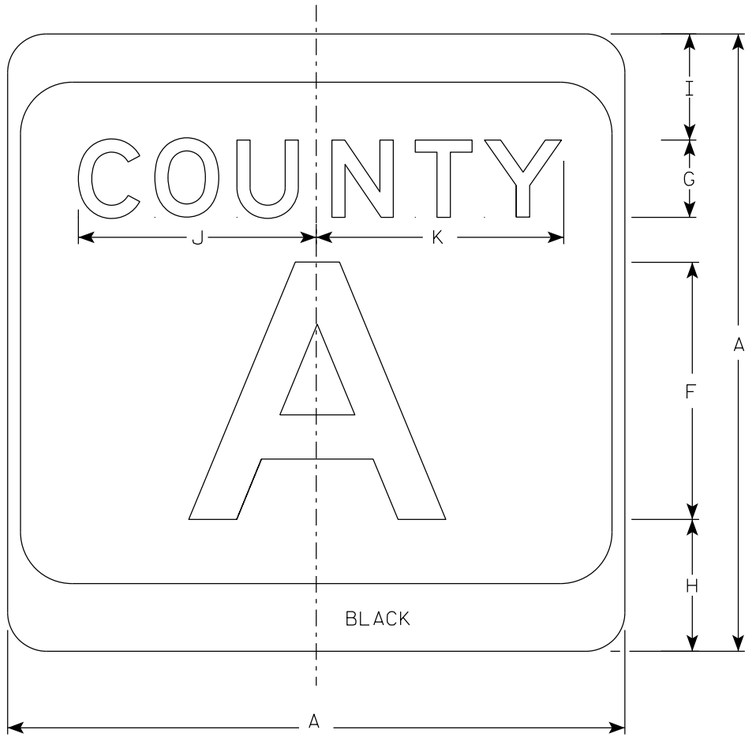
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

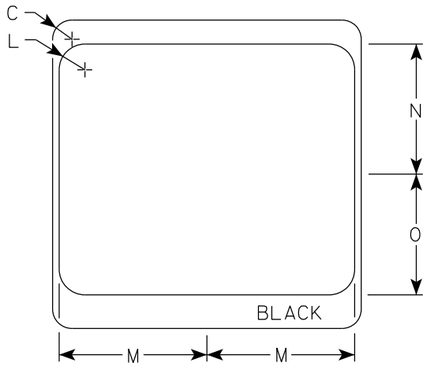
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 180 E

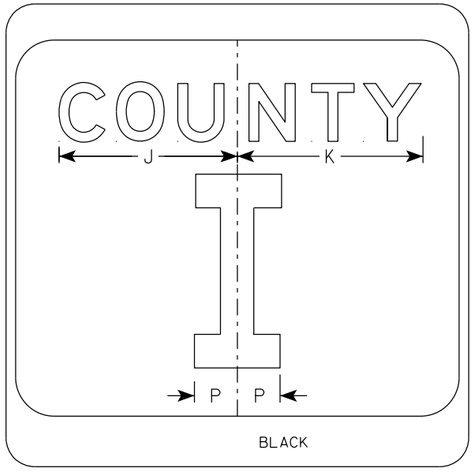


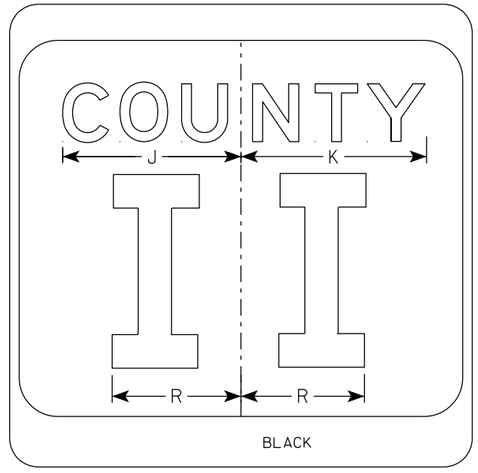
M1-5A



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

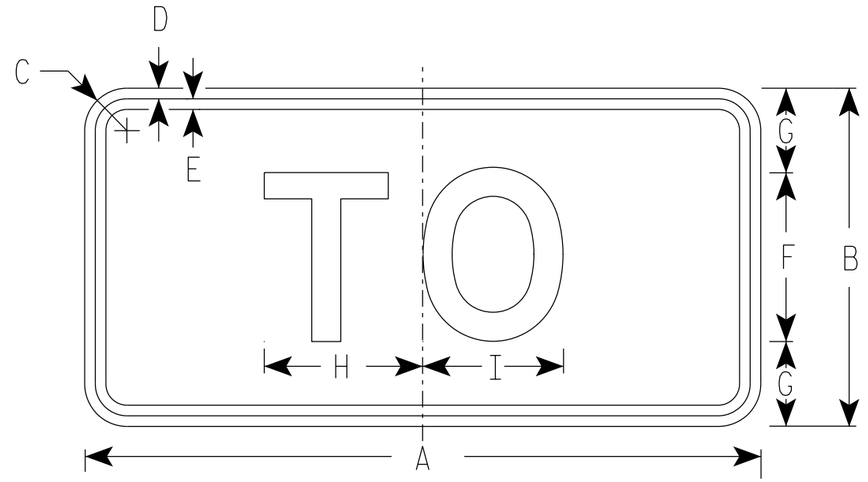
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

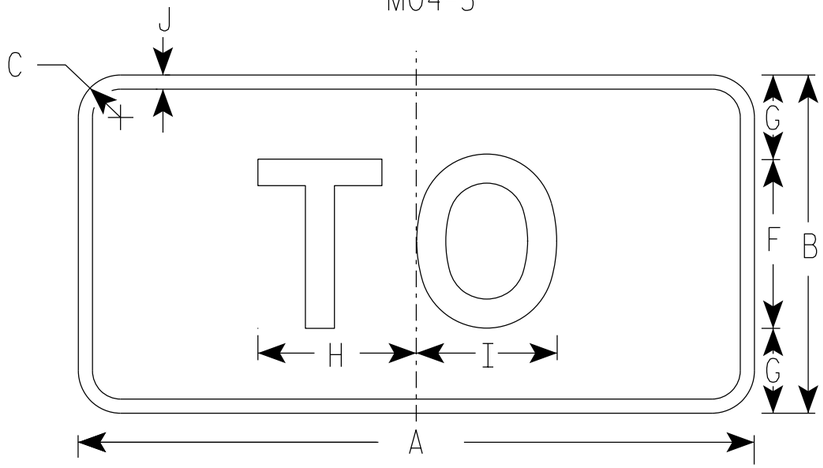
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	3	5 3/8	5 1/4	1/2																	2.00
2M	24	12	1 1/2	3/8	3/8	6	3	5 3/8	5 1/4	1/2																	2.00
3	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2																	4.5

STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

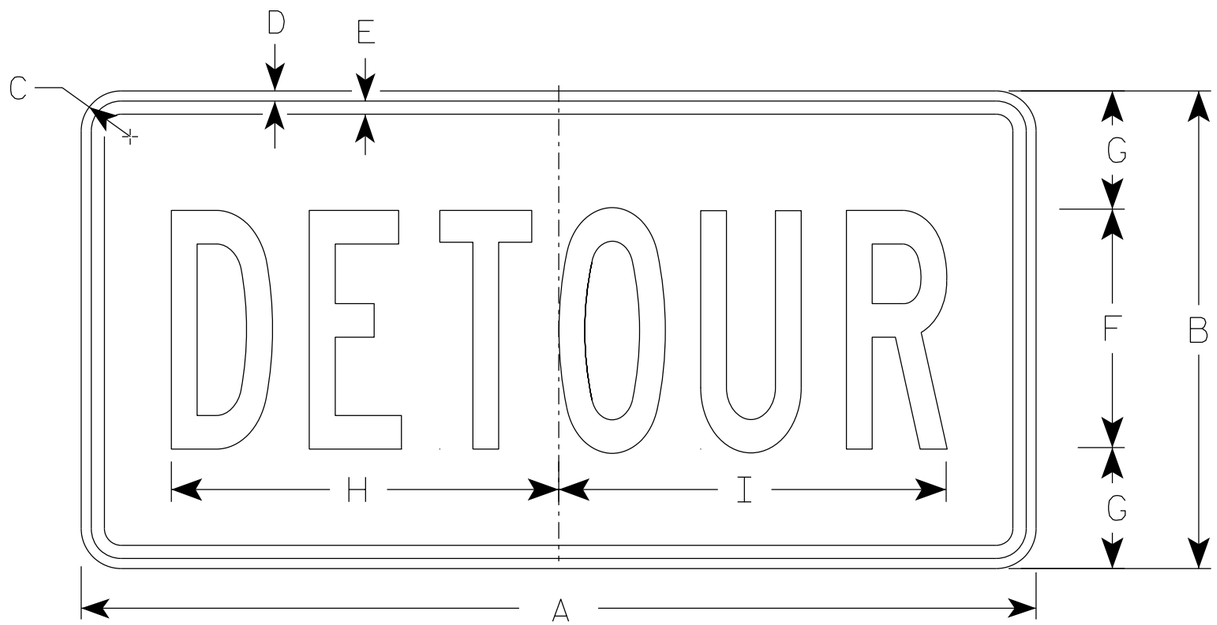
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 182 E

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.



M4-8

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

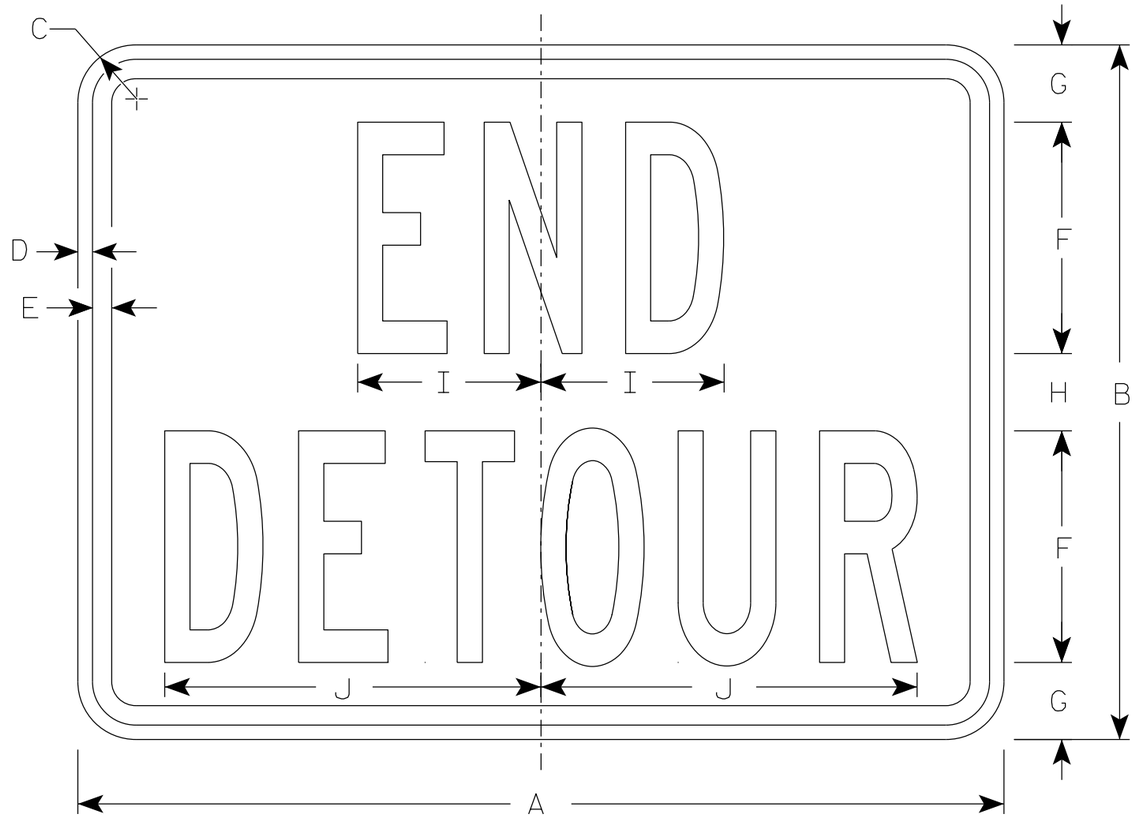
STANDARD SIGN
M4-8

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: 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 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

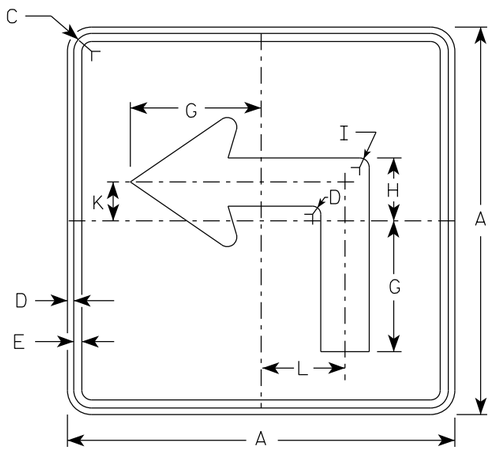
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

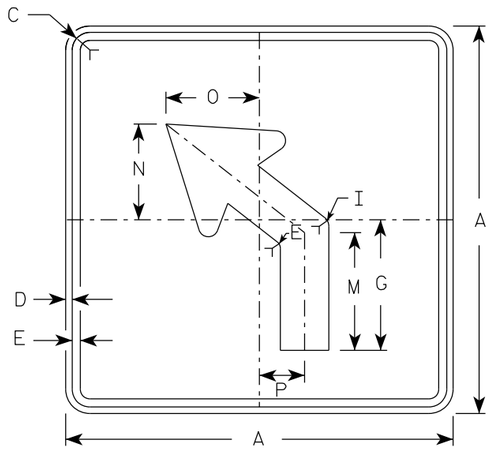
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 184 | E

7

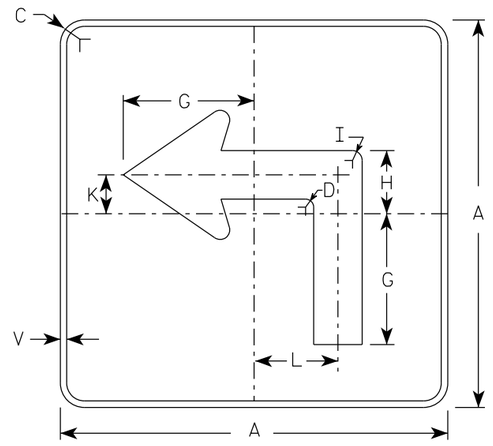
7



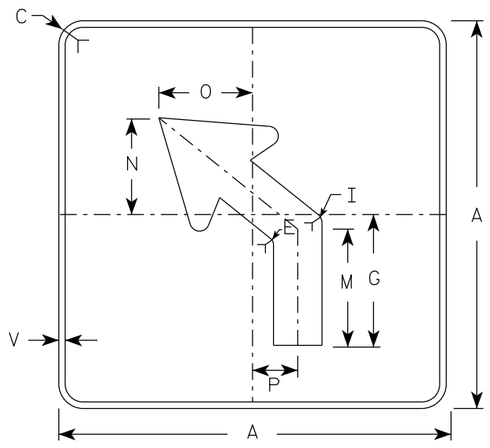
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

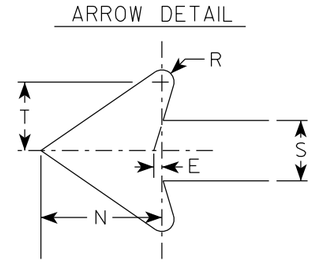


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

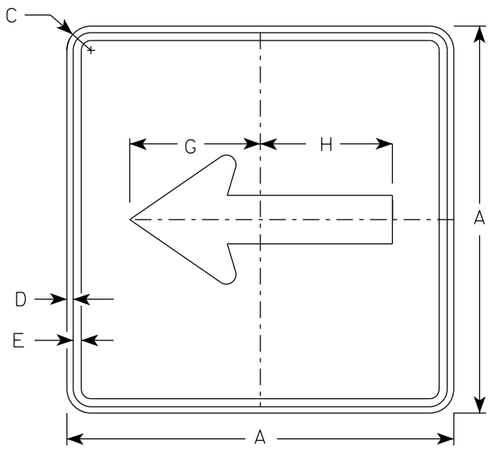
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

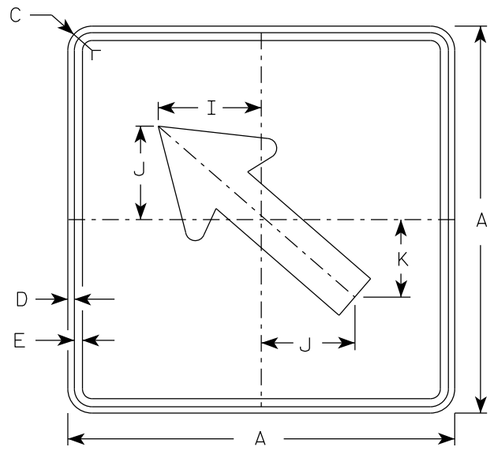
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

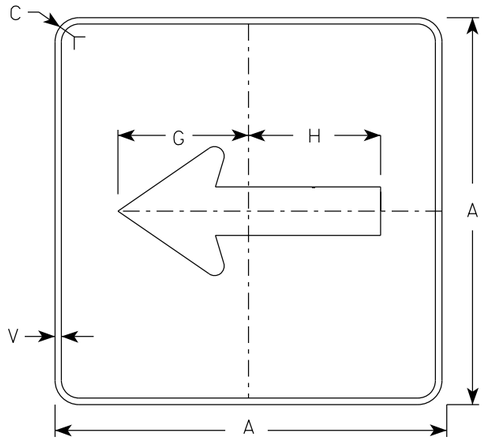
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 185 | E



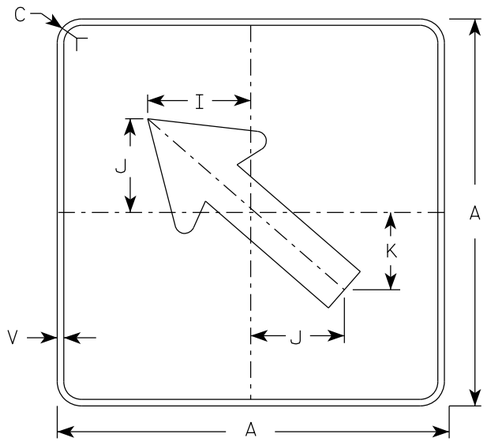
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

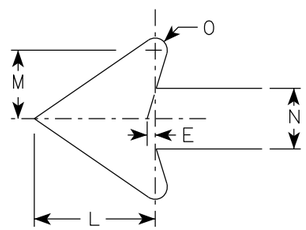


MB6-2
MK6-2
MN6-2
MR6-2

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

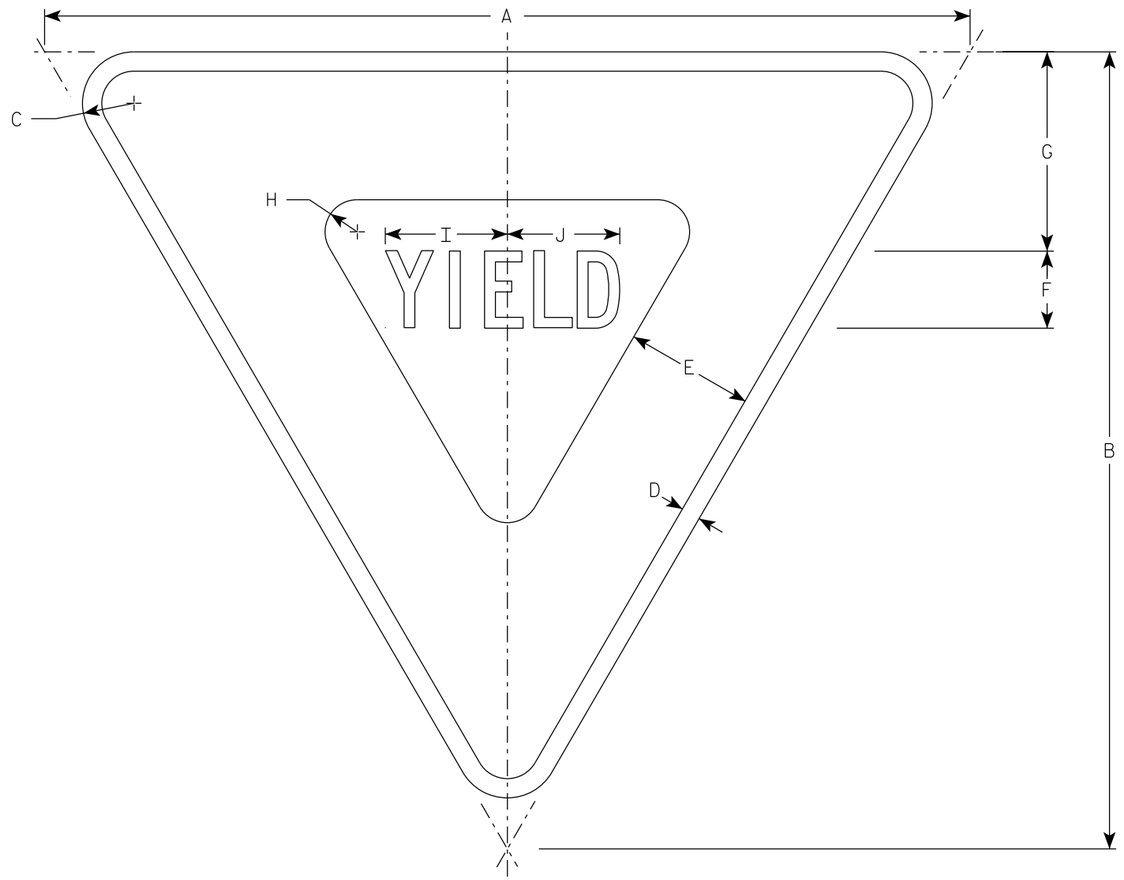
STANDARD SIGN
M6-1 & M6-2
SERIES

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: 186 | E



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

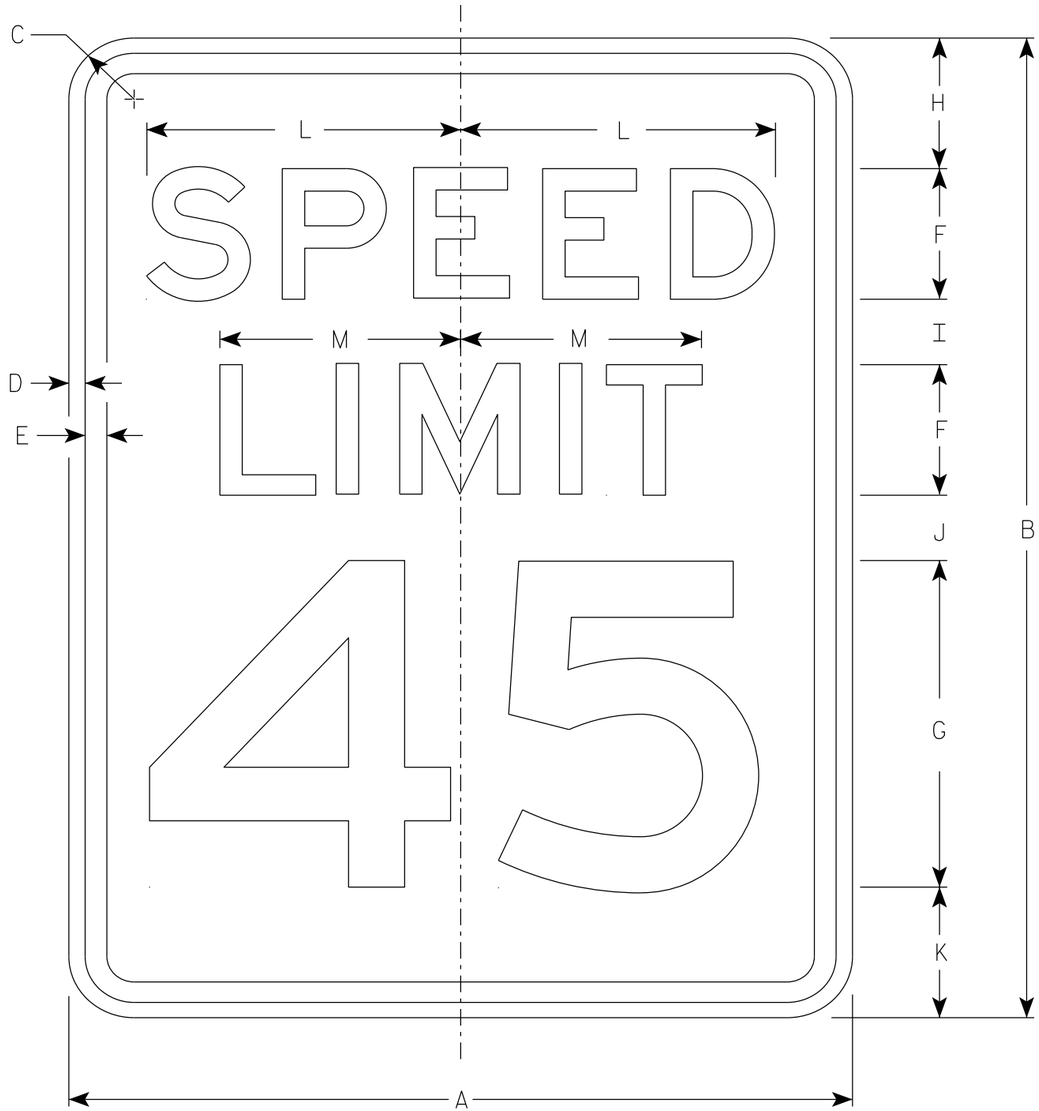
STANDARD SIGN
R1-2

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: 187	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

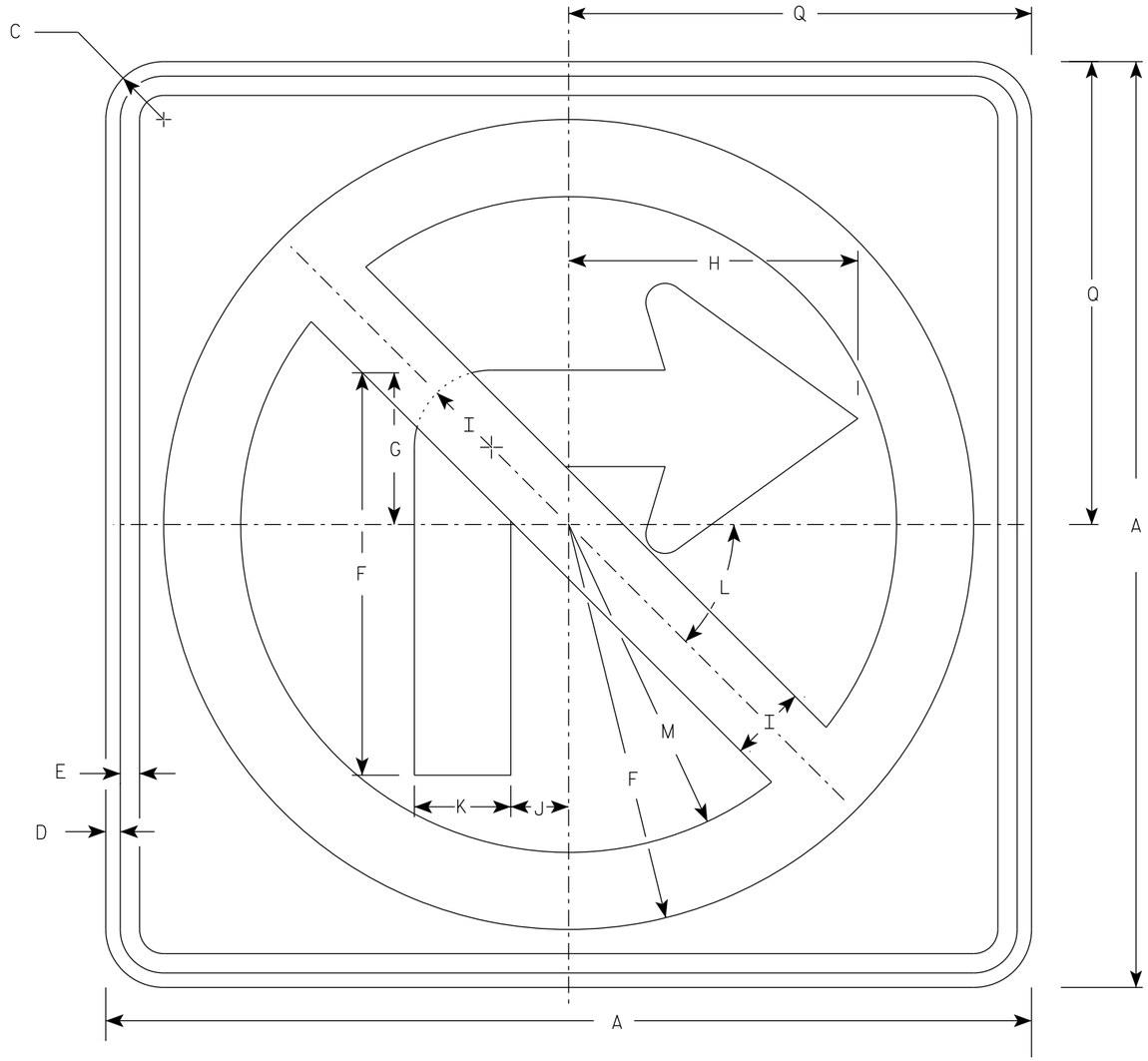
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

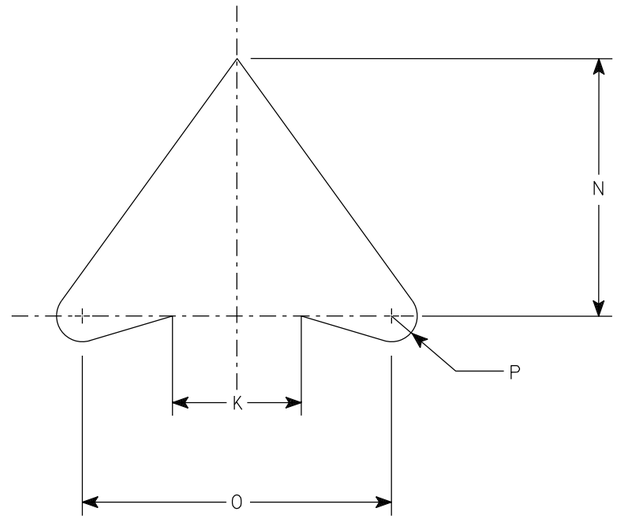
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 188 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

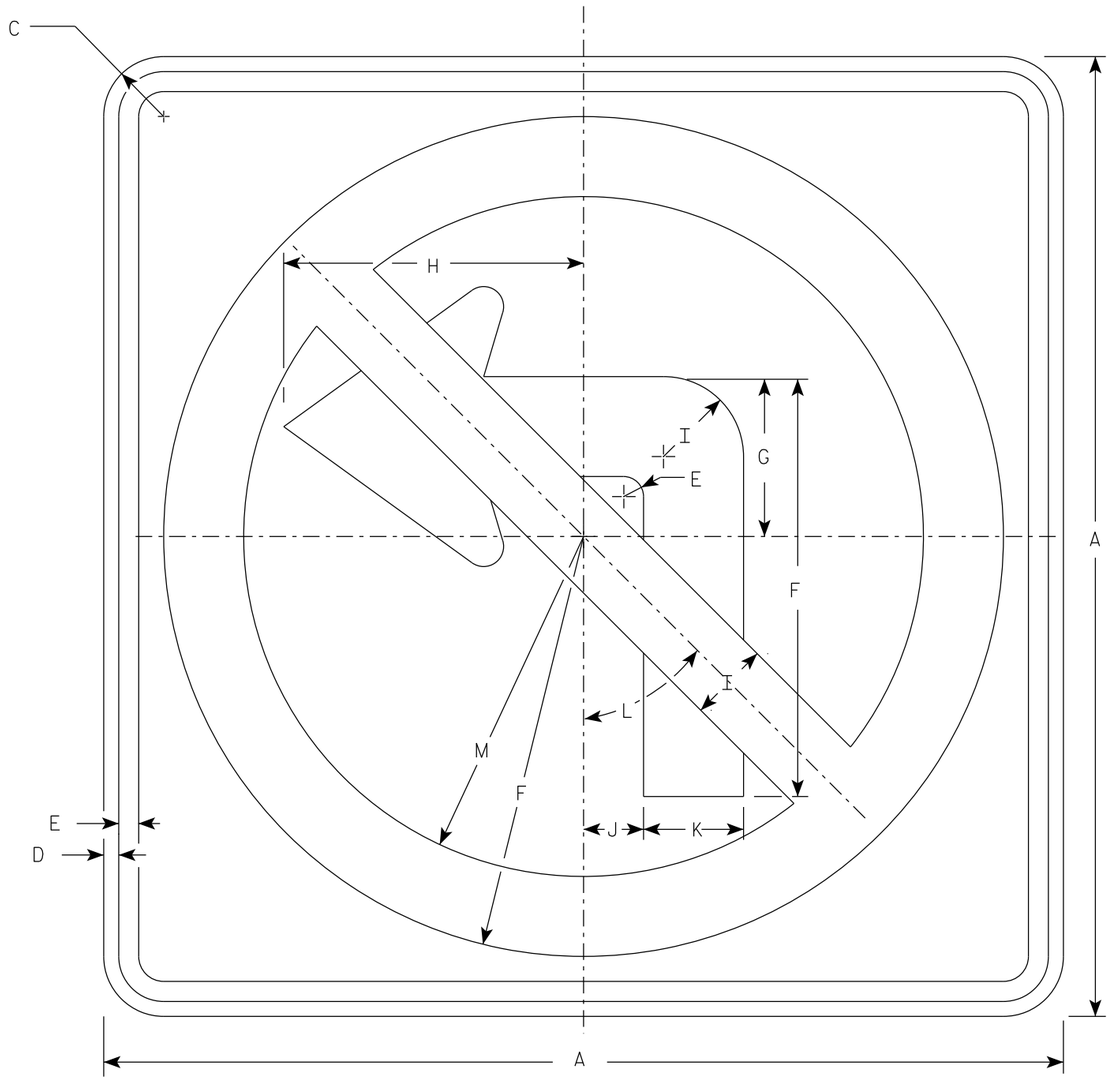
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

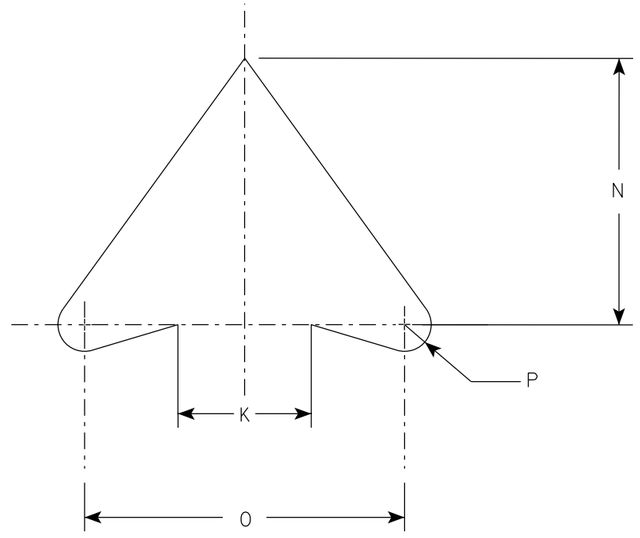
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 189 E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

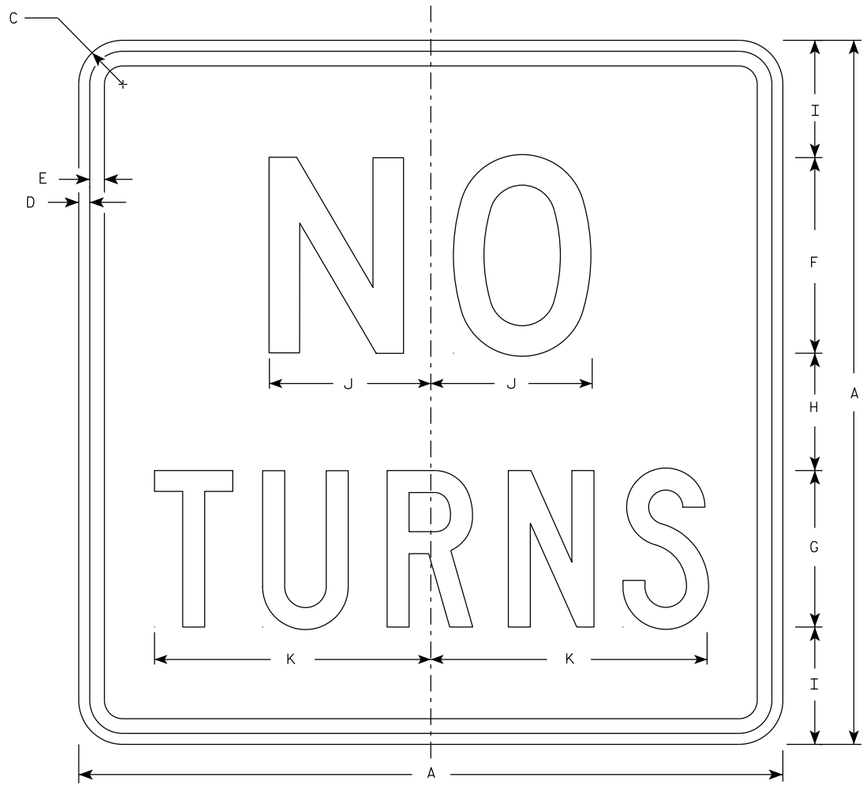
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 190 | 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

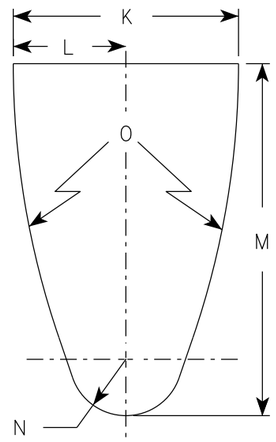
DATE 2/13/23 PLATE NO. R3-3.11

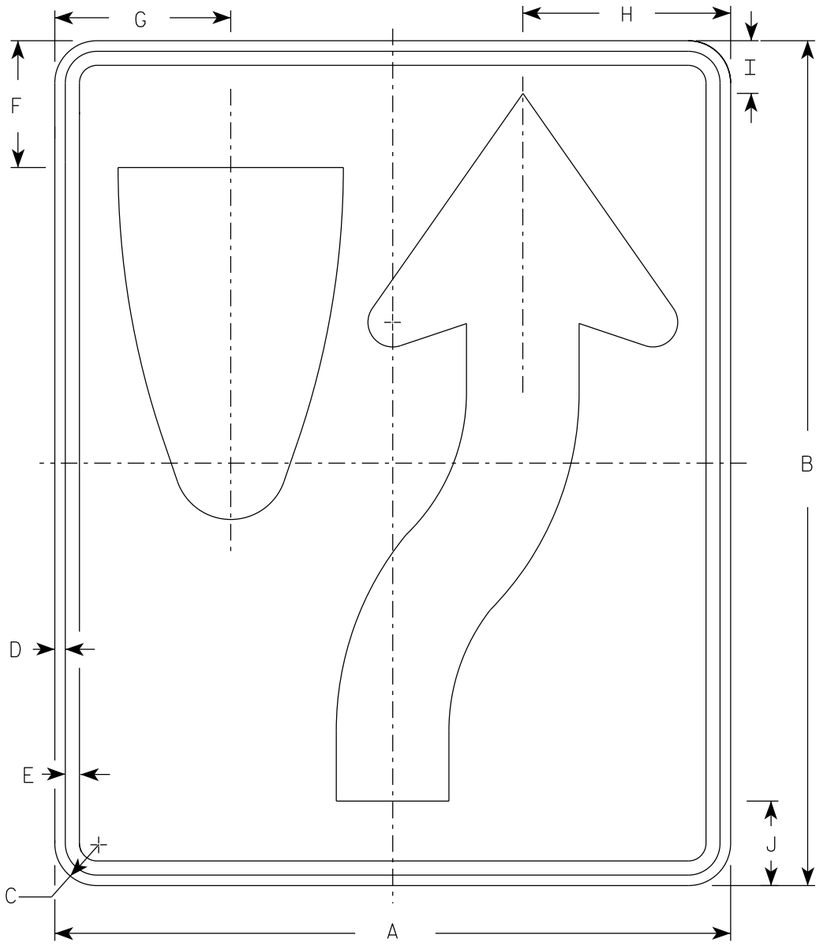
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 191 | E

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.

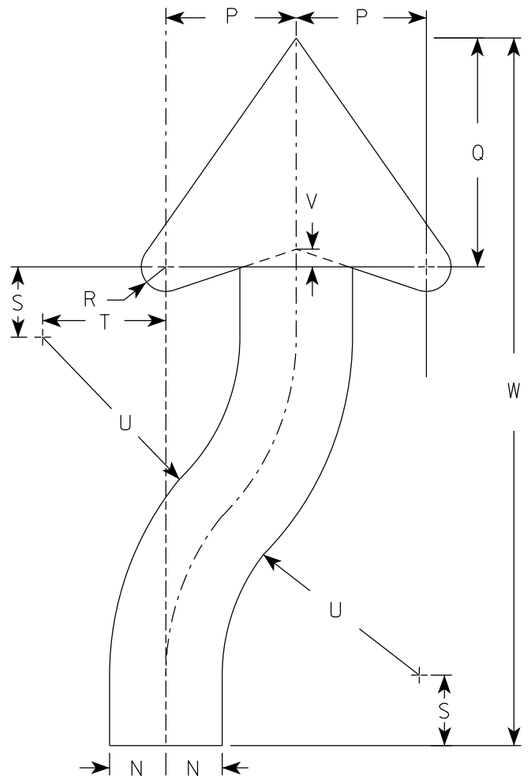
DIVIDER DETAIL





R4-7

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

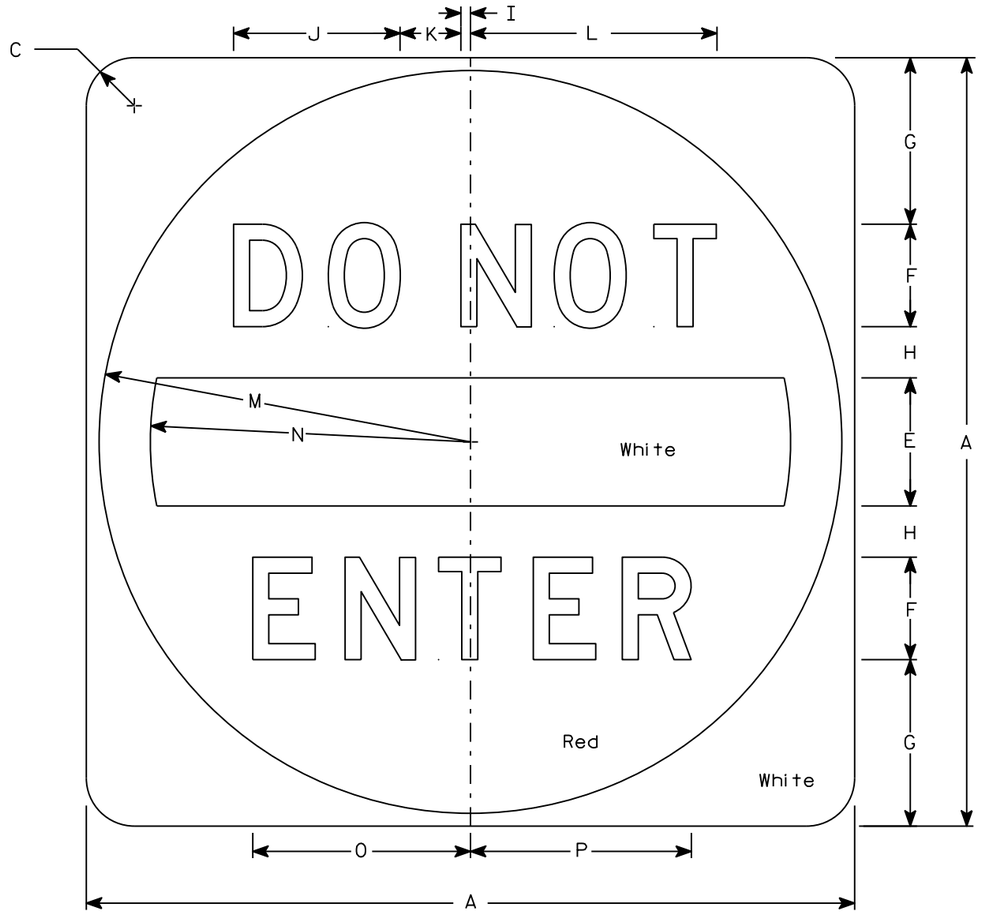
STANDARD SIGN
R4-7 & R4-8

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: 192	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

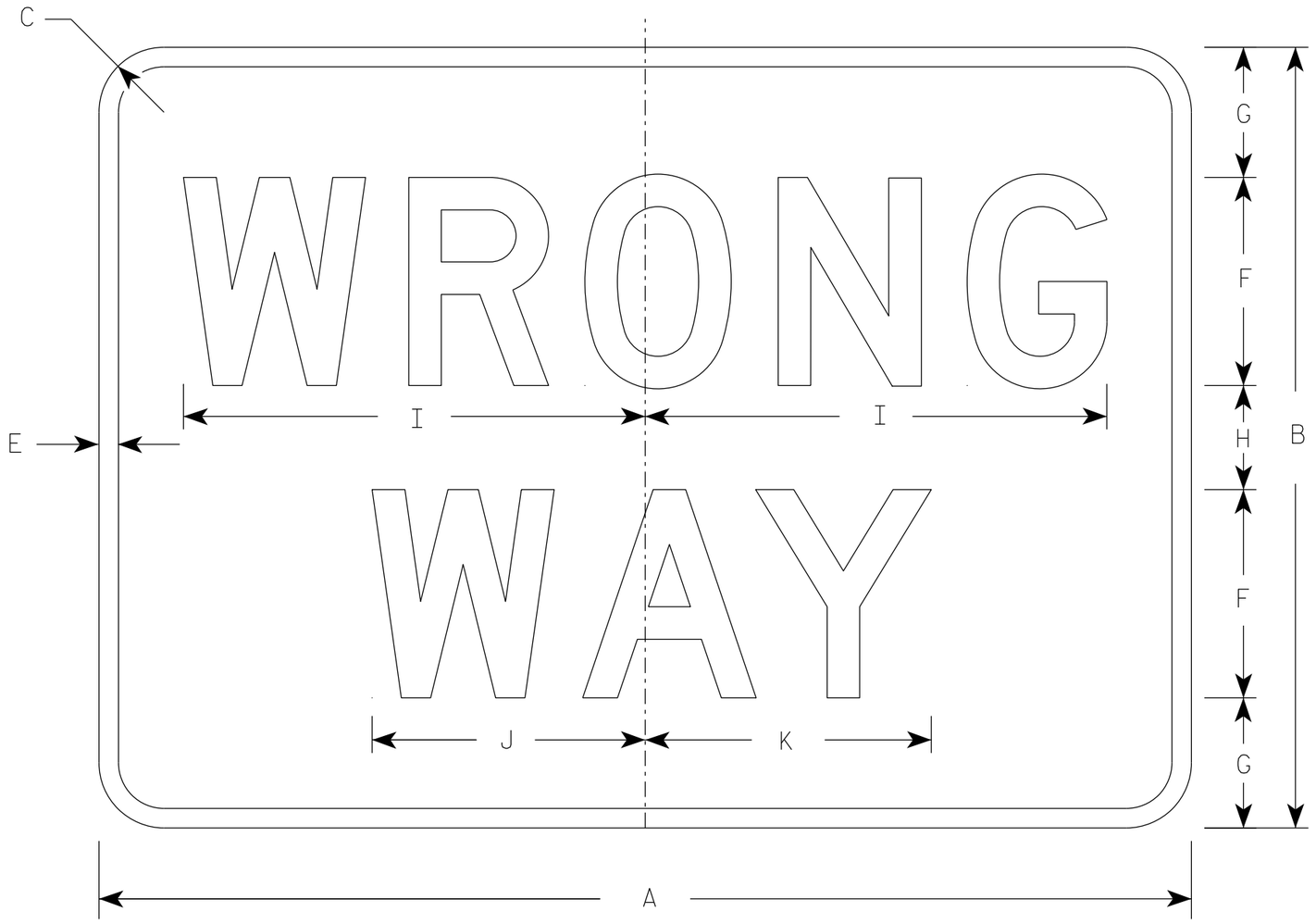
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 193 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

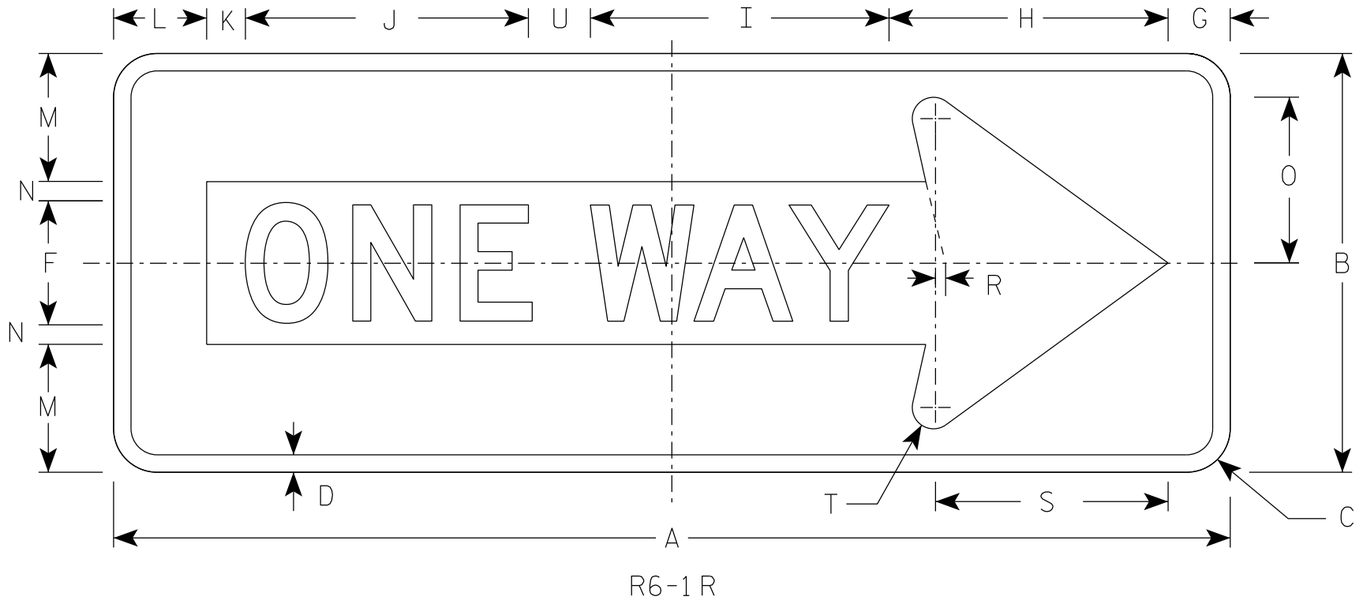
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

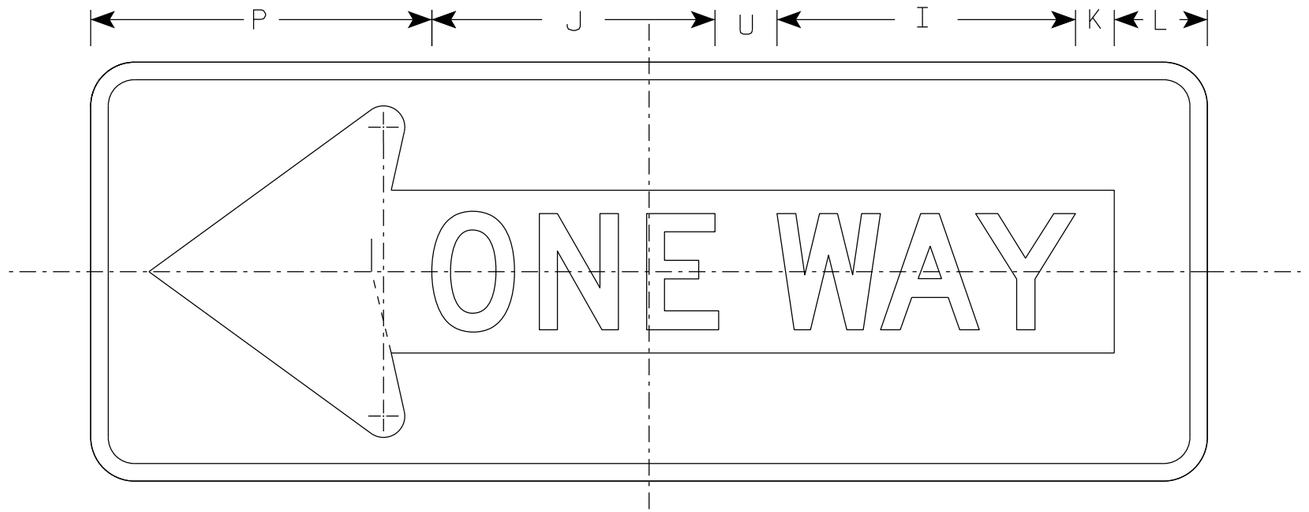
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | 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:

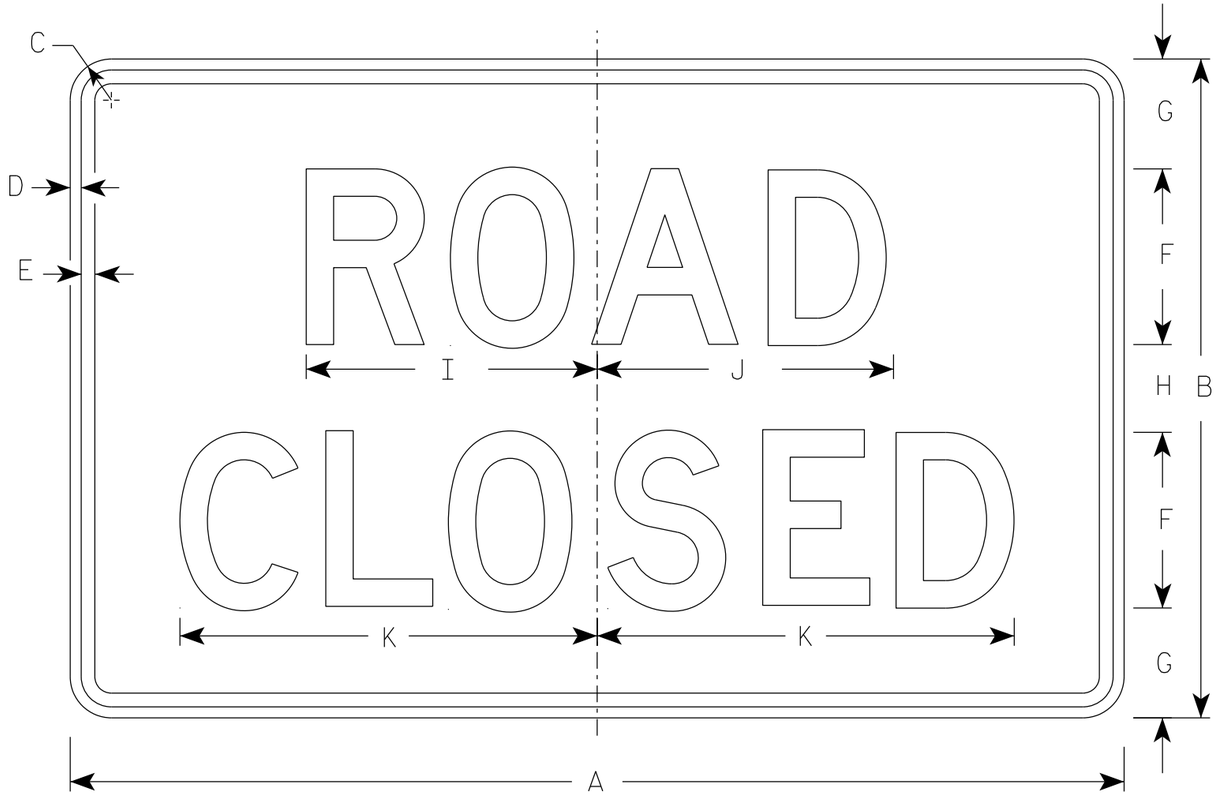
SHEET NO: 195 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R61.dgn PLOT DATE : 7-APR 2025 1:18 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

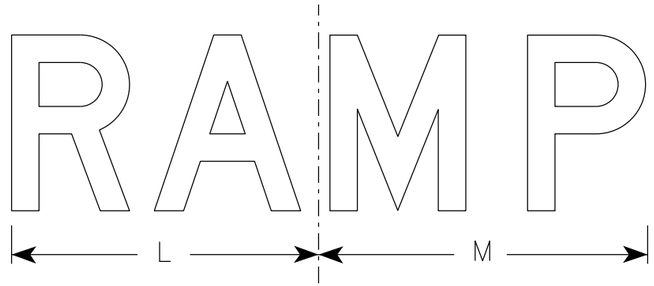
7



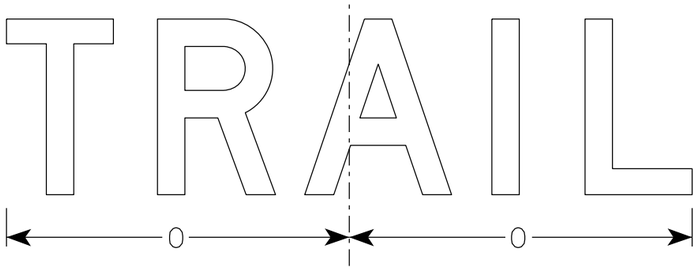
R11-2

NOTES

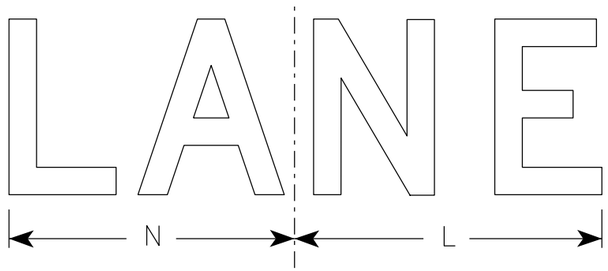
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

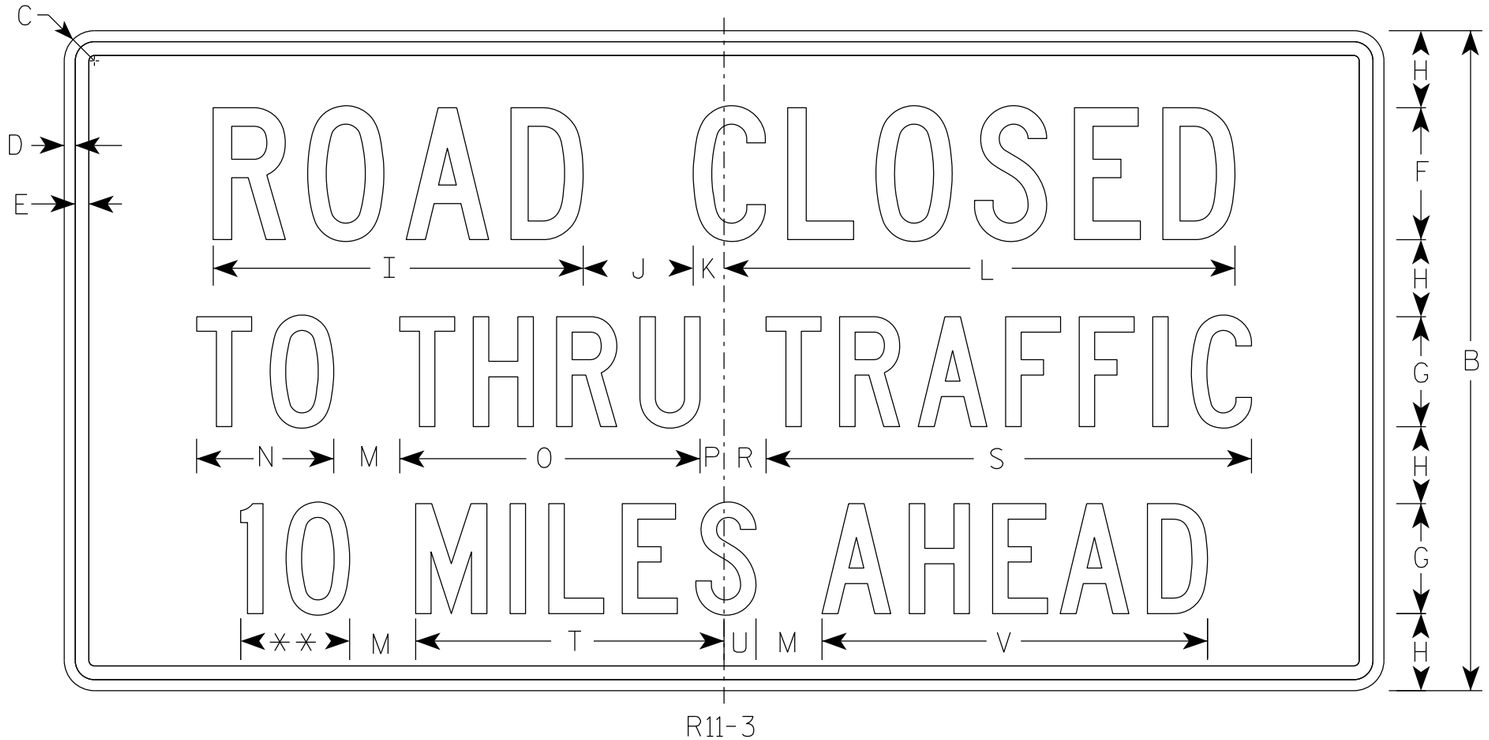
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

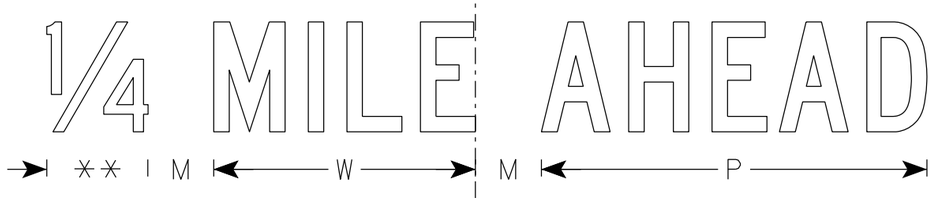
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 7/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

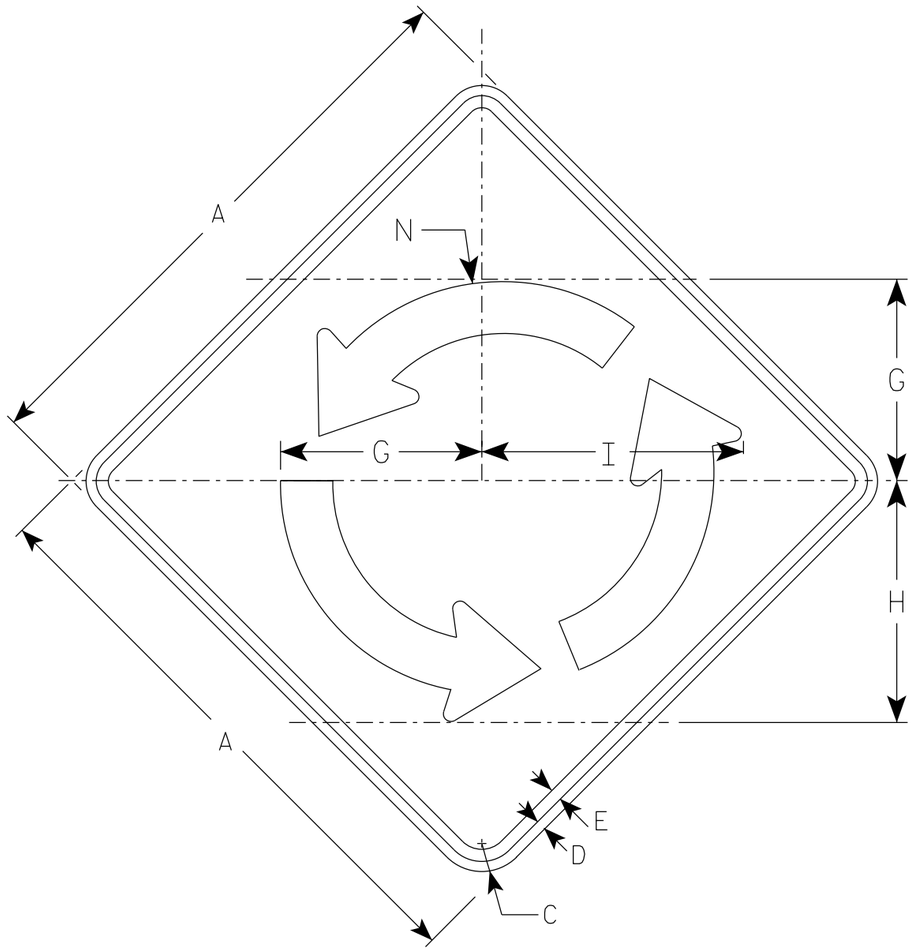
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 197	E

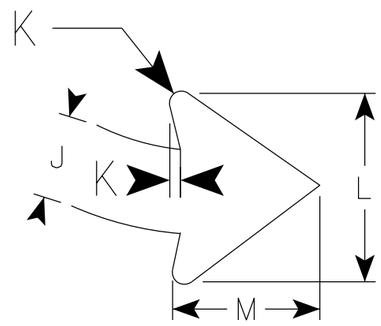


W2-6

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

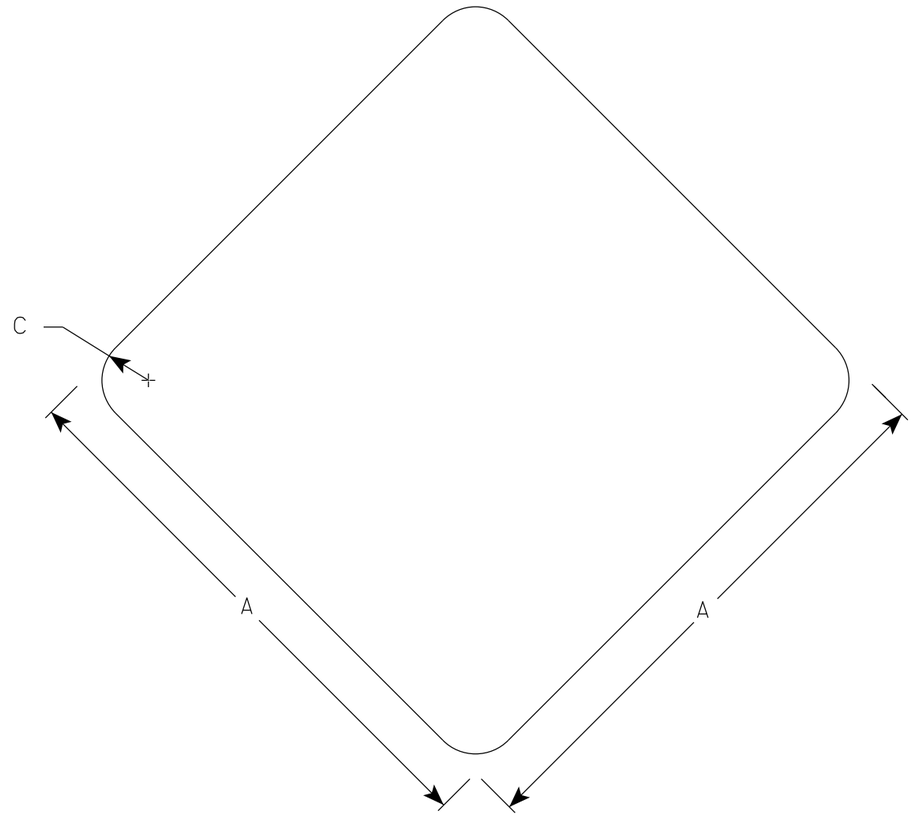
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2023 PLATE NO. W2-6.8

PROJECT NO:

SHEET NO: 198 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - 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	12		1 ½																								1.0
2S	18		1 ½																								2.25
2M	18		1 ½																								2.25
3																											
4																											
5																											

STANDARD SIGN
W5-54

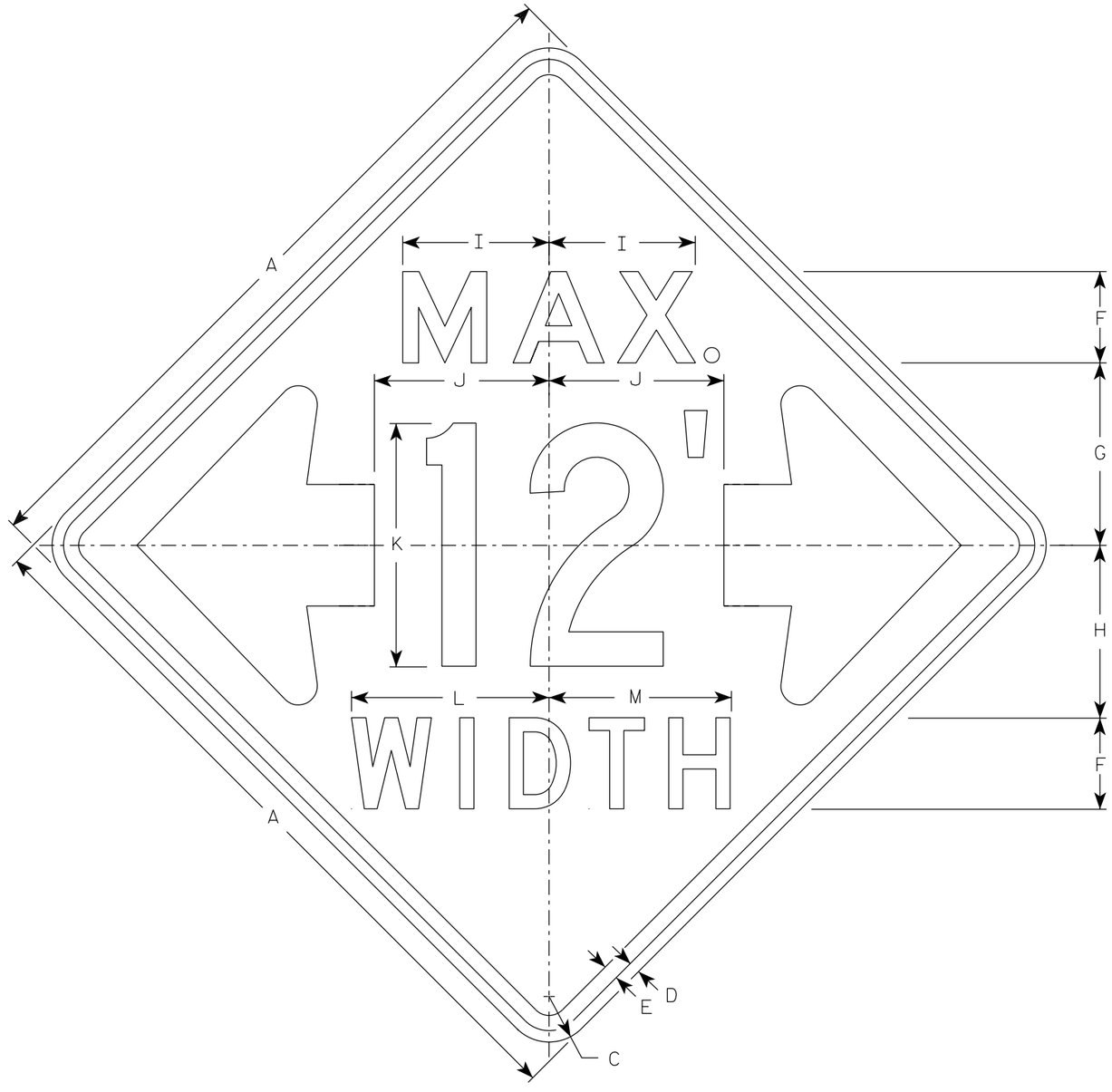
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-54.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

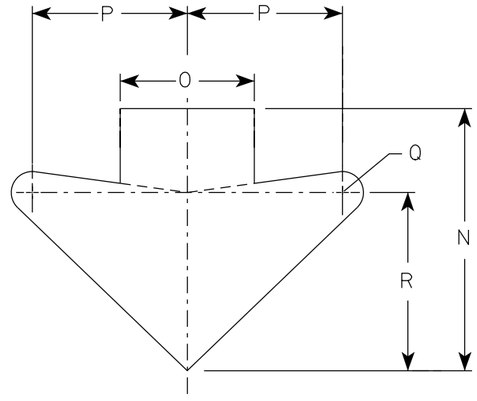
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W554.dgn PLOT DATE : 5-MARCH 2024 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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																											

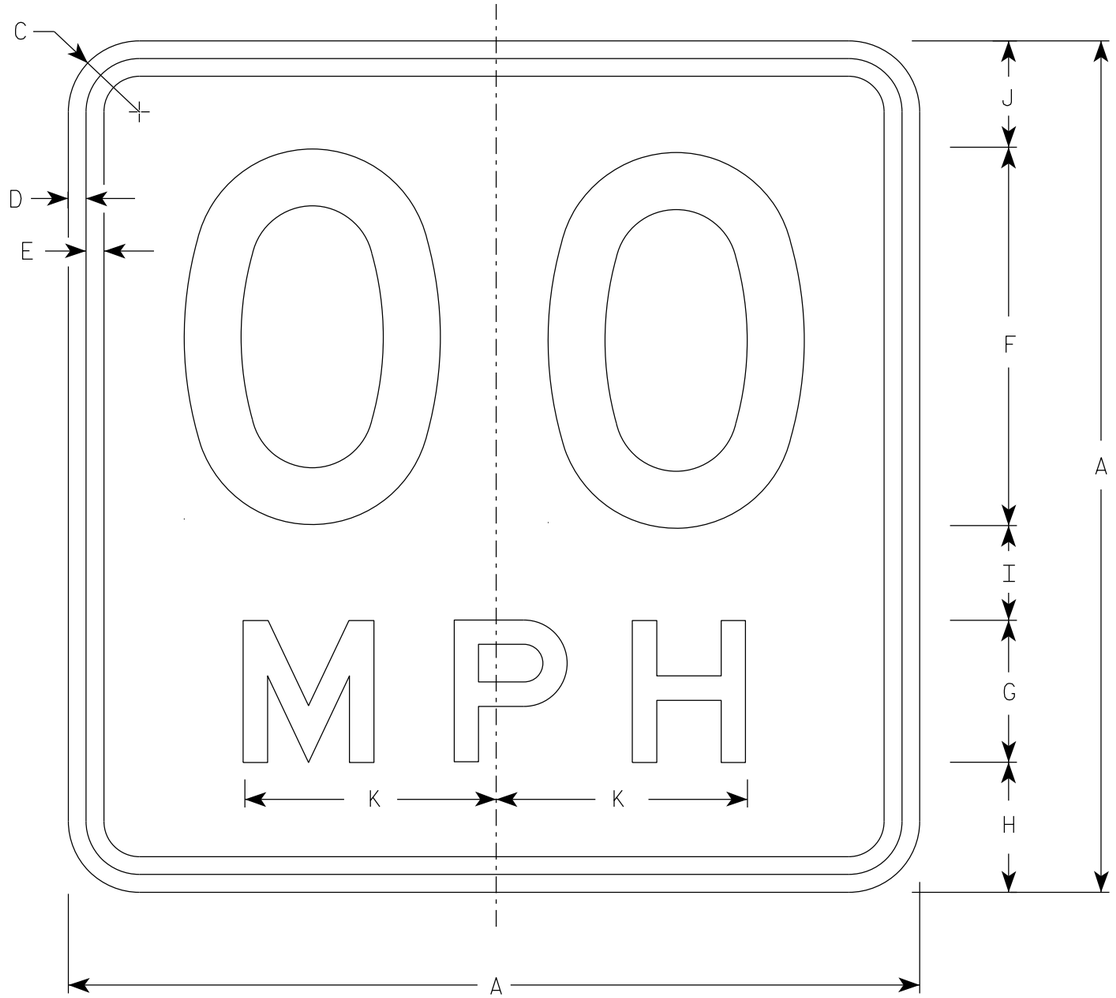
STANDARD SIGN
W12-52

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: 200 E



W13-1

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

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	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

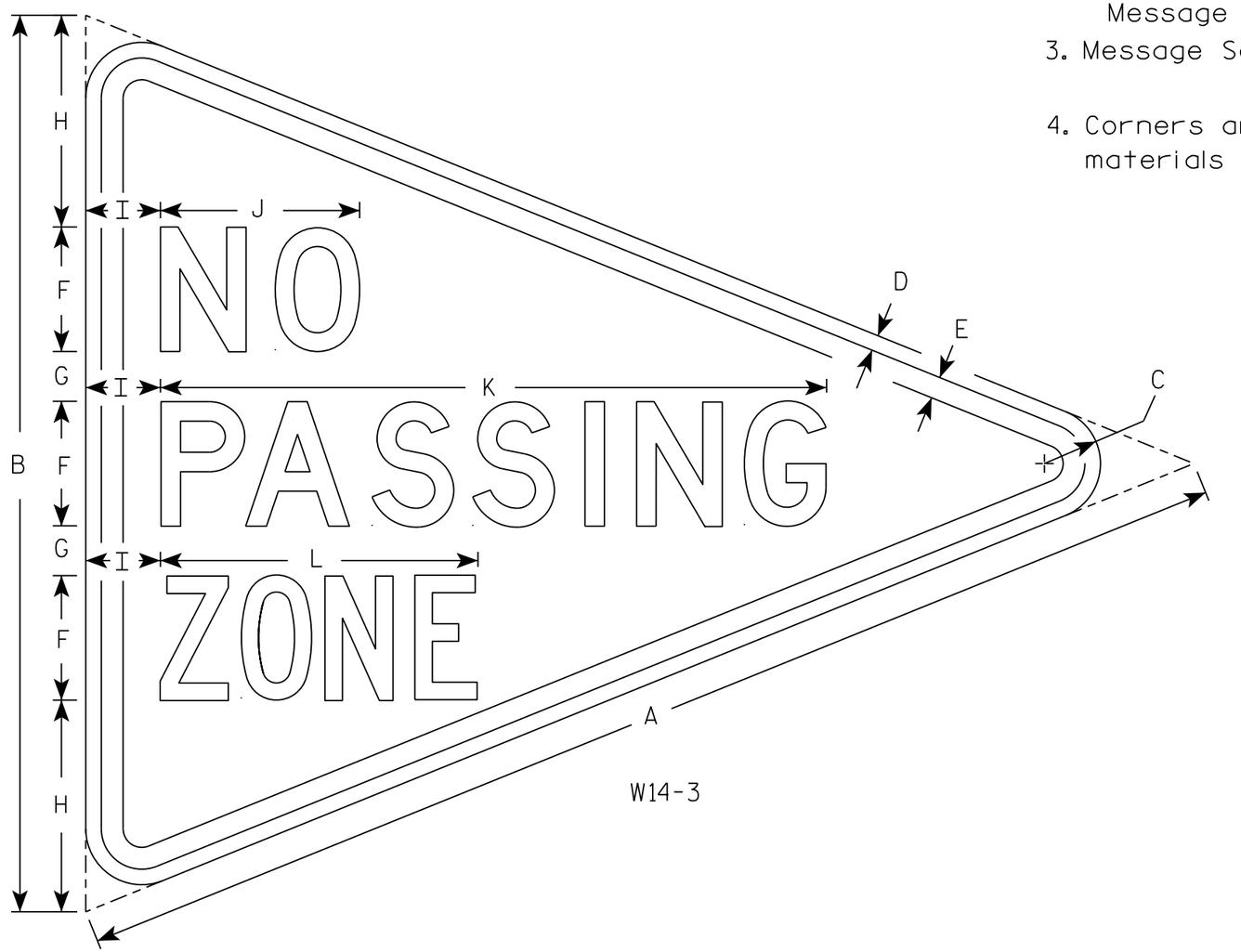
DATE 1/8/2024 PLATE NO. W13-1.17

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 - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

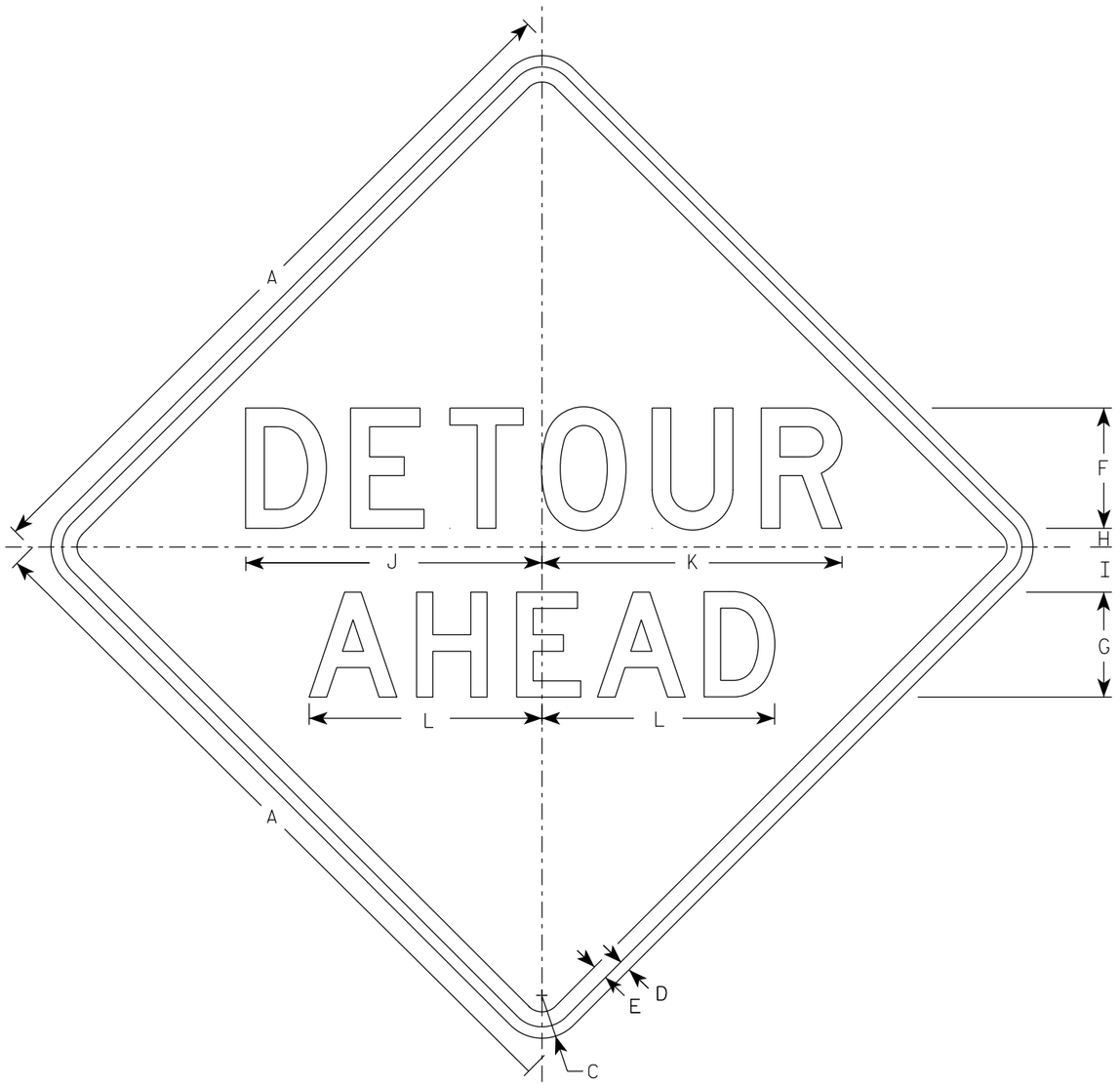
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

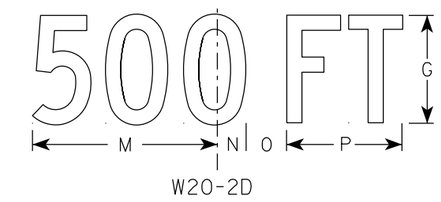
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

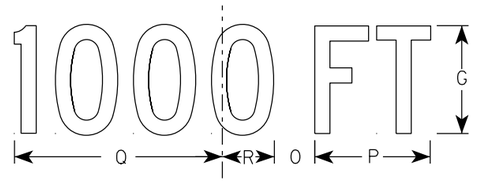
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202	E



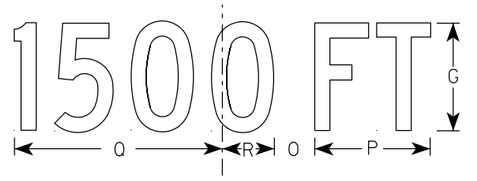
W20-2A



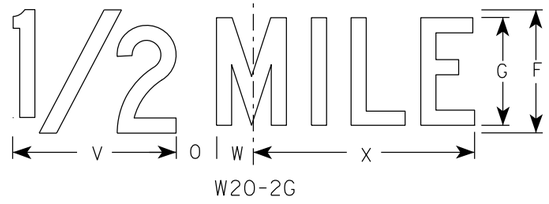
W20-2D



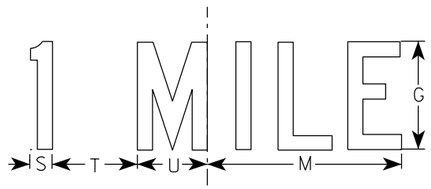
W20-2C



W20-2B



W20-2G



W20-2F

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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

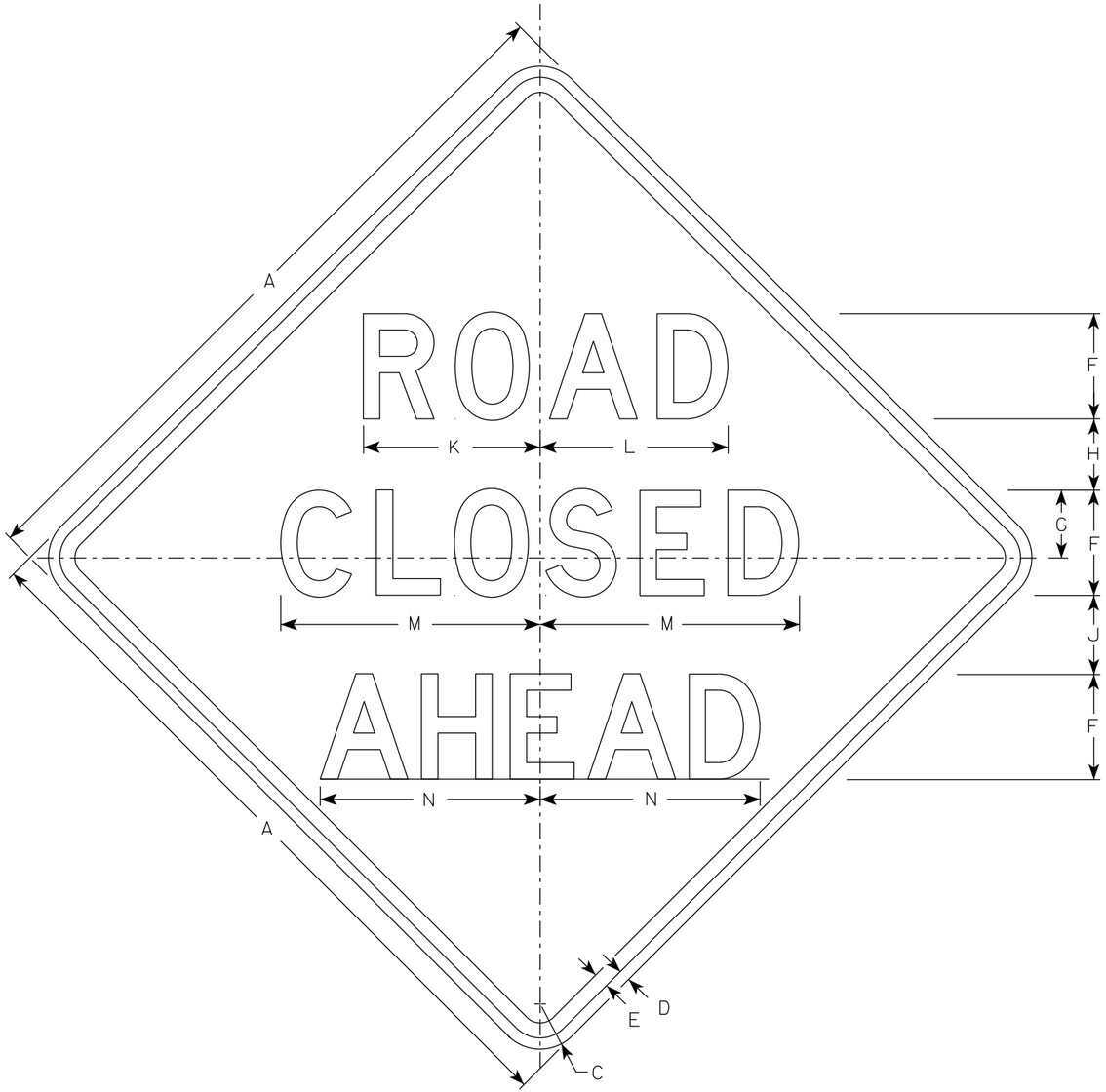
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

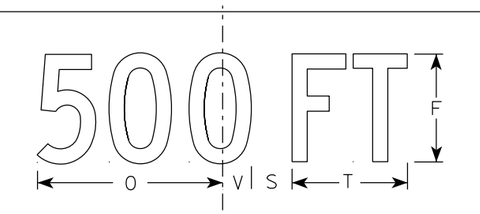
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

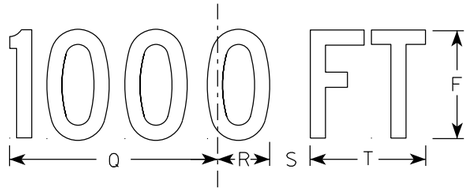
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



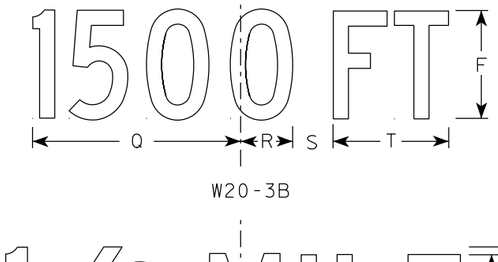
W20-3A



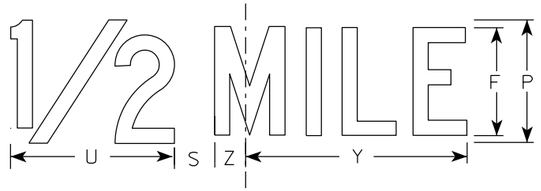
W20-3D



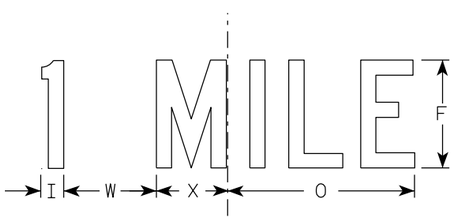
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

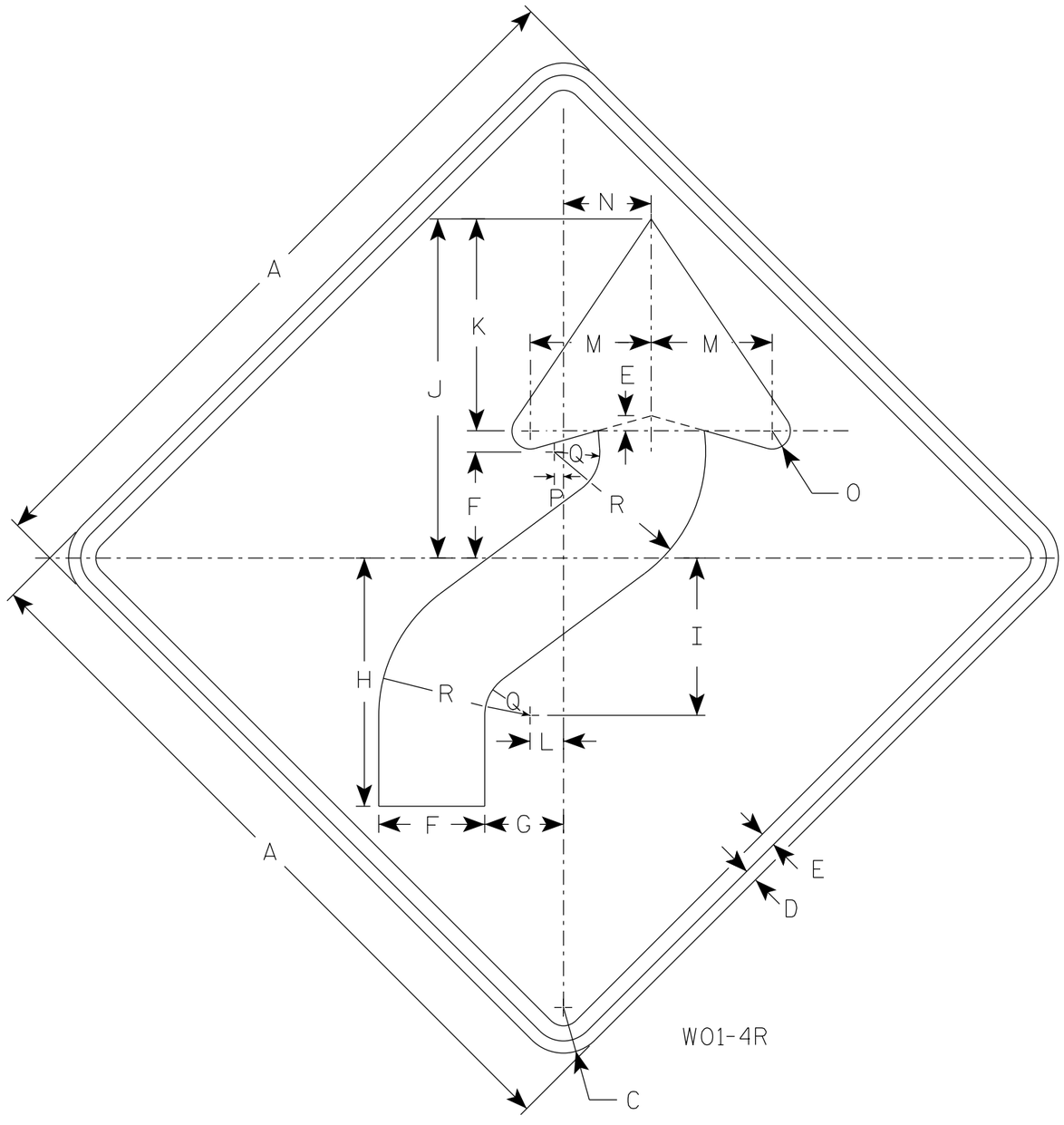
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

7



W01-4R

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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

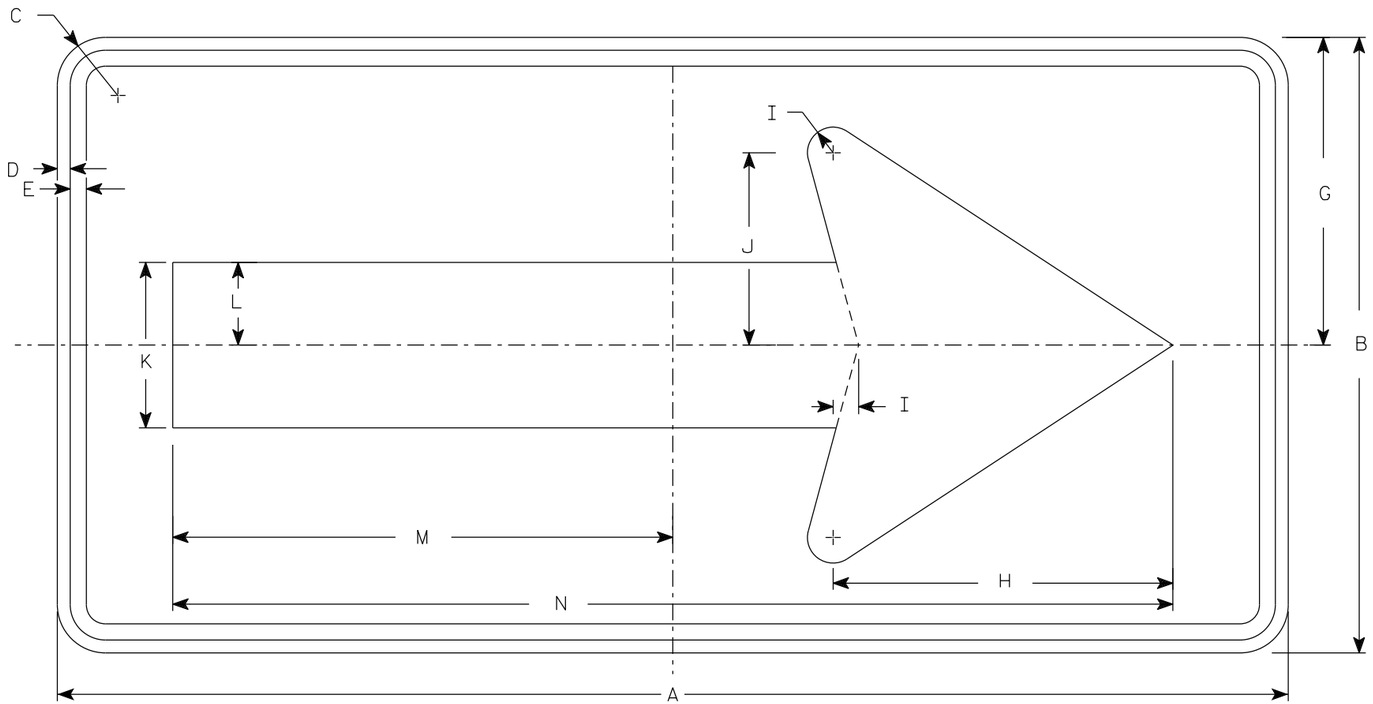
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 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

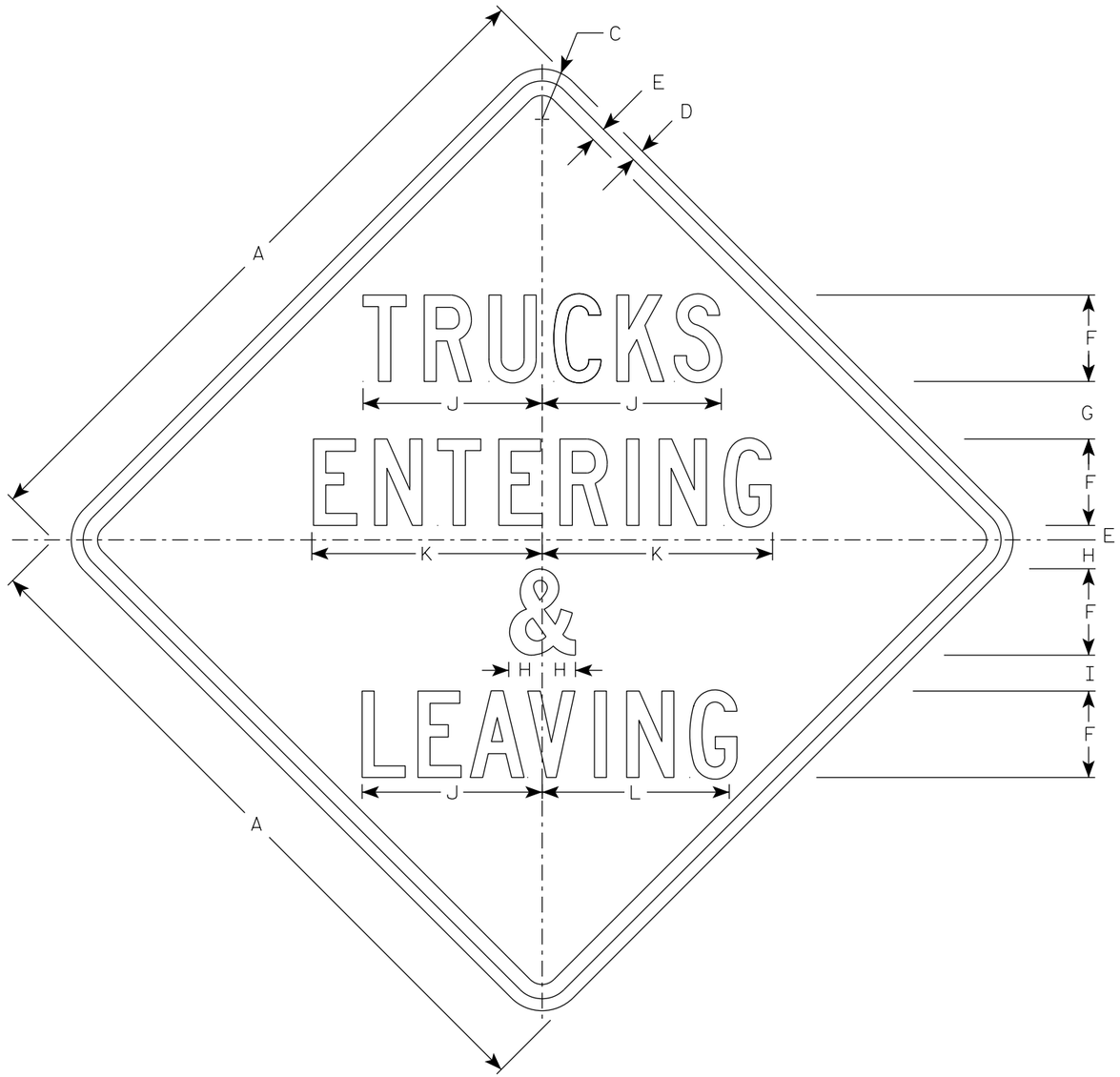
STANDARD SIGN
WO1-6

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



W08-6A

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	1/2	5/8	4 1/2	3	1 1/2	1 7/8	9 3/8	12	9 3/4															9.0
2S	48		3	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16.0
2M	48		3	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16.0
3	48		3	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16.0
4	48		3	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16.0
5	48		3	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16.0

STANDARD SIGN

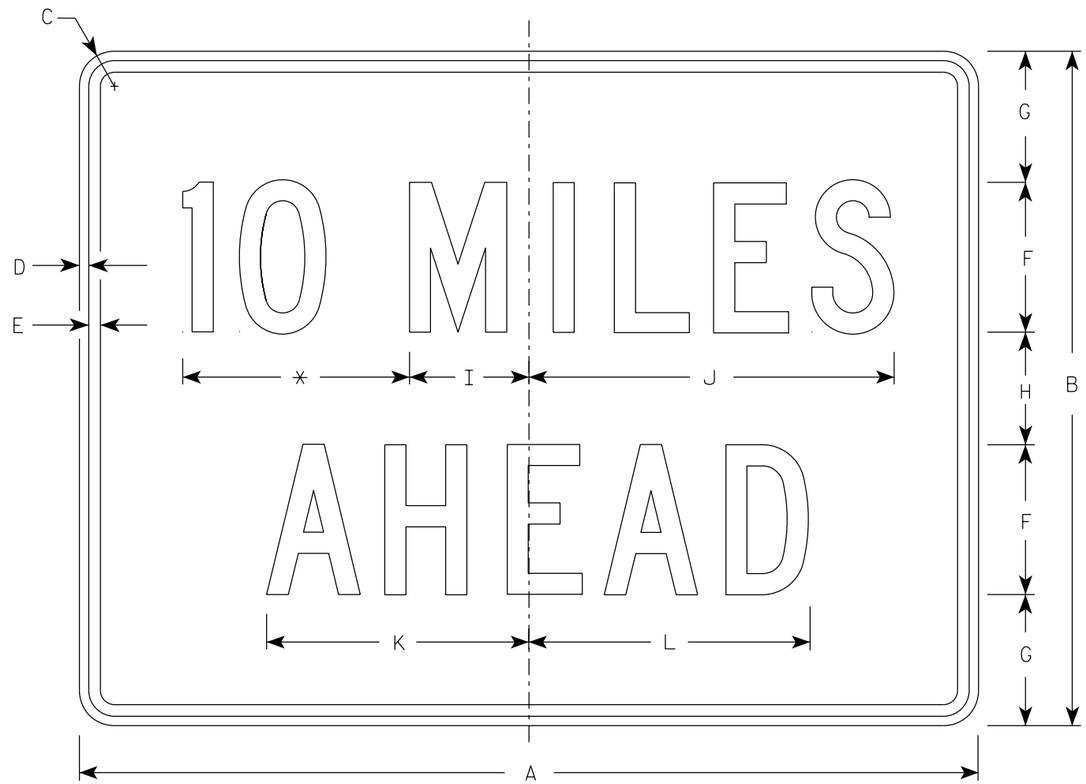
W08-6A

WISCONSIN DEPT OF TRANSPORTATION

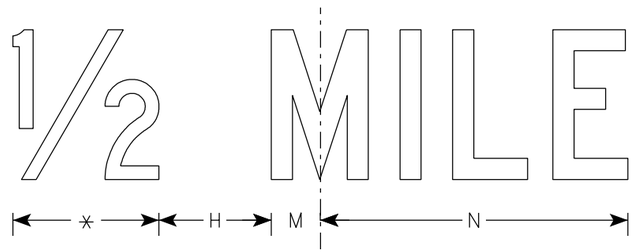
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/2024 PLATE NO. W08-6A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | 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

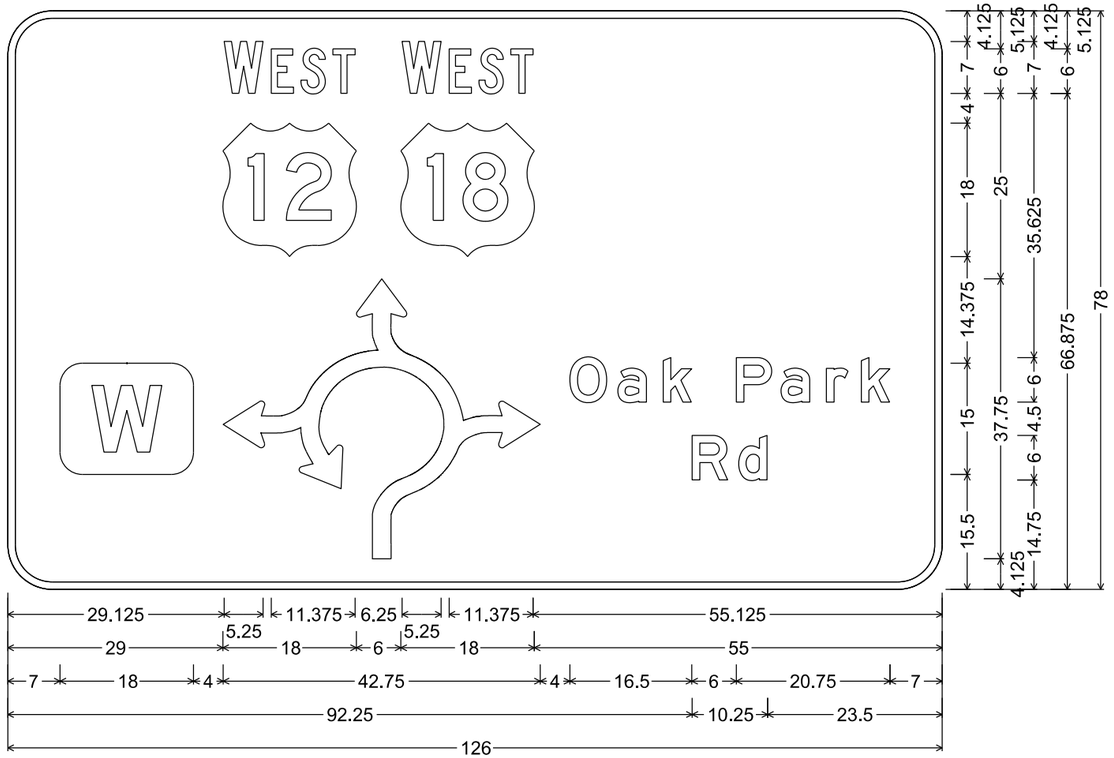
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 E

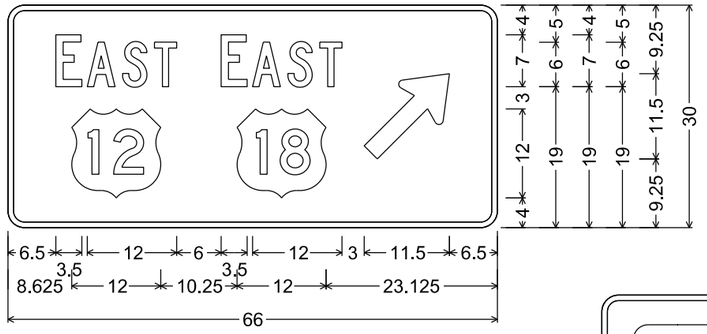
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted

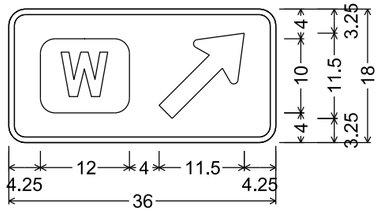


D1-62; 6.000" Radius, 1.000" Border,
"WEST", C; "WEST", C; "Oak", E; "Park", E; "Rd", E

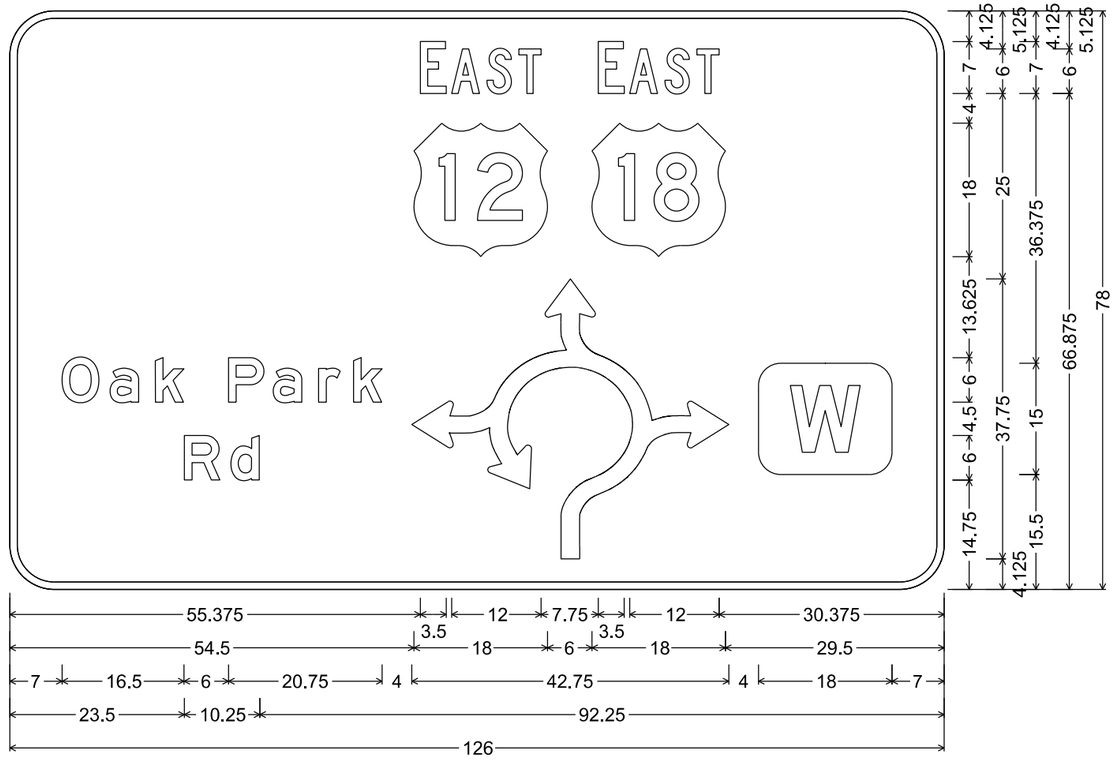
D1-1; 2.250" Radius, 0.750" Border,
"Oak", E; "Park", E; "Rd", E



D1-1; 2.250" Radius, 0.750" Border,
"EAST", C; "EAST", C



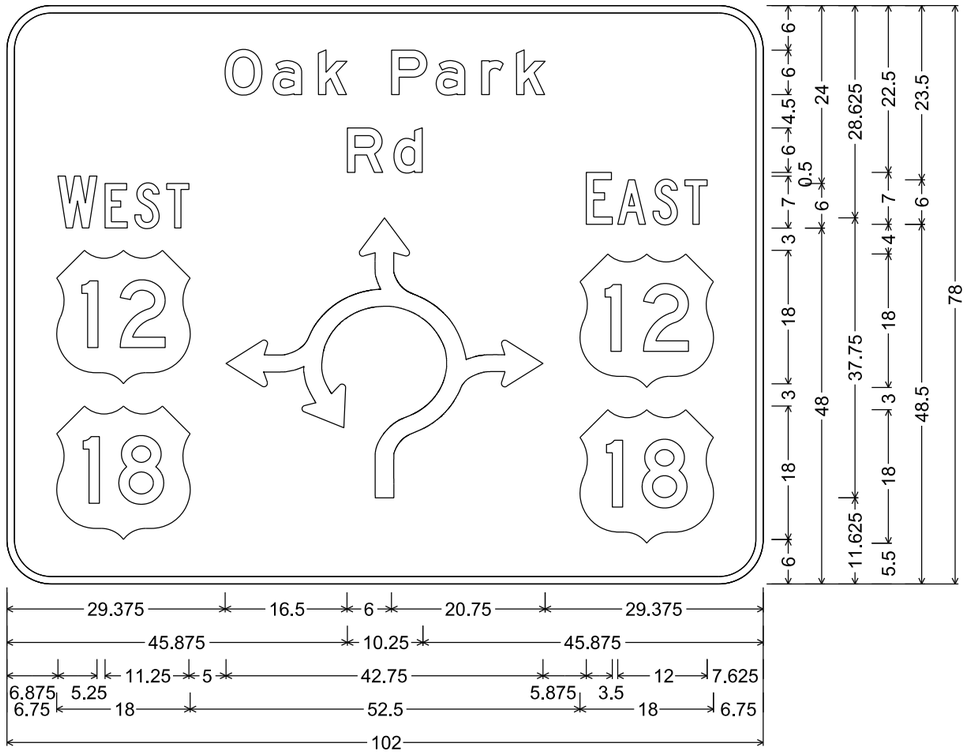
D1-1; 2.250" Radius, 0.750" Border



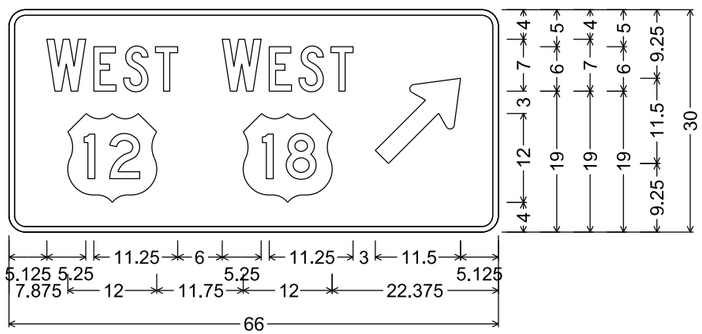
D1-62; 6.000" Radius, 1.000" Border,
"EAST", C; "EAST", C; "Oak", E; "Park", E; "Rd", E

NOTES

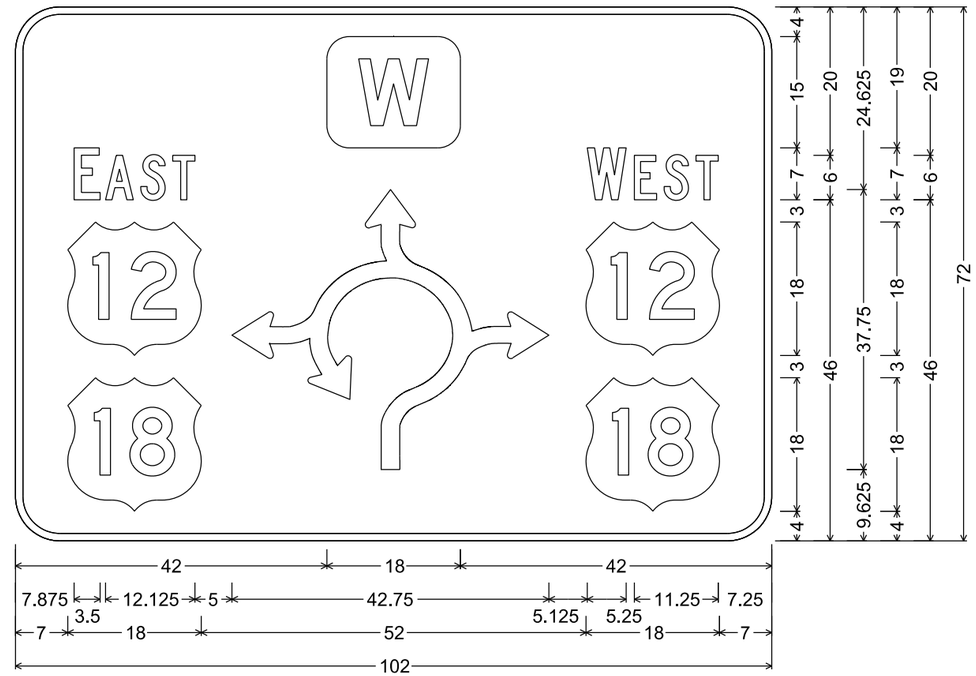
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted



D1-62; 6.000" Radius, 1.000" Border
"Oak", E; "Park", E; "Rd", E; "WEST", C; "EAST", C



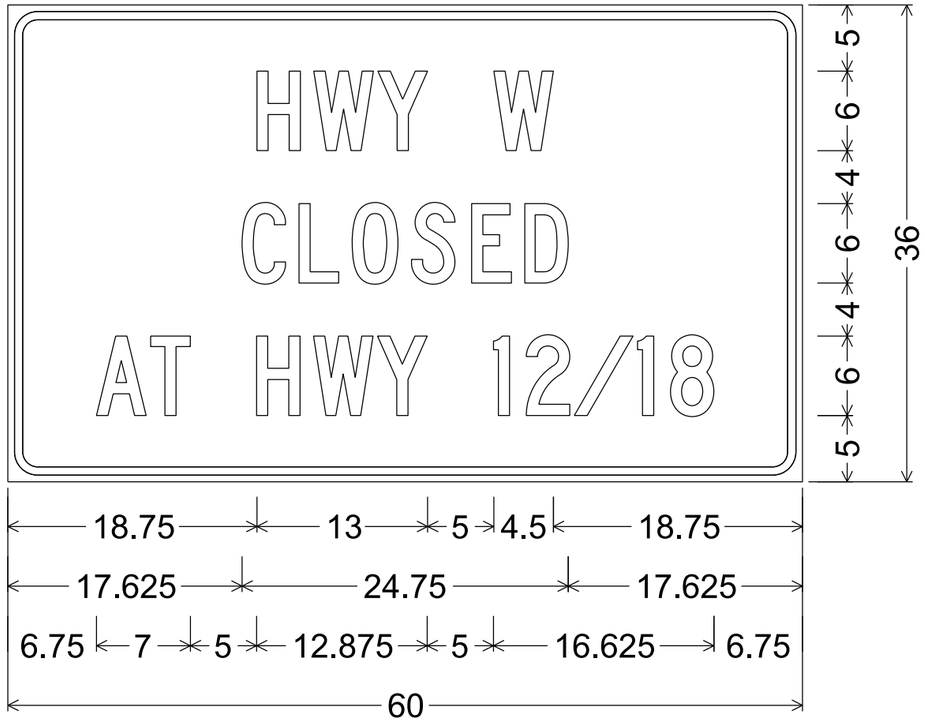
D1-1; 2.250" Radius, 0.750" Border,
"WEST", C; "WEST", C



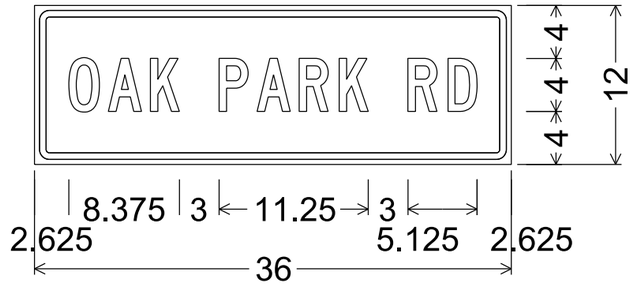
D1-62; 6.000" Radius, 1.000" Border
"EAST", C; "WEST", C

NOTES

1. Fixed Message Signs Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



2.250" Radius, 0.625" Border, 0.500" Indent



1.125" Radius, 0.500" Border, 0.375" Indent

7

7

STAGE 1 - USH 12 'EX'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
558+61.19	55861.19	0.00	1.01	0.00	0.00	0	0	0	0	0	0
559+50.00	55950.00	88.81	0.84	0.00	0.32	3	0	1	3	1	2
560+00.00	56000.00	50	11.45	0.00	0.46	11	0	1	14	3	12
560+50.00	56050.00	50	12.09	0.00	4.99	22	0	5	36	9	27
561+00.00	56100.00	50	10.21	0.00	20.75	21	0	24	57	39	18
561+50.00	56150.00	50	10.61	0.00	19.45	19	0	37	76	85	-9
562+00.00	56200.00	50	9.61	0.00	37.73	19	0	53	95	151	-56
562+50.00	56250.00	50	10.16	0.00	58.13	18	0	89	113	263	-150
563+00.00	56300.00	50	10.26	0.00	57.23	19	0	107	132	396	-264
563+50.00	56350.00	50	13.08	0.00	28.20	22	0	79	154	495	-341
564+00.00	56400.00	50	11.37	0.00	42.49	23	0	65	177	576	-399
564+50.00	56450.00	50	11.13	0.00	29.81	21	0	67	198	660	-462
565+00.00	56500.00	50	11.68	0.00	17.10	21	0	43	219	714	-495
565+50.00	56550.00	50	11.68	0.00	8.95	22	0	24	241	744	-503
566+00.00	56600.00	50	9.66	0.00	2.77	20	0	11	261	758	-497
566+50.00	56650.00	50	8.08	0.00	4.51	16	0	7	277	766	-489
567+00.00	56700.00	50	7.28	0.00	3.37	14	0	7	291	775	-484
567+50.00	56750.00	50	6.69	0.00	2.45	13	0	5	304	781	-477
568+00.00	56800.00	50	6.59	0.00	1.20	12	0	3	316	785	-469
568+50.00	56850.00	50	6.47	0.00	0.83	12	0	2	328	788	-460
569+00.00	56900.00	50	6.78	0.00	0.30	12	0	1	340	789	-449
569+37.21	56937.21	37.21	5.49	0.00	0.55	8	0	1	348	790	-442
574+13.45	57413.45	476.24	37.82	0.00	0.00				348	790	-442
574+50.00	57450.00	36.55	19.28	0.00	2.48	39	0	2	387	793	-406
575+00.00	57500.00	50	21.84	0.00	1.48	38	0	4	425	798	-373
575+50.00	57550.00	50	24.15	0.00	2.73	43	0	4	468	803	-335
576+00.00	57600.00	50	29.66	0.00	2.51	50	0	5	518	809	-291
576+50.00	57650.00	50	32.52	0.00	2.26	58	0	4	576	814	-238
577+00.00	57700.00	50	25.75	0.00	2.67	54	0	5	630	820	-190
577+50.00	57750.00	50	13.72	0.00	2.97	37	0	5	667	826	-159
578+00.00	57800.00	50	13.24	0.00	3.18	25	0	6	692	834	-142
578+50.00	57850.00	50	12.65	0.00	3.15	24	0	6	716	841	-125
579+00.00	57900.00	50	13.70	0.00	0.58	24	0	3	740	845	-105
579+50.00	57950.00	50	15.58	0.00	0.00	27	0	1	767	846	-79
580+00.00	58000.00	50	14.46	0.00	0.00	28	0	0	795	846	-51
580+50.00	58050.00	50	0.79	0.00	0.01	14	0	0	809	846	-37
581+11.66	58111.66	61.66	0.75	0.00	0.00	2	0	0	811	846	-35

STAGE 2 - USH 12 'EB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
561+19.16	56119.16	0.00	44.64	11.16	8.87	0	0	0	0	0	0
561+50.00	56150.00	30.84	52.06	11.19	9.00	55	13	10	55	13	30
562+00.00	56200.00	50	49.35	11.22	12.51	94	21	20	149	38	78
562+50.00	56250.00	50	49.55	11.35	12.22	92	21	23	241	66	120
563+00.00	56300.00	50	53.42	11.52	9.30	95	21	20	336	91	169
563+50.00	56350.00	50	55.72	11.78	10.93	101	22	19	437	115	224
564+00.00	56400.00	50	58.54	11.83	11.04	106	22	20	543	140	283
564+50.00	56450.00	50	60.88	12.01	26.97	111	22	35	654	184	328
565+00.00	56500.00	50	63.09	11.93	38.44	115	22	61	769	260	345
565+50.00	56550.00	50	64.20	11.73	52.39	118	22	84	887	365	336
566+00.00	56600.00	50	60.93	10.40	67.96	116	20	111	1003	504	293
566+12.92	56612.92	12.92	60.79	9.86	70.89	29	5	33	1032	545	276
574+64.12	57464.12	851.2	129.14	11.24	2.29				1032	545	276
575+00.00	57500.00	35.88	135.12	11.42	3.34	176	15	4	1208	550	432
575+50.00	57550.00	50	134.75	11.46	3.62	250	21	6	1458	558	654
576+00.00	57600.00	50	110.45	11.14	3.60	227	21	7	1685	566	851
576+50.00	57650.00	50	77.58	11.30	2.00	174	21	5	1859	573	998
577+00.00	57700.00	50	53.99	11.43	1.61	122	21	3	1981	576	1095
577+50.00	57750.00	50	53.42	11.17	1.22	99	21	3	2080	580	1169
578+00.00	57800.00	50	52.07	11.09	2.57	98	21	4	2178	585	1241
578+50.00	57850.00	50	52.29	11.31	2.69	97	21	5	2275	591	1311
578+68.21	57868.21	18.21	53.64	11.21	0.01	36	8	1	2311	593	1338

STAGE 2 - W-OAK PARK 'NB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
207+59.63	20759.63	0.00	67.63	2.72	68.91	0	0	0	0	0	0
208+00.00	20800.00	40.37	39.61	5.48	49.40	80	6	88	80	110	-36
208+50.00	20850.00	50	43.65	5.23	15.47	77	10	60	157	185	-44
209+00.00	20900.00	50	55.31	6.27	8.16	92	11	22	249	213	10
209+50.00	20950.00	50	40.90	7.06	7.98	89	12	15	338	231	68
210+00.00	21000.00	50	32.56	6.59	7.90	68	13	15	406	250	104
210+13.59	21013.59	13.59	31.98	6.33	7.92	16	3	4	422	255	112
210+18.58	21018.58	4.99	44.57	7.93	20.34	7	1	3	429	259	114
210+50.00	21050.00	31.42	50.28	7.88	15.13	55	9	21	484	285	134
211+00.00	21100.00	50	58.07	7.67	11.17	100	14	24	584	315	190
211+50.00	21150.00	50	67.60	8.09	6.76	116	15	17	700	336	270
212+00.00	21200.00	50	81.31	7.90	5.38	138	15	11	838	350	379
212+25.00	21225.00	25	68.08	8.21	4.84	69	7	5	907	356	435
212+50.00	21250.00	25	72.84	8.23	2.26	65	8	3	972	360	488
213+00.00	21300.00	50	71.13	7.89	2.80	133	15	5	1105	366	600
213+38.43	21338.43	38.43	69.87	7.67	1.50	100	11	3	1205	370	685

STAGE 2 - W-OAK PARK 'SB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
207+68.79	20768.79	0.00	7.93	0.00	115.10	0	0	0	0	0	0
208+00.00	20800.00	31.21	5.99	2.96	56.72	8	2	99	8	124	-118
208+50.00	20850.00	50	17.19	3.09	18.94	21	6	70	29	211	-190
209+00.00	20900.00	50	15.19	1.80	7.54	30	5	25	59	243	-197
209+50.00	20950.00	50	7.37	0.87	11.50	21	2	18	80	265	-200
210+00.00	21000.00	50	7.21	1.09	15.22	13	2	25	93	296	-220
210+16.91	21016.91	16.91	9.64	1.56	14.84	5	1	9	98	308	-228

STAGE 2 - ROUNDABOUT 'RAB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
10+00.00	1000.00	0.00	9.88	9.88	102.82	0	0	0	0	0	0
10+15.56	1015.56	15.56	71.09	14.18	0.00	23	7	30	23	38	-22
10+25.00	1025.00	9.44	140.99	63.95	0.00	37	14	0	60	38	2
10+31.34	1031.34	6.34	134.88	61.05	0.00	32	15	0	92	38	19
11+63.60	1163.60	0	118.88	59.31	0.00				92	38	19
11+75.00	1175.00	11.4	98.50	51.62	0.00	46	23	0	138	38	42
11+81.61	1181.61	6.61	83.39	39.73	0.00	22	11	0	160	38	53
11+92.00	1192.00	10.39	57.44	33.92	76.67	27	14	15	187	56	47
12+00.00	1200.00	8	47.15	32.52	50.05	15	10	19	202	80	28
12+09.16	1209.16	9.16	123.64	32.30	78.99	29	11	22	231	108	19
12+09.69	1209.69	0.53	118.36	32.34	81.15	2	1	2	233	110	17
12+12.50	1212.50	2.81	90.82	32.65	76.85	11	3	8	244	120	15
12+24.14	1224.14	11.64	35.71	36.03	58.27	27	15	29	271	156	-9
12+36.37	1236.37	12.23	50.85	47.20	26.63	20	19	19	291	180	-32
12+50.00	1250.00	13.63	50.73	49.62	24.00	26	24	13	317	196	-46
12+64.78	1264.78	14.78	20.25	20.25	37.48	19	19	17	336	218	-68
12+75.00	1275.00	10.22	12.39	12.39	139.16	6	6	33	342	259	-109
12+88.12	1288.12	13.12	17.11	9.60	237.58	7	5	92	349	374	-222
13+00.00	1300.00	11.88	11.41	8.59	255.90	6	4	109	355	510	-356
13+05.38	1305.38	5.38	23.89	8.31	267.28	4	2	52	359	575	-419
13+17.22	1317.22	11.84	8.07	8.07	214.57	7	4	106	366	708	-549
13+25.00	1325.00	7.78	8.19	8.19	174.33	2	2	56	368	778	-619
13+26.79	1326.79	1.79	8.26	8.26	166.07	1	1	11	369	791	-632
13+45.57	1345.57	18.78	9.88	9.88	102.82	6	6	94	375	909	-750

STAGE 2 - USH 12 'EX' - STAGE 2 WIDENING

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
558+80.73	55880.73	0.00	1.51	0.00	0.00	0	0	0	0	0	0
559+00.00	55900.00	19.27	1.58	0.00	0.00	1	0	0	1	0	1
559+50.00	55950.00	50	1.57	0.00	0.00	3	0	0	4	0	4
560+00.00	56000.00	50	9.27	0.00	0.36	10	0	0	14	0	14
560+50.00	56050.00	50	11.83	0.00	0.81	20	0	1	34	1	33
561+00.00	56100.00	50	11.42	0.00	11.94	22	0	12	56	16	40
561+17.60	56117.60	17.6	11.24	0.00	16.27	7	0	9	63	28	36
578+60.42	57860.42	1742.82	0.00	0.00	0.00				63	28	36
579+00.00	57900.00	39.58	0.00	0.00	0.00	0	0	0	63	28	36
579+50.00	57950.00	50	0.00	0.00	0.00	0	0	0	63	28	36
580+00.00	58000.00	50	0.00	0.00	0.00	0	0	0	63	28	36
580+50.00	58050.00	50	0.00	0.00	0.00	0	0	0	63	28	36
581+00.00	58100.00	50	0.00	0.00	0.00	0	0	0	63	28	36
581+07.25	58107.25	7.25	0.00	0.00	0.00	0	0	0	63	28	36

STAGE 2 - USH 12 ENTRY 'EB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
567+92.66	56792.66	0.00	64.14	9.23	0.00	0	0	0	0	0	0
568+00.00	56800.00	7.34	63.22	8.39	0.00	17	2	0	17	0	15
568+50.00	56850.00	50	32.91	0.00	0.60	89	8	1	106	1	95
569+00.00	56900.00	50	7.10	0.00	14.68	37	0	14	143	19	114
569+50.00	56950.00	50	34.66	0.00	7.69	39	0	21	182	45	127
569+63.75	56963.75	13.75	44.81	7.01	0.00	20	2	2	202	48	143

STAGE 2 - USH 12 'WB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
566+12.53	56612.53	0.00	51.48	6.84	70.55	0	0	0	0	0	0
566+50.00	56650.00	37.47	48.91	7.04	92.56	70	10	113	70	141	-81
567+00.00	56700.00	50	41.10	3.91	116.13	83	10	193	153	383	-250
567+50.00	56750.00	50	28.87	0.00	126.36	65	4	225	218	664	-470
568+00.00	56800.00	50	12.26	0.00	134.60	38	0	242	256	966	-734
568+25.00	56825.00	25	8.27	0.00	160.06	10	0	136	266	1136	-894
568+50.00	56850.00	25	8.53	0.00	164.93	8	0	150	274	1324	-1074
569+00.00	56900.00	50	11.42	0.00	170.35	18	0	310	292	1711	-1443
569+50.00	56950.00	50	17.60	0.00	192.96	27	0	336	319	2131	-1836
569+72.24	56972.24	22.24	16.10	0.00	120.19	14	0	129	333	2293	-1984
571+17.55	57117.55	145.31	95.66	0.00	44.44				333	2293	-1984
571+50.00	57150.00	32.45	102.27	4.75	21.26	119	3	39	452	2341	-1916
572+00.00	57200.00	50	94.09	7.73	9.86	182	12	29	634	2378	-1783
572+50.00	57250.00	50	91.91	9.14	2.50	172	16	11	806	2391	-1640
573+00.00	57300.00	50	81.88	7.82	2.87	161	16	5	967	2398	-1502
573+50.00	57350.00	50	80.45	7.79	2.56	150	14	5	1117	2404	-1372
574+00.00	57400.00	50	94.54	9.11	1.14	162	16	3	1279	2408	-1230
574+50.00	57450.00	50	118.90	9.40	1.14	198	17	2	1477	2410	-1051
574+66.74	57466.74	16.74	123.99	9.55	2.03	75	6	1	1552	2411	-983

STAGE 3 - USH 12 'EB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
									1.00	1.25	
						NOTE 1	NOTE 2	NOTE 3	NOTE 1		NOTE 8
561+19.16	56119.16	0.00	69.39	11.47	0.00	0	0	0	0	0	0
561+50.00	56150.00	30.84	67.32	11.37	0.00	78	13	0	78	0	65
562+00.00	56200.00	50.00	72.98	11.12	0.00	130	21	0	208	0	174
562+50.00	56250.00	50.00	75.72	11.07	0.00	138	21	0	346	0	291
563+00.00	56300.00	50.00	80.33	10.94	0.00	144	20	0	490	0	415
563+50.00	56350.00	50.00	80.55	10.76	0.00	149	20	0	639	0	544
564+00.00	56400.00	50.00	82.14	10.49	0.00	151	20	0	790	0	675
564+50.00	56450.00	50.00	79.41	10.51	0.00	150	19	0	940	0	806
565+00.00	56500.00	50.00	75.55	10.56	0.00	143	20	0	1083	0	929
565+50.00	56550.00	50.00	72.49	13.34	0.00	137	22	0	1220	0	1044
566+00.00	56600.00	50.00	67.66	13.99	0.00	130	25	0	1350	0	1149
566+50.00	56650.00	50.00	90.46	18.99	0.00	146	31	0	1496	0	1264
567+00.00	56700.00	50.00	104.04	23.32	0.00	180	39	0	1676	0	1405
567+50.00	56750.00	50.00	155.06	28.63	0.00	240	48	0	1916	0	1597
568+00.00	56800.00	50.00	255.41	30.05	0.00	380	54	0	2296	0	1923
568+50.00	56850.00	50.00	333.89	29.47	0.00	546	55	0	2842	0	2414
569+00.00	56900.00	50.00	337.58	29.18	0.00	622	54	0	3464	0	2982
569+56.62	56956.62	56.62	275.24	34.89	0.01	643	67	0	4107	0	3558
569+63.75	56963.75	7.13	260.74	36.79	0.06	71	9	0	4178	0	3620
571+06.58	57106.58	142.83	98.35	20.29	0.67				4178	0	3620
571+50.00	57150.00	43.42	99.13	27.38	0.00	159	38	1	4337	1	3740
572+00.00	57200.00	50.00	90.23	20.39	0.21	175	44	0	4512	1	3871
572+50.00	57250.00	50.00	90.08	19.51	0.01	167	37	0	4679	1	4001
573+00.00	57300.00	50.00	72.98	18.77	0.03	151	35	0	4830	1	4117
573+50.00	57350.00	50.00	64.10	17.36	0.16	127	33	0	4957	1	4211
574+00.00	57400.00	50.00	60.64	18.68	2.61	115	33	3	5072	5	4289
574+50.00	57450.00	50.00	66.55	12.89	0.00	118	29	2	5190	8	4376
575+00.00	57500.00	50.00	67.37	10.98	0.00	124	22	0	5314	8	4478
575+50.00	57550.00	50.00	71.00	11.19	0.00	128	21	0	5442	8	4585
576+00.00	57600.00	50.00	71.38	10.96	0.00	132	21	0	5574	8	4696
576+50.00	57650.00	50.00	69.10	11.23	0.00	130	21	0	5704	8	4805
577+00.00	57700.00	50.00	65.64	11.15	0.00	125	21	0	5829	8	4909
577+50.00	57750.00	50.00	64.37	11.09	0.00	120	21	0	5949	8	5008
578+00.00	57800.00	50.00	65.69	11.21	0.00	120	21	0	6069	8	5107
578+50.00	57850.00	50.00	67.38	11.30	0.00	123	21	0	6192	8	5209
578+68.21	57868.21	18.21	67.96	0.00	0.00	46	4	0	6238	8	5251

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9

PROJECT NO: 3080-01-78 | HWY: USH 12 | COUNTY: DANE | EARTHWORK DATA | SHEET 216 | E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090101-EW.DWG
LAYOUT NAME - 090201-ew

PLOT DATE : 7/7/2025 8:48 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1:1

WISDOT/CADDS SHEET 49

STAGE 3 - W-OAK PARK RD 'NB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
200+97.32	20097.32	0.00	54.87	9.40	0.00	0	0	0	0	0	0
201+00.00	20100.00	2.68	55.49	9.40	0.00	5	1	0	5	0	4
201+50.00	20150.00	50.00	65.33	9.47	1.46	112	17	1	117	1	98
202+00.00	20200.00	50.00	66.16	9.02	1.27	122	17	3	239	5	199
202+50.00	20250.00	50.00	63.31	9.39	1.71	120	17	3	359	9	298
203+00.00	20300.00	50.00	60.13	9.43	4.66	114	17	6	473	16	388
203+50.00	20350.00	50.00	60.99	9.39	9.98	112	17	14	585	34	465
204+00.00	20400.00	50.00	41.60	9.60	15.62	95	18	24	680	64	512
204+13.24	20413.24	13.24	36.57	9.67	18.34	19	5	8	699	74	516
204+13.44	20413.44	0.20	35.42	9.67	0.06	0	0	0	699	74	516
204+50.00	20450.00	36.56	31.68	9.73	0.00	45	13	0	744	74	548
205+00.00	20500.00	50.00	28.18	9.71	9.43	55	18	9	799	85	574
205+25.00	20525.00	25.00	53.83	11.02	25.74	38	10	16	837	105	582
205+35.00	20535.00	10.00	80.89	11.40	27.21	25	4	10	862	118	591
205+50.00	20550.00	15.00	81.19	12.64	15.46	45	7	12	907	133	614
205+75.00	20575.00	25.00	108.54	34.34	10.16	88	22	12	995	148	665
206+00.00	20600.00	25.00	176.54	43.09	1.74	132	36	6	1127	155	753
206+17.19	20617.19	17.19	115.90	24.40	1.48	93	21	1	1220	156	824

STAGE 3 - W-OAK PARK 'SB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
204+12.83	20412.83	0.00	1.10	0.00	18.29	0	0	0	0	0	0
204+50.00	20450.00	37.17	0.00	0.00	38.79	1	0	39	1	49	-48
205+00.00	20500.00	50	0.00	0.00	67.57	0	0	98	1	171	-170
205+50.00	20550.00	50	0.00	0.00	114.17	0	0	168	1	381	-380
205+75.00	20575.00	25	0.00	0.00	132.25	0	0	114	1	524	-523
206+00.00	20600.00	25	5.60	0.00	111.26	3	0	113	4	665	-661
206+21.88	20621.88	21.88	213.65	3.71	5.99	89	2	48	93	725	-634

STAGE 3 - ROUNDABOUT 'RAB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
10+31.34	1031.34	0.00	185.83	77.73	27.50	0	0	0	0	0	0
10+40.22	1040.22	8.88	327.99	85.01	27.50	84	27	9	84	11	46
10+50.00	1050.00	9.78	180.82	68.95	27.50	92	28	10	176	24	97
10+69.64	1069.64	19.64	127.78	56.40	27.50	112	46	20	288	49	138
10+75.00	1075.00	5.36	146.51	59.89	27.50	27	12	5	315	55	147
10+85.79	1085.79	10.79	150.54	65.89	27.50	59	25	11	374	69	167
10+98.65	1098.65	12.86	127.22	56.46	27.50	66	29	13	440	85	188
11+00.00	1100.00	1.35	130.22	57.52	27.50	6	3	1	446	86	190
11+10.13	1110.13	10.13	160.77	68.88	27.50	55	24	10	501	99	208
11+25.00	1125.00	14.87	187.00	64.60	27.50	96	37	15	597	118	249
11+37.50	1137.50	12.5	171.84	67.28	27.50	83	31	13	680	134	284
11+50.00	1150.00	12.5	138.82	58.73	27.50	72	29	13	752	150	311
11+63.47	1163.47	13.47	120.12	59.37	27.50	65	29	14	817	168	330

STAGE 4 - CENTER ISLAND 'RAB'

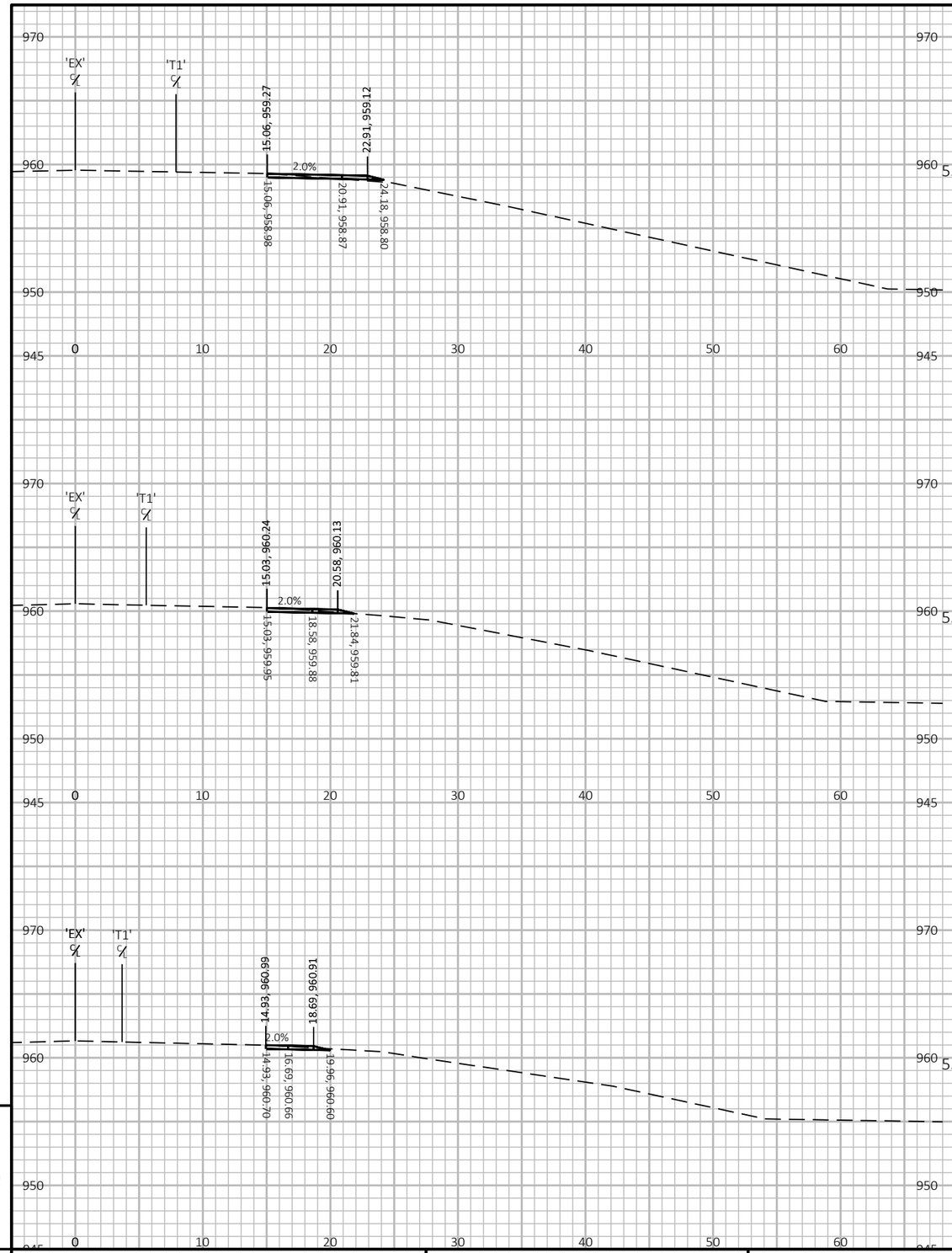
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
10+00.00	1000.00	0.00	0.00	0.00	183.89	0	0	0	0	0	0
10+12.50	1012.50	12.50	0.00	0.00	149.04	0	0	77	0	96	-96
10+25.00	1025.00	12.50	0.00	0.00	157.22	0	0	71	0	185	-185
10+37.50	1037.50	12.50	0.00	0.00	150.37	0	0	71	0	274	-274
10+50.00	1050.00	12.50	0.00	0.00	144.25	0	0	68	0	359	-359
10+62.50	1062.50	12.50	0.00	0.00	138.96	0	0	66	0	441	-441
10+75.00	1075.00	12.50	0.00	0.00	134.55	0	0	63	0	520	-520
10+87.50	1087.50	12.50	0.00	0.00	131.07	0	0	61	0	596	-596
11+00.00	1100.00	12.50	0.00	0.00	129.08	0	0	60	0	671	-671
11+12.50	1112.50	12.50	0.00	0.00	129.19	0	0	60	0	746	-746
11+25.00	1125.00	12.50	0.00	0.00	131.39	0	0	60	0	821	-821
11+37.50	1137.50	12.50	0.00	0.00	135.37	0	0	62	0	899	-899
11+50.00	1150.00	12.50	0.00	0.00	140.95	0	0	64	0	979	-979
11+62.50	1162.50	12.50	0.00	0.00	147.89	0	0	67	0	1063	-1063
11+75.00	1175.00	12.50	0.00	0.00	155.68	0	0	70	0	1150	-1150
11+87.50	1187.50	12.50	0.00	0.00	163.30	0	0	74	0	1243	-1243
12+00.00	1200.00	12.50	0.00	0.00	170.13	0	0	77	0	1339	-1339
12+12.50	1212.50	12.50	0.00	0.00	175.92	0	0	80	0	1439	-1439
12+25.00	1225.00	12.50	0.00	0.00	180.95	0	0	83	0	1543	-1543
12+37.50	1237.50	12.50	0.00	0.00	185.37	0	0	85	0	1649	-1649
12+50.00	1250.00	12.50	0.00	0.00	189.93	0	0	87	0	1758	-1758
12+62.50	1262.50	12.50	0.00	0.00	201.31	0	0	91	0	1871	-1871
12+75.00	1275.00	12.50	0.00	0.00	215.51	0	0	96	0	1991	-1991
12+87.50	1287.50	12.50	0.00	0.00	248.13	0	0	107	0	2125	-2125
13+00.00	1300.00	12.50	0.00	0.00	270.10	0	0	120	0	2275	-2275
13+12.50	1312.50	12.50	0.00	0.00	272.05	0	0	125	0	2431	-2431
13+25.00	1325.00	12.50	0.00	0.00	253.83	0	0	122	0	2584	-2584
13+37.50	1337.50	12.50	0.00	0.00	215.42	0	0	109	0	2720	-2720
13+45.58	1345.58	8.08	0.00	0.00	183.89	0	0	60	0	2795	-2795

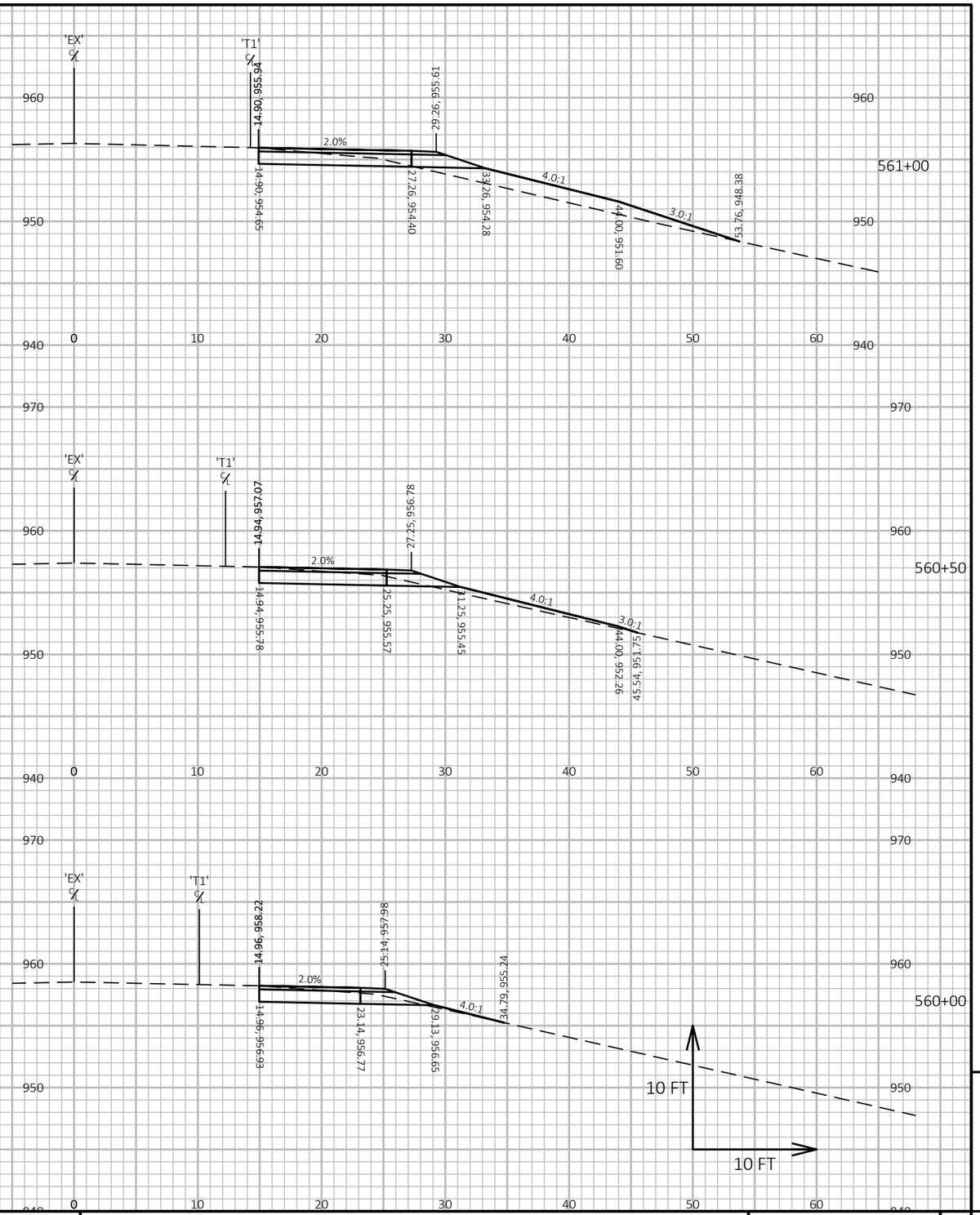
STAGE 4 - ROUNDABOUT WIDENING 'NE'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
0+28.45	28.45	0.00	0.20	0.00	7.26	0	0	0	0	0	0
0+50.00	50.00	21.55	0.36	0.00	4.44	0	0	5	0	6	-6
0+75.00	75.00	25	10.86	0.00	1.29	5	0	3	5	10	-5
1+00.00	100.00	25	10.04	0.00	4.96	10	0	3	15	14	1
1+25.00	125.00	25	2.62	0.00	7.14	6	0	6	21	21	0
1+50.00	150.00	25	0.05	0.00	20.77	1	0	13	22	38	-16
1+75.00	175.00	25	0.26	0.00	12.86	0	0	16	22	58	-36
1+91.34	191.34	16.34	1.41	0.00	5.74	1	0	6	23	65	-42

STAGE 4 - USH 12 'EB'

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.00 NOTE 1	1.25	NOTE 8
561+19.54	56119.54	0.00	23.70	0.00	0.10	0	0	0	0	0	0
561+50.00	56150.00	30.46	20.03	0.00	0.00	25	0	0	25	0	25
562+00.00	56200.00	50.00	22.39	0.00	0.01	39	0	0	64	0	64
562+50.00	56250.00	50.00	20.37	0.00	0.06	40	0	0	104	0	104
563+00.00	56300.00	50.00	18.39	0.00	0.00	36	0	0	140	0	140
563+50.00	56350.00	50.00	17.74	0.00	0.00	33	0	0	173	0	173
564+00.00	56400.00	50.00	14.83	0.00	0.00	30	0	0	203	0	203
564+50.00	56450.00	50.00	14.93	0.00	0.00	28	0	0	231	0	231
565+00.00	56500.00	50.00	3.20	0.00	0.00	17	0	0	248	0	248
565+50.00	56550.00	50.00	0.26	0.00	6.17	3	0	6	251	8	244
565+62.33	56562.33	12.33	0.14	0.00	0.14	0	0	1	251	9	242
574+65.06	57465.06	902.73	0.27	0.00	3.54				251	9	242
574+75.00	57475.00	9.94	0.25	0.00	2.82	0	0	1	251	10	241
575+00.00	57500.00	25.00	0.43	0.00	1.23	0	0	2	251	13	239
575+50.00	57550.00	50.00	2.93	0.00	0.15	3	0	1	254	14	240
576+00.00	57600.00	50.00	6.38	0.00	0.18	9	0	0	263	14	249
576+50.00	57650.00	50.00	9.65	0.00	0.17	15	0	0	278	14	264
577+00.00	57700.00	50.00	10.81	0.00	0.08	19	0	0	297	14	283
577+50.00	57750.00	50.00	12.63	0.00	0.00	22	0	0	319	14	305
578+00.00	57800.00	50.00	13.52	0.00	0.00	24	0	0	343	14	329
578+50.00	57850.00	50.00	13.73	0.00	0.00	25	0	0	368	14	354
578+67.85	57867.85	17.85	14.76	0.00	0.01	9	0	0	377	14	363





PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING - 'EX'	SHEET 220	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 1 TEMP.DWG
LAYOUT NAME - 090201-xs_stage 1 temp

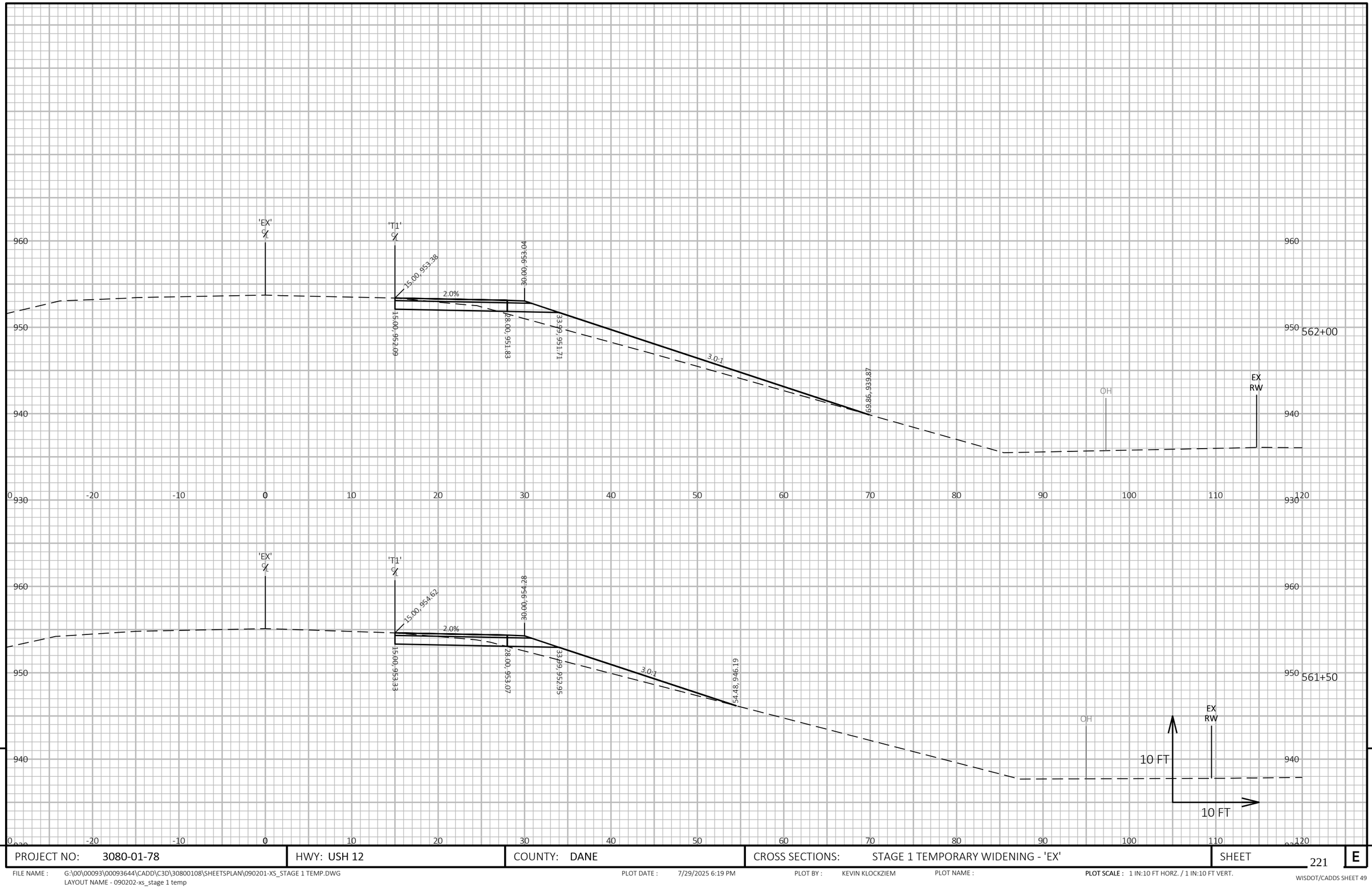
PLOT DATE : 7/29/2025 6:19 PM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING - 'EX'	SHEET 221	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 1 TEMP.DWG
LAYOUT NAME - 090202-xs_stage 1 temp

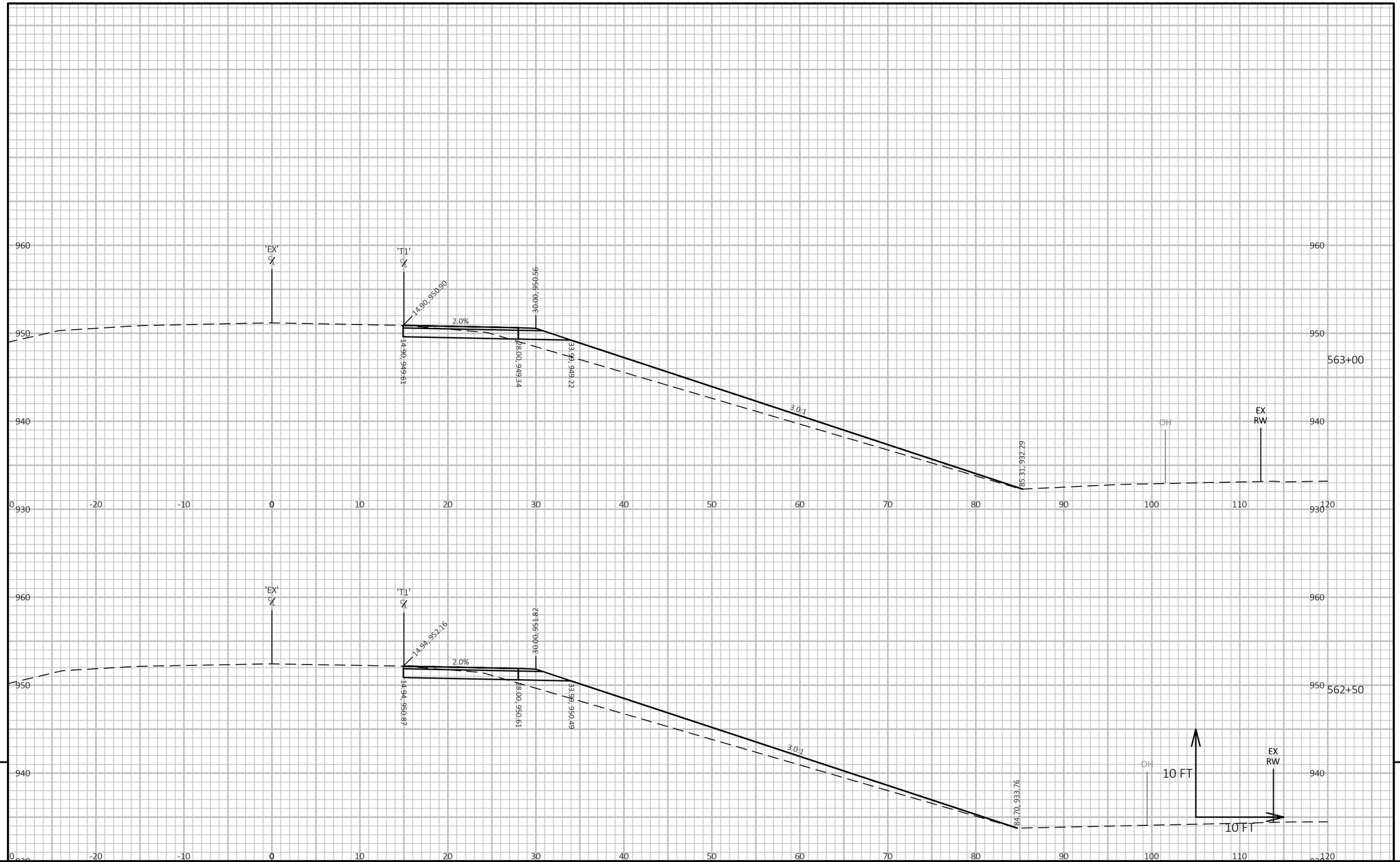
PLOT DATE : 7/29/2025 6:19 PM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING - 'EX'	SHEET 222	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 1 TEMP.DWG
LAYOUT NAME - 090203-xs_stage 1 temp

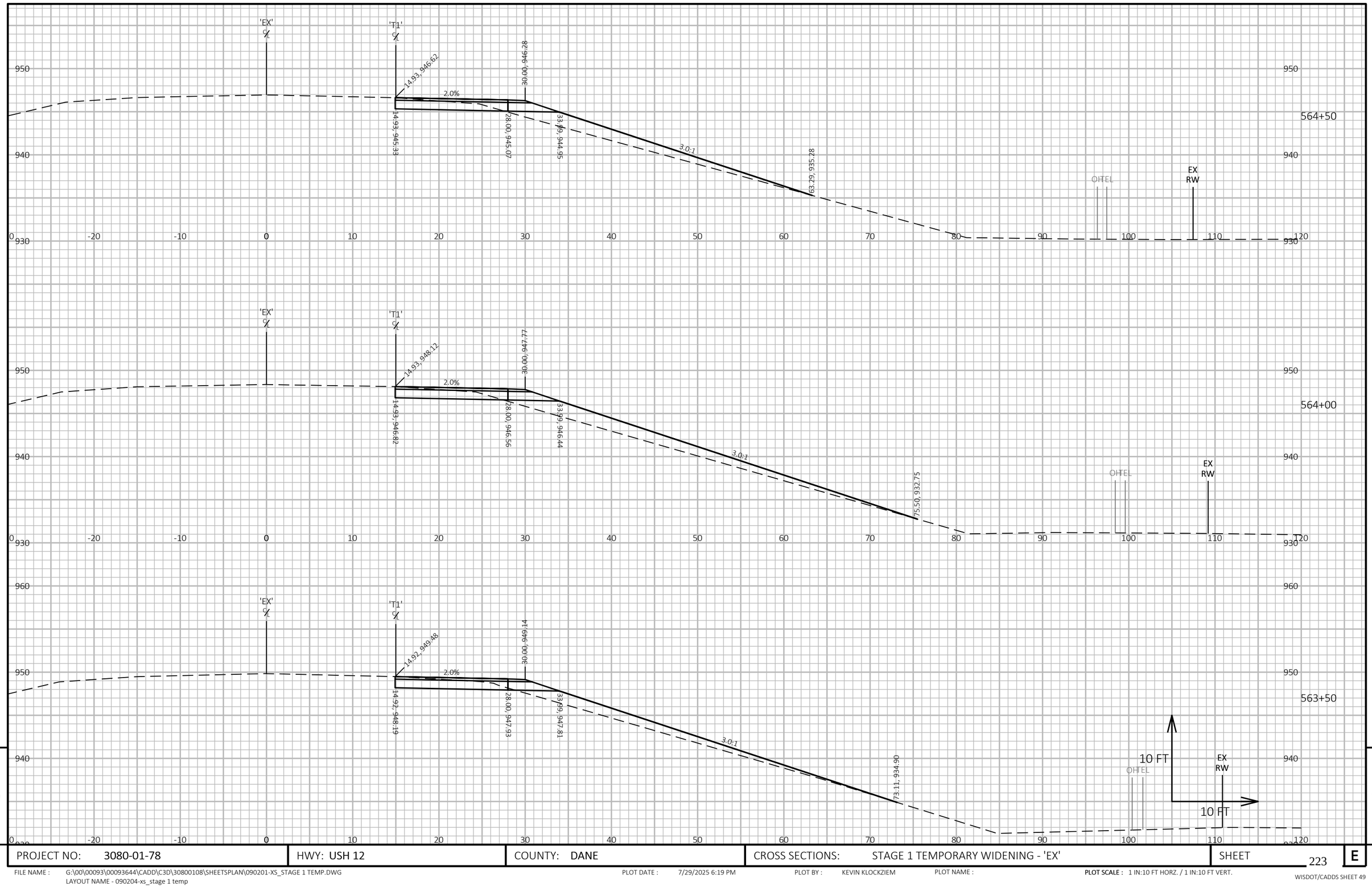
PLOT DATE : 7/29/2025 6:19 PM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

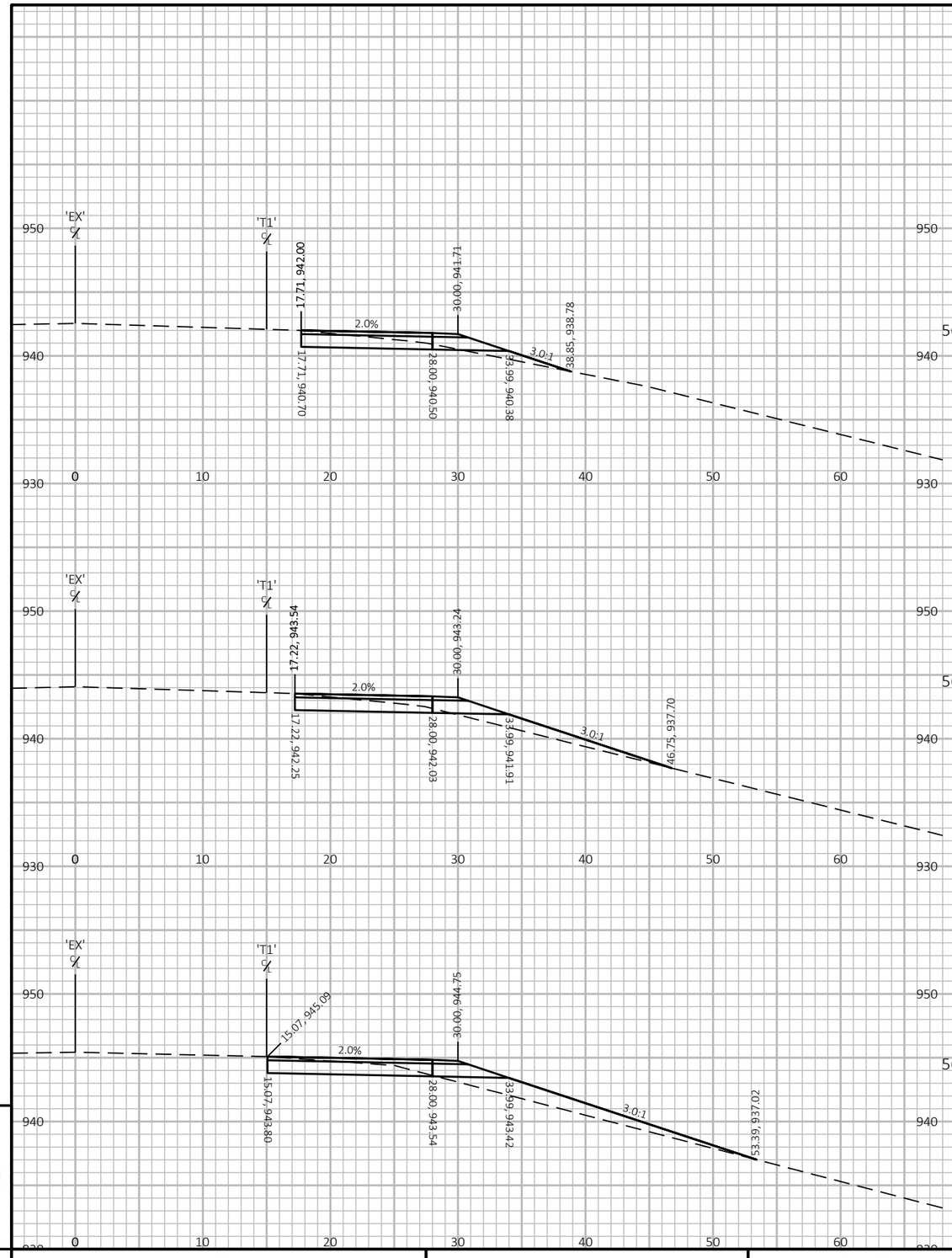


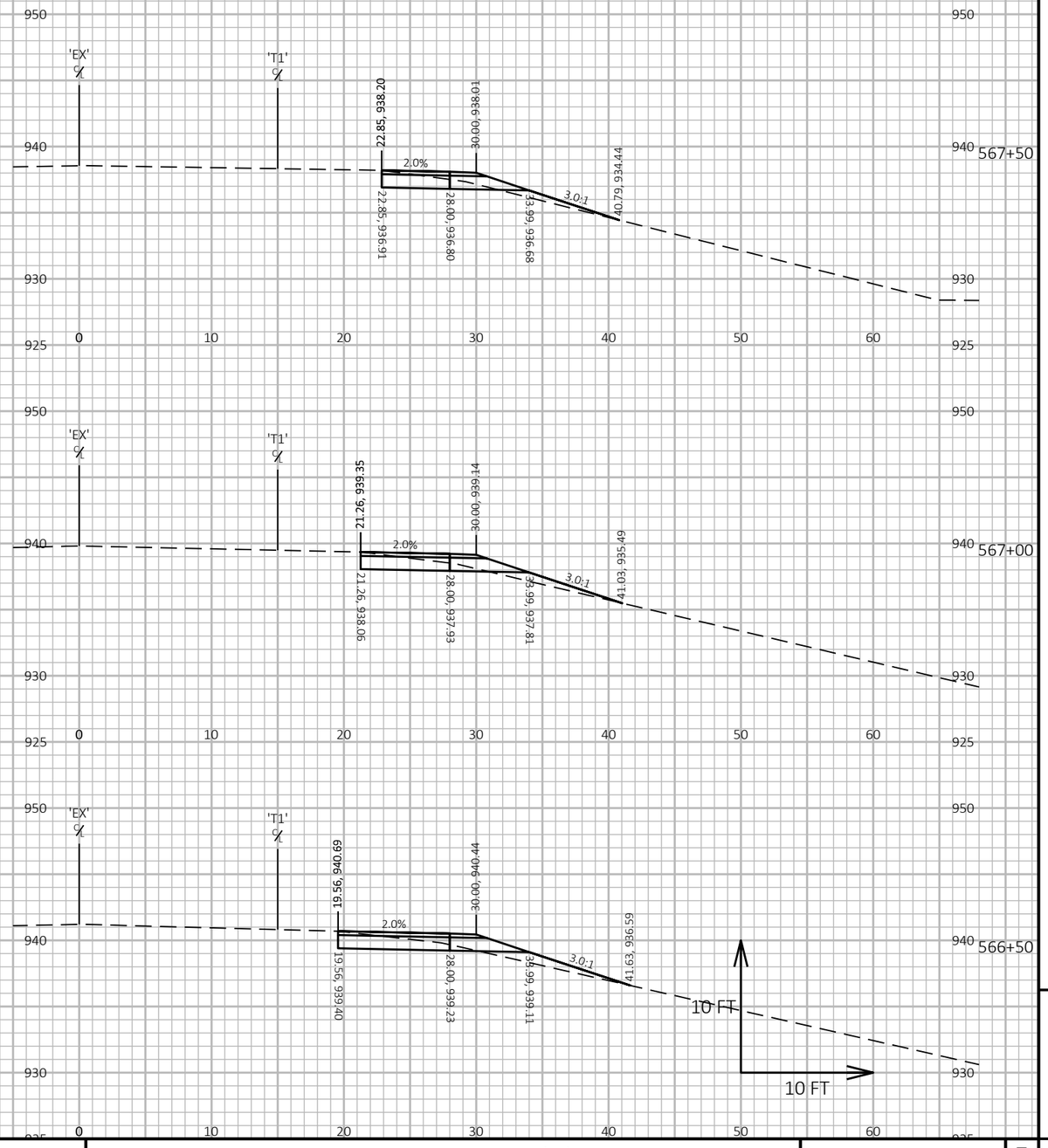
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING - 'EX'	SHEET 223	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 1 TEMP.DWG
LAYOUT NAME - 090204-xs_stage 1 temp

PLOT DATE : 7/29/2025 6:19 PM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



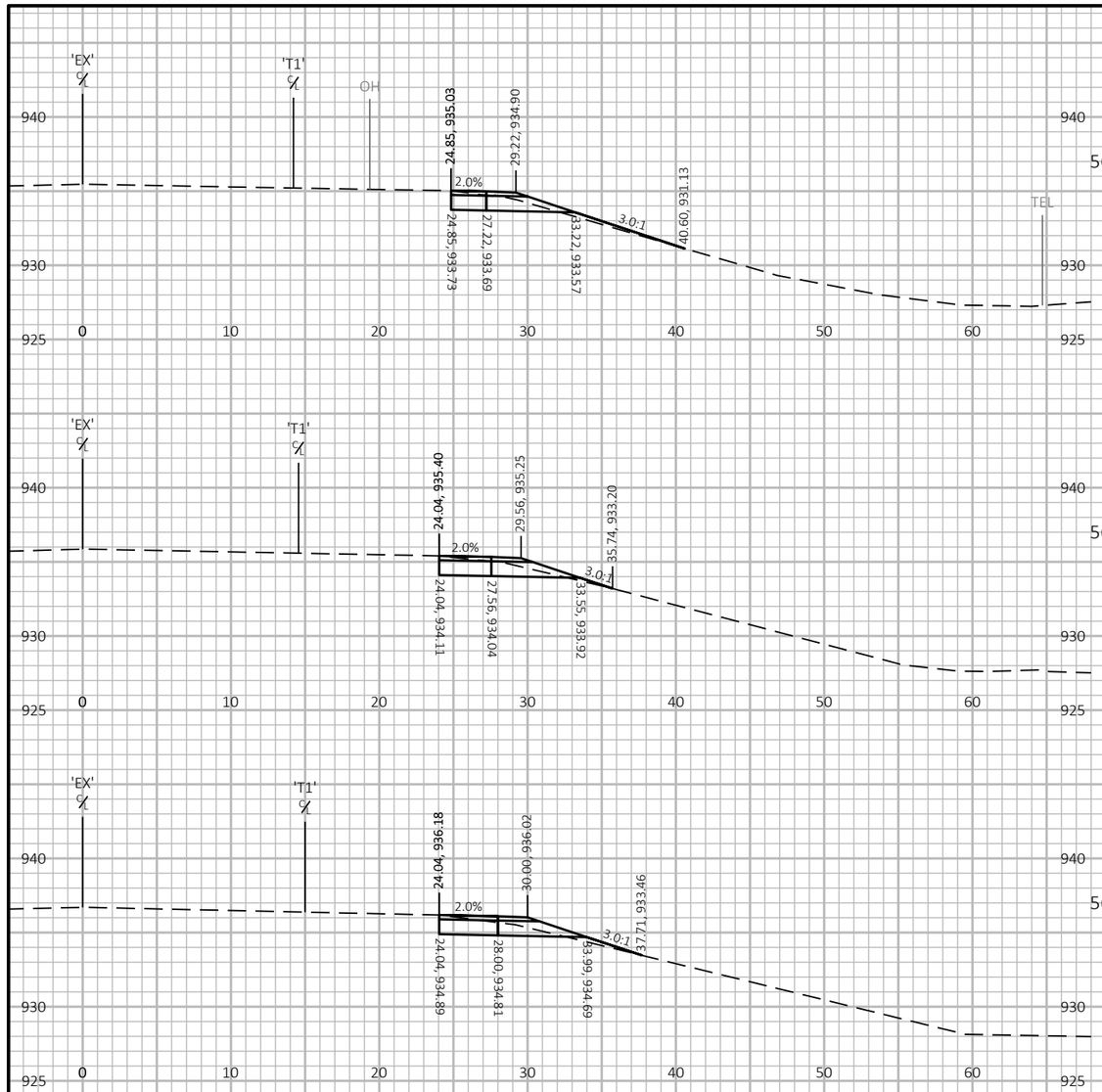


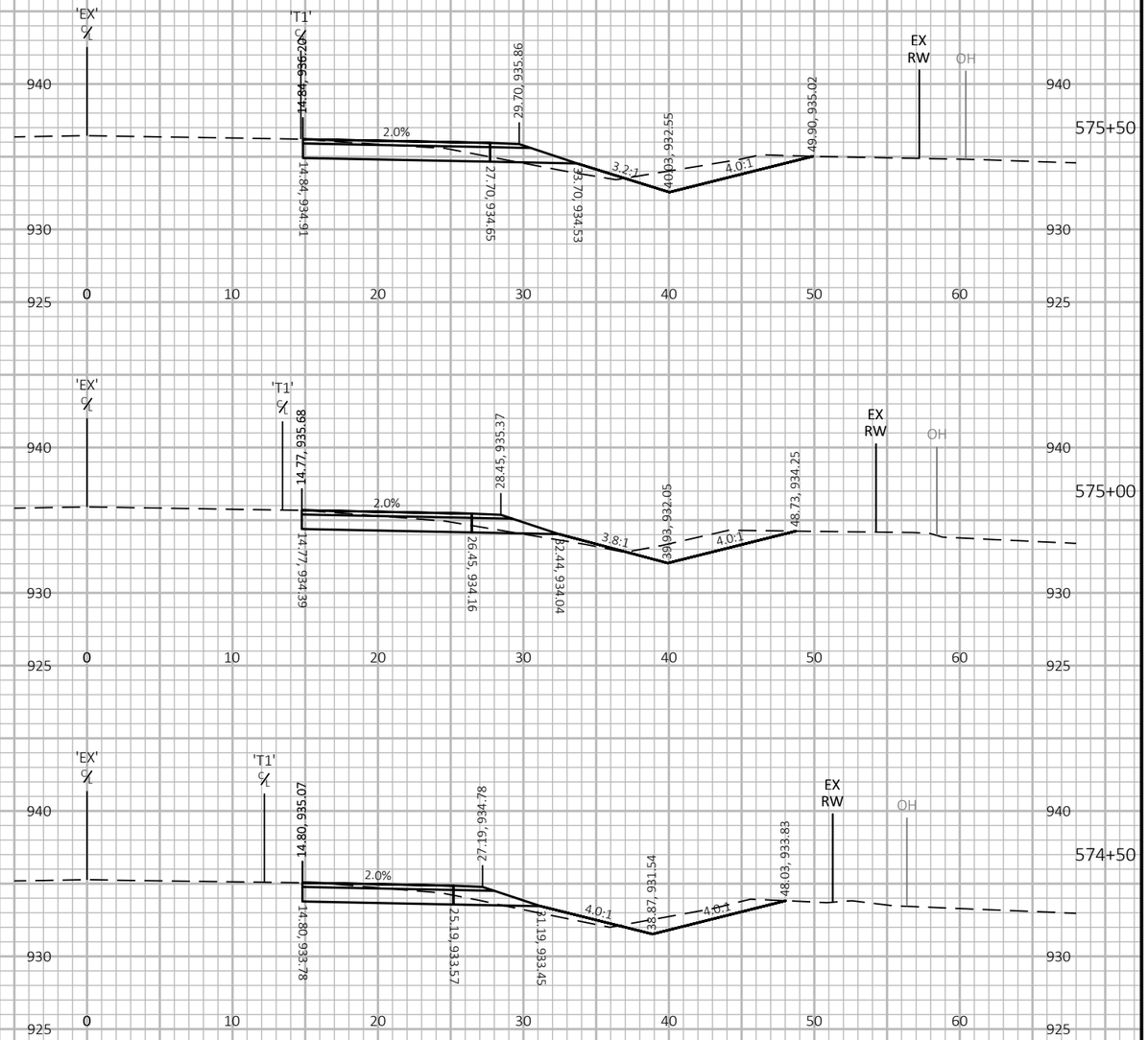
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING - 'EX'	SHEET 224 E

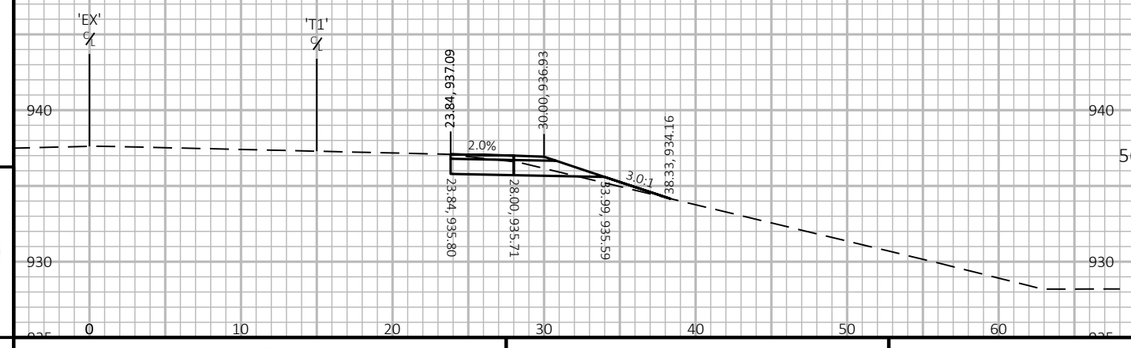
FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 1 TEMP.DWG
LAYOUT NAME - 090205-xs_stage 1 temp

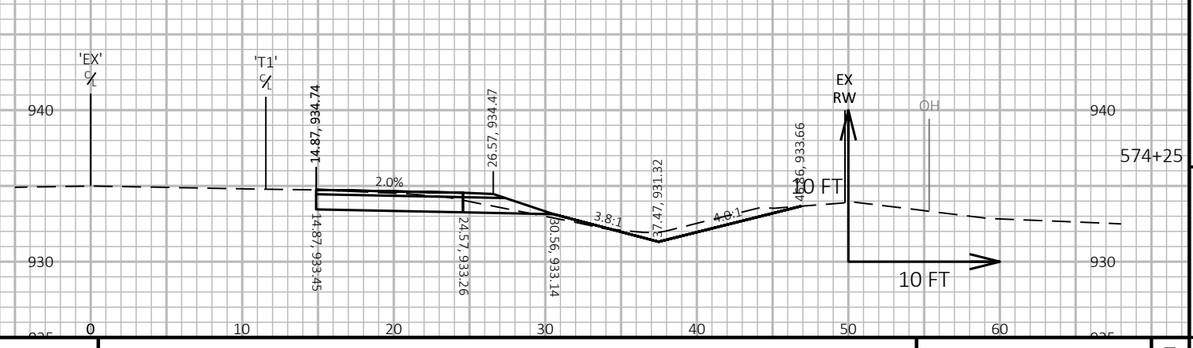
PLOT DATE : 7/29/2025 6:19 PM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









9

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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING - 'EX'	SHEET 225	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 1 TEMP.DWG
LAYOUT NAME - 090206-xs_stage 1 temp

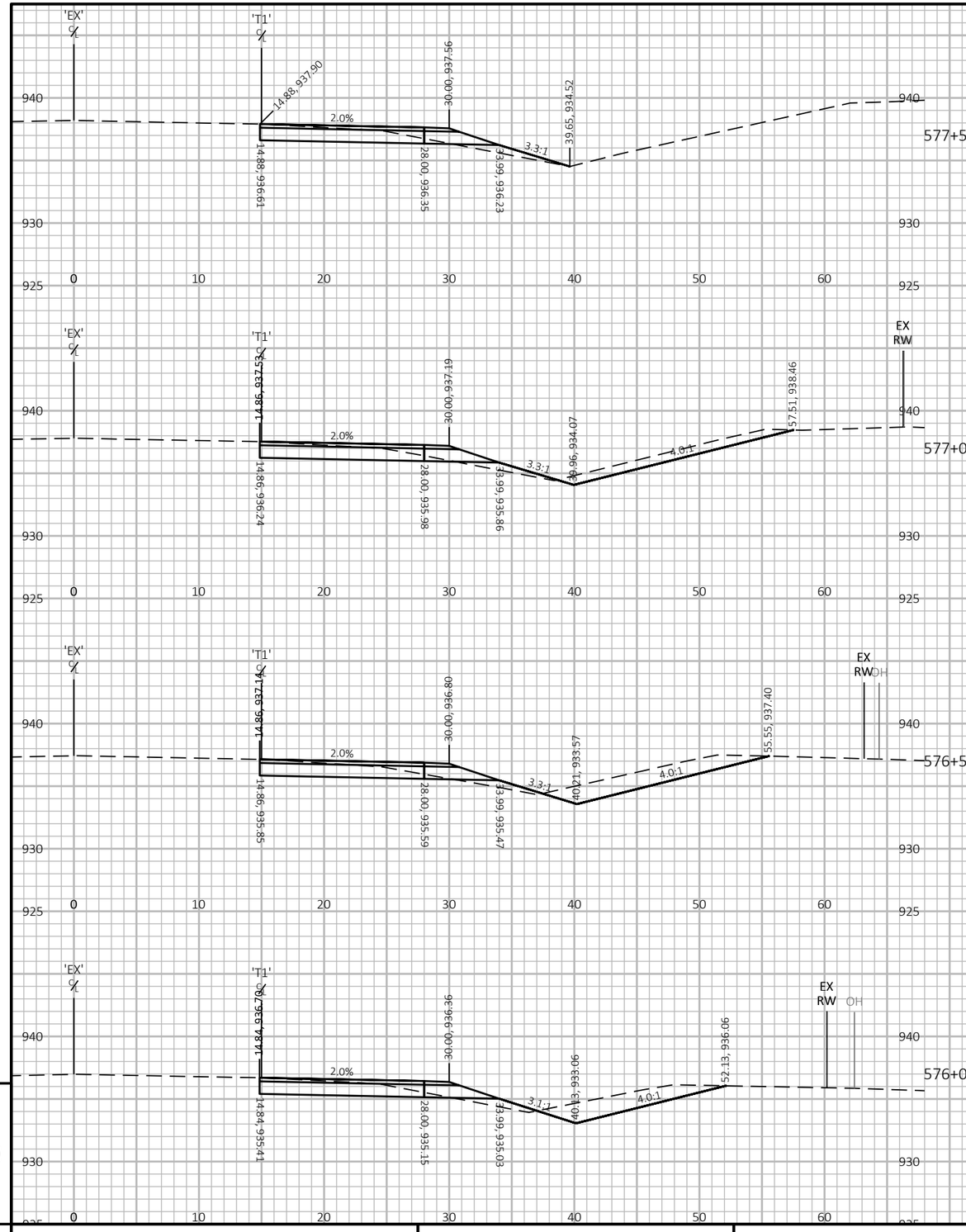
PLOT DATE : 7/29/2025 6:19 PM

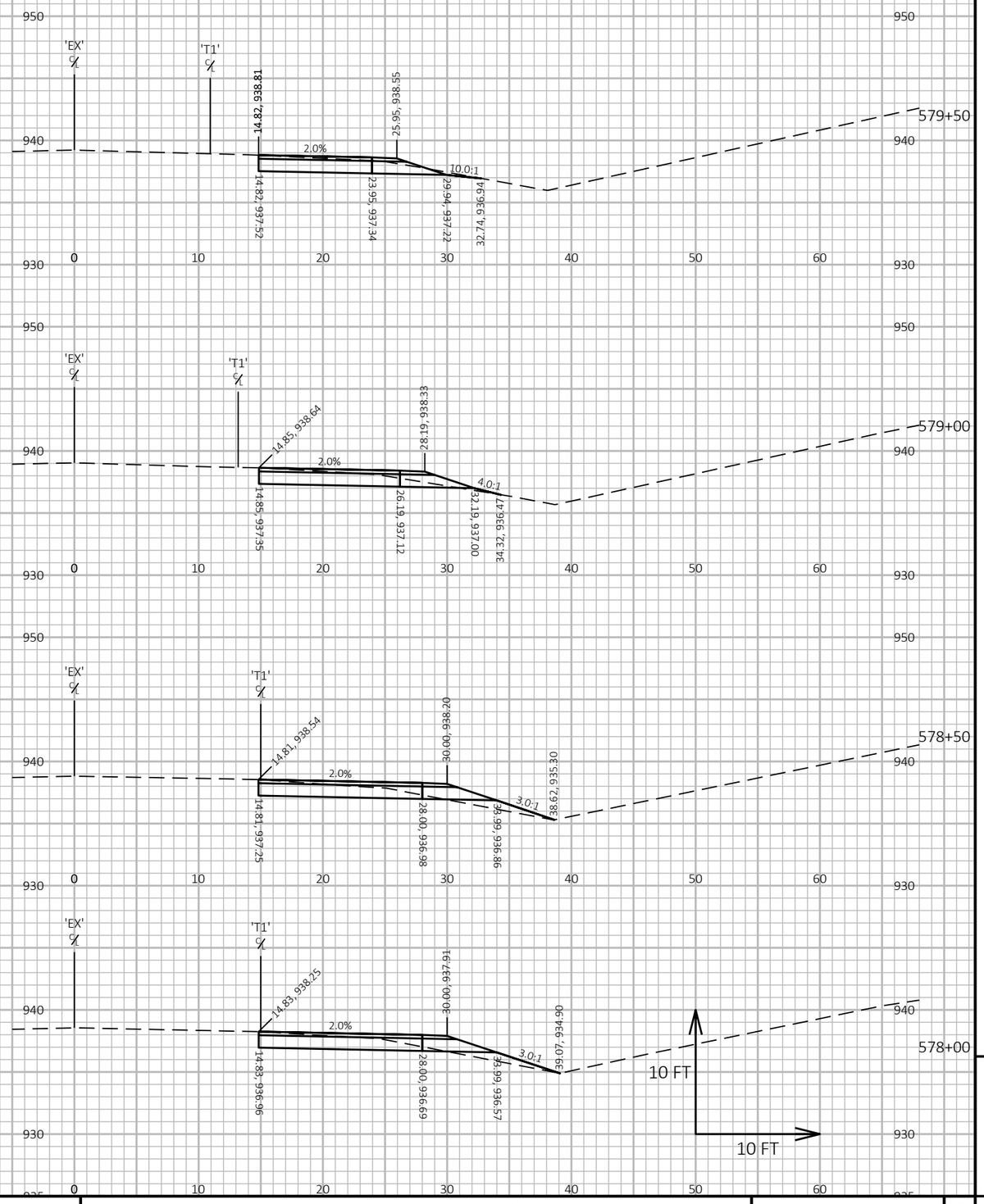
PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING - 'EX'	SHEET 226	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 1 TEMP.DWG
LAYOUT NAME - 090207-xs_stage 1 temp

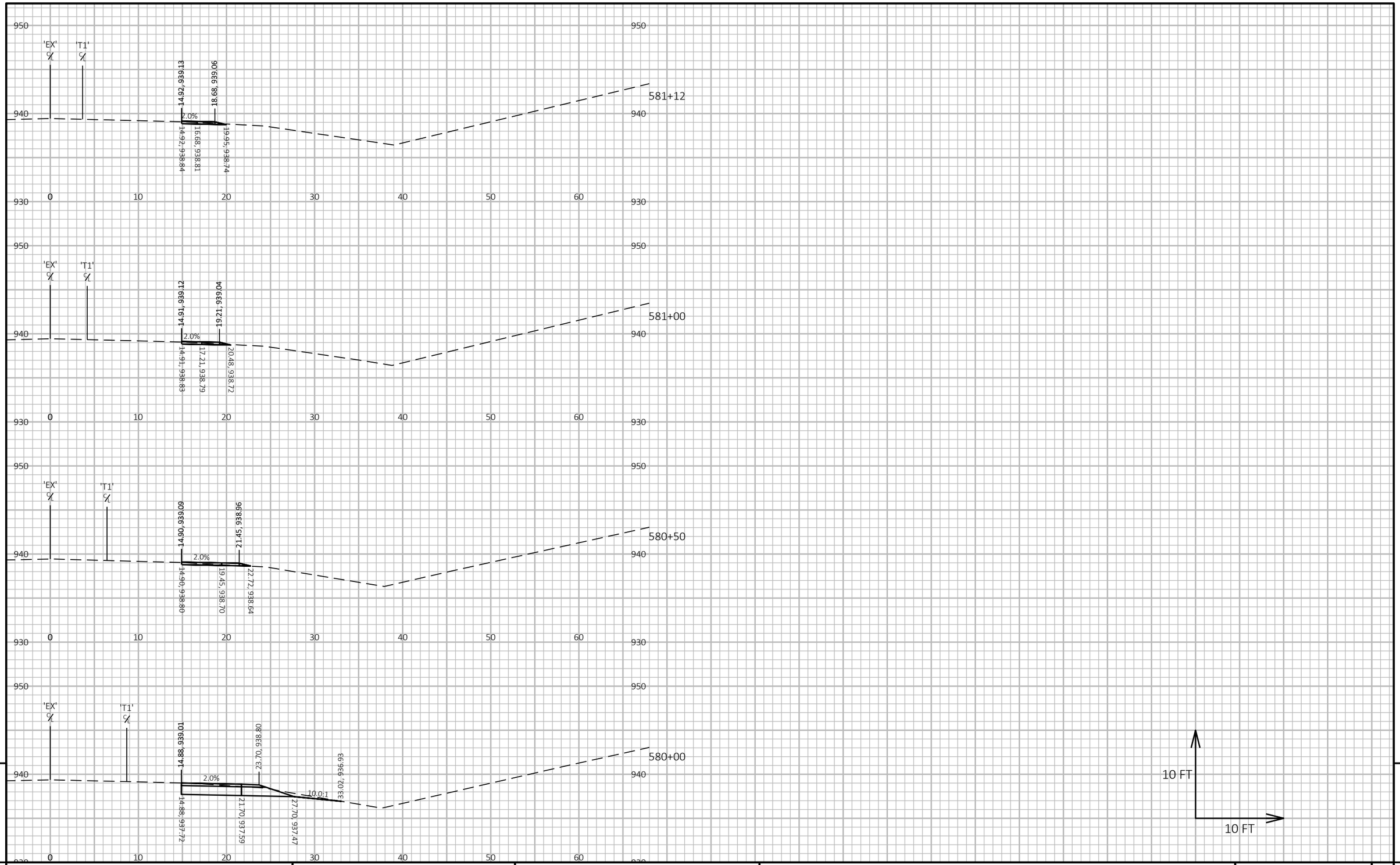
PLOT DATE : 7/29/2025 6:19 PM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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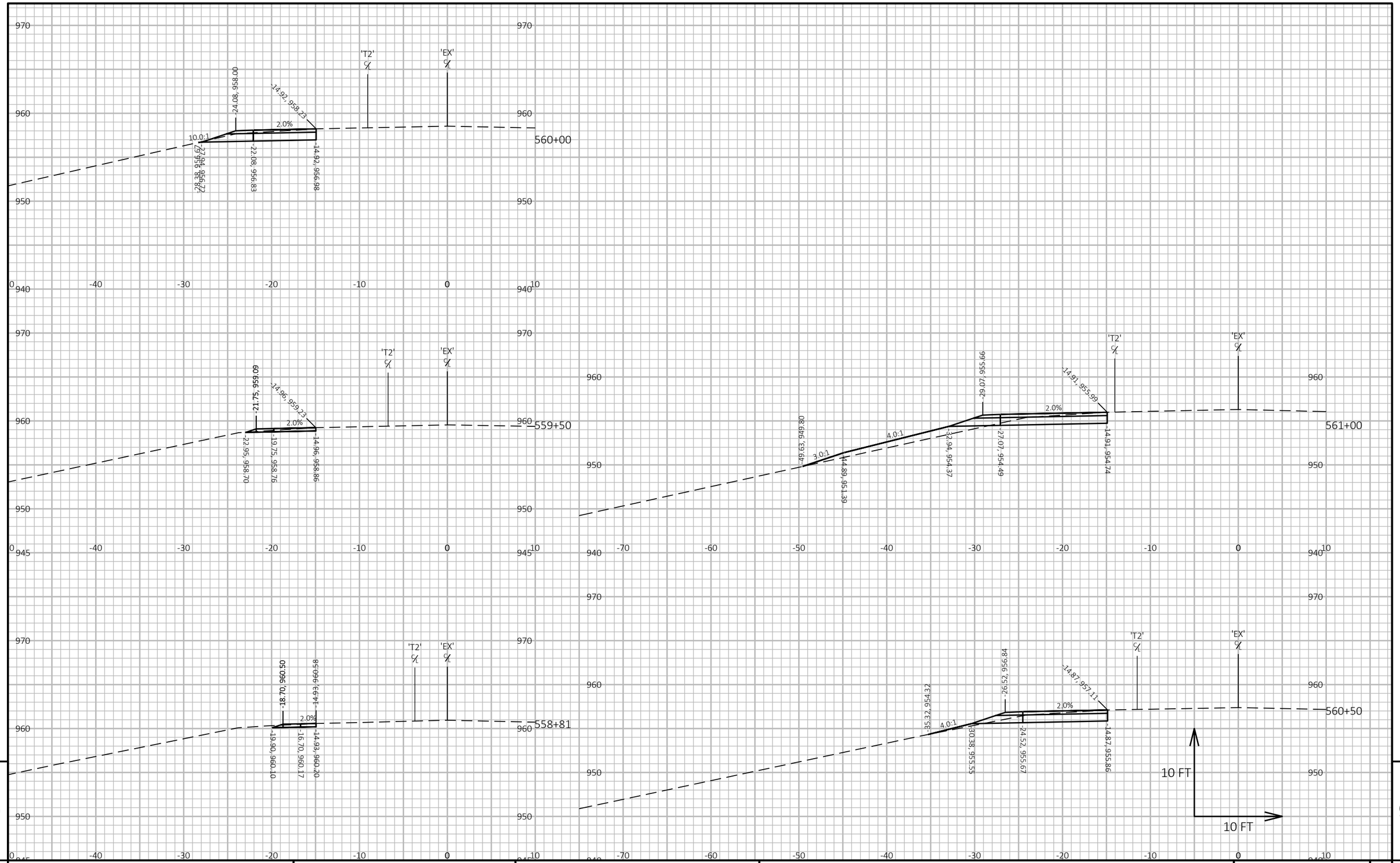
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING - 'EX'	SHEET 227	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 1 TEMP.DWG
LAYOUT NAME - 090208-xs_stage 1 temp

PLOT DATE : 7/29/2025 6:19 PM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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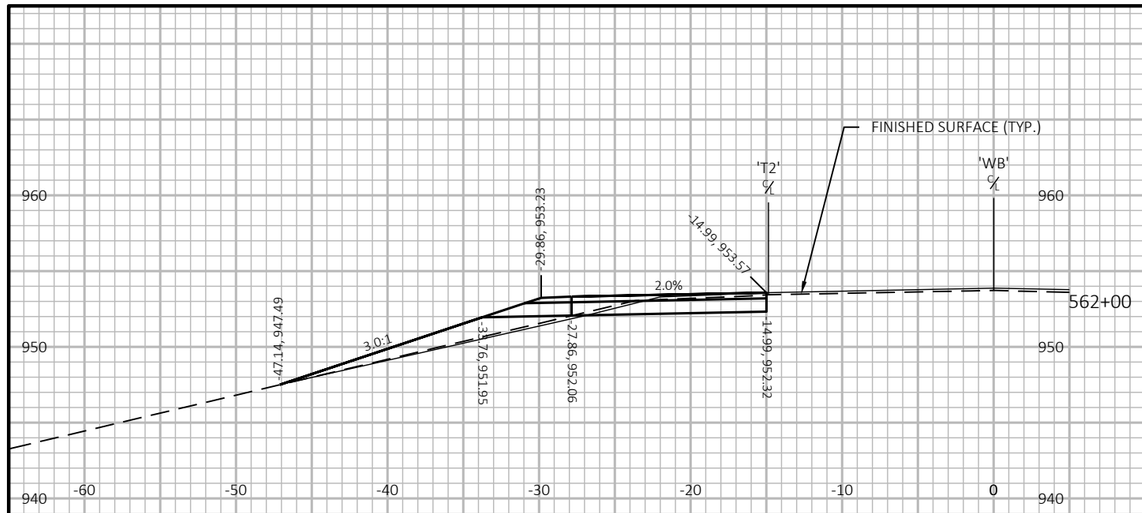
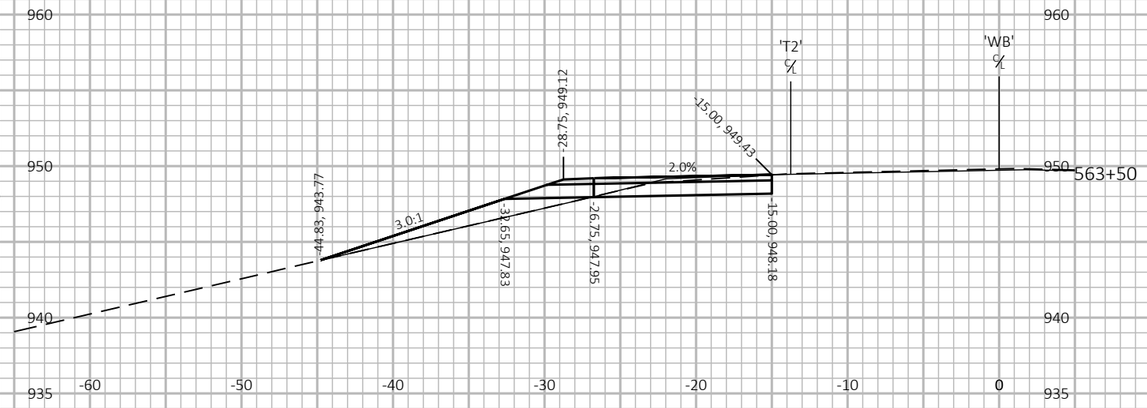
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY WIDENING - 'EX'	SHEET 228	E

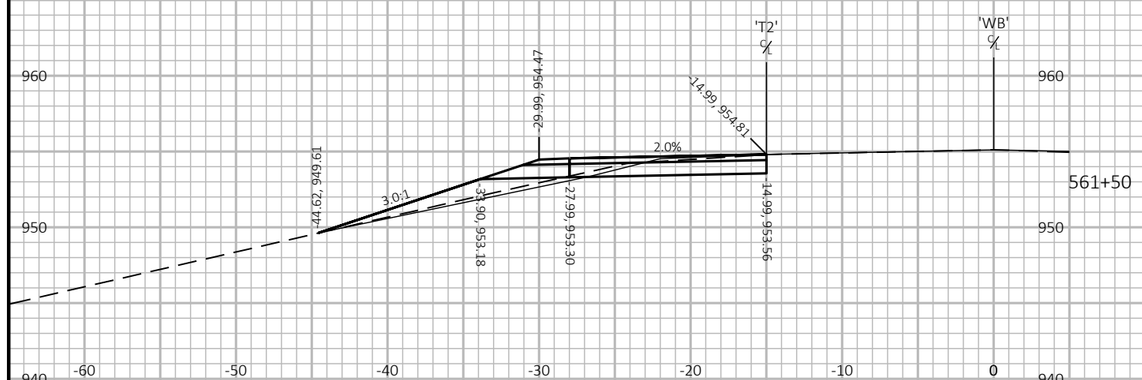
FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 2 TEMP.DWG
LAYOUT NAME - 090200-xs_stage 2 temp

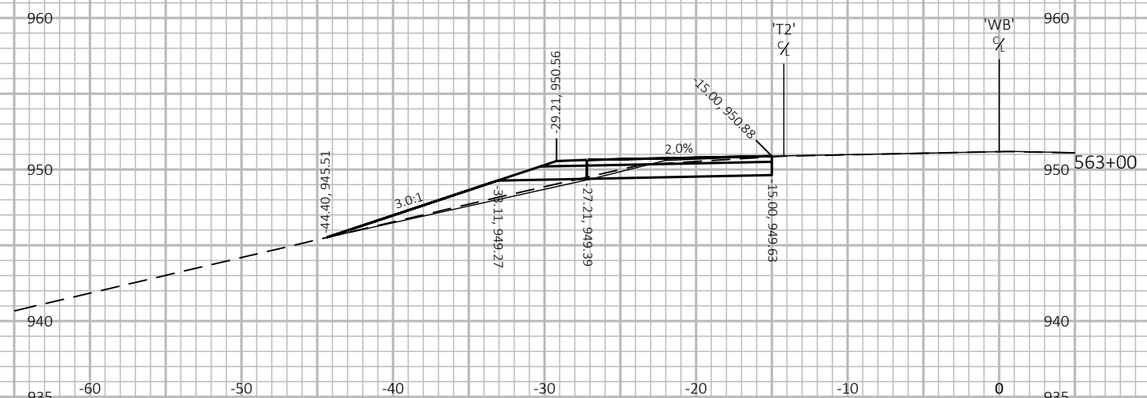
PLOT DATE : 7/30/2025 11:15 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

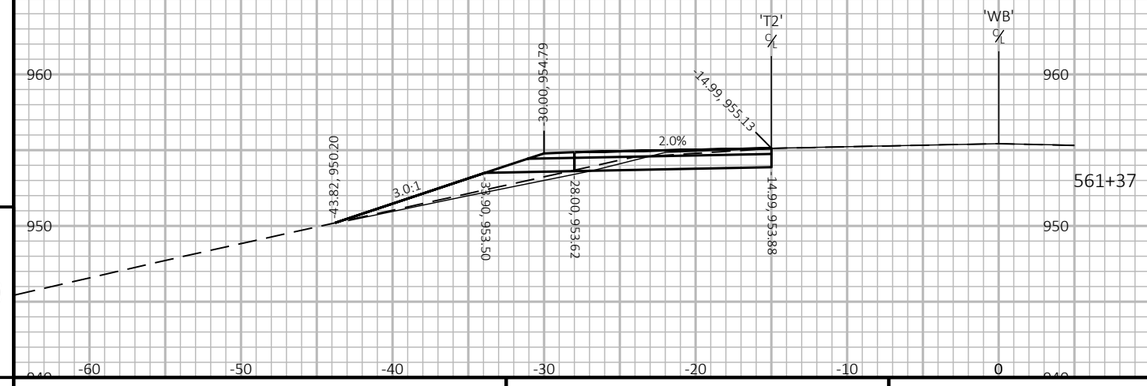
WISDOT/CADDS SHEET 49

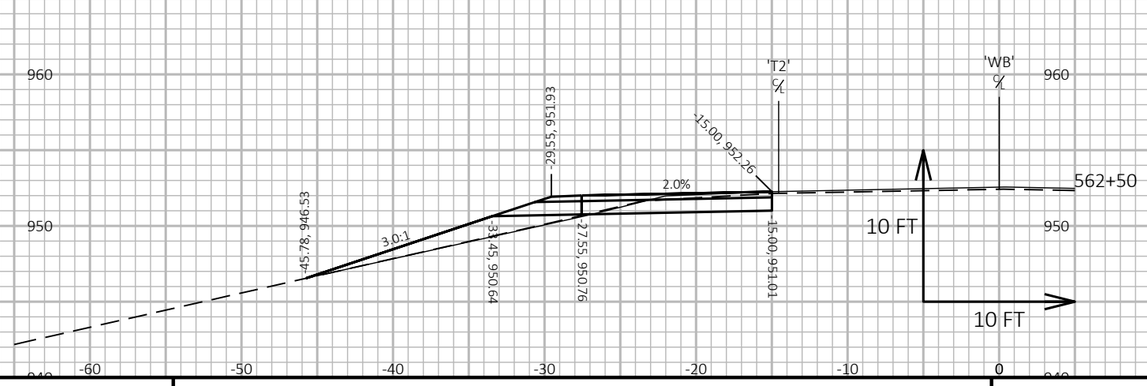










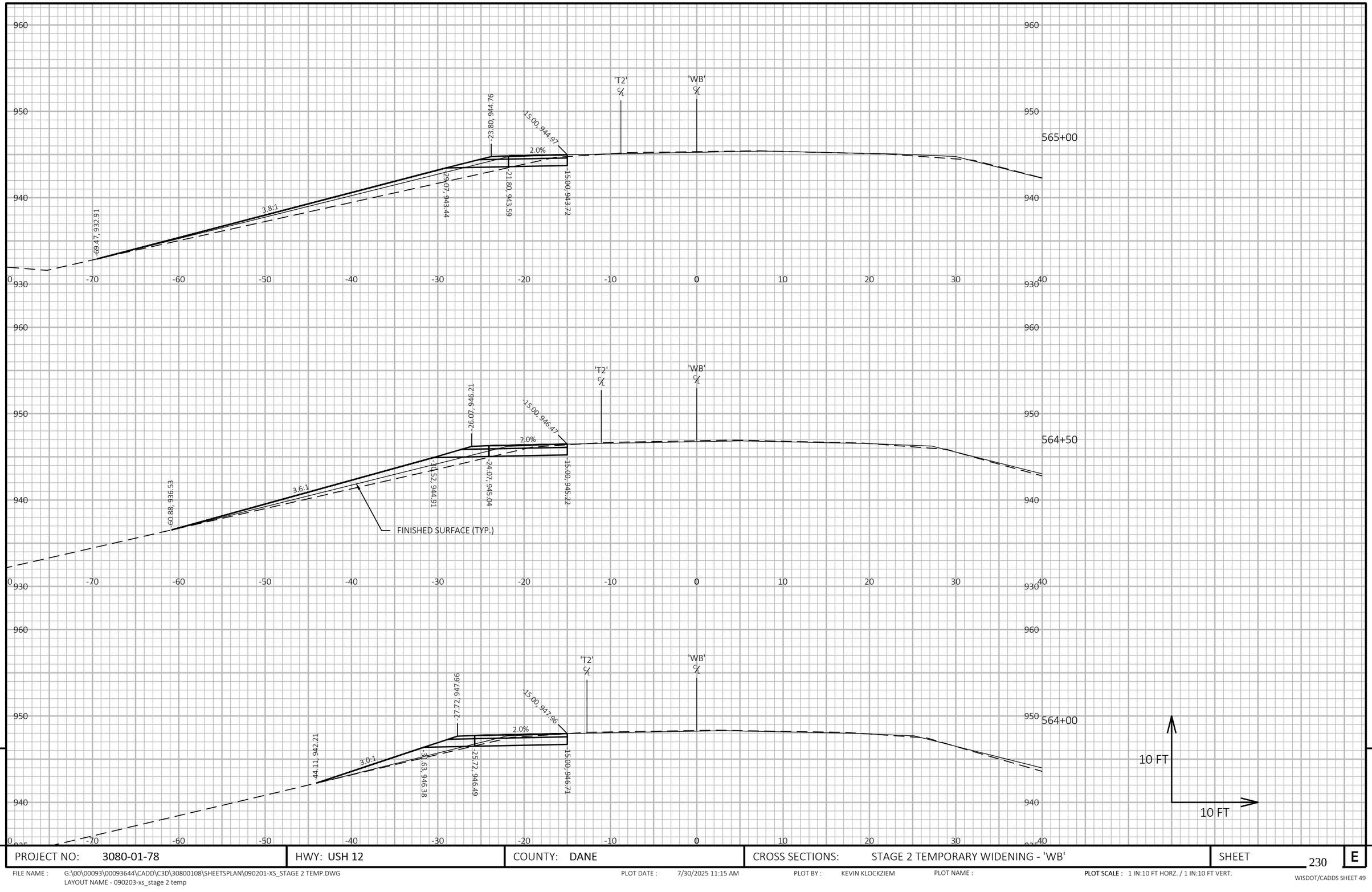


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY WIDENING - 'WB'	SHEET 229	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 2 TEMP.DWG
LAYOUT NAME - 090202-xs_stage 2 temp

PLOT DATE : 7/30/2025 11:15 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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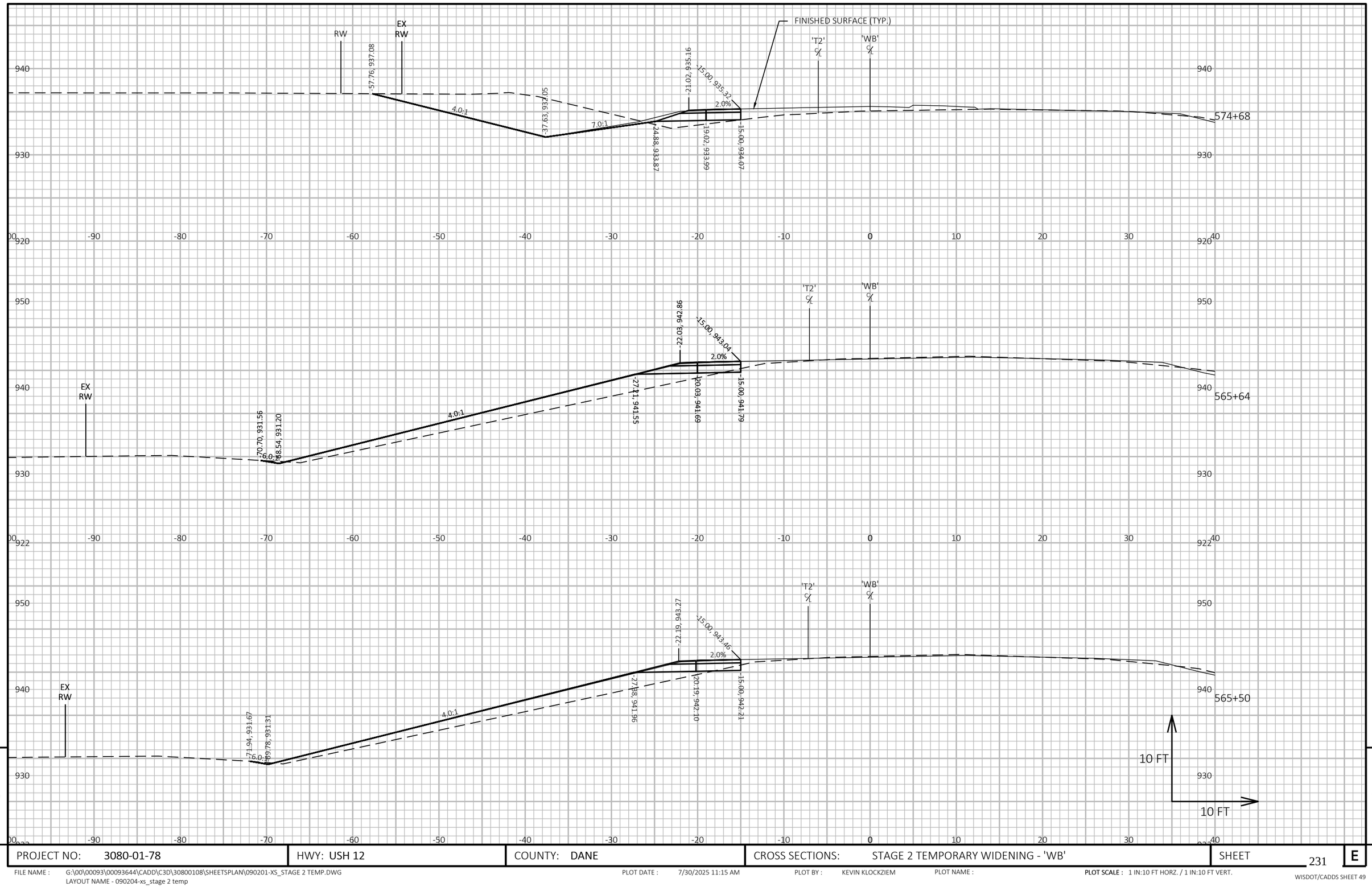
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY WIDENING - 'WB'	SHEET 230	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 2 TEMP.DWG
LAYOUT NAME - 090203-xs_stage 2 temp

PLOT DATE : 7/30/2025 11:15 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY WIDENING - 'WB'	SHEET 231	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 2 TEMP.DWG
LAYOUT NAME - 090204-xs_stage 2 temp

PLOT DATE : 7/30/2025 11:15 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

9

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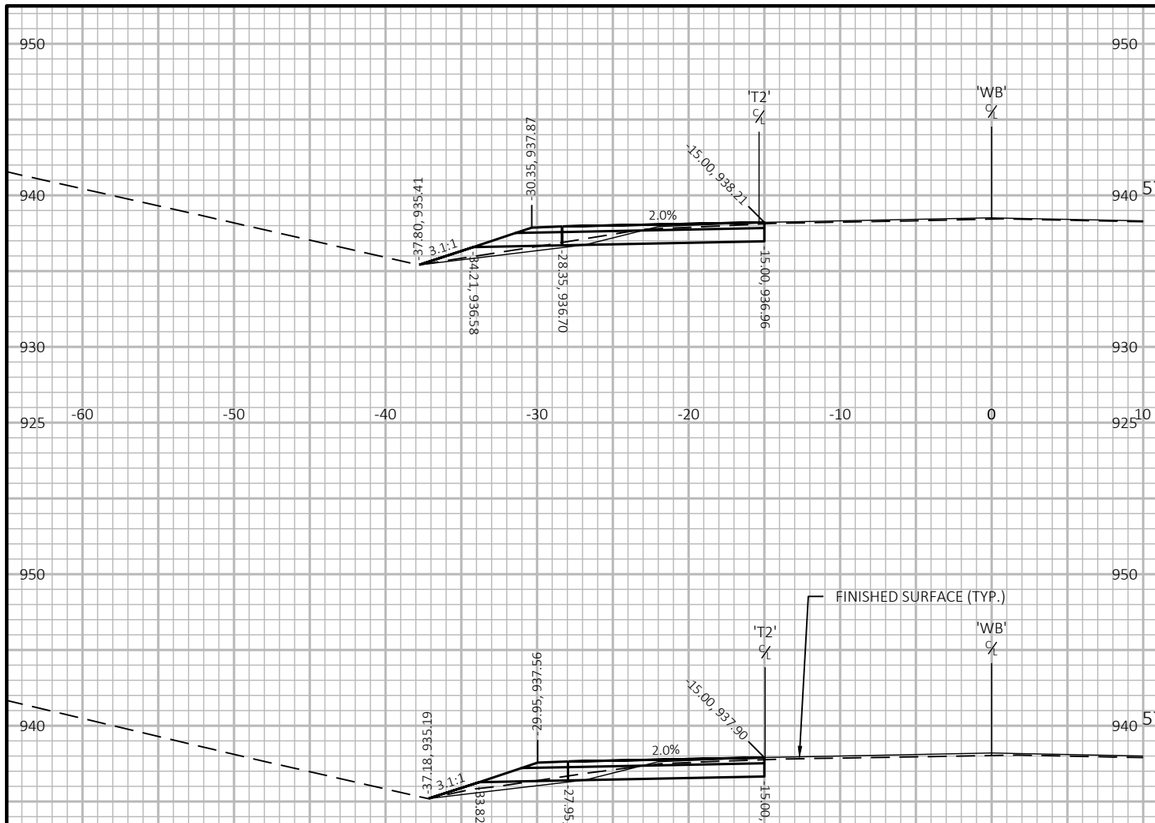
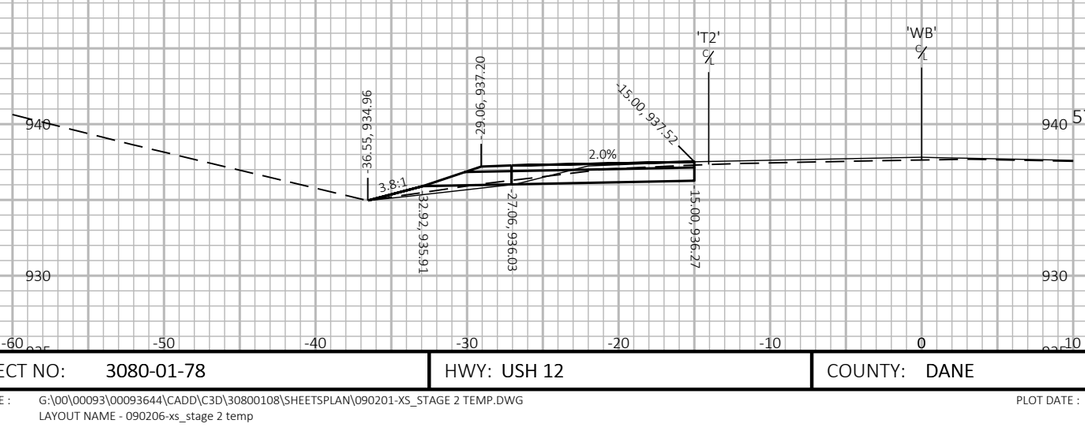
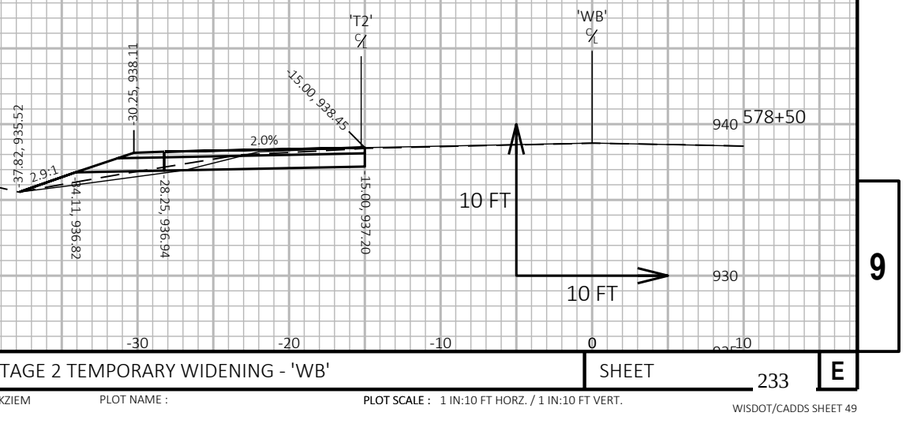
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY WIDENING - 'WB'	SHEET 232	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 2 TEMP.DWG
LAYOUT NAME - 090205-xs_stage 2 temp

PLOT DATE : 7/30/2025 11:15 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.







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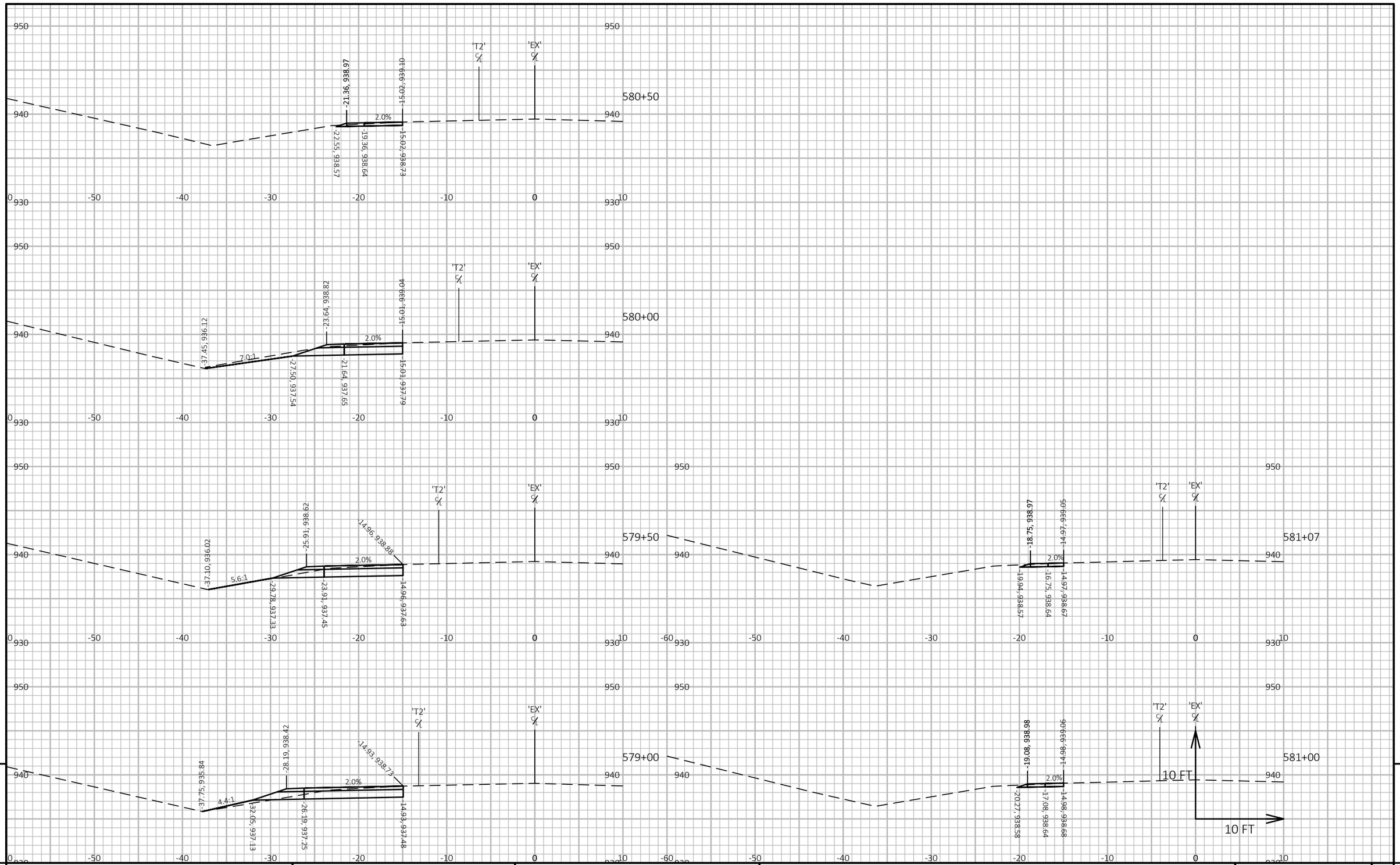
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY WIDENING - 'WB'	SHEET 233	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 2 TEMP.DWG
LAYOUT NAME - 090206-xs_stage 2 temp

PLOT DATE : 7/30/2025 11:15 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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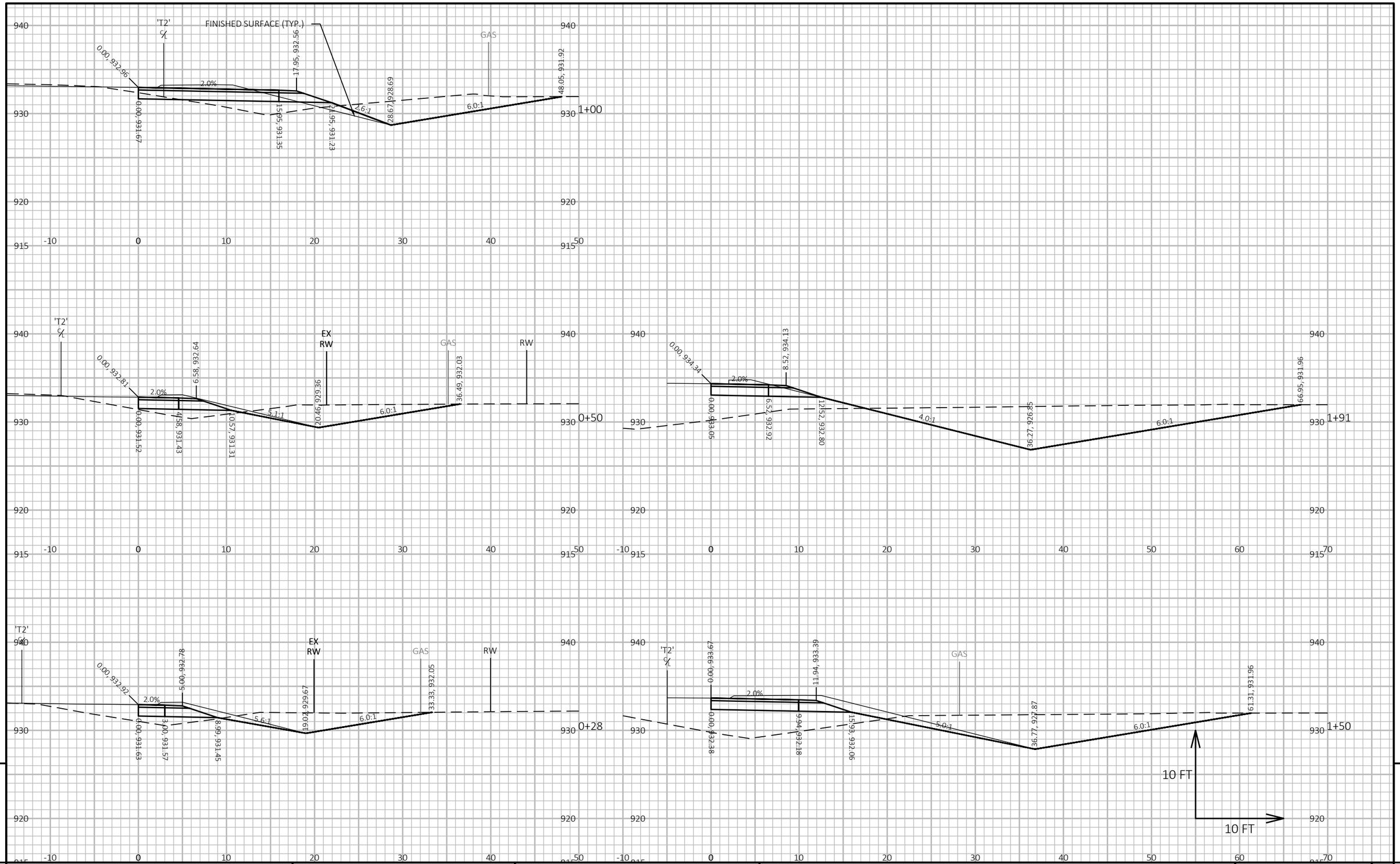
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY WIDENING - 'EX'	SHEET 234	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 2 TEMP.DWG
LAYOUT NAME - 090211-xs_stage 2 temp

PLOT DATE : 7/30/2025 11:15 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

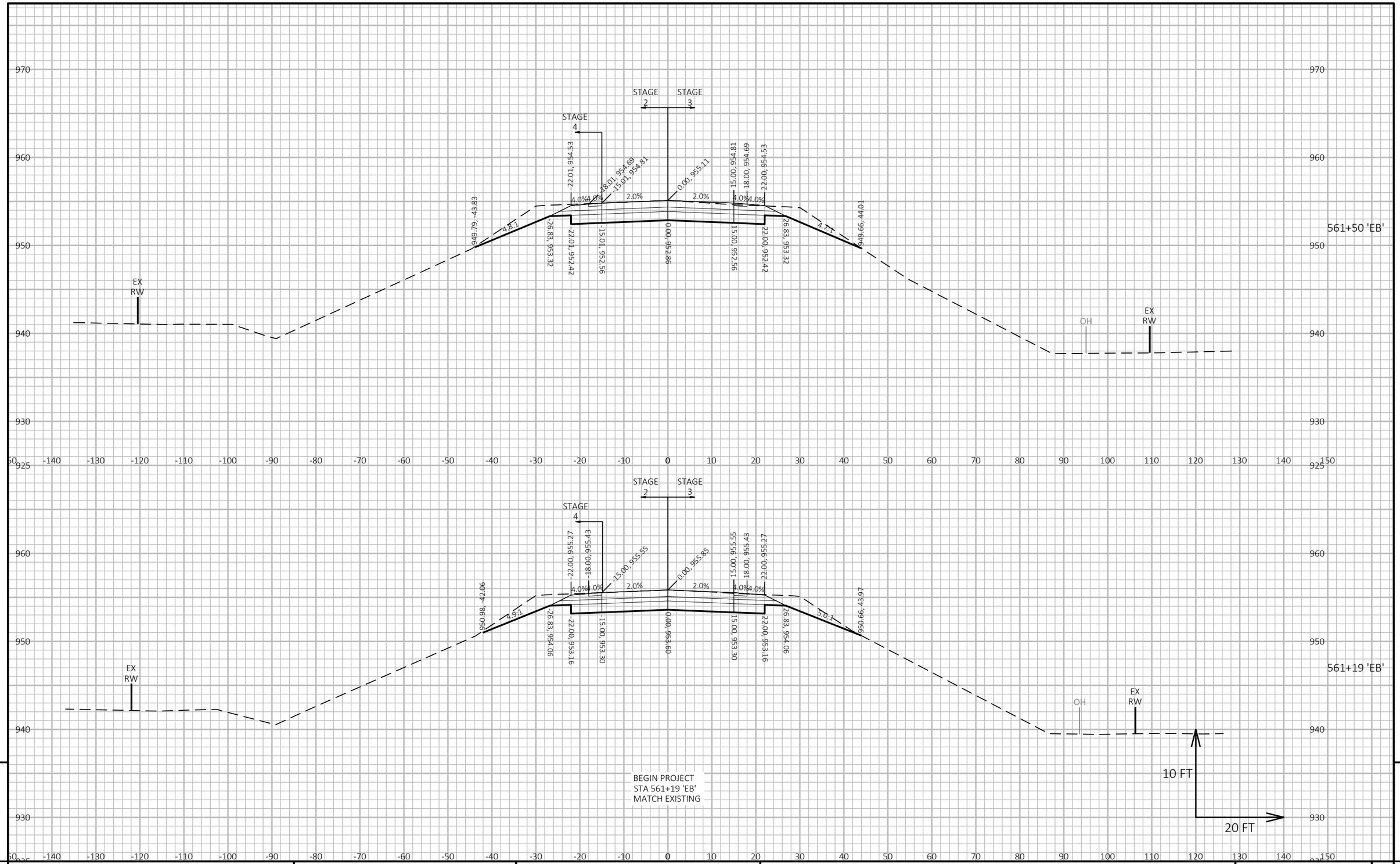


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY WIDENING - 'NE'	SHEET 235	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS_STAGE 2 TEMP.DWG
LAYOUT NAME - 090207-xs_stage 2 temp

PLOT DATE : 7/30/2025 11:15 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

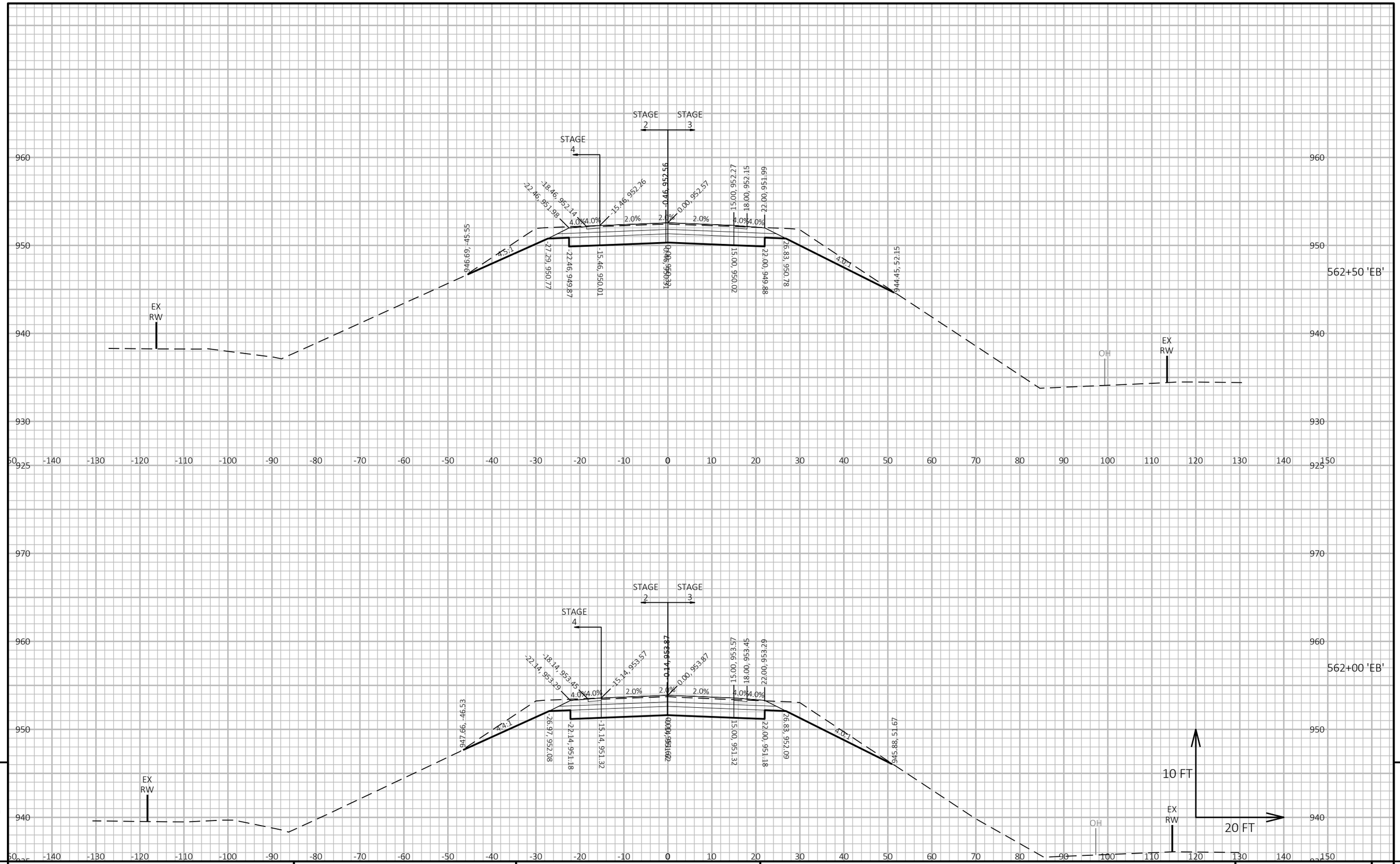


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 236	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 7/23/2025 10:43 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

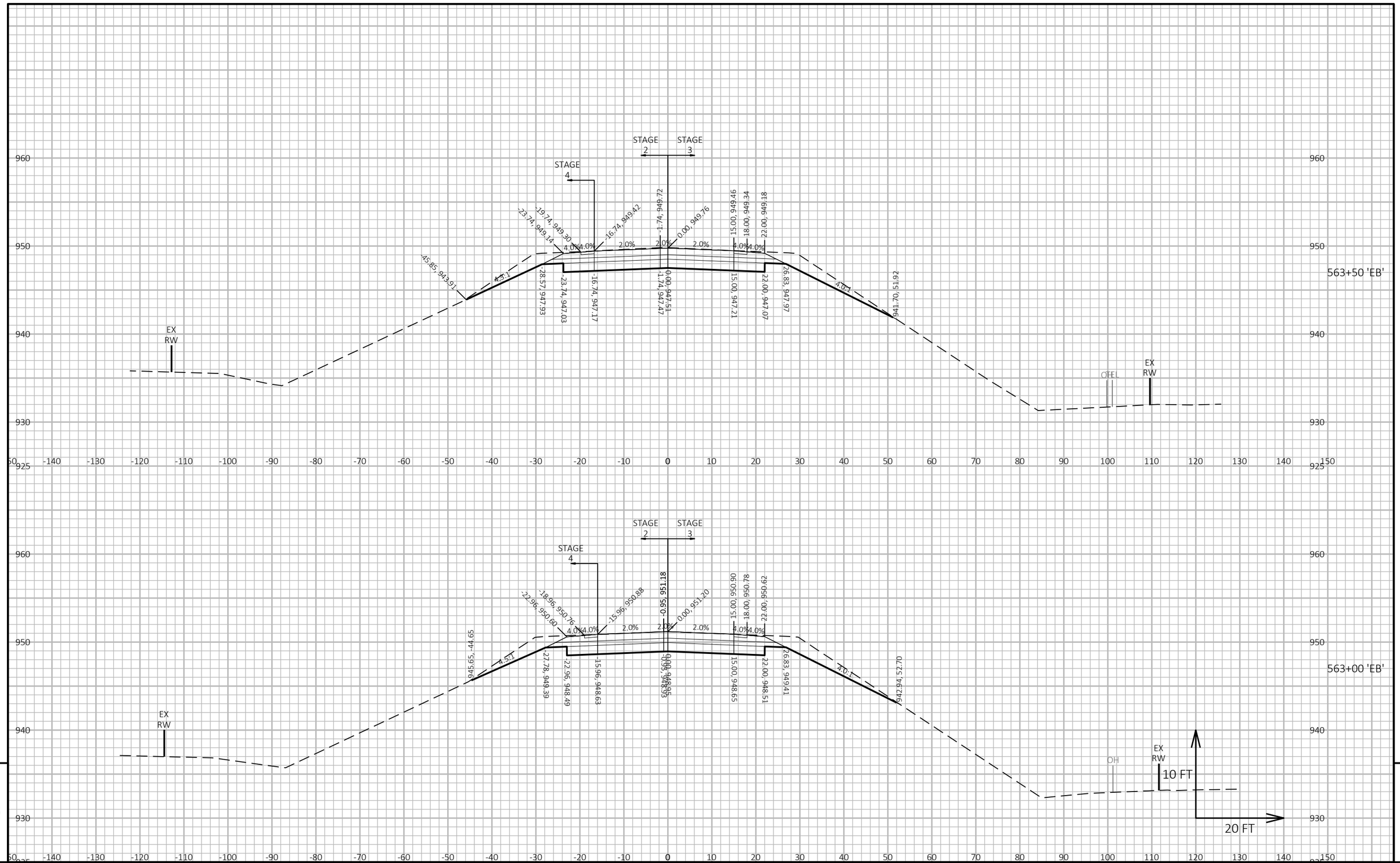


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 237 E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 7/23/2025 10:43 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

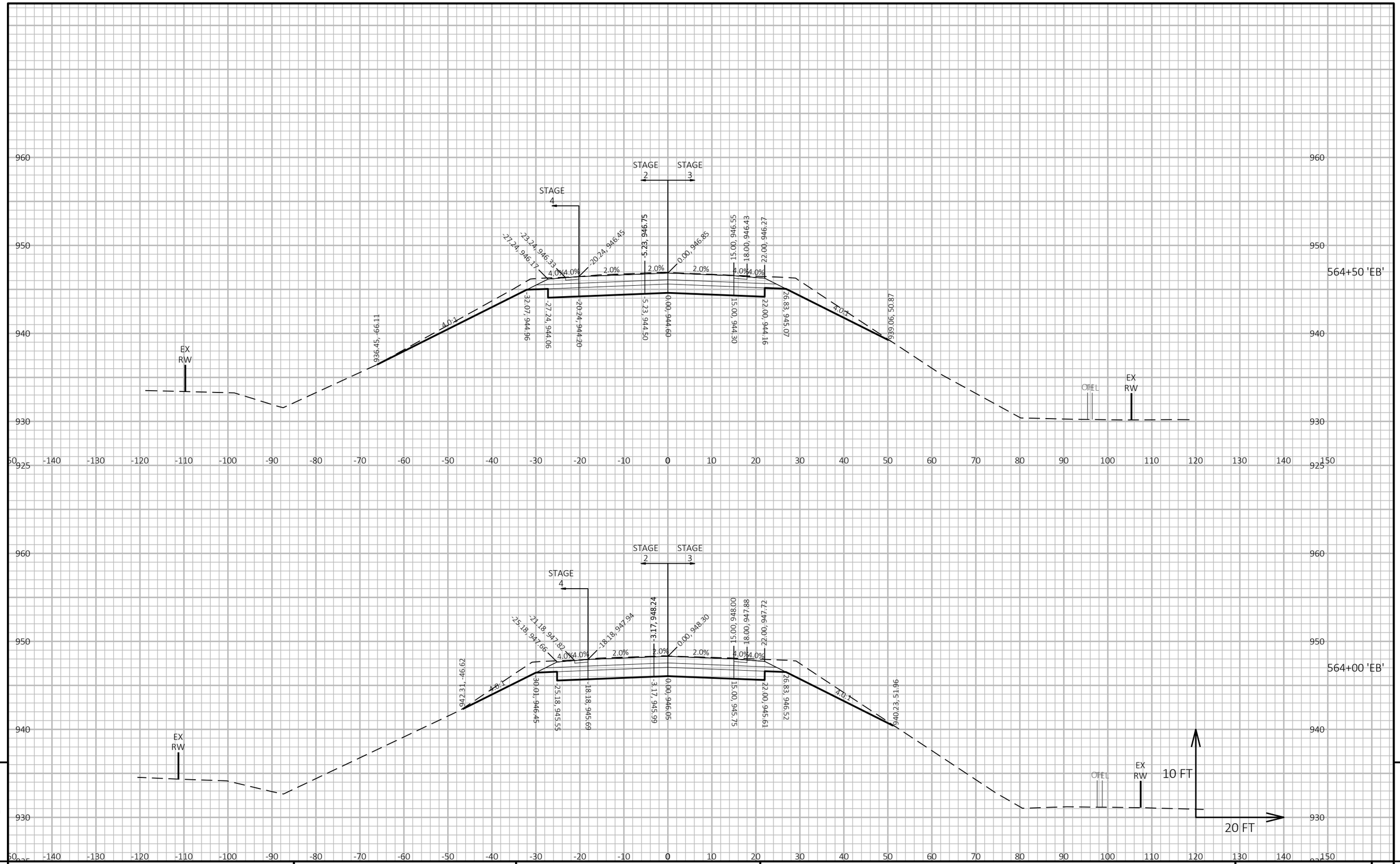


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 238 E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 7/23/2025 10:43 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



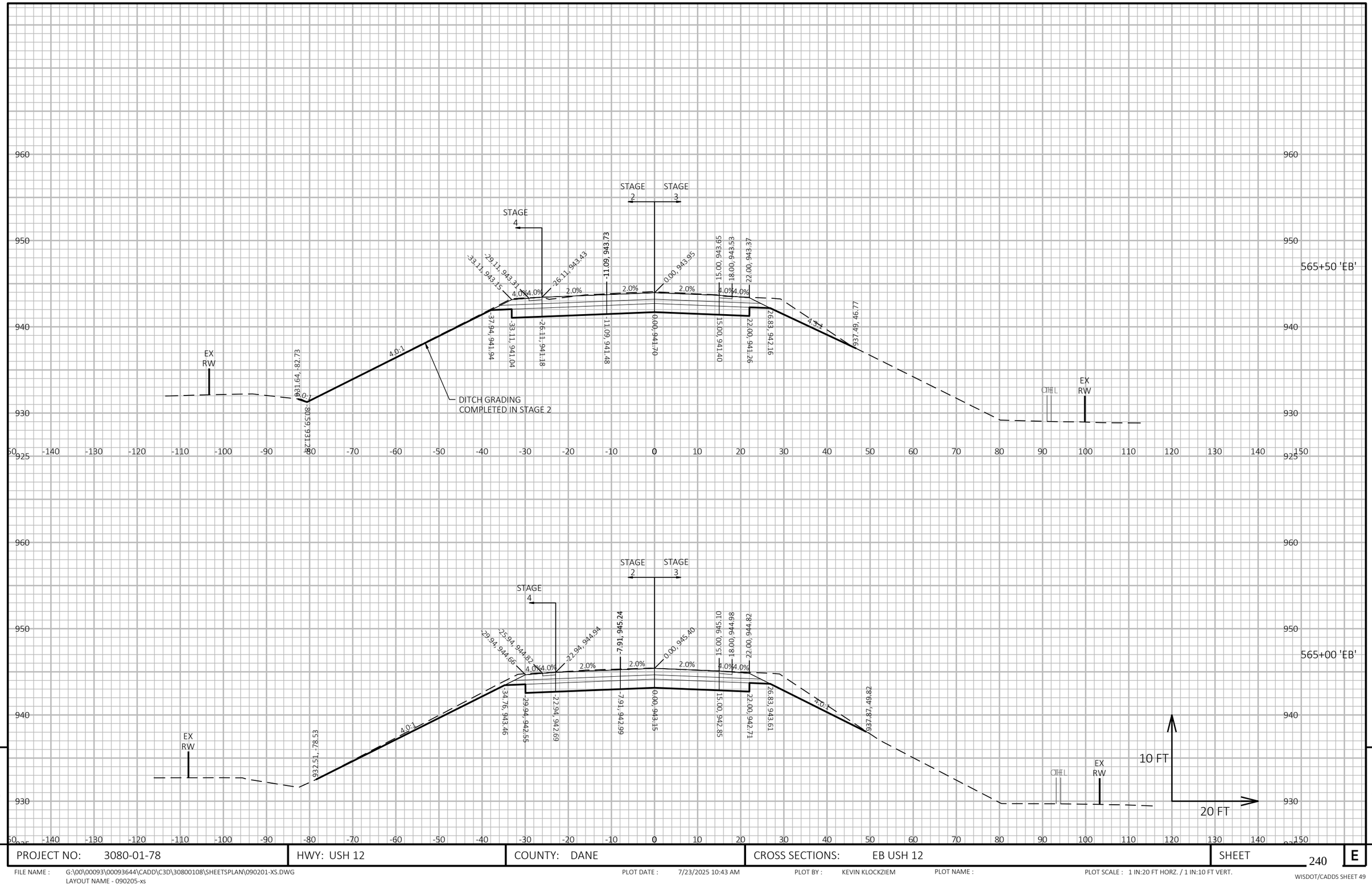
9 9

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 239	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 7/23/2025 10:43 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

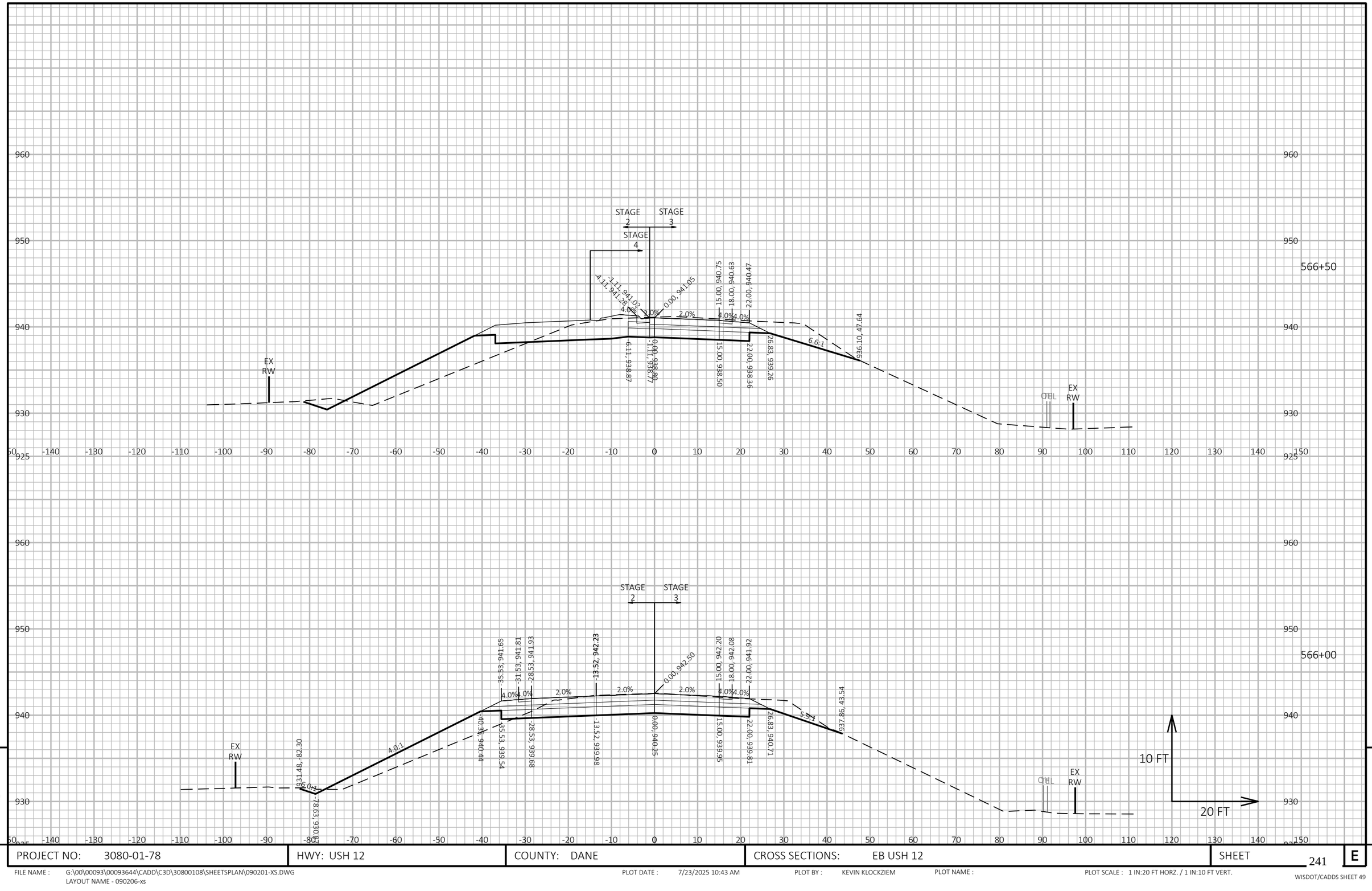


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 240	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 7/23/2025 10:43 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

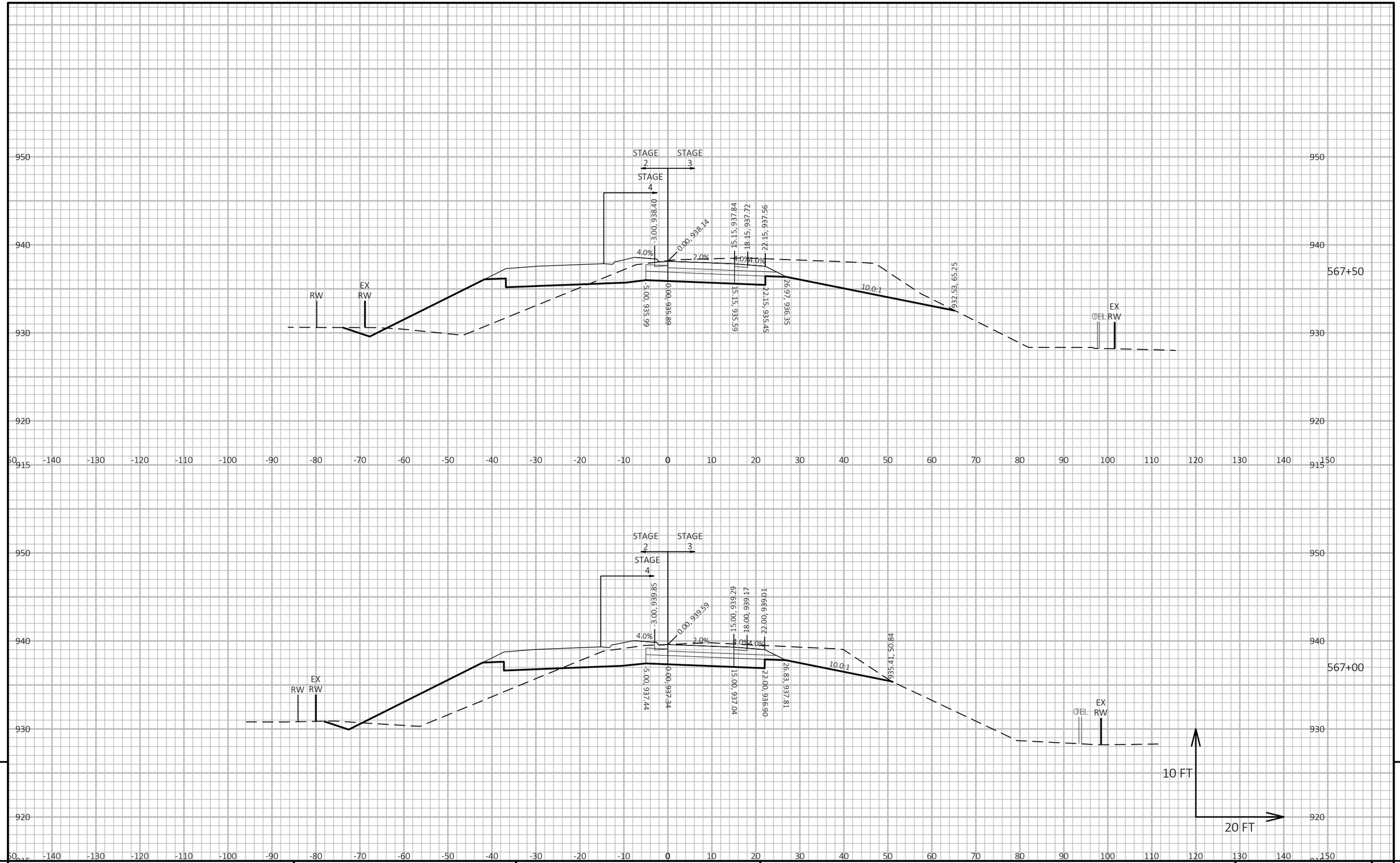


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 241	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 7/23/2025 10:43 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

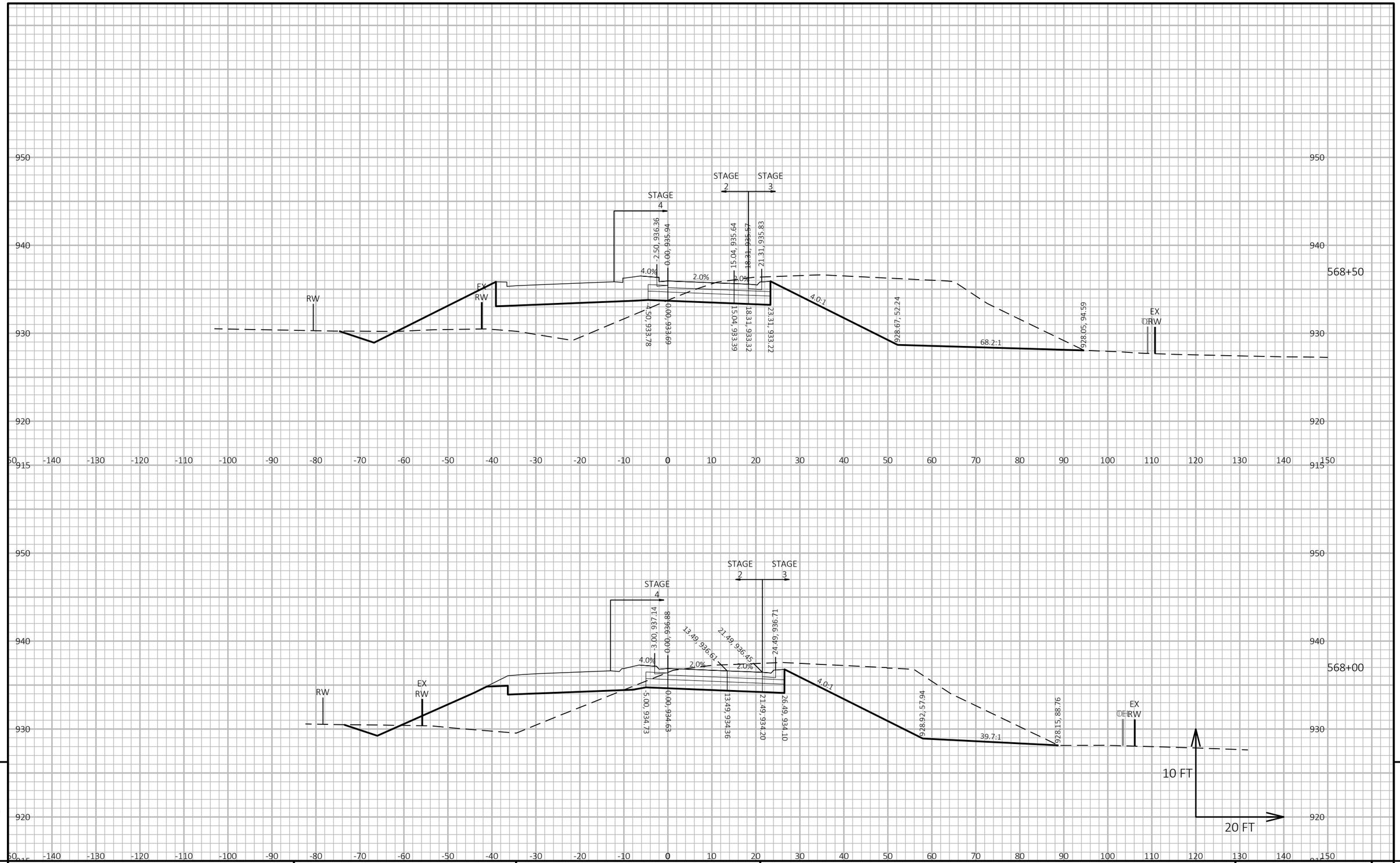


9 9

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 242	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 7/23/2025 10:43 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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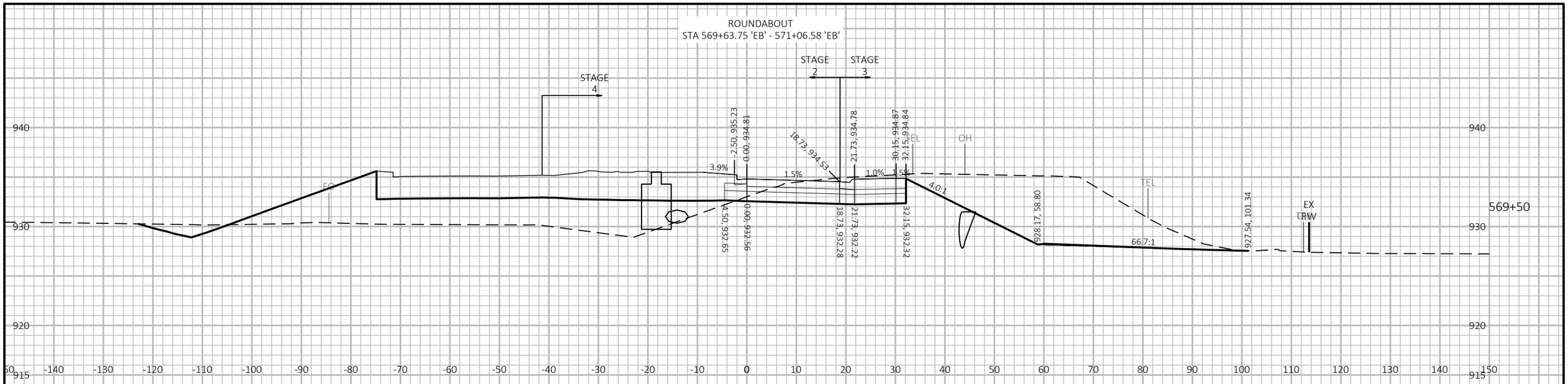
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 243	E

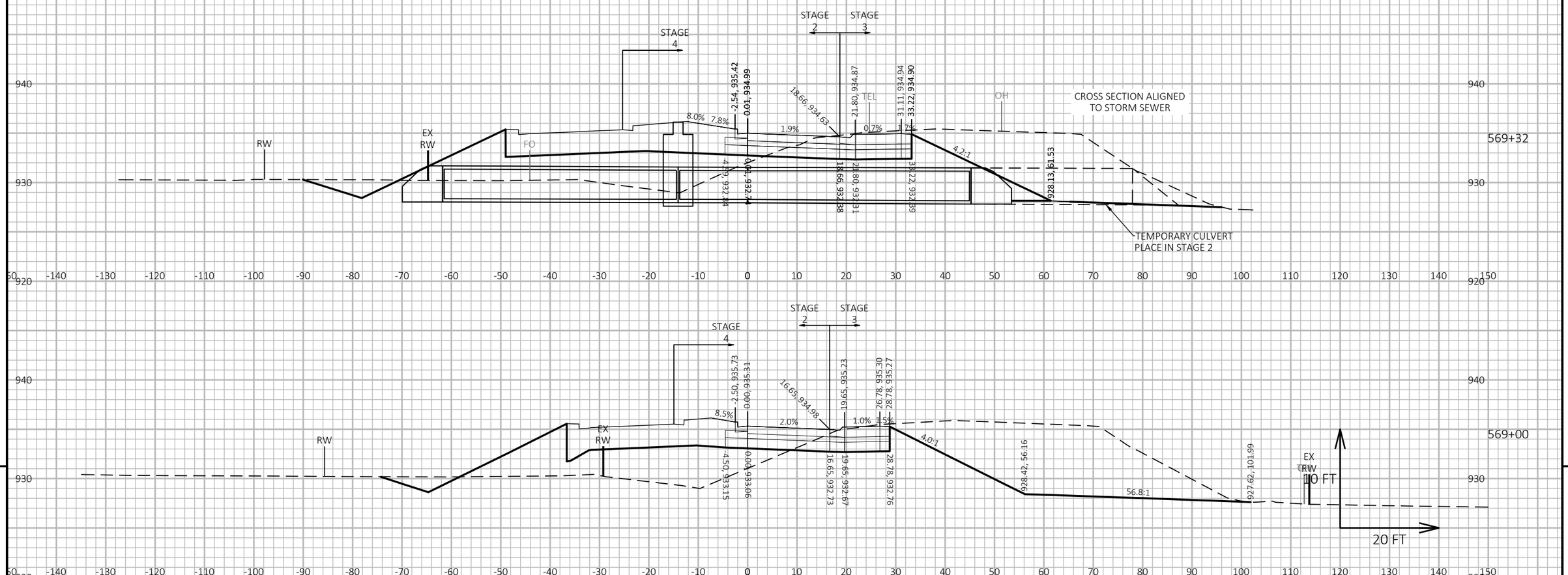
FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090208-xs

PLOT DATE : 7/23/2025 10:43 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

ROUNDABOUT
STA 569+63.75 'EB' - 571+06.58 'EB'



CROSS SECTION ALIGNED
TO STORM SEWER



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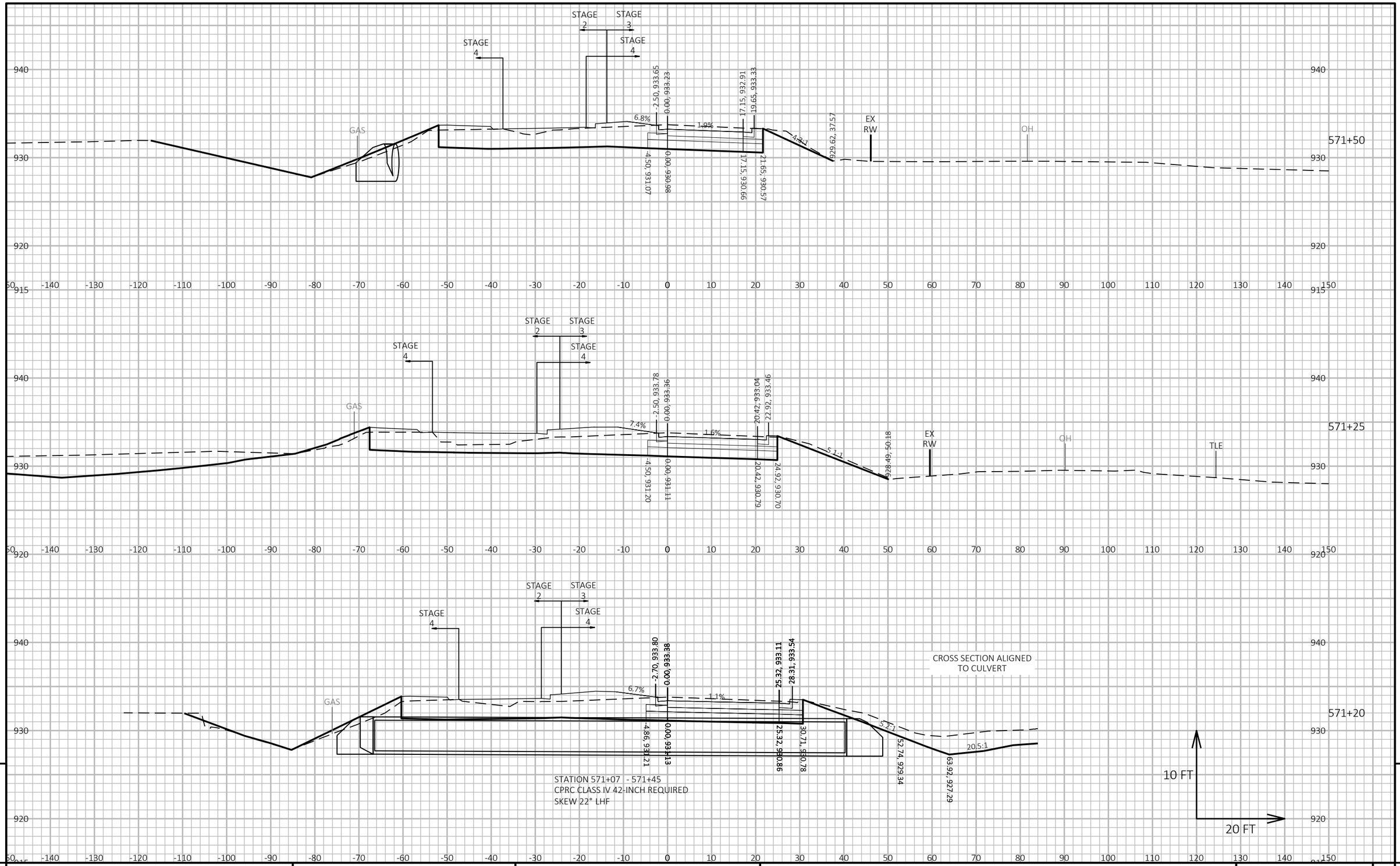
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 244	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 7/23/2025 10:43 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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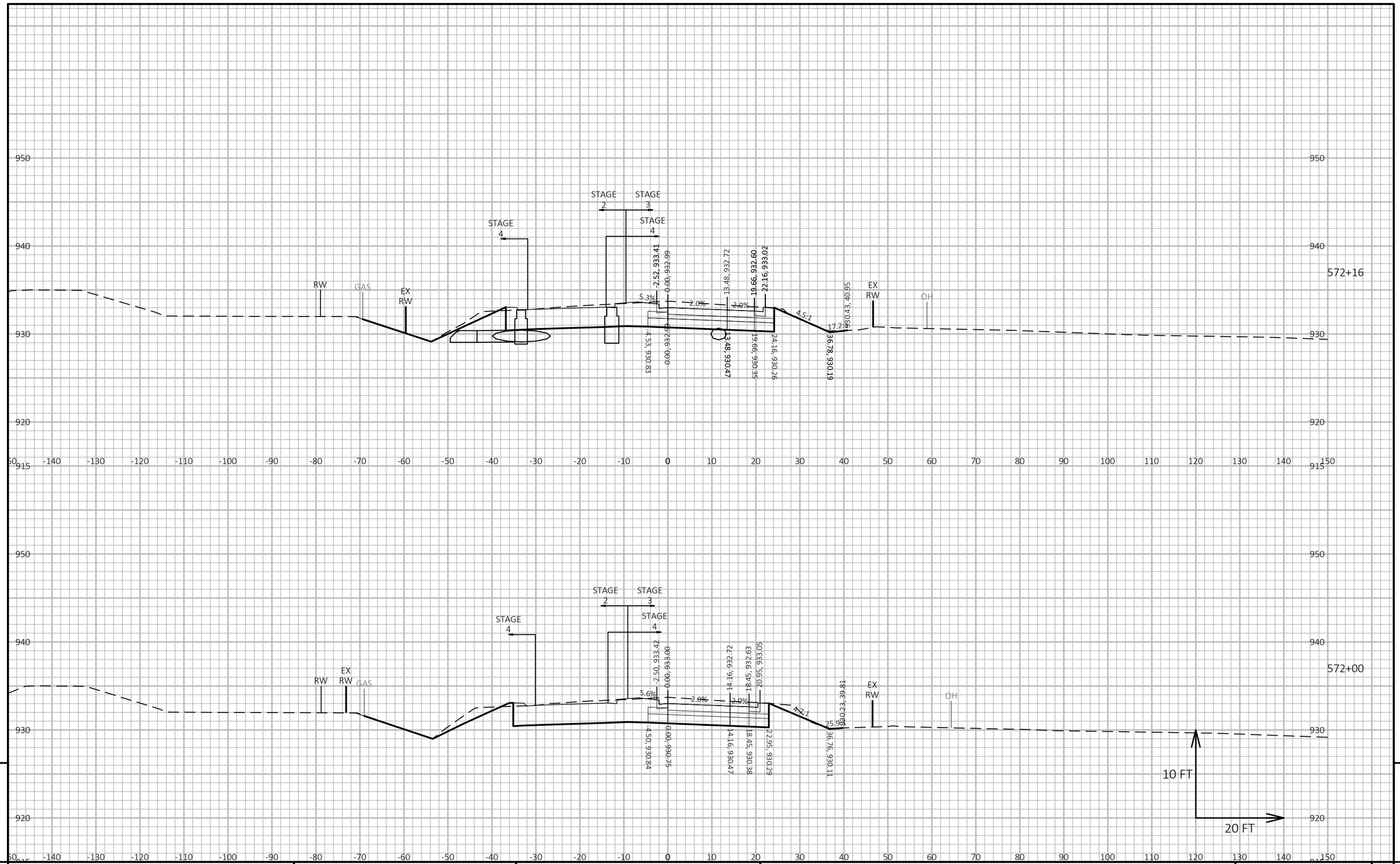
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 245	E

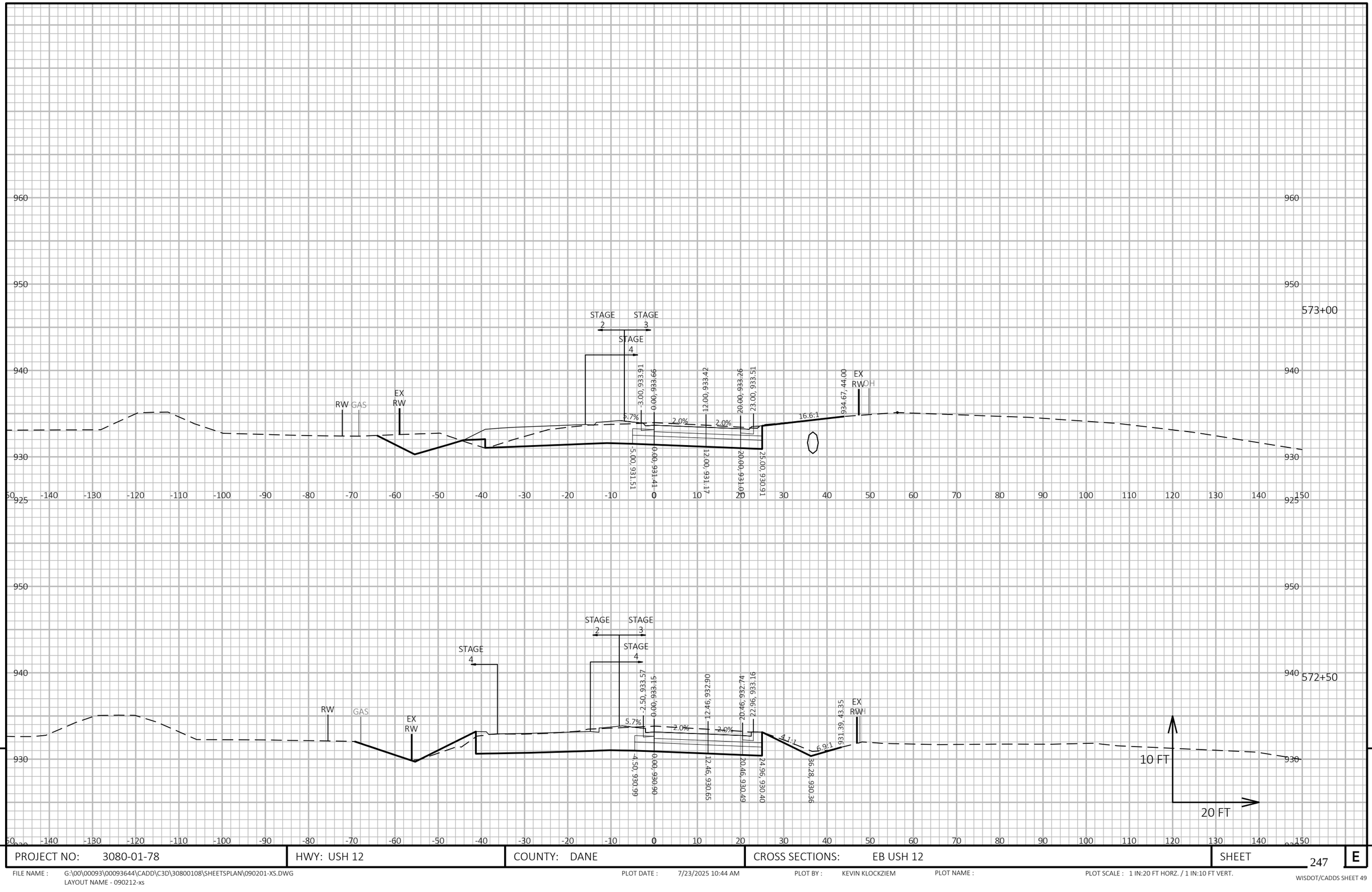


9 9

PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 246	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 7/23/2025 10:44 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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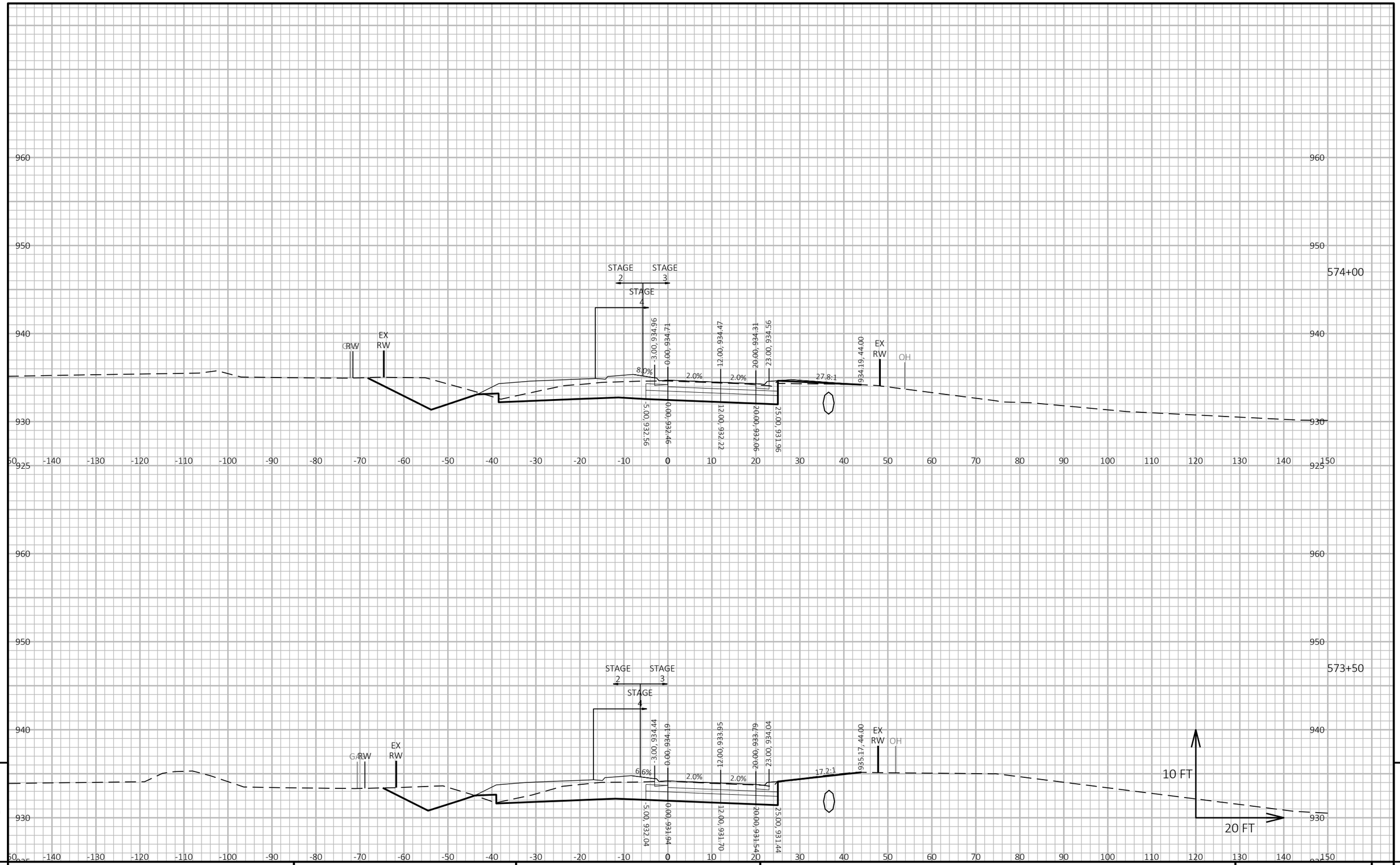
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 247	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090212-xs

PLOT DATE : 7/23/2025 10:44 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

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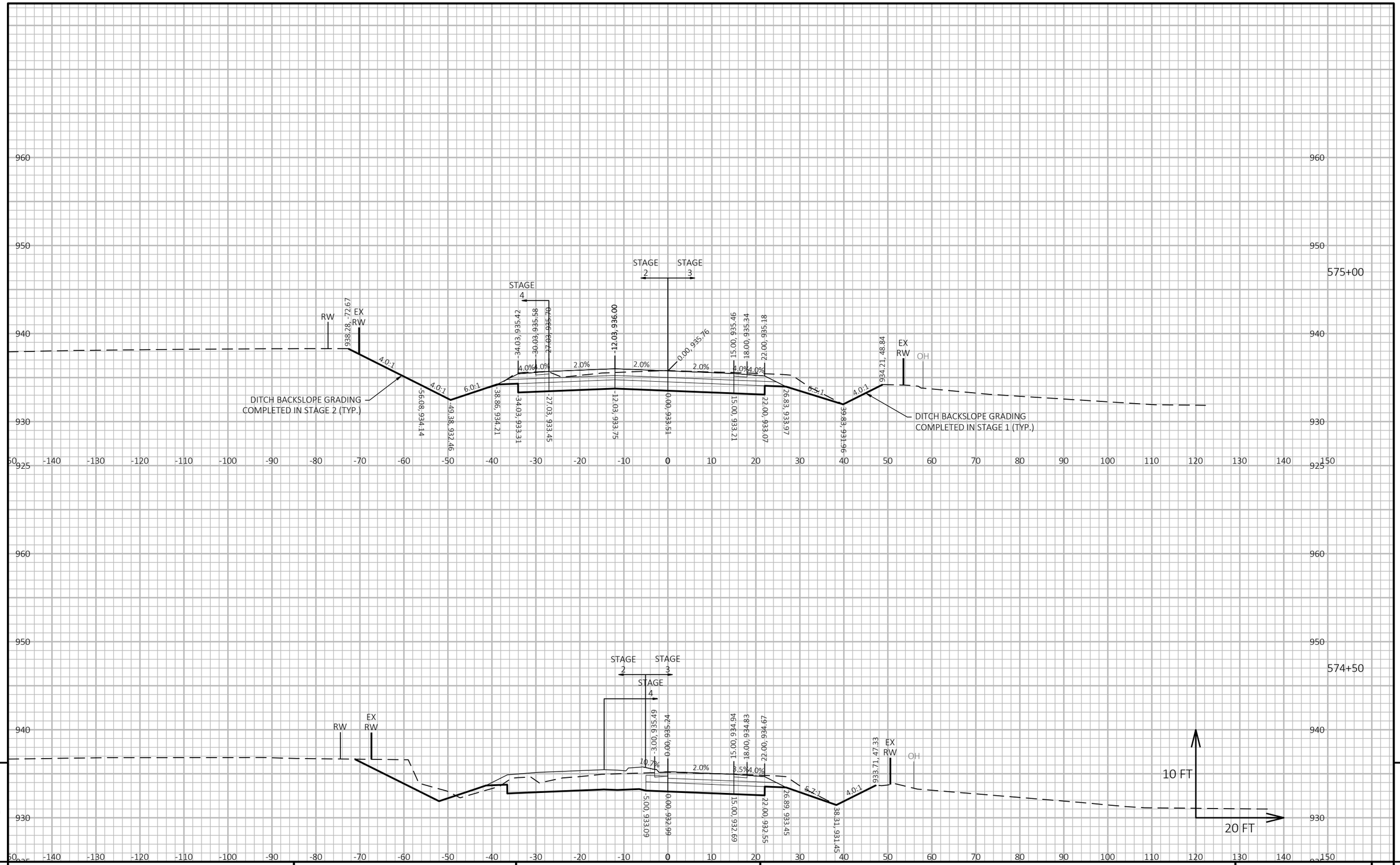
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 248	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090213-xs

PLOT DATE : 7/23/2025 10:44 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 249	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090214-xs

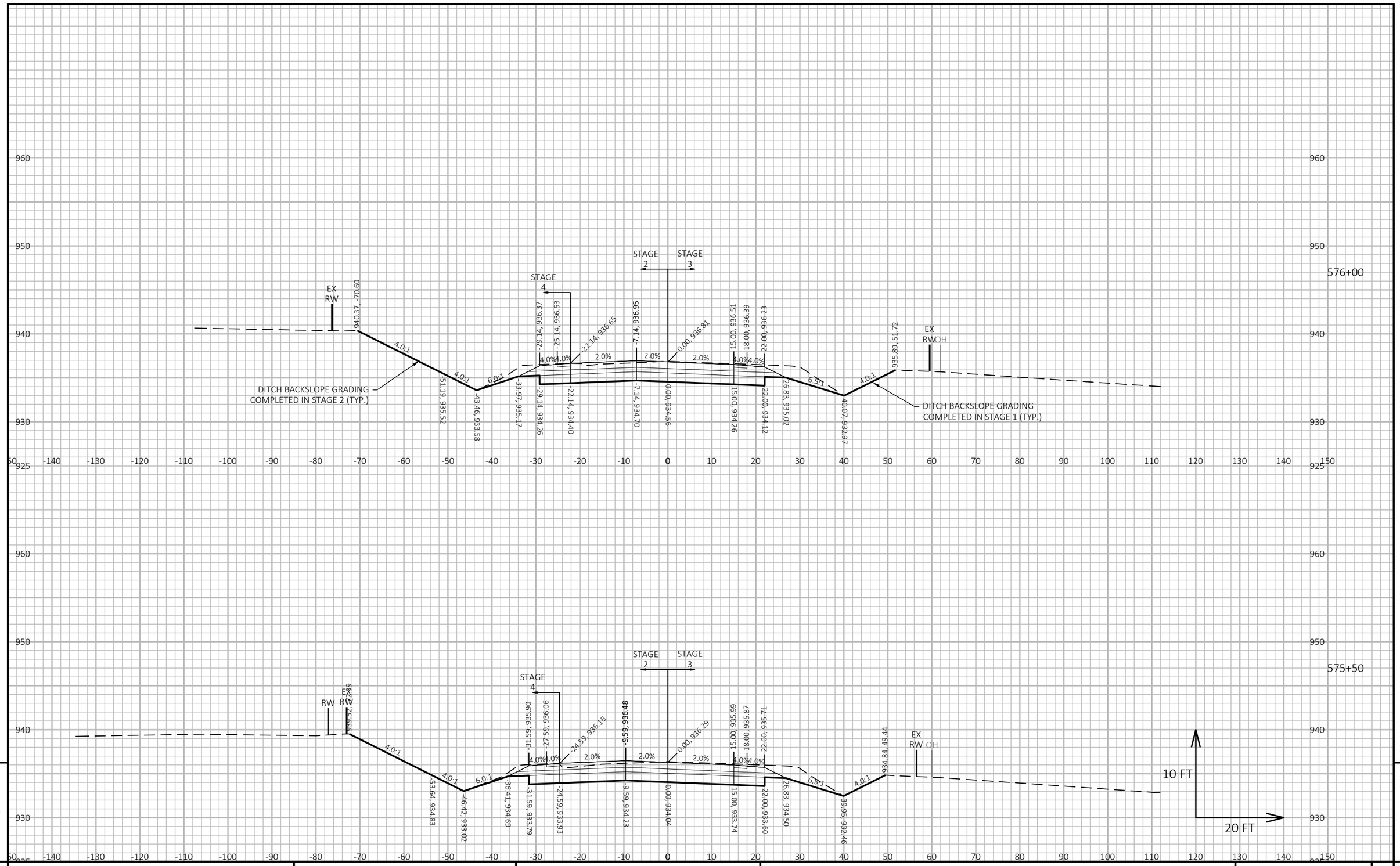
PLOT DATE : 7/23/2025 10:44 AM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

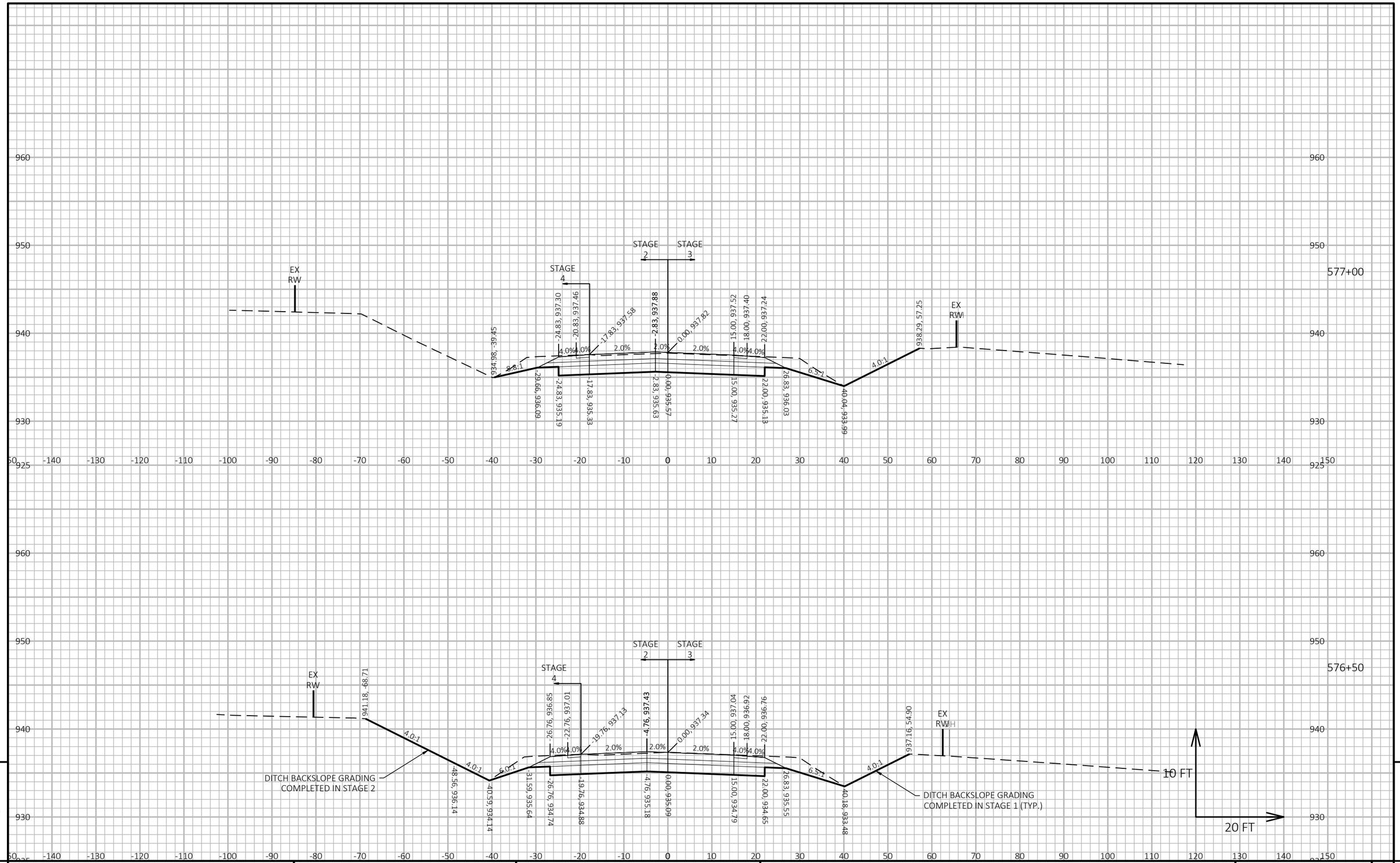


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 250 E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 7/23/2025 10:44 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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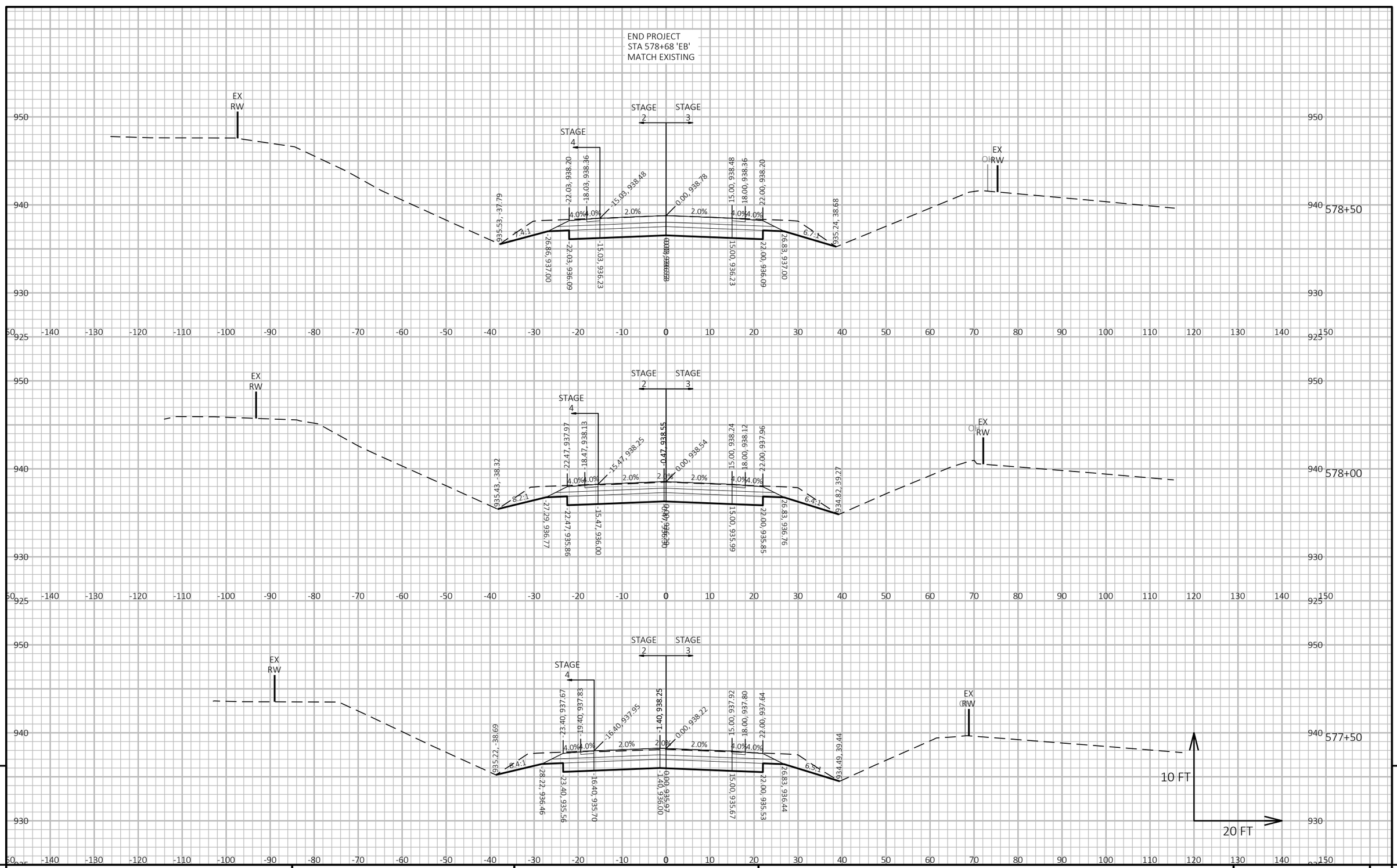
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 251	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090216-xs

PLOT DATE : 7/23/2025 10:44 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT
STA 578+68 'EB'
MATCH EXISTING



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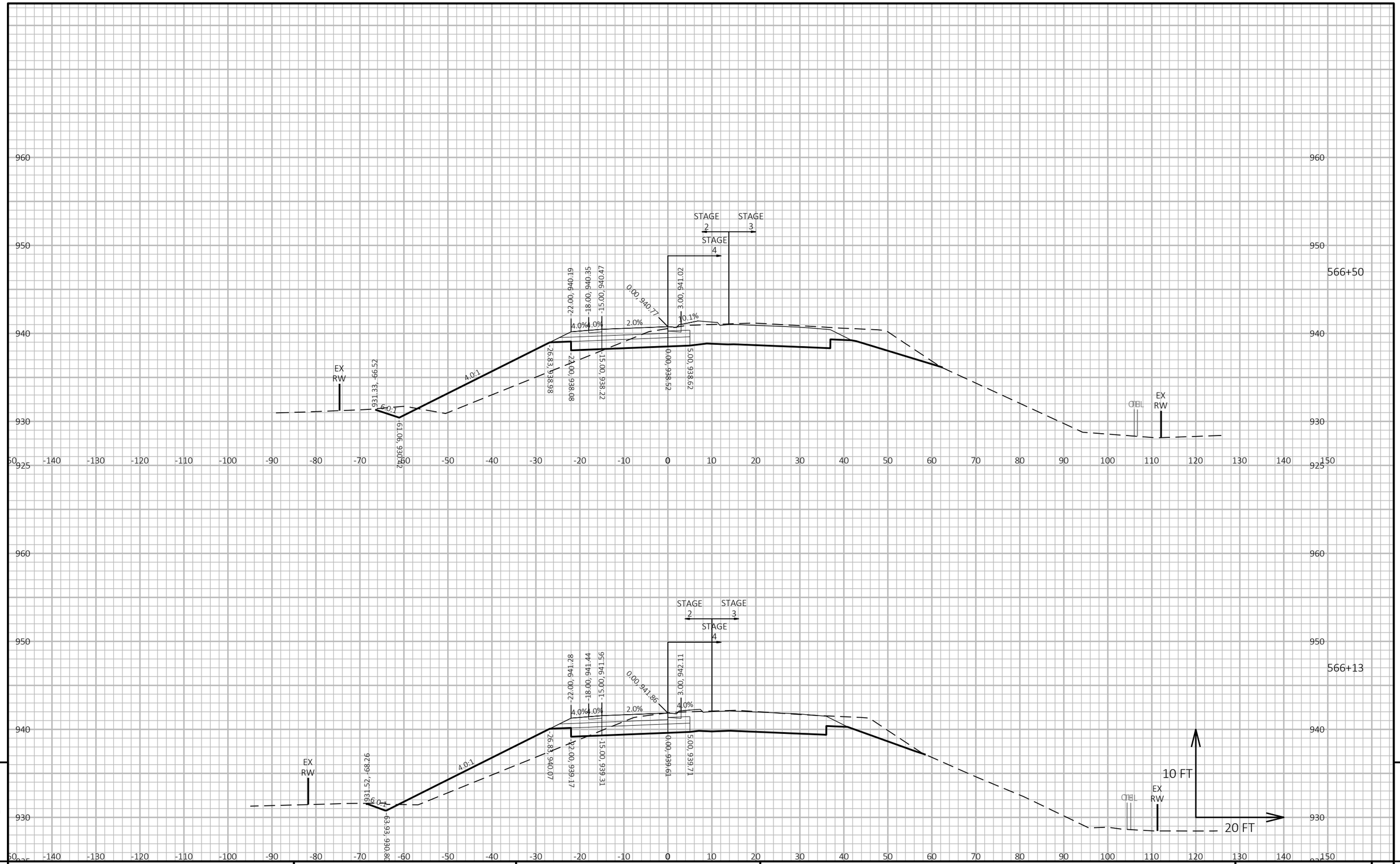
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: EB USH 12	SHEET 252	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090217-xs

PLOT DATE : 7/23/2025 10:44 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

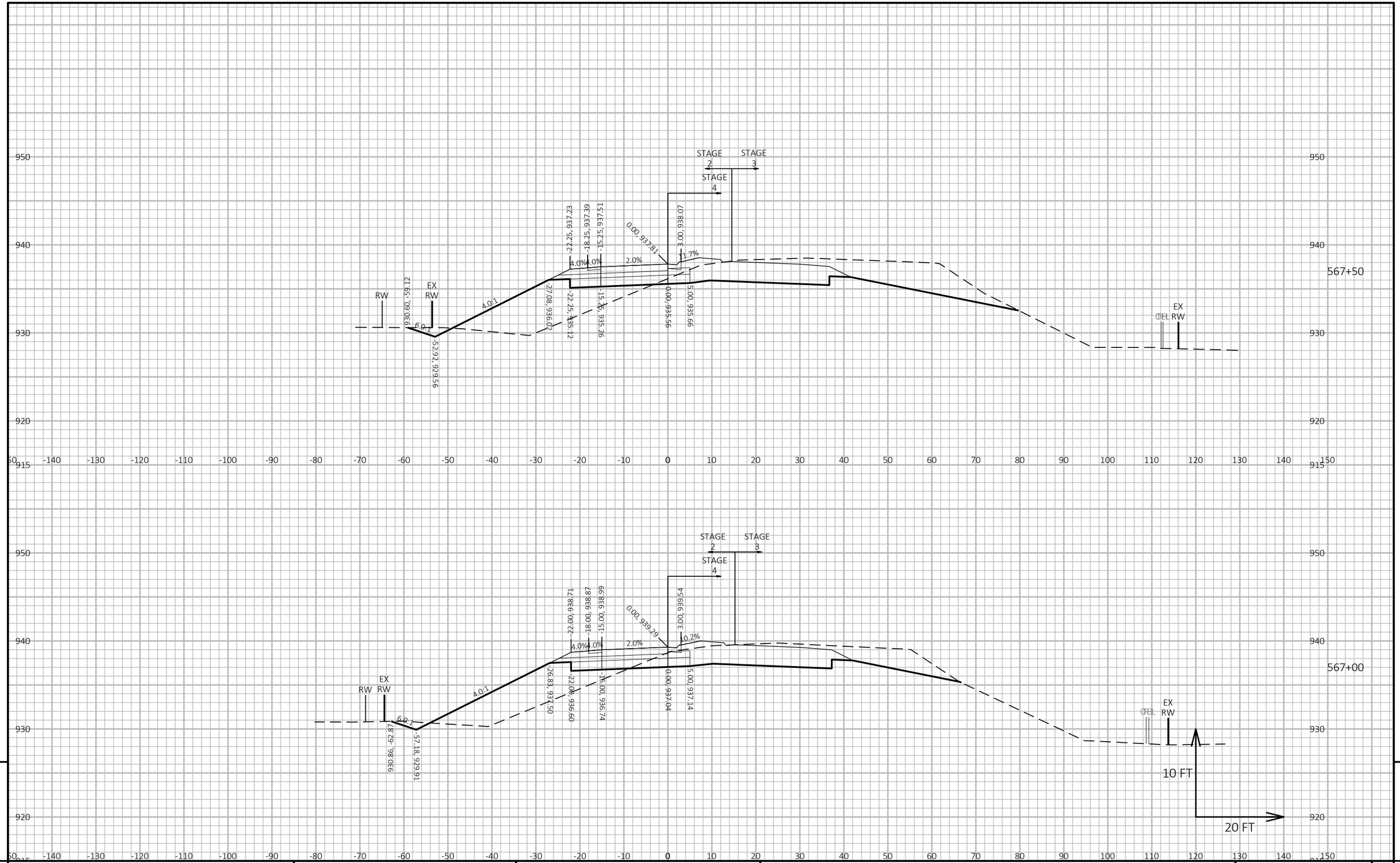


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: WB USH 12	SHEET 253	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 7/23/2025 10:28 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

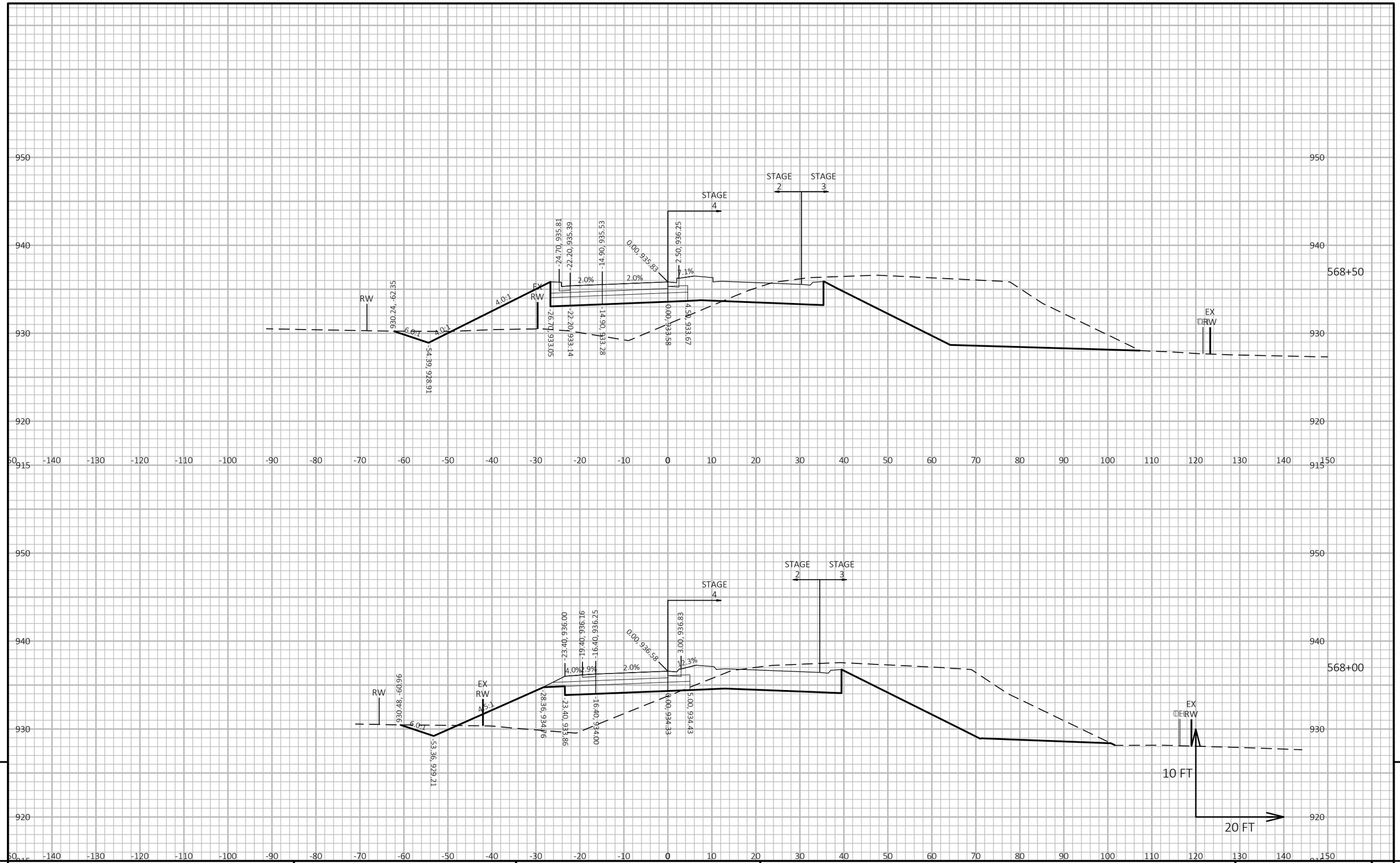


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: WB USH 12	SHEET 254 E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090219-xs

PLOT DATE : 7/23/2025 10:28 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

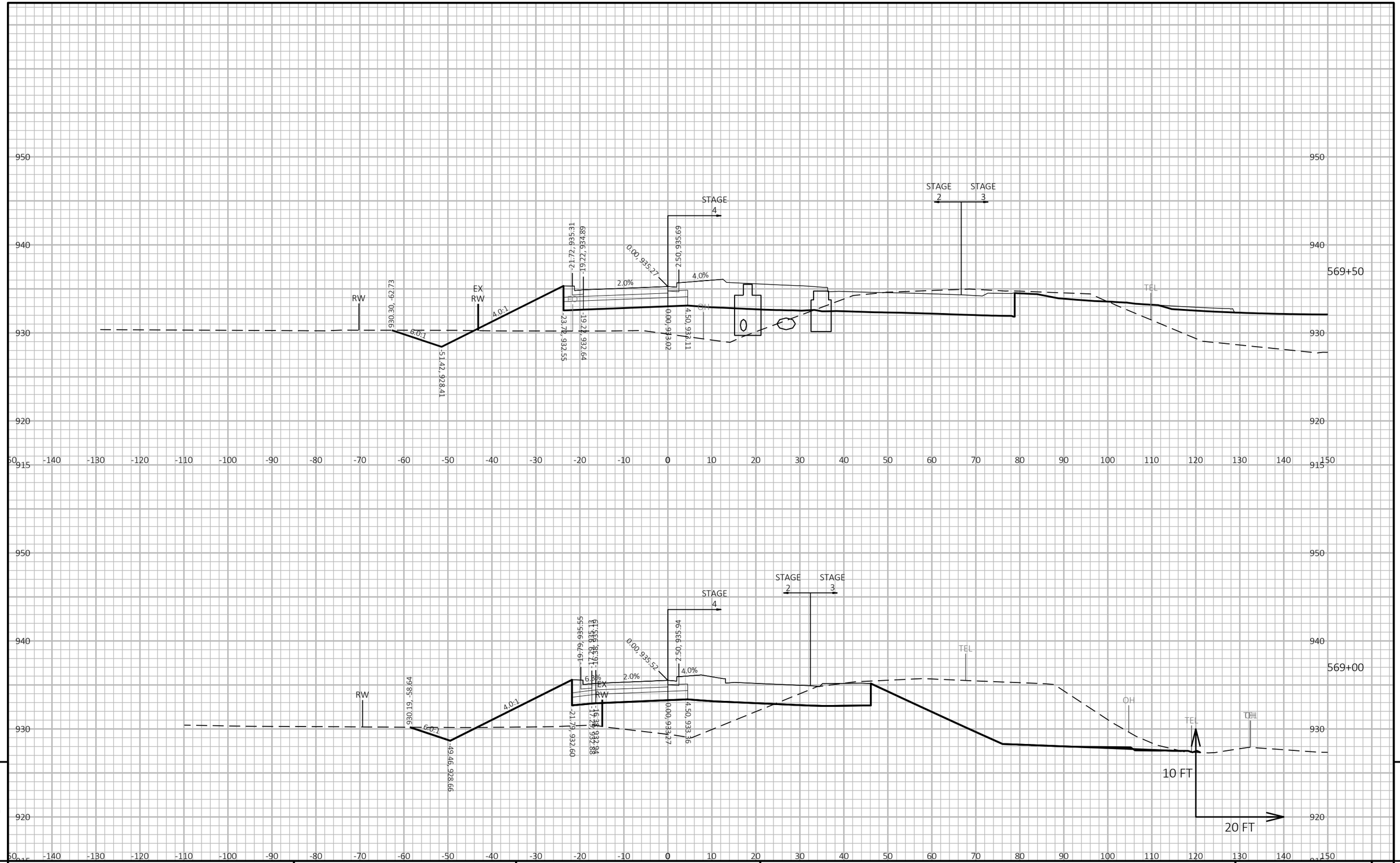


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: WB USH 12	SHEET 255	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090220-xs

PLOT DATE : 7/23/2025 10:29 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

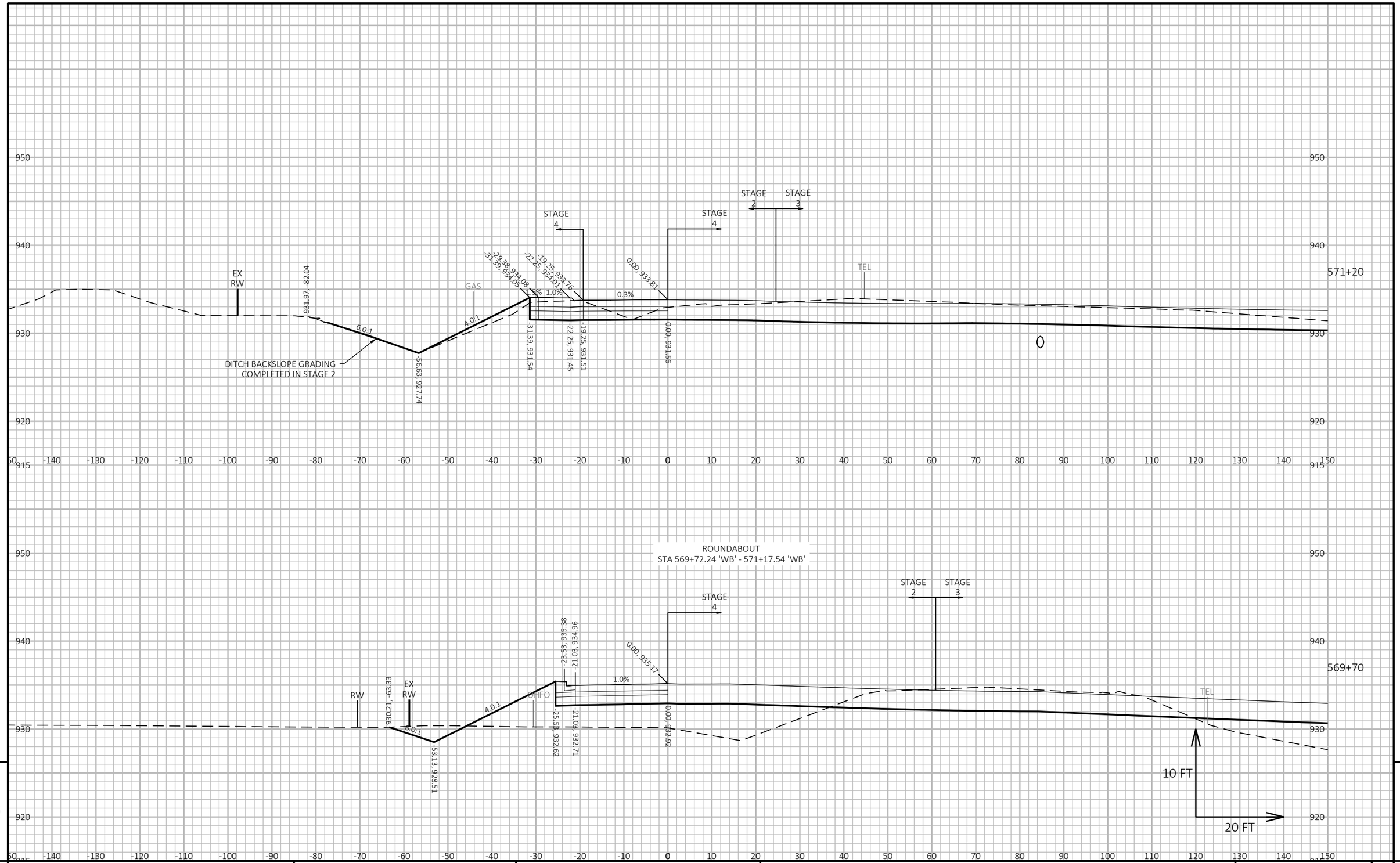


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: WB USH 12	SHEET 256	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 7/23/2025 10:29 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

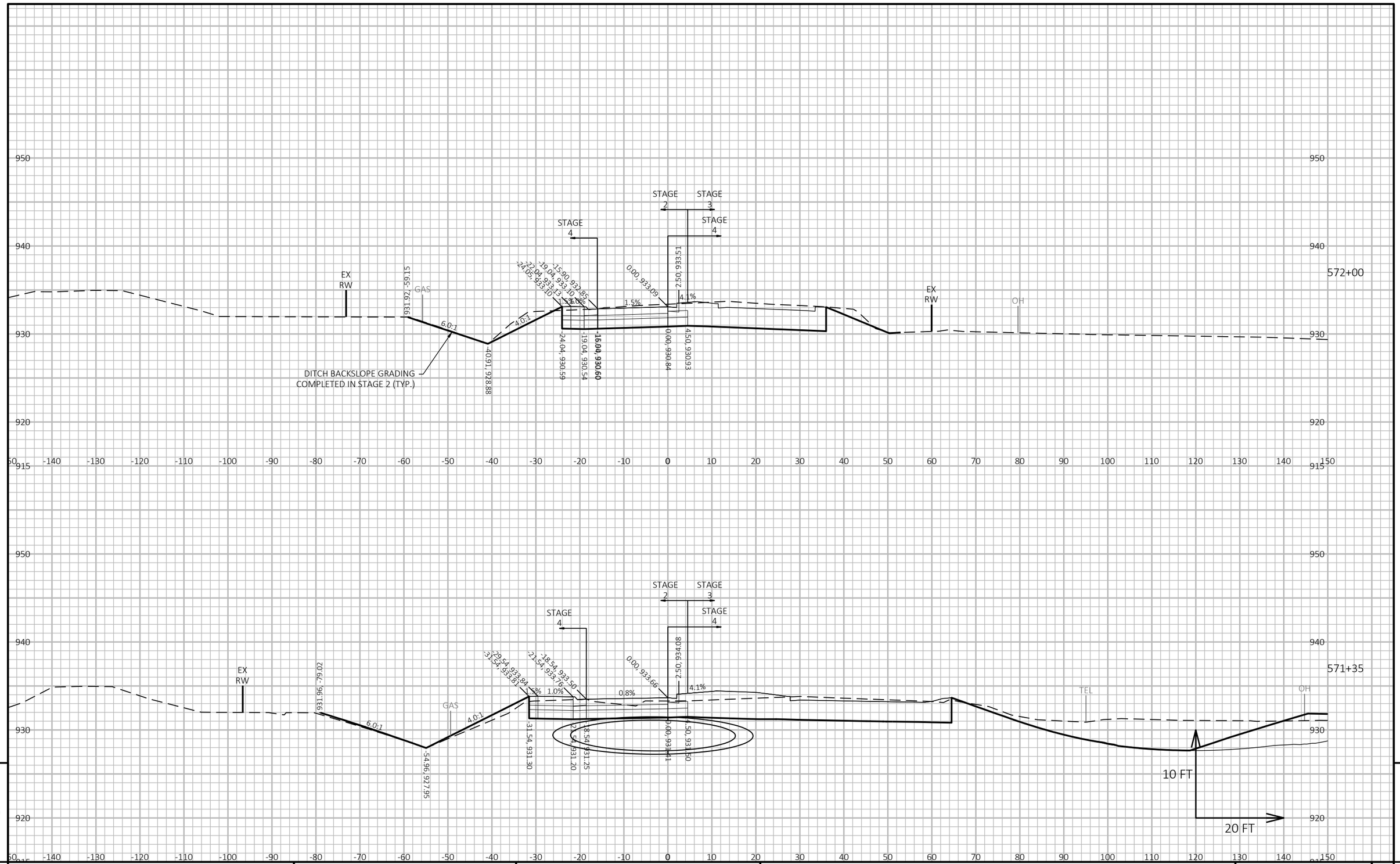


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: WB USH 12	SHEET 257	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090222-xs

PLOT DATE : 7/23/2025 10:29 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

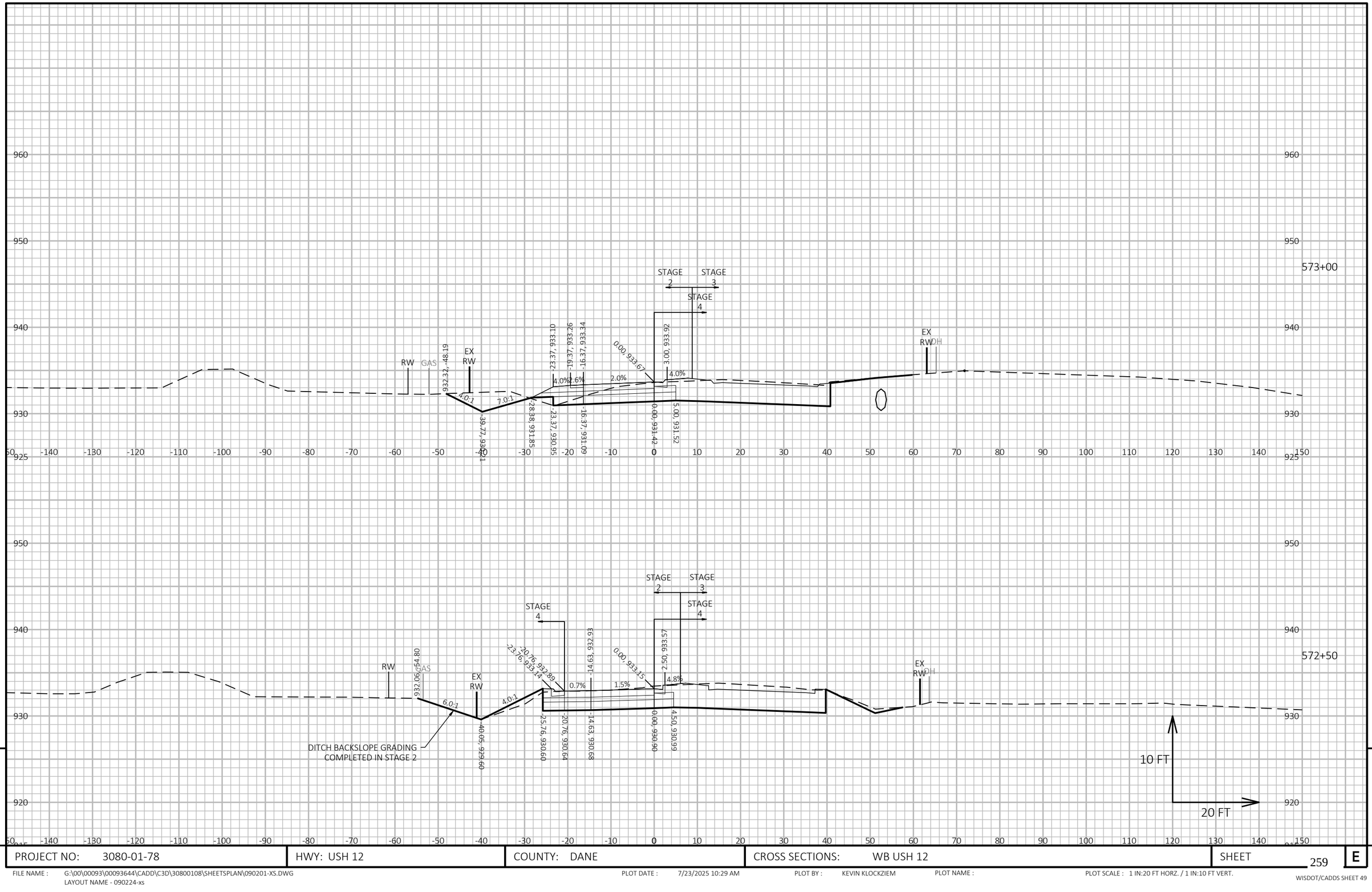


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: WB USH 12	SHEET 258 E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090223-xs

PLOT DATE : 7/23/2025 10:29 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

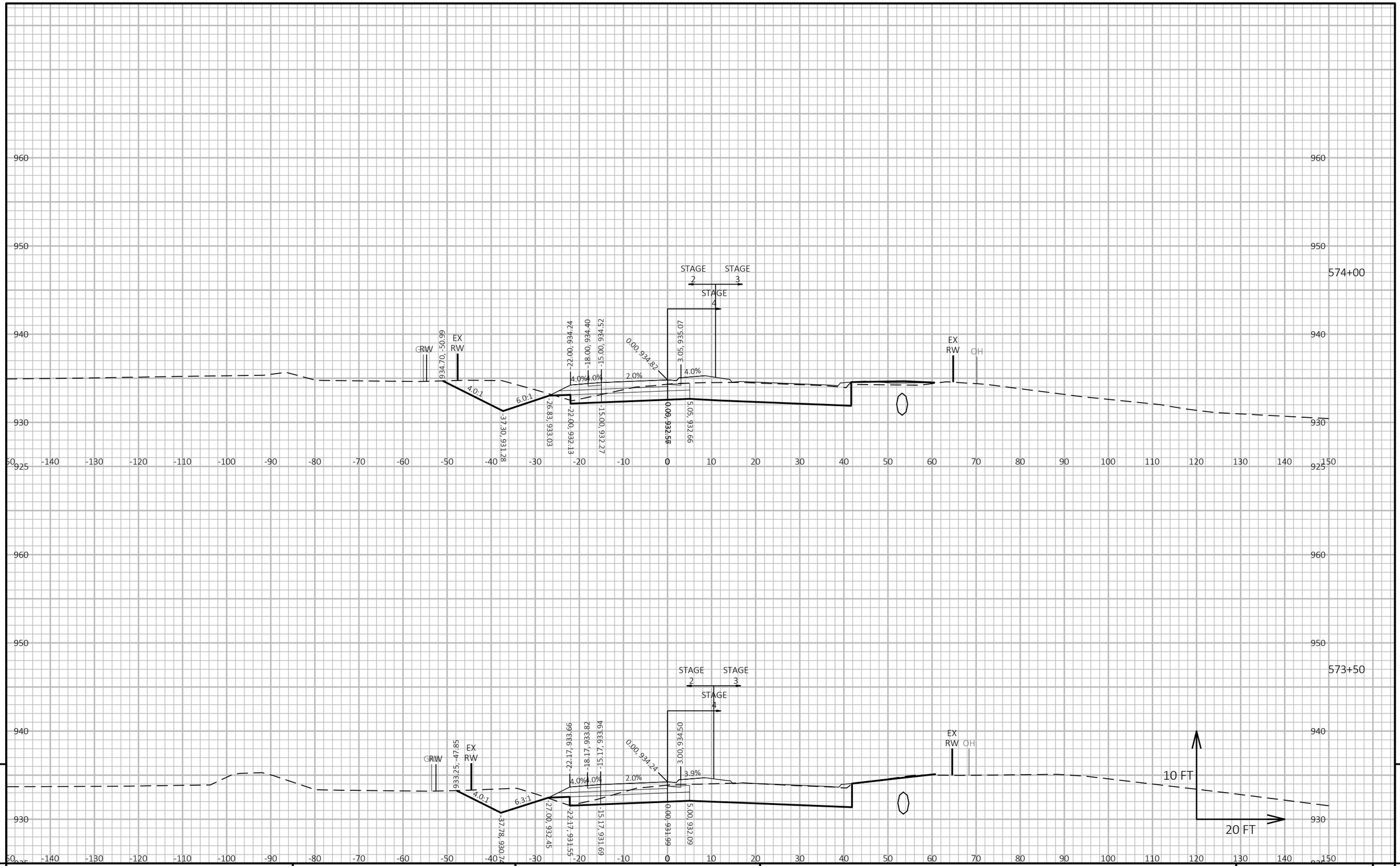


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: WB USH 12	SHEET 259 E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090224-xs

PLOT DATE : 7/23/2025 10:29 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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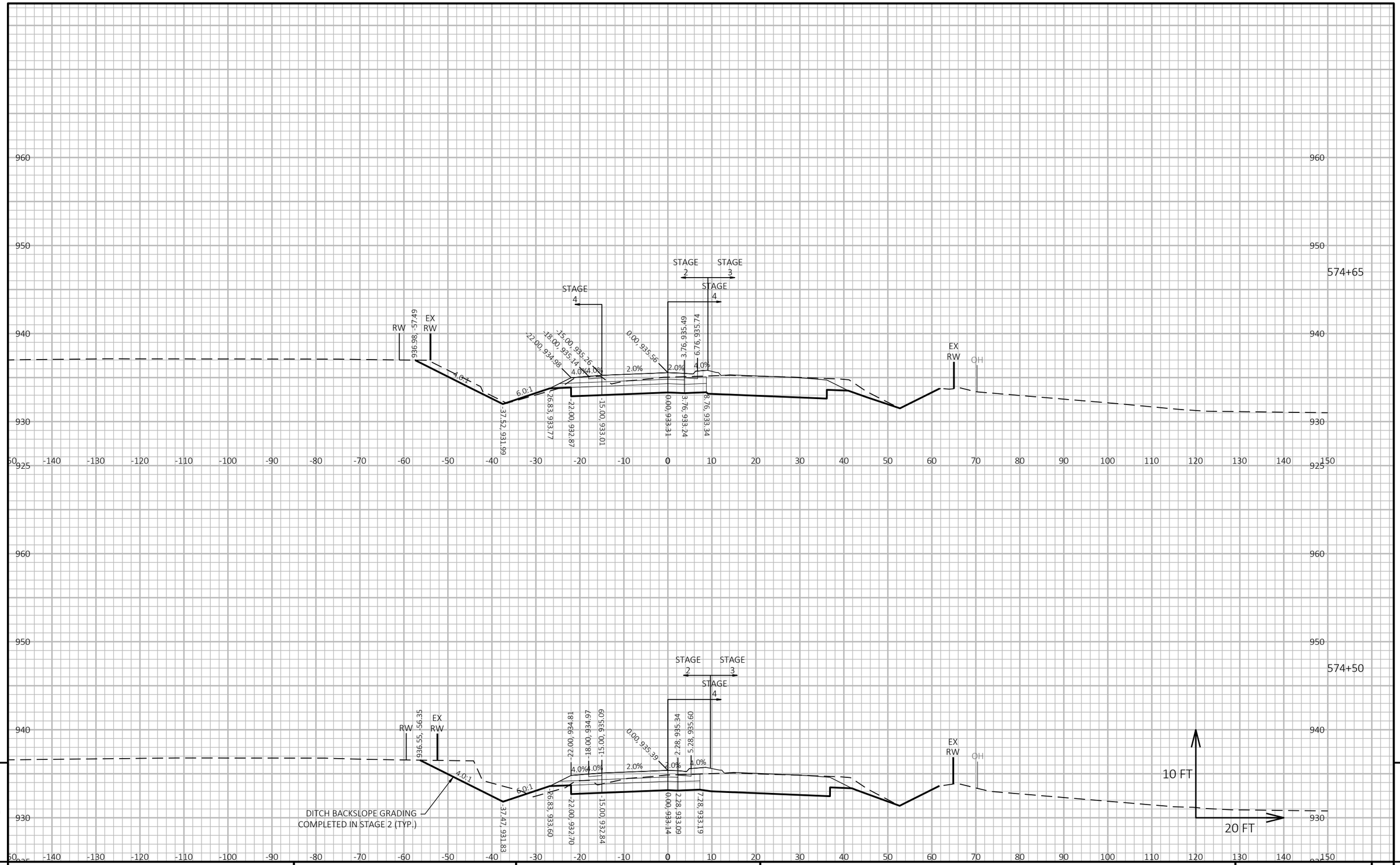
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: WB USH 12	SHEET 260	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090225-xs

PLOT DATE : 7/23/2025 10:29 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

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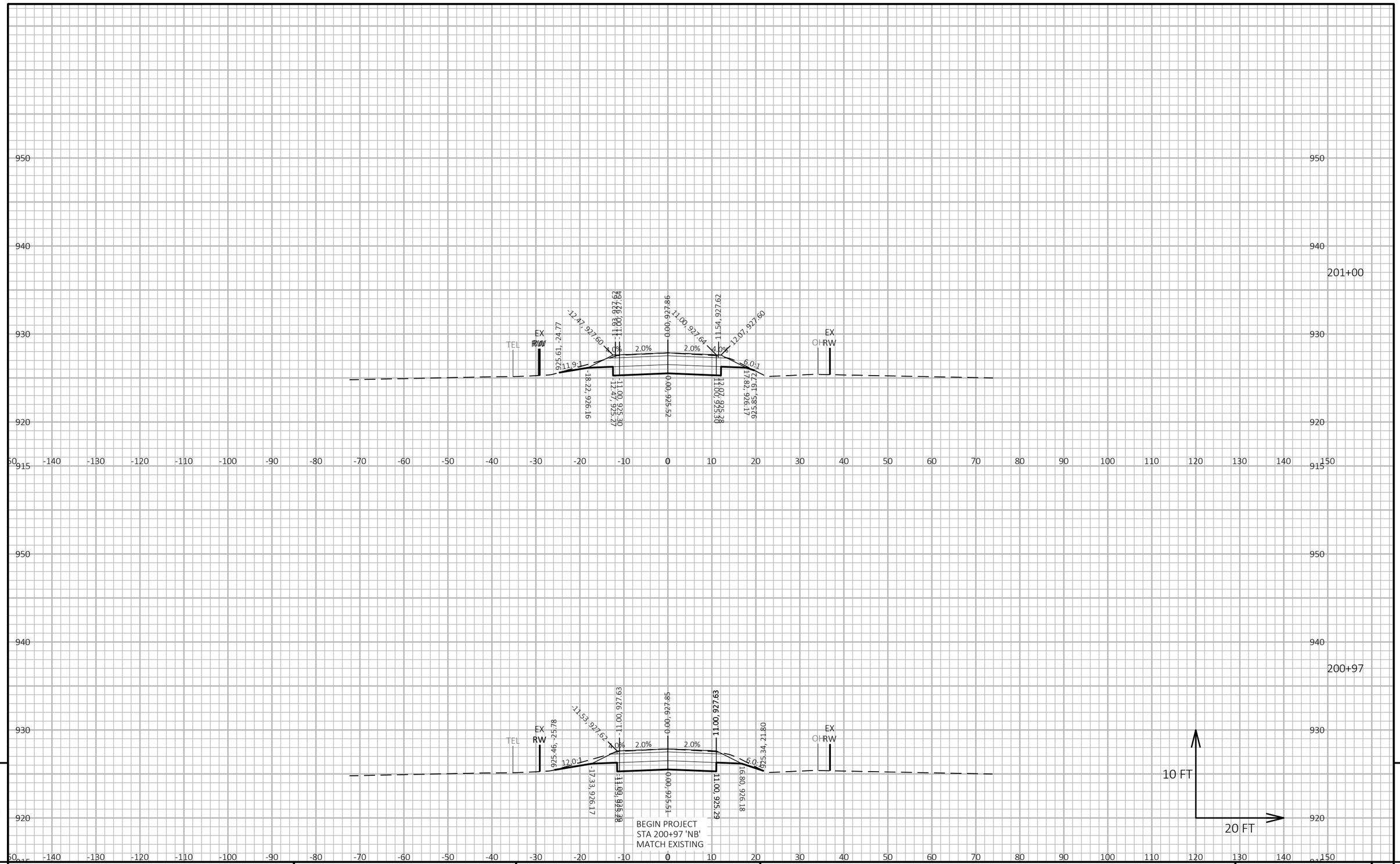
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: WB USH 12	SHEET 261	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090226-xs

PLOT DATE : 7/23/2025 10:29 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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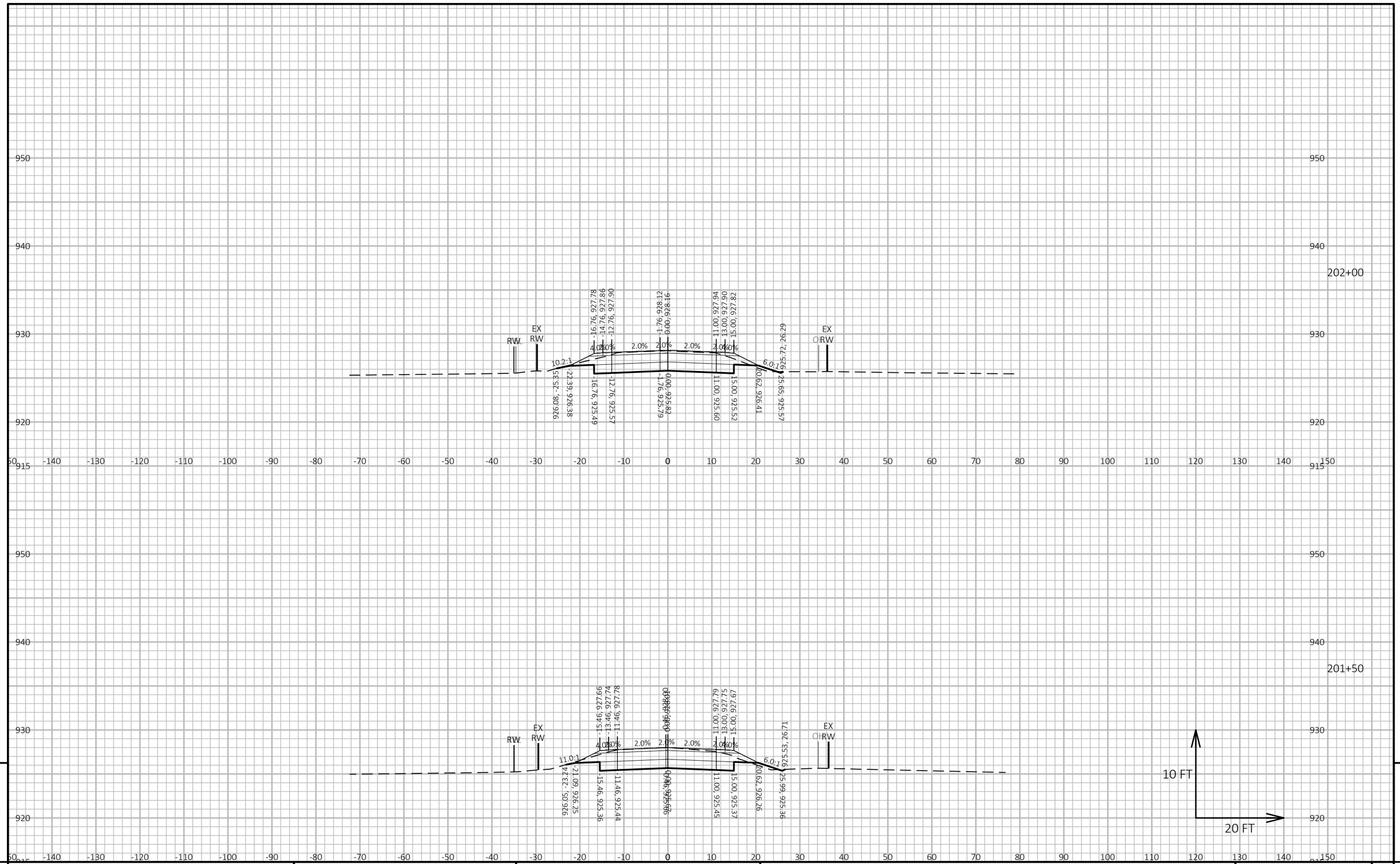
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 262	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090227-xs

PLOT DATE : 7/10/2025 11:06 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

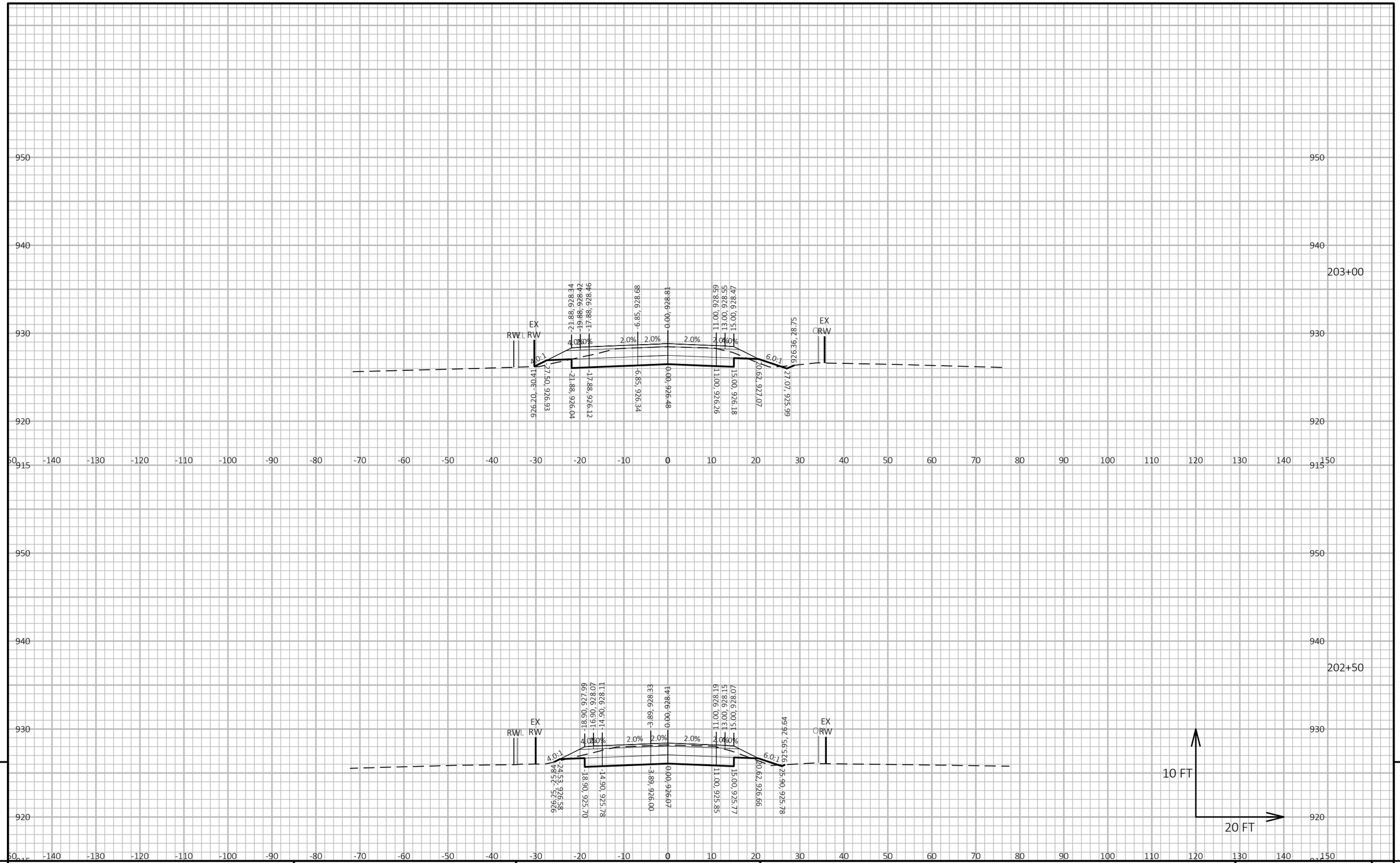


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 263	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090228-xs

PLOT DATE : 7/10/2025 11:06 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

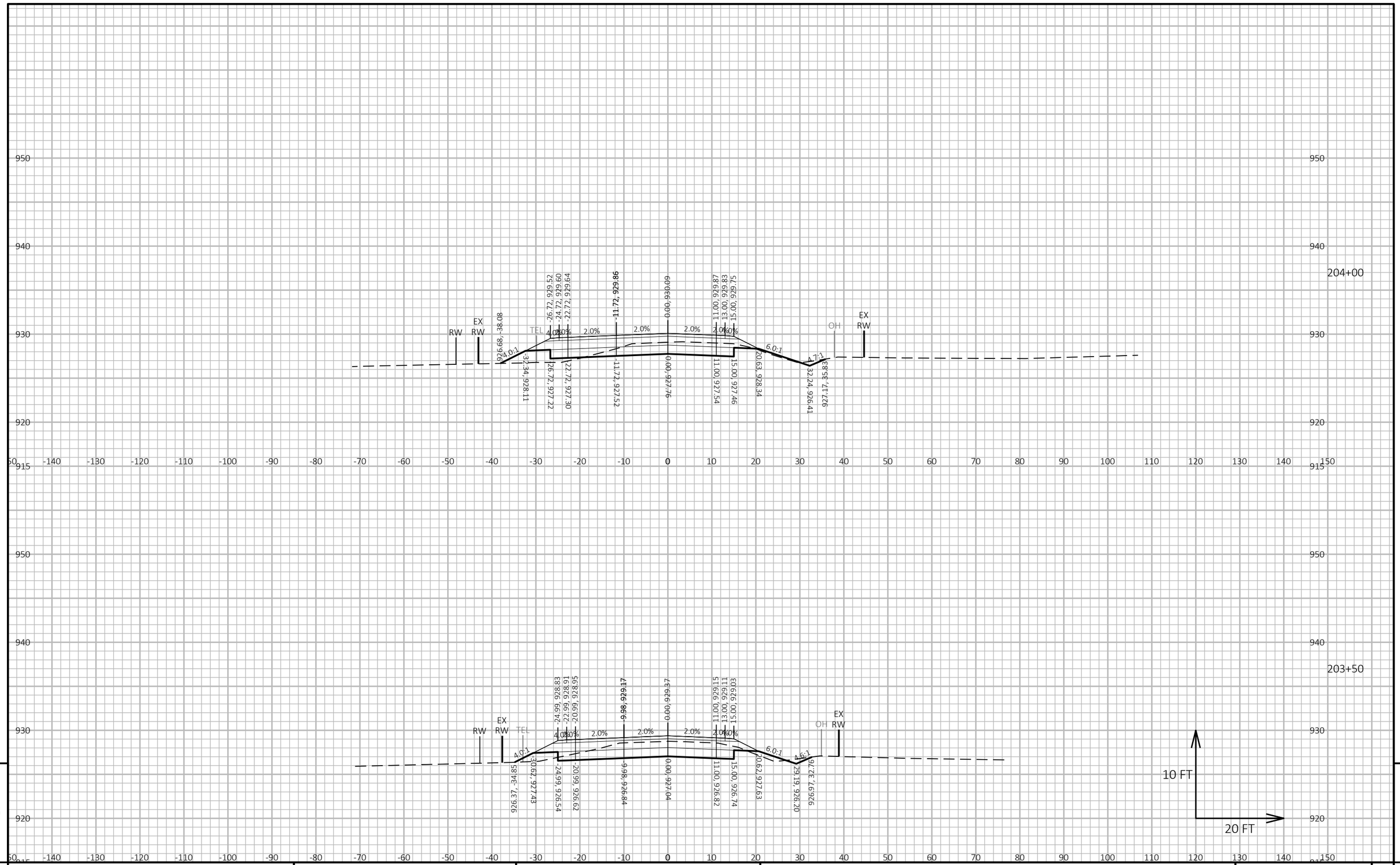


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 264 E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090229-xs

PLOT DATE : 7/10/2025 11:06 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

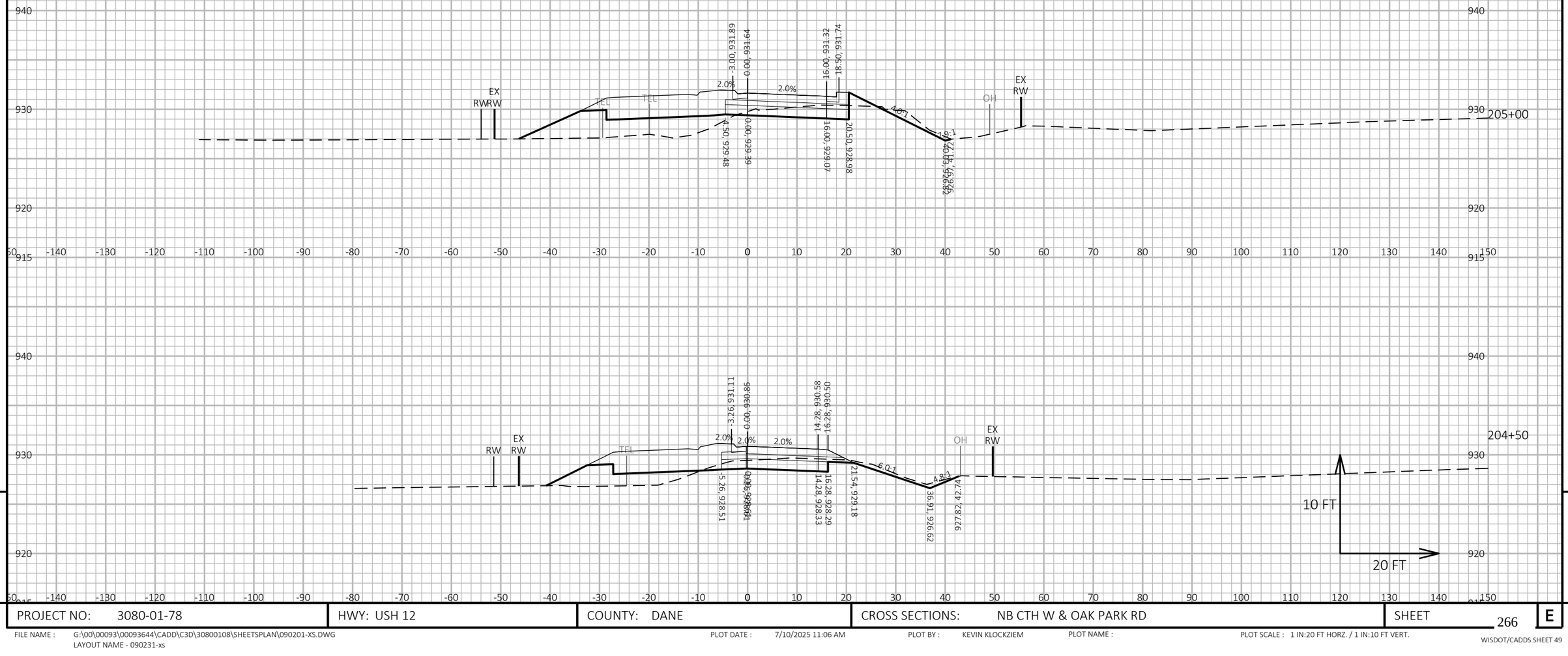


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 265	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090230-xs

PLOT DATE : 7/10/2025 11:06 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

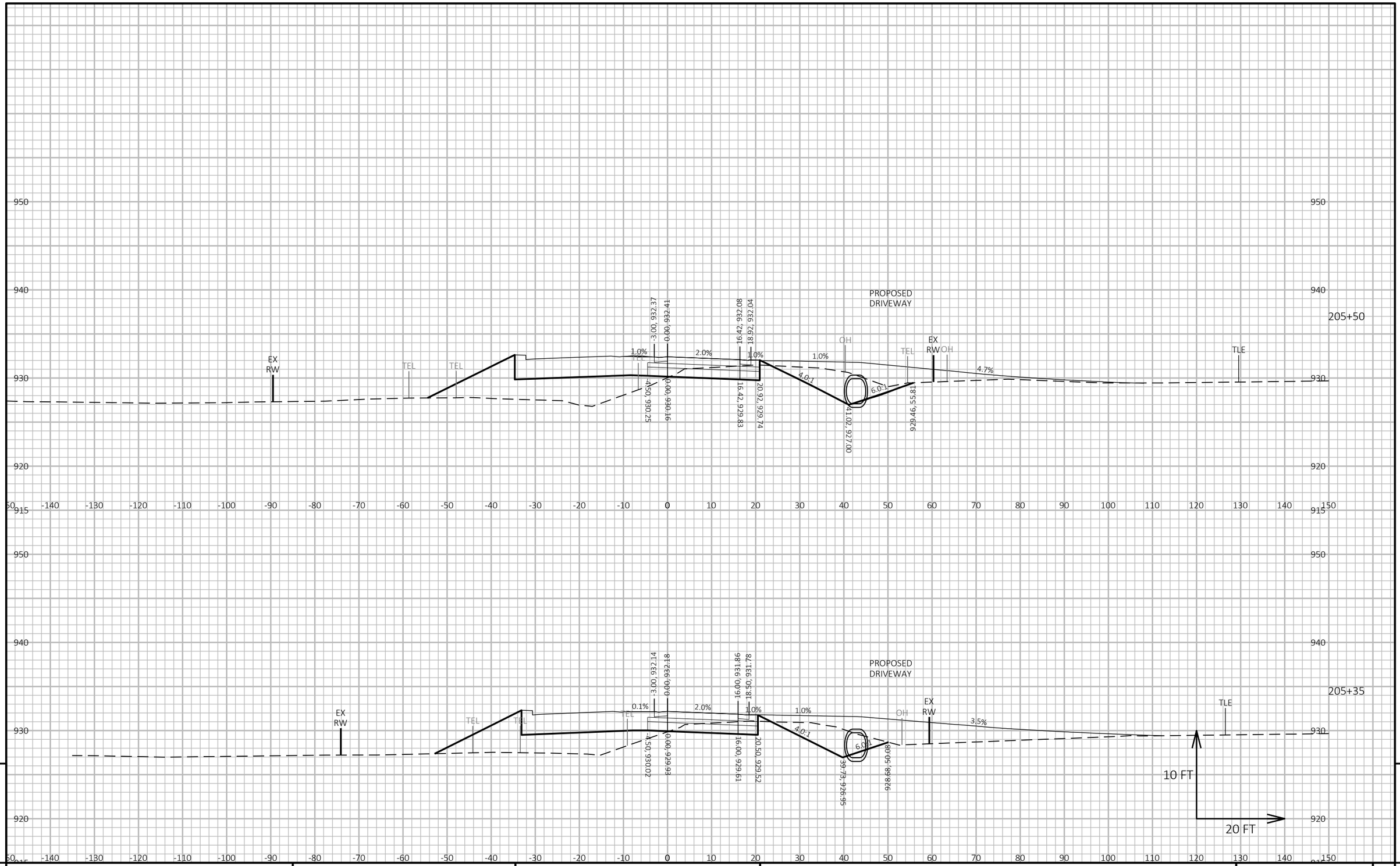


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 266	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090231-xs

PLOT DATE : 7/10/2025 11:06 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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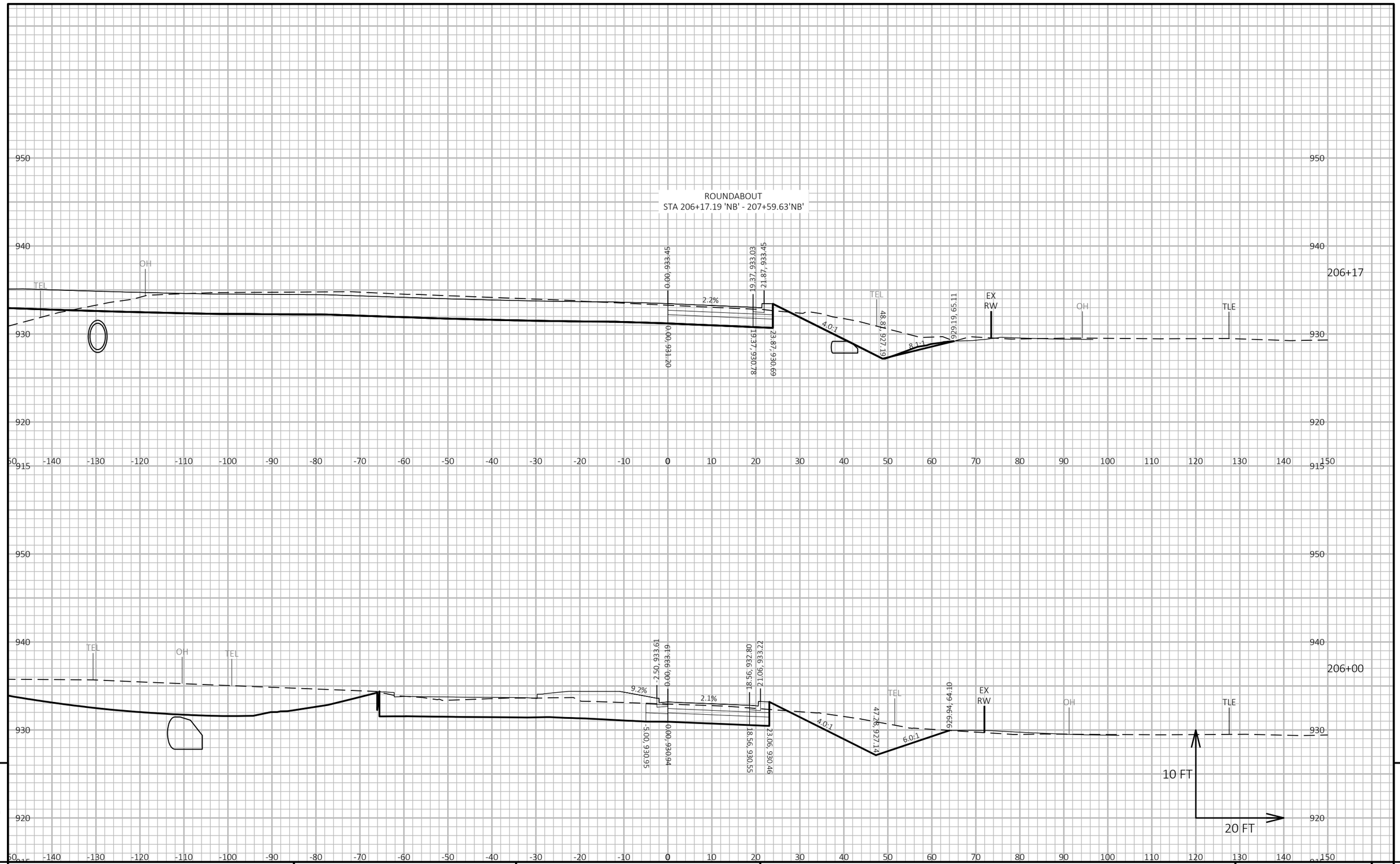
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 267	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090232-xs

PLOT DATE : 7/10/2025 11:06 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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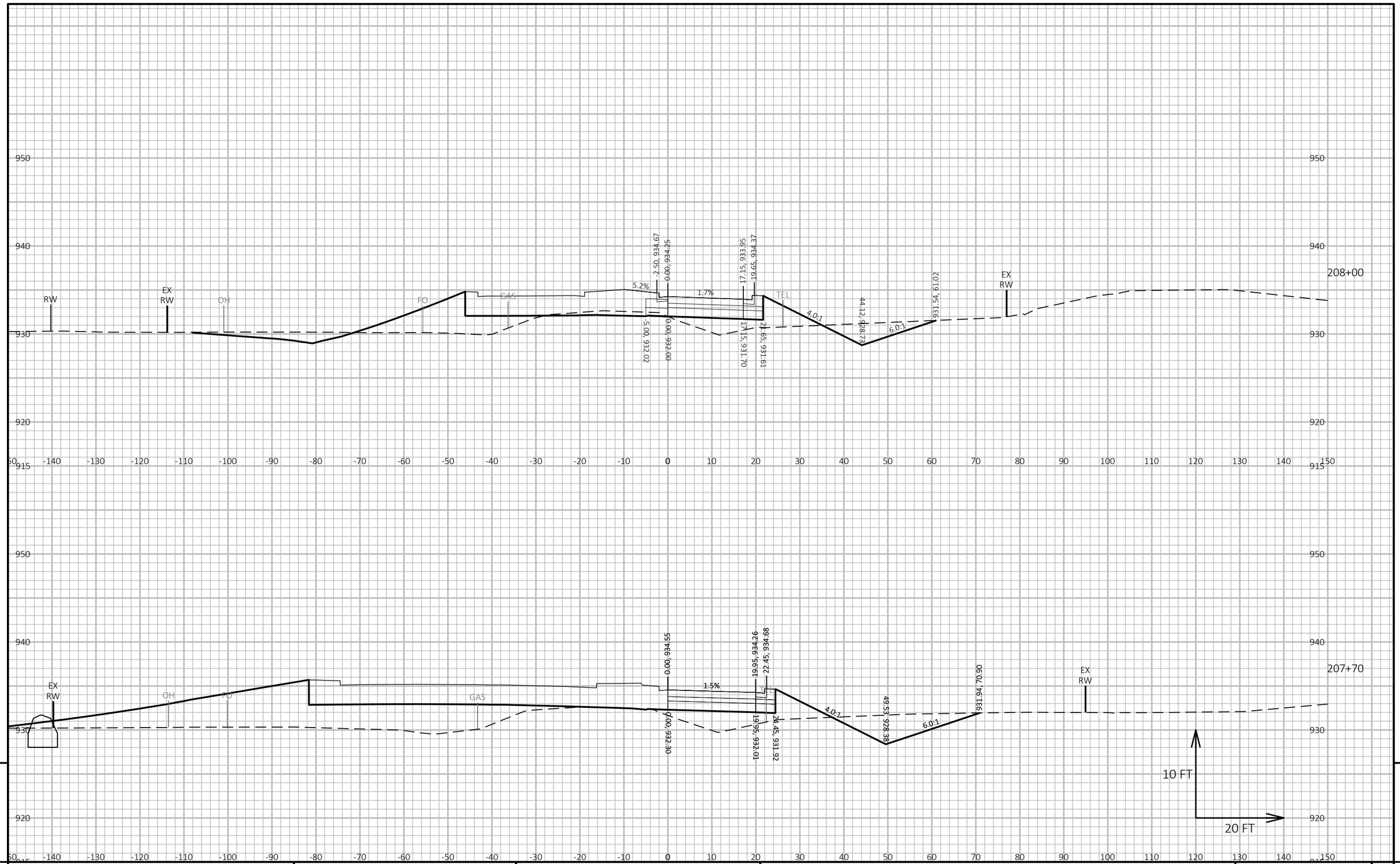
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 268	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090233-xs

PLOT DATE : 7/10/2025 11:06 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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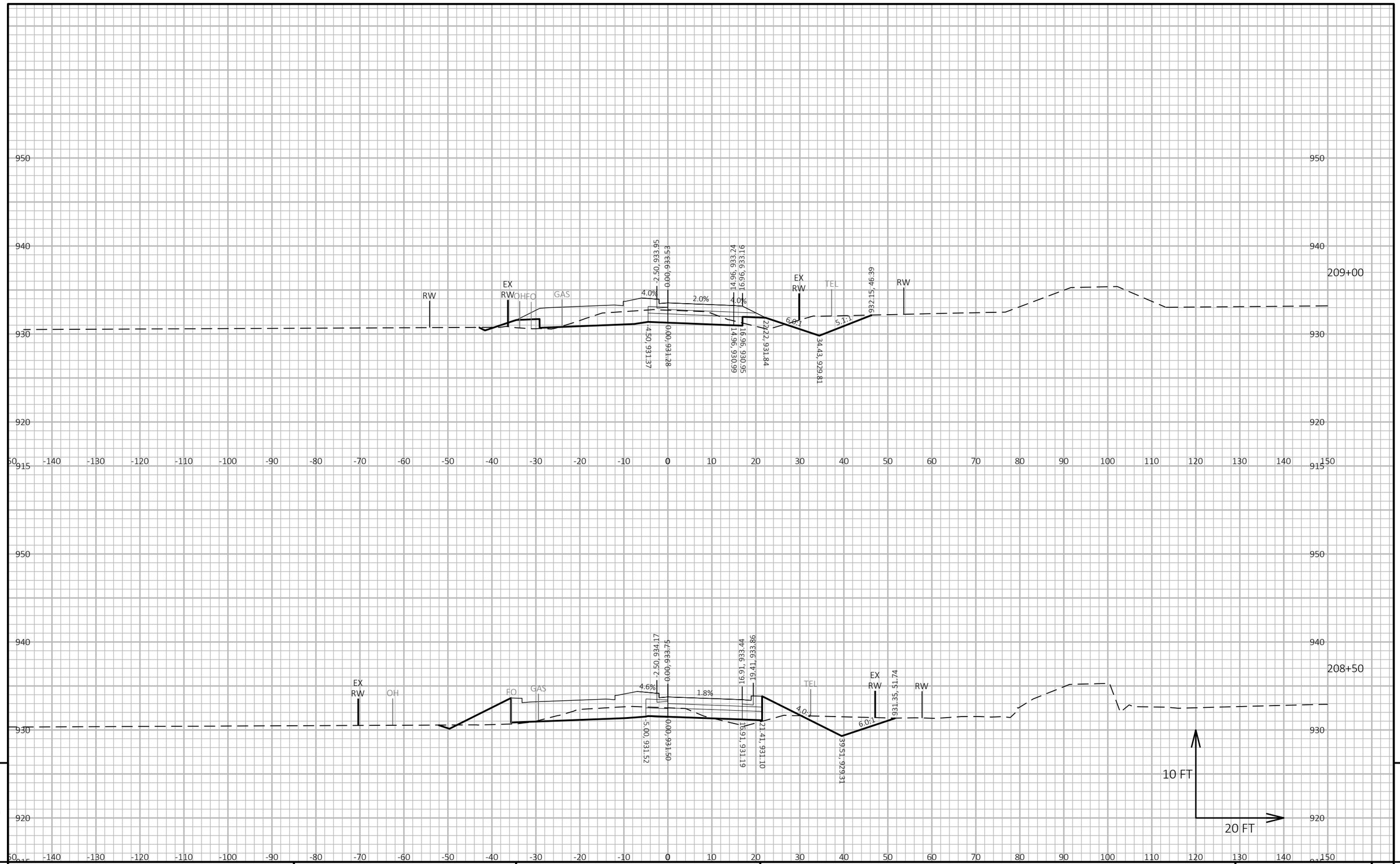
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 269	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090234-xs

PLOT DATE : 7/10/2025 11:07 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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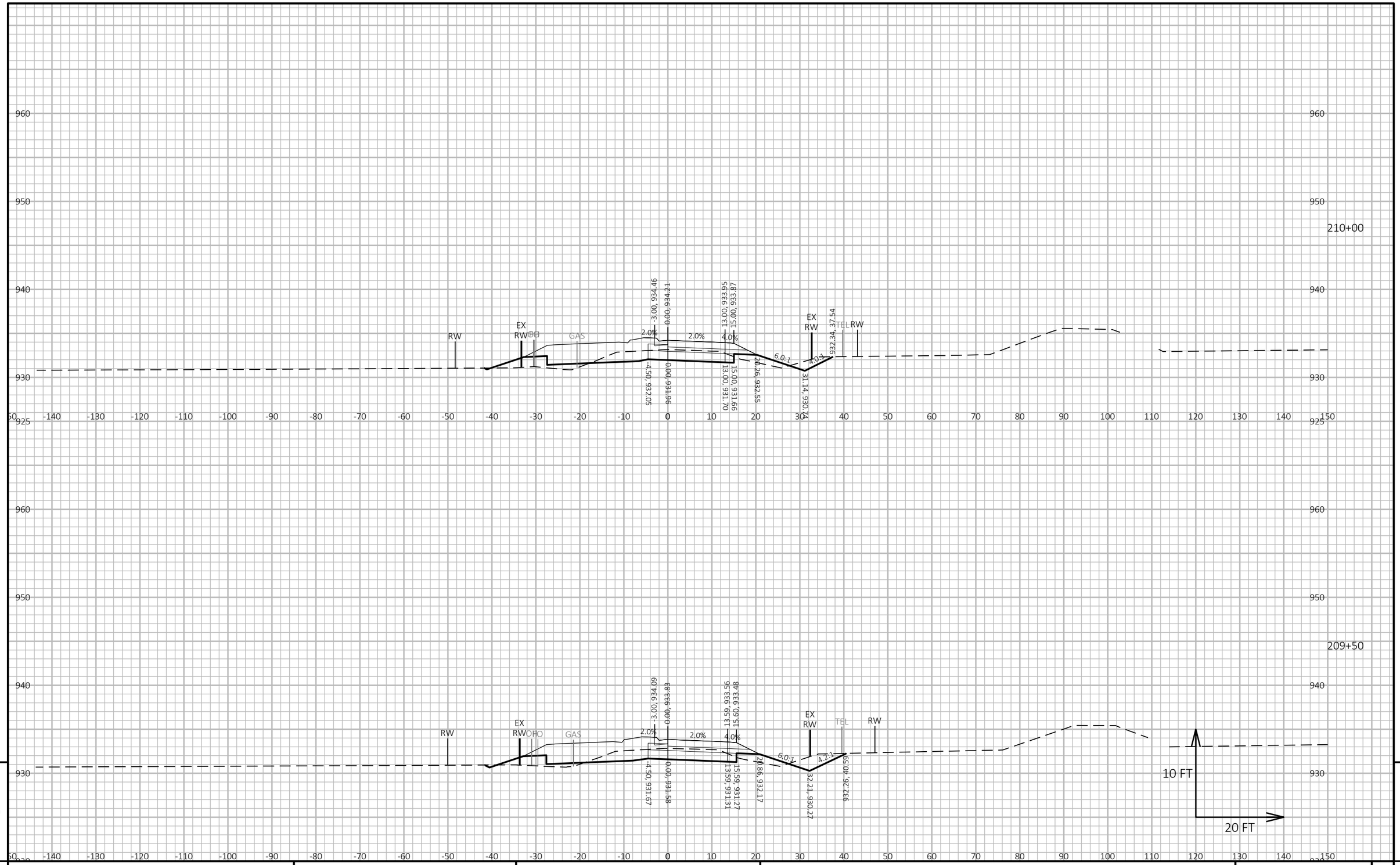
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 270	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090235-xs

PLOT DATE : 7/10/2025 11:07 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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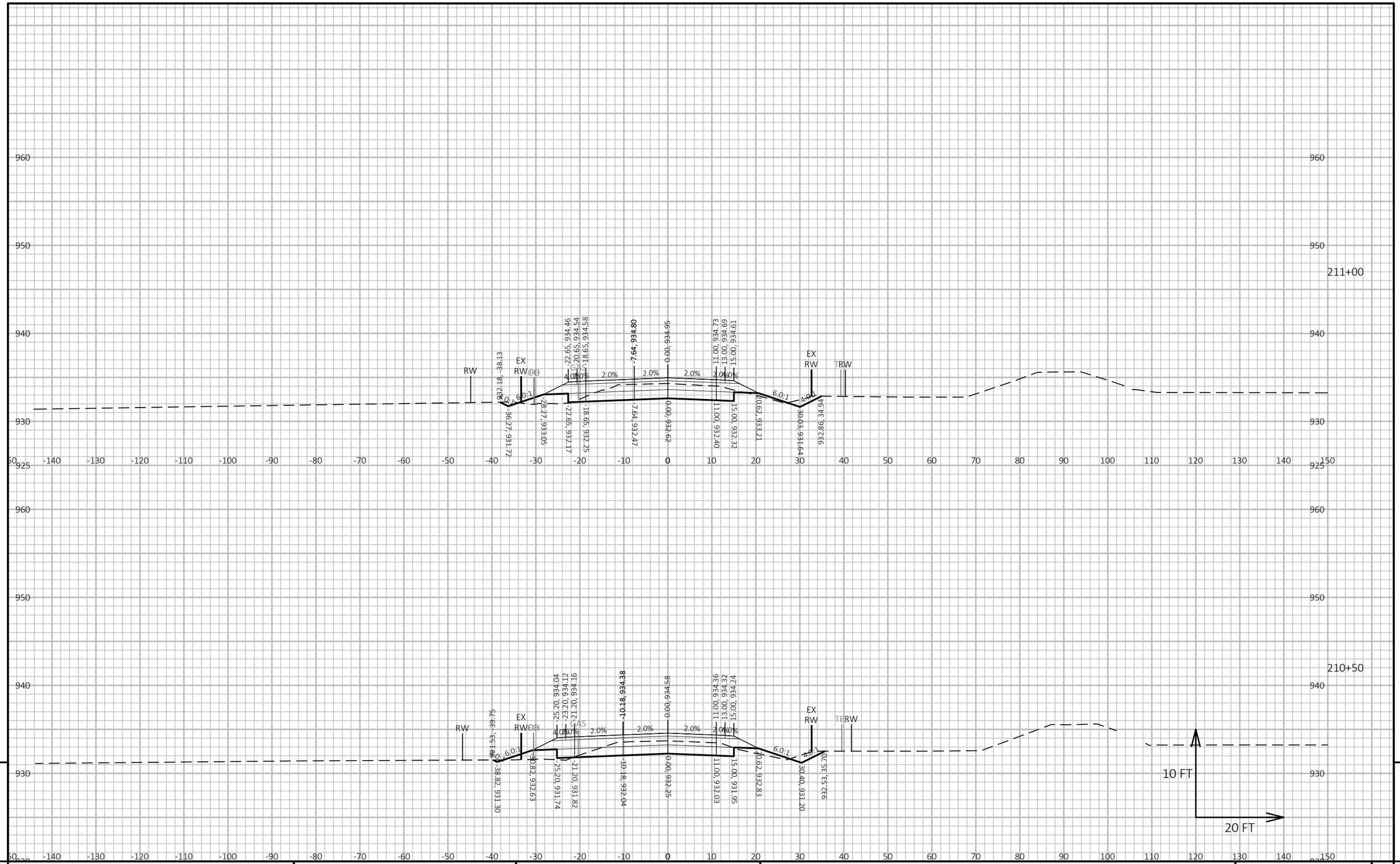
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 271	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090236-xs

PLOT DATE : 7/10/2025 11:07 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

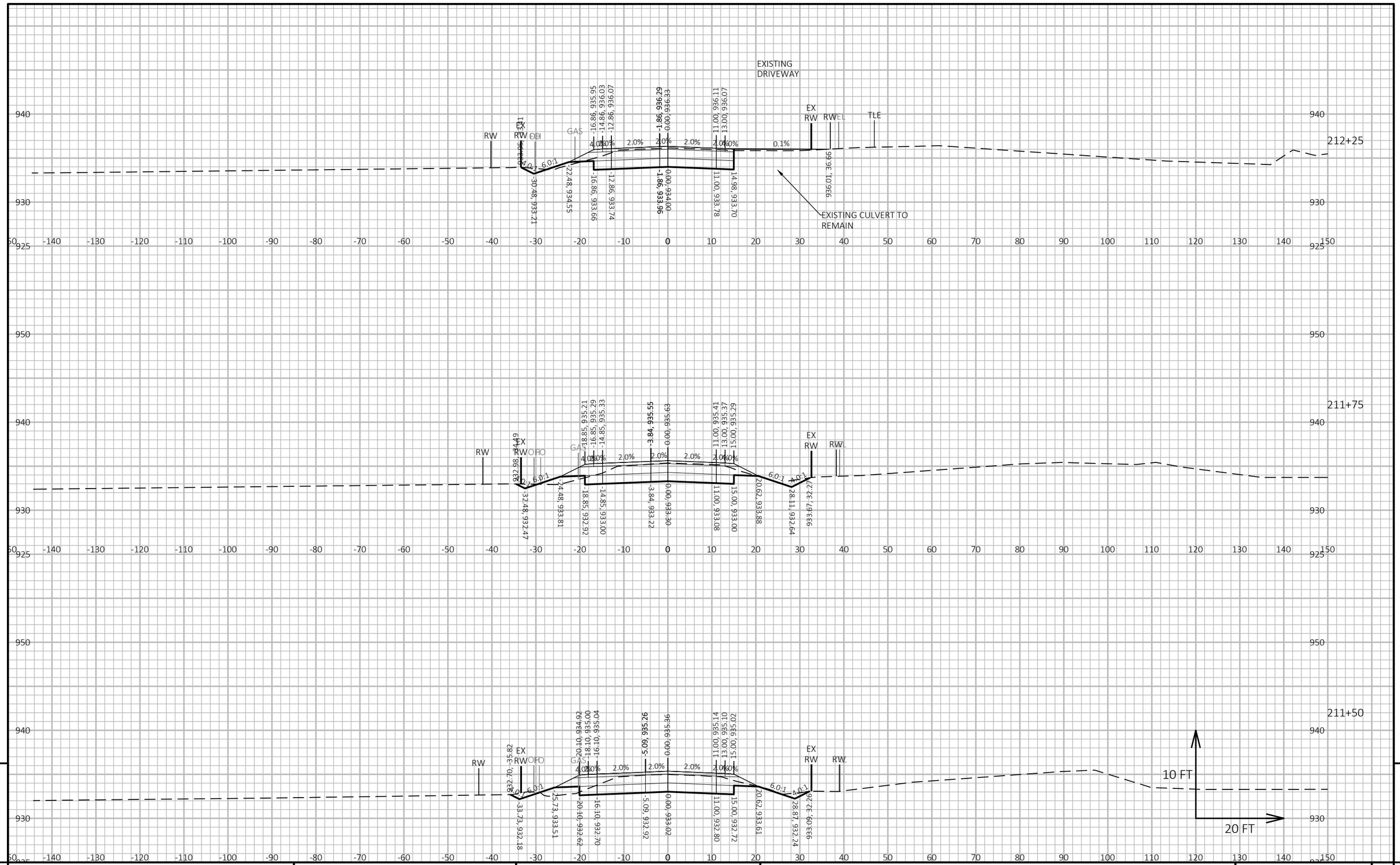
WISDOT/CADDS SHEET 49



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 272	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090237-xs

PLOT DATE : 7/10/2025 11:07 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 273	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090238-xs

PLOT DATE : 7/10/2025 11:07 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT
STA 213+39 'NB'
MATCH EXISTING

213+39

213+00

212+50

10 FT

20 FT

9

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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: NB CTH W & OAK PARK RD	SHEET 274	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090239-xs

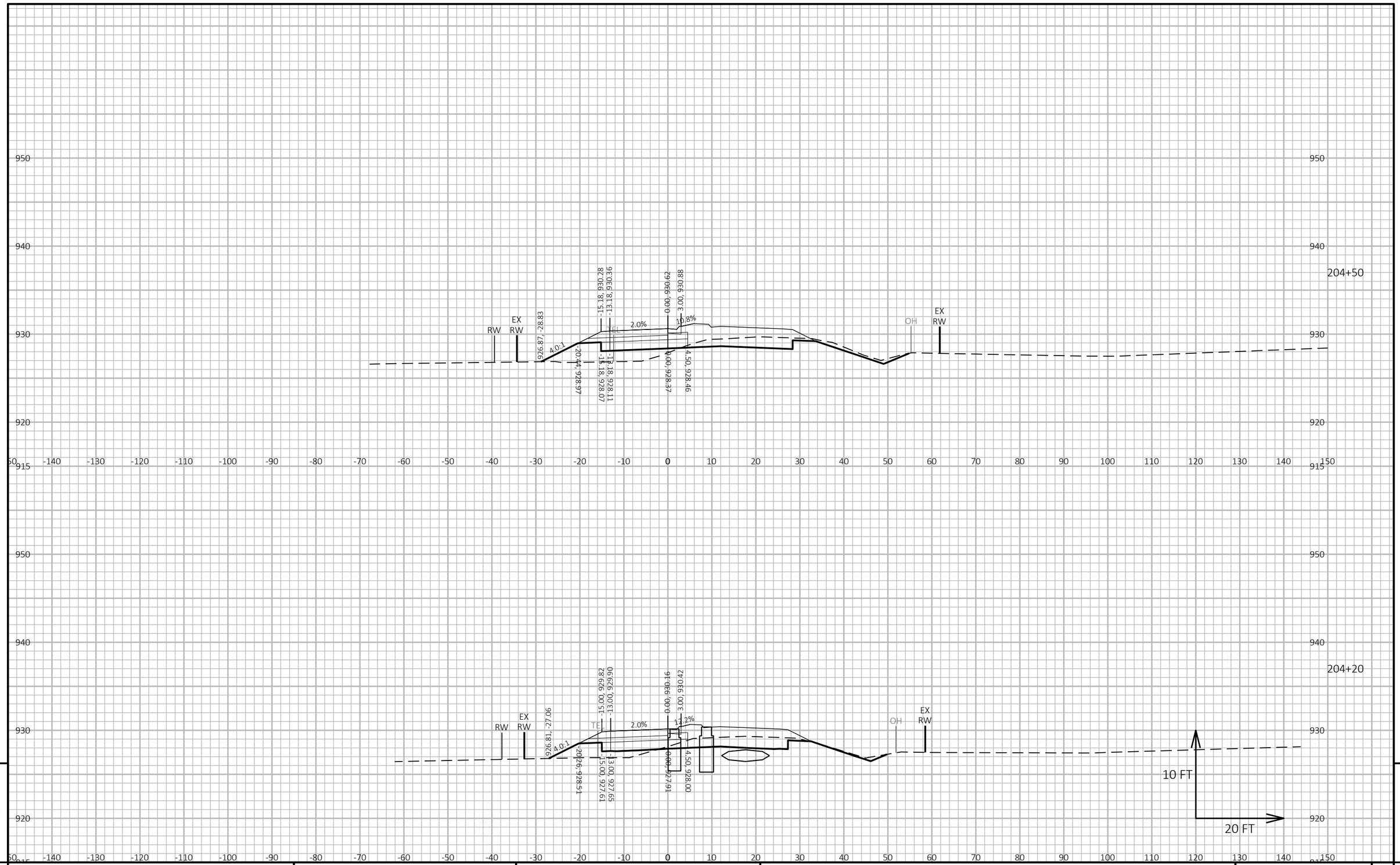
PLOT DATE : 7/10/2025 11:07 AM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

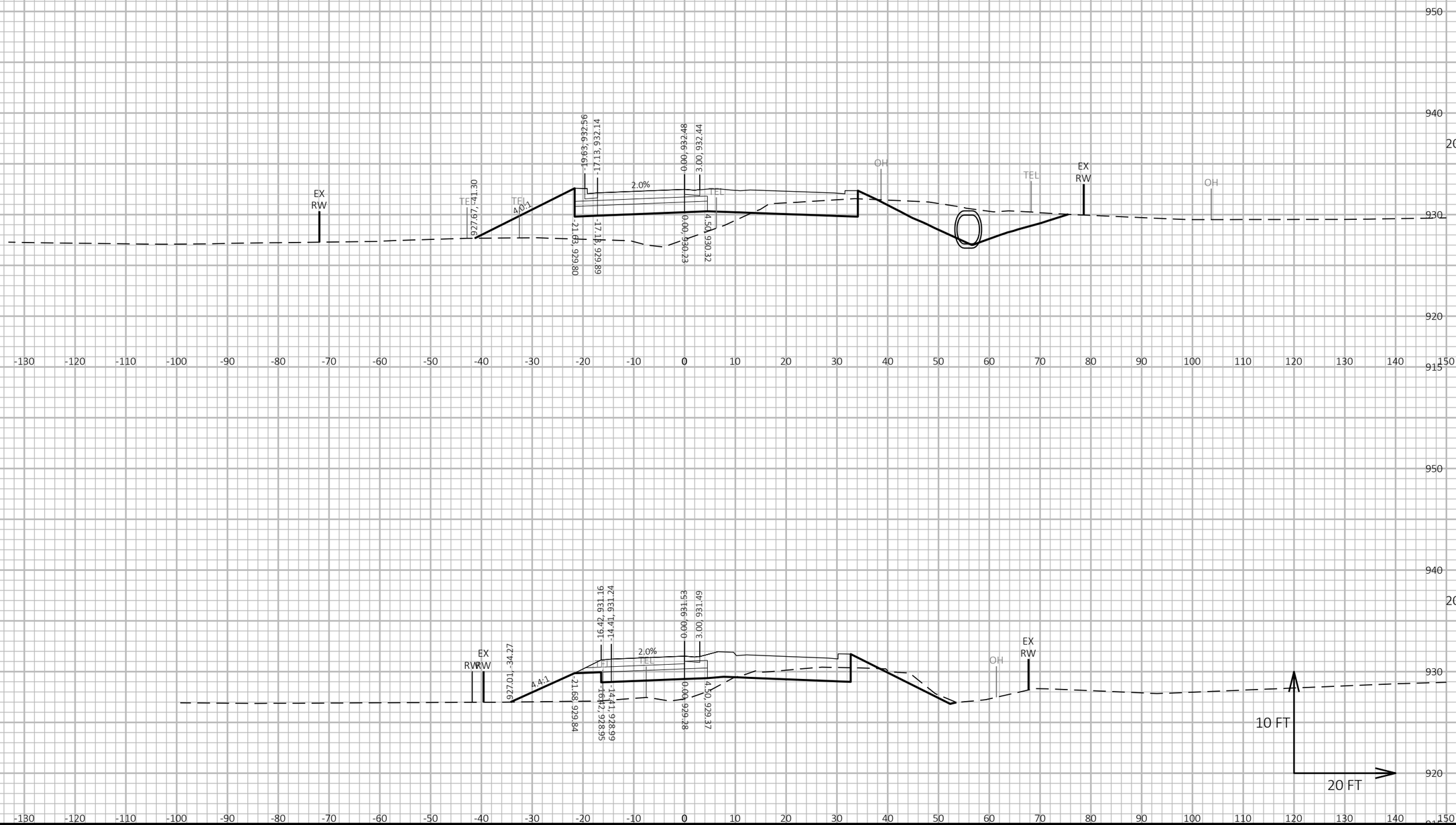
WISDOT/CADDS SHEET 49



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: SB CTH W & OAK PARK RD	SHEET 275	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090240-xs

PLOT DATE : 7/10/2025 11:21 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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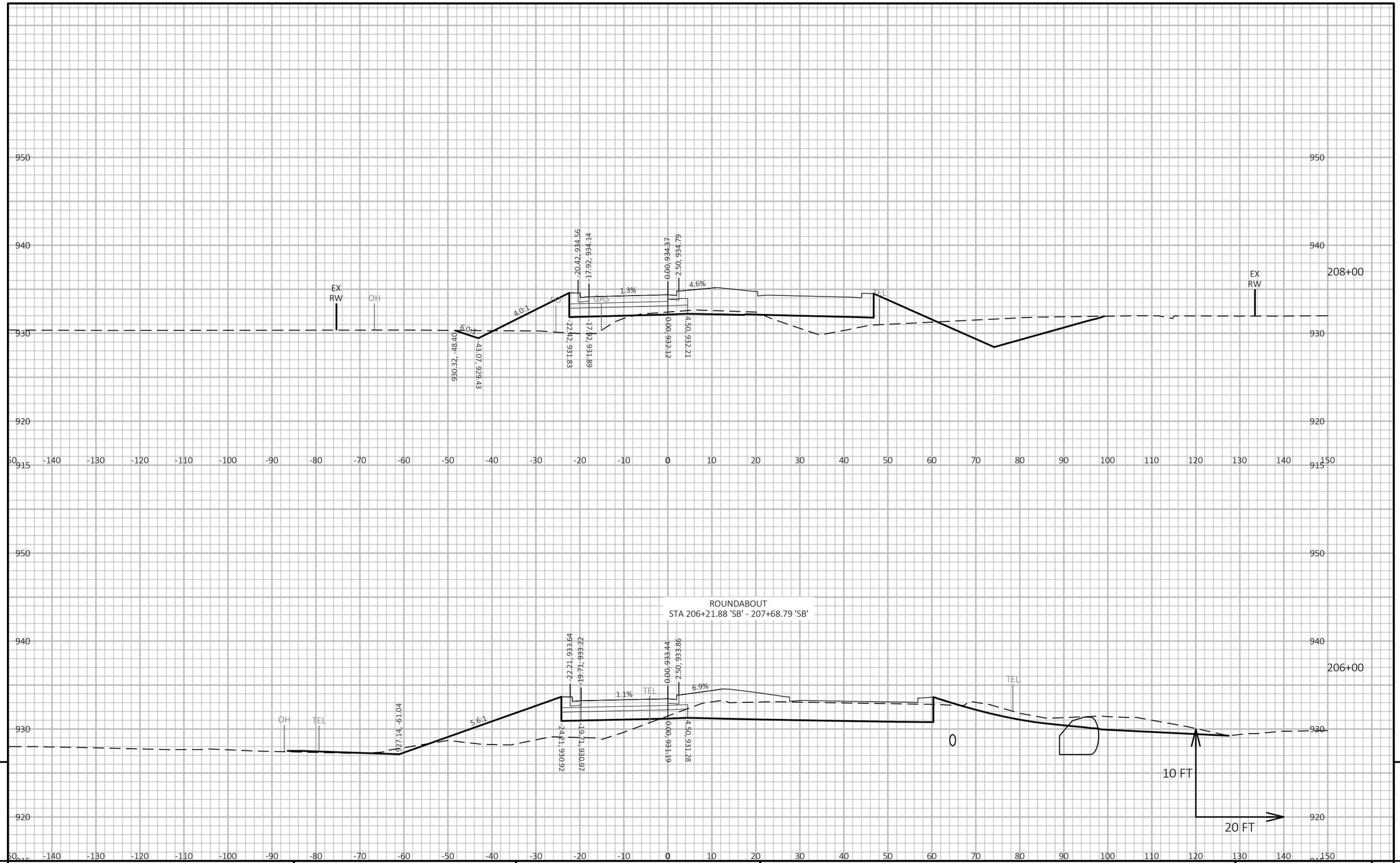
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: SB CTH W & OAK PARK RD	SHEET 276	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090241-xs

PLOT DATE : 7/10/2025 11:21 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

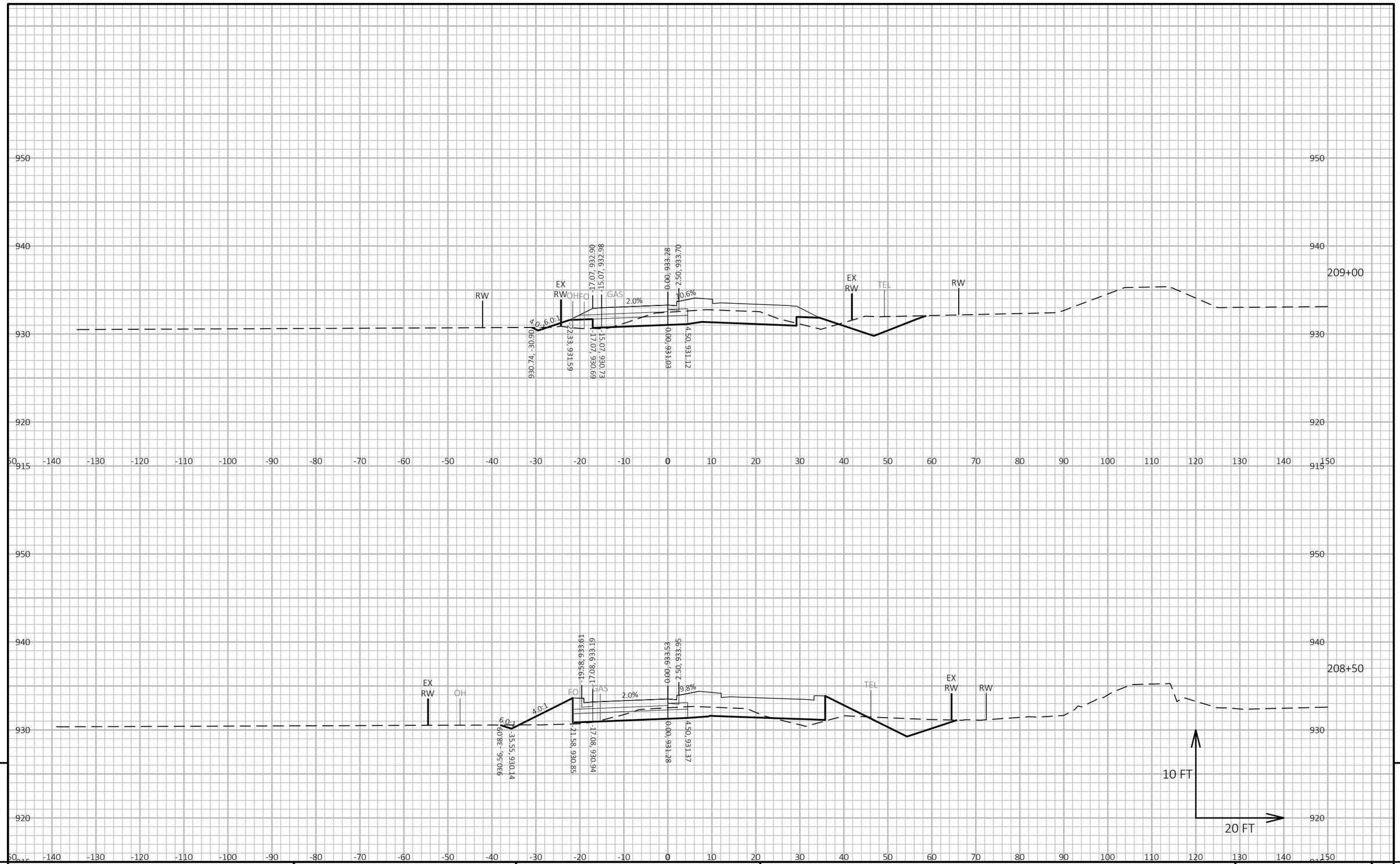


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: SB CTH W & OAK PARK RD	SHEET 277	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090242-xs

PLOT DATE : 7/10/2025 11:21 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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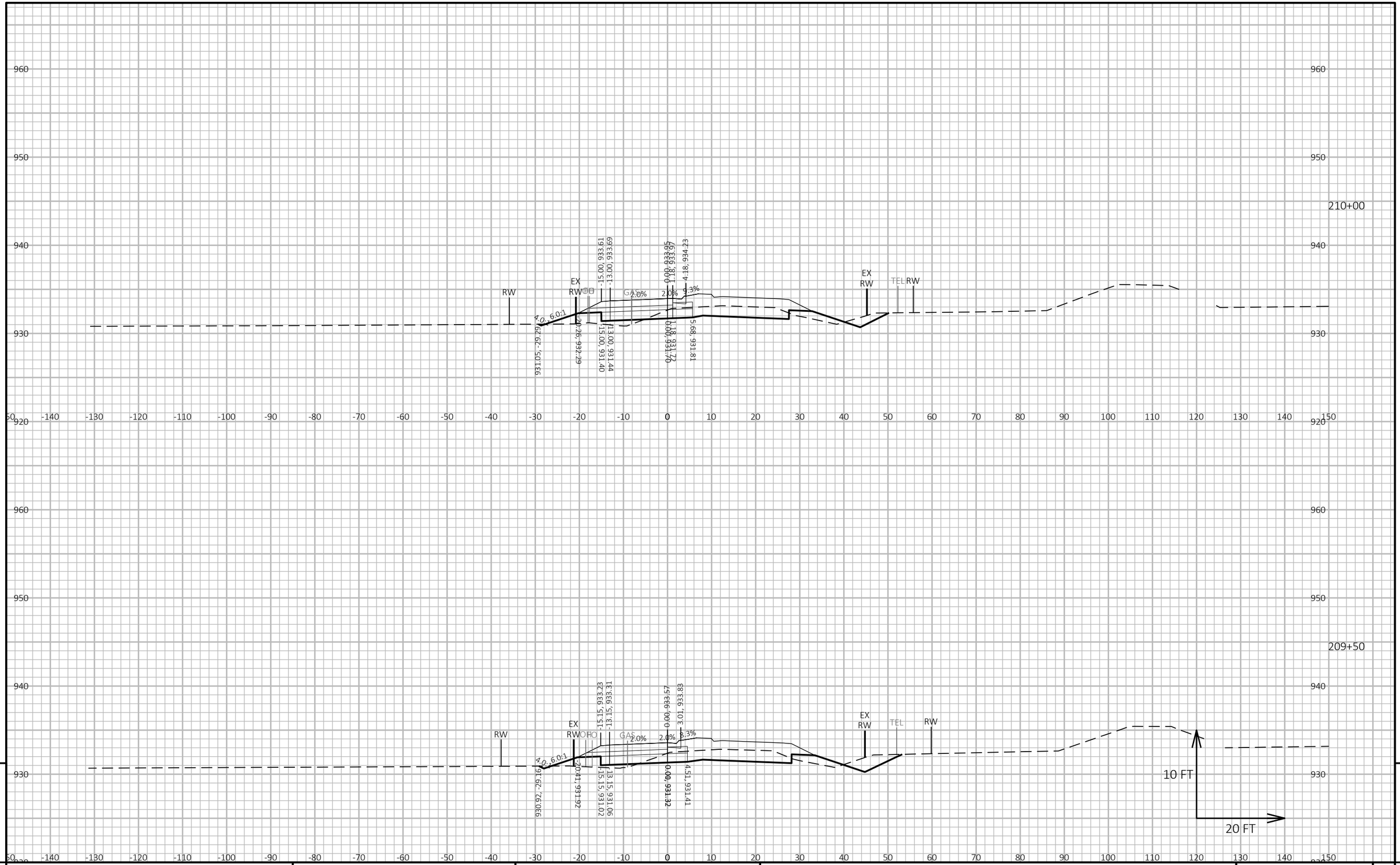
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: SB CTH W & OAK PARK RD	SHEET 278	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090243-xs

PLOT DATE : 7/10/2025 11:21 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

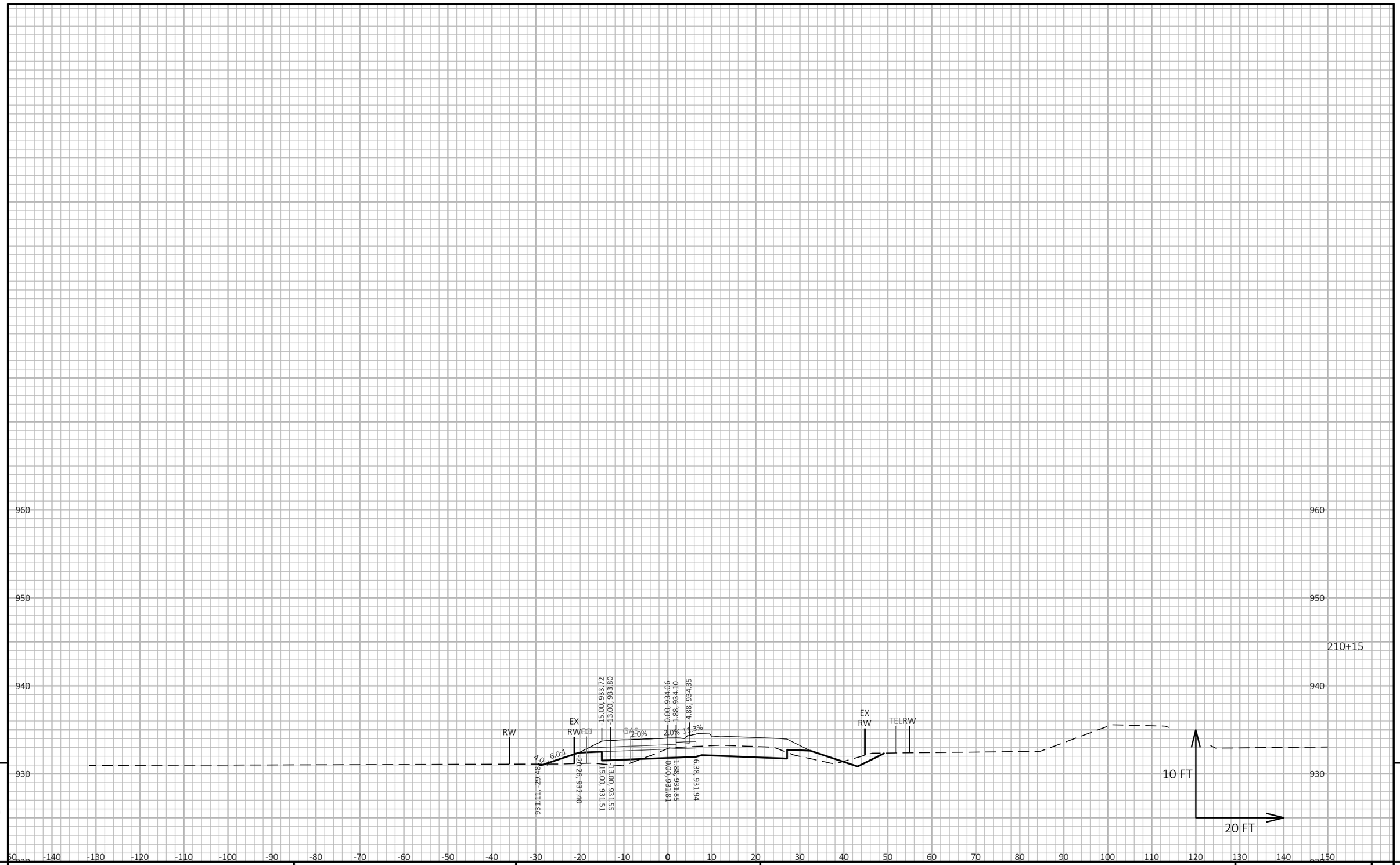


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: SB CTH W & OAK PARK RD	SHEET 279	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090244-xs

PLOT DATE : 7/10/2025 11:21 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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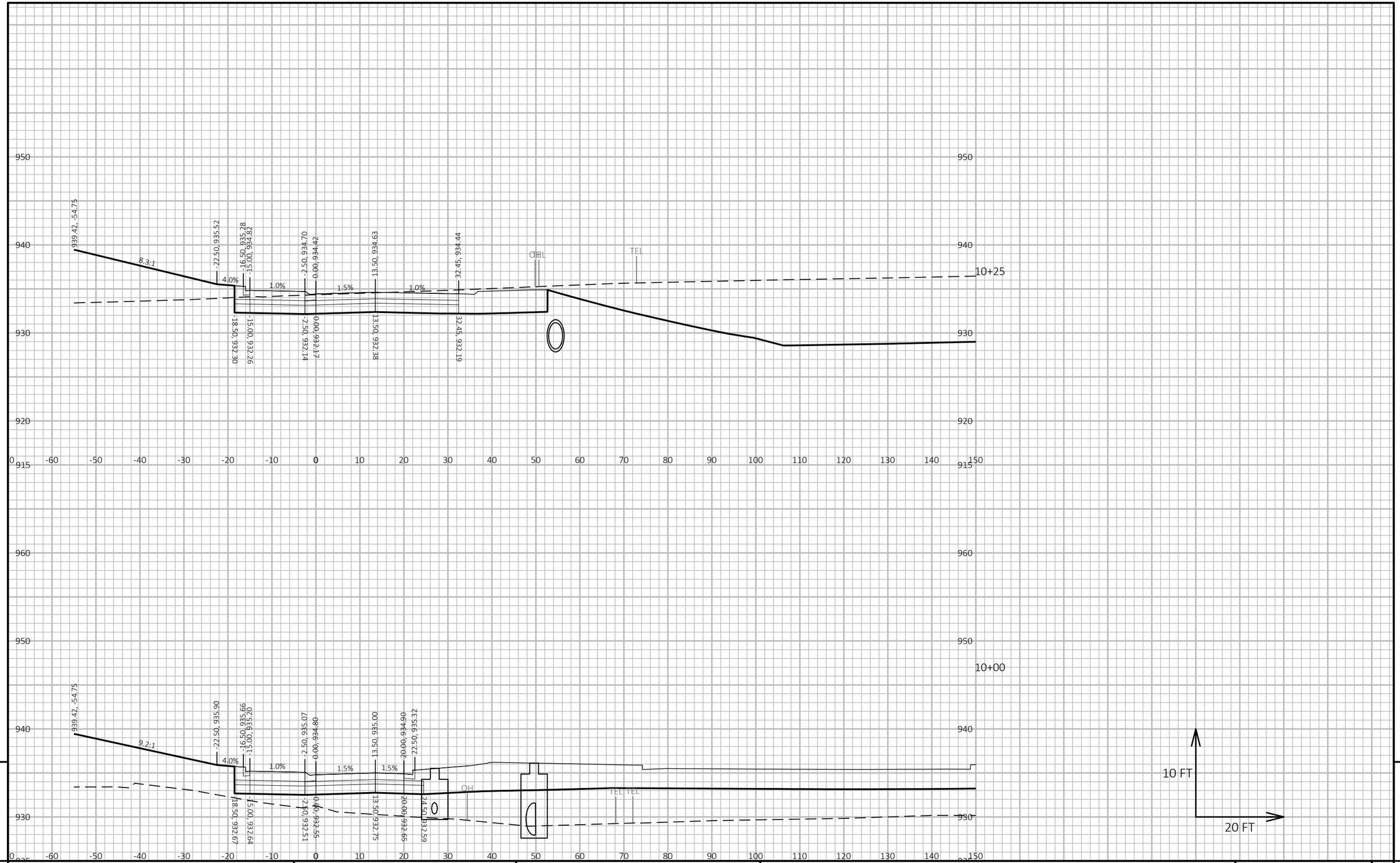
PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: SB CTH W & OAK PARK RD	SHEET 280	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090245-xs

PLOT DATE : 7/10/2025 11:21 AM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 281	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090246-xs

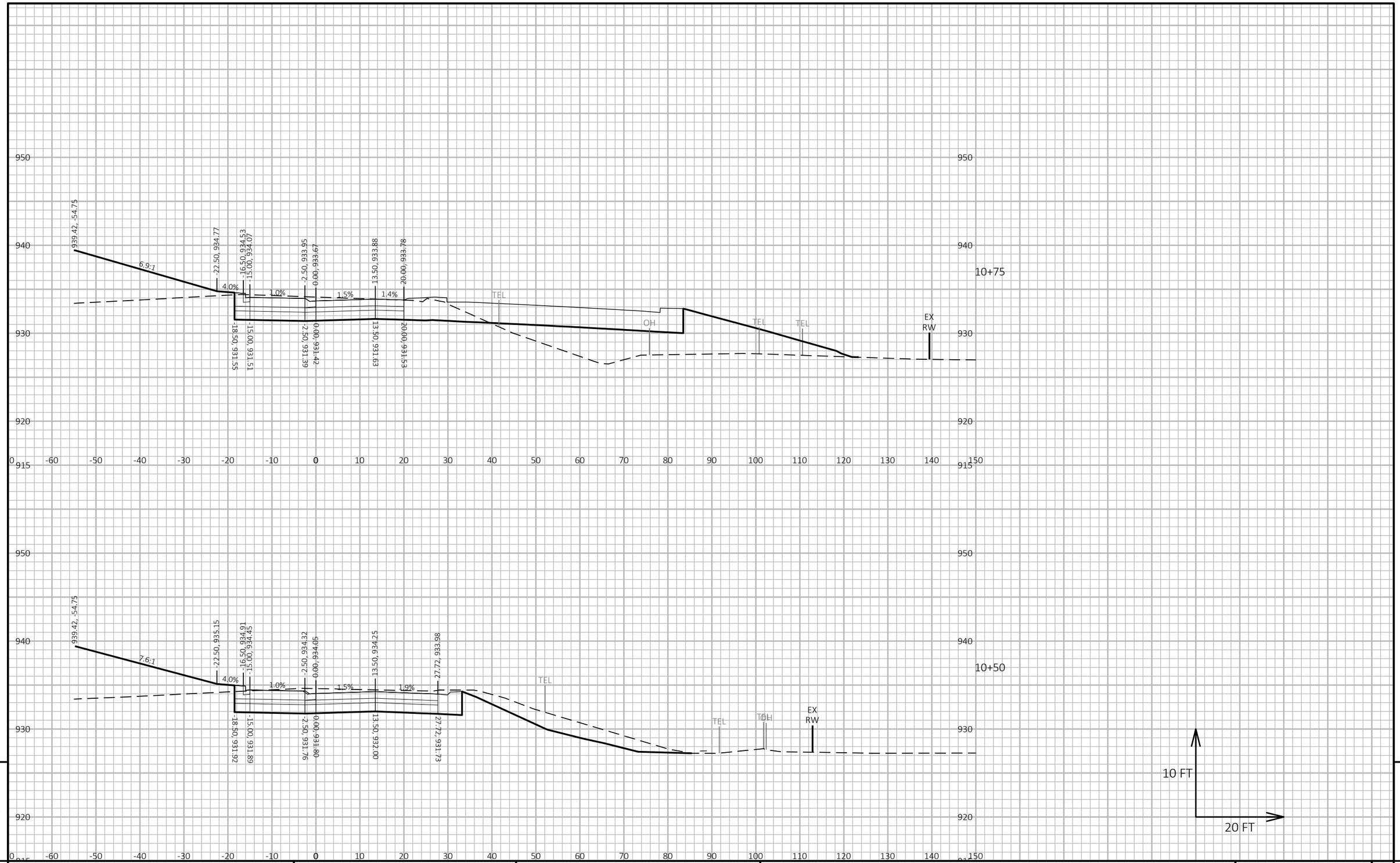
PLOT DATE : 7/10/2025 1:13 PM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 282	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090247-xs

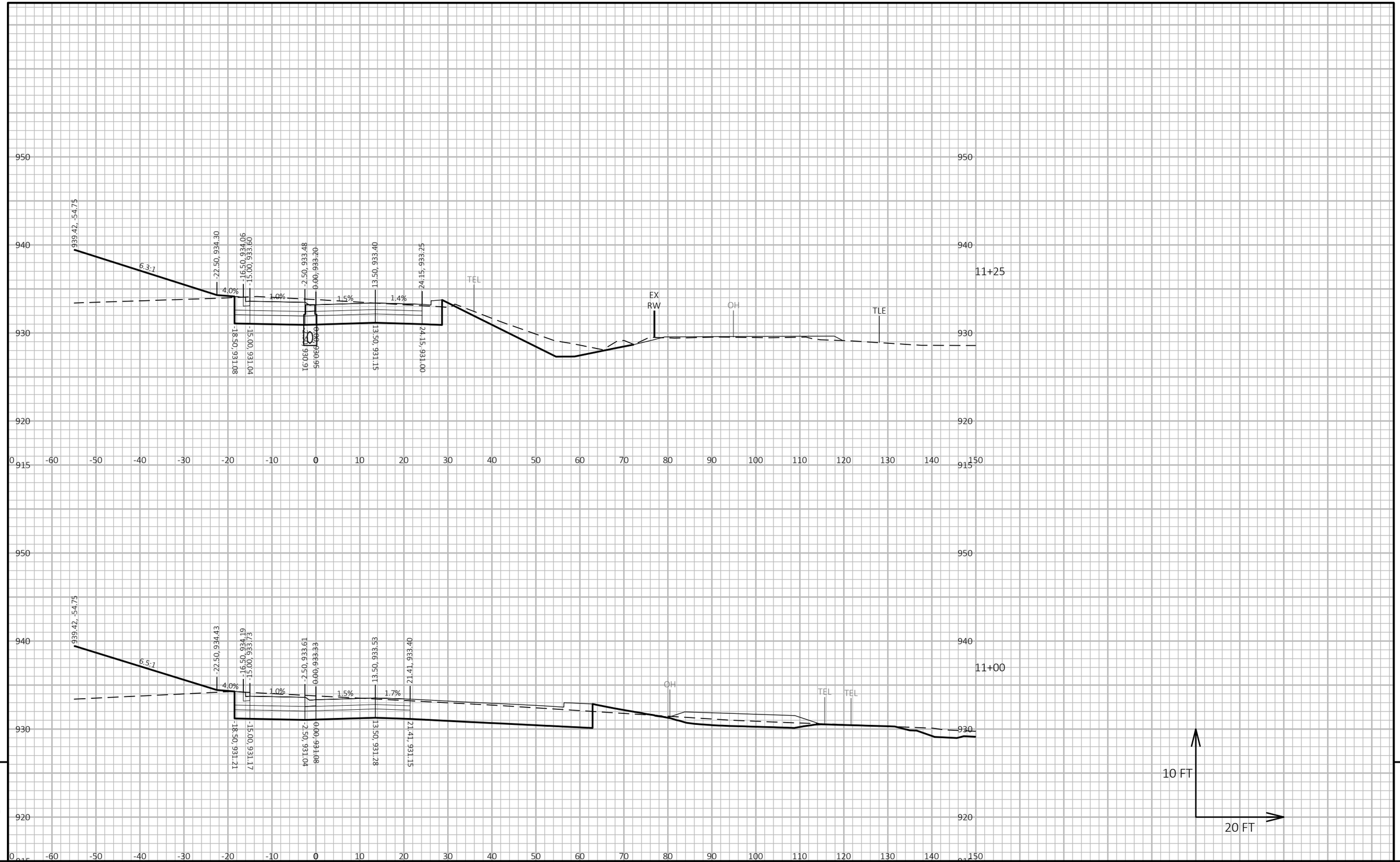
PLOT DATE : 7/10/2025 1:13 PM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 283	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090248-xs

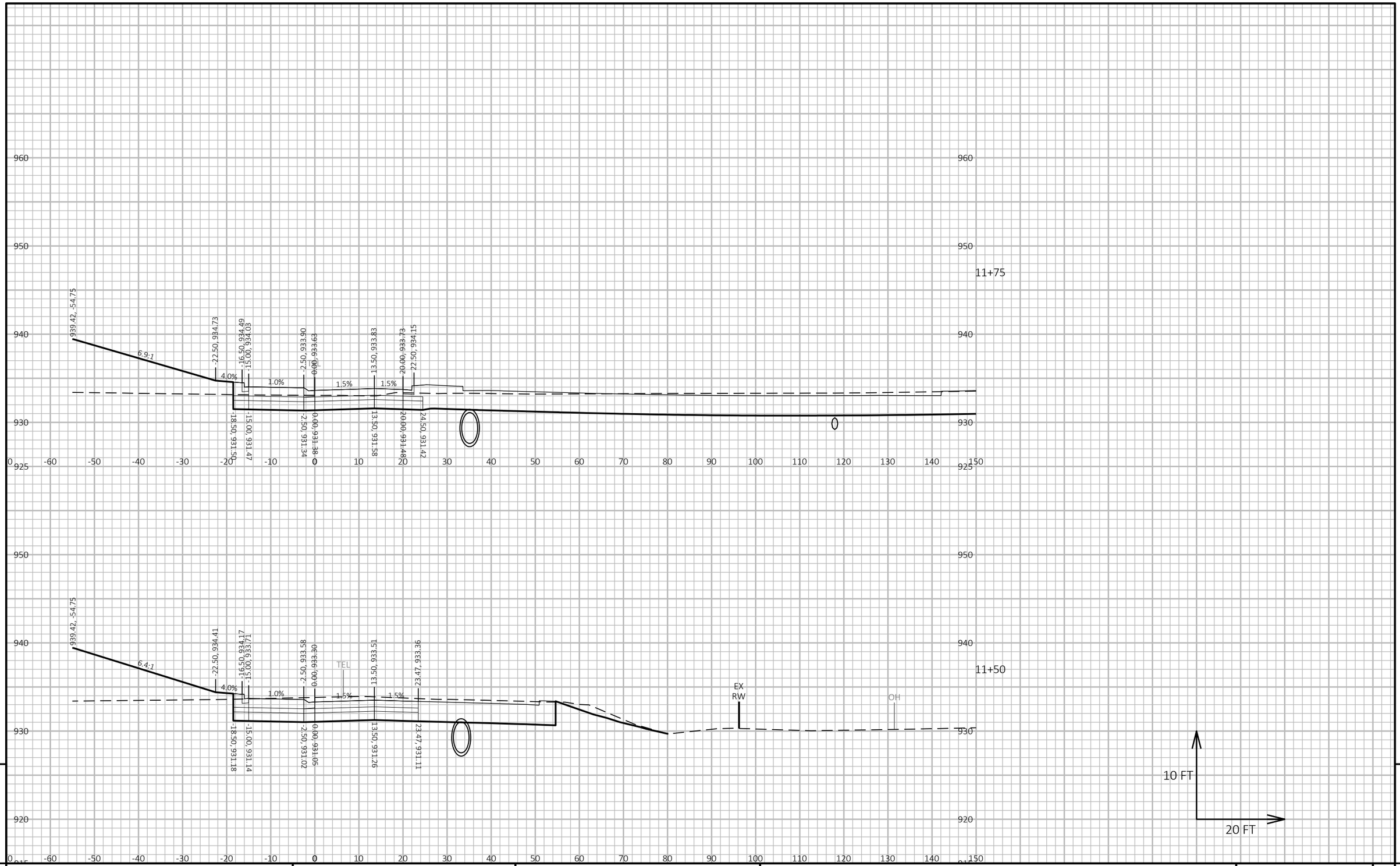
PLOT DATE : 7/10/2025 1:13 PM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

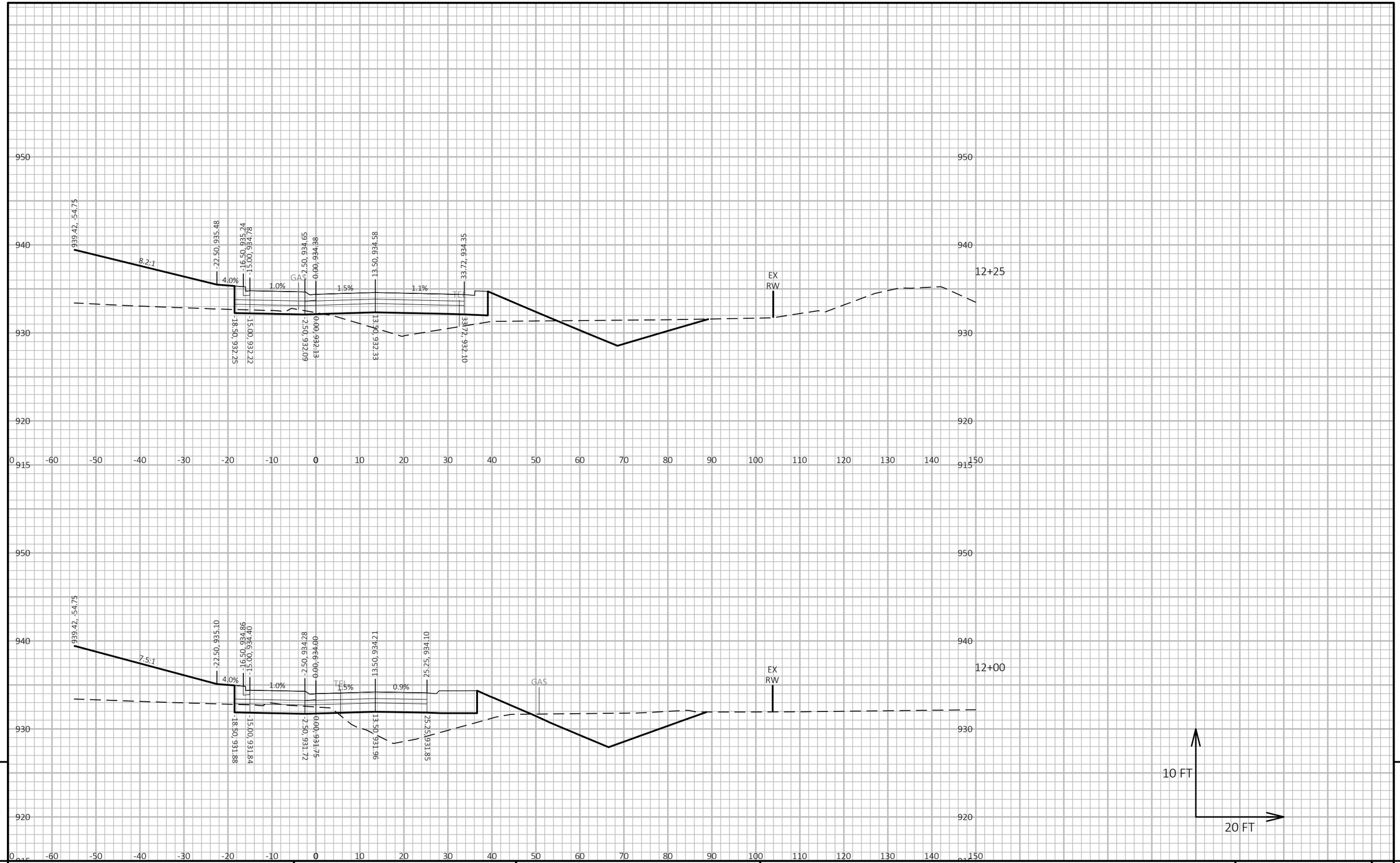


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 284	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090249-xs

PLOT DATE : 7/10/2025 1:13 PM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 285	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090250-xs

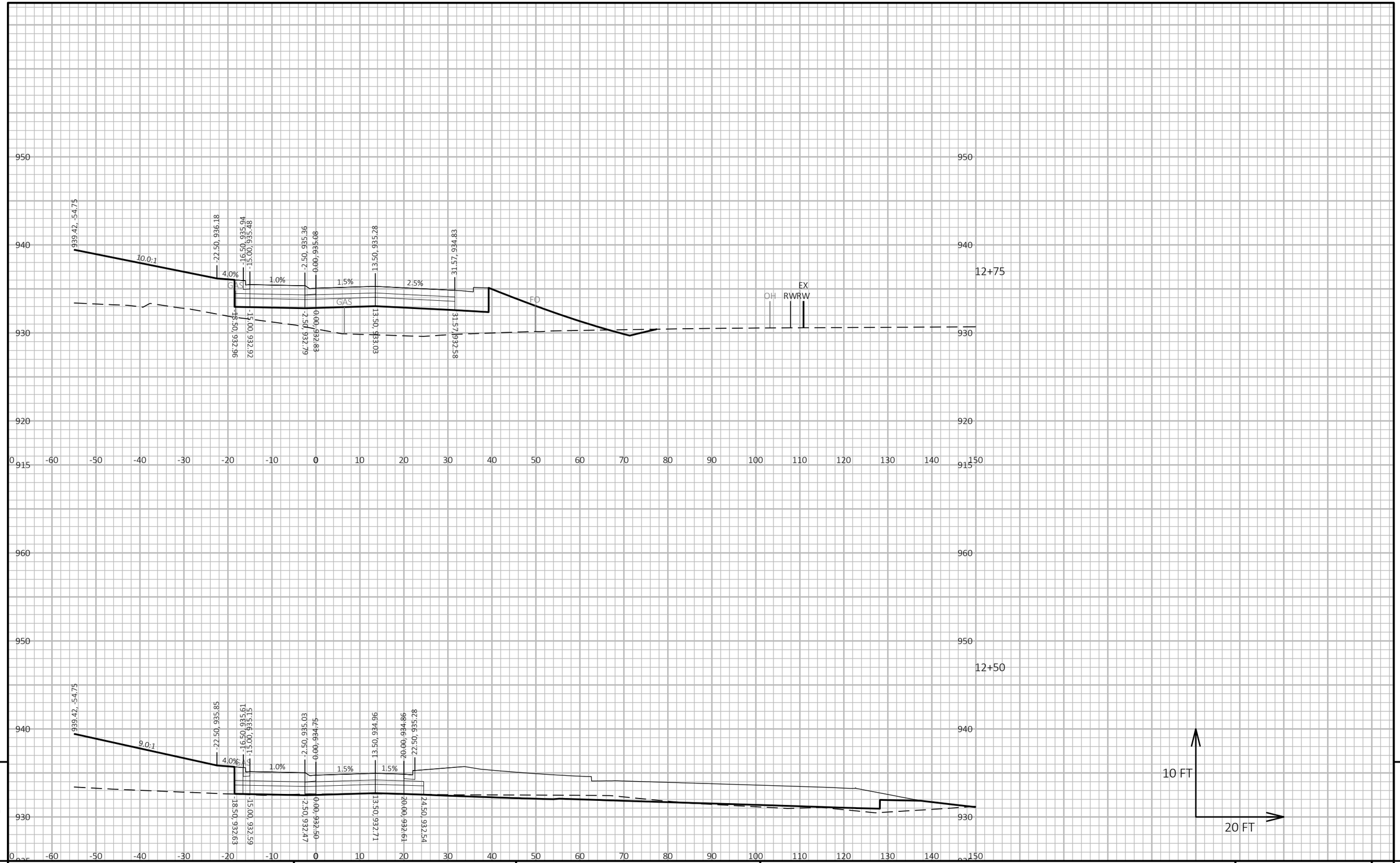
PLOT DATE : 7/10/2025 1:13 PM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 286	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090251-xs

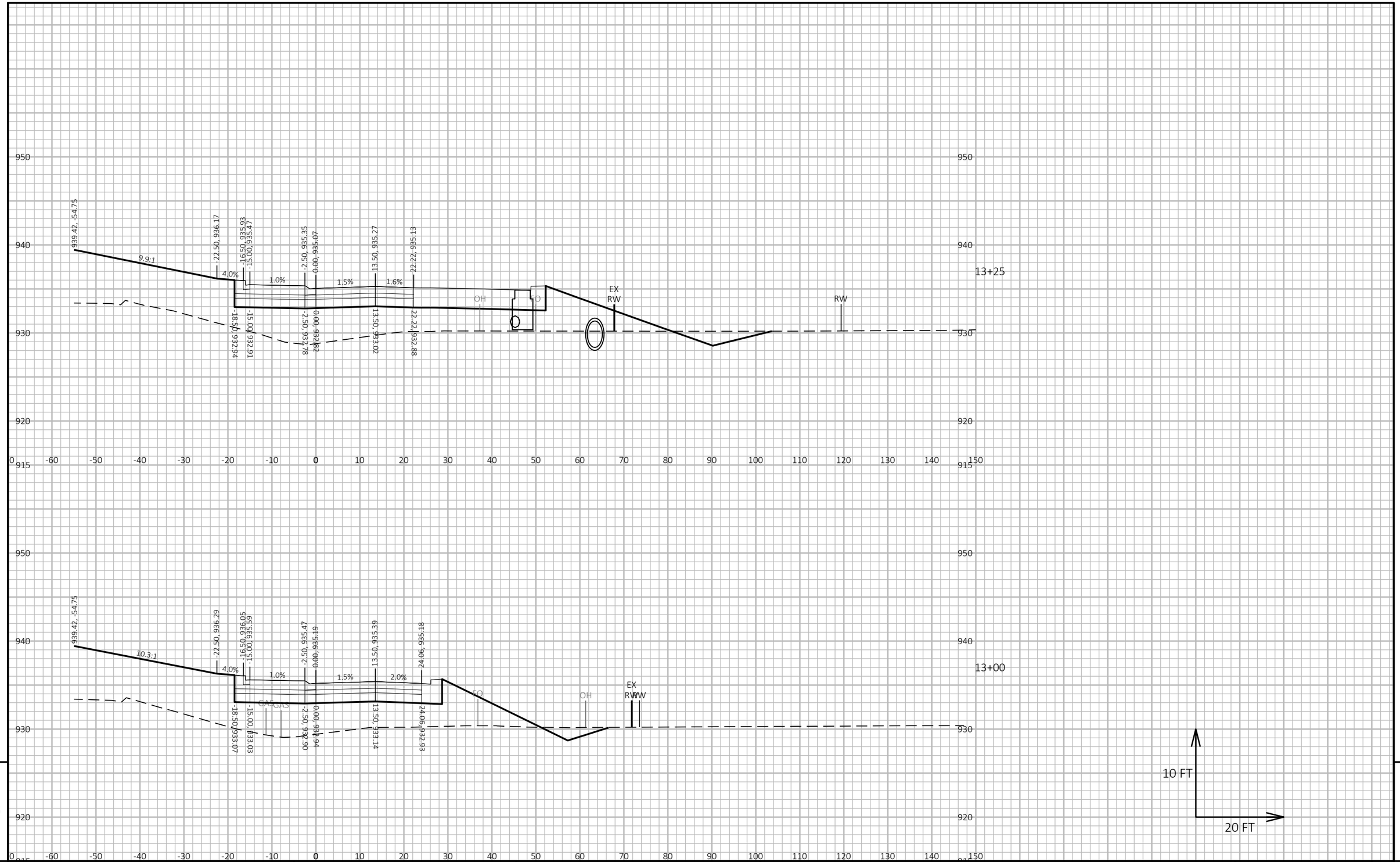
PLOT DATE : 7/10/2025 1:13 PM

PLOT BY : KEVIN KLOCKZIEM

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

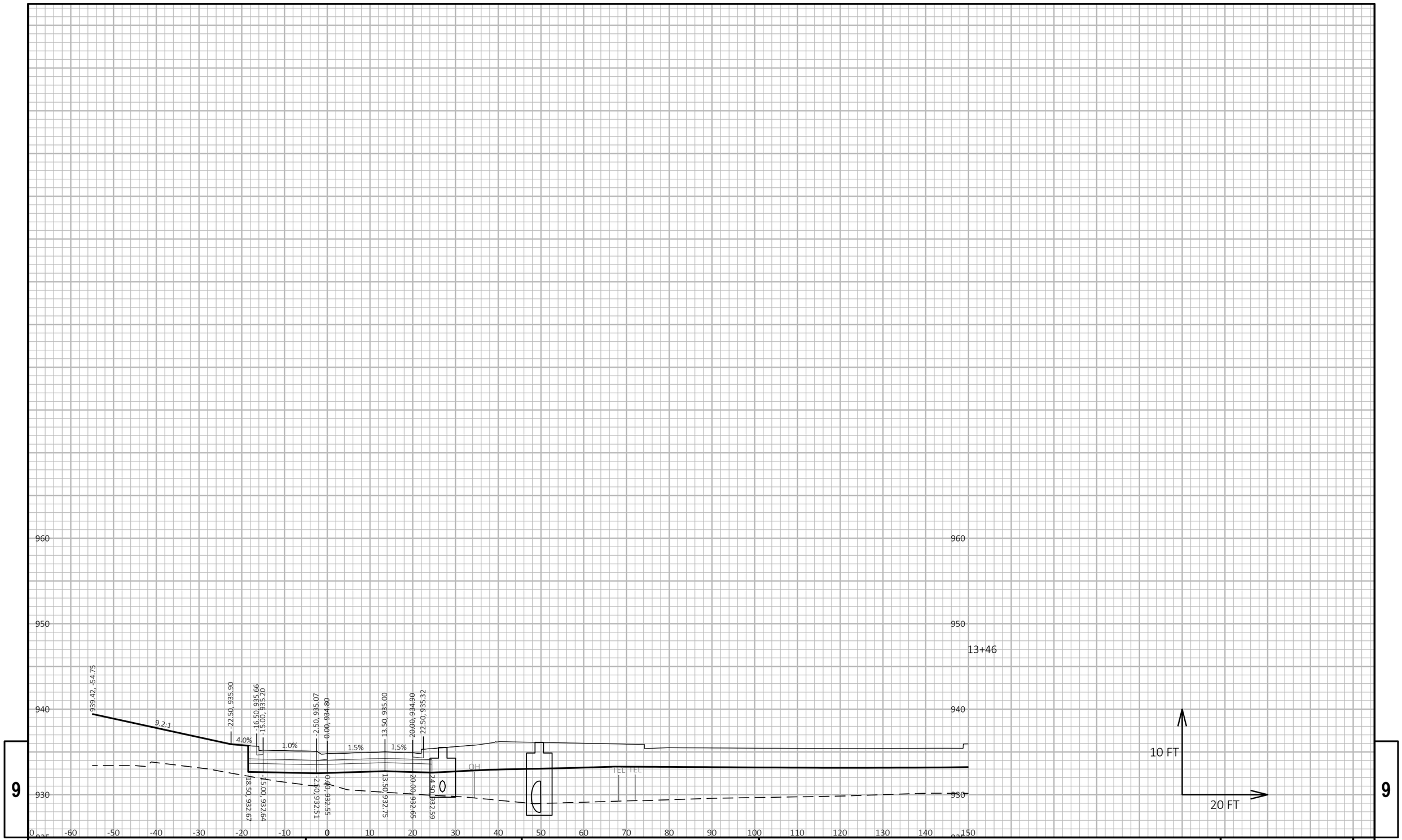


PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 287 E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090252-xs

PLOT DATE : 7/10/2025 1:14 PM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 3080-01-78	HWY: USH 12	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 288	E

FILE NAME : G:\00\00093\00093644\CADD\C3D\30800108\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090253-xs

PLOT DATE : 7/10/2025 1:14 PM PLOT BY : KEVIN KLOCKZIEM PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov