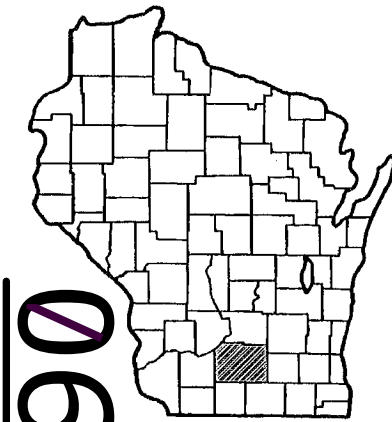


ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details (Incl. Erosion Control)
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. 8	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS = 278



DESIGN DESIGNATION

A.A.D.T. (2012)	=	33,700
A.A.D.T. (2032)	=	40,200
D.H.V.	=	9,500
D.D.	=	59/41
T.	=	5.2%
DESIGN SPEED	=	35 MPH
ESALS	=	1,189,900

CONVENTIONAL SYMBOLS

PLAN

CORPORATE LIMITS	=====
PROPERTY LINE	-----
LOT LINE	-----
LIMITED HIGHWAY EASEMENT	-----
EXISTING RIGHT OF WAY	-----
PROPOSED OR NEW R/W LINE	-----
SLOPE INTERCEPT	-----
REFERENCE LINE	-----
EXISTING CULVERT	=====
PROPOSED CULVERT	=====
COMBUSTIBLE FLUIDS	=====
MARSH AREA	=====
WOODED OR SHRUB AREA	=====
UTILITY PEDESTAL	=====

PROFILE

GRADE LINE	=====
ORIGINAL GROUND	=====
MARSH OR ROCK PROFILE	=====
SPECIAL DITCH	=====
GRADE ELEVATION	=====
CULVERT (Profile View)	=====
UTILITIES	=====
ELECTRIC	=====
FIBER OPTIC	=====
GAS	=====
SANITARY SEWER	=====
STORM SEWER	=====
TELEPHONE	=====
WATER	=====
LIGHT POLE	=====
POWER POLE	=====
TELEPHONE POLE	=====

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

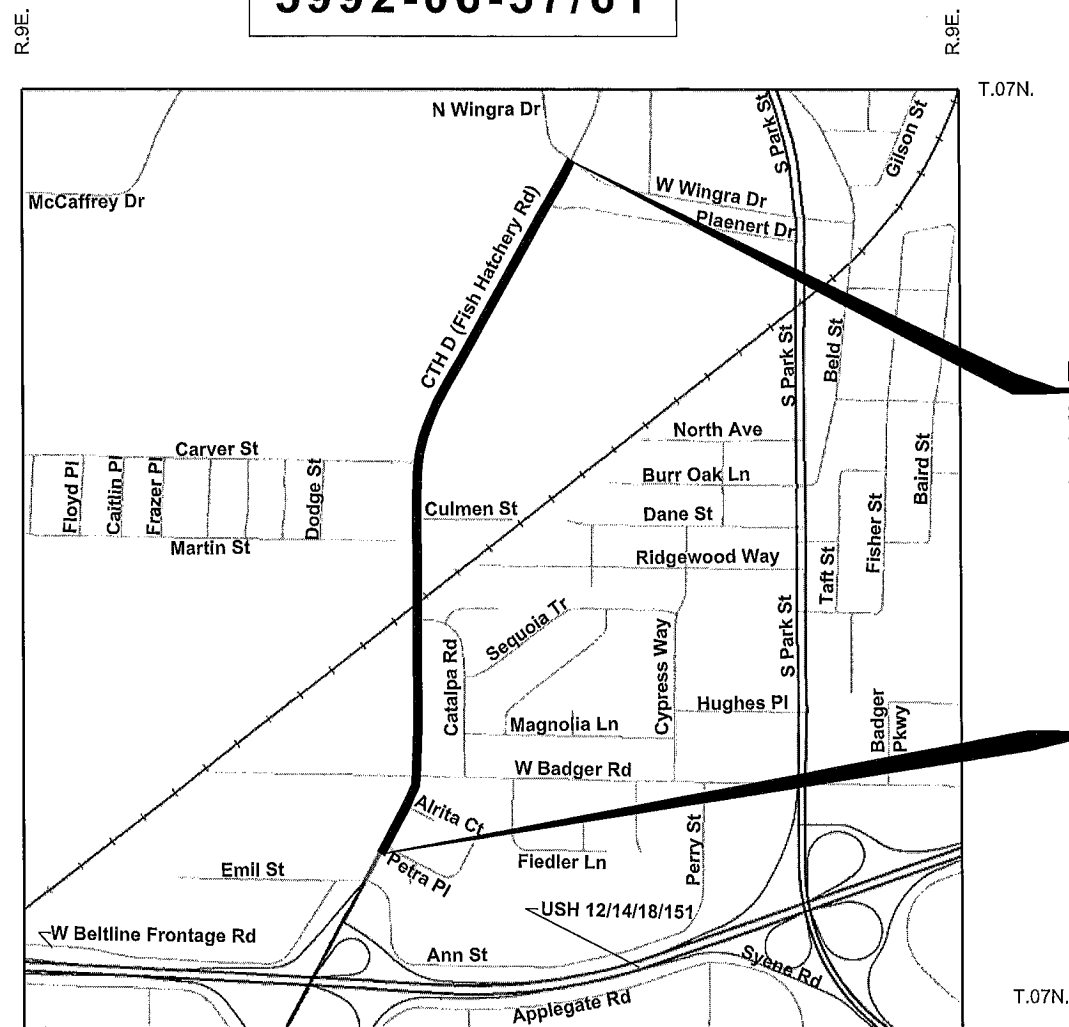
CITY OF MADISON, FISH HATCHERY ROAD

(EMIL ST - WINGRA DR)

CTH D
DANE COUNTY

STATE PROJECT NUMBER

5992-06-57/61



END PROJECT 5992-06-57

STA. 83+71
Y = 509,663
X = 798,239

BEGIN PROJECT 5992-06-57

STA. 34+15
Y = 509,123
X = 806,519LAYOUT
0 0.25 MI
SCALE

TOTAL LENGTH OF CENTERLINE = 0.939 (URBAN)

Coordinates on this plan are referenced to the Wisconsin County
Coordinate System (WCCS), 'DANE' County.

STATE PROJECT

FEDERAL PROJECT

PROJECT

CONTRACT

5992-06-57

WISC 2012065

1

5992-06-61

ACCEPTED FOR

CITY of MADISON

9-14-11
DateChristy Bachman
Principal Engineer

ACCEPTED FOR

TOWN of MADISON

9-14-2011
DateJ. R. Rose
Director of Public Works

ACCEPTED FOR

COUNTY of DANE

9/12/11
DateMatthew R. Rice
CommissionerORIGINAL PLANS PREPARED BY
DANE COUNTY HIGHWAY9/8/2011
DateMatthew R. Rice
SignatureSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor DANE COUNTY

Designer DANE COUNTY

Management Consultant KJOHNSON ENGINEERS INC

C.O. Examiner JANE ENGBRETSEN

APPROVED FOR THE DEPARTMENT

DATE: 9-15-11 Kirby A. Johnson
(Management Consultant Signature)

E

GENERAL NOTES

TYPICAL SECTIONS SHOW THE GENERAL FEATURES THROUGHOUT THE PROJECT. PAVEMENT SLOPES, TERRACE SLOPES, ETC. MAY VARY WITHIN THE LIMITS OF THE SECTION.

EROSION CONTROL ITEMS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS. THE EXACT LOCATIONS AND DIMENSTIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

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

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.

DISTURBED AREAS ARE TO BE FERTILIZED, SEEDED AND MULCHED OR SODDED AS DIRECTED BY THE ENGINEER. TEMP. SEEDING REQUIRED.

WHEN THE QUANTITY OF AN ITEMS LOWER OR UPPER LAYERS IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

MISCELLANEOUS REMOVAL ITEMS REQUIRING RESTORATION OF CONCRETE OR ASPHALTIC CONCRETE SUCH AS DRIVEWAYS, SIDEWALKS OR SIDE STREETS, SHALL BE REMOVED TO AN EXISTING JOINT OR SAWED AS DETERMINED BY THE ENGINEER.

ALL RADII ARE MEASURED TO FLAG OF CURB UNLESS OTHERWISE SHOWN OR NOTED ON THE PLANS.

5 1/2" HMA PAVEMENT, TYPE E-10 SHALL CONSIST OF A 3-INCH LOWER LAYER USING A 19MM AGGREGATE GRADATION AND A 2 1/2-INCH UPPER LAYER USING A 12.5MM AGGREGATE GRADATION.

EXISTING LANDMARK REFERENCE MONUMENTS WILL BE EITHER ADJUSTED OR REPLACED BY DANE COUNTY. DANE COUNTY SHALL BE CONTACTED A MINIMUM OF ONE WEEK PRIOR TO ANY PAVING OPERATIONS TO ALLOW SUFFICIENT TIME TO ADJUST REFERENCE MONUMENTS. THE CONTACT PERSON AT DANE COUNTY IS GREGGAR PETERSEN (608) 266-9081.

THE EXISTING DRIVEWAYS SHALL BE RESTORED IN KIND AS DIRECTED BY THE ENGINEER IN THE FIELD.

CURVE DATA IS BASED ON THE ARC DEFINITION.

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER AND AS DIRECTED BY THE ENGINEER.

CURB HEIGHT AT THE END OF CURB AND GUTTER SHALL TAPER FROM 6 INCHES TO 0 INCHES IN 6'-0" OR AS DIRECTED BY THE ENGINEER.

RUNOFF COEFFICIENTS WILL REMAIN UNCHANGED. THE IMPERVIOUS SURFACE AREA WILL BE REDUCED BY 0.325 ACRES.

CONTROL POINT DATA AND LAYOUT INFORMATION WILL BE PROVIDED TO THE PROJECT ENGINEER AND CONTRACTOR. CONTACT THE DANE COUNTY HIGHWAY DEPARTMENT AT (608) 266-4037.

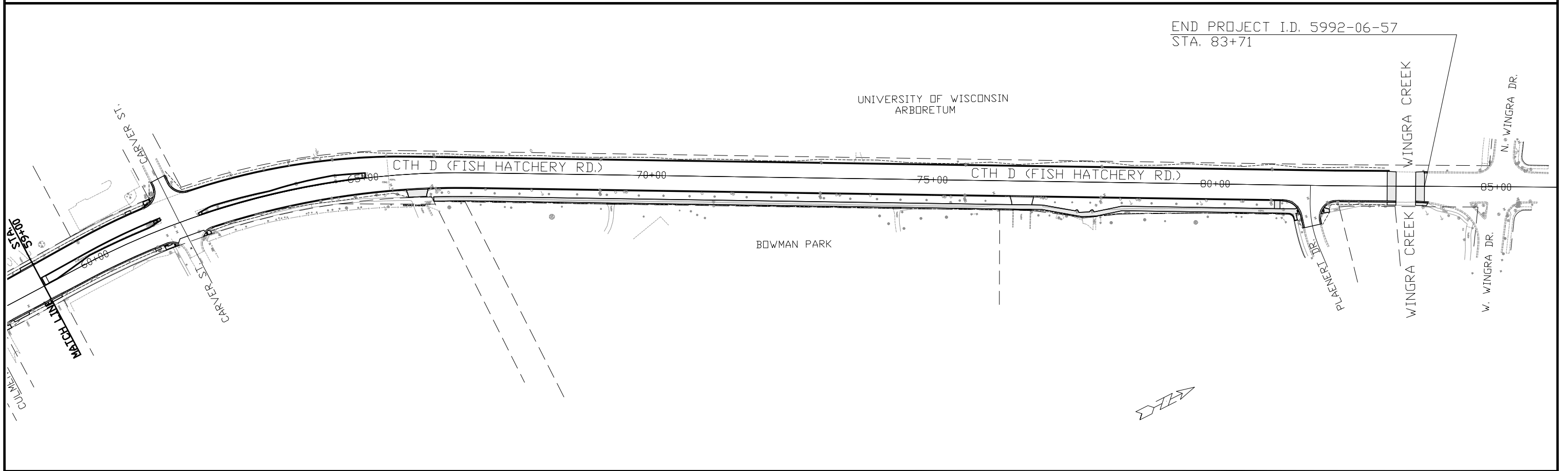
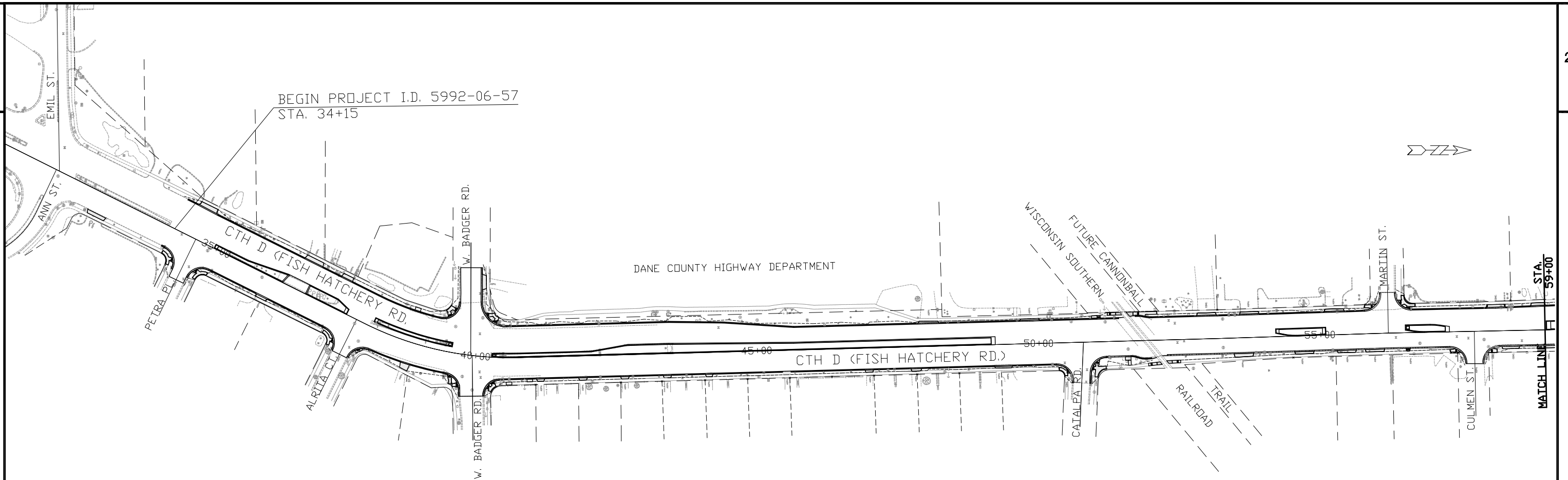
SECTION 2 ORDER OF SHEETS

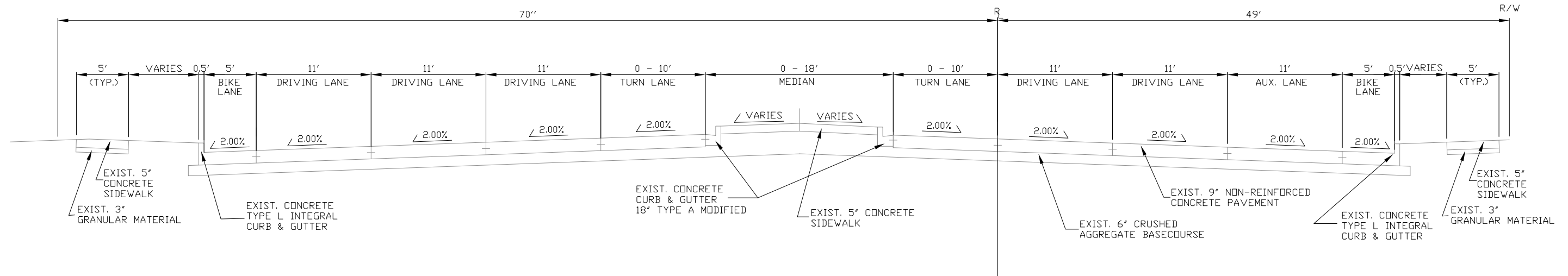
- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- INTERSECTION DETAILS
- MEDIAN DETAILS
- EROSION CONTROL
- STORM SEWER
- WATER MAIN
- STREET LIGHTING AND TRAFFIC SIGNALS
- PAVEMENT MARKING
- DETOUR ROUTE
- PERMANENT SIGNING
- CONSTRUCTION STAGING
- TEMPORARY TRAFFIC SIGNALS

GAS	MADISON GAS & ELECTRIC COMPANY DON MCCLAIN PO BOX 1231 MADISON WI 53701-1231 (608) 252-5618 dmcclain@mge.com	TRAFFIC SIGNALS & STREET LIGHTING	CITY OF MADISON BRIAN SMITH 215 MARTIN LUTHER KING JR BLVD MADISON WI 53703 (608) 261-9625 bsmith@cityofmadison.com
ELECTRIC	MADISON GAS & ELECTRIC COMPANY MARTY JACOBI / MARK LUND PO BOX 1231 MADISON WI 53701-1231 (608) 252-4785 / (608) 252-7190 mjacobi@mge.com / mlund@mge.com	DNR LIASON	WI DEPT OF NATURAL RESOURCES AMANDA CUSHMAN 3911 FISH HATCHERY RD FITCHBURG WI 53711 (608) 275-3485 amanda.cushman@wisconsin.gov
TELEPHONE	TDS TELECOM GREG MAYER PO BOX 620070 MIDDLETON WI 53562 (608) 664-4889 garin.mayer@tdstelecom.com	DESIGN CONTACT	DANE COUNTY HIGHWAY DEPARTMENT MATT RICE, HIGHWAY ENGINEER 2302 FISH HATCHERY RD MADISON WI 53713 (608) 266-4037 rice@co.dane.wi.us
	AT&T WISCONSIN ANDY MADSEN 316 W WASHINGTON AVE #301 MADISON WI 53703 (608) 252-2261 am4171@att.com	STORM SEWER	CITY OF MADISON GREG FRIES 210 MARTIN LUTHER KING JR BLVD ROOM 115 CITY - COUNTY BLDG MADISON WI 53703 (608) 266-4751 gfries@cityofmadison.com
	CENTURYLINK BOB SAMPSON 1310 E MARY ST OTTUMWA IA 52501 (636) 887-5367 robert.sampson@centurylink.com	WATERMAIN	CITY OF MADISON DENNIS CAWLEY 119 EAST OLIN AVE. MADISON WI 53713 (608) 266-4651 dcawley@madisonwater.org
	AMERICAN TRANSMISSION CO. JULIE PURVES 2 FEN OAK CT MADISON WI 53718 (608) 877-3631 jpurves@atcllc.com	SANITARY SEWER	CITY OF MADISON MIKE DAILEY 210 MARTIN LUTHER KING JR BLVD ROOM 115 CITY - COUNTY BLDG MADISON WI 53703 (608) 266-4751 mdailey@cityofmadison.com
	CHARTER COMMUNICATIONS MATT BROWN 2701 DANIELS ST MADISON WI 53718 (608) 209-9887 matt.brown@chartercom.com		
	US SIGNAL CHRIS LENTINE 201 IONIA AVE SE GRAND RAPIDS MI 49503 (616) 988-7194 clentine@ussignalcom.com	DNR	WI DEPT OF NATURAL RESOURCES WENDELL WOJNER 3911 FISH HATCHERY RD FITCHBURG WI 53711 (608) 275-3297 wendell.wojner@wisconsin.gov



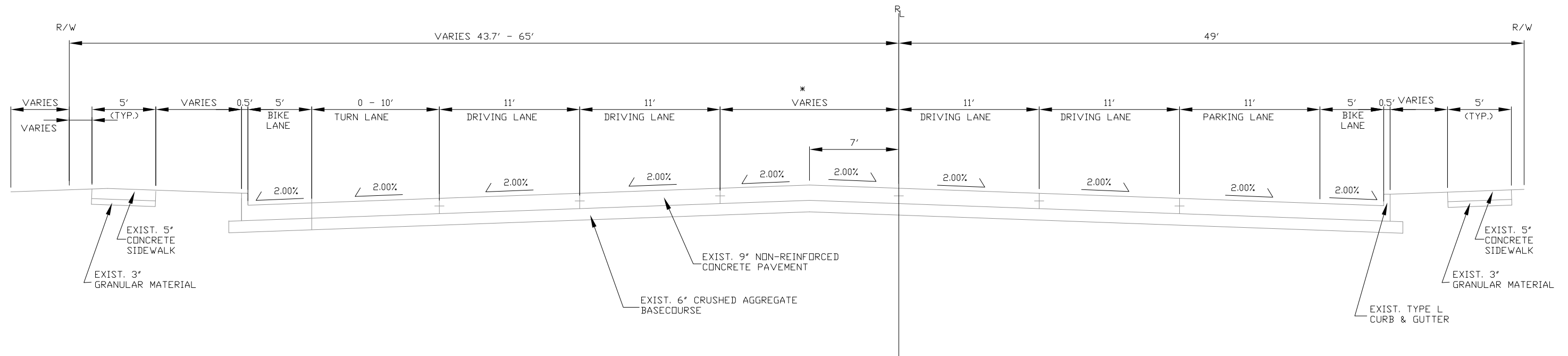
*INDICATES UTILITY OR MUNICIPALITY IS NOT A MEMBER OF DIGGERS HOTLINE





TYPICAL EXISTING SECTION
STA. 34+15 - STA. 39+90

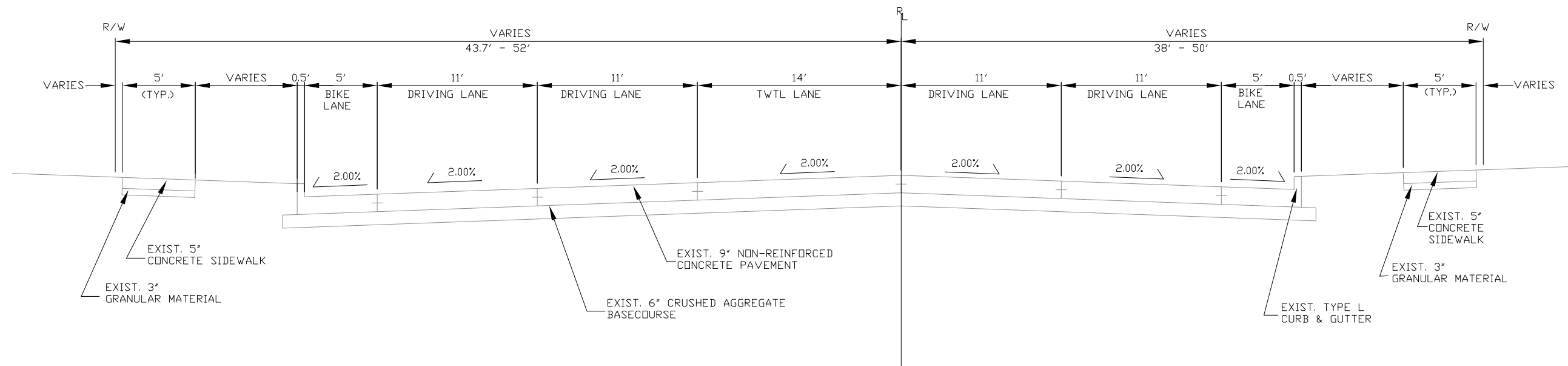
NOT TO SCALE



* 7.5' TO 18' WIDE CONCRETE MEDIAN
FROM STA. 40+27 TO STA. 43+50
14'-18' TWTL FROM STA. 43+50 TO STA. 50+79

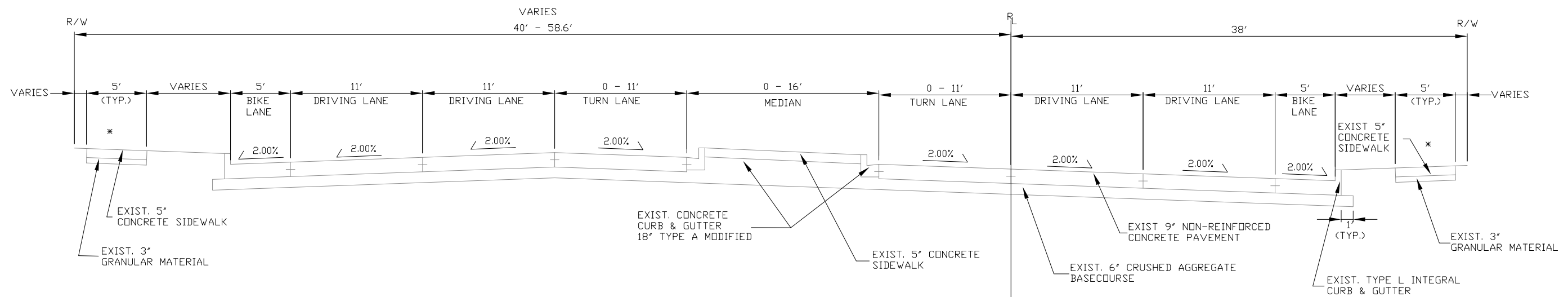
TYPICAL EXISTING SECTION
STA. 39+90 - STA. 50+79

NOT TO SCALE



TYPICAL EXISTING SECTION
STA. 50+79 - STA. 59+70

NOT TO SCALE

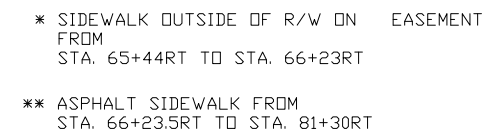


* NO SIDEWALK
STA. 61+35.27LT TO STA. 65+44LT

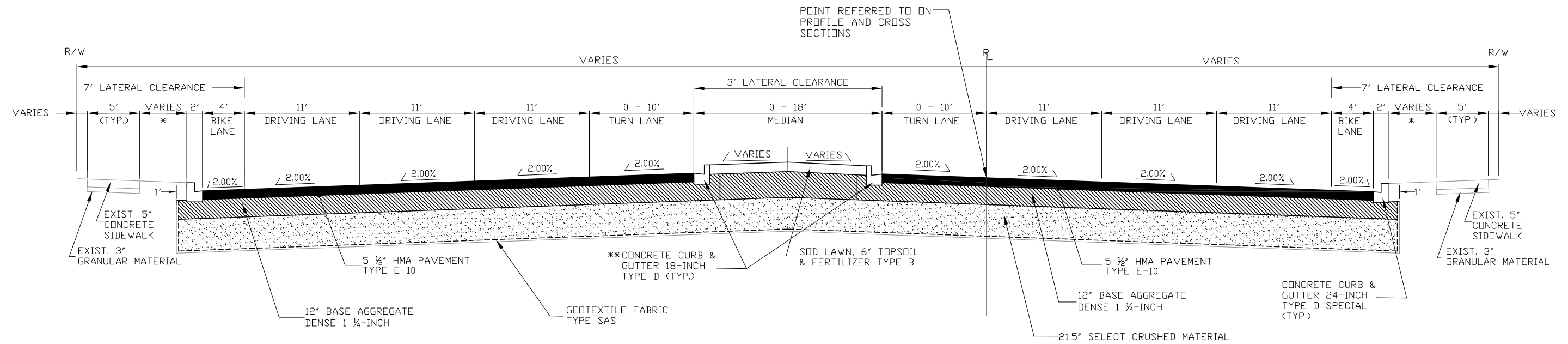
TYPICAL EXISTING SECTION
STA. 59+70 - STA. 65+44

* SIDEWALK OUTSIDE OF R/W
ON EASEMENT FROM
STA. 64+50RT TO STA. 65+44RT

NOT TO SCALE

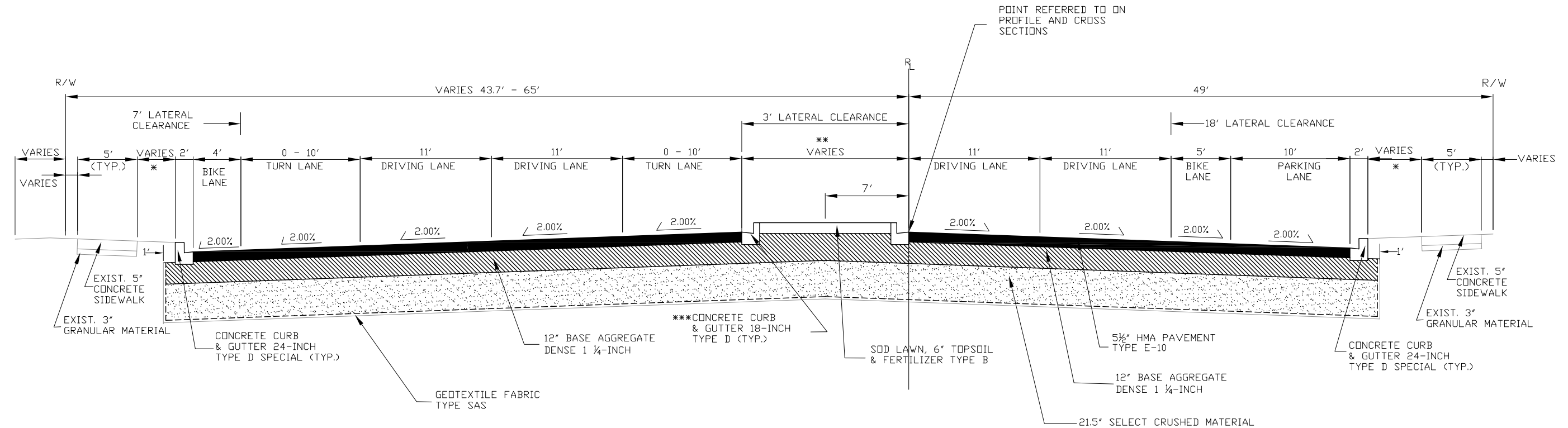


NOT TO SCALE



TYPICAL FINISHED SECTION
STA. 34+15 - STA. 39+90

NOT TO SCALE



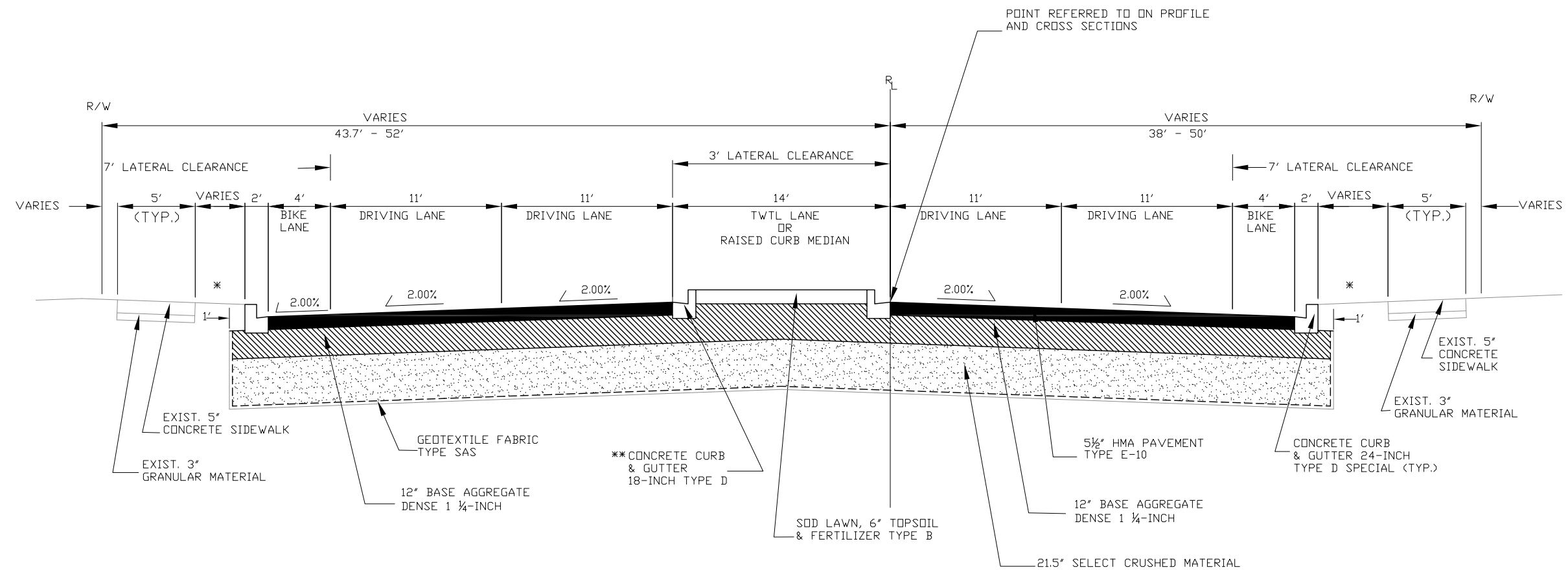
* SOD LAWN, 6" TOPSOIL & FERTILIZER TYPE B

** 7.5' TO 18' WIDE CONCRETE MEDIAN
FROM STA. 40+27 TO STA. 49+22
14' TWL FROM STA. 49+22 TO STA. 50+79

*** REJECT CURB
STA. 45+12 - 49+22 LT.

**TYPICAL FINISHED SECTION
STA. 39+90 - STA. 50+79**

NOT TO SCALE

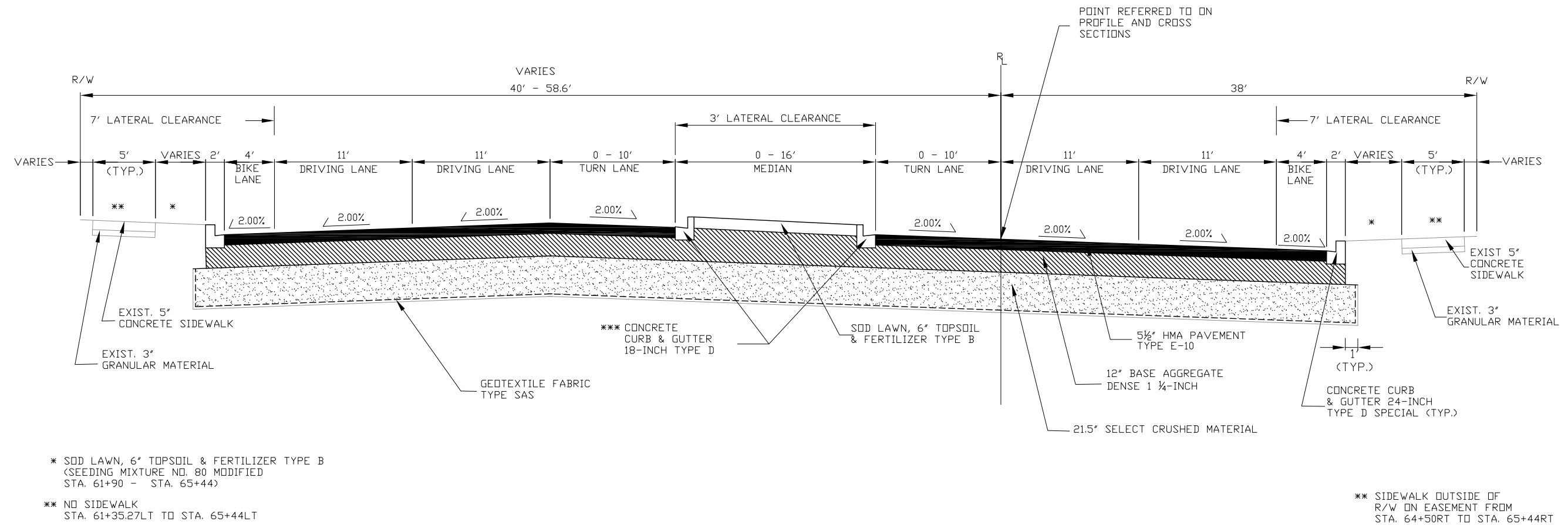


* SOD LAWN, 6" TOPSOIL & FERTILIZER TYPE B

** REJECT CURB
STA. 54+20 - 55+09 LT.
STA. 56+50 - 57+40 LT.

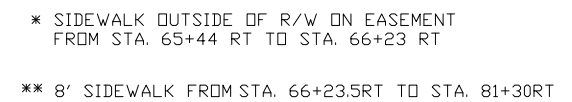
TYPICAL FINISHED SECTION
STA. 50+79 - STA. 59+00

NOT TO SCALE



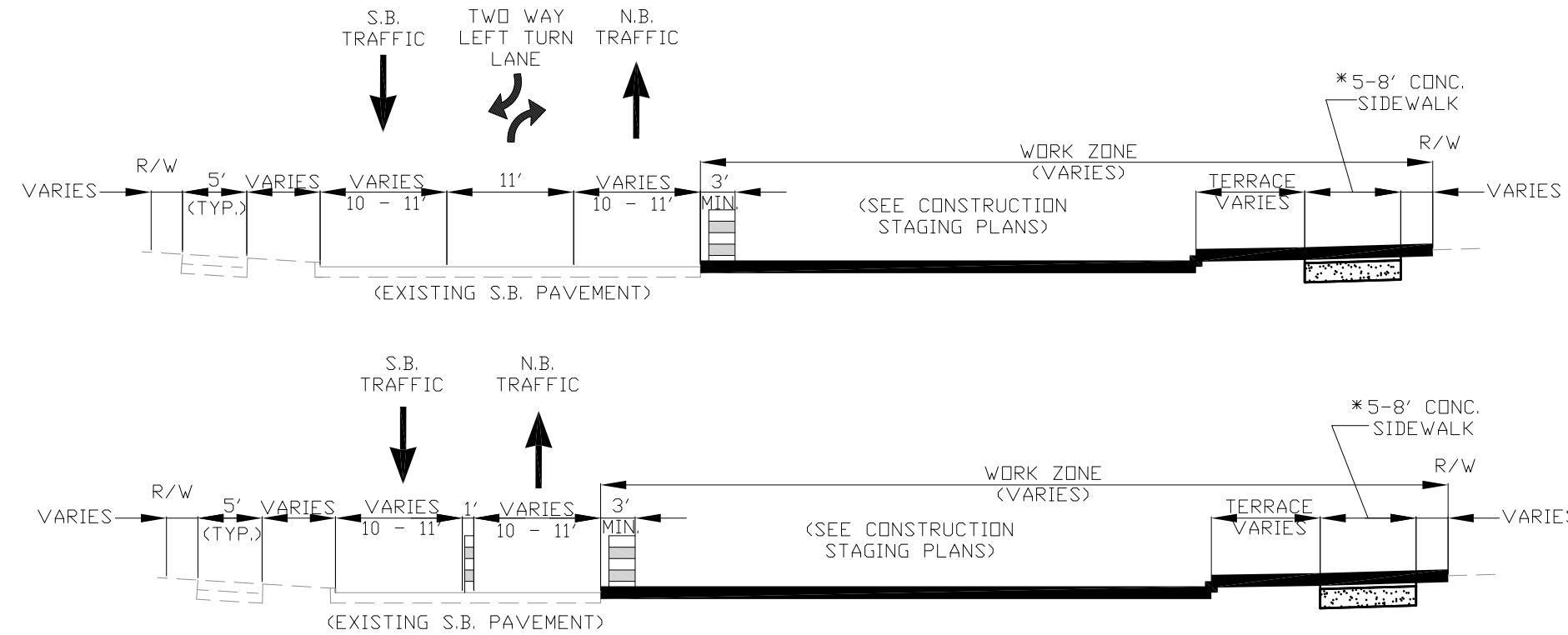
TYPICAL FINISHED SECTION
STA. 59+00 - STA. 65+44

NOT TO SCALE



NOT TO SCALE

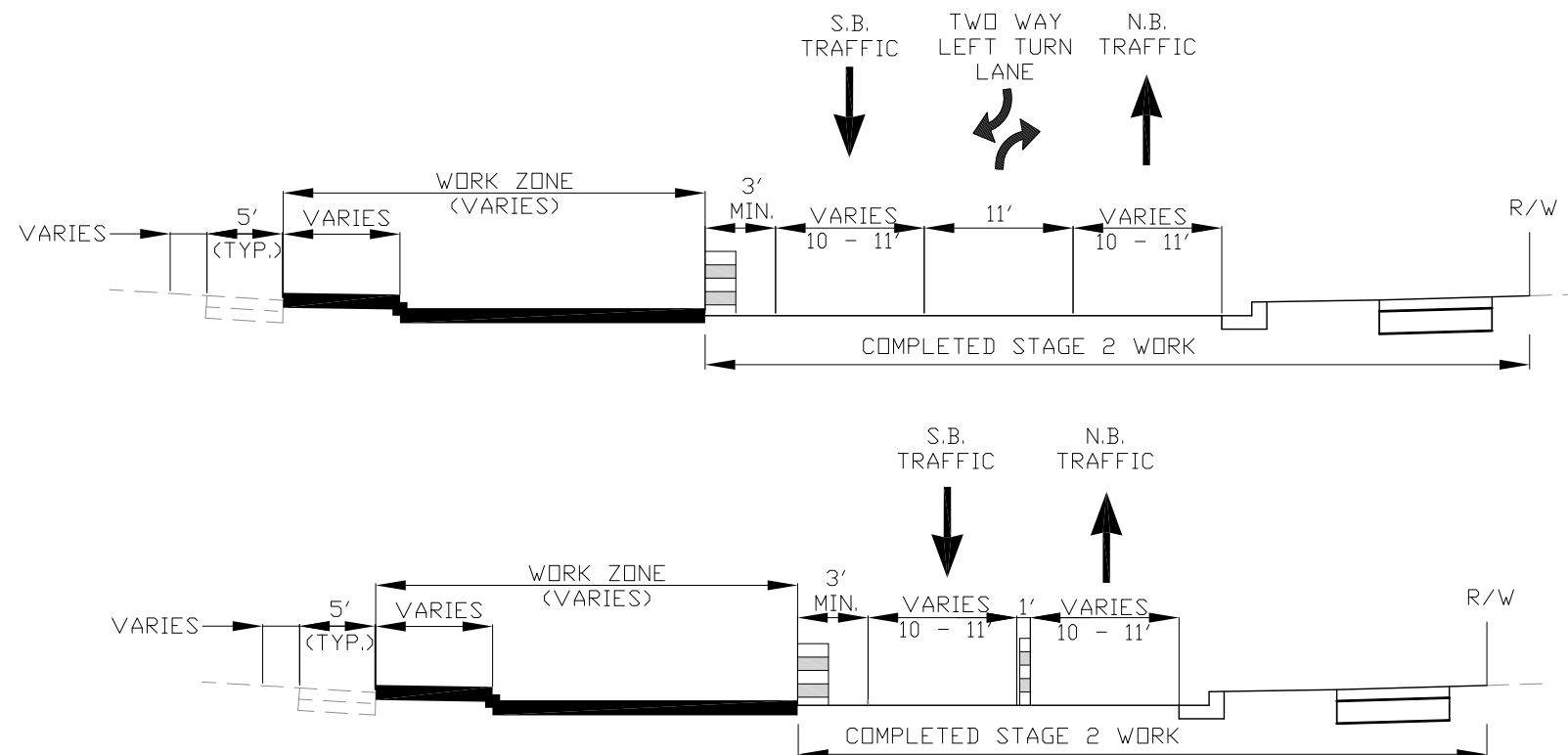




CONSTRUCTION STAGE 2 TYPICAL SECTION

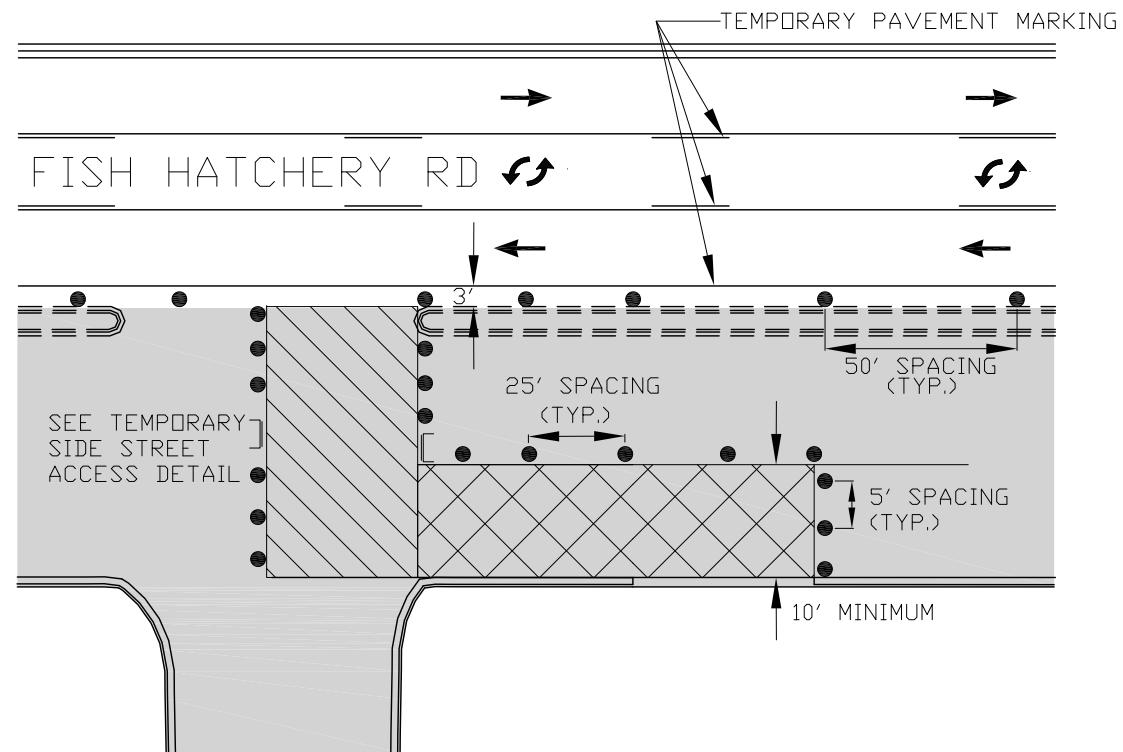
NOT TO SCALE

*SEE CONSTRUCTION STAGING PLANS FOR LOCATION

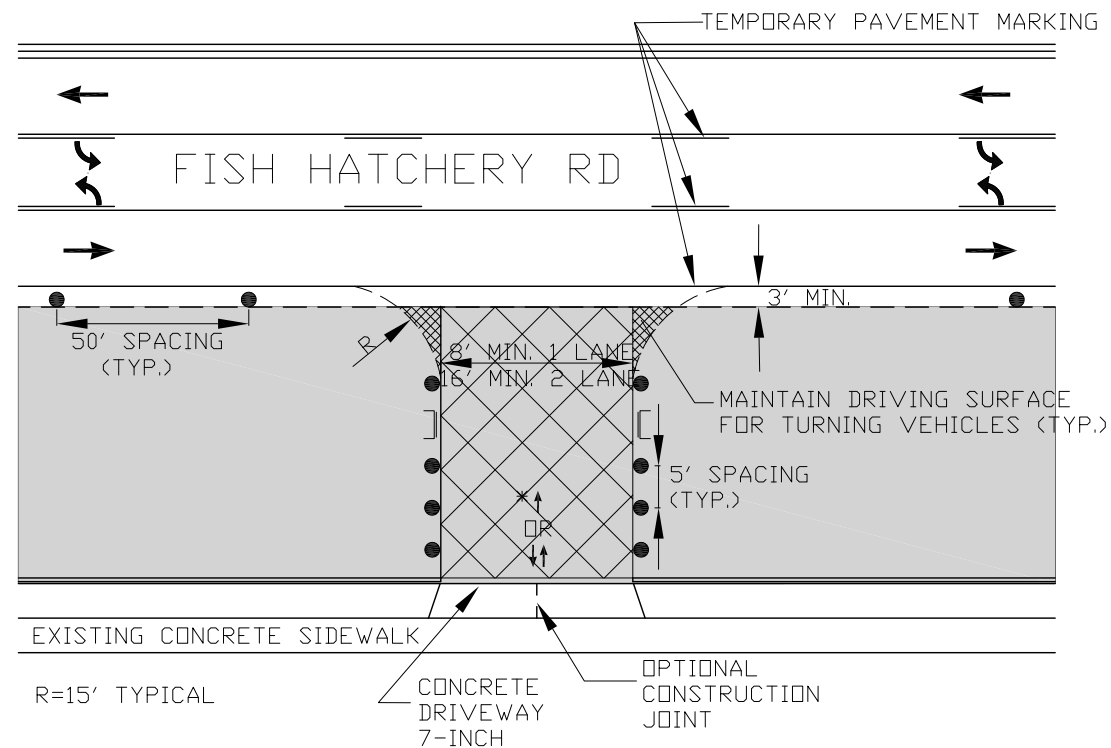


CONSTRUCTION STAGE 3 TYPICAL SECTION

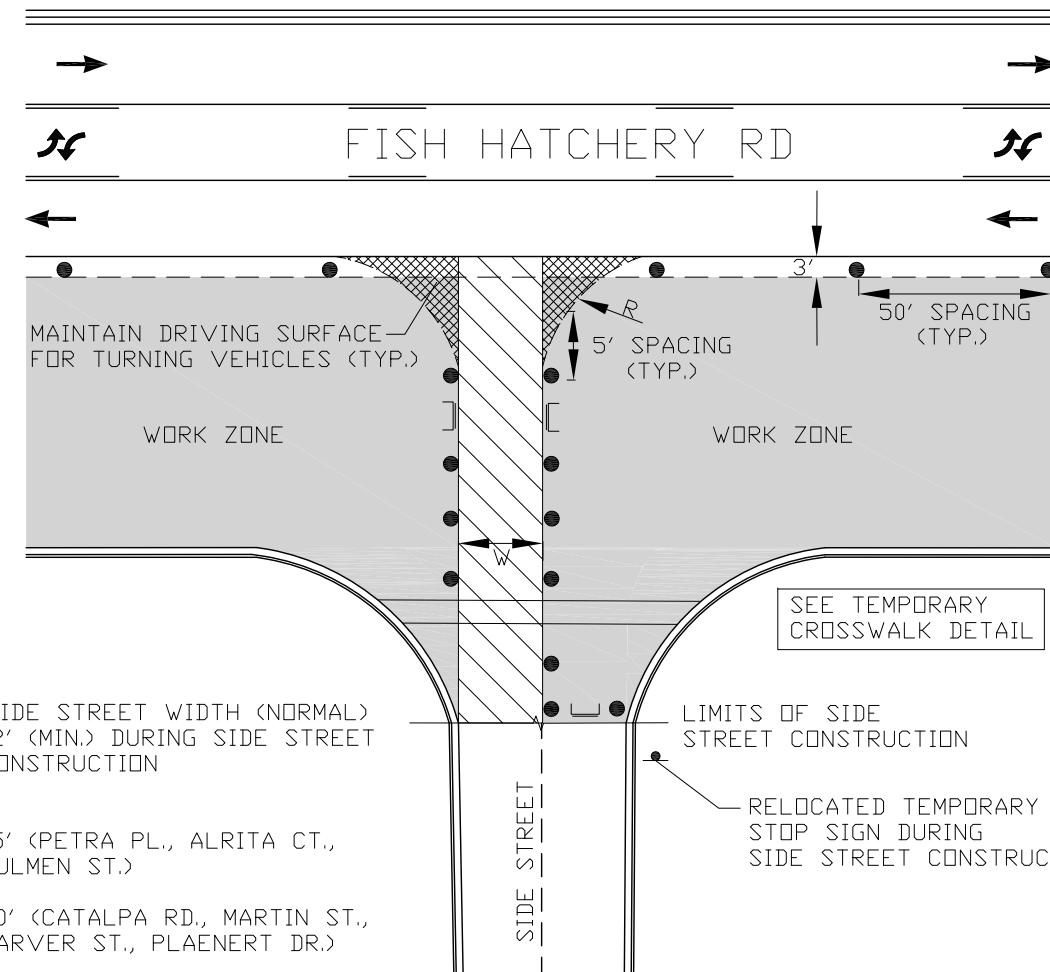
NOT TO SCALE



**TEMPORARY DRIVEWAY ACCESS DETAIL
W/ MEDIAN ISLAND**
NOT TO SCALE



**TEMPORARY DRIVEWAY ACCESS DETAIL
NO MEDIAN ISLAND**
NOT TO SCALE



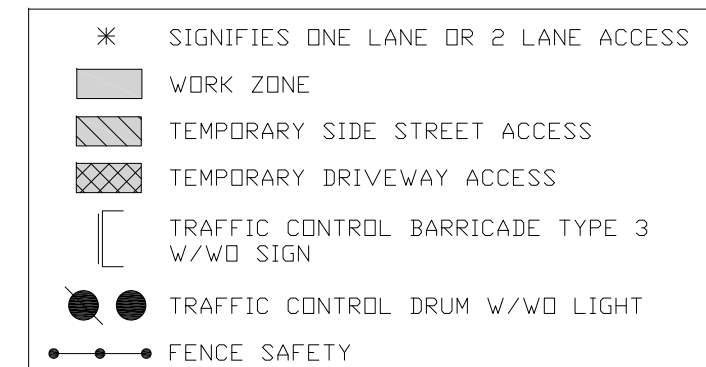
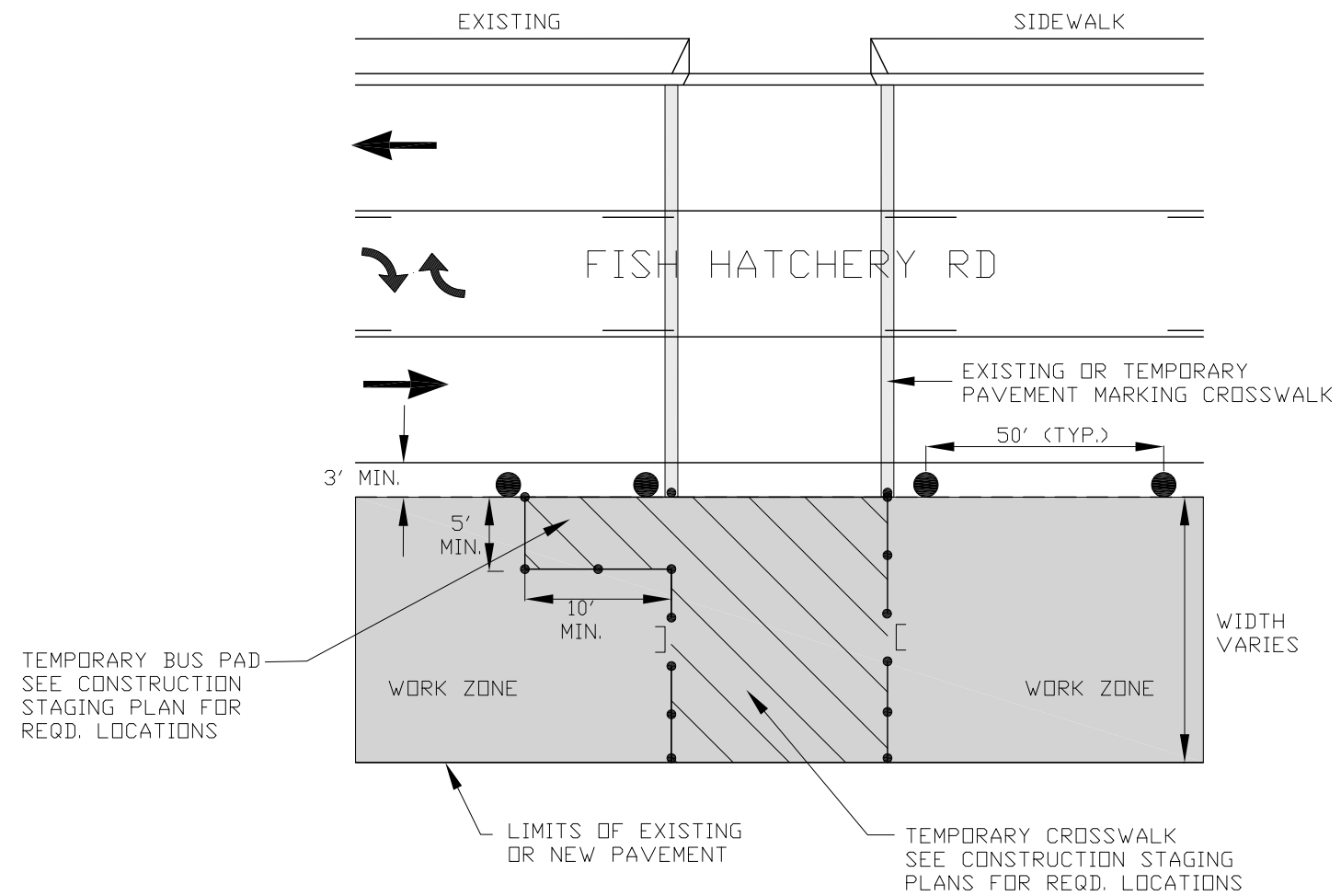
W=SIDE STREET WIDTH (NORMAL)
12' (MIN.) DURING SIDE STREET
CONSTRUCTION

R=15' (PETRA PL., ALRITA CT.,
CULMEN ST.)

30' (CATALPA RD., MARTIN ST.,
CARVER ST., PLAENERT DR.)

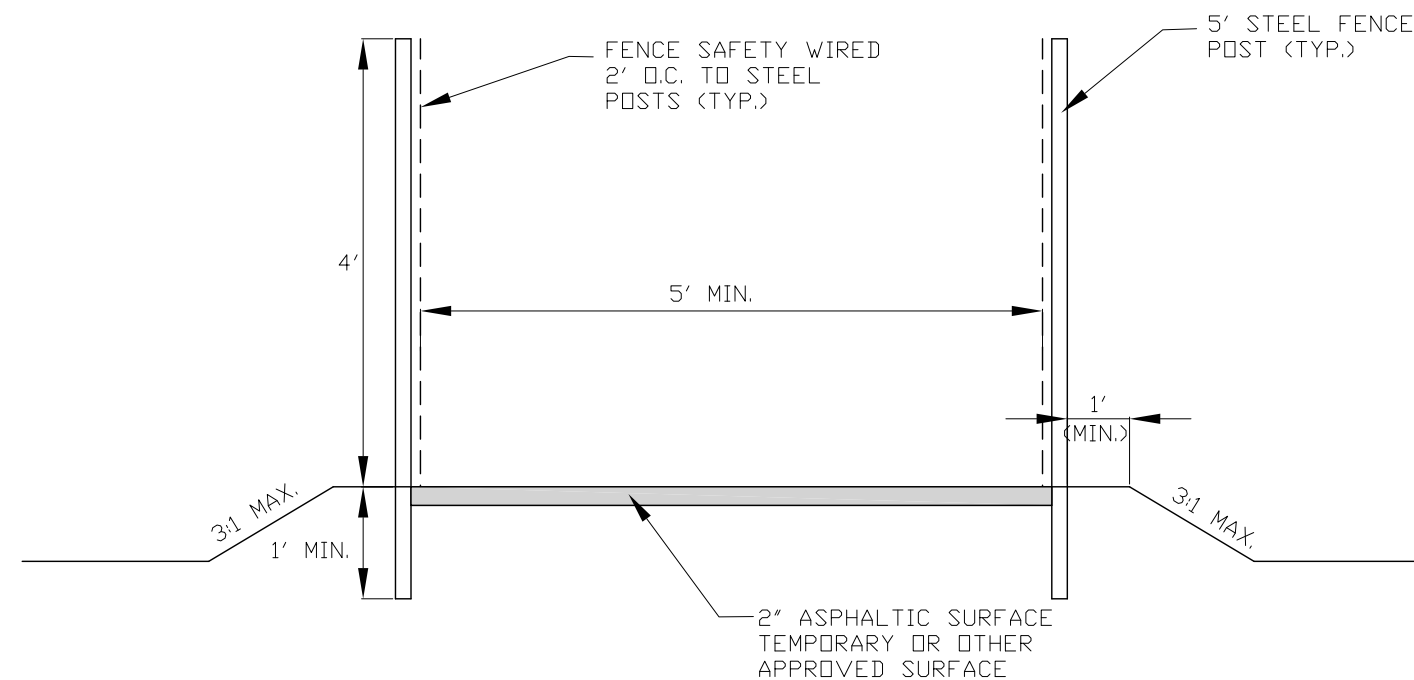
TEMPORARY SIDE STREET ACCESS DETAIL
NOT TO SCALE

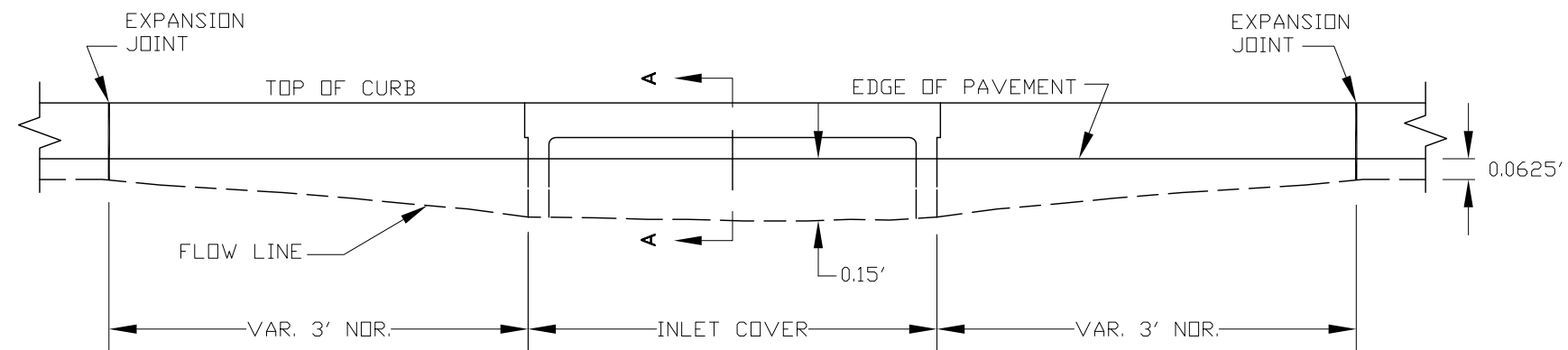
- * SIGNIFIES ONE LANE OR 2 LANE ACCESS
- WORK ZONE
- TEMPORARY SIDE STREET ACCESS
- TEMPORARY DRIVEWAY ACCESS
- TRAFFIC CONTROL BARRICADE TYPE 3
W/WO SIGN
- TRAFFIC CONTROL DRUM W/WO LIGHT



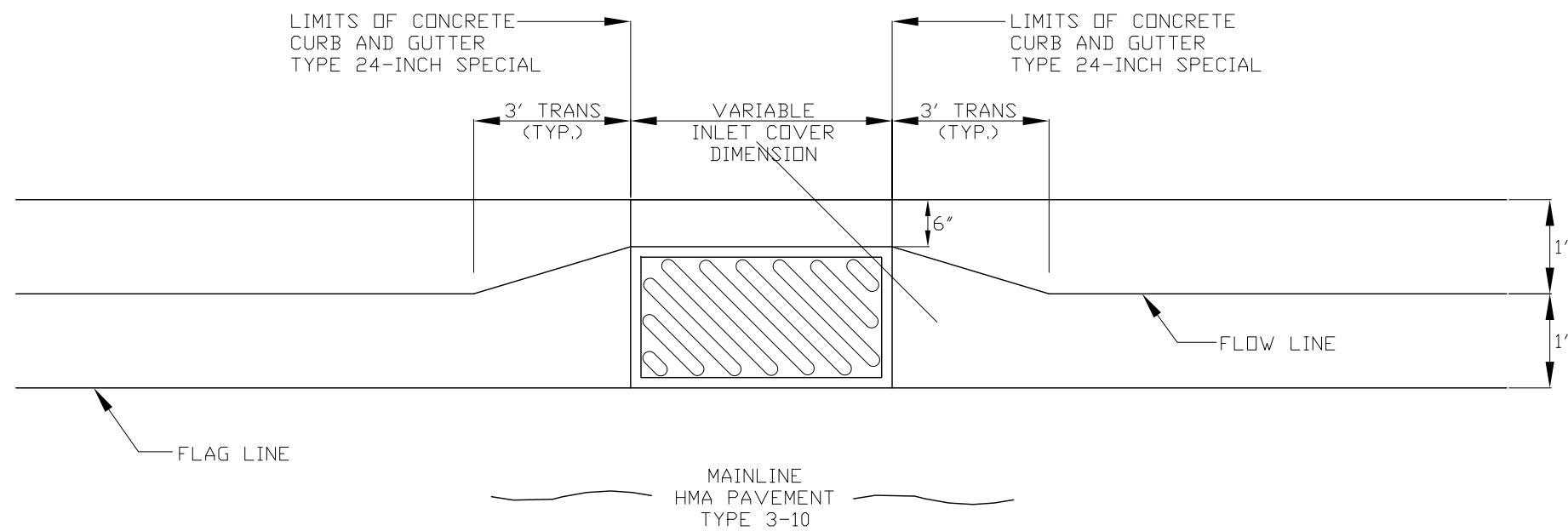
TEMPORARY CROSSWALK / BUS PAD DETAIL

NOT TO SCALE





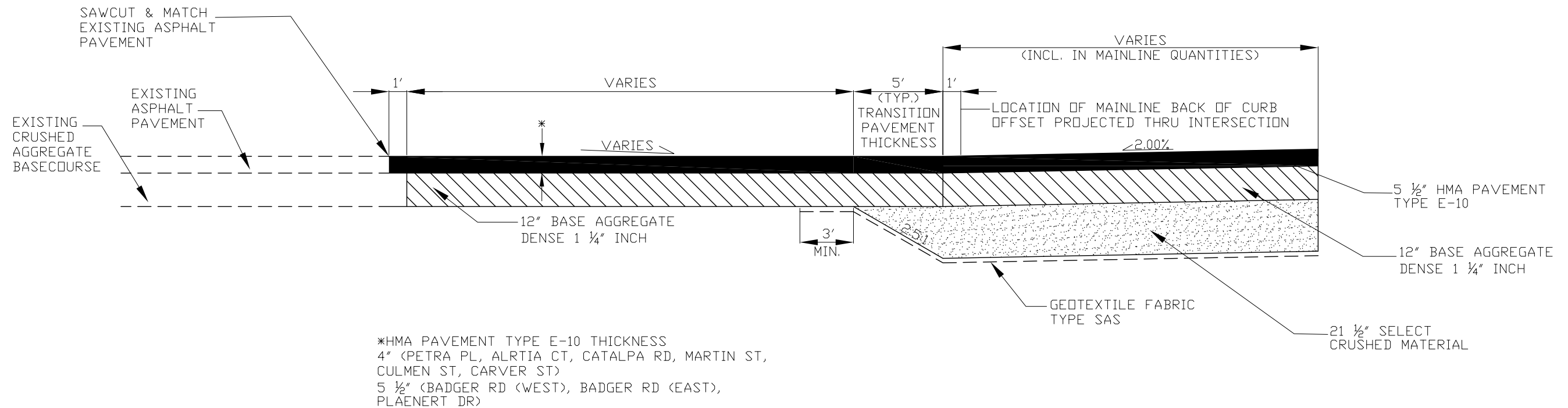
ELEVATION



PLAN VIEW

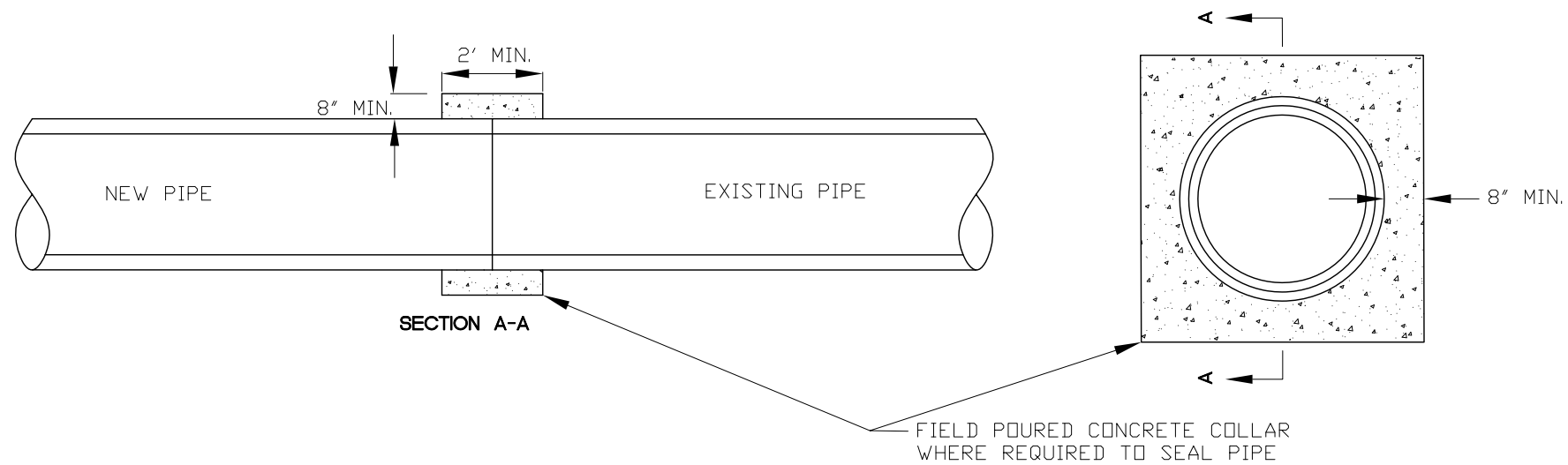
**CONCRETE CURB AND GUTTER TYPE
24-INCH SPECIAL
DETAIL AT INLETS**

NOT TO SCALE

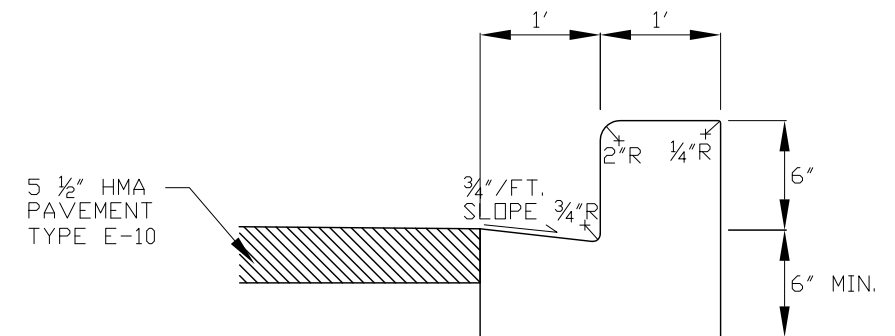


**MAINLINE TO SIDE ROAD
 PAVEMENT STRUCTURE / EXCAVATION
 TRANSITION DETAIL**

NOT TO SCALE

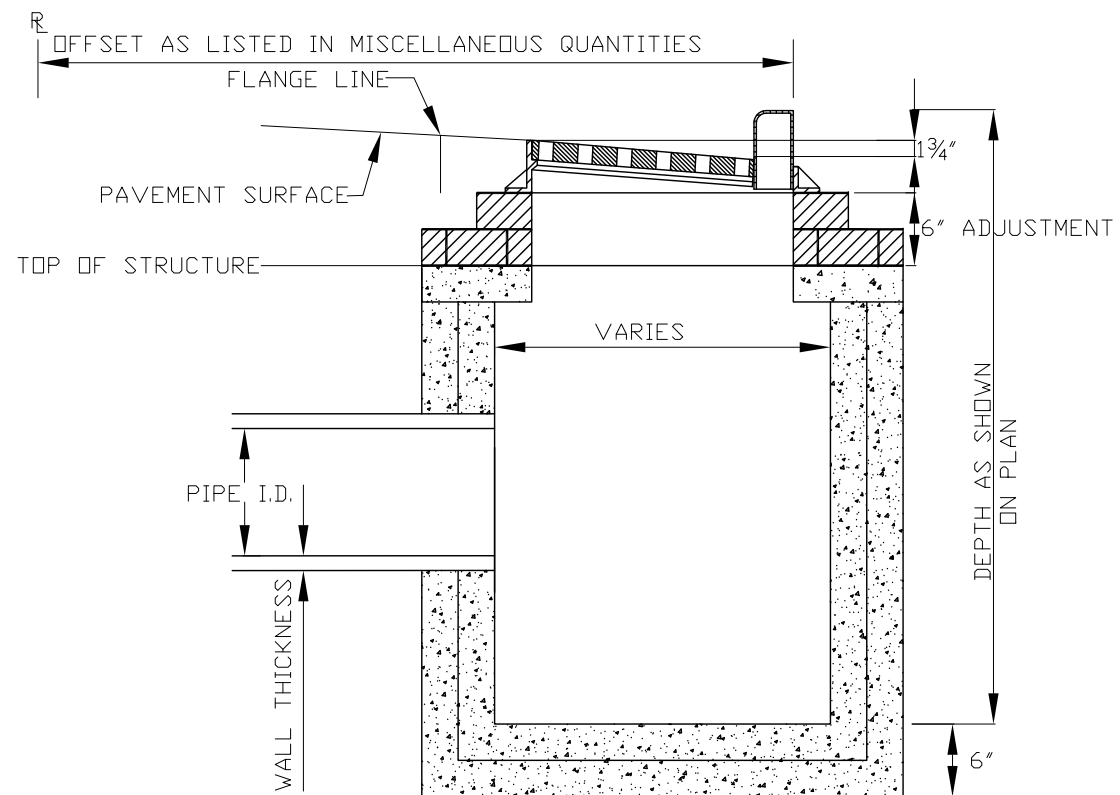


CULVERT PIPE CONCRETE COLLAR DETAIL
NOT TO SCALE



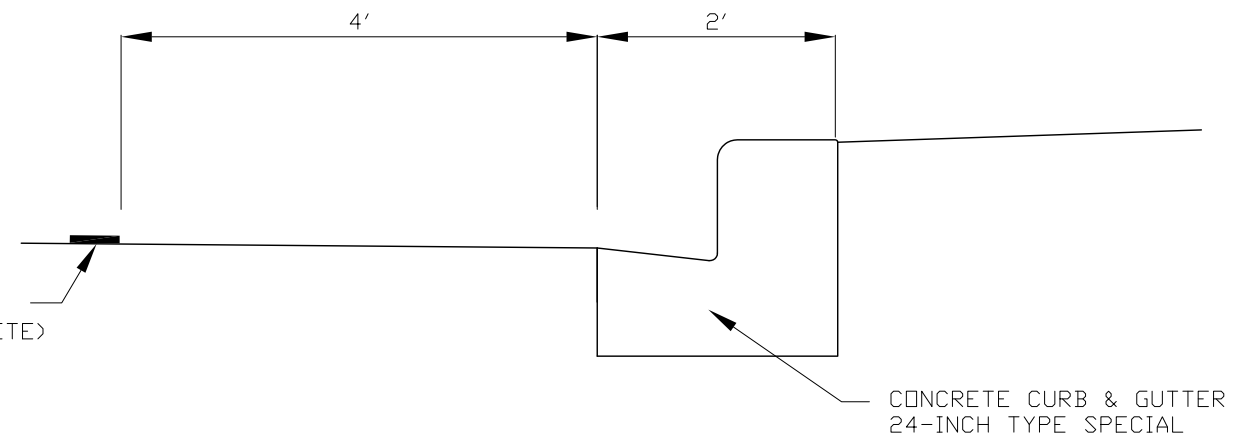
**CONCRETE CURB AND GUTTER
24-INCH TYPE SPECIAL
DETAIL**

NOT TO SCALE



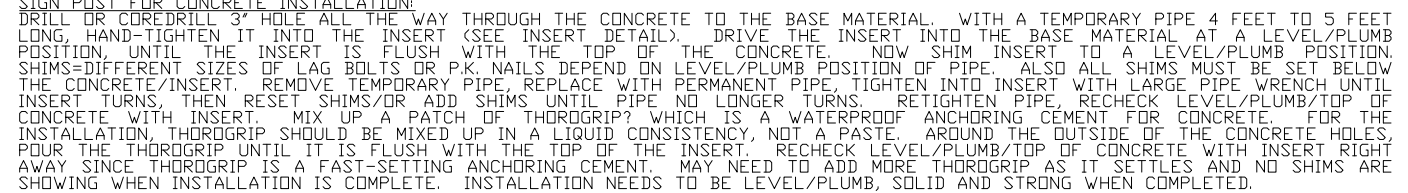
STORM SEWER STRUCTURE DETAIL
NOT TO SCALE

PAVEMENT MARKING
EPOXY 6-INCH (WHITE)



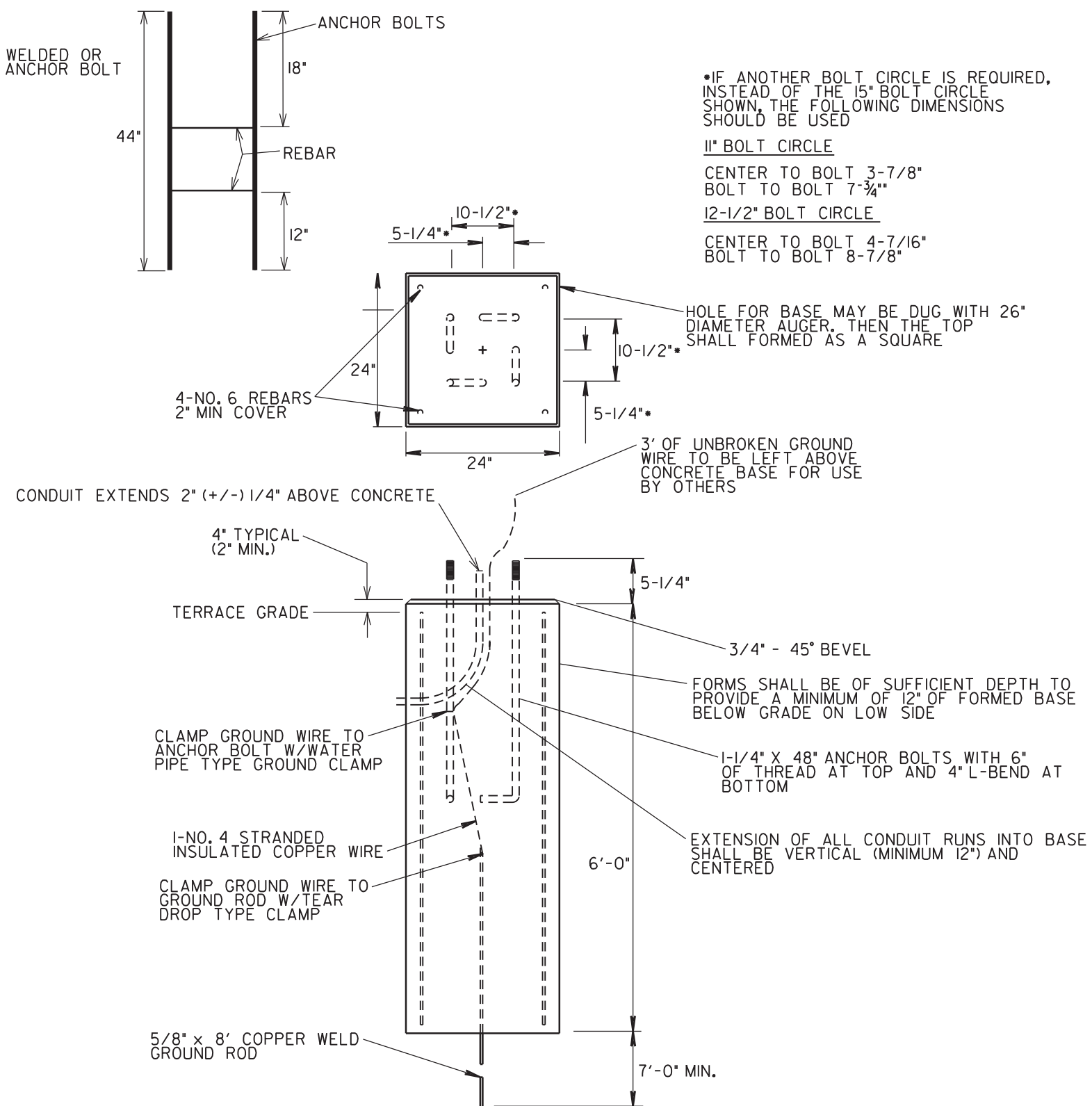
**BIKE LANE PAVEMENT MARKING
DETAIL**

NOT TO SCALE

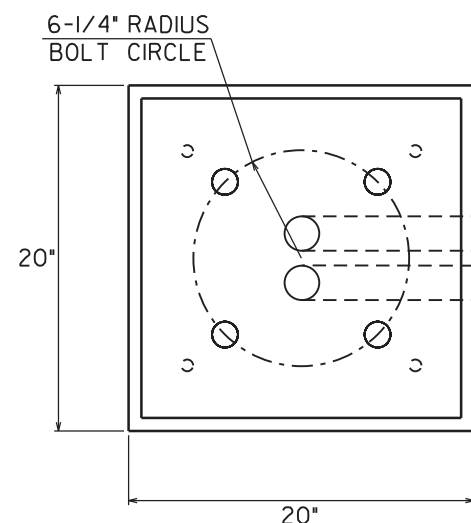


NOT TO SCALE

HORIZONTAL REBAR SHALL BE TACK WELDED OR WIRED TO ANCHOR BOLTS TO FORM ANCHOR BOLT CAGE BEFORE POURING CONCRETE.



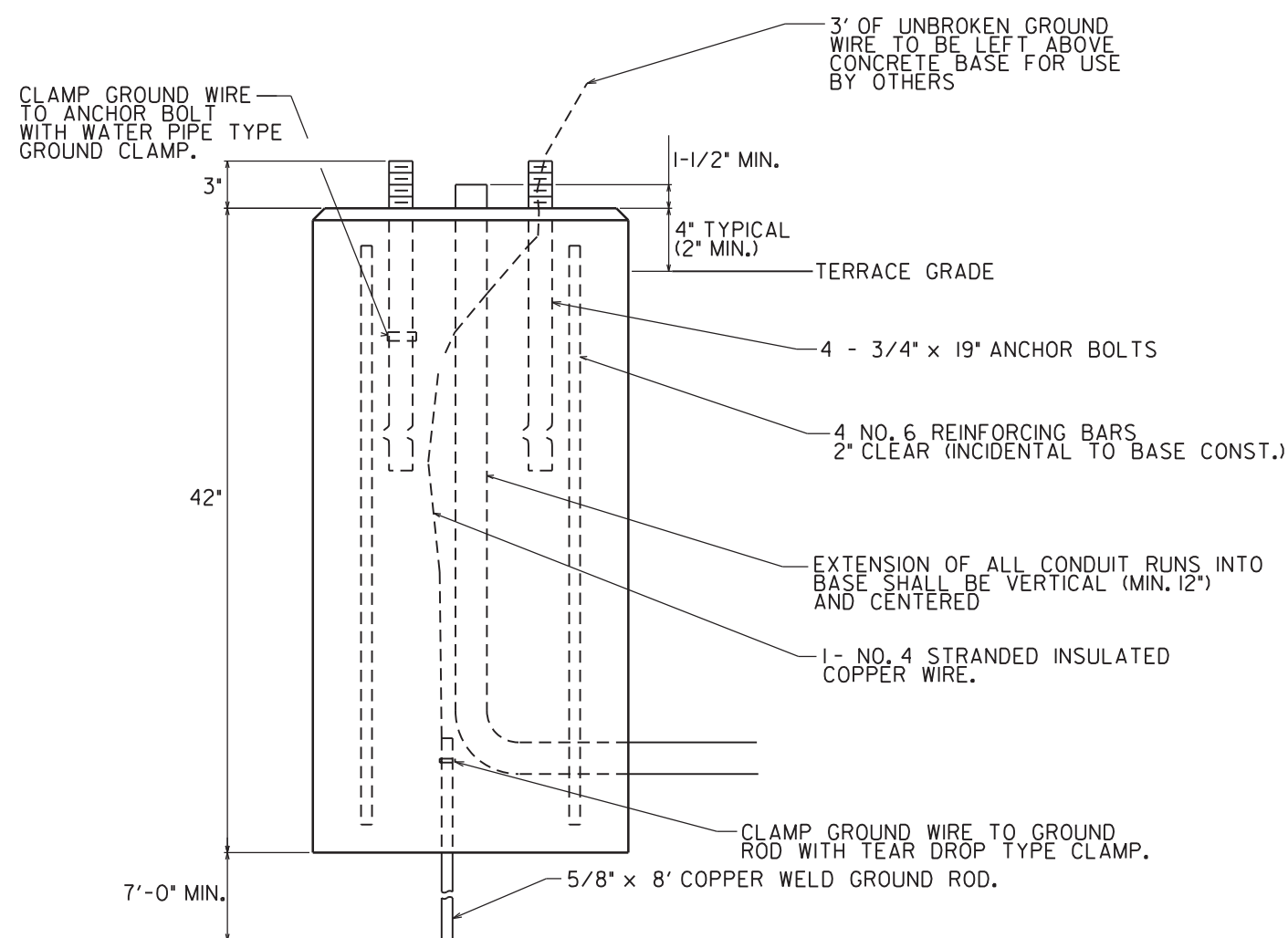
LB-8 BASE DETAIL
SCALE: NONE



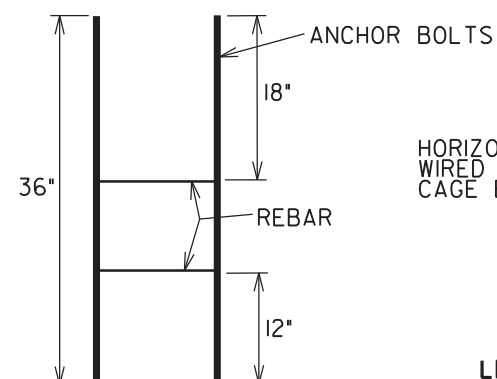
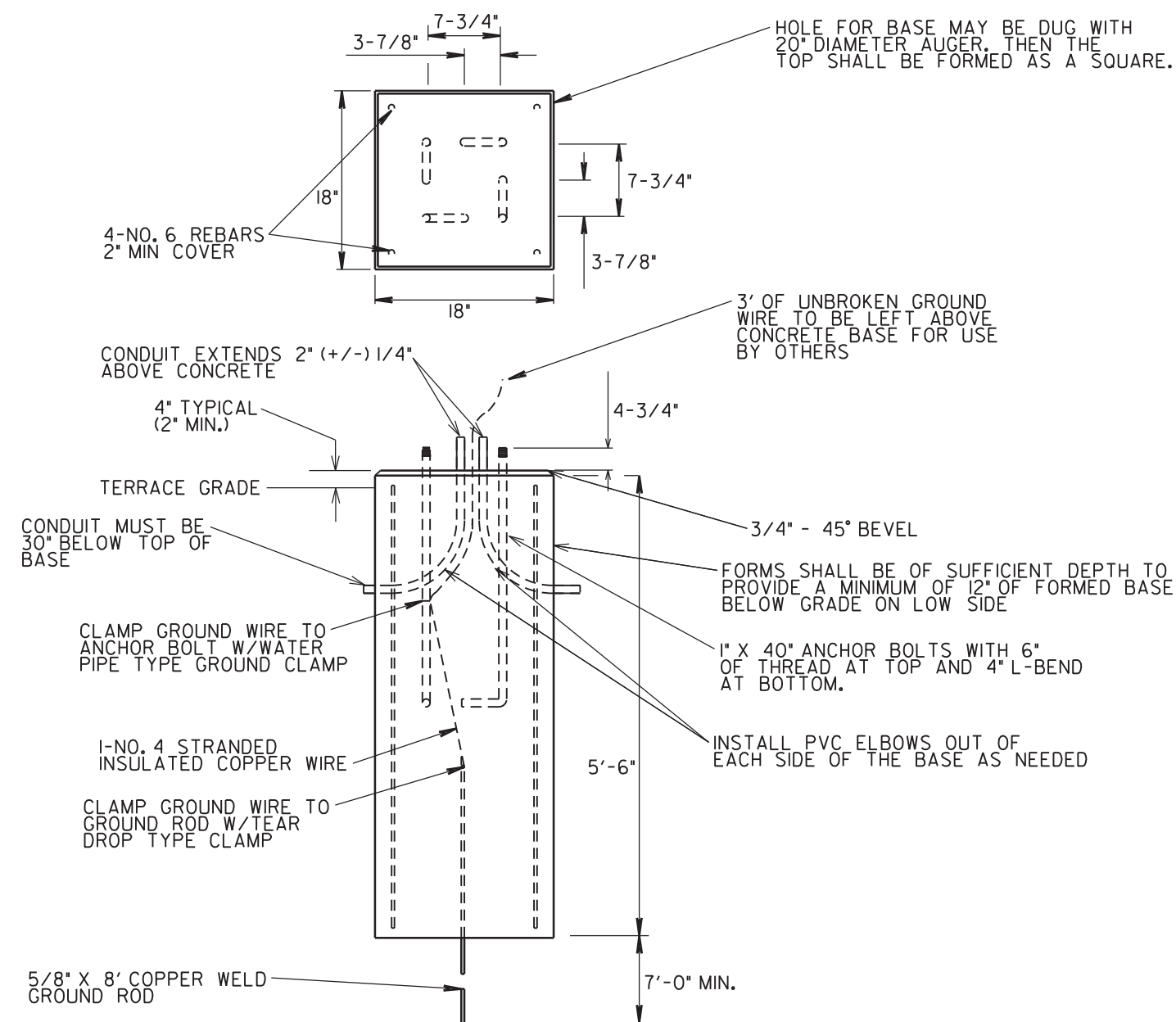
CONDUIT AS REQUIRED

NOTE: FORMS SHALL BE OF SUFFICIENT DEPTH TO PROVIDE A MINIMUM OF 12" OF FORMED BASE BELOW GRADE ON THE LOW SIDE.

ALL CONDUIT AND ELBOWS SHOWN IN CONCRETE BASE TO BE INCLUDED IN UNIT PRICE FOR TYPE "G" TRAFFIC SIGNAL BASE.



TYPE "G" BASE DETAIL
SCALE: NONE



HORIZONTAL REBAR SHALL BE TACK WELDED OR WIRED TO ANCHOR BOLTS TO FORM ANCHOR BOLT CAGE BEFORE POURING CONCRETE.

LB-3 BASE DETAIL
SCALE: NONE

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	L	W	J	K	
TYPE P	48"	30"	16"	24"	1.179
TYPE OTHER	-				-

GENERAL NOTES

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

ALL CONDUIT SHALL BE PVC, SCHEDULE 40

DEPTH OF CONDUIT EXITING THE BASE SHALL MATCH THE DEPTH SPECIFIED FOR CONDUIT INSTALLATION.

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

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.

MAINTENANCE PLATFORM SHALL NOT BE INSTALLED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

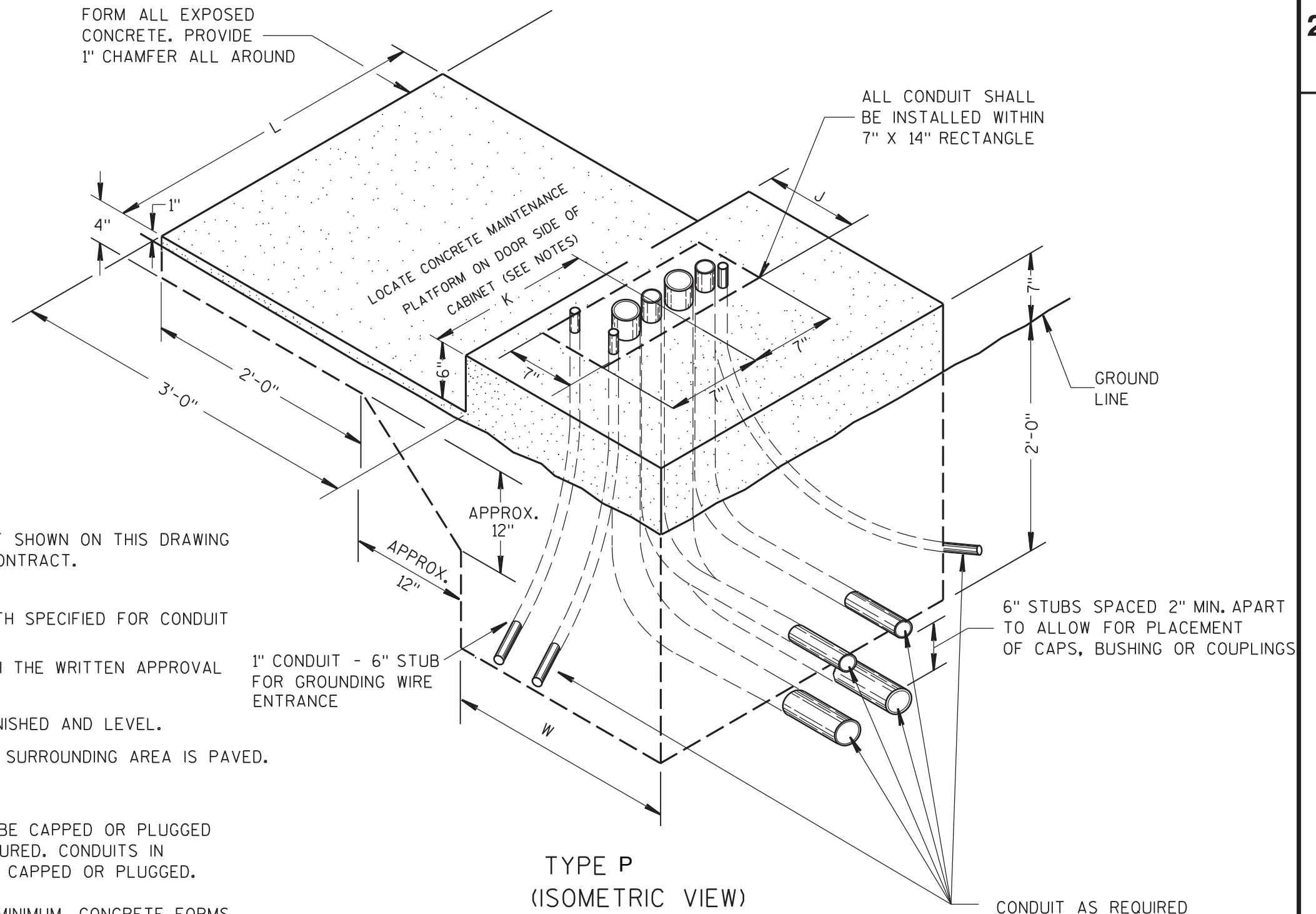
ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MINIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUITS SHALL EXIT THE BASE IN THE DIRECTION OF THE STRUCTURE IT IS TERMINATING INTO.

MAINTENANCE PLATFORM SIZE MAY VARY ON ACCOUNT OF CONDITIONS. VERIFY THE MAINTENANCE PLATFORM SIZE WITH ENGINEER PRIOR TO POURING BASE.

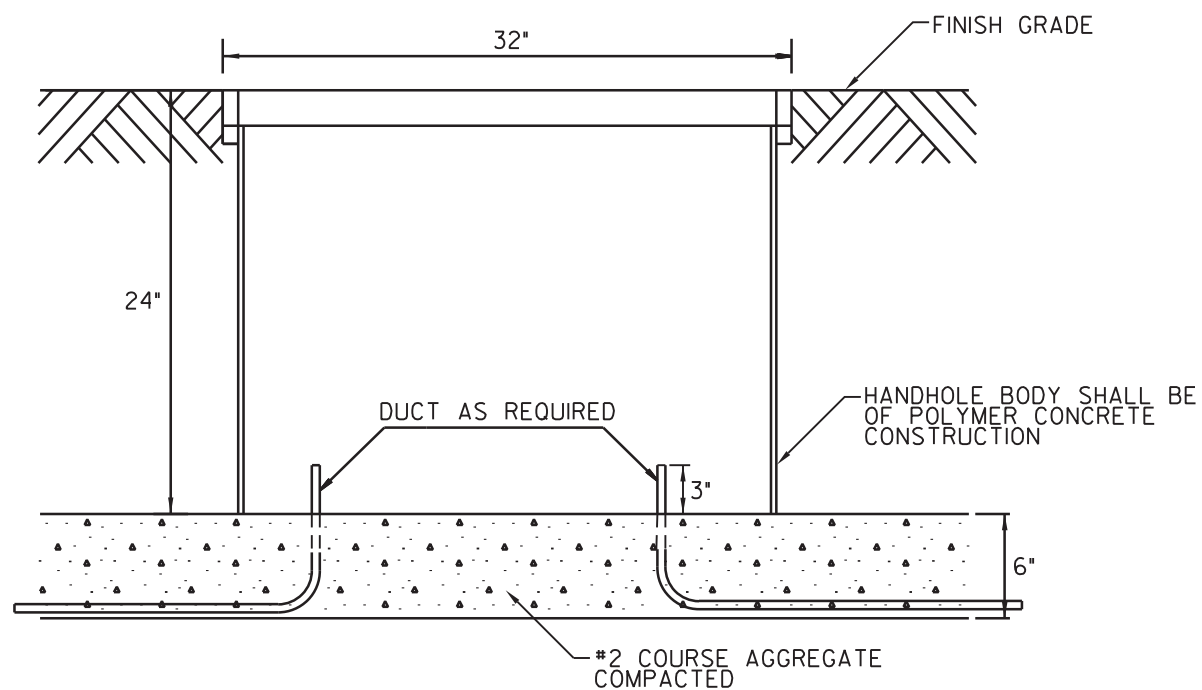
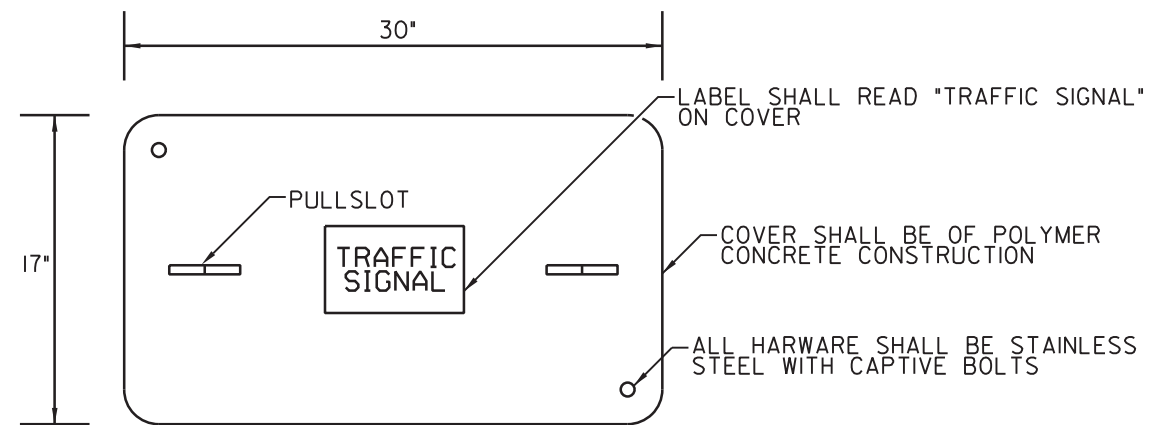
FORM ALL EXPOSED
CONCRETE. PROVIDE
1" CHAMFER ALL AROUND



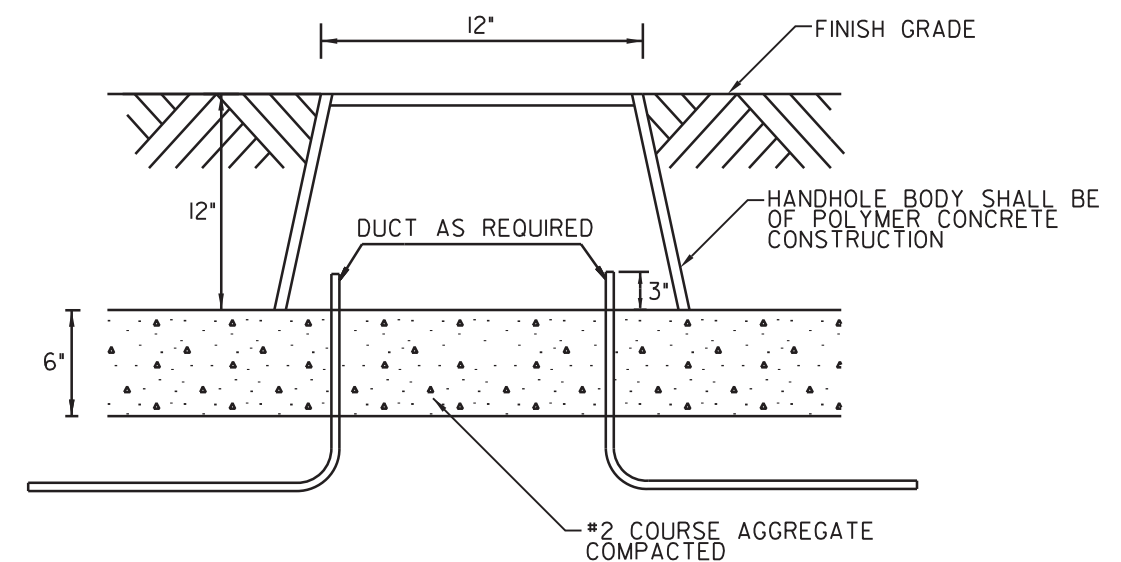
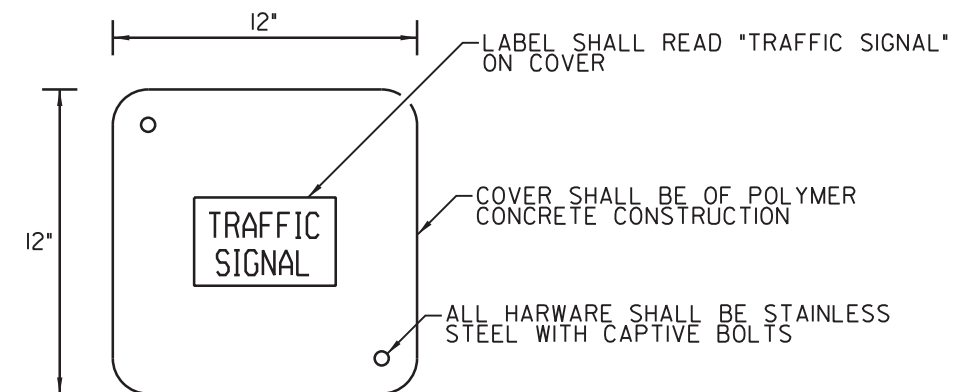
TYPE P
(ISOMETRIC VIEW)

TYPE "P" CONTROLLER BASE DETAIL

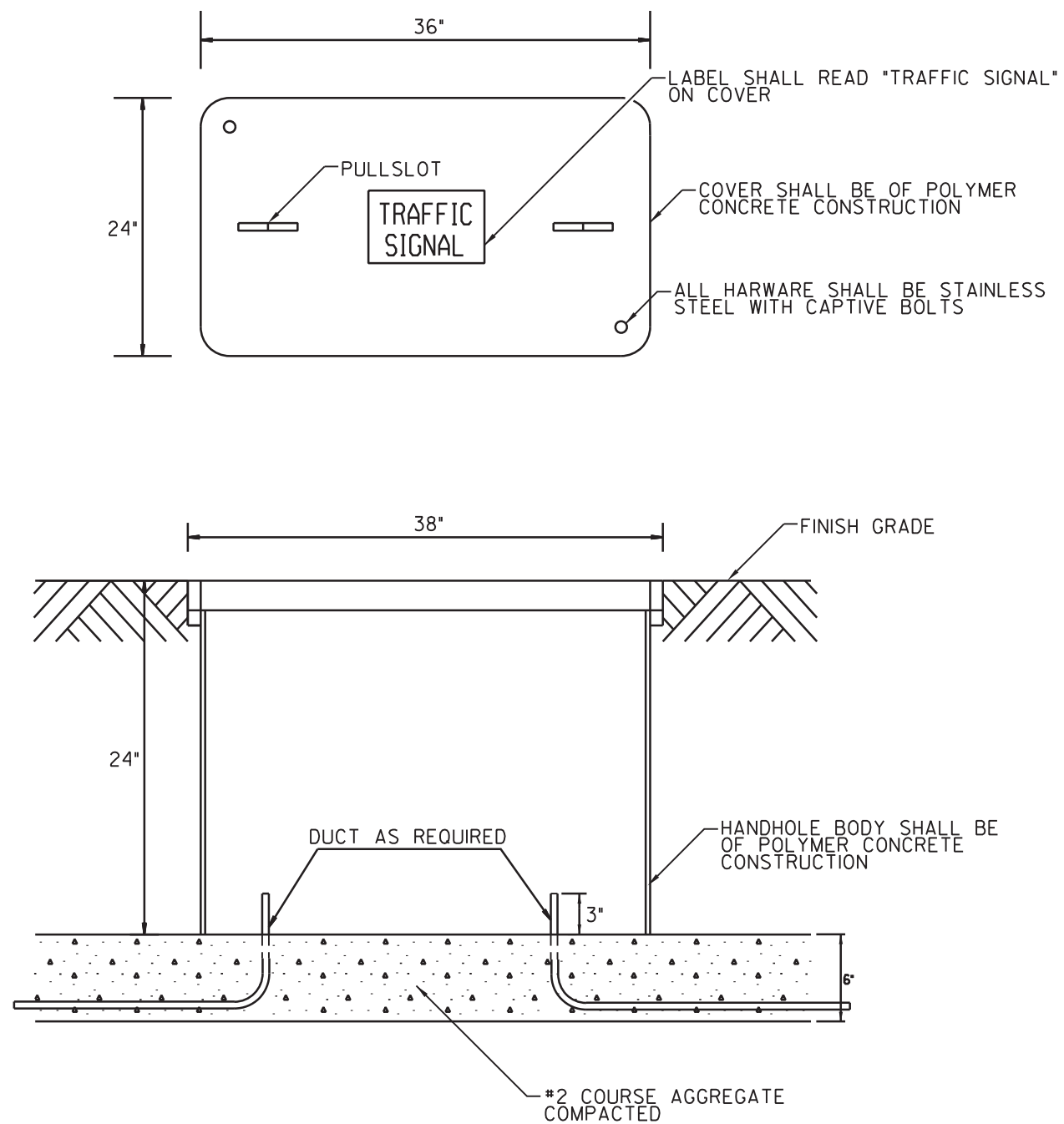
SCALE: NONE



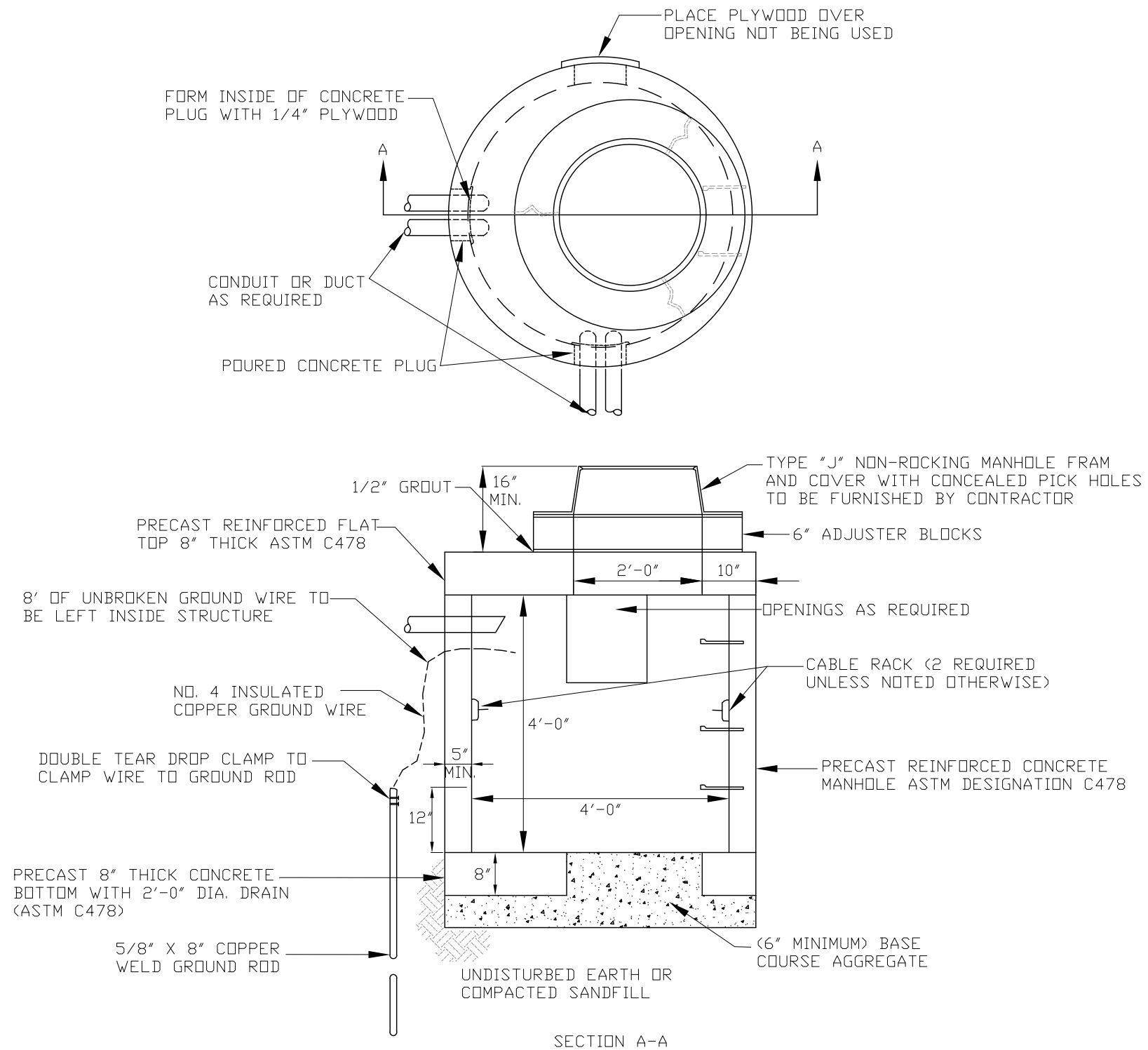
TYPE I HANDHOLE DETAIL
SCALE: NONE



TYPE III HANDHOLE DETAIL
SCALE: NONE

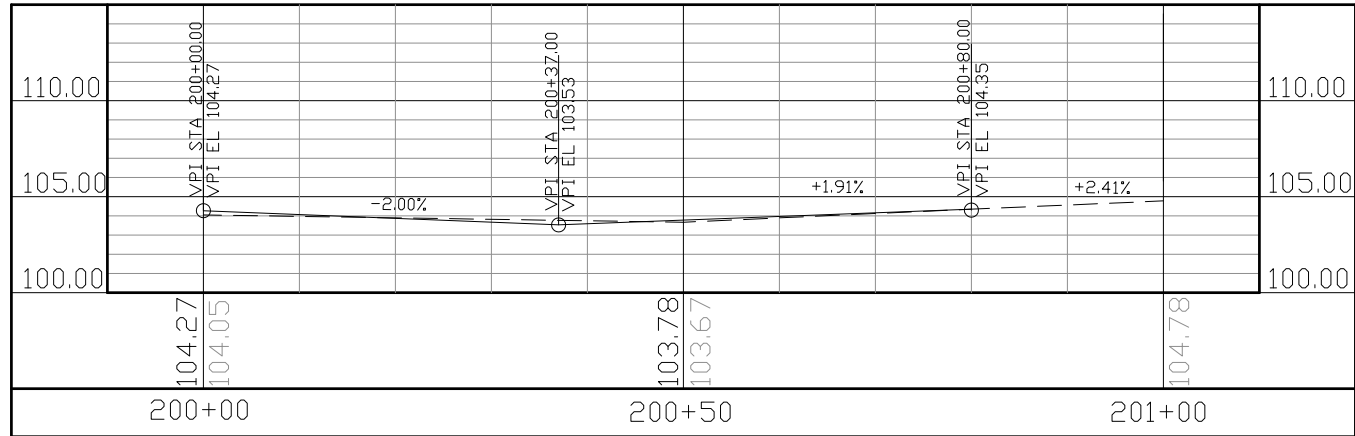
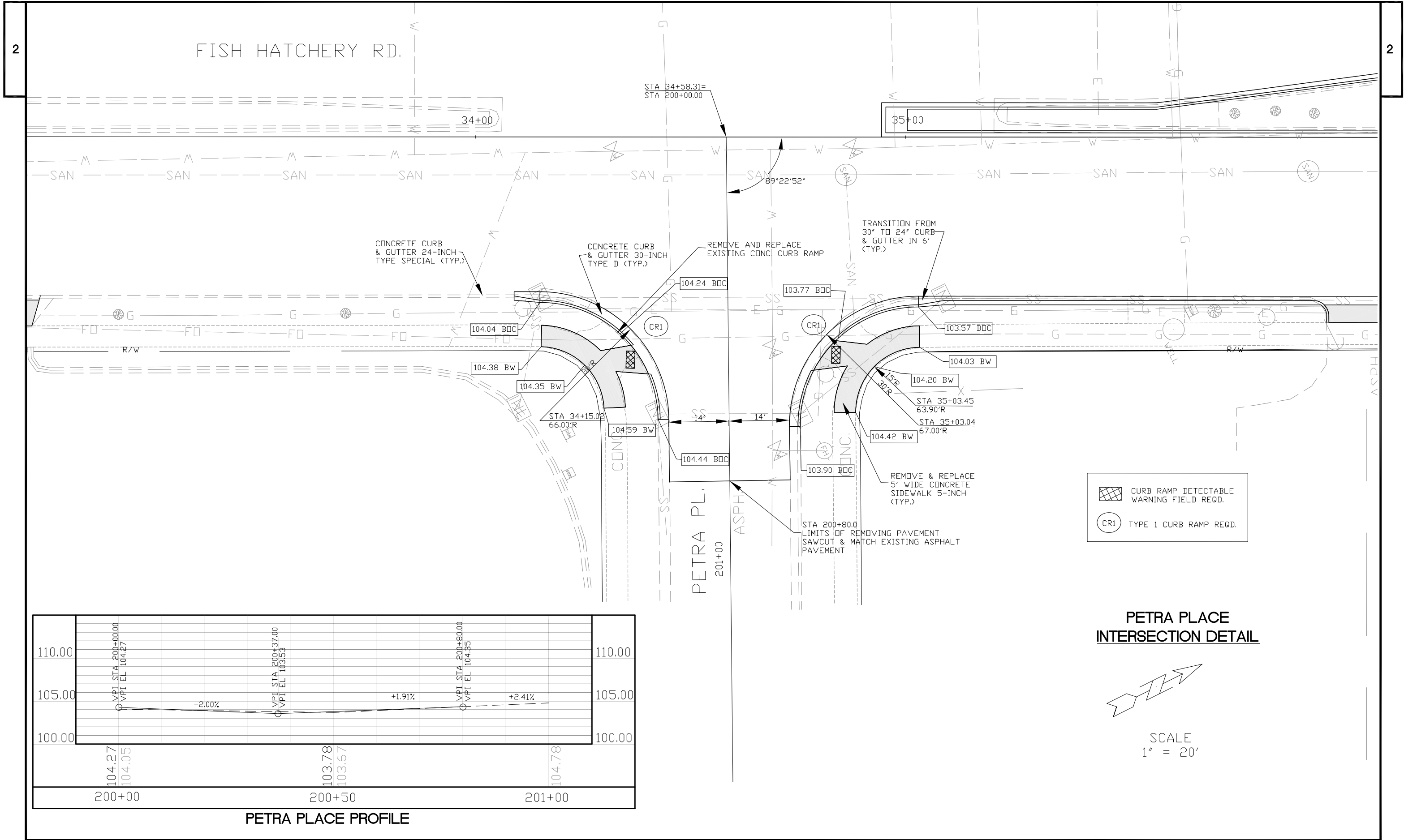


TYPE V HANDHOLE DETAIL
SCALE: NONE



ELECTRICAL UTILITY ACCESS STRUCTURE

NOT TO SCALE



PETRA PLACE PROFILE

FISH HATCHERY RD

37+00

STA 37+77.13=
STA 300+00.00

38+00

39+00

REMOVE & REPLACE 5' WIDE
CONCRETE SIDEWALK 5-INCH
(TYP.)

102.27 BW

STA 37+33.18
62.88'R

13'R

STA 37+33.34
67.00'R

101.68 BOC

101.96 BW

102.01 BW

101.30 BOC

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

101.46 BOC

TRANSITION FROM 30' TO 24'
CURB & GUTTER IN 6' (TYP.)

101.12 BW

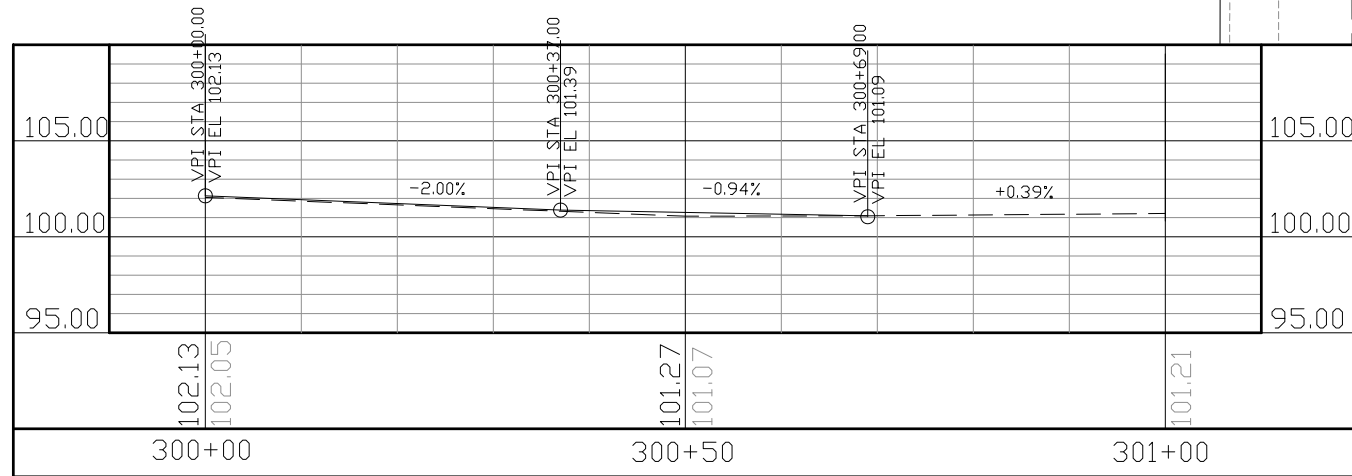
REMOVE & REPLACE
EXISTING CURB RAMP

101.08 BW

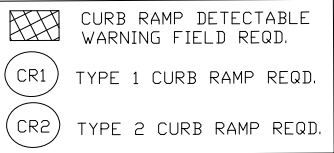
100.97 BOC

CONCRETE CURB & GUTTER
24-INCH TYPE SEPCIAL
(TYP.)CURB RAMP DETECTABLE
WARNING FIELD REQD.

CR1 TYPE 1 CURB RAMP REQD.

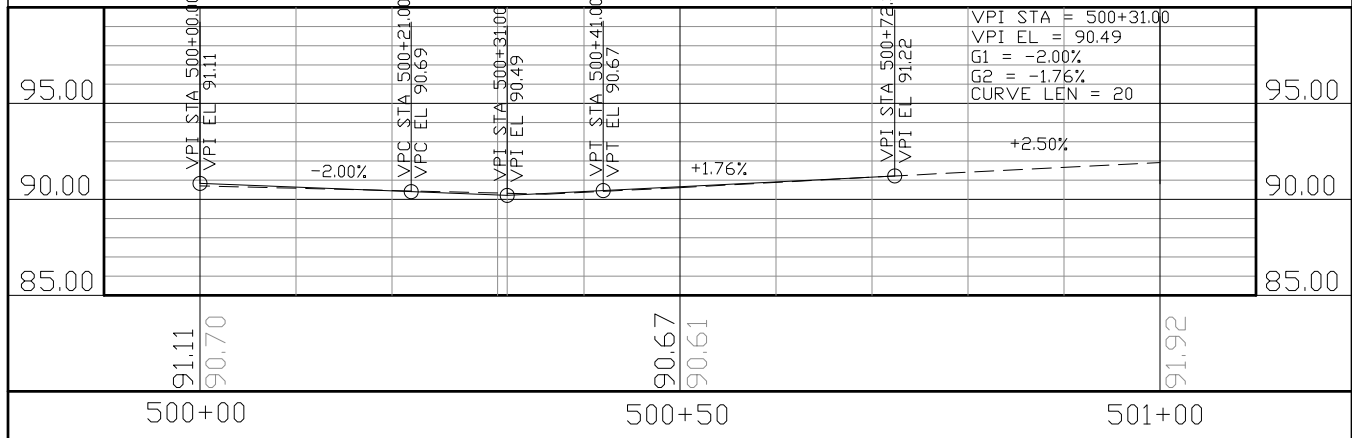
STA 300+69
LIMIT OF REMOVING PAVEMENT
SAWCUT & MATCH EXISTING
ASPHALT PAVEMENTALRITA COURT
INTERSECTION DETAILSCALE
1" = 20'

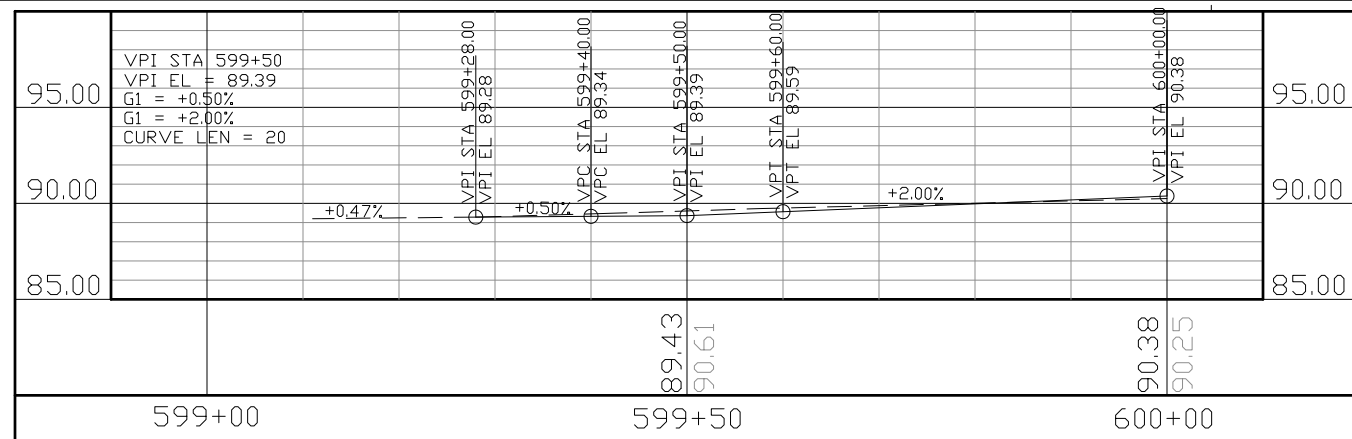
ALRITA COURT PROFILE



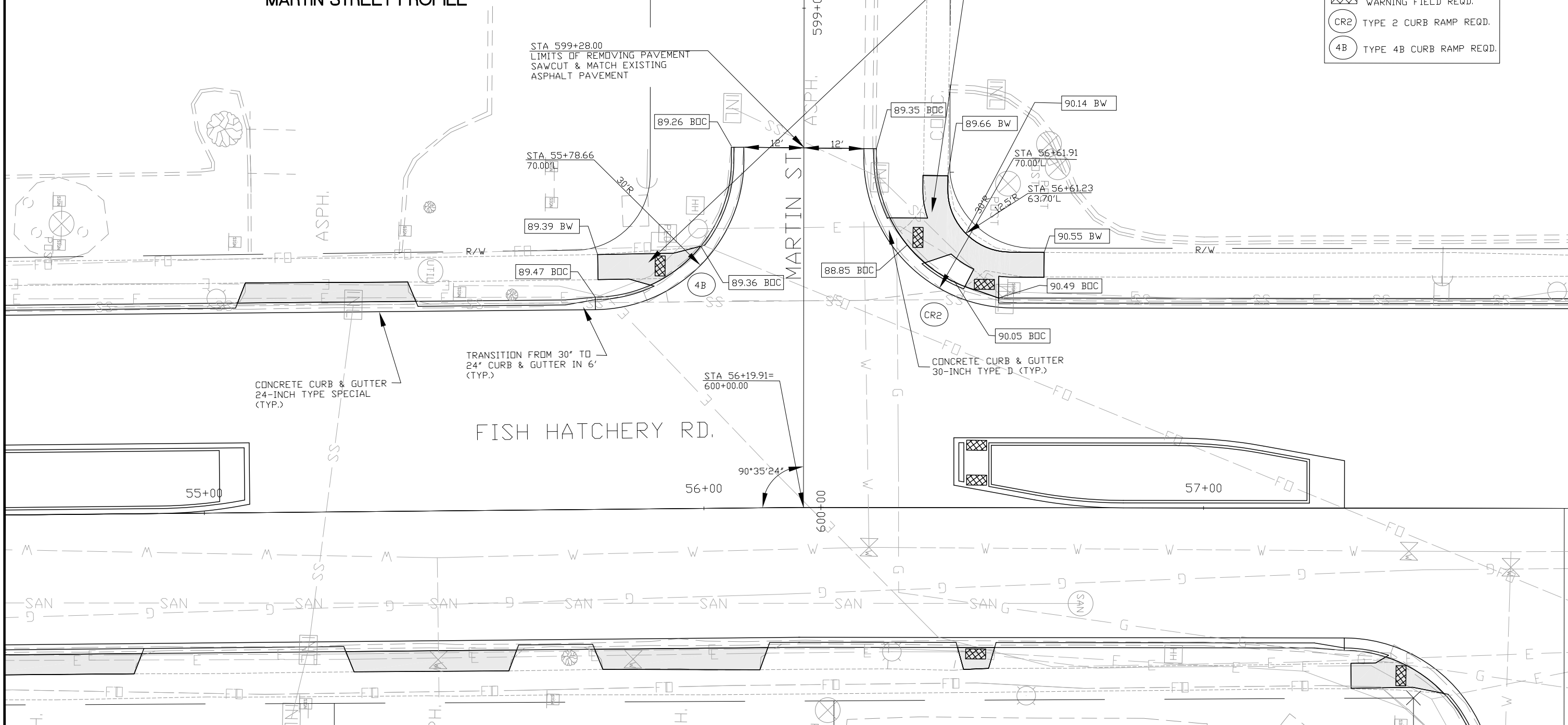
SCALE
1" = 20'

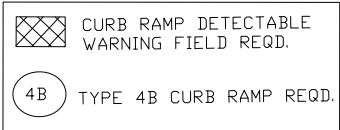
[illegible]





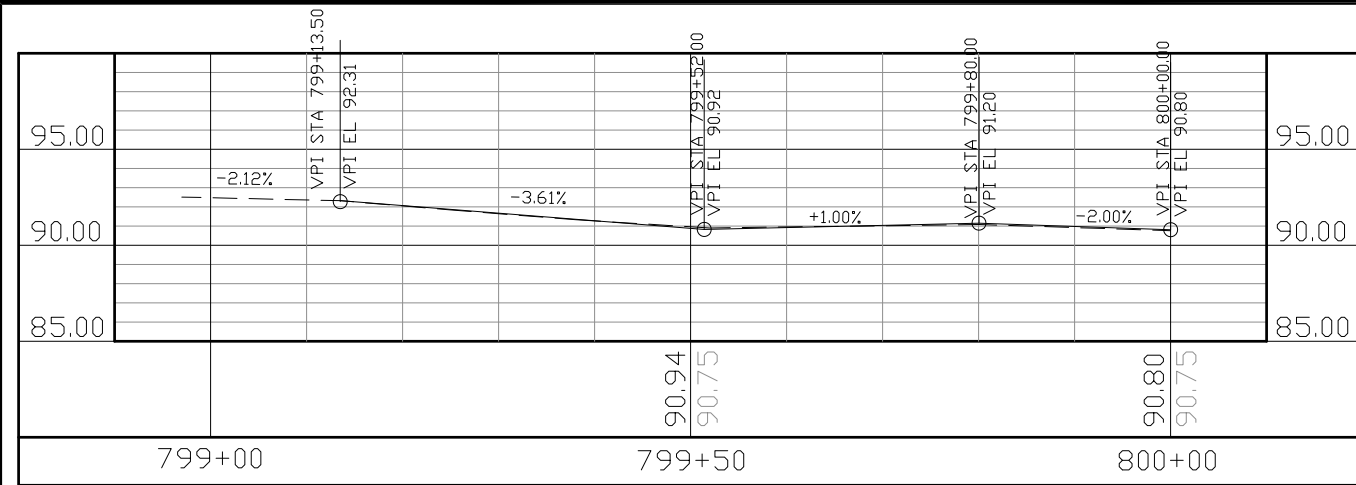
MARTIN STREET PROFILE

MARTIN ST
INTERSECTION DETAIL

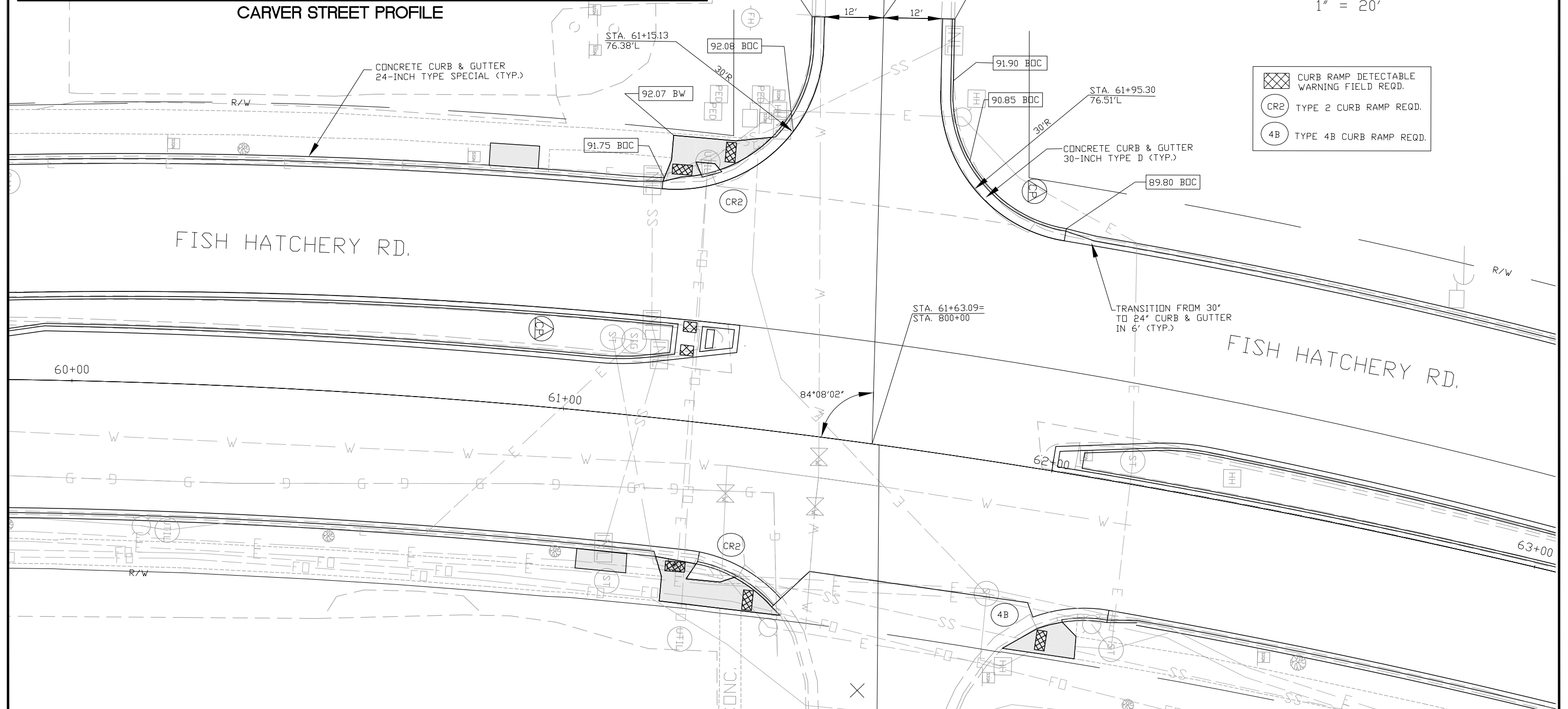
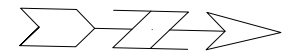


CULMEN ST INTERSECTION DETAIL

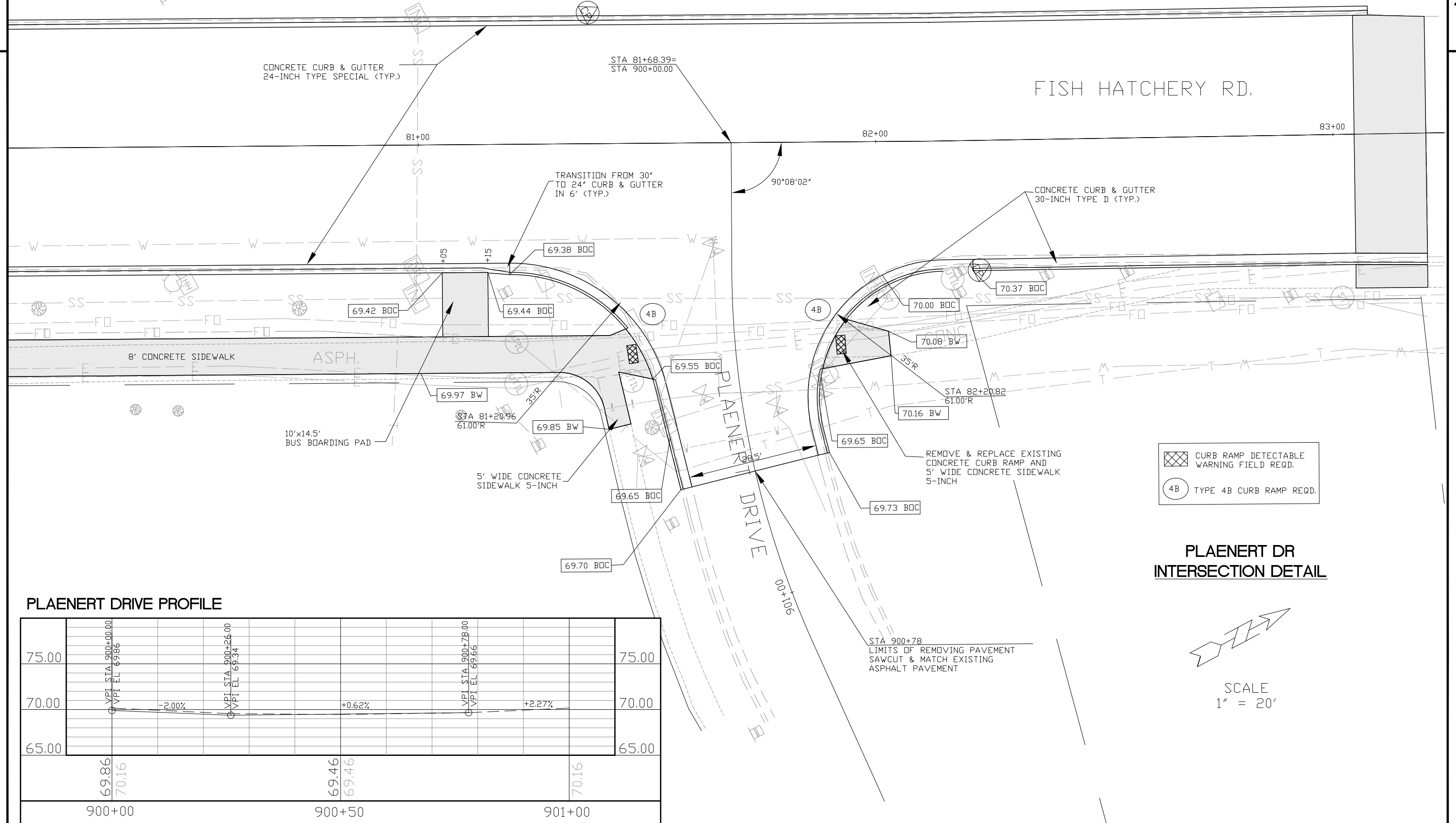
SCALE
1" = 20'



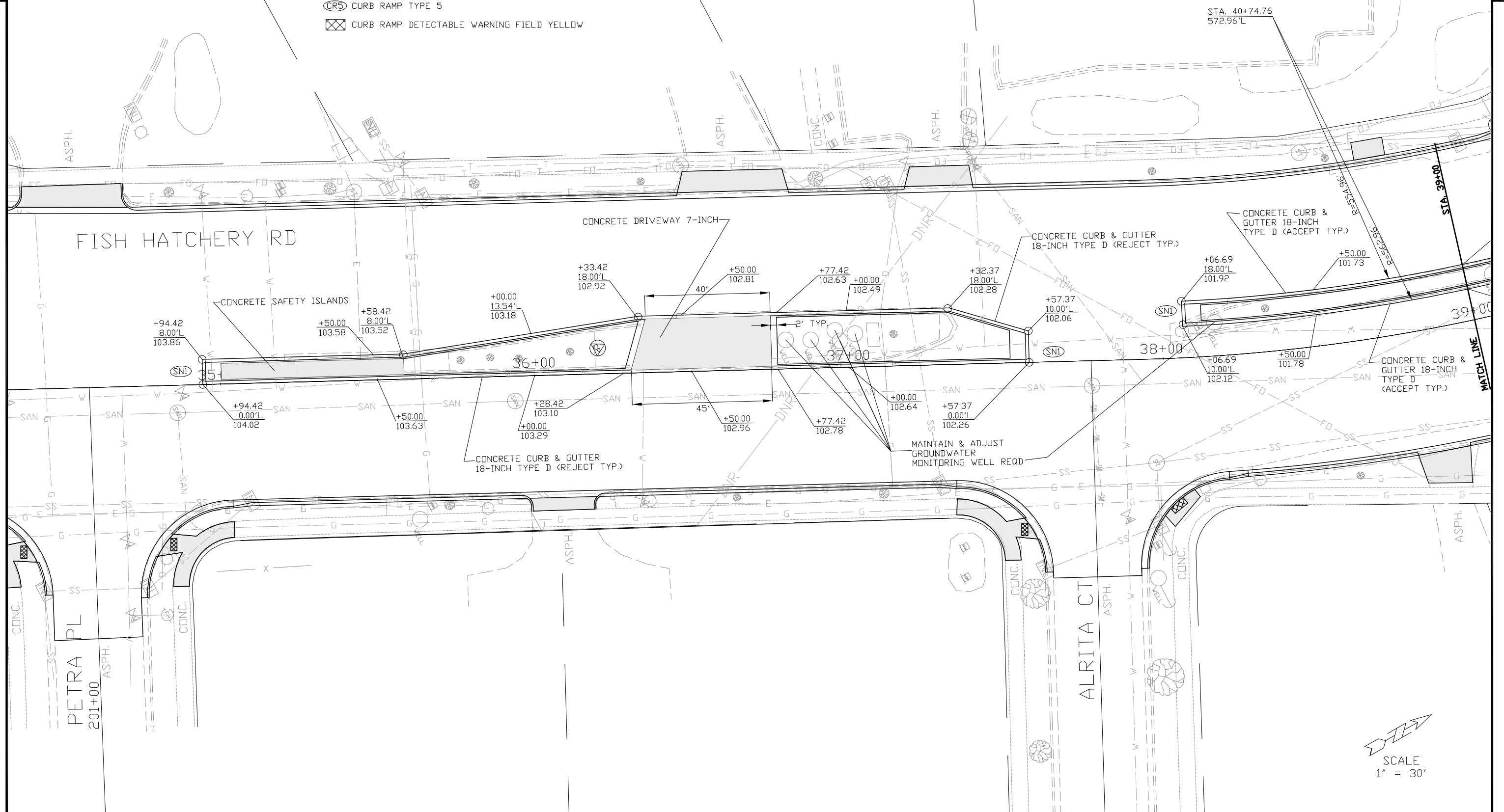
CARVER STREET PROFILE

CARVER ST
INTERSECTION DETAILSCALE
1" = 20'

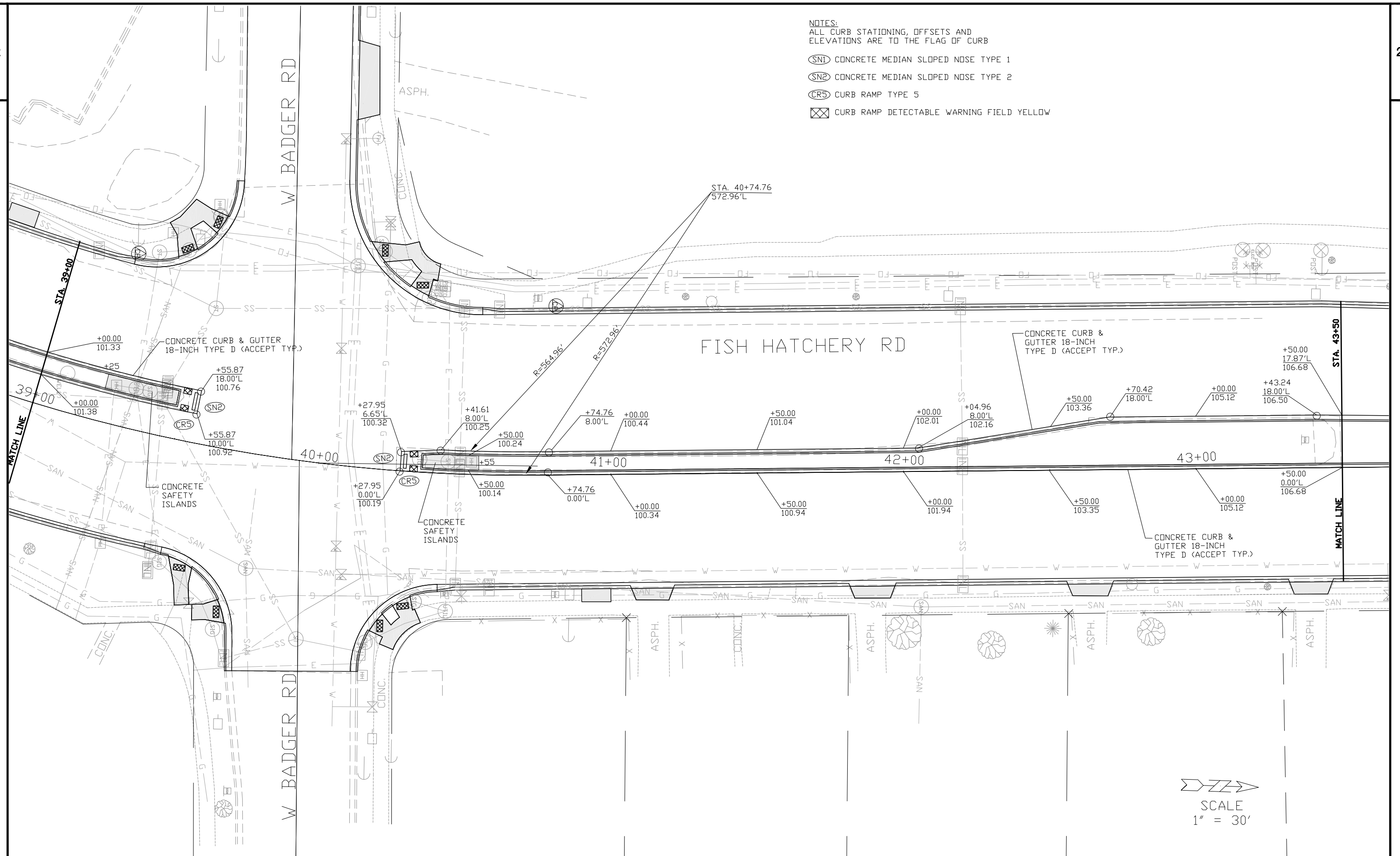
- CURB RAMP DETECTABLE WARNING FIELD REQD.
- CR2 TYPE 2 CURB RAMP REQD.
- 4B TYPE 4B CURB RAMP REQD.



- NOTES:
ALL CURB STATIONING, OFFSETS AND
ELEVATIONS ARE TO THE FLAG OF CURB
- (SNI) CONCRETE MEDIAN SLOPED NOSE TYPE 1
(SNI2) CONCRETE MEDIAN SLOPED NOSE TYPE 2
(CR5) CURB RAMP TYPE 5
CURB RAMP DETECTABLE WARNING FIELD YELLOW



- NOTES:
ALL CURB STATIONING, OFFSETS AND
ELEVATIONS ARE TO THE FLAG OF CURB
- (SN1) CONCRETE MEDIAN SLOPED NOSE TYPE 1
(SN2) CONCRETE MEDIAN SLOPED NOSE TYPE 2
(CR5) CURB RAMP TYPE 5
CURB RAMP DETECTABLE WARNING FIELD YELLOW



NOTES:

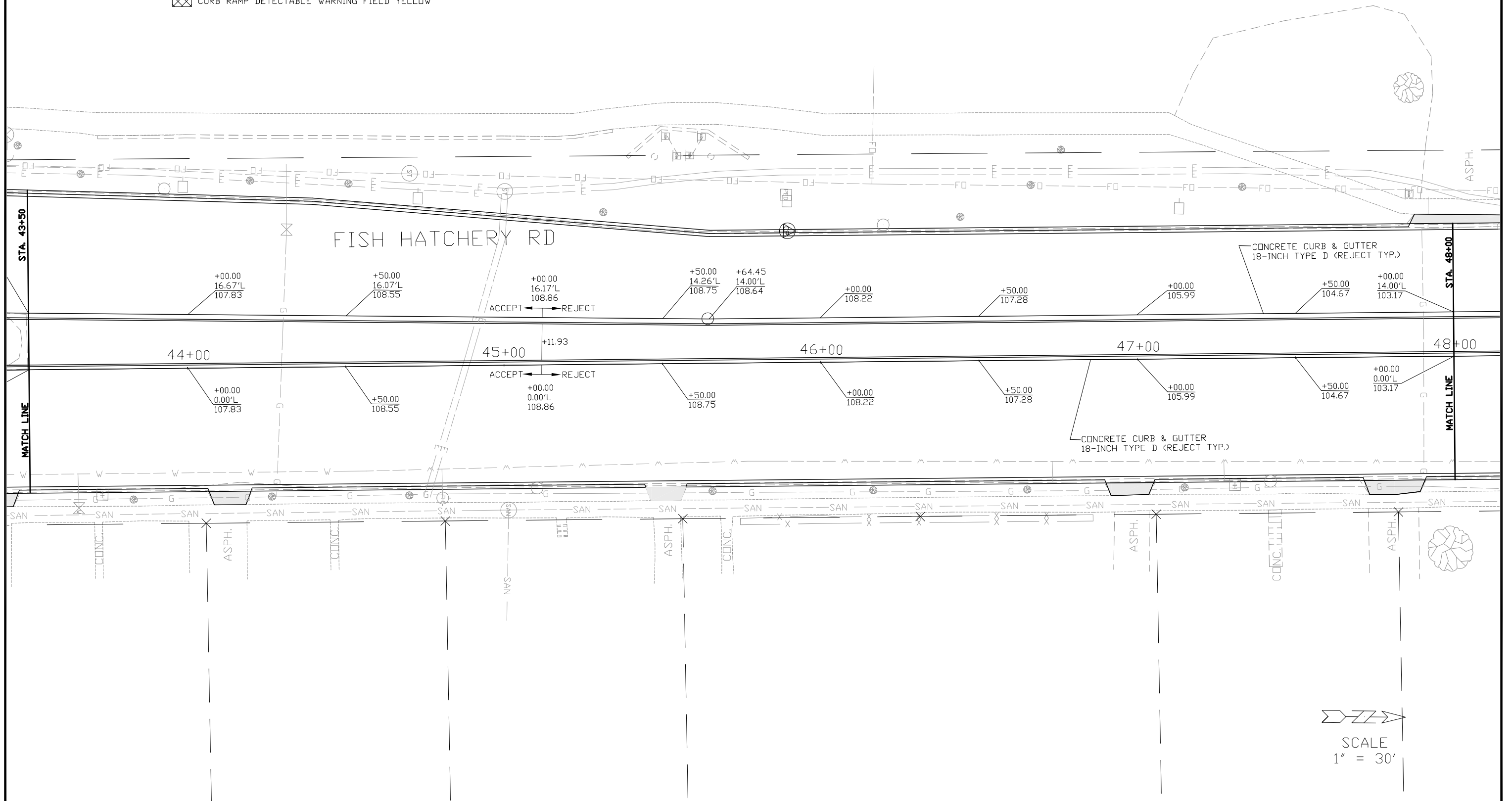
ALL CURB STATIONING, OFFSETS AND
ELEVATIONS ARE TO THE FLAG OF CURB

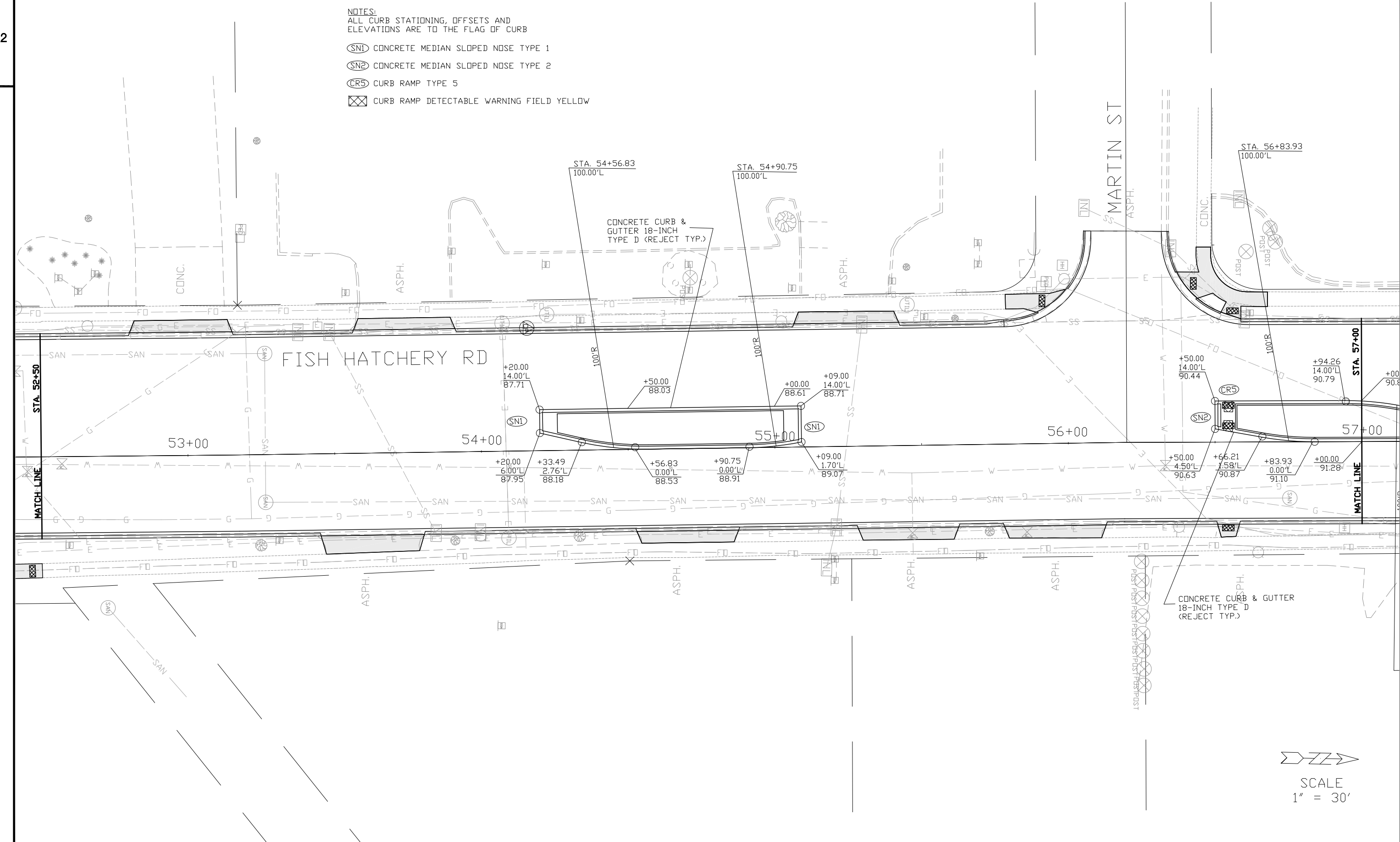
(SN1) CONCRETE MEDIAN SLOPED NOSE TYPE 1

(SN2) CONCRETE MEDIAN SLOPED NOSE TYPE 2

(CR5) CURB RAMP TYPE 5

☒ CURB RAMP DETECTABLE WARNING FIELD YELLOW





NOTES:

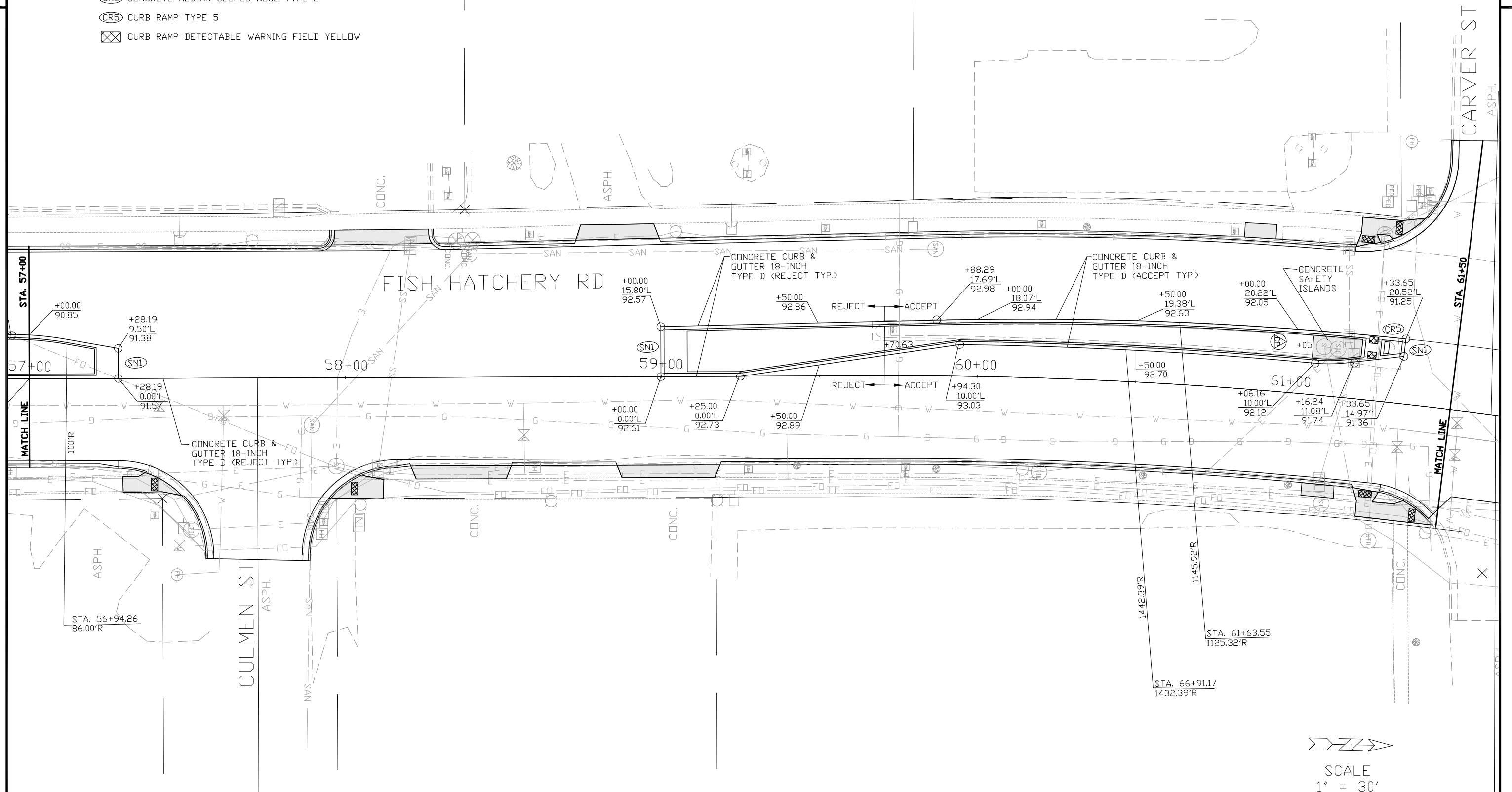
ALL CURB STATIONING, OFFSETS AND
ELEVATIONS ARE TO THE FLAG OF CURB

(SN1) CONCRETE MEDIAN SLOPED NOSE TYPE 1

(SN2) CONCRETE MEDIAN SLOPED NOSE TYPE 2

(CR5) CURB RAMP TYPE 5

☒ CURB RAMP DETECTABLE WARNING FIELD YELLOW



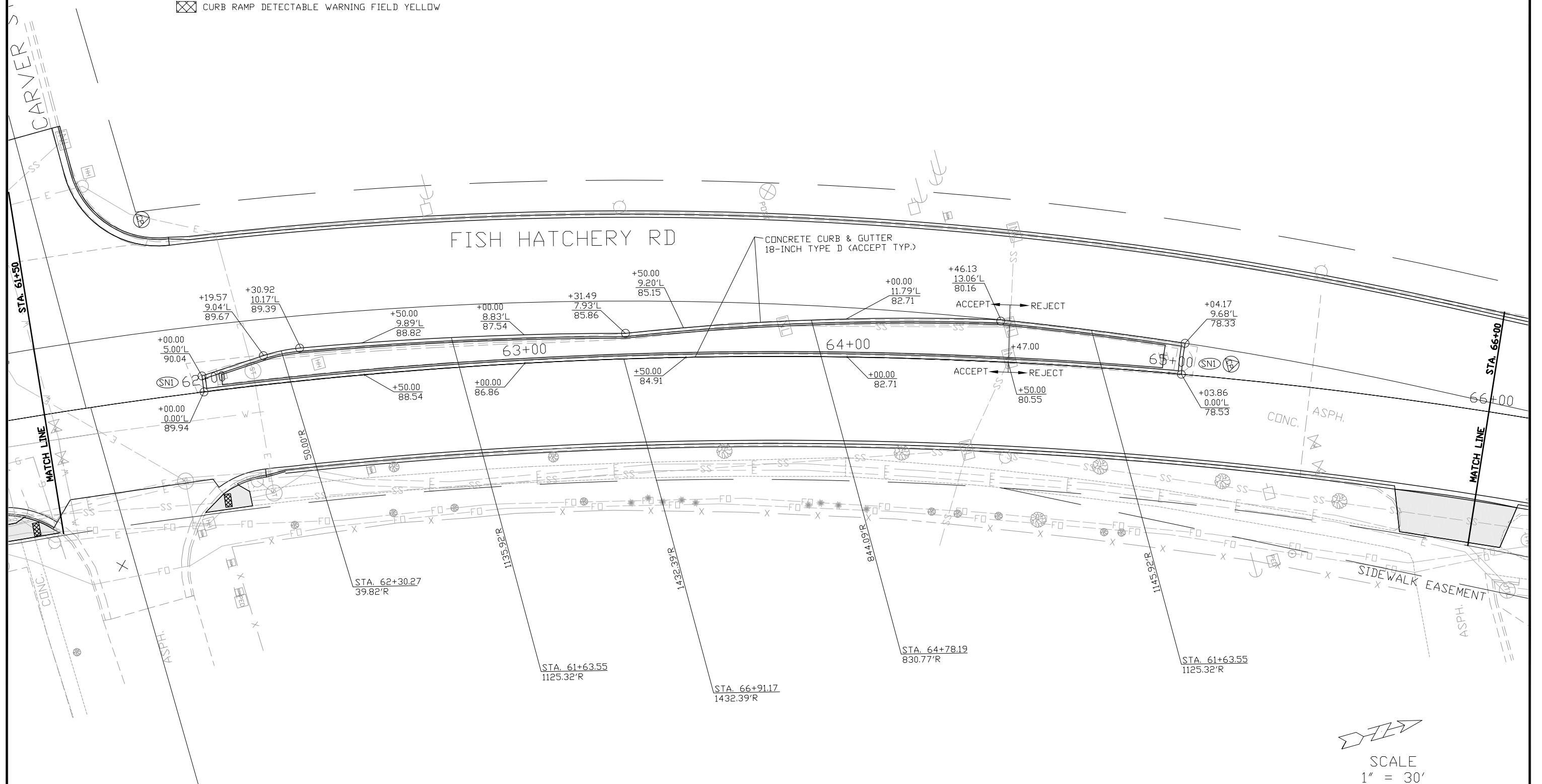
NOTES:
ALL CURB STATIONING, OFFSETS AND
ELEVATIONS ARE TO THE FLAG OF CURB

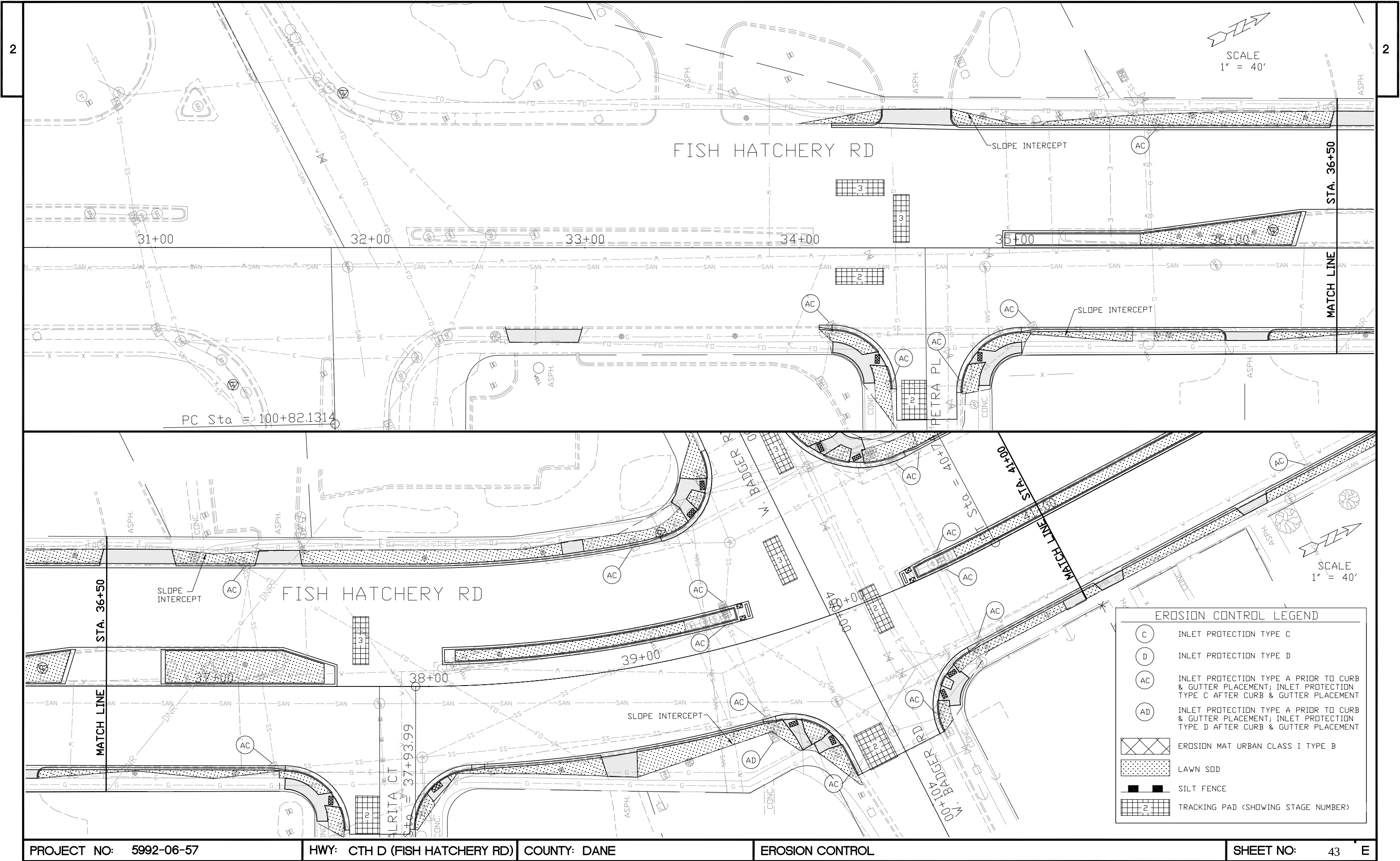
(SN1) CONCRETE MEDIAN SLOPED NOSE TYPE 1

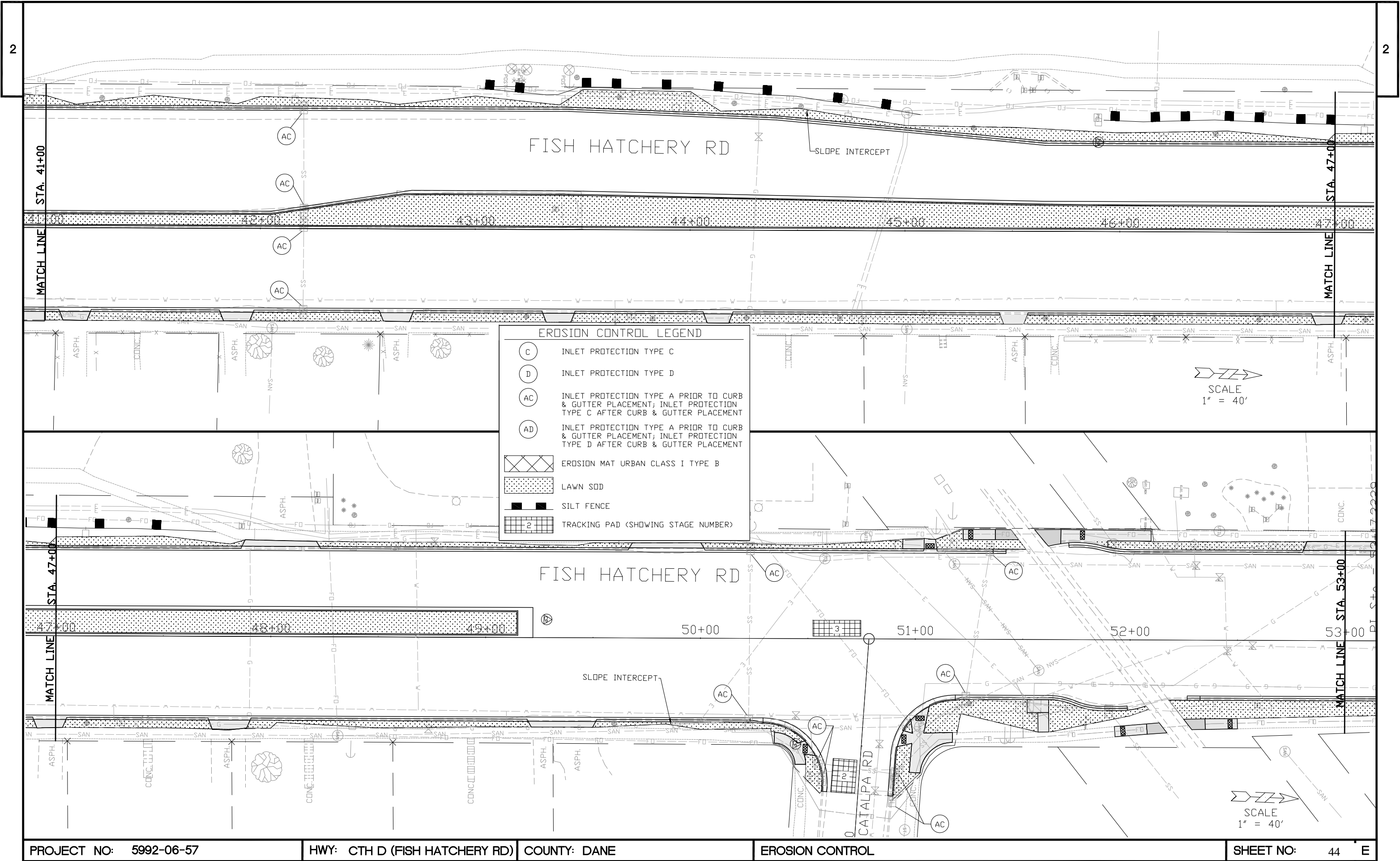
(SN2) CONCRETE MEDIAN SLOPED NOSE TYPE 2

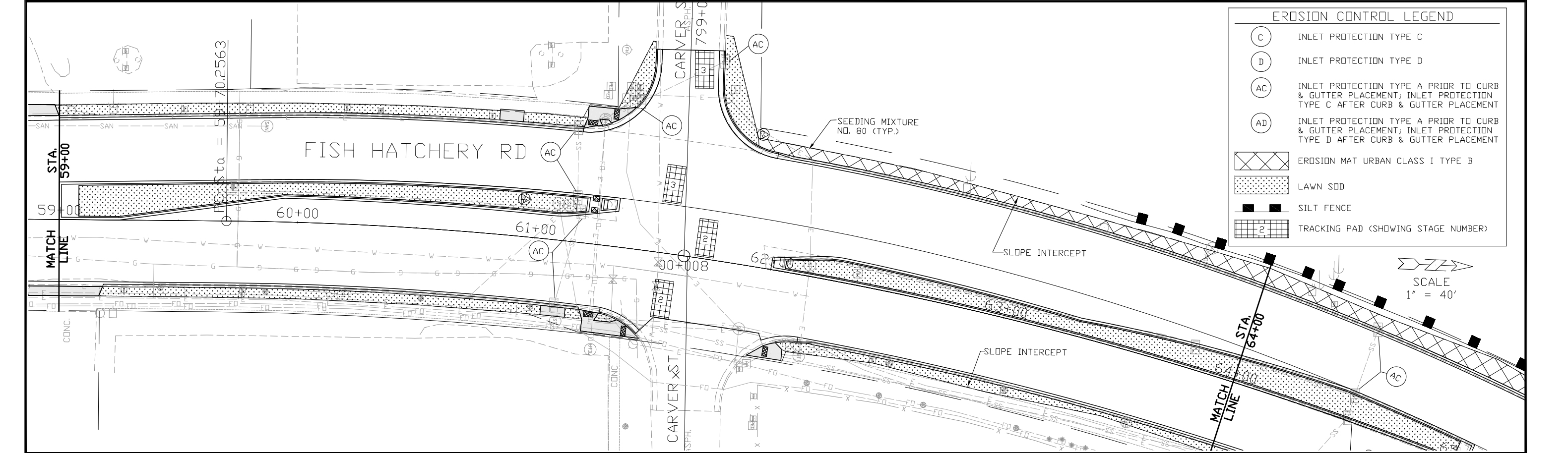
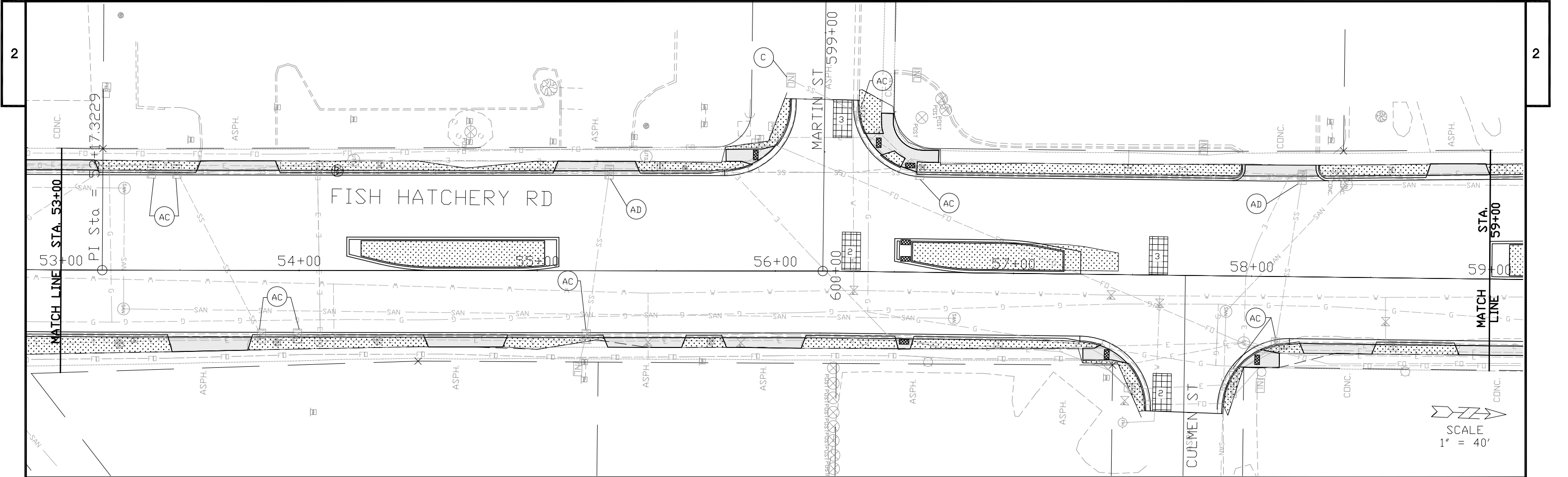
(CR5) CURB RAMP TYPE 5

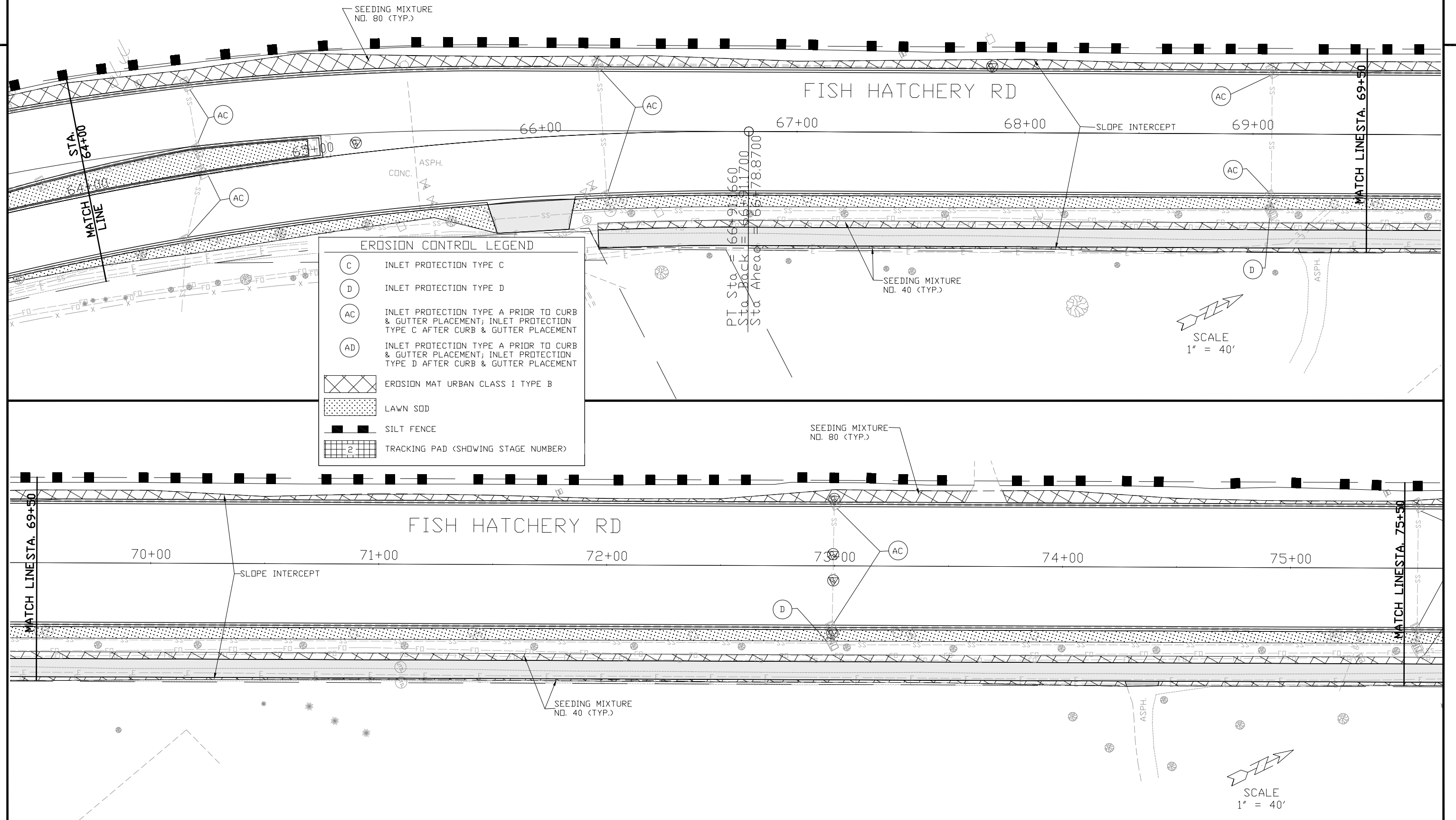
 CURB RAMP DETECTABLE WARNING FIELD YELLOW

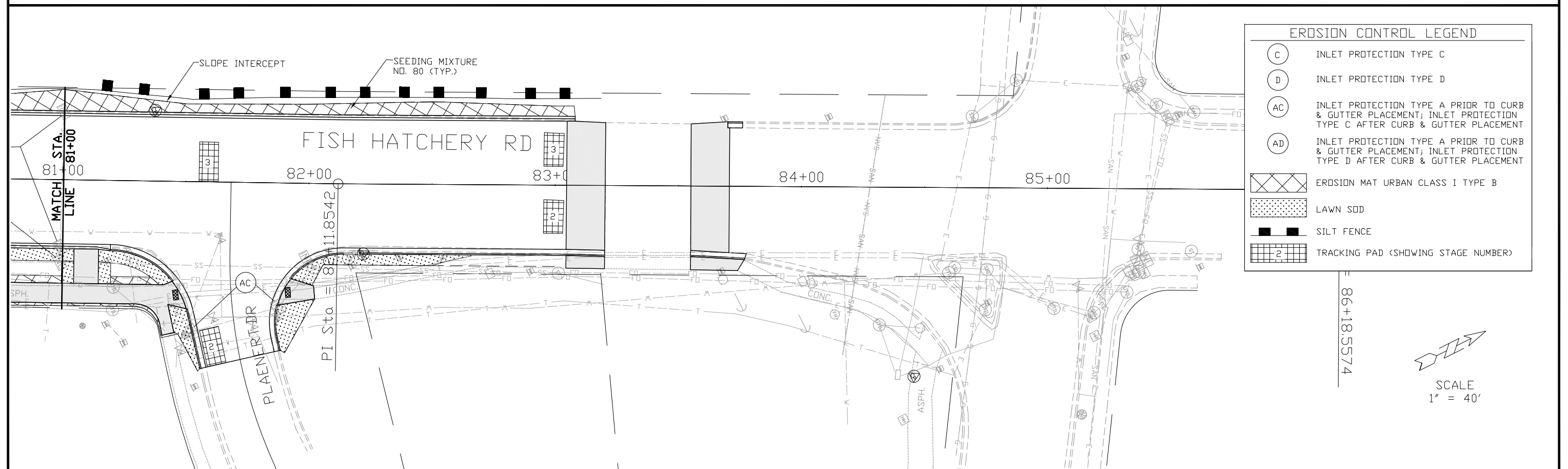
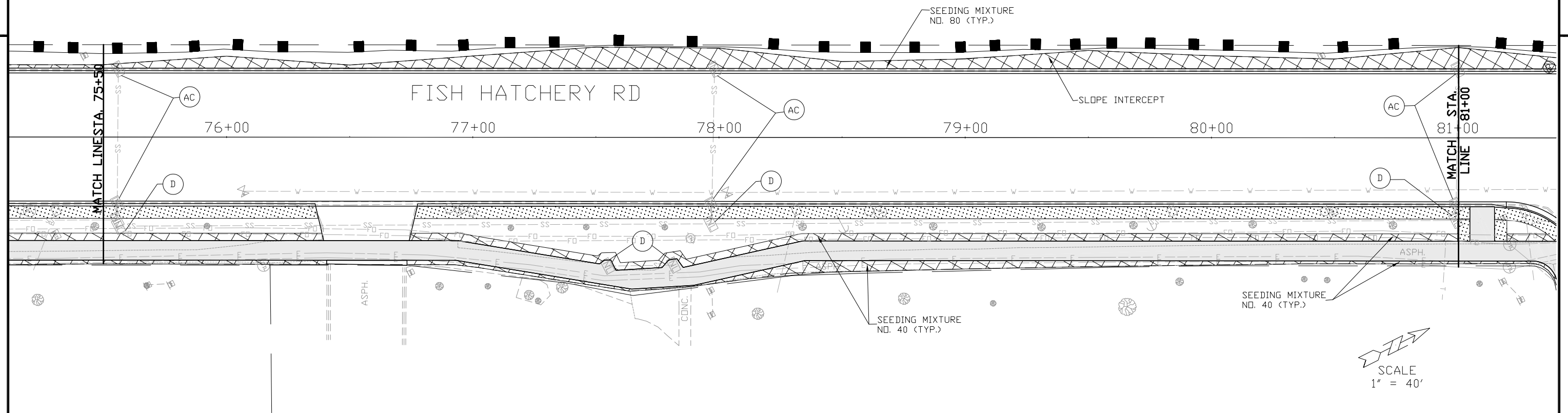




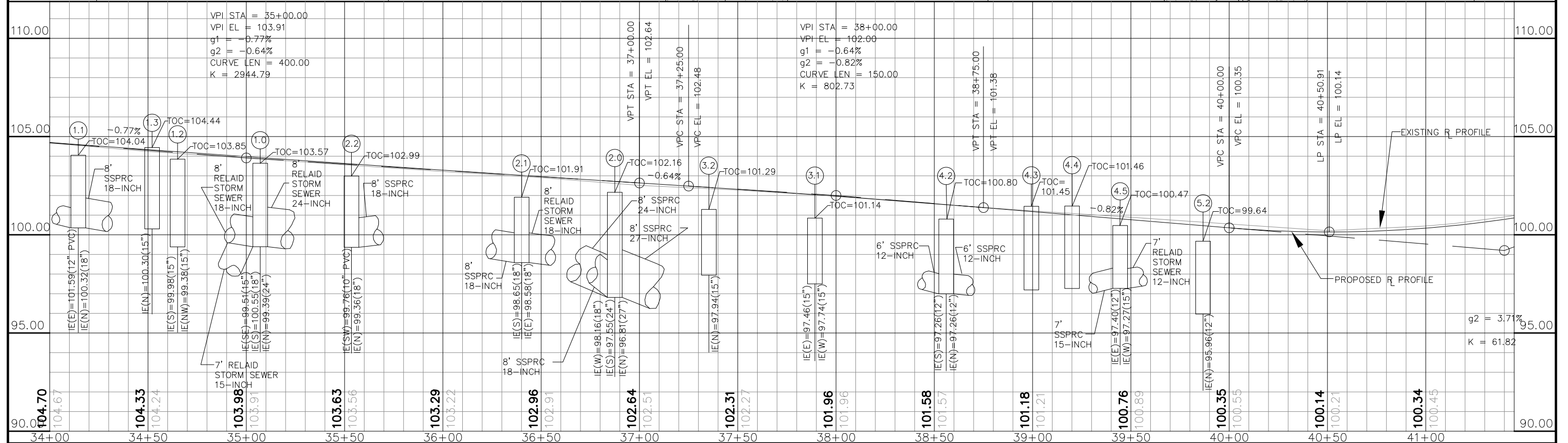


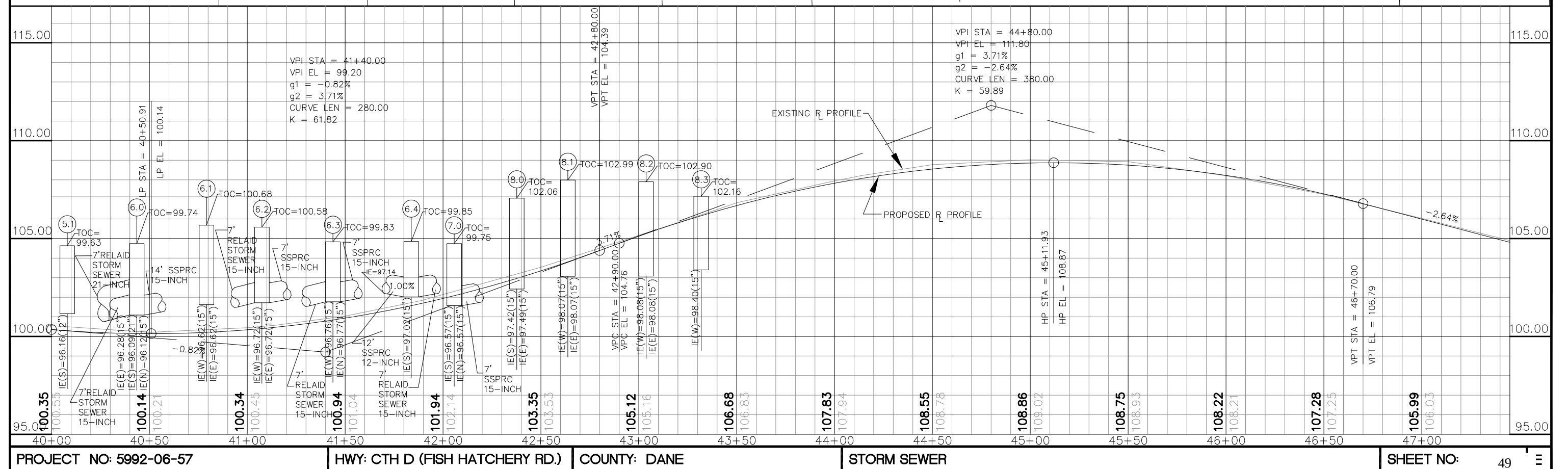
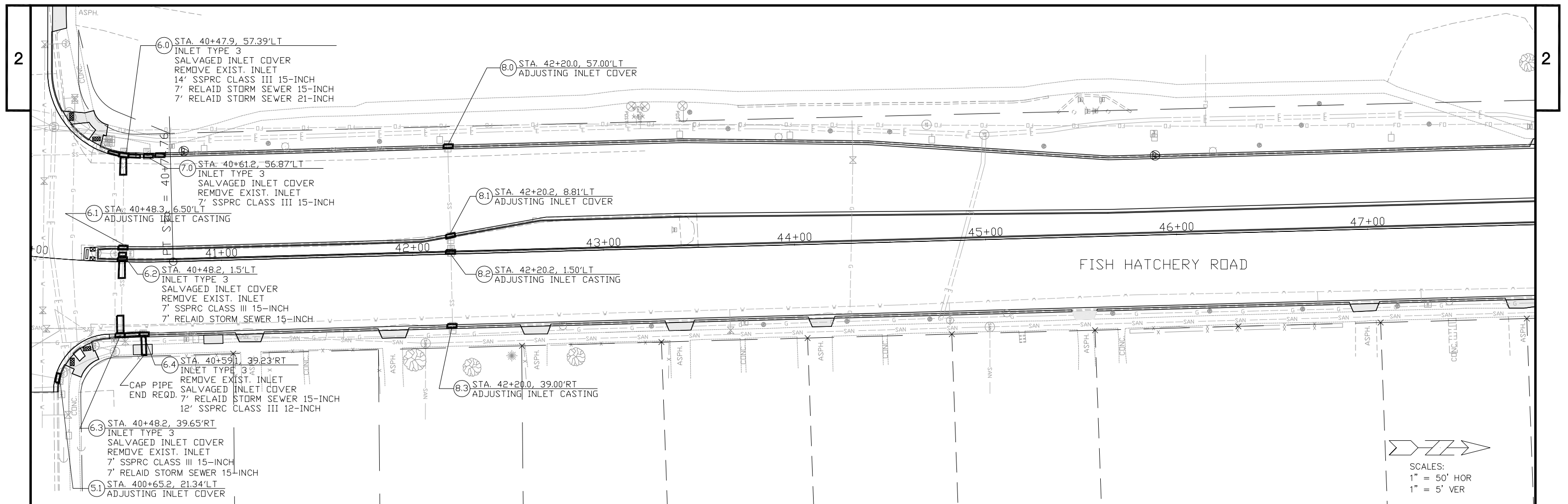


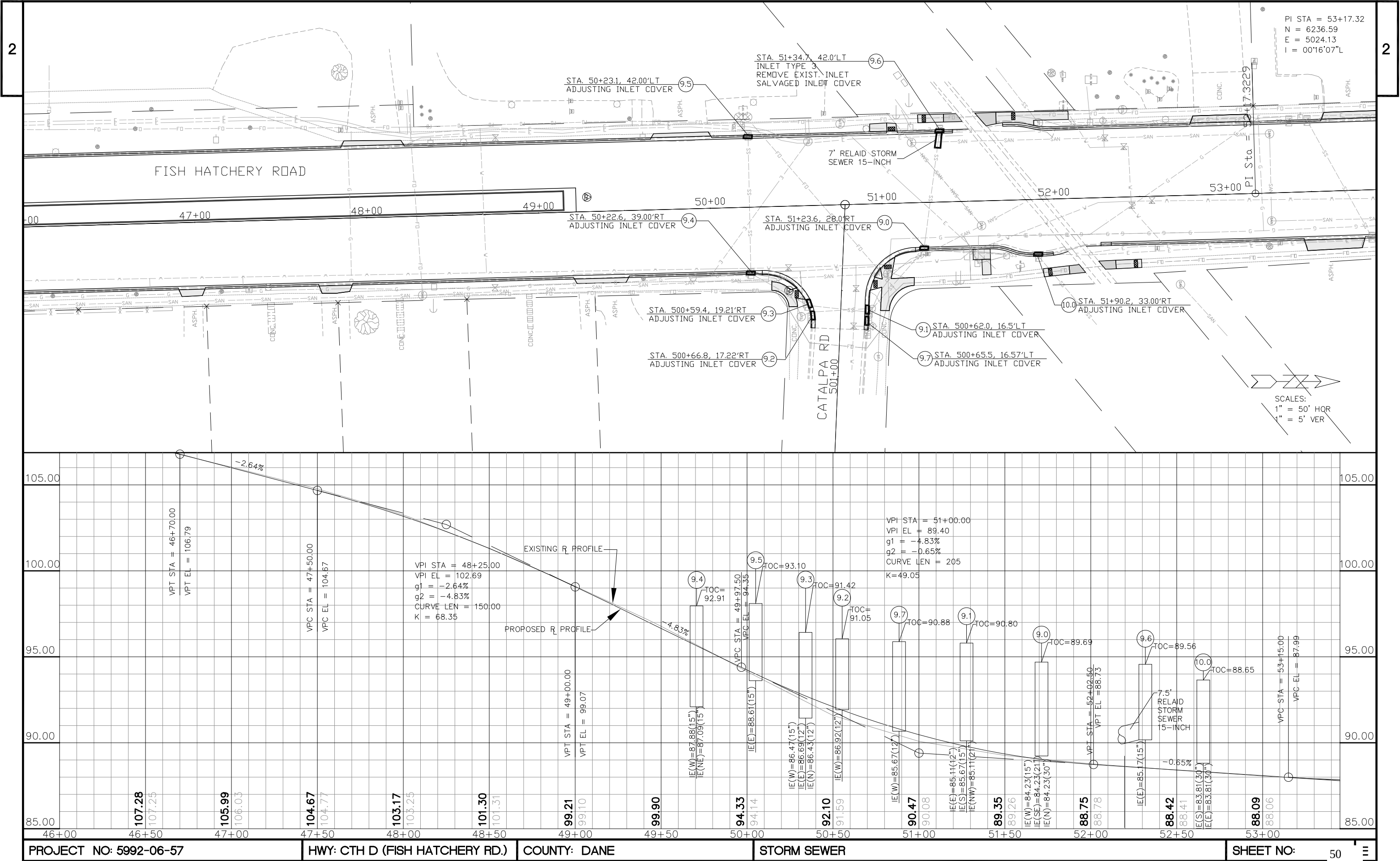




EROSION CONTROL LEGEND	
(C)	INLET PROTECTION TYPE C
(D)	INLET PROTECTION TYPE D
(AC)	INLET PROTECTION TYPE A PRIOR TO CURB & GUTTER PLACEMENT; INLET PROTECTION TYPE C AFTER CURB & GUTTER PLACEMENT
(AD)	INLET PROTECTION TYPE A PRIOR TO CURB & GUTTER PLACEMENT; INLET PROTECTION TYPE D AFTER CURB & GUTTER PLACEMENT
	EROSION MAT URBAN CLASS I TYPE B
	LAWN SOD
	SILT FENCE
	TRACKING PAD (SHOWING STAGE NUMBER)







PROJECT NO: 5992-06-57

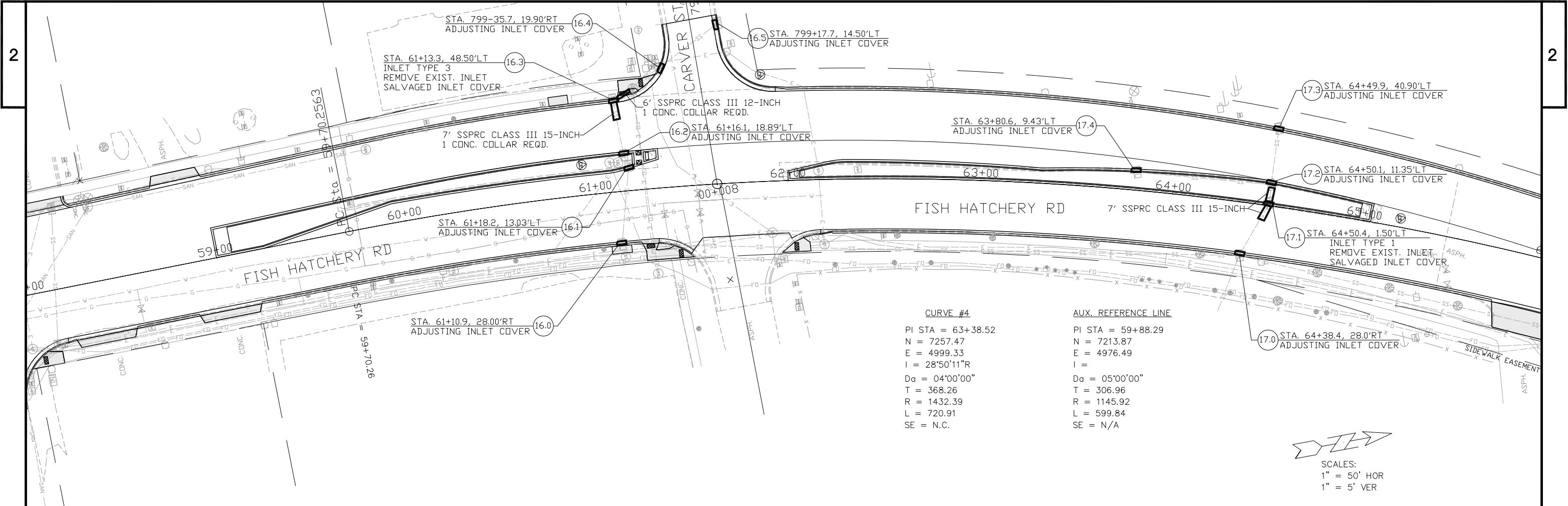
HWY: CTH D (FISH HATCHERY RD.)

COUNTY: DANE

STORM SEWER

SHEET NO:

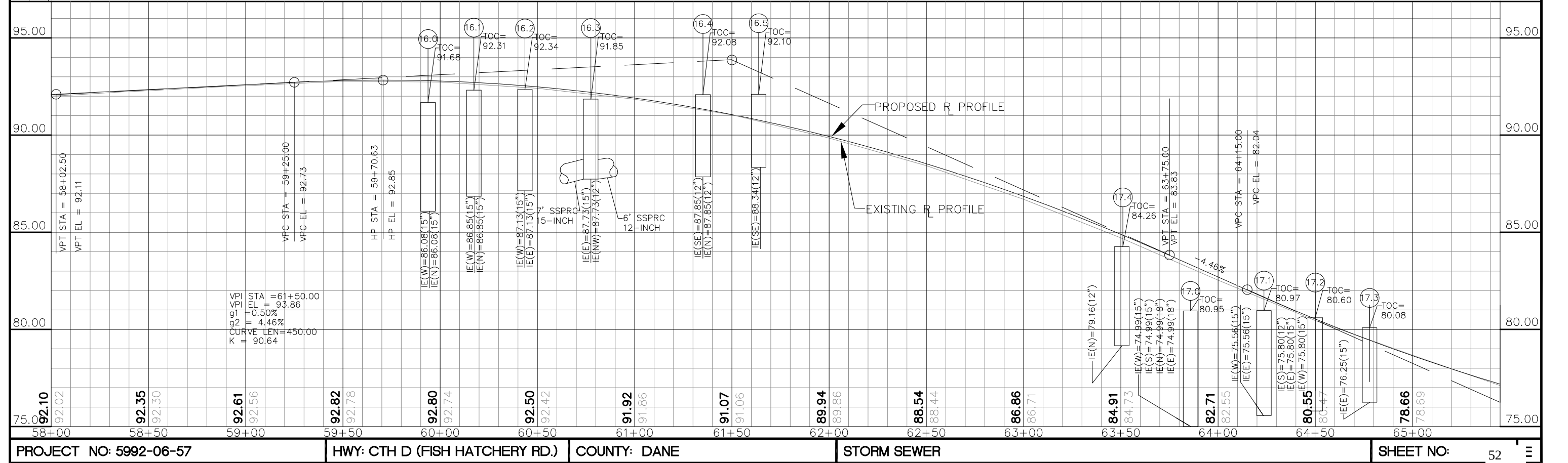
50

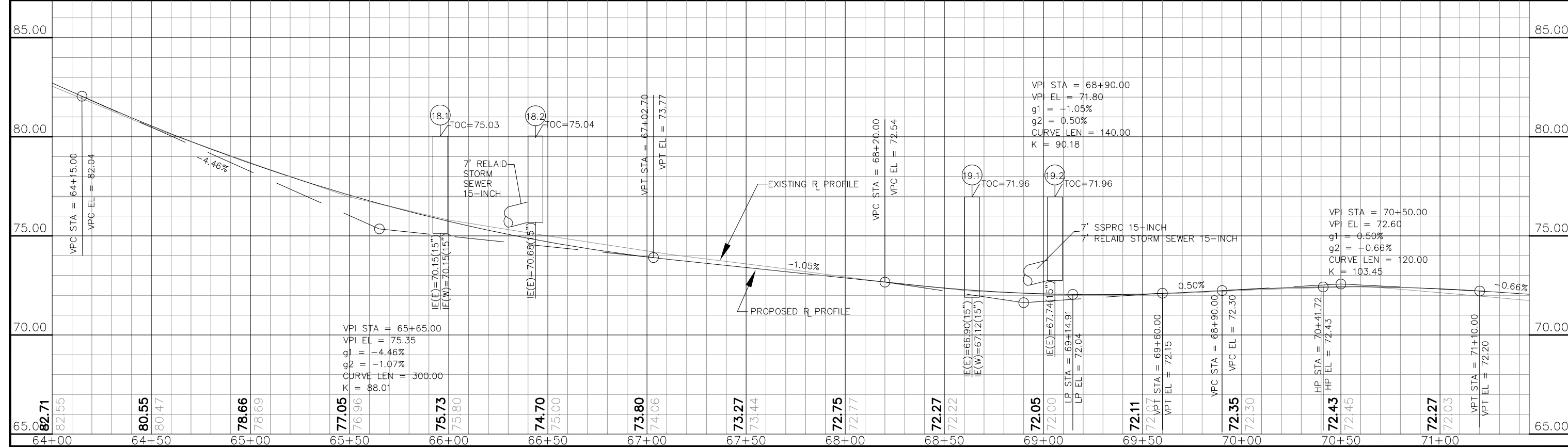
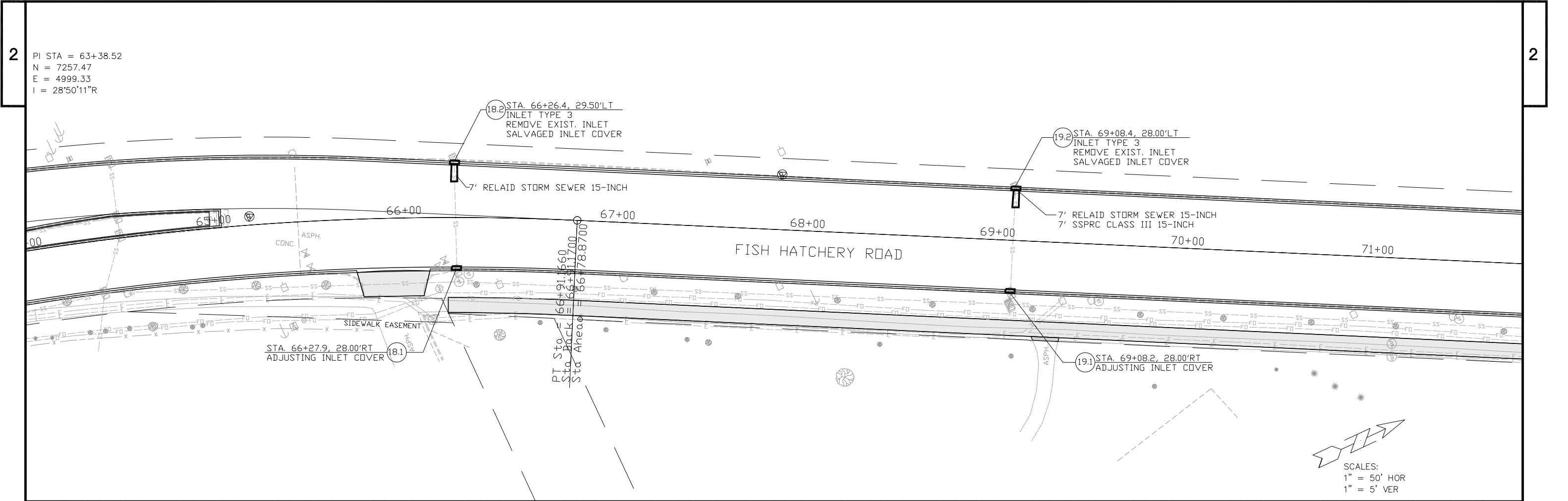


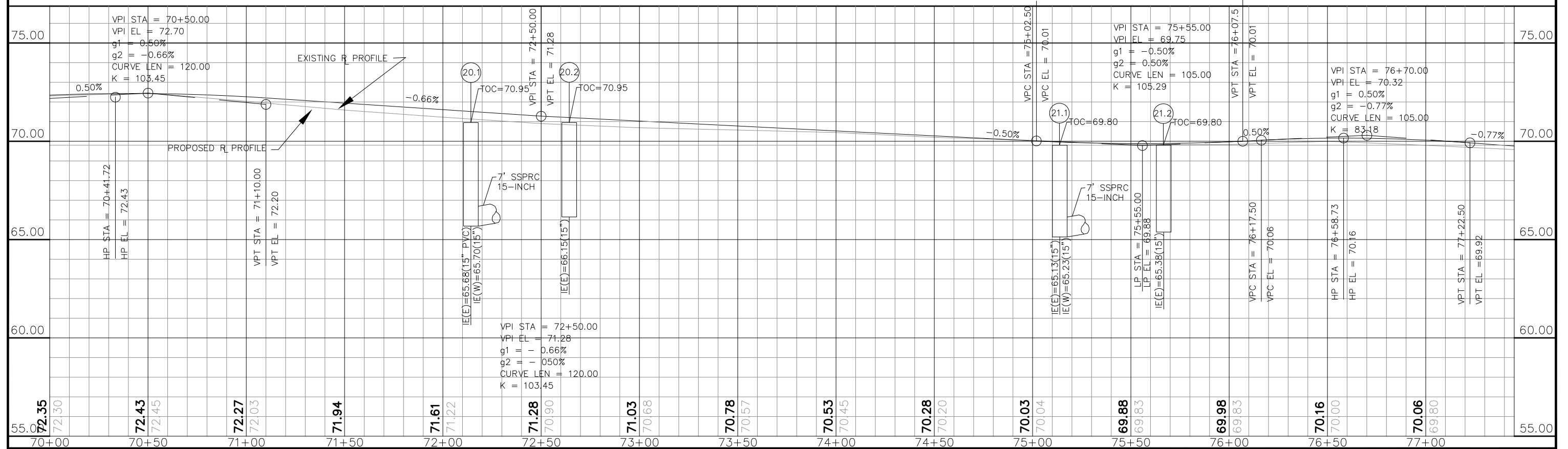
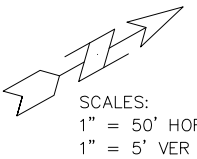
CURVE #4
PI STA = 63+38.52
N = 7257.47
E = 4999.33
I = 28°50'11"R
Da = 04°00'00"
T = 368.26
R = 1432.39
L = 720.91
SE = N.C.

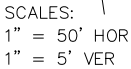
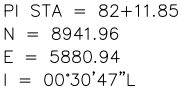
AUX. REFERENCE LINE
PI STA = 59+88.29
N = 7213.87
E = 4976.49
I =
Da = 05°00'00"
T = 306.96
R = 1145.92
L = 599.84
SE = N/A

SCALES:
1" = 50' HOR
1" = 5' VER









CONSTRUCTION NOTES

- 1. NEW WATERMAIN SHALL BE CONSTRUCTION 6.5 FEET BELOW FINISHED GRADE, UNLESS OTHERWISE NOTED. CONTRACTOR SHALL INSULATE WATERMAIN WITH POLYSTYRENE BOARD AT UTILITY CROSSINGS OR OTHER AREAS IDENTIFIED BY ENGINEER AS HAVING INADEQUATE COVER.
- 2. CONTRACTOR SHALL VERIFY SIZE OF EXISTING WATER SERVICES AND RECONNECT SERVICES AS INDICATE.
- 3. EXISTING MAIN SHALL REMAIN IN SERVICE UNTIL NEW MAIN IS TESTED AND ACCEPTED BY MADISON WATER UTILITY AND ALL SERVICES ARE RECONNECTED.
- 4. THE EXISTING UTILITIES SHOWN ON THIS PLAN REPRESENT THE BEST INFORMATION AVAILABLE TO THE WATER UTILITY AT THE TIME OF PLAN PREPARATION. CONTRACTOR IS RESPONSIBLE FOR HAVING EACH UTILITY LOCATED PRIOR TO COMMENCING WORK.
- 5. INSULATION BOARD POLYSTYRENE, 2-INCH SHALL BE INSTALLED AT ALL STORM SEWER CROSSINGS.

LEGEND



THE CONTRACTOR SHALL EXTEND AND RECONNECT THE EXISTING COPPER SERVICE TO THE NEW WATERMAIN.



EXISTING SERVICE TO BE ABANDONED WHEN WATERMAIN IS CUT-OFF.



THE CONTRACTOR SHALL DISCONNECT FROM THE OLD WATERMAIN AND RECONNECT THE EXISTING COPPER WATER SERVICE LATERAL TO THE NEW WATERMAIN.



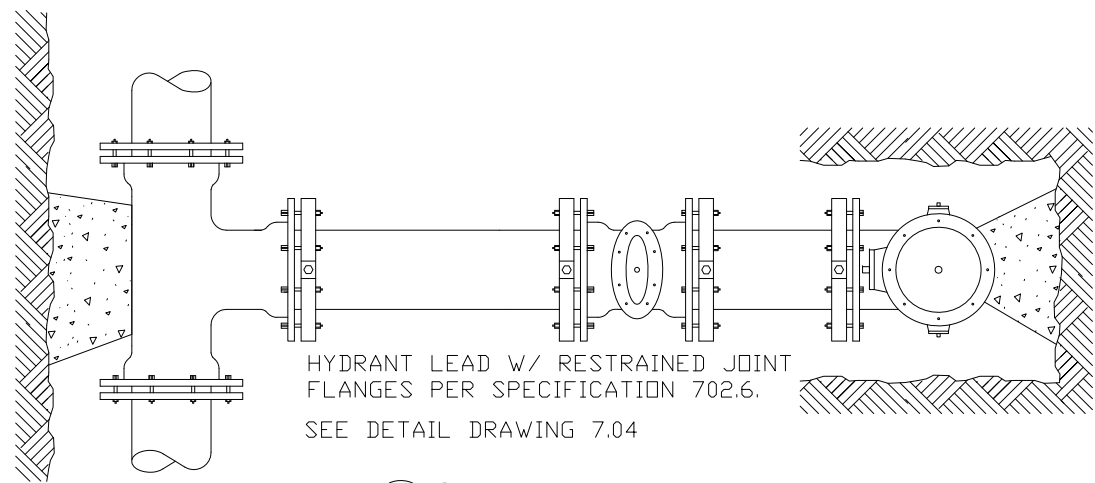
THE CONTRACTOR SHALL ABANDON THE WATER VALVE ACCESS STRUCTURE.



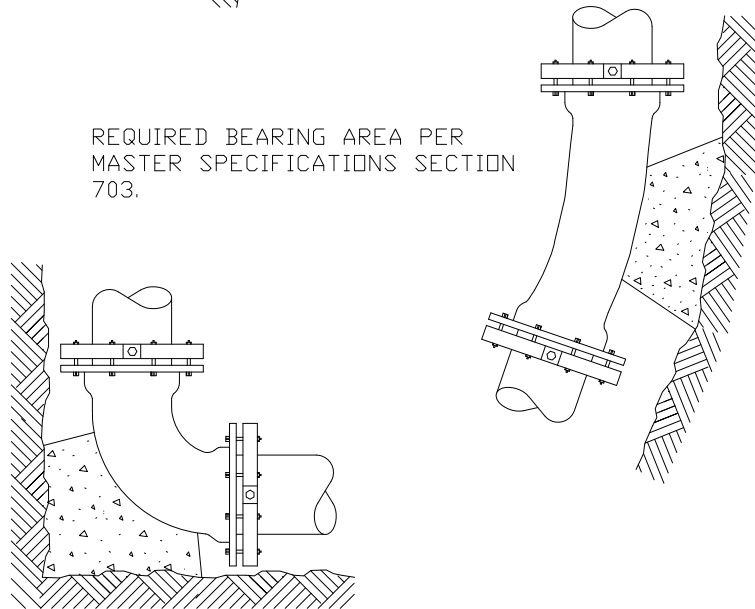
THE CONTRACTOR SHALL ABANDON THE VALVE BOX.



THE CONTRACTOR SHALL FURNISH THE DITCH, COMPACTION, AND ALL MATERIALS AND LABOR FOR THE INSTALLATION OF NEW WATER SERVICE LATERALS.



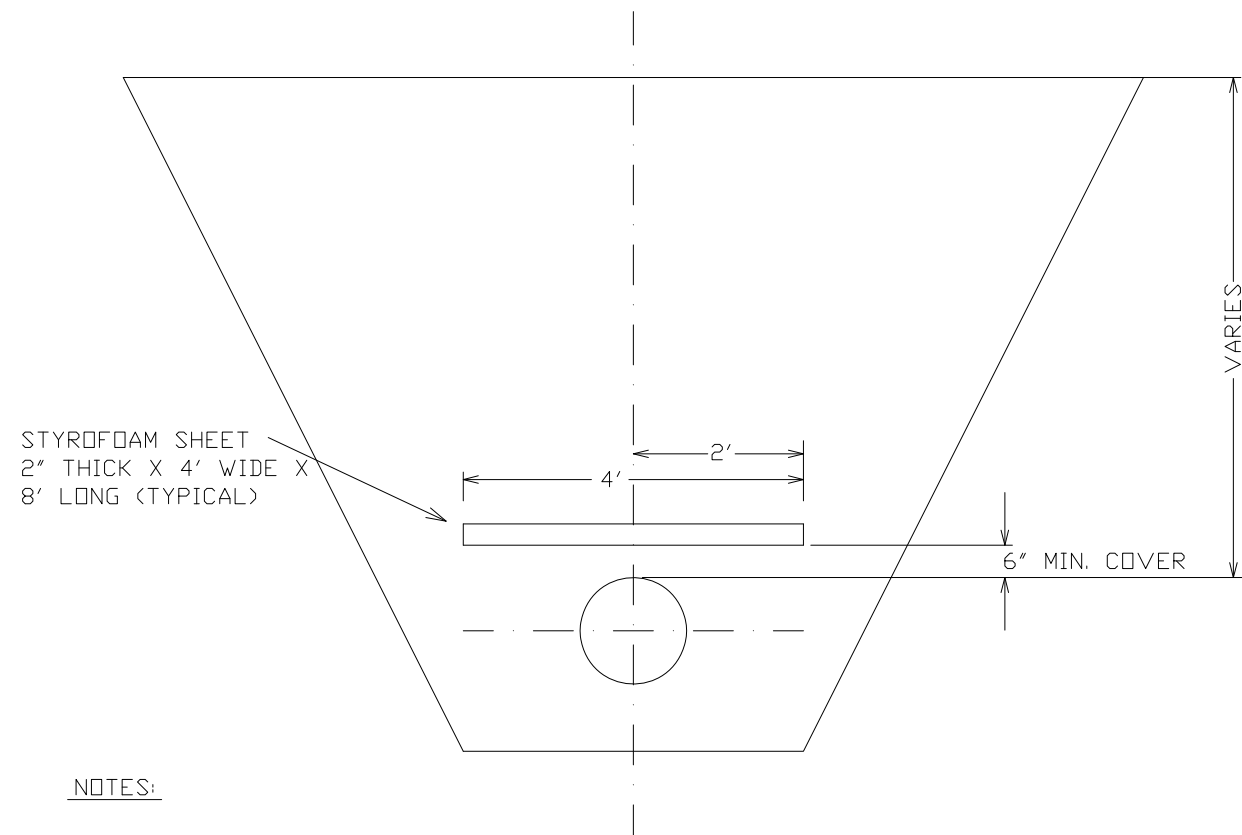
REQUIRED BEARING AREA PER
MASTER SPECIFICATIONS SECTION
703.



NOTE: ALL PIPES BENDS SHALL HAVE
RESTRAINED JOINT FLANGES PER
SPECIFICATION 702.6. IN ADDITION TO
CONCRETE THRUST BLOCKING.

STANDARD THRUST BLOCKING

NOT TO SCALE

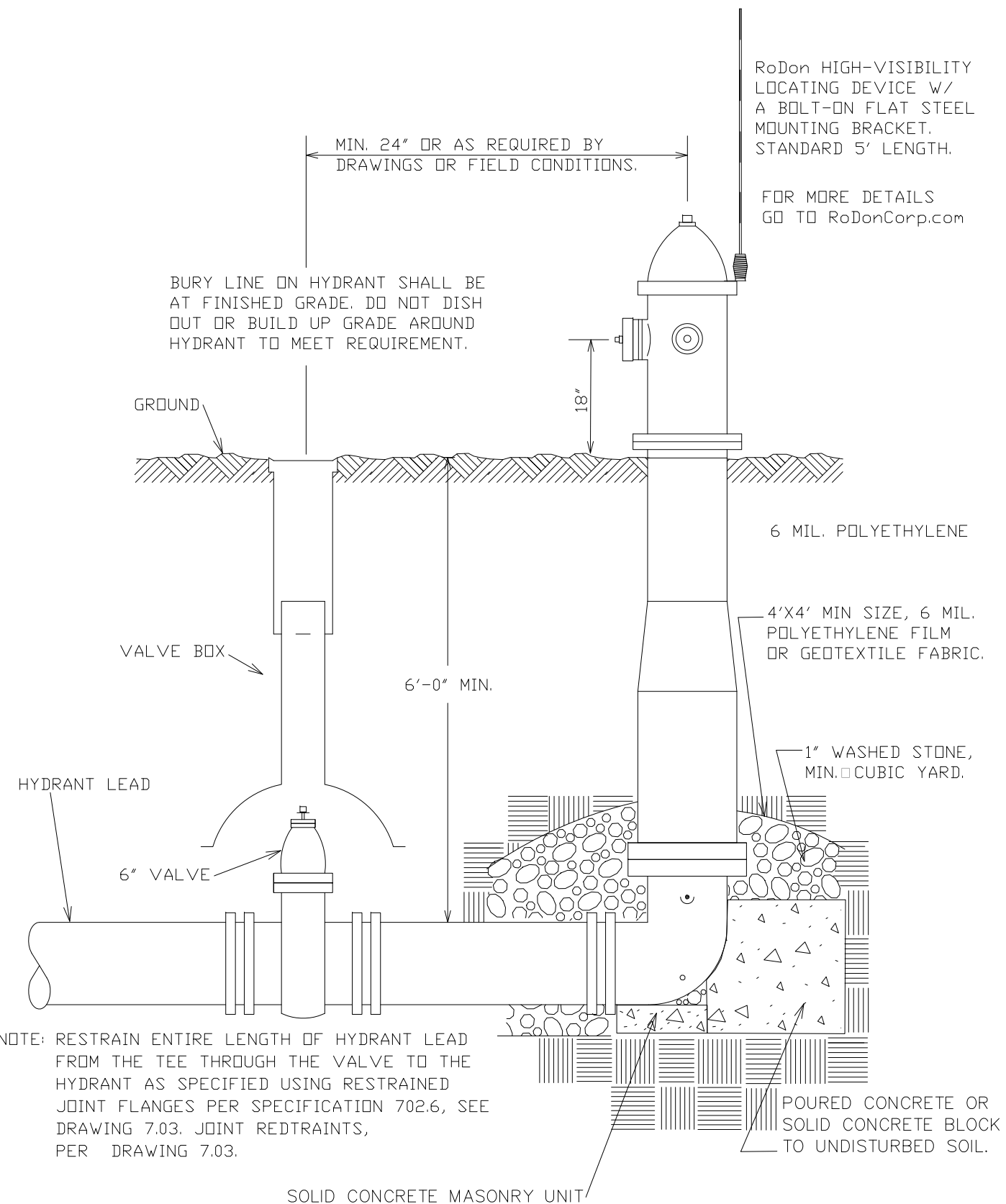


NOTES:

- 1) ALL STYROFOAM TO BE 2" HIGH DENSITY POLYSTYRENE BOARD

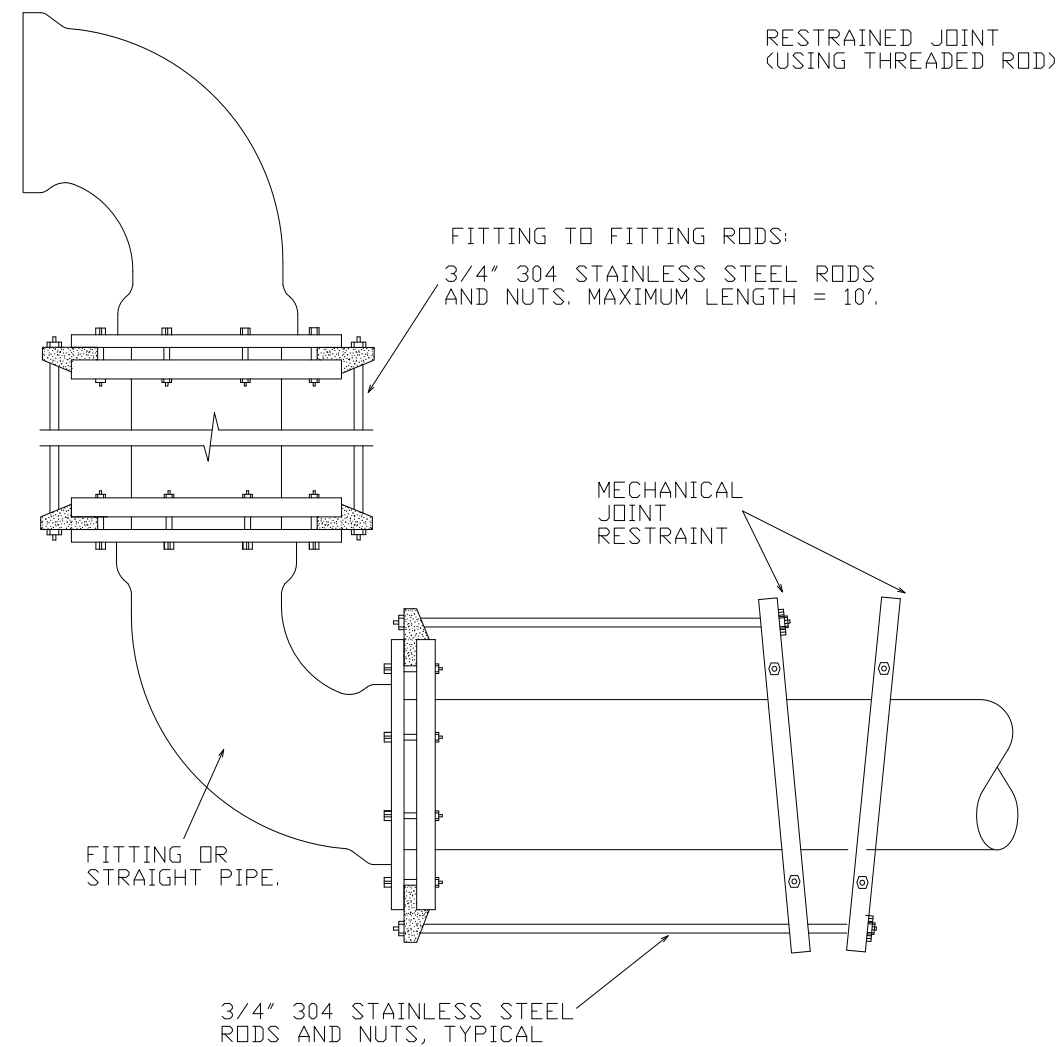
TYPICAL EXTRUDED POLYSTYRENE FOAM INSTALLATION

NOT TO SCALE



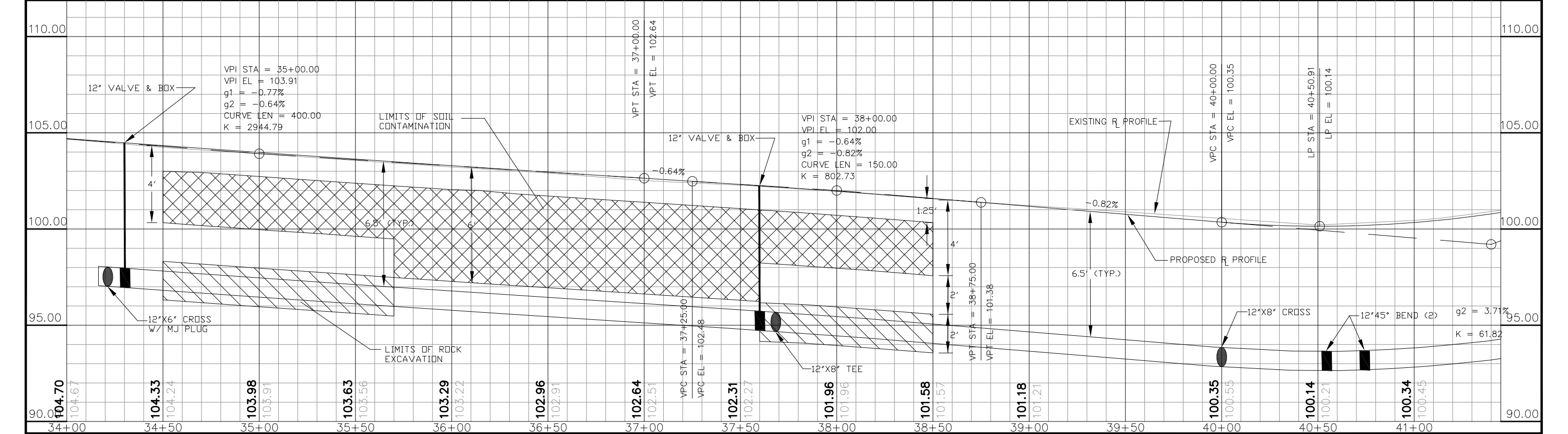
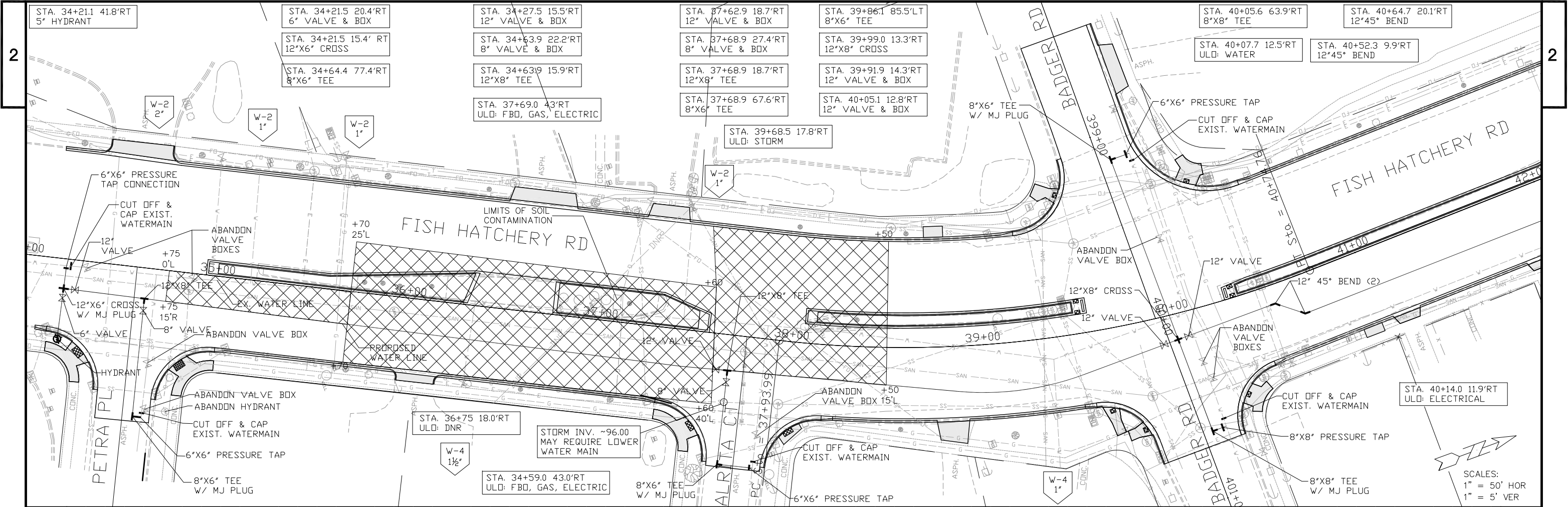
TYPICAL HYDRANT INSTALLATION

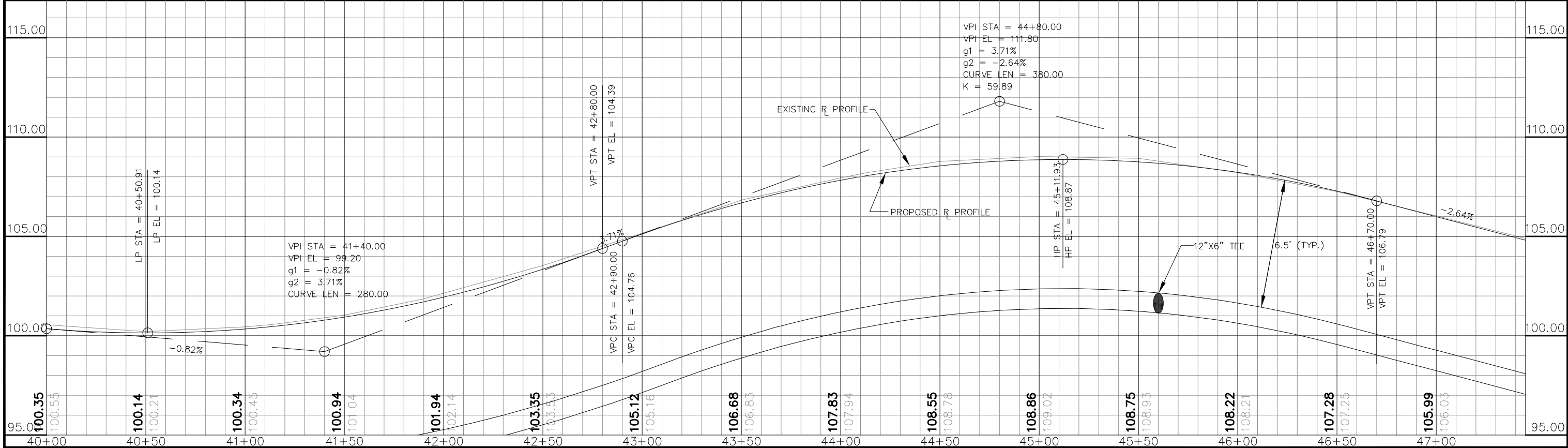
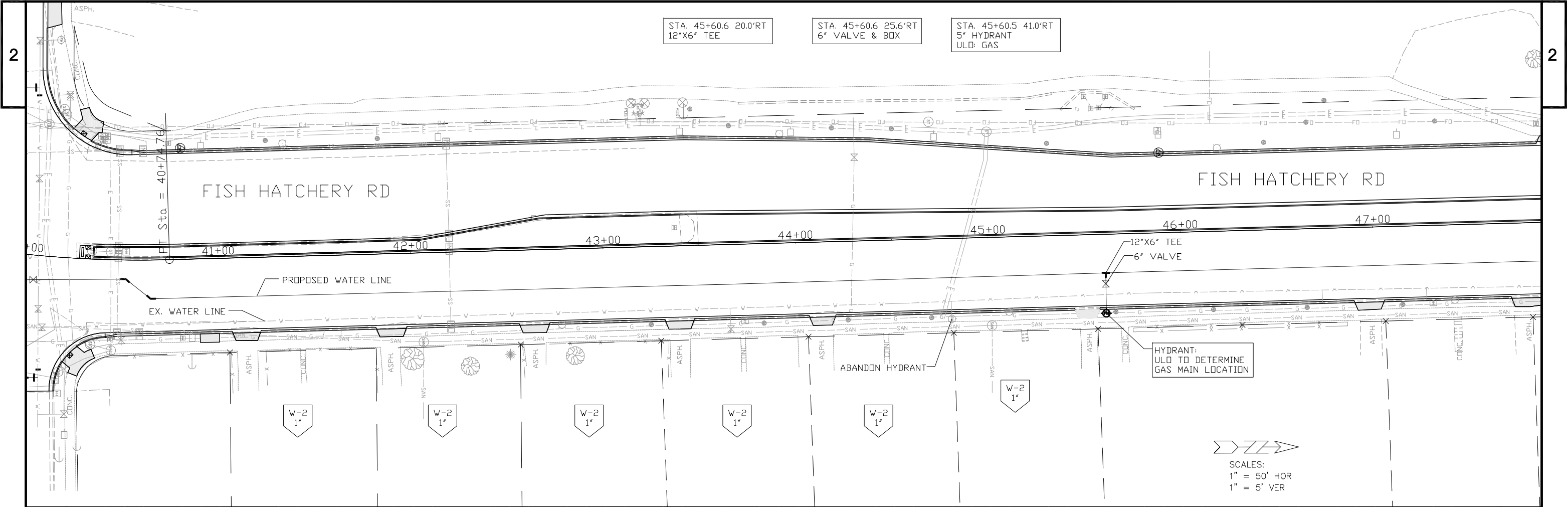
NOT TO SCALE

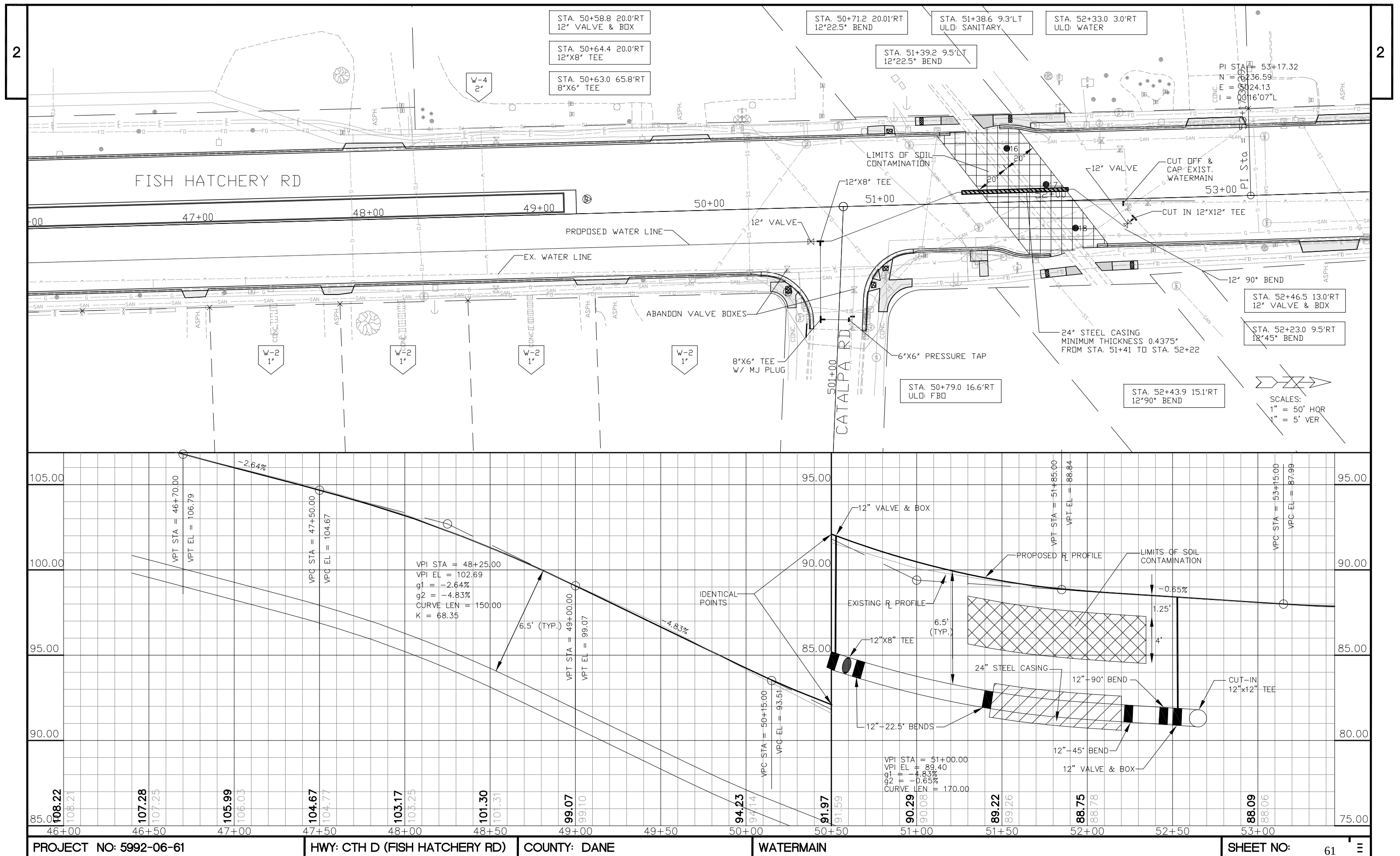


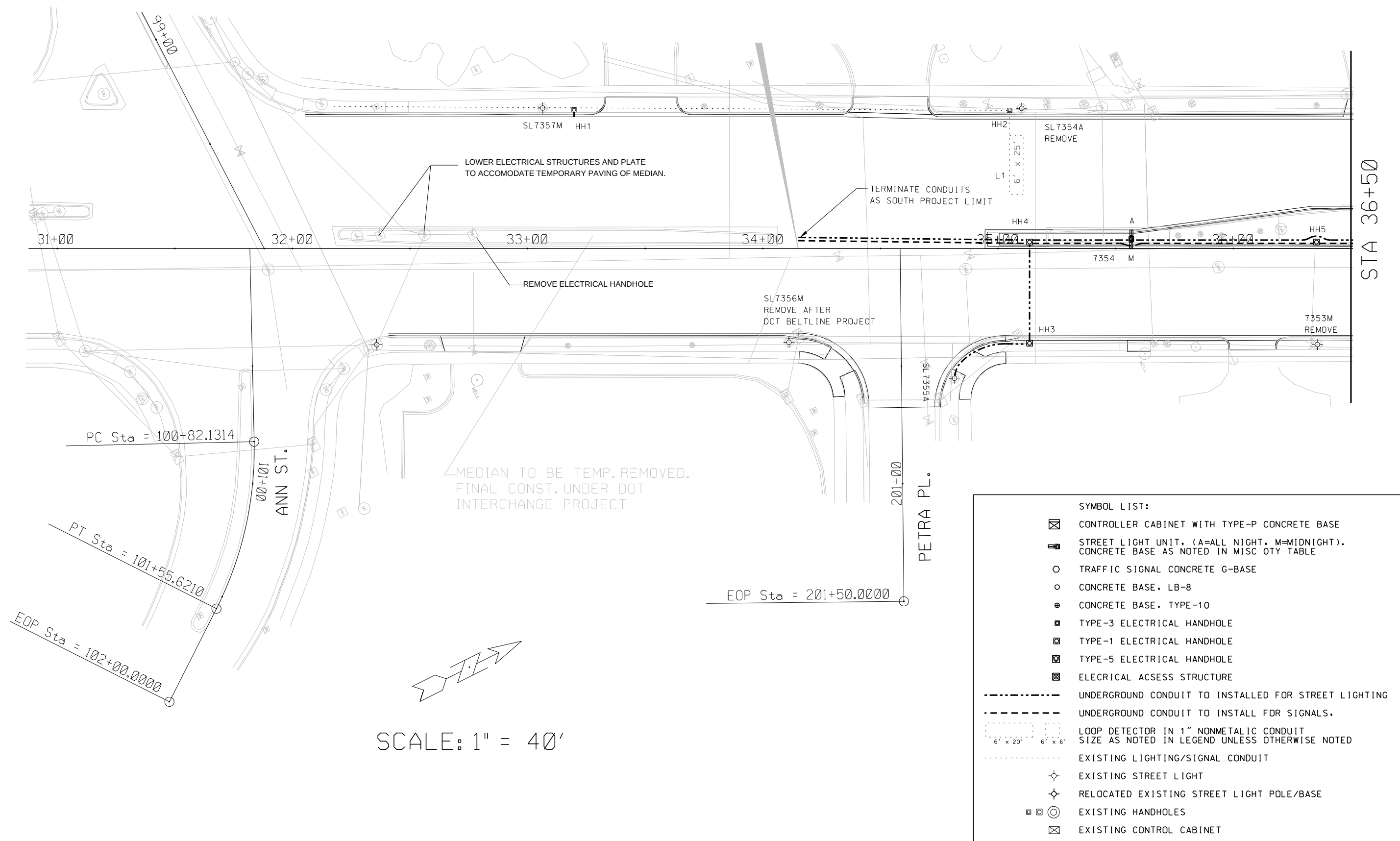
STANDARD THREADED RODS

NOT TO SCALE









PROJECT NO: 5992-06-57

HWY: CTH D (FISH HATCHERY RD)

COUNTY: DANE

STREET LIGHTING AND TRAFFIC SIGNALS

SHEET NO:

FILE NAME : M:\DESIGN\TRAFFIC\BRIAN\EWASHSEG2SS.DGN

PLOT DATE : 25 JUN 11

PLOT BY : CITY OF MADISON PLOT NAME :

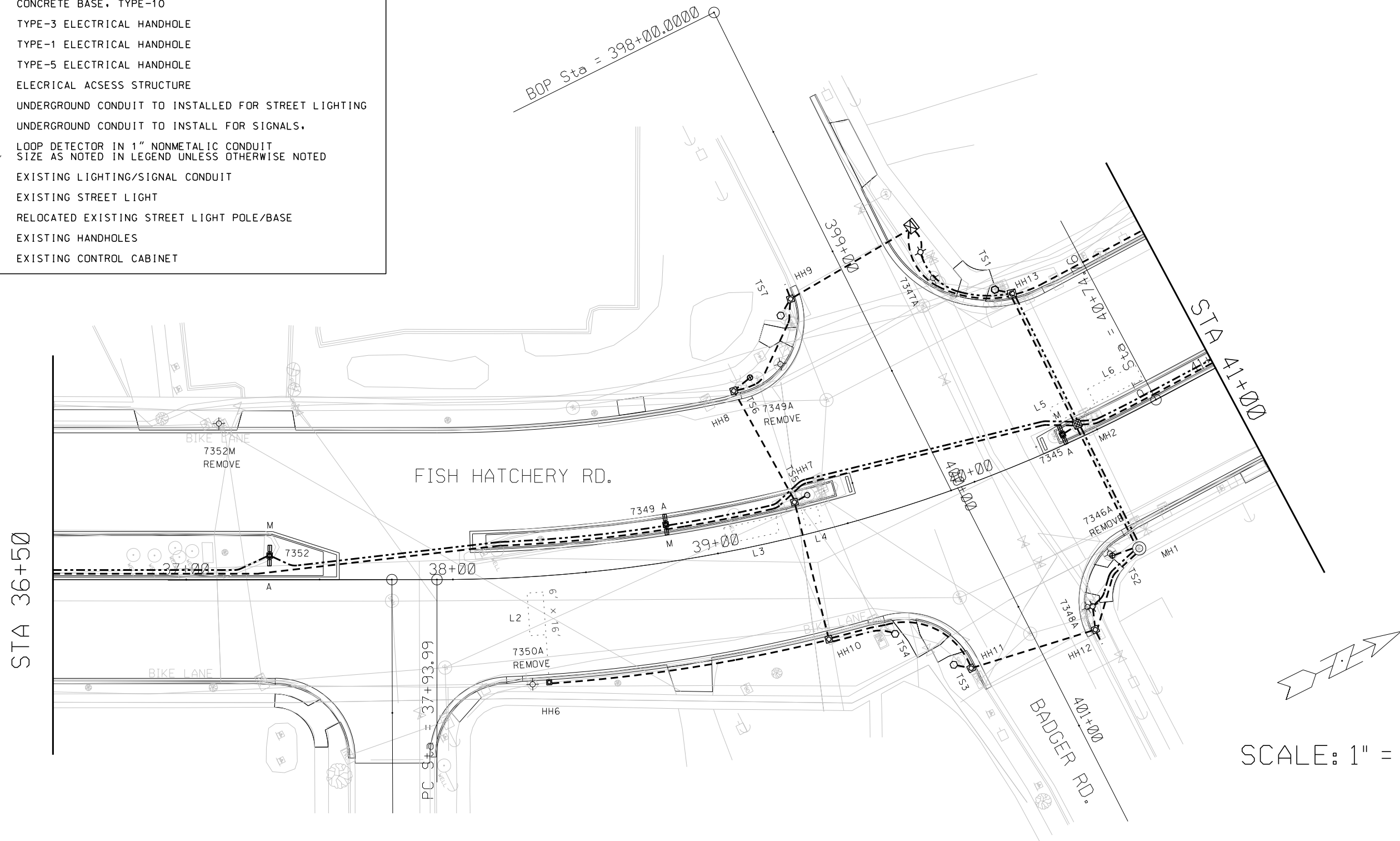
PLOT SCALE :

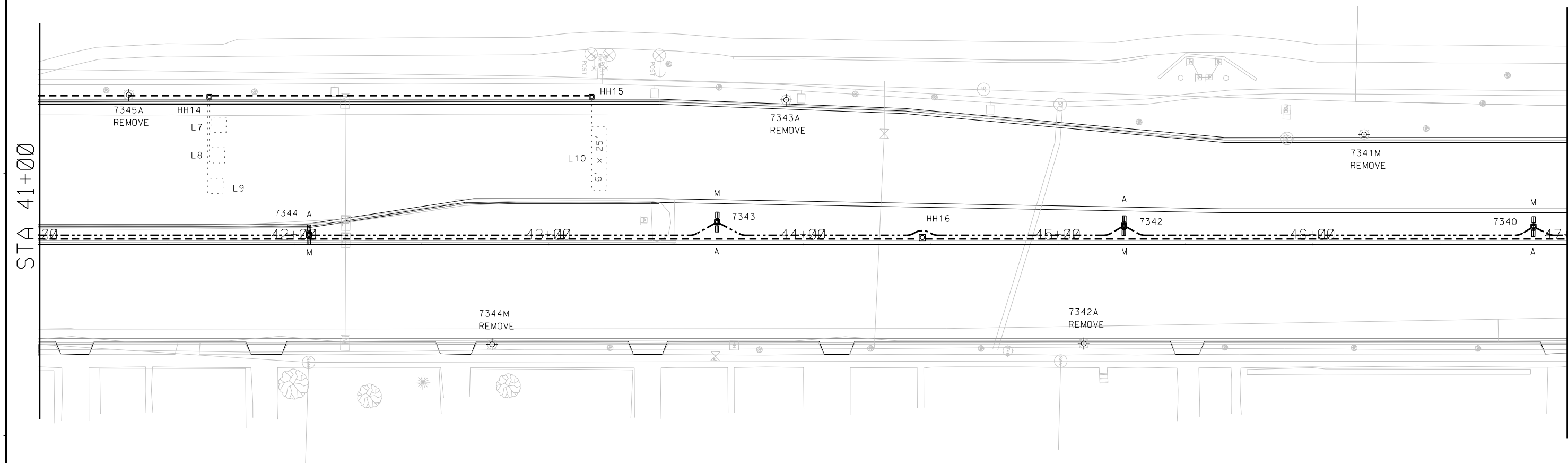
62

WISDOT/CADD SHEET 42

SYMBOL LIST:

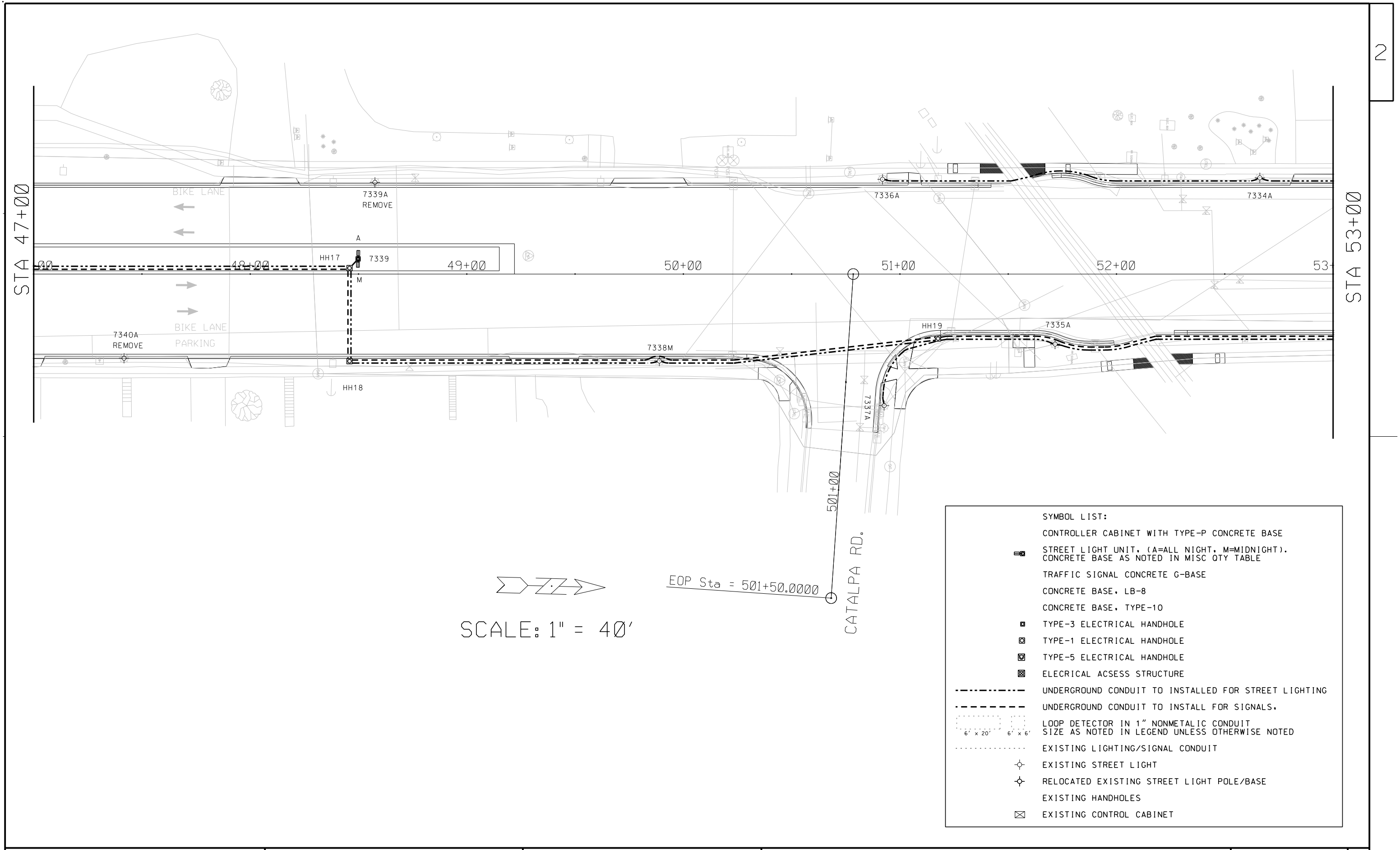
-  CONTROLLER CABINET WITH TYPE-P CONCRETE BASE
-  STREET LIGHT UNIT. (A=ALL NIGHT, M=MIDNIGHT). CONCRETE BASE AS NOTED IN MISC QTY TABLE
-  TRAFFIC SIGNAL CONCRETE G-BASE
-  CONCRETE BASE, LB-8
-  CONCRETE BASE, TYPE-10
-  TYPE-3 ELECTRICAL HANDHOLE
-  TYPE-1 ELECTRICAL HANDHOLE
-  TYPE-5 ELECTRICAL HANDHOLE
-  ELECTRICAL ACCESS STRUCTURE
-  UNDERGROUND CONDUIT TO INSTALLED FOR STREET LIGHTING
-  UNDERGROUND CONDUIT TO INSTALL FOR SIGNALS.
-  LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIZE AS NOTED IN LEGEND UNLESS OTHERWISE NOTED
-  EXISTING LIGHTING/SIGNAL CONDUIT
-  EXISTING STREET LIGHT
-  RELOCATED EXISTING STREET LIGHT POLE/BASE
-  EXISTING HANDHOLES
-  EXISTING CONTROL CABINET





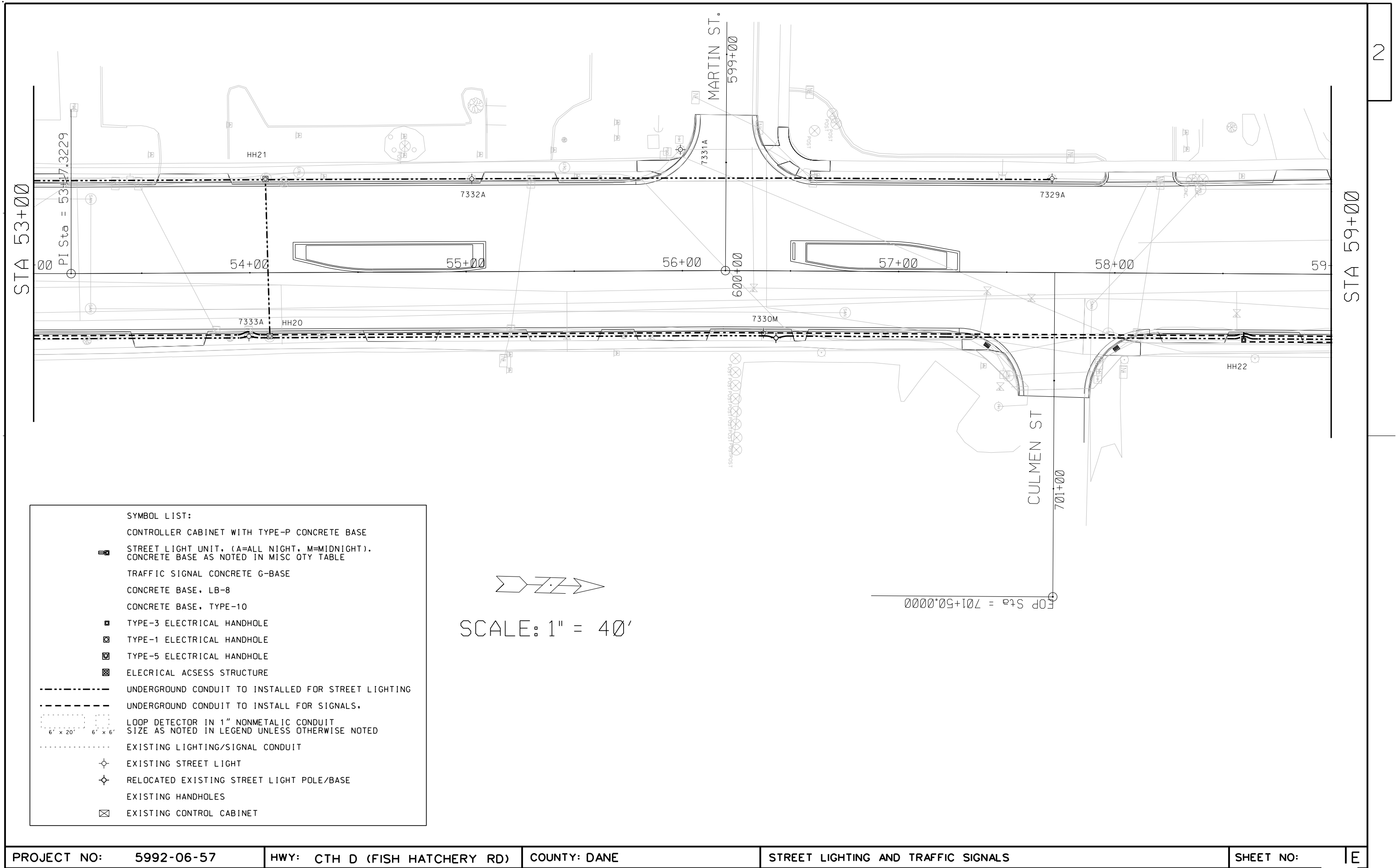
SCALE: 1" = 40'

SYMBOL LIST:	
	CONTROLLER CABINET WITH TYPE-P CONCRETE BASE
	STREET LIGHT UNIT. (A=ALL NIGHT, M=MIDNIGHT). CONCRETE BASE AS NOTED IN MISC QTY TABLE
	TRAFFIC SIGNAL CONCRETE G-BASE
	CONCRETE BASE, LB-8
	CONCRETE BASE, TYPE-10
	TYPE-3 ELECTRICAL HANDHOLE
	TYPE-1 ELECTRICAL HANDHOLE
	TYPE-5 ELECTRICAL HANDHOLE
	ELECTRICAL ACSESS STRUCTURE
	UNDERGROUND CONDUIT TO INSTALLED FOR STREET LIGHTING
	UNDERGROUND CONDUIT TO INSTALL FOR SIGNALS.
	LOOP DETECTOR IN 1" NONMETALIC CONDUIT SIZE AS NOTED IN LEGEND UNLESS OTHERWISE NOTED
	EXISTING LIGHTING/SIGNAL CONDUIT
	EXISTING STREET LIGHT
	RELOCATED EXISTING STREET LIGHT POLE/BASE
	EXISTING HANDHOLES
	EXISTING CONTROL CABINET



SCALE: 1" = 40'

SYMBOL LIST:	
	CONTROLLER CABINET WITH TYPE-P CONCRETE BASE
	STREET LIGHT UNIT. (A=ALL NIGHT, M=MIDNIGHT). CONCRETE BASE AS NOTED IN MISC QTY TABLE
	TRAFFIC SIGNAL CONCRETE G-BASE
	CONCRETE BASE, LB-8
	CONCRETE BASE, TYPE-10
	TYPE-3 ELECTRICAL HANDHOLE
	TYPE-1 ELECTRICAL HANDHOLE
	TYPE-5 ELECTRICAL HANDHOLE
	ELECTRICAL ACSESS STRUCTURE
	UNDERGROUND CONDUIT TO INSTALLED FOR STREET LIGHTING
	UNDERGROUND CONDUIT TO INSTALL FOR SIGNALS.
	LOOP DETECTOR IN 1" NONMETALIC CONDUIT SIZE AS NOTED IN LEGEND UNLESS OTHERWISE NOTED
	EXISTING LIGHTING/SIGNAL CONDUIT
	EXISTING STREET LIGHT
	RELOCATED EXISTING STREET LIGHT POLE/BASE
	EXISTING HANDHOLES
	EXISTING CONTROL CABINET



SYMBOL LIST:	
	CONTROLLER CABINET WITH TYPE-P CONCRETE BASE
	STREET LIGHT UNIT. (A=ALL NIGHT, M=MIDNIGHT). CONCRETE BASE AS NOTED IN MISC QTY TABLE
	TRAFFIC SIGNAL CONCRETE G-BASE
	CONCRETE BASE, LB-8
	CONCRETE BASE, TYPE-10
	TYPE-3 ELECTRICAL HANDHOLE
	TYPE-1 ELECTRICAL HANDHOLE
	TYPE-5 ELECTRICAL HANDHOLE
	ELECTRICAL ACCESS STRUCTURE
	UNDERGROUND CONDUIT TO INSTALLED FOR STREET LIGHTING
	UNDERGROUND CONDUIT TO INSTALL FOR SIGNALS.
	LOOP DETECTOR IN 1" NONMETALIC CONDUIT SIZE AS NOTED IN LEGEND UNLESS OTHERWISE NOTED
	EXISTING LIGHTING/SIGNAL CONDUIT
	EXISTING STREET LIGHT
	RELOCATED EXISTING STREET LIGHT POLE/BASE
	EXISTING HANDHOLES
	EXISTING CONTROL CABINET

SCALE: 1" = 40'

BOP Sta = 798+50.0000

CARVER ST.

799+00

STA 53+00

Sta = 59+70.2563

60+00

61+00

62+00

63+00

64+00

STA 64+00

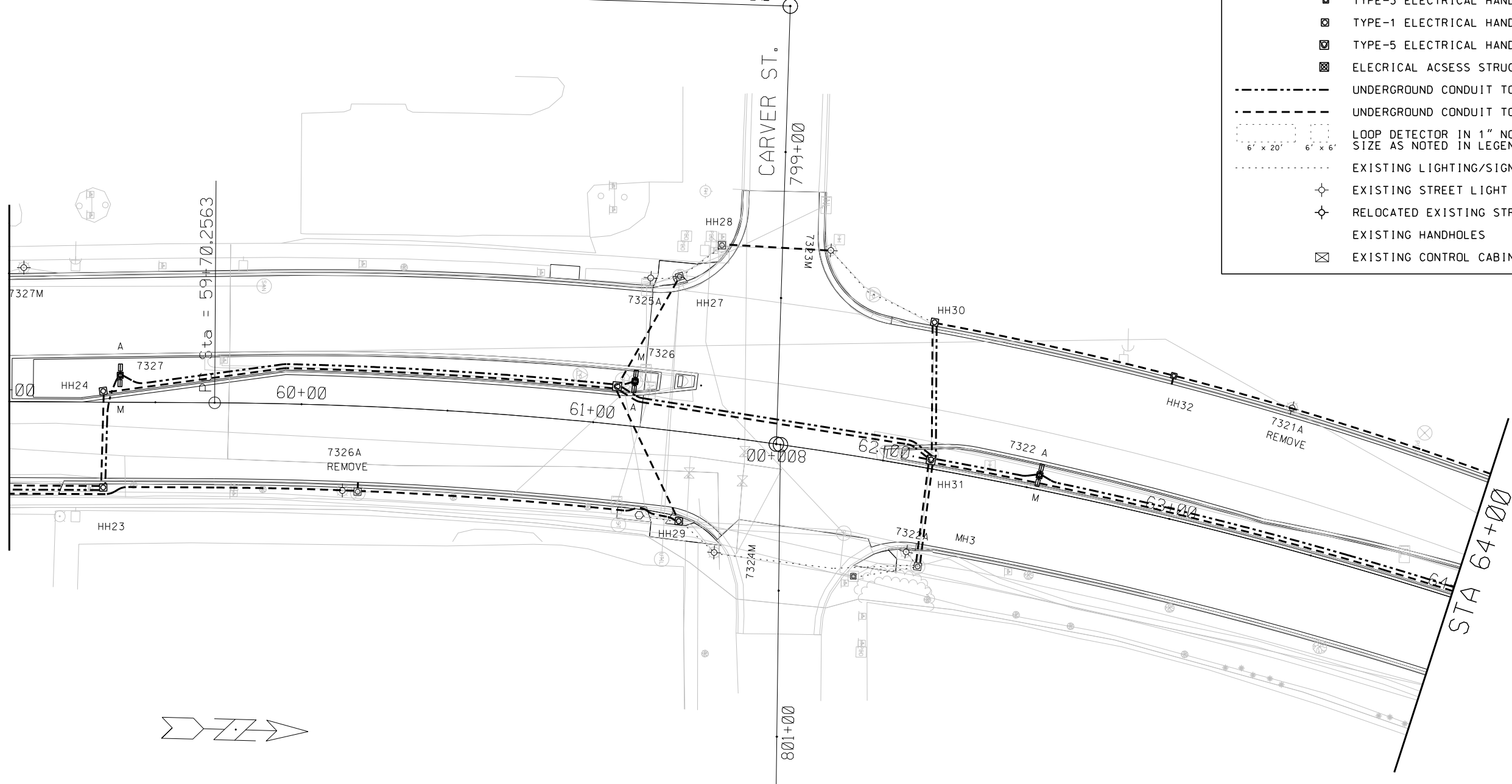
SCALE: 1" = 40'

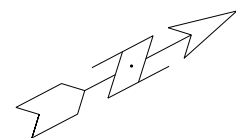
TOP Sta = 801+21.9783

801+00

SYMBOL LIST:

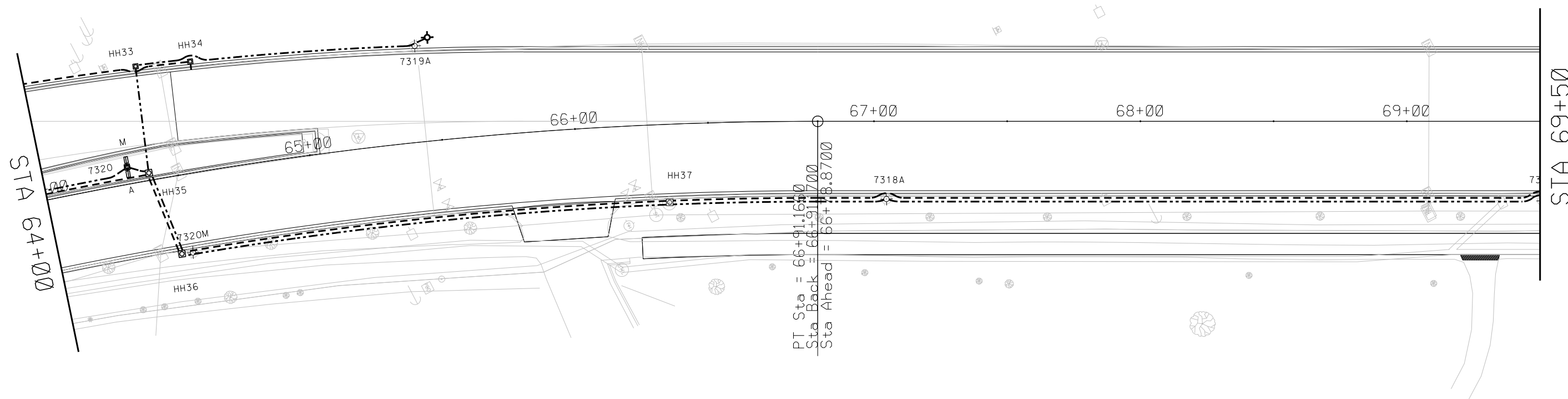
- CONTROLLER CABINET WITH TYPE-P CONCRETE BASE
- STREET LIGHT UNIT, (A=ALL NIGHT, M=MIDNIGHT), CONCRETE BASE AS NOTED IN MISC QTY TABLE
- TRAFFIC SIGNAL CONCRETE G-BASE
- CONCRETE BASE, LB-8
- CONCRETE BASE, TYPE-10
- TYPE-3 ELECTRICAL HANDHOLE
- TYPE-1 ELECTRICAL HANDHOLE
- TYPE-5 ELECTRICAL HANDHOLE
- ELECTRICAL ACCESS STRUCTURE
- UNDERGROUND CONDUIT TO INSTALLED FOR STREET LIGHTING
- UNDERGROUND CONDUIT TO INSTALL FOR SIGNALS.
- LOOP DETECTOR IN 1" NONMETALIC CONDUIT SIZE AS NOTED IN LEGEND UNLESS OTHERWISE NOTED
- EXISTING LIGHTING/SIGNAL CONDUIT
- EXISTING STREET LIGHT
- RELOCATED EXISTING STREET LIGHT POLE/BASE
- EXISTING HANDHOLES
- EXISTING CONTROL CABINET

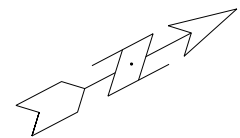




SCALE: 1" = 40'

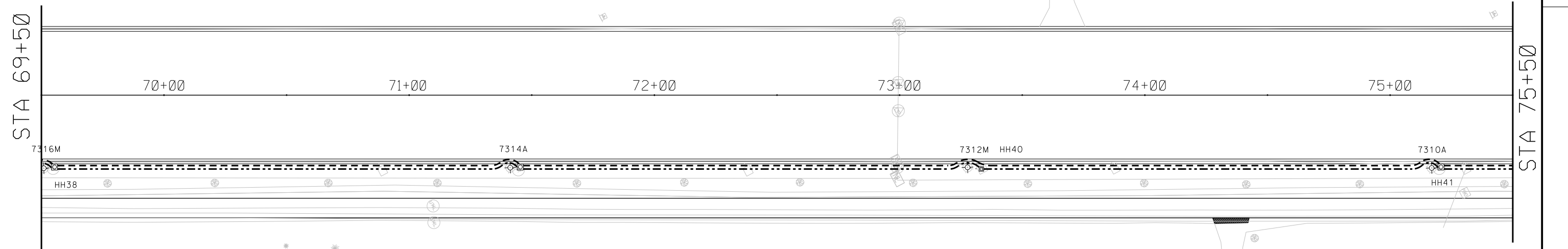
SYMBOL LIST:	
	CONTROLLER CABINET WITH TYPE-P CONCRETE BASE
	STREET LIGHT UNIT, (A=ALL NIGHT, M=MIDNIGHT), CONCRETE BASE AS NOTED IN MISC QTY TABLE
	TRAFFIC SIGNAL CONCRETE G-BASE
	CONCRETE BASE, LB-8
	CONCRETE BASE, TYPE-10
	TYPE-3 ELECTRICAL HANDHOLE
	TYPE-1 ELECTRICAL HANDHOLE
	TYPE-5 ELECTRICAL HANDHOLE
	ELECTRICAL ACSESS STRUCTURE
	UNDERGROUND CONDUIT TO INSTALLED FOR STREET LIGHTING
	UNDERGROUND CONDUIT TO INSTALL FOR SIGNALS.
	LOOP DETECTOR IN 1" NONMETALIC CONDUIT SIZE AS NOTED IN LEGEND UNLESS OTHERWISE NOTED
	EXISTING LIGHTING/SIGNAL CONDUIT
	EXISTING STREET LIGHT
	RELOCATED EXISTING STREET LIGHT POLE/BASE
	EXISTING HANDHOLES
	EXISTING CONTROL CABINET

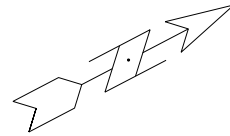




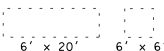
SCALE: 1" = 40'

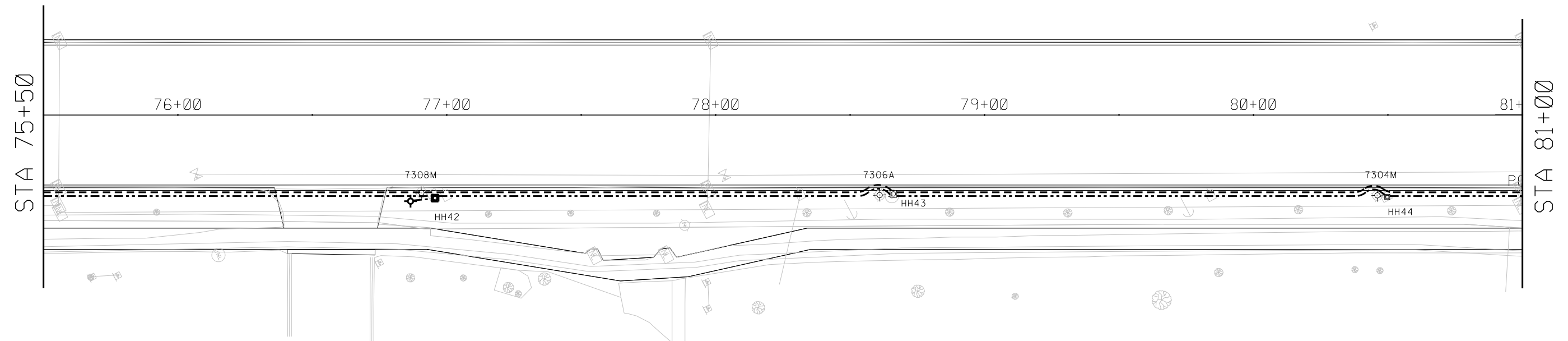
SYMBOL LIST:	
	CONTROLLER CABINET WITH TYPE-P CONCRETE BASE
	STREET LIGHT UNIT, (A=ALL NIGHT, M=MIDNIGHT), CONCRETE BASE AS NOTED IN MISC QTY TABLE
	TRAFFIC SIGNAL CONCRETE G-BASE
	CONCRETE BASE, LB-8
	CONCRETE BASE, TYPE-10
	TYPE-3 ELECTRICAL HANDHOLE
	TYPE-1 ELECTRICAL HANDHOLE
	TYPE-5 ELECTRICAL HANDHOLE
	ELECTRICAL ACSESS STRUCTURE
	UNDERGROUND CONDUIT TO INSTALLED FOR STREET LIGHTING
	UNDERGROUND CONDUIT TO INSTALL FOR SIGNALS.
	LOOP DETECTOR IN 1" NONMETALIC CONDUIT SIZE AS NOTED IN LEGEND UNLESS OTHERWISE NOTED
	EXISTING LIGHTING/SIGNAL CONDUIT
	EXISTING STREET LIGHT
	RELOCATED EXISTING STREET LIGHT POLE/BASE
	EXISTING HANDHOLES
	EXISTING CONTROL CABINET





SCALE: 1" = 40'

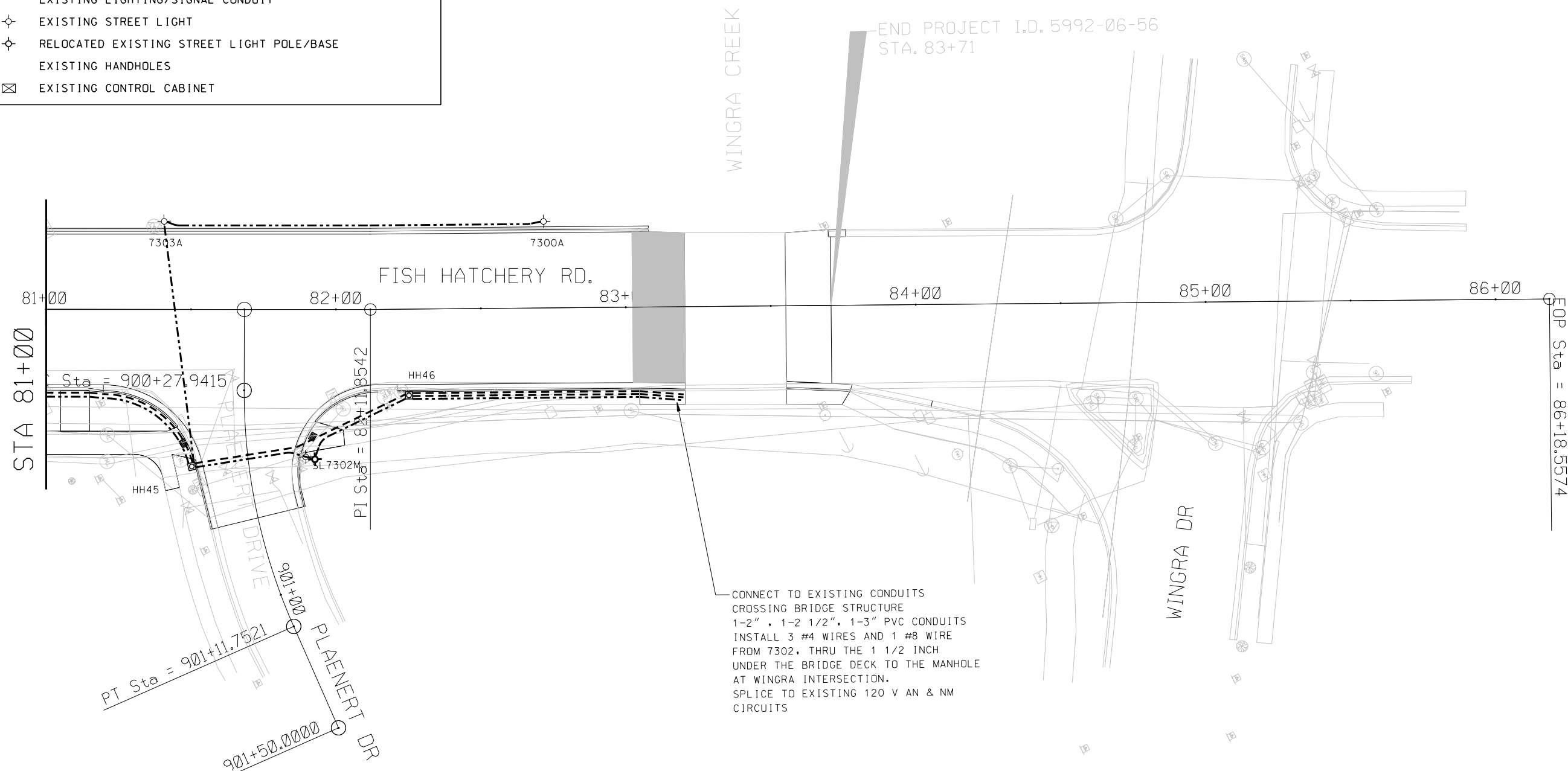
- SYMBOL LIST:
- CONTROLLER CABINET WITH TYPE-P CONCRETE BASE
-  STREET LIGHT UNIT, (A=ALL NIGHT, M=MIDNIGHT).
CONCRETE BASE AS NOTED IN MISC QTY TABLE
- TRAFFIC SIGNAL CONCRETE G-BASE
- CONCRETE BASE, LB-8
- CONCRETE BASE, TYPE-10
-  TYPE-3 ELECTRICAL HANDHOLE
-  TYPE-1 ELECTRICAL HANDHOLE
-  TYPE-5 ELECTRICAL HANDHOLE
-  ELECTRICAL ACCESS STRUCTURE
- UNDERGROUND CONDUIT TO BE INSTALLED FOR STREET LIGHTING
- UNDERGROUND CONDUIT TO BE INSTALLED FOR SIGNALS.
-  LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
SIZE AS NOTED IN LEGEND UNLESS OTHERWISE NOTED
- EXISTING LIGHTING/SIGNAL CONDUIT
-  EXISTING STREET LIGHT
-  RELOCATED EXISTING STREET LIGHT POLE/BASE
- EXISTING HANDHOLES
-  EXISTING CONTROL CABINET



SYMBOL LIST:

-  CONTROLLER CABINET WITH TYPE-P CONCRETE BASE
-  STREET LIGHT UNIT, (A=ALL NIGHT, M=MIDNIGHT).
CONCRETE BASE AS NOTED IN MISC QTY TABLE
-  TRAFFIC SIGNAL CONCRETE G-BASE
-  CONCRETE BASE, LB-8
-  CONCRETE BASE, TYPE-10
-  TYPE-3 ELECTRICAL HANDHOLE
-  TYPE-1 ELECTRICAL HANDHOLE
-  TYPE-5 ELECTRICAL HANDHOLE
-  ELECTRICAL ACCESS STRUCTURE
-  UNDERGROUND CONDUIT TO BE INSTALLED FOR STREET LIGHTING
-  UNDERGROUND CONDUIT TO BE INSTALLED FOR SIGNALS.
-  LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
SIZE AS NOTED IN LEGEND UNLESS OTHERWISE NOTED
-  EXISTING LIGHTING/SIGNAL CONDUIT
-  EXISTING STREET LIGHT
-  RELOCATED EXISTING STREET LIGHT POLE/BASE
-  EXISTING HANDHOLES
-  EXISTING CONTROL CABINET

SCALE: 1" = 40'



PROJECT NO: 5992-06-57

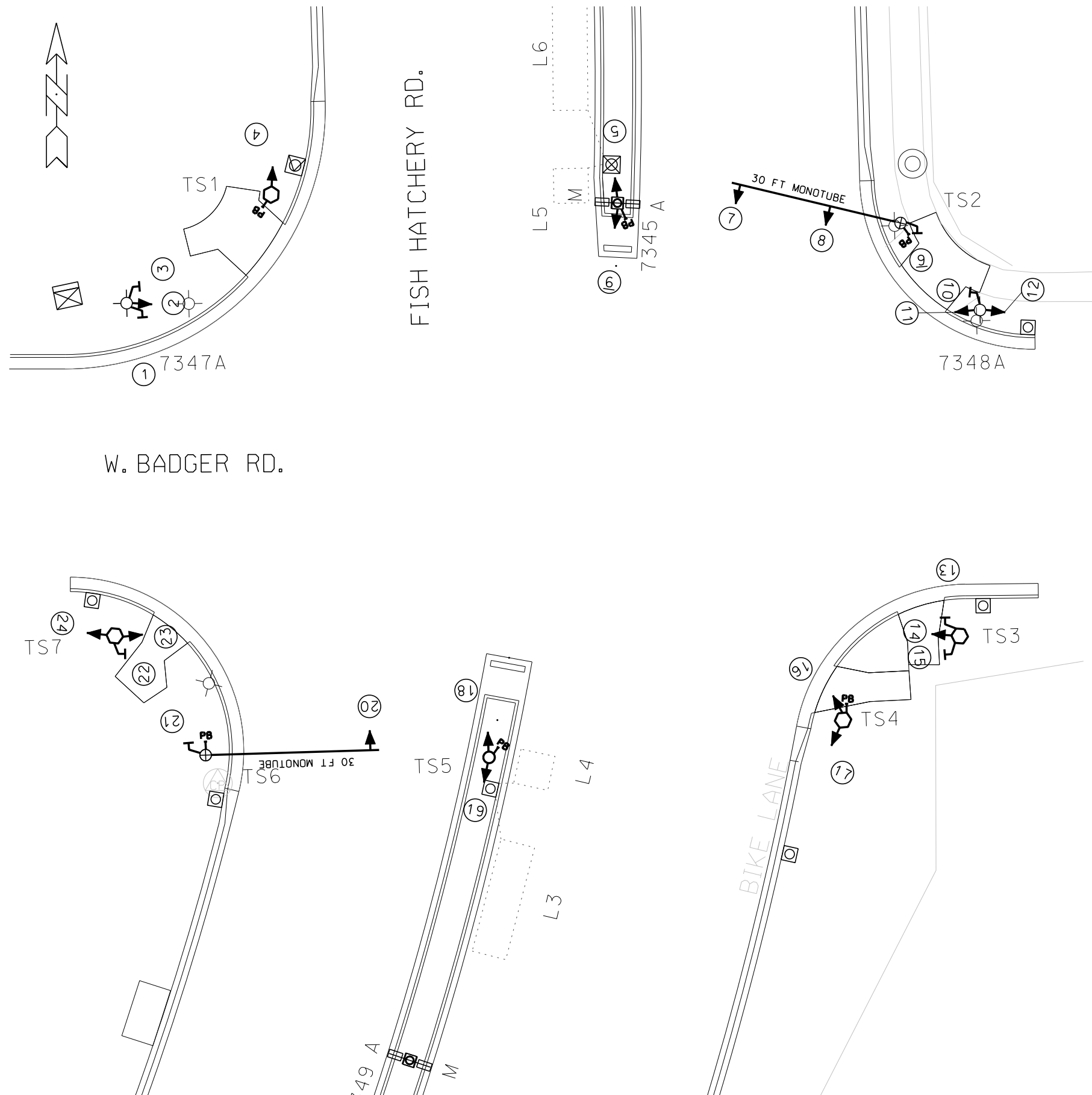
HWY: CTH D (FISH HATCHERY RD)

COUNTY: DANE

STREET LIGHTING AND TRAFFIC SIGNALS

SHEET NO:

E



SYMBOL LIST:

- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE WITH BACKPLATE
- SIGNAL HEAD, MAST-ARM MOUNT WITH BACKPLATE
- PUSH BUTTON
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW INDICATOR
- YELLOW ARROW INDICATOR
- GREEN ARROW INDICATOR
- PEDESTRIAN SIGNAL INDICATOR PLUS COUNTDOWN
- SIGNAL INDICATOR

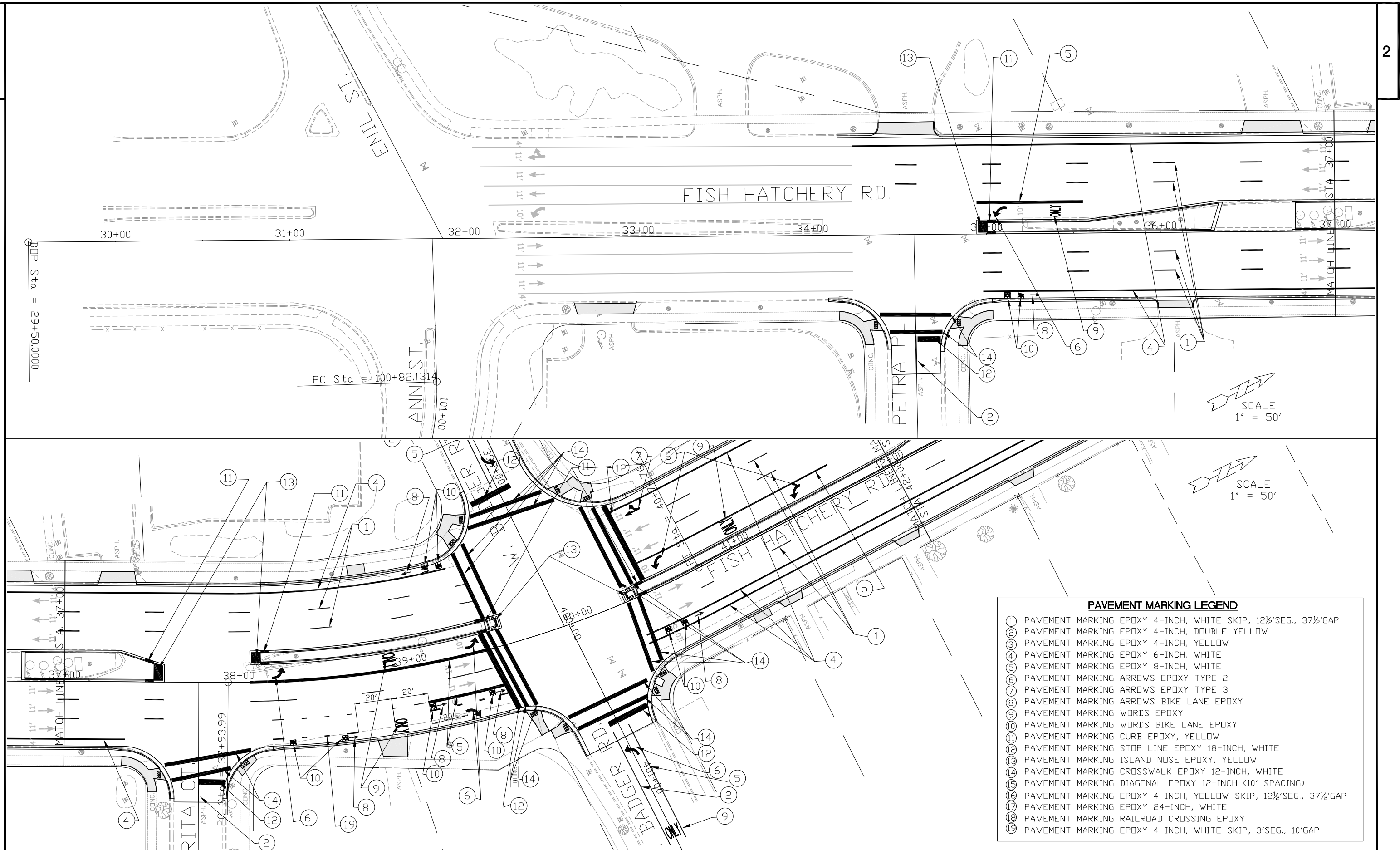
BADGER-PARK PERMANENT SIGNAL HEAD CONFIGURATION WITH HEAD NUMBERS

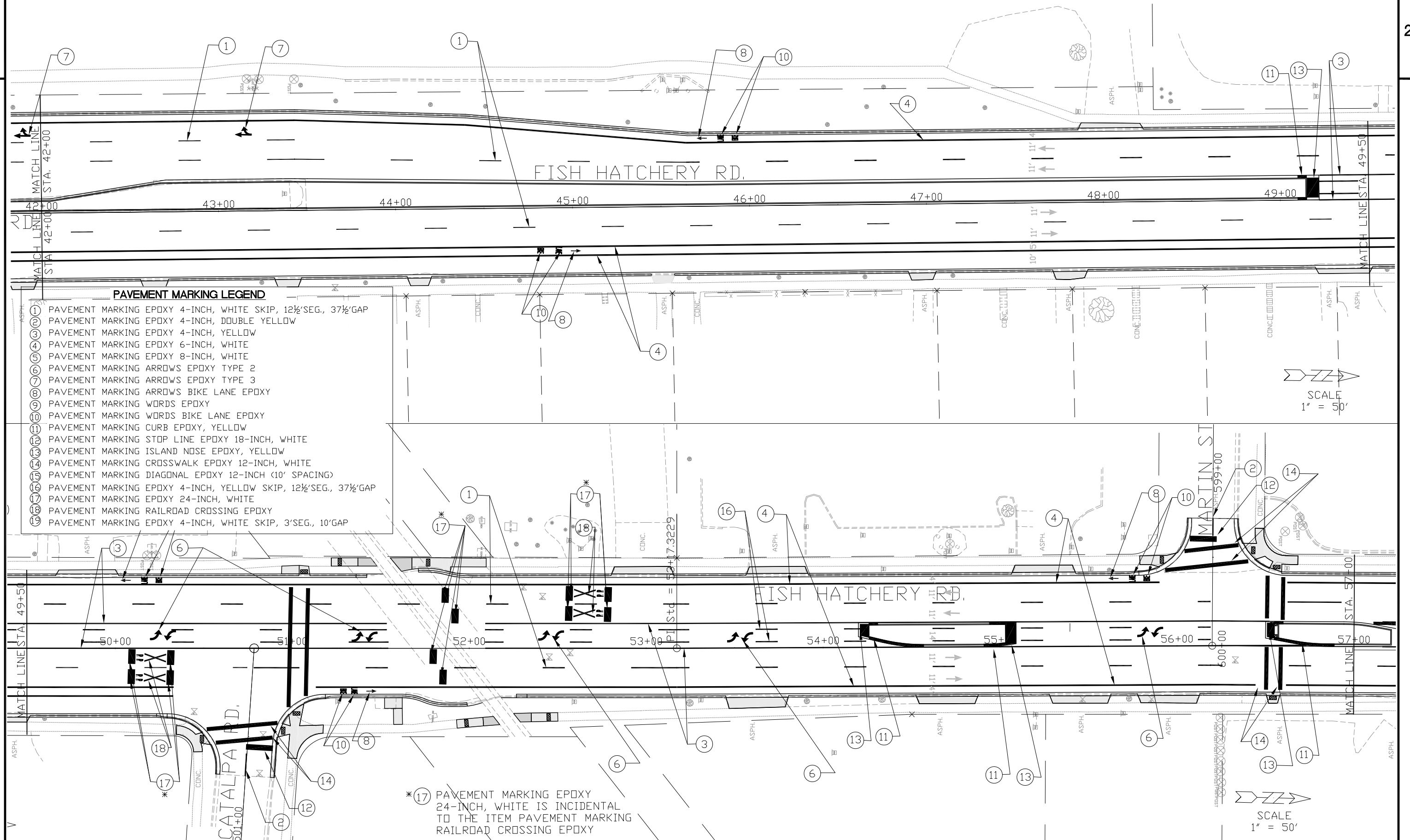
4-VL	3-V	3-VL	2-P
R Y Y G 6, 19	R Y G 2, 4, 7 11, 12* 14, 17 18, 20 23, 23*	R Y Y 5, 16	W/DW COUNT DOWN 1, 3 9, 10 13, 15 21, 21

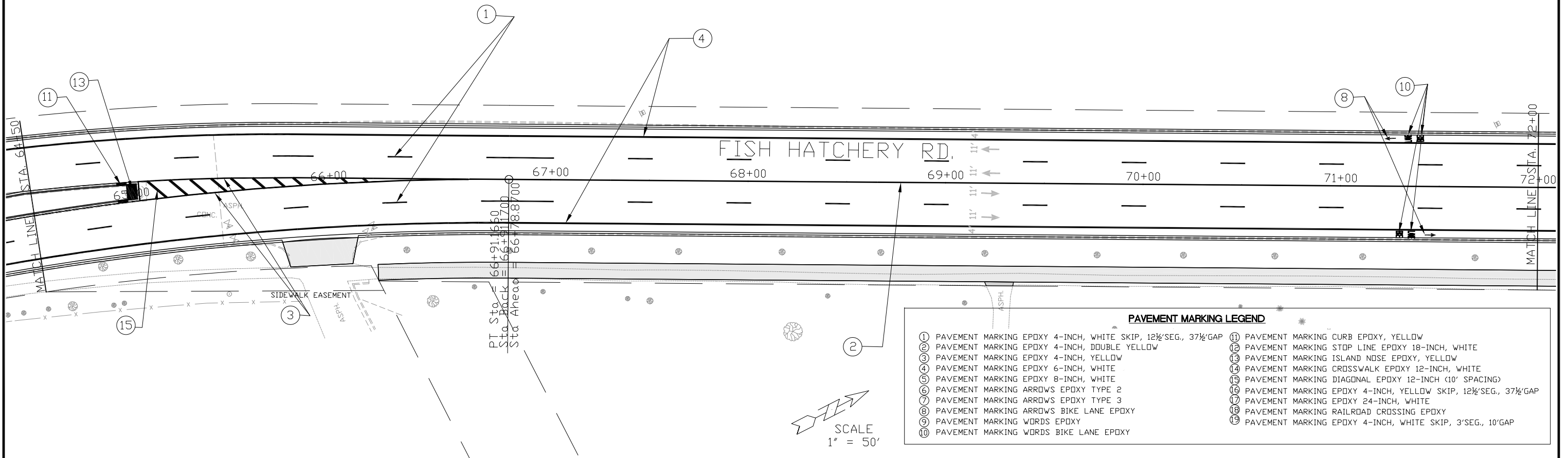
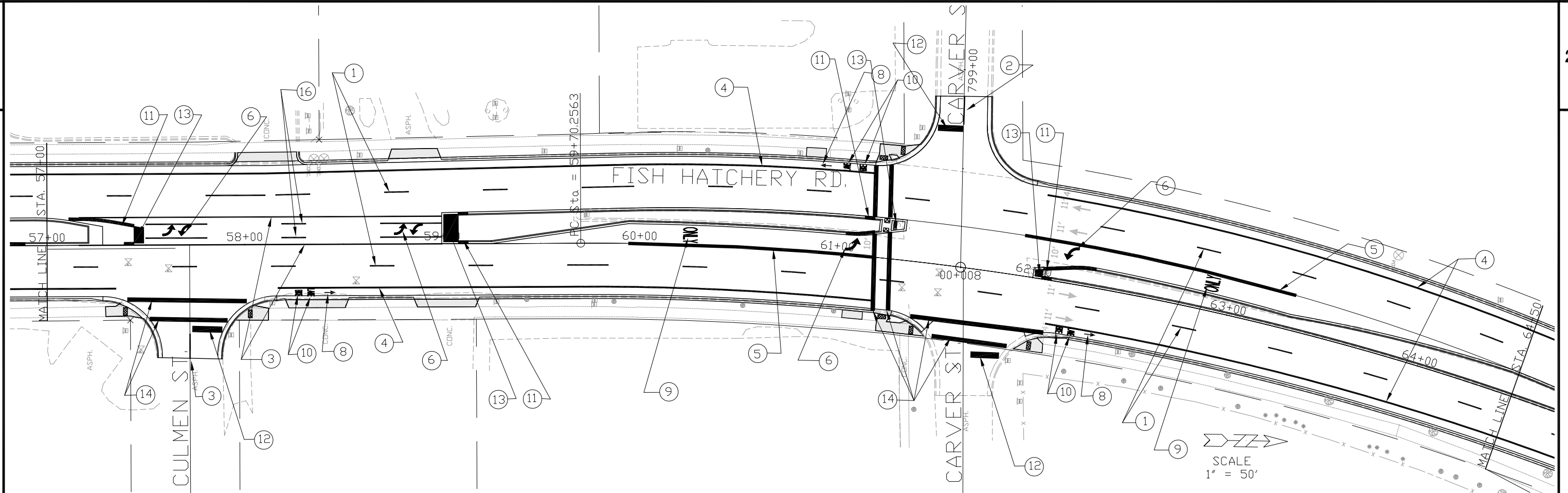
* SIGNAL HEADS 12 & 24 ARE 8 INCH, ALL OTHERS ARE 12 INCH
ALL 12 INCH VEHICLE SIGNALS TO HAVE BACKPLATES
PB = PEDESTRIAN PUSH BUTTONS FOR CROSSING FISH HATCHERY

PERMANENT SIGNAL PHASE CONFIGURATION WITH HEAD NUMBERS

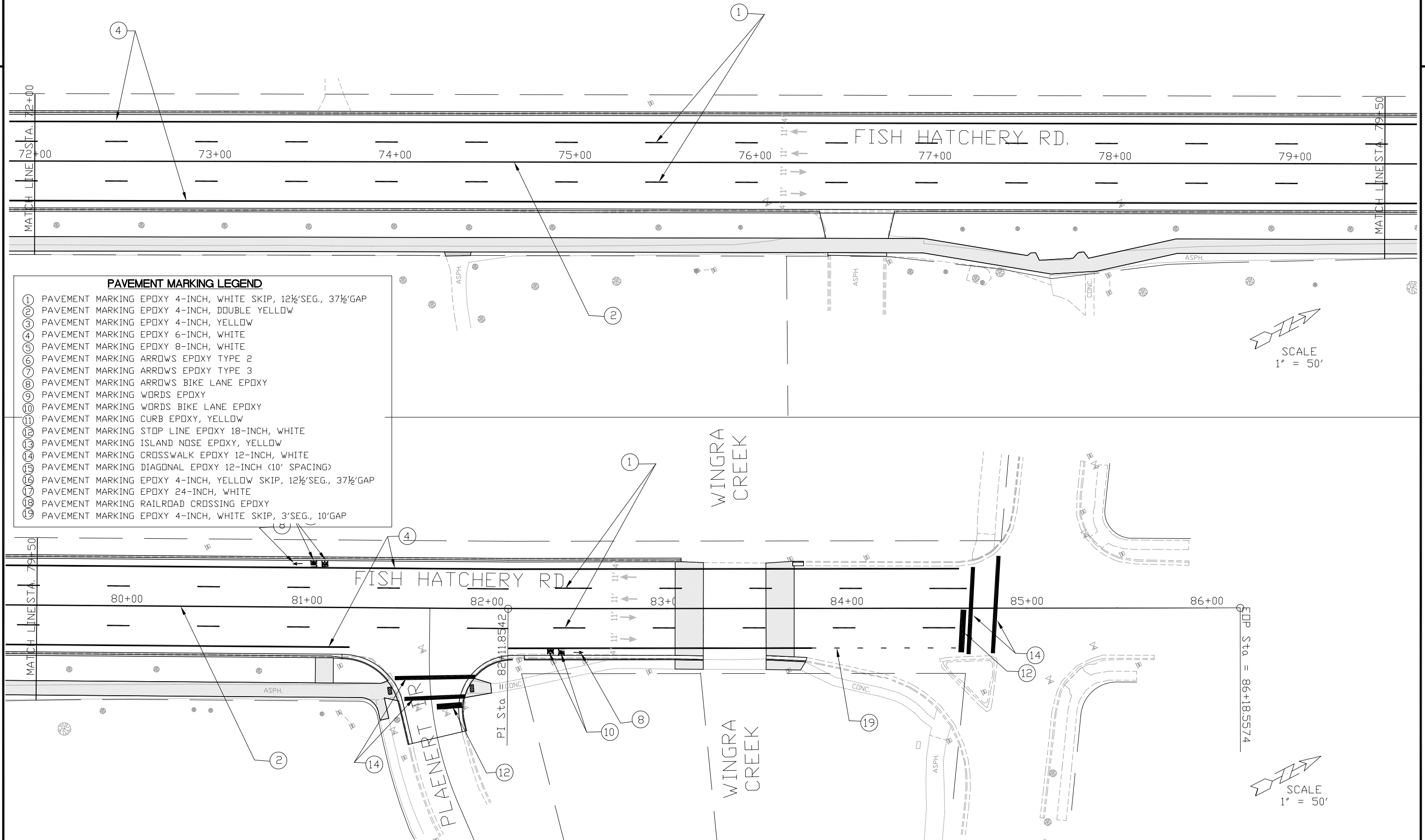
PHASE 1 NB LT VEHICLE 6, 19	PHASE 2 SB THRU VEHICLE 4, 5, 16 18, 20 PEDESTRIAN 1, 21	PHASE 4 EB/WB VEHICLE 2, 11, 12 14, 23, 24 PEDESTRIAN 3, 10, 15, 22	PHASE 6 NB THRU VEHICLE 6, 7, 8 17, 19 PEDESTRIAN 9, 13
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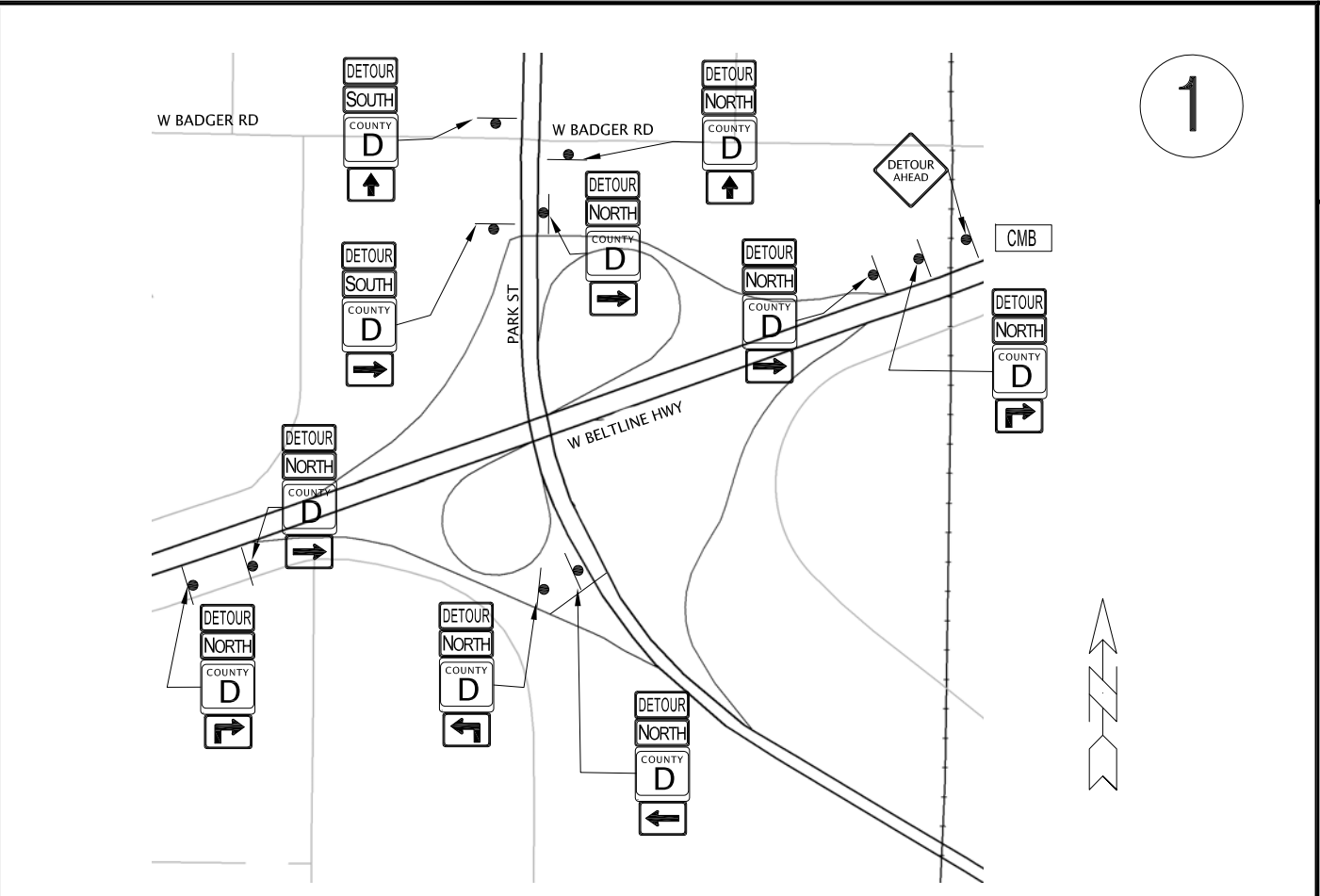
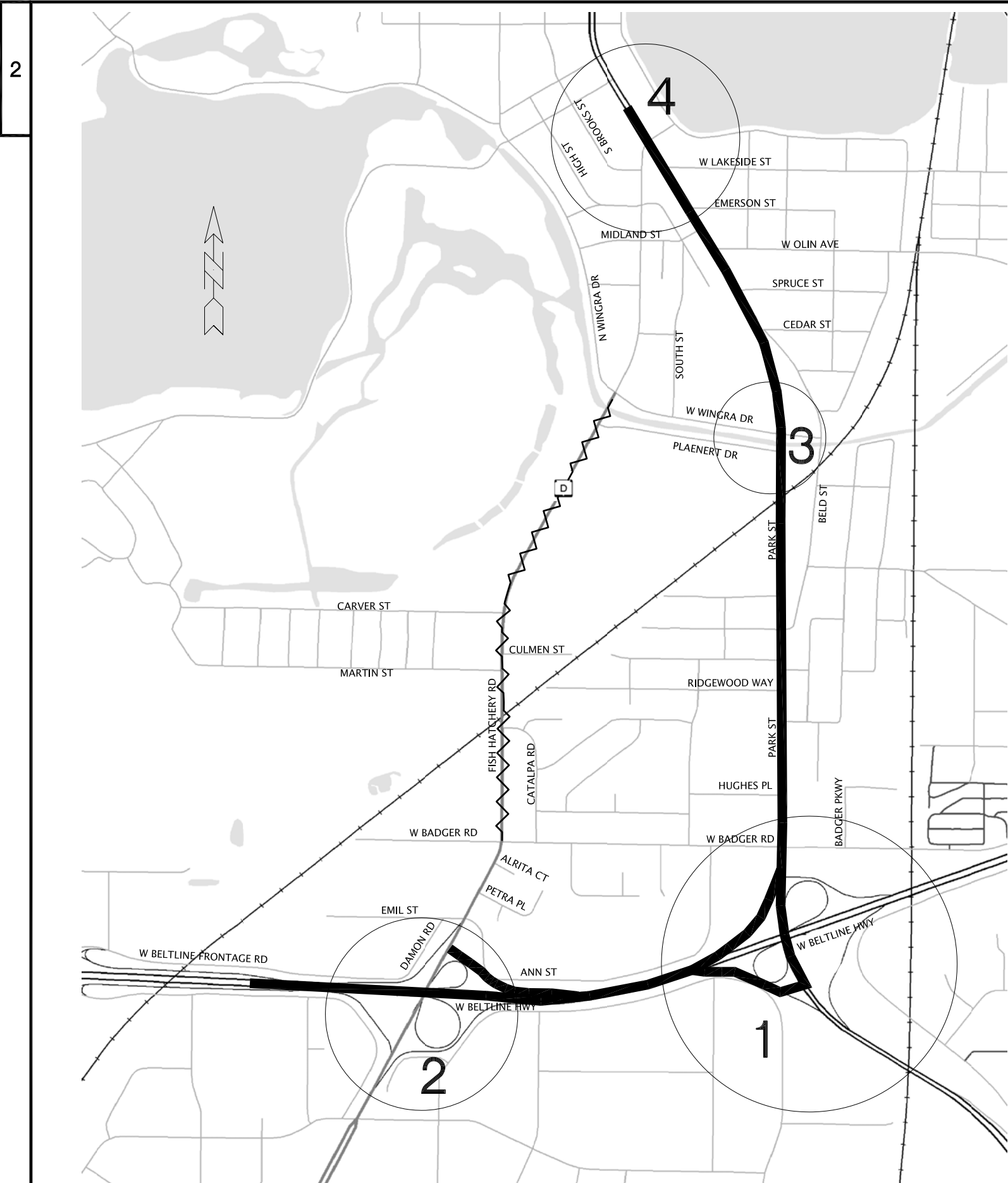




**PAVEMENT MARKING LEGEND**

- | | |
|---|--|
| ① PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12½"SEG., 37½" GAP | ⑪ PAVEMENT MARKING CURB EPOXY, YELLOW |
| ② PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW | ⑫ PAVEMENT MARKING STOP LINE EPOXY 18-INCH, WHITE |
| ③ PAVEMENT MARKING EPOXY 4-INCH, YELLOW | ⑬ PAVEMENT MARKING ISLAND NOSE EPOXY, YELLOW |
| ④ PAVEMENT MARKING EPOXY 6-INCH, WHITE | ⑭ PAVEMENT MARKING CROSSWALK EPOXY 12-INCH, WHITE |
| ⑤ PAVEMENT MARKING EPOXY 8-INCH, WHITE | ⑮ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH (10' SPACING) |
| ⑥ PAVEMENT MARKING ARROWS EPOXY TYPE 2 | ⑯ PAVEMENT MARKING EPOXY 4-INCH, YELLOW SKIP, 12½"SEG., 37½" GAP |
| ⑦ PAVEMENT MARKING ARROWS EPOXY TYPE 3 | ⑰ PAVEMENT MARKING EPOXY 24-INCH, WHITE |
| ⑧ PAVEMENT MARKING ARROWS BIKE LANE EPOXY | ⑱ PAVEMENT MARKING RAILROAD CROSSING EPOXY |
| ⑨ PAVEMENT MARKING WORDS EPOXY | ⑲ PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3"SEG., 10' GAP |
| ⑩ PAVEMENT MARKING WORDS BIKE LANE EPOXY | |



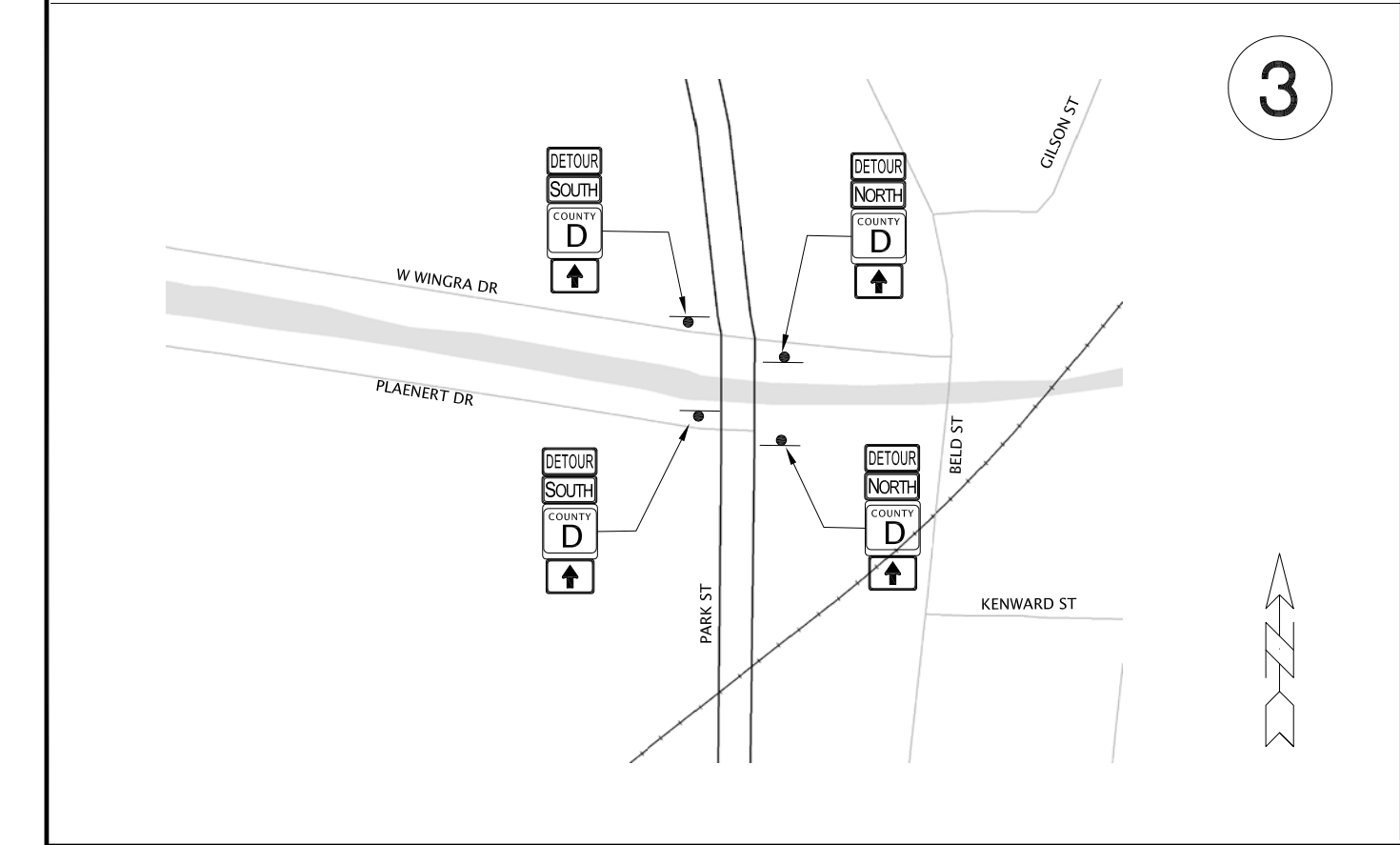
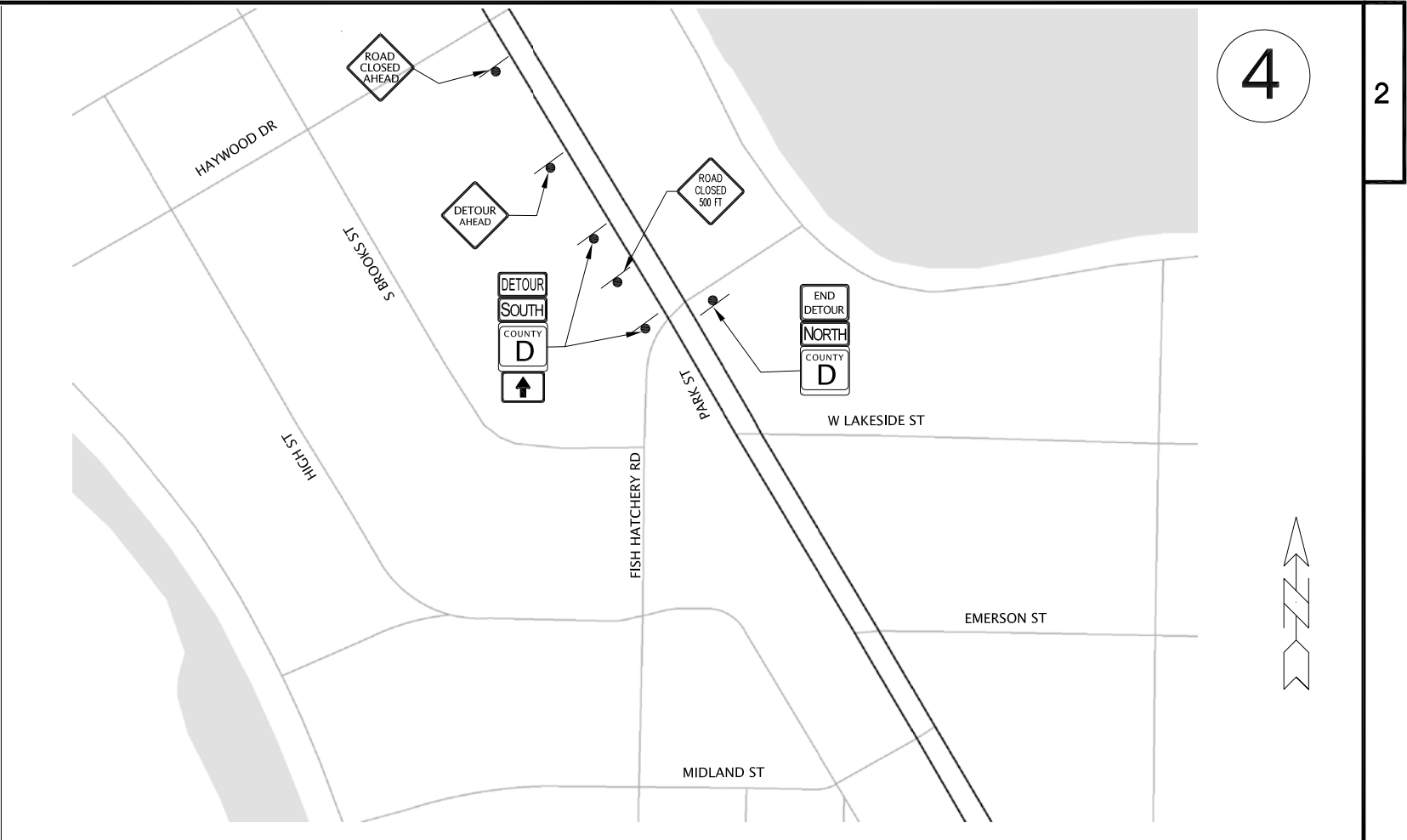
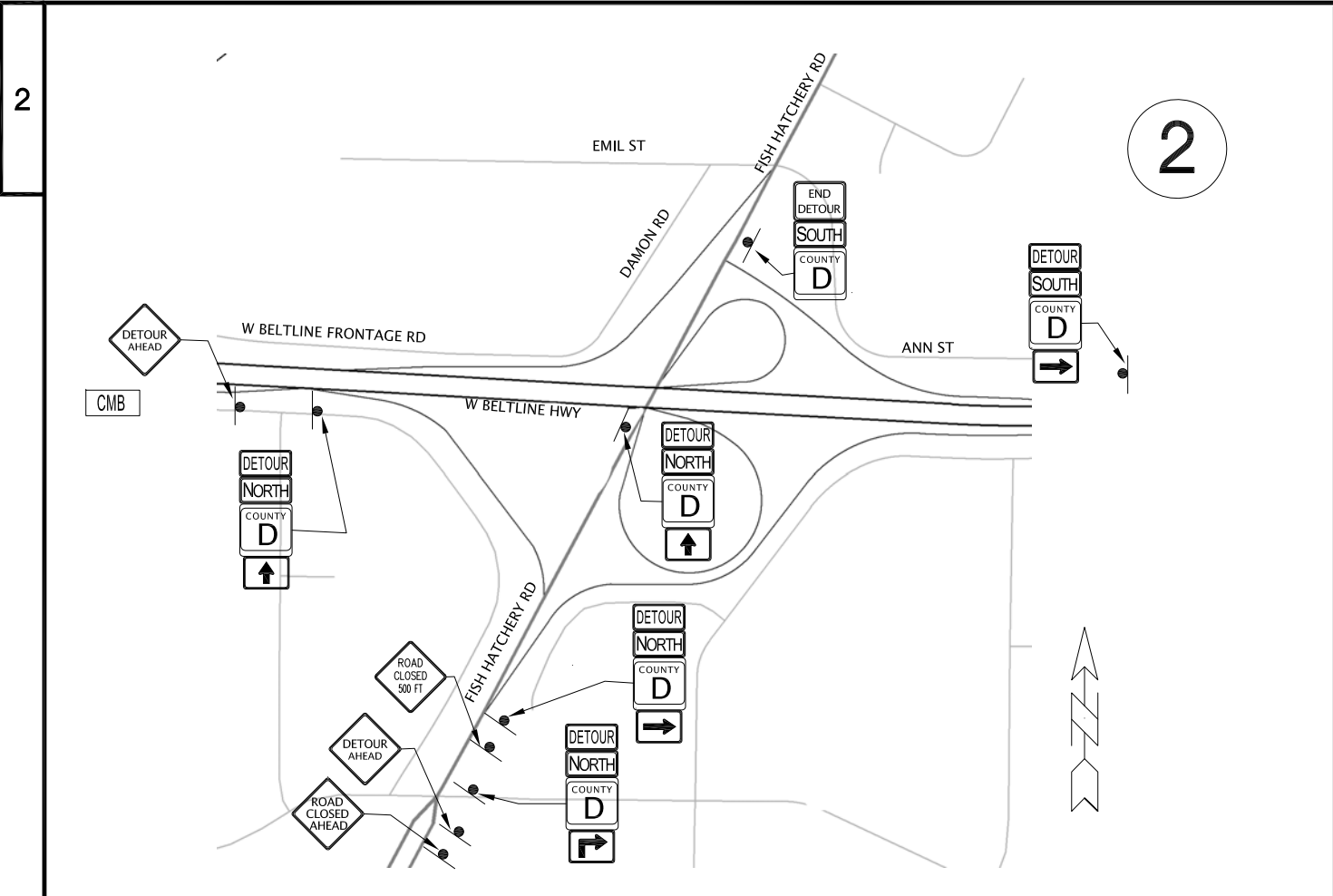


NOTE:
SEE S.D.D. - BARRICADES AND SIGNS FOR MAINLINE CLOSURES AND
S.D.D. - DETOUR SIGNING FOR MAINLINE CLOSURES, FOR TRAFFIC
CONTROL DETOUR SIGN PLACEMENT

	M1-5A 24"x24"		MO6-1 21"x15"	DETOUR ROUTE
	M3-1 24"x12"		MO6-3 21"x15"	
	M3-3 24"x12"		W20-2A 48"x48"	CONSTRUCTION ZONE (CLOSED TO THRU TRAFFIC)
	M4-8 24"x12"		W20-3A 48"x48"	
	M4-8A 24"x18"		W20-3B 48"x48"	POST MOUNTED TRAFFIC CONTROL DETOUR SIGN
	MO5-1R 21"x15"			

EXACT LOCATION OF SIGNS, CHANGEABLE
MESSAGE BOARDS AND ARROW BOARDS TO
BE DETERMINED IN THE FIELD BY ENGINEER.

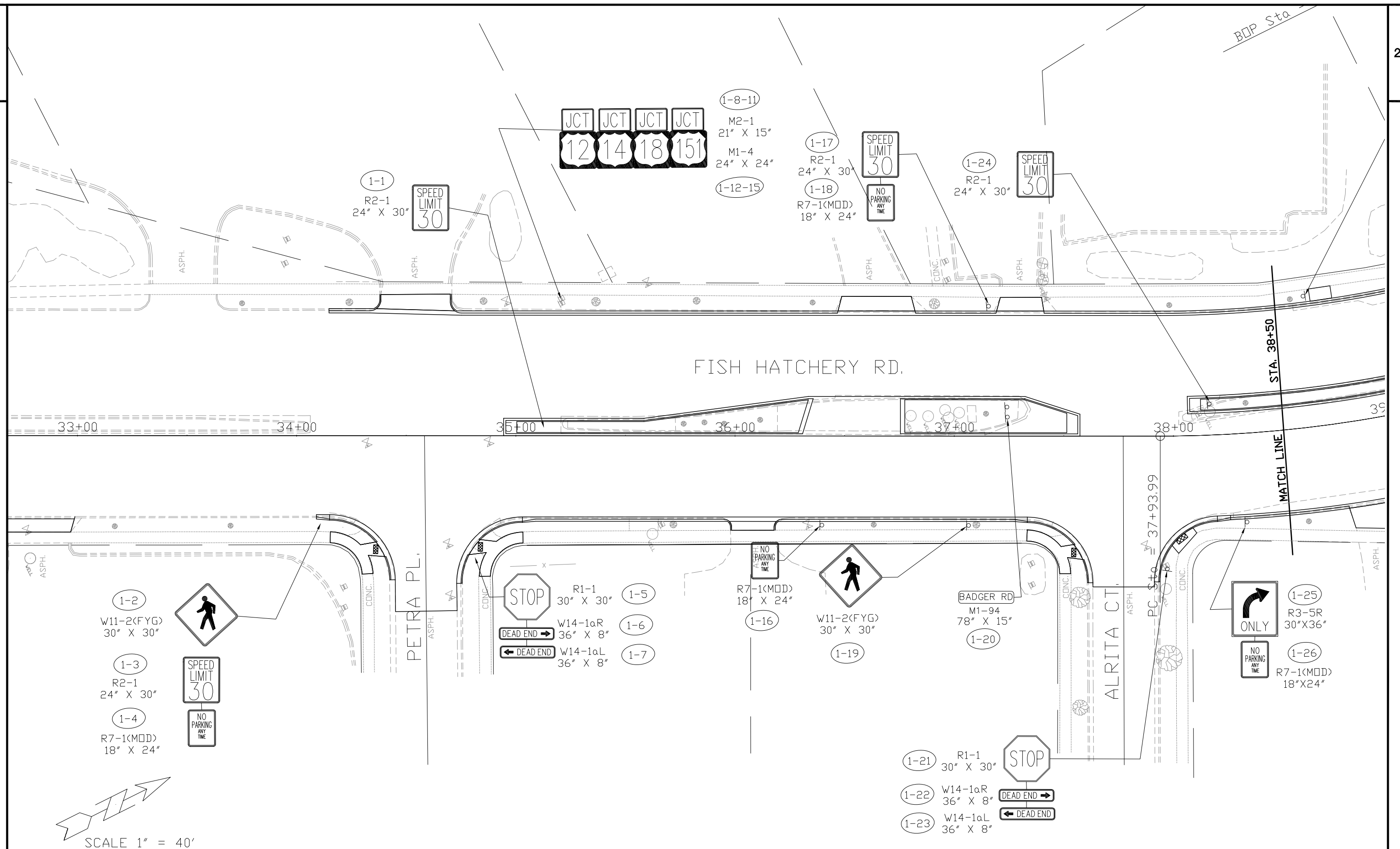
PORTABLE CHANGEABLE
MESSAGE BOARD

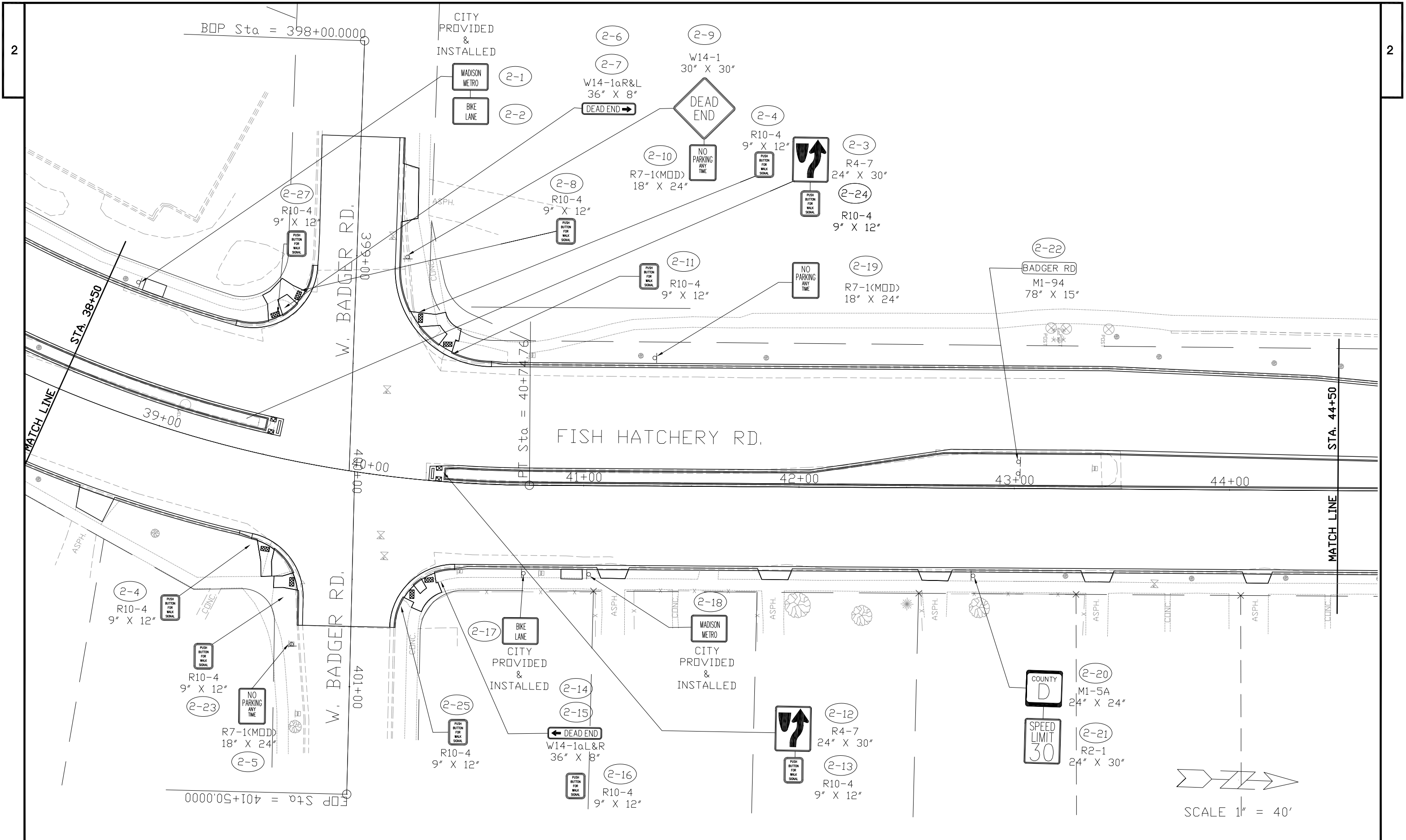


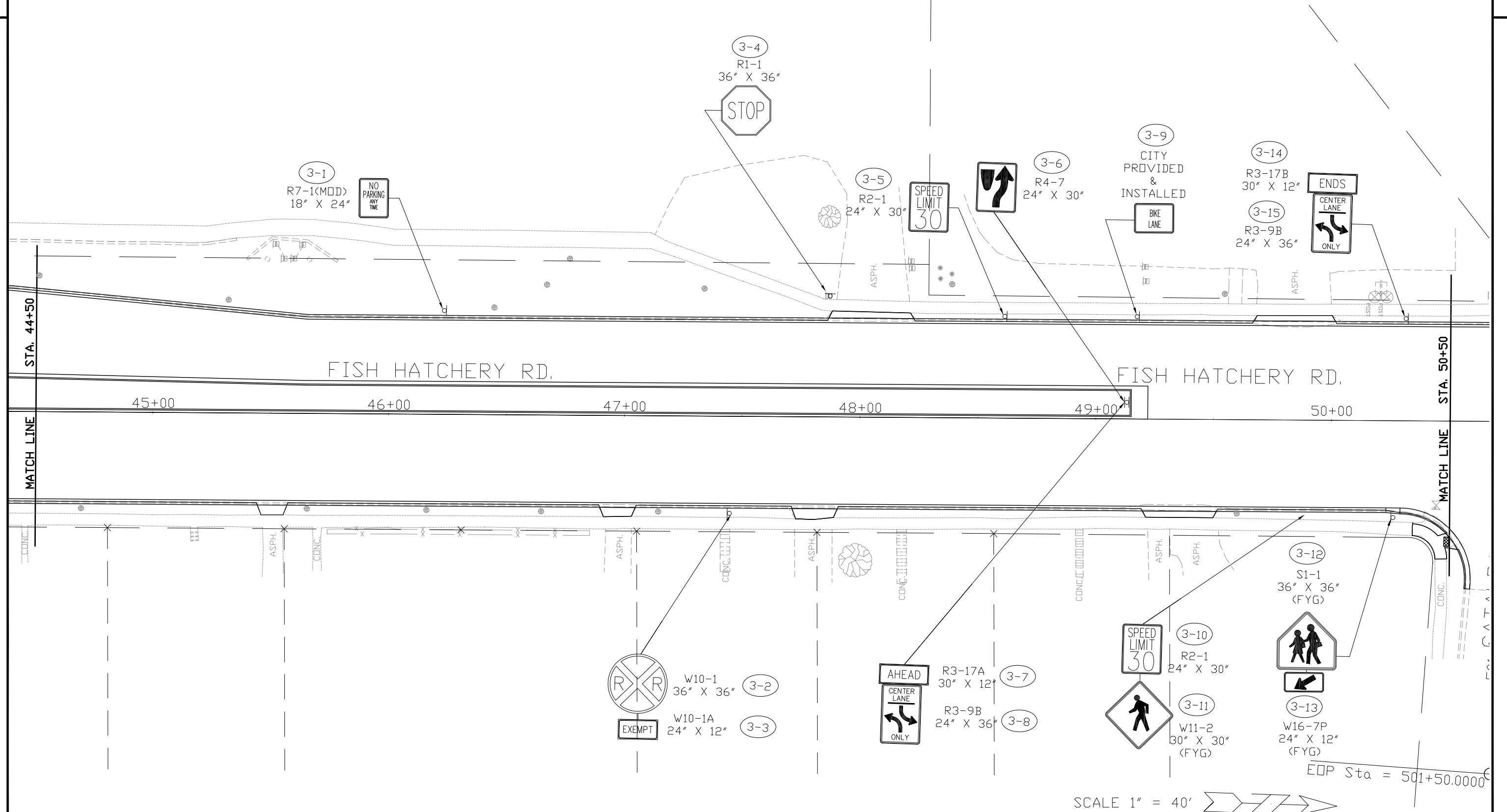
NOTE:
 SEE S.D.D. - BARRICADES AND SIGNS FOR MAINLINE CLOSURES AND
 S.D.D. - DETOUR SIGNING FOR MAINLINE CLOSURES, FOR TRAFFIC
 CONTROL DETOUR SIGN PLACEMENT

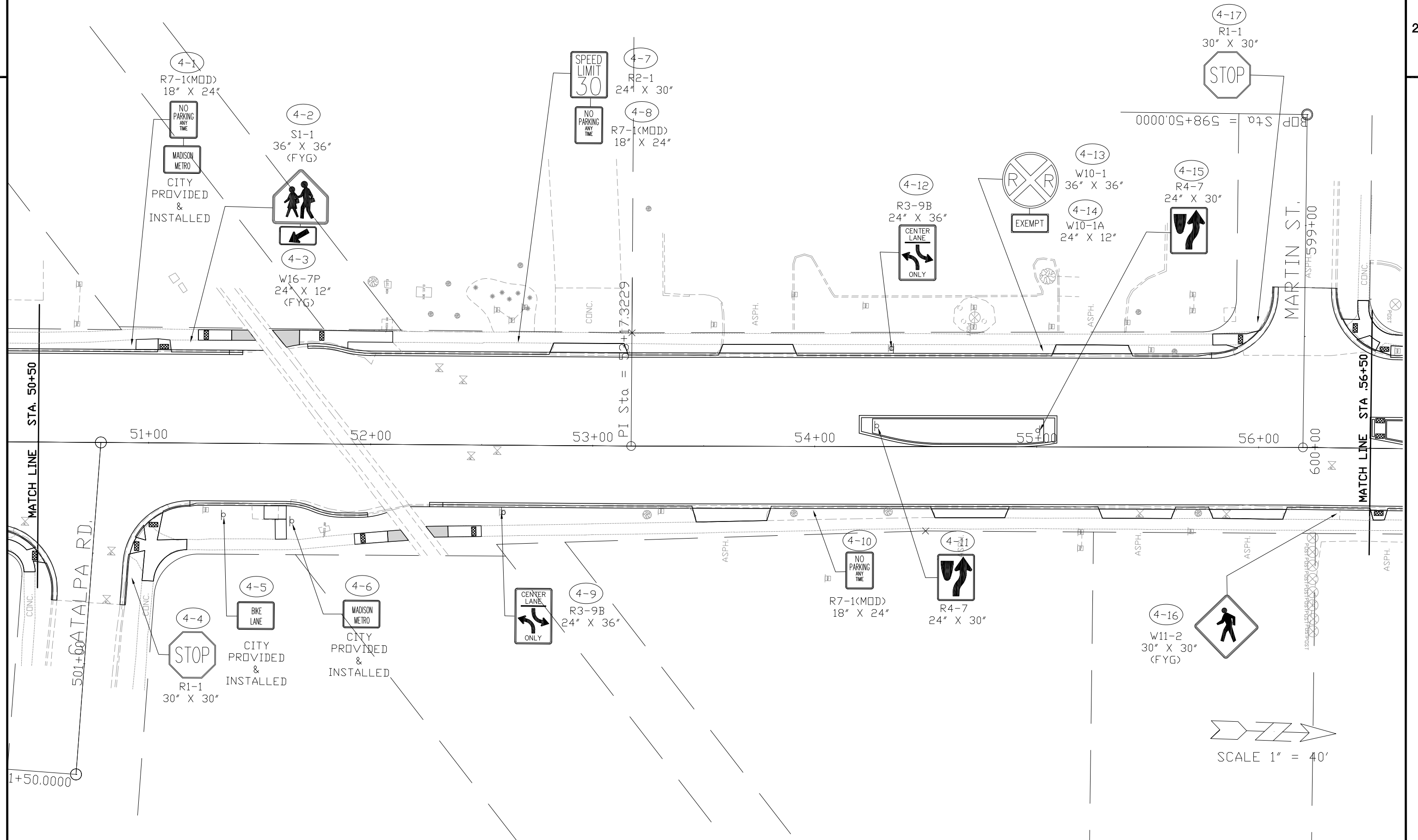
	M1-5A 24"x24"		MO6-1 21"x15"		DETOUR ROUTE
	M3-1 24"x12"		MO6-3 21"x15"		
	M3-3 24"x12"		W20-2A 48"x48"		POST MOUNTED TRAFFIC CONTROL DETOUR SIGN
	M4-8 24"x12"		W20-3A 48"x48"	EXACT LOCATION OF SIGNS, CHANGEABLE MESSAGE BOARDS AND ARROW BOARDS TO BE DETERMINED IN THE FIELD BY ENGINEER.	
	M4-8A 24"x18"		W20-3B 48"x48"		
	MO5-1R 21"x15"				

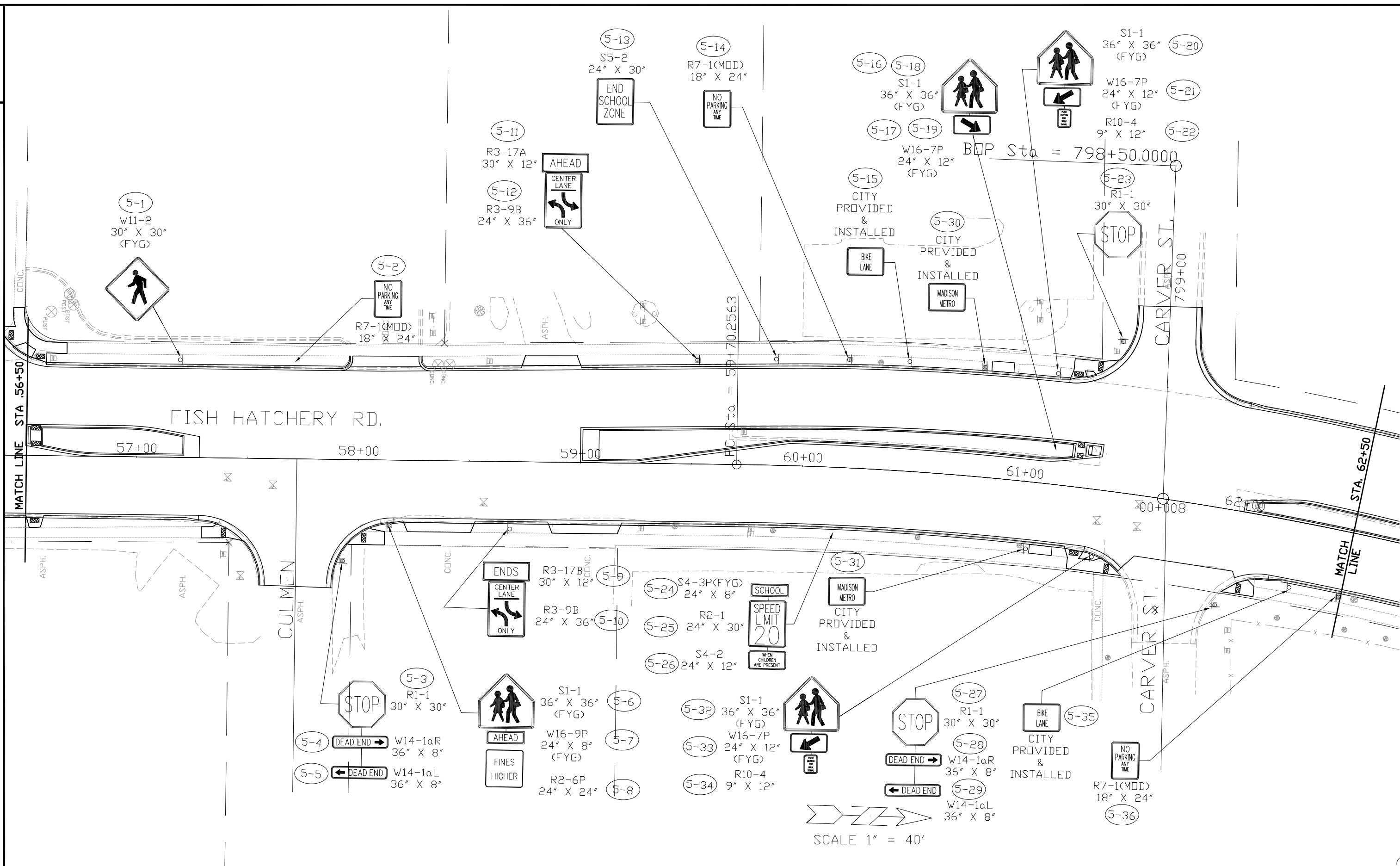
PORTABLE CHANGEABLE
MESSAGE BOARD

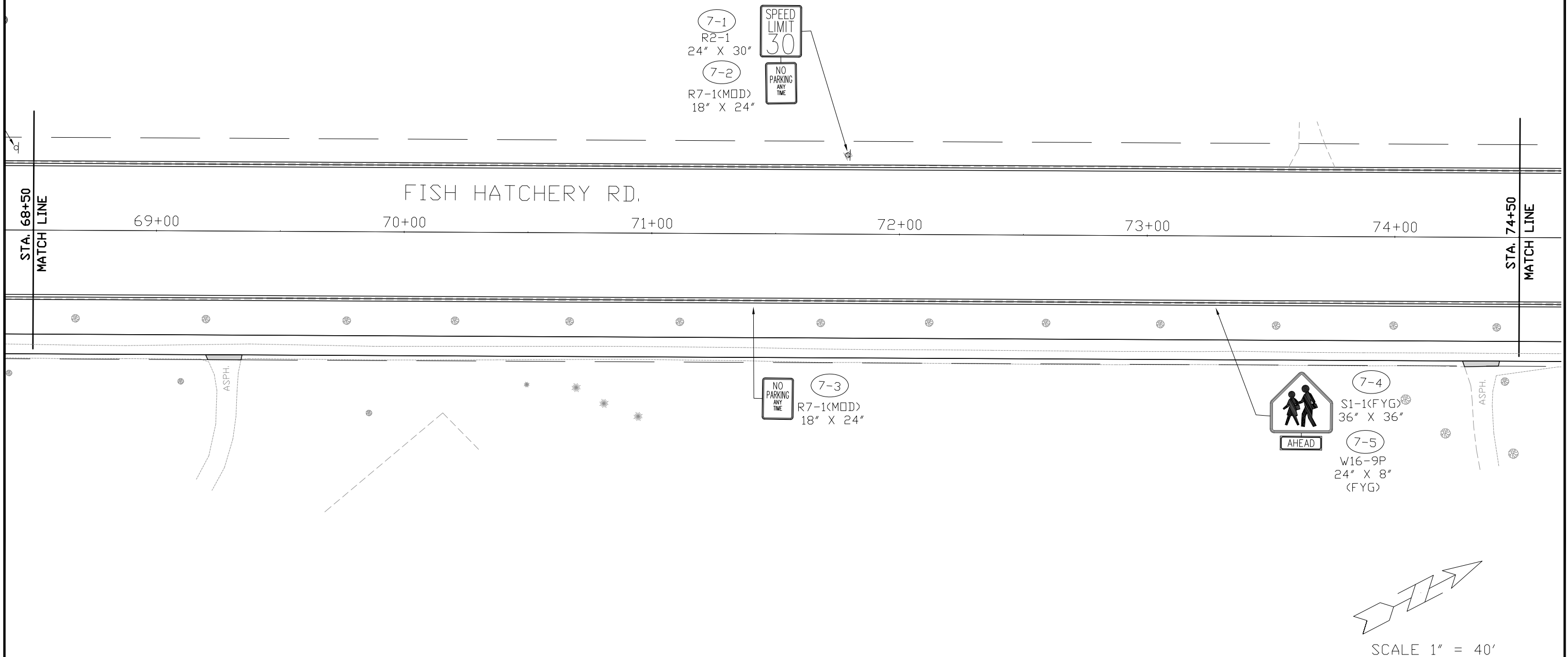


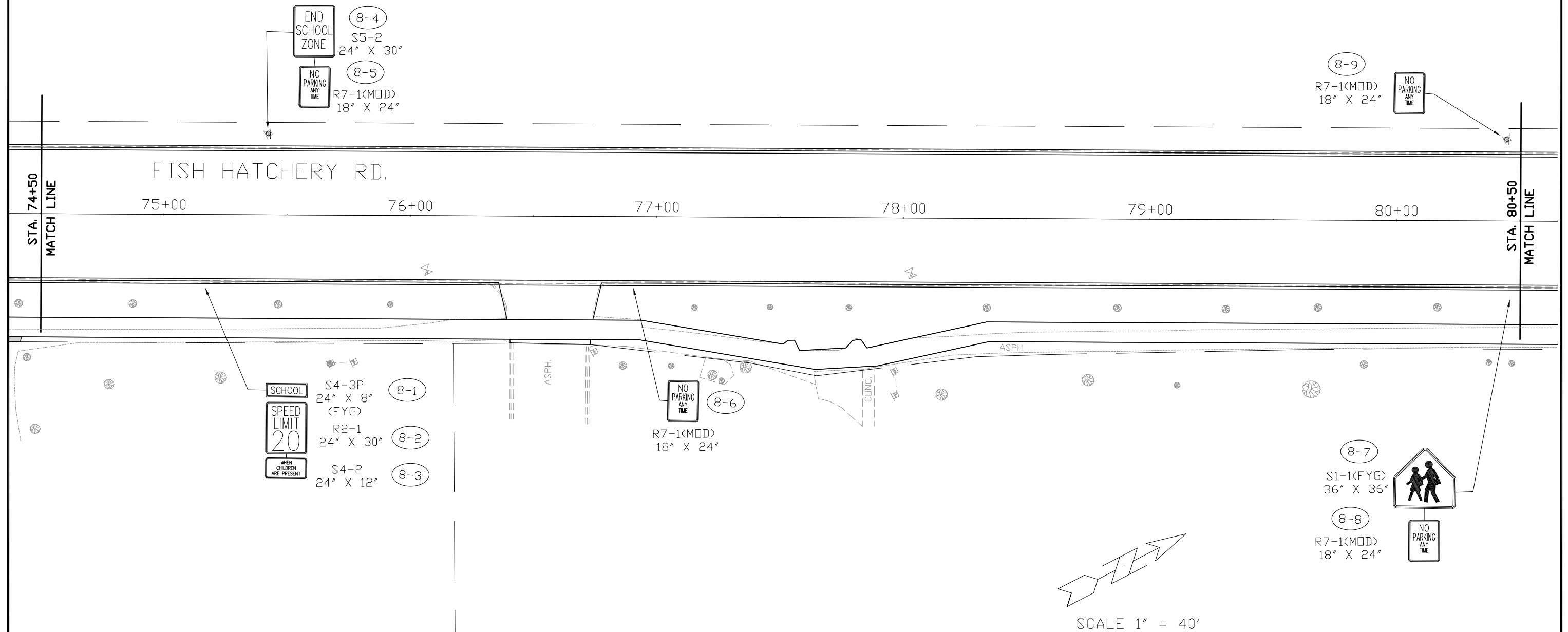


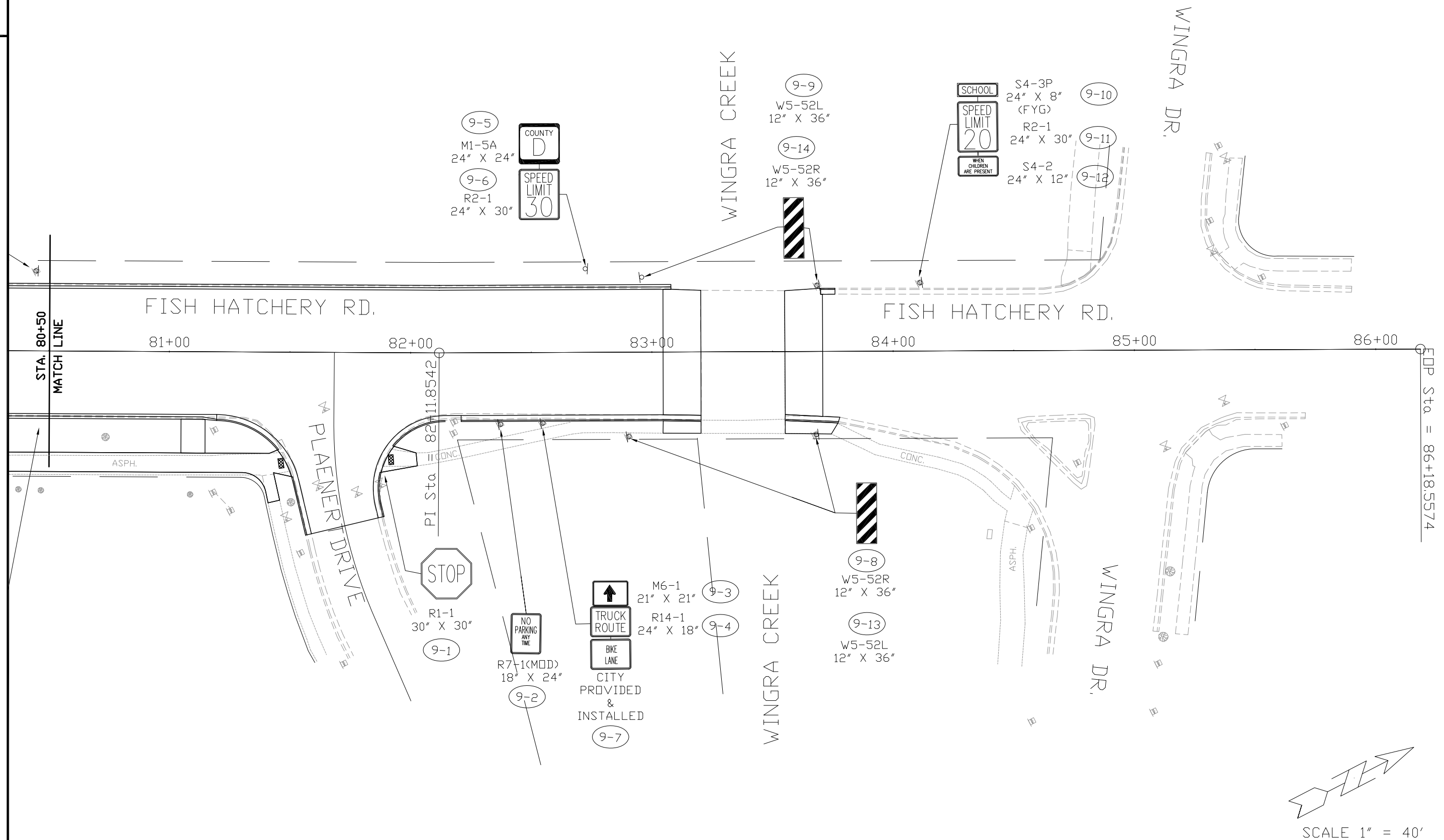












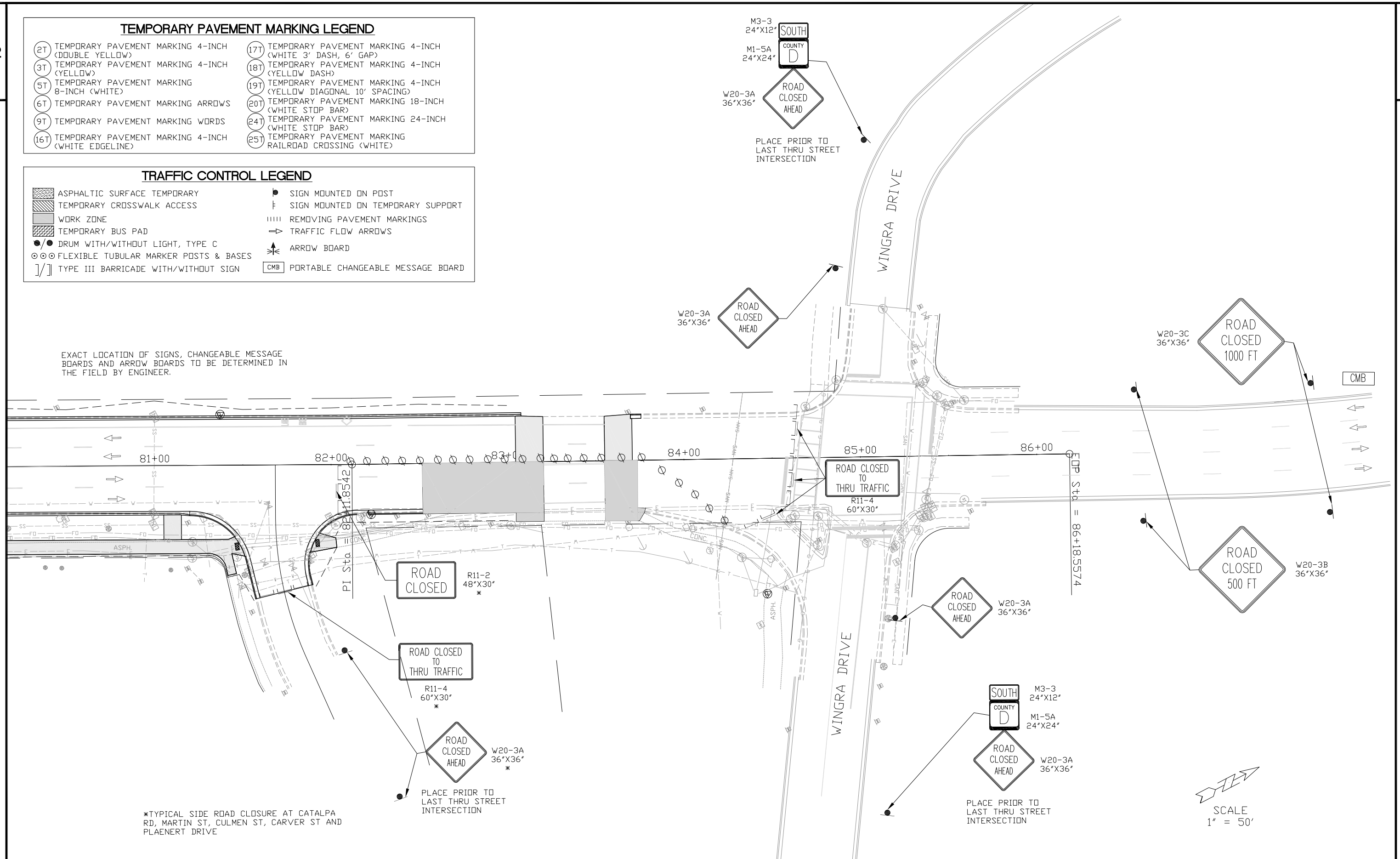
TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10" SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---|---------------------------------------|
| ASPHALTIC SURFACE TEMPORARY | ● SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | ┆ SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | ➔ TRAFFIC FLOW ARROWS |
| ●/● DRUM WITH/WITHOUT LIGHT, TYPE C | ➔ ARROW BOARD |
| ○○○ FLEXIBLE TUBULAR MARKER POSTS & BASES | CMB PORTABLE CHANGEABLE MESSAGE BOARD |
|]/] TYPE III BARRICADE WITH/WITHOUT SIGN | |

EXACT LOCATION OF SIGNS, CHANGEABLE MESSAGE BOARDS AND ARROW BOARDS TO BE DETERMINED IN THE FIELD BY ENGINEER.

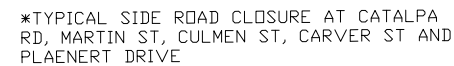


(2T)	TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)	(17T)	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP)
(3T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)	(18T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH)
(5T)	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)	(19T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING)
(6T)	TEMPORARY PAVEMENT MARKING ARROWS	(20T)	TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR)
(9T)	TEMPORARY PAVEMENT MARKING WORDS	(24T)	TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR)
(16T)	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)	(25T)	TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE)

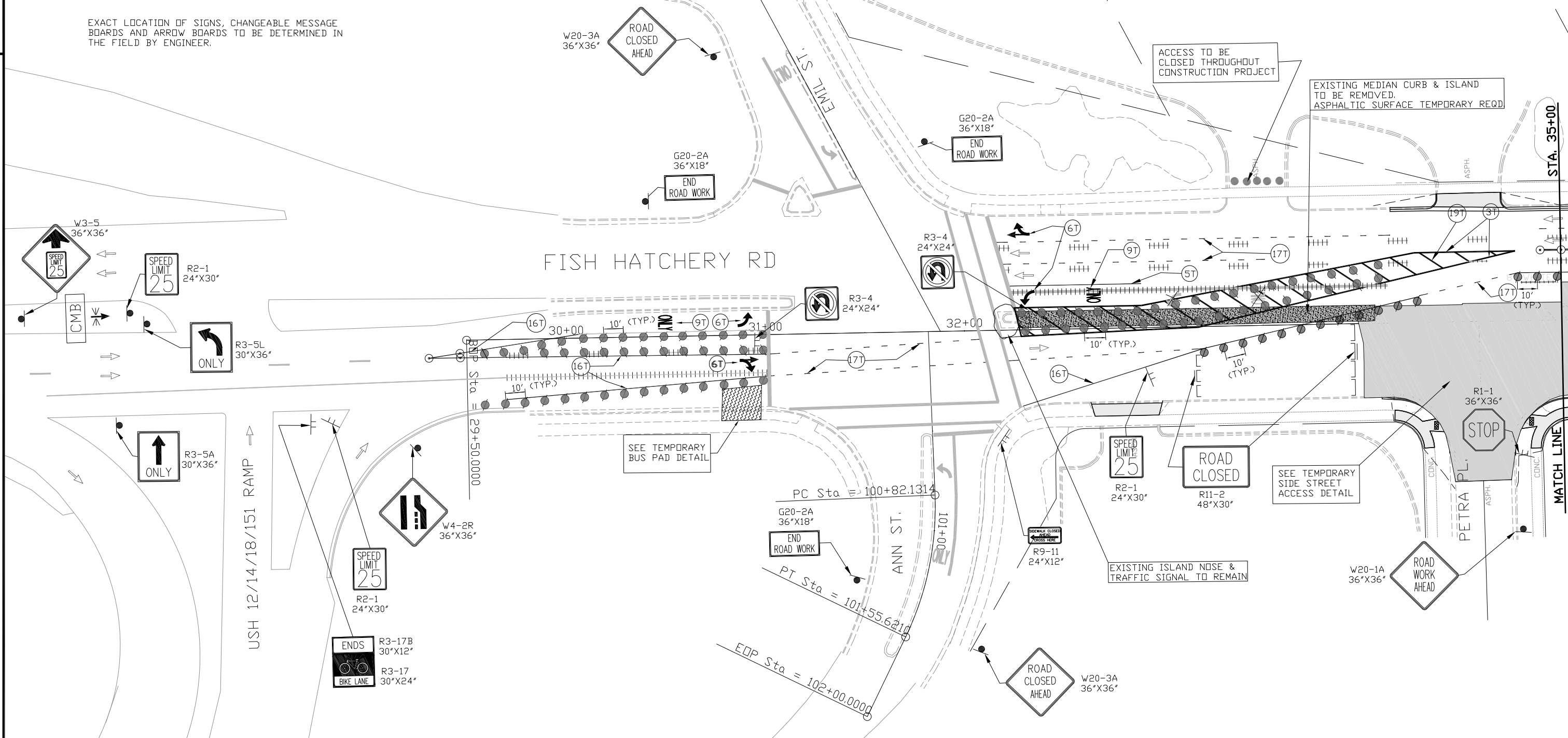
	ASPHALTIC SURFACE TEMPORARY		SIGN MOUNTED ON POST
	TEMPORARY CROSSWALK ACCESS		SIGN MOUNTED ON TEMPORARY SUPPORT
	WORK ZONE		REMOVING PAVEMENT MARKINGS
	TEMPORARY BUS PAD		TRAFFIC FLOW ARROWS
	DRUM WITH/WITHOUT LIGHT, TYPE C		ARROW BOARD
	FLEXIBLE TUBULAR MARKER POSTS & BASES		PORTABLE CHANGEABLE MESSAGE BOARD
	TYPE III BARRICADE WITH/WITHOUT SIGN		

EXACT LOCATION OF SIGNS, CHANGEABLE MESSAGE
BOARDS AND ARROW BOARDS TO BE DETERMINED IN
THE FIELD BY ENGINEER.

ASPHALTIC SURFACE TEMPORARY IS REQUIRED FOR THE SOUTHBOUND LANES OF FISH HATCHERY ROAD BETWEEN THE EXISTING CONCRETE PAVEMENT AND THE CONCRETE RAILROAD CROSSING PANELS PRIOR TO STARTING STAGE 2 CONSTRUCTION.



EXACT LOCATION OF SIGNS, CHANGEABLE MESSAGE
BOARDS AND ARROW BOARDS TO BE DETERMINED IN
THE FIELD BY ENGINEER.

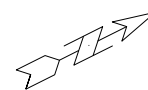


TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---------------------------------------|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
| TYPE III BARRICADE WITH/WITHOUT SIGN | |



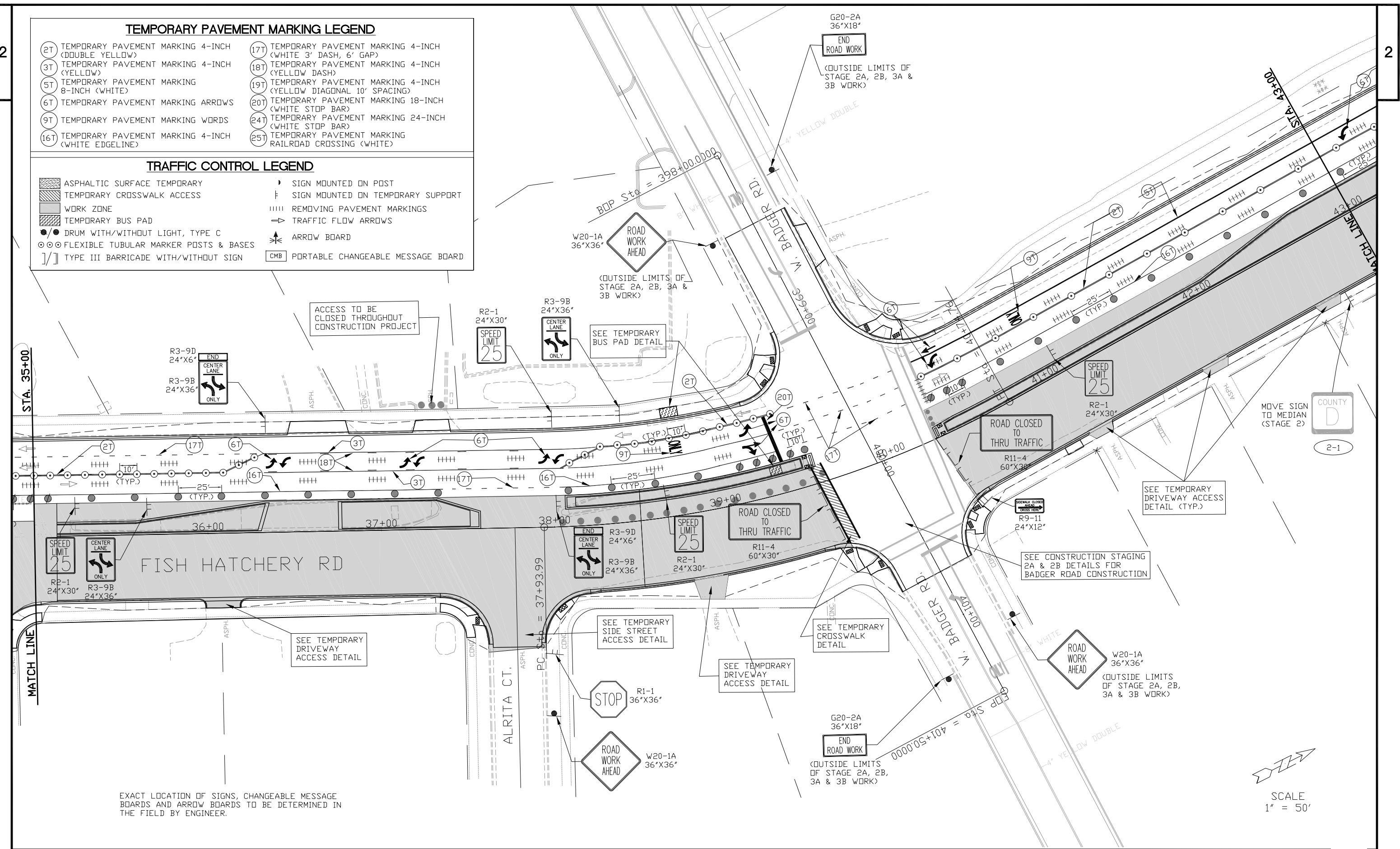
SCALE
1" = 50'

TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

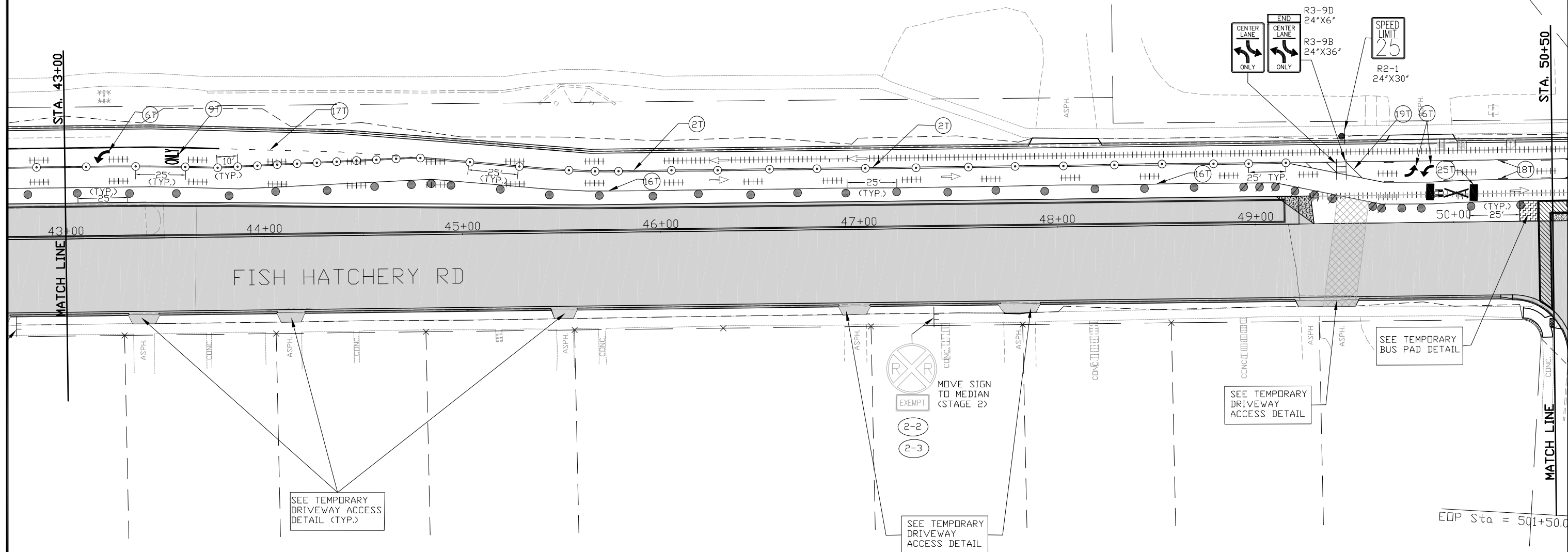
- | | |
|---------------------------------------|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
| TYPE III BARRICADE WITH/WITHOUT SIGN | |



EXACT LOCATION OF SIGNS, CHANGEABLE MESSAGE BOARDS AND ARROW BOARDS TO BE DETERMINED IN THE FIELD BY ENGINEER.

SCALE
1" = 50'

EXACT LOCATION OF SIGNS, CHANGEABLE MESSAGE
BOARDS AND ARROW BOARDS TO BE DETERMINED IN
THE FIELD BY ENGINEER.



TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| ●/● DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| ○/○ FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
| [/] TYPE III BARRICADE WITH/WITHOUT SIGN | |

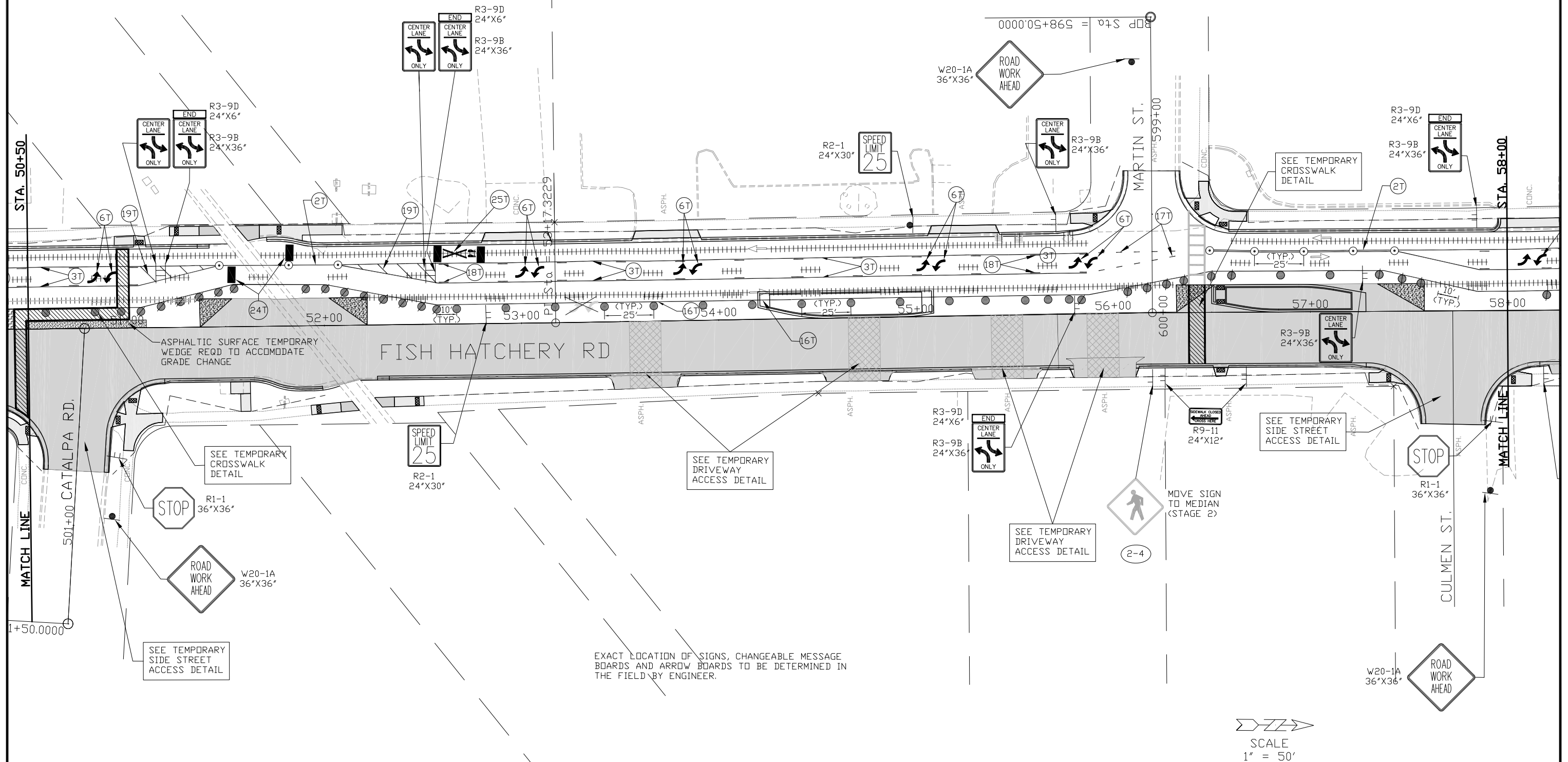
SCALE
1" = 50'

TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---|---------------------------------------|
| ASPH. ASPHALTIC SURFACE TEMPORARY | ▶ SIGN MOUNTED ON POST |
| TEMP. TEMPORARY CROSSWALK ACCESS | ⌵ SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMP. TEMPORARY BUS PAD | ⇒ TRAFFIC FLOW ARROWS |
| ●/● DRUM WITH/WITHOUT LIGHT, TYPE C | ↗ ARROW BOARD |
| ○ ○ ○ FLEXIBLE TUBULAR MARKER POSTS & BASES | CMB PORTABLE CHANGEABLE MESSAGE BOARD |
| [/] TYPE III BARRICADE WITH/WITHOUT SIGN | |

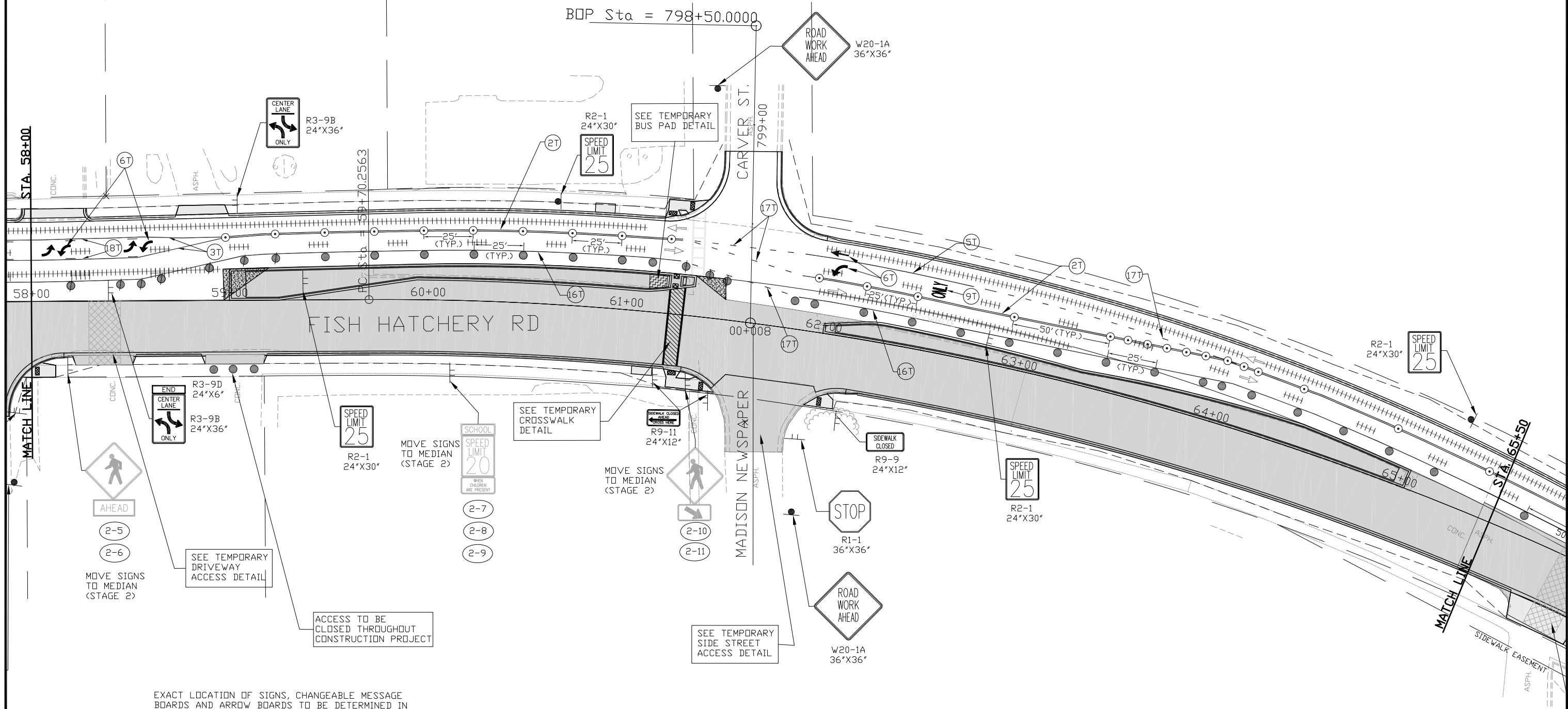


TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---------------------------------------|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
| TYPE III BARRICADE WITH/WITHOUT SIGN | |



EXACT LOCATION OF SIGNS, CHANGEABLE MESSAGE BOARDS AND ARROW BOARDS TO BE DETERMINED IN THE FIELD BY ENGINEER.

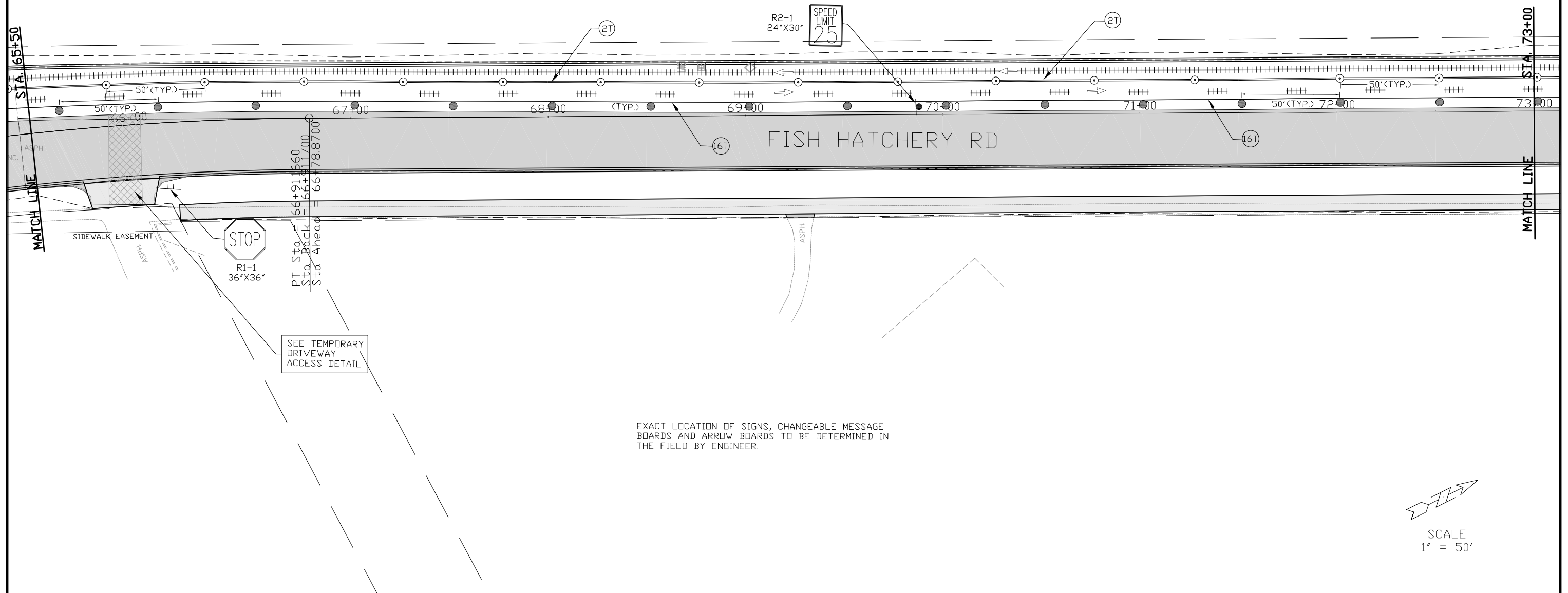
SCALE
1" = 50'

TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|---|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGE LINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---------------------------------------|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
| TYPE III BARRICADE WITH/WITHOUT SIGN | |

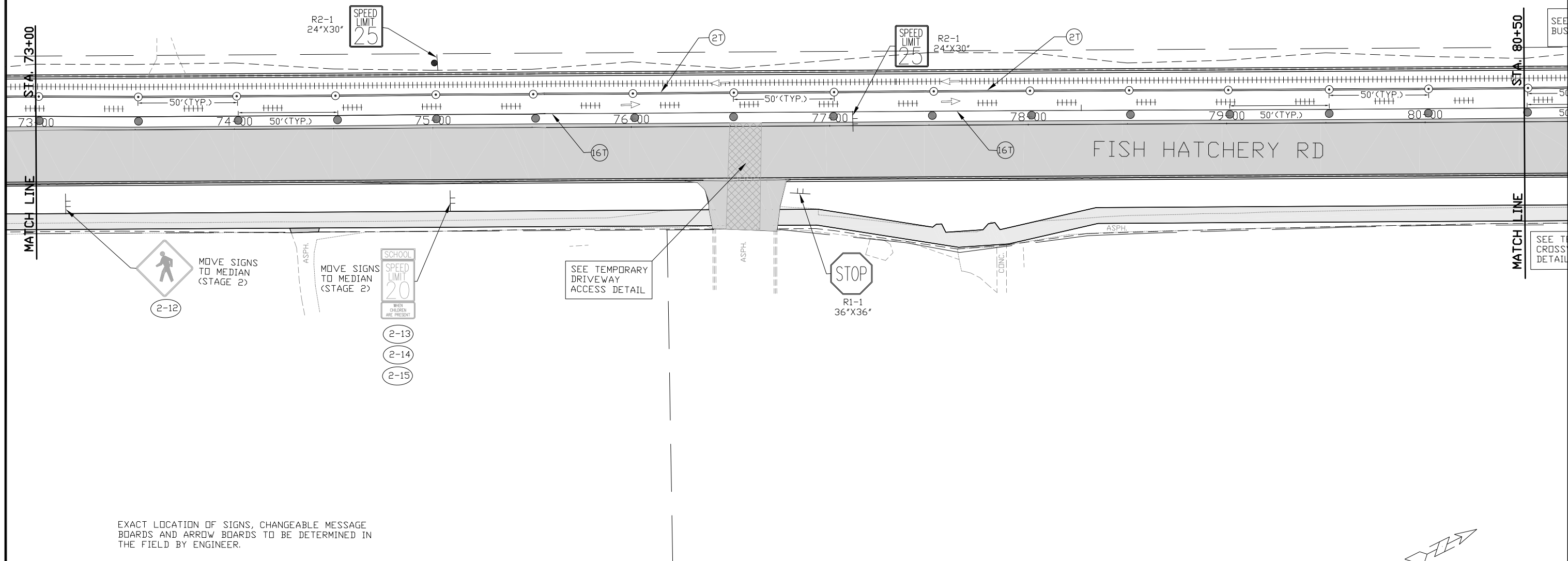


TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

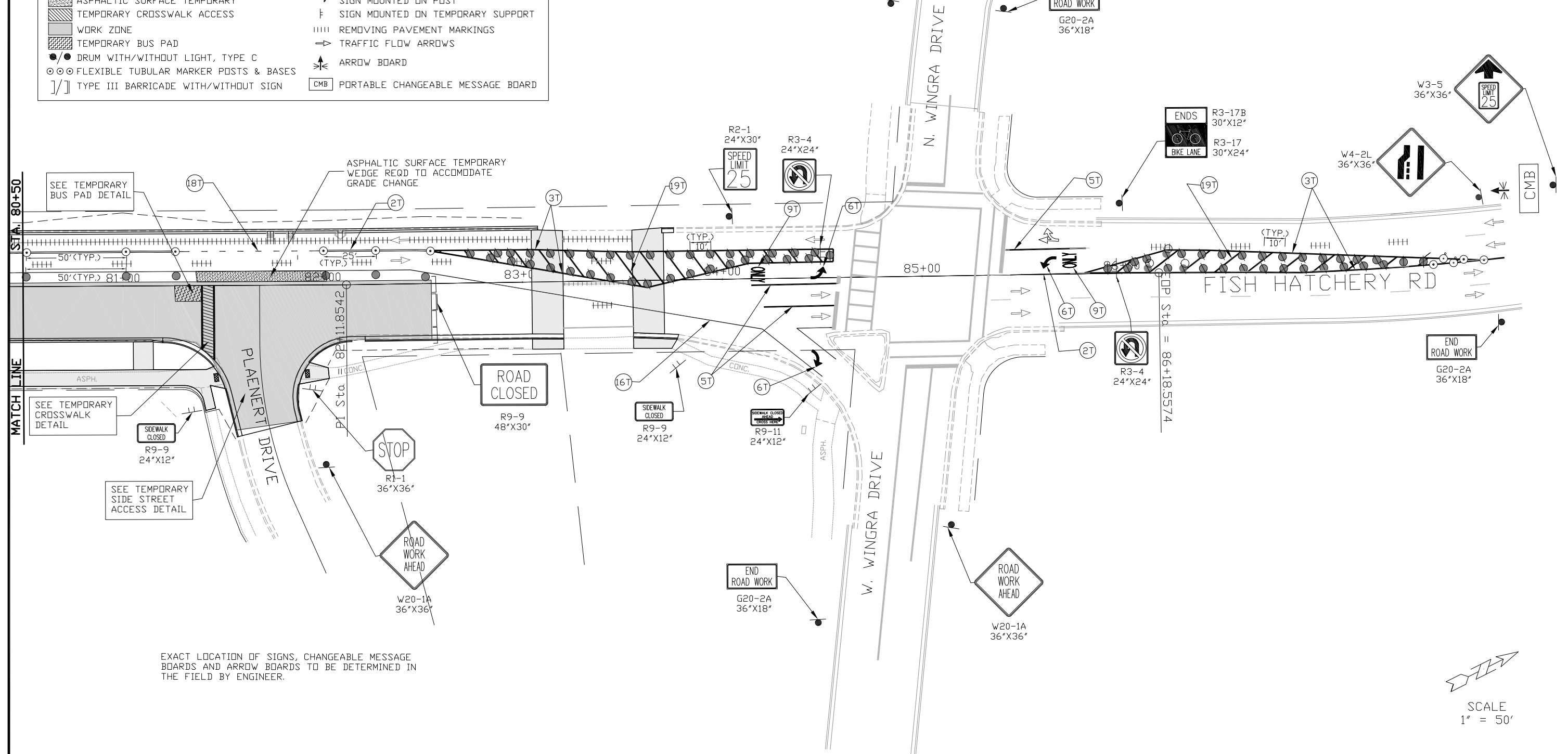
- | | |
|---------------------------------------|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
| TYPE III BARRICADE WITH/WITHOUT SIGN | |

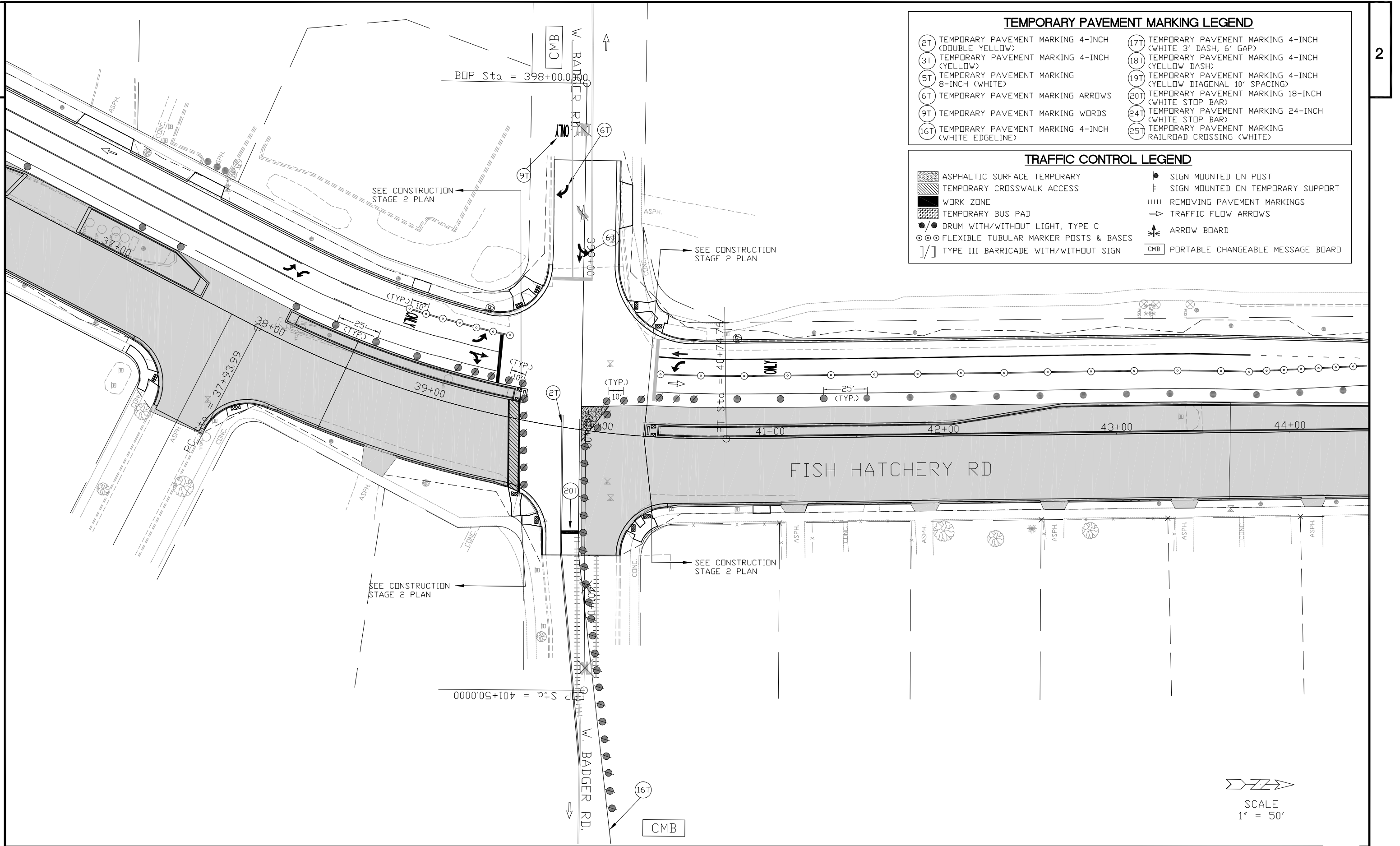


SCALE
1" = 50'

(2T)	TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)	(17T)	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP)
(3T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)	(18T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH)
(5T)	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)	(19T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING)
(6T)	TEMPORARY PAVEMENT MARKING ARROWS	(20T)	TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR)
(9T)	TEMPORARY PAVEMENT MARKING WORDS	(24T)	TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR)
(16T)	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)	(25T)	TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE)

	ASPHALTIC SURFACE TEMPORARY		SIGN MOUNTED ON POST
	TEMPORARY CROSSWALK ACCESS		SIGN MOUNTED ON TEMPORARY SUPPORT
	WORK ZONE		REMOVING PAVEMENT MARKINGS
	TEMPORARY BUS PAD		TRAFFIC FLOW ARROWS
	DRUM WITH/WITHOUT LIGHT, TYPE C		ARROW BOARD
	FLEXIBLE TUBULAR MARKER POSTS & BASES		PORTABLE CHANGEABLE MESSAGE BOARD
	TYPE III BARRICADE WITH/WITHOUT SIGN		

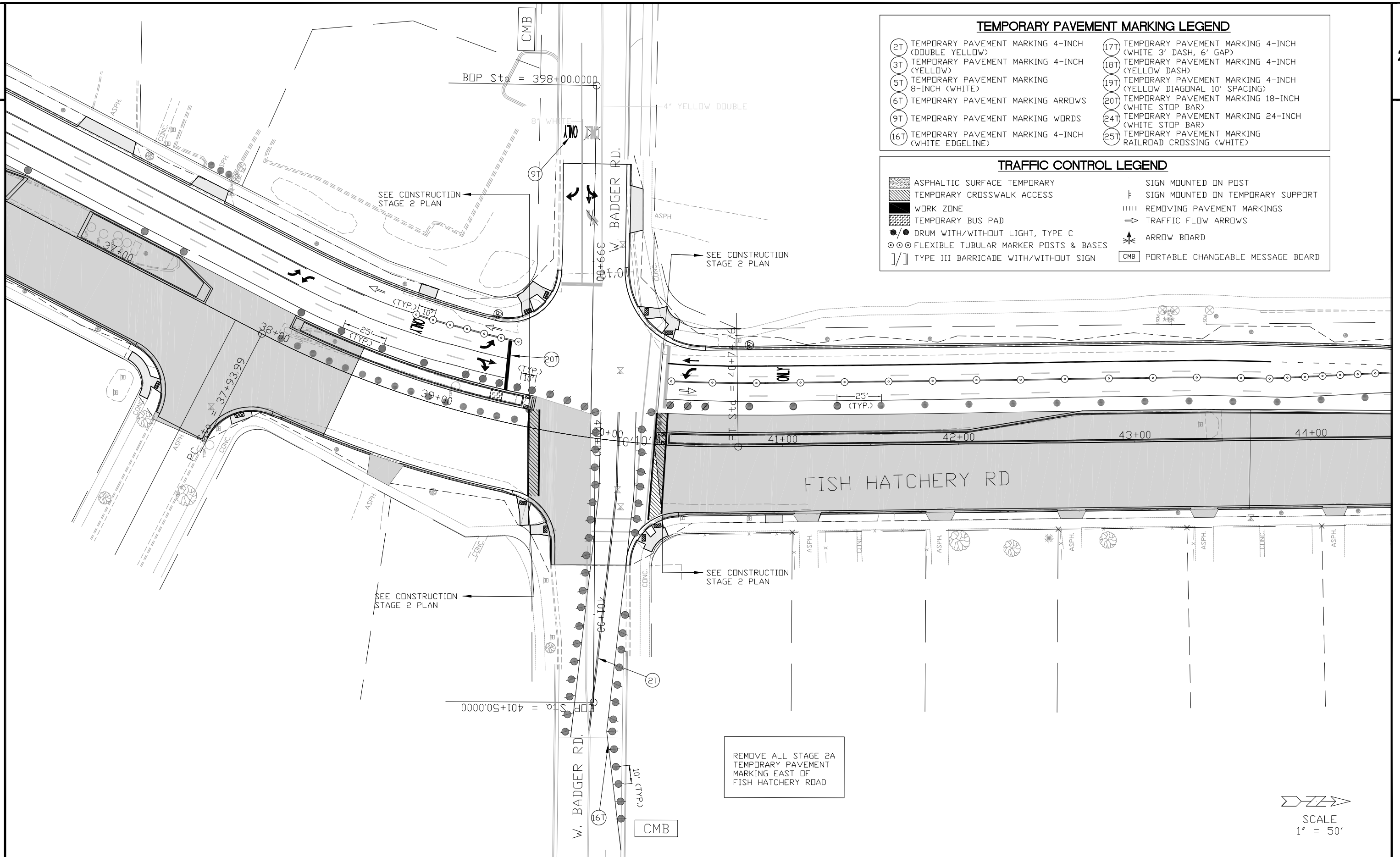




TEMPORARY PAVEMENT MARKING LEGEND			
(2T)	TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)	(17T)	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP)
(3T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)	(18T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH)
(5T)	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)	(19T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING)
(6T)	TEMPORARY PAVEMENT MARKING ARROWS	(20T)	TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR)
(9T)	TEMPORARY PAVEMENT MARKING WORDS	(24T)	TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR)
(16T)	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGETLINE)	(25T)	TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE)

TRAFFIC CONTROL LEGEND			
[Pattern]	ASPHALTIC SURFACE TEMPORARY	[Symbol]	SIGN MOUNTED ON POST
[Pattern]	TEMPORARY CROSSWALK ACCESS	[Symbol]	SIGN MOUNTED ON TEMPORARY SUPPORT
[Pattern]	WORK ZONE	[Symbol]	REMOVING PAVEMENT MARKINGS
[Pattern]	TEMPORARY BUS PAD	[Symbol]	TRAFFIC FLOW ARROWS
[Symbol]	DRUM WITH/WITHOUT LIGHT, TYPE C	[Symbol]	ARROW BOARD
[Symbol]	FLEXIBLE TUBULAR MARKER POSTS & BASES	[Symbol]	PORTABLE CHANGEABLE MESSAGE BOARD
[Symbol]	TYPE III BARRICADE WITH/WITHOUT SIGN		

SCALE
1" = 50'



EXACT LOCATION OF SIGNS, CHANGEABLE MESSAGE
BOARDS AND ARROW BOARDS TO BE DETERMINED IN
THE FIELD BY ENGINEER.

W20-3A
36"X36"

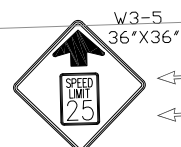


G20-2A
36"X18"
END
ROAD WORK

ACCESS TO BE
CLOSED THROUGHOUT
CONSTRUCTION PROJECT

SEE TEMPORARY
DRIVEWAY
ACCESS DETAIL

STA. 35+00



SPEED
LIMIT
25

R2-1
24"X30"



R3-5L
30"X36"



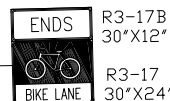
R3-5A
30"X36"

USH 12/14/18/151 RAMP



SPEED
LIMIT
25

R2-1
24"X30"



R3-17B
30"X12"

R3-17
30"X24"

FISH HATCHERY RD

R3-4
24"X24"



PC Sta = 100+82.1314

G20-2A
36"X18"
END
ROAD WORK

PT Sta = 101+55.6216

EDP Sta = 102+00.0000

ANN ST.

EXISTING ISLAND NOSE &
TRAFFIC SIGNAL TO REMAIN

W20-1A
36"X36"



MATCH LINE

TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---------------------------------------|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
| TYPE III BARRICADE WITH/WITHOUT SIGN | |



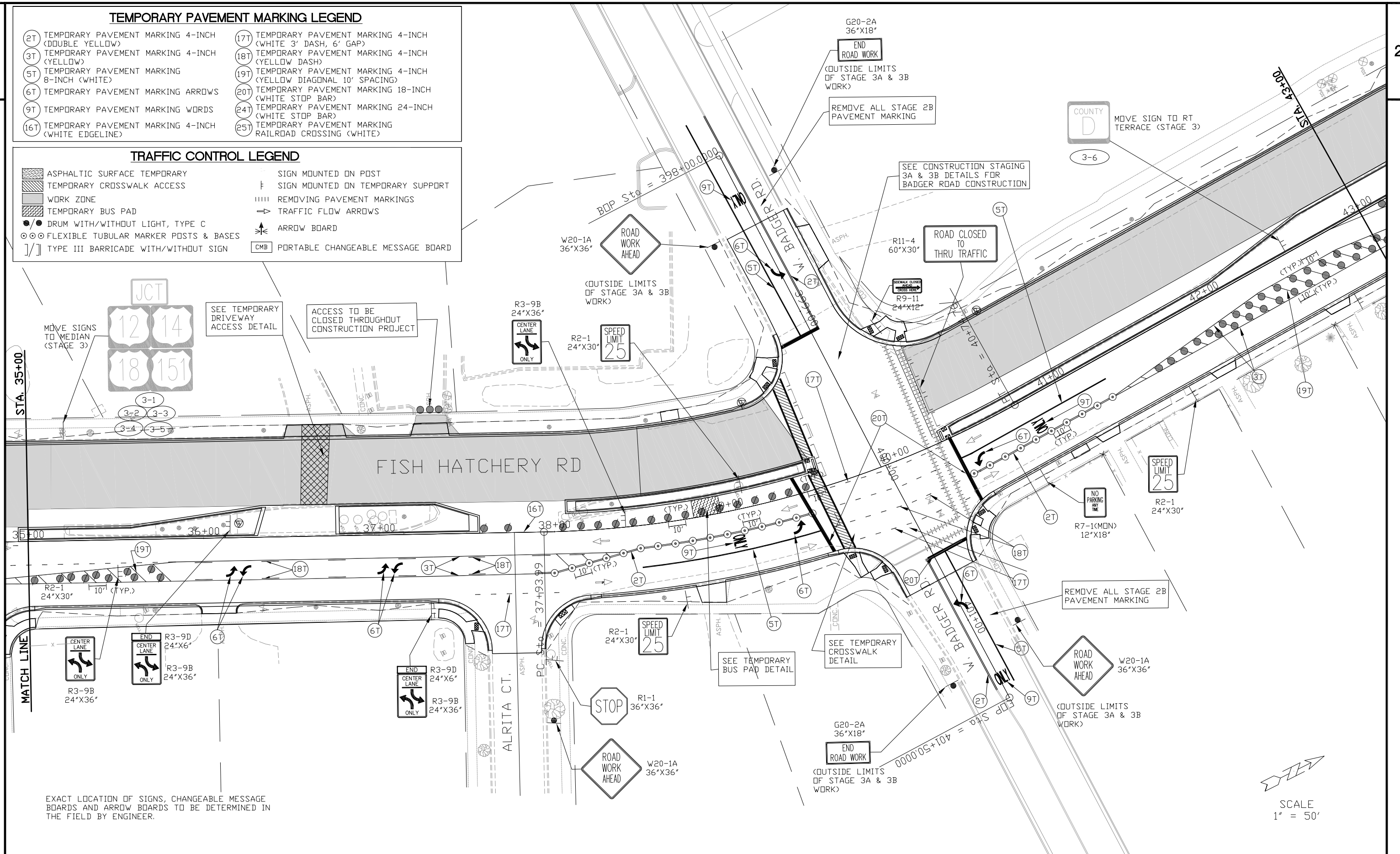
SCALE
1" = 50'

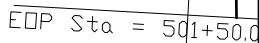
TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| ●/● DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| ○/○ FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
| 1/1 TYPE III BARRICADE WITH/WITHOUT SIGN | |





TRAFFIC CONTROL LEGEND

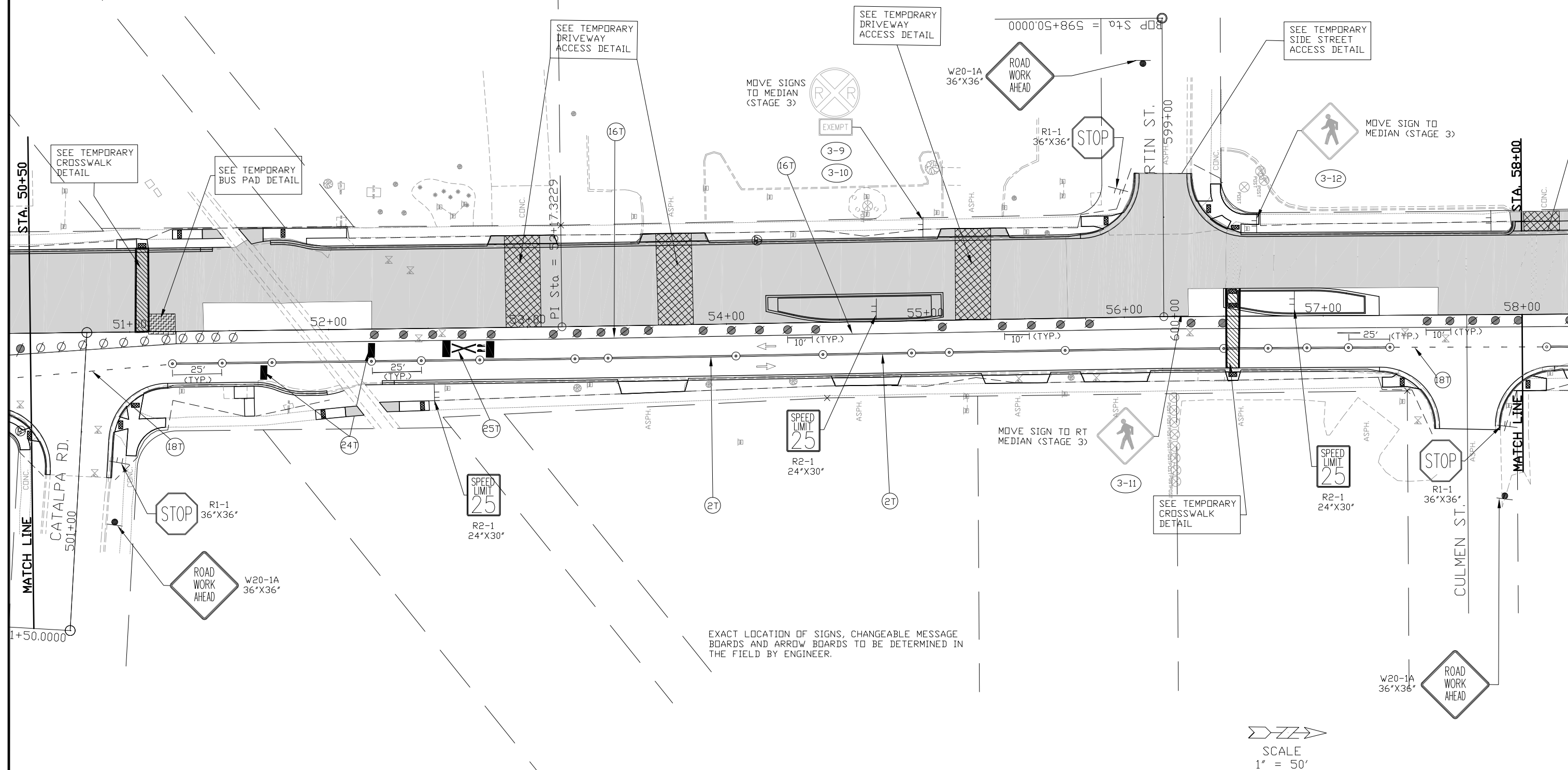
- | | |
|-----|--|
| 17T | TEMPORARY PAVEMENT MARKING 4-INCH
(WHITE 3' DASH, 6' GAP) |
| 18T | TEMPORARY PAVEMENT MARKING 4-INCH
(YELLOW DASH) |
| 19T | TEMPORARY PAVEMENT MARKING 4-INCH
(YELLOW DIAGONAL 10' SPACING) |
| 20T | TEMPORARY PAVEMENT MARKING 18-INCH
(WHITE STOP BAR) |
| 24T | TEMPORARY PAVEMENT MARKING 24-INCH
(WHITE STOP BAR) |
| 25T | TEMPORARY PAVEMENT MARKING
RAILROAD CROSSING (WHITE) |

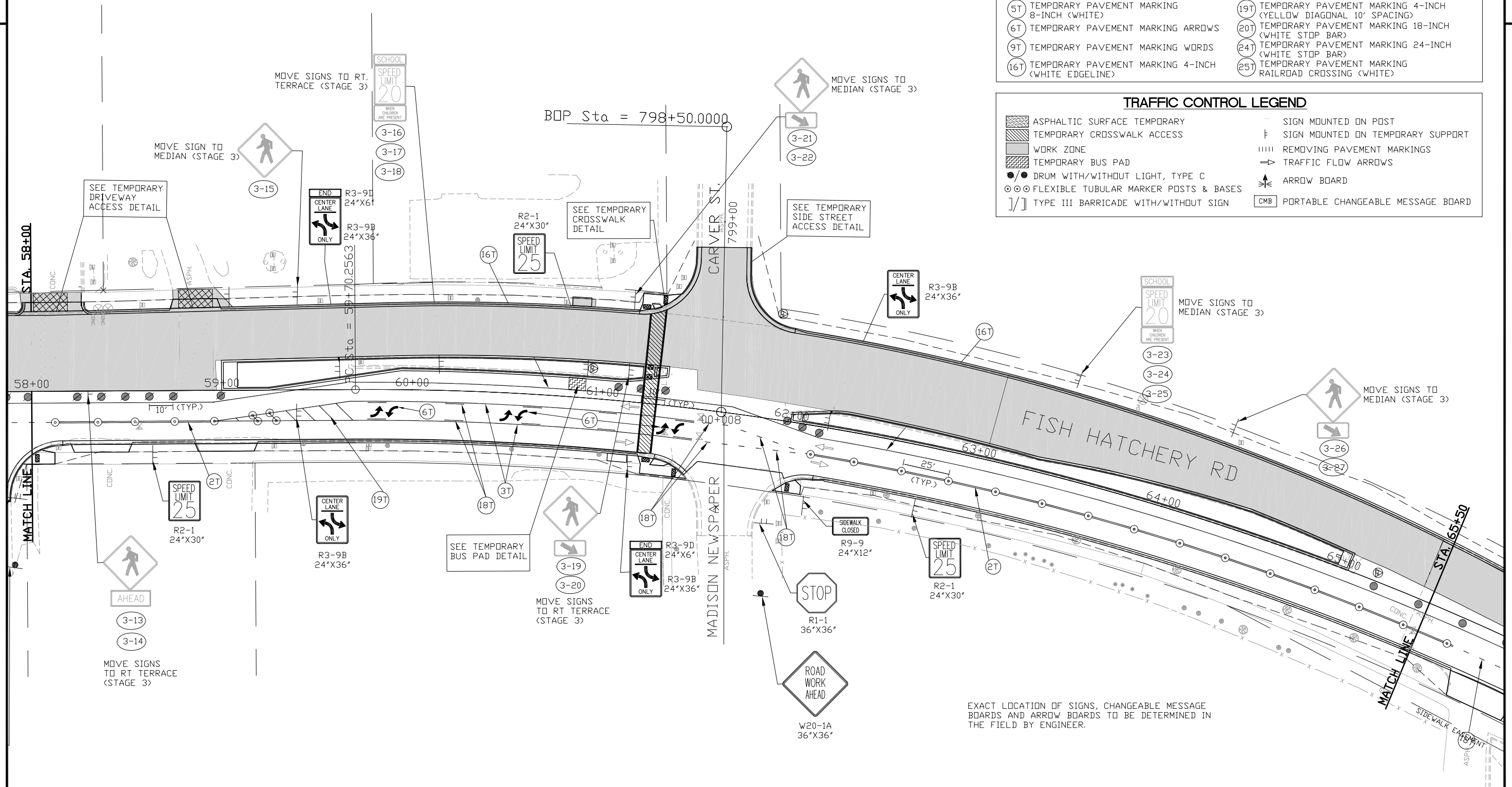
- | | |
|---|-----------------------------------|
| | SIGN MOUNTED ON POST |
| ⌈ | SIGN MOUNTED ON TEMPORARY SUPPORT |
| | REMOVING PAVEMENT MARKINGS |
| ⇒ | TRAFFIC FLOW ARROWS |
| ⤴ | ARROW BOARD |
| CMB | PORTABLE CHANGEABLE MESSAGE BOARD |

SCALE
1" = 50'

TRAFFIC CONTROL LEGEND

- | | | | |
|---|---------------------------------------|---|-----------------------------------|
|  | ASPHALTIC SURFACE TEMPORARY |  | SIGN MOUNTED ON POST |
|  | TEMPORARY CROSSWALK ACCESS |  | SIGN MOUNTED ON TEMPORARY SUPPORT |
|  | WORK ZONE |  | REMOVING PAVEMENT MARKINGS |
|  | TEMPORARY BUS PAD |  | TRAFFIC FLOW ARROWS |
|  | DRUM WITH/WITHOUT LIGHT, TYPE C |  | ARROW BOARD |
|  | FLEXIBLE TUBULAR MARKER POSTS & BASES |  | PORTABLE CHANGEABLE MESSAGE BOARD |
|  | TYPE III BARRICADE WITH/WITHOUT SIGN | | |



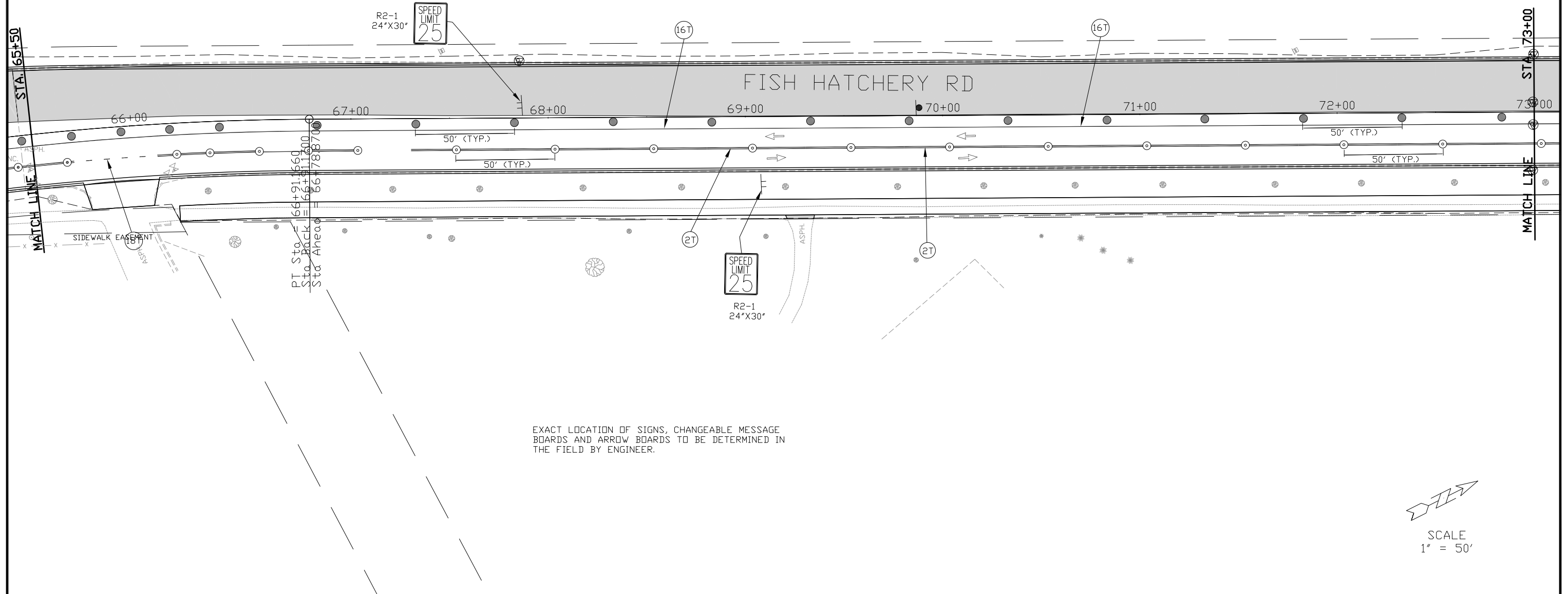


TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|---|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGETLINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|--|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| ●/● DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| ○/○ FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
|] /] TYPE III BARRICADE WITH/WITHOUT SIGN | |

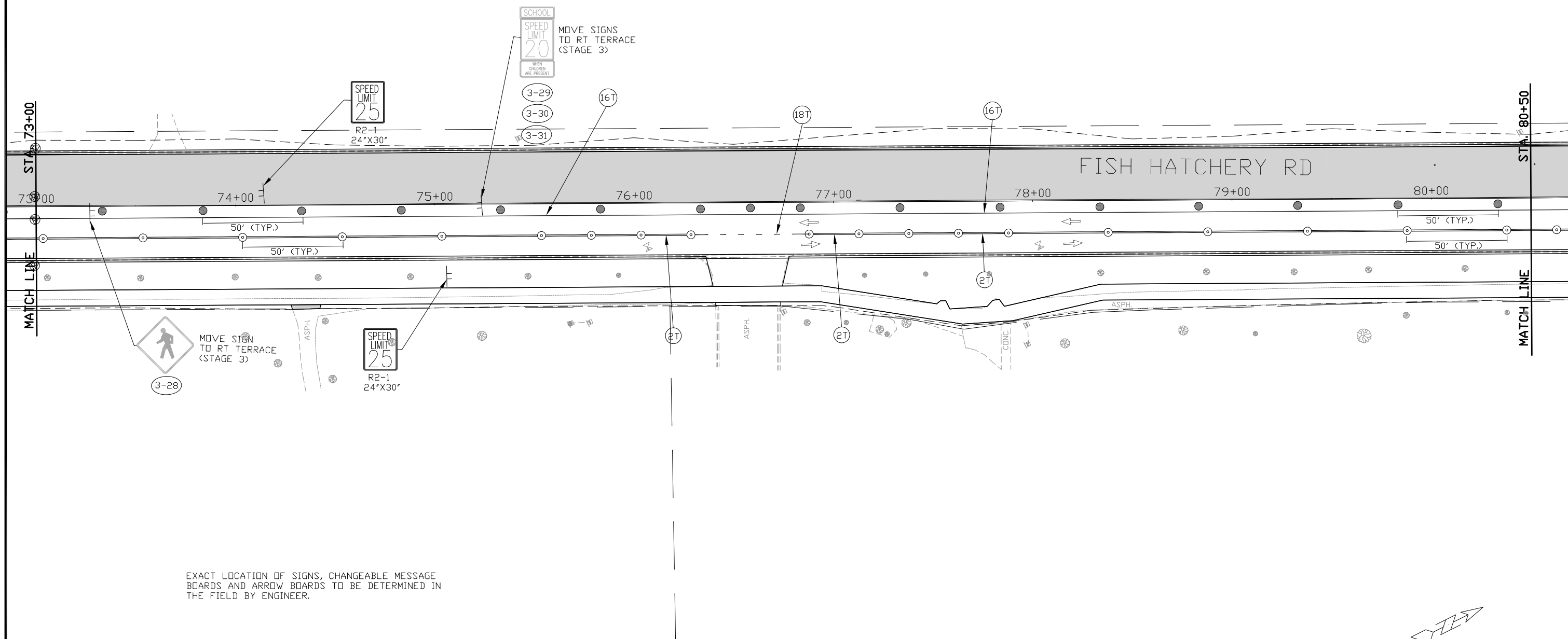


TEMPORARY PAVEMENT MARKING LEGEND

- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---|-----------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| ●/● DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| ○ ○ ○ FLEXIBLE TUBULAR MARKER POSTS & BASES | PORTABLE CHANGEABLE MESSAGE BOARD |
|] /] TYPE III BARRICADE WITH/WITHOUT SIGN | |



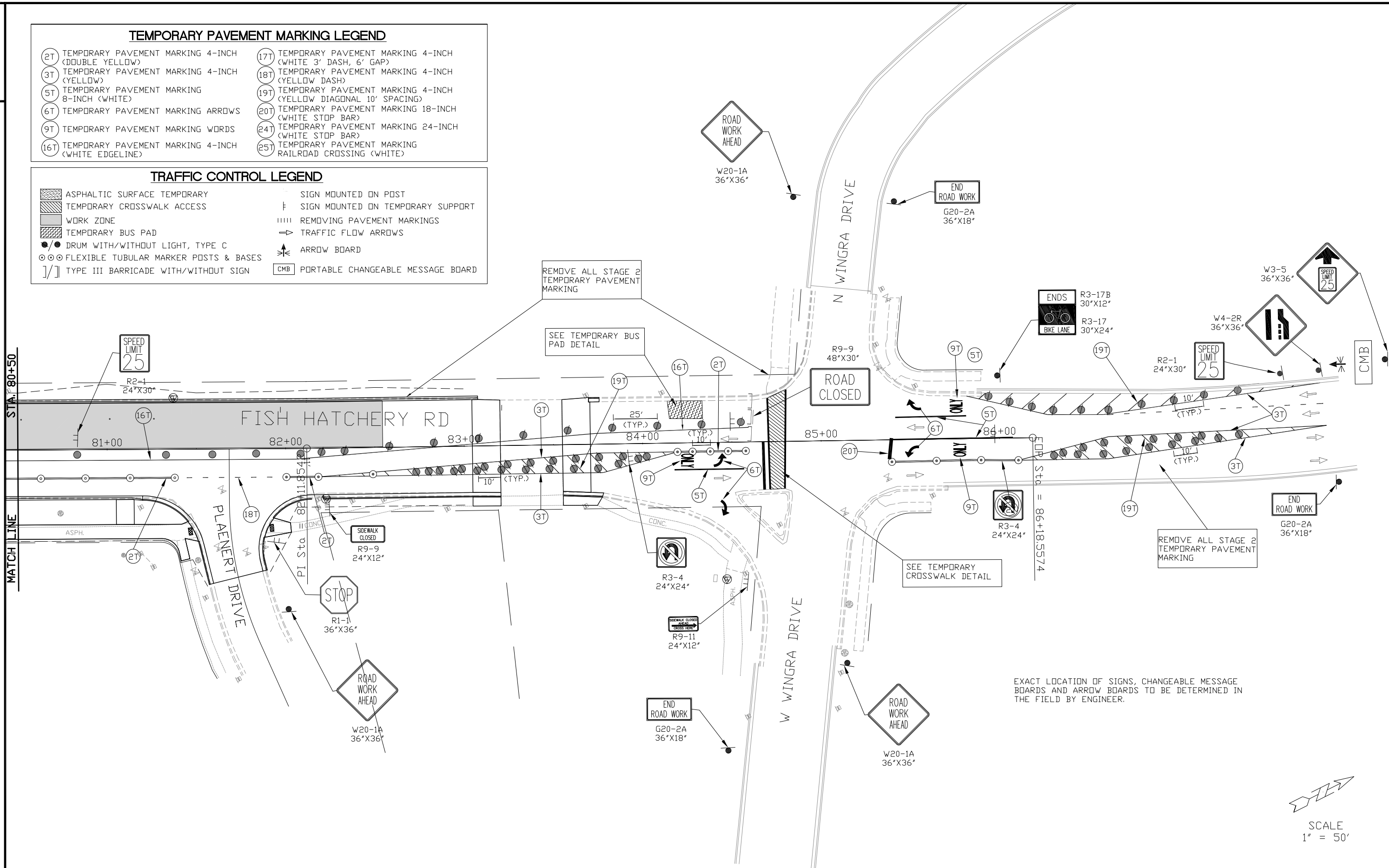
SCALE
1" = 50'

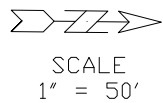
TEMPORARY PAVEMENT MARKING LEGEND

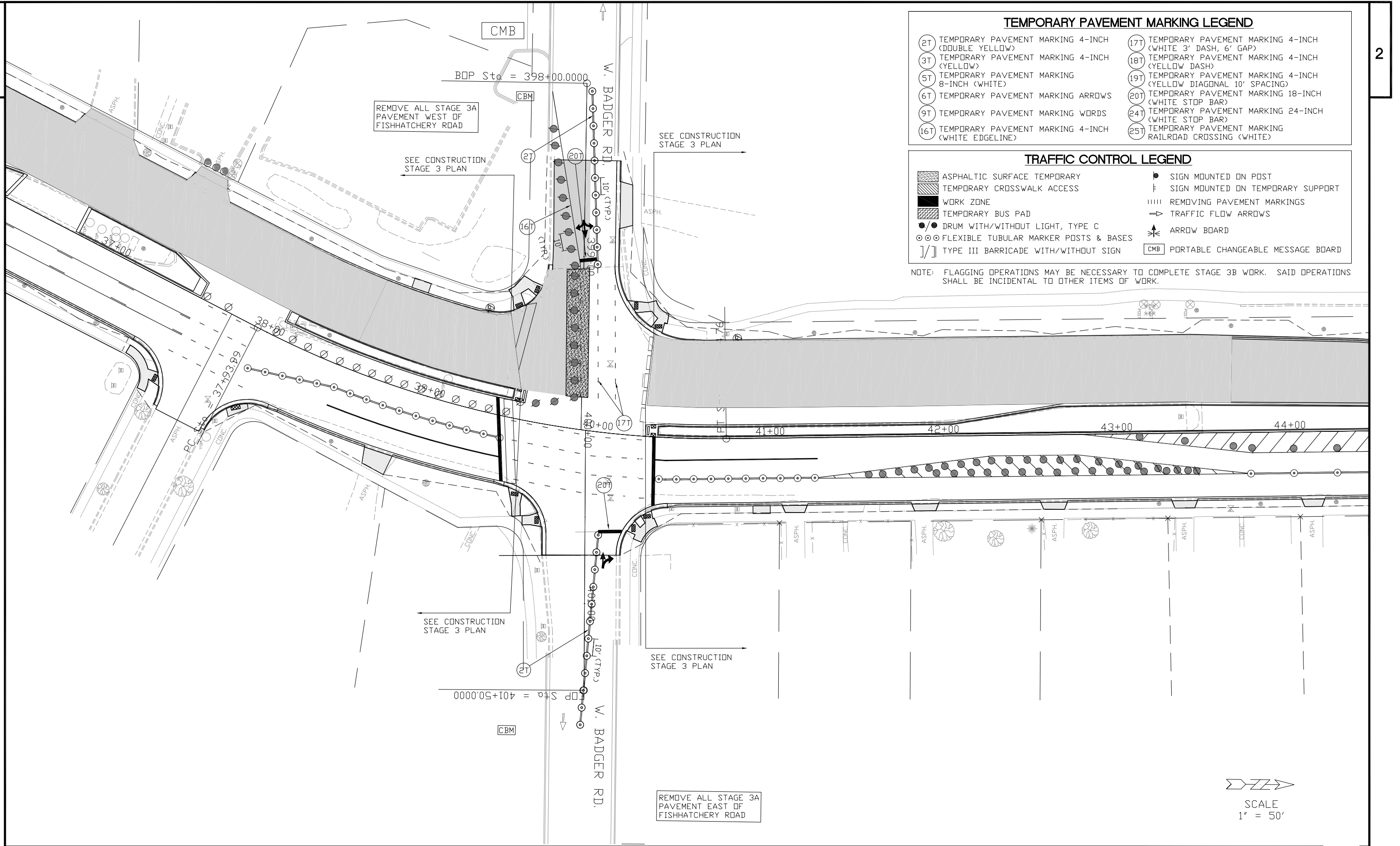
- | | |
|--|---|
| (2T) TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) | (17T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP) |
| (3T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) | (18T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH) |
| (5T) TEMPORARY PAVEMENT MARKING 8-INCH (WHITE) | (19T) TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING) |
| (6T) TEMPORARY PAVEMENT MARKING ARROWS | (20T) TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR) |
| (9T) TEMPORARY PAVEMENT MARKING WORDS | (24T) TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR) |
| (16T) TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE) | (25T) TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE) |

TRAFFIC CONTROL LEGEND

- | | |
|---------------------------------------|---------------------------------------|
| ASPHALTIC SURFACE TEMPORARY | SIGN MOUNTED ON POST |
| TEMPORARY CROSSWALK ACCESS | SIGN MOUNTED ON TEMPORARY SUPPORT |
| WORK ZONE | REMOVING PAVEMENT MARKINGS |
| TEMPORARY BUS PAD | TRAFFIC FLOW ARROWS |
| DRUM WITH/WITHOUT LIGHT, TYPE C | ARROW BOARD |
| FLEXIBLE TUBULAR MARKER POSTS & BASES | CMB PORTABLE CHANGEABLE MESSAGE BOARD |
| TYPE III BARRICADE WITH/WITHOUT SIGN | |





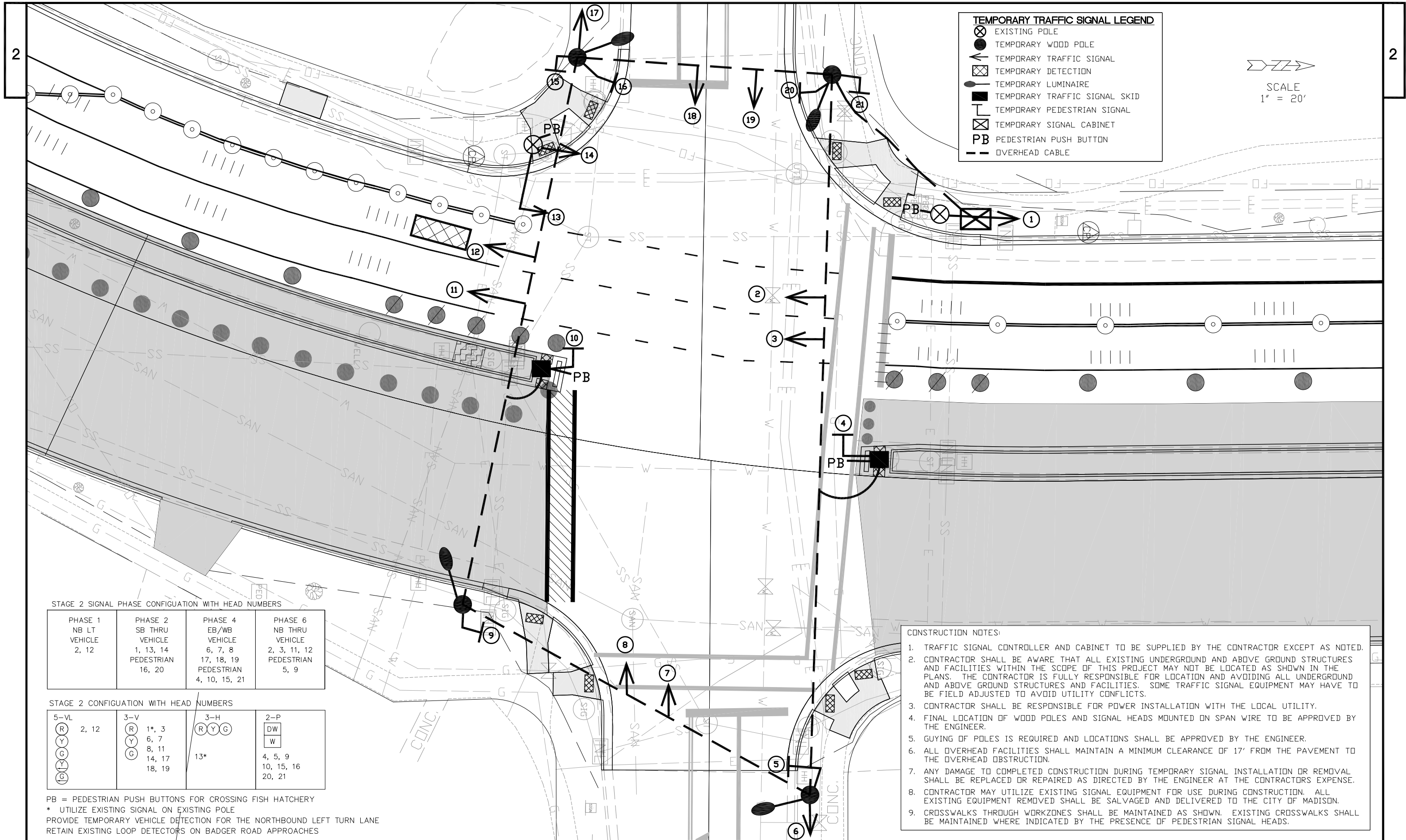


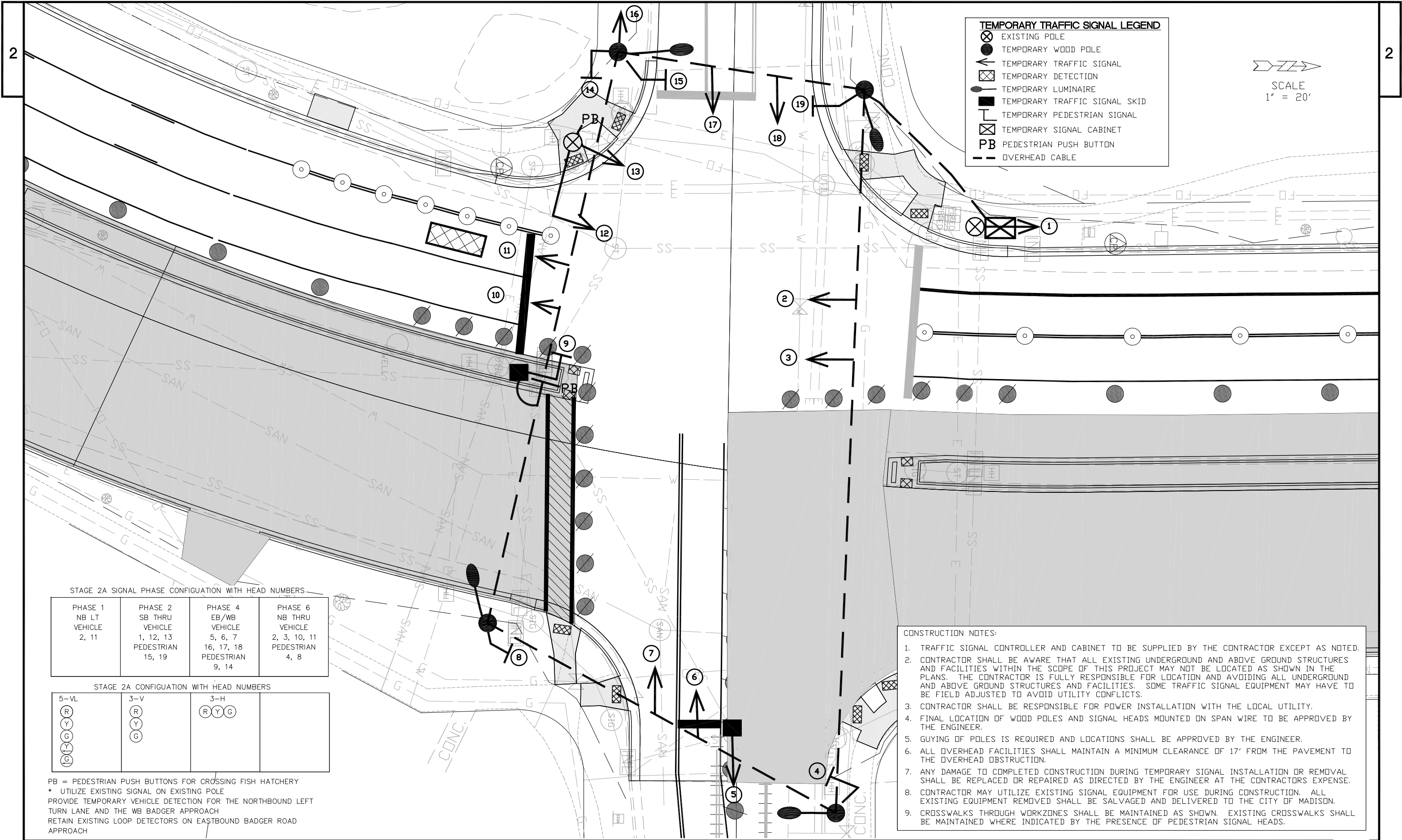
TEMPORARY PAVEMENT MARKING LEGEND			
(2T)	TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW)	(17T)	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE 3' DASH, 6' GAP)
(3T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW)	(18T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DASH)
(5T)	TEMPORARY PAVEMENT MARKING 8-INCH (WHITE)	(19T)	TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW DIAGONAL 10' SPACING)
(6T)	TEMPORARY PAVEMENT MARKING ARROWS	(20T)	TEMPORARY PAVEMENT MARKING 18-INCH (WHITE STOP BAR)
(9T)	TEMPORARY PAVEMENT MARKING WORDS	(24T)	TEMPORARY PAVEMENT MARKING 24-INCH (WHITE STOP BAR)
(16T)	TEMPORARY PAVEMENT MARKING 4-INCH (WHITE EDGELINE)	(25T)	TEMPORARY PAVEMENT MARKING RAILROAD CROSSING (WHITE)

TRAFFIC CONTROL LEGEND			
[Hatched Box]	ASPHALTIC SURFACE TEMPORARY	[Sign on Post]	SIGN MOUNTED ON POST
[Hatched Box]	TEMPORARY CROSSWALK ACCESS	[Sign on Support]	SIGN MOUNTED ON TEMPORARY SUPPORT
[Solid Black Box]	WORK ZONE	[Dashed Line]	REMOVING PAVEMENT MARKINGS
[Hatched Box]	TEMPORARY BUS PAD	[Arrow]	TRAFFIC FLOW ARROWS
[Circle with Dot]	DRUM WITH/WITHOUT LIGHT, TYPE C	[Arrow Board]	ARROW BOARD
[Circle with X]	FLEXIBLE TUBULAR MARKER POSTS & BASES	[CMB]	PORTABLE CHANGEABLE MESSAGE BOARD
[Barricade]	TYPE III BARRICADE WITH/WITHOUT SIGN		

NOTE: FLAGGING OPERATIONS MAY BE NECESSARY TO COMPLETE STAGE 3B WORK. SAID OPERATIONS SHALL BE INCIDENTAL TO OTHER ITEMS OF WORK.

SCALE
1" = 50'





TEMPORARY TRAFFIC SIGNAL LEGEND

- EXISTING POLE
- TEMPORARY WOOD POLE
- TEMPORARY TRAFFIC SIGNAL
- TEMPORARY DETECTION
- TEMPORARY LUMINAIRE
- TEMPORARY TRAFFIC SIGNAL SKID
- TEMPORARY PEDESTRIAN SIGNAL
- TEMPORARY SIGNAL CABINET
- PB PEDESTRIAN PUSH BUTTON
- OVERHEAD CABLE

SCALE
1" = 20'

STAGE 2A SIGNAL PHASE CONFIGURATION WITH HEAD NUMBERS

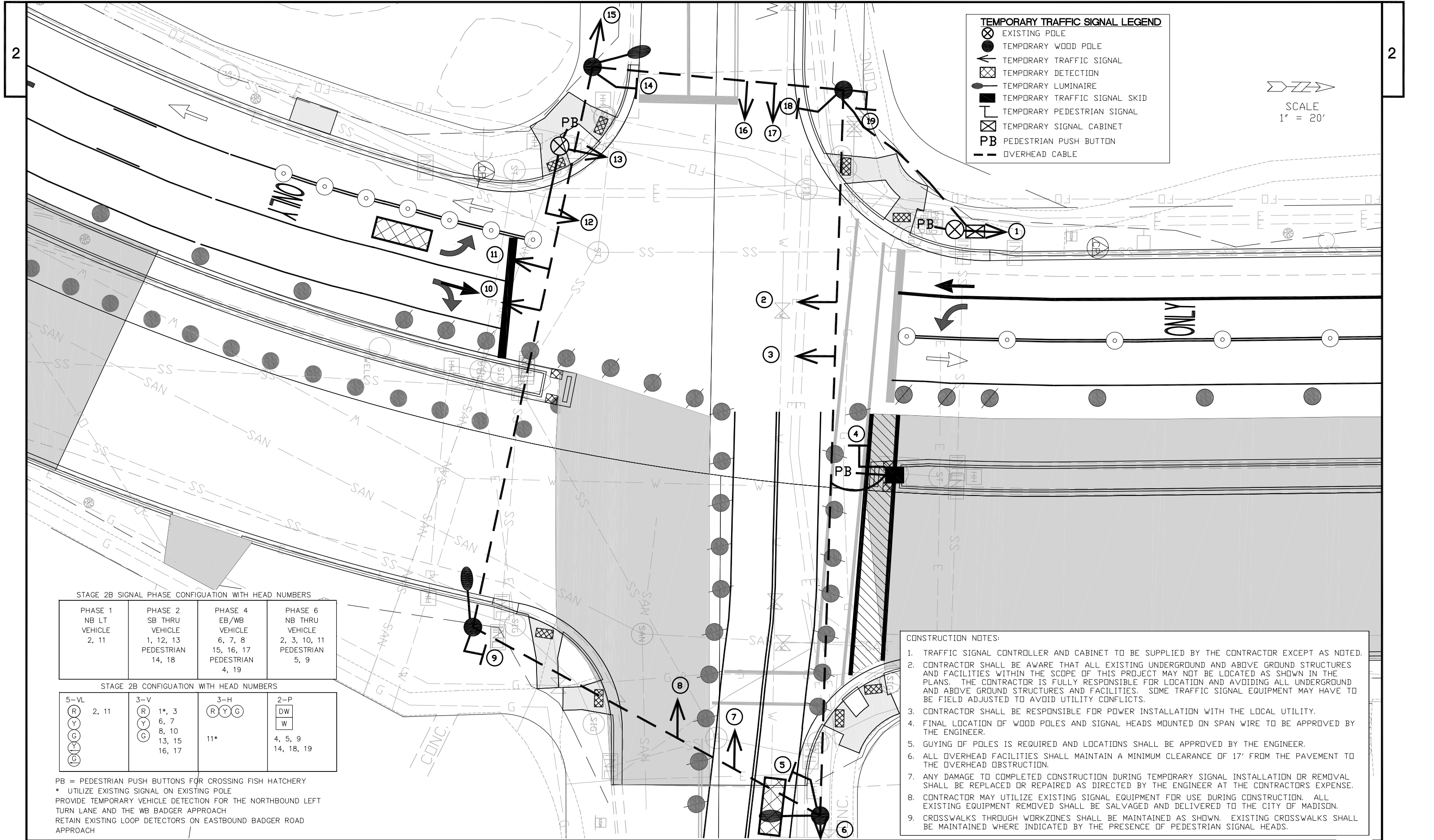
PHASE 1	PHASE 2	PHASE 4	PHASE 6
NB LT VEHICLE	SB THRU VEHICLE	EB/WB VEHICLE	NB THRU VEHICLE
2, 11	1, 12, 13	5, 6, 7	2, 3, 10, 11
	PEDESTRIAN	16, 17, 18	PEDESTRIAN
	15, 19	9, 14	4, 8

STAGE 2A CONFIGURATION WITH HEAD NUMBERS

5-VL	3-V	3-H	
(R) (Y) (G) (Y) (G)	(R) (Y) (G)	(R) (Y) (G)	

PB = PEDESTRIAN PUSH BUTTONS FOR CROSSING FISH HATCHERY
* UTILIZE EXISTING SIGNAL ON EXISTING POLE
PROVIDE TEMPORARY VEHICLE DETECTION FOR THE NORTHBOUND LEFT TURN LANE AND THE WB BADGER APPROACH
RETAIN EXISTING LOOP DETECTORS ON EASTBOUND BADGER ROAD APPROACH

- CONSTRUCTION NOTES:
1. TRAFFIC SIGNAL CONTROLLER AND CABINET TO BE SUPPLIED BY THE CONTRACTOR EXCEPT AS NOTED.
 2. CONTRACTOR SHALL BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED AS SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATION AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES. SOME TRAFFIC SIGNAL EQUIPMENT MAY HAVE TO BE FIELD ADJUSTED TO AVOID UTILITY CONFLICTS.
 3. CONTRACTOR SHALL BE RESPONSIBLE FOR POWER INSTALLATION WITH THE LOCAL UTILITY.
 4. FINAL LOCATION OF WOOD POLES AND SIGNAL HEADS MOUNTED ON SPAN WIRE TO BE APPROVED BY THE ENGINEER.
 5. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
 6. ALL OVERHEAD FACILITIES SHALL MAINTAIN A MINIMUM CLEARANCE OF 17' FROM THE PAVEMENT TO THE OVERHEAD OBSTRUCTION.
 7. ANY DAMAGE TO COMPLETED CONSTRUCTION DURING TEMPORARY SIGNAL INSTALLATION OR REMOVAL SHALL BE REPLACED OR REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTORS EXPENSE.
 8. CONTRACTOR MAY UTILIZE EXISTING SIGNAL EQUIPMENT FOR USE DURING CONSTRUCTION. ALL EXISTING EQUIPMENT REMOVED SHALL BE SALVAGED AND DELIVERED TO THE CITY OF MADISON.
 9. CROSSWALKS THROUGH WORKZONES SHALL BE MAINTAINED AS SHOWN. EXISTING CROSSWALKS SHALL BE MAINTAINED WHERE INDICATED BY THE PRESENCE OF PEDESTRIAN SIGNAL HEADS.



TEMPORARY TRAFFIC SIGNAL LEGEND

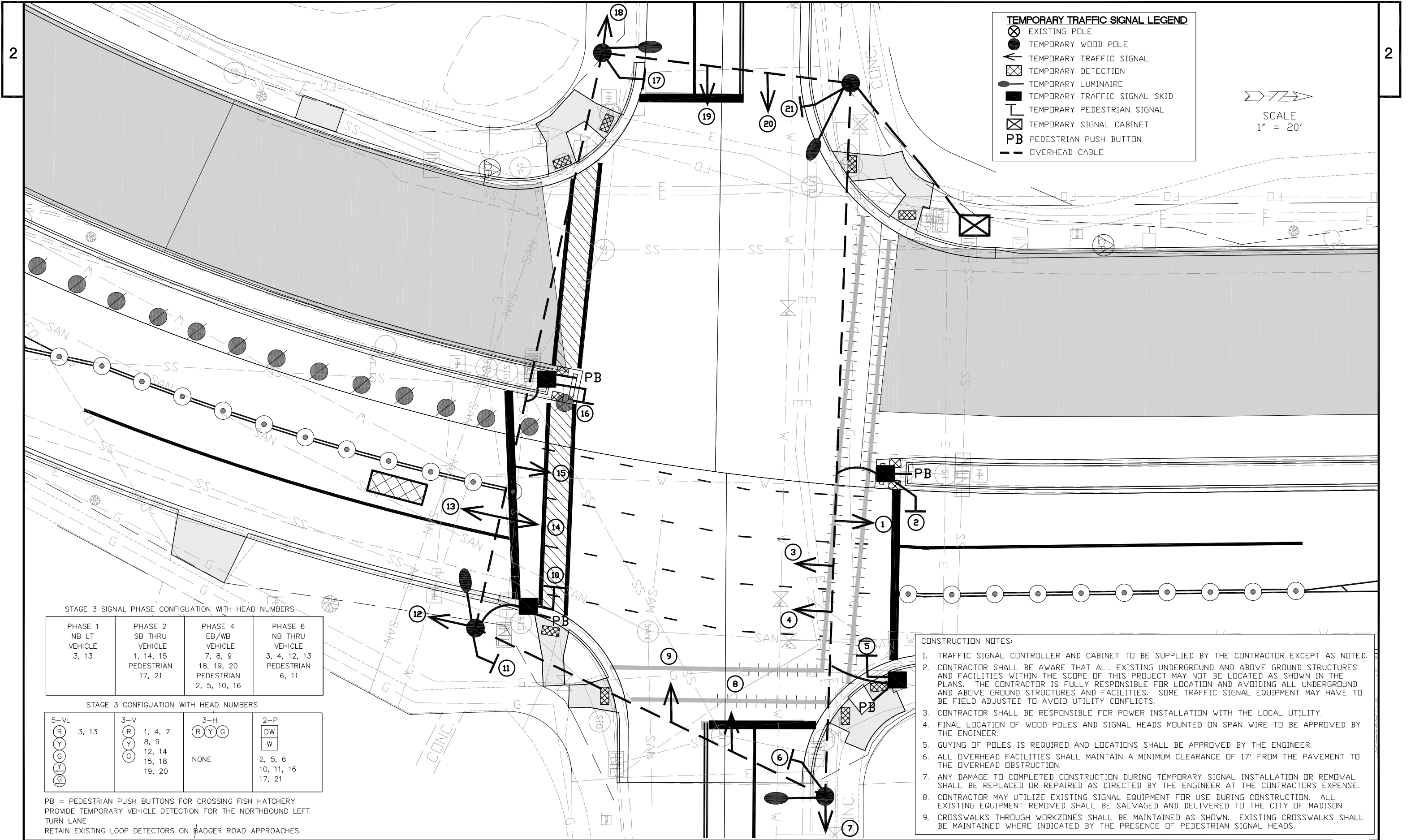
- EXISTING POLE
- TEMPORARY WOOD POLE
- TEMPORARY TRAFFIC SIGNAL
- TEMPORARY DETECTION
- TEMPORARY LUMINAIRE
- TEMPORARY TRAFFIC SIGNAL SKID
- TEMPORARY PEDESTRIAN SIGNAL
- TEMPORARY SIGNAL CABINET
- PB PEDESTRIAN PUSH BUTTON
- OVERHEAD CABLE

SCALE
1" = 20'

STAGE 2B SIGNAL PHASE CONFIGURATION WITH HEAD NUMBERS			
PHASE 1 NB LT VEHICLE 2, 11	PHASE 2 SB THRU VEHICLE 1, 12, 13 PEDESTRIAN 14, 18	PHASE 4 EB/WB VEHICLE 6, 7, 8 15, 16, 17 PEDESTRIAN 4, 19	PHASE 6 NB THRU VEHICLE 2, 3, 10, 11 PEDESTRIAN 5, 9
5-VL (R) 2, 11 (Y) (G)	3-V (R) 1*, 3 (Y) 6, 7 (G) 8, 10 13, 15 16, 17	3-H (R) (Y) (G) 11*	2-P (DW) (W) 4, 5, 9 14, 18, 19

PB = PEDESTRIAN PUSH BUTTONS FOR CROSSING FISH HATCHERY
* UTILIZE EXISTING SIGNAL ON EXISTING POLE
PROVIDE TEMPORARY VEHICLE DETECTION FOR THE NORTHBOUND LEFT
TURN LANE AND THE WB BADGER APPROACH
RETAIN EXISTING LOOP DETECTORS ON EASTBOUND BADGER ROAD
APPROACH

- CONSTRUCTION NOTES:
- TRAFFIC SIGNAL CONTROLLER AND CABINET TO BE SUPPLIED BY THE CONTRACTOR EXCEPT AS NOTED.
 - CONTRACTOR SHALL BE AWARE THAT ALL EXISTING UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES WITHIN THE SCOPE OF THIS PROJECT MAY NOT BE LOCATED AS SHOWN IN THE PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATION AND AVOIDING ALL UNDERGROUND AND ABOVE GROUND STRUCTURES AND FACILITIES. SOME TRAFFIC SIGNAL EQUIPMENT MAY HAVE TO BE FIELD ADJUSTED TO AVOID UTILITY CONFLICTS.
 - CONTRACTOR SHALL BE RESPONSIBLE FOR POWER INSTALLATION WITH THE LOCAL UTILITY.
 - FINAL LOCATION OF WOOD POLES AND SIGNAL HEADS MOUNTED ON SPAN WIRE TO BE APPROVED BY THE ENGINEER.
 - GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
 - ALL OVERHEAD FACILITIES SHALL MAINTAIN A MINIMUM CLEARANCE OF 17' FROM THE PAVEMENT TO THE OVERHEAD OBSTRUCTION.
 - ANY DAMAGE TO COMPLETED CONSTRUCTION DURING TEMPORARY SIGNAL INSTALLATION OR REMOVAL SHALL BE REPLACED OR REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTORS EXPENSE.
 - CONTRACTOR MAY UTILIZE EXISTING SIGNAL EQUIPMENT FOR USE DURING CONSTRUCTION. ALL EXISTING EQUIPMENT REMOVED SHALL BE SALVAGED AND DELIVERED TO THE CITY OF MADISON.
 - CROSSWALKS THROUGH WORKZONES SHALL BE MAINTAINED AS SHOWN. EXISTING CROSSWALKS SHALL BE MAINTAINED WHERE INDICATED BY THE PRESENCE OF PEDESTRIAN SIGNAL HEADS.



TEMPORARY TRAFFIC SIGNAL LEGEND

- EXISTING POLE
- TEMPORARY WOOD POLE
- TEMPORARY TRAFFIC SIGNAL
- TEMPORARY DETECTION
- TEMPORARY LUMINAIRE
- TEMPORARY TRAFFIC SIGNAL SKID
- TEMPORARY PEDESTRIAN SIGNAL
- TEMPORARY SIGNAL CABINET
- PB PEDESTRIAN PUSH BUTTON
- OVERHEAD CABLE

SCALE
1" = 20'

STAGE 3 SIGNAL PHASE CONFIGURATION WITH HEAD NUMBERS

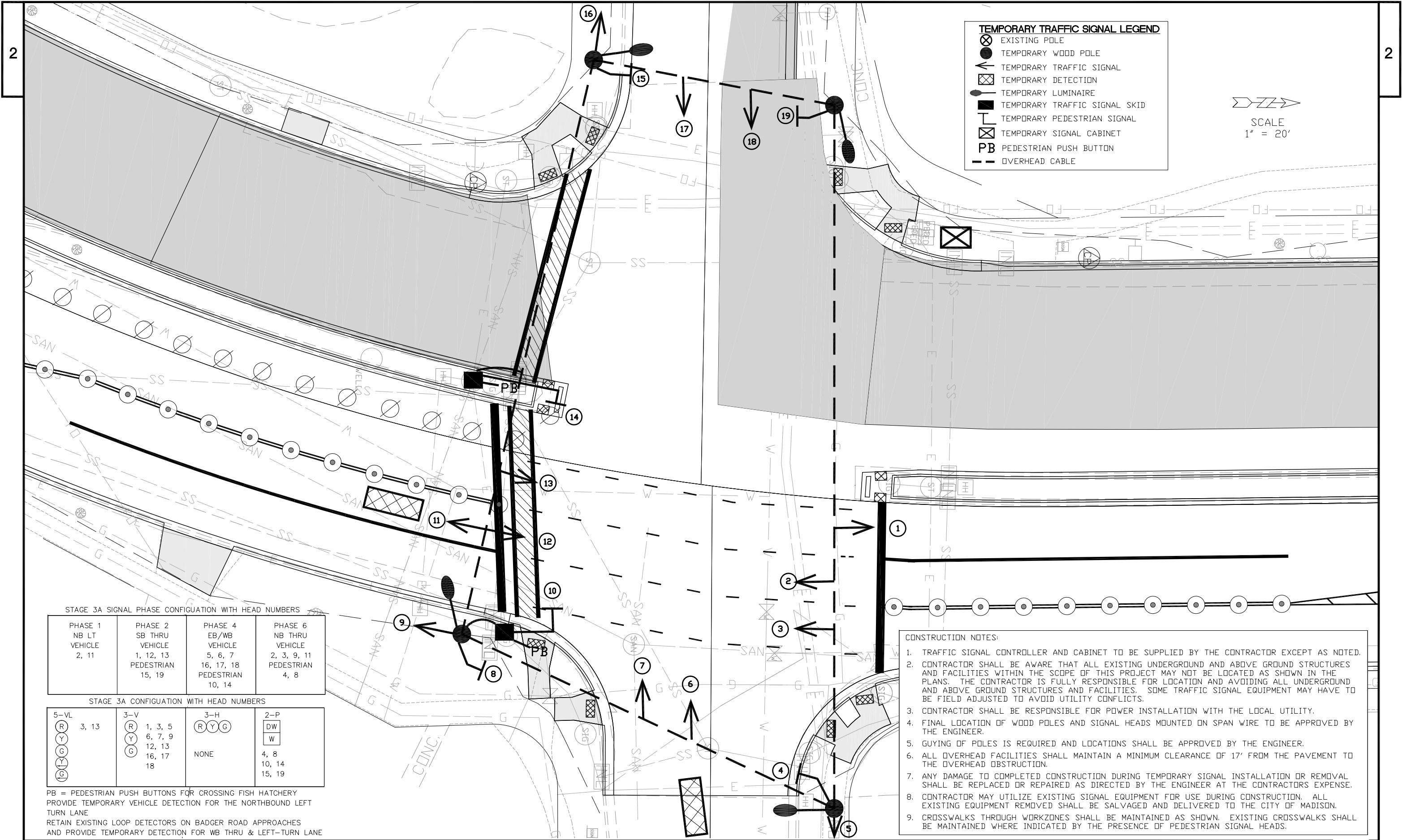
PHASE 1 NB LT VEHICLE 3, 13	PHASE 2 SB THRU VEHICLE 1, 14, 15 PEDESTRIAN 17, 21	PHASE 4 EB/WB VEHICLE 7, 8, 9 18, 19, 20 PEDESTRIAN 2, 5, 10, 16	PHASE 6 NB THRU VEHICLE 3, 4, 12, 13 PEDESTRIAN 6, 11
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STAGE 3 CONFIGURATION WITH HEAD NUMBERS

5-VL (R) (Y) (G) (Y) (G)	3-V (R) (Y) (G)	3-H (R) (Y) (G)	2-P DW W
3, 13	1, 4, 7 8, 9 12, 14 15, 18 19, 20	NONE	2, 5, 6 10, 11, 16 17, 21

PB = PEDESTRIAN PUSH BUTTONS FOR CROSSING FISH HATCHERY
PROVIDE TEMPORARY VEHICLE DETECTION FOR THE NORTHBOUND LEFT
TURN LANE
RETAIN EXISTING LOOP DETECTORS ON BADGER ROAD APPROACHES

- CONSTRUCTION NOTES:
1. TRAFFIC SIGNAL CONTROLLER AND CABINET TO BE SUPPLIED BY THE CONTRACTOR EXCEPT AS NOTED.
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 3. CONTRACTOR SHALL BE RESPONSIBLE FOR POWER INSTALLATION WITH THE LOCAL UTILITY.
 4. FINAL LOCATION OF WOOD POLES AND SIGNAL HEADS MOUNTED ON SPAN WIRE TO BE APPROVED BY THE ENGINEER.
 5. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
 6. ALL OVERHEAD FACILITIES SHALL MAINTAIN A MINIMUM CLEARANCE OF 17' FROM THE PAVEMENT TO THE OVERHEAD OBSTRUCTION.
 7. ANY DAMAGE TO COMPLETED CONSTRUCTION DURING TEMPORARY SIGNAL INSTALLATION OR REMOVAL SHALL BE REPLACED OR REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTORS EXPENSE.
 8. CONTRACTOR MAY UTILIZE EXISTING SIGNAL EQUIPMENT FOR USE DURING CONSTRUCTION. ALL EXISTING EQUIPMENT REMOVED SHALL BE SALVAGED AND DELIVERED TO THE CITY OF MADISON.
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STAGE 3A SIGNAL PHASE CONFIGURATION WITH HEAD NUMBERS

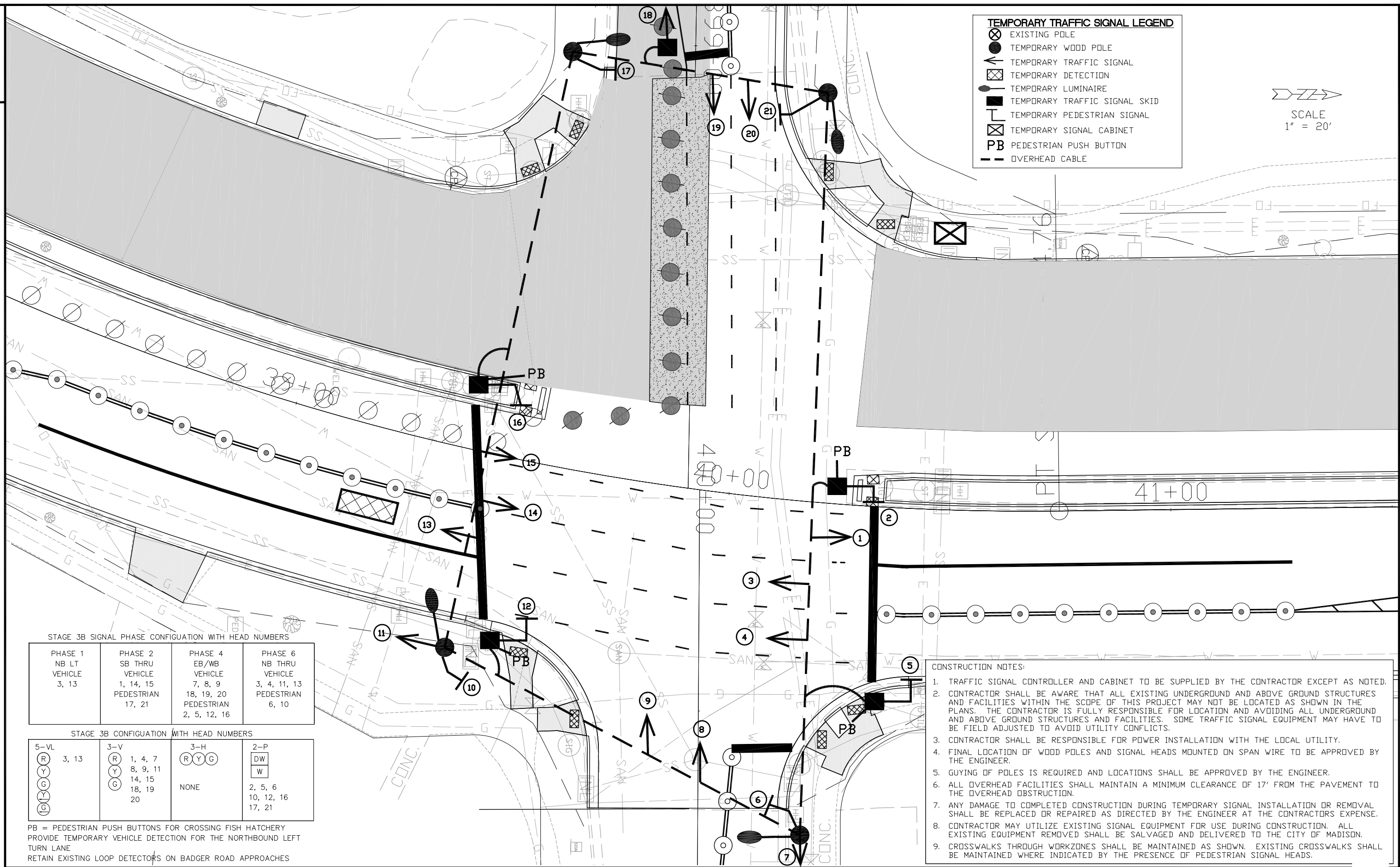
PHASE 1 NB LT VEHICLE 2, 11	PHASE 2 SB THRU VEHICLE 1, 12, 13 PEDESTRIAN 15, 19	PHASE 4 EB/WB VEHICLE 5, 6, 7 16, 17, 18 PEDESTRIAN 10, 14	PHASE 6 NB THRU VEHICLE 2, 3, 9, 11 PEDESTRIAN 4, 8
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STAGE 3A CONFIGURATION WITH HEAD NUMBERS

5-VL R Y G Y G 3, 13	3-V R Y G 1, 3, 5 6, 7, 9 12, 13 16, 17 18	3-H R Y G NONE	2-P DW W 4, 8 10, 14 15, 19
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PB = PEDESTRIAN PUSH BUTTONS FOR CROSSING FISH HATCHERY
PROVIDE TEMPORARY VEHICLE DETECTION FOR THE NORTHBOUND LEFT
TURN LANE
RETAIN EXISTING LOOP DETECTORS ON BADGER ROAD APPROACHES
AND PROVIDE TEMPORARY DETECTION FOR WB THRU & LEFT-TURN LANE

- CONSTRUCTION NOTES:
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TEMPORARY TRAFFIC SIGNAL LEGEND

- ⊗ EXISTING POLE
- TEMPORARY WOOD POLE
- ↙ TEMPORARY TRAFFIC SIGNAL
- ⊠ TEMPORARY DETECTION
- TEMPORARY LUMINAIRE
- TEMPORARY TRAFFIC SIGNAL SKID
- ⊠ TEMPORARY PEDESTRIAN SIGNAL
- ⊠ TEMPORARY SIGNAL CABINET
- PB PEDESTRIAN PUSH BUTTON
- OVERHEAD CABLE

SCALE
1" = 20'

STAGE 3B SIGNAL PHASE CONFIGURATION WITH HEAD NUMBERS

PHASE 1 NB LT VEHICLE 3, 13	PHASE 2 SB THRU VEHICLE 1, 14, 15 PEDESTRIAN 17, 21	PHASE 4 EB/WB VEHICLE 7, 8, 9 PEDESTRIAN 18, 19, 20 2, 5, 12, 16	PHASE 6 NB THRU VEHICLE 3, 4, 11, 13 PEDESTRIAN 6, 10
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STAGE 3B CONFIGURATION WITH HEAD NUMBERS

5-VL (R) (Y) (G) (G)	3-V (R) (Y) (G)	3-H (R) (Y) (G)	2-P DW W
3, 13	1, 4, 7 8, 9, 11 14, 15 18, 19 20	NONE	2, 5, 6 10, 12, 16 17, 21

PB = PEDESTRIAN PUSH BUTTONS FOR CROSSING FISH HATCHERY
PROVIDE TEMPORARY VEHICLE DETECTION FOR THE NORTHBOUND LEFT
TURN LANE
RETAIN EXISTING LOOP DETECTORS ON BADGER ROAD APPROACHES

- CONSTRUCTION NOTES:**
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3

DATE 12DEC11		E S T I M A T E O F Q U A N T I T I E S				5992-06-61 QUANTITY
LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5992-06-57 QUANTITY	
0010	204.0100	REMOVING PAVEMENT	SY	29,890.000	29,890.000	
0020	204.0110	REMOVING ASPHALTIC SURFACE	SY	12,648.000	12,648.000	
0030	204.0150	REMOVING CURB & GUTTER	LF	4,024.000	4,024.000	
0040	204.0155	REMOVING CONCRETE SIDEWALK	SY	461.000	461.000	
0050	204.0195	REMOVING CONCRETE BASES	EACH	23.000	23.000	
0060	204.0210	REMOVING MANHOLES	EACH	1.000	1.000	
0070	204.0220	REMOVING INLETS	EACH	25.000	25.000	
0080	204.9060.S	REMOVING (ITEM DESCRIPTION) 01. LIGHTING UNITS	EACH	19.000	19.000	
0090	204.9060.S	REMOVING (ITEM DESCRIPTION) 02. ELECTRICAL HANDHOLES	EACH	19.000	19.000	
0100	205.0100	EXCAVATION COMMON	CY	28,664.000	28,664.000	
0110	205.0501.S	EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL	TON	4,510.000	3,760.000	750.000
0120	213.0100	FINISHING ROADWAY (PROJECT) 01. 5992-06-57	EACH	1.000	1.000	
0130	305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	31,480.000	31,480.000	
0140	305.0130	BASE AGGREGATE DENSE 3-INCH	TON	5,250.000	5,250.000	
0150	312.0110	SELECT CRUSHED MATERIAL	TON	50,520.000	50,520.000	
0160	416.0055	CONCRETE PAVEMENT APPROACH SLAB HES	SY	190.000	190.000	
0170	416.0170	CONCRETE DRIVEWAY 7-INCH	SY	168.000	168.000	
0180	416.0270	CONCRETE DRIVEWAY HES 7-INCH	SY	324.000	324.000	
0190	455.0115	ASPHALTIC MATERIAL PG64-22	TON	376.000	376.000	
0200	455.0120	ASPHALTIC MATERIAL PG64-28	TON	310.000	310.000	
0210	455.0605	TACK COAT	GAL	916.000	916.000	
0220	460.1110	HMA PAVEMENT TYPE E-10	TON	11,396.000	11,396.000	
0230	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	7,300.000	7,300.000	
0240	460.4100.S	REHEATING HMA LONGITUDINAL JOINTS	STA	175.000	175.000	
0250	465.0105	ASPHALTIC SURFACE	TON	8.000	8.000	
0260	465.0110	ASPHALTIC SURFACE PATCHING	TON	60.000	60.000	
0270	465.0125	ASPHALTIC SURFACE TEMPORARY	TON	92.000	92.000	
0280	520.8000.S	CULVERT PIPE CONCRETE COLLAR	EACH	12.000	12.000	
0290	601.0407	CONCRETE CURB & GUTTER 18-INCH TYPE D	LF	3,961.000	3,961.000	
0300	601.0409	CONCRETE CURB & GUTTER 30-INCH TYPE A	LF	42.000	42.000	
0310	601.0411	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	1,090.000	1,090.000	
0320	602.0410	CONCRETE SIDEWALK 5-INCH	SF	16,236.000	16,236.000	
0330	602.0505	CURB RAMP DETECTABLE WARNING FIELD YELLOW	SF	264.000	264.000	
0340	602.2400	CONCRETE SAFETY ISLANDS	SF	1,960.000	1,960.000	
0350	608.0312	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH	LF	48.000	48.000	
0360	608.0315	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH	LF	119.000	119.000	
0370	608.0318	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH	LF	48.000	48.000	
0380	608.0324	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH	LF	8.000	8.000	
0390	608.0327	STORM SEWER PIPE REINFORCED CONCRETE CLASS III 27-INCH	LF	8.000	8.000	
0400	609.0112	RELAID STORM SEWER 12-INCH	LF	32.000	32.000	
0410	609.0115	RELAID STORM SEWER 15-INCH	LF	156.000	156.000	
0420	609.0118	RELAID STORM SEWER 18-INCH	LF	66.000	66.000	
0430	609.0121	RELAID STORM SEWER 21-INCH	LF	57.000	57.000	
0440	609.0124	RELAID STORM SEWER 24-INCH	LF	66.000	66.000	
0450	611.0201	MANHOLES TYPE 1	EACH	2.000	2.000	

3

3

DATE 12DEC11			E S T I M A T E O F Q U A N T I T I E S			5992-06-61 QUANTITY
LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5992-06-57 QUANTITY	
0460	611.0210	MANHOLES TYPE 3	EACH	1.000	1.000	
0470	611.0301	INLETS TYPE 1	EACH	1.000	1.000	
0480	611.0303	INLETS TYPE 3	EACH	22.000	22.000	
0490	611.0420	RECONSTRUCTING MANHOLES	EACH	3.000	3.000	
0500	611.0609	INLET COVERS TYPE B-A	EACH	1.000	1.000	
0510	611.0624	INLET COVERS TYPE H	EACH	1.000	1.000	
0520	611.0666	INLET COVERS TYPE Z	EACH	1.000	1.000	
0530	611.8110	ADJUSTING MANHOLE COVERS	EACH	40.000	40.000	
0540	611.8115	ADJUSTING INLET COVERS	EACH	42.000	42.000	
0550	611.8120.S	COVER PLATES TEMPORARY	EACH	32.000	32.000	
0560	611.9710	SALVAGED INLET COVERS	EACH	25.000	25.000	
0570	619.1000	MOBILIZATION	EACH	1.000	1.000	
0580	620.0200	CONCRETE MEDIAN BLUNT NOSE	SF	265.000	265.000	
0590	620.0300	CONCRETE MEDIAN SLOPED NOSE	SF	620.000	620.000	
0600	624.0100	WATER	MGAL	599.000	599.000	
0610	625.0105	TOPSOIL	CY	853.000	853.000	
0620	625.0500	SALVAGED TOPSOIL	SY	1,751.000	1,751.000	
0630	628.1504	SILT FENCE	LF	2,651.000	2,651.000	
0640	628.1520	SILT FENCE MAINTENANCE	LF	2,651.000	2,651.000	
0650	628.1905	MOBILIZATIONS EROSION CONTROL	EACH	3.000	3.000	
0660	628.1910	MOBILIZATIONS EMERGENCY EROSION CONTROL	EACH	3.000	3.000	
0670	628.2008	EROSION MAT URBAN CLASS I TYPE B	SY	1,951.000	1,951.000	
0680	628.7005	INLET PROTECTION TYPE A	EACH	64.000	64.000	
0690	628.7015	INLET PROTECTION TYPE C	EACH	65.000	65.000	
0700	628.7020	INLET PROTECTION TYPE D	EACH	9.000	9.000	
0710	628.7560	TRACKING PADS	EACH	24.000	24.000	
0720	629.0210	FERTILIZER TYPE B	CWT	446.000	446.000	
0730	630.0140	SEEDING MIXTURE NO. 40	LB	14.000	14.000	
0740	630.0180	SEEDING MIXTURE NO. 80	LB	8.000	8.000	
0750	630.0200	SEEDING TEMPORARY	LB	50.000	50.000	
0760	631.0300	SOD WATER	MGAL	1,150.000	1,150.000	
0770	631.1000	SOD LAWN	SY	5,106.000	5,106.000	
0780	637.0202	SIGNS REFLECTIVE TYPE II	SF	612.230	612.230	
0790	638.2102	MOVING SIGNS TYPE II	EACH	56.000	56.000	
0800	638.2602	REMOVING SIGNS TYPE II	EACH	118.000	118.000	
0810	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	58.000	58.000	
0820	642.5201	FIELD OFFICE TYPE C	EACH	1.000	1.000	
0830	643.0200	TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE (PROJECT) 01. 5992-06-57	DAY	96.000	96.000	
0840	643.0300	TRAFFIC CONTROL DRUMS	DAY	54,941.000	54,941.000	
0850	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	3,838.000	3,838.000	
0860	643.0500	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS	EACH	411.000	411.000	
0870	643.0600	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES	EACH	361.000	361.000	
0880	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	27,431.000	27,431.000	
0890	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	189.000	189.000	
0900	643.0900	TRAFFIC CONTROL SIGNS	DAY	10,258.000	10,258.000	
0910	643.0905.S	TRAFFIC CONTROL COVERING SIGNS	EACH	25.000	25.000	
0920	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	240.000	240.000	
0930	643.2000	TRAFFIC CONTROL DETOUR (PROJECT) 01. 5992-06-57	EACH	1.000	1.000	
0940	643.3000	TRAFFIC CONTROL DETOUR SIGNS	DAY	470.000	470.000	
0950	645.0140	GEOTEXTILE FABRIC TYPE SAS	SY	30,050.000	30,050.000	

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DATE 12DEC11		E S T I M A T E O F Q U A N T I T I E S				5992-06-61 QUANTITY
LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5992-06-57 QUANTITY	
0960	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	8,934.000	8,934.000	
0970	646.0116	PAVEMENT MARKING EPOXY 6-INCH	LF	10,780.000	10,780.000	
0980	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	610.000	610.000	
0990	646.0600	REMOVING PAVEMENT MARKINGS	LF	11,286.000	11,286.000	
1000	647.0110	PAVEMENT MARKING RAILROAD CROSSINGS EPOXY	EACH	4.000	4.000	
1010	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	22.000	22.000	
1020	647.0176	PAVEMENT MARKING ARROWS EPOXY TYPE 3	EACH	2.000	2.000	
1030	647.0206	PAVEMENT MARKING ARROWS BIKE LANE EPOXY	EACH	18.000	18.000	
1040	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	8.000	8.000	
1050	647.0406	PAVEMENT MARKING WORDS BIKE LANE EPOXY	EACH	33.000	33.000	
1060	647.0456	PAVEMENT MARKING CURB EPOXY	LF	255.000	255.000	
1070	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	302.000	302.000	
1080	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	14.000	14.000	
1090	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	98.000	98.000	
1100	647.0776	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH	LF	1,742.000	1,742.000	
1110	647.0955	REMOVING PAVEMENT MARKINGS ARROWS	EACH	8.000	8.000	
1120	647.0960	REMOVING PAVEMENT MARKINGS SYMBOLS	EACH	2.000	2.000	
1130	647.0965	REMOVING PAVEMENT MARKINGS WORDS	EACH	12.000	12.000	
1140	649.0100	TEMPORARY PAVEMENT MARKING 4-INCH	LF	34,888.000	34,888.000	
1150	649.0701	TEMPORARY PAVEMENT MARKING 8-INCH	LF	1,095.000	1,095.000	
1160	649.1100	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH	LF	277.000	277.000	
1170	649.1300	TEMPORARY PAVEMENT MARKING STOP LINE 24-INCH	LF	30.000	30.000	
1180	649.1700	TEMPORARY PAVEMENT MARKING ARROWS	EACH	66.000	66.000	
1190	649.1900	TEMPORARY PAVEMENT MARKING WORDS	EACH	16.000	16.000	
1200	650.4000	CONSTRUCTION STAKING STORM SEWER	EACH	26.000	26.000	
1210	650.4500	CONSTRUCTION STAKING SUBGRADE	LF	7,258.000	7,258.000	
1220	650.5000	CONSTRUCTION STAKING BASE	LF	11,406.000	11,406.000	
1230	650.5500	CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER	LF	13,858.000	13,858.000	
1240	650.8500	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 01. 5992-06-57	LS	1.000	1.000	
1250	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 5992-06-57	LS	1.000	1.000	
1260	652.0210	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1-INCH	LF	36.000	36.000	
1270	652.0215	CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/4-INCH	LF	825.000	825.000	
1280	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	5,080.000	5,080.000	
1290	652.0230	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2 1/2-INCH	LF	128.000	128.000	
1300	652.0235	CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH	LF	4,250.000	4,250.000	
1310	652.0325	CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH	LF	1,418.000	1,418.000	
1320	652.0330	CONDUIT RIGID NONMETALLIC SCHEDULE 80 2 1/2-INCH	LF	214.000	214.000	
1330	652.0335	CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH	LF	2,202.000	2,202.000	
1340	652.0800	CONDUIT LOOP DETECTOR	LF	516.000	516.000	
1350	654.0110	CONCRETE BASES TYPE 10	EACH	2.000	2.000	
1360	655.0230	CABLE TRAFFIC SIGNAL 5-14 AWG	LF	365.000	365.000	
1370	655.0240	CABLE TRAFFIC SIGNAL 7-14 AWG	LF	135.000	135.000	

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DATE 12DEC11		E S T I M A T E O F Q U A N T I T I E S				5992-06-61 QUANTITY
LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5992-06-57 QUANTITY	
1380	655.0250	CABLE TRAFFIC SIGNAL 9-14 AWG	LF	1,115.000	1,115.000	
1390	655.0260	CABLE TRAFFIC SIGNAL 12-14 AWG	LF	310.000	310.000	
1400	655.0615	ELECTRICAL WIRE LIGHTING 10 AWG	LF	7,150.000	7,150.000	
1410	655.0620	ELECTRICAL WIRE LIGHTING 8 AWG	LF	7,355.000	7,355.000	
1420	655.0630	ELECTRICAL WIRE LIGHTING 4 AWG	LF	22,065.000	22,065.000	
1430	655.0800	LOOP DETECTOR WIRE	LF	1,423.000	1,423.000	
1440	656.0200	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) 01. BADGER-FISH HATCHERY	LS	1.000	1.000	
1450	657.0100	PEDESTAL BASES	EACH	5.000	5.000	
1460	657.0420	TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT	EACH	5.000	5.000	
1470	658.0500	PEDESTRIAN PUSH BUTTONS	EACH	6.000	6.000	
1480	658.5069	SIGNAL MOUNTING HARDWARE (LOCATION) 01. BADGER-FISH HATCHERY	LS	1.000	1.000	
1490	690.0150	SAWING ASPHALT	LF	480.000	480.000	
1500	690.0250	SAWING CONCRETE	LF	3,630.000	3,630.000	
1510	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT \$5. 00/HR	HRS	450.000	450.000	
1520	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT \$5.00/HR	HRS	700.000	700.000	
1530	SPV.0035	SPECIAL 01. ROCK EXCAVATION FOR WATER MAIN INSTALLATION	CY	47.000		47.000
1540	SPV.0060	SPECIAL 01. UTILITY LINE OPENING (ULO)	EACH	31.000	20.000	11.000
1550	SPV.0060	SPECIAL 02. PRECAST SIGN POST BASE	EACH	66.000	66.000	
1560	SPV.0060	SPECIAL 03. SIGN POST BASE FOR CONCRETE INSTALLATION	EACH	2.000	2.000	
1570	SPV.0060	SPECIAL 04. TEMPORARY CURB RAMP	EACH	5.000	5.000	
1580	SPV.0060	SPECIAL 05. TEMPORARY BUS STOP PAD	EACH	10.000	10.000	
1590	SPV.0060	SPECIAL 06. TEMPORARY PAVEMENT MARKING SYMBOLS RAILROAD CROSSING	EACH	4.000	4.000	
1600	SPV.0060	SPECIAL 07. TEMPORARY CROSSWALK ACCESS	EACH	10.000	10.000	
1610	SPV.0060	SPECIAL 08. MAINTENANCE, PROTECTION AND ADJUSTING GROUND WATER MONITORING WELL	EACH	7.000	7.000	
1620	SPV.0060	SPECIAL 09. CUT-IN CONNECTION	EACH	1.000		1.000
1630	SPV.0060	SPECIAL 10. FURNISH AND INSTALL HYDRANT	EACH	2.000		2.000
1640	SPV.0060	SPECIAL 11. CUT OFF EXISTING WATER MAIN	EACH	7.000		7.000
1650	SPV.0060	SPECIAL 12. ABANDON WATER VALVE	EACH	10.000		10.000
1660	SPV.0060	SPECIAL 13. ABANDON HYDRANT	EACH	2.000		2.000
1670	SPV.0060	SPECIAL 14. ADJUST WATER VALVE BOX	EACH	4.000		4.000
1680	SPV.0060	SPECIAL 15. FURNISH AND INSTALL 6-INCH VALVE	EACH	2.000		2.000
1690	SPV.0060	SPECIAL 16. FURNISH AND INSTALL 8-INCH VALVE	EACH	2.000		2.000
1700	SPV.0060	SPECIAL 17. FURNISH AND INSTALL 12-INCH VALVE	EACH	6.000		6.000
1710	SPV.0060	SPECIAL 18. DISCONNECT AND RECONNECT SERVICE LATERAL 1-INCH	EACH	2.000		2.000
1720	SPV.0060	SPECIAL 19. DISCONNECT AND RECONNECT SERVICE LATERAL 1.5 OR 2-INCH	EACH	1.000		1.000
1730	SPV.0060	SPECIAL 20. FURNISH EXCAVATION AND DITCH FOR LIVE TAP	EACH	6.000		6.000
1740	SPV.0060	SPECIAL 21. TYPE I HANDHOLE	EACH	21.000	21.000	
1750	SPV.0060	SPECIAL 22. TYPE III HANDHOLE	EACH	7.000	7.000	
1760	SPV.0060	SPECIAL 23. TYPE V HANDHOLE	EACH	3.000	3.000	
1770	SPV.0060	SPECIAL 24. ELECTRIC UTILITY ACCESS STRUCTURE	EACH	1.000	1.000	
1780	SPV.0060	SPECIAL 25. CONCRETE BASE TYPE G	EACH	4.000	4.000	

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DATE 12DEC11		E S T I M A T E O F Q U A N T I T I E S				5992-06-57	5992-06-61
LINE	NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY	QUANTITY
	1790	SPV.0060	SPECIAL 26. CONCRETE BASE TYPE LB-3	EACH	13.000	13.000	
	1800	SPV.0060	SPECIAL 27. CONCRETE BASE TYPE LB-8	EACH	5.000	5.000	
	1810	SPV.0060	SPECIAL 28. CONCRETE BASE TYPE P	EACH	1.000	1.000	
	1820	SPV.0060	SPECIAL 29. TRANSFORMER BASE 20-INCH STEEL	EACH	2.000	2.000	
	1830	SPV.0060	SPECIAL 30. MONOTUBE POLE TYPE 9	EACH	2.000	2.000	
	1840	SPV.0060	SPECIAL 31. MONOTUBE ARM 30-FOOT	EACH	2.000	2.000	
	1850	SPV.0060	SPECIAL 32. POLE 20-FOOT 7 GUAGE	EACH	1.000	1.000	
	1860	SPV.0060	SPECIAL 33. POLE 30-FOOT 11 GUAGE	EACH	11.000	11.000	
	1870	SPV.0060	SPECIAL 34. POLE 30-FOOT 7 GUAGE	EACH	2.000	2.000	
	1880	SPV.0060	SPECIAL 35. LIGHTING FIXTURES SPECIAL TYPE-A	EACH	22.000	22.000	
	1890	SPV.0060	SPECIAL 36. LIGHTING FIXTURES SPECIAL TYPE-B	EACH	5.000	5.000	
	1900	SPV.0060	SPECIAL 37. REMOVE AND REUSE STREET LIGHT BASE AND POLE	EACH	5.000	5.000	
	1910	SPV.0060	SPECIAL 38. REMOVE AND REUSE CONCRETE STREET LIGHT POLE	EACH	1.000	1.000	
	1920	SPV.0060	SPECIAL 39. TRAFFIC SIGNAL CONTROL CABINET	EACH	1.000	1.000	
	1930	SPV.0060	SPECIAL 40. TRAFFIC SIGNAL CONTROLLER	EACH	1.000	1.000	
	1940	SPV.0060	SPECIAL 41. NEMA-PLUS CONFLICT MONITOR	EACH	1.000	1.000	
	1950	SPV.0060	SPECIAL 42. TRAFFIC SIGNAL HEADS 12-INCH 3- SECTION VERTICAL R-Y-G BALLS	EACH	10.000	10.000	
	1960	SPV.0060	SPECIAL 43. TRAFFIC SIGNAL HEADS 12-INCH 3- SECTION VERTICAL R-Y-G ARROWS	EACH	2.000	2.000	
	1970	SPV.0060	SPECIAL 44. TRAFFIC SIGNAL HEADS 12-INCH 4- SECTION VERTICAL R-Y-Y-G BALLS	EACH	2.000	2.000	
	1980	SPV.0060	SPECIAL 45. TRAFFIC SIGNAL HEADS 8-INCH 3- SECTION VERTICAL R-Y-G BALLS	EACH	2.000	2.000	
	1990	SPV.0060	SPECIAL 46. TRAFFIC SIGNAL HEADS 12-INCH PEDESTRIAN	EACH	8.000	8.000	
	2000	SPV.0060	SPECIAL 47. TRAFFIC SIGNAL HEADS 12-INCH PEDESTRIAN COUNTDOWN	EACH	8.000	8.000	
	2010	SPV.0060	SPECIAL 48. BACKPLATES SIGNAL FACE 3-SECTION 12- INCH	EACH	12.000	12.000	
	2020	SPV.0060	SPECIAL 49. BACKPLATES SIGNAL FACE 4-SECTION 12- INCH	EACH	2.000	2.000	
	2030	SPV.0060	SPECIAL 50. ROOT PRUNING EXISTING TERRACE TREES	EACH	73.000	73.000	
	2040	SPV.0060	SPECIAL 51. OPTICAL SIGNAL PREEMPT	EACH	2.000	2.000	
	2050	SPV.0090	SPECIAL 01. CONCRETE CURB & GUTTER 24-INCH TYPE D SPECIAL	LF	8,765.000	8,765.000	
	2060	SPV.0090	SPECIAL 02. REFLECTIVE SIGN POST	LF	666.000	666.000	
	2070	SPV.0090	SPECIAL 03. FURNISH AND INSTALL 6-INCH PIPE AND FITTINGS	LF	112.000		112.000
	2080	SPV.0090	SPECIAL 04. FURNISH AND INSTALL 8-INCH PIPE AND FITTINGS	LF	315.000		315.000
	2090	SPV.0090	SPECIAL 05. FURNISH AND INSTALL 12-INCH PIPE AND FITTINGS	LF	1,861.000		1,861.000
	2100	SPV.0090	SPECIAL 06. FURNISH AND INSTALL 24-INCH STEEL CASING	LF	77.000		77.000
	2110	SPV.0090	SPECIAL 07. SELECT FILL-SAND FOR WATER MAIN	LF	2,288.000		2,288.000
	2120	SPV.0090	SPECIAL 08. EXTEND AND RECONNECT SERVICE LATERAL 1-INCH	LF	218.000		218.000

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DATE 12DEC11			E S T I M A T E O F Q U A N T I T I E S			
LINE	NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	5992-06-57 QUANTITY
	2130	SPV.0090	SPECIAL 09. EXTEND AND RECONNECT SERVICE LATERAL 2-INCH	LF	16.000	5992-06-61 QUANTITY 16.000
	2140	SPV.0090	SPECIAL 10. FURNISH AND INSTALL EXTRUDED POLYSTYRENE FOAM	LF	112.000	112.000
	2150	SPV.0090	SPECIAL 11. LOOP DETECTOR LEAD-IN-CABLE SPECIAL	LF	2,290.000	2,290.000
	2160	SPV.0105	SPECIAL 01. TEMPORARY VEHICLE DETECTION BADGER ROAD INTERSECTION	LS	1.000	1.000
	2170	SPV.0105	SPECIAL 02. TEMPORARY TRAFFIC SIGNALS BADGER ROAD INTERSECTION	LS	1.000	1.000
	2180	SPV.0105	SPECIAL 03. TEMPORARY LIGHTING	LS	1.000	1.000
	2190	SPV.0105	SPECIAL 05. CONSTRUCTION STAKING WATERMAIN	LS	1.000	1.000

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[illegible]

EXCAVATION COMMON					EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOILS					ASPHALTIC ITEMS SUMMARY															
205.0100					PROJECT ID 5992-06-57					455.0115455.0120455.0605460.1110460.2000460.4100.S REHEATING465.0105465.0110465.0125															
QTY					205.0501.S					INCENTIVE															
STA.	LOCATION	CY			STA.	LOCATION	TON			STA.	LOCATION	TON	TON	GAL	TON	DOL	STA.	TON	TON	TON	TON	TON	TON	TON	TON
34+15-51+80	MAINLINE	15000			34+75-35+70	RT	140			34+15-45+80	MAINLINE LT	--	--	--	--	24	--	--	--	--	--	--	--	--	--
34+15-65+44	MAINLINE (EBS)	1950			35+70-37+60	LT & RT	2570			34+15-51+00	MAINLINE RT	--	--	--	--	34	--	--	--	--	--	--	--	--	--
51+96-65+44	MAINLINE	9400			37+60-38+50	LT & RT	920			34+15-51+80	MAINLINE	155	127	375	4705	3012	--	--	--	--	--	--	--	--	--
66+00-68+00	MAINLINE	540			51+30-52+35	LT & RT	130			45+80-83+71	MAINLINE LT	--	--	--	--	38	--	--	--	--	--	--	--	--	--
80+50-82+50	MAINLINE	540			TOTAL					51+00-83+71	MAINLINE RT	--	--	--	--	33	--	--	--	--	--	--	--	--	
83+05-83+20	APPROACH SLAB	11			TOTAL					51+96-65+44	MAINLINE	97	80	235	2952	1890	--	--	--	--	--	--	--	--	
83+55-83+71	APPROACH SLAB	11			TOTAL					65+44-83+05	MAINLINE	108	88	260	3256	2084	--	--	--	--	--	--	--	40	
PETRA PL	SIDE ROAD	110			TOTAL					32+30-34+06	MEDIAN	--	--	--	--	--	--	--	--	--	--	--	--	--	
ALRITA CT	SIDE ROAD	90			TOTAL					34+15-36+40	TURN LANE LT	--	--	--	--	3	--	--	--	--	--	--	--	--	
BADGER RD (EAST)	SIDE ROAD	120			TOTAL					37+50-38+10	MEDIAN BREAK	--	--	--	--	4	--	--	--	--	--	--	--	--	
BADGER RD (WEST)	SIDE ROAD	270			TOTAL					49+20-54+20	MEDIAN BREAK	--	--	--	--	12	--	--	--	--	--	--	--	--	
CATALPA RD	SIDE ROAD	120			TOTAL					51+37-51+48	LT	--	--	--	--	--	1	--	--	--	--	--	--	--	
MARTIN ST	SIDE ROAD	90			TOTAL					51+55-51+67	LT	--	--	--	--	--	1	--	--	--	--	--	--	--	
CULMEN ST	SIDE ROAD	90			TOTAL					52+08-52+17	RT	--	--	--	--	--	1	--	--	--	--	--	--	--	
CARVER ST	SIDE ROAD	95			TOTAL					52+25-52+35	RT	--	--	--	--	--	1	--	--	--	--	--	--	--	
PLAENERT DR	SIDE ROAD	145			TOTAL					55+10-56+60	MEDIAN BREAK	--	--	--	--	--	4	--	--	--	--	--	--	--	
PROJECT	DRIVEWAYS	82			TOTAL					57+50-59+00	MEDIAN BREAK	--	--	--	--	--	4	--	--	--	--	--	--	--	
TOTAL					28664	TOTAL					59+25-61+30	TURN LANE RT	--	--	--	--	--	3	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					61+30-62+00	MEDIAN BREAK	--	--	--	--	--	1	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					62+00-64+50	TURN LANE LT	--	--	--	--	--	3	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					65+00-66+60	GORE	--	--	--	--	--	4	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					69+27	RT	--	--	--	--	--	--	1	--	--	--	--	--	--
TOTAL					28664	TOTAL					74+35	RT	--	--	--	--	--	--	1	--	--	--	--	--	--
TOTAL					28664	TOTAL					PETRA PL	SIDE ROAD	2	2	5	41	27	--	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					ALRITA CT	SIDE ROAD	1	1	4	33	22	--	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					BADGER RD (WEST)	SIDE ROAD	5	4	11	142	91	--	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					BADGER RD (EAST)	SIDE ROAD	2	2	5	65	42	--	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					CTALPA RD	SIDE ROAD	1	1	5	40	26	--	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					MARTIN ST	SIDE ROAD	1	1	3	30	20	--	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					CULMEN ST	SIDE ROAD	1	1	4	33	22	--	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					CARVER ST	SIDE ROAD	1	1	4	35	23	--	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					PLAENERT DR	SIDE ROAD	2	2	5	64	41	--	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					PROJECT	STAGE 2	--	--	--	--	--	--	--	--	50	--	--	--	--
TOTAL					28664	TOTAL					PROJECT	STAGE 3	--	--	--	--	--	--	--	--	10	--	--	--	--
TOTAL					28664	TOTAL					PROJECT	SIDE STREETS	--	--	--	--	--	8	--	--	--	--	--	--	--
TOTAL					28664	TOTAL					UNDISTRIBUTED	STAGE 1A	--	--	--	--	-	--	--	--	--	--	--	2	--
TOTAL					28664	TOTAL					UNDISTRIBUTED	STAGE 2	--	--	--	--	--	--	--	--	--	--	--	25	--
TOTAL					28664	TOTAL					UNDISTRIBUTED	STAGE 3	--	--	--	--	--	--	--	--	--	--	--	25	--
TOTAL					28664	TOTAL					UNDISTRIBUTED	PROJECT	--	--	--	--	--	--	2	--	--	--	--	--	--
TOTAL					28664	TOTAL					TOTAL		376	310	916	11396	7300	175	8	60	92				
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TOTAL					28664	TOTAL																			
TOTAL					28664	TOTAL																			

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CONCRETE CURB AND GUTTER SUMMARY

		601.0407	601.0409	601.0411	SPV.0090.01
		CONCRETE	CONCRETE	CONCRETE	CONCRETE
		CURB & GUTTER	CURB & GUTTER	CURB & GUTTER	CURB & GUTTER
		18-INCH	30-INCH	30-INCH	24-INCH
		TYPE D	TYPE A	TYPE D	TYPE D
		QTY	QTY	QTY	QTY
STA.	LOCATION	LF	LF	LF	LF
34+09-34+15	RT	--	--	--	6
34+18-39+21	LT	--	--	--	496
34+94-37+57	MEDIAN ISLAND	523	--	--	--
35+03-37+33	RT	--	--	--	230
38+07-39+56	MEDIAN ISLAND	275	--	--	--
38+18-39+53	RT	--	--	--	143
40+28-49+15	MEDIAN ISLAND	1751	--	--	--
40+43-50+29	RT	--	--	--	989
40+55-51+42	LT	--	--	--	1086
51+19-51+99	RT	--	--	--	79
51+70-55+79	LT	--	--	--	410
52+27-57+28	RT	--	--	--	502
54+20-55+09	MEDIAN ISLAND	174	--	--	--
56+50-57+50	MEDIAN ISLAND	186	--	--	--
56+59-61+15	LT	--	--	--	461
58+16-61+31	RT	--	--	--	311
59+00-61+34	MEDIAN ISLAND	445	--	--	--
61+95-83+08	LT	--	--	--	2139
62+00-65+04	MEDIAN ISLAND	607	--	--	--
62+16-81+20	RT	--	--	--	1907
82+14-83+04	RT	--	--	91	--
83+04-83+78	RT	--	42	--	--
83+70	LT	--	--	--	6
PETRA PL	RT RADIUS	--	--	88	--
ALRITA CT	RT RADIUS	--	--	86	--
BADGER RD	RT< RADIUS	--	--	278	--
CATALPA RD	RT RADIUS	--	--	105	--
MARTIN ST	LT RADIUS	--	--	89	--
CULMEN ST	RT RADIUS	--	--	88	--
CARVER ST	RT< RADIUS	--	--	141	--
PLAENERT DR	RT	--	--	124	--
TOTAL		3961	42	1090	8765

CONCRETE SIDEWALK 5-INCH

		602.0410
		QTY
STA.	LOCATION	SF
34+34	RT	203
34+85	RT	203
37+53	RT	194
38+02	RT	53
38+75	LT	56
39+51	LT	87
39+51	MEDIAN	40
39+60	RT	85
39+75	RT	62
40+25	LT	143
40+25	MEDIAN	40
40+25	RT	131
40+59	RT	50
40+94	RT	45
50+47	RT	139
51+00	LT	73
51+00	RT	294
51+22-51+37	LT	70
51+56	RT	105
51+67-52+10	LT	211
51+93-52+08	RT	72
52+35-52+50	RT	73
55+94	LT	91
56+47	LT	248
56+54	MEDIAN	53
56+54	RT	27
57+42	RT	76
58+00	RT	88
60+86	LT	46
61+11	RT	40
61+23	MEDIAN	40
61+27	RT	139
61+29	LT	106
62+02	RT	64
66+23-81+51	RT	12365
81+10	RT	140
81+90	RT	103
83+04-83+20	RT	79
83+55-83+77	RT	102
TOTAL		16236

CURB RAMP DETECTABLE WARNING FIELD YELLOW

		602.0505
		QTY
STA.	LOCATION	SF
34+33	RT	8
34+86	RT	8
37+52	RT	8
38+03	RT	8
39+48	LT	8
39+51	MEDIAN	8
39+51	MEDIAN	8
39+60	RT	8
39+75	RT	8
40+26	RT	8
40+27	LT	8
40+32	MEDIAN	8
40+32	MEDIAN	8
50+45	RT	8
50+96	RT	8
51+02	LT & RT	16
55+93	LT	8
56+48	LT	8
56+55	MEDIAN	16
56+55	RT	8
57+41	RT	8
58+00	RT	8
61+18	LT	8
61+24	MEDIAN	8
61+24	MEDIAN	8
61+26	RT	8
61+31	LT	8
61+43	RT	8
62+00	RT	8
81+47	RT	8
81+92	RT	8
TOTAL		264

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CONCRETE SAFETY ISLANDS

		602.2400
		QTY
STA.	LOCATION	SF
35+00-35+97	MEDIAN	970
39+37-39+79	MEDIAN	420
40+58-40+92	MEDIAN	320
61+05-61+32	MEDIAN	250
TOTAL		1960

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STORM SEWER STRUCTURE SUMMARY

STRUCTURE NO.	STA.	OFFSET	STORM SEWER PIPE REINFORCED CONCRETE CLASS III					RELAI'D STORM SEWER				
			608.0312 12-INCH QTY	608.0315 15-INCH QTY	608.0318 18-INCH QTY	608.0324 24-INCH QTY	608.0327 27-INCH QTY	609.0112 12-INCH QTY	609.0115 15-INCH QTY	609.0118 18-INCH QTY	609.0121 21-INCH QTY	609.0124 24-INCH QTY
			LF	LF	LF	LF	LF	LF	LF	LF	LF	LF
1.0	35+08.9	39.00' RT	---	---	---	---	---	---	7	8	---	8
1.1	34+15.2	38.50' RT	---	---	8	---	---	---	---	---	---	---
1.2	200+64.5	38.50' RT	---	---	---	---	---	---	---	---	---	---
1.3	200+64.3	16.50' RT	---	---	---	---	---	---	---	---	---	---
2.0	37+28.5	39.10' RT	---	---	8	8	8	---	---	---	---	---
2.1	37+14.2	57.00' LT	---	---	---	---	---	---	---	8	---	---
2.2	35+66.3	57.00' LT	---	---	8	---	---	---	---	---	---	---
3.0	37+96.9	33.00' RT	---	---	---	---	---	---	---	---	---	---
3.1	300+53.0	20.40' LT	---	---	---	---	---	---	---	---	---	---
3.2	300+66.0	16.67' RT	---	---	---	---	---	---	---	---	---	---
4.0	39+55.1	46.60' LT	---	---	---	---	---	---	---	---	---	---
4.2	39+07.2	57.00' LT	12	---	---	---	---	---	---	---	---	---
4.3	39+43.9	16.50' LT	---	---	---	---	---	---	---	---	---	---
4.4	39+43.2	11.50' LT	---	---	---	---	---	---	---	---	---	---
4.5	39+49.7	39.18' RT	---	7	---	---	---	7	---	---	---	---
5.0	39+99.6	60.64' RT	---	---	---	---	---	---	---	---	---	---
5.1	400+65.2	21.34' LT	---	---	---	---	---	---	---	---	---	---
5.2	400+67.8	25.00' RT	---	---	---	---	---	---	---	---	---	---
6.0	40+47.9	57.39' LT	---	14	---	---	---	---	7	---	7	---
6.1	40+48.3	6.50' LT	---	---	---	---	---	---	---	---	---	---
6.2	40+48.2	1.50' LT	---	7	---	---	---	---	7	---	---	---
6.3	40+48.2	39.65' RT	---	7	---	---	---	---	7	---	---	---
6.4	40+59.1	39.23' RT	12	---	---	---	---	---	7	---	---	---
7.0	40+61.2	56.87' LT	---	7	---	---	---	---	---	---	---	---
8.0	42+20.0	57.00' LT	---	---	---	---	---	---	---	---	---	---
8.1	42+20.2	8.81' LT	---	---	---	---	---	---	---	---	---	---
8.2	42+20.2	1.50' LT	---	---	---	---	---	---	---	---	---	---
8.3	42+20.0	39.00' RT	---	---	---	---	---	---	---	---	---	---
9.0	51+23.6	28.00' RT	---	---	---	---	---	---	---	---	---	---
9.1	500+62.0	16.50' LT	---	---	---	---	---	---	---	---	---	---
9.2	500+66.8	17.22' RT	---	---	---	---	---	---	---	---	---	---
9.3	500+59.4	19.21' RT	---	---	---	---	---	---	---	---	---	---
9.4	50+22.6	39.00' RT	---	---	---	---	---	---	---	---	---	---
9.5	50+23.1	42.00' LT	---	---	---	---	---	---	---	---	---	---
9.6	51+34.7	42.00' LT	---	---	---	---	---	---	7	---	---	---
9.7	500+65.5	16.57' LT	---	---	---	---	---	---	---	---	---	---

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STORM SEWER STRUCTURE SUMMARY (CONT.)

			STORM SEWER PIPE REINFORCED CONCRETE CLASS III					RELAI D STORM SEWER				
STRUCTURE NO.	STA.	OFFSET	608.0312	608.0315	608.0318	608.0324	608.0327	609.0112	609.0115	609.0118	609.0121	609.0124
			12-INCH	15-INCH	18-INCH	24-INCH	27-INCH	12-INCH	15-INCH	18-INCH	21-INCH	24-INCH
			QTY LF	QTY LF	QTY LF	QTY LF	QTY LF	QTY LF	QTY LF	QTY LF	QTY LF	QTY LF
10.0	51+90.2	33.00' RT	---	---	---	---	---	---	---	---	---	---
11.0	53+38.0	42.00' LT	---	---	---	---	---	---	---	---	---	---
11.1	53+84.2	28.00' RT	---	---	---	---	---	---	---	---	---	---
11.2	53+99.2	28.00' RT	6	---	---	---	---	---	---	---	---	---
12.0	53+48.7	42.00' LT	---	---	8	---	---	---	---	---	---	8
13.0	55+30.2	42.00' LT	---	7	16	---	---	---	---	---	---	---
13.1	55+20.5	28.00' RT	---	---	---	---	---	---	---	---	---	---
14.0	56+60.1	42.00' LT	---	---	---	---	---	---	---	---	---	---
14.1	599+33.9	14.78' LT	12	---	---	---	---	---	---	---	---	---
15.0	58+20.8	42.29' LT	---	14	---	---	---	---	---	---	---	---
15.1	58+10.3	28.70' RT	---	---	---	---	---	---	---	---	---	---
15.2	700+41.7	20.60' LT	---	---	---	---	---	---	---	---	---	---
16.0	61+10.9	28.00' RT	---	---	---	---	---	---	---	---	---	---
16.1	61+18.2	13.03' LT	---	---	---	---	---	---	---	---	---	---
16.2	61+16.1	18.89' LT	---	---	---	---	---	---	---	---	---	---
16.3	61+13.3	48.50' LT	6	7	---	---	---	---	---	---	---	---
16.4	799+35.7	19.90' RT	---	---	---	---	---	---	---	---	---	---
16.5	799+17.7	14.50' LT	---	---	---	---	---	---	---	---	---	---
17.0	64+38.4	28.00' RT	---	---	---	---	---	---	---	---	---	---
17.1	64+50.4	1.50' LT	---	14	---	---	---	---	---	---	---	---
17.2	64+50.1	11.35' LT	---	---	---	---	---	---	---	---	---	---
17.3	64+49.9	40.90' LT	---	---	---	---	---	---	---	---	---	---
17.4	63+80.6	9.43' LT	---	---	---	---	---	---	---	---	---	---
18.1	66+27.9	28.00' RT	---	---	---	---	---	---	---	---	---	---
18.2	66+26.4	29.50' LT	---	---	---	---	---	---	7	---	---	---
19.1	69+08.2	28.00' RT	---	---	---	---	---	---	---	---	---	---
19.2	69+08.4	28.00' LT	---	7	---	---	---	---	7	---	---	---
20.1	72+99.0	28.00' RT	---	7	---	---	---	---	---	---	---	---
20.2	72+99.8	28.00' LT	---	---	---	---	---	---	---	---	---	---
21.1	75+55.6	28.00' RT	---	7	---	---	---	---	---	---	---	---
21.2	75+56.0	28.00' LT	---	---	---	---	---	---	---	---	---	---
22.1	77+97.1	28.00' RT	---	7	---	---	---	---	---	---	---	---
22.2	77+98.2	28.00' LT	---	---	---	---	---	---	---	---	---	---
23.1	80+99.4	28.00' RT	---	7	---	---	---	---	---	---	---	---
23.2	81+00.1	28.00' LT	---	---	---	---	---	---	---	---	---	---
24.0	82+02.5	34.29' RT	---	---	---	---	---	---	---	---	---	---
24.1	82+00.8	32.30' RT	---	---	---	---	---	---	---	---	---	---
24.2	900+52.9	18.10' LT	---	---	---	---	---	---	---	---	---	---
24.3	900+58.5	17.57' RT	---	---	---	---	---	---	---	---	---	---
UNDISTRIBUTED												
TOTAL			48	119	48	8	8	25 32	100 156	50 66	50 57	50 66

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STORM SEWER STRUCTURE SUMMARY (CONT.)

			MANHOLES, INLETS, MANHOLE COVERS, AND INLET COVERS														
			611.0201	611.0210	611.0301	611.0303	611.0420	611.0609	611.0624	611.0666	611.8110	611.8115	611.9710	520.8000.S	650.4000		
			MANHOLES	MANHOLES	INLETS	INLETS	RECONSTRUCTING	INLET	INLET	INLET	ADJUSTING	ADJUSTING	SALVAGED INLET	CONCRETE	CONSTRUCTION		
			TYPE 1	TYPE 3	TYPE 1	TYPE 3	MANHOLES	COVERS	COVERS	COVERS	MANHOLE	INLET	COVERS	COLLAR	STORM		
STRUCTURE	NO.	STA.	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY		
		OFFSET	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		
ELEC. HH		32+27	---	---	---	---	---	---	---	---	1	---	---	---	---		
ELEC. HH		32+56	---	---	---	---	---	---	---	---	1	---	---	---	---		
1.0		35+08.9	1	---	---	---	---	---	---	---	---	---	1	---	1		
1.1		34+15.2	---	---	---	1	---	---	---	---	---	---	1	1	1		
1.2		200+64.5	---	---	---	---	---	---	---	---	---	1	---	---	---		
1.3		200+64.3	---	---	---	---	---	---	---	---	---	1	---	---	---		
2.0		37+28.5	---	1	---	---	---	---	---	---	---	---	1	---	1		
2.1		37+14.2	---	---	---	1	---	---	---	---	---	---	1	---	1		
2.2		35+66.3	---	---	---	1	---	---	---	---	---	---	1	1	1		
3.0		37+96.9	---	---	---	---	---	---	---	1	---	---	---	---	---		
3.1		300+53.0	---	---	---	---	---	---	---	---	1	---	---	---	---		
3.2		300+66.0	---	---	---	---	---	---	---	---	---	1	---	---	---		
4.0		39+55.1	---	---	---	---	---	---	---	---	1	---	---	---	---		
4.1			---	---	---	---	---	---	---	---	---	---	---	---	---		
4.2		39+07.2	---	---	---	1	---	---	---	---	---	---	1	---	1		
4.3		39+43.9	---	---	---	---	1	---	---	---	---	---	1	---	---		
4.4		39+43.2	---	---	---	---	1	---	---	1	---	---	---	---	---		
4.5		39+49.7	---	---	---	1	---	---	---	---	---	---	1	---	1		
5.0		39+99.6	---	---	---	---	---	---	---	---	1	---	---	---	---		
5.1		400+65.2	---	---	---	---	---	---	---	---	---	1	---	---	---		
5.2		400+67.8	---	---	---	---	---	---	---	---	---	1	---	---	---		
6.0		40+47.9	---	---	---	1	---	---	---	---	---	---	1	1	1		
6.1		40+48.3	---	---	---	---	---	---	---	---	---	1	---	---	---		
6.2		40+48.2	---	---	---	1	---	---	---	---	---	---	1	---	1		
6.3		40+48.2	---	---	---	1	---	---	---	---	---	---	1	1	1		
6.4		40+59.1	---	---	---	1	---	---	---	---	---	---	1	---	1		
7.0		40+61.2	---	---	---	1	---	---	---	---	---	---	1	---	1		
8.0		42+20.0	---	---	---	---	---	---	---	---	---	1	---	---	---		
8.1		42+20.2	---	---	---	---	---	---	---	---	---	1	---	---	---		
8.2		42+20.2	---	---	---	---	---	---	---	---	---	1	---	---	---		
8.3		42+20.0	---	---	---	---	---	---	---	---	---	1	---	---	---		
9.0		51+23.6	---	---	---	---	---	---	---	---	---	1	---	---	---		
9.1		500+62.0	---	---	---	---	---	---	---	---	---	1	---	---	---		
9.2		500+66.8	---	---	---	---	---	---	---	---	---	1	---	---	---		
9.3		500+59.4	---	---	---	---	---	---	---	---	---	1	---	---	---		
9.4		50+22.6	---	---	---	---	---	---	---	---	---	1	---	---	---		
9.5		50+23.1	---	---	---	---	---	---	---	---	---	1	---	---	---		
9.6		51+34.7	---	---	---	1	---	---	---	---	---	---	1	---	1		
9.7		500+65.5	---	---	---	---	---	---	---	---	---	1	---	---	---		
10.0		51+90.2	---	---	---	---	---	---	---	---	---	1	---	---	---		
11.0		53+38.0	---	---	---	---	---	---	---	---	---	1	---	---	---		
11.1		53+84.2	---	---	---	---	---	---	---	---	---	1	---	---	---		
11.2		53+99.2	---	---	---	1	---	---	1	---	---	---	---	---	1		
12.0		53+48.7	1	---	---	---	---	---	---	---	---	---	1	2	1		
13.0		55+30.2	---	---	---	1	---	1	---	---	---	---	---	2	1		
13.1		55+20.5	---	---	---	---	---	---	---	---	---	1	---	---	---		
14.0		56+60.1	---	---	---	---	---	---	---	---	---	1	---	---	---		
14.1		599+33.9	---	---	---	1	---	---	---	---	---	---	1	---	1		
15.0		58+20.8	---	---	---	1	---	---	---	---	---	---	1	2	1		
15.1		58+10.3	---	---	---	---	---	---	---	---	---	1	---	---	---		
15.2		700+41.7	---	---	---	---	---	---	---	---	---	1	---	---	---		
16.0		61+10.9	---	---	---	---	---	---	---	---	---	1	---	---	---		
16.1		61+18.2	---	---	---	---	---	---	---	---	---	1	---	---	---		

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STORM SEWER STRUCTURE SUMMARY (CONT.)

			MANHOLES, INLETS, MANHOLE COVERS, AND INLET COVERS														
			611.0201	611.0210	611.0301	611.0303	611.0420	611.0609	611.0624	611.0666	611.8110	611.8115	611.9710	520.8000.S	650.4000		
			MANHOLES	MANHOLES	INLETS	INLETS	RECONSTRUCTING	INLET	INLET	INLET	ADJUSTING	ADJUSTING	SALVAGED	CONCRETE	CONSTRUCTION		
			TYPE 1	TYPE 3	TYPE 1	TYPE 3	MANHOLES	COVERS	COVERS	COVERS	MANHOLE	INLET	INLET	COLLAR	SEWER		
STRUCTURE	STA.	OFFSET	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY		
NO.			EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH		
16.2	61+16.1	18.89' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
16.3	61+13.3	48.50' LT	---	---	---	1	---	---	---	---	---	---	1	2	1		
16.4	799+35.7	19.90' RT	---	---	---	---	---	---	---	---	---	1	---	---	---		
16.5	799+17.7	14.50' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
17.0	64+38.4	28.00' RT	---	---	---	---	---	---	---	---	---	1	---	---	---		
17.1	64+50.4	1.50' LT	---	---	1	---	---	---	---	---	---	---	1	---	1		
17.2	64+50.1	11.35' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
17.3	64+49.9	40.90' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
17.4	63+80.6	9.43' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
18.1	66+27.9	28.00' RT	---	---	---	---	---	---	---	---	---	1	---	---	---		
18.2	66+26.4	29.50' LT	---	---	---	1	---	---	---	---	---	---	1	---	1		
19.1	69+08.2	28.00' RT	---	---	---	---	---	---	---	---	---	1	---	---	---		
19.2	69+08.4	28.00' LT	---	---	---	1	---	---	---	---	---	---	1	---	1		
20.1	72+99.0	28.00' RT	---	---	---	1	---	---	---	---	---	---	1	---	1		
20.2	72+99.8	28.00' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
21.1	75+55.6	28.00' RT	---	---	---	1	---	---	---	---	---	---	1	---	1		
21.2	75+56.0	28.00' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
22.1	77+97.1	28.00' RT	---	---	---	1	---	---	---	---	---	---	1	---	1		
22.2	77+98.2	28.00' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
23.1	80+99.4	28.00' RT	---	---	---	1	---	---	---	---	---	---	1	---	1		
23.2	81+00.1	28.00' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
24.0	82+02.5	34.29' RT	---	---	---	---	---	---	---	---	1	1	---	---	---		
24.1	82+00.8	32.30' RT	---	---	---	---	1	---	---	---	---	---	---	---	---		
24.2	900+52.9	18.10' LT	---	---	---	---	---	---	---	---	---	1	---	---	---		
24.3	900+58.5	17.57' RT	---	---	---	---	---	---	---	---	---	---	---	---	---		
UNDISTRIBUTED			---	---	---	---	---	---	---	---	34	---	---	---	---		
TOTAL			2	1	1	22	3	1	1	1	40	42	25	12	26		

COVER PLATES TEMPORARY

		611.8120.S
		QTY
LOCATION	DESCRIPTION	EACH
MAINLINE	STAGE 2	15
MAINLINE	STAGE 3	15
MAINLINE	STAGE 2, 3 ELEC. HANDHOLES	2
TOTAL		32

CONCRETE MEDIAN BLUNT NOSE

		620.0200
		QTY
STA.	LOCATION	SF
39+52	MEDIAN	56
40+31	MEDIAN	49
56+53	MEDIAN	74
61+30	MEDIAN	86
TOTAL		265

CONCRETE MEDIAN SLOPED NOSE

		620.0300
		QTY
STA.	LOCATION	SF
34+98	MEDIAN	48
37+54	MEDIAN	66
38+10	MEDIAN	48
49+19	MEDIAN	42
54+23	MEDIAN	52
55+06	MEDIAN	77
57+47	MEDIAN	60
59+04	MEDIAN	132
62+03	MEDIAN	35
65+01	MEDIAN	60
TOTAL		620

WATER

		624.0100
		QTY
STA.	LOCATION	MGAL
34+15-51+80	MAINLINE	362
51+96-65+44	MAINLINE	212
65+44-66+00	MAINLINE	1
66+00-68+00	MAINLINE	9
68+00-80+50	MAINLINE	10
80+50-82+50	MAINLINE	1
82+50-83+05	MAINLINE	1
PROJECT	SIDE ROADS	3
TOTAL		599

FINISHING ITEMS SUMMARY

		625.0105	625.0500	629.0210	630.0140	630.0180	631.0300	631.1000
		TOPSOIL	SALVAGED	FERTILIZER	SEEDING	SEEDING	SOD	SOD
		QTY	QTY	TYPE B	MIXTURE	MIXTURE	WATER	LAWN
				QTY	NO. 40	NO. 80	QTY	QTY
STA.	LOCATION	CY	SY	CWT	LB	LB	MGAL	SY
34+15-83+71	LT & RT TERRACE & MEDIANS	--	--	446	--	--	1150	--
34+00-39+56	LT	47	--	--	--	--	--	279
34+10-34+44	RT	3	--	--	--	--	--	17
34+75-37+30	RT	11	--	--	--	--	--	66
35+58-36+31	MEDIAN	13	--	--	--	--	--	80
36+77-37+51	MEDIAN	20	--	--	--	--	--	117
37+93-39+76	RT	21	--	--	--	--	--	124
38+13-39+24	MEDIAN	10	--	--	--	--	--	60
40+00-56+06	LT	100	--	--	--	--	--	595
40+17-50+57	RT	63	--	--	--	--	--	376
40+55-49+15	MEDIAN	166	--	--	--	--	--	998
50+89-57+56	RT	58	--	--	--	--	--	347
54+25-55+03	MEDIAN	15	--	--	--	--	--	88
56+34-61+41	LT	37	--	--	--	--	--	222
56+57-57+44	MEDIAN	16	--	--	--	--	--	98
57+89-61+12	RT	18	--	--	--	--	--	109
59+08-61+16	MEDIAN	30	--	--	--	--	--	181
61+68-61+87	LT	6	--	--	--	--	--	37
61+86-83+08	LT	--	1017	--	--	8	--	--
62+06-64+90	MEDIAN	40	--	--	--	--	--	238
62+06-81+57	RT	170	--	--	--	--	--	1021
66+25-81+39	LT	--	734	--	--	--	--	--
66+25-81+39	RT	--	--	--	14	--	--	--
81+87-82+66	RT	9	--	--	--	--	--	53
PROJECT	UNDISTRIBUTED	--	--	--	--	--	--	--
TOTAL		853	1751	446	14	8	1150	5106

EROSION CONTROL ITEMS SUMMARY

		628.1504	628.1520	628.2008	628.7005	628.7015	628.7020	628.7560	630.0200
		SILT	SILT	EROSION MAT	INLET	INLET	INLET	TRACKING	SEEDING
		FENCE	FENCE	URBAN CLASS I	PROTECTION	PROTECTION	PROTECTION	PAD	TEMPORARY
		QTY	QTY	TYPE B	TYPE A	TYPE C	TYPE D	QTY	QTY
STA.	LOCATION	LF	LF	SY	EACH	EACH	EACH	EACH	LB
34+15-83+71	MAINLINE	--	--	--	52	50	9	15	--
34+15-83+71	PETRA PL	--	--	--	2	2	--	1	--
34+15-83+71	ALRITA CT	--	--	--	--	--	--	1	--
34+15-83+71	W BADGER RD	--	--	--	2	2	--	2	--
34+15-83+71	CATALPA RD	--	--	--	4	4	--	1	--
34+15-83+71	MARTIN ST	--	--	--	1	2	--	1	--
34+15-83+71	CULMEN ST	--	--	--	1	1	--	1	--
34+15-83+71	CARVER ST	--	--	--	2	2	--	1	--
34+15-83+71	PLAENERT DR	--	--	--	--	2	--	1	--
43+00-45+07	LT	207	207	--	--	--	--	--	--
45+92-47+74	LT	182	182	--	--	--	--	--	--
61+86-83+08	LT	--	--	1017	--	--	--	--	--
63+18-83+18	LT	2012	2012	--	--	--	--	--	--
66+25-81+39	RT	--	--	734	--	--	--	--	--
PROJECT	UNDISTRIBUTED	250	250	200	--	--	--	--	50
TOTAL		2651	2651	1951	64	65	9	24	50

MOBILIZATIONS EROSION CONTROL

		628.1905
		QTY
LOCATION	DESCRIPTION	EACH
PROJECT	STAGE 2	1
PROJECT	STAGE3	1
PROJECT	STAGE 4	1
TOTAL		3

MOBILIZATIONS EMERGENCY EROSION CONTROL

		628.1910
		QTY
LOCATION	DESCRIPTION	EACH
PROJECT	STAGE 2	1
PROJECT	STAGE3	1
PROJECT	STAGE 4	1
TOTAL		3

PERMANENT SIGNING										
SIGN NO.	APPROX. STA.	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE	637.0202	SPV.0060.02	SPV.0060.03	SPV.0090.02	REMARKS
					WxH	SIGNS	PRECAST	SIGN POST	SIGN POST BASE	
					QTY	TYPE II	BASE	FOR CONCRETE	SIGN	
					(INCHES)		QTY	INSTALLATION	POST	
						SF	EACH	EACH	LF	
1-1	35+13	MEDIAN	R2-1	SPEED LIMIT 30	24 X 30	5.00	--	--	--	MOUNT TO LIGHT POLE
1-2	34+11	RT	W11-2	PEDESTRIAN CROSSING	30 X 30	6.25	--	--	--	MOUNT TO LIGHT POLE (FYG)
1-3	34+11	RT	R2-1	SPEED LIMIT 30	24 X 30	5.00	--	--	--	MOUNT TO 1-2 POLE
1-4	34+11	RT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO 1-2 POLE
1-5	34+80	RT	R1-1	STOP	30 X 30	6.25	--	--	--	MOUNT TO LIGHT POLE
1-6	34+80	RT	W14-1aR	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO 1-5 LIGHT POLE
1-7	34+80	RT	W14-1aL	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO 1-5 LIGHT POLE
1-8	35+21	LT	M2-1	JUNCTION	21 X 15	2.19	2	--	2-12	MOUNT 1-8 TO 1-11 HORIZONTALLY (TOP) 1-12 TO 1-15 BOTTOM
1-9	35+21	LT	M2-1	JUNCTION	21 X 15	2.19	--	--	--	MOUNT TO 1-8 POST
1-10	35+21	LT	M2-1	JUNCTION	21 X 15	2.19	--	--	--	MOUNT TO 1-8 POST
1-11	35+21	LT	M2-1	JUNCTION	21 X 15	2.19	--	--	--	MOUNT TO 1-8 POST
1-12	35+21	LT	M1-4	USH 12	24 X 24	4.00	--	--	--	MOUNT TO 1-8 POST
1-13	35+21	LT	M1-4	USH 14	24 X 24	4.00	--	--	--	MOUNT TO 1-8 POST
1-14	35+21	LT	M1-4	USH 18	24 X 24	4.00	--	--	--	MOUNT TO 1-8 POST
1-15	35+21	LT	M1-4	USH 151	24 X 24	4.00	--	--	--	MOUNT TO 1-8 POST
1-16	36+35	RT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	1	--	8	MOUNT TO POST
1-17	37+12	LT	R2-1	SPEED LIMIT 30	24 X 30	5.00	1	--	10	MOUNT TO POST
1-18	37+12	LT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO 1-17 POST
1-19	37+21	RT	W11-2	PEDESTRIAN CROSSING	30 X 30	6.25	1	--	10	MOUNT TO POST (FYG)
1-20	37+30	MEDIAN	M1-94	BADGER ROAD	78 X 15	8.13	2	--	2-8	MOUNT TO POST
1-21	37+98	RT	R1-1	STOP	30 X 30	6.25	1	--	12	MOUNT TO POST
1-22	37+98	RT	W14-1aR	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO 1-21 POST
1-23	37+98	RT	W14-1aL	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO 1-21 POST
1-24	38+17	MEDIAN	R2-1	SPEED LIMIT 30	24 X 30	5.00	1	--	10	MOUNT TO POST
1-25	38+28	RT	R3-5R	RIGHT TURN ONLY	30 X 36	7.50	1	--	10	MOUNT TO POST
1-26	38+28	RT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO 1-25 POST
2-1	38+68	LT				--	1	--	8	CITY PROVIDED AND INSTALLED MADISON METRO SIGN
2-2	39+10	LT				--	--	--	--	CITY PROVIDED AND INSTALLED BIKE LANE SIGN
2-3	39+38	MEDIAN	R4-7	DIVIDED ROAD AHEAD	24 X 30	5.00	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-4	39+38	MEDIAN	R10-4	PUSH BUTTON FOR WALK SIGNAL	9 X 12	0.75	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-5	39+72	RT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	1	--	8	MOUNT TO POST
2-6	39+40	LT	W14-1aL	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-7	39+40	LT	W14-1aR	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-8	39+40	LT	R10-4	PUSH BUTTON FOR WALK SIGNAL	9 X 12	0.75	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-9	40+08	LT	W14-1	DEAD END	30 X 30	6.25	1	--	10	MOUNT TO POST
2-10	40+08	LT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO 2-9 POST
2-11	40+37	LT	R10-4	PUSH BUTTON FOR WALK SIGNAL	9 X 12	0.75	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-12	40+38	MEDIAN	R4-7	DIVIDED ROAD AHEAD	24 X 30	5.00	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-13	40+38	MEDIAN	R10-4	PUSH BUTTON FOR WALK SIGNAL	9 X 12	0.75	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-14	40+35	RT	W14-1aL	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-15	40+35	RT	W14-1aR	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-16	40+35	RT	R10-4	PUSH BUTTON FOR WALK SIGNAL	9 X 12	0.75	--	--	--	MOUNT TO TRAFFIC SIGNAL POLE
2-17	40+65	RT				--	1	--	8	CITY PROVIDED AND INSTALLED BIKE LANE SIGN
2-18	41+00	RT				--	1	--	8	CITY PROVIDED AND INSTALLED MADISON METRO SIGN
2-19	41+35	LT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	1	--	10	MOUNT TO POST
2-20	42+75	RT	M1-5A	CTH D	24 X 24	4.00	1	--	12	MOUNT TO POST
2-21	42+75	RT	R2-1	SPEED LIMIT 30	24 X 30	5.00	--	--	--	MOUNT TO 2-20 POST
2-22	43+00	MEDIAN	M1-94	BADGER ROAD	78 X 15	8.13	2	--	2-8	MOUNT TO POST
3-1	46+21	LT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	1	--	8	MOUNT TO POST
3-2	47+41	RT	W10-1	RAILROAD CROSSING	36 X 36	9.00	1	--	12	MOUNT TO POST
3-3	47+41	RT	W10-1a	EXEMPT	24 X 12	2.00	--	--	--	MOUNT TO 3-2 POST
3-4	47+86	LT	R1-1	STOP	36 X 36	9.00	1	--	10	MOUNT TO POST
3-5	48+58	LT	R2-1	SPEED LIMIT 30	24 X 30	5.00	1	--	10	MOUNT TO POST
3-6	49+05	MEDIAN	R4-7	DIVIDED ROAD AHEAD	24 X 30	5.00	1	--	12	MOUNT TO POST
3-7	49+05	MEDIAN	R3-17a	AHEAD	30 X 12	2.50	--	--	--	MOUNT TO 3-6 POST
3-8	49+05	MEDIAN	R3-9b	CENTER LANE ONLY	24 X 36	6.00	--	--	--	MOUNT TO 3-6 POST

PERMANENT SIGNING (CONT.)

SIGN NO.	APPROX. STA.	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE WxH QTY (INCHES)	637.0202	SPV.0060.02	SPV.0060.03	REFLECTIVE	REMARKS
						SIGN	PRECAST	SIGN POST BASE	REFLECTIVE	
						SIZE TYPE II	SIGN POST BASE	FOR CONCRETE INSTALLATION	SIGN POST	
						QTY SF	QTY EACH	QTY EACH	QTY LF	
3-9	49+20	LT				--	1	--	8	CITY PROVIDED AND INSTALLED BIKE LANE SIGN
3-10	49+89	RT	R2-1	SPEED LIMIT 30	24 X 30	5.00	--	--	--	MOUNT TO LIGHT POLE
3-11	49+89	RT	W11-2	PEDESTRIAN CROSSING	30 X 30	6.25	--	--	--	MOUNT TO LIGHT POLE (FYG)
3-12	50+29	RT	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	1	--	12	MOUNT TO POST (FYG)
3-13	50+29	RT	W16-7P	DOWN ARROW	24 X 12	2.00	--	--	--	MOUNT TO 3-12 POST (FYG)
3-14	50+50	LT	R3-17B	ENDS	30 X 12	2.50	1	--	12	MOUNT TO POST
3-15	50+50	LT	R3-9B	CENTER LANE ONLY	24 X 36	6.00	--	--	--	MOUNT TO 3-14 POST
4-1	50+92	LT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO LIGHT POLE
4-2	51+18	LT	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	--	--	--	MOUNT TO POWER POLE (FYG)
4-3	51+18	LT	W16-7P	DOWN ARROW	24 X 12	2.00	--	--	--	MOUNT TO POWER POLE (FYG)
4-4	50+95	RT	R1-1	STOP	30 X 30	6.25	--	--	--	MOUNT TO LIGHT POLE
4-5	51+27	RT				--	1	--	8	CITY PROVIDED AND INSTALLED BIKE LANE SIGN
4-6	51+62	RT				--	1	--	8	CITY PROVIDED AND INSTALLED MADISON METRO SIGN
4-7	52+67	LT	R2-1	SPEED LIMIT 30	24 X 30	5.00	--	--	--	MOUNT TO LIGHT POLE
4-8	52+67	LT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO LIGHT POLE
4-9	52+60	RT	R3-9b	CENTER LANE ONLY	24 X 36	6.00	1	--	10	MOUNT TO POST
4-10	54+00	RT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO LIGHT POLE
4-11	54+35	MEDIAN	R4-7	DIVIDED ROAD AHEAD	24 X 30	5.00	1	--	10	MOUNT TO POST
4-12	54+35	LT	R3-9B	CENTER LANE ONLY	24 X 36	6.00	1	--	10	MOUNT TO POST
4-13	55+02	LT	W10-1	RAILROAD CROSSING	36 X 36	9.00	--	--	--	MOUNT TO LIGHT POLE
4-14	55+02	LT	W10-1a	EXEMPT	24 X 12	2.00	--	--	--	MOUNT TO LIGHT POLE
4-15	54+96	MEDIAN	R4-7	DIVIDED ROAD AHEAD	24 X 30	5.00	1	--	10	MOUNT TO POST
4-16	56+38	RT	W11-2	PEDESTRIAN CROSSING	30 X 30	6.25	--	--	--	MOUNT TO LIGHT POLE (FYG)
4-17	56+00	LT	R1-1	STOP	30 X 30	6.25	--	--	--	MOUNT TO LIGHT POLE
5-1	57+00	LT	W11-2	PEDESTRIAN CROSSING	30 X 30	6.25	1	--	10	MOUNT TO POST (FYG)
5-2	57+72	LT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO LIGHT POLE
5-3	57+93	RT	R1-1	STOP	30 X 30	6.25	--	--	12	MOUNT TO POST
5-4	57+93	RT	W14-1aL	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO 5-3 POST
5-5	57+93	RT	W14-1aR	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO 5-3 POST
5-6	58+15	RT	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	1	--	12	MOUNT TO POST (FYG)
5-7	58+15	RT	W16-9P	AHEAD	24 X 8	1.92	--	--	--	MOUNT TO 5-6 POST (FYG)
5-8	58+15	RT	R2-6P	FINES HIGHER	24 X 24	4.00	--	--	--	MOUNT TO 5-6 POST
5-9	58+75	RT	R3-17B	ENDS	30 X 12	2.50	1	--	12	MOUNT TO POST
5-10	58+75	RT	R3-9B	CENTER LANE ONLY	24 X 36	6.00	--	--	--	MOUNT TO 5-9 POST
5-11	59+50	LT	R3-17A	AHEAD	30 X 12	2.50	1	--	12	MOUNT TO POST
5-12	59+50	LT	R3-9B	CENTER LANE ONLY	24 X 36	6.00	--	--	--	MOUNT TO 5-11 POST
5-13	59+89	LT	S5-2	END SCHOOL ZONE	24 X 30	5.00	1	--	10	MOUNT TO POST
5-14	60+20	LT	R7-1(MOD)	NO PARKING ANYTIME	18 X 24	3.00	1	--	8	MOUNT TO POST
5-15	60+58	LT				--	1	--	8	CITY PROVIDED AND INSTALLED BIKE LANE SIGN
5-16	60+96	MEDIAN	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	--	--	--	MOUNT TO LIGHT POLE (FYG)
5-17	60+96	MEDIAN	W16-7P	DOWN ARROW	24 X 12	2.00	--	--	--	MOUNT TO LIGHT POLE (FYG)
5-18	60+96	MEDIAN	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	--	--	--	MOUNT TO LIGHT POLE (FYG)
5-19	60+96	MEDIAN	W16-7P	DOWN ARROW	24 X 12	2.00	--	--	--	MOUNT TO LIGHT POLE (FYG)
5-20	61+14	LT	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	1	--	12	MOUNT TO POST (FYG)
5-21	61+14	LT	W16-7P	DOWN ARROW	24 X 12	2.00	--	--	--	MOUNT TO 5-20 POST (FYG)
5-22	61+14	LT	R10-4	PUSH BUTTON FOR WALK SIGNAL	9 X 12	0.75	--	--	--	MOUNT TO 5-20 POST (FYG)
5-23	61+36	LT	R1-1	STOP	30 X 30	6.25	1	--	12	MOUNT TO POST
5-24	60+15	RT	S4-3P	SCHOOL	24 X 8	1.33	--	--	--	MOUNT TO LIGHT POLE
5-25	60+15	RT	R2-1	SPEED LIMIT 20	24 X 30	5.00	--	--	--	MOUNT TO LIGHT POLE (FYG)
5-26	60+15	RT	S4-2	WHEN CHILDREN ARE PRESENT	24 X 12	2.00	--	--	--	MOUNT TO LIGHT POLE
5-27	61+94	RT	R1-1	STOP	30 X 30	6.25	1	--	12	MOUNT TO POST
5-28	61+94	RT	W14-1aL	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO 5-27 POST
5-29	61+94	RT	W14-1aR	DEAD END	36 X 8	2.00	--	--	--	MOUNT TO 5-27 POST
5-30	60+78	LT				--	1	--	8	CITY PROVIDED AND INSTALLED MADISON METRO SIGN
5-31	61+20	RT				--	1	--	8	CITY PROVIDED AND INSTALLED MADISON METRO SIGN

PERMANENT SIGNING (CONT.)

SIGN NO.	APPROX. STA.	LOCATION	SIGN CODE	SIGN MESSAGE	SIGN SIZE WxH	637.0202	SPV.0060.02	SPV.0060.03	SPV.0090.02	REMARKS
						SIGNS REFLECTIVE TYPE II	PRECAST SIGN POST BASE	SIGN POST BASE FOR CONCRETE INSTALLATION	REFLECTIVE SIGN POST	
						QTY QTY SF	QTY EACH	QTY EACH	QTY LF	
5-32	61+20	RT	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	1	--	12	MOUNT TO POST <FYG>
5-33	61+20	RT	W16-7P	DOWN ARROW	24 X 12	2.00	--	--	--	MOUNT TO 5-32 POST <FYG>
5-34	61+20	RT	R10-4	PUSH BUTTON FOR WALK SIGNAL	9 X 12	0.75	--	--	--	MOUNT TO 5-32 POST
5-35	62+13	RT				--	1	--	8	CITY PROVIDED AND INSTALLED BIKE LANE SIGN
5-36	62+50	RT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	1	--	8	MOUNT TO POST
6-1	63+30	MEDIAN	W6-2	DIVIDED ROAD ENDS	36 X 36	9.00	1	--	10	MOUNT TO POST
6-2	63+30	RT	W6-2	DIVIDED ROAD ENDS	36 X 36	9.00	1	--	10	MOUNT TO POST
6-3	63+30	LT	S4-3P	SCHOOL	24 X 8	1.33	1	--	12	MOUNT TO POST <FYG>
6-4	63+30	LT	R2-1	SPEED LIMIT 20	24 X 30	5.00	--	--	--	MOUNT TO 6-3 POST
6-5	63+30	LT	S4-2	WHEN CHILDREN ARE PRESENT	24 X 12	2.00	--	--	--	MOUNT TO 6-3 POST
6-6	64+30	LT	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	1	--	12	MOUNT TO POST <FYG>
6-7	64+30	LT	W16-9P	AHEAD	24 X 8	1.33	--	--	--	MOUNT TO 6-6 POST <FYG>
6-8	64+30	LT	R2-6P	FINES HIGHER	24 X 24	4.00	--	--	--	MOUNT TO 6-6 POST
6-9	64+50	RT	R2-1	SPEED LIMIT 30	24 X 30	5.00	--	--	--	MOUNT TO LIGHT POLE
6-10	64+50	RT	S5-2	END SCHOOL ZONE	24 X 30	5.00	--	--	--	MOUNT TO LIGHT POLE
6-11	64+90	MEDIAN	R4-7	KEEP RIGHT	24 X 30	5.00	1	--	8	MOUNT TO POST
6-12	67+45	LT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	1	--	8	MOUNT TO POST
6-13	67+00	RT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO LIGHT POLE
6-14	68+45	LT	W6-2	DIVIDED ROAD AHEAD	36 X 36	9.00	1	--	10	MOUNT TO POST
7-1	71+80	LT	R2-1	SPEED LIMIT 30	24 X 30	5.00	1	--	12	MOUNT TO POST
7-2	71+80	LT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO 7-1 POST
7-3	71+41	RT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO LIGHT POLE
7-4	73+28	RT	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	--	--	--	MOUNT TO LIGHT POLE <FYG>
7-5	73+28	RT	W16-9P	AHEAD	24 X 8	1.33	--	--	--	MOUNT TO LIGHT POLE <FYG>
8-1	75+17	RT	S4-3P	SCHOOL	24 X 8	1.33	--	--	--	MOUNT TO LIGHT POLE <FYG>
8-2	75+17	RT	R2-1	SPEED LIMIT 20	24 X 30	5.00	--	--	--	MOUNT TO LIGHT POLE
8-3	75+17	RT	S4-2	WHEN CHILDREN ARE PRESENT	24 X 12	2.00	--	--	--	MOUNT TO LIGHT POLE
8-4	75+42	LT	S5-2	END SCHOOL ZONE	24 X 30	5.00	1	--	12	MOUNT TO POST
8-5	75+42	LT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO 8-4 POST
8-6	76+30	RT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO LIGHT POLE
8-7	80+46	RT	S1-1	PEDESTRIAN CROSSING	36 X 36	9.00	--	--	--	MOUNT TO LIGHT POLE <FYG>
8-8	80+46	RT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	--	--	--	MOUNT TO LIGHT POLE
8-9	80+45	LT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	1	--	8	MOUNT TO POST
9-1	81+59	RT	R1-1	STOP	30 X 30	6.25	--	--	--	MOUNT TO LIGHT POLE
9-2	82+36	RT	R7-1<MOD>	NO PARKING ANYTIME	18 X 24	3.00	1	--	8	MOUNT TO POST
9-3	82+54	RT	M6-1	ARROW AHEAD	21 X 21	3.06	1	--	10	MOUNT TO POST
9-4	82+54	RT	R14-1	TRUCK ROUTE	24 X 18	3.00	--	--	--	MOUNT TO 9-3 POST
9-5	82+50	LT	M1-5A	CTH D	24 X 24	4.00	1	--	10	MOUNT TO POST
9-6	82+50	LT	R2-1	SPEED LIMIT 30	24 X 30	5.00	--	--	--	MOUNT TO 9-5 POST
9-7	82+91	RT				--	--	--	--	CITY PROVIDED AND INSTALLED BIKE LANE SIGN
9-8	83+18	RT	W5-52R	OBJECT MARKER	12 X 36	3.00	1	--	10	MOUNT TO POST
9-9	83+68	LT	W5-52L	OBJECT MARKER	12 X 36	3.00	1	--	10	MOUNT TO POST
9-10	84+10	LT	S4-3P	SCHOOL	24 X 8	1.33	1	--	12	MOUNT TO POST <FYG>
9-11	84+10	LT	R2-1	SPEED LIMIT 20	24 X 30	5.00	--	--	--	MOUNT TO 9-10 POST
9-12	84+10	LT	S4-2	WHEN CHILDREN ARE PRESENT	24 X 12	2.00	--	--	--	MOUNT TO 9-10 POST
9-13	83+04	RT	W5-52L	OBJECT MARKER	12 X 36	3.00	1	--	10	MOUNT TO POST
9-14	83+04	LT	W5-52R	OBJECT MARKER	12 X 36	3.00	1	--	10	MOUNT TO POST
UNDISTRIBUTED						--	--	2	--	
TOTAL						612.23	66	2	666	

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MOVING/REMOVING SIGN ITEMS											
CONSTRUCTION STAGE	SIGN NO.	STA.	OFFSET (FT.)	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN SIZE (WXH) IN.	638.2102	638.2602	638.3000	SIGN SUPPORT TYPE
								MOVING SIGNS TYPE II EACH	REMOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	
STAGE 2		32+36	41	RT	R3-11B	CURB LANE BUSES BICYCLES AND RIGHT TURNS ONLY	30 X 42	--	1	--	LIGHT POLE
STAGE 2		34+11	40	RT	R2-1	SPEED LIMIT 30	18 X 24	--	1	--	LIGHT POLE
STAGE 2		34+11	40	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 2		34+81	55	RT	R1-1	STOP	30 X 30	--	1	--	LIGHT POLE
STAGE 2		36+36	41	RT	R3-12	RESTRICTED LANE<> END	30 X 42	--	1	--	LIGHT POLE
STAGE 2		36+36	41	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 2		37+08	11	LT	D2-1	DISTANCE (1 LINE) BADGER RD	VARIABLE X 18	--	1	--	2 ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		37+08	11	LT	R2-1	SPEED LIMIT 30	24 X 30	--	1	2	2 ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		37+12	58	LT	R2-1	SPEED LIMIT 30	18 X 24	--	1	--	LIGHT POLE
STAGE 2		37+12	58	LT	R7-1	NO PARKING ANY TIME	18 X 24	--	1	--	LIGHT POLE
STAGE 2		37+97	59	RT	R1-1	STOP	30 X 30	--	1	--	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 2		38+12	10	LT	R4-7	KEEP RIGHT	18 X 24	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 2		38+28	40	RT	R3-5R	RIGHT ONLY	30 X 36	--	1	--	LIGHT POLE
STAGE 2		38+28	40	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 2		38+28	40	RT	(MOD.)	EXCEPT BUSES & BICYCLES	18 X 12	--	1	--	LIGHT POLE
STAGE 2		39+38	14	LT	R4-7	KEEP RIGHT	18 X 24	--	1	--	SIGNAL POLE
STAGE 2		39+38	14	LT	R3-4	NO U TURN	24 X 24	--	1	--	SIGNAL POLE
STAGE 2		39+50	78	LT	R1-1	FOLD DOWN STOP SIGN	30 X 30	--	1	--	SIGNAL POLE
STAGE 2		39+79	84	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 2		40+21	59	RT	R1-1	FOLD DOWN STOP SIGN	30 X 30	--	1	--	SIGNAL POLE
STAGE 2		40+34	59	LT	R10-4	PUSH BUTTON FOR WALK SIGNAL ->	12 X 9	--	1	--	SIGNAL POLE
STAGE 2		40+34	5	LT	R3-4	NO U TURN	24 X 24	--	1	--	SIGNAL POLE
STAGE 2		40+34	5	LT	R4-7	KEEP RIGHT	18 X 24	--	1	--	SIGNAL POLE
STAGE 2		40+34	5	LT	R10-4	PUSH BUTTON FOR WALK SIGNAL ->	12 X 9	--	1	--	SIGNAL POLE
STAGE 2		40+45	41	RT	R3-11A	CURB LANE BICYCLES AND RIGHT TURNS ONLY	30 X 42	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		41+35	59	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 2	MS2-1	42+78	39	RT	M1-5A	CTH-D	24 X 24	1	--	--	LIGHT POLE
STAGE 2		42+78	39	RT	R2-1	SPEED LIMIT 30	24 X 30	--	1	--	LIGHT POLE
STAGE 2		43+38	10	LT	R4-7	KEEP RIGHT	18 X 24	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		44+02	40	RT	R3-9B	TWO-WAY LEFT TURN ONLY	24 X 36	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		44+02	40	RT	R3-17A	BEGIN	24 X 8	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		45+23	47	LT	R3-9B	TWO-WAY LEFT TURN ONLY	24 X 36	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		45+23	47	LT	R3-17B	END	24 X 8	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		46+12	43	LT	R3-12	RESTRICTED LANE<> END	30 X 42	--	1	--	LIGHT POLE
STAGE 2	MS2-2	47+42	39	RT	W10-1	RAILROAD CROSSING	36 X 36	1	--	--	LIGHT POLE
STAGE 2	MS2-3	47+42	39	RT	W10-1A	EXEMPT	24 X 12	1	--	--	LIGHT POLE
STAGE 2		47+87	51	LT	R1-1	STOP	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 2		48+58	42	LT	R3-9B	TWO-WAY LEFT TURN ONLY	24 X 36	--	1	--	LIGHT POLE
STAGE 2		48+58	42	LT	R2-1	SPEED LIMIT 30	18 X 24	--	1	--	LIGHT POLE
STAGE 2		49+89	40	RT	R2-1	SPEED LIMIT 30	24 X 30	--	1	--	LIGHT POLE
STAGE 2		50+93	61	RT	R1-1	STOP	30 X 30	--	1	--	LIGHT POLE
STAGE 2		51+26	30	RT	R3-11A	CURB LANE BICYCLES AND RIGHT TURNS ONLY	30 X 42	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		52+60	30	RT	R3-9B	TWO-WAY LEFT TURN ONLY	24 X 36	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		52+66	44	LT	R2-1	SPEED LIMIT 30	24 X 30	--	1	--	LIGHT POLE
STAGE 2		53+31	29	RT	W11-2	PEDESTRIAN	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		53+99	29	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		54+35	44	LT	R3-9B	TWO-WAY LEFT TURN ONLY	24 X 36	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2	MS2-4	56+38	29	RT	W11-2	PEDESTRIAN	30 X 30	1	--	--	LIGHT POLE
STAGE 2		57+94	46	RT	R1-1	STOP	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 2	MS2-5	58+15	30	RT	S1-1	PEDESTRIAN	30 X 30	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2	MS2-6	58+15	30	RT	W16-9P	AHEAD	24 X 12	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		58+59	45	LT	R3-9B	TWO-WAY LEFT TURN ONLY	24 X 36	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		58+59	45	LT	R3-17A	BEGIN	24 X 8	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		59+28	29	LT	R3-17B	END	24 X 12	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		59+28	29	LT	R3-9B	TWO-WAY LEFT TURN ONLY	24 X 36	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		59+74	15	LT	R4-7	KEEP RIGHT	18 X 24	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH

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MOVING/REMOVING SIGN ITEMS (CONT.)

CONSTRUCTION STAGE	SIGN NO.	STA.	OFFSET (FT.)	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN SIZE (WXH) IN.	638.2102	638.2602	638.3000	SIGN SUPPORT TYPE
								MOVING SIGNS TYPE II EACH	REMOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	
STAGE 2	MS2-7	60+15	29	RT	S4-3	SCHOOL	24 X 8	1	--	--	LIGHT POLE
STAGE 2	MS2-8	60+15	29	RT	R2-1	SPEED LIMIT 20	24 X 30	1	--	--	LIGHT POLE
STAGE 2	MS2-9	60+15	29	RT	S4-2	WHEN CHILDREN ARE PRESENT	24 X 10	1	--	--	LIGHT POLE
STAGE 2		61+13	15	LT	R4-7	KEEP RIGHT	18 X 24	--	1	--	SIGNAL POLE
STAGE 2	MS2-10	61+21	30	RT	S1-1	PEDESTRIAN	30 X 30	1	--	--	SHORT METAL SIGNAL POLE
STAGE 2	MS2-11	61+21	30	RT	W16-7PL	DOWNWARD DIAGONAL ARROW	30 X 18	1	--	--	SHORT METAL SIGNAL POLE
STAGE 2		61+21	30	RT	R10-4	PUSH BUTTON FOR WALK SIGNAL ->	12 X 9	--	1	--	SHORT METAL SIGNAL POLE
STAGE 2		61+15	49	LT	R10-4	PUSH BUTTON FOR WALK SIGNAL ->	12 X 9	--	1	--	LIGHT POLE
STAGE 2		61+94	43	RT	R1-1	STOP	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 2		62+13	29	RT	R3-11A	CURB LANE BICYCLES AND RIGHT TURNS ONLY	30 X 42	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		62+07	4	LT	R4-7	KEEP RIGHT	18 X 24	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 2		62+50	29	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		64+51	29	RT	R2-1	SPEED LIMIT 30	24 X 30	--	1	--	LIGHT POLE
STAGE 2		64+99	5	LT	R4-7	KEEP RIGHT	18 X 24	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 2		67+05	29	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 2		71+41	30	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 2	MS2-12	73+28	29	RT	S1-1	PEDESTRIAN	30 X 30	1	--	--	LIGHT POLE
STAGE 2	MS2-13	75+17	30	RT	S4-3	SCHOOL	24 X 8	1	--	--	LIGHT POLE
STAGE 2	MS2-14	75+17	30	RT	R2-1	SPEED LIMIT 20	24 X 30	1	--	--	LIGHT POLE
STAGE 2	MS2-15	75+17	30	RT	R4-2	WHEN CHILDREN ARE PRESENT	24 X 10	1	--	--	LIGHT POLE
STAGE 2		76+91	29	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 2		80+46	30	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 2		81+42	29	LT	R3-11A	CURB LANE BICYCLES AND RIGHT TURNS ONLY	30 X 42	--	1	--	LIGHT POLE
STAGE 2		81+90	51	RT	R1-1	STOP	30 X 30	--	1	--	LIGHT POLE
STAGE 2		82+38	29	RT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		82+55	29	RT	R14-1	TRUCK ROUTE	24 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		82+55	29	RT	M6-3	DIRECTIONAL ARROW	21 X 15	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		82+91	35	RT	D11-1	BIKE ROUTE WITH DIRECTIONAL ARROWS	24 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 2		82+70	29	LT	R2-1	SPEED LIMIT 30	24 X 30	--	1	--	LIGHT POLE
STAGE 2		83+68	38	RT	R3-12	RESTRICTED LANE<> END	30 X 42	--	1	--	LIGHT POLE
STAGE 3	MS3-1	35+21	60	LT	M2-1	JCT	21 X 15	1	--	--	TWO 4 X 4 WOOD POSTS
STAGE 3	MS3-2	35+21	60	LT	M1-5	12	24 X 24	1	--	--	TWO 4 X 4 WOOD POSTS
STAGE 3	MS3-3	35+21	60	LT	M1-5	14	24 X 24	1	--	--	TWO 4 X 4 WOOD POSTS
STAGE 3	MS3-4	35+21	60	LT	M1-5	18	24 X 24	1	--	--	TWO 4 X 4 WOOD POSTS
STAGE 3	MS3-5	35+21	60	LT	M1-5	151	24 X 24	1	--	--	TWO 4 X 4 WOOD POSTS
STAGE 3		40+10	102	LT	W14-1	DEAD END	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 3		40+10	102	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 3	MS3-6	42+78	39	RT	M1-5A	CTH-D	24 X 24	1	--	--	LIGHT POLE
STAGE 3		46+12	43	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 3	MS3-7	47+42	39	RT	W10-1	RAILROAD CROSSING	36 X 36	1	--	--	LIGHT POLE
STAGE 3	MS3-8	47+42	39	RT	W10-1A	EXEMPT	24 X 12	1	--	--	LIGHT POLE
STAGE 3		50+92	44	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 3		52+66	44	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 3	MS3-9	55+52	56	LT	W10-1	RAILROAD CROSSING	30 X 30	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 3	MS3-10	55+52	44	LT	W10-1A	EXEMPT	24 X 12	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 3		55+99	56	LT	RI-1	STOP	30 X 30	--	1	--	LIGHT POLE
STAGE 3	MS3-11	56+38	29	RT	W11-2	PEDESTRIAN	30 X 30	1	--	--	LIGHT POLE
STAGE 3	MS3-12	56+62	44	LT	W11-2	PEDESTRIAN	30 X 30	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 3		57+71	43	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	--	LIGHT POLE
STAGE 3	MS3-13	58+15	30	RT	S1-1	PEDESTRIAN	30 X 30	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 3	MS3-14	58+15	30	RT	W16-9P	AHEAD	24 X 12	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 3	MS3-15	59+53	47	LT	W-11-2	PEDESTRIAN	30 X 30	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 3	MS3-16	60+15	29	RT	S4-3	SCHOOL	24 X 8	1	--	--	LIGHT POLE
STAGE 3	MS3-17	60+15	29	RT	R2-1	SPEED LIMIT 20	24 X 30	1	--	--	LIGHT POLE
STAGE 3	MS3-18	60+15	29	RT	S4-2	WHEN CHILDREN ARE PRESENT	24 X 10	1	--	--	LIGHT POLE

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MOVING/REMOVING SIGN ITEMS (CONT.)

CONSTRUCTION STAGE	SIGN NO.	STA.	OFFSET (FT.)	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN SIZE (WXH) IN.	638.2102	638.2602	638.3000	SIGN SUPPORT TYPE
								MOVING SIGNS TYPE II EACH	REMOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH	
STAGE 3		60+19	49	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 3	MS3-19	61+21	30	RT	S1-1	PEDESTRIAN	30 X 30	1	--	--	SHORT METAL SIGNAL POLE
STAGE 3	MS3-20	61+21	30	RT	W16-7PL	DOWNWARD DIAGONAL ARROW	30 X 18	1	--	--	SHORT METAL SIGNAL POLE
STAGE 3	MS3-21	61+15	49	LT	S1-1	PEDESTRIAN	30 X 30	1	--	--	LIGHT POLE
STAGE 3	MS3-22	61+15	49	LT	W16-7PL	DOWNWARD DIAGONAL ARROW	30 X 18	1	--	--	LIGHT POLE
STAGE 3		61+37	68	LT	R1-1	STOP	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 3	MS3-23	63+31	47	LT	S4-3	SCHOOL	24 X 8	1	--	--	LIGHT POLE
STAGE 3	MS3-24	63+31	47	LT	R2-1	SPEED LIMIT 20	24 X 30	1	--	--	LIGHT POLE
STAGE 3	MS3-25	63+31	47	LT	R4-2	WHEN CHILDREN ARE PRESENT	24 X 10	1	--	--	LIGHT POLE
STAGE 3	MS3-26	64+30	45	LT	S1-1	PEDESTRIAN	30 X 30	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 3	MS3-27	64+30	45	LT	W16-9P	DOWNWARD DIAGONAL ARROW	30 X 18	1	--	--	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 3		67+47	34	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 3		71+80	32	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 3	MS3-28	73+28	29	RT	S1-1	PEDESTRIAN	30 X 30	1	--	--	LIGHT POLE
STAGE 3	MS3-29	75+17	30	RT	S4-3	SCHOOL	24 X 8	1	--	--	LIGHT POLE
STAGE 3	MS3-30	75+17	30	RT	R2-1	SPEED LIMIT 20	24 X 30	1	--	--	LIGHT POLE
STAGE 3	MS3-31	75+17	30	RT	R4-2	WHEN CHILDREN ARE PRESENT	24 X 10	1	--	--	LIGHT POLE
STAGE 3		80+45	33	LT	R7-1	NO PARKING ANY TIME	12 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 4		35+21	60	LT	M2-1	JCT	21 X 15	--	1	2	TWO 4 X 4 WOOD POSTS
STAGE 4		35+21	60	LT	M1-5	12	24 X 24	--	1	2	TWO 4 X 4 WOOD POSTS
STAGE 4		35+21	60	LT	M1-5	14	24 X 24	--	1	2	TWO 4 X 4 WOOD POSTS
STAGE 4		35+21	60	LT	M1-5	18	24 X 24	--	1	2	TWO 4 X 4 WOOD POSTS
STAGE 4		35+21	60	LT	M1-5	151	24 X 24	--	1	2	TWO 4 X 4 WOOD POSTS
STAGE 4		42+78	39	RT	M1-5A	CTH-D	24 X 24	--	1	--	LIGHT POLE
STAGE 4		47+42	39	RT	W10-1	RAILROAD CROSSING	36 X 36	--	1	--	LIGHT POLE
STAGE 4		47+42	39	RT	W10-1A	EXEMPT	24 X 12	--	1	--	LIGHT POLE
STAGE 4		55+52	56	LT	W10-1	RAILROAD CROSSING	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 4		55+52	44	LT	W10-1A	EXEMPT	24 X 12	--	1	1	LIGHT POLE
STAGE 4		56+38	29	RT	W11-2	PEDESTRIAN	30 X 30	--	1	--	LIGHT POLE
STAGE 4		56+62	44	LT	W11-2	PEDESTRIAN	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 4		58+15	30	RT	S1-1	PEDESTRIAN	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 4		58+15	30	RT	W16-9P	AHEAD	24 X 12	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 4		59+53	47	LT	W-11-2	PEDESTRIAN	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH YELLOW TAPE
STAGE 4		60+15	29	RT	S4-3	SCHOOL	24 X 8	--	1	--	LIGHT POLE
STAGE 4		60+15	29	RT	R2-1	SPEED LIMIT 20	24 X 30	--	1	--	LIGHT POLE
STAGE 4		60+15	29	RT	S4-2	WHEN CHILDREN ARE PRESENT	24 X 10	--	1	--	LIGHT POLE
STAGE 4		61+13	15	LT	S1-1	PEDESTRIAN SIGN WITH TWO FLASHING YELLOW LIGHTS	30 X 30	--	1	--	MAST ARM
STAGE 4		61+21	30	RT	S1-1	PEDESTRIAN	30 X 30	--	1	--	SHORT METAL SIGNAL POLE
STAGE 4		61+21	30	RT	W16-7PL	DOWNWARD DIAGONAL ARROW	30 X 18	--	1	--	SHORT METAL SIGNAL POLE
STAGE 4		61+15	49	LT	S1-1	PEDESTRIAN	30 X 30	--	1	--	LIGHT POLE
STAGE 4		61+15	49	LT	W16-7PL	DOWNWARD DIAGONAL ARROW	30 X 18	--	1	--	LIGHT POLE
STAGE 4		63+31	47	LT	S4-3	SCHOOL	24 X 8	--	1	--	LIGHT POLE
STAGE 4		63+31	47	LT	R2-1	SPEED LIMIT 20	24 X 30	--	1	--	LIGHT POLE
STAGE 4		63+31	47	LT	R4-2	WHEN CHILDREN ARE PRESENT	24 X 10	--	1	--	LIGHT POLE
STAGE 4		64+30	45	LT	S1-1	PEDESTRIAN	30 X 30	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 4		64+30	45	LT	W16-9P	DOWNWARD DIAGONAL ARROW	30 X 18	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 4		73+28	29	RT	S1-1	PEDESTRIAN	30 X 30	--	1	--	LIGHT POLE
STAGE 4		75+17	30	RT	S4-3	SCHOOL	24 X 8	--	1	--	LIGHT POLE
STAGE 4		75+17	30	RT	R2-1	SPEED LIMIT 20	24 X 30	--	1	--	LIGHT POLE
STAGE 4		75+17	30	RT	R4-2	WHEN CHILDREN ARE PRESENT	24 X 10	--	1	--	LIGHT POLE
STAGE 4		82+70	29	LT	M1-5A	CTH-D	24 X 24	--	1	--	LIGHT POLE
STAGE 4		83+68	34	RT	DM-3L	OBJECT MARKER	12 X 36	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
STAGE 4		83+69	28	LT	DM-3R	OBJECT MARKER	12 X 36	--	1	1	ROUND TUBULAR STEEL 2 3/8 INCH
UNDISTRIBUTED								10	--	--	
TOTAL								56	118	58	

3

TRAFFIC CONTROL ITEMS SUMMARY

LOCATION	DESCRIPTION	643.0200	643.0300	643.0420	643.0500	643.0600	643.0715	643.0800	643.0900	643.3000	643.1050	643.0905.S
		TRAFFIC			TRAFFIC	TRAFFIC	TRAFFIC				TRAFFIC	
		CONTROL		TRAFFIC	CONTROL	CONTROL	CONTROL	TRAFFIC	TRAFFIC	TRAFFIC	CONTROL	TRAFFIC
		SURVEILLANCE	TRAFFIC	CONTROL	FLEXIBLE	FLEXIBLE	WARNING	CONTROL	TRAFFIC	CONTROL	SIGNS	TRAFFIC
		AND	CONTROL	BARRICADES	TUBULAR	TUBULAR	LIGHTS	ARROW	CONTROL	DETOUR	PORTABLE	CONTROL
		MAINTENANCE	DRUMS	TYPE III	MARKER	MARKER	TYPE C	BOARDS	SIGNS	SIGNS	CHANGEABLE	COVERING
		(5992-06-57)			POSTS	BASES					MESSAGE	
		QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY
		DAYS	DAYS	DAYS	EACH	EACH	DAYS	DAYS	DAYS	DAYS	DAYS	EACH
NORTH CROSSOVER	STAGE 1	--	69	33	--	--	87	--	42	--	2	--
SOUTH CROSSOVER	STAGE 1	--	--	--	--	--	--	--	--	--	2	--
BELTLINE / PARK ST INTERSECTION	STAGE 1 & 1A	--	--	--	--	--	--	--	--	205	4	--
BELTLINE / FISH HATCHERY RD INTERSECTION	STAGE 1 & 1A	--	--	--	--	--	--	--	--	135	4	--
PARK ST	STAGE 1	--	--	--	--	--	--	--	--	80	--	--
PARK ST / FISH HATCHERY RD	STAGE 1	--	--	--	--	--	--	--	--	50	--	--
NORTH CROSSOVER	STAGE 1A	--	44	16	--	--	56	--	28	--	2	--
SOUTH CROSSOVER	STAGE 1A	--	--	--	--	--	--	--	--	--	2	--
SOUTH CROSSOVER	STAGE 2	--	4048	--	--	--	4224	44	880	--	44	--
MAINLINE	STAGE 2	--	21164	1936	130	130	4532	--	3872	--	--	--
NORTH CROSSOVER	STAGE 2	--	3256	352	11	11	3036	44	792	--	44	--
BADGER RD	STAGE 2A	--	350	--	--	--	350	--	--	--	10	--
BADGER RD	STAGE 2B	--	215	--	--	--	215	--	--	--	10	--
SOUTH CROSSOVER	STAGE 3	--	3724	--	6	6	3382	38	684	--	38	--
MAINLINE	STAGE 3	--	12236	950	130	130	5472	--	1938	--	--	--
NORTH CROSSOVER	STAGE 3	--	2394	--	11	11	2204	38	684	--	38	--
BADGER RD	STAGE 3A	--	180	25	--	--	190	--	--	--	10	--
BADGER RD	STAGE 3B	--	95	25	23	23	105	--	--	--	10	--
UNDISTRIBUTED		96	7166	501	100	50	3578	25	1338	--	20	25
TOTAL		96	54941	3838	411	361	27431	189	10258	470	240	25

GEOTEXTILE FABRIC TYPE SAS

STA.	LOCATION	645.0140
		QTY
34+15-51+80	MAINLINE	SY
51+96-65+44	MAINLINE	18000
PROJECT	SIDE ROADS	11200
TOTAL		850
		30050

3

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PAVEMENT MARKING ITEMS SUMMARY

STA.	LOCATION	DESCRIPTION	646.0106	646.0116	646.0126	647.0110	647.0166	647.0176	647.0206	647.0406	647.0356	647.0456	647.0566	647.0606	647.0726	647.0776
			PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT
			MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING
			EPDXY	EPDXY	EPDXY	RAILROAD	ARROWS	ARROWS	ARROWS	WORDS	WORDS	CURB	STOP	ISLAND	DIAGONAL	CROSSWALK
			4-INCH	6-INCH	8-INCH	CROSSING	EPDXY	EPDXY	EPDXY	BIKE LANE	BIKE LANE	EPDXY	EPDXY	EPDXY	EPDXY	EPDXY
			QTY	QTY	QTY	QTY	TYPE 2	TYPE 3	QTY	QTY	QTY	QTY	18-INCH	QTY	12-INCH	12-INCH
			LF	LF	LF	EACH	QTY	QTY	EACH	EACH	EACH	LF	LF	EACH	LF	LF
34+15-38+00	LT & RT	WHITE, 12½' SEG-37½' GAP	385	--	--	--	--	--	--	--	--	--	--	--	--	--
34+15-39+60	LT	WHITE, EDGELINE	--	545	--	--	--	--	--	--	--	--	--	--	--	--
34+98	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
35+00-35+06	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	12	--	--	--	--
35+00-35+60	LT	WHITE, TURN LANE	--	--	60	--	--	--	--	--	--	--	--	--	--	--
35+00-37+30	RT	WHITE, EDGELINE	--	230	--	--	--	--	--	--	--	--	--	--	--	--
35+05	LT		--	--	--	--	1	--	--	--	--	--	--	--	--	--
35+10	RT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
35+41	LT	ONLY	--	--	--	--	--	--	--	--	1	--	--	--	--	--
37+46-37+52	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	12	--	--	--	--
37+53	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
38+00-39+60	LT & RT	WHITE, 12½' SEG-37½' GAP	120	--	--	--	--	--	--	--	--	--	--	--	--	--
38+05-39+45	RT	WHITE, TURN LANE	--	--	140	--	--	--	--	--	--	--	--	--	--	--
38+10	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
38+12-38+18	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	12	--	--	--	--
38+15	LT		--	--	--	--	1	--	--	--	--	--	--	--	--	--
38+15-39+60	RT	WHITE, 3' SEG-10' GAP	66	--	--	--	--	--	--	--	--	--	--	--	--	--
38+60	RT	BIKE	--	--	--	--	--	--	1	1	--	--	--	--	--	--
38+87	RT	ONLY	--	--	--	--	--	--	--	--	2	--	--	--	--	--
39+00-39+50	RT	WHITE, TURN LANE	--	--	50	--	--	--	--	--	--	--	--	--	--	--
39+05	RT	BIKE	--	--	--	--	--	--	1	1	--	--	--	--	--	--
39+25	LT & RT	BIKE LANE	--	--	--	--	1	--	1	2	--	--	--	--	--	--
39+35	LT		--	--	--	--	1	--	--	--	--	--	--	--	--	--
39+40-39+46	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	12	--	--	--	--
39+44	RT<		--	--	--	--	--	--	--	--	--	--	50	--	--	--
39+45	RT	BIKE	--	--	--	--	--	--	1	1	--	--	--	--	--	--
39+51	RT<		--	--	--	--	--	--	--	--	--	--	--	--	--	200
39+53	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
40+00-50+45	LT & RT	WHITE, EDGELINE	--	3135	--	--	--	--	--	--	--	--	--	--	--	--
40+30	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
40+33	RT<		--	--	--	--	--	--	--	--	--	--	--	--	--	199
40+36-40+42	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	12	--	--	--	--
40+42	LT		--	--	--	--	--	--	--	--	--	--	51	--	--	--
40+50-43+50	LT & RT	WHITE, 12½' SEG-37½' GAP	225	--	--	--	--	--	--	--	--	--	--	--	--	--
40+55	LT		--	--	--	--	--	1	--	--	--	--	--	--	--	--
40+60	RT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
40+60-41+55	LT	WHITE, TURN LANE	--	--	95	--	--	--	--	--	--	--	--	--	--	--
40+65	LT		--	--	--	--	1	--	--	--	--	--	--	--	--	--
41+00	LT	ONLY	--	--	--	--	--	--	--	--	1	--	--	--	--	--
41+45	LT		--	--	--	--	1	--	--	--	--	--	--	--	--	--
41+95	LT		--	--	--	--	--	1	--	--	--	--	--	--	--	--
43+50-51+75	LT & RT	WHITE, 12½' SEG-37½' GAP	413	--	--	--	--	--	--	--	--	--	--	--	--	--
45+00	RT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
45+90	LT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
49+09-49+15	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	12	--	--	--	--
49+15-51+75	LT	YELLOW, TWTL	650	--	--	--	--	--	--	--	--	--	--	--	--	--
49+18	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
50+09	RT		--	--	--	--	--	--	--	--	--	--	--	--	--	--
50+15	LT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
50+22	RT		--	--	--	2	--	--	--	--	--	--	--	--	--	--
50+25	LT		--	--	--	--	2	--	--	--	--	--	--	--	--	--
50+31	RT		--	--	--	--	--	--	--	--	--	--	--	--	--	--
50+45-84+80	LT & RT	WHITE, EDGELINE	--	6870	--	--	--	--	--	--	--	--	--	--	--	--

PROJECT NO: 5992-06-57

HWY: CTH D (FISH HATCHERY RD)

COUNTY: DANE

MISCELLANEOUS QUANTITIES

SHEET NO: 137

PAVEMENT MARKING ITEMS SUMMARY (CONT.)

STA.	LOCATION	DESCRIPTION	646.0106	646.0116	646.0126	647.0110	647.0166	647.0176	647.0206	647.0406	647.0356	647.0456	647.0566	647.0606	647.0726	647.0776
			PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT	PAVEMENT
			MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING	MARKING
			EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY	EPOXY
			4-INCH	6-INCH	8-INCH	CROSSING	RAILROAD	ARROWS	ARROWS	ARROWS	WORDS	WORDS	STOP	ISLAND	DIAGONAL	CROSSWALK
			QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY
			LF	LF	LF	EACH	EACH	EACH	EACH	EACH	EACH	LF	LF	EACH	LF	LF
51+08	RT<		--	--	--	--	--	--	--	--	--	--	--	--	--	127
51+40	RT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
51+50	LT		--	--	--	--	2	--	--	--	--	--	--	--	--	--
51+77-51+85	RT		--	--	--	--	--	--	--	--	--	--	--	--	--	--
51+86-51+92	LT		--	--	--	--	--	--	--	--	--	--	--	--	--	--
52+00-54+30	LT	YELLOW, TWTL	575	--	--	--	--	--	--	--	--	--	--	--	--	--
52+00-61+30	LT & RT	WHITE, 12½' SEG-37½' GAP	465	--	--	--	--	--	--	--	--	--	--	--	--	--
52+45	LT		--	--	--	--	2	--	--	--	--	--	--	--	--	--
52+55	LT		--	--	--	--	--	--	--	--	--	--	--	--	--	--
52+64	LT		--	--	--	2	--	--	--	--	--	--	--	--	--	--
52+78	LT		--	--	--	--	--	--	--	--	--	--	--	--	--	--
53+50	LT		--	--	--	--	2	--	--	--	--	--	--	--	--	--
54+23	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
54+26-54+57	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	42	--	--	--	--
54+90-55+02	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	23	--	--	--	--
55+00-56+70	LT	YELLOW, TWTL	425	--	--	--	--	--	--	--	--	--	--	--	--	--
55+05	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
55+75	LT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
55+85	LT		--	--	--	--	2	--	--	--	--	--	--	--	--	--
56+54	RT<		--	--	--	--	--	--	--	--	--	--	--	--	--	104
56+55-56+89	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	41	--	--	--	--
56+56	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
57+46	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
57+50-59+00	LT	YELLOW, TWTL	375	--	--	--	--	--	--	--	--	--	--	--	--	--
57+65	LT		--	--	--	--	2	--	--	--	--	--	--	--	--	--
58+40	RT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
58+90	LT		--	--	--	--	2	--	--	--	--	--	--	--	--	--
59+03	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
59+08-59+14	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	12	--	--	--	--
59+95-61+20	RT	WHITE, TURN LANE	--	--	125	--	--	--	--	--	--	--	--	--	--	--
60+25	RT	ONLY	--	--	--	--	--	--	--	--	1	--	--	--	--	--
61+00	LT & MEDIAN	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	1	--	--
61+04-61+18	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	21	--	--	--	--
61+05	LT		--	--	--	--	1	--	--	--	--	--	--	--	--	--
61+23	RT<		--	--	--	--	--	--	--	--	--	--	--	--	--	134
61+30-85+00	LT & RT	WHITE, 12½' SEG-37½' GAP	1185	--	--	--	--	--	--	--	--	--	--	--	--	--
61+90-63+30	LT	WHITE, TURN LANE	--	--	140	--	--	--	--	--	--	--	--	--	--	--
62+03	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
62+05-62+31	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	32	--	--	--	--
62+10	RT & LT	BIKE LANE	--	--	--	--	1	--	1	2	--	--	--	--	--	--
62+89	LT	ONLY	--	--	--	--	--	--	--	--	1	--	--	--	--	--
64+93-64+99	MEDIAN	YELLOW	--	--	--	--	--	--	--	--	--	12	--	--	--	--
65+00	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	1	--	--
65+00-84+80	CENTERLINE	YELLOW, DOUBLE	3960	--	--	--	--	--	--	--	--	--	--	--	--	--
65+05-66+20	MEDIAN		--	--	--	--	--	--	--	--	--	--	--	--	98	--
71+40	LT&RT	BIKE LANE	--	--	--	--	--	--	2	4	--	--	--	--	--	--
81+00	LT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
82+35	RT	BIKE LANE	--	--	--	--	--	--	1	2	--	--	--	--	--	--
83+85-84+75	RT	WHITE, 3' SEG-10' GAP	90	--	--	--	--	--	--	--	--	--	--	--	--	--
84+65	RT		--	--	--	--	--	--	--	--	--	--	24	--	--	--
84+76	RT<		--	--	--	--	--	--	--	--	--	--	--	--	--	106

PAVEMENT MARKING ITEMS SUMMARY (CONT.)

			646.0106	646.0116	646.0126	647.0110	647.0166	647.0176	647.0206	647.0406	647.0356	647.0456	647.0566	647.0606	647.0726	647.0776
			PAVEMENT MARKING EPOXY 4-INCH	PAVEMENT MARKING EPOXY 6-INCH	PAVEMENT MARKING EPOXY 8-INCH	PAVEMENT MARKING RAILROAD CROSSING EPOXY	PAVEMENT MARKING ARROWS TYPE 2	PAVEMENT MARKING ARROWS TYPE 3	PAVEMENT MARKING BIKE LANE EPOXY	PAVEMENT MARKING BIKE LANE EPOXY	PAVEMENT MARKING WORDS EPOXY	PAVEMENT MARKING CURB EPOXY	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	PAVEMENT MARKING ISLAND NOSE EPOXY	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH
STA	LOCATION	DESCRIPTION	QTY LF	QTY LF	QTY LF	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY LF	QTY LF	QTY EACH	QTY LF	QTY LF
200+46	RT< PETRA PL		--	--	--	--	--	--	--	--	--	--	--	--	--	90
200+56	PETRA PL		--	--	--	--	--	--	--	--	--	--	16	--	--	--
300+47	RT< ALRITA CT		--	--	--	--	--	--	--	--	--	--	--	--	--	92
300+57	ALRITA CT		--	--	--	--	--	--	--	--	--	--	16	--	--	--
398+53	BADGER RD	ONLY	--	--	--	--	--	--	--	--	1	--	--	--	--	--
399+14	RT< BADGER RD		--	--	--	--	--	--	--	--	--	--	26	--	--	--
399+31	RT< BADGER RD		--	--	--	--	--	--	--	--	--	--	--	--	--	117
400+52	RT< BADGER RD		--	--	--	--	--	--	--	--	--	--	--	--	--	97
400+61	RT< BADGER RD		--	--	--	--	--	--	--	--	--	--	26	--	--	--
401+33	BADGER RD	ONLY	--	--	--	--	--	--	--	--	1	--	--	--	--	--
500+44	RT< CATALPA		--	--	--	--	--	--	--	--	--	--	--	--	--	90
500+55	LT CATALPA RD		--	--	--	--	--	--	--	--	--	--	16	--	--	--
599+39	RT MARTIN ST		--	--	--	--	--	--	--	--	--	--	16	--	--	--
600+48	RT< MARTIN ST		--	--	--	--	--	--	--	--	--	--	--	--	--	94
700+33	RT< CULMEN ST		--	--	--	--	--	--	--	--	--	--	--	--	--	103
700+43	LT CULMEN ST		--	--	--	--	--	--	--	--	--	--	16	--	--	--
799+30	RT CARVER ST		--	--	--	--	--	--	--	--	--	--	14	--	--	--
800+30	RT< CARVER ST		--	--	--	--	--	--	--	--	--	--	--	--	--	109
800+45	LT CARVER ST		--	--	--	--	--	--	--	--	--	--	15	--	--	--
900+44	RT< PLAENERT		--	--	--	--	--	--	--	--	--	--	--	--	--	80
900+55	LT PLAENERT DR		--	--	--	--	--	--	--	--	--	--	16	--	--	--
TOTAL			8934	10780	610	4	22	2	18	33	8	255	302	14	98	1742

REMOVING PAVEMENT MARKINGS SUMMARY

			646.0600	647.0955	647.0960	647.0965
			REMOVING PAVEMENT MARKINGS	REMOVING PAVEMENT MARKINGS ARROWS	REMOVING PAVEMENT MARKINGS SYMBOLS	REMOVING PAVEMENT MARKINGS WORDS
LOCATION	DESCRIPTION		QTY LF	QTY EACH	QTY EACH	QTY EACH
SOUTH CROSSOVER	STAGE 2 ONLY		580	1	--	1
MAINLINE	STAGE 2 ◇ ONLY		5745	--	1	2
NORTH CROSSOVER	STAGE 2 ◇ BIKE LANE		510	--	1	2
BADGER RD	STAGE 2A ONLY		250	1	--	1
SOUTH CROSSOVER	STAGE 3 ONLY		1156	1	--	1
MAINLINE	STAGE 3		280	--	--	--
NORTH CROSSOVER	STAGE 3 ONLY		1300	2	--	2
BADGER RD	STAGE 3A ONLY		690	2	--	2
BADGER RD	STAGE 3B ONLY		775	1	--	1
TOTAL			11286	8	2	12

TEMPORARY PAVEMENT MARKING SUMMARY

			649.0100	649.0701	649.1100	649.1300	649.1700	649.1900	SPV.0060.06
			TEMPORARY PAVEMENT MARKING 4-INCH	TEMPORARY PAVEMENT MARKING 8-INCH	TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH	TEMPORARY PAVEMENT MARKING STOP LINE 24-INCH	TEMPORARY PAVEMENT MARKING ARROWS	TEMPORARY PAVEMENT MARKING WORDS	TEMPORARY PAVEMENT MARKING SYMBOLS RAILROAD CROSSING
LOCATION	DESCRIPTION		QTY LF	QTY LF	QTY LF	QTY LF	QTY EACH	QTY EACH	QTY EACH
SOUTH CROSSOVER	STAGE 2		1704	70	--	--	6	2	--
MAINLINE	STAGE 2		12982	410	30	30	30	4	4
NORTH CROSSOVER	STAGE 2		1974	130	--	--	2	2	--
BADGER RD	STAGE 2A		660	--	37	--	3	1	--
BADGER RD	STAGE 2B		625	--	--	--	--	--	--
SOUTH CROSSOVER	STAGE 3		2110	130	--	--	2	1	--
MAINLINE	STAGE 3		10933	205	140	--	12	2	--
NORTH CROSSOVER	STAGE 3		2205	150	40	--	3	3	--
BADGER RD	STAGE 3A		1024	--	15	--	3	1	--
BADGER RD	STAGE 3B		671	--	15	--	5	--	--
TOTAL			34888	1095	277	30	66	16	4

CONSTRUCTION STAKING SUMMARY							SAWING ASPHALT			SAWING CONCRETE		
							690.0150			690.0250		
							QTY			QTY		
							LF			LF		
							15			500		
							15			3130		
							60					
							28			TOTAL 3630		
							28					
							40					
							36					
							28					
							24					
							32					
							74					
							100					
							TOTAL 480					

UTILITY LINE OPENING (ULO)				TEMPORARY CURB RAMP			TEMPORARY BUS STOP PAD					
PROJECT ID 5992-06-57				SPV.0060.01			SPV.0060.04			SPV.0060.05		
				QTY			QTY			QTY		
				EACH			EACH			EACH		
PROJECT				UNDISTRIBUTED			PROJECT			UNDISTRIBUTED		
				20						1		
				TOTAL 20						4		
PROJECT ID 5992-06-61							TOTAL 5			1		
										3		
										1		
										10		

CONDUIT SUMMARY											COMMENTS
			652.0210	652.0215	652.0225	652.0230	652.0235	652.0325	652.0330	652.0335	
			CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	
			RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	
			NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	
			SCHEDULE 40	SCHEDULE 40	SCHEDULE 40	SCHEDULE 40	SCHEDULE 40	SCHEDULE 80	SCHEDULE 80	SCHEDULE 80	
FROM	TO	# OF	1-INCH	1 1/4-INCH	2-INCH	2 1/2-INCH	3-INCH	2-INCH	2 1/2-INCH	3-INCH	
		CONDUITS	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	
			LF	LF	LF	LF	LF	LF	LF	LF	
SOUTH PL	HH4	1	--	--	--	--	--	--	--	100	
SOUTH PL	HH4	1	--	--	--	--	--	100	--	--	
HH3	HH4	1	--	--	--	--	--	43	--	--	
HH3	7355	1	--	--	39	--	--	--	--	--	
HH4	7354	1	--	--	44	--	--	--	--	--	
HH4	HH5	1	--	--	--	--	123	--	--	--	
7354	7352	1	--	--	177	--	--	--	--	--	
HH5	MH2	1	--	--	--	--	112	--	--	147	
7352	7349	1	--	--	93	--	--	57	--	--	
7349	MH2	1	--	--	71	--	--	90	--	--	
HH6	HH10	1	--	106	--	--	--	--	--	--	
HH7	HH10	2	--	--	--	--	--	--	--	108	2-3"
HH7	TS5	1	--	--	6	--	--	--	--	--	
HH7	HH8	2	--	--	--	--	--	--	--	96	2-3"
HH8	TS6	1	--	--	8	--	--	--	--	--	
HH8	HH9	2	--	--	--	--	88	--	--	--	2-3"
HH9	TS7	1	--	--	7	--	--	--	--	--	
HH9	EXISTING	1	6	--	--	--	--	--	--	--	
HH9	CCB1	2	--	--	--	--	18	--	--	88	2-3"
CCB1	7347	1	--	--	10	--	--	--	--	--	
CCB1	HH13	3	--	--	--	--	168	--	--	--	3-3"
7347	HH13	1	--	--	42	--	--	--	--	--	
HH13	TS1	1	--	--	6	--	--	--	--	--	
MH2	HH13	3	--	--	--	--	--	--	--	168	3-3"
MH2	HH13	1	--	--	--	--	--	56	--	--	
HH10	TS4	1	--	--	26	--	--	--	--	--	
HH10	HH11	1	--	--	--	--	62	--	--	--	
HH11	TS3	1	--	--	7	--	--	--	--	--	
HH11	HH12	1	--	--	--	--	--	--	--	49	
HH12	7348	1	--	--	9	--	--	--	--	--	
HH12	MH1	1	--	--	--	--	35	--	--	--	
7348	MH1	1	--	--	27	--	--	--	--	--	
MH1	TS2	1	--	--	10	--	--	--	--	--	
MH1	MH2	2	--	--	--	--	12	--	--	92	2-3"
MH2	7345	1	--	--	--	--	--	--	--	7	
HH13	HH14	1	--	121	--	--	--	--	--	--	
HH14	HH15	1	--	150	--	--	--	--	--	--	
MH2	HH16	1	--	--	--	--	403	--	--	--	
MH2	7344	1	--	--	162	--	--	--	--	--	
7344	7343	1	--	--	161	--	--	--	--	--	
7343	7342	1	--	--	162	--	--	--	--	--	
HH16	HH17	1	--	--	--	--	400	--	--	--	
7342	7340	1	--	--	161	--	--	--	--	--	
7340	HH17	1	--	--	160	--	--	--	--	--	
HH17	7339	1	--	--	5	--	--	--	--	--	
HH17	HH18	1	--	--	--	--	--	--	--	43	
HH17	HH18	1	--	--	--	--	--	43	--	--	
HH18	HH19	1	--	--	--	--	167	--	--	107	
HH18	HH19	1	--	--	167	--	--	107	--	--	
HH19	7337	1	--	--	46	--	--	--	--	--	
HH19	7335	1	--	--	46	--	--	--	--	--	
HH19	HH20	1	--	--	--	--	214	--	--	80	

CONDUIT SUMMARY (CONT.)

			652.0210	652.0215	652.0225	652.0230	652.0235	652.0325	652.0330	652.0335		
			CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT		
			RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID		
			NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC		
			SCHEDULE 40	SCHEDULE 40	SCHEDULE 40	SCHEDULE 40	SCHEDULE 40	SCHEDULE 80	SCHEDULE 80	SCHEDULE 80		
			1-INCH	1 1/4-INCH	2-INCH	2 1/2-INCH	3-INCH	2-INCH	2 1/2-INCH	3-INCH		
FROM	TO	# OF	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	COMMENTS	
		CONDUITS	LF	LF	LF	LF	LF	LF	LF	LF		
7335	7333	1	--	--	149	--	--	80	--	--		
7333	HH20	1	--	--	10	--	--	--	--	--		
7336	7334	1	--	--	134	--	--	42	--	--		
7334	HH21	1	--	--	69	--	--	73	--	--		
HH20	HH21	1	--	--	--	--	--	--	--	74		
HH21	7332	1	--	--	96	--	--	--	--	--		
7332	7329	1	--	--	161	--	--	108	--	--		
HH20	HH23	1	--	--	--	--	274	--	--	249		
HH20	7330	1	--	--	125	--	--	109	--	--		
7330	HH23	1	--	--	149	--	--	140	--	--		
HH22	HH25	1	--	160	--	--	--	--	--	--		
HH25	HH29	1	--	111	--	--	--	--	--	--		
HH23	HH24	1	--	--	--	--	--	--	--	34		
HH23	7327	1	--	--	6	--	--	34	--	--		
HH24	HH26	1	--	--	--	--	177	--	--	--		
7327	HH26	1	--	--	171	--	--	--	--	--		
7326	HH26	1	--	--	--	--	7	--	--	--		
HH26	HH31	2	--	--	--	--	--	--	--	224	2-3'	
HH26	HH31	1	--	--	--	--	--	112	--	--		
HH26	HH27	2	--	--	--	--	--	--	--	88	2-3'	
HH26	HH29	2	--	--	--	--	--	--	--	102	2-3'	
HH26	HH29	1	--	--	--	--	--	--	51	--		
HH29	7324	2	--	--	--	34	--	--	--	--	2-2 1/2'	
HH29	G-BASE	1	--	--	14	--	--	--	--	--		
HH28	7323	1	--	--	--	--	--	--	42	--		
HH30	HH31	2	--	--	--	--	--	--	--	98	2-3'	
HH30	HH31	1	--	--	--	--	--	49	--	--		
HH31	STUB	1	--	--	7	--	--	--	--	--		
HH31	7322	2	--	--	--	--	--	--	--	74	2-3'	
HH30	HH32	1	--	--	85	--	--	--	--	--		
HH32	HH34	1	--	177	--	--	--	--	--	--		
HH31	HH35	1	--	--	--	--	225	--	--	--		
HH31	7322	1	--	--	39	--	--	--	--	--		
7322	7320	1	--	--	181	--	--	--	--	--		
7320	HH35	1	--	--	9	--	--	--	--	--		
HH33	HH35	1	--	--	7	--	--	34	--	--		
HH35	HH36	1	--	--	--	--	--	--	--	36		
HH35	HH36	1	--	--	--	--	--	--	36	--		
HH33	7319	1	--	--	111	--	--	--	--	--		
HH36	HH37	1	--	--	--	--	135	--	--	50		
HH36	HH37	1	--	--	135	--	--	50	--	--		
HH37	7318	1	--	--	82	--	--	--	--	--		
HH37	HH38	1	--	--	--	--	333	--	--	--		
7318	HH38	1	--	--	251	--	--	--	--	--		
HH38	7316	1	5	--	--	--	--	--	--	--		
HH38	HH39	1	--	--	--	--	191	--	--	--		
HH38	HH39	1	--	--	191	--	--	--	--	--		
HH39	HH41	1	--	--	--	--	377	--	--	--		
HH39	HH40	1	--	--	191	--	--	--	--	--		
HH40	7312	1	6	--	--	--	--	--	--	--		
HH40	HH41	1	--	--	188	--	--	--	--	--		

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CONDUIT SUMMARY (CONT.)

		652.0210	652.0215	652.0225	652.0230	652.0235	652.0325	652.0330	652.0335		
		CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT	CONDUIT		
		RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID	RIGID		
		NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC	NONMETALLIC		
		SCHEDULE 40	SCHEDULE 40	SCHEDULE 40	SCHEDULE 40	SCHEDULE 40	SCHEDULE 80	SCHEDULE 80	SCHEDULE 80		
		1-INCH	1 1/4-INCH	2-INCH	2 1/2-INCH	3-INCH	2-INCH	2 1/2-INCH	3-INCH		
FROM	TO	# OF CONDUITS	QTY LF	QTY LF	QTY LF	QTY LF	QTY LF	QTY LF	QTY LF	COMMENTS	
HH41	7310	1	4	--	--	--	--	--	--		
HH41	HH43	1	--	--	--	299	--	--	47		
HH41	HH42	1	--	--	128	--	--	47	--		
HH42	7308	1	10	--	--	--	--	--	--		
HH42	HH43	1	--	--	171	--	--	--	--		
HH43	7306	1	5	--	--	--	--	--	--		
HH43	HH45	1	--	--	--	297	--	--	--		
HH43	HH44	1	--	--	185	--	--	--	--		
HH44	HH45	1	--	--	113	--	--	--	--		
HH45	7303	1	--	--	--	--	--	85	--		
7303	7300	1	--	--	134	--	--	--	--		
HH45	7302	1	--	--	--	--	44	--	--		
HH45	HH46	1	--	--	--	39	--	--	41		
7302	HH46	1	--	--	42	--	--	--	--		
HH46	NORTH EXISTING	1	--	--	--	94	--	--	--		
HH46	NORTH EXISTING	1	--	--	--	94	--	--	--		
HH46	NORTH EXISTING	1	--	--	94	--	--	--	--		
TOTAL			36	825	5080	128	4250	1418	214	2202	

TRAFFIC DETECTOR LOOPS

						652.0800	655.0800
						CONDUIT	LOOP
						LOOP	DETECTOR
						DETECTOR	WIRE
LOOP NO.	STATION	OFFSET	CURBLINE REFERENCE	SIZE	NO. TURNS	QTY LF	QTY LF
L1	35+05 L	21'	W	6 X 25	3	74	209
L2		24'	E	6 X 16	3	63	170
L3		5'	MEDIAN	6 X 20	3	57	166
L4		5'	MEDIAN	6 X 6	3	29	82
L5		5'	MEDIAN	6 X 6	3	29	82
L6		5'	MEDIAN	6 X 20	3	57	166
L7		9'	W	6 X 6	3	33	90
L8		21'	W	6 X 6	3	42	109
L9		33'	W	6 X 6	3	57	138
L10		22'	W	6 X 25	3	75	211
TOTAL						516	1423

OFFSET IS TO FRONT CENTER OF LOOP.
CURBLINE REFERENCE:
E: CURB EAST OF LOOP
W: CURB WEST OF LOOP
N: CURB NORTH OF LOOP
S: CURB SOUTH OF LOOP

CONCRETE BASE SUMMARY

				SPV.0060.25	SPV.0060.26	SPV.0060.27	SPV.0060.28	654.0110		
				CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE		
				BASE	BASE	BASE	BASE	BASES		
				TYPE G	TYPE LB-3	TYPE LB-8	TYPE P	TYPE 10		
STRUCTURE	STATION	OFFSET	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	COMMENTS	
7354	35+57	4 LT	--	1	--	--	--	--		
7352	37+31	8.9 LT	--	1	--	--	--	--		
7349	38+82	14.0 LT	--	1	--	--	--	--		
TS1	40+36.5	63.7 LT	1	--	--	--	--	--		
TS2	40+35.9	45.3 RT	--	--	--	--	--	1		
TS3	400+58	31.4 RT	1	--	--	--	--	--		
TS4	39+55.5	44.7 RT	1	--	--	--	--	--		
TS5	39+37.9	14.1 LT	--	--	1	--	--	--		
TS6	39+26.8	62.0 LT	--	--	--	--	--	1		
TS7	399+12.9	28.1 RT	1	--	--	--	--	--		
CCB1	399+4.8	30.5 LT	--	--	--	--	1	--		
7347	399+14.9	29.4 LT	--	--	1	--	--	--	15 INCH BOLT CIRCLE	
7348	400+62.5	24.9 LT	--	--	1	--	--	--	15 INCH BOLT CIRCLE	
7345	40+37.4	3.7 LT	--	--	1	--	--	--	15 INCH BOLT CIRCLE	
7344	42+05.7	3.7 LT	--	1	--	--	--	--		
7343	43+66.1	8.8 LT	--	1	--	--	--	--		
7342	45+25.9	7.3 LT	--	1	--	--	--	--		
7340	46+86.7	7.0 LT	--	1	--	--	--	--		
7339	48+50.0	7.0 LT	--	1	--	--	--	--		
7330	56+43.4	31.0 RT	--	1	--	--	--	--		
7327	59+37.9	9.2 LT	--	1	--	--	--	--		
7326	61+12.7	15.4 LT	--	--	1	--	--	--	15 INCH BOLT CIRCLE	
7322	62+53.5	4.9 LT	--	1	--	--	--	--		
7320	64+31.7	6.4 LT	--	1	--	--	--	--		
7302	900+54.8	22.9 LT	--	1	--	--	--	--		
TOTAL			4	13	5	1	2			

CABLE AND WIRE SUMMARY								
		655.0240	655.0250	655.0260	655.0615	655.0620	655.0630	SPV.0090.11 LOOP
		CABLE TRAFFIC SIGNAL 7-14 AWG	CABLE TRAFFIC SIGNAL 9-14 AWG	CABLE TRAFFIC SIGNAL 12-14 AWG	ELECTRICAL WIRE LIGHTING 10 AWG	ELECTRICAL WIRE LIGHTING 8 AWG	ELECTRICAL WIRE LIGHTING 4 AWG	DETECTOR LEAD-IN CABLE SPECIAL
FROM	TO	QTY	QTY	QTY	QTY	QTY	QTY	QTY
		LF	LF	LF	LF	LF	LF	LF
HH3	HH4	--	--	--	--	53	159	--
HH3	7355	--	--	--	--	49	147	--
HH4	7354	--	--	--	--	54	162	--
7354	7352	--	--	--	--	187	561	--
7352	7349	--	--	--	--	160	480	--
7349	MH2	--	--	--	--	171	513	--
7347	HH13	--	--	--	--	52	156	--
MH2	HH13	--	--	--	--	66	198	--
7348	MH1	--	--	--	--	37	111	--
MH1	MH2	--	--	--	--	62	186	--
MH2	7345	--	--	--	--	17	51	--
MH2	7344	--	--	--	--	172	516	--
CCB1	7347	--	20	--	--	--	--	--
CCB1	TS1	75	--	--	--	--	--	--
CCB1	7345	--	--	135	--	--	--	--
CCB1	TS2	--	175	--	--	--	--	--
CCB1	7348	--	195	--	--	--	--	--
CCB1	TS3	--	270	--	--	--	--	--
CCB1	TS4	--	255	--	--	--	--	--
CCB1	TS5	--	--	175	--	--	--	--
CCB1	TS6	--	125	--	--	--	--	--
CCB1	TS7	--	75	--	--	--	--	--
SYSTEM GROUND		--	--	--	825	--	--	--
SYSTEM NEUTRAL		--	--	--	825	--	--	--
DETECTOR LOOP LEAD-IN		--	--	--	--	--	--	2290
7344	7343	--	--	--	--	171	513	--
7343	7342	--	--	--	--	172	516	--
7342	7340	--	--	--	--	171	513	--
7340	HH17	--	--	--	--	170	510	--
HH17	7339	--	--	--	--	15	45	--
HH17	HH18	--	--	--	--	53	159	--
HH18	7338	--	--	--	--	153	459	--
7338	HH19	--	--	--	--	140	420	--
HH19	7337	--	--	--	--	56	168	--
HH19	7335	--	--	--	--	56	168	--
7335	7333	--	--	--	--	239	717	--
7333	HH20	--	--	--	--	20	60	--
7336	7334	--	--	--	--	186	558	--
7334	HH21	--	--	--	--	152	456	--
HH20	HH21	--	--	--	--	84	252	--
HH21	7332	--	--	--	--	106	318	--
7332	7329	--	--	--	--	279	837	--
HH20	7330	--	--	--	--	244	732	--
7330	HH23	--	--	--	--	299	897	--
HH23	7327	--	--	--	--	50	150	--
7327	HH26	--	--	--	--	181	543	--
7326	HH26	--	--	--	--	17	51	--
HH26	HH31	--	--	--	--	122	366	--
HH26	HH29	--	--	--	--	61	183	--
HH29	7324	--	--	--	--	27	81	--
HH30	HH31	--	--	--	--	59	177	--
HH30	7323	--	--	--	--	56	168	--
HH31	7322	--	--	--	--	49	147	--

CABLE AND WIRE SUMMARY (CONT.)									
		655.0240	655.0250	655.0260	655.0615	655.0620	655.0630	SPV.0090.11	
		CABLE	CABLE	CABLE	ELECTRICAL	ELECTRICAL	ELECTRICAL	LOOP	
		TRAFFIC	TRAFFIC	TRAFFIC	WIRE	WIRE	WIRE	DETECTOR	
		SIGNAL	SIGNAL	SIGNAL	LIGHTING	LIGHTING	LIGHTING	LEAD-IN	
		7-14 AWG	9-14 AWG	12-14 AWG	10 AWG	8 AWG	4 AWG	CABLE	
		QTY	QTY	QTY	QTY	QTY	QTY	SPECIAL	
		LF	LF	LF	LF	LF	LF	QTY	
FROM	TO	LF	LF	LF	LF	LF	LF	LF	
7322	7320	--	--	--	--	191	573	--	
7320	HH35	--	--	--	--	38	114	--	
HH33	HH35	--	--	--	--	51	153	--	
HH35	HH36	--	--	--	--	46	138	--	
HH33	7319	--	--	--	--	121	363	--	
HH36	HH37	--	--	--	--	195	585	--	
HH37	7318	--	--	--	--	92	276	--	
7318	HH38	--	--	--	--	261	783	--	
HH38	7316	--	--	--	--	15	45	--	
HH38	HH39	--	--	--	--	201	603	--	
HH39	7314	--	--	--	--	14	42	--	
HH39	HH40	--	--	--	--	201	603	--	
HH40	7312	--	--	--	--	16	48	--	
HH40	HH41	--	--	--	--	198	594	--	
HH41	7310	--	--	--	--	14	42	--	
HH41	HH42	--	--	--	--	185	555	--	
HH42	7308	--	--	--	--	20	60	--	
HH42	HH43	--	--	--	--	181	543	--	
HH43	7306	--	--	--	--	15	45	--	
HH43	HH44	--	--	--	--	195	585	--	
HH44	7304	--	--	--	--	14	42	--	
HH44	HH45	--	--	--	--	123	369	--	
HH45	7303	--	--	--	--	95	285	--	
7303	7300	--	--	--	--	144	432	--	
HH45	7302	--	--	--	--	54	162	--	
7302	HH46	--	--	--	--	52	156	--	
HH46	4074 (NORTH OF BRIDGE)	--	--	--	--	155	465	--	
HH46	NORTH EXISTING	--	--	--	--	--	--	--	
HH46	NORTH EXISTING	--	--	--	--	--	--	--	
PULL WIRE (TOTAL)		--	--	--	5500	--	--	--	
TOTAL		75	1115	310	7150	7355	22065	2290	

CONTROL CABINETS AND ELECTRICAL SERVICE SUMMARY					
SPV.0060.39		SPV.0060.40	SPV.0060.41	656.0200	COMMENTS
				ELECTRICAL	
				SERVICE	
				METER	
				BREAKER	
				PEDESTAL	01. BADGER - FISH HATCHERY
				(LOCATION)	
				01. BADGER - FISH HATCHERY	
				QTY	
				LS	
STRUCTURE	TRAFFIC SIGNAL CABINET	TRAFFIC SIGNAL CONTROLLER	NEMA-PLUS CONFLICT MONITOR		
	QTY EACH	QTY EACH	QTY EACH		
CCB1	1	1	1	1	SIGNALS
TOTAL	1	1	1	1	

SIGNAL MOUNTING HARDWARE	
	658.5069
	QTY
LOCATION	LS
01. BADGER-FISH HATCHERY	1
TOTAL	1

POLE SIGNAL SCHEDULE

	657.0100	657.0420	658.0500	SPV.0060.29	SPV.0060.30	SPV.0060.31	SPV.0060.32	SPV.0060.33	SPV.0060.34	SPV.0060.35	SPV.0060.36	SPV.0060.37	SPV.0060.38	SPV.0060.42	SPV.0060.43	SPV.0060.44	SPV.0060.45	SPV.0060.46	SPV.0060.47	SPV.0060.48	SPV.0060.49	SPV.0060.51
		TRAFFIC SIGNAL STANDARDS	PEDESTRIAN	TRANSFORMER BASE 20-INCH STEEL	MONOTUBE POLE TYPE 9	MONOTUBE ARM 30-FOOT	POLE 20-FOOT 7 GAUGE	POLE 30-FOOT 11 GAUGE	POLE 30-FOOT 7 GAUGE	LIGHTING FIXTURES SPECIAL TYPE-A	LIGHTING FIXTURES SPECIAL TYPE-B	REMOVE AND REUSE STREET LIGHT BASE AND POLE	REMOVE AND REUSE CONCRETE STREET LIGHT POLE	TRAFFIC SIGNAL HEADS 12-INCH 3-SECTION VERTICAL	TRAFFIC SIGNAL HEADS 12-INCH 3-SECTION VERTICAL	TRAFFIC SIGNAL HEADS 12-INCH 4-SECTION VERTICAL	TRAFFIC SIGNAL HEADS 8-INCH 3-SECTION VERTICAL	TRAFFIC SIGNAL HEADS 12-INCH PEDESTRIAN	TRAFFIC SIGNAL HEADS 12-INCH PEDESTRIAN COUNTDOWN	BACKPLATES SIGNAL FACE 3-SECTION 12-INCH	BACKPLATES SIGNAL FACE 4-SECTION 12-INCH	OPTICAL SIGNAL PREEMPT
STRUCTURE	PEDESTAL BASES QTY EACH	ALUMINUM 13-FOOT QTY EACH	PUSH BUTTONS QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH
7354	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7352	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7350(OLD)	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
7349	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7348	--	--	--	--	--	--	--	--	--	--	--	1	--	1	--	--	1	1	1	1	--	--
7347	--	--	--	--	--	--	--	--	--	--	--	1	--	1	--	--	--	2	2	1	--	--
7345	--	--	1	1	--	--	--	--	1	--	2	--	--	--	1	1	--	--	--	1	1	--
TS1	1	1	1	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	1	--	--
TS2	--	--	1	--	1	1	--	--	--	--	--	--	--	2	--	--	--	1	1	2	--	1
TS3	1	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	2	2	1	--	--
TS4	1	1	1	--	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	2	--	--
TS5	1	1	1	--	--	--	--	--	--	--	--	--	--	1	--	1	--	--	--	1	1	--
TS6	--	--	1	--	1	1	--	--	--	--	--	--	--	1	--	--	--	1	1	1	--	1
TS7	1	1	--	--	--	--	--	--	--	--	--	--	--	1	--	--	1	1	1	1	--	--
7344	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7343	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7342	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7340	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7339	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7330	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
7327	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7326	--	--	--	1	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--
7322	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7320	--	--	--	--	--	--	--	1	--	2	--	--	--	--	--	--	--	--	--	--	--	--
7319	--	--	--	--	--	--	--	--	--	--	1	1	--	--	--	--	--	--	--	--	--	--
7308	--	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--
7302	--	--	--	--	--	--	--	--	--	--	--	1	--	--	--	--	--	--	--	--	--	--
TOTAL	5	5	6	2	2	2	1	11	2	22	5	5	1	10	2	2	2	8	8	12	2	2

CABLE TRAFFIC SIGNAL SUMMARY

		655.0230	655.0240
		CABLE	CABLE
		TRAFFIC	TRAFFIC
		SIGNAL	SIGNAL
		5-14 AWG	7-14 AWG
AT	TD	QTY	QTY
POLE #	HEAD #	LF	LF
7347	1	10	--
7347	2	15	--
7347	3	10	--
TS1	4	15	--
7345	5	--	15
7345	6	--	15
TS2	7	55	--
TS2	8	40	--
TS2	9	10	--
7348	10	10	--
7348	11	15	--
7348	12	15	--
TS3	13	10	--
TS3	14	15	--
TS3	15	10	--
TS4	16	15	--
TS4	17	15	--
TS5	18	--	15
TS5	19	--	15
TS6	20	55	--
TS6	21	10	--
TS7	22	10	--
TS7	23	15	--
TS7	24	15	--
TOTAL		365	60

PULLBOX SUMMARY

			SPV.0060.21	SPV.0060.22	SPV.0060.23	SPV.0060.24		
			TYPE I	TYPE III	TYPE V	ELECTRICAL		
			HANDHOLE	HANDHOLE	HANDHOLE	UTILITY		
			QTY	QTY	QTY	ACCESS		
			EACH	EACH	EACH	STRUCTURE		
STRUCTURE	STATION	OFFSET	QTY	QTY	QTY	QTY	COMMENTS	
HH2	35+05	LT	--	--	--	--	EXISTING	
HH3	34+82	RT	1	--	--	--		
HH4	35+14	LT	1	--	--	--		
HH5	36+35	LT	1	--	--	--		
HH6	38+33	RT	--	1	--	--		
HH7			1	--	--	--		
HH8			1	--	--	--		
HH9			1	--	--	--		
HH10			1	--	--	--		
HH11			1	--	--	--		
HH12			1	--	--	--		
MH1	40+48	RT	--	--	--	--	EXISTING	
MH2	40+44	LT	--	--	--	1		
HH13			--	--	1	--		
HH14			--	1	--	--		
HH15			--	1	--	--		
HH16			1	--	--	--		
HH17			1	--	--	--		
HH18			1	--	--	--		
HH19			1	--	--	--		
HH20	54+09	RT	--	--	--	--	EXISTING	
HH21	54+09	LT	--	--	--	--	EXISTING	
HH22			--	1	--	--		
HH23			1	--	--	--		
HH24			1	--	--	--		
HH25	60+20	RT	--	--	--	--	EXISTING	
HH26			--	--	1	--		
HH27			--	--	--	--	EXISTING	
HH28			--	--	--	--	EXISTING	
HH29			1	--	--	--		
MH3	62+18	RT		--	--	--	EXISTING	
HH30			1	--	--	--		
HH31			--	--	1	--		
HH32			--	1	--	--		
HH33			--	1	--	--		
HH34			--	1	--	--		
HH35			1	--	--	--		
HH36			1	--	--	--		
HH37			--	--	--	--	EXISTING	
HH38			--	--	--	--	EXISTING	
HH39			--	--	--	--	EXISTING	
HH40			--	--	--	--	EXISTING	
HH42			1	--	--	--		
HH43			--	--	--	--	EXISTING	
HH44			--	--	--	--	EXISTING	
HH45			1	--	--	--		
TOTAL			21	7	3	1		

3

ROCK EXCAVATION FOR WATER MAIN INSTALLATION

PROJECT NO. 5992-06-61			
STA.	ESTIMATED LENGTH LF	ESTIMATED LENGTH VF	SPV.0035.01 QTY CY
34+50-35+70	120	2	27
37+60-38+50	90	2	20
TOTAL			47

HYDRANTS

PROJECT NO. 5992-06-61			
STATION	LOCATION	SPV.0060.10 FURNISH AND INSTALL HYDRANT	SPV.0060.13 ABANDON HYDRANT
		QTY EACH	QTY EACH
34+21.1	41.8' RT	1	--
34+81.2	73.0' RT	--	1
44+80.2	41.7' RT	--	1
45+60.5	41.0' RT	1	--
TOTAL		2	2

WATER MAIN CONNECTIONS

PROJECT NO. 5992-06-61				
STATION	LOCATION	SPV.0060.09 CUT-IN CONNECTION	SPV.0060.11 CUT OFF EXISTING WATER MAIN	SPV.0060.20 FURNISH EXCAVATION AND DITCH FOR LIVE TAP
		QTY EACH	QTY EACH	QTY EACH
34+23.8	4.0' RT	--	1	--
34+20.0	4.0' RT	--	--	1
34+69.1	75.1' RT	--	1	--
34+69.1	78.0' RT	--	--	1
37+87.4	64.2' RT	--	1	--
37+87.4	67.2' RT	--	--	1
40+11.0	59.0' RT	--	1	--
40+11.0	64.0' RT	--	--	1
39+98.5	82.8' LT	--	1	--
39+98.5	85.8' LT	--	--	1
50+82.1	64.6' RT	--	1	--
50+82.1	66.5' RT	--	--	1
52+42.5	2.5' RT	--	1	--
52+48.8	11.2' RT	1	--	--
TOTAL		1	7	6

3

WATER VALVES

PROJECT NO. 5992-06-61						
STATION	LOCATION	SPV.0060.12 ABANDON WATER VALVE BOX	SPV.0060.14 ADJUST WATER VALVE BOX	SPV.0060.15 FURNISH AND INSTALL 6-INCH VALVE	SPV.0060.16 FURNISH AND INSTALL 8-INCH VALVE	SPV.0060.17 FURNISH AND INSTALL 12-INCH VALVE
		QTY EACH	QTY EACH	QTY EACH	QTY EACH	QTY EACH
34+21.5	20.4' RT	--	--	1	--	--
34+27.5	15.5' RT	--	--	--	--	1
34+32.1	3.3' RT	1	--	--	--	--
34+63.9	22.2' RT	--	--	--	1	--
34+69.2	49.3' RT	1	--	--	--	--
34+70.2	72.9' RT	1	--	--	--	--
34+87.8	2.7' RT	1	--	--	--	--
37+62.9	18.7' RT	--	--	--	--	1
37+68.9	24.7' RT	--	--	--	1	--
37+87.5	50.0' RT	1	--	--	--	--
39+91.9	14.3' RT	--	--	--	--	1
40+05.1	12.8' RT	--	--	--	--	1
40+09.3	27.4' RT	1	--	--	--	--
40+12.3	37.0' RT	1	--	--	--	--
40+03.0	39.8' LT	1	--	--	--	--
45+60.6	25.6' RT	--	--	1	--	--
50+44.6	35.8' RT	1	--	--	--	--
50+58.8	20.0' RT	--	--	--	--	1
50+83.5	49.0' RT	1	--	--	--	--
52+46.5	13.0' RT	--	--	--	--	1
52+45.2	5.0' RT	--	1	--	--	--
52+30.7	34.7' LT	--	1	--	--	--
52+41.5	29.3' LT	--	1	--	--	--
52+57.0	2.5' RT	--	1	--	--	--
TOTAL		10	4	2	2	6

WATER SERVICES

PROJECT NO. 5992-06-61					
STATION	LOCATION	SPV.0060.18 DISCONNECT AND RECONNECT SERVICE LATERAL 1-INCH	SPV.0060.19 DISCONNECT AND RECONNECT SERVICE LATERAL 1.5 OR 2-INCH	SPV.0090.08 EXTEND AND RECONNECT SERVICE LATERAL 1-INCH	SPV.0090.09 EXTEND AND RECONNECT SERVICE LATERAL 2-INCH
		QTY EACH	QTY EACH	QTY LF	QTY LF
34+97.5	2.4' RT	--	--	--	16
35+17.7	1.8' RT	--	--	17	--
35+62.1	0.3' RT	--	--	19	--
36+34.9	19.9' RT	1	--	--	--
37+43.6	5.4' LT	--	--	26	--
39+34.4	23.8' RT	1	--	--	--
41+37.7	33.3' RT	--	--	14	--
42+29.9	33.2' RT	--	--	14	--
42+95.0	33.1' RT	--	--	14	--
43+64.9	33.0' RT	--	--	14	--
44+40.7	33.0' RT	--	--	13	--
45+26.9	32.1' RT	--	--	13	--
46+72.5	32.0' RT	--	--	13	--
47+26.7	32.5' RT	--	--	14	--
48+11.0	33.6' RT	--	--	15	--
48+68.2	20.1' RT	--	1	--	--
49+09.6	34.4' RT	--	--	16	--
49+78.7	35.0' RT	--	--	16	--
TOTAL		2	1	218	16

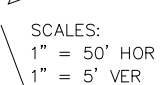
WATER MAIN AND FITTINGS					
PROJECT NO. 5992-06-61	SPV.0090.03		SPV.0090.04		SPV.0090.05
	FURNISH AND INSTALL		FURNISH AND INSTALL		FURNISH AND INSTALL
	6-INCH PIPE AND FITTINGS		8-INCH PIPE AND FITTINGS		12-INCH PIPE AND FITTINGS
	QTY		QTY		QTY
	LF		LF		LF
34+00-42+00	72		269		793
42+00-48+00	21		--		600
48+00-53+00	19		46		468
TOTAL	112		315		1861

PROJECT NO. 5992-06-61	SPV.0090.06		SPV.0090.07	
	FURNISH AND INSTALL		SELECT FILL-SAND	
	24-INCH STEEL CASING		FOR WATER MAIN	
	QTY		QTY	
	LF		LF	
34+00-42+00	--		1134	
42+00-48+00	--		621	
48+00-53+00	77		533	
TOTAL	77		2288	

FURNISH AND INSTALL EXTRUDED POLYSTYRENE FOAM			
PROJECT NO. 5992-06-61			
SPV.0090.10			QTY
STATION	LOCATION	PURPOSE	LF
34+64.0	37.4'RT	STORM CROSSING	8
34+64.4	64.4'RT	STORM CROSSING	8
37+25.6	19.0'RT	STORM CROSSING	8
37+68.9	35.3'RT	STORM CROSSING	8
37+68.9	63.0'RT	STORM CROSSING	8
38+31.0	18.4'RT	STORM CROSSING	8
39+47.8	21.8'RT	STORM CROSSING	8
39+68.5	17.8'RT	STORM CROSSING	8
40+04.5	61.1'RT	STORM CROSSING	8
40+49.0	10.0'RT	STORM CROSSING	8
42+20.1	20.0'RT	STORM CROSSING	8
50+22.7	20.0'RT	STORM CROSSING	8
50+63.5	59.2'RT	STORM CROSSING	8
51+28.7	4.9'RT	STORM CROSSING	8
TOTAL			112

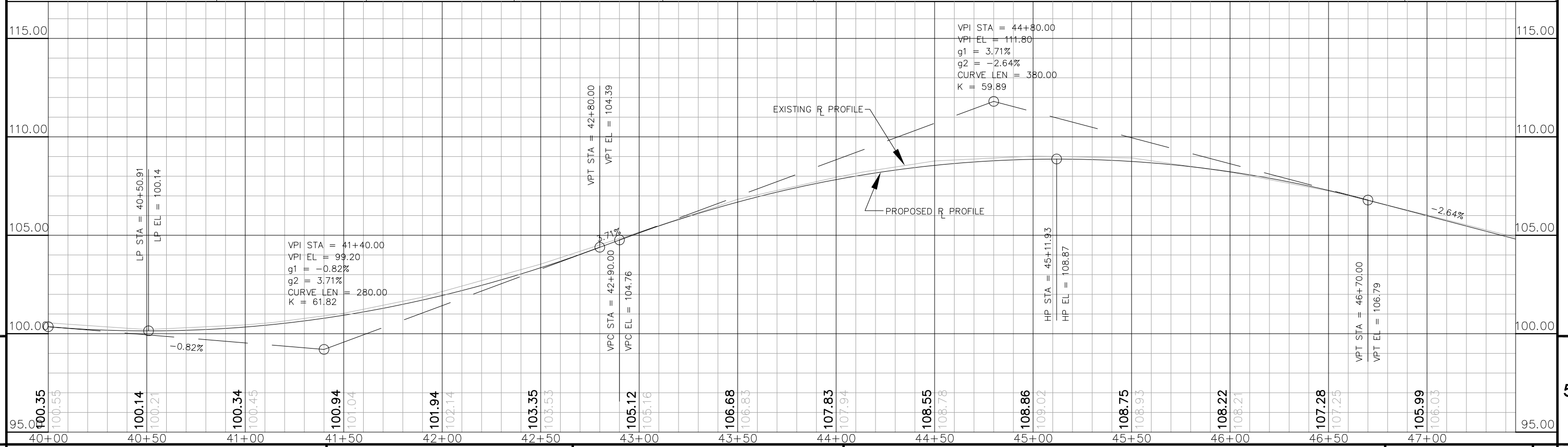
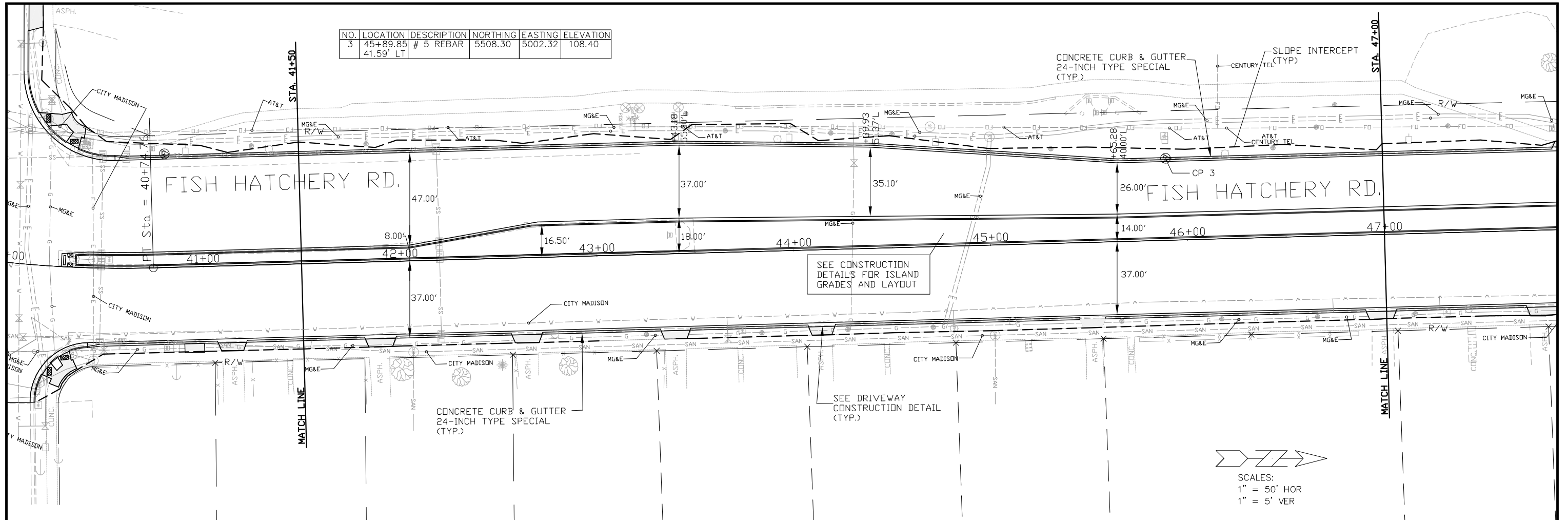
CONSTRUCTION STAKING OF WATER MAIN	
PROJECT NO. 5992-06-61	
SPV.0105.05	
QTY	LS
STA.	
34+00-53+00	1
TOTAL	1

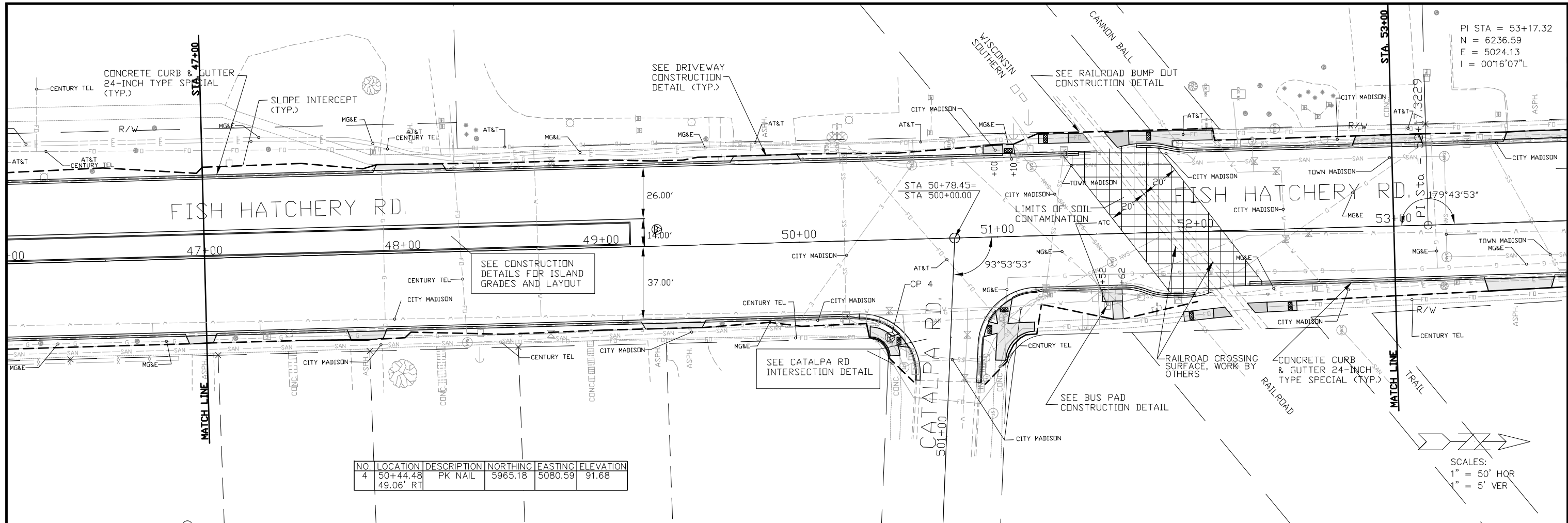
BEGIN PROJECT
ID 5992-06-57
STA 34+15.00
N = 4383.97
E = 4828.59



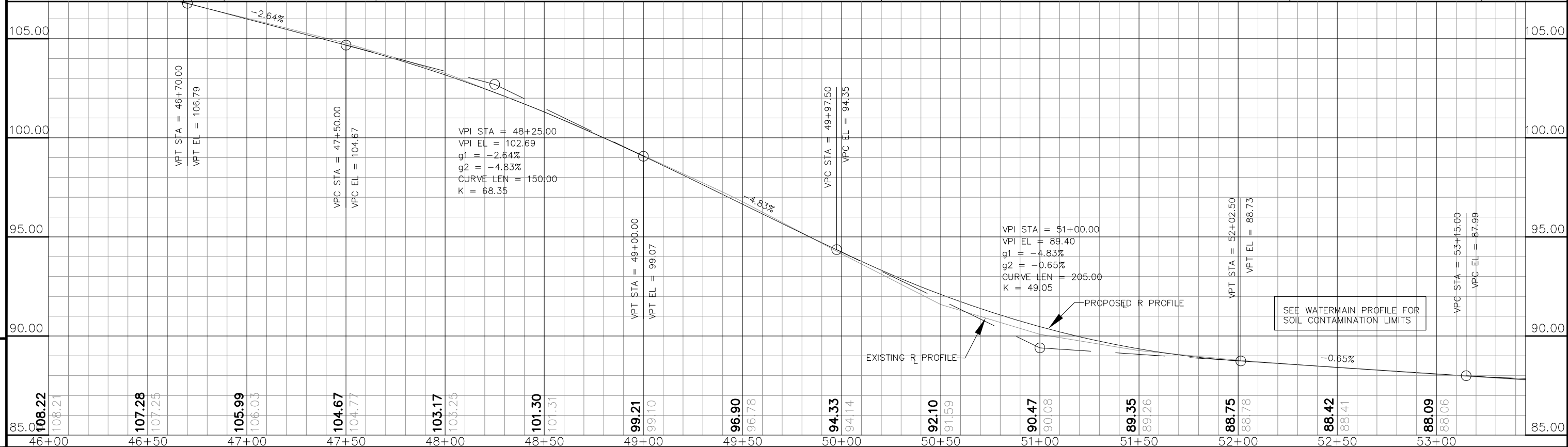
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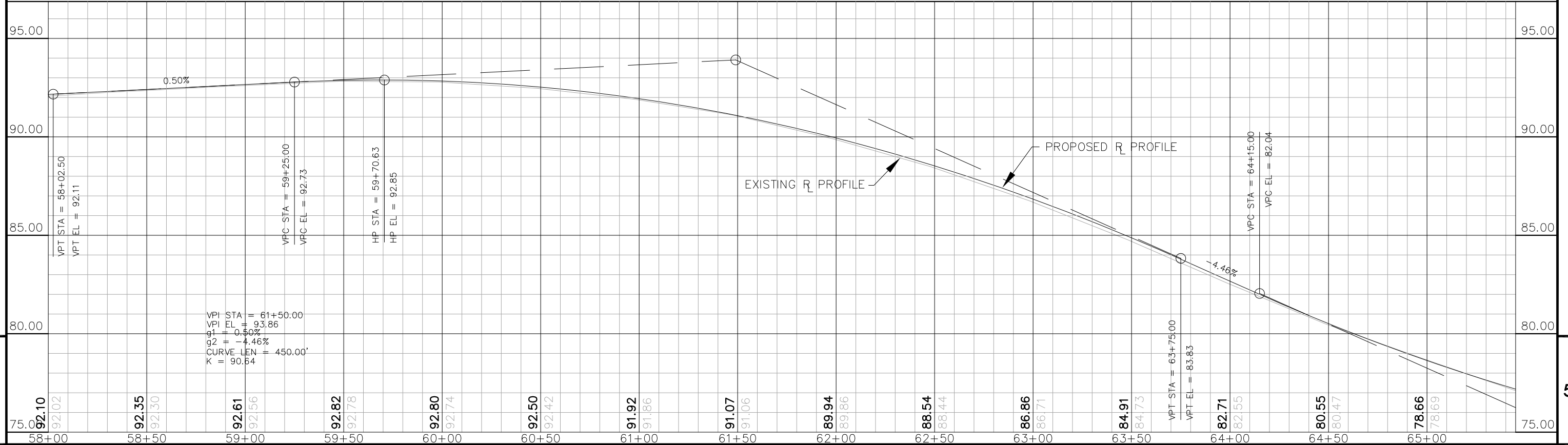
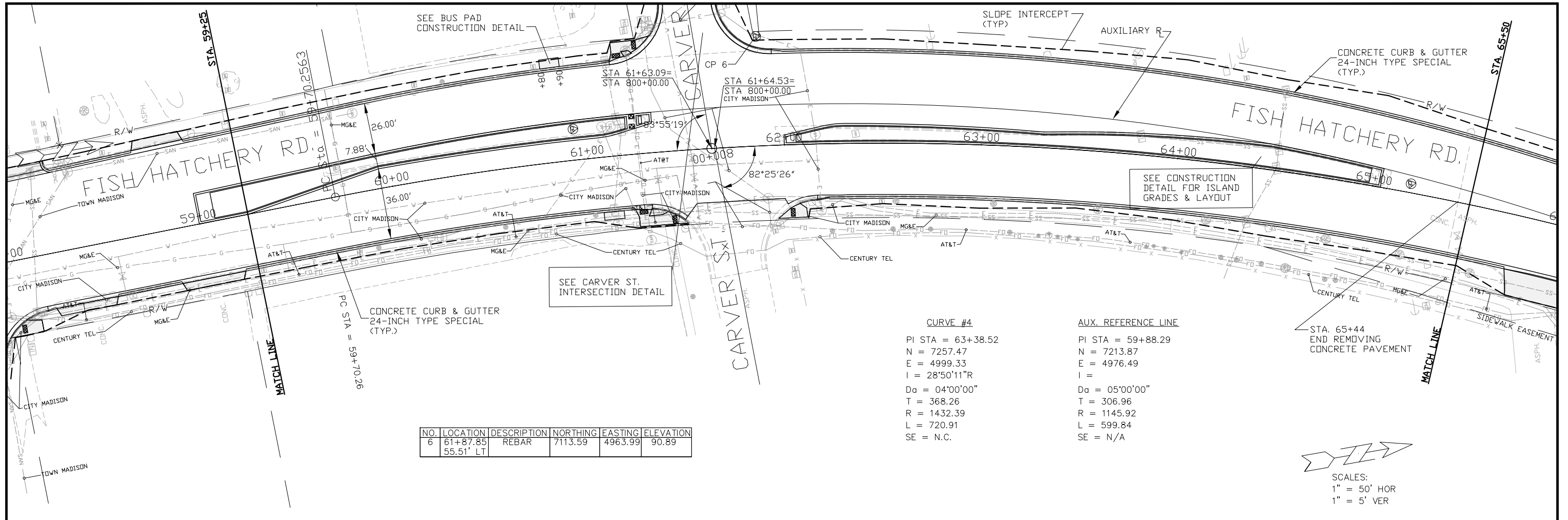
NO.	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEVATION
3	45+89.85	# 5 REBAR	5508.30	5002.32	108.40
	41.59' LT				



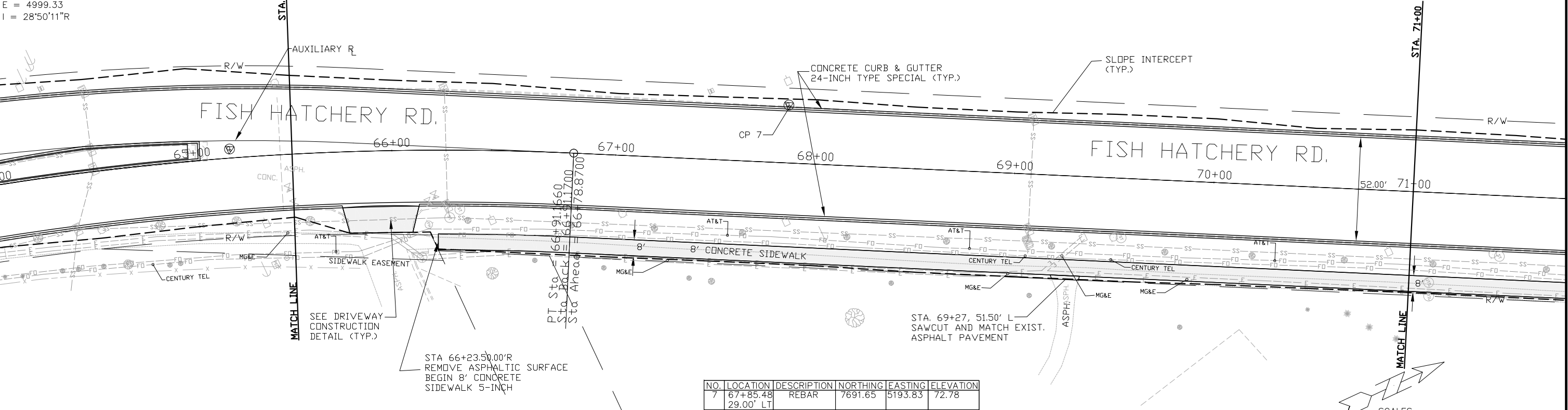


NO.	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEVATION
4	50+44.48	PK NAIL	5965.18	5080.59	91.68
	49.06' RT				

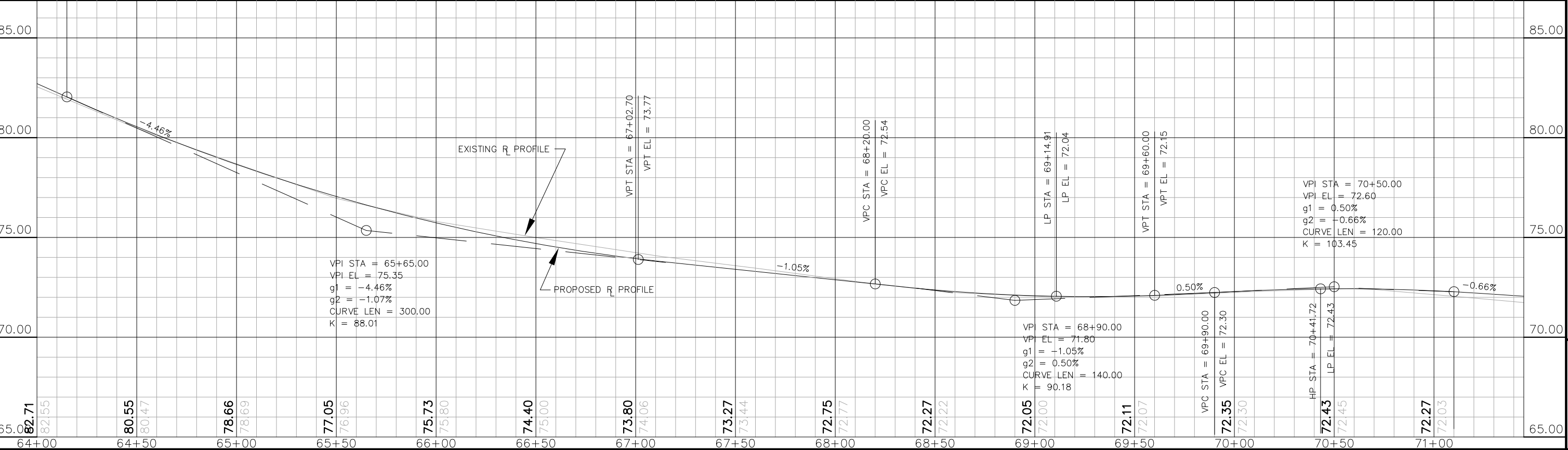


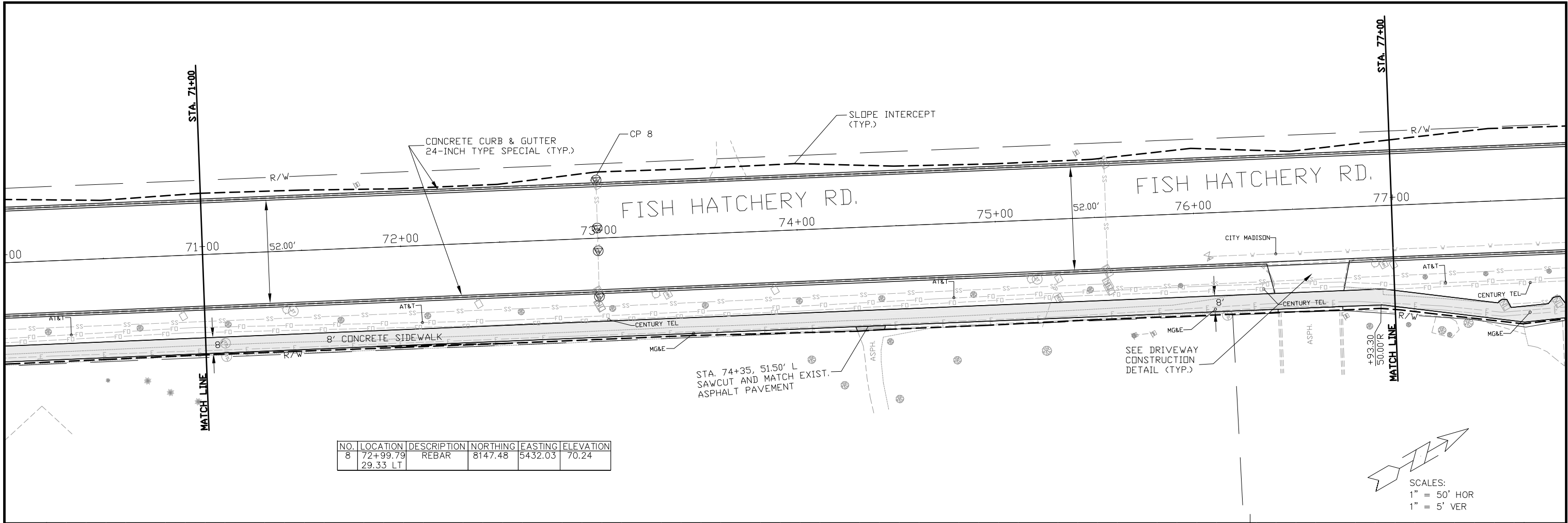


PI STA = 63+38.52
N = 7257.47
E = 4999.33
I = 28°50'11"R

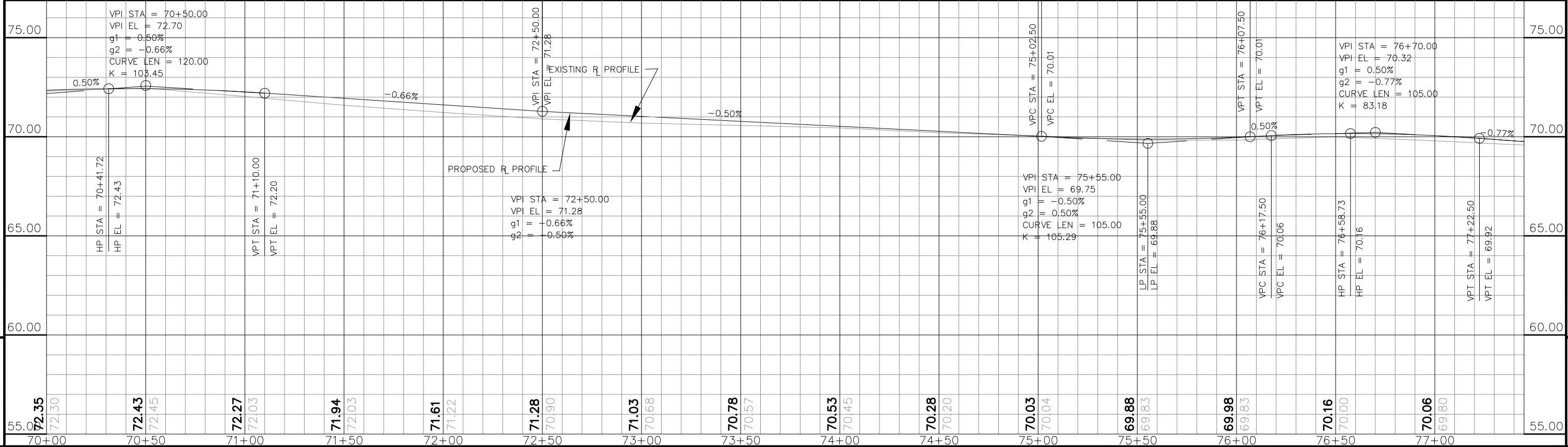


NO.	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEVATION
7	67+85.48 29.00' LT	REBAR	7691.65	5193.83	72.78





NO.	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEVATION
8	72+99.79 29.33 LT	REBAR	8147.48	5432.03	70.24



5	72.35 72.30	72.43 72.45	72.27 72.03	71.94 72.03	71.61 71.22	71.28 70.90	71.03 70.68	70.78 70.57	70.53 70.45	70.28 70.20	70.03 70.04	69.88 69.83	69.98 69.83	70.16 70.00	70.06 69.80	5
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PROJECT NO: 5992-06-57

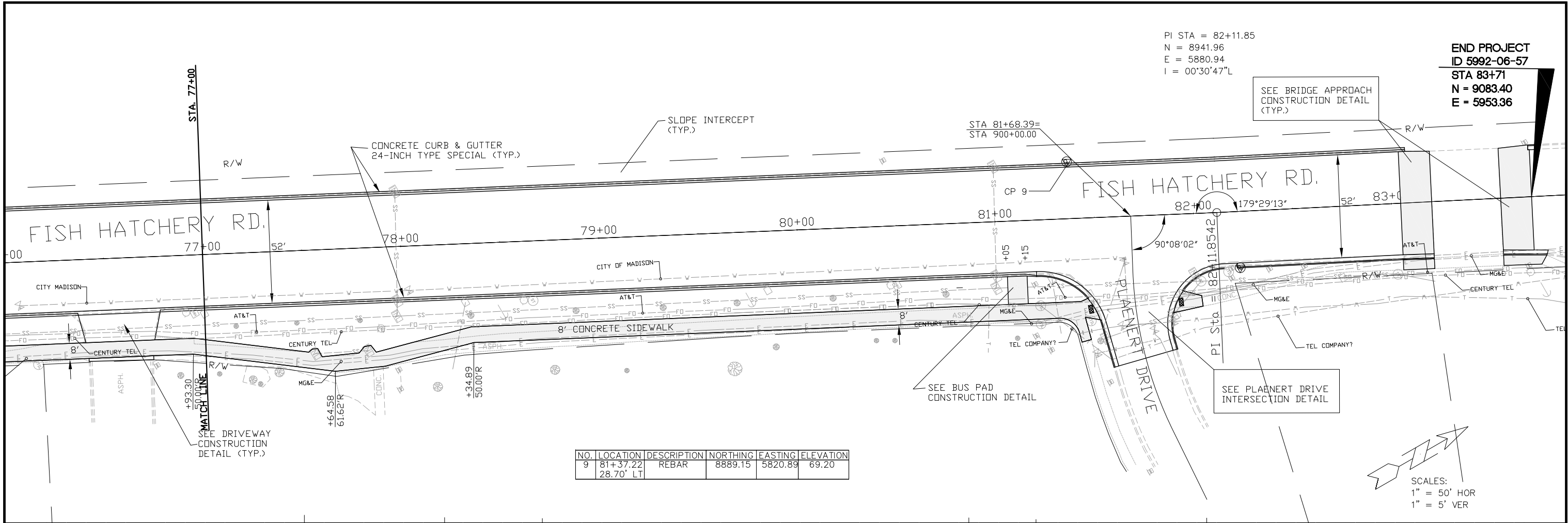
HWY: CTH D (FISH HATCHERY RD.)

COUNTY: DANE

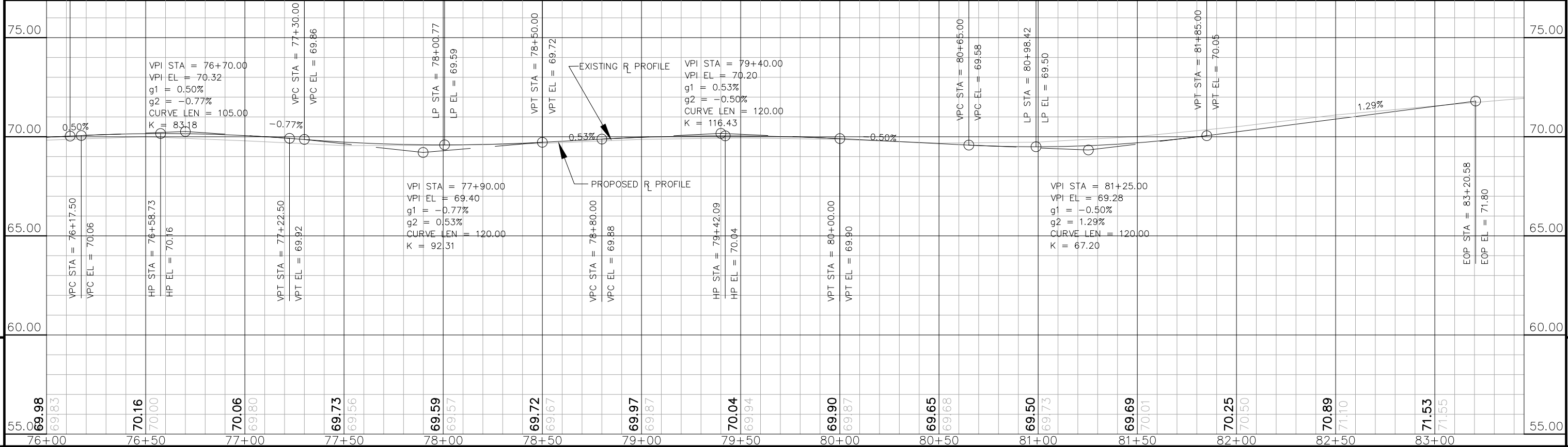
PLAN AND PROFILE

SHEET NO:

156



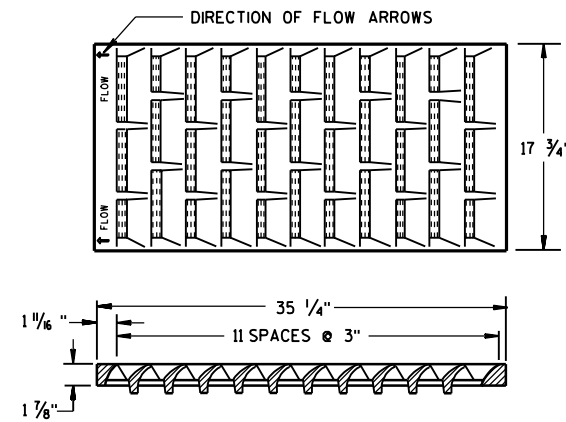
NO.	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEVATION
9	81+37.22 28.70' LT	REBAR	8889.15	5820.89	69.20



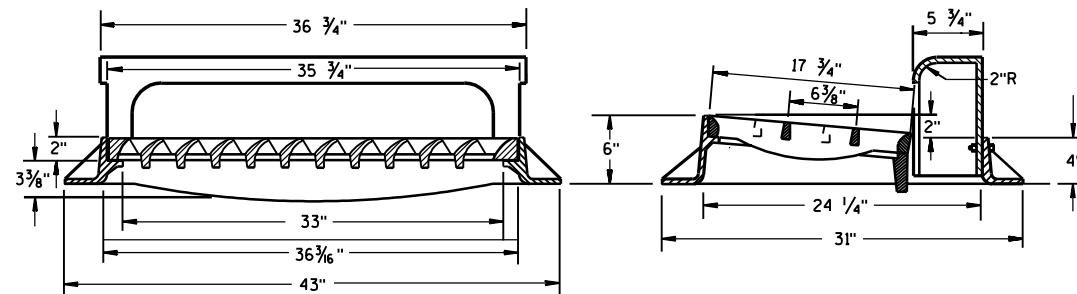
Standard Detail Drawing List

08A5-16A	INLET COVERS TYPE A, H, A-S, & H-S
08A5-16B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A5-17D	INLET COVER, TYPE Z MANHOLE COVERS, TYPE K, J, J-S, J-H, J-H-S, L & M
08B6-4	MANHOLES TYPE 1
08B7-4	MANHOLES TYPE 2 & 3
08C1-5	INLETS TYPE 1, 2, 3 & 4
08D1-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D5-14A	CURB RAMPS TYPES 1 AND 1-A
08D5-14B	CURB RAMPS TYPES 2 AND 3
08D5-14C	CURB RAMPS TYPE 4A
08D5-14D	CURB RAMPS TYPE 4B
08D5-14E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E9-6	SILT FENCE
08E10-2	INLET PROTECTION TYPE A, B, C AND D
08E14-1	TRACKING PAD
09B2-7	CONDUIT
09C3-3	TRANSFORMER/PEDESTAL BASES
09C11-2	CONCRETE BASE TYPE 10
09D1-4	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E1-11G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E6-4	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E7-5	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E8-4A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09F1-3	DETAILS FOR THE INSTALLATION OF TEMPORARY TRAFFIC SIGNAL LOOP DETECTOR WIRES IN ANY EXISTING PAVEMENT
09F8-3	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F9-3	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)
09G1-3A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-3B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-3C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-3D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-3E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-3F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G1-3G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B2-2	CONCRETE MEDIAN NOSE
13B1-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13B2-6	CONCRETE PAVEMENT APPROACH SLAB
15C2-4A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C2-4C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C3-1	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C7-11B	PAVEMENT MARKING WORDS
15C7-11C	PAVEMENT MARKING FOR BIKE LANES
15C7-11D	PAVEMENT MARKING ARROWS
15C8-13A	PAVEMENT MARKING (MAINLINE)
15C8-13B	PAVEMENT MARKING (INTERSECTIONS)
15C8-13C	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C8-13D	PAVEMENT MARKING (CLIMBING LANE & PASSING LANE)
15C8-13E	PAVEMENT MARKING (LEFT TURN LANE)
15C8-13F	PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
15C9-8A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-5	FLEXIBLE TUBULAR MARKER POST, ANCHOR & BASES
15C12-3	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

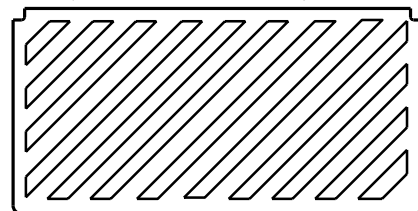


TYPE "H"

(APPROXIMATE WEIGHT 422 LBS.)

FRAME..... 175 LBS.
GRATE..... 138 LBS.
CURB BOX..... 109 LBS.

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



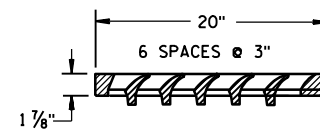
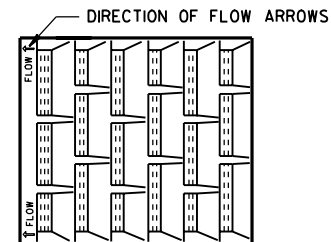
SPECIAL GRATE FOR TYPE "H" COVER

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

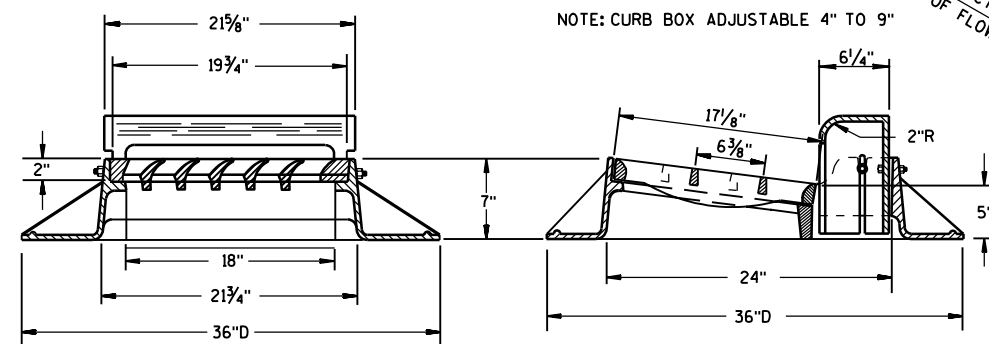
(APPROXIMATE WEIGHT 172 LBS.)

GRATE..... 172 LBS.

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



NOTE: CURB BOX ADJUSTABLE 4" TO 9"



TYPE "A"

(APPROXIMATE WEIGHT 325 LBS.)

FRAME..... 157 LBS.
GRATE..... 84 LBS.
CURB BOX..... 84 LBS.

GENERAL NOTES

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

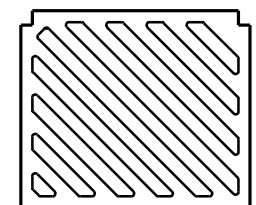
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

NOTE:
GRATE IS REVERSIBLE.

1" DIAGONAL BARS
WITH 1 1/2" OPENINGS



SPECIAL GRATE FOR TYPE "A" COVER

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

GRATE..... 84 LBS.

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

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

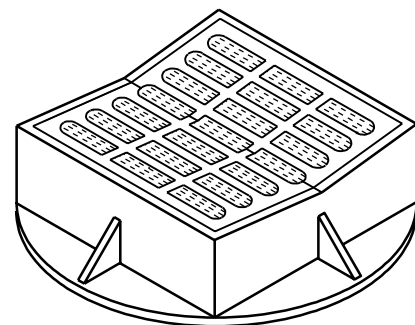
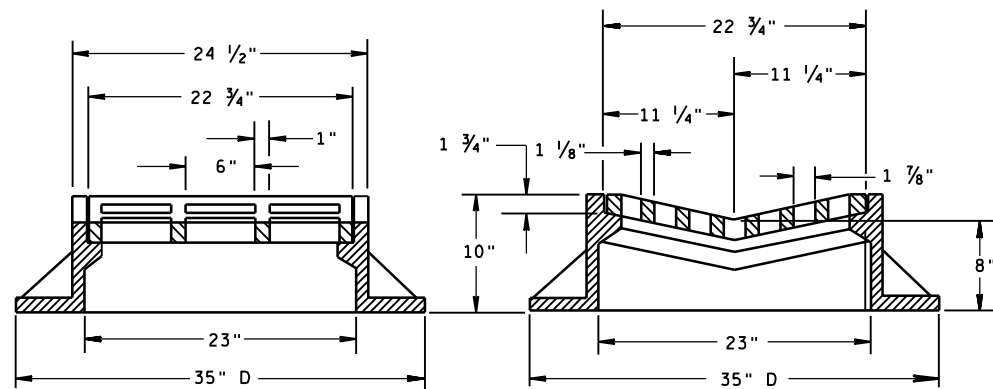
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

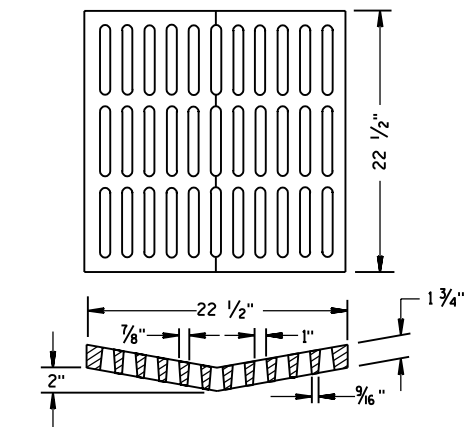
10/4/99
DATE

FHWA

Paul J. Rasmussen
CHIEF ROADWAY DEVELOPMENT ENGINEER

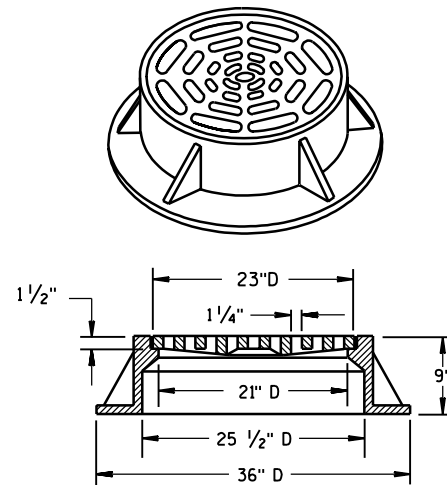


TYPE "B"
(APPROXIMATE WEIGHT 395 LBS.)
FRAME..... 285 LBS.
GRATE..... 110 LBS.

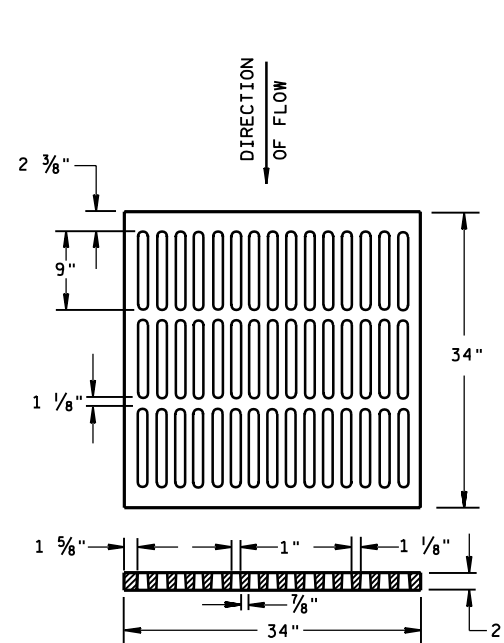


**ALTERNATIVE GRATE FOR
TYPE "B" COVER**

(APPROXIMATE GRATE WEIGHT 125 LBS.)
GRATE..... 125 LBS.
USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE

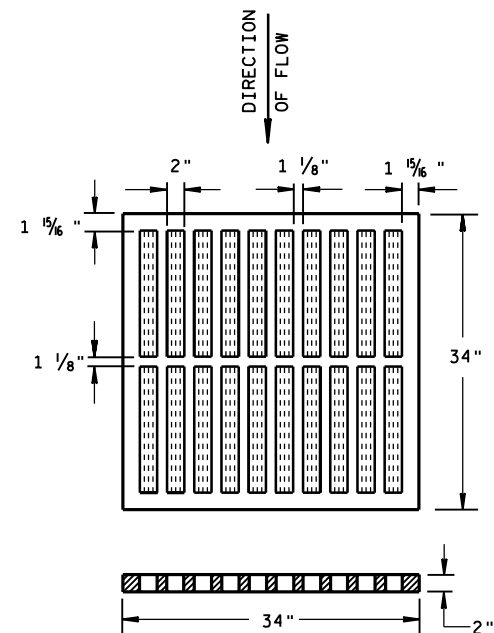


TYPE "C"
(APPROXIMATE WEIGHT 340 LBS.)
FRAME..... 235 LBS.
GRATE..... 105 LBS.

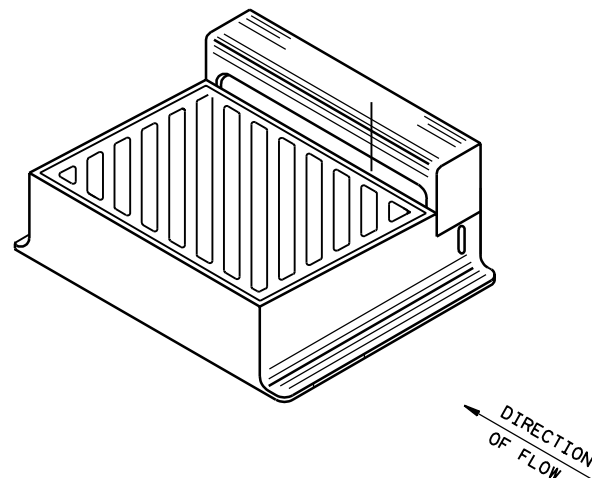


ALTERNATIVE TYPE "MS"
(APPROXIMATE GRATE WEIGHT 365 LBS.)
GRATE..... 365 LBS.

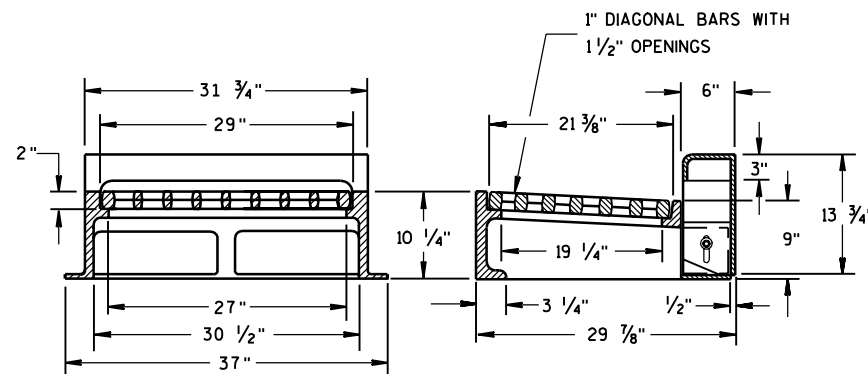
USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



TYPE "MS"
(APPROXIMATE GRATE WEIGHT 270 LBS.)
GRATE..... 270 LBS.
USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED
TO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"
(APPROXIMATE WEIGHT 670 LBS.)
FRAME..... 360 LBS.
GRATE..... 160 LBS.
CURB BOX..... 150 LBS.

GENERAL NOTES

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

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

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

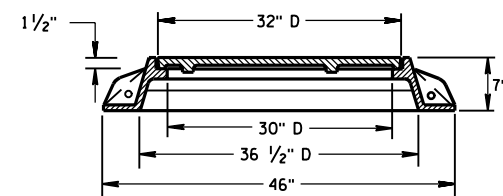
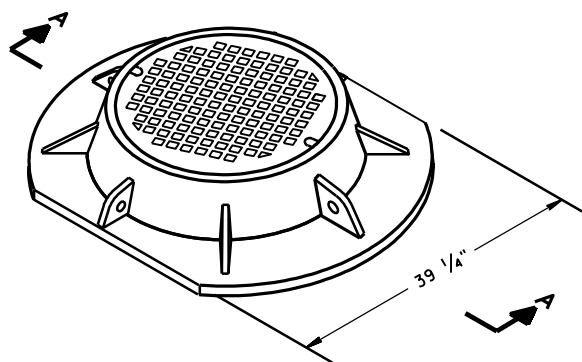
THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

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

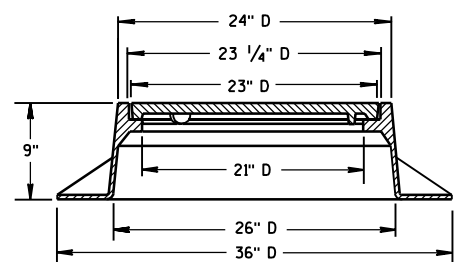
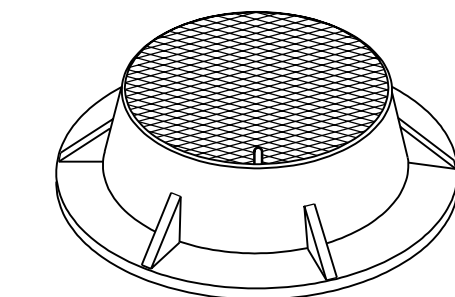
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/4/99
DATE
FHWA

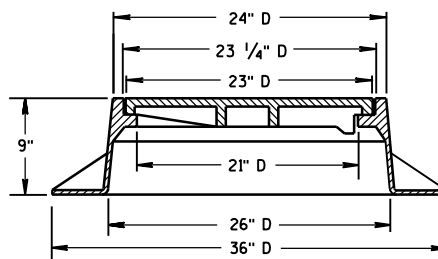
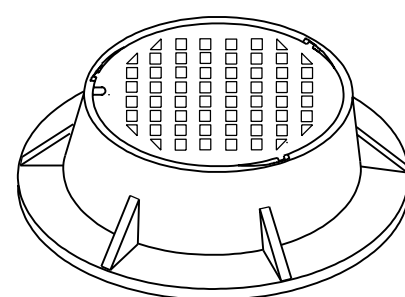
Raymond J. Rasmussen
CHIEF ROADWAY DEVELOPMENT ENGINEER



SECTION A-A
TYPE "K"
(APPROXIMATE WEIGHT 415 LBS.)
FRAME.....210 LBS.
LID.....205 LBS.



TYPE "J"
(APPROXIMATE WEIGHT 250 LBS.)
FRAME.....135 LBS.
LID.....115 LBS.



TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(APPROXIMATE WEIGHT 245 LBS.)
FRAME.....145 LBS.
LID.....100 LBS.
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

GENERAL NOTES

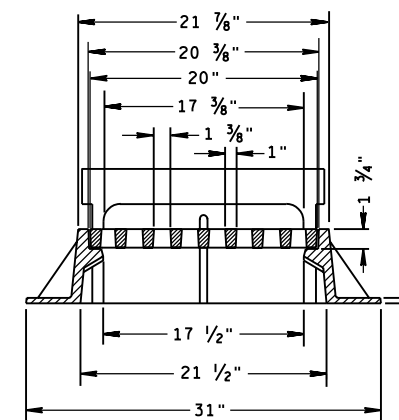
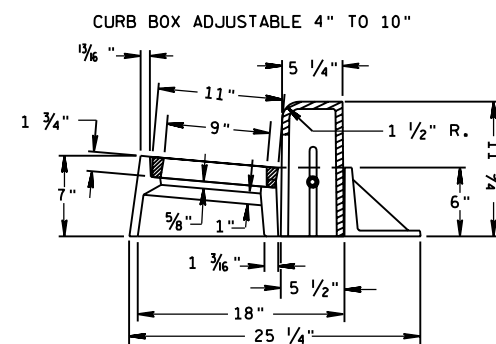
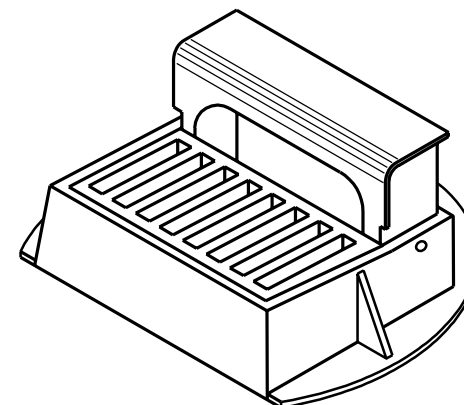
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

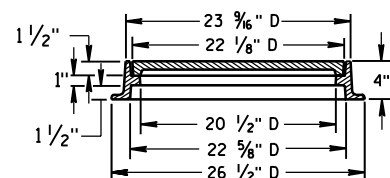
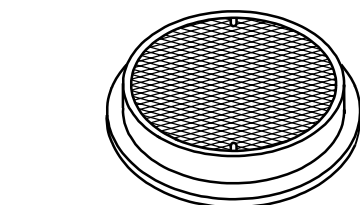
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

THE ACTUAL WEIGHT OF COVERS MAY VARY WITHIN 5 PERCENT, PLUS OR MINUS, OF THE APPROXIMATE WEIGHT.

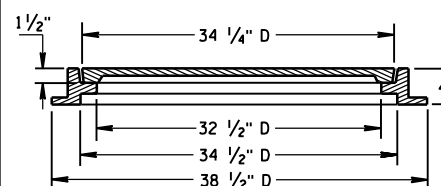
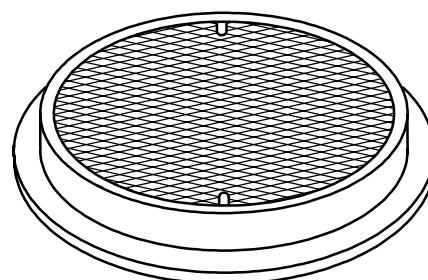
- ① MANUFACTURER MAY PROVIDE ADDITIONAL SEALS OR GASKETS.



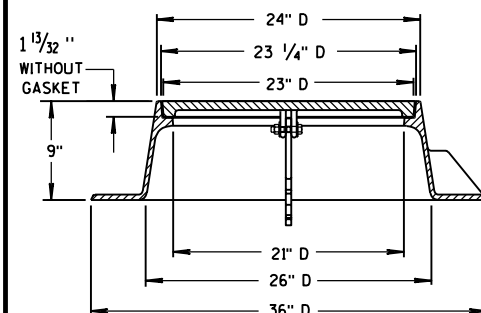
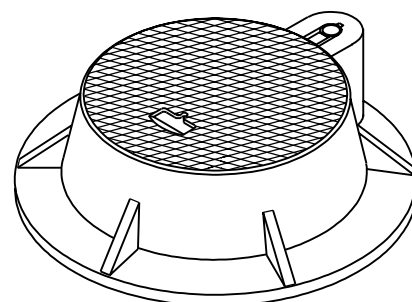
INLET COVER TYPE "Z"
(APPROXIMATE WEIGHT 340 LBS.)
FRAME.....198 LBS.
GRATE..... 50 LBS.
CURB BOX..... 92 LBS.



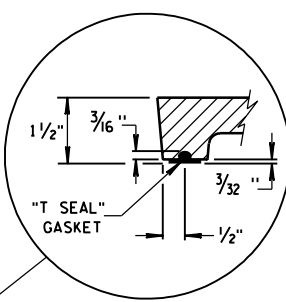
TYPE "L"
(APPROXIMATE WEIGHT 145 LBS.)
FRAME..... 75 #
LID..... 70 #



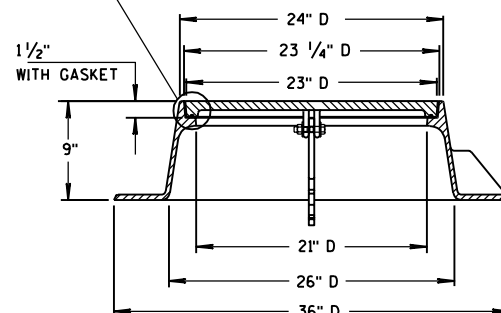
TYPE "M"
(APPROXIMATE WEIGHT 385 LBS.)
FRAME..... 125 #
LID..... 260 #



TYPE "J" HINGED
LID WITHOUT "T SEAL" GASKET
(APPROXIMATE WEIGHT 310 LBS.)
FRAME.....190 LBS.
LID.....120 LBS.
(NOTED AS TYPE J-H ON THE DRAINAGE TABLE)



"T SEAL" GASKET DETAIL



TYPE "J" HINGED-SPECIAL ①
LID WITH "T SEAL" GASKET
(APPROXIMATE WEIGHT 310 LBS.)
FRAME.....190 LBS.
LID.....120 LBS.
(NOTED AS TYPE J-S-H ON THE DRAINAGE TABLE)

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

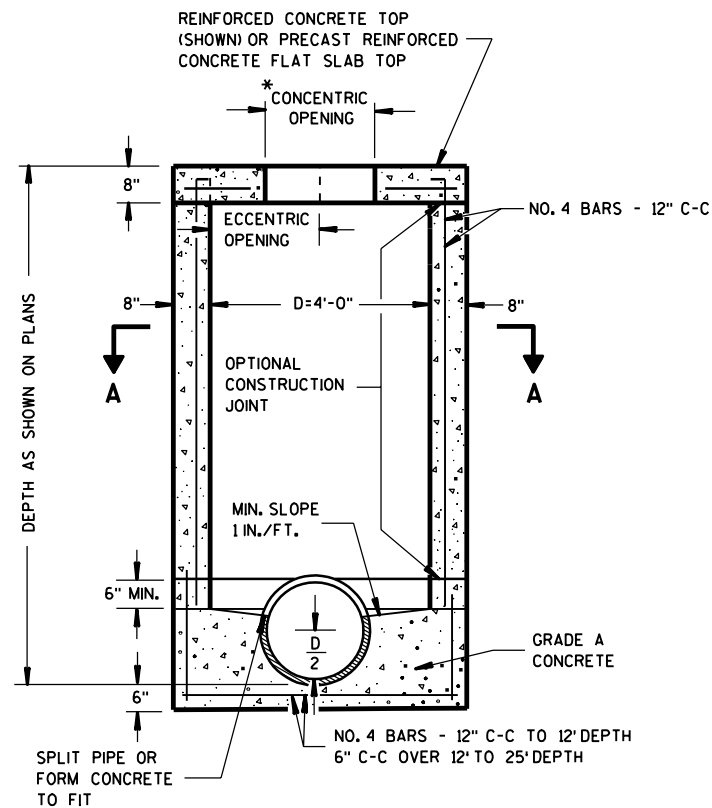
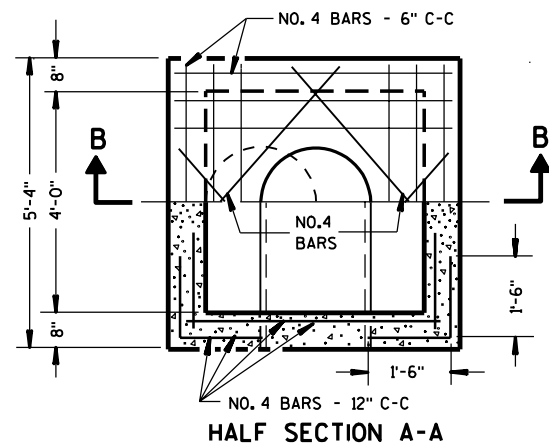
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE
FHWA

[Signature]
CHIEF ROADWAY DEVELOPMENT ENGINEER

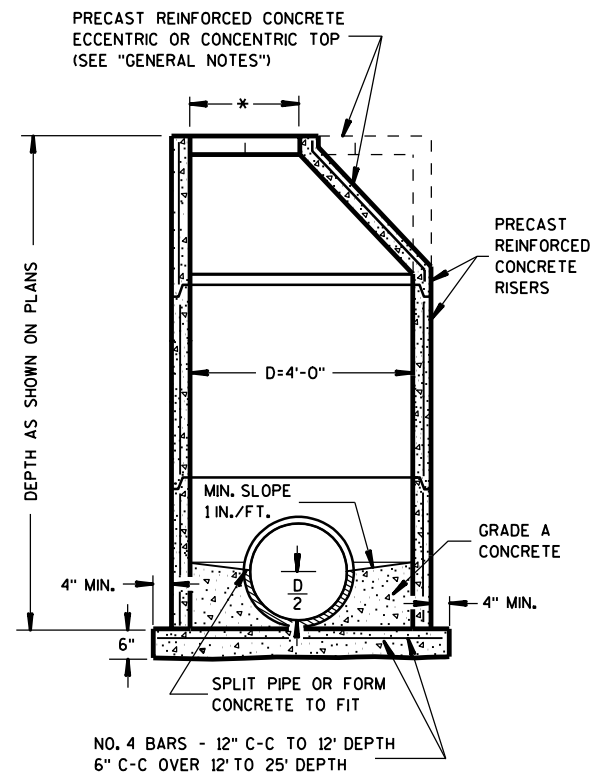
6

S.D.D. 8 B 6-4

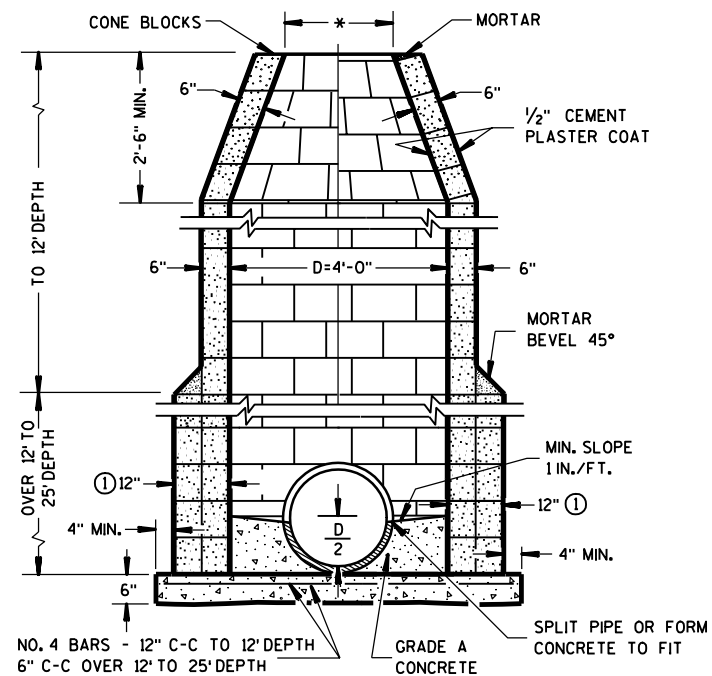


SECTION B-B
REINFORCED CONCRETE

MANHOLES TYPE 1



PRECAST REINFORCED CONCRETE



CONCRETE BLOCK

GENERAL NOTES

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS CONFORMING TO AASHTO M 199 SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT.

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

PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS AND MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

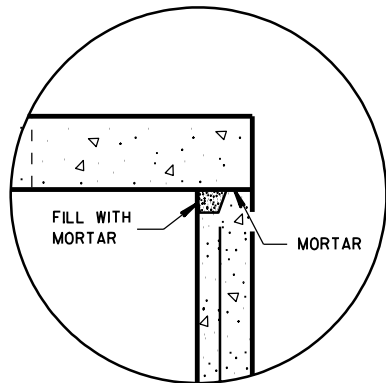
* USE 2'-0" DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 3'-0" DIAMETER WITH TYPE "K" AND "M" COVERS.

① 2 COURSES 6" BLOCK.

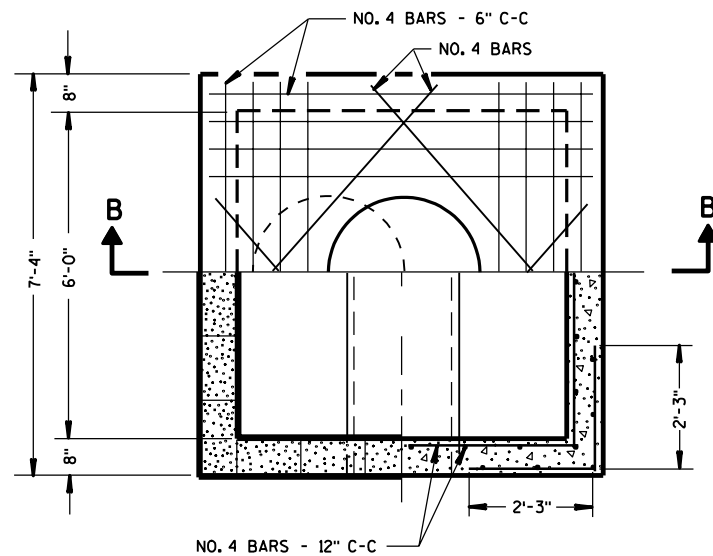
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S.D.D. 8 B 6-4

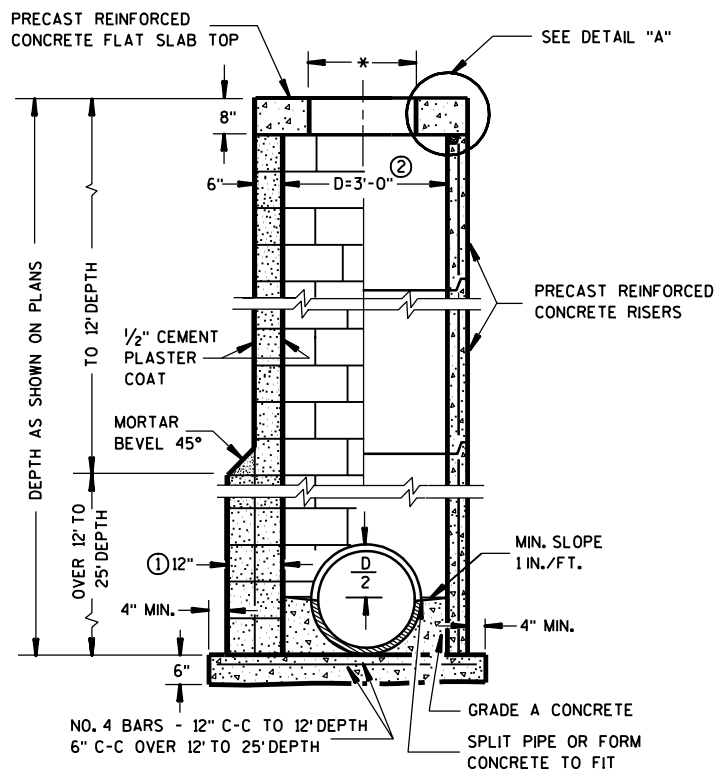
MANHOLES TYPE 1	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 9/9/05 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



DETAIL "A"



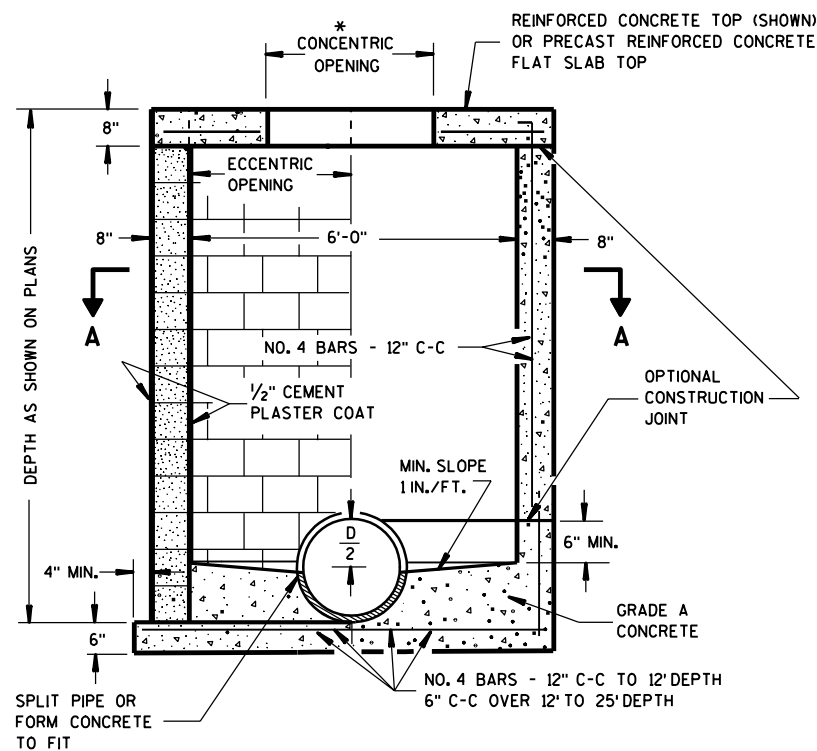
HALF SECTION A-A



CONCRETE
BLOCK

② PRECAST
REINFORCED
CONCRETE

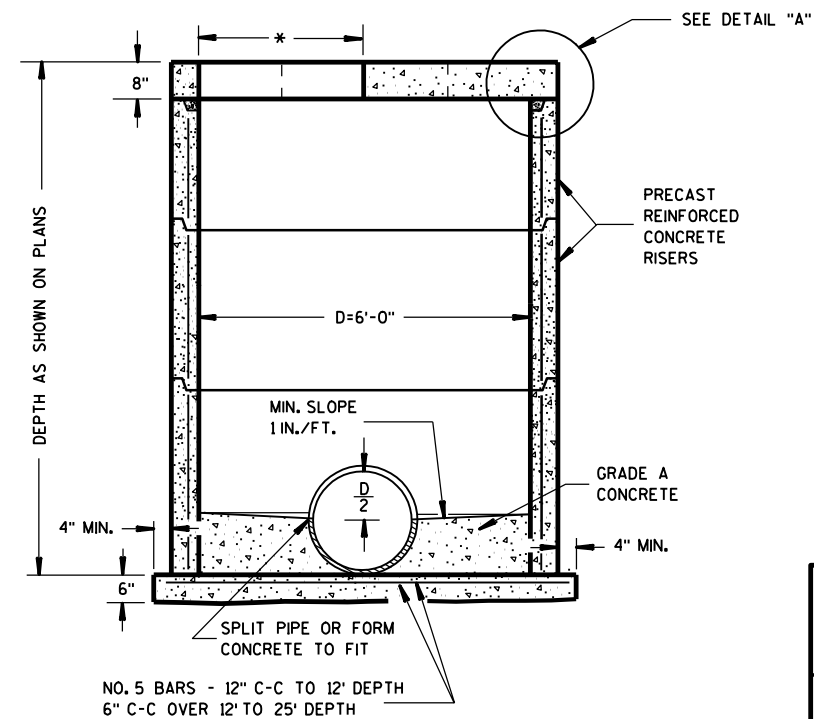
MANHOLES TYPE 2



CONCRETE
BLOCK

REINFORCED
CONCRETE

MANHOLES TYPE 3



NO. 5 BARS - 12" C-C TO 12' DEPTH
6" C-C OVER 12' TO 25' DEPTH

PRECAST REINFORCED CONCRETE

GENERAL NOTES

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 1-C", "CATCH BASINS 1-B", "INLETS 3-H", ETC. THE FIRST DIGIT DESIGNATES THE MASONRY PORTION OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

STEPS CONFORMING TO AASHTO M 199 SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH.

SOLID ALUMINUM STEPS SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 0.75 INCH. ALUMINUM SURFACES TO BE EMBEDDED IN CONCRETE SHALL BE GIVEN ONE COAT OF SUITABLE QUALITY PAINT, SUCH AS ZINC CHROMATE PRIMER CONFORMING TO FEDERAL SPECIFICATION TT-P-645 OR EQUIVALENT.

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

PRECAST REINFORCED CONCRETE RISERS MAY BE PLACED WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS AND MANHOLES SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

* USE 2'-0" DIAMETER OPENING WITH TYPE "C", "L" AND "J" COVERS, OR 3'-0" DIAMETER WITH TYPE "K" AND "M" COVERS.

① 2 COURSES 6" BLOCK.

② WHEN CONNECTING PIPES ARE 24" OR LARGER THE PRECAST MANHOLES MAY BE INCREASED TO 42" DIAMETER.

6

S.D.D. 8 B 7-4

6

S.D.D. 8 B 7-4

MANHOLES TYPE 2 & 3

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9/9/05 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

6

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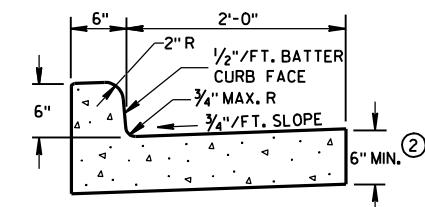


INLETS TYPE 1

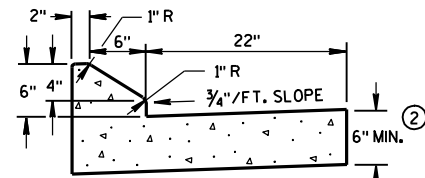


INLETS TYPE 2, 3 & 4

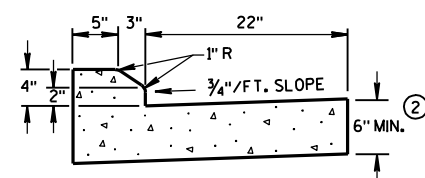
- ① USE 2'-6" OPENING FOR TYPE 2 INLETS, 3'-0" OPENING FOR TYPE 3 INLETS, AND 2'-11" FOR TYPE 4 INLETS.
- ② USE 2'-0" OPENING FOR TYPE 1, 2 & 3 INLETS, 2'-6½" OPENING FOR TYPE 4 INLETS.



TYPES A & D ①

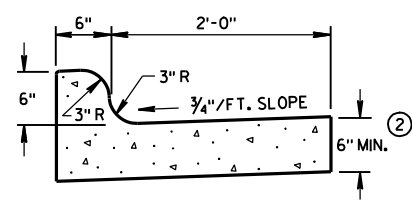


6" SLOPED CURB TYPES G & J ①

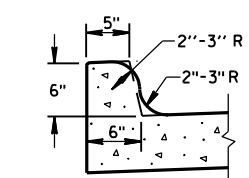


4" SLOPED CURB TYPES G & J ①

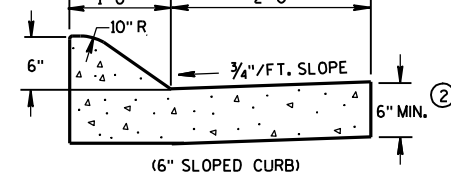
CONCRETE CURB & GUTTER 30"



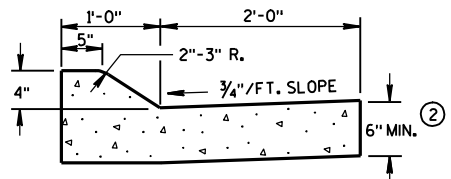
TYPES K & L ①



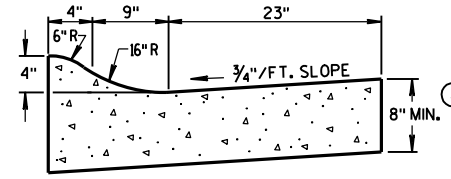
OPTIONAL CURB SHAPE
FOR TYPES K & L ①



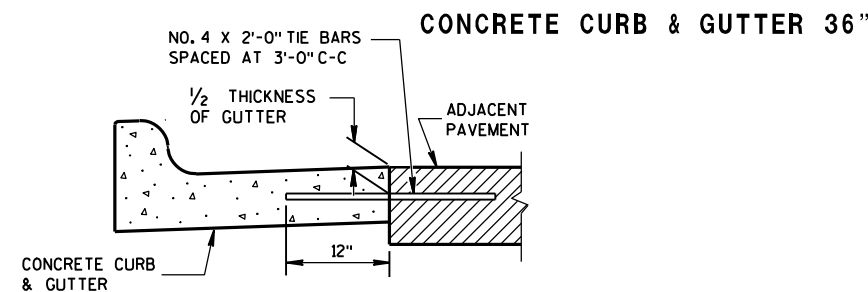
(6" SLOPED CURB)



TYPES A & D ①

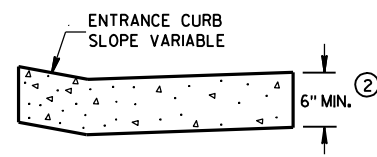


4" SLOPED CURB TYPES R & T ① ④

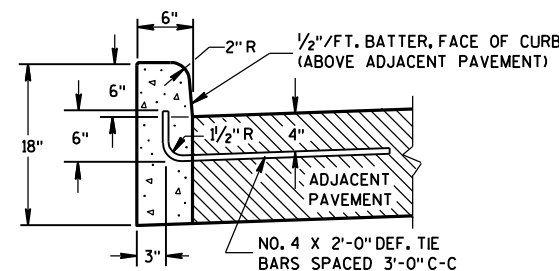


CONCRETE CURB & GUTTER 36"

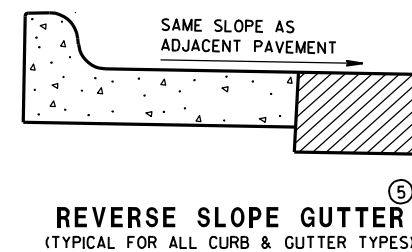
TYPICAL TIE BAR LOCATION ①



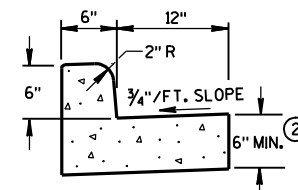
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



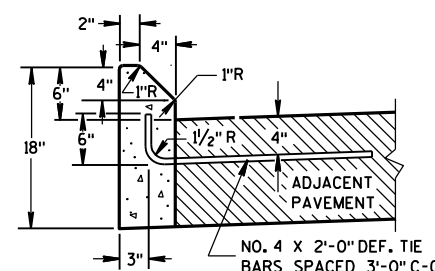
TYPES A & D ①



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



TYPES A & D
CONCRETE CURB & GUTTER 18"



TYPES G & J ①

GENERAL NOTES

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

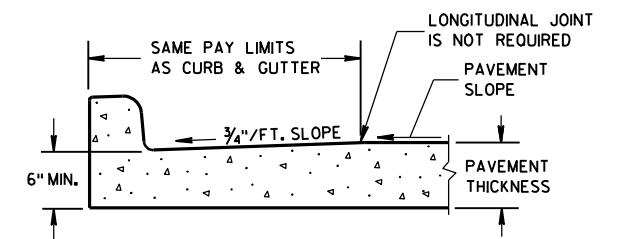
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

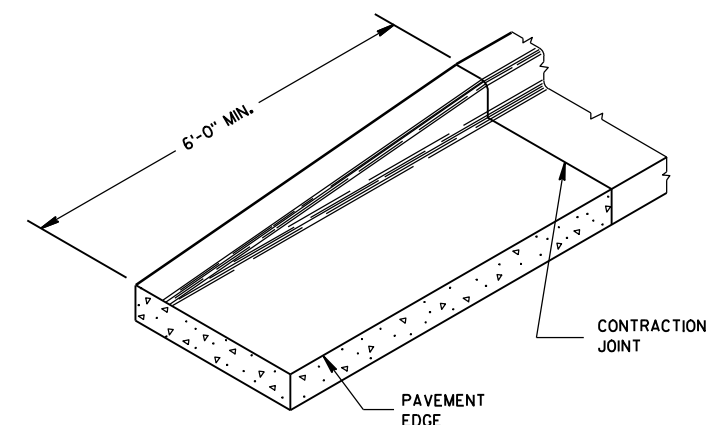
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

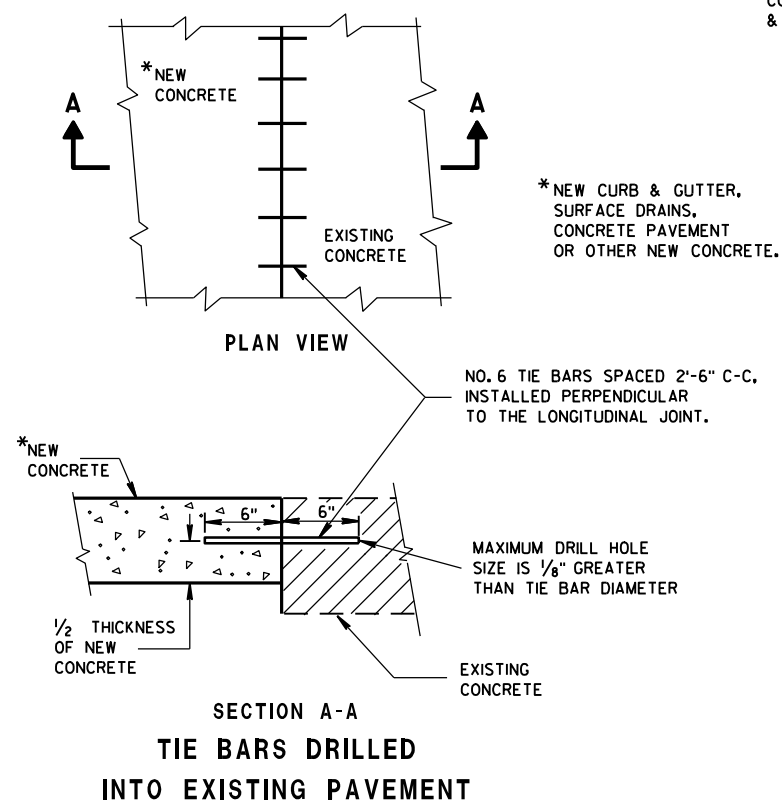
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K AND R.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER



SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

*NEW CURB & GUTTER,
SURFACE DRAINS,
CONCRETE PAVEMENT
OR OTHER NEW CONCRETE.

NO. 6 TIE BARS SPACED 2'-6" C-C,
INSTALLED PERPENDICULAR
TO THE LONGITUDINAL JOINT.

MAXIMUM DRILL HOLE
SIZE IS 1/8" GREATER
THAN TIE BAR DIAMETER

EXISTING
CONCRETE

CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

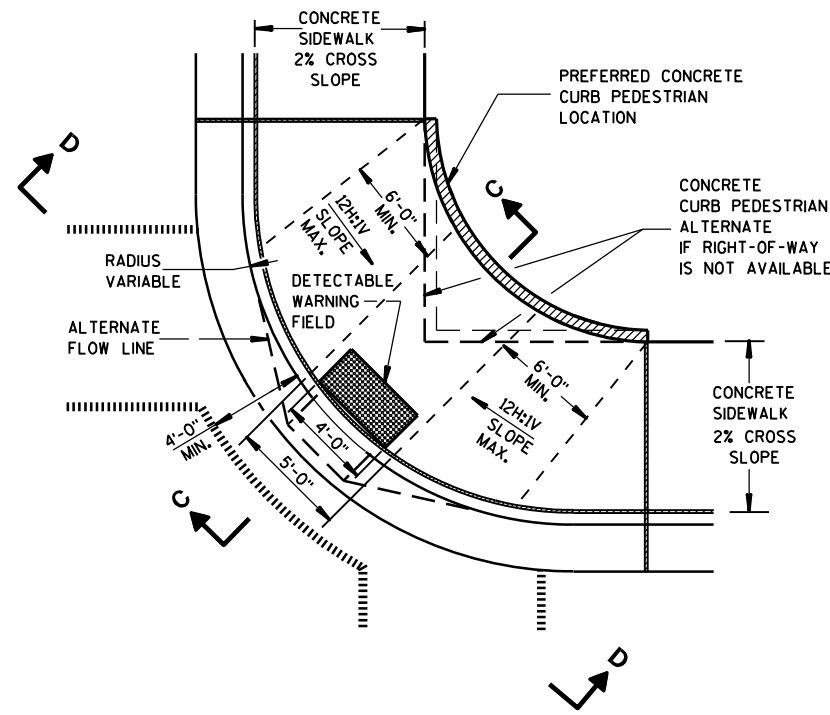
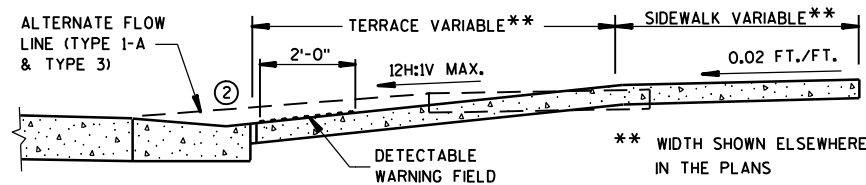
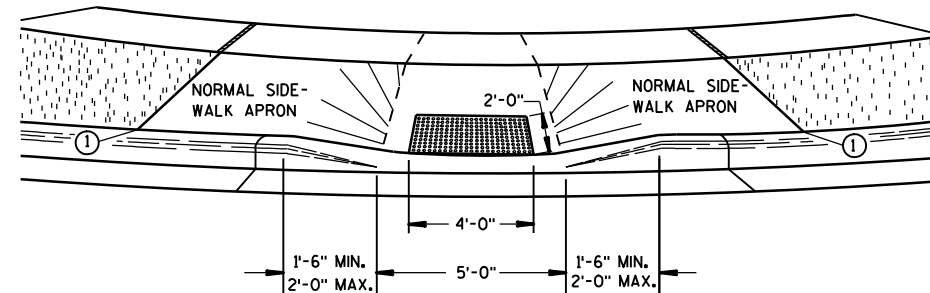
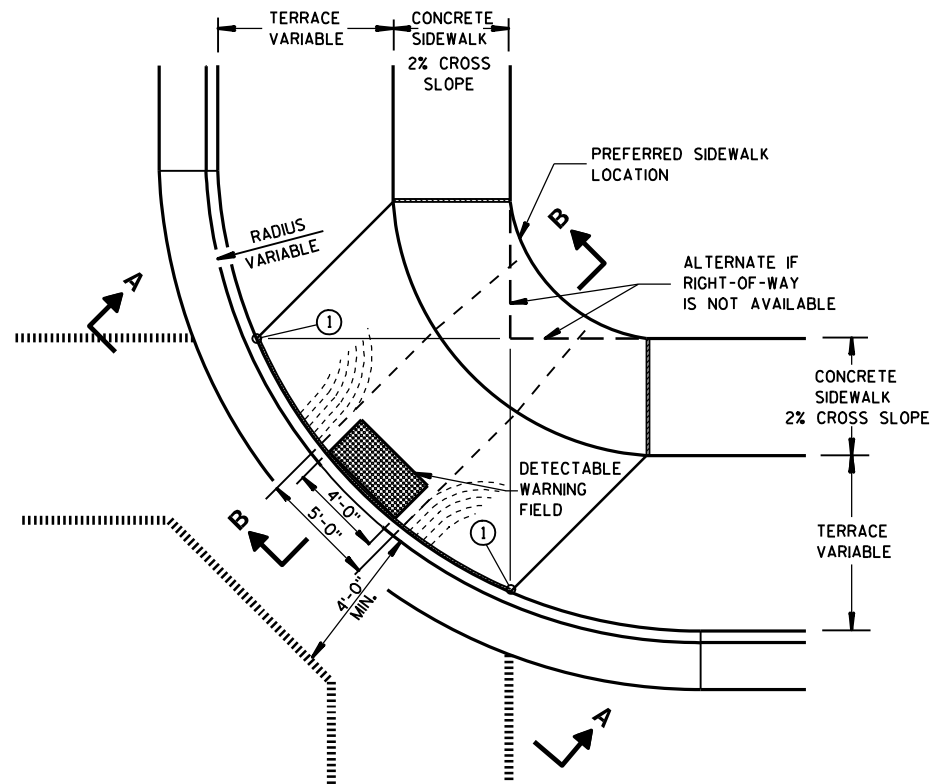
APPROVED

9/4/08

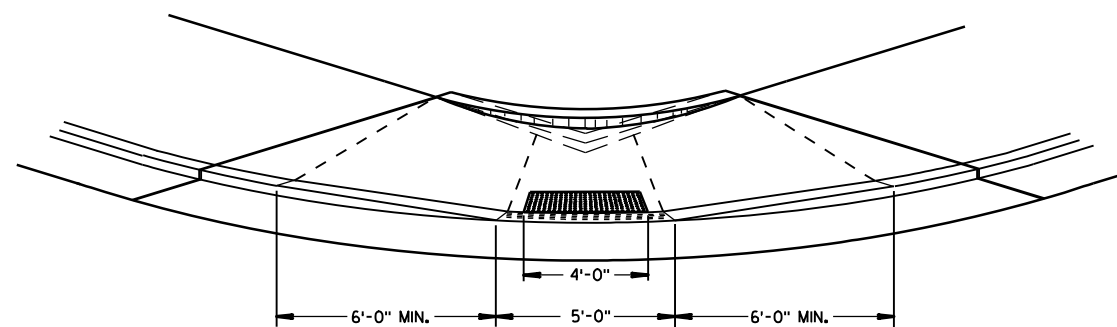
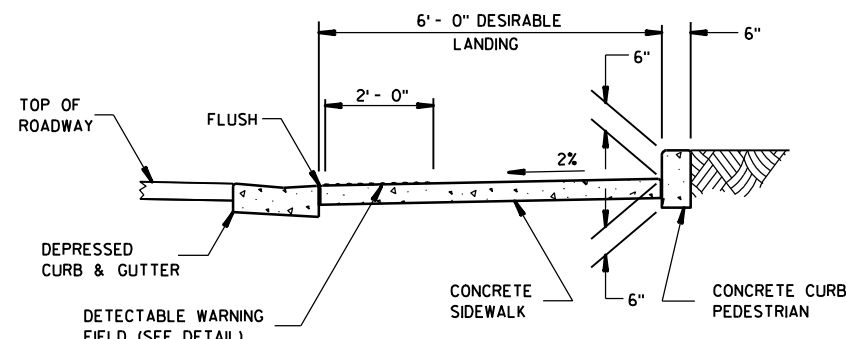
DATE

FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)



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.

RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

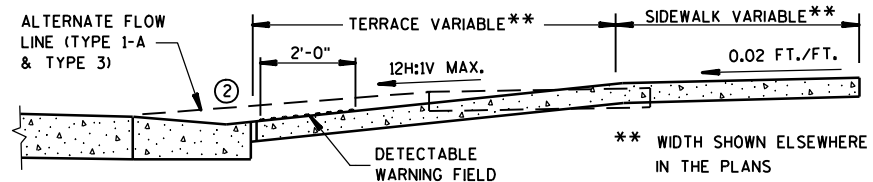
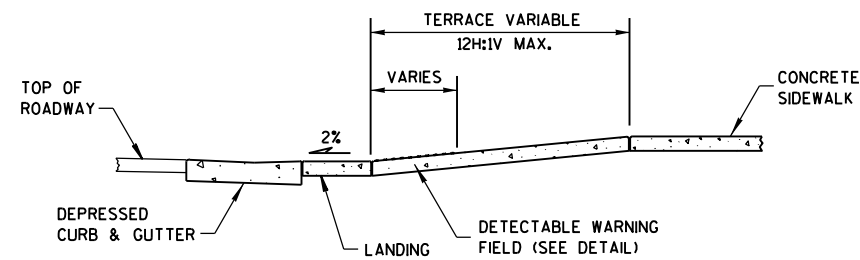
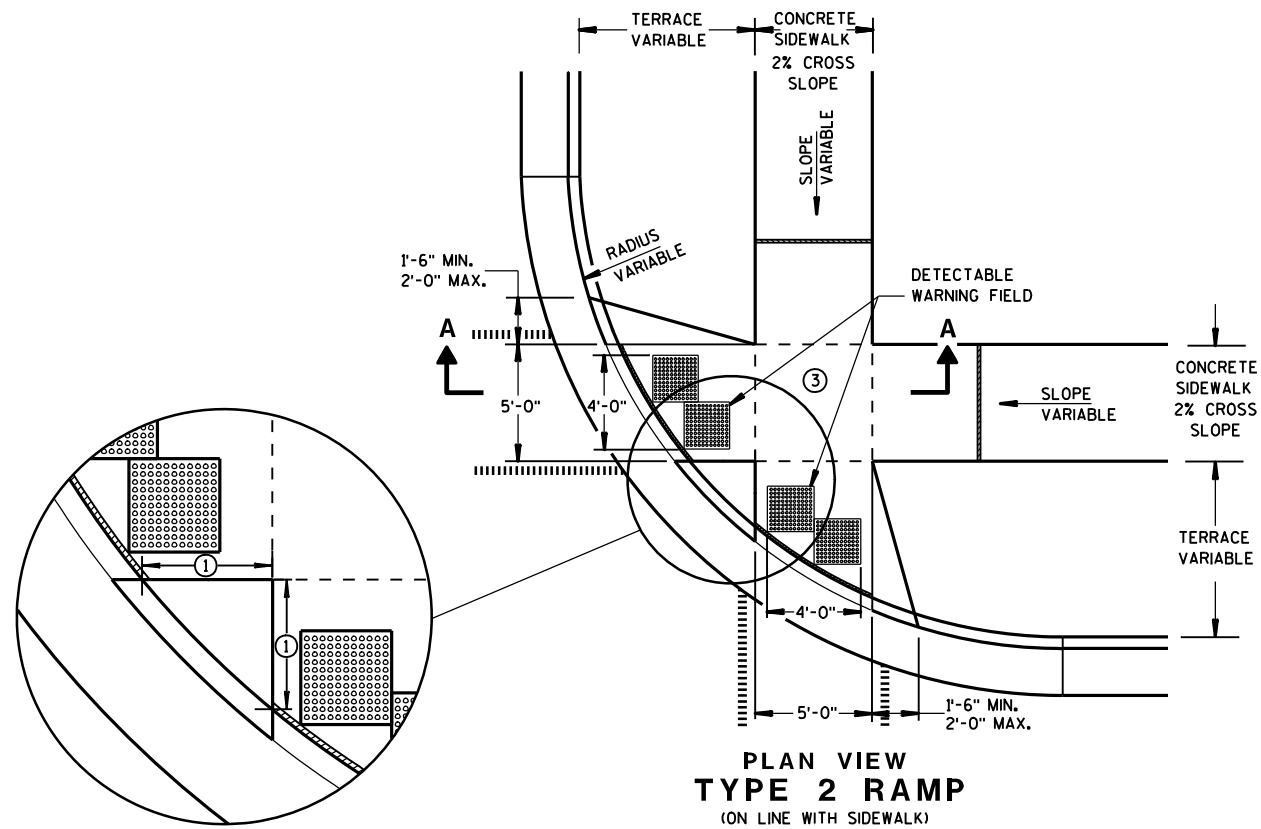
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- - - ALTERNATIVE LAYOUT

CURB RAMPS
TYPES I AND I-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



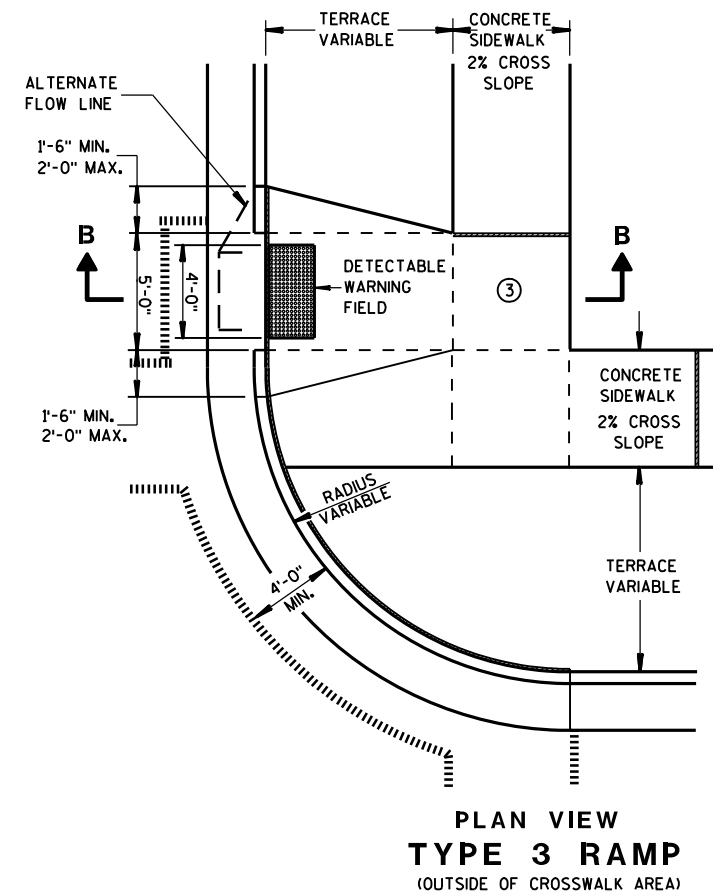
GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

- ① WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE.
- ③ PROVIDE LANDING AT TOP OF RAMP WITH NO MORE THAN 2% SLOPE IN ANY DIRECTION.

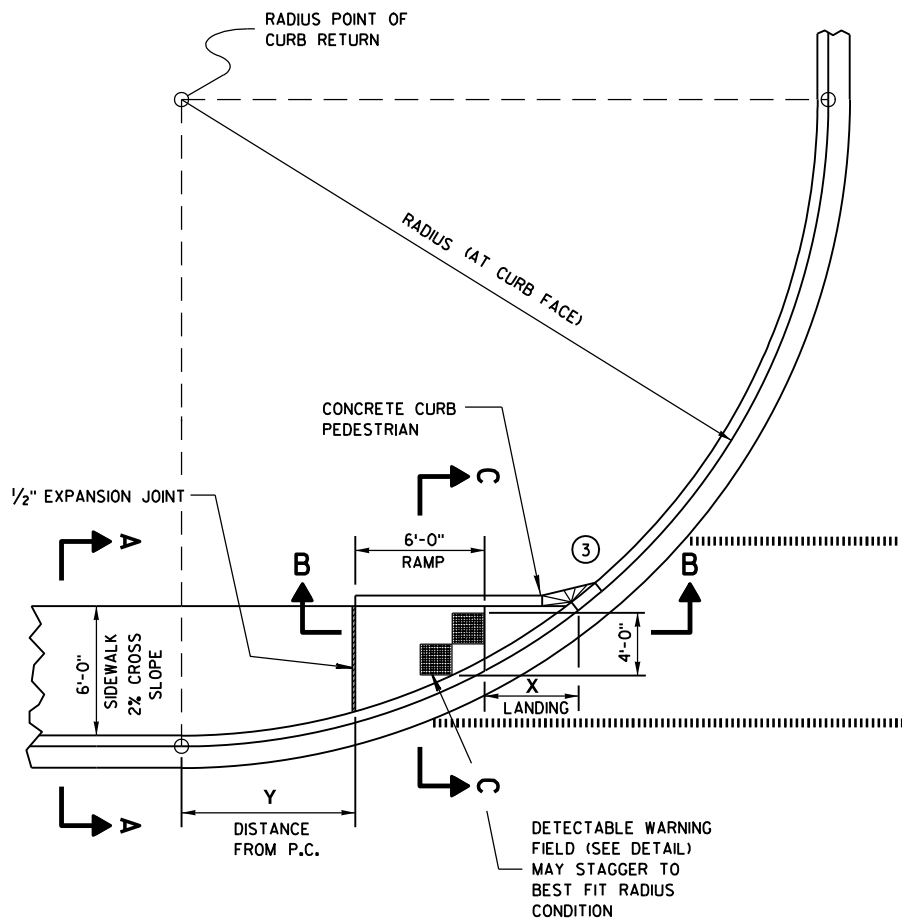
LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- - - ALTERNATIVE LAYOUT

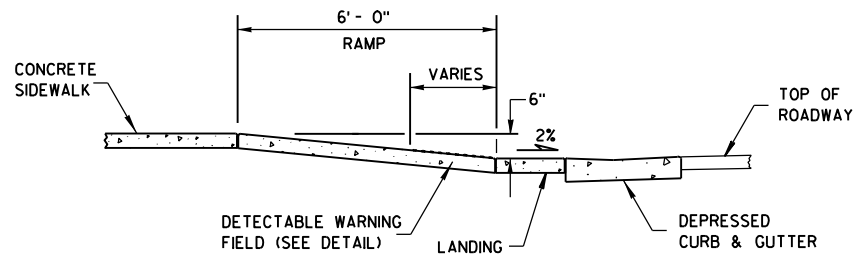


**CURB RAMPS
TYPES 2 AND 3**

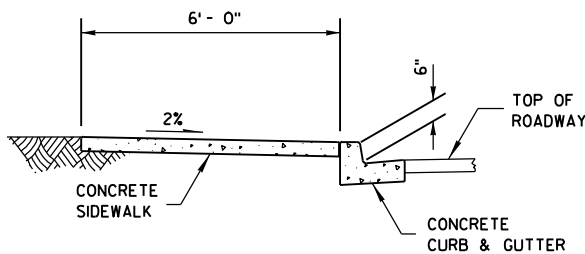
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



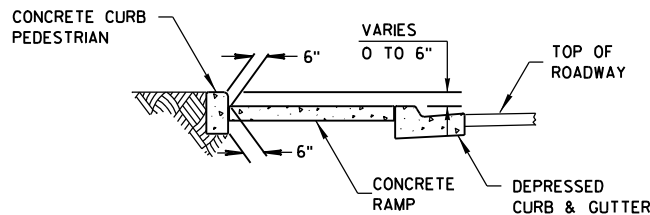
CURB RAMP TYPE 4A
PLAN VIEW



SECTION B-B



SECTION A-A



SECTION C-C

RADIUS (AT CURB FACE)	X	Y
20 FEET	6'-1 3/4"	2'-7 1/4"
30 FEET	7'-11 3/4"	4'-8 1/4"
40 FEET	9'-5 1/4"	6'-5"
50 FEET	10'-8 3/4"	7'-11 1/4"
60 FEET	11'-10 1/4"	9'-3 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED

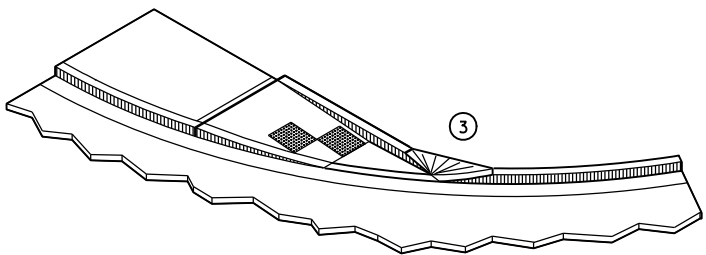
GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

- ③ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.)
DO NOT MARK TRANSITION NOSE.



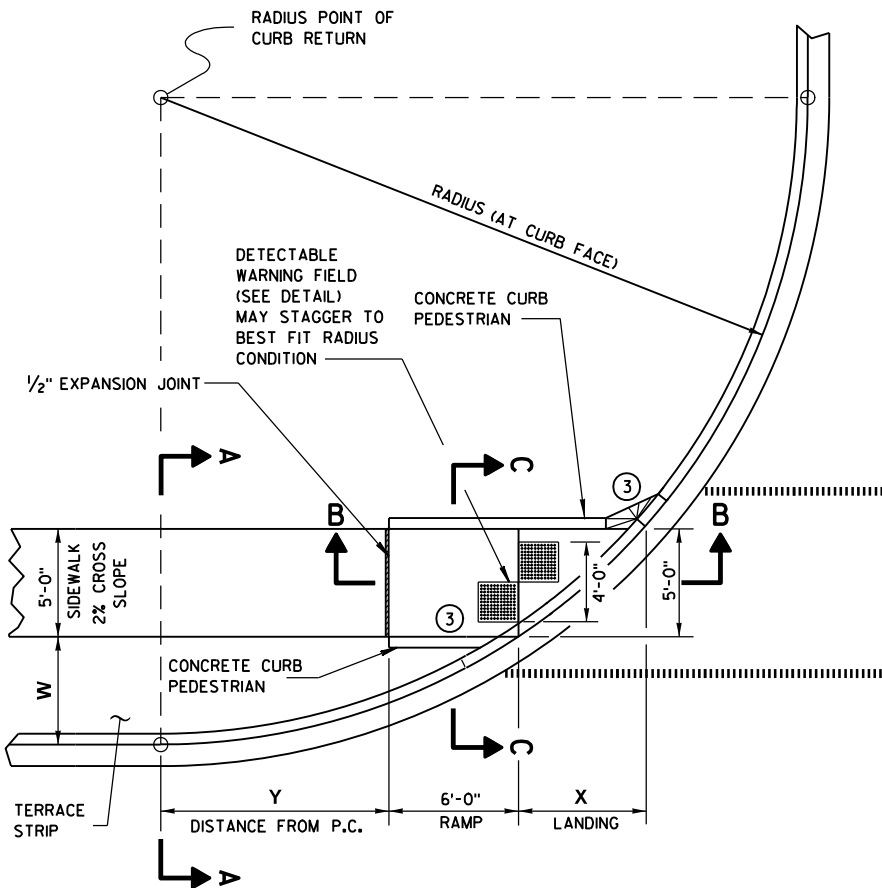
ISOMETRIC VIEW

LEGEND

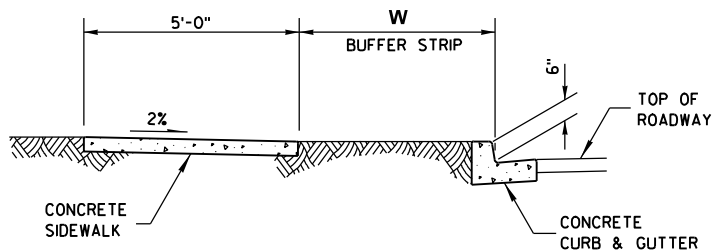
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 4A

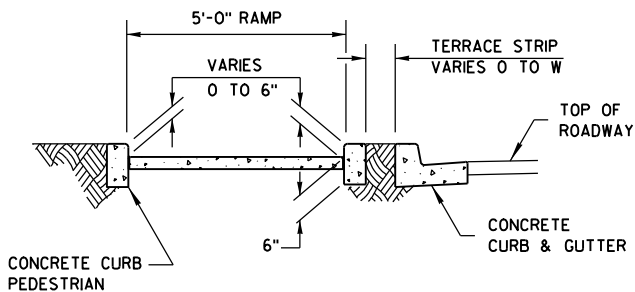
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



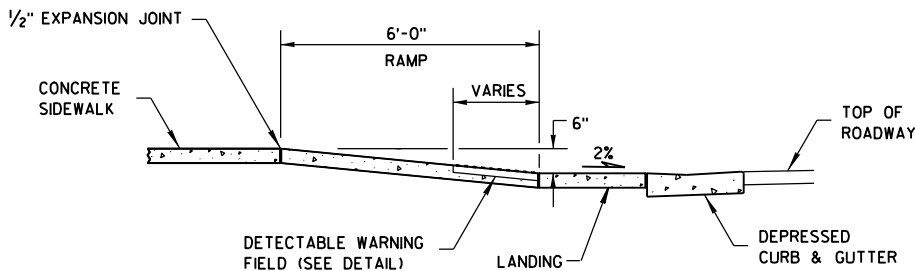
**CURB RAMP TYPE 4B
PLAN VIEW**



SECTION A-A



SECTION C-C



SECTION B-B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

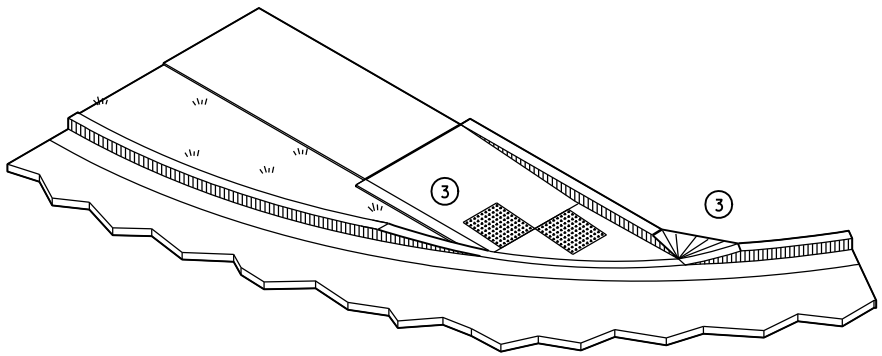
RAMP SLOPES SHALL NOT BE STEEPER THAN 12:1.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

- ③ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.)
DO NOT MARK TRANSITION NOSE.

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5½"	4'-6½"	4'-8½"	6'-0"	4'-1"	7'-2¾"	3'-7"	8'-3½"	3'-1½"	9'-2½"
30 FEET	7'-3¾"	7'-1"	6'-5½"	8'-11½"	5'-9¼"	10'-7"	5'-2½"	12'-0"	4'-8¾"	13'-3¼"
40 FEET	8'-9½"	9'-2½"	7'-10"	11'-5¼"	7'-1"	13'-4½"	6'-5¾"	15'-¾"	5'-11½"	16'-7¼"
50 FEET	10'-¾"	11'-¾"	9'-¼"	13'-7¼"	8'-2½"	15'-9½"	7'-6½"	17'-9"	6'-11¾"	19'-6¼"
60 FEET	11'-2½"	12'-8¾"	10'-¾"	15'-6½"	9'-2¼"	17'-11¾"	8'-5¾"	20'-1¾"	7'-10½"	22'-1½"
70 FEET	12'-2¾"	14'-3¼"	11'-¼"	17'-4"	10'-1"	19'-11¾"	9'-3¾"	22'-4¼"	8'-8¼"	24'-6¼"
80 FEET	13'-2"	15'-8½"	11'-10½"	18'-11¾"	10'-10¾"	21'-10"	10'-1"	24'-4¾"	9'-5"	26'-8¾"
90 FEET	14'-½"	17'-½"	12'-8¼"	20'-6½"	11'-7¾"	23'-7"	10'-9¾"	26'-3¾"	10'-1¼"	28'-9½"
100 FEET	14'-10½"	18'-3¾"	13'-5½"	22'-0"	12'-4¼"	25'-2¾"	11'-5¾"	28'-1½"	10'-9"	30'-9"

INTERMEDIATE RADII CAN BE INTERPOLATED



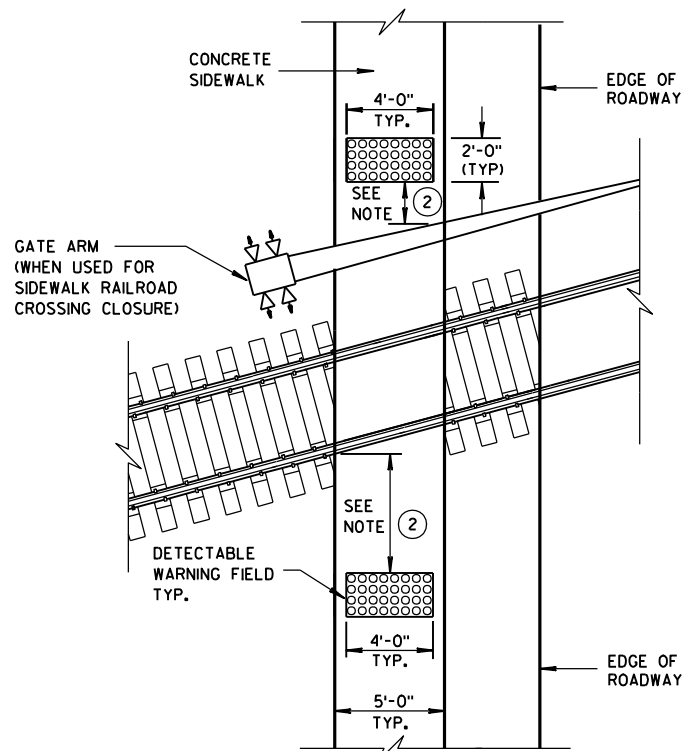
ISOMETRIC VIEW

LEGEND

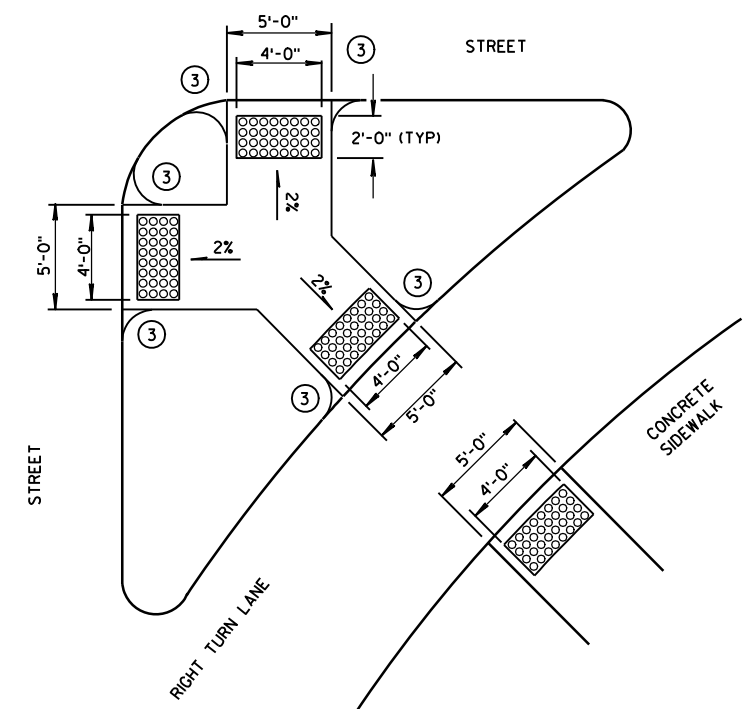
- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
||||| PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS
TYPE 4B**

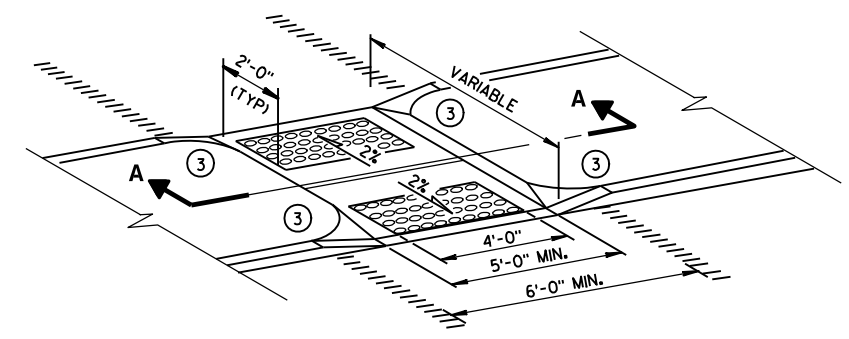
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



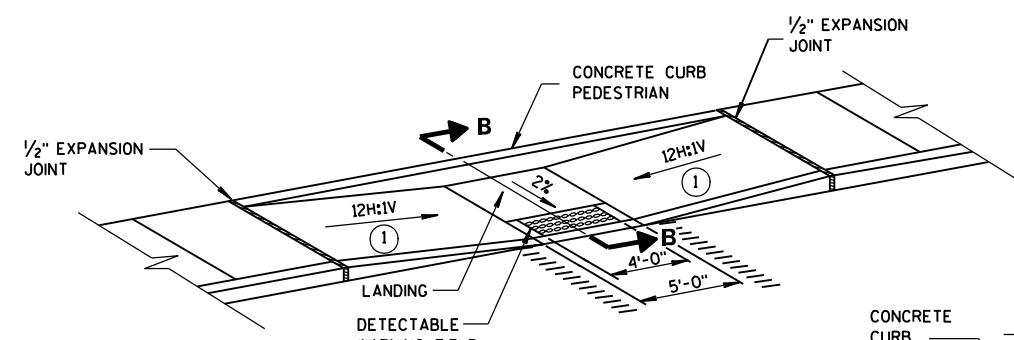
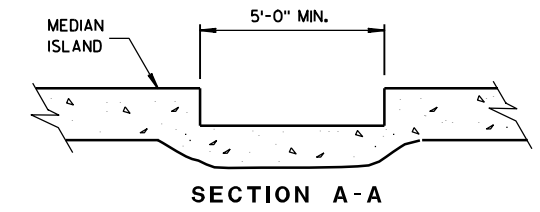
TYPE 8
DETECTABLE WARNINGS
AT RAILROAD CROSSING



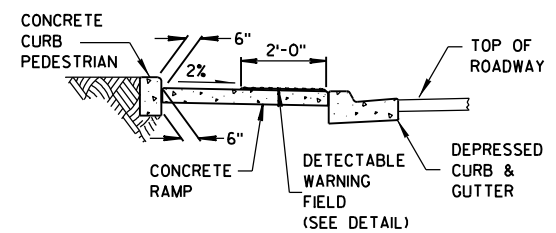
TYPE 6
DETECTABLE WARNING AT ISLANDS



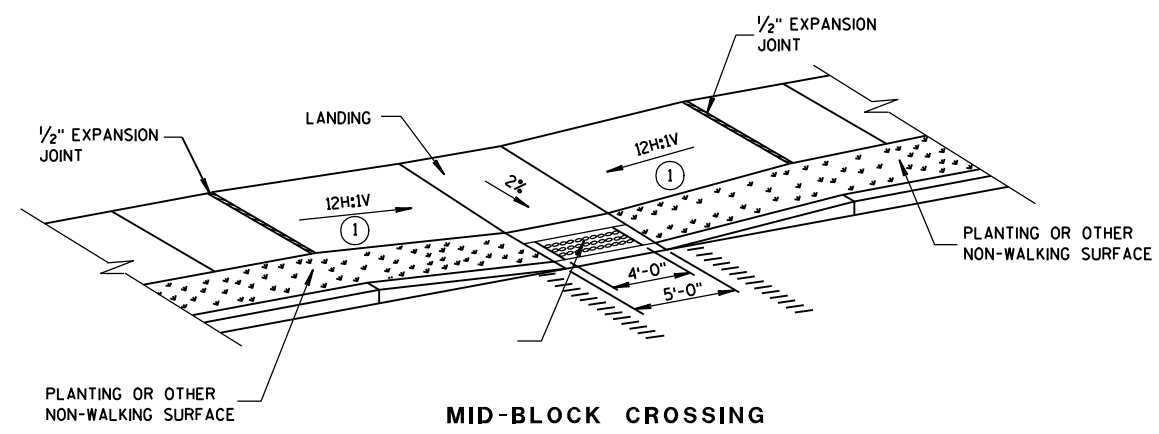
MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5



MID-BLOCK CROSSING
TYPE 7A



SECTION B-B



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS
MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

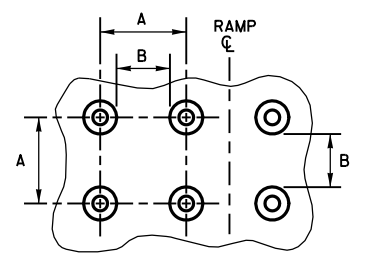
GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

- ① SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ② THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- ③ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

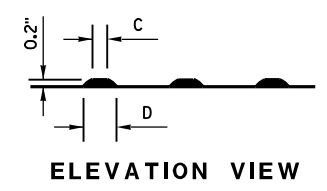
LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

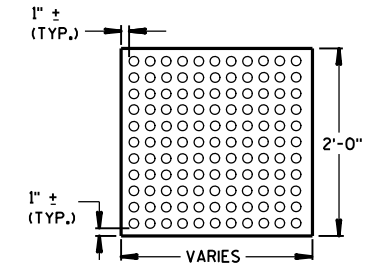


	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

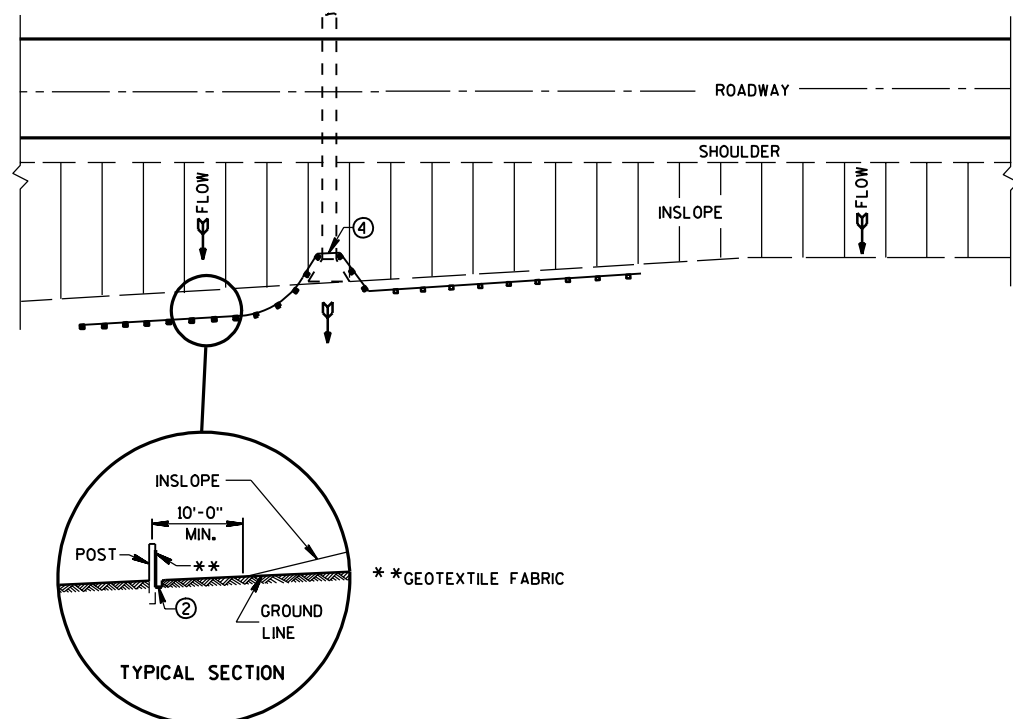


TRUNCATED DOMES
DETECTABLE WARNING
PATTERN DETAIL

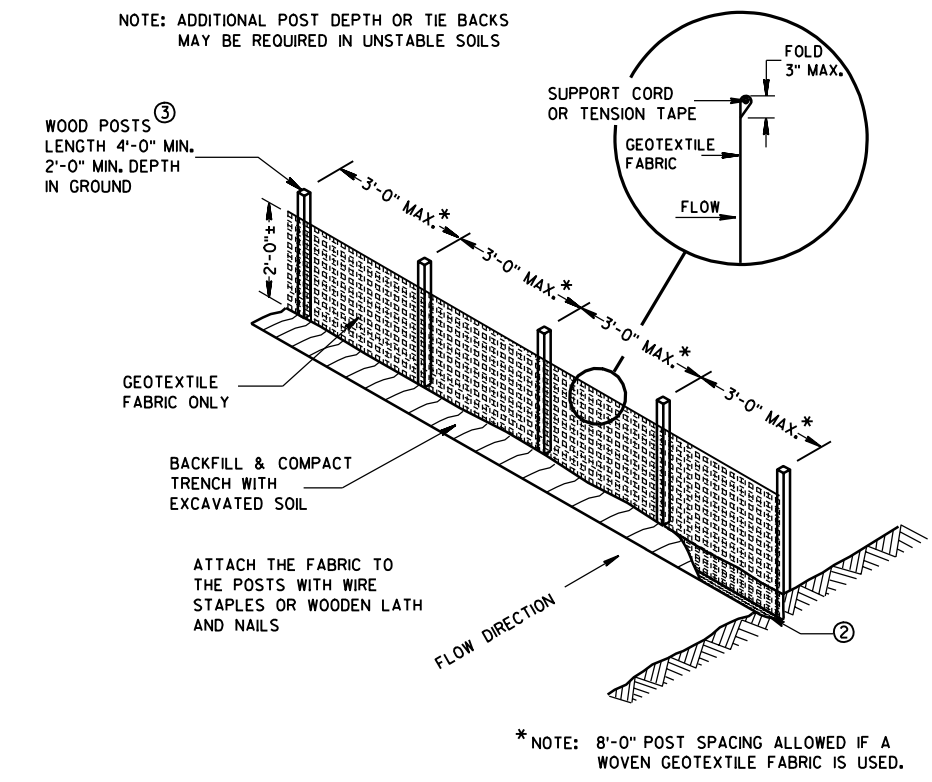


PLAN VIEW
DETECTABLE WARNING
FIELD (TYPICAL)

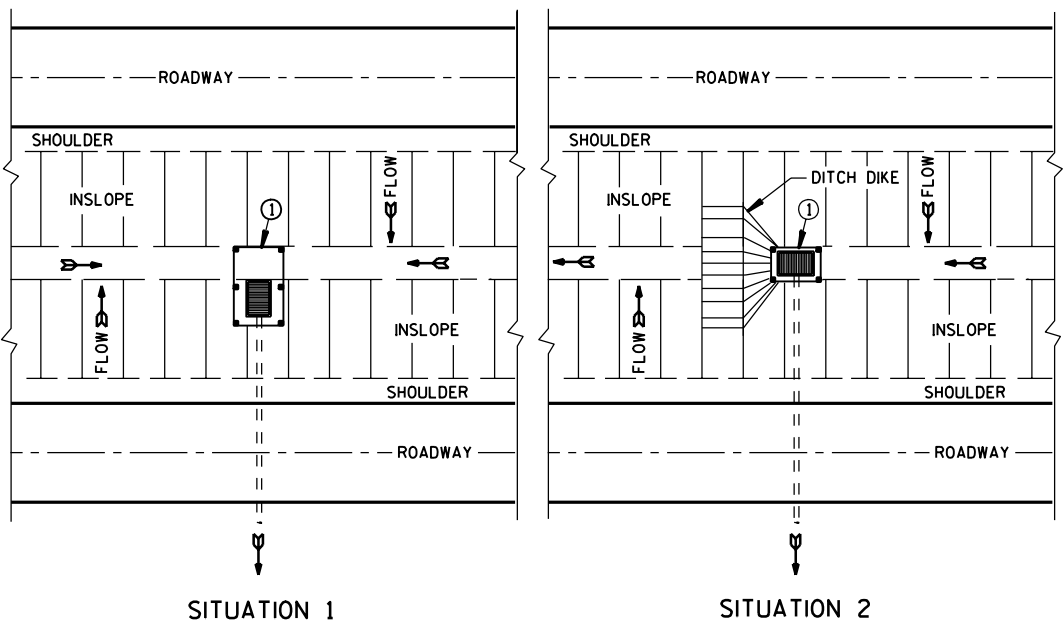
CURB RAMPS TYPES 5, 6, 7A, 7B & 8	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
2-9-10 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER



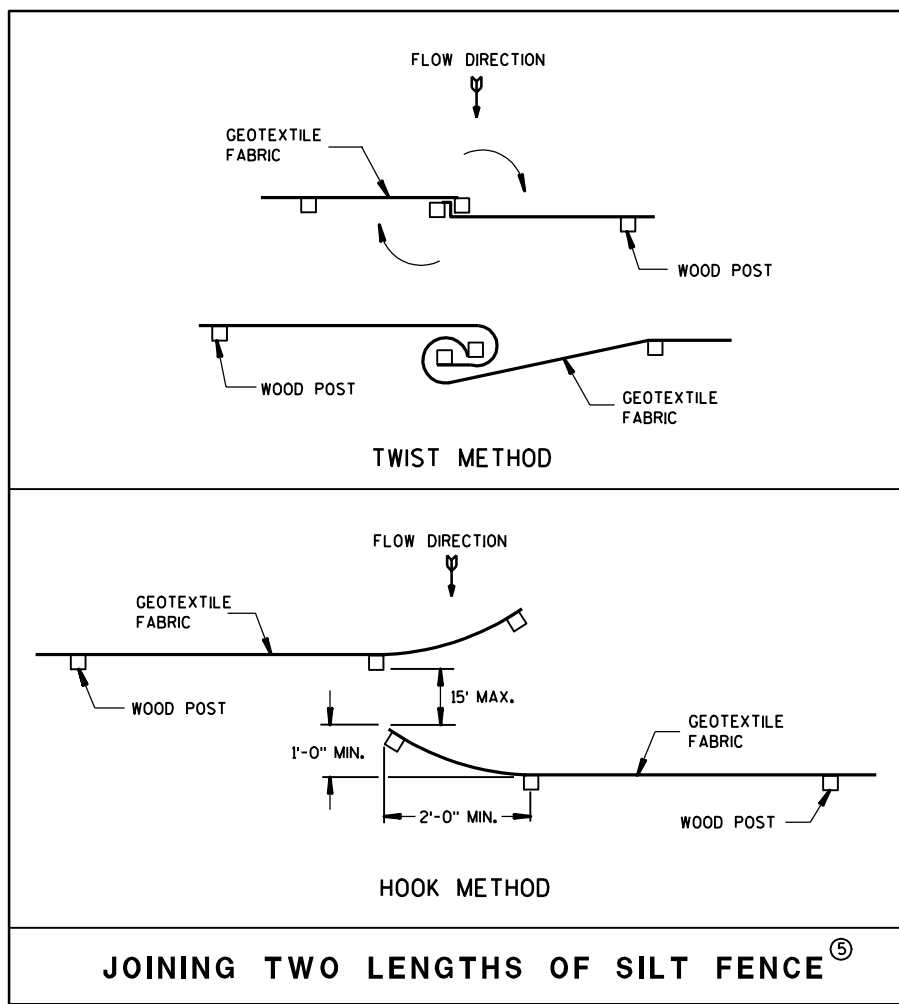
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



SITUATION 1
SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

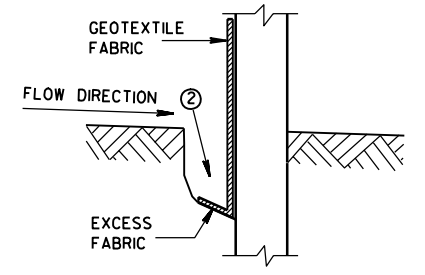


JOINING TWO LENGTHS OF SILT FENCE^⑤

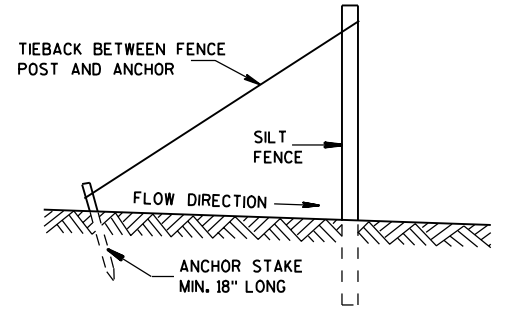
GENERAL NOTES

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 1/8" X 1/8" 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.

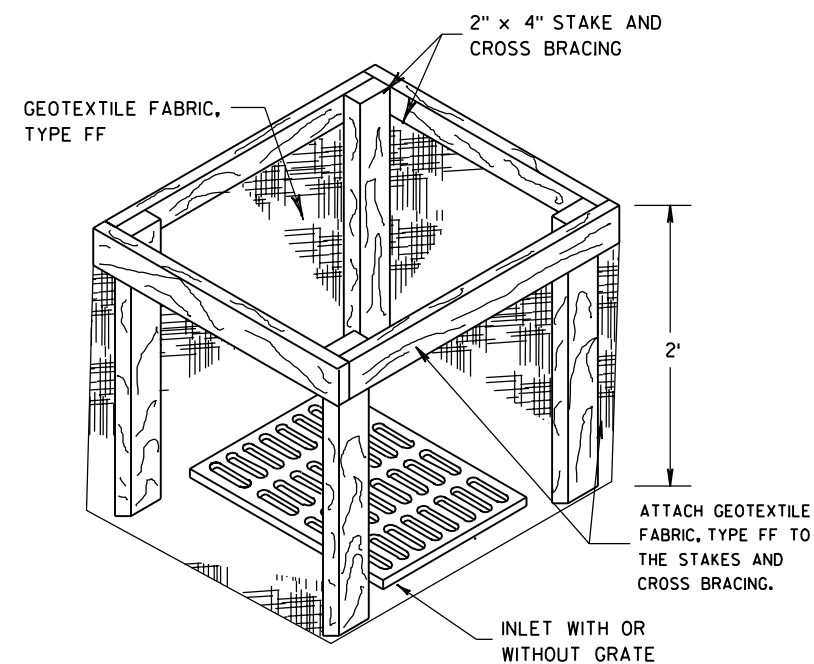
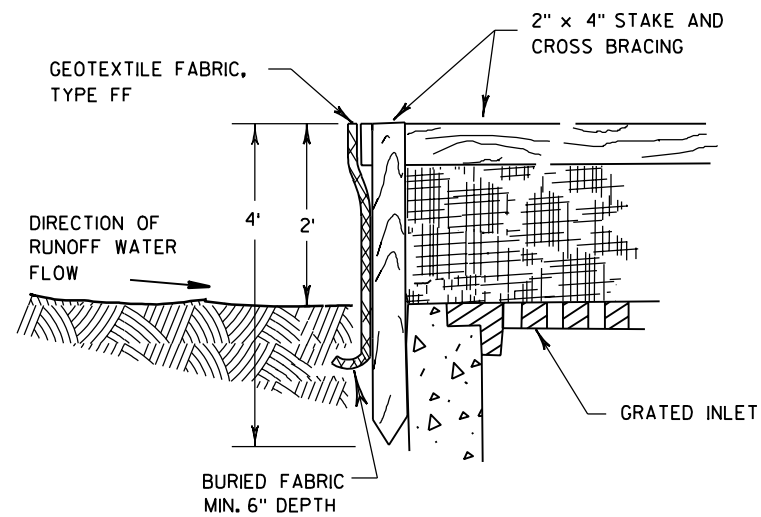


TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE FHWA	 CHIEF ROADWAY DEVELOPMENT ENGINEER



INLET PROTECTION, TYPE A

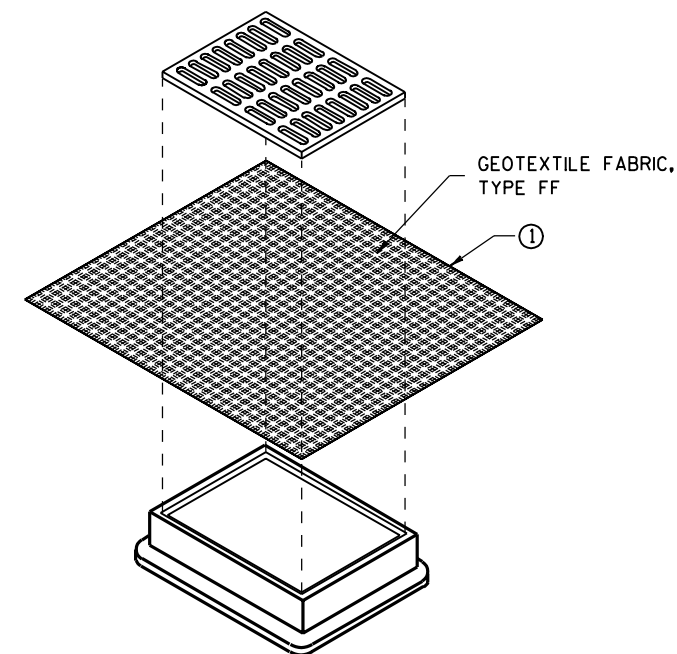
GENERAL NOTES

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.

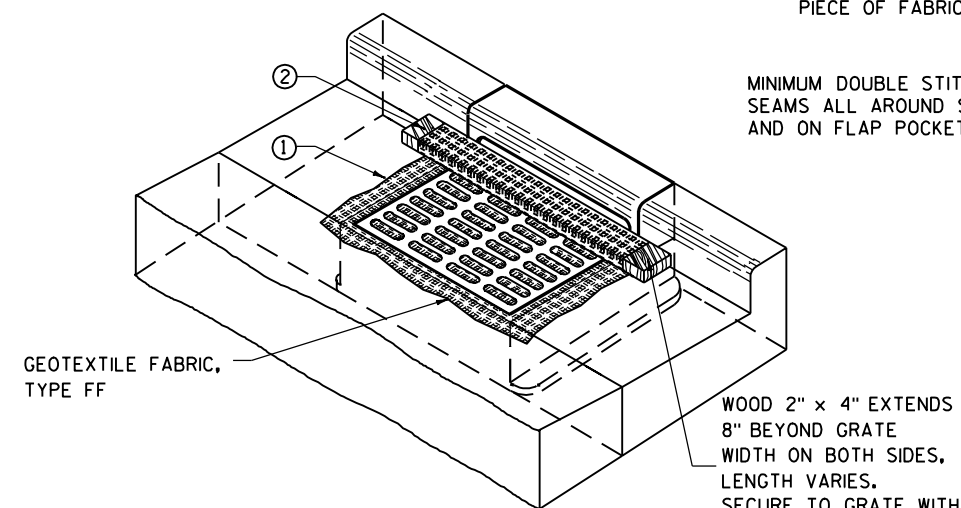
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

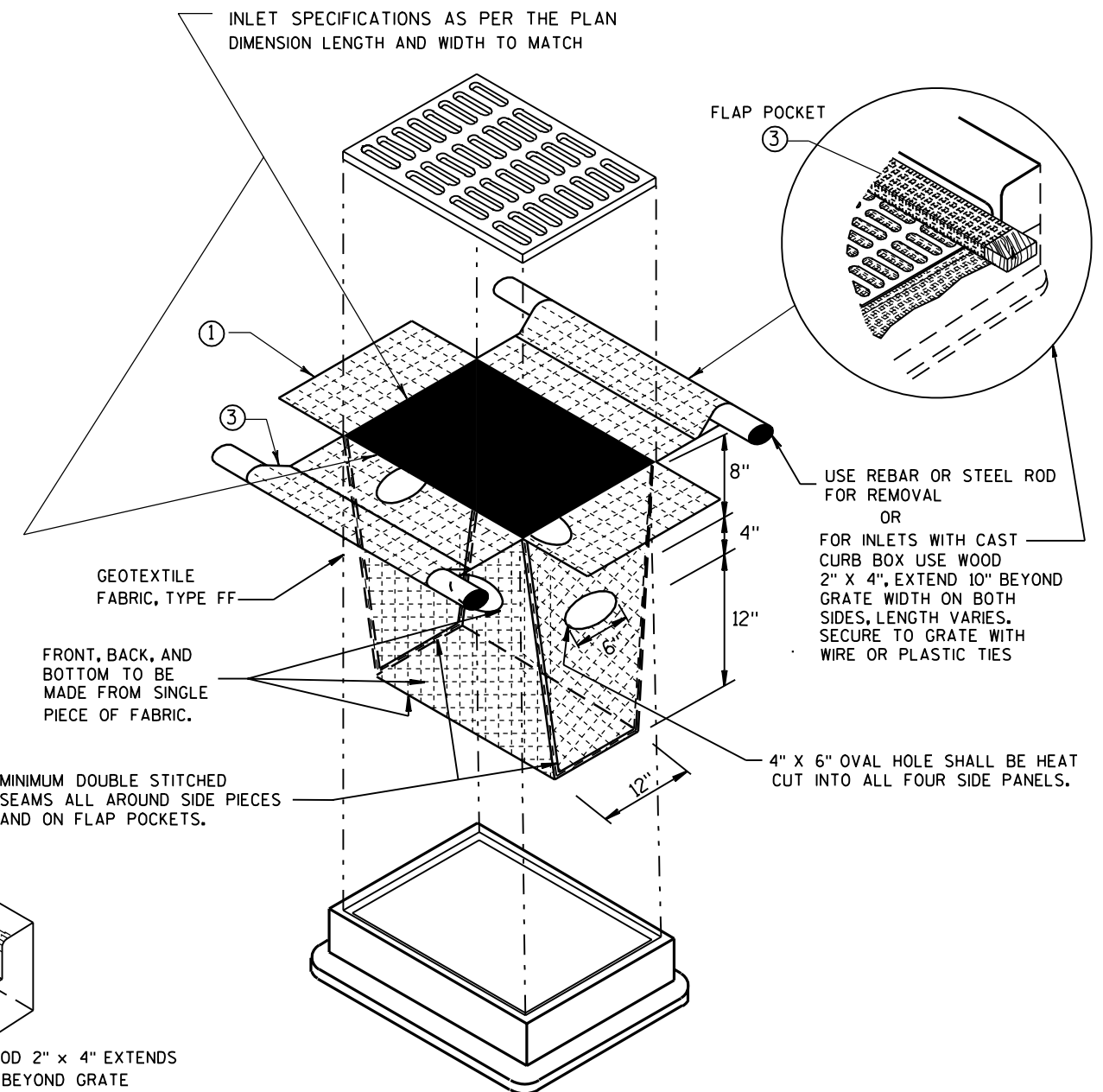
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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 D

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

**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
FHWA

CHIEF ROADWAY DEVELOPMENT ENGINEER

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 TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

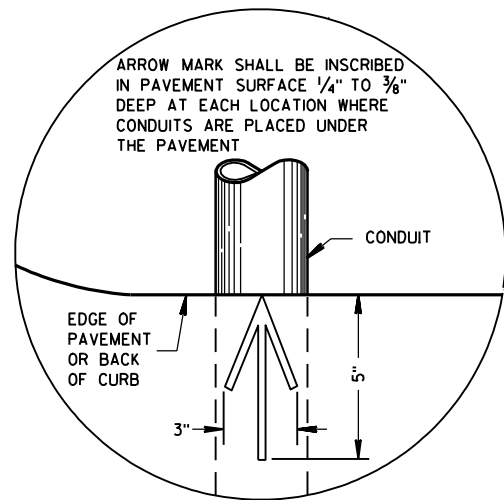
SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

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

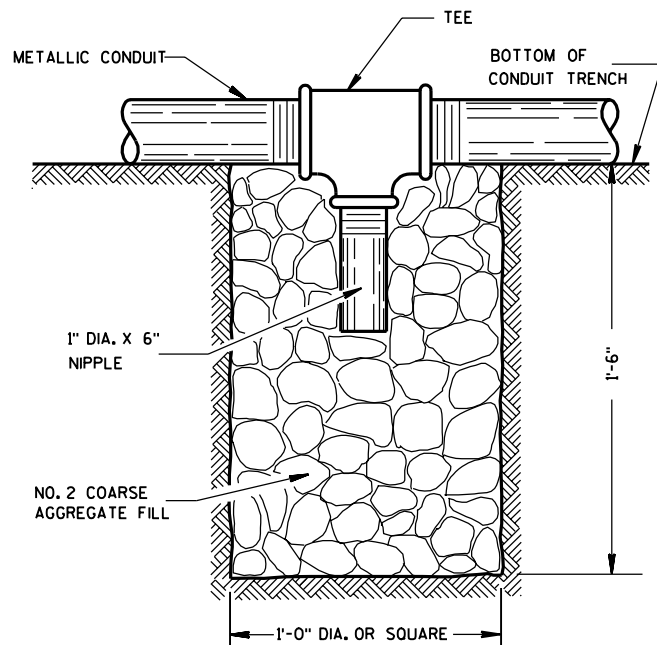


TRACKING PAD

APPROVED
3/24/2011 /S/ Jerry H. Zonn
DATE ROADWAY STANDARDS 173 ENT
ENGINEER

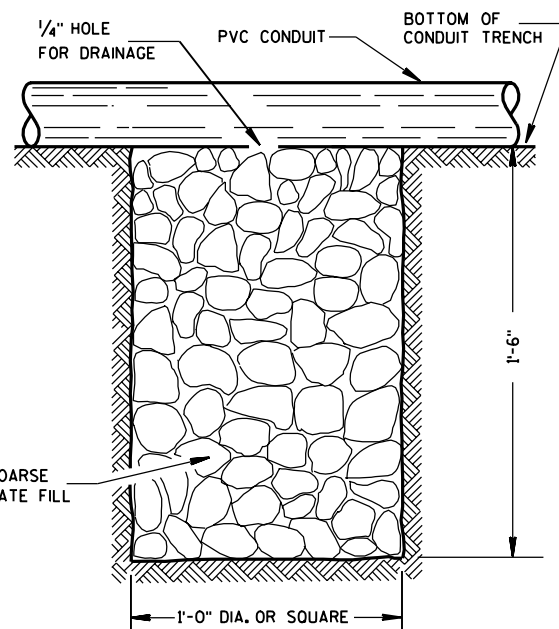


PLAN VIEW
ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

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.

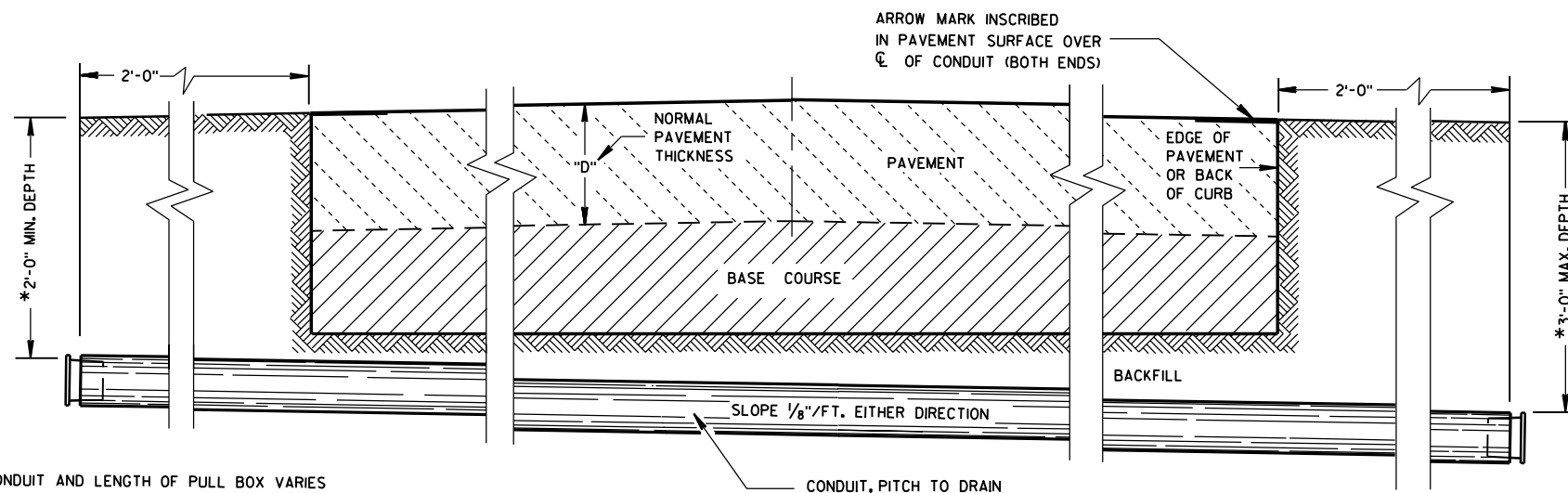
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

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.).

POLY ROPE OR A PULL 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.



*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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/23/03
DATE
FHWA

Bala Arund
STATE ELECTRICAL ENGINEER FOR
HIGHWAYS

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

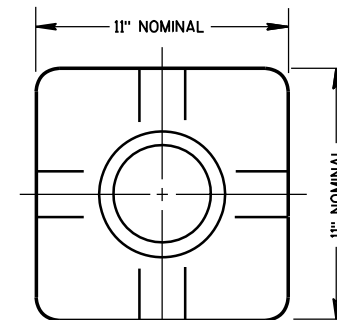
LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

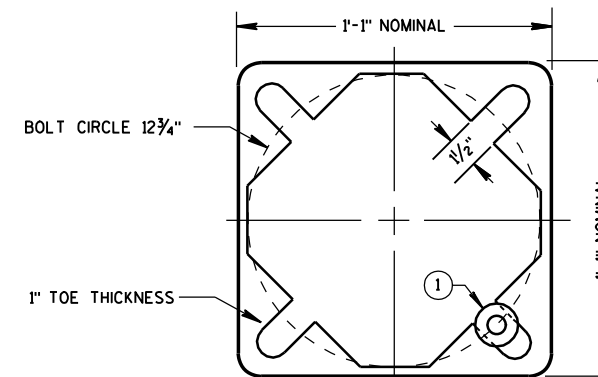
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPD) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

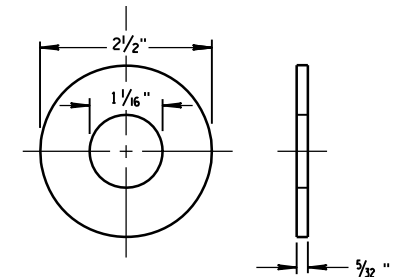
THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



TOP VIEW
(PEDESTAL BASE)

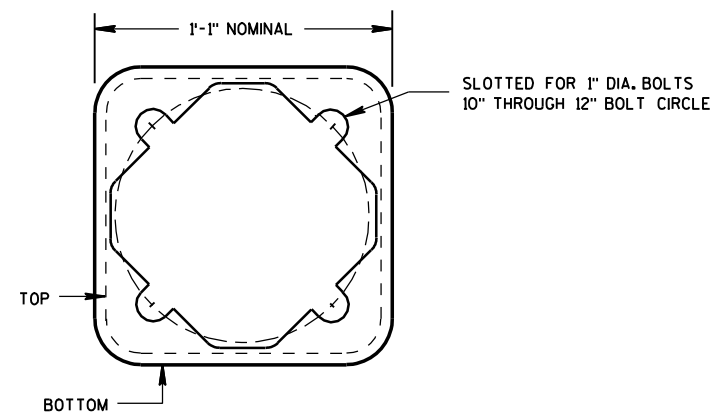


**BOTTOM VIEW
(PEDESTAL BASE)**

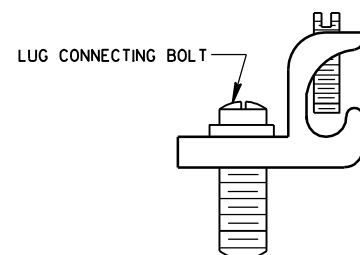


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

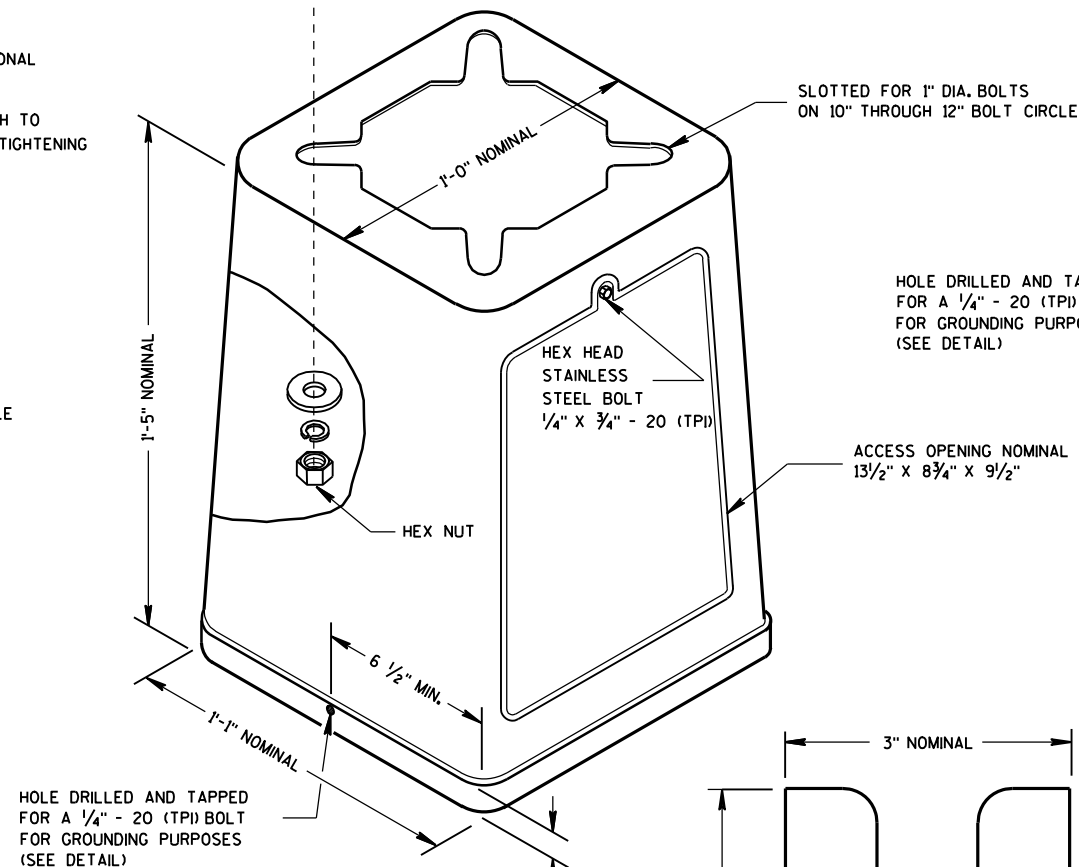
**PEDESTAL
BASE WASHER** ①



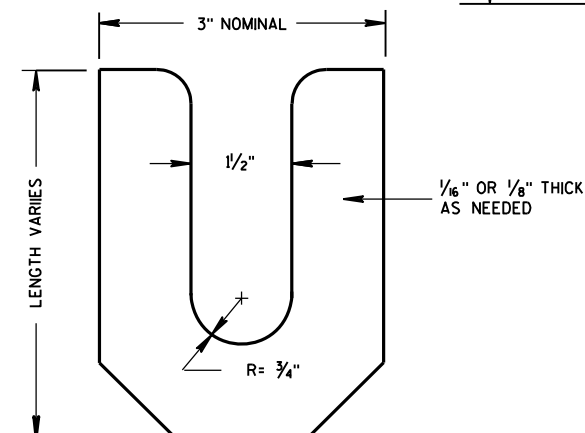
**BOTTOM VIEW
(TRANSFORMER BASE)**



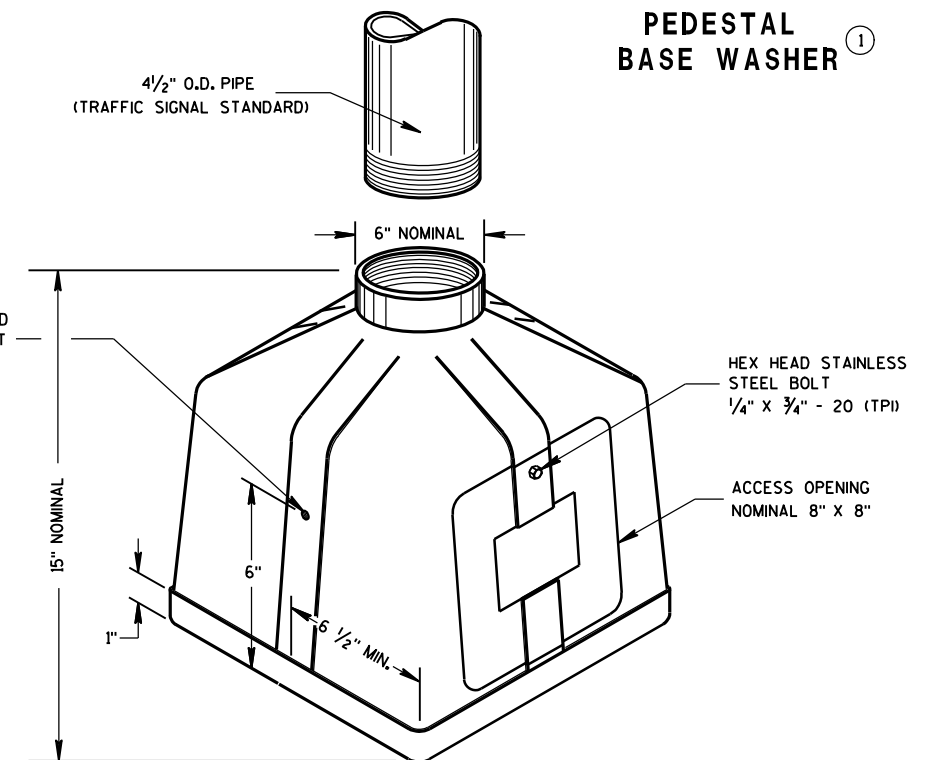
TO BE FURNISHED WITH EACH BASE



ISOMETRIC VIEW



LEVELING SHIM



ISOMETRIC VIEW
PEDESTAL BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/27/09 /S/ Joanna L. Bush
DATE STATE ELECTRICAL ENGINEER FOR
HIGHWAYS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL 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 AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS 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 AT THE ENTRANCE OF THE BASE.

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

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT 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 OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC 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).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE 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.

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

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

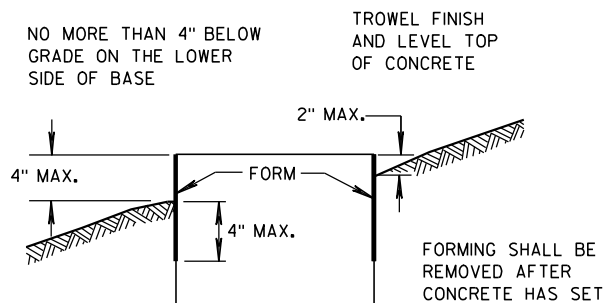
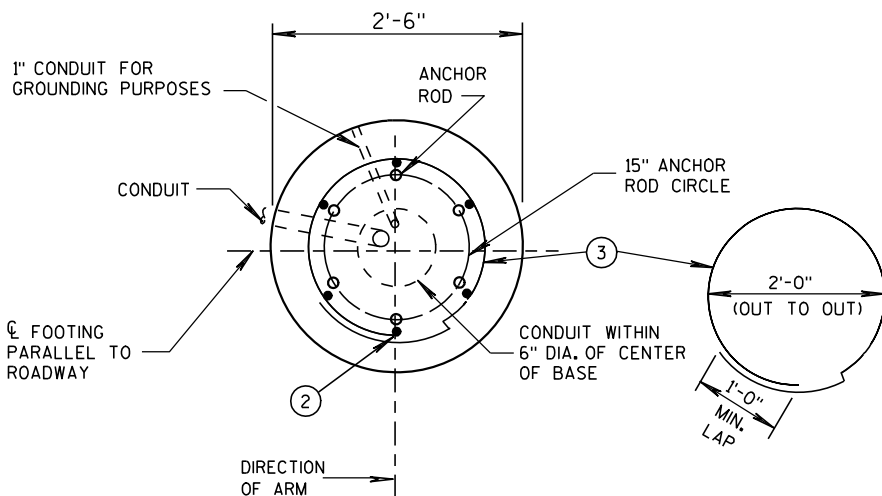
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

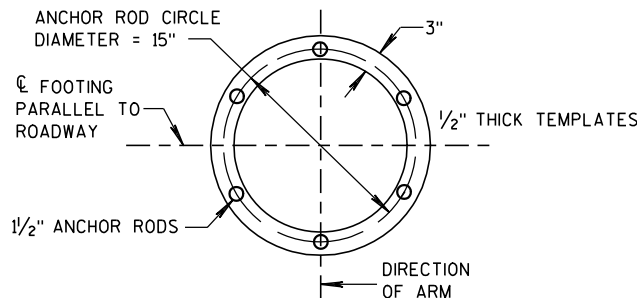
② (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

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

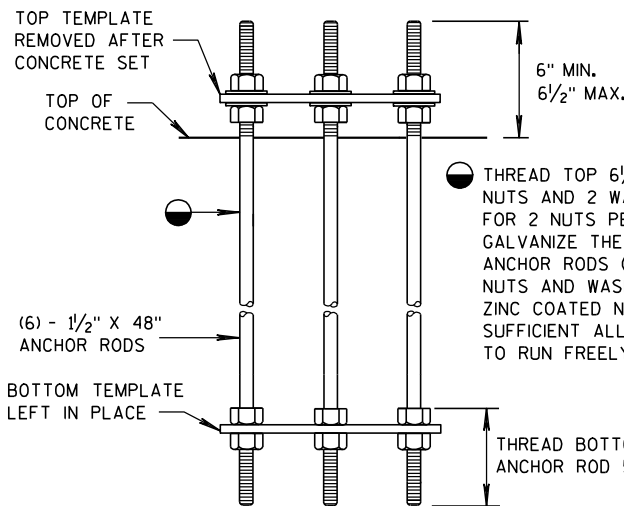
CONCRETE MASONRY ----- $f_c=3,500$ p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ----- $f_y=60,000$ p.s.i.
ANCHOR RODS, AASHTO M314 GRADE 55 ----- $f_y=55,000$ p.s.i.
TEMPLATES, ASTM, A709 GRADE 36 ----- $f_y=36,000$ p.s.i.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



THREAD TOP 6 1/2" OF ANCHOR ROD FOR 2 NUTS AND 2 WASHERS AND BOTTOM 5 1/2" FOR 2 NUTS PER ANCHOR ROD. HOT-DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR RODS (AASHTO M111) AND HOT-DIP NUTS AND WASHERS (AASHTO M232). USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10
ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	69
LBS. OF VERTICAL BAR STEEL	122

CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 POLES)

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-1 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

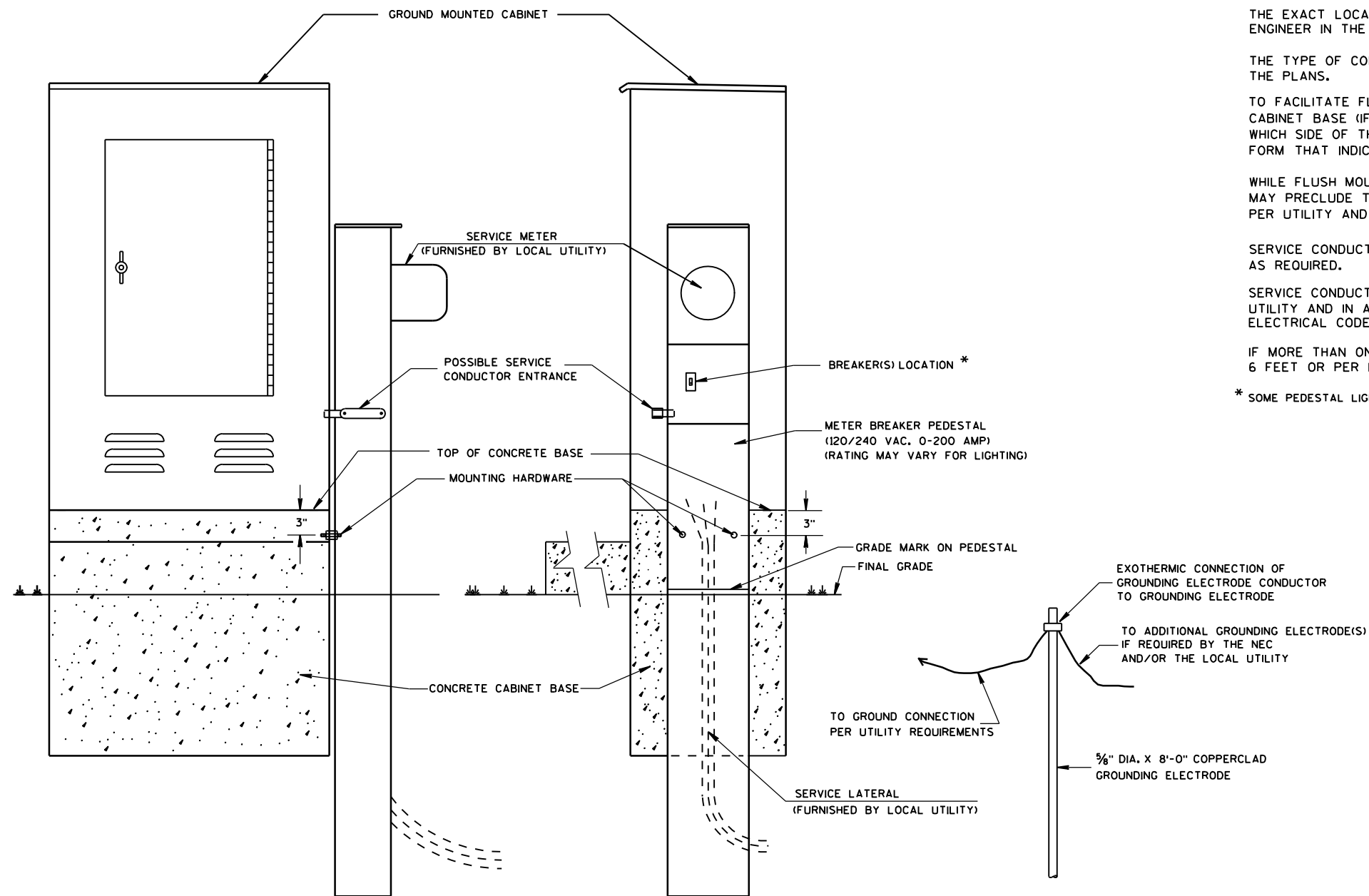
CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3-2-11 /S/ Thomas J. Conner
DATE STATE ELECTRICAL ENGI 176 HWYS
FHWA

6

S.D.D. 9 D 1-4



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.

6

S.D.D. 9 D 1-4

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

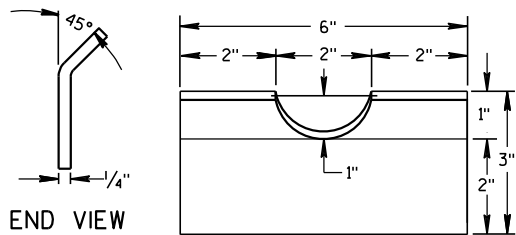
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

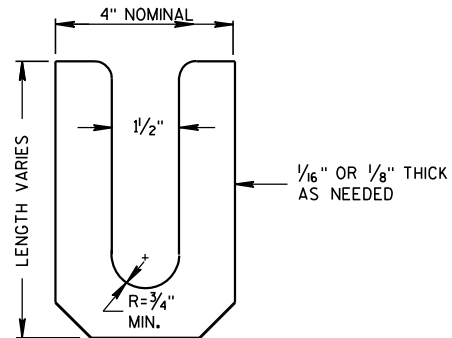
10/27/09
DATE

FHWA

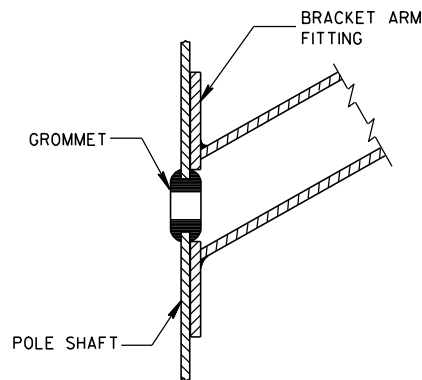
/S/ Joanna L. Bush
STATE ELECTRICAL ENGINEER FOR
HIGHWAYS



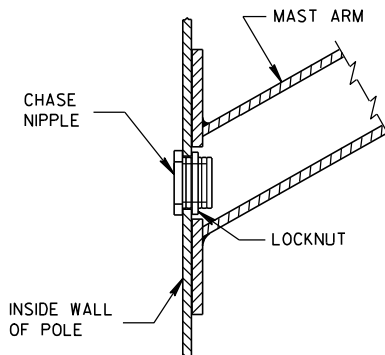
FRONT VIEW
RECTANGULAR CLAMP SHIM
(4 TO A SET)



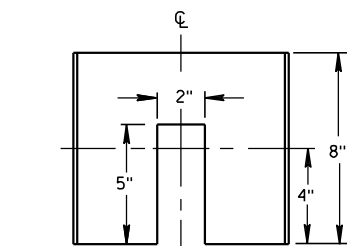
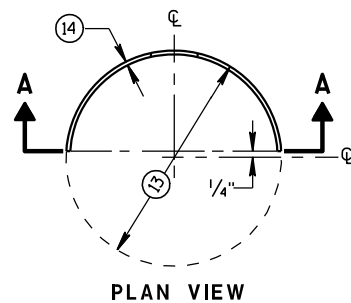
LEVELING SHIM
SHALL BE ALUMINUM



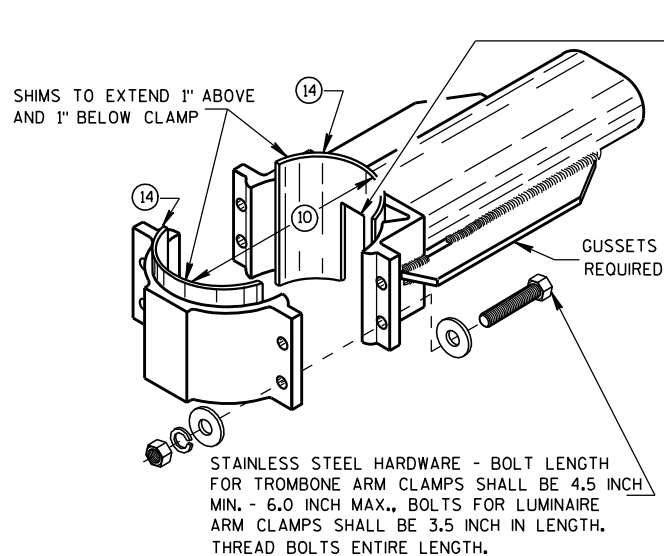
TYPICAL APPLICATION OF
GROMMET IN POLE SHAFT



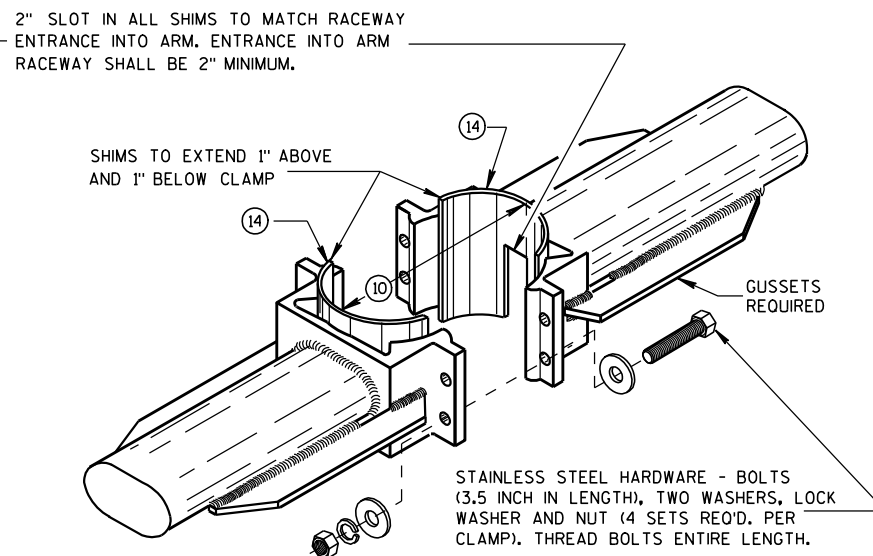
TYPICAL APPLICATION OF
CHASE NIPPLE IN POLE SHAFT



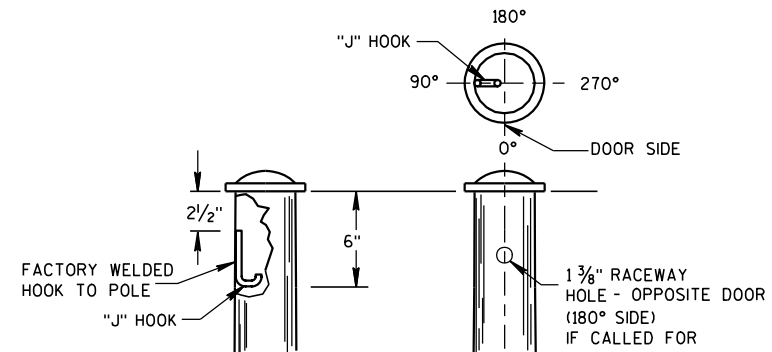
SECTION A-A
CIRCULAR CLAMP SHIM
(2 TO A SET)



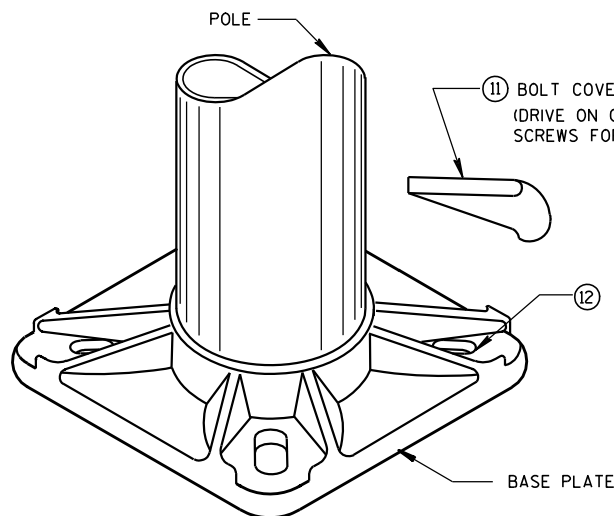
TYPICAL TROMBONE MAST ARM AND SINGLE
LUMINAIRE MAST ARM MOUNTING CLAMP



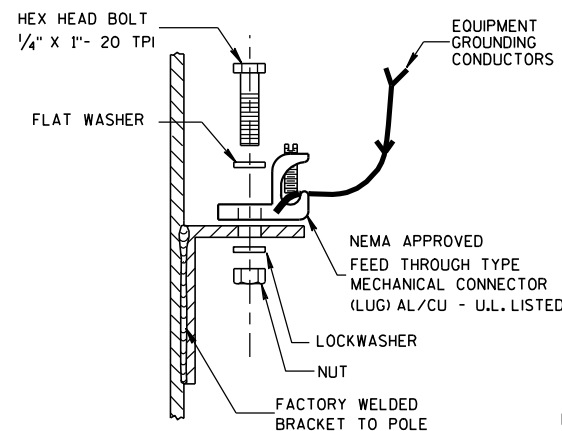
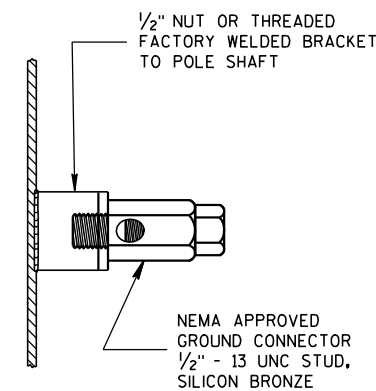
TYPICAL LUMINAIRE MAST ARM
(DOUBLE) MOUNTING BRACKETS



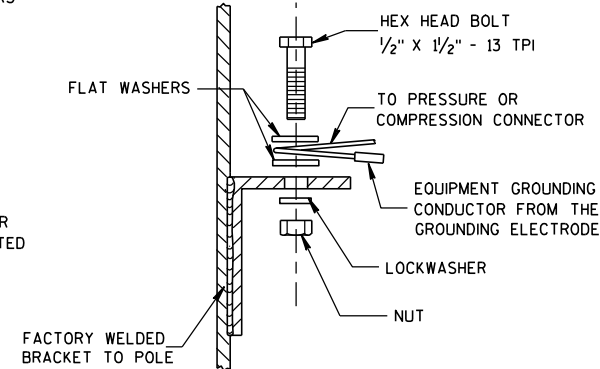
TYPICAL "J" HOOK LOCATION



BASE PLATE



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



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.

10. 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.
11. INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)
12. BASE PLATE SLOTTED TO ACCEPT 1" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.
13. OUTSIDE SHIM DIAMETER - (4.5" O.D. FOR LUMINAIRE MAST ARM)
(6.625" O.D. FOR TROMBONE MAST ARM)
14. VARIABLE SHIM THICKNESS - (0.10", 0.25", 0.35", 0.53" OR 0.70")
SHIM THICKNESS FOR TROMBONE MAST ARMS MAY BE TYPICALLY 0.25", 0.35", 0.53" OR 0.70".
SHIM THICKNESS FOR LUMINAIRE MAST ARMS MAY BE TYPICALLY 0.10", 0.25" OR 0.35".
SHIM MATERIAL SHALL BE ALUMINUM ALLOY.
SHIM THICKNESS SHALL BE IMPRESSED INTO EACH SHIM. NUMERALS SHALL BE 1/4" HIGH AND LEGIBLE.
THE CONTRACTOR SHALL SUBMIT TWO COPIES OF ALL SHIM SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL.
15. 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.

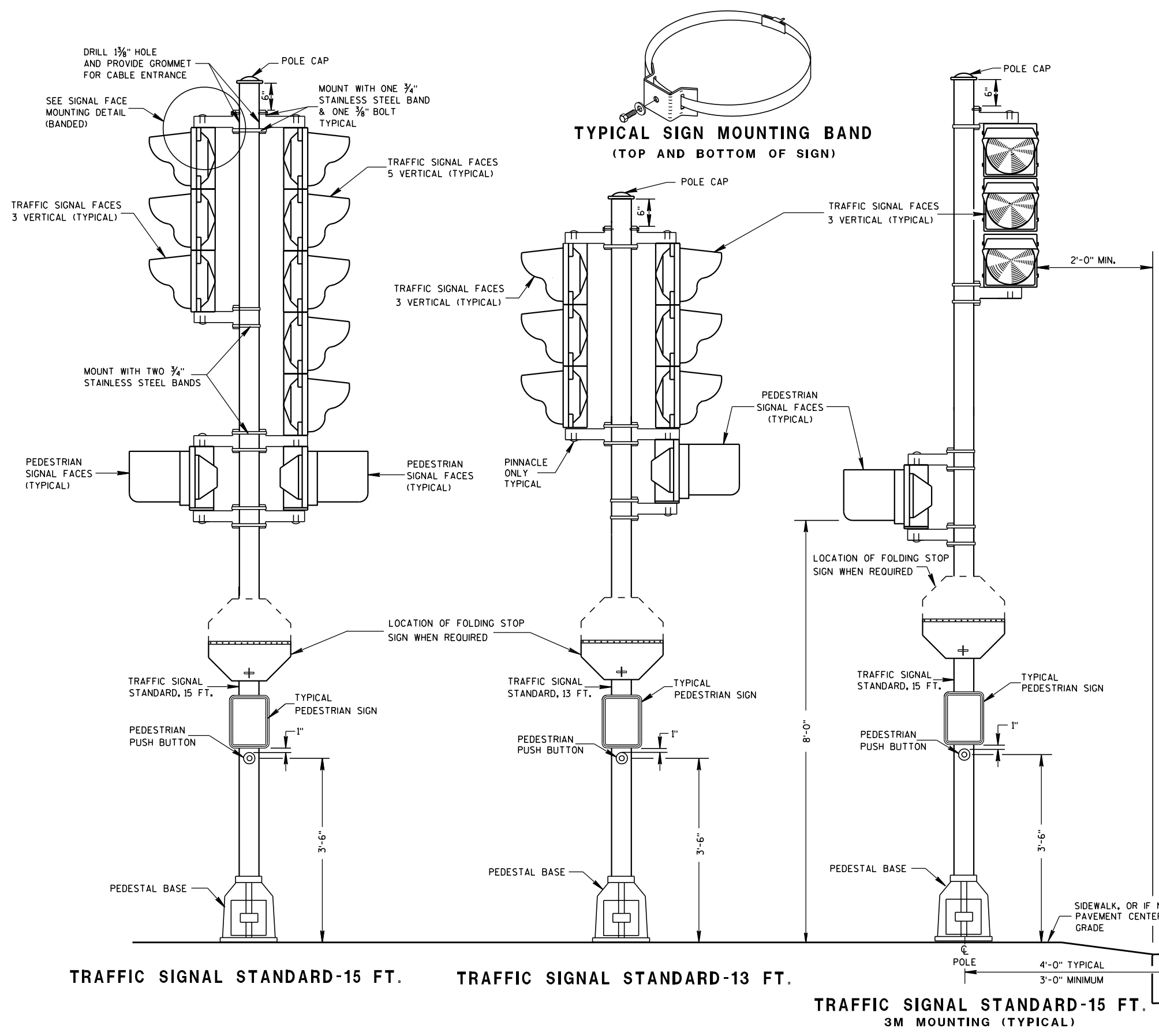
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/2/11
DATE
/S/ Thomas J. Gorman
STATE ELECTRICAL ENGI 178
HWYS
FHWA

6

S.D.D. 9 E 6-4



GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

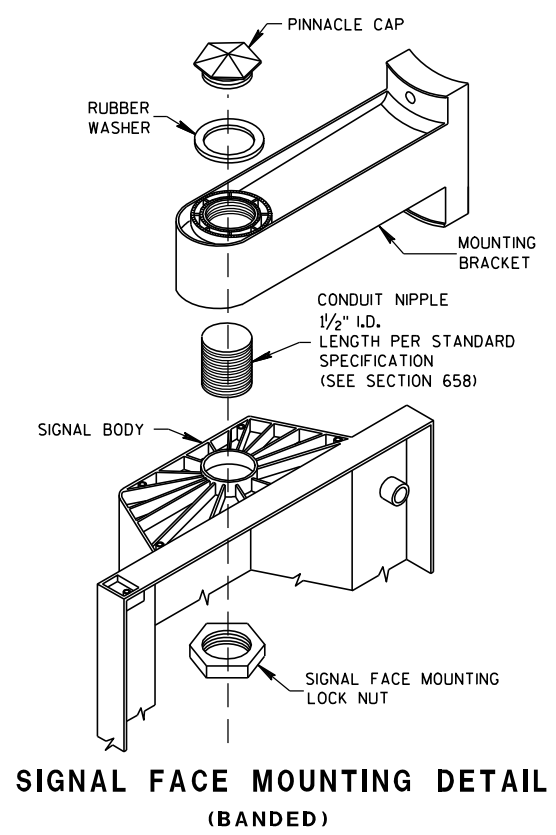
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE DISTRICT TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

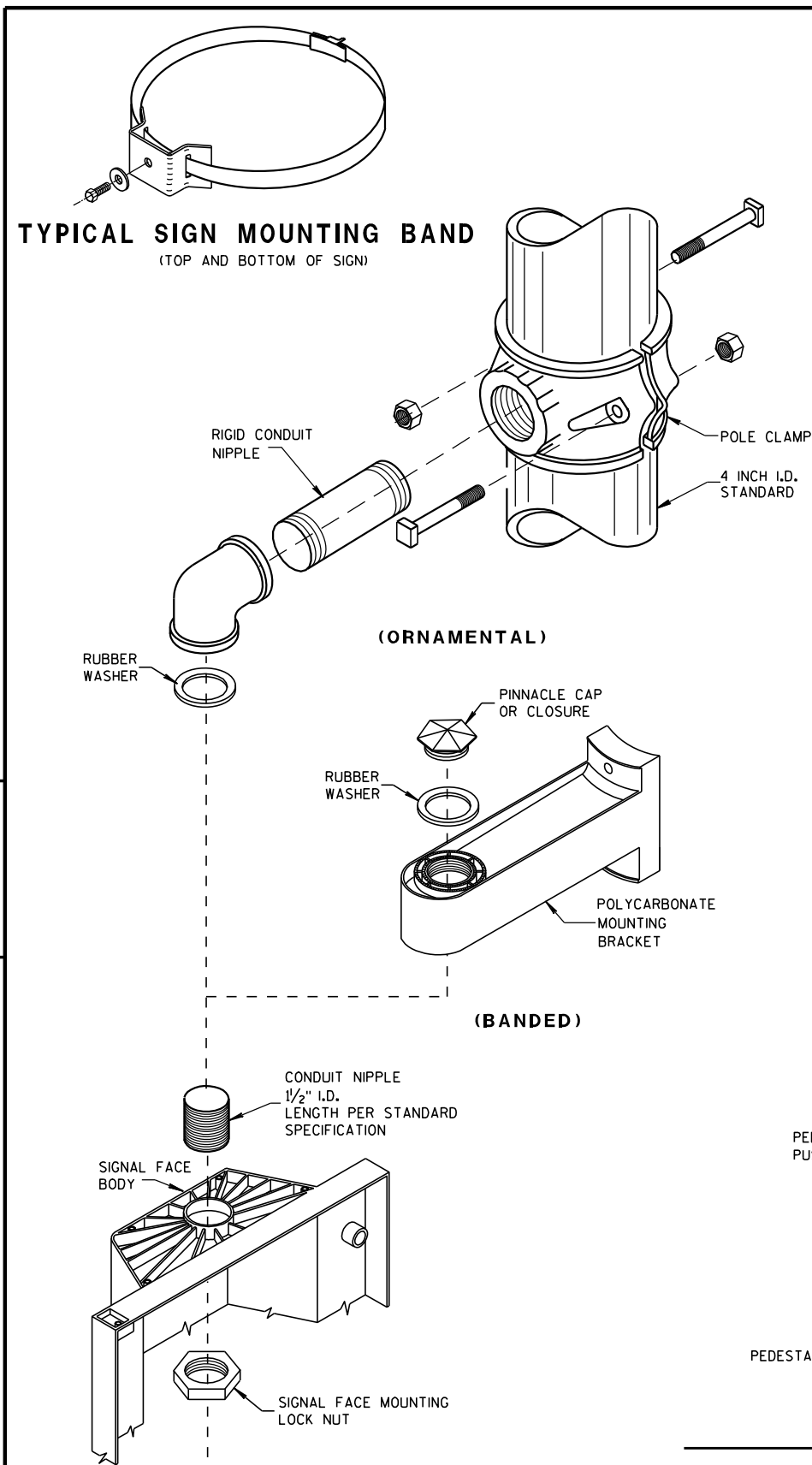


TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/11/10 DATE	/S/ John Corbin STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	

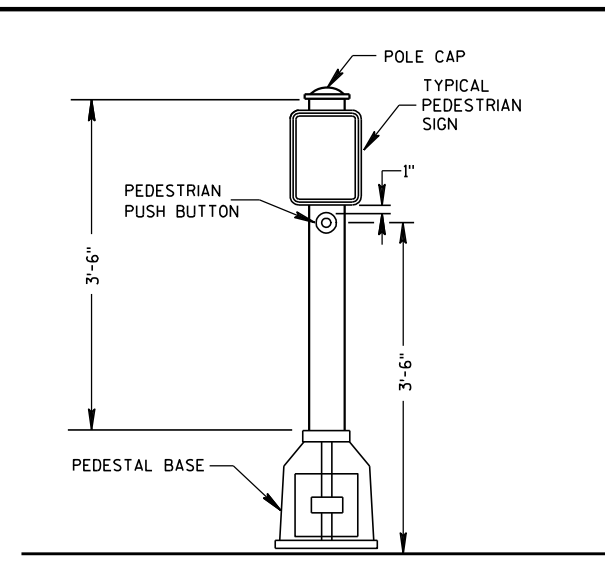
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S.D.D. 9 E 6-4

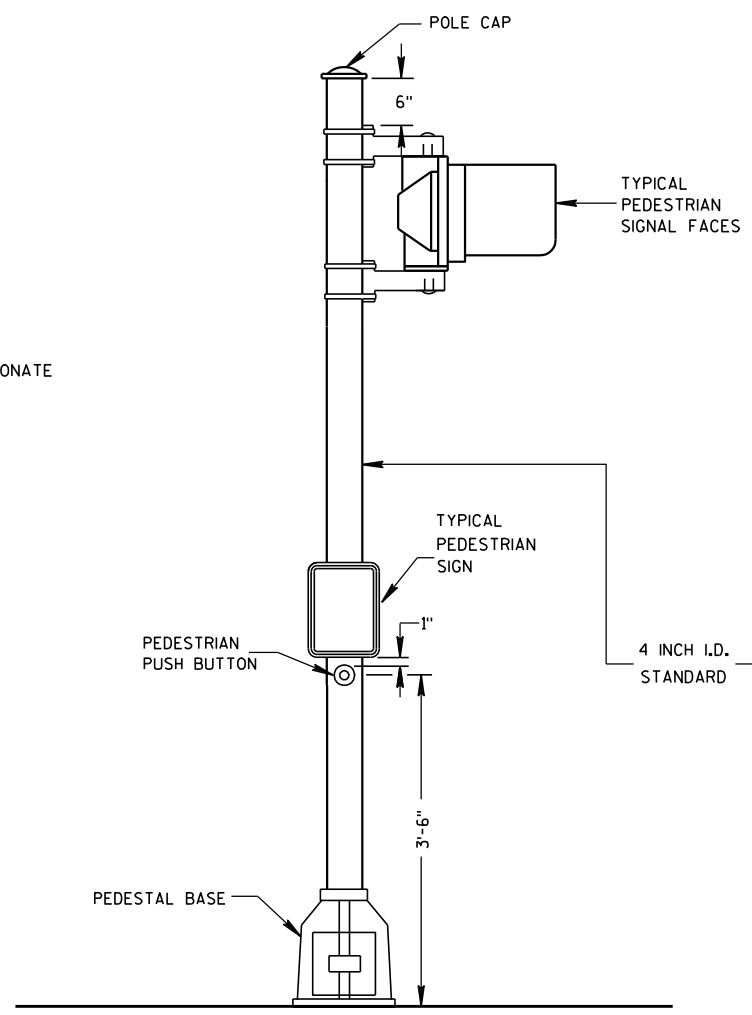
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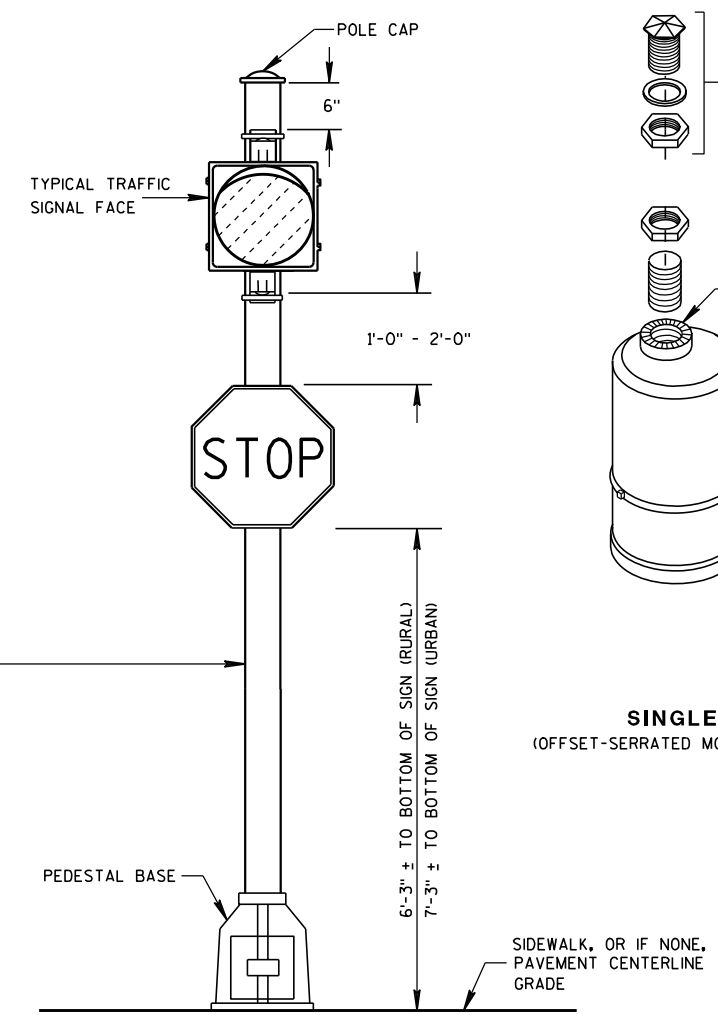
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON
TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

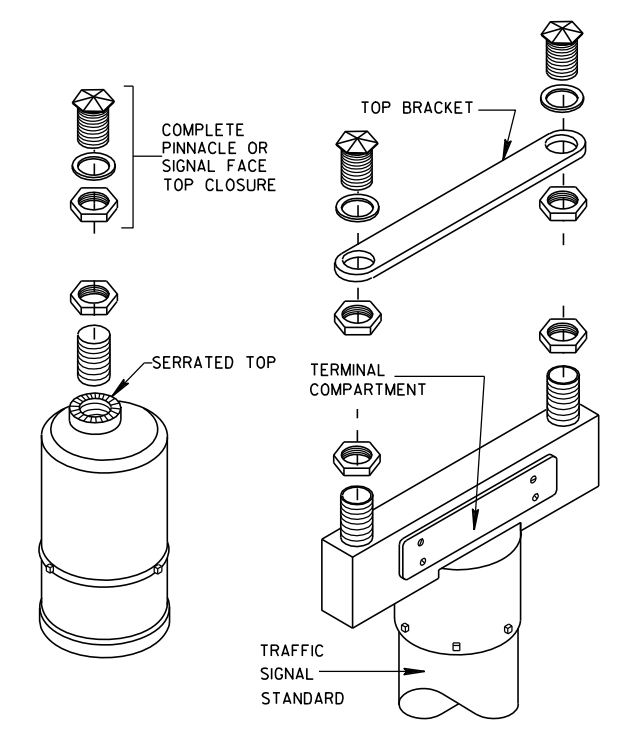
POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SINGLE
(OFFSET-SERRATED MOUNTING)

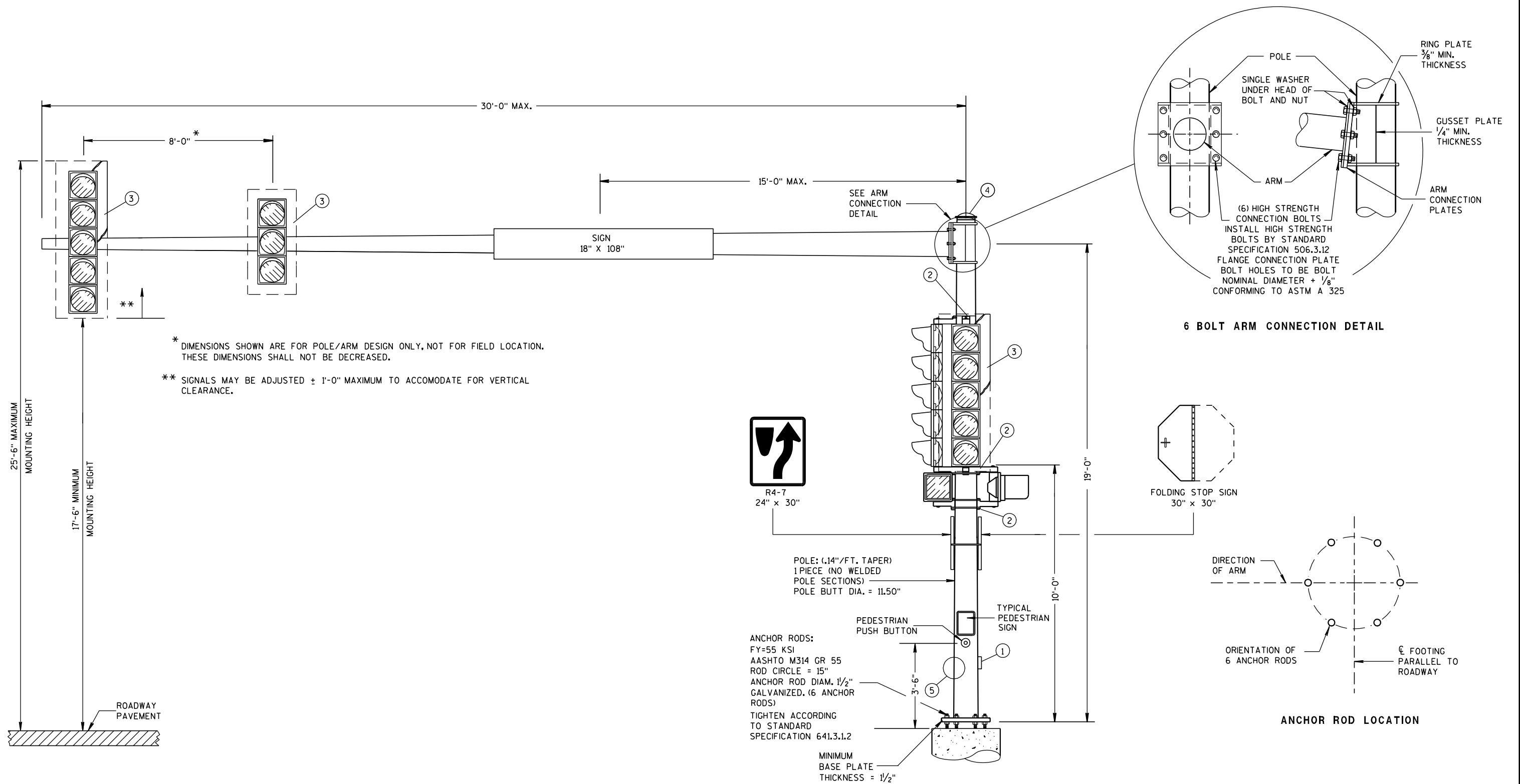
DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/11/10 DATE	/S/ John Corbin STATE ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	

S.D.D. 9 E 7-5

S.D.D. 9 E 7-5



(MAXIMUM LOAD)

TYPE 9 POLE 15' - 30' MONOTUBE ARM

TYPE 9 POLE
15' - 30' MONOTUBE ARMSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/2/2011

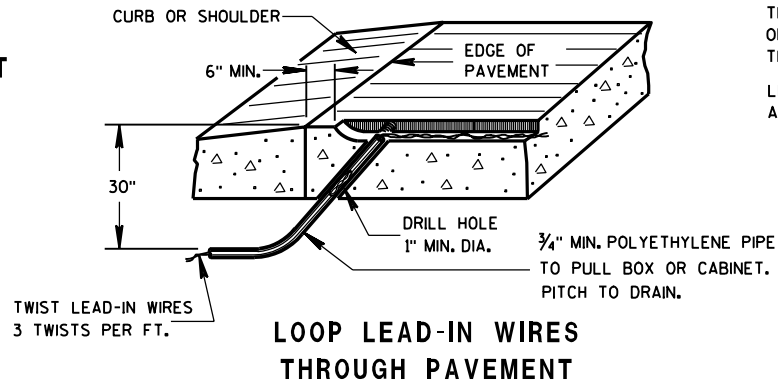
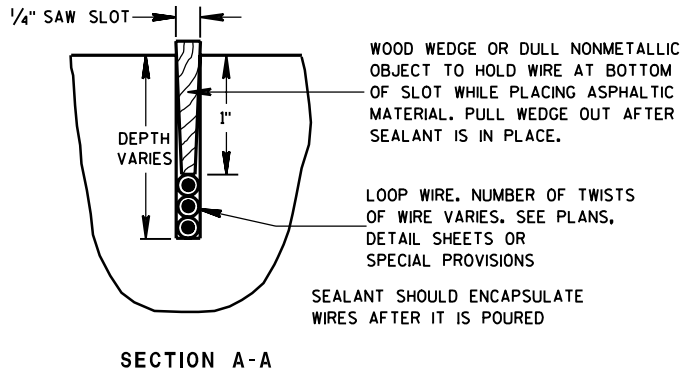
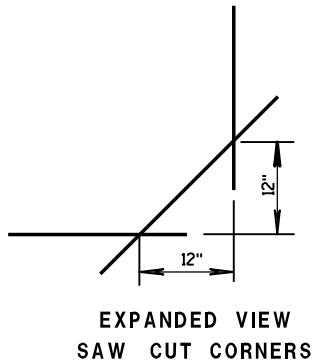
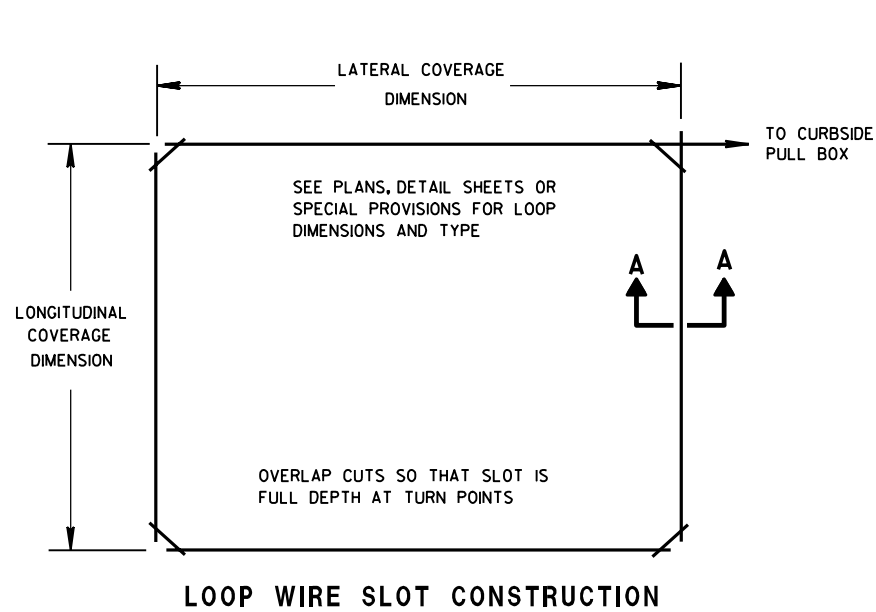
DATE

/S/ Thomas J. Cooper

STATE ELECTRICAL ENGR 181

HWYS

FHWA



GENERAL NOTES

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

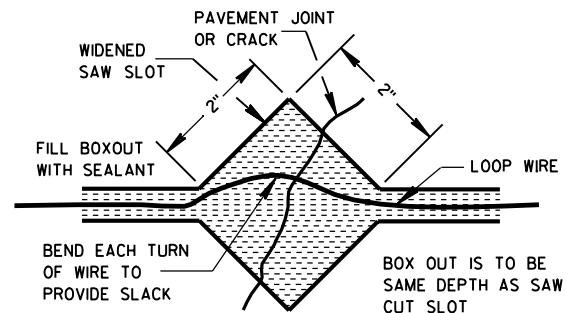
THE SLOTS IN THE PAVEMENT SHALL BE CUT TO DIMENSION WITH A SAW. THE SLOTS SHALL BE CLEANED FREE OF DIRT, DUST, MOISTURE AND DEBRIS PRIOR TO INSTALLATION OF THE WIRE.

AFTER PLACING THE WIRE IN THE SLOT, FILL THE SLOT WITH AN ASPHALTIC MATERIAL IN ACCORDANCE WITH THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

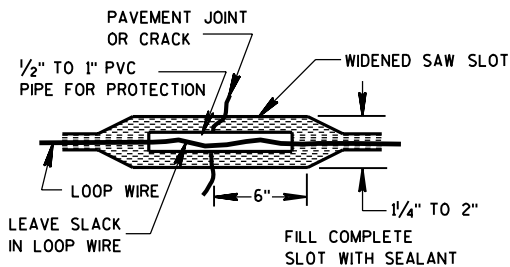
IN THE EVENT ASPHALTIC MATERIAL IS UNAVAILABLE, A FLEXIBLE TYPE EPOXY MAY BE USED AS A LOOP SLOT FILLER. THE LOOP SLOT SHALL BE CLEAN AND DRY BEFORE EPOXY IS INSTALLED. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED ONLY AFTER WRITTEN APPROVAL BY THE BY THE PROJECT ENGINEER.

THE TWO SINGLE CONDUCTOR LOOP WIRES SHALL BE TWISTED TOGETHER AT A RATE OF THREE TWISTS PER FOOT FROM THE PAVEMENT EDGE TO THE SPLICE CONNECTION WITH THE LOOP LEAD-IN CABLE.

LEAD-IN CABLES AND LOOP LEAD-IN WIRES SHALL BOTH BE CUT TO 6 FEET IN LENGTH AT THE SPLICING PULL BOX.

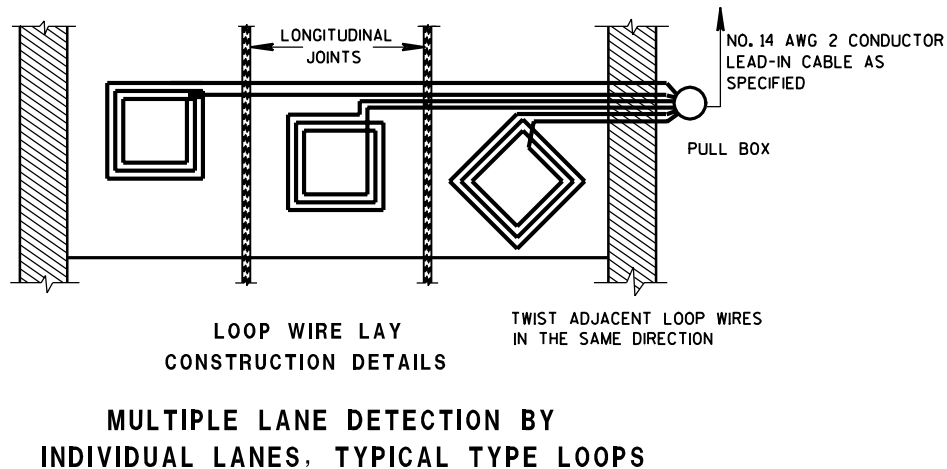
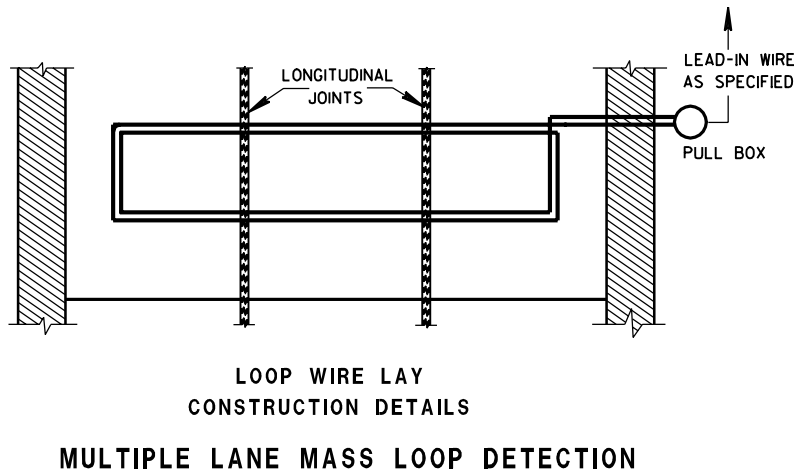
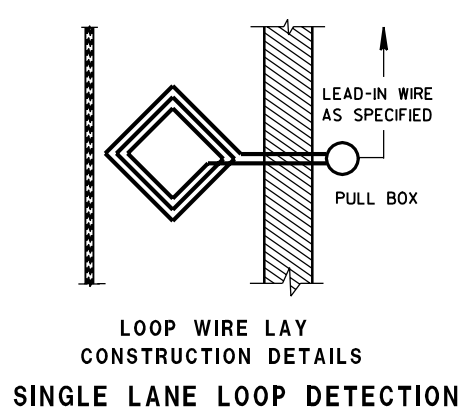
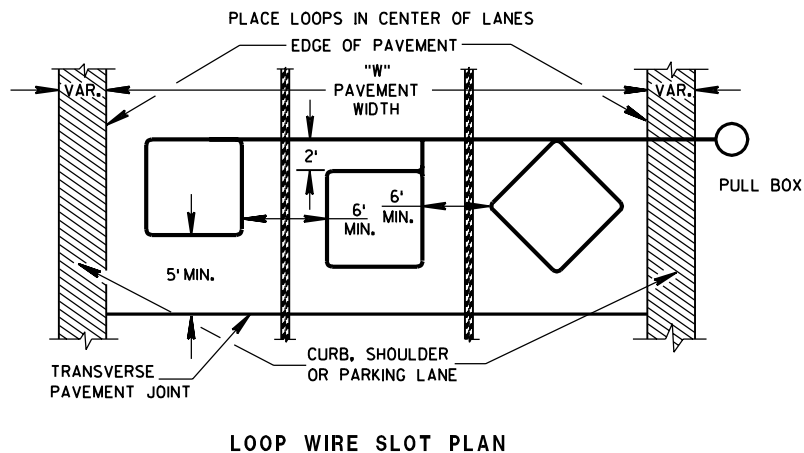
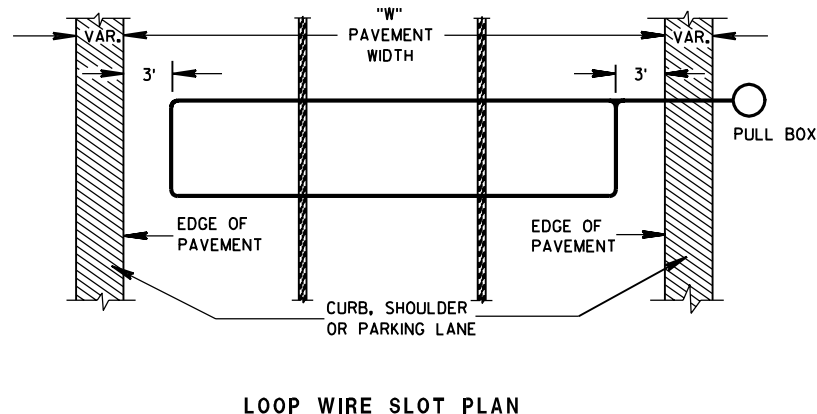
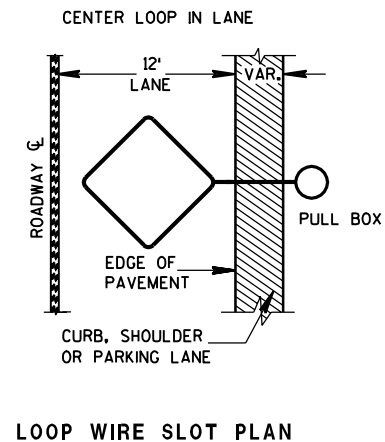


PLAN VIEW



FRONT VIEW

LOOP WIRE INSTALLATION ACROSS PAVEMENT JOINT OR CRACK



DETAILS FOR THE INSTALLATION OF TEMPORARY TRAFFIC SIGNAL LOOP DETECTOR WIRES IN ANY EXISTING PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/12/00
DATE
FHWA

Bob Stued
STATE ELECTRICAL ENGINEER FOR HIGHWAYS



*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

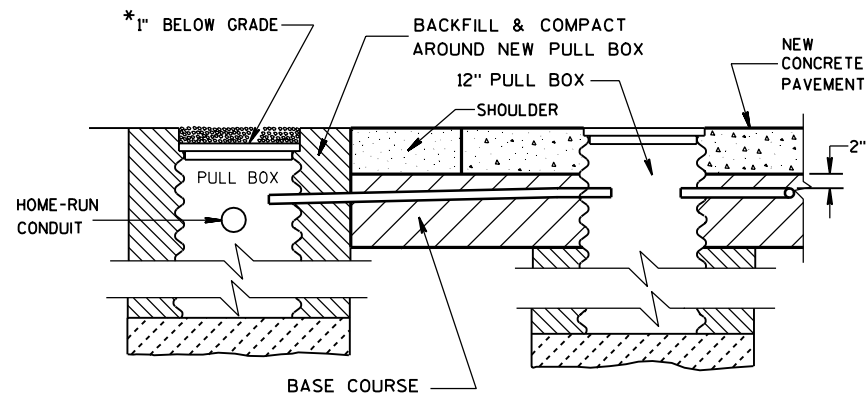
DRIVE A 1½" MAX. PK NAIL INTO THE NEW ASPHALTIC PAVEMENT AND DIRECTLY ABOVE THE CONDULET AFTER THE FINAL LAYER OF NEW ASPHALTIC PAVEMENT IS COMPLETELY INSTALLED, IF REQUIRED BY THE DISTRICT TRAFFIC SECTION.



LOOP DETECTOR PLACED
IN CRUSHED AGGREGATE BASE
(NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

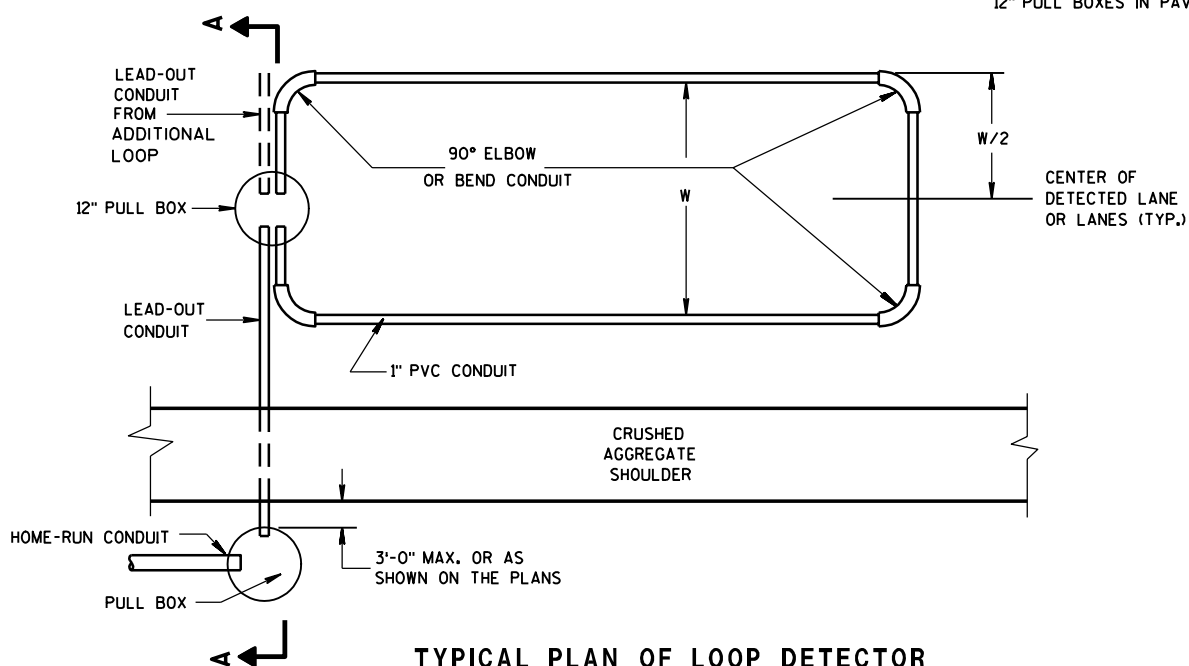
APPROVED	
6/7/06	/S/ Balu Ananthanarayanan
DATE	STATE ELECTRICAL ENGINEER FOR
	HIGHWAYS



SECTION A-A
NO CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

ANTI-SIEZE LUBRICATING MATERIAL SHALL BE USED ON ALL THREADS OF THREADED ASSEMBLIES BEFORE INSTALLATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

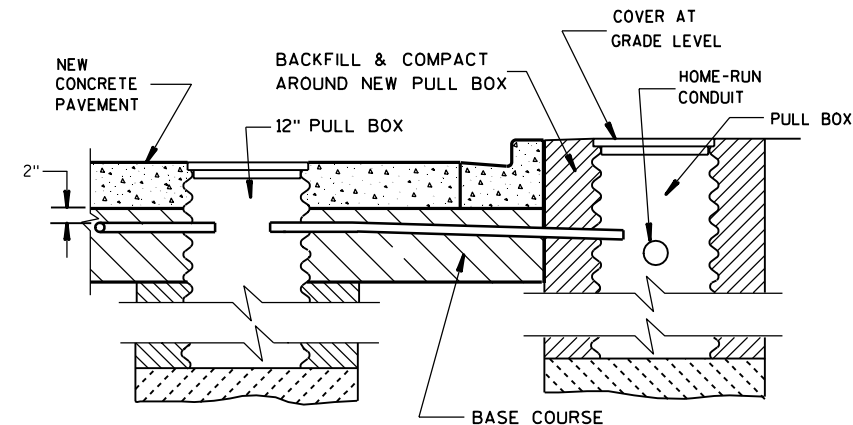
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

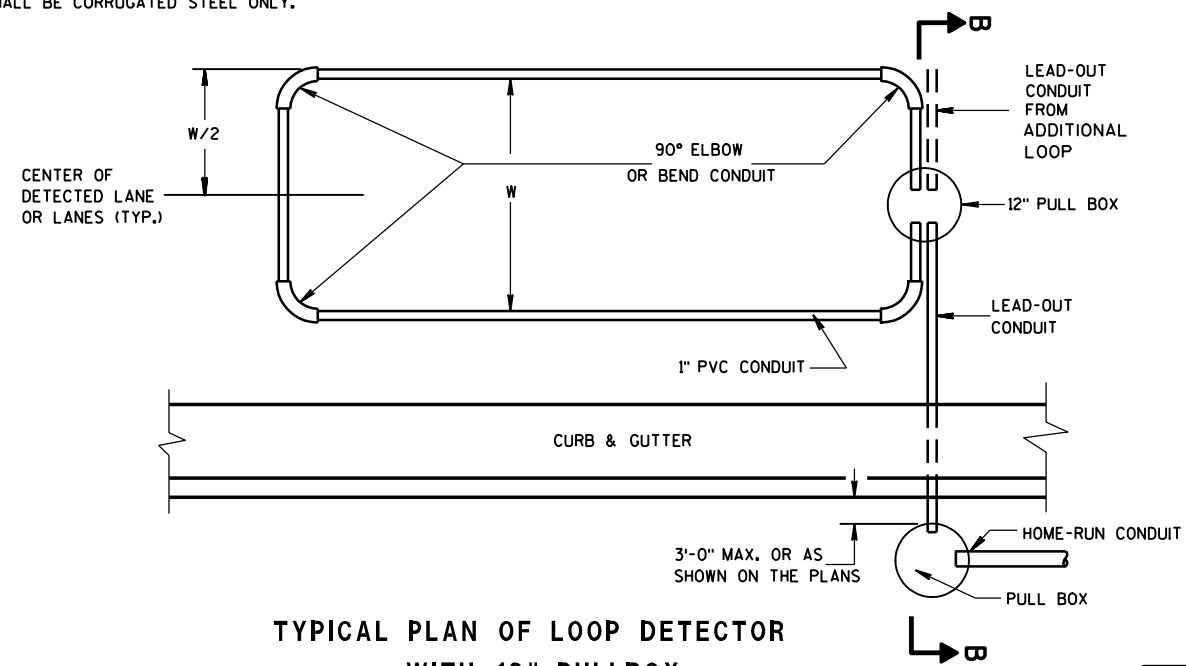
PROTECTION OF THE CONDUIT, CONDULET AND PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE NEW CONCRETE PAVEMENT IS PLACED.

12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAILS



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX

LOOP DETECTOR PLACED
IN CRUSHED AGGREGATE BASE
(NEW CONCRETE PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/7/06 /S/ Balu Ananthanarayanan
DATE STATE ELECTRICAL ENGINEER FOR
FHWA HIGHWAYS

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

-
- WOOD POLE
- 30' MOUNTING HEIGHT
- ALL SIGNAL CABLES STRAPPED OR TAPED TO TOP OF SPAN WIRE AT 3-FOOT INTERVALS
- 5/8" OVALEYE BOLT
- BOLTED DEAD-END
- DRIVE HOOK WITH WIRE CLIP
- COILED SIGNAL CABLE
- DRIp LOOP STRAIN RELIEVED
- TWISTED LOOP DEAD ENDS OR
- STRAIN RELIEF INSULATOR
- WEATHER PROOF SPLICE BOX (OPTIONAL)
- WEATHER PROOF SPLICE BOX (OPTIONAL)
- OPTIONAL MOUNTING OF SIGNAL HEAD
- 3/8" GUY WIRE
- ANGLE THIMBLEYE
- CONDUCTOR DEADEND OR WEDGE CLAMP WITH DRIVE HOOK
- SIGNAL CABLES DROP TO CABINET MAST
- SIGNAL CABLES 12" MIN.
- 18" MIN. IF SUBJECT TO VEHICULAR TRAFFIC
- 10' MIN. CABLE GUARD
- 17' MIN. 19' MAX. TO BOTTOM OF SIGNAL ASSEMBLY FROM THE HIGHEST POINT OF THE ROADWAY
- MOUNTED 11" MIN.
- 0' TO 5' MAX. FROM ROADWAY EDGE
- VARIABLE
- ANCHOR
- ANCHOR
- 7' GUY WIRE GUARD INSTALLED ON ALL GUY WIRE ANCHOR CABLES
- 3-BOLT GUY CLAMPS
- SERVICE SLEEVE
3. SPAN WIRE:
- A. EACH SPAN WIRE SHALL
- B. SIGNAL AND LIGHTING TO THE UPPER SPAN
- C. THE SIGNAL ASSEMBLY ABOVE THE ROADWAY. THE SPAN WIRE INSTALL ALL CABLES AND SIGNAL MINIMUM AND MAXIMUM PROGRESSES.

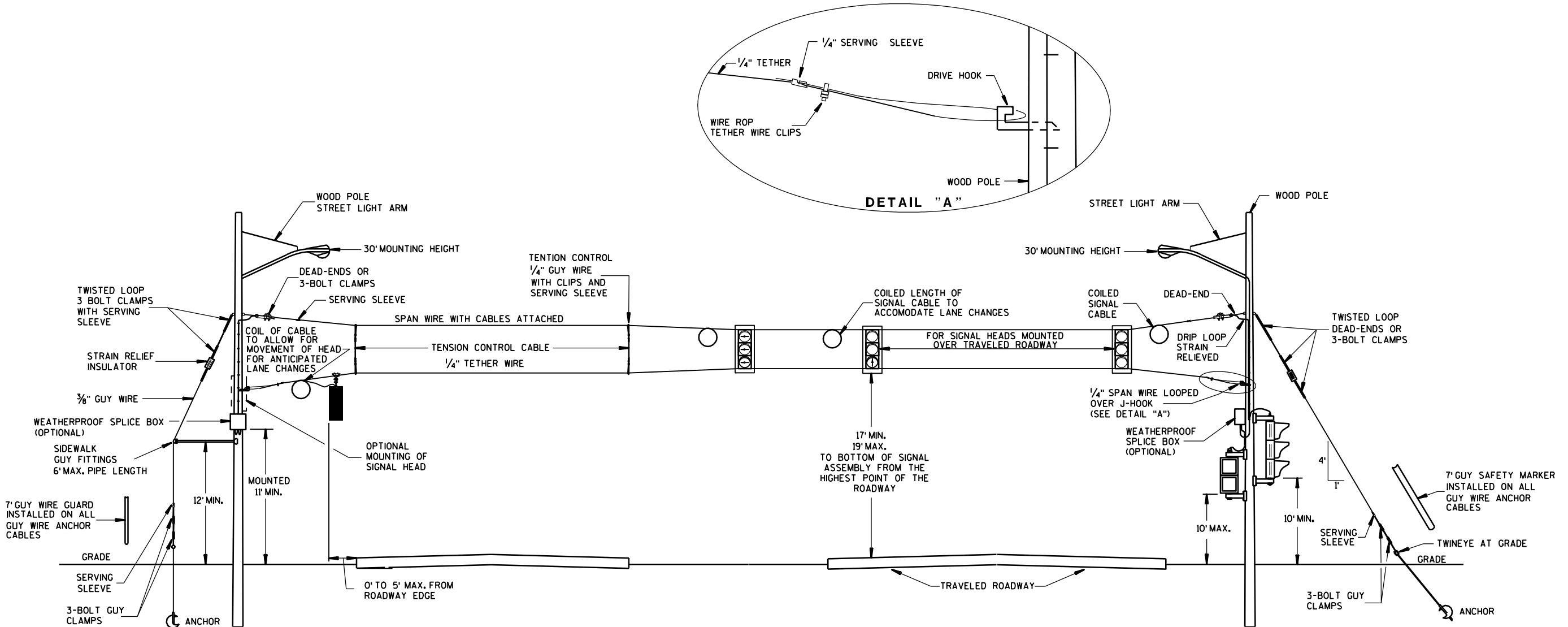
SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08 /S/ Balu Ananthanarayanan
DATE CHIEF ELECTRICAL ENGINEER FOR
HIGHWAYS



GENERAL NOTES

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

- 1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
- 2. SIGNAL FACES:
 - A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
 - B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
 - C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
 - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
 - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
- 3. SPAN WIRE:
 - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
 - B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
 - C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

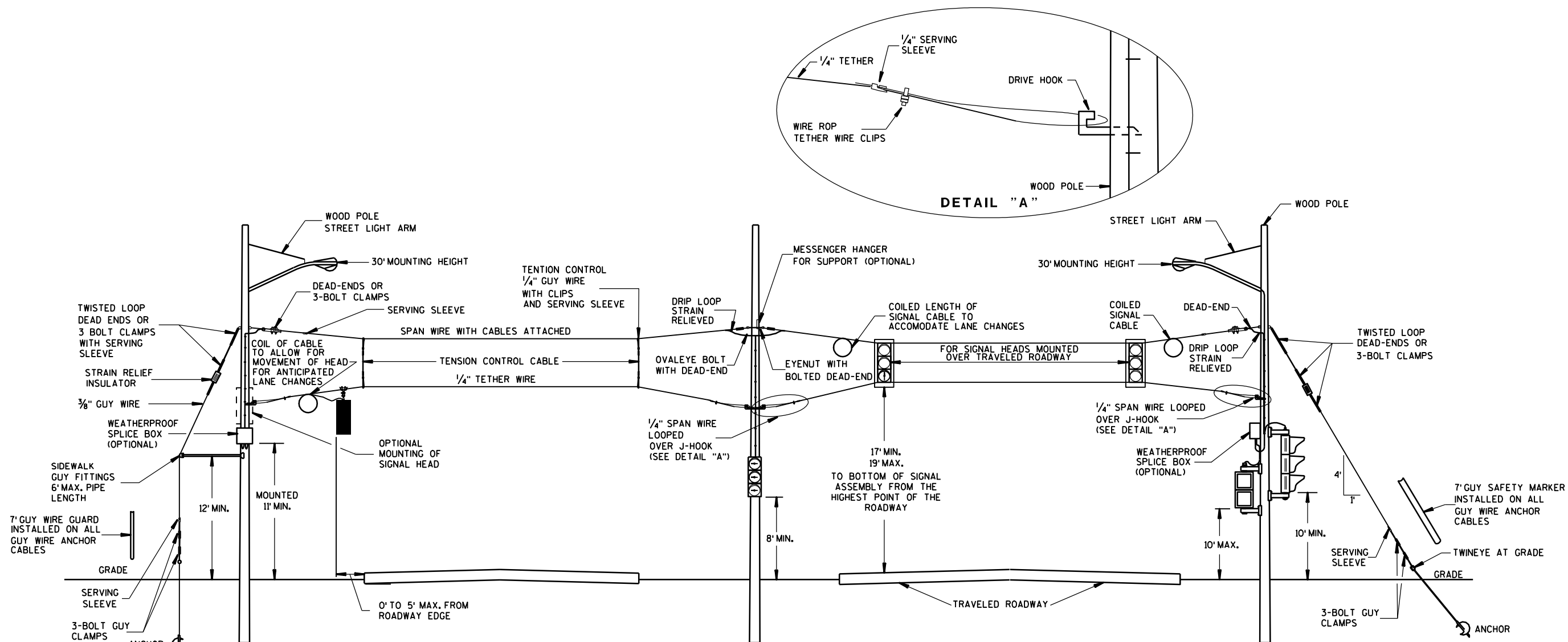
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7-14-08
DATE

/S/ Balu Ananthanarayanan
CHIEF ELECTRICAL ENGINEER FOR
HIGHWAYS

FHWA



**SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS**

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:

A. ALL SECTIONS SHALL BE 12" WIDE POLYCARBONATE.

B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.

C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.

D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY, IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:

A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.

B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.

C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	II	5'
30'	III	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

**SPAN WIRE
TEMPORARY TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

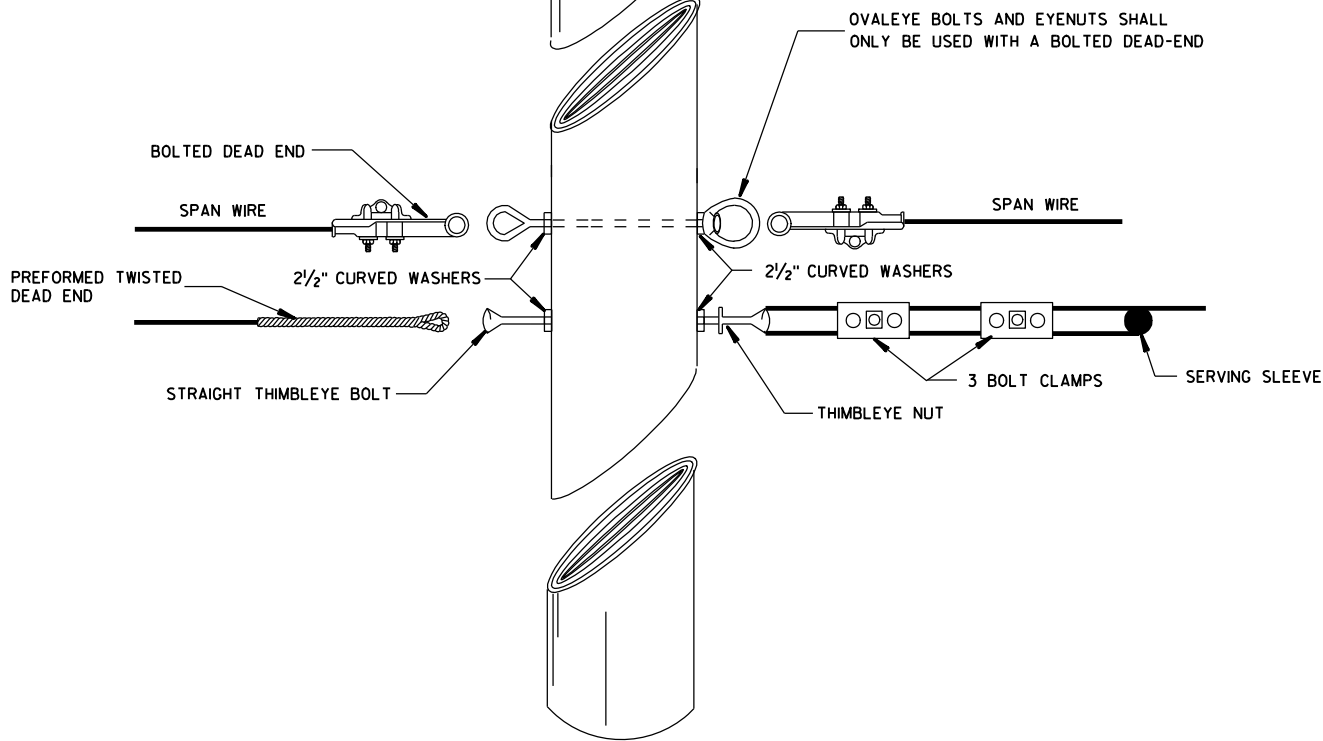
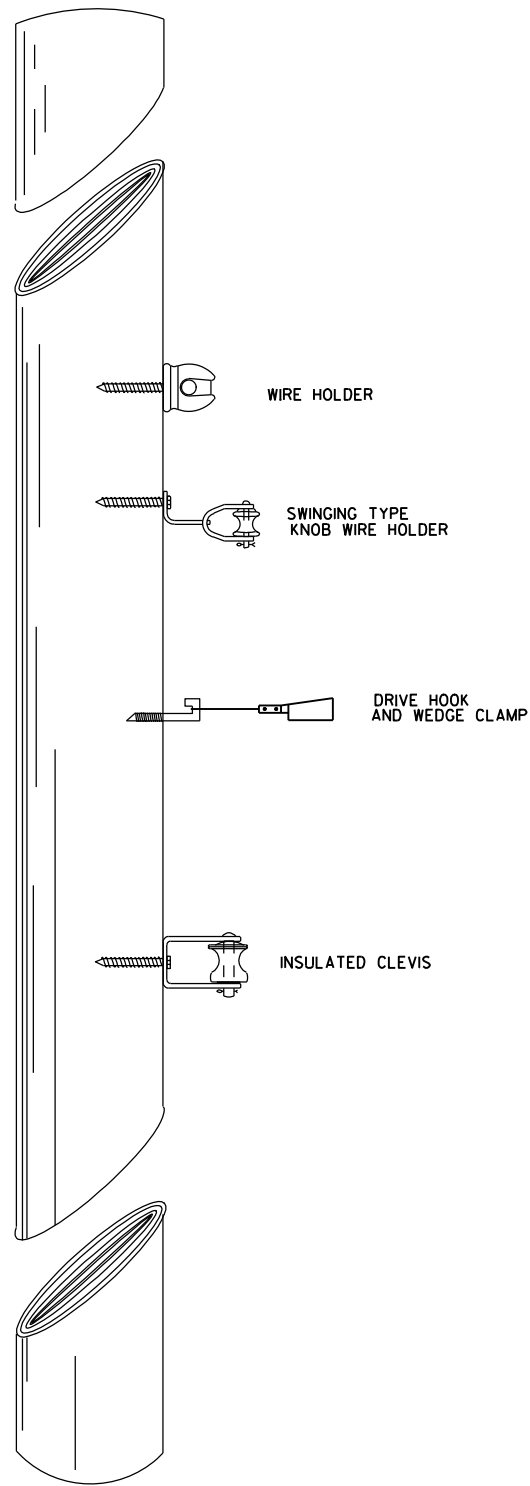
APPROVED

7-14-08
DATE

FHWA

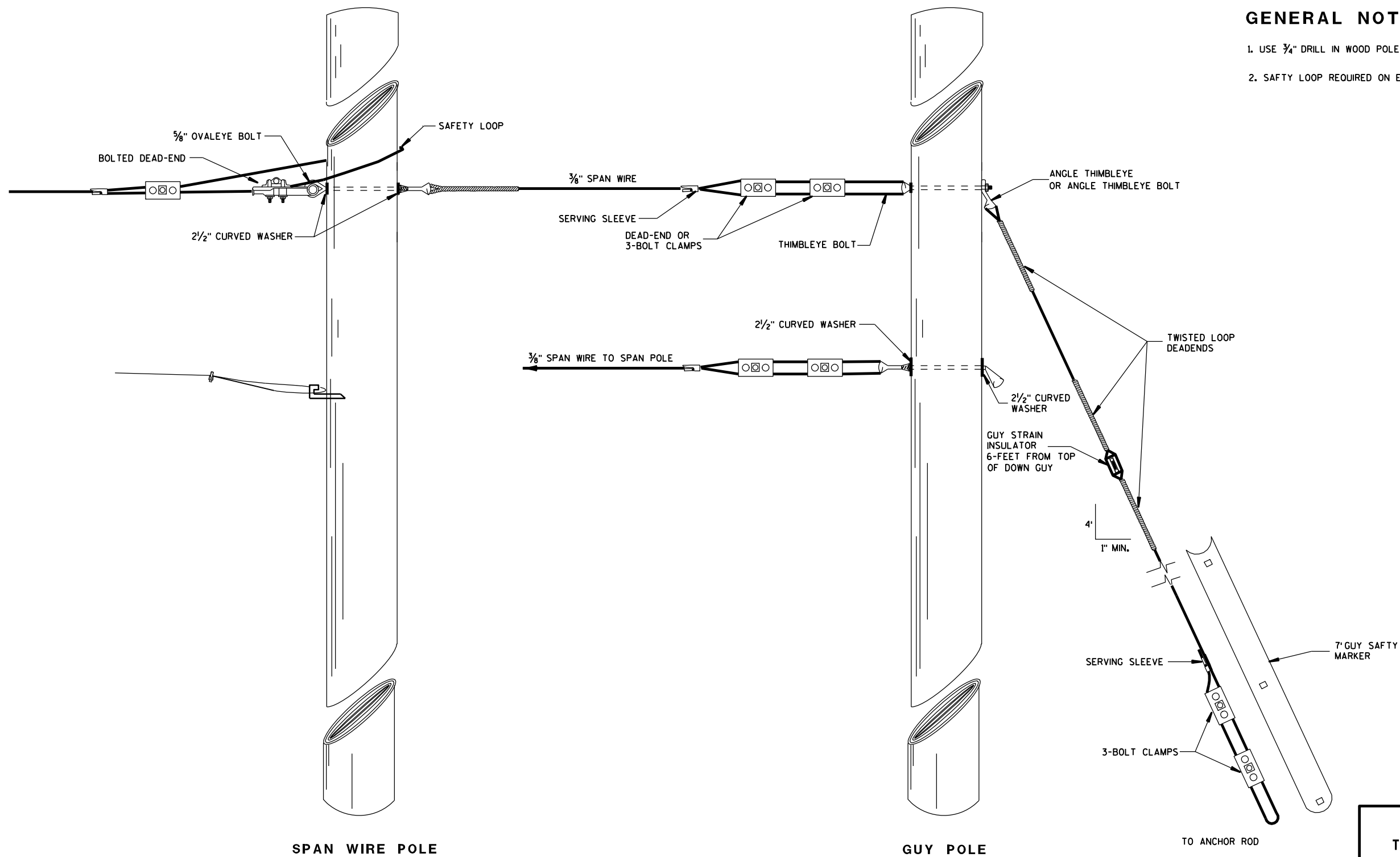
/S/ Balu Ananthanarayanan
CHIEF ELECTRICAL ENGINEER FOR
HIGHWAYS

TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7-14-08 DATE	/S/ Balu Ananthanarayanan CHIEF ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

GENERAL NOTES

1. USE $\frac{3}{4}$ " DRILL IN WOOD POLE TO PROVIDE HOLE FOR $\frac{5}{8}$ " BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.

**SPAN WIRE
TEMPORARY TRAFFIC SIGNAL**

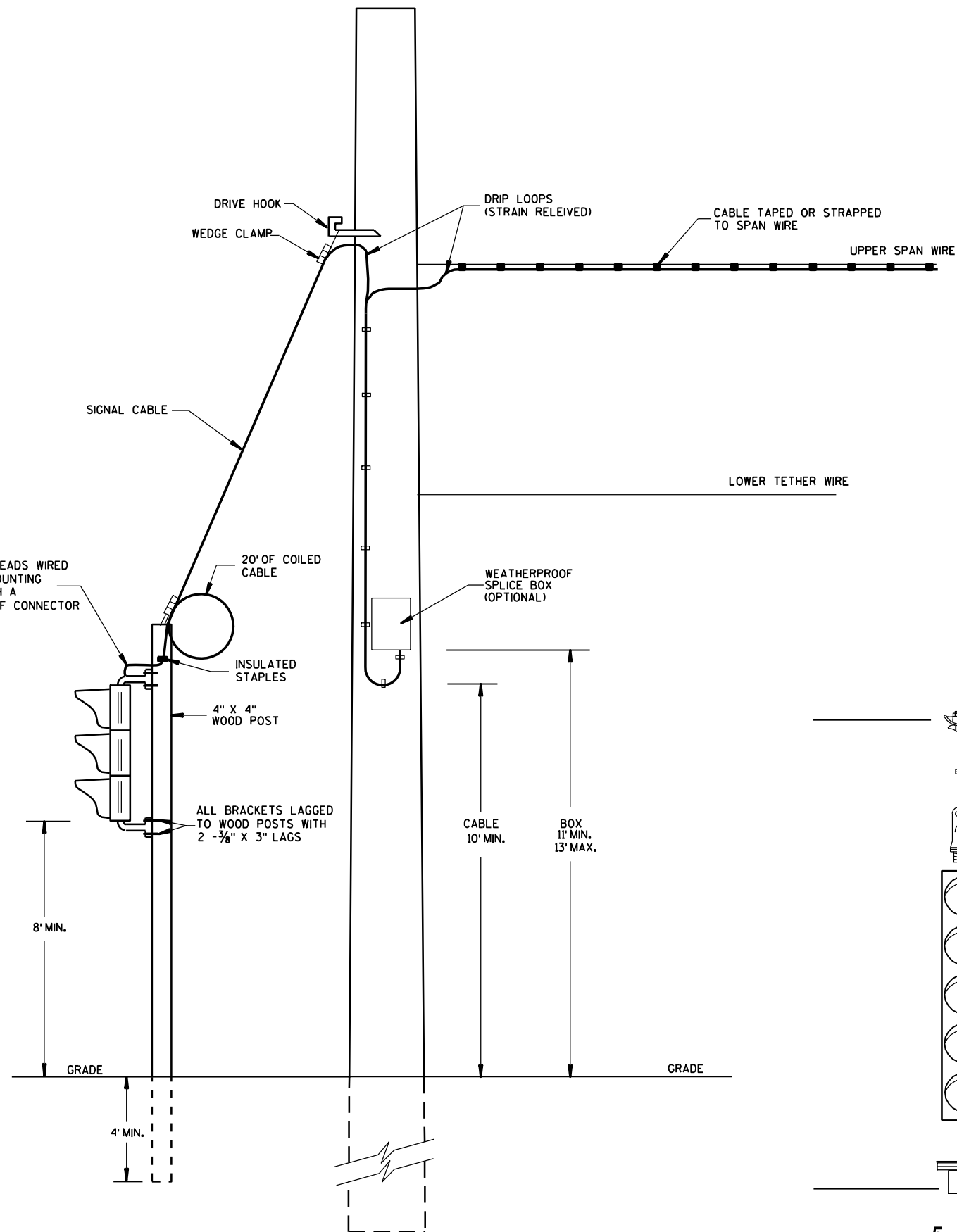
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

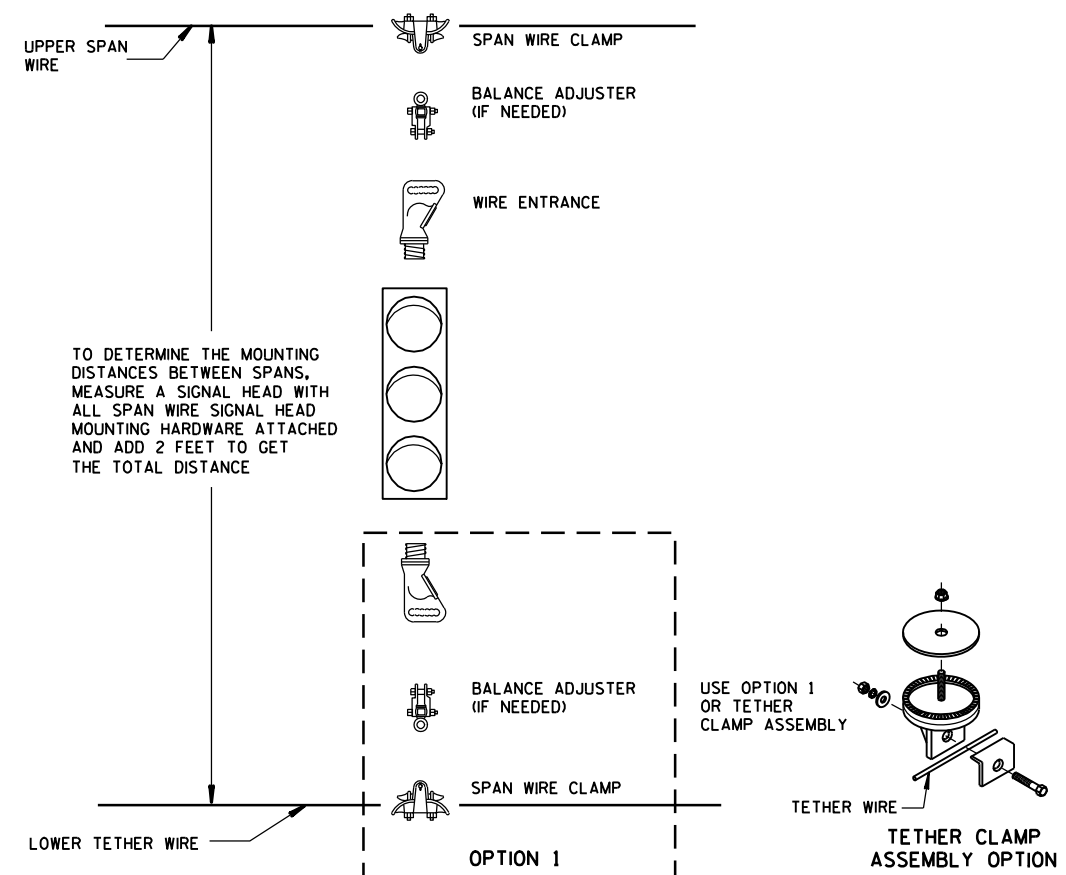
7-14-08
DATE

FHWA

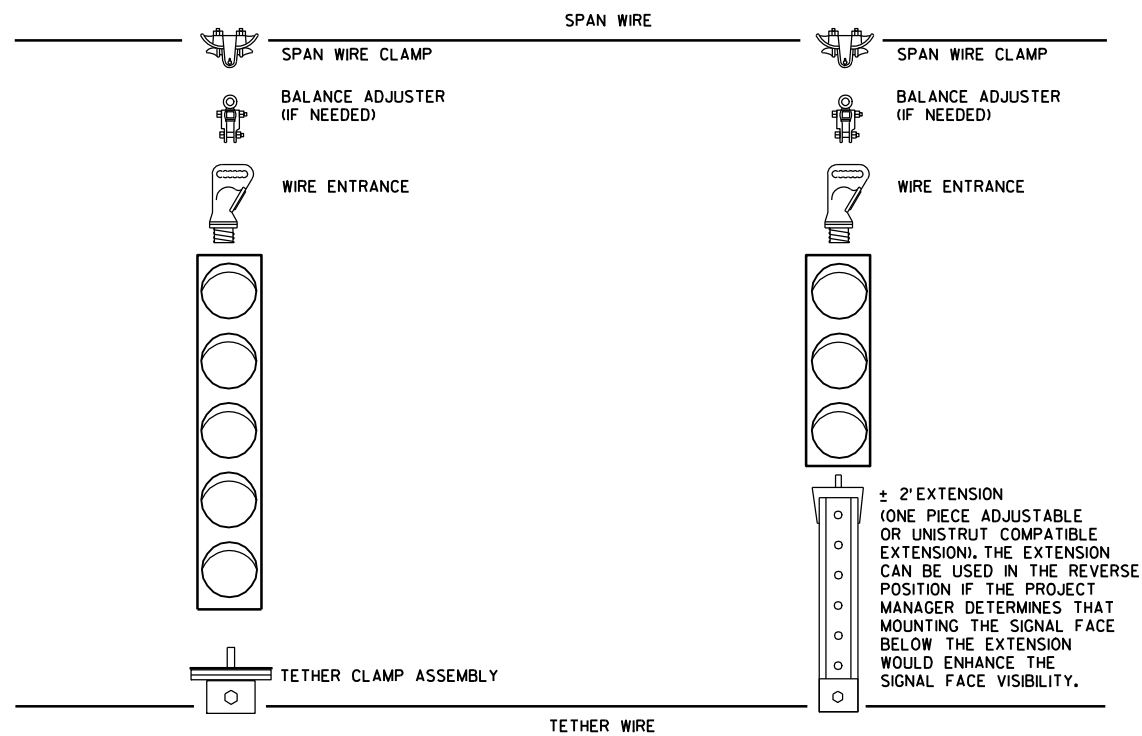
/S/ Balu Ananthanarayanan
CHIEF ELECTRICAL ENGINEER FOR
HIGHWAYS



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE

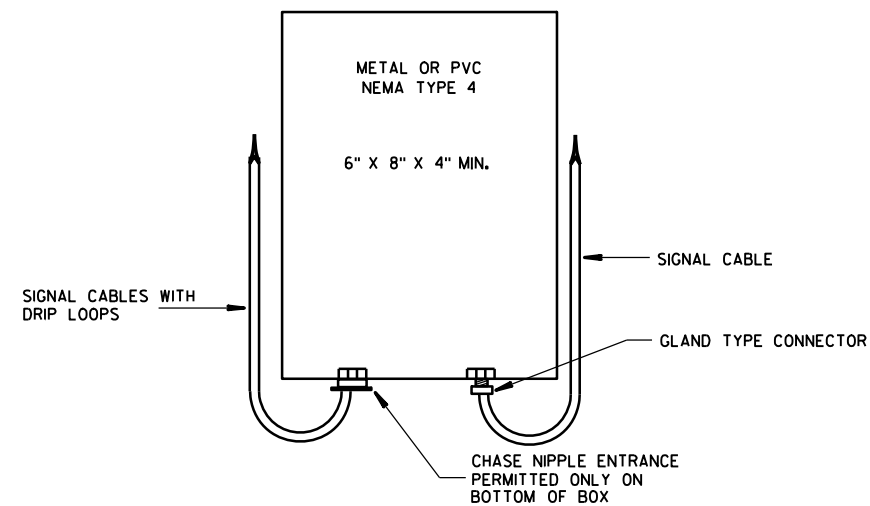
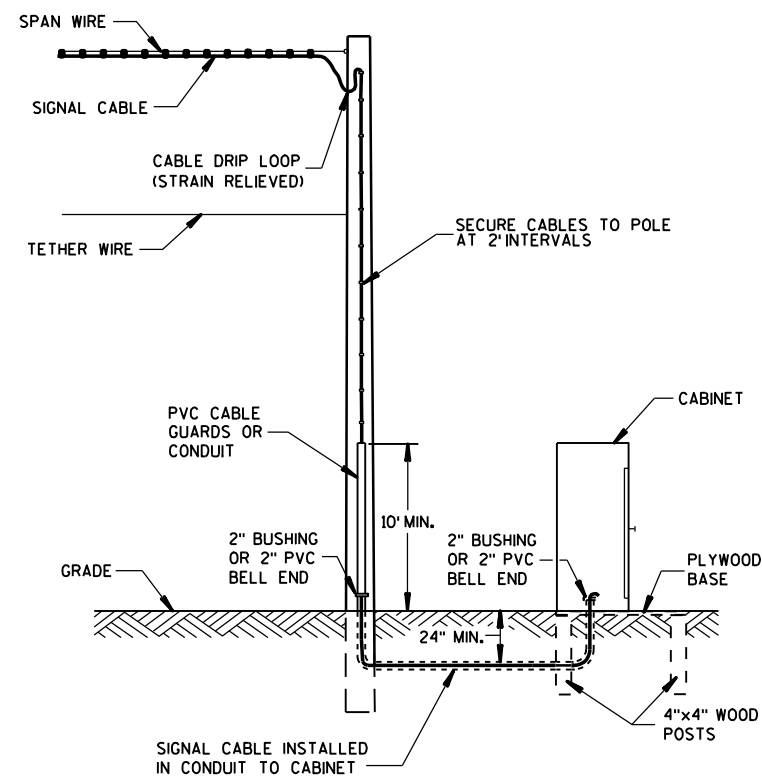
5 SECTION VERTICAL WITH 3 SECTION
VERTICAL ON ONE SPAN WIRESPAN WIRE
TEMPORARY TRAFFIC SIGNALSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

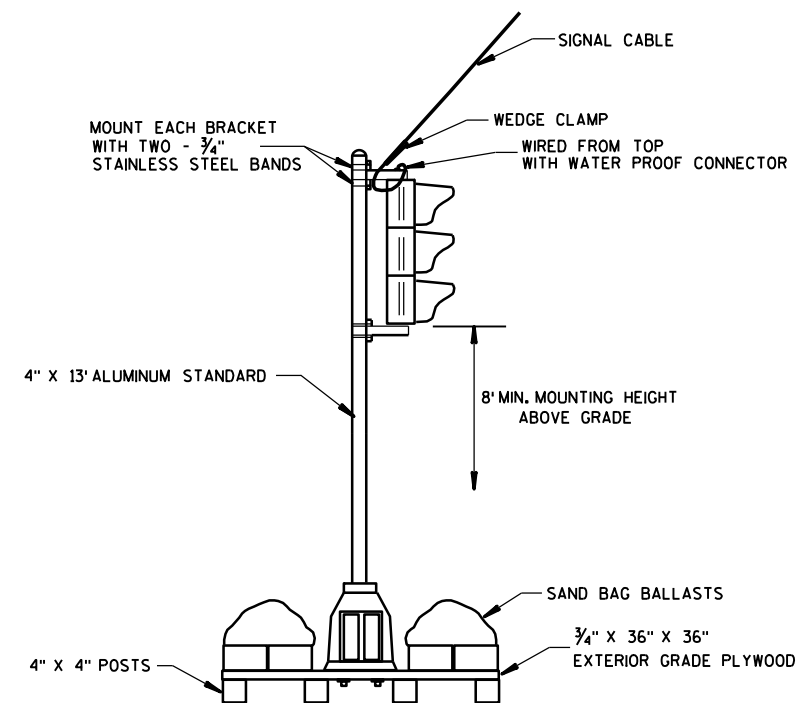
7-14-08
DATE

FHWA

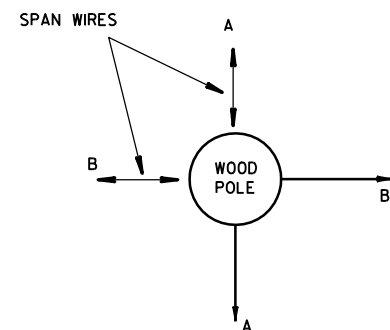
/S/ Balu Ananthanarayanan
CHIEF ELECTRICAL ENGINEER FOR
HIGHWAYS



SPLICE BOX

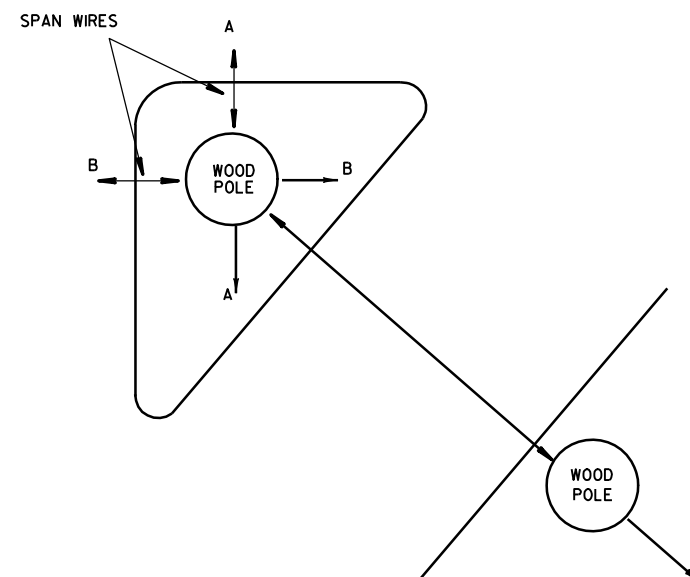


TYPICAL SKID TYPE TEMPORARY

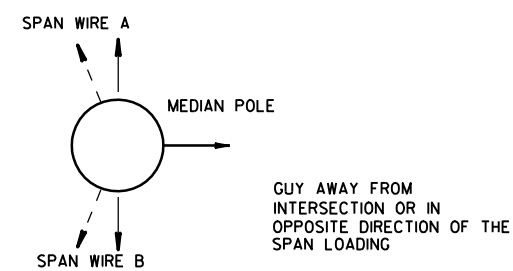


ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE

CORNER POLES

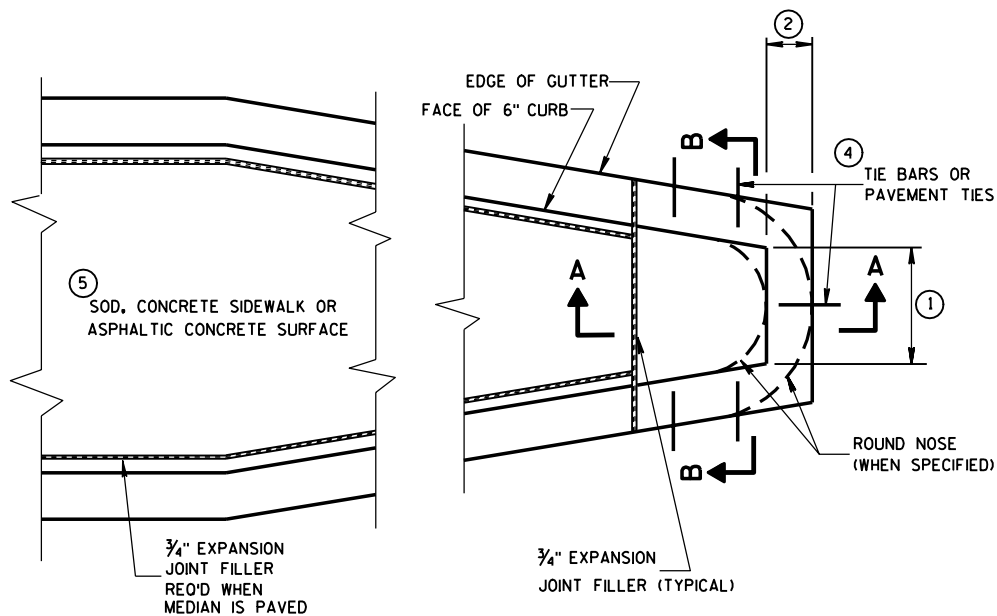


ISLAND POLES

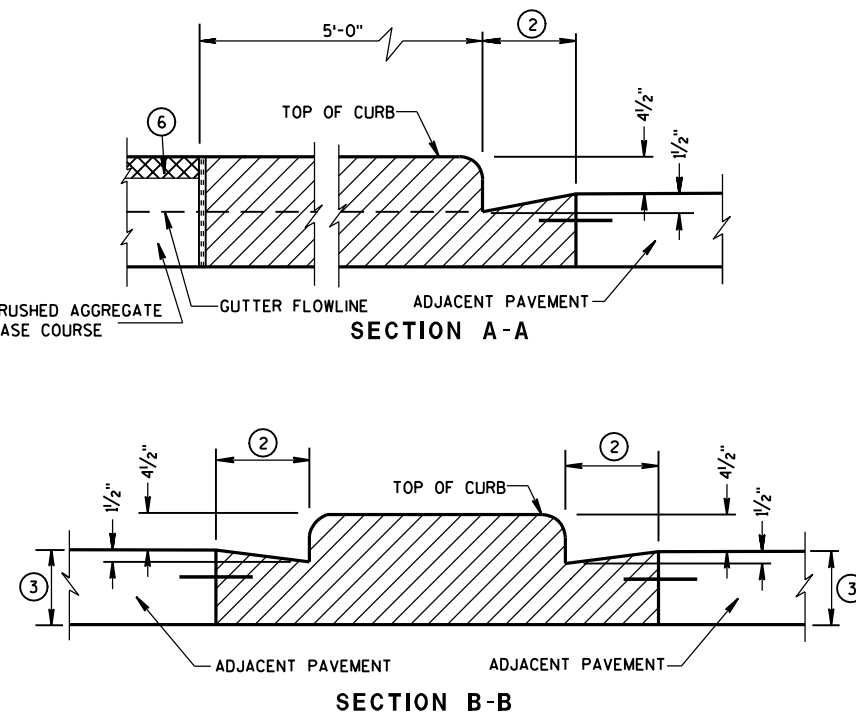


MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7-14-08 DATE	/S/ Balu Ananthanarayanan CHIEF ELECTRICAL ENGINEER FOR HIGHWAYS
FHWA	



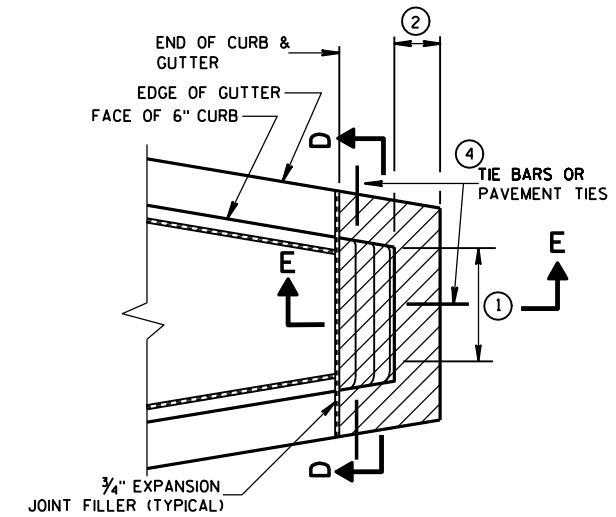
CONCRETE MEDIAN BLUNT NOSE DETAIL



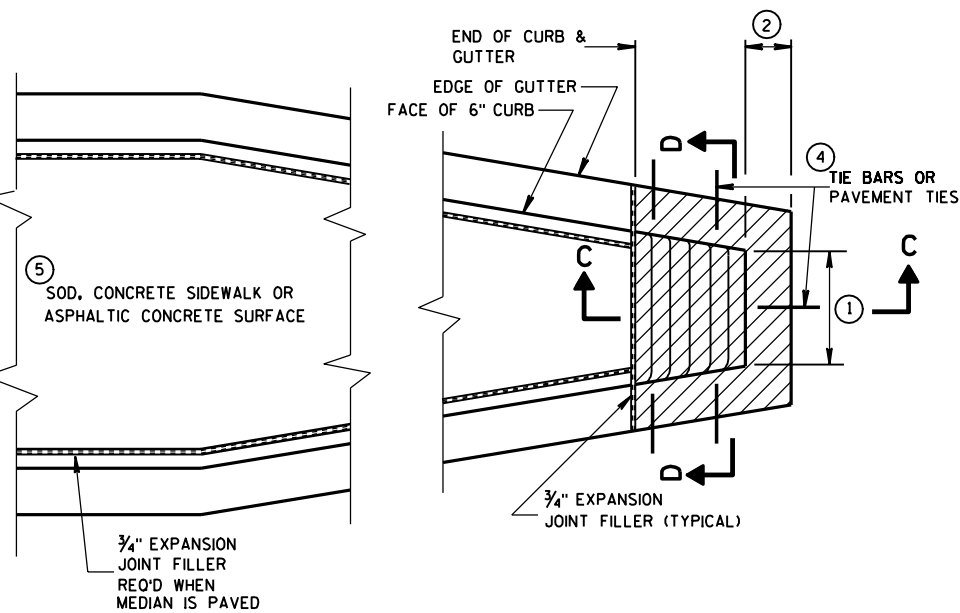
GENERAL NOTES

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

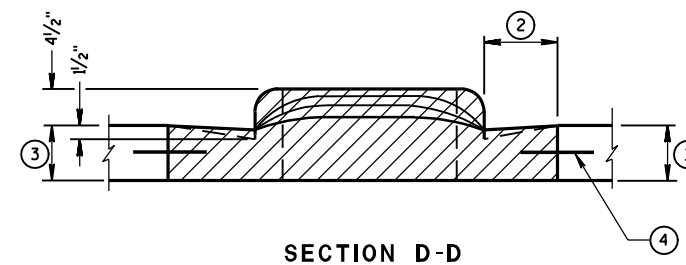
- ① SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
 - (1) NEW OR EXISTING CONCRETE PAVEMENT.
 - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
 - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.
- ④ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
- PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.
- ⑤ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



CONCRETE MEDIAN SLOPED NOSE TYPE 2



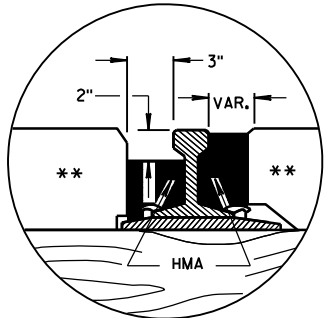
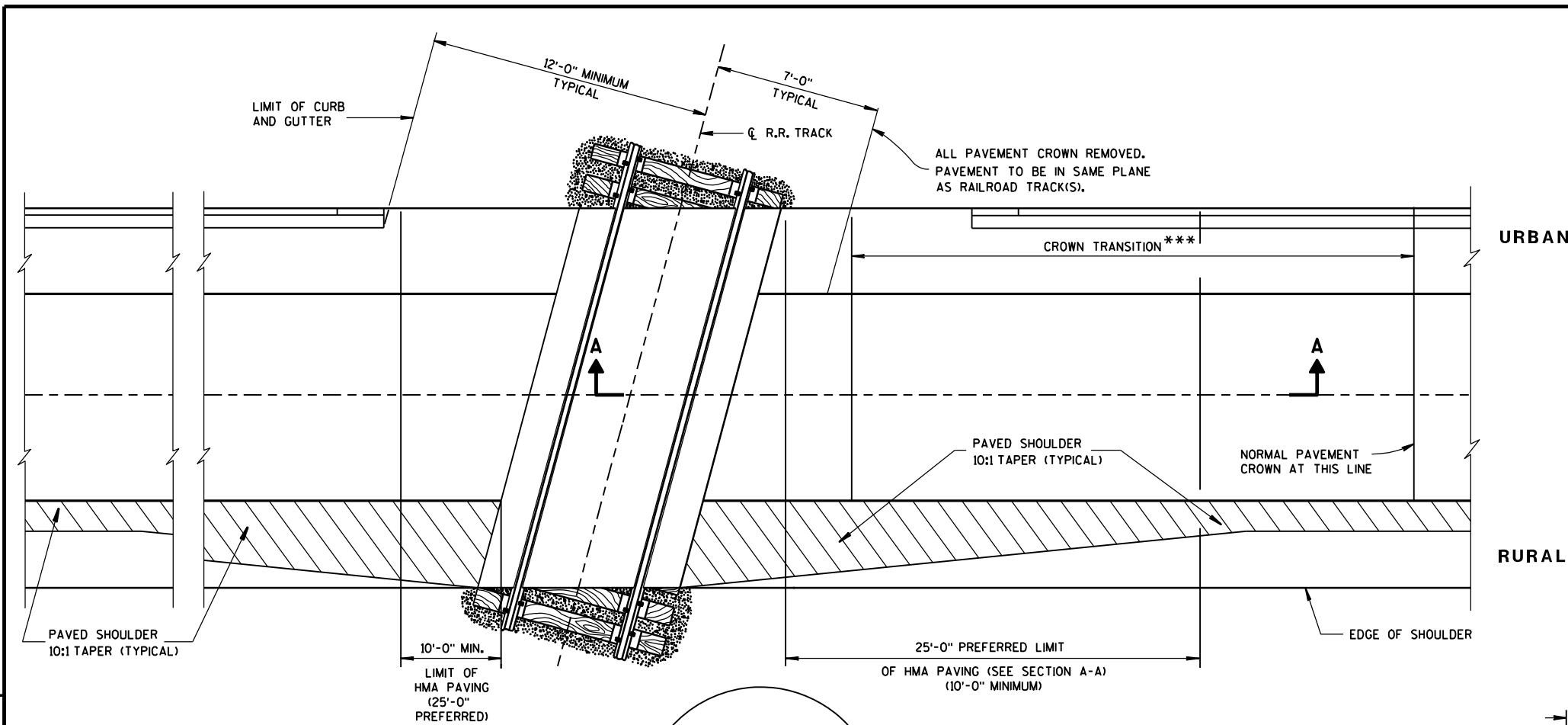
CONCRETE MEDIAN SLOPED NOSE TYPE 1



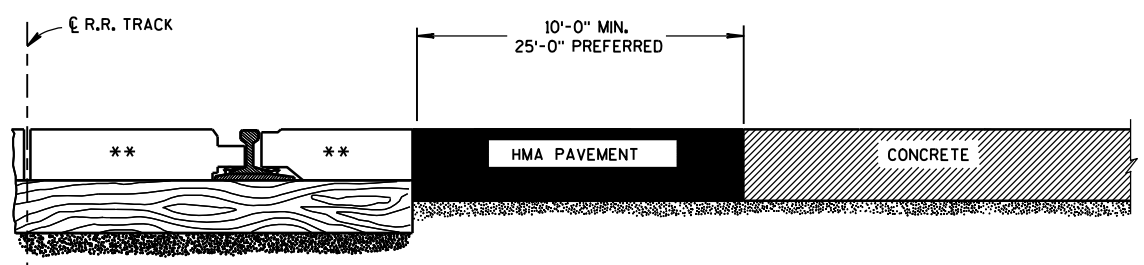
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/06 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

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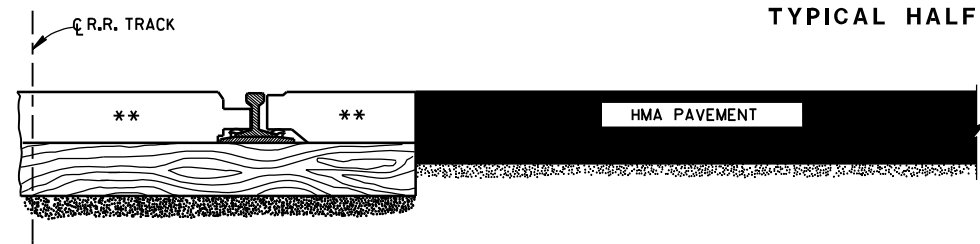
S.D.D. 13 B 1-10



DETAIL B
HMA FLANGEWAY
AND FIELD FILLERS

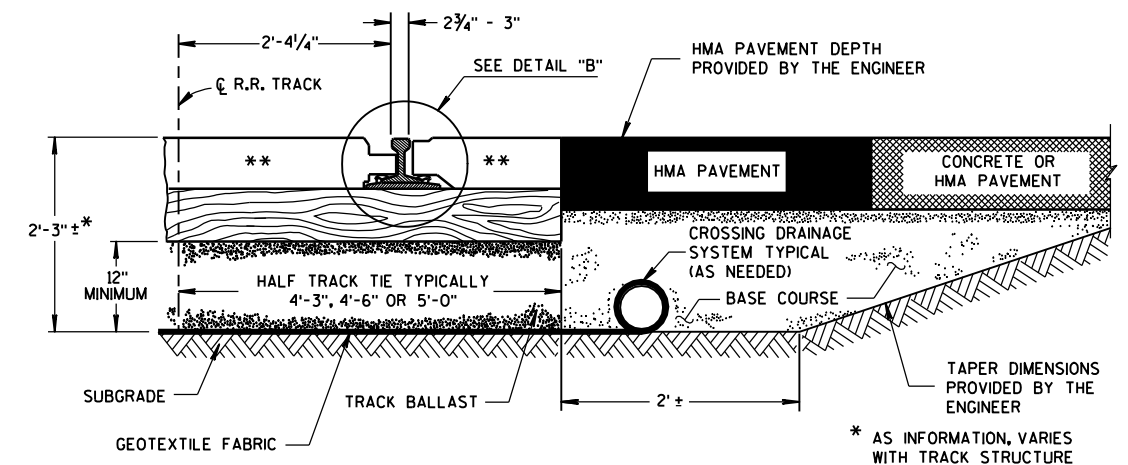


SECTION A-A
CONCRETE PAVEMENT APPROACH



SECTION A-A
HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES



TYPICAL HALF SECTION

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

HMA PAVEMENT APPROACHES AND HMA PAVEMENT CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

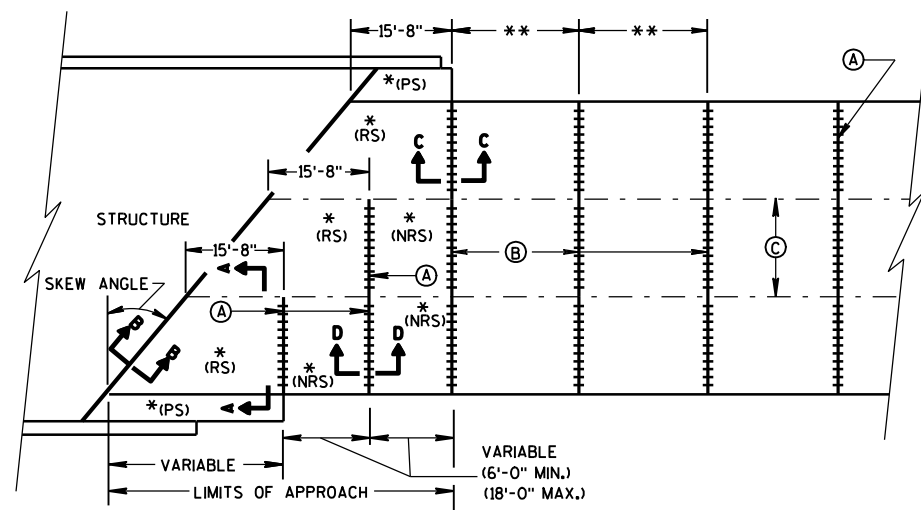
** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

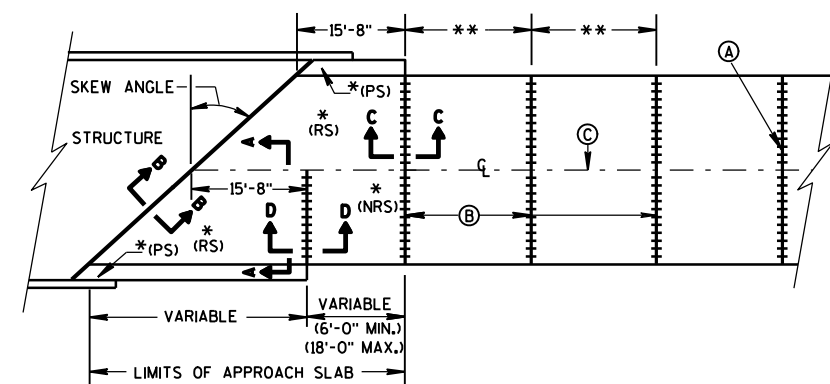
PAVEMENT DETAILS FOR RAILROAD APPROACH	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8-28-09 DATE	/S/ Ronald E. Adams CHIEF, RAILROADS & HARBORS SECTION
FHWA	

6

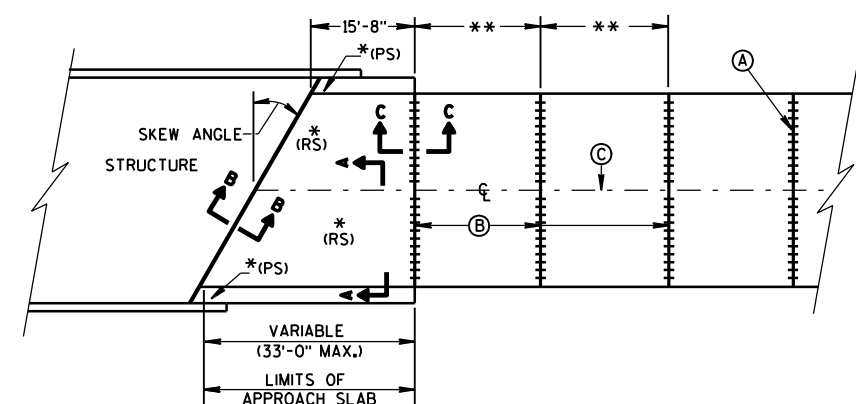
S.D.D. 13 B 1-10



**SKewed APPROACH
(PAVEMENT MORE THAN 2 LANES)**



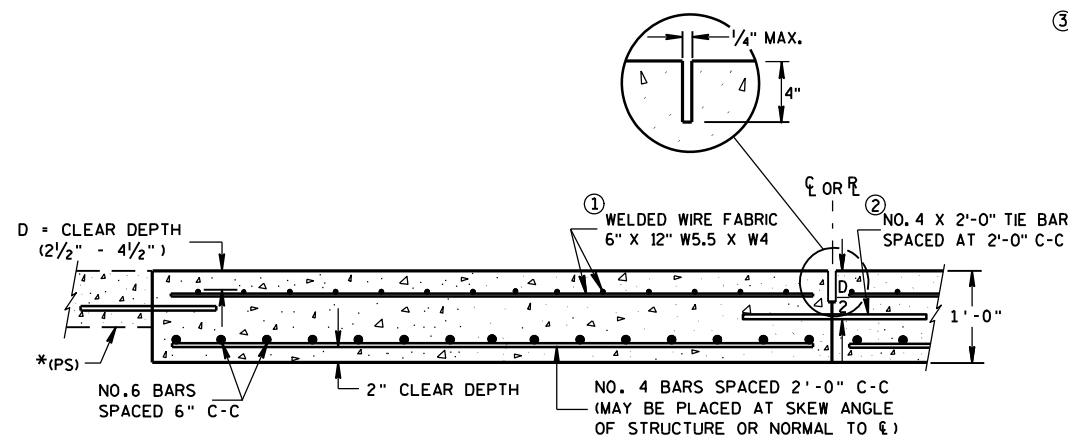
**SKEWS > 30°
(PAVEMENT WIDTH ≤ 30')**



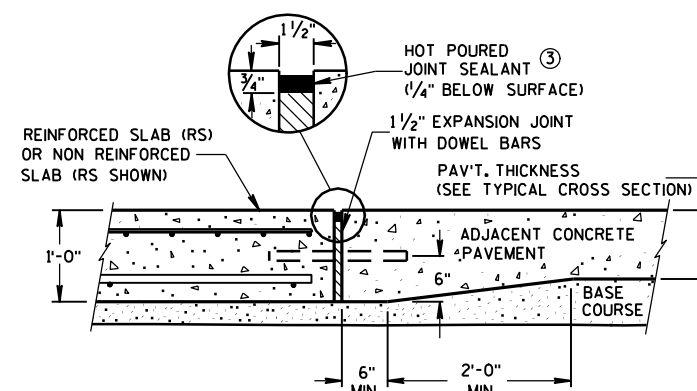
**SKews ≤ 30°
(PAVEMENT WIDTH ≤ 30')**
APPROACH SLAB AND ADJACENT PAVEMENT

*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER, CONCRETE PAVEMENT, OR CONCRETE SURFACE DRAIN
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB
**STANDARD TRANSVERSE JOINT SPACING
(SEE SDD 13C4, SDD 13C11, & SDD 13C13)

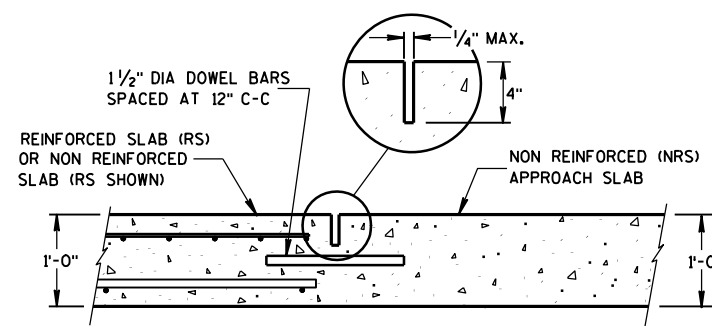
- Ⓐ STANDARD CONTRACTION JOINT NORMAL TO R_L OR C_L
Ⓑ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO R_L OR C_L
Ⓒ STANDARD LONGITUDINAL JOINT AND TIE BARS.



**SECTION A-A
REINFORCEMENT POSITIONING DETAIL**



**SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT**



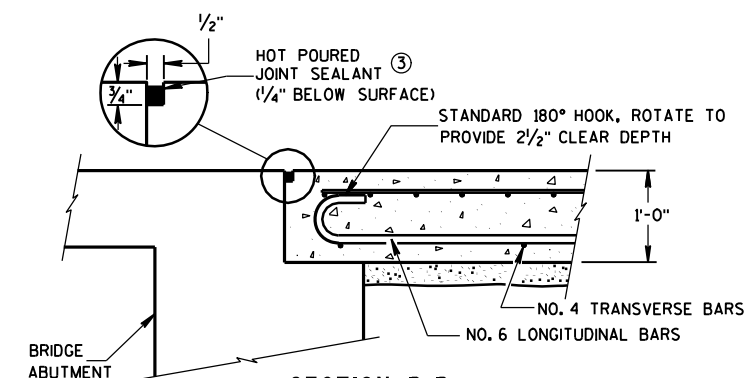
**SECTION D-D
CONTRACTION JOINT**

GENERAL NOTES

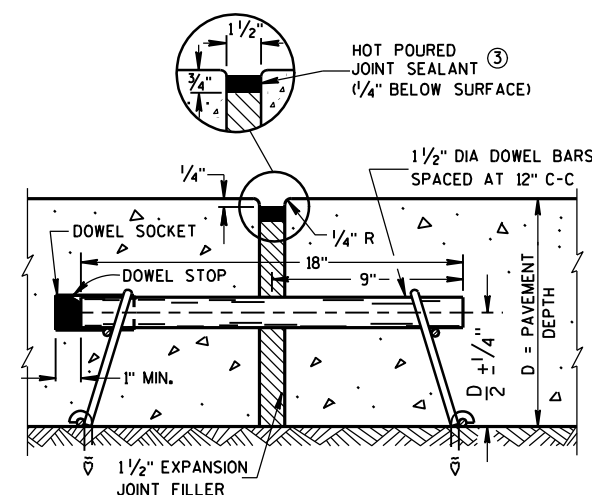
APPROACH SLABS ABUTTING AN HMA PAVEMENT OVER BASE COURSE DO NOT NEED TO BE DOWELED.

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

- THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.
- THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.
- USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.



**SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT**

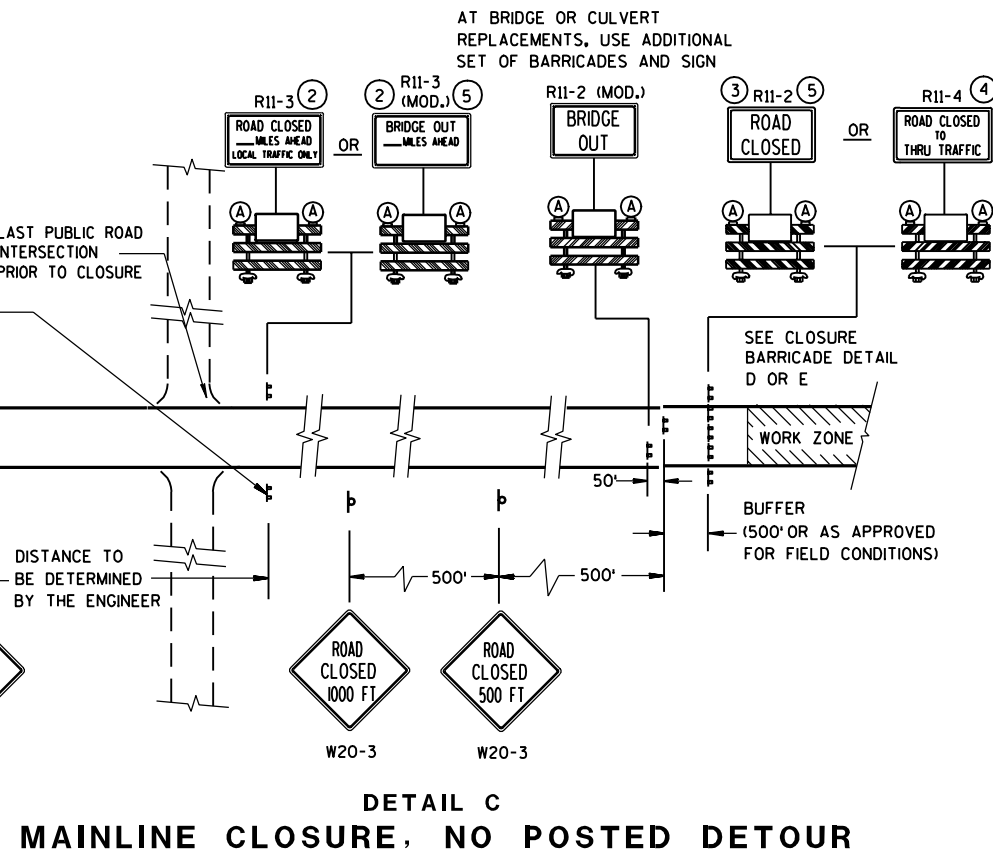
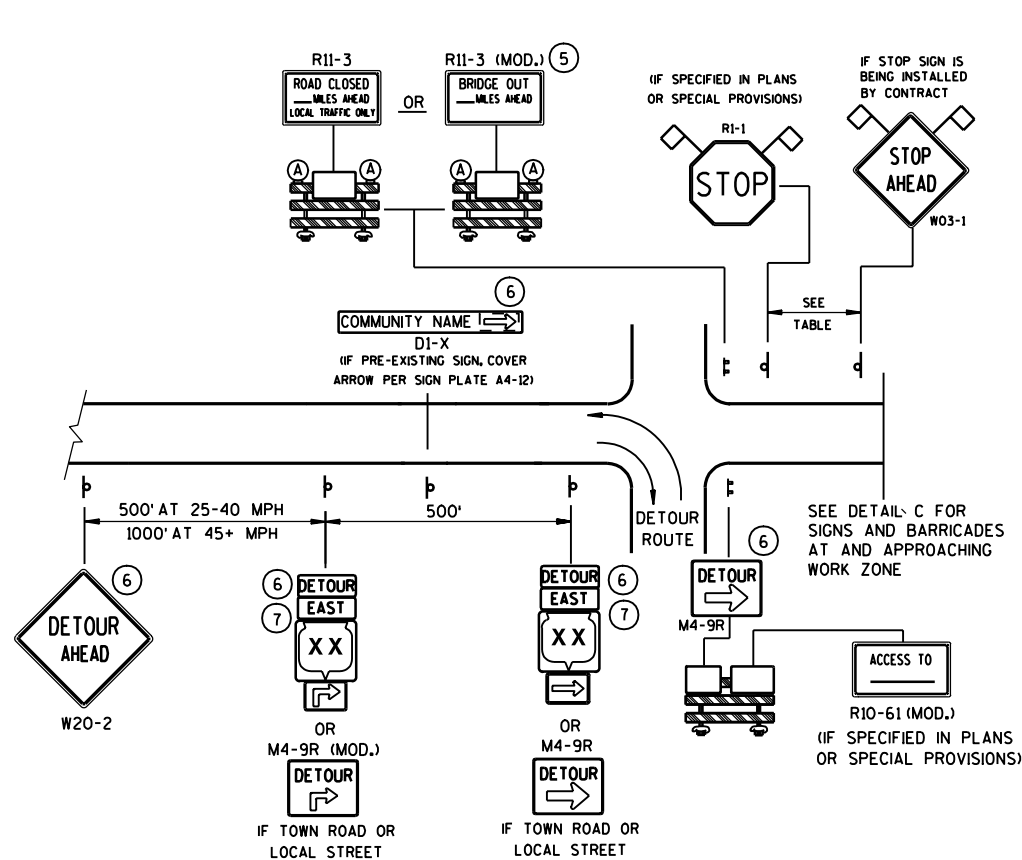


EXPANSION JOINT

CONCRETE PAVEMENT APPROACH SLAB

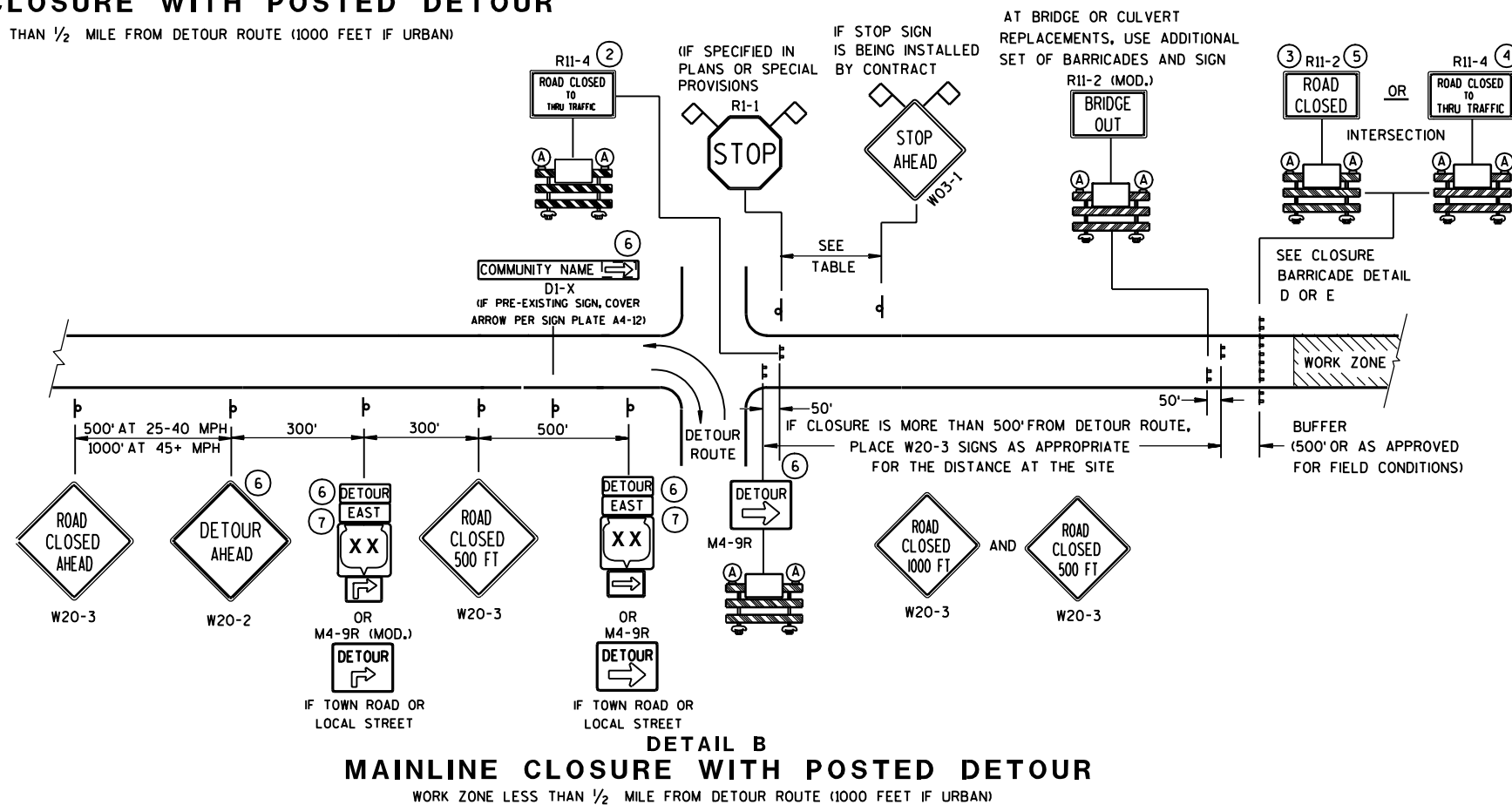
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/11/2009 /S/ Deb Bischoff
DATE PAVEMENT POLICY & DESIGN ENGINEER
FHWA



SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

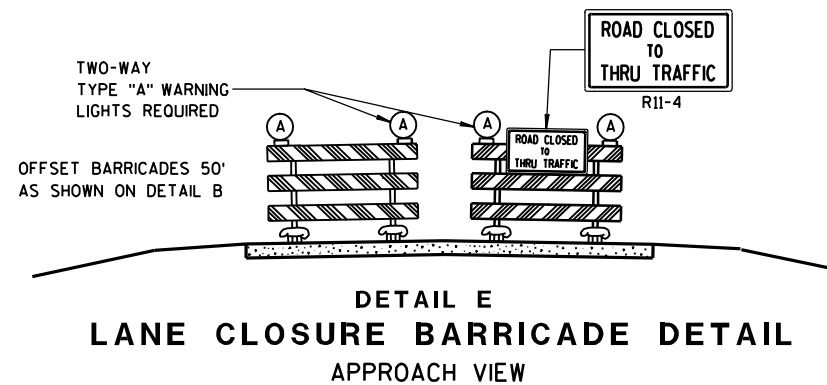
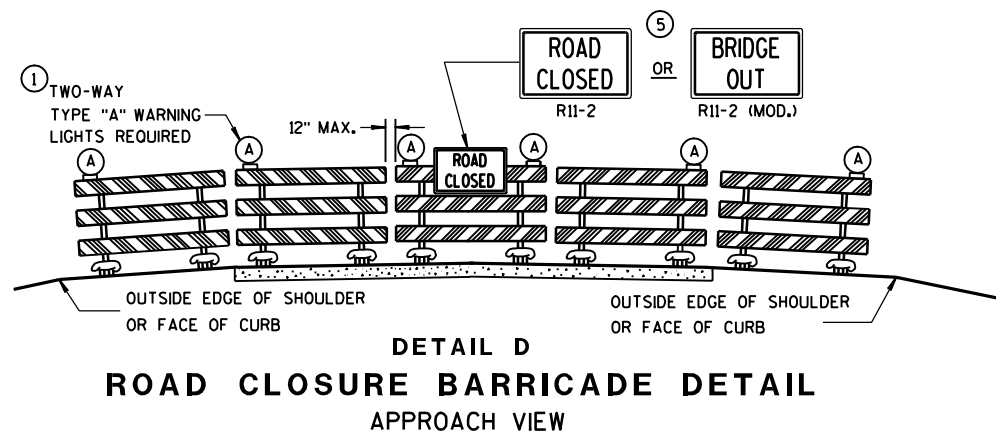
SEE SDD 15C2-4b
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦



LEGEND

- POST MOUNTED SIGN
- TYPE III BARRICADES
- TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- WORK ZONE
- DETOUR EAST
- M4-8
- M3-X
- M1-4
- COUNTY
- M1-5A
- M1-6
- M05-1
- M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS
FOR
MAINLINE CLOSURES
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SEE SDD 15C2-4a 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 BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3, R11-4, R10-61 AND R1-1 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

"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, R11-4 AND R10-61 SHALL BE 60" X 30".

M4-9 SHALL BE 30" X 24".

M3-X AND M4-8 SHALL BE 24" X 12". (30" X 15" 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.)

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 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 LANE 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 MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

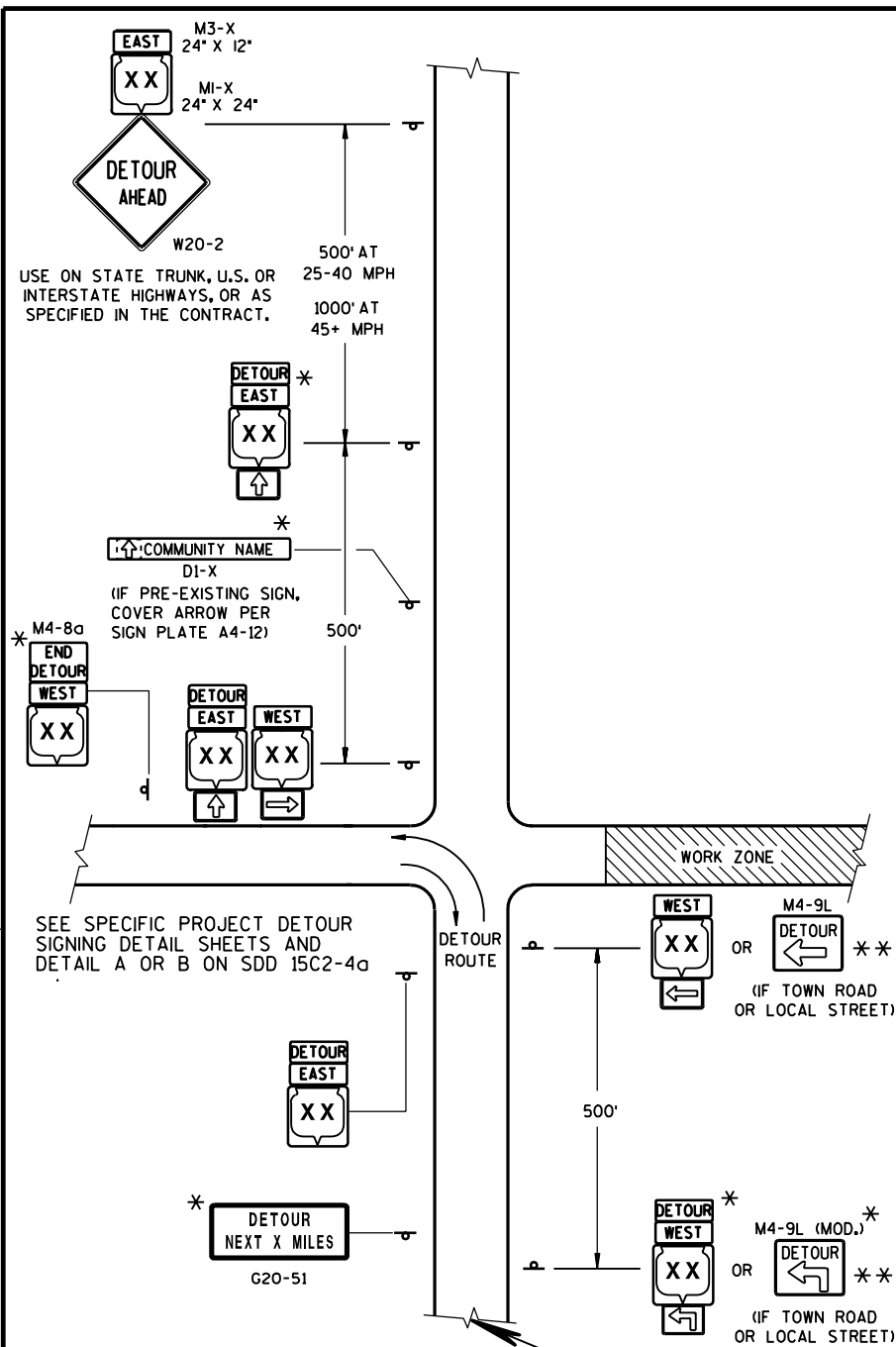
APPROVED

9/16/03

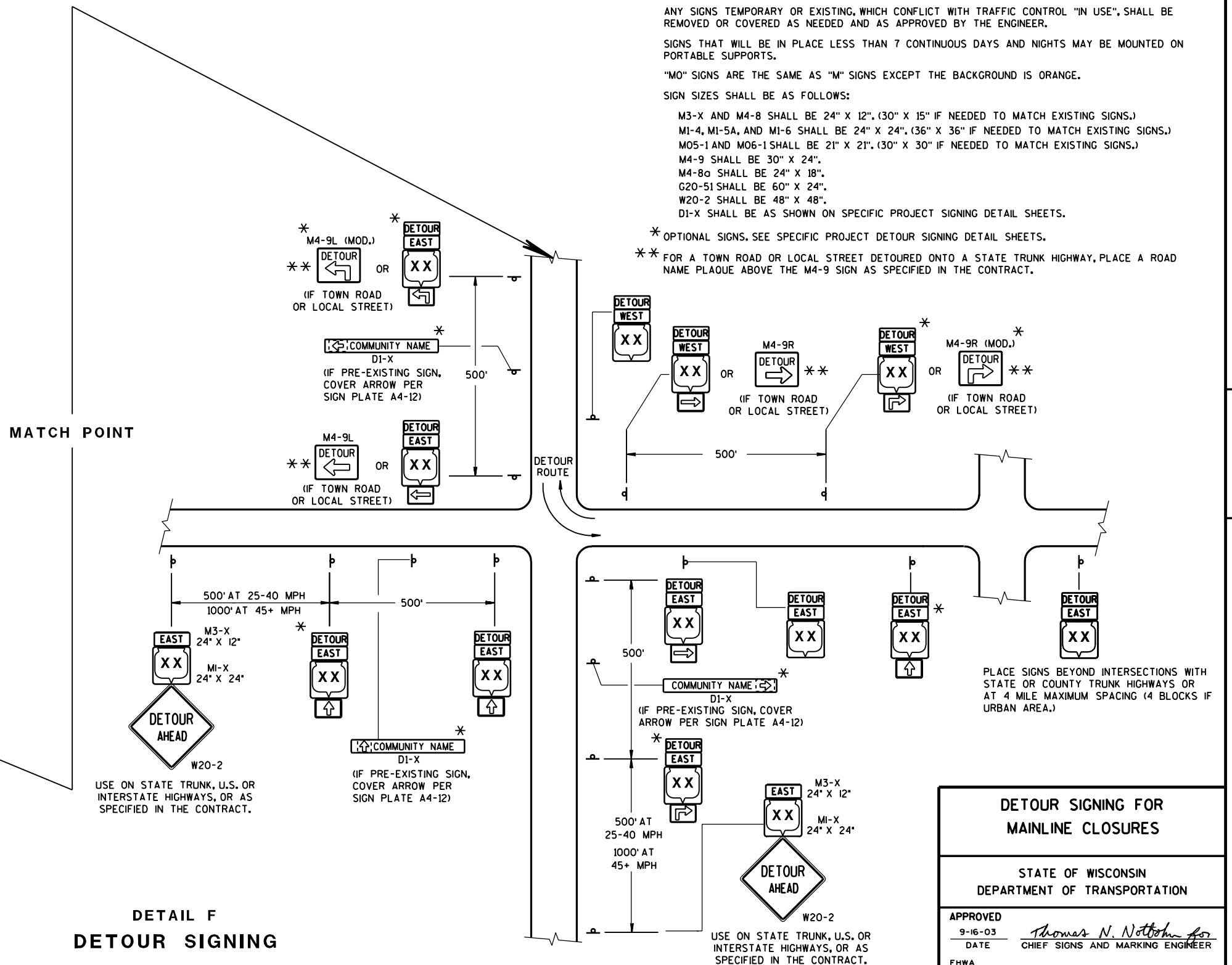
DATE

FHWA

Thomas N. Nottm for
CHIEF SIGNS AND MARKING ENGINEER

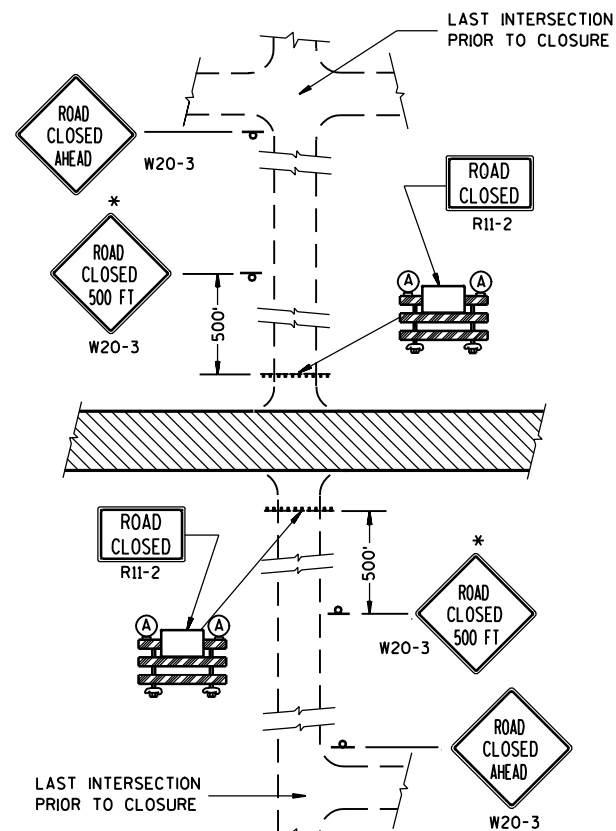


**THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.**

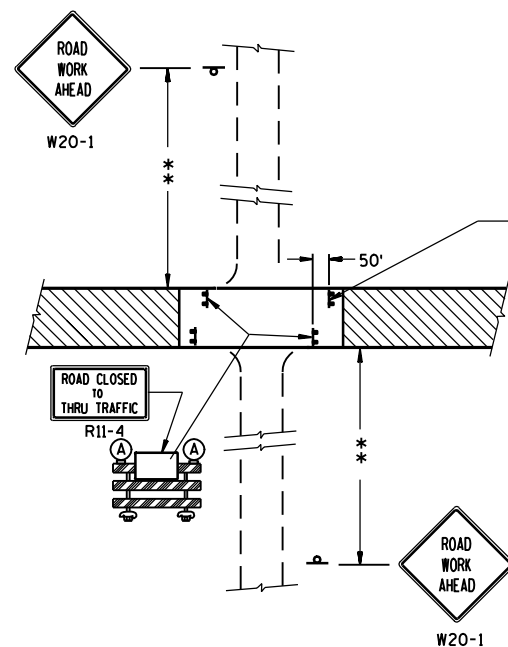


S.D.D. 15 C 2-4C

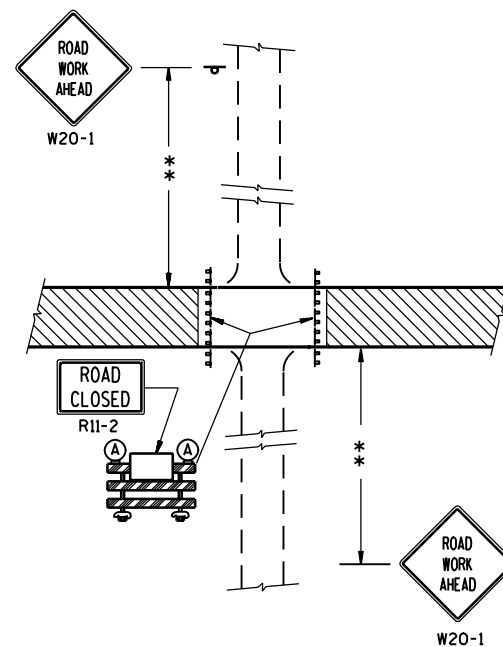
CDD	1E	C	3	45
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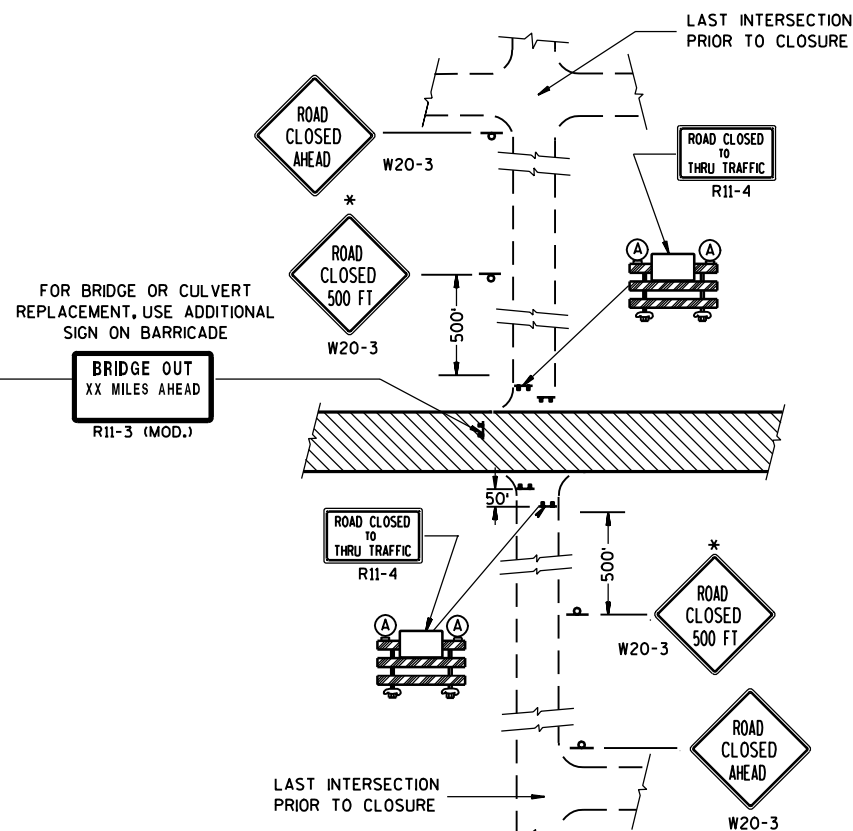
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE 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 RE-ESTABLISHED.

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 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.

THE REFLECTIVE SHEETING USED ON R11-2, R11-3 AND R11-4 SIGNS SHALL COMPLY WITH SUBSECTION 637.2.2.2 OF THE STANDARD SPECIFICATIONS.

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 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

POST MOUNTED WARNING SIGN

TYPE III BARRICADES

TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)

WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

9-16-03

DATE

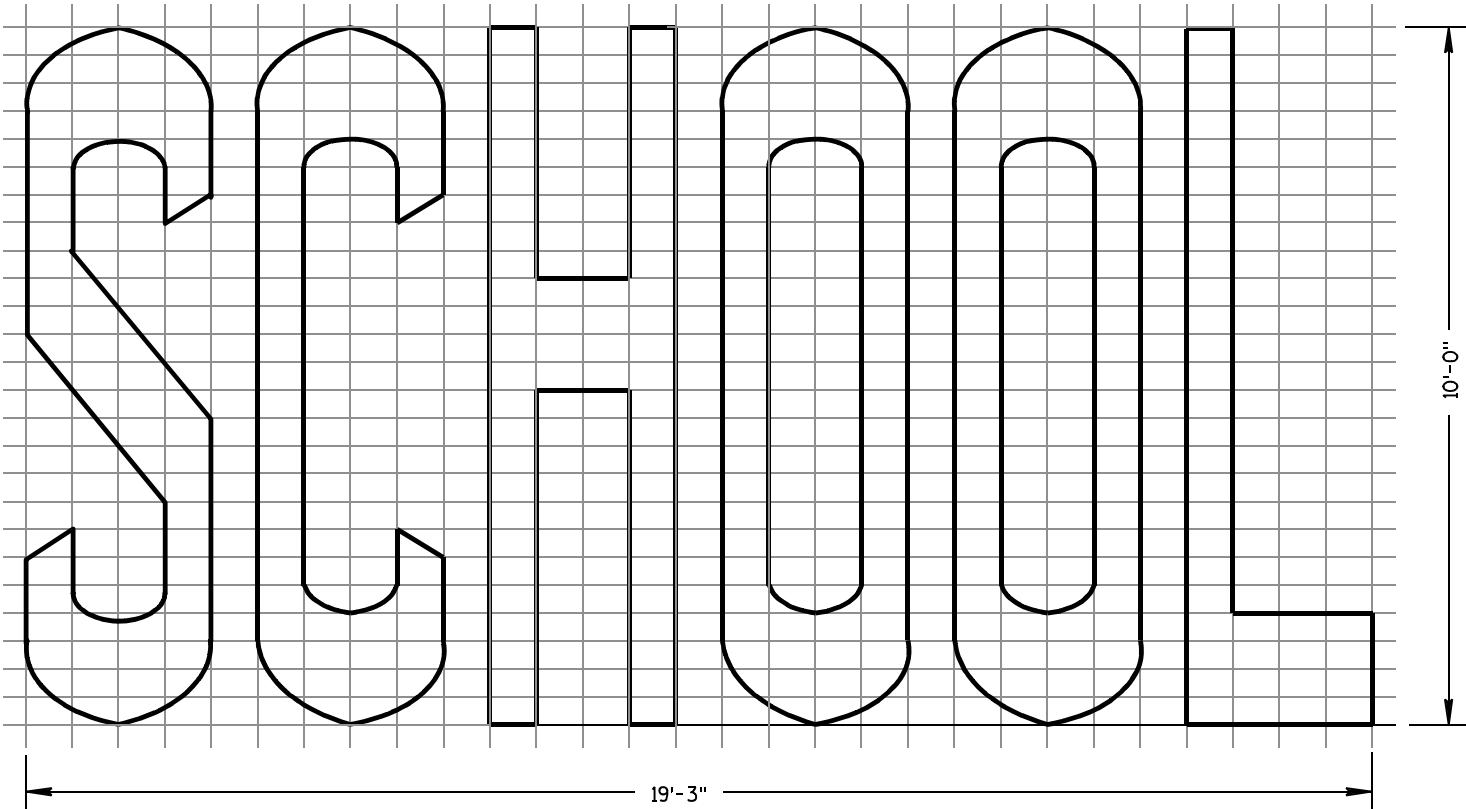
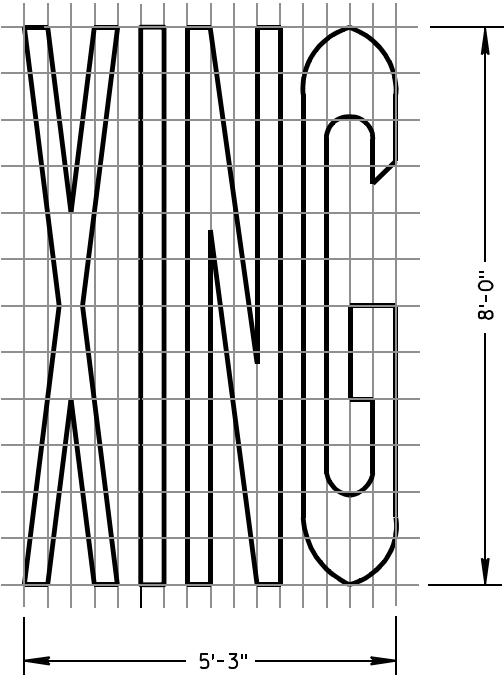
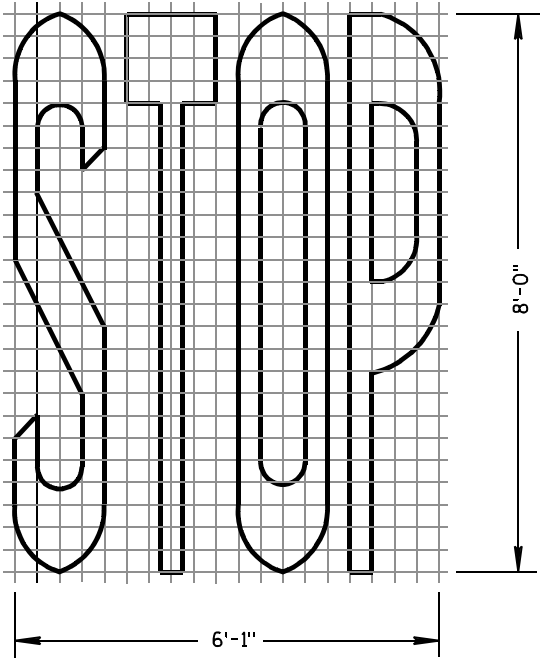
FHWA

Thomas N. Nottbohm for
CHIEF SIGNS AND MARKING ENGINEER

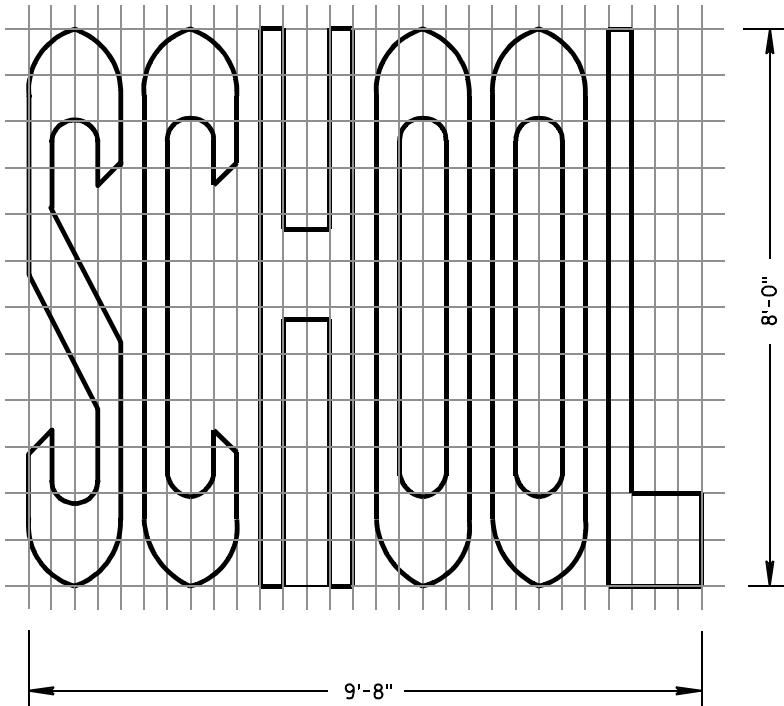
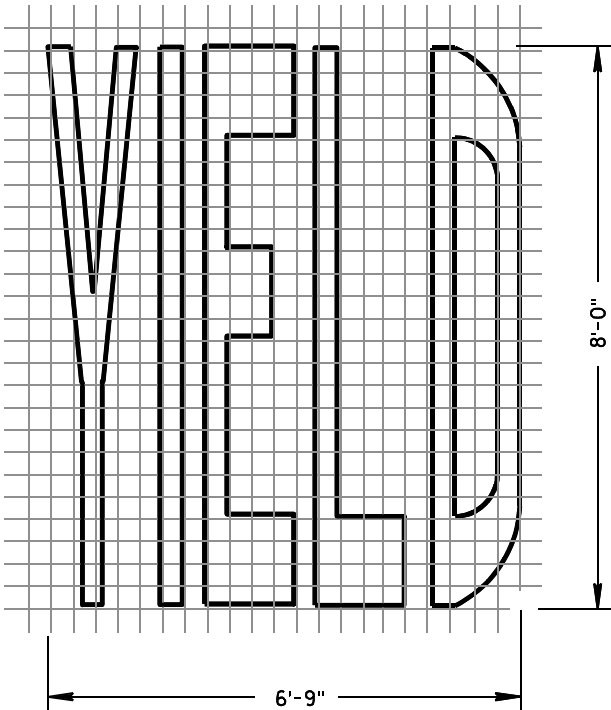
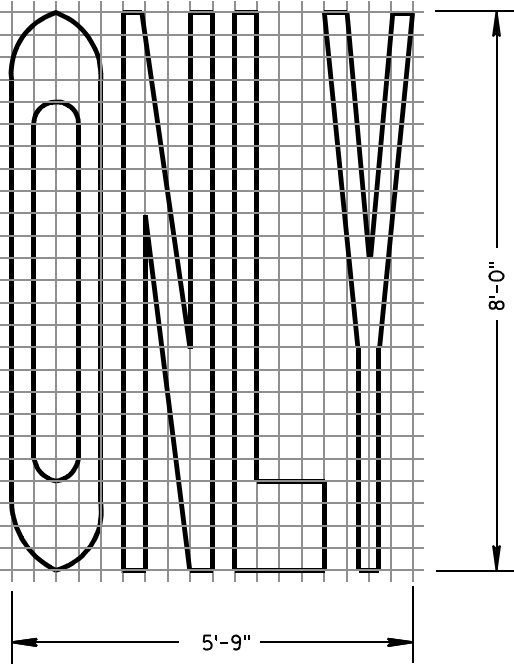
GENERAL NOTES

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

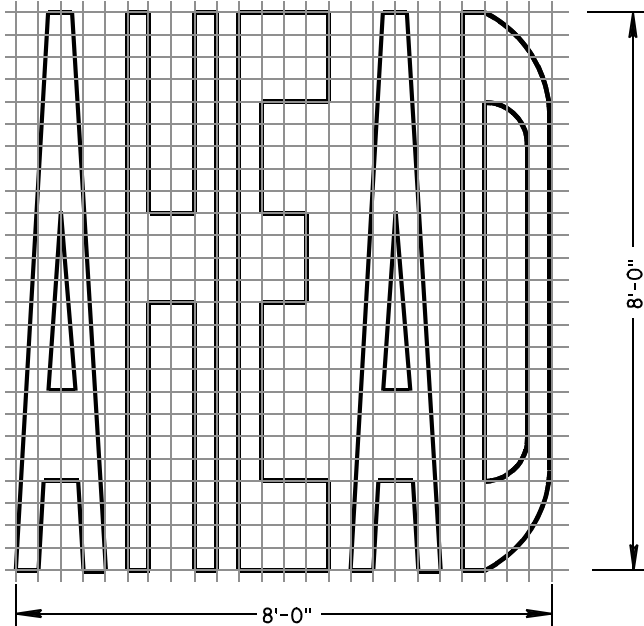
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TWO-LANE



SINGLE-LANE



PAVEMENT MARKING WORDS

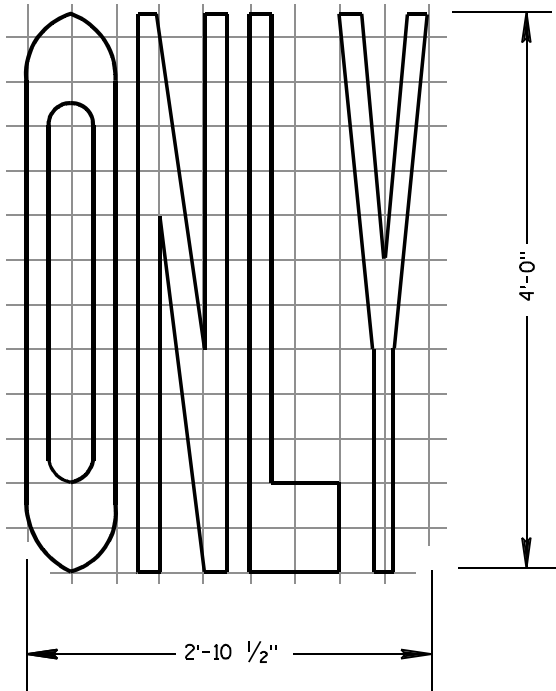
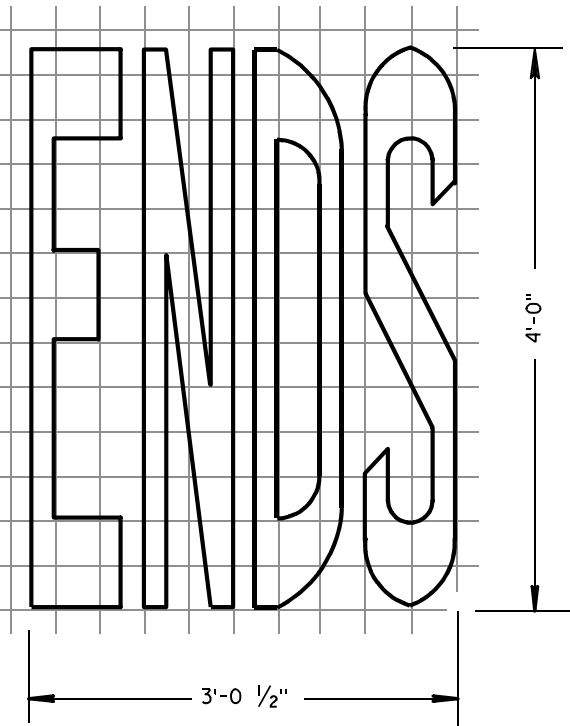
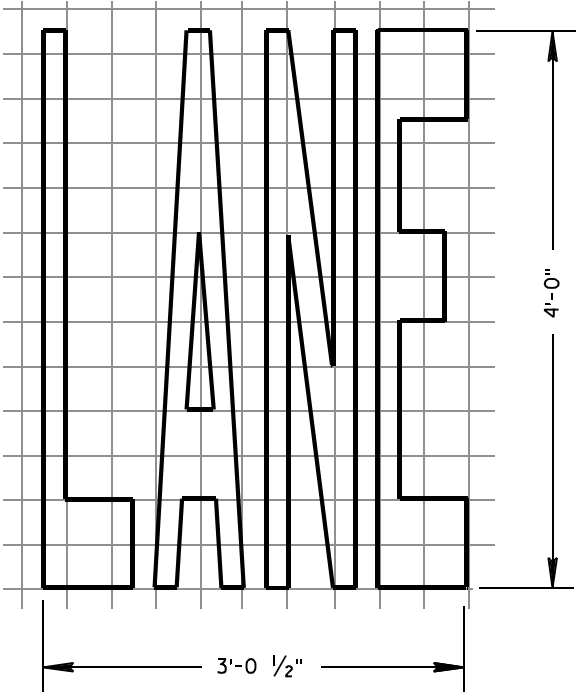
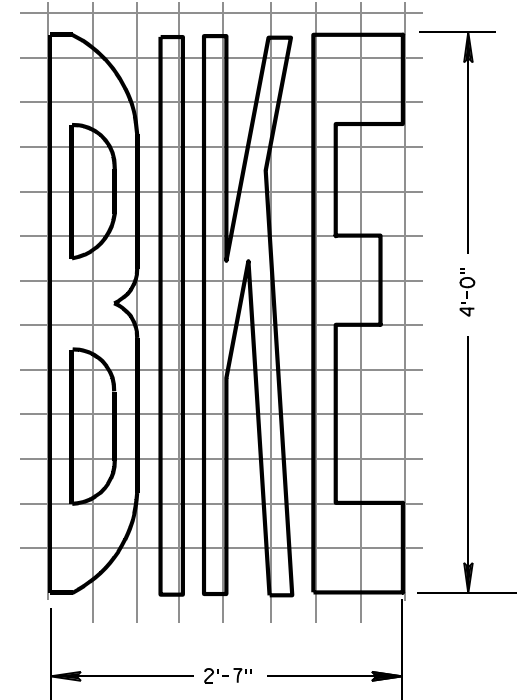
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-10 /S/ Thomas N. Notbohm
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

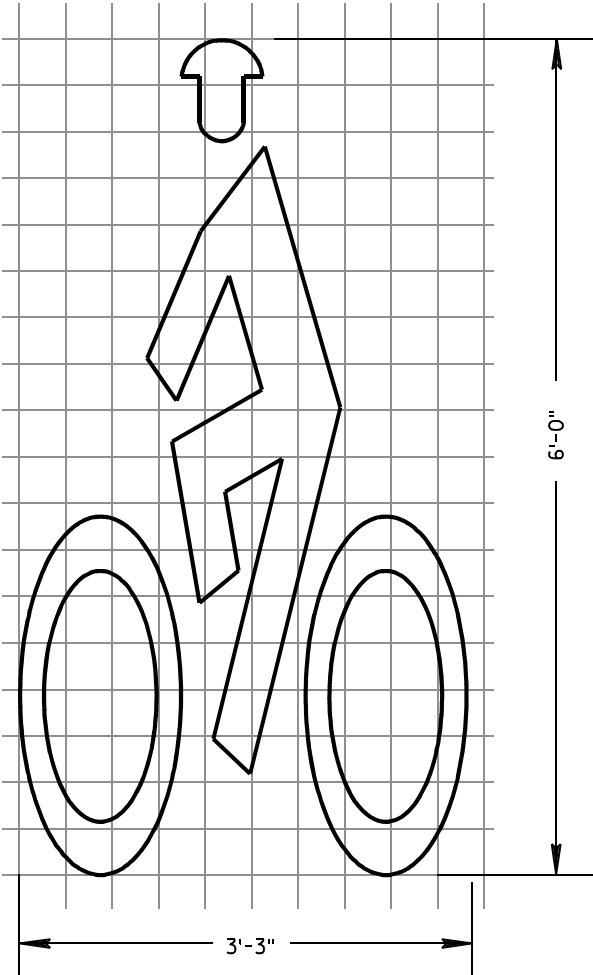
GENERAL NOTES

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

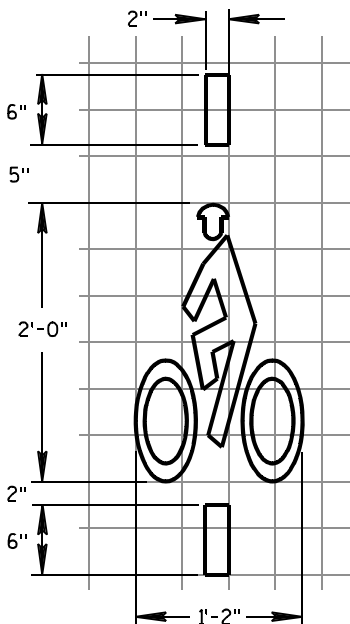
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



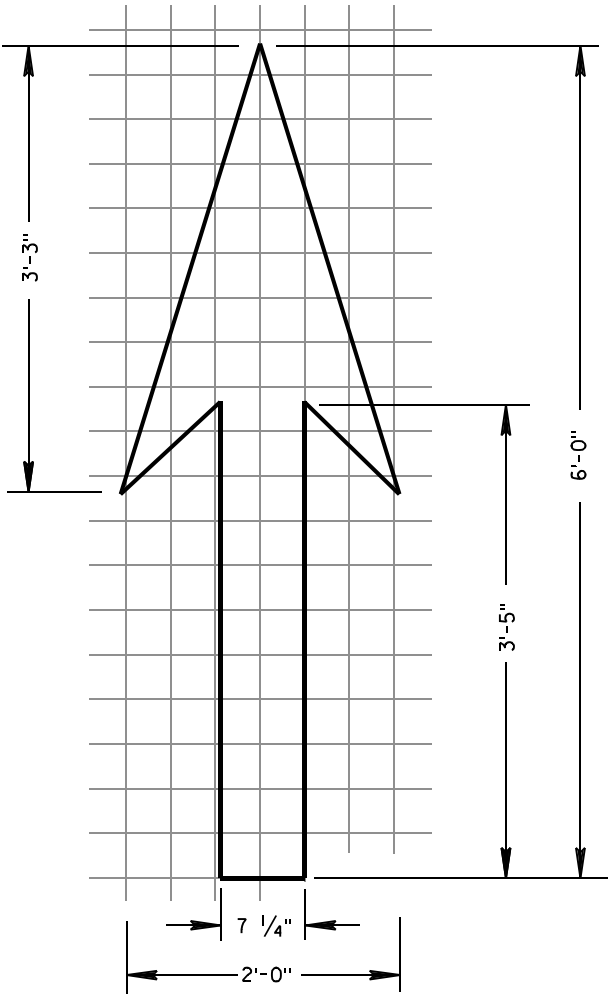
BIKE LANE WORDS



BIKE LANE SYMBOL

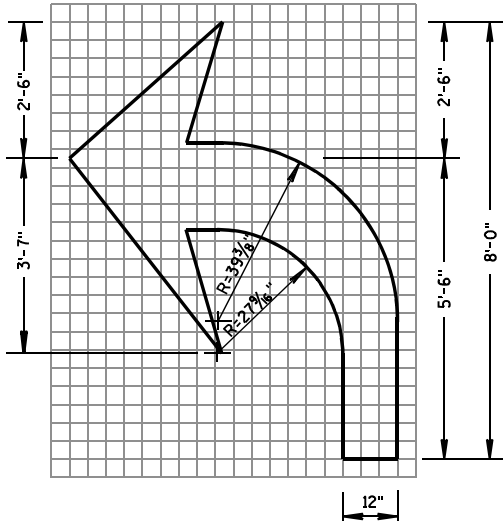


BICYCLE DETECTOR PAVEMENT MARKING

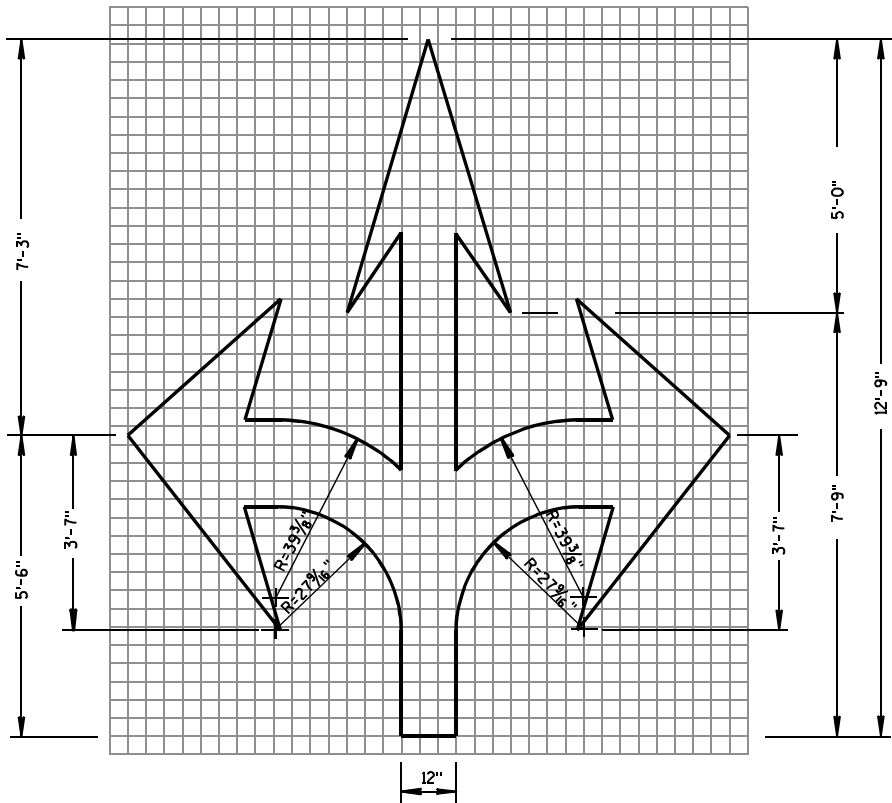


BIKE LANE ARROW

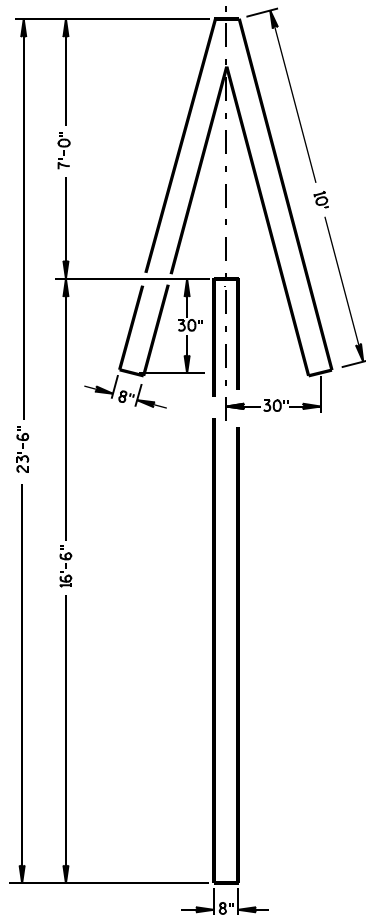
PAVEMENT MARKING FOR BIKE LANES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5-13-10 DATE FHWA	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN



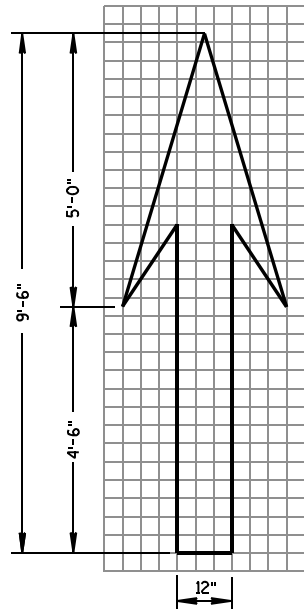
TYPE 2



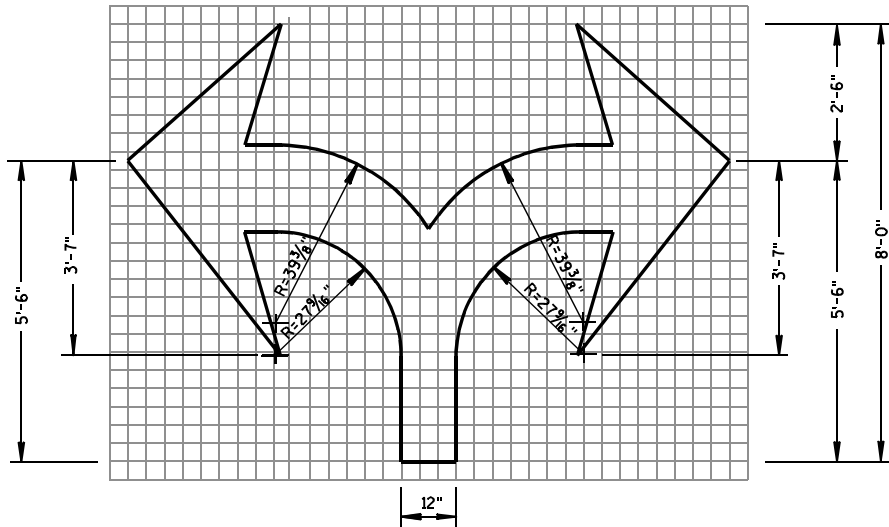
TYPE 6



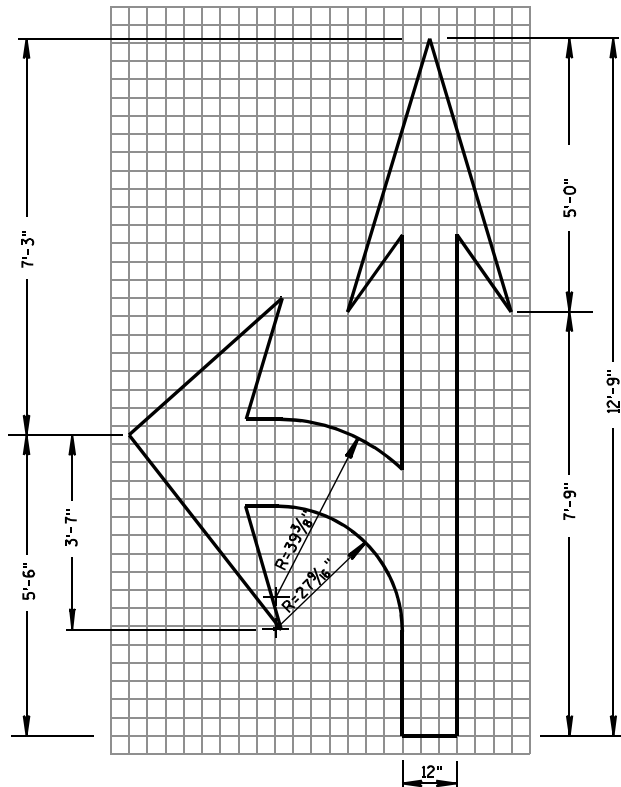
TYPE 4



TYPE 1



TYPE 7

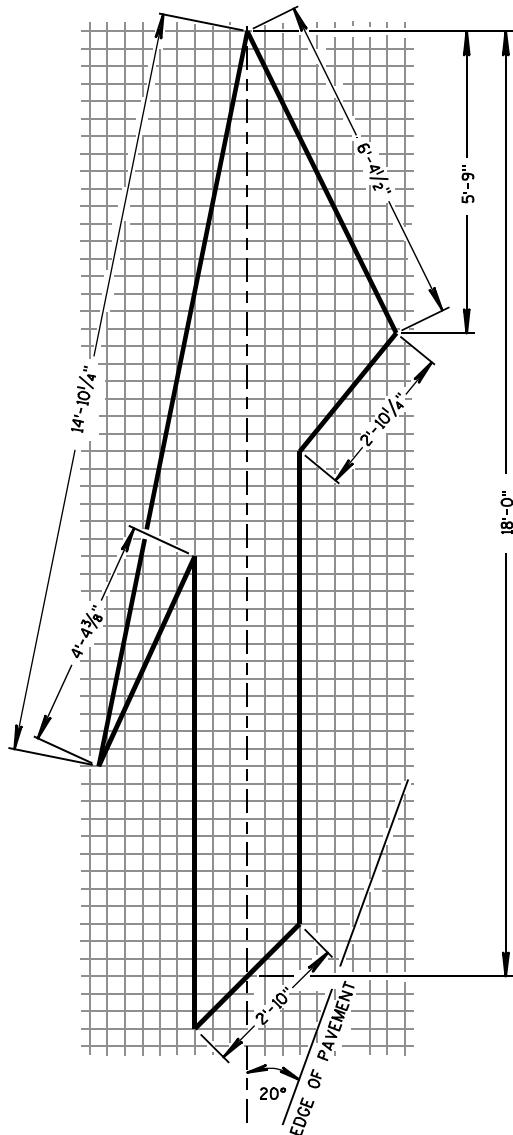


TYPE 3

GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW

PAVEMENT MARKING ARROWS

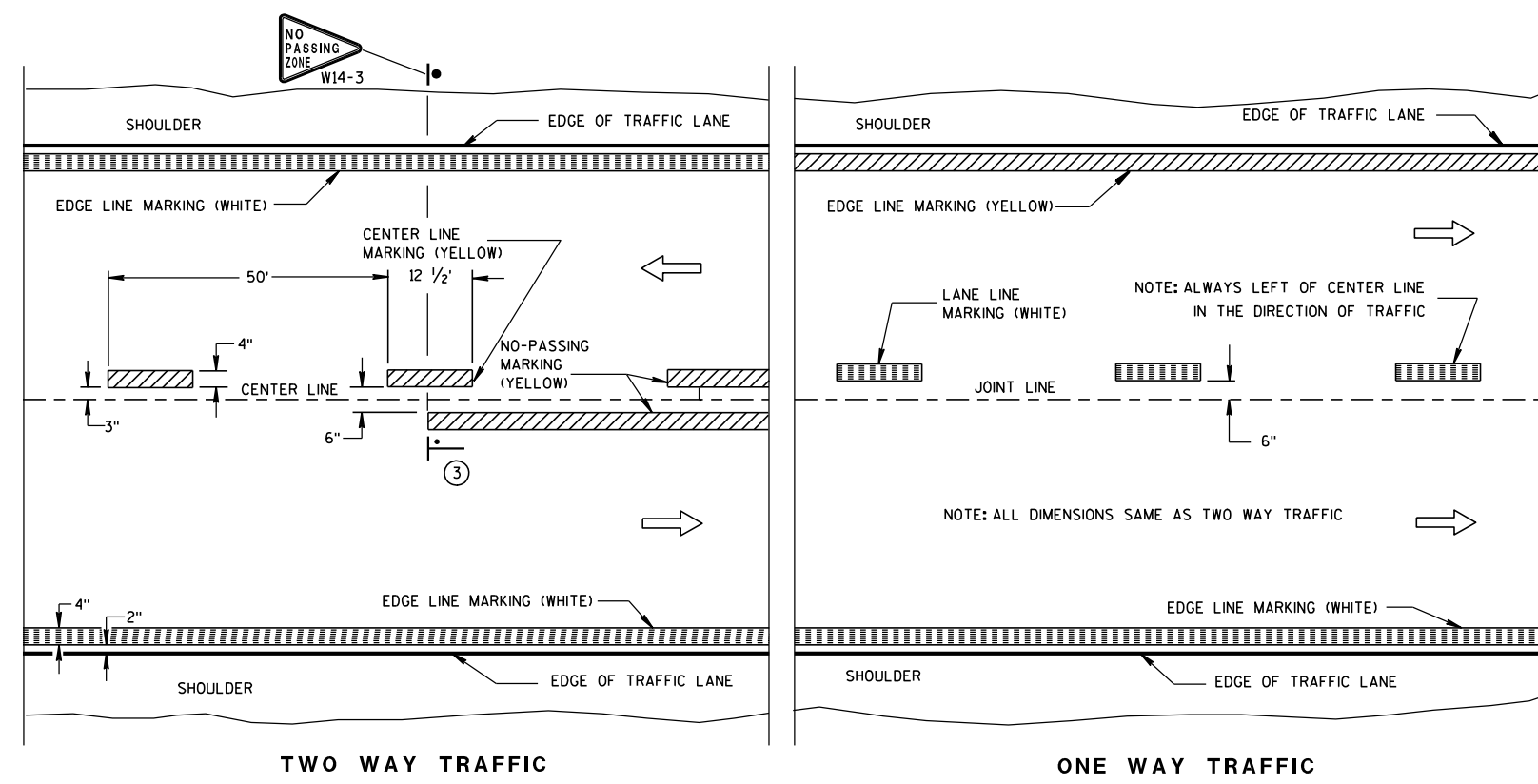
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

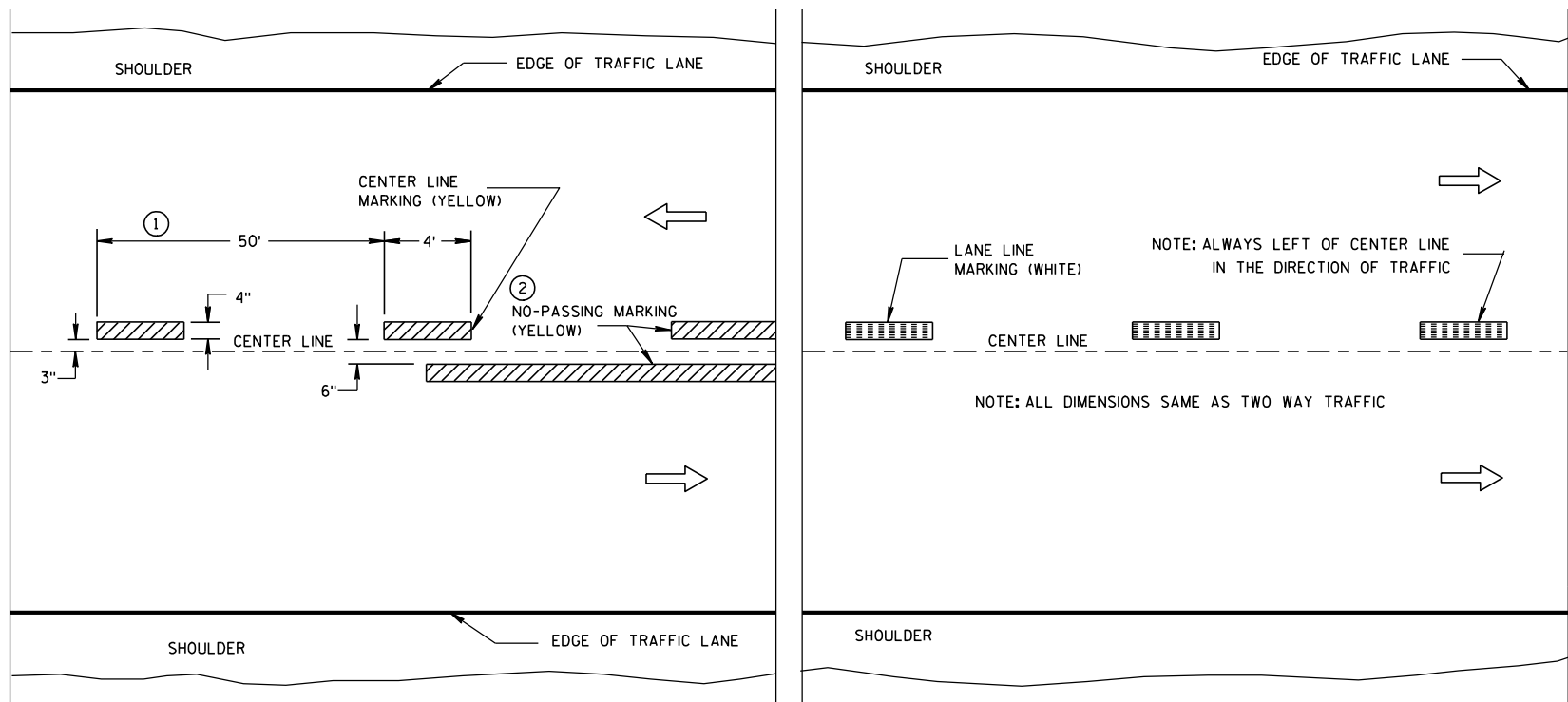
5/13/10
DATE

FHWA

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN



PERMANENT PAVEMENT MARKING



TEMPORARY (INTERMEDIATE) PAVEMENT MARKING
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

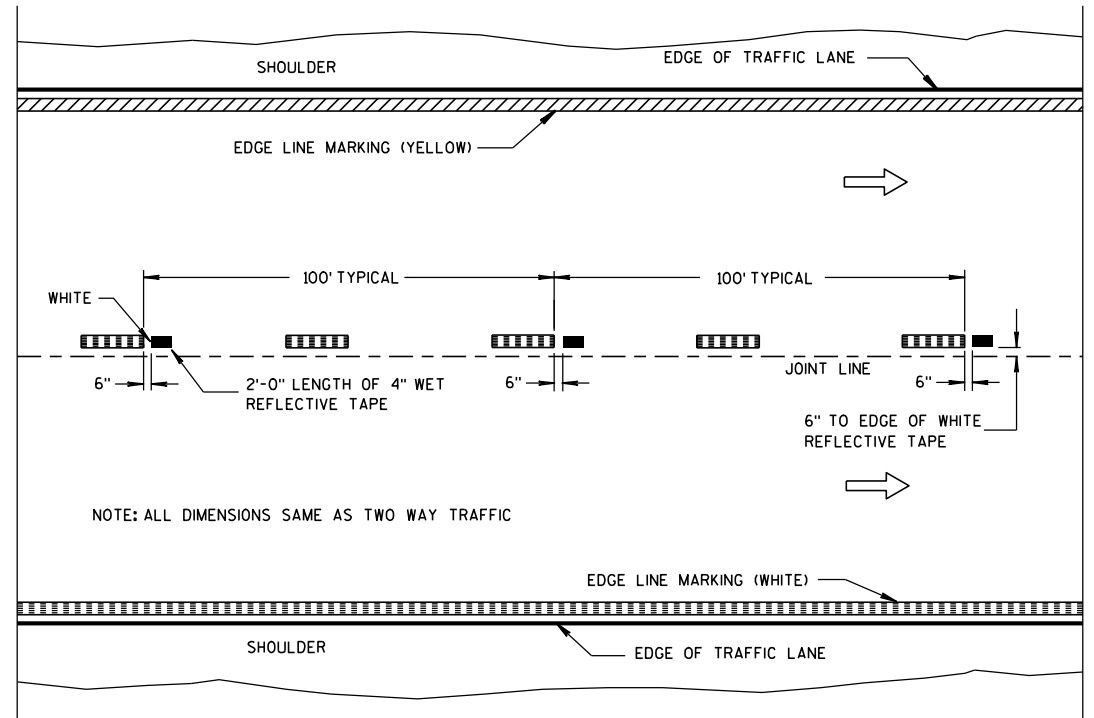
GENERAL NOTES

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

- ① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- ③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

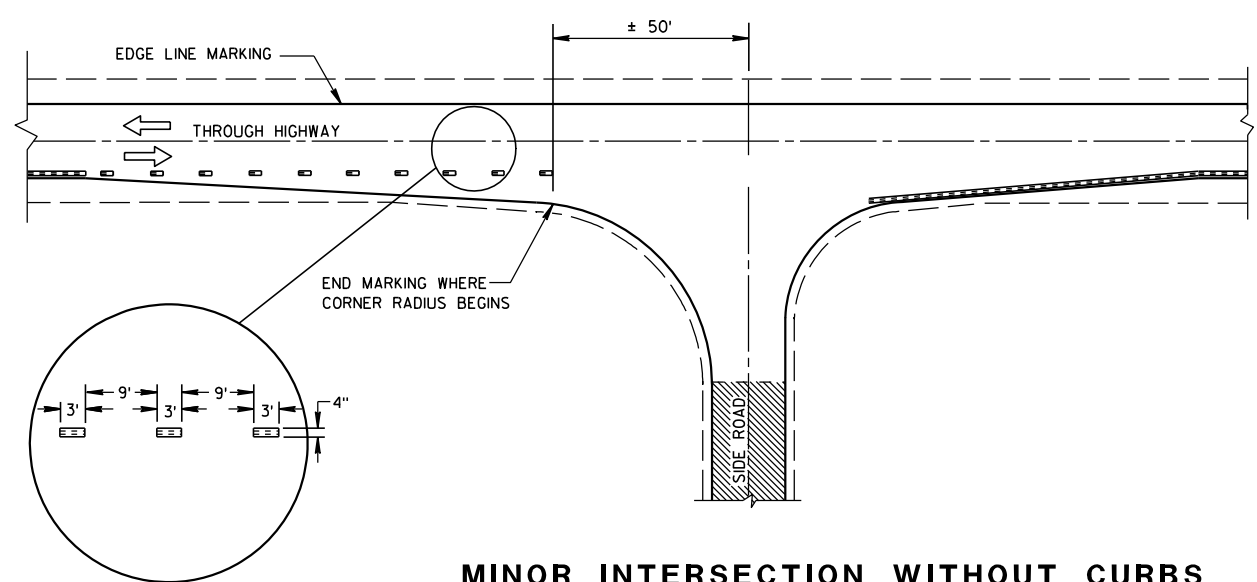


WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

- "T" MARKING
- POST MOUNTED SIGN

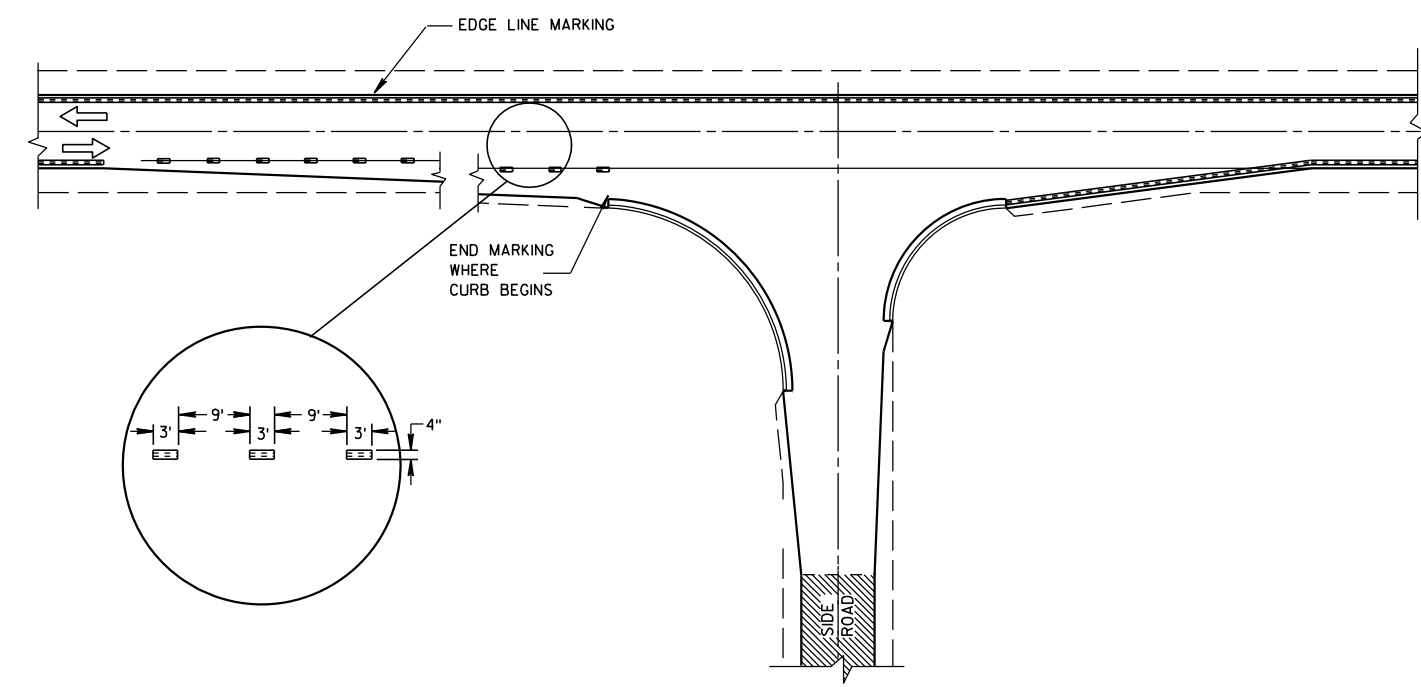
PAVEMENT MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5-13-10 DATE	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



MINOR INTERSECTION WITHOUT CURBS

⑦

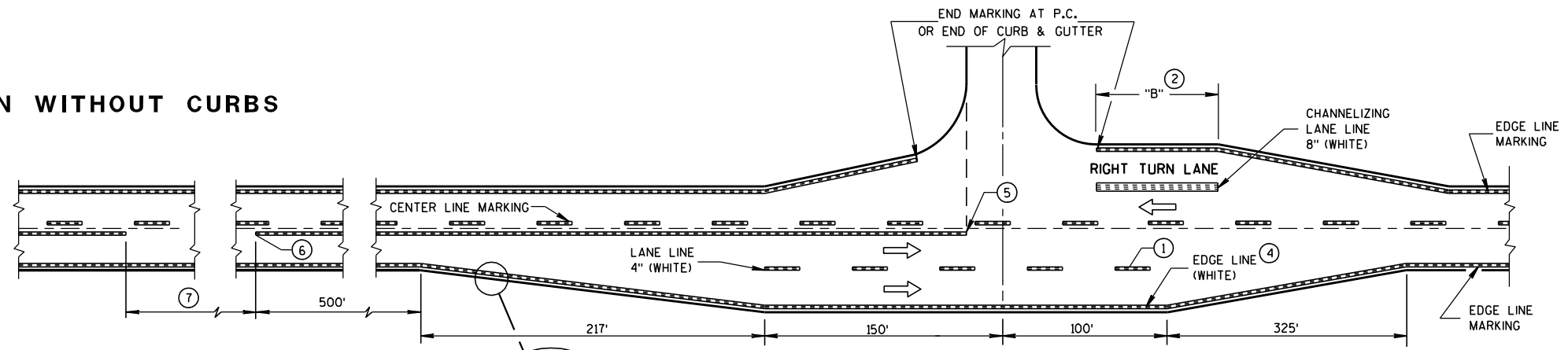
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



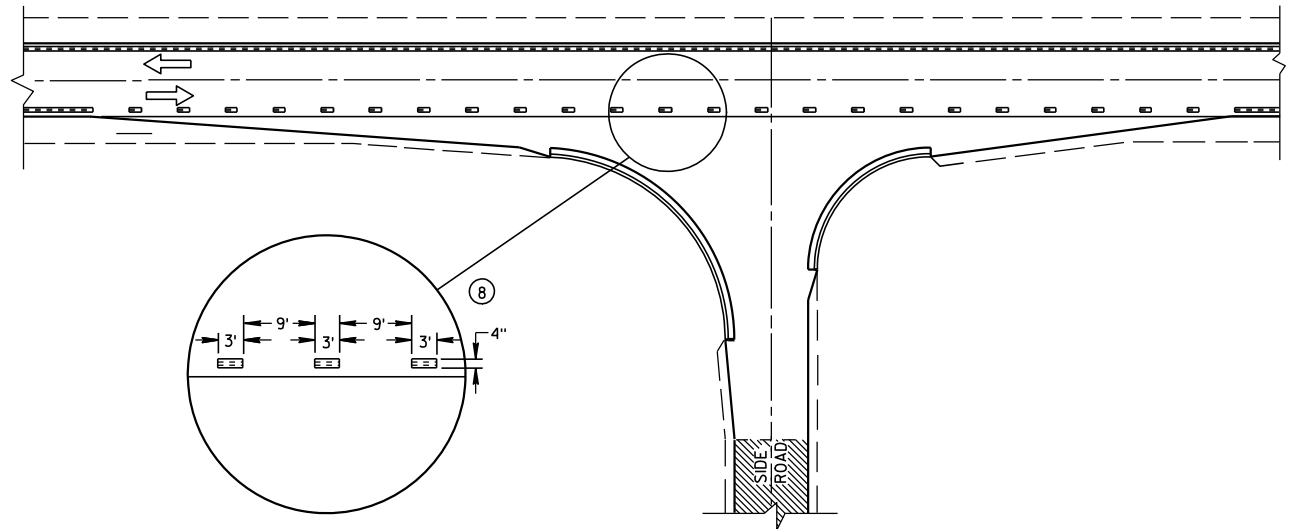
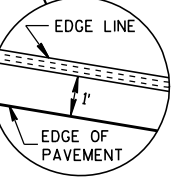
MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)

GENERAL NOTES

- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
 - ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
 - ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
 - ④ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
 - ⑤ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
 - ⑥ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
 - ⑦ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
 - ⑧ 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

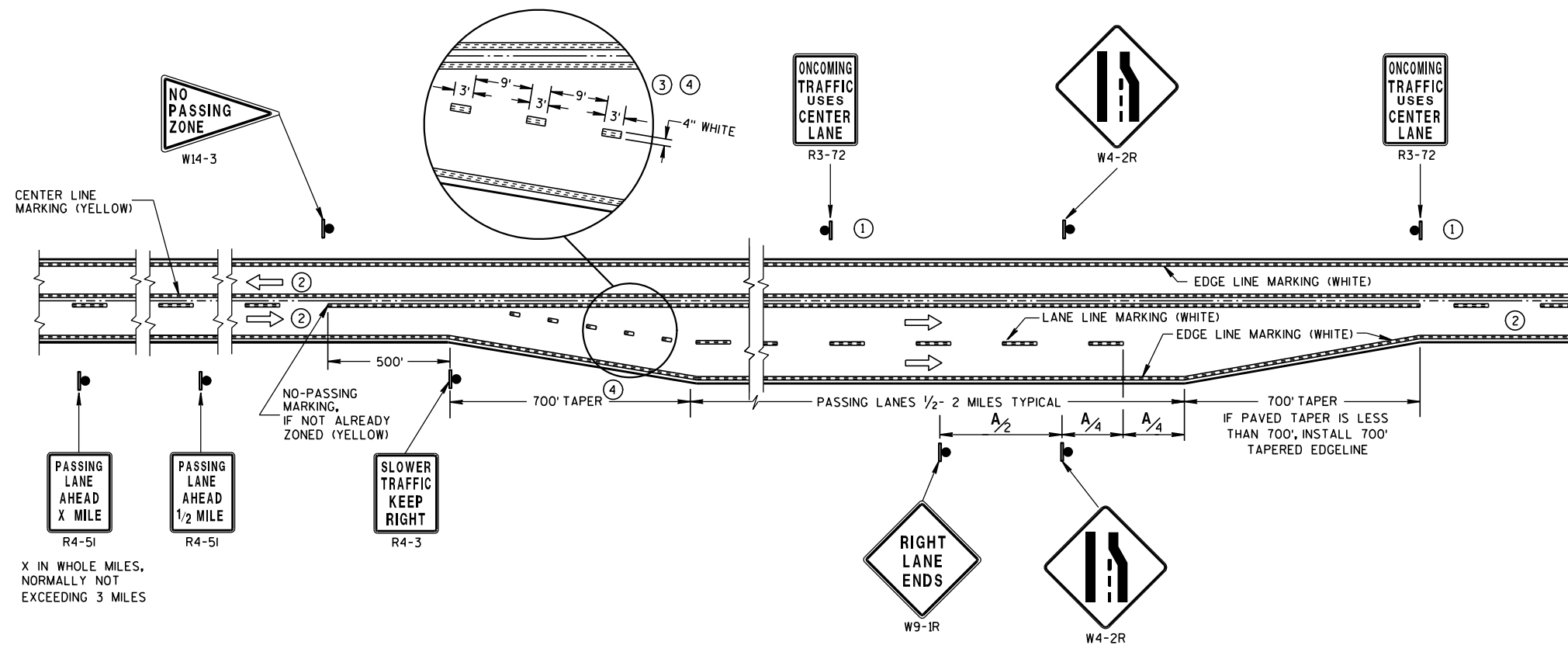


MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

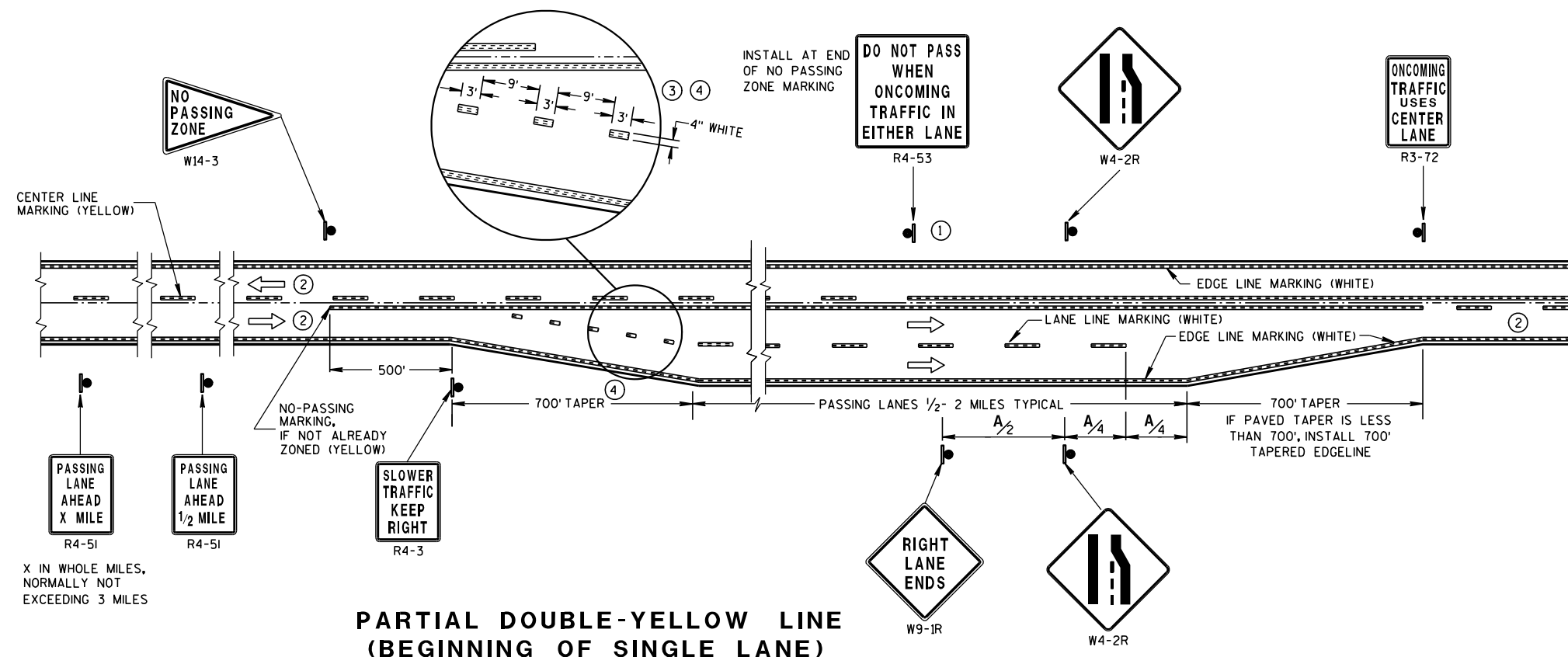


MINOR INTERSECTION WITH CURBS
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING (INTERSECTIONS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



**SOLID DOUBLE-YELLOW LINE
(THROUGHOUT ENTIRE PASSING/CLIMBING LANE)**



**PARTIAL DOUBLE-YELLOW LINE
(BEGINNING OF SINGLE LANE)**

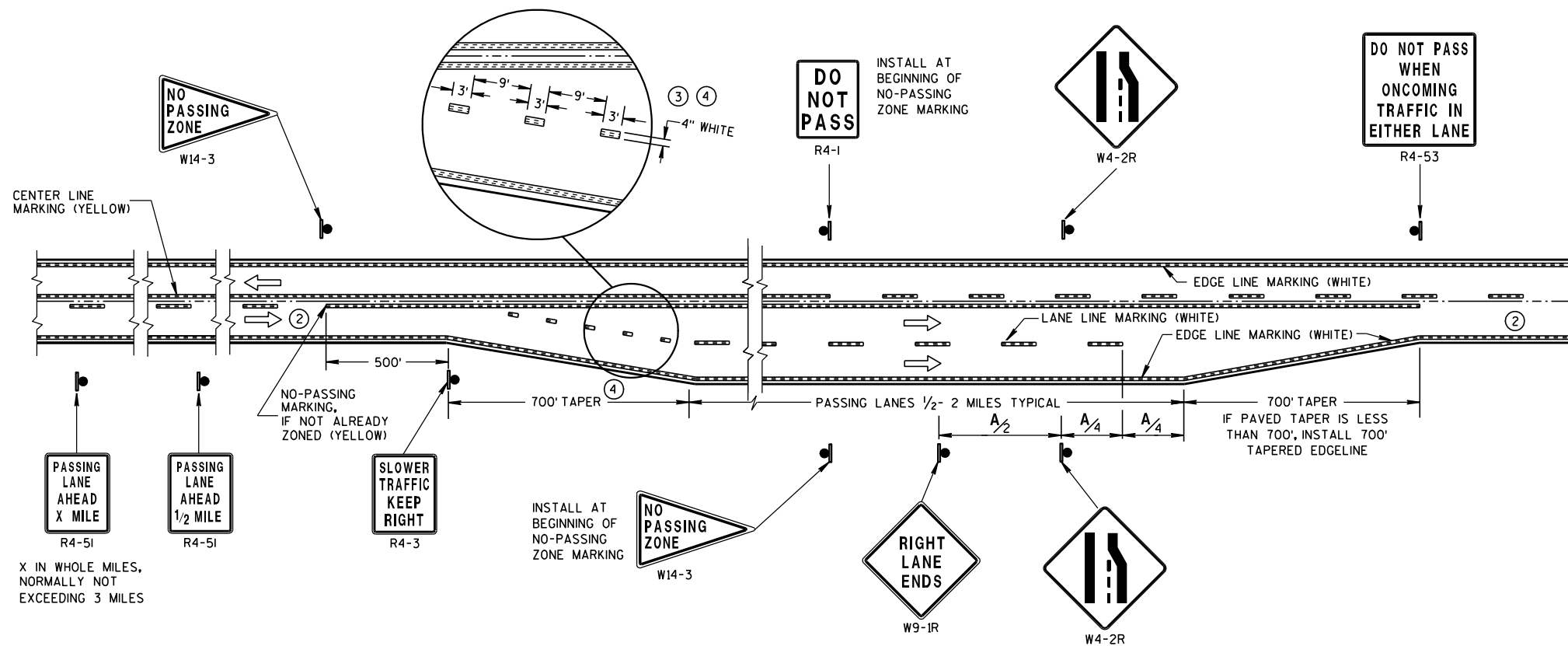
GENERAL NOTES

- ① SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ④ WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

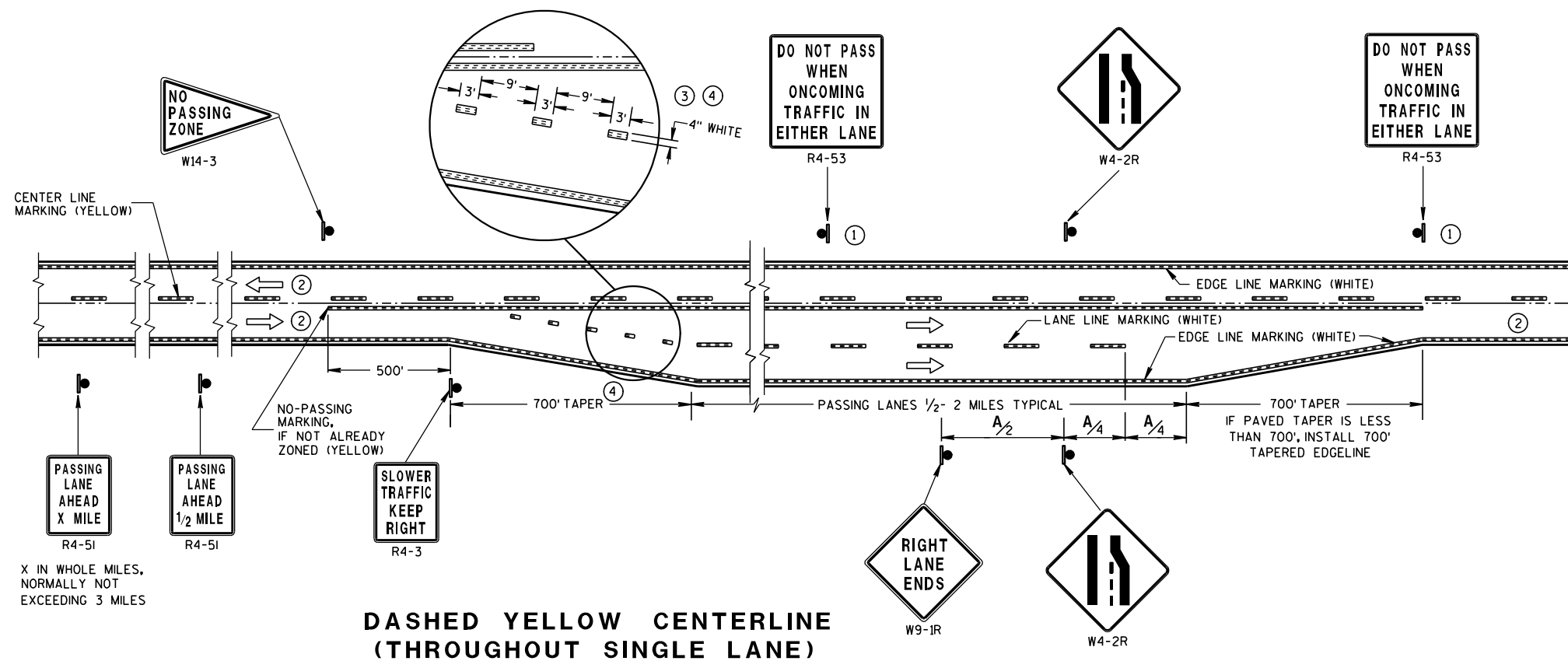
ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950



SOLID DOUBLE-YELLOW LINE (END OF SINGLE LANE)



DASHED YELLOW CENTERLINE (THROUGHOUT SINGLE LANE)

GENERAL NOTES

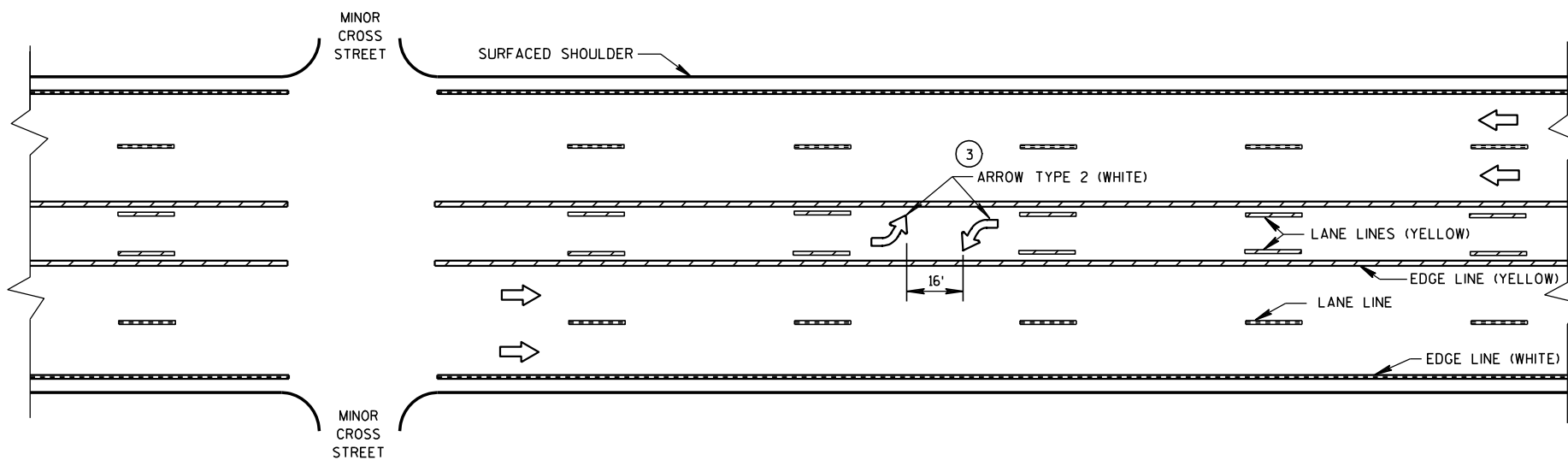
- SIGN SHALL BE REPEATED AT 1/2 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950

PAVEMENT MARKING & SIGNING
(CLIMBING LANE &
PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

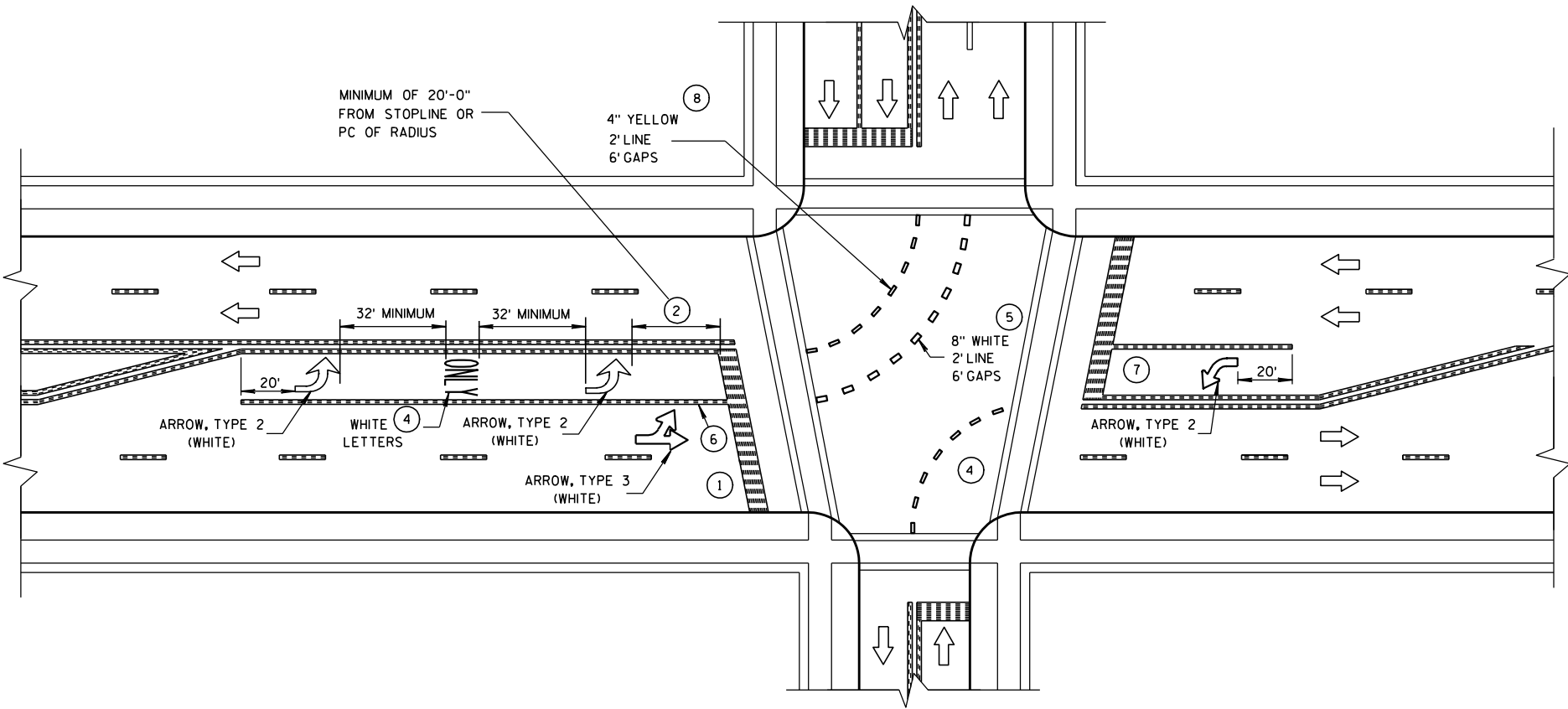


TWO WAY LEFT TURN LANE

GENERAL NOTES

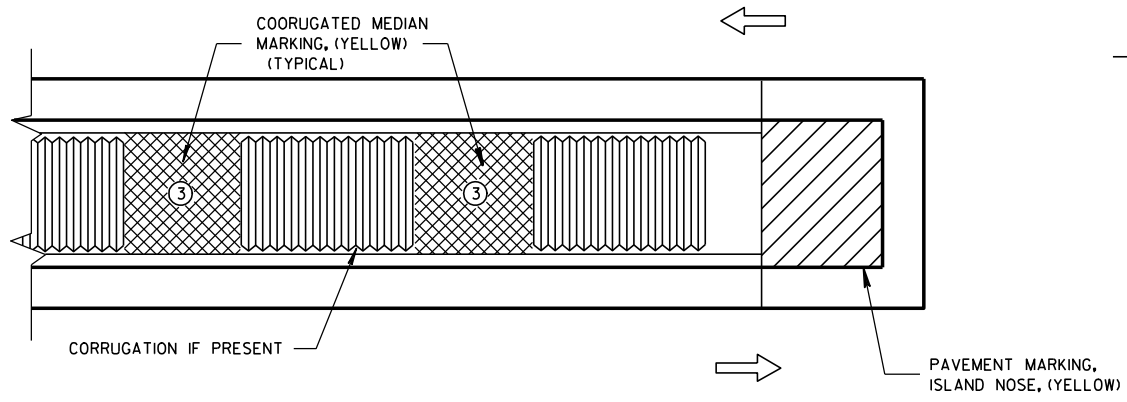
- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMODATE SHORT LEFT TURN LANES. AS APPROVED BY THE ENGINEER.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400' OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ④ ADD EXTRA ARROW AND ONLY PER 160' OR WHEN ON A CURVE.
- ⑤ 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
- ⑥ 8" WHITE
- ⑦ ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108'.
- ⑧ REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (➡)
SHOWS DIRECTION OF TRAVEL

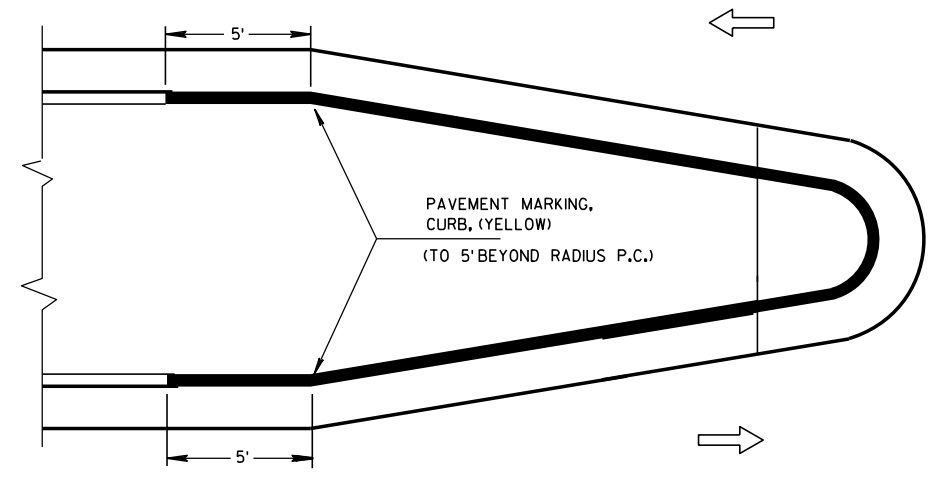


PAVEMENT MARKING
(LEFT TURN LANE)

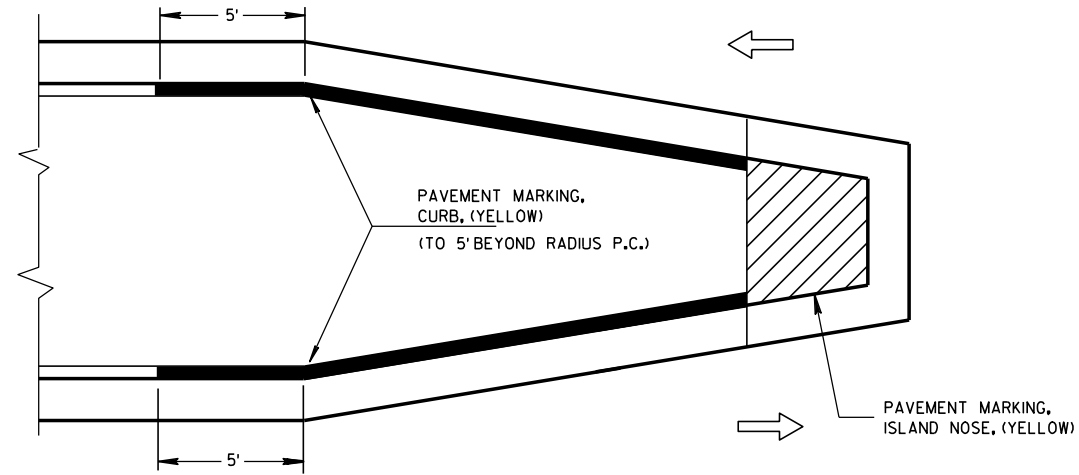
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

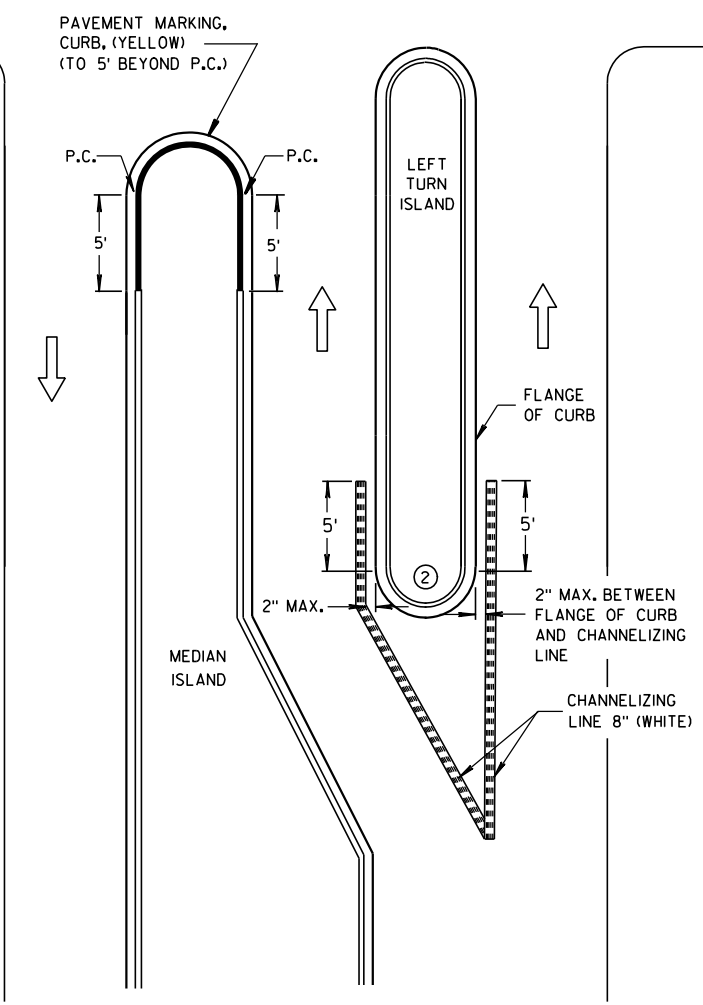


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

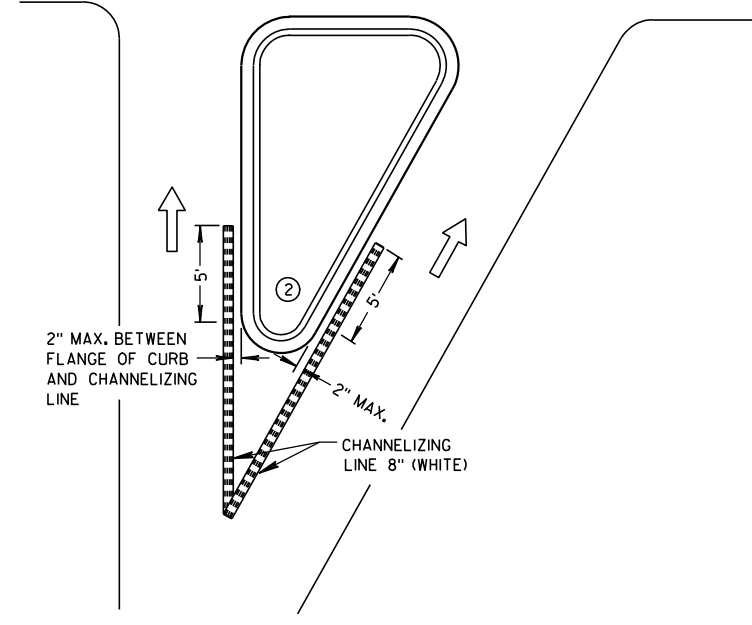
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

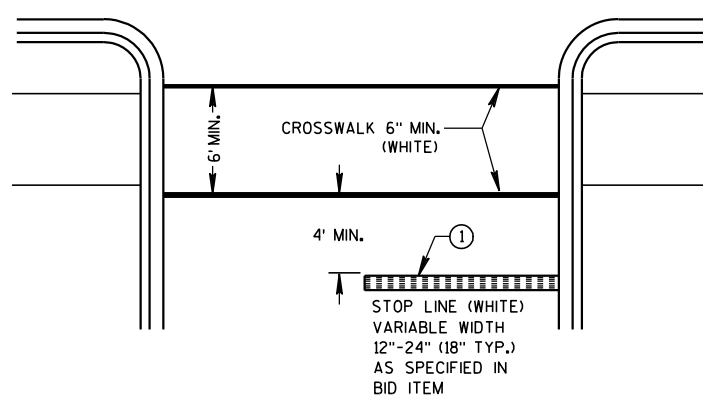
- ① STOP LINE IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- ③ WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MAKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

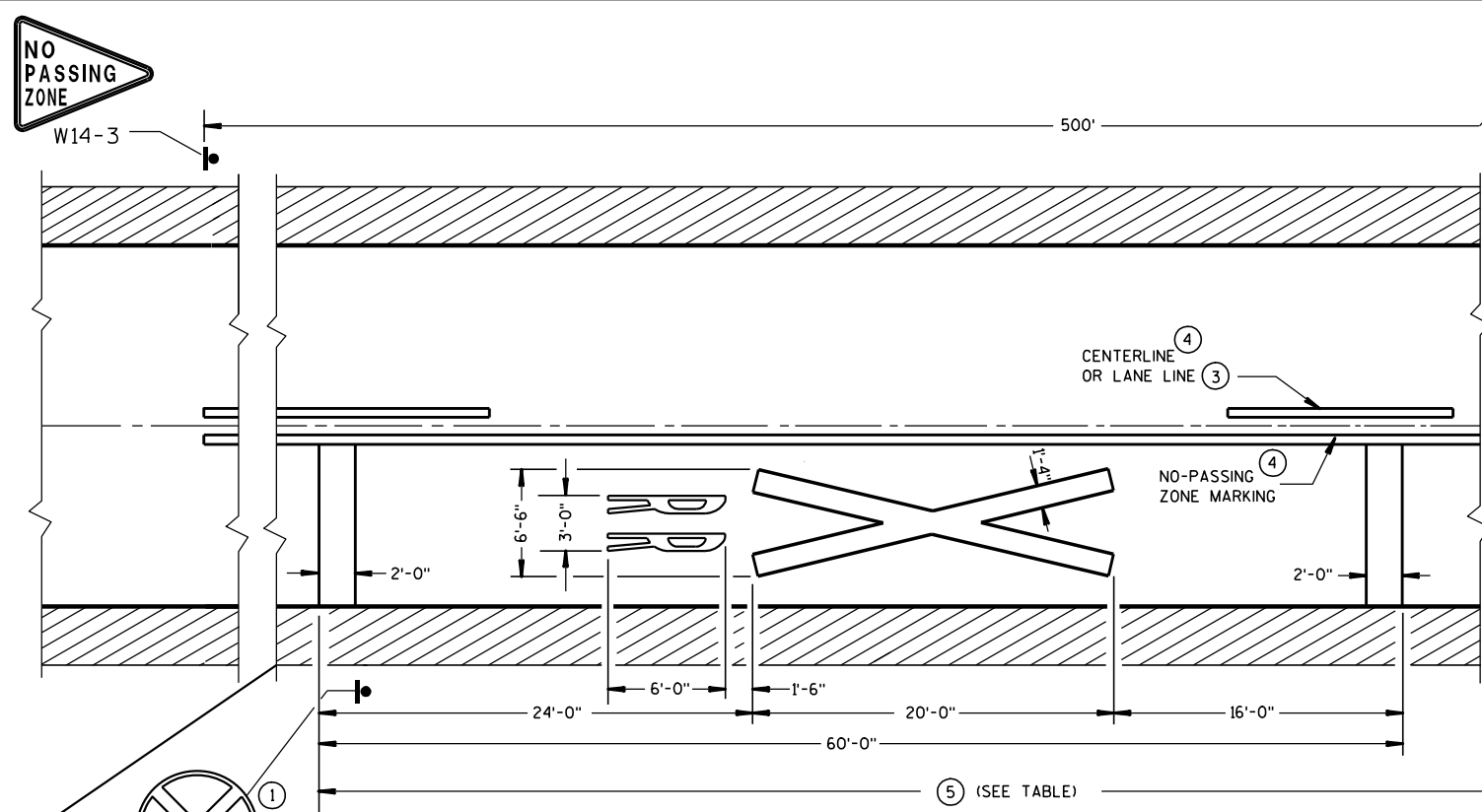


STOP LINE AND CROSSWALK

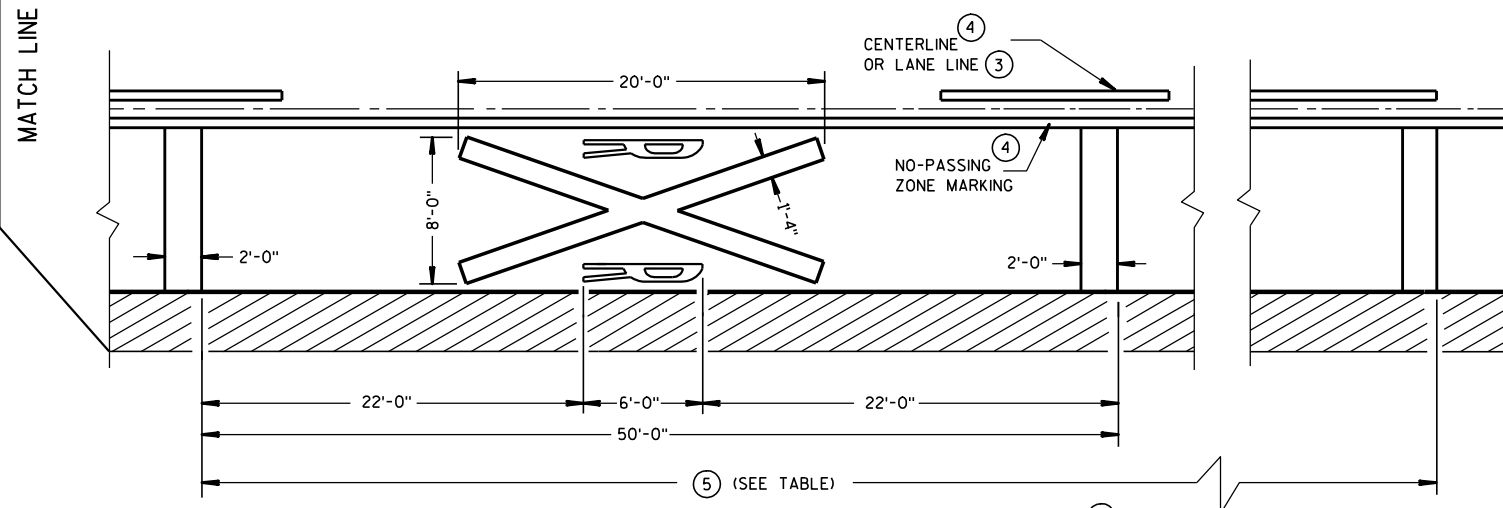
PAVEMENT MARKING (ISLANDS, STOP LINE & CROSS WALK)
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 9-80

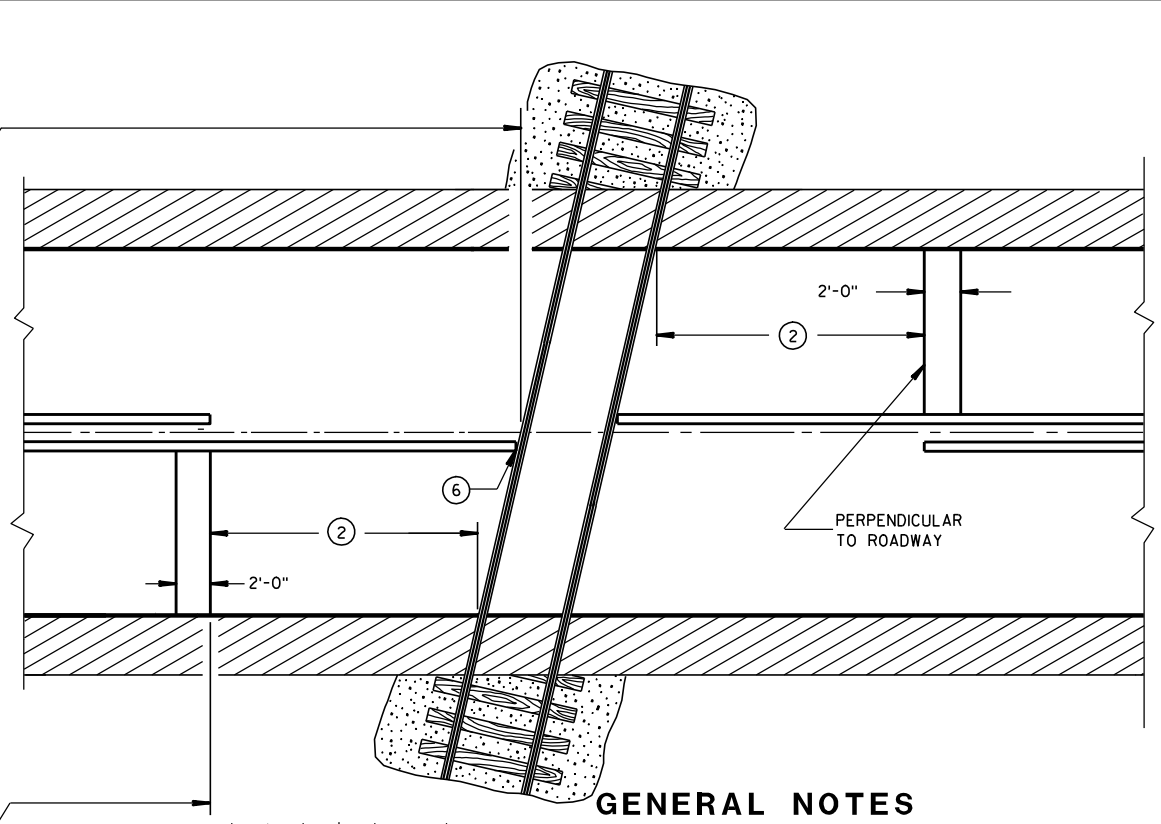


PREFERRED PAVEMENT MARKING (3)



ALTERNATE PAVEMENT MARKING (3)

Posted Speed (M.P.H.)	Minimum Dimension (Feet)
25	150
30	200
35	250
40	300
45	400
50	550
55	750
60	1000
65	1000



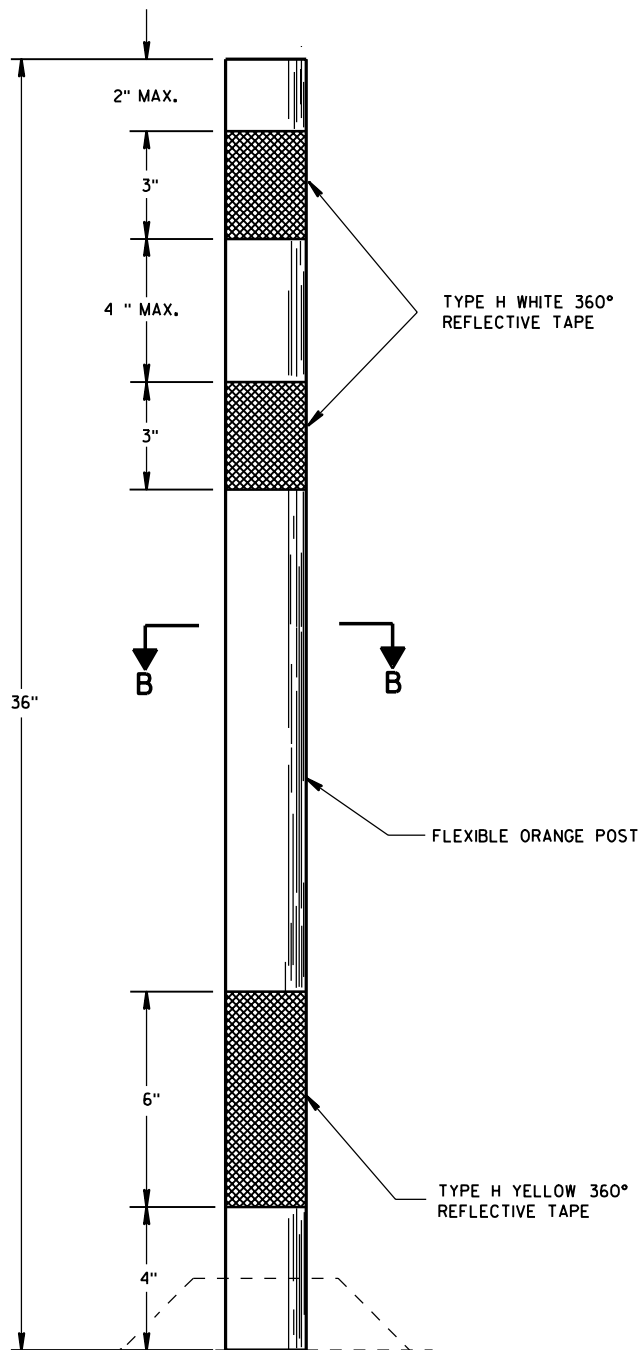
GENERAL NOTES

- 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.
- A THREE-LANE ROADWAY SHOULD BE MARKED WITH A CENTERLINE FOR TWO-LANE APPROACH OPERATION ON THE APPROACH TO A CROSSING.
- ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE. ALL LETTERS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" (ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION).
- CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.
- 1 A PORTION OF THE PAVEMENT MARKING SYMBOL SHOULD BE DIRECTLY OPPOSITE THE ADVANCE WARNING SIGN (W10-1).
 - 2 MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
 - 3 REFLECTIVE WHITE.
 - 4 REFLECTIVE YELLOW 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
 - 5 TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 - 6 FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

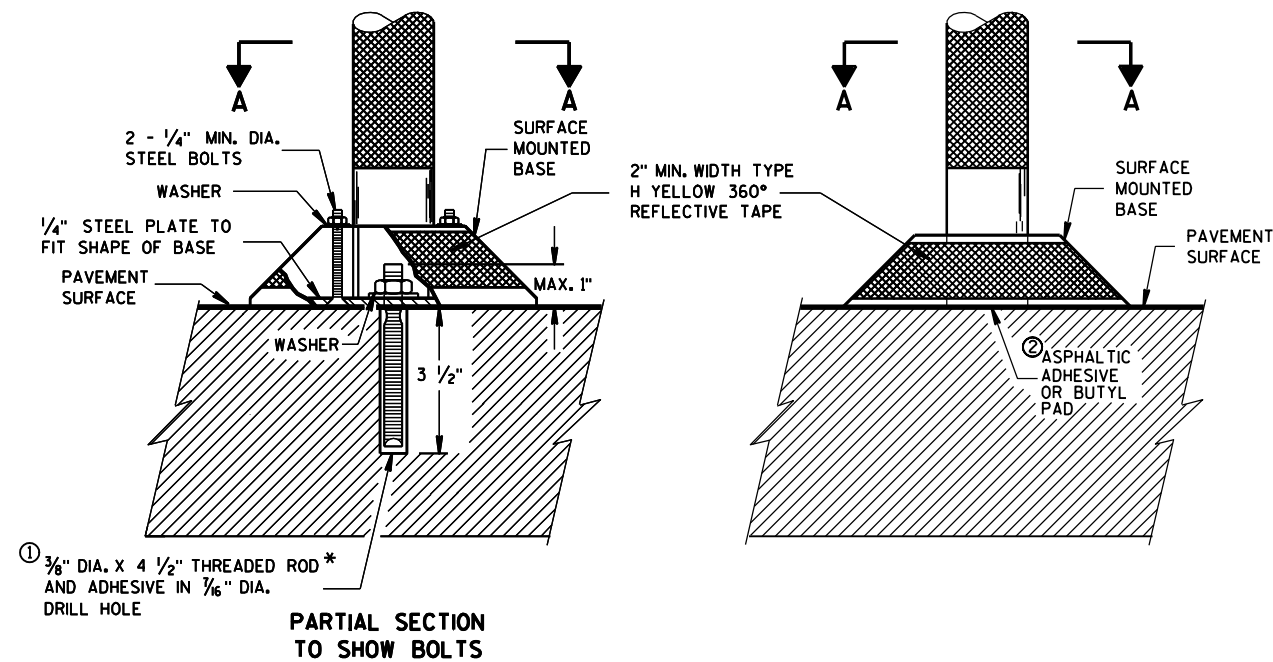
SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5-13-10 DATE	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

6

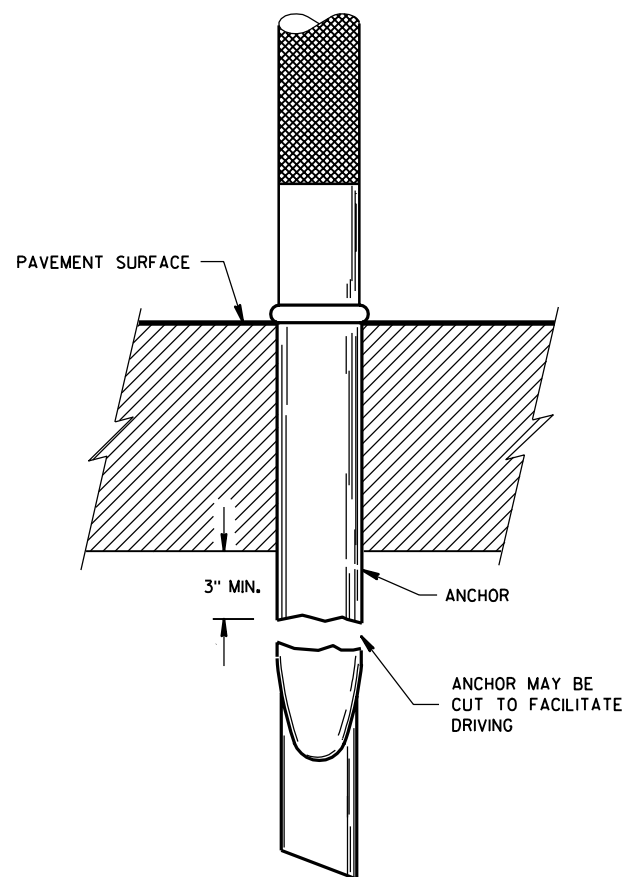
S.D.D. 15 C 9-80



FLEXIBLE TUBULAR MARKER POST



POST BASES ON NEW OR EXISTING PAVEMENT



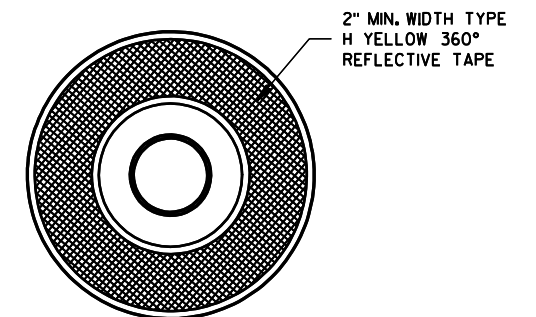
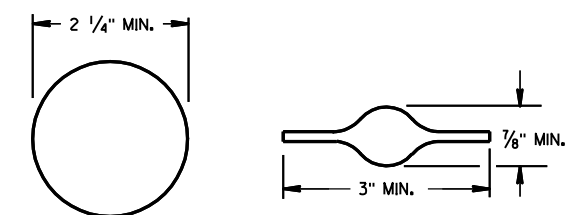
POST ANCHOR AND BASE ON PAVEMENT WHICH WILL BE REMOVED

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

- ① THREADED ROD SHALL BE MACHINED DOWN TO 0.280 INCH DIA. 1 1/4 INCHES FROM THE TOP.
- ② THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

SECTION A-A
SURFACE MOUNTED BASESECTION B-B
ALTERNATIVE SHAPES

FLEXIBLE TUBULAR MARKER
POST, ANCHOR & BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/17/94
DATE
FHWA

Robert F. Busch
STATE TRAFFIC ENGINEER FOR HWYS

TWO-LANE ROADWAY

SYMBOLS



WORK AREA



FLAGGER, EQUIPPED WITH STOP/SLOW
PADDLE FASTENED ON SUPPORT STAFF

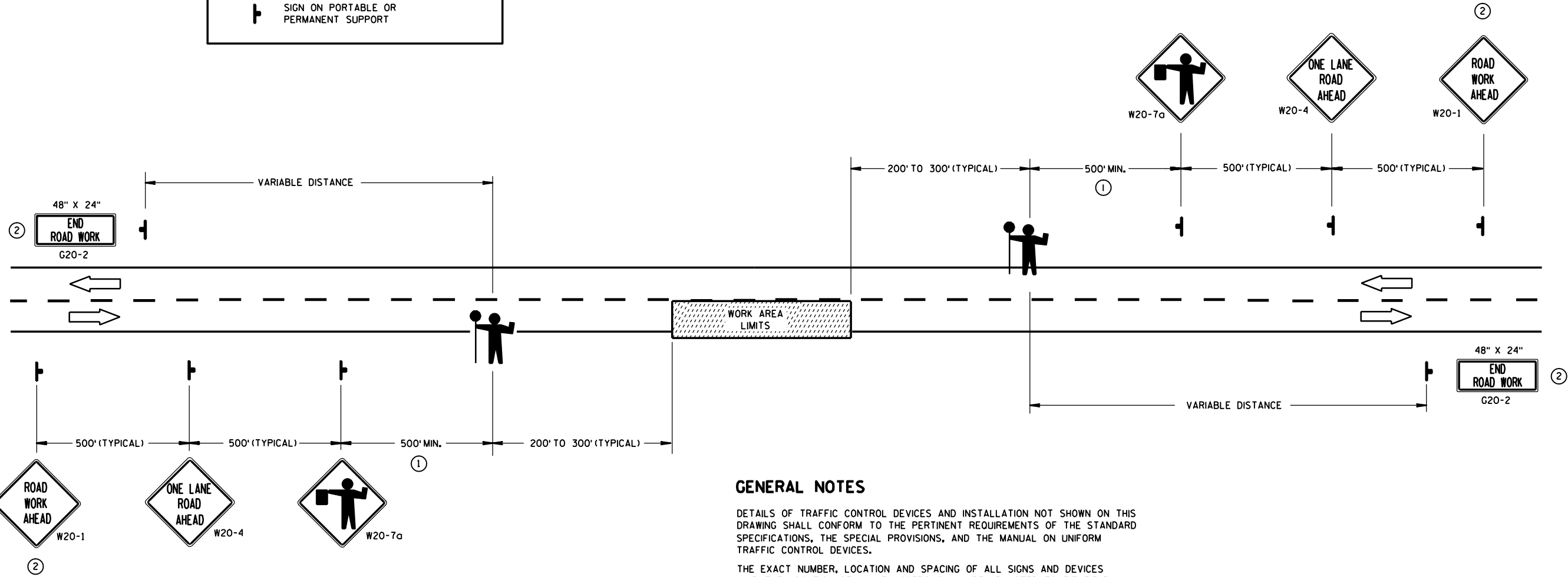


SIGN ON PORTABLE OR
PERMANENT SUPPORT



W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS 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.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

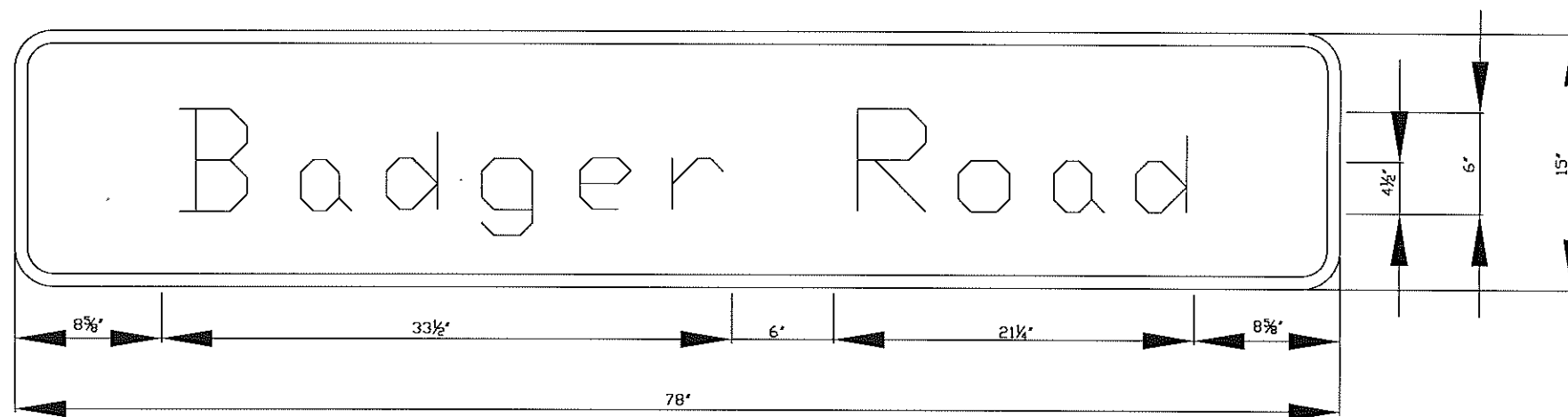
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

TRAFFIC CONTROL FOR LANE
CLOSURE (SUITABLE FOR
MOVING OPERATIONS)

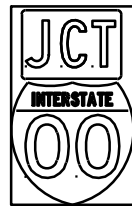
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/5/06 /S/ Thomas N. Notbohm
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

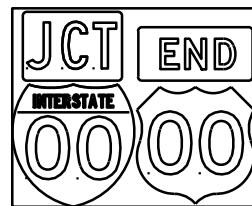


M1-94
78" X 15"
NOT TO SCALE

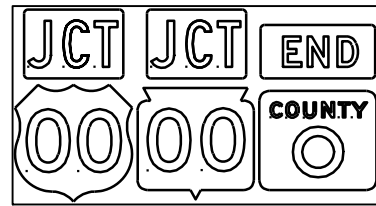
TYPICAL ASSEMBLIES



J1-1



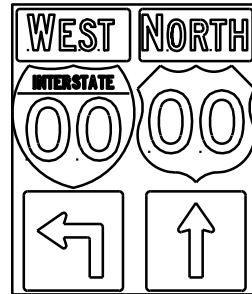
J1-2



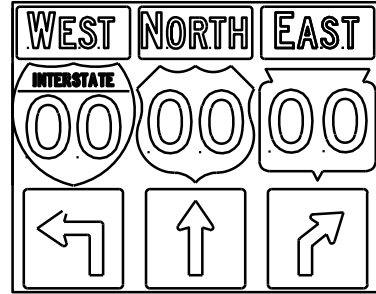
J1-3



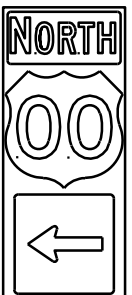
J2-1



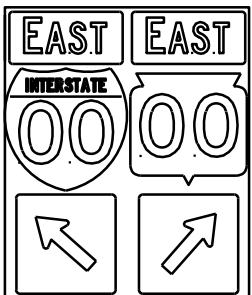
J2-2



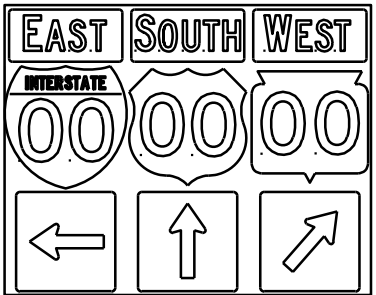
J2-3



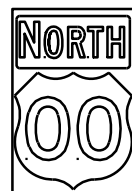
J3-1



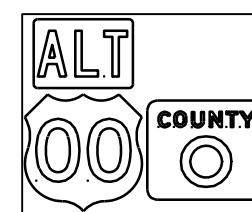
J3-2



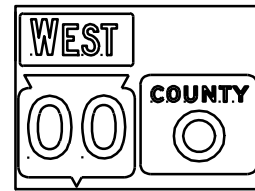
J3-3



J4-1



J4-2

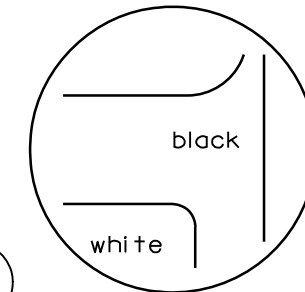
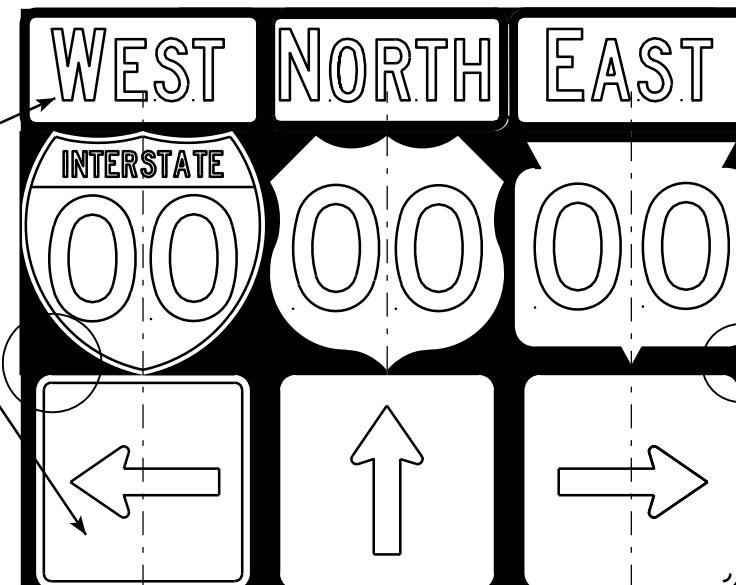
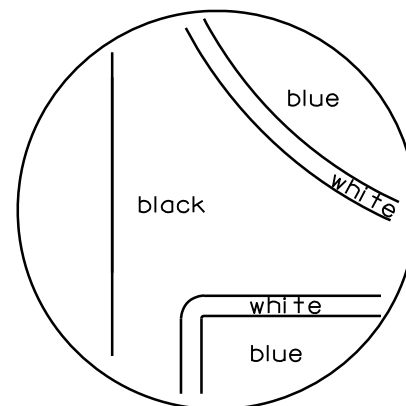


J4-2

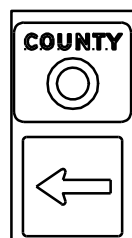


JV

[blue background with interstate]



[black background]



J13-1



J12-1



J32-1



J33-1



J23-1



J22-1

NOTES

- Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Black Non-reflective
Message - see Note 5
- Message Series - See Note 5
- Corners shall be square since base material is plywood.
- The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
- Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
- Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
- Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
- Route assemblies that have 36 inch shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.

ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
For State Traffic Engineer

DATE 10/21/09

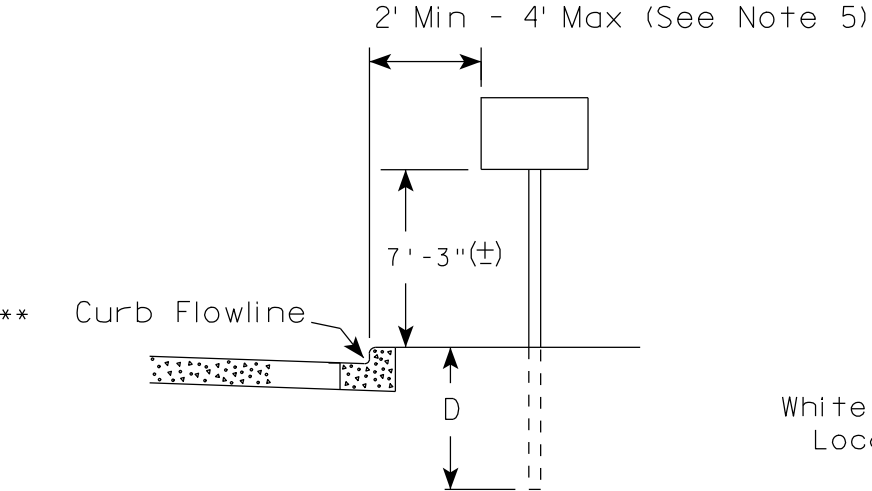
PLATE NO. A2-1S.6

PROJECT NO:

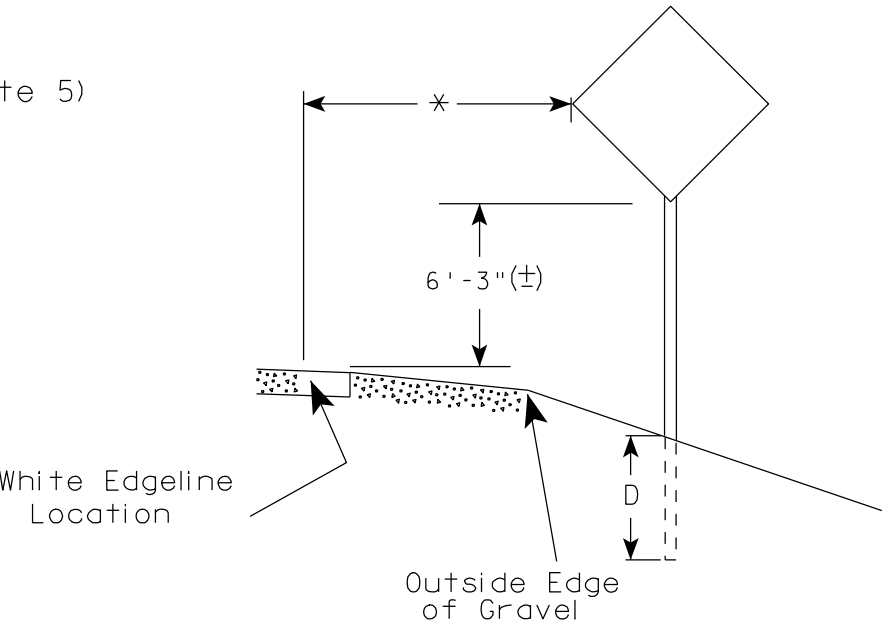
SHEET NO: 212

E

URBAN AREA

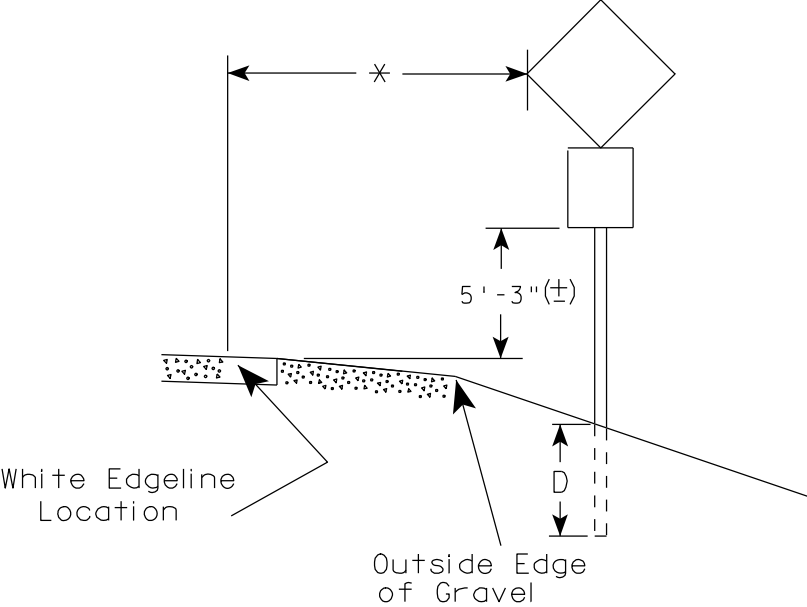
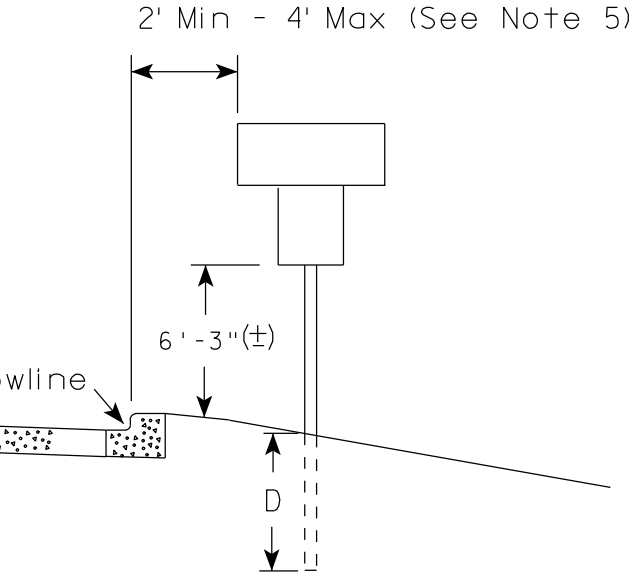


RURAL AREA (See Note 2)



GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'-3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (±).



POST EMBEDMENT DEPTH

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

✱✱ 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.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/21/2011 PLATE NO. A4-3.16

GENERAL NOTES

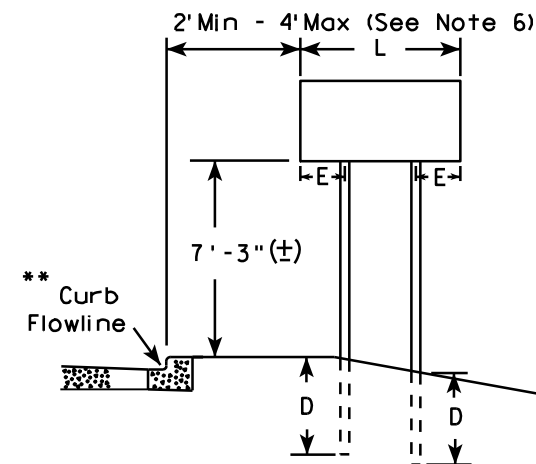
- For multiple post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.
- Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
- The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

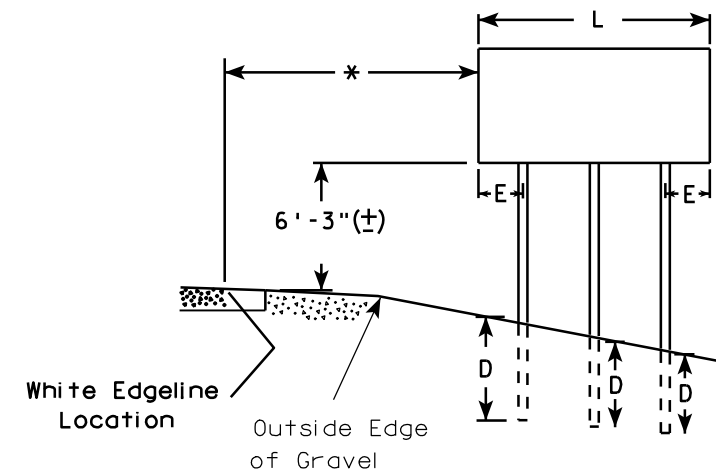
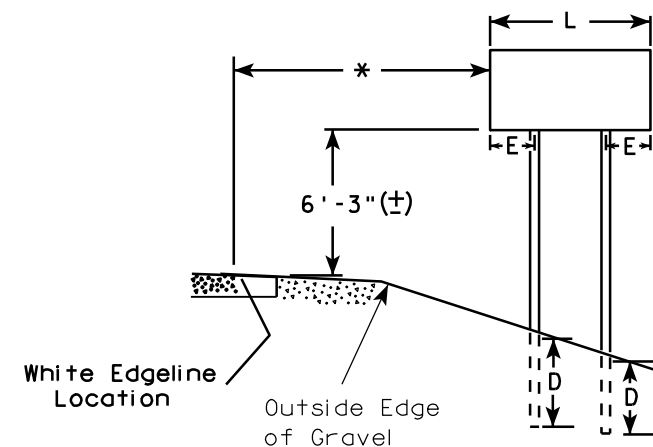
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width or 20 S.F. or less in area.

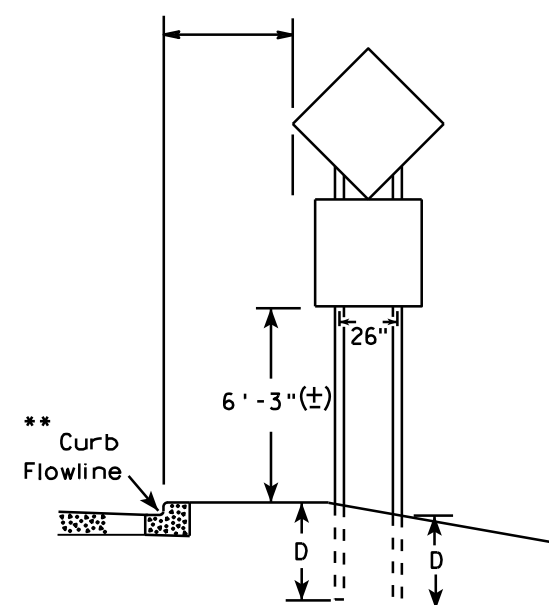
URBAN AREA



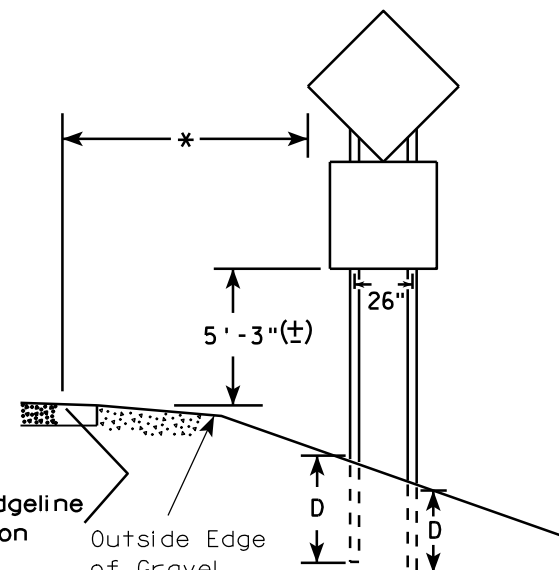
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)

L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)

L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)

L	E
168" and greater	12"

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 9/21/2011 PLATE NO. A4-4.11

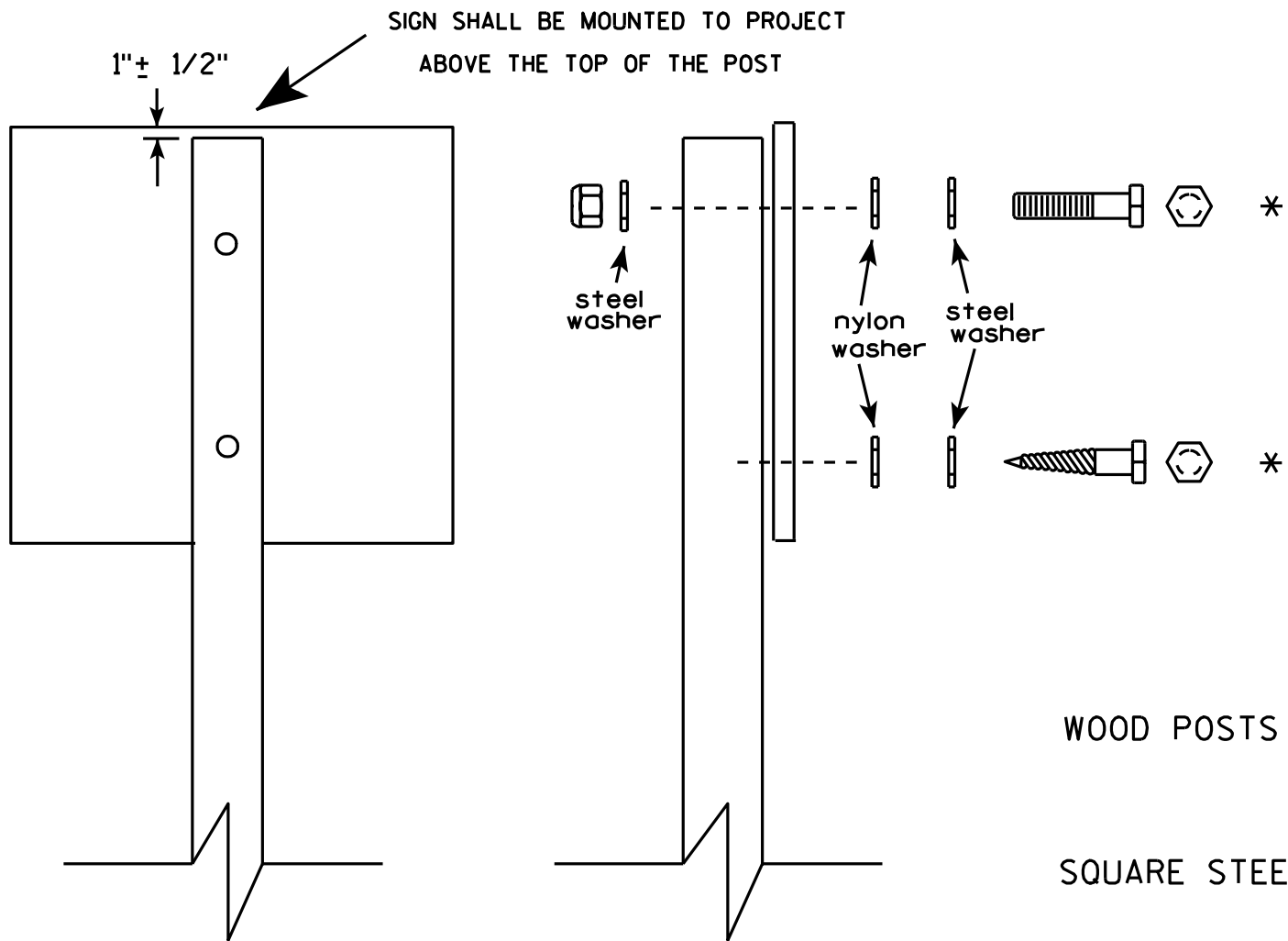
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 214

E

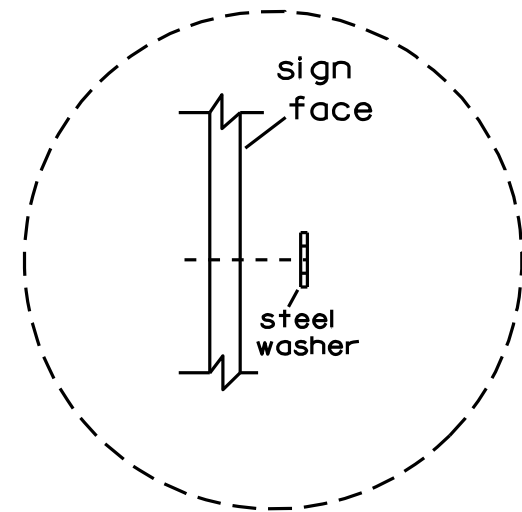


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- 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.

- WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts
- SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
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 for all Type H signs.

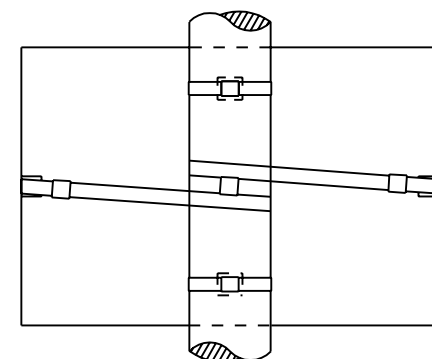
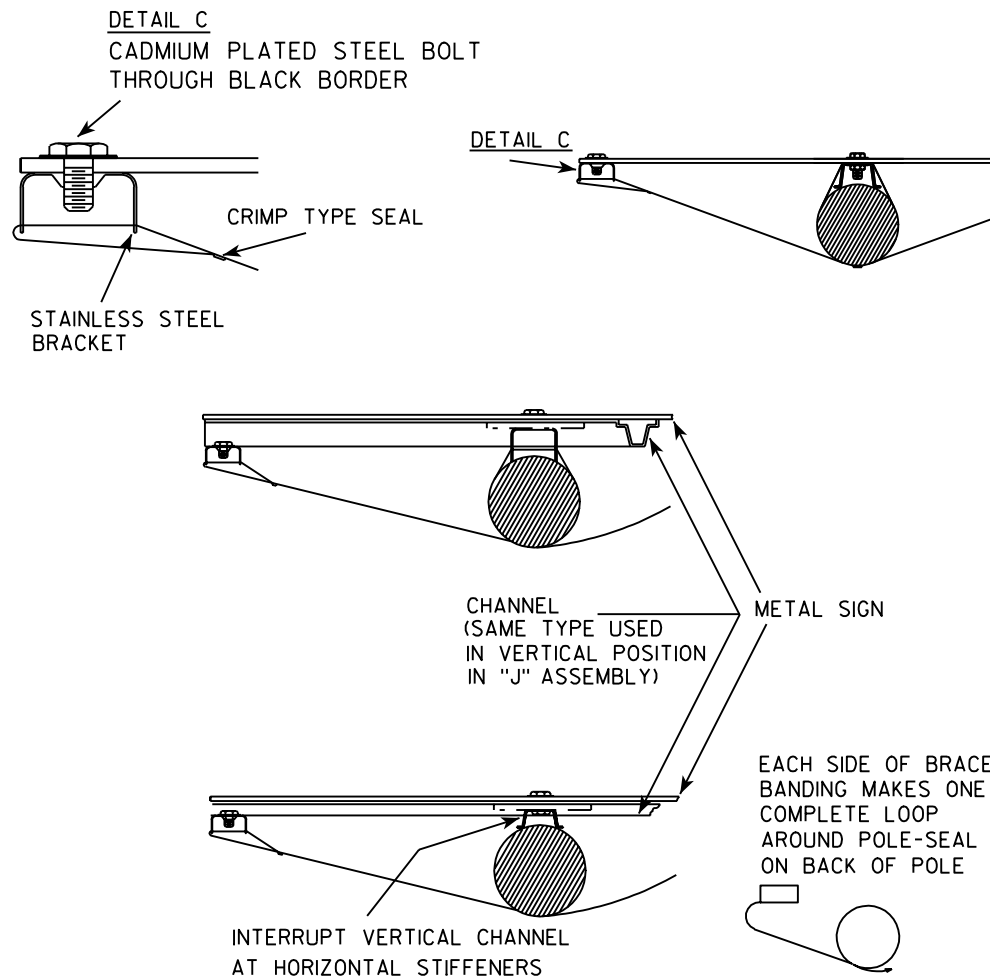


Washer Placement when Sign Has Other Than Type H or Type F Face

* 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.

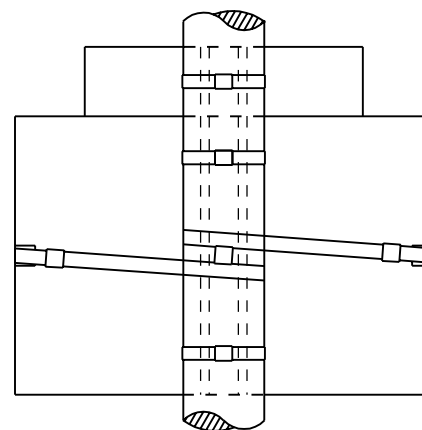
ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/23/10	PLATE NO. A4-8.7

BRACE BANDING



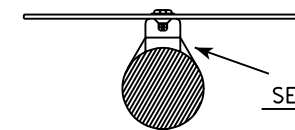
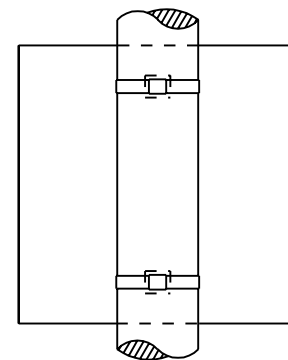
BRACE BANDING

BRACE BANDING SHALL BE TIGHTENED FIRMLY
BUT NOT SO TIGHT AS TO APPRECIABLY
CURVE FACE OF SIGN.

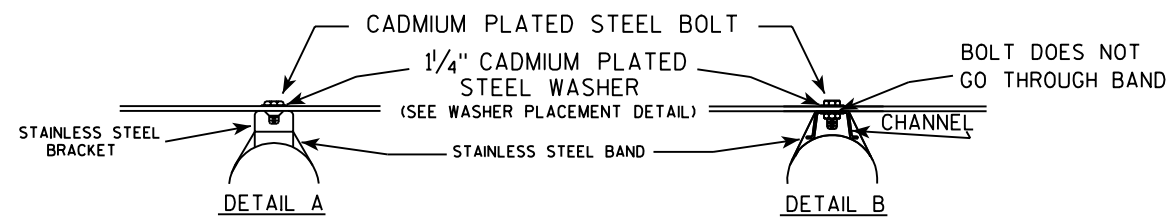


BRACKET BANDING

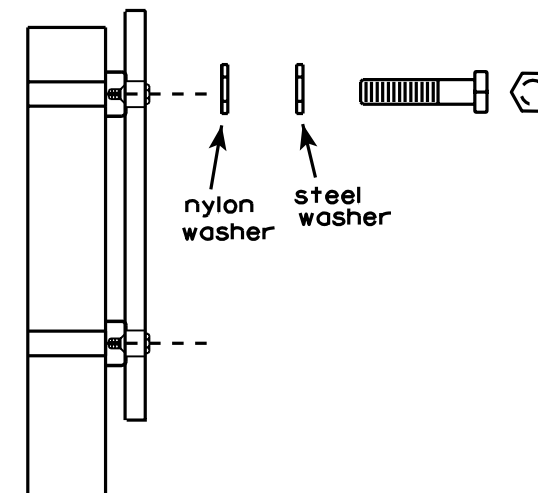
SINGLE SIGN



SEE DETAIL A



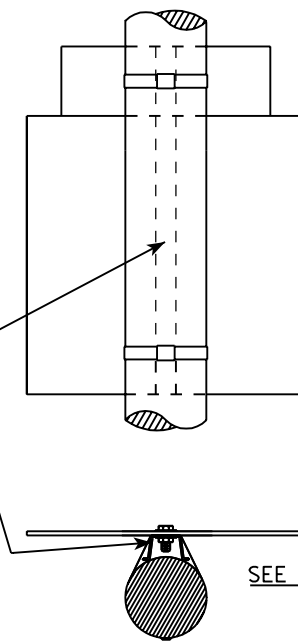
WASHER PLACEMENT



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

"J" ASSEMBLY



SEE DETAIL B

GENERAL NOTES

1. Signs 4' or greater in width shall have one brace band installed at the center of the sign.
2. Signs 3' or greater in height shall have three bracket bands installed. Signs less than 3' in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

STANDARD SIGN SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 11/08/05 PLATE NO. A5-9.2

PROJECT NO:

HWY:

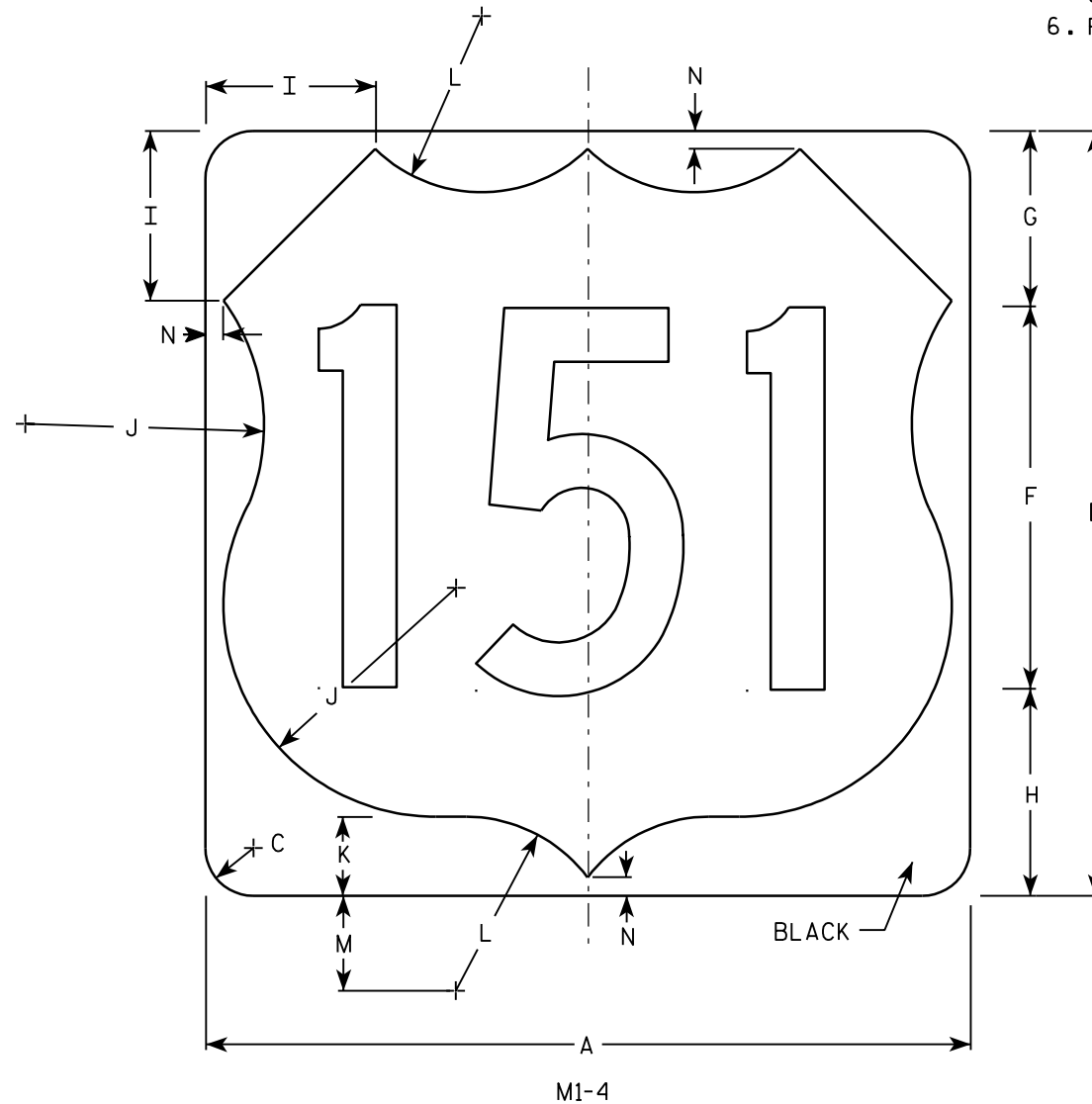
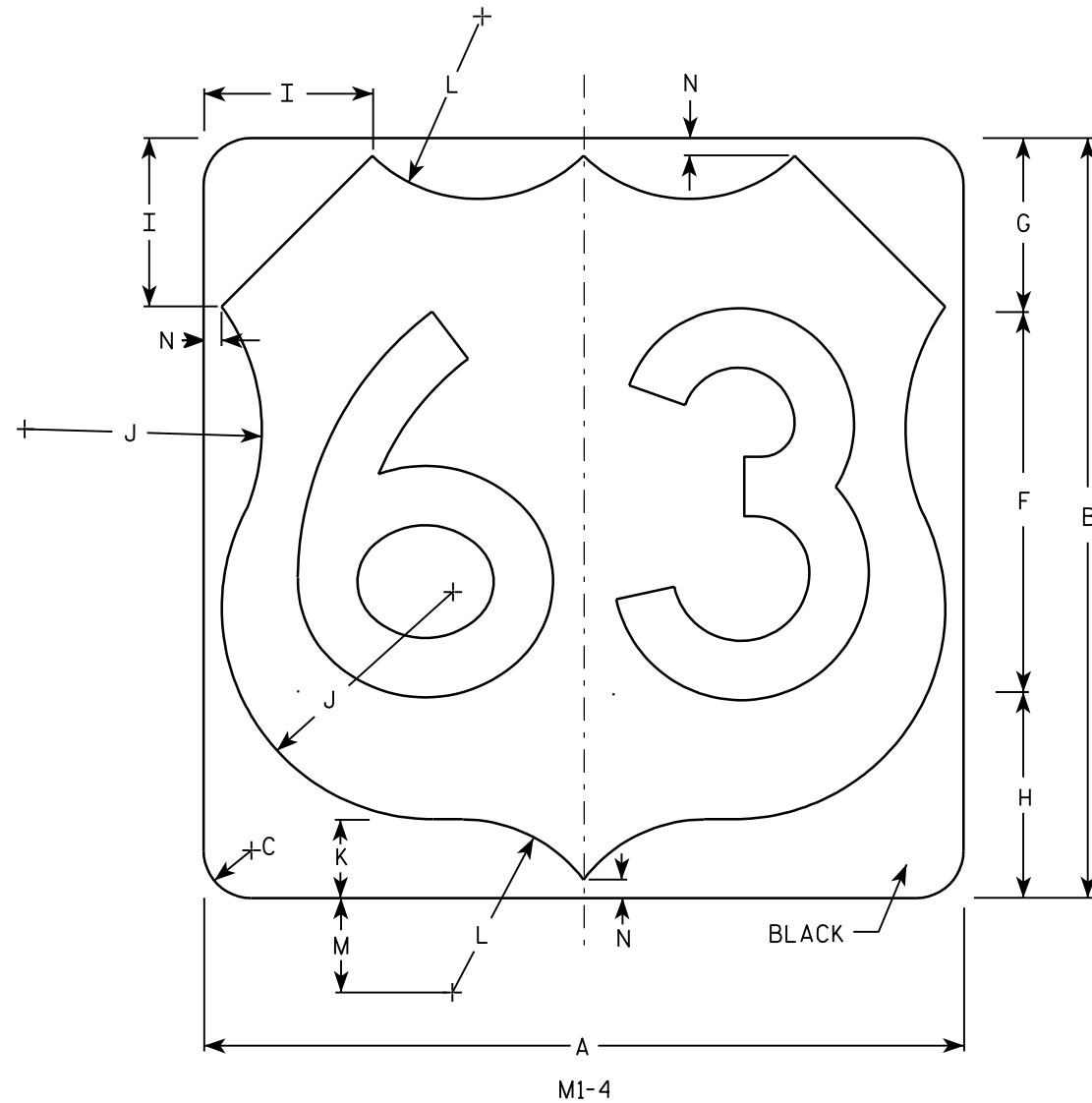
COUNTY:

SHEET NO: 216

E

NOTES

1. Sign is Type II - See Note 6 - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 6
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. Substitute appropriate numerals and adjust
spacing as per Plate A10-1.
6. Permanent Signs
Background - Type H Reflective
Detour or other temporary signs
Background - Reflective



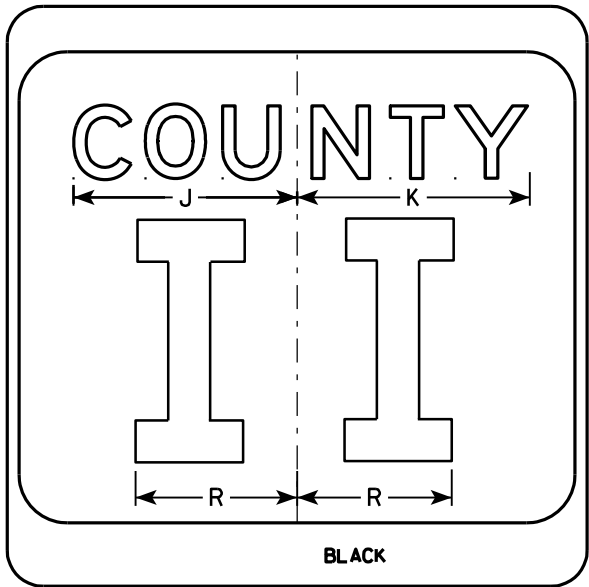
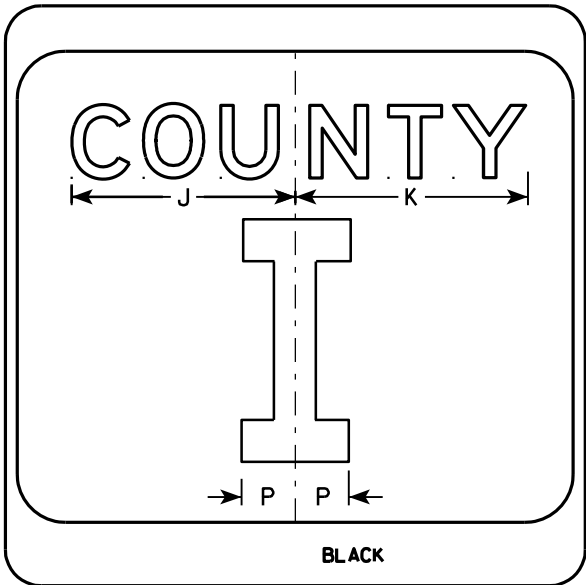
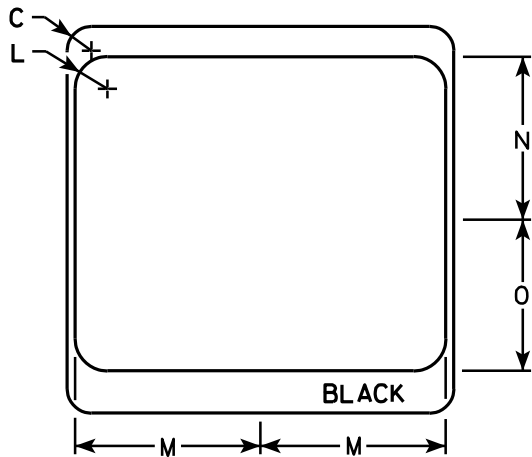
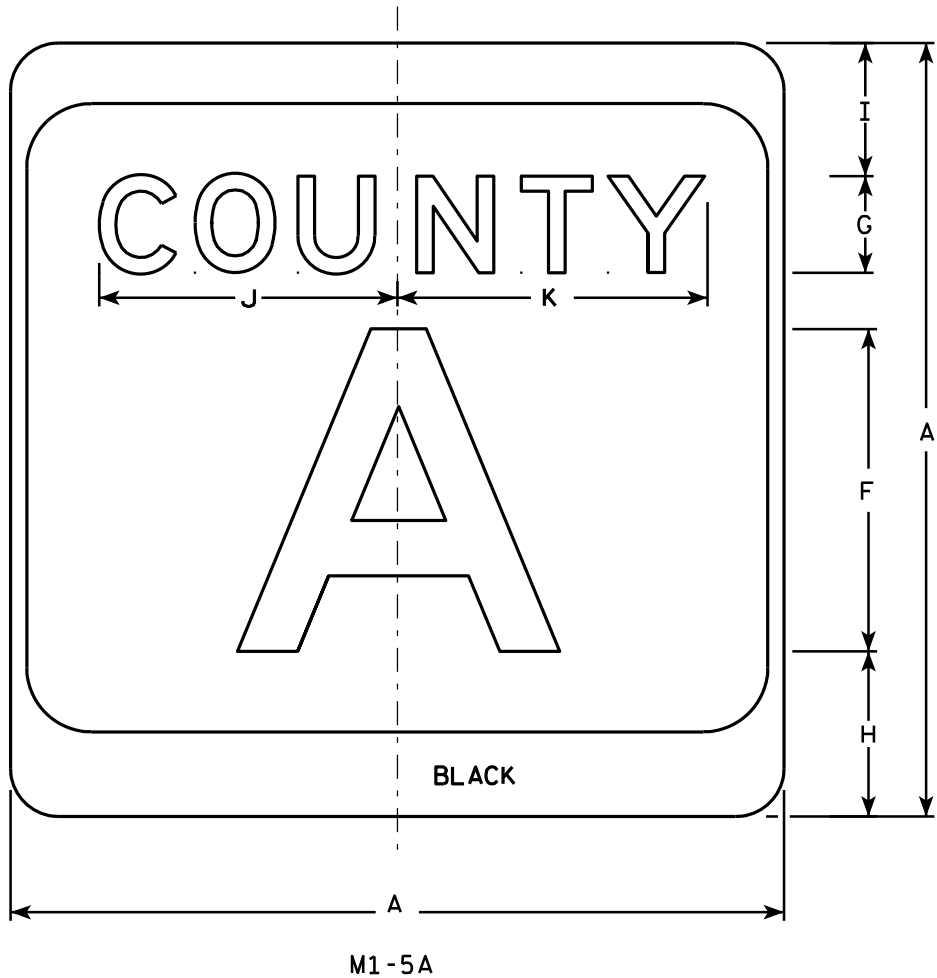
Metric equivalent
for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq sq. ft.	Area m ²
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

PROJECT NO: HWY: COUNTY: SHEET NO: 217 E

7



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 7
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. 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.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective

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
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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 218

E

CTH MARKER
M1-5A FOR ASSEMBLIES

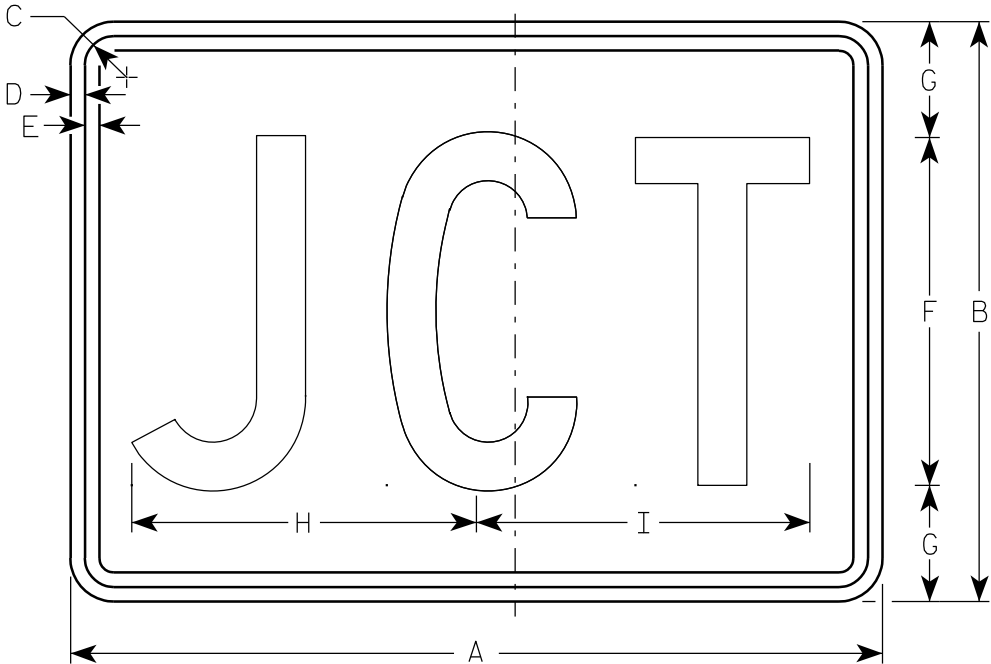
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

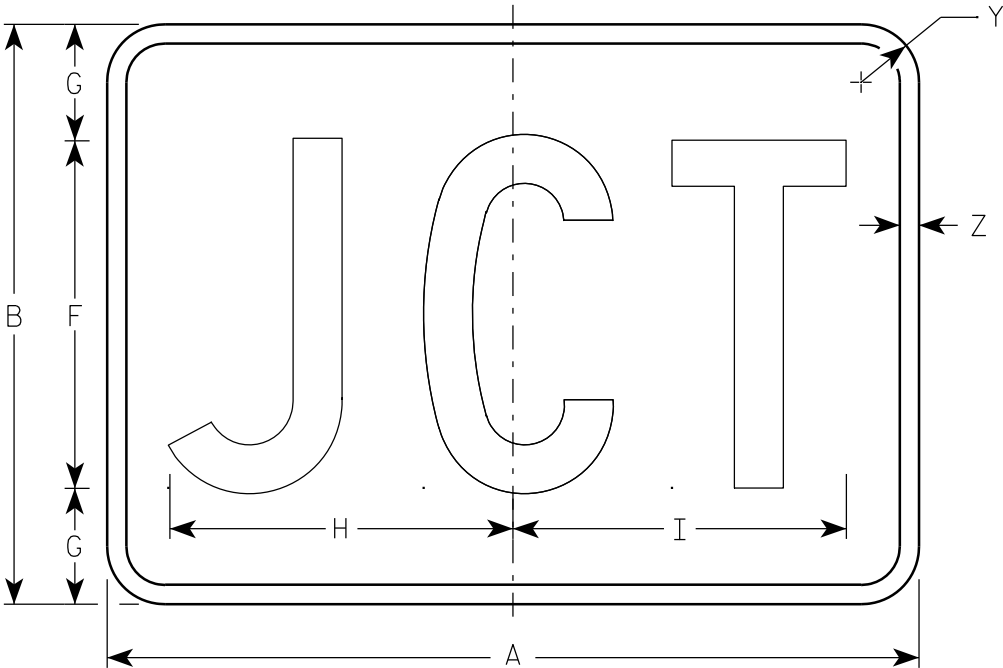
DATE 9/27/11 PLATE NO. M1-5A.8

NOTES

1. Sign is Type II - See Note 5 - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base
material is plywood but borders shall be rounded
as shown. When base material is metal, the
corners and borders shall be rounded.
5. M2-1 Background - White - Type H Reflective
(Detour or temporary Signs - Reflective)
Message - Black
MB2-1 Background - Blue
Message - White - Type H Reflective
(Detour or temporary Signs - Reflective)
MG2-1 Background - Green
Message - White - Type H Reflective
MK2-1 Background - Green
Message - White - Type H Reflective
MM2-1 Background - White - Type H Reflective
Message - Green
MN2-1 Background - Brown
Message - White - Type H Reflective
MR2-1 Background - Brown
Message - Yellow - Type H Reflective



M2-1
MK2-1
MM2-1
MR2-1



MB2-1
MG2-1
MN2-1

Metric equivalent
for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

STANDARD SIGN

M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 3/16/10

PLATE NO. M2-1.10

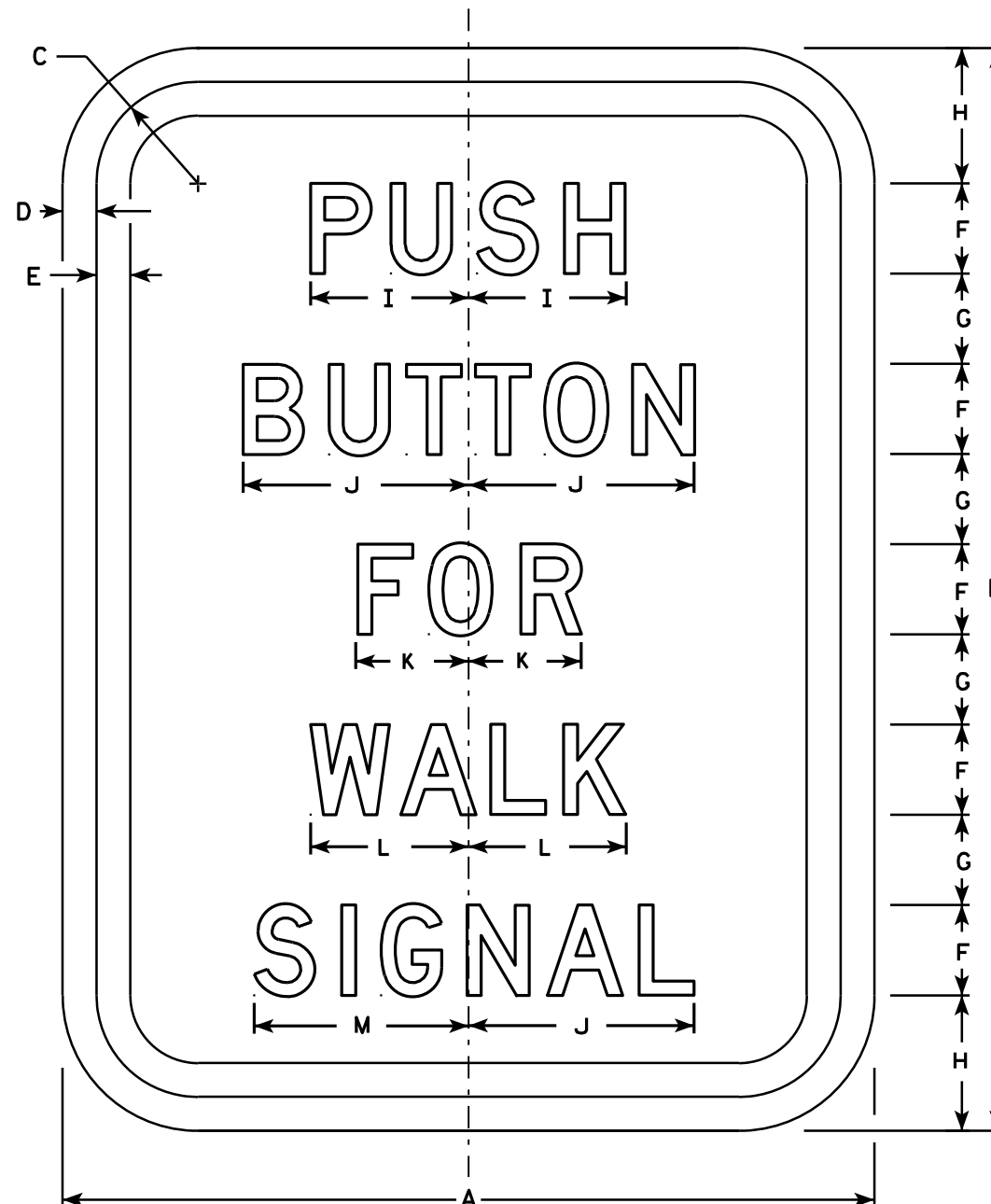
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 219

E



R10-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - 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. Size (1) comes as a decal only.

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	6	9	1 1/8	3/8	3/8	3/4	1/2	1 5/8	1 1/4	1 7/8	7/8	1 3/8	1 7/8														0.38
2S	9	12	1 1/8	3/8	3/8	1	1	1 1/2	1 3/4	2 1/2	1 1/4	1 3/4	2 3/8														0.75
2M	9	12	1 1/8	3/8	3/8	1	1	1 1/2	1 3/4	2 1/2	1 1/4	1 3/4	2 3/8														0.75
3																											
4																											
5																											

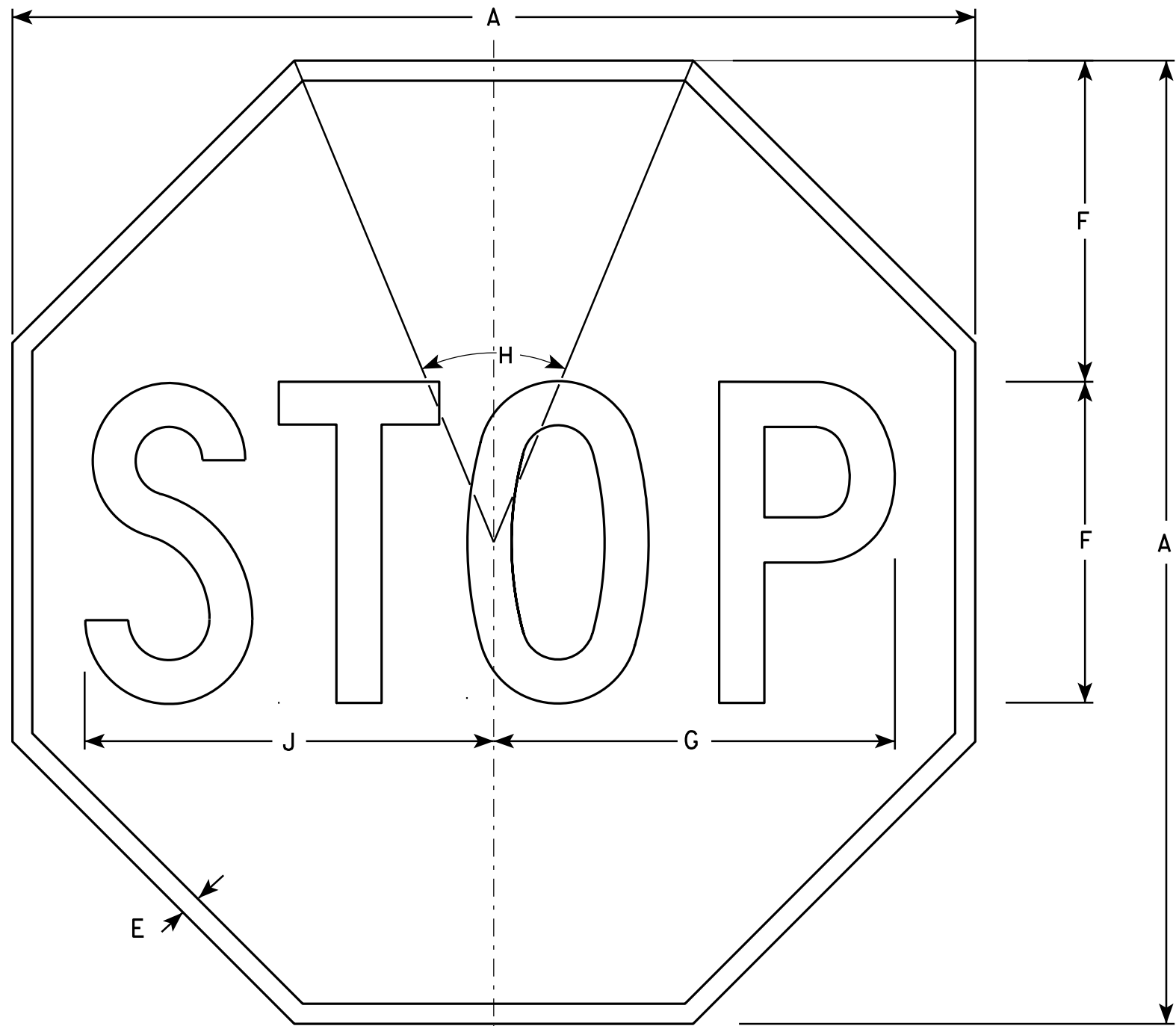
STANDARD SIGN R10-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-4.7

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: 220 **E**



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C

R1-1

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				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

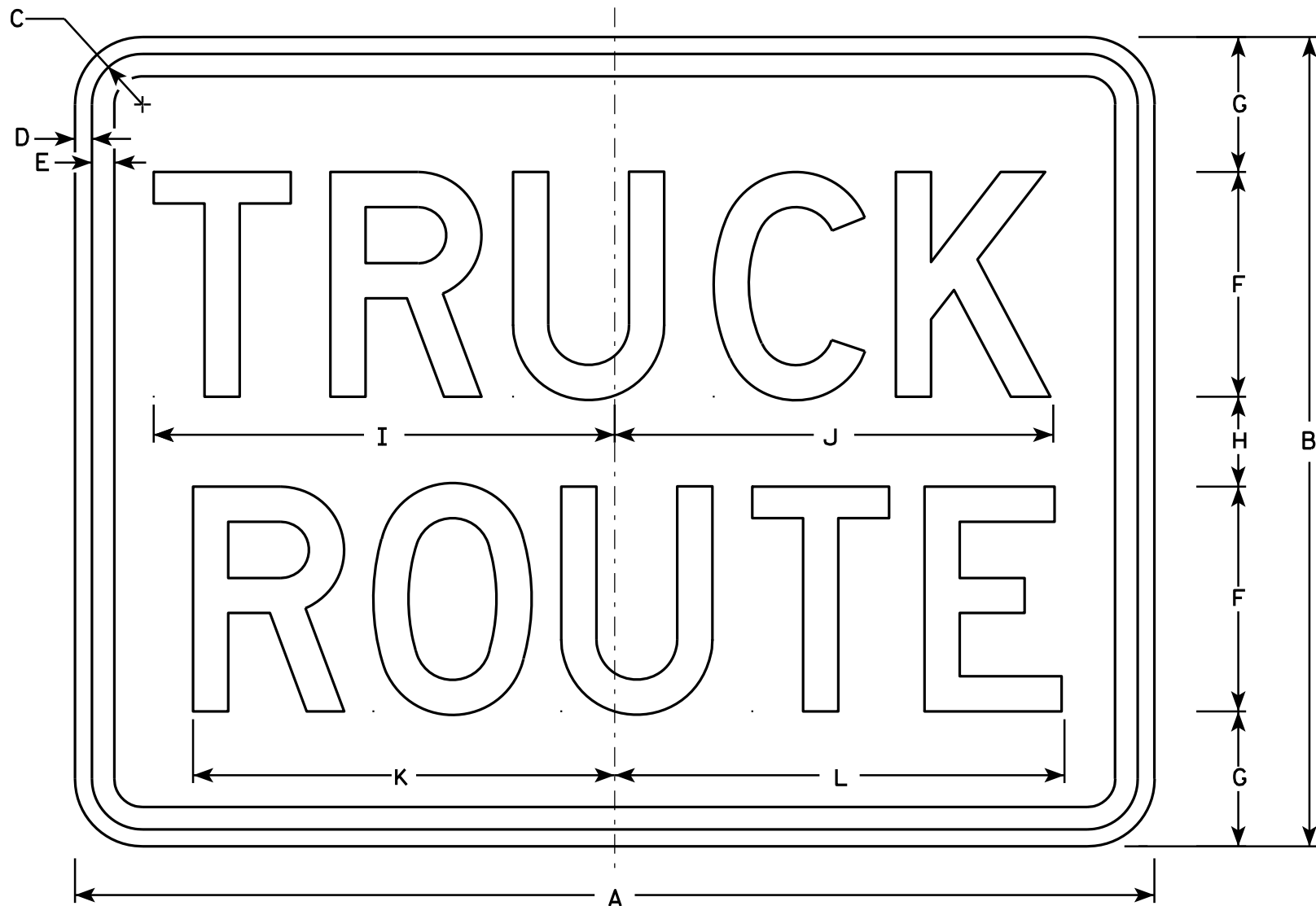
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 221

E



R14-1

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - White
Message - Black
- 3. Message Series - D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

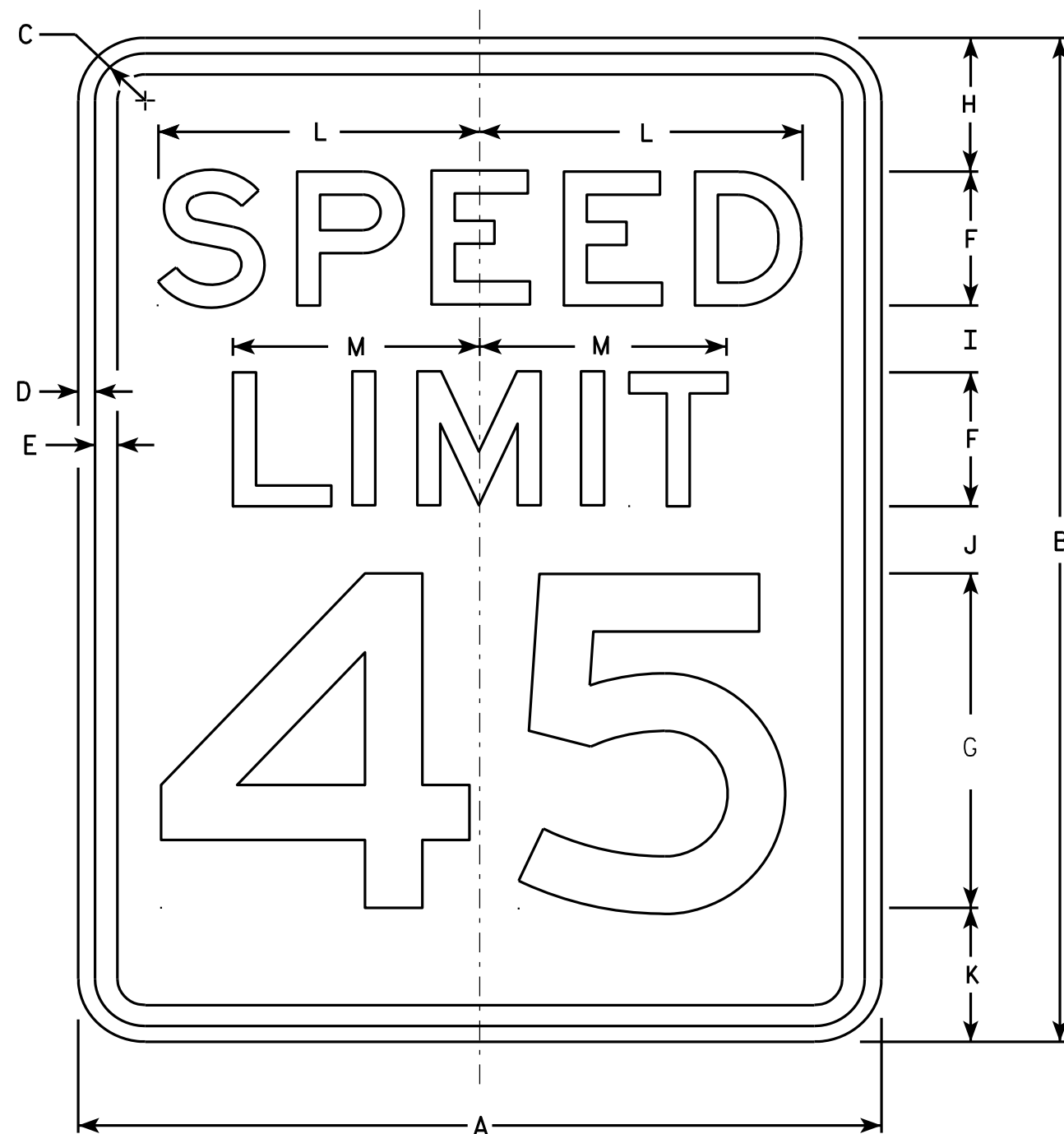
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	5	3	2	10 1/4	9 3/4	9 3/8	10															3.0
2	24	18	1 1/8	3/8	1/2	5	3	2	10 1/4	9 3/4	9 3/8	10															3.0
3	30	24	1 1/8	3/8	1/2	6	4	4	12 1/4	11 3/4	11 1/4	12															5.0
4																											
5																											

STANDARD SIGN
R14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R14-1.6



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: 223 E



R2-6P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

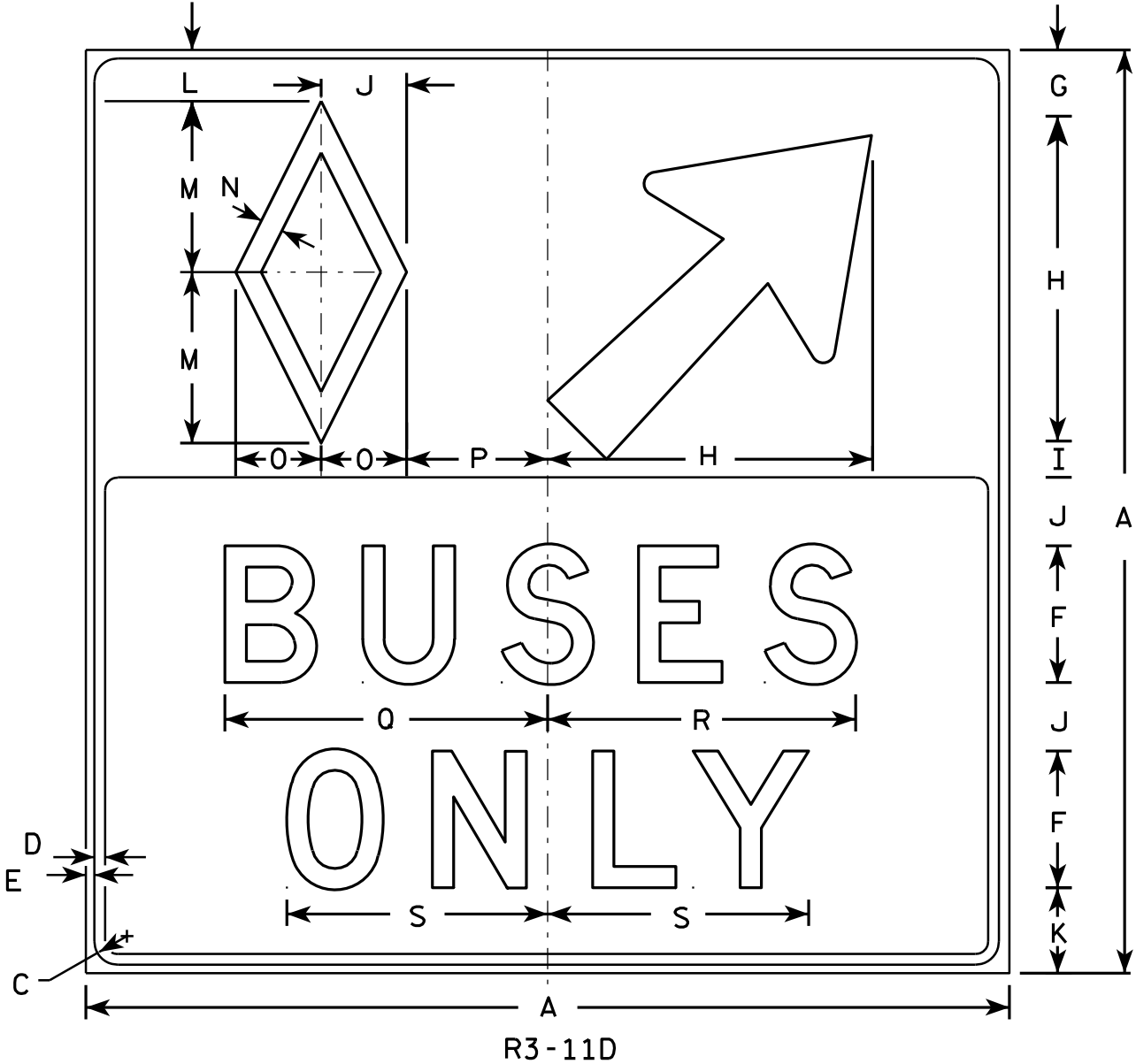
STANDARD SIGN
R2-6P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

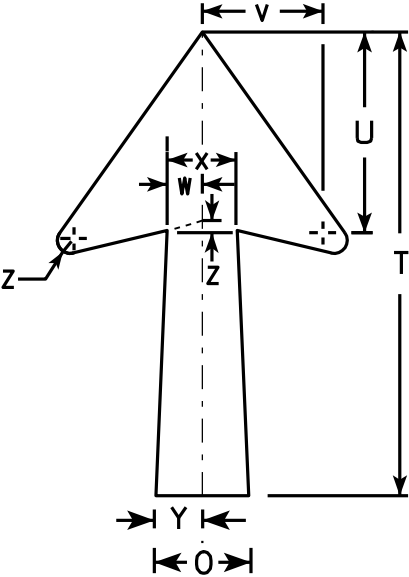
DATE 12/20/10 PLATE NO. R2-6P.2

7



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black (See note 5)
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Top symbol and legend are White Type H Reflective with a black background.
Bottom legend is Black with White Type H Reflective background.



Arrow Detail

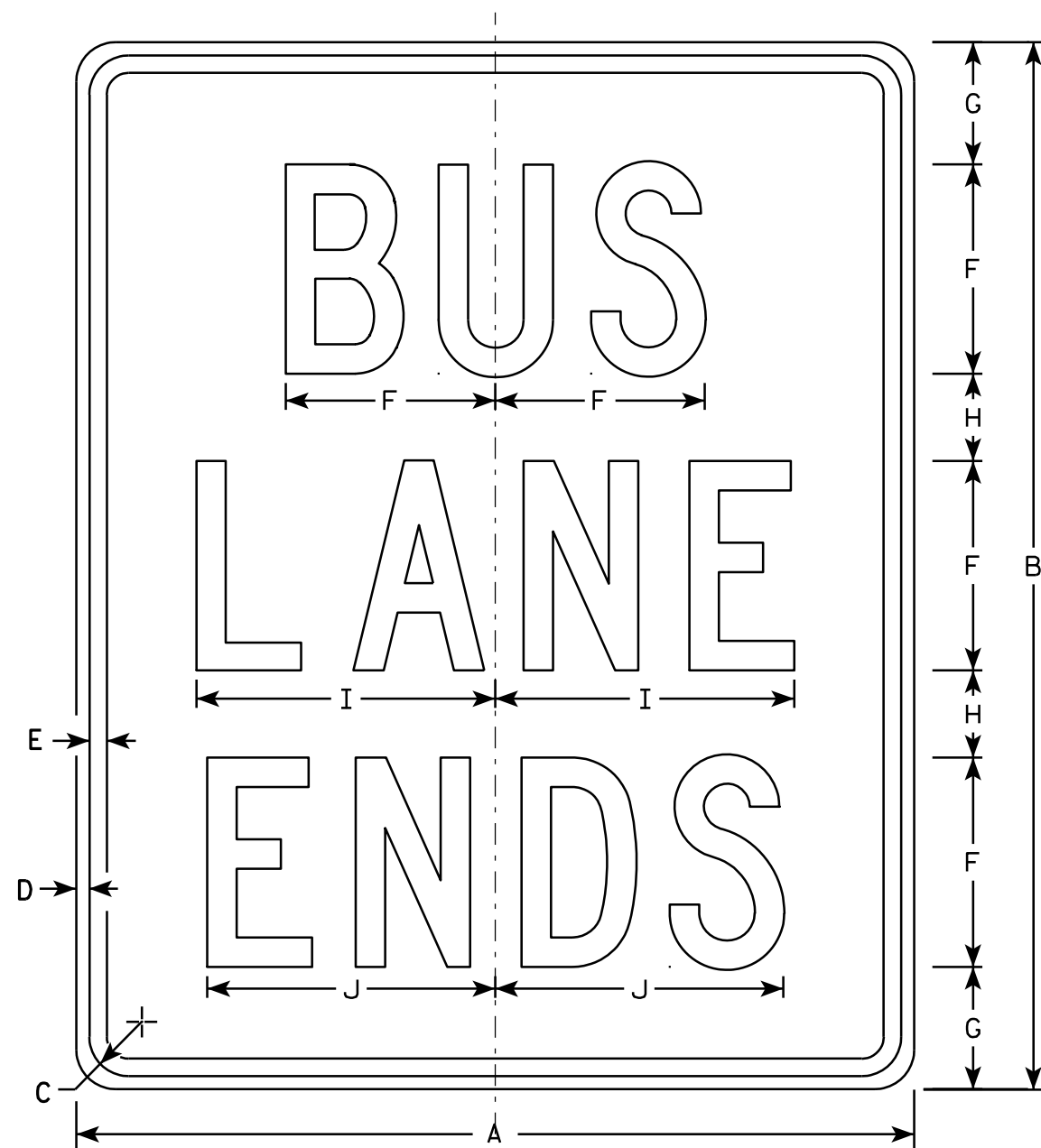
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	54		2 1/4	3/4	1	8	3 7/8	19	2 1/8	4	5	3	10	1 1/2	5	8 1/4	18 7/8	18	15 1/4	24	10 3/8	6 1/4	1 3/4	3 1/2	2 1/2	5/8	20.25
2M	54		2 1/4	3/4	1	8	3 7/8	19	2 1/8	4	5	3	10	1 1/2	5	8 1/4	18 7/8	18	15 1/4	24	10 3/8	6 1/4	1 3/4	3 1/2	2 1/2	5/8	20.25
3																											
4																											
5																											

STANDARD SIGN
R3-11D

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 11/22/10 PLATE NO. R3-11D.1

7

7



R3-12G

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

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	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	8 5/8	8 1/4																	5.0
2M	24	30	1 1/8	3/8	1/2	6	3 1/2	2 1/2	8 5/8	8 1/4																	5.0
3																											
4																											
5																											

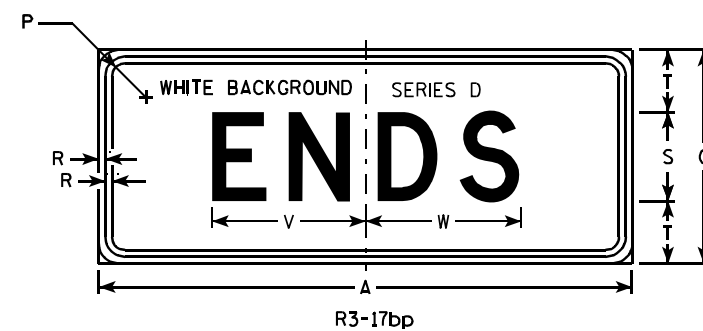
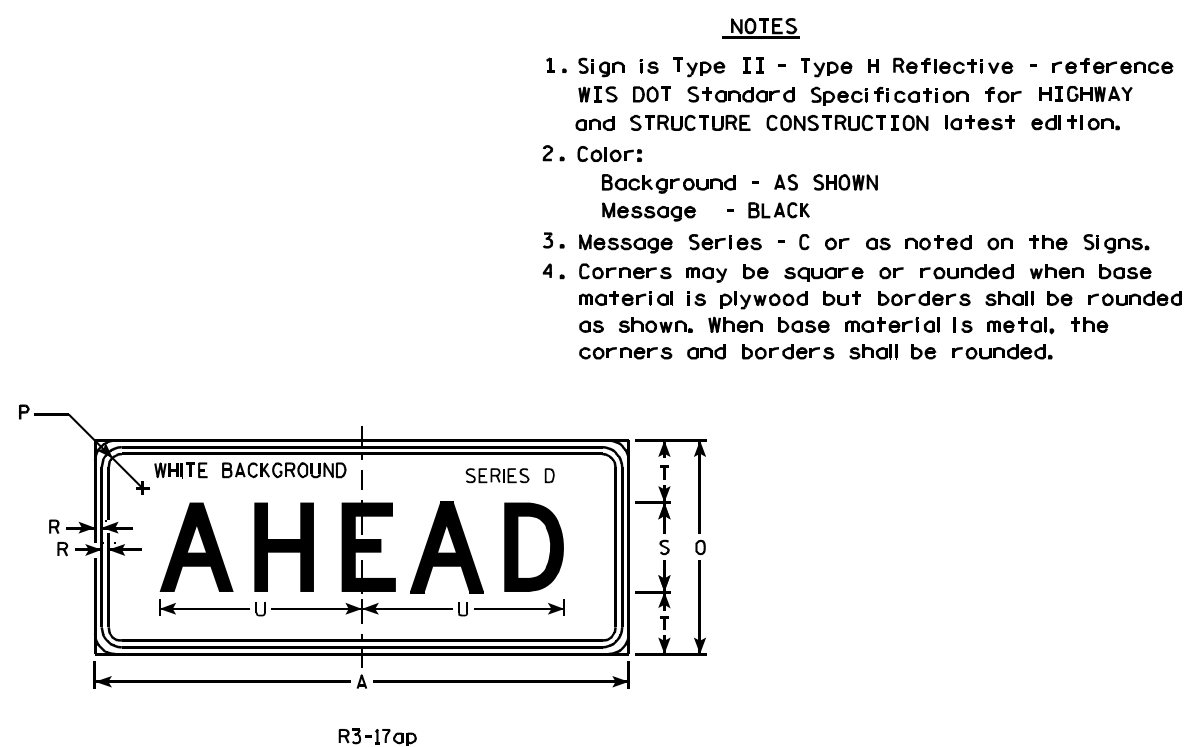
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E
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STANDARD SIGN
R3-12G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-12G.2



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - AS SHOWN
Message - BLACK
3. Message Series - C or as noted on the Signs.
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	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17b Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

PROJECT NO:

FILE NAME : C:\Users\PROJECTS\tr_std\late\VR317.DGN

PLOT DATE : 12-APR-2011 11:25

PLOT BY : mscjsj

STANDARD SIGN
R3-17 & R3-17a&bp

WISCONSIN DEPT OF TRANSPORTATION

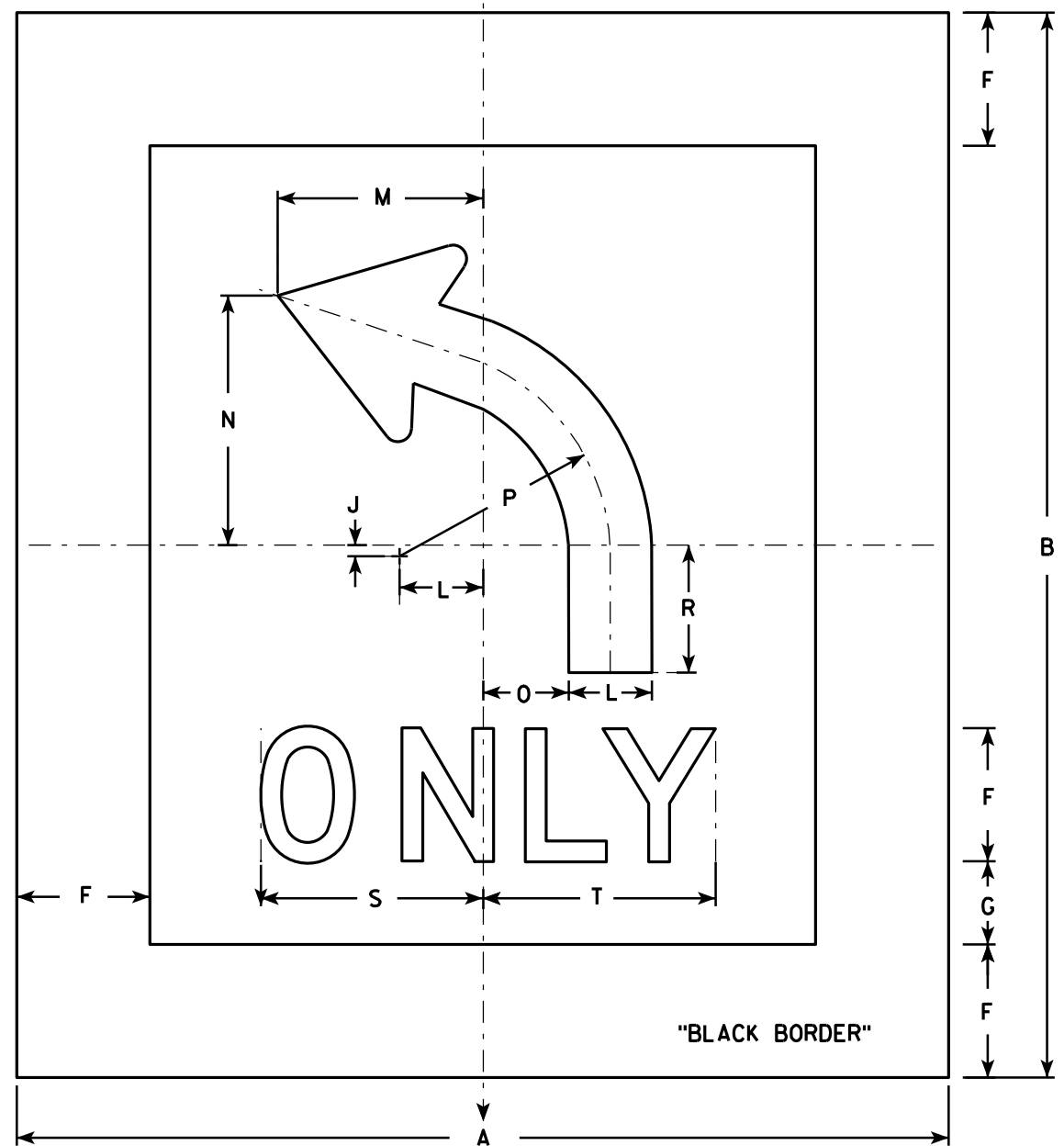
APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

SHEET NO: 227

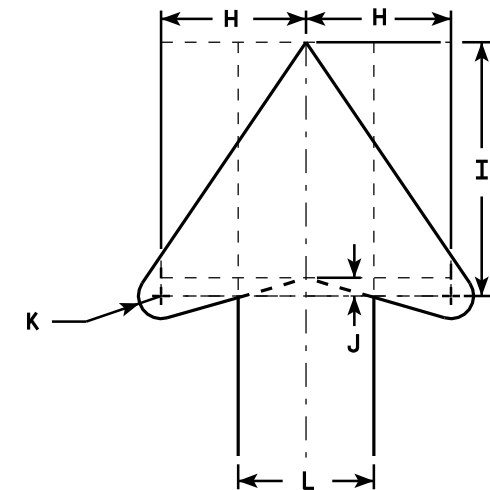
E



R3-5L

NOTES

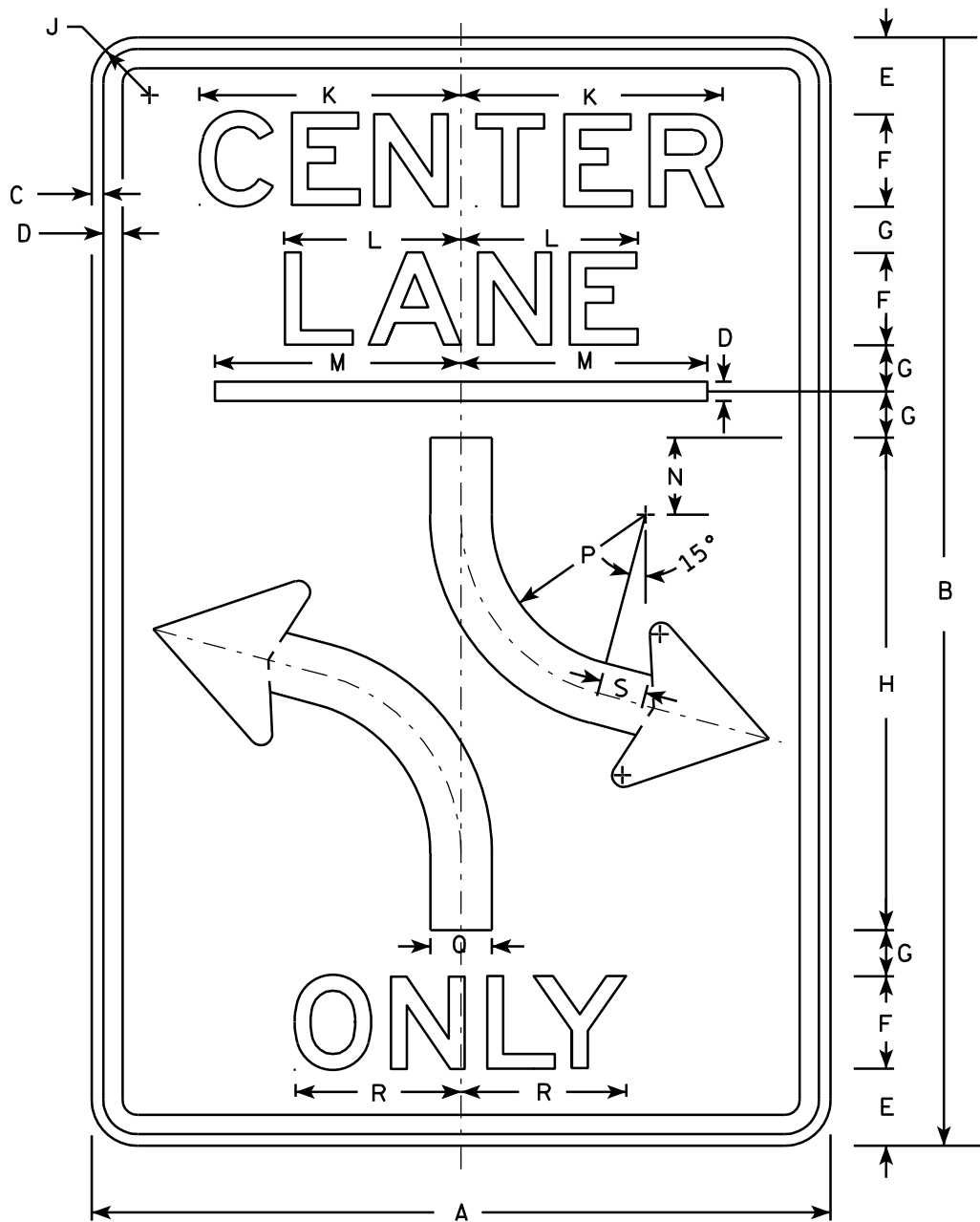
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	3 ¾	4	7	½	⅝	3 ¾	9 ¼	11 ¼	3 ⅞	9 ½		5 ¾	10	10 ½							1.26
2M	42	48				6	3 ¾	4	7	½	⅝	3 ¾	9 ¼	11 ¼	3 ⅞	9 ½		5 ¾	10	10 ½							1.26
3																											
4																											
5																											

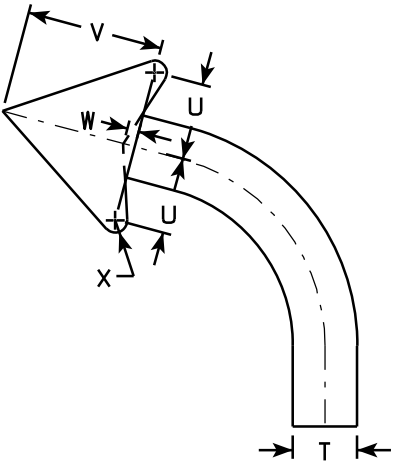
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 228	E
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R3-9B

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - White
Message - Black
- 3. Message Series - E
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	$\frac{3}{8}$	$\frac{1}{2}$	2 $\frac{1}{2}$	3	1 $\frac{1}{2}$	16		1 $\frac{1}{2}$	8 $\frac{1}{2}$	5 $\frac{3}{4}$	8	2 $\frac{1}{2}$		6	2	5 $\frac{1}{8}$	1 $\frac{1}{2}$		2 $\frac{3}{8}$	4 $\frac{3}{8}$	$\frac{3}{8}$				6.0
2M	24	36	$\frac{3}{8}$	$\frac{1}{2}$	2 $\frac{1}{2}$	3	1 $\frac{1}{2}$	16		1 $\frac{1}{2}$	8 $\frac{1}{2}$	5 $\frac{3}{4}$	8	2 $\frac{1}{2}$		6	2	5 $\frac{1}{8}$	1 $\frac{1}{2}$		2 $\frac{3}{8}$	4 $\frac{3}{8}$	$\frac{3}{8}$				6.0
3	36	48	$\frac{5}{8}$	$\frac{7}{8}$	3 $\frac{1}{2}$	5	1 $\frac{1}{2}$	20		2 $\frac{1}{4}$	14 $\frac{1}{8}$	9 $\frac{1}{2}$	12	3		4	3	9 $\frac{7}{8}$	2		3 $\frac{1}{2}$	6 $\frac{1}{8}$	$\frac{1}{2}$				12.0
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 229

E

STANDARD SIGN
R3-9B

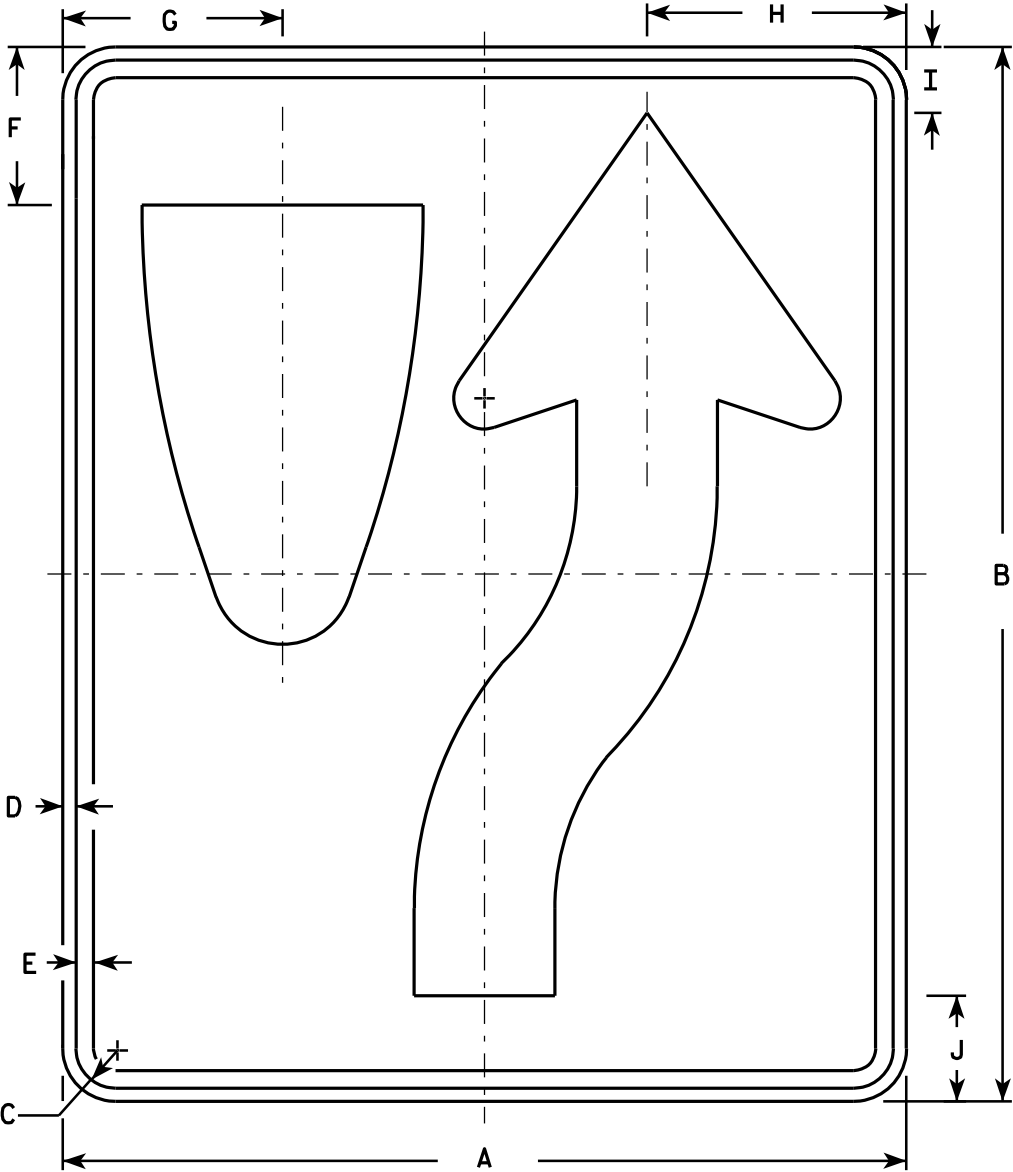
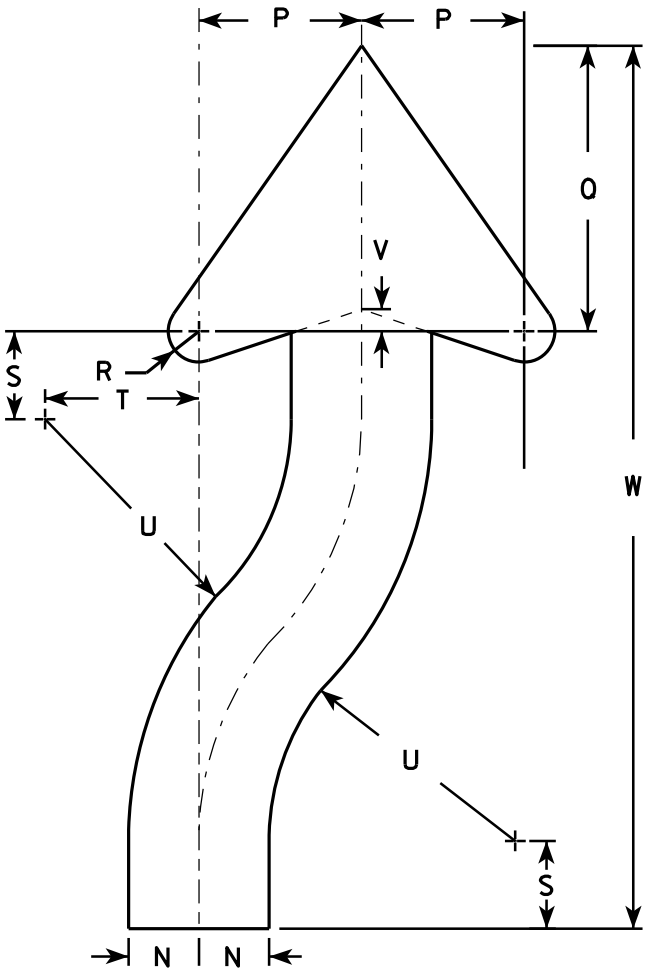
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
Background - White
Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

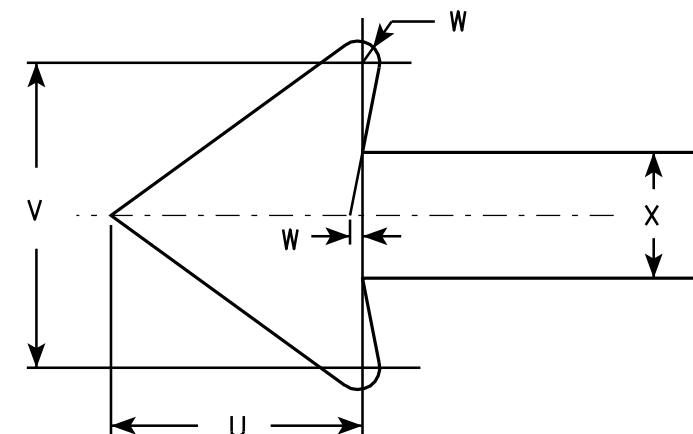
DATE 3/25/2011 PLATE NO. R4-7.8



R7-1

NOTES

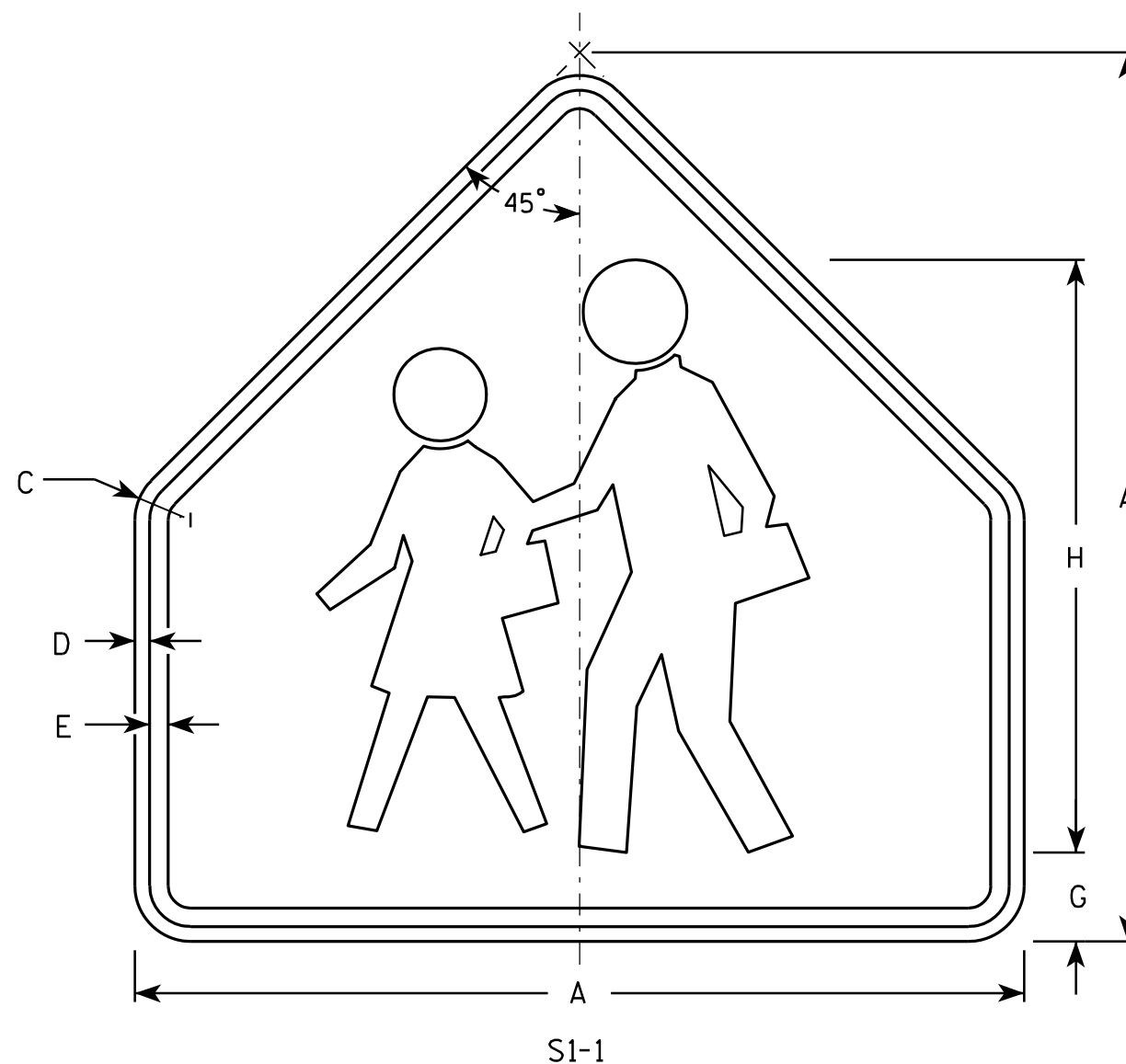
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
R7-1L (left arrow)
R7-1R (right arrow)



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	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN R7-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/31/2011	PLATE NO. R7-1.9

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 231	E
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NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow-Green
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	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

STANDARD SIGN S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer
DATE 6/30/05 PLATE NO. S1-1.8

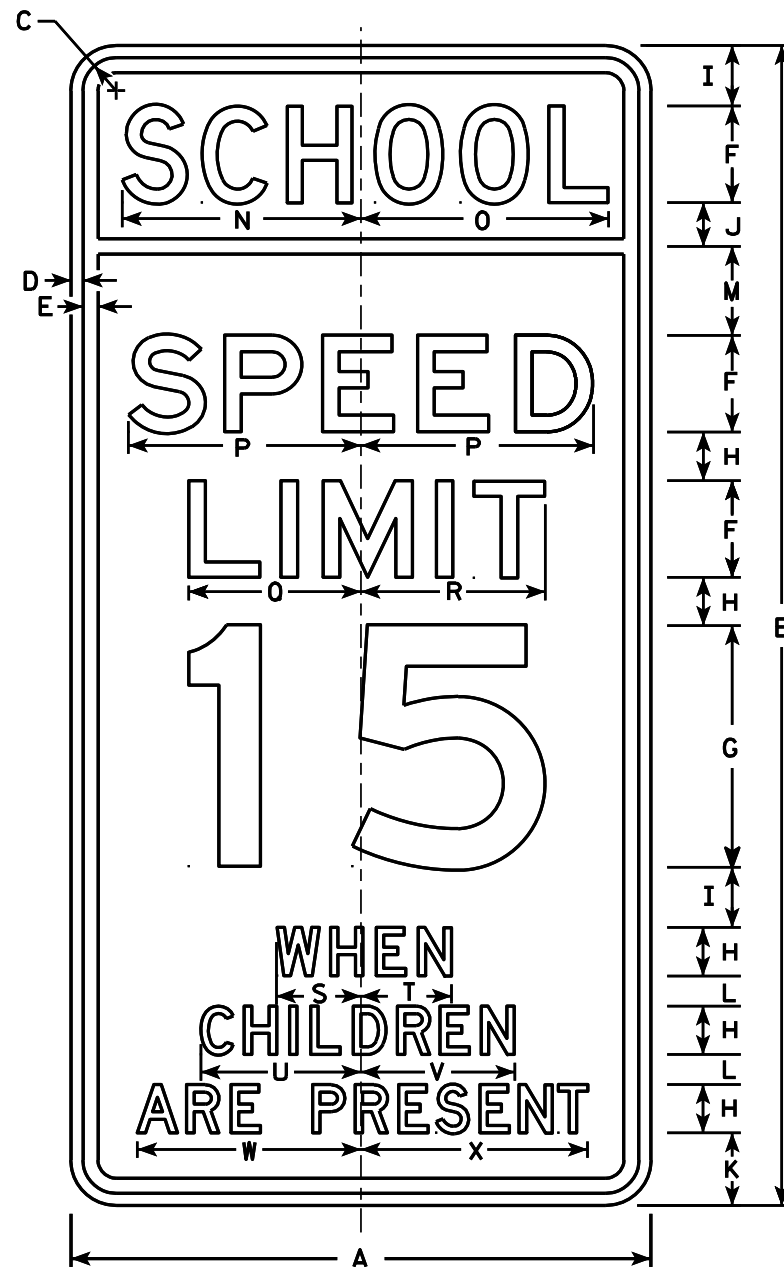
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: 232 **E**

Metric equivalent
for this sign is:

SIZE	
1	
2	600 mm X 1200 mm
3	900 mm X 1800 mm
4	
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.	Area m ²
1																												
2	24	48	1 ⅜	½	⅝	4	10	2	2 ½	1 ¾	3	1 ¼	3 ¾	9 ⅞	10 ¼	9 ⅝	7 ⅛	7 ⅝	3 ½	3 ⅜	6 ⅝	6 ⅜	9 ¼	9 ⅜			8.00	0.72
3	36	72	2 ¼	¾	1	6	15	3	3 ¾	2 ¾	4 ½	1 ⅞	5 ½	15	15 ¼	14 ½	11 ¼	11 ½	5 ½	5 ¾	10	9 ¾	14	14 ⅛			18.00	1.62
4																												
5																												

PROJECT NO:			HWY:			COUNTY:			SHEET NO: 233			E
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S4-51

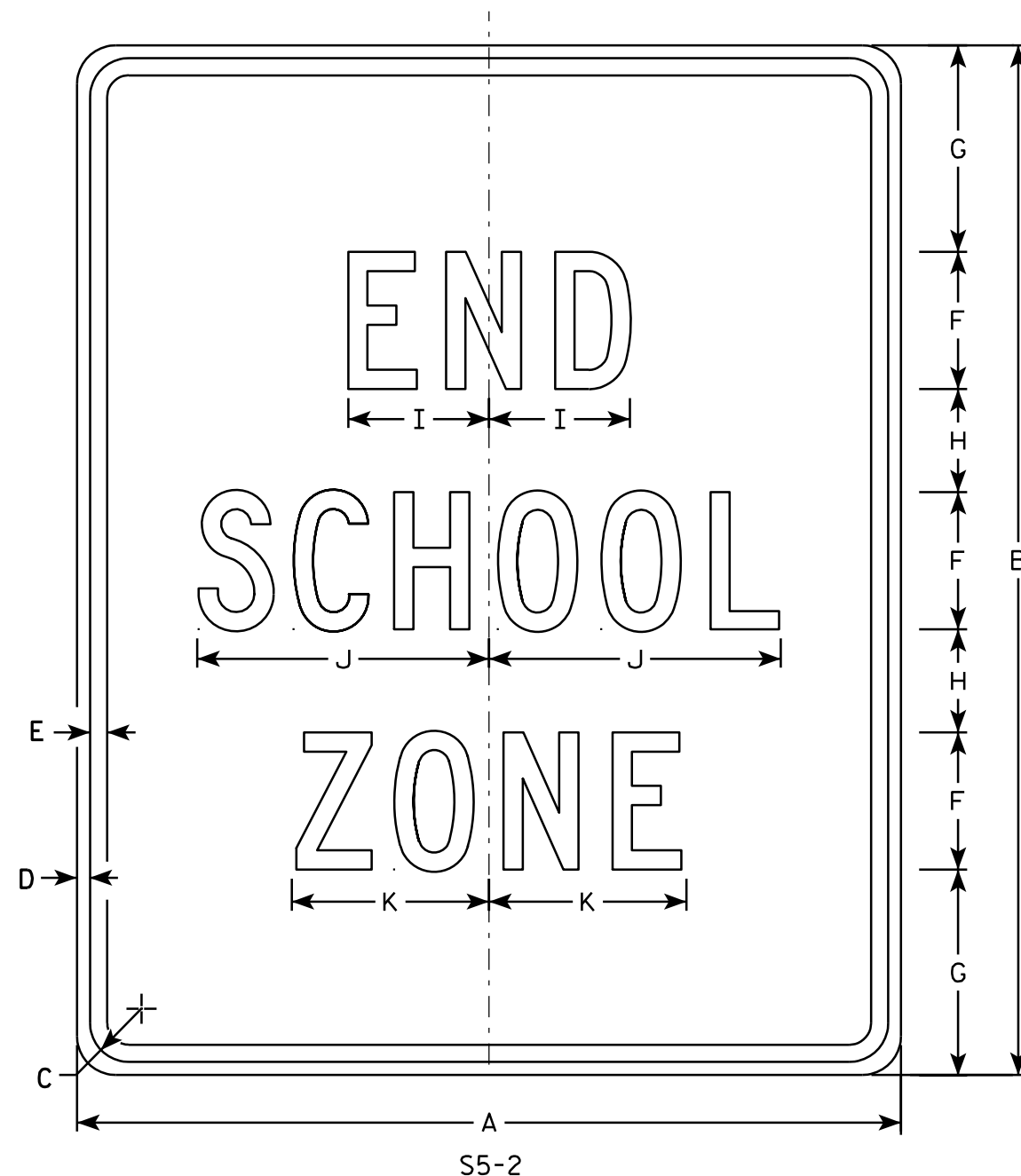
NOTES

- Sign is Type II - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition. (See note 5).
- Color:
Background - See note 5
Message - Black
- Message Series - See note 6
- CornerRadius 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.
- Top panel (SCH00L) background - Yellow Green -Type F Reflective.
Lower panel background - White -Type H Reflective.
- From top to bottom:
Lines 1, 5, 6 & 7 are series D
Lines 2, 3 & 4 are series E
- Line 4 substitute appropriate numerals and
adjust spacing to achieve proper balance.

STANDARD SIGN S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer
DATE 4/26/10 PLATE NO. S4-51.9



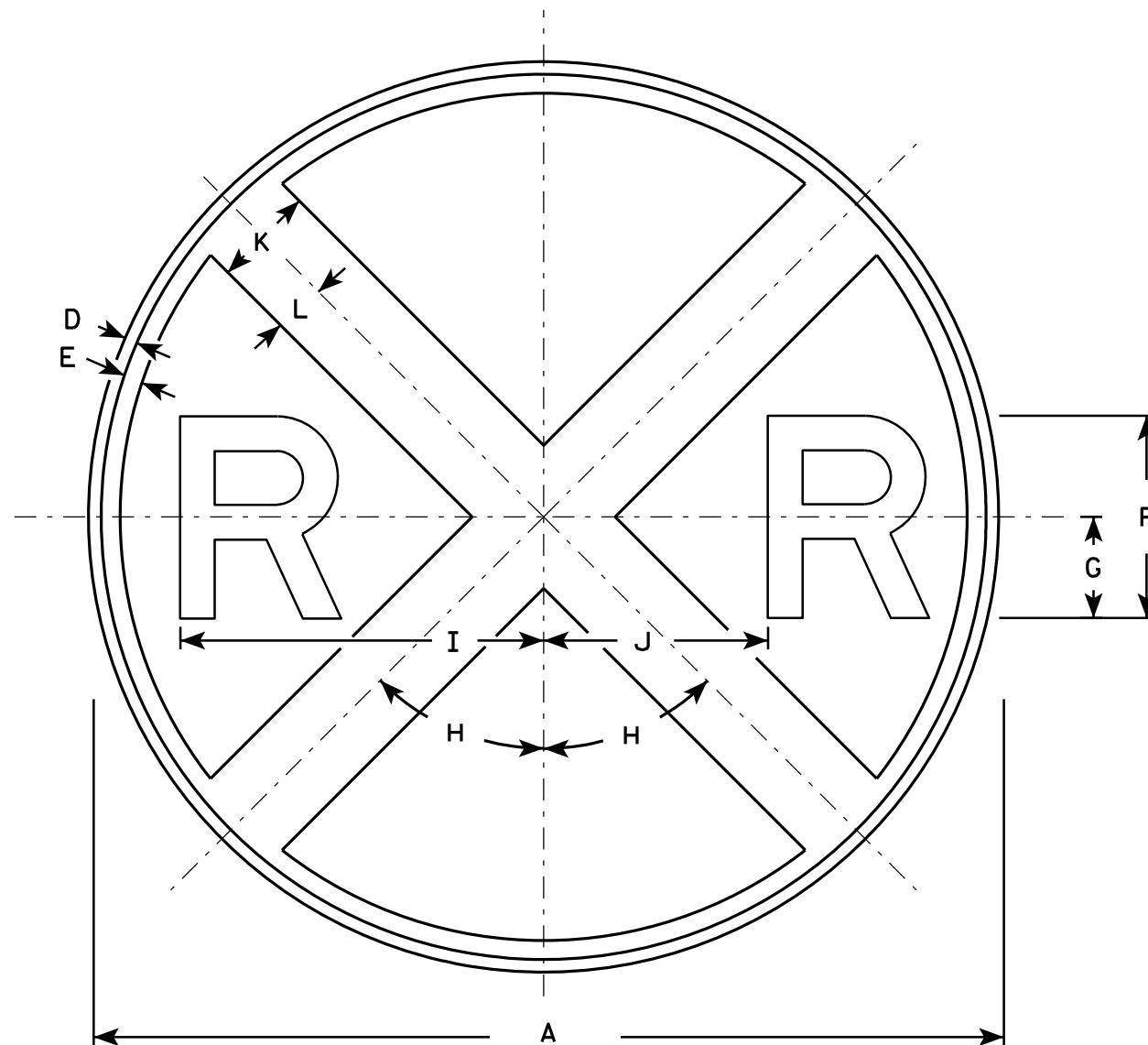
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1																											
2	24	30	1 1⁄8	3⁄8	1⁄2	4	6	3	4 1⁄8	8 1⁄2	5 3⁄4																5.0
3	36	42	1 5⁄8	5⁄8	3⁄4	6	7	5	6 1⁄8	12 5⁄8	8 5⁄8																10.5
4																											
5																											

STANDARD SIGN S5-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/8/11	PLATE NO. S5-2.2

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 234	E
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W10-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Message Series - E

7

7

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			3/8	5/8	7	3 1/2	45°	12 3/8	7 1/8	3	1 1/2															4.91
2S	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
2M	36			5/8	3/4	8	4	45°	14 3/8	8 5/8	4	2															7.07
3																											
4	48			3/4	1 1/4	10	5	45°	18 3/8	11 5/8	5	2 1/2															12.57
5																											

PROJECT NO:			HWY:			COUNTY:			SHEET NO: 235										E
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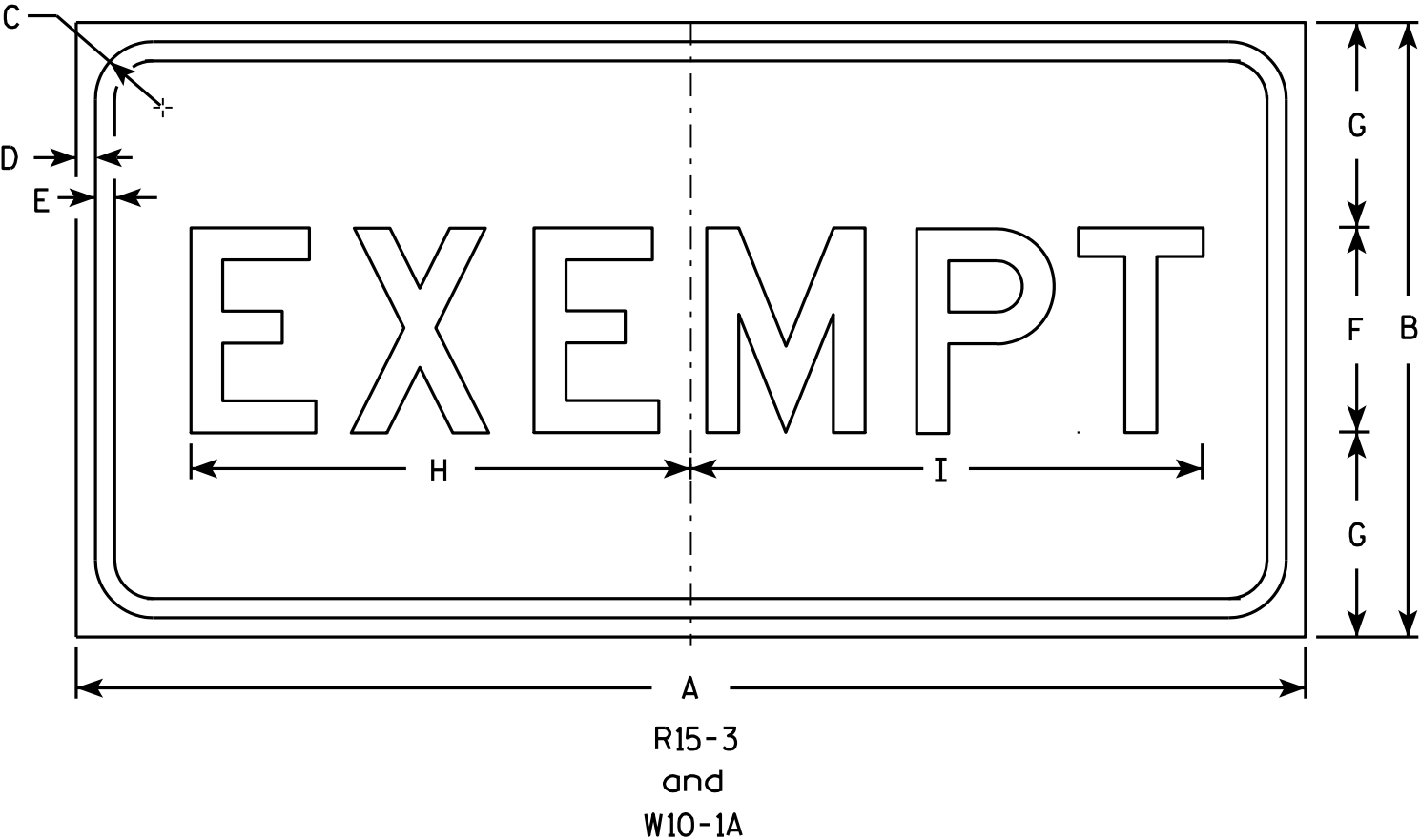
STANDARD SIGN
W10-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 3/15/11 PLATE NO. W10-1.7

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - See Note 5
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. Background - R15-3 is White.
W10-1A is Yellow.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
2M	24	12	1 1/8	3/8	3/8	4	4	9 3/4	10																		2
3																											
4																											
5																											

STANDARD SIGN

R15-3 & W10-1A

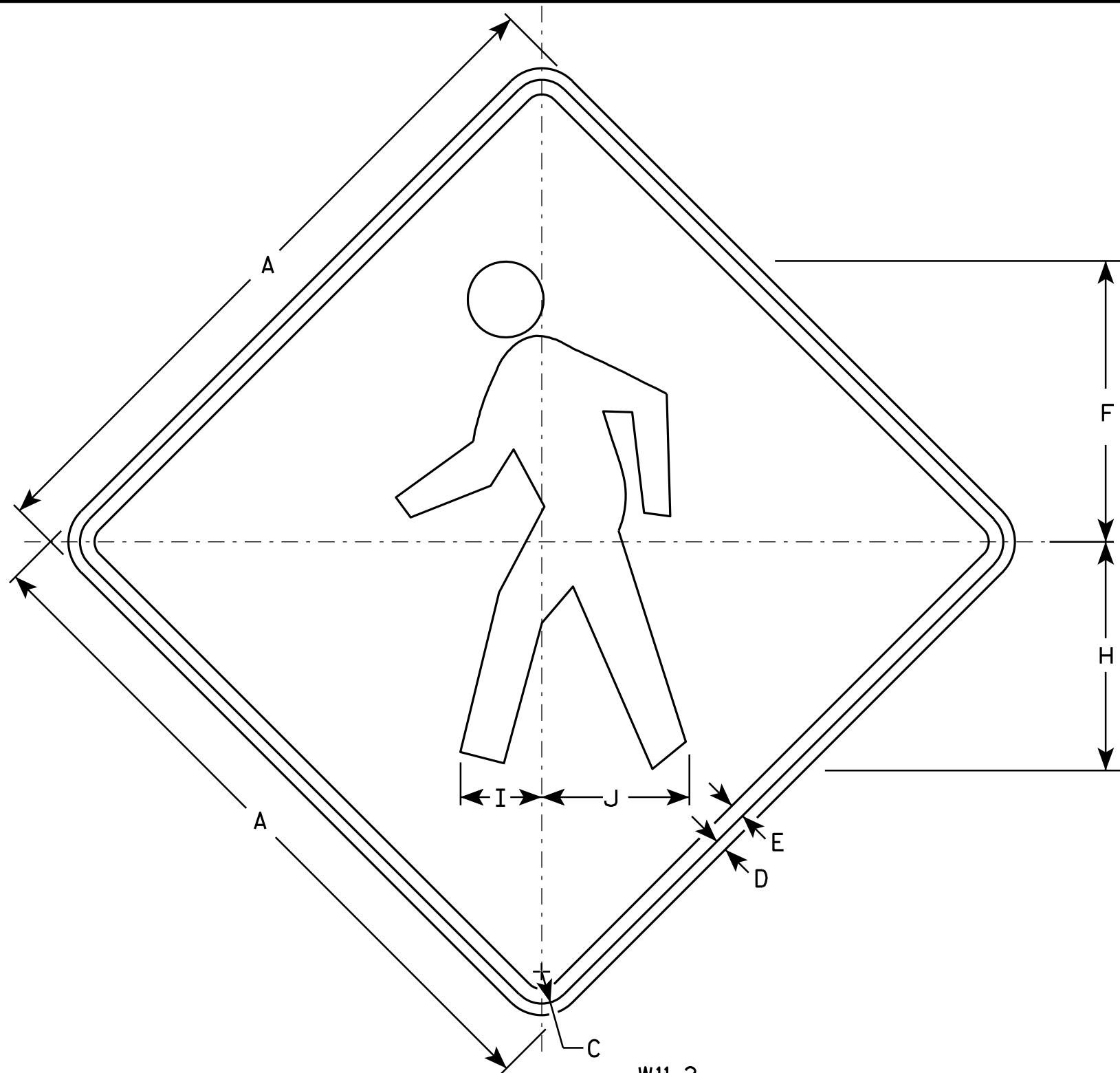
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 3/15/11

PLATE NO. R15-3.6



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

W11-2

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

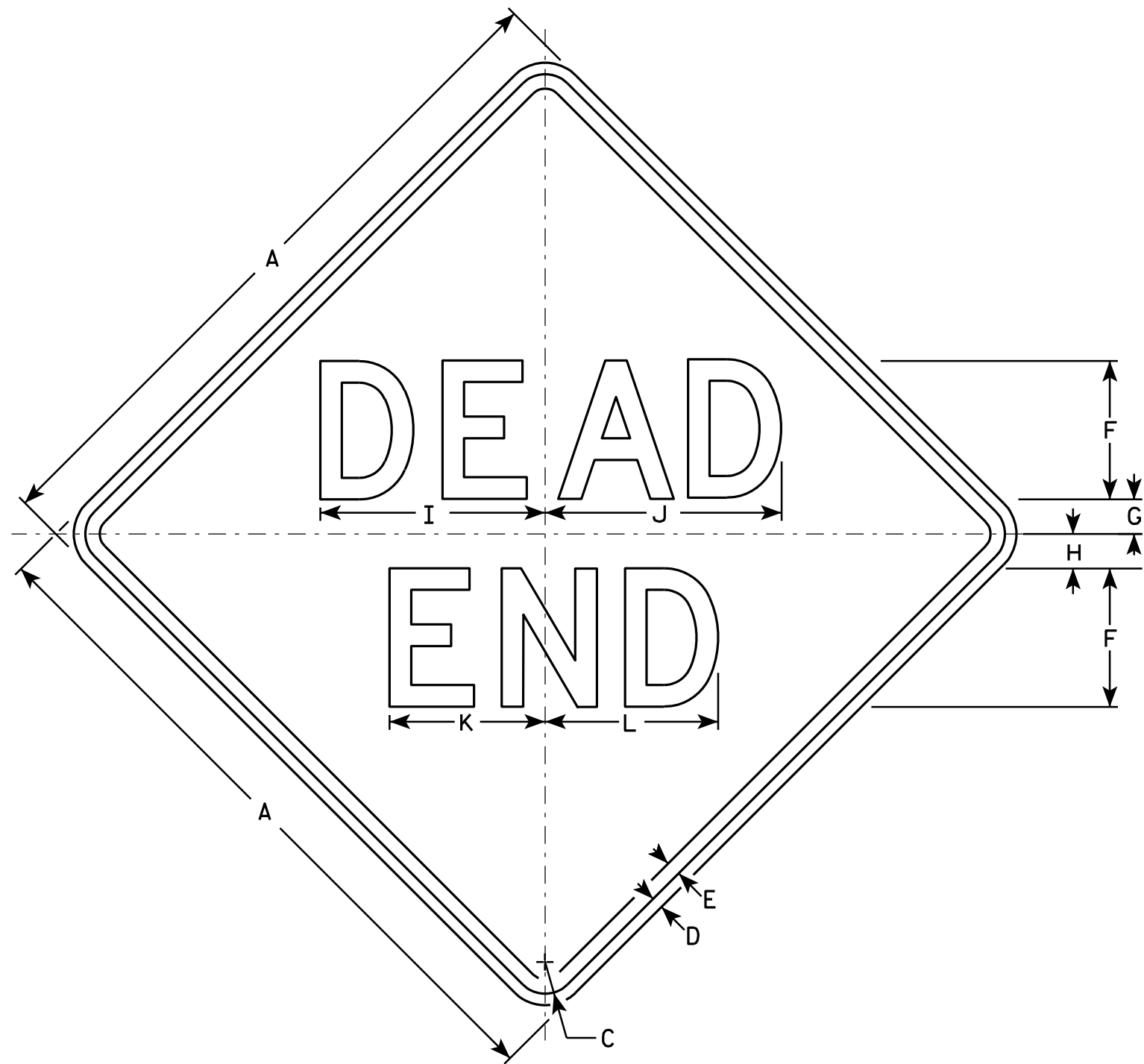
STANDARD SIGN W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

PROJECT NO: HWY: COUNTY: SHEET NO: 237 E



W14-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area, sq. ft.
1	24		1 1/8	3/8	1/2	5	1	2	8 1/4	8 5/8	5 5/8	6 1/4															4.0
2S	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
2M	30		1 3/8	1/2	5/8	6	1 1/2	2 1/2	9 3/4	10 1/4	6 3/4	7 1/2															6.25
3	36		1 5/8	5/8	3/4	7	2	3	11 3/8	12	7 7/8	8 3/4															9.0
4																											
5																											

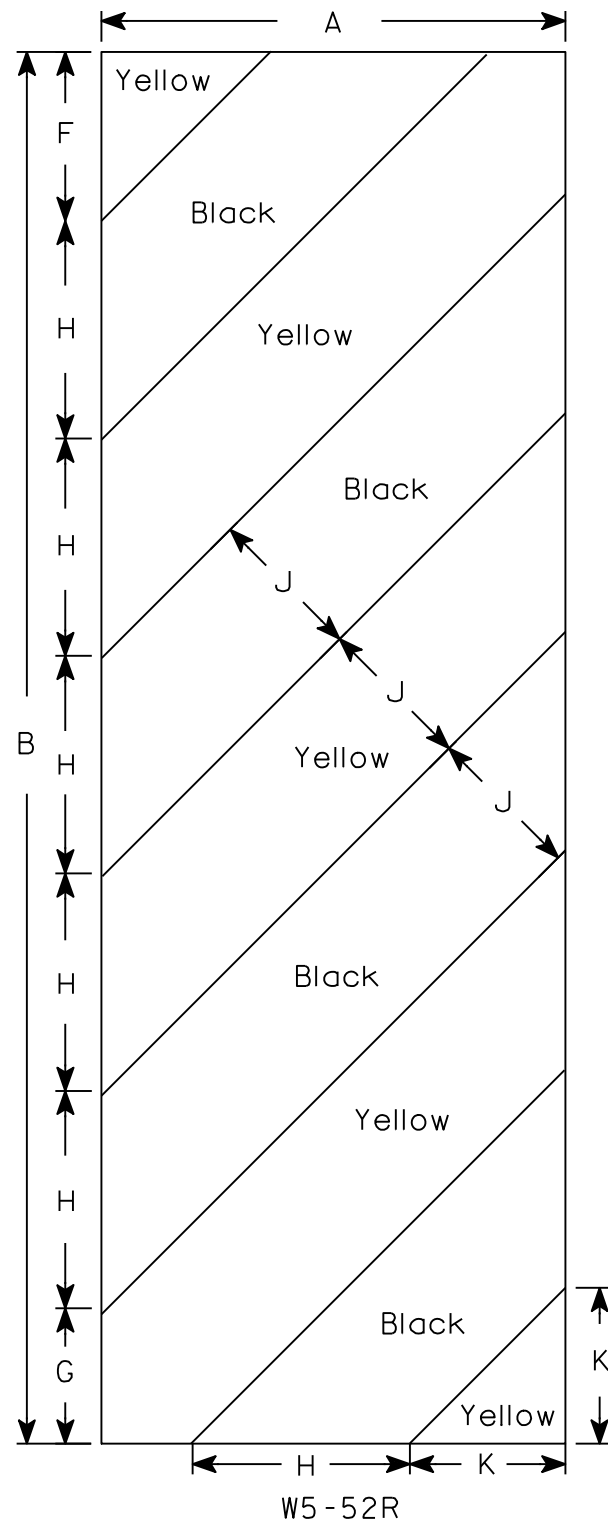
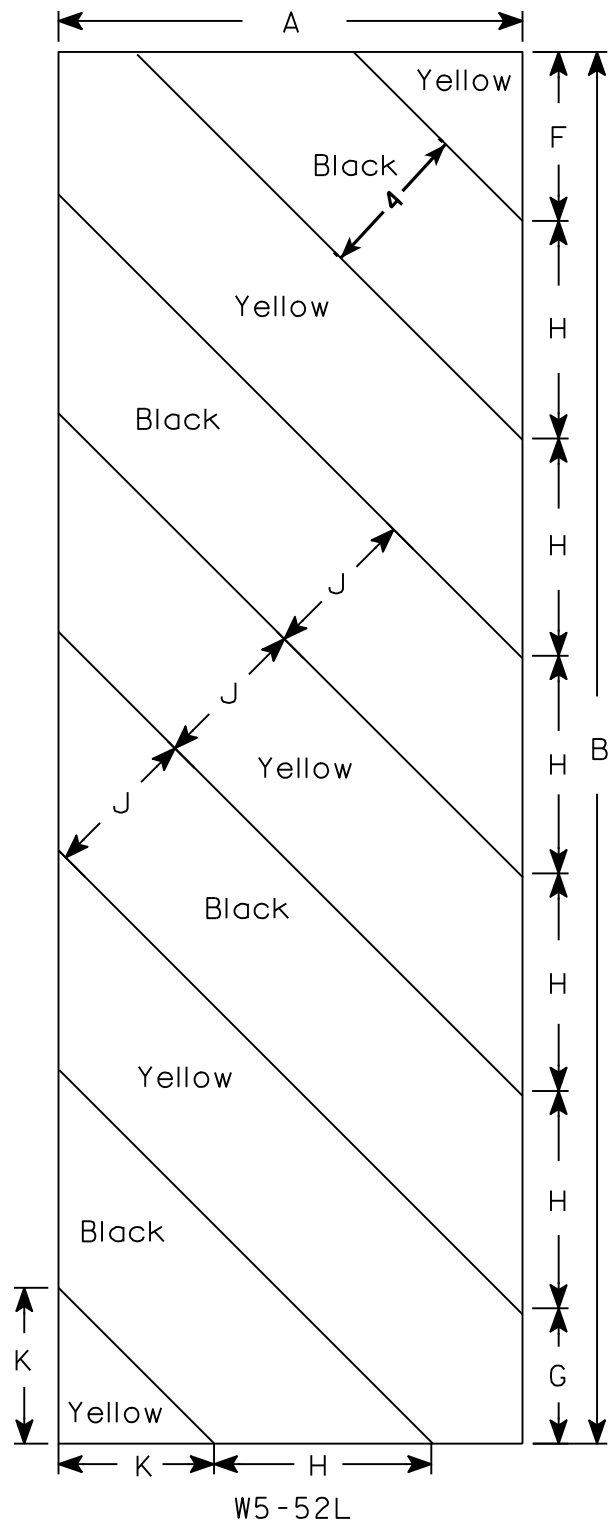
STANDARD SIGN
W14-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W14-1.6

PROJECT NO: HWY: COUNTY: SHEET NO: 238 E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Alternate colors of stripes as shown.

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	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN
W5-52L & W5-52R

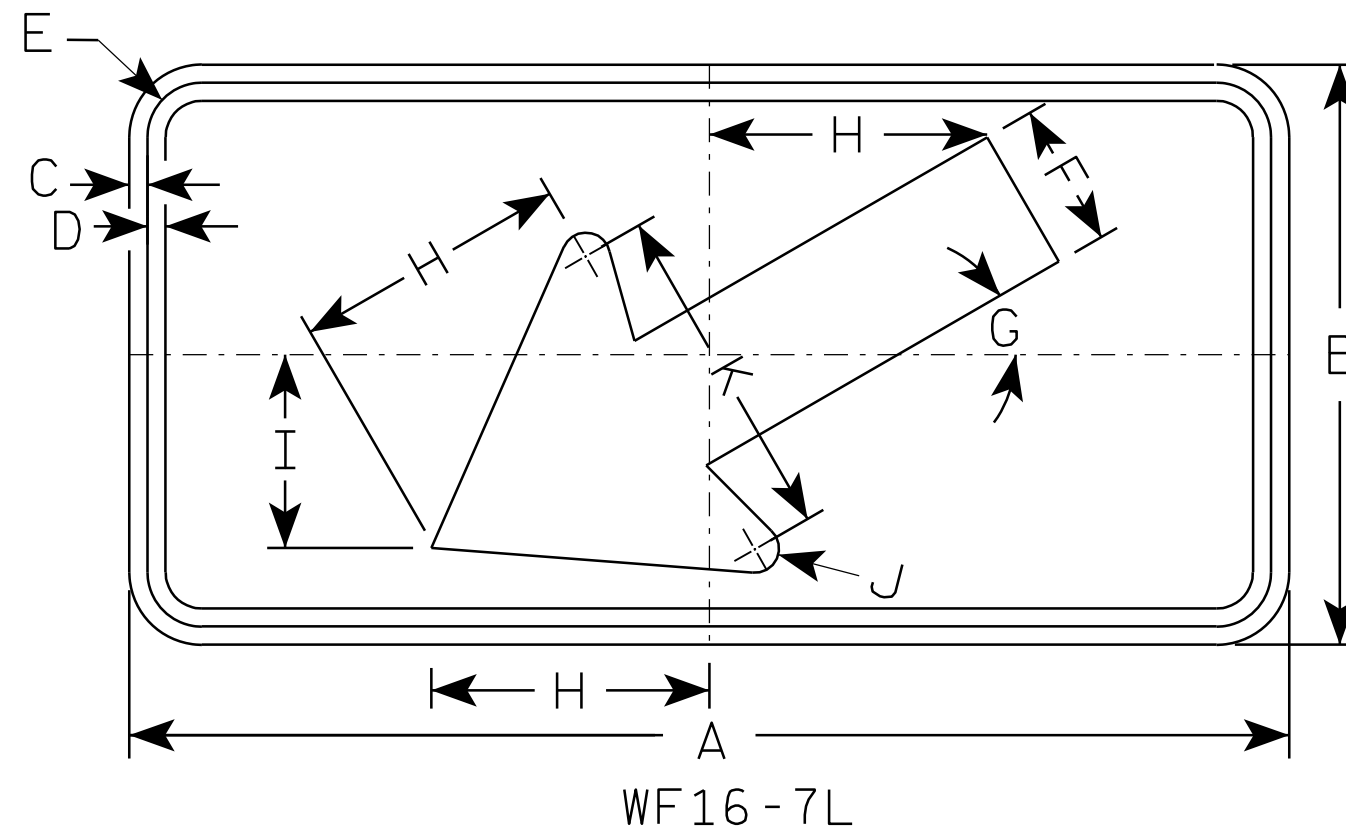
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/22/11 PLATE NO. W5-52.8

NOTES

1. Sign is Type II - Type F Reflective -
reference WIS DOT Standard Specification for
HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow-Green
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. WF16-7R are the same as
WF-16-7L except the arrow is reversed along
the vertical centerline.



WF16-7L

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	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2S	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4	48	24	1/2	5/8	1 3/8	6	30°	11 1/2	8	1	14																8.0
5																											

STANDARD SIGN	
WF16-7	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 12/21/10	PLATE NO. WF16-7.3

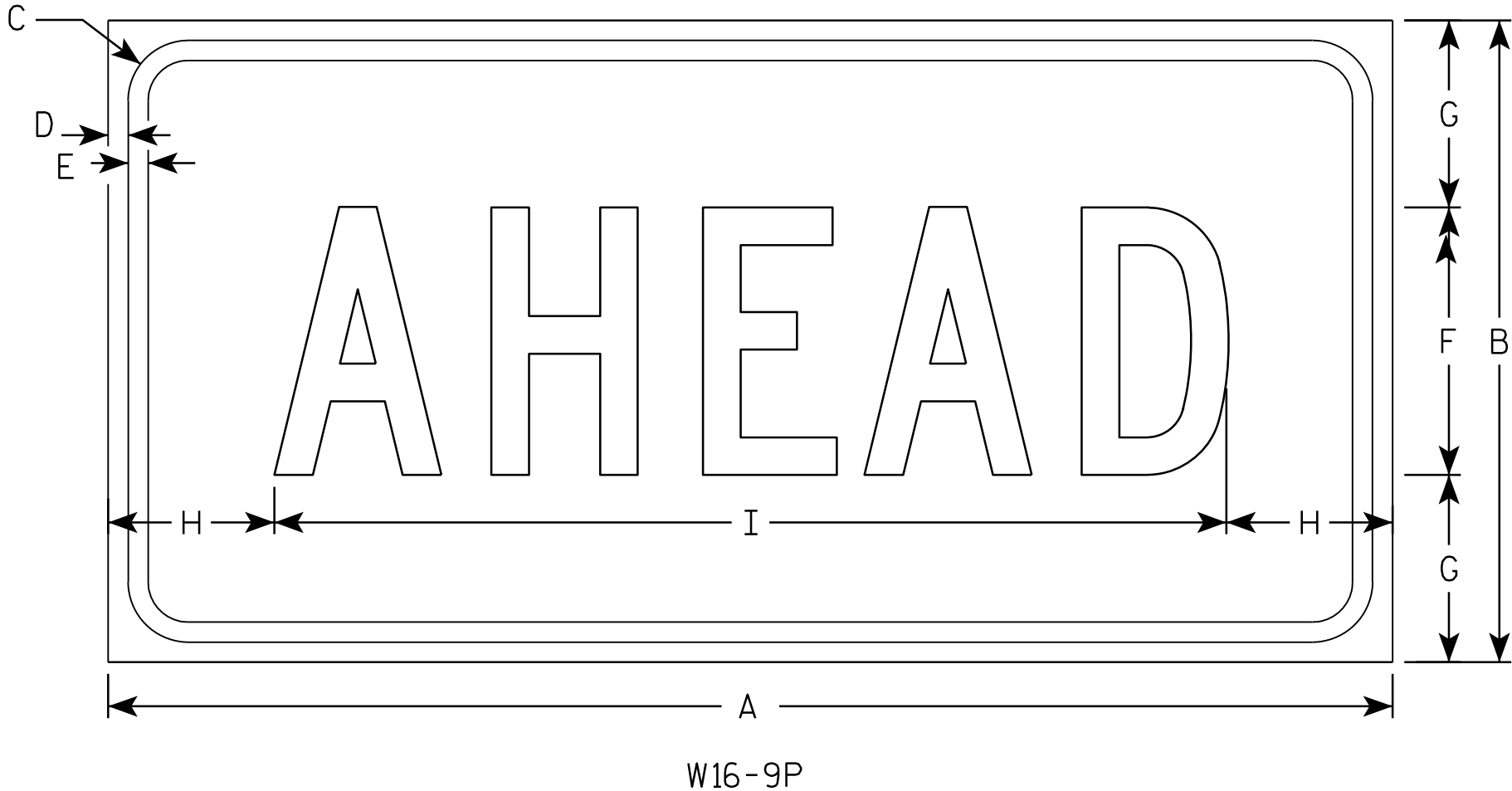
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 240	E
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7

7

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow-Green
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

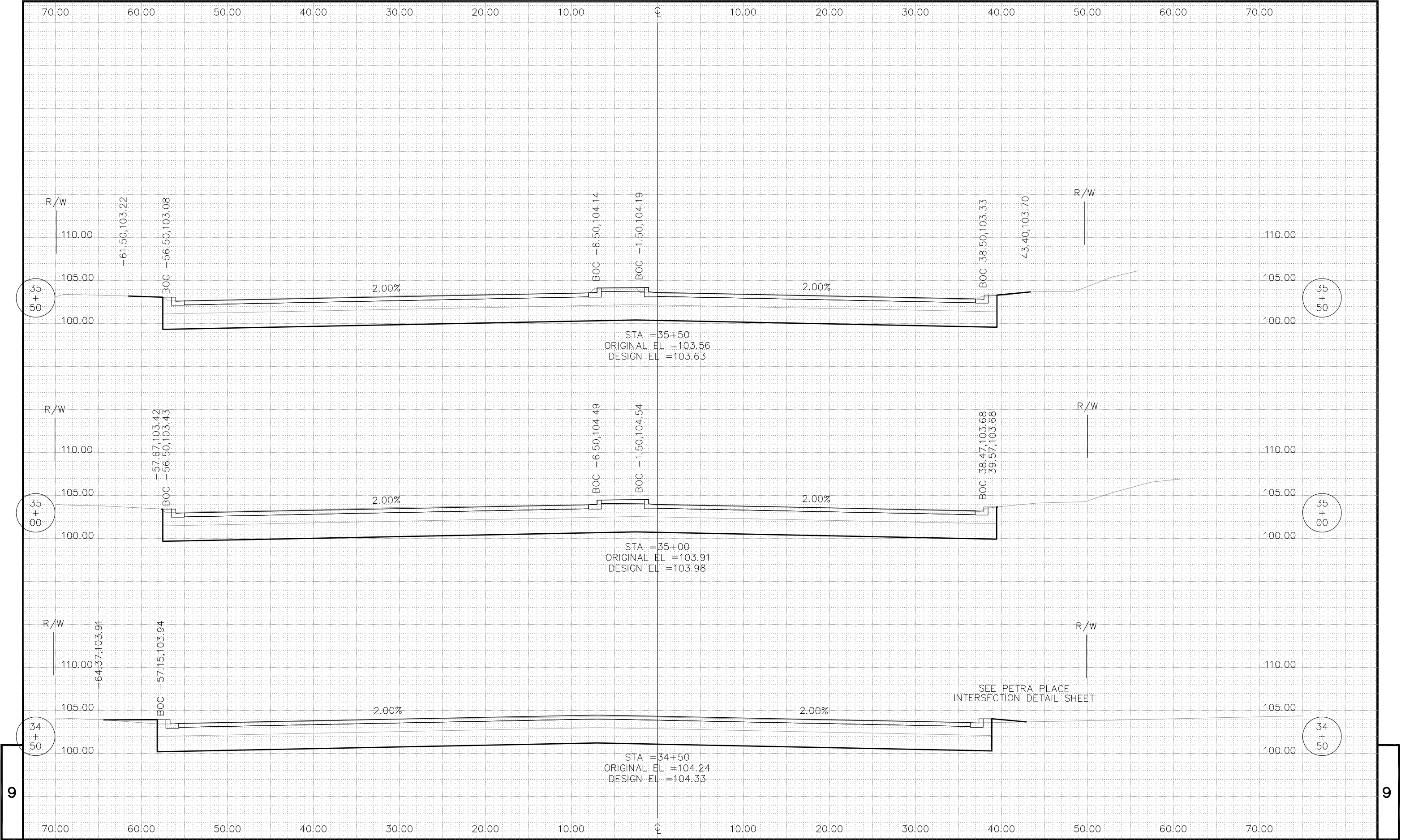
STANDARD SIGN

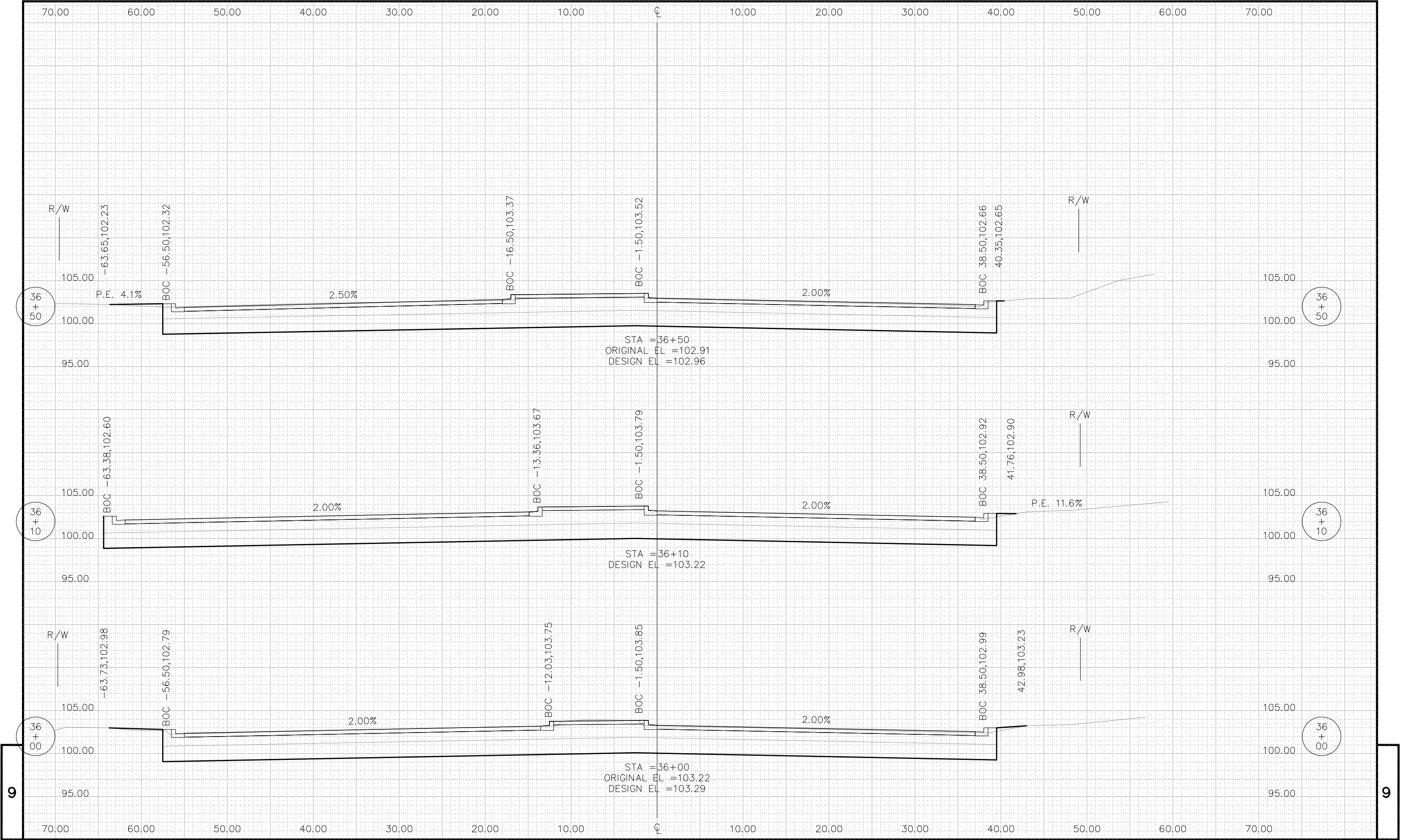
WF16-9P

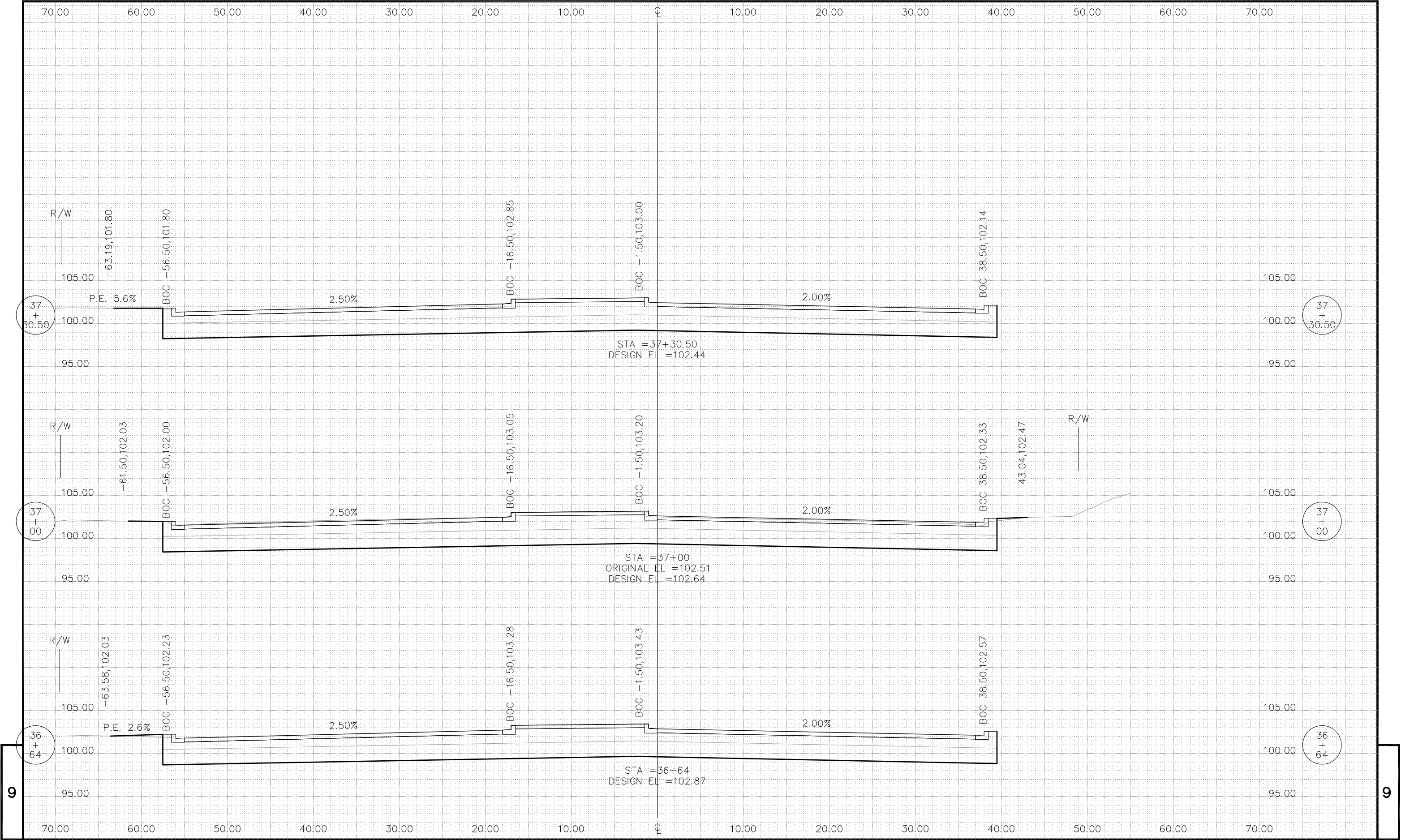
WISCONSIN DEPT OF TRANSPORTATION

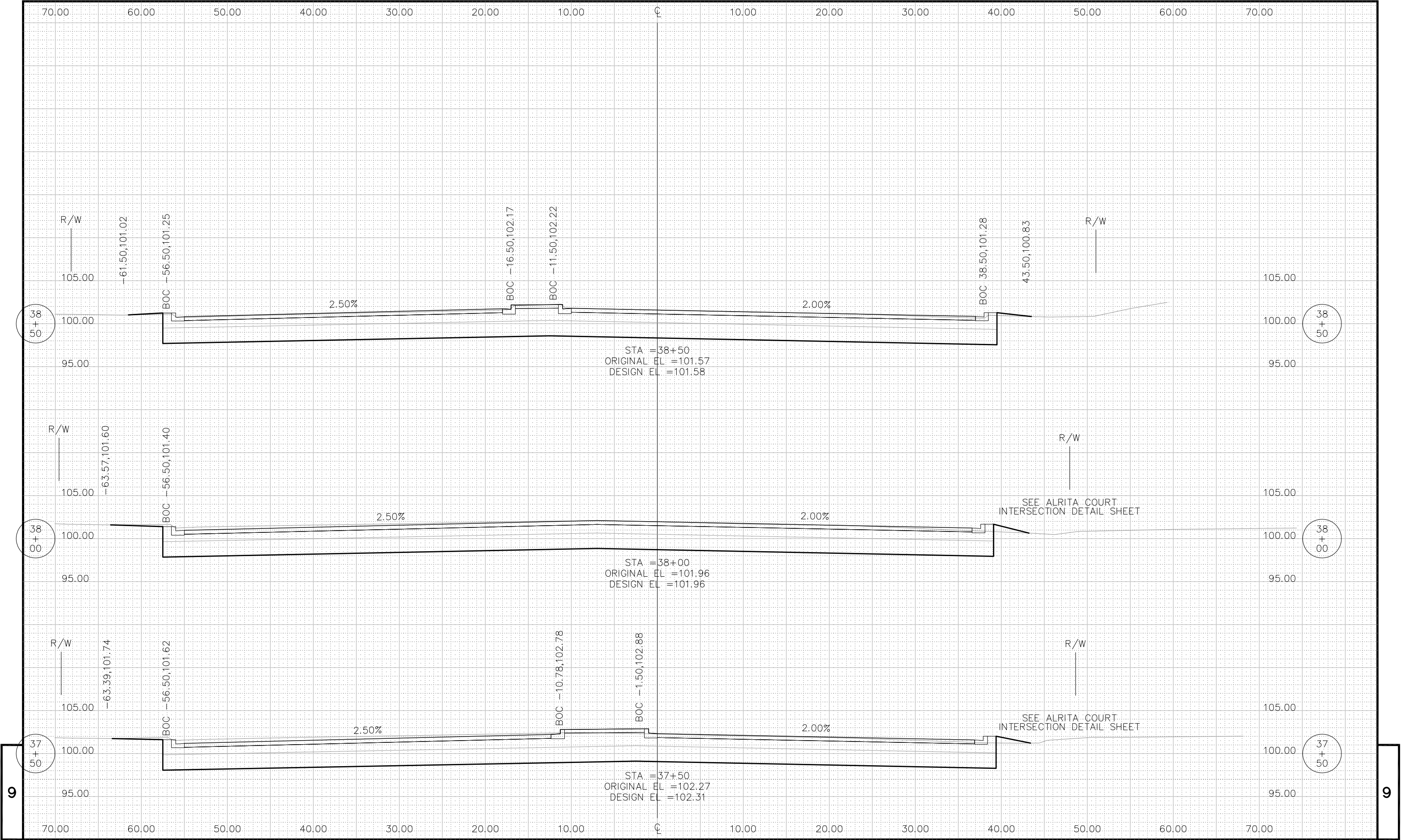
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

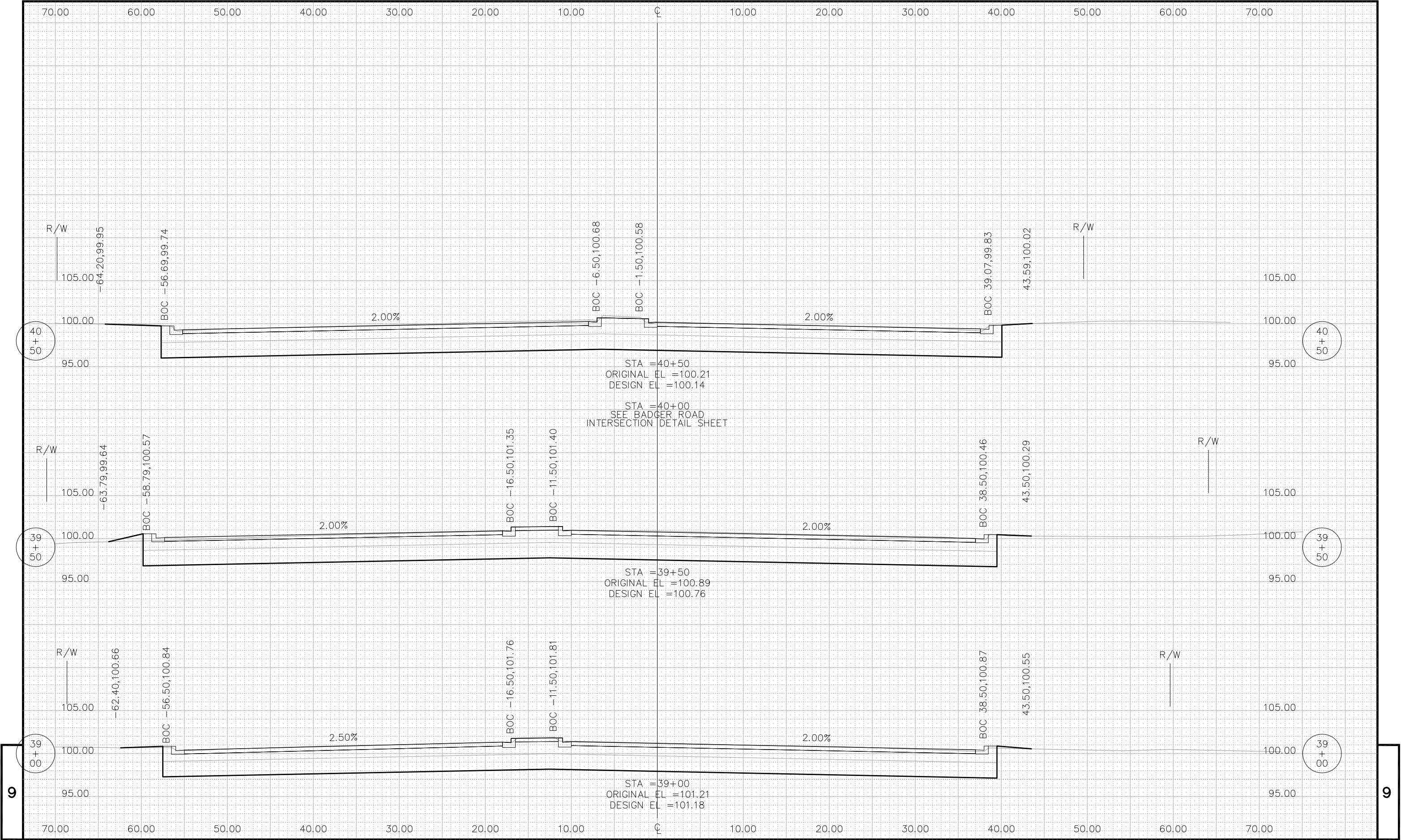
DATE 12/28/10 PLATE NO. WF16-9P.3

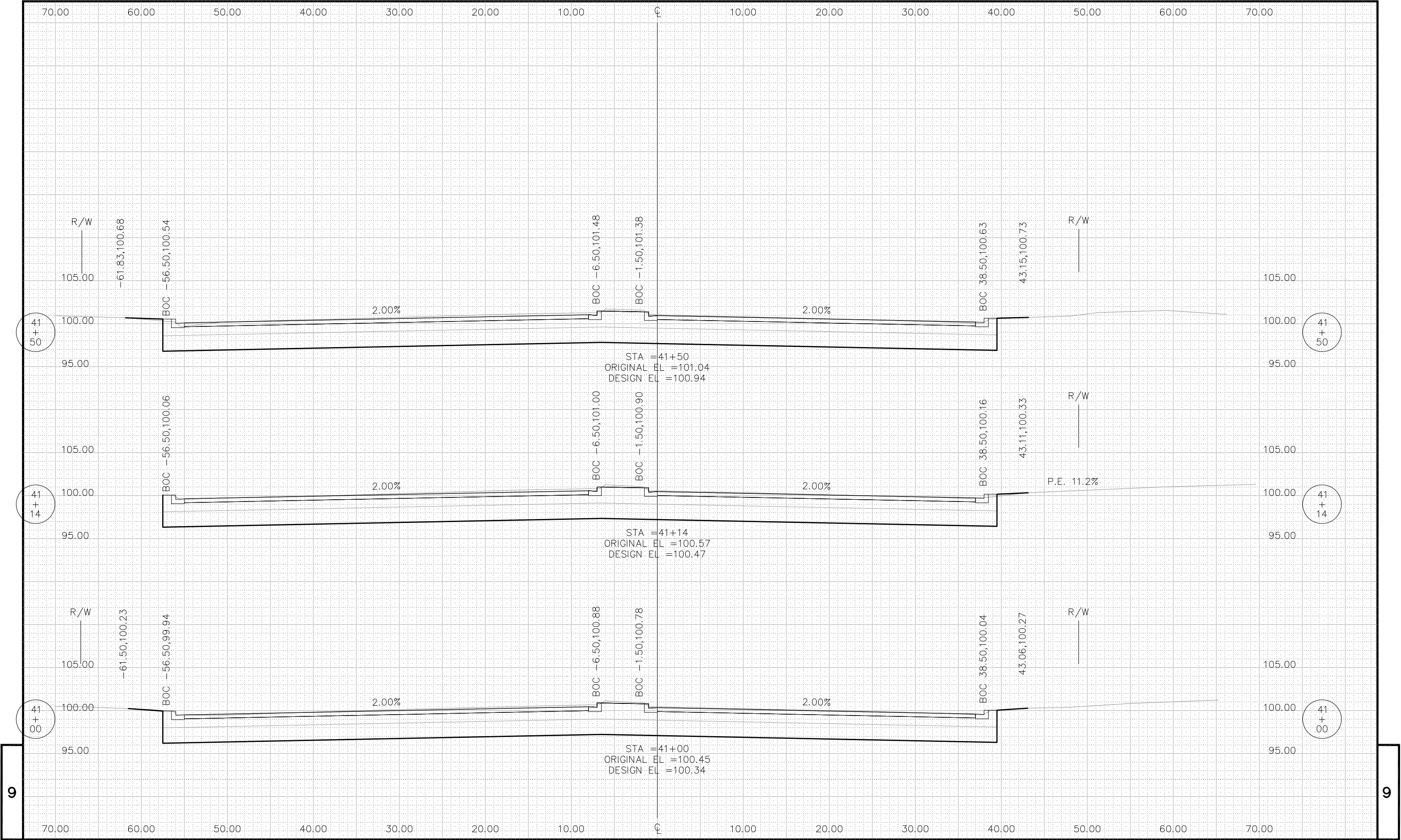


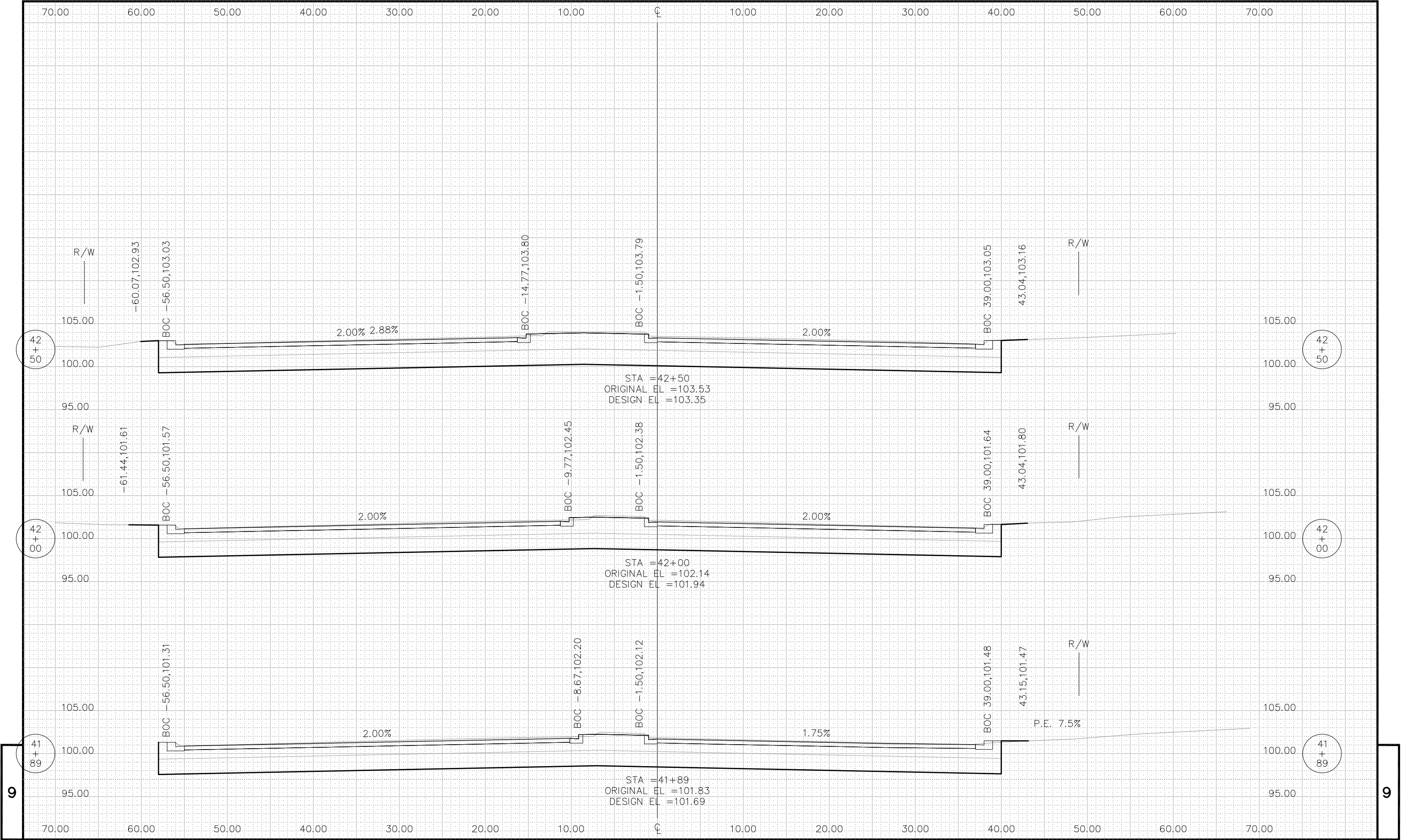










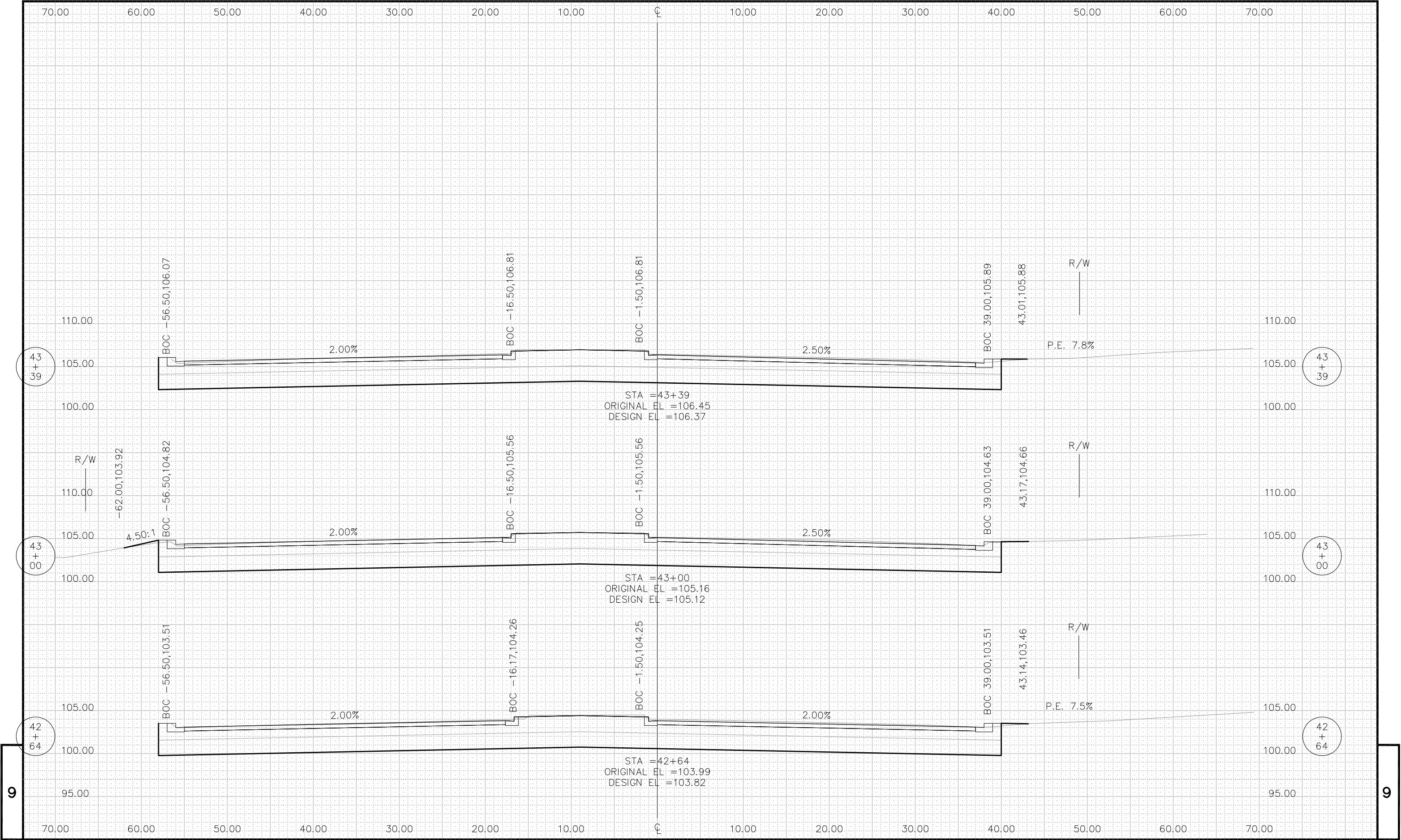


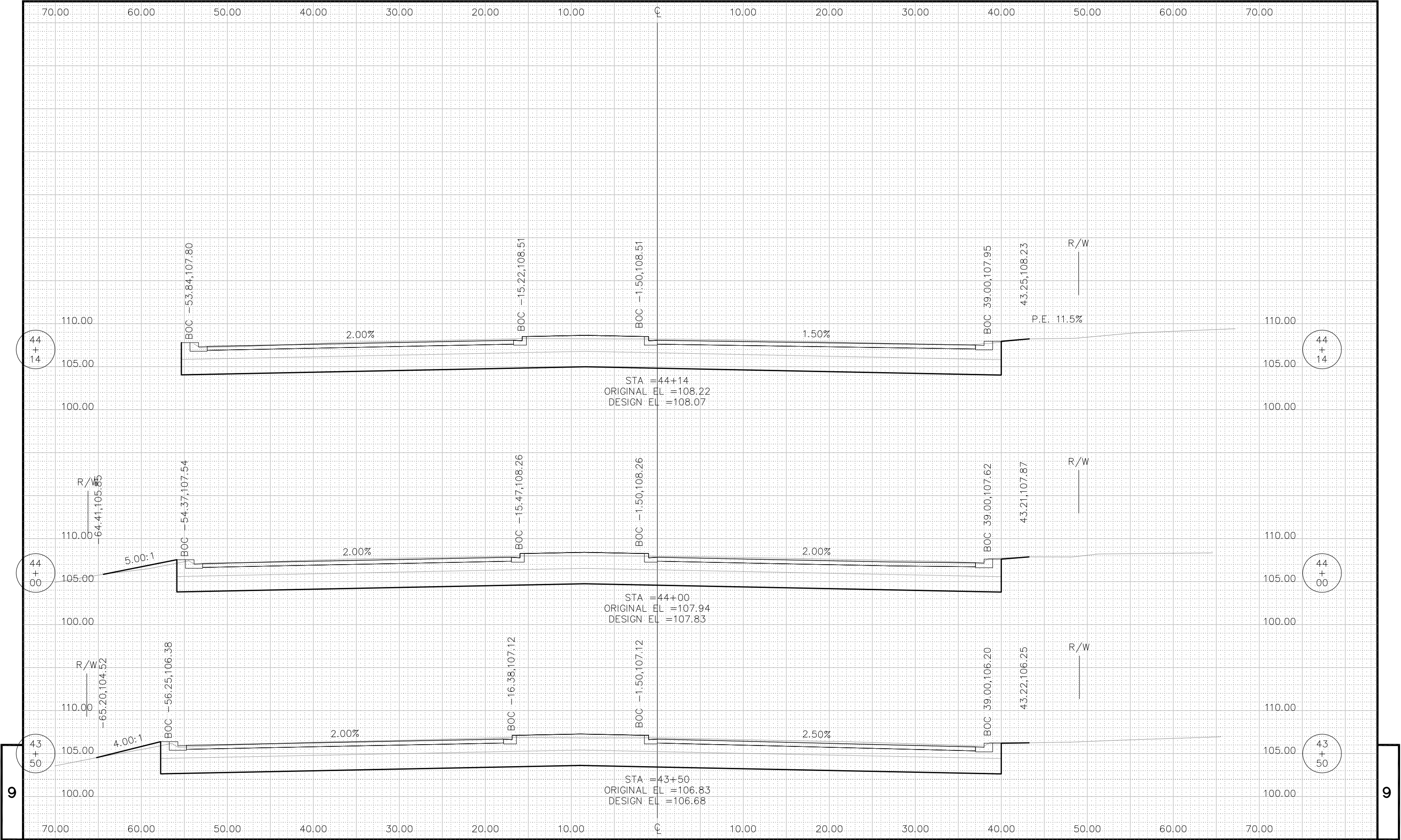
PROJECT NO: 5992-06-57

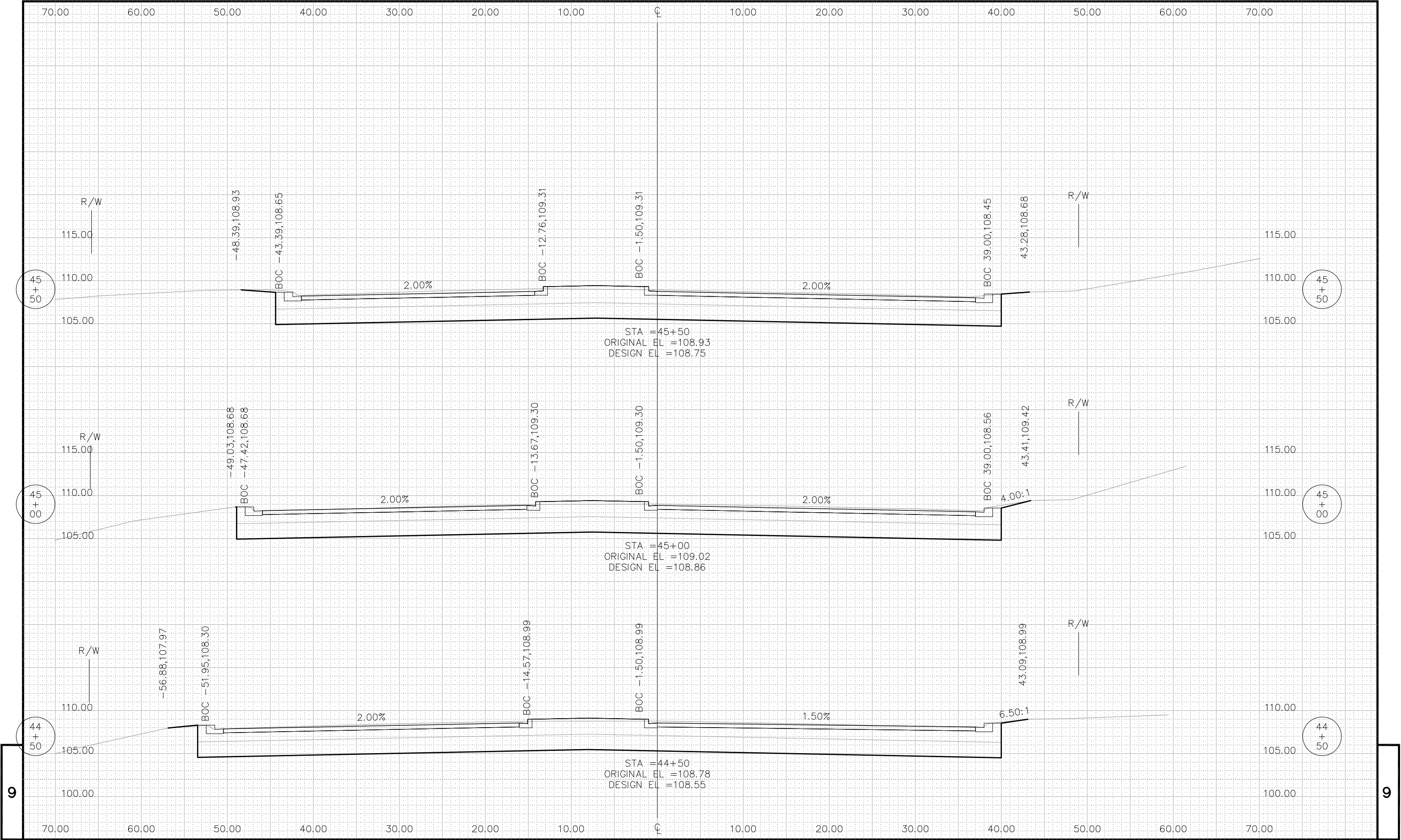
HWY: CTH D (FISH HATCHERY RD.) COUNTY: DANE

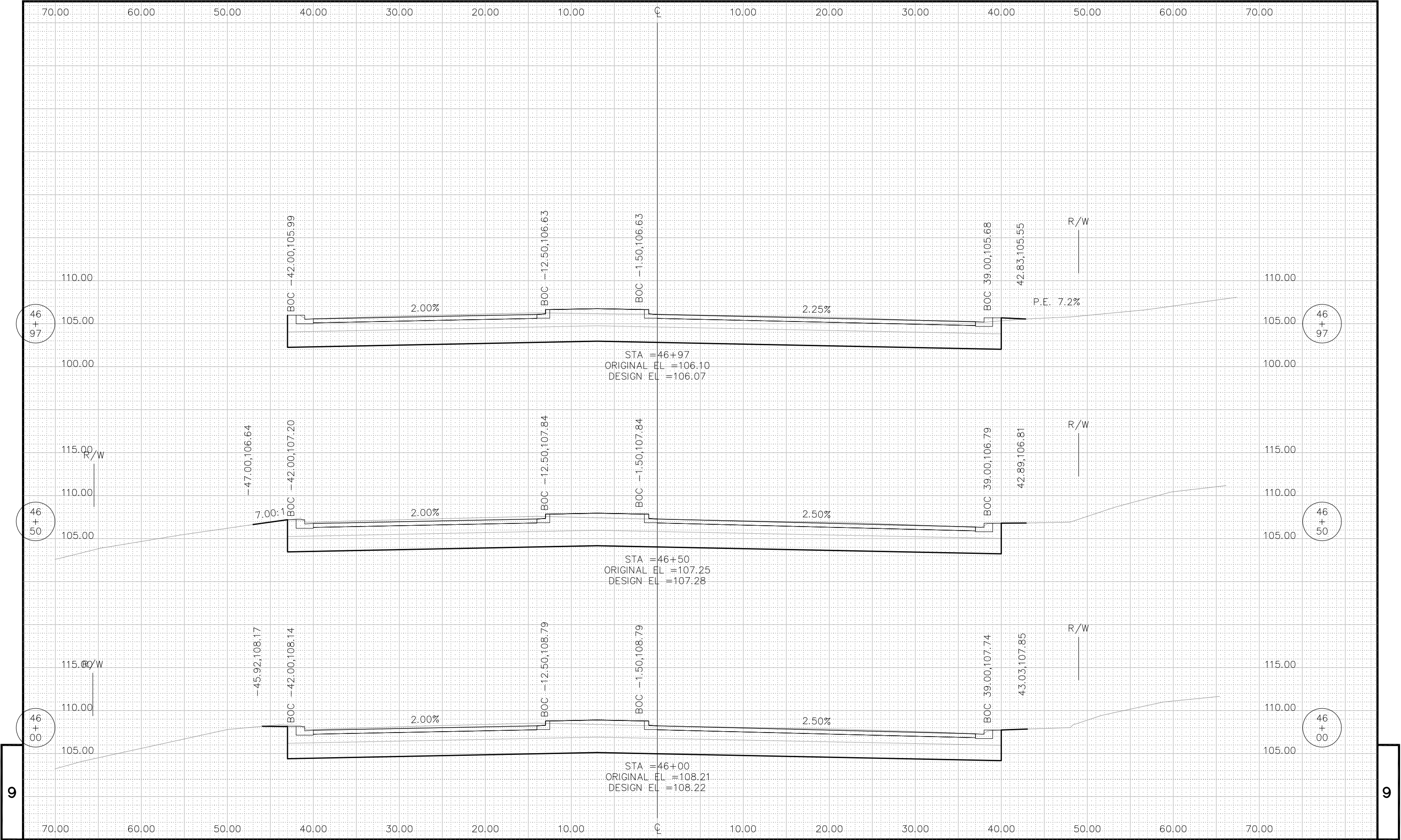
CROSS SECTIONS

SHEET NO: 248







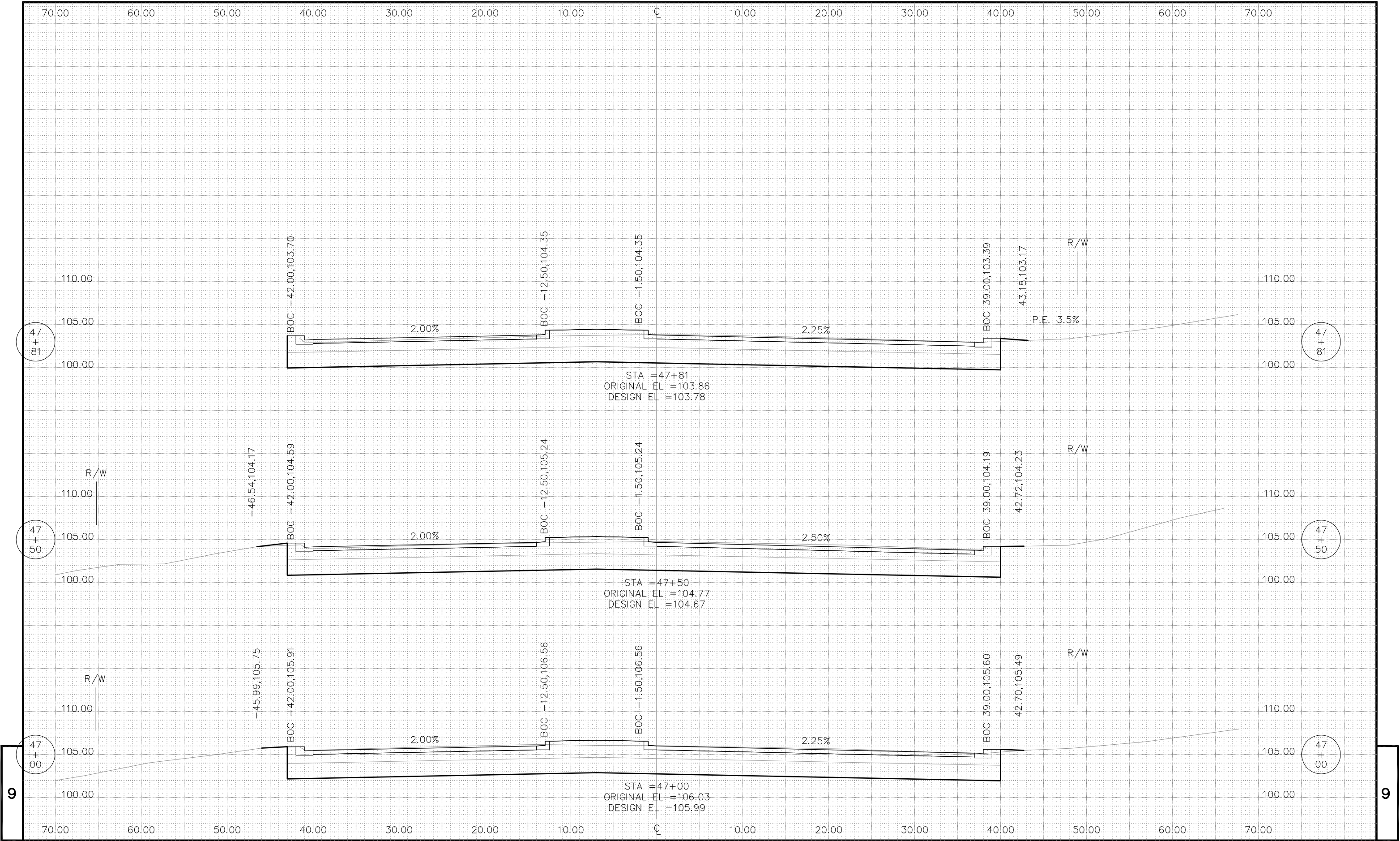


PROJECT NO: 5992-06-57

HWY: CTH D (FISH HATCHERY RD.) COUNTY: DANE

CROSS SECTIONS

SHEET NO: 252

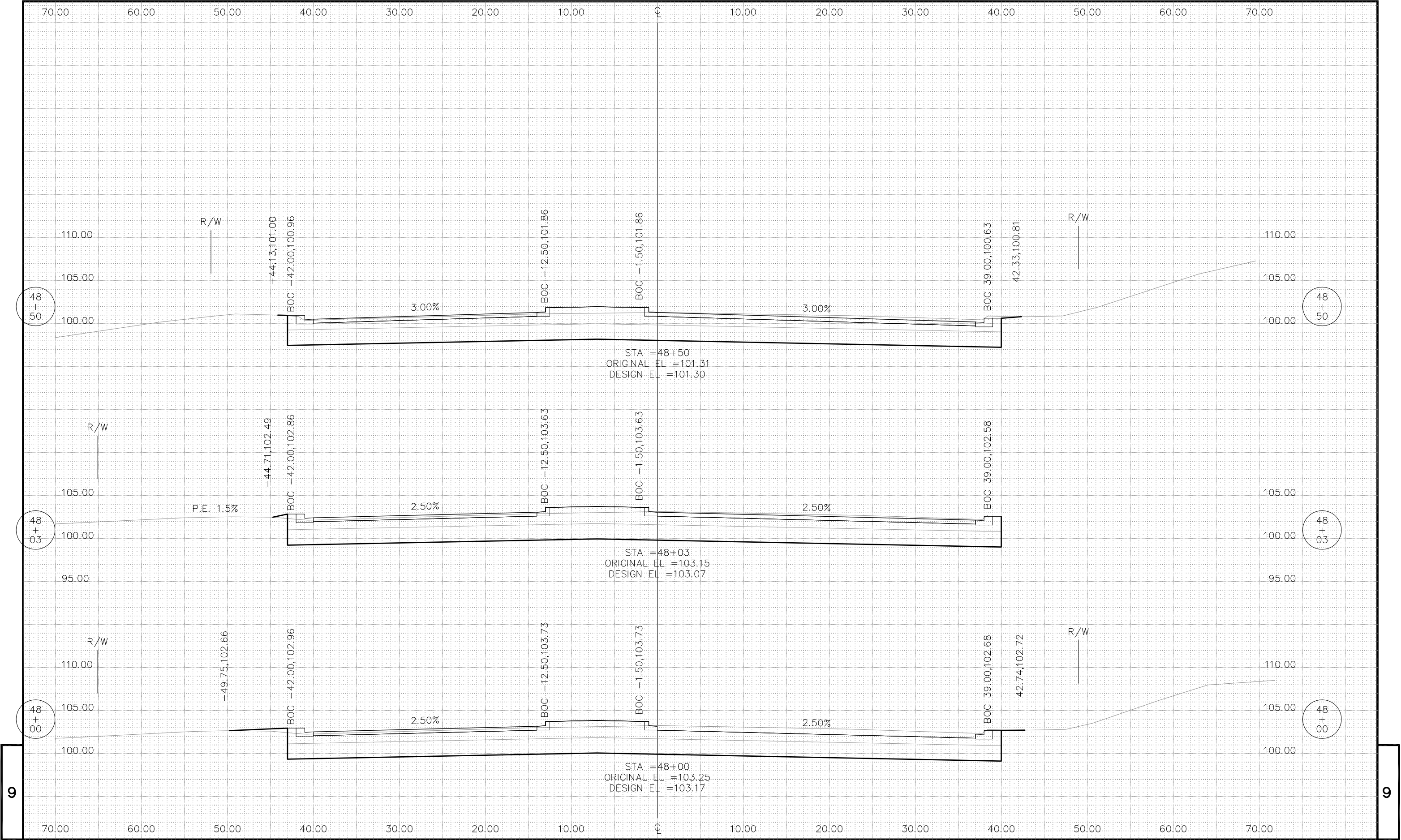


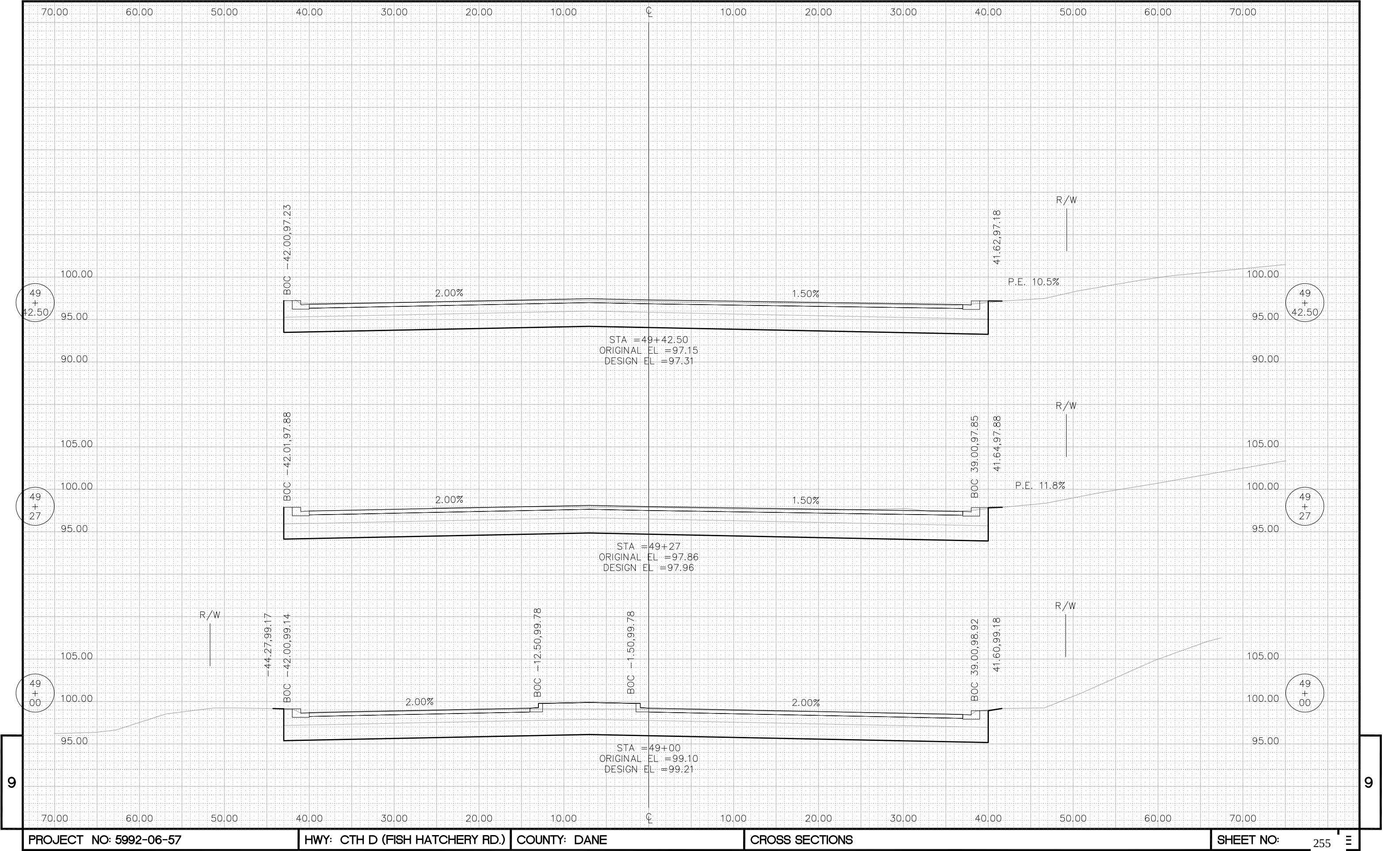
PROJECT NO: 5992-06-56

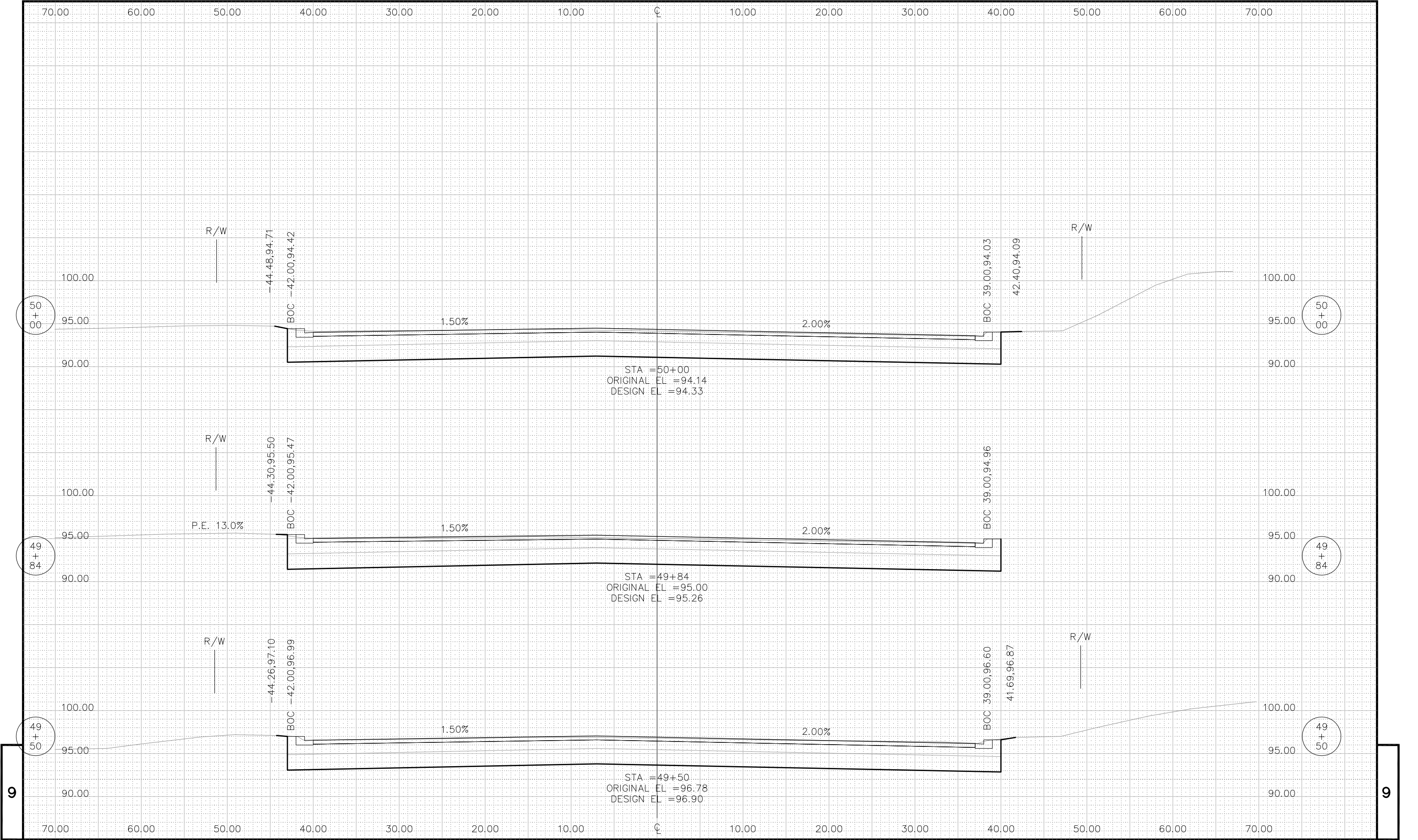
HWY: CTH D (FISH HATCHERY RD.) COUNTY: DANE

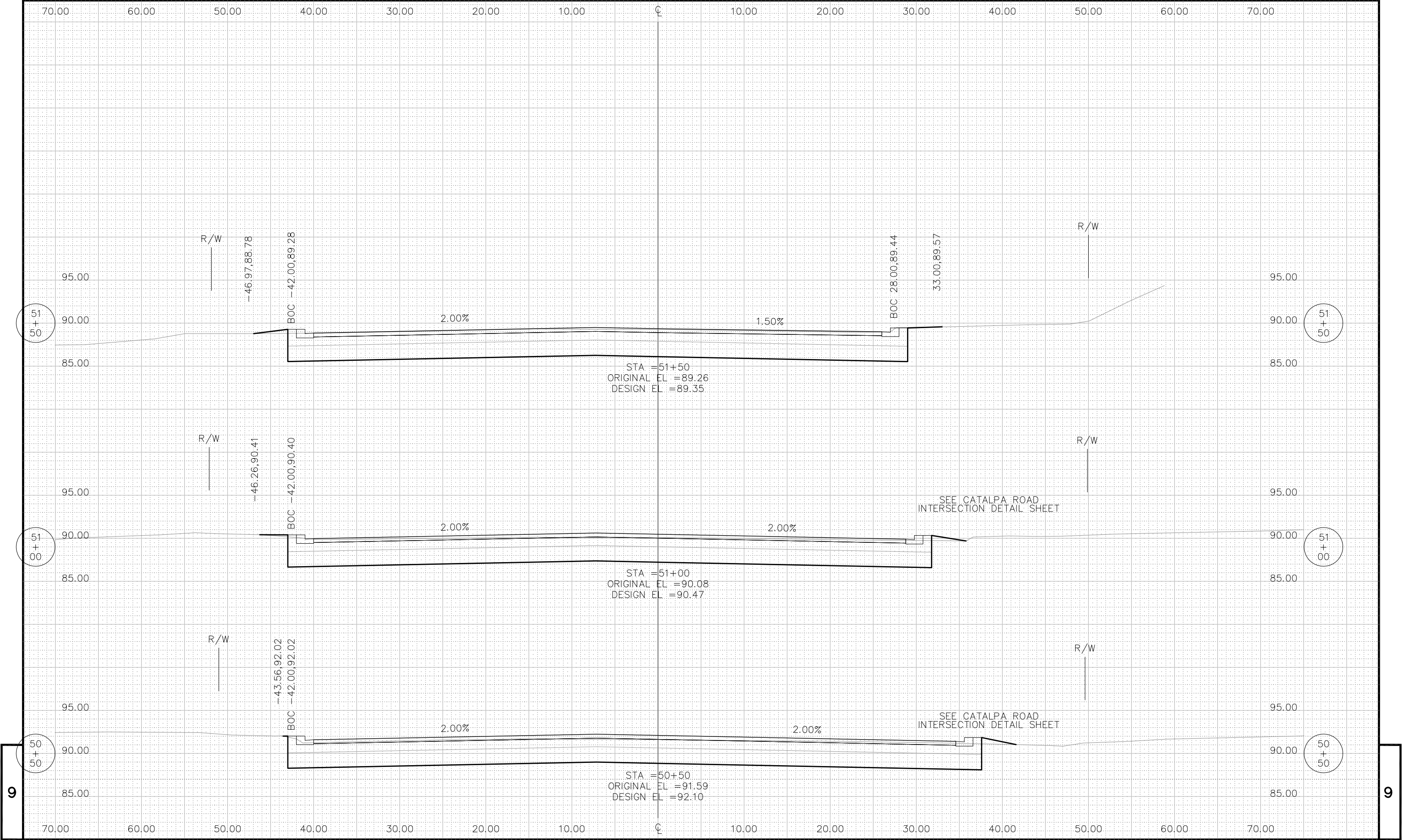
CROSS SECTIONS

SHEET NO: 253







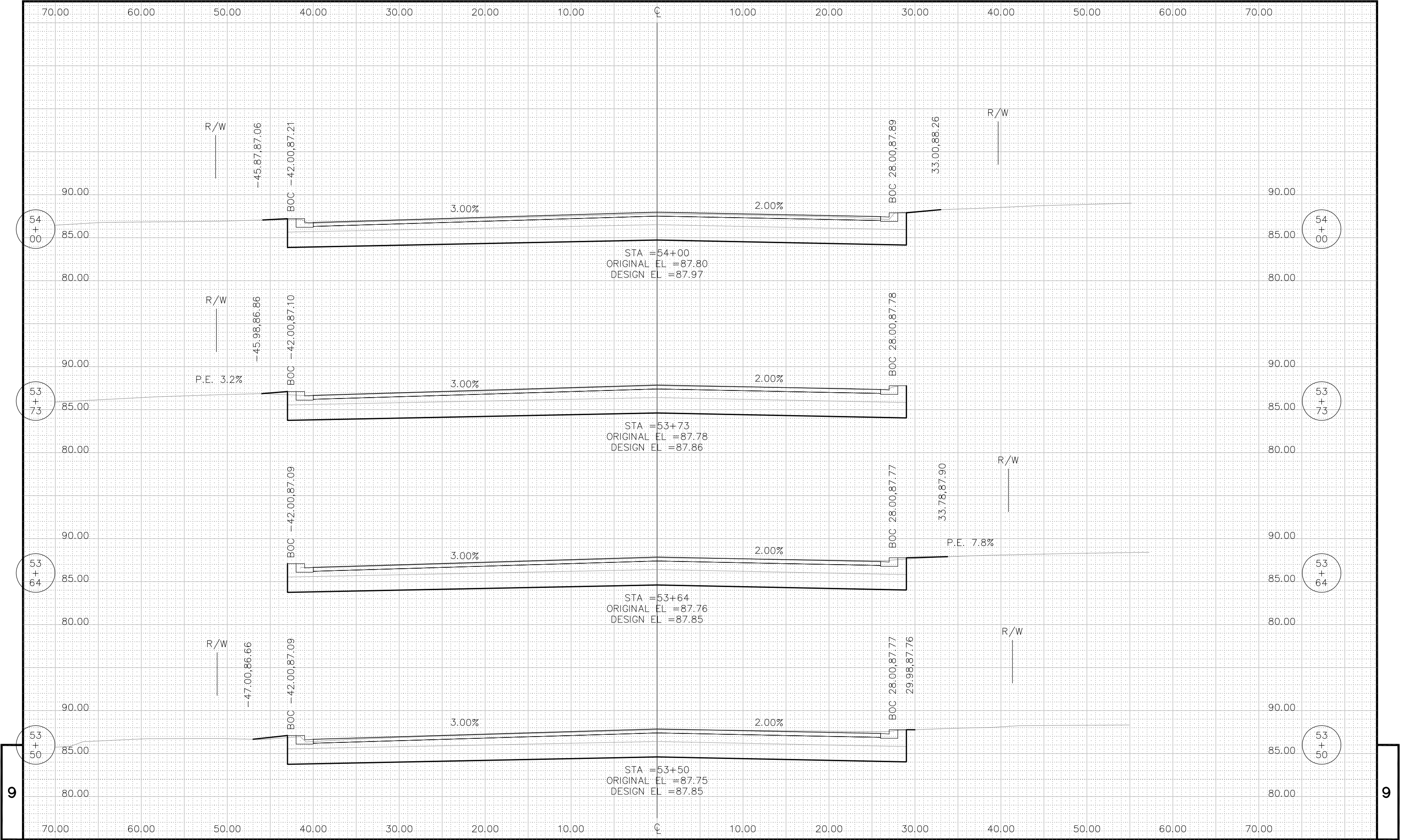


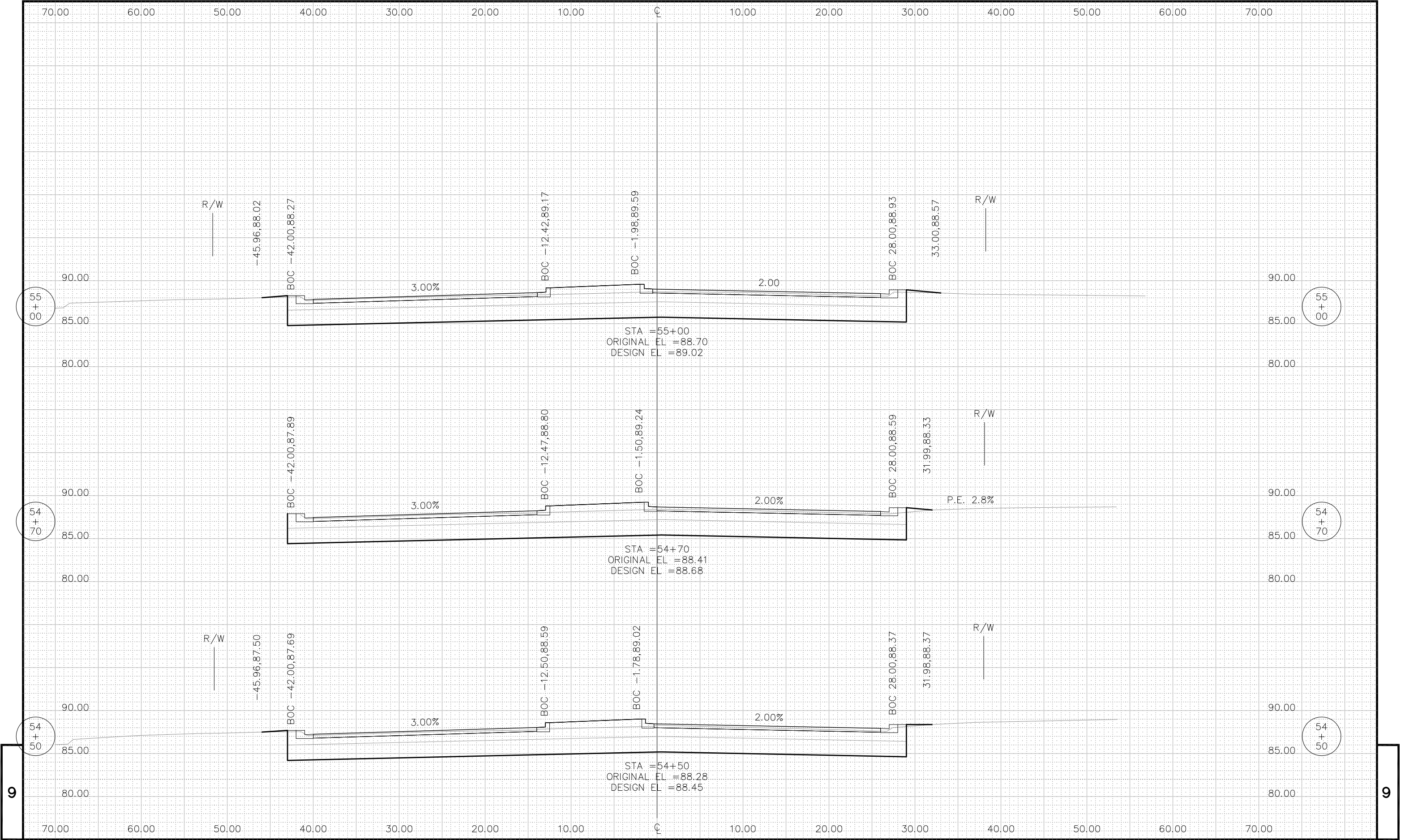
PROJECT NO: 5992-06-57

HWY: CTH D (FISH HATCHERY RD.) COUNTY: DANE

CROSS SECTIONS

SHEET NO: 257



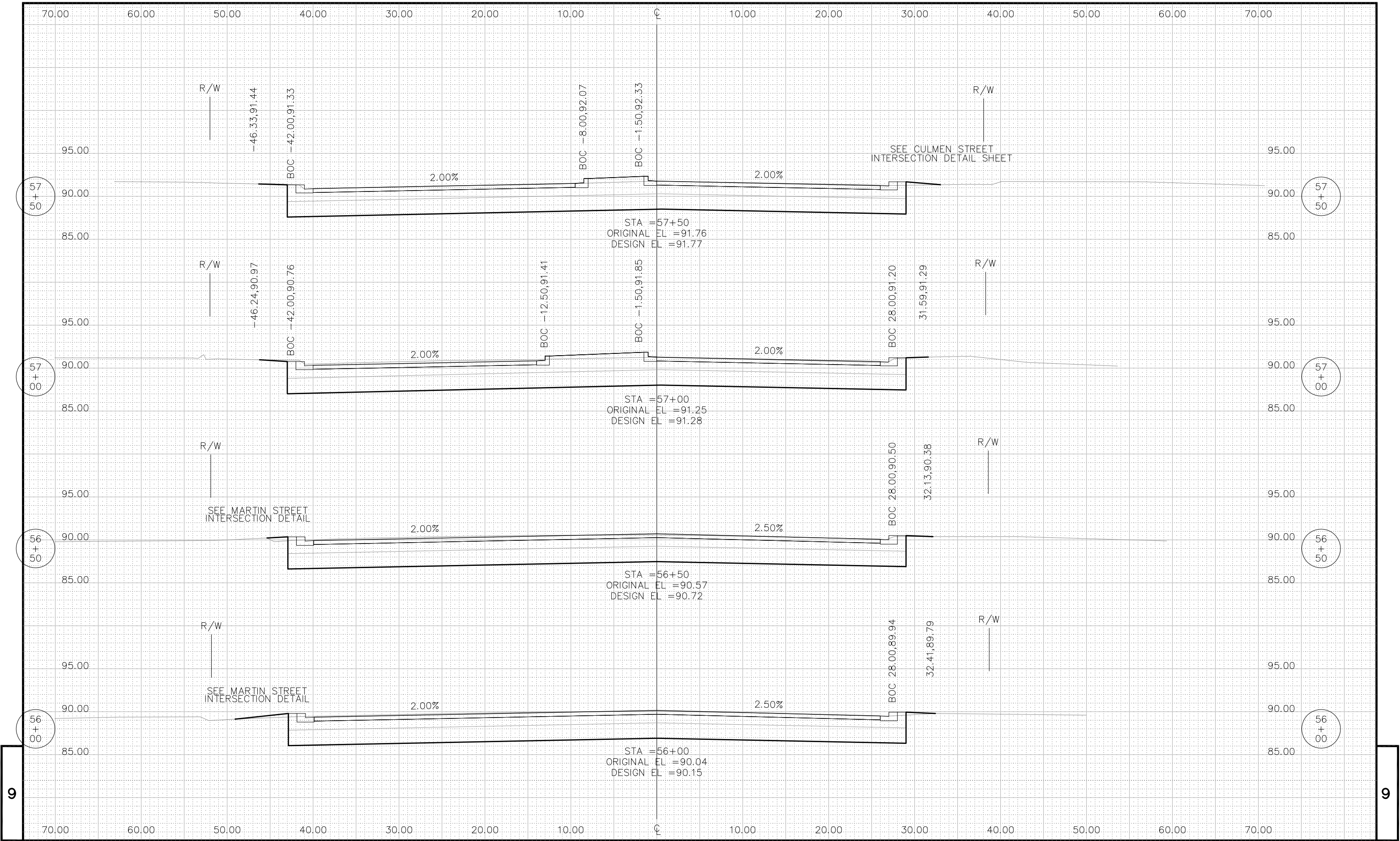


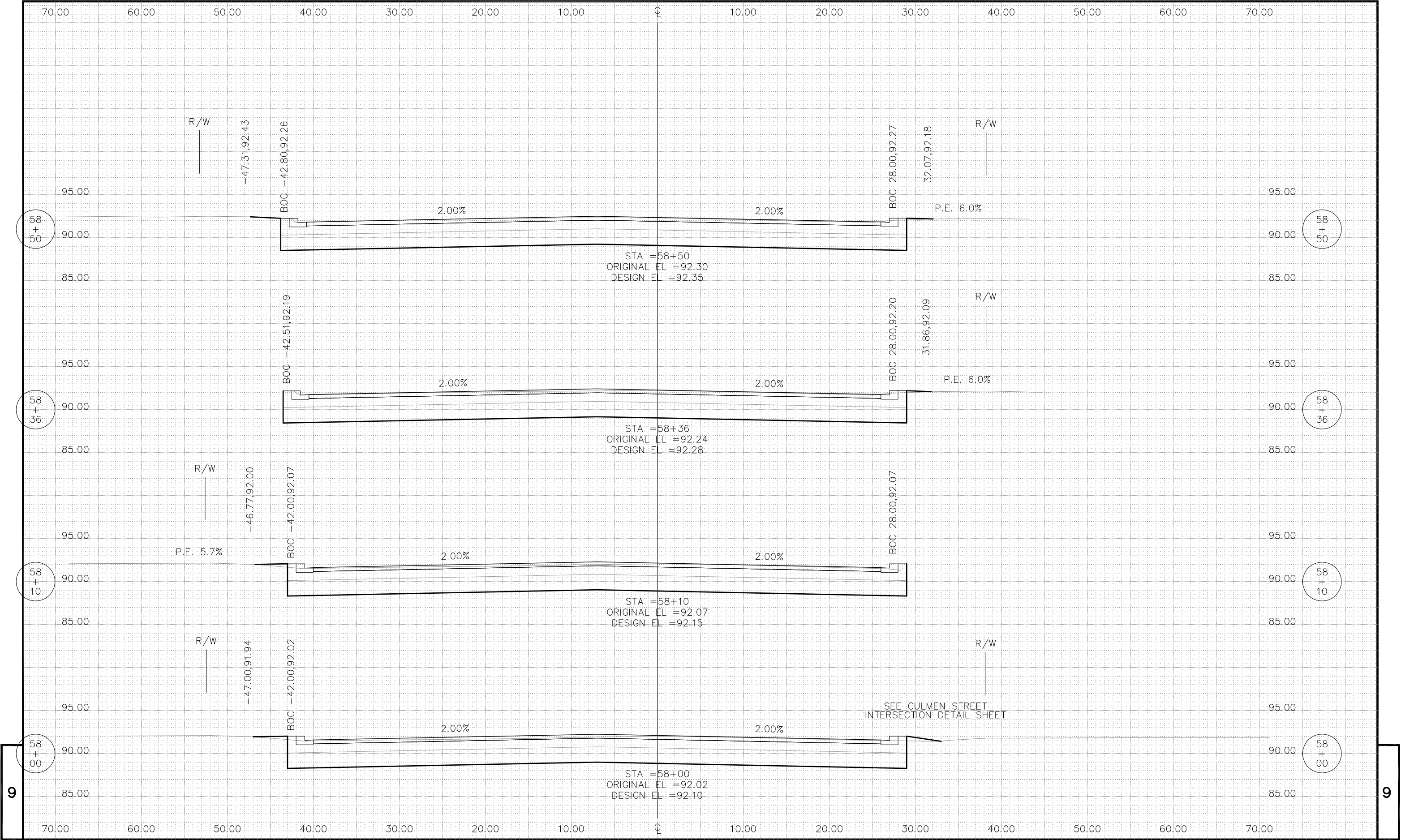
PROJECT NO: 5992-06-57

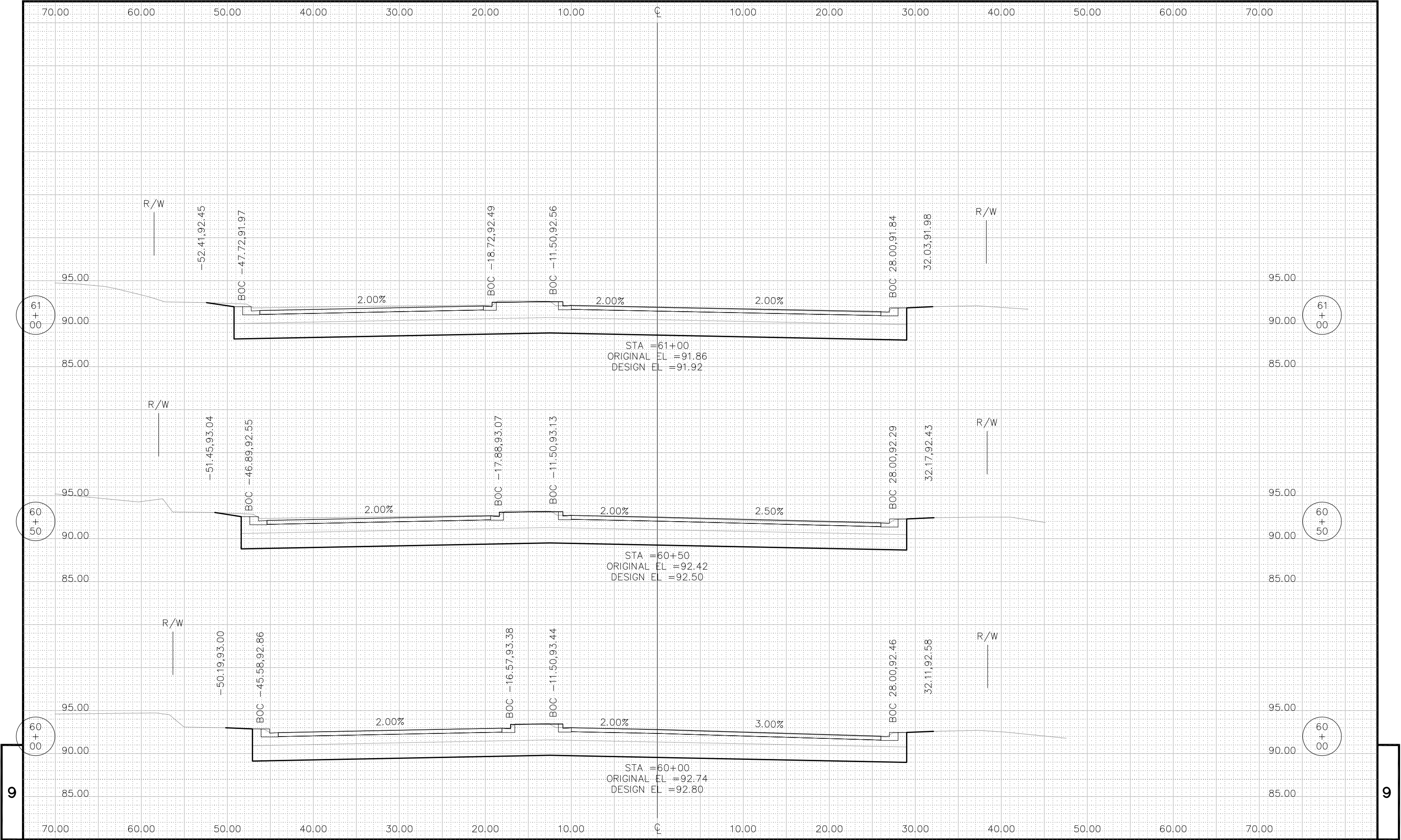
HWY: CTH D (FISH HATCHERY RD.) COUNTY: DANE

CROSS SECTIONS

SHEET NO: 260







9

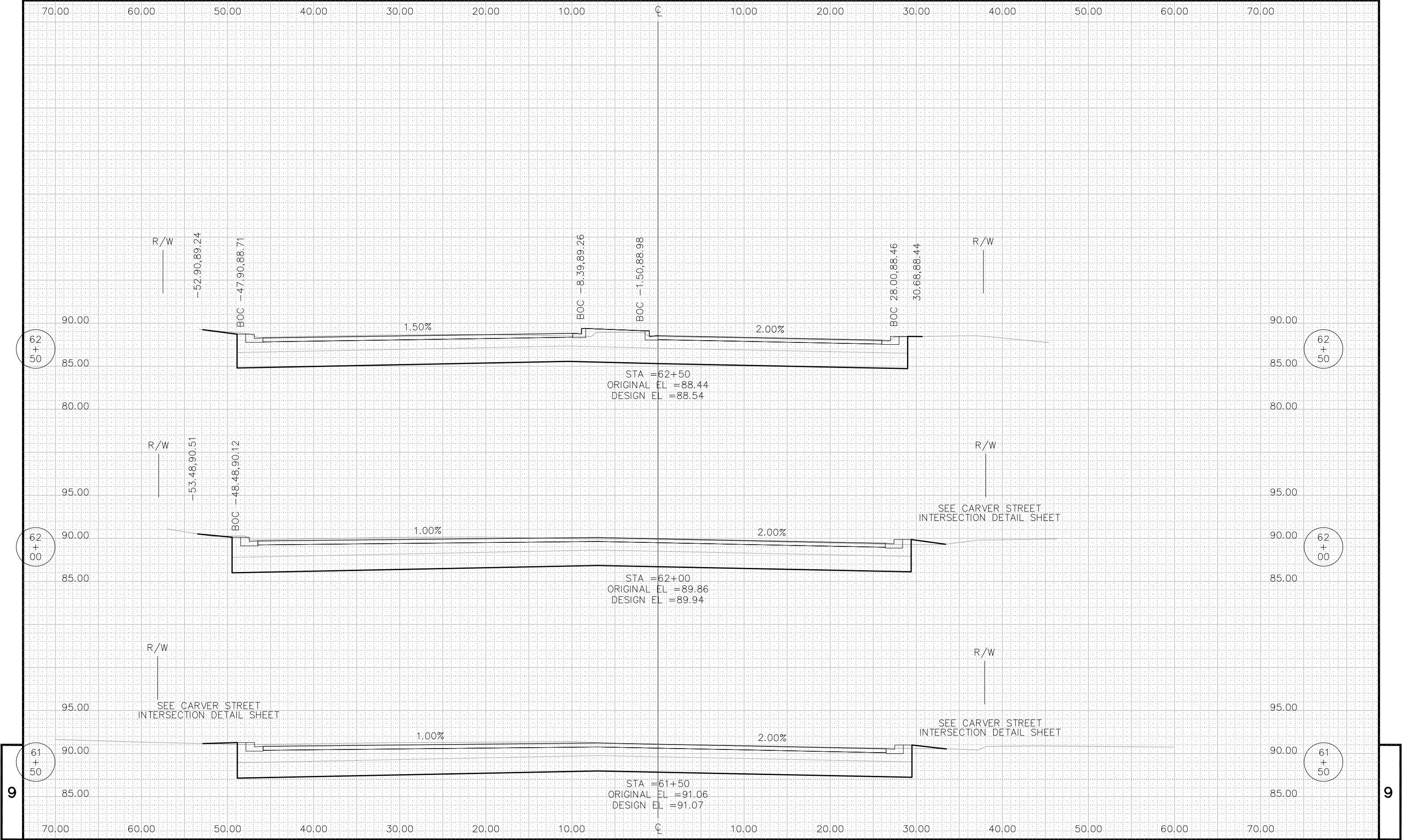
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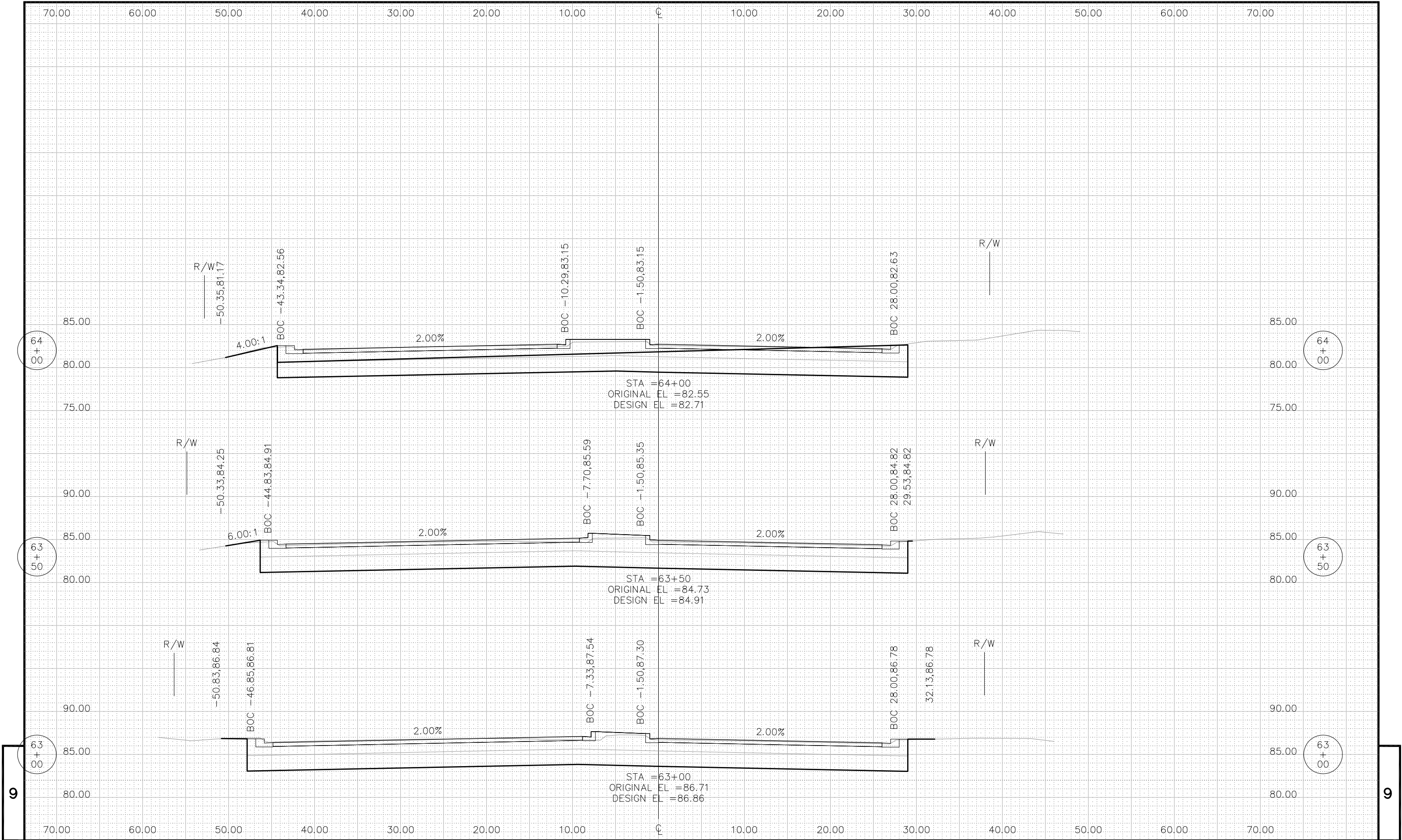
PROJECT NO: 5992-06-57

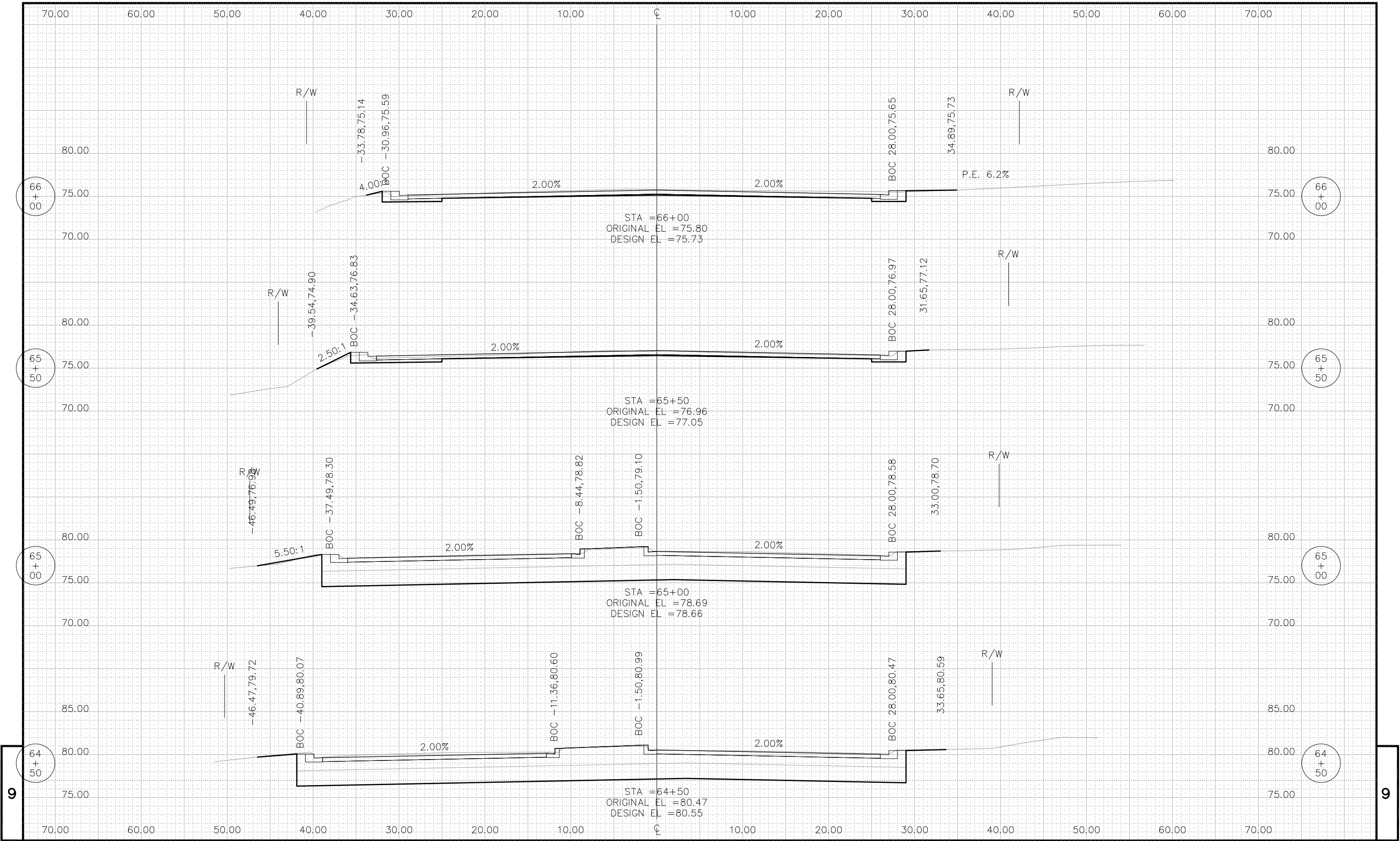
HWY: CTH D (FISH HATCHERY RD.) COUNTY: DANE

CROSS SECTIONS

SHEET NO: 265





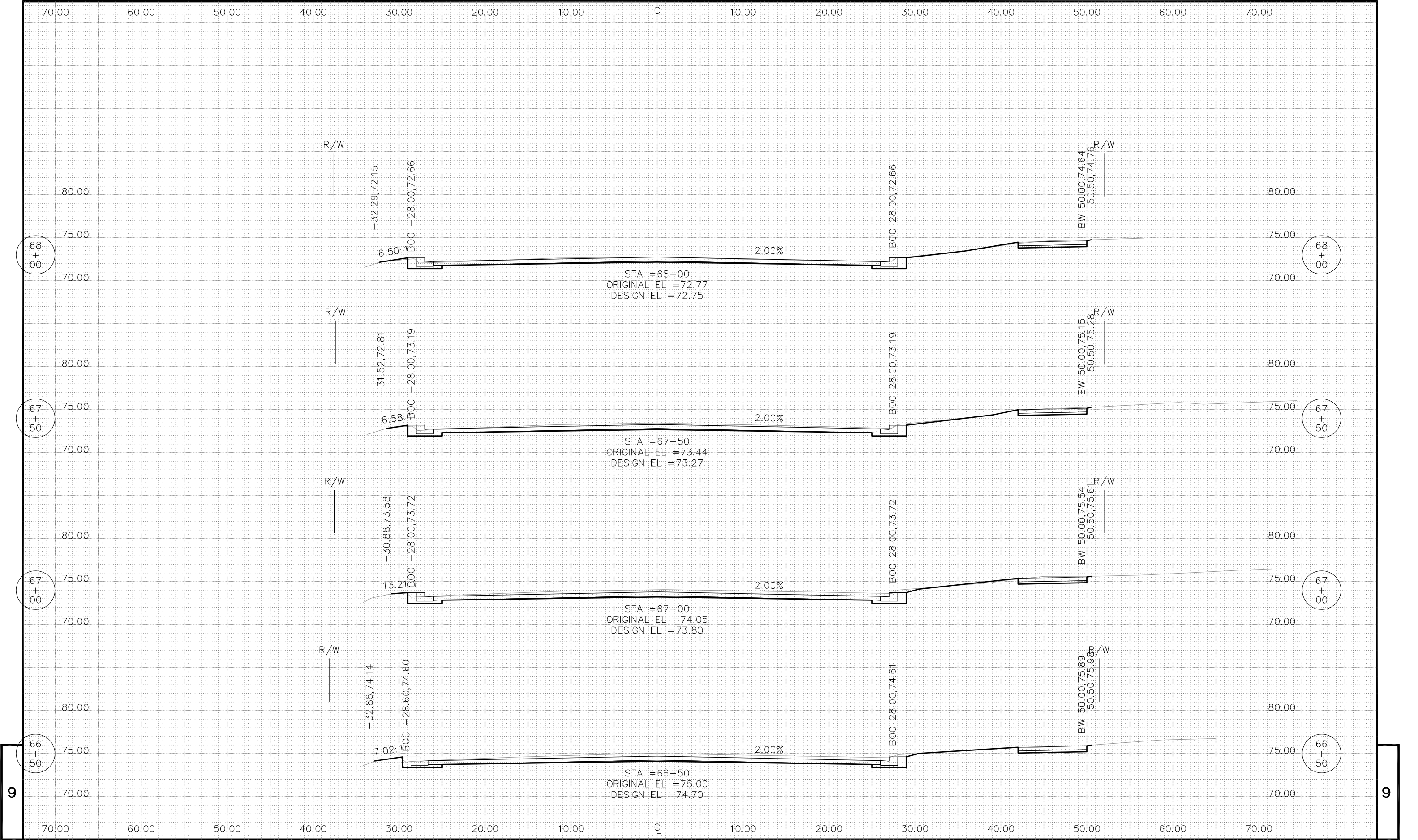


PROJECT NO: 5992-06-57

HWY: CTH D (FISH HATCHERY RD.) COUNTY: DANE

CROSS SECTIONS

SHEET NO: 268



PROJECT NO: 5992-06-57

HWY: CTH D (FISH HATCHERY RD.)

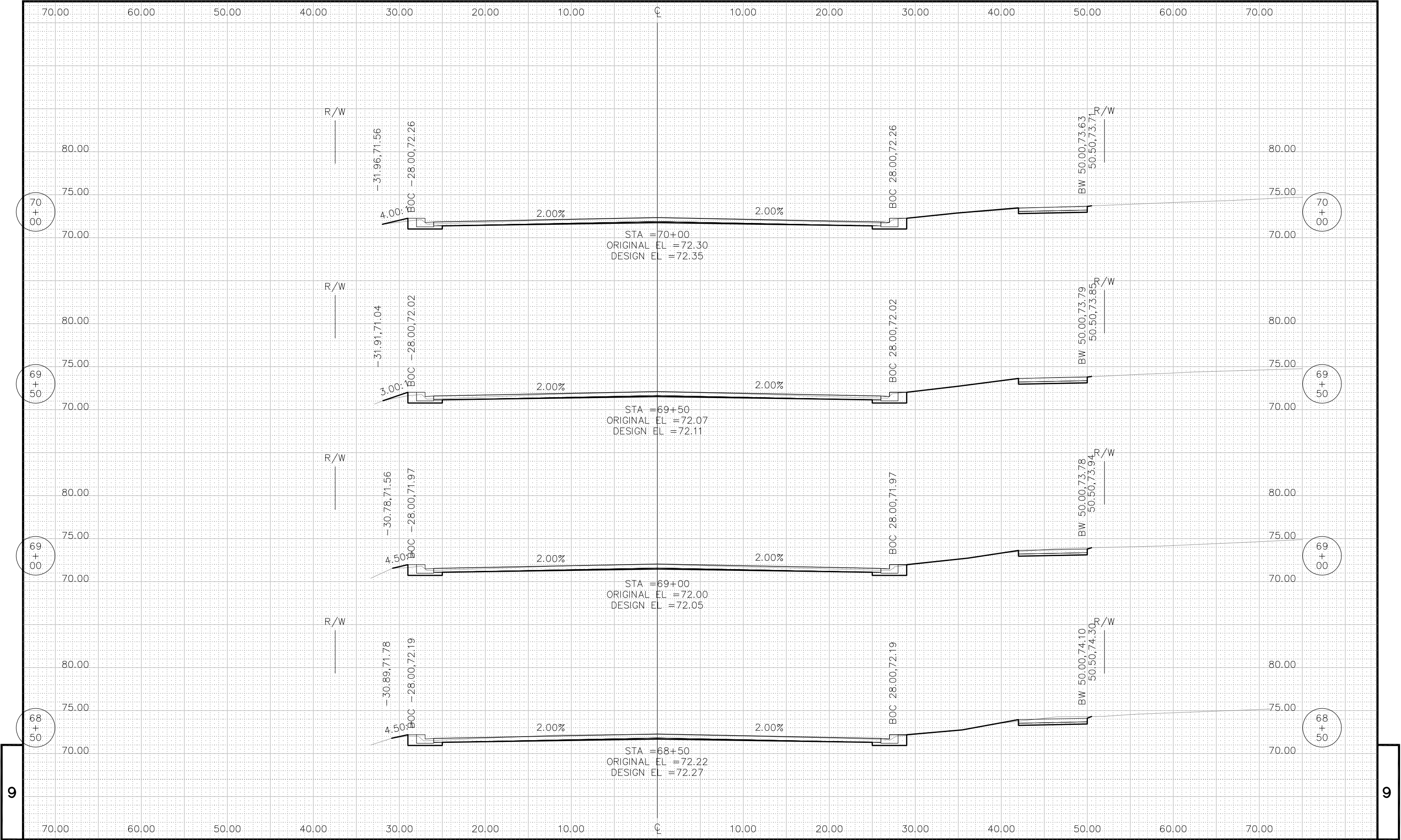
COUNTY: DANE

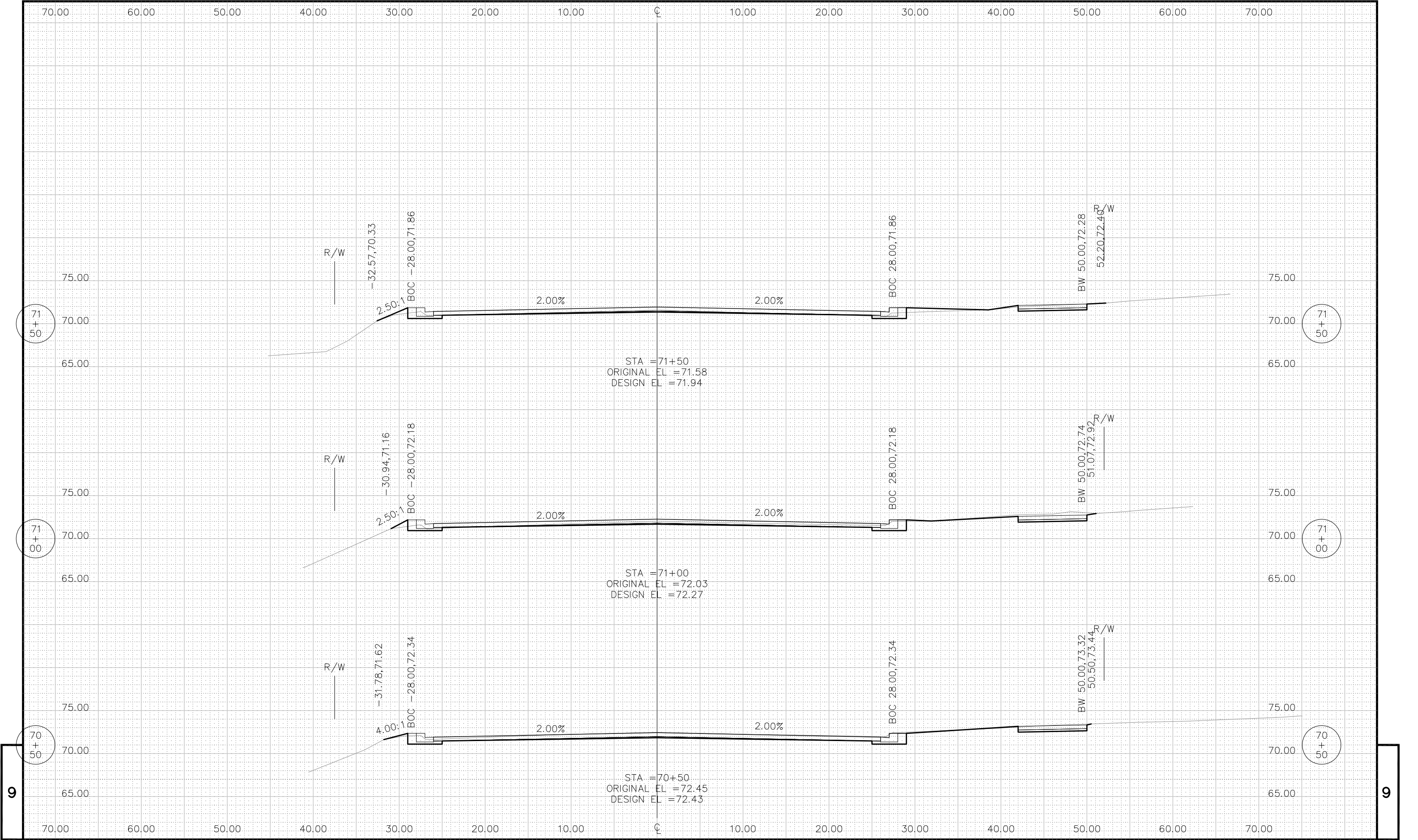
CROSS SECTIONS

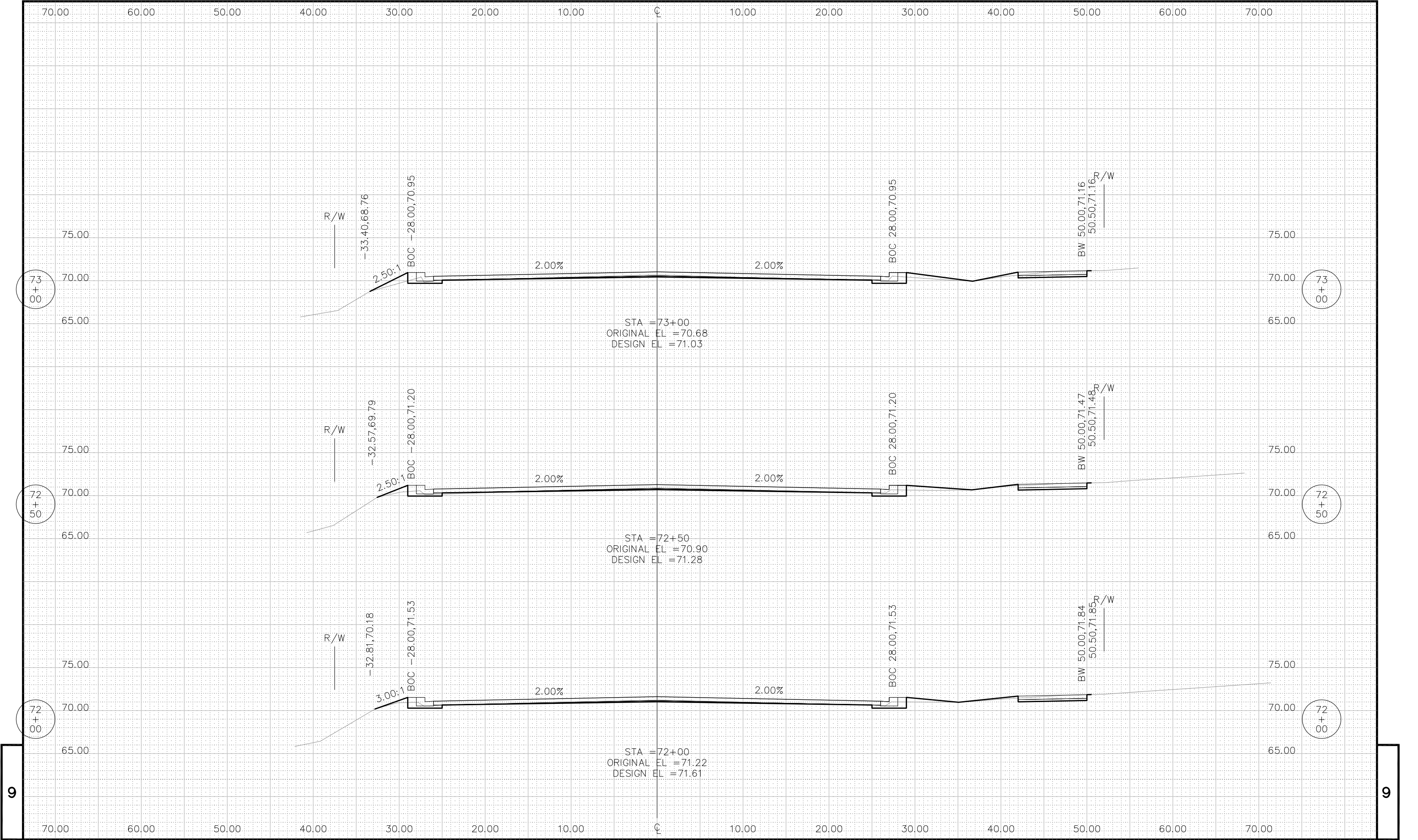
SHEET NO:

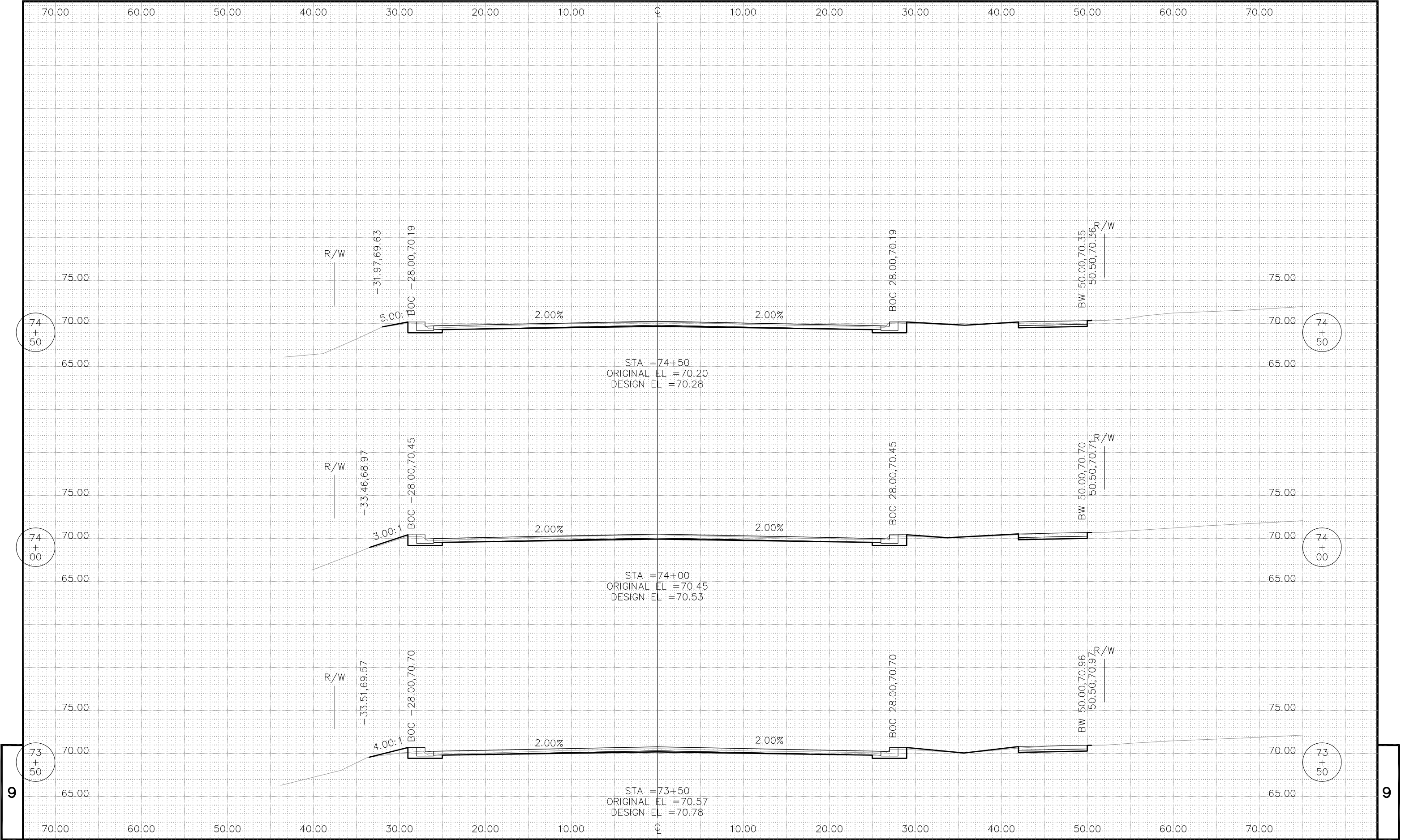
269

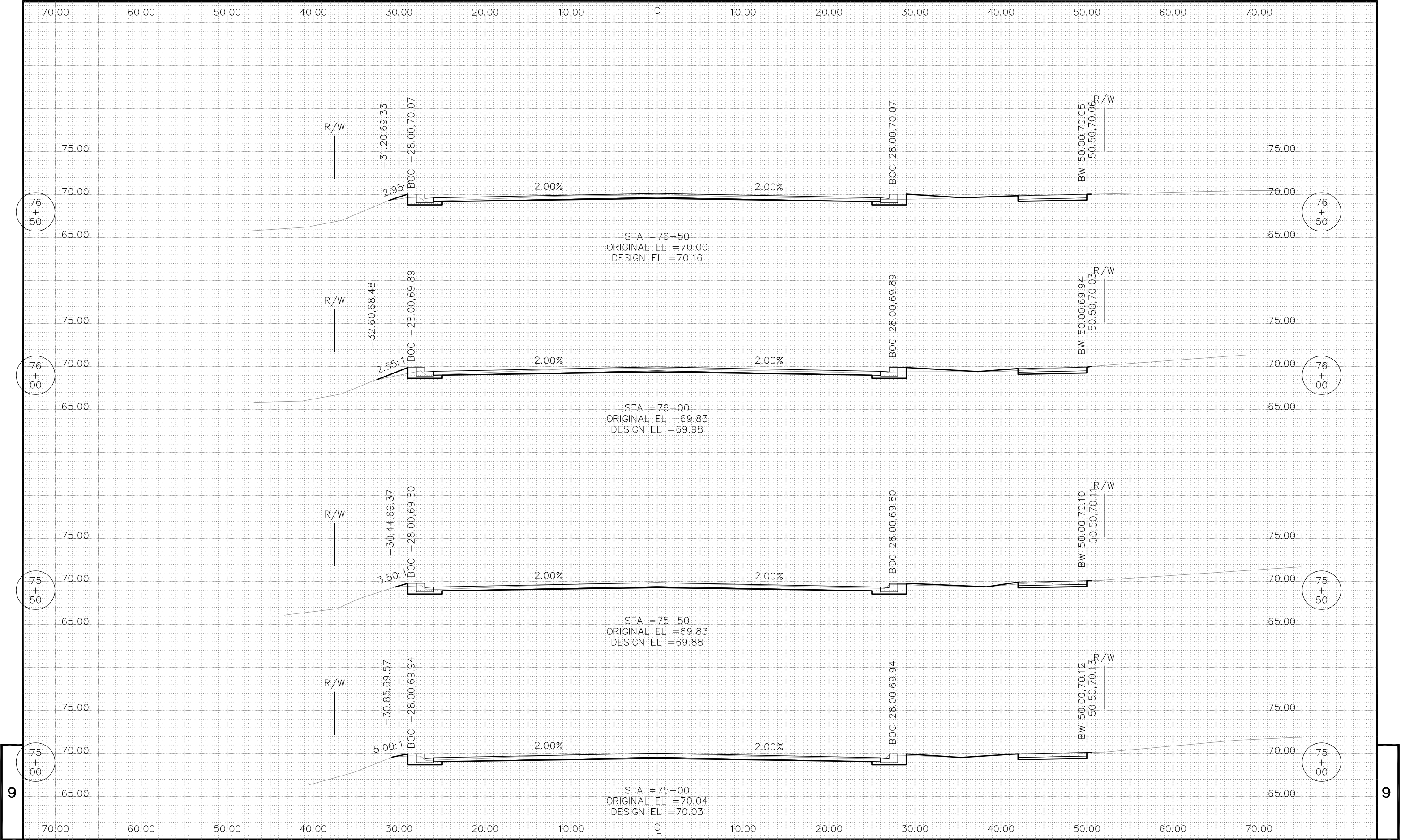
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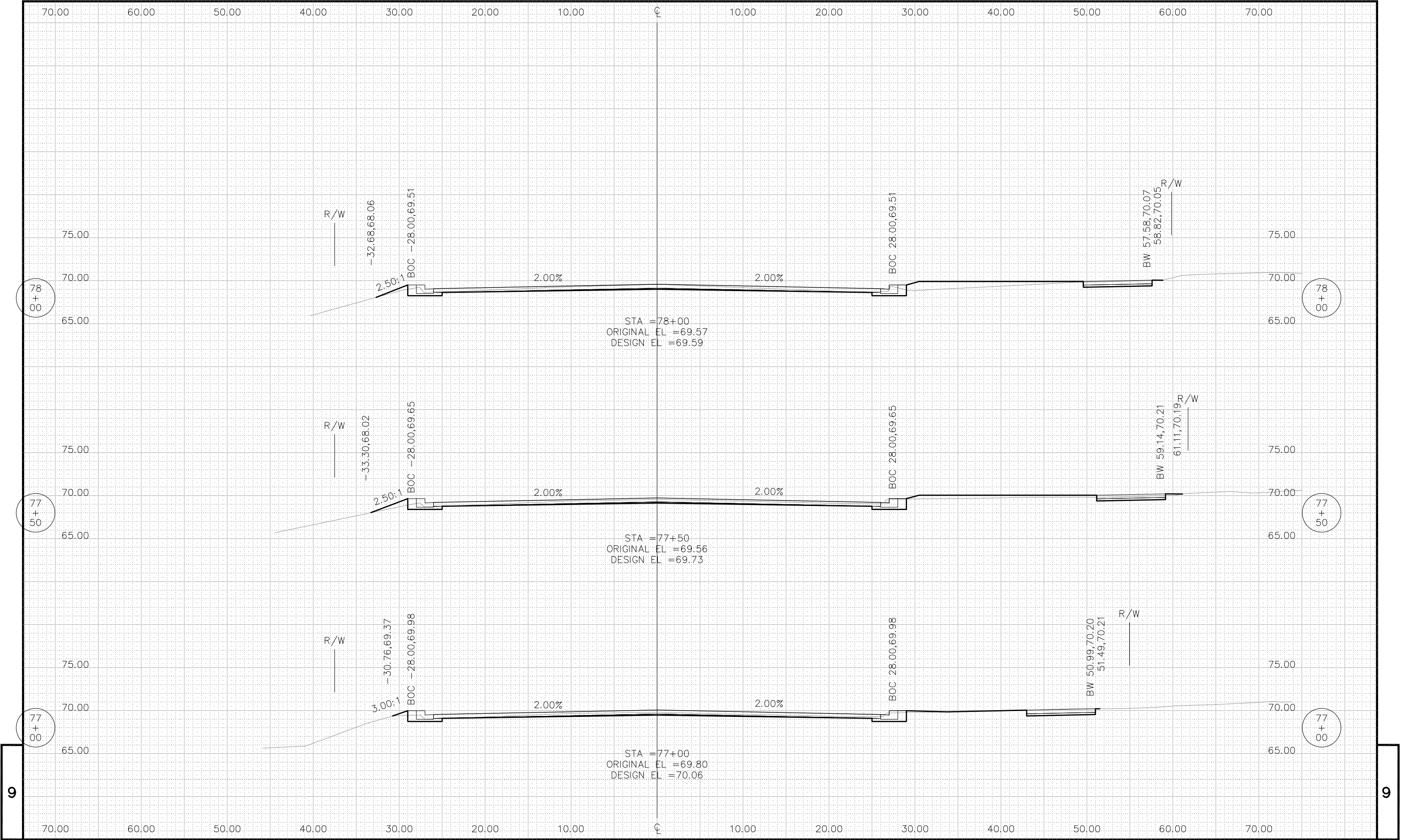












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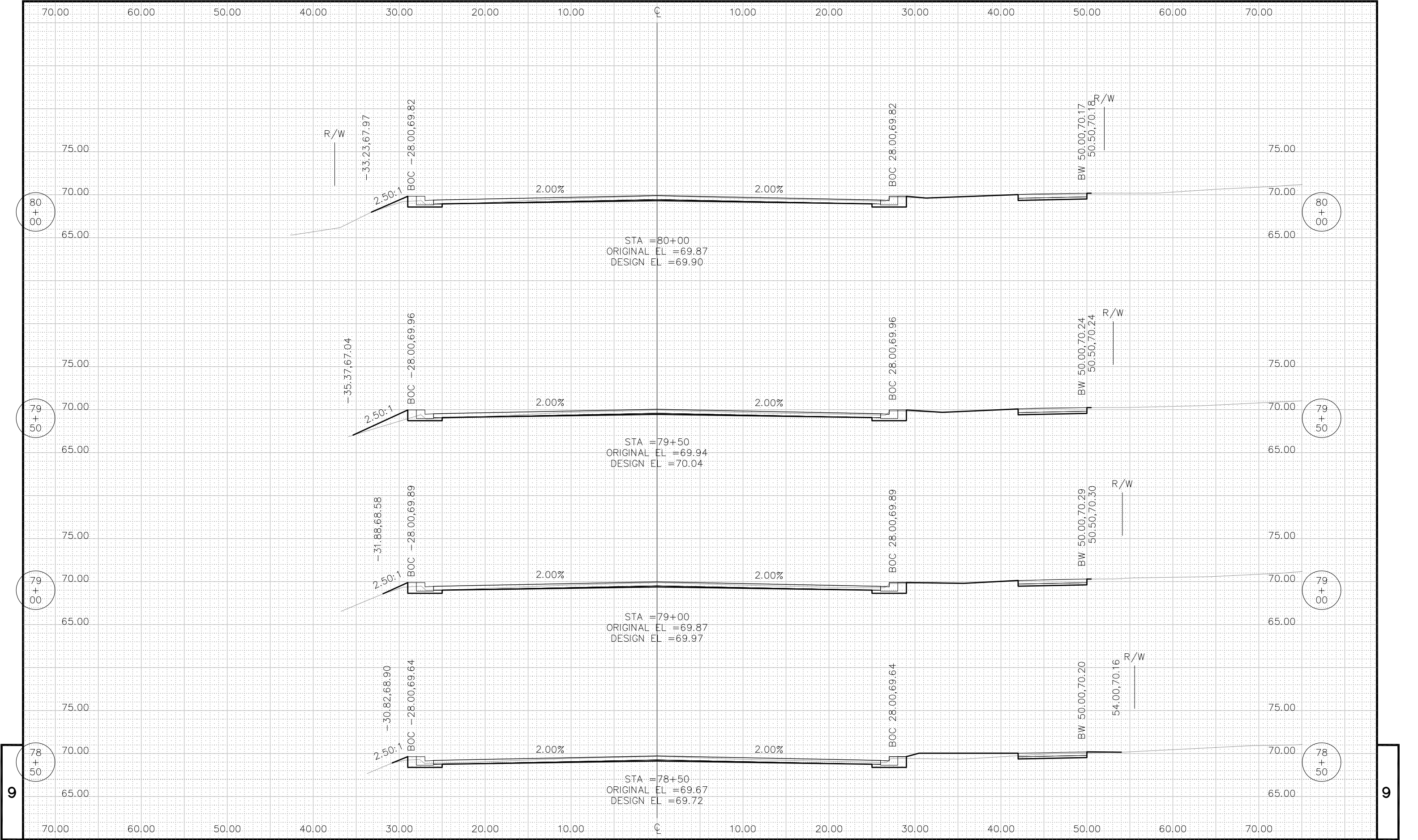
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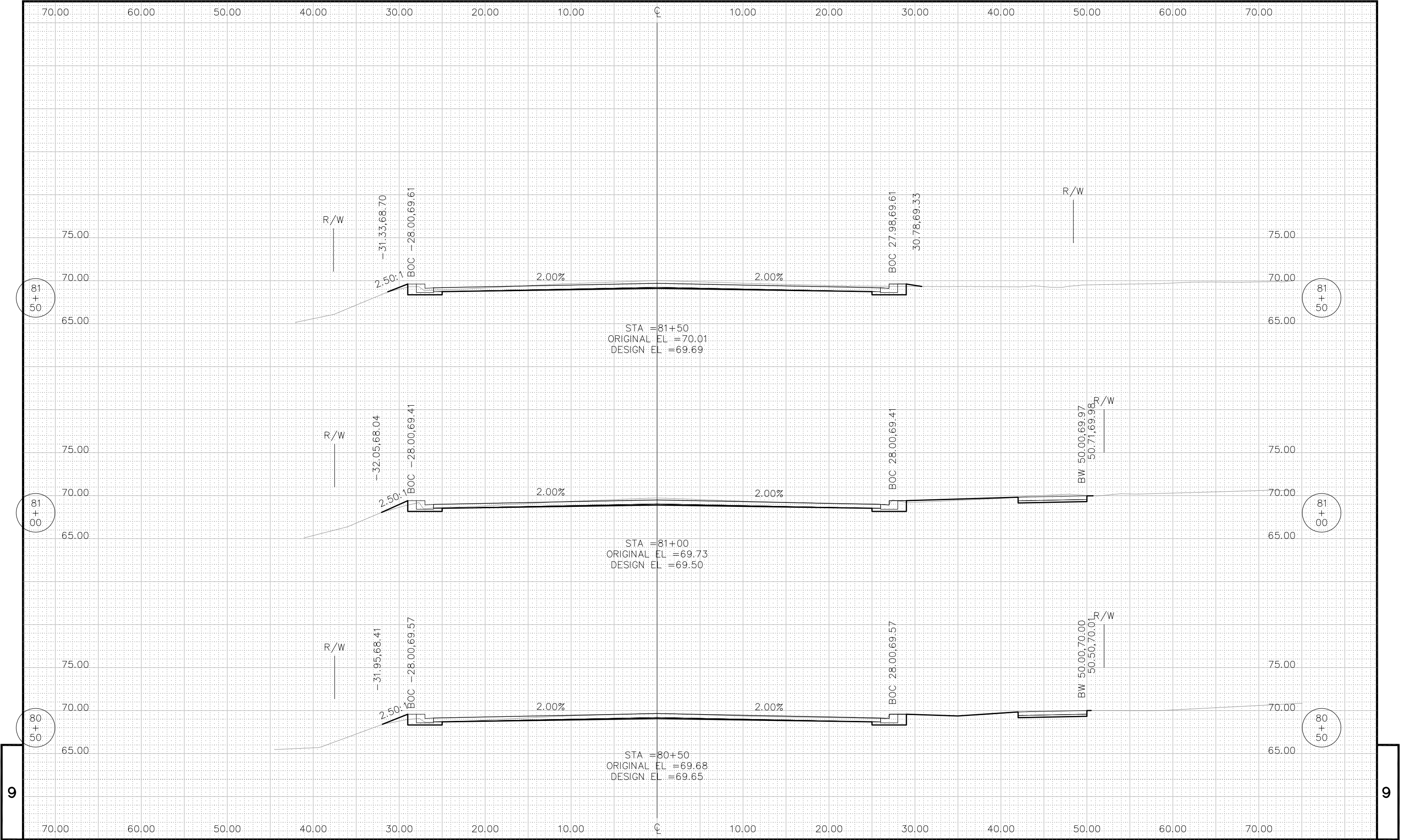
PROJECT NO: 5992-06-57

HWY: CTH D (FISH HATCHERY RD.) COUNTY: DANE

CROSS SECTIONS

SHEET NO: 275





9

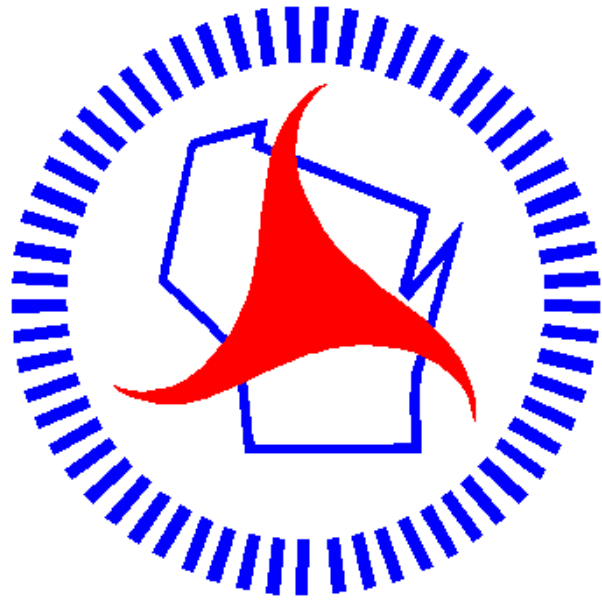
9

PROJECT NO: 5992-06-57

HWY: CTH D (FISH HATCHERY RD.) COUNTY: DANE

CROSS SECTIONS

SHEET NO: 277



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