RHI

PROJECT ID: 1590-14-73/1590-14-75/1590-14-76

WITH: N/A

COUNTY: LINCOLN

18

SEPTEMBER 2026

ORDER OF SHEETS


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


TOTAL SHEETS = 554

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1590-14-73 | | |
| 1590-14-75 | WISC 2026423 | |
| 1590-14-76 | WISC 2026424 | |
| | | |

## PRENTICE - BRADLEY
CTH L TO KLADE ROAD
USH 8
LINCOLN COUNTY

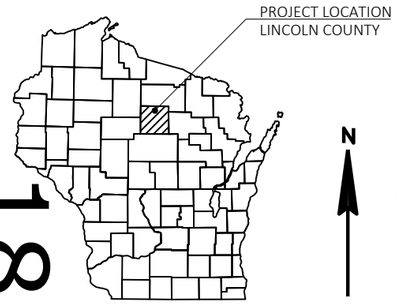
STATE PROJECT NUMBER
1590-14-73

## PRENTICE - BRADLEY
CTH L INTERSECTION
USH 8
LINCOLN COUNTY

STATE PROJECT NUMBER
1590-14-75

## PRENTICE - BRADLEY
CTH A INTERSECTION
USH 8
LINCOLN COUNTY

STATE PROJECT NUMBER
1590-14-76

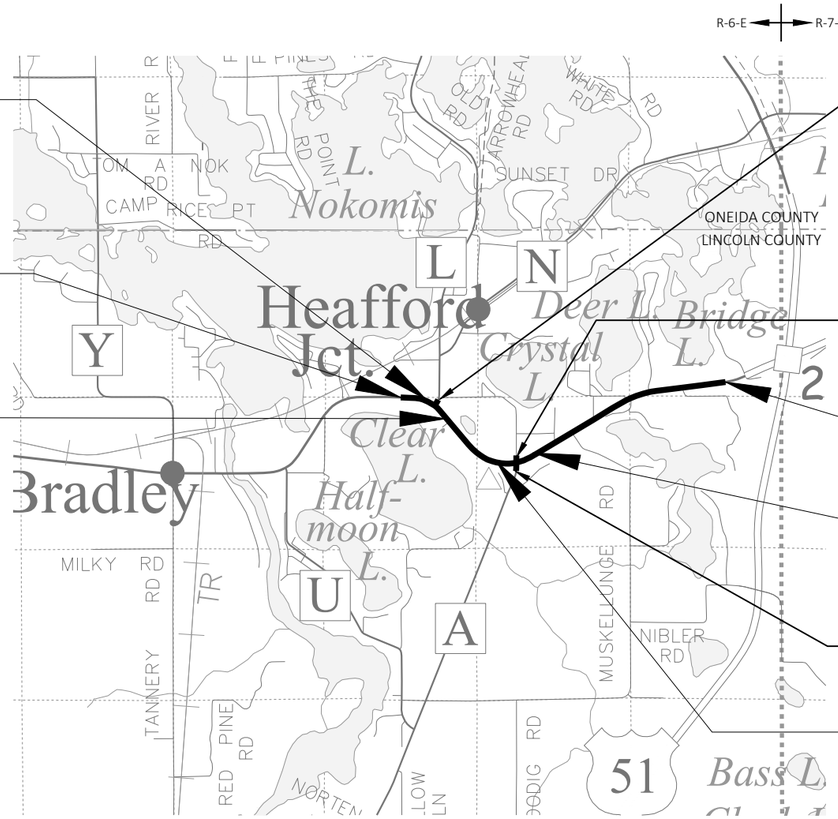



N

BEGIN PROJECT 1590-14-75
STA 1480+20.13
X: 383,432.237
Y: 253,483.636

BEGIN PROJECT 1590-14-73
STA 1470+00.00
X: 382,412.200
Y: 253,497.531

END PROJECT 1590-14-75
STA 1497+48.09




END CONSTRUCTION
PROJECT 1590-14-75
STA 205+89.34 'LNB'

END CONSTRUCTION
PROJECT 1590-14-76
STA 411+11.83 'ANB'

END PROJECT 1590-14-73
STA 1605+00.00

END PROJECT 1590-14-76
STA 1535+59.88

BEGIN CONSTRUCTION
PROJECT 1590-14-76
STA 402+00.00 'ANB'

BEGIN PROJECT 1590-14-76
STA 1521+21.45
X: 386,656.173
Y: 251,240.508

DESIGN DESIGNATION

| | | | USH 8 |
|---|---|---|---|
| A.A.D.T. | (2027) | = | 4,200 |
| A.A.D.T. | (2047) | = | 4,200 |
| D.H.V. | | = | 580 |
| D.D. | | = | 61/39 |
| T. | | = | 25.7% |
| DESIGN SPEED | | = | 60 |
| ESALS | | = | 2,800,000 |

CONVENTIONAL SYMBOLS

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

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

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

LAYOUT SCALE 0 — 0.5 MI

NET LENGTH OF CENTERLINE 1590-14-73 = 1.957 MI
NET LENGTH OF CENTERLINE 1590-14-75 = 0.334 MI
NET LENGTH OF CENTERLINE 1590-14-76 = 0.277 MI
TOTAL NET LENGTH OF CENTERLINE = 2.568 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), LINCOLN COUNTY, NAD83 ( 2011 ), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 ( 2012 ). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY


MSA
1835 NORTH STEVENS STREET, RHINELANDER, WI 54501
(715) 362-3244 (1-800) 844-7854 FAX: (715) 362-4116


WISCONSIN
ALEX PASSOW
E-464886
MINOCQUA
WI
PROFESSIONAL ENGINEER

DATE: 04/23/2025 Alex Passow (PROFESSIONAL ENGINEER)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | MSA PROFESSIONAL SERVICES, INC. |
| Designer | MSA PROFESSIONAL SERVICES, INC. |
| Project Manager | STACY HAGENBUCHER |
| Regional Examiner | FRED SCHUNKE |
| Regional Supervisor | KAI KILEN |

APPROVED FOR THE DEPARTMENT

DATE: 04/24/2025 (Signature)

E

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\010101-TI.DWG PLOT DATE : 4/23/2025 2:19 PM PLOT BY : SHAWN DOLENS PLOT NAME :

## GENERAL NOTES

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

THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

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

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

## SOIL BORING LOG

| BORING NO. | APPROX. STATION | APPROX. OFFSET | TOTAL BORE DEPTH | ASPHALT DEPTH (INCHES) | UNDERLYING MATERIALS (INCHES) |
|---|---|---|---|---|---|
| B-1 | 1488+25 'EX' | 10.0' RT. | 21.5' | 8.5" | 10.5" GRAVEL, SAND/SILT |
| B-2 | 1495+00 'EX' | 9.0' LT. | 21.5' | 10.25" | 13.25" GRAVEL, SAND/SILT |
| B-3 | 1507+50 'EX' | 9.0' RT. | 6.5' | 9.75" | 7.75" GRAVEL, SAND/SILT |
| B-4 | 1522+50 'EX' | 7.0' RT. | 21.5' | 10.5" | 9.25" GRAVEL, SAND/SILT |
| B-5 | 1533+50 'EX' | 5.0' LT. | 21.5' | 12.0" | 7" GRAVEL, SAND/SILT |
| B-6 | 1568+00 'EX' | 5.0' LT. | 6.5' | 8.25" | 7.25" CONCRETE, 3" GRAVEL, SAND/SILT |

## RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 80.884 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 13.538 ACRES

## ORDER OF SECTION 2 SHEETS:

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
PLAN DETAILS
CURB RAMP DETAILS
PAVEMENT GRADES
CROSS SECTION MATCHLINES
EROSION CONTROL
STORM SEWER
EXISTING SIGN REMOVALS & PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKINGS
TRAFFIC CONTROL AND CONSTRUCTION STAGING
ALIGNMENT DETAILS

## AS-BUILT

1590-14-60 (2011)
1589-02-61 (2001)
1173-04-78 (1992)

## DNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: WENDY HENNIGES
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
PHONE: (715) 365-8916
EMAIL: wendy.henniges@wisconsin.gov

## UTILITIES

### COMMUNICATIONS

FRONTIER COMMUNICATIONS
CHRISTOPHER POLLACK
521 N 4TH STREET
WAUSAU, WI 54403
PHONE: 715-847-1240 (WORK)
PHONE: 715-297-4773 (MOBILE)
EMAIL: christopher.pollack@ftr.com

### ELECTRICITY

WISCONSIN PUBLIC SERVICE
SCOTT KOLINSKI
2027 NAVAJO STREET
RHINELANDER, WI 54501
PHONE: 715-369-7148 (WORK)
PHONE: 715-499-2577 (MOBILE)
EMAIL: scott.kolinski@wisconsinpublicservice.com

### GAS/PETROLEUM

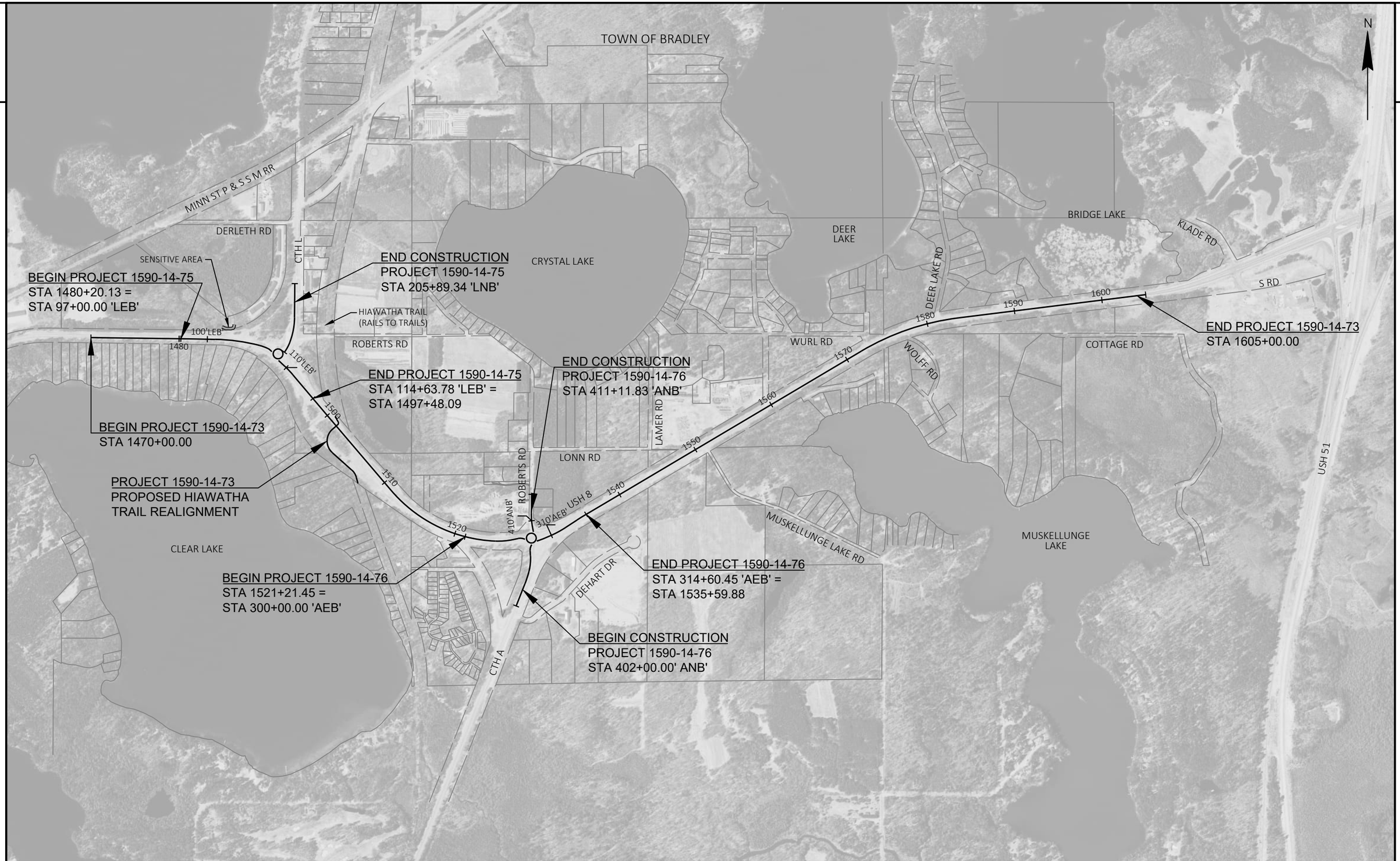
WISCONSIN PUBLIC SERVICE
SHANE SARKKINEN
2027 NAVAJO STREET
RHINELANDER, WI 54501
PHONE: 715-369-7133 (WORK)
PHONE: 715-966-1040 (MOBILE)
EMAIL: Shane.Sarkkinen@wisconsinpublicservice.com

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

## STANDARD ABBREVIATIONS

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

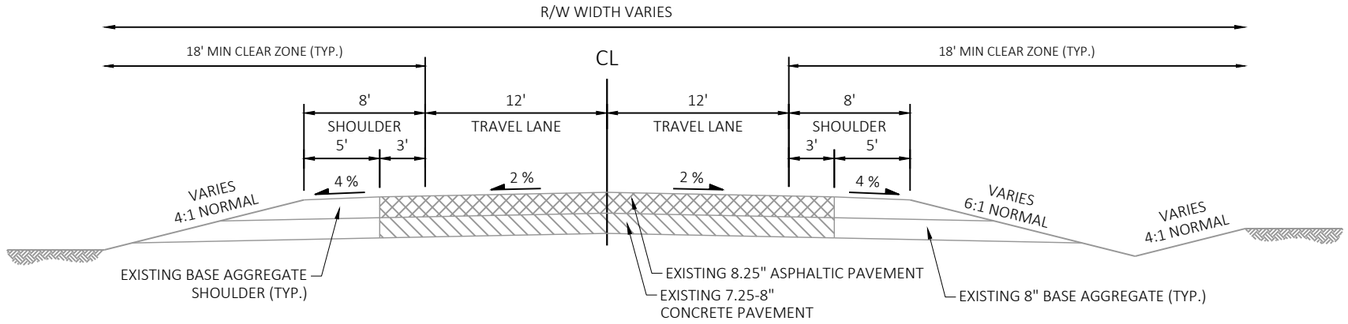
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| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

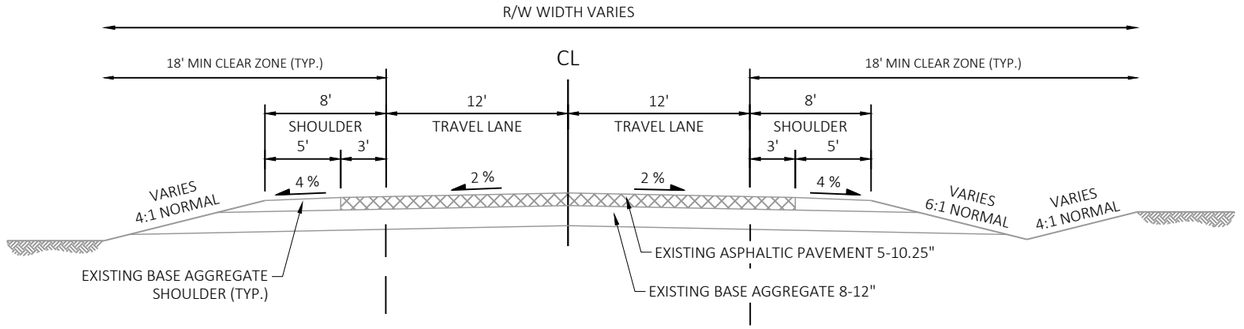
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LAYOUT NAME - 020201-po

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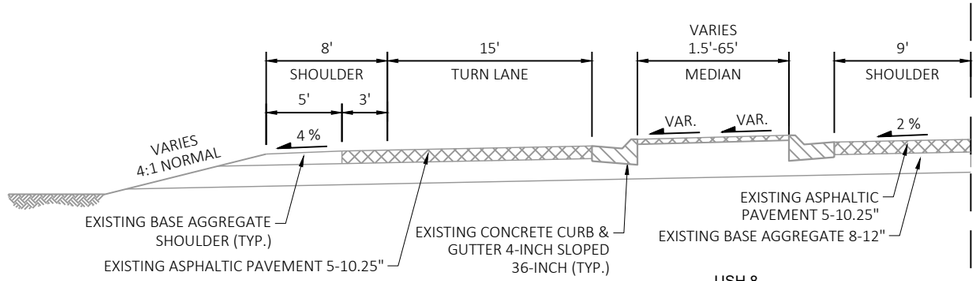

## EXISTING TYPICAL SECTION

USH 8
STA 1470+00 - STA 1480+00
STA 1545+00 - STA 1605+00

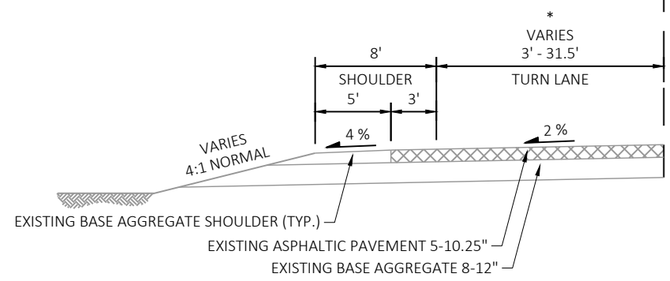



## EXISTING TYPICAL SECTION

USH 8
STA 1480+00 - STA 1545+00

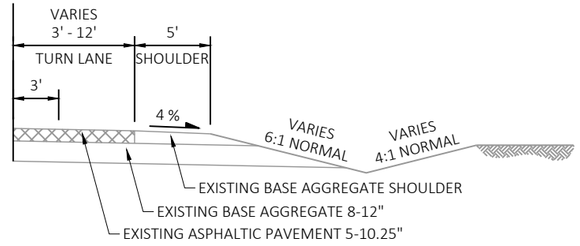



USH 8
STA 1492+17 - STA 1493+72




USH 8
STA 1493+72 - STA 1498+00

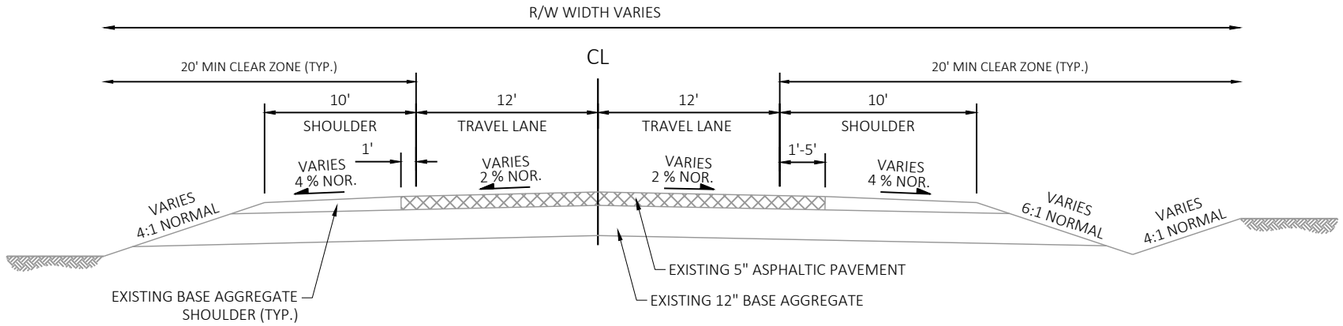
* VARIES 3' - 12' STA 1526+02 - STA 1533+21




USH 8
STA 1488+59 - STA 1495+49
STA 1523+27 - STA 1530+23

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | TYPICAL SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|

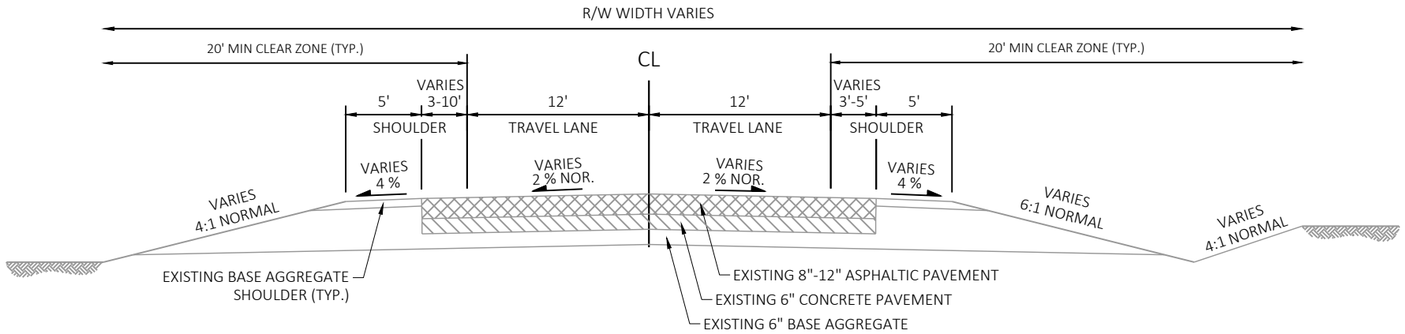
2




## EXISTING TYPICAL SECTION

CTH L

STA 10'L'+80 - STA 16'L'+00




## EXISTING TYPICAL SECTION

CTH A

STA 24'A'+00 - STA 30'A'+00

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020302-ts

PLOT DATE : 4/24/2025 8:40 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:10 FT

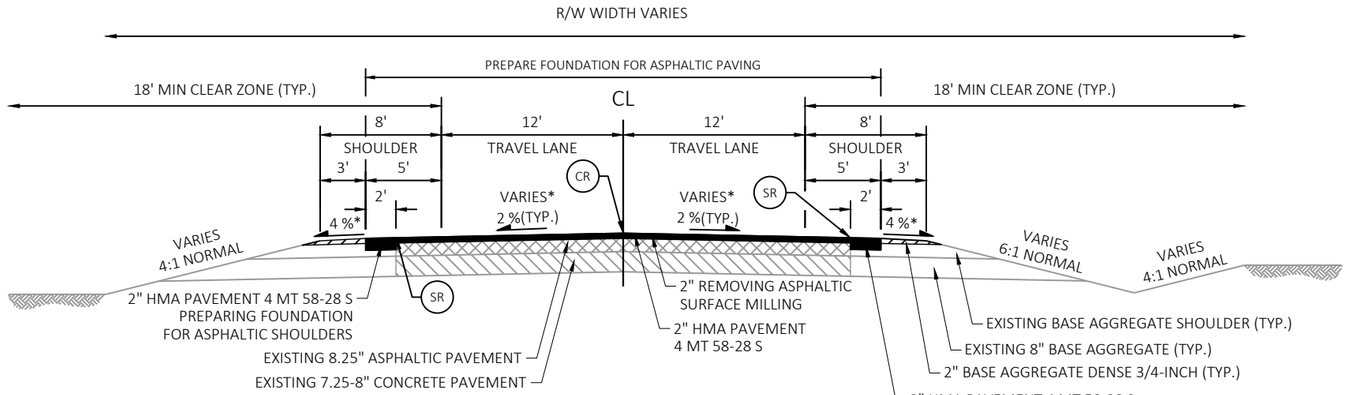
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NOTES

* SEE ALIGNMENT DETAILS FOR SUPERELEVATION TRANSITIONS

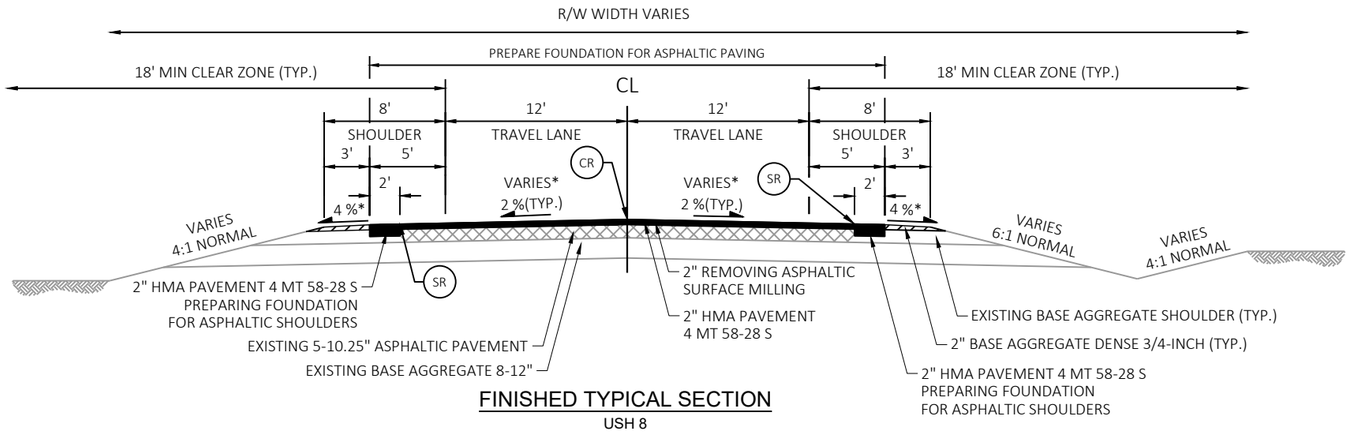
LEGEND

- (A) SEED MIXTURE #30 & FERTILIZER TYPE B. SEEDING LOW MAINTENANCE FESCUE & FERTILIZER TYPE B FOR CENTRAL ISLAND
- (B) 4" TOPSOIL
- (C) EROSION MAT URBAN CLASS I TYPE B
- (SR) ASPHALTIC RUMBLE STRIPS, SHOULDER
- (CR) ASPHALTIC RUMBLE STRIPS, CENTERLINE
- CONCRETE
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH



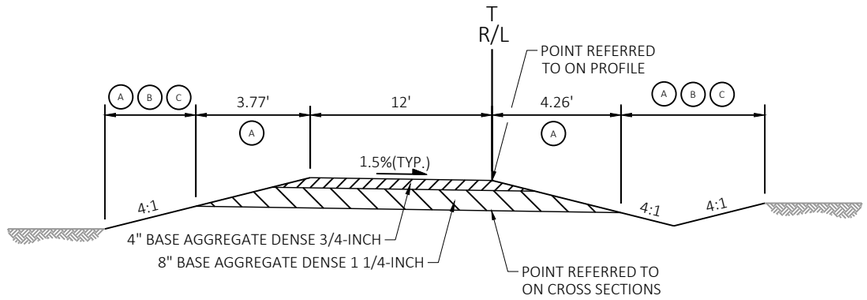

FINISHED TYPICAL SECTION

USH 8
STA 1470+00 - STA 1480+00
STA 1545+00 - STA 1605+00




FINISHED TYPICAL SECTION

USH 8
STA 1480+00 - STA 1480+20
STA 1497+48 - STA 1521+21
STA 1535+60 - STA 1545+00




FINISHED TYPICAL SECTION

TRAIL REALIGNMENT
STA 700'T'+70 - STA 709'T'+16

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020303-ts

PLOT DATE : 4/24/2025 8:40 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

NOTES

* SEE ALIGNMENT DETAILS FOR SUPERELEVATION TRANSITIONS

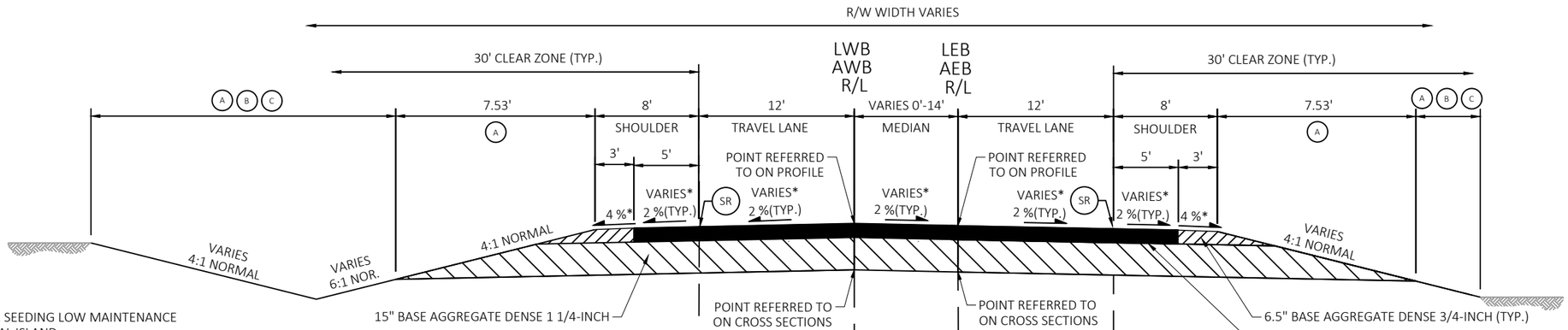
** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR TRUCK APRON LOCATIONS

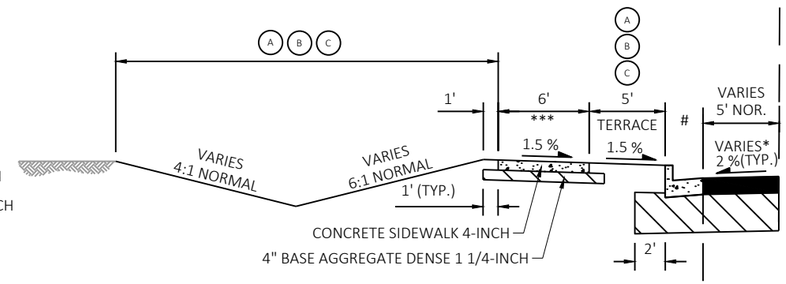
*** SEE PLAN DETAILS FOR SIDEWALK LOCATIONS

# SEE PLAN DETAILS FOR CONCRETE CURB & GUTTER TYPE

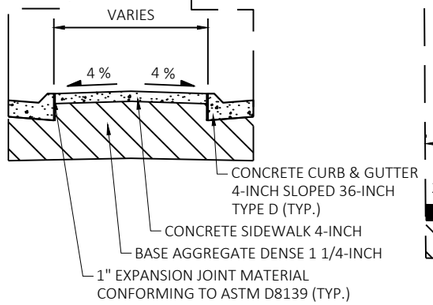
LEGEND

- (A) SEED MIXTURE #30 & FERTILIZER TYPE B. SEEDING LOW MAINTENANCE FESCUE & FERTILIZER TYPE B FOR CENTRAL ISLAND
- (B) 4" TOPSOIL
- (C) EROSION MAT URBAN CLASS I TYPE B
- (SR) ASPHALTIC RUMBLE STRIPS, SHOULDER
- (CR) ASPHALTIC RUMBLE STRIPS, CENTERLINE
- CONCRETE
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH

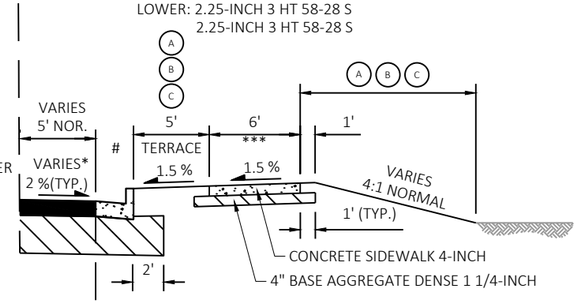


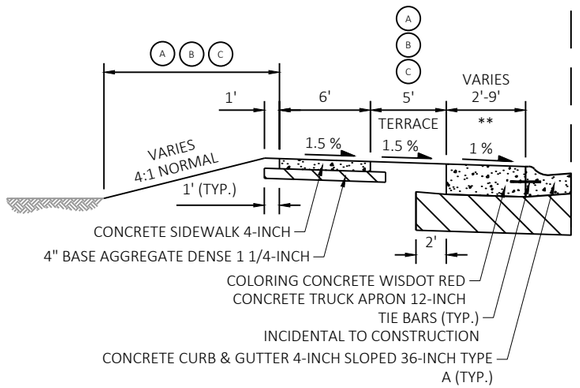

USH 8
STA 106'LWB'+38 - STA 107'LWB'+74
STA 110'LWB'+15 - STA 110'LWB'+78
STA 305'AWB'+55 - STA 306'AWB'+88
STA 309'AWB'+23 - STA 309'AWB'+66



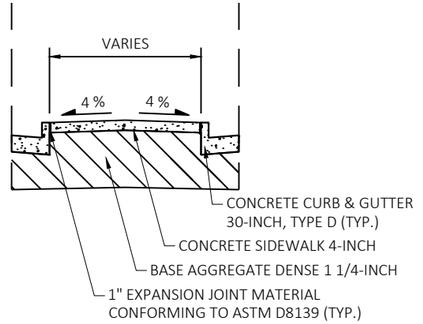

USH 8
STA 104'LEB'+52 - STA 106'LEB'+03
STA 110'LEB'+46 - STA 111'LEB'+95
STA 303'AEB'+80 - STA 305'AEB'+31
STA 309'AEB'+98 - STA 311'AEB'+51



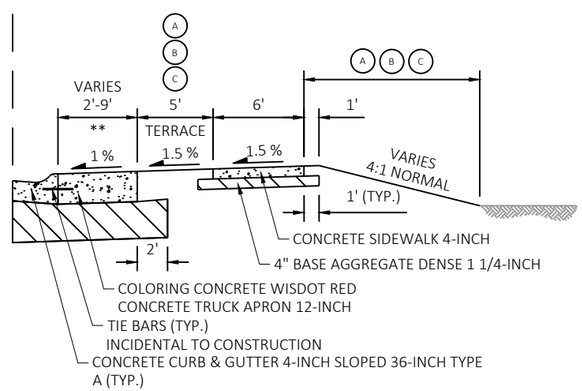

USH 8
STA 106'LEB'+23 - STA 106'LEB'+74
STA 108'LEB'+82 - STA 110'LEB'+17
STA 303'AEB'+00 - STA 305'AEB'+98
STA 308'AEB'+28 - STA 309'AEB'+64




USH 8
STA 109'LWB'+23 - STA 110'LWB'+15
STA 308'AWB'+30 - STA 309'AWB'+23




USH 8
STA 106'LEB'+03 - STA 107'LEB'+53
STA 108'LEB'+88 - STA 110'LEB'+46
STA 305'AEB'+31 - STA 306'AEB'+82
STA 308'AEB'+35 - STA 309'AEB'+98




USH 8
STA 106'LEB'+74 - STA 107'LEB'+56
STA 305'AEB'+98 - STA 306'AEB'+85

## FINISHED TYPICAL SECTION

USH 8
STA 97'LEB'+00 - STA 107'LEB'+53
STA 108'LEB'+88 - STA 114'LEB'+64
STA 300'AEB'+00 - STA 306'AEB'+82
STA 308'AEB'+35 - STA 314'AEB'+60

| PROJECT NO: 1590-14-75,76 | HWY: USH 8 | COUNTY: LINCOLN | TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|

NOTES

* SEE ALIGNMENT DETAILS FOR SUPERELEVATION TRANSITIONS

** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR TRUCK APRON LOCATIONS

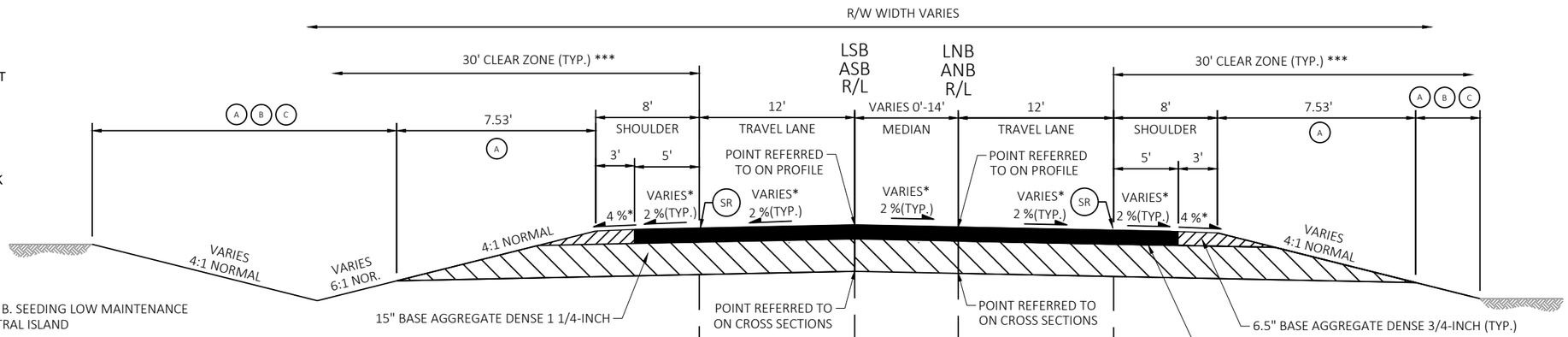
*** CLEAR ZONE
CTH A - 20'
ROBERTS RD - 7'

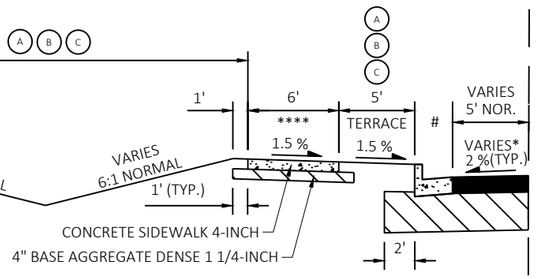
**** SEE PLAN DETAILS FOR SIDEWALK LOCATIONS

# SEE PLAN DETAILS FOR CONCRETE CURB & GUTTER TYPE

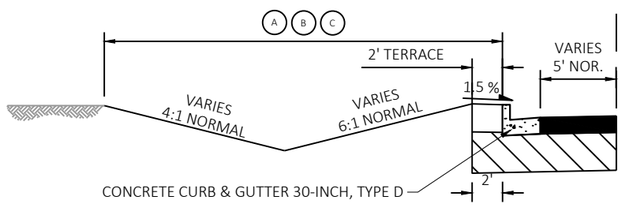
LEGEND

- (A) SEED MIXTURE #30 & FERTILIZER TYPE B. SEEDING LOW MAINTENANCE FESCUE & FERTILIZER TYPE B FOR CENTRAL ISLAND
- (B) 4" TOPSOIL
- (C) EROSION MAT URBAN CLASS I TYPE B
- (SR) ASPHALTIC RUMBLE STRIPS, SHOULDER
- (CR) ASPHALTIC RUMBLE STRIPS, CENTERLINE
- CONCRETE
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH

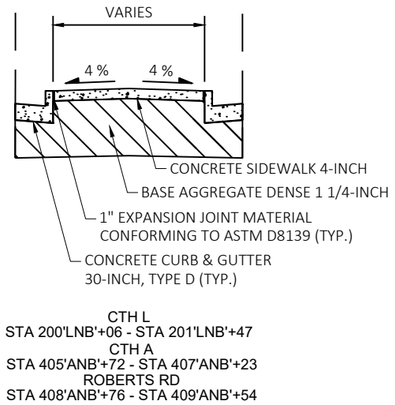


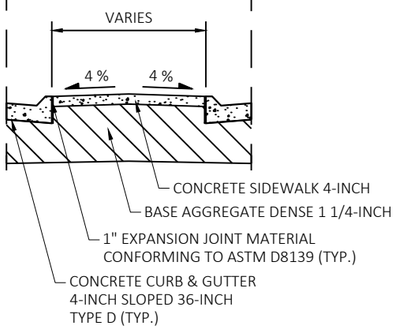

CTH L
STA 200'LSB'+00 - STA 201'LSB'+44
CTH A
STA 405'ASB'+00 - STA 405'ASB'+43
STA 405'ASB'+65 - STA 407'ASB'+25
ROBERTS RD
STA 408'ASB'+70 - STA 410'ASB'+87



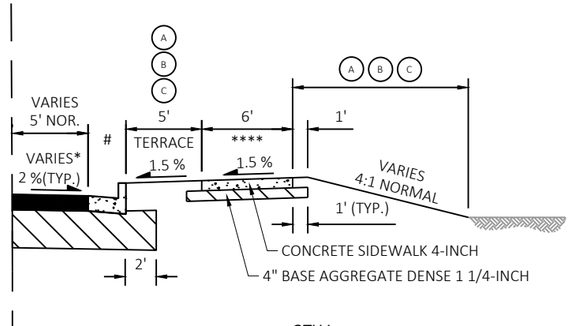

ROBERTS RD
STA 409'ANB'+36 - STA 410'ANB'+87



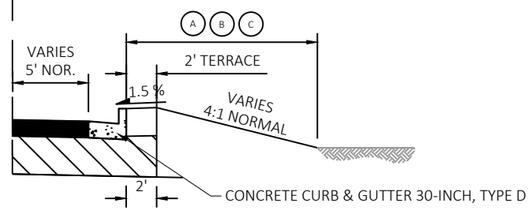

CTH L
STA 200'LNB'+06 - STA 201'LNB'+47
CTH A
STA 405'ANB'+72 - STA 407'ANB'+23
ROBERTS RD
STA 408'ANB'+76 - STA 409'ANB'+54




CTH L
STA 202'LNB'+09 - STA 203'LNB'+32
CTH A
STA 404'ANB'+52 - STA 405'ANB'+72




CTH L
STA 200'LNB'+00 - STA 201'LNB'+75
STA 202'LNB'+02 - STA 202'LNB'+40
CTH A
STA 405'ANB'+82 - STA 407'ANB'+25
ROBERTS RD
STA 408'ANB'+73 - STA 410'ANB'+87




ROBERTS RD
STA 409'ANB'+53 - STA 410'ANB'+87

## FINISHED TYPICAL SECTION

CTH L
STA 200'LNB'+06 - STA 205'LNB'+89

CTH A
STA 402'ANB'+00 - STA 407'ANB'+23

ROBERTS RD
STA 408'ANB'+76 - STA 411'ANB'+12

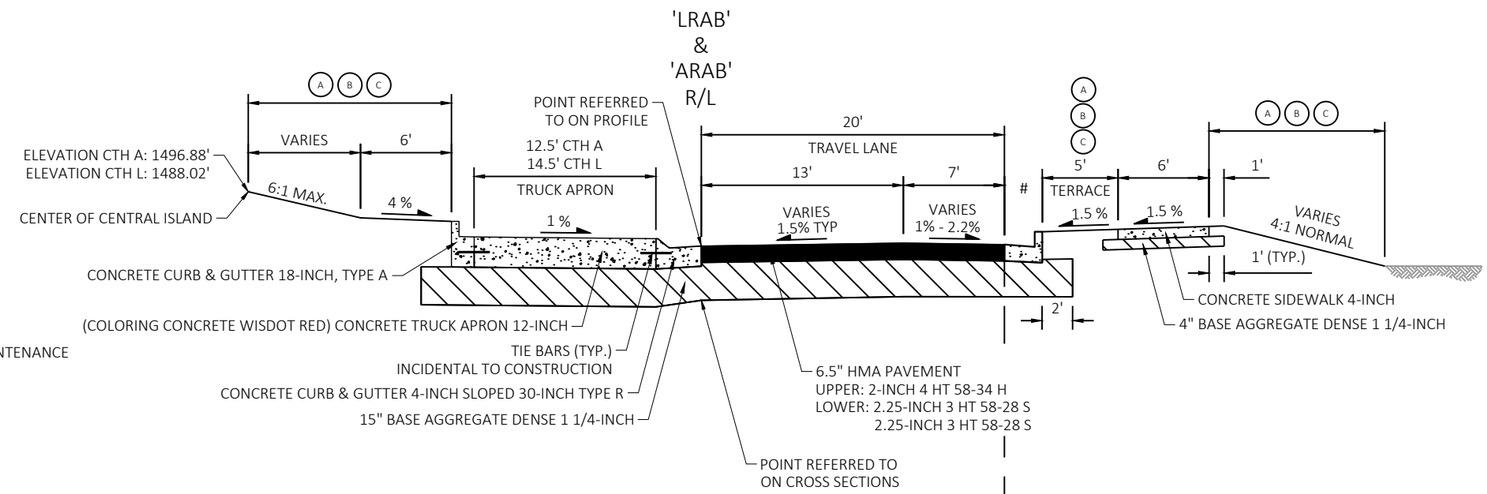
NOTES

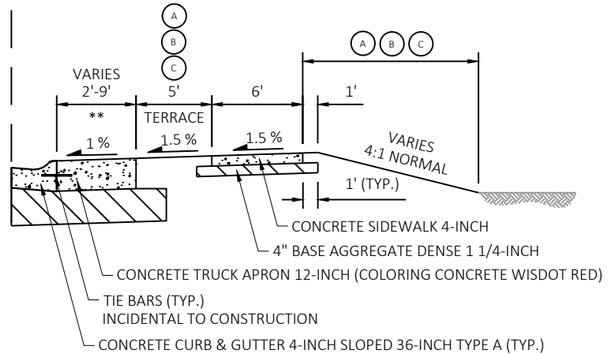
** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

# SEE PLAN DETAILS FOR CONCRETE CURB & GUTTER TYPES

LEGEND

- (A) SEED MIXTURE #30 & FERTILIZER TYPE B. SEEDING LOW MAINTENANCE FESCUE & FERTILIZER TYPE B FOR CENTRAL ISLAND
- (B) 4" TOPSOIL
- (C) EROSION MAT URBAN CLASS I TYPE B
- CONCRETE
- HMA PAVEMENT
- BASE AGGREGATE DENSE 3/4-INCH
- BASE AGGREGATE DENSE 1 1/4-INCH

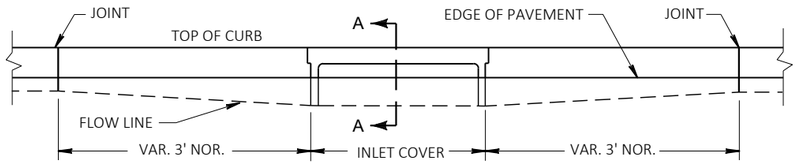


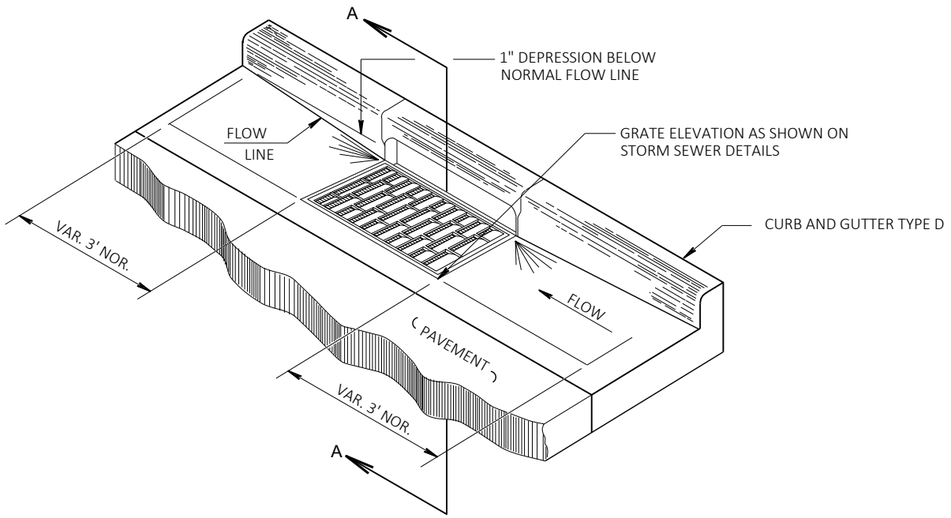

## FINISHED TYPICAL SECTION ROUNDABOUT

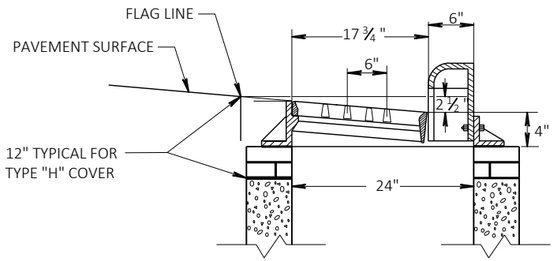
USH 8 & CTH L ROUNDABOUT
USH 8 & CTH A ROUNDABOUT

USH 8
STA 12'LRAB'+88 - STA 13'LRAB'+09
STA 10'LRAB'+87 - STA 11'LRAB'+03
STA 52'ARAB'+63 - STA 52'ARAB'+78
STA 50'ARAB'+96 - STA 51'ARAB'+12




ELEVATION

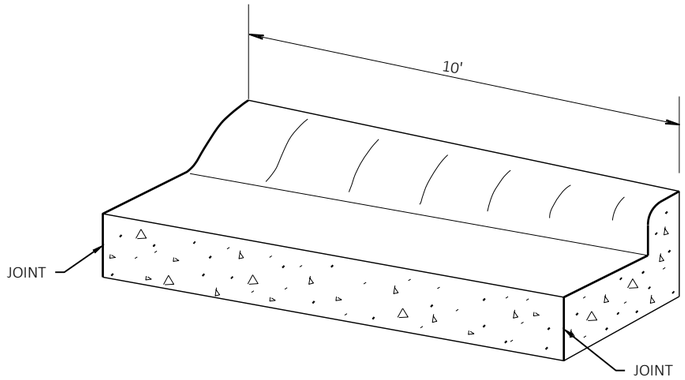


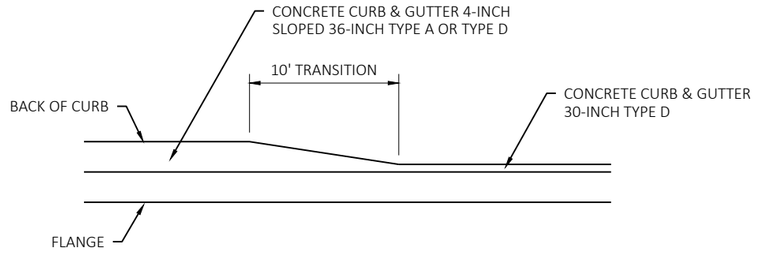




SECTION A-A

## DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 2x3-H INLET SHOWN)

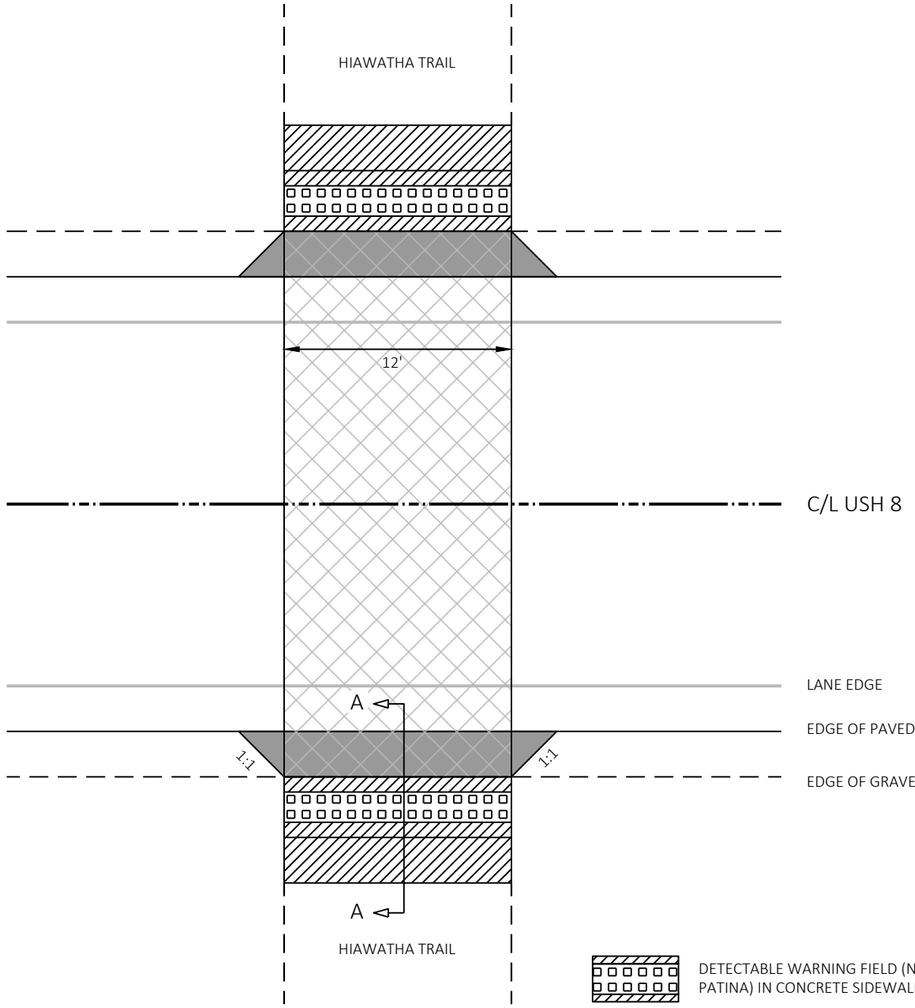


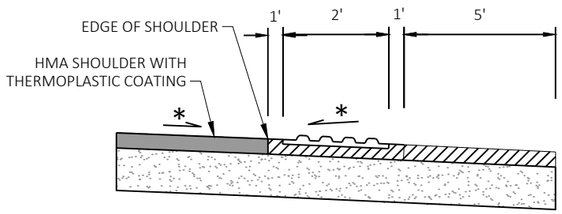




PLAN VIEW

## CONCRETE CURB & GUTTER TRANSITION DETAIL

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




SECTION A-A

DETECTABLE WARNING FIELD (NATURAL PATINA) IN CONCRETE SIDEWALK 6-INCH

HMA PAVEMENT WIDENING 4-INCHES

CONCRETE SIDEWALK 6-INCH

BASE AGGREGATE DENSE 12" DEPTH

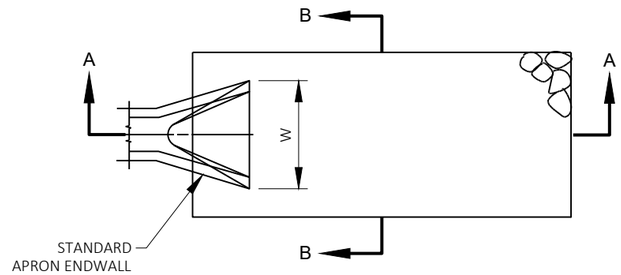
PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSINGS

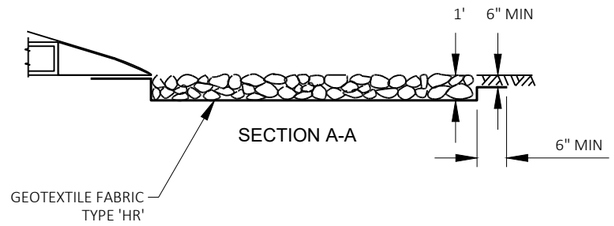
NOTE: PREPARATION FOR PAVEMENT WIDENING FALLS UNDER PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

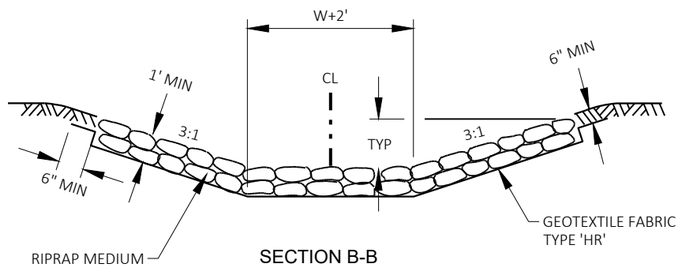
* ROLLOVER CANNOT EXCEED 11% BETWEEN SHARED-USE PATH AND PAVED SHOULDER

## SHARED-USE PATH CROSSING WITH DETECTABLE WARNING FIELD AND THERMOPLASTIC COATING

STA. 1501+62

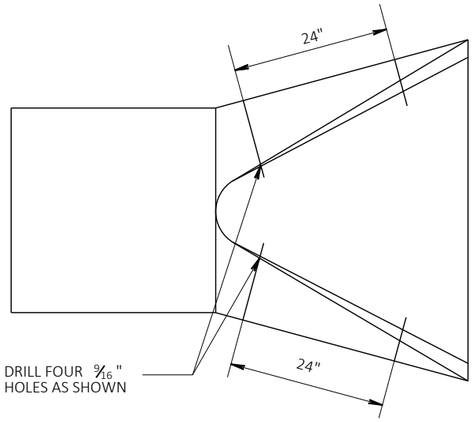


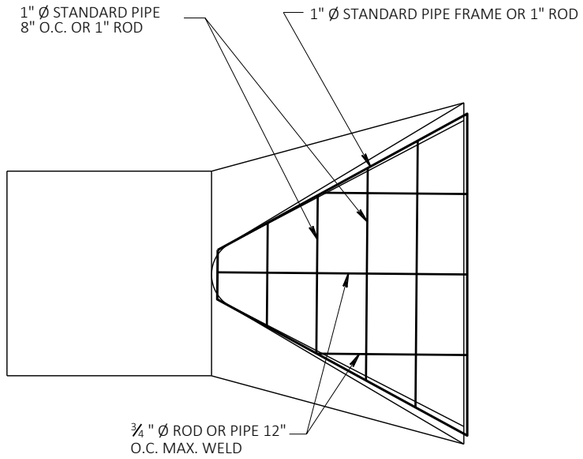



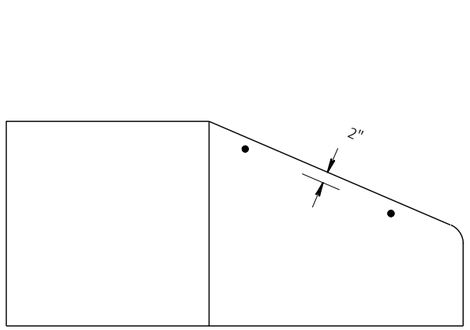

## RIP RAP AND GEOTEXTILE

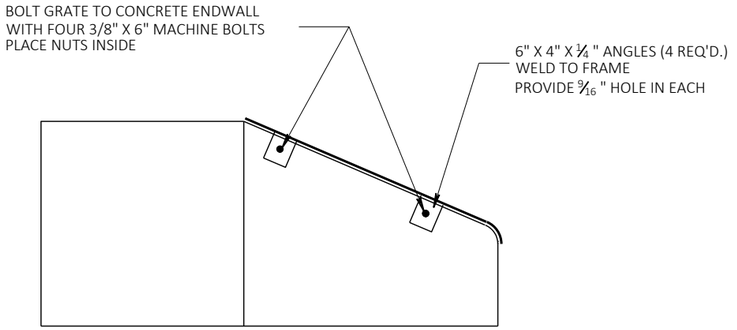
| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | CONSTRUCTION DETAILS | SHEET 11 | E |
|---|---|---|---|---|---|

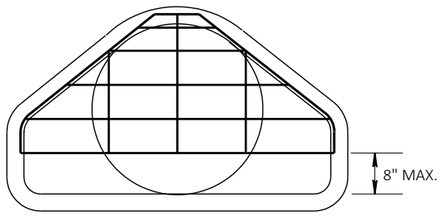


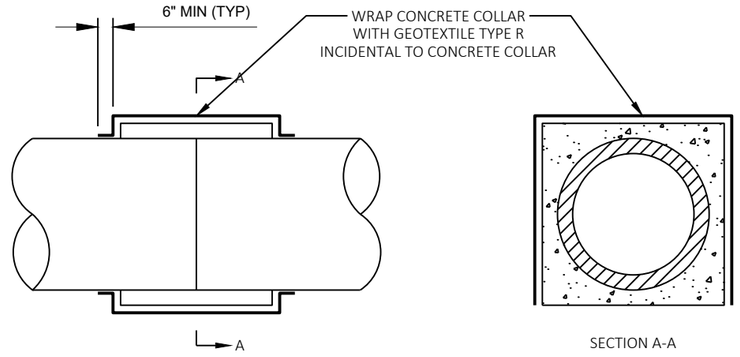

AT EACH PIPE



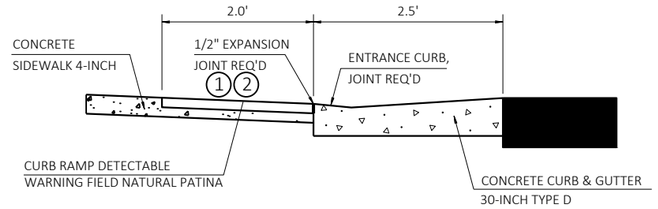




PIPE GRATE DETAIL

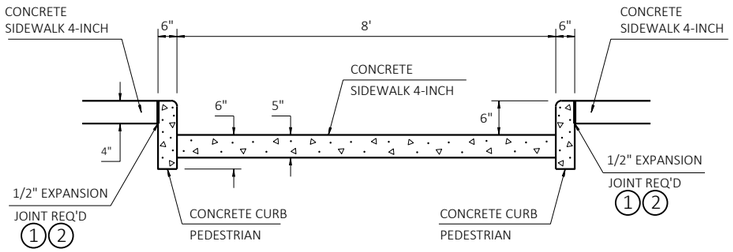



## CONCRETE COLLAR

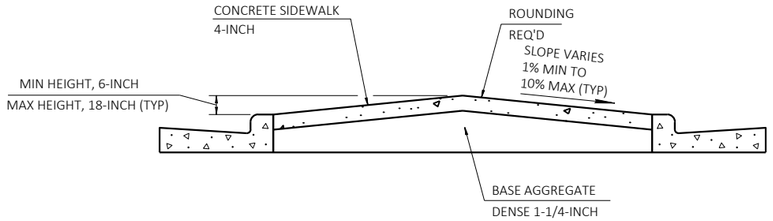
SEE SDD JOINT TIES FOR CONCRETE PIPE AND
CONCRETE PIPE COLLARS FOR DETAILS NOT SHOWN




SECTION A-A

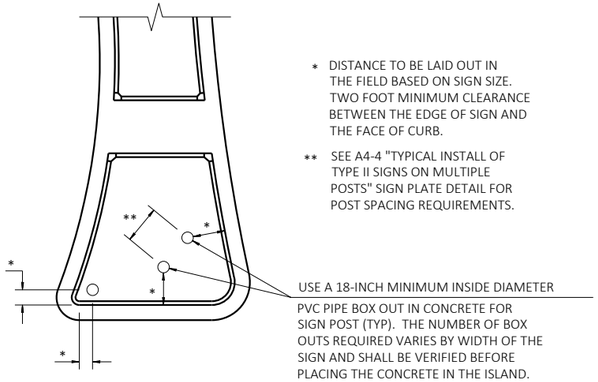



SECTION B-B




SECTION C-C

1. EXPANSION MATERIAL TO BE 1" LONGER THAN ABUTTING MEDIAN CONCRETE THICKNESS. (i.e. 5" IN HEIGHT WHEN ADJACENT TO CONCRETE SIDEWALK 4-INCH)
2. USE 1/2" EXPANSION JOINT WITHIN CURB RAMP OPENING LIMITS.

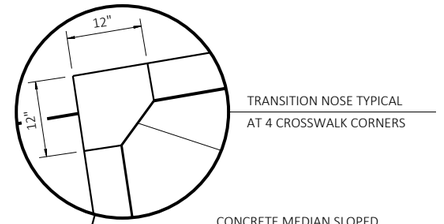


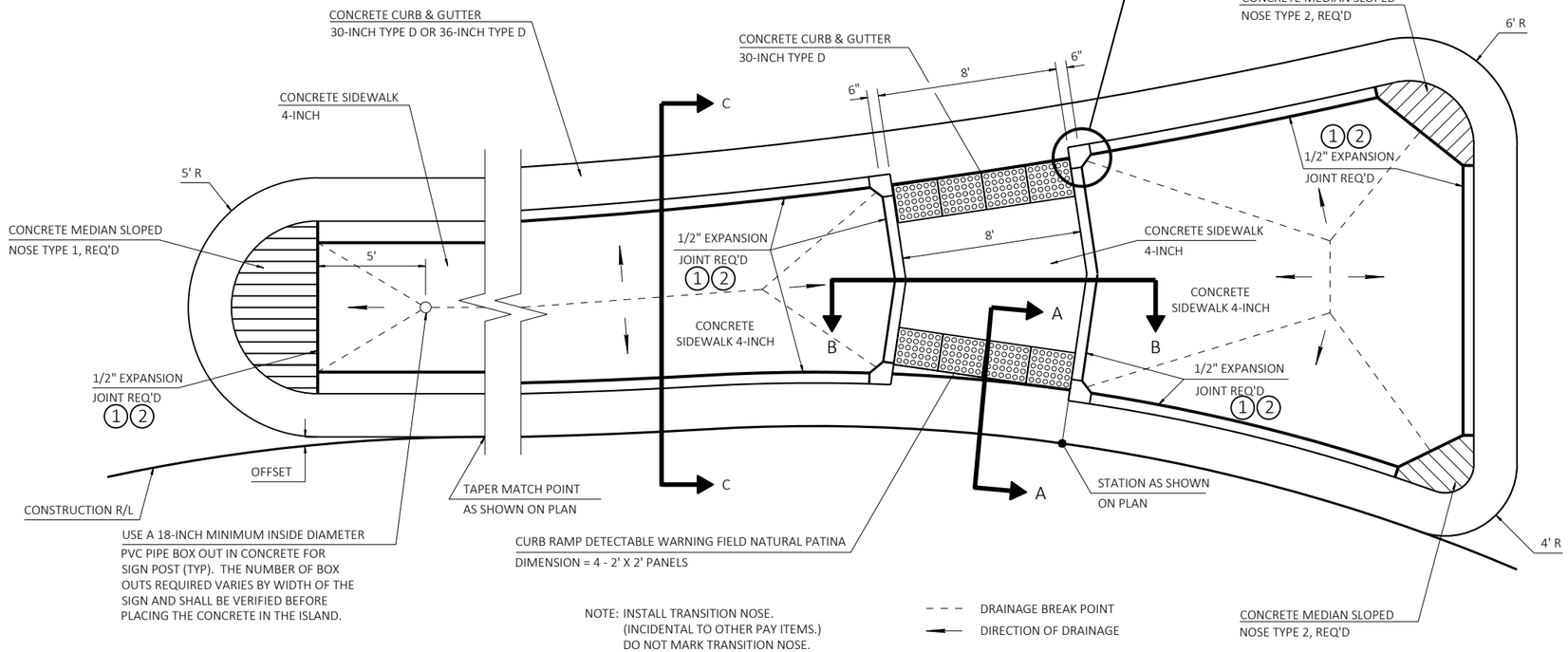

* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE A4-4 "TYPICAL INSTALL OF TYPE II SIGNS ON MULTIPLE POSTS" SIGN PLATE DETAIL FOR POST SPACING REQUIREMENTS.

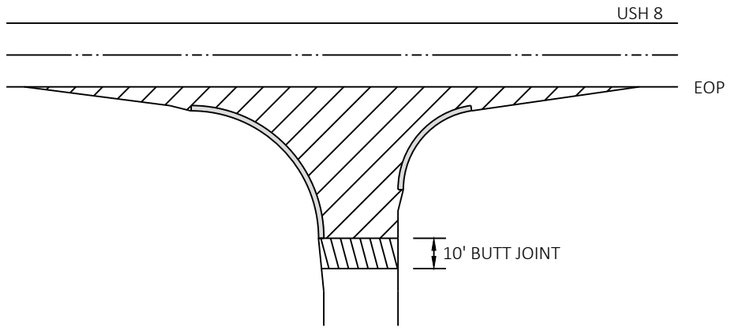
USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.

ISLAND SIGN LOCATION DETAIL (TYP)




CONCRETE SPLITTER ISLAND DETAIL




REMOVING ASPHALTIC SURFACE MILLING

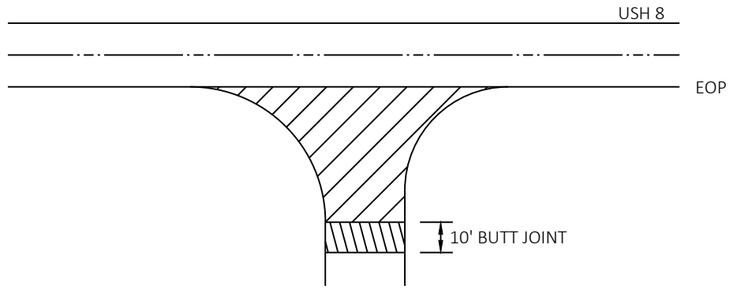
REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

## SIDE ROADS

### WITH CURB AND GUTTER

LAMER RD
CRYSTAL LAKE RD
DEER LAKE RD




REMOVING ASPHALTIC SURFACE MILLING

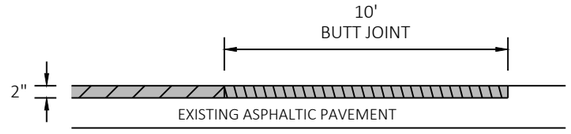
REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

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

## SIDE ROADS

### WITHOUT CURB AND GUTTER

SHELDON RD
MUSKELLUNGE LAKE RD
WURL RD
WOLFF RD
COTTAGE RD



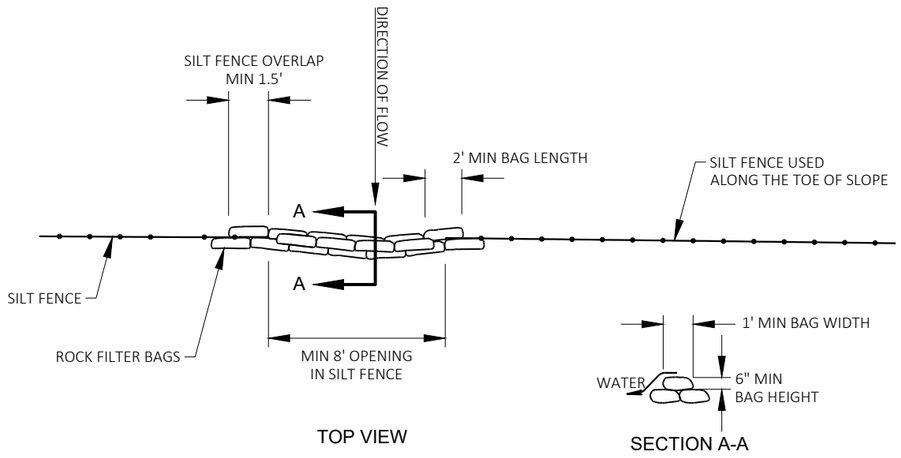

HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

## BUTT JOINT

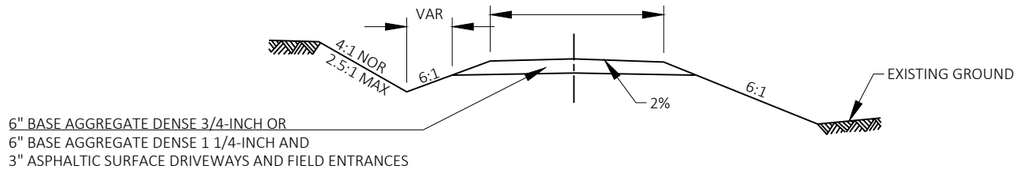
### MAINLINE AND SIDE ROADS



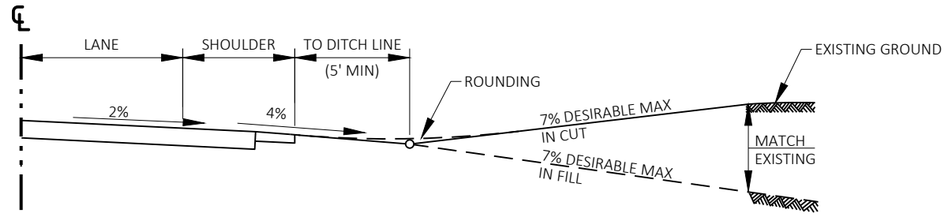

## ROCK BAGS USED FOR SILT FENCE RELIEF

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | CONSTRUCTION DETAILS | SHEET 14 | E |
|---|---|---|---|---|---|

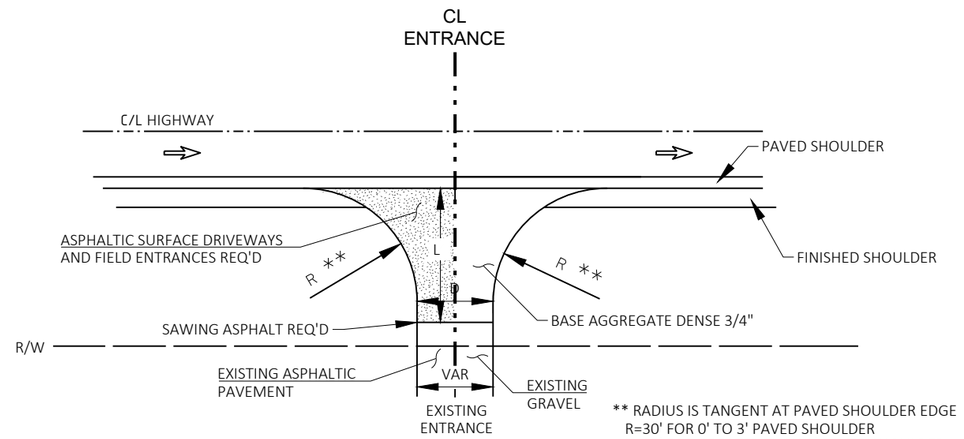
2




TYPICAL CROSS SECTION




TYPICAL PROFILE VIEW




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

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

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

PLAN VIEW

## RURAL DRIVEWAY INTERSECTION (PE, FE & CE)

(FOR NEW CONSTRUCTION)

2

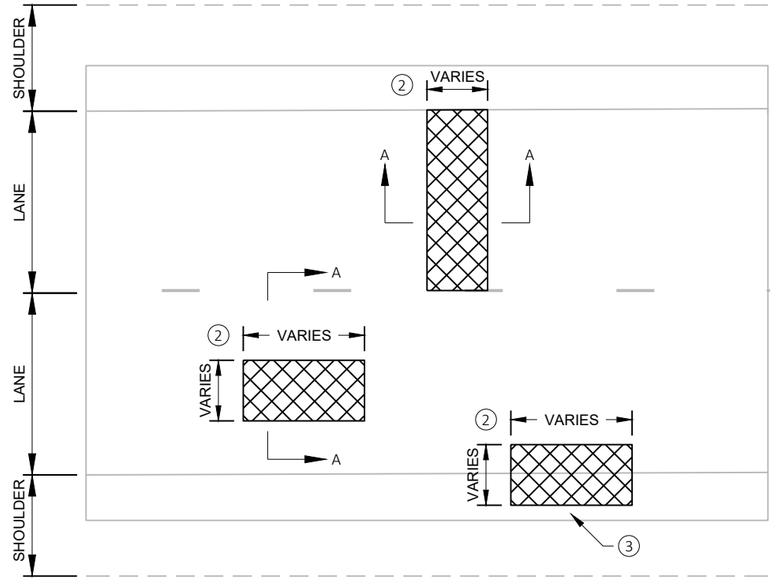
NOTES:

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

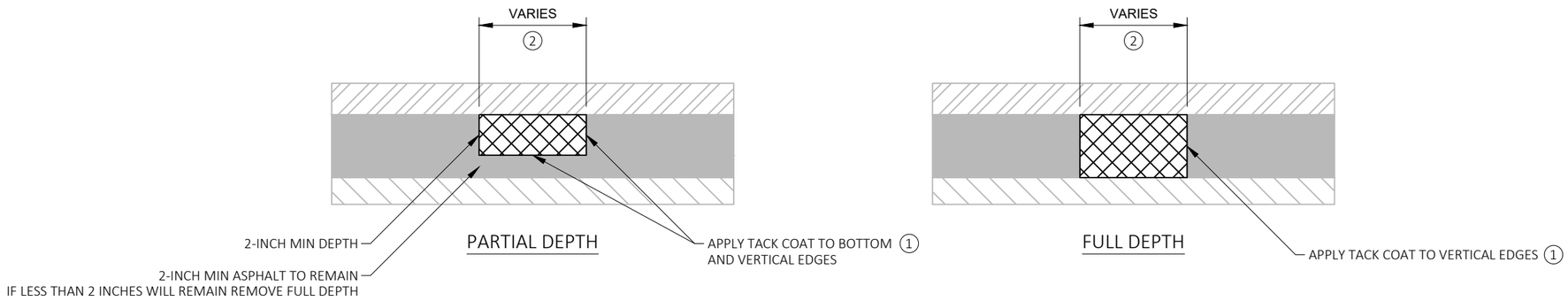
(1) MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.

(2) THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.

(3) WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.




PLAN VIEW




SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

EXISTING BASE COURSE

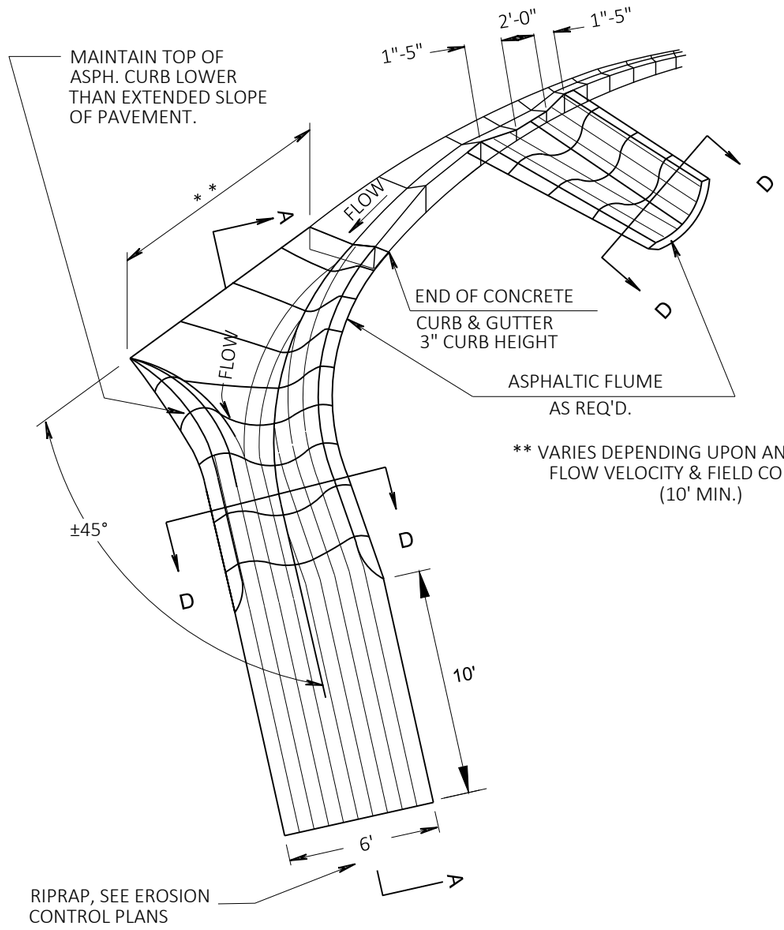
## REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

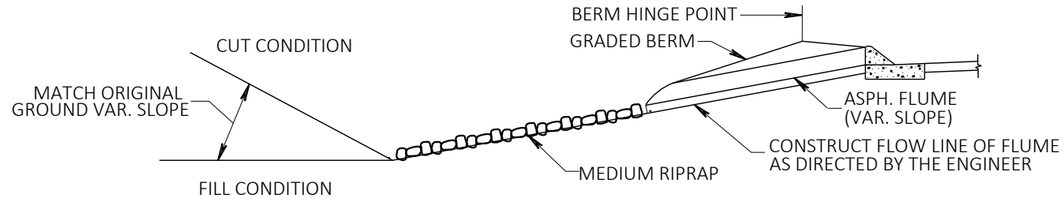
| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | CONSTRUCTION DETAILS | SHEET 16 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021008-cd
PLOT DATE : 4/24/2025 8:54 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

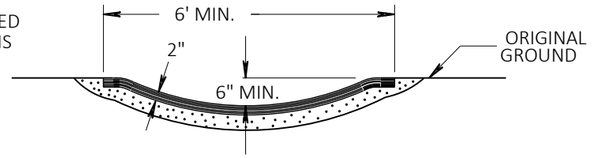
2




** VARIES DEPENDING UPON ANTICIPATED FLOW VELOCITY & FIELD CONDITIONS (10' MIN.)




SECTION A-A




SECTION D-D

## ASPHALTIC FLUME DETAIL
## AT RURAL INTERSECTIONS

2

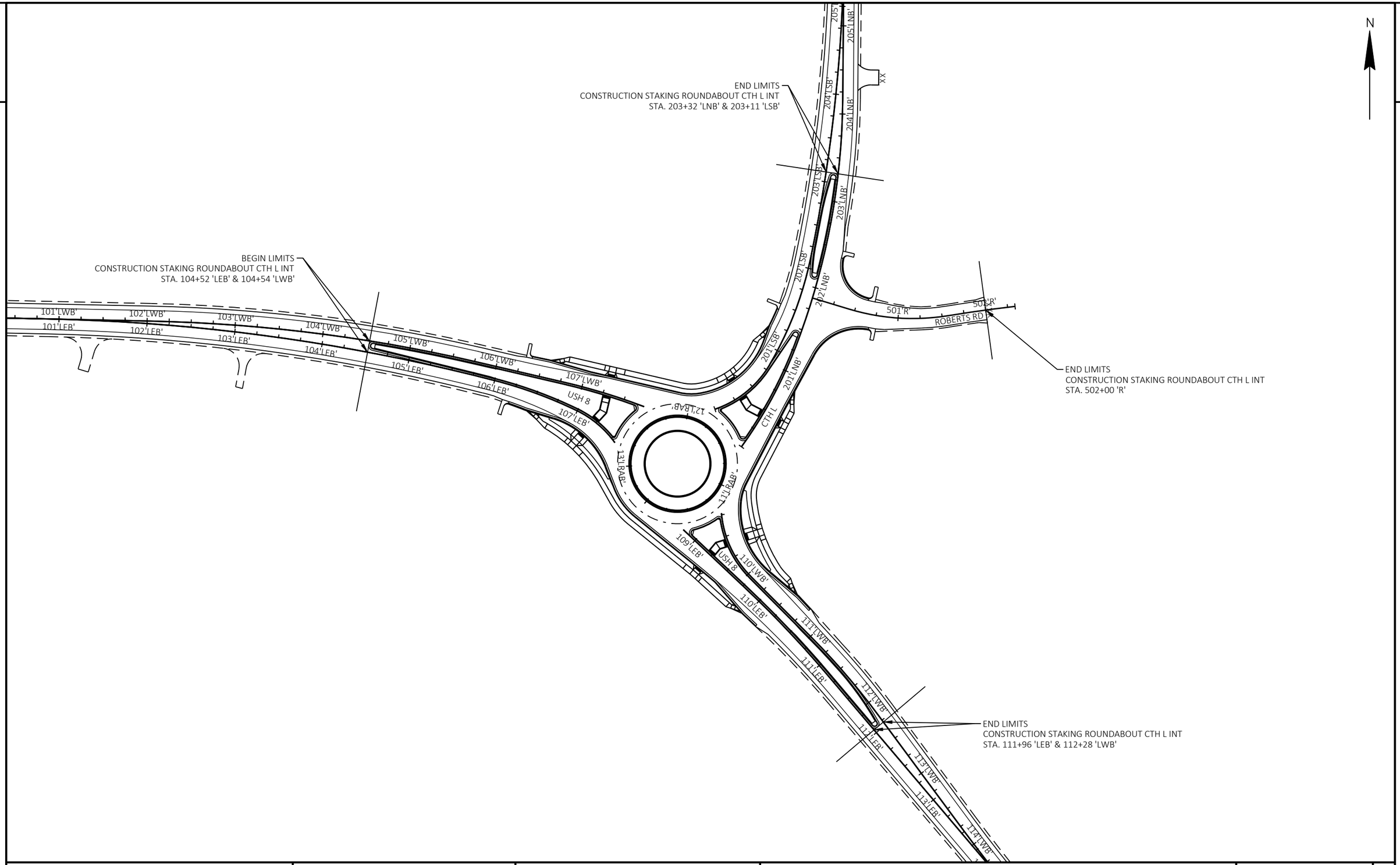
N

END LIMITS
CONSTRUCTION STAKING ROUNDABOUT CTH L INT
STA. 203+32 'LNB' & 203+11 'LSB'

BEGIN LIMITS
CONSTRUCTION STAKING ROUNDABOUT CTH L INT
STA. 104+52 'LEB' & 104+54 'LWB'

END LIMITS
CONSTRUCTION STAKING ROUNDABOUT CTH L INT
STA. 502+00 'R'

END LIMITS
CONSTRUCTION STAKING ROUNDABOUT CTH L INT
STA. 111+96 'LEB' & 112+28 'LWB'

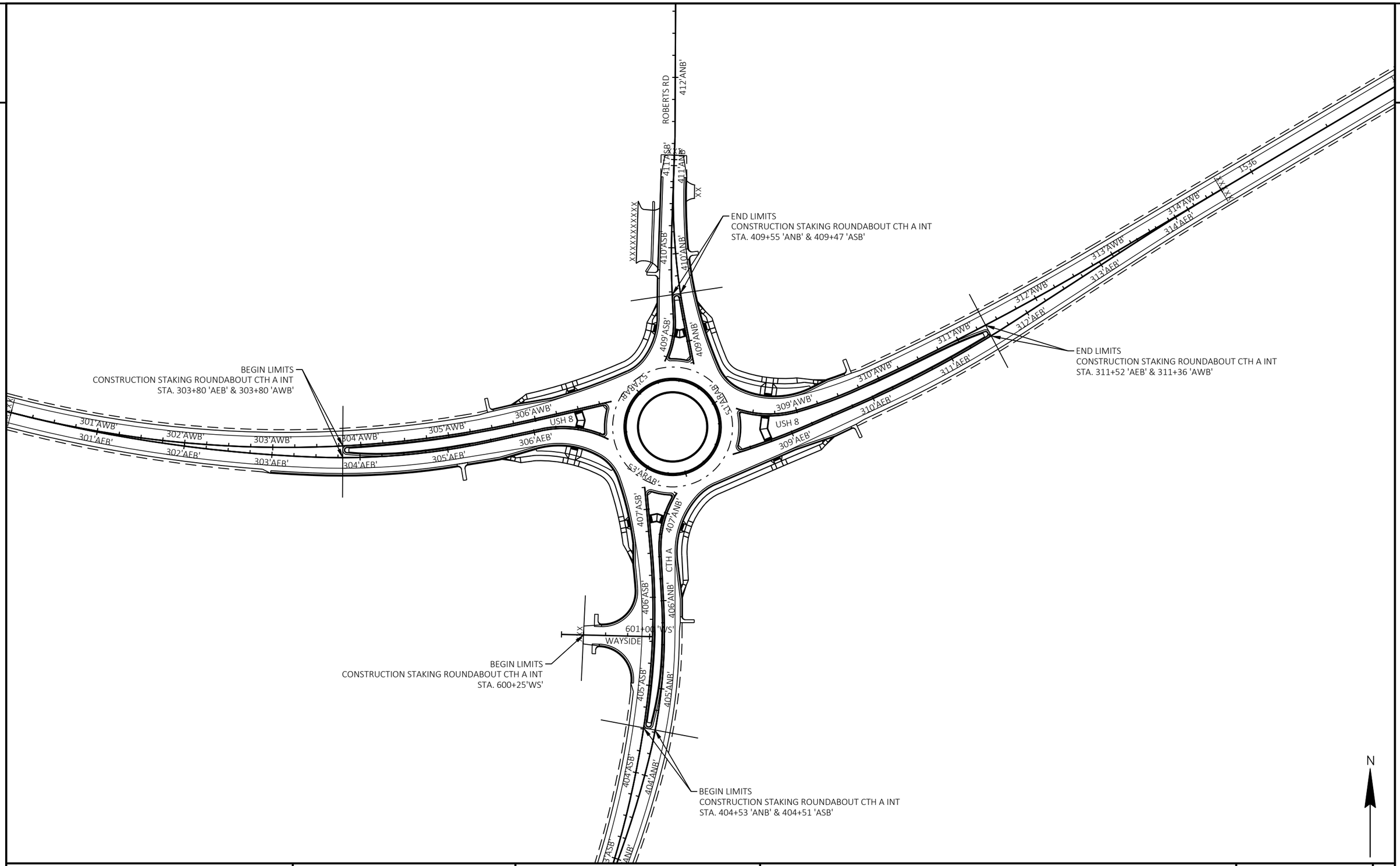



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CONSTRUCTION DETAILS - CONSTRUCTION STAKING ROUNDABOUT CTH L INT | SHEET 18 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 021010-cd

PLOT DATE : 4/24/2025 8:54 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CONSTRUCTION DETAILS - CONSTRUCTION STAKING ROUNDABOUT CTH A INT | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 021011-cd
PLOT DATE : 4/24/2025 8:54 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

PROJECT 1590-14-73 | PROJECT 1590-14-75

EXISTING R/W (TYP.)

98'LWB' 98'LEB' 99'LWB' 99'LEB' 100'LWB' 100'LEB' 101'LWB' 101'LEB' 102'LWB' 102'LEB' 103'LWB' 103'LEB' 104'LWB' 104'LEB' 105'LWB' 105'LEB' 106'LWB' 106'LEB' 107'LWB' 107'LEB'

1480'LT' 1482'LT' 1484'LT' 1486'LT' 1488'LT' 1490'LT'

EXISTING R/W (TYP.)

18-INCH CMCP

12-INCH CMCP

15-INCH CMCP

15-INCH CMCP

SLOPE INTERCEPT (TYP.)

SLOPE INTERCEPT (STAGE 1) (TYP.)

USH 8

205'LSB' 205'LNB' 204'LSB' 204'LNB' 203'LSB' 203'LNB' 202'LSB' 202'LNB' 201'LSB' 201'LNB'

EXISTING CULVERT TO REMAIN

EXISTING CULVERT TO REMAIN

ROBERTS RD

CTH L

REMOVING UTILITY POLES

12'LRAB' 13'LRAB' 11'LRAB'

REMOVING STORM SEWER (30-INCH)

36-INCH CMCP

REMOVING STORM SEWER (18-INCH)

REMOVING CONCRETE BASES. LIGHT POLE TO BE REMOVED BY WISCONSIN PUBLIC SERVICE.

EXISTING CULVERT TO REMAIN

109'LEB' 110'LWB' 110'LEB' 111'LWB' 111'LEB'

MATCH LINE STA 111+00 'LEB'

REMOVING FLASHING BEACON ASSEMBLY, USH 8 & CTH L INTERSECTION REMOVING CONCRETE BASES (SEE SIGNING PLANS)

REMOVING DELINEATORS AND MARKERS (X5)

REMOVING STORM SEWER (30-INCH)

## REMOVAL LEGEND

- CLEARING AND GRUBBING (STA)
- CLEARING AND GRUBBING (I.D.)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER
- REMOVING INLETS
- REMOVING MANHOLES
- REMOVING STORM SEWER
- SAWING ASPHALT
- SAWING CONCRETE

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | REMOVAL PLANS | SHEET 20 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021101-rm
PLOT DATE : 7/23/2026 8:43 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

2

PROJECT 1590-14-75 | PROJECT 1590-14-73

MATCH LINE STA 111 'LEB'+00

HIAWATHA TRAIL

OBLITERATING OLD ROAD

EXISTING R/W (TYP.)

USH 8

112'LWB' 113'LWB' 114'LWB'

112'LEB' 113'LEB' 114'LEB'

1494'LT' 1496'LT' 1498'LT' 1500'LT'

1498 1500 1502 1504 1506 1508

SHELDON RD

702'T'

OBLITERATING OLD ROAD

8" TREE

10" TREE

704'T' 706'T' 708'T'

HIAWATHA TRAIL

HIAWATHA TRAIL

EXISTING R/W (TYP.)

## REMOVAL LEGEND

- CLEARING AND GRUBBING (STA)
- CLEARING AND GRUBBING (I.D.)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER
- REMOVING INLETS
- REMOVING MANHOLES
- REMOVING STORM SEWER
- SAWING ASPHALT
- SAWING CONCRETE

| PROJECT NO: 1590-14-73,75 | HWY: USH 8 | COUNTY: LINCOLN | REMOVAL PLANS | SHEET 21 | E |
|---|---|---|---|---|---|

2

PROJECT 1590-14-73
PROJECT 1590-14-76
EXISTING R/W (TYP.)
USH 8
ROBERTS RD
CTH A
XXXXX
1522'AT'
302'AWB'
302'AEB'
304'AWB'
304'AEB'
1524'AT'
1526'AT'
306'AWB'
306'AEB'
1528'AT'
1530'AT'
310'AWB'
310'AEB'
1532'AT'
312'AWB'
312'AEB'
1534'AT'
314'AWB'
314'AEB'
1536'AT'
410'ASB'
411'ANB'
407'ASB'
409'ANB'
406'ASB'
406'ANB'
405'ASB'
405'ANB'
404'ASB'
404'ANB'
403'ASB'
403'ANB'
402'ANB'
15" TREE
TLE (TYP.)
12" TREE
24" TREE
18" TREE
20" TREE
40" TREE
30" TREE
8" TREE
36" TREE
24-INCH CMCP
SLOPE INTERCEPT (TYP.)
SLOPE INTERCEPT (STAGE 1) (TYP.)
REMOVING FLASHING BEACON ASSEMBLY, USH 8 & CTH A INTERSECTION
REMOVING CONCRETE BASES
(SEE SIGNING PLANS)
LIGHT POLE TO BE REMOVED BY WISCONSIN PUBLIC SERVICE
EXISTING CULVERT PIPE AND APRON ENDWALL TO REMAIN
REMOVING STORM SEWER (12-INCH)(STAGE 4)
REMOVING MANHOLES (STAGE 4)
REMOVING STORM SEWER (24-INCH)(STAGE 4)

## REMOVAL LEGEND

- CLEARING AND GRUBBING (STA)
- CLEARING AND GRUBBING (I.D.)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB & GUTTER
- REMOVING INLETS
- REMOVING MANHOLES
- REMOVING STORM SEWER
- SAWING ASPHALT
- SAWING CONCRETE

N

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | REMOVAL PLANS | SHEET 22 | E |
|---|---|---|---|---|---|

END CONSTRUCTION 1590-14-73
BEGIN PROJECT 1590-14-75
STA 1480+20.13 =
STA 97+00 'LEB'

N

MATCH LINE STA. 99+25 'LEB'

1478 HMA-2 1480 USH 8 17' 98'LWB' 98'LEB' HMA-6.5 99'LWB' 99'LEB'
HMA-2 17' HMA-6.5

+04.68'LEB' 20.00'RT R15' BAD R20' +48.62'LEB' 20.00' RT
+19.61'LEB' 36.43'RT
+28.71'LEB' 38.09' RT
+17.94'LEB' 53.88'RT
+27.38'LEB' 54.50' RT

## PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

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

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

N

| USH 8 & CTH L WEST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING | RADIUS |
| 1 | 104+57.29 'LEB' | 8.05' L | 253446.02 | 384188.52 | 3.0' |

MATCH LINE STA. 99+25 'LEB'

HMA-6.5 100'LWB' 100'LEB' 17' HMA-6.5
101'LWB' 101'LEB' 102'LWB' 102'LEB' USH 8 103'LWB' 103'LEB' 17' 104'LWB' 104'LEB' HMA-6.5

+72.89'LEB' 20.00'RT R20' BAD R20' +22.10'LEB' 20.00' RT
+92.89'LEB' 40.00'RT +02.10'LEB' 40.00' RT
+91.91'LEB' 56.01'RT +01.22'LEB' 56.27' RT

+06.91'LEB' 20.00' RT R20' BAD R20' +61.58'LEB' 20.00' RT
+26.63'LEB' 45.11'RT +41.83'LEB' 35.19' RT
+23.80'LEB' 55.73'RT +35.73'LEB' 58.73' RT

+89.39'LEB' 20.00'RT R20' BAD R20' +38.36'LEB' 20.00' RT
+09.72'LEB' 41.30'RT +18.02'LEB' 38.96' RT
+08.45'LEB' 61.71'RT +16.63'LEB' 62.77' RT

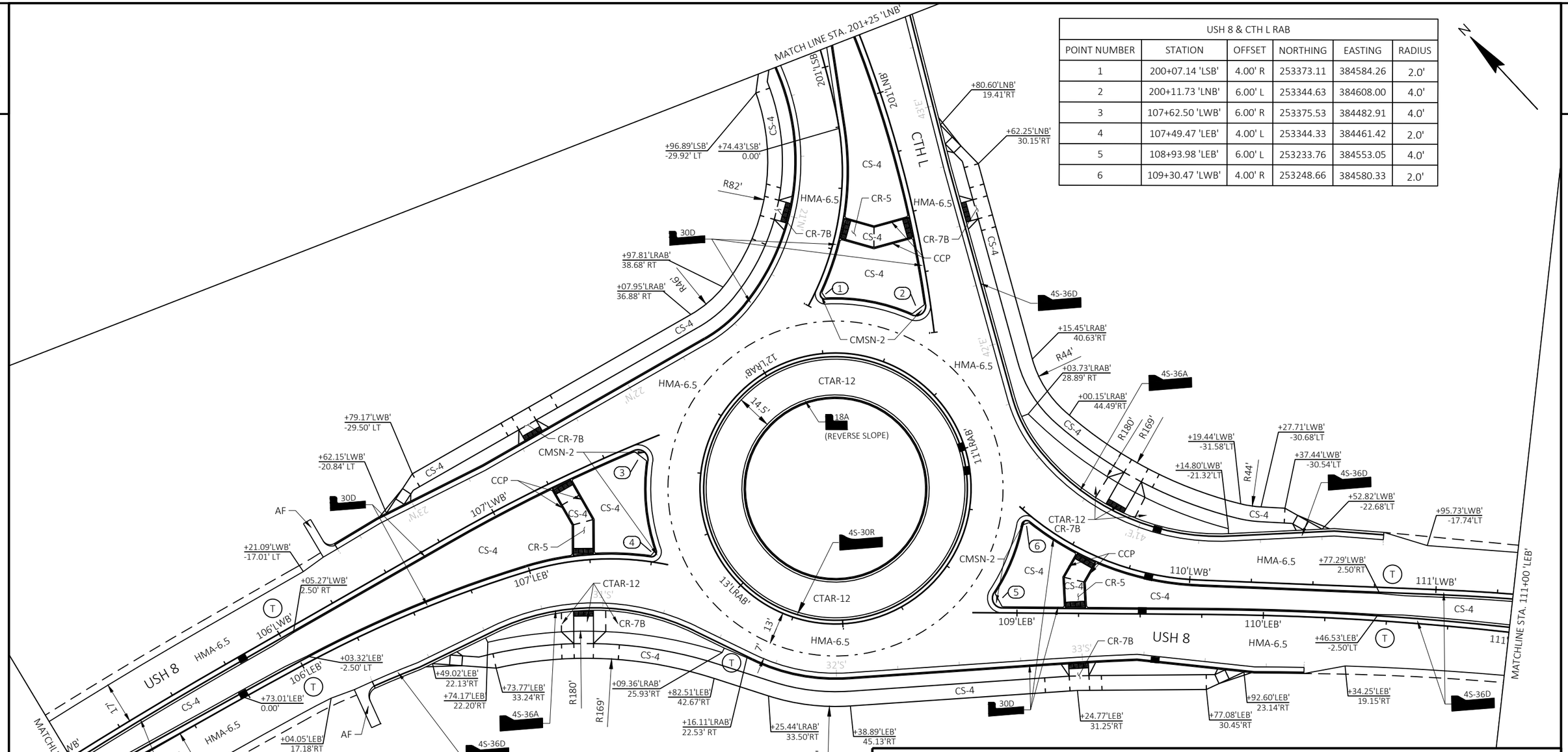
(1) +58.46'LWB' 0.00' RT
CMSN-1 CS-4 105'
+57.02'LEB' -3.06' LT 105
4S-36D

MATCH LINE STA. 105+00 'LEB'

| PROJECT NO: 1590-14-73,75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN DETAILS | SHEET 23 | E |
|---|---|---|---|---|---|

2

| USH 8 & CTH L RAB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING | RADIUS |
| 1 | 200+07.14 'LSB' | 4.00' R | 253373.11 | 384584.26 | 2.0' |
| 2 | 200+11.73 'LNB' | 6.00' L | 253344.63 | 384608.00 | 4.0' |
| 3 | 107+62.50 'LWB' | 6.00' R | 253375.53 | 384482.91 | 4.0' |
| 4 | 107+49.47 'LEB' | 4.00' L | 253344.33 | 384461.42 | 2.0' |
| 5 | 108+93.98 'LEB' | 6.00' L | 253233.76 | 384553.05 | 4.0' |
| 6 | 109+30.47 'LWB' | 4.00' R | 253248.66 | 384580.33 | 2.0' |




## PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

PROPOSED INLET

PROPOSED MANHOLE

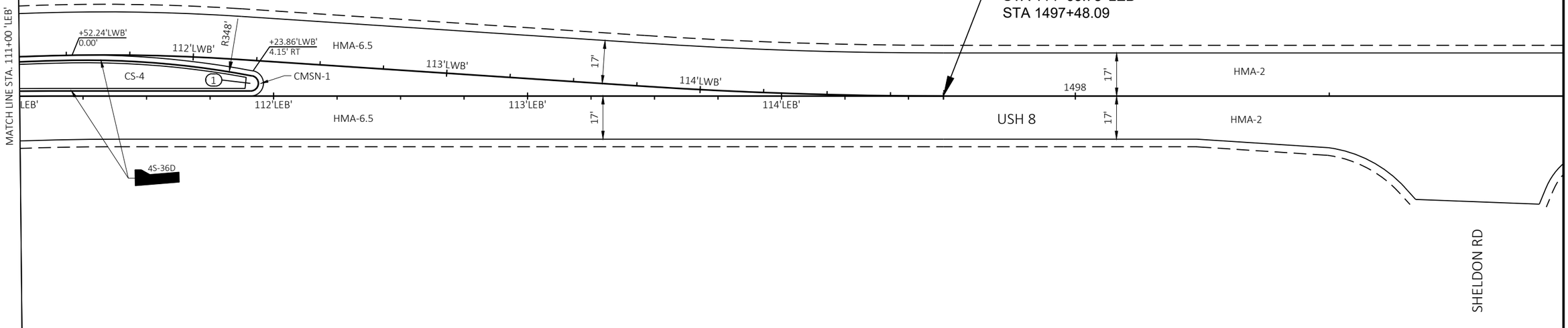
(T) 10' CURB TRANSITION

XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

REJECT GUTTER LIMITS

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

| USH 8 & CTH L EAST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING | RADIUS |
| 1 | 111+90.99 'LEB' | 5.00' L | 253017.58 | 384757.15 | 3.0' |




## PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

PROPOSED INLET

PROPOSED MANHOLE

(T) 10' CURB TRANSITION

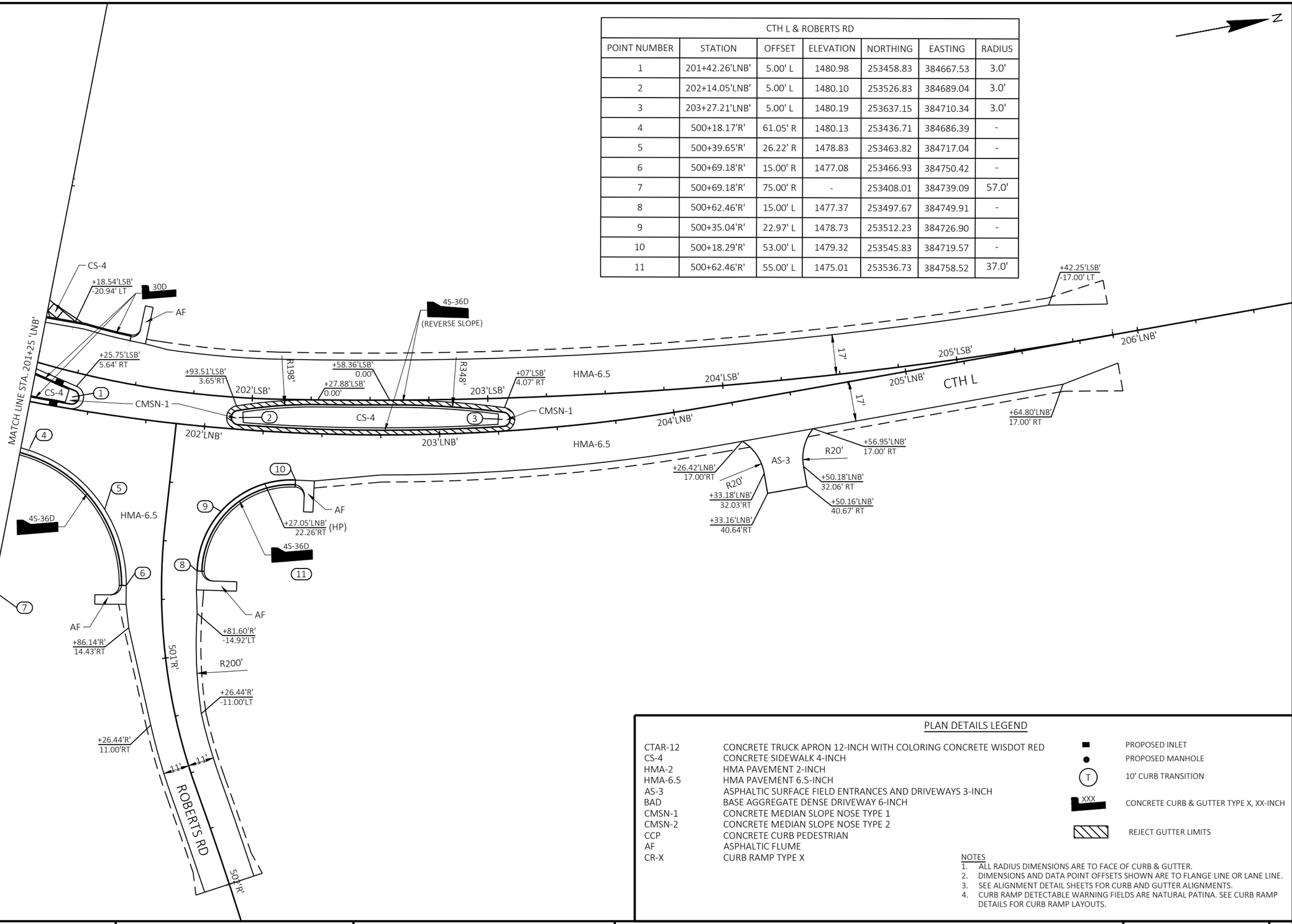
XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

REJECT GUTTER LIMITS

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

| PROJECT NO: 1590-14-73,75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN DETAILS | SHEET 25 | E |
|---|---|---|---|---|---|

| CTH L & ROBERTS RD | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | RADIUS |
| 1 | 201+42.26'LNB' | 5.00' L | 1480.98 | 253458.83 | 384667.53 | 3.0' |
| 2 | 202+14.05'LNB' | 5.00' L | 1480.10 | 253526.83 | 384689.04 | 3.0' |
| 3 | 203+27.21'LNB' | 5.00' L | 1480.19 | 253637.15 | 384710.34 | 3.0' |
| 4 | 500+18.17'R' | 61.05' R | 1480.13 | 253436.71 | 384686.39 | - |
| 5 | 500+39.65'R' | 26.22' R | 1478.83 | 253463.82 | 384717.04 | - |
| 6 | 500+69.18'R' | 15.00' R | 1477.08 | 253466.93 | 384750.42 | - |
| 7 | 500+69.18'R' | 75.00' R | - | 253408.01 | 384739.09 | 57.0' |
| 8 | 500+62.46'R' | 15.00' L | 1477.37 | 253497.67 | 384749.91 | - |
| 9 | 500+35.04'R' | 22.97' L | 1478.73 | 253512.23 | 384726.90 | - |
| 10 | 500+18.29'R' | 53.00' L | 1479.32 | 253545.83 | 384719.57 | - |
| 11 | 500+62.46'R' | 55.00' L | 1475.01 | 253536.73 | 384758.52 | 37.0' |




## PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

PROPOSED INLET

PROPOSED MANHOLE

(T) 10' CURB TRANSITION

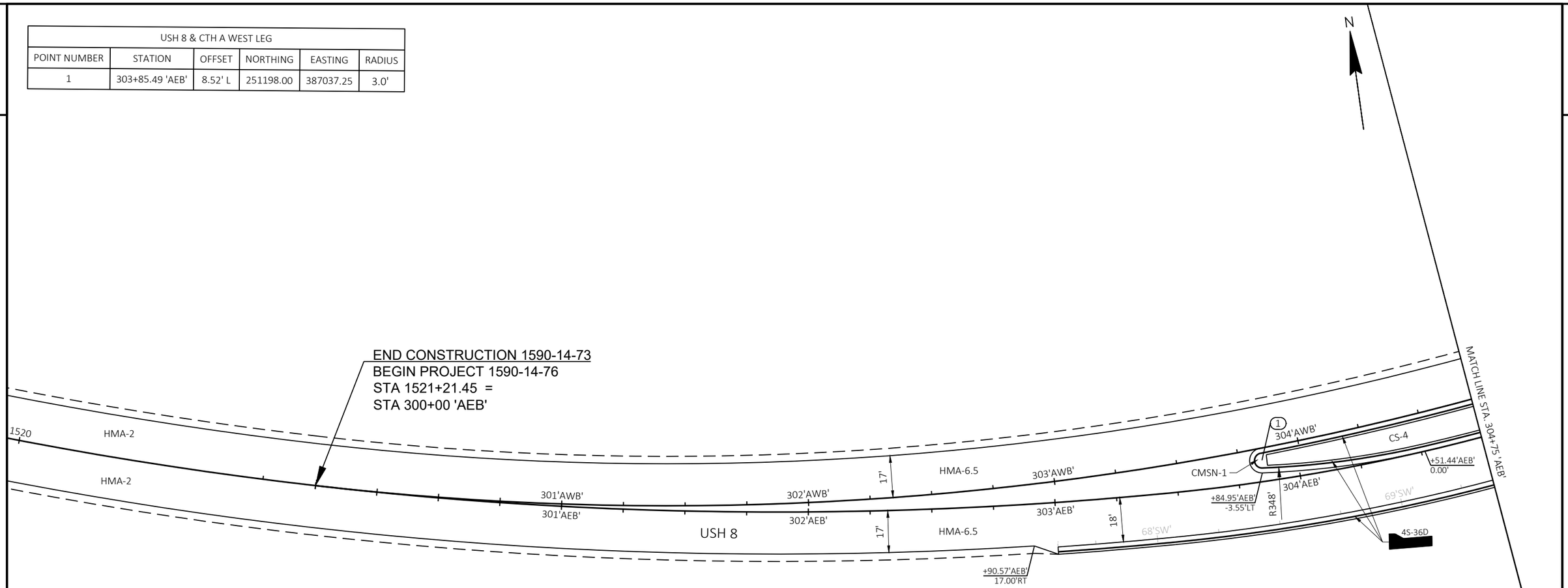
XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

REJECT GUTTER LIMITS

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN DETAILS | SHEET 26 | E |
|---|---|---|---|---|---|

| USH 8 & CTH A WEST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING | RADIUS |
| 1 | 303+85.49 'AEB' | 8.52' L | 251198.00 | 387037.25 | 3.0' |




## PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

PROPOSED INLET

PROPOSED MANHOLE

(T) 10' CURB TRANSITION

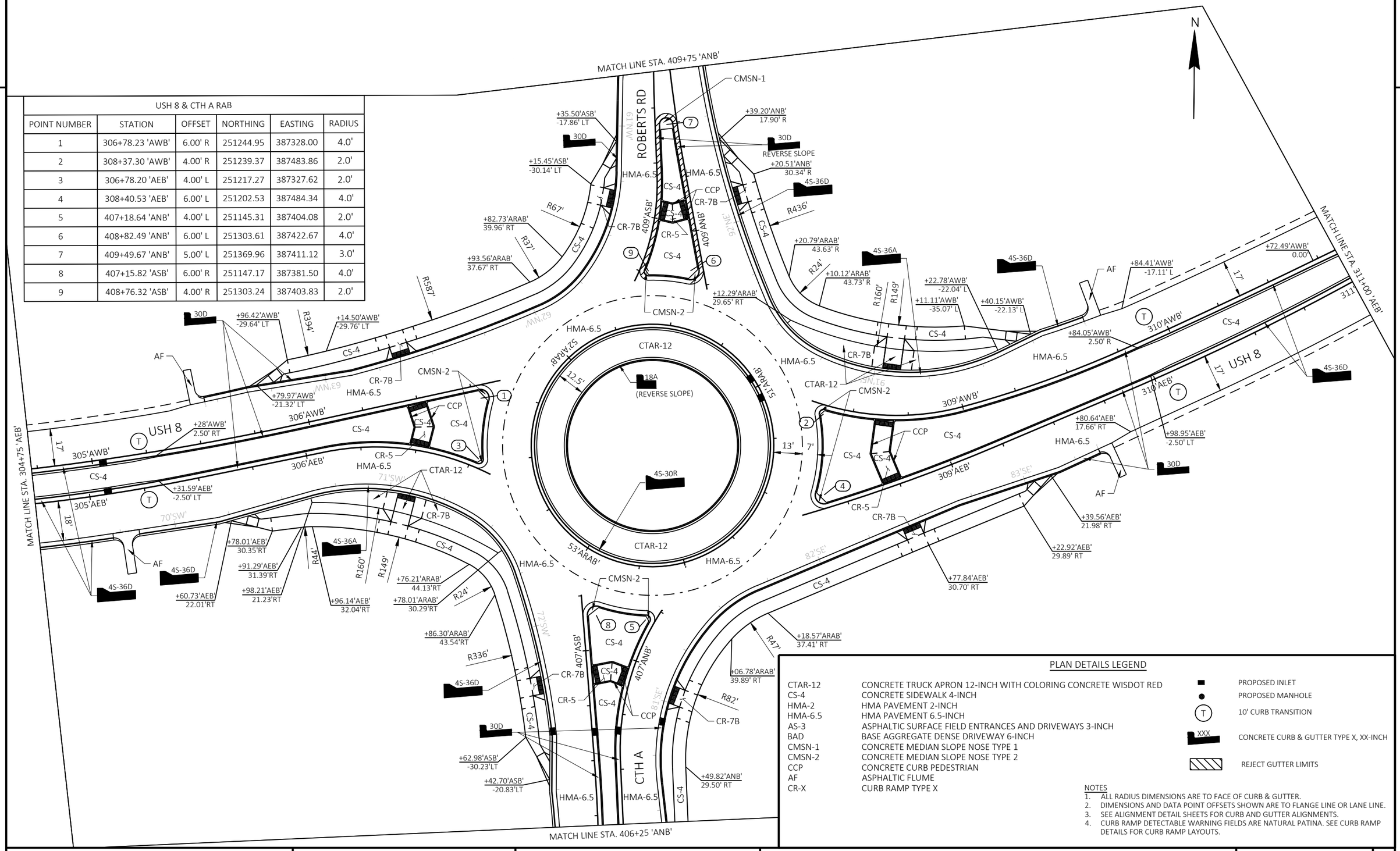
XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

REJECT GUTTER LIMITS

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

2

| USH 8 & CTH A RAB | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING | RADIUS |
| 1 | 306+78.23 'AWB' | 6.00' R | 251244.95 | 387328.00 | 4.0' |
| 2 | 308+37.30 'AWB' | 4.00' R | 251239.37 | 387483.86 | 2.0' |
| 3 | 306+78.20 'AEB' | 4.00' L | 251217.27 | 387327.62 | 2.0' |
| 4 | 308+40.53 'AEB' | 6.00' L | 251202.53 | 387484.34 | 4.0' |
| 5 | 407+18.64 'ANB' | 4.00' L | 251145.31 | 387404.08 | 2.0' |
| 6 | 408+82.49 'ANB' | 6.00' L | 251303.61 | 387422.67 | 4.0' |
| 7 | 409+49.67 'ANB' | 5.00' L | 251369.96 | 387411.12 | 3.0' |
| 8 | 407+15.82 'ASB' | 6.00' R | 251147.17 | 387381.50 | 4.0' |
| 9 | 408+76.32 'ASB' | 4.00' R | 251303.24 | 387403.83 | 2.0' |



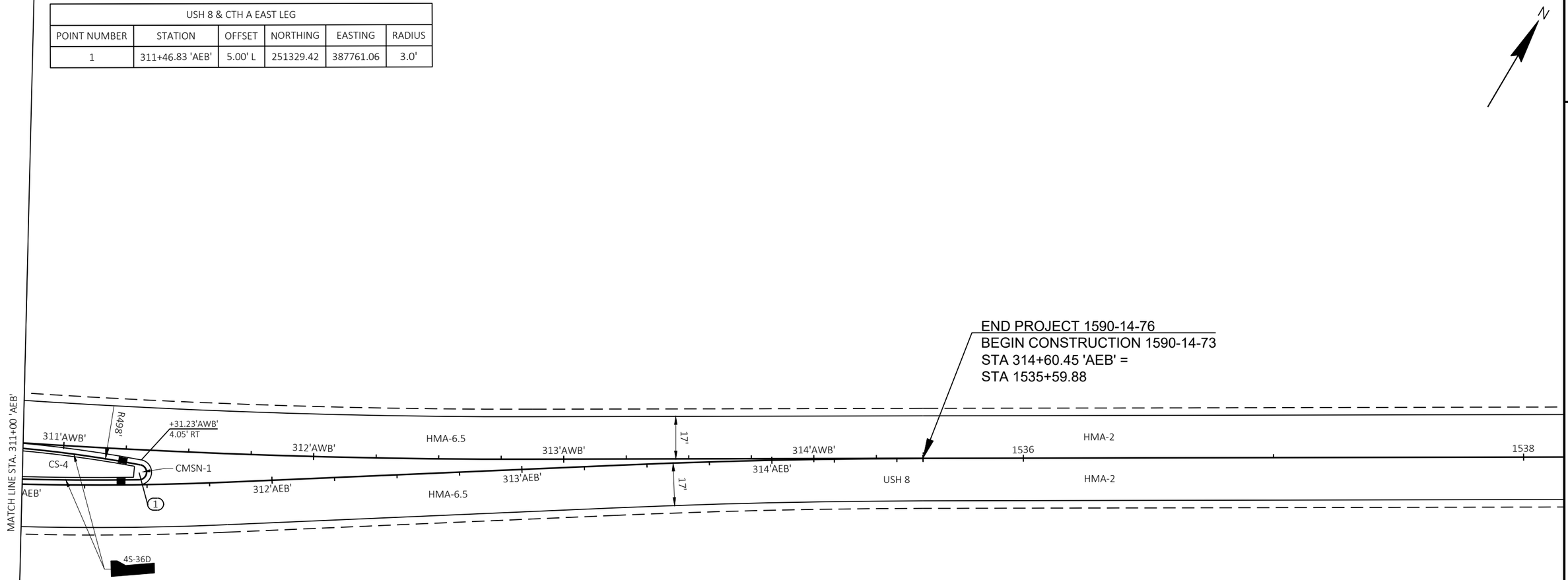

## PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

- PROPOSED INLET
- PROPOSED MANHOLE
- (T) 10' CURB TRANSITION
- XXX — CONCRETE CURB & GUTTER TYPE X, XX-INCH
- REJECT GUTTER LIMITS

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

| USH 8 & CTH A EAST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING | RADIUS |
| 1 | 311+46.83 'AEB' | 5.00' L | 251329.42 | 387761.06 | 3.0' |

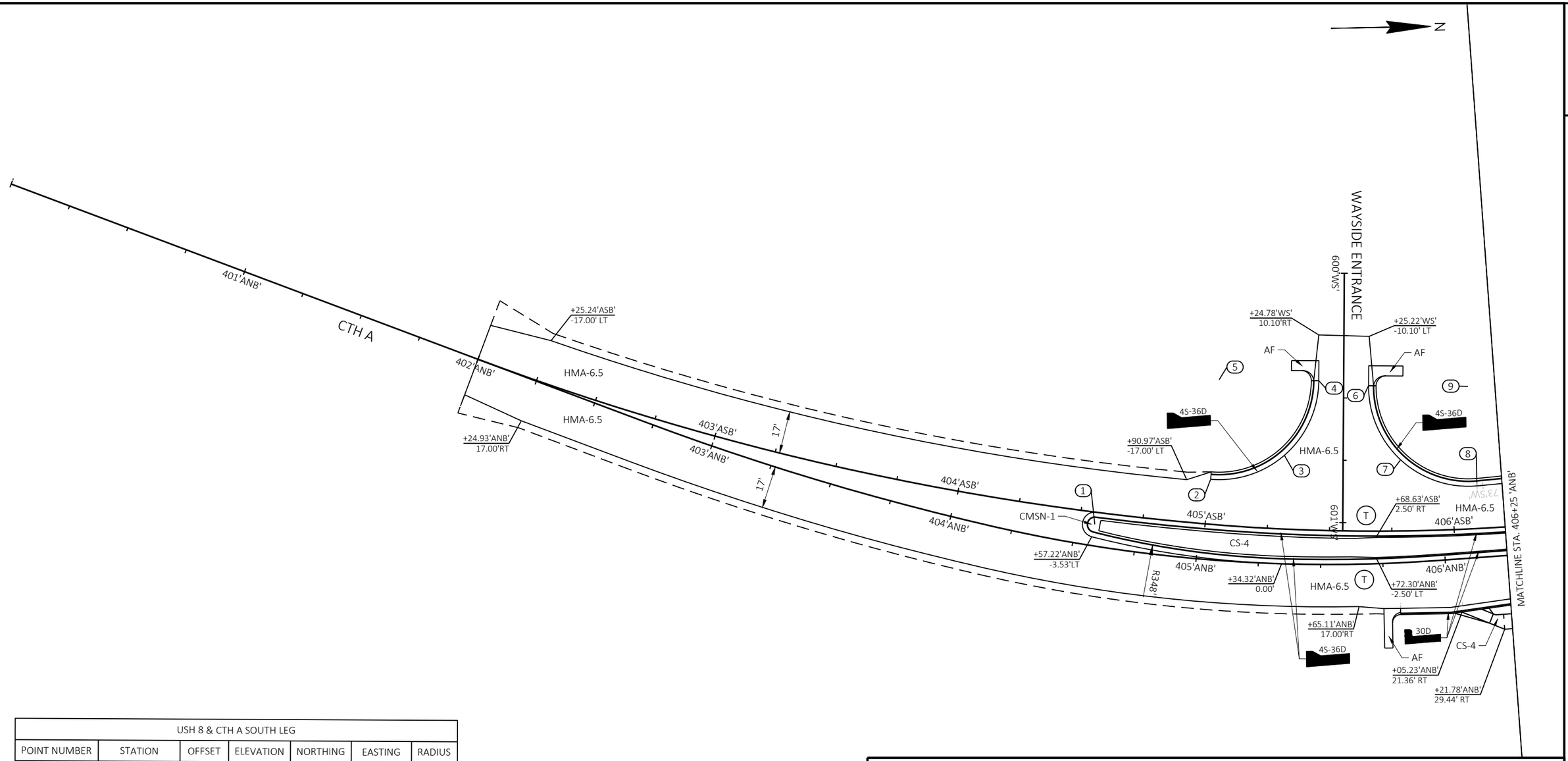



## PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

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

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.




| USH 8 & CTH A SOUTH LEG | | | | | | |
|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING | RADIUS |
| 1 | 404+56.15'ASB' | 5.00' R | - | 250887.08 | 387379.18 | 3.0' |
| 2 | 405+00.69'ASB' | 18.00' L | 1492.39 | 250933.85 | 387361.88 | - |
| 3 | 600+73.12'WS' | 23.61' R | 1491.86 | 250963.62 | 387352.81 | - |
| 4 | 600+43.13'WS' | 10.00' R | 1490.91 | 250977.99 | 387323.19 | - |
| 5 | 600+43.06'WS' | 50.00' R | - | 250938.00 | 387322.10 | 37.0' |
| 6 | 600+45.03'WS' | 10.00' L | 1490.99 | 250997.93 | 387325.59 | - |
| 7 | 600+74.63'WS' | 23.01' L | 1491.72 | 251010.19 | 387355.51 | - |
| 8 | 406+10.02'ASB' | 17.08' L | 1491.87 | 251040.61 | 387366.59 | - |
| 9 | 600+45.11'WS' | 50.00' L | - | 251037.91 | 387326.68 | 37.0' |

## PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

PROPOSED INLET

PROPOSED MANHOLE

10' CURB TRANSITION

XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

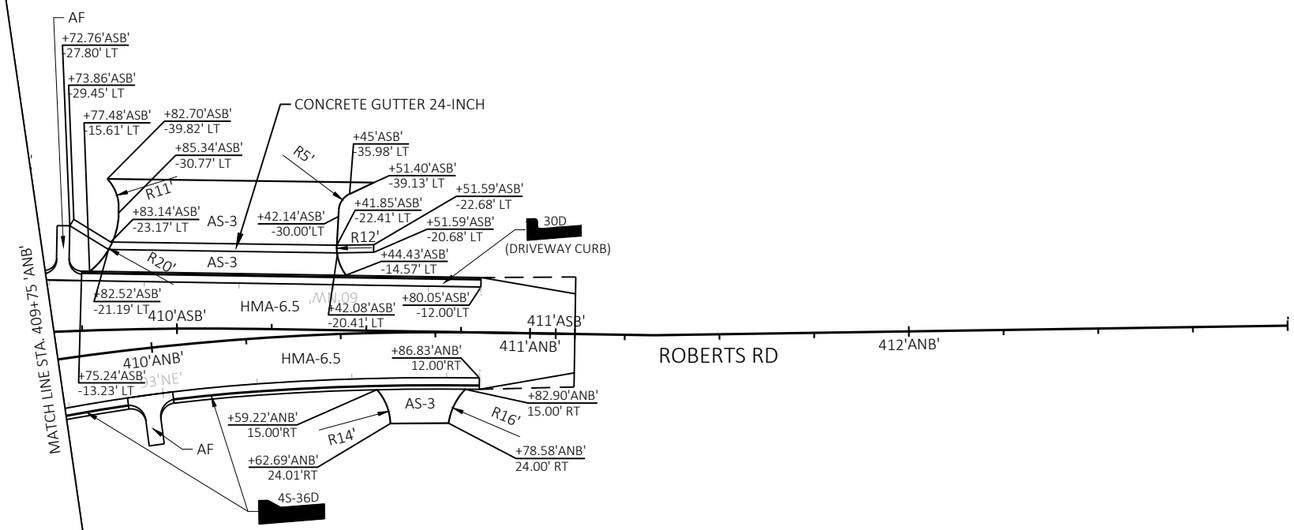
REJECT GUTTER LIMITS

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN DETAILS | SHEET 30 | E |
|---|---|---|---|---|---|

2

N




PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

PROPOSED INLET

PROPOSED MANHOLE

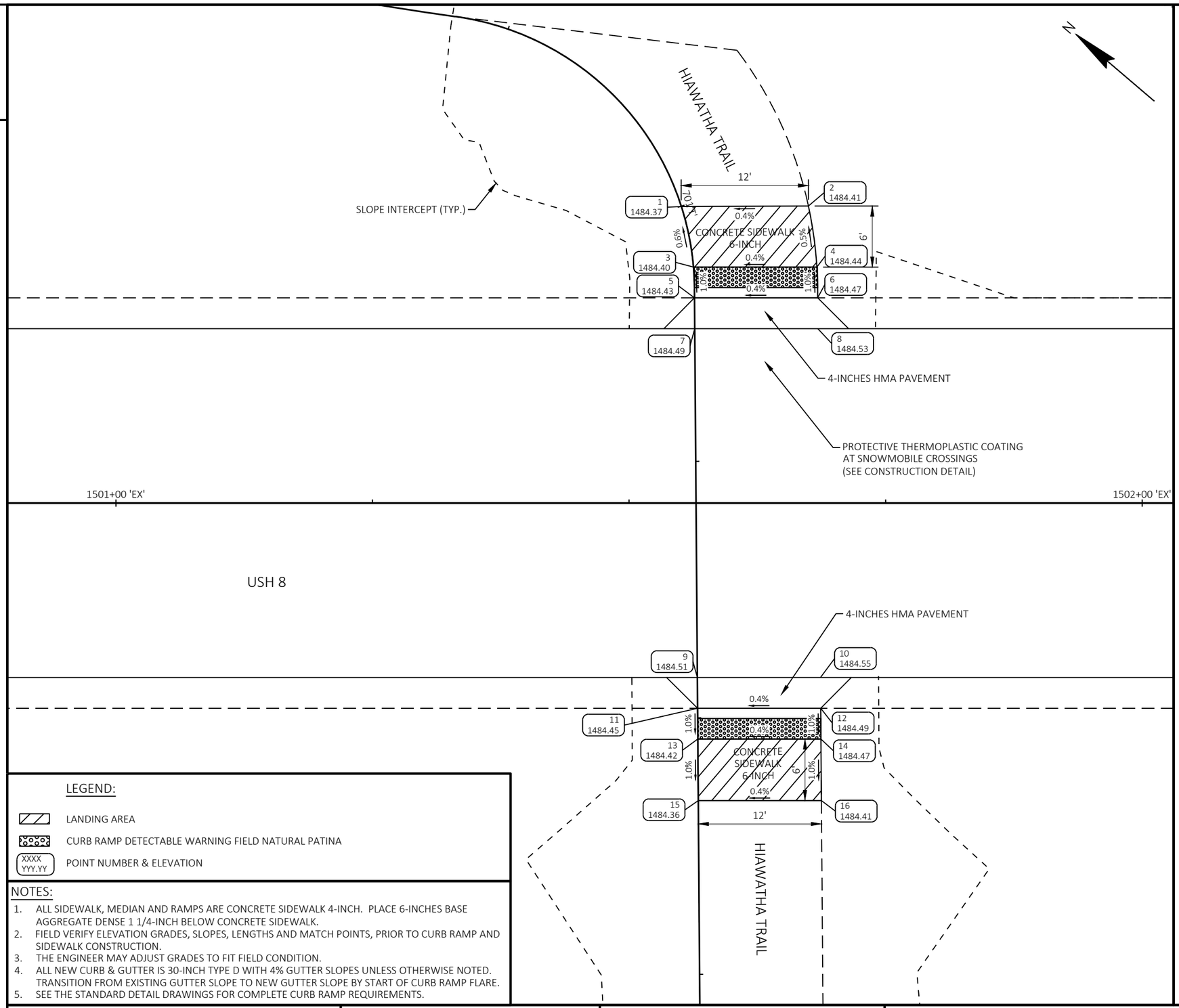
10' CURB TRANSITION

XXX
CONCRETE CURB & GUTTER TYPE X, XX-INCH

REJECT GUTTER LIMITS

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN DETAILS | SHEET 31 | E |
|---|---|---|---|---|---|




| TRAIL REALIGNMENT | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1 | 701+00.03 'T' | 0.00' | 1484.37 | 252514.83 | 385215.21 |
| 2 | 701+02.62 'T' | 12.00' LT | 1484.41 | 252505.43 | 385223.29 |
| 3 | 701+06.06 'T' | 0.00' | 1484.40 | 252510.10 | 385211.48 |
| 4 | 701+06.78 'T' | 12.00' LT | 1484.44 | 252500.94 | 385219.29 |
| 5 | 701+09.07 'T' | 0.00' | 1484.43 | 252508.07 | 385209.27 |
| 6 | 701+09.16 'T' | 12.00' LT | 1484.47 | 252498.94 | 385217.06 |
| 7 | 701+12.07 'T' | 0.00' | 1484.49 | 252506.11 | 385207.00 |
| 8 | 701+12.16 'T' | 12.00' LT | 1484.53 | 252496.97 | 385214.79 |
| 9 | 701+46.07 'T' | 0.00' | 1484.51 | 252483.85 | 385181.30 |
| 10 | 701+46.16 'T' | 12.00' LT | 1484.55 | 252474.72 | 385189.08 |
| 11 | 701+49.07 'T' | 0.00' | 1484.45 | 252481.89 | 385179.03 |
| 12 | 701+49.16 'T' | 12.00' LT | 1484.49 | 252472.75 | 385186.82 |
| 13 | 701+52.07 'T' | 0.00' | 1484.42 | 252479.92 | 385176.76 |
| 14 | 701+52.16 'T' | 12.00' LT | 1484.47 | 252470.79 | 385184.55 |
| 15 | 701+58.07 'T' | 0.00' | 1484.36 | 252475.99 | 385172.23 |
| 16 | 701+58.16 'T' | 12.00' LT | 1484.41 | 252466.86 | 385180.01 |

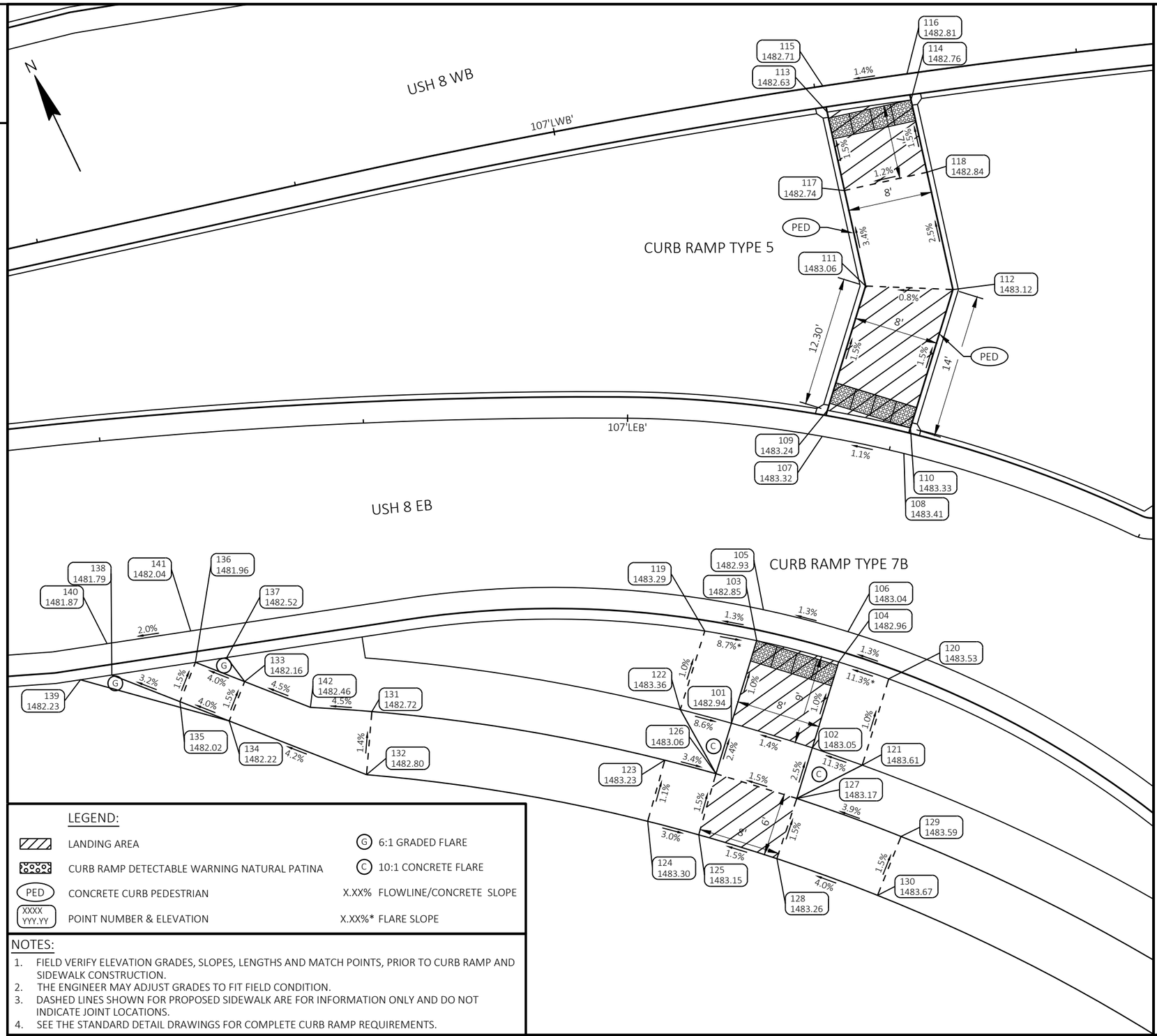
LEGEND:

- LANDING AREA
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- XXXX YYY.YY — POINT NUMBER & ELEVATION

NOTES:

1. ALL SIDEWALK, MEDIAN AND RAMPS ARE CONCRETE SIDEWALK 4-INCH. PLACE 6-INCHES BASE AGGREGATE DENSE 1 1/4-INCH BELOW CONCRETE SIDEWALK.
2. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
3. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
4. ALL NEW CURB & GUTTER IS 30-INCH TYPE D WITH 4% GUTTER SLOPES UNLESS OTHERWISE NOTED. TRANSITION FROM EXISTING GUTTER SLOPE TO NEW GUTTER SLOPE BY START OF CURB RAMP FLARE.
5. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CURB RAMP DETAILS- HIAWATHA TRAIL CROSSING | SHEET 32 | E |
|---|---|---|---|---|---|




LEGEND:

- LANDING AREA
- CURB RAMP DETECTABLE WARNING NATURAL PATINA
- PED — CONCRETE CURB PEDESTRIAN
- XXXX / YYY.YY — POINT NUMBER & ELEVATION
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- X.XX% FLOWLINE/CONCRETE SLOPE
- X.XX%* FLARE SLOPE

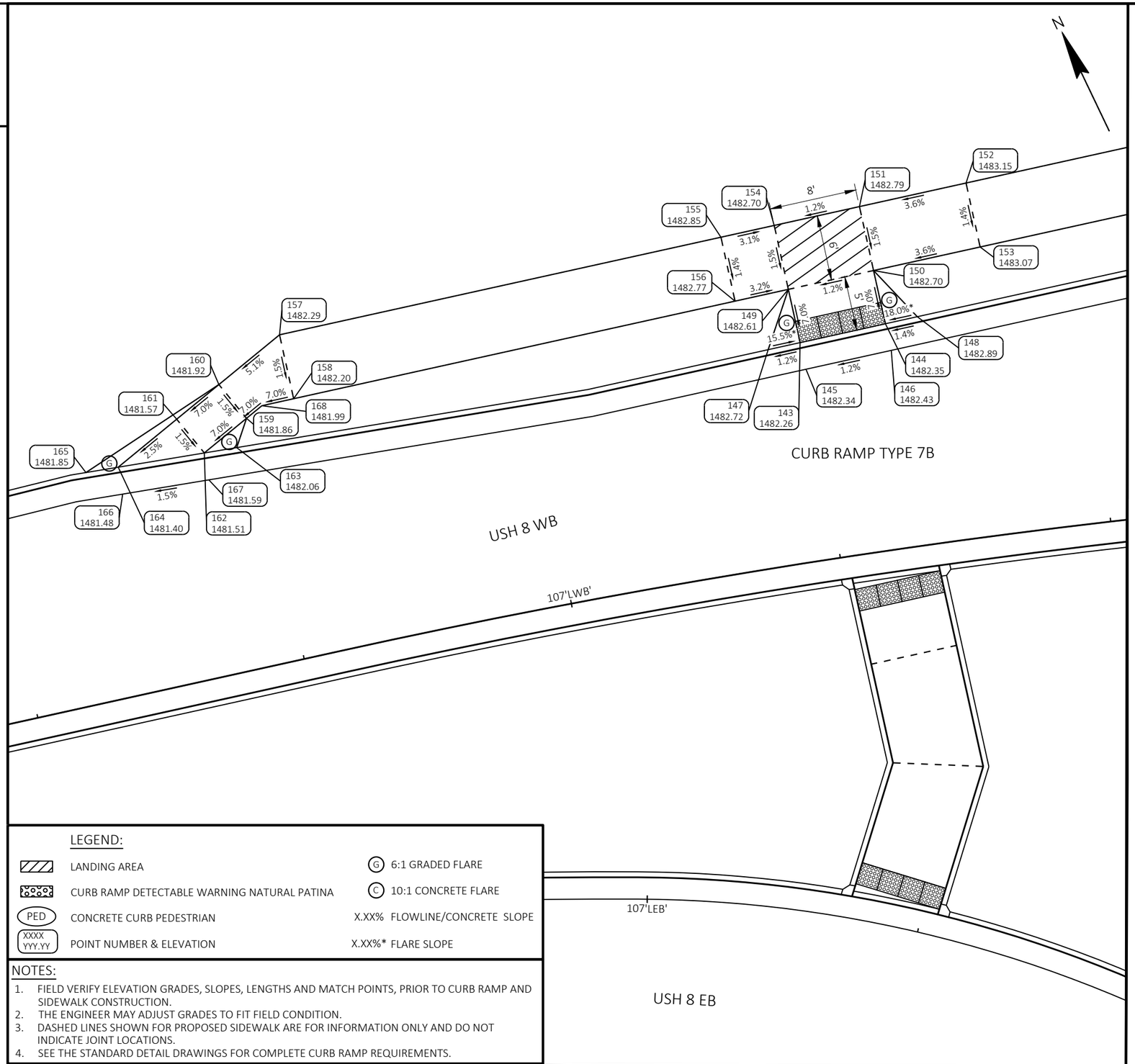
NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

| CURB RAMPS - CTH L RAB - WEST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 101 | 107+13.51 'LEB' | 28.13' RT | 1482.94 | 253342.13 | 384416.37 |
| 102 | 107+24.08 'LEB' | 29.09' RT | 1483.05 | 253336.73 | 384422.26 |
| 103 | 107+15.16 'LEB' | 20.07' RT | 1482.85 | 253348.14 | 384421.89 |
| 104 | 107+24.87 'LEB' | 20.61' RT | 1482.96 | 253342.98 | 384428.02 |
| 105 | 107+15.40 'LEB' | 17.07' RT | 1482.93 | 253350.52 | 384423.72 |
| 106 | 107+25.12 'LEB' | 17.62' RT | 1483.04 | 253345.19 | 384430.05 |
| 107 | 107+18.52 'LEB' | 0.00' | 1483.32 | 253362.91 | 384435.81 |
| 108 | 107+26.42 'LEB' | 0.00' | 1483.41 | 253358.12 | 384442.08 |
| 109 | 107+18.58 'LEB' | 2.50' LT | 1483.24 | 253364.91 | 384437.32 |
| 110 | 107+26.44 'LEB' | 2.50' LT | 1483.33 | 253360.03 | 384443.69 |
| 111 | 107+19.93 'LEB' | 14.71' LT | 1483.06 | 253373.97 | 384445.64 |
| 112 | 107+27.11 'LEB' | 16.17' LT | 1483.12 | 253370.11 | 384452.96 |
| 113 | 107+25.83 'LWB' | 2.50' RT | 1482.63 | 253390.38 | 384449.45 |
| 114 | 107+33.88 'LWB' | 2.50' RT | 1482.76 | 253388.00 | 384457.11 |
| 115 | 107+25.80 'LWB' | 0.00' | 1482.71 | 253392.78 | 384450.14 |
| 116 | 107+33.84 'LWB' | 0.00' | 1482.81 | 253390.39 | 384457.83 |
| 117 | 107+26.35 'LWB' | 10.07' RT | 1482.74 | 253382.98 | 384447.73 |
| 118 | 107+34.44 'LWB' | 9.48' RT | 1482.84 | 253381.18 | 384455.53 |
| 119 | 107+09.13 'LEB' | 19.74' RT | 1483.29 | 253351.09 | 384417.85 |
| 120 | 107+30.96 'LEB' | 20.96' RT | 1483.53 | 253339.50 | 384431.61 |
| 121 | 107+30.77 'LEB' | 29.50' RT | 1483.61 | 253333.22 | 384425.83 |
| 122 | 107+07.00 'LEB' | 27.33' RT | 1483.36 | 253345.38 | 384412.56 |
| 123 | 107+05.45 'LEB' | 32.21' RT | 1483.23 | 253341.69 | 384409.17 |
| 124 | 107+03.55 'LEB' | 38.06' RT | 1483.30 | 253337.17 | 384405.22 |
| 125 | 107+10.94 'LEB' | 38.98' RT | 1483.15 | 253333.94 | 384409.03 |
| 126 | 107+12.33 'LEB' | 33.05' RT | 1483.06 | 253338.45 | 384412.98 |
| 127 | 107+23.54 'LEB' | 34.08' RT | 1483.17 | 253333.05 | 384418.88 |
| 128 | 107+22.60 'LEB' | 40.04' RT | 1483.26 | 253328.72 | 384414.73 |
| 129 | 107+38.51 'LEB' | 34.78' RT | 1483.59 | 253325.55 | 384426.24 |
| 130 | 107+38.21 'LEB' | 40.78' RT | 1483.67 | 253321.48 | 384421.83 |
| 131 | 106+74.59 'LEB' | 27.29' RT | 1482.72 | 253357.79 | 384386.14 |
| 132 | 106+73.77 'LEB' | 33.24' RT | 1482.80 | 253352.61 | 384383.11 |
| 133 | 106+62.09 'LEB' | 23.78' RT | 1482.16 | 253365.53 | 384376.50 |
| 134 | 106+60.28 'LEB' | 27.40' RT | 1482.22 | 253362.80 | 384373.58 |
| 135 | 106+55.53 'LEB' | 25.22' RT | 1482.02 | 253366.45 | 384370.16 |
| 136 | 106+57.37 'LEB' | 21.62' RT | 1481.96 | 253369.18 | 384373.08 |
| 137 | 106+60.50 'LEB' | 21.40' RT | 1482.52 | 253368.31 | 384375.95 |
| 138 | 106+49.02 'LEB' | 22.13' RT | 1481.79 | 253371.51 | 384365.43 |
| 139 | 106+45.89 'LEB' | 22.29' RT | 1482.23 | 253372.38 | 384362.56 |
| 140 | 106+48.85 'LEB' | 19.14' RT | 1481.87 | 253374.38 | 384366.30 |
| 141 | 106+57.15 'LEB' | 18.63' RT | 1482.04 | 253372.05 | 384373.95 |
| 142 | 106+68.48 'LEB' | 26.61' RT | 1482.46 | 253360.65 | 384381.07 |

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CURB RAMP DETAILS - CTH L RAB - WEST CROSSING | SHEET 33 | E |
|---|---|---|---|---|---|


FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021301-cr
PLOT DATE : 4/24/2025 4:11 PM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



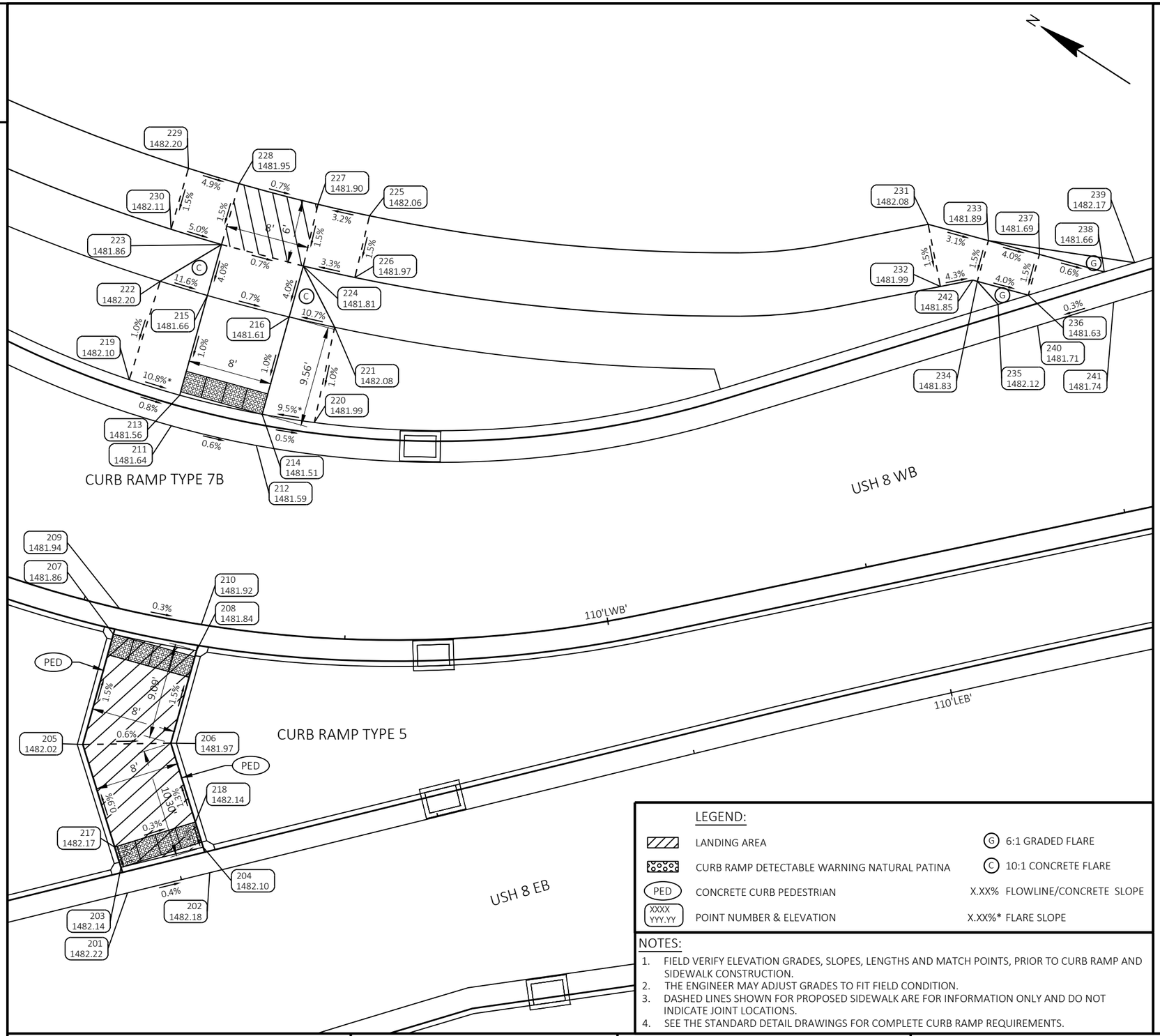

LEGEND:

- LANDING AREA
- CURB RAMP DETECTABLE WARNING NATURAL PATINA
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- X.XX% FLOWLINE/CONCRETE SLOPE
- X.XX%* FLARE SLOPE

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

| CURB RAMPS - CTH L RAB - WEST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 143 | 107+24.35 'LWB' | 20.05' LT | 1482.26 | 253412.39 | 384454.56 |
| 144 | 107+32.10 'LWB' | 20.62' LT | 1482.35 | 253410.59 | 384462.35 |
| 145 | 107+24.51 'LWB' | 17.55' LT | 1482.34 | 253409.96 | 384453.99 |
| 146 | 107+32.29 'LWB' | 18.12' LT | 1482.43 | 253408.15 | 384461.78 |
| 147 | 107+21.43 'LWB' | 19.86' LT | 1482.72 | 253413.07 | 384451.63 |
| 148 | 107+35.00 'LWB' | 20.85' LT | 1482.89 | 253409.90 | 384465.27 |
| 149 | 107+24.03 'LWB' | 25.04' LT | 1482.61 | 253417.26 | 384455.69 |
| 150 | 107+31.73 'LWB' | 25.60' LT | 1482.70 | 253415.45 | 384463.48 |
| 151 | 107+31.29 'LWB' | 31.59' LT | 1482.79 | 253421.30 | 384464.84 |
| 152 | 107+40.82 'LWB' | 32.41' LT | 1483.15 | 253419.04 | 384474.58 |
| 153 | 107+41.34 'LWB' | 26.43' LT | 1483.07 | 253413.19 | 384473.22 |
| 154 | 107+23.66 'LWB' | 31.03' LT | 1482.70 | 253423.11 | 384457.04 |
| 155 | 107+18.88 'LWB' | 30.72' LT | 1482.85 | 253424.24 | 384452.17 |
| 156 | 107+19.21 'LWB' | 24.73' LT | 1482.77 | 253418.39 | 384450.82 |
| 157 | 106+79.17 'LWB' | 29.50' LT | 1482.29 | 253433.60 | 384411.82 |
| 158 | 106+79.18 'LWB' | 23.50' LT | 1482.20 | 253427.76 | 384410.47 |
| 159 | 106+74.60 'LWB' | 22.68' LT | 1481.86 | 253427.99 | 384405.80 |
| 160 | 106+72.79 'LWB' | 26.24' LT | 1481.92 | 253431.88 | 384404.84 |
| 161 | 106+68.33 'LWB' | 23.98' LT | 1481.57 | 253430.68 | 384399.98 |
| 162 | 106+70.14 'LWB' | 20.41' LT | 1481.51 | 253426.80 | 384400.94 |
| 163 | 106+73.14 'LWB' | 20.25' LT | 1482.06 | 253425.96 | 384403.82 |
| 164 | 106+62.15 'LWB' | 20.84' LT | 1481.40 | 253429.02 | 384393.26 |
| 165 | 106+59.16 'LWB' | 21.00' LT | 1481.85 | 253429.85 | 384390.37 |
| 166 | 106+62.02 'LWB' | 18.35' LT | 1481.48 | 253426.62 | 384392.56 |
| 167 | 106+70.01 'LWB' | 17.92' LT | 1481.59 | 253424.39 | 384400.25 |
| 168 | 106+76.22 'LWB' | 23.50' LT | 1481.99 | 253428.43 | 384407.56 |




LEGEND:

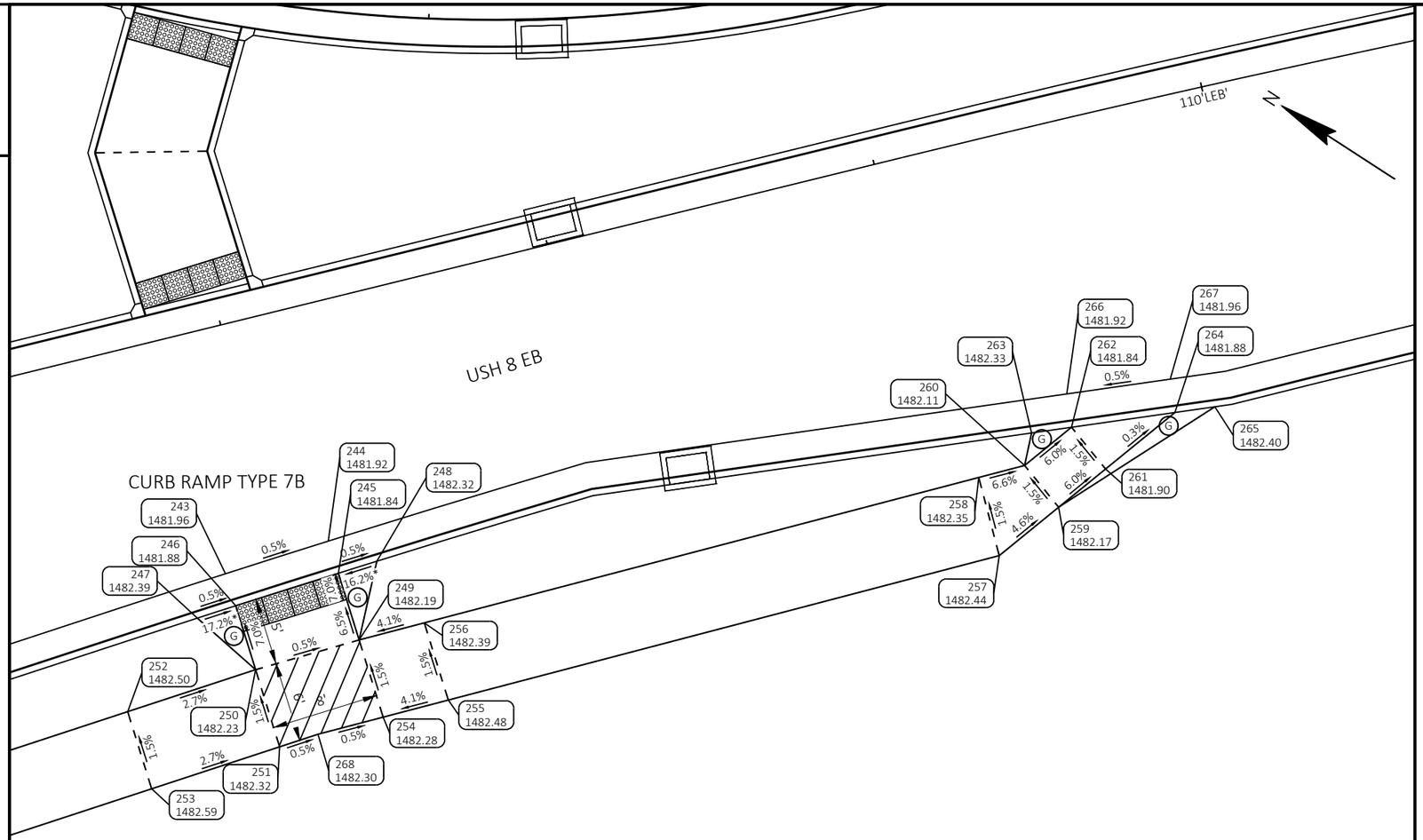
| | | | |
|---|---|---|---|
| | LANDING AREA | G | 6:1 GRADED FLARE |
| | CURB RAMP DETECTABLE WARNING NATURAL PATINA | C | 10:1 CONCRETE FLARE |
| PED | CONCRETE CURB PEDESTRIAN | X.XX% | FLOWLINE/CONCRETE SLOPE |
| XXXX YYY.YY | POINT NUMBER & ELEVATION | X.XX%* | FLARE SLOPE |

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

CURB RAMPS - CTH L RAB - EAST LEG

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| 201 | 109+19.75 'LEB' | 0.00' | 1482.22 | 253211.73 | 384567.70 |
| 202 | 109+27.77 'LEB' | 0.00' | 1482.18 | 253206.23 | 384573.53 |
| 203 | 109+19.72 'LEB' | 2.50' LT | 1482.14 | 253213.57 | 384569.39 |
| 204 | 109+27.74 'LEB' | 2.50' LT | 1482.10 | 253208.07 | 384575.23 |
| 205 | 109+18.99 'LEB' | 14.65' LT | 1482.02 | 253222.92 | 384577.19 |
| 206 | 109+27.12 'LEB' | 12.78' LT | 1481.97 | 253215.99 | 384581.82 |
| 207 | 109+53.43 'LWB' | 2.50' RT | 1481.86 | 253226.15 | 384587.52 |
| 208 | 109+61.29 'LWB' | 2.50' RT | 1481.84 | 253218.70 | 384590.50 |
| 209 | 109+53.45 'LWB' | 0.00' | 1481.94 | 253226.98 | 384589.88 |
| 210 | 109+61.34 'LWB' | 0.00' | 1481.92 | 253219.66 | 384592.81 |
| 211 | 109+54.46 'LWB' | 17.95' LT | 1481.64 | 253232.27 | 384607.06 |
| 212 | 109+64.23 'LWB' | 17.54' LT | 1481.59 | 253224.50 | 384609.88 |
| 213 | 109+54.65 'LWB' | 20.95' LT | 1481.56 | 253233.17 | 384609.93 |
| 214 | 109+64.41 'LWB' | 20.53' LT | 1481.51 | 253225.64 | 384612.65 |
| 215 | 109+55.36 'LWB' | 30.73' LT | 1481.66 | 253236.10 | 384619.28 |
| 216 | 109+66.19 'LWB' | 29.99' LT | 1481.61 | 253228.50 | 384621.77 |
| 217 | 109+19.60 'LEB' | 4.50' LT | 1482.17 | 253215.10 | 384570.67 |
| 218 | 109+27.59 'LEB' | 4.98' LT | 1482.14 | 253209.98 | 384576.82 |
| 219 | 109+48.54 'LWB' | 21.22' LT | 1482.10 | 253237.98 | 384608.56 |
| 220 | 109+70.48 'LWB' | 20.28' LT | 1481.99 | 253221.07 | 384614.68 |
| 221 | 109+72.09 'LWB' | 29.42' LT | 1482.08 | 253224.36 | 384623.30 |
| 222 | 109+48.99 'LWB' | 30.98' LT | 1482.20 | 253240.58 | 384617.98 |
| 223 | 109+55.79 'LWB' | 35.72' LT | 1481.86 | 253237.60 | 384624.05 |
| 224 | 109+67.29 'LWB' | 34.93' LT | 1481.81 | 253230.00 | 384626.55 |
| 225 | 109+76.08 'LWB' | 40.11' LT | 1482.06 | 253227.31 | 384633.94 |
| 226 | 109+74.37 'LWB' | 34.23' LT | 1481.97 | 253225.31 | 384628.29 |
| 227 | 109+68.45 'LWB' | 40.88' LT | 1481.90 | 253232.00 | 384632.20 |
| 228 | 109+56.46 'LWB' | 41.71' LT | 1481.95 | 253239.34 | 384629.79 |
| 229 | 109+48.61 'LWB' | 42.00' LT | 1482.20 | 253244.15 | 384628.41 |
| 230 | 109+48.53 'LWB' | 35.99' LT | 1482.11 | 253242.40 | 384622.66 |
| 231 | 110+37.44 'LWB' | 30.54' LT | 1482.08 | 253182.48 | 384662.00 |
| 232 | 110+37.35 'LWB' | 24.54' LT | 1481.99 | 253178.31 | 384657.69 |
| 233 | 110+42.70 'LWB' | 27.85' LT | 1481.89 | 253176.86 | 384663.80 |
| 234 | 110+40.88 'LWB' | 24.29' LT | 1481.83 | 253175.64 | 384659.99 |
| 235 | 110+42.34 'LWB' | 21.75' LT | 1482.12 | 253172.81 | 384659.23 |
| 236 | 110+45.33 'LWB' | 22.01' LT | 1481.63 | 253170.88 | 384661.52 |
| 237 | 110+47.15 'LWB' | 25.57' LT | 1481.69 | 253172.10 | 384665.33 |
| 238 | 110+52.82 'LWB' | 22.68' LT | 1481.66 | 253166.03 | 384667.27 |
| 239 | 110+55.81 'LWB' | 22.94' LT | 1482.17 | 253164.10 | 384669.57 |
| 240 | 110+45.59 'LWB' | 19.02' LT | 1481.71 | 253168.58 | 384659.59 |
| 241 | 110+53.09 'LWB' | 19.69' LT | 1481.74 | 253163.74 | 384665.34 |
| 242 | 110+40.47 'LWB' | 24.49' LT | 1481.85 | 253176.07 | 384659.86 |




| CURB RAMPS - CTH L RAB - EAST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 243 | 109+20.94 'LEB' | 18.03' RT | 1481.96 | 253197.79 | 384556.20 |
| 244 | 109+28.94 'LEB' | 17.50' RT | 1481.92 | 253192.69 | 384562.39 |
| 245 | 109+29.09 'LEB' | 20.00' RT | 1481.84 | 253190.77 | 384560.79 |
| 246 | 109+21.11 'LEB' | 20.52' RT | 1481.88 | 253195.85 | 384554.62 |
| 247 | 109+18.12 'LEB' | 20.74' RT | 1482.39 | 253197.75 | 384552.29 |
| 248 | 109+32.09 'LEB' | 19.81' RT | 1482.32 | 253188.85 | 384563.10 |
| 249 | 109+29.41 'LEB' | 25.18' RT | 1482.19 | 253186.78 | 384557.46 |
| 250 | 109+21.41 'LEB' | 25.49' RT | 1482.23 | 253192.03 | 384551.43 |
| 251 | 109+21.77 'LEB' | 31.48' RT | 1482.32 | 253187.42 | 384547.59 |
| 252 | 109+11.44 'LEB' | 26.25' RT | 1482.50 | 253198.32 | 384543.65 |
| 253 | 109+11.80 'LEB' | 32.24' RT | 1482.59 | 253193.71 | 384539.81 |
| 254 | 109+29.77 'LEB' | 31.18' RT | 1482.28 | 253182.16 | 384553.62 |
| 255 | 109+34.77 'LEB' | 31.10' RT | 1482.48 | 253178.79 | 384557.31 |
| 256 | 109+34.41 'LEB' | 25.10' RT | 1482.39 | 253183.40 | 384561.16 |
| 257 | 109+77.08 'LEB' | 30.45' RT | 1482.44 | 253150.26 | 384588.56 |
| 258 | 109+76.99 'LEB' | 24.45' RT | 1482.35 | 253154.69 | 384592.61 |
| 259 | 109+82.35 'LEB' | 28.00' RT | 1482.17 | 253148.50 | 384593.98 |
| 260 | 109+80.59 'LEB' | 24.39' RT | 1482.11 | 253152.31 | 384595.21 |
| 261 | 109+86.49 'LEB' | 26.05' RT | 1481.90 | 253147.12 | 384598.26 |
| 262 | 109+84.72 'LEB' | 22.44' RT | 1481.84 | 253150.93 | 384599.49 |
| 263 | 109+81.68 'LEB' | 22.16' RT | 1482.33 | 253153.19 | 384597.52 |
| 264 | 109+92.60 'LEB' | 23.14' RT | 1481.88 | 253145.08 | 384604.58 |
| 265 | 109+95.64 'LEB' | 23.39' RT | 1482.40 | 253142.81 | 384606.55 |
| 266 | 109+84.96 'LEB' | 19.95' RT | 1481.92 | 253152.57 | 384601.37 |
| 267 | 109+92.81 'LEB' | 20.65' RT | 1481.96 | 253146.72 | 384606.47 |
| 268 | 109+24.77 'LEB' | 31.25' RT | 1482.30 | 253185.54 | 384549.92 |

LEGEND:

- LANDING AREA
- CURB RAMP DETECTABLE WARNING NATURAL PATINA
- PED — CONCRETE CURB PEDESTRIAN
- XXXX / YYY.YY — POINT NUMBER & ELEVATION
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- X.XX% FLOWLINE/CONCRETE SLOPE
- X.XX%* FLARE SLOPE

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
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4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

2

2

CTH L SB

CTH L NB

20'LSB'

20'LNB'

*POINT INFORMATION ON NEXT PAGE

SLOPE INTERCEPT

CURB RAMP TYPE 7B

CURB RAMP TYPE 5

CURB RAMP TYPE 7B

LEGEND:

- LANDING AREA
- CURB RAMP DETECTABLE WARNING NATURAL PATINA
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- X.XX% — FLOWLINE/CONCRETE SLOPE
- X.XX%* — FLARE SLOPE

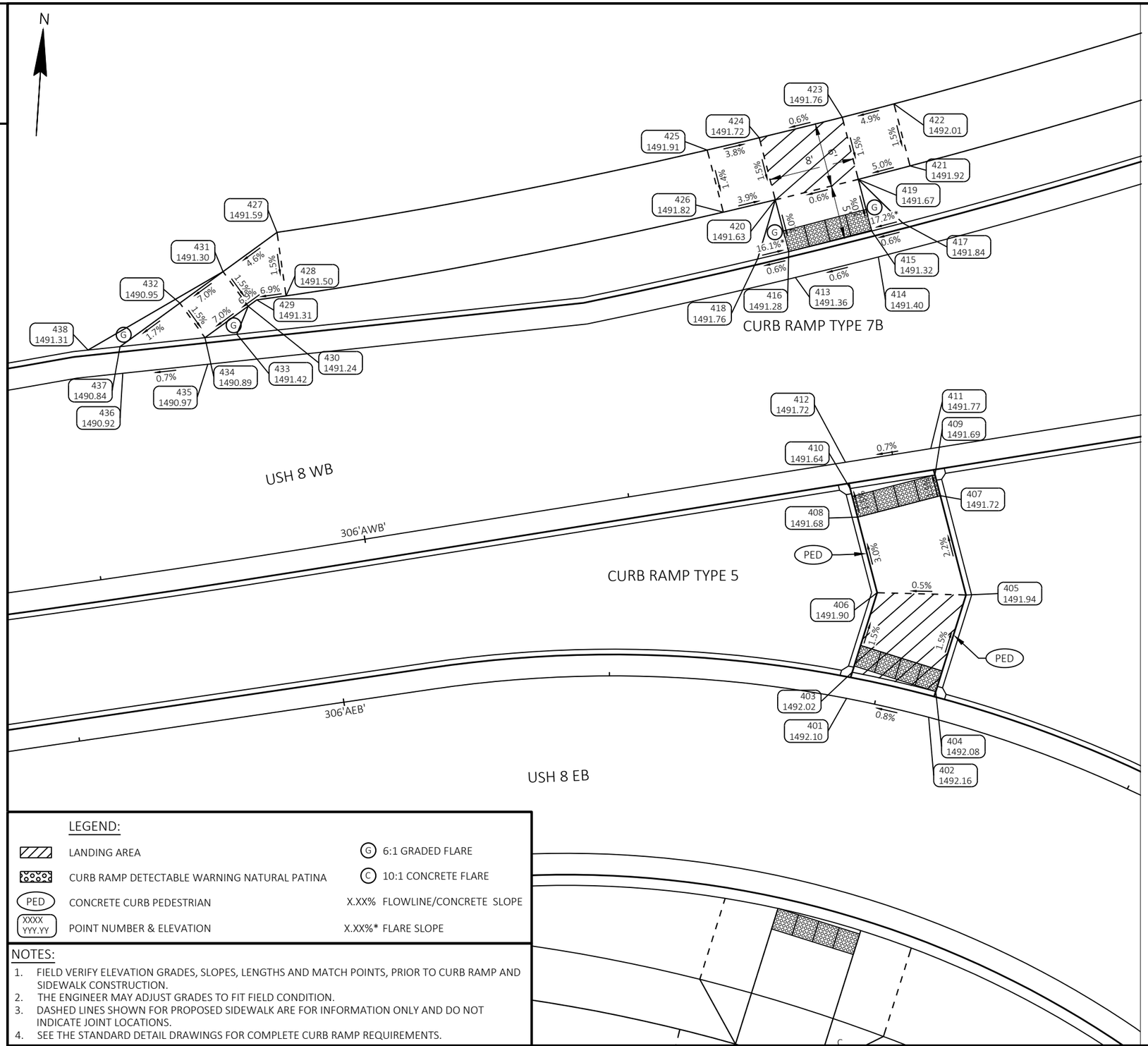
NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
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4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CURB RAMP DETAILS - CTH L RAB - NORTH CROSSING | SHEET 37 | E |
|---|---|---|---|---|---|

| CURB RAMPS - CTH L RAB - NORTH LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 301 | 200+30.12 'LSB' | 0.00' | 1482.16 | 253387.60 | 384602.99 |
| 302 | 200+38.01 'LSB' | 0.00' | 1482.01 | 253392.20 | 384609.39 |
| 303 | 200+30.10 'LSB' | 2.50' RT | 1482.08 | 253385.51 | 384604.36 |
| 304 | 200+37.96 'LSB' | 2.50' RT | 1481.93 | 253390.19 | 384610.88 |
| 305 | 200+38.64 'LNB' | 18.68' LT | 1481.91 | 253373.55 | 384611.67 |
| 306 | 200+47.07 'LNB' | 16.95' LT | 1481.79 | 253379.62 | 384617.33 |
| 307 | 200+39.80 'LNB' | 2.50' LT | 1481.74 | 253366.08 | 384626.07 |
| 308 | 200+47.85 'LNB' | 2.50' LT | 1481.58 | 253372.96 | 384630.18 |
| 309 | 200+39.83 'LNB' | 0.00' | 1481.77 | 253364.81 | 384628.22 |
| 310 | 200+47.88 'LNB' | 0.00' | 1481.66 | 253371.72 | 384632.35 |
| 311 | 200+47.72 'LNB' | 4.99' LT | 1481.61 | 253374.11 | 384627.97 |
| 312 | 200+39.66 'LNB' | 4.49' LT | 1481.77 | 253367.00 | 384624.29 |
| 313 | 200+38.42 'LNB' | 20.33' RT | 1481.87 | 253352.98 | 384644.82 |
| 314 | 200+51.86 'LNB' | 19.51' RT | 1481.69 | 253365.41 | 384651.26 |
| 315 | 200+49.21 'LNB' | 24.65' RT | 1481.58 | 253360.45 | 384654.32 |
| 316 | 200+41.61 'LNB' | 25.11' RT | 1481.68 | 253353.35 | 384650.64 |
| 317 | 200+41.29 'LNB' | 20.12' RT | 1481.33 | 253355.65 | 384646.20 |
| 318 | 200+48.98 'LNB' | 19.66' RT | 1481.23 | 253362.75 | 384649.88 |
| 319 | 200+53.98 'LNB' | 24.43' RT | 1481.48 | 253364.89 | 384656.62 |
| 320 | 200+62.11 'LNB' | 24.15' RT | 1481.31 | 253372.47 | 384660.55 |
| 321 | 200+62.25 'LNB' | 30.15' RT | 1481.40 | 253369.71 | 384665.87 |
| 322 | 200+54.20 'LNB' | 30.42' RT | 1481.57 | 253362.13 | 384661.95 |
| 323 | 200+49.50 'LNB' | 30.64' RT | 1481.67 | 253357.69 | 384659.65 |
| 324 | 200+41.97 'LNB' | 31.10' RT | 1481.77 | 253350.59 | 384655.96 |
| 325 | 200+37.28 'LNB' | 31.44' RT | 1481.89 | 253346.15 | 384653.66 |
| 326 | 200+36.86 'LNB' | 25.46' RT | 1481.80 | 253348.91 | 384648.34 |
| 327 | 200+68.71 'LNB' | 21.65' RT | 1481.05 | 253379.73 | 384661.62 |
| 328 | 200+70.58 'LNB' | 25.13' RT | 1481.11 | 253379.83 | 384665.62 |
| 329 | 200+72.90 'LNB' | 19.21' RT | 1480.90 | 253384.72 | 384661.50 |
| 330 | 200+74.75 'LNB' | 22.71' RT | 1480.96 | 253384.82 | 384665.50 |
| 331 | 200+80.60 'LNB' | 19.41' RT | 1480.79 | 253391.75 | 384665.32 |
| 332 | 200+83.49 'LNB' | 19.52' RT | 1481.25 | 253394.39 | 384666.76 |
| 333 | 200+70.01 'LNB' | 19.16' RT | 1481.44 | 253382.09 | 384660.06 |

| CURB RAMPS - CTH L RAB - NORTH LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 334 | 200+44.60 'LSB' | 19.92' LT | 1482.21 | 253411.42 | 384601.42 |
| 335 | 200+27.61 'LSB' | 20.63' LT | 1482.46 | 253403.62 | 384589.80 |
| 336 | 200+31.59 'LSB' | 25.47' LT | 1482.22 | 253409.41 | 384589.78 |
| 337 | 200+41.84 'LSB' | 25.04' LT | 1482.10 | 253413.89 | 384596.42 |
| 338 | 200+40.97 'LSB' | 20.07' LT | 1481.78 | 253409.60 | 384599.03 |
| 339 | 200+31.26 'LSB' | 20.47' LT | 1481.91 | 253405.14 | 384592.38 |
| 340 | 200+48.26 'LSB' | 24.78' LT | 1482.21 | 253417.01 | 384600.37 |
| 341 | 200+49.90 'LSB' | 30.73' LT | 1482.26 | 253422.19 | 384597.21 |
| 342 | 200+43.02 'LSB' | 31.00' LT | 1482.19 | 253419.03 | 384593.28 |
| 343 | 200+32.04 'LSB' | 31.46' LT | 1482.31 | 253414.53 | 384586.65 |
| 344 | 200+18.21 'LSB' | 32.06' LT | 1482.78 | 253409.84 | 384577.80 |
| 345 | 200+17.74 'LSB' | 26.07' LT | 1482.69 | 253404.38 | 384580.27 |
| 346 | 200+97.46 'LSB' | 23.94' LT | 1481.21 | 253449.81 | 384624.70 |
| 347 | 200+96.89 'LSB' | 29.92' LT | 1481.31 | 253452.16 | 384619.18 |
| 348 | 201+05.31 'LSB' | 22.24' LT | 1480.70 | 253455.58 | 384629.62 |
| 349 | 201+07.02 'LSB' | 25.91' LT | 1480.76 | 253458.67 | 384627.07 |
| 350 | 201+07.00 'LSB' | 19.91' LT | 1480.92 | 253455.95 | 384632.43 |
| 351 | 201+10.14 'LSB' | 20.22' LT | 1480.35 | 253458.76 | 384633.48 |
| 352 | 201+11.88 'LSB' | 23.87' LT | 1480.41 | 253461.85 | 384630.93 |
| 353 | 201+18.54 'LSB' | 20.94' LT | 1480.17 | 253466.25 | 384636.28 |
| 354 | 201+21.70 'LSB' | 21.17' LT | 1480.60 | 253469.06 | 384637.33 |
| 355 | 201+18.75 'LSB' | 18.45' LT | 1480.25 | 253465.38 | 384638.62 |
| 356 | 201+10.40 'LSB' | 17.73' LT | 1480.43 | 253457.88 | 384635.82 |
| 357 | 200+40.83 'LSB' | 17.57' LT | 1481.86 | 253407.59 | 384600.51 |
| 358 | 200+31.11 'LSB' | 17.98' LT | 1481.99 | 253403.00 | 384593.69 |
| 359 | 200+41.10 'LNB' | 17.13' RT | 1481.41 | 253357.03 | 384643.53 |
| 360 | 200+48.83 'LNB' | 16.66' RT | 1481.31 | 253364.13 | 384647.22 |
| 361 | 200+72.95 'LNB' | 16.21' RT | 1480.98 | 253386.16 | 384658.86 |
| 362 | 200+80.70 'LNB' | 16.41' RT | 1480.87 | 253393.19 | 384662.69 |
| 363 | 200+31.41 'LSB' | 22.81' LT | 1482.07 | 253407.14 | 384591.16 |
| 364 | 201+00.42 'LSB' | 24.22' LT | 1481.03 | 253452.39 | 384625.75 |
| 365 | 200+64.60 'LNB' | 24.10' RT | 1481.22 | 253374.78 | 384661.75 |




| CURB RAMPS - CTH A RAB - WEST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 401 | 306+47.32 'AEB' | 0.00' | 1492.10 | 251221.52 | 387296.33 |
| 402 | 306+55.21 'AEB' | 0.00' | 1492.16 | 251220.25 | 387304.12 |
| 403 | 306+47.37 'AEB' | 2.50' LT | 1492.02 | 251223.99 | 387296.71 |
| 404 | 306+55.23 'AEB' | 2.50' LT | 1492.08 | 251222.70 | 387304.63 |
| 405 | 306+55.61 'AEB' | 11.95' LT | 1491.94 | 251231.90 | 387306.87 |
| 406 | 306+48.18 'AEB' | 10.25' LT | 1491.90 | 251231.57 | 387298.55 |
| 407 | 306+53.82 'AWB' | 4.49' RT | 1491.72 | 251241.01 | 387303.86 |
| 408 | 306+45.85 'AWB' | 5.25' RT | 1491.68 | 251238.50 | 387296.27 |
| 409 | 306+53.63 'AWB' | 2.50' RT | 1491.69 | 251242.91 | 387303.24 |
| 410 | 306+45.59 'AWB' | 2.50' RT | 1491.64 | 251241.13 | 387295.40 |
| 411 | 306+53.63 'AWB' | 0.00' | 1491.77 | 251245.35 | 387302.68 |
| 412 | 306+45.54 'AWB' | 0.00' | 1491.72 | 251243.55 | 387294.80 |
| 413 | 306+43.66 'AWB' | 17.80' LT | 1491.36 | 251260.49 | 387289.01 |
| 414 | 306+51.62 'AWB' | 18.47' LT | 1491.40 | 251262.91 | 387296.62 |
| 415 | 306+51.39 'AWB' | 20.96' LT | 1491.32 | 251265.29 | 387295.85 |
| 416 | 306+43.42 'AWB' | 20.29' LT | 1491.28 | 251262.87 | 387288.22 |
| 417 | 306+54.38 'AWB' | 21.24' LT | 1491.84 | 251266.23 | 387298.70 |
| 418 | 306+40.43 'AWB' | 20.07' LT | 1491.76 | 251261.98 | 387285.36 |
| 419 | 306+50.92 'AWB' | 25.94' LT | 1491.67 | 251270.04 | 387294.28 |
| 420 | 306+42.94 'AWB' | 25.27' LT | 1491.63 | 251267.62 | 387286.66 |
| 421 | 306+55.89 'AWB' | 26.41' LT | 1491.92 | 251271.60 | 387299.03 |
| 422 | 306+55.32 'AWB' | 32.39' LT | 1492.01 | 251277.30 | 387297.15 |
| 423 | 306+50.35 'AWB' | 31.91' LT | 1491.76 | 251275.74 | 387292.40 |
| 424 | 306+42.37 'AWB' | 31.24' LT | 1491.72 | 251273.31 | 387284.78 |
| 425 | 306+37.39 'AWB' | 30.88' LT | 1491.91 | 251271.85 | 387279.99 |
| 426 | 306+37.96 'AWB' | 24.91' LT | 1491.82 | 251266.15 | 387281.87 |
| 427 | 305+96.42 'AWB' | 29.64' LT | 1491.59 | 251261.56 | 387240.32 |
| 428 | 305+96.32 'AWB' | 23.64' LT | 1491.50 | 251255.69 | 387241.55 |
| 429 | 305+93.54 'AWB' | 23.70' LT | 1491.31 | 251255.13 | 387238.85 |
| 430 | 305+92.63 'AWB' | 23.24' LT | 1491.24 | 251254.49 | 387238.08 |
| 431 | 305+90.77 'AWB' | 26.81' LT | 1491.30 | 251257.56 | 387235.52 |
| 432 | 305+86.23 'AWB' | 24.52' LT | 1490.95 | 251254.36 | 387231.68 |
| 433 | 305+91.15 'AWB' | 20.82' LT | 1491.42 | 251251.80 | 387237.19 |
| 434 | 305+88.10 'AWB' | 20.96' LT | 1490.89 | 251251.29 | 387234.23 |
| 435 | 305+87.98 'AWB' | 18.47' LT | 1490.97 | 251248.82 | 387234.66 |
| 436 | 305+79.86 'AWB' | 18.82' LT | 1490.92 | 251247.47 | 387226.78 |
| 437 | 305+79.97 'AWB' | 21.32' LT | 1490.84 | 251249.93 | 387226.35 |
| 438 | 305+76.92 'AWB' | 21.44' LT | 1491.31 | 251249.42 | 387223.39 |

LEGEND:

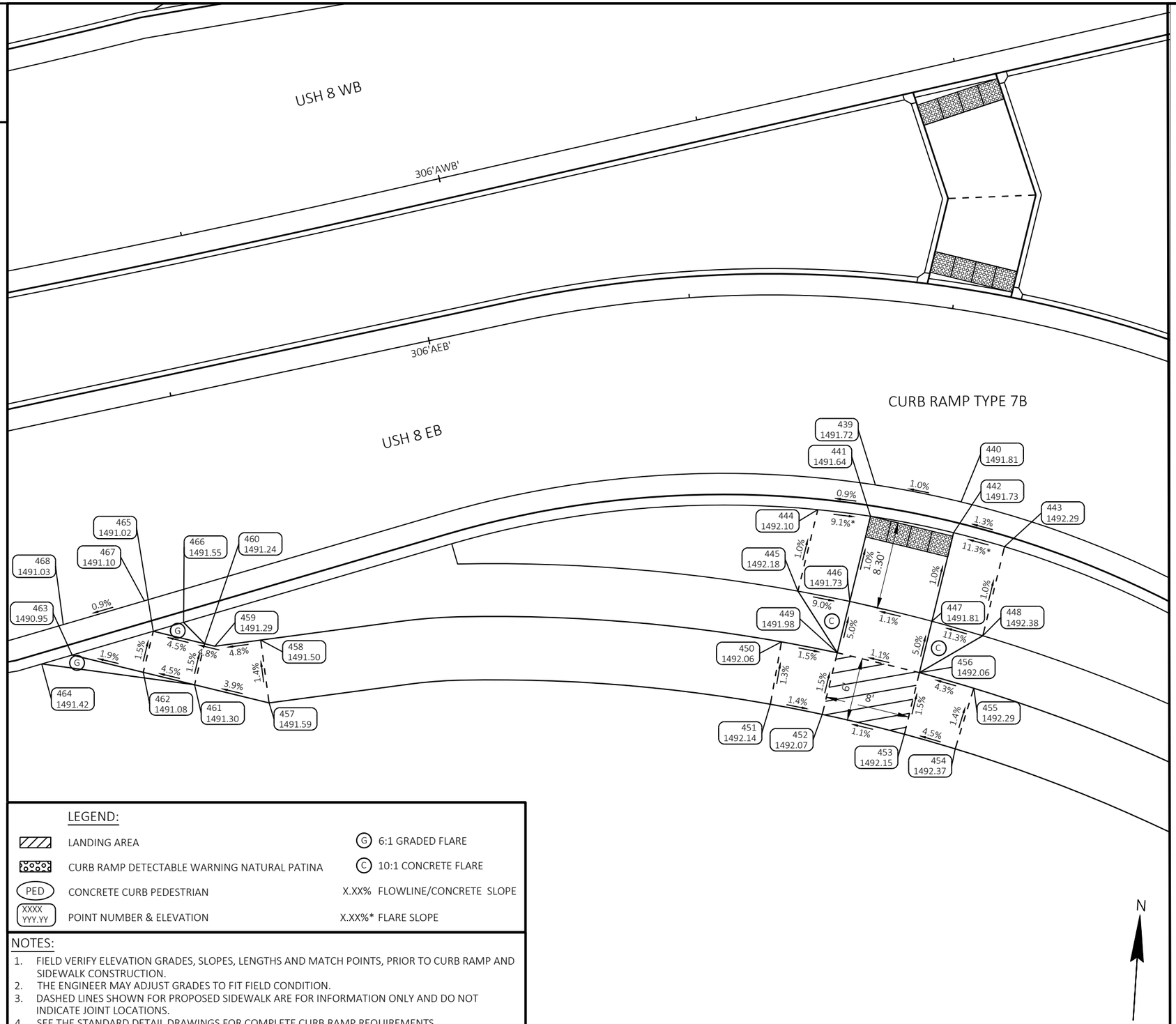
- LANDING AREA
- CURB RAMP DETECTABLE WARNING NATURAL PATINA
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION
- (G) 6:1 GRADED FLARE
- (C) 10:1 CONCRETE FLARE
- X.XX% FLOWLINE/CONCRETE SLOPE
- X.XX%* FLARE SLOPE

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CURB RAMP DETAILS - CTH A RAB - WEST CROSSING | SHEET 39 | E |
|---|---|---|---|---|---|

2




| CURB RAMPS - CTH A RAB - WEST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 439 | 306+44.40 'AEB' | 17.48' RT | 1491.72 | 251204.45 | 387291.67 |
| 440 | 306+54.17 'AEB' | 17.91' RT | 1491.81 | 251202.85 | 387299.78 |
| 441 | 306+44.22 'AEB' | 20.48' RT | 1491.64 | 251201.49 | 387291.22 |
| 442 | 306+53.97 'AEB' | 20.91' RT | 1491.73 | 251199.93 | 387299.07 |
| 443 | 306+60.08 'AEB' | 21.19' RT | 1492.29 | 251198.62 | 387303.90 |
| 444 | 306+38.11 'AEB' | 20.22' RT | 1492.10 | 251202.12 | 387286.22 |
| 445 | 306+36.10 'AEB' | 28.00' RT | 1492.18 | 251194.40 | 387284.34 |
| 446 | 306+42.68 'AEB' | 28.69' RT | 1491.73 | 251193.43 | 387289.25 |
| 447 | 306+53.33 'AEB' | 29.52' RT | 1491.81 | 251191.55 | 387297.03 |
| 448 | 306+60.06 'AEB' | 29.87' RT | 1492.38 | 251190.18 | 387301.84 |
| 449 | 306+41.60 'AEB' | 33.63' RT | 1491.98 | 251188.57 | 387288.07 |
| 450 | 306+34.11 'AEB' | 32.83' RT | 1492.06 | 251189.60 | 387282.78 |
| 451 | 306+32.63 'AEB' | 38.74' RT | 1492.14 | 251183.70 | 387281.73 |
| 452 | 306+40.12 'AEB' | 39.55' RT | 1492.07 | 251182.74 | 387286.65 |
| 453 | 306+52.31 'AEB' | 40.50' RT | 1492.15 | 251180.86 | 387294.42 |
| 454 | 306+60.03 'AEB' | 40.89' RT | 1492.37 | 251179.48 | 387299.23 |
| 455 | 306+60.55 'AEB' | 34.90' RT | 1492.29 | 251185.21 | 387300.99 |
| 456 | 306+52.90 'AEB' | 34.52' RT | 1492.06 | 251186.69 | 387295.84 |
| 457 | 305+78.01 'AEB' | 30.35' RT | 1491.59 | 251183.82 | 387234.28 |
| 458 | 305+78.48 'AEB' | 24.37' RT | 1491.50 | 251189.77 | 387233.49 |
| 459 | 305+74.11 'AEB' | 24.03' RT | 1491.29 | 251189.19 | 387229.14 |
| 460 | 305+73.21 'AEB' | 23.59' RT | 1491.24 | 251189.42 | 387228.17 |
| 461 | 305+71.47 'AEB' | 27.19' RT | 1491.30 | 251185.54 | 387227.23 |
| 462 | 305+66.97 'AEB' | 25.02' RT | 1491.08 | 251186.72 | 387222.37 |
| 463 | 305+60.73 'AEB' | 22.01' RT | 1490.95 | 251188.35 | 387215.64 |
| 464 | 305+57.74 'AEB' | 22.23' RT | 1491.42 | 251187.51 | 387212.76 |
| 465 | 305+68.71 'AEB' | 21.42' RT | 1491.02 | 251190.60 | 387223.31 |
| 466 | 305+67.85 'AWB' | 35.88' RT | 1491.55 | 251191.45 | 387226.19 |
| 467 | 305+68.49 'AEB' | 18.43' RT | 1491.10 | 251193.48 | 387222.47 |
| 468 | 305+60.52 'AEB' | 19.02' RT | 1491.03 | 251191.23 | 387214.80 |

LEGEND:

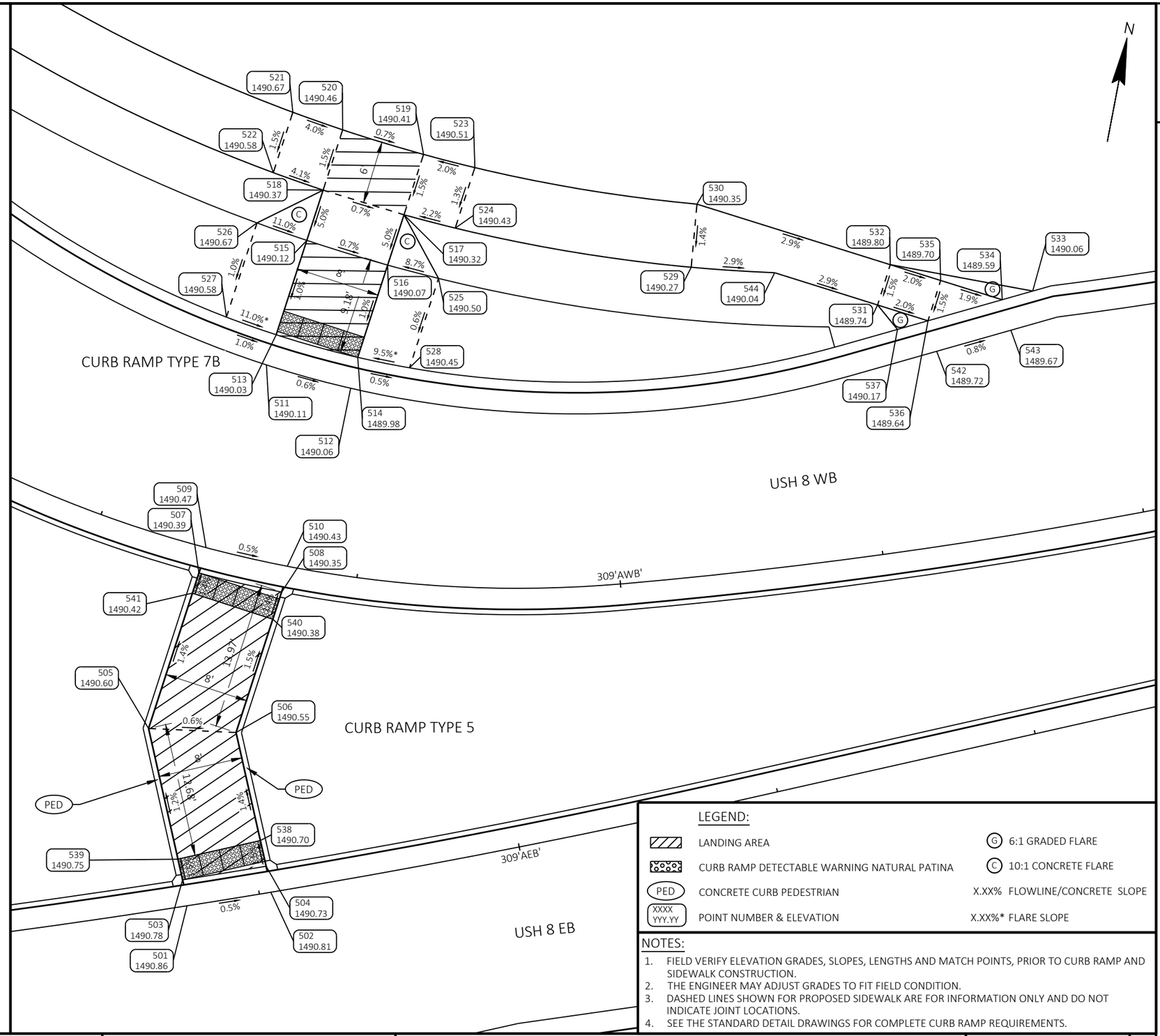
- LANDING AREA
- CURB RAMP DETECTABLE WARNING NATURAL PATINA
- PED — CONCRETE CURB PEDESTRIAN
- XXXX YYY.YY — POINT NUMBER & ELEVATION
- G — 6:1 GRADED FLARE
- C — 10:1 CONCRETE FLARE
- X.XX% FLOWLINE/CONCRETE SLOPE
- X.XX%* FLARE SLOPE

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

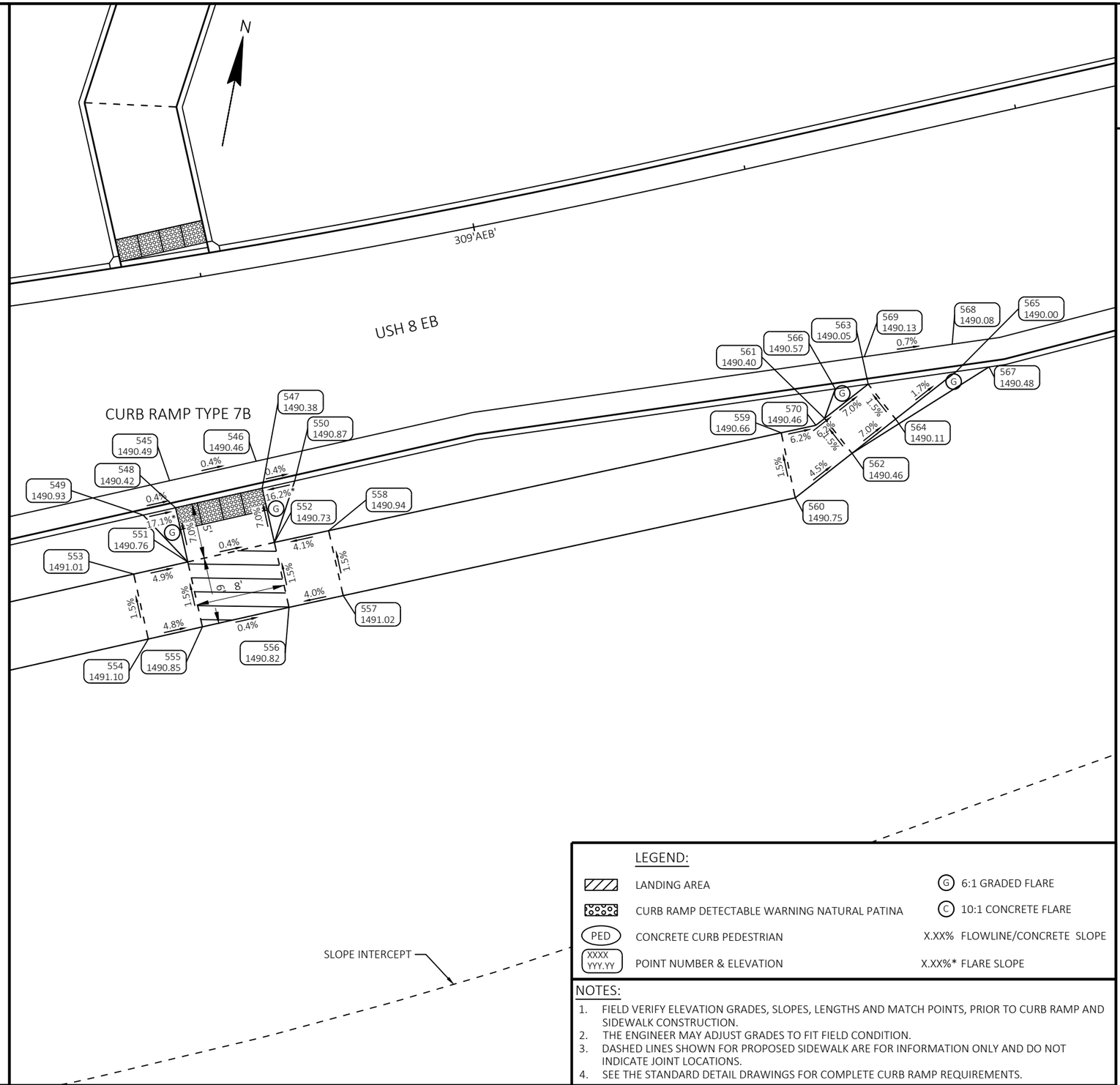
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CURB RAMP DETAILS - CTH A RAB - WEST CROSSING | SHEET 40 | E |
|---|---|---|---|---|---|

| CURB RAMPS - CTH A RAB - EAST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 501 | 308+68.06 'AEB' | 0.00' | 1490.86 | 251205.63 | 387512.24 |
| 502 | 308+76.10 'AEB' | 0.00' | 1490.81 | 251208.37 | 387519.80 |
| 503 | 308+68.03 'AEB' | 2.50' LT | 1490.78 | 251207.97 | 387511.37 |
| 504 | 308+76.07 'AEB' | 2.50' LT | 1490.73 | 251210.71 | 387518.91 |
| 505 | 308+67.04 'AEB' | 17.15' LT | 1490.60 | 251221.44 | 387505.53 |
| 506 | 308+75.33 'AEB' | 15.46' LT | 1490.55 | 251222.61 | 387513.74 |
| 507 | 308+60.39 'AWB' | 2.50' RT | 1490.39 | 251236.78 | 387507.47 |
| 508 | 308+68.25 'AWB' | 2.50' RT | 1490.35 | 251236.47 | 387515.50 |
| 509 | 308+60.42 'AWB' | 0.00' | 1490.47 | 251239.27 | 387507.68 |
| 510 | 308+68.32 'AWB' | 0.00' | 1490.43 | 251238.97 | 387515.56 |
| 511 | 308+61.72 'AWB' | 18.17' LT | 1490.11 | 251257.32 | 387510.07 |
| 512 | 308+71.49 'AWB' | 17.64' LT | 1490.06 | 251256.64 | 387518.31 |
| 513 | 308+61.96 'AWB' | 21.16' LT | 1490.03 | 251260.30 | 387510.44 |
| 514 | 308+71.73 'AWB' | 20.63' LT | 1489.98 | 251259.64 | 387518.42 |
| 515 | 308+62.82 'AWB' | 30.53' LT | 1490.12 | 251269.61 | 387511.62 |
| 516 | 308+73.61 'AWB' | 29.70' LT | 1490.07 | 251268.75 | 387519.58 |
| 517 | 308+74.81 'AWB' | 34.63' LT | 1490.32 | 251273.71 | 387520.20 |
| 518 | 308+63.36 'AWB' | 35.52' LT | 1490.37 | 251274.57 | 387512.25 |
| 519 | 308+76.46 'AWB' | 40.53' LT | 1490.41 | 251279.67 | 387520.96 |
| 520 | 308+64.11 'AWB' | 41.50' LT | 1490.46 | 251280.53 | 387513.00 |
| 521 | 308+56.29 'AWB' | 41.88' LT | 1490.67 | 251281.28 | 387508.06 |
| 522 | 308+56.13 'AWB' | 35.88' LT | 1490.58 | 251275.32 | 387507.30 |
| 523 | 308+84.05 'AWB' | 39.71' LT | 1490.51 | 251279.35 | 387525.96 |
| 524 | 308+81.86 'AWB' | 33.88' LT | 1490.43 | 251273.38 | 387525.20 |
| 525 | 308+80.22 'AWB' | 29.00' LT | 1490.50 | 251268.41 | 387524.54 |
| 526 | 308+56.01 'AWB' | 30.87' LT | 1490.67 | 251270.36 | 387506.68 |
| 527 | 308+55.83 'AWB' | 21.50' LT | 1490.58 | 251261.06 | 387505.50 |
| 528 | 308+77.80 'AWB' | 20.31' LT | 1490.45 | 251259.58 | 387523.43 |
| 529 | 309+09.84 'AWB' | 29.19' LT | 1490.27 | 251273.92 | 387547.84 |
| 530 | 309+11.11 'AWB' | 35.07' LT | 1490.35 | 251279.89 | 387547.26 |
| 531 | 309+27.86 'AWB' | 23.46' LT | 1489.74 | 251273.70 | 387565.84 |
| 532 | 309+29.68 'AWB' | 27.06' LT | 1489.80 | 251277.68 | 387566.30 |
| 533 | 309+43.27 'AWB' | 22.45' LT | 1490.06 | 251277.74 | 387580.02 |
| 534 | 309+40.15 'AWB' | 22.13' LT | 1489.59 | 251276.40 | 387577.34 |
| 535 | 309+34.42 'AWB' | 24.87' LT | 1489.70 | 251277.10 | 387571.27 |
| 536 | 309+32.57 'AWB' | 21.28' LT | 1489.64 | 251273.13 | 387570.81 |
| 537 | 309+29.46 'AWB' | 20.90' LT | 1490.17 | 251271.78 | 387568.13 |
| 538 | 308+75.93 'AEB' | 4.99' LT | 1490.70 | 251212.99 | 387517.91 |
| 539 | 308+67.90 'AEB' | 4.50' LT | 1490.75 | 251209.81 | 387510.58 |
| 540 | 308+67.94 'AWB' | 5.18' RT | 1490.38 | 251233.79 | 387515.16 |
| 541 | 308+60.29 'AWB' | 4.50' RT | 1490.42 | 251234.79 | 387507.22 |
| 542 | 309+32.96 'AWB' | 18.30' LT | 1489.72 | 251270.44 | 387572.15 |
| 543 | 309+40.49 'AWB' | 19.15' LT | 1489.67 | 251273.71 | 387578.68 |
| 544 | 309+18.11 'AWB' | 27.77' LT | 1490.04 | 251274.88 | 387555.70 |




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CURB RAMP DETAILS - CTH A RAB - EAST CROSSING | SHEET 41 | E |
|---|---|---|---|---|---|

| CURB RAMPS - CTH A RAB - EAST LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 545 | 308+69.33 'AEB' | 17.70' RT | 1490.49 | 251189.40 | 387519.42 |
| 546 | 308+77.15 'AEB' | 17.22' RT | 1490.46 | 251192.59 | 387526.76 |
| 547 | 308+77.28 'AEB' | 19.72' RT | 1490.38 | 251190.29 | 387527.76 |
| 548 | 308+69.49 'AEB' | 20.19' RT | 1490.42 | 251187.11 | 387520.42 |
| 549 | 308+66.57 'AEB' | 20.39' RT | 1490.93 | 251185.92 | 387517.67 |
| 550 | 308+80.21 'AEB' | 19.56' RT | 1490.87 | 251191.49 | 387530.51 |
| 551 | 308+69.80 'AEB' | 25.18' RT | 1490.76 | 251182.52 | 387522.41 |
| 552 | 308+77.55 'AEB' | 24.71' RT | 1490.73 | 251185.71 | 387529.75 |
| 553 | 308+64.97 'AEB' | 25.51' RT | 1491.01 | 251180.53 | 387517.82 |
| 554 | 308+65.37 'AEB' | 31.50' RT | 1491.10 | 251175.03 | 387520.21 |
| 555 | 308+70.17 'AEB' | 31.17' RT | 1490.85 | 251177.02 | 387524.80 |
| 556 | 308+77.86 'AEB' | 30.70' RT | 1490.82 | 251180.20 | 387532.14 |
| 557 | 308+82.67 'AEB' | 30.49' RT | 1491.02 | 251182.15 | 387536.74 |
| 558 | 308+82.39 'AEB' | 24.49' RT | 1490.94 | 251187.66 | 387534.35 |
| 559 | 309+22.97 'AEB' | 23.89' RT | 1490.66 | 251203.95 | 387572.78 |
| 560 | 309+22.92 'AEB' | 29.89' RT | 1490.75 | 251198.42 | 387575.12 |
| 561 | 309+27.07 'AEB' | 23.48' RT | 1490.40 | 251205.95 | 387576.38 |
| 562 | 309+28.79 'AEB' | 27.10' RT | 1490.46 | 251203.32 | 387579.40 |
| 563 | 309+31.59 'AEB' | 21.34' RT | 1490.05 | 251209.72 | 387579.67 |
| 564 | 309+33.31 'AEB' | 24.95' RT | 1490.11 | 251207.08 | 387582.69 |
| 565 | 309+39.56 'AEB' | 21.98' RT | 1490.00 | 251212.30 | 387587.24 |
| 566 | 309+28.60 'AEB' | 21.10' RT | 1490.57 | 251208.75 | 387576.83 |
| 567 | 309+42.55 'AEB' | 22.21' RT | 1490.48 | 251213.27 | 387590.08 |
| 568 | 309+39.76 'AEB' | 19.48' RT | 1490.08 | 251214.67 | 387586.43 |
| 569 | 309+31.79 'AEB' | 18.85' RT | 1490.13 | 251212.08 | 387578.86 |
| 570 | 309+26.17 'AEB' | 23.91' RT | 1490.46 | 251205.20 | 387575.73 |

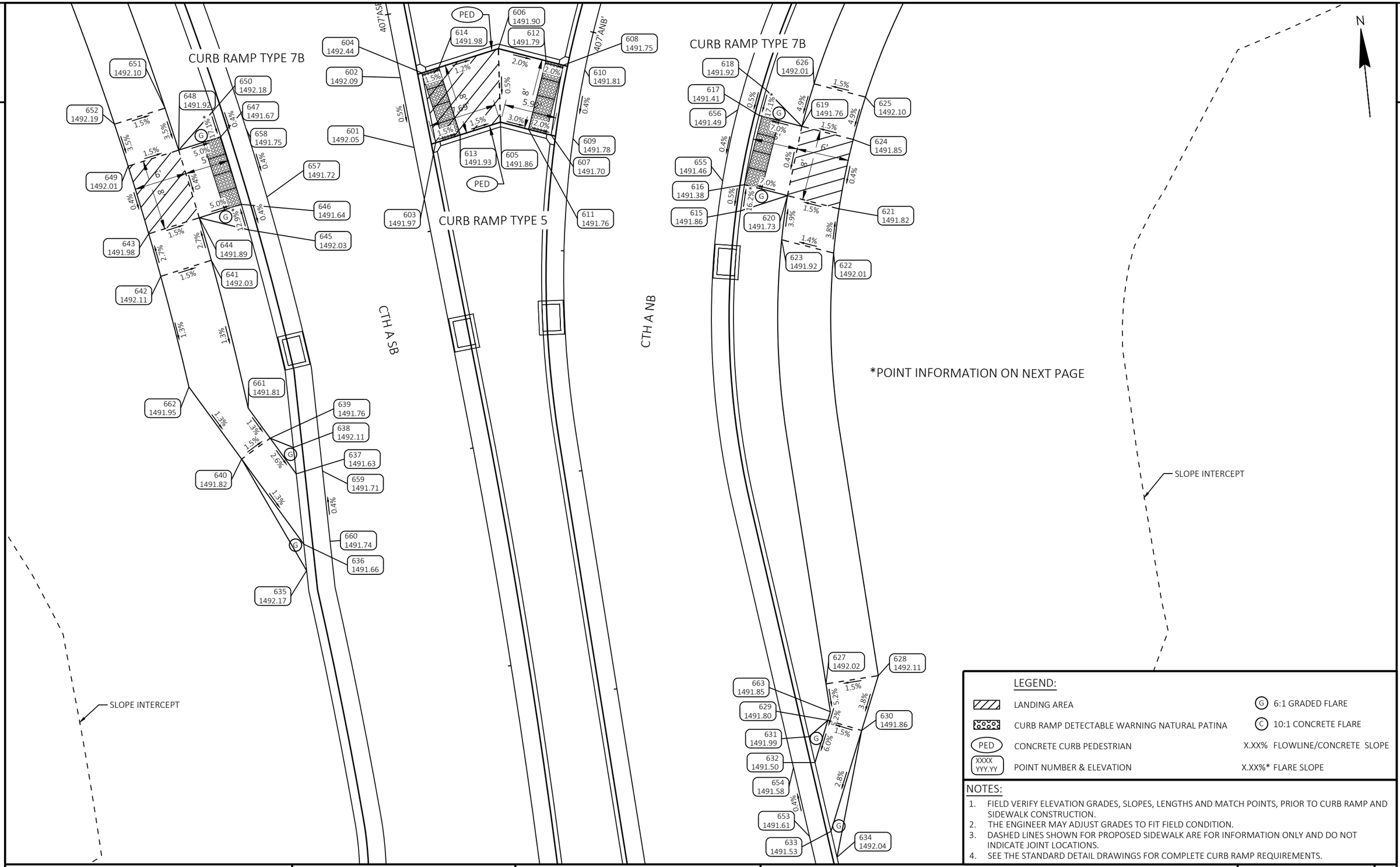



LEGEND:

| | |
|---|---|
| LANDING AREA | G 6:1 GRADED FLARE |
| CURB RAMP DETECTABLE WARNING NATURAL PATINA | C 10:1 CONCRETE FLARE |
| PED CONCRETE CURB PEDESTRIAN | X.XX% FLOWLINE/CONCRETE SLOPE |
| XXXX YYY.YY POINT NUMBER & ELEVATION | X.XX%* FLARE SLOPE |

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.




LEGEND:

| | |
|---|---|
| LANDING AREA | G 6:1 GRADED FLARE |
| CURB RAMP DETECTABLE WARNING NATURAL PATINA | C 10:1 CONCRETE FLARE |
| PED CONCRETE CURB PEDESTRIAN | X.XX% FLOWLINE/CONCRETE SLOPE |
| XXXX YYY.YY POINT NUMBER & ELEVATION | X.XX%* FLARE SLOPE |

NOTES:

1. FIELD VERIFY ELEVATION GRADES, SLOPES, LENGTHS AND MATCH POINTS, PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST GRADES TO FIT FIELD CONDITION.
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4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CURB RAMP DETAILS - CTH A RAB - SOUTH CROSSING | SHEET 43 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021311-cr

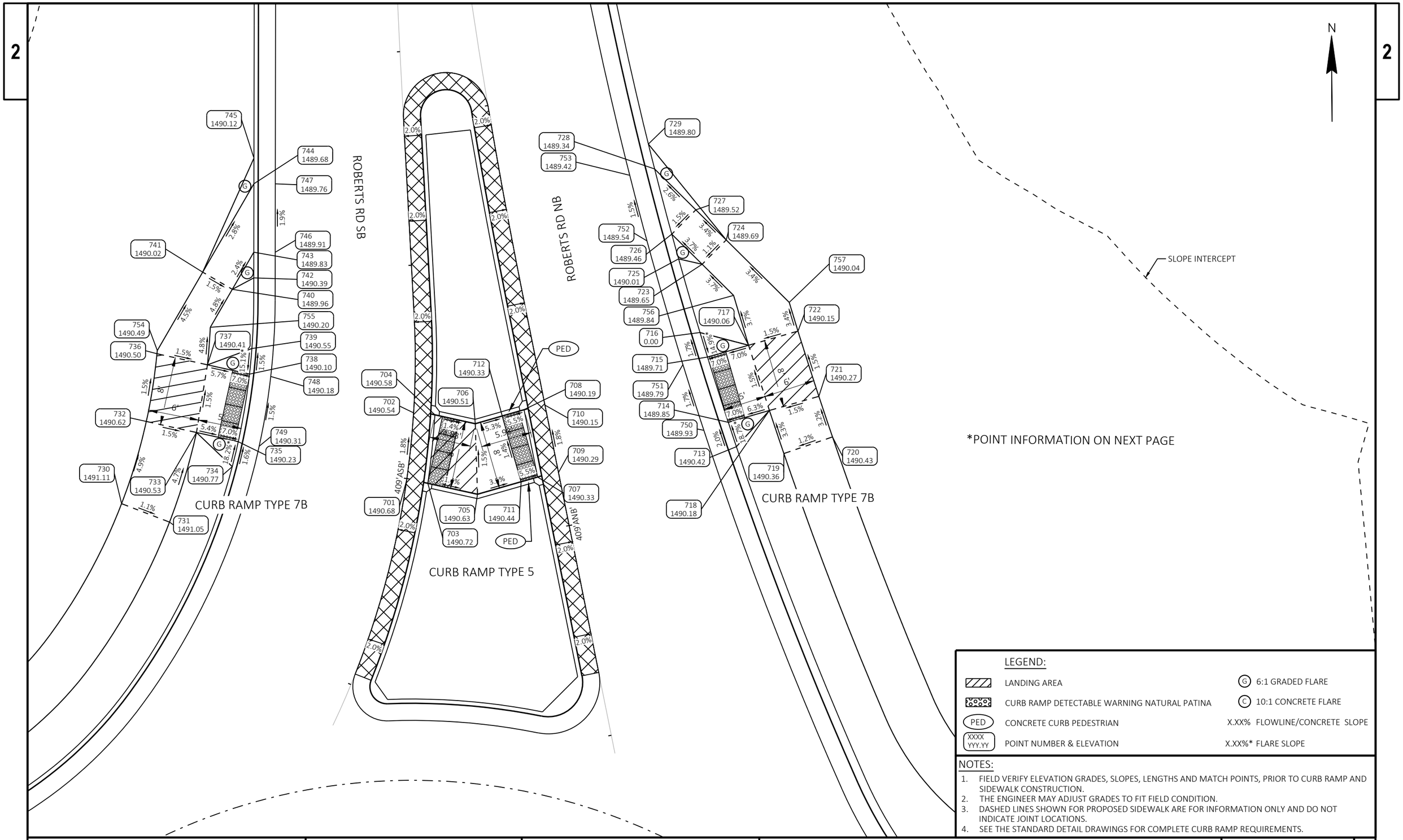
PLOT DATE : 4/24/2025 4:13 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

| CURB RAMPS - CTH A RAB - SOUTH LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 601 | 406+84.65 'ASB' | 0.00' | 1492.05 | 251115.59 | 387378.29 |
| 602 | 406+92.70 'ASB' | 0.00' | 1492.09 | 251123.61 | 387377.58 |
| 603 | 406+84.71 'ASB' | 2.50' RT | 1491.97 | 251115.87 | 387380.78 |
| 604 | 406+92.77 'ASB' | 2.50' RT | 1492.44 | 251123.90 | 387380.06 |
| 605 | 406+88.43 'ANB' | 8.39' LT | 1491.86 | 251117.41 | 387388.31 |
| 606 | 406+95.98 'ANB' | 10.06' LT | 1491.90 | 251125.71 | 387388.96 |
| 607 | 406+87.80 'ANB' | 2.50' LT | 1491.70 | 251115.35 | 387393.87 |
| 608 | 406+95.66 'ANB' | 2.50' LT | 1491.75 | 251123.07 | 387396.05 |
| 609 | 406+87.74 'ANB' | 0.00' | 1491.78 | 251114.70 | 387396.28 |
| 610 | 406+95.64 'ANB' | 0.00' | 1491.81 | 251122.29 | 387398.42 |
| 611 | 406+88.09 'ANB' | 5.13' LT | 1491.76 | 251116.27 | 387391.39 |
| 612 | 406+95.75 'ANB' | 4.50' LT | 1491.79 | 251123.77 | 387394.18 |
| 613 | 406+85.04 'ASB' | 5.39' RT | 1491.93 | 251116.46 | 387383.63 |
| 614 | 406+92.99 'ASB' | 4.49' RT | 1491.98 | 251124.29 | 387382.02 |
| 615 | 406+81.06 'ANB' | 19.73' RT | 1491.86 | 251104.57 | 387414.28 |
| 616 | 406+84.68 'ANB' | 19.90' RT | 1491.38 | 251107.47 | 387415.03 |
| 617 | 406+94.37 'ANB' | 20.35' RT | 1491.41 | 251115.09 | 387417.49 |
| 618 | 406+98.01 'ANB' | 20.52' RT | 1491.92 | 251117.89 | 387418.59 |
| 619 | 406+94.00 'ANB' | 25.34' RT | 1491.76 | 251113.35 | 387422.18 |
| 620 | 406+83.77 'ANB' | 24.86' RT | 1491.73 | 251105.72 | 387419.73 |
| 621 | 406+82.54 'ANB' | 30.82' RT | 1491.82 | 251103.62 | 387425.38 |

| CURB RAMPS - CTH A RAB - SOUTH LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 622 | 406+75.68 'ANB' | 30.51' RT | 1492.01 | 251098.71 | 387424.25 |
| 623 | 406+77.36 'ANB' | 24.58' RT | 1491.92 | 251100.83 | 387418.56 |
| 624 | 406+93.50 'ANB' | 31.33' RT | 1491.85 | 251111.26 | 387427.80 |
| 625 | 407+00.37 'ANB' | 31.66' RT | 1492.10 | 251115.89 | 387429.69 |
| 626 | 407+00.41 'ANB' | 25.65' RT | 1492.01 | 251117.99 | 387424.06 |
| 627 | 406+21.79 'ANB' | 23.44' RT | 1492.02 | 251050.32 | 387418.25 |
| 628 | 406+21.78 'ANB' | 29.44' RT | 1492.11 | 251050.63 | 387424.24 |
| 629 | 406+17.70 'ANB' | 23.00' RT | 1491.80 | 251046.21 | 387418.03 |
| 630 | 406+15.94 'ANB' | 26.59' RT | 1491.86 | 251044.65 | 387421.71 |
| 631 | 406+16.20 'ANB' | 20.60' RT | 1491.99 | 251044.58 | 387415.71 |
| 632 | 406+13.21 'ANB' | 20.80' RT | 1491.50 | 251041.60 | 387416.08 |
| 633 | 406+05.23 'ANB' | 21.36' RT | 1491.53 | 251033.66 | 387417.06 |
| 634 | 406+02.23 'ANB' | 21.56' RT | 1492.04 | 251030.69 | 387417.42 |
| 635 | 406+39.63 'ASB' | 21.04' LT | 1492.17 | 251069.26 | 387361.15 |
| 636 | 406+42.70 'ASB' | 20.83' LT | 1491.66 | 251072.26 | 387361.15 |
| 637 | 406+50.89 'ASB' | 20.22' LT | 1491.63 | 251080.26 | 387361.13 |
| 638 | 406+53.95 'ASB' | 19.96' LT | 1492.11 | 251083.26 | 387361.13 |
| 639 | 406+55.52 'ASB' | 22.34' LT | 1491.76 | 251084.59 | 387358.63 |
| 640 | 406+53.79 'ASB' | 25.96' LT | 1491.82 | 251082.59 | 387355.16 |
| 641 | 406+76.56 'ASB' | 24.98' LT | 1492.03 | 251105.31 | 387354.13 |
| 642 | 406+75.88 'ASB' | 30.95' LT | 1492.11 | 251104.11 | 387348.25 |

| CURB RAMPS - CTH A RAB - SOUTH LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 643 | 406+80.87 'ASB' | 31.35' LT | 1491.98 | 251109.04 | 387347.40 |
| 644 | 406+81.54 'ASB' | 25.39' LT | 1491.89 | 251110.24 | 387353.28 |
| 645 | 406+79.12 'ASB' | 20.16' LT | 1492.03 | 251108.29 | 387358.70 |
| 646 | 406+82.11 'ASB' | 20.42' LT | 1491.64 | 251111.25 | 387358.18 |
| 647 | 406+90.07 'ASB' | 21.23' LT | 1491.67 | 251119.10 | 387356.66 |
| 648 | 406+89.50 'ASB' | 26.20' LT | 1491.92 | 251118.10 | 387351.76 |
| 649 | 406+88.82 'ASB' | 32.16' LT | 1492.01 | 251116.90 | 387345.89 |
| 650 | 406+93.05 'ASB' | 21.58' LT | 1492.18 | 251122.04 | 387356.05 |
| 651 | 406+94.47 'ASB' | 26.80' LT | 1492.10 | 251122.99 | 387350.73 |
| 652 | 406+93.79 'ASB' | 32.76' LT | 1492.19 | 251121.79 | 387344.85 |
| 653 | 406+05.05 'ANB' | 18.86' RT | 1491.61 | 251033.36 | 387414.58 |
| 654 | 406+13.03 'ANB' | 18.31' RT | 1491.58 | 251041.30 | 387413.60 |
| 655 | 406+84.84 'ANB' | 17.40' RT | 1491.46 | 251108.14 | 387412.62 |
| 656 | 406+94.54 'ANB' | 17.85' RT | 1491.49 | 251115.96 | 387415.15 |
| 657 | 406+82.38 'ASB' | 17.43' LT | 1491.72 | 251111.78 | 387361.13 |
| 658 | 406+90.40 'ASB' | 18.25' LT | 1491.75 | 251119.70 | 387359.60 |
| 659 | 406+50.63 'ASB' | 17.23' LT | 1491.71 | 251080.27 | 387364.13 |
| 660 | 406+42.48 'ASB' | 17.84' LT | 1491.74 | 251072.27 | 387364.15 |
| 661 | 406+59.34 'ASB' | 24.12' LT | 1491.81 | 251088.24 | 387356.51 |
| 662 | 406+62.98 'ASB' | 30.23' LT | 1491.95 | 251091.33 | 387350.10 |
| 663 | 406+18.60 'ANB' | 23.44' RT | 1491.85 | 251047.13 | 387418.42 |




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CURB RAMP DETAILS - CTH A RAB - NORTH CROSSING | SHEET 45 | E |
|---|---|---|---|---|---|

2

| CURB RAMPS - CTH A RAB - NORTH LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 701 | 408+99.84 'ASB' | 0.00' | 1490.68 | 251327.37 | 387406.26 |
| 702 | 409+07.73 'ASB' | 0.00' | 1490.54 | 251335.22 | 387407.11 |
| 703 | 408+99.80 'ASB' | 2.50' RT | 1490.72 | 251326.97 | 387408.73 |
| 704 | 409+07.66 'ASB' | 2.50' RT | 1490.58 | 251334.97 | 387409.60 |
| 705 | 409+05.69 'ANB' | 9.78' LT | 1490.63 | 251325.66 | 387414.52 |
| 706 | 409+13.83 'ANB' | 8.41' LT | 1490.51 | 251333.91 | 387414.31 |
| 707 | 409+06.29 'ANB' | 2.50' LT | 1490.33 | 251327.64 | 387421.55 |
| 708 | 409+14.31 'ANB' | 2.50' LT | 1490.19 | 251335.51 | 387420.02 |
| 709 | 409+06.33 'ANB' | 0.00' | 1490.29 | 251328.15 | 387424.00 |
| 710 | 409+14.35 'ANB' | 0.00' | 1490.15 | 251336.03 | 387422.46 |
| 711 | 409+06.12 'ANB' | 4.49' LT | 1490.44 | 251327.09 | 387419.63 |
| 712 | 409+14.10 'ANB' | 5.15' LT | 1490.33 | 251334.80 | 387417.46 |
| 713 | 409+05.19 'ANB' | 20.97' RT | 1490.42 | 251331.05 | 387444.80 |
| 714 | 409+08.17 'ANB' | 20.60' RT | 1489.85 | 251333.90 | 387443.87 |
| 715 | 409+16.12 'ANB' | 19.72' RT | 1489.71 | 251341.54 | 387441.48 |
| 716 | 409+19.11 'ANB' | 19.45' RT | 0.00 | 251344.42 | 387440.64 |
| 717 | 409+16.53 'ANB' | 24.71' RT | 1490.06 | 251342.89 | 387446.30 |
| 718 | 409+08.57 'ANB' | 25.59' RT | 1490.18 | 251335.26 | 387448.68 |
| 719 | 409+03.31 'ANB' | 26.25' RT | 1490.36 | 251330.21 | 387450.34 |
| 720 | 409+04.09 'ANB' | 32.20' RT | 1490.43 | 251332.13 | 387456.03 |

| CURB RAMPS - CTH A RAB - NORTH LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 721 | 409+09.06 'ANB' | 31.57' RT | 1490.27 | 251336.88 | 387454.47 |
| 722 | 409+17.01 'ANB' | 30.69' RT | 1490.15 | 251344.52 | 387452.07 |
| 723 | 409+26.88 'ANB' | 21.25' RT | 1489.65 | 251352.39 | 387440.92 |
| 724 | 409+29.18 'ANB' | 24.57' RT | 1489.69 | 251355.22 | 387443.75 |
| 725 | 409+28.06 'ANB' | 18.67' RT | 1490.01 | 251353.04 | 387438.17 |
| 726 | 409+31.13 'ANB' | 18.45' RT | 1489.46 | 251355.93 | 387437.39 |
| 727 | 409+33.45 'ANB' | 21.75' RT | 1489.52 | 251358.76 | 387440.22 |
| 728 | 409+39.20 'ANB' | 17.90' RT | 1489.34 | 251363.56 | 387435.43 |
| 729 | 409+42.27 'ANB' | 17.70' RT | 1489.80 | 251366.48 | 387434.72 |
| 730 | 408+88.85 'ASB' | 32.17' LT | 1491.11 | 251324.80 | 387372.94 |
| 731 | 408+87.91 'ASB' | 26.21' LT | 1491.05 | 251322.62 | 387378.53 |
| 732 | 409+03.43 'ASB' | 31.04' LT | 1490.62 | 251334.39 | 387375.88 |
| 733 | 409+02.55 'ASB' | 25.07' LT | 1490.53 | 251333.07 | 387381.73 |
| 734 | 408+98.17 'ASB' | 20.38' LT | 1490.77 | 251329.05 | 387385.89 |
| 735 | 409+01.91 'ASB' | 20.10' LT | 1490.23 | 251331.97 | 387386.61 |
| 736 | 409+14.92 'ASB' | 30.17' LT | 1490.50 | 251342.30 | 387377.17 |
| 737 | 409+13.13 'ASB' | 24.28' LT | 1490.41 | 251340.97 | 387383.06 |
| 738 | 409+11.85 'ASB' | 19.35' LT | 1490.10 | 251339.86 | 387387.97 |
| 739 | 409+15.55 'ASB' | 19.08' LT | 1490.55 | 251342.85 | 387388.27 |
| 740 | 409+23.32 'ASB' | 21.04' LT | 1489.96 | 251349.78 | 387386.02 |

| CURB RAMPS - CTH A RAB - NORTH LEG | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 741 | 409+25.51 'ASB' | 24.40' LT | 1490.02 | 251351.81 | 387382.57 |
| 742 | 409+24.52 'ASB' | 18.47' LT | 1490.39 | 251351.10 | 387388.53 |
| 743 | 409+27.51 'ASB' | 18.31' LT | 1489.83 | 251354.10 | 387388.55 |
| 744 | 409+35.50 'ASB' | 17.86' LT | 1489.68 | 251362.10 | 387388.61 |
| 745 | 409+38.50 'ASB' | 17.70' LT | 1490.12 | 251365.10 | 387388.63 |
| 746 | 409+27.37 'ASB' | 15.81' LT | 1489.91 | 251354.08 | 387391.05 |
| 747 | 409+35.36 'ASB' | 15.37' LT | 1489.76 | 251362.08 | 387391.11 |
| 748 | 409+11.57 'ASB' | 16.86' LT | 1490.18 | 251339.56 | 387390.45 |
| 749 | 409+01.62 'ASB' | 17.61' LT | 1490.31 | 251331.42 | 387389.05 |
| 750 | 409+07.81 'ANB' | 17.62' RT | 1489.93 | 251332.98 | 387441.01 |
| 751 | 409+15.82 'ANB' | 16.74' RT | 1489.79 | 251340.67 | 387438.61 |
| 752 | 409+30.91 'ANB' | 15.46' RT | 1489.54 | 251355.16 | 387434.49 |
| 753 | 409+39.00 'ANB' | 14.90' RT | 1489.42 | 251362.84 | 387432.52 |
| 754 | 409+15.45 'ASB' | 30.14' LT | 1490.49 | 251342.67 | 387377.21 |
| 755 | 409+18.91 'ASB' | 23.86' LT | 1490.20 | 251345.36 | 387383.42 |
| 756 | 409+22.59 'ANB' | 24.13' RT | 1489.84 | 251348.73 | 387444.57 |
| 757 | 409+20.51 'ANB' | 30.34' RT | 1490.04 | 251347.88 | 387451.07 |

2

END CONSTRUCTION 1590-14-73
BEGIN PROJECT 1590-14-75
STA 1480+20.13 =
STA 97+00 'LEB'

N

1478

1480

USH 8

98'LWB'
98'LEB'

99'LWB'
99'LEB'

MATCHLINE STA. 99+25 'LEB'

2

MATCHLINE STA. 99+25 'LEB'

N

100'LWB'
100'LEB'

101'LWB'
101'LEB'

USH 8

102'LWB'
102'LEB'

103'LWB'
103'LEB'

104'LWB'
104'LEB'

1481.90
1481.80
2.0%
1481.64
1482.10
1482.02
2.0%

MATCHLINE STA. 105+00 'LEB'

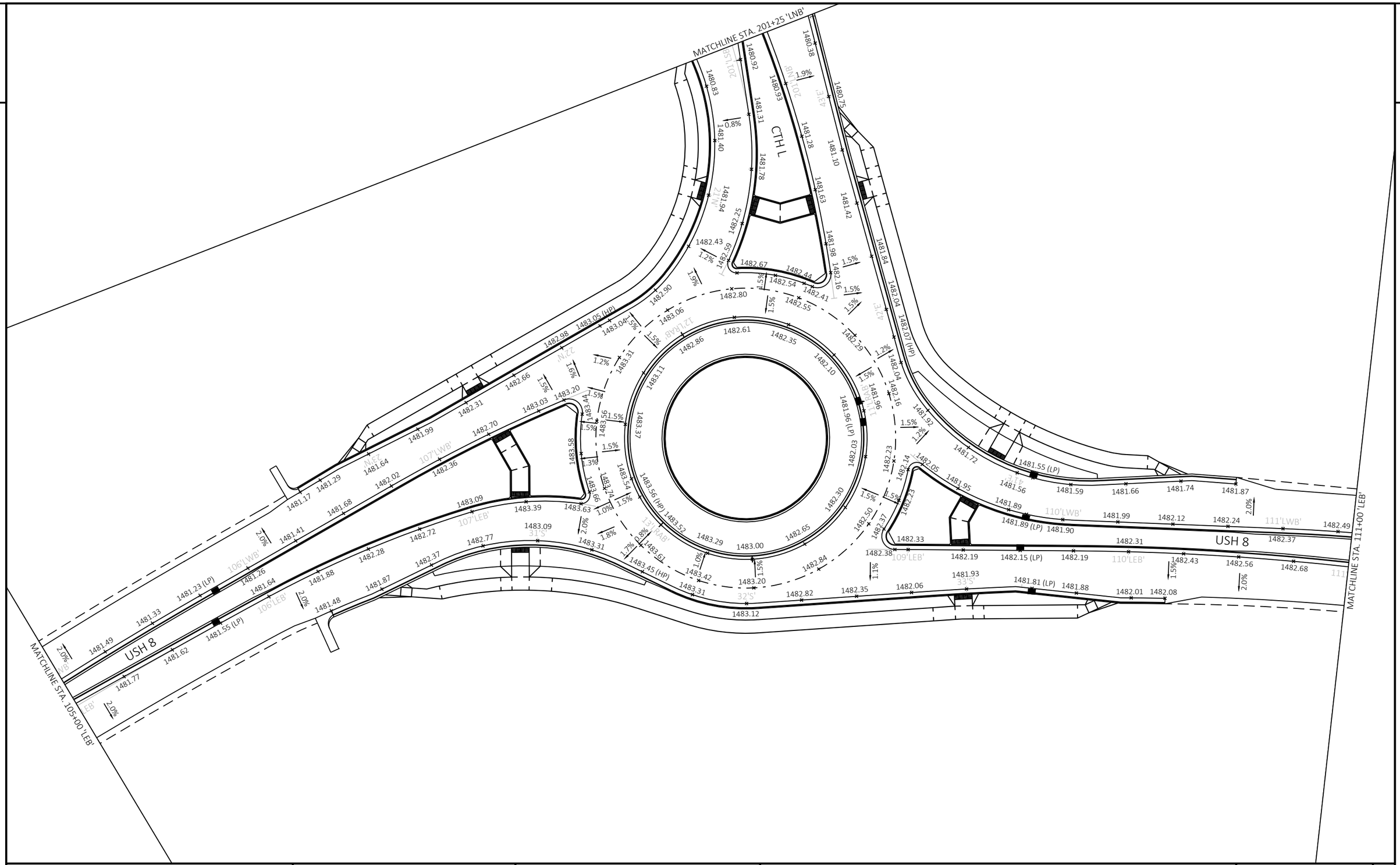
| PROJECT NO: 1590-14-73,75 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT GRADES | SHEET 47 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021401-PG.DWG
LAYOUT NAME - 021401-pg

PLOT DATE : 4/25/2025 7:07 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2


MATCHLINE STA. 201+25 'LNB'
CTH L
USH 8
MATCHLINE STA. 105+00 'LEB'
MATCHLINE STA. 111+00 'LEB'
1480.38
1480.92
1480.83
1480.93
1480.75
1481.31
1481.40
1481.78
1481.28
1481.10
1481.63
1481.42
1481.94
1482.25
1482.43
1482.59
1482.67
1482.44
1481.98
1482.16
1482.54
1482.41
1481.84
1482.04
1482.80
1482.55
1482.07 (HP)
1482.90
1483.05 (HP)
1482.98
1483.04
1483.06
1482.61
1482.86
1482.35
1482.29
1482.04
1482.16
1481.96
1481.96 (LP)
1483.11
1482.10
1482.03
1481.92
1482.23
1482.14
1482.05
1481.72
1481.55 (LP)
1481.56
1481.59
1481.66
1481.74
1481.87
1481.95
1481.89
1481.89 (LP)
1481.90
1481.99
1482.12
1482.24
1482.49
1482.37
1482.33
1482.38
1482.31
1482.19
1482.15 (LP)
1482.19
1482.43
1482.56
1482.68
1482.50
1482.37
1482.23
1482.65
1483.00
1482.30
1483.29
1483.56 (HP)
1483.52
1483.37
1483.54
1483.61
1483.74
1483.66
1483.63
1483.58
1483.56
1483.39
1483.09
1483.31
1483.45 (HP)
1483.42
1483.31
1483.20
1482.82
1482.35
1482.06
1481.93
1481.81 (LP)
1481.88
1482.01
1482.08
1482.84
1482.72
1482.77
1482.28
1482.37
1482.36
1482.02
1481.64
1481.99
1482.70
1482.31
1483.03
1483.20
1482.66
1481.68
1481.41
1481.26
1481.64
1481.88
1481.87
1481.48
1481.17
1481.29
1481.23 (LP)
1481.33
1481.49
1481.55 (LP)
1481.62
1481.77
1.9%
0.8%
1.2%
1.5%
1.9%
1.5%
1.5%
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1.3%
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1.0%
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2.0%
1.6%
2.0%
2.0%
2.0

2

N

END PROJECT 1590-14-75
BEGIN CONSTRUCTION 1590-14-73
STA 114+63.78 'LEB' =
STA 1497+48.09

MATCHLINE STA. 111+00 'LEB'

2.0%

1482.62 1482.75 112'LWB' 1483.07 113'LWB' 114'LWB'

1482.90

1483.26

USH 8

1498

112'LEB' 113'LEB' 114'LEB'

1482.93 1483.06 1483.18

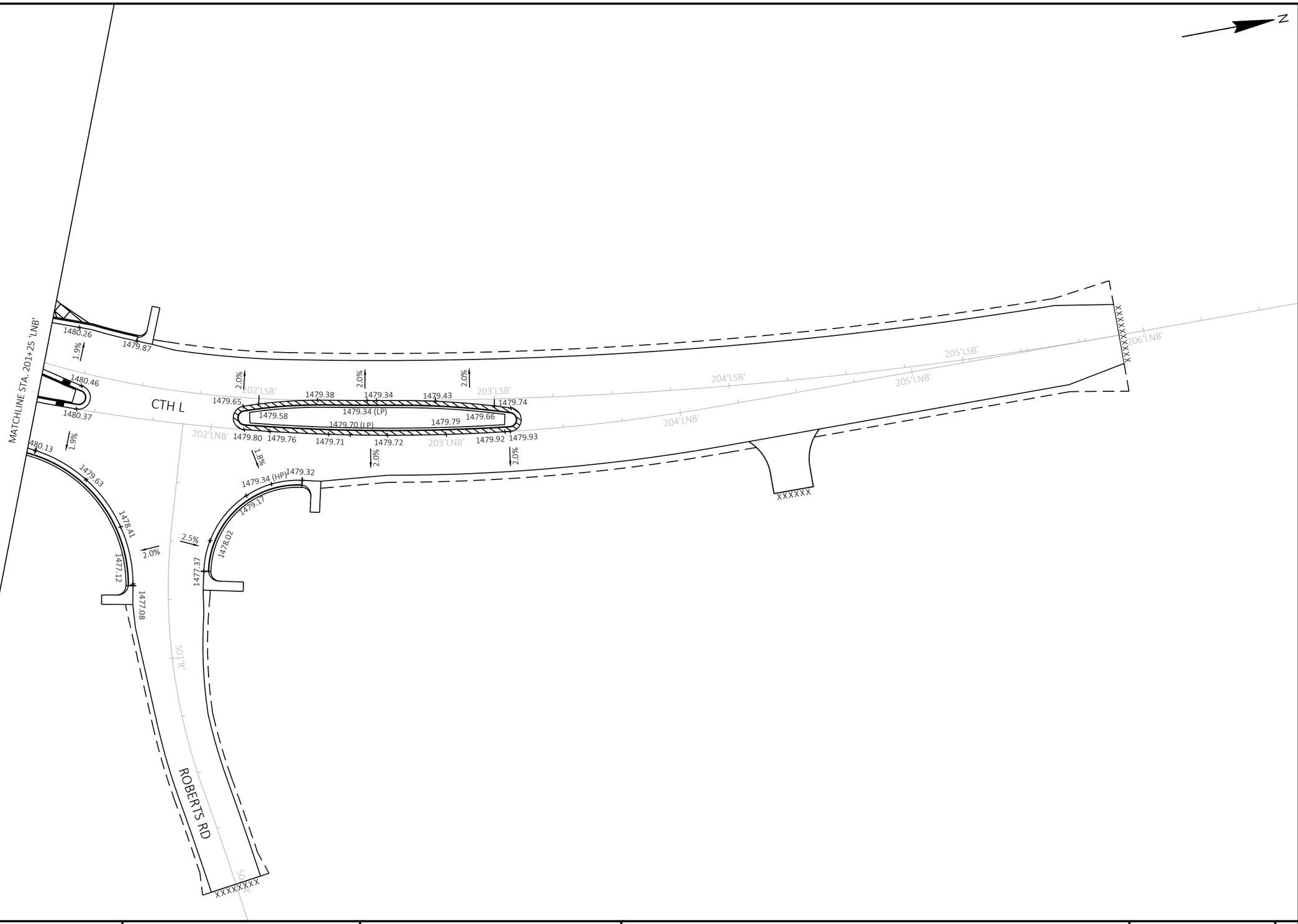
2.0%

2.0%

XXXXXXXXXXXXXXXXXXXX

| PROJECT NO: 1590-14-73,75 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT GRADES | SHEET 49 | E |
|---|---|---|---|---|---|

2

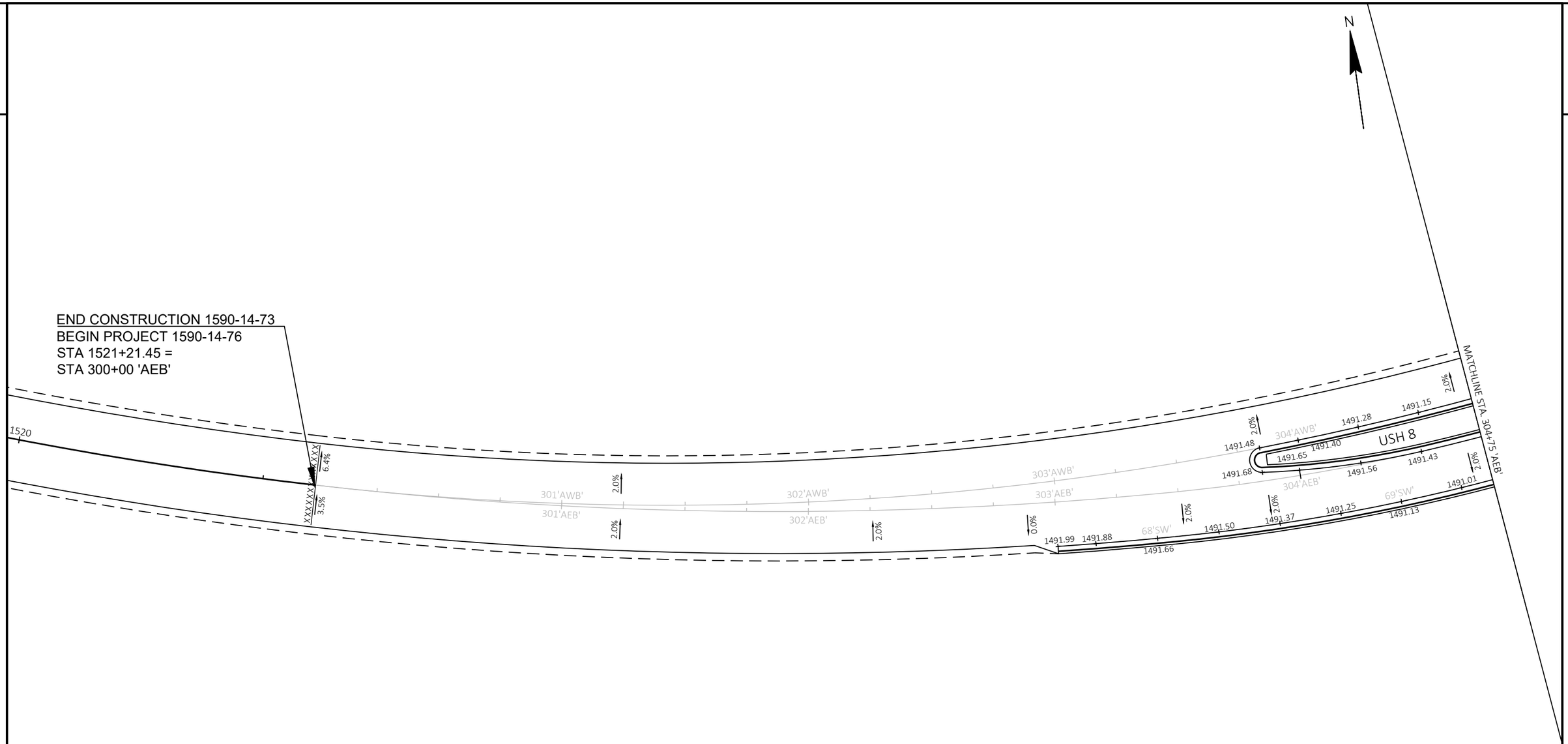



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT GRADES | SHEET 50 | E |
|---|---|---|---|---|---|

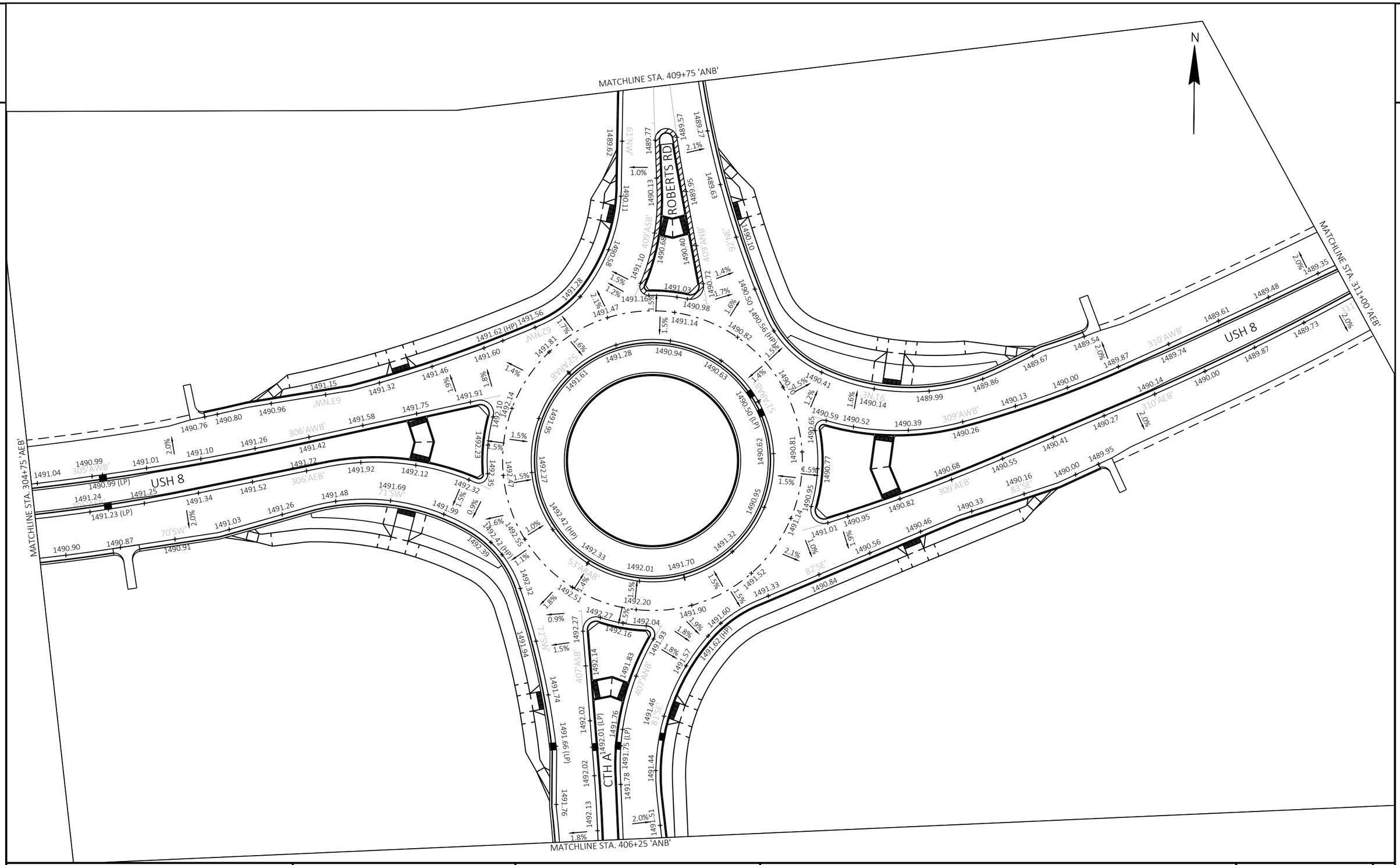
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021401-PG.DWG
LAYOUT NAME - 021404-pg

PLOT DATE : 4/25/2025 7:07 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2


N
END CONSTRUCTION 1590-14-73
BEGIN PROJECT 1590-14-76
STA 1521+21.45 =
STA 300+00 'AEB'
1520
XXXX

2


N
MATCHLINE STA. 409+75 'ANB'
MATCHLINE STA. 311+00 'AEB'
MATCHLINE STA. 304+75 'AEB'
MATCHLINE STA. 406+25 'ANB'
ROBERTS RD
USH 8
USH 8
CTH A
1.0%
2.1%
1.5%
1.2%
1.4%
1.7%
1.6%
1.9%
2.0%
1.8%
0.9%
1.1%
1.5% (HP)
1.5% (LP)
1.6% (HP)
1.8% (LP)
1491.62 (HP)
1491.56
1491.23 (LP)
1490.99 (LP)
1491.96 (LP)
1492.01 (LP)
1491.75 (LP)
1492.42 (HP)
1490.50 (LP)
1490.56 (HP)
1489.62
1490.11
1490.58
1489.77
1489.57
1489.27
1489.63
1490.10
1490.13
1489.56
1490.68
1490.40
1490.72
1491.03
1491.10
1491.16
1490.98
1491.47
1491.14
1490.82
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1490.99
1491.04
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1491.75
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1489.95
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1489.12
1489.09
1489.06
1489.03
1489.00
1488.97
1488.94
1488.91
1488.88
1488.85
1488.82

2

END PROJECT 1590-14-76
BEGIN CONSTRUCTION 1590-14-73
STA 314+60.45 'AEB' =
STA 1535+59.88

MATCHLINE STA. 311+00 'AEB'

311'AWB'
2.0%
1489.15
1489.09
1489.23
1489.46
1489.34
2.0%
AEB'

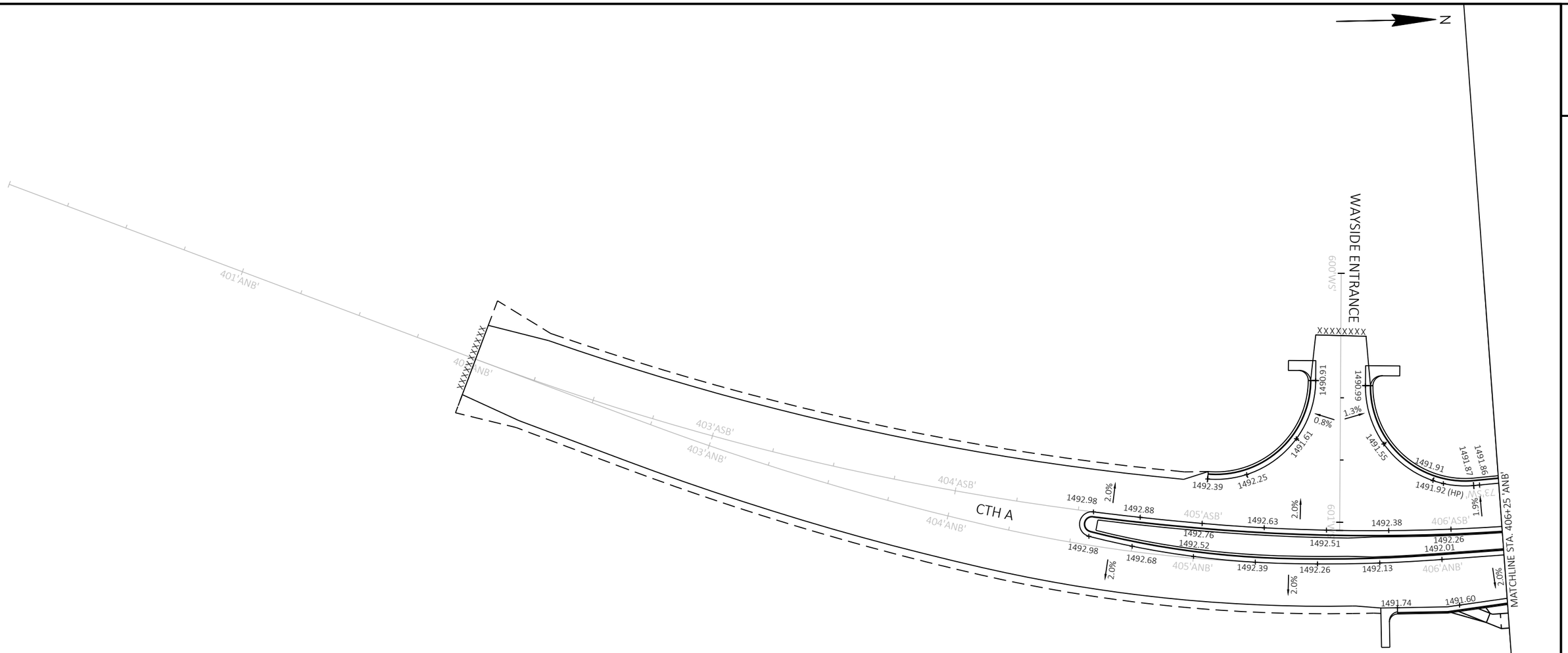
USH 8

312'AWB'
313'AWB'
314'AWB'
313'AEB'
314'AEB'
312'AEB'

1536
1538

| PROJECT NO: 1590-14-73,76 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT GRADES | SHEET 53 | E |
|---|---|---|---|---|---|

2



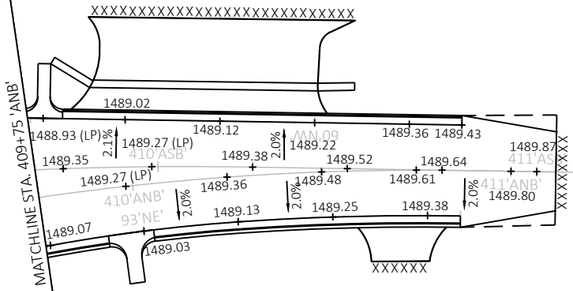

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT GRADES | SHEET 54 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021401-PG.DWG
LAYOUT NAME - 021408-pg

PLOT DATE : 4/25/2025 7:08 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N




## PLAN DETAILS LEGEND

| | |
|---|---|
| CTAR-12 | CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED |
| CS-4 | CONCRETE SIDEWALK 4-INCH |
| HMA-2 | HMA PAVEMENT 2-INCH |
| HMA-6.5 | HMA PAVEMENT 6.5-INCH |
| AS-3 | ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH |
| BAD | BASE AGGREGATE DENSE DRIVEWAY 6-INCH |
| CMSN-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| CMSN-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| CCP | CONCRETE CURB PEDESTRIAN |
| AF | ASPHALTIC FLUME |
| CR-X | CURB RAMP TYPE X |

PROPOSED INLET

PROPOSED MANHOLE

(T) 10' CURB TRANSITION

XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

REJECT GUTTER LIMITS

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAIL SHEETS FOR CURB AND GUTTER ALIGNMENTS.
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT GRADES | SHEET 55 | E |
|---|---|---|---|---|---|

2

N

CTH L

END CONSTRUCTION
STA 205+89.34'LNB'

105'SB'

105'NB'

CTH L NB 'LNB'

CTH L SB 'LSB'

END CONSTRUCTION
STA 502+00.00'R'

ROBERTS RD

ROBERTS RD 'R'

USH 8 WB 'LWB'

105'WB'

105'EB'

USH 8

1480'EX'

100'WB'

100'EB'

BEGIN CONSTRUCTION
PROJECT 1590-14-75
STA 1478+11.57'EX'

USH 8 'EX'

BEGIN PROJECT 1590-14-75
STA 1480+20.13 BK =
STA 97+00 'LEB' AHD

USH 8 EB 'LEB'

USH 8 WB 'LWB'

CTH L ROUNDABOUT 'LRAB'

210'WB'

140'EB'

USH 8 EB 'LEB'

END PROJECT 1590-14-75
STA 114+63.78 'LEB' BK =
STA 1497+48.09 AHD

END CONSTRUCTION
PROJECT 1590-14-75
STA 1499+02.51'EX'

USH 8 'EX'

SHELDON RD

USH 8

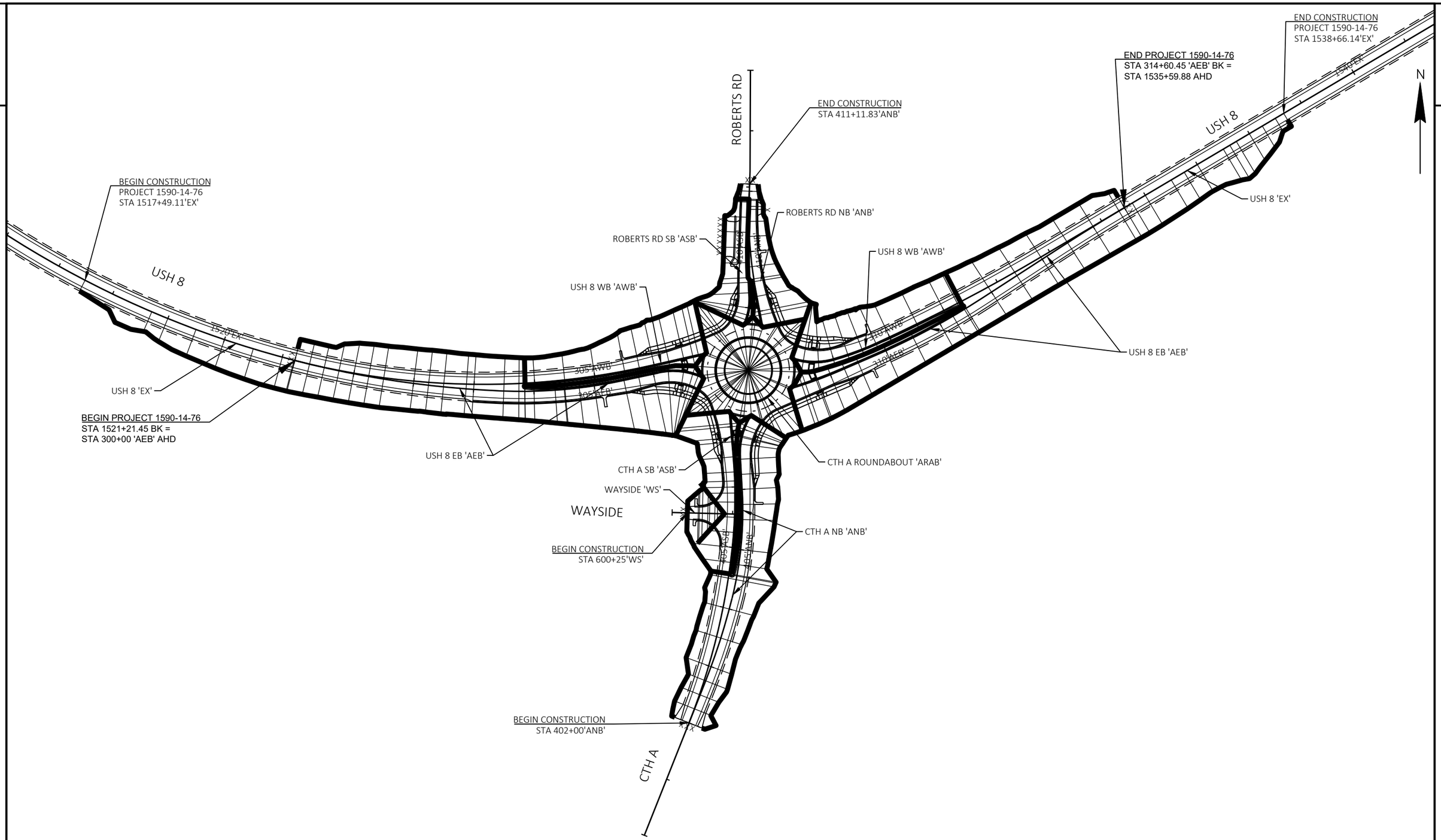
150'EB'

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | EARTHWORK MATCHLINES - CTH L | SHEET 56 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\021801-EM.DWG
LAYOUT NAME - 021801-em-CtyL

PLOT DATE : 4/25/2025 7:18 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:150 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EARTHWORK MATCHLINES - CTH A | SHEET 57 | E |
|---|---|---|---|---|---|

2

EXISTING R/W

1477'EX'
1477'LT'
1478'EX'
1478'LT'
1479'EX'
USH 8
1480'EX'
1481'EX'
1482'EX'
1483'EX'

MATCH LINE STA 100'REB'+00

CTH L

EXISTING R/W

ROBERTS RD

N

2

LEGEND

| | |
|---|---|
| EROSION MAT URBAN CLASS I TYPE B | SURFACE WATER FLOW |
| SILT FENCE | TEMPORARY DITCH CHECKS |
| RIPRAP MEDIUM | INLET PROTECTION TYPES A & C |
| SLOPE INTERCEPT | CULVERT PIPE CHECKS |
| TEMPORARY PAVEMENT | ROCK BAGS |

EXISTING R/W

USH 8

1484'EX'
1485'EX'
1486'EX'
1487'EX'
1488'EX'
1488'LT'
1489'EX'
1489'LT'
1490'EX'
1490'LT'
1491'EX'
1491'LT'
1492'EX'
1493'EX'
1494'EX'
1495'EX'
1496'EX'
1497'EX'
1498'EX'

MATCH LINE STA 100'REB'+00

EXISTING R/W

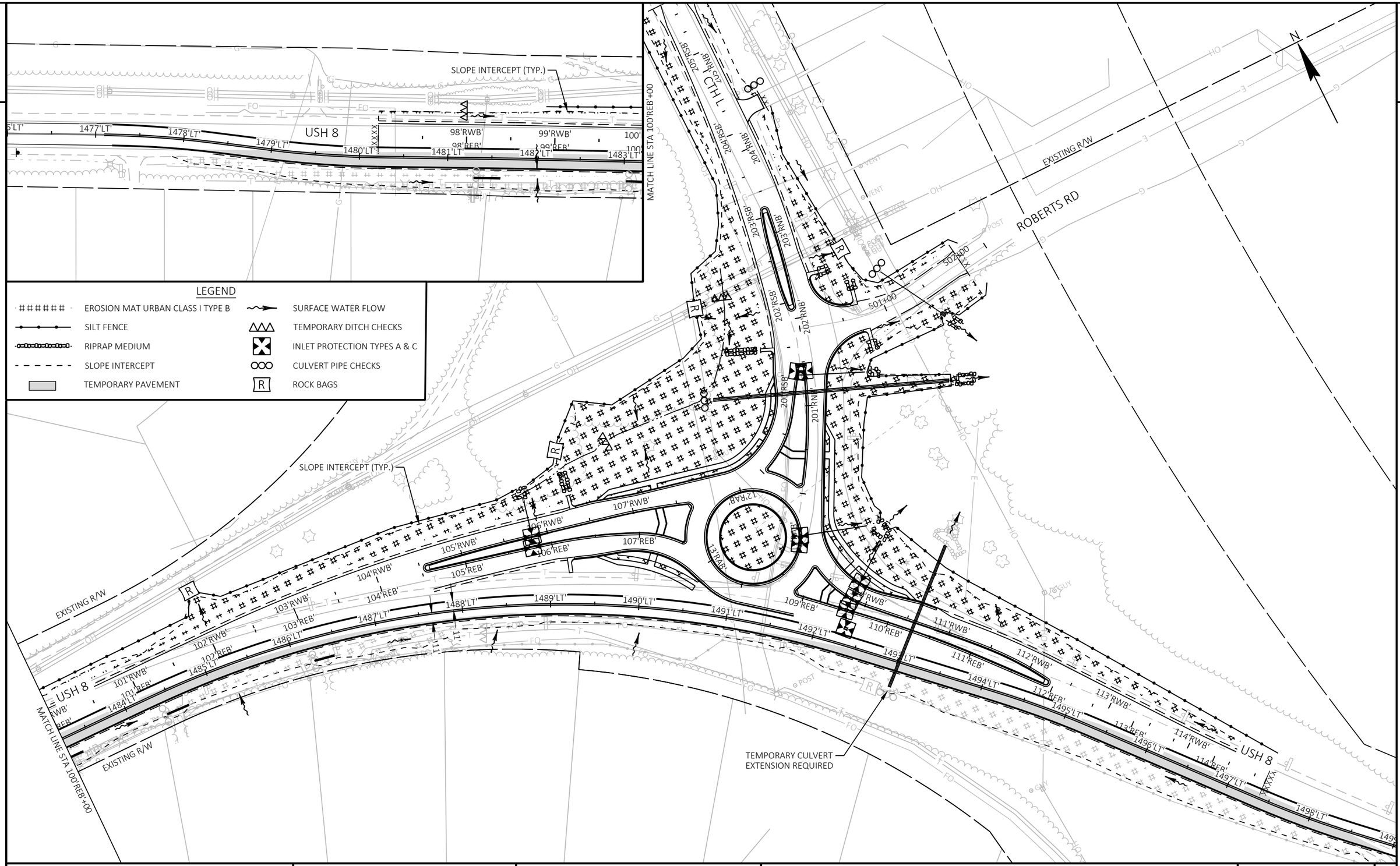
USH 8

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8/CTH L - STAGE 1 | SHEET 58 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022001-EC1.DWG
LAYOUT NAME - 022001-ec1

PLOT DATE : 4/29/2025 12:35 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2




2

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8/CTH L - STAGE 2 | SHEET 59 | E |
|---|---|---|---|---|---|

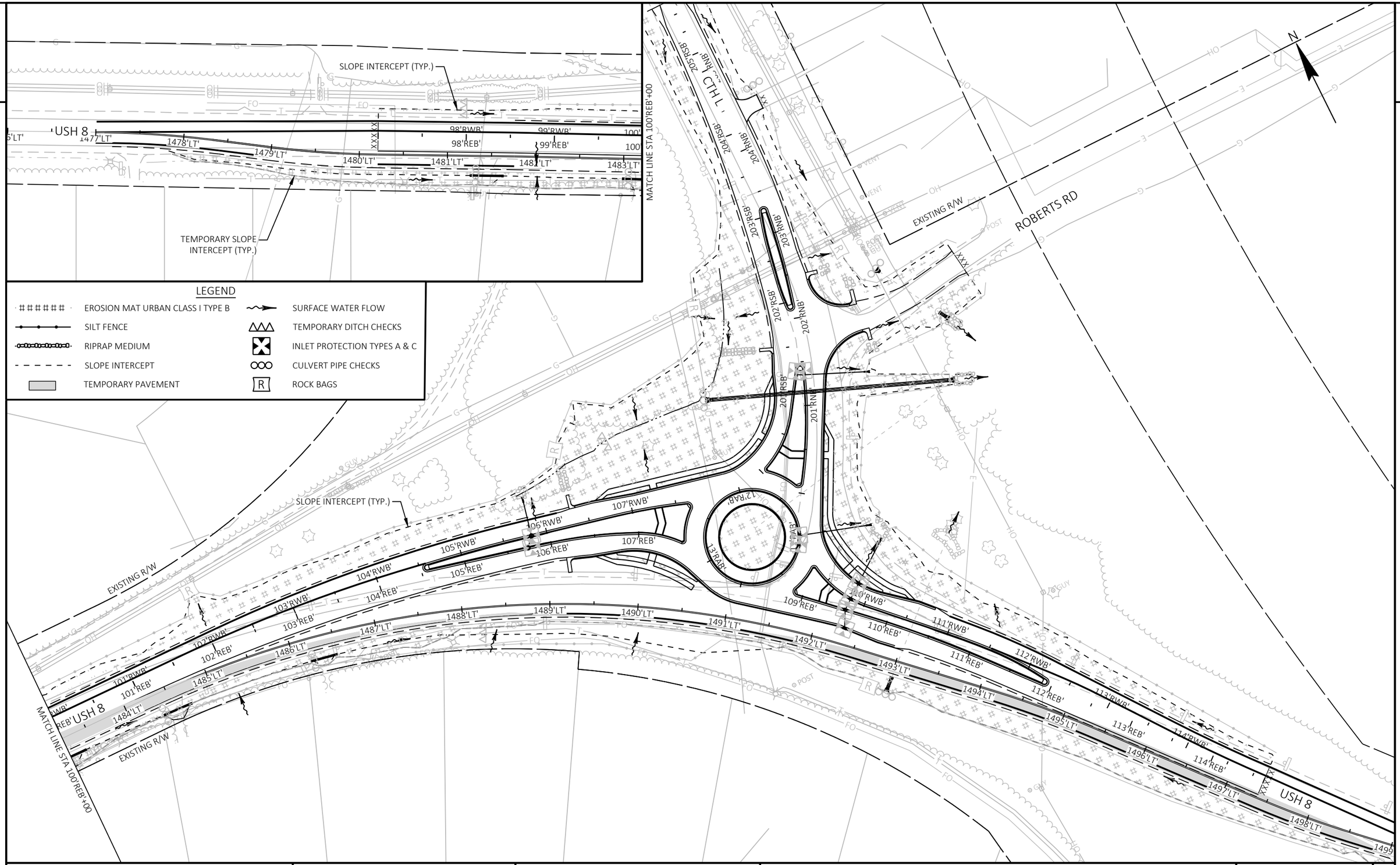
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022001-EC2.DWG
LAYOUT NAME - 022001-ec2

PLOT DATE : 4/29/2025 12:35 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

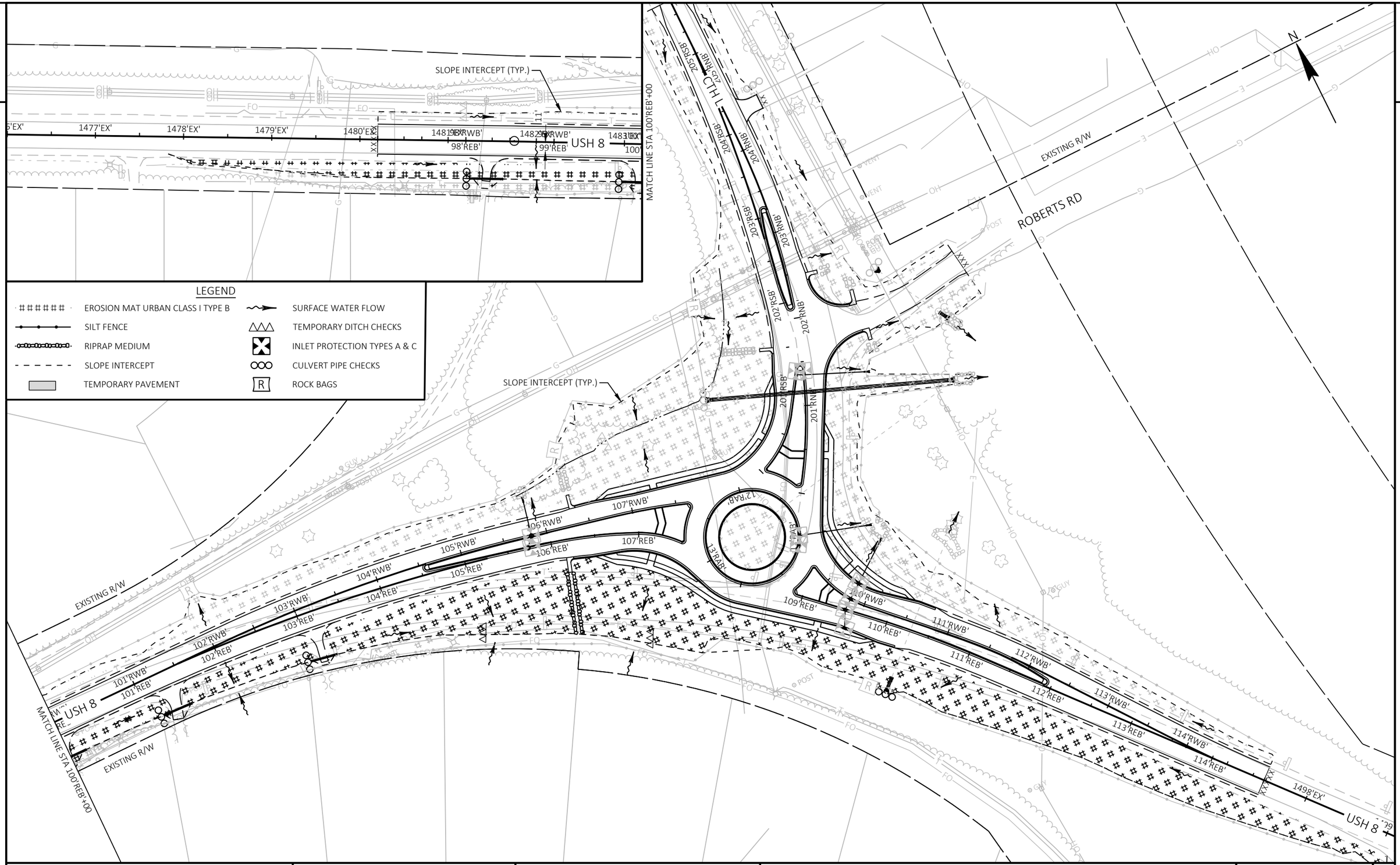
WISDOT/CADDS SHEET 42

LEGEND

| | |
|---|---|
| EROSION MAT URBAN CLASS I TYPE B | SURFACE WATER FLOW |
| SILT FENCE | TEMPORARY DITCH CHECKS |
| RIPRAP MEDIUM | INLET PROTECTION TYPES A & C |
| SLOPE INTERCEPT | CULVERT PIPE CHECKS |
| TEMPORARY PAVEMENT | ROCK BAGS |




| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8/CTH L - STAGE 3 | SHEET 60 | E |
|---|---|---|---|---|---|




2

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8/CTH L - STAGE 4 | SHEET 61 E |
|---|---|---|---|---|

2

2

EXISTING R/W

USH 8

1516'EX'
1517'EX'
1517'AT'
1518'EX'
1518'AT'
1519'EX'
1519'AT'
1520'EX'
1520'AT'
1521'EX'
1521'AT'
1522'EX'
1522'AT'
1523'EX'
1523'AT'
1524'EX'
1524'AT'
1525'EX'
1525'AT'
1526'EX'
1526'AT'
1527'EX'
1527'AT'
1528'EX'
1528'AT'
1529'EX'
1529'AT'
1530'EX'
1531'EX'
1531'AT'
1532'

TLE

ROBERTS RD

MATCH LINE STA 311'REB'+00

MATCH LINE STA 311'REB'+00

1533'EX'
1533'AT'
1534'EX'
1534'AT'
1535'EX'
1535'AT'
1536'EX'
1536'AT'
1537'EX'
1537'AT'
1538'EX'
1538'AT'
1539'EX'
1539'AT'
1540'EX'
1540'AT'
1541'EX'

CTH A

EXISTING R/W

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY PAVEMENT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION TYPES A & C
- CULVERT PIPE CHECKS
- ROCK BAGS

N

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8/CTH A - STAGE 1A | SHEET 62 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022001-EC1.DWG
LAYOUT NAME - 022002-ec1

PLOT DATE : 4/29/2025 12:35 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

EXISTING R/W

USH 8

1516'EX'

1517'EX'

1517'AT'

1518'EX'

1519'EX'

1520'EX'

1521'EX'

1522'EX'

1523'EX'

1524'EX'

1525'EX'

1526'EX'

1527'EX'

1528'EX'

1529'EX'

1530'EX'

1531'EX'

1532'

TLE

TLE

TLE

ROBERTS RD

EXISTING R/W

MATCH LINE STA 311'REB'+00

SEE STORM SEWER PLAN

EXISTING R/W

EXISTING R/W

LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY PAVEMENT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION TYPES A & C
- CULVERT PIPE CHECKS

N

MATCH LINE STA 311'REB'+00

1533'EX'

1534'EX'

1535'EX'

1536'EX'

1537'EX'

1538'EX'

1539'EX'

1540'EX'

1540'AT'

1541'EX'

USH 8

CTH A

N

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8/CTH A - STAGE 1B | SHEET 63 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022001-EC1B.DWG
LAYOUT NAME - 02001-ec1b

PLOT DATE : 4/29/2025 12:35 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

USH 8

EXISTING R/W

SLOPE INTERCEPT (TYP.)

ROBERTS RD

CTH A

MATCH LINE STA 311'REB'+00

TLE

1517'AT'
1518'AT'
1519'AT'
1520'AT'
1521'AT'
1522'AT'
1523'AT'
1524'AT'
1525'AT'
1526'AT'
1527'AT'
1528'AT'
1529'AT'
1530'AT'
1531'AT'
1532'AT'
1533'AT'
1534'AT'
1535'AT'
1536'AT'
1537'AT'
1538'AT'
1539'AT'
1540'AT'

301'RWB'
301'REB'
302'RWB'
302'REB'
303'RWB'
303'REB'
304'RWB'
304'REB'
305'RWB'
305'REB'
306'RWB'
306'REB'
309'RWB'
309'REB'
310'RWB'
310'REB'
311'RWB'
312'RWB'
312'REB'
313'RWB'
313'REB'
314'RWB'
314'REB'

409'RSB'
409'RNB'
410'RSB'
410'RNB'
411'RSB'
411'RNB'
406'RSB'
406'RNB'
405'RSB'
405'RNB'
404'RSB'
404'RNB'
403'RSB'
403'RNB'
402'RNB'
63'RAB'

WELL
GUY
POST
XXXX

## LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY PAVEMENT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION TYPES A & C
- CULVERT PIPE CHECKS

N

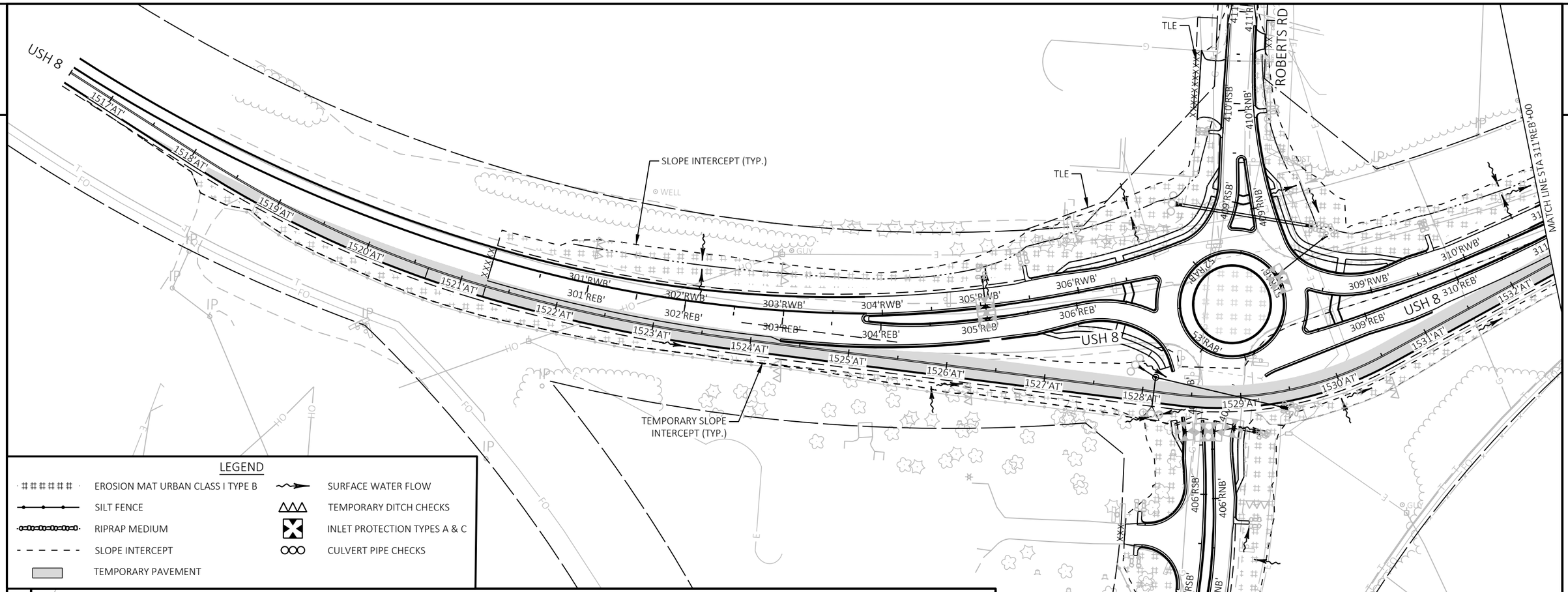
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8/CTH A - STAGE 2 | SHEET 64 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022001-EC2.DWG
LAYOUT NAME - 022002-ec2

PLOT DATE : 4/29/2025 12:35 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2




LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY PAVEMENT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION TYPES A & C
- CULVERT PIPE CHECKS

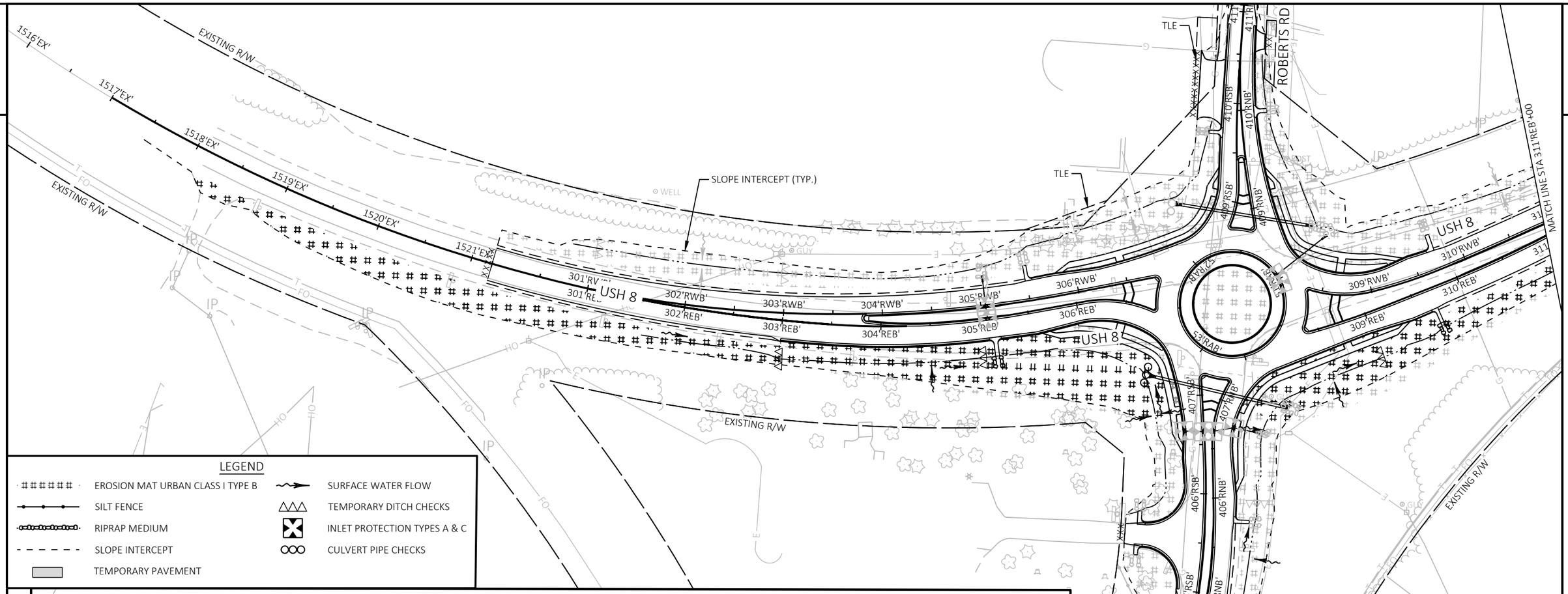
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8/CTH A - STAGE 3 | SHEET 65 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022001-EC3.DWG
LAYOUT NAME - 022002-ec3

PLOT DATE : 4/29/2025 12:35 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2




LEGEND

- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- TEMPORARY PAVEMENT
- SURFACE WATER FLOW
- TEMPORARY DITCH CHECKS
- INLET PROTECTION TYPES A & C
- CULVERT PIPE CHECKS

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8/CTH A - STAGE 4 | SHEET 66 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022001-EC4.DWG
LAYOUT NAME - 022002-ec4

PLOT DATE : 4/29/2025 12:35 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

END PROJECT 1590-14-75
STA 114+63.78 'LEB' BK =
STA 1497+48.09 AHD

EXISTING R/W

MATCH LINE STA 111 'LEB'+00

112'LWB' 113'LWB' 114'LWB'

LEB' 112'LEB' 113'LEB' 114'LEB'

1498 USH 8 1500 1502 1504 1506 1508

SHELDON RD

EXISTING R/W

HIAWATHA TRAIL

HIAWATHA TRAIL

LEGEND

| | |
|---|---|
| EROSION MAT URBAN CLASS I TYPE B | SURFACE WATER FLOW |
| SILT FENCE | TEMPORARY DITCH CHECKS |
| RIPRAP MEDIUM | INLET PROTECTION TYPES A & C |
| SLOPE INTERCEPT | CULVERT PIPE CHECKS |
| TEMPORARY PAVEMENT | |

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | EROSION CONTROL USH 8 - STAGE 5 | SHEET 67 | E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022002-ec5 (2)

PLOT DATE : 5/1/2025 8:36 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

STA 1528+11.55'AT', 14.5' LT
MANHOLES 6-TEMP
T1.0

STA 1527+98.93'AT', 20.5' LT
APRON ENDWALLS FOR CPRC 12-INCH
T1.2

USH 8

1530'AT'

1529'AT'

1528'AT'

1527'AT'

1526'AT'

USH 8 TEMP

WISCONSIN PUBLIC SERVICE (ELECTRICITY)

C4.0
STA 1529+33.31'AT', 17.3' RT
APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEL 24-INCH 6 TO 1

STA 1528+11.56'AT', 15.0' RT
APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1
T1.1

CTH A

WISCONSIN PUBLIC SERVICE (GAS)

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

GUY

EXISTING R/W (TYP.)

N

1495

1490

1485

1480

T1.0
1491.37

T1.2
1489.61

(SE)1488.45

(S)1488.36
(E)1488.36
(NW)1488.36

14 LF SSPRC CLASS IV 12-INCH @ 0.63%

T1.1
1490.73

T1.0
1491.37

(N)1488.48

(S)1488.36
(E)1488.36
(NW)1488.36

29 LF SSPRC CLASS IV 24-INCH @ 0.40%

C4.0
1489.93

(W)1487.68

126 LF CPRC CLASS IV 24-INCH @ 0.53%

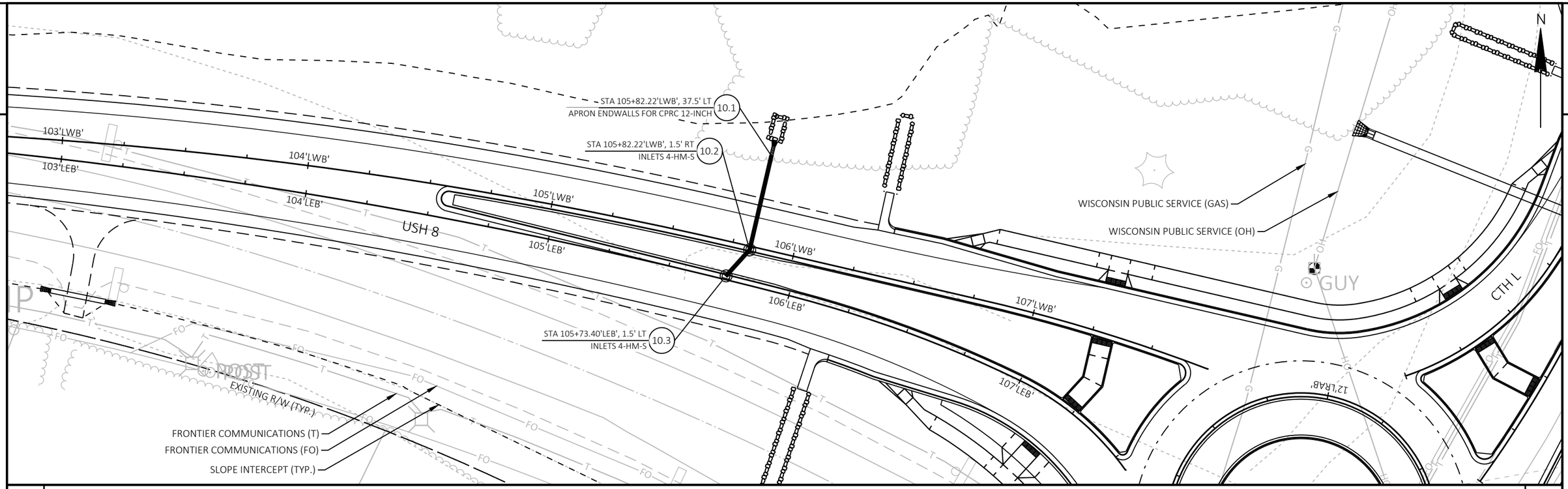
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | TEMPORARY STORM SEWER | SHEET 68 E |
|---|---|---|---|---|

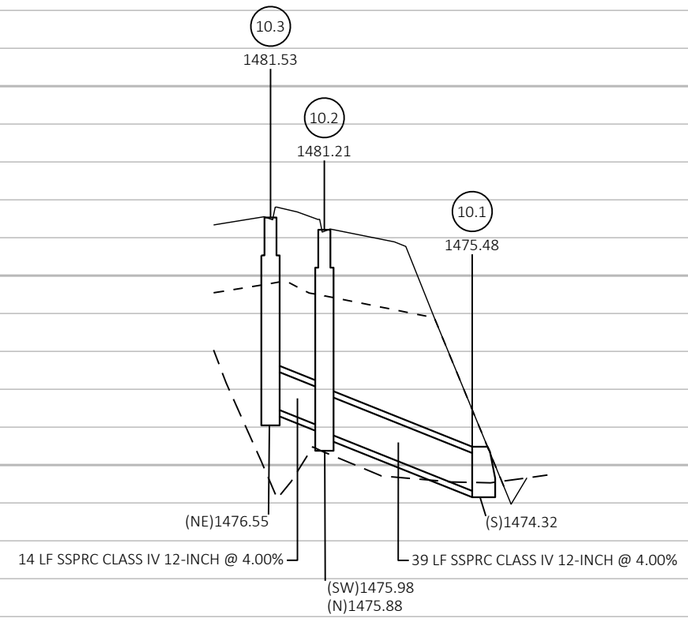
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022501-SS-TEMP.DWG
LAYOUT NAME - 022506-ss

PLOT DATE : 5/1/2025 9:06 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

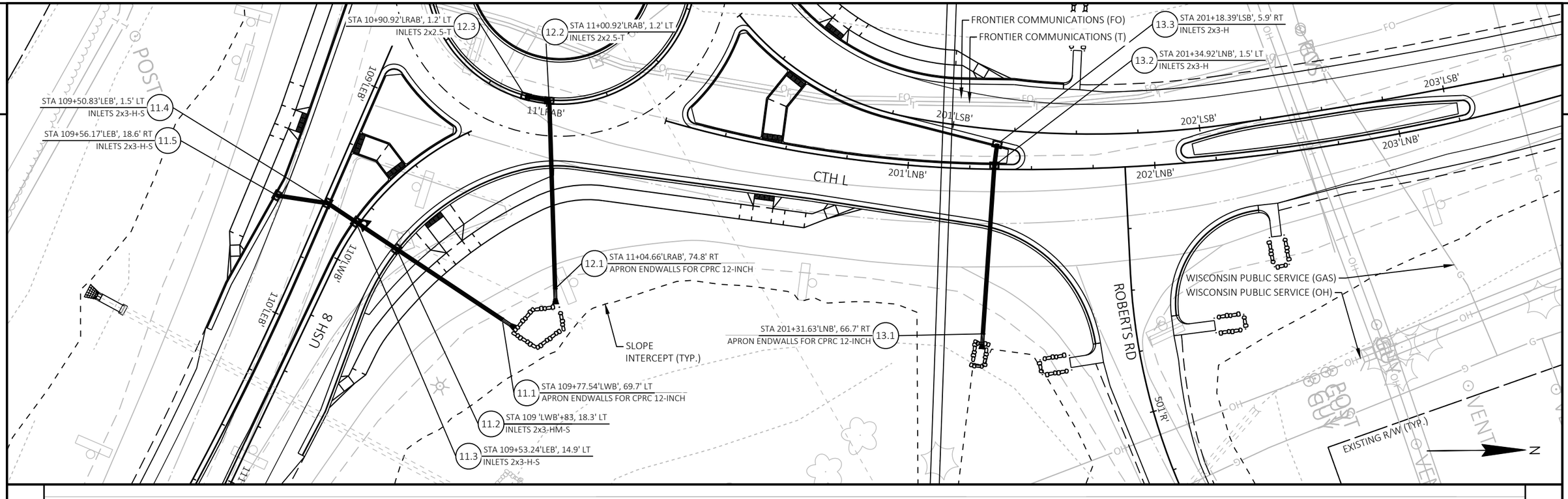


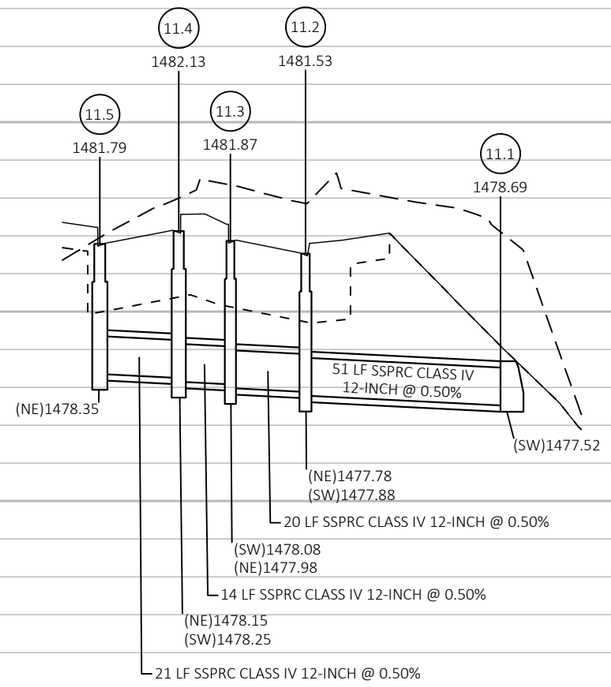



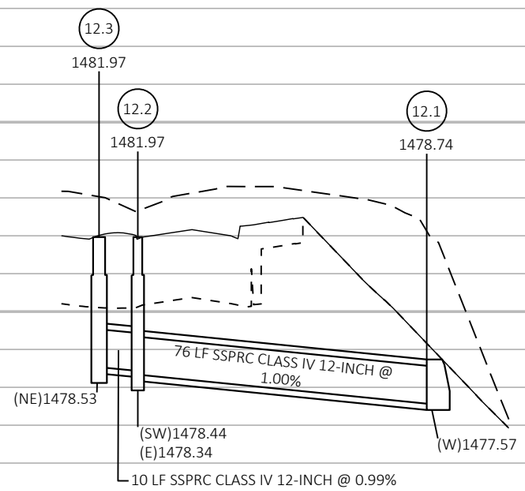

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | STORM SEWER | SHEET 69 E |
|---|---|---|---|---|

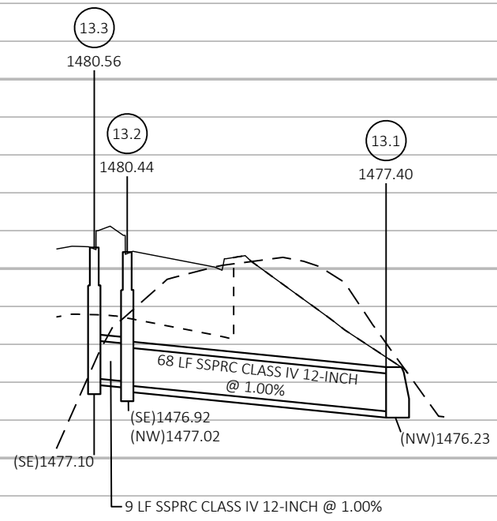
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-ss

PLOT DATE : 5/1/2025 9:06 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

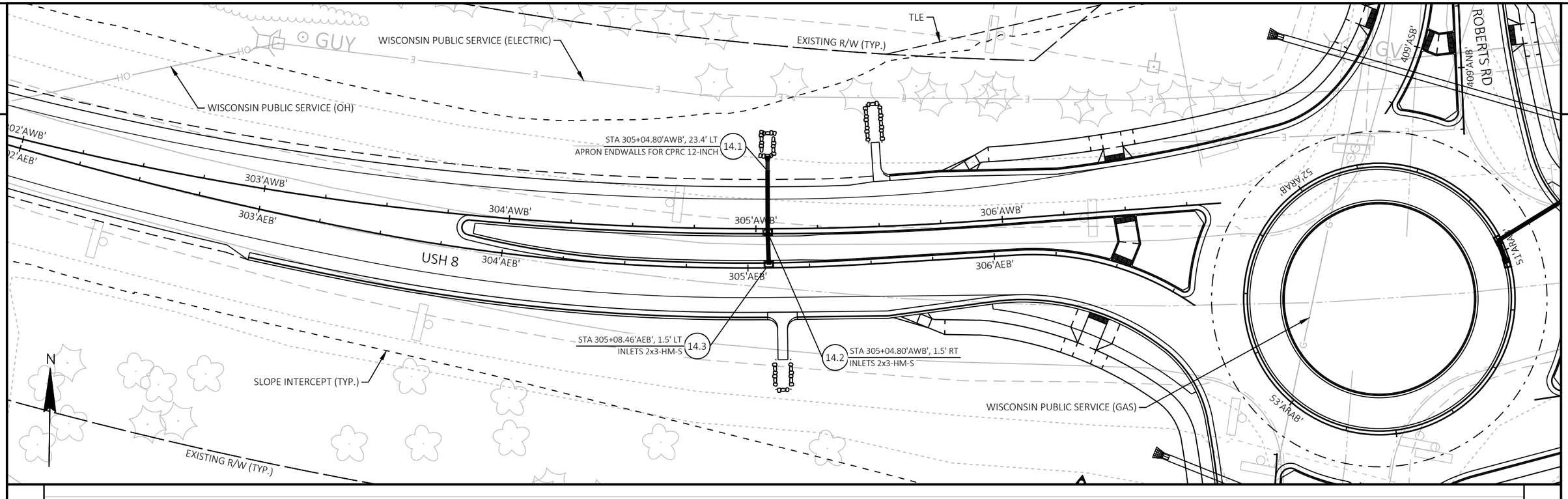


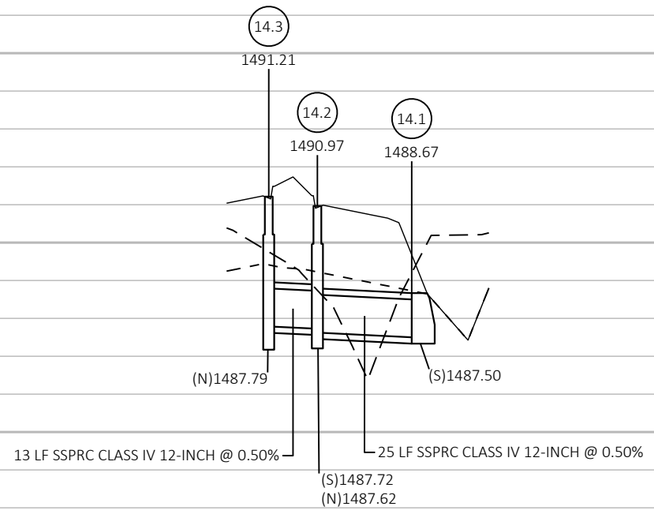



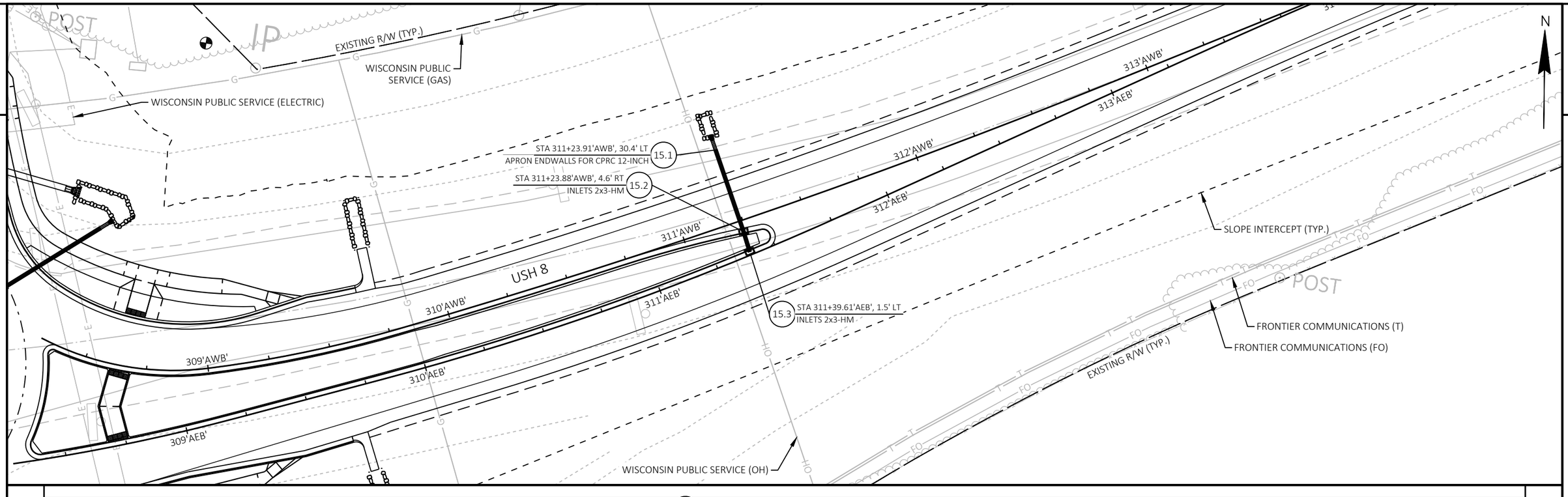



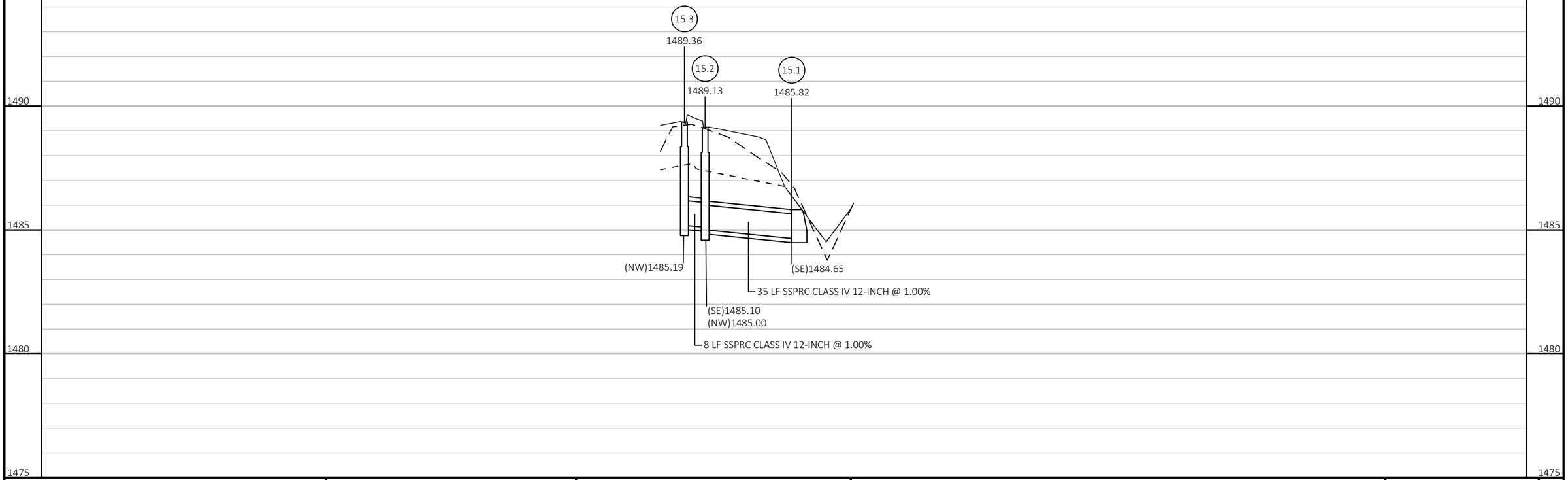

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | STORM SEWER | SHEET 70 E |
|---|---|---|---|---|



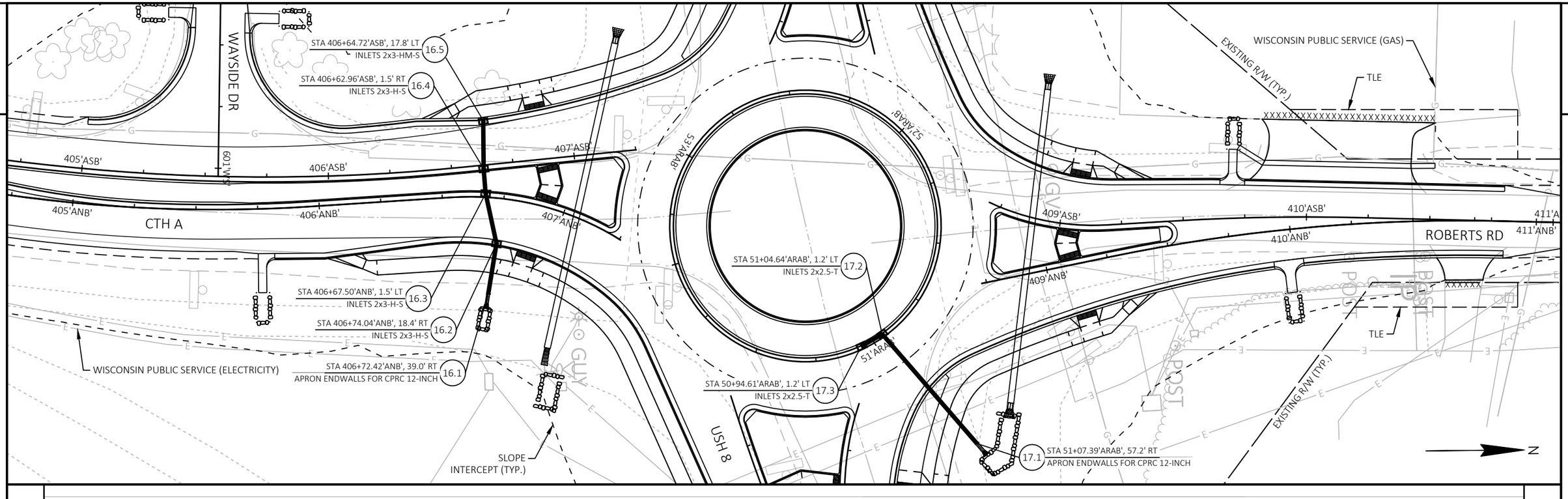

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | STORM SEWER | SHEET 71 E |
|---|---|---|---|---|

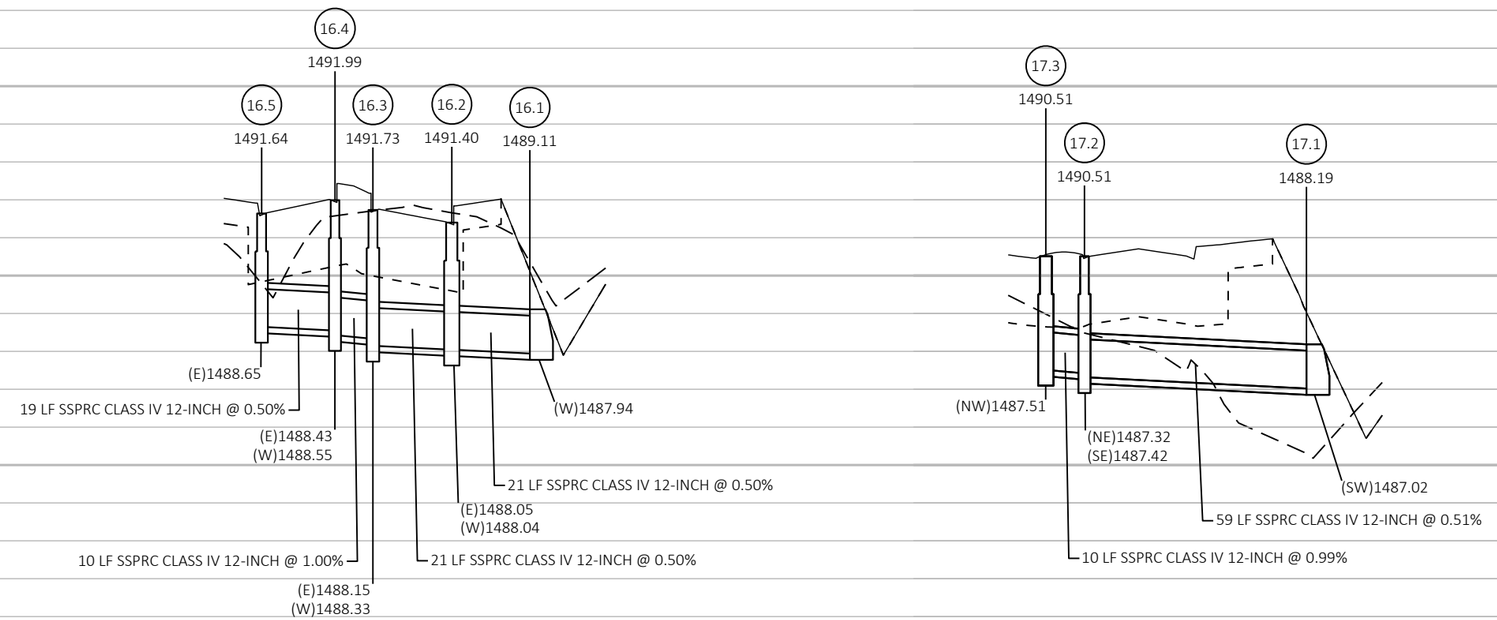



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | STORM SEWER | SHEET 72 | E |
|---|---|---|---|---|---|

2



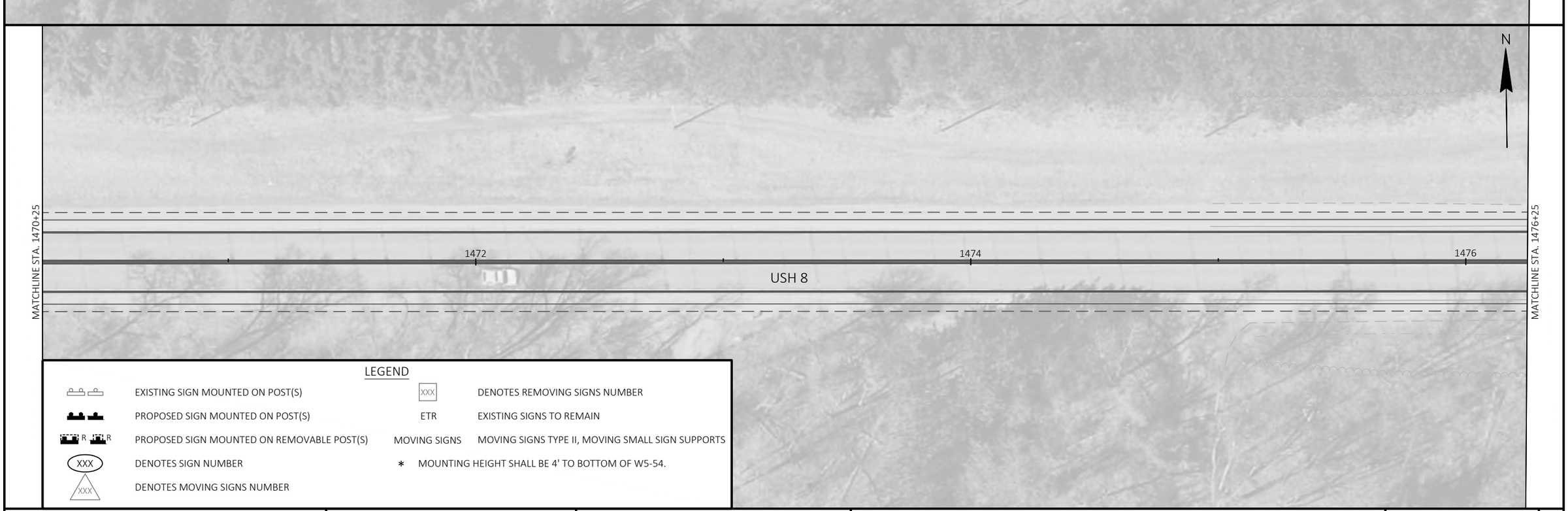




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | STORM SEWER | SHEET 73 | E |
|---|---|---|---|---|---|

2




LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 74 | E |
|---|---|---|---|---|---|

2

## LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

N

MATCHLINE STA. 1476+25

1478

1480

98'LWB'
98'LEB'

99'LWB'
99'LEB'

MATCHLINE STA. 1482+25

USH 8

JUNCTION RESTAURANT
3 T'S RESORT
EAST BAY ESTATES
KRACKER BARREL bp
HOOKED ON NOKOMIS

ETR

100

NORTHLAND BIBLE CHURCH
TWIN BAY RESORT
EAST BAY ESTATES
WINDMILL ICE CREAM
COUNTRY INN 3 MI
SHELLY'S MERC SHOP
BILLY BOB'S
BOOTLEGGERS
H&H RESORT

MOVING SIGNS BY OTHERS

101

JCT
COUNTY
L

MOVING SIGNS

2

N

MATCHLINE STA. 1482+25

100'LWB'
100'LEB'

101'LWB'
101'LEB'

102'LWB'
102'LEB'

103'LWB'
103'LEB'

104'LWB'
104'LEB'

USH 8

REMOVE
106

110

DO NOT ENTER
R5-1
36"X36"

111

SPEED LIMIT
55
R2-1
24"X30"

102

W2-6
30"X30"

20 MPH
W13-1
18"X18"

103

104

REMOVE

101

JCT
COUNTY
L

MOVING SIGNS

105

8
EAST
L

D1-62
78"X66"

107

Tomahawk
Rhinelander
Lake Nakomis

MOVING SIGNS

108

R4-7
24"X30"

109

W5-54
18"X18"
*

MATCHLINE STA. 105+00 'REB'

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 75 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023202-ps

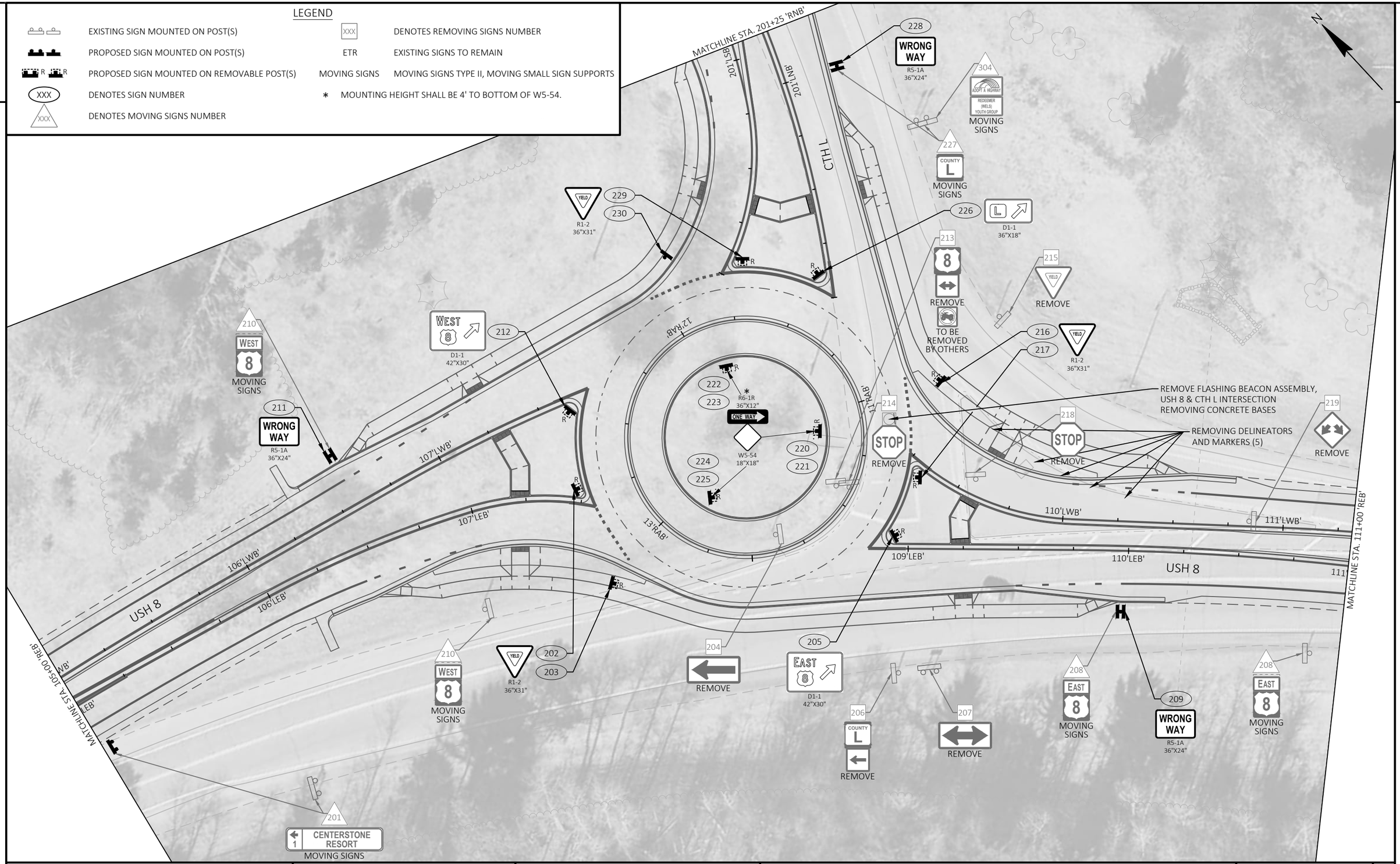
PLOT DATE : 4/25/2025 8:10 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 76 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023203-ps
PLOT DATE : 4/25/2025 8:10 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

2

N

MATCHLINE STA. 201+25 'RNB'

305
R4-7
24"X30"

306
W5-54
18"X18"
*

311
JCT END 8 COUNTY L
MOVING SIGNS

307
EAST 8 WEST 8
D1-62
96"X42"

310
REMOVE

308
W2-6
30"X30"

309
20 MPH
W13-1
18"X18"

311
JCT END 8 COUNTY L
MOVING SIGNS

200'

207'LNB'

CTH L

206'LNB'

205'LSB'

205'LNB'

204'LSB'

204'LNB'

202'LSB'

203'LSB'

202'LNB'

203'LNB'

304
ADOPT A HIGHWAY
REDEEMER (WELS) YOUTH GROUP
MOVING SIGNS

303
DO NOT ENTER
R5-1
36"X36"

302
SPEED LIMIT 45
MOVING SIGNS

ATV ROUTE
35 M.P.H.
TO BE REMOVED BY OTHERS

Roberts Rd
TO BE REMOVED BY OTHERS

301
STOP
MOVING SIGNS

ROBERTS RD

XXXXXXX

XXXXXX

VENT

VENT

LEGEND

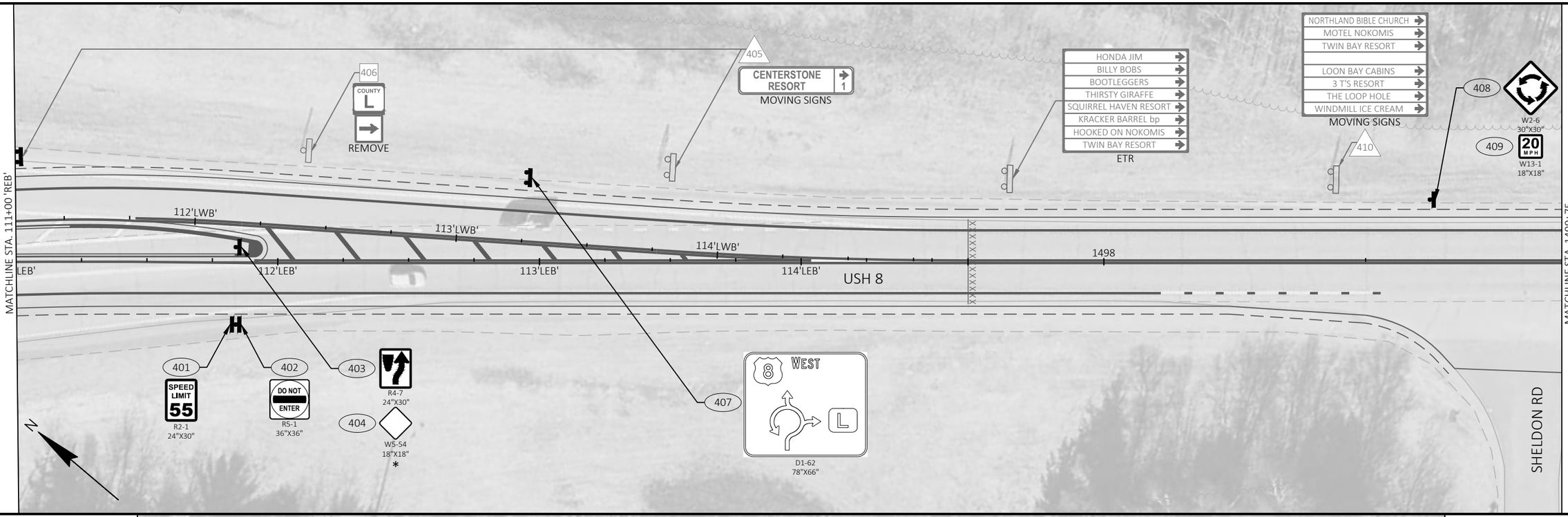
| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

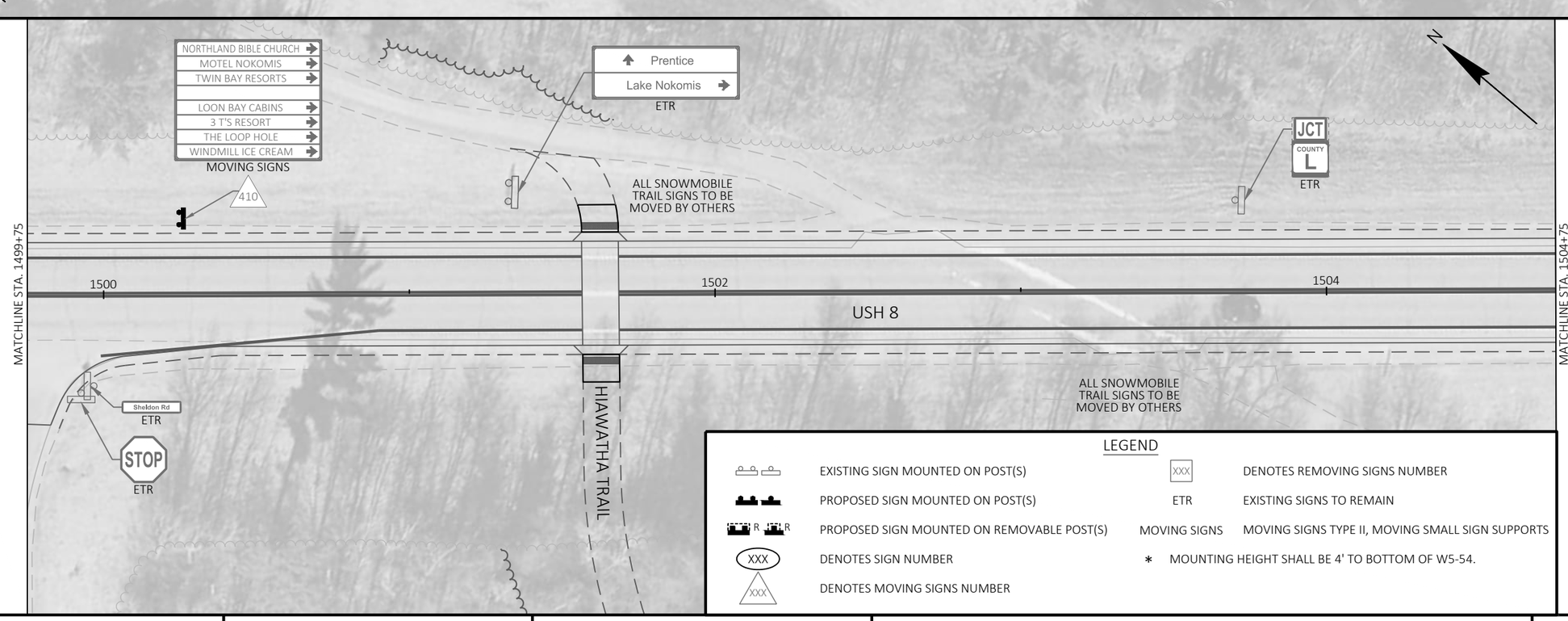
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 77 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023204-ps

PLOT DATE : 4/25/2025 8:11 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




## LEGEND

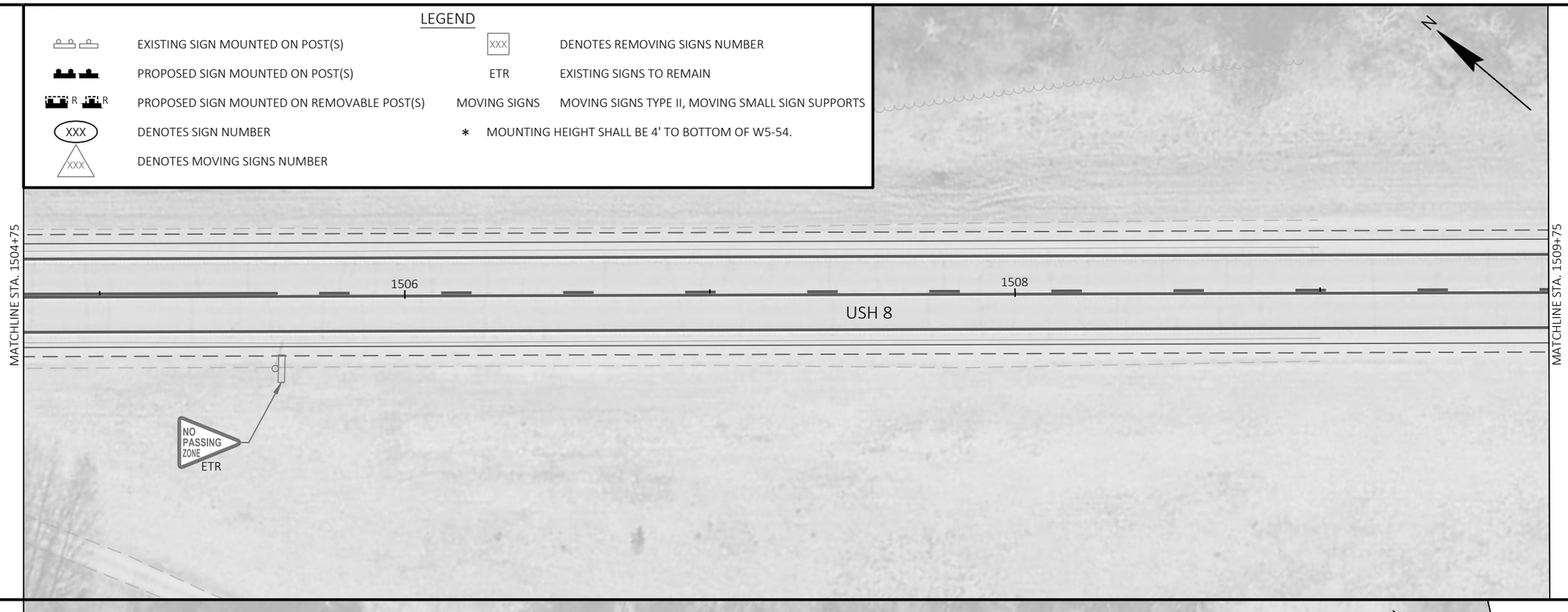
| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

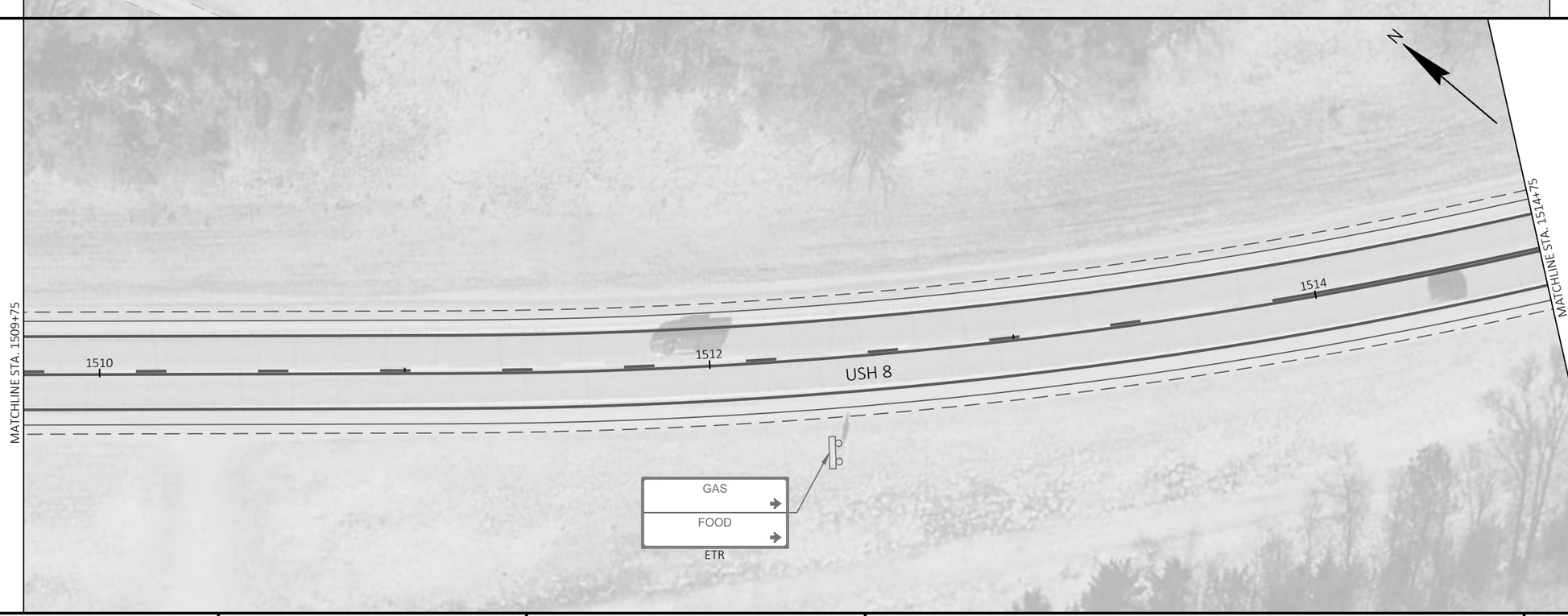
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 78 E |

2

## LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |




2

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 79 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023206-ps

PLOT DATE : 4/25/2025 8:11 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA. 1514+75

MATCHLINE STA. 1520+00

1516

1518

USH 8

CAMPING & RV PARK 1½

SUPER 8 MOTEL 3

ETR

JCT COUNTY A

ETR

LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

MATCHLINE STA. 1520+00

MATCHLINE STA. 304+75 'REB'

20

301'AWB'

301'AEB'

302'AWB'

302'AEB'

303'AWB'

303'AEB'

304'AWB'

304'AEB'

USH 8

510 DO NOT ENTER R5-1 36"X36"

511 SPEED LIMIT 55 R2-1 24"X30"

501 W2-6 30"X30"

502 20 MPH W13-1 18"X18"

503 45 MPH REMOVE

Roberts Rd REMOVE 504

505 8 EAST Roberts Rd A D1-62 114"X66"

507 INSHALLA COUNTY CLUB; DOWN TOWN; POLICE ROCK MOVING SIGNS

506 Rhinelander Merrill; Tomahawk MOVING SIGNS

508 R4-7 24"X30"

509 W5-54 18"X18" *

N

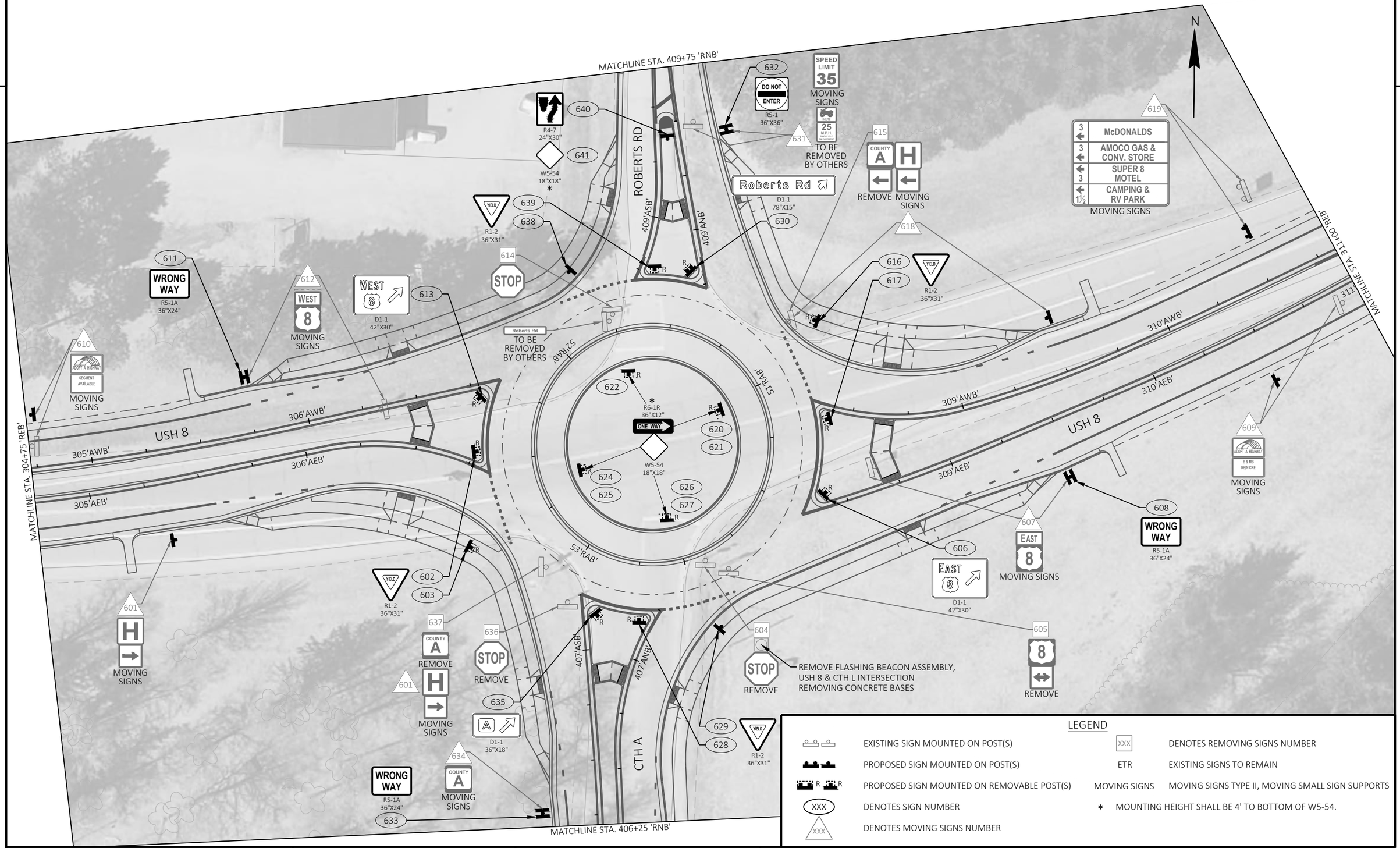
| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 80 | E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023207-ps

PLOT DATE : 4/25/2025 8:11 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




## LEGEND

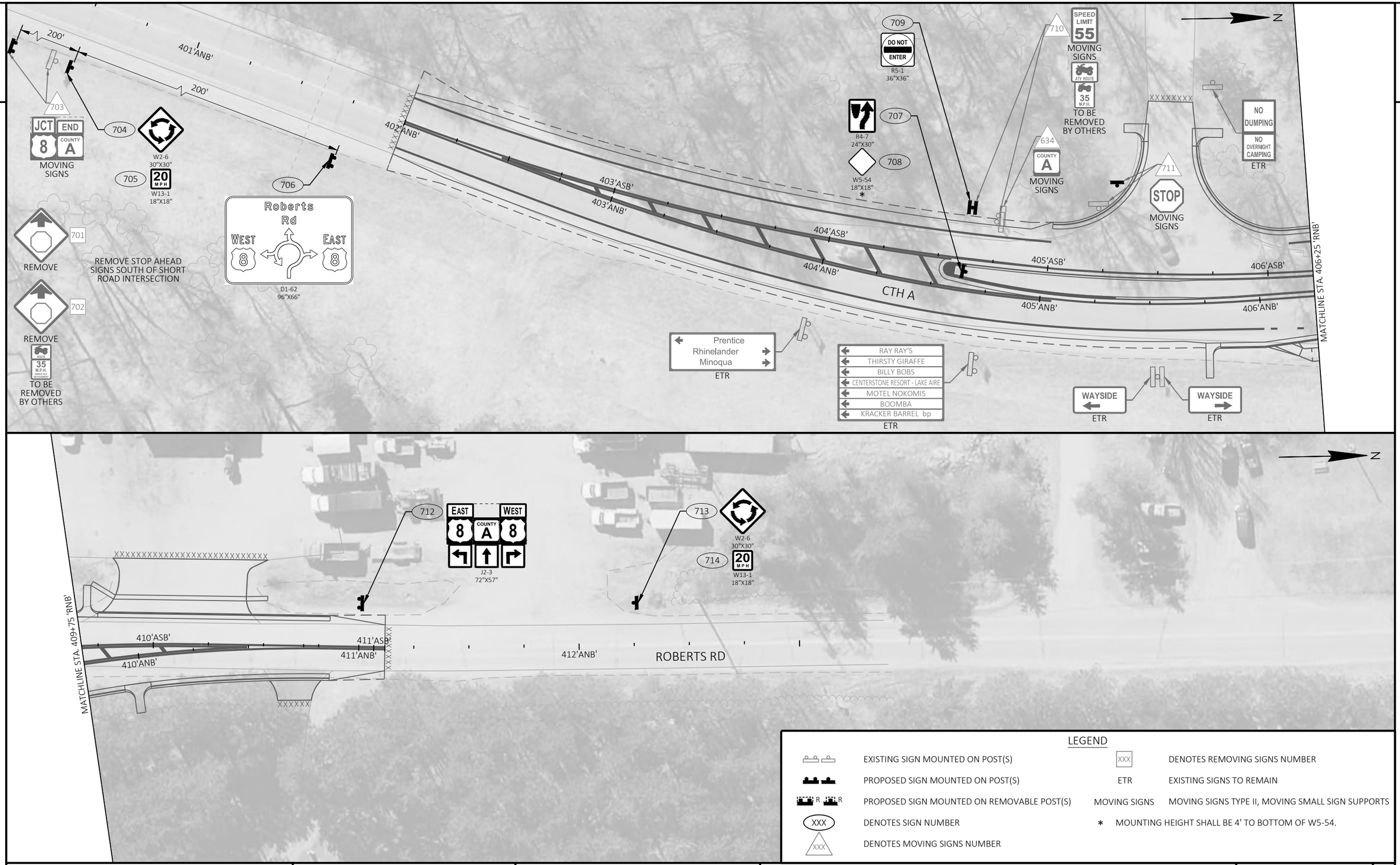
| | |
|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) |
| | PROPOSED SIGN MOUNTED ON POST(S) |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) |
| XXX | DENOTES SIGN NUMBER |
| XXX | DENOTES MOVING SIGNS NUMBER |
| XXX | DENOTES REMOVING SIGNS NUMBER |
| ETR | EXISTING SIGNS TO REMAIN |
| MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 81 | E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023208-ps

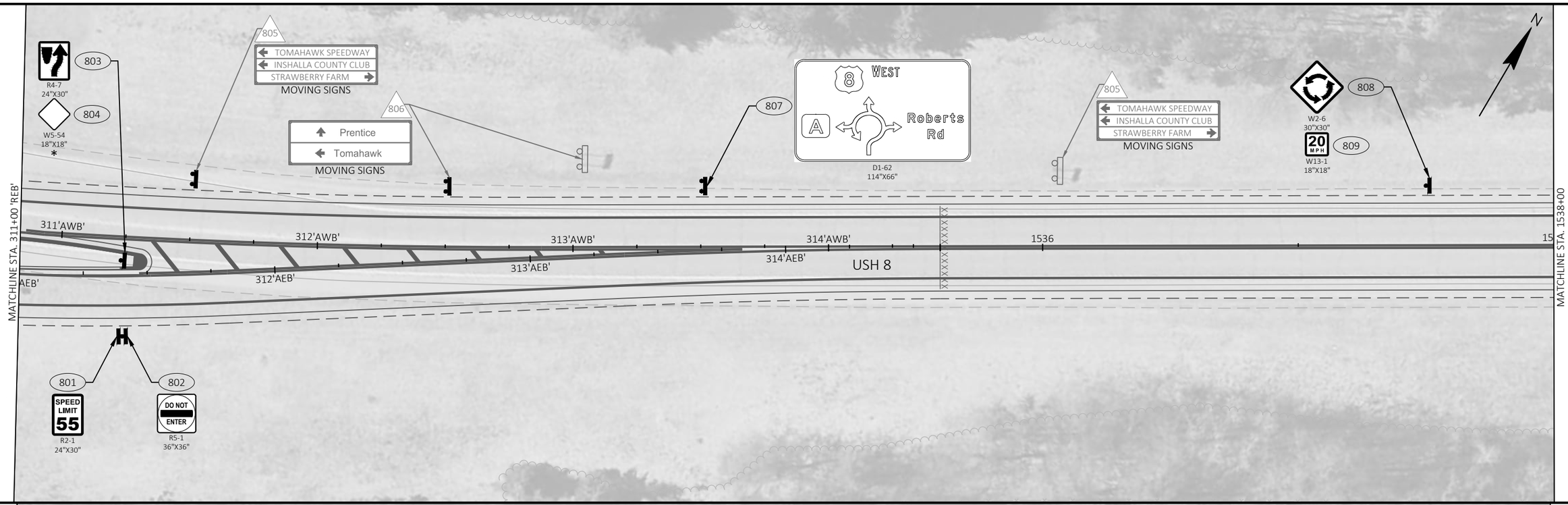
PLOT DATE : 4/25/2025 8:11 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 82 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023209-ps
PLOT DATE : 4/25/2025 8:11 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT




LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 83 E |

2

LAMER RD

MATCHLINE STA. 1544+00

44

1546

1548

15

MATCHLINE STA. 1550+00

USH 8

Muskellunge Lake Rd

ETR

LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

MATCHLINE STA. 1550+00

50

1552

1554

15

MATCHLINE STA. 1556+00

USH 8

MUSKELLUNGE LAKE RD

Muskellunge Lake Rd

ETR

STOP

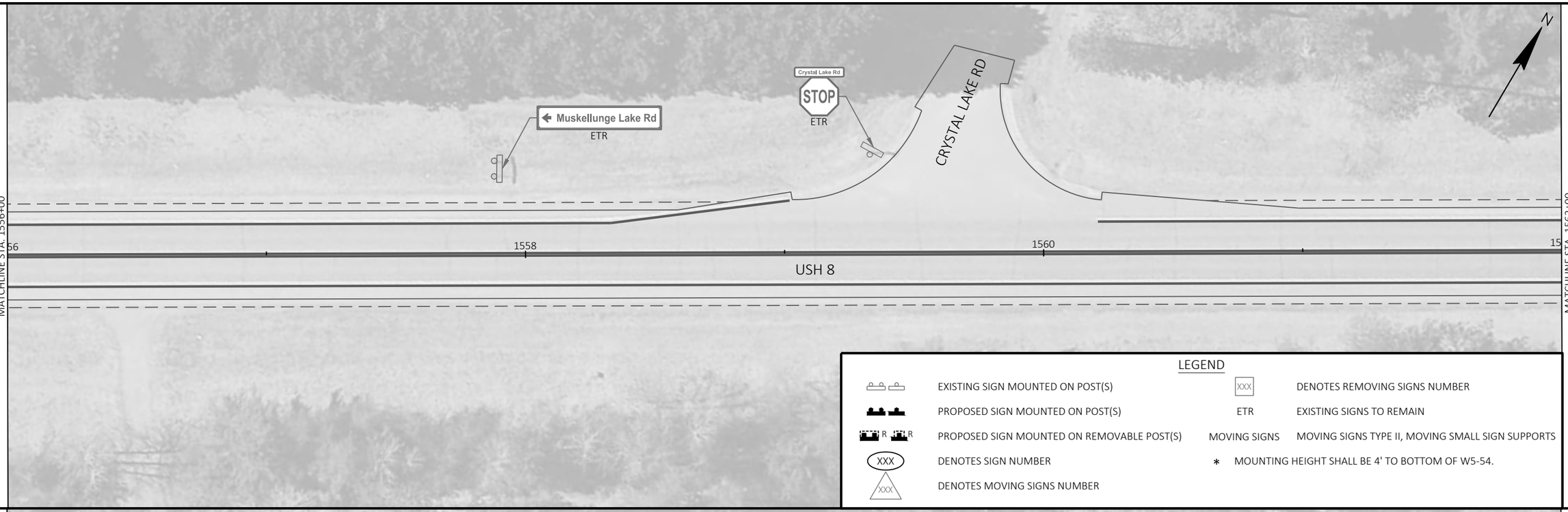
ETR

Crystal Lake Rd

ETR

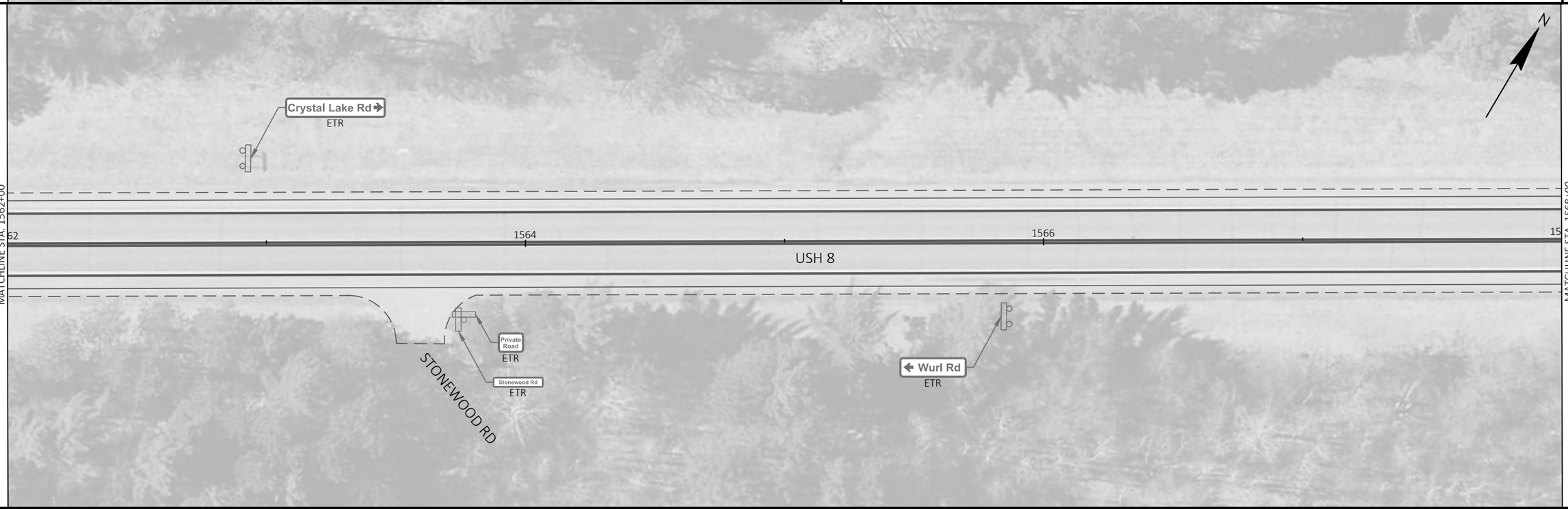
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 84 | E |
|---|---|---|---|---|---|

2




LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |



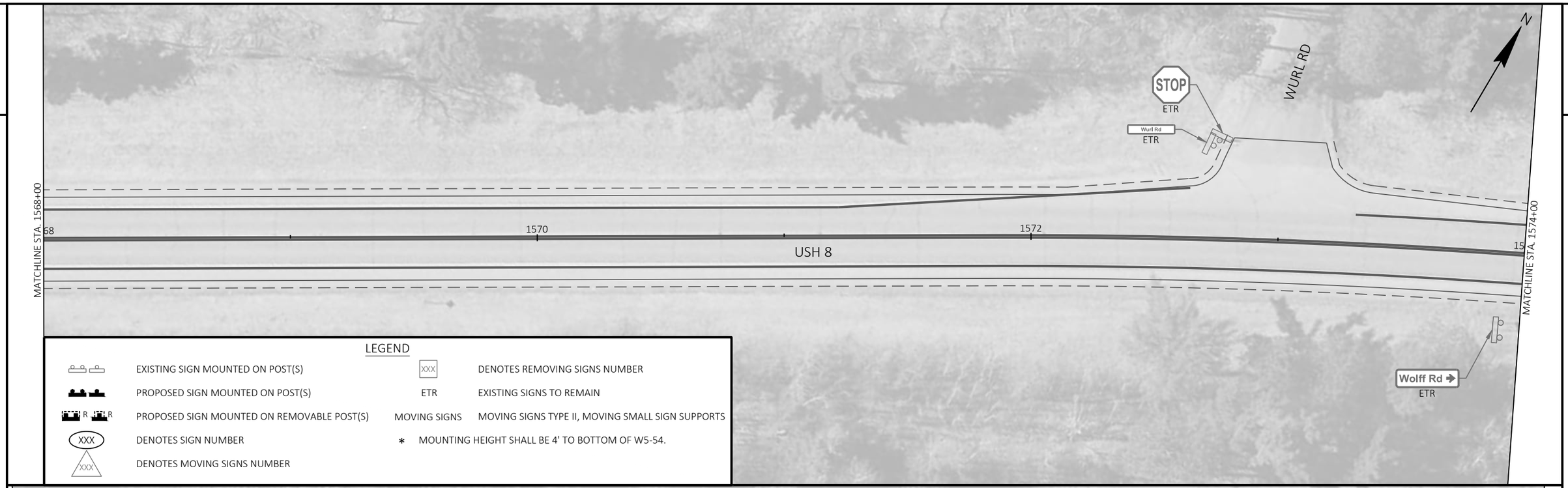

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 85 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023212-ps

PLOT DATE : 4/25/2025 8:11 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

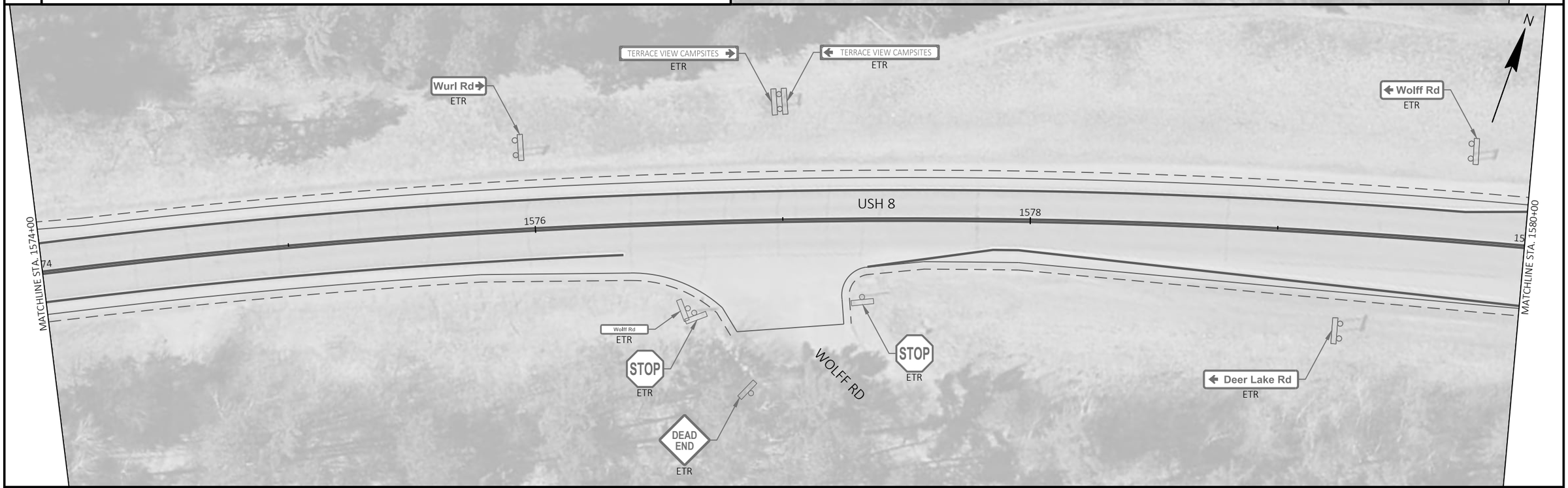
WISDOT/CADDS SHEET 42

2




LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |



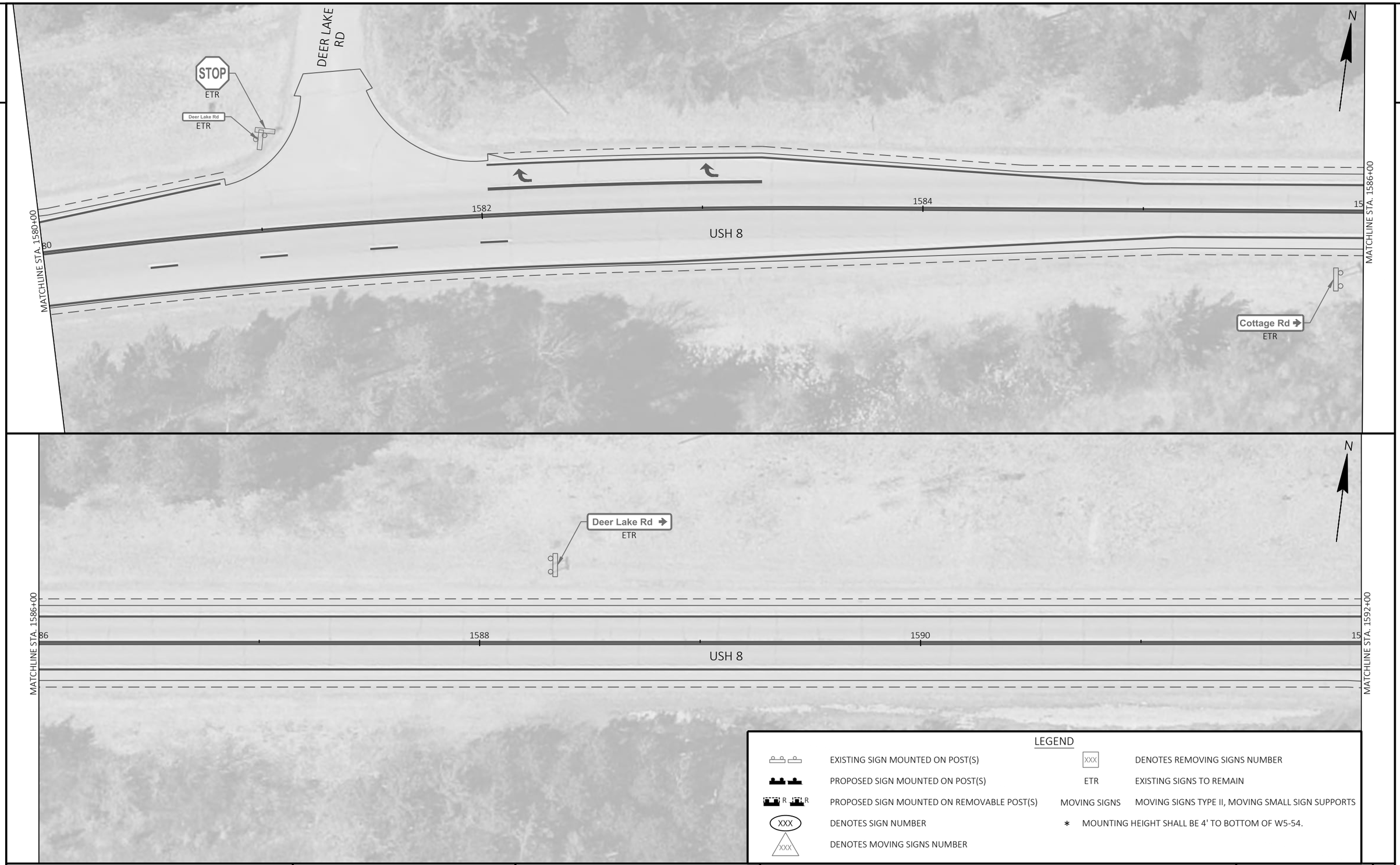

2

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 86 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023213-ps

PLOT DATE : 4/25/2025 8:11 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




2

LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 87 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023214-ps

PLOT DATE : 7/23/2026 10:18 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

MATCHLINE STA. 1592+00

MATCHLINE STA. 1598+00

1592

1594

1596

1598

USH 8

DEAD END
ETR

COTTAGE RD

Cottage Rd
ETR

STOP
ETR

N

MATCHLINE STA. 1598+00

MATCHLINE STA. 1604+00

1598

1600

1602

1604

USH 8

Cottage Rd
ETR

ETR

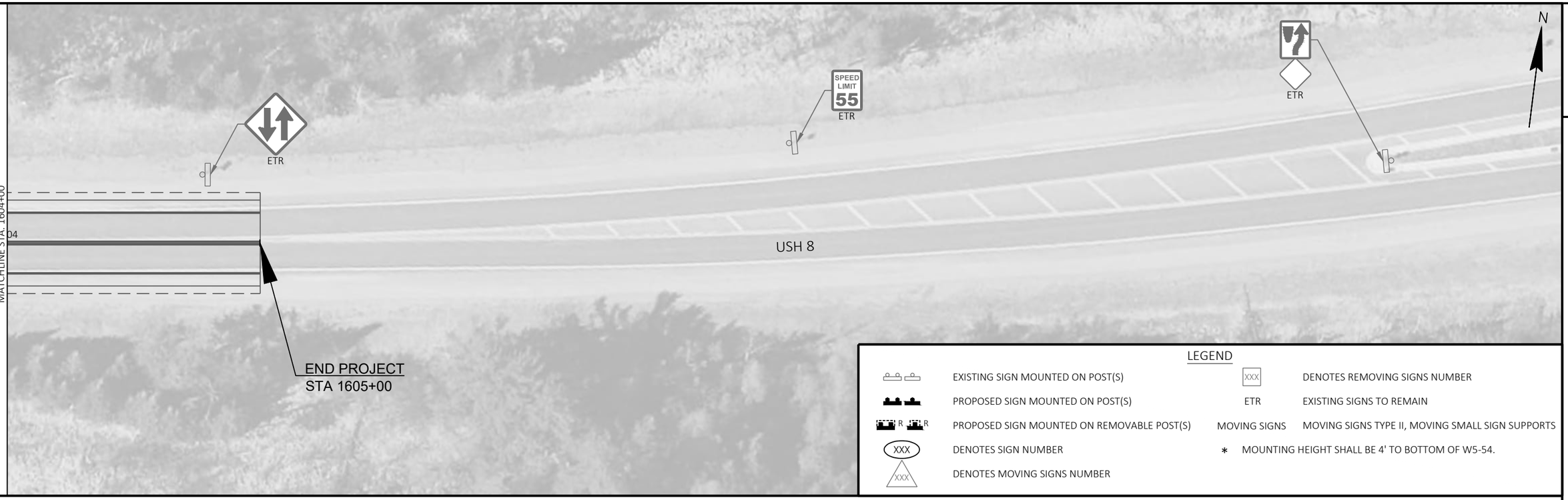
LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 88 | E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023215-ps

PLOT DATE : 4/25/2025 8:11 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT




LEGEND

| | | | |
|---|---|---|---|
| | EXISTING SIGN MOUNTED ON POST(S) | XXX | DENOTES REMOVING SIGNS NUMBER |
| | PROPOSED SIGN MOUNTED ON POST(S) | ETR | EXISTING SIGNS TO REMAIN |
| R R | PROPOSED SIGN MOUNTED ON REMOVABLE POST(S) | MOVING SIGNS | MOVING SIGNS TYPE II, MOVING SMALL SIGN SUPPORTS |
| XXX | DENOTES SIGN NUMBER | * | MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. |
| XXX | DENOTES MOVING SIGNS NUMBER | | |

2

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | EXISTING SIGN REMOVALS & PERMANENT SIGNING | SHEET 89 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023202-PS.DWG
LAYOUT NAME - 023216-ps
PLOT DATE : 4/25/2025 8:11 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

| WIRE COLOR | |
|---|---|
| CIRCUIT (A) | BLACK |
| CIRCUIT (B) | RED |
| GROUND (GND) | GREEN |

GENERAL NOTES

1. CONTACT WISDOT ELECTRICIAN, TIMOTHY KNOWLES (715) 401-0105, FOR COORDINATION OF INSTALLATION AND INSPECTION.

N

EXISTING R/W (TYP.)

GUY

POST

100'LWB'
100'LEB'
101'LWB'
101'LEB'
102'LWB'
102'LEB'
103'LWB'
103'LEB'
104'LWB'
104'LEB'
USH 8

IP

MATCHLINE 105+00 'LEB'

LC1-10-(B)
STA. 104+44.88'LEB', 28.6' RT
LED A - 5(T) - 12

PB-14
STA. 104+44.86'LEB', 33.6' RT

(B), 2 - #10
GND, 1 - #10

EXISTING R/W (TYP.)

## LEGEND

- LIGHTING UNIT, ALUMINUM (REFERENCE LEGEND IDENTIFICATION CODE FOR: TYPE, SIZE, CIRCUIT, ETC.)
- LIGHTING CONTROL CABINET 120/240 VOLT 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- PULL BOX NON-CONDUCTIVE, 24x42-INCH
- CONDUIT RIGID NON-METALLIC, SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- (A), 2 - #10 GND, 1 - #10 (CIRCUIT) CONDUIT WIRE CONFIGURATION

LC1-1-(A)
STA XXX+XX.XX, XX.XX' RT
LED A-5(T)-12

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

| 240 V SYSTEM | | | | | | |
|---|---|---|---|---|---|---|
| DISTRIBUTION CENTER | MAIN BREAKER | BRANCH CIRCUIT | COMPUTED AMPS | BRANCH CIRCUIT BREAKER | VOLTAGE DROP % | WIRE SIZE AWG |
| L35-2000 | 100 AMP | A | 2.2 | 30 AMP | 0.40 | #10 CU |
| | | B | 1.1 | 30 AMP | 0.67 | #10 CU |

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | LIGHTING PLAN - L35-2000 - USH 8 & CTH L | SHEET 90 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023601-lp

PLOT DATE : 4/25/2025 8:17 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

## LEGEND

- LIGHTING UNIT, ALUMINUM (REFERENCE LEGEND IDENTIFICATION CODE FOR: TYPE, SIZE, CIRCUIT, ETC.)
- LIGHTING CONTROL CABINET 120/240 VOLT 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- PULL BOX NON-CONDUCTIVE, 24x42-INCH
- CONDUIT RIGID NON-METALLIC, SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- (A), 2 - #10 GND, 1 - #10 — (CIRCUIT) CONDUIT WIRE CONFIGURATION

LC1-1-(A)
STA XXX+XX.XX, XX.XX' RT
LED A-5(T)-12

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

MATCHLINE 105+00 'LEB'

MATCHLINE 202+50 'LNB'

MATCHLINE 109+50 'LEB'

USH 8

CTH L

ROBERTS RD

EXISTING R/W (TYP.)

LC1
LIGHTING SYSTEM NUMBER - L35-2000
STA. 11+93.85'RAB', 56.4' RT

PB-1
STA. 11+90.13 'RAB', 54.4' RT

PB-2
STA. 11+85.45'RAB', 71.4' RT

PB-3
STA. 201+75.00'LSB', -30.8' LT

PB-5
STA. 11+32.69 'RAB', 65.9' RT

PB-6
STA. 202+25.93 'LNB', 40.9' RT

PB-7
STA. 109+56.93 'LWB', -48.7' LT

PB-10
STA. 10+25.37'RAB', 54.0' RT

PB-12
STA. 106+96.32'LEB', 46.0' RT

PB-13
STA. 105+70.00'LEB', 33.6' RT

PB-15
STA. 11+93.66'RAB', 48.9' RT

PB-16
STA. 12+28.52'RAB', 59.2' RT

PB-17
STA. 105+75.67 'LWB', -29.8' LT

LC1-1-(A)
STA. 11+82.19'RAB', 77.8' RT
LED A- 5(T)-12

LC1-3-(A)
STA. 11+30.67 'RAB', 56.9' RT
LED A-5(T)-12

LC1-4-(A)
STA. 202+25.51 'LNB', 35.9' RT
LED A-5(T)-12

LC1-5-(A)
STA. 109+71.66 'LWB', -43.9' LT
LED A-5(T)-12

LC1-7-(B)
STA. 10+22.28'RAB', 46.0' RT
LED A- 5(T)-12

LC1-9-(B)
STA. 106+97.55'LEB', 41.1' RT
LED A- 5(T)-12

LC1-11-(A)
STA. 12+29.81'RAB', 54.9' RT
LED A- 5(T)-12

LC1-12-(A)
STA. 105+75.67'LWB', -24.8' LT
LED A- 5(T)-12

(A), 2 - #10 GND, 1 - #10
(A), 6 - #10 GND, 3 - #10
(A), 2 - #10 (B), 2 - #10 GND, 2 - #10
(A), 4 - #10 GND, 2 - #10
(B), 2 - #10 GND, 1 - #10
(B), 6 - #10 GND, 3 - #10
(A), 2 - #10 GND, 1 - #10
3 - 3"

106'LWB'
106'LEB'
107'LWB'
107'LEB'
109'LEB'
202'LSB'
202'LNB'
201'LSB'
201'LNB'
13'RAB'
11'RAB'
12'RAB'

N

WIRE COLOR

| | |
|---|---|
| CIRCUIT (A) | BLACK |
| CIRCUIT (B) | RED |
| GROUND (GND) | GREEN |

GENERAL NOTES

1. CONTACT WISDOT ELECTRICIAN, TIMOTHY KNOWLES (715) 401-0105, FOR COORDINATION OF INSTALLATION AND INSPECTION.

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | LIGHTING PLAN - L35-2000 - USH 8 & CTH L | SHEET 91 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023602-lp

PLOT DATE : 4/25/2025 8:17 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

## LEGEND

- LIGHTING UNIT, ALUMINUM (REFERENCE LEGEND IDENTIFICATION CODE FOR: TYPE, SIZE, CIRCUIT, ETC.)
- LIGHTING CONTROL CABINET 120/240 VOLT 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- PULL BOX NON-CONDUCTIVE, 24x42-INCH
- CONDUIT RIGID NON-METALLIC, SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- (A), 2 - #10 GND, 1 - #10 (CIRCUIT) CONDUIT WIRE CONFIGURATION

LC1-1-(A)
STA XXX+XX.XX, XX.XX' RT — LOCATION (TO CENTER OF POLE)
LED A-5(T)-12

- CONTROL CABINET DESIGNATION
- POLE NUMBER
- LIGHTING CIRCUIT
- LUMINAIRE ARM LENGTH (FEET)
- POLE TYPE (T) INCLUDES TRANSFORMER BASE
- LUMINAIRE DESIGNATION

| WIRE COLOR | |
|---|---|
| CIRCUIT (A) | BLACK |
| CIRCUIT (B) | RED |
| GROUND (GND) | GREEN |

### GENERAL NOTES

1. CONTACT WISDOT ELECTRICIAN, TIMOTHY KNOWLES (715) 401-0105, FOR COORDINATION OF INSTALLATION AND INSPECTION.

N

MATCHLINE 109+50 'LEB'

110'LWB'

110'LEB'

111'LWB'

111'LEB'

112'LWB'

112'LEB'

113'LWB'

113'LEB'

USH 8

(A), 2 - #10 GND, 1 - #10

(B), 2 - #10 GND, 1 - #10

PB-8
STA. 111+00.01 'LWB', -31.1' LT

PB-11
STA. 110+69.19'LEB', 30.8' RT

LC1-8-(B)
STA. 110+69.07'LEB', 25.8' RT
LED A- 5(T)-12

LC1-6-(A)
STA. 112+24.98 'LWB', -25.3' LT
LED A-5(T)-12

PB-9
STA. 112+24.99 'LWB', -30.3' LT

EXISTING R/W (TYP.)

EXISTING R/W (TYP.)

GUY

GUY

OST

OH

FO

T

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | LIGHTING PLAN - L35-2000 - USH 8 & CTH L | SHEET 92 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023603-lp

PLOT DATE : 4/25/2025 8:17 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

EXISTING R/W (TYP.)

EXISTING R/W (TYP.)

206'LNB'

205'LSB'

205'LNB'

204'LSB'

204'LNB'

203'LSB'

203'LNB'

CTH L

IP

POST

VENT

LC1-2-(A)
STA. 203+08.61'LSB', -25.8' LT
LED A- 5(T)-12

PB-4
STA. 203+08.61'LSB', -30.8' LT

(A), 2 - #10
GND, 1 - #10

MATCHLINE 202+50 'LNB'

| WIRE COLOR | |
|---|---|
| CIRCUIT (A) | BLACK |
| CIRCUIT (B) | RED |
| GROUND (GND) | GREEN |

GENERAL NOTES

1. CONTACT WISDOT ELECTRICIAN, TIMOTHY KNOWLES (715) 401-0105, FOR COORDINATION OF INSTALLATION AND INSPECTION.

## LEGEND

- LIGHTING UNIT, ALUMINUM (REFERENCE LEGEND IDENTIFICATION CODE FOR: TYPE, SIZE, CIRCUIT, ETC.)
- LIGHTING CONTROL CABINET 120/240 VOLT 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- PULL BOX NON-CONDUCTIVE, 24x42-INCH
- CONDUIT RIGID NON-METALLIC, SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- (A), 2 - #10 GND, 1 - #10 (CIRCUIT) CONDUIT WIRE CONFIGURATION

LC1-1-(A)
STA XXX+XX.XX, XX.XX' RT
LED A-5(T)-12

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

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | LIGHTING PLAN - L35-2000 - USH 8 & CTH L | SHEET 93 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023604-lp

PLOT DATE : 4/25/2025 8:17 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

## LEGEND

- LIGHTING UNIT, ALUMINUM (REFERENCE LEGEND IDENTIFICATION CODE FOR: TYPE, SIZE, CIRCUIT, ETC.)
- LIGHTING CONTROL CABINET 120/240 VOLT 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- PULL BOX NON-CONDUCTIVE, 24x42-INCH
- CONDUIT RIGID NON-METALLIC, SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- (A), 2 - #10 GND, 1 - #10 (CIRCUIT) CONDUIT WIRE CONFIGURATION

LC1-1-(A)
STA XXX+XX.XX, XX.XX' RT
LED A-5(T)-12

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

| WIRE COLOR | |
|---|---|
| CIRCUIT (A) | BLACK |
| CIRCUIT (B) | RED |
| GROUND (GND) | GREEN |

GENERAL NOTES

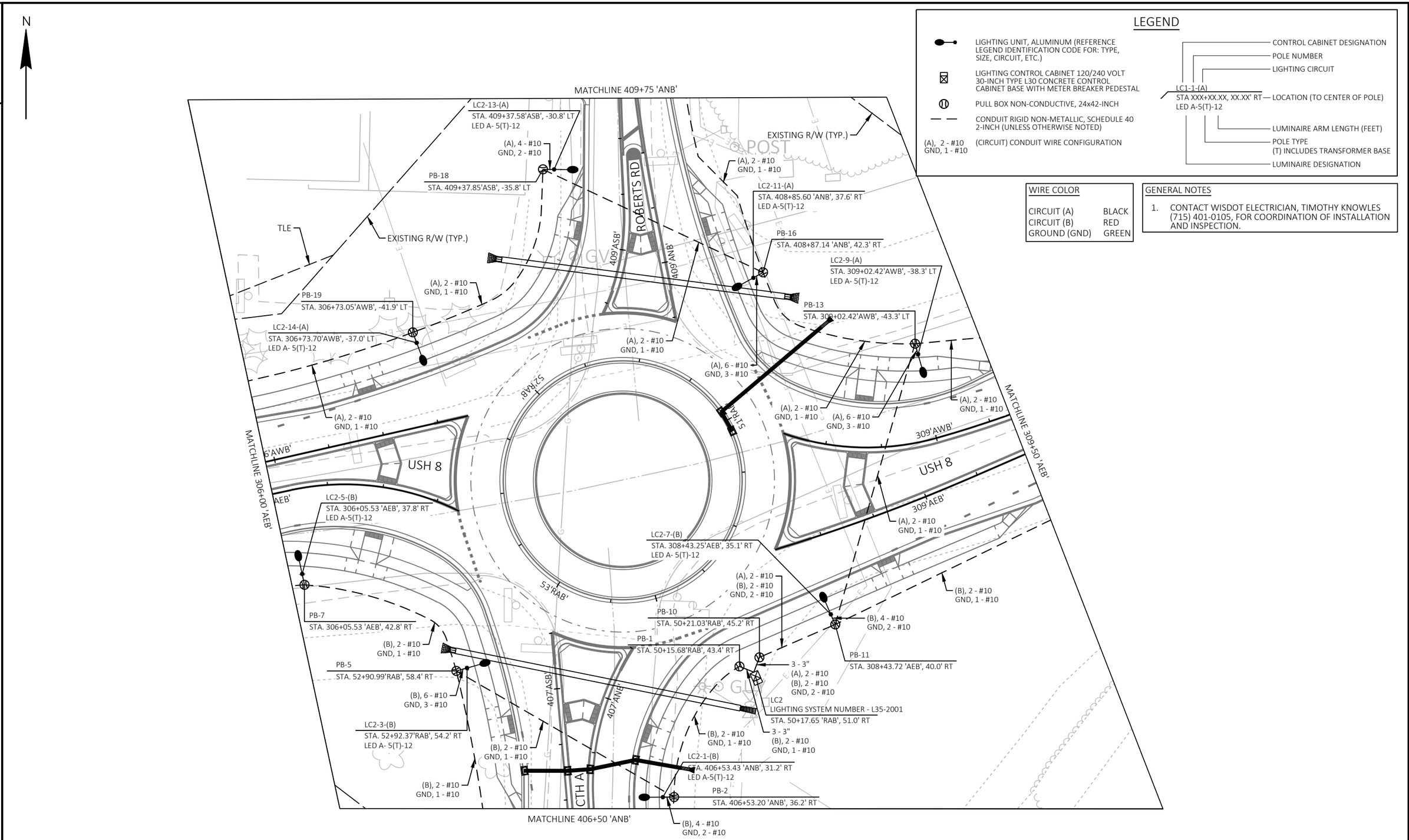
1. CONTACT WISDOT ELECTRICIAN, TIMOTHY KNOWLES (715) 401-0105, FOR COORDINATION OF INSTALLATION AND INSPECTION.

WELL
GUY
IP
HO
E
EXISTING R/W (TYP.)
301'AWB'
301'AEB'
302'AWB'
302'AEB'
303'AWB'
303'AEB'
304'AWB'
304'AEB'
305'AWB'
305'AEB'
USH 8
MATCHLINE 306+00 'AEB'
(A), 2 - #10 GND, 1 - #10
PB-20
STA. 304+93.51'AWB', -29.5' LT
LC2-15-(A)
STA. 304+93.51'AWB', -24.5' LT
LED A- 5(T)-12
LC2-6-(B)
STA. 303+80.72'AEB', 23.4' RT
LED A- 5(T)-12
PB-9
STA. 303+80.70'AEB', 28.4' RT
(B), 2 - #10 GND, 1 - #10
PB-8
STA. 305+00.00 'AEB', 29.1' RT
(B), 2 - #10 GND, 1 - #10
EXISTING R/W (TYP.)

| 240 V SYSTEM | | | | | | |
|---|---|---|---|---|---|---|
| DISTRIBUTION CENTER | MAIN BREAKER | BRANCH CIRCUIT | COMPUTED AMPS | BRANCH CIRCUIT BREAKER | VOLTAGE DROP % | WIRE SIZE AWG |
| L35-2001 | 100 AMP | A | 1.925 | 30 AMP | 0.88 | #10 CU |
| | | B | 2.2 | 30 AMP | 0.47 | #10 CU |

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | LIGHTING PLAN - L35-2001 - USH 8 & CTH A / ROBERTS RD | SHEET 94 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023605-lp
PLOT DATE : 4/25/2025 8:17 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT




## LEGEND

- LIGHTING UNIT, ALUMINUM (REFERENCE LEGEND IDENTIFICATION CODE FOR: TYPE, SIZE, CIRCUIT, ETC.)
- LIGHTING CONTROL CABINET 120/240 VOLT 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- PULL BOX NON-CONDUCTIVE, 24x42-INCH
- CONDUIT RIGID NON-METALLIC, SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- (A), 2 - #10 GND, 1 - #10 (CIRCUIT) CONDUIT WIRE CONFIGURATION

LC1-1-(A) — CONTROL CABINET DESIGNATION
STA XXX+XX.XX, XX.XX' RT — POLE NUMBER
LED A-5(T)-12 — LIGHTING CIRCUIT
LOCATION (TO CENTER OF POLE)
LUMINAIRE ARM LENGTH (FEET)
POLE TYPE (T) INCLUDES TRANSFORMER BASE
LUMINAIRE DESIGNATION

| WIRE COLOR | |
|---|---|
| CIRCUIT (A) | BLACK |
| CIRCUIT (B) | RED |
| GROUND (GND) | GREEN |

**GENERAL NOTES**

1. CONTACT WISDOT ELECTRICIAN, TIMOTHY KNOWLES (715) 401-0105, FOR COORDINATION OF INSTALLATION AND INSPECTION.

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | LIGHTING PLAN - L35-2001 - USH 8 & CTH A / ROBERTS RD | SHEET 95 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023606-lp
PLOT DATE : 4/25/2025 8:17 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

N

EXISTING R/W (TYP.)

1536+00 Existing

314'AWB'

314'AEB'

313'AWB'

313'AEB'

312'AWB'

312'AEB'

311'AWB'

311'AEB'

310'AWB'

310'AEB'

USH 8

MATCHLINE 309+50 'AEB'

GUY

IP

POST

LC2-10-(A)
STA. 311+35.53 'AWB', -27.2' LT
LED A-5(T)-12

PB-15
STA. 311+35.53'AWB', -32.1' LT

(A), 2 - #10
GND, 1 - #10

PB-14
STA. 310+30.00'AWB', -32.1' LT

(A), 2 - #10
GND, 1 - #10

LC2-8-(B)
STA. 310+34.31 'AEB', 24.1' RT
LED A-5(T)-12

PB-12
STA. 310+34.31 'AEB', 29.1' RT

(B), 2 - #10
GND, 1 - #10

EXISTING R/W (TYP.)

| WIRE COLOR | |
|---|---|
| CIRCUIT (A) | BLACK |
| CIRCUIT (B) | RED |
| GROUND (GND) | GREEN |

GENERAL NOTES

1. CONTACT WISDOT ELECTRICIAN, TIMOTHY KNOWLES (715) 401-0105, FOR COORDINATION OF INSTALLATION AND INSPECTION.

LEGEND

- LIGHTING UNIT, ALUMINUM (REFERENCE LEGEND IDENTIFICATION CODE FOR: TYPE, SIZE, CIRCUIT, ETC.)
- LIGHTING CONTROL CABINET 120/240 VOLT 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- PULL BOX NON-CONDUCTIVE, 24x42-INCH
- CONDUIT RIGID NON-METALLIC, SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- (A), 2 - #10 GND, 1 - #10 (CIRCUIT) CONDUIT WIRE CONFIGURATION

LC1-1-(A)
STA XXX+XX.XX, XX.XX' RT
LED A-5(T)-12

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

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | LIGHTING PLAN - L35-2001 - USH 8 & CTH A / ROBERTS RD | SHEET 96 | E |
|---|---|---|---|---|---|

2

MATCHLINE 406+50 'ANB'

2

N

WAYSIDE

EXISTING R/W (TYP.)

CTH A

406'ASB'

406'ANB'

405'ASB'

405'ANB'

404'ASB'

404'ANB'

403'ASB'

403'ANB'

(B), 2 - #10
GND, 1 - #10

PB-6
STA. 405+05.67'ASB', -32.2' LT

LC2-4-(B)
STA. 405+05.81'ASB', -27.3' LT
LED A- 5(T)-12

(B), 2 - #10
GND, 1 - #10

PB-3
STA. 405+50.00 'ANB', 28.7' RT

(B), 2 - #10
GND, 1 - #10

PB-4
STA. 404+22.85 'ANB', 28.7' RT

LC2-2-(B)
STA. 404+22.85 'ANB', 23.7' RT
LED A-5(T)-12

GUY

POST

EXISTING R/W (TYP.)

| WIRE COLOR | |
|---|---|
| CIRCUIT (A) | BLACK |
| CIRCUIT (B) | RED |
| GROUND (GND) | GREEN |

GENERAL NOTES

1. CONTACT WISDOT ELECTRICIAN, TIMOTHY KNOWLES (715) 401-0105, FOR COORDINATION OF INSTALLATION AND INSPECTION.

LEGEND

- LIGHTING UNIT, ALUMINUM (REFERENCE LEGEND IDENTIFICATION CODE FOR: TYPE, SIZE, CIRCUIT, ETC.)
- LIGHTING CONTROL CABINET 120/240 VOLT 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- PULL BOX NON-CONDUCTIVE, 24x42-INCH
- CONDUIT RIGID NON-METALLIC, SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- (A), 2 - #10 GND, 1 - #10 (CIRCUIT) CONDUIT WIRE CONFIGURATION

LC1-1-(A)
STA XXX+XX.XX, XX.XX' RT
LED A-5(T)-12

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

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | LIGHTING PLAN - L35-2001 - USH 8 & CTH A / ROBERTS RD | SHEET 97 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023608-lp

PLOT DATE : 4/25/2025 8:17 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

## LEGEND

- LIGHTING UNIT, ALUMINUM (REFERENCE LEGEND IDENTIFICATION CODE FOR: TYPE, SIZE, CIRCUIT, ETC.)
- LIGHTING CONTROL CABINET 120/240 VOLT 30-INCH TYPE L30 CONCRETE CONTROL CABINET BASE WITH METER BREAKER PEDESTAL
- PULL BOX NON-CONDUCTIVE, 24x42-INCH
- CONDUIT RIGID NON-METALLIC, SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- (A), 2 - #10 GND, 1 - #10 — (CIRCUIT) CONDUIT WIRE CONFIGURATION

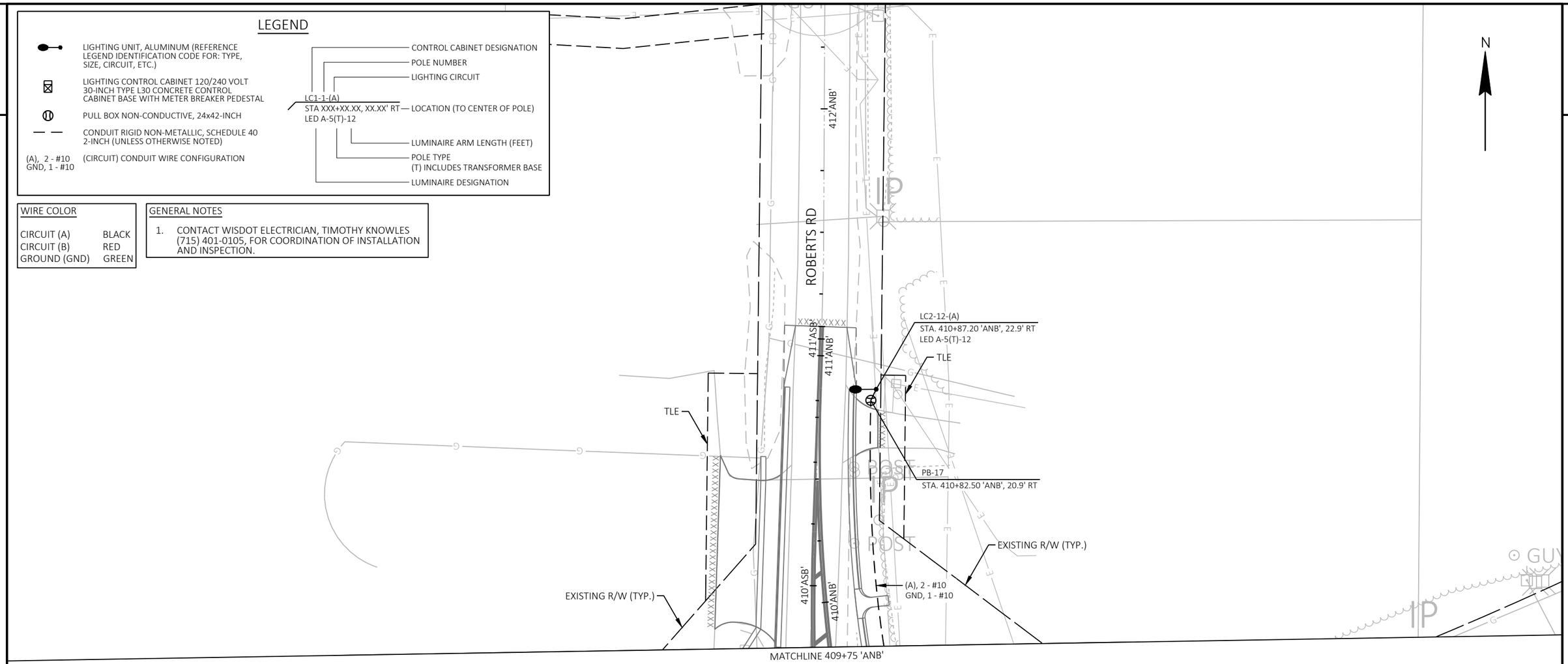
LC1-1-(A)
STA XXX+XX.XX, XX.XX' RT
LED A-5(T)-12

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

| WIRE COLOR | |
|---|---|
| CIRCUIT (A) | BLACK |
| CIRCUIT (B) | RED |
| GROUND (GND) | GREEN |

**GENERAL NOTES**

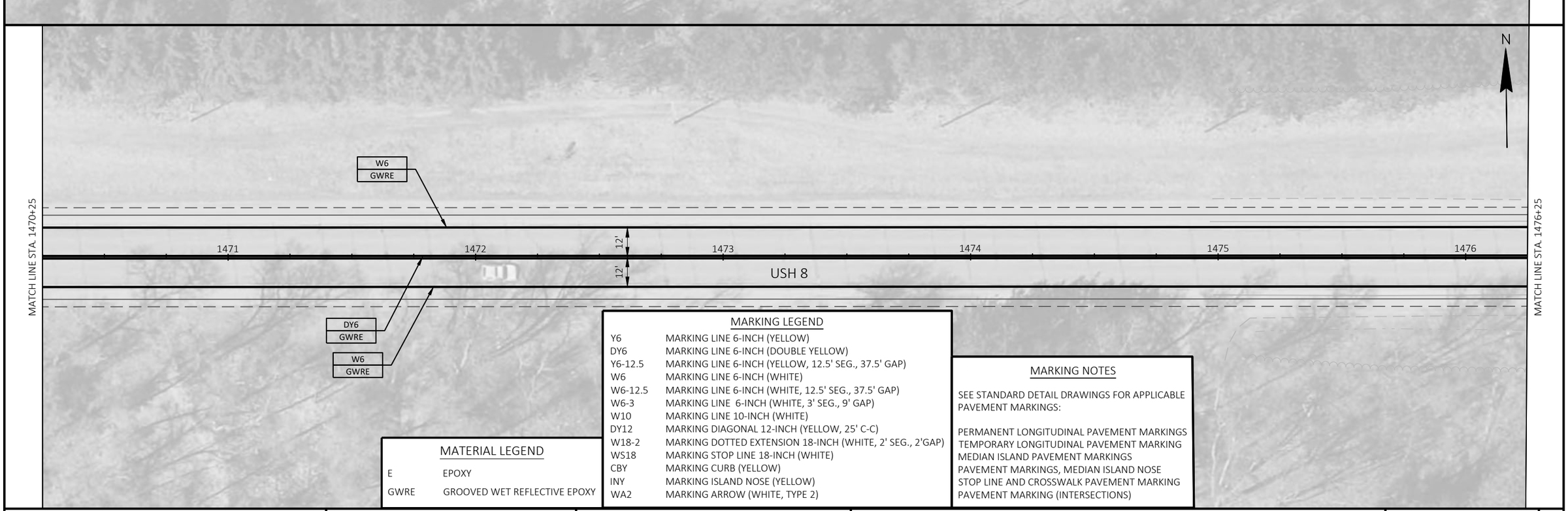
1. CONTACT WISDOT ELECTRICIAN, TIMOTHY KNOWLES (715) 401-0105, FOR COORDINATION OF INSTALLATION AND INSPECTION.




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | LIGHTING PLAN - L35-2001 - USH 8 & CTH A / ROBERTS RD | SHEET 98 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023609-lp
PLOT DATE : 4/25/2025 8:17 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

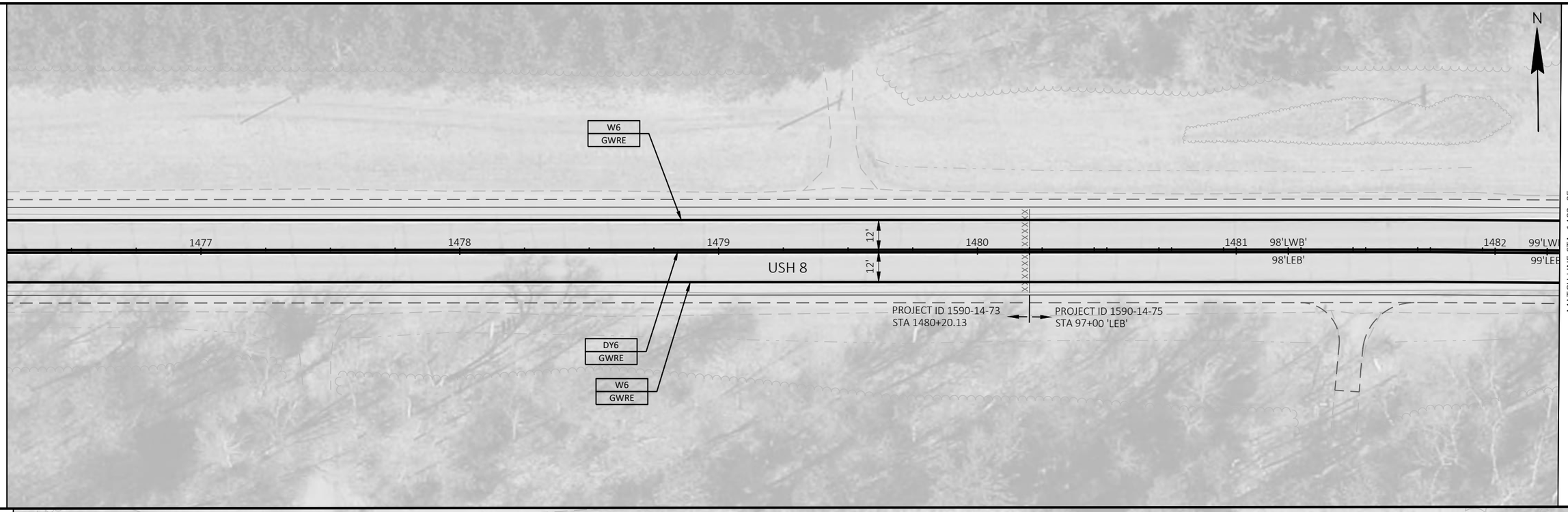
## MARKING NOTES

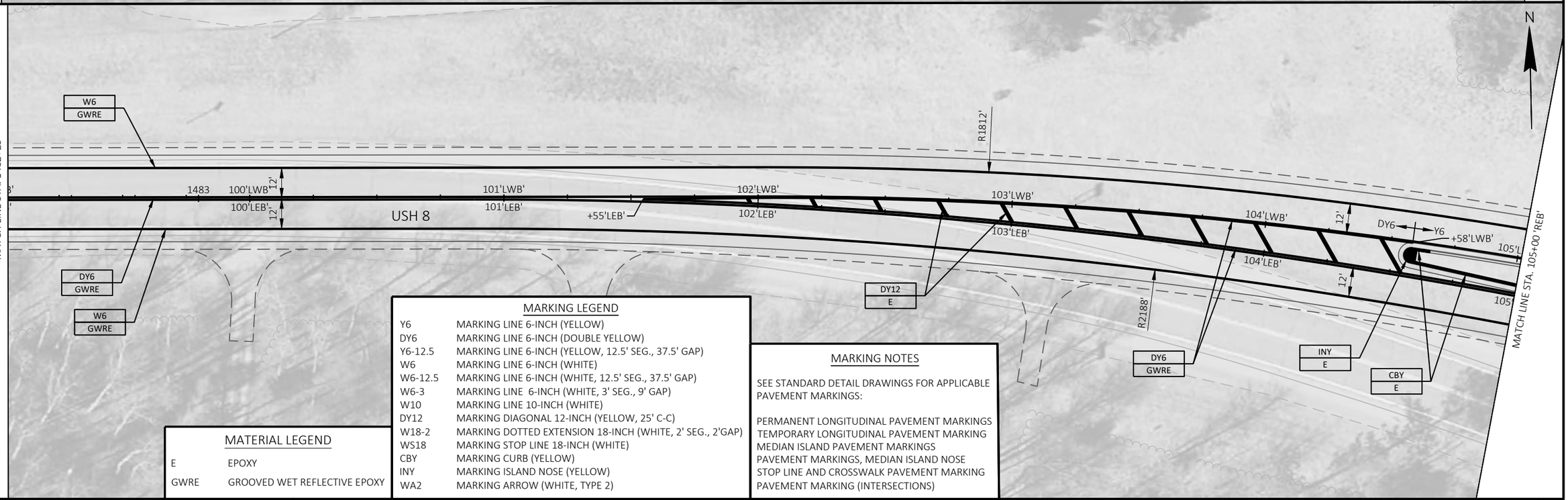
SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 99 E |

2




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

## MARKING NOTES

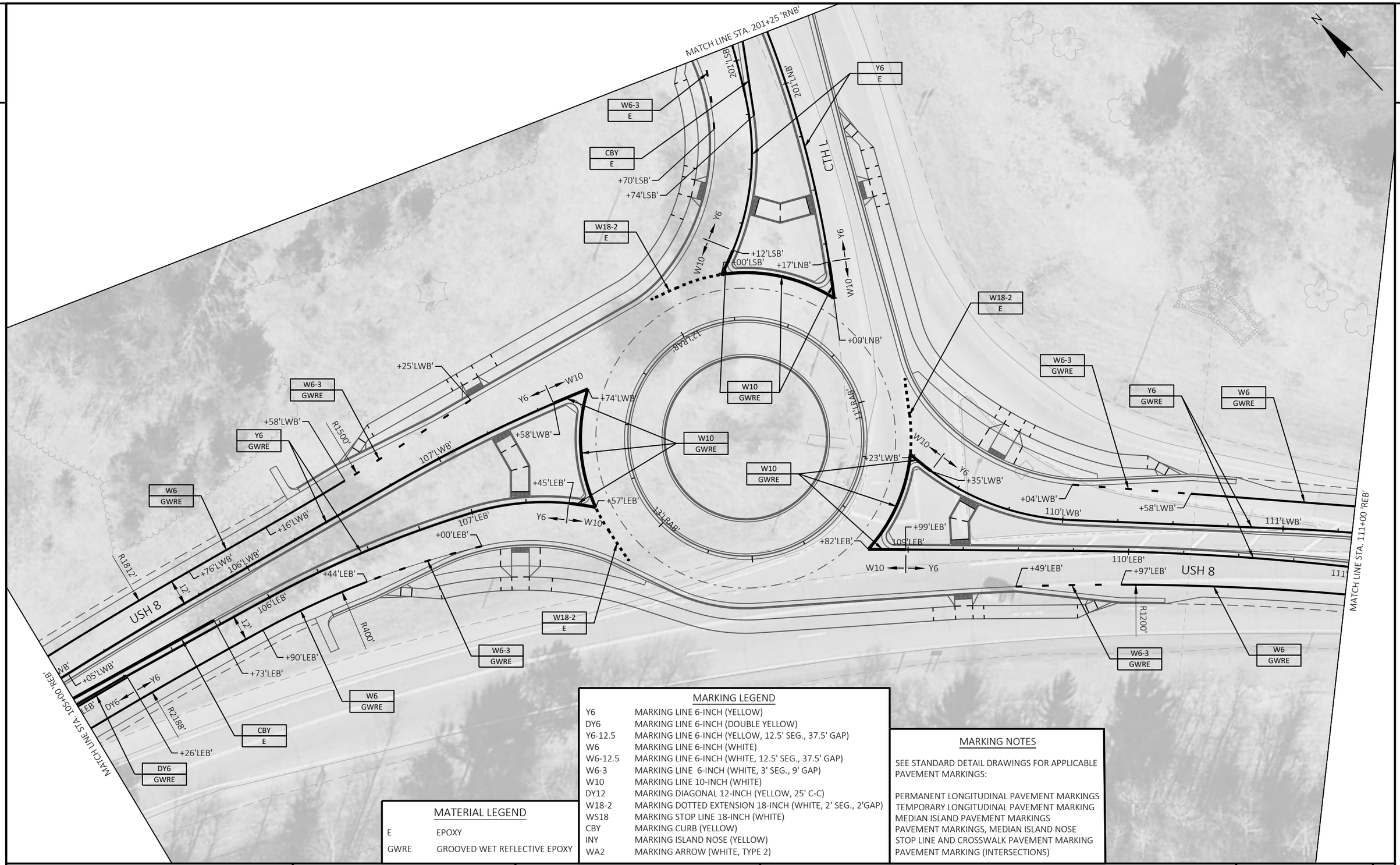
SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1590-14-73,75 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 100 | E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024502-pm
PLOT DATE : 5/1/2026 6:33 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

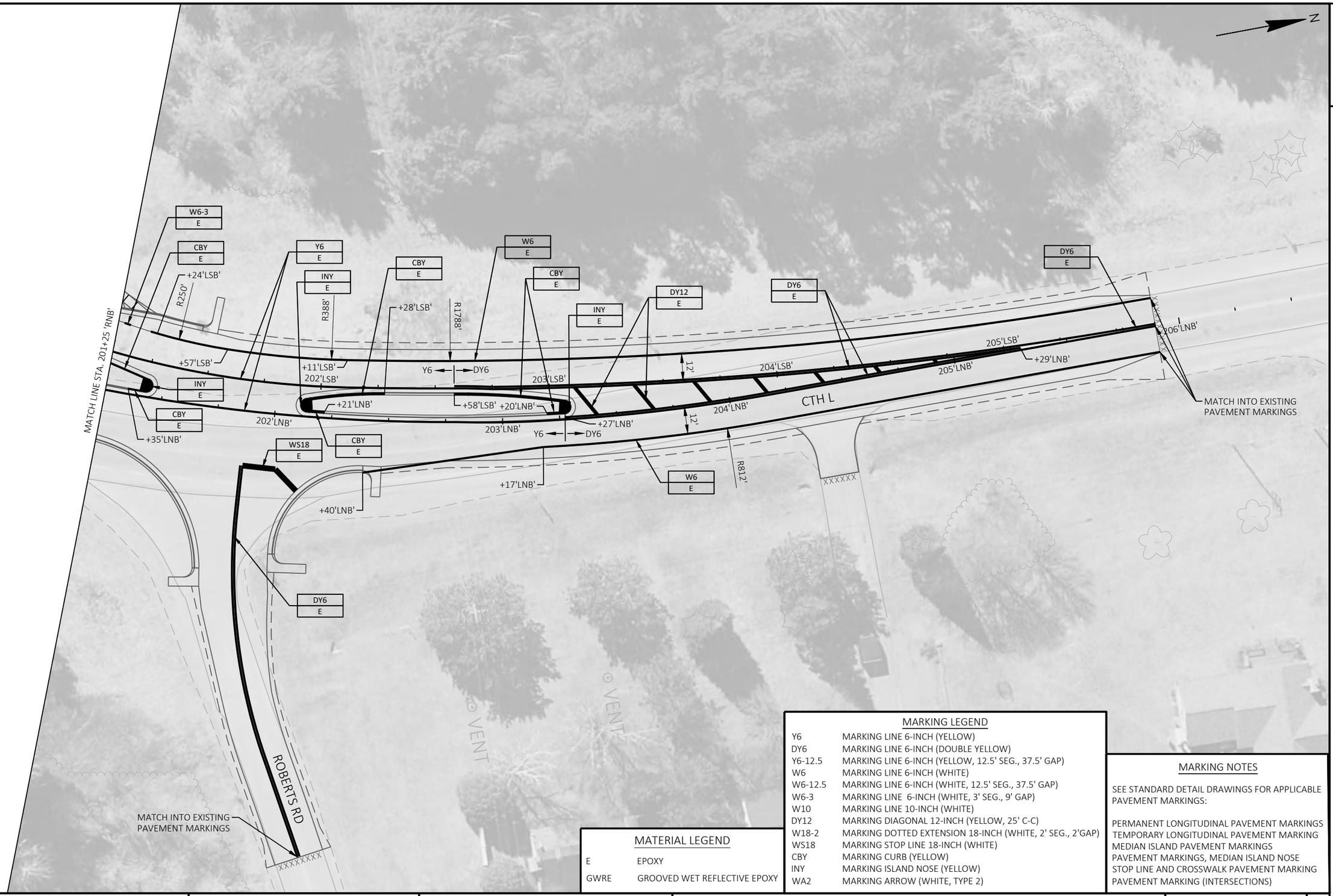
## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 101 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024503-pm
PLOT DATE : 5/1/2026 6:33 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

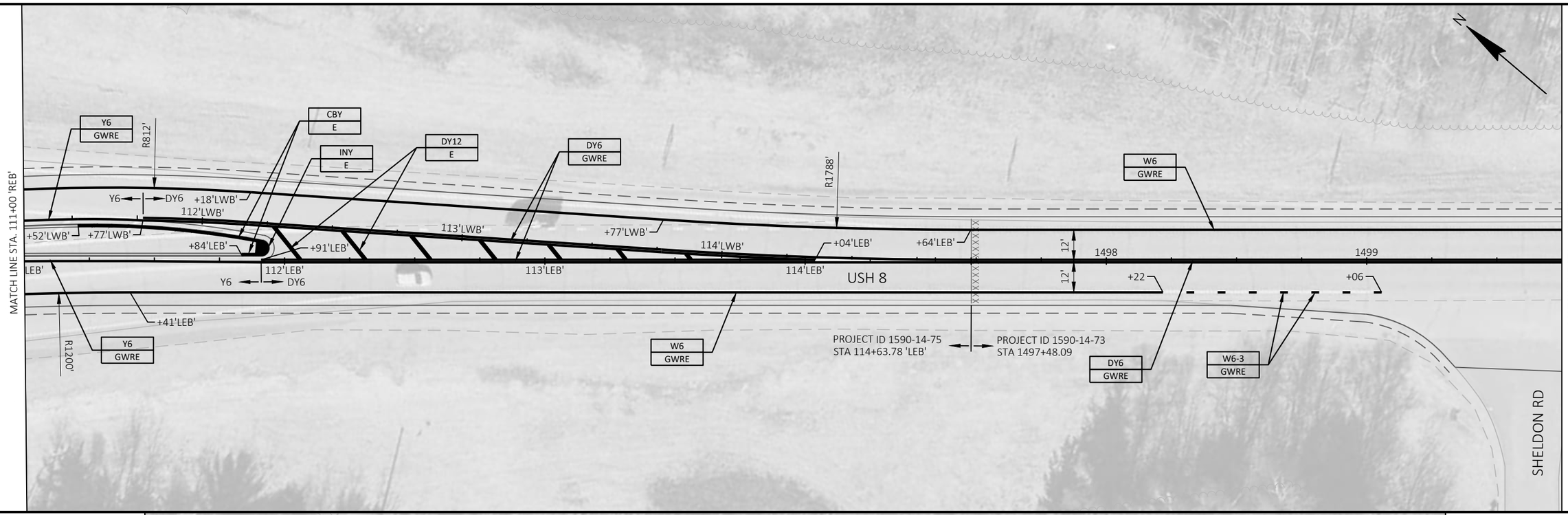
## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 102 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024504-pm
PLOT DATE : 5/1/2026 6:33 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

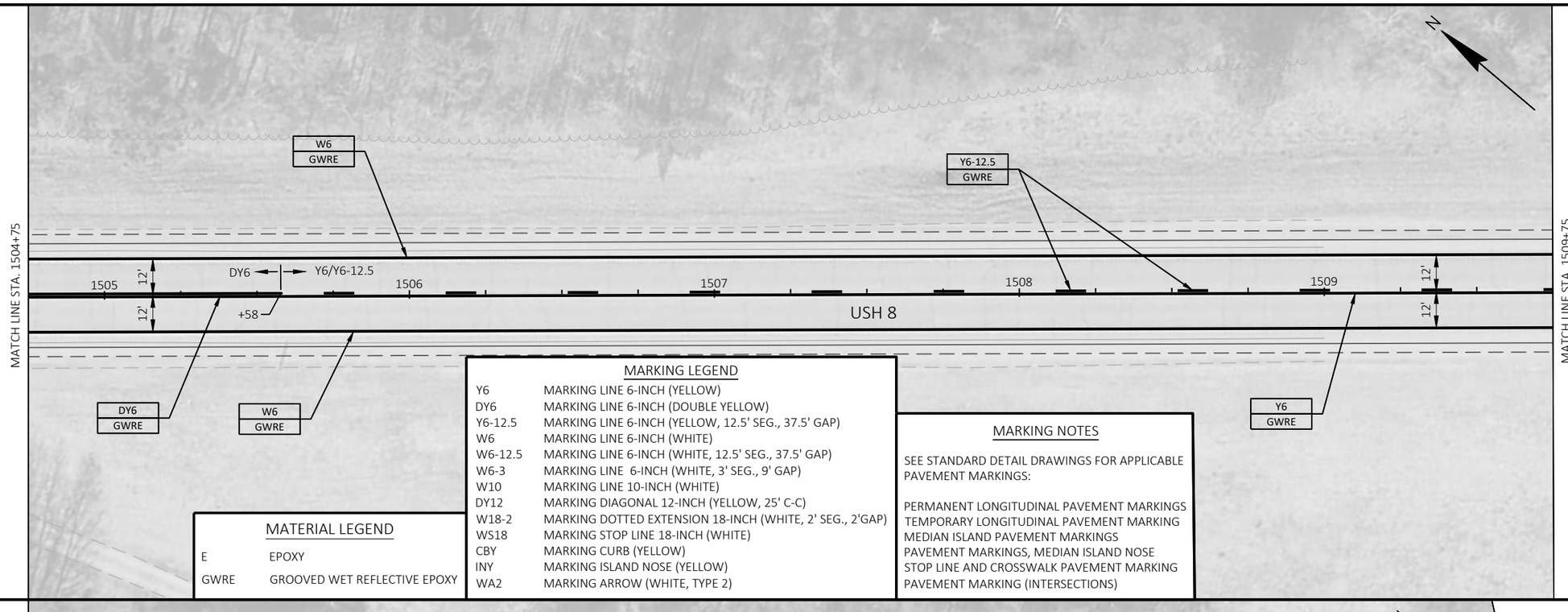
## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-73,75 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 103 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024505-pm
PLOT DATE : 5/1/2026 6:33 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

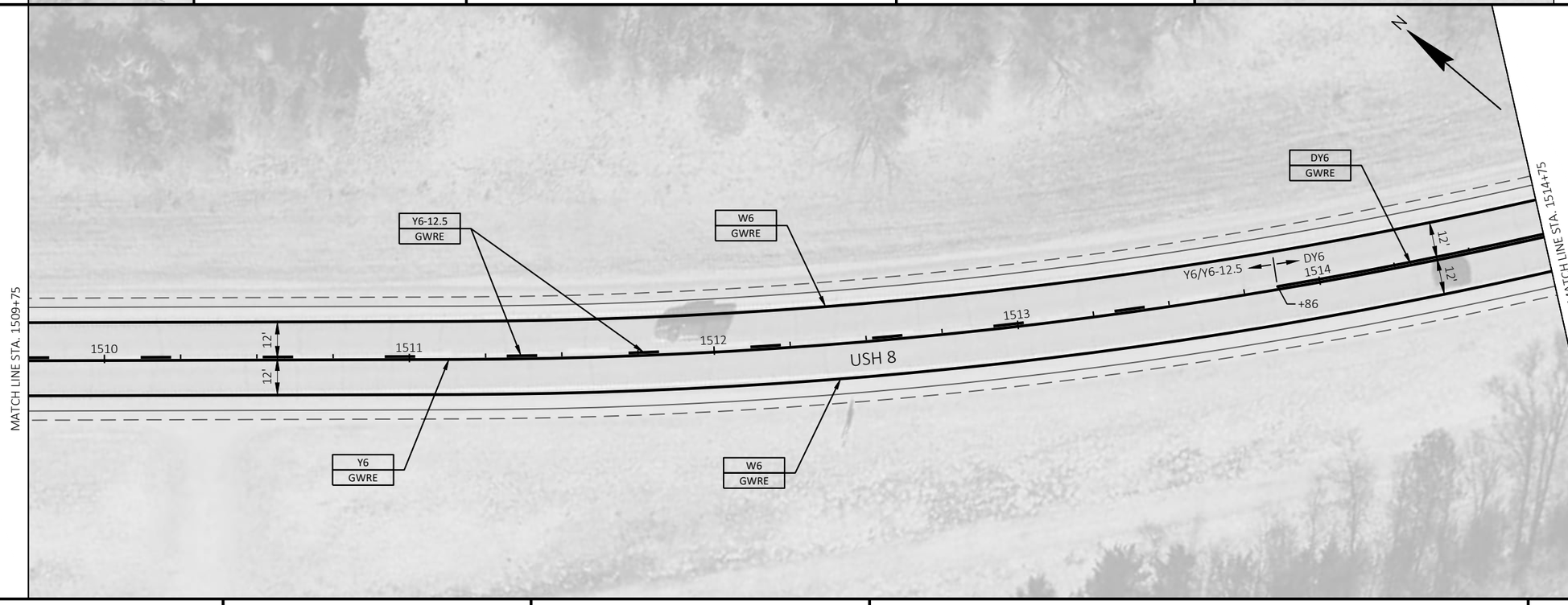
## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

## MARKING NOTES

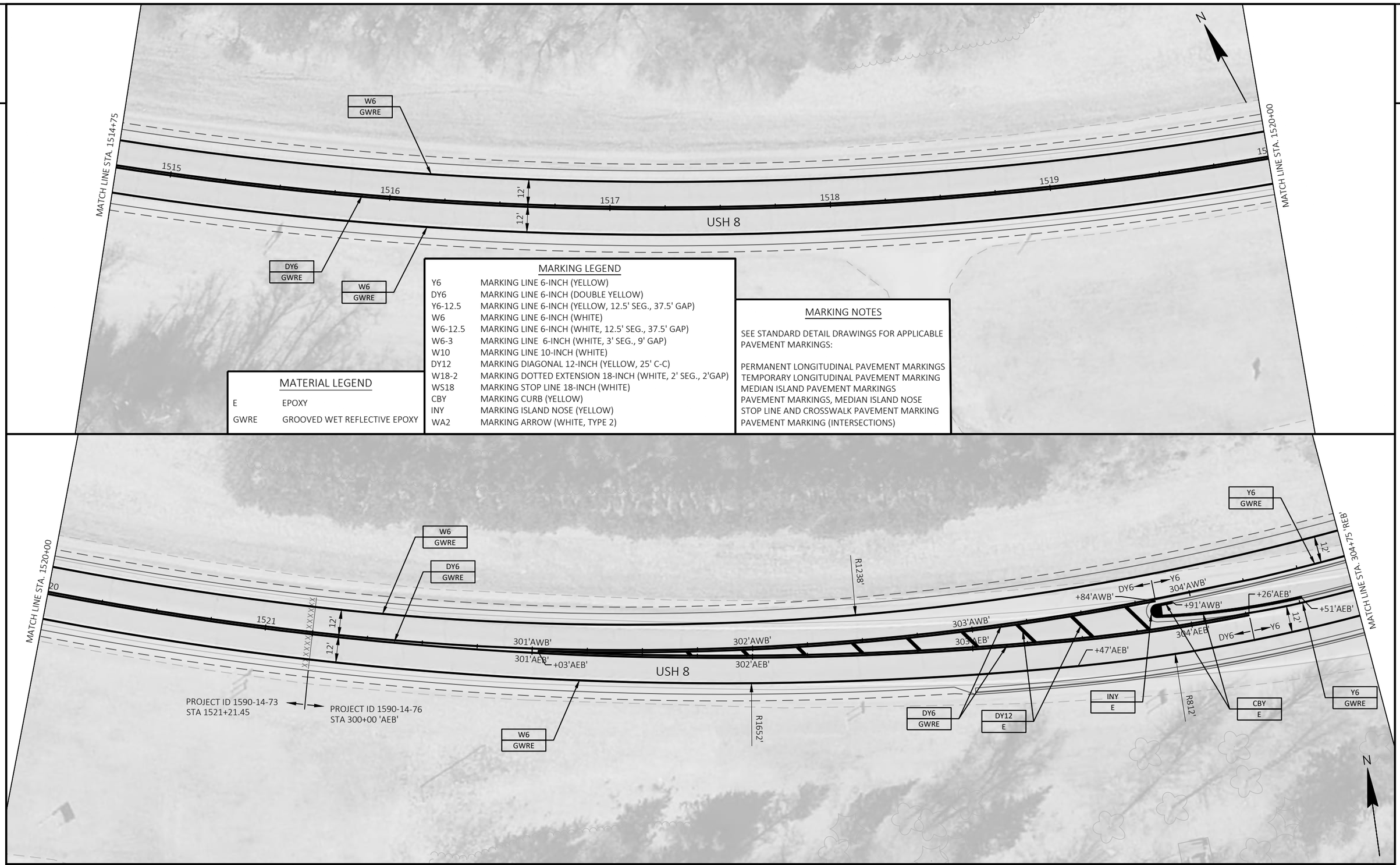
SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 104 E |

2




## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

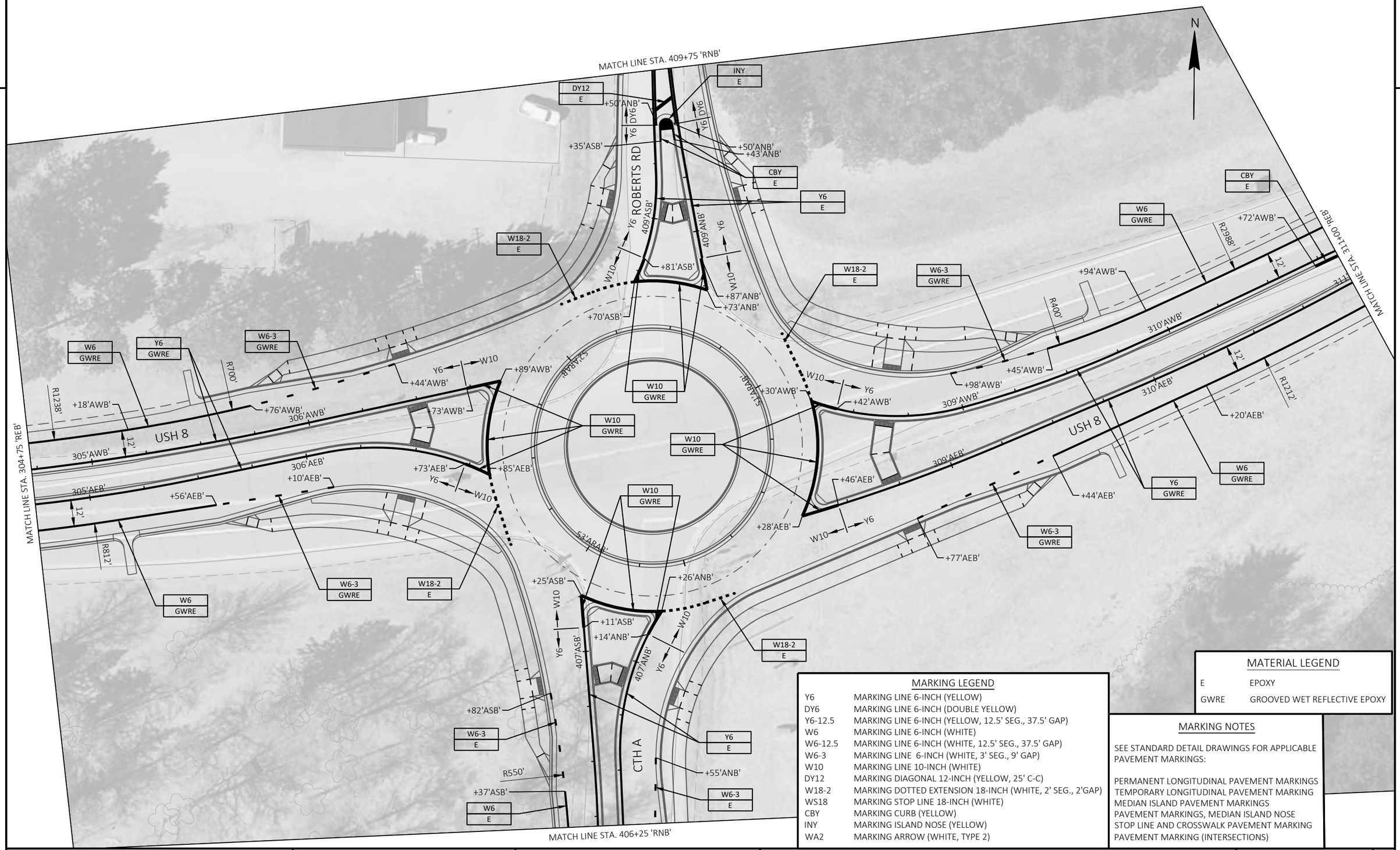
## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-73,76 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 105 E |

2




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

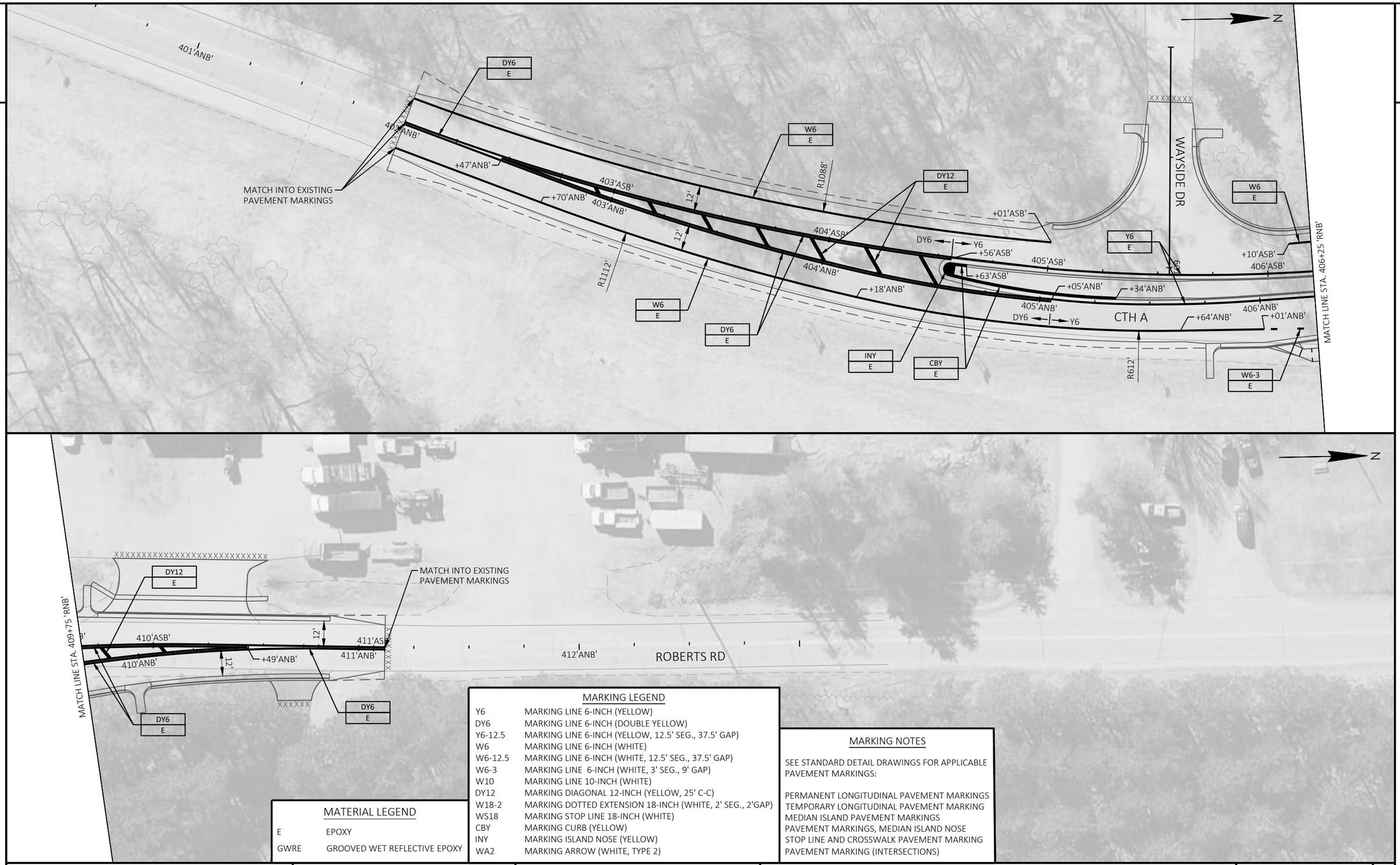
## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 106 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024508-pm
PLOT DATE : 5/1/2026 6:33 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

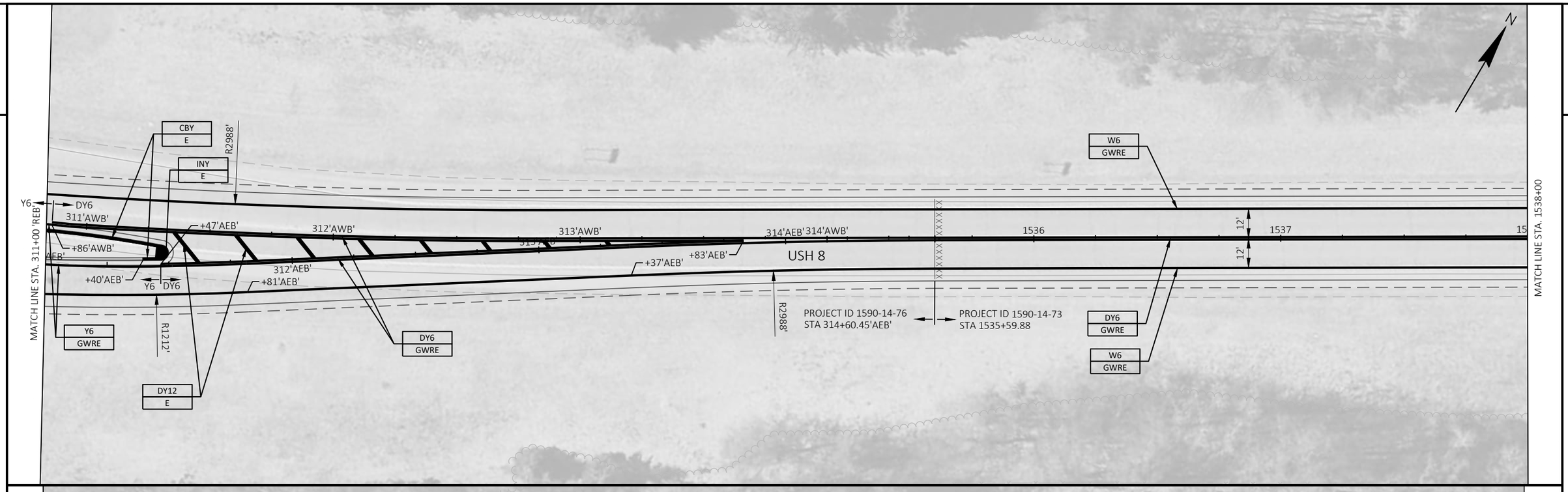
## MARKING NOTES

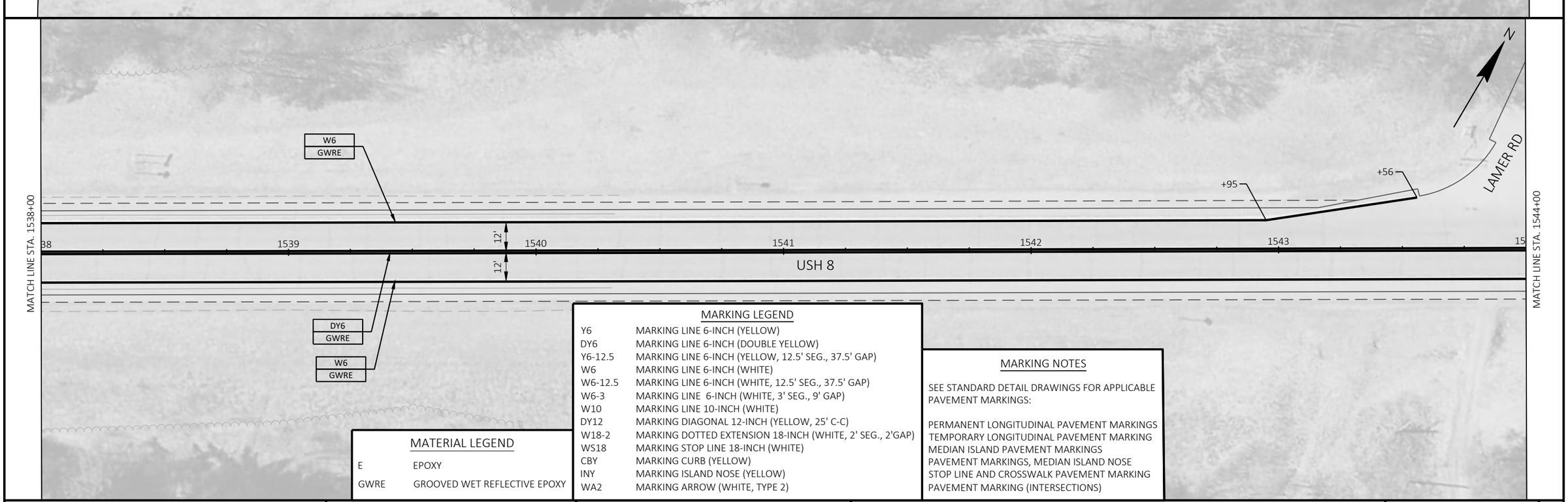
SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 107 | E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024509-pm
PLOT DATE : 5/1/2026 6:34 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-73,76 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 108 E |

2

LAMER RD

W6
GWRE

MATCH LINE STA. 1544+00

+73

44 1545 1546 1547 1548 1549 15

12'

12'

USH 8

DY6
GWRE

W6
GWRE

MATCH LINE STA. 1550+00

2

MATCH LINE STA. 1550+00

W6
GWRE

50 1551 1552 1553 1554 1555 15

12'

12'

+48

+52

+50

USH 8

MUSKELLUNGE LAKE RD

DY6
GWRE

W6
GWRE

W6
GWRE

MATCH LINE STA. 1556+00

MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

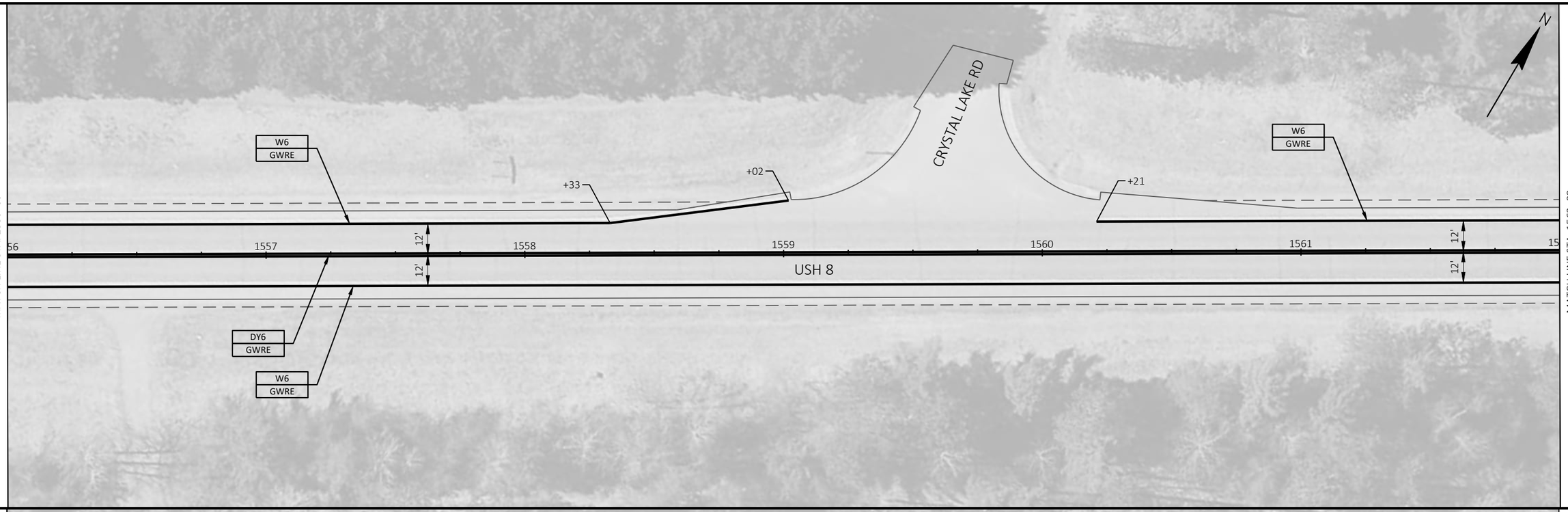
MARKING NOTES

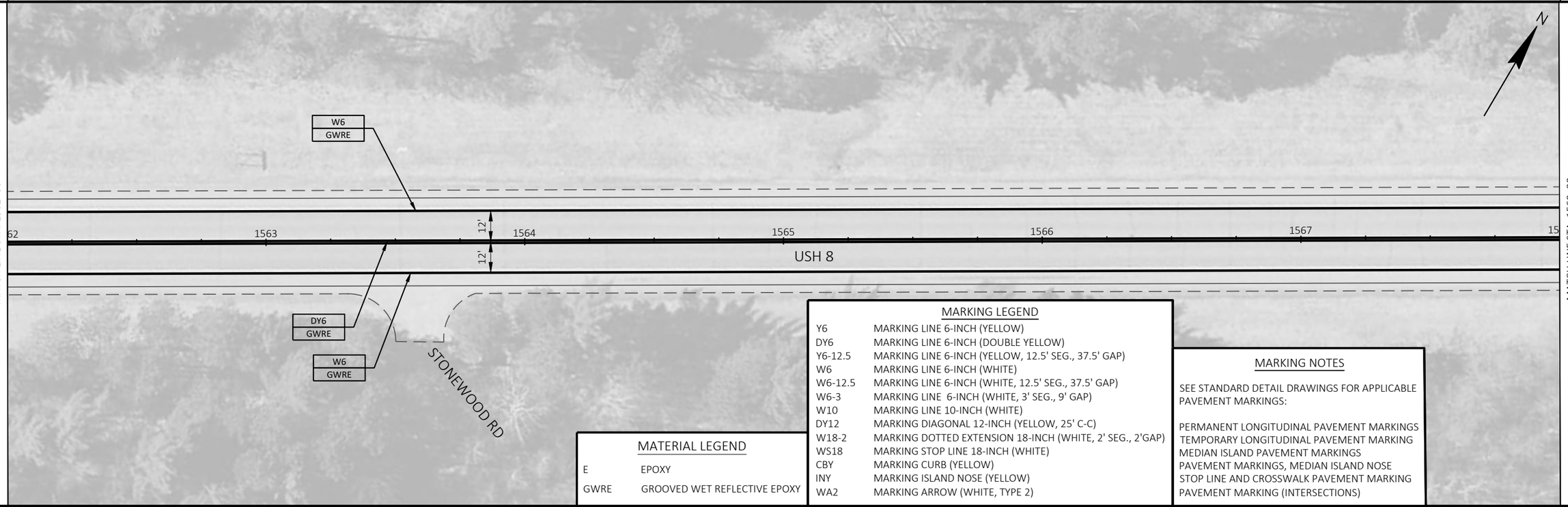
SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 109 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024511-pm
PLOT DATE : 5/1/2026 6:34 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

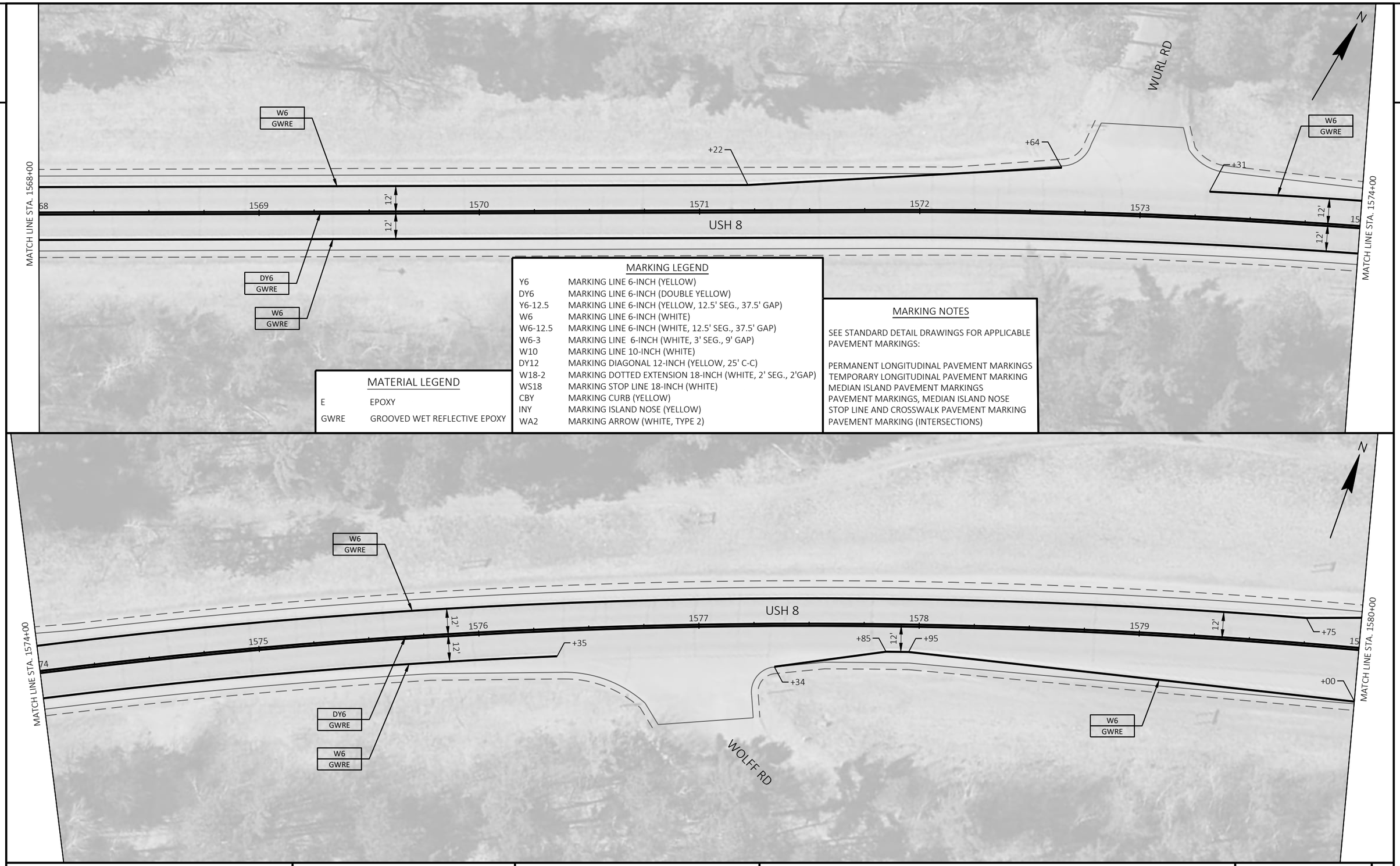
## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 110 | E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024512-pm
PLOT DATE : 5/1/2026 6:34 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

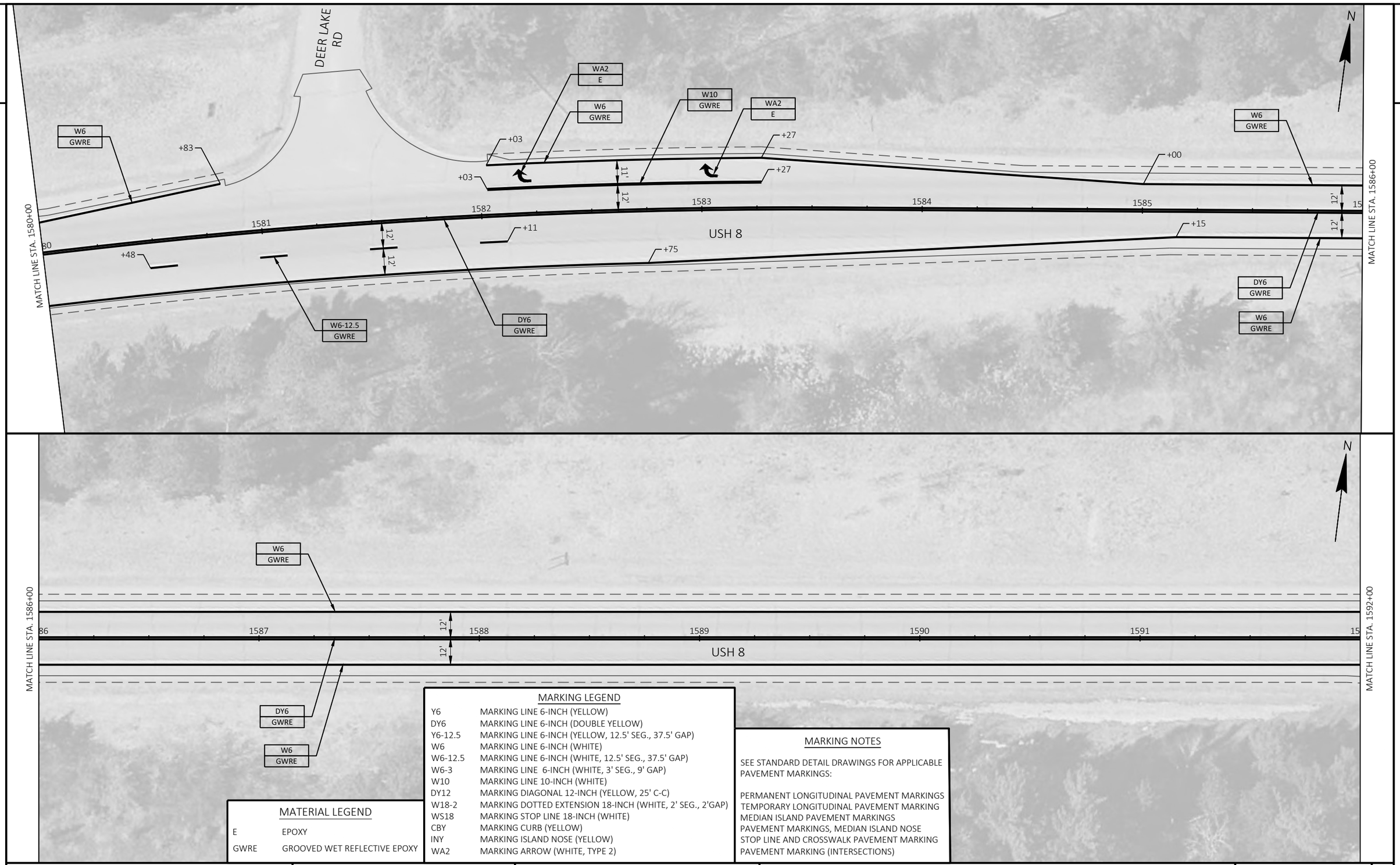
## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 111 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024513-pm
PLOT DATE : 5/1/2026 6:34 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

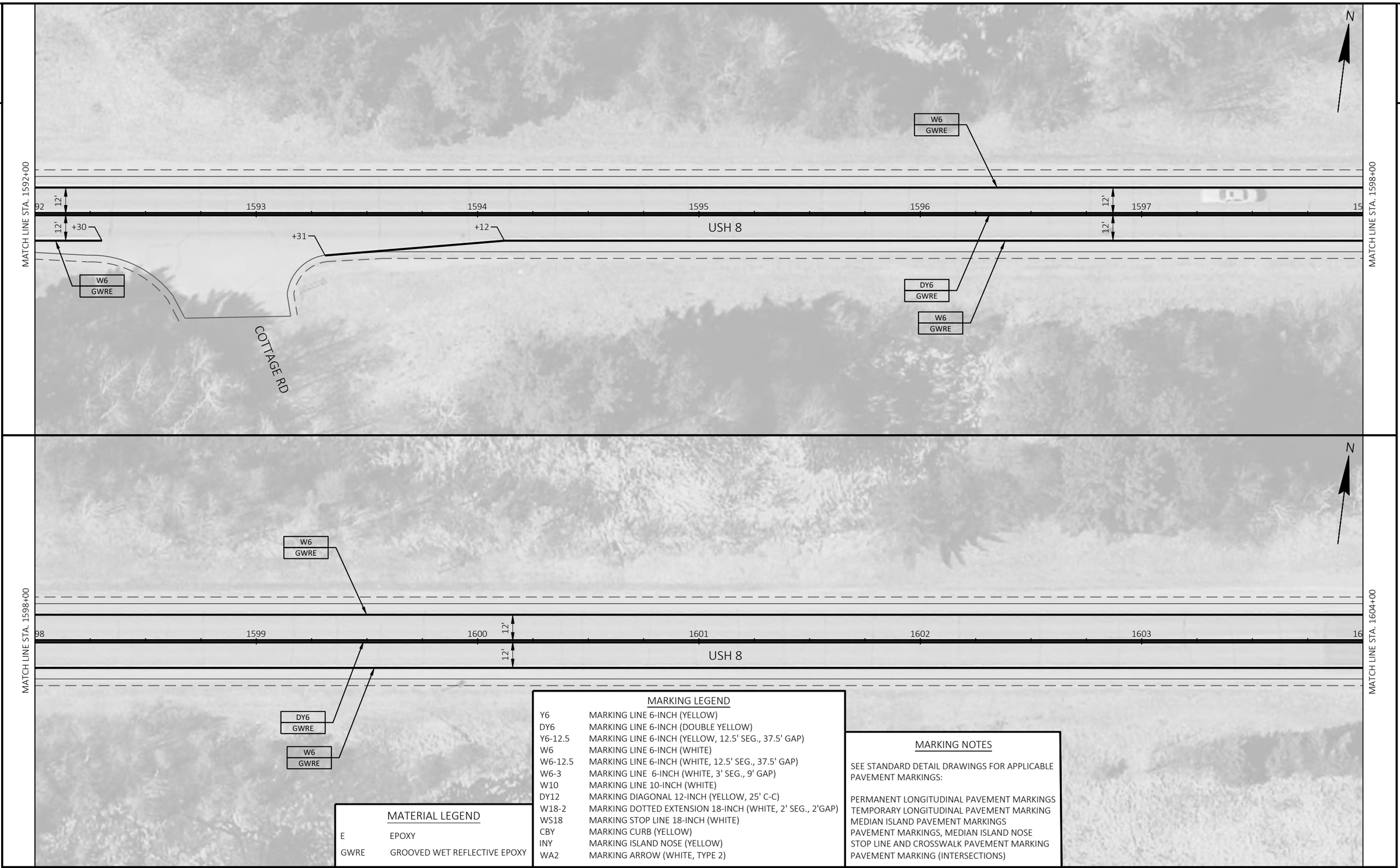
PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 112 | E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024514-pm
PLOT DATE : 7/23/2026 10:30 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
| W10 | MARKING LINE 10-INCH (WHITE) |
| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

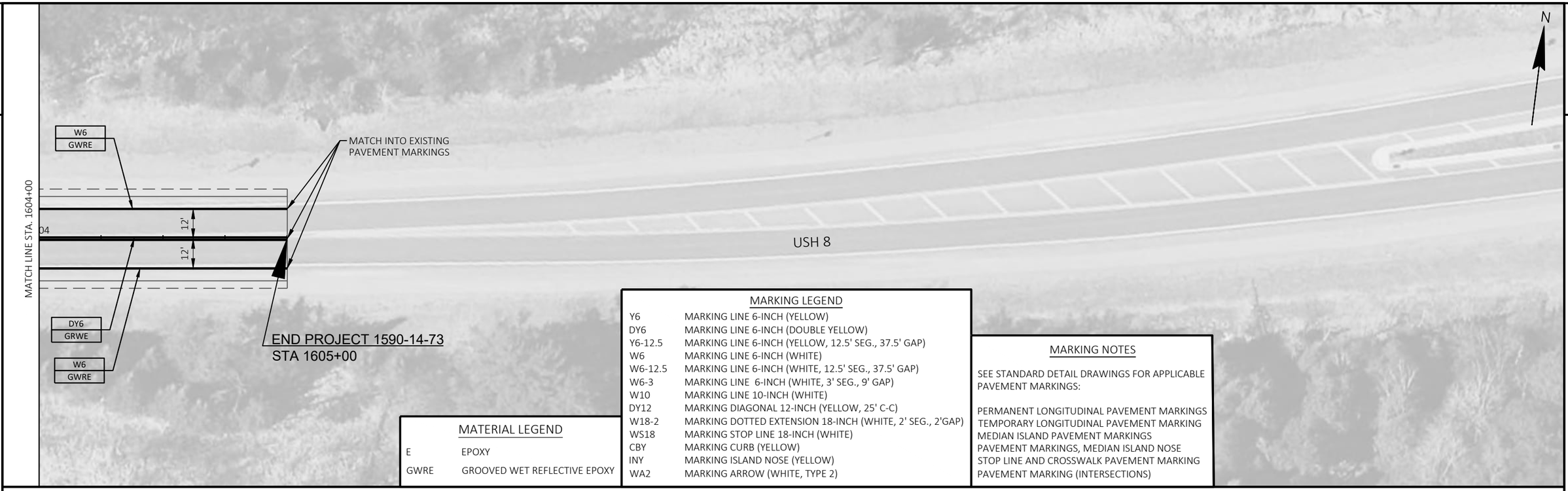
## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | PAVEMENT MARKINGS | SHEET 113 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024515-pm
PLOT DATE : 5/1/2026 6:34 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




2

## MATERIAL LEGEND

| | |
|---|---|
| E | EPOXY |
| GWRE | GROOVED WET REFLECTIVE EPOXY |

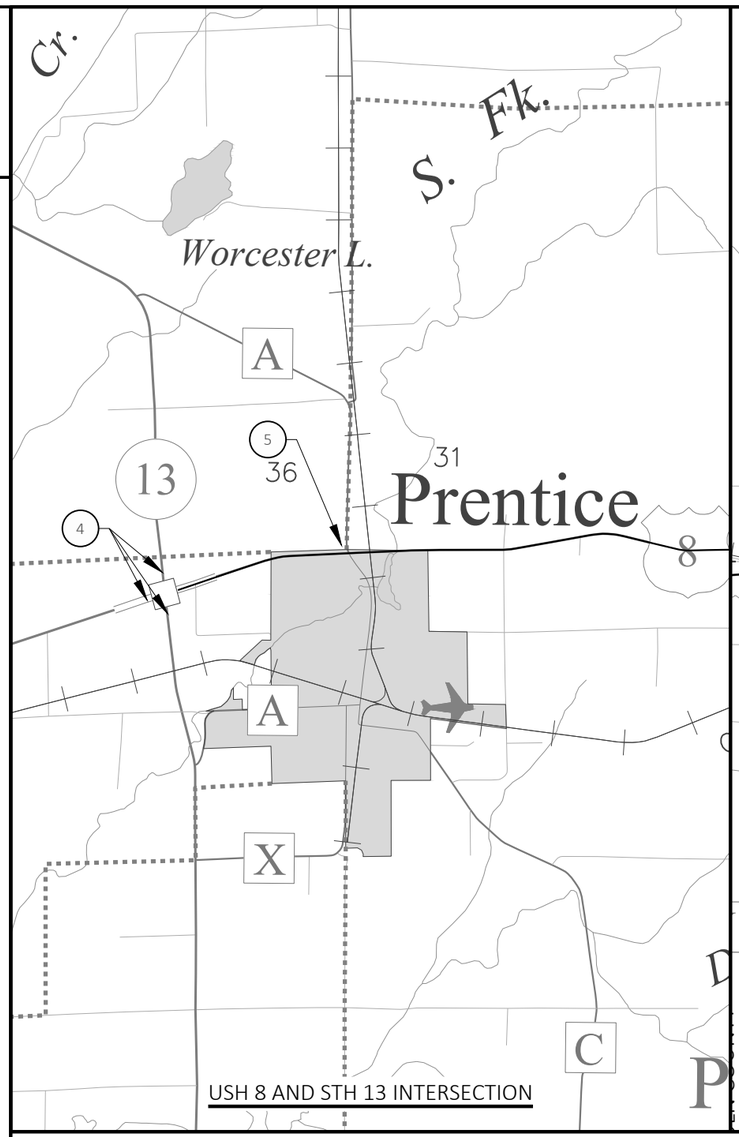
## MARKING LEGEND

| | |
|---|---|
| Y6 | MARKING LINE 6-INCH (YELLOW) |
| DY6 | MARKING LINE 6-INCH (DOUBLE YELLOW) |
| Y6-12.5 | MARKING LINE 6-INCH (YELLOW, 12.5' SEG., 37.5' GAP) |
| W6 | MARKING LINE 6-INCH (WHITE) |
| W6-12.5 | MARKING LINE 6-INCH (WHITE, 12.5' SEG., 37.5' GAP) |
| W6-3 | MARKING LINE 6-INCH (WHITE, 3' SEG., 9' GAP) |
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| DY12 | MARKING DIAGONAL 12-INCH (YELLOW, 25' C-C) |
| W18-2 | MARKING DOTTED EXTENSION 18-INCH (WHITE, 2' SEG., 2'GAP) |
| WS18 | MARKING STOP LINE 18-INCH (WHITE) |
| CBY | MARKING CURB (YELLOW) |
| INY | MARKING ISLAND NOSE (YELLOW) |
| WA2 | MARKING ARROW (WHITE, TYPE 2) |

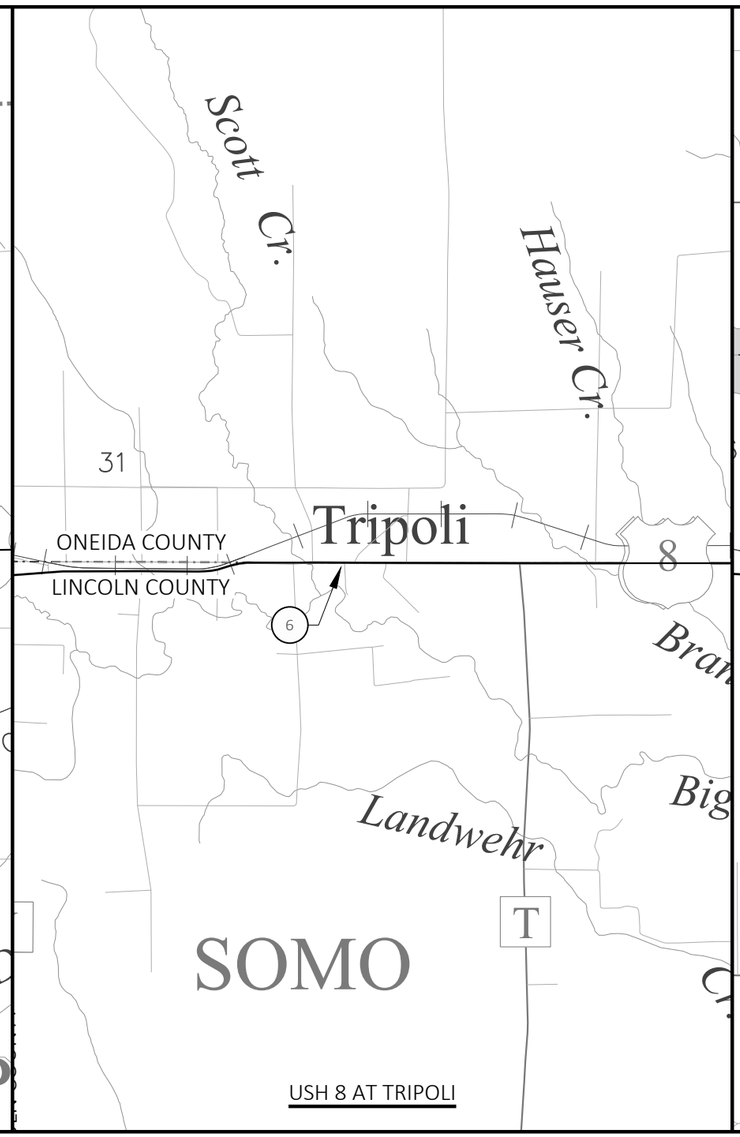
## MARKING NOTES

SEE STANDARD DETAIL DRAWINGS FOR APPLICABLE PAVEMENT MARKINGS:

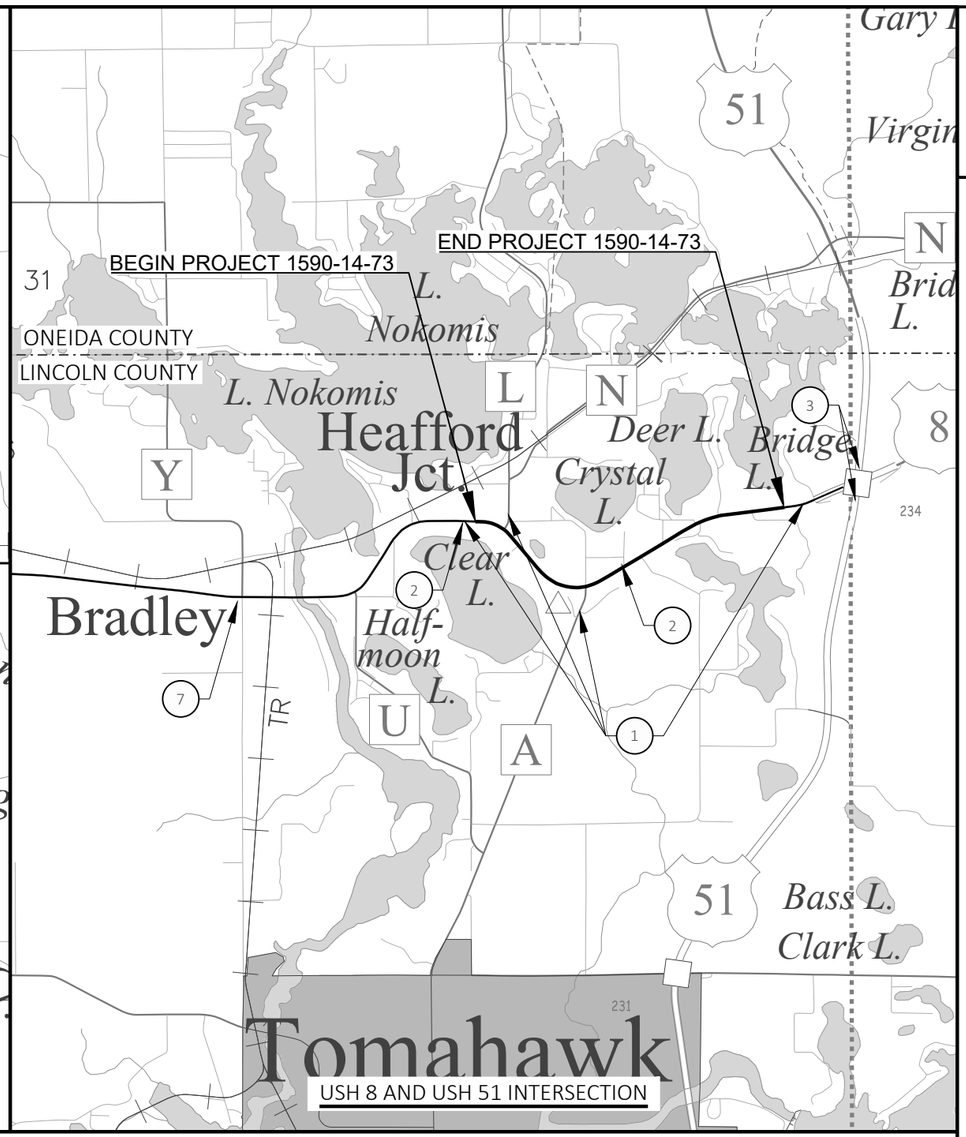
PERMANENT LONGITUDINAL PAVEMENT MARKINGS
TEMPORARY LONGITUDINAL PAVEMENT MARKING
MEDIAN ISLAND PAVEMENT MARKINGS
PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
STOP LINE AND CROSSWALK PAVEMENT MARKING
PAVEMENT MARKING (INTERSECTIONS)




USH 8 AND STH 13 INTERSECTION




USH 8 AT TRIPOLI




USH 8 AND USH 51 INTERSECTION

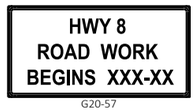
| PCMS MESSAGES | | |
|---|---|---|
| | 7 DAYS PRIOR TO CLOSURE | |
| PCMS SITE LOCATION | FRAME A (2 SEC) | FRAME B (2 SEC) |
| CTH L NB & SB | ROAD TO CLOSE LONGTERM | D.O.W. MM-DD |
| CTH A NB & SB | ROAD TO CLOSE LONGTERM | D.O.W. MM-DD |
| ROBERTS RD NB & SB | ROAD TO CLOSE LONGTERM | D.O.W. MM-DD |

NOTE: G20-57 SIGNS TO BE PLACED 7 DAYS PRIOR TO CONSTRUCTION AND REMOVED WHEN CONSTRUCTION BEGINS.

MAX WIDTH SIGNING BY STAGE:

USH 8 AT CTH L STAGE 1: 11'
USH 8 AT CTH L STAGE 2: 11'
USH 8 AT CTH L STAGE 3: 10'
USH 8 AT CTH L STAGE 4:12'

USH 8 AT CTH A STAGE 1: 12'
USH 8 AT CTH A STAGE 2: 12'
USH 8 AT CTH A STAGE 3: 12'
USH 8 AT CTH A STAGE 4: 12'

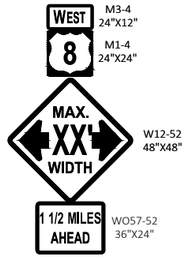



G20-57
72"X36"
(TRAFFIC CONTROL SIGNS FIXED MESSAGE)

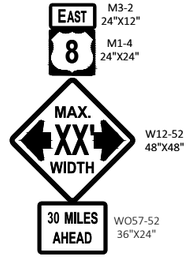
1




2



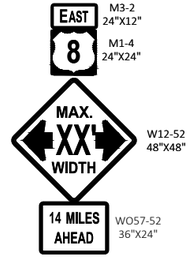

3




4




5




6




7

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | TRAFFIC CONTROL - MAX WIDTH SIGNING STAGES 1-4 | SHEET 115 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\025001-TC DETOUR.DWG
LAYOUT NAME - Advance Signing

PLOT DATE : 4/4/2025 12:42 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:1 MI

WISDOT/CADDS SHEET 42

## GENERAL NOTES FOR TRAFFIC CONTROL

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

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

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

4) ALL TEMPORARY PAVEMENT SHALL CONSIST OF 3 INCHES OF ASPHALTIC SURFACE TEMPORARY, OVER 12 INCHES OF BASE AGGREGATE DENSE 1-1/4".

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

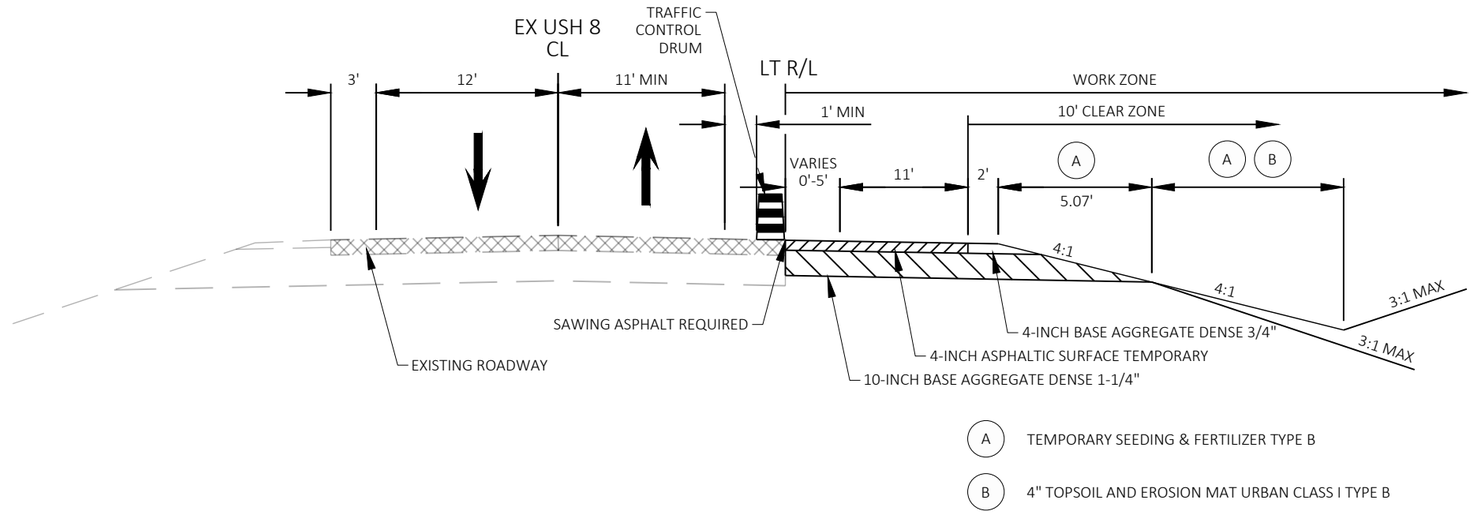
6) EXISTING STOP AHEAD AND STOP SIGNS CAN BE RELOCATED AND USED FOR TRAFFIC CONTROL.

7) ALL TEMPORARY STOP SIGNS SHALL HAVE TWO FLAGS MOUNTED ABOVE THE SIGN.

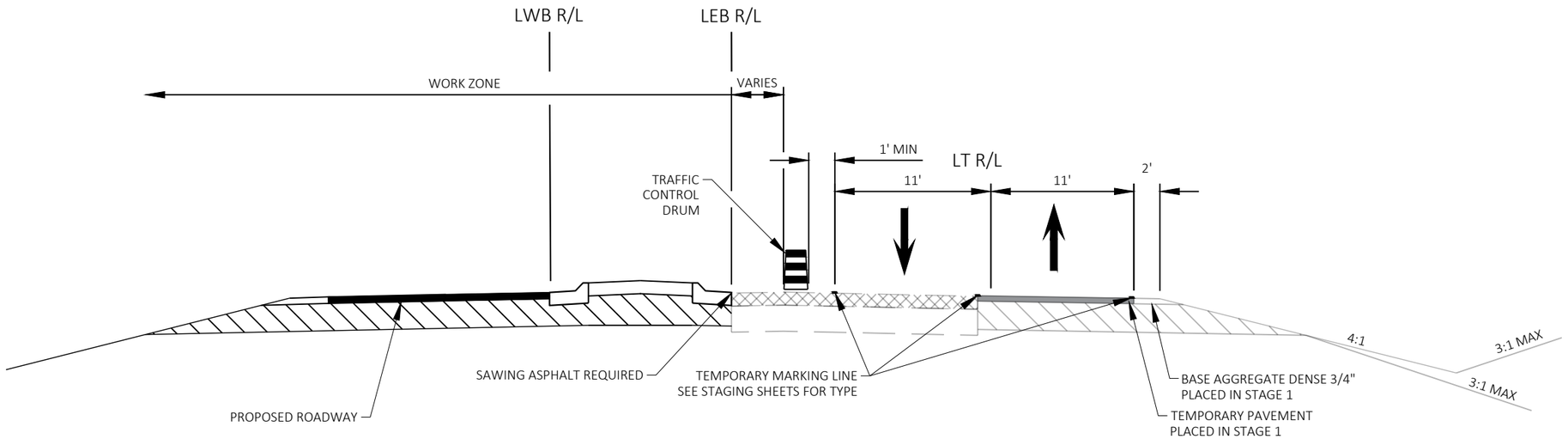
8) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.

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

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



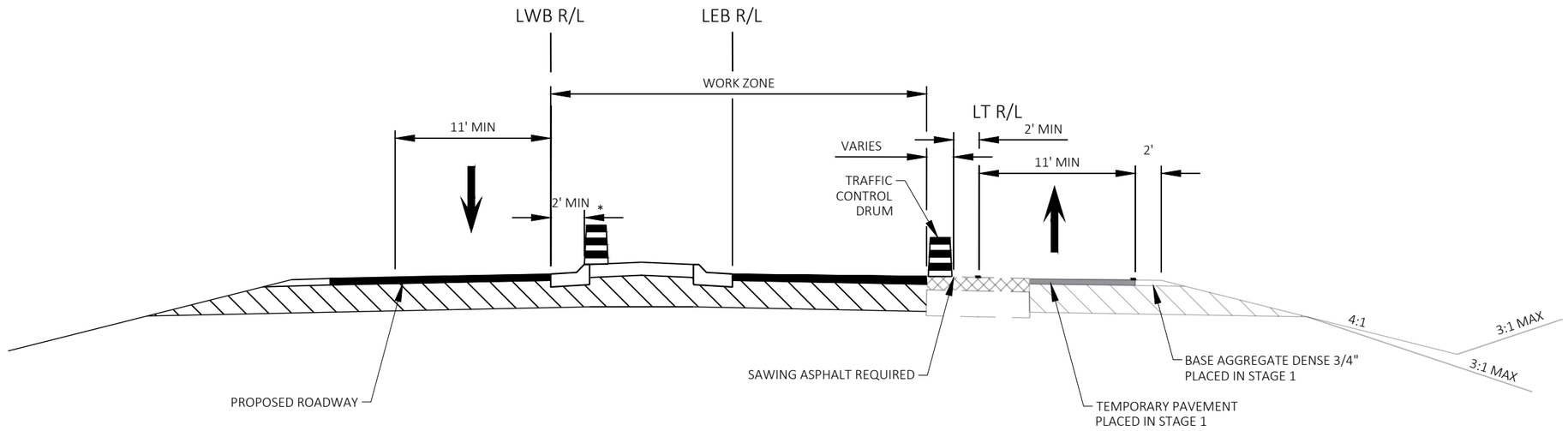

TEMPORARY WIDENING USH 8/CTH L TYPICAL SECTION STAGE 1




SHIFTED TRAFFIC TYPICAL SECTION USH 8/CTH L STAGE 2

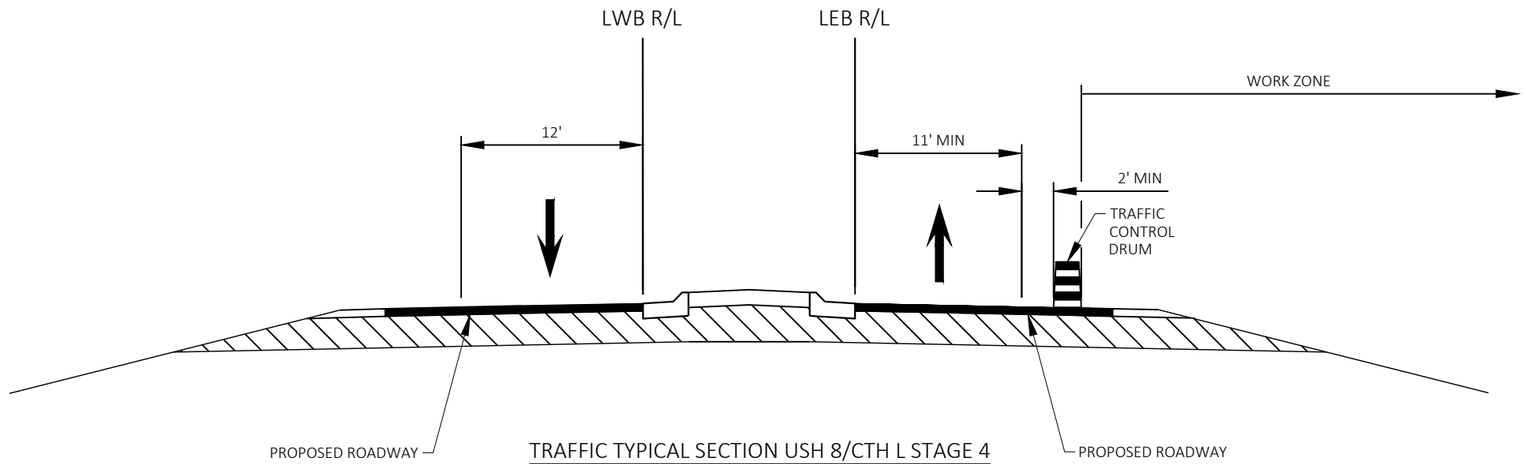
| PROJECT NO: 1590-14-75,76 | HWY: USH 8 | COUNTY: LINCOLN | TRAFFIC CONTROL - TYPICAL SECTIONS | SHEET 116 | E |
|---|---|---|---|---|---|

2



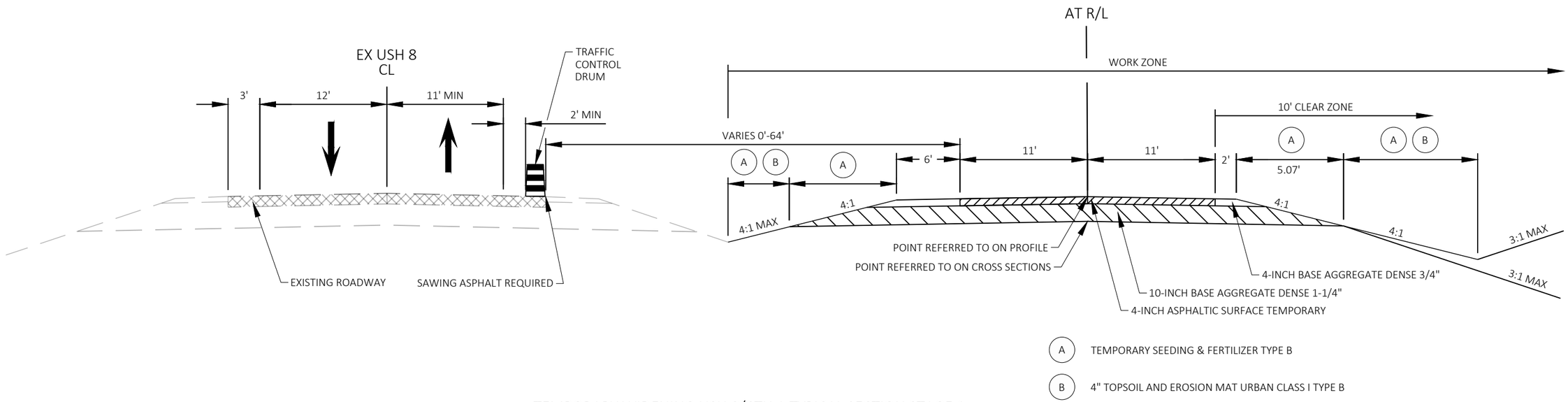

* PLACE BARRELS WHEN LANES ARE NOT IMMEDIATELY ADJACENT TO CURB AND GUTTER

SHIFTED TRAFFIC TYPICAL SECTION USH 8/CTH L STAGE 3

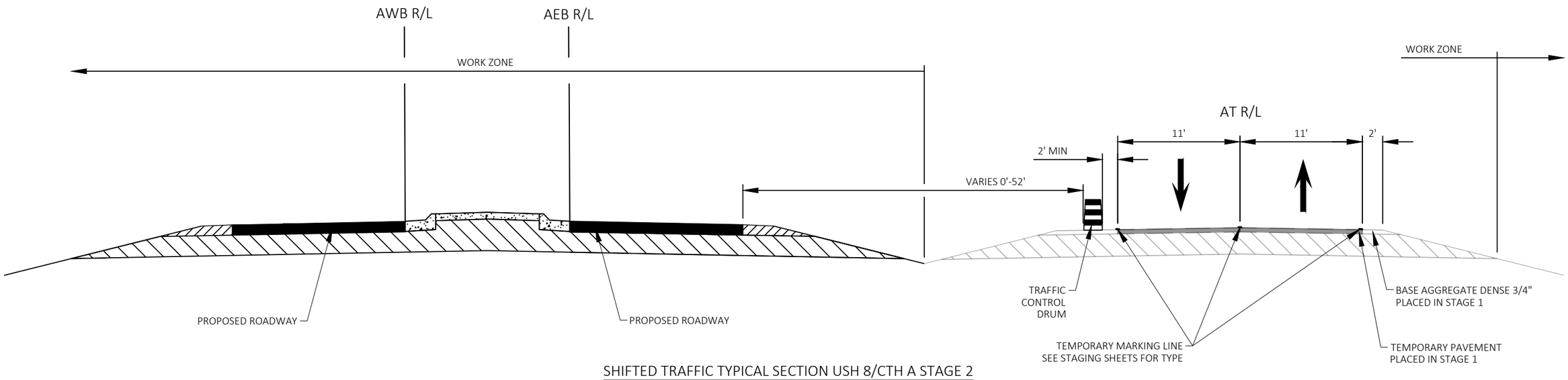



TRAFFIC TYPICAL SECTION USH 8/CTH L STAGE 4

| PROJECT NO: 1590-14-75,76 | HWY: USH 8 | COUNTY: LINCOLN | TRAFFIC CONTROL - TYPICAL SECTIONS | SHEET 117 | E |
|---|---|---|---|---|---|




TEMPORARY WIDENING USH 8/CTH A TYPICAL SECTION STAGE 1




SHIFTED TRAFFIC TYPICAL SECTION USH 8/CTH A STAGE 2

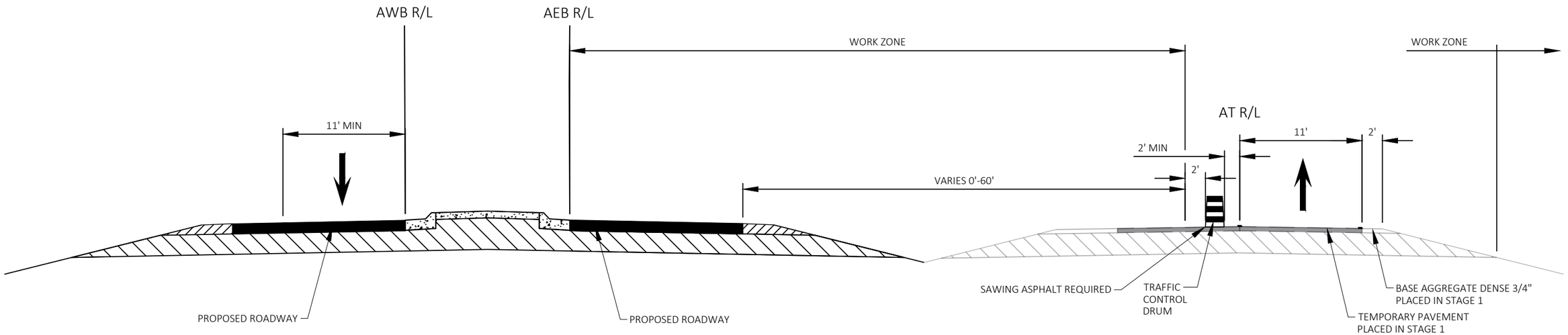
| PROJECT NO: 1590-14-75,76 | HWY: USH 8 | COUNTY: LINCOLN | TRAFFIC CONTROL - TYPICAL SECTIONS | SHEET 118 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\025001-TC TYP.DWG
LAYOUT NAME - 025003-tc

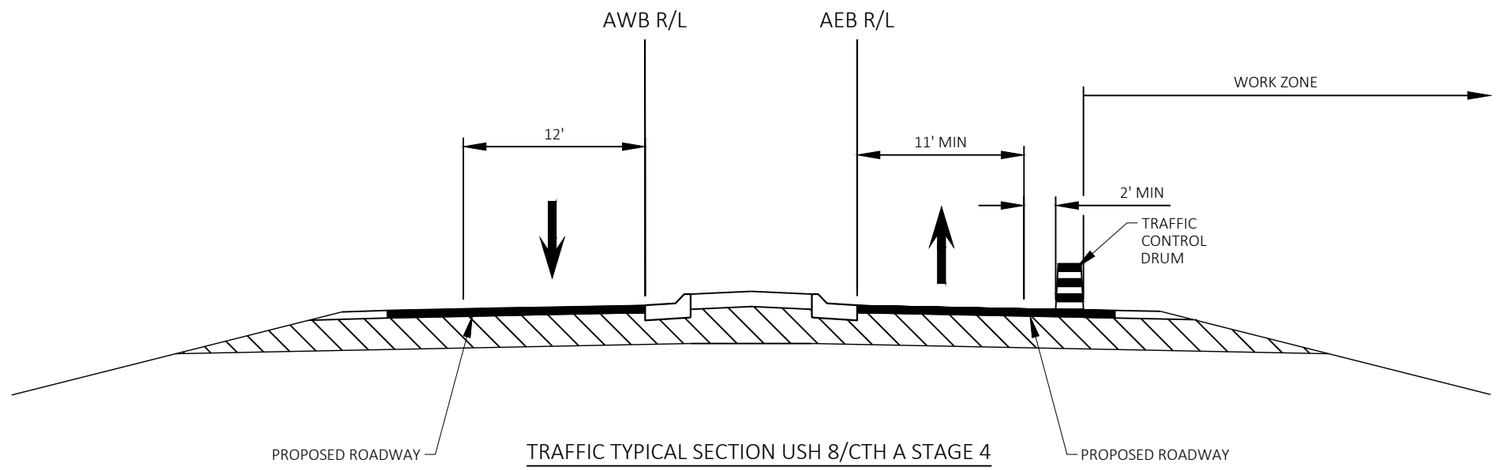
PLOT DATE : 4/7/2025 9:20 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2




SHIFTED TRAFFIC TYPICAL SECTION USH 8/CTH A STAGE 3




TRAFFIC TYPICAL SECTION USH 8/CTH A STAGE 4

| PROJECT NO: 1590-14-75,76 | HWY: USH 8 | COUNTY: LINCOLN | TRAFFIC CONTROL - TYPICAL SECTIONS | SHEET 119 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\025001-TC TYP.DWG
LAYOUT NAME - 025004-tc

PLOT DATE : 4/7/2025 9:20 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

## LEGEND

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

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL FOR ADVANCE SIGNING ON CTH L AND ROBERTS RD.

CTH L

ROBERTS RD

USH 8

USH 8

MATCH LINE STA 1483'EX'+20.13

MATCH LINE STA 1496'EX'+84.31

12'

11'

100' (TYP.)

TEMPORARY SLOPE INTERCEPT (TYP.)

CONSTRUCT TEMPORARY BAD DRIVEWAY

TEMPORARY CULVERT EXTENSION REQUIRED

CE3
INVERT 1: 1471.44
INVERT 2: 1471.77
LENGTH: 10 FT
SLOPE: -3.33%
CPRC CLASS III 30-INCH

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH L - STAGE 1 | SHEET 120 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026001-s1

PLOT DATE : 5/1/2026 8:55 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

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

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING ON USH 8.

N

1471'EX' 1472'EX' 1473'EX' 1474'EX' 1475'EX' 1476'EX' 1477'EX' 1478'EX' 1479'EX' 1480'EX' 1481'EX' 1482'EX' 1483'EX'

1476'LT' 1477'LT' 1478'LT' 1479'LT' 1480'LT' 1481'LT' 1482'LT' 1483'LT'

USH 8

11' 12'

50' 100'

145' TAPER

135' BUFFER

TEMPORARY SLOPE INTERCEPT (TYP.)

100' (TYP.)

CONSTRUCT TEMPORARY BAD DRIVEWAY

MATCH LINE STA 1483'EX'+20.13

2

MATCH LINE STA 1496'EX'+84.31

N

USH 8

1497'EX' 1498'EX' 1499'EX' 1500'EX' 1501'EX' 1502'EX' 1503'EX' 1504'EX' 1505'EX' 1506'EX' 1507'EX' 1508'EX' 1509'EX' 1510'EX' 1511'EX' 1512'EX'

1497'LT' 1498'LT' 1499'LT' 1500'LT'

SHELDON RD

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH L - STAGE 1 | SHEET 121 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026002-s1

PLOT DATE : 5/1/2026 8:55 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

## LEGEND

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

NOTE:

USE TEMPORARY MARKING LINE REMOVABLE TAPE ON NEW PAVEMENT OR EXISTING PAVEMENT TO REMAIN.

PAVE THE FINAL SURFACE WITHIN THE WORK ZONE.

INSTALL PERMANENT SIGNING ALONG CTH L AND WB USH 8, INCLUDING ALL YIELD SIGNS PRIOR TO SHIFTING TRAFFIC TO THE STAGE 3 CONFIGURATION.

INSTALL PERMANENT MARKING ALONG CTH L AND AROUND THE CIRCULATORY ROADWAY, INCLUDING DOTTED EXTENSIONS (YIELD LINES) PRIOR TO SHIFTING TRAFFIC TO THE STAGE 3 CONFIGURATION.

### WORK ZONE TEMPORARY MARKING LEGEND

| | |
|---|---|
| TDY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) |
| TY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) |
| TW6 | TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) |
| TTDY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) |
| TTY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TTW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR ADVANCE SIGNING ON CTH L.
SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" DETAIL E FOR APPROACH ROAD CLOSURE BARRICADES ON CTH L AND ROBERTS ROAD.

N

CTH L

ROBERTS RD

SLOPE INTERCEPT (TYP.)

W01-4R

W01-4L

USH 8

MATCH LINE STA 100'REB'+00

MATCH LINE STA 114'REB'+00

100' (TYP.)

25'

TW6

TDY6

TEMPORARY SLOPE INTERCEPT (TYP.)

R3-2
24"X24"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

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

R3-1
24"X24"

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH L - STAGE 2 | SHEET 122 | E |
|---|---|---|---|---|---|

2

## LEGEND

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

NOTE:

USE TEMPORARY MARKING LINE REMOVABLE TAPE ON NEW PAVEMENT OR EXISTING PAVEMENT TO REMAIN.

PAVE THE FINAL SURFACE WITHIN THE WORK ZONE.

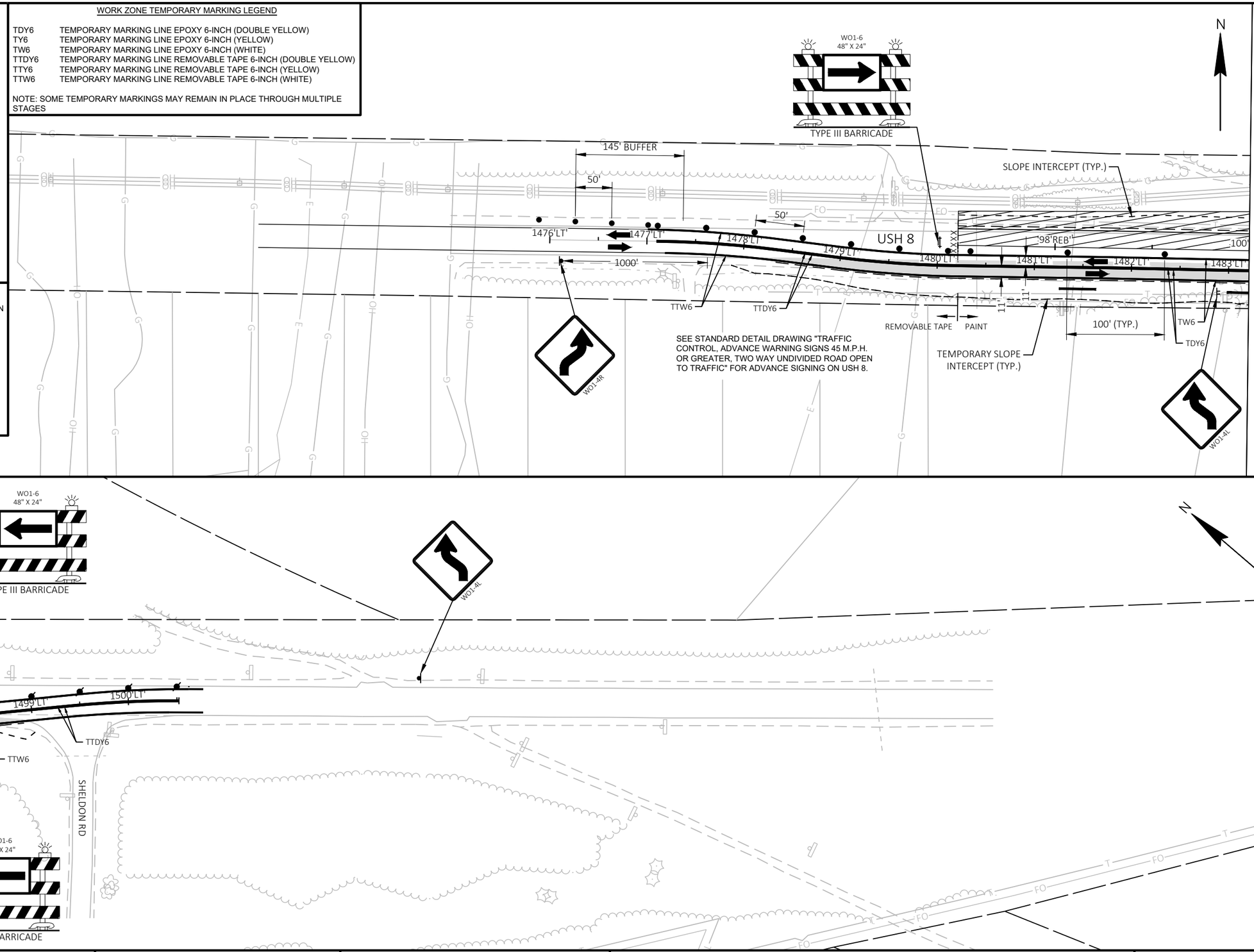
INSTALL PERMANENT SIGNING ALONG CTH L AND WB USH 8, INCLUDING ALL YIELD SIGNS PRIOR TO SHIFTING TRAFFIC TO THE STAGE 3 CONFIGURATION.

INSTALL PERMANENT MARKING ALONG CTH L AND AROUND THE CIRCULATORY ROADWAY, INCLUDING DOTTED EXTENSIONS (YIELD LINES) PRIOR TO SHIFTING TRAFFIC TO THE STAGE 3 CONFIGURATION.

## WORK ZONE TEMPORARY MARKING LEGEND

| | |
|---|---|
| TDY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) |
| TY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) |
| TW6 | TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) |
| TTDY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) |
| TTY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TTW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES




| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH L - STAGE 2 | SHEET 123 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 026002-s2

PLOT DATE : 5/1/2026 8:55 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

## LEGEND

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

NOTE:
INSTALL TEMPORARY LIGHTING TO ILLUMINATE THE INTERSECTION, ONE PER ENTRY OPERATING AS YIELD CONTROL.

MAINTAIN TEMPORARY PAVEMENT MARKINGS FROM PREVIOUS STAGE.

INSTALL REMAINING PERMANENT MARKINGS PRIOR TO SHIFTING TRAFFIC TO THE STAGE 4 CONFIGURATION.

## WORK ZONE TEMPORARY MARKING LEGEND

| | |
|---|---|
| TDY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) |
| TY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) |
| TW6 | TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) |
| TTDY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) |
| TTY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TTW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL FOR ADVANCE SIGNING ON CTH L AND ROBERTS RD.

CTH L

ROBERTS RD

202'RSB'

202'RNB'

WO1-6
48" X 24"
TYPE III BARRICADE

SLOPE INTERCEPT (TYP.)

TTW6

TTY6

104'RWB'

104'REB'

106'RWB'

106'REB'

100' (TYP.)

25'

11'

12'

1485'LT'

1486'LT'

1487'LT'

1488'LT'

1489'LT'

1490'LT'

1491'LT'

1492'LT'

1493'LT'

1494'LT'

1495'LT'

1496'LT'

110'RWB'

110'REB'

112'RWB'

112'REB'

114'RWB'

114'REB'

TEMPORARY SLOPE INTERCEPT (TYP.)

R3-2
24"X24"

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

WO1-4L

MATCH LINE STA 100'REB'+00

MATCH LINE STA 114'REB'+00

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH L - STAGE 3 | SHEET 124 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 026001-s3

PLOT DATE : 5/1/2026 8:55 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

## LEGEND

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

NOTE:
INSTALL TEMPORARY LIGHTING TO ILLUMINATE THE INTERSECTION, ONE PER ENTRY OPERATING AS YIELD CONTROL.

MAINTAIN TEMPORARY PAVEMENT MARKINGS FROM PREVIOUS STAGE.

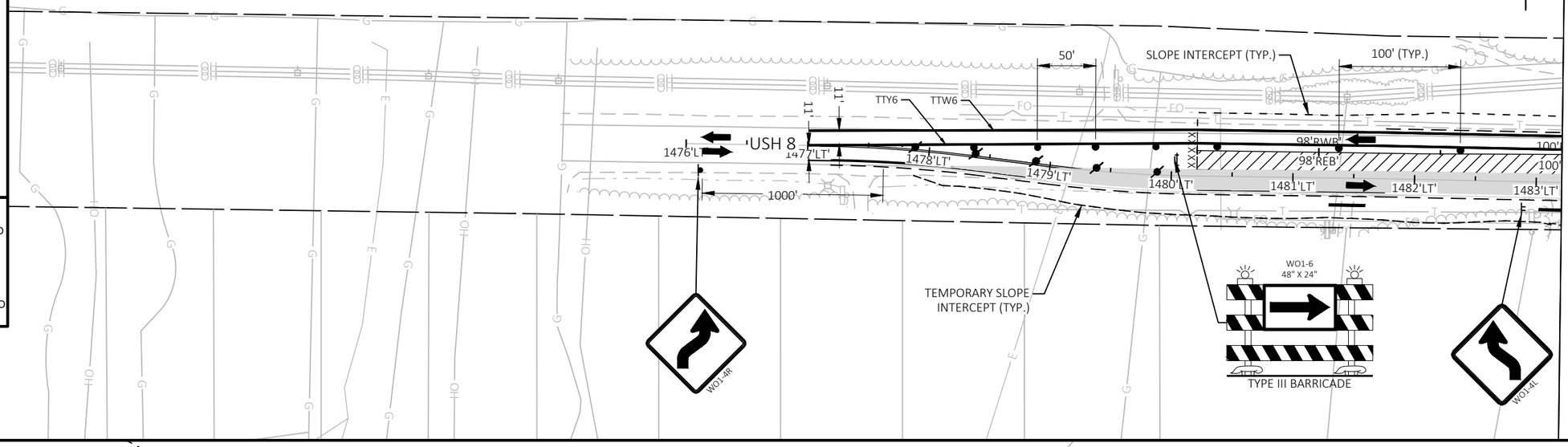
INSTALL REMAINING PERMANENT MARKINGS PRIOR TO SHIFTING TRAFFIC TO THE STAGE 4 CONFIGURATION.

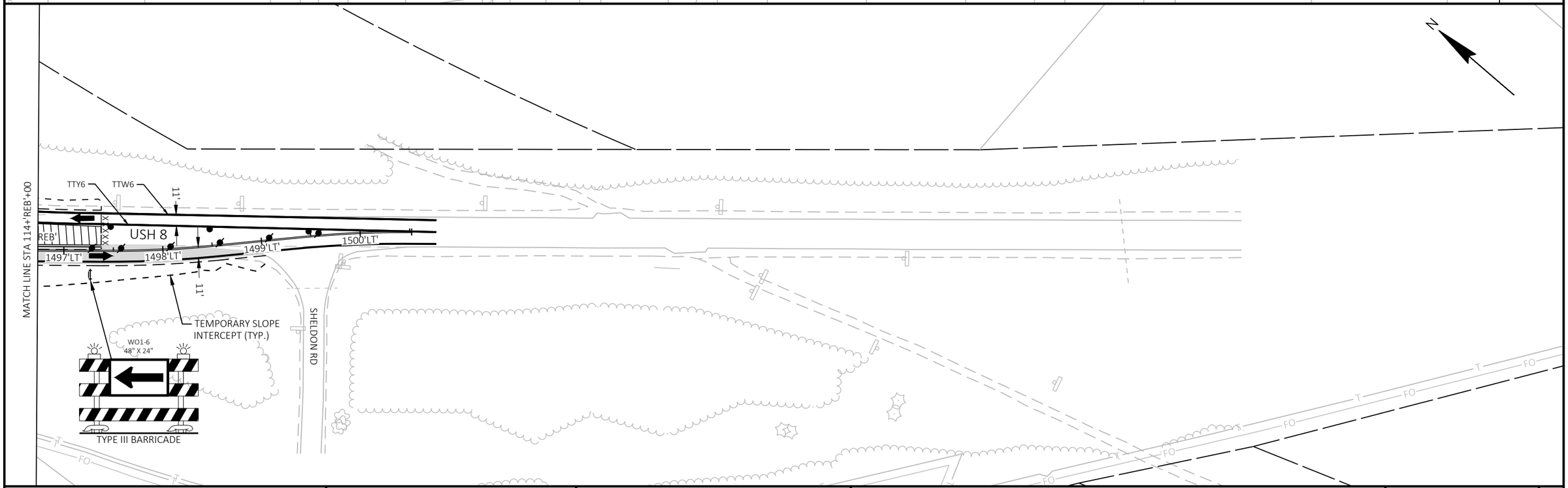
## WORK ZONE TEMPORARY MARKING LEGEND

| | |
|---|---|
| TDY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) |
| TY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) |
| TW6 | TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) |
| TTDY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) |
| TTY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TTW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE SIGNING ON USH 8.




| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH L - STAGE 3 | SHEET 125 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 026002-s3

PLOT DATE : 5/1/2026 8:55 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

## LEGEND

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

NOTE:
INSTALL TEMPORARY LIGHTING TO ILLUMINATE THE INTERSECTION, ONE PER ENTRY OPERATING AS YIELD CONTROL.

## WORK ZONE TEMPORARY MARKING LEGEND

| | |
|---|---|
| TDY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) |
| TY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) |
| TW6 | TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) |
| TTDY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) |
| TTY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TTW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL FOR ADVANCE SIGNING ON CTH L AND ROBERTS RD.

N

CTH L

ROBERTS RD

USH 8

SLOPE INTERCEPT (TYP.)

202'RSB'

202'RNB'

106'RWB'

106'REB'

104'RWB'

104'REB'

102'RWB'

102'REB'

110'RWB'

110'REB'

112'RWB'

112'REB'

114'RWB'

CULVERT PLACED IN STAGE 1 TO REMAIN

MATCH LINE STA 100'REB'+00

MATCH LINE STA 114'REB'+00

2

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH L - STAGE 4 | SHEET 126 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 026001-s4

PLOT DATE : 5/1/2026 8:56 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

## LEGEND

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

## WORK ZONE TEMPORARY MARKING LEGEND

| | |
|---|---|
| TDY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) |
| TY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) |
| TW6 | TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) |
| TTDY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) |
| TTY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TTW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

NOTE:
INSTALL TEMPORARY LIGHTING TO ILLUMINATE THE INTERSECTION, ONE PER ENTRY OPERATING AS YIELD CONTROL.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING ON USH 8.

N

SLOPE INTERCEPT (TYP.)

98'RWB'
98'REB'

USH 8

100'
100'

50'
100'
145' TAPER
135' BUFFER

CULVERT PLACED IN STAGE 1 TO REMAIN

100' (TYP.)

MATCH LINE STA 100+'REB'+00

MATCH LINE STA 114+'REB'+00

11'

XXXXX

REB'

USH 8

N

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH L - STAGE 4 | SHEET 127 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 026002-s4

PLOT DATE : 5/1/2026 8:56 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

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

ROBERTS RD

USH 8

MATCH LINE STA 311'REB'+00

1516'EX'
1517'EX'
1517'AT'
1518'EX'
1518'AT'
1519'EX'
1519'AT'
1520'EX'
1520'AT'
1521'EX'
1521'AT'
1522'EX'
1522'AT'
1523'EX'
1523'AT'
1524'EX'
1524'AT'
1525'EX'
1525'AT'
1526'EX'
1526'AT'
1527'EX'
1527'AT'
1528'EX'
1528'AT'
1529'EX'
1529'AT'
1530'EX'
1530'AT'
1531'EX'
1531'AT'
1532'AT'

100' (TYP.)

12'
11'

TEMPORARY SLOPE INTERCEPT (TYP.)

## LEGEND

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

N

MATCH LINE STA 311'REB'+00

1533'EX'
1534'EX'
1535'EX'
1536'EX'
1537'EX'
1538'EX'
1539'EX'
1540'EX'
1541'EX'
1533'AT'
1534'AT'
1535'AT'
1536'AT'
1537'AT'
1538'AT'
1539'AT'
1540'AT'

USH 8

100' (TYP.)

12'
11'

50'

100' TAPER

TEMPORARY SLOPE INTERCEPT (TYP.)

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING ON USH 8.

CTH A

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

N

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH A - STAGE 1A | SHEET 128 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026003-s1

PLOT DATE : 5/1/2026 8:56 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

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

ROBERTS RD

USH 8

1516'EX' 1517'EX' 1517'AT' 1518'EX' 1518'AT' 1519'EX' 1519'AT' 1520'EX' 1520'AT' 1521'EX' 1521'AT' 1522'EX' 1522'AT' 1523'EX' 1523'AT' 1524'EX' 1524'AT' 1525'EX' 1525'AT' 1526'EX' 1526'AT' 1527'EX' 1527'AT' 1528'EX' 1528'AT' 1529'EX' 1529'AT' 1530'EX' 1530'AT' 1531'EX' 1531'AT' 1532'AT'

11' 12' 100' (TYP.) 25'

REMOVE EXISTING CULVERT

PLACE PERMANENT CULVERT ENDWALL

STORM SEWER REQUIRED TO BE COMPLETED PRIOR TO BEGINNING STAGE 2

REMAINDER OF TEMPORARY PAVEMENT REQUIRED TO BE COMPLETED PRIOR TO BEGINNING STAGE 2

PLACE PERMANENT CULVERT

R3-2 24"X24"

R3-1 24"X24"

R11-2 48" X 30"

ROAD CLOSED

TYPE III BARRICADE

MATCH LINE STA 311'REB'+00

LEGEND

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

MATCH LINE STA 311'REB'+00

1533'EX' 1534'EX' 1535'EX' 1536'EX' 1537'EX' 1538'EX' 1539'EX' 1540'EX' 1541'EX'

1533'AT' 1534'AT' 1535'AT' 1536'AT' 1537'AT' 1538'AT' 1539'AT' 1540'AT'

USH 8

11' 12' 100' (TYP.) 50' 100' TAPER

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING ON USH 8.

CTH A

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR ADVANCE SIGNING ON CTH A.
SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" DETAIL E FOR APPROACH ROAD CLOSURE BARRICADES ON CTH A.

N

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH A - STAGE 1B | SHEET 129 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026004-s1

PLOT DATE : 5/1/2026 8:56 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

USH 8

1517'AT'

1518'AT'

1519'AT'

1520'AT'

1521'AT'

1522'AT'

1523'AT'

1524'AT'

1525'AT'

1526'AT'

1527'AT'

1528'AT'

1529'AT'

1530'AT'

1531'AT'

1532'AT'

100' (TYP.)

TTW6

TTDY6

11'

11'

TW6

TDY6

REMOVABLE TAPE

PAINT

SLOPE INTERCEPT (TYP.)

TEMPORARY SLOPE INTERCEPT (TYP.)

WO1-6
48" X 24"
TYPE III BARRICADE

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

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR ADVANCE SIGNING ON ROBERTS RD.
SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" DETAIL E FOR APPROACH ROAD CLOSURE BARRICADES ON ROBERTS RD.

ROBERTS RD

BUMP
WO8-1

S16-9P
30"X18"
AHEAD

30
MPH
WO13-1
36"X36"

MATCH LINE STA 311'REB'+00

NO TURNS
R3-3
24"X24"

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

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

WO16-7L
48"X24"

CTH A

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR ADVANCE SIGNING ON CTH A.
SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" DETAIL E FOR APPROACH ROAD CLOSURE BARRICADES ON CTH A.

N

## LEGEND

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

## WORK ZONE TEMPORARY MARKING LEGEND

| | |
|---|---|
| TDY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) |
| TY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) |
| TW6 | TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) |
| TTDY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) |
| TTY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TTW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

WO1-2L

WO1-2R

WO1-4L

1000'

335' BUFFER

145' TAPER

50'

100'

1533'AT'

1534'AT'

1535'AT'

1536'AT'

1537'AT'

1538'AT'

1539'AT'

1540'AT'

USH 8

MATCH LINE STA 311'REB'+00

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE SIGNING ON USH 8.

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH A - STAGE 2 | SHEET 130 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 026003-s2

PLOT DATE : 5/1/2026 8:56 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

USH 8

WO1-6
48" X 24"
TYPE III BARRICADE

TTW6
TTY6
100' (TYP.)
50'
11'
SLOPE INTERCEPT (TYP.)

1517'AT'
1518'AT'
1519'AT'
1520'AT'
1521'AT'
1522'AT'
1523'AT'
1524'AT'
1525'AT'
1526'AT'
1527'AT'
1528'AT'
1529'AT'
1530'AT'
1531'AT'
1532'AT'

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

ROBERTS RD
MATCH LINE STA 311'REB'+00

NOTE:
INSTALL TEMPORARY LIGHTING TO ILLUMINATE THE INTERSECTION, ONE PER ENTRY OPERATING AS YIELD CONTROL.

MAINTAIN TEMPORARY PAVEMENT MARKINGS FROM PREVIOUS STAGE.

INSTALL REMAINING PERMANENT MARKINGS PRIOR TO SHIFTING TRAFFIC TO THE STAGE 4 CONFIGURATION.

WO1-2L
30 MPH
WO13-1
36"X36"

TEMPORARY SLOPE INTERCEPT (TYP.)

BUMP
WO8-1

NO TURNS
R3-3
24"X24"

AHEAD
S16-9P
30"X18"

WO16-7L
48"X24"

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR ADVANCE SIGNING ON CTH A.
SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" DETAIL E FOR APPROACH ROAD CLOSURE BARRICADES ON CTH A.

CTH A

N

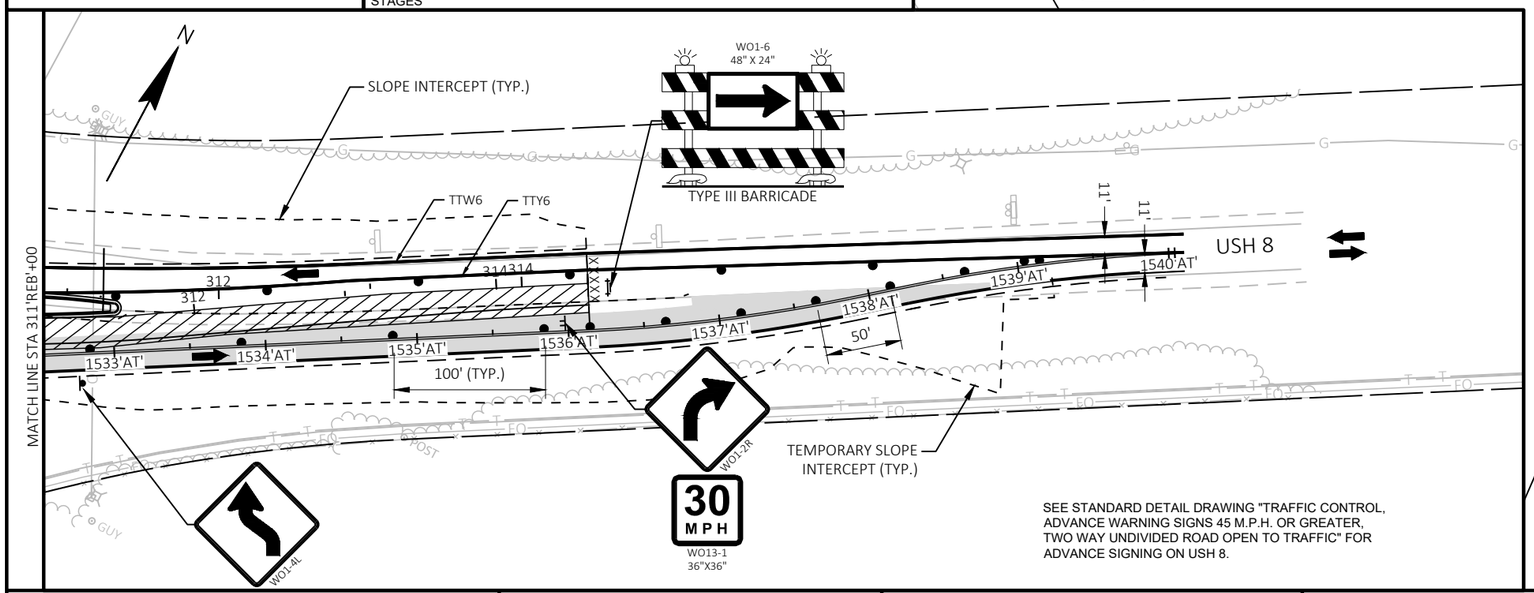
## LEGEND

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

### WORK ZONE TEMPORARY MARKING LEGEND

| | |
|---|---|
| TDY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) |
| TY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) |
| TW6 | TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) |
| TTDY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) |
| TTY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TTW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES




SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE SIGNING ON USH 8.

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH A - STAGE 3 | SHEET 131 | E |
|---|---|---|---|---|---|

2

2

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

ROBERTS RD

SLOPE INTERCEPT (TYP.)

USH 8

MATCH LINE STA 311+00 REB

REMOVE TEMPORARY STORM SEWER AND PLACE PERMANENT ENDWALL

CONSTRUCT FINAL CONNECTIONS FOR CTH A FIRST AND OPEN CTH A TO ALL TRAFFIC PRIOR TO COMPLETING USH 8 EB GRADING

W01-6
48" X 24"

TYPE III BARRICADE

CTH A

## LEGEND

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

## WORK ZONE TEMPORARY MARKING LEGEND

| | |
|---|---|
| TDY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW) |
| TY6 | TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) |
| TW6 | TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) |
| TTDY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (DOUBLE YELLOW) |
| TTY6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) |
| TTW6 | TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) |

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

NOTE:
INSTALL TEMPORARY LIGHTING TO ILLUMINATE THE INTERSECTION, ONE PER ENTRY OPERATING AS YIELD CONTROL.

WHEN CTH A IS CLOSED:
SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR ADVANCE SIGNING ON CTH A.
SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" DETAIL E FOR APPROACH ROAD CLOSURE BARRICADES ON CTH A.

WHEN CTH A IS OPEN:
SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL FOR ADVANCE SIGNING ON CTH A.

MATCH LINE STA 311+00 REB

SLOPE INTERCEPT (TYP.)

USH 8

50'

100' TAPER

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING ON USH 8.

N

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION USH 8/CTH A - STAGE 4 | SHEET 132 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 026003-s4

PLOT DATE : 5/1/2026 8:56 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL REQUIREMENTS.

HIAWATHA TRAIL

EXISTING R/W

'LWB' 112'LWB' 113'LWB' 114'LWB'

111'LEB' 112'LEB' 113'LEB' 114'LEB'

1498 USH 8 1500 1502 1504 1506 1508

SHELDON RD

108' V

108' V

EXISTING R/W

HIAWATHA TRAIL

LEGEND

WORK ZONE

TEMPORARY PEDESTRIAN BARRICADE

TRAFFIC DIRECTION

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION TRAIL CROSSING - STAGE 5A | SHEET 133 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-PATH.DWG
LAYOUT NAME - 026001-path 5A

PLOT DATE : 5/1/2026 8:56 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL REQUIREMENTS.

HIAWATHA TRAIL

EXISTING R/W

'LWB' 112'LWB' 113'LWB' 114'LWB'

111'LEB' 112'LEB' 113'LEB' 114'LEB'

1498 USH 8 1500 1502 1504 1506 1508

SHELDON RD

707'

704'

706'

708'

EXISTING R/W

HIAWATHA TRAIL

LEGEND

WORK ZONE

TEMPORARY PEDESTRIAN BARRICADE

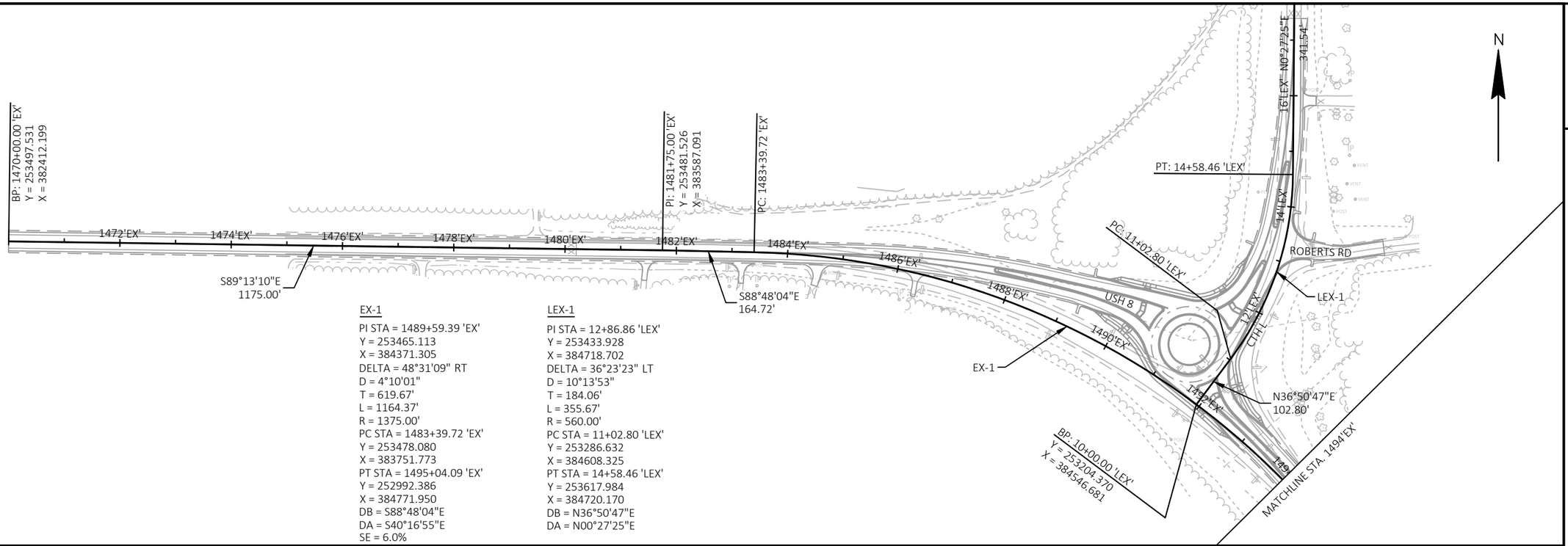
TRAFFIC DIRECTION

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | STAGE CONSTRUCTION TRAIL CROSSING - STAGE 5B | SHEET 134 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\026001-PATH.DWG
LAYOUT NAME - 026001-path 5B

PLOT DATE : 5/1/2026 8:56 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



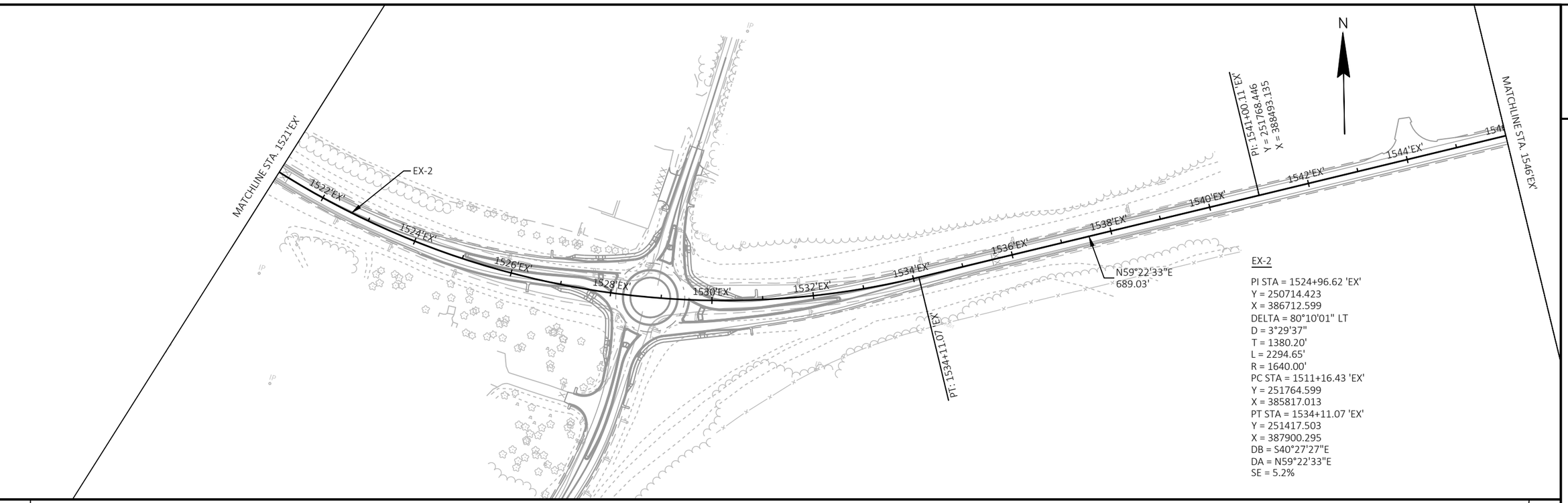

**EX-1**

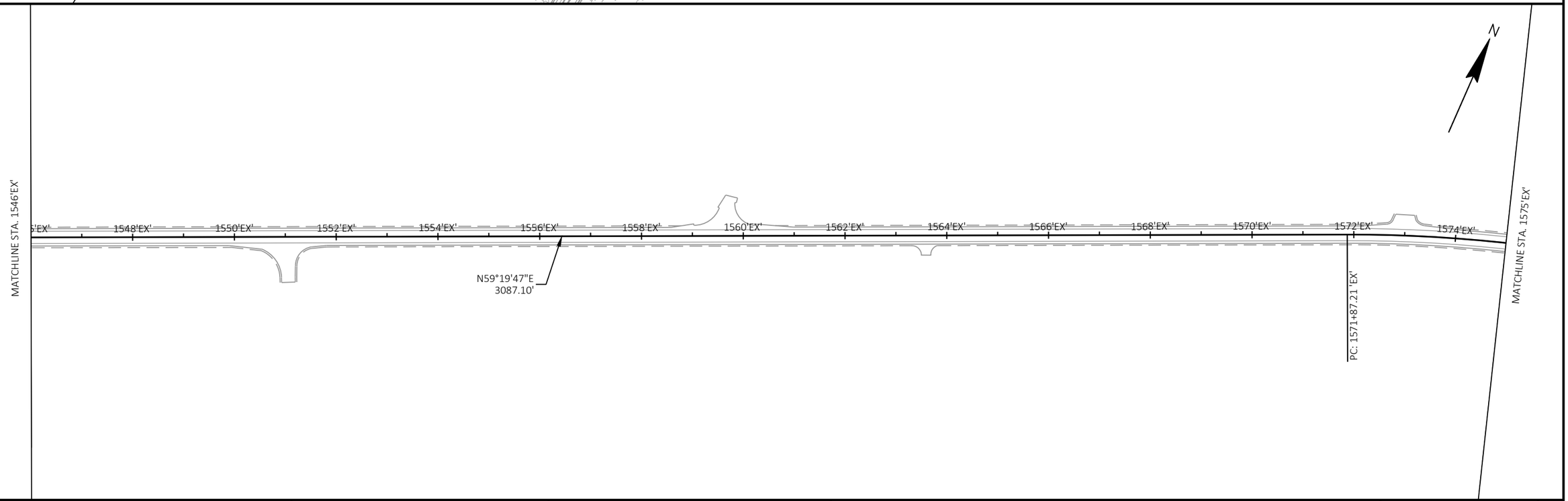
PI STA = 1489+59.39 'EX'
Y = 253465.113
X = 384371.305
DELTA = 48°31'09" RT
D = 4°10'01"
T = 619.67'
L = 1164.37'
R = 1375.00'
PC STA = 1483+39.72 'EX'
Y = 253478.080
X = 383751.773
PT STA = 1495+04.09 'EX'
Y = 252992.386
X = 384771.950
DB = S88°48'04"E
DA = S40°16'55"E
SE = 6.0%

**LEX-1**

PI STA = 12+86.86 'LEX'
Y = 253433.928
X = 384718.702
DELTA = 36°23'23" LT
D = 10°13'53"
T = 184.06'
L = 355.67'
R = 560.00'
PC STA = 11+02.80 'LEX'
Y = 253286.632
X = 384608.325
PT STA = 14+58.46 'LEX'
Y = 253617.984
X = 384720.170
DB = N36°50'47"E
DA = N00°27'25"E

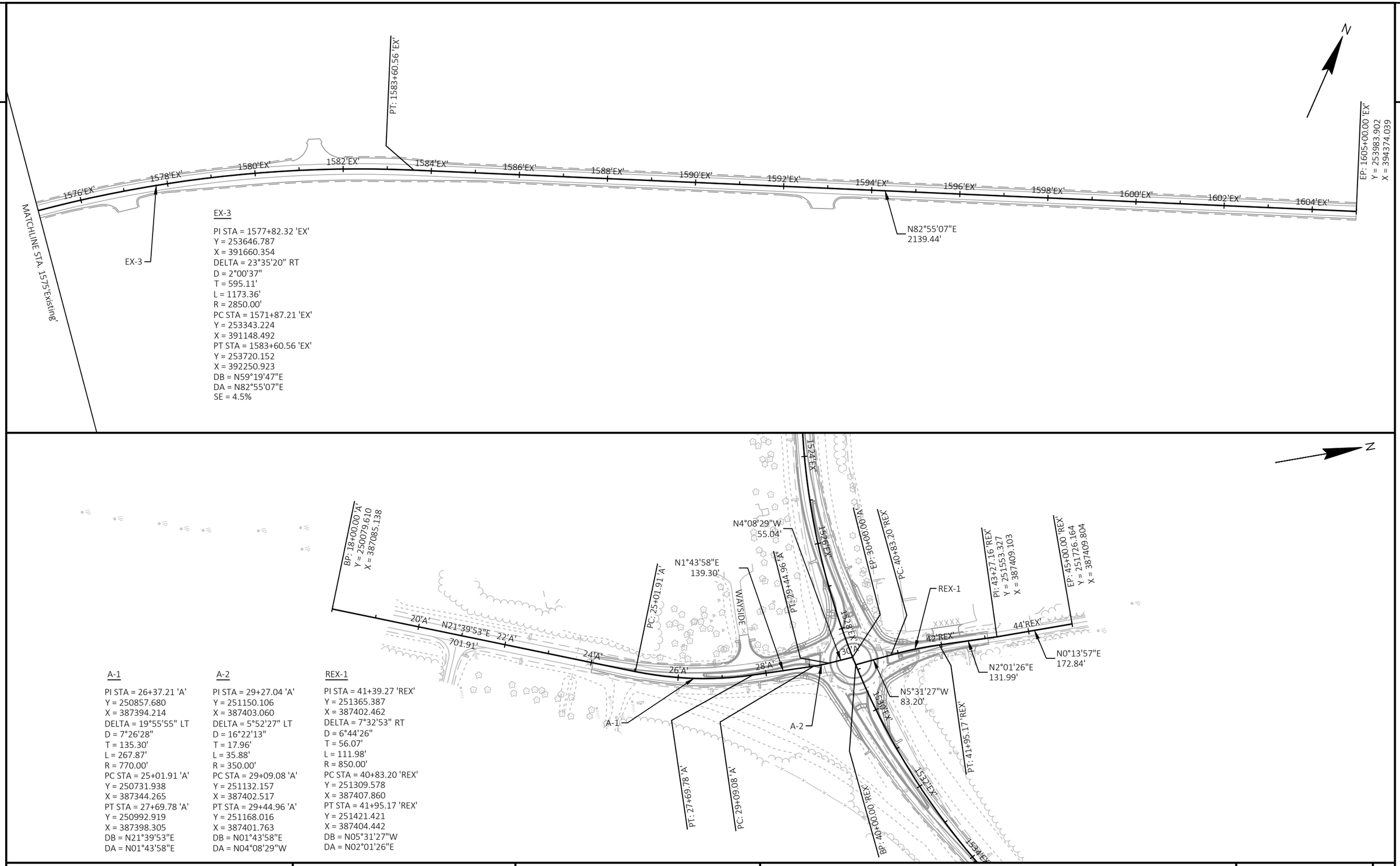
| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - EXISTING | SHEET 135 | E |
|---|---|---|---|---|---|



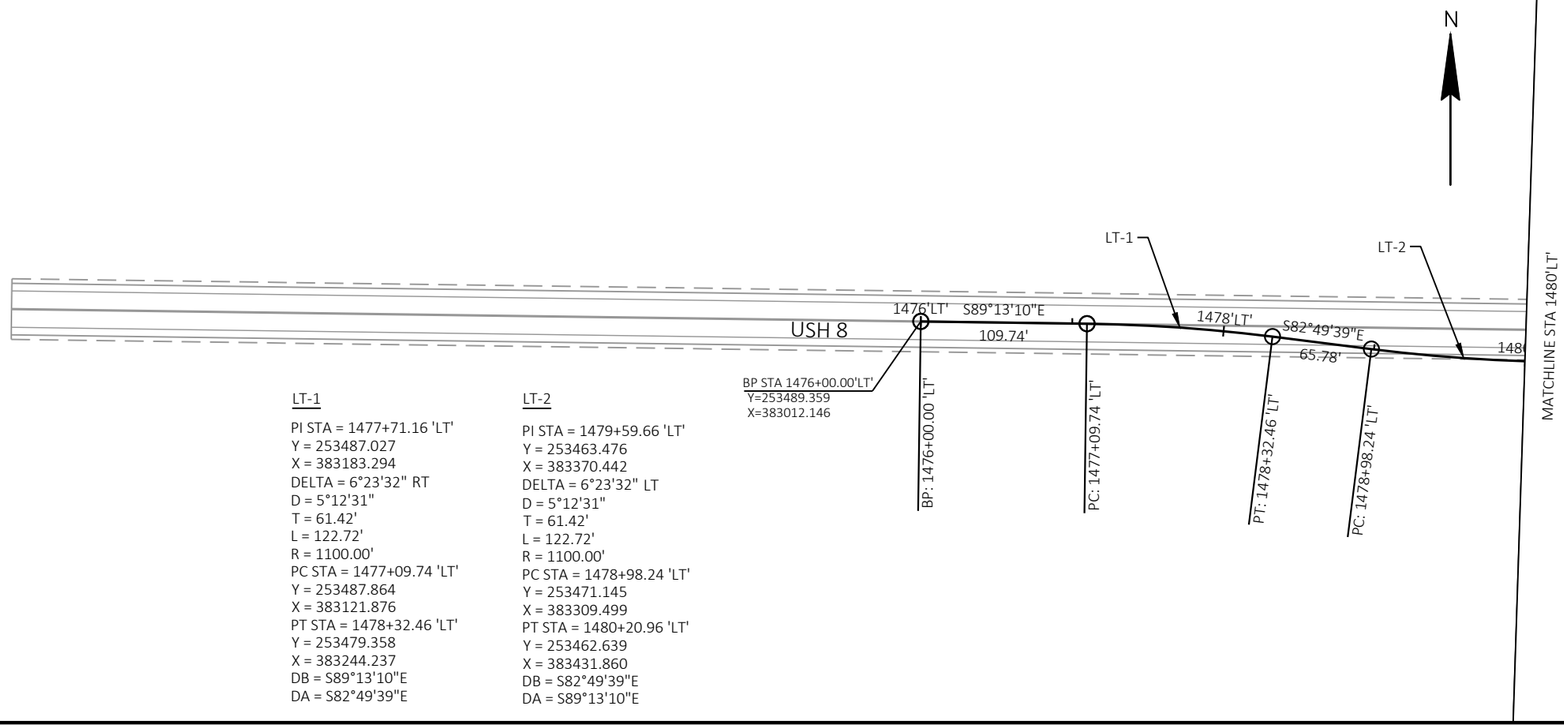




| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - EXISTING | SHEET 136 | E |
|---|---|---|---|---|---|

2




| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - EXISTING | SHEET 137 | E |
|---|---|---|---|---|---|

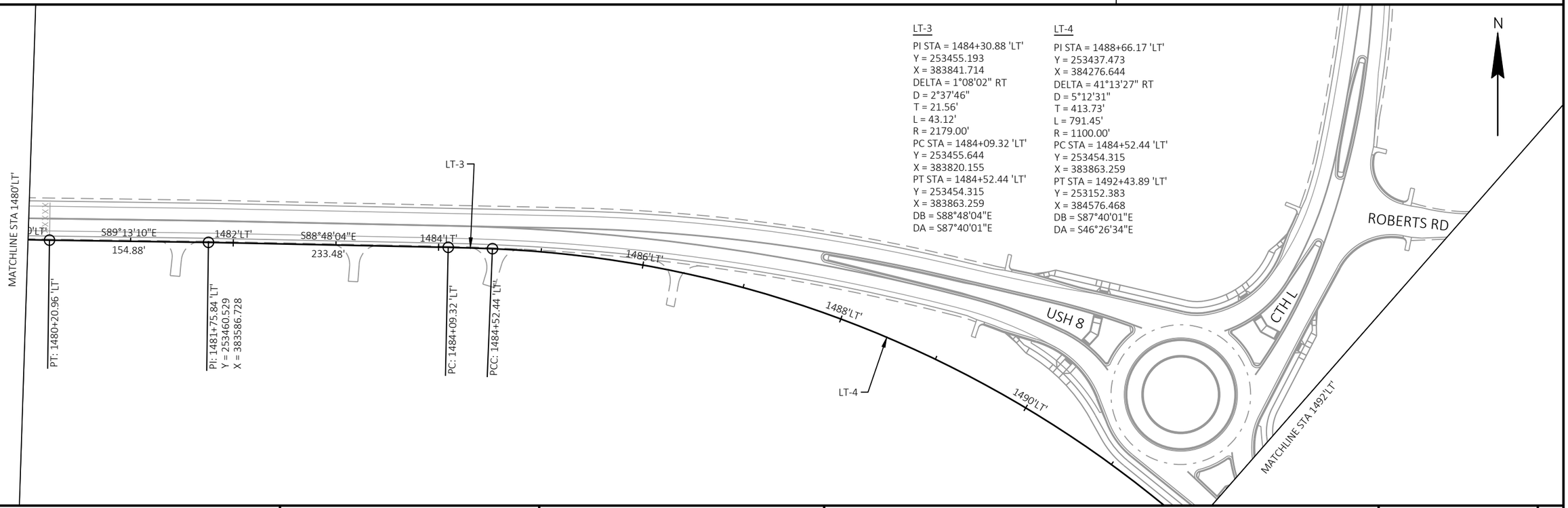



LT-1

PI STA = 1477+71.16 'LT'
Y = 253487.027
X = 383183.294
DELTA = 6°23'32" RT
D = 5°12'31"
T = 61.42'
L = 122.72'
R = 1100.00'
PC STA = 1477+09.74 'LT'
Y = 253487.864
X = 383121.876
PT STA = 1478+32.46 'LT'
Y = 253479.358
X = 383244.237
DB = S89°13'10"E
DA = S82°49'39"E

LT-2

PI STA = 1479+59.66 'LT'
Y = 253463.476
X = 383370.442
DELTA = 6°23'32" LT
D = 5°12'31"
T = 61.42'
L = 122.72'
R = 1100.00'
PC STA = 1478+98.24 'LT'
Y = 253471.145
X = 383309.499
PT STA = 1480+20.96 'LT'
Y = 253462.639
X = 383431.860
DB = S82°49'39"E
DA = S89°13'10"E




LT-3

PI STA = 1484+30.88 'LT'
Y = 253455.193
X = 383841.714
DELTA = 1°08'02" RT
D = 2°37'46"
T = 21.56'
L = 43.12'
R = 2179.00'
PC STA = 1484+09.32 'LT'
Y = 253455.644
X = 383820.155
PT STA = 1484+52.44 'LT'
Y = 253454.315
X = 383863.259
DB = S88°48'04"E
DA = S87°40'01"E

LT-4

PI STA = 1488+66.17 'LT'
Y = 253437.473
X = 384276.644
DELTA = 41°13'27" RT
D = 5°12'31"
T = 413.73'
L = 791.45'
R = 1100.00'
PC STA = 1484+52.44 'LT'
Y = 253454.315
X = 383863.259
PT STA = 1492+43.89 'LT'
Y = 253152.383
X = 384576.468
DB = S87°40'01"E
DA = S46°26'34"E

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - TEMPORARY | SHEET 138 | E |
|---|---|---|---|---|---|

2

**LT-5**

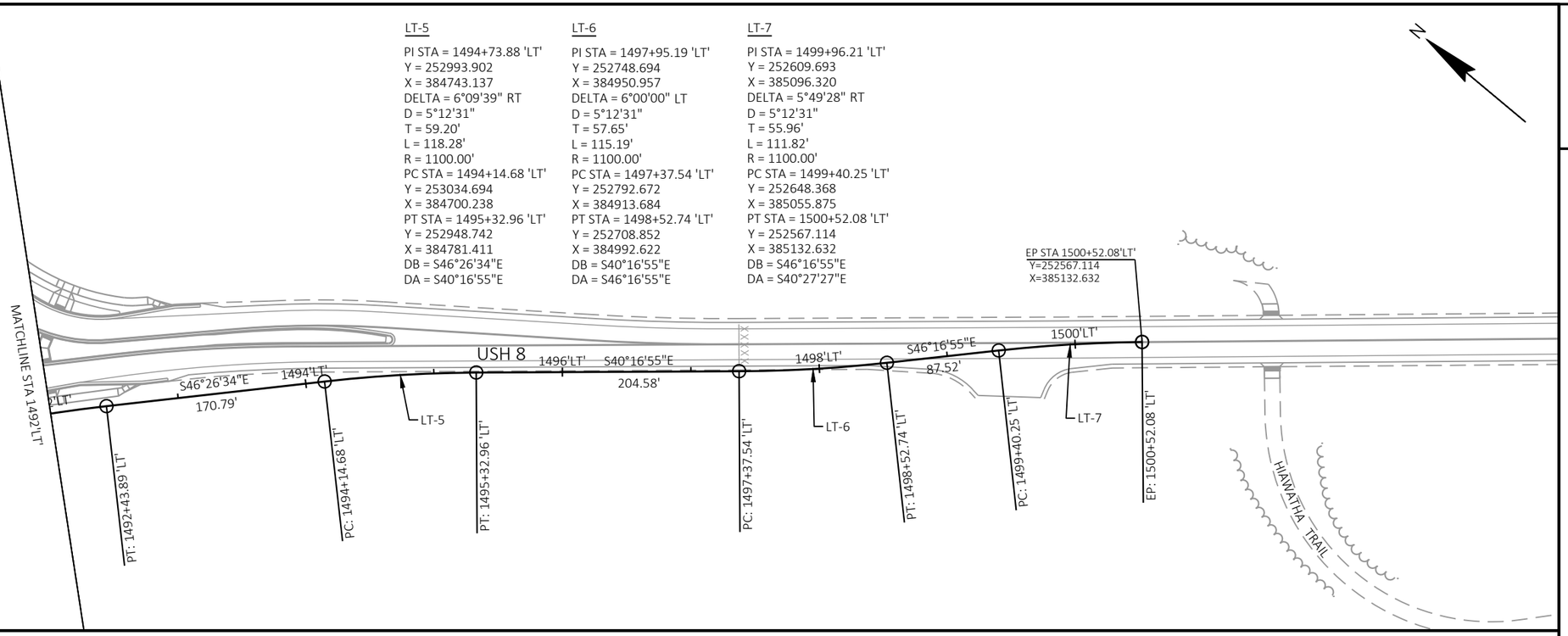
PI STA = 1494+73.88 'LT'
Y = 252993.902
X = 384743.137
DELTA = 6°09'39" RT
D = 5°12'31"
T = 59.20'
L = 118.28'
R = 1100.00'
PC STA = 1494+14.68 'LT'
Y = 253034.694
X = 384700.238
PT STA = 1495+32.96 'LT'
Y = 252948.742
X = 384781.411
DB = S46°26'34"E
DA = S40°16'55"E

**LT-6**

PI STA = 1497+95.19 'LT'
Y = 252748.694
X = 384950.957
DELTA = 6°00'00" LT
D = 5°12'31"
T = 57.65'
L = 115.19'
R = 1100.00'
PC STA = 1497+37.54 'LT'
Y = 252792.672
X = 384913.684
PT STA = 1498+52.74 'LT'
Y = 252708.852
X = 384992.622
DB = S40°16'55"E
DA = S46°16'55"E

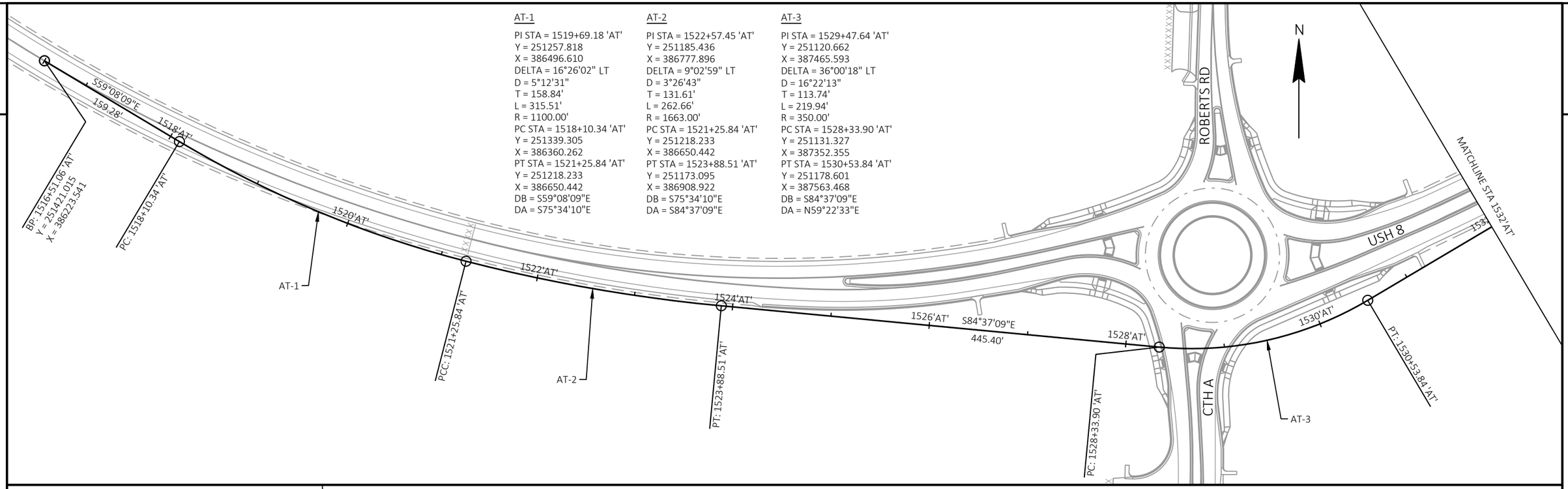
**LT-7**

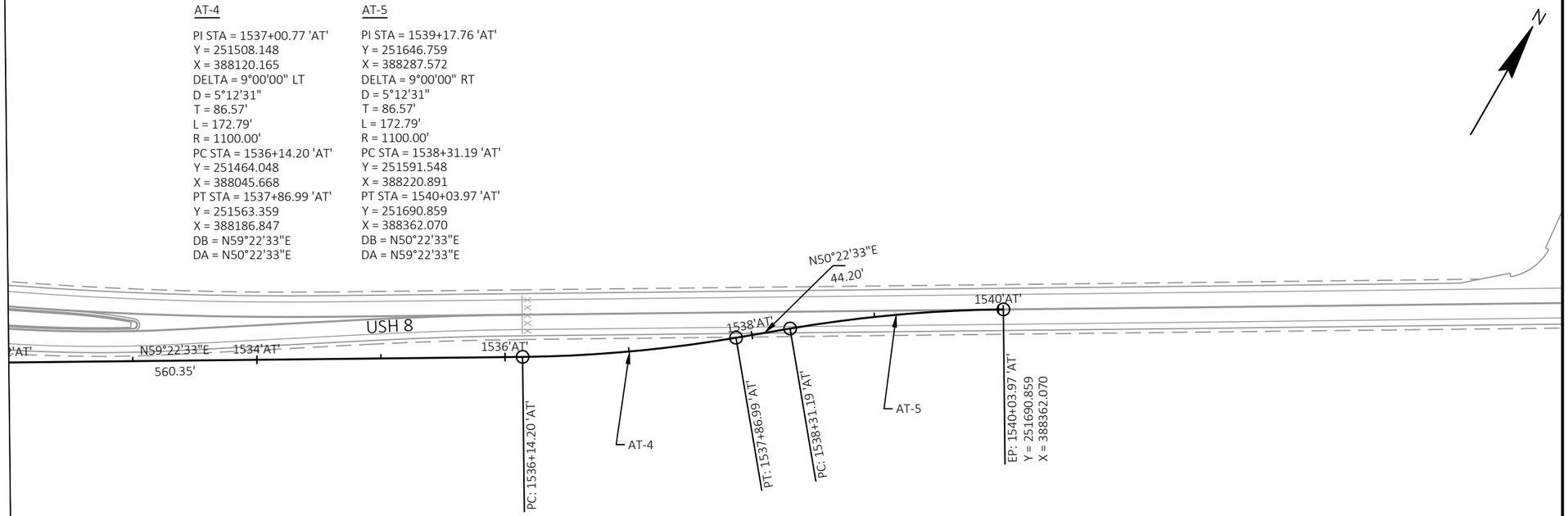
PI STA = 1499+96.21 'LT'
Y = 252609.693
X = 385096.320
DELTA = 5°49'28" RT
D = 5°12'31"
T = 55.96'
L = 111.82'
R = 1100.00'
PC STA = 1499+40.25 'LT'
Y = 252648.368
X = 385055.875
PT STA = 1500+52.08 'LT'
Y = 252567.114
X = 385132.632
DB = S46°16'55"E
DA = S40°27'27"E




| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - TEMPORARY | SHEET 139 | E |
|---|---|---|---|---|---|

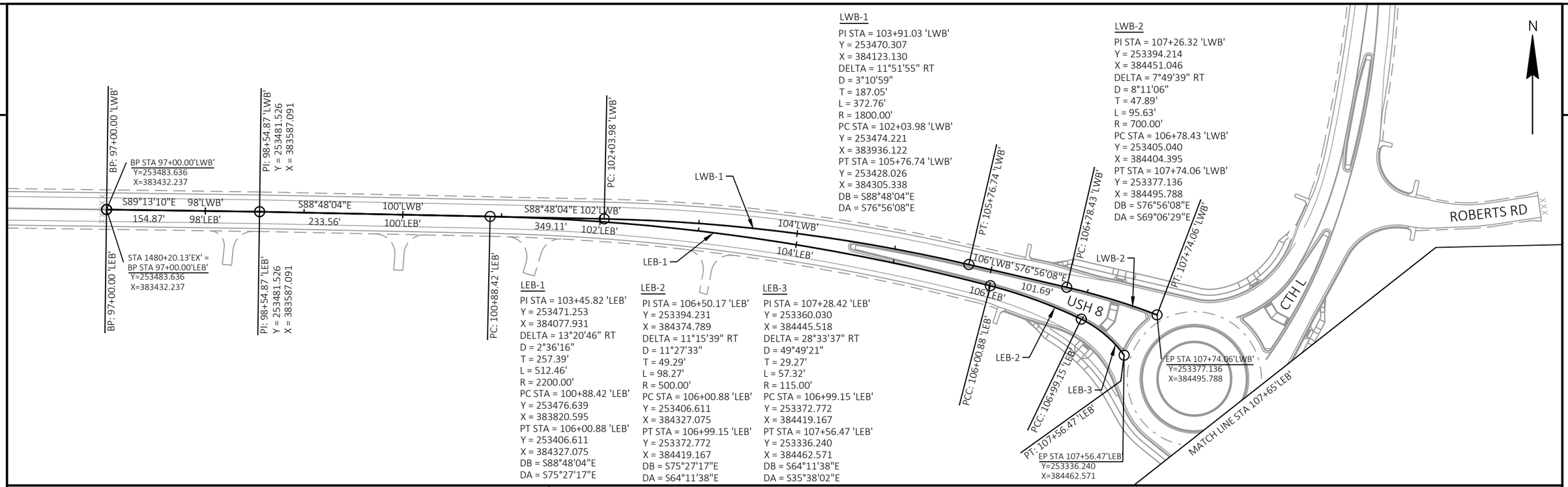
2




| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - TEMPORARY | SHEET 140 | E |
|---|---|---|---|---|---|


FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\027201-AD - TEMP ALIS.DWG
LAYOUT NAME - 027206-ad
PLOT DATE : 4/25/2025 10:45 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44




| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - USH 8 | SHEET 141 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027207-ad
PLOT DATE : 4/25/2025 10:45 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

N

LSB-1
PI STA = 200+42.92 'LSB'
Y = 253388.112
X = 384616.698
DELTA = 40°56'05" LT
D = 49°49'21"
T = 42.92'
L = 82.16'
R = 115.00'
PC STA = 200+00.00 'LSB'
Y = 253374.300
X = 384638.349
PT STA = 200+82.16 'LSB'
Y = 253425.173
X = 384638.349
DB = N71°13'44"E
DA = N30°17'39"E

LSB-2
PI STA = 201+47.35 'LSB'
Y = 253481.460
X = 384671.233
DELTA = 18°30'45" LT
D = 14°19'26"
T = 65.19'
L = 129.24'
R = 400.00'
PC STA = 200+82.16 'LSB'
Y = 253425.173
X = 384638.349
PT STA = 202+11.40 'LSB'
Y = 253545.276
X = 384684.543
DB = N30°17'39"E
DA = N11°46'54"E

LSB-3
PI STA = 203+89.87 'LSB'
Y = 253719.986
X = 384720.984
DELTA = 11°19'29" LT
D = 3°10'59"
T = 178.47'
L = 355.78'
R = 1800.00'
PC STA = 202+11.40 'LSB'
Y = 253545.276
X = 384684.543
PT STA = 205+67.18 'LSB'
Y = 253898.450
X = 384722.407
DB = N11°46'54"E
DA = N00°27'25"E

BP: 200+00.00 'LNB'
BP: 200+00.00 'LSB'
BP STA 200+00.00'LSB'
Y=253374.300
X=384576.059
LSB-1
PCC: 200+82.16 'LSB'
CTH L
LSB-2
PCC: 202+11.40 'LSB'
BP STA 200+00.00'LNB'
Y=253331.644
X=384606.180
LNB-1
LSB-3
202'LSB'
PCC: 201+29.84 'LNB'
202'LNB'
43.17'
S73°08'53"E
BP: 500+00.00 'R'
204'LSB'
N0°27'25"E
172.51'
EP: 205+67.18 'LSB'
EP STA 205+67.18'LSB'
Y=253898.449
X=384722.407
PI: 206+50.41 'LNB'
N0°27'22"E
206'LNB' 61.06'
N0°23'07"E
149.59'
EP: 208+00.00 'LNB'
EP STA 208+00.00'LNB'
Y=254109.100
X=384723.899
STA 500+00.00'R' =
STA 201+87.92'LNB'
Y = 253500.408
X = 384686.702
PC: 500+43.17 'R'
LNB-2
PCC: 203+27.21 'LNB'
LNB-3
PT: 204+16.84 'LNB'
PI: 205+89.34 'LNB'
Y = 253898.449
X = 384722.407
ROBERTS RD
R-1
R-2
PRC: 501+57.35 'R'
502'RR
EP: 502+33.55 'R'
EP STA 502+33.55'R'
Y=253490.877
X=384916.445

R-1
PI STA = 501+01.27 'R'
Y = 253471.049
X = 384783.627
DELTA = 26°10'07" LT
D = 22°55'06"
T = 58.10'
L = 114.18'
R = 250.00'
PC STA = 500+43.17 'R'
Y = 253487.894
X = 384728.017
PT STA = 501+57.35 'R'
Y = 253480.456
X = 384840.965
DB = S73°08'53"E
DA = N80°41'00"E

R-2
PI STA = 501+95.46 'R'
Y = 253486.625
X = 384878.572
DELTA = 2°54'39" RT
D = 3°49'11"
T = 38.11'
L = 76.20'
R = 1500.00'
PC STA = 501+57.35 'R'
Y = 253480.456
X = 384840.965
PT STA = 502+33.55 'R'
Y = 253490.877
X = 384916.445
DB = N80°41'00"E
DA = N83°35'39"E

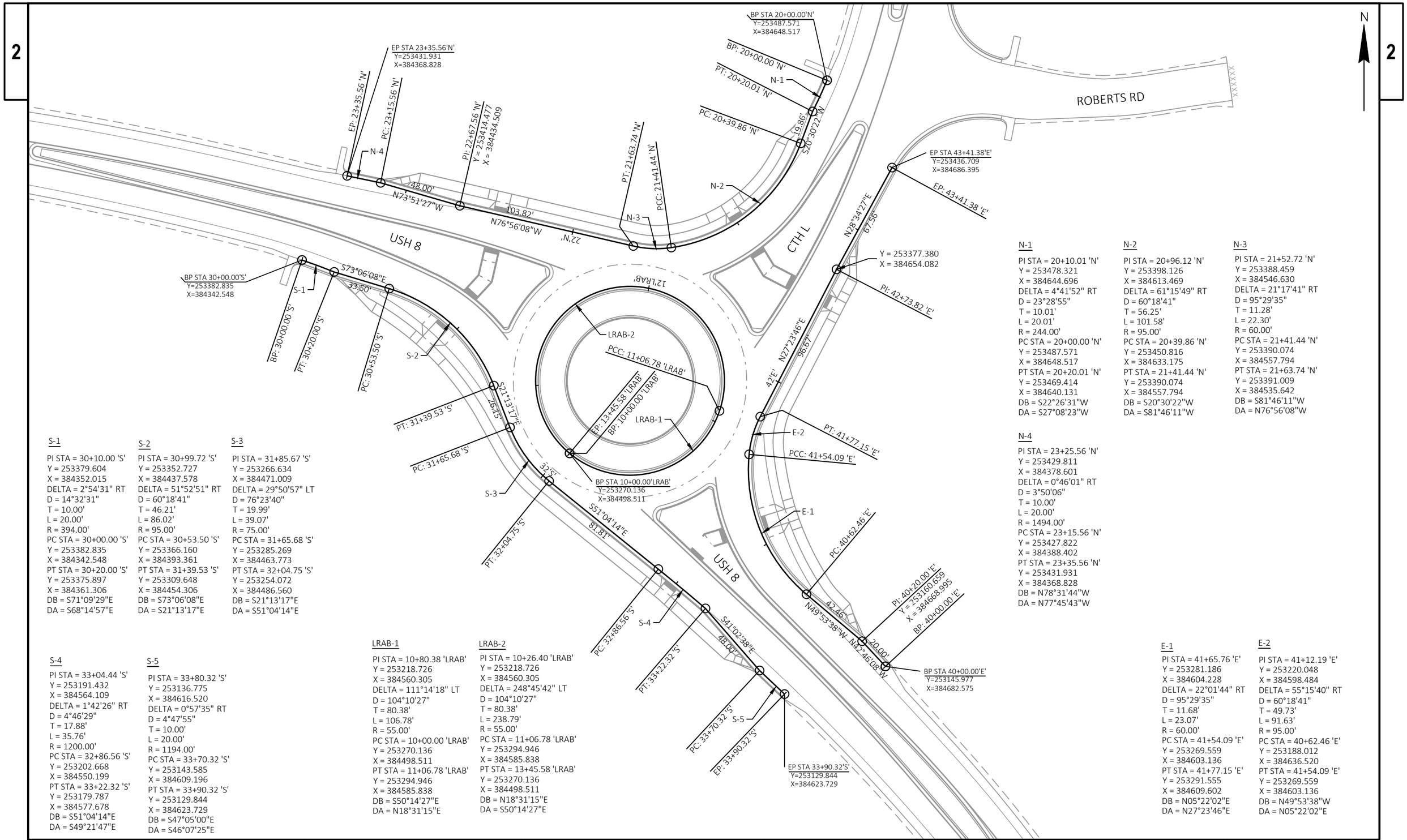
LNB-1
PI STA = 200+65.29 'LNB'
Y = 253384.535
X = 384644.453
DELTA = 14°52'42" LT
D = 11°27'33"
T = 65.29'
L = 129.84'
R = 500.00'
PC STA = 200+00.00 'LNB'
Y = 253331.644
X = 384606.180
PT STA = 201+29.84 'LNB'
Y = 253445.480
X = 384667.862
DB = N35°53'24"E
DA = N21°00'42"E

LNB-2
PI STA = 202+29.03 'LNB'
Y = 253538.074
X = 384703.427
DELTA = 14°08'08" LT
D = 7°09'43"
T = 99.19'
L = 197.37'
R = 800.00'
PC STA = 201+29.84 'LNB'
Y = 253445.480
X = 384667.862
PT STA = 203+27.21 'LNB'
Y = 253636.549
X = 384715.303
DB = N21°00'42"E
DA = N06°52'34"E

LNB-3
PI STA = 203+72.07 'LNB'
Y = 253681.088
X = 384720.673
DELTA = 6°25'09" LT
D = 7°09'43"
T = 44.86'
L = 89.63'
R = 800.00'
PC STA = 203+27.21 'LNB'
Y = 253636.549
X = 384715.303
PT STA = 204+16.84 'LNB'
Y = 253725.948
X = 384721.031
DB = N06°52'34"E
DA = N00°27'25"E

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - CTH L | SHEET 142 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027208-ad
PLOT DATE : 4/25/2025 10:45 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42




**N-1**
PI STA = 20+10.01 'N'
Y = 253478.321
X = 384644.696
DELTA = 4°41'52" RT
D = 23°28'55"
T = 10.01'
L = 20.01'
R = 244.00'
PC STA = 20+00.00 'N'
Y = 253487.571
X = 384648.517
PT STA = 20+20.01 'N'
Y = 253469.414
X = 384640.131
DB = S22°26'31"W
DA = S27°08'23"W

**N-2**
PI STA = 20+96.12 'N'
Y = 253398.126
X = 384613.469
DELTA = 61°15'49" RT
D = 60°18'41"
T = 56.25'
L = 101.58'
R = 95.00'
PC STA = 20+39.86 'N'
Y = 253450.816
X = 384633.175
PT STA = 21+41.44 'N'
Y = 253390.074
X = 384557.794
DB = S20°30'22"W
DA = S81°46'11"W

**N-3**
PI STA = 21+52.72 'N'
Y = 253388.459
X = 384546.630
DELTA = 21°17'41" RT
D = 95°29'35"
T = 11.28'
L = 22.30'
R = 60.00'
PC STA = 21+41.44 'N'
Y = 253390.074
X = 384557.794
PT STA = 21+63.74 'N'
Y = 253391.009
X = 384535.642
DB = S81°46'11"W
DA = N76°56'08"W

**N-4**
PI STA = 23+25.56 'N'
Y = 253429.811
X = 384378.601
DELTA = 0°46'01" RT
D = 3°50'06"
T = 10.00'
L = 20.00'
R = 1494.00'
PC STA = 23+15.56 'N'
Y = 253427.822
X = 384388.402
PT STA = 23+35.56 'N'
Y = 253431.931
X = 384368.828
DB = N78°31'44"W
DA = N77°45'43"W

**S-1**
PI STA = 30+10.00 'S'
Y = 253379.604
X = 384352.015
DELTA = 2°54'31" RT
D = 14°32'31"
T = 10.00'
L = 20.00'
R = 394.00'
PC STA = 30+00.00 'S'
Y = 253382.835
X = 384342.548
PT STA = 30+20.00 'S'
Y = 253375.897
X = 384361.306
DB = S71°09'29"E
DA = S68°14'57"E

**S-2**
PI STA = 30+99.72 'S'
Y = 253352.727
X = 384437.578
DELTA = 51°52'51" RT
D = 60°18'41"
T = 46.21'
L = 86.02'
R = 95.00'
PC STA = 30+53.50 'S'
Y = 253366.160
X = 384393.361
PT STA = 31+39.53 'S'
Y = 253309.648
X = 384454.306
DB = S73°06'08"E
DA = S21°13'17"E

**S-3**
PI STA = 31+85.67 'S'
Y = 253266.634
X = 384471.009
DELTA = 29°50'57" LT
D = 76°23'40"
T = 19.99'
L = 39.07'
R = 75.00'
PC STA = 31+65.68 'S'
Y = 253285.269
X = 384463.773
PT STA = 32+04.75 'S'
Y = 253254.072
X = 384486.560
DB = S21°13'17"E
DA = S51°04'14"E

**S-4**
PI STA = 33+04.44 'S'
Y = 253191.432
X = 384564.109
DELTA = 1°42'26" RT
D = 4°46'29"
T = 17.88'
L = 35.76'
R = 1200.00'
PC STA = 32+86.56 'S'
Y = 253202.668
X = 384550.199
PT STA = 33+22.32 'S'
Y = 253179.787
X = 384577.678
DB = S51°04'14"E
DA = S49°21'47"E

**S-5**
PI STA = 33+80.32 'S'
Y = 253136.775
X = 384616.520
DELTA = 0°57'35" RT
D = 4°47'55"
T = 10.00'
L = 20.00'
R = 1194.00'
PC STA = 33+70.32 'S'
Y = 253143.585
X = 384609.196
PT STA = 33+90.32 'S'
Y = 253129.844
X = 384623.729
DB = S47°05'00"E
DA = S46°07'25"E

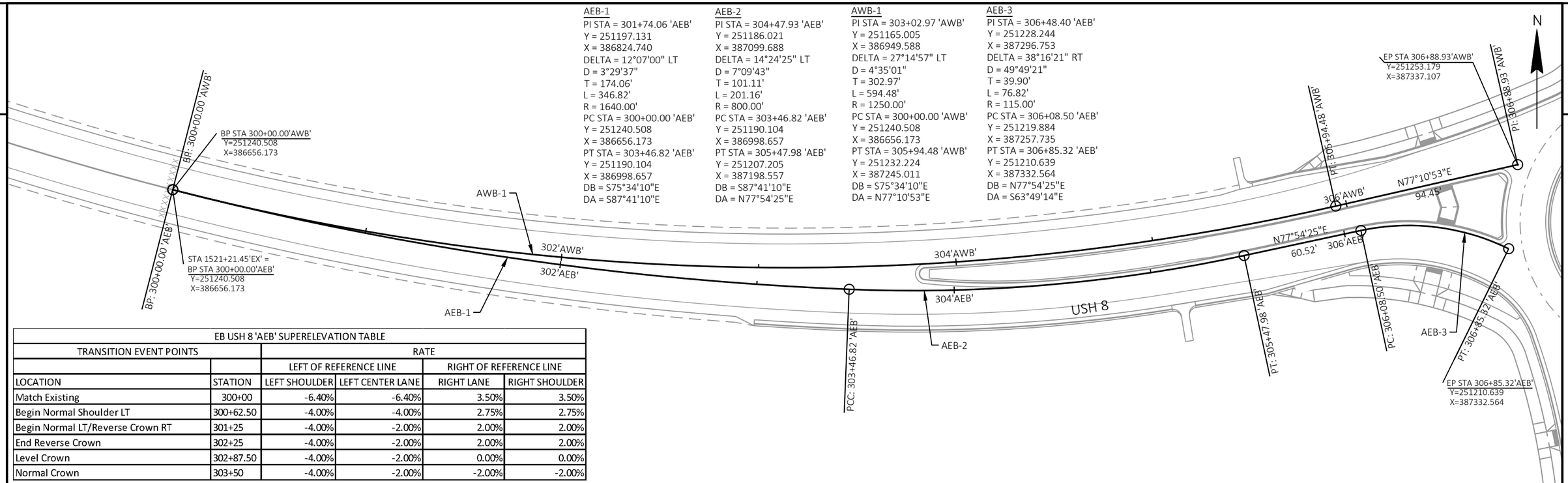
**LRAB-1**
PI STA = 10+80.38 'LRAB'
Y = 253218.726
X = 384560.305
DELTA = 111°14'18" LT
D = 104°10'27"
T = 80.38'
L = 106.78'
R = 55.00'
PC STA = 10+00.00 'LRAB'
Y = 253270.136
X = 384498.511
PT STA = 11+06.78 'LRAB'
Y = 253294.946
X = 384585.838
DB = S50°14'27"E
DA = N18°31'15"E

**LRAB-2**
PI STA = 10+26.40 'LRAB'
Y = 253218.726
X = 384560.305
DELTA = 248°45'42" LT
D = 104°10'27"
T = 80.38'
L = 238.79'
R = 55.00'
PC STA = 11+06.78 'LRAB'
Y = 253294.946
X = 384585.838
PT STA = 13+45.58 'LRAB'
Y = 253270.136
X = 384498.511
DB = N18°31'15"E
DA = S50°14'27"E

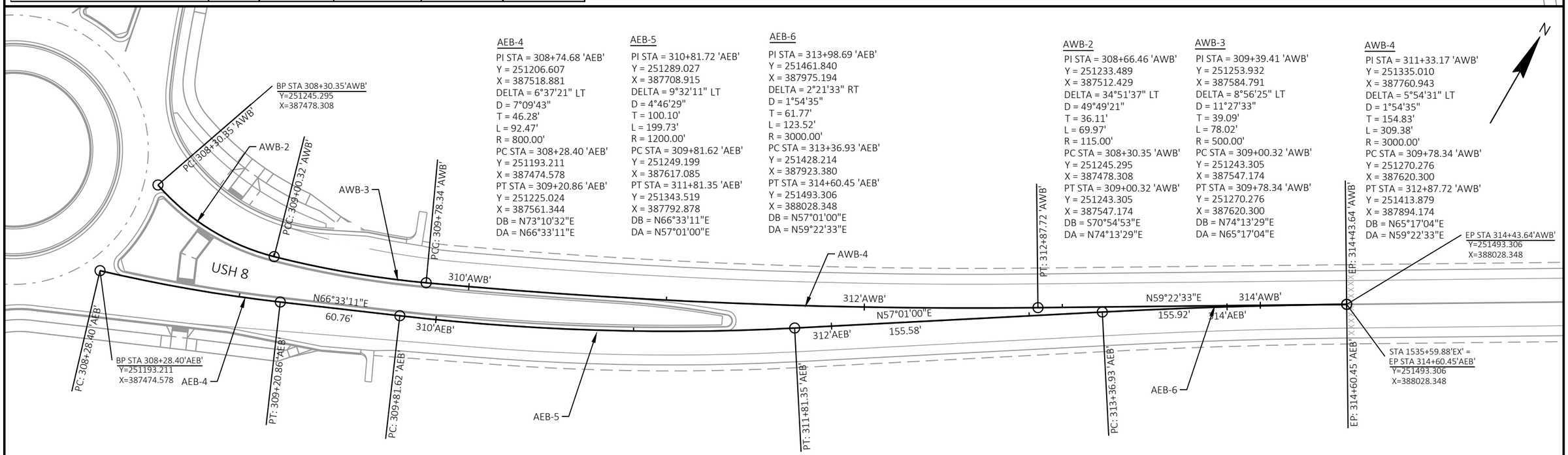
**E-1**
PI STA = 41+65.76 'E'
Y = 253281.186
X = 384604.228
DELTA = 22°01'44" RT
D = 95°29'35"
T = 11.68'
L = 23.07'
R = 60.00'
PC STA = 41+54.09 'E'
Y = 253269.559
X = 384603.136
PT STA = 41+77.15 'E'
Y = 253291.555
X = 384609.602
DB = N05°22'02"E
DA = N27°23'46"E

**E-2**
PI STA = 41+12.19 'E'
Y = 253220.048
X = 384598.484
DELTA = 55°15'40" RT
D = 60°18'41"
T = 49.73'
L = 91.63'
R = 95.00'
PC STA = 40+62.46 'E'
Y = 253188.012
X = 384636.520
PT STA = 41+54.09 'E'
Y = 253269.559
X = 384603.136
DB = N49°53'38"W
DA = N05°22'02"E

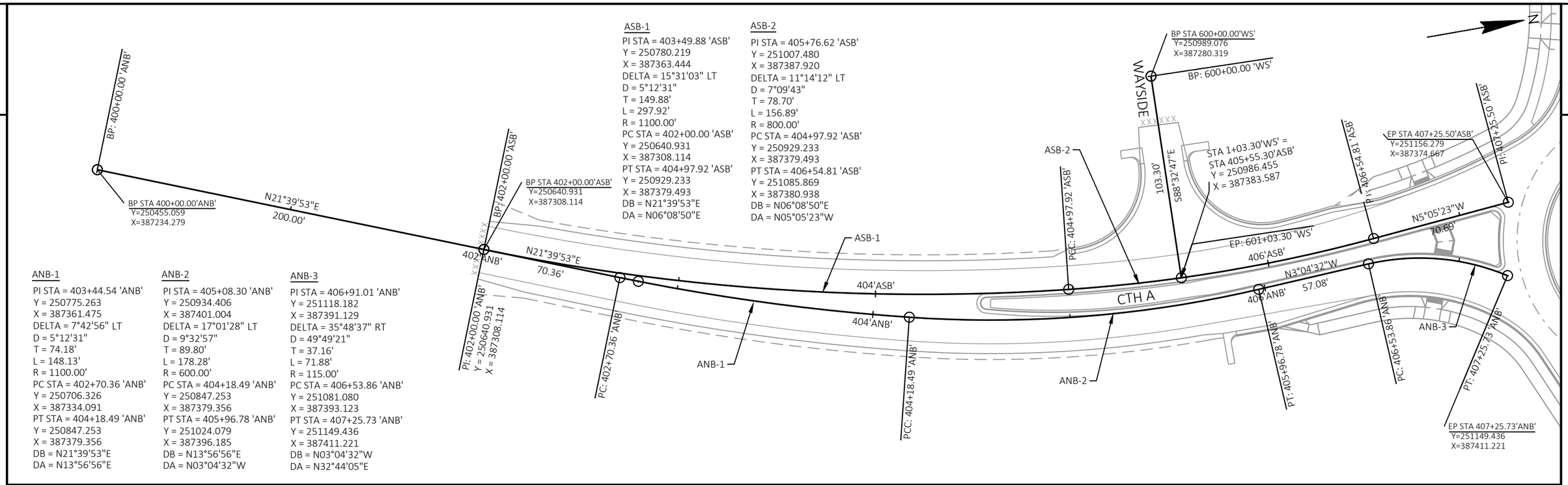
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - ROUNDABOUT AND CURB & GUTTER | SHEET 143 E |

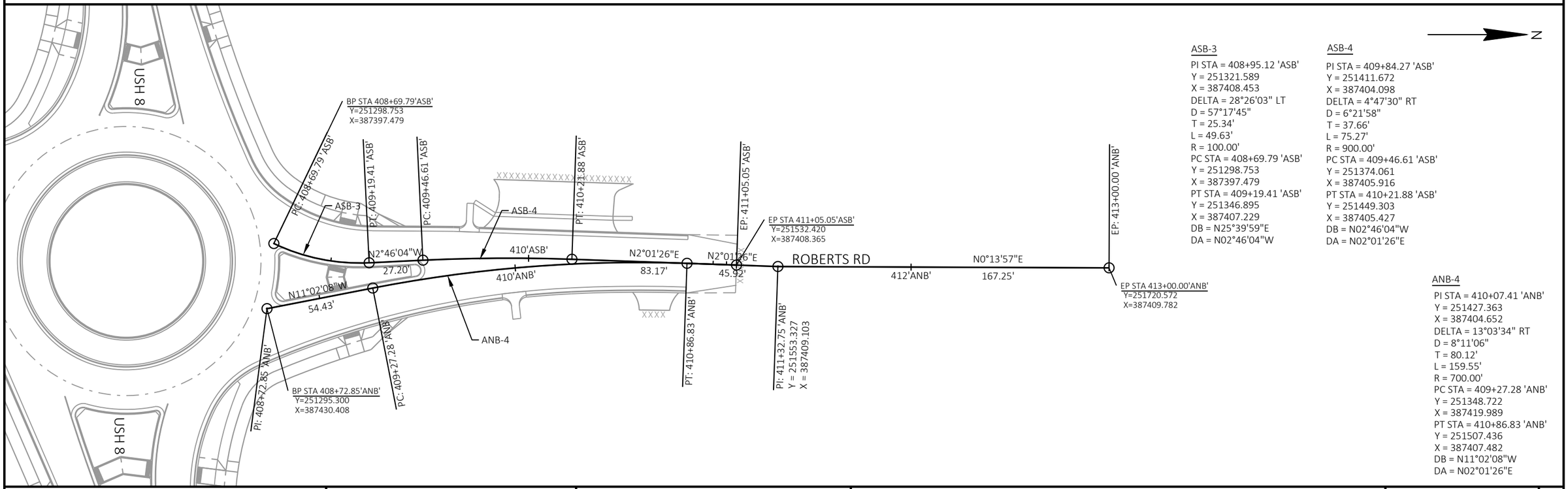



| EB USH 8 'AEB' SUPERELEVATION TABLE | | | | | |
|---|---|---|---|---|---|
| TRANSITION EVENT POINTS | | RATE | | | |
| | | LEFT OF REFERENCE LINE | | RIGHT OF REFERENCE LINE | |
| LOCATION | STATION | LEFT SHOULDER | LEFT CENTER LANE | RIGHT LANE | RIGHT SHOULDER |
| Match Existing | 300+00 | -6.40% | -6.40% | 3.50% | 3.50% |
| Begin Normal Shoulder LT | 300+62.50 | -4.00% | -4.00% | 2.75% | 2.75% |
| Begin Normal LT/Reverse Crown RT | 301+25 | -4.00% | -2.00% | 2.00% | 2.00% |
| End Reverse Crown | 302+25 | -4.00% | -2.00% | 2.00% | 2.00% |
| Level Crown | 302+87.50 | -4.00% | -2.00% | 0.00% | 0.00% |
| Normal Crown | 303+50 | -4.00% | -2.00% | -2.00% | -2.00% |




| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - USH 8 | SHEET 144 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - CTH A AND ROBERTS RD | SHEET 145 | E |
|---|---|---|---|---|---|

2

N

**NW-1**
PI STA = 61+46.63 'NW'
Y = 251322.444
X = 387390.825
DELTA = 36°02'30" RT
D = 71°37'11"
T = 26.03'
L = 50.32'
R = 80.00'
PC STA = 61+20.60 'NW'
Y = 251348.469
X = 387391.011
PT STA = 61+70.93 'NW'
Y = 251301.510
X = 387375.361
DB = S00°24'38"W
DA = S36°27'08"W

**NW-2**
PI STA = 61+84.09 'NW'
Y = 251290.921
X = 387367.539
DELTA = 29°30'10" RT
D = 114°35'30"
T = 13.17'
L = 25.75'
R = 50.00'
PC STA = 61+70.93 'NW'
Y = 251301.510
X = 387375.361
PT STA = 61+96.67 'NW'
Y = 251285.557
X = 387355.516
DB = S36°27'08"W
DA = S65°57'19"W

**NW-3**
PI STA = 62+42.32 'NW'
Y = 251266.958
X = 387313.831
DELTA = 8°42'04" RT
D = 9°32'57"
T = 45.65'
L = 91.12'
R = 600.00'
PC STA = 61+96.67 'NW'
Y = 251285.557
X = 387355.516
PT STA = 62+87.79 'NW'
Y = 251254.880
X = 387269.811
DB = S65°57'19"W
DA = S74°39'23"W

**NW-4**
PI STA = 63+45.79 'NW'
Y = 251244.315
X = 387212.803
DELTA = 1°39'04" RT
D = 8°15'21"
T = 10.00'
L = 20.00'
R = 694.00'
PC STA = 63+35.79 'NW'
Y = 251246.730
X = 387222.508
PT STA = 63+55.79 'NW'
Y = 251242.180
X = 387203.033
DB = S76°01'33"W
DA = S77°40'37"W

**NE-1**
PI STA = 90+10.00 'NE'
Y = 251278.869
X = 387592.288
DELTA = 2°54'31" RT
D = 14°32'31"
T = 10.00'
L = 20.00'
R = 394.00'
PC STA = 90+00.00 'NE'
Y = 251282.452
X = 387601.628
PT STA = 90+20.00 'NE'
Y = 251275.764
X = 387582.779
DB = S69°00'32"W
DA = S71°55'04"W

**NE-2**
PI STA = 90+86.64 'NE'
Y = 251245.933
X = 387523.193
DELTA = 51°52'48" RT
D = 60°18'41"
T = 46.21'
L = 86.02'
R = 95.00'
PC STA = 90+40.43 'NE'
Y = 251266.621
X = 387564.515
PT STA = 91+26.45 'NE'
Y = 251265.672
X = 387481.409
DB = S63°24'21"W
DA = N64°42'51"W

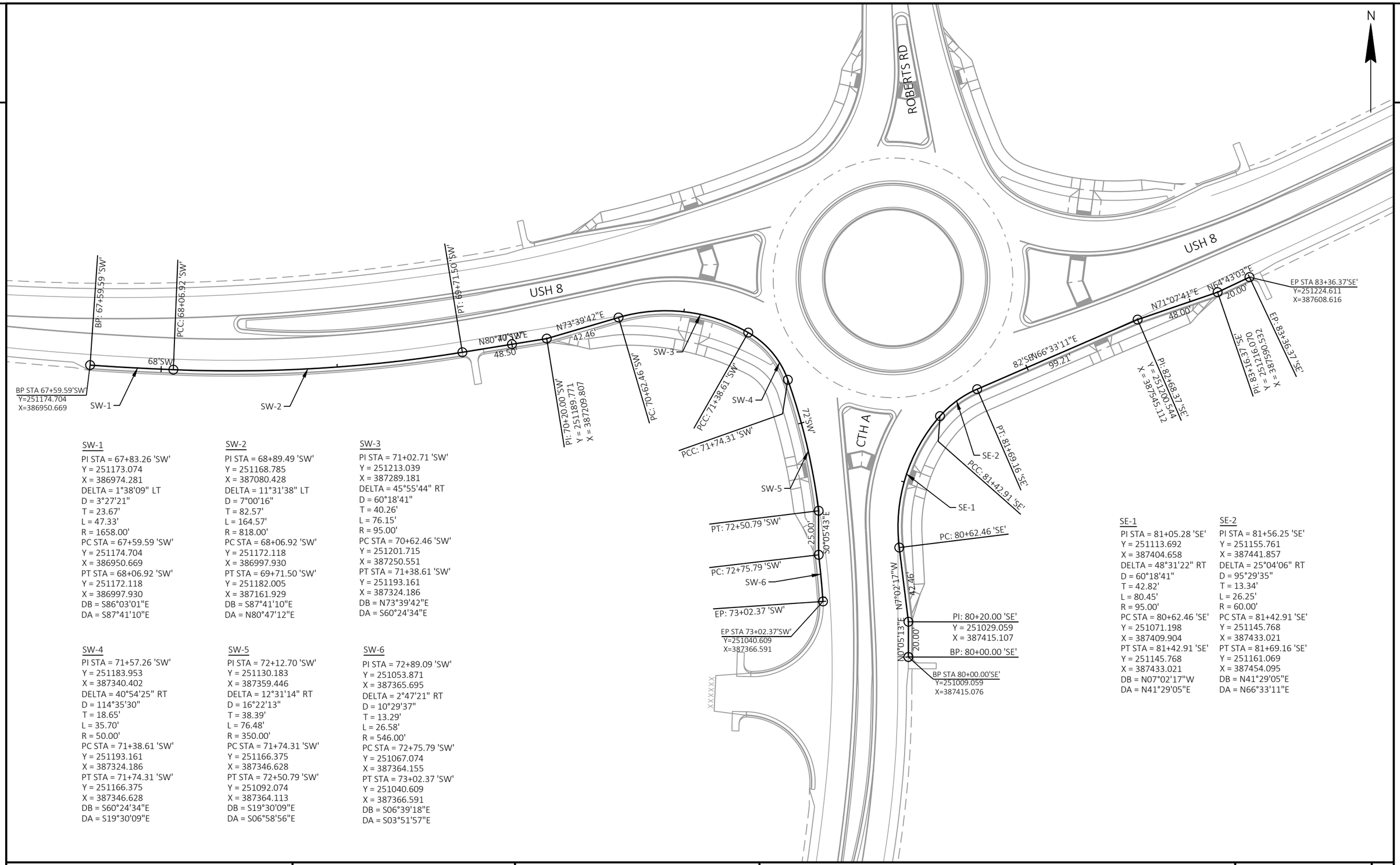
**NE-3**
PI STA = 91+45.20 'NE'
Y = 251273.683
X = 387464.451
DELTA = 41°07'23" RT
D = 114°35'30"
T = 18.76'
L = 35.89'
R = 50.00'
PC STA = 91+26.45 'NE'
Y = 251265.672
X = 387481.409
PT STA = 91+62.33 'NE'
Y = 251290.871
X = 387456.944
DB = N64°42'51"W
DA = N23°35'28"W

**NE-4**
PI STA = 92+44.77 'NE'
Y = 251366.414
X = 387423.954
DELTA = 20°45'40" RT
D = 12°43'57"
T = 82.43'
L = 163.06'
R = 450.00'
PC STA = 91+62.33 'NE'
Y = 251290.871
X = 387456.944
PT STA = 93+25.39 'NE'
Y = 251448.746
X = 387419.884
DB = N23°35'28"W
DA = N02°49'48"W

**NE-5**
PI STA = 93+54.55 'NE'
Y = 251477.870
X = 387418.444
DELTA = 4°51'14" RT
D = 8°19'40"
T = 29.16'
L = 58.28'
R = 688.00'
PC STA = 93+25.39 'NE'
Y = 251448.746
X = 387419.884
PT STA = 93+83.68 'NE'
Y = 251507.012
X = 387419.474
DB = N02°49'48"W
DA = N02°01'26"E

**ARAB-1**
PI STA = 50+52.78 'ARAB'
Y = 251185.687
X = 387472.056
DELTA = 87°38'38" LT
D = 104°10'27"
T = 52.78'
L = 84.13'
R = 55.00'
PC STA = 50+00.00 'ARAB'
Y = 251171.345
X = 387421.258
PT STA = 50+84.13 'ARAB'
Y = 251237.032
X = 387459.814
DB = N74°14'00"E
DA = N13°24'39"W

**ARAB-2**
PI STA = 50+31.35 'ARAB'
Y = 251185.687
X = 387472.056
DELTA = 272°21'22" LT
D = 104°10'27"
T = 52.78'
L = 261.44'
R = 55.00'
PC STA = 50+84.13 'ARAB'
Y = 251237.032
X = 387459.814
PT STA = 53+45.58 'ARAB'
Y = 251171.345
X = 387421.258
DB = N13°24'39"W
DA = N74°14'00"E




**SW-1**
PI STA = 67+83.26 'SW'
Y = 251173.074
X = 386974.281
DELTA = 1°38'09" LT
D = 3°27'21"
T = 23.67'
L = 47.33'
R = 1658.00'
PC STA = 67+59.59 'SW'
Y = 251174.704
X = 386950.669
PT STA = 68+06.92 'SW'
Y = 251172.118
X = 386997.930
DB = S86°03'01"E
DA = S87°41'10"E

**SW-2**
PI STA = 68+89.49 'SW'
Y = 251168.785
X = 387080.428
DELTA = 11°31'38" LT
D = 7°00'16"
T = 82.57'
L = 164.57'
R = 818.00'
PC STA = 68+06.92 'SW'
Y = 251172.118
X = 386997.930
PT STA = 69+71.50 'SW'
Y = 251182.005
X = 387161.929
DB = S87°41'10"E
DA = N80°47'12"E

**SW-3**
PI STA = 71+02.71 'SW'
Y = 251213.039
X = 387289.181
DELTA = 45°55'44" RT
D = 60°18'41"
T = 40.26'
L = 76.15'
R = 95.00'
PC STA = 70+62.46 'SW'
Y = 251201.715
X = 387250.551
PT STA = 71+38.61 'SW'
Y = 251193.161
X = 387324.186
DB = N73°39'42"E
DA = S60°24'34"E

**SW-4**
PI STA = 71+57.26 'SW'
Y = 251183.953
X = 387340.402
DELTA = 40°54'25" RT
D = 114°35'30"
T = 18.65'
L = 35.70'
R = 50.00'
PC STA = 71+38.61 'SW'
Y = 251193.161
X = 387324.186
PT STA = 71+74.31 'SW'
Y = 251166.375
X = 387346.628
DB = S60°24'34"E
DA = S19°30'09"E

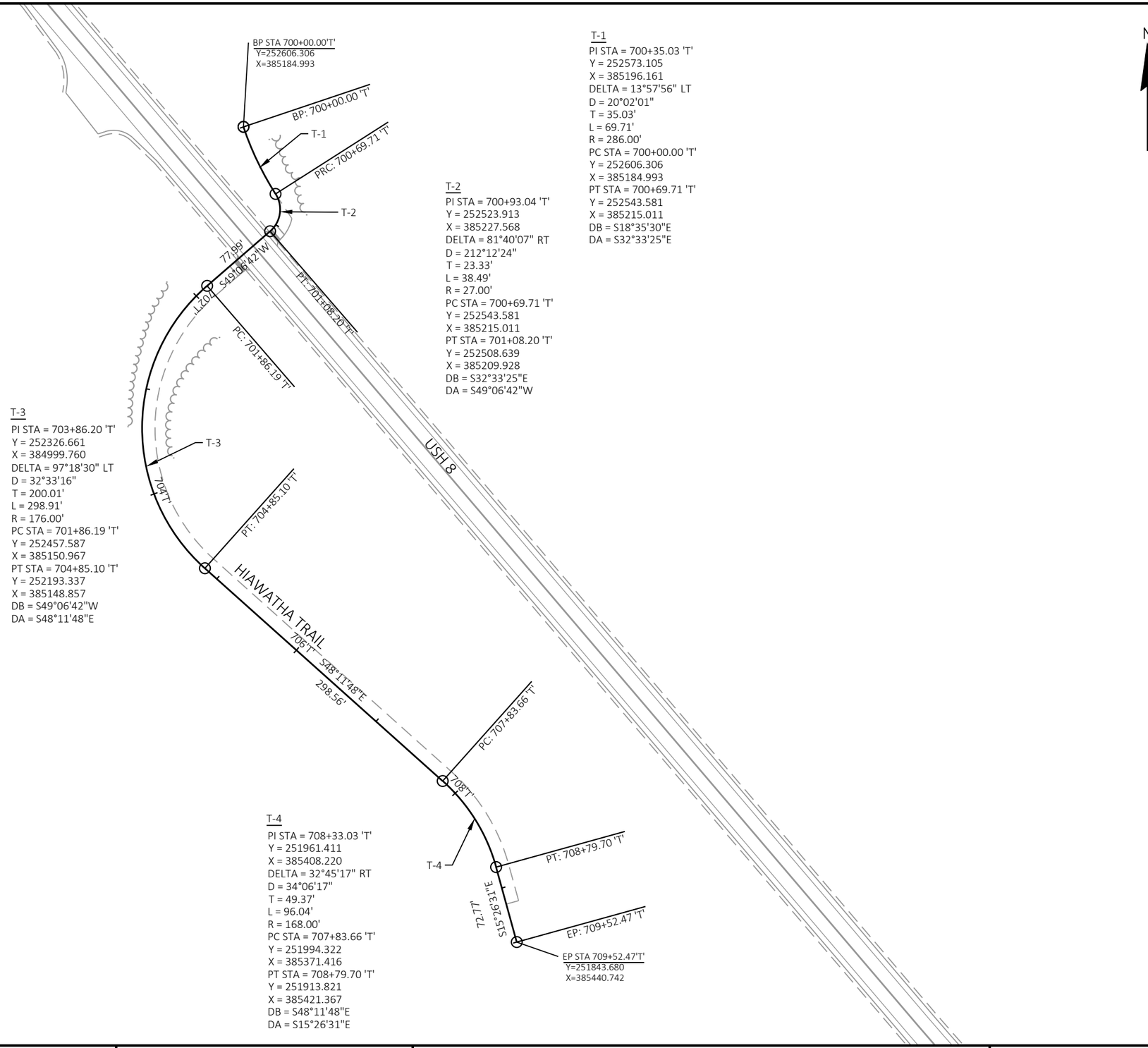
**SW-5**
PI STA = 72+12.70 'SW'
Y = 251130.183
X = 387359.446
DELTA = 12°31'14" RT
D = 16°22'13"
T = 38.39'
L = 76.48'
R = 350.00'
PC STA = 71+74.31 'SW'
Y = 251166.375
X = 387346.628
PT STA = 72+50.79 'SW'
Y = 251092.074
X = 387364.113
DB = S19°30'09"E
DA = S06°58'56"E

**SW-6**
PI STA = 72+89.09 'SW'
Y = 251053.871
X = 387365.695
DELTA = 2°47'21" RT
D = 10°29'37"
T = 13.29'
L = 26.58'
R = 546.00'
PC STA = 72+75.79 'SW'
Y = 251067.074
X = 387364.155
PT STA = 73+02.37 'SW'
Y = 251040.609
X = 387366.591
DB = S06°39'18"E
DA = S03°51'57"E

**SE-1**
PI STA = 81+05.28 'SE'
Y = 251113.692
X = 387404.658
DELTA = 48°31'22" RT
D = 60°18'41"
T = 42.82'
L = 80.45'
R = 95.00'
PC STA = 80+62.46 'SE'
Y = 251071.198
X = 387409.904
PT STA = 81+42.91 'SE'
Y = 251145.768
X = 387433.021
DB = N07°02'17"W
DA = N41°29'05"E

**SE-2**
PI STA = 81+56.25 'SE'
Y = 251155.761
X = 387441.857
DELTA = 25°04'06" RT
D = 95°29'35"
T = 13.34'
L = 26.25'
R = 60.00'
PC STA = 81+42.91 'SE'
Y = 251145.768
X = 387433.021
PT STA = 81+69.16 'SE'
Y = 251161.069
X = 387454.095
DB = N41°29'05"E
DA = N66°33'11"E

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - SOUTH CURB & GUTTER | SHEET 147 | E |
|---|---|---|---|---|---|




T-1
PI STA = 700+35.03 'T'
Y = 252573.105
X = 385196.161
DELTA = 13°57'56" LT
D = 20°02'01"
T = 35.03'
L = 69.71'
R = 286.00'
PC STA = 700+00.00 'T'
Y = 252606.306
X = 385184.993
PT STA = 700+69.71 'T'
Y = 252543.581
X = 385215.011
DB = S18°35'30"E
DA = S32°33'25"E

T-2
PI STA = 700+93.04 'T'
Y = 252523.913
X = 385227.568
DELTA = 81°40'07" RT
D = 212°12'24"
T = 23.33'
L = 38.49'
R = 27.00'
PC STA = 700+69.71 'T'
Y = 252543.581
X = 385215.011
PT STA = 701+08.20 'T'
Y = 252508.639
X = 385209.928
DB = S32°33'25"E
DA = S49°06'42"W

T-3
PI STA = 703+86.20 'T'
Y = 252326.661
X = 384999.760
DELTA = 97°18'30" LT
D = 32°33'16"
T = 200.01'
L = 298.91'
R = 176.00'
PC STA = 701+86.19 'T'
Y = 252457.587
X = 385150.967
PT STA = 704+85.10 'T'
Y = 252193.337
X = 385148.857
DB = S49°06'42"W
DA = S48°11'48"E

T-4
PI STA = 708+33.03 'T'
Y = 251961.411
X = 385408.220
DELTA = 32°45'17" RT
D = 34°06'17"
T = 49.37'
L = 96.04'
R = 168.00'
PC STA = 707+83.66 'T'
Y = 251994.322
X = 385371.416
PT STA = 708+79.70 'T'
Y = 251913.821
X = 385421.367
DB = S48°11'48"E
DA = S15°26'31"E

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | ALIGNMENT DETAILS - HAWATHA TRAIL | SHEET 148 | E |
|---|---|---|---|---|---|

## Estimate Of Quantities

| Line | Item | Item Description | Unit | Total | 1590-14-73 Qty | 1590-14-75 Qty | 1590-14-76 Qty |
|---|---|---|---|---|---|---|---|
| 0002 | 201.0105 | Clearing | STA | 21.000 | 3.000 | 11.000 | 7.000 |
| 0004 | 201.0120 | Clearing | ID | 648.000 | 26.000 | | 622.000 |
| 0006 | 201.0205 | Grubbing | STA | 21.000 | 3.000 | 11.000 | 7.000 |
| 0008 | 201.0220 | Grubbing | ID | 648.000 | 26.000 | | 622.000 |
| 0010 | 203.0100 | Removing Small Pipe Culverts | EACH | 7.000 | | 5.000 | 2.000 |
| 0012 | 204.0100 | Removing Concrete Pavement | SY | 1,050.000 | | 350.000 | 700.000 |
| 0014 | 204.0110 | Removing Asphaltic Surface | SY | 3,600.000 | | 560.000 | 3,040.000 |
| 0016 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 350.000 | 350.000 | | |
| 0018 | 204.0120 | Removing Asphaltic Surface Milling | SY | 37,000.000 | 37,000.000 | | |
| 0020 | 204.0150 | Removing Curb & Gutter | LF | 836.000 | | 400.000 | 436.000 |
| 0022 | 204.0180 | Removing Delineators and Markers | EACH | 23.000 | 5.000 | 10.000 | 8.000 |
| 0024 | 204.0195 | Removing Concrete Bases | EACH | 3.000 | | 2.000 | 1.000 |
| 0026 | 204.0205 | Removing Utility Poles | EACH | 1.000 | | 1.000 | |
| 0028 | 204.0210 | Removing Manholes | EACH | 1.000 | | | 1.000 |
| 0030 | 204.0220 | Removing Inlets | EACH | 1.000 | | 1.000 | |
| 0032 | 204.0245 | Removing Storm Sewer (size) 01. 12-Inch | LF | 20.000 | | | 20.000 |
| 0034 | 204.0245 | Removing Storm Sewer (size) 02. 18-Inch | LF | 80.000 | | 80.000 | |
| 0036 | 204.0245 | Removing Storm Sewer (size) 03. 24-Inch | LF | 33.000 | | | 33.000 |
| 0038 | 204.0245 | Removing Storm Sewer (size) 04. 30-Inch | LF | 16.000 | | 16.000 | |
| 0040 | 205.0100 | Excavation Common | CY | 35,151.000 | 899.000 | 18,949.000 | 15,303.000 |
| 0042 | 208.0100 | Borrow | CY | 27,073.000 | 340.000 | 21,340.000 | 5,393.000 |
| 0044 | 211.0101 | Prepare Foundation for Asphaltic Paving (project) 01. 1590-14-73 | EACH | 1.000 | 1.000 | | |
| 0046 | 211.0400 | Prepare Foundation for Asphaltic Shoulders | STA | 210.000 | 210.000 | | |
| 0048 | 213.0100 | Finishing Roadway (project) 01. 1590-14-73 | EACH | 1.000 | 1.000 | | |
| 0050 | 213.0100 | Finishing Roadway (project) 02. 1590-14-75 | EACH | 1.000 | | 1.000 | |
| 0052 | 213.0100 | Finishing Roadway (project) 03. 1590-14-76 | EACH | 1.000 | | | 1.000 |
| 0054 | 214.0100 | Obliterating Old Road | STA | 4.900 | 4.900 | | |
| 0056 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 3,740.000 | 1,655.000 | 1,030.000 | 1,055.000 |
| 0058 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 37,630.000 | 785.000 | 18,240.000 | 18,605.000 |
| 0060 | 405.0100 | Coloring Concrete WisDOT Red | CY | 387.000 | | 203.000 | 184.000 |
| 0062 | 415.2010 | Concrete Truck Apron 12-Inch | SY | 1,158.000 | | 609.000 | 549.000 |
| 0064 | 450.4000 | HMA Cold Weather Paving | TON | 4,730.000 | 4,730.000 | | |
| 0066 | 455.0605 | Tack Coat | GAL | 5,414.000 | 3,264.000 | 1,160.000 | 990.000 |
| 0068 | 460.2000 | Incentive Density HMA Pavement | DOL | 7,950.000 | 3,030.000 | 2,620.000 | 2,300.000 |
| 0070 | 460.6224 | HMA Pavement 4 MT 58-28 S | TON | 5,253.000 | 5,253.000 | | |
| 0072 | 460.7223 | HMA Pavement 3 HT 58-28 S | TON | 5,285.000 | | 2,810.000 | 2,475.000 |
| 0074 | 460.7444 | HMA Pavement 4 HT 58-34 H | TON | 2,375.000 | | 1,270.000 | 1,105.000 |
| 0076 | 465.0110 | Asphaltic Surface Patching | TON | 110.000 | 110.000 | | |
| 0078 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 40.000 | | 10.000 | 30.000 |
| 0080 | 465.0125 | Asphaltic Surface Temporary | TON | 1,555.000 | | 530.000 | 1,025.000 |
| 0082 | 465.0315 | Asphaltic Flumes | SY | 122.000 | | 48.000 | 74.000 |
| 0084 | 465.0520 | Asphaltic Rumble Strips, Shoulder | LF | 22,647.000 | 18,167.000 | 2,335.000 | 2,145.000 |
| 0086 | 465.0560 | Asphaltic Rumble Strips, Centerline | LF | 6,933.000 | 6,533.000 | 400.000 | |
| 0088 | 520.1030 | Apron Endwalls for Culvert Pipe 30-Inch | EACH | 1.000 | | 1.000 | |
| 0090 | 520.1036 | Apron Endwalls for Culvert Pipe 36-Inch | EACH | 2.000 | | 2.000 | |
| 0092 | 520.3318 | Culvert Pipe Class III-A 18-Inch | LF | 111.000 | | 111.000 | |
| 0094 | 520.3330 | Culvert Pipe Class III-A 30-Inch | LF | 6.000 | | 6.000 | |
| 0096 | 520.3536 | Culvert Pipe Class III-B 36-Inch | LF | 267.000 | | 267.000 | |
| 0098 | 520.8000 | Concrete Collars for Pipe | EACH | 2.000 | | 2.000 | |

| | | | | | 1590-14-73 | 1590-14-75 | 1590-14-76 |
|---|---|---|---|---|---|---|---|
| **Line** | **Item** | **Item Description** | **Unit** | **Total** | **Qty** | **Qty** | **Qty** |
| 0100 | 521.1518 | Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1 | EACH | 8.000 | | 8.000 | |
| 0102 | 521.1524 | Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1 | EACH | 2.000 | | | 2.000 |
| 0104 | 522.0130 | Culvert Pipe Reinforced Concrete Class III 30-Inch | LF | 10.000 | | 10.000 | |
| 0106 | 522.0415 | Culvert Pipe Reinforced Concrete Class IV 15-Inch | LF | 34.000 | 34.000 | | |
| 0108 | 522.0424 | Culvert Pipe Reinforced Concrete Class IV 24-Inch | LF | 254.000 | | | 254.000 |
| 0110 | 522.1012 | Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch | EACH | 9.000 | | 4.000 | 5.000 |
| 0112 | 522.1015 | Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch | EACH | 4.000 | 4.000 | | |
| 0114 | 522.1024 | Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch | EACH | 3.000 | | | 3.000 |
| 0116 | 522.1030 | Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch | EACH | 1.000 | | 1.000 | |
| 0118 | 524.0630 | Apron Endwalls for Culvert Pipe Salvaged 30-Inch | EACH | 1.000 | | 1.000 | |
| 0120 | 601.0205 | Concrete Gutter 24-Inch | LF | 82.000 | | | 82.000 |
| 0122 | 601.0405 | Concrete Curb & Gutter 18-Inch Type A | LF | 478.000 | | 233.000 | 245.000 |
| 0124 | 601.0411 | Concrete Curb & Gutter 30-Inch Type D | LF | 3,374.000 | | 1,514.000 | 1,860.000 |
| 0126 | 601.0551 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A | LF | 421.000 | | 219.000 | 202.000 |
| 0128 | 601.0553 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D | LF | 2,858.000 | | 1,213.000 | 1,645.000 |
| 0130 | 601.0581 | Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R | LF | 672.000 | | 336.000 | 336.000 |
| 0132 | 601.0600 | Concrete Curb Pedestrian | LF | 310.000 | | 160.000 | 150.000 |
| 0134 | 602.0405 | Concrete Sidewalk 4-Inch | SF | 32,960.000 | | 16,290.000 | 16,670.000 |
| 0136 | 602.0415 | Concrete Sidewalk 6-Inch | SF | 220.000 | 220.000 | | |
| 0138 | 602.0515 | Curb Ramp Detectable Warning Field Natural Patina | SF | 496.000 | 48.000 | 192.000 | 256.000 |
| 0140 | 606.0200 | Riprap Medium | CY | 160.000 | | 96.000 | 64.000 |
| 0142 | 608.0412 | Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch | LF | 558.000 | | 323.000 | 235.000 |
| 0144 | 608.0424 | Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch | LF | 29.000 | | | 29.000 |
| 0146 | 611.0624 | Inlet Covers Type H | EACH | 2.000 | | 2.000 | |
| 0148 | 611.0627 | Inlet Covers Type HM | EACH | 2.000 | | | 2.000 |
| 0150 | 611.0636 | Inlet Covers Type HM-S | EACH | 6.000 | | 3.000 | 3.000 |
| 0152 | 611.0639 | Inlet Covers Type H-S | EACH | 6.000 | | 3.000 | 3.000 |
| 0154 | 611.0652 | Inlet Covers Type T | EACH | 4.000 | | 2.000 | 2.000 |
| 0156 | 611.2005 | Manholes 5-FT Diameter | EACH | 1.000 | | | 1.000 |
| 0158 | 611.3004 | Inlets 4-FT Diameter | EACH | 2.000 | | 2.000 | |
| 0160 | 611.3225 | Inlets 2x2.5-FT | EACH | 4.000 | | 2.000 | 2.000 |
| 0162 | 611.3230 | Inlets 2x3-FT | EACH | 14.000 | | 6.000 | 8.000 |
| 0164 | 611.8120.S | Cover Plates Temporary | EACH | 1.000 | | | 1.000 |
| 0166 | 611.9850.S | Pipe Grates (size) 01. 30-Inch | EACH | 2.000 | | 2.000 | |
| 0168 | 611.9850.S | Pipe Grates (size) 02. 36-Inch | EACH | 2.000 | | 2.000 | |
| 0170 | 618.0100 | Maintenance and Repair of Haul Roads (project) 01. 1590-14-73 | EACH | 1.000 | 1.000 | | |
| 0172 | 619.1000 | Mobilization | EACH | 1.000 | 0.200 | 0.400 | 0.400 |
| 0174 | 620.0300 | Concrete Median Sloped Nose | SF | 952.000 | | 487.000 | 465.000 |
| 0176 | 624.0100 | Water | MGAL | 772.000 | 32.000 | 365.000 | 375.000 |
| 0178 | 625.0100 | Topsoil | SY | 43,000.000 | 2,300.000 | 20,600.000 | 20,100.000 |
| 0180 | 628.1504 | Silt Fence | LF | 9,400.000 | 1,500.000 | 5,500.000 | 2,400.000 |
| 0182 | 628.1520 | Silt Fence Maintenance | LF | 9,400.000 | 1,500.000 | 5,500.000 | 2,400.000 |
| 0184 | 628.1905 | Mobilizations Erosion Control | EACH | 20.000 | 2.000 | 9.000 | 9.000 |
| 0186 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 14.000 | 2.000 | 6.000 | 6.000 |
| 0188 | 628.2008 | Erosion Mat Urban Class I Type B | SY | 43,000.000 | 2,300.000 | 20,600.000 | 20,100.000 |
| 0190 | 628.7005 | Inlet Protection Type A | EACH | 20.000 | | 10.000 | 10.000 |
| 0192 | 628.7015 | Inlet Protection Type C | EACH | 20.000 | | 10.000 | 10.000 |
| 0194 | 628.7504 | Temporary Ditch Checks | LF | 290.000 | 60.000 | 70.000 | 160.000 |
| 0196 | 628.7555 | Culvert Pipe Checks | EACH | 79.000 | 10.000 | 49.000 | 20.000 |

## Estimate Of Quantities

| Line | Item | Item Description | Unit | Total | 1590-14-73 Qty | 1590-14-75 Qty | 1590-14-76 Qty |
|---|---|---|---|---|---|---|---|
| 0198 | 628.7560 | Tracking Pads | EACH | 11.000 | 1.000 | 5.000 | 5.000 |
| 0200 | 628.7570 | Rock Bags | EACH | 220.000 | 40.000 | 140.000 | 40.000 |
| 0202 | 629.0210 | Fertilizer Type B | CWT | 45.000 | 5.000 | 21.000 | 19.000 |
| 0204 | 630.0130 | Seeding Mixture No. 30 | LB | 1,860.000 | 115.000 | 945.000 | 800.000 |
| 0206 | 630.0200 | Seeding Temporary | LB | 546.000 | 75.000 | 206.000 | 265.000 |
| 0208 | 630.0500 | Seed Water | MGAL | 2,885.000 | 135.000 | 1,400.000 | 1,350.000 |
| 0210 | 633.5200 | Markers Culvert End | EACH | 16.000 | | 8.000 | 8.000 |
| 0212 | 634.0614 | Posts Wood 4x6-Inch x 14-FT | EACH | 33.000 | | 15.000 | 18.000 |
| 0214 | 634.0618 | Posts Wood 4x6-Inch x 18-FT | EACH | 25.000 | | 10.000 | 15.000 |
| 0216 | 634.0812 | Posts Tubular Steel 2x2-Inch x 12-FT | EACH | 7.000 | | 3.000 | 4.000 |
| 0218 | 634.0814 | Posts Tubular Steel 2x2-Inch x 14-FT | EACH | 19.000 | | 8.000 | 11.000 |
| 0220 | 637.2210 | Signs Type II Reflective H | SF | 556.700 | | 223.780 | 332.920 |
| 0222 | 637.2230 | Signs Type II Reflective F | SF | 88.750 | | 39.000 | 49.750 |
| 0224 | 638.2102 | Moving Signs Type II | EACH | 31.000 | | 12.000 | 19.000 |
| 0226 | 638.2602 | Removing Signs Type II | EACH | 25.000 | | 12.000 | 13.000 |
| 0228 | 638.3000 | Removing Small Sign Supports | EACH | 33.000 | | 17.000 | 16.000 |
| 0230 | 638.4000 | Moving Small Sign Supports | EACH | 28.000 | | 12.000 | 16.000 |
| 0232 | 642.5201 | Field Office Type C | EACH | 1.000 | 0.200 | 0.400 | 0.400 |
| 0234 | 643.0300 | Traffic Control Drums | DAY | 9,000.000 | 300.000 | 4,000.000 | 4,700.000 |
| 0236 | 643.0420 | Traffic Control Barricades Type III | DAY | 3,600.000 | | 1,100.000 | 2,500.000 |
| 0238 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 6,700.000 | | 2,000.000 | 4,700.000 |
| 0240 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 1,180.000 | | 630.000 | 550.000 |
| 0242 | 643.0900 | Traffic Control Signs | DAY | 15,225.000 | 9,150.000 | 2,215.000 | 3,860.000 |
| 0244 | 643.1000 | Traffic Control Signs Fixed Message | SF | 72.000 | 72.000 | | |
| 0246 | 643.1050 | Traffic Control Signs PCMS | DAY | 60.000 | | 20.000 | 40.000 |
| 0248 | 643.3165 | Temporary Marking Line Paint 6-Inch | LF | 52,750.000 | 39,920.000 | 6,870.000 | 5,960.000 |
| 0250 | 643.3180 | Temporary Marking Line Removable Tape 6-Inch | LF | 13,155.000 | | 6,250.000 | 6,905.000 |
| 0252 | 643.5000 | Traffic Control | EACH | 1.000 | 0.200 | 0.400 | 0.400 |
| 0254 | 644.1810 | Temporary Pedestrian Barricade | LF | 350.000 | 350.000 | | |
| 0256 | 645.0120 | Geotextile Type HR | SY | 385.000 | | 224.000 | 161.000 |
| 0258 | 646.2020 | Marking Line Epoxy 6-Inch | LF | 5,860.000 | | 2,785.000 | 3,075.000 |
| 0260 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 53,175.000 | 39,850.000 | 7,335.000 | 5,990.000 |
| 0262 | 646.4040 | Marking Line Grooved Wet Ref Epoxy 10-Inch | LF | 650.000 | 125.000 | 245.000 | 280.000 |
| 0264 | 646.5020 | Marking Arrow Epoxy | EACH | 2.000 | 2.000 | | |
| 0266 | 646.6120 | Marking Stop Line Epoxy 18-Inch | LF | 30.000 | | 30.000 | |
| 0268 | 646.6320 | Marking Dotted Extension Epoxy 18-Inch | LF | 126.000 | | 54.000 | 72.000 |
| 0270 | 646.6466 | Cold Weather Marking Epoxy 6-Inch | LF | 39,850.000 | 39,850.000 | | |
| 0272 | 646.6470 | Cold Weather Marking Epoxy 10-Inch | LF | 125.000 | 125.000 | | |
| 0274 | 646.7120 | Marking Diagonal Epoxy 12-Inch | LF | 465.000 | | 230.000 | 235.000 |
| 0276 | 646.8120 | Marking Curb Epoxy | LF | 560.000 | | 340.000 | 220.000 |
| 0278 | 646.8220 | Marking Island Nose Epoxy | EACH | 9.000 | | 5.000 | 4.000 |
| 0280 | 646.9000 | Marking Removal Line 4-Inch | LF | 4,000.000 | | 2,600.000 | 1,400.000 |
| 0282 | 648.0100 | Locating No-Passing Zones | MI | 1.950 | 1.950 | | |
| 0284 | 650.4000 | Construction Staking Storm Sewer | EACH | 33.000 | | 16.000 | 17.000 |
| 0286 | 650.4500 | Construction Staking Subgrade | LF | 7,325.000 | 810.000 | 3,232.000 | 3,283.000 |
| 0288 | 650.5000 | Construction Staking Base | LF | 7,325.000 | 810.000 | 3,232.000 | 3,283.000 |
| 0290 | 650.6000 | Construction Staking Pipe Culverts | EACH | 9.000 | 2.000 | 5.000 | 2.000 |
| 0292 | 650.8000 | Construction Staking Resurfacing Reference | LF | 10,333.000 | 10,333.000 | | |
| 0294 | 650.8501 | Construction Staking Electrical Installations (project) 01. 1590-14-75 | EACH | 1.000 | | 1.000 | |

| | | | | | 1590-14-73 | 1590-14-75 | 1590-14-76 |
|---|---|---|---|---|---|---|---|
| **Line** | **Item** | **Item Description** | **Unit** | **Total** | **Qty** | **Qty** | **Qty** |
| 0296 | 650.8501 | Construction Staking Electrical Installations (project) 02. 1590-14-76 | EACH | 1.000 | | | 1.000 |
| 0298 | 650.9000 | Construction Staking Curb Ramps | EACH | 2.000 | 2.000 | | |
| 0300 | 650.9911 | Construction Staking Supplemental Control (project) 01. 1590-14-73 | EACH | 1.000 | 1.000 | | |
| 0302 | 650.9911 | Construction Staking Supplemental Control (project) 02. 1590-14-75 | EACH | 1.000 | | 1.000 | |
| 0304 | 650.9911 | Construction Staking Supplemental Control (project) 03. 1590-14-76 | EACH | 1.000 | | | 1.000 |
| 0306 | 650.9920 | Construction Staking Slope Stakes | LF | 7,325.000 | 810.000 | 3,232.000 | 3,283.000 |
| 0308 | 652.0225 | Conduit Rigid Nonmetallic Schedule 40 2-Inch | LF | 4,281.000 | | 2,008.000 | 2,273.000 |
| 0310 | 652.0235 | Conduit Rigid Nonmetallic Schedule 40 3-Inch | LF | 108.000 | | 54.000 | 54.000 |
| 0312 | 653.0164 | Pull Boxes Non-Conductive 24x42-Inch | EACH | 37.000 | | 17.000 | 20.000 |
| 0314 | 654.0105 | Concrete Bases Type 5 | EACH | 27.000 | | 12.000 | 15.000 |
| 0316 | 654.0230 | Concrete Control Cabinet Bases Type L30 | EACH | 2.000 | | 1.000 | 1.000 |
| 0318 | 655.0610 | Electrical Wire Lighting 12 AWG | LF | 3,645.000 | | 1,620.000 | 2,025.000 |
| 0320 | 655.0615 | Electrical Wire Lighting 10 AWG | LF | 20,823.000 | | 10,134.000 | 10,689.000 |
| 0322 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 01. STA. 11+93.85 'RAB', 56.4' RT | EACH | 1.000 | | 1.000 | |
| 0324 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 02. STA. 50+17.65 'RAB', 51.0' RT | EACH | 1.000 | | | 1.000 |
| 0326 | 657.0255 | Transformer Bases Breakaway 11 1/2-Inch Bolt Circle | EACH | 27.000 | | 12.000 | 15.000 |
| 0328 | 657.0322 | Poles Type 5-Aluminum | EACH | 27.000 | | 12.000 | 15.000 |
| 0330 | 657.0710 | Luminaire Arms Truss Type 4 1/2-Inch Clamp 12-FT | EACH | 27.000 | | 12.000 | 15.000 |
| 0332 | 659.1115 | Luminaires Utility LED A | EACH | 27.000 | | 12.000 | 15.000 |
| 0334 | 659.2130 | Lighting Control Cabinets 120/240 30-Inch | EACH | 2.000 | | 1.000 | 1.000 |
| 0336 | 680.0100 | Public Land Survey Monument Verify and Reset | EACH | 1.000 | 1.000 | | |
| 0338 | 690.0150 | Sawing Asphalt | LF | 8,116.000 | | 5,146.000 | 2,970.000 |
| 0340 | 690.0250 | Sawing Concrete | LF | 60.000 | | 30.000 | 30.000 |
| 0342 | 715.0720 | Incentive Compressive Strength Concrete Pavement | DOL | 1,000.000 | | 500.000 | 500.000 |
| 0344 | 740.0440 | Incentive IRI Ride | DOL | 7,828.000 | 7,828.000 | | |
| 0346 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 2,400.000 | | 1,200.000 | 1,200.000 |
| 0348 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 1,980.000 | | 990.000 | 990.000 |
| 0350 | SPV.0060 | Special 01. Removing Flashing Beacon Assembly, USH 8 & CTH L Intersection | EACH | 1.000 | | 1.000 | |
| 0352 | SPV.0060 | Special 02. Removing Flashing Beacon Assembly, USH 8 & CTH A Intersection | EACH | 1.000 | | | 1.000 |
| 0354 | SPV.0060 | Special 03. Construction Staking Roundabout CTH L Intersection | EACH | 1.000 | | 1.000 | |
| 0356 | SPV.0060 | Special 04. Construction Staking Roundabout CTH A Intersection | EACH | 1.000 | | | 1.000 |
| 0358 | SPV.0060 | Special 05. Temporary Lighting CTH L Intersection | EACH | 1.000 | | 1.000 | |
| 0360 | SPV.0060 | Special 06. Temporary Lighting CTH A Intersection | EACH | 1.000 | | | 1.000 |
| 0362 | SPV.0060 | Special 07. Research and Locate Existing Land Parcel Monuments | EACH | 3.000 | | | 3.000 |
| 0364 | SPV.0060 | Special 08. Verify and Replace Existing Land Parcel Monuments | EACH | 3.000 | | | 3.000 |
| 0366 | SPV.0085 | Special 01. Seeding Low Maintenance Fescue | LB | 55.000 | | 25.000 | 30.000 |
| 0368 | SPV.0180 | Special 01. Protective Thermoplastic Coating at Snowmobile Trail Crossing | SY | 200.000 | 200.000 | | |
| 0370 | SPV.0180 | Special 02. Removing Distressed Asphaltic Surface Milling | SY | 930.000 | 930.000 | | |

## CLEARING & GRUBBING

| CATEGORY | STATION | TO | STATION | LOCATION | 201.0105 CLEARING STA | 201.0120 CLEARING ID | 201.0205 GRUBBING STA | 201.0220 GRUBBING ID |
|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | |
| STAGE 1 | | | | | | | | |
| 0010 | 700+00 'T' | - | 701+00 'T' | LT | 1 | - | 1 | - |
| 0010 | 702+00 'T' | - | 704+00 'T' | RT | 2 | - | 2 | - |
| 0010 | 705+70 'T' | - | - | 21' LT | - | 8 | - | 8 |
| 0010 | 705+80 'T' | - | - | 18' LT | - | 8 | - | 8 |
| 0010 | 706+85 'T' | - | - | 22' LT | - | 10 | - | 10 |
| | | | | STAGE 1 TOTALS | 3 | 26 | 3 | 26 |
| | | | **PROJECT 1590-14-73 TOTALS** | | **3** | **26** | **3** | **26** |
| **PROJECT 1590-14-75** | | | | | | | | |
| STAGE 1 | | | | | | | | |
| 0010 | 98+75 'LEB' | - | 100+50 'LEB' | RT | 3 | - | 3 | - |
| 0010 | 105+50 'LWB' | - | 107+75 'LWB' | LT | 3 | - | 3 | - |
| 0010 | 200+00 'LSB' | - | 202+50 'LSB' | LT | 3 | - | 3 | - |
| 0010 | 500+85 'R' | - | 502+00 'R' | RT | 2 | - | 2 | - |
| | | | | STAGE 1 TOTALS | 11 | 0 | 11 | 0 |
| | | | **PROJECT 1590-14-75 TOTALS** | | **11** | **0** | **11** | **0** |
| **PROJECT 1590-14-76** | | | | | | | | |
| STAGE 1 | | | | | | | | |
| 0010 | 1525+06 'AT' | - | - | 27' RT | - | 20 | - | 20 |
| 0010 | 1525+46 'AT' | - | - | 26' RT | - | 20 | - | 20 |
| 0010 | 1526+10 'AT' | - | - | 29' RT | - | 20 | - | 20 |
| 0010 | 1526+76 'AT' | - | - | 15' RT | - | 24 | - | 24 |
| 0010 | 1527+19 'AT' | - | - | 38' RT | - | 20 | - | 20 |
| 0010 | 1527+28 'AT' | - | - | 40' RT | - | 20 | - | 20 |
| 0010 | 1527+30 'AT' | - | - | 38' RT | - | 12 | - | 12 |
| 0010 | 1527+31 'AT' | - | - | 26' RT | - | 12 | - | 12 |
| 0010 | 1527+39 'AT' | - | - | 32' RT | - | 12 | - | 12 |
| 0010 | 1527+86 'AT' | - | - | 34' RT | - | 15 | - | 15 |
| 0010 | 1528+34 'AT' | - | - | 34' RT | - | 12 | - | 12 |
| 0010 | 1535+46 'AT' | - | 1538+76 'AT' | RT | 4 | - | 4 | - |
| 0010 | 304+82 'AWB' | - | - | 59' LT | - | 24 | - | 24 |
| 0010 | 305+14 'AWB' | - | - | 59' LT | - | 18 | - | 18 |
| 0010 | 305+43 'AWB' | - | - | 53' LT | - | 24 | - | 24 |
| 0010 | 305+68 'AWB' | - | - | 56' LT | - | 12 | - | 12 |
| 0010 | 305+75 'AWB' | - | - | 51' LT | - | 24 | - | 24 |
| 0010 | 305+95 'AWB' | - | - | 53' LT | - | 15 | - | 15 |
| 0010 | 306+00 'AWB' | - | - | 47' LT | - | 15 | - | 15 |
| 0010 | 306+03 'AWB' | - | - | 52' LT | - | 12 | - | 12 |
| 0010 | 306+33 'AWB' | - | - | 45' LT | - | 15 | - | 15 |
| 0010 | 306+40 'AWB' | - | - | 42' LT | - | 15 | - | 15 |
| 0010 | 306+61 'AWB' | - | - | 45' LT | - | 15 | - | 15 |
| 0010 | 306+75 'AWB' | - | - | 43' LT | - | 15 | - | 15 |
| 0010 | 306+90 'AWB' | - | - | 45' LT | - | 15 | - | 15 |
| 0010 | 409+40 'ANB' | - | 410+55 'AWB' | RT | 2 | - | 2 | - |
| 0010 | 403+00 'ASB' | - | 403+34 'ASB' | LT | 1 | - | 1 | - |
| 0010 | 403+52 'ASB' | - | - | 33' LT | - | 36 | - | 36 |
| 0010 | 404+16 'ASB' | - | - | 32' LT | - | 30 | - | 30 |
| 0010 | 404+84 'ASB' | - | - | 42' LT | - | 8 | - | 8 |
| 0010 | 404+95 'ASB' | - | - | 53' LT | - | 15 | - | 15 |
| 0010 | 405+02 'ASB' | - | - | 51' LT | - | 15 | - | 15 |
| 0010 | 405+08 'ASB' | - | - | 53' LT | - | 30 | - | 30 |
| 0010 | 405+85 'ASB' | - | - | 51' LT | - | 12 | - | 12 |
| 0010 | 406+02 'ASB' | - | - | 42' LT | - | 40 | - | 40 |
| 0010 | 406+34 'ASB' | - | - | 29' LT | - | 15 | - | 15 |
| 0010 | 460+45 'ASB' | - | - | 30' LT | - | 15 | - | 15 |
| | | | | STAGE 1 TOTALS | 7 | 622 | 7 | 622 |
| | | | **PROJECT 1590-14-76 TOTALS** | | **7** | **622** | **7** | **622** |
| | | | | **TOTALS** | **21** | **648** | **21** | **648** |

## REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

| CATEGORY | STATION | TO | STATION | LOCATION | * 455.0605 TACK COAT GAL | 465.0110 ASPHALTIC SURFACE PATCHING TON | SPV.0180.02 SPECIAL (02. REMOVING DISTRESSED ASPHALTIC SURFACE MILLING) SY |
|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | |
| STAGE 5 | | | | | | | |
| 0010 | 1470+00 | - | 1605+00 | USH 8 | 70 | 110 | 930 |
| | | | | STAGE 5 TOTALS | 70 | 110 | 930 |
| | | | | **PROJECT 1590-14-73 TOTALS** | **70** | **110** | **930** |
| | | | | **TOTALS** | **70** | **110** | **930** |

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

## REMOVING FLASHING BEACON ASSEMBLY

| CATEGORY | STATION | LOCATION | 204.0195 REMOVING CONCRETE BASES EACH | SPV.0060.01 SPECIAL (01. REMOVING FLASHING BEACON ASSEMBLY, USH 8 & CTH L INTERSECTION) EACH | SPV.0060.02 SPECIAL (02. REMOVING FLASHING BEACON ASSEMBLY, USH 8 & CTH A INTERSECTION) EACH | REMARKS |
|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | |
| STAGE 2 | | | | | | |
| 0010 | 108+69 'LEB' | 26' LT | 1 | 1 | - | |
| 0010 | 110+29 'LWB' | 60' LT | 1 | - | - | STREET LIGHT POLE BASE |
| | | STAGE 2 TOTALS | 2 | 1 | 0 | |
| | | **PROJECT 1590-14-75 TOTALS** | **2** | **1** | **0** | |
| **PROJECT 1590-14-76** | | | | | | |
| STAGE 2 | | | | | | |
| 0010 | 407+51 'ANB' | 16' RT | 1 | - | 1 | |
| | | STAGE 2 TOTALS | 1 | 0 | 1 | |
| | | **PROJECT 1590-14-76 TOTALS** | **1** | **0** | **1** | |
| | | **TOTALS** | **3** | **1** | **1** | |

REMOVALS

| CATEGORY | STATION | TO | STATION | LOCATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | 204.0150 REMOVING CURB & GUTTER LF | 204.0180 REMOVING DELINEATORS AND MARKERS EACH | 204.0205 REMOVING UTILITY POLES EACH | 204.0210 REMOVING MANHOLES EACH | 204.0220 REMOVING INLETS EACH | 204.0245.01 REMOVING STORM SEWER (SIZE) (01. 12-INCH) LF | 204.0245.02 REMOVING STORM SEWER (SIZE) (02. 18-INCH) LF | 204.0245.03 REMOVING STORM SEWER (SIZE) (03. 24-INCH) LF | 204.0245.04 REMOVING STORM SEWER (SIZE) (04. 30-INCH) LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | | | | | | | | | | | | |
| STAGE 1B | | | | | | | | | | | | | | | | | | | |
| 0010 | 1511+00 | - | 1519+00 | RT | - | - | - | - | - | - | 5 | - | - | - | - | - | - | - | |
| | | | | STAGE 1B TOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| STAGE 5 | | | | | | | | | | | | | | | | | | | |
| 0010 | 1470+00 | - | 1480+20 | LT & RT | - | - | - | - | 3,410 | - | - | - | - | - | - | - | - | - | |
| 0010 | 1497+48 | - | 1521+21 | LT & RT | - | - | - | 70 | 8,070 | - | - | - | - | - | - | - | - | - | |
| 0010 | 1535+60 | - | 1551+52 | LT & RT | - | - | - | 60 | 6,130 | - | - | - | - | - | - | - | - | - | |
| 0010 | 1551+52 | - | 1582+04 | LT & RT | - | - | - | 160 | 11,310 | - | - | - | - | - | - | - | - | - | |
| 0010 | 1582+04 | - | 1605+00 | LT & RT | - | - | - | 60 | 8,080 | - | - | - | - | - | - | - | - | - | |
| | | | | STAGE 5 TOTALS | 0 | 0 | | 350 | 37,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | **PROJECT 1590-14-73 TOTALS** | | **0** | **0** | **0** | **350** | **37,000** | **0** | **5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |
| **PROJECT 1590-14-75** | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | |
| 0010 | 98+11 'LEB' | - | 103+22 'LEB' | RT | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 0010 | 110+25 'LEB' | - | 110+25 'LEB' | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 | ENDWALL |
| | | | | STAGE 1 TOTALS | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| 0010 | 108+18 'LEB' | - | 109+88 'LEB' | LT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | 285 LF - 36" CMCP |
| 0010 | 109+19 'LEB' | - | 110+82 'LEB' | RT | - | - | - | - | - | 400 | - | - | - | - | - | - | - | - | |
| 0010 | 109+54 'LWB' | - | 110+24 'LWB' | LT | - | - | - | - | - | - | 5 | - | - | - | - | - | - | - | |
| 0010 | 109+75 'LWB' | - | 109+77 'LWB' | LT | - | - | - | - | - | - | - | - | - | 1 | - | 80 | - | - | |
| 0010 | 501+50 'R' | - | 501+50 'R' | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 | ENDWALL |
| 0010 | 100+00 'LWB' | - | 107+00 'LWB' | LT & RT | - | - | - | - | - | - | 5 | - | - | - | - | - | - | - | |
| 0010 | 108+72 'LWB' | - | 108+72 'LWB' | LT | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | |
| | | | | STAGE 2 TOTALS | 1 | 0 | 0 | 0 | 0 | 400 | 10 | 1 | 0 | 1 | 0 | 80 | 0 | 6 | |
| STAGE 4 | | | | | | | | | | | | | | | | | | | |
| 0010 | 107+92 'LEB' | - | 110+18 'LEB' | RT | - | - | 560 | - | - | - | - | - | - | - | - | - | - | - | |
| 0010 | 1493'LT'+00 | - | 1493'LT'+00 | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 | |
| | | | | STAGE 4 TOTALS | 0 | 0 | 560 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 4 | |
| 0010 | | | UNDISTRIBUTED | | - | 350 | - | - | - | - | - | - | - | - | - | - | - | - | IF NEEDED AT BEGIN PROJECT |
| | | | **PROJECT 1590-14-75 TOTALS** | | **5** | **350** | **560** | **0** | **0** | **400** | **10** | **1** | **0** | **1** | **0** | **80** | **0** | **16** | |
| **PROJECT 1590-14-76** | | | | | | | | | | | | | | | | | | | |
| STAGE 1B | | | | | | | | | | | | | | | | | | | |
| 0010 | 407+25 'ASB' | - | 407+30 'ANB' | LT & RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | 85 LF - 24" CMCP |
| 0010 | 1519+00 'AT' | - | 1532+00 'AT' | LT & RT | - | - | - | - | - | - | 8 | - | - | - | - | - | - | - | |
| | | | | STAGE 1B TOTALS | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| STAGE 2 | | | | | | | | | | | | | | | | | | | |
| 0010 | 304+46 'AEB' | - | 309+81 'AEB' | LT & RT | - | - | 3,040 | - | - | - | - | - | - | - | - | - | - | - | |
| 0010 | 306+94 'AEB' | - | 407+16 'ASB' | RT | - | - | - | - | - | 58 | - | - | - | - | - | - | - | - | |
| 0010 | 408+32 'ASB' | - | 408+64 'ANB' | LT & RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | 85 LF - 24" CMCP |
| 0010 | 306+99 'AWB' | - | 408+60 'ASB' | RT & LT | - | - | - | - | - | 73 | - | - | - | - | - | - | - | - | |
| 0010 | 408+93 'ANB' | - | 308+30 'AWB' | LT | - | - | - | - | - | 78 | - | - | - | - | - | - | - | - | |
| 0010 | 407+30 'ANB' | - | 308+10 'AEB' | RT | - | - | - | - | - | 70 | - | - | - | - | - | - | - | - | |
| 0010 | 402+00 'ASB' | - | 403+17 'ASB' | LT & RT | - | 410 | - | - | - | - | - | - | - | - | - | - | - | - | |
| 0010 | 404+89 'ASB' | - | 405+40 'ASB' | LT | - | - | - | - | - | 79 | - | - | - | - | - | - | - | - | |
| 0010 | 405+70 'ASB' | - | 406+17 'ASB' | LT | - | - | - | - | - | 78 | - | - | - | - | - | - | - | - | |
| 0010 | | | UNDISTRIBUTED | | - | 290 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | STAGE 2 TOTALS | 1 | 700 | 3,040 | 0 | 0 | 436 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| STAGE 4 | | | | | | | | | | | | | | | | | | | |
| 0010 | 1527+93 'AT' | - | 1528+12 'AT' | LT | - | - | - | - | - | - | - | - | - | - | 20 | - | - | - | TEMPORARY STORM SEWER PIPE AND ENDWALL |
| 0010 | 1528+12 'AT' | - | - | LT | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | TEMPORARY MANHOLE |
| 0010 | 1528+12 'AT' | - | 1528+12 'AT' | LT & RT | - | - | - | - | - | - | - | - | - | - | - | - | 33 | - | TEMPORARY STORM SEWER PIPE AND ENDWALL |
| | | | | STAGE 4 TOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 20 | 0 | 33 | 0 | |
| | | | **PROJECT 1590-14-76 TOTALS** | | **2** | **700** | **3,040** | **0** | **0** | **436** | **8** | **0** | **1** | **0** | **20** | **0** | **33** | **0** | |
| | | | | **TOTALS** | **7** | **1,050** | **3,600** | **350** | **37,000** | **836** | **23** | **1** | **1** | **1** | **20** | **80** | **33** | **16** | |

3

PROJECT 1590-14-73

| DIVISION - PROJECT 1590-14-73 | FROM/TO STATION | 205.0100 COMMON EXCAVATION (1) CUT (2) | 205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3) | SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | AVAILABLE MATERIAL (5) | UNEXPANDED FILL | EXPANDED FILL (13) FACTOR 1.25 | MASS ORDINATE +/- (14) | WASTE (15) | 208.0100 BORROW |
|---|---|---|---|---|---|---|---|---|---|---|
| DIVISION 1 | | | | | | | | | | |
| TRAIL REALIGNMENT 'T' - NORTH | 700+69.71/701+12.07 | 7 | 0 | 0 | 7 | 12 | 15 | -8 | 0 | 0 |
| TRAIL REALIGNMENT 'T' - SOUTH | 701+46.99/709+15.59 | 685 | 0 | 0 | 685 | 648 | 810 | -125 | 0 | 0 |
| UNDISTRIBUTED EBS | | | 207 | | | | | | | 207 |
| DIVISION 1 SUBTOTAL | | 692 | 207 | 0 | 692 | 660 | 825 | -133 | 0 | 340 |
| PROJECT 1590-14-73 GRAND TOTAL | | 692 | 207 | 0 | 692 | 660 | 825 | -133 | 0 | 340 |
| PROJECT 1590-14-73 TOTAL COMMON EXC | | 899 | | | | | | | | |

NOTES:

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

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

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

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(13) EXPANDED FILL FACTOR = 1.25

DEPENDING ON SELECTIONS: **EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH - REDUCED EBS) * FILL FACTOR**

OR EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS) * FILL FACTOR

OR EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH) * FILL FACTOR

OR EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK) * FILL FACTOR

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

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

PROJECT 1590-14-75

| DIVISION - PROJECT 1590-14-75 | FROM/TO STATION | 205.0100 COMMON EXCAVATION (1) CUT (2) | 205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3) | SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | AVAILABLE MATERIAL (5) | UNEXPANDED FILL | EXPANDED FILL (13) FACTOR 1.25 | MASS ORDINATE +/- (14) | WASTE (15) | 208.0100 BORROW |
|---|---|---|---|---|---|---|---|---|---|---|
| DIVISION 1 - STAGE 1 | | | | | | | | | | |
| USH 8 CTH L TEMP 'EX' | 1478+11.57/1499+05.11 | 1,196 | 0 | 0 | 1,196 | 976 | 1,220 | -24 | 0 | 0 |
| UNDISTRIBUTED EBS | | | 305 | | | | | | | |
| DIVISION 1 - STAGE 1 SUBTOTAL | | 1,196 | 305 | 0 | 1,196 | 976 | 1,220 | -24 | 0 | 329 |
| DIVISION 2 - STAGE 2 | | | | | | | | | | |
| USH 8 EB 'LEB' - WEST | 97+00.00/107+56.47 | 1,772 | 0 | 344 | 1,428 | 2,281 | 2,851 | -1,423 | 0 | 0 |
| USH 8 WB 'LWB' - WEST | 104+58.46/107+74.06 | 687 | 0 | 0 | 687 | 4,578 | 5,723 | -5,036 | 0 | 0 |
| USH 8 EB 'LEB' - EAST | 108+81.89/114+63.78 | 1,050 | 0 | 327 | 723 | 0 | 0 | 723 | 0 | 0 |
| USH 8 WB 'LWB' - EAST | 109+23.35/112+21.50 | 1,826 | 0 | 249 | 1,577 | 0 | 0 | 1,577 | 0 | 0 |
| CTH L NB 'LNB' | 200+00.00/205+89.34 | 1,903 | 0 | 259 | 1,644 | 158 | 198 | 1,447 | 0 | 0 |
| CTH L SB 'LSB' | 200+00.00/203+07.00 | 1,138 | 0 | 0 | 1,138 | 4,490 | 5,613 | -4,475 | 0 | 0 |
| CTH L RAB 'LRAB' | 10+00.00/13+45.58 | 661 | 0 | 91 | 570 | 10,769 | 13,461 | -12,891 | 0 | 0 |
| ROBERTS RD 'R' | 500+18.23/502+00.00 | 662 | 0 | 49 | 613 | 66 | 83 | 531 | 0 | 0 |
| UNDISTRIBUTED EBS | | | 1,396 | | | | | | | 1,396 |
| DIVISION 2 -STAGE 2 SUBTOTAL | | 9,699 | 1,396 | 1,319 | 8,380 | 22,342 | 27,928 | -19,548 | 0 | 20,944 |
| DIVISION 3 - STAGE 3 | | | | | | | | | | |
| USH 8 EB 'LEB' - WEST | 97+00.00/104+57.13 | 776 | 0 | 268 | 508 | 0 | 0 | 508 | 0 | 0 |
| USH 8 EB 'LEB' - EAST | 108+93.97/114+63.78 | 557 | 0 | 225 | 332 | 0 | 0 | 332 | 0 | 0 |
| UNDISTRIBUTED EBS | | | 67 | | | | | | | |
| DIVISION 3 - STAGE 3 SUBTOTAL | | 1,333 | 67 | 493 | 840 | 0 | 0 | 840 | 840 | 67 |
| DIVISION 4 - STAGE 4 | | | | | | | | | | |
| USH 8 EX - WEST | 1478+11.57/1480+20.13 | 107 | 0 | 25 | 82 | 1 | 1 | 81 | 0 | 0 |
| USH 8 EB 'LEB' - WEST | 97+00.00/107+56.47 | 3,329 | 0 | 618 | 2,711 | 4 | 5 | 2,706 | 0 | 0 |
| USH 8 EB 'LEB' - EAST | 108+81.89/114+63.78 | 1,279 | 0 | 136 | 1,143 | 143 | 179 | 964 | 0 | 0 |
| USH 8 EX - EAST | 1497+48.09/1499+02.51 | 138 | 0 | 20 | 118 | 2 | 3 | 116 | 0 | 0 |
| CTH L RAB 'LRAB' | 10+00.00/13+45.58 | 100 | 0 | 0 | 100 | 119 | 149 | -49 | 0 | 0 |
| DIVISION 4 -STAGE 4 SUBTOTAL | | 4,953 | 0 | 799 | 4,154 | 269 | 336 | 3,818 | 3,818 | 0 |
| PROJECT 1590-14-75 GRAND TOTAL | | 17,181 | 1,768 | 2,611 | 14,570 | 23,587 | 29,484 | -14,914 | 4,658 | 21,340 |
| PROJECT 1590-14-75 TOTAL COMMON EXC | | 18,949 | | | | | | | | |

NOTES:

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

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH BORROW MATERIAL.

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

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

(13) EXPANDED FILL FACTOR = 1.25

DEPENDING ON SELECTIONS: **EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH - REDUCED EBS) * FILL FACTOR**

OR EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS) * FILL FACTOR

OR EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH) * FILL FACTOR

OR EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK) * FILL FACTOR

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

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

PROJECT 1590-14-76

| DIVISION - PROJECT 1590-14-76 | FROM/TO STATION | 205.0100 COMMON EXCAVATION (1) CUT (2) | 205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3) | SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | AVAILABLE MATERIAL (5) | EXPANDED ROCK (12) FACTOR 1.00 | UNEXPANDED FILL | EXPANDED FILL (13) FACTOR 1.25 | MASS ORDINATE +/- (14) | WASTE (15) | 208.0100 BORROW | COMMENT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DIVISION 1 - STAGE 1A | | | | | | | | | | | | |
| USH 8 CTH A TEMP 'AT' - WEST | 1518+27.97/1527+75.00 | 535 | 0 | 0 | 535 | 0 | 521 | 651 | -116 | 0 | 0 | |
| USH 8 CTH A TEMP 'AT' - EAST | 1529+58.16/1539+21.47 | 2,636 | 0 | 0 | 2,636 | 0 | 941 | 1,176 | 1,460 | 0 | 0 | |
| UNDISTRIBUTED EBS | | | 634 | | | | | | | | 634 | |
| DIVISION 1 - STAGE 1A SUBTOTAL | | 3,171 | 634 | 0 | 3,171 | 0 | 1,462 | 1,828 | 1,344 | 1,344 | 634 | |
| DIVISION 2 - STAGE 1B | | | | | | | | | | | | |
| USH 8 CTH A TEMP 'AT' | 1527+75.00/1529+58.16 | 231 | 0 | 37 | 194 | 0 | 235 | 294 | -100 | 0 | 0 | |
| UNDISTRIBUTED EBS | | | 46 | | | | | | | | 46 | |
| DIVISION 2 -STAGE 1B - SUBTOTAL | | 231 | 46 | 37 | 194 | 0 | 235 | 294 | -100 | 0 | 46 | ULITIZE WASTE MATERAIL FROM STAGE 1A |
| DIVISION 3 - STAGE 2 | | | | | | | | | | | | |
| USH 8 EB 'AEB' - WEST | 300+00.00/306+85.32 | 741 | 0 | 437 | 304 | 0 | 832 | 1,040 | -736 | 0 | 0 | |
| USH 8 WB 'AWB' - WEST | 303+85.30/306+88.93 | 614 | 0 | 9 | 605 | 0 | 565 | 706 | -101 | 0 | 0 | |
| USH 8 EB 'AEB' - EAST | 308+28.40/314+60.45 | 788 | 0 | 321 | 467 | 0 | 38 | 48 | 420 | 0 | 0 | |
| USH 8 WB 'AWB' - EAST | 308+30.36/311+30.82 | 611 | 0 | 372 | 239 | 0 | 418 | 523 | -284 | 0 | 0 | |
| CTH A NB 'ANB' - SOUTH | 402+00.00/407+00.00 | 1,607 | 0 | 357 | 1,250 | 0 | 53 | 66 | 1,184 | 0 | 0 | |
| CTH A SB 'ASB' - SOUTH | 404+56.10/406+81.97 | 306 | 0 | 72 | 234 | 0 | 65 | 81 | 153 | 0 | 0 | |
| WAYSIDE 'WS' | 600+25.22/600+86.52 | 167 | 0 | 23 | 144 | 0 | 5 | 6 | 138 | 0 | 0 | |
| ROBERTS RD NB 'ANB' - NORTH | 408+72.86/411+11.83 | 442 | 0 | 17 | 425 | 0 | 212 | 265 | 160 | 0 | 0 | |
| ROBERTS RD SB 'ASB' - NORTH | 408+69.80/410+80.05 | 316 | 0 | 11 | 305 | 0 | 223 | 279 | 26 | 0 | 0 | |
| CTH A RAB 'ARAB' | 50+00.00/53+45.57 | 149 | 0 | 0 | 149 | 0 | 3,585 | 4,481 | -4,332 | 0 | 0 | |
| UNDISTRIBUTED EBS | | | 1,148 | | | | | | | | 1,148 | |
| DIVISION 3 - STAGE 2 SUBTOTAL | | 5,741 | 1,148 | 1,619 | 4,122 | 0 | 5,996 | 7,495 | -3,373 | 0 | 4,521 | |
| DIVISION 4 - STAGE 3 | | | | | | | | | | | | |
| USH 8 EB 'AEB' - WEST | 300+00.00/304+50.00 | 392 | 0 | 282 | 110 | 0 | 0 | 0 | 110 | 0 | 0 | |
| USH 8 EB 'AEB' - EAST | 308+77.15/314+60.45 | 564 | 0 | 151 | 413 | 0 | 0 | 0 | 413 | 0 | 0 | |
| UNDISTRIBUTED EBS | | | 191 | | | | | | | | 191 | |
| DIVISION 4 - STAGE 3 SUBTOTAL | | 956 | 191 | 433 | 523 | 0 | 0 | 0 | 523 | 523 | 191 | |
| DIVISION 5 - STAGE 4 | | | | | | | | | | | | |
| USH 8 EX - WEST | 1518+71.27/1521+21.46 | 351 | 0 | 51 | 300 | 0 | 0 | 0 | 300 | 0 | 0 | |
| USH 8 EB 'AEB' - WEST | 300+00.00/306+85.32 | 1,412 | 0 | 161 | 1,251 | 0 | 33 | 41 | 1,210 | 0 | 0 | |
| USH 8 EB 'AEB' - EAST | 308+28.40/314+60.45 | 808 | 0 | 154 | 654 | 0 | 82 | 103 | 552 | 0 | 0 | |
| USH 8 EX - EAST | 1535+59.88/1538+66.14 | 384 | 0 | 67 | 317 | 0 | 2 | 3 | 315 | 0 | 0 | |
| CTH A NB 'ANB' - SOUTH | 406+85.00/407+25.73 | 42 | 0 | 16 | 26 | 0 | 9 | 11 | 15 | 0 | 0 | |
| CTH A SB 'ASB' - SOUTH | 406+81.97/407+25.50 | 148 | 0 | 26 | 122 | 0 | 6 | 8 | 115 | 0 | 0 | |
| CTH A RAB 'ARAB' | 50+00.00/53+45.57 | 39 | 0 | 12 | 27 | 0 | 23 | 29 | -2 | 0 | 0 | |
| DIVISION 5 -STAGE 4 SUBTOTAL | | 3,184 | 0 | 487 | 2,697 | 0 | 155 | 194 | 2,503 | 2,503 | 0 | |
| PROJECT 1590-14-76 GRAND TOTAL | | 13,283 | 2,020 | 2,576 | 10,707 | 0 | 7,848 | 9,810 | 897 | 4,370 | 5,393 | |
| PROJECT 1590-14-76 TOTAL COMMON EXC | | 15,303 | | | | | | | | | | |

NOTES:

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

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH BORROW MATERIAL.

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

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

(12) EXPANDED ROCK FACTOR = 1.00

(13) EXPANDED FILL FACTOR = 1.25

DEPENDING ON SELECTIONS:

**EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH - REDUCED EBS) * FILL FACTOR**

OR EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS) * FILL FACTOR

OR EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH) * FILL FACTOR

OR EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK) * FILL FACTOR

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

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

WIDEN ASPHALTIC SHOULDERS

| CATEGORY | STATION | TO | STATION | LOCATION | 211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA | * 455.0605 TACK COAT GAL | * 460.6224 HMA PAVEMENT 4 MT 58-28 S TON |
|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | |
| STAGE 5 | | | | | | | |
| 0010 | 1470+00 | - | 1480+20 | USH 8, LT | 11 | 12 | 26 |
| 0010 | 1470+00 | - | 1480+20 | USH 8, RT | 11 | 12 | 26 |
| 0010 | 1497+48 | - | 1521+21 | USH 8, LT | 24 | 27 | 60 |
| 0010 | 1497+48 | - | 1521+21 | USH 8, RT | 24 | 27 | 60 |
| 0010 | 1535+60 | - | 1605+00 | USH 8, LT | 70 | 78 | 173 |
| 0010 | 1535+60 | - | 1605+00 | USH 8, RT | 70 | 78 | 173 |
| | | | | STAGE 5 TOTAL | 210 | 234 | 518 |
| | | | **PROJECT 1590-14-73 TOTAL** | | **210** | 234 | 518 |
| | | | | **TOTAL** | **210** | 234 | 518 |

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

OBLITERATE OLD ROAD

| CATEGORY | STATION | TO | STATION | LOCATION | 214.0100 OBLITERATING OLD ROAD STA | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | 800+97.8 'OT' | - | 801+93.8 'OT' | LT & RT | 1.0 | EXISTING TRAIL REMOVAL |
| 0010 | 802+86.9 'OT' | - | 806+76.9 'OT' | LT & RT | 3.9 | EXISTING TRAIL REMOVAL |
| | | | **PROJECT 1590-14-73 TOTAL** | | 4.9 | |

SHARED-USE PATH CROSSING

| CATEGORY | STATION | TO | STATION | LOCATION | * 460.6224 HMA PAVEMENT 4 MT 58-28 S TON | 602.0415 CONCRETE SIDEWALK 6-INCH SF | * 602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF | 650.9000 CONSTRUCTION STAKING CURB RAMPS EACH | SPV.0180.01 SPECIAL (01. PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSINGS) SY |
|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | | |
| 0010 | 700+70 'T' | - | 701+12 'T' | LT & RT | - | 110 | 24 | 1 | - |
| 0010 | 701+12 'T' | - | 701+46 'T' | LT & RT | 5 | - | - | - | 200 |
| 0010 | 701+46 'T' | - | 709+16 'T' | LT & RT | - | 110 | 24 | 1 | - |
| | | | **PROJECT 1590-14-73 TOTALS** | | **5** | **220** | **48** | **2** | **200** |
| | | | | **TOTALS** | **5** | **220** | **48** | **2** | **200** |

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

BASE AGGREGATE DENSE

| CATEGORY | STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 624.0100 WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | |
| STAGE 5 | | | | | | | | |
| 0010 | 1470+00 | - | 1480+20 | LT & RT | 140 | - | 2 | AGGREGATE SHOULDER |
| 0010 | 1497+48 | - | 1521+21 | LT & RT | 310 | - | 4 | AGGREGATE SHOULDER |
| 0010 | 1535+60 | - | 1551+52 | LT & RT | 210 | - | 3 | AGGREGATE SHOULDER |
| 0010 | 1551+52 | - | 1582+04 | LT & RT | 400 | - | 4 | AGGREGATE SHOULDER |
| 0010 | 1582+04 | - | 1605+00 | LT & RT | 300 | - | 3 | AGGREGATE SHOULDER |
| 0010 | 700+70 'T' | - | 701+12 'T' | LT & RT | 15 | 30 | 1 | SHARED-USE PATH |
| 0010 | 701+46 'T' | - | 709+16 'T' | LT & RT | 280 | 755 | 15 | SHARED-USE PATH |
| | | | | STAGE 5 TOTALS | 1,655 | 785 | 32 | |
| | | | **PROJECT 1590-14-73 TOTALS** | | **1,655** | **785** | **32** | |
| **PROJECT 1590-14-75** | | | | | | | | |
| STAGE 1 | | | | | | | | |
| 0010 | 1478+13 'LT' | - | 1488+81 'LT' | RT & LT | - | 1,165 | 22 | TEMPOARY ROADWAY |
| 0010 | 1191+07 'LT' | - | 1498+94 'LT' | RT & LT | - | 920 | 17 | TEMPORARY ROADWAY |
| 0010 | 1478+13 'LT' | - | 1488+81 'LT' | RT & LT | 95 | - | 2 | AGGREGATE SHOULDER |
| 0010 | 1191+07 'LT' | - | 1498+94 'LT' | RT & LT | 70 | - | 1 | AGGREGATE SHOULDER |
| | | | | STAGE 1 TOTALS | 165 | 2,085 | 42 | |
| STAGE 2 | | | | | | | | |
| 0010 | 97+00 'LEB' | - | 104+57 'LEB' | LT | - | 2,153 | 42 | ROADWAY |
| 0010 | 104+58 'LWB' | - | 107+74 'LWB' | LT & RT | - | 1,062 | 20 | ROADWAY |
| 0010 | 104+57 'LEB' | - | 107+57 'LEB' | LT & RT | - | 1,001 | 19 | ROADWAY |
| 0010 | 200+00 'LSB' | - | 203+06 'LSB' | LT & RT | - | 910 | 17 | ROADWAY |
| 0010 | 203+27 'LNB' | - | 205+89 'LNB' | LT & RT | - | 1,464 | 28 | ROADWAY |
| 0010 | 200+00 'LNB' | - | 203+27 'LNB' | LT & RT | - | 1,027 | 20 | ROADWAY |
| 0010 | 500+18 'R' | - | 502+00 'R' | LT & RT | - | 818 | 16 | ROADWAY |
| 0010 | 109+23 'LWB' | - | 112+24 'LWB' | LT & RT | - | 983 | 19 | ROADWAY |
| 0010 | 111+91 'LEB' | - | 114+64 'LEB' | LT | - | 833 | 16 | ROADWAY |
| 0010 | 108+82 'LEB' | - | 111+91 'LEB' | LT & RT | - | 373 | 7 | ROADWAY |
| 0010 | 10+00 'RAB' | - | 13+46 'RAB' | LT & RT | - | 1,604 | 30 | ROADWAY |
| 0010 | 204+26'LNB' | - | 204+57'LNB' | RT | - | 17 | - | DRIVEWAY |
| 0010 | 104+59 'LEB' | - | 107+51 'LEB' | LT (MEDIAN) | - | 218 | 4 | SIDEWALK |
| 0010 | 106+47 'LEB' | - | 107+84 'LEB' | RT | - | 24 | - | SIDEWALK |
| 0010 | 106+60 'LWB' | - | 201+21 'LSB' | LT | - | 53 | 1 | SIDEWALK |
| 0010 | 200+09 'LNB' | - | 201+41 'LNB' | LT (MEDIAN) | - | 122 | 2 | SIDEWALK |
| 0010 | 200+83 'LNB' | - | 110+55 'LWB' | LT & RT | - | 51 | 1 | SIDEWALK |
| 0010 | 108+91 'LEB' | - | 111+89 'LEB' | LT (MEDIAN) | - | 164 | 3 | SIDEWALK |
| 0010 | 97+00 'LWB' | - | 106+31 'LWB' | LT | 201 | - | 4 | AGGREGATE SHOULDER |
| 0010 | 104+58 'LEB' | - | 106+14 'LEB' | RT | 33 | - | 1 | AGGREGATE SHOULDER |
| 0010 | 201+51 'LSB' | - | 205+67 'LSB' | LT | 88 | - | 2 | AGGREGATE SHOULDER |
| 0010 | 202+47 'LNB' | - | 205+89 'LNB' | RT | 74 | - | 1 | AGGREGATE SHOULDER |
| 0010 | 500+71 'R' | - | 502+00 'R' | LT | 22 | - | - | AGGREGATE SHOULDER |
| 0010 | 500+77 'R' | - | 502+00 'R' | RT | 23 | - | - | AGGREGATE SHOULDER |
| 0010 | 110+78 'LWB' | - | 114+96 'LWB' | LT | 89 | - | 2 | AGGREGATE SHOULDER |
| | | | | STAGE 2 TOTALS | 530 | 12,877 | 255 | |
| STAGE 3 | | | | | | | | |
| 0010 | 97+00 'LEB' | - | 104+58 'LEB' | RT | - | 1,190 | 23 | ROADWAY |
| 0010 | 108+95 'LEB' | - | 111+91 'LEB' | RT | - | 448 | 9 | ROADWAY |
| 0010 | 111+91 'LEB' | - | 114+64 'LEB' | RT | - | 430 | 8 | ROADWAY |
| | | | | STAGE 3 TOTALS | 0 | 2,068 | 40 | |

(CONTINUED ON NEXT SHEET)

BASE AGGREGATE DENSE (CONTINUED)

| CATEGORY | STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 624.0100 WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | | | |
| STAGE 4 | | | | | | | | |
| 0010 | 97+00 'LEB' | - | 104+58 'LEB' | RT | - | 736 | 14 | ROADWAY |
| 0010 | 110+17 'LEB' | - | 111+91 'LEB' | RT | - | 163 | 3 | ROADWAY |
| 0010 | 111+91 'LEB' | - | 114+64 'LEB' | RT | - | 268 | 5 | ROADWAY |
| 0010 | 107+84 'LEB' | - | 109+95 'LEB' | RT | - | 43 | 1 | SIDEWALK |
| 0010 | 98+04'LEB' | - | 98+49'LEB' | RT | 16 | - | - | DRIVEWAY |
| 0010 | 99+72'LEB' | - | 100+22'LEB' | RT | 19 | - | - | DRIVEWAY |
| 0010 | 100+06'LEB' | - | 101+62'LEB' | RT | 25 | - | - | DRIVEWAY |
| 0010 | 102+89'LEB' | - | 103+39'LEB' | RT | 19 | - | - | DRIVEWAY |
| 0010 | 97+00 'LEB' | - | 104+58 'LEB' | RT | 162 | - | 3 | AGGREGATE SHOULDER |
| 0010 | 108+95 'LEB' | - | 114+64 'LEB' | RT | 94 | - | 2 | AGGREGATE SHOULDER |
| | | | | STAGE 4 TOTALS | 335 | 1,210 | 28 | |
| | | | | **PROJECT 1590-14-75 TOTALS** | **1,030** | **18,240** | **365** | |
| **PROJECT 1590-14-76** | | | | | | | | |
| STAGE 1A | | | | | | | | |
| 0010 | 1517+37 'AT' | - | 1527+75 'AT' | RT & LT | - | 1,654 | 32 | TEMPORARY ROADWAY |
| 0010 | 1529+60 'AT' | - | 1539+21 'AT' | RT & LT | - | 2,109 | 40 | TEMPORARY ROADWAY |
| 0010 | 1517+37 'AT' | - | 1527+75 'AT' | RT & LT | 124 | - | 2 | AGGREGATE SHOULDER |
| 0010 | 1529+60 'AT' | - | 1539+21 'AT' | RT & LT | 226 | - | 4 | AGGREGATE SHOULDER |
| | | | | STAGE 1A TOTALS | 350 | 3,763 | 78 | |
| STAGE 1B | | | | | | | | |
| 0010 | 1527+75 'AT' | - | 1529+60 'AT' | RT & LT | - | 449 | 9 | TEMPORARY ROADWAY |
| 0010 | 1527+75 'AT' | - | 1529+60 'AT' | RT & LT | 50 | - | 1 | AGGREGATE SHOULDER |
| | | | | STAGE 1B TOTALS | 50 | 449 | 10 | |
| STAGE 2 | | | | | | | | |
| 0010 | 300+00 'AWB' | - | 303+84 'AWB' | LT & RT | - | 1,137 | 22 | ROADWAY |
| 0010 | 303+84 'AWB' | - | 306+89 'AWB' | LT & RT | - | 945 | 18 | ROADWAY |
| 0010 | 303+85 'AEB' | - | 306+85 'AEB' | LT & RT | - | 756 | 14 | ROADWAY |
| 0010 | 50+00 'RAB' | - | 53+46 'RAB' | LT & RT | - | 1,672 | 32 | ROADWAY |
| 0010 | 408+70 'ASB' | - | 411+05 'ASB' | LT | - | 453 | 9 | ROADWAY |
| 0010 | 408+73 'ANB' | - | 411+12 'ANB' | LT & RT | - | 531 | 10 | ROADWAY |
| 0010 | 308+30 'AWB' | - | 311+31 'AWB' | LT & RT | - | 1,021 | 19 | ROADWAY |
| 0010 | 308+28 'AEB' | - | 311+47 'AEB' | LT & RT | - | 428 | 8 | ROADWAY |
| 0010 | 311+31 'AWB' | - | 314+44 'AWB' | LT & RT | - | 939 | 18 | ROADWAY |
| 0010 | 402+00 'ANB' | - | 404+58 'ANB' | LT & RT | - | 815 | 15 | ROADWAY |
| 0010 | 402+00 'ASB' | - | 404+56 'ASB' | LT | - | 651 | 12 | ROADWAY |
| 0010 | 404+58'ANB' | - | 406+79 'ANB' | LT & RT | - | 649 | 12 | ROADWAY |
| 0010 | 404+56 'ASB' | - | 406+75 'ASB' | LT & RT | - | 800 | 15 | ROADWAY |
| 0010 | 300+00 'AWB' | - | 305+48 'AWB' | LT | 139 | - | 3 | AGGREGATE SHOULDER |
| 0010 | 410+80 'ASB' | - | 411+05 'ASB' | LT | 6 | - | - | AGGREGATE SHOULDER |
| 0010 | 410+87 'ASB' | - | 411+12 'ASB' | RT | 5 | - | - | AGGREGATE SHOULDER |
| 0010 | 309+74 'AWB' | - | 314+44 'AWB' | LT | 120 | - | 2 | AGGREGATE SHOULDER |
| 0010 | 402+00 'ANB' | - | 405+75 'ANB' | RT | 101 | - | 2 | AGGREGATE SHOULDER |
| 0010 | 402+00 'ASB' | - | 405+01 'ASB' | LT | 79 | - | 2 | AGGREGATE SHOULDER |
| 0010 | 303+87 'AEB' | - | 306+78 'AEB' | LT (MEDIAN) | - | 165 | 3 | SIDEWALK |
| 0010 | 408+82 'ANB' | - | 409+47 'ANB' | LT (MEDIAN) | - | 40 | 1 | SIDEWALK |
| 0010 | 308+40 'AEB' | - | 311+44 'AEB' | LT (MEDIAN) | - | 228 | 4 | SIDEWALK |
| 0010 | 305+58 'AEB' | - | 307+00 'AEB' | RT | - | 27 | 1 | SIDEWALK |
| 0010 | 305+77 'AWB' | - | 409+39 'ASB' | LT | - | 43 | 1 | SIDEWALK |
| 0010 | 409+42 'ANB' | - | 309+43 'AWB' | RT/LT | - | 38 | 1 | SIDEWALK |

(CONTINUED ON NEXT SHEET)

BASE AGGREGATE DENSE (CONTINUED)

| CATEGORY | STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 624.0100 WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-76** | | | | | | | | |
| STAGE 2 | | | | | | | | |
| 0010 | 406+02 'ANB' | - | 406+77 'ANB' | RT | - | 12 | - | SIDEWALK |
| 0010 | 406+40 'ASB' | - | 406+77 'ASB' | LT | - | 6 | - | SIDEWALK |
| 0010 | 409+78 'ASB' | - | 410+45 'ASB' | LT | - | 55 | 1 | DRIVEWAY |
| 0010 | 410+59 'ANB' | - | 410+83 'ANB' | RT | - | 6 | - | DRIVEWAY |
| | | | | STAGE 2 TOTALS | 450 | 11,417 | 225 | |
| STAGE 3 | | | | | | | | |
| 0010 | 300+00 'AEB' | - | 304+50 'AEB' | RT | - | 1,092 | 22 | ROADWAY |
| 0010 | 308+67 'AEB' | - | 314+60 'AEB' | RT | - | 1,424 | 27 | ROADWAY |
| 0010 | 300+00 'AEB' | - | 303+00 'AEB' | RT | 77 | - | 1 | AGGREGATE SHOULDER |
| 0010 | 309+71 'AEB' | - | 314+60 'AEB' | RT | 128 | - | 2 | AGGREGATE SHOULDER |
| | | | | STAGE 3 TOTALS | 205 | 2,516 | 52 | |
| STAGE 4 | | | | | | | | |
| 0010 | 406+79 'ANB' | - | 407+26 'ANB' | LT & RT | - | 130 | 3 | ROADWAY |
| 0010 | 406+75 'ASB' | - | 407+26 'ASB' | LT & RT | - | 160 | 3 | ROADWAY |
| 0010 | 307+00 'AEB' | - | 406+77 'ASB' | RT/LT | - | 12 | 1 | SIDEWALK |
| 0010 | 406+77 'ANB' | - | 309+43 'AEB' | RT | - | 43 | 1 | SIDEWALK |
| 0010 | 404+60 'ANB' | - | 407+19 'ANB' | LT (MEDIAN) | - | 115 | 2 | SIDEWALK |
| | | | | STAGE 4 TOTALS | 0 | 460 | 10 | |
| | | | | **PROJECT 1590-14-76 TOTALS** | **1,055** | **18,605** | **375** | |
| | | | | **TOTALS** | **3,740** | **37,630** | **772** | |

PUBLIC LAND REFERENCE MONUMENT VERIFY AND RESET

| CATEGORY | STATION | OFFSET | TOWNSHIP | RANGE | 680.0100 PUBLIC LAND REFERENCE MONUMENT VERIFY AND RESET EACH |
|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | |
| 0010 | 1479+89 | 22' LT | T35N | R6E | 1 |
| | | | | **PROJECT 1590-14-73 TOTALS** | **1** |
| | | | | **TOTALS** | **1** |

EXISTING LAND PARCEL MONUMENTS

| CATEGORY | STATION | LOCATION | SPV.0060.07 SPECIAL (07. RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS) EACH | SPV.0060.08 SPECIAL (08. VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS) EACH |
|---|---|---|---|---|
| **PROJECT 1590-14-76** | | | | |
| 0010 | 306+17.61 'RWB' | 63.15' LT | 1 | 1 |
| 0010 | 410+16.17 'RSB' | 23.65' LT | 1 | 1 |
| 0010 | 410+32.22 'RNB' | 24.06' RT | 1 | 1 |
| | | **PROJECT 1590-14-76 TOTALS** | **3** | **3** |
| | | **TOTALS** | **3** | **3** |

3

CONCRETE ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 405.0100 COLORING CONCRETE WISDOT RED CY | 415.2010 CONCRETE TRUCK APRON 12-INCH SY | 602.0405 CONCRETE SIDEWALK 4-INCH SF | * 602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | |
| 0010 | 104+52 'LEB' | - | 104+59 'LEB' | LT | - | - | - | - | 69 | TYPE 1 |
| 0010 | 104+59 'LEB' | - | 107+49 'LEB' | LT | - | - | 4,410 | 32 | - | |
| 0010 | 107+49 'LEB' | - | 107+53 'LEB' | LT | - | - | - | - | 15 | TYPE 2 |
| 0010 | 107+63 'LWB' | - | 107+68 'LWB' | RT | - | - | - | - | 33 | TYPE 2 |
| 0010 | 106+47 'LEB' | - | 107+84 'LEB' | RT | - | - | 720 | - | - | |
| 0010 | 106+74 'LEB' | - | 107+84 'LEB' | RT | 23 | 68 | - | 16 | - | |
| 0010 | 106+60 'LWB' | - | 201+21 'LSB' | LT | - | - | 1,680 | 32 | - | |
| 0010 | 200+04 'LSB' | - | 200+07 'LSB' | RT | - | - | - | - | 16 | TYPE 2 |
| 0010 | 200+06 'LNB' | - | 200+12 'LNB' | LT | - | - | - | - | 33 | TYPE 2 |
| 0010 | 200+12 'LNB' | - | 201+40 'LNB' | LT | - | - | 2,480 | 32 | - | |
| 0010 | 201+40 'LNB' | - | 201+47 'LNB' | LT | - | - | - | - | 68 | TYPE 1 |
| 0010 | 202+09 'LNB' | - | 202+17 'LNB' | LT | - | - | - | - | 68 | TYPE 1 |
| 0010 | 202+17 'LNB' | - | 203+25 'LNB' | LT | - | - | 825 | - | - | |
| 0010 | 203+25 'LNB' | - | 203+32 'LNB' | LT | - | - | - | - | 68 | TYPE 1 |
| 0010 | 200+83 'LNB' | - | 110+55 'LWB' | RT/LT | - | - | 1,535 | 16 | - | |
| 0010 | 109+17 'LWB' | - | 110+15 'LWB' | LT | 27 | 81 | - | 16 | - | |
| 0010 | 108+89 'LEB' | - | 108+94 'LEB' | LT | - | - | - | - | 33 | TYPE 2 |
| 0010 | 109+27 'LWB' | - | 109+30 'LWB' | RT | - | - | - | - | 16 | TYPE 2 |
| 0010 | 108+95 'LEB' | - | 111+89 'LEB' | LT | - | - | 3,315 | 32 | - | |
| 0010 | 111+89 'LEB' | - | 111+96 'LEB' | LT | - | - | - | - | 68 | TYPE 1 |
| 0010 | 10+00 'RAB' | - | 13+46 'RAB' | LT | 153 | 460 | - | - | - | |
| | | | | STAGE 2 TOTALS | 203 | 609 | 14,965 | 176 | 487 | |
| STAGE 4 | | | | | | | | | | |
| 0010 | 107+84 'LEB' | - | 109+95 'LEB' | RT | - | - | 1,325 | 16 | - | |
| | | | | STAGE 4 TOTALS | 0 | 0 | 1,325 | 16 | 0 | |
| | | | **PROJECT 1590-14-75 TOTALS** | | **203** | **609** | **16,290** | **192** | **487** | |

(CONTINUED ON NEXT SHEET)

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

CONCRETE ITEMS (CONTINUED)

| CATEGORY | STATION | TO | STATION | LOCATION | 405.0100 COLORING CONCRETE WISDOT RED CY | 415.2010 CONCRETE TRUCK APRON 12-INCH SY | 602.0405 CONCRETE SIDEWALK 4-INCH SF | * 602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-76** | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | |
| 0010 | 303+80 'AEB' | - | 303+87 'AEB' | LT | - | - | - | - | 70 | TYPE 1 |
| 0010 | 303+87 'AEB' | - | 306+78 'AEB' | LT | - | - | 3,350 | 32 | - | |
| 0010 | 306+78 'AEB' | - | 306+82 'AEB' | LT | - | - | - | - | 16 | TYPE 2 |
| 0010 | 306+78 'AWB' | - | 306+84 'AWB' | RT | - | - | - | - | 32 | TYPE 2 |
| 0010 | 305+58 'AEB' | - | 307+00 'AEB' | RT | - | - | 830 | - | - | |
| 0010 | 305+98 'AEB' | - | 306+95 'AEB' | RT | 23 | 67 | - | 16 | - | |
| 0010 | 305+77 'AWB' | - | 409+39 'ASB' | LT | - | - | 1,315 | 32 | - | |
| 0010 | 50+00 'RAB' | - | 53+46 'RAB' | LT | 135 | 404 | - | - | - | |
| 0010 | 408+77 'ANB' | - | 408+82 'ANB' | LT | - | - | - | - | 30 | TYPE 2 |
| 0010 | 408+73 'ASB' | - | 408+76 'ASB' | RT | - | - | - | - | 15 | TYPE 2 |
| 0010 | 408+82 'ANB' | - | 409+47 'ANB' | LT | - | - | 810 | 32 | - | |
| 0010 | 407+47 'ANB' | - | 409+54 'ANB' | LT | - | - | - | - | 70 | TYPE 1 |
| 0010 | 409+42 'ANB' | - | 309+43 'AWB' | RT/LT | - | - | 1,175 | 16 | - | |
| 0010 | 308+17 'AWB' | - | 309+23 'AWB' | LT | 26 | 78 | - | 16 | - | |
| 0010 | 308+33 'AWB' | - | 308+37 'AWB' | RT | - | - | - | - | 16 | TYPE 2 |
| 0010 | 308+35 'AEB' | - | 308+40 'AEB' | LT | - | - | - | - | 34 | TYPE 2 |
| 0010 | 308+40 'AEB' | - | 311+44 'AEB' | LT | - | - | 4,610 | 32 | - | |
| 0010 | 311+44 'AEB' | - | 311+51 'AEB' | LT | - | - | - | - | 68 | TYPE 1 |
| 0010 | 406+02 'ANB' | - | 406+77 'ANB' | RT | - | - | 370 | - | - | |
| 0010 | 404+53 'ANB' | - | 404+60 'ANB' | LT | - | - | - | - | 69 | TYPE 1 |
| 0010 | 406+40 'ASB' | - | 406+77 'ASB' | LT | - | - | 165 | - | - | |
| | | | | STAGE 2 TOTALS | 184 | 549 | 12,625 | 176 | 420 | |
| STAGE 4 | | | | | | | | | | |
| 0010 | 307+00 'AEB' | - | 406+77 'ASB' | RT/LT | - | - | 380 | 16 | - | |
| 0010 | 406+77 'ANB' | - | 309+43 'AEB' | RT | - | - | 1,330 | 32 | - | |
| 0010 | 404+60 'ANB' | - | 407+19 'ANB' | LT | - | - | 2,335 | 32 | - | |
| 0010 | 407+19 'ANB' | - | 407+22 'ANB' | LT | - | - | - | - | 15 | TYPE 2 |
| 0010 | 407+16 'ASB' | - | 407+21 'ASB' | RT | - | - | - | - | 30 | TYPE 2 |
| | | | | STAGE 4 TOTALS | 0 | 0 | 4,045 | 80 | 45 | |
| | | | **PROJECT 1590-14-76 TOTALS** | | **184** | **549** | **16,670** | **256** | **465** | |
| | | | | **TOTALS** | **387** | **1,158** | **32,960** | **448** | **952** | |

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

| | | | | | HMA PAVEMENT | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | * | * | | | | |
| | | | | | 450.4000 HMA COLD WEATHER PAVING | 455.0605 TACK COAT | 460.6224 HMA PAVEMENT 4 MT 58-28 S | 460.7223 HMA PAVEMENT 3 HT 58-28 S | 460.7444 HMA PAVEMENT 4 HT 58-34 H | 465.0125 ASPHALTIC SURFACE TEMPORARY | 465.0315 ASPHALTIC FLUMES |
| CATEGORY | STATION | TO | STATION | LOCATION | TON | GAL | TON | TON | TON | TON | SY |
| **PROJECT 1590-14-73** | | | | | | | | | | | |
| STAGE 5 | | | | | | | | | | | |
| 0010 | 1470+00 | - | 1480+20 | LT & RT | 440 | 270 | 440 | - | - | - | - |
| 0010 | 1497+48 | - | 1521+21 | LT & RT | 1,030 | 650 | 1,030 | - | - | - | - |
| 0010 | 1535+60 | - | 1551+52 | LT & RT | 770 | 480 | 770 | - | - | - | - |
| 0010 | 1551+52 | - | 1582+04 | LT & RT | 1,450 | 910 | 1,450 | - | - | - | - |
| 0010 | 1582+04 | - | 1605+00 | LT & RT | 1,040 | 650 | 1,040 | - | - | - | - |
| | | | | STAGE 5 TOTALS | 4,730 | 2,960 | 4,730 | 0 | 0 | 0 | 0 |
| | | | **PROJECT 1590-14-73 TOTALS** | | **4,730** | **2,960** | **4,730** | **0** | **0** | **0** | **0** |
| **PROJECT 1590-14-75** | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | |
| 0010 | 1478+13 'LT' | - | 1488+81 'LT' | RT & LT | - | - | - | - | - | 290 | - |
| 0010 | 1191+07 'LT' | - | 1498+94 'LT' | RT & LT | - | - | - | - | - | 240 | - |
| | | | | STAGE 1 TOTALS | 0 | 0 | 0 | 0 | 0 | 530 | 0 |
| STAGE 2 | | | | | | | | | | | |
| 0010 | 97+00 'LEB' | - | 104+57 'LEB' | LT | - | 170 | - | 430 | 190 | - | - |
| 0010 | 104+59 'LWB' | - | 107+74 'LWB' | LT | - | 70 | - | 160 | 70 | - | - |
| 0010 | 106+31 'LWB' | - | - | LT | - | - | - | - | - | - | 7 |
| 0010 | 104+57 'LEB' | - | 107+56 'LEB' | LT & RT | - | 60 | - | 150 | 70 | - | - |
| 0010 | 106+14 'LEB' | - | - | RT | - | - | - | - | - | - | 9 |
| 0010 | 200+00 'LSB' | - | 203+06 'LSB' | LT & RT | - | 60 | - | 150 | 70 | - | - |
| 0010 | 201+51'LSB' | - | - | LT | - | - | - | - | - | - | 7 |
| 0010 | 203+26 'LNB' | - | 205+89 'LNB' | LT & RT | - | 120 | - | 290 | 130 | - | - |
| 0010 | 200+00 'LNB' | - | 203+26 'LNB' | LT & RT | - | 80 | - | 200 | 90 | - | - |
| 0010 | 202+47 'LNB' | - | - | RT | - | - | - | - | - | - | 8 |
| 0010 | 500+18 'R' | - | 502+00 'R' | LT & RT | - | 70 | - | 160 | 80 | - | - |
| 0010 | 500+71 'R' | - | - | LT | - | - | - | - | - | - | 9 |
| 0010 | 500+77 'R' | - | - | RT | - | - | - | - | - | - | 8 |
| 0010 | 109+23 'LWB' | - | 112+24 'LWB' | LT & RT | - | 60 | - | 150 | 70 | - | - |
| 0010 | 111+91 'LEB' | - | 114+64 'LEB' | LT | - | 70 | - | 180 | 80 | - | - |
| 0010 | 10+00 'RAB' | - | 13+46 'RAB' | RT | - | 120 | - | 290 | 130 | - | - |
| | | | | STAGE 2 TOTALS | 0 | 880 | 0 | 2,160 | 980 | 0 | 48 |
| STAGE 3 | | | | | | | | | | | |
| 0010 | 97+00 'LEB' | - | 104+58 'LEB' | RT | - | 150 | - | 360 | 160 | - | - |
| 0010 | 108+95 'LEB' | - | 111+91 'LEB' | RT | - | 70 | - | 160 | 70 | - | - |
| 0010 | 111+91 'LEB' | - | 114+64 'LEB' | RT | - | 60 | - | 130 | 60 | - | - |
| | | | | STAGE 3 TOTALS | 0 | 280 | 0 | 650 | 290 | 0 | 0 |
| | | | **PROJECT 1590-14-75 TOTALS** | | **0** | **1,160** | **0** | **2,810** | **1,270** | **530** | **48** |

(CONTINUED ON NEXT SHEET)

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

HMA PAVEMENT (CONTINUED)

| CATEGORY | STATION | TO | STATION | LOCATION | 450.4000 HMA COLD WEATHER PAVING TON | * 455.0605 TACK COAT GAL | * 460.6224 HMA PAVEMENT 4 MT 58-28 S TON | 460.7223 HMA PAVEMENT 3 HT 58-28 S TON | 460.7444 HMA PAVEMENT 4 HT 58-34 H TON | 465.0125 ASPHALTIC SURFACE TEMPORARY TON | 465.0315 ASPHALTIC FLUMES SY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-76** | | | | | | | | | | | |
| STAGE 1A | | | | | | | | | | | |
| 0010 | 1517+37 'AT' | - | 1527+75 'AT' | RT & LT | - | - | - | - | - | 443 | - |
| 0010 | 1529+60 'AT' | - | 1539+21 'AT' | RT & LT | - | - | - | - | - | 482 | - |
| | | | | STAGE 1A TOTALS | 0 | 0 | 0 | 0 | 0 | 925 | 0 |
| STAGE 1B | | | | | - | - | - | - | - | | - |
| 0010 | 1527+75 'AT' | - | 1529+60 'AT' | RT & LT | - | - | - | - | - | 100 | - |
| | | | | STAGE 1B TOTALS | 0 | 0 | 0 | 0 | 0 | 100 | 0 |
| STAGE 2 | | | | | | | | | | | |
| 0010 | 300+00 'AWB' | - | 306+89 'AWB' | RT & LT | - | 153 | - | 382 | 171 | - | - |
| 0010 | 305+48 'AWB' | - | 305+55 'AWB' | LT | - | - | - | - | - | - | 7 |
| 0010 | 50+00 'RAB' | - | 53+46 'RAB' | RT | - | 120 | - | 303 | 135 | - | - |
| 0010 | 408+73 'ANB' | - | 411+12 'ANB' | LT & RT | - | 44 | - | 107 | 48 | - | - |
| 0010 | 408+70 'ASB' | - | 411+05 'ASB' | LT | - | 36 | - | 91 | 42 | - | - |
| 0010 | 409+65 'ASB' | - | 409+75 'ASB' | LT | - | - | - | - | - | - | 8 |
| 0010 | 409+92 'ANB' | - | 410+04 'ANB' | RT | - | - | - | - | - | - | 9 |
| 0010 | 308+30 'AWB' | - | 314+44 'AWB' | LT & RT | - | 135 | - | 338 | 151 | - | - |
| 0010 | 309+66 'AWB' | - | 309+74 'AWB' | LT | - | - | - | - | - | - | 9 |
| 0010 | 405+32 'ASB' | - | 405+44 'ASB' | LT | - | - | - | - | - | - | 7 |
| 0010 | 405+65 'ASB' | - | 405+80 'ASB' | LT | - | - | - | - | - | - | 8 |
| 0010 | 405+75 'ANB' | - | 405+81 'ANB' | RT | - | - | - | - | - | - | 7 |
| | | | | STAGE 2 TOTALS | 0 | 488 | 0 | 1221 | 547 | 0 | 55 |
| STAGE 3 | | | | | | | | | | | |
| 0010 | 300+00 'AEB' | - | 306+85 'AEB' | RT | - | 136 | - | 339 | 151 | - | - |
| 0010 | 308+28 'AEB' | - | 314+60 'AEB' | RT | - | 124 | - | 308 | 137 | - | - |
| | | | | STAGE 3 TOTALS | 0 | 260 | 0 | 647 | 288 | 0 | 0 |
| STAGE 4 | | | | | | | | | | | |
| 0010 | 305+08 'AEB' | - | 305+20 'AEB' | RT | - | - | - | - | - | - | 12 |
| 0010 | 309+64 'AEB' | - | 309+71 'AEB' | RT | - | - | - | - | - | - | 7 |
| 0010 | 402+00 'ANB' | - | 407+26 'ANB' | LT & RT | - | 118 | - | 297 | 132 | - | - |
| 0010 | 402+00 'ASB' | - | 407+26 'ASB' | LT | - | 124 | - | 310 | 138 | - | - |
| | | | | STAGE 4 TOTALS | 0 | 242 | 0 | 607 | 270 | 0 | 19 |
| | | | **PROJECT 1590-14-76 TOTALS** | | **0** | **990** | **0** | **2,475** | **1,105** | **1,025** | **74** |
| | | | | **TOTALS** | **4,730** | **5,110** | **4,730** | **5,285** | **2,375** | **1,555** | **122** |

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

3

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

| CATEGORY | STATION | TO | STATION | LOCATION | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON |
|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | |
| STAGE 2 | | | | | |
| 0010 | 204+26 'LNB' | - | 04+57 'LNB' | RT | 10 |
| | | | | STAGE 2 TOTAL | 10 |
| | | | | **PROJECT 1590-14-75 TOTAL** | **10** |
| **PROJECT 1590-14-76** | | | | | |
| STAGE 2 | | | | | |
| 0010 | 409+78 'ASB' | - | 10+45 'ASB' | LT | 26 |
| 0010 | 410+59 'ANB' | - | 10+83 'ANB' | RT | 4 |
| | | | | STAGE 2 TOTAL | 30 |
| | | | | **PROJECT 1590-14-76 TOTAL** | **30** |
| | | | | **TOTAL** | **40** |

ASPHALTIC RUMBLE STRIPS

| CATEGORY | STATION | TO | STATION | LOCATION | 465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF | 465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF |
|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | |
| 0010 | 1470+00 | - | 1480+20 | USH 8 | 1,680 | 1,020 |
| 0010 | 1497+48 | - | 1521+21 | USH 8 | 4,267 | 1,773 |
| 0010 | 1535+60 | - | 1551+52 | USH 8 | 2,784 | 792 |
| 0010 | 1551+52 | - | 1582+04 | USH 8 | 5,044 | 1,052 |
| 0010 | 1582+04 | - | 1605+00 | USH 8 | 4,392 | 1,896 |
| | | | | **PROJECT 1590-14-73 TOTALS** | **18,167** | **6,533** |
| **PROJECT 1590-14-75** | | | | | | |
| 0010 | 97+00 'LEB' | - | 101+00 'LEB' | LT & RT | 680 | 400 |
| 0010 | 101+00 'LWB' | - | 105+70 'LEB' | LT | 470 | - |
| 0010 | 101+00 'LEB' | - | 105+55 'LEB' | RT | 455 | - |
| 0010 | 111+46 'LWB' | - | 114+96 'LWB' | LT | 350 | - |
| 0010 | 110+84 'LEB' | - | 114+64 'LEB' | RT | 380 | - |
| | | | | **PROJECT 1590-14-75 TOTALS** | **2,335** | **400** |
| **PROJECT 1590-14-76** | | | | | | |
| 0010 | 300+00 'AEB' | - | 302+50 'AEB' | RT | 250 | - |
| 0010 | 300+00 'AWB' | - | 305+00 'AWB' | LT | 500 | - |
| 0010 | 310+30 'AEB' | - | 314+60 'AEB' | RT | 430 | - |
| 0010 | 310+34 'AWB' | - | 314+44 'AWB' | LT | 410 | - |
| 0010 | 402+00 'ANB' | - | 405+15 'ANB' | RT | 315 | - |
| 0010 | 402+00 'ASB' | - | 404+40 'ASB' | LT | 240 | - |
| | | | | **PROJECT 1590-14-76 TOTALS** | **2,145** | **0** |
| | | | | **TOTALS** | **22,647** | **6,933** |

CONCRETE CURB & GUTTER

| CATEGORY | STATION | TO | STATION | LOCATION | 601.0205 CONCRETE GUTTER 24-INCH LF | 601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF | 601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF | 601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF | 601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF | 601.0581 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R LF | 601.0600 CONCRETE CURB PEDESTRIAN LF |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | |
| 0010 | 104+58 'LEB' | - | 107+51 'LEB' | LT | - | - | 342 | - | 291 | - | 61 |
| 0010 | 106+23 'LEB' | - | 108+96 'LEB' | RT | - | - | 104 | 115 | 49 | - | - |
| 0010 | 200+06 'LNB' | - | 201+43 'LNB' | LT | - | - | 282 | - | - | - | 57 |
| 0010 | 202+16 'LNB' | - | 203+25 'LNB' | LT | - | - | - | - | 218 | - | - |
| 0010 | 202+40 'LNB' | - | 500+63 'R' | RT | - | - | - | - | 60 | - | - |
| 0010 | 108+88 'LEB' | - | 111+91 'LEB' | LT | - | - | 331 | - | 286 | - | 42 |
| 0010 | 106+38 'LWB' | - | 201+44 'LSB' | LT | - | - | 333 | - | - | - | - |
| 0010 | 10+00 'RAB' | - | 13+46 'RAB' | LT | - | 233 | - | - | - | 336 | - |
| 0010 | 500+69 'R' | - | 110+78 'LWB' | RT/LT | - | - | - | 104 | 309 | - | - |
| | | | | STAGE 2 TOTALS | 0 | 233 | 1,392 | 219 | 1,213 | 336 | 160 |
| STAGE 3 | | | | | | | | | | | |
| 0010 | 108+96 'LEB' | - | 109+92 'LEB' | RT | - | - | 122 | - | - | - | - |
| | | | | STAGE 3 TOTALS | 0 | 0 | 122 | 0 | 0 | 0 | 0 |
| | | | **PROJECT 1590-47-75 TOTALS** | | **0** | **233** | **1,514** | **219** | **1,213** | **336** | **160** |
| **PROJECT 1590-14-76** | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | |
| 0010 | 304+50 'AEB' | - | 407+25 'ASB' | RT/LT | - | - | - | 97 | 175 | - | - |
| 0010 | 303+87 'AEB' | - | 306+78 'AEB' | LT | - | - | 148 | - | 144 | - | - |
| 0010 | 303+86 'AWB' | - | 306+78 'AWB' | RT | - | - | 151 | - | 142 | - | - |
| 0010 | 306+47 'AEB' | - | 306+55 'AEB' | LT | - | - | - | - | - | - | 39 |
| 0010 | 52+30 'RAB' | - | 52+49 'RAB' | RT | - | - | 27 | - | - | - | - |
| 0010 | 305+55 'AWB' | - | 410+80 'ASB' | LT | - | - | 392 | - | - | - | - |
| 0010 | 50+00 'RAB' | - | 53+46 'RAB' | LT | - | 245 | - | - | - | 336 | - |
| 0010 | 408+76 'ASB' | - | 409+40 'ASB' | RT | - | - | 65 | - | - | - | - |
| 0010 | 408+83 'ANB' | - | 409+48 'ANB' | LT | - | - | 65 | - | - | - | - |
| 0010 | 409+00 'ASB' | - | 409+08 'ASB' | RT | - | - | - | - | - | - | 24 |
| 0010 | 409+73 'ASB' | - | 410+52 'ASB' | LT | 82 | - | - | - | - | - | - |
| 0010 | 51+46 'RAB' | - | 51+59 'RAB' | RT | - | - | 18 | - | - | - | - |
| 0010 | 410+80 'ANB' | - | 309+66 'AWB' | RT/LT | - | - | - | 105 | 275 | - | - |
| 0010 | 308+37 'AWB' | - | 311+29 'AWB' | RT | - | - | 148 | - | 145 | - | - |
| 0010 | 308+41 'AEB' | - | 311+45 'AEB' | LT | - | - | 158 | - | 145 | - | - |
| 0010 | 308+68 'AEB' | - | 308+76 'AEB' | LT | - | - | - | - | - | - | 57 |
| 0010 | 50+56 'RAB' | - | 50+82 'RAB' | RT | - | - | 36 | - | - | - | - |
| 0010 | 308+02 'AEB' | - | 308+67 'AEB' | RT | - | - | 82 | - | - | - | - |
| 0010 | 404+60 'ANB' | - | 406+79 'ANB' | LT | - | - | 107 | - | 113 | - | - |
| 0010 | 404+58 'ASB' | - | 406+75 'ASB' | RT | - | - | 107 | - | 111 | - | - |
| 0010 | 406+88 'ANB' | - | 406+96 'ANB' | LT | - | - | - | - | - | - | 30 |
| 0010 | 405+01 'ASB' | - | 405+42 'ASB' | LT | - | - | - | - | 63 | - | - |
| 0010 | 405+68 'ASB' | - | 406+79 'ASB' | LT | - | - | - | - | 132 | - | - |
| 0010 | 405+81 'ANB' | - | 406+81 'ANB' | RT | - | - | 96 | - | - | - | - |
| | | | | STAGE 2 TOTALS | 82 | 245 | 1,600 | 202 | 1,445 | 336 | 150 |
| STAGE 3 | | | | | | | | | | | |
| 0010 | 303+00 'AEB' | - | 304+50 'AEB' | RT | - | - | - | - | 153 | - | - |
| 0010 | 308+67 'AEB' | - | 309+64 'AEB' | RT | - | - | 99 | - | - | - | - |
| | | | | STAGE 3 TOTALS | 0 | 0 | 99 | 0 | 153 | 0 | 0 |
| STAGE 4 | | | | | | | | | | | |
| 0010 | 406+79 'ASB' | - | 407+25 'ASB' | LT | - | - | - | - | 47 | - | - |
| 0010 | 406+81 'ANB' | - | 308+02 'AEB' | RT | - | - | 57 | - | - | - | - |
| 0010 | 406+75 'ASB' | - | 407+16 'ASB' | RT | - | - | 41 | - | - | - | - |
| 0010 | 406+79 'ANB' | - | 407+19 'ANB' | LT | - | - | 41 | - | - | - | - |
| 0010 | 53+13 'RAB' | - | 53+29 'RAB' | RT | - | - | 22 | - | - | - | - |
| | | | | STAGE 4 TOTALS | 0 | 0 | 161 | 0 | 47 | 0 | 0 |
| | | | **PROJECT 1590-14-76 TOTALS** | | **82** | **245** | **1,860** | **202** | **1,645** | **336** | **150** |
| | | | | **TOTALS** | **82** | **478** | **3,374** | **421** | **2,858** | **672** | **310** |

ENDWALLS

| CATEGORY | STRUCTURE NUMBER | STATION | LOCATION | 520.1030 APRON ENDWALLS FOR CULVERT PIPE 30-INCH EACH | 520.1036 APRON ENDWALLS FOR CULVERT PIPE 36-INCH EACH | 521.1518 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1 EACH | 521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 EACH | 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH | 522.1015 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 15-INCH EACH | 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH | 522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH | 524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH | 611.9850.S.01 PIPE GRATES (SIZE) (01. 30-INCH) EACH | 611.9850.S.02 PIPE GRATES (SIZE) (02. 36-INCH) EACH | 633.5200 MARKERS CULVERT END EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | | | | | | | | | |
| STAGE 5 | | | | | | | | | | | | | | | | |
| 0010 | C6.0 | 701+64.83 'T' | 7.97' RT | - | - | - | - | - | 1 | - | - | - | - | - | - | - |
| 0010 | C6.1 | 701+65.66 'T' | 20.17' LT | - | - | - | - | - | 1 | - | - | - | - | - | - | - |
| 0010 | C8.0 | 708+00.00 'T' | 15.43' LT | - | - | - | - | - | 1 | - | - | - | - | - | - | - |
| 0010 | C8.1 | 708+00.00 'T' | 2.78' RT | - | - | - | - | - | 1 | - | - | - | - | - | - | - |
| | | | STAGE 5 TOTALS | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | **PROJECT 1590-14-73 TOTALS** | | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| **PROJECT 1590-14-75** | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | |
| 0010 | DC-1.0 | 98+08.90 'LEB' | 43.23' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| 0010 | DC-1.1 | 98+38.29 'LEB' | 43.27' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| 0010 | DC-2.0 | 99+81.98 'LEB' | 43.72' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| 0010 | DC-2.1 | 100+15.01 'LEB' | 44.04' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| 0010 | DC-3.1 | 101+20.40 'LEB' | 46.58' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| 0010 | DC-3.0 | 101+46.95 'LEB' | 46.95' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| 0010 | DC-4.0 | 103+01.83 'LEB' | 53.34' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| 0010 | DC-4.1 | 103+25.01 'LEB' | 55.07' RT | - | - | 1 | - | - | - | - | - | - | - | - | - | - |
| 0010 | CE-3.0 | 110+25.25 'LEB' | 66.58' RT | - | - | - | - | - | - | - | 1 | - | 1 | - | 1 | 1 |
| | | | STAGE 1 TOTALS | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1 | - | 1 | 0 | 1 | 1 |
| STAGE 2 | | | | | | | | | | | | - | | | | |
| 0010 | 10.1 | 105+82.22 'LWB' | 37.5' LT | - | - | - | - | 1 | - | - | - | - | - | - | 1 | 1 |
| 0010 | 11.1 | 109+77.54 'LWB' | 69.7' LT | - | - | - | - | 1 | - | - | - | - | - | - | 1 | 1 |
| 0010 | 12.1 | 11+04.66 'RAB' | 74.8' RT | - | - | - | - | 1 | - | - | - | - | - | - | 1 | 1 |
| 0010 | 13.1 | 201+31.63 'LNB' | 66.7' RT | - | - | - | - | 1 | - | - | - | - | - | - | 1 | 1 |
| 0010 | C-1.0 | 200+85.08 'RSB' | 88.3' LT | - | 1 | - | - | - | - | - | - | - | - | 1 | 1 | - |
| 0010 | C-1.1 | 201+17.24 'RNB' | 160.27' RT | - | 1 | - | - | - | - | - | - | - | - | 1 | 1 | - |
| 0010 | CE-2.0 | 201+77.02 'RNB' | 165.00' RT | 1 | - | - | - | - | - | - | - | - | 1 | - | 1 | 1 |
| | | | STAGE 2 TOTALS | 1 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 2 | 7 | 5 |
| 0010 | | 110+25.25 'LEB' | 62.58' RT | - | - | - | - | - | - | - | - | 1 | - | - | - | - |
| | | | STAGE 4 TOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | | **PROJECT 1590-14-75 TOTALS** | | **1** | **2** | **8** | **0** | **4** | **0** | **0** | **1** | **1** | **2** | **2** | **8** | **6** |
| **PROJECT 1590-14-76** | | | | | | | | | | | | | | | | |
| STAGE 1B | | | | | | | | | | | | | | | | |
| 0010 | C4.0 | 1529+33.31 'AT' | 17.3' RT | - | - | - | 1 | - | - | - | - | - | - | - | 1 | - |
| 0010 | T1.1 | 1528+11.56 'AT' | 15.0' RT | - | - | - | 1 | - | - | - | - | - | - | - | - | 1 |
| 0010 | T1.2 | 1527+98.93 'AT' | 20.5' LT | - | - | - | - | 1 | - | - | - | - | - | - | - | 1 |
| | | | STAGE 1B TOTALS | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| STAGE 2 | | | | | | | | | | | | | | | | |
| 0010 | 14.1 | 305+04.80 'AWB' | 23.4' LT | - | - | - | - | 1 | - | - | - | - | - | - | 1 | 1 |
| 0010 | 15.1 | 311+23.91 'AWB' | 30.4' LT | - | - | - | - | 1 | - | - | - | - | - | - | 1 | 1 |
| 0010 | 16.1 | 406+72.42 'ANB' | 39.0' RT | - | - | - | - | 1 | - | - | - | - | - | - | 1 | 1 |
| 0010 | 17.1 | 51+07.39 'RAB' | 57.2' RT | - | - | - | - | 1 | - | - | - | - | - | - | 1 | 1 |
| 0010 | C5.0 | 408+74.74 'RNB' | 49.8' RT | - | - | - | - | - | - | 1 | - | - | - | - | 1 | - |
| 0010 | C5.1 | 409+15.17 'RNB' | 71.5' LT | - | - | - | - | - | - | 1 | - | - | - | - | 1 | - |
| | | | STAGE 2 TOTALS | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 6 | 4 |
| STAGE 4 | | | | | | | | | | | | | | | | |
| 0010 | C4.1 | 406+98.10 'RNB' | 71.6' LT | - | - | - | - | - | - | 1 | - | - | - | - | 1 | - |
| | | | STAGE 4 TOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | **PROJECT 1590-14-76 TOTALS** | | **0** | **0** | **0** | **2** | **5** | **0** | **3** | **0** | **0** | **0** | **0** | **8** | **6** |
| | | | **TOTALS** | **1** | **2** | **8** | **2** | **9** | **4** | **3** | **1** | **1** | **2** | **2** | **16** | **12** |

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

STORM SEWER AND CULVERT PIPES

| CATEGORY | STRUCTURE | TO | STRUCTURE | 520.3318 CULVERT PIPE CLASS III-A 18-INCH LF | 520.3330 CULVERT PIPE CLASS III-A 30-INCH LF | 520.3536 CULVERT PIPE CLASS III-B 36-INCH LF | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF | 522.0415 CULVERT PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF | 522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | 608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF | 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | | | | | | |
| STAGE 5 | | | | | | | | | | | | | |
| 0010 | C6.0 | - | C6.1 | - | - | - | - | - | 22 | - | - | - | 1 |
| 0010 | C8.0 | - | C8.1 | - | - | - | - | - | 12 | - | - | - | 1 |
| | | | STAGE 5 TOTALS | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 2 |
| | **PROJECT 1590-14-73 TOTALS** | | | **0** | **0** | **0** | **0** | **0** | **34** | **0** | **0** | **0** | **2** |
| **PROJECT 1590-14-75** | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | |
| 0010 | DC-1.0 | - | DC-1.1 | 29 | - | - | - | - | - | - | - | - | 1 |
| 0010 | DC-2.0 | - | DC-2.1 | 33 | - | - | - | - | - | - | - | - | 1 |
| 0010 | DC-3.0 | - | DC-3.1 | 26 | - | - | - | - | - | - | - | - | 1 |
| 0010 | DC-4.0 | - | DC-4.1 | 23 | - | - | - | - | - | - | - | - | 1 |
| 0010 | CE-3.0 | - | CE-3.1 | - | - | - | 1 | 10 | - | - | - | - | - |
| | | | STAGE 1 TOTALS | 111 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 4 |
| STAGE 2 | | | | | | | | | | | | | |
| 0010 | 10.1 | - | 10.2 | - | - | - | - | - | - | - | 39 | - | - |
| 0010 | 10.2 | - | 10.3 | - | - | - | - | - | - | - | 14 | - | - |
| 0010 | 11.1 | - | 11.2 | - | - | - | - | - | - | - | 51 | - | - |
| 0010 | 11.2 | - | 11.3 | - | - | - | - | - | - | - | 20 | - | - |
| 0010 | 11.3 | - | 11.4 | - | - | - | - | - | - | - | 14 | - | - |
| 0010 | 11.4 | - | 11.5 | - | - | - | - | - | - | - | 21 | - | - |
| 0010 | 12.1 | - | 12.2 | - | - | - | - | - | - | - | 77 | - | - |
| 0010 | 12.2 | - | 12.3 | - | - | - | - | - | - | - | 10 | - | - |
| 0010 | 13.1 | - | 13.2 | - | - | - | - | - | - | - | 68 | - | - |
| 0010 | 13.2 | - | 13.3 | - | - | - | - | - | - | - | 9 | - | - |
| 0010 | C-1.0 | - | C-1.1 | - | - | 267 | - | - | - | - | - | - | 1 |
| 0010 | CE-2.0 | - | EC-2.1 | - | 6 | - | 1 | - | - | - | - | - | - |
| | | | STAGE 2 TOTALS | 0 | 6 | 267 | 1 | 0 | 0 | 0 | 323 | 0 | 1 |
| | **PROJECT 1590-14-75 TOTALS** | | | **111** | **6** | **267** | **2** | **10** | **0** | **0** | **323** | **0** | **5** |
| **PROJECT 1590-14-76** | | | | | | | | | | | | | |
| STAGE 1B | | | | | | | | | | | | | |
| 0010 | T1.0 | - | C4.0 | - | - | - | - | - | - | 126 | - | - | 1 |
| 0010 | T1.0 | - | T1.1 | - | - | - | - | - | - | - | - | 29 | - |
| 0010 | T1.0 | - | T1.2 | - | - | - | - | - | - | - | 14 | - | - |
| | | | STAGE 1B TOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 126 | 14 | 29 | 1 |
| STAGE 2 | | | | | | | | | | | | | |
| 0010 | 14.1 | - | 14.2 | - | - | - | - | - | - | - | 25 | - | - |
| 0010 | 14.2 | - | 14.3 | - | - | - | - | - | - | - | 13 | - | - |
| 0010 | 15.1 | - | 15.2 | - | - | - | - | - | - | - | 35 | - | - |
| 0010 | 15.2 | - | 15.3 | - | - | - | - | - | - | - | 8 | - | - |
| 0010 | 16.1 | - | 16.2 | - | - | - | - | - | - | - | 21 | - | - |
| 0010 | 16.2 | - | 16.3 | - | - | - | - | - | - | - | 21 | - | - |
| 0010 | 16.3 | - | 16.4 | - | - | - | - | - | - | - | 10 | - | - |
| 0010 | 16.4 | - | 16.5 | - | - | - | - | - | - | - | 19 | - | - |
| 0010 | 17.1 | - | 17.2 | - | - | - | - | - | - | - | 59 | - | - |
| 0010 | 17.2 | - | 17.3 | - | - | - | - | - | - | - | 10 | - | - |
| 0010 | C5.1 | - | C5.0 | - | - | - | - | - | - | 128 | - | - | 1 |
| | | | STAGE 2 TOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 221 | 0 | 1 |
| | **PROJECT 1590-14-76 TOTALS** | | | **0** | **0** | **0** | **0** | **0** | **0** | **254** | **235** | **29** | **2** |
| | | | **TOTALS** | **111** | **6** | **267** | **2** | **10** | **34** | **254** | **558** | **29** | **9** |

3

STORM SEWER STRUCTURES

| CATEGORY | STRUCTURE NUMBER | STATION | LOCATION | 611.0624 INLET COVERS TYPE H EACH | 611.0627 INLET COVERS TYPE HM EACH | 611.0636 INLET COVERS TYPE HM-S EACH | 611.0639 INLET COVERS TYPE H-S EACH | 611.0652 INLET COVERS TYPE T EACH | 611.2006 MANHOLES 6-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.3225 INLETS 2X2.5-FT EACH | 611.3230 INLETS 2X3-FT EACH | 611.8120.S COVER PLATES TEMPORARY EACH | * 650.4000 CONSTRUCTION STAKING STORM SEWER EACH | RIM** ELEVATION | INVERT*** ELEVATION | DEPTH**** FT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | |
| 0010 | 10.2 | 105+82.22 'LWB' | 1.5' RT | - | - | 1 | - | - | - | 1 | - | - | - | 1 | 1481.21 | 1475.88 | 4.50 |
| 0010 | 10.3 | 105+73.40 'LEB' | 1.5' LT | - | - | 1 | - | - | - | 1 | - | - | - | 1 | 1481.53 | 1476.55 | 4.15 |
| 0010 | 11.2 | 109+83.00 'LEB' | 18.3' LT | - | - | 1 | - | - | - | - | - | 1 | - | 1 | 1481.53 | 1477.78 | 2.92 |
| 0010 | 11.3 | 109+53.24 'LEB' | 14.9' LT | - | - | - | 1 | - | - | - | - | 1 | - | 1 | 1481.87 | 1477.98 | 3.06 |
| 0010 | 11.4 | 109+50.83 'LEB' | 1.5' LT | - | - | - | 1 | - | - | - | - | 1 | - | 1 | 1482.13 | 1478.15 | 3.15 |
| 0010 | 11.5 | 109+56.17 'LEB' | 18.6' RT | - | - | - | 1 | - | - | - | - | 1 | - | 1 | 1481.79 | 1478.35 | 2.61 |
| 0010 | 12.2 | 11+00.92 'RAB' | 1.2' LT | - | - | - | - | 1 | - | - | 1 | - | - | 1 | 1481.97 | 1478.34 | 2.71 |
| 0010 | 12.3 | 10+90.92 'RAB' | 1.2' LT | - | - | - | - | 1 | - | - | 1 | - | - | 1 | 1481.97 | 1478.53 | 2.52 |
| 0010 | 13.2 | 201+34.92 'LNB' | 1.5' LT | 1 | - | - | - | - | - | - | - | 1 | - | 1 | 1480.44 | 1476.92 | 2.69 |
| 0010 | 13.3 | 201+18.39 'LSB' | 5.9' RT | 1 | - | - | - | - | - | - | - | 1 | - | 1 | 1480.56 | 1477.10 | 2.63 |
| | | | STAGE 2 TOTALS | 2 | 0 | 3 | 3 | 2 | 0 | 2 | 2 | 6 | 0 | 10 | | | |
| | | **PROJECT 1590-14-75 TOTALS** | | **2** | **0** | **3** | **3** | **2** | **0** | **2** | **2** | **6** | **0** | **10** | | | |
| **PROJECT 1590-14-76** | | | | | | | | | | | | | | | | | |
| STAGE 1B | | | | | | | | | | | | | | | | | |
| 0010 | T1.0 | 1528+11.55 'AT' | 14.5' LT | - | - | - | - | - | 1 | - | - | - | 1 | 1 | 1491.37 | 1488.36 | 3.26 # |
| | | | STAGE 1B TOTALS | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | | | |
| STAGE 2 | | | | | | | | | | | | | | | | | |
| 0010 | 14.2 | 305+04.80 'AWB' | 1.5' RT | - | - | 1 | - | - | - | - | - | 1 | - | 1 | 1490.97 | 1487.62 | 2.52 |
| 0010 | 14.3 | 305+08.46 'AEB' | 1.5' LT | - | - | 1 | - | - | - | - | - | 1 | - | 1 | 1491.21 | 1487.79 | 2.59 |
| 0010 | 15.2 | 311+23.88 'AWB' | 4.6' RT | - | 1 | - | - | - | - | - | - | 1 | - | 1 | 1489.13 | 1485.00 | 3.30 |
| 0010 | 15.3 | 311+39.61 'AEB' | 1.5' LT | - | 1 | - | - | - | - | - | - | 1 | - | 1 | 1489.36 | 1485.19 | 3.34 |
| 0010 | 16.2 | 406+74.04 'ANB' | 18.4' RT | - | - | - | 1 | - | - | - | - | 1 | - | 1 | 1491.40 | 1488.04 | 2.53 |
| 0010 | 16.3 | 406+67.50 'ANB' | 1.5' LT | - | - | - | 1 | - | - | - | - | 1 | - | 1 | 1491.73 | 1488.15 | 2.75 |
| 0010 | 16.4 | 406+62.96 'ASB' | 1.5' RT | - | - | - | 1 | - | - | - | - | 1 | - | 1 | 1491.99 | 1488.43 | 2.73 |
| 0010 | 16.5 | 406+64.72 'ASB' | 17.8' LT | - | - | 1 | - | - | - | - | - | 1 | - | 1 | 1491.64 | 1488.65 | 2.16 |
| 0010 | 17.2 | 51+04.64 'RAB' | 1.2' LT | - | - | - | - | 1 | - | - | 1 | - | - | 1 | 1490.51 | 1487.32 | 2.27 |
| 0010 | 17.3 | 50+94.61 'RAB' | 1.2' LT | - | - | - | - | 1 | - | - | 1 | - | - | 1 | 1490.51 | 1487.51 | 2.08 |
| | | | STAGE 2 TOTALS | 0 | 2 | 3 | 3 | 2 | 0 | 0 | 2 | 8 | 0 | 10 | | | |
| | | **PROJECT 1590-14-76 TOTALS** | | **0** | **2** | **3** | **3** | **2** | **1** | **0** | **2** | **8** | **1** | **11** | | | |
| | | | **TOTALS** | **2** | **2** | **6** | **6** | **4** | **1** | **2** | **4** | **14** | **1** | **21** | | | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMARKS:
STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF SUMP, FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
****DEPTH=RIM ELEV-TOP OF STRUCTURE BASE ELEV-COVER HEIGHT-6-INCH ADJUSTMENT RING HEIGHT
# NO ADJUSTMENT RINGS

## CULVERT PIPE CHECKS

| CATEGORY | STATION | LOCATION | 628.7555 CULVERT PIPE CHECKS EACH |
|---|---|---|---|
| **PROJECT 1590-14-73** | | | |
| STAGE 5 | | | |
| 0010 | 701+02 'T' | LT | 2 |
| 0010 | 701+65 'T' | LT | 2 |
| 0010 | 708+00 'T' | RT | 2 |
| | | UNDISTRIBUTED | 4 |
| | | STAGE 5 TOTAL | 10 |
| | **PROJECT ID 1590-14-73 TOTAL** | | **10** |
| **PROJECT 1590-14-75** | | | |
| STAGE 1 | | | |
| 0010 | 1481+30 'EX' | RT | 2 |
| 0010 | 1483+05 'EX' | RT | 1 |
| 0010 | 1484+40 'EX' | RT | 2 |
| 0010 | 1486+25 'EX' | RT | 2 |
| 0010 | 1493+05 'EX' | RT | 5 |
| | | STAGE 1 TOTAL | 12 |
| STAGE 2 | | | |
| 0010 | 200+85 'LSB' | LT | 7 |
| 0010 | 202+30 'LNB' | RT | 5 |
| 0010 | 204+60 'LNB' | RT | 2 |
| | | STAGE 2 TOTAL | 14 |
| STAGE 4 | | | |
| 0010 | 98+05 'LEB' | RT | 2 |
| 0010 | 99+80 'LEB' | RT | 2 |
| 0010 | 101+15 'LEB' | RT | 2 |
| 0010 | 103+00 'LEB' | RT | 2 |
| 0010 | 110+25 'LEB' | RT | 5 |
| | | STAGE 4 TOTAL | 13 |
| | | UNDISTRIBUTED | 10 |
| | **PROJECT 1590-14-75 TOTAL** | | **49** |
| **PROJECT 1590-14-76** | | | |
| STAGE 1B | | | |
| 0010 | 1528+12 'AT' | RT | 1 |
| 0010 | 1527+99 'AT' | LT | 3 |
| | | STAGE 1B TOTAL | 4 |
| STAGE 2 | | | |
| 0010 | 408+75 'ASB' | LT | 3 |
| | | STAGE 2 TOTAL | 3 |
| STAGE 4 | | | |
| 0010 | 407+21 'ASB' | LT | 3 |
| | | STAGE 4 TOTAL | 3 |
| | | UNDISTRIBUTED | 10 |
| | **PROJECT 1590-14-76 TOTAL** | | **20** |
| | | **TOTAL** | **79** |

## MOBILIZATIONS EROSION CONTROL

| CATEGORY | LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|---|
| **PROJECT 1590-14-73** | | | |
| STAGE 5 | | | |
| 0010 | TRAIL | 2 | 2 |
| | STAGE 5 TOTALS | 2 | 2 |
| **ROJECT ID 1590-14-73 TOTALS** | | **2** | **2** |
| **PROJECT 1590-14-75** | | | |
| STAGE 1 | | | |
| 0010 | USH 8/CTH L | 1 | 1 |
| | STAGE 1 TOTALS | 1 | 1 |
| STAGE 2 | | | |
| 0010 | USH 8/CTH L | 6 | 3 |
| | STAGE 2 TOTALS | 6 | 3 |
| STAGE 3 | | | |
| 0010 | USH 8/CTH L | 1 | 1 |
| | STAGE 3 TOTALS | 1 | 1 |
| STAGE 4 | | | |
| 0010 | USH 8/CTH L | 1 | 1 |
| | STAGE 4 TOTALS | 1 | 1 |
| **PROJECT 1590-14-75 TOTALS** | | **9** | **6** |
| **PROJECT 1590-14-76** | | | |
| STAGE 1 | | | |
| 0010 | USH 8/CTH A | 1 | 1 |
| | STAGE 1 TOTALS | 1 | 1 |
| STAGE 2 | | | |
| 0010 | USH 8/CTH A | 6 | 3 |
| | STAGE 2 TOTALS | 6 | 3 |
| STAGE 3 | | | |
| 0010 | USH 8/CTH A | 1 | 1 |
| | STAGE 3 TOTALS | 1 | 1 |
| STAGE 4 | | | |
| 0010 | USH 8/CTH A | 1 | 1 |
| | STAGE 4 TOTALS | 1 | 1 |
| **PROJECT 1590-14-76 TOTALS** | | **9** | **6** |
| | **TOTALS** | **20** | **14** |

## INLET PROTECTION

| CATEGORY | STATION | LOCATION | 628.7005 INLET PROTECTION TYPE A EACH | 628.7015 INLET PROTECTION TYPE C EACH |
|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | |
| STAGE 2 | | | | |
| 0010 | 105+82.22 'LWB' | RT | 1 | 1 |
| 0010 | 105+73.40 'LEB' | LT | 1 | 1 |
| 0010 | 109+83.00 'LEB' | LT | 1 | 1 |
| 0010 | 109+53.24 'LEB' | LT | 1 | 1 |
| 0010 | 109+50.83 'LEB' | LT | 1 | 1 |
| 0010 | 109+56.17 'LEB' | RT | 1 | 1 |
| 0010 | 11+00.92 'RAB' | LT | 1 | 1 |
| 0010 | 10+90.92 'RAB' | LT | 1 | 1 |
| 0010 | 201+34.92 'LNB' | LT | 1 | 1 |
| 0010 | 201+18.39 'LSB' | RT | 1 | 1 |
| | | STAGE 2 TOTALS | 10 | 10 |
| | **PROJECT 1590-14-75 TOTALS** | | **10** | **10** |
| **PROJECT 1590-14-76** | | | | |
| STAGE 2 | | | | |
| 0010 | 305+04.80 'AWB' | RT | 1 | 1 |
| 0010 | 305+08.46 'AEB' | LT | 1 | 1 |
| 0010 | 311+23.88 'AWB' | RT | 1 | 1 |
| 0010 | 311+39.61 'AEB' | LT | 1 | 1 |
| 0010 | 406+74.04 'ANB' | RT | 1 | 1 |
| 0010 | 406+67.50 'ANB' | LT | 1 | 1 |
| 0010 | 406+62.96 'ASB' | RT | 1 | 1 |
| 0010 | 406+64.72 'ASB' | LT | 1 | 1 |
| 0010 | 51+04.59 'RAB' | LT | 1 | 1 |
| 0010 | 50+94.61 'RAB' | LT | 1 | 1 |
| | | STAGE 2 TOTALS | 10 | 10 |
| | **PROJECT 1590-14-76 TOTALS** | | **10** | **10** |
| | | **TOTALS** | **20** | **20** |

SILT FENCE

| CATEGORY | STATION | TO | STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF |
|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | |
| STAGE 5 | | | | | | |
| 0010 | 700+19 'T' | - | 701+09 'T' | LT & RT | 280 | 280 |
| 0010 | 701+50 'T' | - | 701+84 'T' | LT & RT | 75 | 75 |
| 0010 | 704+00 'T' | - | 708+00 'T' | LT & RT | 1,000 | 1,000 |
| 0010 | | | UNDISTRIBUTED | | 145 | 145 |
| | | | | STAGE 5 TOTALS | 1,500 | 1,500 |
| | | | | **PROJECT ID 1590-14-73 TOTALS** | **1,500** | **1,500** |
| **PROJECT 1590-14-75** | | | | | | |
| STAGE 1 | | | | | | |
| 0010 | 1478+00 'LT' | - | 1499+15' LT' | RT | 2,070 | 2,070 |
| | | | UNDISTRIBUTED | | 230 | 230 |
| | | | | STAGE 1 TOTALS | 2,300 | 2,300 |
| STAGE 2 | | | | | | |
| 0010 | 98+90 'LWB' | - | 105+80 'LWB' | LT | 725 | 725 |
| 0010 | 105+80 'LWB' | | 203+10 'LSB' | LT | 430 | 430 |
| 0010 | 203+10 'LSB' | - | 205+70 'LSB' | LT | 260 | 260 |
| 0010 | 204+30 'LNB' | - | 502+00 'R' | RT & LT | 350 | 350 |
| 0010 | 502+00 'R' | - | 109+25 'LWB' | RT & LT | 550 | 550 |
| 0010 | 110+00 'LWB' | - | 115+00 'LWB' | LT | 515 | 515 |
| 0010 | | | UNDISTRIBUTED | | 370 | 370 |
| | | | | STAGE 2 TOTALS | 3,200 | 3,200 |
| | | | | **PROJECT 1590-14-75 TOTALS** | **5,500** | **5,500** |
| **PROJECT 1590-14-76** | | | | | | |
| STAGE 1 | | | | | | |
| 0010 | 1518+55 'AT' | - | 1527+78 'AT' | RT | 940 | 940 |
| 0010 | 1536+92 'AT' | - | 1539+25 'AT' | RT | 275 | 275 |
| | | | UNDISTRIBUTED | | 85 | 85 |
| | | | | STAGE 1 TOTALS | 1,300 | 1,300 |
| STAGE 2 | | | | | | |
| 0010 | 313+97 'AWB' | - | 314+43 'AWB' | LT | 50 | 50 |
| 0010 | 402+00 'ANB' | - | 404+75 'ANB' | RT | 300 | 300 |
| 0010 | 402+00 'ASB' | - | 405+25 'ASB' | LT | 325 | 325 |
| 0010 | | | UNDISTRIBUTED | | 425 | 425 |
| | | | | STAGE 2 TOTALS | 1,100 | 1,100 |
| | | | | **PROJECT 1590-14-76 TOTALS** | **2,400** | **2,400** |
| | | | | **TOTALS** | **9,400** | **9,400** |

TEMPORARY DITCH CHECKS

| CATEGORY | STATION | LOCATION | 628.7504 TEMPORARY DITCH CHECKS LF |
|---|---|---|---|
| **PROJECT 1590-14-73** | | | |
| STAGE 5 | | | |
| 0010 | 702+00 'T' | LT & RT | 20 |
| 0010 | 703+74 'T' | RT | 10 |
| 0010 | 704+11 'T' | LT | 10 |
| 0010 | 706+00 'T' | LT & RT | 20 |
| | | STAGE 5 TOTAL | 60 |
| | | **PROJECT 1590-14-73 TOTAL** | **60** |
| **PROJECT 1590-14-75** | | | |
| STAGE 1 | | | |
| 0010 | 1485+24 'EX' | RT | 10 |
| 0010 | 1488+27 'EX' | RT | 10 |
| | | STAGE 1 TOTAL | 20 |
| STAGE 2 | | | |
| 0010 | 98+00 'LWB' | LT | 10 |
| 0010 | 106+88 'LWB' | LT | 10 |
| 0010 | 202+21 'LSB' | LT | 10 |
| | | STAGE 2 TOTAL | 30 |
| STAGE 4 | | | |
| 0010 | 105+03 'LEB' | RT | 10 |
| 0010 | 107+67 'LEB' | RT | 10 |
| | | STAGE 4 TOTAL | 20 |
| | | **PROJECT 1590-14-75 TOTAL** | **70** |
| **PROJECT 1590-14-76** | | | |
| STAGE 1A | | | |
| 0010 | 1524+25 'AT' | RT | 10 |
| 0010 | 1526+25 'AT' | RT | 10 |
| 0010 | 1530+50 'AT' | RT | 10 |
| 0010 | 1532+50 'AT' | RT | 10 |
| 0010 | 1534+50 'AT' | RT | 10 |
| | | STAGE 1A TOTAL | 50 |
| STAGE 2 | | | |
| 0010 | 301+00 'AWB' | LT | 10 |
| 0010 | 303+00 'AWB' | LT | 10 |
| 0010 | 306+00 'AWB' | LT | 10 |
| 0010 | 311+00 'AWB' | LT | 10 |
| 0010 | 313+00 'AWB' | LT | 10 |
| 0010 | 406+00 'ANB' | RT | 10 |
| | | STAGE 2 TOTAL | 60 |
| STAGE 4 | | | |
| 0010 | 303+00 'AEB' | RT | 10 |
| 0010 | 305+00 'AEB' | RT | 10 |
| 0010 | 309+00 'AEB' | RT | 10 |
| 0010 | 311+00 'AEB' | RT | 10 |
| 0010 | 313+00 'AEB' | RT | 10 |
| | | STAGE 4 TOTAL | 50 |
| | | **PROJECT 1590-14-76 TOTAL** | **160** |
| | | **TOTAL** | **290** |

3

TRACKING PADS

| CATEGORY | LOCATION | 628.7560 TRACKING PADS EACH |
|---|---|---|
| **PROJECT 1590-14-73** | | |
| STAGE 5 | | |
| 0010 | TRAIL | 1 |
| | STAGE 5 TOTAL | 1 |
| | **PROJECT 1590-14-73 TOTAL** | **1** |
| **PROJECT 1590-14-75** | | |
| STAGE 1 | | |
| 0010 | USH 8/CTH L | 1 |
| | STAGE 1 TOTAL | 1 |
| STAGE 2 | | |
| 0010 | USH 8/CTH L | 2 |
| | STAGE 2 TOTAL | 2 |
| STAGE 3 | | |
| 0010 | USH 8/CTH L | 1 |
| | STAGE 3 TOTAL | 1 |
| STAGE 4 | | |
| 0010 | USH 8/CTH L | 1 |
| | STAGE 4 TOTAL | 1 |
| | **PROJECT 1590-14-75 TOTAL** | **5** |
| **PROJECT 1590-14-76** | | |
| STAGE 1 | | |
| 0010 | USH 8/CTH A | 1 |
| | STAGE 1 TOTAL | 1 |
| STAGE 2 | | |
| 0010 | USH 8/CTH A | 2 |
| | STAGE 2 TOTAL | 2 |
| STAGE 3 | | |
| 0010 | USH 8/CTH A | 1 |
| | STAGE 3 TOTAL | 1 |
| STAGE 4 | | |
| 0010 | USH 8/CTH A | 1 |
| | STAGE 4 TOTAL | 1 |
| | **PROJECT 1590-14-76 TOTAL** | **5** |
| | **TOTAL** | **11** |

ROCK BAGS

| CATEGORY | STATION | LOCATION | 628.7570 ROCK BAGS EACH |
|---|---|---|---|
| **PROJECT 1590-14-73** | | | |
| STAGE 5 | | | |
| | | UNDISTRIBUTED | 40 |
| | | STAGE 5 TOTAL | 40 |
| | | **PROJECT ID 1590-14-73 TOTAL** | **40** |
| **PROJECT 1590-14-75** | | | |
| STAGE 1 | | | |
| 0010 | 1492+72 'LT' | RT | 20 |
| | | STAGE 1 TOTAL | 20 |
| STAGE 2 | | | |
| 0010 | 102+06 'LWB' | LT | 20 |
| 0010 | 106+34 'LWB' | LT | 20 |
| 0010 | 202+16 'LSB' | LT | 20 |
| 0010 | 202+65 'LNB' | RT | 20 |
| | | STAGE 2 TOTAL | 80 |
| | | UNDISTRIBUTED | 40 |
| | | **PROJECT 1590-14-75 TOTAL** | **140** |
| **PROJECT 1590-14-76** | | | |
| STAGE 1A | | | |
| 0010 | 1436+50 'AT' | RT | 20 |
| | | STAGE 1A TOTAL | 20 |
| | | UNDISTRIBUTED | 20 |
| | | **PROJECT 1590-14-76 TOTAL** | **40** |
| | | **TOTAL** | **220** |

FINISHING ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 625.0100 TOPSOIL SY | 628.2008 EROSION MAT URBAN CLASS I TYPE B SY | 629.0210 FERTILIZER TYPE B CWT | 630.0130 SEEDING MIXTURE NO. 30 LB | 630.0200 SEEDING TEMPORARY LB | 630.0500 SEED WATER MGAL | SPV.0085.01 SPECIAL (01. SEEDING LOW MAINTENANCE FESCUE) LB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | | | | |
| STAGE 5 | | | | | | | | | | | |
| 0010 | 700+70 'T' | - | 701+12 'T' | LT & RT | 300 | 300 | 1 | 15 | 10 | 18 | - |
| 0010 | 701+46 'T' | - | 709+16 'T' | LT & RT | 1,500 | 1,500 | 2 | 80 | 50 | 100 | - |
| 0010 | | | UNDISTRIBUTED | | 500 | 500 | 2 | 20 | 15 | 17 | - |
| | | | | STAGE 5 TOTAL | 2,300 | 2,300 | 5 | 115 | 75 | 135 | 0 |
| | | | **PROJECT ID 1590-14-73 TOTALS** | | **2,300** | **2,300** | **5** | **115** | **75** | **135** | **0** |
| **PROJECT 1590-14-75** | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | |
| 0010 | 1477+88 'LT' | - | 1499+00 'LT' | RT | 2,740 | 2,740 | 3 | - | 106 | 225 | - |
| | | | | STAGE 1 TOTALS | 2,740 | 2,740 | 3 | 0 | 106 | 225 | 0 |
| STAGE 2 | | | | | | | | | | | |
| 0010 | 97+00 'LWB' | - | 205+67 'LSB' | LT | 5,455 | 5,455 | 5 | 290 | - | 366 | - |
| 0010 | 205+89 'LNB' | - | 502+00 'R' | LT & RT | 745 | 745 | 1 | 51 | - | 65 | - |
| 0010 | 502+00 'R' | - | 114+95 'LWB' | LT & RT | 2,720 | 2,720 | 2 | 140 | - | 178 | - |
| 0010 | 10+00 'RAB' | - | 13+45 'RAB' | LT | 465 | 465 | 1 | - | - | 26 | 21 |
| | | | | STAGE 2 TOTALS | 9,385 | 9,385 | 9 | 481 | 0 | 635 | 21 |
| STAGE 4 | | | | | | | | | | | |
| 0010 | 97+00 'LEB' | - | 114+63 'LEB' | RT | 7,295 | 7,295 | 6 | 380 | - | 478 | - |
| | | | | STAGE 4 TOTALS | 7,295 | 7,295 | 6 | 380 | 0 | 478 | 0 |
| 0010 | | | UNDISTRIBUTED | | 1,180 | 1,180 | 3 | 84 | 100 | 62 | 4 |
| | | | **PROJECT ID 1590-14-75 TOTAL** | | **20,600** | **20,600** | **21** | **945** | **206** | **1,400** | **25** |
| **PROJECT 1590-14-76** | | | | | | | | | | | |
| STAGE 1A | | | | | | | | | | | |
| 0010 | 1516+51 'AT' | - | 1527+75 'AT' | LT & RT | 815 | 815 | 1 | - | 40 | 85 | - |
| 0010 | 1529+60 'AT' | - | 1539+22 'AT' | LT & RT | 3,035 | 3,035 | 2 | - | 105 | 220 | - |
| | | | | STAGE 1A TOTALS | 3,850 | 3,850 | 3 | 0 | 145 | 305 | 0 |
| STAGE 1B | | | | | | | | | | | |
| 0010 | 1527+76 'AT' | - | 1529+58 'AT' | LT & RT | 580 | 580 | 1 | - | 20 | 45 | - |
| | | | | STAGE 1B TOTALS | 580 | 580 | 1 | 0 | 20 | 45 | 0 |
| STAGE 2 | | | | | | | | | | | |
| 0010 | 300+00 'AWB' | - | 411+05 'ASB' | LT | 2,600 | 2,600 | 2 | 135 | - | 170 | - |
| 0010 | 411+11 'ANB' | - | 314+43 'AWB' | LT & RT | 2,400 | 2,400 | 2 | 125 | - | 155 | - |
| 0010 | 402+00 'ANB' | - | 407+01 'ANB' | RT | 1,100 | 1,100 | 1 | 65 | - | 80 | - |
| 0010 | 402+00 'ASB' | - | 405+43 'ASB' | LT | 500 | 500 | 1 | 35 | - | 40 | - |
| 0010 | 405+65 'ASB' | - | 406+79 'ASB' | LT | 360 | 360 | 1 | 17 | - | 20 | - |
| 0010 | 305+68 'AEB' | - | 307+00 'AEB' | RT | 70 | 70 | 1 | 3 | - | 5 | - |
| 0010 | 50+00 'RAB' | - | 53+45 'RAB' | LT | 520 | 520 | 1 | - | - | 30 | 25 |
| | | | | STAGE 2 TOTALS | 7,550 | 7,550 | 9 | 380 | 0 | 500 | 25 |
| STAGE 4 | | | | | | | | | | | |
| 0010 | 1516+51 'AT' | - | 406+70 'AEB' | RT & LT | 3,450 | 3,450 | 2 | 175 | - | 220 | - |
| 0010 | 406+90 'ANB' | - | 1539+22 'AT' | RT | 3,250 | 3,250 | 2 | 170 | - | 215 | - |
| | | | | STAGE 4 TOTALS | 6,700 | 6,700 | 4 | 345 | 0 | 435 | 0 |
| 0010 | | | UNDISTRIBUTED | | 1,420 | 1,420 | 2 | 75 | 100 | 65 | 5 |
| | | | **PROJECT 1590-14-76 TOTALS** | | **20,100** | **20,100** | **19** | **800** | **265** | **1,350** | **30** |
| | | | | **TOTALS** | **43,000** | **43,000** | **45** | **1,860** | **546** | **2,885** | **55** |

RIPRAP OVER GEOTEXTILE FABRIC

| CATEGORY | STATION | LOCATION | 606.0200 RIPRAP MEDIUM CY | 645.0120 GEOTEXTILE TYPE HR SY |
|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | |
| STAGE 2 | | | | |
| 0010 | 105+82 'LWB' | LT | 3 | 6 |
| 0010 | 106+33 'LWB' | LT | 11 | 26 |
| 0010 | 201+50 'LSB' | LT | 15 | 35 |
| 0010 | 202+45 'LNB' | RT | 4 | 11 |
| 0010 | 202+18 'LNB' | RT | 4 | 11 |
| 0010 | 201+74 'LNB' | RT | 7 | 16 |
| 0010 | 201+64 'LNB' | RT | 4 | 11 |
| 0010 | 201+32 'LNB' | RT | 3 | 6 |
| 0010 | 201+18 'LNB' | RT | 9 | 20 |
| 0010 | 11+00 'RAB' | RT | 12 | 26 |
| | | STAGE 2 TOTALS | 72 | 168 |
| STAGE 4 | | | | |
| 0010 | 106+16 'LEB' | RT | 24 | 56 |
| | | STAGE 4 TOTALS | 24 | 56 |
| | | **PROJECT 1590-14-75 TOTALS** | **96** | **224** |
| **PROJECT 1590-14-76** | | | | |
| STAGE 1B | | | | |
| 0010 | 407+26 'RNB' | RT | 5 | 12 |
| | | STAGE 1B TOTALS | 5 | 12 |
| STAGE 2 | | | | |
| 0010 | 305+05 'AWB' | LT | 3 | 6 |
| 0010 | 305+50 'AWB' | LT | 5 | 13 |
| 0010 | 409+71 'ASB' | LT | 4 | 11 |
| 0010 | 409+98 'ANB' | RT | 4 | 11 |
| 0010 | 51+10 'RAB' | RT | 10 | 24 |
| 0010 | 309+73 'AWB' | LT | 7 | 17 |
| 0010 | 311+24 'AWB' | LT | 3 | 6 |
| 0010 | 406+72 'ANB' | RT | 3 | 6 |
| 0010 | 405+76 'ANB' | RT | 4 | 11 |
| 0010 | 405+32 'ASB' | LT | 4 | 11 |
| 0010 | 405+80 'ASB' | LT | 4 | 11 |
| | | STAGE 2 TOTALS | 51 | 127 |
| STAGE 4 | | | | |
| 0010 | 305+14 'AEB' | RT | 4 | 11 |
| 0010 | 309+70 'AEB' | RT | 4 | 11 |
| | | STAGE 4 TOTALS | 8 | 22 |
| | | **PROJECT 1590-14-76 TOTALS** | **64** | **161** |
| | | **TOTALS** | **160** | **385** |

3

PERMANENT SIGNING

| CATEGORY | SIGN NUMBER | STATION | LOCATION | SIGN CODE | IN | SIZE X | IN | 634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | 634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH | 634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | | | | | | | | | |
| 0010 | 102 | 99+50 'LEB' | RT | W2-6 | 30.00 | X | 30.00 | - | 1 | - | - | - | 6.25 | |
| 0010 | 103 | 99+50 'LEB' | RT | W13-1 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | 20 MPH, ON POST WITH SIGN 102 |
| 0010 | 105 | 102+50 'LEB' | RT | D1-62 | 78.00 | X | 66.00 | - | 2 | - | - | 35.75 | - | |
| 0010 | 108 | 104+65 'LEB' | LT | R4-7 | 24.00 | X | 30.00 | 1 | - | - | - | 5.00 | - | |
| 0010 | 109 | 104+65 'LEB' | LT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 108 |
| 0010 | 110 | 104+65 "LWB' | LT | R5-1 | 36.00 | X | 36.00 | 1 | - | - | - | 9.00 | - | FACING EB TRAFFIC |
| 0010 | 111 | 104+65 'LWB' | LT | R2-1 | 24.00 | X | 30.00 | - | - | - | - | 5.00 | - | 55 MPH, ON POST WITH SIGN 110 FACING WB TRAFFIC |
| 0010 | 202 | 107+50 'LEB' | LT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 203 | 13+00 'RAB' | RT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 205 | 108+95 'LEB' | LT | D1-1 | 42.00 | X | 30.00 | - | - | - | 1 | 8.75 | - | |
| 0010 | 209 | 110+00 'LEB' | RT | R5-1A | 36.00 | X | 24.00 | 1 | - | - | - | 6.00 | - | ON POST WITH SIGN 208 FACING WB TRAFFIC |
| 0010 | 211 | 106+60 'LWB' | LT | R5-1A | 36.00 | X | 24.00 | 1 | - | - | - | 6.00 | - | ON POST WITH SIGN 210 FACING EB TRAFFIC |
| 0010 | 212 | 107+60 'LWB' | RT | D1-1 | 42.00 | X | 30.00 | - | - | - | 1 | 8.75 | - | |
| 0010 | 216 | 11+00 'RAB' | RT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 217 | 109+30 'LWB' | RT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 220 | 10+90 'RAB' | LT | R6-1R | 36.00 | X | 12.00 | - | - | 1 | - | 3.00 | - | |
| 0010 | 221 | 10+90 'RAB' | LT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 220 |
| 0010 | 222 | 11+80 'RAB' | LT | R6-1R | 36.00 | X | 12.00 | - | - | 1 | - | 3.00 | - | |
| 0010 | 223 | 11+80 'RAB' | LT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 222 |
| 0010 | 224 | 13+10 'RAB' | LT | R6-1R | 36.00 | X | 12.00 | - | - | 1 | - | 3.00 | - | |
| 0010 | 225 | 13+10 'RAB' | LT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 224 |
| 0010 | 226 | 200+13 'LNB' | LT | D1-1 | 36.00 | X | 18.00 | - | - | - | 1 | 4.50 | - | |
| 0010 | 228 | 201+00 'LNB' | RT | R5-1A | 36.00 | X | 24.00 | 1 | - | - | - | 6.00 | - | ON POST WITH SIGN 227 FACING SB TRAFFIC |
| 0010 | 229 | 200+10 'LSB' | RT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 230 | 11+90 'RAB' | RT | R1-2 | 36.00 | X | 31.00 | 1 | - | - | - | 3.88 | - | |
| 0010 | 303 | 203+20 'RNB' | RT | R5-1 | 36.00 | X | 36.00 | 1 | - | - | - | 9.00 | - | ON POST WITH SIGN 302 FACING SB TRAFFIC |
| 0010 | 305 | 203+00 'LSB' | RT | R4-7 | 24.00 | X | 30.00 | 1 | - | - | - | 5.00 | - | |
| 0010 | 306 | 203+00 'LSB' | RT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 306 |
| 0010 | 307 | 204+25 'RSB' | LT | D1-62 | 96.00 | X | 42.00 | - | 2 | - | - | 28.00 | - | |
| 0010 | 308 | 206+25 'RNB' | LT | W2-6 | 30.00 | X | 30.00 | - | 1 | - | - | - | 6.25 | FACING SB TRAFFIC |
| 0010 | 309 | 206+25 'RNB' | LT | W13-1 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | 20 MPH, ON POST WITH SIGN 308 FACING SB TRAFFIC |
| 0010 | 401 | 111+85 'LEB' | RT | R2-1 | 24.00 | X | 30.00 | 1 | - | - | - | 5.00 | - | 55 MPH, FACING 3B TRAFFIC |
| 0010 | 402 | 111+85 'LEB' | RT | R5-1 | 36.00 | X | 36.00 | - | - | - | - | 9.00 | - | ON POST WITH SIGN 401 FACING WB TRAFFIC |
| 0010 | 403 | 111+85 'LEB' | LT | R4-7 | 24.00 | X | 30.00 | 1 | - | - | - | 5.00 | - | |
| 0010 | 404 | 111+85 'LEB' | LT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 403 |
| 0010 | 407 | 113+25 'LWB' | LT | D1-62 | 78.00 | X | 66.00 | - | 2 | - | - | 35.75 | - | |
| 0010 | 408 | 1499+25 | LT | W2-6 | 30.00 | X | 30.00 | - | 1 | - | - | - | 6.25 | |
| 0010 | 409 | 1449+25 | LT | W13-1 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 408 |
| 0010 | | UNDISTRIBUTED | | | | | | 5 | 1 | - | - | - | - | |
| | | | | **PROJECT 1590-14-75 TOTALS** | | | | **15** | **10** | **3** | **8** | **223.78** | **39.00** | |

(CONTINUED ON NEXT SHEET)

PERMANENT SIGNING (CONTINUED)

| CATEGORY | SIGN NUMBER | STATION | LOCATION | SIGN CODE | SIZE IN | X | IN | 634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | 634.0812 POSTS TUBULAR STEEL 2X2-INCH X 12-FT EACH | 634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-76** | | | | | | | | | | | | | | |
| 0010 | 501 | 1520+25 | RT | W2-6 | 30.00 | X | 30.00 | - | 1 | - | - | - | 6.25 | |
| 0010 | 502 | 1520+25 | RT | W13-1 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | 20 MPH, ON POST WITH SIGN 501 |
| 0010 | 505 | 301+25 'AEB' | RT | D1-62 | 114.00 | X | 66.00 | - | 2 | - | - | 52.25 | - | |
| 0010 | 508 | 303+90 'AEB' | LT | R4-7 | 24.00 | X | 30.00 | 1 | - | - | - | 5.00 | - | |
| 0010 | 509 | 303+90 'AEB' | LT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | |
| 0010 | 510 | 303+90 'AWB' | LT | R5-1 | 36.00 | X | 31.00 | 1 | - | - | - | 7.75 | - | FACING EB TRAFFIC |
| 0010 | 511 | 303+90 'AWB' | LT | R2-1 | 24.00 | X | 30.00 | - | - | - | - | 5.00 | - | 55 MPH, ON POST WITH SIGN 510 FACING WB TRAFFIC |
| 0010 | 602 | 306+75 'AEB' | LT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 603 | 52+75 'RAB' | RT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 606 | 308+40 'AEB' | LT | D1-1 | 42.00 | X | 30.00 | - | - | - | 1 | 8.75 | - | |
| 0010 | 608 | 309+50 'AEB' | RT | R5-1A | 36.00 | X | 24.00 | 1 | - | - | - | 6.00 | - | ON POST WITH SIGN 607 FACING WB TRAFFIC |
| 0010 | 611 | 305+75 'RWB' | LT | R5-1A | 36.00 | X | 24.00 | 1 | - | - | - | 6.00 | - | ON POST WITH SIGN 612 FACING EB TRAFFIC |
| 0010 | 613 | 306+80 'RWB' | RT | D1-1 | 42.00 | X | 30.00 | - | - | - | 1 | 8.75 | - | |
| 0010 | 616 | 51+10 'RAB' | RT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 617 | 308+40 'RWB' | RT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 620 | 51+00 'RAB' | LT | R6-1R | 36.00 | X | 12.00 | - | - | 1 | - | 3.00 | - | |
| 0010 | 621 | 51+00 'RAB' | LT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 620 |
| 0010 | 622 | 51+75 'RAB' | LT | R6-1R | 36.00 | X | 12.00 | - | - | 1 | - | 3.00 | - | |
| 0010 | 624 | 52+60 'RAB' | LT | R6-1R | 36.00 | X | 12.00 | - | - | 1 | - | 3.00 | - | |
| 0010 | 625 | 52+60 'RAB' | LT | W5-54 | 60.00 | X | 24.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 624 |
| 0010 | 626 | 53+40 'RAB' | LT | R6-1R | 36.00 | X | 12.00 | - | - | 1 | - | 3.00 | - | |
| 0010 | 627 | 53+40 'RAB' | LT | W5-54 | 60.00 | X | 24.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 626 |
| 0010 | 628 | 407+15 'ANB' | LT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 629 | 50+05 'RAB' | RT | R1-2 | 36.00 | X | 31.00 | 1 | - | - | - | 3.88 | - | |
| 0010 | 630 | 408+80 'ANB' | LT | D1-1 | 78.00 | X | 15.00 | - | - | - | 2 | 8.13 | - | |
| 0010 | 632 | 409+40 'ANB' | RT | R5-1 | 36.00 | X | 36.00 | 1 | - | - | - | 9.00 | - | ON POS T WITH SIGN 631 FACING SB TRAFFIC |
| 0010 | 633 | 406+25 'ASB' | LT | R5-1A | 36.00 | X | 24.00 | 1 | - | - | - | 6.00 | - | ON POST WITH SIGN 634 FACING NB TRAFFIC |
| 0010 | 635 | 407+15 'ASB' | RT | D1-1 | 36.00 | X | 18.00 | - | - | - | 1 | 4.50 | - | |
| 0010 | 638 | 51+80 'RAB' | RT | R1-2 | 36.00 | X | 31.00 | 1 | - | - | - | 3.88 | - | |
| 0010 | 639 | 408+60 'ASB' | RT | R1-2 | 36.00 | X | 31.00 | - | - | - | 1 | 3.88 | - | |
| 0010 | 640 | 409+45 'ASB' | RT | R4-7 | 24.00 | X | 30.00 | 1 | - | - | - | 5.00 | - | |
| 0010 | 641 | 409+45 'ASB' | RT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 640 |
| 0010 | 704 | 399+75 'RNB' | LT | W2-6 | 30.00 | X | 30.00 | - | 1 | - | - | - | 6.25 | |
| 0010 | 705 | 399+75 'RNB' | LT | W13-1 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | 20 MPH, ON POST WITH SIGN 704 |
| 0010 | 706 | 401+75 'RNB' | LT | D1-62 | 96.00 | X | 66.00 | - | 2 | - | - | 44.00 | - | |
| 0010 | 707 | 404+65 'ANB' | LT | R4-7 | 24.00 | X | 30.00 | 1 | - | - | - | 5.00 | - | |
| 0010 | 708 | 404+65 'ANB' | LT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | ON POST WITH SIGN 707 |
| 0010 | 709 | 404+65 'ASB' | LT | R5-1 | 36.00 | X | 36.00 | 1 | - | - | - | 9.00 | - | ON POST WITH SIGN 710 FACING NB TRAFFIC |
| 0010 | 712 | 411+00 'ANB' | LT | J2-3 | 72.00 | X | 57.00 | - | 2 | - | - | 28.50 | - | |
| 0010 | 713 | 412+25 'ANB' | LT | W2-6 | 30.00 | X | 30.00 | - | 1 | - | - | - | 6.25 | |
| 0010 | 714 | 412+25 'ANB' | LT | W13-1 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | 20 MPH, ON POST WITH SIGN 713 |
| 0010 | 801 | 311+40 'AEB' | RT | R2-1 | 24.00 | X | 30.00 | 1 | - | - | - | 5.00 | - | 55 MPH, FACING EB |
| 0010 | 802 | 311+40 'AEB' | RT | R5-1 | 36.00 | X | 36.00 | - | - | - | - | 9.00 | - | ON POST WITH SIGN 801 FACING WB |
| 0010 | 803 | 311+25 'AWB' | RT | R4-7 | 24.00 | X | 30.00 | 1 | - | - | - | 5.00 | - | |
| 0010 | 804 | 311+25 'AWB' | RT | W5-54 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | |
| 0010 | 807 | 313+50 'AWB' | LT | D1-62 | 114.00 | X | 66.00 | - | 2 | - | - | 52.25 | - | |
| 0010 | 808 | 1537+50 | LT | W2-6 | 30.00 | X | 30.00 | - | 1 | - | - | - | 6.25 | |
| 0010 | 809 | 1537+50 | LT | W13-1 | 18.00 | X | 18.00 | - | - | - | - | - | 2.25 | 20 MPH, ON POST WITH SIGN 808 |
| 0010 | | UNDISTRIBUTED | | | | | | 5 | 3 | - | - | - | - | |
| | | | | **PROJECT 1590-14-76 TOTALS** | | | | **18** | **15** | **4** | **11** | **332.92** | **49.75** | |
| | | | | **TOTALS** | | | | **33** | **25** | **7** | **19** | **556.70** | **88.75** | |

MOVING AND REMOVING SIGNS

| CATEGORY | SIGN NUMBER | FROM STATION | LOCATION | TO STATION | LOCATION | 638.2102 MOVING SIGNS TYPE II EACH | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | 638.4000 MOVING SMALL SIGN SUPPORTS EACH |
|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | | | | |
| 0010 | 101 | 101+75 'LEB' | RT | 97+75 'LEB' | RT | 1 | - | - | 1 |
| 0010 | 104 | 99+75 'LEB' | RT | - | - | - | 1 | 1 | - |
| 0010 | 106 | 103+22 'LEB' | LT | - | - | - | 1 | 2 | - |
| 0010 | 107 | 103+32 'LEB' | RT | 104+65 'LEB' | RT | 1 | - | - | 2 |
| 0010 | 201 | 105+76 'LEB' | RT | 105+05 'LEB' | RT | 1 | - | - | 2 |
| 0010 | 204 | 108+39 'LEB' | LT | - | - | - | 1 | 1 | - |
| 0010 | 206 | 108+96 'LEB' | RT | - | - | - | 1 | 1 | - |
| 0010 | 207 | 109+10 'LEB' | RT | - | - | - | 1 | 2 | - |
| 0010 | 208 | 110+86 'LEB' | RT | 110+00 'LEB' | RT | 1 | - | 1 | - |
| 0010 | 210 | 106+92 'LEB' | RT | 106+60 'LWB' | LT | 1 | - | 1 | - |
| 0010 | 213 | 108+63 'LEB' | LT | - | - | - | 1 | 1 | - |
| 0010 | 214 | 108+69 'LEB' | LT | - | - | - | 1 | - | - |
| 0010 | 215 | 11+08 'RAB' | RT | - | - | - | 1 | 1 | - |
| 0010 | 218 | 109+55 'LWB' | LT | - | - | - | 1 | 1 | - |
| 0010 | 219 | 110+84 'LWB' | LT | - | - | - | 1 | 1 | - |
| 0010 | 227 | 200+68 'LNB' | RT | 201+00 'LNB' | RT | 1 | - | 1 | - |
| 0010 | 301 | 201+99 'LNB' | RT | 202+09 'LNB' | RT | 1 | - | - | 1 |
| 0010 | 302 | 203+10 'LNB' | RT | 203+20 'LNB' | RT | 1 | - | 1 | - |
| 0010 | 304 | 200+68 'LNB' | RT | 205+00 'LNB' | RT | 1 | - | - | 1 |
| 0010 | 310 | 206+51 'LNB' | LT | - | - | - | 1 | 1 | - |
| 0010 | 311 | 203+43 'LSB' | LT | 208+25 'LNB' | LT | 1 | - | - | 1 |
| 0010 | 405 | 113+79 'LWB' | LT | 111+00 'REB' | LT | 1 | - | - | 2 |
| 0010 | 406 | 112+40 'LWB' | LT | - | - | - | 1 | 1 | - |
| 0010 | 410 | 1498+86 | LT | 1500+25 | LT | 1 | - | - | 2 |
| | | | | **PROJECT 1590-14-75 TOTALS** | | **12** | **12** | **17** | **12** |
| **PROJECT 1590-14-76** | | | | | | | | | |
| 0010 | 503 | 299+89 'AEB' | RT | - | - | - | 1 | 1 | - |
| 0010 | 504 | 301+27 'AEB' | RT | - | - | - | 1 | 2 | - |
| 0010 | 506 | 303+75 'AEB' | RT | 302+50 'AEB' | RT | 1 | - | - | 2 |
| 0010 | 507 | 302+42 'AEB' | RT | 303+75 'AEB' | RT | 1 | - | - | 2 |
| 0010 | 601 | 307+16 'AEB' | RT | 305+35 'AEB' | RT | 2 | - | - | 1 |
| 0010 | 604 | 407+51 'ANB' | RT | - | - | - | 1 | - | - |
| 0010 | 605 | 407+48 'ANB' | RT | - | - | - | 1 | 1 | - |
| 0010 | 607 | 308+67 'AEB' | LT | 309+47 'AEB' | RT | 1 | - | 1 | - |
| 0010 | 609 | 310+91 'AEB' | RT | 310+50 'AEB' | RT | 1 | - | - | 1 |
| 0010 | 610 | 304+74 'AWB' | LT | 304+75 'AWB' | LT | 2 | - | - | 1 |
| 0010 | 612 | 306+33 'AWB' | LT | 305+75 'AWB' | LT | 1 | - | 1 | - |
| 0010 | 614 | 408+53 'ASB' | LT | - | - | - | 1 | 1 | - |
| 0010 | 615 | 308+17 'AWB' | LT | - | - | - | 2 | - | - |
| 0010 | 618 | 308+17 'AWB' | LT | 309+50 'AWB' | LT | 2 | - | - | 1 |
| 0010 | 619 | 310+56 'AWB' | LT | 310+50 'AWB' | LT | 1 | - | - | 2 |
| 0010 | 631 | 409+49 'ANB' | RT | 409+43 'ANB' | RT | 1 | - | 1 | - |
| 0010 | 634 | 404+75 'ASB' | LT | 406+27 'ASB' | LT | 1 | - | 1 | - |
| 0010 | 636 | 407+22 'ASB' | LT | - | - | - | 1 | 1 | - |
| 0010 | 637 | 307+16 'AEB' | RT | - | - | - | 1 | - | - |
| 0010 | 701 | SOUTH OF SHORT ROAD | RT | - | - | - | 1 | 1 | - |
| 0010 | 702 | SOUTH OF SHORT ROAD | LT | - | - | - | 1 | 1 | - |
| 0010 | 703 | 400+42 'ANB' | RT | 397+75 'ANB' | RT | 1 | - | - | 1 |
| 0010 | 710 | 404+75 'ASB' | LT | 404+63 'ASB' | LT | 1 | - | 1 | - |
| 0010 | 711 | 405+22 'ASB' | LT | 405+30 'ASB' | LT | 1 | - | - | 1 |
| 0010 | 805 | 1536+05 | LT | 311+50 'AWB' | LT | 1 | - | - | 2 |
| 0010 | 806 | 313+03 'AWB' | LT | 312+50 'AWB' | LT | 1 | - | - | 2 |
| 0010 | 810 | 1538+41 | LT | 312+50 'AWB' | LT | - | 1 | 2 | - |
| 0010 | 811 | 1538+41 | LT | 312+50 'AWB' | LT | - | 1 | 1 | - |
| | | | | **PROJECT 1590-14-76 TOTALS** | | **19** | **13** | **16** | **16** |
| | | | | | **TOTALS** | **31** | **25** | **33** | **28** |

3

TEMPORARY PAVEMENT MARKINGS

| CATEGORY | STATION | TO | STATION | LOCATION | 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF | 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) LF | 643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (YELLOW) LF | 643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH (WHITE) LF |
|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | |
| STAGE 5 | | | | | | | | |
| 0010 | 1470+00 | - | 1480+20 | LT & RT | 4,080 | - | - | - |
| 0010 | 1497+48 | - | 1521+22 | LT & RT | 8,070 | - | - | - |
| 0010 | 1535+60 | - | 1551+52 | LT & RT | 6,370 | - | - | - |
| 0010 | 1551+52 | - | 1582+04 | LT & RT | 12,210 | - | - | - |
| 0010 | 1582+04 | - | 1605+00 | LT & RT | 9,190 | - | - | - |
| | | | | SUBTOTALS | 39,920 | 0 | 0 | 0 |
| | | | | STAGE 5 TOTALS | 39,920 | | 0 | |
| | | | **PROJECT 1590-14-73 TOTALS** | | **39,920** | | **0** | |
| **PROJECT 1590-14-75** | | | | | | | | |
| STAGE 1 | | | | | | | | |
| 0010 | 1477+00 'EX' | - | 1480+20 'EX' | LT & RT | - | - | 625 | 625 |
| 0010 | 1480+20 'EX' | - | 1497+48 'EX' | RT | 3,435 | 3,435 | - | - |
| 0010 | 1497+48 'EX' | - | 1500+72 'EX' | LT & RT | - | - | 630 | 630 |
| | | | | SUBTOTALS | 3,435 | 3,435 | 1,255 | 1,255 |
| | | | | STAGE 2 TOTALS | 6,870 | | 2,510 | |
| STAGE 2 | | | | | | | | |
| 0010 | 1477+00 'EX' | - | 106+13 'LEB' | LT | - | - | 1,075 | 1,240 |
| 0010 | 110+64 'LEB' | - | 1500+87 'EX' | LT | - | - | 685 | 740 |
| | | | | SUBTOTALS | 0 | 0 | 1,760 | 1,980 |
| | | | | STAGE 3 TOTALS | 0 | | 3,740 | |
| | | | **PROJECT 1590-14-75 TOTALS** | | **6,870** | | **6,250** | |
| **PROJECT 1590-14-76** | | | | | | | | |
| STAGE 1 | | | | | | | | |
| 0010 | 1516+51 'AT' | - | 1540+04 'AT' | LT & RT | 2,980 | 2,980 | 1,730 | 1,705 |
| | | | | SUBTOTALS | 2,980 | 2,980 | 1,730 | 1,705 |
| | | | | STAGE 2 TOTALS | 5,960 | | 3,435 | |
| STAGE 2 | | | | | | | | |
| 0010 | 1516+51 'AT' | - | 1540+04 'AT' | LT | - | - | 1,620 | 1,850 |
| | | | | SUBTOTALS | 0 | 0 | 1,620 | 1,850 |
| | | | | STAGE 3 TOTALS | 0 | | 3,470 | |
| | | | **PROJECT 1590-14-76 TOTALS** | | **5,960** | | **6,905** | |
| | | | | **TOTALS** | **52,750** | | **13,155** | |

| CATEGORY | STATION | TO | STATION | LOCATION | STAGE DURATION | DRUMS NO. DEVICES | 643.0300 TRAFFIC CONTROL DRUMS DAY | BARRICADES NO. DEVICES | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY | WARNING LIGHTS TYPE A NO. DEVICES | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | WARNING LIGHTS TYPE C NO. DEVICES | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY | SIGNS NO. DEVICES | 643.0900 TRAFFIC CONTROL SIGNS DAY | SIGNS FIXED MESSAGE NO. DEVICES | 643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF | SIGNS PCMS NO. DEVICES | 643.1050 TRAFFIC CONTROL SIGNS PCMS DAY | 644.1810 TEMPORARY PEDESTRIAN BARRICADE LF | 646.9000 MARKING REMOVAL LINE 4-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | | | |
| 0010 | CONSTRUCTION START DATE | | | | 7 | - | - | - | - | - | - | - | - | - | - | 4 | 72 | - | - | - | - |
| 0010 | ADVANCE WARNING SIGNS (WIDTH RESTRICTION) | | | | 190 | - | - | - | - | - | - | - | - | 34 | 6,460 | - | - | - | - | - | - |
| | STAGE 1 TOTALS | | | | | | 0 | | 0 | | 0 | | 0 | | 6,460 | | 72 | | 0 | 0 | 0 |
| STAGE 5 | | | | | | | | | | | | | | | | | | | | | |
| 0010 | LANE CLOSURE WITH FLAGGING OPERATIONS | | | | 30 | - | - | - | - | - | - | - | - | 12 | 360 | - | - | - | - | - | - |
| 0010 | SIDEROAD ROAD WORK AHEAD SIGNS | | | | 30 | - | - | - | - | - | - | - | - | 12 | 360 | - | - | - | - | - | - |
| 0010 | USH 8 UNEVEN LANE SIGNS | | | | 21 | - | - | - | - | - | - | - | - | 10 | 210 | - | - | - | - | - | - |
| 0010 | USH 8 NO CENTER LINE SIGNS | | | | 21 | - | - | - | - | - | - | - | - | 10 | 210 | - | - | - | - | - | - |
| 0010 | USH 8 AND SIDEROAD BUMP SIGNS | | | | 21 | - | - | - | - | - | - | - | - | 15 | 315 | - | - | - | - | - | - |
| 0010 | USH 8 AND SIDEROAD GROOVED SURFACE SIGNS | | | | 21 | - | - | - | - | - | - | - | - | 15 | 315 | - | - | - | - | - | - |
| 0010 | USH 8 - SHOULDER CLOSURE AT TRAIL | | | | 14 | 18 | 252 | - | - | - | - | - | - | 5 | 70 | - | - | - | - | - | - |
| 0010 | TRAIL REALIGNMENT | | | | 14 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 350 | - |
| 0010 | MOVING PAVEMENT MARKING OPERATIONS | | | | 2 | - | - | - | - | - | - | - | - | 8 | 16 | - | - | - | - | - | - |
| | STAGE 5 TOTALS | | | | | | 252 | | 0 | | 0 | | 0 | | 1,856 | | 0 | | 0 | 350 | 0 |
| 0010 | UNDISTRIBUTED | | | | - | - | 48 | - | - | - | - | - | - | - | 834 | - | - | - | - | - | - |
| | **PROJECT 1590-14-73 TOTALS** | | | | | | **300** | | **0** | | **0** | | **0** | | **9,150** | | **72** | | **0** | **350** | **0** |
| **PROJECT 1590-14-75** | | | | | | | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | | | | | | | |
| 0010 | 1478+17'EX' | - | 1488+60'EX' | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1,045 |
| 0010 | 1485+96'EX' | - | 1490+55'EX' | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 495 |
| 0010 | 1491+10'EX' | - | 1499+84'EX' | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 940 |
| 0010 | USH 8 - STAGE 1 | | | | 10 | 26 | 260 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 0010 | USH 8 - SHOULDER CLOSURE | | | | 10 | - | - | - | - | - | - | - | - | 5 | 50 | - | - | - | - | - | - |
| 0010 | CTH L - ADVANCE WARNING SIGNING | | | | 10 | - | - | - | - | - | - | - | - | 1 | 10 | - | - | - | - | - | - |
| 0010 | ROBERTS RD - ADVANCE WARNING SIGNING | | | | 10 | - | - | - | - | - | - | - | - | 1 | 10 | - | - | - | - | - | - |
| | STAGE 1 TOTALS | | | | | | 260 | | 0 | | 0 | | 0 | | 60 | | 0 | | 0 | 0 | 2,480 |
| STAGE 2 | | | | | | | | | | | | | | | | | | | | | |
| 0010 | PRIOR TO CLOSURE | | | | 7 | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 14 | - | - |
| 0010 | USH 8 - STAGE 2 | | | | 50 | 43 | 2,150 | 6 | 300 | 12 | 600 | 7 | 350 | 12 | 600 | - | - | - | - | - | - |
| 0010 | USH 8 - ADVANCE WARNING SIGNING | | | | 50 | - | - | - | - | - | - | - | - | 10 | 500 | - | - | - | - | - | - |
| 0010 | CTH L - MAINLINE CLOSURE | | | | 50 | - | - | 7 | 350 | 14 | 700 | - | - | 6 | 300 | - | - | - | - | - | - |
| 0010 | ROBERTS RD - SIDEROAD CLOSURE | | | | 50 | - | - | 2 | 100 | 4 | 200 | - | - | 2 | 100 | - | - | - | - | - | - |
| | STAGE 2 TOTALS | | | | | | 2,150 | | 750 | | 1,500 | | 350 | | 1,500 | | 0 | | 14 | 0 | 0 |
| STAGE 3 | | | | | | | | | | | | | | | | | | | | | |
| 0010 | USH 8 - STAGE 3 | | | | 15 | 48 | 720 | 5 | 75 | 10 | 150 | 12 | 180 | 9 | 135 | - | - | - | - | - | - |
| 0010 | USH 8 - ADVANCE WARNING SIGNING | | | | 15 | - | - | - | - | - | - | - | - | 10 | 150 | - | - | - | - | - | - |
| 0010 | CTH L - ADVANCE WARNING SIGNING | | | | 15 | - | - | - | - | - | - | - | - | 1 | 15 | - | - | - | - | - | - |
| 0010 | ROBERTS RD - ADVANCE WARNING SIGNING | | | | 15 | - | - | - | - | - | - | - | - | 1 | 15 | - | - | - | - | - | - |
| | STAGE 3 TOTALS | | | | | | 720 | | 75 | | 150 | | 180 | | 315 | | 0 | | 0 | 0 | 0 |
| STAGE 4 | | | | | | | | | | | | | | | | | | | | | |
| 0010 | USH 8 - STAGE 4 | | | | 15 | 23 | 345 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 0010 | USH 8 - ADVANCE WARNING SIGNING | | | | 15 | - | - | - | - | - | - | - | - | 5 | 75 | - | - | - | - | - | - |
| 0010 | CTH L - ADVANCE WARNING SIGNING | | | | 15 | - | - | - | - | - | - | - | - | 1 | 15 | - | - | - | - | - | - |
| 0010 | ROBERTS RD - ADVANCE WARNING SIGNING | | | | 15 | - | - | - | - | - | - | - | - | 1 | 15 | - | - | - | - | - | - |
| | STAGE 4 TOTALS | | | | | | 345 | | 0 | | 0 | | 0 | | 105 | | 0 | | 0 | 0 | 0 |
| 0010 | UNDISTRIBUTED | | | | - | - | 525 | - | 275 | - | 350 | - | 100 | - | 235 | - | - | - | 6 | - | 120 |
| | **PROJECT 1590-14-75 TOTALS** | | | | | | **4,000** | | **1,100** | | **2,000** | | **630** | | **2,215** | | **0** | | **20** | **0** | **2,600** |

(CONTINUED ON NEXT SHEET)

3

TRAFFIC CONTROL (CONTINUED)

| CATEGORY | STATION | TO | STATION | LOCATION | STAGE DURATION | DRUMS NO. DEVICES | 643.0300 TRAFFIC CONTROL DRUMS DAY | BARRICADES NO. DEVICES | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY | WARNING LIGHTS TYPE A NO. DEVICES | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | WARNING LIGHTS TYPE C NO. DEVICES | 643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY | SIGNS NO. DEVICES | 643.0900 TRAFFIC CONTROL SIGNS DAY | SIGNS FIXED MESSAGE NO. DEVICES | 643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF | SIGNS PCMS NO. DEVICES | 643.1050 TRAFFIC CONTROL SIGNS PCMS DAY | 644.1810 TEMPORARY PEDESTRIAN BARRICADE LF | 646.9000 MARKING REMOVAL LINE 4-INCH LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-76** | | | | | | | | | | | | | | | | | | | | | |
| STAGE 1A | | | | | | | | | | | | | | | | | | | | | |
| 0010 | 1517+00 'EX' | - | 1526+00 'EX' | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 900 |
| 0010 | 1536+25 'EX' | - | 1539+25 'EX' | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 300 |
| 0010 | USH 8 - STAGE 1A | | | | 12 | 26 | 312 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 0010 | USH 8 - SHOULDER CLOSURE | | | | 12 | - | - | - | - | - | - | - | - | 5 | 60 | - | - | - | - | - | - |
| 0010 | CTH A - ADVANCE WARNING SIGNING | | | | 12 | - | - | - | - | - | - | - | - | 1 | 12 | - | - | - | - | - | - |
| 0010 | ROBERTS RD - ADVANCE WARNING SIGNING | | | | 12 | - | - | - | - | - | - | - | - | 1 | 12 | - | - | - | - | - | - |
| | STAGE 1A TOTALS | | | | | | 312 | | 0 | | 0 | | 0 | | 84 | | 0 | | 0 | 0 | 1,200 |
| STAGE 1B | | | | | | | | | | | | | | | | | | | | | |
| 0010 | USH 8 - STAGE 1B | | | | 3 | 32 | 96 | 10 | 30 | 20 | 60 | - | - | 6 | 18 | - | - | - | - | - | - |
| 0010 | USH 8 - SHOULDER CLOSURE | | | | 3 | - | - | - | - | - | - | - | - | 5 | 15 | - | - | - | - | - | - |
| 0010 | CTH A - MAINLINE CLOSURE | | | | 3 | - | - | 2 | 6 | 4 | 12 | - | - | 5 | 15 | - | - | - | - | - | - |
| 0010 | ROBERTS RD - ADVANCE WARNING SIGNING | | | | 3 | - | - | - | - | - | - | - | - | 1 | 3 | - | - | - | - | - | - |
| | STAGE 1B TOTALS | | | | | | 96 | | 36 | | 72 | | 0 | | 51 | | 0 | | 0 | 0 | 0 |
| STAGE 2 | | | | | | | | | | | | | | | | | | | | | |
| 0010 | PRIOR TO CLOSURE | | | | 7 | - | - | - | - | - | - | - | - | - | - | - | - | 4 | 28 | - | - |
| 0010 | USH 8 - STAGE 2 | | | | 45 | 47 | 2,115 | 15 | 675 | 30 | 1,350 | 7 | 315 | 27 | 1,215 | - | - | - | - | - | - |
| 0010 | USH 8 - ADVANCE WARNING SIGNING | | | | 45 | - | - | - | - | - | - | - | - | 10 | 450 | - | - | - | - | - | - |
| 0010 | CTH A - MAINLINE CLOSURE | | | | 45 | - | - | 7 | 315 | 14 | 630 | - | - | 6 | 270 | - | - | - | - | - | - |
| 0010 | ROBERTS RD - MAINLINE CLOSURE | | | | 45 | - | - | 7 | 315 | 14 | 630 | - | - | 6 | 270 | - | - | - | - | - | - |
| | STAGE 2 TOTALS | | | | | | 2,115 | | 1,305 | | 2,610 | | 315 | | 2,205 | | 0 | | 28 | 0 | 0 |
| STAGE 3 | | | | | | | | | | | | | | | | | | | | | |
| 0010 | USH 8 - STAGE 3 | | | | 20 | 62 | 1,240 | 16 | 320 | 32 | 640 | 9 | 180 | 20 | 400 | - | - | - | - | - | - |
| 0010 | USH 8 - ADVANCE WARNING SIGNING | | | | 20 | - | - | - | - | - | - | - | - | 10 | 200 | - | - | - | - | - | - |
| 0010 | CTH A - MAINLINE CLOSURE | | | | 20 | - | - | 7 | 140 | 14 | 280 | - | - | 6 | 120 | - | - | - | - | - | - |
| 0010 | ROBERTS RD - MAINLINE CLOSURE | | | | 20 | - | - | 7 | 140 | 14 | 280 | - | - | 6 | 120 | - | - | - | - | - | - |
| | STAGE 3 TOTALS | | | | | | 1,240 | | 600 | | 1,200 | | 180 | | 840 | | 0 | | 0 | 0 | 0 |
| STAGE 4 | | | | | | | | | | | | | | | | | | | | | |
| 0010 | USH 8 - STAGE 4 | | | | 20 | 19 | 380 | 2 | 40 | 4 | 80 | - | - | 2 | 40 | - | - | - | - | - | - |
| 0010 | USH 8 - SHOULDER CLOSURE | | | | 20 | - | - | - | - | - | - | - | - | 5 | 100 | - | - | - | - | - | - |
| 0010 | CTH A - MAINLINE CLOSURE | | | | 20 | - | - | 7 | 140 | 14 | 280 | - | - | 6 | 120 | - | - | - | - | - | - |
| 0010 | CTH A - ADVANCE WARNING SIGNING | | | | 20 | - | - | - | - | - | - | - | - | 1 | 20 | - | - | - | - | - | - |
| 0010 | ROBERTS RD - ADVANCE WARNING SIGNING | | | | 20 | - | - | - | - | - | - | - | - | 1 | 20 | - | - | - | - | - | - |
| | STAGE 4 TOTALS | | | | | | 380 | | 180 | | 360 | | 0 | | 300 | | 0 | | 12 | 0 | 0 |
| 0010 | UNDISTRIBUTED | | | | - | - | 557 | - | 379 | - | 458 | - | 55 | - | 380 | - | - | - | | - | 200 |
| | **PROJECT 1590-14-76 TOTALS** | | | | | | **4,700** | | **2,500** | | **4,700** | | **550** | | **3,860** | | **0** | | **40** | **0** | **1,400** |
| | | | | **TOTALS** | | | **9,000** | | **3,600** | | **6,700** | | **1,180** | | **15,225** | | **72** | | **60** | **350** | **4,000** |

PERMANENT MARKINGS

| CATEGORY | STATION | TO | STATION | LOCATION | 646.2020 MARKING LINE EPOXY 6-INCH (YELLOW) LF | 646.2020 MARKING LINE EPOXY 6-INCH (WHITE) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF | 646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) LF | 646.5020 MARKING ARROW EPOXY (WHITE) EACH | 646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF | 646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) LF | 646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF | 646.6470 COLD WEATHER MARKING EPOXY 10-INCH LF | 646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF | 646.8120 MARKING CURB EPOXY (YELLOW) LF | 646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | | | | | | | | | | |
| 0010 | 1470+00 | - | 1480+20 | LT & RT | - | - | 2,040 | 2,040 | - | - | - | - | 4,080 | - | - | - | - |
| 0010 | 1497+48 | - | 1521+22 | LT & RT | - | - | 4,105 | 4,570 | - | - | - | - | 8,675 | - | - | - | - |
| 0010 | 1535+60 | - | 1551+52 | LT & RT | - | - | 3,185 | 2,965 | - | - | - | - | 6,150 | - | - | - | - |
| 0010 | 1551+52 | - | 1582+04 | LT & RT | - | - | 6,105 | 5,750 | - | - | - | - | 11,855 | - | - | - | - |
| 0010 | 1582+04 | - | 1605+00 | LT & RT | - | - | 4,595 | 4,495 | 125 | 2 | - | - | 9,090 | 125 | - | - | - |
| | | | | SUBTOTALS | 0 | 0 | 20,030 | 19,820 | 125 | 2 | 0 | 0 | 39,850 | 125 | 0 | 0 | 0 |
| | | | **PROJECT 1590-14-73 TOTALS** | | **0** | | **39,850** | | **125** | **2** | **0** | **0** | **39,850** | **125** | **0** | **0** | **0** |
| **PROJECT 1590-14-75** | | | | | | | | | | | | | | | | | |
| 0010 | 97+00 'LEB' | - | 107+56 'LEB' | LT & RT | - | - | 2,825 | 1,934 | 83 | - | - | 18 | - | - | 98 | 120 | 1 |
| 0010 | 200+00 'LNB' | - | 205+90 'LNB' | LT & RT | 1,626 | 807 | - | - | 83 | - | - | 18 | - | - | 63 | 145 | 3 |
| 0010 | 108+82 'LEB' | - | 114+64 'LEB' | LT & RT | - | - | 1,644 | 932 | 79 | - | - | 18 | - | - | 69 | 75 | 1 |
| 0010 | 500+24 'R' | - | 502+00 'R' | LT & RT | 352 | - | - | - | - | - | 30 | - | - | - | - | - | - |
| | | | | SUBTOTALS | 1,978 | 807 | 4,469 | 2,866 | - | - | - | - | - | - | - | - | - |
| | | | **PROJECT 1590-14-75 TOTALS** | | **2,785** | | **7,335** | | **245** | **0** | **30** | **54** | **0** | **0** | **230** | **340** | **5** |
| **PROJECT 1590-14-76** | | | | | | | | | | | | | | | | | |
| 0010 | 300+00 'AEB' | - | 306+85 'AEB' | LT & RT | - | - | 2,000 | 1,165 | 72 | - | - | 18 | - | - | 76 | 69 | 1 |
| 0010 | 409+73 'ANB' | - | 411+12 'ANB' | LT & RT | 775 | - | - | - | 60 | - | - | 18 | - | - | 20 | 10 | 1 |
| 0010 | 308+28 'AEB' | - | 314+60 'AEB' | LT & RT | - | - | 1,780 | 1,045 | 83 | - | - | 18 | - | - | 68 | 62 | 1 |
| 0010 | 402+00 'ANB' | - | 407+26 'ANB' | LT & RT | 1,540 | 760 | - | - | 65 | - | - | 18 | - | - | 71 | 79 | 1 |
| | | | | SUBTOTALS | 2,315 | 760 | 3,780 | 2,210 | - | - | - | - | - | - | - | - | - |
| | | | **PROJECT 1590-14-76 TOTALS** | | **3,075** | | **5,990** | | **280** | **0** | **0** | **72** | **0** | **0** | **235** | **220** | **4** |
| | | | | **TOTALS** | **5,860** | | **53,175** | | **650** | **2** | **30** | **126** | **39,850** | **125** | **465** | **560** | **9** |

LOCATING NO-PASSING ZONES

| CATEGORY | STATION | TO | STATION | LOCATION | 648.0100 LOCATING NO-PASSING ZONES MI |
|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | |
| 0010 | 1470+00 | - | 1480+20 | USH 8 | 0.19 |
| 0010 | 1497+48 | - | 1521+21 | USH 8 | 0.45 |
| 0010 | 1535+60 | - | 1605+00 | USH 8 | 1.31 |
| | | | **PROJECT ID 1590-14-73 TOTALS** | | **1.95** |
| | | | | **TOTAL** | **1.95** |

3

CONSTRUCTION STAKING

| CATEGORY | STATION | TO | STATION | LOCATION | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5000 CONSTRUCTION STAKING BASE LF | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF | 650.8501.01 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (01. 1590-14-75) EACH | 650.8501.02 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) (02. 1590-14-76) EACH | 650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 1590-14-73) EACH | 650.9911.02 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (02. 1590-14-75) EACH | 650.9911.03 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (03. 1590-14-76) EACH | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF | SPV.0060.03 SPECIAL (03. CONSTRUCTION STAKING ROUNDABOUT CTH L INTERSECTION) EACH | SPV.0060.04 SPECIAL (04. CONSTRUCTION STAKING ROUNDABOUT CTH A INTERSECTION) EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-73** | | | | | | | | | | | | | | | |
| STAGE 5 | | | | | | | | | | | | | | | |
| 0010 | 700+70 'T' | - | 701+10 'T' | LT & RT | 40 | 40 | - | - | - | - | - | - | 40 | - | - |
| 0010 | 701+10 'T' | - | 701+46 'T' | LT & RT | - | - | - | - | - | - | - | - | - | - | - |
| 0010 | 701+46 'T' | - | 709+16 'T' | LT & RT | 770 | 770 | - | - | - | - | - | - | 770 | - | - |
| 0010 | | PROJECT 1590-14-73 | | | - | - | 10,333 | - | - | 1 | - | - | - | - | - |
| | | | | STAGE 5 TOTALS | 810 | 810 | 10,333 | 0 | 0 | 1 | 0 | 0 | 810 | 0 | 0 |
| | | | **PROJECT 1590-14-73 TOTALS** | | **810** | **810** | **10,333** | **0** | **0** | **1** | **0** | **0** | **810** | **0** | **0** |
| **PROJECT 1590-14-75** | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | |
| 0010 | 1478+13 'LT' | - | 1488+81 'LT' | LT & RT | 1,068 | 1,068 | - | - | - | - | - | - | 1,068 | - | - |
| 0010 | 1490+07 'LT' | - | 1498+94 'LT' | LT & RT | 887 | 887 | - | - | - | - | - | - | 887 | - | - |
| | | | | STAGE 1 TOTALS | 1,955 | 1,955 | 0 | 0 | 0 | 0 | 0 | 0 | 1,955 | 0 | 0 |
| STAGE 2 | | | | | | | | | | | | | | | |
| 0010 | 97+00 'LEB' | - | 104+52 'LEB' | LT & RT | 752 | 752 | - | - | - | - | - | - | 752 | - | - |
| 0010 | 203+32 'LNB' | - | 205+89 'LNB' | LT & RT | 257 | 257 | - | - | - | - | - | - | 257 | - | - |
| 0010 | 111+96 'LEB' | - | 114+64 'LEB' | LT & RT | 268 | 268 | - | - | - | - | - | - | 268 | - | - |
| 0010 | | PROJECT 1590-14-75 | | | - | - | - | 1 | - | - | 1 | - | - | 1 | - |
| | | | | STAGE 2 TOTALS | 1,277 | 1,277 | 0 | 1 | 0 | 0 | 1 | 0 | 1,277 | 1 | 0 |
| | | | **PROJECT 1590-14-75 TOTALS** | | **3,232** | **3,232** | **0** | **1** | **0** | **0** | **1** | **0** | **3,232** | **1** | **0** |
| **PROJECT 1590-14-76** | | | | | | | | | | | | | | | |
| STAGE 1 | | | | | | | | | | | | | | | |
| 0010 | 1517+37 'AT' | - | 1539+22 'AT' | LT & RT | 2,185 | 2,185 | - | - | - | - | - | - | 2,185 | - | - |
| | | | | STAGE 1 TOTALS | 2,185 | 2,185 | 0 | 0 | 0 | 0 | 0 | 0 | 2,185 | 0 | 0 |
| STAGE 2 | | | | | | | | | | | | | | | |
| 0010 | 300+00 'AEB' | - | 303+80 'AEB' | LT & RT | 380 | 380 | - | - | - | - | - | - | 380 | - | - |
| 0010 | 409+55 'ANB' | - | 411+12 'ANB' | LT & RT | 157 | 157 | - | - | - | - | - | - | 157 | - | - |
| 0010 | 311+52 'AEB' | - | 314+60 'AEB' | LT & RT | 308 | 308 | - | - | - | - | - | - | 308 | - | - |
| 0010 | 402+00 'AEB' | - | 404+53 'ANB' | LT & RT | 253 | 253 | - | - | - | - | - | - | 253 | - | - |
| 0010 | | PROJECT 1590-14-76 | | | - | - | - | - | - | 1 | - | - | - | - | 1 |
| | | | | STAGE 2 TOTALS | 1,098 | 1,098 | 0 | 0 | 0 | 1 | 0 | 0 | 1,098 | 0 | 1 |
| | | | **PROJECT 1590-14-76 TOTALS** | | **3,283** | **3,283** | **0** | **0** | **0** | **1** | **0** | **0** | **3,283** | **0** | **1** |
| | | | | **TOTALS** | **7,325** | **7,325** | **10,333** | **1** | **1** | **1** | **1** | **1** | **7,325** | **1** | **1** |

STREET LIGHTING CONDUIT & WIRE

| CATEGORY | FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF | 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF | REMARKS |
|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | |
| STAGE 2 | | | | | | |
| 0010 | PB-7 | PB-10 | 107 | - | 369 | TO STAGE 2 LIMIT |
| 0010 | PB-7 | LP-5 | 10 | - | 186 | |
| 0010 | PB-7 | PB-8 | 126 | - | 474 | |
| 0010 | PB-8 | PB-9 | 129 | - | 483 | |
| 0010 | PB-9 | LP-6 | 5 | - | 78 | |
| 0010 | PB-7 | PB-5 | 95 | - | 762 | |
| 0010 | PB-5 | LP-3 | 10 | - | 279 | |
| 0010 | PB-5 | PB-6 | 215 | - | 741 | |
| 0010 | PB-6 | LP-4 | 5 | - | 78 | |
| 0010 | PB-5 | PB-2 | 114 | - | 876 | |
| 0010 | PB-2 | LP-1 | 10 | - | 279 | |
| 0010 | PB-2 | PB-3 | 110 | - | 426 | |
| 0010 | PB-3 | PB-4 | 129 | - | 483 | |
| 0010 | PB-4 | LP-2 | 5 | - | 78 | |
| 0010 | PB-2 | PB-1 | 20 | - | 312 | |
| 0010 | PB-1 | LC1 | - | 27 | 192 | 3 CONDUITS |
| 0010 | LC1 | PB-15 | - | 27 | 96 | 3 CONDUITS |
| 0010 | PB-15 | PB-16 | 69 | - | 303 | |
| 0010 | PB-16 | LP-11 | 5 | - | 78 | |
| 0010 | PB-16 | PB-17 | 190 | - | 666 | |
| 0010 | PB-17 | LP-12 | 5 | - | 78 | |
| | STAGE 2 TOTALS | | 1,359 | 54 | 7,317 | |
| STAGE 4 | | | | | | |
| 0010 | LP-10 | PB-13 | 5 | - | 78 | |
| 0010 | PB-14 | PB-13 | 123 | - | 465 | |
| 0010 | PB-13 | PB-12 | 119 | - | 453 | |
| 0010 | PB-12 | LP-9 | 5 | - | 78 | |
| 0010 | PB-12 | PB-10 | 169 | - | 603 | |
| 0010 | PB-10 | PB-7 | 26 | - | 126 | FROM STAGE 2 LIMIT |
| 0010 | PB-10 | LP-7 | 10 | - | 279 | |
| 0010 | PB-10 | PB-11 | 187 | - | 657 | |
| 0010 | PB-11 | LP-8 | 5 | - | 78 | |
| | STAGE 4 TOTALS | | 649 | 0 | 2,817 | |
| **PROJECT 1590-14-75 TOTALS** | | | **2,008** | **54** | **10,134** | |

(CONTINUED)

STREET LIGHTING CONDUIT & WIRE (CONTINUED)

| CATEGORY | FROM | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF | 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF | REMARKS |
|---|---|---|---|---|---|---|
| **PROJECT 1590-14-76** | | | | | | |
| STAGE 2 | | | | | | |
| 0010 | PB-5 | LP-3 | 5 | - | 234 | |
| 0010 | PB-5 | PB-6 | 165 | - | 543 | TO STAGE 2 LIMITS |
| 0010 | PB-6 | LP-4 | 5 | - | 78 | |
| 0010 | PB-5 | PB-2 | 57 | - | 219 | TO STAGE 2 LIMITS |
| 0010 | PB-2 | LP-1 | 5 | - | 156 | |
| 0010 | PB-2 | PB-3 | 106 | - | 414 | |
| 0010 | PB-3 | PB-4 | 133 | - | 495 | |
| 0010 | PB-4 | LP-2 | 5 | - | 78 | |
| 0010 | PB-11 | PB-13 | 110 | - | 378 | TO STAGE 2 LIMITS |
| 0010 | PB-13 | LP-9 | 5 | - | 234 | |
| 0010 | PB-13 | PB-14 | 123 | - | 465 | |
| 0010 | PB-14 | PB-15 | 104 | - | 408 | |
| 0010 | PB-15 | LP-10 | 5 | - | 78 | |
| 0010 | PB-13 | PB-16 | 83 | - | 345 | |
| 0010 | PB-16 | LP-11 | 5 | - | 234 | |
| 0010 | PB-16 | PB-17 | 195 | - | 681 | |
| 0010 | PB-17 | LP-12 | 5 | - | 78 | |
| 0010 | PB-16 | PB-18 | 109 | - | 423 | |
| 0010 | PB-18 | LP-13 | 5 | - | 156 | |
| 0010 | PB-18 | PB-19 | 105 | - | 411 | |
| 0010 | PB-19 | LP-14 | 5 | - | 78 | |
| 0010 | PB-19 | PB-20 | 177 | - | 627 | |
| 0010 | PB-20 | LP-15 | 5 | - | 78 | |
| | STAGE 2 TOTALS | | 1,522 | 0 | 6,891 | |
| STAGE 4 | | | | | | |
| 0010 | LP-6 | PB-9 | 5 | - | 78 | |
| 0010 | PB-9 | PB-8 | 124 | - | 468 | |
| 0010 | PB-8 | PB-7 | 108 | - | 420 | |
| 0010 | PB-7 | PB-5 | 85 | - | 351 | |
| 0010 | PB-7 | LP-5 | 5 | - | 78 | |
| 0010 | PB-5 | PB-6 | 36 | - | 156 | FROM STAGE 2 LIMITS |
| 0010 | PB-5 | PB-2 | 56 | - | 216 | FROM STAGE 2 LIMITS |
| 0010 | PB-2 | PB-1 | 68 | - | 300 | |
| 0010 | PB-1 | LC2 | - | 27 | 96 | 3 CONDUITS |
| 0010 | LC2 | PB-10 | - | 27 | 192 | 3 CONDUITS |
| 0010 | PB-10 | PB-11 | 37 | - | 414 | |
| 0010 | PB-11 | LP-7 | 5 | - | 156 | |
| 0010 | PB-11 | PB-12 | 196 | - | 684 | |
| 0010 | PB-12 | LP-8 | 5 | - | 78 | |
| 0010 | PB-11 | PB-13 | 21 | - | 111 | FROM STAGE 2 LIMITS |
| | STAGE 4 TOTALS | | 751 | 54 | 3,798 | |
| **PROJECT 1590-14-76 TOTALS** | | | **2,273** | **54** | **10,689** | |
| | | **TOTALS** | **4,281** | **108** | **20,823** | |

## STREET LIGHTING PULL BOXES

| CATEGORY | PULL BOX NUMBER | STATION | LOCATION | 653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH |
|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | |
| STAGE 2 | | | | |
| 0010 | PB-15 | 11+93.66 'RAB' | 48.9' RT | 1 |
| 0010 | PB-16 | 12+28.52 'RAB' | 59.2' RT | 1 |
| 0010 | PB-17 | 105+75.67 'LWB' | 29.8' LT | 1 |
| 0010 | PB-1 | 11+90.13 'RAB' | 54.4' RT | 1 |
| 0010 | PB-2 | 11+85.45 'RAB' | 71.4' RT | 1 |
| 0010 | PB-3 | 201+75.00 'LSB' | 30.8' LT | 1 |
| 0010 | PB-4 | 203+08.61 'LSB' | 30.8' LT | 1 |
| 0010 | PB-5 | 11+32.69 'RAB' | 65.9' RT | 1 |
| 0010 | PB-7 | 109+56.93 'LWB' | 48.7' LT | 1 |
| 0010 | PB-6 | 202+25.93 'LNB' | 40.9' RT | 1 |
| 0010 | PB-8 | 111+00.01 'LWB' | 31.1' LT | 1 |
| 0010 | PB-9 | 112+24.99 'LWB' | 30.3' LT | 1 |
| | | | STAGE 2 TOTAL | 12 |
| STAGE 4 | | | | |
| 0010 | PB-10 | 10+25.37 'RAB' | 54.0' RT | 1 |
| 0010 | PB-12 | 106+96.32 'LEB' | 46.0' RT | 1 |
| 0010 | PB-13 | 105+70.00 'LEB' | 33.6' RT | 1 |
| 0010 | PB-14 | 104+44.86 'LEB' | 33.6' RT | 1 |
| 0010 | PB-11 | 110+69.19 'LEB' | 30.8' RT | 1 |
| | | | STAGE 4 TOTAL | 5 |
| | | | **PROJECT 1590-14-75 TOTAL** | **17** |
| **PROJECT 1590-14-76** | | | | |
| STAGE 2 | | | | |
| 0010 | PB-2 | 406+53.20 'ANB' | 36.2' RT | 1 |
| 0010 | PB-3 | 405+50.00 'ANB' | 28.7' RT | 1 |
| 0010 | PB-4 | 404+22.85 'ANB' | 28.7' RT | 1 |
| 0010 | PB-6 | 405+05.67 'ASB' | 32.2' LT | 1 |
| 0010 | PB-13 | 309+02.42 'AWB' | 43.3' LT | 1 |
| 0010 | PB-14 | 310+30.00 'AWB' | 32.1' LT | 1 |
| 0010 | PB-15 | 311+35.53 'AWB' | 32.1' LT | 1 |
| 0010 | PB-16 | 408+87.14' ANB' | 42.3' RT | 1 |
| 0010 | PB-17 | 410+82.50' ANB' | 20.9' RT | 1 |
| 0010 | PB-18 | 409+37.85 'ASB' | 35.8' LT | 1 |
| 0010 | PB-19 | 306+73.05 'AWB' | 41.9' LT | 1 |
| 0010 | PB-20 | 304+93.51 'AWB' | 29.5' LT | 1 |
| | | | STAGE 2 TOTAL | 12 |
| STAGE 4 | | | | |
| 0010 | PB-1 | 50+15.68 'RAB' | 43.4' RT | 1 |
| 0010 | PB-5 | 52+90.99 'RAB' | 58.4' RT | 1 |
| 0010 | PB-7 | 306+05.53 'AEB' | 42.8' RT | 1 |
| 0010 | PB-8 | 305+00.00 'AEB' | 29.1' RT | 1 |
| 0010 | PB-9 | 303+80.70 'AEB' | 28.4' RT | 1 |
| 0010 | PB-10 | 50+21.03 'RAB' | 45.2' RT | 1 |
| 0010 | PB-11 | 308+43.72 'AEB' | 40.0' RT | 1 |
| 0010 | PB-12 | 310+34.31 'AEB' | 29.1' RT | 1 |
| | | | STAGE 4 TOTAL | 8 |
| | | | **PROJECT 1590-14-76 TOTAL** | **20** |
| | | | **TOTAL** | **37** |

## TEMPORARY LIGHTING

| CATEGORY | LOCATION | SPV.0060.05 SPECIAL (05. TEMPORARY LIGHTING CTH L INTERSECTION) EACH | SPV.0060.06 SPECIAL (06. TEMPORARY LIGHTING CTH A INTERSECTION) EACH |
|---|---|---|---|
| **PROJECT 1590-14-75** | | | |
| 0010 | USH 8 & CTH L INTERSECTION | 1 | - |
| | **PROJECT 1590-14-75 TOTALS** | **1** | **0** |
| **PROJECT 1590-14-76** | | | |
| 0010 | USH 8 & CTH A INTERSECTION | - | 1 |
| | **PROJECT 1590-14-75 TOTALS** | **0** | **1** |
| | **TOTALS** | **1** | **1** |

3

STREET LIGHTING POLES AND CABINETS

| CATEGORY | LIGHT POLE NUMBER | STATION | LOCATION | 654.0105 CONCRETE BASES TYPE 5 EACH | 654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH | 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF | 656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) (01. STA. 11+93.85 'RAB', 56.4' RT) EACH | 656.0201.02 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) (02. STA. 50+17.65 'RAB', 51.0' RT) EACH | 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH | 657.0322 POLES TYPE 5-ALUMINUM EACH | 657.0710 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 12-FT EACH | 659.1115 LUMINAIRES UTILITY LED A EACH | 659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | |
| 0010 | LP-11 | 12+29.81 'RAB' | 54.9' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-12 | 105+75.67 'LWB' | 24.8' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-1 | 11+82.19 'RAB' | 77.8' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-2 | 203+08.61 'LSB' | 25.8' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-3 | 11+30.67 'RAB' | 56.9' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-5 | 109+71.66 'LWB' | 43.9' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-4 | 202+25.51 'LNB' | 35.9' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-6 | 112+24.98 'LWB' | 25.3' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LC1 | 11+93.85 'RAB' | 56.4' RT | - | 1 | - | 1 | - | - | - | - | - | 1 |
| | | | STAGE 2 TOTALS | 8 | 1 | 1,080 | 1 | 0 | 8 | 8 | 8 | 8 | 1 |
| STAGE 4 | | | | | | | | | | | | | |
| 0010 | LP-7 | 10+22.28 'RAB' | 46.0' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-9 | 106+97.55 'LEB' | 41.1' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-10 | 104+44.88 'LEB' | 28.6' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-8 | 110+69.07 'LEB' | 25.8' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| | | | STAGE 4 TOTALS | 4 | 0 | 540 | 0 | 0 | 4 | 4 | 4 | 4 | 0 |
| | | | **PROJECT 1590-14-75 TOTALS** | **12** | **1** | **1,620** | **1** | **0** | **12** | **12** | **12** | **12** | **1** |
| **PROJECT 1590-14-76** | | | | | | | | | | | | | |
| STAGE 2 | | | | | | | | | | | | | |
| 0010 | LP-1 | 406+53.43 'ANB' | 31.2' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-2 | 404+22.85 'ANB' | 23.7' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-4 | 405+05.81 'ASB' | 27.3' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-9 | 309+02.42 'AWB' | 38.3' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-10 | 311+35.53 'AWB' | 27.2' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-11 | 408+85.60 'ANB' | 37.6' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-12 | 410+87.20 'ANB' | 22.9' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-13 | 409+37.58 'ASB' | 30.8' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-14 | 306+73.70 'AWB' | 37.0' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-15 | 304+93.51 'AWB' | 24.5' LT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| | | | STAGE 2 TOTALS | 10 | 0 | 1,350 | 0 | 0 | 10 | 10 | 10 | 10 | 0 |
| STAGE 4 | | | | | | | | | | | | | |
| 0010 | LP-3 | 52+92.37 'RAB' | 54.2' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-5 | 306+05.53 'AEB' | 37.8' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-6 | 303+80.72 'AEB' | 23.4' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-7 | 308+43.25 'AEB' | 35.1' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LP-8 | 310+34.31 'AEB' | 24.1' RT | 1 | - | 135 | - | - | 1 | 1 | 1 | 1 | - |
| 0010 | LC2 | 50+17.65 'RAB' | 51.0' RT | - | 1 | - | - | 1 | - | - | - | - | 1 |
| | | | STAGE 4 TOTALS | 5 | 1 | 675 | 0 | 1 | 5 | 5 | 5 | 5 | 1 |
| | | | **PROJECT 1590-14-76 TOTALS** | **15** | **1** | **2,025** | **0** | **1** | **15** | **15** | **15** | **15** | **1** |
| | | | **TOTALS** | **27** | **2** | **3,645** | **1** | **1** | **27** | **27** | **27** | **27** | **2** |

3

SAWING

| CATEGORY | STATION | TO | STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|
| **PROJECT 1590-14-75** | | | | | | | |
| STAGE 1 | | | | | | | |
| 0010 | 1478+11'EX' | - | 1488+85'EX' | RT | 1,068 | - | |
| 0010 | 1491+10'EX' | - | 1499+06'EX' | RT | 788 | - | |
| | | | | STAGE 1 TOTALS | 1,856 | 0 | |
| STAGE 2 | | | | | | | |
| 0010 | 97+00 'LEB' | - | 114+64 'LEB' | RT | 1,834 | - | |
| 0010 | 97+00 'LEB' | - | - | LT | 17 | - | |
| 0010 | 114+64 'LEB' | - | - | LT | 17 | - | |
| 0010 | 205+89 'LNB' | - | - | LT & RT | 26 | - | |
| 0010 | 204+33 'LNB' | - | 204+50 'LNB' | RT | 17 | - | |
| 0010 | 502+00 'R' | - | - | LT & RT | 22 | | |
| | | | | STAGE 2 TOTALS | 1,933 | 0 | |
| STAGE 3 | | | | | | | |
| 0010 | 97+00 'LEB' | - | 104+51 'LEB' | RT | 748 | - | |
| 0010 | 108+96 'LEB' | - | 114+64 'LEB' | RT | 575 | - | |
| 0010 | 97+00 'LEB | - | - | LT & RT | 17 | - | |
| 0010 | 114+64 'LEB' | - | - | LT & RT | 17 | - | |
| | | | | STAGE 3 TOTALS | 1,357 | 0 | |
| 0010 | | | UNDISTRIBUTED | | - | 30 | IF NEEDED AT BEGIN PROJECT |
| | | | | **PROJECT 1590-14-75 TOTALS** | **5,146** | **30** | |
| **PROJECT 1590-14-76** | | | | | | | |
| STAGE 1A | | | | | | | |
| 0010 | 1517+37 'AT' | - | 1525+88 'AT' | RT & LT | 850 | - | |
| 0010 | 1536+84 'AT' | - | 1539+22 'AT' | LT & RT | 240 | - | |
| | | | | STAGE 1A TOTALS | 1,090 | 0 | |
| STAGE 1B | | | | | | | |
| 0010 | 1528+60 'AT' | - | 1529+05 'AT' | LT & RT | 85 | - | |
| | | | | STAGE 1B TOTALS | 85 | 0 | |
| STAGE 2 | | | | | | | |
| 0010 | 300+00 'AEB' | - | 304+50 'AEB' | RT | 475 | - | |
| 0010 | 300+00 'AEB' | - | 300+00 'AEB' | LT & RT | 34 | - | |
| 0010 | 409+83 'ASB' | - | 410+51 'ASB' | LT | 71 | - | |
| 0010 | 411+12 'ANB' | - | 411+12 'ANB' | LT & RT | 21 | - | |
| 0010 | 410+63 'ANB' | - | 410+79 'ANB' | RT | 15 | - | |
| 0010 | 314+60 'AEB' | - | 314+60 'AEB' | LT & RT | 34 | - | |
| 0010 | 402+00 'ANB' | - | 402+00 'ANB' | LT & RT | 30 | 30 | |
| 0010 | 405+43 'ASB' | - | 405+66 'ASB' | LT | 20 | - | |
| | | | | STAGE 2 TOTALS | 700 | 30 | |
| STAGE 3 | | | | | | | |
| 0010 | 1521+26 'AT' | - | 1526+40 'AT' | LT | 520 | - | |
| 0010 | 1530+50 'AT' | - | 1536+14 'AT' | LT | 575 | - | |
| | | | | STAGE 3 TOTALS | 1,095 | 0 | |
| | | | | **PROJECT 1590-14-76 TOTALS** | **2,970** | **30** | |
| | | | | **TOTALS** | **8,116** | **60** | |

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: PREVIOUS PROJECT JOB NO. 7206, PREVIOUS PROJECT NO. 1595-00-21 AND CSM NO. 748.

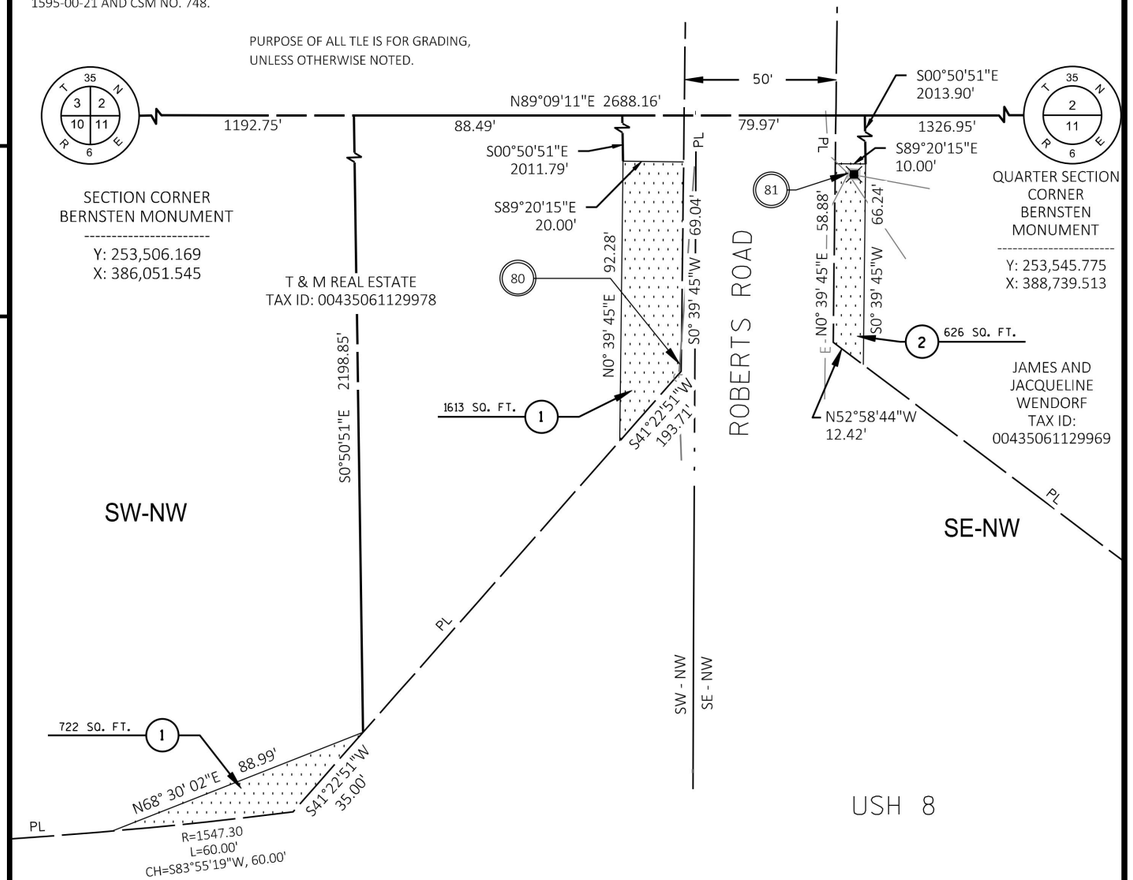
R/W PROJECT NUMBER: 1590-14-26 EXHIBIT NUMBER: 4.01

TLE ACQUISITION EXHIBIT
PRENTICE - BRADLEY
CTH L TO KLADE RD

TOWN OF BRADLEY — LINCOLN COUNTY

PART OF THE SW 1/4 OF THE NW 1/4 AND PART OF THE SE 1/4 OF THE NW 1/4 OF SECTION 11, T35N, R6E, TOWN OF BRADLEY, LINCOLN COUNTY, WISCONSIN.

PURPOSE OF ALL TLE IS FOR GRADING, UNLESS OTHERWISE NOTED.




## UTILITY INTERESTS REQUIRED

| UTILITY # | UTILITY OWNER(S) | INTEREST REQUIRED |
|---|---|---|
| 80 | WISCONSIN PUBLIC SERVICE - GAS | RELEASE OF RIGHTS |
| 81 | WISCONSIN PUBLIC SERVICE - ELECTRIC | RELEASE OF RIGHTS |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNER(S) | INTEREST REQUIRED | TLE S.F. |
|---|---|---|---|
| 1 | T & M REAL ESTATE PROPERTIES, LLC | TLE | 2335 |
| 2 | JAMES D. WENDORF AND JACQUELINE M. WENDORF, HUSBAND AND WIFE, AS JOINT TENANTS | TLE | 626 |

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION, RHINELANDER OFFICE

SIGNATURE: Brent L Stella DATE: 4/3/24

PRINT NAME: Brent L Stella

FILE NAME : 040101-RP.DWG PLOT DATE : 1/22/2025 3:28 PM R/W PROJECT: R/W PROJ NO

NOTE: CONSTRUCT PROPOSED TRAIL AND OPEN FOR TRAFFIC PRIOR TO CLOSING EXISTING TRAIL.

OBLITERATING OLD ROAD TOPSOIL, SEED, FERTILIZE AND EROSION MAT EXISTING TRAIL

BOTTOM OF DITCH

HIAWATHA TRAIL

701'T'

1502'EX'

C6.0-C6.1
C6.0: 701+64.00 'T', 4.97 RT
C6.1: 701+64.65 'T', -17.17 LT
C6.0 INVERT : 1481.59
C6.1 INVERT: 1481.67
LENGTH: 22 FT
SLOPE: -0.40%
CPRC CLASS IV 15-INCH

MATCH LINE STA 705+00

BOTTOM OF DITCH

EDGE OF GRAVEL

HIAWATHA TRAIL

702'T'

704'T'

703'T'

SLOPE INTERCEPT (TYP.)

BEGIN CONSTRUCTION
STA 700+69.71 'T'

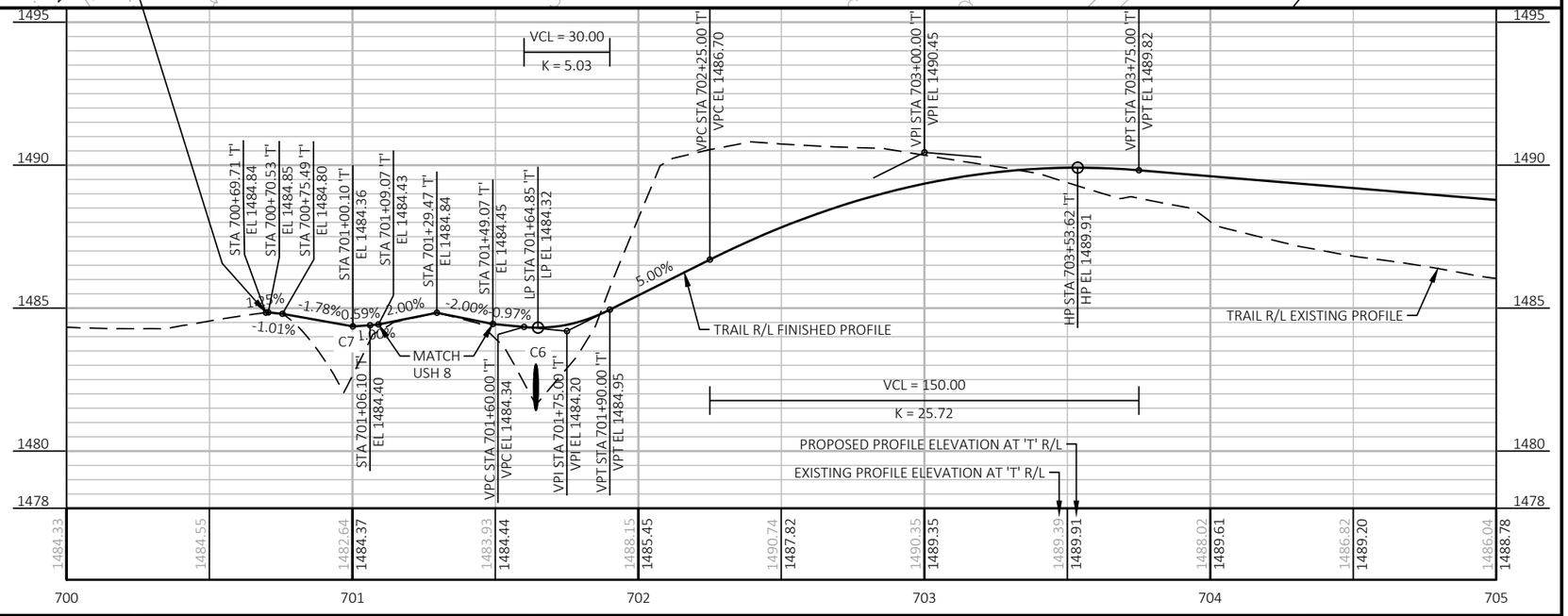
EXISTING R/W (TYP.)

USH 8

1501'EX'

1500'EX'

SHELDON RD




| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: TRAIL REALIGNMENT 'T' | SHEET 188 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050123-PP-TRAIL REALIGNMENT.DWG
LAYOUT NAME - 050121-pp

PLOT DATE : 5/1/2025 8:53 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

1505'EX'
1506'EX'
1507'EX'
USH 8
1508'EX'
1509'EX'
1510'EX'
151

SLOPE INTERCEPT (TYP.)

OBLITERATING OLD ROAD
TOPSOIL, SEED, FERTILIZE AND
EROSION MAT EXISTING TRAIL

-C8.0
: 708+00.00 'T', -0.43 LT
C8.0: 708+00.00 'T', -12.43 LT
INVERT : 1484.27
C8.0 INVERT: 1483.92
LENGTH: 12 FT
SLOPE: 2.91%
CPRC CLASS IV 15-INCH

EDGE OF GRAVEL

MATCH LINE STA 705+00

HIAWATHA TRAIL

706'T'

707'T'

708'T'

HIAWATHA TRAIL 709'T'

END CONSTRUCTION
STA 709+15.59 'T'

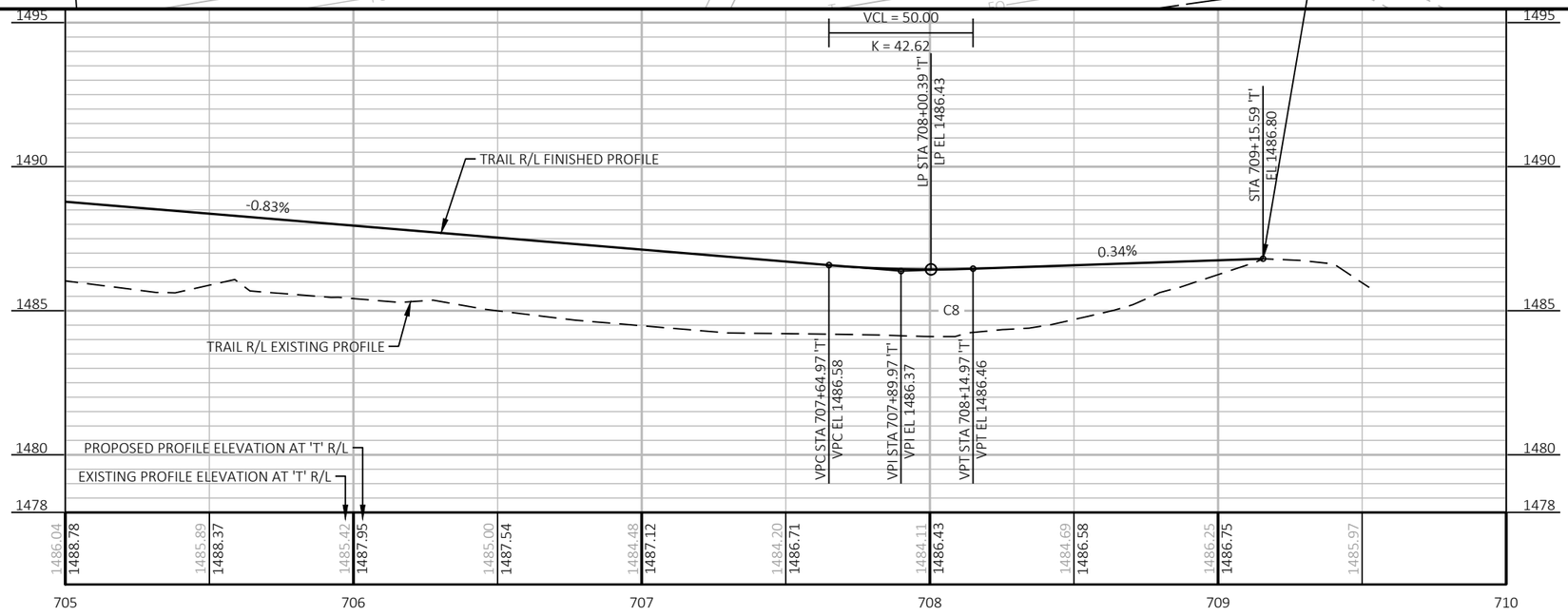
EXISTING R/W (TYP.)

SLOPE INTERCEPT (TYP.)

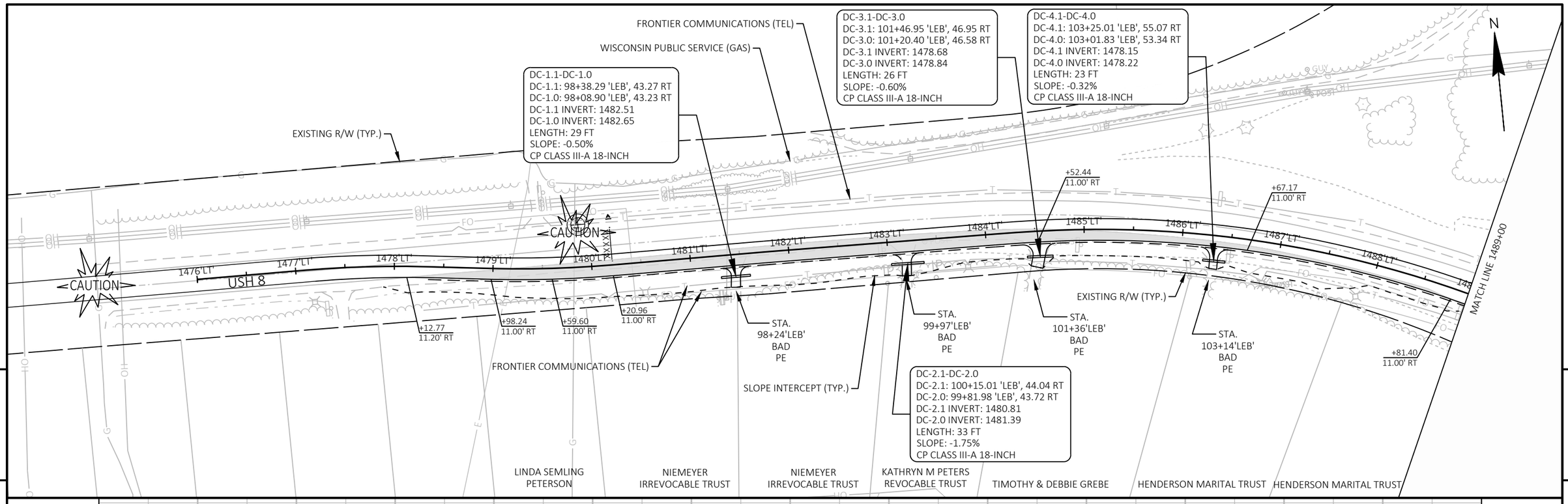
NOTE: CONSTRUCT PROPOSED TRAIL AND OPEN FOR TRAFFIC PRIOR TO CLOSING EXISTING TRAIL.

5

5



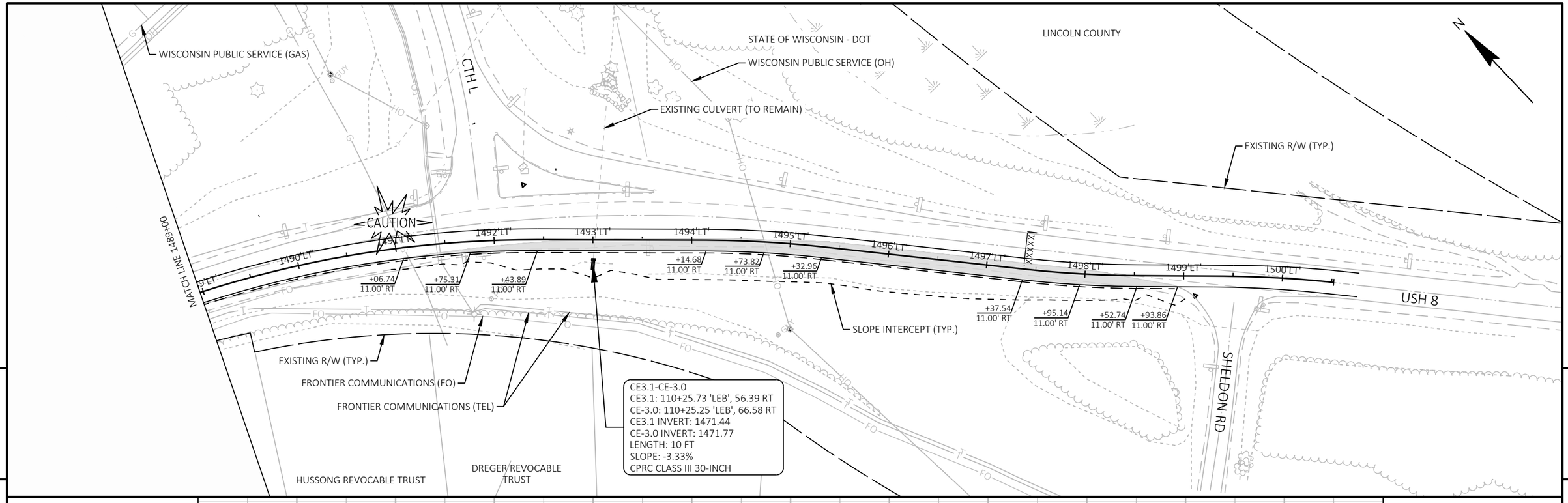

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: TRAIL REALIGNMENT 'T' | SHEET 189 | E |
|---|---|---|---|---|---|

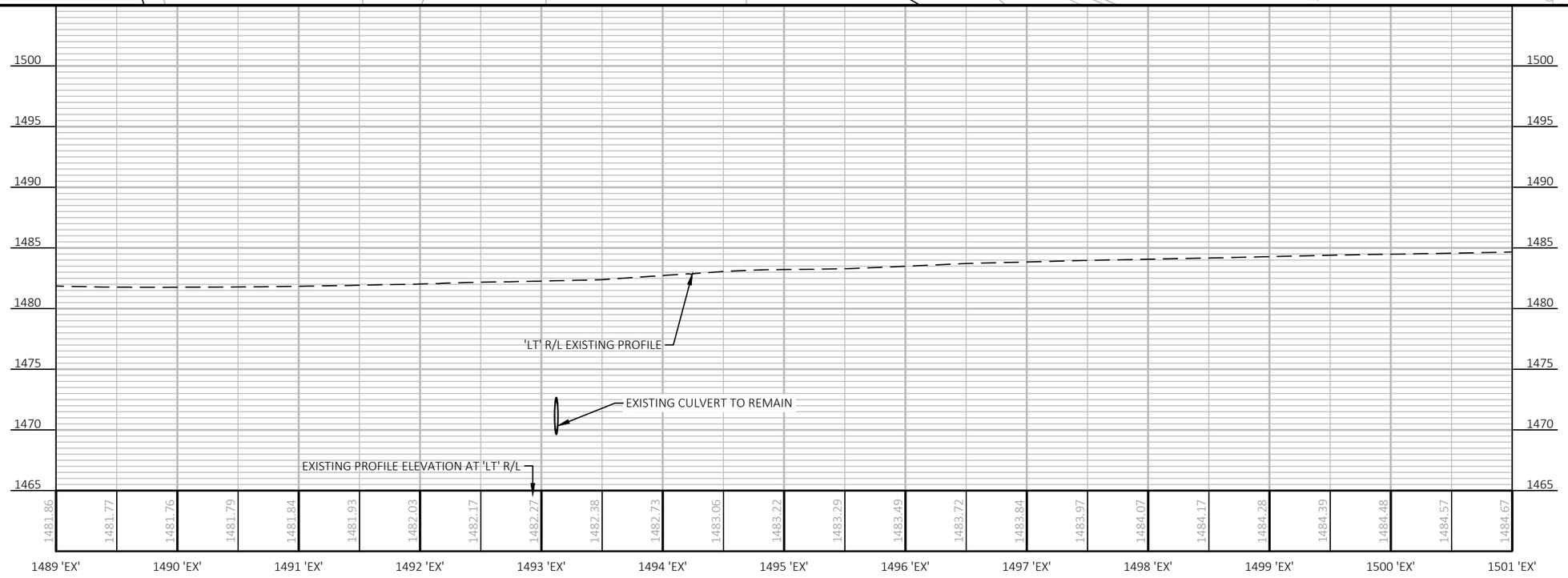



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING | SHEET 190 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050125-PP-STAGE 1 TEMP.DWG
LAYOUT NAME - 050121-pp

PLOT DATE : 5/1/2025 10:32 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

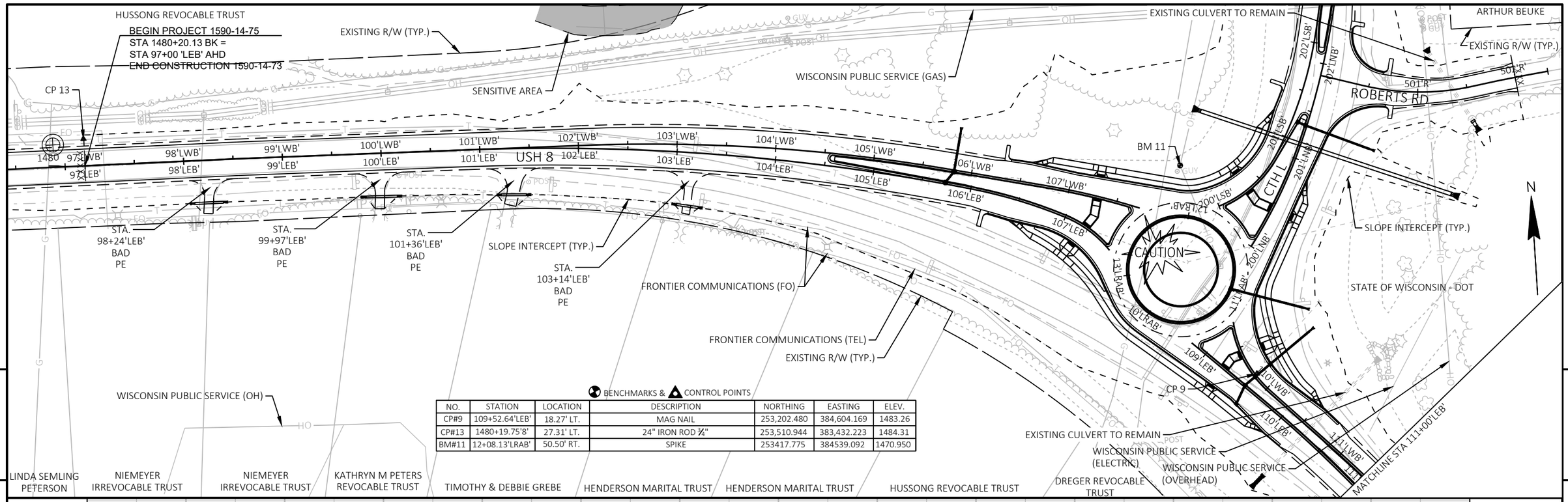



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING | SHEET 191 | E |
|---|---|---|---|---|---|

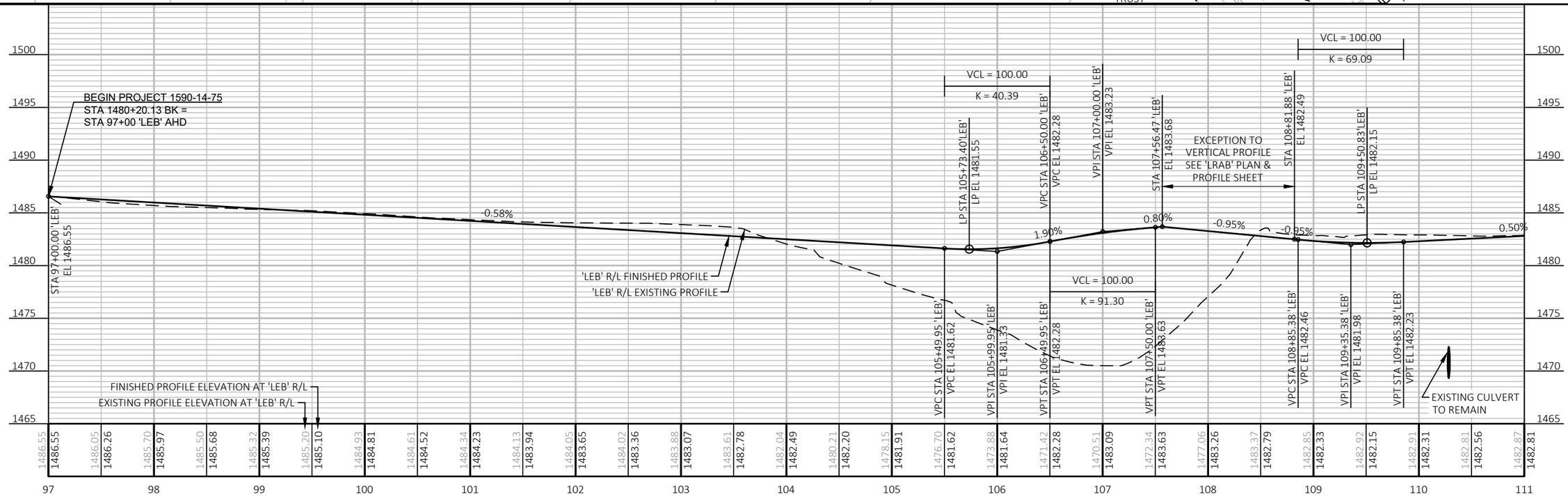
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050125-PP-STAGE 1 TEMP.DWG
LAYOUT NAME - 050122-pp

PLOT DATE : 5/1/2025 10:32 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

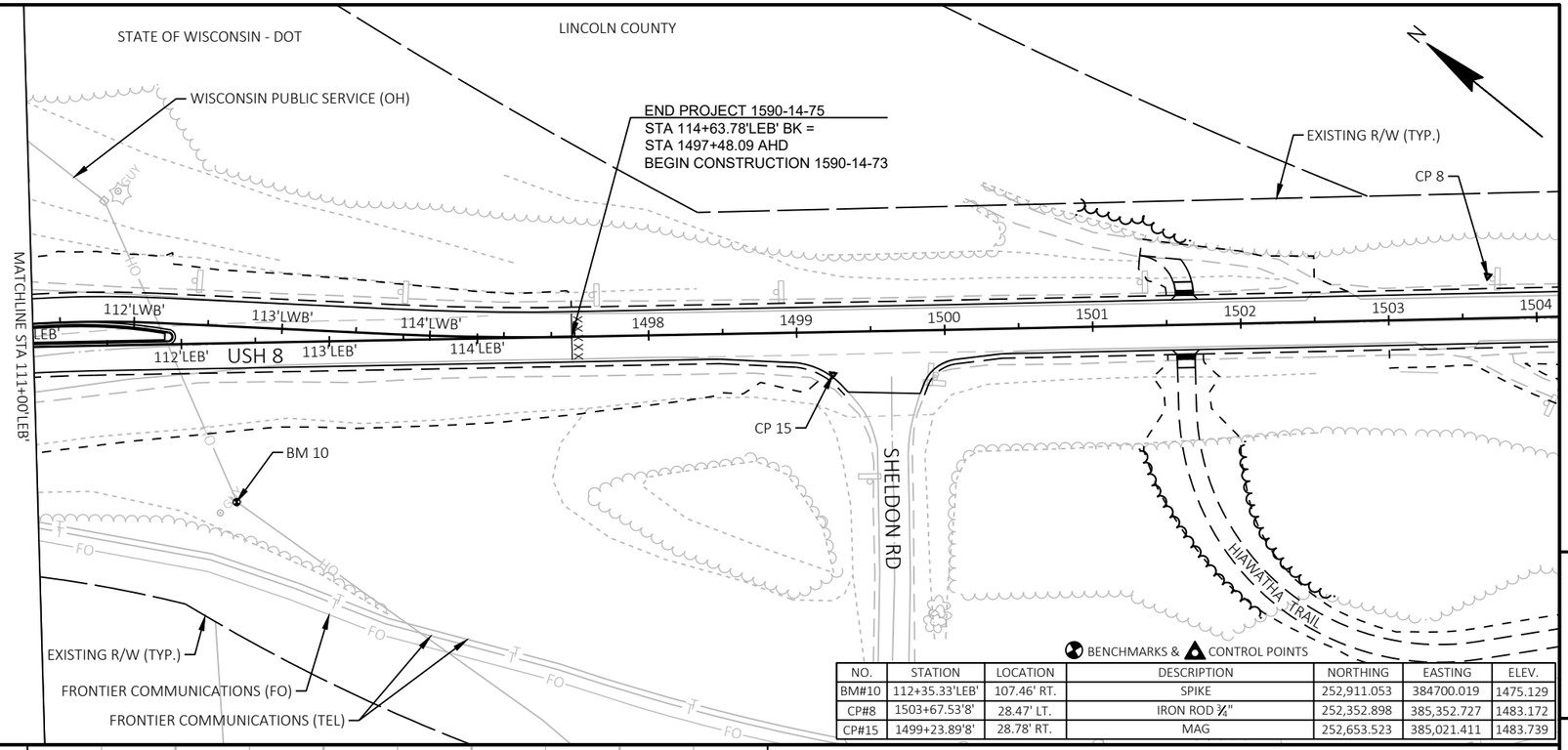



BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#9 | 109+52.64'LEB' | 18.27' LT. | MAG NAIL | 253,202.480 | 384,604.169 | 1483.26 |
| CP#13 | 1480+19.75'8' | 27.31' LT. | 24" IRON ROD ⅝" | 253,510.944 | 383,432.223 | 1484.31 |
| BM#11 | 12+08.13'LRAB' | 50.50' RT. | SPIKE | 253417.775 | 384539.092 | 1470.950 |

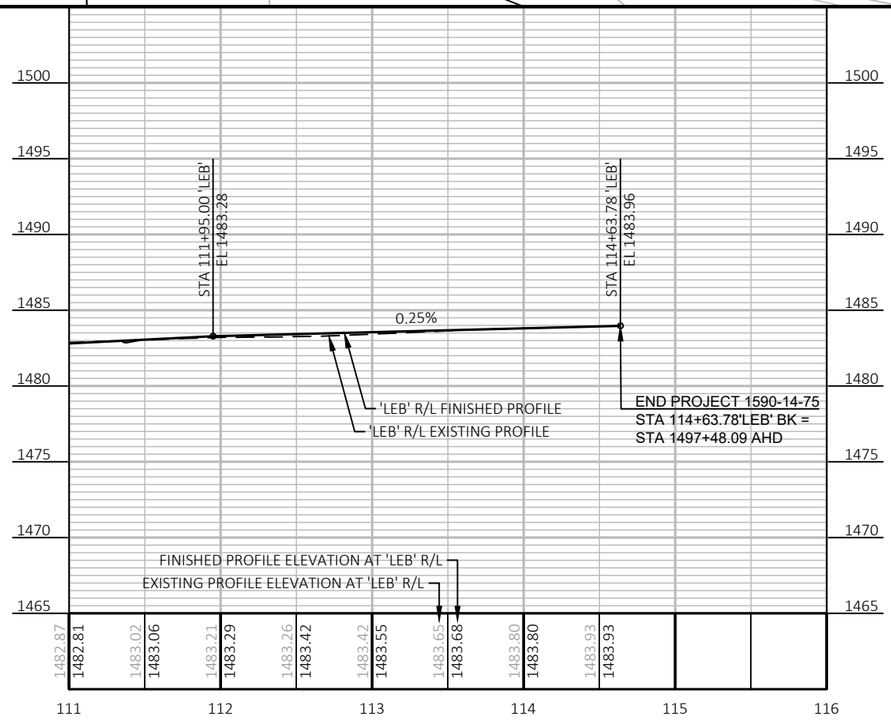



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: USH 8 EB AT CTH L 'LEB' | SHEET 192 | E |
|---|---|---|---|---|---|




BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#10 | 112+35.33'LEB' | 107.46' RT. | SPIKE | 252,911.053 | 384700.019 | 1475.129 |
| CP#8 | 1503+67.53'8' | 28.47' LT. | IRON ROD ¾" | 252,352.898 | 385,352.727 | 1483.172 |
| CP#15 | 1499+23.89'8' | 28.78' RT. | MAG | 252,653.523 | 385,021.411 | 1483.739 |




| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: USH 8 EB AT CTH L 'LEB' | SHEET 193 | E |
|---|---|---|---|---|---|

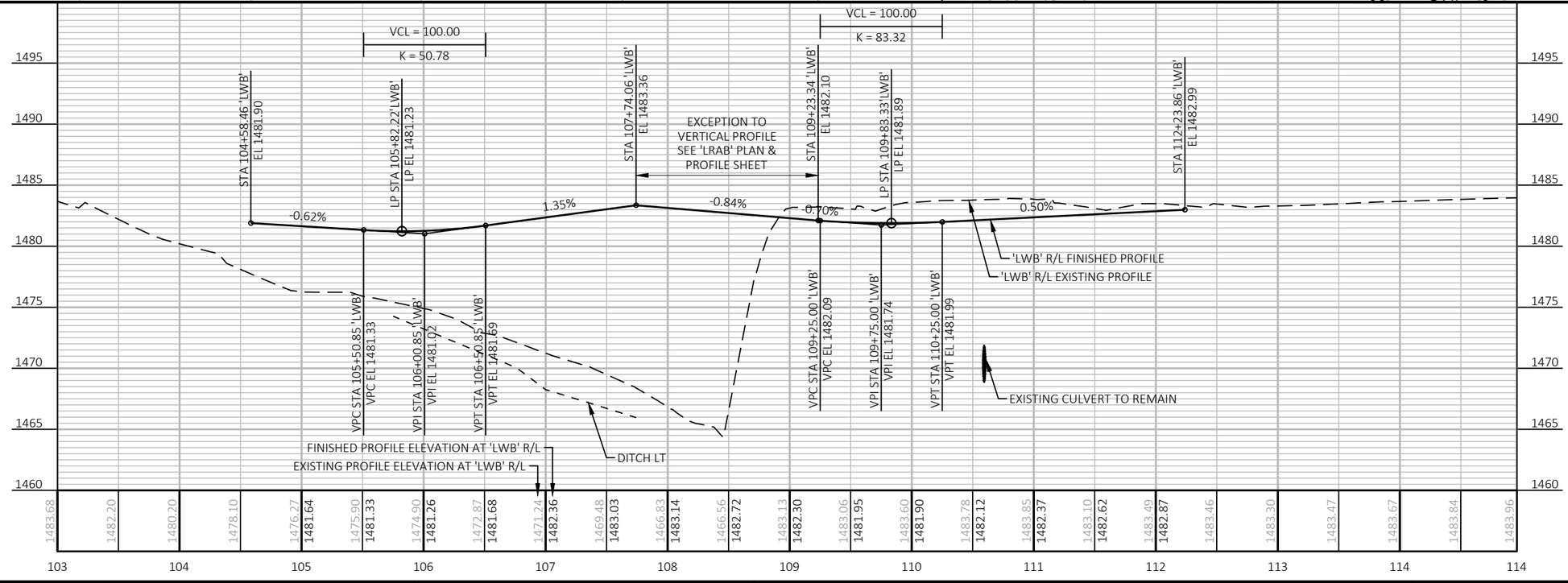
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050101-PP-8-L EB WB.DWG
LAYOUT NAME - 050102-pp

PLOT DATE : 5/1/2025 10:33 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISCONSIN PUBLIC SERVICE (OH)
WISCONSIN PUBLIC SERVICE (GAS)
SENSITIVE AREA
BM 11
CTH L
STATE OF WISCONSIN - DOT
LINCOLN COUNTY
EXISTING R/W (TYP.)
WISCONSIN PUBLIC SERVICE (ELECTRIC)
EXISTING CULVERT TO REMAIN
SLOPE INTERCEPT (TYP.)
CP 9
CAUTION
USH 8
STA. 99+97'LEB' BAD PE
STA. 101+36'LEB' BAD PE
STA. 103+14'LEB' BAD PE
SLOPE INTERCEPT (TYP.)
EXISTING R/W (TYP.)
WISCONSIN PUBLIC SERVICE (GAS)
FRONTIER COMMUNICATIONS (FO)
FRONTIER COMMUNICATIONS (TEL)
KATHRYN M PETERS REVOCABLE TRUST
TIMOTHY & DEBBIE GREBE
HENDERSON MARITAL TRUST
HENDERSON MARITAL TRUST
HUSSONG REVOCABLE TRUST
DREGER REVOCABLE TRUST

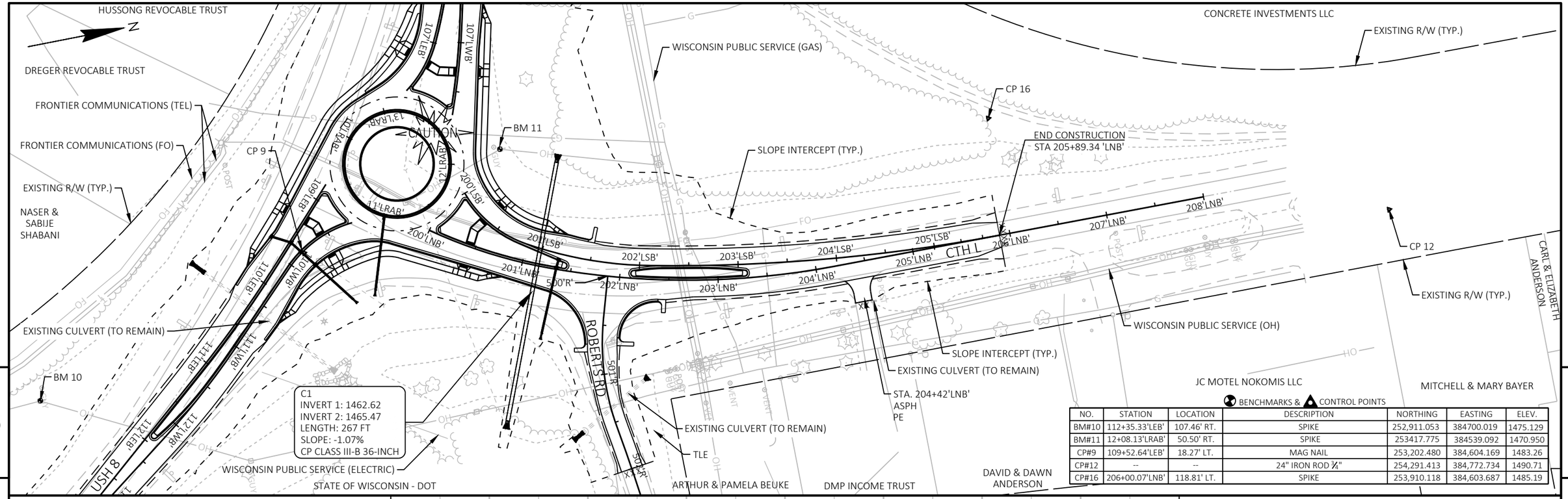
BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#9 | 109+52.64'LEB' | 18.27' LT. | MAG NAIL | 253,202.480 | 384,604.169 | 1483.26 |
| BM#11 | 12+08.13'LRAB' | 50.50' RT. | BM/SPK | 253,417.775 | 384,539.092 | 1470.950 |

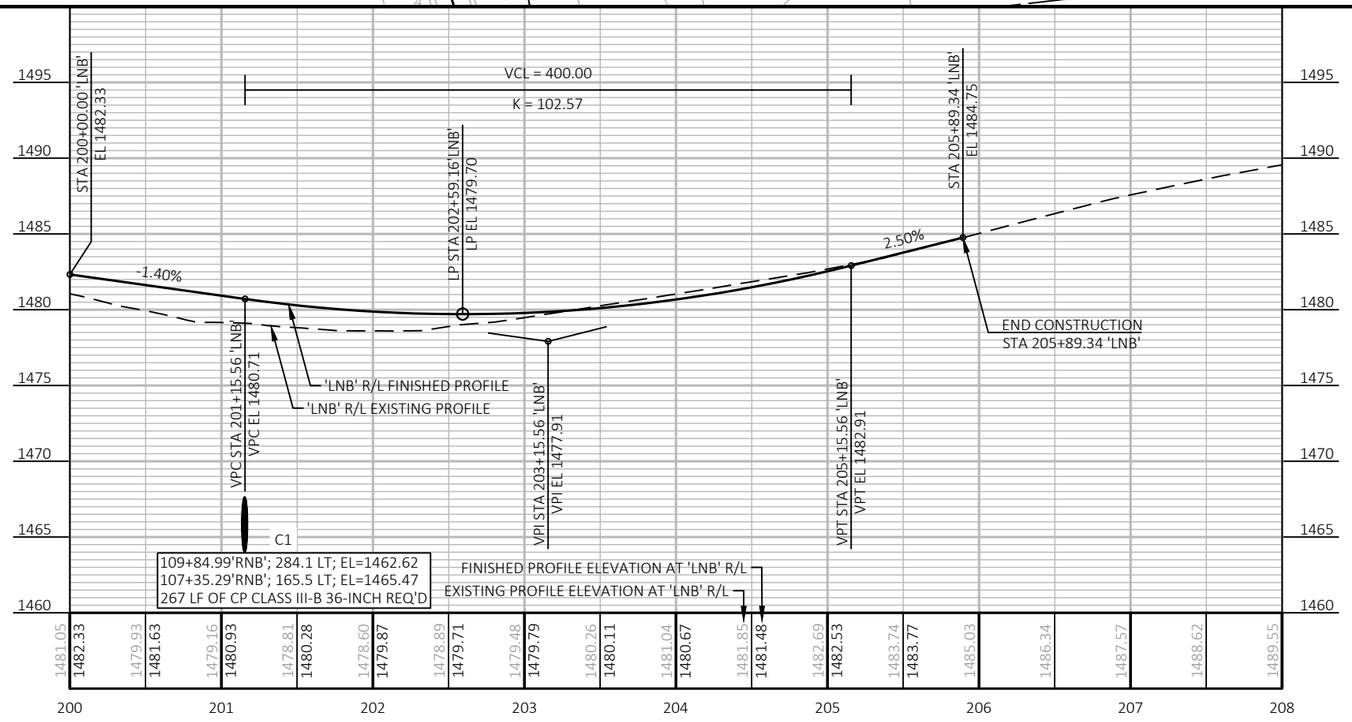



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: USH 8 WB AT CTH L 'LWB' | SHEET 194 | E |
|---|---|---|---|---|---|

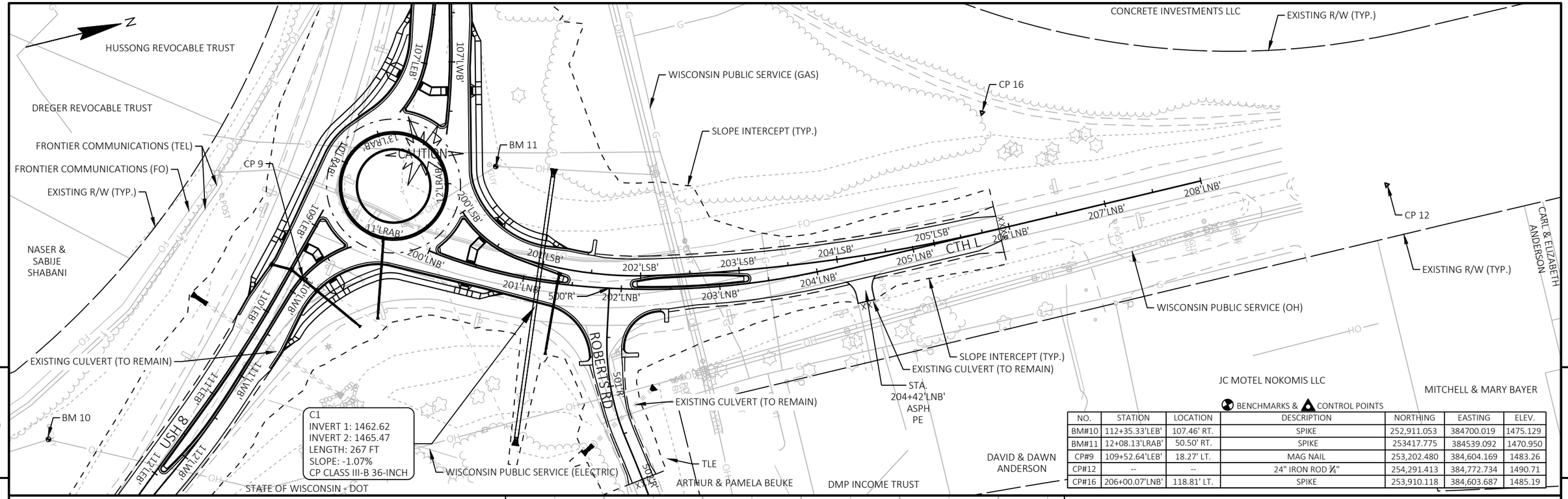
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050101-PP-8-L EB WB.DWG
LAYOUT NAME - 050103-pp
PLOT DATE : 5/1/2025 10:33 AM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT




| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#10 | 112+35.33'LEB' | 107.46' RT. | SPIKE | 252,911.053 | 384700.019 | 1475.129 |
| BM#11 | 12+08.13'LRAB' | 50.50' RT. | SPIKE | 253417.775 | 384539.092 | 1470.950 |
| CP#9 | 109+52.64'LEB' | 18.27' LT. | MAG NAIL | 253,202.480 | 384,604.169 | 1483.26 |
| CP#12 | -- | -- | 24" IRON ROD ¾" | 254,291.413 | 384,772.734 | 1490.71 |
| CP#16 | 206+00.07'LNB' | 118.81' LT. | SPIKE | 253,910.118 | 384,603.687 | 1485.19 |

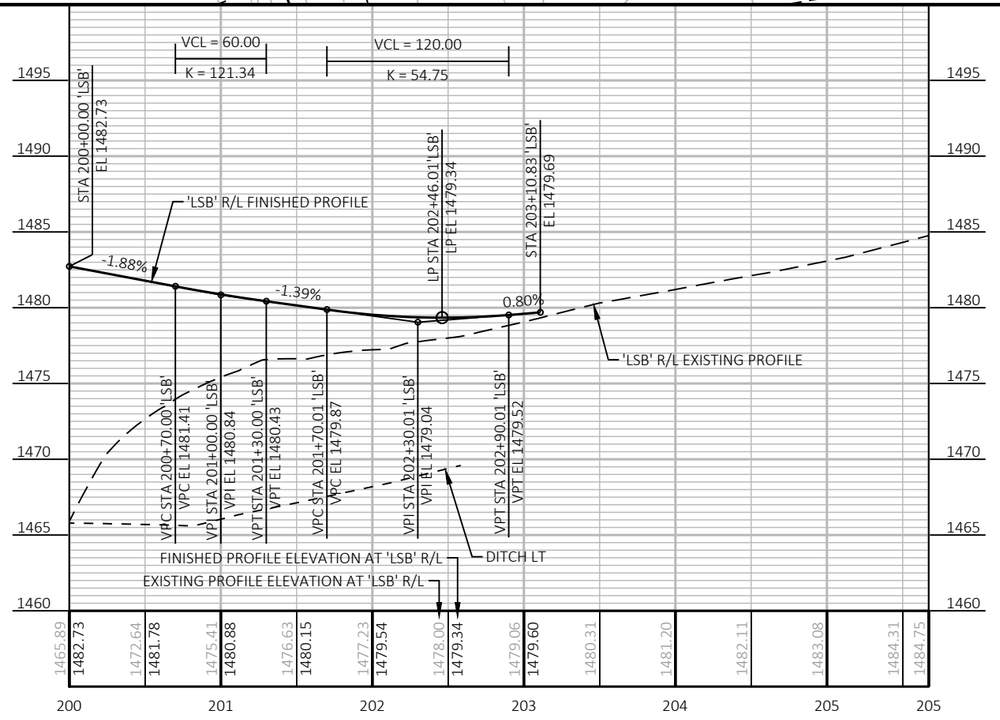



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH L NB 'LNB' | SHEET 195 | E |
|---|---|---|---|---|---|




BENCHMARKS & CONTROL POINTS

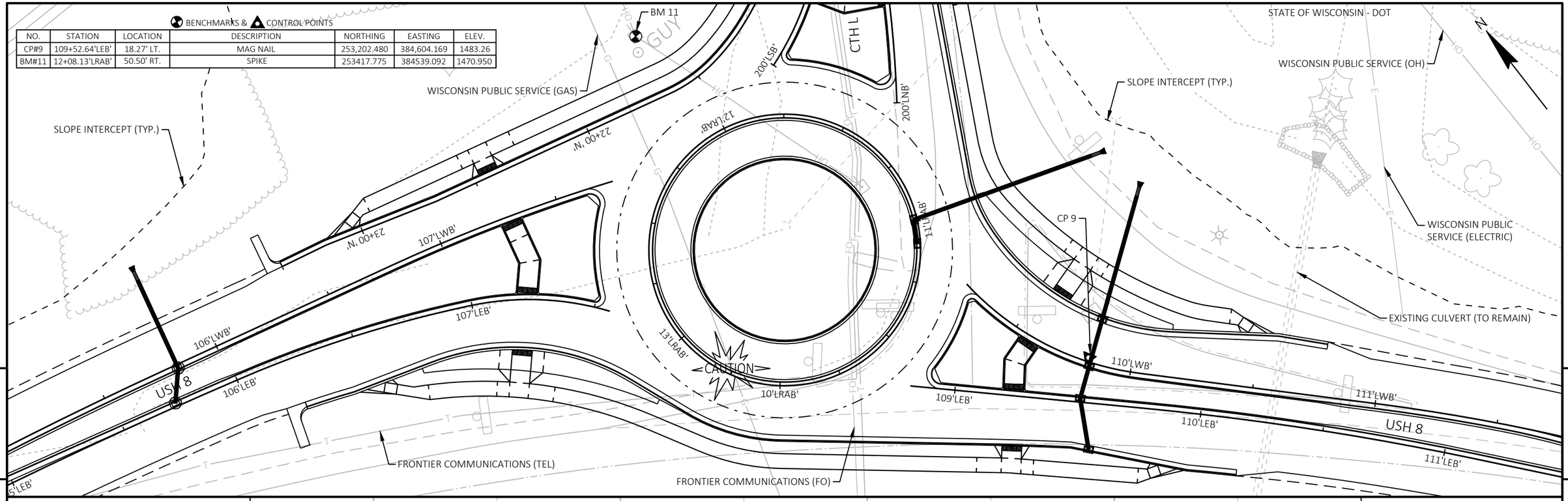
| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#10 | 112+35.33'LEB' | 107.46' RT. | SPIKE | 252,911.053 | 384700.019 | 1475.129 |
| BM#11 | 12+08.13'LRAB' | 50.50' RT. | SPIKE | 253417.775 | 384539.092 | 1470.950 |
| CP#9 | 109+52.64'LEB' | 18.27' LT. | MAG NAIL | 253,202.480 | 384,604.169 | 1483.26 |
| CP#12 | -- | -- | 24" IRON ROD ¾" | 254,291.413 | 384,772.734 | 1490.71 |
| CP#16 | 206+00.07'LNB' | 118.81' LT. | SPIKE | 253,910.118 | 384,603.687 | 1485.19 |

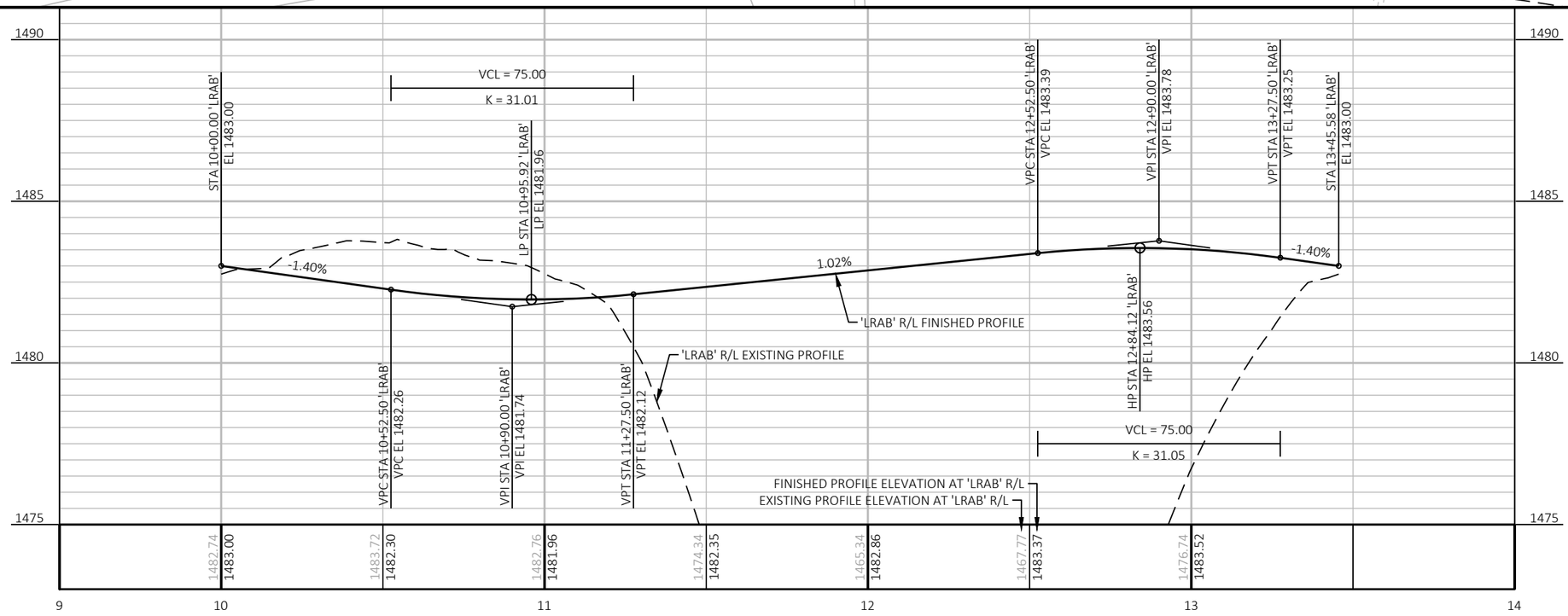



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH L SB 'LSB' | SHEET 196 | E |
|---|---|---|---|---|---|

BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#9 | 109+52.64'LEB' | 18.27' LT. | MAG NAIL | 253,202.480 | 384,604.169 | 1483.26 |
| BM#11 | 12+08.13'LRAB' | 50.50' RT. | SPIKE | 253417.775 | 384539.092 | 1470.950 |



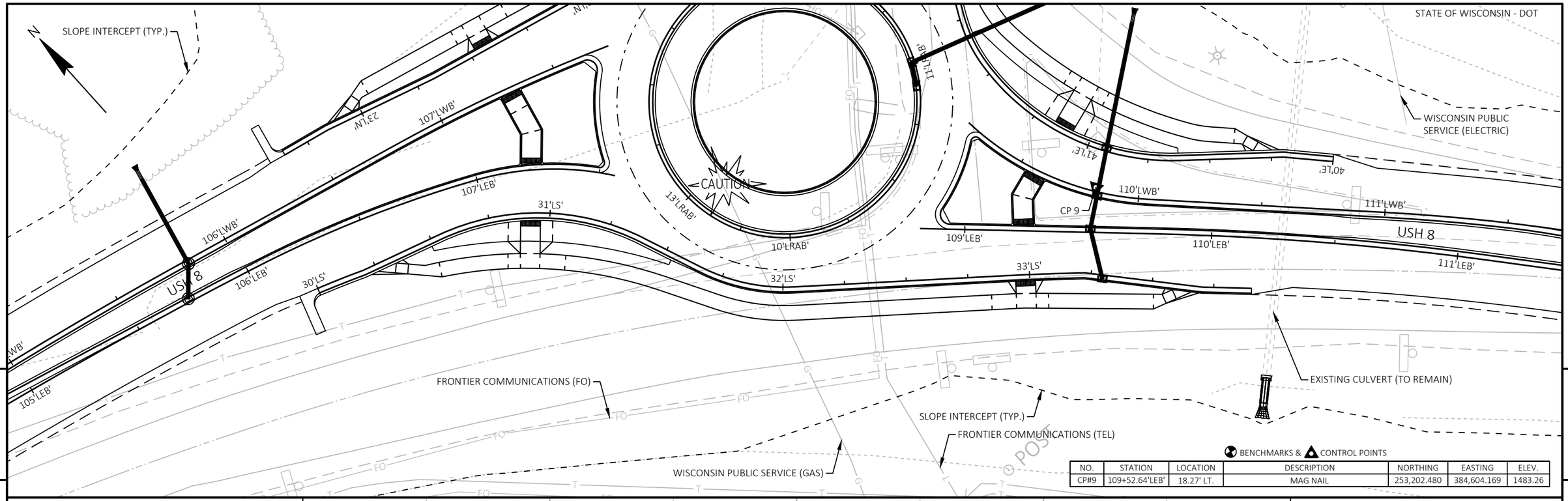




| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH L RAB 'LRAB' | SHEET 197 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050105-PP-L RAB.DWG
LAYOUT NAME - 050106-pp

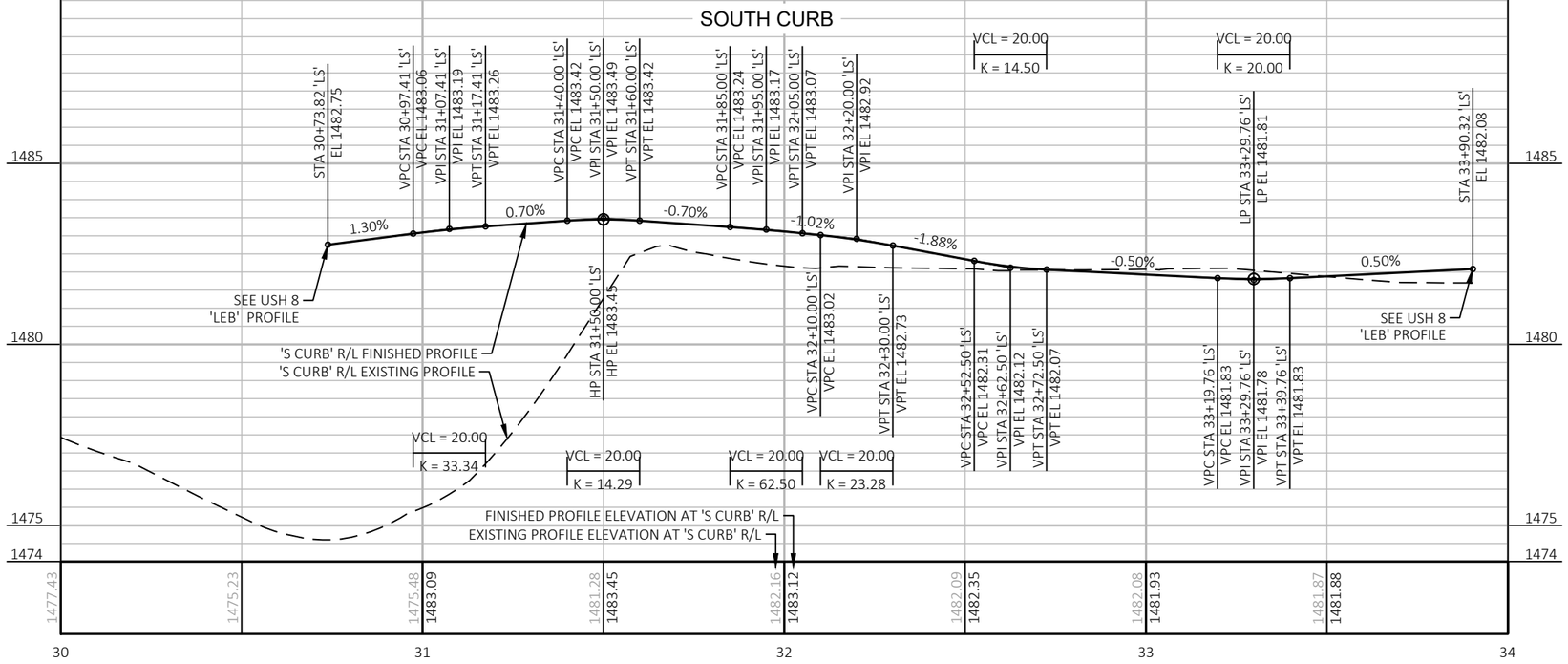
PLOT DATE : 5/1/2025 10:33 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44




BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#9 | 109+52.64'LEB' | 18.27' LT. | MAG NAIL | 253,202.480 | 384,604.169 | 1483.26 |

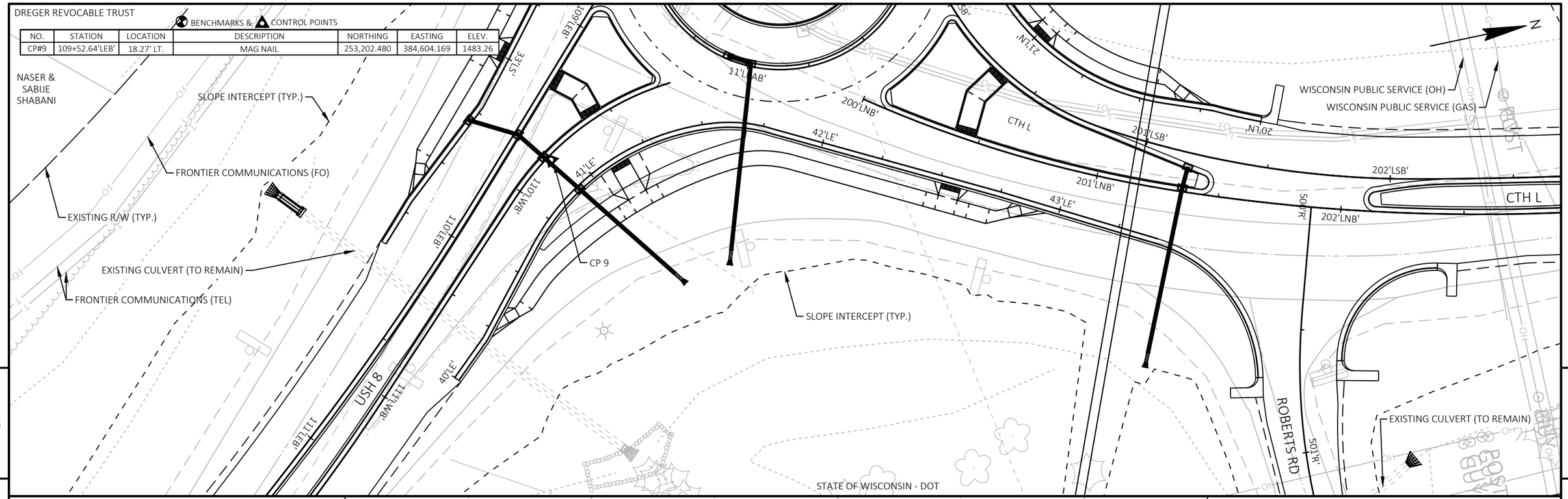


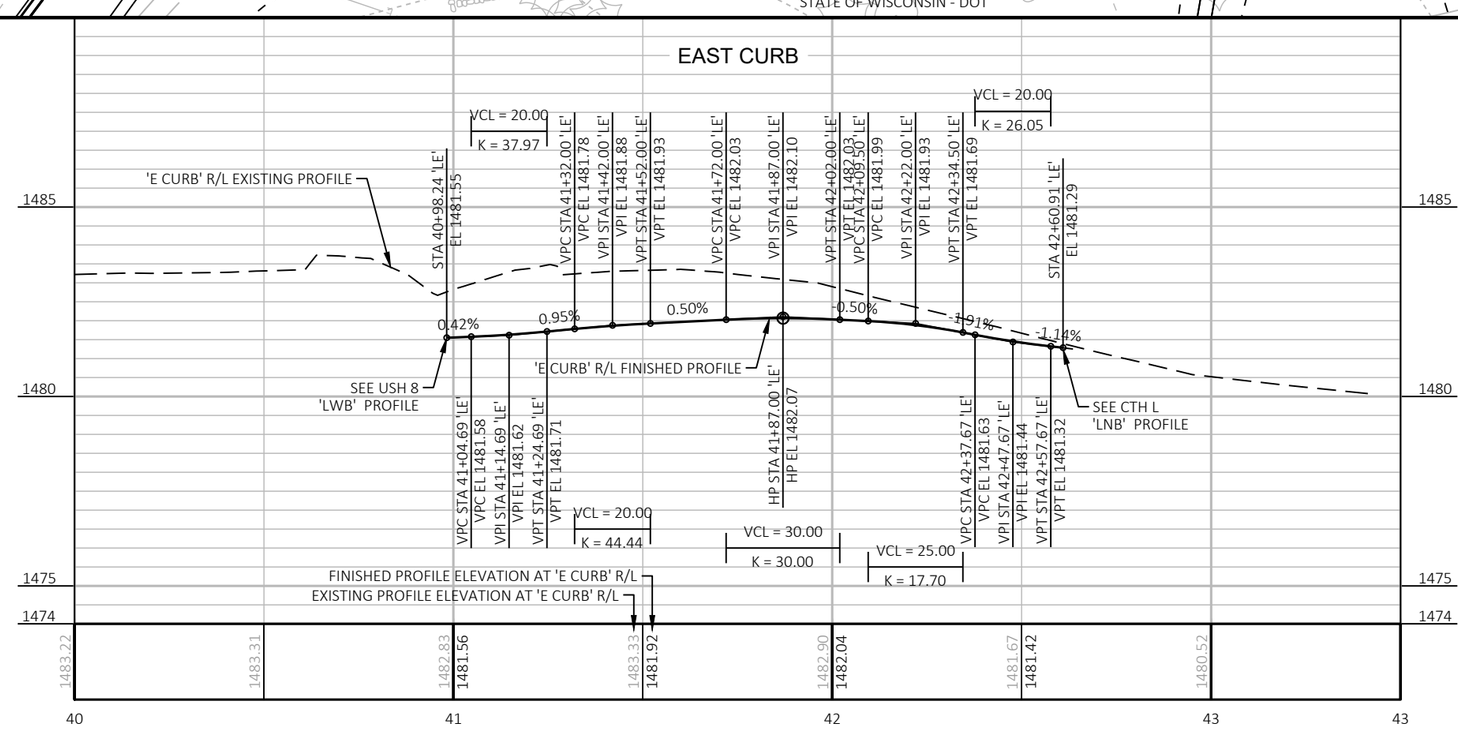

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH L SOUTH CURB 'LS' | SHEET 198 | E |
|---|---|---|---|---|---|

DREGER REVOCABLE TRUST

BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#9 | 109+52.64'LEB' | 18.27' LT. | MAG NAIL | 253,202.480 | 384,604.169 | 1483.26 |



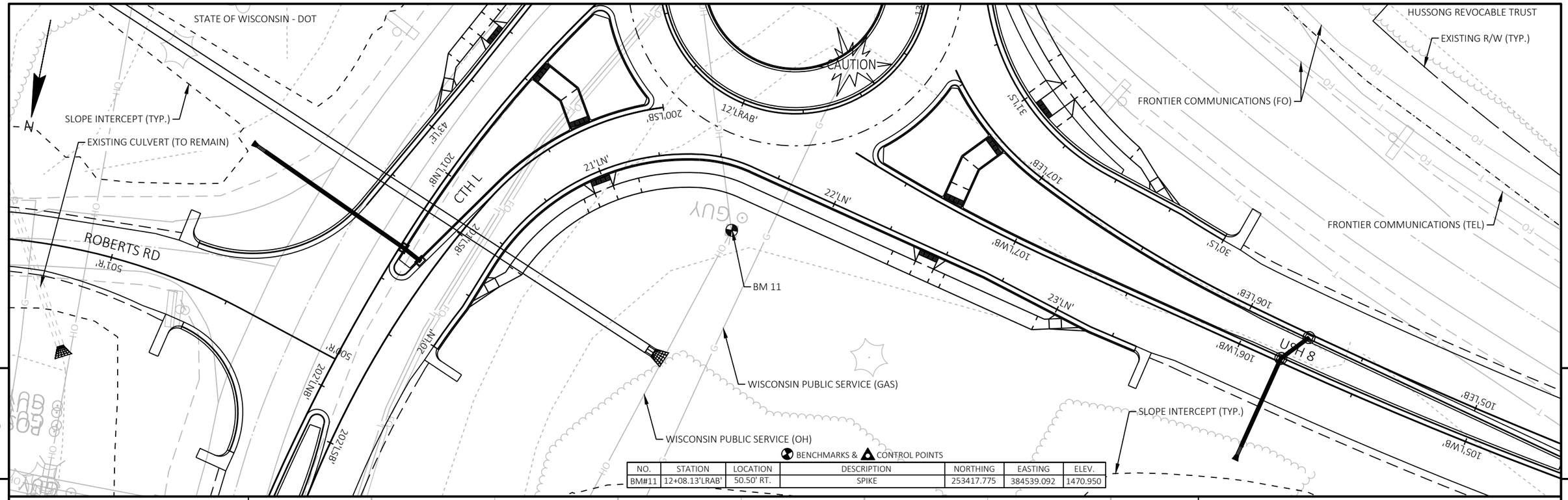




| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH L EAST CURB 'LE' | SHEET 199 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050109-PP-L N & E CURB.DWG
LAYOUT NAME - 050108-pp

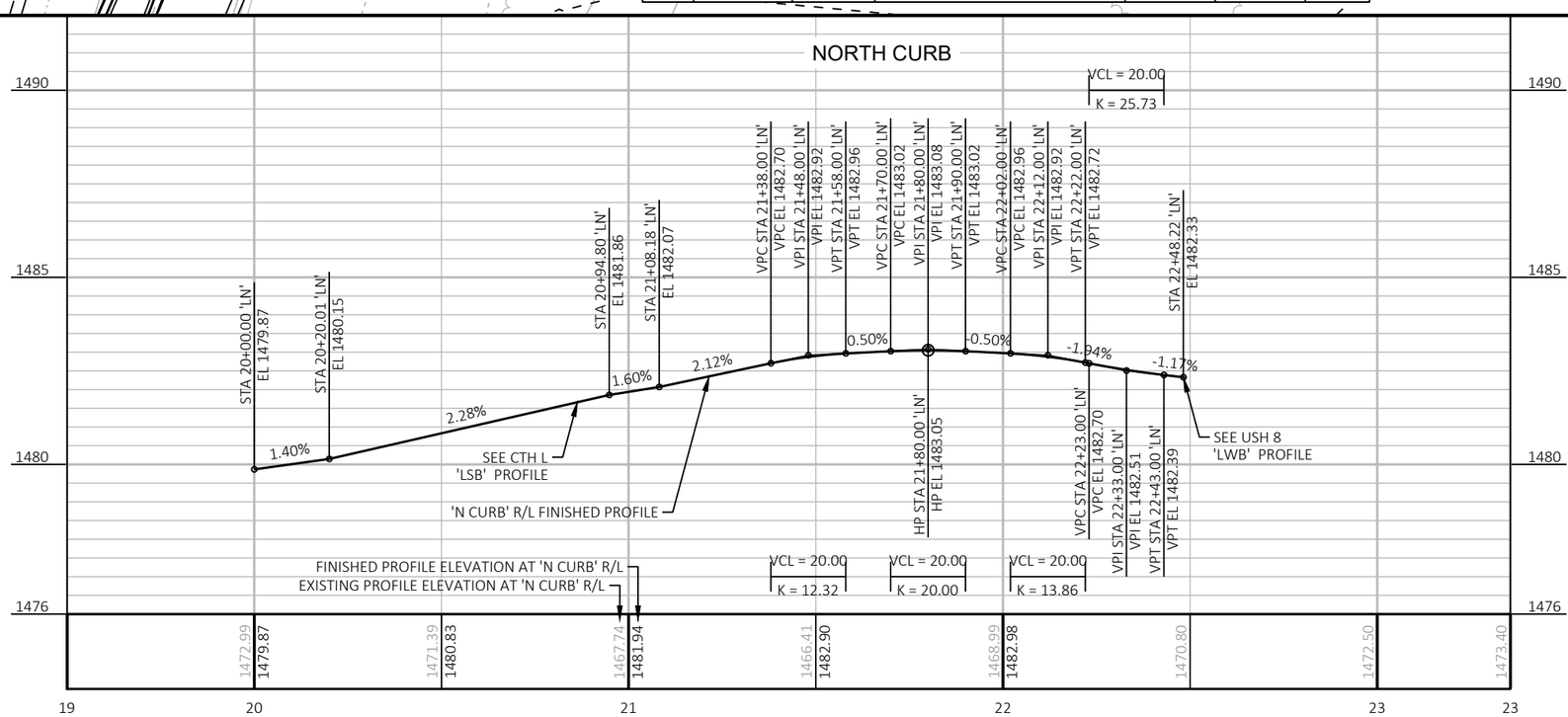
PLOT DATE : 5/1/2025 10:34 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

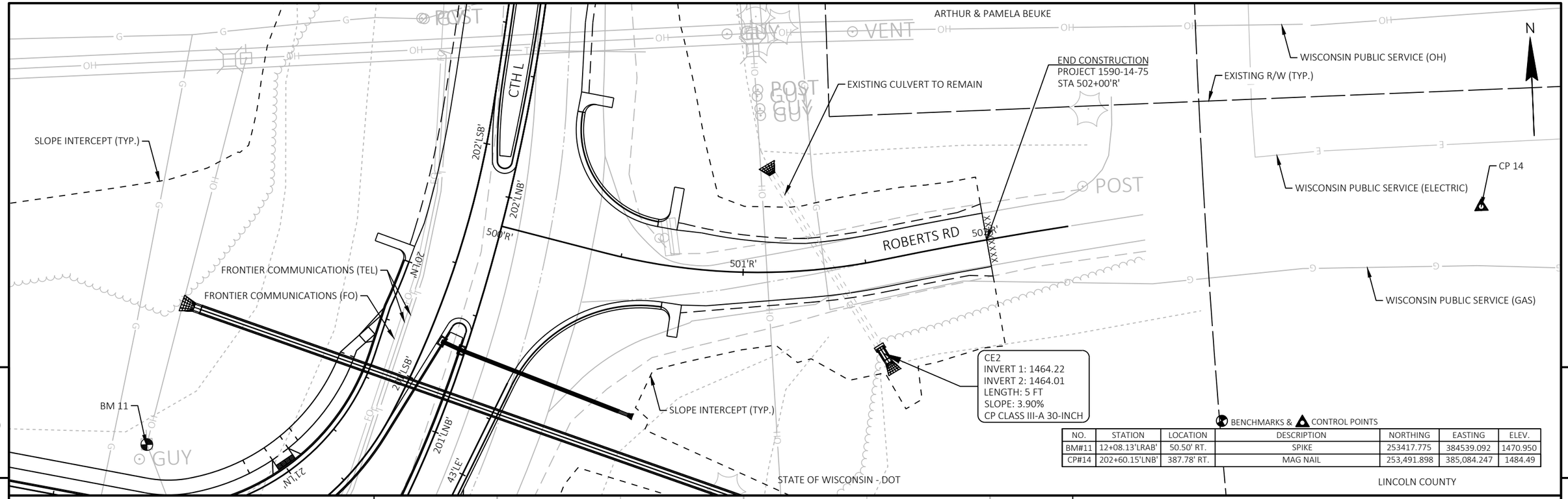



BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#11 | 12+08.13'LRAB' | 50.50' RT. | SPIKE | 253417.775 | 384539.092 | 1470.950 |

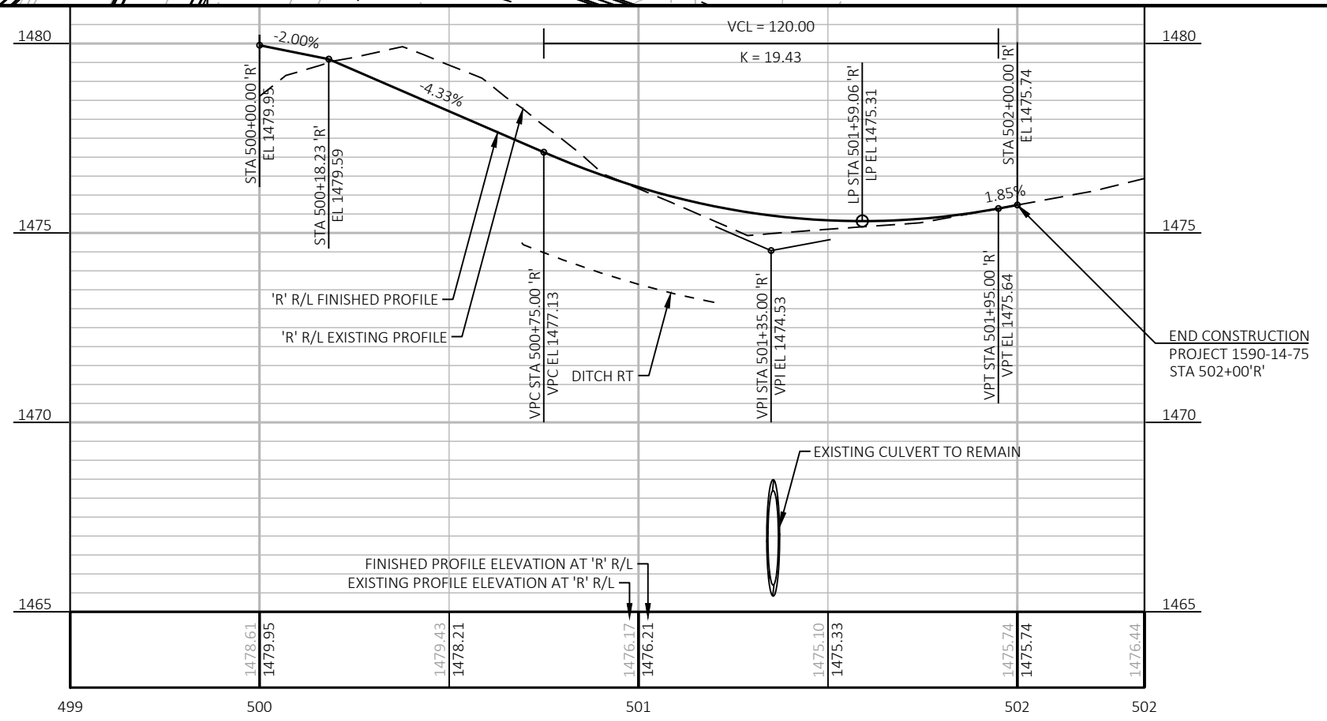



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH L NORTH CURB 'LN' | SHEET 200 | E |
|---|---|---|---|---|---|

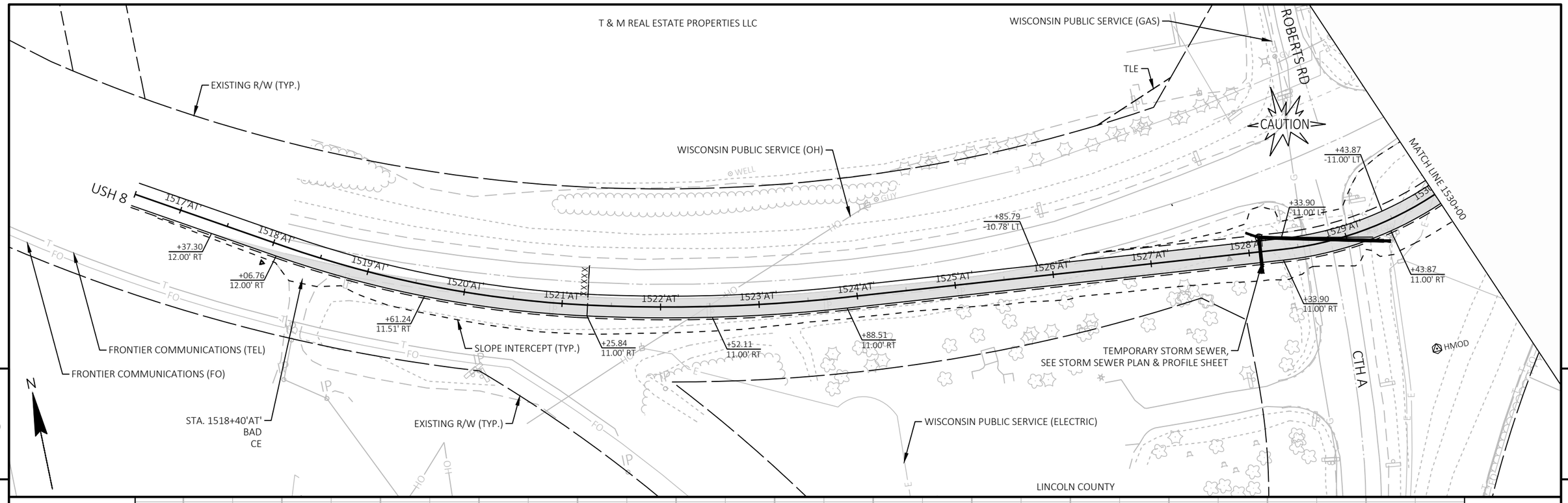


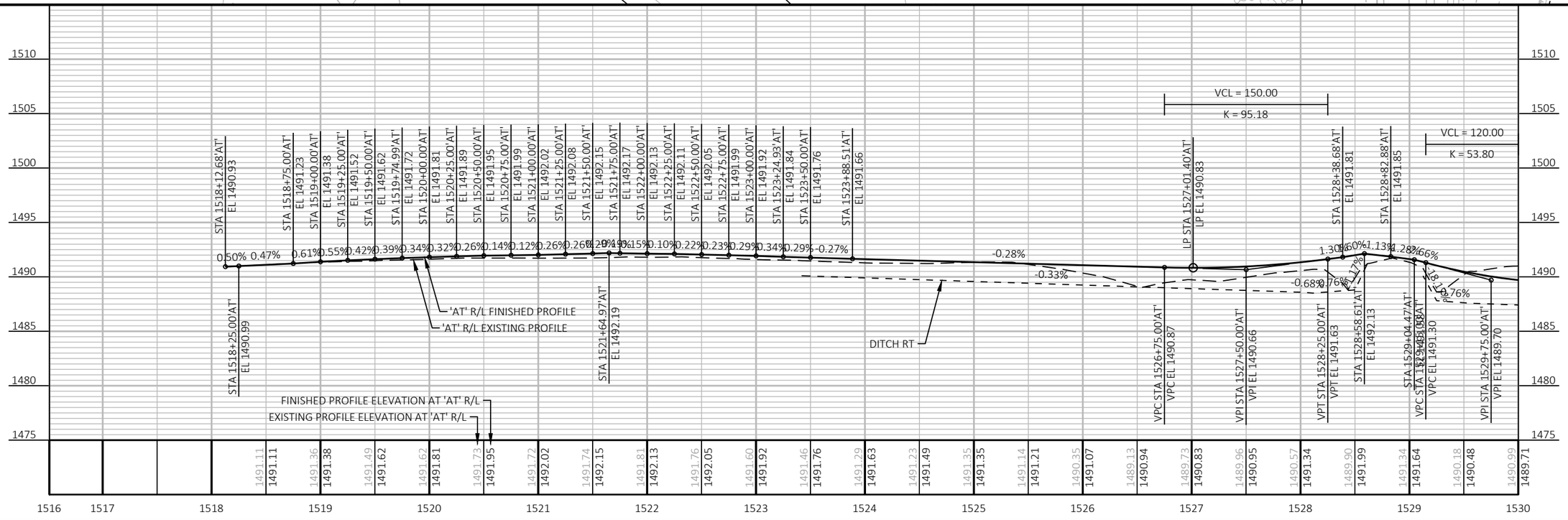

BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#11 | 12+08.13'LRAB' | 50.50' RT. | SPIKE | 253417.775 | 384539.092 | 1470.950 |
| CP#14 | 202+60.15'LNB' | 387.78' RT. | MAG NAIL | 253,491.898 | 385,084.247 | 1484.49 |




| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: ROBERTS RD AT CTH L 'R' | SHEET 201 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: USH 8 - CTH A STAGE 1 TEMPORARY WIDENING | SHEET 202 | E |
|---|---|---|---|---|---|


FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050125-PP-STAGE 1 TEMP.DWG
LAYOUT NAME - 050125-pp
PLOT DATE : 5/1/2025 12:00 PM
PLOT BY : SHAWN DOLENS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

JAMES & JACQUELINE WENDORF

LONN MONTE LAMER AND SHIRLEY
MAE LAMER JOINT REVOCABLE TRUST

EXISTING R/W (TYP.)

WISCONSIN PUBLIC SERVICE (GAS)

MATCH LINE 1530+00

+53.84
-11.00' LT

+83.64
-17.00' LT

+14.20
-11.00' LT

+83.64
-11.00' LT

+50.01
-11.00' LT

'AT' 1531'AT' 1532'AT' 1533'AT' 1534'AT' 1535'AT' 1536'AT' 1537'AT' 1538'AT' 1539'AT' 1540'AT'

USH 8

+53.84
11.00' RT

+14.20
11.00' RT

+00.59
11.00' RT

+86.99
11.00' RT

+24.87
11.00' RT

+73.14
11.26' RT

+21.48
11.54' RT

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

FRONTIER COMMUNICATIONS (FO)

FRONTIER COMMUNICATIONS (TEL)

FOLEY REAL ESTATE
HOLDINGS 2 LLC

RICK & CHRISTINA BEHR

5

5

VCL = 120.00
K = 53.80

VCL = 120.00
K = 360.73

-0.43%

-0.54%

-0.21% -0.16% 0.20% 0.02% 0.00% 0.10% 0.15% 0.24% 0.32% 0.37% 0.39%

VPT STA 1530+35.00'AT'
VPT EL 1489.44

VPC STA 1536+25.00'AT'
VPC EL 1486.89

VPI STA 1536+85.00'AT'
VPI EL 1486.57

VPT STA 1537+45.00'AT'
VPT EL 1486.44

STA 1536+14.20'AT'
EL 1486.95

STA 1537+50.00'AT'
EL 1486.43

STA 1537+86.99'AT'
EL 1486.49

STA 1538+24.38'AT'
EL 1486.57

STA 1538+31.19'AT'
EL 1486.57

STA 1538+50.00'AT'
EL 1486.57

STA 1538+75.00'AT'
EL 1486.59

STA 1539+00.00'AT'
EL 1486.56

STA 1539+25.00'AT'
EL 1486.50

STA 1539+50.00'AT'
EL 1486.42

STA 1539+63.71'AT'
EL 1486.37

STA 1540+03.97'AT'
EL 1486.21

'AT' R/L FINISHED PROFILE

'AT' R/L EXISTING PROFILE

DITCH RT

FINISHED PROFILE ELEVATION AT 'AT' R/L

EXISTING PROFILE ELEVATION AT 'AT' R/L

1505 1500 1495 1490 1485 1480 1475 1470

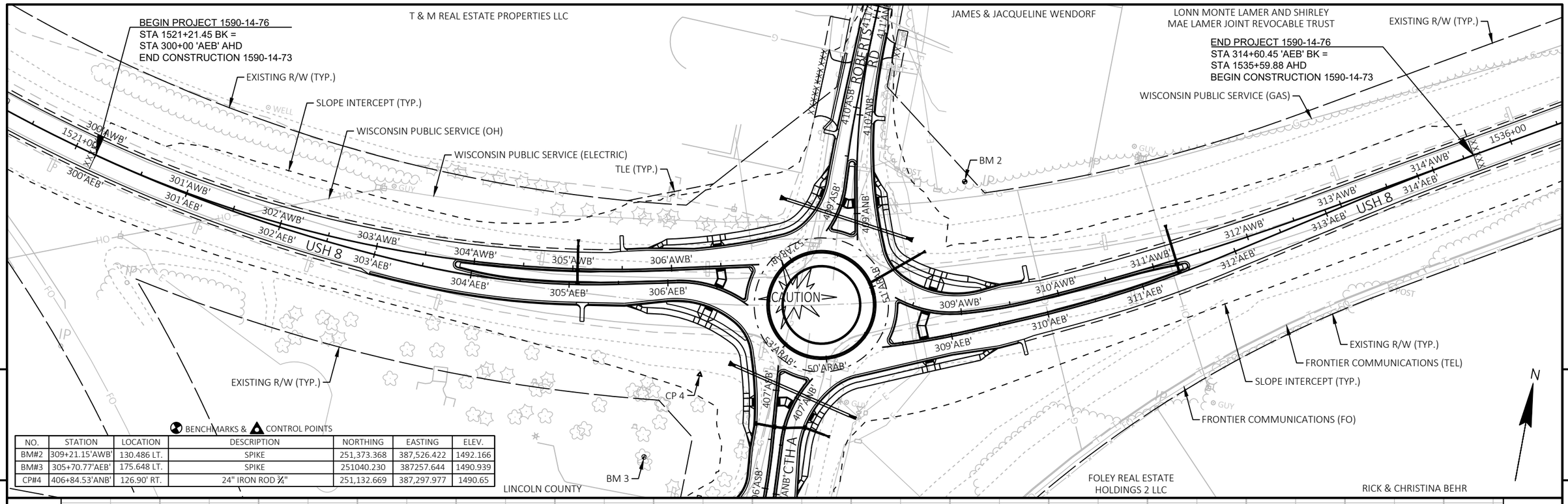
1490.99 1489.71 1491.09 1489.38 1490.19 1489.16 1489.00 1488.95 1487.63 1488.73 1487.19 1488.52 1486.67 1488.30 1486.40 1488.09 1486.16 1487.87 1485.83 1487.66 1485.49 1487.44 1485.26 1487.23 1484.94 1487.01 1484.49 1486.77 1484.72 1486.57 1485.60 1486.43 1486.30 1486.52 1486.57 1486.57 1486.56 1486.56 1486.42 1486.42 1486.23 1488.21

1530 1531 1532 1533 1534 1535 1536 1537 1538 1539 1540

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: USH 8 - CTH A STAGE 1 TEMPORARY WIDENING | SHEET 203 | E |
|---|---|---|---|---|---|

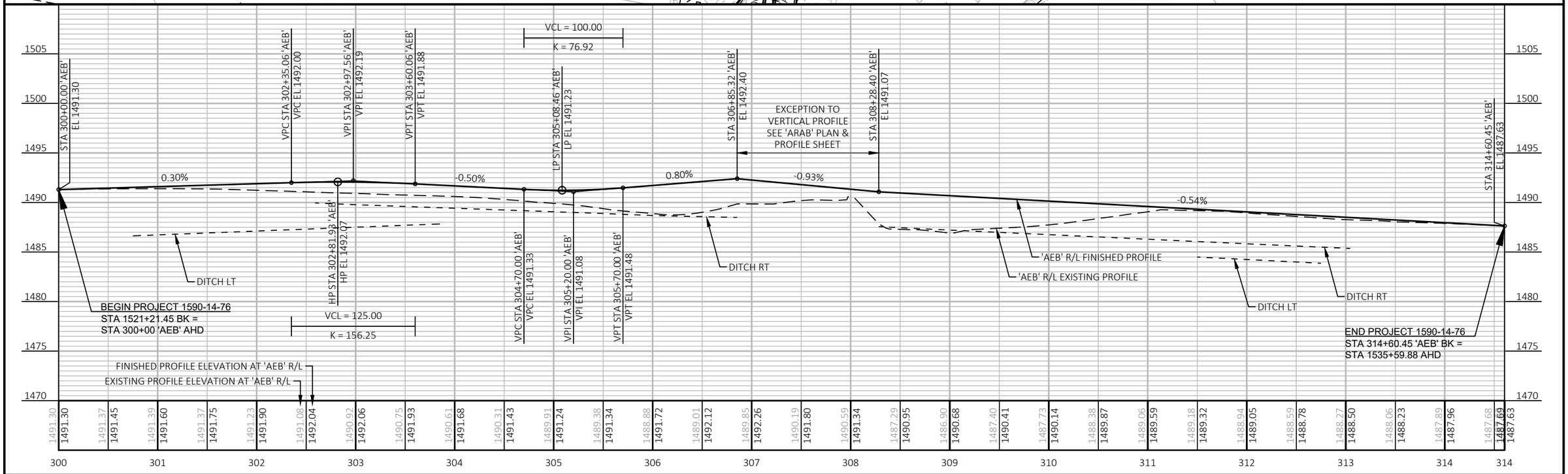
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050125-PP-STAGE 1 TEMP.DWG
LAYOUT NAME - 050126-pp

PLOT DATE : 5/1/2025 12:00 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT




BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#2 | 309+21.15'AWB' | 130.486 LT. | SPIKE | 251,373.368 | 387,526.422 | 1492.166 |
| BM#3 | 305+70.77'AEB' | 175.648 LT. | SPIKE | 251040.230 | 387257.644 | 1490.939 |
| CP#4 | 406+84.53'ANB' | 126.90' RT. | 24" IRON ROD ¾" | 251,132.669 | 387,297.977 | 1490.65 |




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: USH 8 EB AT CTH A 'AEB' | SHEET 204 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050113-PP-8-A EB WB.DWG
LAYOUT NAME - 050111-pp

PLOT DATE : 5/1/2025 12:00 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

T & M REAL ESTATE PROPERTIES LLC

JAMES & JACQUELINE WENDORF

LONN MONTE LAMER AND SHIRLEY
MAE LAMER JOINT REVOCABLE TRUST

EXISTING R/W (TYP.)

SLOPE INTERCEPT (TYP.)

WISCONSIN PUBLIC SERVICE (OH)

WISCONSIN PUBLIC SERVICE (ELECTRIC)

WISCONSIN PUBLIC SERVICE (GAS)

TLE

ASPH DRIVEWAY

ROBERTS RD

USH 8

CTH A

BM 2

BM 3

CP 4

CAUTION

EXISTING R/W (TYP.)

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

SLOPE INTERCEPT (TYP.)

LINCOLN COUNTY

FOLEY REAL ESTATE
HOLDINGS 2 LLC

RICK & CHRISTINA BEHR

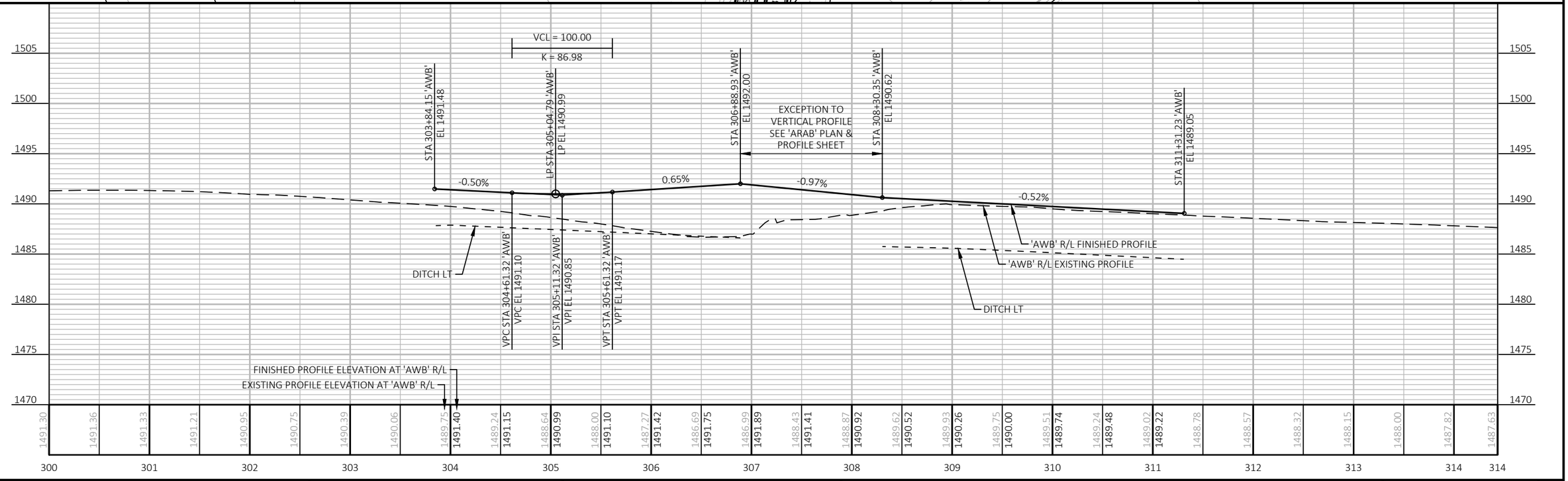
N

5

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BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#2 | 309+21.15'AWB' | 130.486 LT. | SPIKE | 251,373.368 | 387,526.422 | 1492.166 |
| BM#3 | 305+70.77'AEB' | 175.648 LT. | SPIKE | 251040.230 | 387257.644 | 1490.939 |
| CP#4 | 406+84.53'ANB' | 126.90' RT. | 24" IRON ROD ¾" | 251,132.669 | 387,297.977 | 1490.65 |




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: USH 8 WB AT CTH A 'AWB' | SHEET 205 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050113-PP-8-A EB WB.DWG
LAYOUT NAME - 050112-pp

PLOT DATE : 5/1/2025 12:01 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

LINCOLN COUNTY

T & M REAL ESTATE PROPERTIES LLC

BEGIN CONSTRUCTION
PROJECT 1590-14-76
STA 402+00'ANB'

EXISTING R/W (TYP.)

SLOPE INTERCEPT (TYP.)

C4
INVERT 1: 1487.68
INVERT 2: 1488.36
LENGTH: 126 FT
SLOPE: 0.53%
CPRC CLASS IV 24-INCH

BM 3

CP 4

WAYSIDE

USH 8

TLE

WISCONSIN PUBLIC SERVICE (GAS)

END CONSTRUCTION
PROJECT 1590-14-76
STA 411+11.83'ANB'

STA. 410+20'ASB'
ASPH
PE

EXISTING R/W (TYP.)

ROBERTS RD

CP 6

DEHART DR

CTH A

STA. 402+75'ANB'
BAD
PE

EXISTING R/W (TYP.)

FRONTIER COMMUNICATIONS (FO)

FOLEY'S TREE SERVICE LLC

CAUTION

STA. 410+70'ASB'
ASPH
PE

WISCONSIN PUBLIC SERVICE (ELECTRIC)

SLOPE INTERCEPT (TYP.)

C5
INVERT 1: 1485.84
INVERT 2: 1486.48
LENGTH: 128 FT
SLOPE: 0.50%
CPRC CLASS IV 24-INCH

BM 2

JAMES & JACQUELINE WENDORF

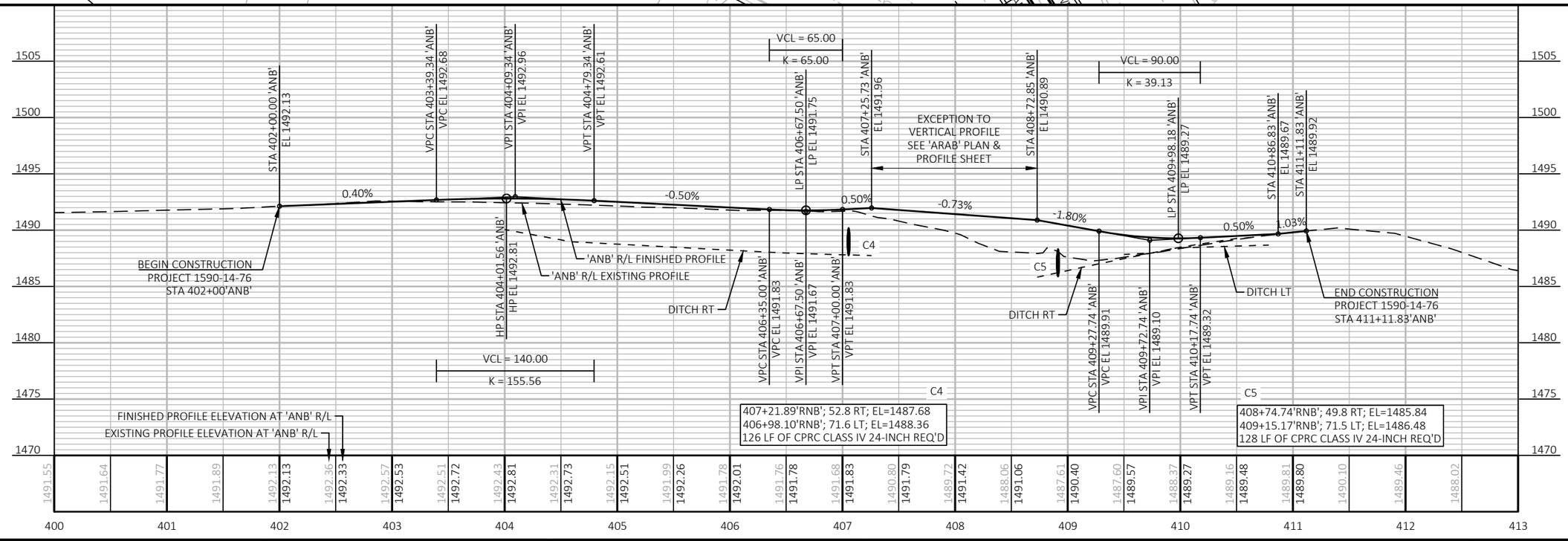
JAMES & JACQUELINE WENDORF

FRONTIER COMMUNICATIONS (TEL)

THEODORE FOLEY

BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#2 | 309+21.15'AWB' | 130.486 LT. | SPIKE | 251,373.368 | 387,526.422 | 1492.166 |
| BM#3 | 305+70.77'AEB' | 175.648 LT. | SPIKE | 251040.230 | 387257.644 | 1490.939 |
| CP#4 | 406+84.53'ANB' | 126.90' RT. | 24" IRON ROD ¾" | 251,132.669 | 387,297.977 | 1490.65 |
| CP#6 | -- | -- | MAG | 251801.598 | 387409.972 | 1485.542 |

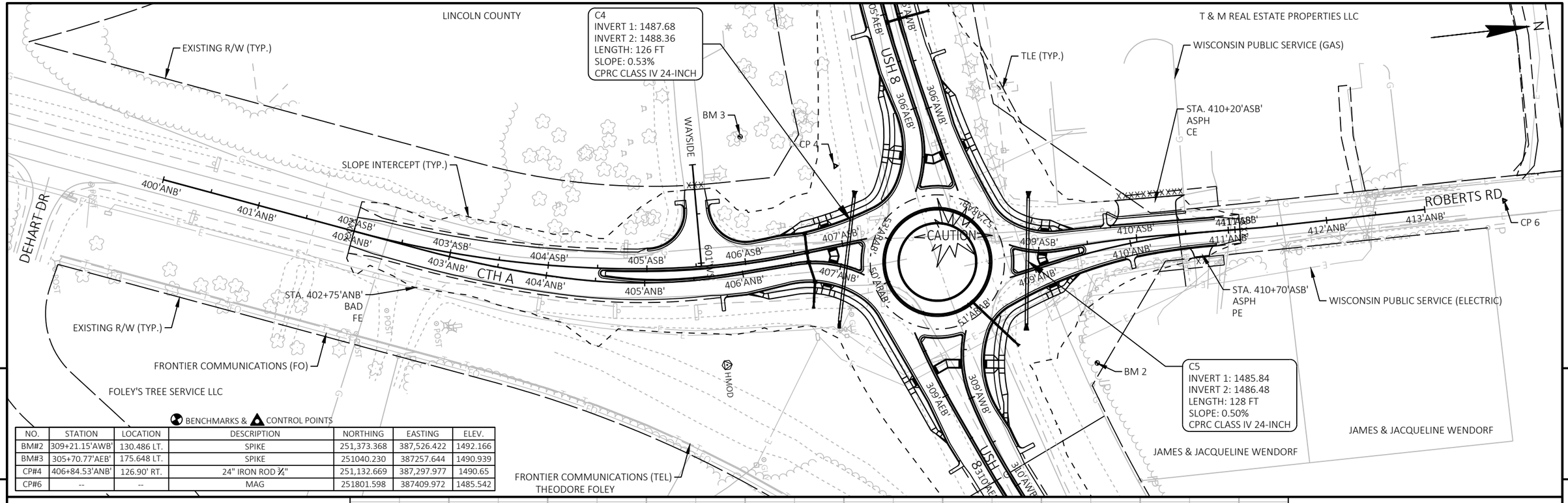



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH A NB 'ANB' | SHEET 206 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050115-PP-A NB SB.DWG
LAYOUT NAME - 050113-pp

PLOT DATE : 5/1/2025 12:01 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

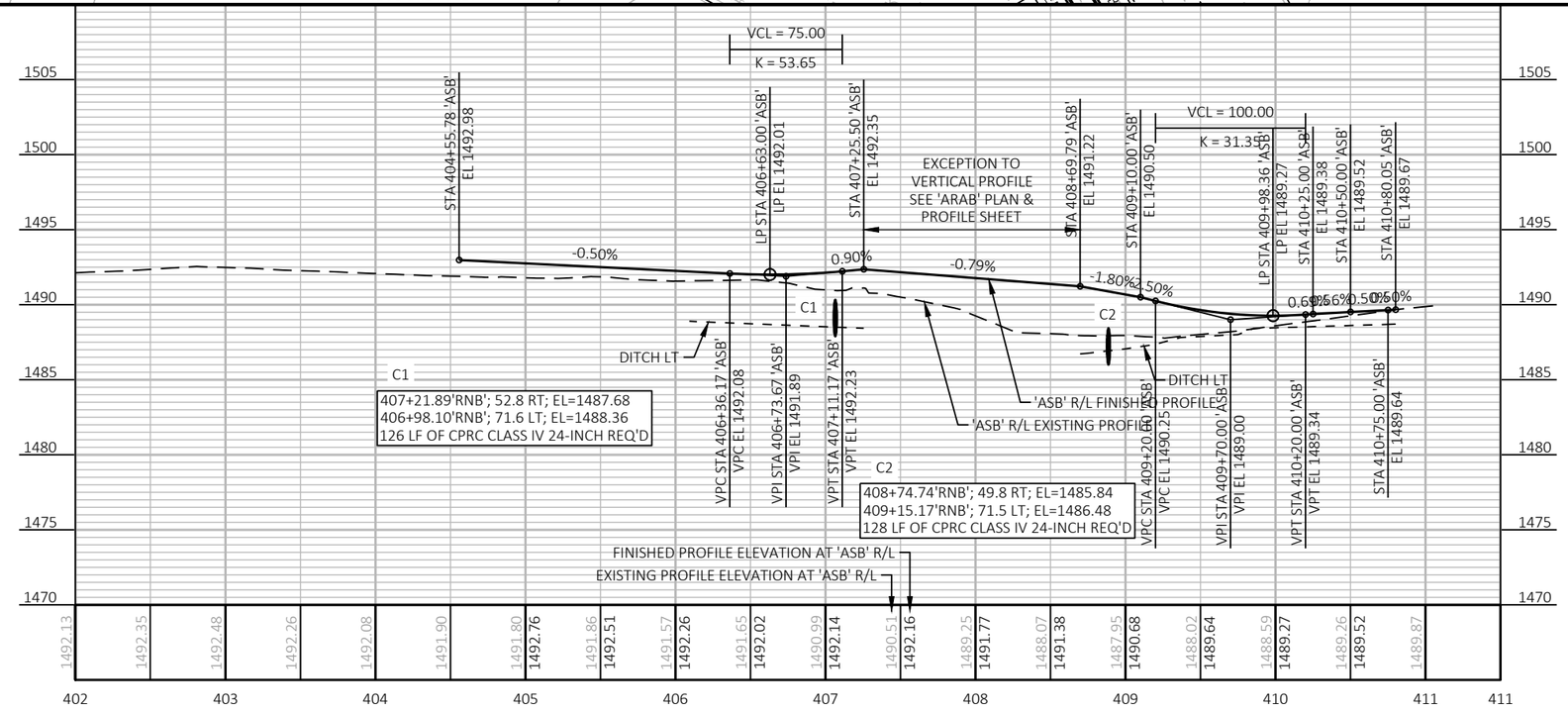



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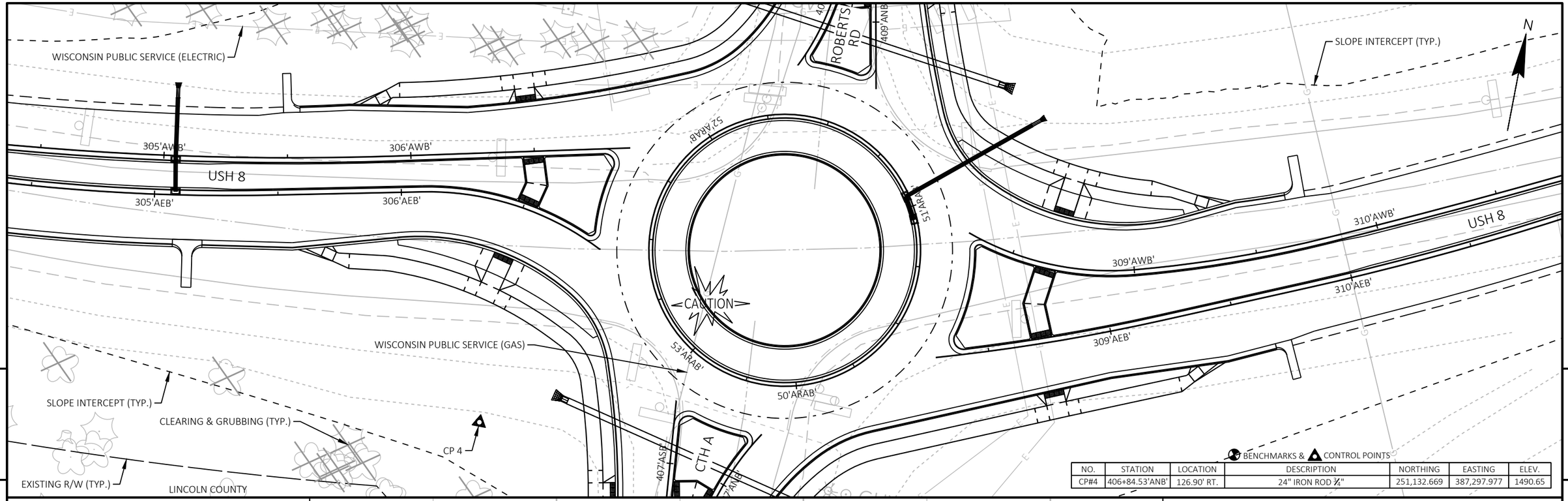
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BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#2 | 309+21.15'AWB' | 130.486 LT. | SPIKE | 251,373.368 | 387,526.422 | 1492.166 |
| BM#3 | 305+70.77'AEB' | 175.648 LT. | SPIKE | 251040.230 | 387257.644 | 1490.939 |
| CP#4 | 406+84.53'ANB' | 126.90' RT. | 24" IRON ROD ¾" | 251,132.669 | 387,297.977 | 1490.65 |
| CP#6 | -- | -- | MAG | 251801.598 | 387409.972 | 1485.542 |

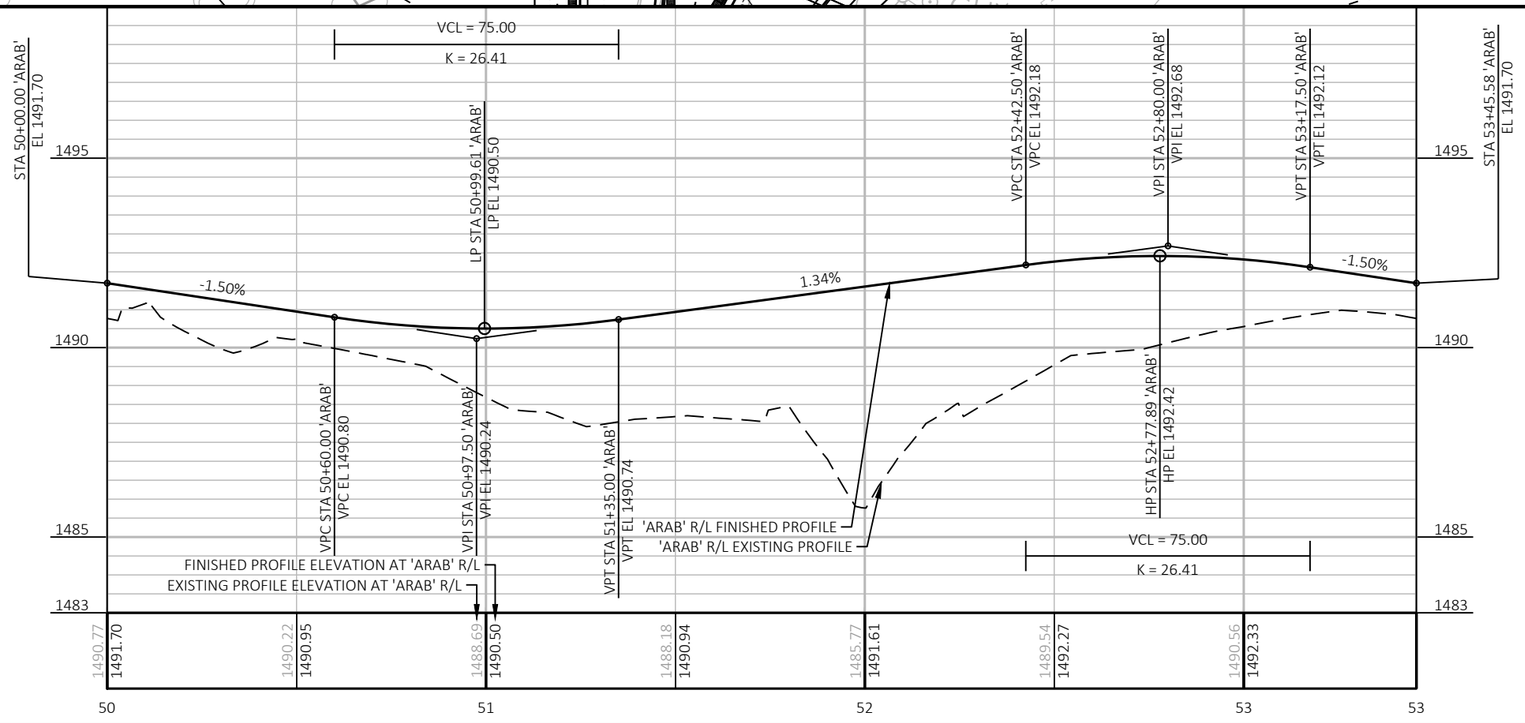



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH A SB 'ASB' | SHEET 207 | E |
|---|---|---|---|---|---|

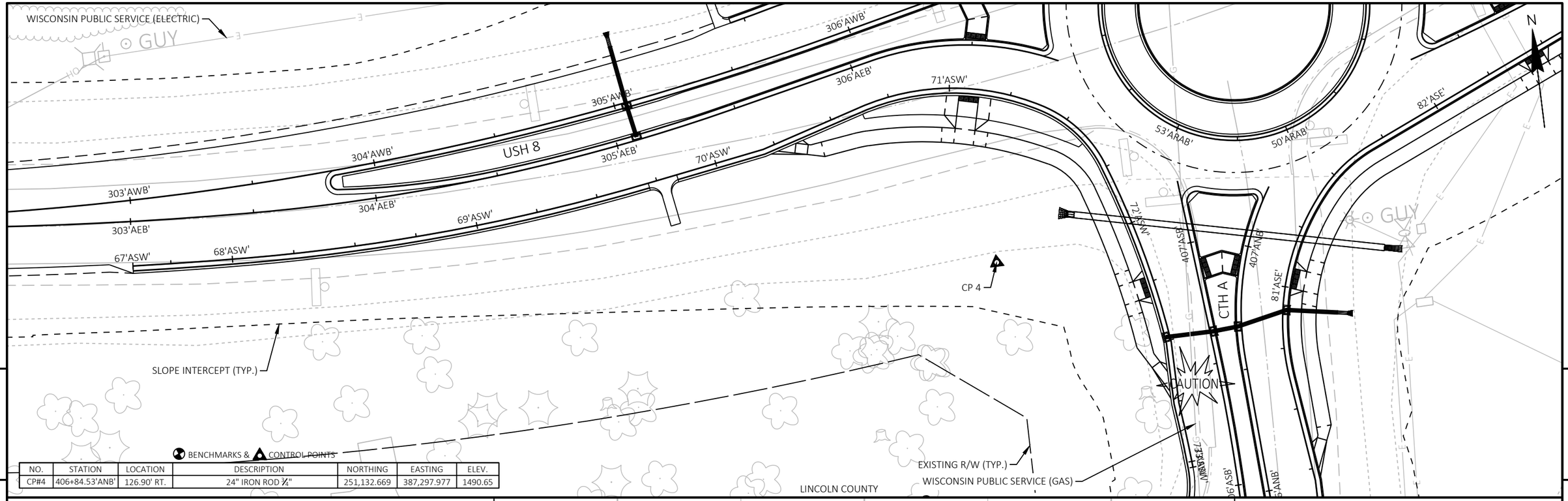



BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#4 | 406+84.53'ANB' | 126.90' RT. | 24" IRON ROD ¾" | 251,132.669 | 387,297.977 | 1490.65 |

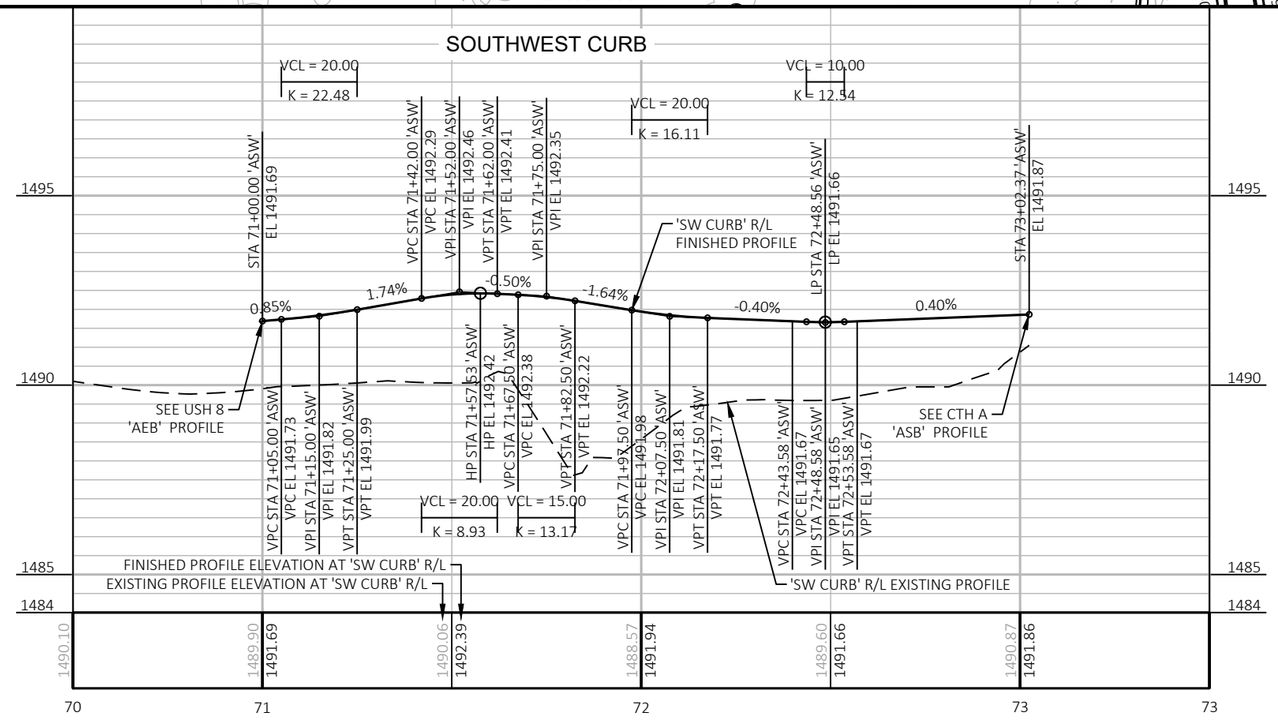



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH A RAB 'ARAB' | SHEET 208 | E |
|---|---|---|---|---|---|




BENCHMARKS & ~~CONTROL POINTS~~

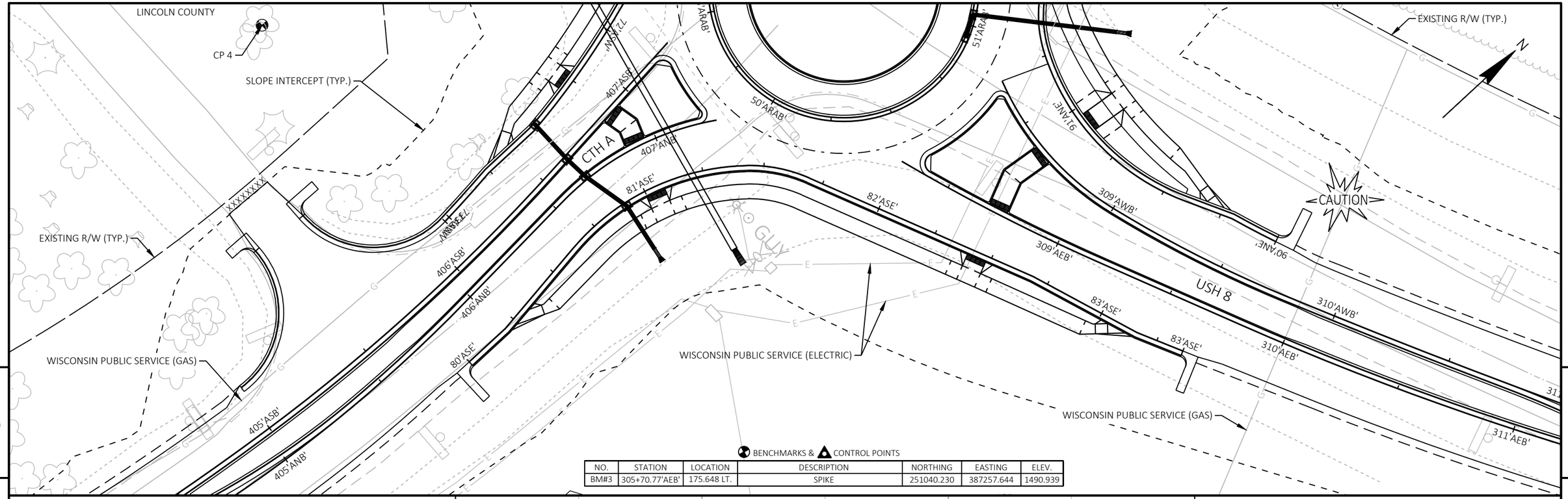
| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#4 | 406+84.53'ANB' | 126.90' RT. | 24" IRON ROD ¾" | 251,132.669 | 387,297.977 | 1490.65 |




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH A SW CURB 'ASW' | SHEET 209 | E |
|---|---|---|---|---|---|

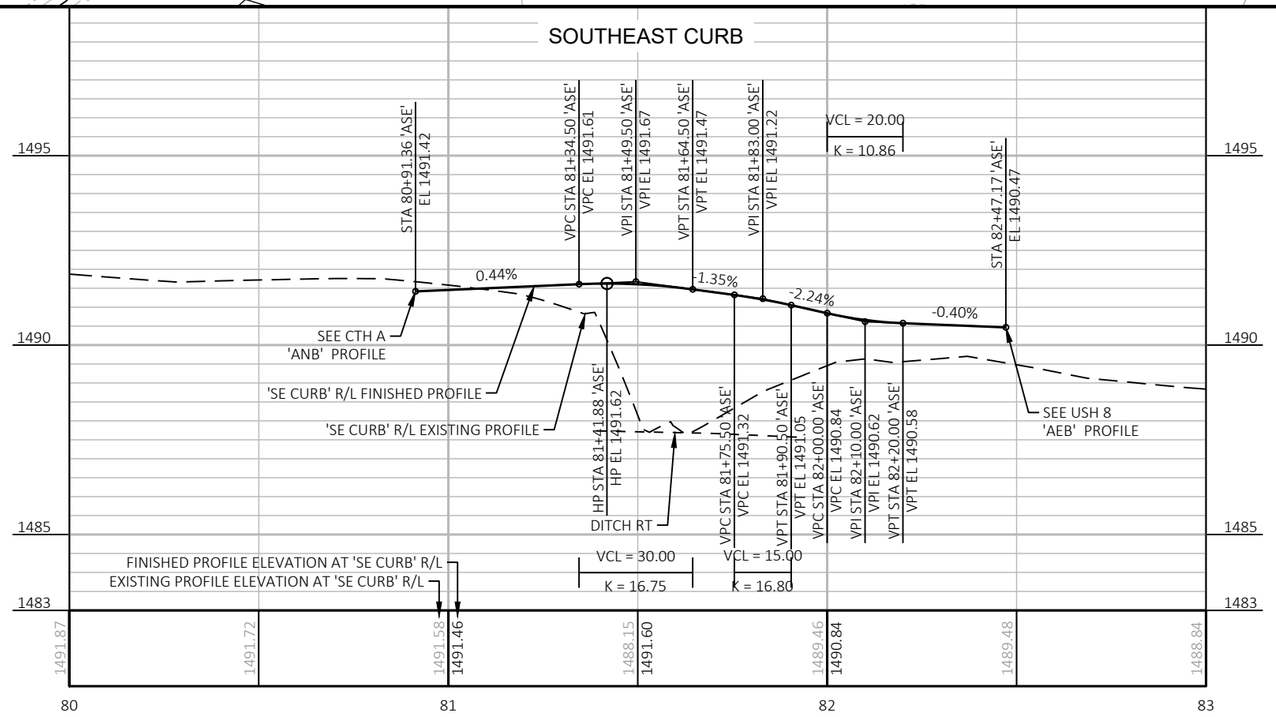
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050119-PP-A SW & SE CURBS.DWG
LAYOUT NAME - 050116-pp

PLOT DATE : 5/1/2025 12:01 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT




BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#3 | 305+70.77'AEB' | 175.648 LT. | SPIKE | 251040.230 | 387257.644 | 1490.939 |



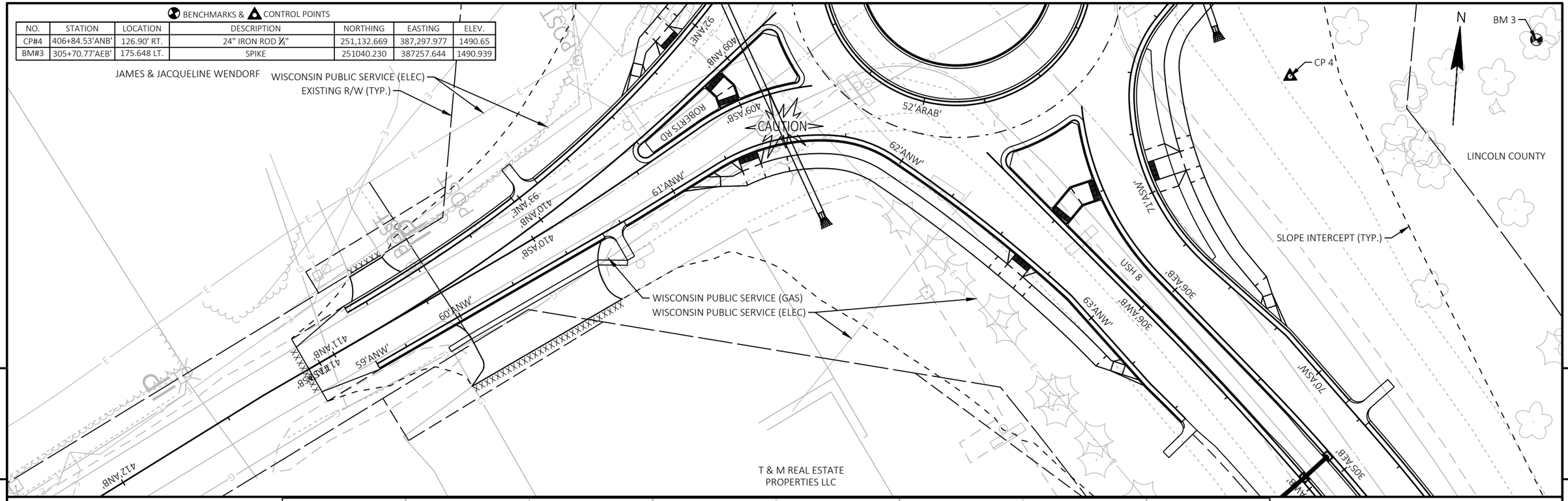

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH A SE CURB 'ASE' | SHEET 210 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050119-PP-A SW & SE CURBS.DWG
LAYOUT NAME - 050117-pp

PLOT DATE : 5/1/2025 12:01 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

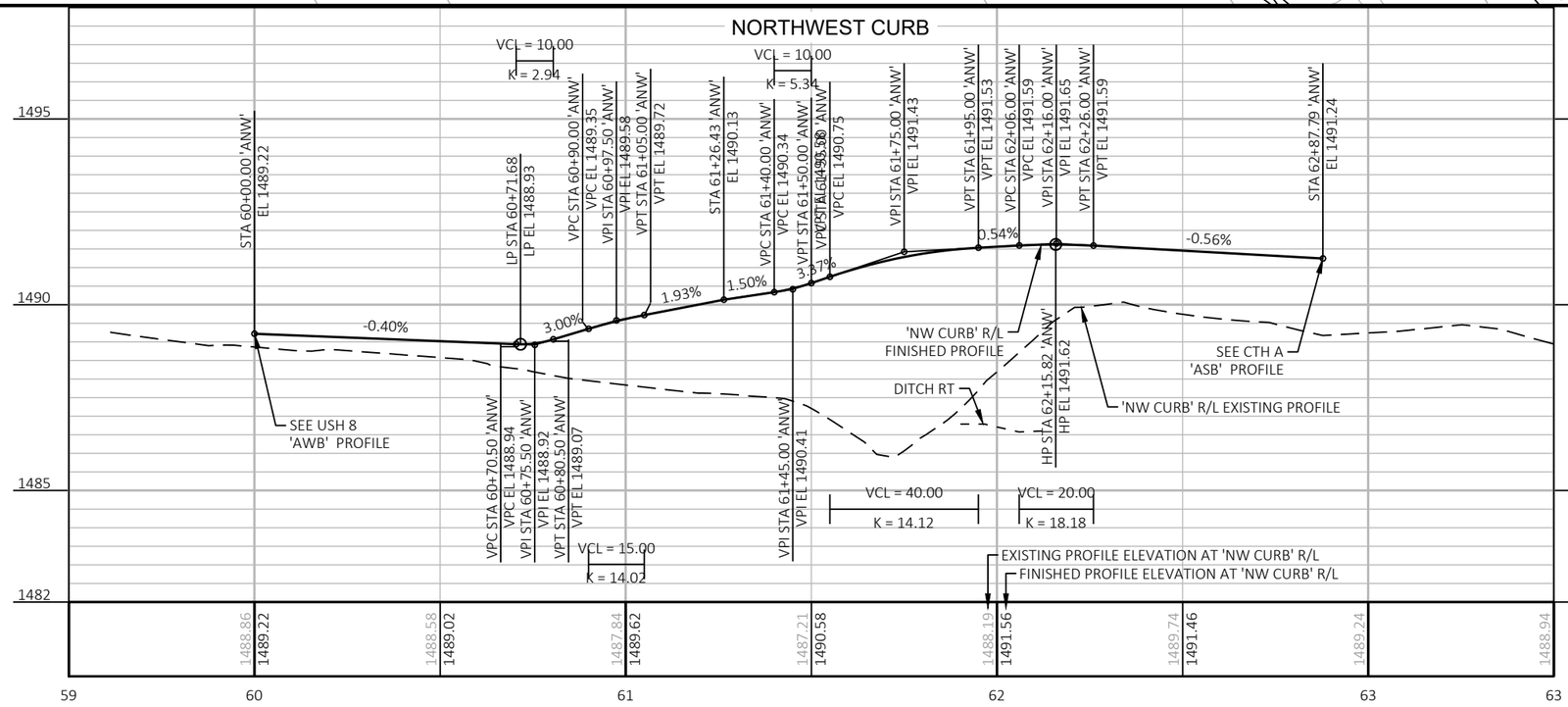
BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#4 | 406+84.53'ANB' | 126.90' RT. | 24" IRON ROD ¾" | 251,132.669 | 387,297.977 | 1490.65 |
| BM#3 | 305+70.77'AEB' | 175.648 LT. | SPIKE | 251040.230 | 387257.644 | 1490.939 |




5

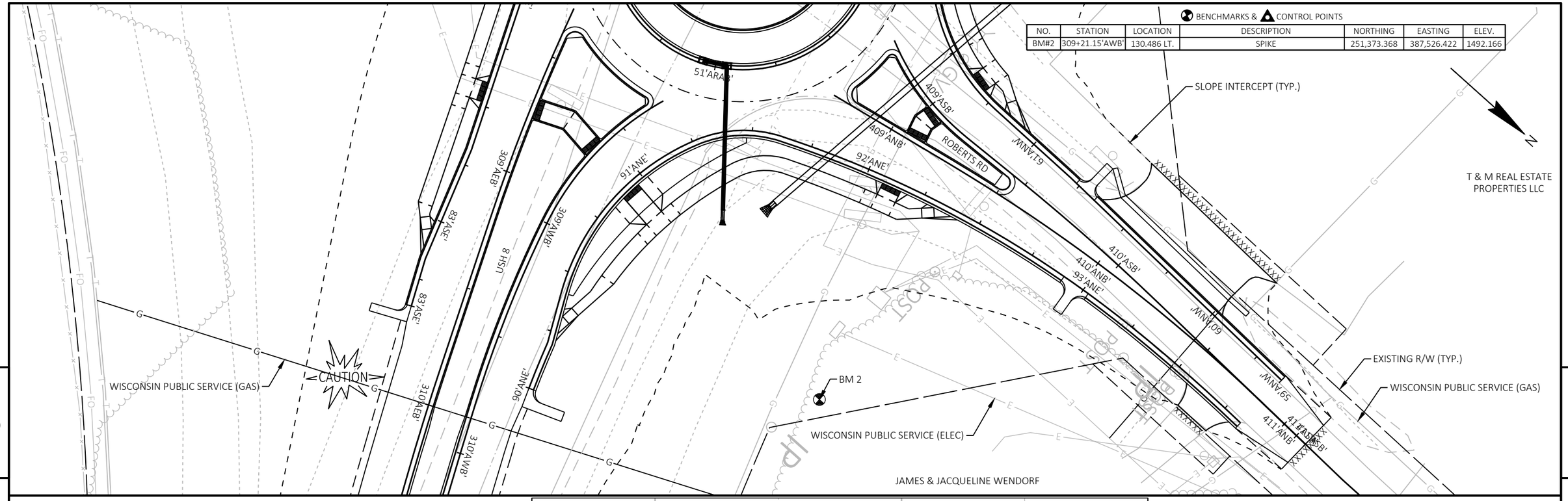
5

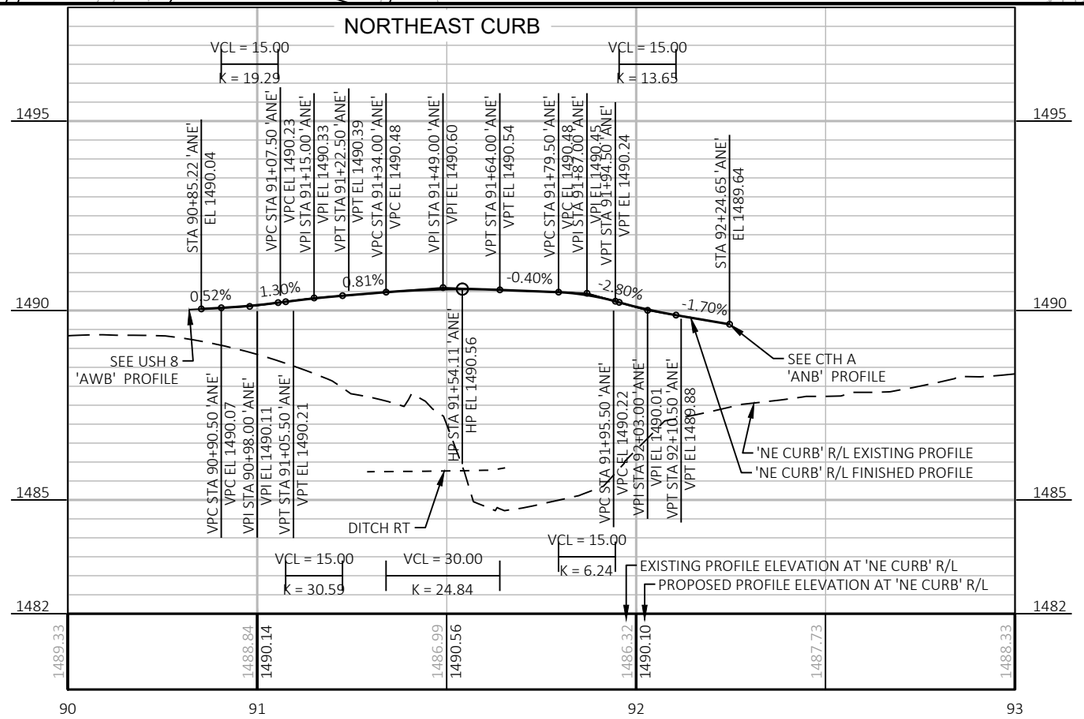



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH A NW CURB 'ANW' | SHEET 211 | E |
|---|---|---|---|---|---|

BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| BM#2 | 309+21.15'AWB' | 130.486 LT. | SPIKE | 251,373.368 | 387,526.422 | 1492.166 |



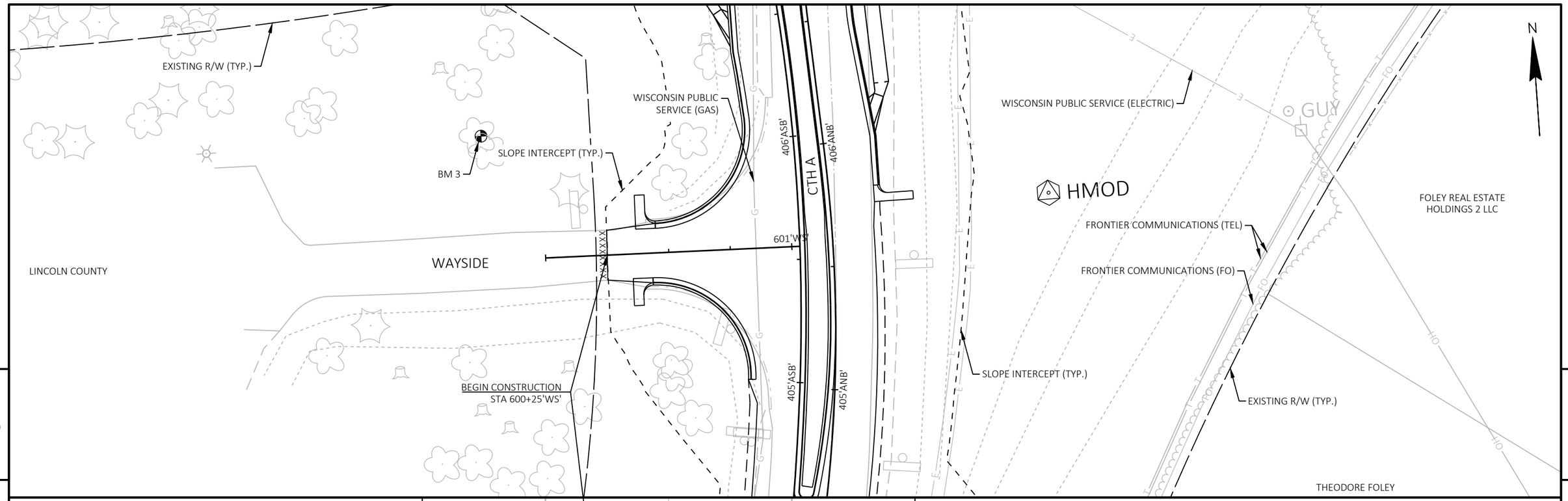



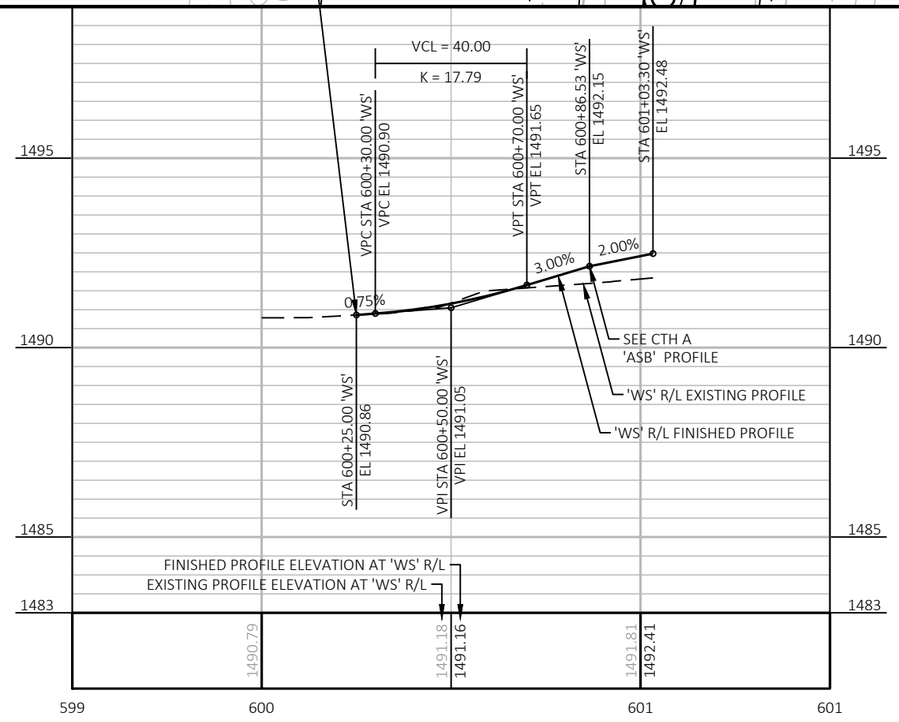

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: CTH A NE CURB 'ANE' | SHEET 212 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050121-PP-A NW & NE CURBS.DWG
LAYOUT NAME - 050119-pp

PLOT DATE : 5/1/2025 12:01 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44




5

5

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN AND PROFILE: WAYSIDE 'WS' | SHEET 213 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050124-PP-WAYSIDE.DWG
LAYOUT NAME - 050120-pp

PLOT DATE : 5/1/2025 12:01 PM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:40 FT

HUSSONG REVOCABLE TRUST

EXISTING R/W

WISCONSIN PUBLIC SERVICE (GAS)

WISCONSIN PUBLIC SERVICE (OH)

USH 8

BEGIN PROJECT 1590-14-73
STA 1470+00
REMOVING ASPHALTIC SURFACE BUTT JOINTS, SEE DETAIL

PE
ASPHALT

CAUTION

1471

1472

STA.
1470+64.86'8'
BAD
PE

STA.
1471+79.05'8'
BAD
PE

STA.
1472+92.53'8'
BAD
PE

MATCH LINE STA 1473+00

EXISTING R/W

WISCONSIN PUBLIC SERVICE (OH)

JENNIFER & AARON WILLFORD

JENNIFER & AARON WILLFORD

DANIEL NEUMEYER

DANIEL NEUMEYER

MICHAEL & CHRISTINE LEARMAN

JOHN J HOLLAND TRUST

CASEY & CHERYL MARK

HUSSONG REVOCABLE TRUST

WISCONSIN PUBLIC SERVICE (GAS)

EXISTING R/W

WISCONSIN PUBLIC SERVICE (GAS)

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

WISCONSIN PUBLIC SERVICE (OH)

WISCONSIN PUBLIC SERVICE (GAS)

T 35 N
R 3 3 E
10 10
6

SECTION QUARTER CORNER MONUMENT

CP13

EP : 97+00.00

STA.
1479+48.79'8'
BAD
FE

MATCH LINE STA 1473+00

1473

1474

1475

1476

USH 8

1477

1478

1479

1480

CAUTION

CAUTION

CAUTION

STA.
1473+92.27'8'
ASPHALT
PE

STA.
1474+93.31'8'
BAD
PE

STA.
1477+43.31'8'
BAD
PE

END CONSTRUCTION 1590-14-73
BEGIN PROJECT 1590-14-75
STA 1480+20.13 =
STA 97+00 'LEB'
REMOVING ASPHALTIC SURFACE BUTT JOINTS, SEE DETAIL 1590-14-73
SAWING ASPHALT 1590-14-75

SEE RAB PLAN & PROFILE

EXISTING R/W

BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#13 | 1480+19.75 | 27.31' LT | IRON ROD ½" | 253,510.944 | 383,432.223 | 1484.308 |

FRONTIER COMMUNICATIONS (TEL)

WISCONSIN PUBLIC SERVICE (ELECTRIC)

WISCONSIN PUBLIC SERVICE (ELECTRIC)

PATRICIA H SHODEEN REVOCABLE TRUST

PATRICIA H SHODEEN REVOCABLE TRUST

CLEAR LAKE LOON CLUB LLC

FAYE A SEMLING SURVIVOR'S TRUST

FAYE A SEMLING SURVIVOR'S TRUST

FAYE A SEMLING SURVIVOR'S TRUST

LINDA SEMLING PETERSON

NIEMEYER IRREVOCABLE TRUST

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 214 | E |
|---|---|---|---|---|---|

HUSSONG REVOCABLE TRUST

EXISTING R/W

PI: 98+54.87

WISCONSIN PUBLIC SERVICE (OH)

WISCONSIN PUBLIC SERVICE (GAS)

FRONTIER COMMUNICATIONS (TEL)

PC: 102+03.98

PI: 100+28.42

MATCH LINE STA 97+30'LEB'

98'LWB'
98'LEB'

99'LWB'
99'LEB'

100'LWB'
100'LEB'

USH 8

101'LWB'
101'LEB'

102'LWB'
102'LEB'

103'LWB'
103'LEB'

104'LWB'
104'LEB'

MATCH LINE STA 104+79'LEB'

STA.
98+25.60'LEB'
BAD
PE

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

WISCONSIN PUBLIC SERVICE (OH)

EXISTING R/W

STA.
99+96.96'LEB'
BAD
PE

STA.
101+34.36'LEB'
BAD
PE

STA.
103+14.07'LEB'
BAD
PE

NIEMEYER IRREVOCABLE TRUST

NIEMEYER IRREVOCABLE TRUST

KATHRYN M PETERS REVOCABLE TRUST

TIMOTHY & DEBBIE GREBE

HENDERSON MARITAL TRUST

5

5

N

106+78.43

PT: 105+76.74

PCC: 106+01.88

107'LWB'

107'LEB'

106'LWB'

106'LEB'

105'LWB'

105'LEB'

CAUTION

CTH L 11'L'

WISCONSIN PUBLIC SERVICE (OH)

STATE OF WISCONSIN - DOT

WISCONSIN PUBLIC SERVICE (OH)

WISCONSIN PUBLIC SERVICE (ELECTRIC)

PC: 109+77.18

PI: 109+03.65

PC: 111+01.27

PT: 111+11.99

PT: 112+17.89

110'LWB'

109'LEB'

110'LEB'

111'LWB'

111'LEB'

112'LWB'

112'LEB'

MATCH LINE STA 104+79'LEB'

MATCH LINE STA 112+65'LEB'

FRONTIER COMMUNICATIONS (TEL)

SEE PLAN & PROFILES
FOR INTERSECTION IMPROVEMENT DETAILS

FRONTIER COMMUNICATIONS (FO)

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

EXISTING R/W

WISCONSIN PUBLIC SERVICE (GAS)

HENDERSON MARITAL TRUST

HUSSONG REVOCABLE TRUST

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 215 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 7/23/2026 9:40 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

STATE OF WISCONSIN - DOT

LINCOLN COUNTY

EXISTING R/W

N

HIAWATHA TRAIL (RAILS TO TRAILS)

PC: 113+76.74

SEE RAB PLAN & PROFILE

EP: 114+63.78

MATCH LINE STA 112+65'LEB'

'LWB'

114'LWB'

113'LEB'

114'LEB'

1498 USH 8 1499 1500 1501 1502 15

MATCH LINE STA 1503+00

END PROJECT 1590-14-75
BEGIN CONSTRUCTION 1590-14-73
STA 114+63.78 'LEB' =
STA 1497+48.09
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE DETAIL 1590-14-73
SAWING ASPHALT 1590-14-75

CP15

42' RT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

SHELDON RD

SEE PLAN AND PROFILE SHEETS FOR TRAIL REALIGNMENT

BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#8 | 1503+67.53 | 28.47' LT | IRON ROD ¾" | 252,352.898 | 385,352.727 | 1483.172 |
| CP#15 | 1499+23.89 | 28.78' RT | MAG NAIL | 252,653.523 | 385,021.411 | 1483.739 |

SHARON BEHLING

SHARON BEHLING

EXISTING R/W

N

CP8

MATCH LINE STA 1503+00

03 1504 1505 1506 USH 8 1507 1508 1509 1510

MATCH LINE STA 1510+50

STA.
1510+32.64'8'
BAD
FE

SEE PLAN & PROFILE FOR TRAIL REALIGNMENT

HIAWATHA TRAIL (RAILS TO TRAILS)

EXISTING CULVERT TO REMAIN

5

5

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 216 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

PLOT DATE : 7/23/2026 9:43 AM PLOT BY : SHAWN DOLENS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

SHARON BEHLING

T & M REAL ESTATE PROPERTIES LLC

EXISTING R/W

MATCH LINE STA 1510+50

MATCH LINE STA 1518+00

1511 1512 1513 1514 USH 8 1515 1516 1517

CP7

BENCHMARKS & CONTROL POINTS

| NO. | STATION | LOCATION | DESCRIPTION | NORTHING | EASTING | ELEV. |
|---|---|---|---|---|---|---|
| CP#7 | 1517+50.43'8' | 59.36' RT. | IRON ROD ¾" | 251,327.105 | 386,335.403 | 1489.955 |

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

EXISTING R/W

JEFFREY & KAY TEAL

T & M REAL ESTATE PROPERTIES LLC

N

EXISTING R/W

END CONSTRUCTION 1590-14-73
BEGIN PROJECT 1590-14-76
STA 1521+21.45 =
STA 300+00 'AEB'
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE DETAIL 1590-14-73
SAWING ASPHALT 1590-14-76

BP; 300+00.00

MATCH LINE STA 1518+00

1518 1519 1520 1521 USH 8

STA. 1518+37.69 '8' BAD CE

SEE RAB PLAN & PROFILE

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

WISCONSIN PUBLIC SERVICE (OH)

THOMAS & SUSAN ZIEBELL

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 217 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn

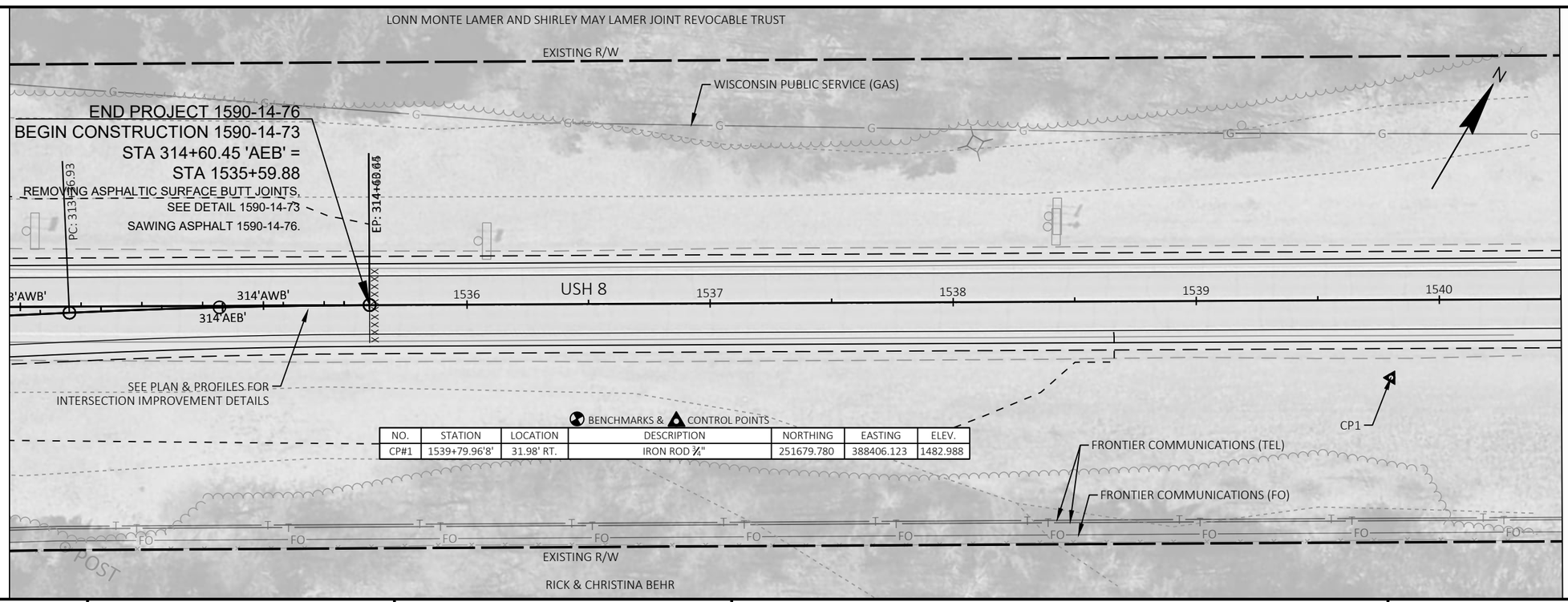
PLOT DATE : 5/1/2025 11:09 AM PLOT BY : DAVE KATZNER PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

THIS SPACE IS INTENTIONALLY LEFT BLANK

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| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 218 | E |
|---|---|---|---|---|---|

LONN MONTE LAMER AND SHIRLEY MAY LAMER JOINT REVOCABLE TRUST

DOUGLAS & JACQUELINE BEALS

EXISTING R/W

81' LT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

WISCONSIN PUBLIC SERVICE (GAS)

LAMER RD

WISCONSIN PUBLIC SERVICE (ELECTRIC)

EXISTING CURB & GUTTER TO REMAIN

CAUTION

MATCH LINE STA 1540+50

1541 1542 1543 1544 1545 USH 8 1546 1547 15

MATCH LINE STA 1548+00

STA.
1543+77.29'8'
BAD
FE

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

EXISTING R/W

RICK & CHRISTINA BEHR

CARL & KIMBERLY HILGENDORF

BRIAN REDMOND

EXISTING R/W

WISCONSIN PUBLIC SERVICE (ELECTRIC)

48 1549 1550 1551 1552 USH 8 1553 1554 1555

MATCH LINE STA 1555+50

WISCONSIN PUBLIC SERVICE (GAS)

89.35' RT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

MUSKELLUNGE LAKE RD

WISCONSIN PUBLIC SERVICE (ELECTRIC)

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

EXISTING R/W

EXISTING R/W

CARL & KIMBERLY HILGENDORF

LEOPOLD AND DOROTHY
THEIS FAMILY TRUST

THE OSCAR AND MARY HILDEBRANDT REVOCABLE TRUST

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 219 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 5/1/2025 11:09 AM PLOT BY : DAVE KATZNER PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

BRIAN REDMOND

EXISTING R/W

LONN MONTE LAMER AND SHIRLEY MAE LAMER JOINT REVOC

EXISTING R/W

CRYSTAL LAKE RD

77.32' LT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

N

EXISTING CURB & GUTTER TO REMAIN

MATCH LINE STA 1555+50

1556 1557 1558 USH 8 1559 1560 1561 1562 15

MATCH LINE STA 1563+00

E

WISCONSIN PUBLIC SERVICE (ELECTRIC)

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

T

FO

EXISTING R/W

THE OSCAR AND MARY HILDEBRANDT REVOCABLE TRUST

LONN MONTE LAMER AND SHIRLEY MAE LAMER JOINT REVOC

EXISTING R/W

N

MATCH LINE STA 1563+00

63 1564 1565 1566 USH 8 1567 1568 1569 1570

MATCH LINE STA 1570+50

STONEWOOD RD

WISCONSIN PUBLIC SERVICE (ELECTRIC)

FRONTIER COMMUNICATIONS (TEL)

FRONTIER COMMUNICATIONS (FO)

EXISTING R/W

RONNIE & NANCY VOELKER

5

5

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 220 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn

PLOT DATE : 5/1/2025 11:09 AM PLOT BY : DAVE KATZNER PLOT NAME : PLOT SCALE : 1 IN:50 FT

LONN MONTE LAMER AND SHIRLEY MAE LAMER JOINT REVOC

EXISTING R/W

DEER POINT FAMILY CENTER INC

WURL RD

FRONTIER COMMUNICATIONS (TEL)

40.80' LT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

WISCONSIN PUBLIC SERVICE (ELECTRIC)

SECTION CORNER MONUMENT
DO NOT DISTRUB

T 35 N
R 6 E
2 1
11 12

N

WISCONSIN PUBLIC SERVICE (GAS)

MATCH LINE STA 1570+50

1571 1572 1573 1574 USH 8 1575 1576 1577

MATCH LINE STA 1578+00

STA.
1574+53.07'8'
BAD
PE

WISCONSIN PUBLIC SERVICE (ELECTRIC)

FRONTIER COMMUNICATIONS (TEL)
FRONTIER COMMUNICATIONS (FO)

43.36' RT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

WOLFF RD

EXISTING R/W

5

5

RONNIE & NANCY VOELKER

LUKE & LANEE MACLEAN

ALAN & KIM JAVOROSKI

LONN MONTE LAMER AND SHIRLEY MAE LAMER JOINT REVOC

EXISTING R/W

WILLIAM STEIGERWALDT

EXISTING R/W

N

DEER LAKE RD

WISCONSIN PUBLIC SERVICE (GAS)

69.57' LT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

FRONTIER COMMUNICATIONS (FO)

WISCONSIN PUBLIC SERVICE (OH)

EXISTING CURB & GUTTER TO REMAIN

MATCH LINE STA 1578+00

1578 1579 1580 1581 1582 USH 8 1583 1584 1585

MATCH LINE STA 1585+50

WISCONSIN PUBLIC SERVICE (ELECTRIC)

FRONTIER COMMUNICATIONS (FO)

EXISTING R/W

RONALD KAPLANEK

ROBERT & GINA BAVINCK

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 221 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn

PLOT DATE : 5/1/2025 11:09 AM PLOT BY : DAVE KATZNER PLOT NAME : PLOT SCALE : 1 IN:50 FT

WILLIAM STEIGERWALDT

WILLIAM STEIGERWALDT

JOANN & CRAIG CARLSON

EXISTING R/W

FRONTIER COMMUNICATIONS (FO)

WISCONSIN PUBLIC SERVICE (OH)

WISCONSIN PUBLIC SERVICE (GAS)

WISCONSIN PUBLIC SERVICE (ELECTRIC)

WISCONSIN PUBLIC SERVICE (OH)

FRONTIER COMMUNICATIONS (TEL)

WISCONSIN PUBLIC SERVICE (GAS)

MATCH LINE STA 1585+50

1586 1587 1588 1589 USH 8 1590 1591 1592 15

MATCH LINE STA 1593+00

46.52' RT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

COTTAGE RD

FRONTIER COMMUNICATIONS (FO)

EXISTING R/W

ROBERT & GINA BAVINCK

5

5

JOANN & CRAIG CARLSON

BRIDGE LAKE

EXISTING R/W

FRONTIER COMMUNICATIONS (FO)

WISCONSIN PUBLIC SERVICE (OH)

WISCONSIN PUBLIC SERVICE (GAS)

MATCH LINE STA 1593+00

93 1594 1595 1596 USH 8 1597 1598 1599 1600

MATCH LINE STA 1600+50

46.28' RT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

FRONTIER COMMUNICATIONS (TEL)

COTTAGE RD

FRONTIER COMMUNICATIONS (FO)

WISCONSIN PUBLIC SERVICE (OH)

EXISTING R/W

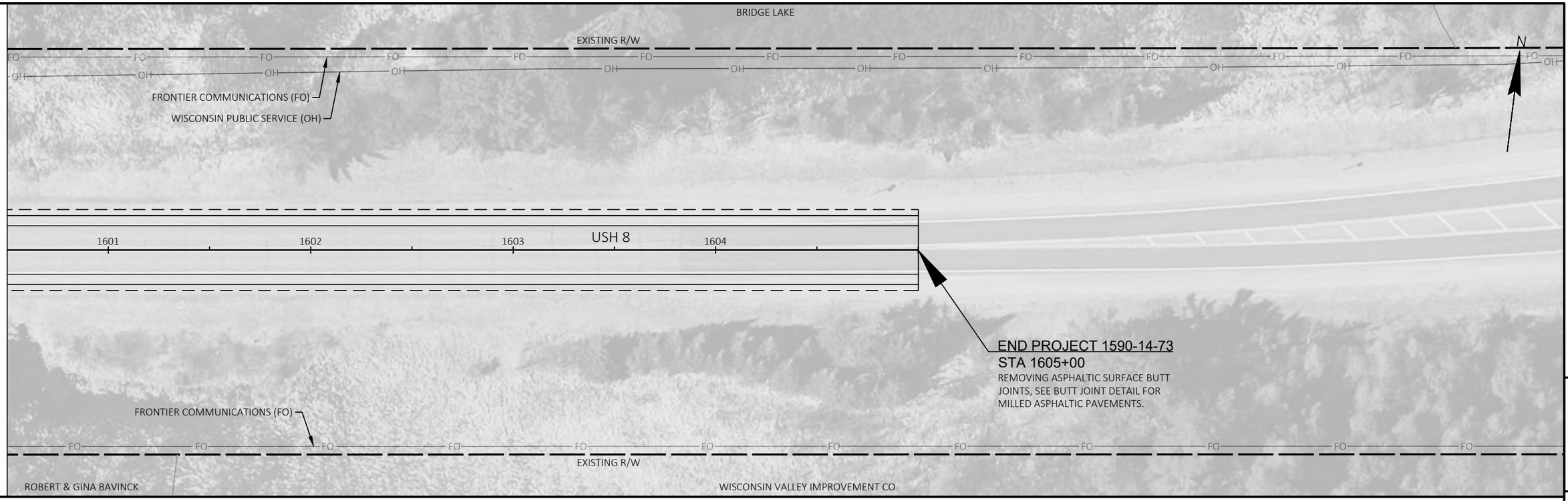
ROBERT & GINA BAVINCK

| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 222 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn

PLOT DATE : 5/1/2025 11:09 AM PLOT BY : DAVE KATZNER PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44




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| PROJECT NO: 1590-14-73,75,76 | HWY: USH 8 | COUNTY: LINCOLN | PLAN | SHEET 223 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050210-pn

PLOT DATE : 5/1/2025 11:09 AM PLOT BY : DAVE KATZNER PLOT NAME : PLOT SCALE : 1 IN:50 FT

# Standard Detail Drawing List

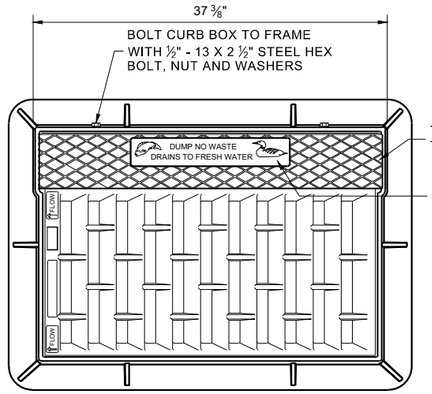
| | |
|---|---|
| 08A05-22A | INLET COVERS TYPE A, H, A-S, H-S & Z |
| 08A05-22C | INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S |
| 08A05-22E | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08B09-04 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER |
| 08C06-03 | INLETS 3-FT AND 4-FT DIAMETER |
| 08C07-03 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT |
| 08D01-24A | CONCRETE CURB & GUTTER |
| 08D01-24B | CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS |
| 08D04-07 | CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES |
| 08D05-22A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-22B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-22C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-22D | CURB RAMPS TYPES 4B AND 4B1 |
| 08D05-22E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08D05-22F | CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS |
| 08D05-22G | CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES |
| 08D16-11 | CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08E14-01 | TRACKING PAD |
| 08E15-01 | CULVERT PIPE CHECK |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F04-08 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 08F08-02 | STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS |
| 09A01-14A | AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND  D AND TEE INTERSECTION BYPASS LANE |
| 09A13-01 | DRIVEWAYS WITH CURB AND GUTTER RETURNS |
| 09A14-01 | DRIVEWAYS WITHOUT CURB AND GUTTER |
| 09A15-01 | DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL |
| 09B02-10 | CONDUIT |
| 09B16-04 | PULL BOX  NON-CONDUCTIVE |
| 09C02-09 | CONCRETE BASES, TYPES 1, 2,  5, & 6 |
| 09C03-04 | TRANSFORMER/PEDESTAL BASES |
| 09C14-03 | CONCRETE CONTROL CABINET BASE, TYPE L |
| 09D01-05 | CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL) |
| 09D04-03 | LIGHTING CONTROL CABINET 120/240 VOLT |
| 09E01-17D | POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET) |
| 09E01-17G | HARDWARE DETAILS FOR POLE MOUNTINGS |
| 09E03-06 | NON-FREEWAY LIGHTING UNIT POLE WIRING |
| 11B02-02 | CONCRETE MEDIAN NOSE |
| 13A10-03A | SHOULDER RUMBLE STRIPS - ASPHALT |
| 13A10-03G | SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS |
| 13A10-03H | SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES |
| 13A11-04A | CENTERLINE RUMBLE STRIPS - ASPHALT |
| 13A11-04D | CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 14B29-01 | SAFETY EDGE |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15C02-10A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-10B | BARRICADES AND SIGNS FOR VARIOUS CLOSURES |
| 15C02-10F | ADVANCED WIDTH RESTRICTION SIGNING |
| 15C03-05 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C04-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C05-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C07-16C | PAVEMENT MARKING ARROWS |
| 15C07-16D | ROUNDABOUT ARROWS |
| 15C08-24A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C08-24B | TEMPORARY LONGITUDINAL PAVEMENT MARKING |
| 15C08-24D | PAVEMENT MARKING (TURN LANES) |
| 15C11-11B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C12-09A | TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION |
| 15C12-09B | TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE |
| 15C18-09A | MEDIAN ISLAND PAVEMENT MARKINGS |
| 15C18-09B | PAVEMENT MARKINGS, MEDIAN ISLAND NOSE |
| 15C18-09C | MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT |

6

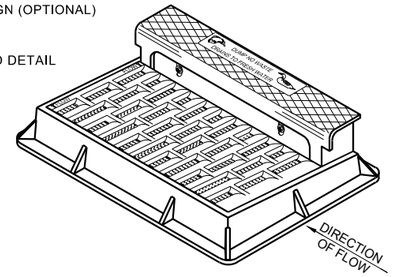
# Standard Detail Drawing List

| | |
|---|---|
| 15C19-11A | MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY |
| 15C33-05 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15C35-06A | PAVEMENT MARKING (INTERSECTIONS) |
| 15D28-05 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY |
| 15D30-12A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12B | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12D | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12E | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12F | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12G | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12H | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12I | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12J | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12K | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-12L | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D39-03 | TRAFFIC CONTROL, DROP-OFF SIGNING |
| 15D44-02 | TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES |
| 15D45-03 | TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL |
| 15D51-02 | TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY |

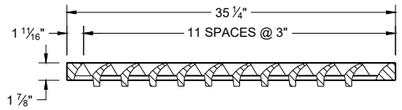

6

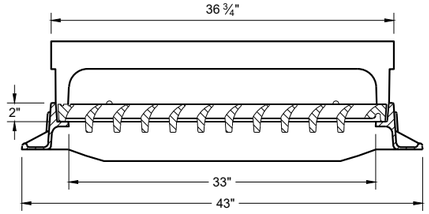


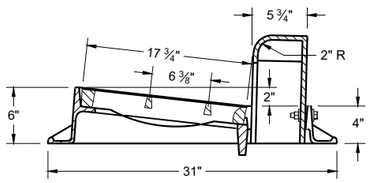

NOTE: EITHER CASTING IS ACCEPTABLE

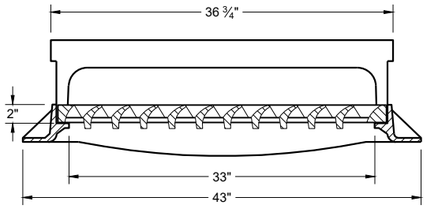


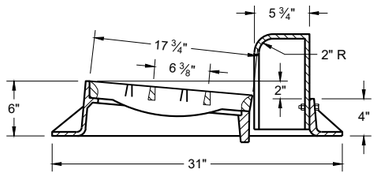

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"



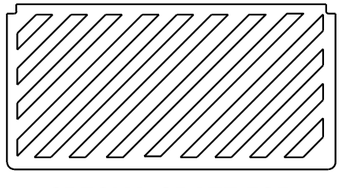




**TYPE "H"**

NOTE: EITHER CASTING IS ACCEPTABLE

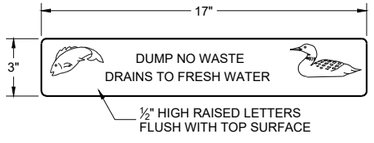
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



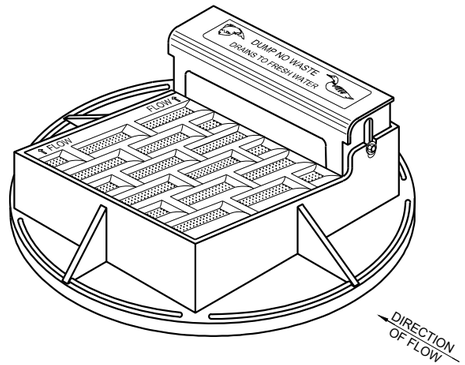
**SPECIAL GRATE FOR TYPE "H" COVER**

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

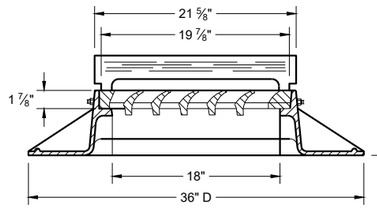


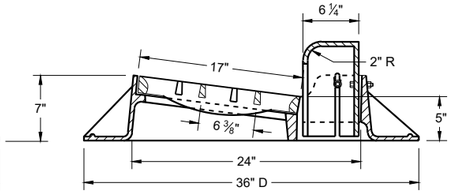

**LOGO DETAIL**




NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE



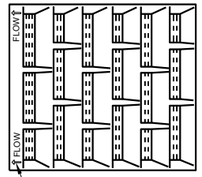

**TYPE "A"**

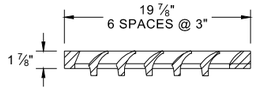
## GENERAL NOTES

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

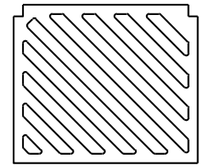
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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



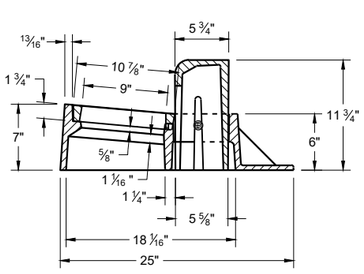

1" DIAGONAL BARS WITH 1 1/2" OPENINGS

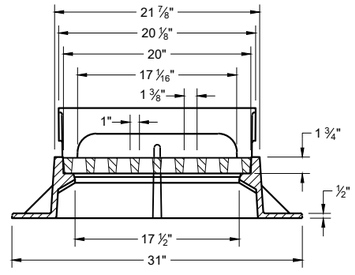


**SPECIAL GRATE FOR TYPE "A" COVER**

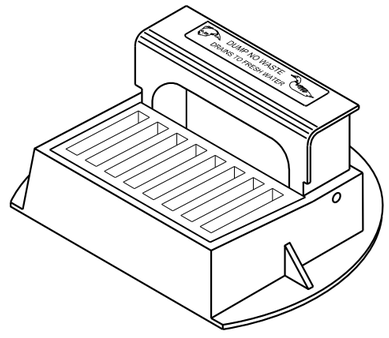
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)




**TYPE "Z"**




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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

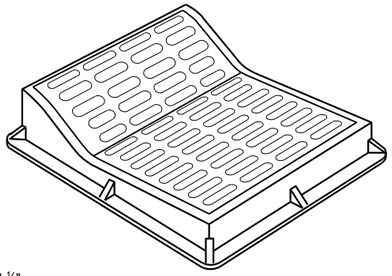
FHWA

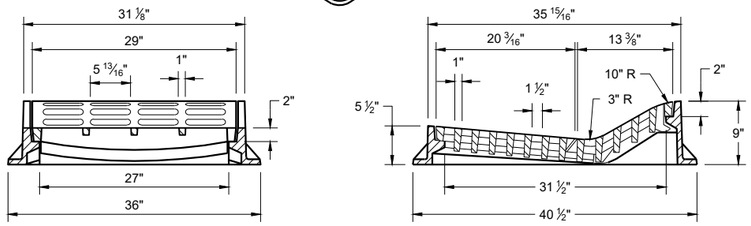

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## GENERAL NOTES

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

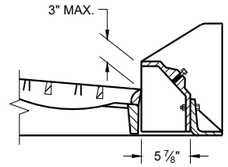
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.






### TYPE "F"

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

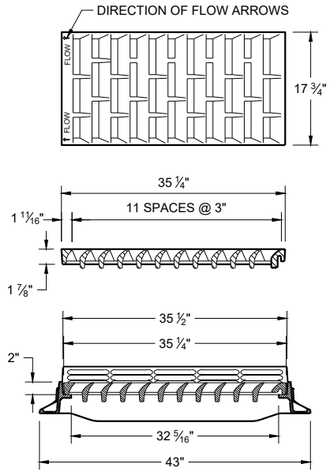



### ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

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

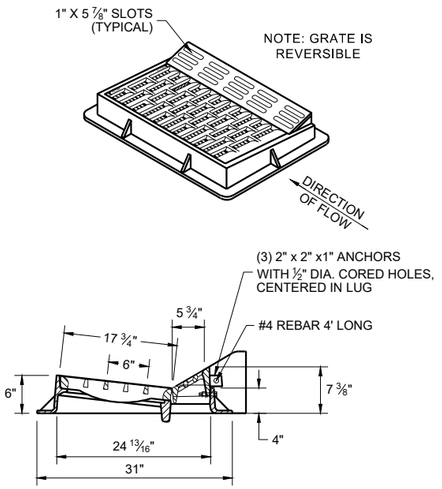
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

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



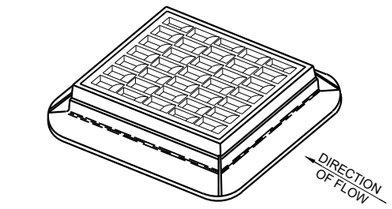

### TYPE "HM"

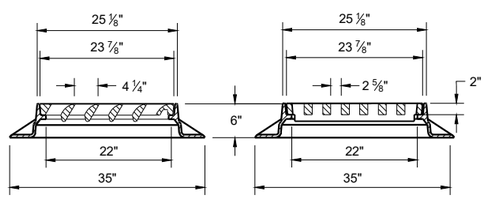
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



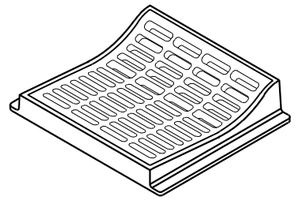

NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

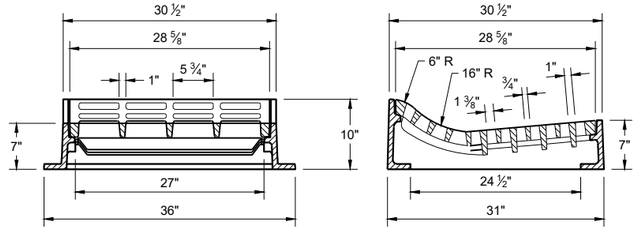
**NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.**




### TYPE "S"






### TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

**INLET COVERS**
**TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



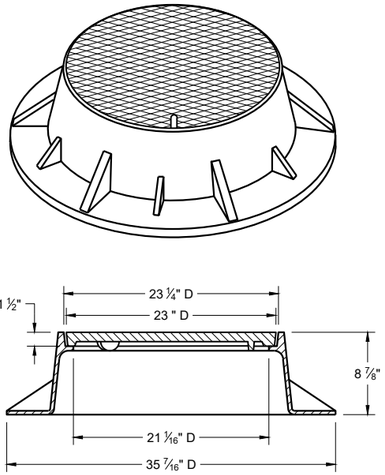
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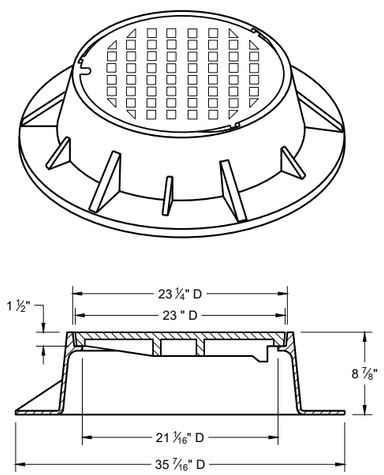
## GENERAL NOTES

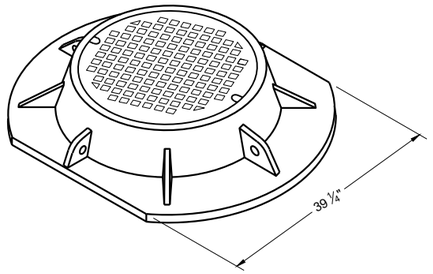
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

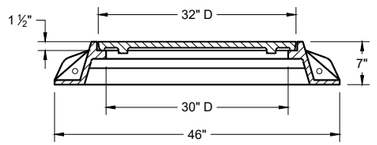
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

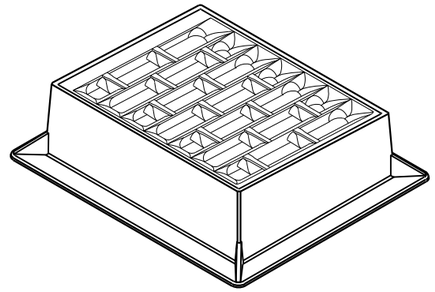


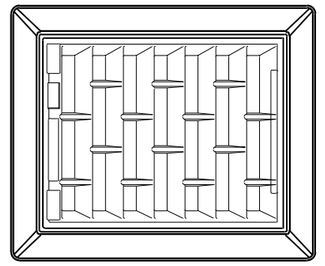



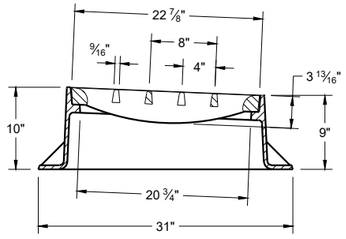



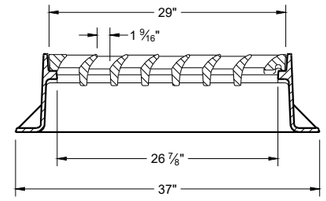




**TYPE "K"**

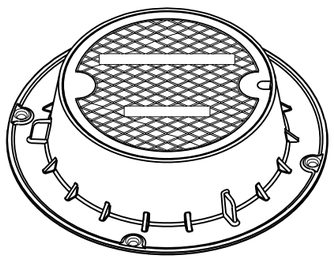


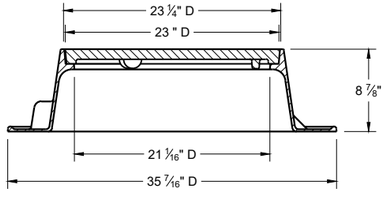




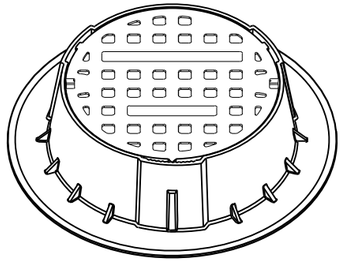

**INLET COVER TYPE "BW"**

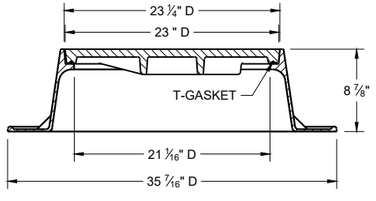





**TYPE "J"**

**NOTE: EITHER CASTING IS ACCEPTABLE**

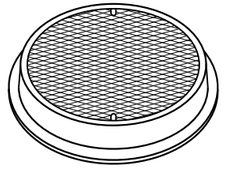


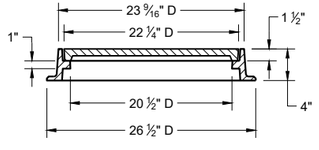



**TYPE "J" SPECIAL**

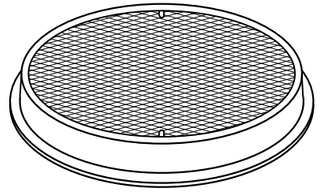
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

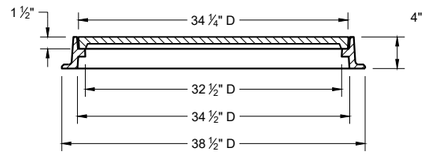
**NOTE: EITHER CASTING IS ACCEPTABLE**






**TYPE "L"**






**TYPE "M"**

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

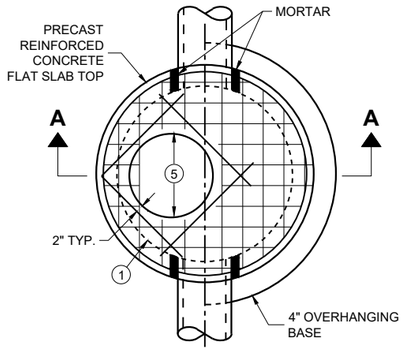
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FHWA

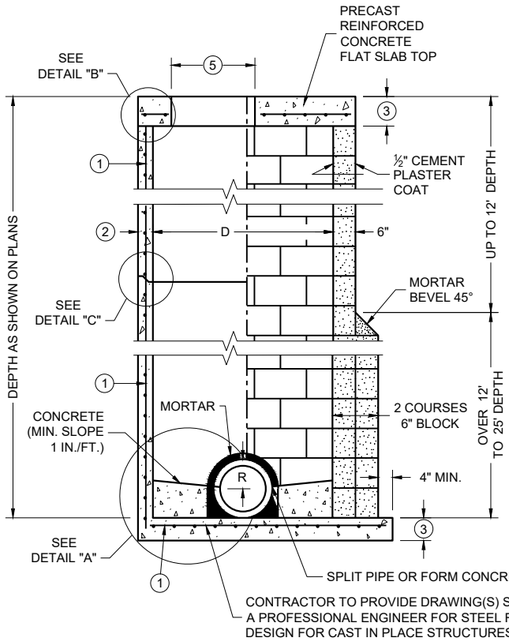


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**PLAN VIEW**

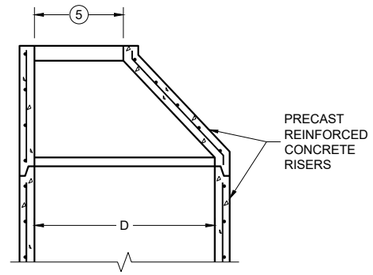
## CIRCULAR OPENING



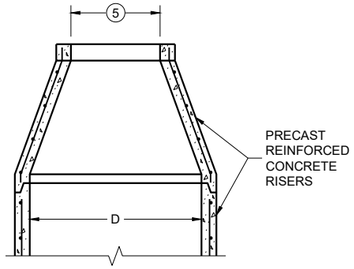

**SECTION A - A**

**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

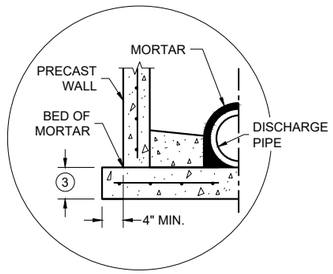
**CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE** (1)



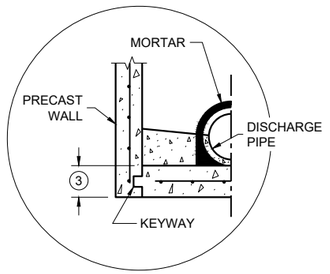

**OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP**




**OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP**

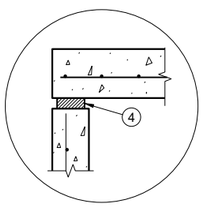



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

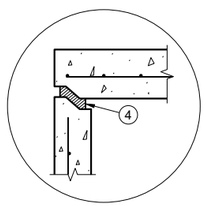



**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION**

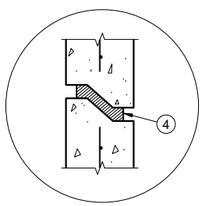
## DETAIL "A"




**TOP WITH PLAIN END JOINT**




**TOP WITH TONGUE AND GROOVE JOINT**




**RISER WITH TONGUE AND GROOVE JOINT**

## DETAIL "B"

## DETAIL "C"

### MANHOLE COVER OPENING MATRIX

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

### PIPE MATRIX

| MANHOLE SIZE (DIA.) | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | | MINIMUM WALL THICKNESS (IN) | MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS |
|---|---|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) | | |
| 3-FT | 15 | 12 | 4 | 6 |
| 4-FT | 24 | 18 | 4 | 6 |
| 5-FT | 36 | 24 | 5 | 8 |
| 6-FT | 42 | 36 | 6 | 8 |
| 7-FT | 48 | 36/42 * | 7 | 8 |
| 8-FT | 60 | 42 | 8 | 8 |
| 9-FT | 66 | 54 | 9 | 10 |
| 10-FT | 72 | 60 | 10 | 10 |

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

## GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

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

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL IMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

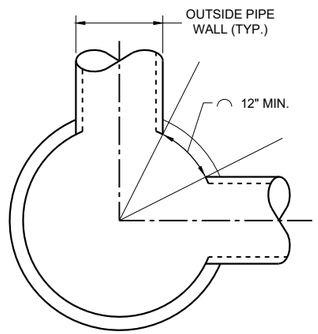
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

(5) SEE MANHOLE COVER OPENING MATRIX.




**MINIMUM HORIZONTAL PIPE SEPARATION**

## DETAIL "D"

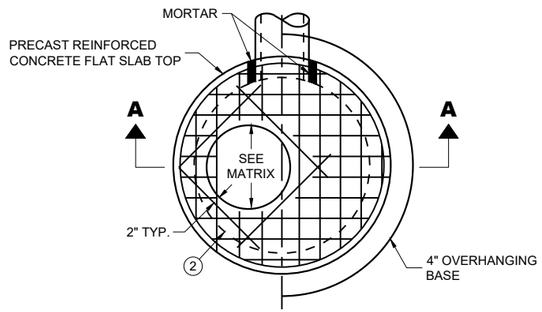
**MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER**

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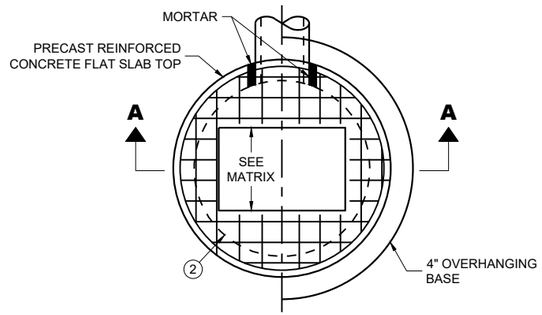
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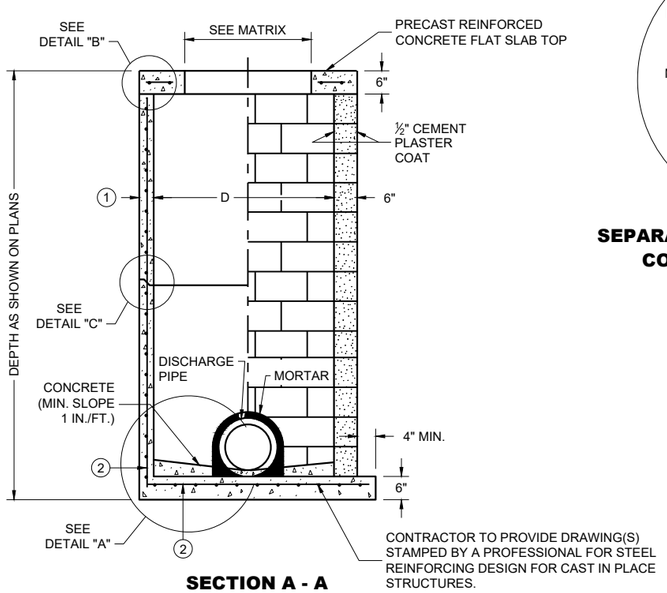
**MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER**




**PLAN VIEW CIRCULAR OPENING**




**PLAN VIEW RECTANGULAR OPENING**




**SECTION A - A**

**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

**CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE** (2)

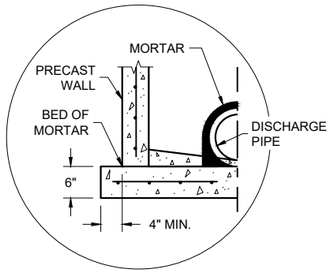
**CIRCULAR INLETS WITH FLAT TOP**

## CATCH BASIN COVER OPENING MATRIX

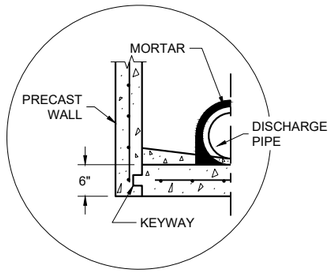
| INLET SIZE | INLET COVER TYPE / OPENING SIZE (FT.) | ALL A'S | ALL B'S | BW | C | F | ALL H'S | S | T | V V-B | WM | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 3-FT | 2 DIA. | | | | X | | | | | | | X |
| | 2 X 2 | X | X | | | | | X | | X | | |
| 4-FT | 2 DIA. | | | | X | | | | | |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

## PIPE MATRIX

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

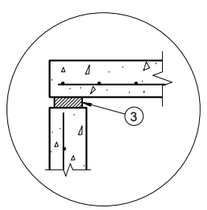



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

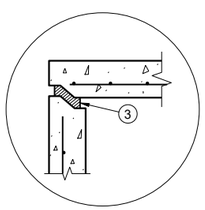



**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION**

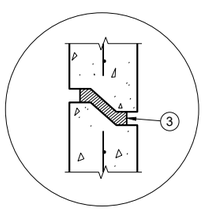
**DETAIL "A"**




**TOP WITH PLAIN END JOINT**




**TOP WITH TONGUE AND GROOVE JOINT**




**RISER WITH TONGUE AND GROOVE JOINT**

**DETAIL "B"** **DETAIL "C"**

**INLETS 3-FT AND 4-FT DIAMETER**

## GENERAL NOTES

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

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

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

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

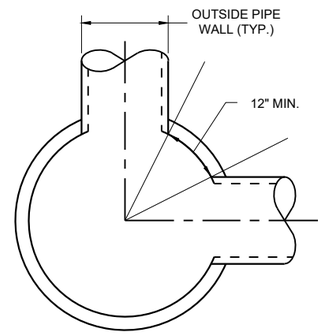
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

(2) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.




**MINIMUM HORIZONTAL PIPE SEPARATION**

**DETAIL "D"**

**INLETS 3-FT AND 4-FT DIAMETER**

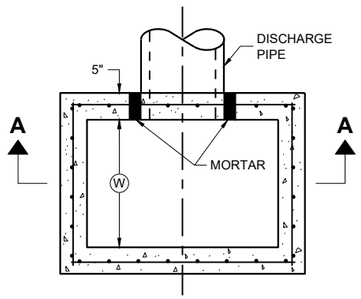
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DEPARTMENT OF TRANSPORTATION

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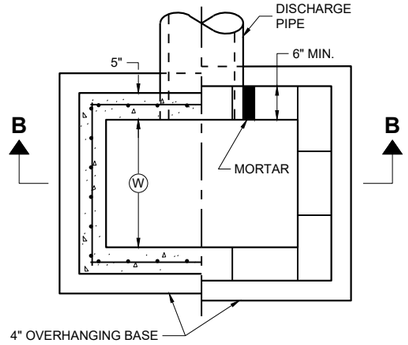
FHWA



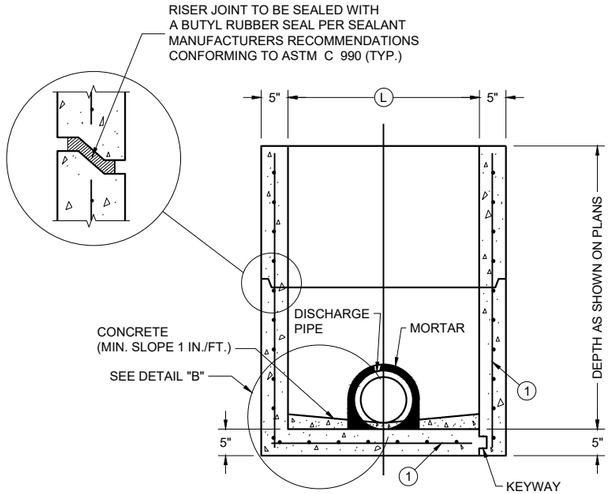

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**PLAN VIEW**



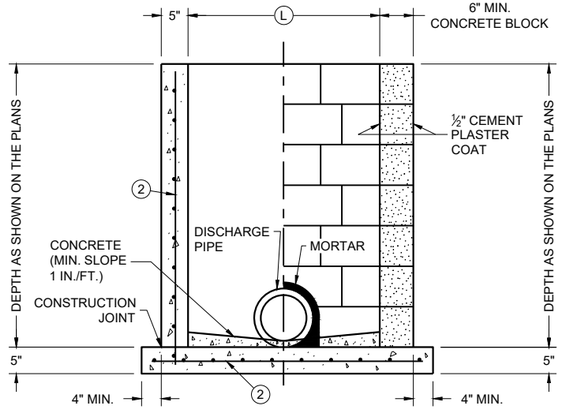

**PLAN VIEW**




**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE**

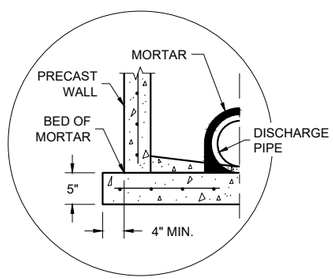
**SECTION A - A**




**CAST IN PLACE REINFORCED CONCRETE**

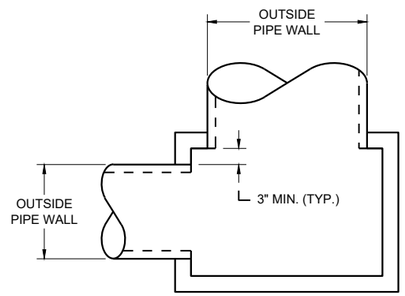
**CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE** (1)

**SECTION B - B**




**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

**DETAIL "B"**




**DETAIL "A"**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

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

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

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

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

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

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

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

(1) FOR PRECAST INLETS AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913
(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## CATCH BASIN COVER MATRIX

| INLET SIZE | WIDTH (W) (FT.) | LENGTH (L) (FT.) | INLET COVER TYPE | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ALL A'S | ALL B'S | BW | F | ALL H'S | S | T | V | WM | V V-B |
| 2 X 2-FT | 2 | 2 | X | X | | | | X | | | | |
| 2 X 2.5-FT | 2 | 2.5 | | | X | | | X | X | X | X | |
| 2 X 3-FT | 2 | 3 | | | | | X | | | | | |
| 2.5 X 3-FT | 2.5 | 3 | | | | X | | | | | | |
| 2 X 3.5-FT | 2 | 3.5 | | | | | | | | | | X |

## PIPE MATRIX

| CATCH BASIN SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | WIDTH (IN) | LENGTH (IN) |
| 2 X 2-FT | 12 | 12 |
| 2 X 2.5-FT | 12 | 18 |
| 2 X 3-FT | 12 | 24 |
| 2.5 X 3-FT | 18 | 24 |
| 2 X 3.5-FT | 12 | 30 |

**INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT**

**INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT**

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DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

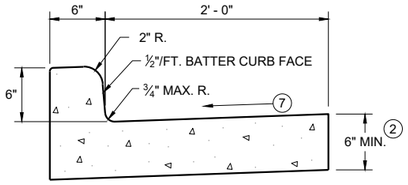


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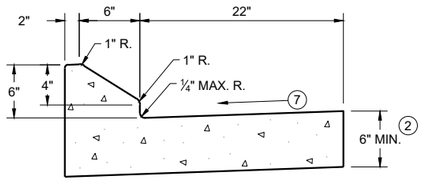
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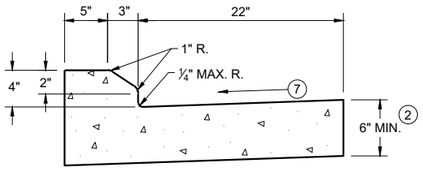
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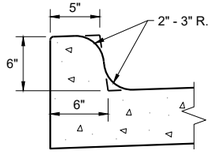

**TYPES A (1) & D**



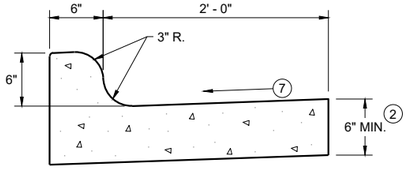

**6" SLOPED CURB TYPES G (1) & J**




**4" SLOPED CURB TYPES G (1) & J**

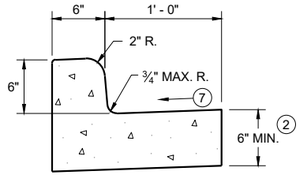



**TYPES K (1) & L**
(OPTIONAL CURB SHAPE)



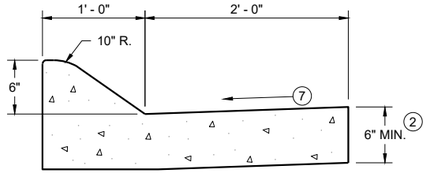

**TYPES K (1) & L**

**CONCRETE CURB AND GUTTER 30"**

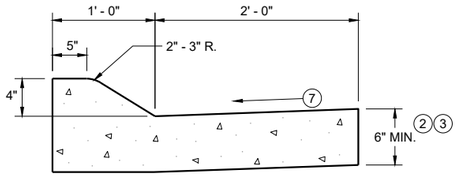



**TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 18"**

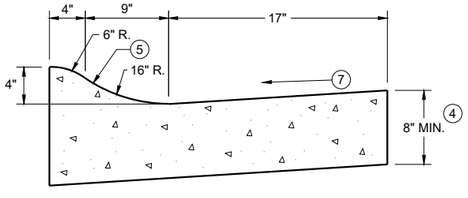



**6" SLOPED CURB TYPES A (1) & D**



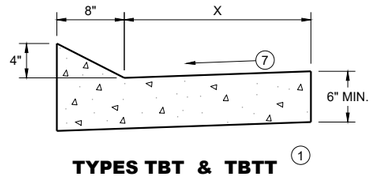

**4" SLOPED CURB TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 36"**




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

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

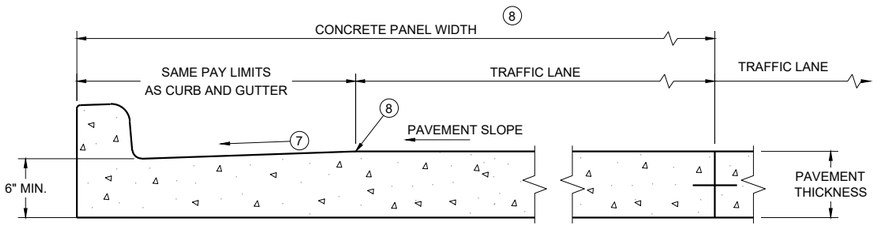



**TYPES TBT & TBTT (1)**

**CONCRETE CURB AND GUTTER**

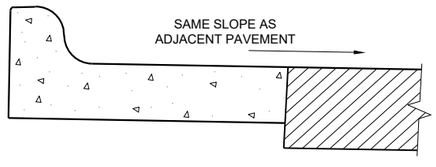
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

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




**PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER ***

* BIKE LANE IS NOT SHOWN




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

## GENERAL NOTES

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

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

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

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

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

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

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

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

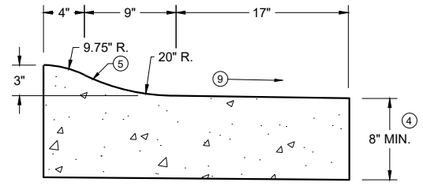
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

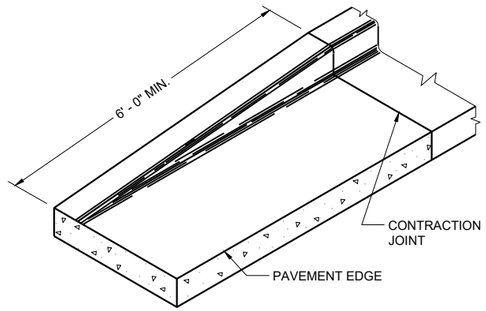
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



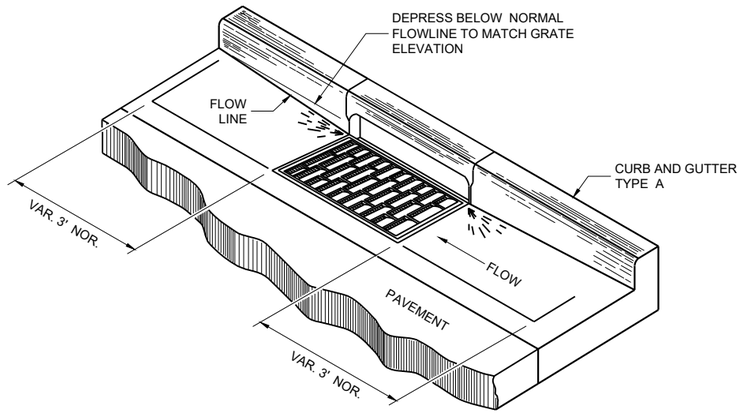

**3" SLOPED CURB TYPES R (1) & T**

**CONCRETE CURB AND GUTTER**

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DEPARTMENT OF TRANSPORTATION




**END SECTION CURB AND GUTTER**




**DETAIL OF CURB AND GUTTER AT INLETS**

(TYPICAL H INLET COVER SHOWN)

## GENERAL NOTES

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

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

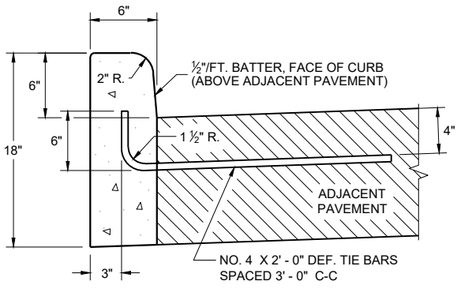
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

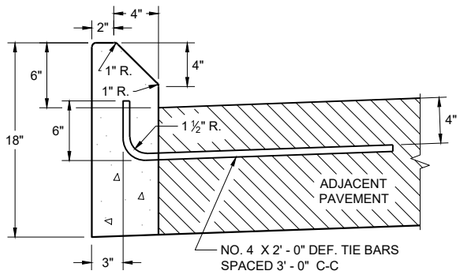
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

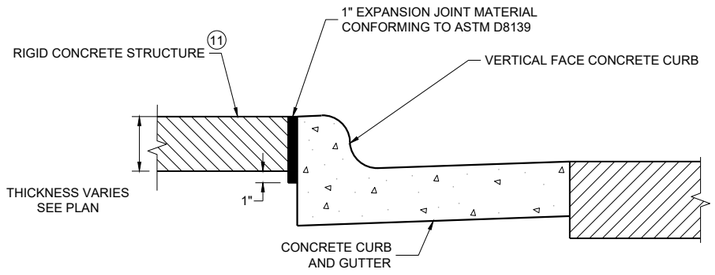



**TYPES A (1) & D**

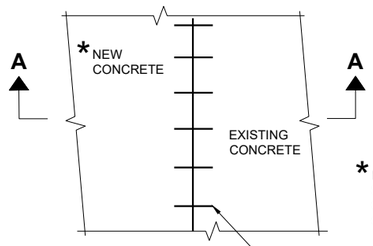



**TYPES G (1) & J**

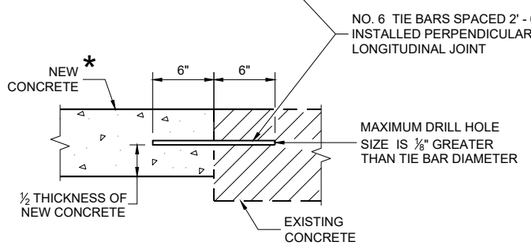
**CONCRETE CURB**




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

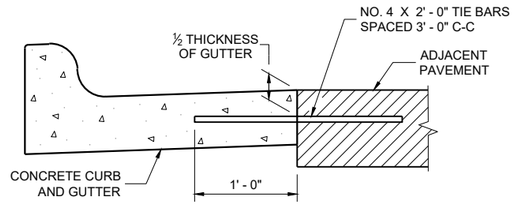



**PLAN VIEW**

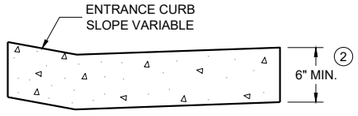



**SECTION A - A**

**TIE BARS DRILLED INTO EXISTING PAVEMENT**




**TYPICAL TIE BAR LOCATION (1)**




**DRIVEWAY ENTRANCE CURB (10)**

(WHEN DIRECTED BY THE ENGINEER)

**CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS**

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DEPARTMENT OF TRANSPORTATION

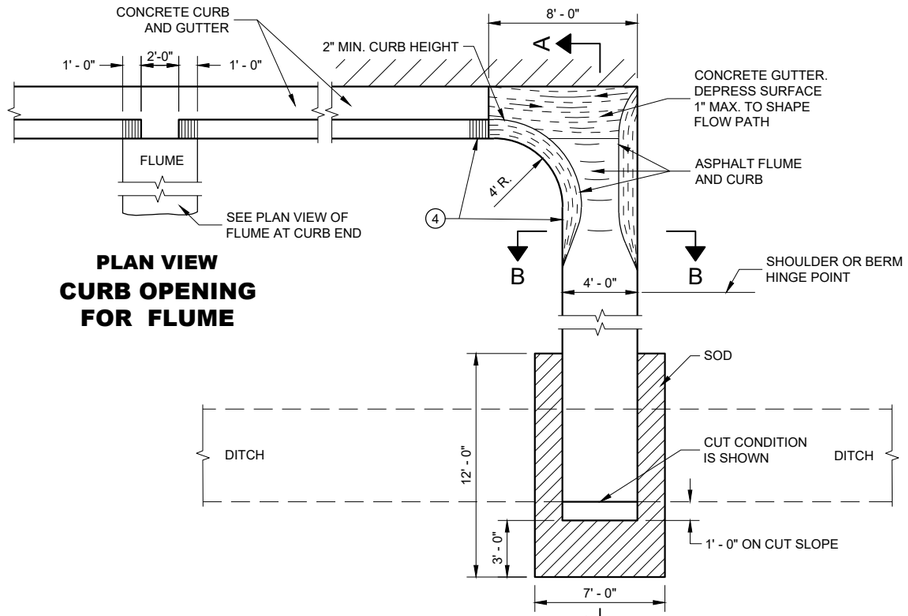
APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA


6
SDD 08D01-24b

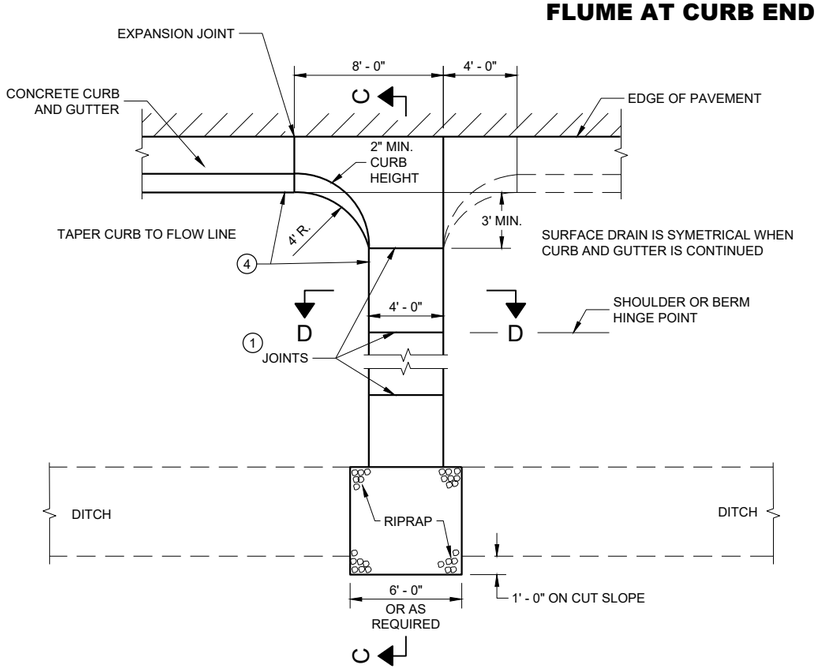
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

## ASPHALTIC FLUME




**PLAN VIEW**
**CURB OPENING FOR FLUME**

**PLAN VIEW**
**FLUME AT CURB END**



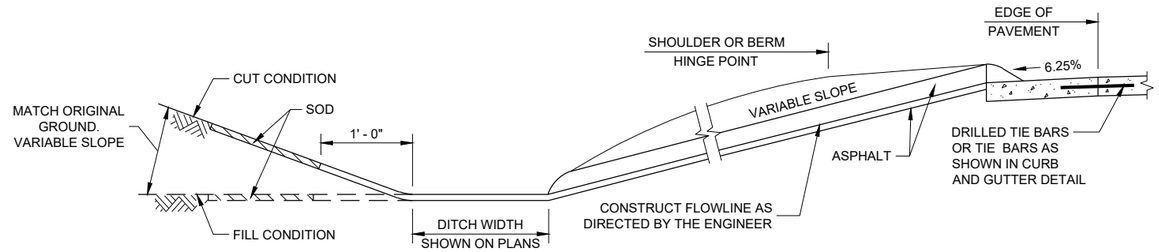

**PLAN VIEW**
**CONCRETE SURFACE DRAIN**

## GENERAL NOTES

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

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

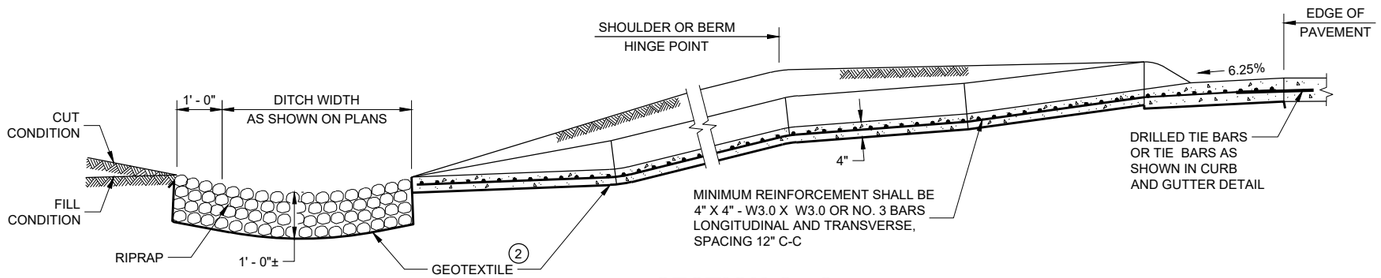
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



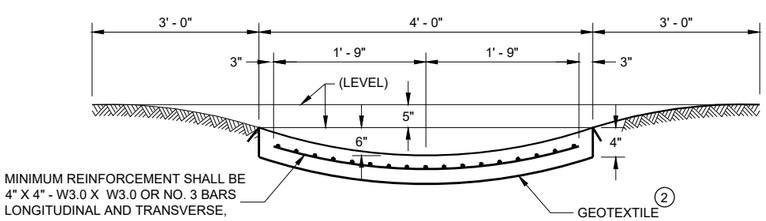

**SECTION A - A**




**SECTION B - B**




**SECTION C - C**




**SECTION D - D**

**CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

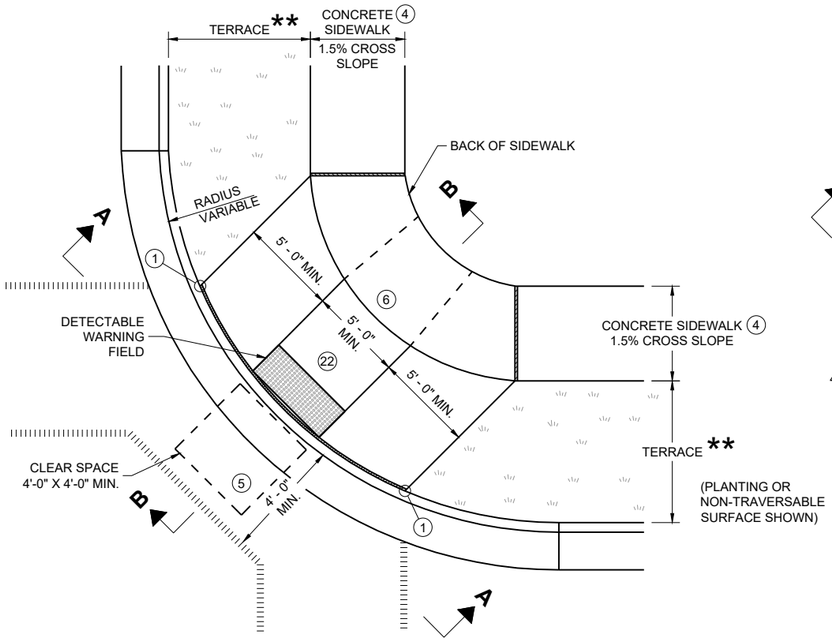


6

SDD 08D04 - 07

6

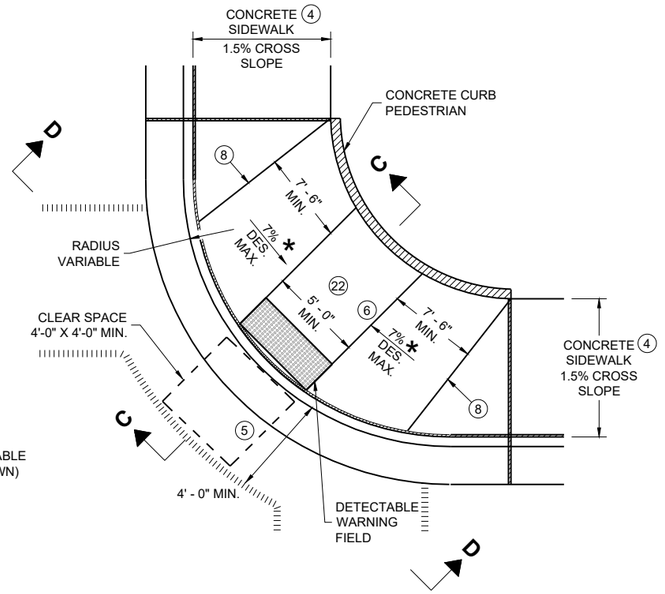
SDD 08D04 - 07




**PLAN VIEW**

## CURB RAMP TYPE 1

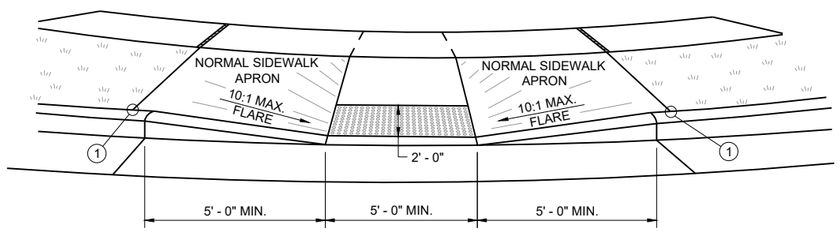
**(CENTER OF CORNER RADIUS)**



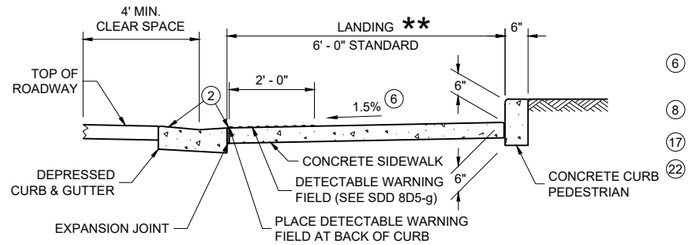

**PLAN VIEW**

## CURB RAMP TYPE 1 - A

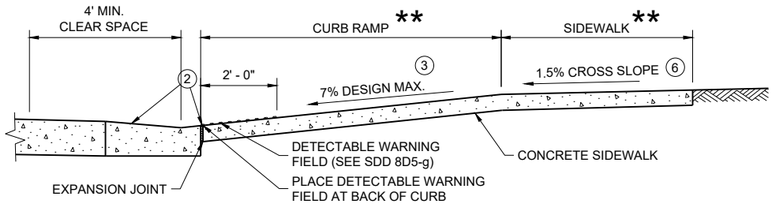
**(NO TERRACE)**



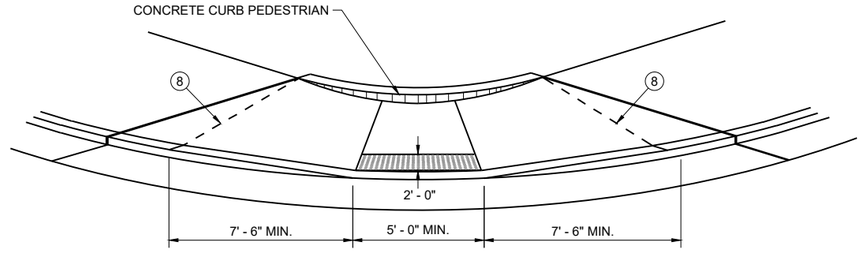

**VIEW A - A FOR TYPE 1**




**SECTION C - C FOR TYPE 1 - A**




**SECTION B - B FOR TYPE 1**




**VIEW D - D FOR TYPE 1 - A**

## GENERAL NOTES

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

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE CURB RAMP.

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

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

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

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

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

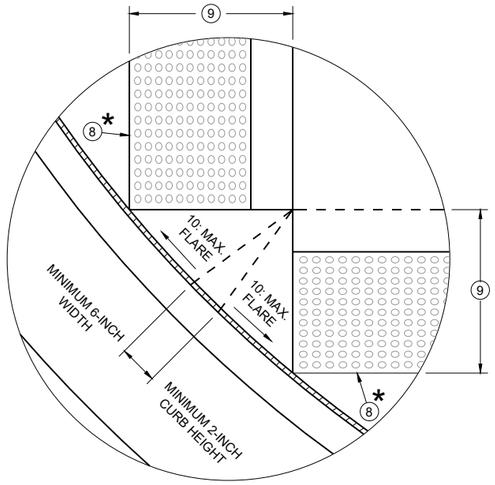
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

## LEGEND

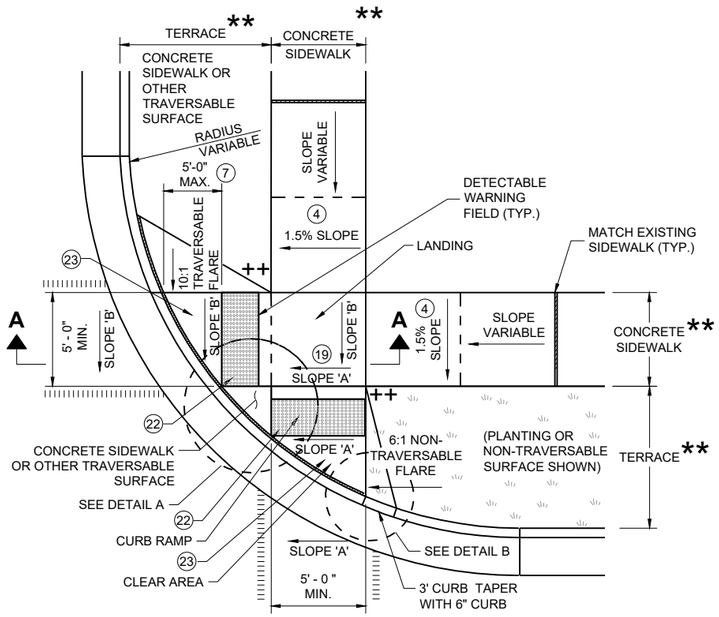
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

**CURB RAMPS TYPE 1 AND 1-A**

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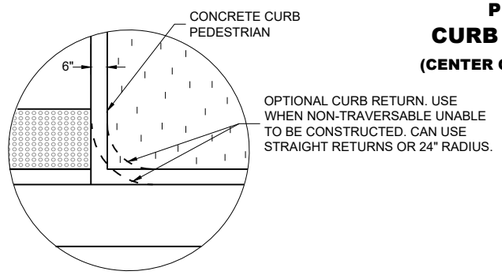

**DETAIL A**



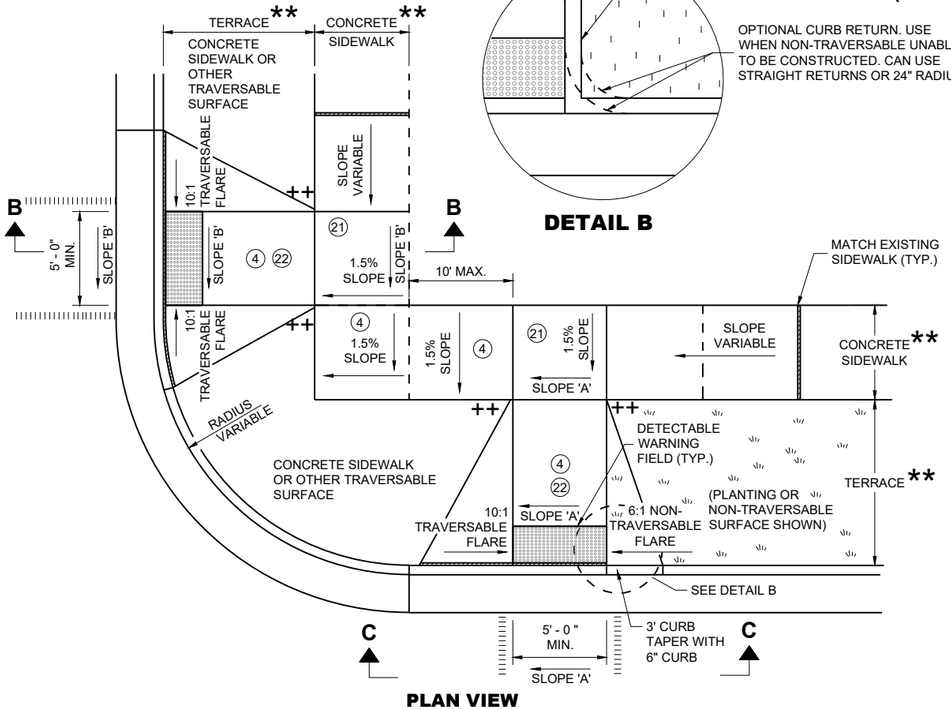

**PLAN VIEW**

## CURB RAMP TYPE 2

**(CENTER OF CORNER RADIUS)**



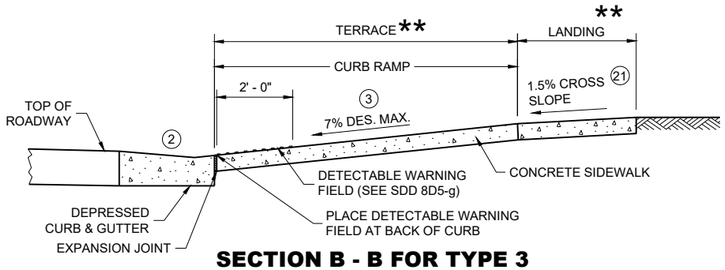

**DETAIL B**



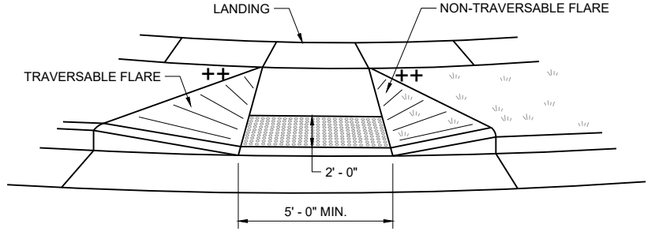

**PLAN VIEW**

## CURB RAMP TYPE 3

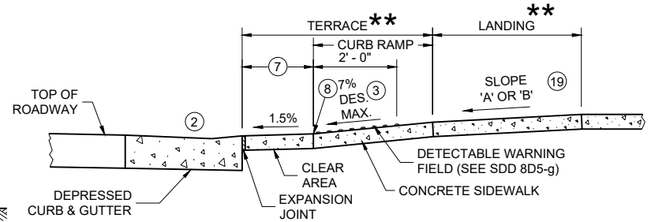
**(OUTSIDE OF CROSSWALK AREA)**




**SECTION B - B FOR TYPE 3**




**VIEW C - C FOR TYPE 3**




**SECTION A - A FOR TYPE 2**

## GENERAL NOTES

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

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

## LEGEND

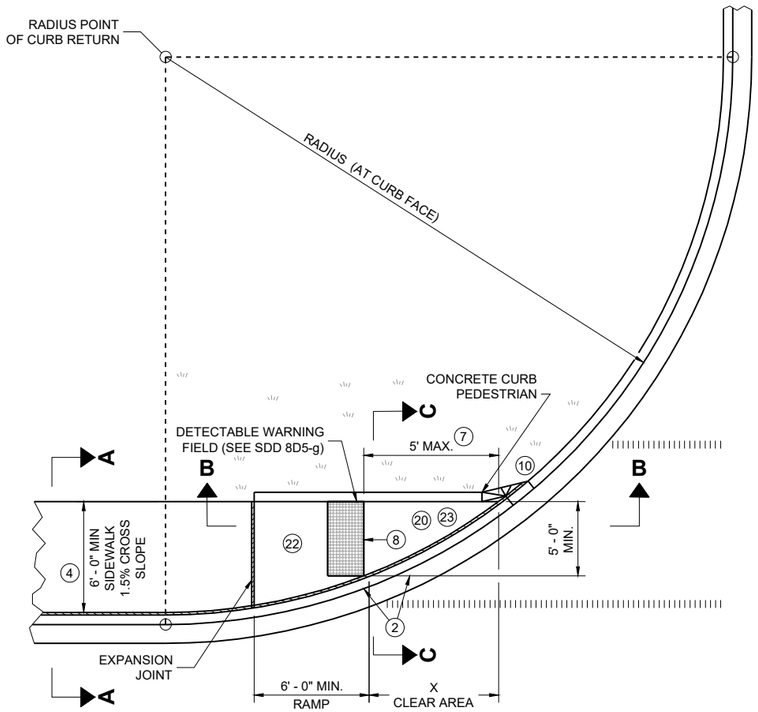
- ½" EXPANSION JOINT SIDEWALK
- – – – CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

**CURB RAMPS TYPE 2 AND 3**

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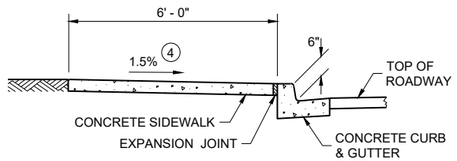


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SDD 08D05-22b

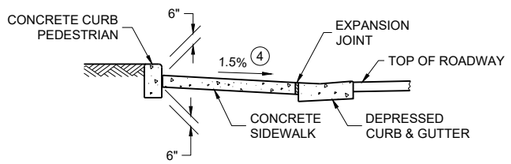



**PLAN VIEW**

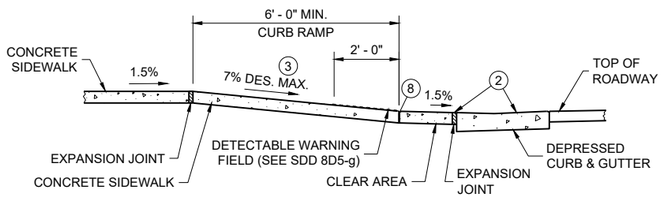
**CURB RAMP TYPE 4A**



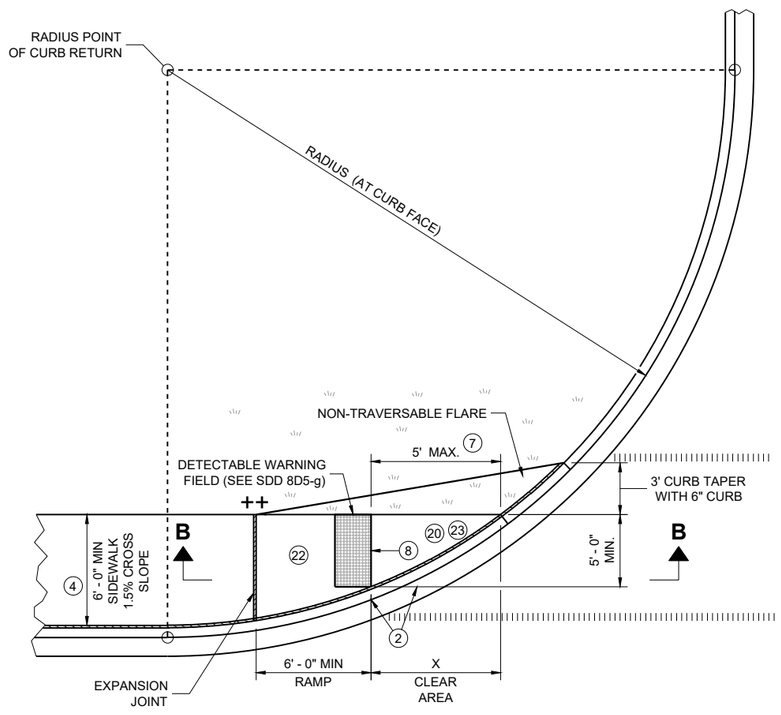

**SECTION A - A FOR TYPE 4A**




**SECTION C - C FOR TYPE 4A**




**SECTION B - B FOR TYPE 4A AND TYPE 4A1**




**PLAN VIEW**

**CURB RAMP TYPE 4A1**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

| RADIUS (AT CURB FACE) | X |
|---|---|
| 10 FEET | 4' - 7" |

INTERMEDIATE RADII CAN BE INTERPOLATED

## GENERAL NOTES

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

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

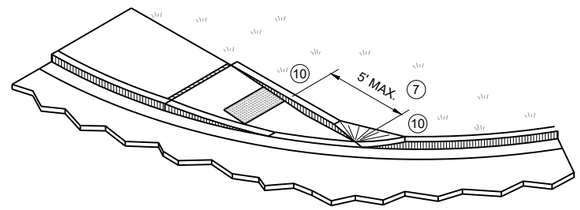
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

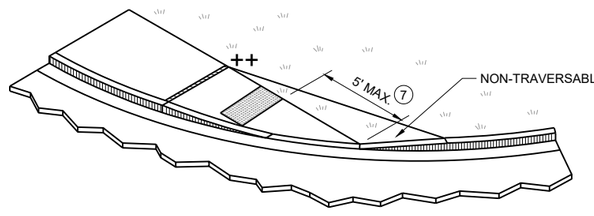
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



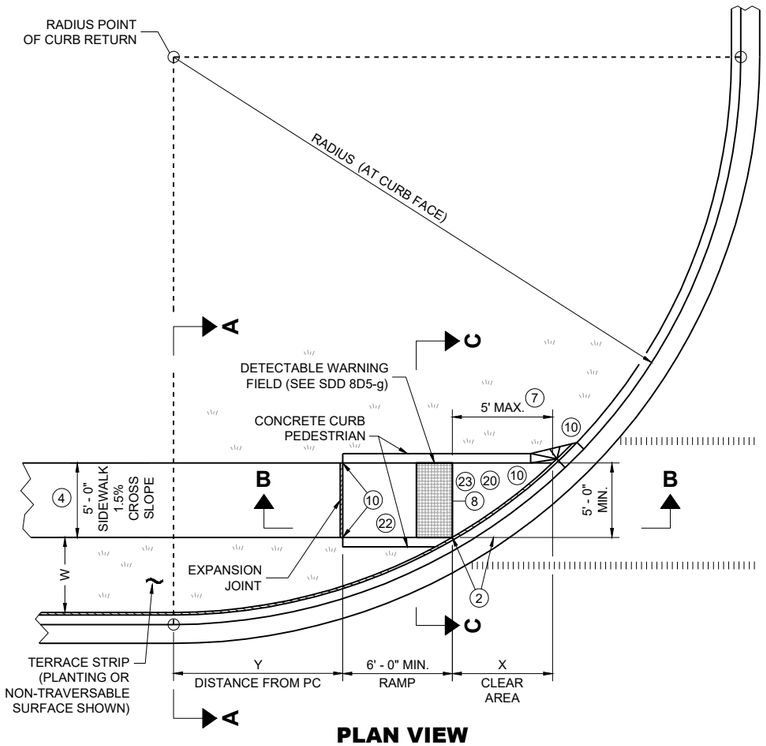

**ISOMETRIC VIEW FOR TYPE 4A**




**ISOMETRIC VIEW FOR TYPE 4A1**

**CURB RAMPS**
**TYPE 4A AND 4A1**

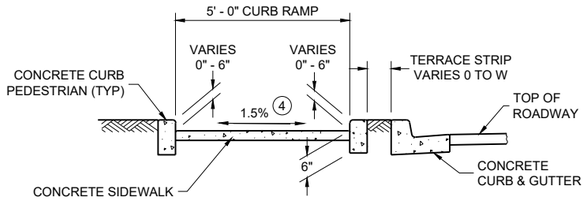
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**PLAN VIEW**
**CURB RAMP TYPE 4B**

| RADIUS (AT CURB FACE) | W = 3' - 0" | | W = 4' - 0" | | W = 5' - 0" | | W = 6' - 0" | | W = 7' - 0" | | W = 8' - 0" | | W = 9' - 0" | | W = 10' - 0" | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y |
| 10 FEET | 2' - 10 ¼" | 0' - 5" | 2' - 1" | 1' - 4 ½" | 1' - 5" | 2' - 1" | 0' - 10" | 2' - 7 ½" | 0' - 3 ¼" | 3' - 0 ¼" | | | | | | |
| 15 FEET | 4' - 6 ¾" | 2' - 1 ¾" | 3' - 9" | 3' - 5 ¾" | 3' - 1 ¼" | 4' - 6" | 2' - 6 ¾" | 5' - 4 ½" | 2' - 1" | 6' - 1" | 1' - 8" | 6' - 8 ½" | 1' - 3 ¼" | 7' - 2 ½" | 0' - 10 ¾" | 7' - 7 ¼" |
| 20 FEET | | | 4' - 11 ½" | 5' - 1 ¾" | 4' - 3 ¼" | 6' - 5 ½" | 3' - 8 ¾" | 7' - 7" | 3' - 3" | 8' - 6 ½" | 2' - 10" | 9' - 4 ½" | 2' - 5 ½" | 10' - 1 ¼" | 2' - 1 ¼" | 10' - 9" |
| 30 FEET | | | | | | | | | 4' - 10 ¾" | 12' - 5 ¾" | 4' - 5 ½" | 13' - 7 ¾" | 4' - 0 ¾" | 14' - 8 ½" | 3' - 8 ½" | 15' - 8 ¼" |
| 40 FEET | | | | | | | | | | | | | | | 4' - 10 ¾" | 19' - 8 ¼" |

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH




**SECTION C - C FOR TYPE 4B**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

## GENERAL NOTES

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

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

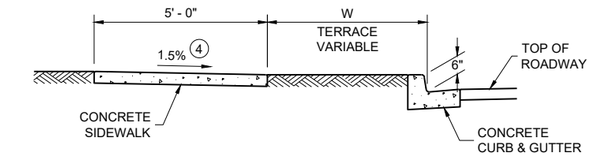
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

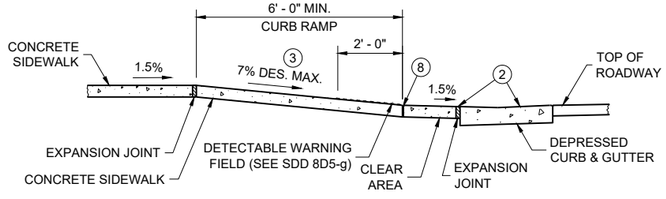
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

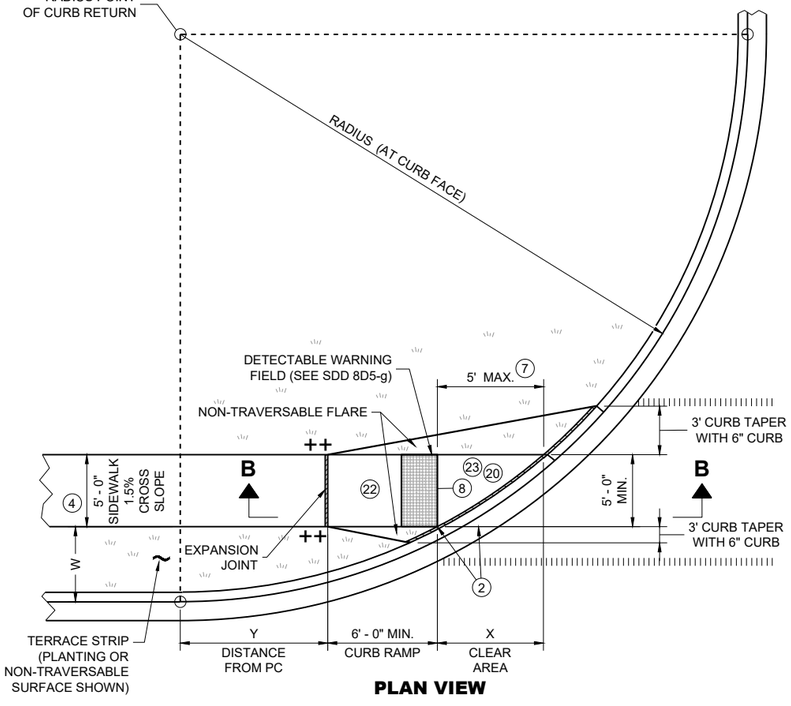
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



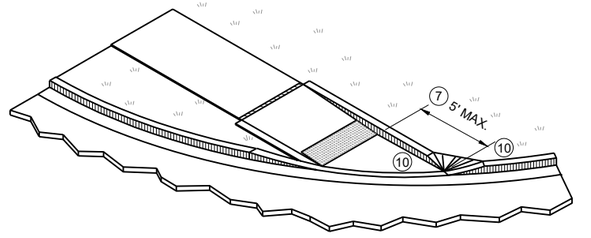

**SECTION A - A FOR TYPE 4B**



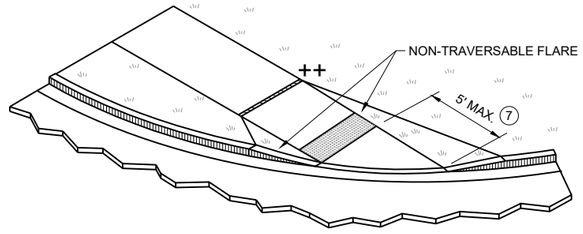

**SECTION B - B FOR TYPE 4B AND TYPE 4B1**




**PLAN VIEW**
**CURB RAMP TYPE 4B1**




**ISOMETRIC VIEW FOR TYPE 4B**



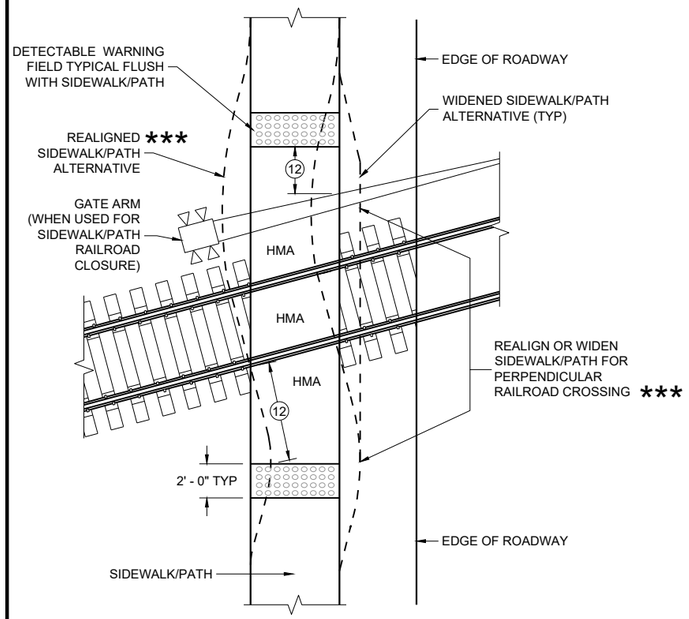

**ISOMETRIC VIEW FOR TYPE 4B1**

**CURB RAMPS**
**TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

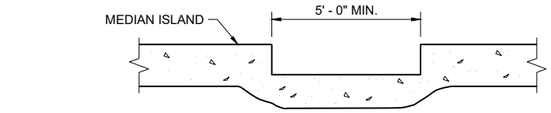
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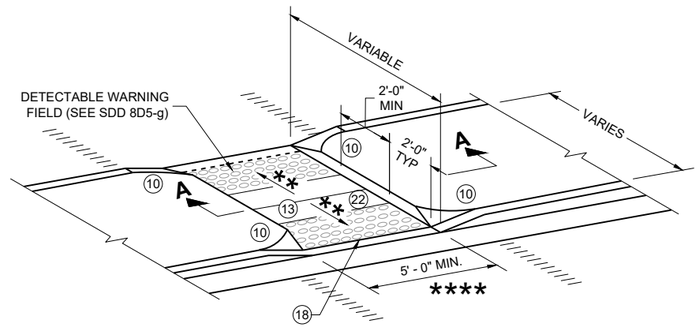



## CURB RAMP TYPE 8

### DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS




### SECTION A - A FOR TYPE 5




## CURB RAMP TYPE 5

### MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

## GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

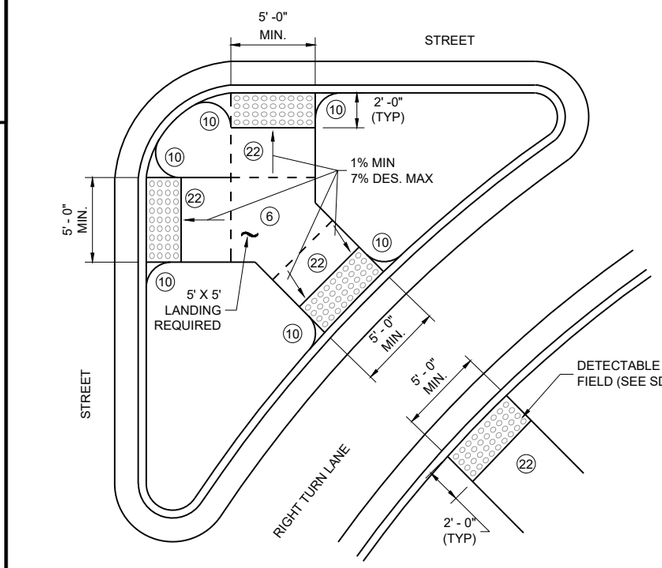
(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.




## CURB RAMP TYPE 7A

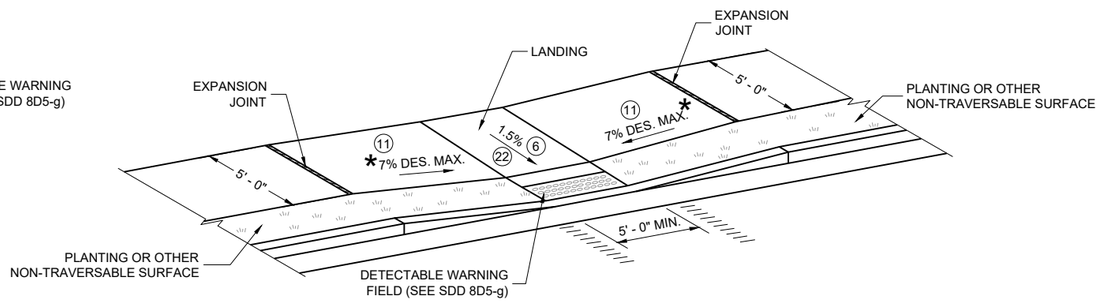
### FOR INTERSECTIONS AND MID BLOCK CROSSINGS




## CURB RAMP TYPE 6

### DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS

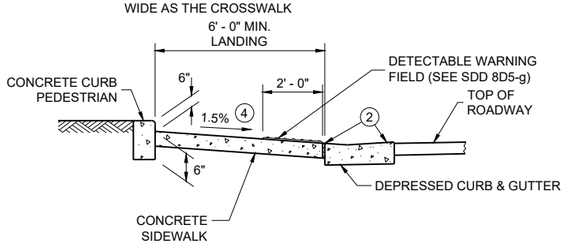



## CURB RAMP TYPE 7B

### FOR INTERSECTIONS AND MID BLOCK CROSSINGS

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** 1% MINIMUM (PROVIDE DRAINAGE)
- *** DETAILS TO BE DETERMINED BY ENGINEER
- **** FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

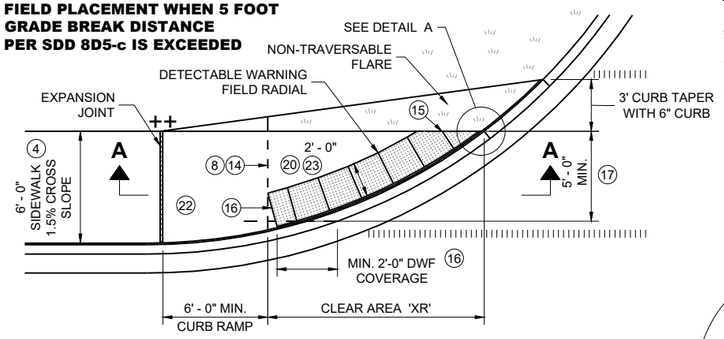



### SECTION B - B FOR TYPE 7A

## CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

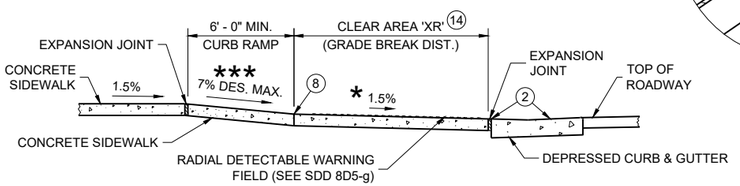
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED**




**PLAN VIEW**

## CURB RAMP TYPE 4A1

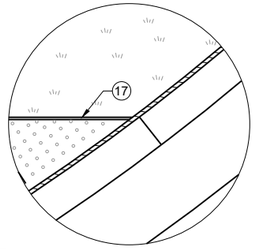
## (GRADE BREAK DISTANCE GREATER THAN 5 FEET)



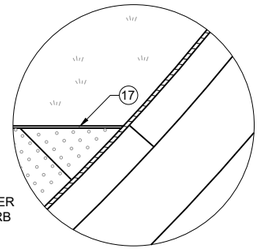

**SECTION A - A FOR TYPE 4A1**

## LEGEND

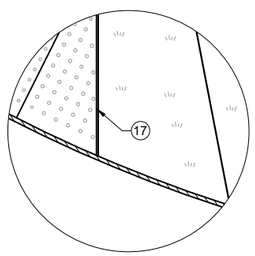
| | |
|---|---|
| ═══ | ½" EXPANSION JOINT SIDEWALK |
| – – – – | CONTRACTION JOINT SIDEWALK |
| ıı ıı ıı ıı | PAVEMENT MARKING CROSSWALK (WHITE) |
| ** | WIDTH SHOWN ELSEWHERE IN THE PLANS |
| *** | MAXIMUM 8.3% |
| ++ | CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE |




**DETAIL A**




**DETAIL B**




**DETAIL C**

## GENERAL NOTES

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

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

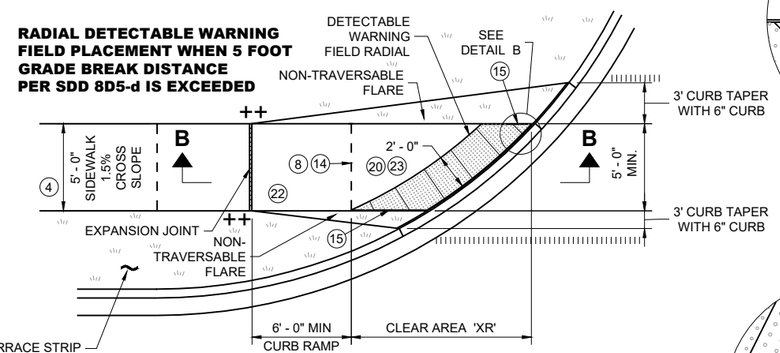
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

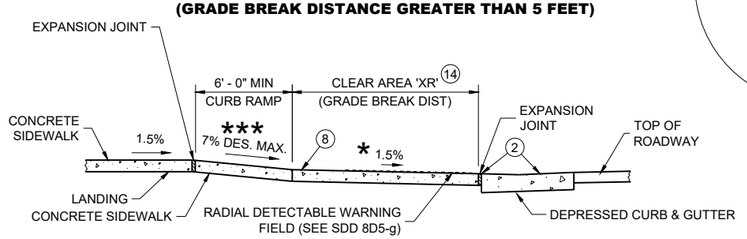
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED**




**PLAN VIEW**

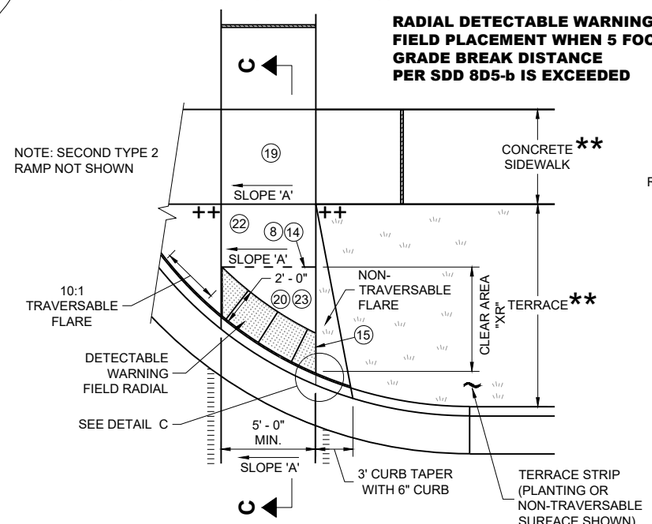
## CURB RAMP TYPE 4B1

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**




**SECTION B - B FOR TYPE 4B1**

**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED**

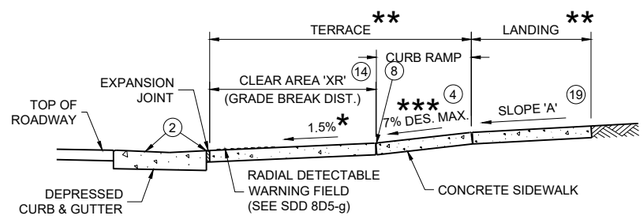



**PLAN VIEW**

## CURB RAMP TYPE 2

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

**(ON LINE WITH SIDEWALK)**



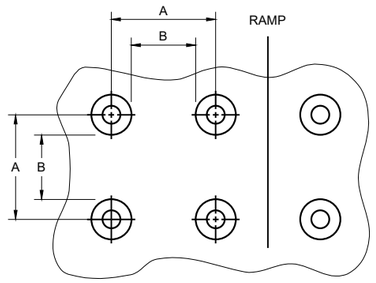

**SECTION C - C FOR TYPE 2**

## CURB RAMPS
## RADIAL DETECTABLE WARNING

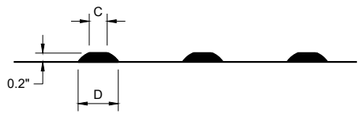
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

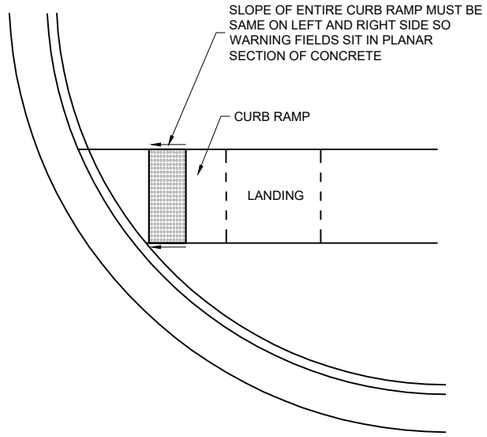
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**PLAN VIEW**




**ELEVATION VIEW**




**DETECTABLE WARNING FIELD**
**PLANAR INSTALLATION**

## GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

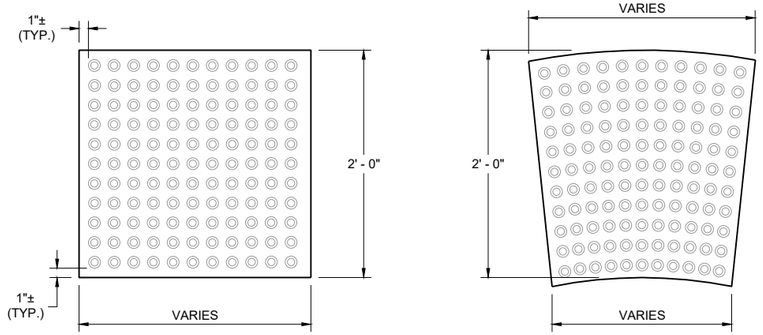
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

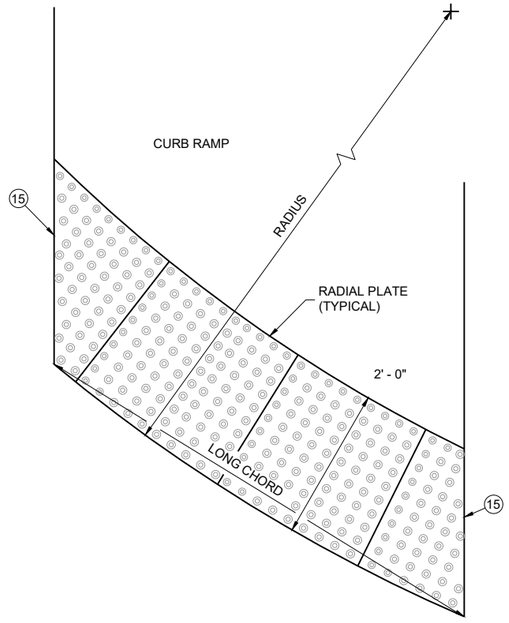
## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL



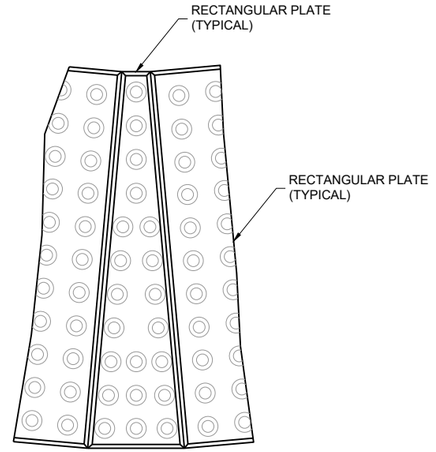

**RECTANGULAR PLATES**

**RADIAL PLATES**

**PLAN VIEW**
**DETECTABLE WARNING FIELDS (TYPICAL)**




**PLAN VIEW**
**RADIAL DETECTABLE WARNING FIELD ATTRIBUTES**




**PLAN VIEW**
**RADIAL WEDGE PLATE CONNECTION DETAIL**

**CURB RAMPS**
**RECTANGULAR AND RADIAL**
**DETECTABLE WARNING PLATES**

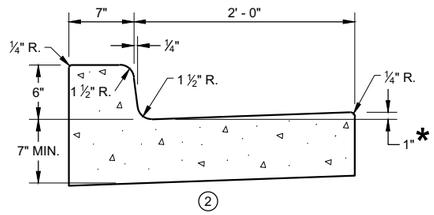
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

FHWA

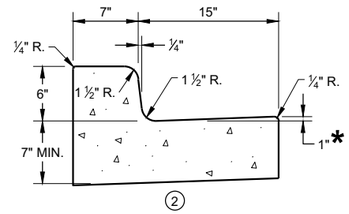


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SDD 08D05-22g

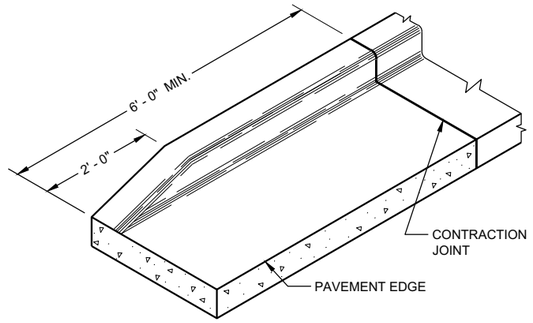



## CONCRETE CURB AND GUTTER 31" ①

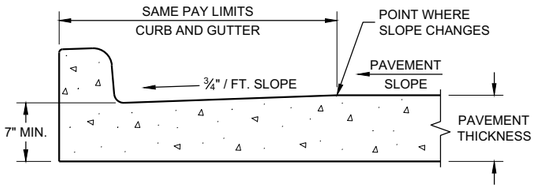
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



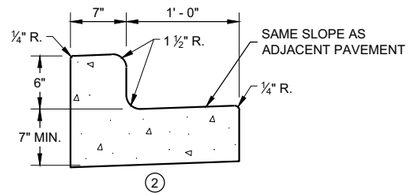

## CONCRETE CURB AND GUTTER 22" ①



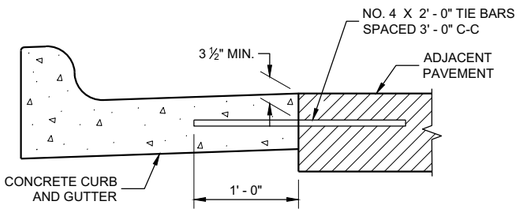

## END SECTIONCURB AND GUTTER



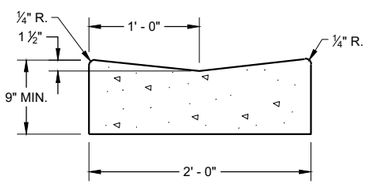

## PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



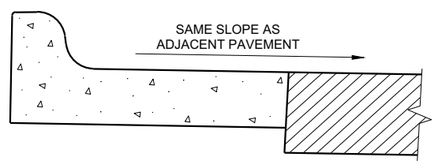

## CONCRETE CURB AND GUTTER 19" ①




## TYPICAL TIE BAR LOCATION ①




## CONCRETE GUTTER 24" ①




## HIGH SIDE SECTION ③

(TYPICAL FOR ALL CURB & GUTTER TYPES)

## GENERAL NOTES

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

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

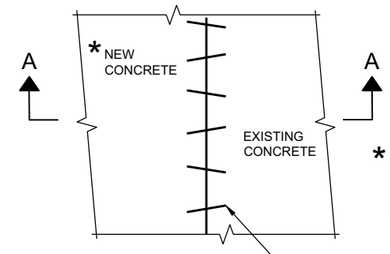
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

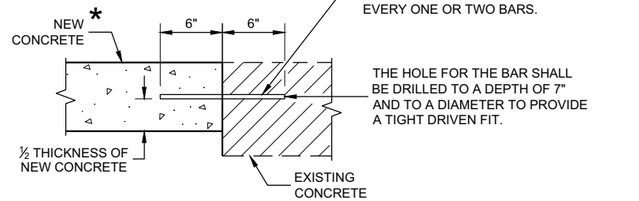
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS




## PLAN VIEW

* EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.




## SECTION A - A

## PAVEMENT TIES

**CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES**

**(For Optional use in Milwaukee Co. Only)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

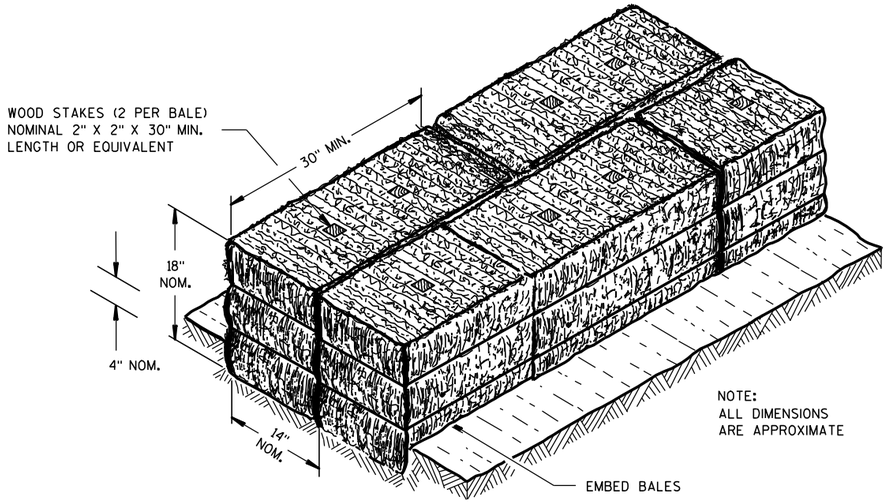
APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA



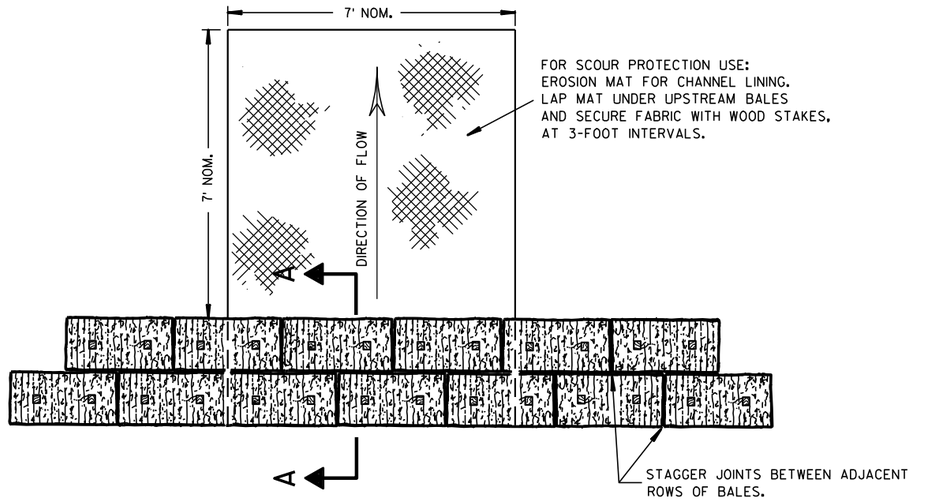
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SDD 08D16 - 11

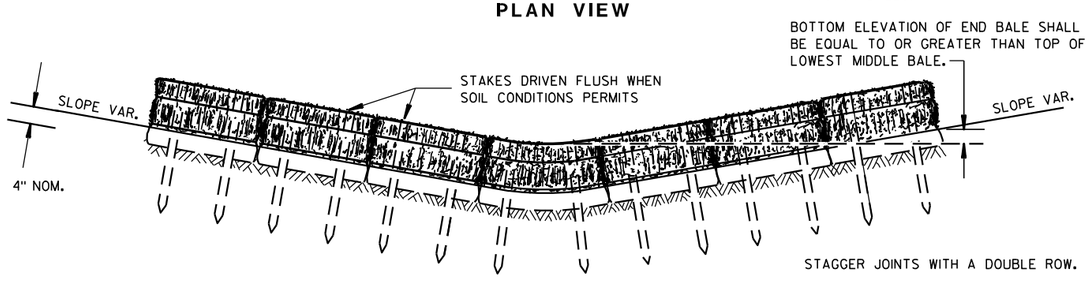
SDD 08D16 - 11




SECTION A-A




PLAN VIEW



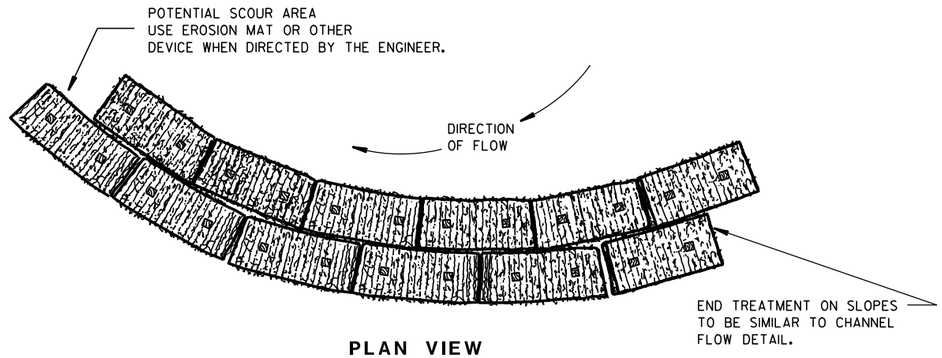

FRONT ELEVATION

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

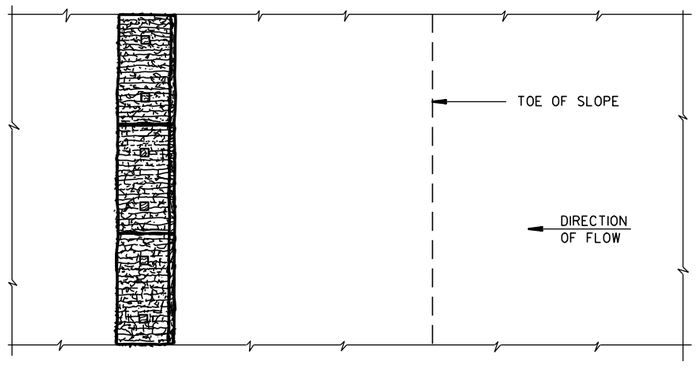
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

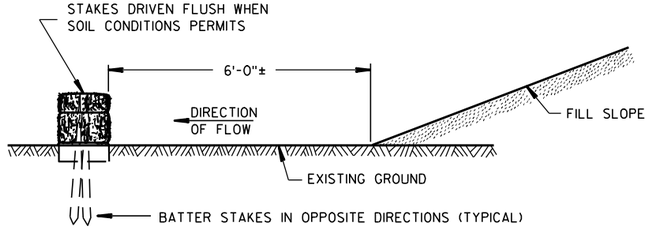



PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW




PLAN VIEW




FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

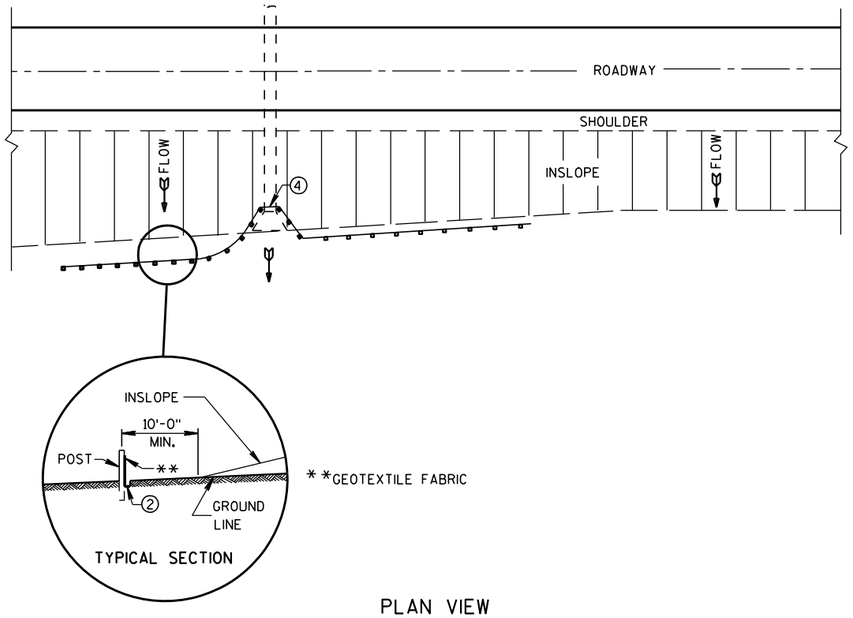


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S.D.D. 8 E 8-3

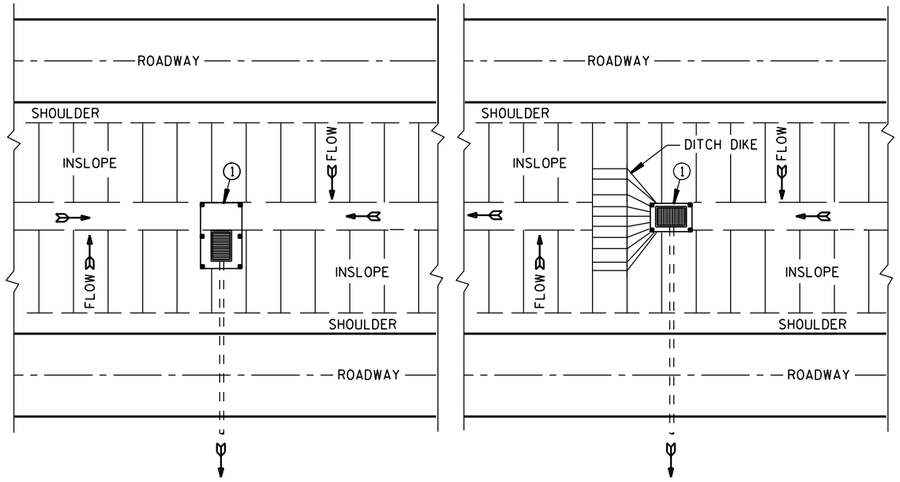
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S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



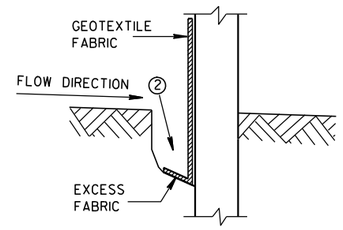

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

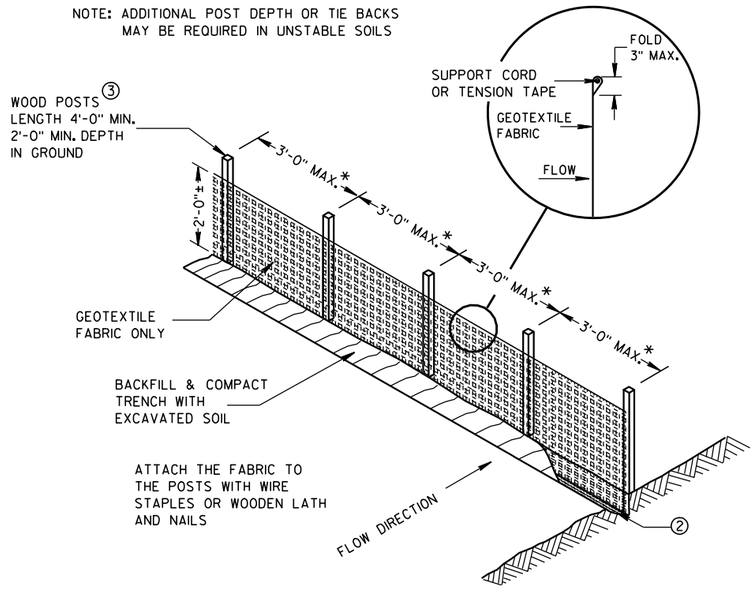
## GENERAL NOTES

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

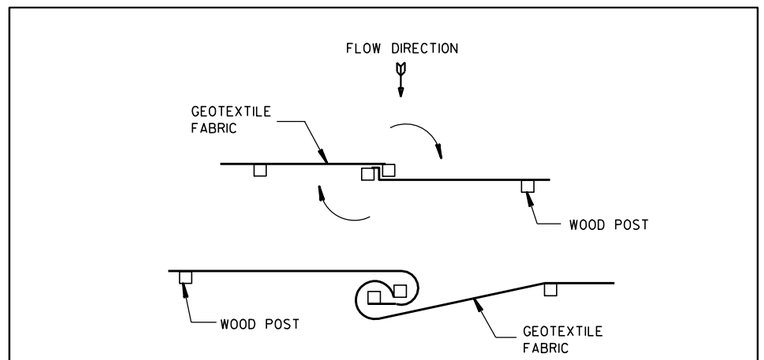
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



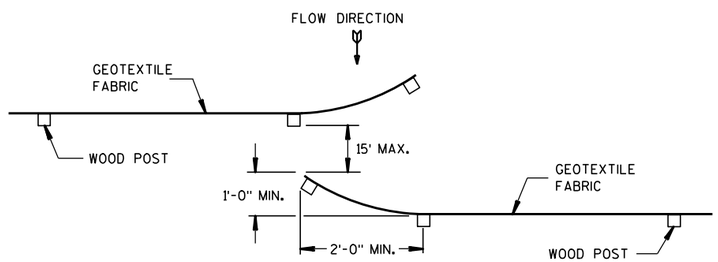

## TRENCH DETAIL




## SILT FENCE

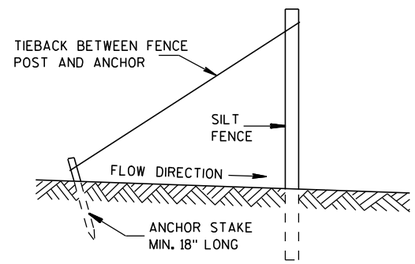



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE 5




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

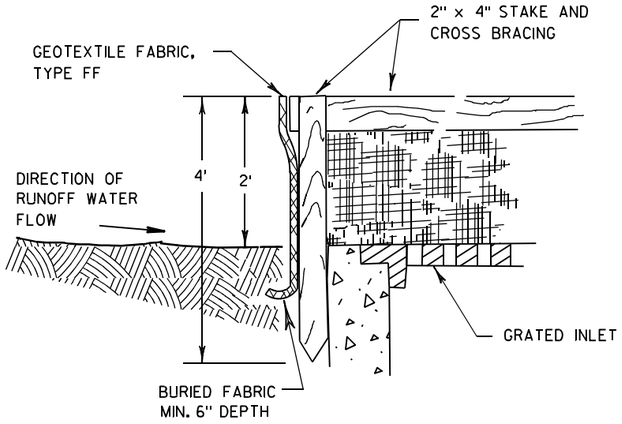


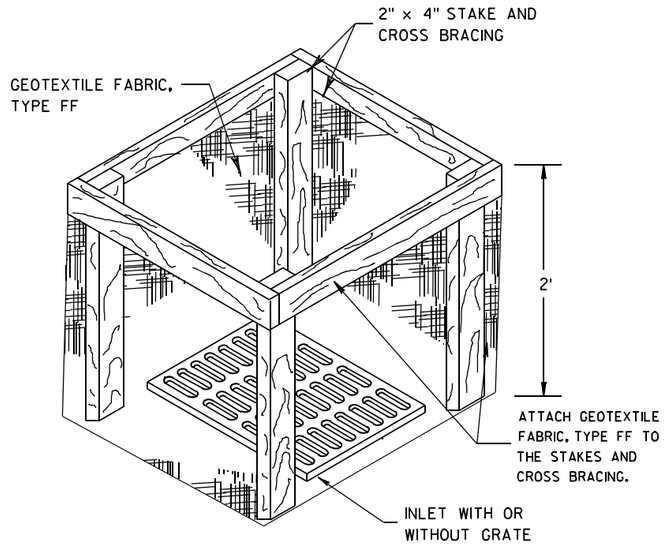
6

S.D.D. 8 E 9-6

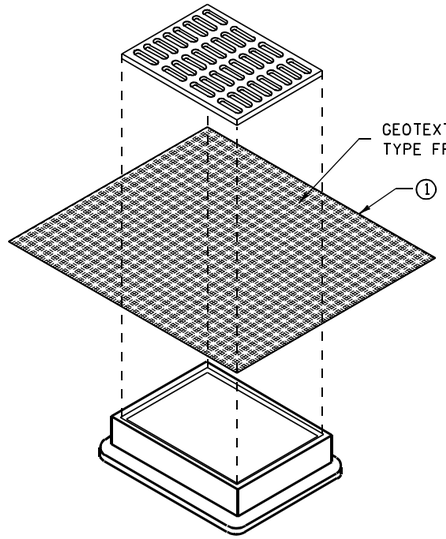
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S.D.D. 8 E 9-6



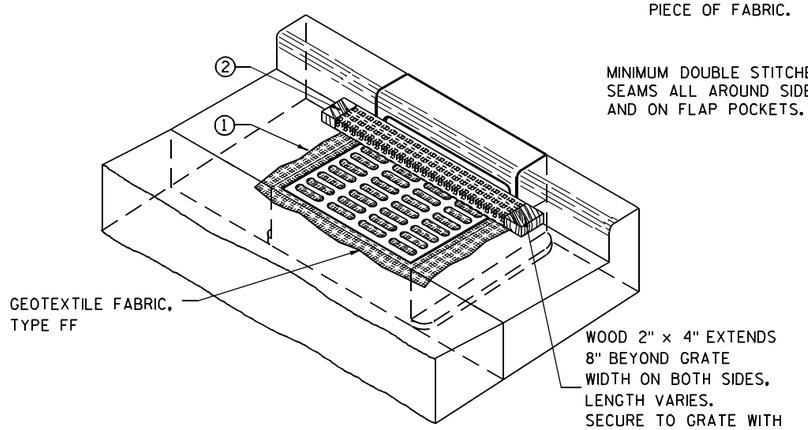




## INLET PROTECTION, TYPE A

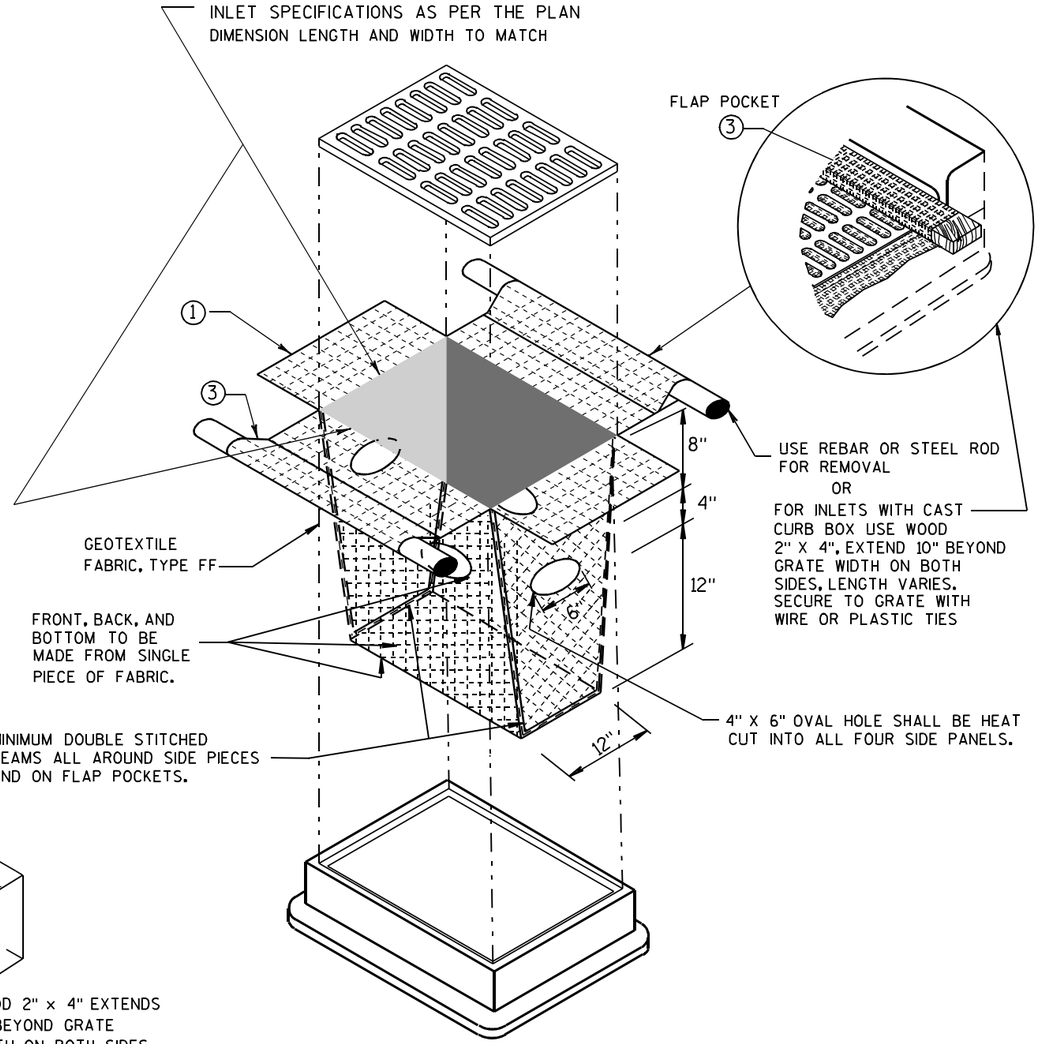



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

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




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

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

## GENERAL NOTES

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

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

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

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

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

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

## INSTALLATION NOTES

### TYPE B & C

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

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

### TYPE D

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

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

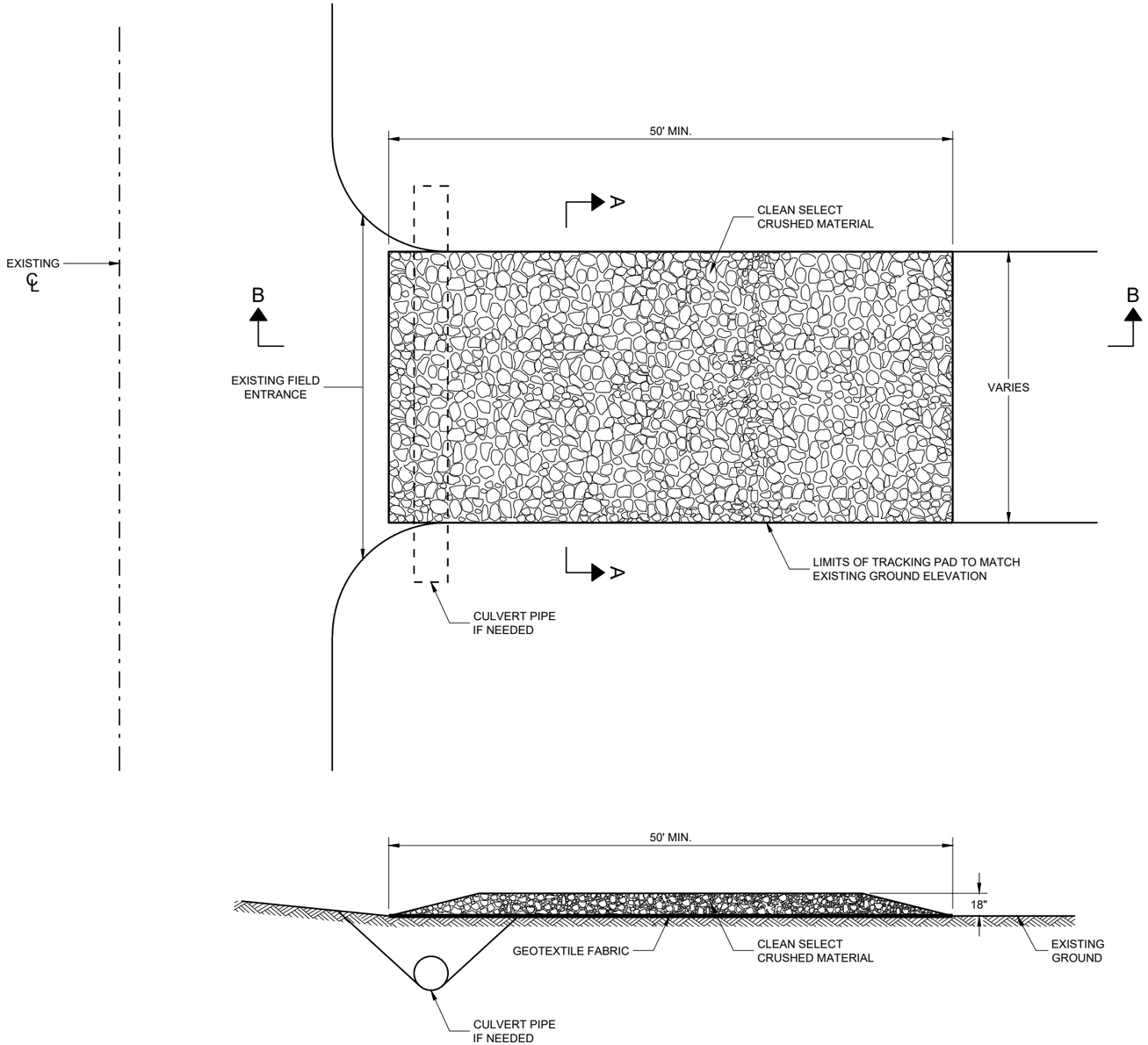


6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2







**SECTION B - B**

## GENERAL NOTES

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

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

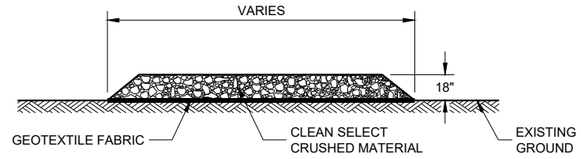
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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




**SECTION A - A**

6

SDD 08E14 - 01

# TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011
DATE

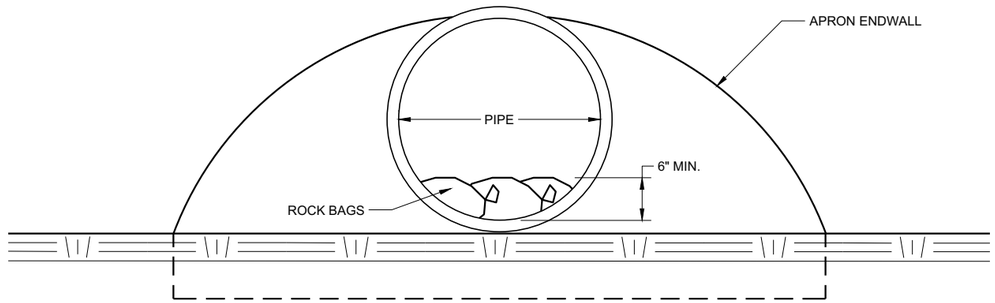
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

FHWA

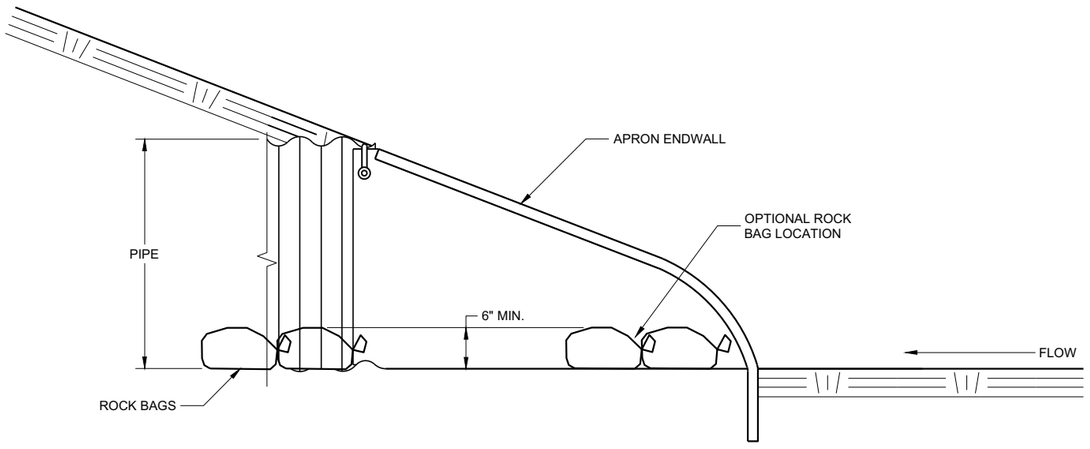


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SDD 08E14 - 01




**END VIEW**




**SIDE VIEW**

## CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

| CULVERT PIPE CHECK | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>May 2019<br>DATE | /S/ Daniel Schave<br>EROSION CONTROL ENGI |
| FHWA | |





6
SDD 08E15 - 01

## METAL APRON ENDWALLS

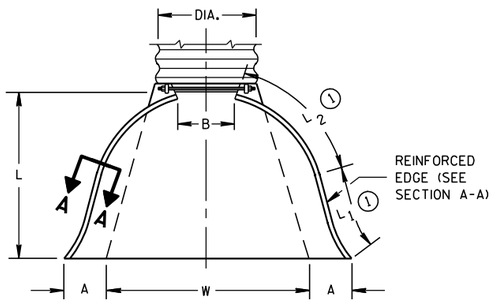
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

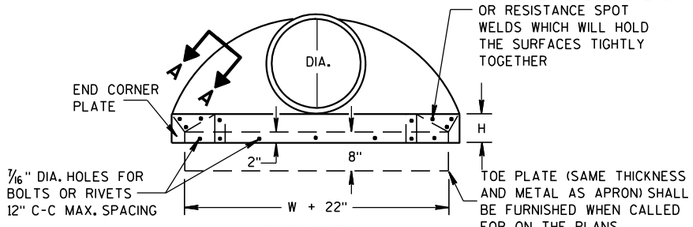
## REINFORCED CONCRETE APRON ENDWALLS

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

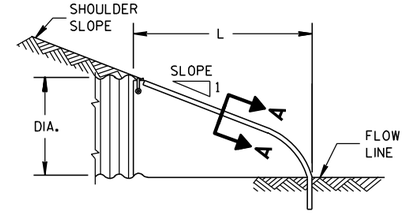
*MINIMUM
**MAXIMUM




PLAN VIEW

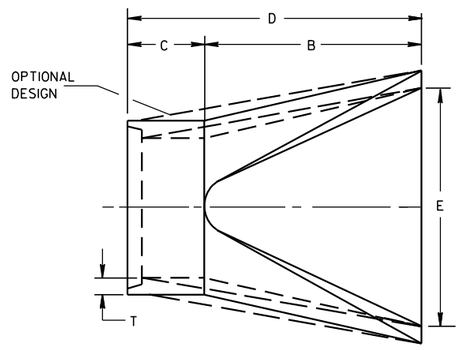



END VIEW

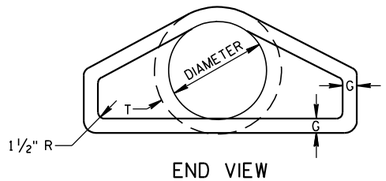



SIDE ELEVATION

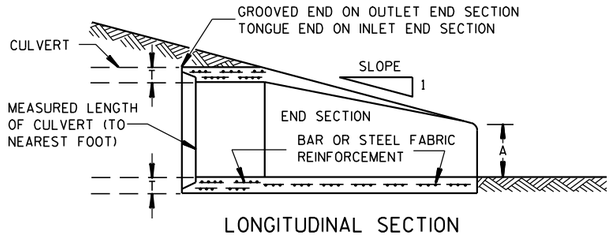
## METAL ENDWALLS




PLAN

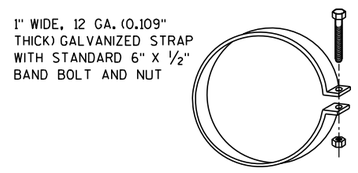



END VIEW



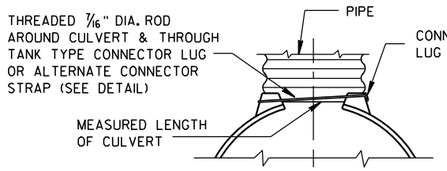

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

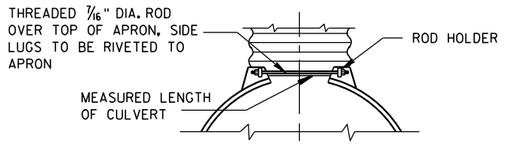



ALTERNATE FOR TYPE 1 CONNECTION

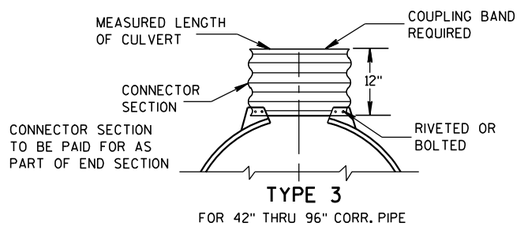
## END SECTION CONNECTOR STRAP



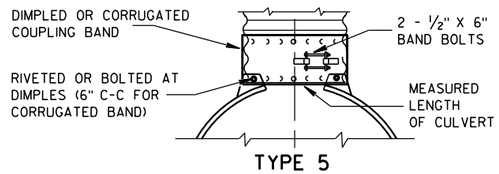

TYPE 1
FOR 12" THRU 24" CORR. PIPE




TYPE 2
FOR 30" THRU 96" CORR. PIPE




TYPE 3
FOR 42" THRU 96" CORR. PIPE




TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

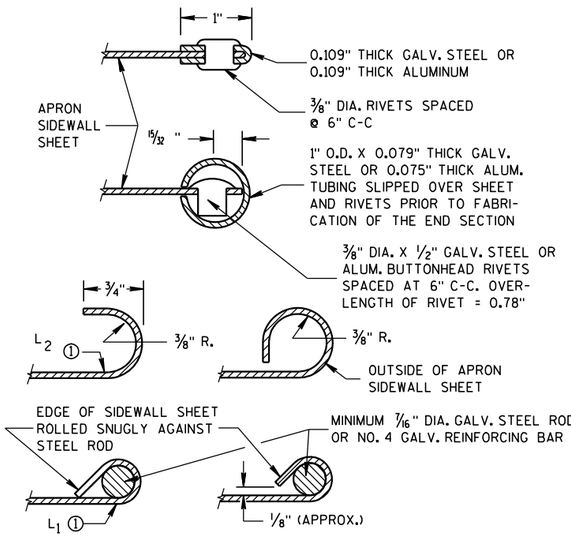
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

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

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

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

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

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

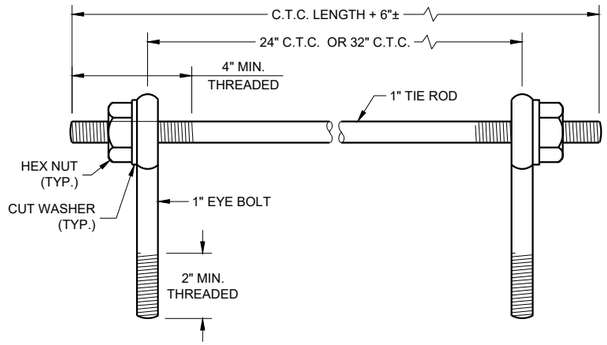
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

# APRON ENDWALLS FOR CULVERT PIPE

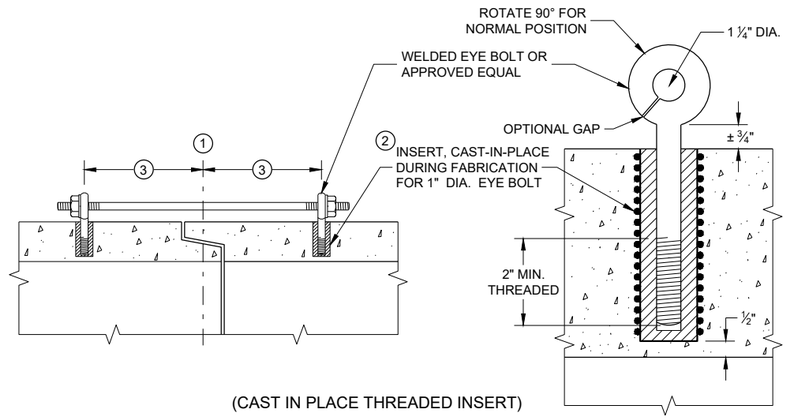
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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


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




**EYE BOLTS AND TIE ROD**




(CAST IN PLACE THREADED INSERT)

**LONGITUDINAL SECTIONS**

## EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

## GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

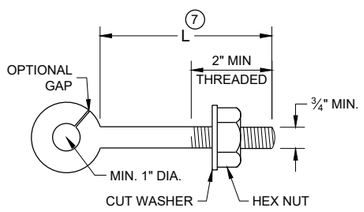
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

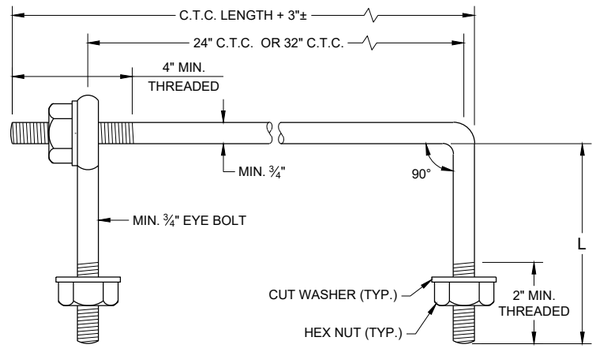
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

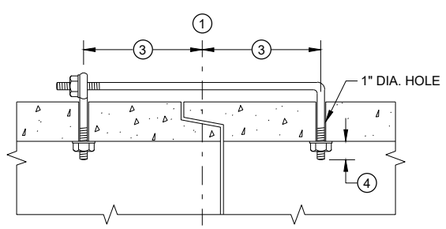



**EYE BOLT** (7)

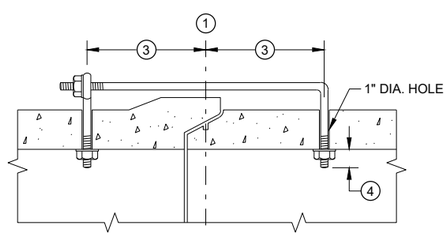
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




**EYE BOLT AND TIE ROD**




(TONGUE AND GROOVE PIPE)




(MODIFIED BELL PIPE)

**LONGITUDINAL SECTION**

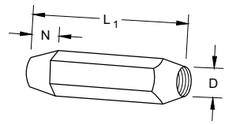
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

## EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

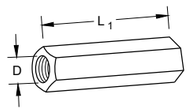
ADJUSTABLE TIE ROD TABLE

| PIPE DIAMETER | TIE ROD DIAMETER | D | $L_1$ | N |
|---|---|---|---|---|
| 12 - 60 | ⅝ | ⅝ | 5 | ½ |
| 66 - 84 | ¾ | ¾ | 5 | ½ |
| 90 - 144 | 1 | 1 | 7 | 1 7/16 |

DIMENSIONS SHOWN ARE IN INCHES



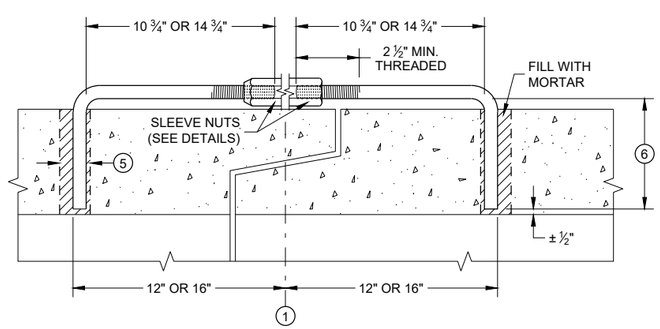

TAPERED




PLAIN

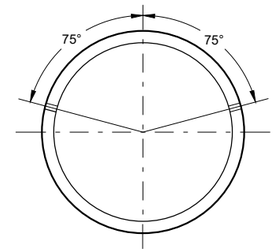
RIGHT AND LEFT THREADS

**SLEEVE NUTS**



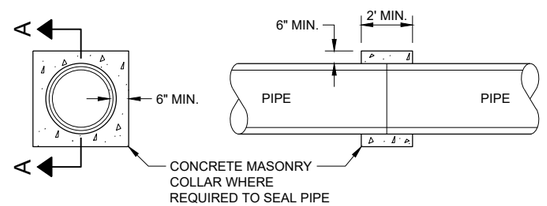

**LONGITUDINAL SECTION**

## ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

**TRANSVERSE SECTION**




**SECTION A - A**

## CONCRETE COLLAR DETAIL

**JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL**

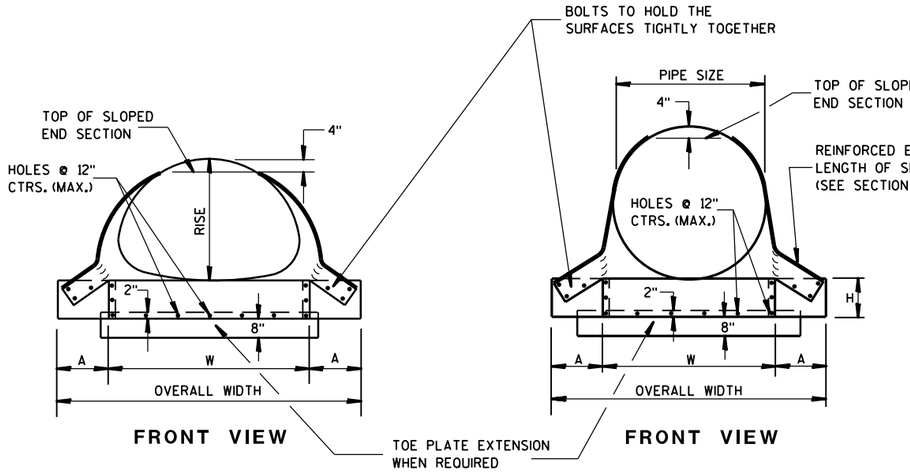
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA



SDD 08F04 - 08

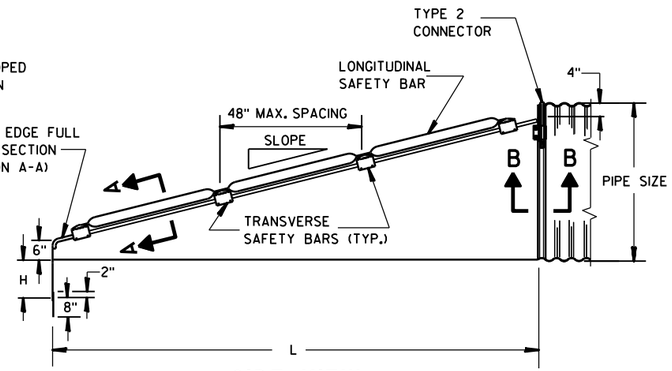
SDD 08F04 - 08




FRONT VIEW




FRONT VIEW




SIDE VIEW
(48" SIZE ILLUSTRATED)

## GENERAL NOTES

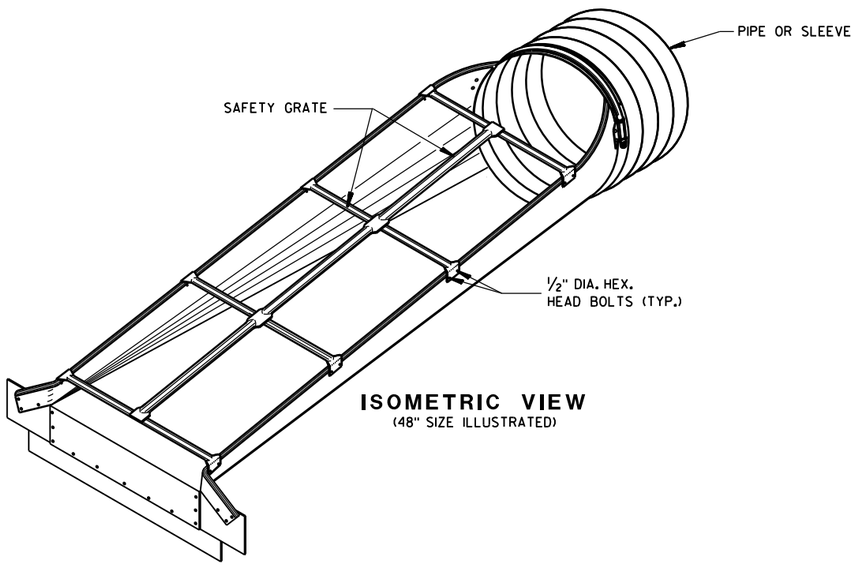
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

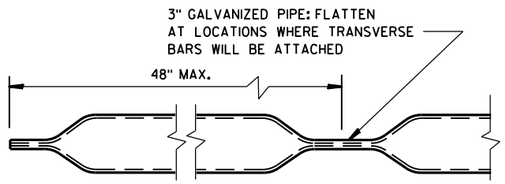
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

**STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS**

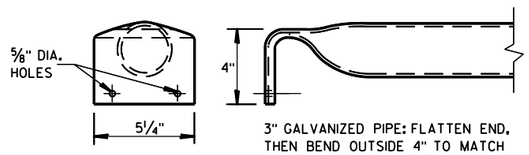
| PIPE DIA. (IN.) | MIN. THICK. | | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | IN. | GAGE | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 36 | .109 | 12 | 12 | 9 | 42 | 66 | 4:1 | 104 | 6:1 | 156 |
| 42 | .109 | 12 | 16 | 12 | 48 | 80 | 4:1 | 128 | 6:1 | 192 |
| 48 | .109 | 12 | 16 | 12 | 54 | 86 | 4:1 | 152 | 6:1 | 228 |
| 54 | .109 | 12 | 16 | 12 | 60 | 92 | 4:1 | 176 | 6:1 | 264 |
| 60 | .109 | 12 | 16 | 12 | 66 | 98 | 4:1 | 200 | 6:1 | 300 |




ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



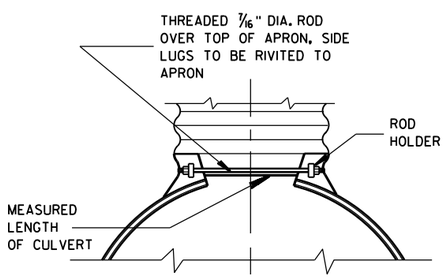

LONGITUDINAL SAFETY BAR



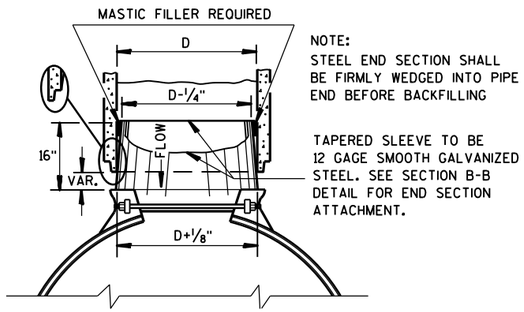

TRANSVERSE SAFETY BAR

**STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS**

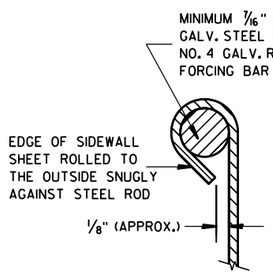
| EQUIV. DIA. (IN.) | INCHES | | MIN. THICK. | | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SPAN | RISE | IN. | GAGE | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 30 | 35 | 24 | .079 | 14 | 12 | 9 | 41 | 65 | 4:1 | 56 | 6:1 | 84 |
| 36 | 42 | 29 | .109 | 12 | 12 | 9 | 48 | 72 | 4:1 | 76 | 6:1 | 114 |
| 42 | 49 | 33 | .109 | 12 | 16 | 12 | 55 | 87 | 4:1 | 92 | 6:1 | 138 |
| 48 | 57 | 38 | .109 | 12 | 16 | 12 | 63 | 95 | 4:1 | 112 | 6:1 | 168 |
| 54 | 64 | 43 | .109 | 12 | 16 | 12 | 70 | 102 | 4:1 | 132 | 6:1 | 198 |
| 60 | 71 | 47 | .109 | 12 | 16 | 12 | 77 | 109 | 4:1 | 148 | 6:1 | 222 |



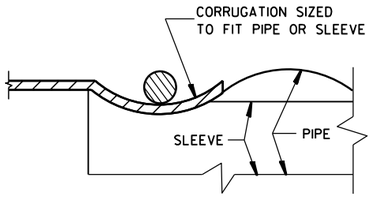

TYPE 2 CONNECTOR DETAIL




STEEL ADAPTER SLEEVE FOR CONCRETE PIPE




SECTION A-A




SECTION B-B

**STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS**

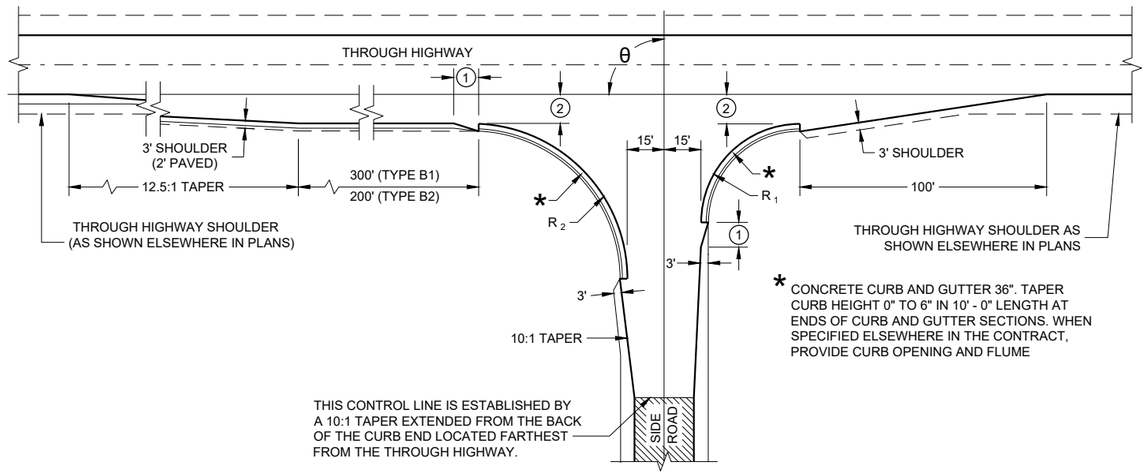
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA



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S.D.D. 8 F 8-2




* CONCRETE CURB AND GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10' - 0" LENGTH AT ENDS OF CURB AND GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME

## TYPE "B1" AND "B2"

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

| θ | $R_1$ | $R_2$ |
|---|---|---|
| 65 - 70 | 35 | 70 |
| 71 - 80 | 40 | 70 |
| 81 - 90 | 40 | 60 |
| 91 - 100 | 50 | 55 |
| 101 - 110 | 60 | 45 |

## GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

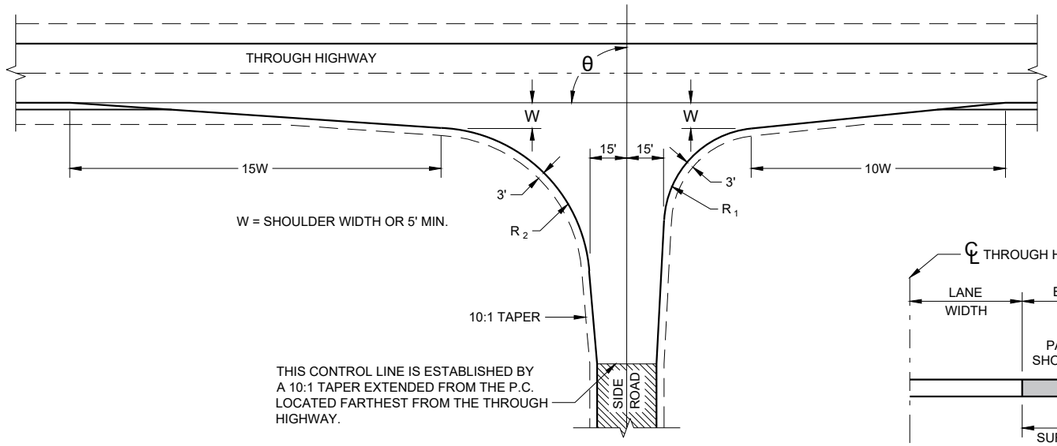
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

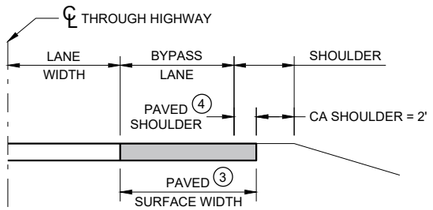
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 13-FT PLUS PAVED SHOULDER WIDTH

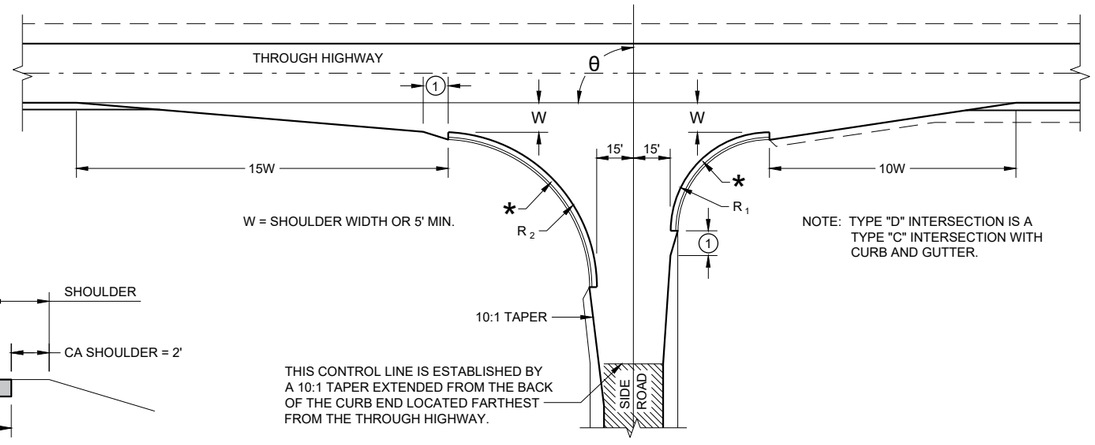
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.




## TYPE "C"

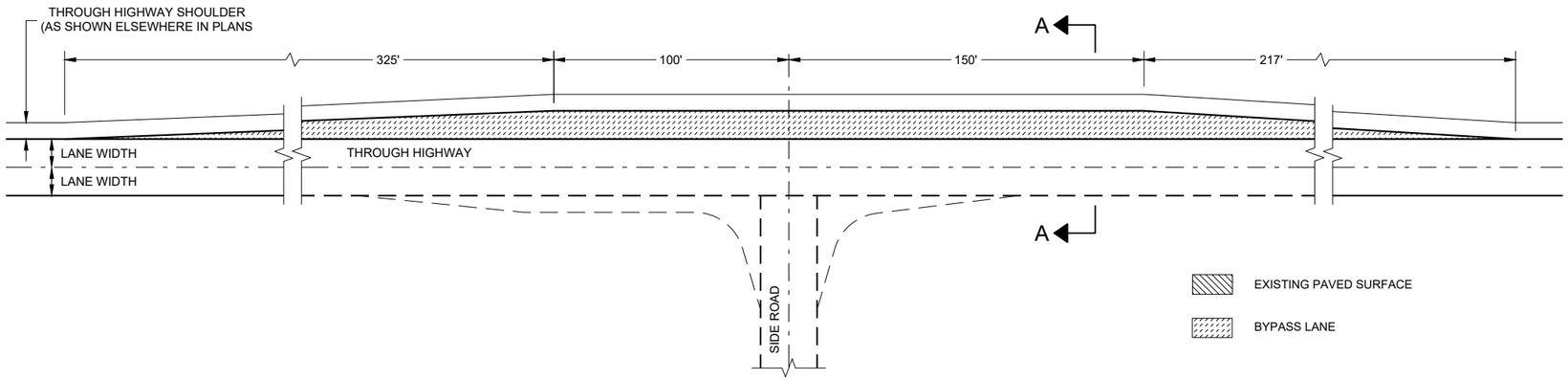



## SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)




NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB AND GUTTER.

## TYPE "D"




## TEE INTERSECTION BYPASS LANE DETAIL

**AT GRADE SIDE ROAD INTERSECTION TYPES "B1", "B2", "C", "D" AND TEE INTERSECTION BYPASS LANE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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SDD 09A01 - 14a

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SDD 09A01 - 14a

## GENERAL NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

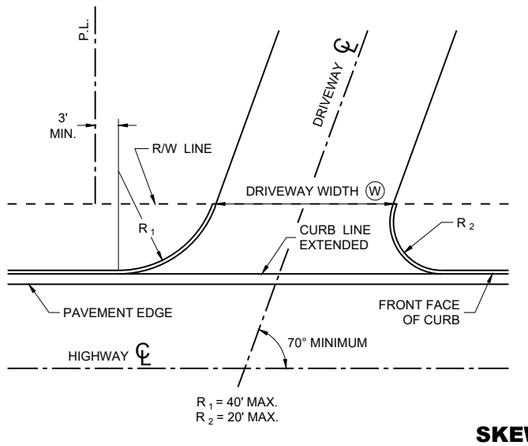
ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

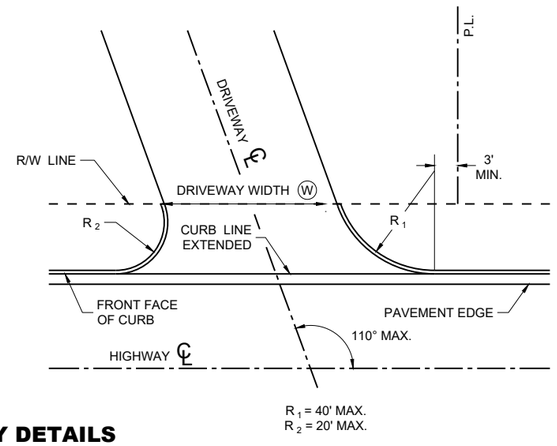
NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

DETECTABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD CONTROLLED.

DETECTABLE WARNING FIELDS TO BE 2' DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

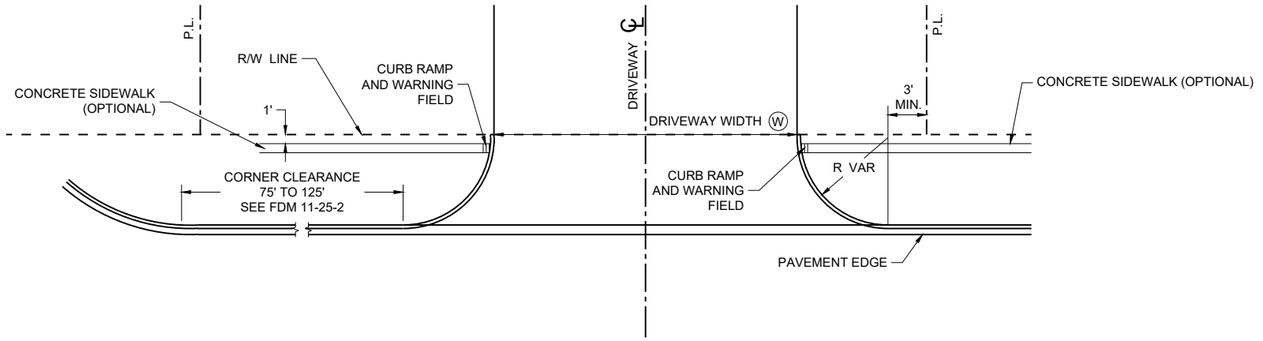
Ⓦ : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
- ~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
- ~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.




### SKEWED DRIVEWAY DETAILS (COMMERCIAL AND NON-COMMERCIAL)

**SIDEWALK NOT SHOWN**




### DRIVEWAY LOCATION AND SPACING

**DRIVEWAY CENTERLINE MAY BE A COMMON PROPERTY LINE FOR SHARED DRIVEWAYS**

**DRIVEWAYS WITH CURB AND GUTTER RETURNS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

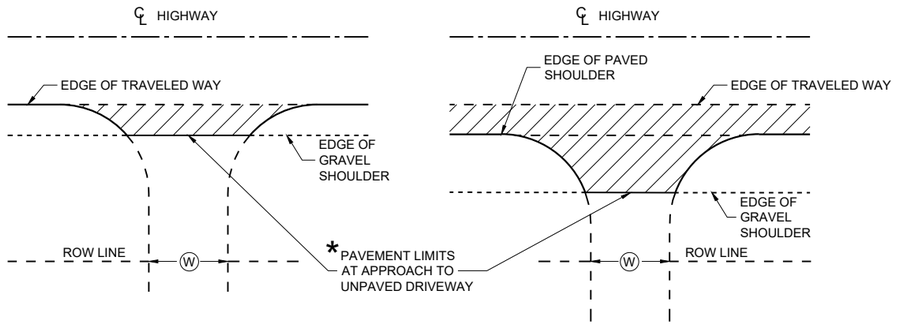
FHWA





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SDD 09A13-01

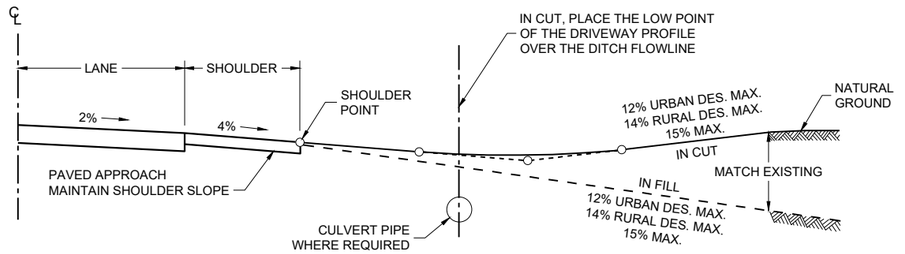



* WHERE DRIVEWAY IS PAVED, APPROACH PAVEMENT SHOULD BE EXTENDED TO MATCH DRIVEWAY PAVEMENT.

**PLAN VIEW**
(UNPAVED SHOULDER ON HIGHWAY)

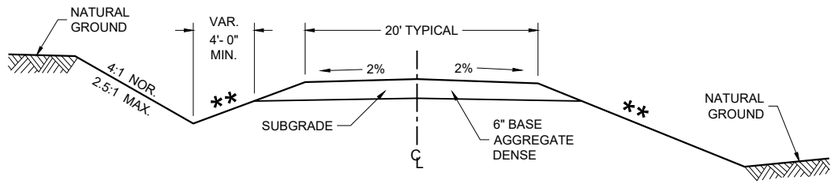
**PLAN VIEW**
(PAVED SHOULDER ON HIGHWAY)

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




## TYPICAL DRIVEWAY PROFILES

Ⓦ : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
- ~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
- ~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.

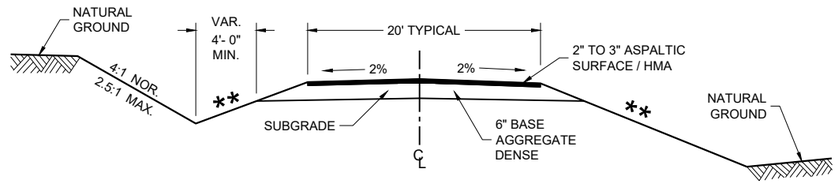



**IN CUT** **IN FILL**

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

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

## TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE




**IN CUT** **IN FILL**

## TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

6

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SDD 09A14-01

SDD 09A14-01

**DRIVEWAYS WITHOUT CURB AND GUTTER**

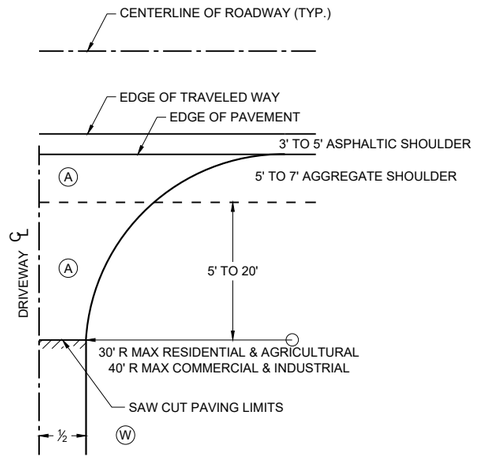
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

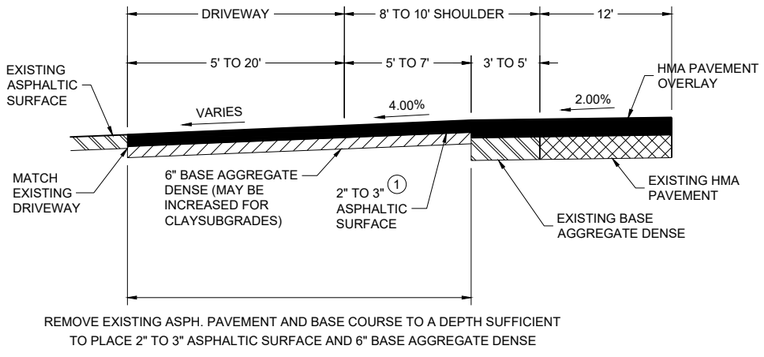
## GENERAL NOTES

(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.




**PLAN VIEW**

## HALF SECTION



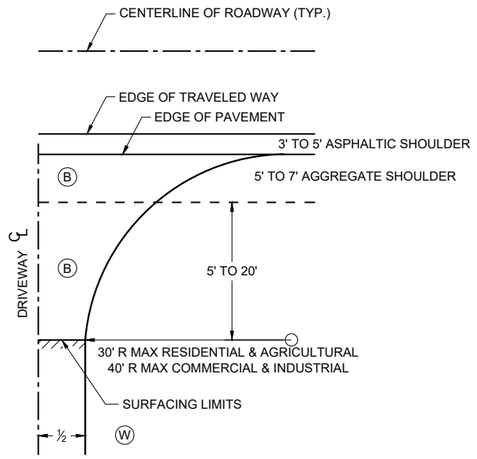

**PROFILE VIEW**

## RURAL ENTRANCE WITH ASPHALTIC SURFACE RESURFACING PROJECTS

(A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

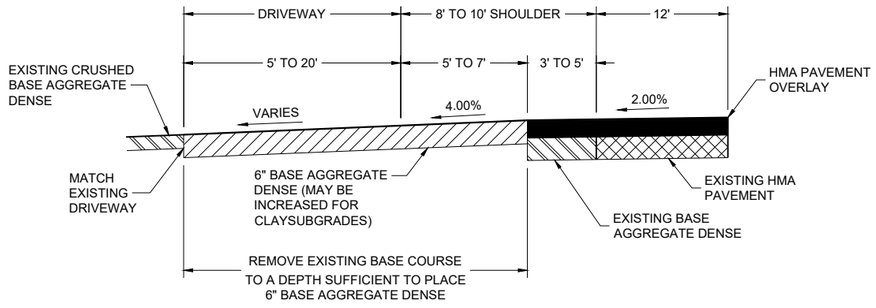
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)

(W) : DRIVEWAY WIDTHS (MEASURED AT ROW LINE)
- ~ COMMERCIAL & INDUSTRIAL 16' MIN. - 35' MAX.
- ~ RESIDENTIAL & AGRICULTURAL (NONCOMMERCIAL) 16' MIN. - 24' MAX.




**PLAN VIEW**

## HALF SECTION




**PROFILE VIEW**

## RURAL ENTRANCE WITH AGGREGATE SURFACE 6" BASE AGGREGATE DENSE RESURFACING PROJECTS

## DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

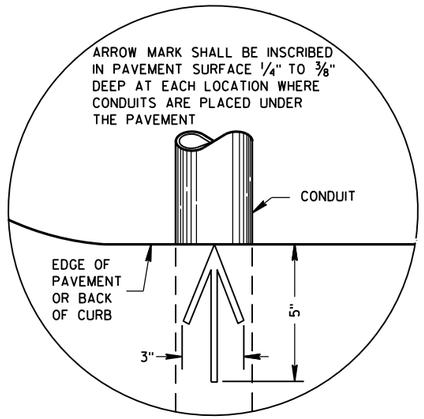
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 (DATE)
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

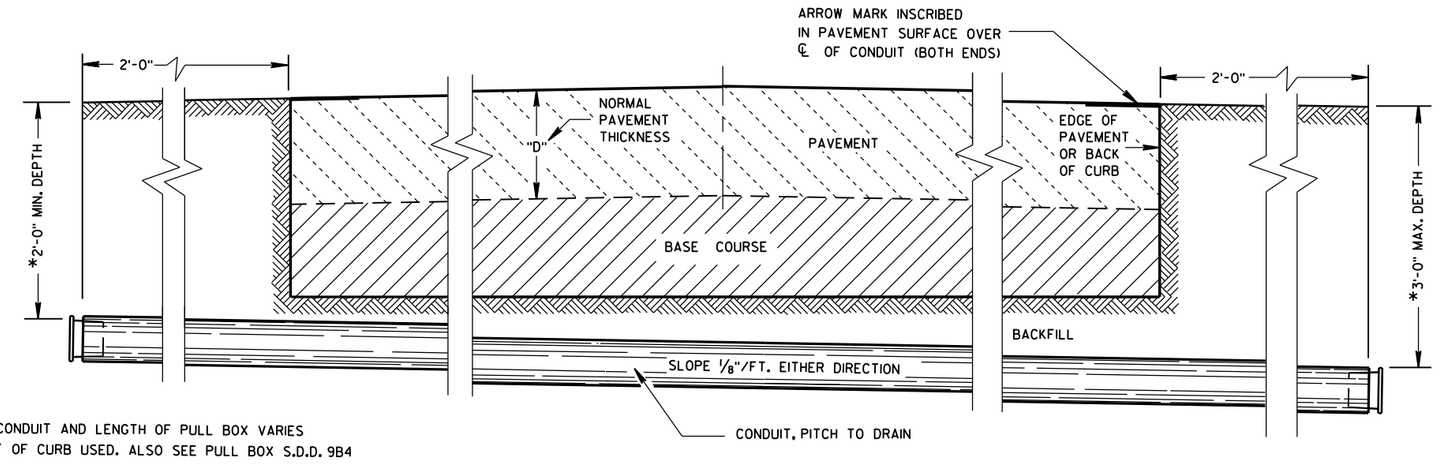


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SDD 09A15-01




**PLAN VIEW**

## ARROW MARK




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

**SIDE ELEVATION**

## DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

## GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

# CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 255
FHWA

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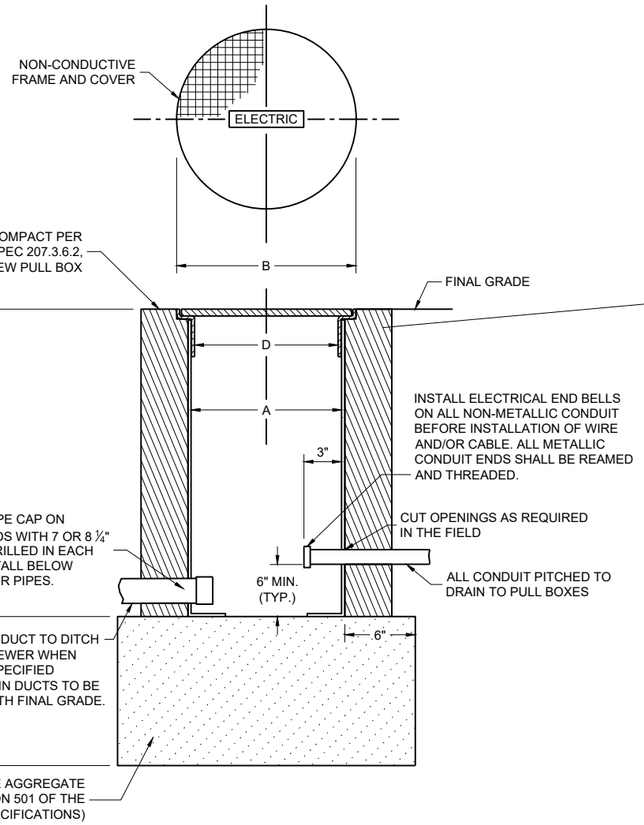
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

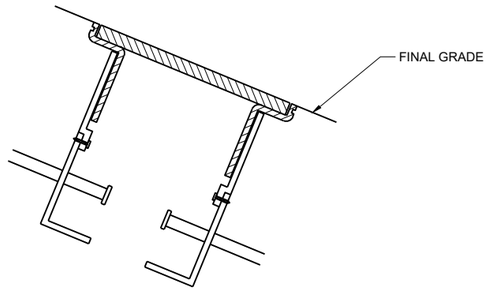
| DIMENSION IN INCHES | | NON- CONDUCTIVE PULL BOX | |
|---|---|---|---|
| BOX DIAMETER ** (INSIDE) | A | 24 | 24 |
| BOX OVERALL OUTSIDE DIAMETER | B | 27 | 27 |
| BOX LENGTH | C | 36 | 42 |
| FRAME OPENING | D | 22 ½ | 22 ½ |
| WEIGHT IN POUNDS * | | | |
| COVER | | 50 | 50 |
| BOX ONLY | | 75 | 85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

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

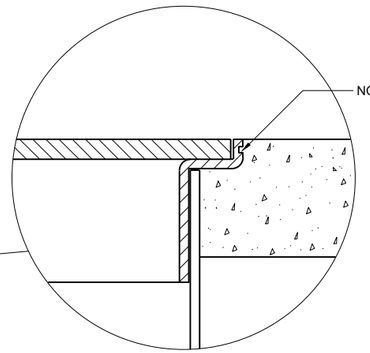
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



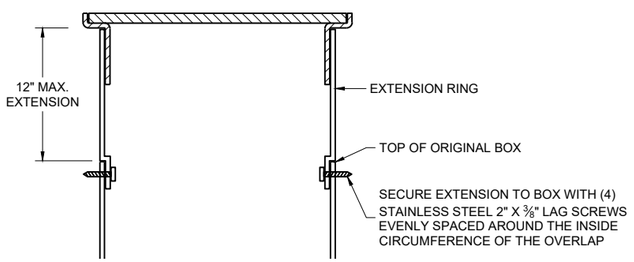

**NON-CONDUCTIVE PULL BOX**




**INSTALLED IN SOD
OR CRUSHED AGGREGATE**




**INSTALLED IN SIDEWALK**




**BOX EXTENSION**

## GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

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

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

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

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

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

INSTALL PULL BOX TO MATCH GRADE UP TO 3:1 MAX.

RING SHALL BE FLUSH WITH TOP OF PULL BOX.

COMPACT AROUND PULL BOX.




**MEASUREMENT DETAIL FOR
WIRE/CABLE IN THE PULL BOX**

**PULL BOXES
NON-CONDUCTIVE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

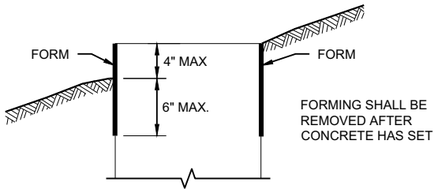
APPROVED
February 2026 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA




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SDD 09B16-04

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




## FORMING DETAIL

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

## GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

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

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

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

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

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

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

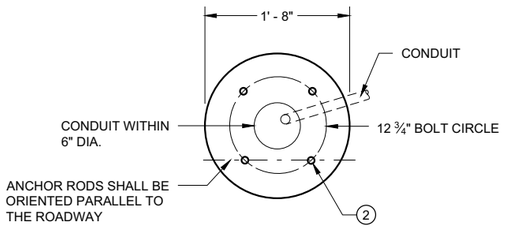
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

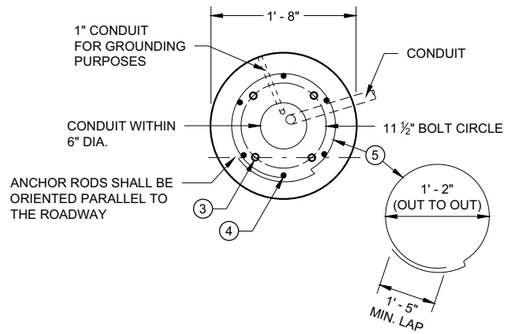
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

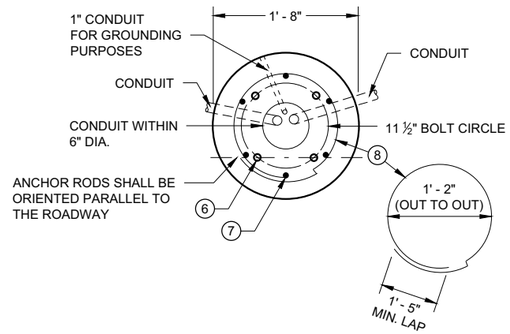
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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




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

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

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

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

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

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

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

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

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

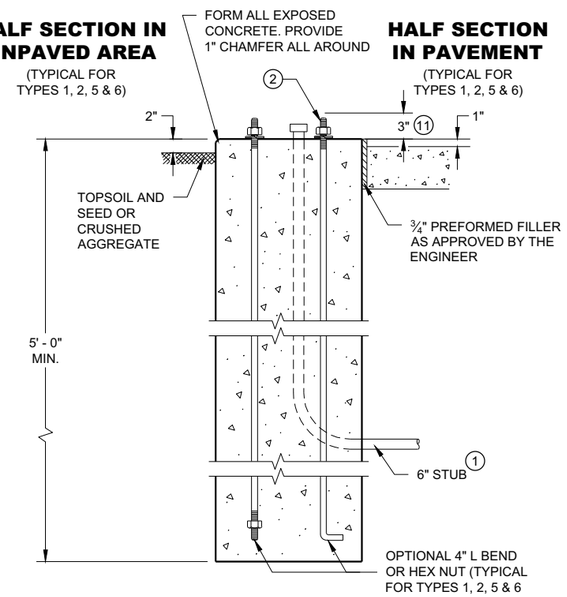
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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

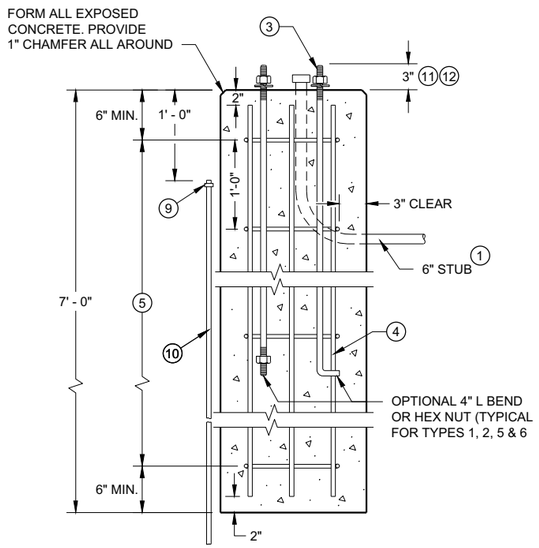
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

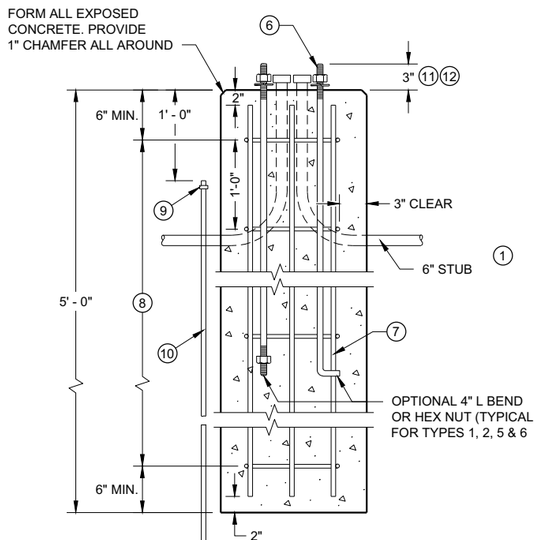
**HALF SECTION IN PAVEMENT**
(TYPICAL FOR TYPES 1, 2, 5 & 6)




TYPE 1




TYPE 2




TYPE 5 & 6

## CONCRETE BASES

**CONCRETE BASES**
**TYPES 1, 2, 5, & 6**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 257

FHWA

## GENERAL NOTES

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

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

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

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

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

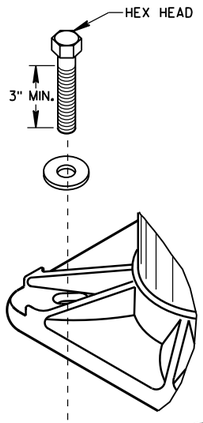
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

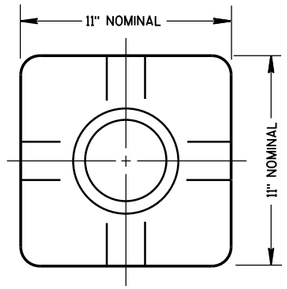
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

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

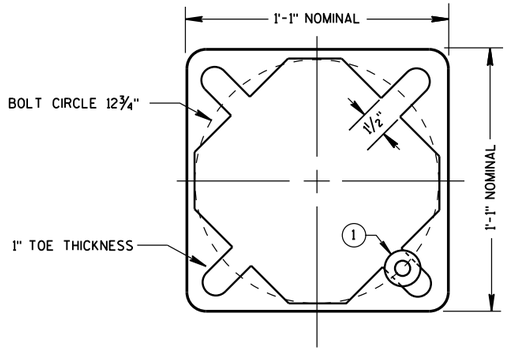
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

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

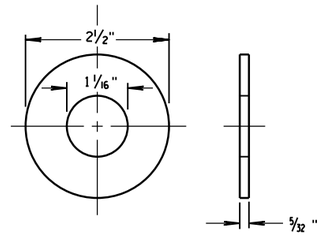



TOP VIEW
(PEDESTAL BASE)

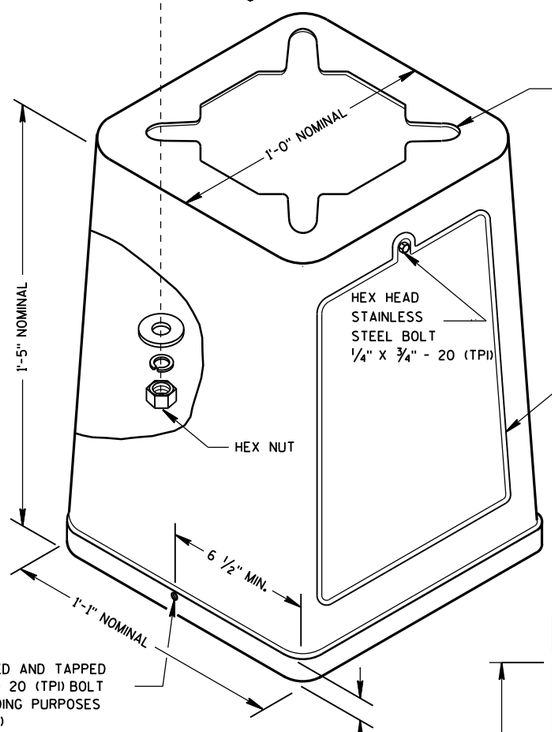



BOTTOM VIEW
(PEDESTAL BASE)

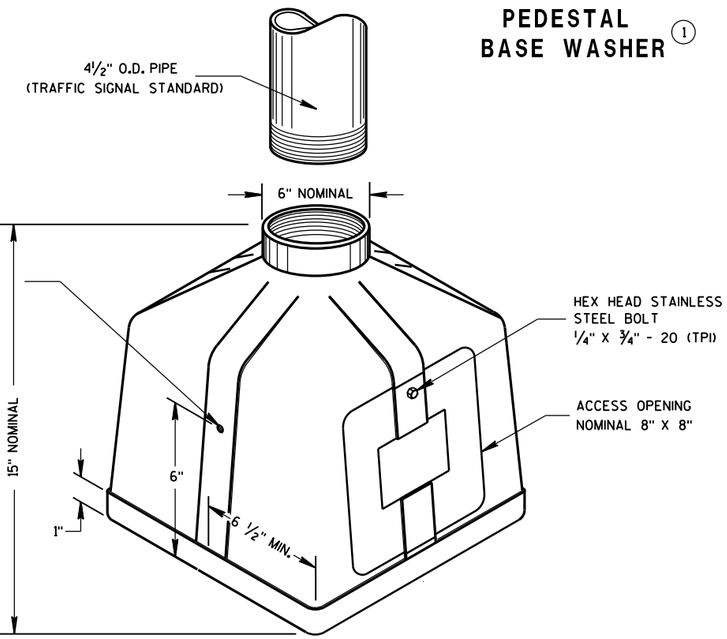



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

**PEDESTAL BASE WASHER** (1)

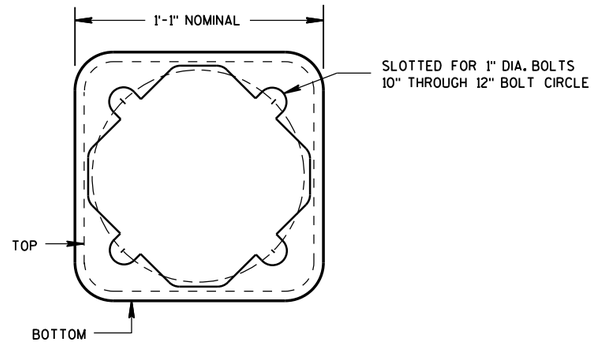



ISOMETRIC VIEW

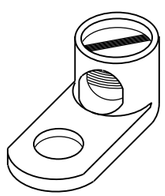



ISOMETRIC VIEW

**PEDESTAL BASE**




BOTTOM VIEW
(TRANSFORMER BASE)

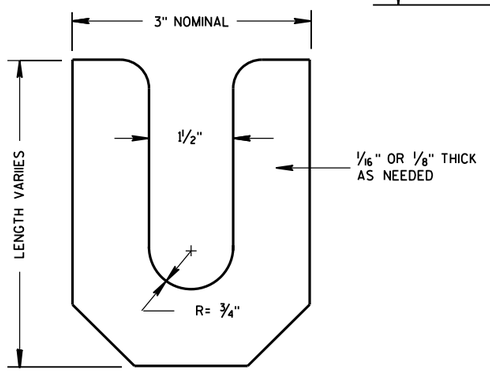


**TYPICAL MECHANICAL CONNECTOR LUG**

TO BE FURNISHED WITH EACH BASE

**TRANSFORMER BASE**

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES




**LEVELING SHIM**

**TRANSFORMER/PEDESTAL BASES**

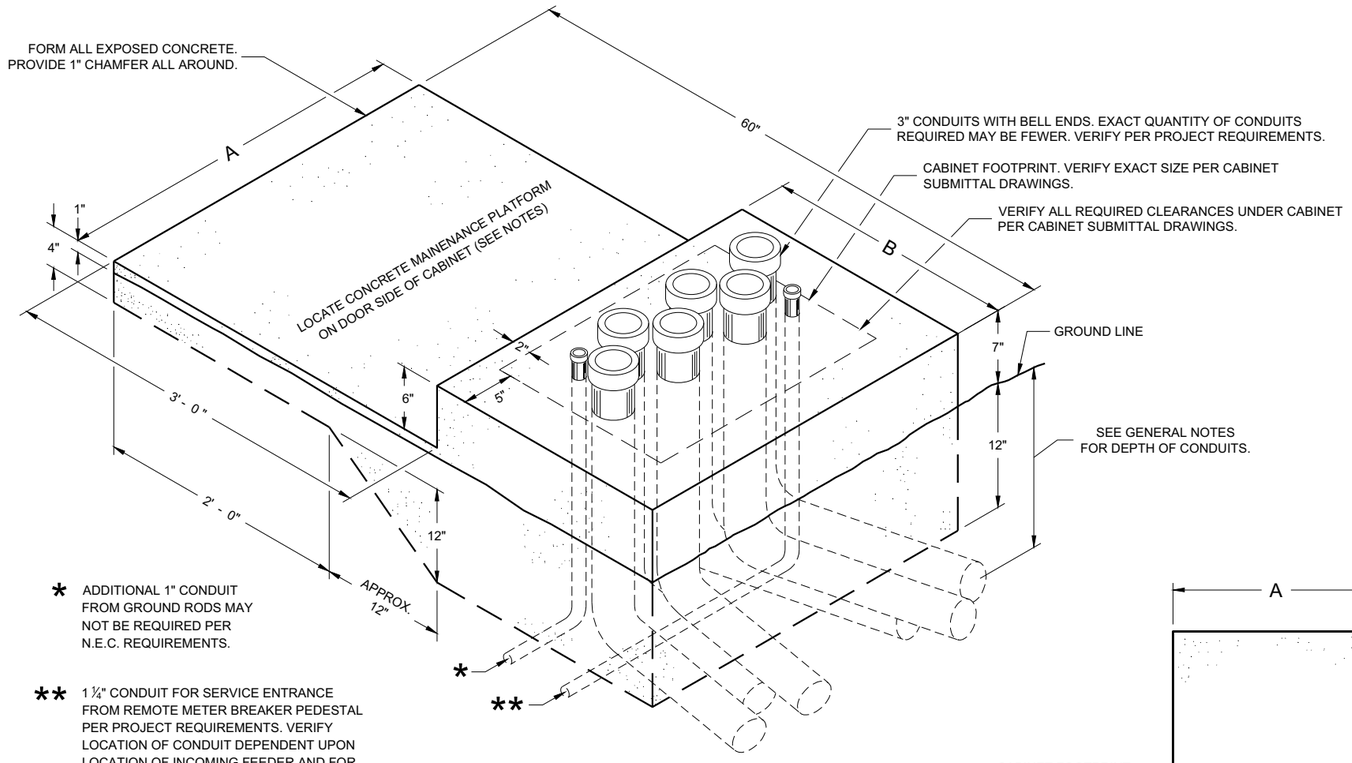
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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

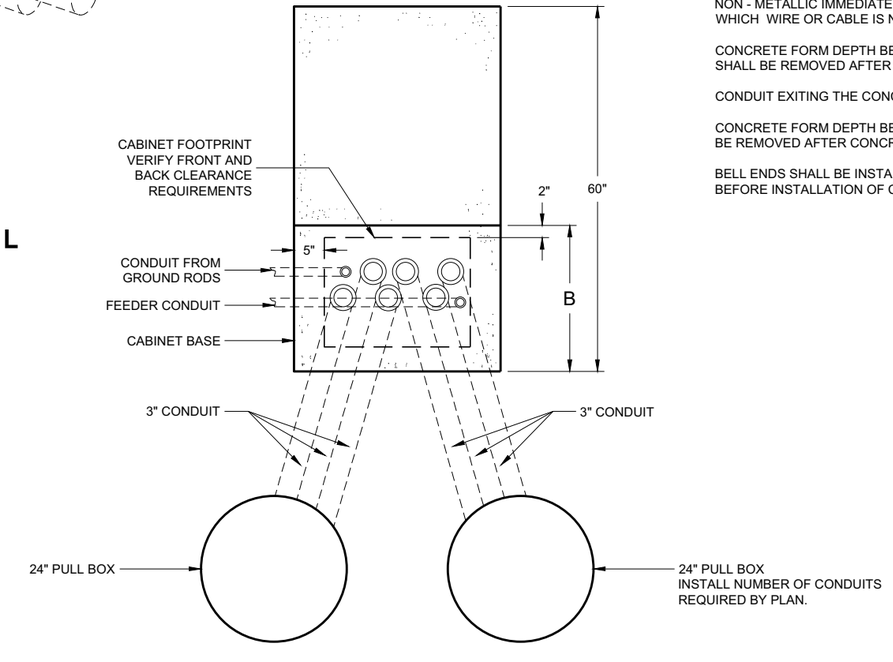
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

**ISOMETRIC VIEW**

## CONCRETE CONTROL CABINET BASE, TYPE L

( C.Y. CONCRETE = APPROX. 0.4 )

| CONCRETE BASE TYPE | CABINET WIDTH | DIMENSIONS | | MAXIMUM 3" CONDUITS |
|---|---|---|---|---|
| | | A | B | |
| L24 | 24" | 34" | 24" | 4 |
| L30 | 30" | 40" | 24" | 6 |




**PLAN VIEW**

## CONCRETE CONTROL CABINET BASE, TYPE L

## GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

**CONCRETE CONTROL CABINET BASE, TYPE L**

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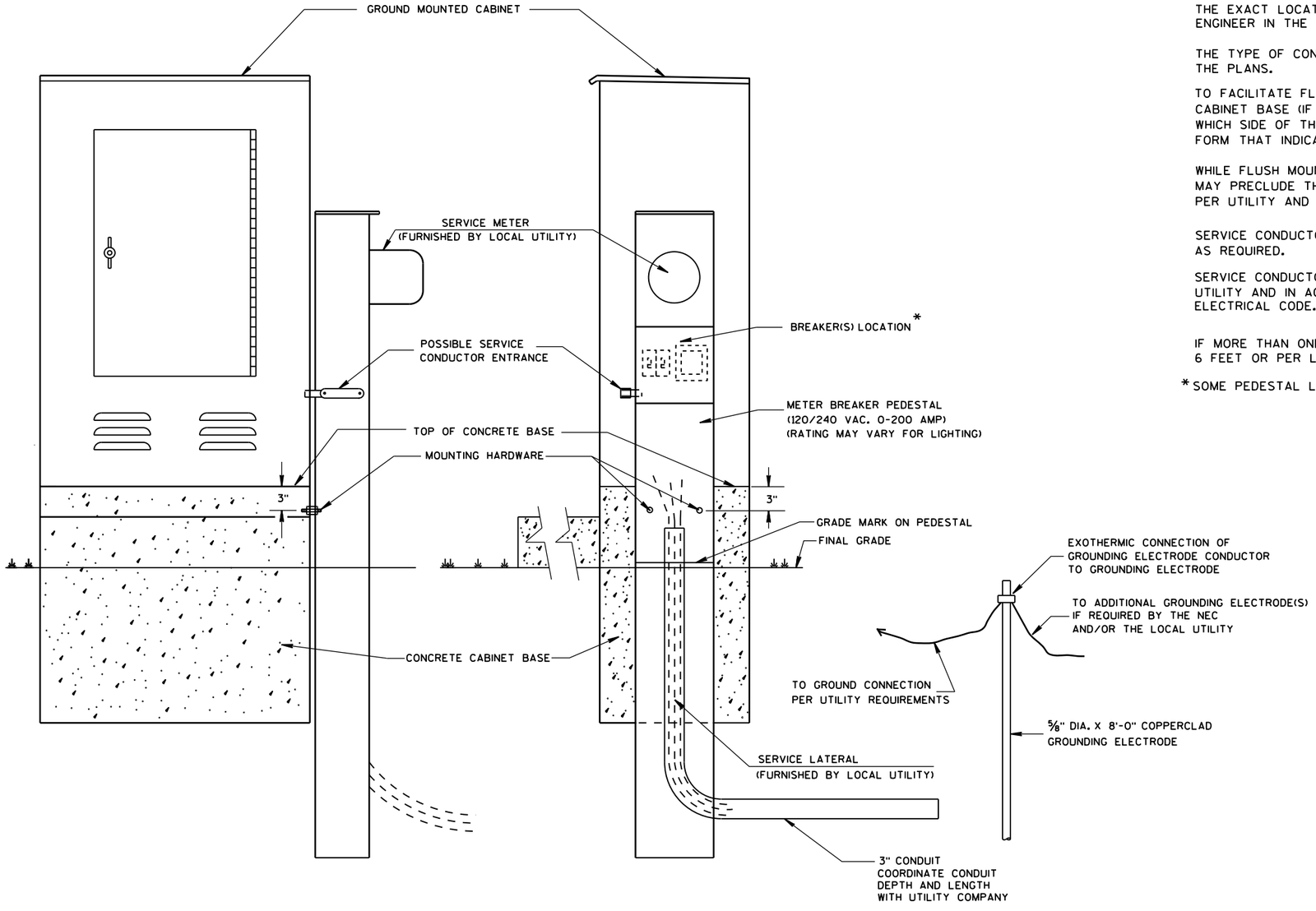
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**TYPICAL CABINET SERVICE INSTALLATION**

## GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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**CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)**

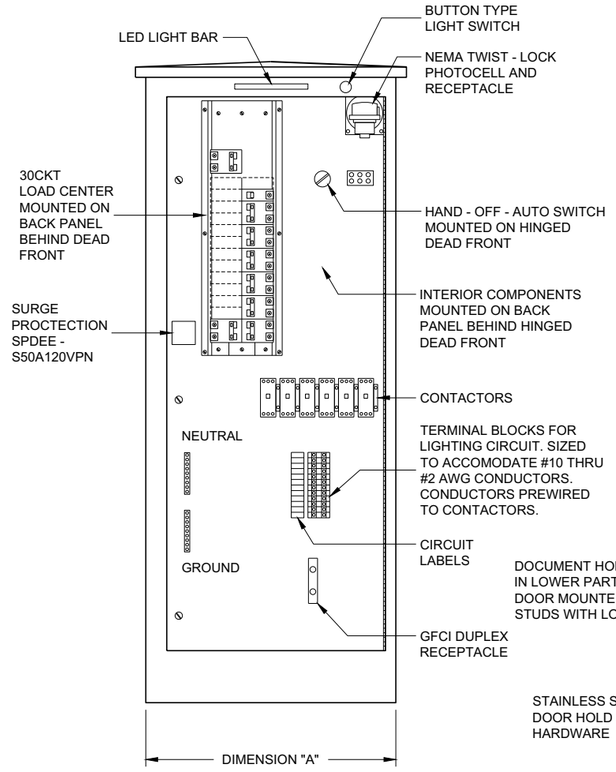
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Sept. 2014
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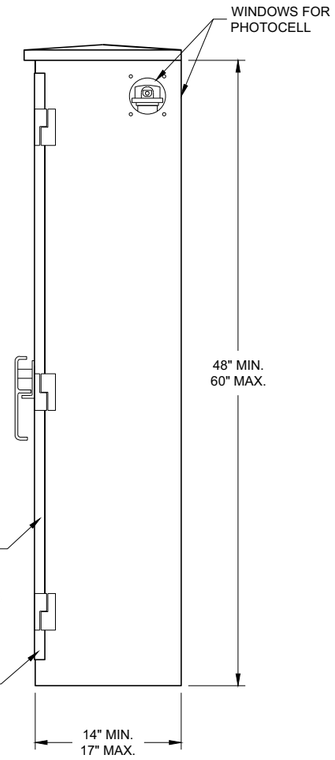
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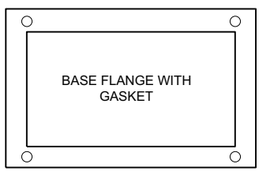
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## FRONT INTERIOR ELEVATION



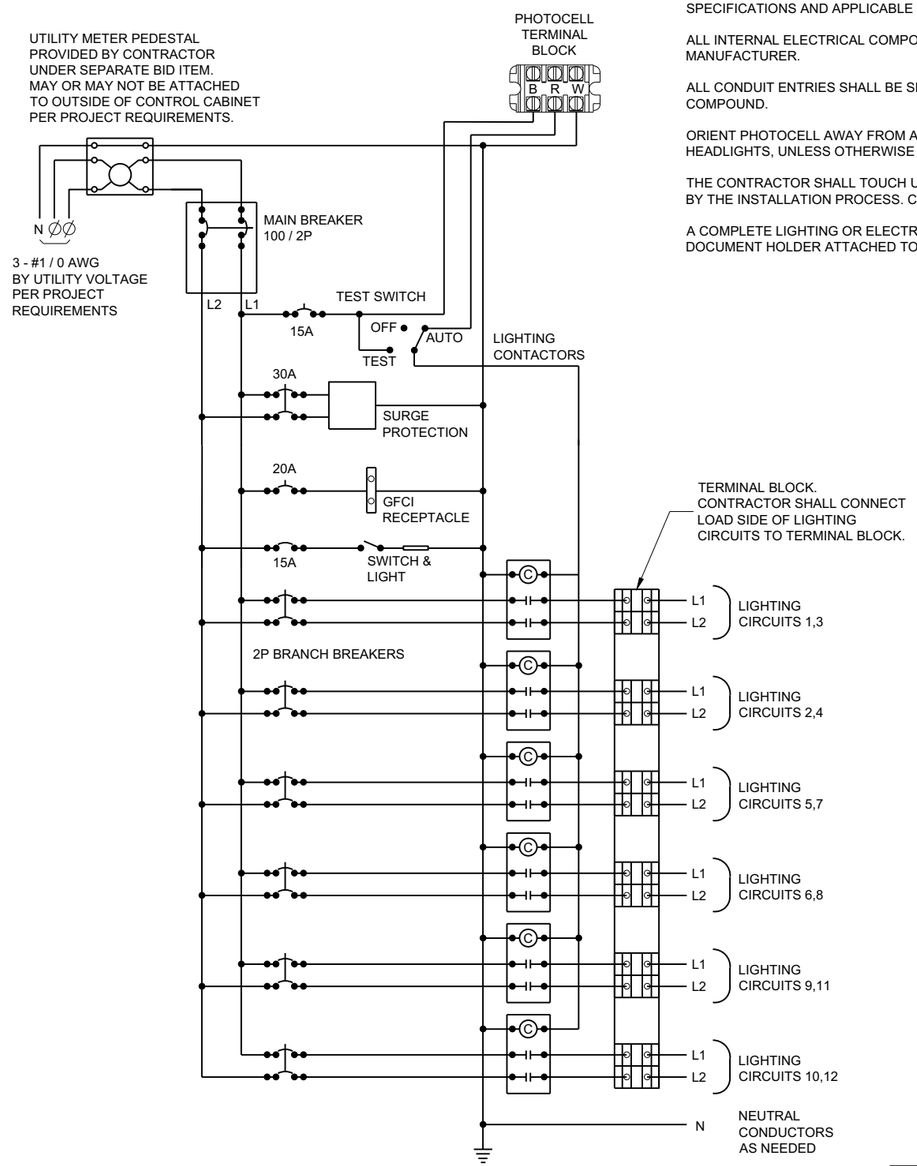

## SIDE VIEW




| TABLE OF DIMENSIONS (INCHES) | | |
|---|---|---|
| CONCRETE BASE TYPE | CABINET WIDTH | DIMENSION "A" |
| L24 | 24" | 24" |
| L30 | 30" | 30" |

## LIGHTING CONTROL CABINET




## CONTROL CABINET SCHEMATIC

## GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

**LIGHTING CONTROL CABINET**
**120 / 240 VOLT**

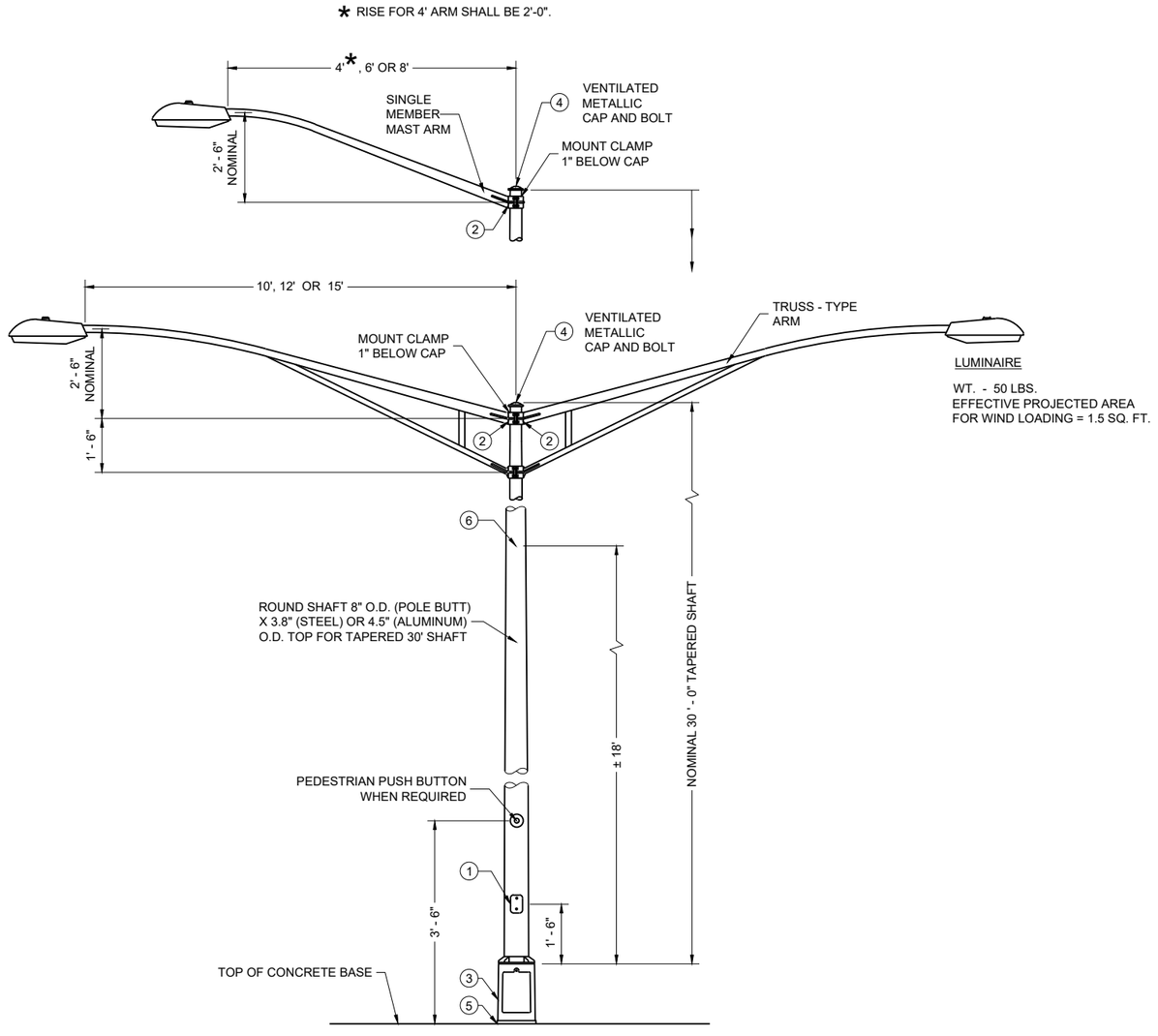
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LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA
FOR WIND LOADING = 1.5 SQ. FT.

**TYPE 5 POLE MOUNTING CONFIGURATION**

**(MAXIMUM LOAD)**

**LIGHTING ONLY**

## GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜" INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼"X¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

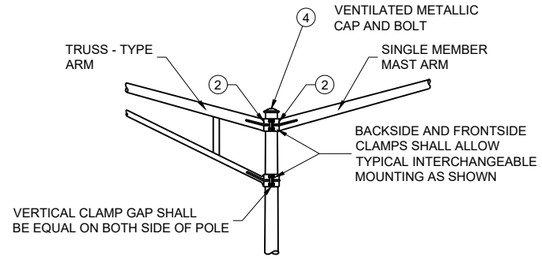
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ¼"X¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT. ONE (1)

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

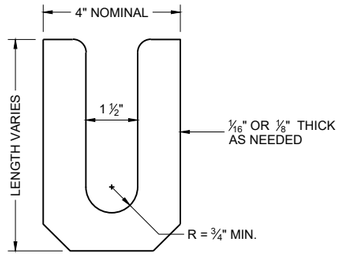
(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.




**INTERCHANGEABLE MOUNTING DETAIL**

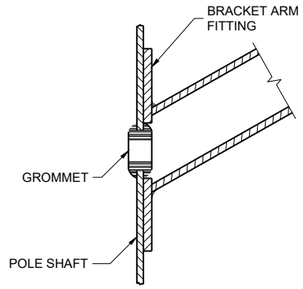
**POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)**

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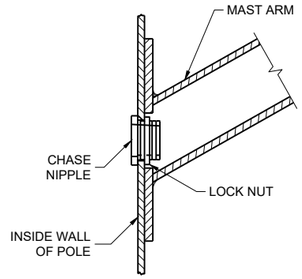



①

**LEVELING SHIM**
**SHALL BE ALUMINUM**




**TYPICAL APPLICATION OF GROMMET IN POLE SHAFT**




**TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT**

## GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

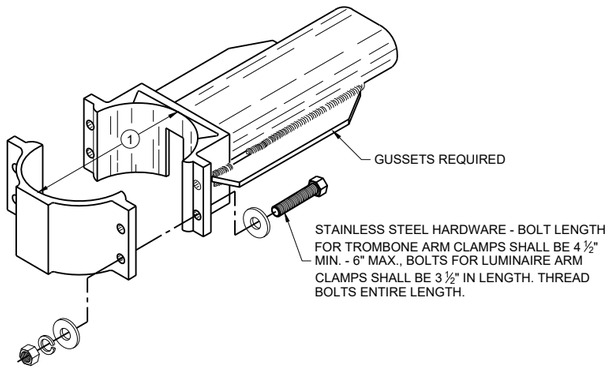
① 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

② INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

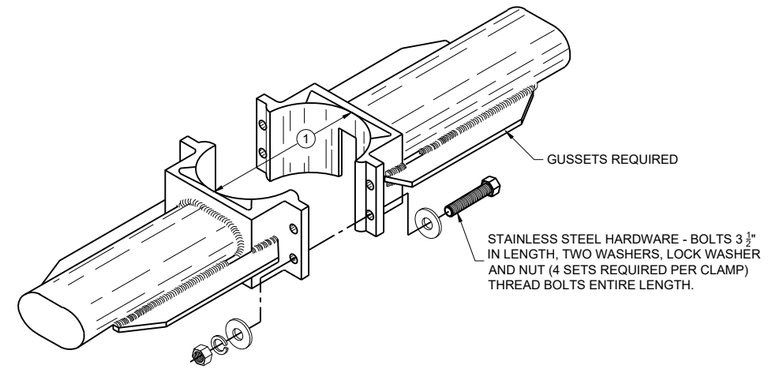
③ BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

④ LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

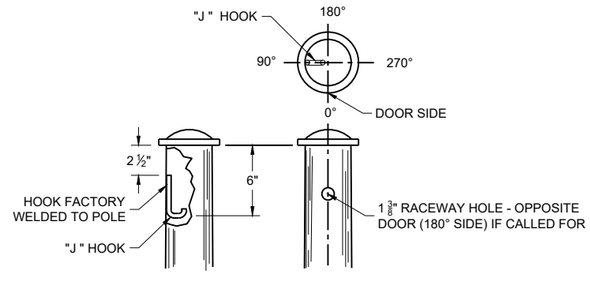
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



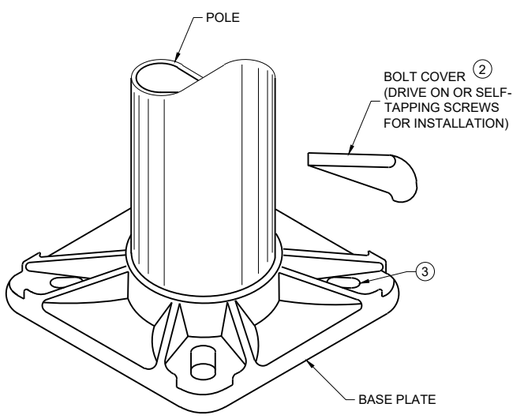

**TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP**



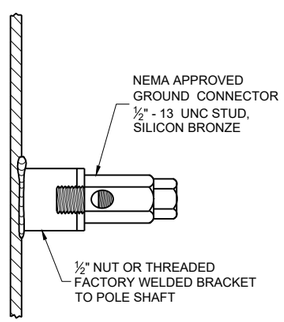

**TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS**

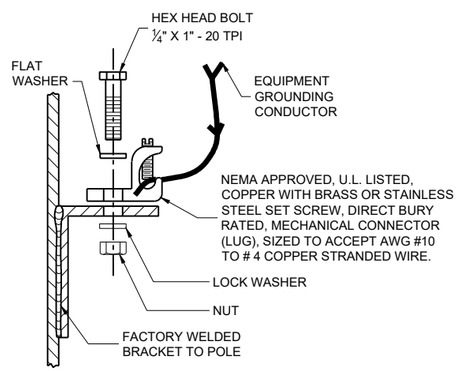


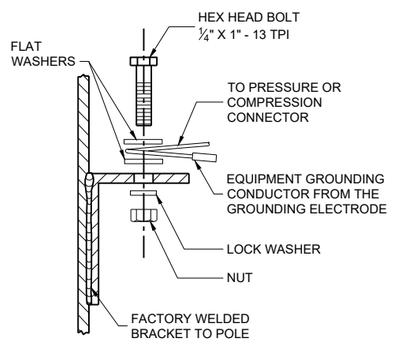

**TYPICAL "J" HOOK LOCATION**




**BASE PLATE**




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

**HARDWARE DETAILS FOR POLE MOUNTING**

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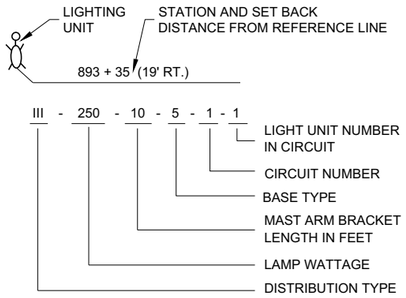

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## GENERAL NOTES

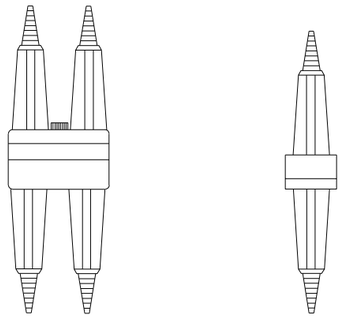
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



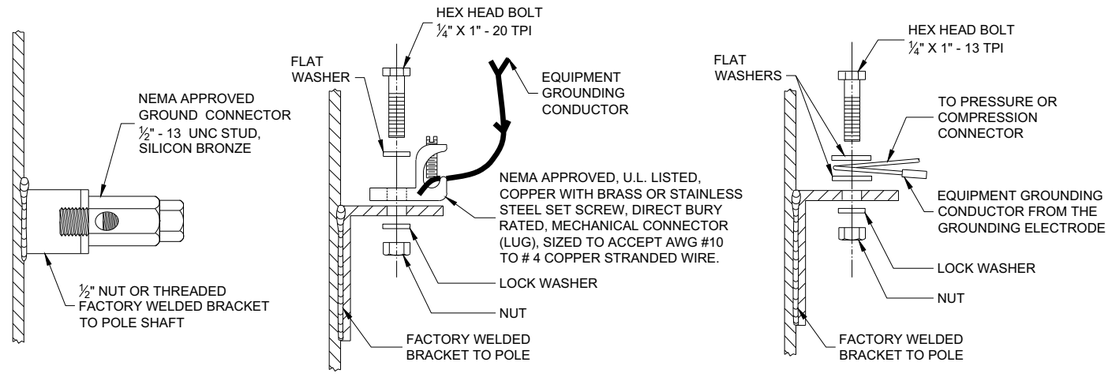

**LIGHTING UNIT CODE**
**(TYPICAL)**



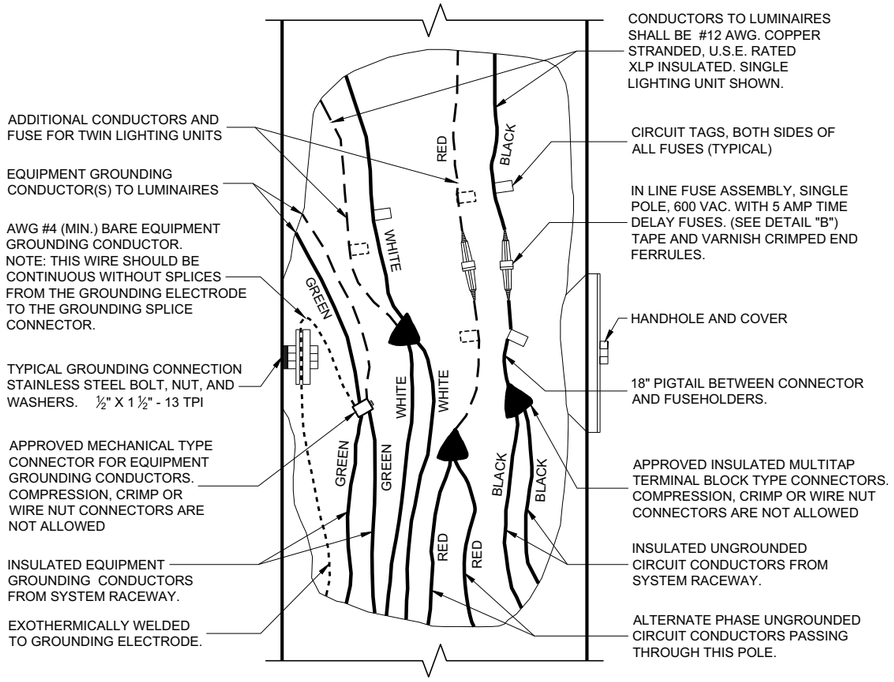
**DETAIL "A"**
**BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT**



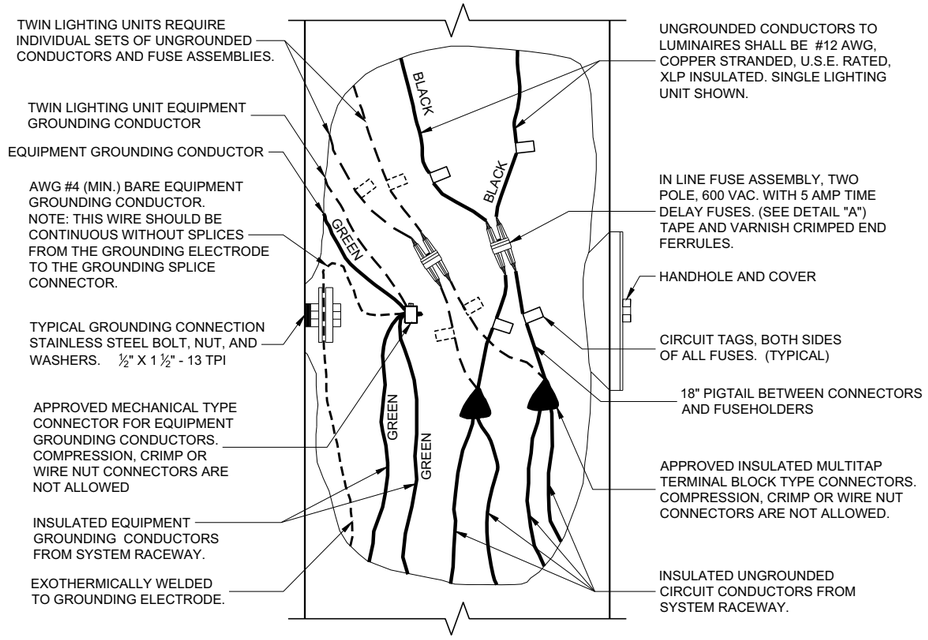
**DETAIL "B"**
**BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT**




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




**3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR**




**2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR**

**NON - FREEWAY LIGHTING UNIT POLE WIRING**

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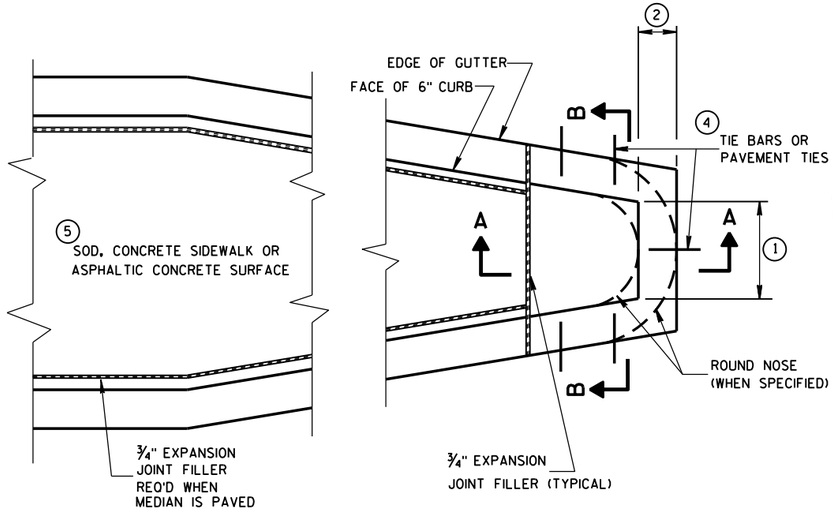
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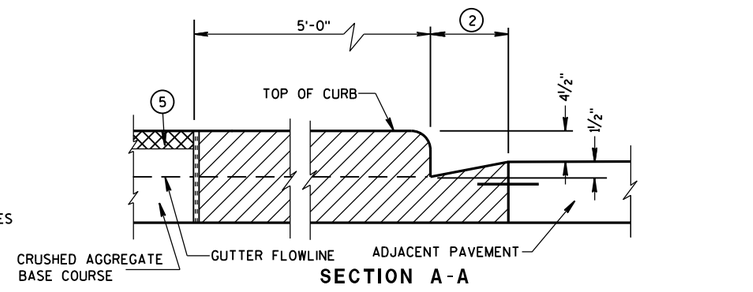
FHWA



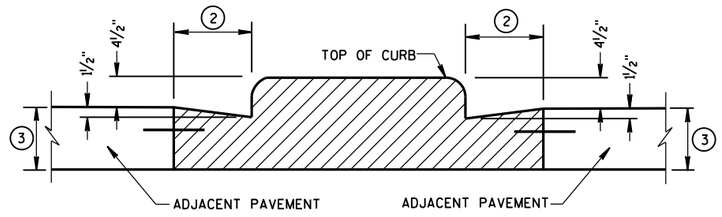

6


SDD 09E03 - 06




SECTION A-A




SECTION B-B

## CONCRETE MEDIAN BLUNT NOSE DETAIL

## GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

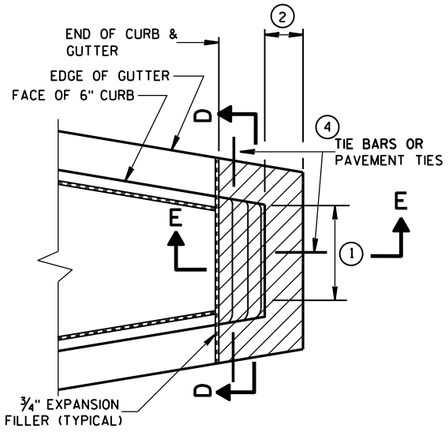
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

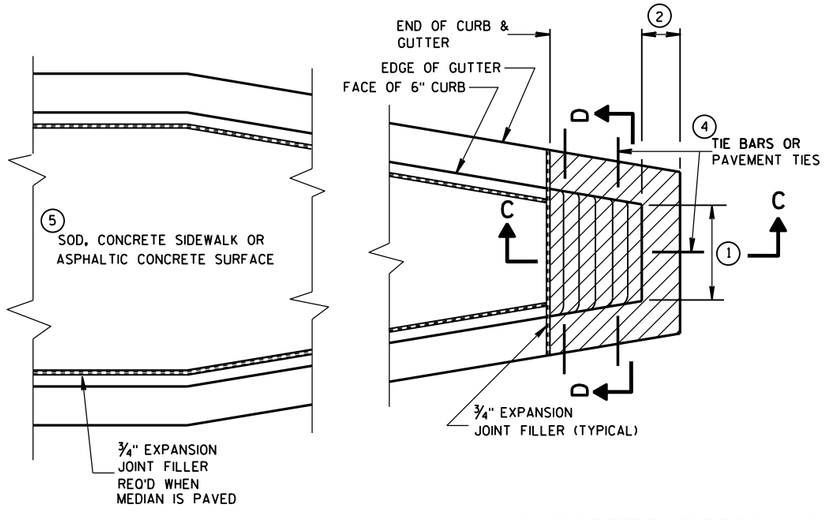
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

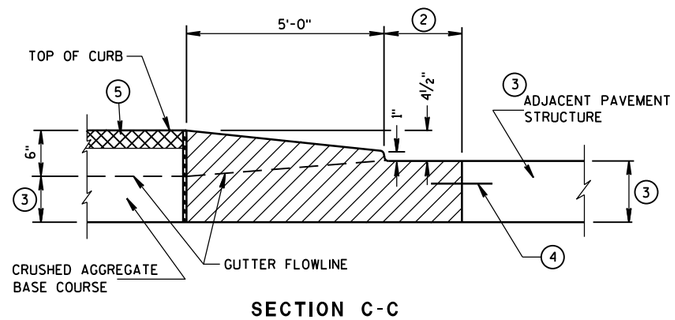
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

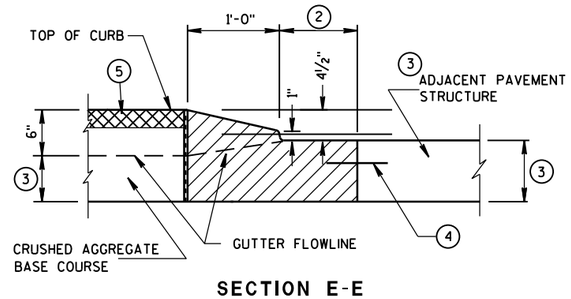



## CONCRETE MEDIAN SLOPED NOSE TYPE 1

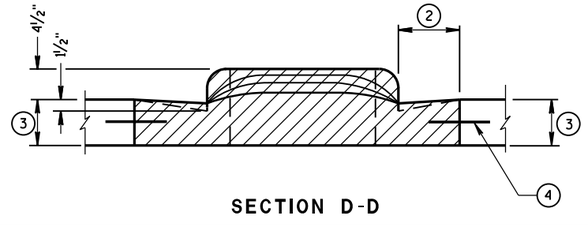



SECTION C-C




SECTION E-E

## CONCRETE MEDIAN SLOPED NOSE TYPE 2

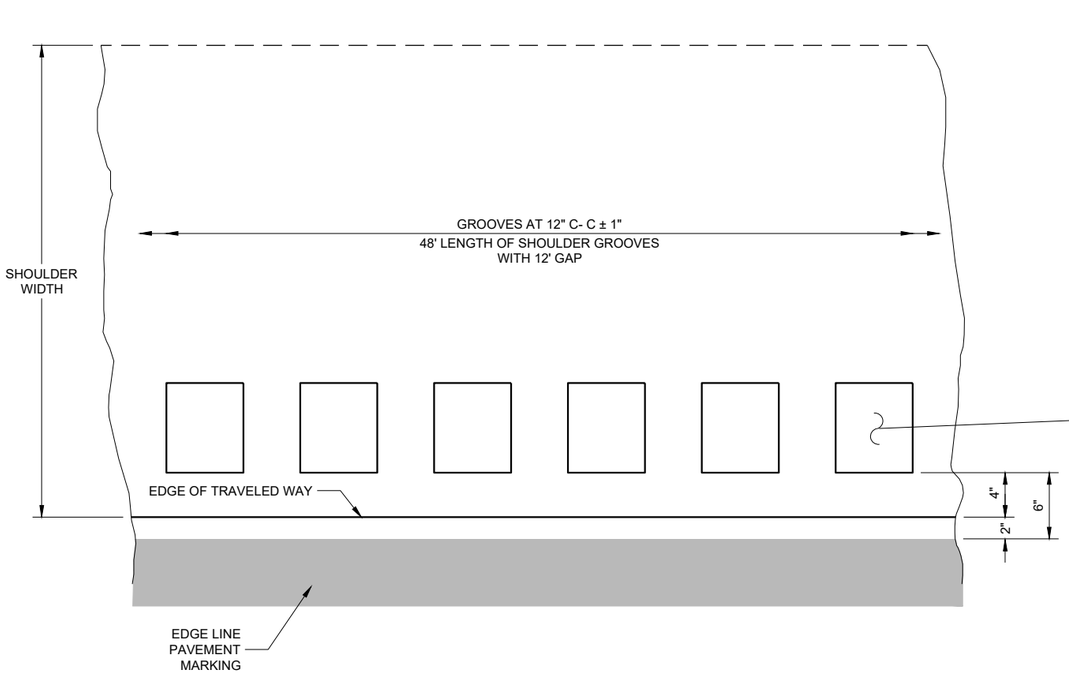



SECTION D-D

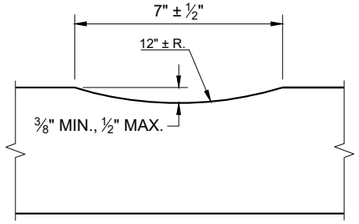
## CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

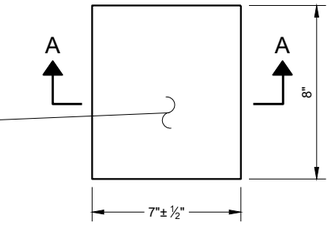
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA




**PLAN DETAIL VIEW**
**SHOULDER WITH GROOVES**




**SECTION A - A**

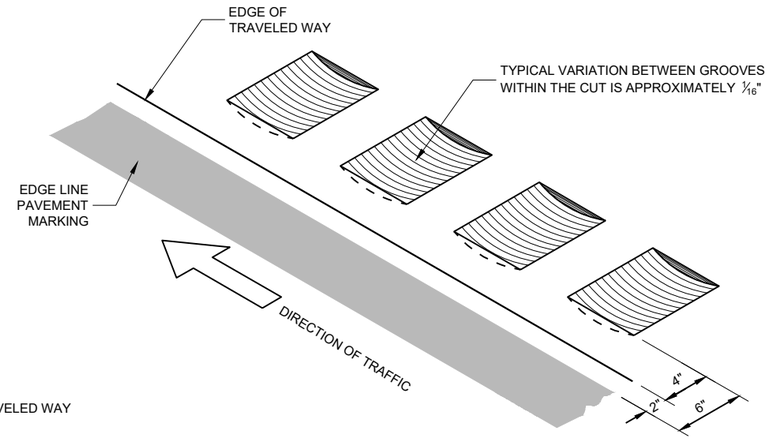


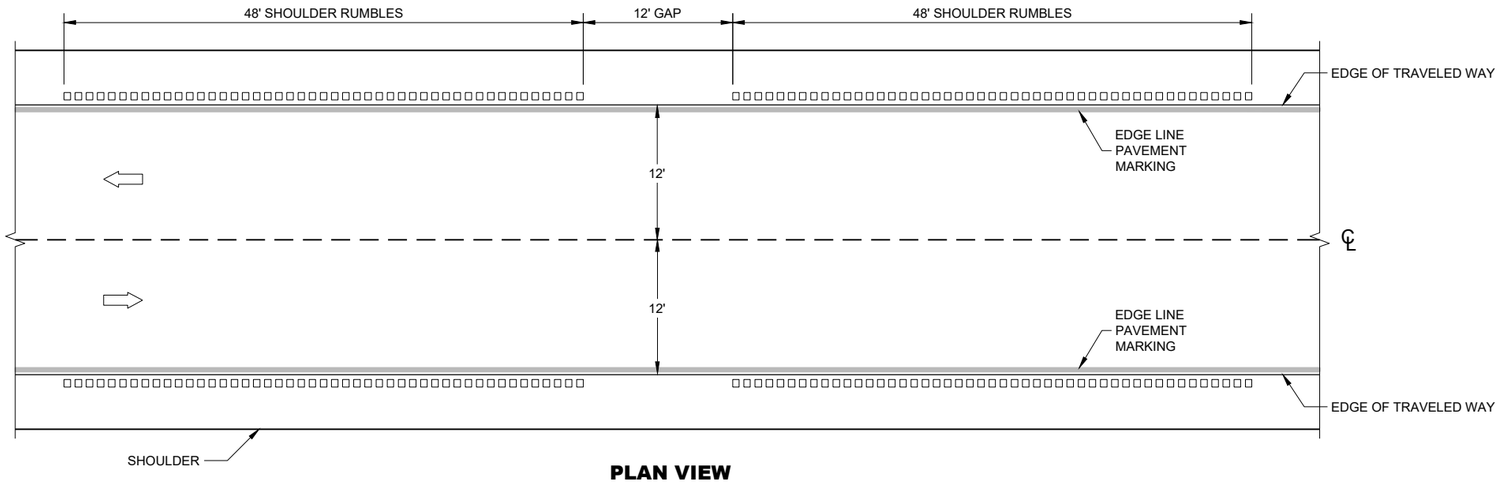

**PLAN VIEW**
**(SINGLE GROOVE)**

## GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.




**PLAN VIEW**

**SHOULDER RUMBLE STRIPS - ASPHALT**

6

SDD 13A10 - 03a

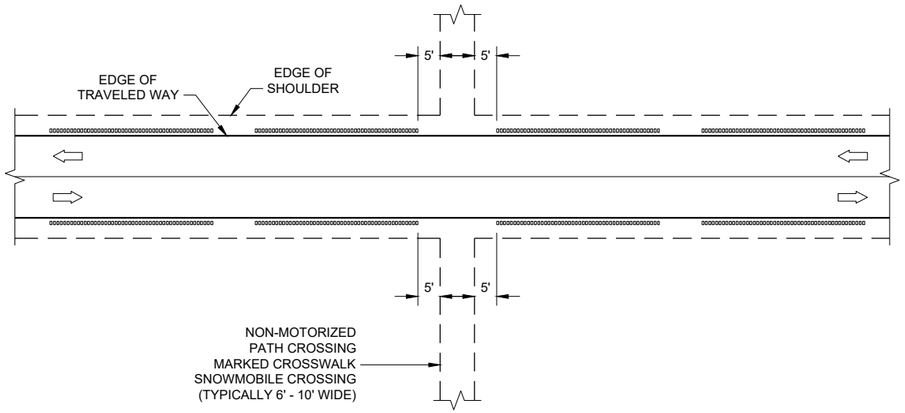
**SHOULDER RUMBLE STRIPS ASPHALT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

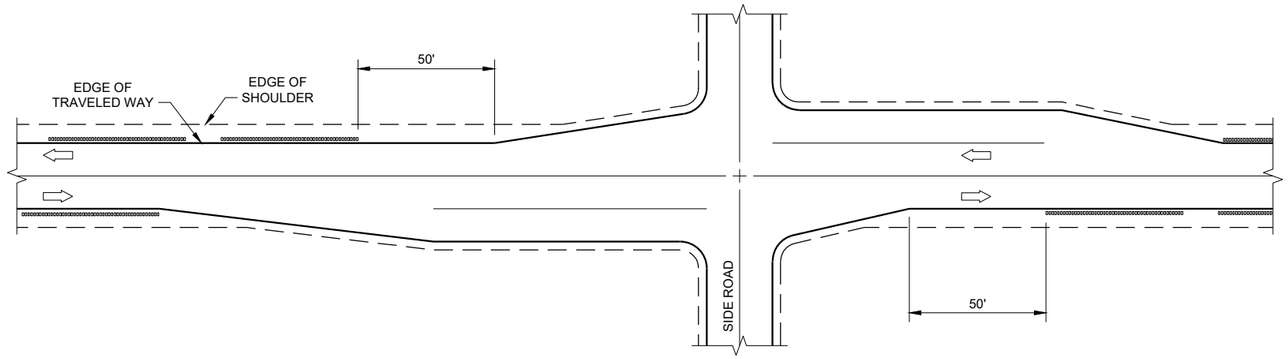


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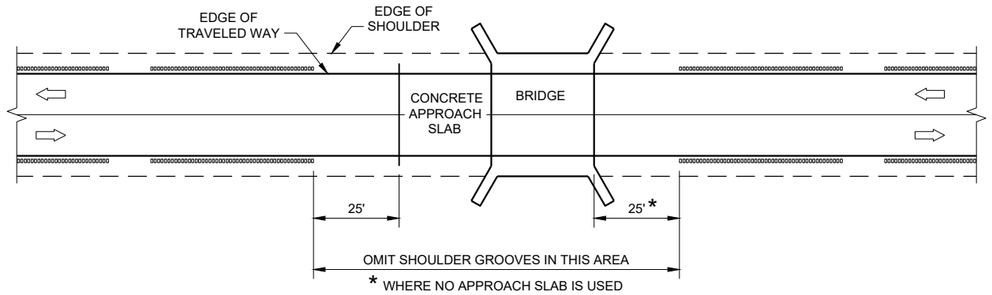
SDD 13A10 - 03a



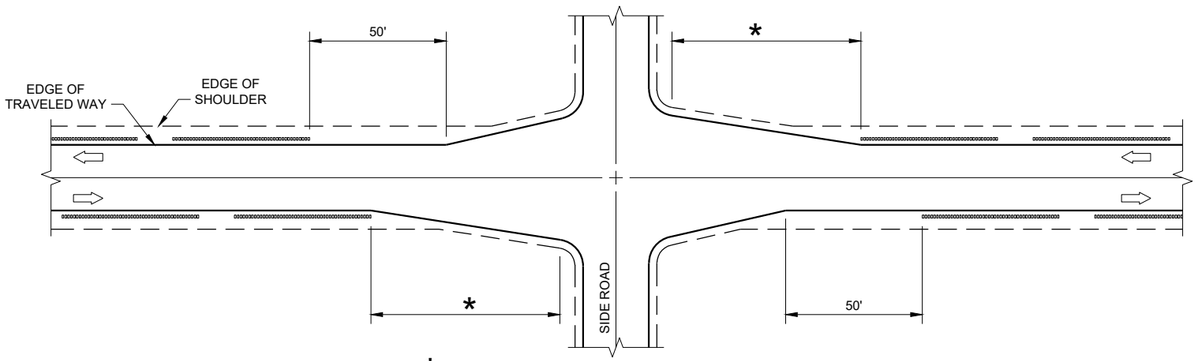

## GROOVES AT MISCELLANEOUS CROSSINGS



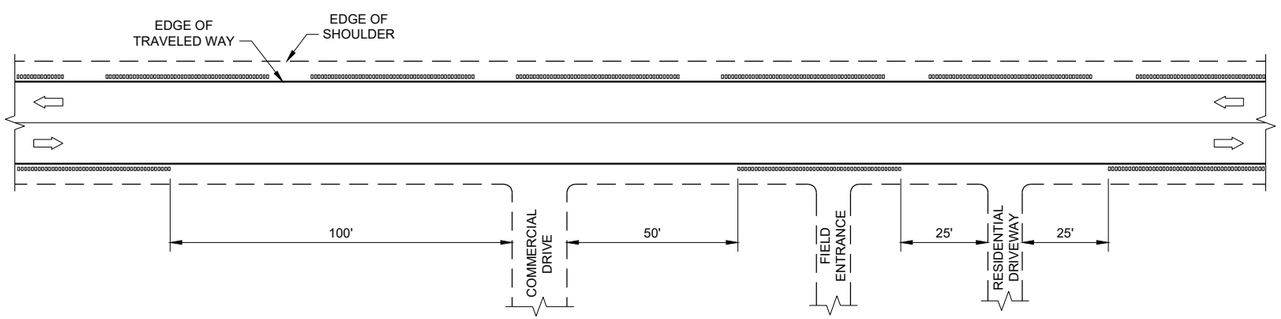

## GROOVES AT RIGHT TURN LANE




## GROOVES AT BRIDGES




## GROOVES AT INTERSECTIONS WITH APPROACH TAPER




## GROOVES AT DRIVEWAYS ①

### GENERAL NOTES

① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

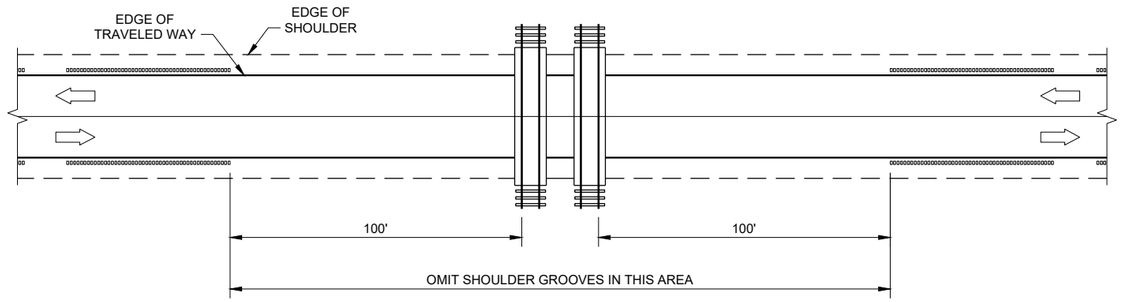
**SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

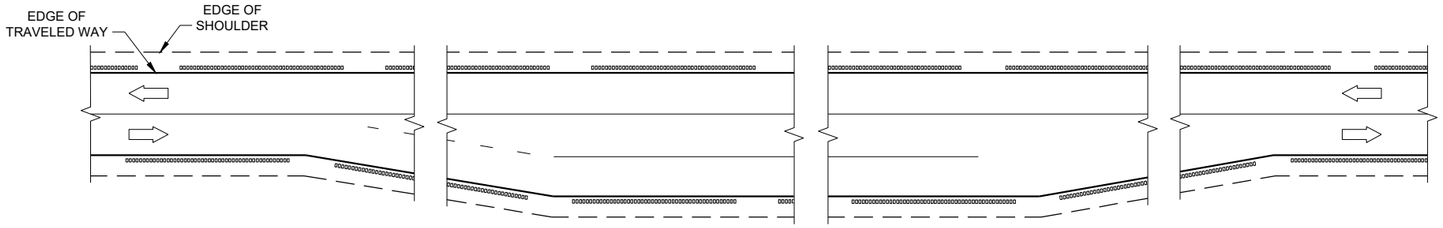



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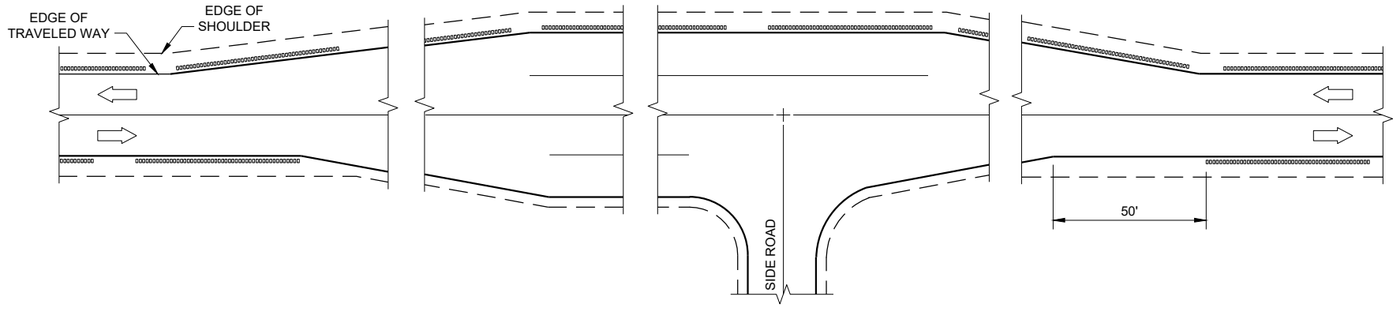
SDD 13A10 - 03g




**GROOVES AT RAILROADS**




**GROOVES AT PASSING AND CLIMBING LANES**




**GROOVES AT BYPASS LANES**

6

SDD 13A10 - 03h

6

SDD13A10 - 03h

**SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

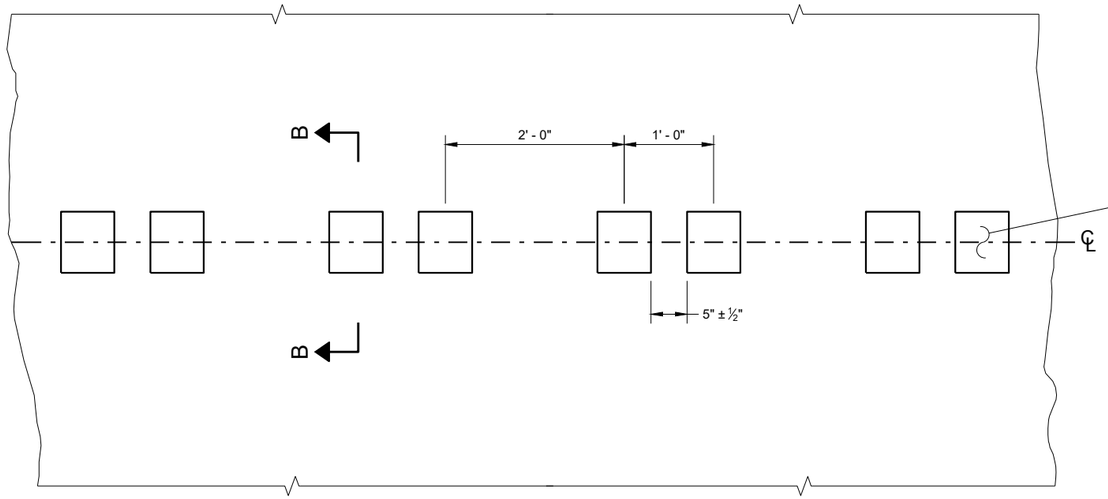
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

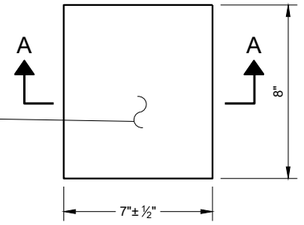
## GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

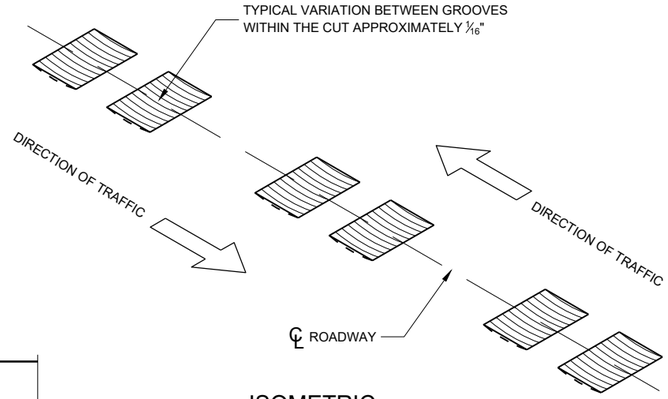
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



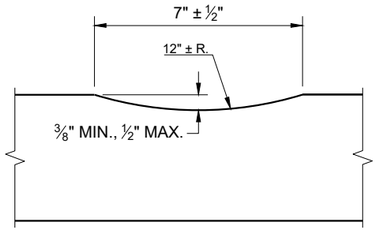

**PLAN DETAIL VIEW**



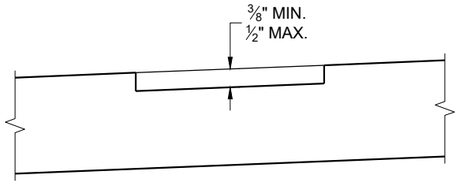

**PLAN VIEW**
**(SINGLE GROOVE)**



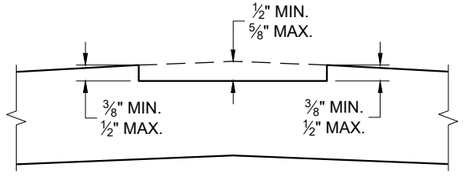

ISOMETRIC



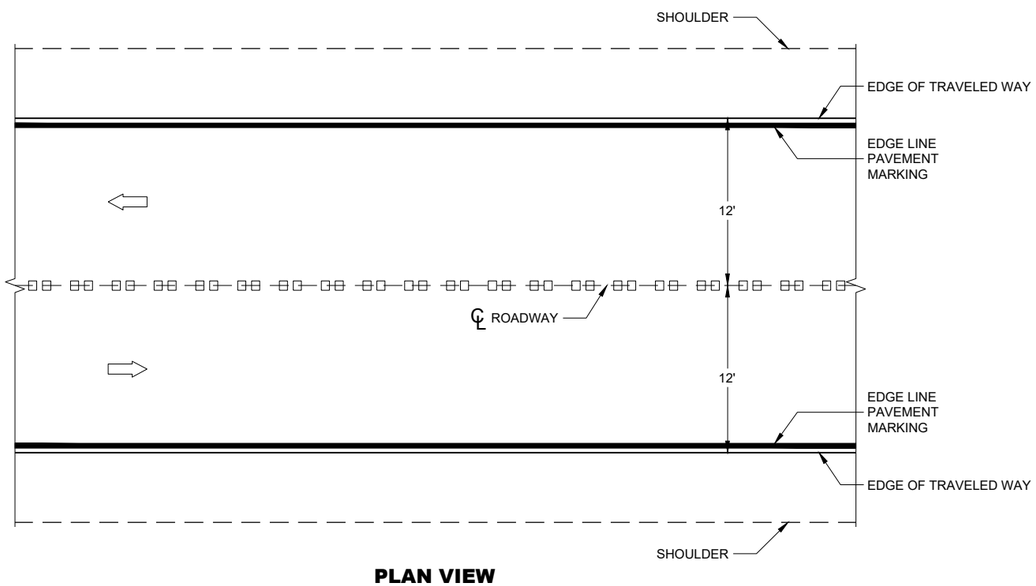

**SECTION A - A**




**SECTION B - B**
**SUPERELEVATED ROADWAY**




**SECTION B - B**
**CROWNED ROADWAY**




**PLAN VIEW**

**CENTERLINE RUMBLE STRIPS - ASPHALT**

6

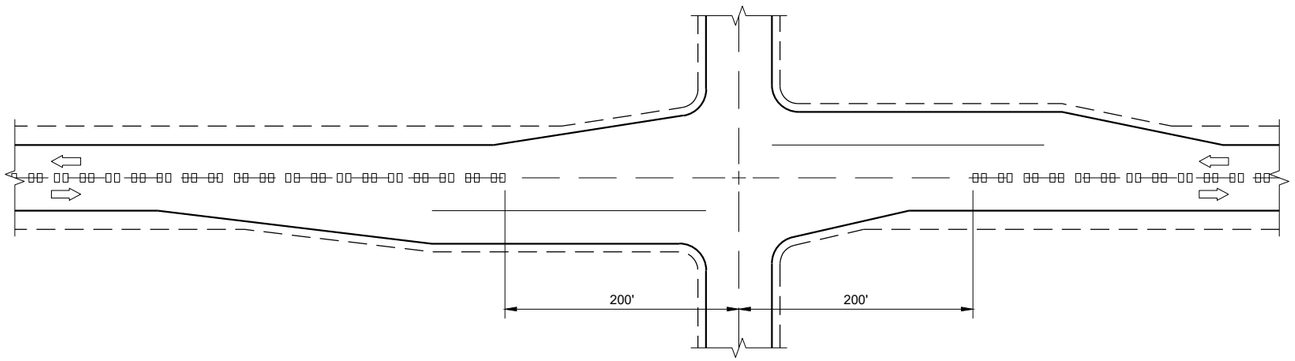
SDD 13A11 - 04a

**CENTERLINE RUMBLE STRIPS - ASPHALT**

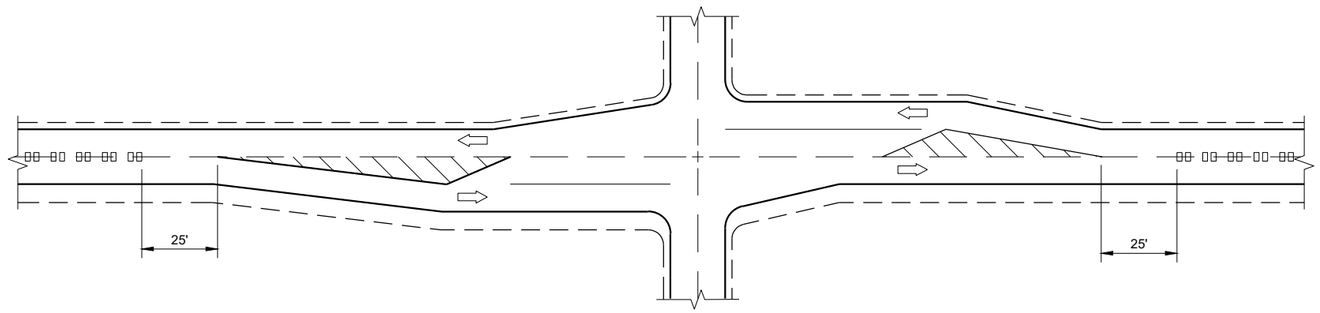
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 269

6

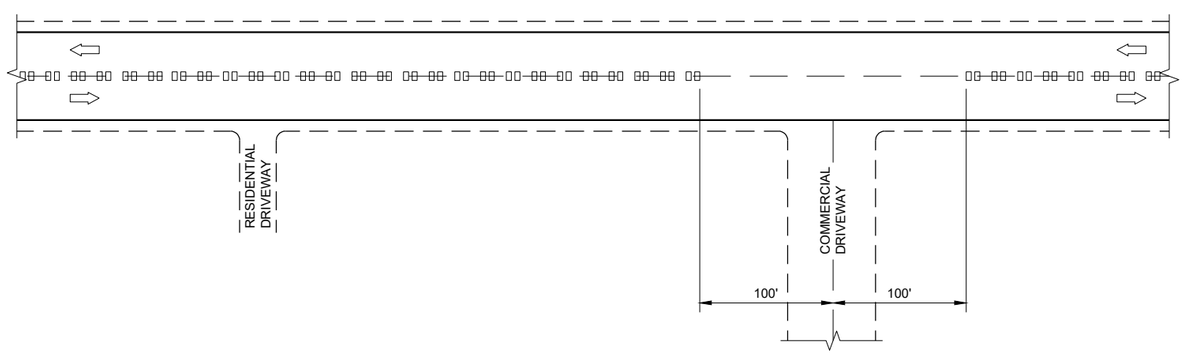
SDD13A11 - 04a




## CENTERLINE GROOVES AT INTERSECTIONS



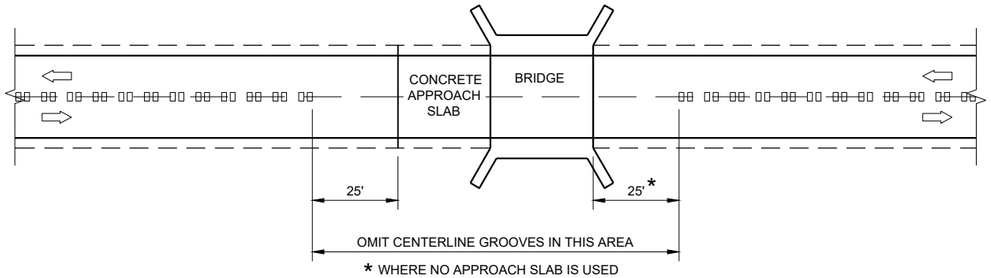

## CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



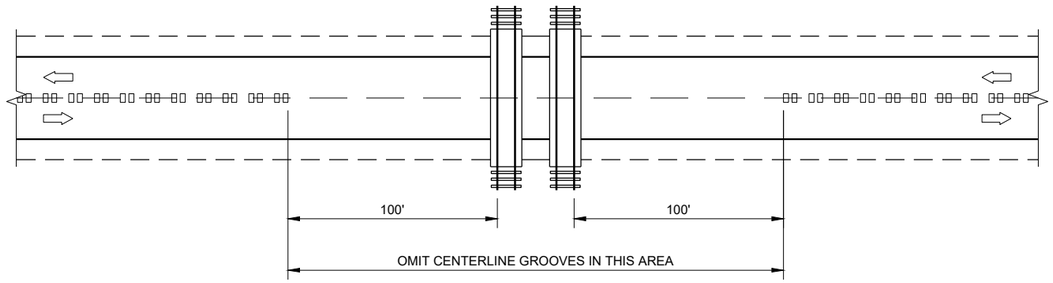

## CENTERLINE GROOVES AT DRIVEWAYS (1)

## GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.




## CENTERLINE GROOVES AT BRIDGES




## CENTERLINE GROOVES AT RAILROADS

# CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

FHWA

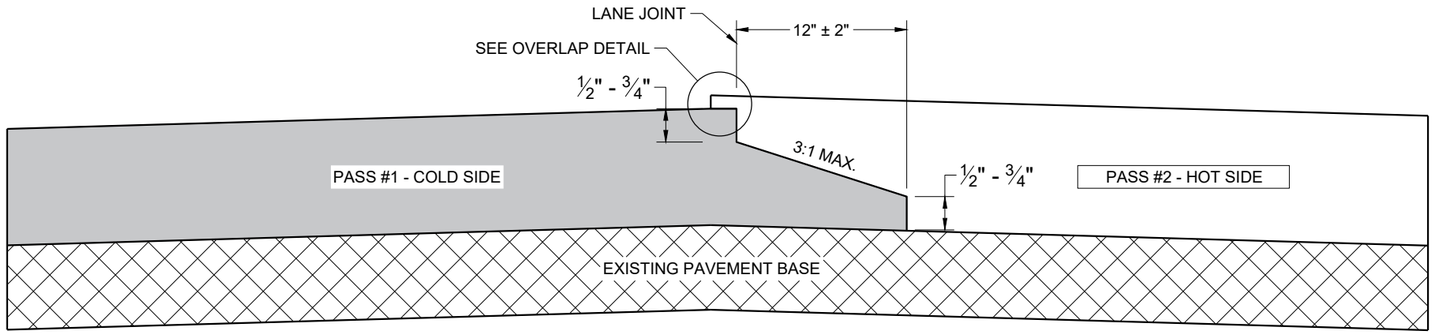


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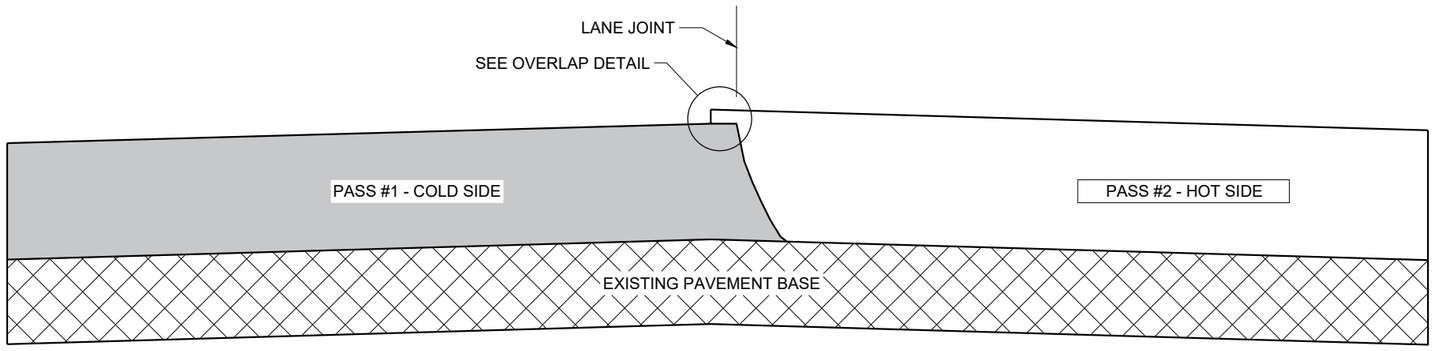
SDD 13A11 - 04d

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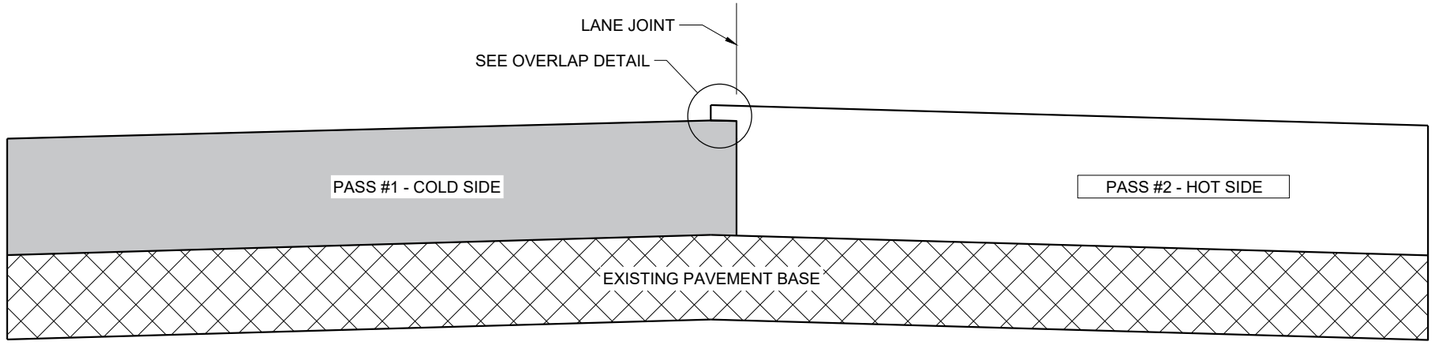
SDD 13A11 - 04d




**TYPICAL PAVEMENT CROSS SECTION**
**NOTCHED WEDGE JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT (MILLED)**

## GENERAL NOTES

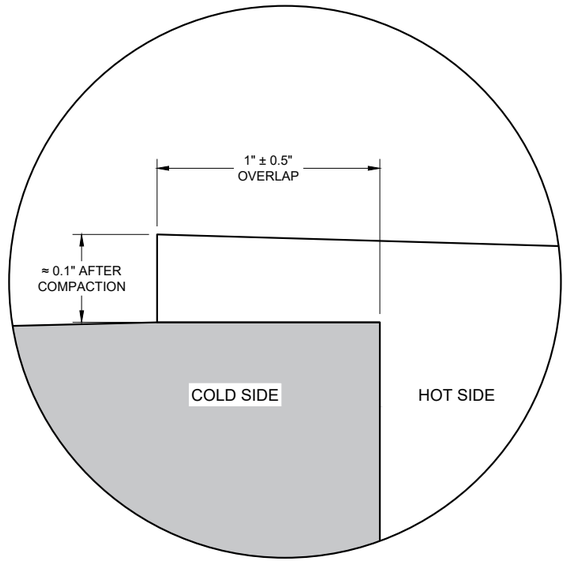
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.




**OVERLAP DETAIL (TYPICAL)**

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6

SDD 13C19 - 03

SDD 13C19 - 03

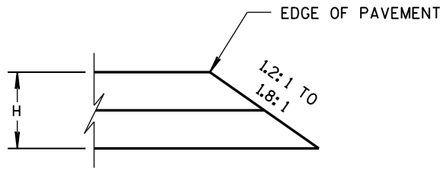
**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

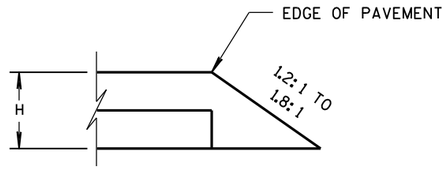
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



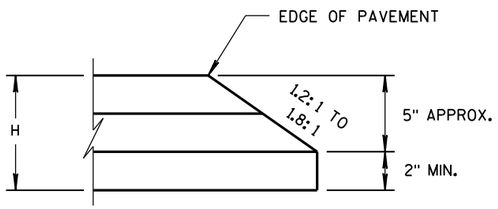

CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



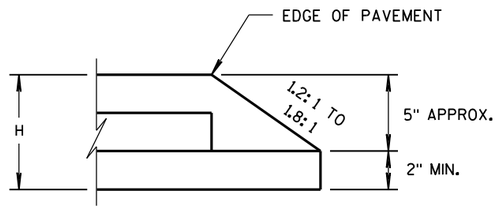

CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS




CONSTRUCTED WITH FINAL TWO LAYERS

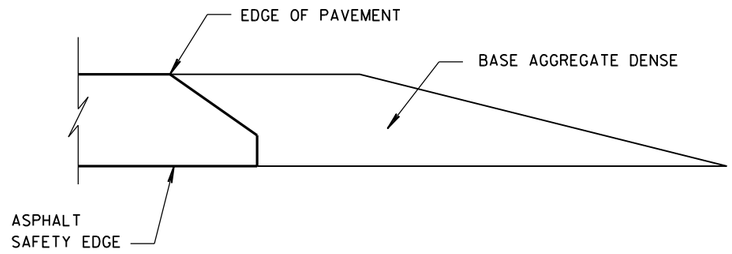
FOR H GREATER THAN 5"




CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

## HMA PAVEMENT AND HMA OVERLAYS




## FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

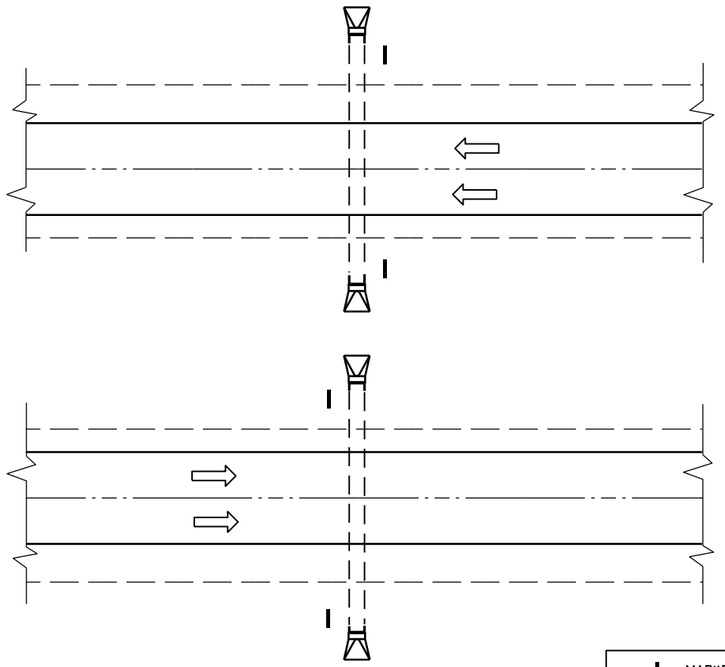
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

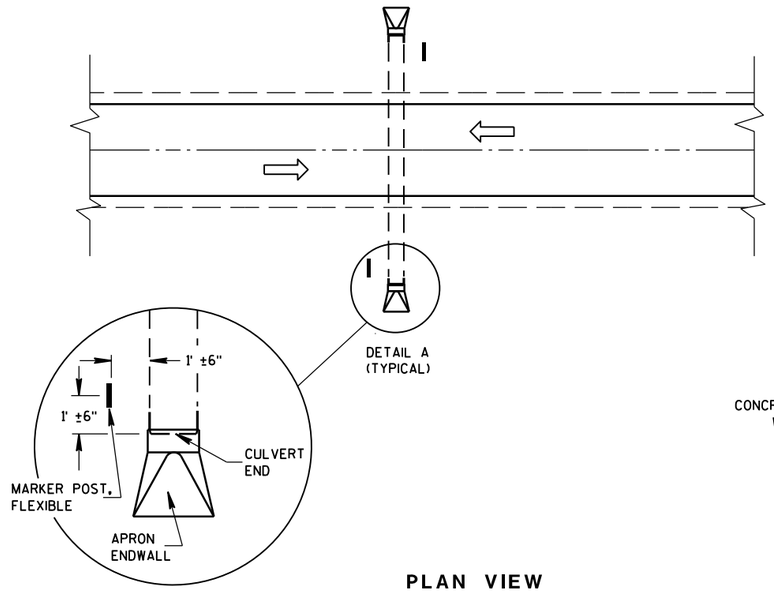
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

**DIVIDED HIGHWAY**




DETAIL A
(TYPICAL)

PLAN VIEW

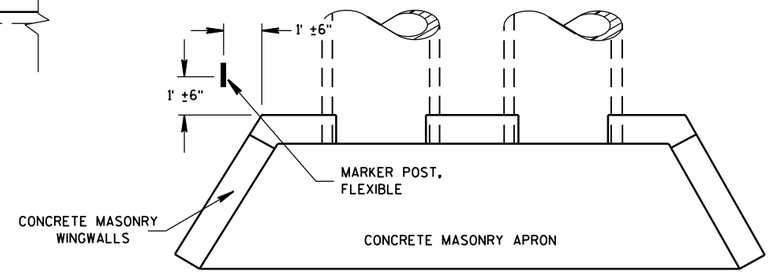
**UNDIVIDED HIGHWAY**

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

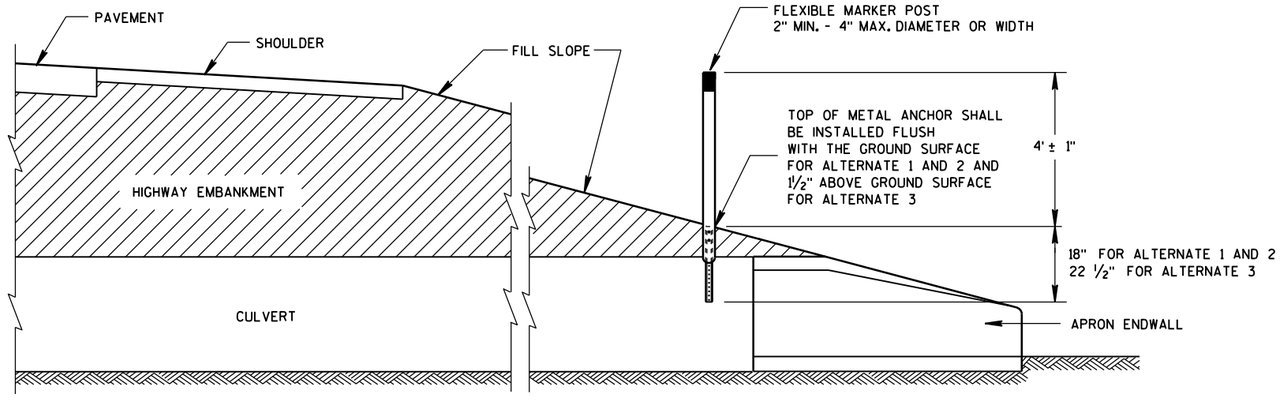
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




PLAN VIEW

**CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH**

## FLEXIBLE MARKER POST LOCATION




CROSS SECTION

**FLEXIBLE MARKER POST**

**FLEXIBLE MARKER POST FOR CULVERT END**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

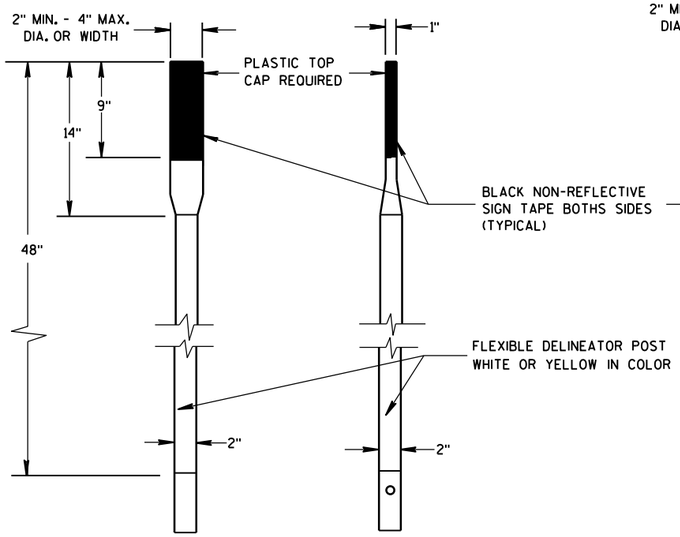


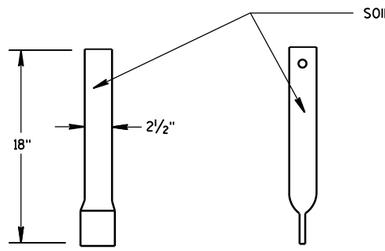
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S.D.D. 15 A 3-2a

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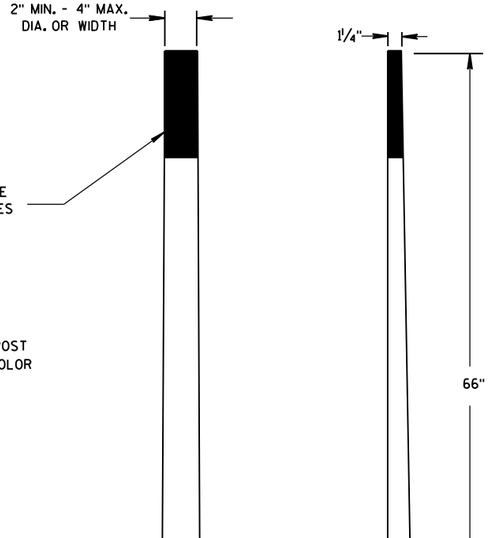
S.D.D. 15 A 3-2a



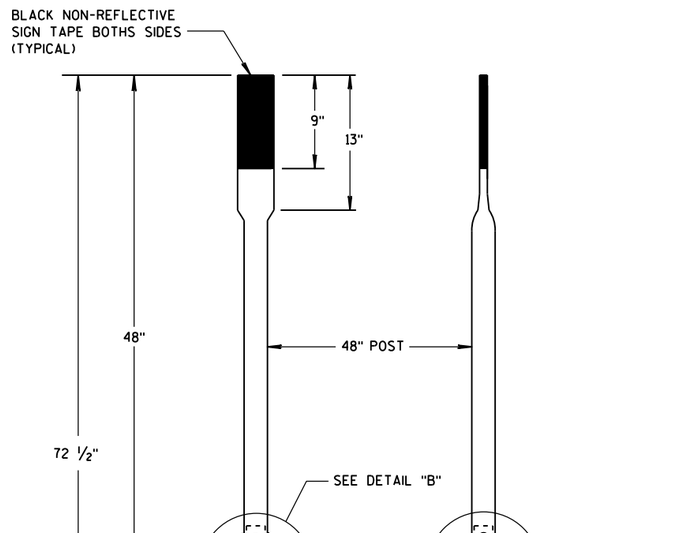

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

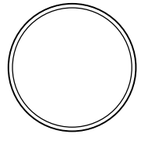
ALTERNATE 2



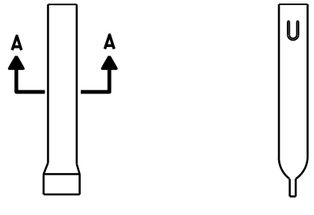

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POSTS

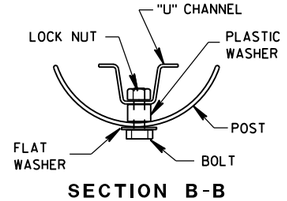


SECTION A-A

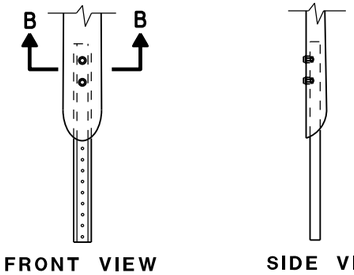



FRONT VIEW SIDE VIEW

ALTERNATE 1

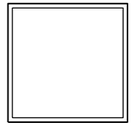



SECTION B-B

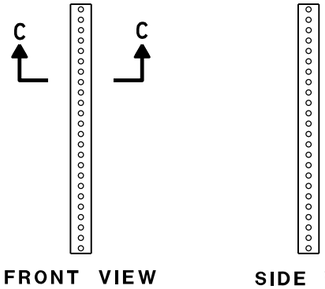



FRONT VIEW SIDE VIEW

ALTERNATE 2



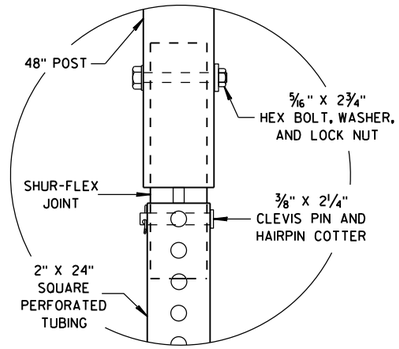
SECTION C-C



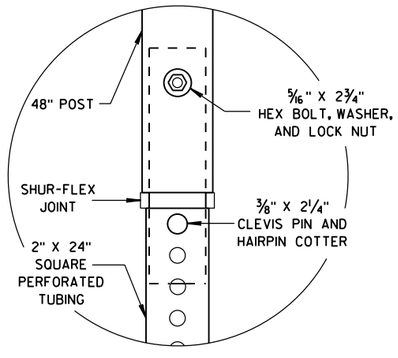

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS




DETAIL B




DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

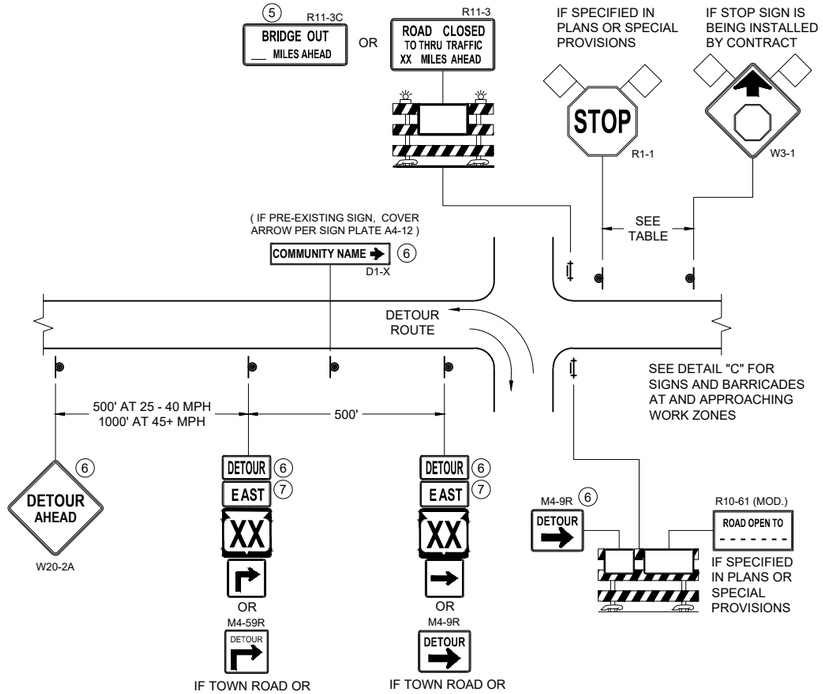
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA



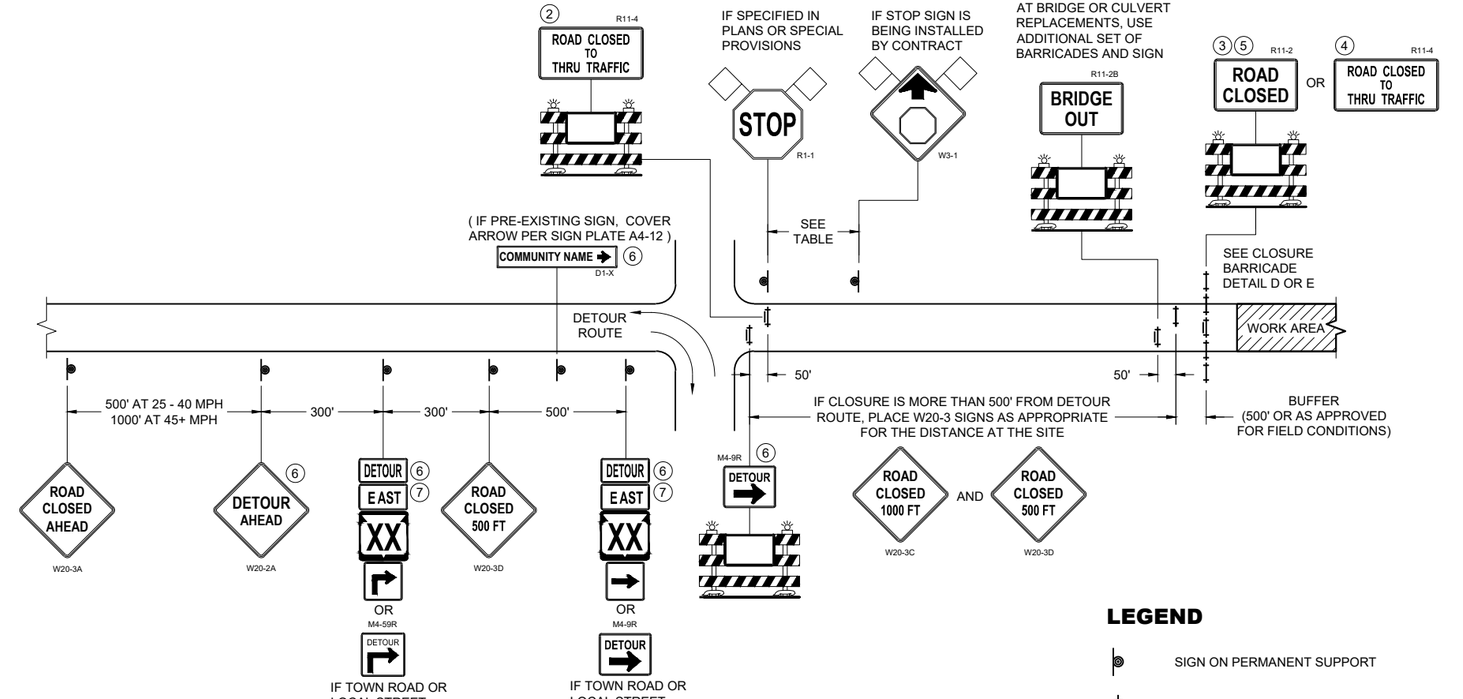


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S.D.D. 15 A 3-2b




## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )

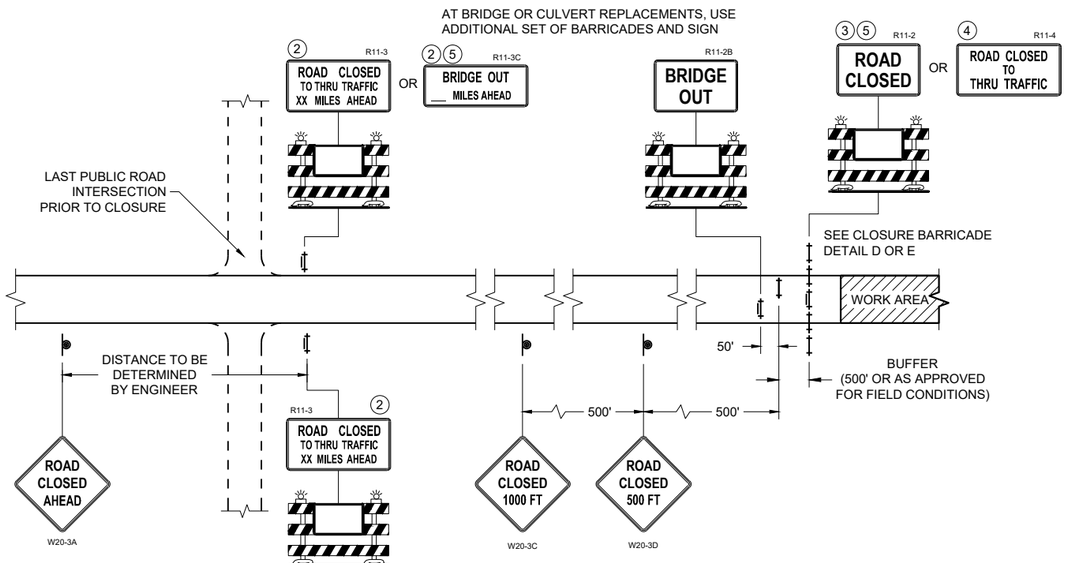
| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "b" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

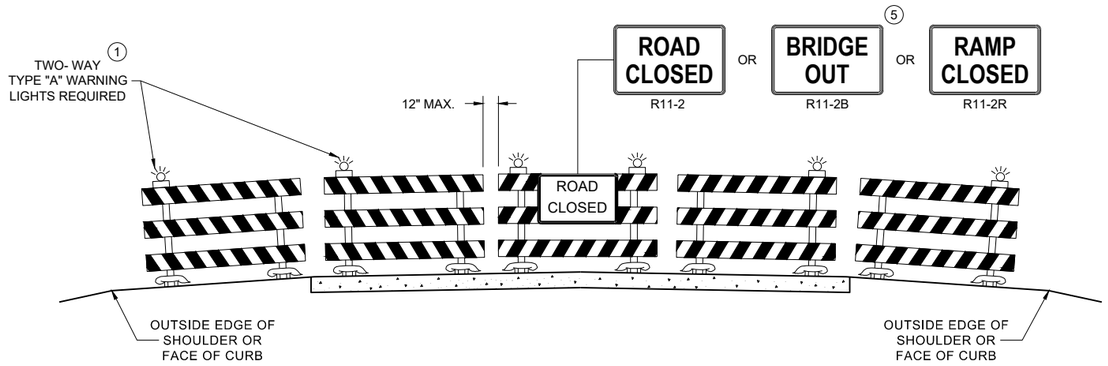
**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA



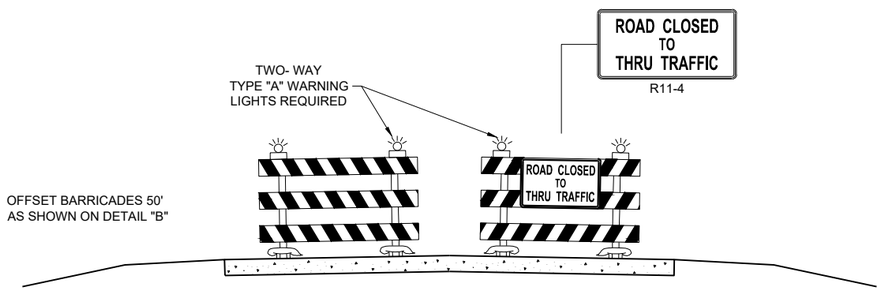
6
SDD 15C02-10a




**DETAIL D**

**ROAD CLOSURE BARRICADE DETAIL**

**APPROACH VIEW**




**DETAIL E**

**LANE CLOSURE BARRICADE DETAIL**

**APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

## GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS FOR VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

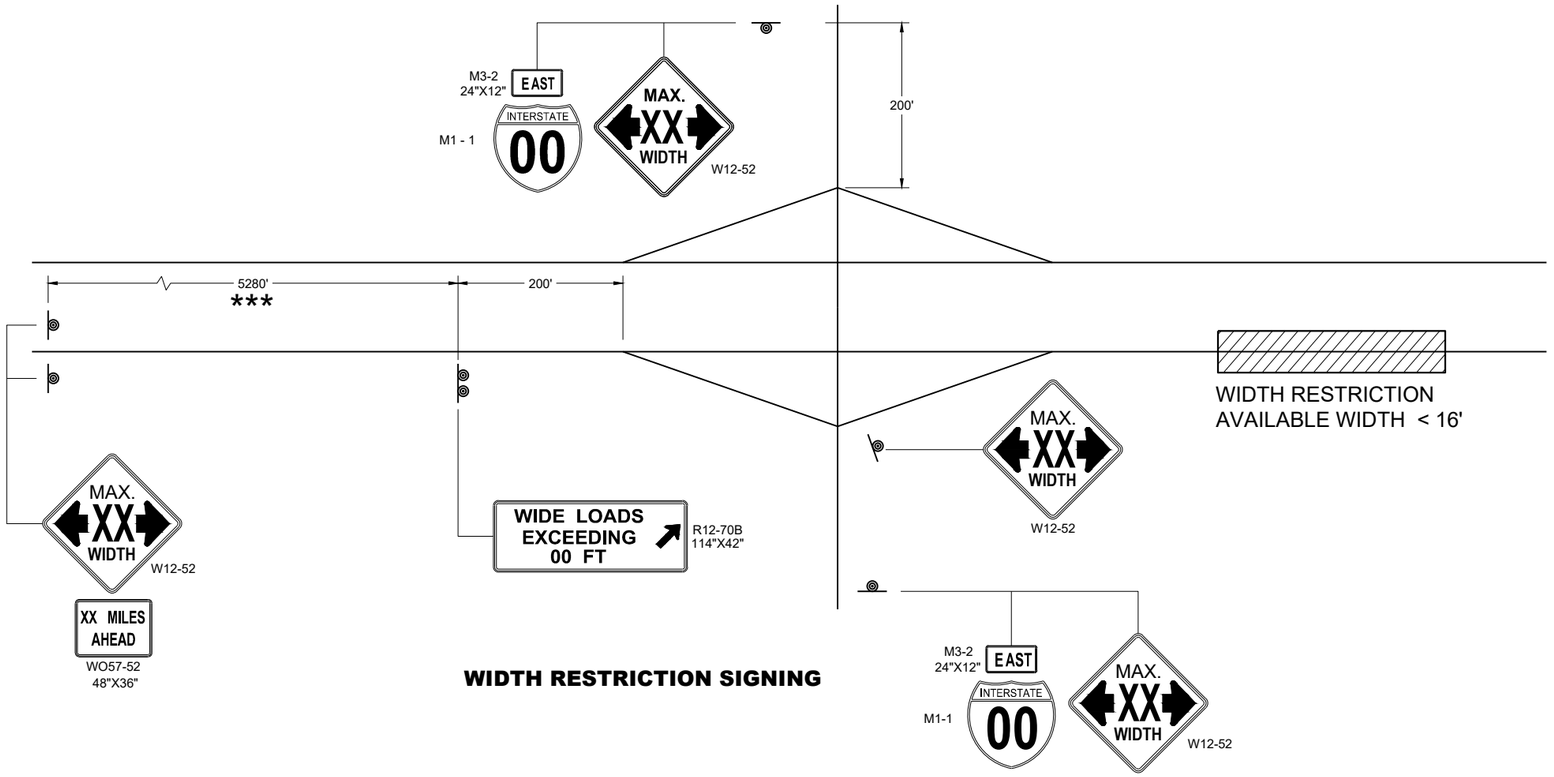
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA




6

SDD 15C02-10b




**WIDTH RESTRICTION SIGNING**

## LEGEND

SIGN ON PERMANENT SUPPORT

## GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

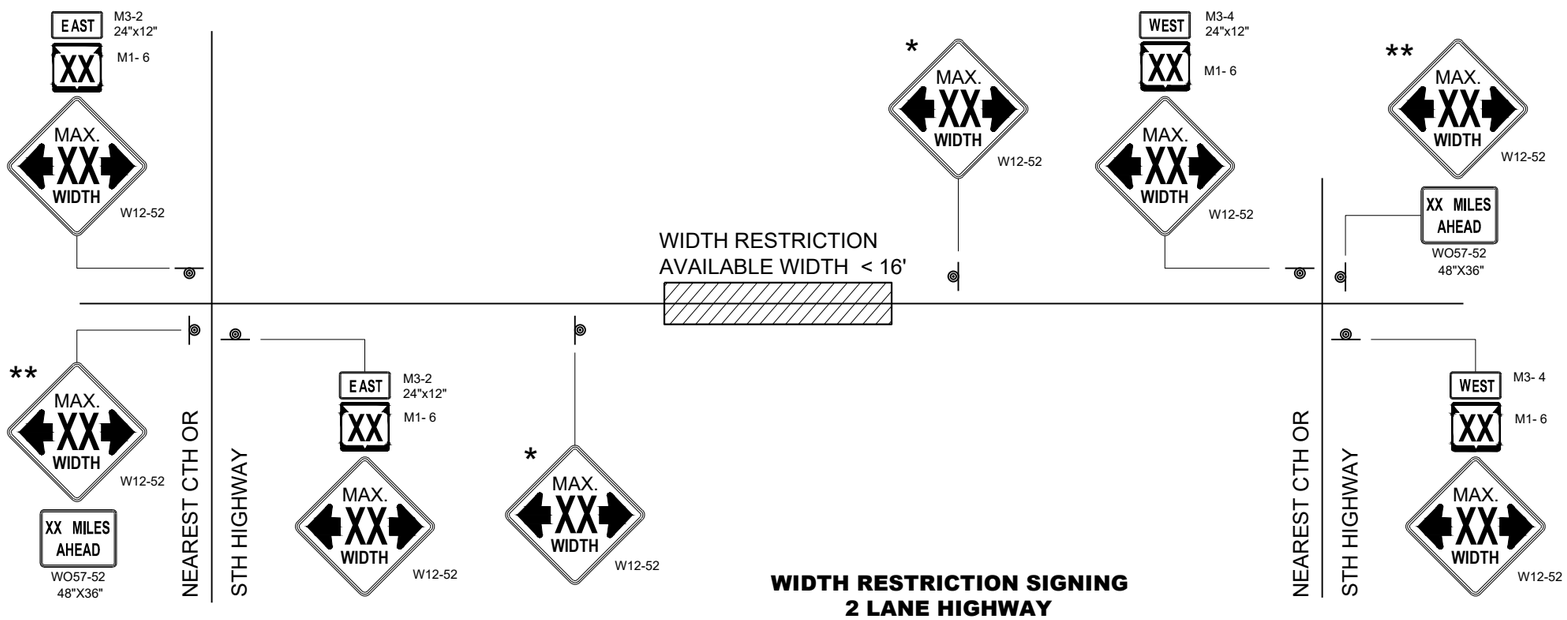
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.




WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH




**WIDTH RESTRICTION SIGNING**
**2 LANE HIGHWAY**

**ADVANCED WIDTH RESTRICTION SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

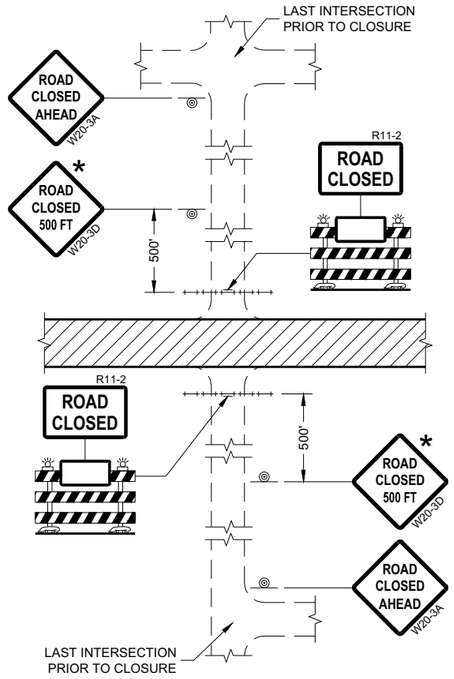
FHWA



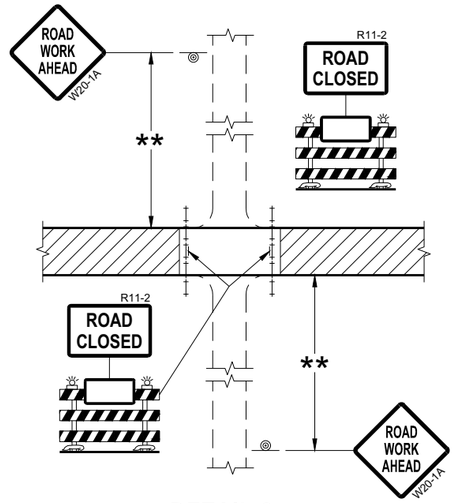
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SDD 15C02-10f

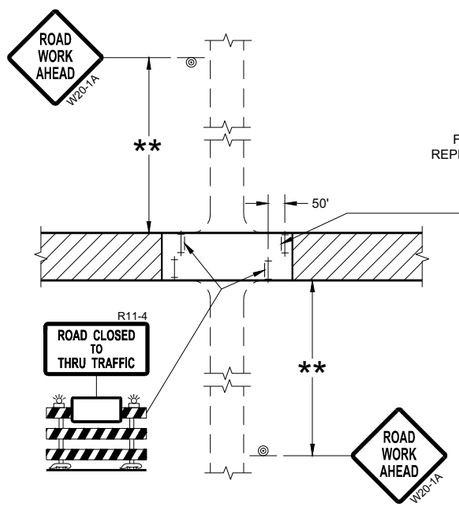
SDD 15C02-10f



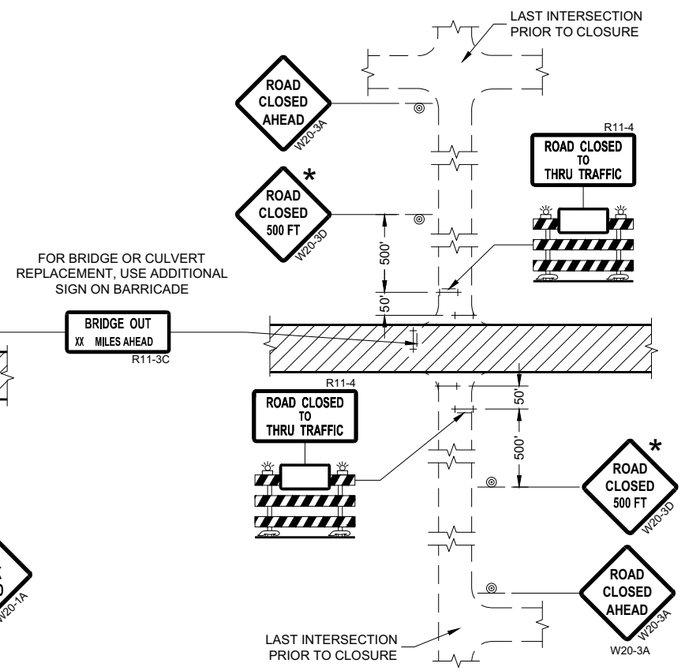

**DETAIL 1**
(NO ACCESS TO PROJECT)




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




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




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

## GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15C03 - 05

## GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

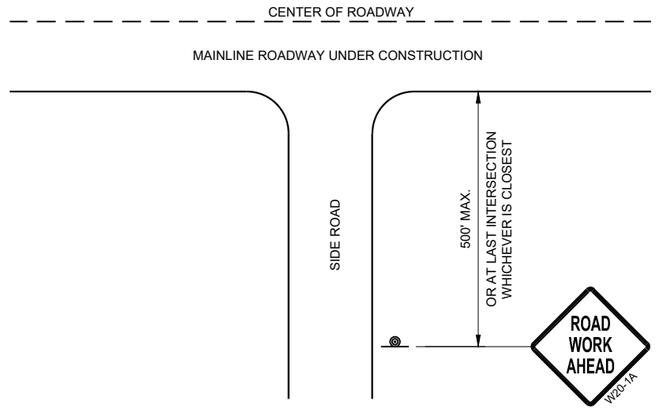
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



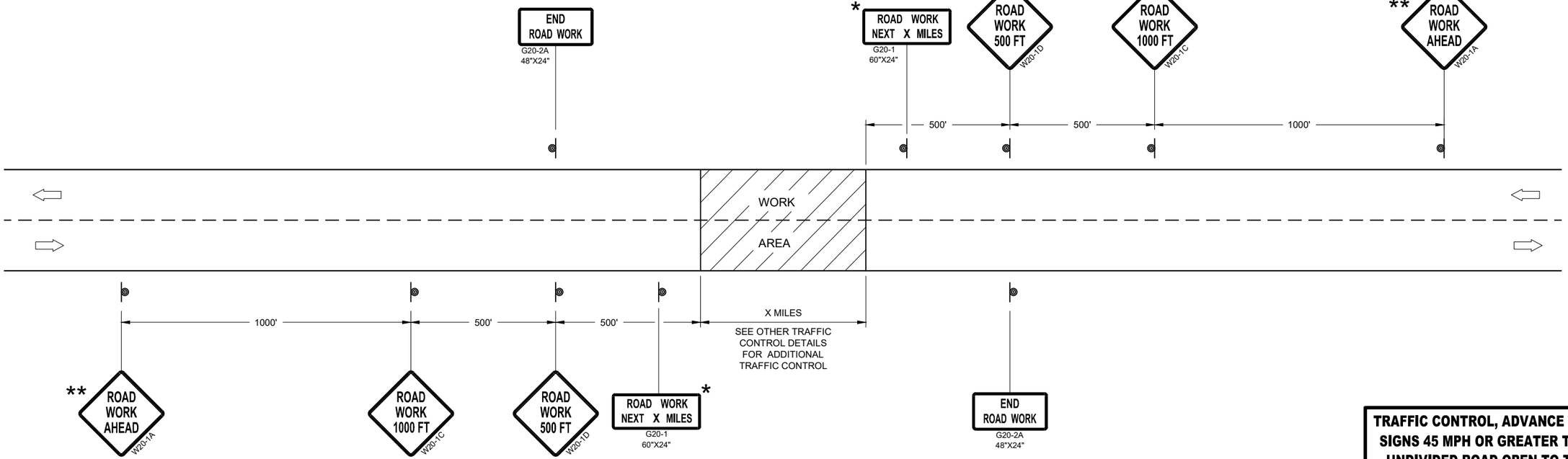

**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA




**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER**

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15C04 - 05

## GENERAL NOTES

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

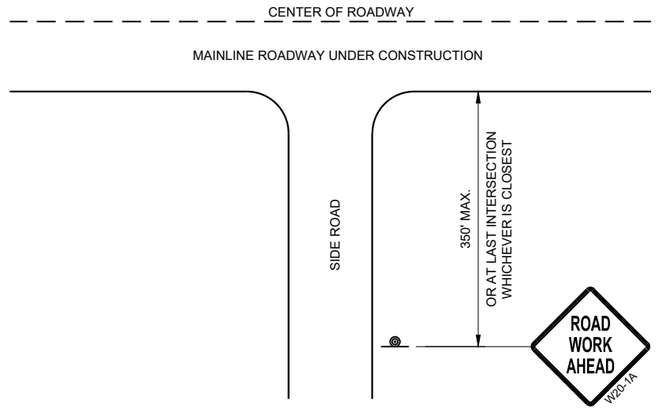
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



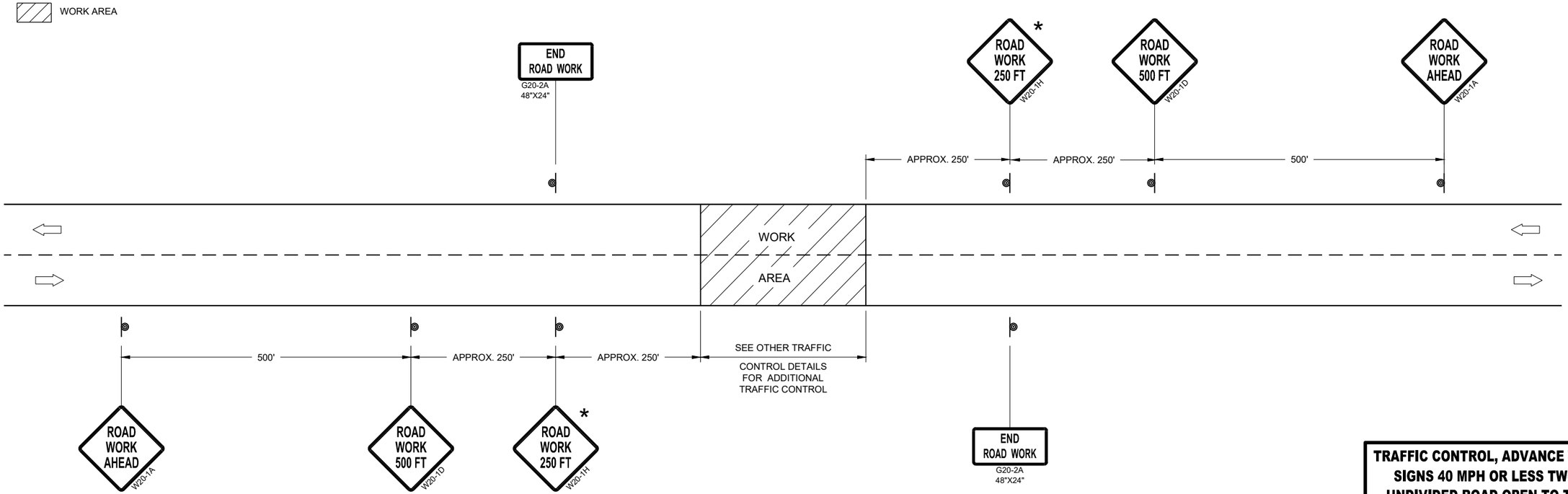

**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

### LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA




**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS**

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

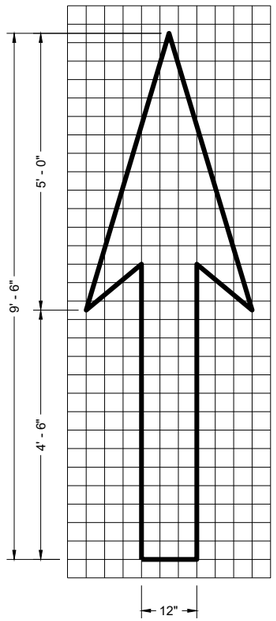
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

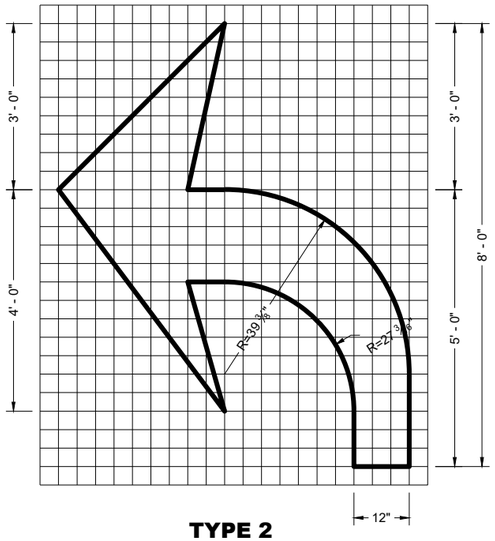



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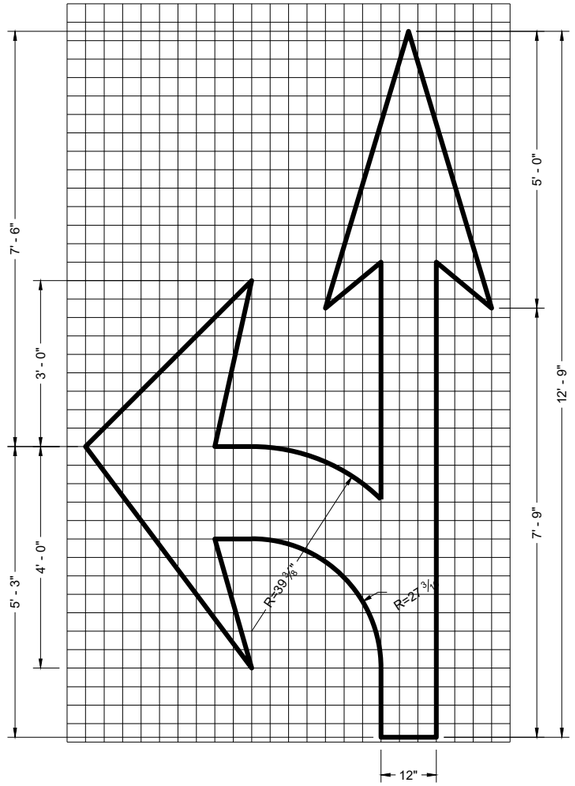

SDD 15C05 - 05




TYPE 1



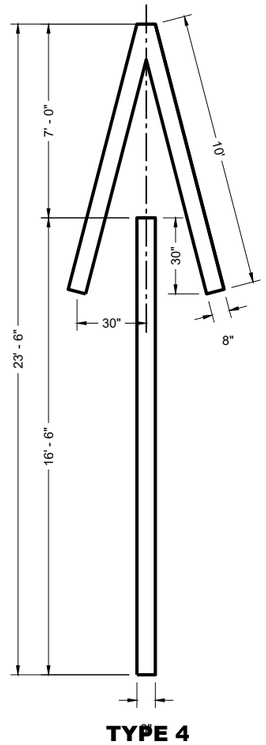

TYPE 2



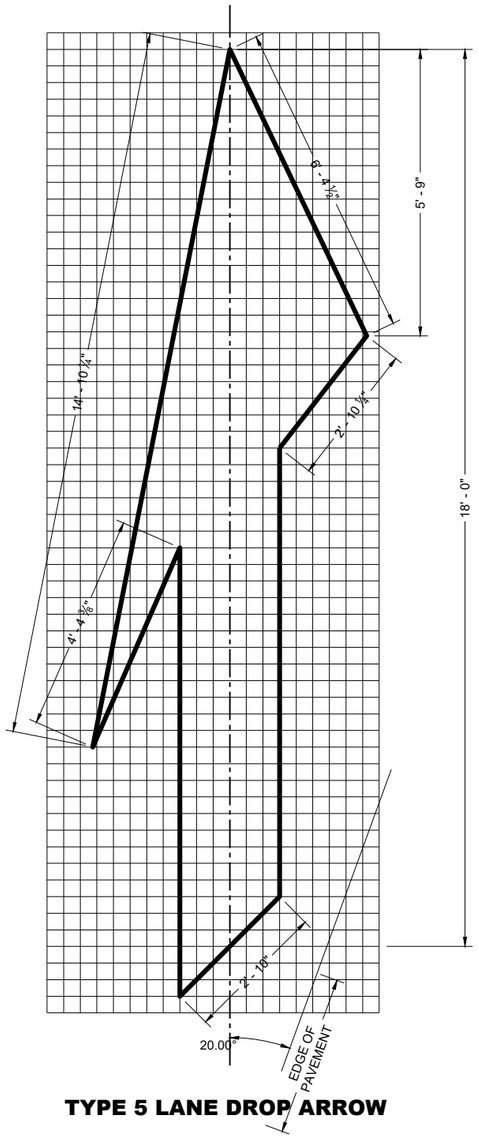

TYPE 3

## GENERAL NOTES

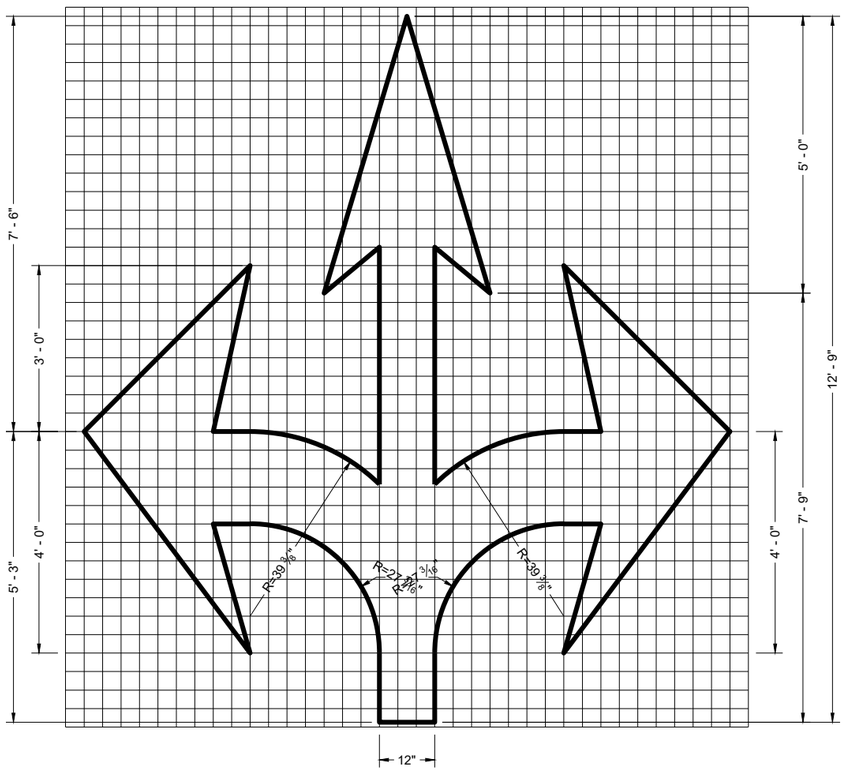
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



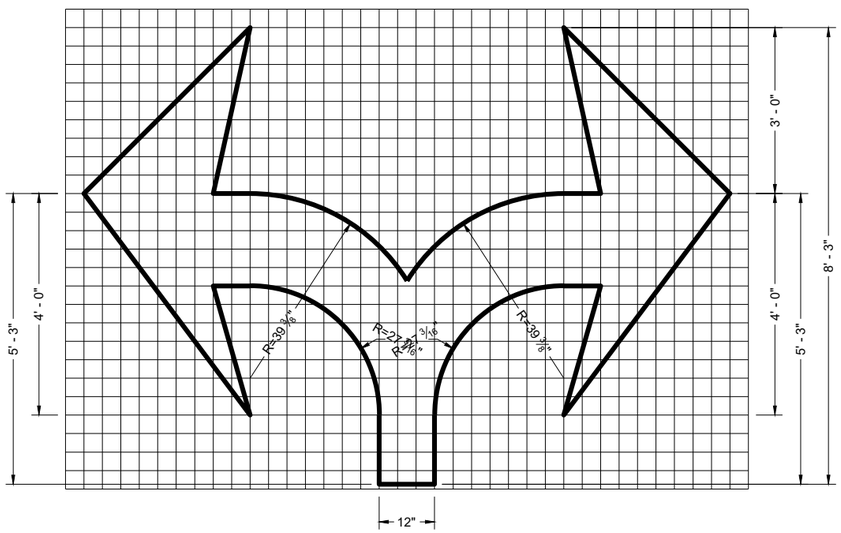

TYPE 4




TYPE 5 LANE DROP ARROW




TYPE 6




TYPE 7

**PAVEMENT MARKING ARROWS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA



6

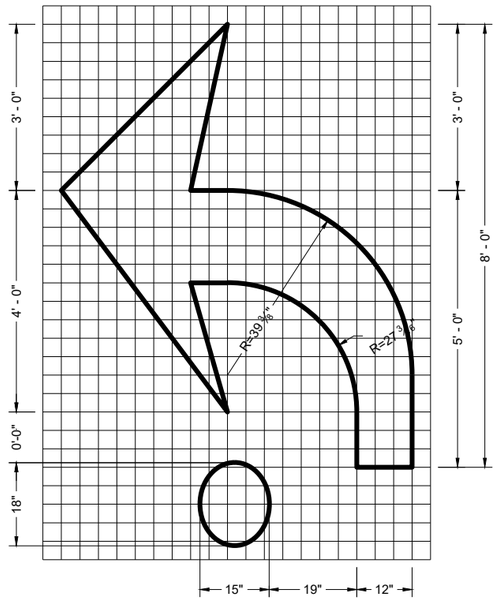
SDD 15C07-16c

6

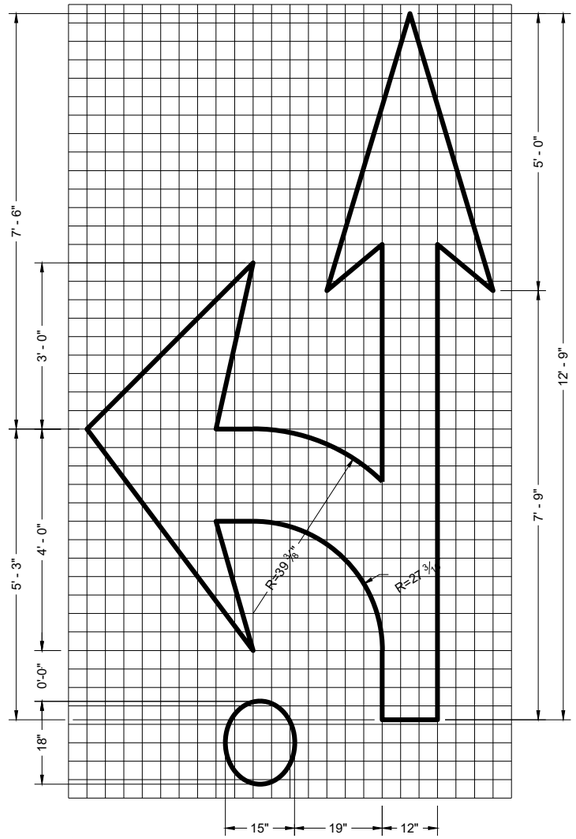
SDD 15C07-16c

## GENERAL NOTES

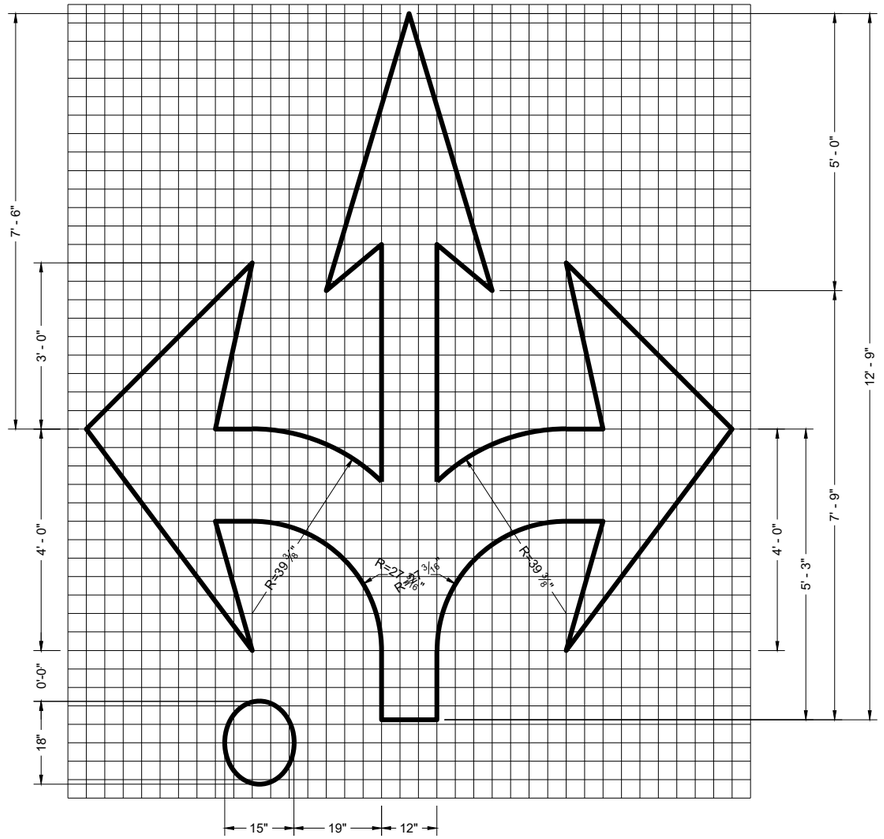
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



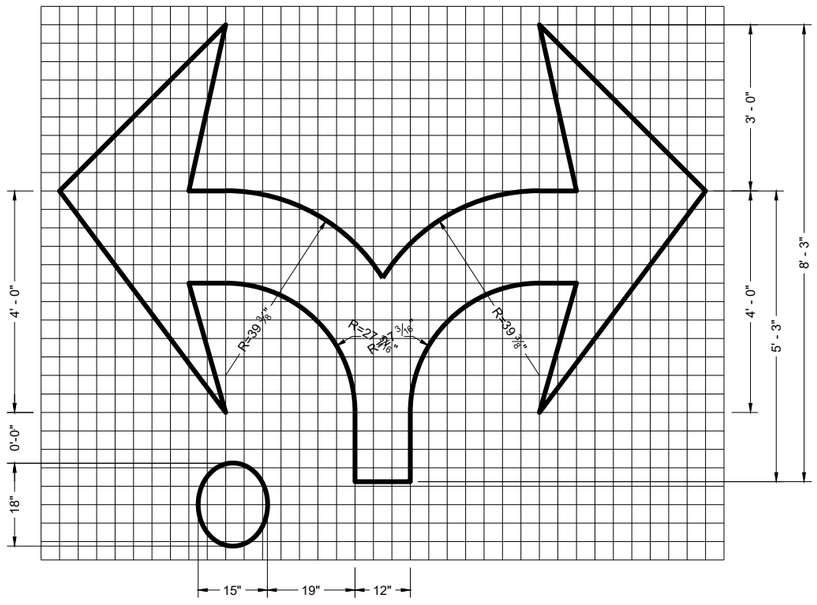

**TYPE 2R**




**TYPE 3R**




**TYPE 6R**




**TYPE 7R**

**ROUNDABOUT MARKING ARROWS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA



6

SDD 15C07-16d

6

SDD 15C07-16d

## GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

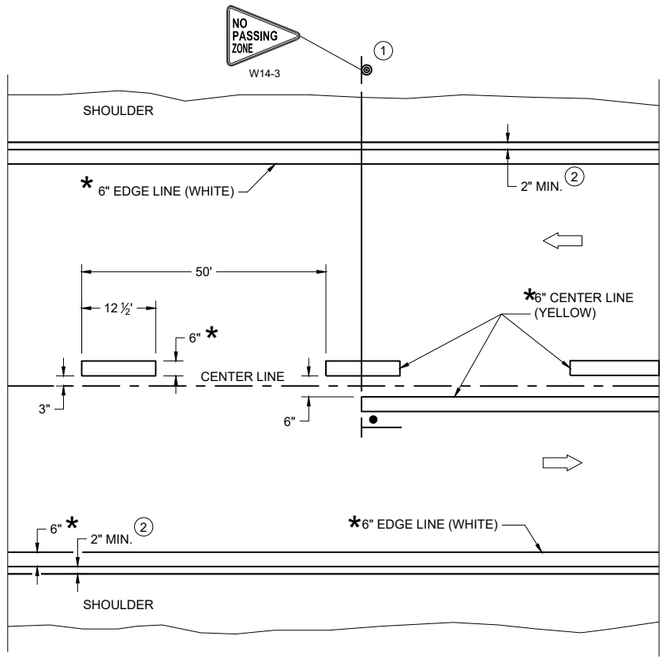
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## LEGEND

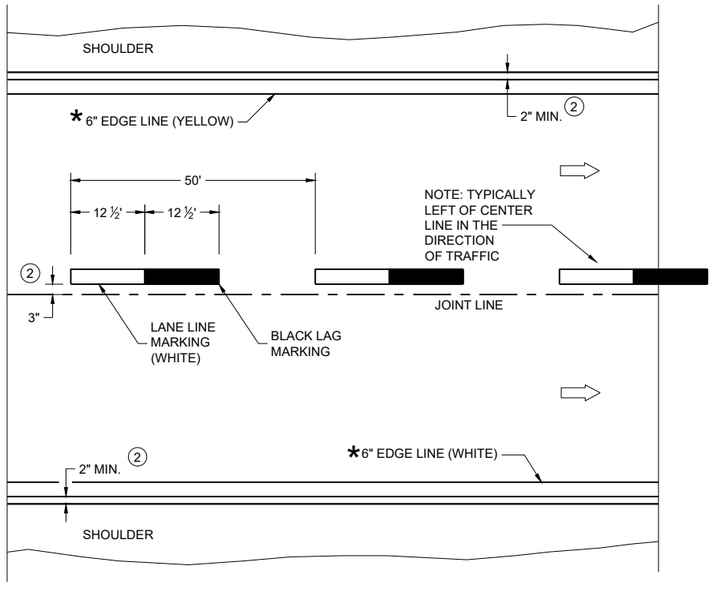
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC




TWO WAY TRAFFIC




ONE WAY TRAFFIC

**PERMANENT PAVEMENT MARKING**

**PERMANENT LONGITUDINAL PAVEMENT MARKINGS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

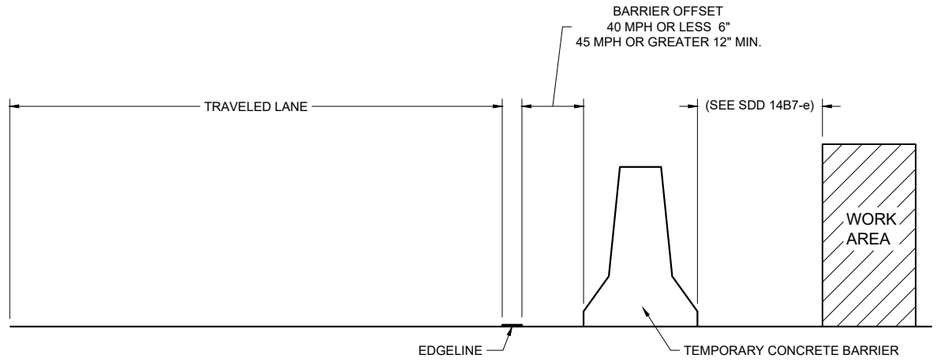
FHWA



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SDD 15C08-24a




**TEMPORARY BARRIER OFFSET FROM EDGELINE**

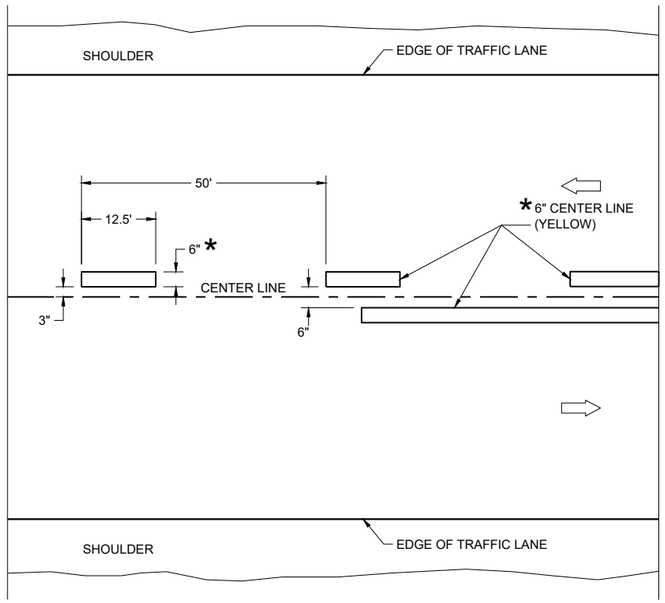
## GENERAL NOTES

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

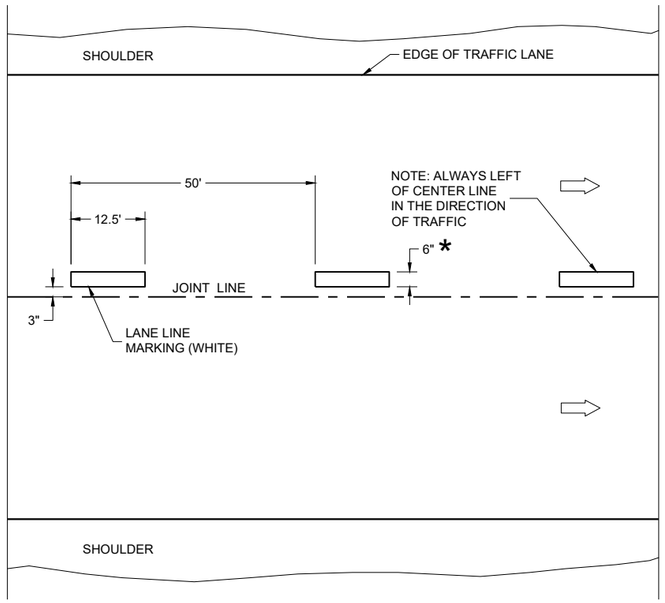
## LEGEND

DIRECTION OF TRAFFIC

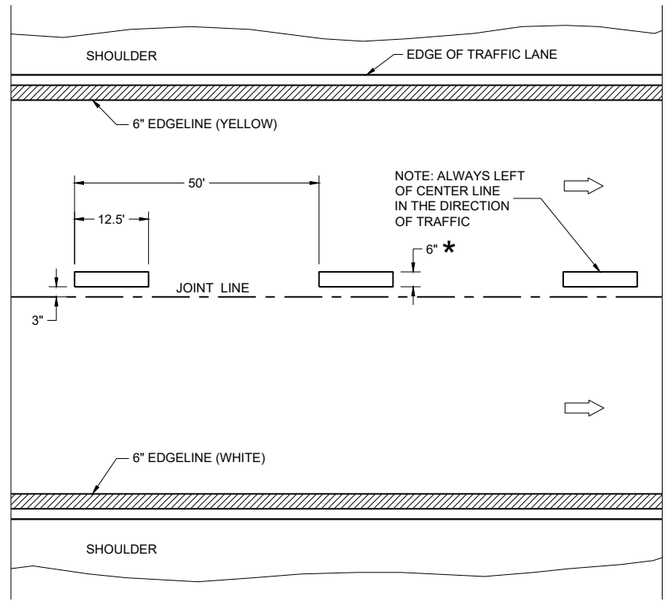
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**TWO WAY TRAFFIC**




**ONE WAY TRAFFIC**




**FREEWAYS AND EXPRESSWAYS**

**TEMPORARY PAVEMENT MARKING**

**TEMPORARY LONGITUDINAL PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

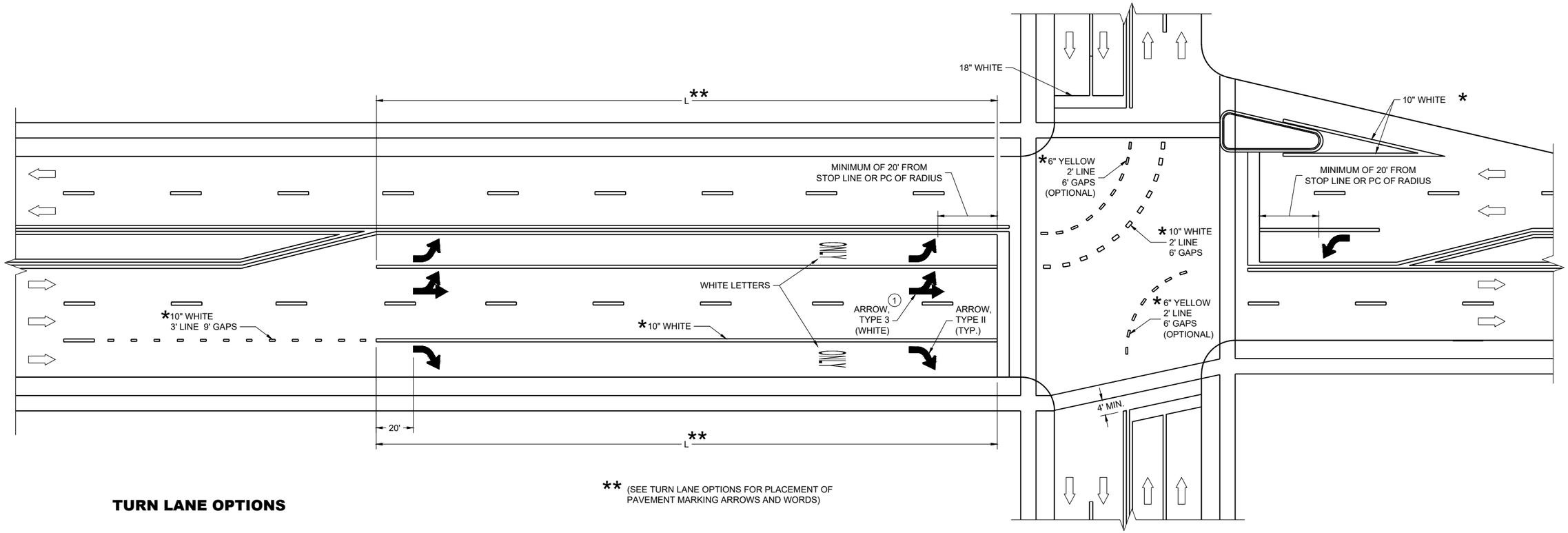


6

SDD 15C08-24b

6

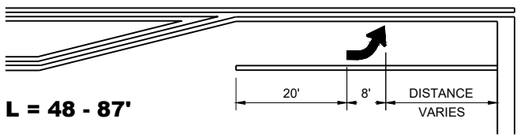
SDD 15C08-24b



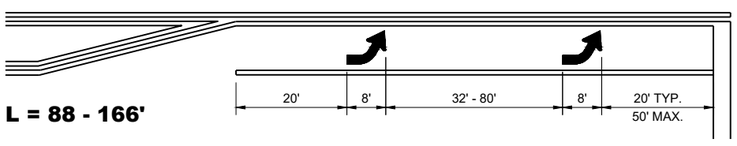

** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

## TURN LANE OPTIONS

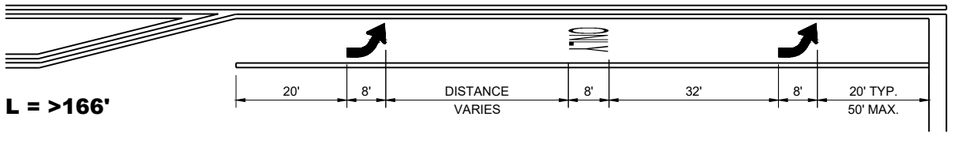
LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS




**L = 48 - 87'**




**L = 88 - 166'**




**L = >166'**

## GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

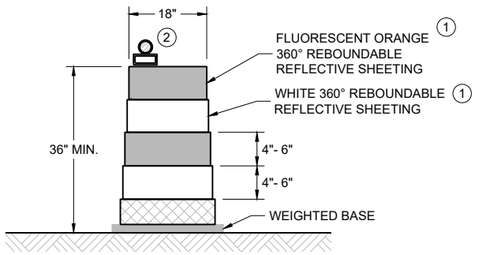
**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## GENERAL NOTES

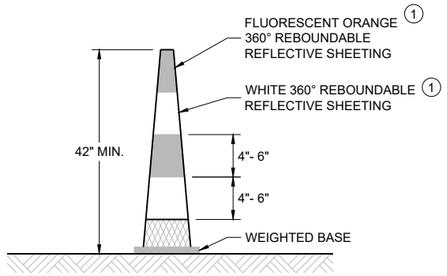
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.




### DRUM

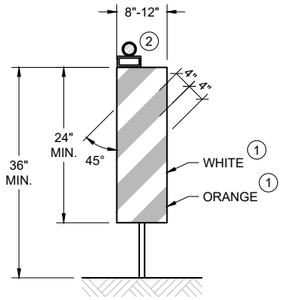
BALLAST WIDTHS
RANGE FROM 24"-36"




### 42" CONE

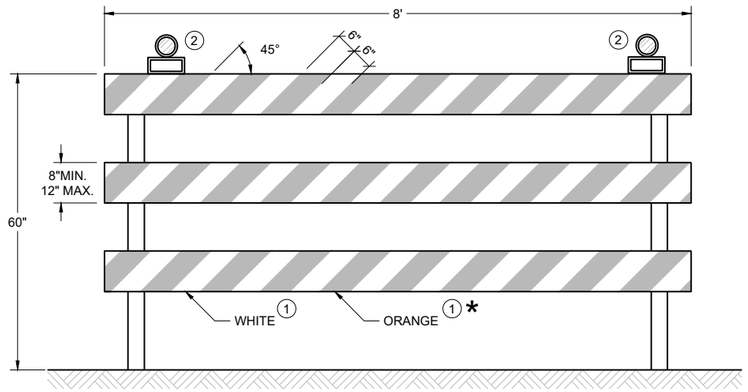
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"




### VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.




### TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

**CHANNELIZING DEVICES**
**DRUMS, CONES, BARRICADES**
**AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA





6
SDD 15C11-11b

## LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

## GENERAL NOTES

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

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

## FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

## TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

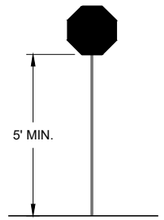
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.




**STOP/SLOW PADDLE ON SUPPORT STAFF**

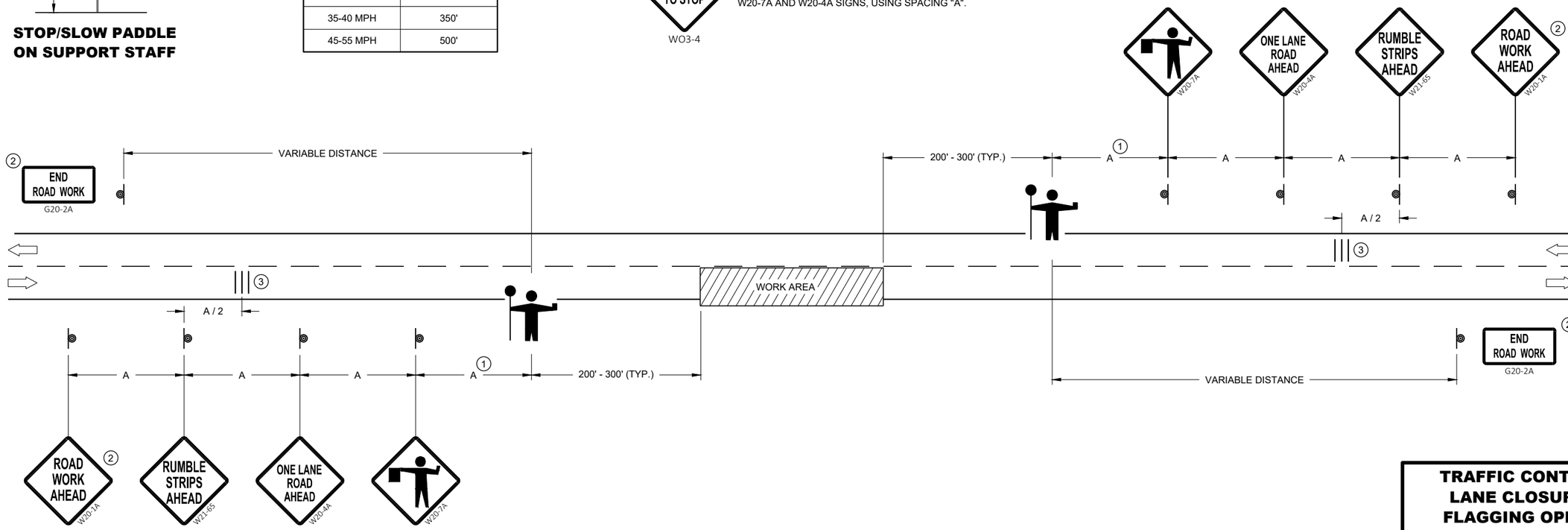
## SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

| SPEED LIMIT | SPACING "A" |
|---|---|
| 25-30 MPH | 200' |
| 35-40 MPH | 350' |
| 45-55 MPH | 500' |




WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".




# TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



SDD 15C12 - 09a

SDD 15C12 - 09a

## GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

## GENERAL NOTES

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

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

## FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

## TEMPORARY PORTABLE RUMBLE STRIPS

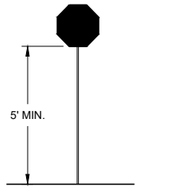
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

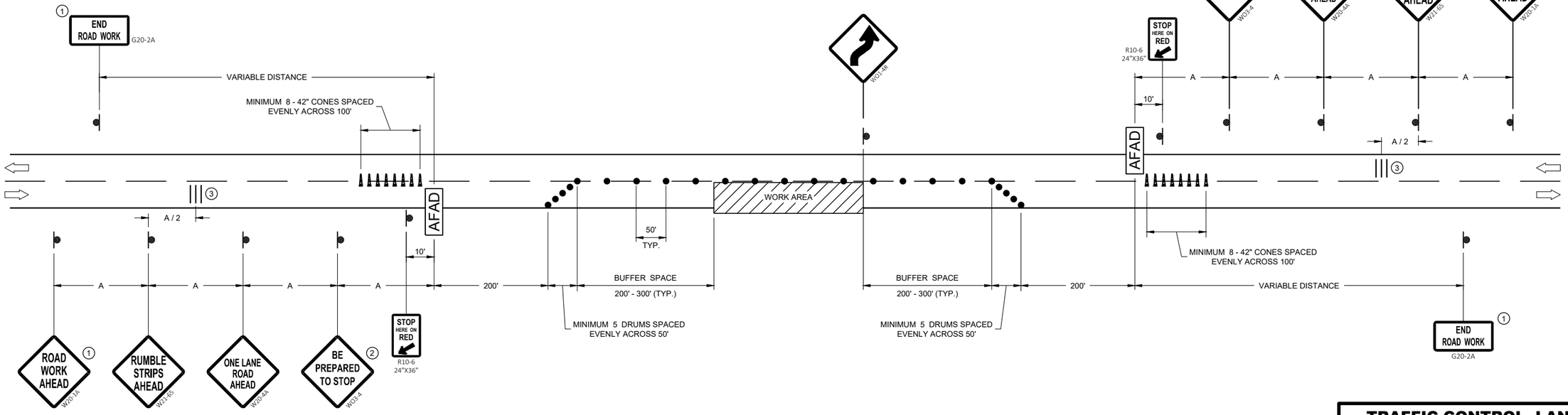
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.




**STOP/SLOW PADDLE ON SUPPORT STAFF**

**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

| SPEED LIMIT | SPACING "A" |
|---|---|
| 25-30 MPH | 200' |
| 35-40 MPH | 350' |
| 45-55 MPH | 500' |




**TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE**

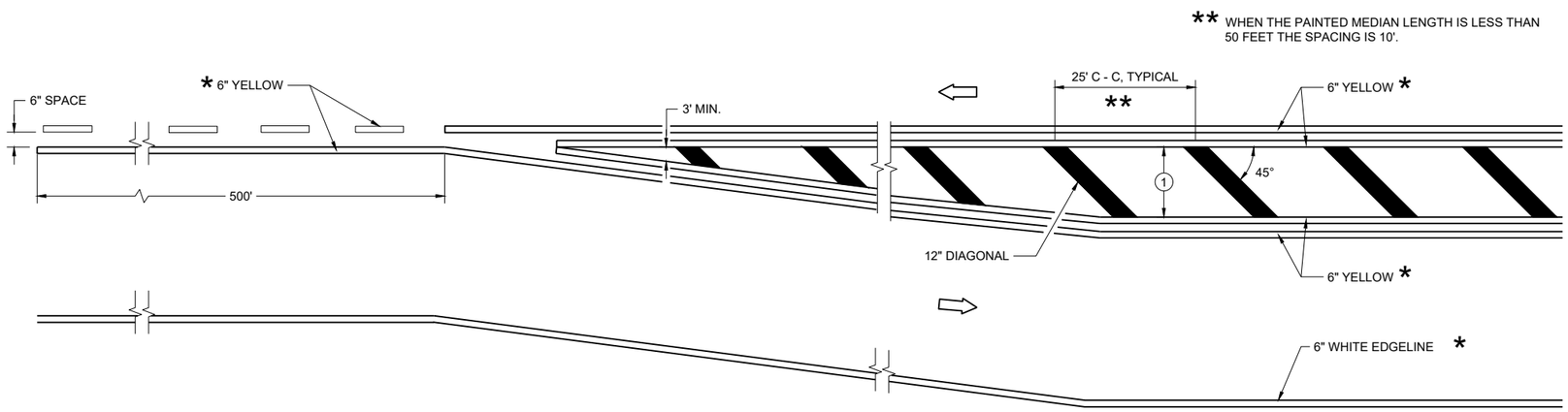
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
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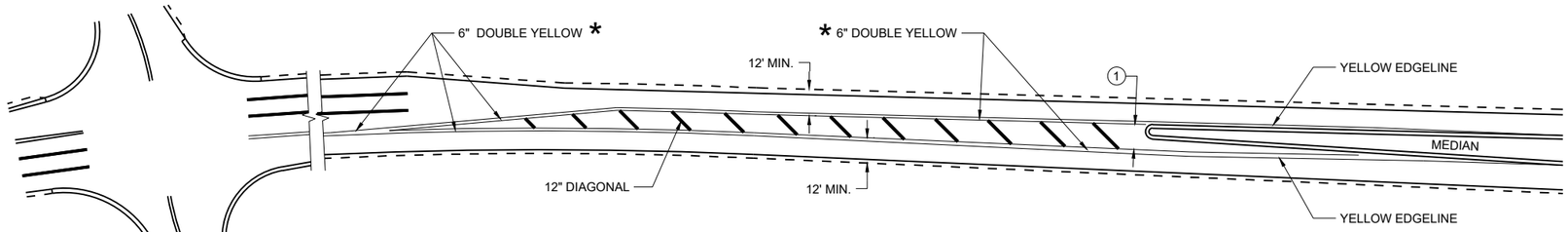

**MEDIAN ISLAND DETAIL**

## GENERAL NOTES

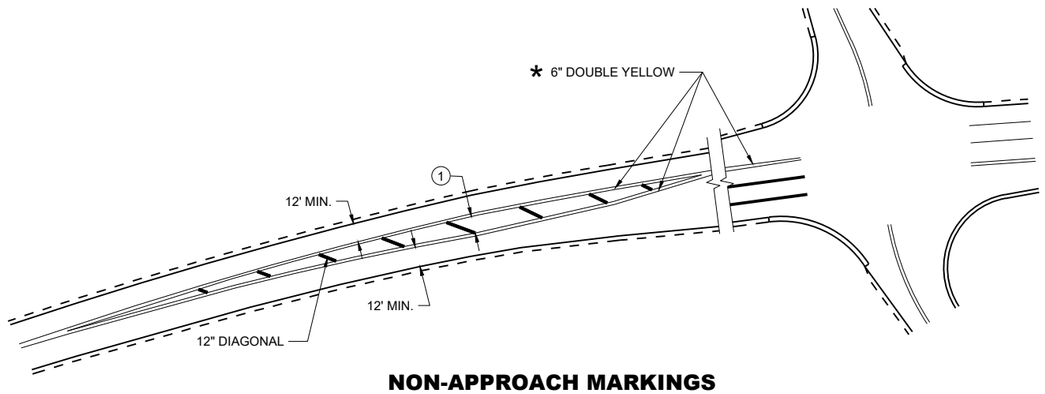
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

⇨ DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**APPROACH MARKINGS FOR OTHER MEDIAN TYPES**




**NON-APPROACH MARKINGS**

**MEDIAN ISLAND PAVEMENT MARKINGS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

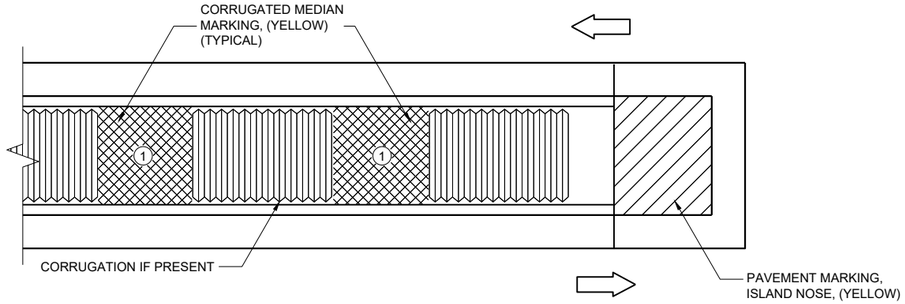
FHWA



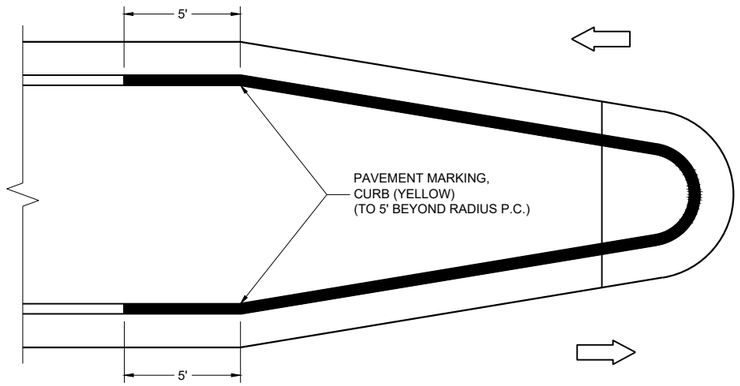


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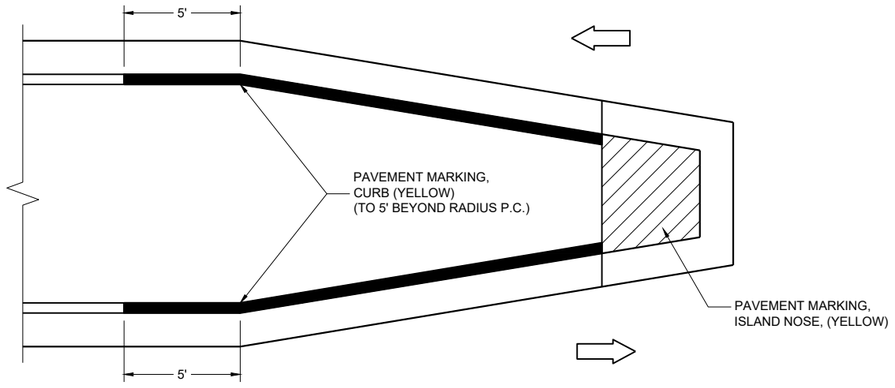
SDD 15C18-09a




**MEDIAN ISLAND WITH SQUARE BLUNT NOSE**




**MEDIAN ISLAND WITH ROUND BLUNT NOSE**




**MEDIAN ISLAND WITH SLOPED NOSE**

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

## GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

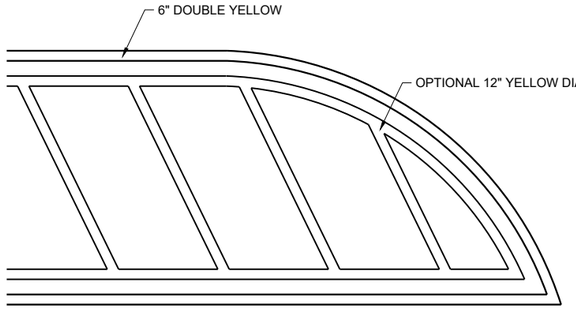
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL




**FLUSH MEDIAN ISLAND NOSE**

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

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SDD 15C18-09b

| REQUIREMENTS FOR EDGE LINES | | |
|---|---|---|
| POSTED SPEED | IS THERE CONTINUOUS LIGHTING? | |
| | YES | NO |
| ≤ 30 MPH | NO | OPTIONAL |
| 35 OR 40 MPH | OPTIONAL | RECOMMENDED |
| ≥ 45 MPH | RECOMMENDED | REQUIRED |

## GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

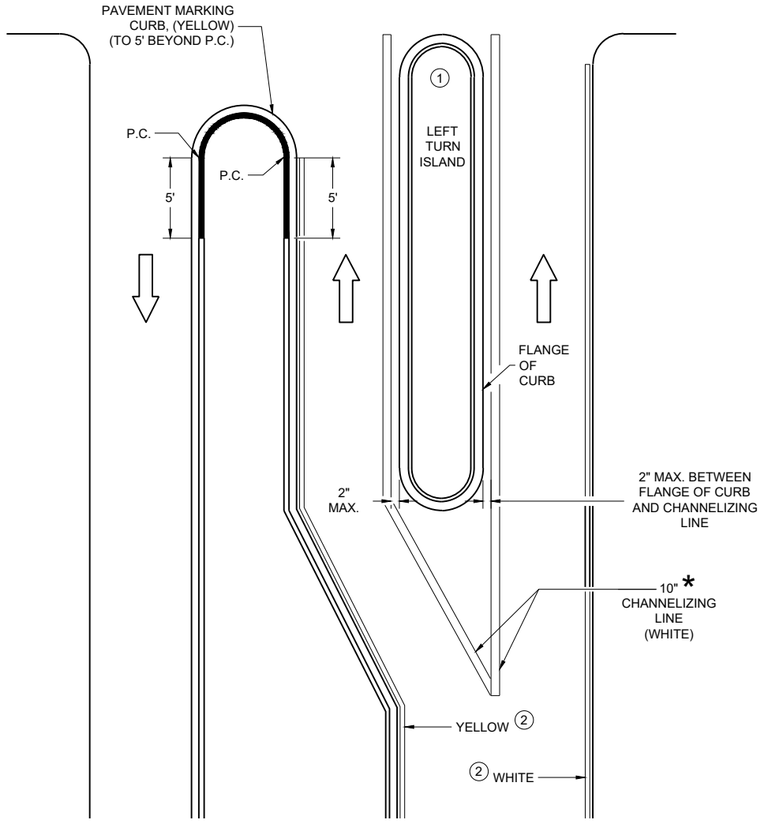
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

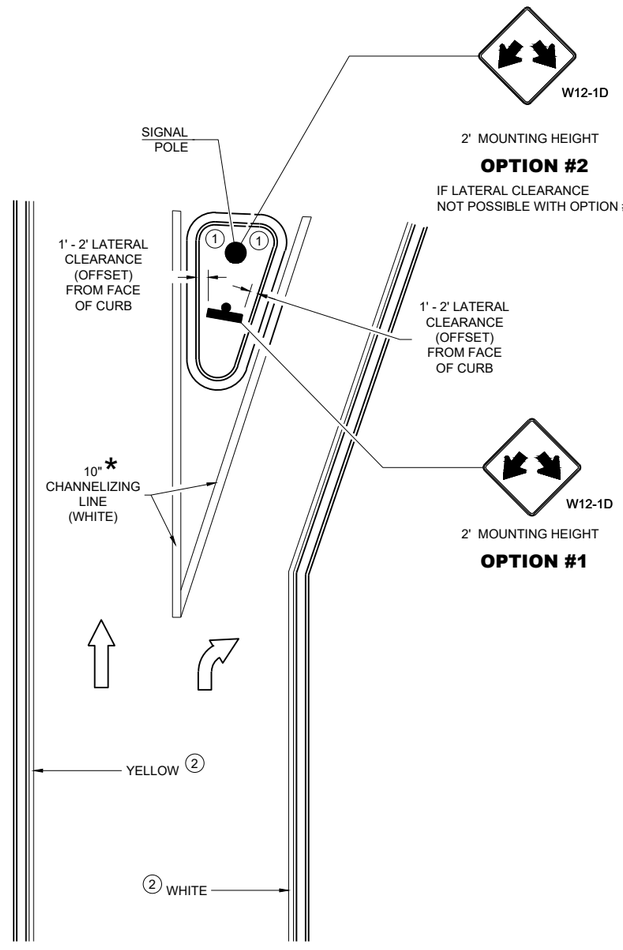
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

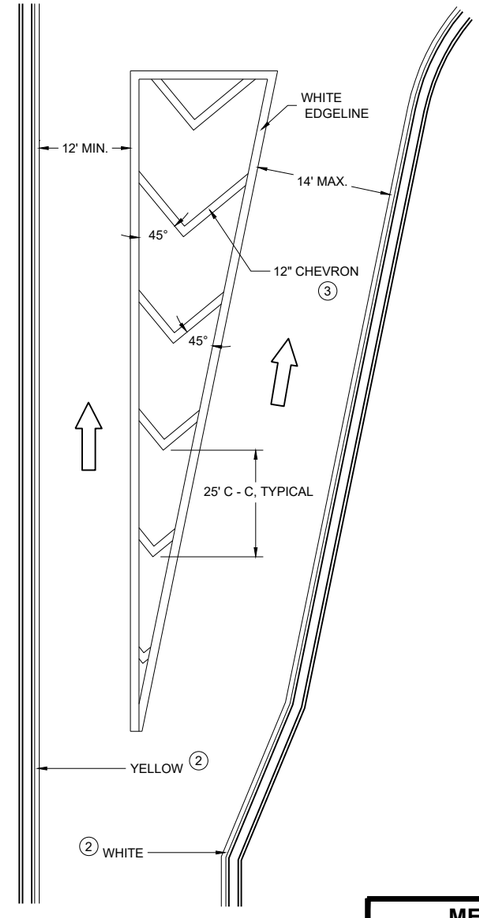
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




**LEFT TURN & MEDIAN ISLAND**




**RIGHT TURN ISLAND**




**TURN LANE DETAIL**

**MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT**

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Statewide Pavement Marking Engineer

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## LEGEND

**V1** LEAD VEHICLE

**V2** MARKING VEHICLE

**V3** SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

## GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

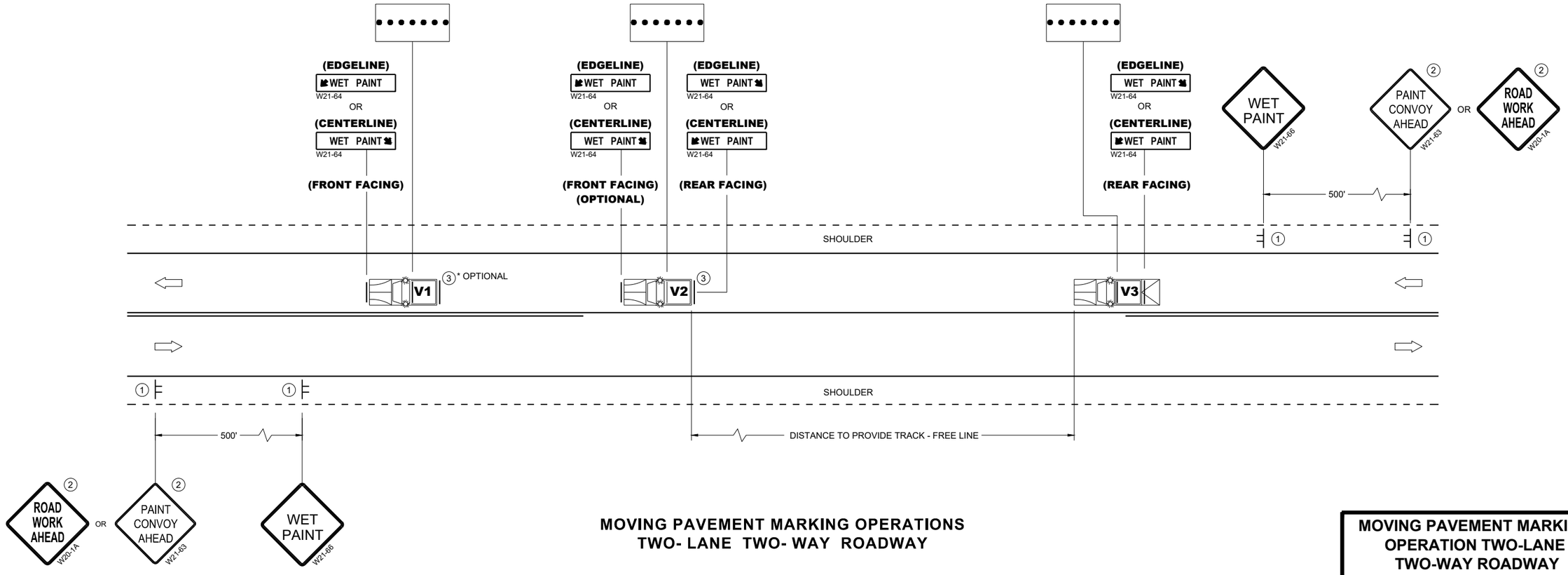
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.




## MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

**MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY**

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APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

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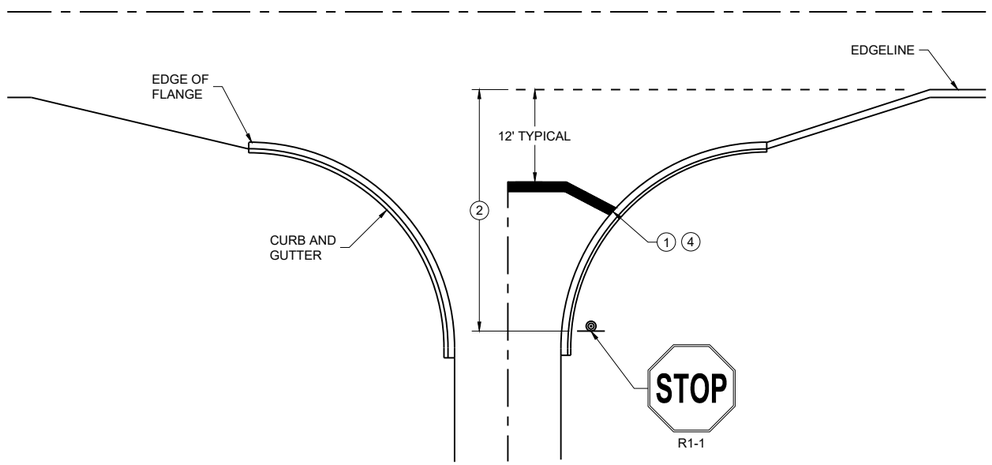
SDD 15C19-11a

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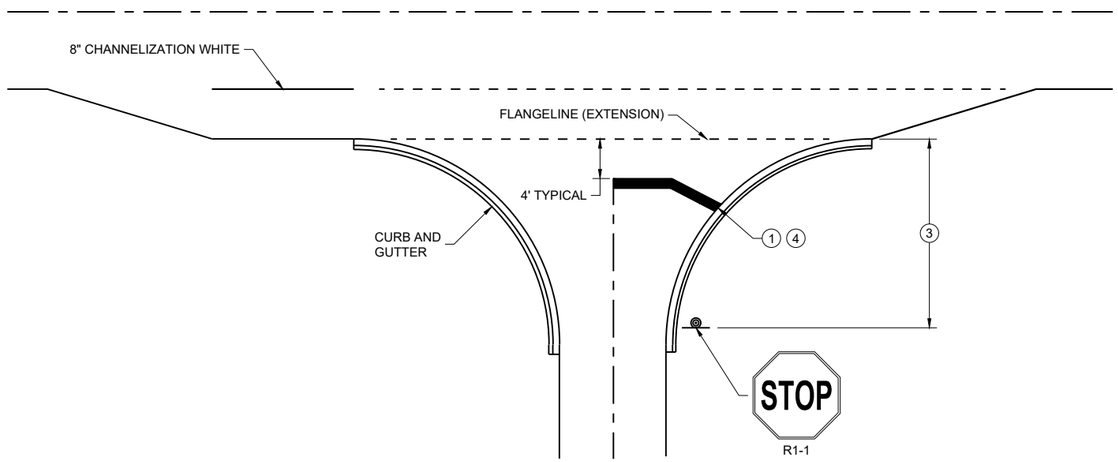
## GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

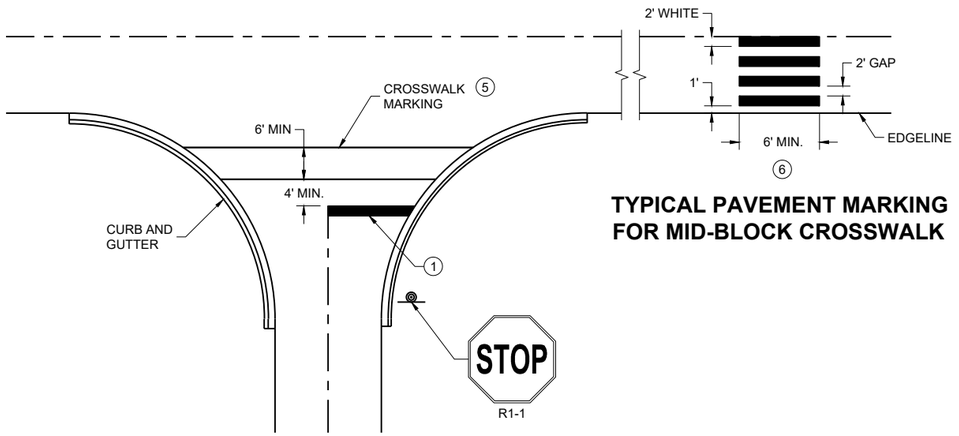
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS




**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**

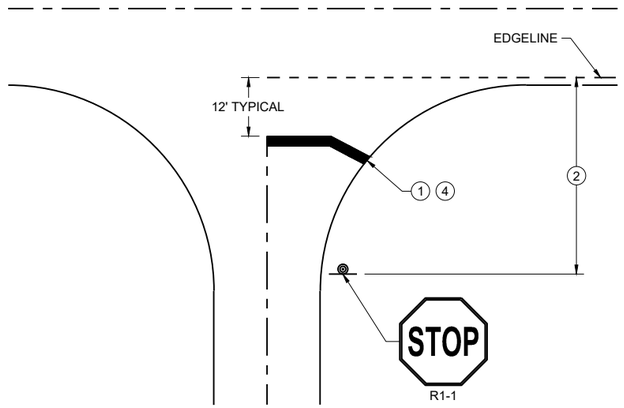



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE**




**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK** (5)

**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING**




**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

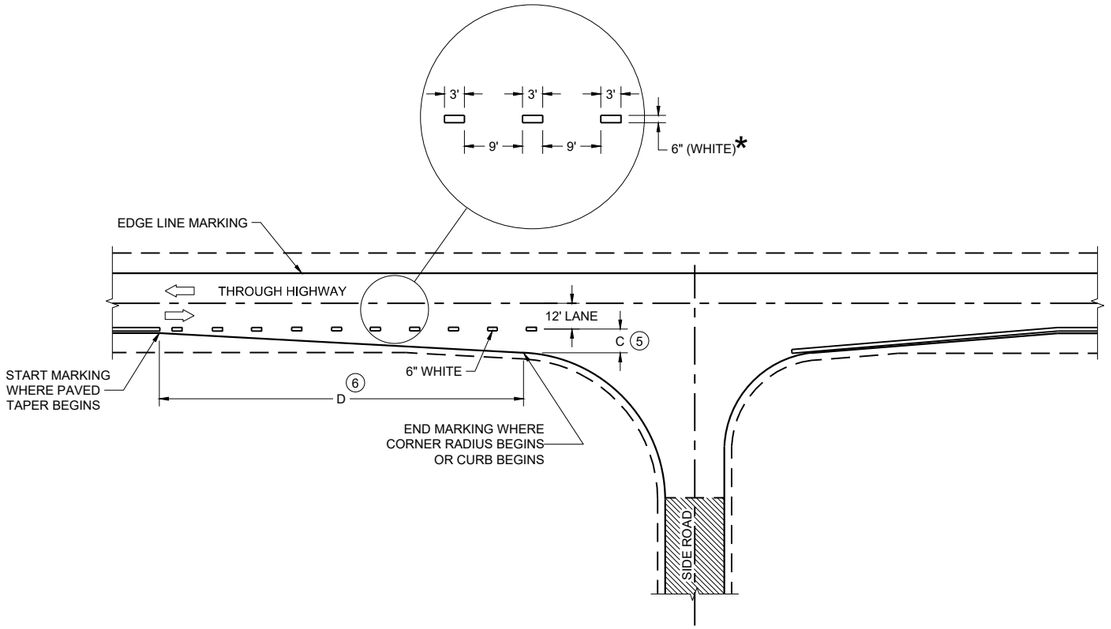
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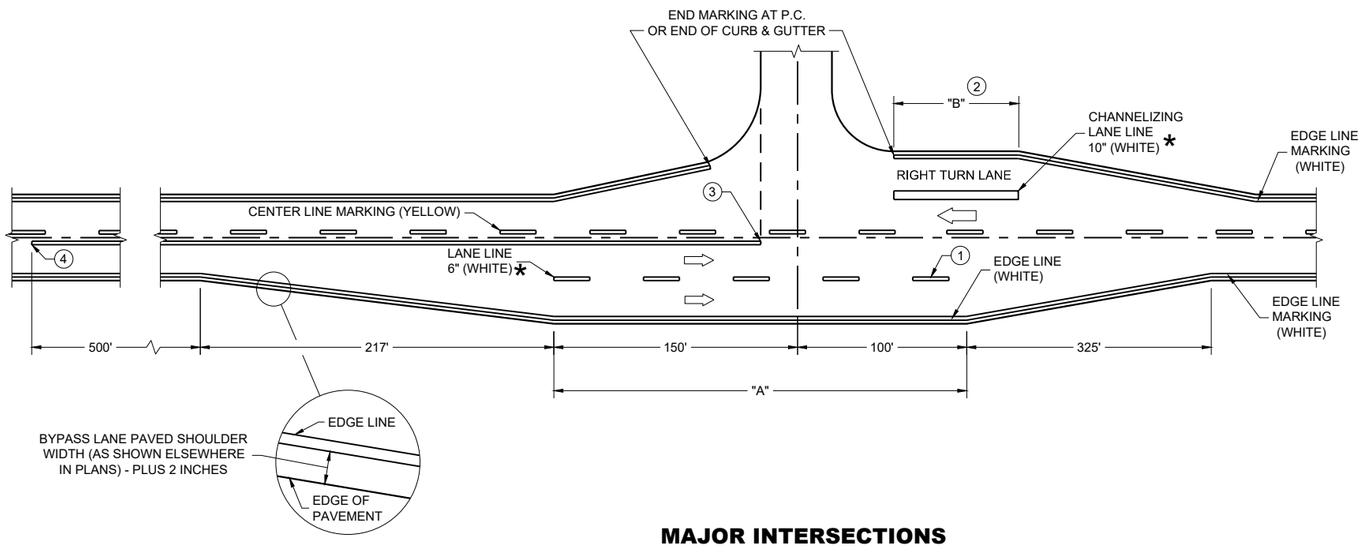
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

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**MINOR INTERSECTION**




**MAJOR INTERSECTIONS**

**(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

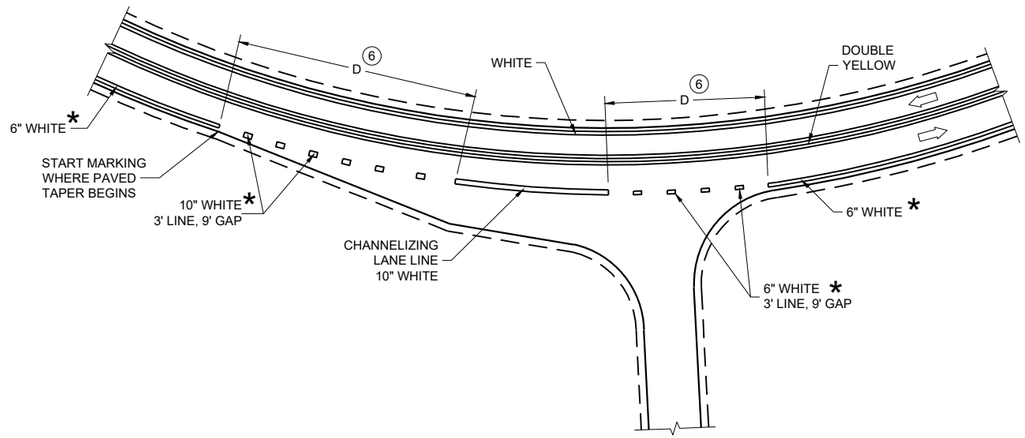
## GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

## LEGEND

DIRECTION OF TRAVEL




**INTERSECTION ON OUTSIDE OF CURVE**

**PAVEMENT MARKING (INTERSECTIONS)**

STATE OF WISCONSIN
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## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

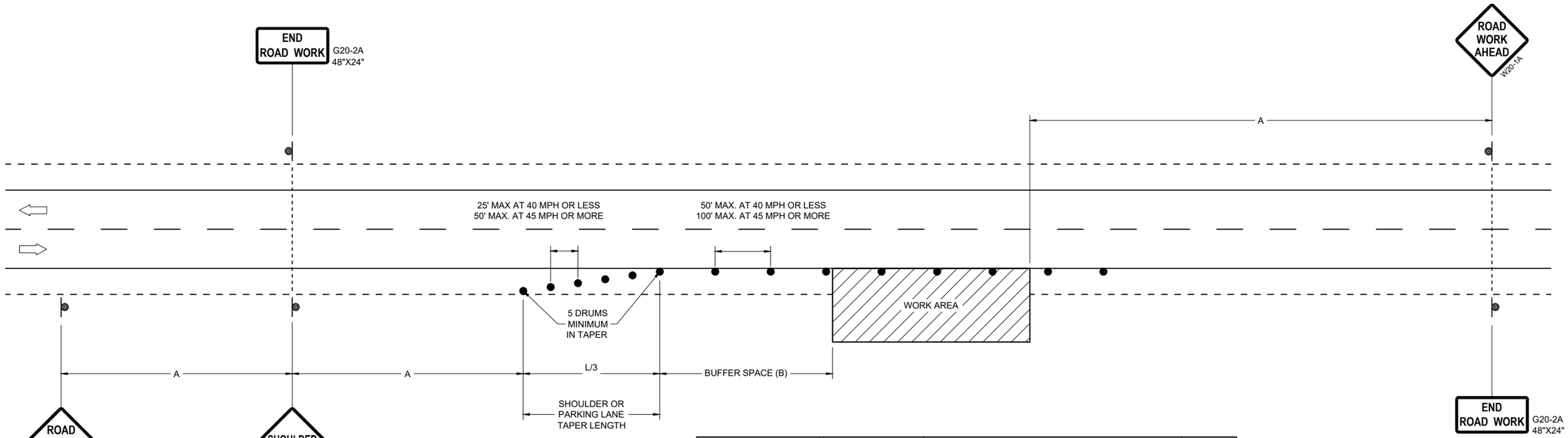
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.




| POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH) | ADVANCE WARNING SIGN SPACING (A) FEET | SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT) | | | | | | BUFFER SPACE (B) FEET |
|---|---|---|---|---|---|---|---|---|
| | | 3 | 4 | 5 | 6 | 7 | 8 | |
| 25 | 200' | 10 | 14 | 17 | 21 | 24 | 28 | 155 |
| 30 | 200' | 15 | 20 | 25 | 30 | 35 | 40 | 200 |
| 35 | 350' | 20 | 27 | 34 | 40 | 47 | 54 | 250 |
| 40 | 350' | 26 | 35 | 44 | 53 | 62 | 70 | 305 |
| 45 | 500' | 45 | 59 | 74 | 89 | 104 | 119 | 360 |
| 50 | 500' | 50 | 66 | 83 | 99 | 116 | 132 | 425 |
| 55 | 500' | 54 | 73 | 91 | 109 | 127 | 145 | 495 |

# TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

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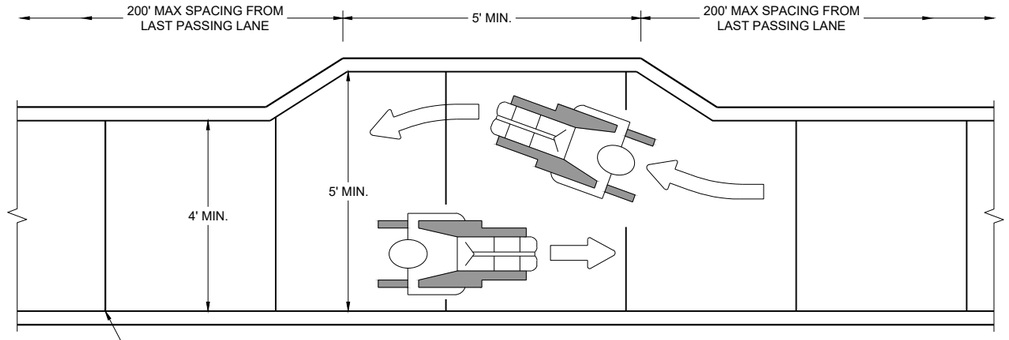
APPROVED
November 2025
DATE

/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

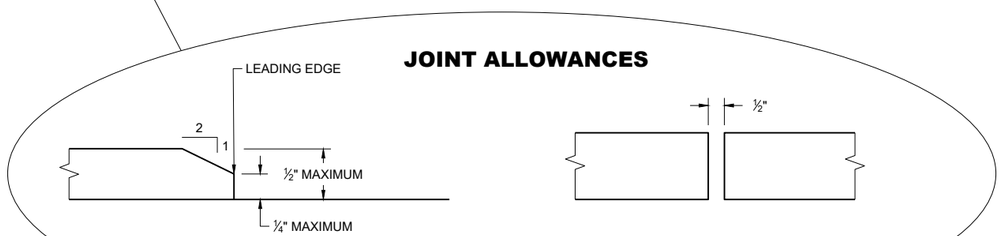
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**NARROW SIDEWALK PASSING DETAIL**



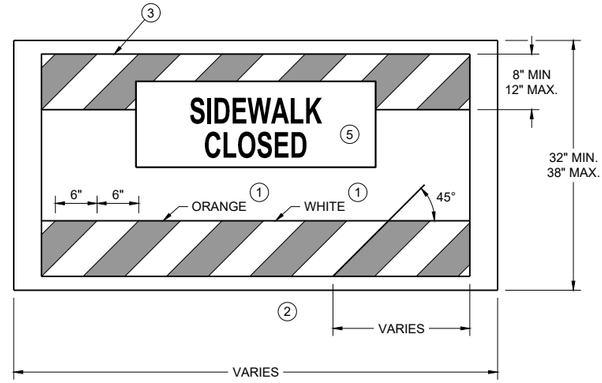

**MAXIMUM VERTICAL GAP**

**MAXIMUM HORIZONTAL GAP**

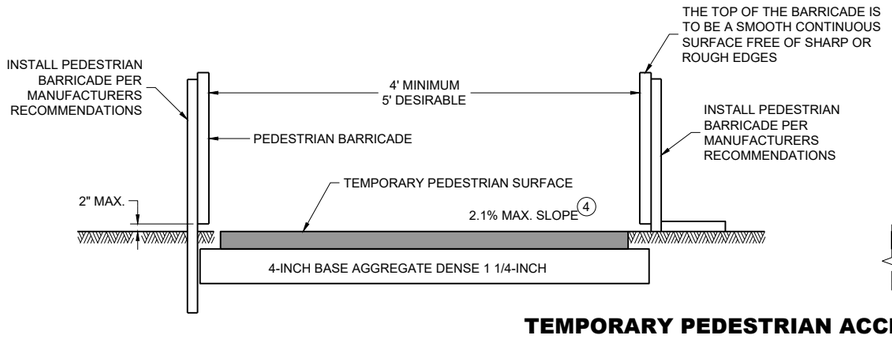
## GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

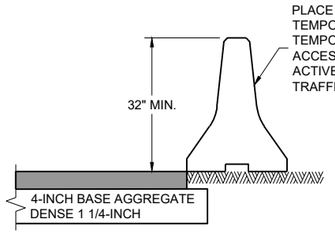
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

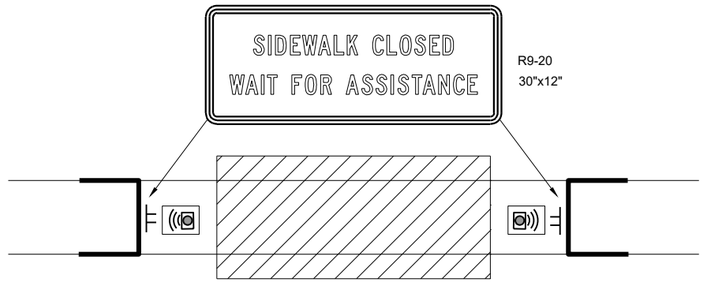



**TEMPORARY PEDESTRIAN BARRICADE ***




**TEMPORARY PEDESTRIAN ACCESS**




**TEMPORARY PEDESTRIAN FLAGGING**

**LEGEND**

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

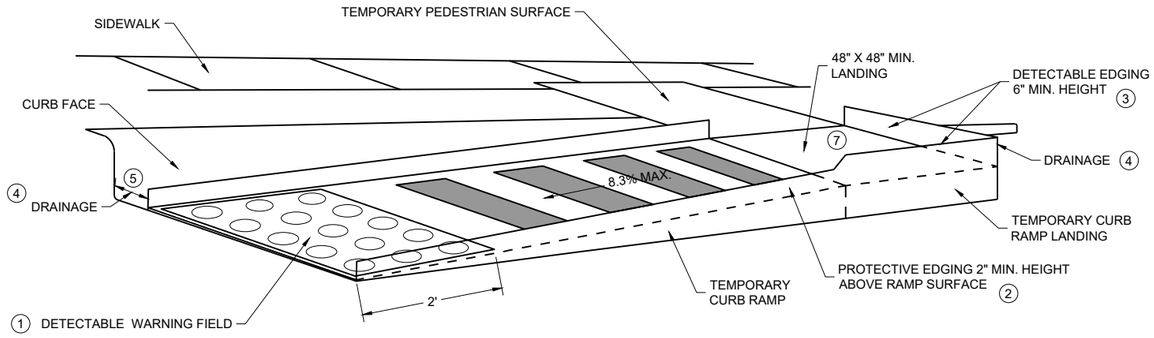
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**PERSPECTIVE VIEW**

## GENERAL NOTES

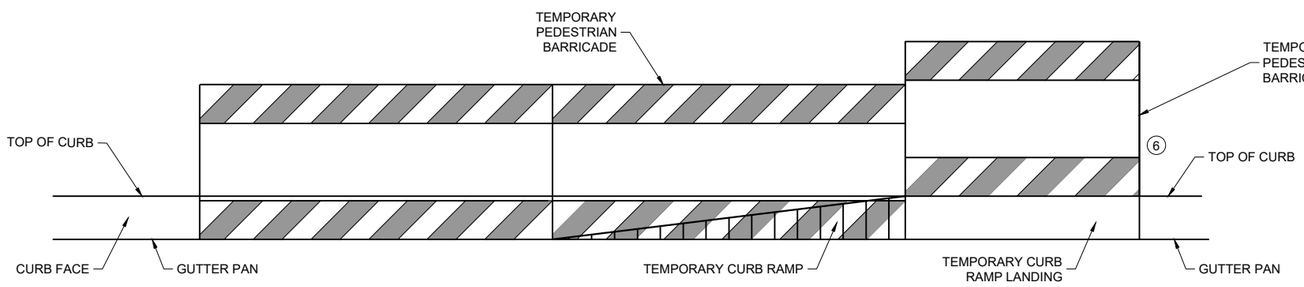
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

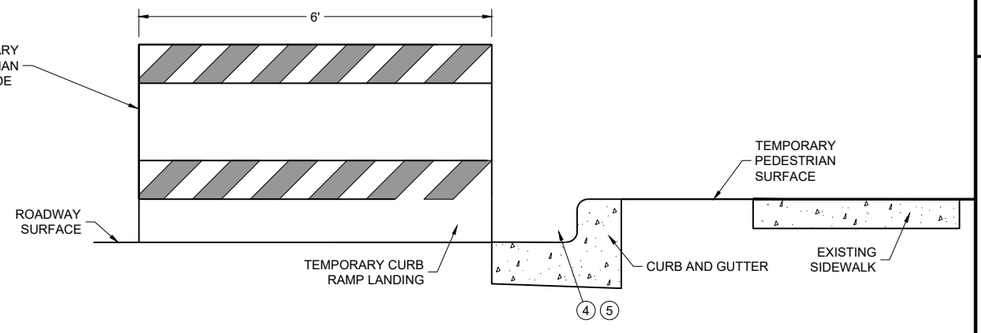
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.




**FRONT VIEW**




**SIDE VIEW**

**TEMPORARY CURB RAMP PARALLEL TO CURB**

6

SDD 15D30-12b

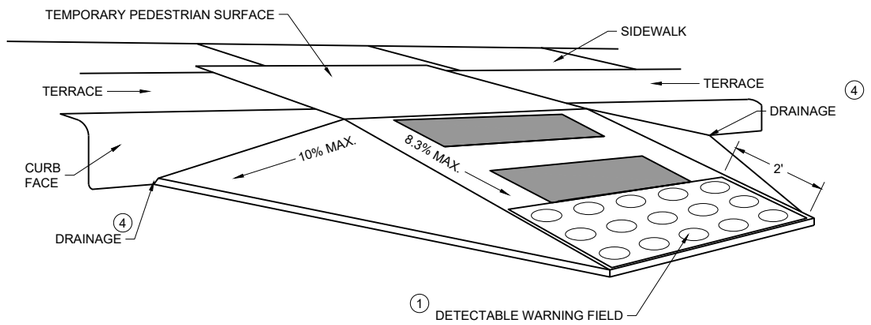
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

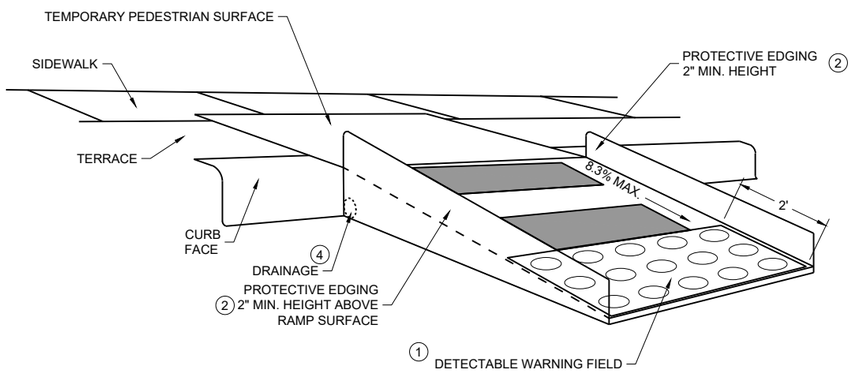


6

SDD 15D30-12b




**WITH SIDE APRON** (5)




**WITH PROTECTIVE EDGE**

## TEMPORARY CURB RAMP PERPENDICULAR TO CURB

## GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

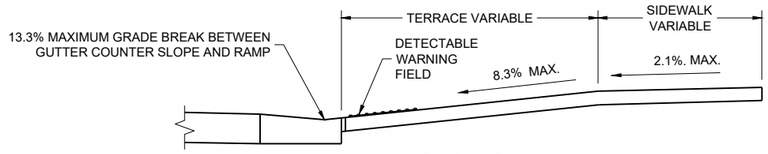
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

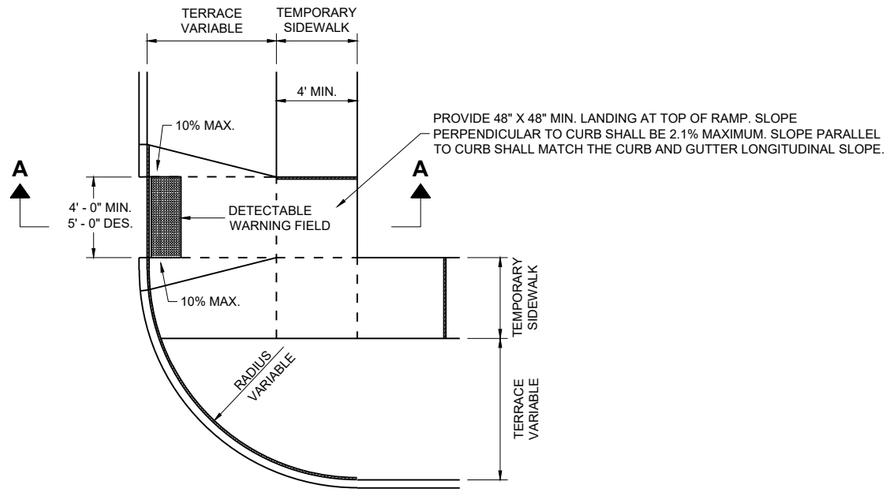
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

## GENERAL NOTES




**SECTION A - A**




**PLAN VIEW**
**TEMPORARY TYPE 3 RAMP**
(OUTSIDE OF CROSSWALK AREA)

6

SDD 15D30-12d

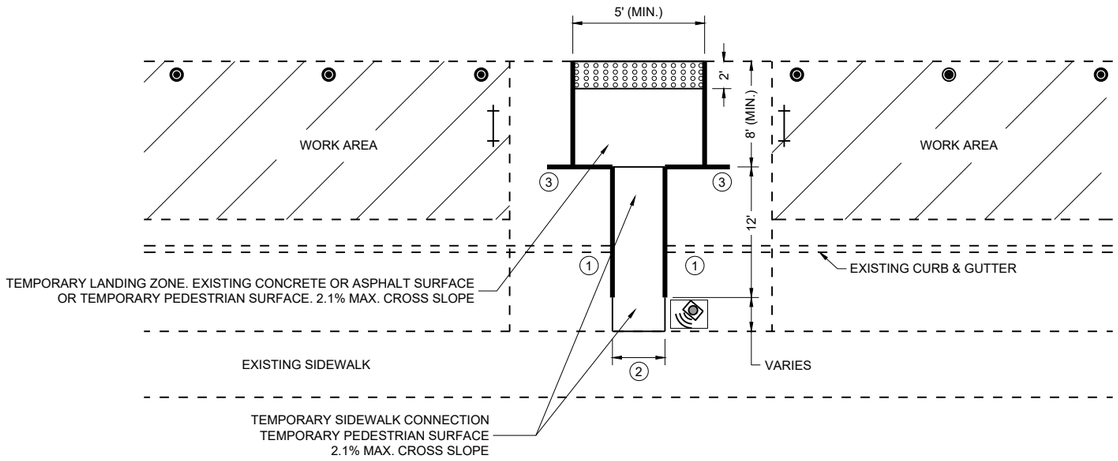
**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

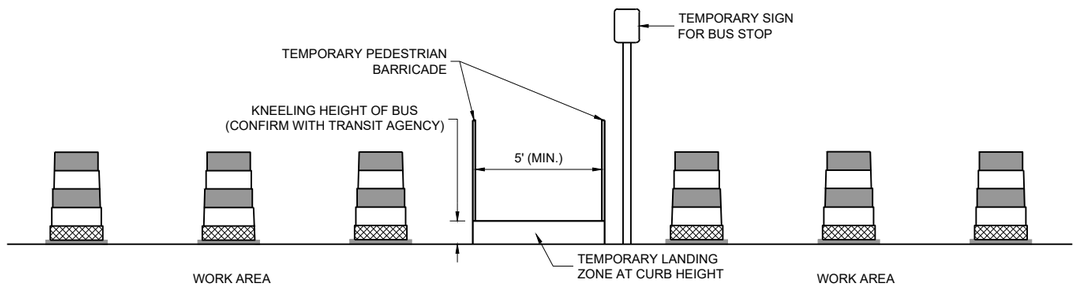


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SDD 15D30-12d




**PLAN VIEW**




**PROFILE VIEW TEMPORARY BUS STOP PAD**

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

## LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

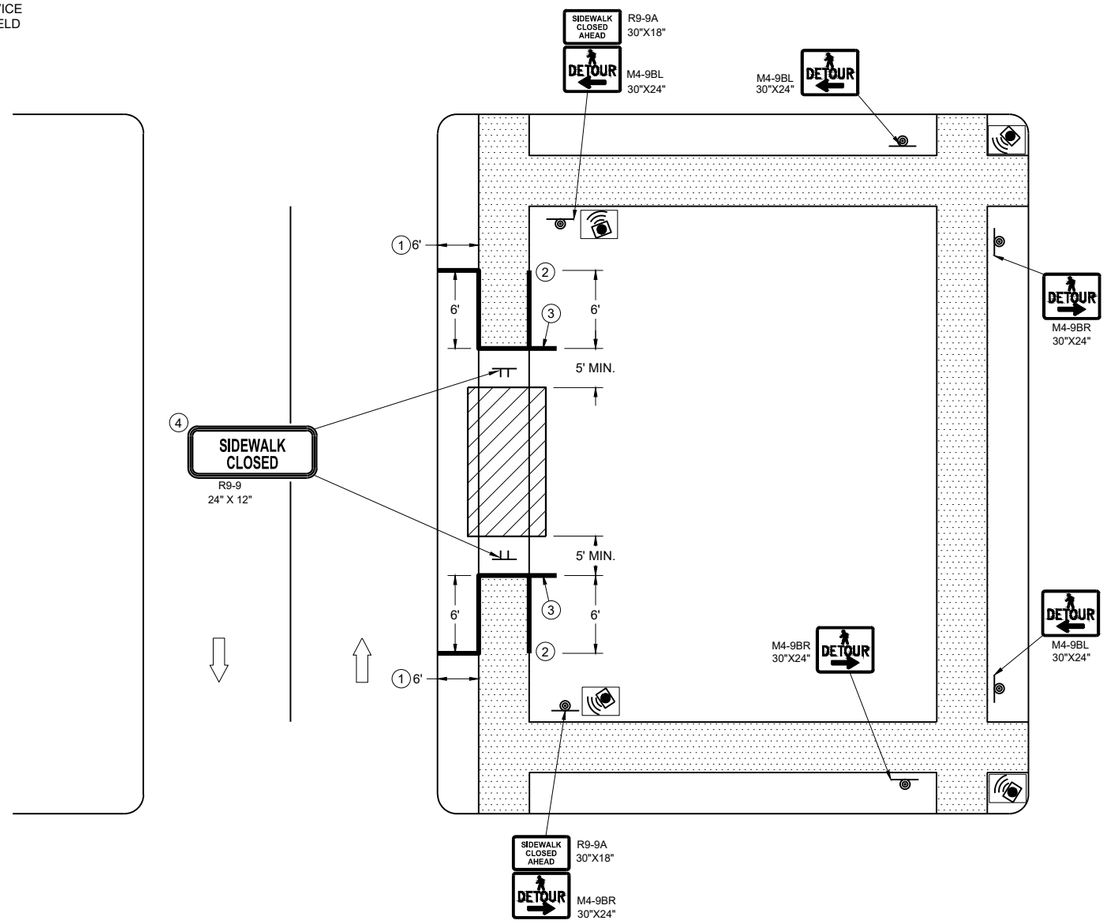
SDD 15D30-12e

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)




**SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE**

## GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.





**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 15D30-12f

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

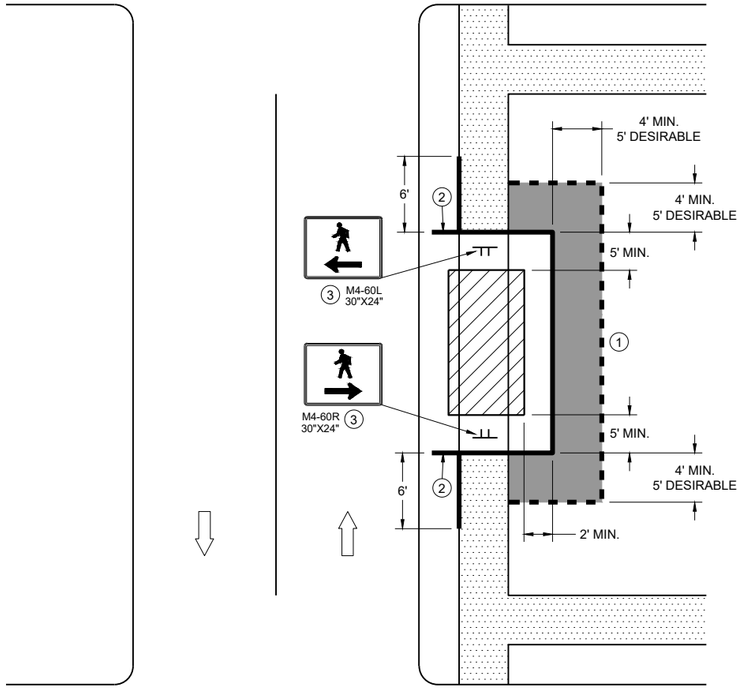
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.




**SIDEWALK BYPASS**
**SINGLE SIDE**

6

SDD 15D30-12g

6

SDD 15D30-12g

**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

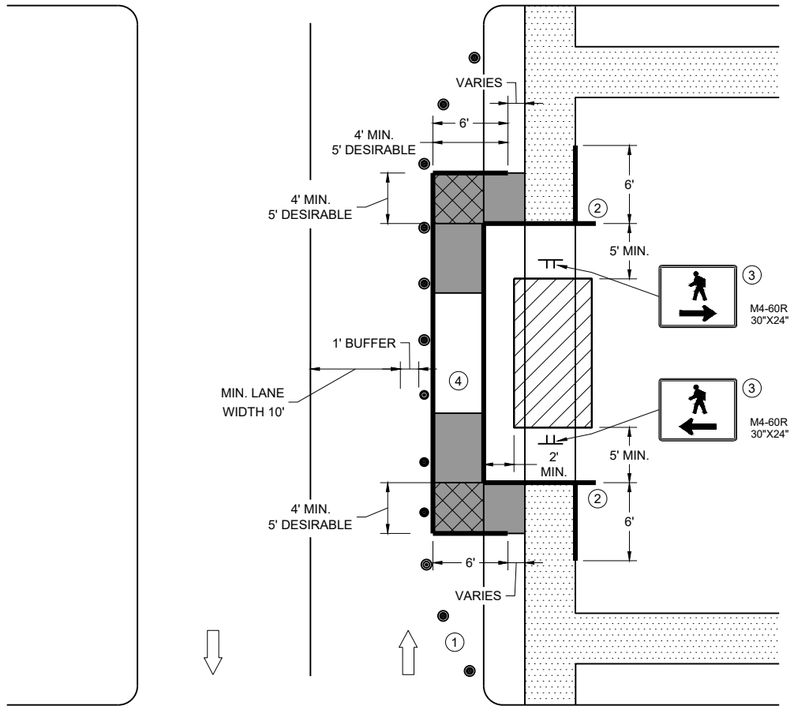
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.




**SIDEWALK BYPASS, SINGLE SIDE**

6

SDD 15D30-12h

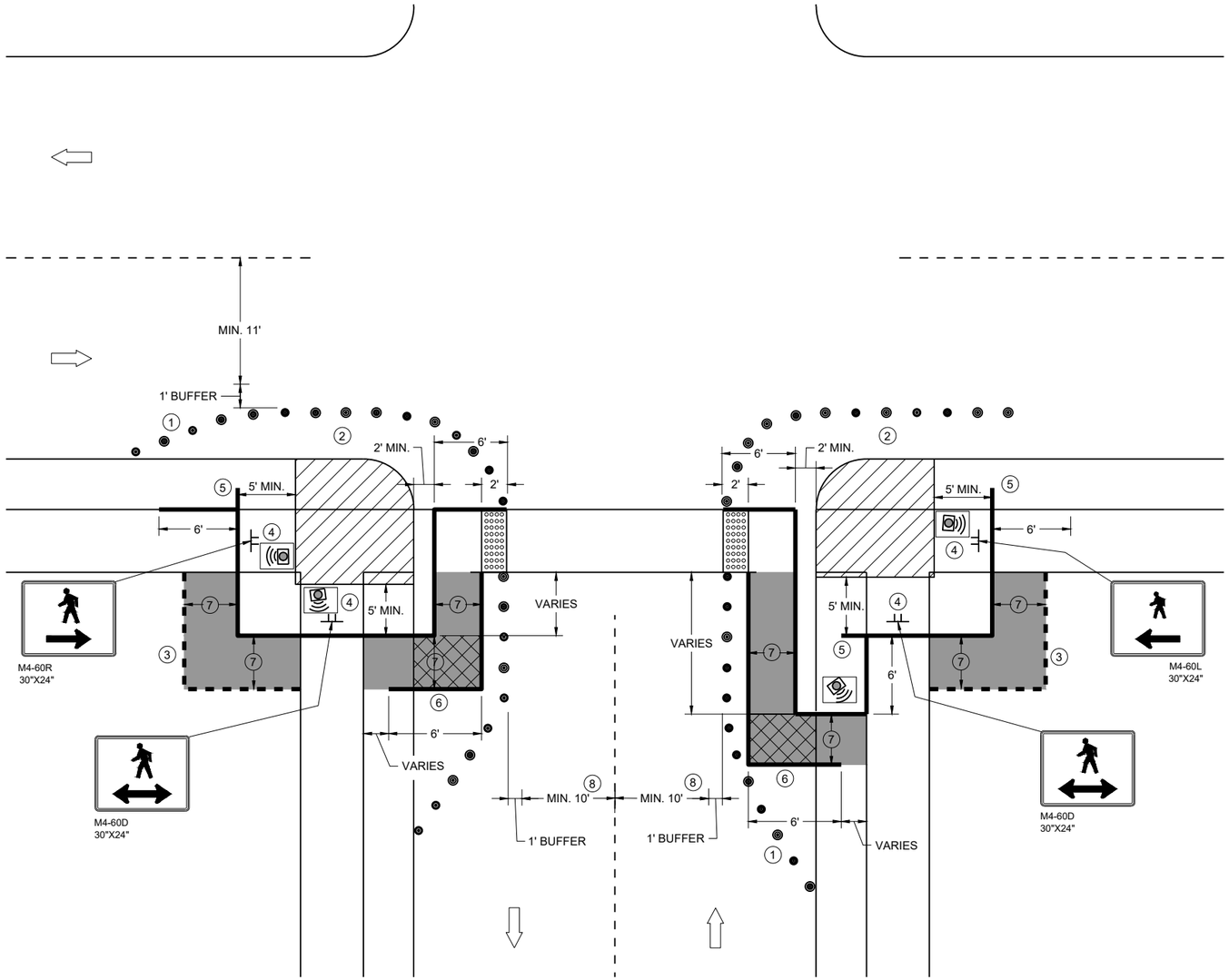
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 15D30-12h




**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**
**SIDEWALK ON SINGLE SIDE**

## GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

## LEGEND

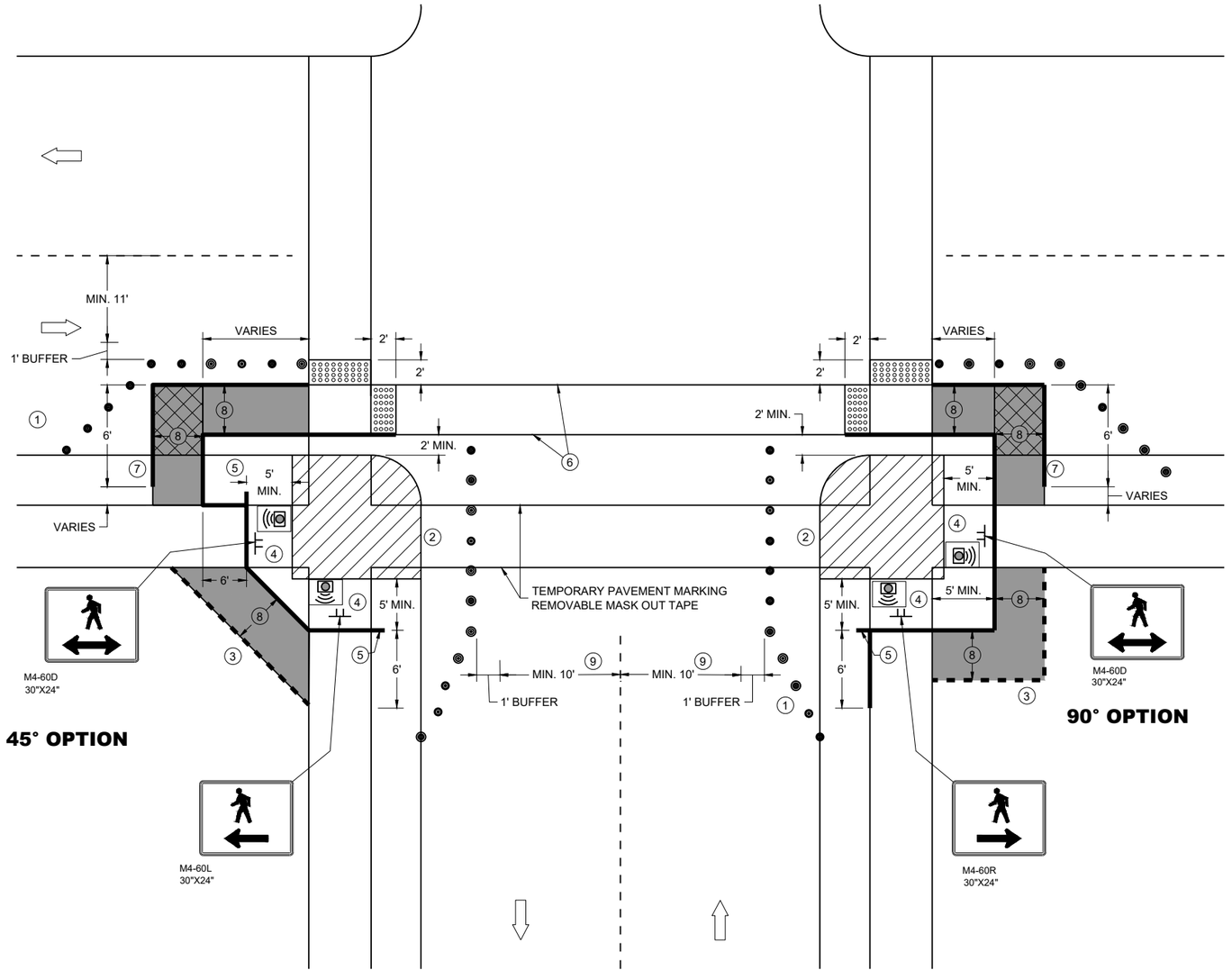
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




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SDD 15D30-12i




**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**

## GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

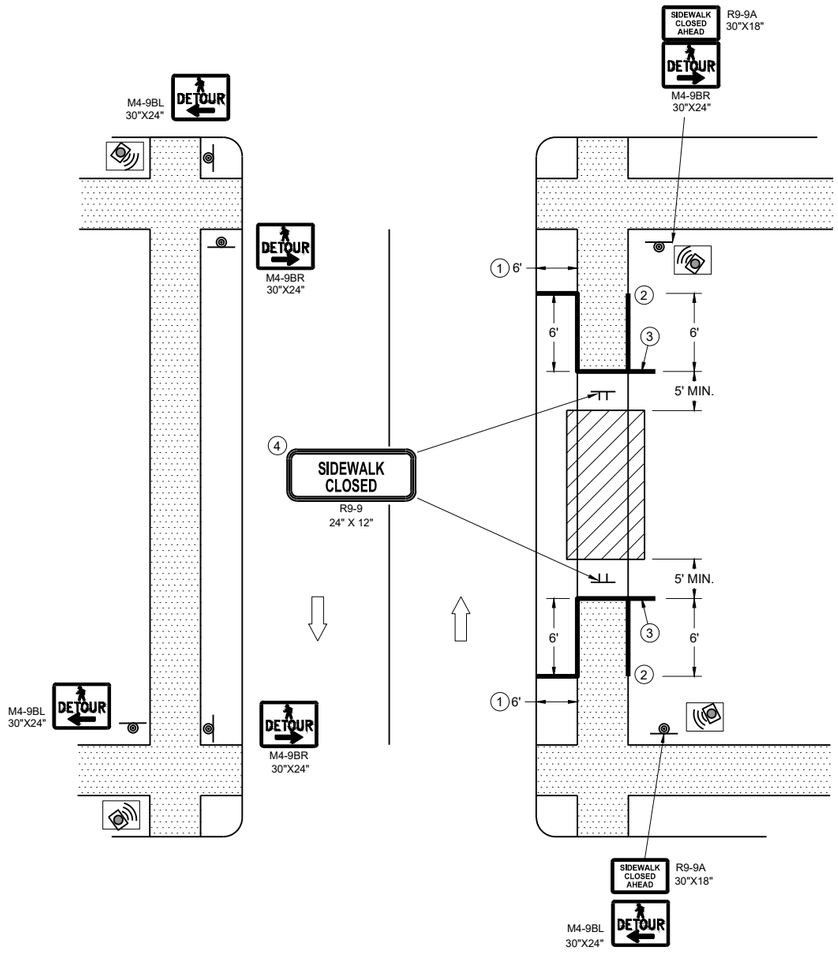
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
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SDD 15D30-12j

## LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)




**SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES**

## GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

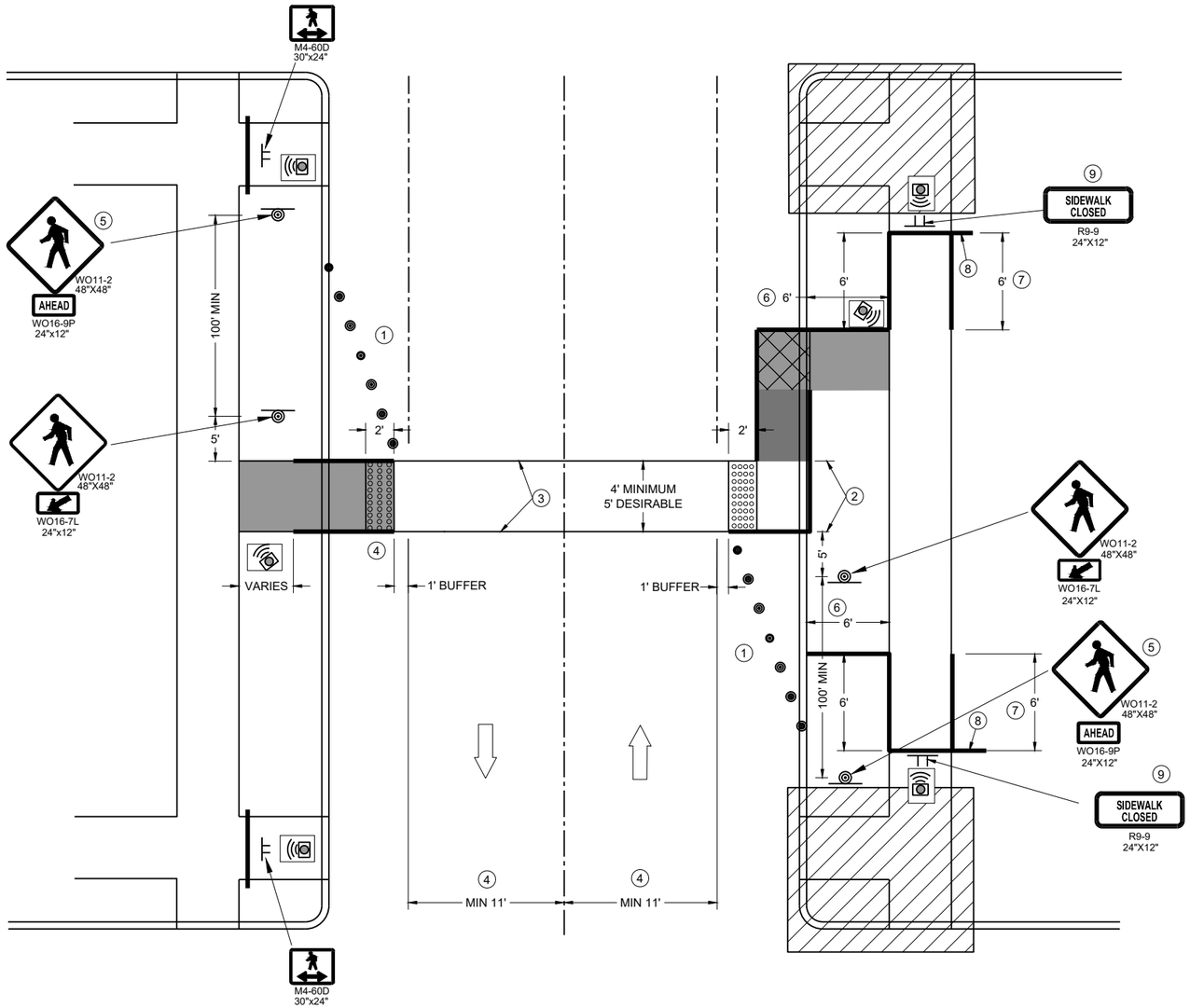
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.





**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

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**TEMPORARY PEDESTRIAN CROSSING**

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

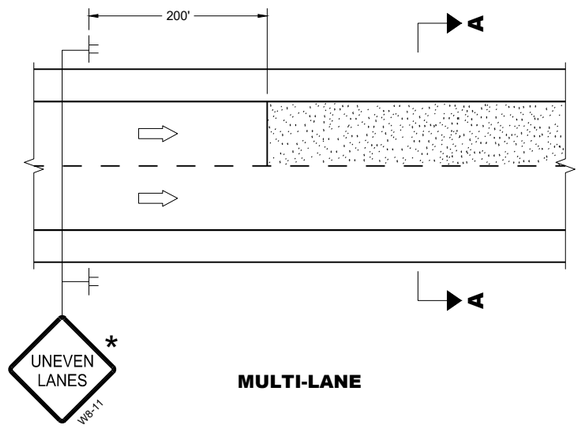
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

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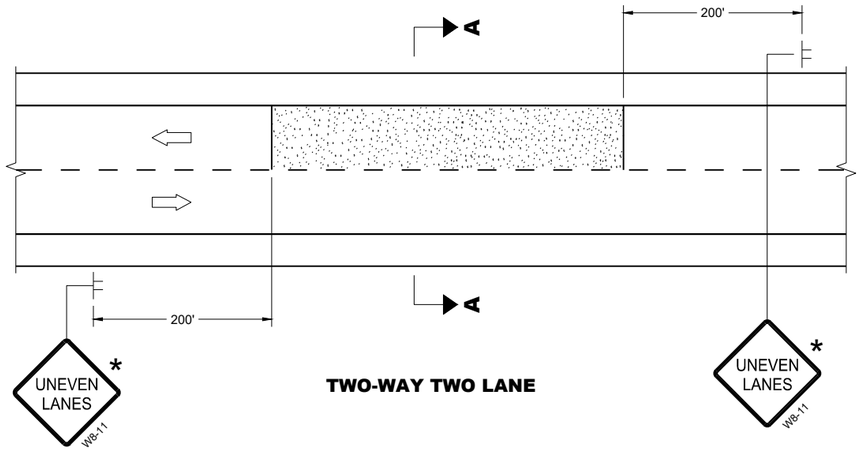
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA



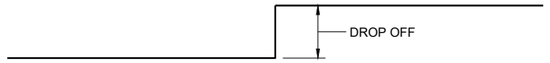
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**MULTI-LANE**

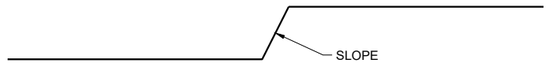



**TWO-WAY TWO LANE**

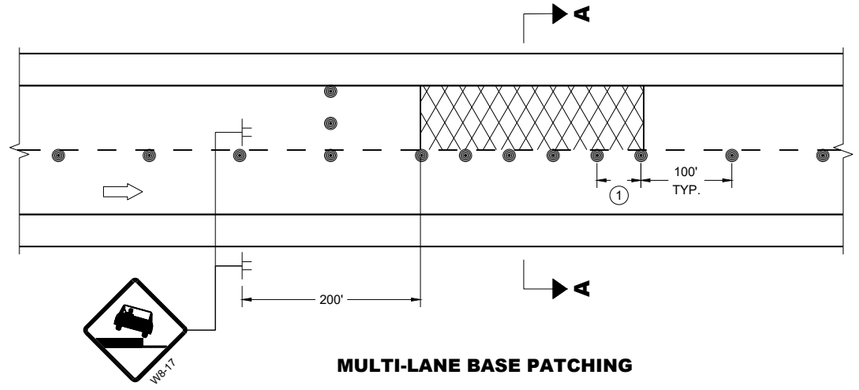



**SECTION A - A**

**OR**




**SECTION A - A**




**MULTI-LANE BASE PATCHING**

**ADJACENT LANE DROP-OFFS**

## GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

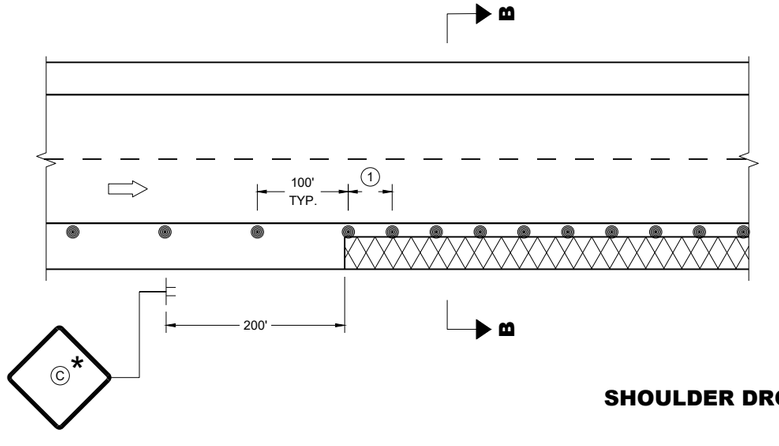
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

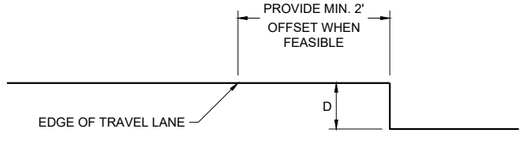
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE




**SHOULDER DROP-OFFS**




**SECTION B - B**

| D | SIGN (C) |
|---|---|
| < 2" WITH A SLOPE STEEPER THAN 3:1 | LOW SHOULDER<br>WO8-9 |
| 2" < 6" WITH A SLOPE STEEPER THAN 3:1 | SHOULDER DROP - OFF<br>W8-9A |
| | **PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT** |

**TRAFFIC CONTROL, DROP-OFF SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA



6
SDD 15D39-03

## GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

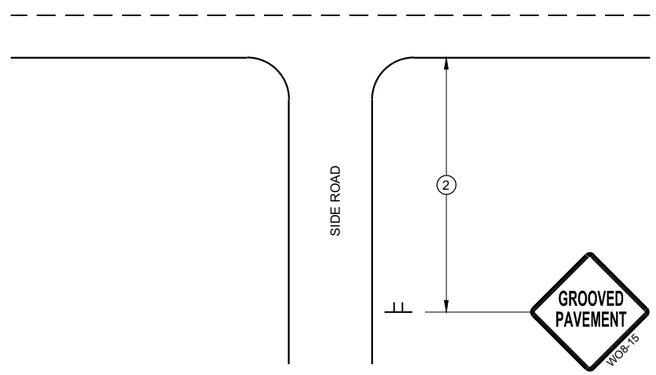
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

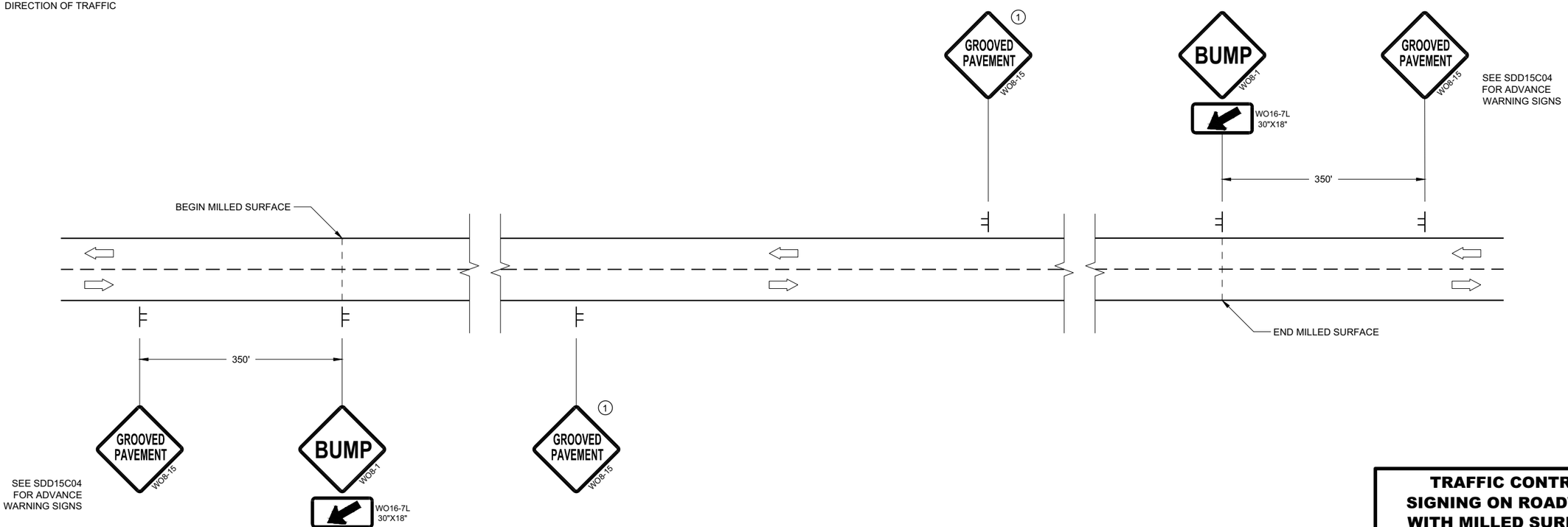
## LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC




**TYPICAL SIDE ROAD APPROACH SIGN DETAIL**




**DETAIL FOR SIGNING ON MILLED SURFACES**

**TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA





6
SDD 15D44 - 02

## GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

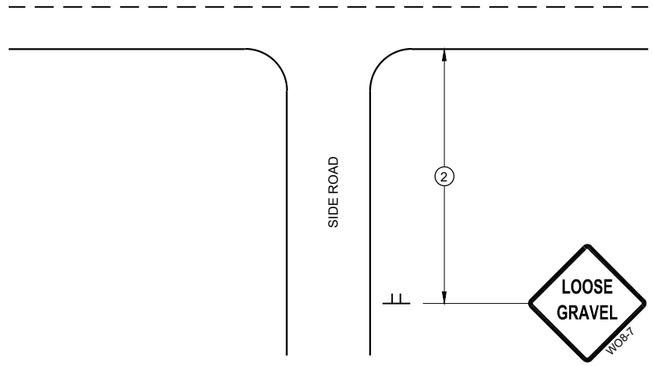
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

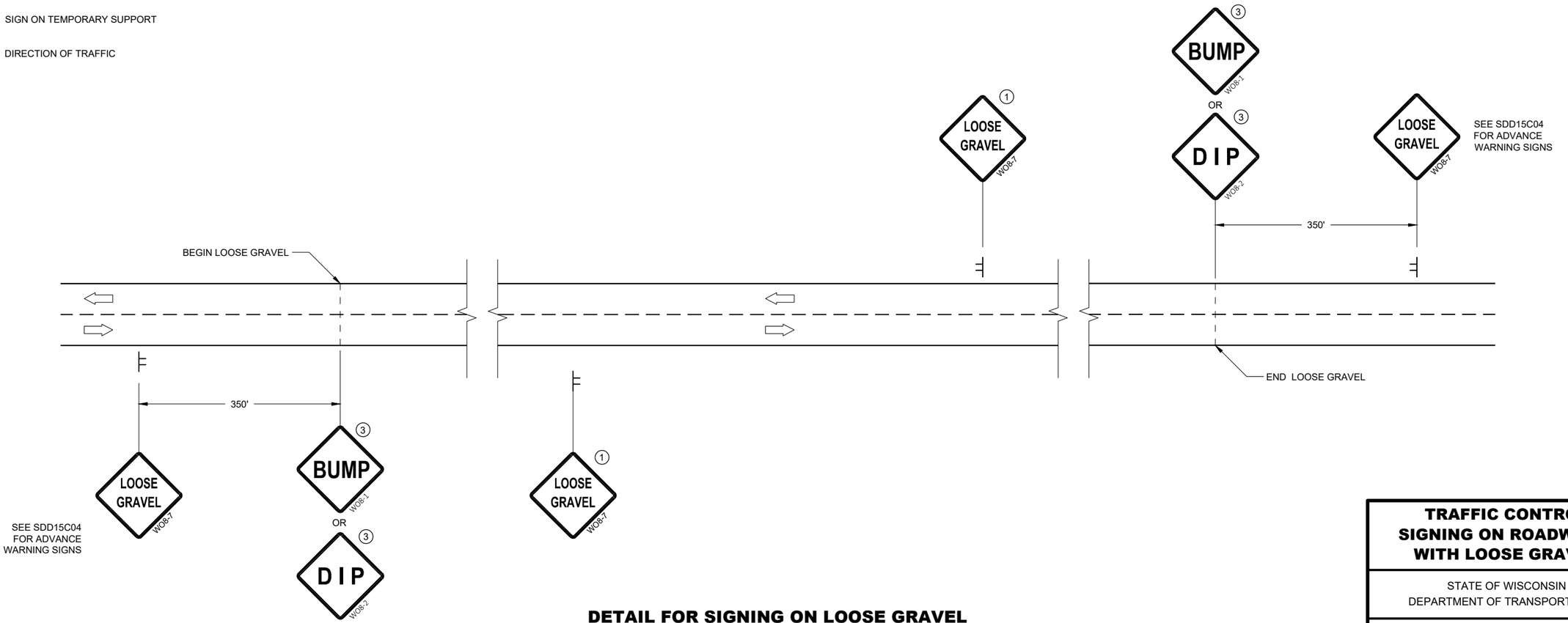
## LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC




**TYPICAL SIDE ROAD APPROACH SIGN DETAIL**




**DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES**

**TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15D45 - 03

## LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

| POSTED SPEED PRIOR TO WORK STARTING (MPH) | DECISION SIGHT DISTANCE (D) |
|---|---|
| 0 - 25 | 550' |
| 30 | 550' |
| 35 | 700' |
| 40 | 700' |
| 45 | 900' |
| 50 | 900' |
| 55 | 1200' |

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

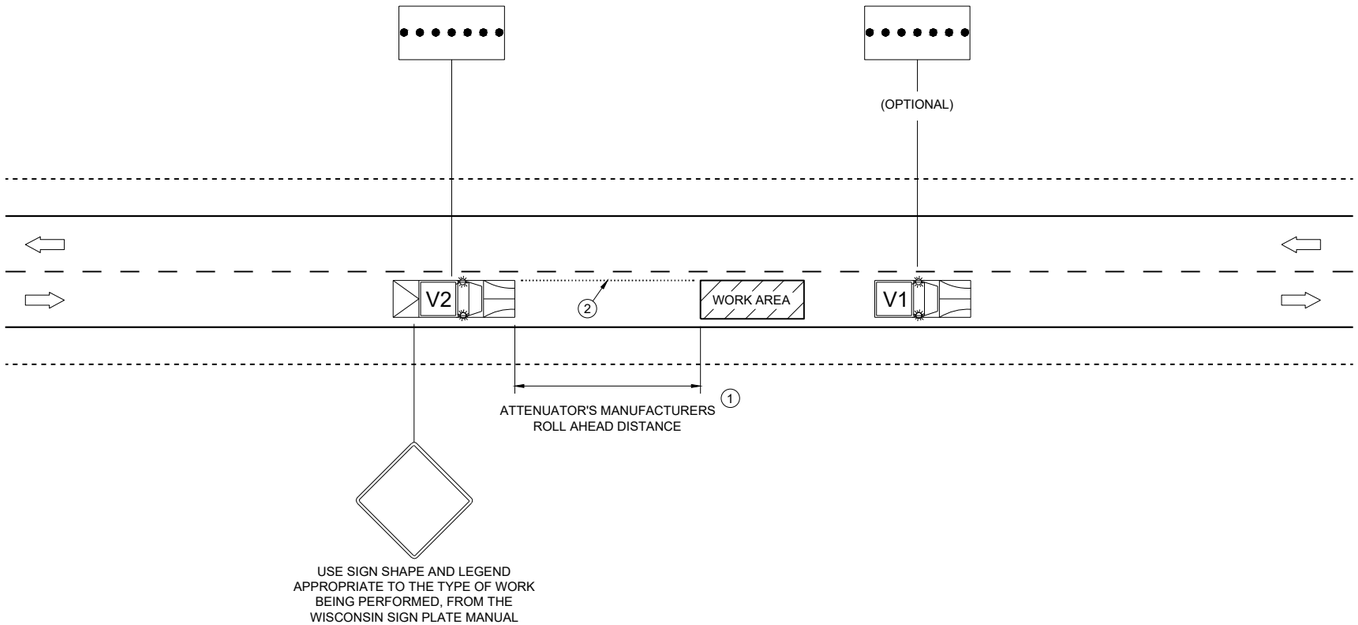
ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.




**TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2025 — DATE

/S/ Andrew Heidtke — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

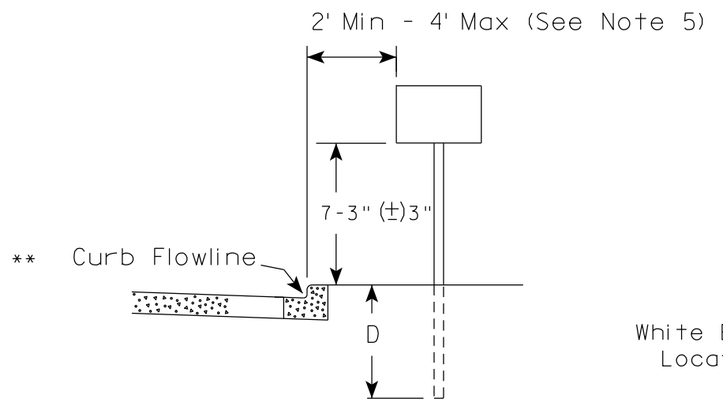
FHWA



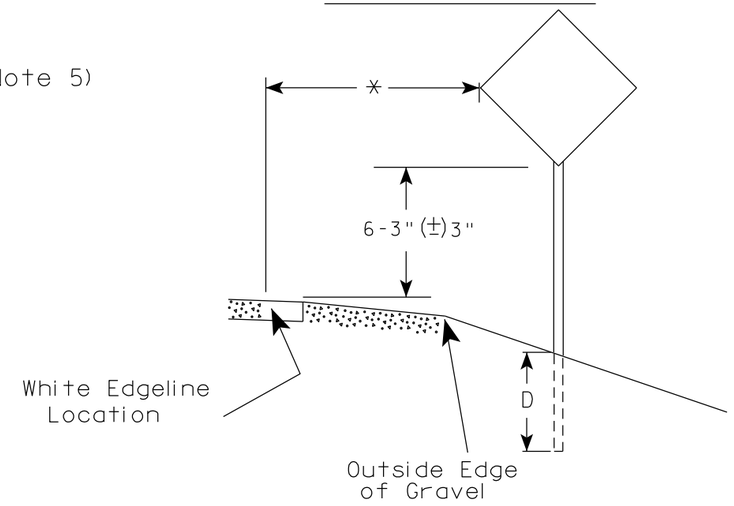


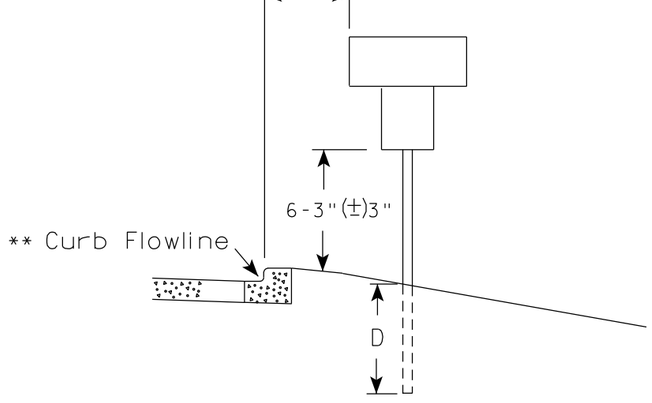
6 SDD 15D51-02

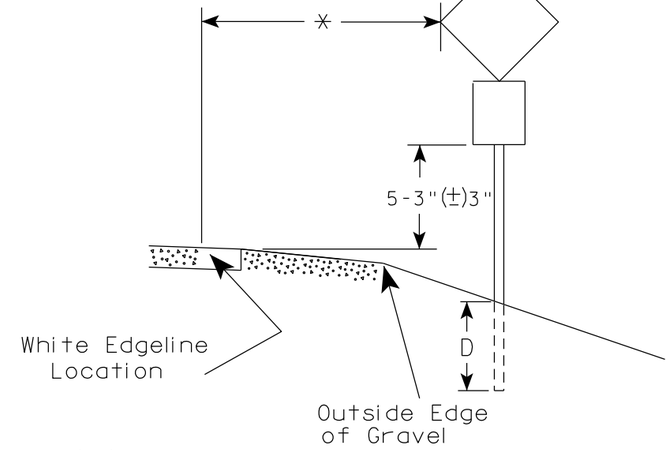
## URBAN AREA




## RURAL AREA (See Note 2)




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

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

### POST EMBEDMENT DEPTH

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

### GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

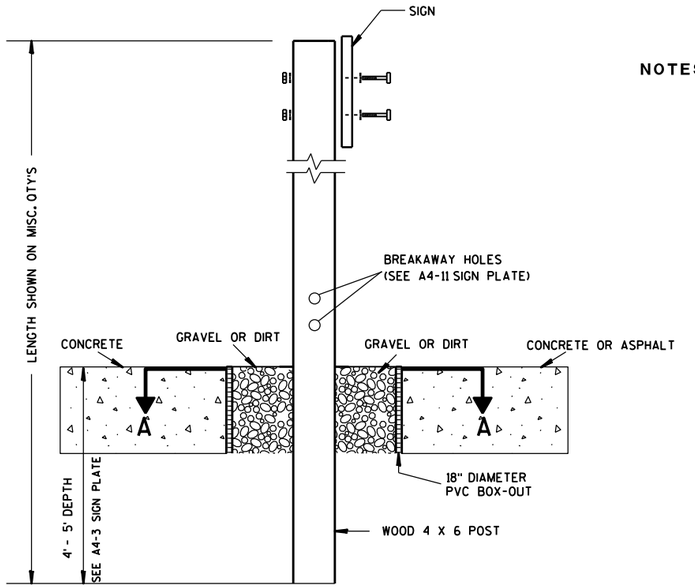
# TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

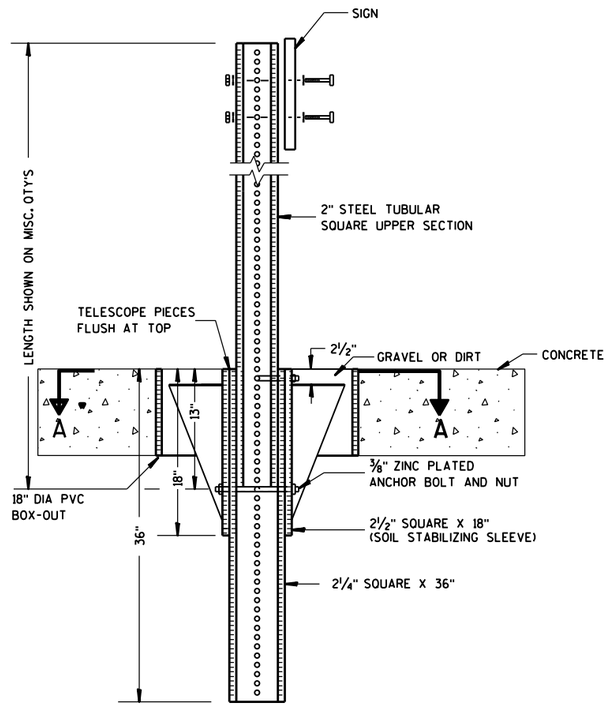
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 312 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

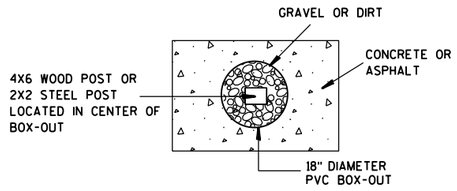
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

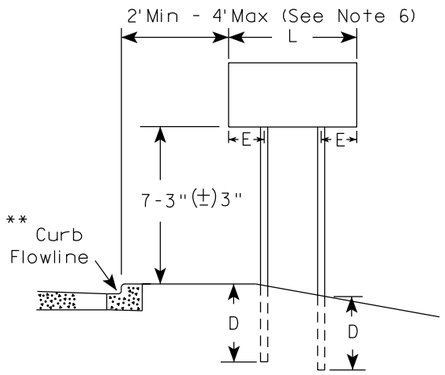
DATE 1/27/14 PLATE NO. A4-3B.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

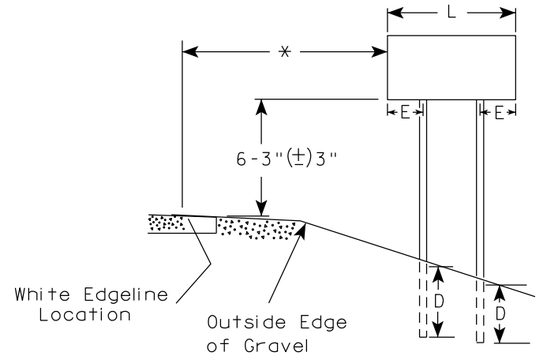


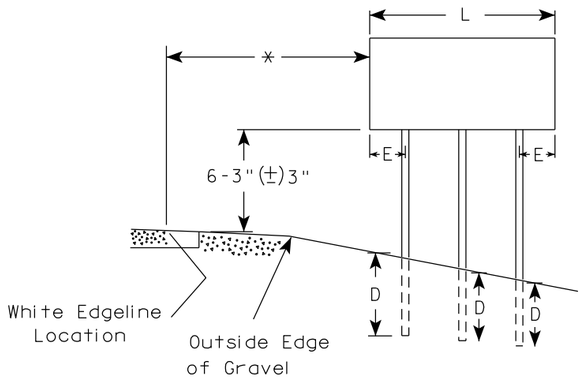
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

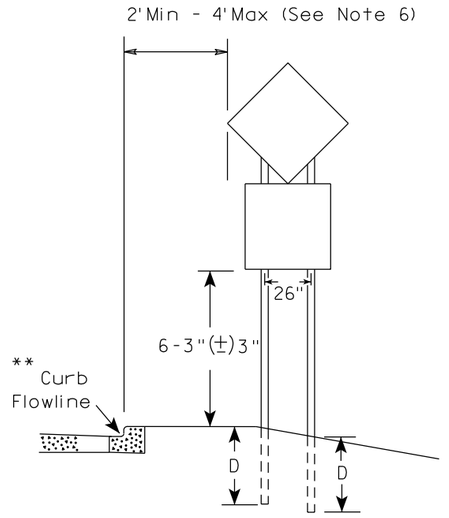
## URBAN AREA



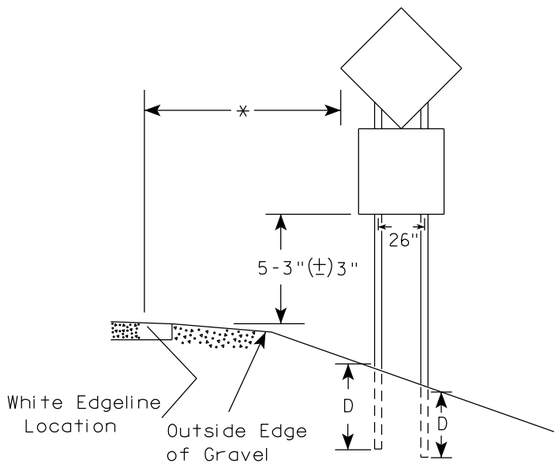

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

| *** | SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | |
|---|---|---|
| | L | E |
| | Greater than 48" Less than 60" | 12" |
| | 60" to 108" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 108" to 144" | 12" |

## GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

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

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

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

## POST EMBEDMENT DEPTH

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

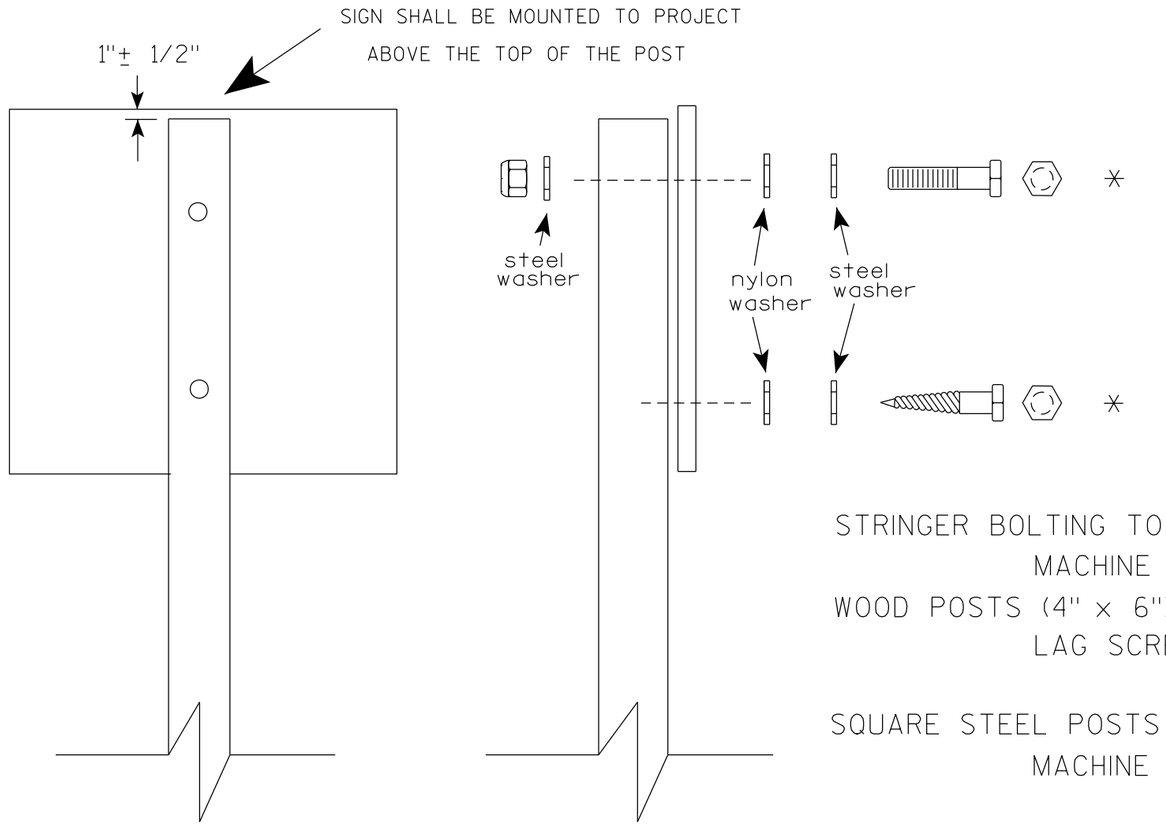
# TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 314 | E |
|---|---|---|---|---|---|




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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

SHEET NO: 315 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

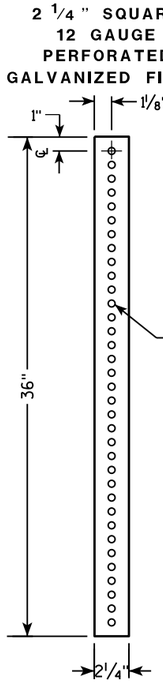
WISDOT/CADDS SHEET 42

7

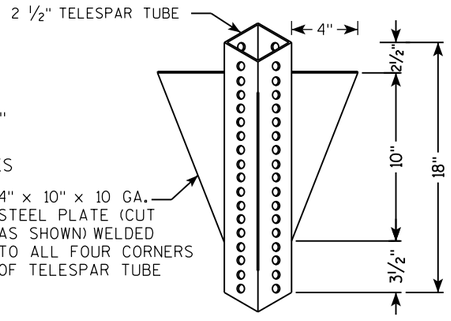
7

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

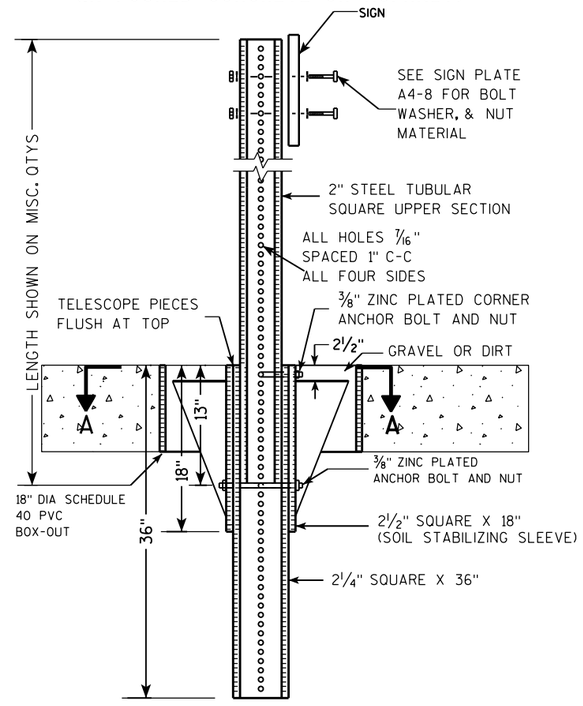
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



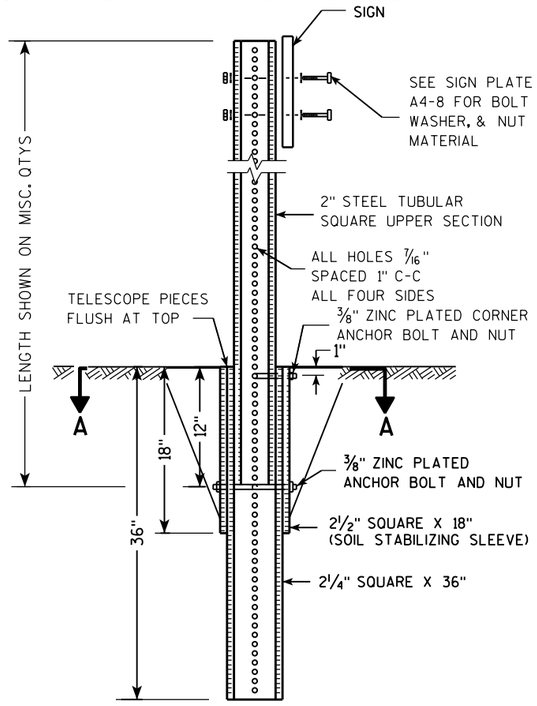

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

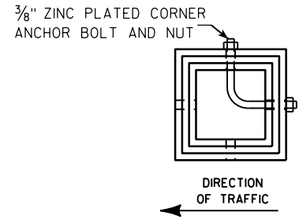



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## DETAIL OF TUBULAR STEEL SIGN POST
**(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

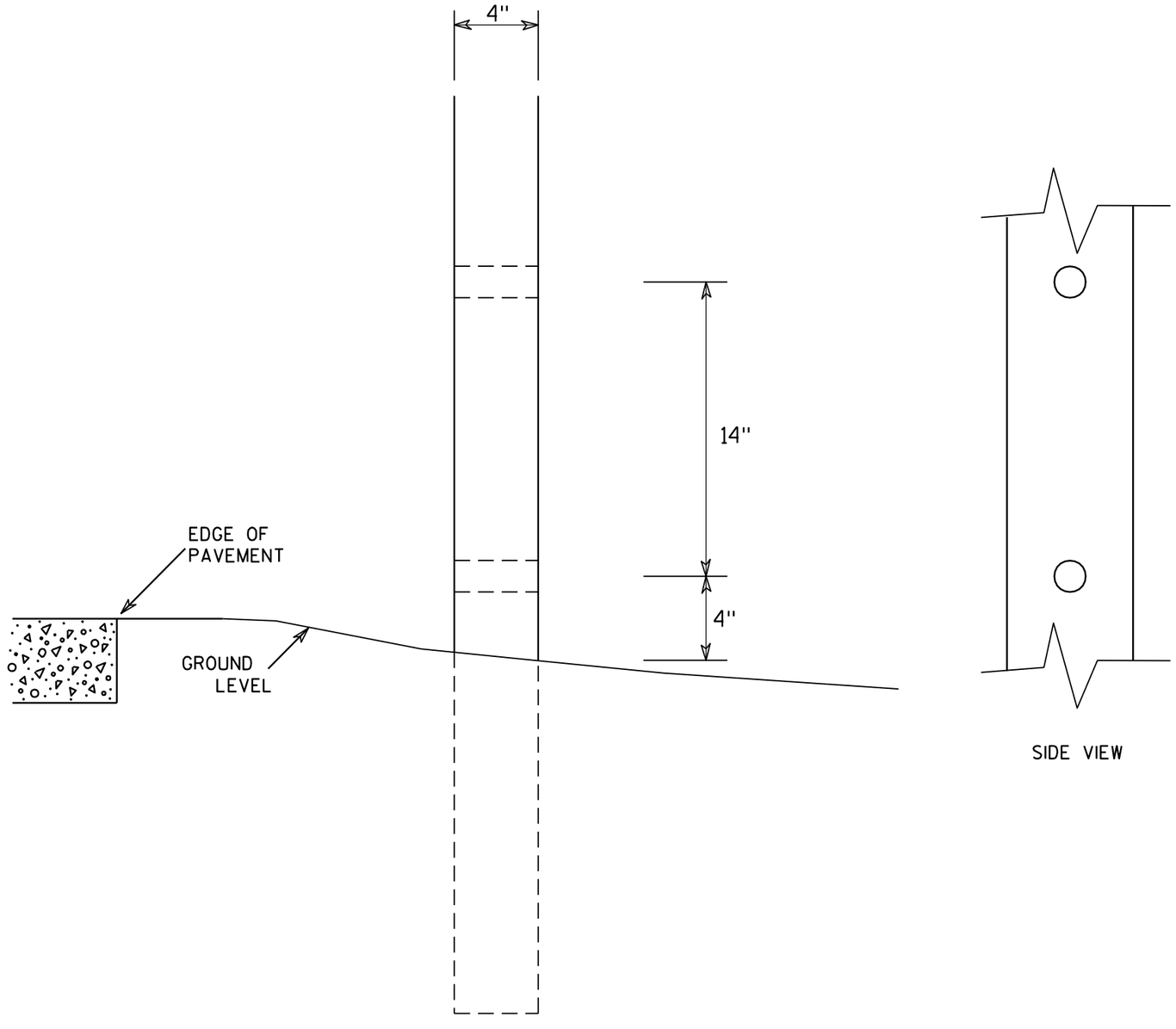
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

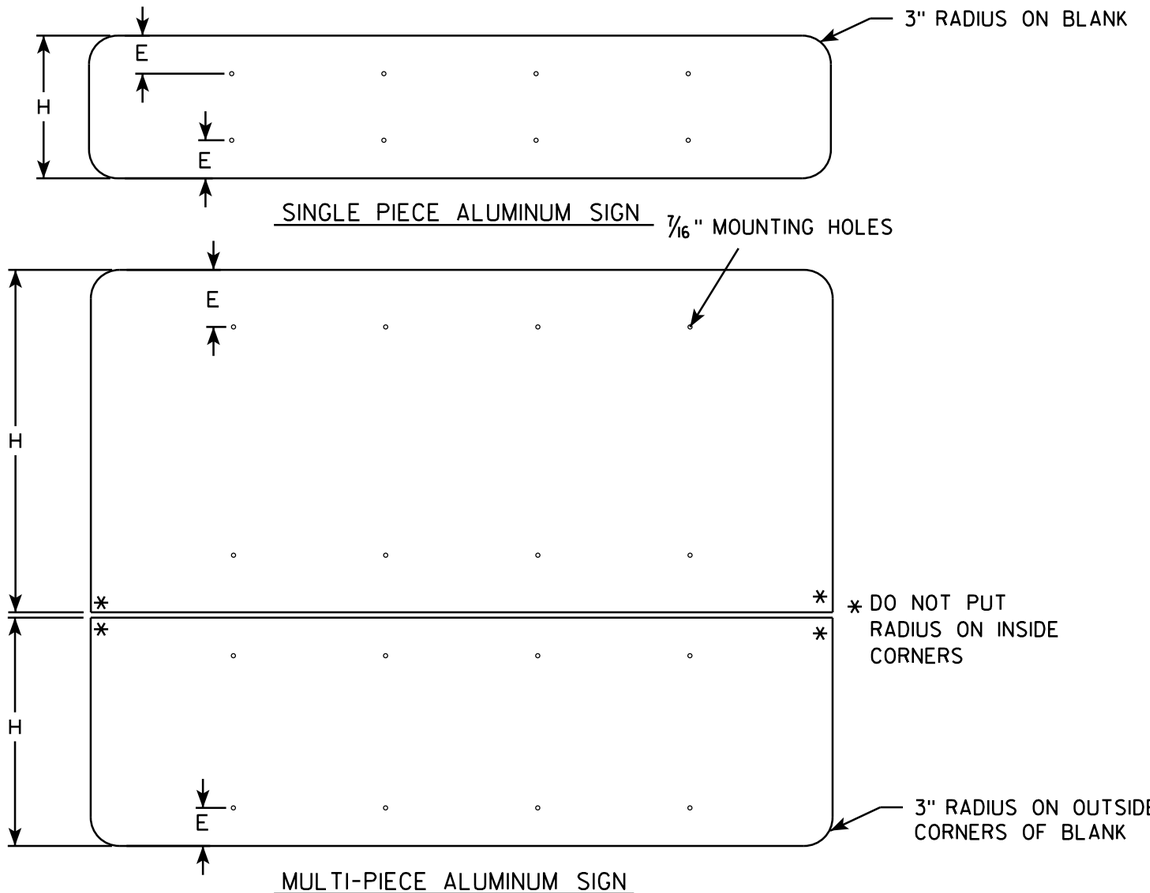
# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

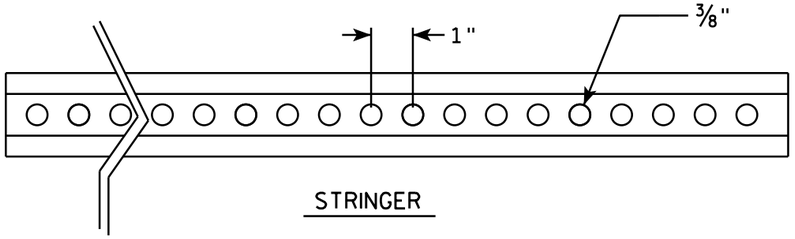
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 317 | E |
|---|---|---|---|---|---|




# GENERAL NOTES

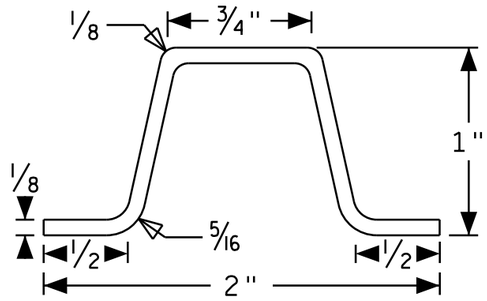
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

| SIGN WIDTH | STRINGER WIDTH | POSTS | HOLE SPACING | MOUNTING HOLES |
|---|---|---|---|---|
| 78" | 72" | 2 | 16" | 15" 31" 47" 63" |
| 84" | 72" | 2 | 17" | 16½" 33½" 50½" 67½" |
| 90" | 72" | 2 | 18" | 18" 36" 54" 72" |
| 96" | 90" | 2 | 19" | 19½" 38½" 57½" 76½" |
| 102" | 90" | 2 | 20" | 21" 41" 61" 81" |
| 108" | 90" | 2 | 21" | 22½" 43½" 64½" 85½" |
| 114" | 108" | 3 | 15" | 12" 27" 42" 57" 72" 87" 102" |
| 120" | 108" | 3 | 16" | 12" 28" 44" 60" 76" 92" 108" |
| 126" | 108" | 3 | 17" | 12" 29" 46" 63" 80" 97" 114" |
| 132" | 126" | 3 | 18" | 12" 30" 48" 66" 84" 102" 120" |
| 138" | 126" | 3 | 19" | 12" 31" 50" 69" 88" 107" 126" |
| 144" | 126" | 3 | 20" | 12" 32" 52" 72" 92" 112" 132" |

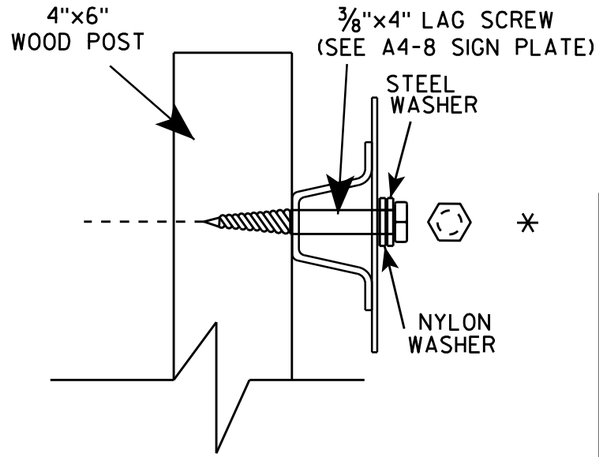



STRINGER

CROSS SECTION VIEW OF CHANNEL




POST MOUNTING




## SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/26/16 PLATE NO A4-18.1

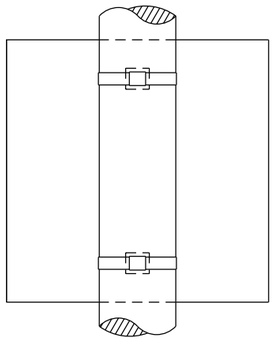
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

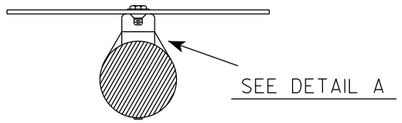


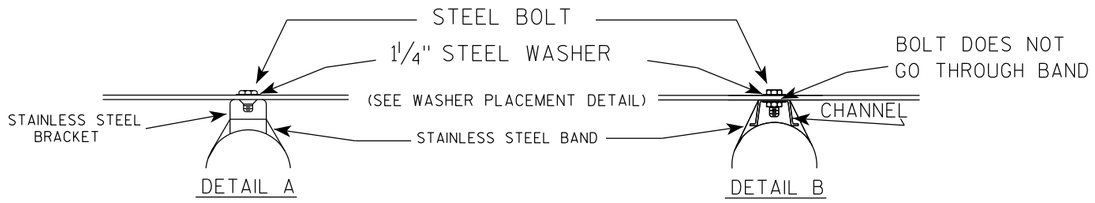
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

# BANDING

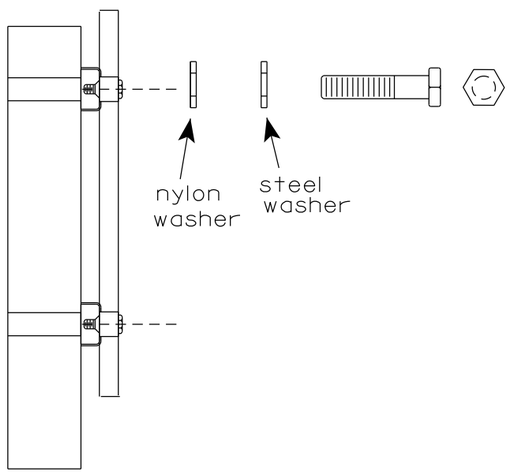
SINGLE SIGN






WASHER PLACEMENT

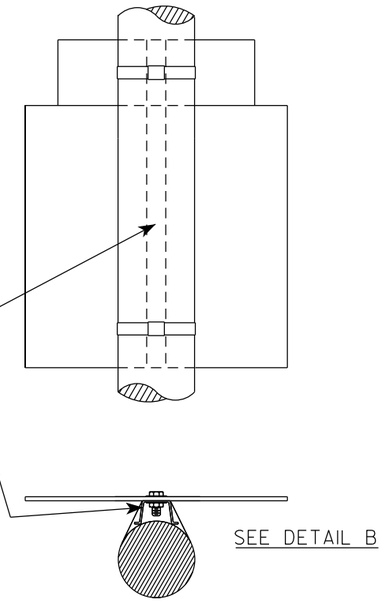



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY




STANDARD SIGN
SIGN BANDING DETAILS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

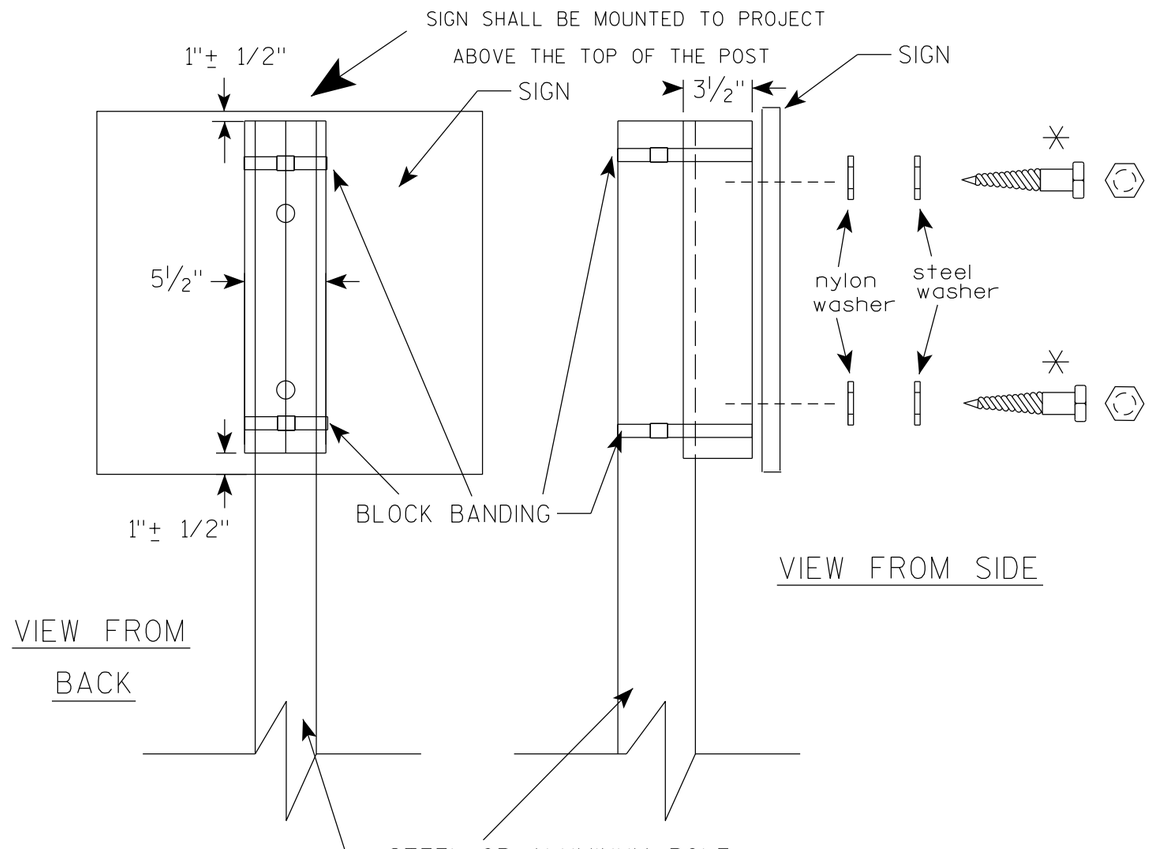
DATE 6/10/19 PLATE NO. A5-9.4

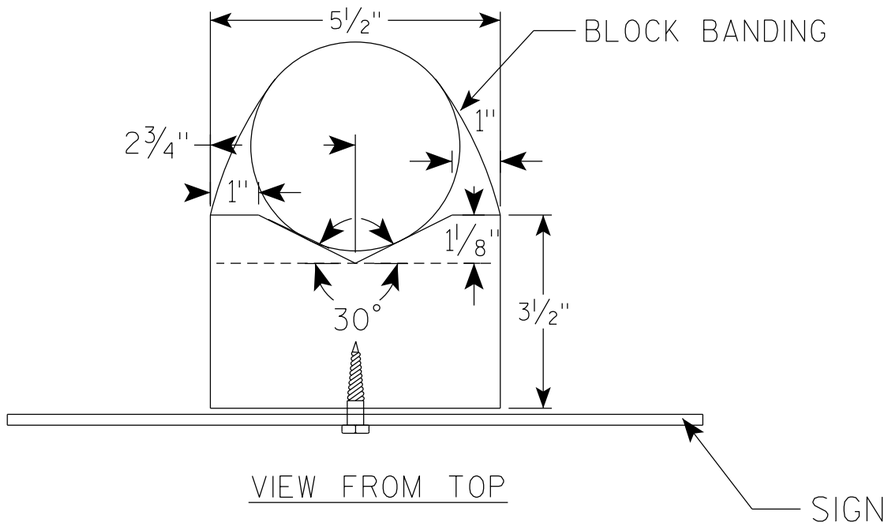
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 319 | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7




## GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

# BLOCK BANDING DETAIL ( V-BLOCK OPTION )

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

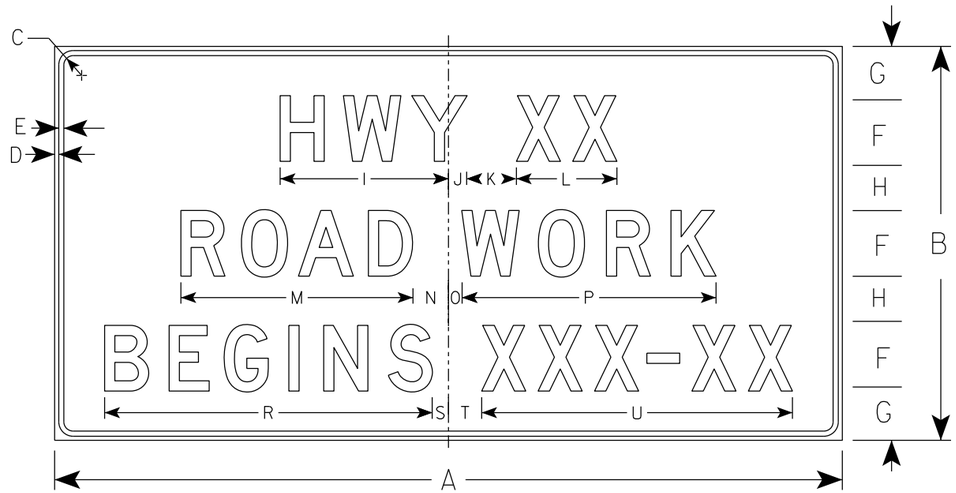
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 320 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.




G20-57

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 72 | 36 | 1 1/8 | 1/2 | 5/8 | 6 | 5 | 4 | 15 5/8 | 1 5/8 | 5 | 9 1/4 | 21 1/4 | 3 1/2 | 1 1/2 | 23 1/4 | | 29 7/8 | 1 3/4 | 3 1/4 | 28 1/2 | | | | | | 18.0 |
| 4 | 96 | 48 | 2 1/4 | 3/4 | 1 | 8 | 6 1/2 | 5 1/2 | 20 5/8 | 2 1/4 | 6 | 12 1/4 | 28 1/4 | 4 3/8 | 1 5/8 | 31 | | 39 1/4 | 2 | 4 | 37 7/8 | | | | | | 32.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 | E

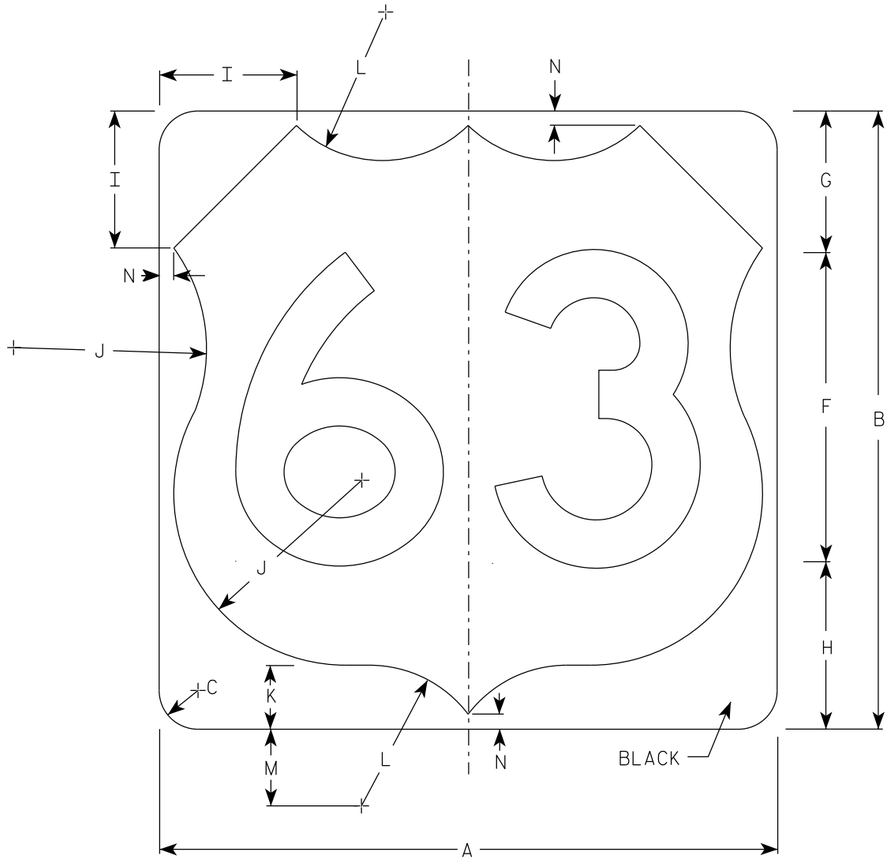


7

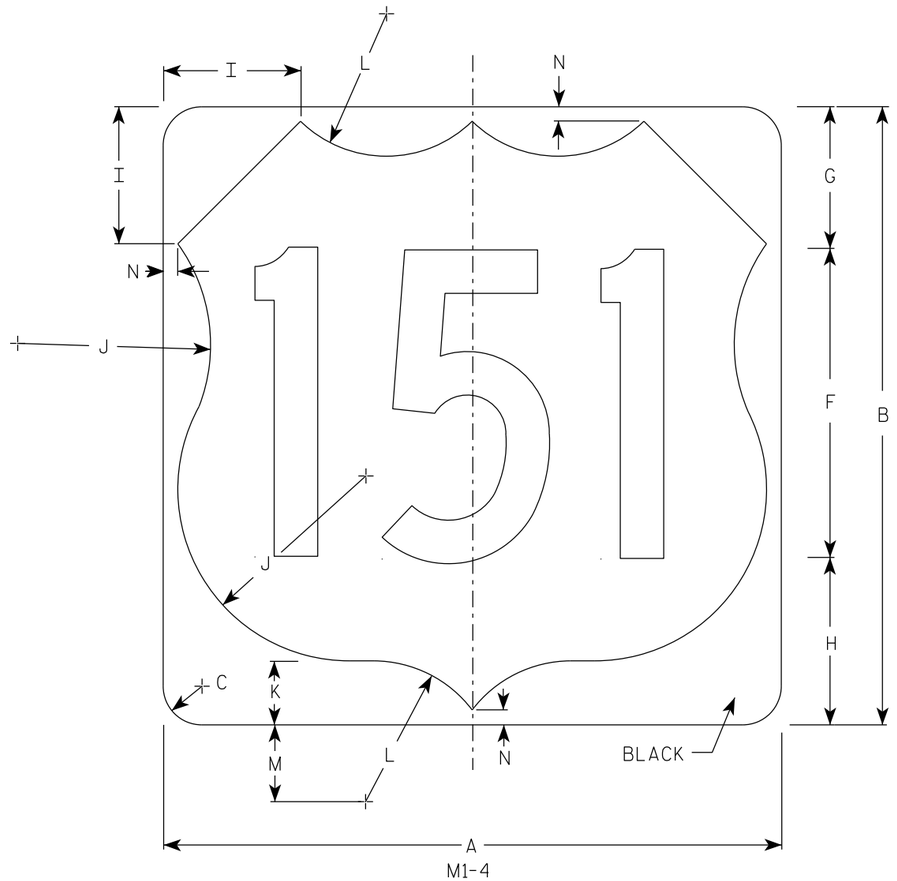
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C




M1-4




M1-4

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

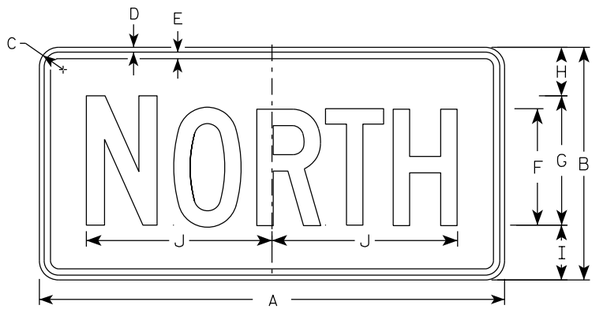
# USH MARKER
# M1-4 FOR ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

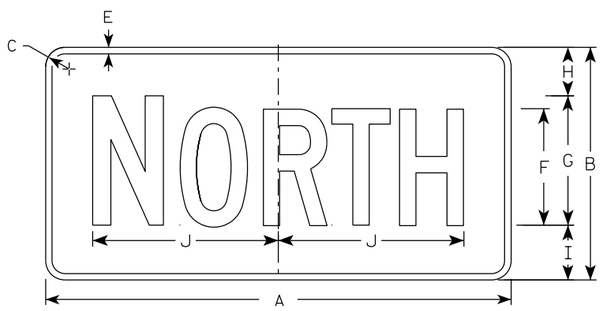
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 12/20/22 PLATE NO. M1-4.11

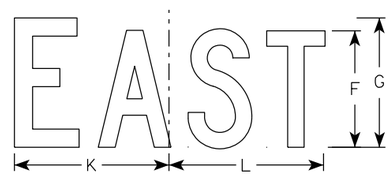
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E




M3-1
MM3-1
MP3-1



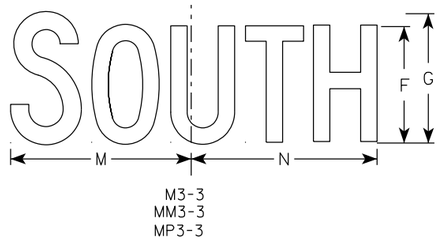

MB3-1
MK3-1
MN3-1



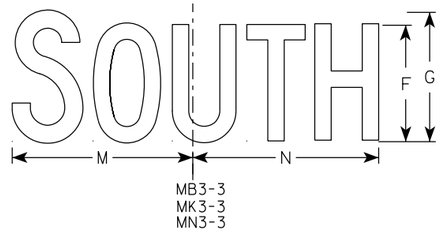

M3-2
MM3-2
MP3-2



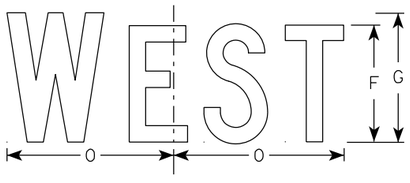

MB3-2
MK3-2
MN3-2



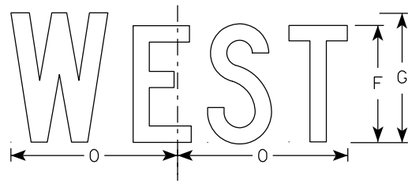

M3-3
MM3-3
MP3-3




MB3-3
MK3-3
MN3-3




M3-4
MM3-4
MP3-4




MB3-4
MK3-4
MN3-4

## NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | | | | | | | | | | 2.00 |
| 2M | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |

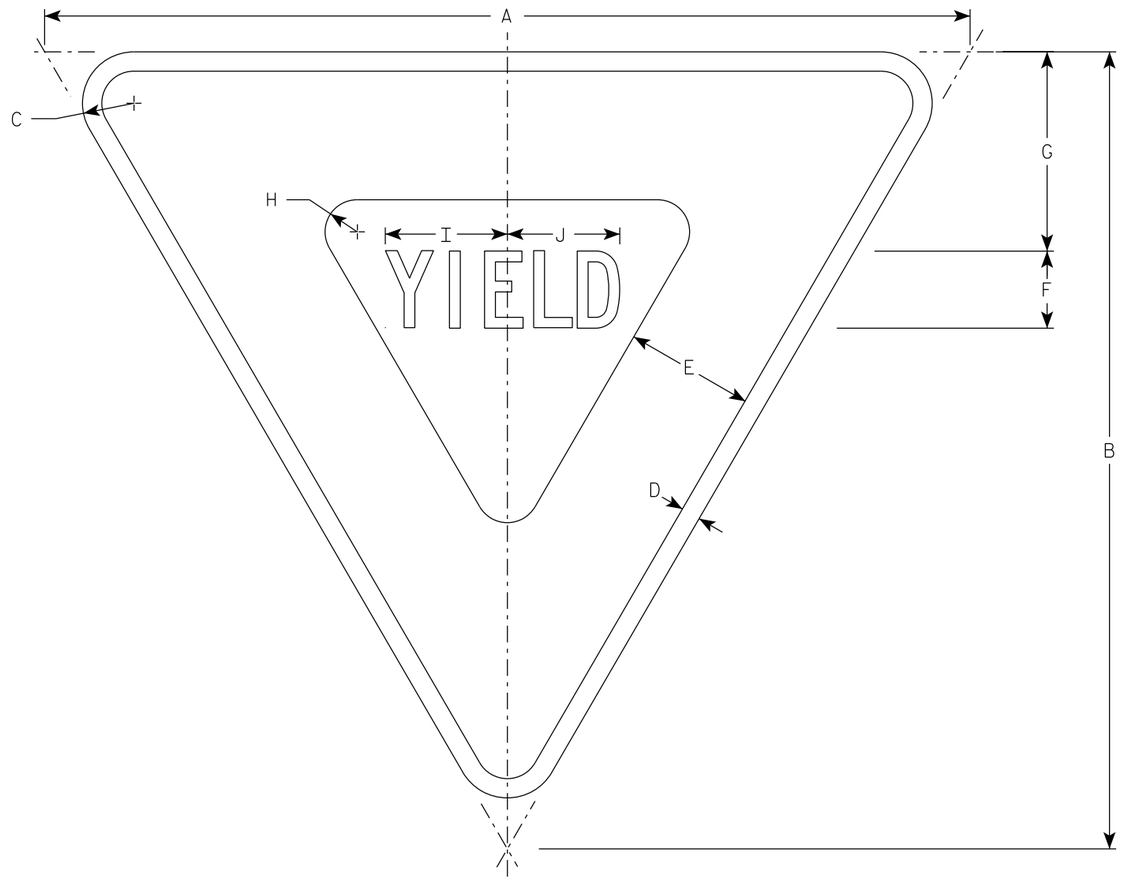
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 323 | E




R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. The border strip and word message are reflectorized red.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 26 | 2 | 5/8 | 4 | 2 1/2 | 6 3/8 | 7/8 | 4 | 3 5/8 | | | | | | | | | | | | | | | | | 2.71 |
| 2S | 36 | 31 | 2 | 3/4 | 5 | 3 | 7 3/4 | 1 1/4 | 4 3/4 | 4 3/8 | | | | | | | | | | | | | | | | | 3.88 |
| 2M | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 3 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 4 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 5 | 60 | 52 | 3 | 1 1/2 | 8 | 5 | 13 | 2 1/2 | 7 7/8 | 7 1/4 | | | | | | | | | | | | | | | | | 10.83 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 18 | 15 1/2 | 1 | 3/8 | 2 1/2 | 1 1/2 | 3 7/8 | 5/8 | 2 3/8 | 2 1/4 | | | | | | | | | | | | | | | | | 0.97 |

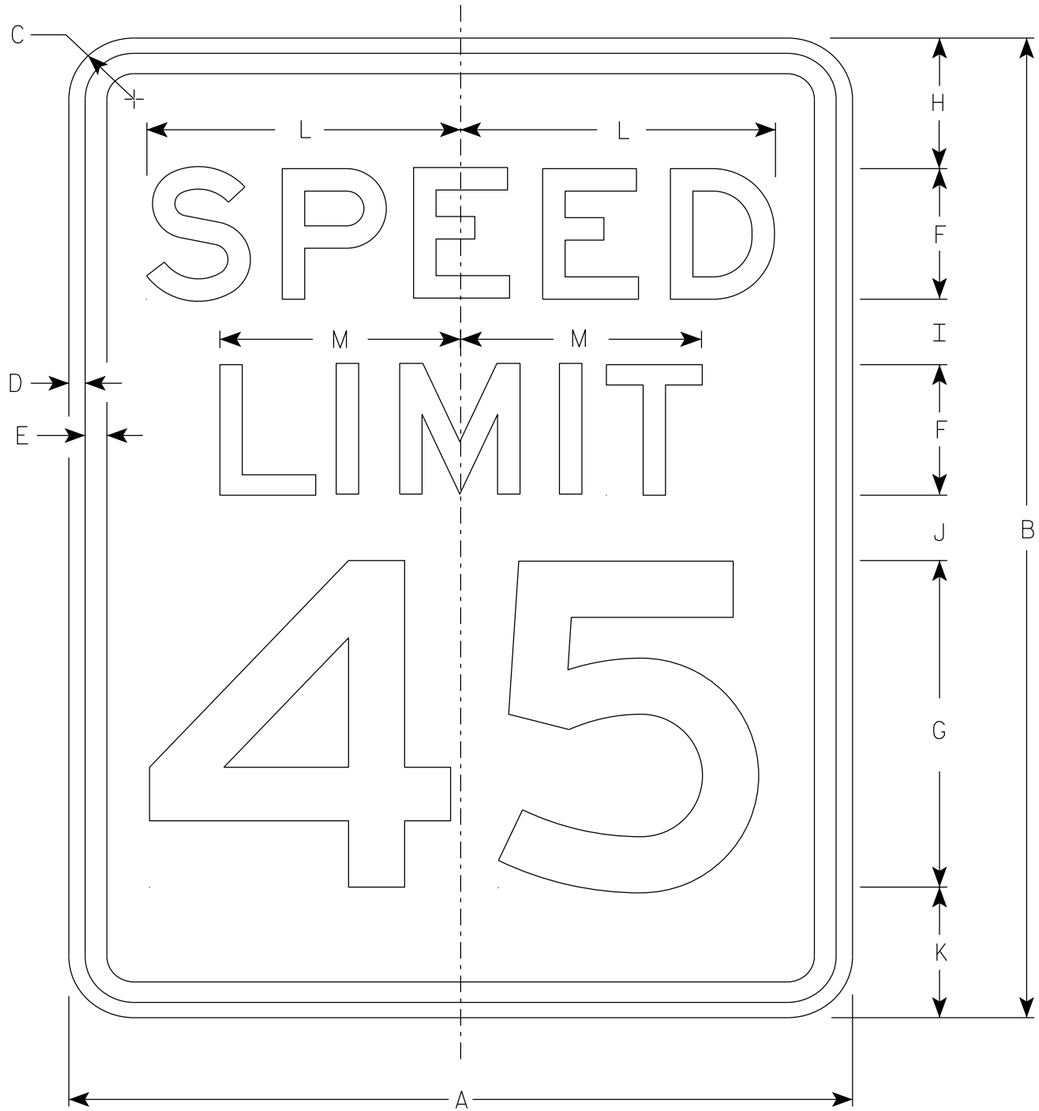
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 324 | E |
|---|---|---|---|---|---|




R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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

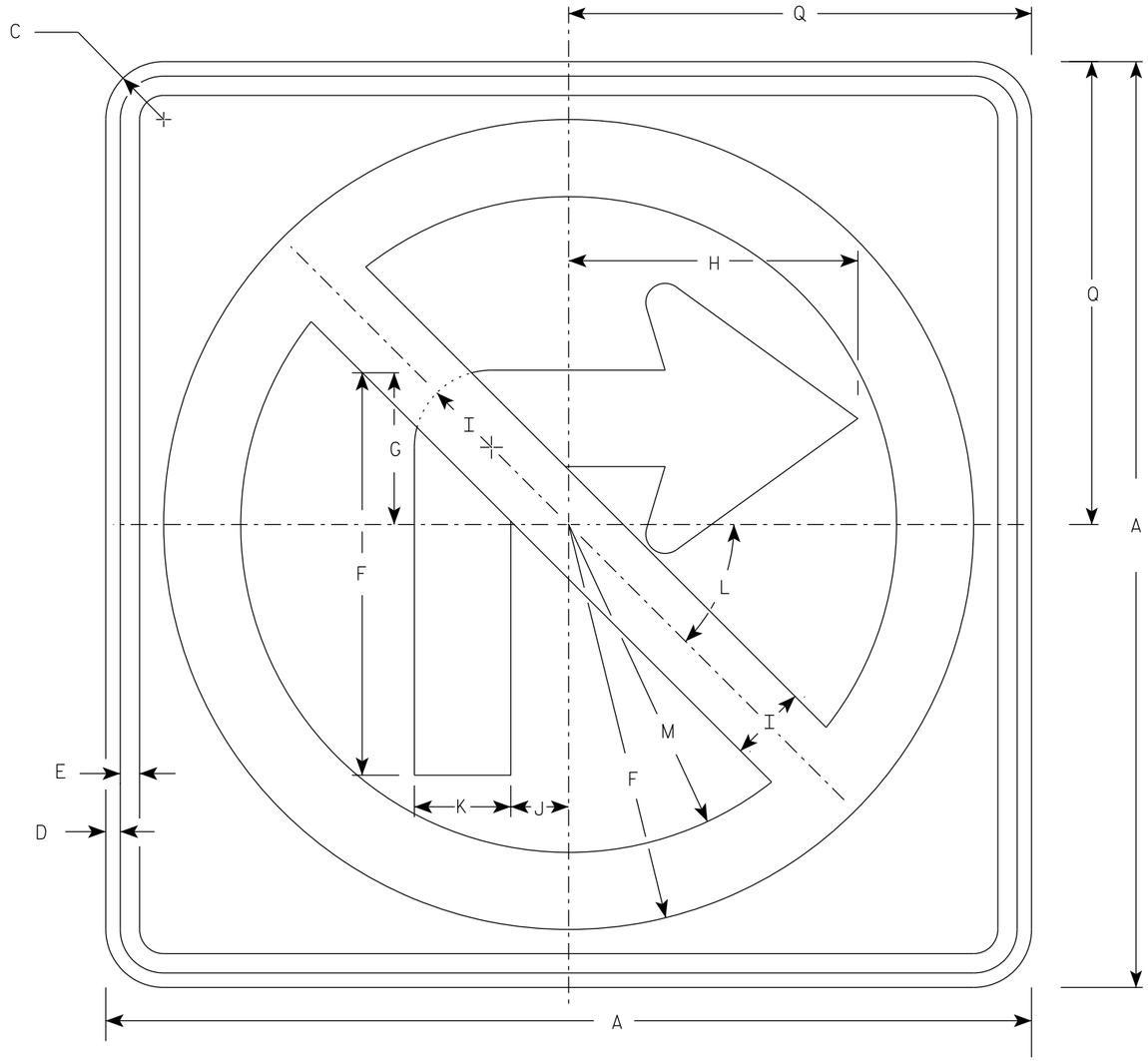
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

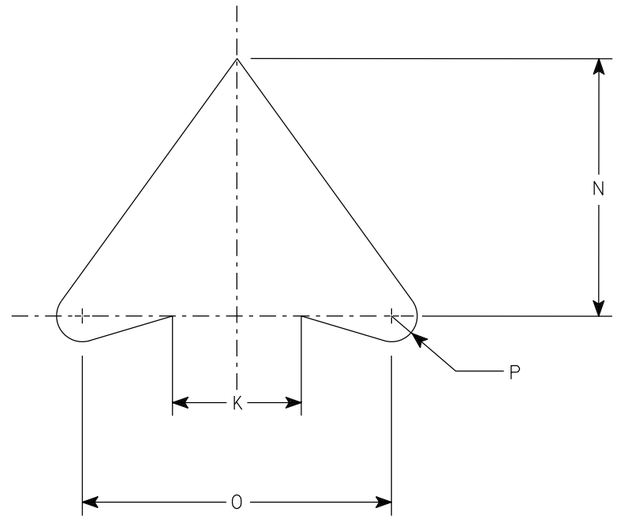
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 325 | E




R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 ½ | ⅜ | ½ | 10 ½ | 4 | 7 ½ | 2 | 1 ½ | 2 ½ | 45 | 8 ½ | 5 | 6 | ½ | 12 | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 ½ | ⅜ | ½ | 10 ½ | 4 | 7 ½ | 2 | 1 ½ | 2 ½ | 45° | 8 ½ | 5 | 6 | ½ | 12 | | | | | | | | | | 4.0 |
| 2M | 36 | | 2 ¼ | ⅝ | ¾ | 15 ¾ | 6 | 11 ¼ | 3 | 2 ¼ | 3 ¾ | 45 | 12 ¾ | 7 ½ | 9 | ¾ | 18 | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 ¼ | ⅝ | ¾ | 15 ¾ | 6 | 11 ¼ | 3 | 2 ¼ | 3 ¾ | 45 | 12 ¾ | 7 ½ | 9 | ¾ | 18 | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 ¼ | ⅝ | ¾ | 15 ¾ | 6 | 11 ¼ | 3 | 2 ¼ | 3 ¾ | 45° | 12 ¾ | 7 ½ | 9 | ¾ | 18 | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 ¼ | ¾ | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | 24 | | | | | | | | | | 16.0 |

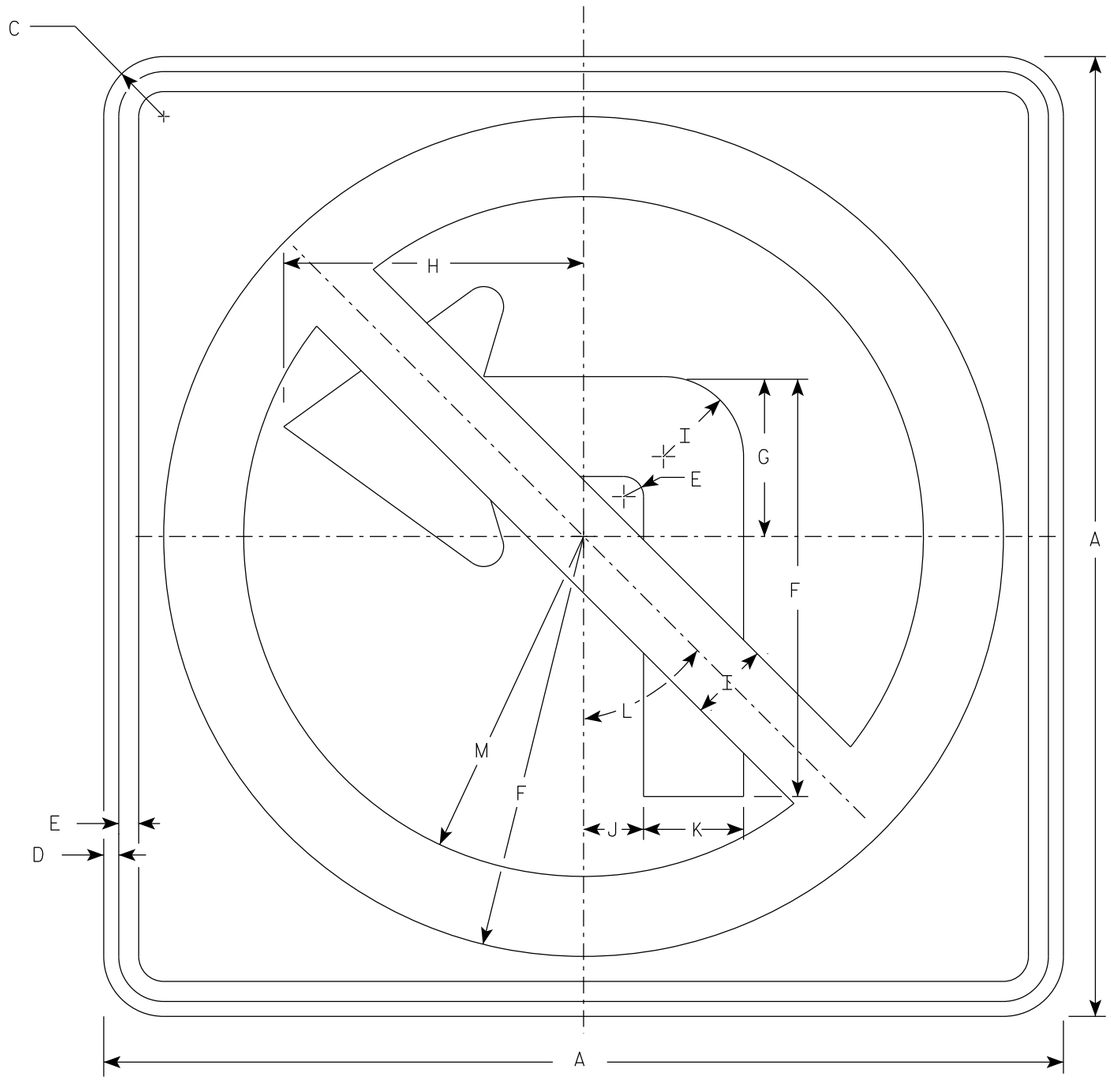
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

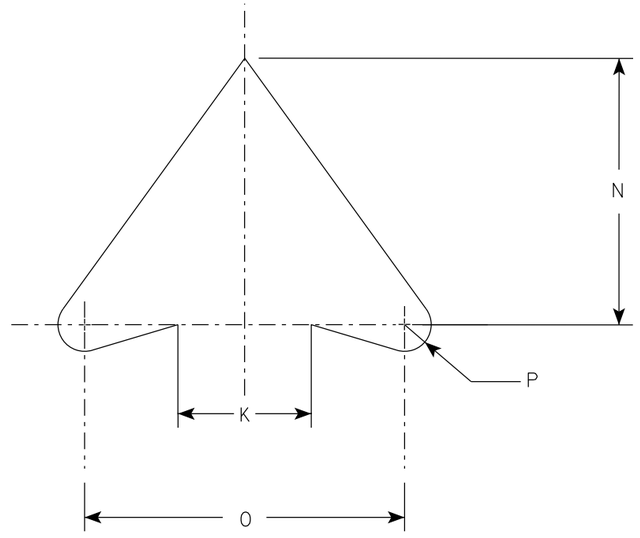
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 326 | E




R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 ½ | ⅜ | ½ | 10 ½ | 4 | 7 ½ | 2 | 1 ½ | 2 ½ | 45° | 8 ½ | 5 | 6 | ½ | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 ½ | ⅜ | ½ | 10 ½ | 4 | 7 ½ | 2 | 1 ½ | 2 ½ | 45° | 8 ½ | 5 | 6 | ½ | | | | | | | | | | | 4.0 |
| 2M | 36 | | 2 ¼ | ⅝ | ¾ | 15 ¾ | 6 | 11 ¼ | 3 | 2 ¼ | 3 ¾ | 45° | 12 ¾ | 7 ½ | 9 | ¾ | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 ¼ | ⅝ | ¾ | 15 ¾ | 6 | 11 ¼ | 3 | 2 ¼ | 3 ¾ | 45° | 12 ¾ | 7 ½ | 9 | ¾ | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 ¼ | ⅝ | ¾ | 15 ¾ | 6 | 11 ¼ | 3 | 2 ¼ | 3 ¾ | 45° | 12 ¾ | 7 ½ | 9 | ¾ | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 ¼ | ¾ | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | 16.0 |

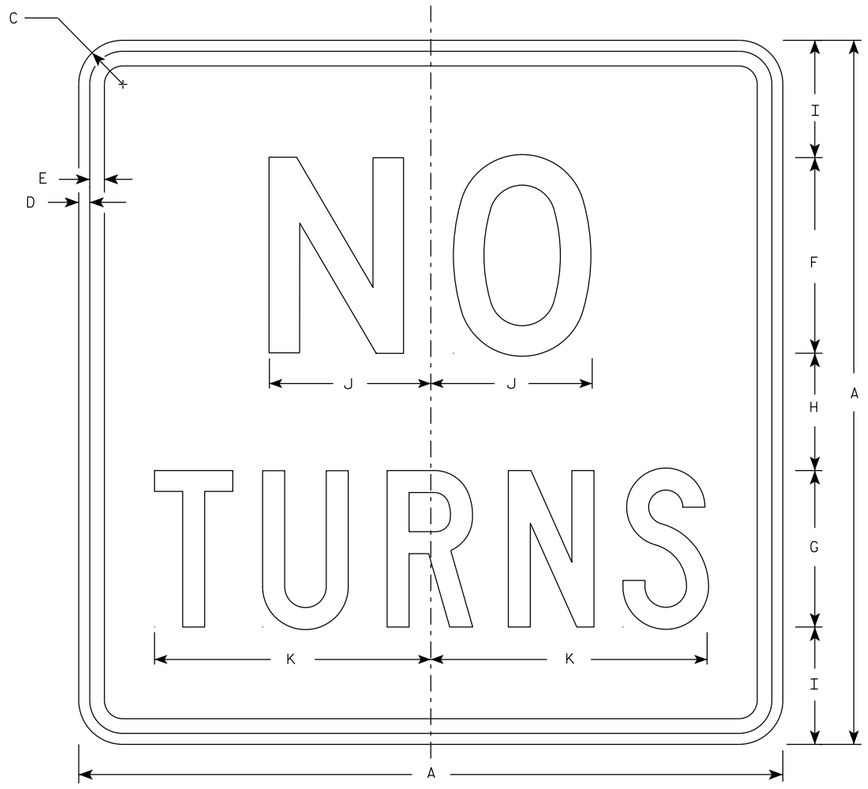
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 327 | E




R3-3

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 4
4. Line 1 is Series D and Line 2 is Series C

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/2 | 3/8 | 1/2 | 6 | 5 | 4 | 4 1/2 | 5 1/8 | 8 3/4 | | | | | | | | | | | | | | | | 4.0 |
| 2M | 36 | | 2 1/4 | 5/8 | 3/4 | 10 | 8 | 6 | 6 | 8 1/4 | 14 1/8 | | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | 10 | 8 | 6 | 6 | 8 1/4 | 14 1/8 | | | | | | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | 5/8 | 3/4 | 10 | 8 | 6 | 6 | 8 1/4 | 14 1/8 | | | | | | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 12 | 10 | 8 | 9 | 10 1/4 | 17 5/8 | | | | | | | | | | | | | | | | 16.0 |

STANDARD SIGN
R3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

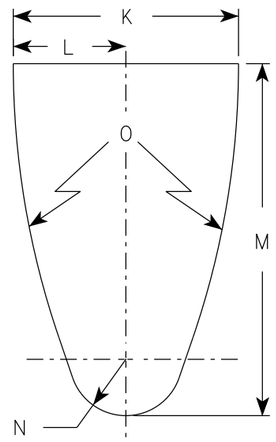
DATE 2/13/23 PLATE NO. R3-3.11

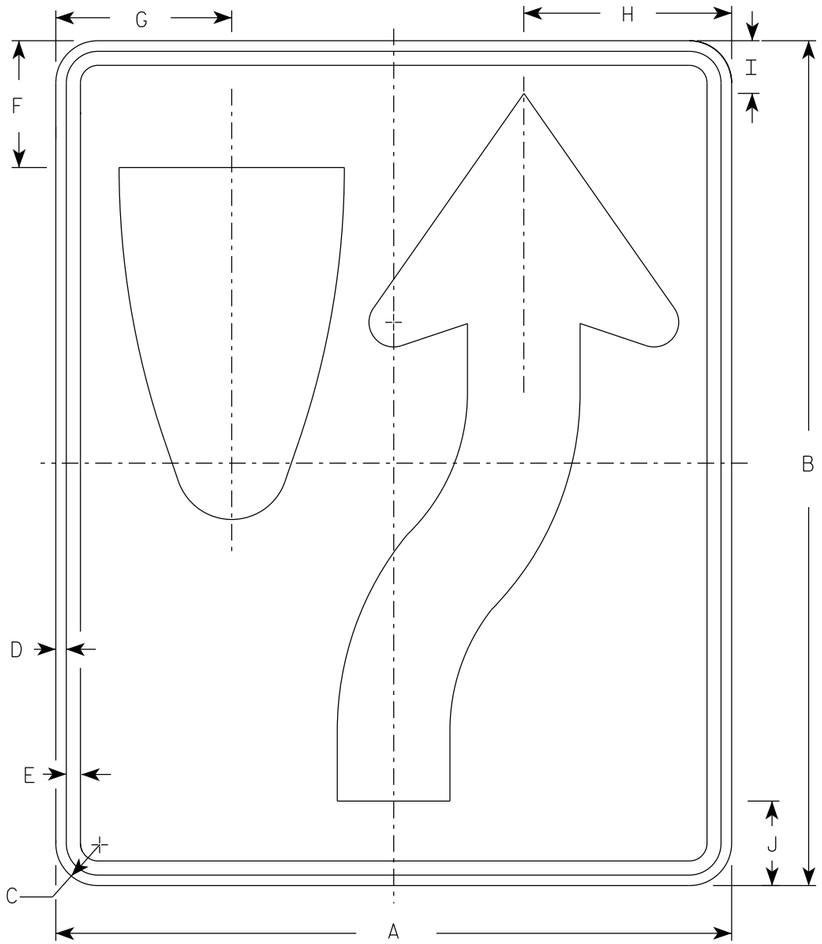
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 328 | E

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

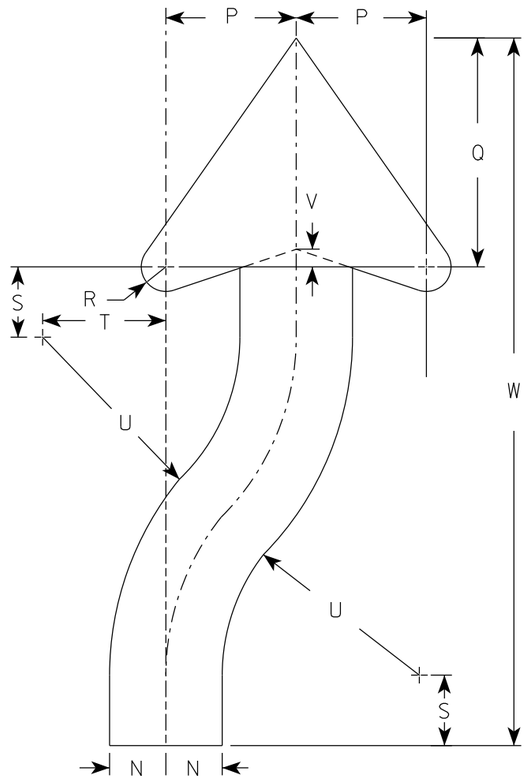
## DIVIDER DETAIL




R4-7

## ARROW DETAIL




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

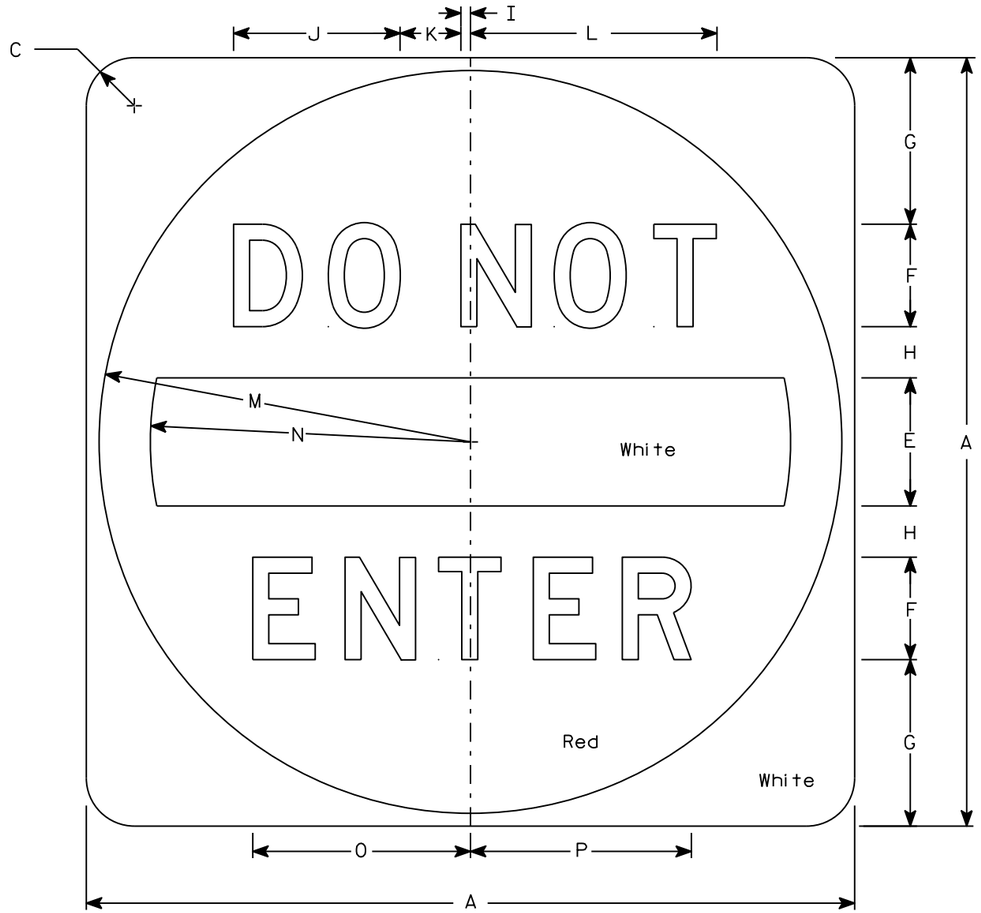
# STANDARD SIGN
# R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 329 | E |
|---|---|---|---|---|---|




R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 7/8 | | 5 | 4 | 6 1/2 | 2 | 3/8 | 6 1/2 | 2 3/8 | 9 5/8 | 14 1/2 | 12 1/2 | 8 1/2 | 8 5/8 | | | | | | | | | | | 6.25 |
| 2M | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 3 | | 8 | 6 | 11 | 3 | 5/8 | 9 3/4 | 3 5/8 | 14 1/2 | 23 1/2 | 20 | 12 3/4 | 12 7/8 | | | | | | | | | | | 16.0 |

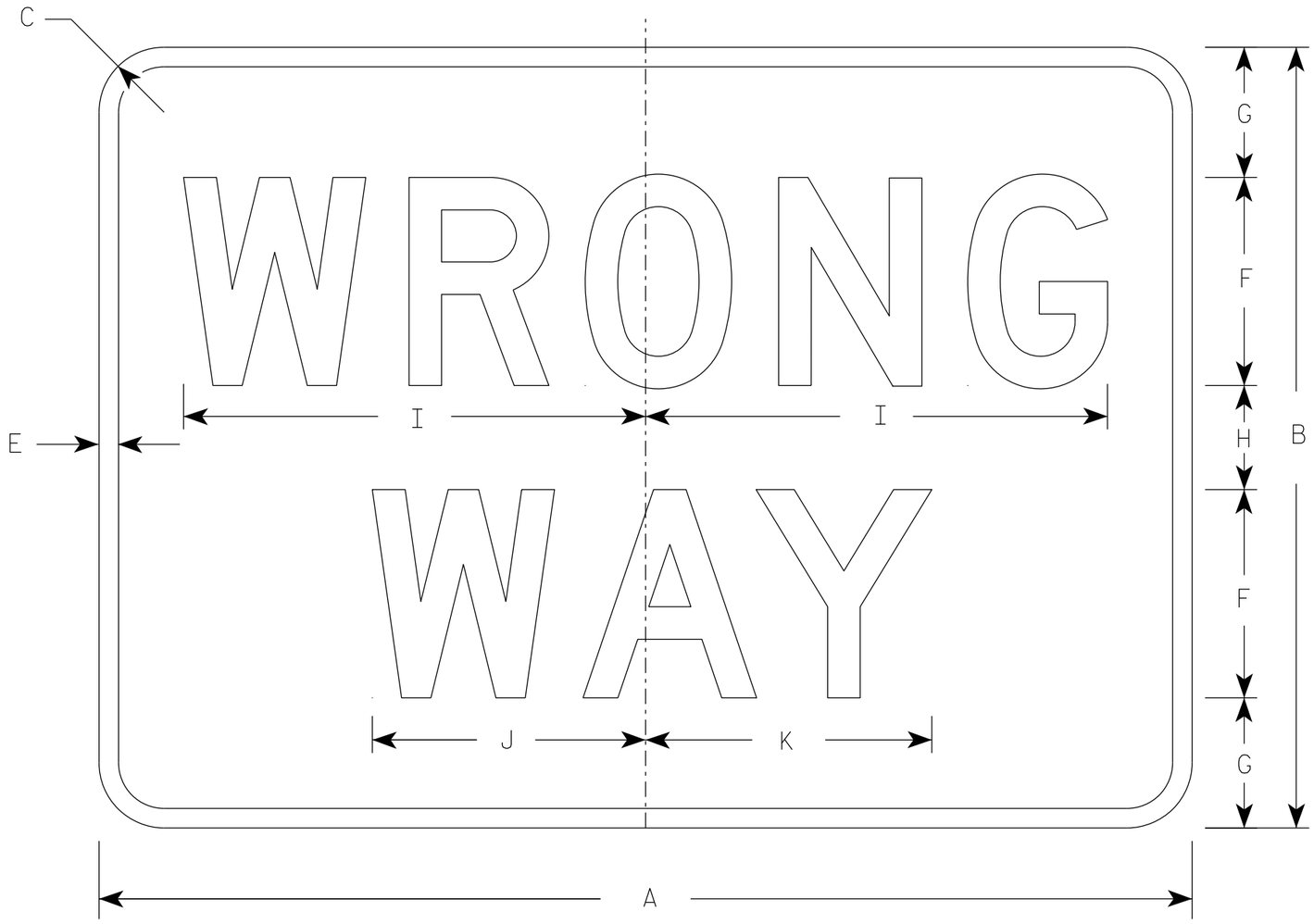
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 330 | E




R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 18 | 1 1/2 | | 1/2 | 5 | 3 | 2 | 11 | 6 1/2 | 6 7/8 | | | | | | | | | | | | | | | | 3.75 |
| 2S | 36 | 24 | 1 1/2 | | 5/8 | 6 | 4 1/2 | 3 | 13 1/4 | 7 7/8 | 8 1/4 | | | | | | | | | | | | | | | | 6.00 |
| 2M | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 3 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 4 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 5 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |

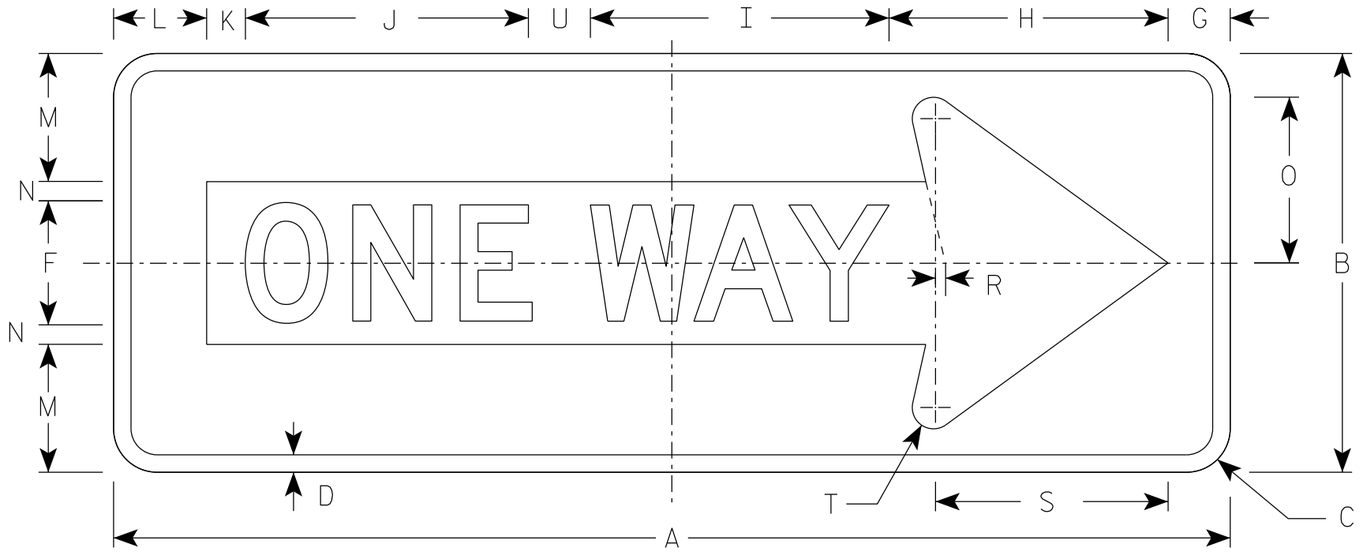
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

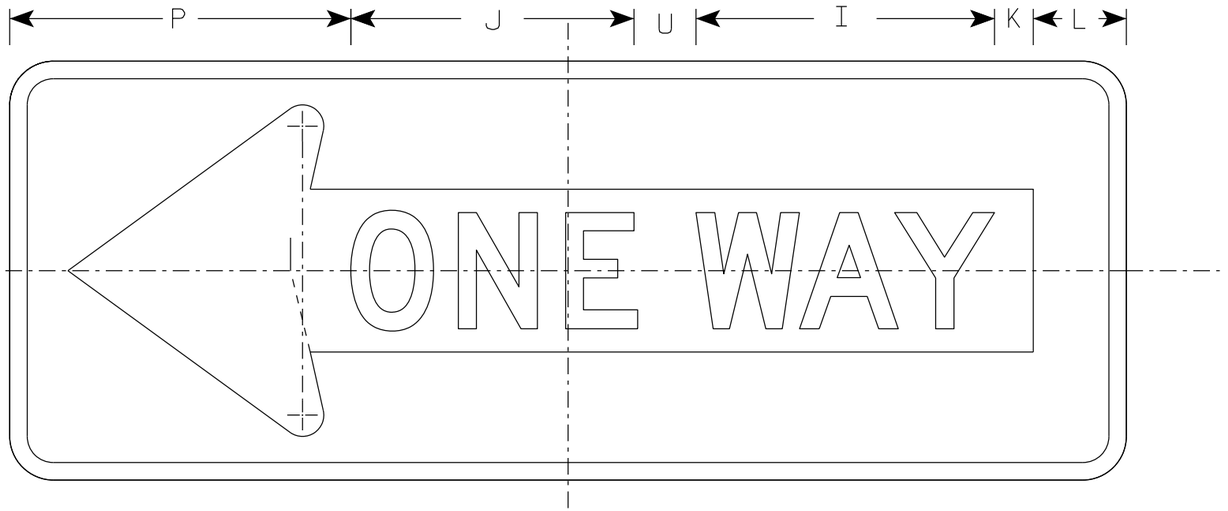
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 | E




R6-1R




R6-1L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
3. Message Series - D

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 36 | 12 | 1 ½ | ½ | | 4 | 2 | 7 ½ | 9 ⅝ | 9 ⅛ | 1 ¼ | 3 | 3 ⅜ | ⅝ | 4 ⅜ | 11 | | ⅜ | 7 ½ | ¾ | 2 | | | | | | 3.0 |
| 2M | 48 | 18 | 1 ⅞ | ¾ | | 5 | 2 ½ | 11 | 13 | 12 ¼ | 2 ¾ | 3 ½ | 5 ½ | 1 | 7 ⅛ | 13 ½ | | ½ | 10 ⅛ | ⅞ | 3 | | | | | | 6.0 |
| 3 | 48 | 18 | 1 ⅞ | ¾ | | 5 | 2 ½ | 11 | 13 | 12 ¼ | 2 ¾ | 3 ½ | 5 ½ | 1 | 7 ⅛ | 13 ½ | | ½ | 10 ⅛ | ⅞ | 3 | | | | | | 6.0 |
| 4 | 48 | 18 | 1 ⅞ | ¾ | | 5 | 2 ½ | 11 | 13 | 12 ¼ | 2 ¾ | 3 ½ | 5 ½ | 1 | 7 ⅛ | 13 ½ | | ½ | 10 ⅛ | ⅞ | 3 | | | | | | 6.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-1 L&R

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

PROJECT NO:

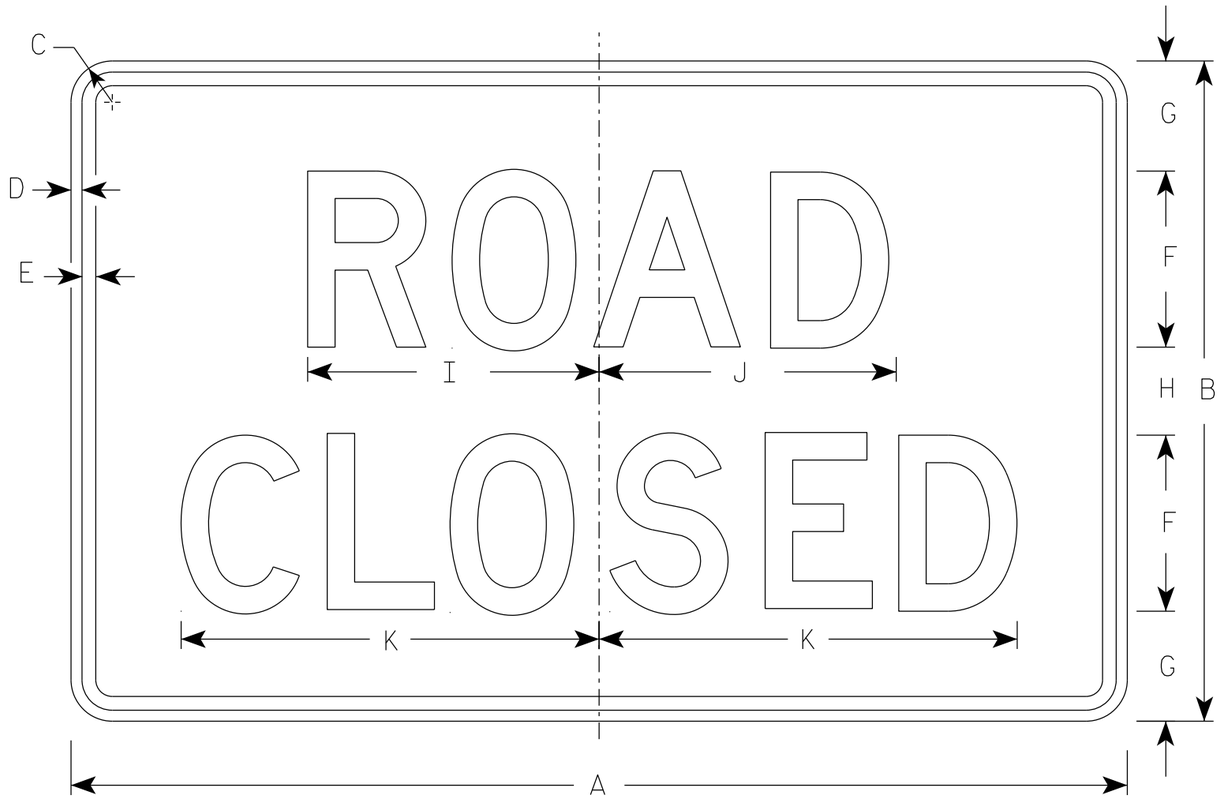
SHEET NO: 332 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R61.dgn PLOT DATE : 7-APR 2025 1:18 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

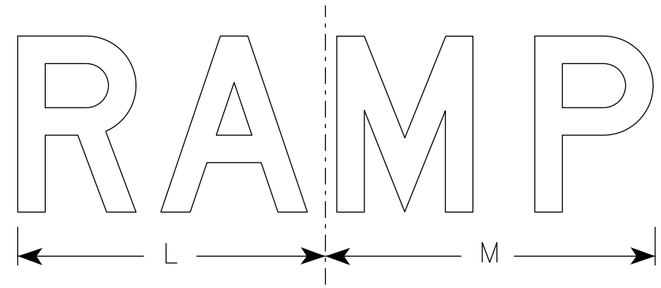
7



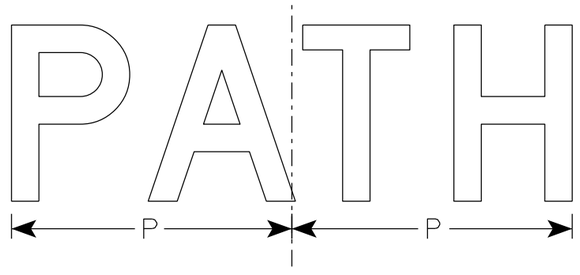

R11-2

NOTES

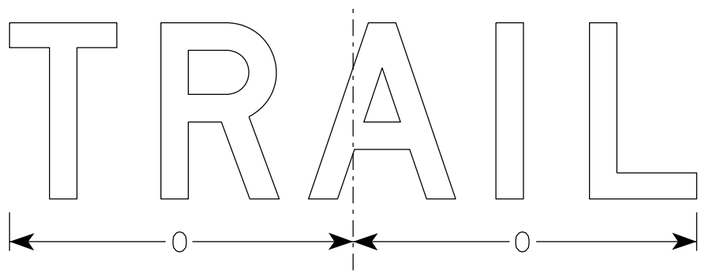
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



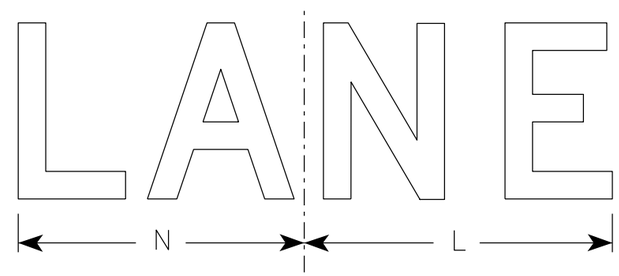

R11-2R




R11-2C




R11-2T




R11-2L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | 12 3/4 | | | | | | | | | | | 10.0 |

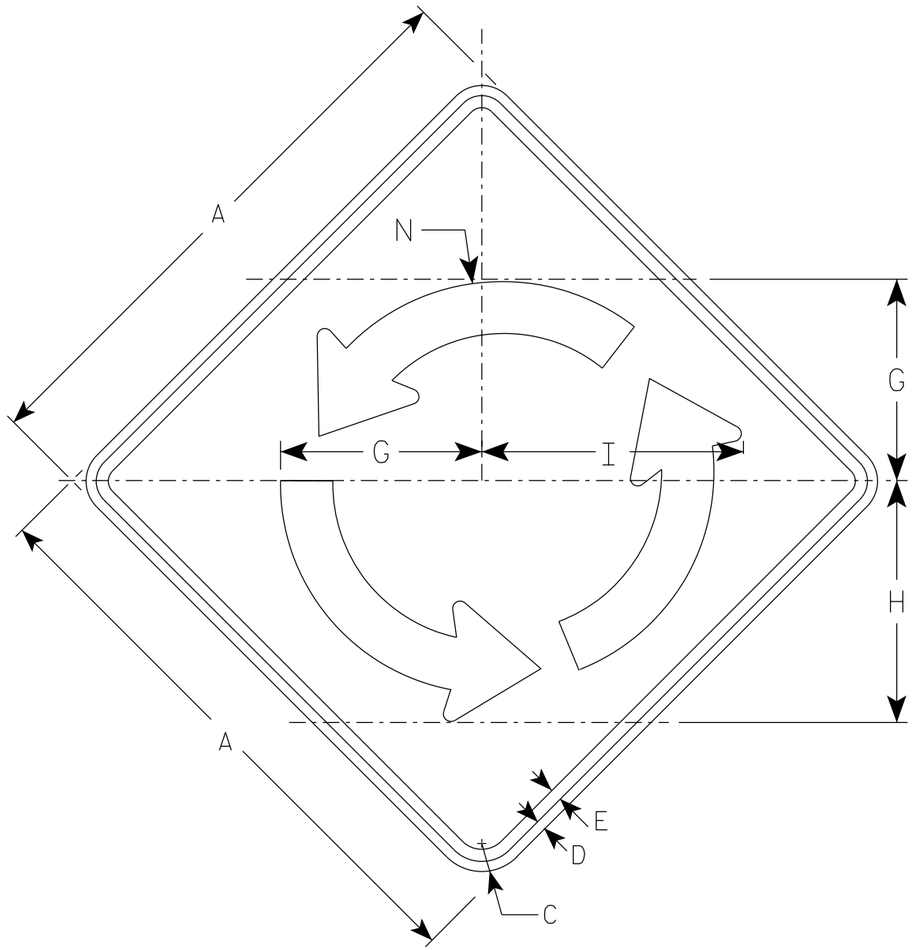
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/3/26 PLATE NO. R11-2.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

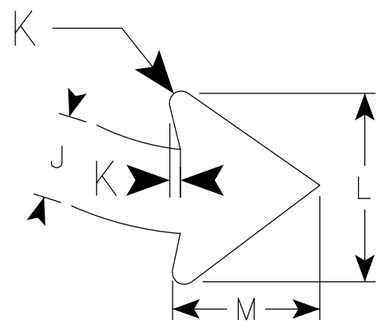



W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

Arrow Detail




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 3/8 | 12 1/2 | 13 1/2 | 2 3/4 | 3/8 | 6 | 4 3/4 | 11 1/8 | | | | | | | | | | | 6.25 |
| 2M | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 3/8 | 12 1/2 | 13 1/2 | 2 3/4 | 3/8 | 6 | 4 3/4 | 11 1/8 | | | | | | | | | | | 6.25 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | | 12 1/2 | 15 | 16 1/4 | 3 1/4 | 1/2 | 7 3/8 | 5 3/4 | 13 3/8 | | | | | | | | | | | 9.00 |
| 4 | 48 | | 3 | 3/4 | 1 | | 16 5/8 | 20 | 16 1/4 | 4 3/8 | 5/8 | 9 3/4 | 7 5/8 | 17 7/8 | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W2-6

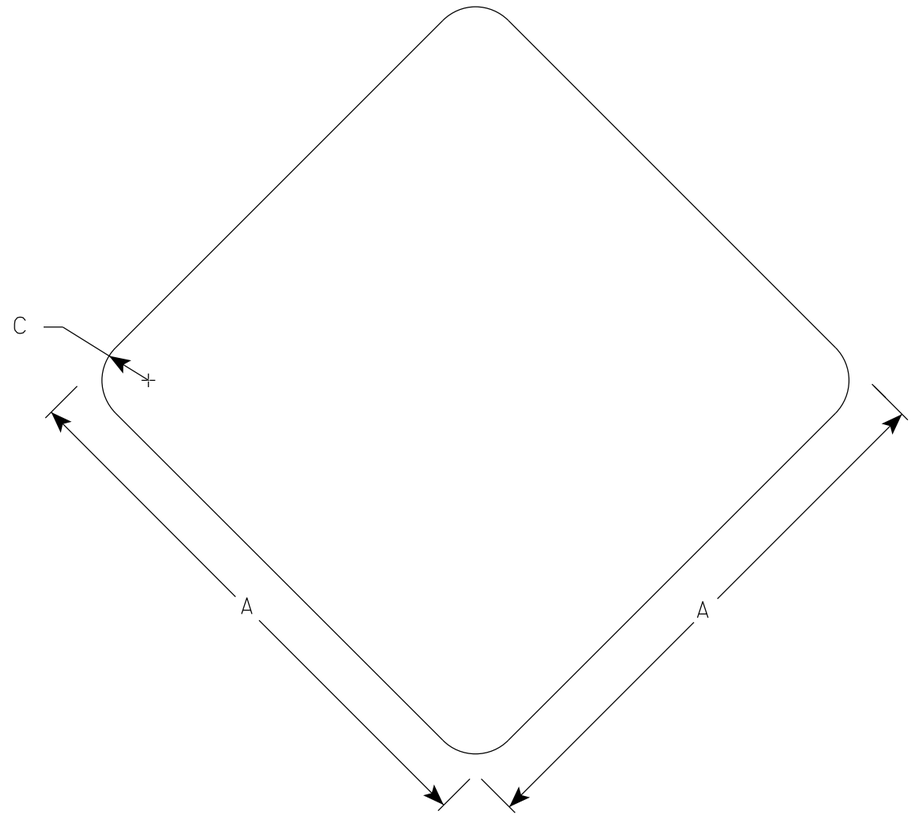
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2023 PLATE NO. W2-6.8

PROJECT NO:

SHEET NO: 334 E




W5-54

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12 | | 1 ½ | | | | | | | | | | | | | | | | | | | | | | | | 1.0 |
| 2S | 18 | | 1 ½ | | | | | | | | | | | | | | | | | | | | | | | | 2.25 |
| 2M | 18 | | 1 ½ | | | | | | | | | | | | | | | | | | | | | | | | 2.25 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W5-54

*WISCONSIN DEPT OF TRANSPORTATION*

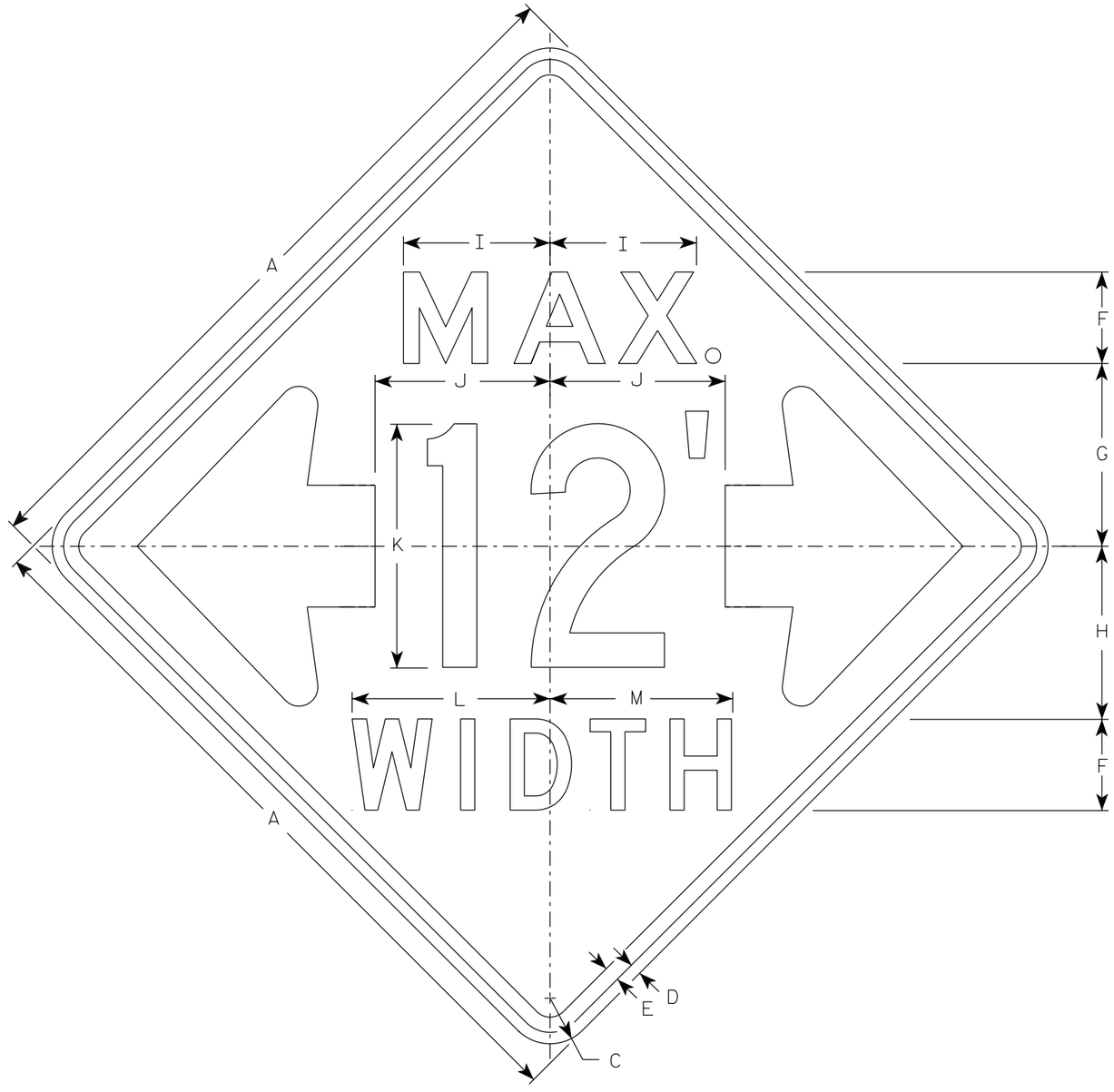
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-54.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



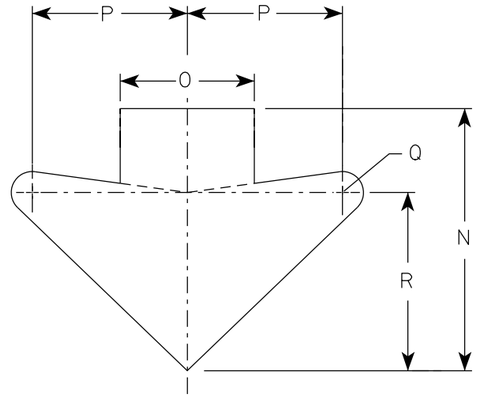
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W554.dgn PLOT DATE : 5-MARCH 2024 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | | 3 | ¾ | 1 | 6 | 12 | 11 ⅜ | 9 ⅝ | 11 ½ | 16 | 13 | 12 | 15 ⅝ | 8 | 9 ¼ | 1 ¼ | 10 ⅝ | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | ¾ | 1 | 6 | 12 | 11 ⅜ | 9 ⅝ | 11 ½ | 16 | 13 | 12 | 15 ⅝ | 8 | 9 ¼ | 1 ¼ | 10 ⅝ | | | | | | | | | 16.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

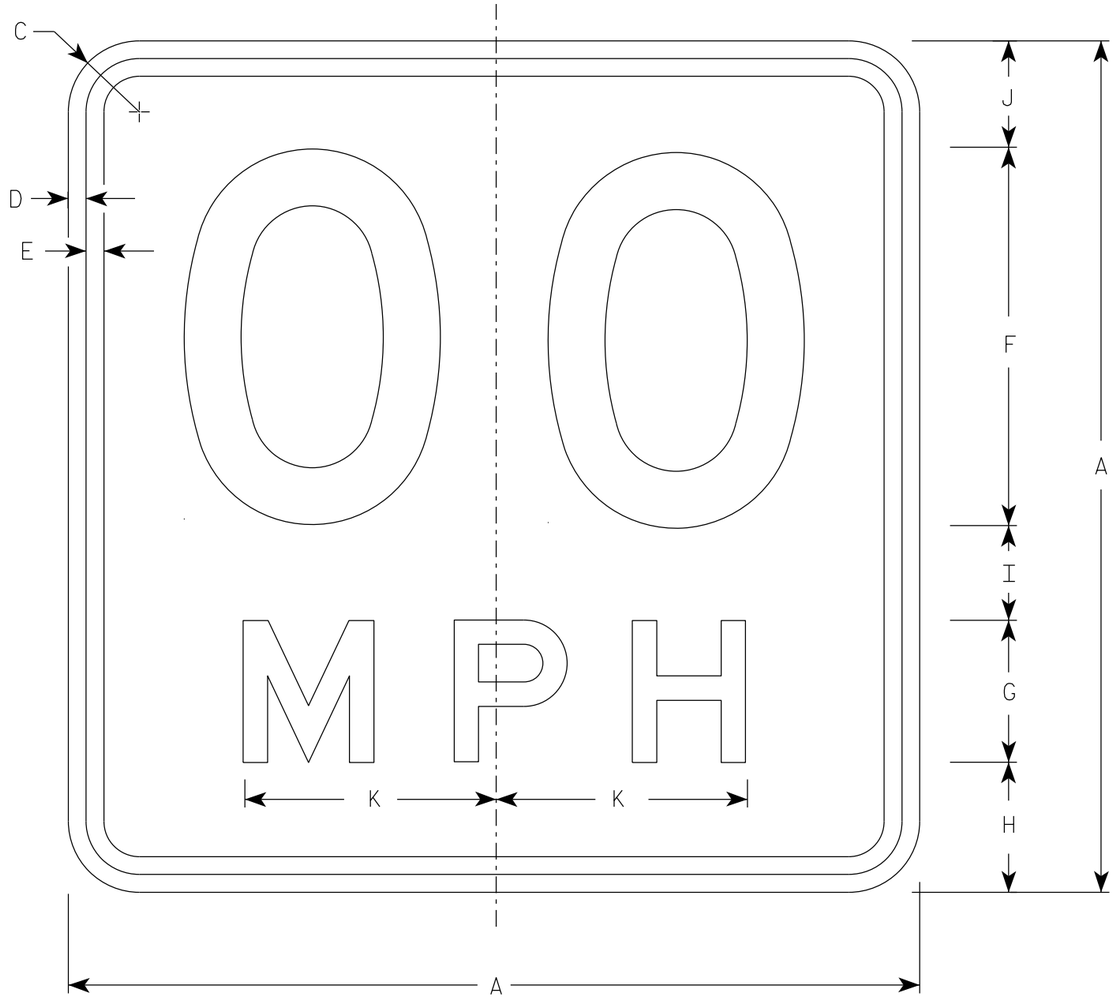
STANDARD SIGN
W12-52

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 336 | E




W13-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 18 | | 1 1/2 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2S | 18 | | 1 1/2 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2M | 18 | | 1 1/2 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| | 3 | 24 | | 1 1/2 | 3/8 | 1/2 | 10 | 4 | 4 | 2 3/4 | 3 1/4 | 6 5/8 | | | | | | | | | | | | | | | | 4.00 |
| | 4 | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |
| | 5 | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

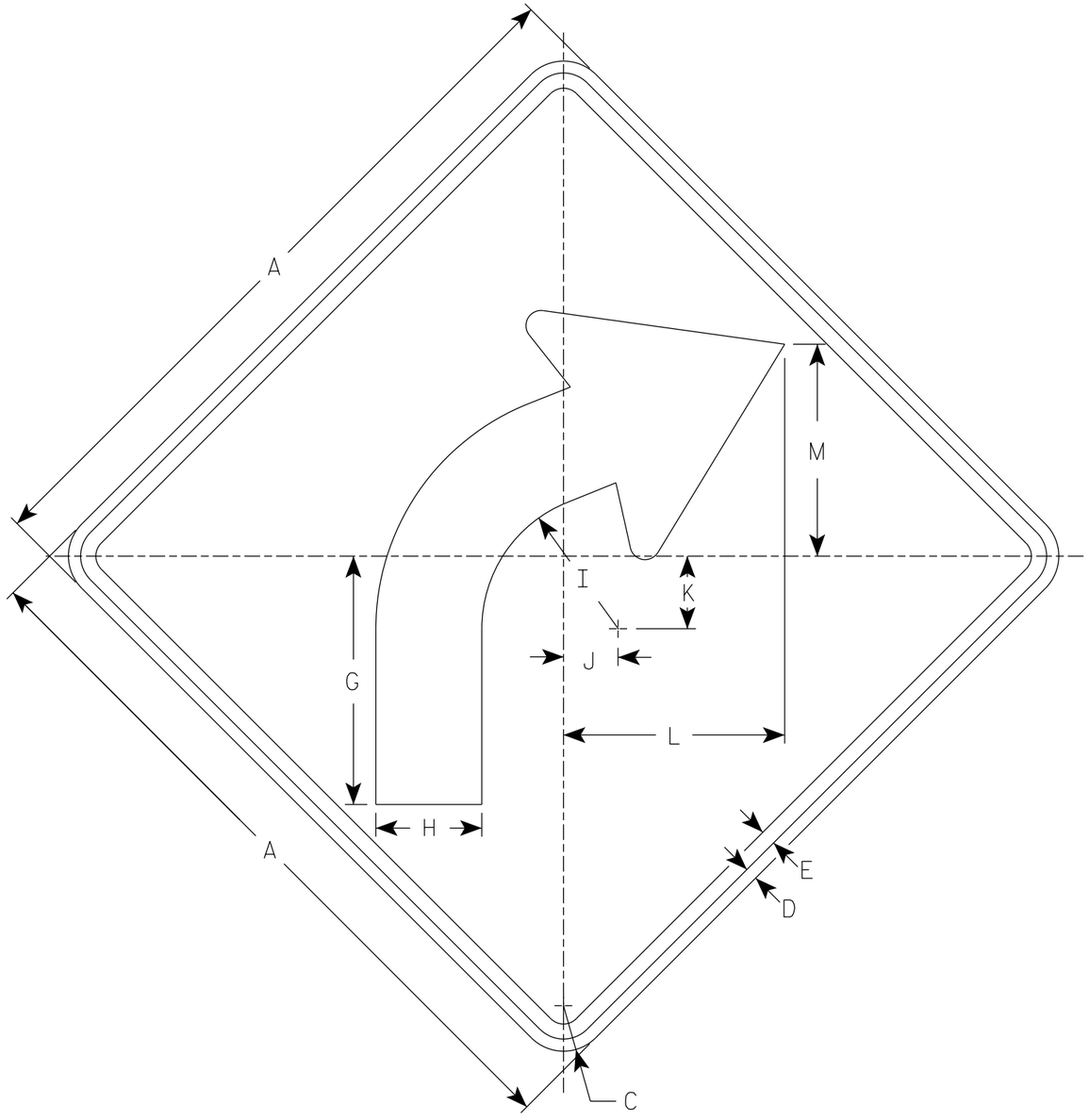
DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

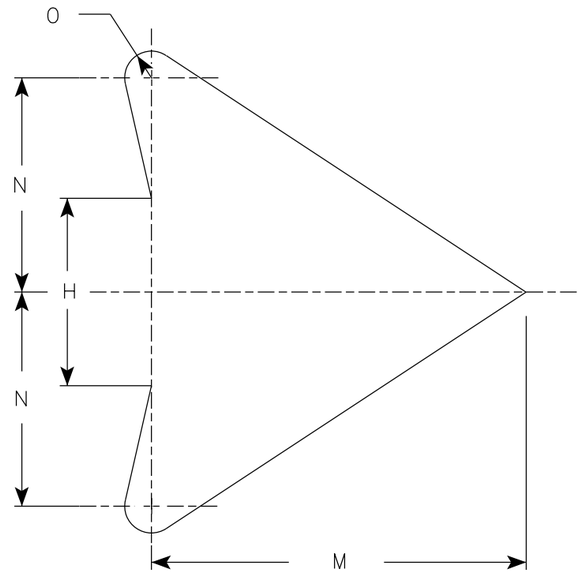

7




W01-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-2L is the same as W01-2R except the arrow is reversed along the vertical centerline.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | | 12 3/8 | 5 1/4 | 6 3/4 | 2 5/8 | 3 1/2 | 10 7/8 | 10 1/2 | 6 | 3/4 | | | | | | | | | | | | 4.0 |
| 2S | 48 | | 3 | 3/4 | 1 | | 16 1/2 | 7 | 9 | 3 1/2 | 4 5/8 | 14 1/2 | 14 | 8 | 1 | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | | 16 1/2 | 7 | 9 | 3 1/2 | 4 5/8 | 14 1/2 | 14 | 8 | 1 | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | | 16 1/2 | 7 | 9 | 3 1/2 | 4 5/8 | 14 1/2 | 14 | 8 | 1 | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | | 16 1/2 | 7 | 9 | 3 1/2 | 4 5/8 | 14 1/2 | 14 | 8 | 1 | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | | 16 1/2 | 7 | 9 | 3 1/2 | 4 5/8 | 14 1/2 | 14 | 8 | 1 | | | | | | | | | | | | 16.0 |

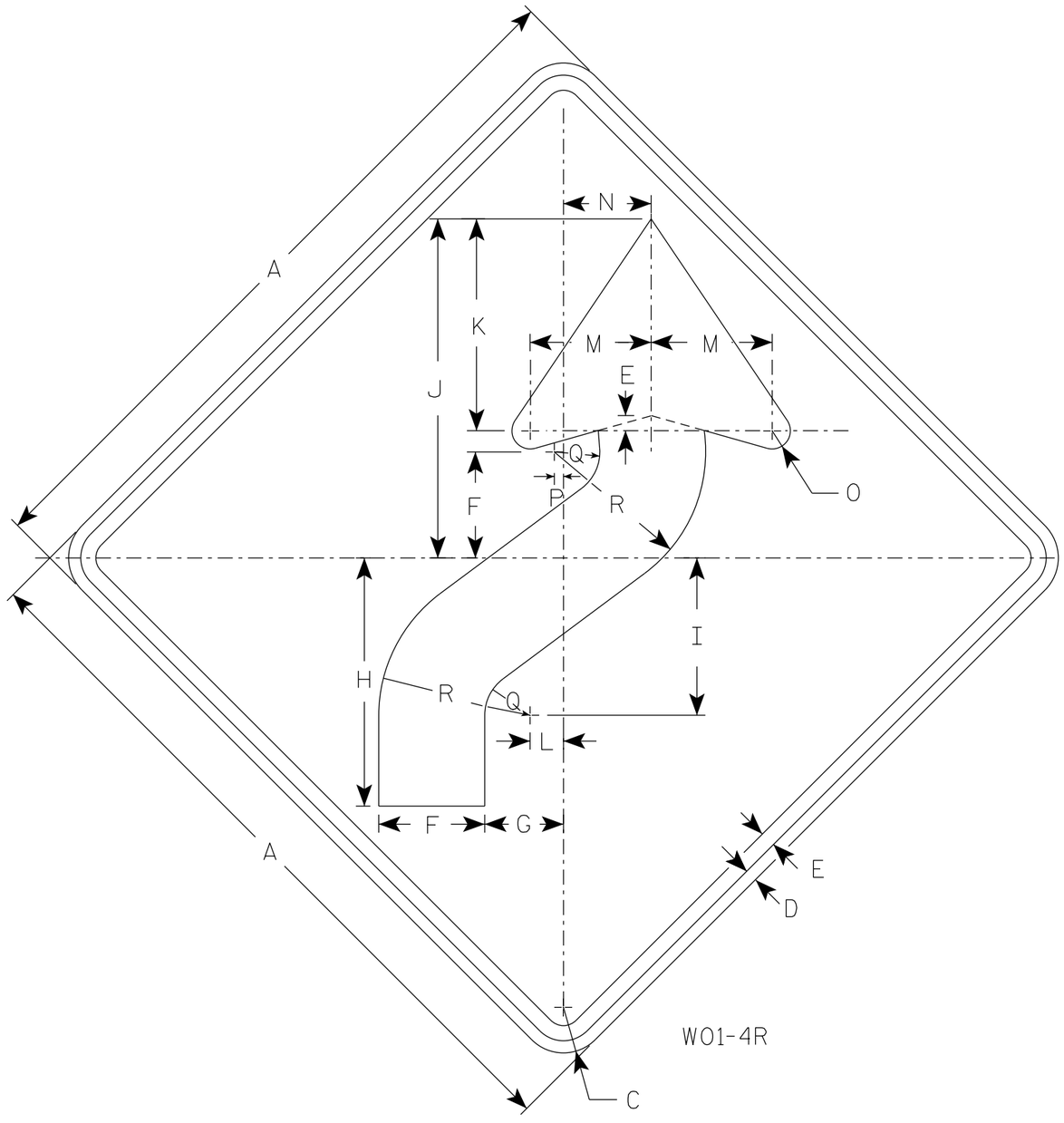
STANDARD SIGN
W01-2

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-2.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 338 | E |
|---|---|---|---|---|---|




WO1-4R

## NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. WO1-4L is the same as WO1-4R except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 5 1/4 | 4 | 12 3/8 | 7 7/8 | 16 7/8 | 10 1/2 | 1 5/8 | 6 | 4 1/2 | 1 | 1/2 | 2 1/4 | 7 1/2 | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 7 | 5 1/4 | 16 1/2 | 10 1/2 | 22 1/2 | 14 | 2 1/4 | 8 | 6 | 1 1/4 | 5/8 | 3 | 10 | | | | | | | | | 16.0 |

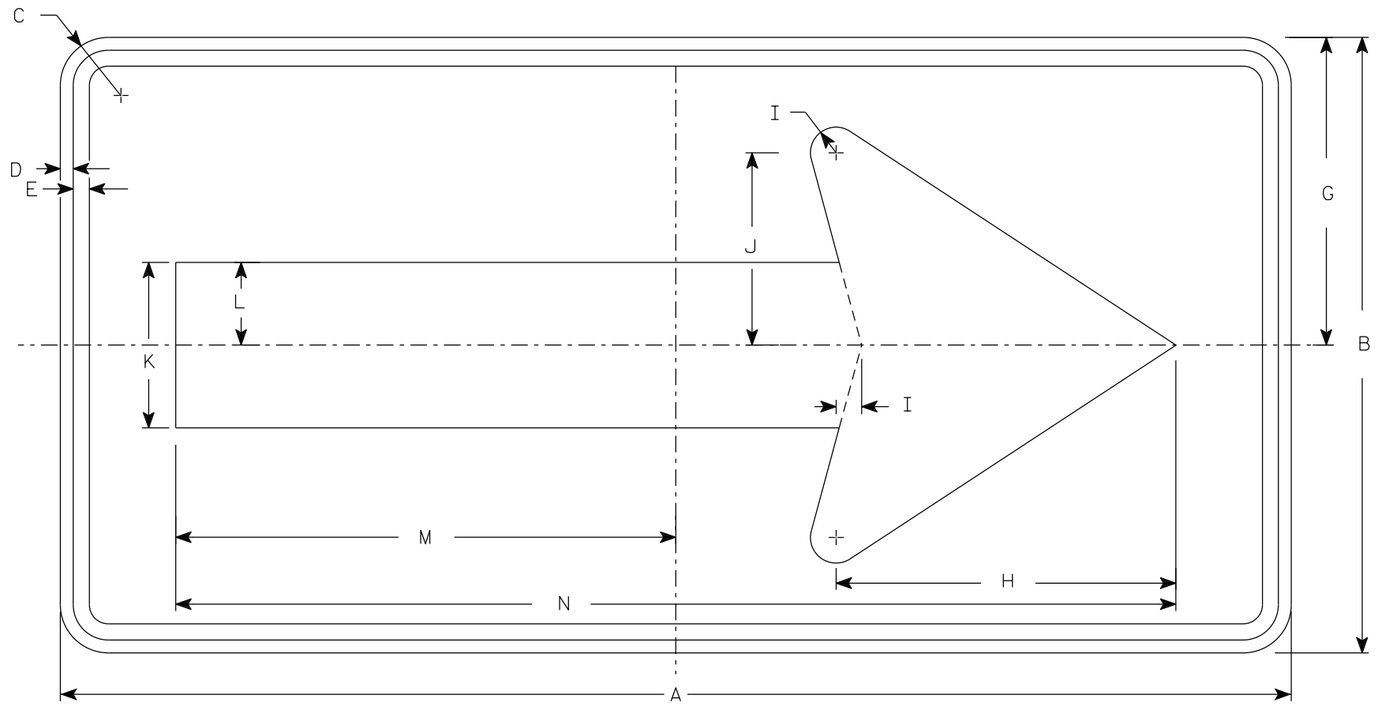
# STANDARD SIGN
# WO1-4

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*For* State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 339 | E




WO1-6

## NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 24 | 1 7/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 7/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 5 | 60 | 30 | 1 7/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |

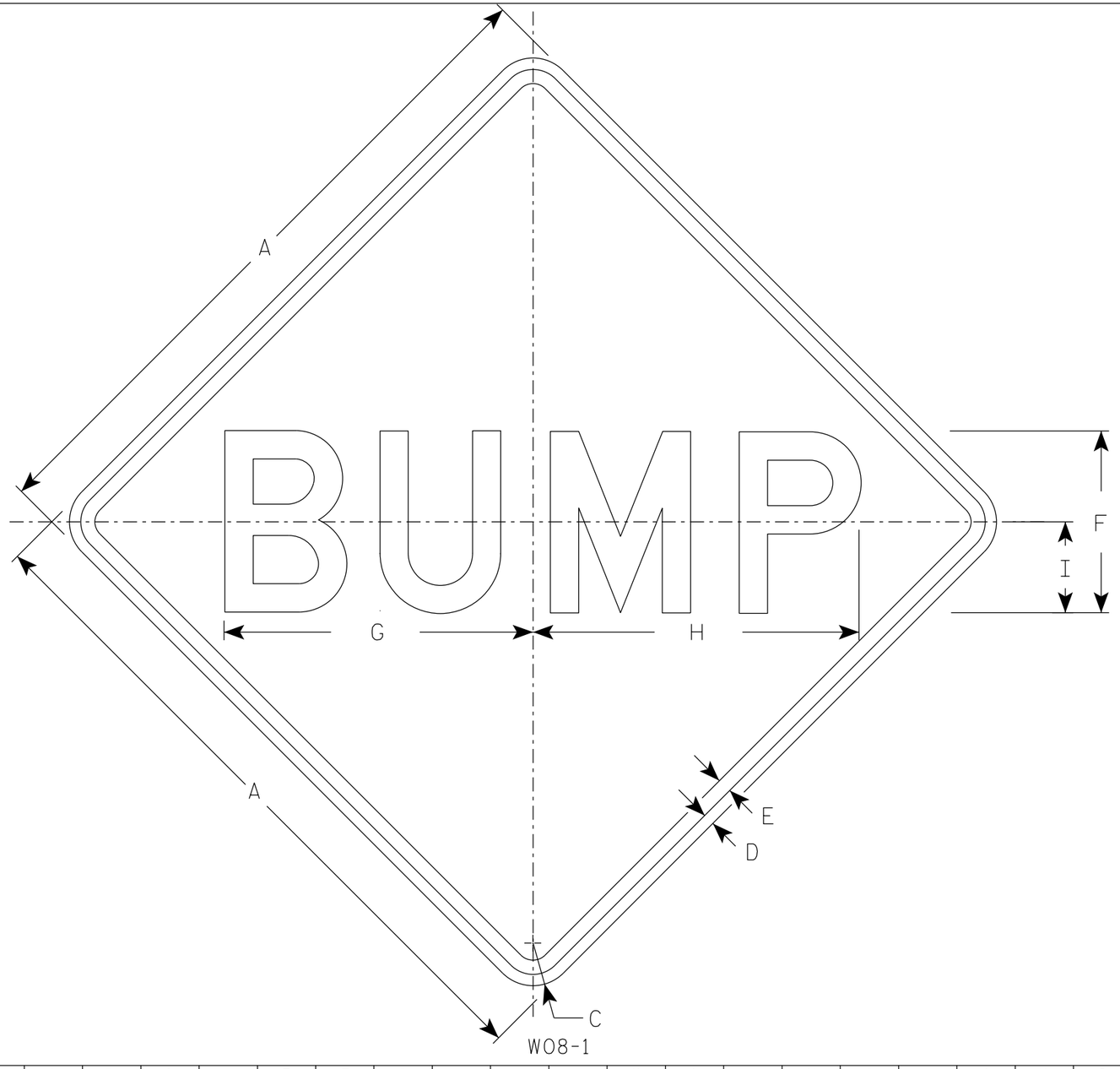
STANDARD SIGN
WO1-6

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E




NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   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 | 36 | | 2 1/4 | 5/8 | 3/4 | 10 | 16 7/8 | 17 7/8 | 5 | | | | | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 12 | 20 3/8 | 21 5/8 | 6 | | | | | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 12 | 20 3/8 | 21 5/8 | 6 | | | | | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 12 | 20 3/8 | 21 5/8 | 6 | | | | | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 12 | 20 3/8 | 21 5/8 | 6 | | | | | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 12 | 20 3/8 | 21 5/8 | 6 | | | | | | | | | | | | | | | | | | 16.0 |

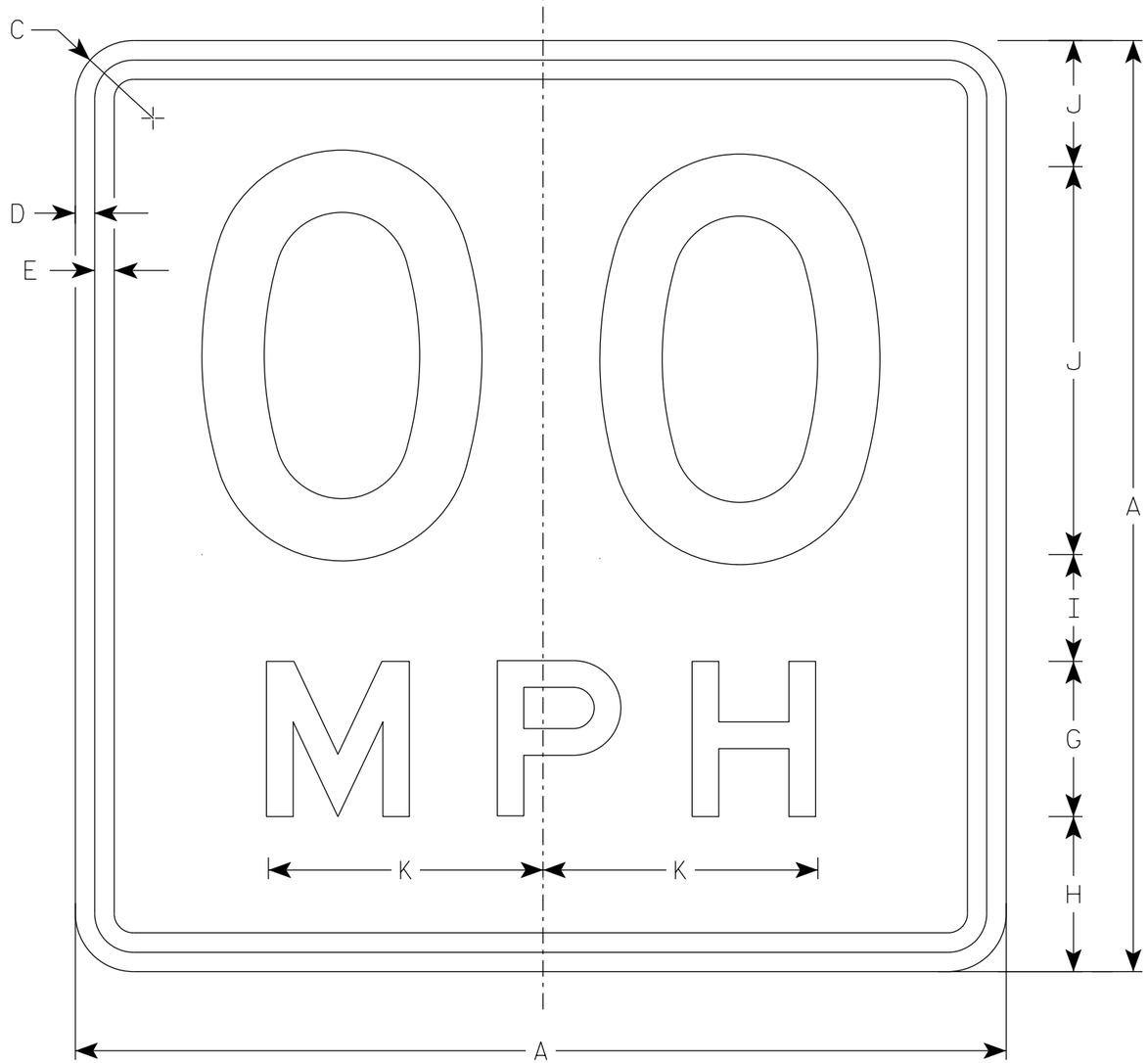
# STANDARD SIGN
# W08-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/30/2024 PLATE NO. W08-1.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 341 | E




W013-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/2 | 3/8 | 1/2 | 10 | 4 | 4 | 2 3/4 | 3 1/4 | 7 1/8 | | | | | | | | | | | | | | | | 4.0 |
| 2S | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.0 |
| 2M | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.0 |

STANDARD SIGN

W013-1

WISCONSIN DEPT OF TRANSPORTATION

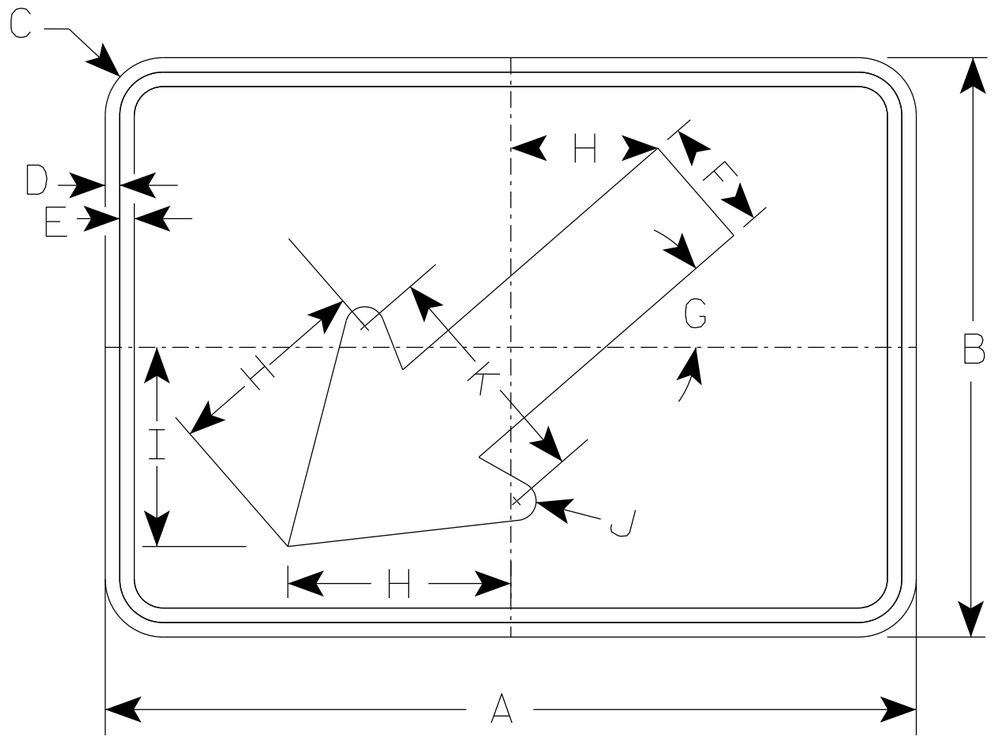
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W013-1.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W0131.dgn PLOT DATE : 1-FEB 2024 9:56 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. W016-7R is the same as W016-7L except the arrow is reversed along the vertical centerline.

7

7

* For 36" x 36" Warning Signs, use 30" x 21" W016-7L signs.
* For 48" x 48" Warning Signs, use 42" x 24" W016-7L signs.

| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2S | 21 | 15 | 1 1/2 | 3/8 | 3/8 | 3 | 41° | 5 1/4 | 5 1/8 | 1/2 | 6 | | | | | | | | | | | | | | | | 2.19 |
| * | 2M | 30 | 21 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 41° | 8 5/8 | 7 3/4 | 5/8 | 9 1/4 | | | | | | | | | | | | | | | | 4.38 |
| * | 3 | 30 | 21 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 41° | 8 5/8 | 7 3/4 | 5/8 | 9 1/4 | | | | | | | | | | | | | | | | 4.38 |
| * | 4 | 42 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 41° | 10 1/4 | 9 1/8 | 1 | 12 | | | | | | | | | | | | | | | | 7.0 |
| | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

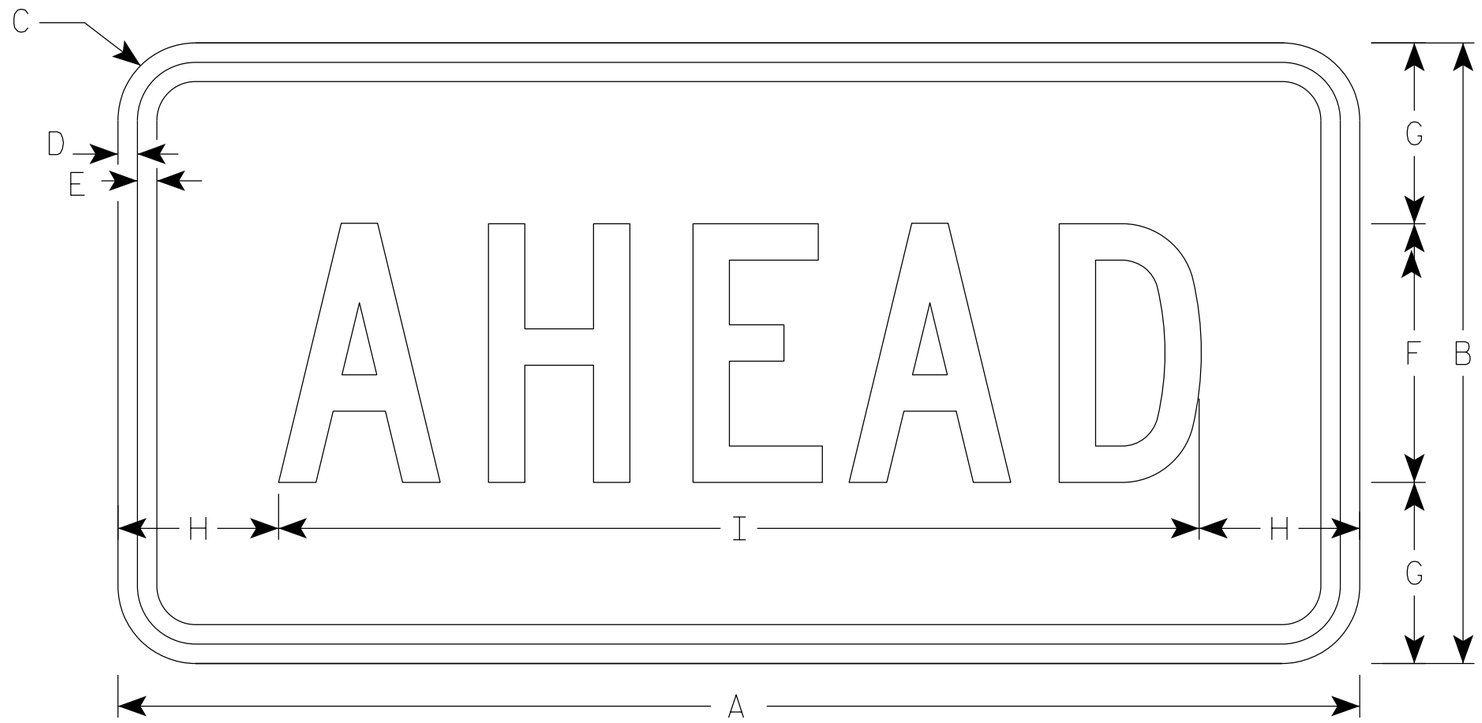
STANDARD SIGN
W016-7

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/30/26 PLATE NO. W016-7.4

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 343 | E |
|---|---|---|---|---|---|




W016-9P

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

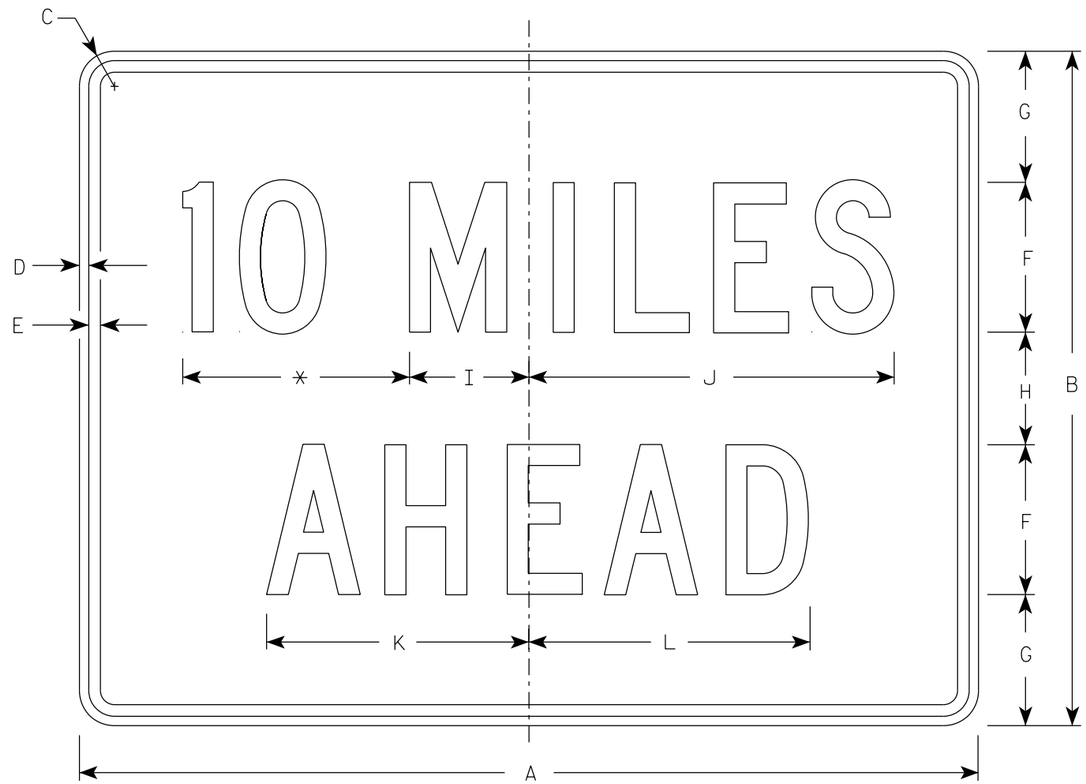
STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

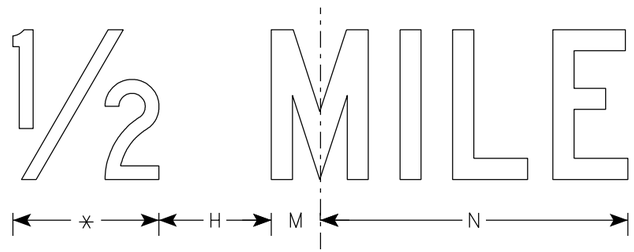
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 344 | E




W057-52




NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 24 | 1 1/2 | 3/8 | 1/2 | 6 | 4 1/2 | 3 | 4 3/4 | 14 5/8 | 10 5/8 | 11 3/8 | 2 | 12 | | | | | | | | | | | | | 6.0 |
| 2S | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7 | 6 | 6 3/8 | 19 1/2 | 14 | 15 | 2 3/4 | 16 3/8 | | | | | | | | | | | | | 12.0 |
| 2M | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7 | 6 | 6 3/8 | 19 1/2 | 14 | 15 | 2 3/4 | 16 3/8 | | | | | | | | | | | | | 12.0 |
| 3 | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7 | 6 | 6 3/8 | 19 1/2 | 14 | 15 | 2 3/4 | 16 3/8 | | | | | | | | | | | | | 12.0 |
| 4 | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7 | 6 | 6 3/8 | 19 1/2 | 14 | 15 | 2 3/4 | 16 3/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 2 1/4 | 1/2 | 5/8 | 8 | 7 | 6 | 6 3/8 | 19 1/2 | 14 | 15 | 2 3/4 | 16 3/8 | | | | | | | | | | | | | 12.0 |

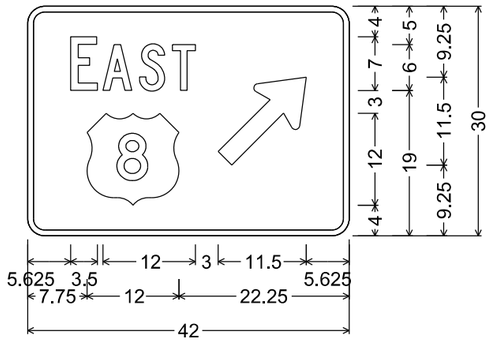
STANDARD SIGN
W057-52

*WISCONSIN DEPT OF TRANSPORTATION*

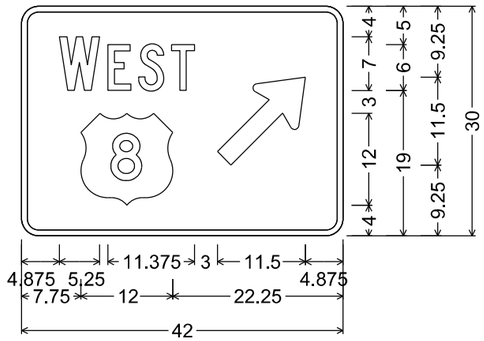
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W057-52.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 345 E



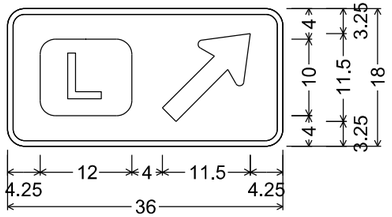

D1-1; 2.250" Radius, 0.750" Border



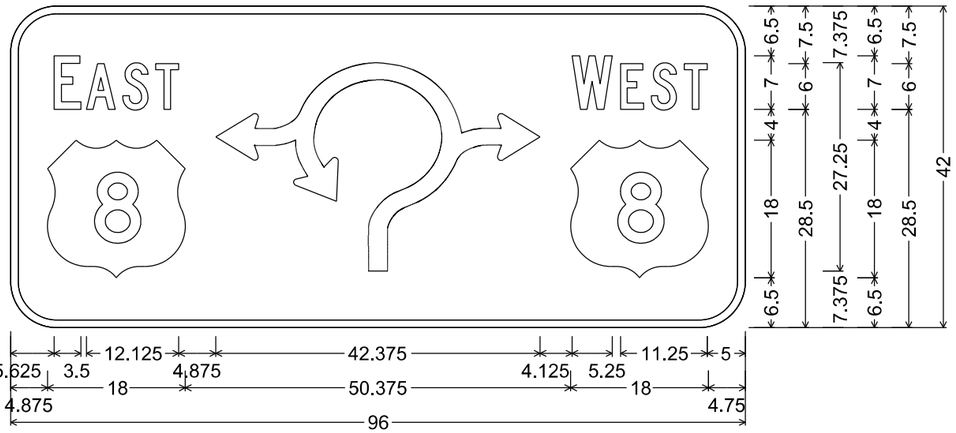

D1-1; 2.250" Radius, 0.750" Border

NOTES

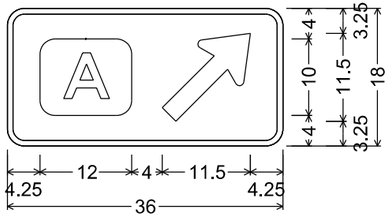
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C except as noted



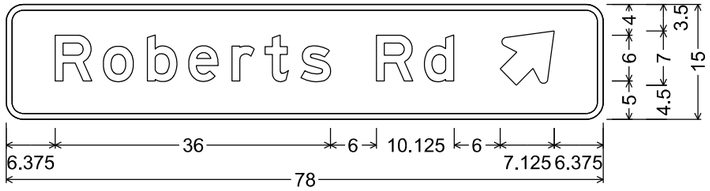

D1-1; 2.250" Radius, 0.750" Border




6.000" Radius, 1.000" Border




D1-1; 2.250" Radius, 0.750" Border



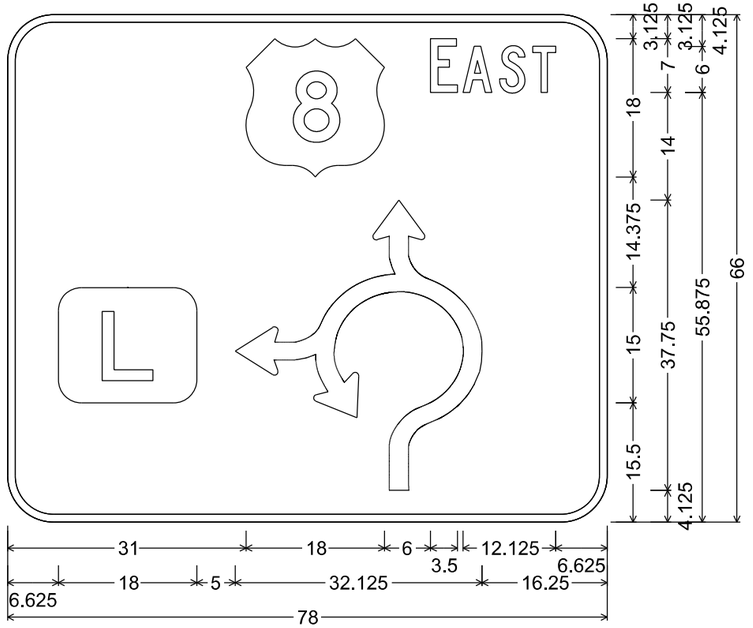

D1-1; 2.250" Radius, 0.750" Border
"Roberts", E; "Rd", E

7

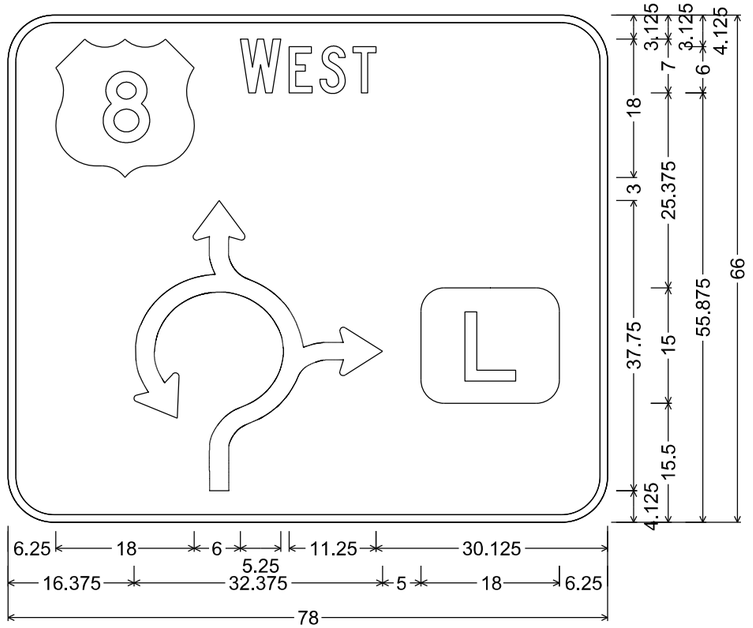
7

NOTES

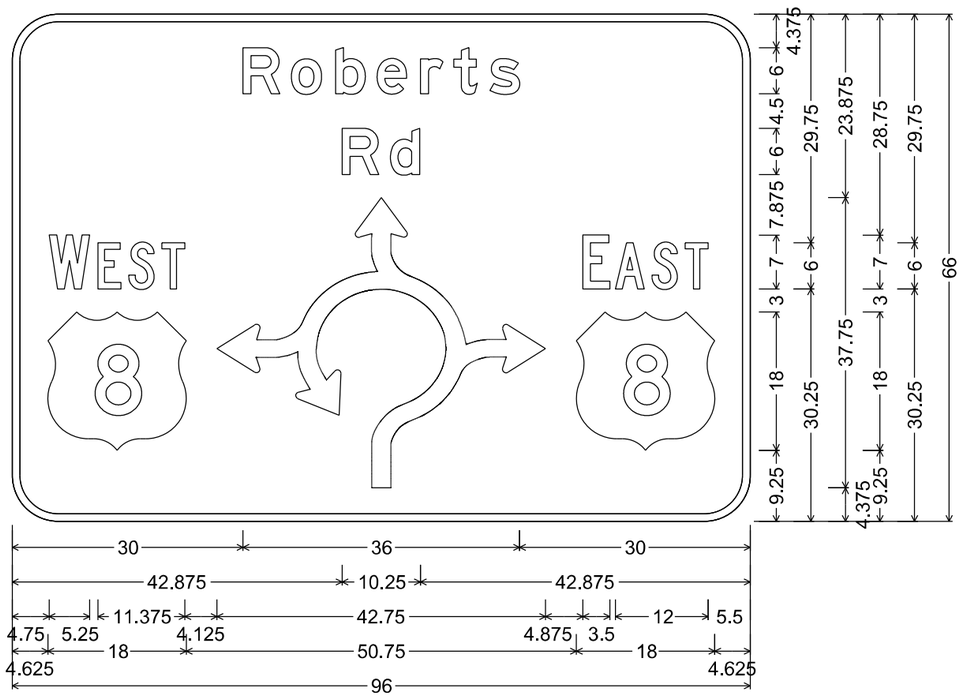
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C except as noted




D1-62; 6.000" Radius, 1.000" Border
"EAST", C




D1-62; 6.000" Radius, 1.000" Border
"WEST", C



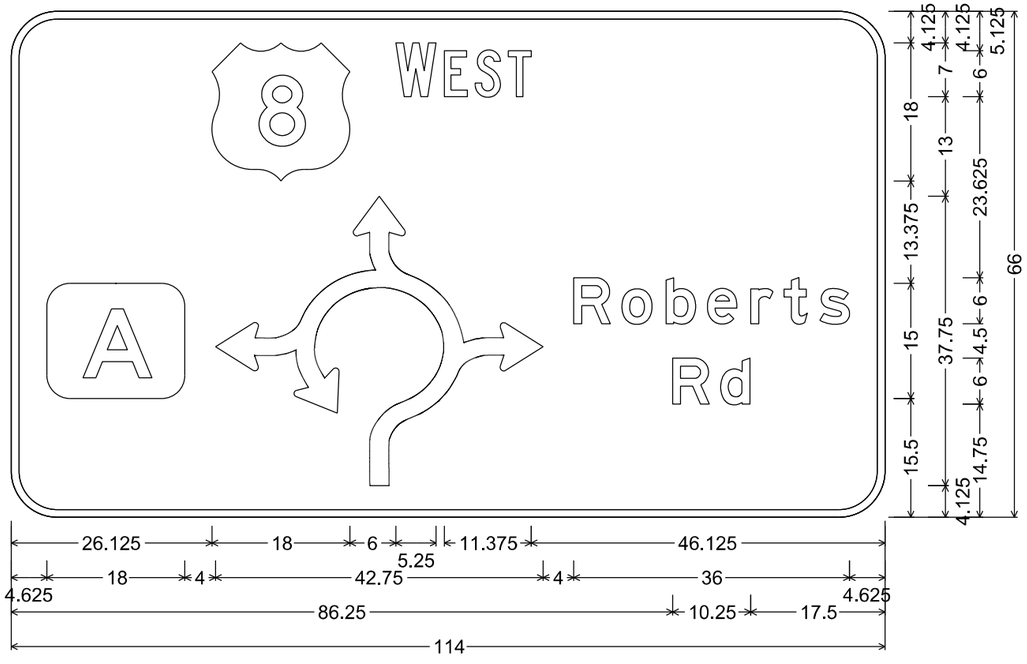

D1-62; 6.000" Radius, 1.000" Border
"Roberts", E; "Rd", E; "WEST", C; "EAST", C

7

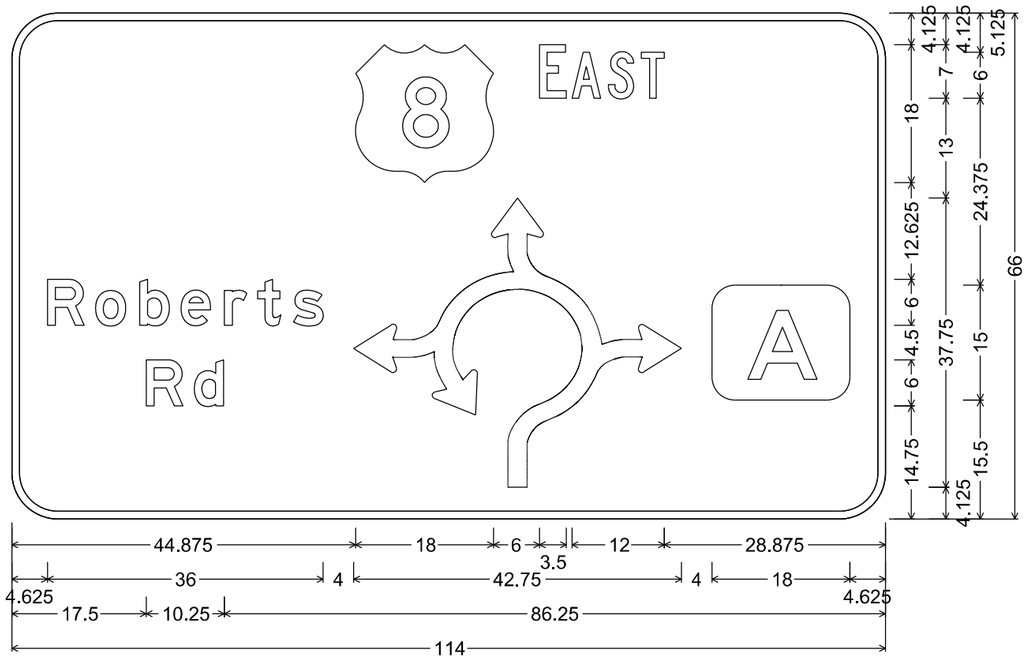
7

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C except as noted




D1-62; 6.000" Radius, 1.000" Border
"WEST", C; "Roberts", E; "Rd", E




D1-62; 6.000" Radius, 1.000" Border
"EAST", C; "Roberts", E; "Rd", E

7

7

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 8 - MASS ORDINATE | IF MARSH AND EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - EXPANDED ROCK) * FILL FACTOR)] |

DIVISION 1 - TRAIL REALIGNMENT 'T' - NORTH

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 700+69.71 | 70069.71 | 0.00 | 5.22 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 700+75.00 | 70075.00 | 5.29 | 3.78 | 0.00 | 0.00 | 1 | 0 | 0 | 1 | 0 | 1 |
| 700+85.00 | 70085.00 | 10 | 3.25 | 0.00 | 4.87 | 1 | 0 | 1 | 2 | 1 | 1 |
| 700+89.31 | 70089.31 | 4.31 | 3.86 | 0.00 | 10.34 | 1 | 0 | 1 | 3 | 3 | 1 |
| 700+95.00 | 70095.00 | 5.69 | 4.34 | 0.00 | 16.15 | 1 | 0 | 3 | 4 | 6 | -2 |
| 701+00.00 | 70100.00 | 5 | 0.00 | 0.00 | 24.78 | 0 | 0 | 4 | 4 | 11 | -7 |
| 701+02.59 | 70102.59 | 2.59 | 0.01 | 0.00 | 16.25 | 0 | 0 | 2 | 4 | 14 | -10 |
| 701+05.00 | 70105.00 | 2.41 | 2.81 | 0.00 | 1.10 | 0 | 0 | 1 | 4 | 15 | -11 |
| 701+12.07 | 70112.07 | 7.07 | 18.08 | 0.00 | 0.00 | 3 | 0 | 0 | 7 | 15 | -8 |

DIVISION 1 - TRAIL REALIGNMENT 'T' - SOUTH

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 701+46.99 | 70146.99 | 0.00 | 15.70 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 701+50.00 | 70150.00 | 3.01 | 10.77 | 0.00 | 0.00 | 1 | 0 | 0 | 1 | 0 | 1 |
| 701+55.00 | 70155.00 | 5 | 0.00 | 0.00 | 2.70 | 1 | 0 | 0 | 2 | 0 | 2 |
| 701+65.00 | 70165.00 | 10 | 0.00 | 0.00 | 55.39 | 0 | 0 | 11 | 2 | 14 | -12 |
| 701+75.00 | 70175.00 | 10 | 0.00 | 0.00 | 14.90 | 0 | 0 | 13 | 2 | 30 | -28 |
| 701+86.19 | 70186.19 | 11.19 | 26.46 | 0.00 | 0.00 | 5 | 0 | 3 | 7 | 34 | -27 |
| 702+00.00 | 70200.00 | 13.81 | 139.99 | 0.00 | 0.00 | 43 | 0 | 0 | 50 | 34 | 16 |
| 702+12.50 | 70212.50 | 12.5 | 229.93 | 0.00 | 0.00 | 86 | 0 | 0 | 136 | 34 | 102 |
| 702+25.00 | 70225.00 | 12.5 | 207.90 | 0.00 | 0.00 | 101 | 0 | 0 | 237 | 34 | 203 |
| 702+50.00 | 70250.00 | 25 | 156.36 | 0.00 | 0.00 | 169 | 0 | 0 | 406 | 34 | 372 |
| 702+75.00 | 70275.00 | 25 | 101.32 | 0.00 | 0.00 | 119 | 0 | 0 | 525 | 34 | 491 |
| 703+00.00 | 70300.00 | 25 | 61.84 | 0.00 | 0.00 | 76 | 0 | 0 | 601 | 34 | 567 |
| 703+25.00 | 70325.00 | 25 | 33.42 | 0.00 | 0.00 | 44 | 0 | 0 | 645 | 34 | 611 |
| 703+50.00 | 70350.00 | 25 | 13.72 | 0.00 | 0.00 | 22 | 0 | 0 | 667 | 34 | 633 |
| 703+75.00 | 70375.00 | 25 | 2.05 | 0.00 | 0.01 | 7 | 0 | 0 | 674 | 34 | 640 |
| 704+00.00 | 70400.00 | 25 | 1.14 | 0.00 | 6.22 | 1 | 0 | 3 | 675 | 38 | 638 |
| 704+25.00 | 70425.00 | 25 | 0.00 | 0.00 | 21.57 | 1 | 0 | 13 | 676 | 54 | 622 |
| 704+50.00 | 70450.00 | 25 | 0.00 | 0.00 | 30.73 | 0 | 0 | 24 | 676 | 84 | 592 |
| 704+75.00 | 70475.00 | 25 | 0.00 | 0.00 | 35.14 | 0 | 0 | 30 | 676 | 121 | 555 |
| 705+00.00 | 70500.00 | 25 | 0.00 | 0.00 | 40.02 | 0 | 0 | 35 | 676 | 165 | 511 |
| 705+25.00 | 70525.00 | 25 | 0.00 | 0.00 | 44.35 | 0 | 0 | 39 | 676 | 214 | 462 |
| 705+50.00 | 70550.00 | 25 | 0.00 | 0.00 | 37.14 | 0 | 0 | 38 | 676 | 261 | 415 |
| 705+75.00 | 70575.00 | 25 | 0.00 | 0.00 | 41.72 | 0 | 0 | 37 | 676 | 308 | 369 |
| 706+00.00 | 70600.00 | 25 | 0.00 | 0.00 | 39.84 | 0 | 0 | 38 | 676 | 355 | 321 |
| 706+25.00 | 70625.00 | 25 | 0.00 | 0.00 | 33.05 | 0 | 0 | 34 | 676 | 398 | 279 |
| 706+50.00 | 70650.00 | 25 | 0.00 | 0.00 | 37.17 | 0 | 0 | 33 | 676 | 439 | 237 |
| 706+75.00 | 70675.00 | 25 | 0.00 | 0.00 | 41.81 | 0 | 0 | 37 | 676 | 485 | 191 |
| 707+00.00 | 70700.00 | 25 | 0.00 | 0.00 | 42.34 | 0 | 0 | 39 | 676 | 534 | 142 |
| 707+25.00 | 70725.00 | 25 | 0.00 | 0.00 | 41.63 | 0 | 0 | 39 | 676 | 583 | 94 |
| 707+50.00 | 70750.00 | 25 | 0.00 | 0.00 | 40.18 | 0 | 0 | 38 | 676 | 630 | 46 |
| 707+75.00 | 70775.00 | 25 | 0.00 | 0.00 | 35.79 | 0 | 0 | 35 | 676 | 674 | 2 |
| 708+00.00 | 70800.00 | 25 | 0.00 | 0.00 | 36.11 | 0 | 0 | 33 | 676 | 715 | -39 |
| 708+25.00 | 70825.00 | 25 | 0.00 | 0.00 | 28.76 | 0 | 0 | 30 | 676 | 753 | -77 |
| 708+50.00 | 70850.00 | 25 | 0.00 | 0.00 | 22.71 | 0 | 0 | 24 | 676 | 783 | -107 |
| 708+75.00 | 70875.00 | 25 | 0.00 | 0.00 | 12.02 | 0 | 0 | 16 | 676 | 803 | -127 |
| 709+00.00 | 70900.00 | 25 | 5.88 | 0.00 | 0.66 | 3 | 0 | 6 | 679 | 810 | -131 |
| 709+15.59 | 70915.59 | 15.59 | 15.46 | 0.00 | 0.00 | 6 | 0 | 0 | 685 | 810 | -125 |



PLOT DATE : 1/29/2025
PLOT BY : MSA
PLOT NAME:
PLOT SCALE : 1:1

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 8 - MASS ORDINATE | IF MARSH AND EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - EXPANDED ROCK) * FILL FACTOR)] |

DIVISION 1 - USH 8 CTH L TEMP 'EX' - STAGE 1

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1478+11.57 | 147811.57 | 0.00 | 11.64 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1478+50.00 | 147850.00 | 38.43 | 14.62 | 0.00 | 0.00 | 19 | 0 | 0 | 19 | 0 | 19 |
| 1479+00.00 | 147900.00 | 50.00 | 14.33 | 0.00 | 1.27 | 27 | 0 | 1 | 46 | 1 | 45 |
| 1479+50.00 | 147950.00 | 50.00 | 15.85 | 0.00 | 7.97 | 28 | 0 | 9 | 74 | 13 | 62 |
| 1480+00.00 | 148000.00 | 50.00 | 19.91 | 0.00 | 10.67 | 33 | 0 | 17 | 107 | 34 | 73 |
| 1480+20.04 | 148020.04 | 20.04 | 22.50 | 0.00 | 10.52 | 16 | 0 | 8 | 123 | 44 | 79 |
| 1480+50.00 | 148050.00 | 29.96 | 26.90 | 0.00 | 9.18 | 27 | 0 | 11 | 150 | 58 | 93 |
| 1481+00.00 | 148100.00 | 50.00 | 29.75 | 0.00 | 8.04 | 52 | 0 | 16 | 202 | 78 | 125 |
| 1481+25.00 | 148125.00 | 25.00 | 27.67 | 0.00 | 9.32 | 27 | 0 | 8 | 229 | 88 | 142 |
| 1481+43.48 | 148143.48 | 18.48 | 56.73 | 0.00 | 0.00 | 29 | 0 | 3 | 258 | 91 | 167 |
| 1481+50.00 | 148150.00 | 6.52 | 57.68 | 0.00 | 0.00 | 14 | 0 | 0 | 272 | 91 | 181 |
| 1481+75.00 | 148175.00 | 25.00 | 32.39 | 0.00 | 5.76 | 42 | 0 | 3 | 314 | 95 | 219 |
| 1482+00.00 | 148200.00 | 25.00 | 39.07 | 0.00 | 4.51 | 33 | 0 | 5 | 347 | 101 | 246 |
| 1482+50.00 | 148250.00 | 50.00 | 35.03 | 0.00 | 4.88 | 69 | 0 | 9 | 416 | 113 | 304 |
| 1482+75.00 | 148275.00 | 25.00 | 31.88 | 0.00 | 4.91 | 31 | 0 | 5 | 447 | 119 | 328 |
| 1483+00.00 | 148300.00 | 25.00 | 30.14 | 0.00 | 6.35 | 29 | 0 | 5 | 476 | 125 | 351 |
| 1483+16.70 | 148316.70 | 16.70 | 56.89 | 0.00 | 0.00 | 27 | 0 | 2 | 503 | 128 | 376 |
| 1483+50.00 | 148350.00 | 33.30 | 19.32 | 0.00 | 4.36 | 47 | 0 | 3 | 550 | 131 | 419 |
| 1484+00.00 | 148400.00 | 50.00 | 13.78 | 0.00 | 5.33 | 31 | 0 | 9 | 581 | 143 | 439 |
| 1484+25.00 | 148425.00 | 25.00 | 12.59 | 0.00 | 6.28 | 12 | 0 | 5 | 593 | 149 | 444 |
| 1484+50.00 | 148450.00 | 25.00 | 45.37 | 0.00 | 0.00 | 27 | 0 | 3 | 620 | 153 | 468 |
| 1484+75.00 | 148475.00 | 25.00 | 14.71 | 0.00 | 2.06 | 28 | 0 | 1 | 648 | 154 | 494 |
| 1485+00.00 | 148500.00 | 25.00 | 12.14 | 0.00 | 1.69 | 12 | 0 | 2 | 660 | 156 | 504 |
| 1485+50.00 | 148550.00 | 50.00 | 12.40 | 0.00 | 0.10 | 23 | 0 | 2 | 683 | 159 | 524 |
| 1486+00.00 | 148600.00 | 50.00 | 13.42 | 0.00 | 0.00 | 24 | 0 | 0 | 707 | 159 | 548 |
| 1486+36.60 | 148636.60 | 36.60 | 41.49 | 0.00 | 0.00 | 37 | 0 | 0 | 744 | 159 | 585 |
| 1486+50.00 | 148650.00 | 13.40 | 19.72 | 0.00 | 0.00 | 15 | 0 | 0 | 759 | 159 | 600 |
| 1486+75.00 | 148675.00 | 25.00 | 16.58 | 0.00 | 0.00 | 17 | 0 | 0 | 776 | 159 | 617 |
| 1487+00.00 | 148700.00 | 25.00 | 15.61 | 0.00 | 0.00 | 15 | 0 | 0 | 791 | 159 | 632 |
| 1487+50.00 | 148750.00 | 50.00 | 13.75 | 0.00 | 0.00 | 27 | 0 | 0 | 818 | 159 | 659 |
| 1487+79.76 | 148779.76 | 29.76 | 10.75 | 0.00 | 0.00 | 14 | 0 | 0 | 832 | 159 | 673 |
| 1488+00.00 | 148800.00 | 20.24 | 8.70 | 0.00 | 0.00 | 7 | 0 | 0 | 839 | 159 | 680 |
| 1488+50.00 | 148850.00 | 50.00 | 11.19 | 0.00 | 0.00 | 18 | 0 | 0 | 857 | 159 | 698 |
| 1488+84.44 | 148884.44 | 34.44 | 8.73 | 0.00 | 0.00 | 13 | 0 | 0 | 870 | 159 | 711 |
| 1491+10.79 | 149110.79 | 226.35 | 7.04 | 0.00 | 0.00 | 66 | 0 | 0 | 936 | 159 | 777 |
| 1491+50.00 | 149150.00 | 39.21 | 8.67 | 0.00 | 0.00 | 11 | 0 | 0 | 947 | 159 | 788 |
| 1492+00.00 | 149200.00 | 50.00 | 9.52 | 0.00 | 0.37 | 17 | 0 | 0 | 964 | 159 | 805 |
| 1492+50.00 | 149250.00 | 50.00 | 7.52 | 0.00 | 8.25 | 16 | 0 | 8 | 980 | 169 | 811 |
| 1493+00.00 | 149300.00 | 50.00 | 10.11 | 0.00 | 27.11 | 16 | 0 | 33 | 996 | 210 | 786 |
| 1493+12.29 | 149312.29 | 12.29 | 10.00 | 0.00 | 35.37 | 5 | 0 | 14 | 1001 | 228 | 774 |
| 1493+50.00 | 149350.00 | 37.71 | 7.80 | 0.00 | 34.28 | 12 | 0 | 49 | 1013 | 289 | 724 |
| 1494+00.00 | 149400.00 | 50.00 | 7.52 | 0.00 | 49.09 | 14 | 0 | 77 | 1027 | 385 | 642 |
| 1494+50.00 | 149450.00 | 50.00 | 7.48 | 0.00 | 49.84 | 14 | 0 | 92 | 1041 | 500 | 541 |
| 1495+00.00 | 149500.00 | 50.00 | 7.43 | 0.00 | 50.17 | 14 | 0 | 93 | 1055 | 616 | 439 |
| 1495+50.00 | 149550.00 | 50.00 | 11.57 | 0.00 | 43.98 | 18 | 0 | 87 | 1073 | 725 | 348 |
| 1496+00.00 | 149600.00 | 50.00 | 7.81 | 0.00 | 48.52 | 18 | 0 | 86 | 1091 | 833 | 259 |
| 1496+50.00 | 149650.00 | 50.00 | 9.62 | 0.00 | 47.13 | 16 | 0 | 89 | 1107 | 944 | 163 |
| 1497+00.00 | 149700.00 | 50.00 | 8.97 | 0.00 | 44.87 | 17 | 0 | 85 | 1124 | 1050 | 74 |
| 1497+48.09 | 149748.09 | 48.09 | 9.36 | 0.00 | 29.80 | 16 | 0 | 66 | 1140 | 1133 | 8 |
| 1497+50.00 | 149750.00 | 1.91 | 9.28 | 0.00 | 28.97 | 1 | 0 | 2 | 1141 | 1135 | 6 |
| 1498+00.00 | 149800.00 | 50.00 | 8.46 | 0.00 | 20.51 | 16 | 0 | 46 | 1157 | 1193 | -36 |
| 1498+50.00 | 149850.00 | 50.00 | 8.80 | 0.00 | 2.63 | 16 | 0 | 21 | 1173 | 1219 | -46 |
| 1498+75.00 | 149875.00 | 25.00 | 9.48 | 0.00 | 0.00 | 8 | 0 | 1 | 1181 | 1220 | -39 |
| 1499+00.00 | 149900.00 | 25.00 | 15.49 | 0.00 | 0.00 | 12 | 0 | 0 | 1193 | 1220 | -27 |
| 1499+05.11 | 149905.11 | 5.11 | 15.38 | 0.00 | 0.00 | 3 | 0 | 0 | 1196 | 1220 | -24 |



PLOT DATE : 1/23/2025
PLOT BY : MSA
PLOT NAME :
PLOT SCALE : 1:1

DIVISION 2 - USH 8 EB 'LEB' - WEST - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 97+00.00 | 9700.00 | 0.00 | 50.49 | 18.03 | 0.54 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97+50.00 | 9750.00 | 50.00 | 47.26 | 17.14 | 0.11 | 91 | 33 | 1 | 91 | 1 | 57 |
| 98+00.00 | 9800.00 | 50.00 | 47.10 | 17.10 | 0.00 | 87 | 32 | 0 | 178 | 1 | 112 |
| 98+25.00 | 9825.00 | 25.00 | 48.49 | 17.01 | 0.00 | 44 | 16 | 0 | 222 | 1 | 140 |
| 98+50.00 | 9850.00 | 25.00 | 51.12 | 17.23 | 0.00 | 46 | 16 | 0 | 268 | 1 | 170 |
| 99+00.00 | 9900.00 | 50.00 | 62.37 | 17.21 | 0.00 | 105 | 32 | 0 | 373 | 1 | 243 |
| 99+50.00 | 9950.00 | 50.00 | 71.14 | 17.91 | 0.00 | 124 | 33 | 0 | 497 | 1 | 334 |
| 100+00.00 | 10000.00 | 50.00 | 76.58 | 17.47 | 0.00 | 137 | 33 | 0 | 634 | 1 | 438 |
| 100+50.00 | 10050.00 | 50.00 | 82.85 | 16.79 | 0.00 | 148 | 32 | 0 | 782 | 1 | 554 |
| 101+00.00 | 10100.00 | 50.00 | 77.87 | 15.67 | 0.00 | 149 | 30 | 0 | 931 | 1 | 673 |
| 101+30.36 | 10130.36 | 30.36 | 70.82 | 14.63 | 0.00 | 84 | 17 | 0 | 1015 | 1 | 740 |
| 101+50.00 | 10150.00 | 19.64 | 74.99 | 13.56 | 0.00 | 53 | 10 | 0 | 1068 | 1 | 783 |
| 102+00.00 | 10200.00 | 50.00 | 68.94 | 11.23 | 10.57 | 133 | 23 | 10 | 1201 | 14 | 880 |
| 102+50.00 | 10250.00 | 50.00 | 67.67 | 8.33 | 10.16 | 126 | 18 | 19 | 1327 | 38 | 965 |
| 103+00.00 | 10300.00 | 50.00 | 56.06 | 4.91 | 20.22 | 115 | 12 | 28 | 1442 | 73 | 1033 |
| 103+12.50 | 10312.50 | 12.50 | 52.74 | 3.97 | 26.79 | 25 | 2 | 11 | 1467 | 86 | 1042 |
| 103+50.00 | 10350.00 | 37.50 | 42.43 | 1.05 | 41.79 | 66 | 3 | 48 | 1533 | 146 | 1045 |
| 104+00.00 | 10400.00 | 50.00 | 18.24 | 0.00 | 78.81 | 56 | 1 | 112 | 1589 | 286 | 960 |
| 104+50.00 | 10450.00 | 50.00 | 0.35 | 0.00 | 133.20 | 17 | 0 | 196 | 1606 | 531 | 732 |
| 104+56.01 | 10456.01 | 6.01 | 29.37 | 1.78 | 138.65 | 3 | 0 | 30 | 1609 | 569 | 697 |
| 104+57.13 | 10457.13 | 1.12 | 40.80 | 1.57 | 9.35 | 1 | 0 | 3 | 1610 | 573 | 695 |
| 104+75.00 | 10475.00 | 17.87 | 38.90 | 0.46 | 12.59 | 26 | 1 | 7 | 1636 | 581 | 711 |
| 105+00.00 | 10500.00 | 25.00 | 33.60 | 0.44 | 27.94 | 34 | 0 | 19 | 1670 | 605 | 721 |
| 105+50.00 | 10550.00 | 50.00 | 28.10 | 0.09 | 47.87 | 57 | 0 | 70 | 1727 | 693 | 691 |
| 105+75.00 | 10575.00 | 25.00 | 18.97 | 0.36 | 87.87 | 22 | 0 | 63 | 1749 | 771 | 634 |
| 106+00.00 | 10600.00 | 25.00 | 12.58 | 0.33 | 115.82 | 15 | 0 | 94 | 1764 | 889 | 531 |
| 106+25.00 | 10625.00 | 25.00 | 1.65 | 0.00 | 185.48 | 7 | 0 | 139 | 1771 | 1063 | 365 |
| 106+50.00 | 10650.00 | 25.00 | 0.53 | 0.00 | 269.05 | 1 | 0 | 210 | 1772 | 1325 | 103 |
| 106+75.00 | 10675.00 | 25.00 | 0.00 | 0.00 | 332.43 | 0 | 0 | 278 | 1772 | 1673 | -245 |
| 107+00.00 | 10700.00 | 25.00 | 0.00 | 0.00 | 382.64 | 0 | 0 | 331 | 1772 | 2086 | -658 |
| 107+25.00 | 10725.00 | 25.00 | 0.00 | 0.00 | 288.81 | 0 | 0 | 311 | 1772 | 2475 | -1047 |
| 107+36.59 | 10736.59 | 11.59 | 0.00 | 0.00 | 277.26 | 0 | 0 | 121 | 1772 | 2626 | -1198 |
| 107+50.00 | 10750.00 | 13.41 | 0.00 | 0.00 | 242.17 | 0 | 0 | 129 | 1772 | 2788 | -1360 |
| 107+56.47 | 10756.47 | 6.47 | 0.00 | 3.92 | 185.26 | 0 | 0 | 51 | 1772 | 2851 | -1423 |

DIVISION 2 - USH 8 WB 'LWB' - WEST - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 104+58.46 | 10458.46 | 0.00 | 0.00 | 0.00 | 130.23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105+00.00 | 10500.00 | 41.54 | 0.00 | 0.00 | 147.54 | 0 | 0 | 214 | 0 | 268 | -268 |
| 105+50.00 | 10550.00 | 50.00 | 0.00 | 0.00 | 158.76 | 0 | 0 | 284 | 0 | 623 | -623 |
| 105+75.00 | 10575.00 | 25.00 | 1.63 | 0.00 | 180.33 | 1 | 0 | 157 | 1 | 819 | -818 |
| 106+00.00 | 10600.00 | 25.00 | 3.90 | 0.00 | 237.17 | 3 | 0 | 193 | 4 | 1060 | -1056 |
| 106+25.00 | 10625.00 | 25.00 | 8.22 | 0.00 | 283.82 | 6 | 0 | 241 | 10 | 1361 | -1351 |
| 106+50.00 | 10650.00 | 25.00 | 42.03 | 0.00 | 422.85 | 23 | 0 | 327 | 33 | 1770 | -1737 |
| 106+75.00 | 10675.00 | 25.00 | 78.12 | 0.00 | 497.26 | 56 | 0 | 426 | 89 | 2303 | -2214 |
| 107+00.00 | 10700.00 | 25.00 | 116.43 | 0.00 | 644.37 | 90 | 0 | 529 | 179 | 2964 | -2785 |
| 107+25.00 | 10725.00 | 25.00 | 145.65 | 0.00 | 776.58 | 121 | 0 | 658 | 300 | 3786 | -3486 |
| 107+46.77 | 10746.77 | 21.77 | 207.71 | 0.00 | 924.81 | 142 | 0 | 686 | 442 | 4644 | -4202 |
| 107+50.00 | 10750.00 | 3.23 | 214.63 | 0.00 | 906.22 | 25 | 0 | 110 | 467 | 4781 | -4314 |
| 107+74.06 | 10774.06 | 24.06 | 278.27 | 0.00 | 782.86 | 220 | 0 | 753 | 687 | 5723 | -5036 |

DIVISION 2 - USH 8 EB 'LEB' -EAST - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 108+81.89 | 10881.89 | 0.00 | 46.66 | 16.63 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 108+93.97 | 10893.97 | 12.08 | 62.87 | 23.32 | 0.00 | 25 | 9 | 0 | 25 | 0 | 16 |
| 109+00.00 | 10900.00 | 6.03 | 38.91 | 10.83 | 0.00 | 11 | 4 | 0 | 36 | 0 | 23 |
| 109+08.23 | 10908.23 | 8.23 | 57.24 | 11.96 | 0.00 | 15 | 3 | 0 | 51 | 0 | 35 |
| 109+25.00 | 10925.00 | 16.77 | 43.69 | 8.94 | 0.00 | 31 | 6 | 0 | 82 | 0 | 60 |
| 109+50.00 | 10950.00 | 25.00 | 37.25 | 7.83 | 0.00 | 37 | 8 | 0 | 119 | 0 | 89 |
| 109+75.00 | 10975.00 | 25.00 | 43.24 | 8.51 | 0.00 | 37 | 8 | 0 | 156 | 0 | 118 |
| 110+00.00 | 11000.00 | 25.00 | 27.92 | 6.95 | 0.00 | 33 | 7 | 0 | 189 | 0 | 144 |
| 110+25.00 | 11025.00 | 25.00 | 25.43 | 7.03 | 0.00 | 25 | 6 | 0 | 214 | 0 | 163 |
| 110+50.00 | 11050.00 | 25.00 | 23.99 | 7.22 | 0.00 | 23 | 7 | 0 | 237 | 0 | 179 |
| 111+00.00 | 11100.00 | 50.00 | 22.92 | 11.33 | 0.00 | 43 | 17 | 0 | 280 | 0 | 205 |
| 111+50.00 | 11150.00 | 50.00 | 21.29 | 12.09 | 0.00 | 41 | 22 | 0 | 321 | 0 | 224 |
| 111+90.98 | 11190.98 | 40.98 | 15.84 | 9.43 | 0.00 | 28 | 16 | 0 | 349 | 0 | 236 |
| 111+93.00 | 11193.00 | 2.02 | 106.23 | 29.07 | 0.00 | 5 | 1 | 0 | 354 | 0 | 240 |
| 112+00.00 | 11200.00 | 7.00 | 101.15 | 27.71 | 0.00 | 27 | 7 | 0 | 381 | 0 | 260 |
| 112+25.00 | 11225.00 | 25.00 | 92.53 | 25.03 | 0.00 | 90 | 24 | 0 | 471 | 0 | 326 |
| 112+50.00 | 11250.00 | 25.00 | 81.07 | 21.92 | 0.00 | 80 | 22 | 0 | 551 | 0 | 384 |
| 113+00.00 | 11300.00 | 50.00 | 70.52 | 22.36 | 0.00 | 140 | 41 | 0 | 691 | 0 | 483 |
| 113+50.00 | 11350.00 | 50.00 | 62.81 | 21.28 | 0.00 | 123 | 40 | 0 | 814 | 0 | 566 |
| 114+00.00 | 11400.00 | 50.00 | 54.98 | 18.62 | 0.00 | 109 | 37 | 0 | 923 | 0 | 638 |
| 114+50.00 | 11450.00 | 50.00 | 52.80 | 17.28 | 0.00 | 100 | 33 | 0 | 1023 | 0 | 705 |
| 114+63.78 | 11463.78 | 13.78 | 52.76 | 17.02 | 0.00 | 27 | 9 | 0 | 1050 | 0 | 723 |



PLOT DATE : 1/23/2025
PLOT BY : MSA
PLOT NAME:
PLOT SCALE : 1:1

DIVISION 2 - USH 8 WB 'LWB' - EAST - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 109+23.35 | 10923.35 | 0.00 | 219.47 | 34.03 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109+25.00 | 10925.00 | 1.65 | 223.66 | 33.42 | 0.00 | 14 | 2 | 0 | 14 | 0 | 12 |
| 109+43.22 | 10943.22 | 18.22 | 271.44 | 33.47 | 0.00 | 167 | 23 | 0 | 181 | 0 | 156 |
| 109+50.00 | 10950.00 | 6.78 | 268.33 | 29.92 | 0.00 | 68 | 8 | 0 | 249 | 0 | 216 |
| 109+75.00 | 10975.00 | 25.00 | 248.30 | 21.66 | 0.00 | 239 | 24 | 0 | 488 | 0 | 431 |
| 110+00.00 | 11000.00 | 25.00 | 243.70 | 23.60 | 0.00 | 228 | 21 | 0 | 716 | 0 | 638 |
| 110+25.00 | 11025.00 | 25.00 | 197.27 | 23.24 | 0.00 | 204 | 22 | 0 | 920 | 0 | 820 |
| 110+50.00 | 11050.00 | 25.00 | 149.13 | 21.14 | 0.00 | 160 | 21 | 0 | 1080 | 0 | 959 |
| 110+75.00 | 11075.00 | 25.00 | 130.62 | 21.08 | 0.00 | 130 | 20 | 0 | 1210 | 0 | 1069 |
| 111+00.00 | 11100.00 | 25.00 | 150.62 | 21.10 | 0.00 | 130 | 20 | 0 | 1340 | 0 | 1179 |
| 111+50.00 | 11150.00 | 50.00 | 99.42 | 19.55 | 0.00 | 232 | 38 | 0 | 1572 | 0 | 1373 |
| 112+00.00 | 11200.00 | 50.00 | 94.79 | 18.76 | 0.00 | 180 | 35 | 0 | 1752 | 0 | 1518 |
| 112+21.50 | 11221.50 | 21.50 | 90.79 | 19.81 | 0.00 | 74 | 15 | 0 | 1826 | 0 | 1577 |

DIVISION 2 - CTH L NB 'LNB' - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 200+00.00 | 20000.00 | 0.00 | 116.75 | 22.28 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 200+25.00 | 20025.00 | 25 | 71.05 | 15.50 | 51.11 | 87 | 17 | 24 | 87 | 30 | 40 |
| 200+27.50 | 20027.50 | 2.5 | 70.27 | 15.17 | 65.16 | 7 | 1 | 5 | 94 | 36 | 40 |
| 200+50.00 | 20050.00 | 22.5 | 60.34 | 13.21 | 34.92 | 54 | 12 | 42 | 148 | 89 | 29 |
| 200+75.00 | 20075.00 | 25 | 57.23 | 13.98 | 21.60 | 54 | 13 | 26 | 202 | 121 | 38 |
| 201+00.00 | 20100.00 | 25 | 51.02 | 12.83 | 13.04 | 50 | 12 | 16 | 252 | 141 | 56 |
| 201+25.00 | 20125.00 | 25 | 59.88 | 12.51 | 6.35 | 51 | 12 | 9 | 303 | 153 | 84 |
| 201+29.01 | 20129.01 | 4.01 | 64.90 | 13.42 | 4.35 | 9 | 2 | 1 | 312 | 154 | 89 |
| 201+42.26 | 20142.26 | 13.25 | 65.42 | 16.95 | 2.77 | 32 | 7 | 2 | 344 | 156 | 112 |
| 201+50.00 | 20150.00 | 7.74 | 65.98 | 17.40 | 10.61 | 19 | 5 | 2 | 363 | 159 | 123 |
| 201+75.00 | 20175.00 | 25 | 43.61 | 9.12 | 7.40 | 51 | 12 | 8 | 414 | 169 | 152 |
| 201+87.92 | 20187.92 | 12.92 | 22.84 | 5.06 | 4.16 | 16 | 3 | 3 | 430 | 173 | 162 |
| 202+00.00 | 20200.00 | 12.08 | 42.74 | 9.18 | 2.22 | 15 | 3 | 1 | 445 | 174 | 172 |
| 202+13.83 | 20213.83 | 13.83 | 70.09 | 13.83 | 0.00 | 29 | 6 | 1 | 474 | 175 | 194 |
| 202+25.00 | 20225.00 | 11.17 | 59.44 | 13.04 | 0.10 | 27 | 6 | 0 | 501 | 175 | 215 |
| 202+39.66 | 20239.66 | 14.66 | 108.59 | 11.43 | 0.00 | 46 | 7 | 0 | 547 | 175 | 254 |
| 202+50.00 | 20250.00 | 10.34 | 107.04 | 11.75 | 0.00 | 41 | 4 | 0 | 588 | 175 | 291 |
| 203+00.00 | 20300.00 | 50 | 89.08 | 10.98 | 0.00 | 182 | 21 | 0 | 770 | 175 | 452 |
| 203+25.00 | 20325.00 | 25 | 79.69 | 9.82 | 0.00 | 78 | 10 | 0 | 848 | 175 | 520 |
| 203+27.20 | 20327.20 | 2.2 | 78.49 | 9.66 | 0.00 | 6 | 1 | 0 | 854 | 175 | 525 |
| 203+30.00 | 20330.00 | 2.8 | 104.91 | 10.85 | 20.05 | 10 | 1 | 1 | 864 | 176 | 533 |
| 203+50.00 | 20350.00 | 20 | 109.81 | 10.85 | 7.37 | 80 | 8 | 10 | 944 | 189 | 592 |
| 204+00.00 | 20400.00 | 50 | 118.20 | 10.67 | 0.00 | 211 | 20 | 7 | 1155 | 198 | 775 |
| 204+25.00 | 20425.00 | 25 | 121.48 | 11.05 | 0.00 | 111 | 10 | 0 | 1266 | 198 | 876 |
| 204+50.00 | 20450.00 | 25 | 122.22 | 10.94 | 0.00 | 113 | 10 | 0 | 1379 | 198 | 979 |
| 204+75.00 | 20475.00 | 25 | 107.59 | 11.00 | 0.00 | 106 | 10 | 0 | 1485 | 198 | 1075 |
| 205+00.00 | 20500.00 | 25 | 102.39 | 10.75 | 0.00 | 97 | 10 | 0 | 1582 | 198 | 1162 |
| 205+50.00 | 20550.00 | 50 | 93.00 | 10.90 | 0.00 | 181 | 20 | 0 | 1763 | 198 | 1323 |
| 205+75.00 | 20575.00 | 25 | 96.91 | 10.92 | 0.00 | 88 | 10 | 0 | 1851 | 198 | 1401 |
| 205+89.34 | 20589.34 | 14.34 | 98.01 | 10.90 | 0.00 | 52 | 6 | 0 | 1903 | 198 | 1447 |

DIVISION 2 - CTH L SB 'LSB' - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 200+00.00 | 20000.00 | 0.00 | 135.49 | 0.00 | 883.51 | 0 | 0 | 0 | 0 | 0 | 0 |
| 200+20.18 | 20020.18 | 20.18 | 139.03 | 0.00 | 970.12 | 103 | 0 | 693 | 103 | 866 | -763 |
| 200+25.00 | 20025.00 | 4.82 | 141.08 | 0.00 | 926.10 | 25 | 0 | 169 | 128 | 1078 | -950 |
| 200+50.00 | 20050.00 | 25 | 149.07 | 0.00 | 763.33 | 134 | 0 | 782 | 262 | 2055 | -1793 |
| 200+75.00 | 20075.00 | 25 | 161.80 | 0.00 | 648.91 | 144 | 0 | 654 | 406 | 2873 | -2467 |
| 201+00.00 | 20100.00 | 25 | 209.74 | 0.00 | 554.72 | 172 | 0 | 557 | 578 | 3569 | -2991 |
| 201+25.00 | 20125.00 | 25 | 193.95 | 0.00 | 425.80 | 187 | 0 | 454 | 765 | 4136 | -3371 |
| 201+43.65 | 20143.65 | 18.65 | 147.10 | 0.00 | 351.78 | 118 | 0 | 269 | 883 | 4473 | -3590 |
| 201+50.00 | 20150.00 | 6.35 | 104.83 | 0.00 | 280.69 | 30 | 0 | 74 | 913 | 4565 | -3652 |
| 201+75.00 | 20175.00 | 25 | 44.41 | 0.00 | 244.40 | 69 | 0 | 243 | 982 | 4869 | -3887 |
| 201+94.37 | 20194.37 | 19.37 | 42.32 | 0.00 | 220.51 | 31 | 0 | 167 | 1013 | 5078 | -4065 |
| 202+00.00 | 20200.00 | 5.63 | 41.58 | 0.00 | 213.03 | 9 | 0 | 45 | 1022 | 5134 | -4112 |
| 202+50.00 | 20250.00 | 50 | 35.25 | 0.00 | 88.52 | 71 | 0 | 279 | 1093 | 5483 | -4390 |
| 202+75.00 | 20275.00 | 25 | 12.83 | 0.00 | 49.18 | 22 | 0 | 64 | 1115 | 5563 | -4448 |
| 203+00.00 | 20300.00 | 25 | 23.46 | 0.76 | 25.12 | 17 | 0 | 34 | 1132 | 5605 | -4473 |
| 203+07.00 | 20307.00 | 7 | 26.60 | 1.32 | 20.45 | 6 | 0 | 6 | 1138 | 5613 | -4475 |



PLOT DATE : 1/23/2025
PLOT BY : MSA
PLOT NAME:
PLOT SCALE : 1:1

DIVISION 2 - CTH L RAB 'LRAB' - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 10+00.00 | 1000.00 | 0.00 | 37.82 | 13.42 | 412.25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10+21.38 | 1021.38 | 21.38 | 78.24 | 18.80 | 359.60 | 46 | 13 | 306 | 46 | 383 | -350 |
| 10+25.00 | 1025.00 | 3.62 | 87.85 | 19.82 | 355.42 | 11 | 3 | 48 | 57 | 443 | -402 |
| 10+33.33 | 1033.33 | 8.33 | 113.67 | 23.38 | 349.98 | 31 | 7 | 109 | 88 | 579 | -514 |
| 10+42.89 | 1042.89 | 9.56 | 94.68 | 9.09 | 348.70 | 37 | 6 | 124 | 125 | 734 | -638 |
| 10+50.00 | 1050.00 | 7.11 | 114.29 | 13.06 | 350.11 | 28 | 3 | 92 | 153 | 849 | -728 |
| 10+62.66 | 1062.66 | 12.66 | 144.49 | 13.88 | 349.99 | 61 | 6 | 164 | 214 | 1054 | -878 |
| 10+75.00 | 1075.00 | 12.34 | 114.68 | 9.97 | 355.83 | 59 | 5 | 161 | 273 | 1255 | -1025 |
| 10+78.09 | 1078.09 | 3.09 | 105.98 | 8.41 | 359.05 | 13 | 1 | 41 | 286 | 1306 | -1064 |
| 10+87.84 | 1087.84 | 9.75 | 143.62 | 13.23 | 373.42 | 45 | 4 | 132 | 331 | 1471 | -1188 |
| 11+00.00 | 1100.00 | 12.16 | 178.61 | 29.49 | 401.43 | 73 | 10 | 174 | 404 | 1689 | -1343 |
| 11+06.47 | 1106.47 | 6.47 | 214.84 | 31.64 | 421.98 | 47 | 7 | 99 | 451 | 1813 | -1427 |
| 11+14.13 | 1114.13 | 7.66 | 166.27 | 24.29 | 454.02 | 54 | 8 | 124 | 505 | 1968 | -1536 |
| 11+25.00 | 1125.00 | 10.87 | 82.83 | 9.22 | 509.80 | 50 | 7 | 194 | 555 | 2210 | -1735 |
| 11+28.52 | 1128.52 | 3.52 | 55.81 | 3.87 | 534.74 | 9 | 1 | 68 | 564 | 2295 | -1812 |
| 11+38.81 | 1138.81 | 10.29 | 1.03 | 0.00 | 644.66 | 11 | 1 | 225 | 575 | 2576 | -2083 |
| 11+50.00 | 1150.00 | 11.19 | 0.00 | 0.00 | 838.32 | 0 | 0 | 307 | 575 | 2960 | -2467 |
| 11+60.57 | 1160.57 | 10.57 | 0.00 | 0.00 | 1083.83 | 0 | 0 | 376 | 575 | 3430 | -2937 |
| 11+75.00 | 1175.00 | 14.43 | 0.00 | 0.00 | 1269.56 | 0 | 0 | 629 | 575 | 4216 | -3723 |
| 11+77.93 | 1177.93 | 2.93 | 0.00 | 0.00 | 1280.78 | 0 | 0 | 138 | 575 | 4389 | -3896 |
| 11+87.67 | 1187.67 | 9.74 | 0.00 | 0.00 | 1537.59 | 0 | 0 | 508 | 575 | 5024 | -4531 |
| 12+00.00 | 1200.00 | 12.33 | 0.00 | 0.00 | 1899.84 | 0 | 0 | 785 | 575 | 6005 | -5512 |
| 12+09.88 | 1209.88 | 9.88 | 113.58 | 0.00 | 1905.98 | 21 | 0 | 696 | 596 | 6875 | -6361 |
| 12+25.00 | 1225.00 | 15.12 | 0.00 | 0.00 | 1627.79 | 32 | 0 | 989 | 628 | 8111 | -7565 |
| 12+29.30 | 1229.30 | 4.3 | 0.00 | 0.00 | 1495.42 | 0 | 0 | 249 | 628 | 8423 | -7877 |
| 12+40.09 | 1240.09 | 10.79 | 0.00 | 0.00 | 1266.36 | 0 | 0 | 552 | 628 | 9113 | -8567 |
| 12+50.00 | 1250.00 | 9.91 | 0.00 | 0.00 | 1320.40 | 0 | 0 | 475 | 628 | 9706 | -9160 |
| 12+62.38 | 1262.38 | 12.38 | 0.00 | 0.00 | 1368.02 | 0 | 0 | 616 | 628 | 10476 | -9930 |
| 12+75.00 | 1275.00 | 12.62 | 0.00 | 0.00 | 1120.26 | 0 | 0 | 582 | 628 | 11204 | -10658 |
| 12+79.57 | 1279.57 | 4.57 | 0.00 | 0.00 | 1016.46 | 0 | 0 | 181 | 628 | 11430 | -10884 |
| 12+89.50 | 1289.50 | 9.93 | 0.00 | 0.00 | 938.47 | 0 | 0 | 359 | 628 | 11879 | -11333 |
| 13+00.00 | 1300.00 | 10.5 | 0.00 | 0.00 | 777.50 | 0 | 0 | 334 | 628 | 12296 | -11750 |
| 13+08.82 | 1308.82 | 8.82 | 18.42 | 1.34 | 659.49 | 3 | 0 | 235 | 631 | 12590 | -12041 |
| 13+12.93 | 1312.93 | 4.11 | 8.04 | 0.00 | 596.45 | 2 | 0 | 96 | 633 | 12710 | -12159 |
| 13+35.99 | 1335.99 | 23.06 | 29.68 | 10.62 | 451.75 | 16 | 5 | 448 | 649 | 13270 | -12708 |
| 13+45.58 | 1345.58 | 9.59 | 37.82 | 13.42 | 412.25 | 12 | 4 | 153 | 661 | 13461 | -12891 |

DIVISION 2 - ROBERTS RD 'R' - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 500+18.23 | 50018.23 | 0.00 | 0.01 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 500+25.00 | 50025.00 | 6.77 | 38.15 | 7.43 | 0.00 | 5 | 1 | 0 | 5 | 0 | 4 |
| 500+50.00 | 50050.00 | 25.00 | 179.13 | 17.04 | 0.00 | 101 | 11 | 0 | 106 | 0 | 94 |
| 500+62.44 | 50062.44 | 12.44 | 211.40 | 10.58 | 0.00 | 90 | 6 | 0 | 196 | 0 | 178 |
| 500+64.20 | 50064.20 | 1.76 | 203.99 | 10.32 | 0.00 | 14 | 1 | 0 | 210 | 0 | 191 |
| 500+69.18 | 50069.18 | 4.98 | 205.32 | 8.86 | 0.00 | 38 | 2 | 0 | 248 | 0 | 227 |
| 500+75.00 | 50075.00 | 5.82 | 177.67 | 7.09 | 0.01 | 41 | 2 | 0 | 289 | 0 | 266 |
| 501+00.00 | 50100.00 | 25.00 | 98.02 | 5.57 | 0.00 | 128 | 6 | 0 | 417 | 0 | 388 |
| 501+25.00 | 50125.00 | 25.00 | 63.62 | 5.83 | 0.00 | 75 | 5 | 0 | 492 | 0 | 458 |
| 501+50.00 | 50150.00 | 25.00 | 60.43 | 5.66 | 36.07 | 57 | 5 | 17 | 549 | 21 | 489 |
| 501+75.00 | 50175.00 | 25.00 | 59.97 | 5.40 | 26.12 | 56 | 5 | 29 | 605 | 58 | 504 |
| 502+00.00 | 50200.00 | 25.00 | 63.13 | 5.16 | 16.90 | 57 | 5 | 20 | 662 | 83 | 531 |

DIVISION 3 - USH 8 EB 'LEB' - WEST - STAGE 3

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 97+00.00 | 9700.00 | 0.00 | 23.68 | 8.63 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97+50.00 | 9750.00 | 50 | 21.88 | 8.98 | 0.00 | 42 | 16 | 0 | 42 | 0 | 26 |
| 98+00.00 | 9800.00 | 50 | 21.33 | 9.26 | 0.00 | 40 | 17 | 0 | 82 | 0 | 49 |
| 98+25.00 | 9825.00 | 25 | 21.52 | 9.09 | 0.00 | 20 | 8 | 0 | 102 | 0 | 61 |
| 98+50.00 | 9850.00 | 25 | 22.04 | 8.85 | 0.00 | 20 | 8 | 0 | 122 | 0 | 73 |
| 99+00.00 | 9900.00 | 50 | 23.32 | 9.25 | 0.00 | 42 | 17 | 0 | 164 | 0 | 98 |
| 99+50.00 | 9950.00 | 50 | 24.09 | 9.11 | 0.00 | 44 | 17 | 0 | 208 | 0 | 125 |
| 100+00.00 | 10000.00 | 50 | 22.97 | 9.17 | 0.00 | 44 | 17 | 0 | 252 | 0 | 152 |
| 100+50.00 | 10050.00 | 50 | 20.79 | 8.56 | 0.00 | 41 | 16 | 0 | 293 | 0 | 177 |
| 101+00.00 | 10100.00 | 50 | 20.19 | 9.22 | 0.00 | 38 | 16 | 0 | 331 | 0 | 199 |
| 101+30.36 | 10130.36 | 30.36 | 20.61 | 9.19 | 0.00 | 23 | 10 | 0 | 354 | 0 | 212 |
| 101+50.00 | 10150.00 | 19.64 | 21.20 | 8.93 | 0.00 | 15 | 7 | 0 | 369 | 0 | 220 |
| 102+00.00 | 10200.00 | 50 | 23.49 | 8.46 | 0.00 | 41 | 16 | 0 | 410 | 0 | 245 |
| 102+50.00 | 10250.00 | 50 | 26.00 | 7.92 | 0.00 | 46 | 15 | 0 | 456 | 0 | 276 |
| 103+00.00 | 10300.00 | 50 | 39.31 | 13.03 | 0.00 | 60 | 19 | 0 | 516 | 0 | 317 |
| 103+12.50 | 10312.50 | 12.5 | 40.71 | 13.14 | 0.00 | 19 | 6 | 0 | 535 | 0 | 330 |
| 103+50.00 | 10350.00 | 37.5 | 44.60 | 13.13 | 0.00 | 59 | 18 | 0 | 594 | 0 | 371 |
| 104+00.00 | 10400.00 | 50 | 49.77 | 13.66 | 0.00 | 87 | 25 | 0 | 681 | 0 | 433 |
| 104+50.00 | 10450.00 | 50 | 42.22 | 7.32 | 0.00 | 85 | 19 | 0 | 766 | 0 | 499 |
| 104+56.01 | 10456.01 | 6.01 | 38.96 | 5.75 | 0.00 | 9 | 1 | 0 | 775 | 0 | 507 |
| 104+57.13 | 10457.13 | 1.12 | 0.00 | 0.00 | 0.00 | 1 | 0 | 0 | 776 | 0 | 508 |

DIVISION 3 - USH 8 EB 'LEB' - EAST - STAGE 3

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 108+93.97 | 10893.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109+00.00 | 10900.00 | 6.03 | 41.46 | 16.06 | 0.00 | 5 | 2 | 0 | 5 | 0 | 3 |
| 109+08.23 | 10908.23 | 8.23 | 38.55 | 13.55 | 0.00 | 12 | 5 | 0 | 17 | 0 | 10 |
| 109+25.00 | 10925.00 | 16.77 | 36.22 | 10.26 | 0.00 | 23 | 7 | 0 | 40 | 0 | 26 |
| 109+50.00 | 10950.00 | 25.00 | 35.89 | 9.50 | 0.00 | 33 | 9 | 0 | 73 | 0 | 50 |
| 109+75.00 | 10975.00 | 25.00 | 38.07 | 12.02 | 0.00 | 34 | 10 | 0 | 107 | 0 | 74 |
| 110+00.00 | 11000.00 | 25.00 | 37.55 | 14.09 | 0.00 | 35 | 12 | 0 | 142 | 0 | 97 |
| 110+25.00 | 11025.00 | 25.00 | 32.03 | 12.55 | 0.00 | 32 | 12 | 0 | 174 | 0 | 117 |
| 110+50.00 | 11050.00 | 25.00 | 29.32 | 12.45 | 0.00 | 28 | 12 | 0 | 202 | 0 | 133 |
| 111+00.00 | 11100.00 | 50.00 | 25.16 | 12.15 | 0.00 | 50 | 23 | 0 | 252 | 0 | 160 |
| 111+50.00 | 11150.00 | 50.00 | 24.05 | 12.22 | 0.00 | 46 | 23 | 0 | 298 | 0 | 183 |
| 111+90.98 | 11190.98 | 40.98 | 23.94 | 12.21 | 0.00 | 36 | 19 | 0 | 334 | 0 | 200 |
| 111+93.00 | 11193.00 | 2.02 | 20.24 | 9.82 | 0.00 | 2 | 1 | 0 | 336 | 0 | 201 |
| 112+00.00 | 11200.00 | 7.00 | 20.24 | 9.74 | 0.00 | 5 | 3 | 0 | 341 | 0 | 203 |
| 112+25.00 | 11225.00 | 25.00 | 20.16 | 9.73 | 0.00 | 19 | 9 | 0 | 360 | 0 | 213 |
| 112+50.00 | 11250.00 | 25.00 | 20.10 | 9.66 | 0.00 | 19 | 9 | 0 | 379 | 0 | 223 |
| 113+00.00 | 11300.00 | 50.00 | 21.47 | 8.96 | 0.00 | 38 | 17 | 0 | 417 | 0 | 244 |
| 113+50.00 | 11350.00 | 50.00 | 22.94 | 8.40 | 0.00 | 41 | 16 | 0 | 458 | 0 | 269 |
| 114+00.00 | 11400.00 | 50.00 | 23.55 | 8.58 | 0.00 | 43 | 16 | 0 | 501 | 0 | 296 |
| 114+50.00 | 11450.00 | 50.00 | 23.55 | 8.27 | 0.00 | 44 | 16 | 0 | 545 | 0 | 324 |
| 114+63.78 | 11463.78 | 13.78 | 23.54 | 8.29 | 0.00 | 12 | 4 | 0 | 557 | 0 | 332 |

DIVISION 4 - USH 8 EX - WEST - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1478+11.57 | 147811.57 | 0.00 | 1.05 | 0.00 | 1.44 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1478+50.00 | 147850.00 | 38.43 | 4.17 | 0.97 | 0.00 | 4 | 1 | 1 | 4 | 1 | 2 |
| 1479+00.00 | 147900.00 | 50 | 11.53 | 2.83 | 0.00 | 15 | 4 | 0 | 19 | 1 | 13 |
| 1479+50.00 | 147950.00 | 50 | 19.52 | 4.29 | 0.00 | 29 | 7 | 0 | 48 | 1 | 35 |
| 1480+00.00 | 148000.00 | 50 | 20.91 | 4.95 | 0.00 | 37 | 9 | 0 | 85 | 1 | 63 |
| 1480+20.13 | 148020.13 | 20.13 | 38.52 | 5.69 | 0.00 | 22 | 4 | 0 | 107 | 1 | 81 |

DIVISION 4 - USH 8 EB 'LEB' - WEST - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 97+00.00 | 9700.00 | 0.00 | 38.52 | 5.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 97+50.00 | 9750.00 | 50 | 37.42 | 5.00 | 0.00 | 70 | 9 | 0 | 70 | 0 | 61 |
| 98+00.00 | 9800.00 | 50 | 36.82 | 5.00 | 0.00 | 69 | 9 | 0 | 139 | 0 | 121 |
| 98+25.00 | 9825.00 | 25 | 65.51 | 5.00 | 0.00 | 47 | 5 | 0 | 186 | 0 | 163 |
| 98+50.00 | 9850.00 | 25 | 37.28 | 5.00 | 0.00 | 48 | 5 | 0 | 234 | 0 | 206 |
| 99+00.00 | 9900.00 | 50 | 39.74 | 8.05 | 0.00 | 71 | 12 | 0 | 305 | 0 | 265 |
| 99+50.00 | 9950.00 | 50 | 38.69 | 7.89 | 0.00 | 73 | 15 | 0 | 378 | 0 | 323 |
| 100+00.00 | 10000.00 | 50 | 69.21 | 8.01 | 0.00 | 100 | 15 | 0 | 478 | 0 | 408 |
| 100+50.00 | 10050.00 | 50 | 29.76 | 5.00 | 0.00 | 92 | 12 | 0 | 570 | 0 | 488 |
| 101+00.00 | 10100.00 | 50 | 27.97 | 7.09 | 0.00 | 53 | 11 | 0 | 623 | 0 | 530 |
| 101+30.36 | 10130.36 | 30.36 | 55.46 | 8.91 | 0.00 | 47 | 9 | 0 | 670 | 0 | 568 |
| 101+50.00 | 10150.00 | 19.64 | 36.06 | 9.34 | 0.00 | 33 | 7 | 0 | 703 | 0 | 594 |
| 102+00.00 | 10200.00 | 50 | 34.28 | 9.54 | 0.00 | 65 | 17 | 0 | 768 | 0 | 642 |
| 102+50.00 | 10250.00 | 50 | 42.73 | 11.29 | 0.00 | 71 | 19 | 0 | 839 | 0 | 694 |
| 103+00.00 | 10300.00 | 50 | 61.52 | 15.81 | 0.00 | 97 | 25 | 0 | 936 | 0 | 766 |
| 103+12.50 | 10312.50 | 12.5 | 88.09 | 16.71 | 0.00 | 35 | 8 | 0 | 971 | 0 | 793 |
| 103+50.00 | 10350.00 | 37.5 | 69.49 | 19.99 | 0.00 | 109 | 25 | 0 | 1080 | 0 | 877 |
| 104+00.00 | 10400.00 | 50 | 91.07 | 24.39 | 0.00 | 149 | 41 | 0 | 1229 | 0 | 985 |
| 104+50.00 | 10450.00 | 50 | 121.02 | 26.03 | 0.00 | 196 | 47 | 0 | 1425 | 0 | 1134 |
| 104+56.01 | 10456.01 | 6.01 | 115.96 | 26.06 | 0.00 | 26 | 6 | 0 | 1451 | 0 | 1154 |
| 104+57.13 | 10457.13 | 1.12 | 115.96 | 26.05 | 1.05 | 5 | 1 | 0 | 1456 | 0 | 1158 |
| 104+75.00 | 10475.00 | 17.87 | 111.18 | 25.96 | 0.00 | 75 | 17 | 0 | 1531 | 0 | 1216 |
| 105+00.00 | 10500.00 | 25 | 152.06 | 26.01 | 0.00 | 122 | 24 | 0 | 1653 | 0 | 1314 |
| 105+50.00 | 10550.00 | 50 | 206.28 | 25.89 | 0.00 | 332 | 48 | 0 | 1985 | 0 | 1598 |
| 105+75.00 | 10575.00 | 25 | 228.47 | 27.04 | 0.00 | 201 | 25 | 0 | 2186 | 0 | 1774 |
| 106+00.00 | 10600.00 | 25 | 245.59 | 28.94 | 0.00 | 219 | 26 | 0 | 2405 | 0 | 1967 |
| 106+25.00 | 10625.00 | 25 | 170.96 | 29.53 | 1.59 | 193 | 27 | 1 | 2598 | 1 | 2132 |
| 106+50.00 | 10650.00 | 25 | 173.61 | 30.37 | 0.00 | 160 | 28 | 1 | 2758 | 3 | 2263 |
| 106+75.00 | 10675.00 | 25 | 158.64 | 30.87 | 0.00 | 154 | 28 | 0 | 2912 | 3 | 2389 |
| 107+00.00 | 10700.00 | 25 | 144.46 | 31.49 | 0.00 | 140 | 29 | 0 | 3052 | 3 | 2500 |
| 107+25.00 | 10725.00 | 25 | 132.73 | 31.84 | 0.00 | 128 | 29 | 0 | 3180 | 3 | 2599 |
| 107+36.59 | 10736.59 | 11.59 | 128.32 | 32.59 | 0.00 | 56 | 14 | 0 | 3236 | 3 | 2641 |
| 107+50.00 | 10750.00 | 13.41 | 125.12 | 33.96 | 4.19 | 63 | 17 | 1 | 3299 | 4 | 2685 |
| 107+56.47 | 10756.47 | 6.47 | 125.90 | 34.83 | 6.60 | 30 | 8 | 1 | 3329 | 5 | 2706 |

DIVISION 4 - USH 8 EB 'LEB' - EAST - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 108+81.89 | 10881.89 | 0.00 | 9.15 | 0.00 | 37.35 | 0 | 0 | 0 | 0 | 0 | 0 |
| 108+93.97 | 10893.97 | 12.08 | 5.35 | 0.00 | 35.37 | 3 | 0 | 16 | 3 | 20 | -17 |
| 109+00.00 | 10900.00 | 6.03 | 5.42 | 0.00 | 34.62 | 1 | 0 | 8 | 4 | 30 | -26 |
| 109+08.23 | 10908.23 | 8.23 | 6.45 | 0.00 | 32.27 | 2 | 0 | 10 | 6 | 43 | -37 |
| 109+25.00 | 10925.00 | 16.77 | 13.30 | 0.00 | 30.62 | 6 | 0 | 20 | 12 | 68 | -56 |
| 109+50.00 | 10950.00 | 25 | 26.99 | 0.00 | 27.68 | 19 | 0 | 27 | 31 | 101 | -70 |
| 109+75.00 | 10975.00 | 25 | 24.60 | 0.00 | 27.33 | 24 | 0 | 25 | 55 | 133 | -78 |
| 110+00.00 | 11000.00 | 25 | 23.37 | 0.00 | 26.95 | 22 | 0 | 25 | 77 | 164 | -87 |
| 110+25.00 | 11025.00 | 25 | 92.32 | 14.58 | 0.00 | 54 | 7 | 12 | 131 | 179 | -55 |
| 110+50.00 | 11050.00 | 25 | 75.96 | 14.03 | 0.00 | 78 | 13 | 0 | 209 | 179 | 10 |
| 111+00.00 | 11100.00 | 50 | 92.75 | 14.93 | 0.00 | 156 | 27 | 0 | 365 | 179 | 139 |
| 111+50.00 | 11150.00 | 50 | 76.26 | 11.17 | 0.00 | 156 | 24 | 0 | 521 | 179 | 271 |
| 111+90.98 | 11190.98 | 40.98 | 63.03 | 5.33 | 0.00 | 106 | 13 | 0 | 627 | 179 | 364 |
| 111+93.00 | 11193.00 | 2.02 | 67.66 | 7.52 | 0.00 | 5 | 0 | 0 | 632 | 179 | 369 |
| 112+00.00 | 11200.00 | 7 | 65.46 | 7.16 | 0.00 | 17 | 2 | 0 | 649 | 179 | 384 |
| 112+25.00 | 11225.00 | 25 | 60.33 | 5.91 | 0.00 | 58 | 6 | 0 | 707 | 179 | 436 |
| 112+50.00 | 11250.00 | 25 | 57.63 | 5.03 | 0.00 | 55 | 5 | 0 | 762 | 179 | 486 |
| 113+00.00 | 11300.00 | 50 | 64.63 | 5.00 | 0.00 | 113 | 9 | 0 | 875 | 179 | 590 |
| 113+50.00 | 11350.00 | 50 | 70.14 | 5.00 | 0.00 | 125 | 9 | 0 | 1000 | 179 | 706 |
| 114+00.00 | 11400.00 | 50 | 69.38 | 5.26 | 0.00 | 129 | 9 | 0 | 1129 | 179 | 826 |
| 114+50.00 | 11450.00 | 50 | 61.64 | 5.00 | 0.00 | 121 | 9 | 0 | 1250 | 179 | 938 |
| 114+63.78 | 11463.78 | 13.78 | 52.25 | 5.00 | 0.00 | 29 | 3 | 0 | 1279 | 179 | 964 |

DIVISION 4 - USH 8 EX - EAST - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1497+48.09 | 149748.09 | 0.00 | 59.25 | 5.62 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1497+50.00 | 149750.00 | 1.91 | 47.73 | 5.00 | 0.00 | 4 | 0 | 0 | 4 | 0 | 4 |
| 1498+00.00 | 149800.00 | 50.00 | 29.71 | 4.60 | 0.00 | 72 | 9 | 0 | 76 | 0 | 67 |
| 1498+50.00 | 149850.00 | 50.00 | 16.71 | 3.39 | 0.00 | 43 | 7 | 0 | 119 | 0 | 103 |
| 1499+00.00 | 149900.00 | 50.00 | 3.78 | 0.57 | 2.11 | 19 | 4 | 2 | 138 | 3 | 116 |
| 1499+02.51 | 149902.51 | 2.51 | 3.66 | 0.29 | 2.33 | 0 | 0 | 0 | 138 | 3 | 116 |

DIVISION 4 - CTH L RAB 'LRAB' - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | 1.00 NOTE 1 | 1.25 | NOTE 8 |
| 10+00.00 | 1000.00 | 0.00 | 18.18 | 0.00 | 49.64 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10+21.38 | 1021.38 | 21.38 | 7.77 | 0.00 | 44.33 | 10 | 0 | 37 | 10 | 46 | -36 |
| 10+25.00 | 1025.00 | 3.62 | 0.60 | 0.00 | 42.11 | 1 | 0 | 6 | 11 | 54 | -43 |
| 10+32.41 | 1032.41 | 7.41 | 0.00 | 0.00 | 0.00 | 0 | 0 | 6 | 11 | 61 | -50 |
| 12+93.57 | 1293.57 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 11 | 61 | -50 |
| 13+00.00 | 1300.00 | 6.43 | 0.03 | 0.00 | 4.38 | 0 | 0 | 1 | 11 | 63 | -52 |
| 13+12.17 | 1312.17 | 12.17 | 104.47 | 0.00 | 41.61 | 24 | 0 | 10 | 35 | 75 | -40 |
| 13+25.00 | 1325.00 | 12.83 | 54.40 | 0.00 | 47.27 | 38 | 0 | 21 | 73 | 101 | -28 |
| 13+35.99 | 1335.99 | 10.99 | 35.22 | 0.00 | 52.70 | 18 | 0 | 20 | 91 | 126 | -35 |
| 13+45.58 | 1345.58 | 9.59 | 18.18 | 0.00 | 49.64 | 9 | 0 | 18 | 100 | 149 | -49 |

PLOT DATE : 1/23/2025
PLOT BY : MSA
PLOT NAME :
PLOT SCALE : 1:1

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 8 - MASS ORDINATE | IF MARSH AND EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - EXPANDED ROCK) * FILL FACTOR)] |

DIVISION 1 - USH 8 CTH A TEMP 'AT' - WEST - S TAGE 1A

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1518+27.97 | 151827.97 | 0.00 | 9.07 | 0.00 | 0.60 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1518+50.00 | 151850.00 | 22.03 | 10.05 | 0.00 | 0.28 | 8 | 0 | 0 | 8 | 0 | 8 |
| 1518+75.00 | 151875.00 | 25.00 | 11.38 | 0.00 | 1.22 | 10 | 0 | 1 | 18 | 1 | 17 |
| 1519+00.00 | 151900.00 | 25.00 | 9.80 | 0.00 | 7.40 | 10 | 0 | 4 | 28 | 6 | 22 |
| 1519+50.00 | 151950.00 | 50.00 | 10.29 | 0.00 | 18.28 | 19 | 0 | 24 | 47 | 36 | 11 |
| 1520+00.00 | 152000.00 | 50.00 | 10.58 | 0.00 | 26.13 | 19 | 0 | 41 | 66 | 88 | -22 |
| 1520+50.00 | 152050.00 | 50.00 | 10.43 | 0.00 | 32.08 | 19 | 0 | 54 | 85 | 155 | -70 |
| 1521+00.00 | 152100.00 | 50.00 | 11.96 | 0.00 | 30.67 | 21 | 0 | 58 | 106 | 228 | -122 |
| 1521+25.84 | 152125.84 | 25.84 | 10.05 | 0.00 | 35.94 | 11 | 0 | 32 | 117 | 268 | -151 |
| 1521+50.00 | 152150.00 | 24.16 | 9.64 | 0.00 | 35.70 | 9 | 0 | 32 | 126 | 308 | -182 |
| 1522+00.00 | 152200.00 | 50.00 | 10.78 | 0.00 | 26.80 | 19 | 0 | 58 | 145 | 380 | -235 |
| 1522+50.00 | 152250.00 | 50.00 | 12.31 | 0.00 | 20.64 | 21 | 0 | 44 | 166 | 435 | -269 |
| 1523+00.00 | 152300.00 | 50.00 | 11.49 | 0.00 | 17.53 | 22 | 0 | 35 | 188 | 479 | -291 |
| 1523+50.00 | 152350.00 | 50.00 | 10.88 | 0.00 | 12.27 | 21 | 0 | 28 | 209 | 514 | -305 |
| 1523+88.51 | 152388.51 | 38.51 | 10.79 | 0.00 | 11.91 | 15 | 0 | 17 | 224 | 535 | -311 |
| 1524+00.00 | 152400.00 | 11.49 | 10.57 | 0.00 | 11.21 | 5 | 0 | 5 | 229 | 541 | -312 |
| 1524+50.00 | 152450.00 | 50.00 | 11.34 | 0.00 | 7.78 | 20 | 0 | 18 | 249 | 564 | -315 |
| 1525+00.00 | 152500.00 | 50.00 | 15.10 | 0.00 | 4.18 | 24 | 0 | 11 | 273 | 578 | -305 |
| 1525+50.00 | 152550.00 | 50.00 | 18.82 | 0.00 | 3.59 | 31 | 0 | 7 | 304 | 586 | -282 |
| 1526+00.00 | 152600.00 | 50.00 | 25.44 | 0.00 | 3.05 | 41 | 0 | 6 | 345 | 594 | -249 |
| 1526+34.73 | 152634.73 | 34.73 | 30.76 | 0.00 | 2.91 | 36 | 0 | 4 | 381 | 599 | -218 |
| 1526+50.00 | 152650.00 | 15.27 | 32.93 | 0.00 | 3.21 | 18 | 0 | 2 | 399 | 601 | -202 |
| 1527+00.00 | 152700.00 | 50.00 | 31.34 | 0.00 | 5.11 | 60 | 0 | 8 | 459 | 611 | -152 |
| 1527+50.00 | 152750.00 | 50.00 | 25.78 | 0.00 | 14.41 | 53 | 0 | 18 | 512 | 634 | -122 |
| 1527+75.00 | 152775.00 | 25.00 | 23.72 | 0.00 | 15.87 | 23 | 0 | 14 | 535 | 651 | -116 |

DIVISION 1 - USH 8 CTH A TEMP 'AT' - EAST - STAGE 1A

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1529+58.16 | 152958.16 | 0.00 | 74.09 | 0.00 | 73.69 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1529+75.00 | 152975.00 | 16.84 | 96.39 | 0.00 | 57.73 | 53 | 0 | 41 | 53 | 51 | 2 |
| 1530+00.00 | 153000.00 | 25 | 122.15 | 0.00 | 50.41 | 101 | 0 | 50 | 154 | 114 | 40 |
| 1530+50.00 | 153050.00 | 50 | 139.10 | 0.00 | 49.76 | 242 | 0 | 93 | 396 | 230 | 166 |
| 1531+00.00 | 153100.00 | 50 | 100.06 | 0.00 | 54.24 | 221 | 0 | 96 | 617 | 350 | 267 |
| 1531+50.00 | 153150.00 | 50 | 54.86 | 0.00 | 47.81 | 143 | 0 | 94 | 760 | 468 | 293 |
| 1532+00.00 | 153200.00 | 50 | 28.93 | 0.00 | 33.35 | 78 | 0 | 75 | 838 | 561 | 277 |
| 1532+50.00 | 153250.00 | 50 | 25.78 | 0.00 | 16.96 | 51 | 0 | 47 | 889 | 620 | 269 |
| 1533+00.00 | 153300.00 | 50 | 55.07 | 0.00 | 8.67 | 75 | 0 | 24 | 964 | 650 | 314 |
| 1533+25.00 | 153325.00 | 25 | 81.79 | 0.00 | 5.14 | 63 | 0 | 6 | 1027 | 658 | 370 |
| 1533+50.00 | 153350.00 | 25 | 89.13 | 0.00 | 3.43 | 79 | 0 | 4 | 1106 | 663 | 444 |
| 1534+00.00 | 153400.00 | 50 | 93.29 | 0.00 | 2.23 | 169 | 0 | 5 | 1275 | 669 | 606 |
| 1534+50.00 | 153450.00 | 50 | 84.88 | 0.00 | 4.03 | 165 | 0 | 6 | 1440 | 676 | 764 |
| 1535+00.00 | 153500.00 | 50 | 96.25 | 0.00 | 4.93 | 168 | 0 | 8 | 1608 | 686 | 922 |
| 1535+50.00 | 153550.00 | 50 | 121.39 | 0.00 | 4.53 | 202 | 0 | 9 | 1810 | 698 | 1113 |
| 1536+00.00 | 153600.00 | 50 | 147.05 | 0.00 | 4.65 | 249 | 0 | 8 | 2059 | 708 | 1352 |
| 1536+14.20 | 153614.20 | 14.2 | 146.64 | 0.00 | 5.87 | 77 | 0 | 3 | 2136 | 711 | 1425 |
| 1536+50.00 | 153650.00 | 35.8 | 138.08 | 0.00 | 8.90 | 189 | 0 | 10 | 2325 | 724 | 1601 |
| 1537+00.00 | 153700.00 | 50 | 69.65 | 0.00 | 13.52 | 192 | 0 | 21 | 2517 | 750 | 1767 |
| 1537+25.00 | 153725.00 | 25 | 31.71 | 0.00 | 21.48 | 47 | 0 | 16 | 2564 | 770 | 1794 |
| 1537+50.00 | 153750.00 | 25 | 9.58 | 0.00 | 37.05 | 19 | 0 | 27 | 2583 | 804 | 1779 |
| 1538+00.00 | 153800.00 | 50 | 8.84 | 0.00 | 57.85 | 17 | 0 | 88 | 2600 | 914 | 1686 |
| 1538+25.00 | 153825.00 | 25 | 8.24 | 0.00 | 61.86 | 8 | 0 | 55 | 2608 | 983 | 1626 |
| 1538+50.00 | 153850.00 | 25 | 8.08 | 0.00 | 61.34 | 8 | 0 | 57 | 2616 | 1054 | 1562 |
| 1538+75.00 | 153875.00 | 25 | 7.66 | 0.00 | 75.52 | 7 | 0 | 63 | 2623 | 1133 | 1491 |
| 1539+00.00 | 153900.00 | 25 | 7.61 | 0.00 | 0.00 | 7 | 0 | 35 | 2630 | 1176 | 1454 |
| 1539+21.47 | 153921.47 | 21.47 | 7.52 | 0.00 | 0.00 | 6 | 0 | 0 | 2636 | 1176 | 1460 |

DIVISION 2 - USH 8 CTH A TEMP 'AT' - S TAGE 1B

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1527+75.00 | 152775.00 | 0.00 | 23.72 | 0.00 | 15.87 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1528+00.00 | 152800.00 | 25 | 29.77 | 0.00 | 19.46 | 25 | 0 | 16 | 25 | 20 | 5 |
| 1528+11.56 | 152811.56 | 11.56 | 27.30 | 0.00 | 28.10 | 12 | 0 | 10 | 37 | 33 | 5 |
| 1528+25.00 | 152825.00 | 13.44 | 19.44 | 0.00 | 46.73 | 12 | 0 | 19 | 49 | 56 | -7 |
| 1528+37.50 | 152837.50 | 12.5 | 13.22 | 0.00 | 40.11 | 8 | 0 | 20 | 57 | 81 | -24 |
| 1528+43.53 | 152843.53 | 6.03 | 4.00 | 0.00 | 35.53 | 2 | 0 | 8 | 59 | 91 | -32 |
| 1528+50.00 | 152850.00 | 6.47 | 6.08 | 0.00 | 11.40 | 1 | 0 | 6 | 60 | 99 | -39 |
| 1528+62.50 | 152862.50 | 12.5 | 34.18 | 20.00 | 0.00 | 9 | 5 | 3 | 69 | 103 | -39 |
| 1528+75.00 | 152875.00 | 12.5 | 55.60 | 19.50 | 0.00 | 21 | 9 | 0 | 90 | 103 | -27 |
| 1528+87.50 | 152887.50 | 12.5 | 73.15 | 21.00 | 0.00 | 30 | 9 | 0 | 120 | 103 | -6 |
| 1529+00.00 | 152900.00 | 12.5 | 53.42 | 14.00 | 0.00 | 29 | 8 | 0 | 149 | 103 | 16 |
| 1529+25.00 | 152925.00 | 25 | 10.27 | 0.00 | 96.61 | 29 | 6 | 45 | 178 | 159 | -18 |
| 1529+50.00 | 152950.00 | 25 | 61.52 | 0.00 | 85.36 | 33 | 0 | 84 | 211 | 264 | -90 |
| 1529+58.16 | 152958.16 | 8.16 | 74.09 | 0.00 | 73.69 | 20 | 0 | 24 | 231 | 294 | -100 |



PLOT DATE : 1/23/2025
PLOT BY : MSA
PLOT NAME :
PLOT SCALE : 1:1

DIVISION 3 - USH 8 EB 'AEB' - WEST - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 300+00.00 | 30000.00 | 0.00 | 56.76 | 23.52 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 300+25.00 | 30025.00 | 25.00 | 51.40 | 23.52 | 0.00 | 50 | 22 | 0 | 50 | 0 | 28 |
| 300+50.00 | 30050.00 | 25.00 | 44.40 | 23.20 | 0.29 | 44 | 22 | 0 | 94 | 0 | 50 |
| 300+75.00 | 30075.00 | 25.00 | 40.20 | 22.88 | 6.78 | 39 | 21 | 3 | 133 | 4 | 64 |
| 301+00.00 | 30100.00 | 25.00 | 36.76 | 22.64 | 12.24 | 36 | 21 | 9 | 169 | 15 | 68 |
| 301+25.00 | 30125.00 | 25.00 | 37.31 | 22.36 | 19.37 | 34 | 21 | 15 | 203 | 34 | 62 |
| 301+50.00 | 30150.00 | 25.00 | 36.96 | 22.03 | 23.11 | 34 | 21 | 20 | 237 | 59 | 50 |
| 302+00.00 | 30200.00 | 50.00 | 39.33 | 20.74 | 30.02 | 71 | 40 | 49 | 308 | 120 | 20 |
| 302+25.00 | 30225.00 | 25.00 | 40.03 | 20.62 | 34.67 | 37 | 19 | 30 | 345 | 158 | 1 |
| 302+50.00 | 30250.00 | 25.00 | 37.87 | 20.34 | 38.80 | 36 | 19 | 34 | 381 | 200 | -25 |
| 302+87.50 | 30287.50 | 37.50 | 35.83 | 19.47 | 43.56 | 51 | 28 | 57 | 432 | 271 | -73 |
| 303+00.00 | 30300.00 | 12.50 | 34.71 | 19.33 | 44.88 | 16 | 9 | 20 | 448 | 296 | -91 |
| 303+50.00 | 30350.00 | 50.00 | 30.94 | 19.61 | 45.31 | 61 | 36 | 84 | 509 | 401 | -171 |
| 303+75.00 | 30375.00 | 25.00 | 29.54 | 19.38 | 39.49 | 28 | 18 | 39 | 537 | 450 | -210 |
| 303+84.95 | 30384.95 | 9.95 | 28.93 | 19.35 | 38.55 | 11 | 7 | 14 | 548 | 468 | -224 |
| 303+84.95 | 30384.95 | 0.00 | 13.16 | 13.31 | 6.00 | 0 | 0 | 0 | 548 | 468 | -224 |
| 304+00.00 | 30400.00 | 15.05 | 13.10 | 13.04 | 6.50 | 7 | 7 | 3 | 555 | 471 | -227 |
| 304+35.00 | 30435.00 | 35.00 | 12.89 | 12.72 | 6.50 | 17 | 17 | 8 | 572 | 481 | -237 |
| 304+50.00 | 30450.00 | 15.00 | 33.88 | 31.42 | 5.50 | 13 | 12 | 3 | 585 | 485 | -240 |
| 304+51.36 | 30451.36 | 1.36 | 33.87 | 31.37 | 5.50 | 2 | 2 | 0 | 587 | 485 | -240 |
| 304+75.00 | 30475.00 | 23.64 | 35.75 | 33.42 | 8.80 | 30 | 28 | 6 | 617 | 493 | -246 |
| 305+00.00 | 30500.00 | 25.00 | 45.21 | 37.03 | 14.30 | 37 | 33 | 11 | 654 | 506 | -255 |
| 305+50.00 | 30550.00 | 50.00 | 32.92 | 0.00 | 33.61 | 72 | 34 | 44 | 726 | 561 | -272 |
| 305+75.00 | 30575.00 | 25.00 | 0.00 | 0.00 | 60.76 | 15 | 0 | 44 | 741 | 616 | -312 |
| 306+00.00 | 30600.00 | 25.00 | 0.00 | 0.00 | 70.25 | 0 | 0 | 61 | 741 | 693 | -389 |
| 306+25.00 | 30625.00 | 25.00 | 0.00 | 0.00 | 85.68 | 0 | 0 | 72 | 741 | 783 | -479 |
| 306+50.00 | 30650.00 | 25.00 | 0.00 | 0.00 | 98.42 | 0 | 0 | 85 | 741 | 889 | -585 |
| 306+65.65 | 30665.65 | 15.65 | 0.00 | 0.00 | 106.30 | 0 | 0 | 59 | 741 | 963 | -659 |
| 306+75.00 | 30675.00 | 9.35 | 0.00 | 0.00 | 80.25 | 0 | 0 | 32 | 741 | 1003 | -699 |
| 306+85.32 | 30685.32 | 10.32 | 0.00 | 0.00 | 75.12 | 0 | 0 | 30 | 741 | 1040 | -736 |

DIVISION 3 - USH 8 WB 'AWB' - WEST - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 303+85.30 | 30385.30 | 0.00 | 15.84 | 6.08 | 34.04 | 0 | 0 | 0 | 0 | 0 | 0 |
| 304+00.00 | 30400.00 | 14.70 | 15.31 | 5.99 | 34.10 | 8 | 3 | 19 | 8 | 24 | -19 |
| 304+50.00 | 30450.00 | 50.00 | 18.36 | 0.00 | 31.96 | 31 | 6 | 61 | 39 | 100 | -70 |
| 305+00.00 | 30500.00 | 50.00 | 39.58 | 0.00 | 32.93 | 54 | 0 | 60 | 93 | 175 | -91 |
| 305+50.00 | 30550.00 | 50.00 | 96.96 | 0.00 | 42.82 | 126 | 0 | 70 | 219 | 263 | -53 |
| 305+75.00 | 30575.00 | 25.00 | 73.53 | 0.00 | 49.00 | 79 | 0 | 43 | 298 | 316 | -27 |
| 306+00.00 | 30600.00 | 25.00 | 70.95 | 0.00 | 52.87 | 67 | 0 | 47 | 365 | 375 | -19 |
| 306+25.00 | 30625.00 | 25.00 | 70.37 | 0.00 | 65.67 | 65 | 0 | 55 | 430 | 444 | -23 |
| 306+50.00 | 30650.00 | 25.00 | 76.30 | 0.00 | 88.79 | 68 | 0 | 72 | 498 | 534 | -45 |
| 306+65.71 | 30665.71 | 15.71 | 80.29 | 0.00 | 109.10 | 46 | 0 | 58 | 544 | 606 | -71 |
| 306+75.00 | 30675.00 | 9.29 | 81.07 | 0.00 | 94.75 | 28 | 0 | 35 | 572 | 650 | -87 |
| 306+88.93 | 30688.93 | 13.93 | 83.40 | 0.00 | 78.60 | 42 | 0 | 45 | 614 | 706 | -101 |

DIVISION 3 - USH 8 EB 'AEB' - EAST - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 308+28.40 | 30828.41 | 0.00 | 25.77 | 0.00 | 0.01 | 0 | 0 | 0 | 0 | 0 | 0 |
| 308+30.00 | 30830.00 | 1.59 | 26.40 | 0.00 | 0.00 | 2 | 0 | 0 | 2 | 0 | 2 |
| 308+50.00 | 30850.00 | 20.00 | 34.37 | 0.00 | 0.00 | 23 | 0 | 0 | 25 | 0 | 25 |
| 308+55.97 | 30855.97 | 5.97 | 39.43 | 0.69 | 0.00 | 8 | 0 | 0 | 33 | 0 | 33 |
| 308+75.00 | 30875.00 | 19.03 | 32.56 | 0.00 | 0.00 | 25 | 0 | 0 | 58 | 0 | 58 |
| 308+77.28 | 30877.28 | 2.28 | 12.85 | 0.00 | 0.00 | 2 | 0 | 0 | 60 | 0 | 60 |
| 309+00.00 | 30900.00 | 22.72 | 13.43 | 0.00 | 0.00 | 11 | 0 | 0 | 71 | 0 | 71 |
| 309+25.00 | 30925.00 | 25.00 | 13.04 | 0.00 | 0.00 | 12 | 0 | 0 | 83 | 0 | 83 |
| 309+50.00 | 30950.00 | 25.00 | 12.43 | 0.00 | 0.00 | 12 | 0 | 0 | 95 | 0 | 95 |
| 310+00.00 | 31000.00 | 50.00 | 13.53 | 0.00 | 0.00 | 24 | 0 | 0 | 119 | 0 | 119 |
| 310+50.00 | 31050.00 | 50.00 | 15.86 | 0.00 | 0.00 | 27 | 0 | 0 | 146 | 0 | 146 |
| 311+00.00 | 31100.00 | 50.00 | 17.27 | 0.00 | 0.00 | 31 | 0 | 0 | 177 | 0 | 177 |
| 311+25.00 | 31125.00 | 25.00 | 16.35 | 1.17 | 0.00 | 16 | 1 | 0 | 193 | 0 | 192 |
| 311+46.83 | 31146.83 | 21.83 | 15.00 | 1.94 | 0.00 | 13 | 1 | 0 | 206 | 0 | 204 |
| 311+50.00 | 31150.00 | 3.17 | 65.53 | 36.97 | 8.39 | 5 | 2 | 0 | 211 | 0 | 207 |
| 312+00.00 | 31200.00 | 50.00 | 52.64 | 33.36 | 8.67 | 109 | 65 | 16 | 320 | 20 | 231 |
| 312+50.00 | 31250.00 | 50.00 | 45.34 | 30.04 | 4.72 | 91 | 59 | 12 | 411 | 35 | 248 |
| 313+00.00 | 31300.00 | 50.00 | 42.11 | 26.39 | 0.82 | 81 | 52 | 5 | 492 | 41 | 271 |
| 313+50.00 | 31350.00 | 50.00 | 43.77 | 24.07 | 1.95 | 80 | 47 | 3 | 572 | 45 | 300 |
| 314+00.00 | 31400.00 | 50.00 | 54.83 | 22.84 | 0.00 | 91 | 43 | 2 | 663 | 48 | 346 |
| 314+50.00 | 31450.00 | 50.00 | 56.75 | 22.34 | 0.00 | 103 | 42 | 0 | 766 | 48 | 407 |
| 314+60.45 | 31460.45 | 10.45 | 56.92 | 22.09 | 0.00 | 22 | 9 | 0 | 788 | 48 | 420 |

DIVISION 3 - USH 8 WB 'AWB' - EAST - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 308+30.36 | 30830.36 | 0.00 | 37.31 | 0.00 | 128.31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 308+50.00 | 30850.00 | 19.64 | 59.69 | 31.83 | 99.31 | 35 | 12 | 83 | 35 | 104 | -81 |
| 308+75.00 | 30875.00 | 25.00 | 58.48 | 29.05 | 72.23 | 55 | 28 | 79 | 90 | 203 | -153 |
| 309+00.00 | 30900.00 | 25.00 | 45.10 | 24.74 | 63.14 | 48 | 25 | 63 | 138 | 281 | -208 |
| 309+25.00 | 30925.00 | 25.00 | 43.08 | 20.36 | 59.68 | 41 | 21 | 57 | 179 | 353 | -260 |
| 309+50.00 | 30950.00 | 25.00 | 45.61 | 23.20 | 50.09 | 41 | 20 | 51 | 220 | 416 | -302 |
| 309+75.00 | 30975.00 | 25.00 | 69.79 | 44.87 | 8.64 | 53 | 32 | 27 | 273 | 450 | -315 |
| 310+00.00 | 31000.00 | 25.00 | 65.61 | 43.82 | 8.02 | 63 | 41 | 8 | 336 | 460 | -303 |
| 310+50.00 | 31050.00 | 50.00 | 57.08 | 40.62 | 11.89 | 114 | 78 | 18 | 450 | 483 | -290 |
| 311+00.00 | 31100.00 | 50.00 | 52.70 | 37.69 | 11.21 | 102 | 73 | 21 | 552 | 509 | -287 |
| 311+25.00 | 31125.00 | 25.00 | 50.59 | 35.37 | 9.09 | 48 | 34 | 9 | 600 | 520 | -284 |
| 311+30.82 | 31130.82 | 5.82 | 50.04 | 34.85 | 8.37 | 11 | 8 | 2 | 611 | 523 | -284 |

DIVISION 3 - CTH A NB 'ANB' - SOUTH - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 402+00.00 | 40200.00 | 0.00 | 85.99 | 40.31 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 402+25.00 | 40225.00 | 25 | 95.91 | 40.28 | 0.00 | 84 | 37 | 0 | 84 | 0 | 47 |
| 402+50.00 | 40250.00 | 25 | 96.68 | 40.70 | 0.00 | 89 | 37 | 0 | 173 | 0 | 99 |
| 402+75.00 | 40275.00 | 25 | 94.56 | 40.20 | 0.00 | 89 | 37 | 0 | 262 | 0 | 151 |
| 403+00.00 | 40300.00 | 25 | 94.03 | 41.13 | 3.42 | 87 | 38 | 2 | 349 | 3 | 198 |
| 403+50.00 | 40350.00 | 50 | 82.92 | 12.65 | 6.66 | 164 | 50 | 9 | 513 | 14 | 300 |
| 404+00.00 | 40400.00 | 50 | 84.77 | 14.98 | 9.66 | 155 | 26 | 15 | 668 | 33 | 411 |
| 404+50.00 | 40450.00 | 50 | 118.37 | 16.74 | 5.89 | 188 | 29 | 14 | 856 | 50 | 552 |
| 404+56.00 | 40456.00 | 6 | 125.93 | 17.12 | 5.32 | 27 | 4 | 1 | 883 | 51 | 574 |
| 404+57.57 | 40457.57 | 1.57 | 96.81 | 9.88 | 0.00 | 6 | 1 | 0 | 889 | 51 | 579 |
| 404+75.00 | 40475.00 | 17.43 | 85.44 | 9.57 | 0.00 | 59 | 6 | 0 | 948 | 51 | 632 |
| 405+00.00 | 40500.00 | 25 | 88.83 | 9.38 | 0.00 | 81 | 9 | 0 | 1029 | 51 | 704 |
| 405+50.00 | 40550.00 | 50 | 97.97 | 9.09 | 0.00 | 173 | 17 | 0 | 1202 | 51 | 860 |
| 405+75.00 | 40575.00 | 25 | 99.00 | 10.05 | 0.00 | 91 | 9 | 0 | 1293 | 51 | 942 |
| 406+00.00 | 40600.00 | 25 | 77.02 | 10.72 | 2.48 | 81 | 10 | 1 | 1374 | 53 | 1012 |
| 406+25.00 | 40625.00 | 25 | 73.19 | 11.75 | 2.96 | 70 | 10 | 3 | 1444 | 56 | 1068 |
| 406+50.00 | 40650.00 | 25 | 72.71 | 12.85 | 1.51 | 68 | 11 | 2 | 1512 | 59 | 1122 |
| 406+75.00 | 40675.00 | 25 | 72.99 | 13.04 | 1.73 | 67 | 12 | 1 | 1579 | 60 | 1176 |
| 406+88.43 | 40688.43 | 13.43 | 18.49 | 15.41 | 5.78 | 23 | 7 | 2 | 1602 | 63 | 1190 |
| 407+00.00 | 40700.00 | 11.57 | 6.74 | 17.85 | 9.79 | 5 | 7 | 3 | 1607 | 66 | 1184 |

DIVISION 3 - CTH A SB 'ASB' - SOUTH - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 404+56.10 | 40456.10 | 0.00 | 11.78 | 7.32 | 5.16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 404+75.00 | 40475.00 | 18.90 | 18.17 | 7.75 | 1.82 | 10 | 5 | 2 | 10 | 3 | 3 |
| 405+00.00 | 40500.00 | 25.00 | 28.99 | 7.18 | 2.89 | 22 | 7 | 2 | 32 | 5 | 15 |
| 405+25.00 | 40525.00 | 25.00 | 40.34 | 14.54 | 7.20 | 32 | 10 | 5 | 64 | 11 | 31 |
| 405+50.00 | 40550.00 | 25.00 | 33.53 | 11.87 | 0.00 | 34 | 12 | 3 | 98 | 15 | 49 |
| 405+55.12 | 40555.12 | 5.12 | 28.52 | 9.79 | 0.00 | 6 | 2 | 0 | 104 | 15 | 53 |
| 405+75.00 | 40575.00 | 19.88 | 45.64 | 15.75 | 0.00 | 27 | 9 | 0 | 131 | 15 | 71 |
| 405+90.00 | 40590.00 | 15.00 | 46.87 | 10.72 | 5.08 | 26 | 7 | 1 | 157 | 16 | 89 |
| 406+00.00 | 40600.00 | 10.00 | 60.61 | 8.20 | 6.72 | 20 | 4 | 2 | 177 | 19 | 102 |
| 406+10.03 | 40610.03 | 10.03 | 52.77 | 6.18 | 8.36 | 21 | 3 | 3 | 198 | 23 | 117 |
| 406+25.00 | 40625.00 | 14.97 | 42.74 | 5.76 | 8.72 | 26 | 3 | 5 | 224 | 29 | 133 |
| 406+50.00 | 40650.00 | 25.00 | 42.44 | 4.73 | 12.32 | 39 | 5 | 10 | 263 | 41 | 155 |
| 406+75.00 | 40675.00 | 25.00 | 32.42 | 3.66 | 34.88 | 35 | 4 | 22 | 298 | 69 | 158 |
| 406+81.97 | 40681.97 | 6.97 | 28.71 | 7.07 | 39.04 | 8 | 1 | 10 | 306 | 81 | 153 |

DIVISION 3 - WAYSIDE 'WS' - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 600+25.22 | 60025.22 | 0.00 | 85.06 | 0.98 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 600+43.12 | 60043.12 | 17.90 | 124.56 | 12.54 | 0.03 | 69 | 4 | 0 | 69 | 0 | 65 |
| 600+45.03 | 60045.03 | 1.91 | 108.95 | 12.72 | 0.91 | 8 | 1 | 0 | 77 | 0 | 72 |
| 600+50.00 | 60050.00 | 4.97 | 85.36 | 13.09 | 5.94 | 18 | 2 | 1 | 95 | 1 | 87 |
| 600+58.97 | 60058.97 | 8.97 | 73.99 | 14.87 | 9.08 | 26 | 5 | 2 | 121 | 4 | 105 |
| 600+61.86 | 60061.86 | 2.89 | 70.34 | 16.05 | 6.97 | 8 | 2 | 1 | 129 | 5 | 110 |
| 600+70.60 | 60070.60 | 8.74 | 58.30 | 16.10 | 0.00 | 21 | 5 | 1 | 150 | 6 | 125 |
| 600+75.00 | 60075.00 | 4.40 | 40.43 | 11.33 | 0.00 | 8 | 2 | 0 | 158 | 6 | 131 |
| 600+86.52 | 60086.52 | 11.52 | 0.05 | 0.01 | 0.00 | 9 | 2 | 0 | 167 | 6 | 138 |

DIVISION 3 - ROBERTS RD NB 'ANB' - NORTH - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 408+72.86 | 40872.86 | 0.00 | 13.33 | 0.00 | 177.49 | 0 | 0 | 0 | 0 | 0 | 0 |
| 408+75.00 | 40875.00 | 2.14 | 20.46 | 0.00 | 169.04 | 1 | 0 | 14 | 1 | 18 | -17 |
| 408+93.73 | 40893.73 | 18.73 | 94.38 | 0.00 | 115.24 | 40 | 0 | 99 | 41 | 141 | -100 |
| 409+00.00 | 40900.00 | 6.27 | 92.19 | 0.00 | 86.35 | 22 | 0 | 23 | 63 | 170 | -107 |
| 409+25.00 | 40925.00 | 25.00 | 65.53 | 0.00 | 29.87 | 73 | 0 | 54 | 136 | 238 | -102 |
| 409+50.00 | 40950.00 | 25.00 | 53.16 | 0.00 | 9.67 | 55 | 0 | 18 | 191 | 260 | -69 |
| 409+54.48 | 40954.48 | 4.48 | 51.67 | 0.00 | 6.56 | 9 | 0 | 1 | 200 | 261 | -61 |
| 409+75.00 | 40975.00 | 20.52 | 44.86 | 2.41 | 0.85 | 37 | 1 | 3 | 237 | 265 | -29 |
| 410+00.00 | 41000.00 | 25.00 | 41.19 | 2.56 | 0.05 | 40 | 2 | 0 | 277 | 265 | 9 |
| 410+25.00 | 41025.00 | 25.00 | 37.65 | 2.65 | 0.01 | 37 | 2 | 0 | 314 | 265 | 44 |
| 410+50.00 | 41050.00 | 25.00 | 31.72 | 3.03 | 0.37 | 32 | 3 | 0 | 346 | 265 | 73 |
| 410+70.00 | 41070.00 | 20.00 | 33.84 | 2.78 | 0.00 | 24 | 2 | 0 | 370 | 265 | 95 |
| 410+75.00 | 41075.00 | 5.00 | 32.87 | 2.79 | 0.00 | 6 | 1 | 0 | 376 | 265 | 100 |
| 410+85.00 | 41085.00 | 10.00 | 32.39 | 2.78 | 0.00 | 12 | 1 | 0 | 388 | 265 | 111 |
| 410+86.82 | 41086.82 | 1.82 | 58.30 | 5.36 | 1.11 | 3 | 0 | 0 | 391 | 265 | 114 |
| 411+00.00 | 41100.00 | 13.18 | 54.91 | 5.19 | 0.00 | 28 | 3 | 0 | 419 | 265 | 139 |
| 411+11.83 | 41111.83 | 11.83 | 52.27 | 5.10 | 0.00 | 23 | 2 | 0 | 442 | 265 | 160 |

PROJECT NO: 1590-14-76
HWY: USH 8
COUNTY: LINCOLN
EARTHWORK QUANTITIES
SHEET:
359
E

PLOT DATE : 1/23/2025
PLOT BY : MSA
PLOT NAME:
PLOT SCALE : 1:1

DIVISION 3 - ROBERTS RD SB 'ASB' - NORTH - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 408+69.80 | 40869.80 | 0.00 | 100.55 | 0.00 | 98.89 | 0 | 0 | 0 | 0 | 0 | 0 |
| 408+80.00 | 40880.00 | 10.20 | 102.75 | 0.00 | 99.27 | 38 | 0 | 37 | 38 | 46 | -8 |
| 408+88.19 | 40888.19 | 8.19 | 101.31 | 0.00 | 96.03 | 31 | 0 | 30 | 69 | 84 | -15 |
| 409+00.00 | 40900.00 | 11.81 | 93.49 | 0.00 | 82.27 | 43 | 0 | 39 | 112 | 133 | -21 |
| 409+25.00 | 40925.00 | 25.00 | 41.61 | 0.00 | 53.64 | 63 | 0 | 63 | 175 | 211 | -36 |
| 409+42.25 | 40942.25 | 17.25 | 11.41 | 0.00 | 31.92 | 17 | 0 | 27 | 192 | 245 | -53 |
| 409+50.00 | 40950.00 | 7.75 | 12.11 | 3.31 | 21.55 | 3 | 0 | 8 | 195 | 255 | -60 |
| 409+75.00 | 40975.00 | 25.00 | 19.15 | 2.89 | 7.91 | 14 | 3 | 14 | 209 | 273 | -67 |
| 410+00.00 | 41000.00 | 25.00 | 29.27 | 2.27 | 0.00 | 22 | 2 | 4 | 231 | 278 | -52 |
| 410+25.00 | 41025.00 | 25.00 | 31.73 | 2.63 | 0.00 | 28 | 2 | 0 | 259 | 278 | -26 |
| 410+50.00 | 41050.00 | 25.00 | 26.97 | 2.60 | 0.63 | 27 | 2 | 0 | 286 | 278 | -1 |
| 410+75.00 | 41075.00 | 25.00 | 26.93 | 2.64 | 1.53 | 25 | 2 | 1 | 311 | 279 | 21 |
| 410+80.05 | 41080.05 | 5.05 | 27.64 | 2.63 | 1.10 | 5 | 0 | 0 | 316 | 279 | 26 |

DIVISION 3 - CTH A RAB 'ARAB' - STAGE 2

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 50+00.00 | 5000.00 | 0.00 | 25.29 | 0.00 | 197.08 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50+08.19 | 5008.19 | 8.19 | 52.10 | 0.00 | 196.31 | 12 | 0 | 60 | 12 | 75 | -63 |
| 50+12.04 | 5012.04 | 3.85 | 52.44 | 0.00 | 196.01 | 7 | 0 | 28 | 19 | 110 | -91 |
| 50+25.00 | 5025.00 | 12.96 | 53.40 | 0.00 | 196.31 | 25 | 0 | 94 | 44 | 228 | -184 |
| 50+37.92 | 5037.92 | 12.92 | 48.71 | 0.00 | 198.30 | 24 | 0 | 94 | 68 | 345 | -277 |
| 50+47.77 | 5047.77 | 9.85 | 23.07 | 0.00 | 199.63 | 13 | 0 | 73 | 81 | 436 | -355 |
| 50+50.00 | 5050.00 | 2.23 | 21.31 | 0.00 | 199.60 | 2 | 0 | 16 | 83 | 456 | -373 |
| 50+69.40 | 5069.40 | 19.4 | 0.00 | 0.00 | 249.49 | 8 | 0 | 161 | 91 | 658 | -567 |
| 50+75.00 | 5075.00 | 5.6 | 0.00 | 0.00 | 244.86 | 0 | 0 | 51 | 91 | 721 | -630 |
| 50+86.88 | 5086.88 | 11.88 | 0.00 | 0.00 | 235.57 | 0 | 0 | 106 | 91 | 854 | -763 |
| 50+97.10 | 5097.10 | 10.22 | 0.00 | 0.00 | 245.21 | 0 | 0 | 91 | 91 | 968 | -877 |
| 51+00.00 | 5100.00 | 2.9 | 0.00 | 0.00 | 256.57 | 0 | 0 | 27 | 91 | 1001 | -910 |
| 51+10.81 | 5110.81 | 10.81 | 2.41 | 0.00 | 392.02 | 0 | 0 | 130 | 91 | 1164 | -1073 |
| 51+12.89 | 5112.89 | 2.08 | 3.42 | 0.00 | 396.59 | 0 | 0 | 30 | 91 | 1201 | -1110 |
| 51+25.00 | 5125.00 | 12.11 | 0.00 | 0.00 | 318.06 | 1 | 0 | 160 | 92 | 1401 | -1309 |
| 51+27.09 | 5127.09 | 2.09 | 0.00 | 0.00 | 303.56 | 0 | 0 | 24 | 92 | 1431 | -1339 |
| 51+39.66 | 5139.66 | 12.57 | 0.00 | 0.00 | 266.71 | 0 | 0 | 133 | 92 | 1598 | -1506 |
| 51+50.00 | 5150.00 | 10.34 | 0.00 | 0.00 | 281.17 | 0 | 0 | 105 | 92 | 1729 | -1637 |
| 51+53.08 | 5153.08 | 3.08 | 0.00 | 0.00 | 289.94 | 0 | 0 | 33 | 92 | 1770 | -1678 |
| 51+64.15 | 5164.15 | 11.07 | 0.00 | 0.00 | 283.93 | 0 | 0 | 118 | 92 | 1918 | -1826 |
| 51+75.00 | 5175.00 | 10.85 | 0.00 | 0.00 | 333.73 | 0 | 0 | 124 | 92 | 2073 | -1981 |
| 51+90.66 | 5190.66 | 15.66 | 48.18 | 0.00 | 395.27 | 14 | 0 | 211 | 106 | 2336 | -2230 |
| 51+93.77 | 5193.77 | 3.11 | 85.23 | 0.00 | 398.20 | 8 | 0 | 46 | 114 | 2394 | -2280 |
| 51+96.83 | 5196.83 | 3.06 | 49.50 | 0.00 | 400.30 | 8 | 0 | 45 | 122 | 2450 | -2328 |
| 52+00.00 | 5200.00 | 3.17 | 7.23 | 0.00 | 400.96 | 3 | 0 | 47 | 125 | 2509 | -2384 |
| 52+10.78 | 5210.78 | 10.78 | 0.03 | 0.00 | 370.98 | 1 | 0 | 154 | 126 | 2701 | -2575 |
| 52+22.29 | 5222.29 | 11.51 | 0.00 | 0.00 | 325.50 | 0 | 0 | 148 | 126 | 2886 | -2760 |
| 52+25.00 | 5225.00 | 2.71 | 0.00 | 0.00 | 326.36 | 0 | 0 | 33 | 126 | 2928 | -2802 |
| 52+39.64 | 5239.64 | 14.64 | 0.00 | 0.00 | 358.25 | 0 | 0 | 186 | 126 | 3160 | -3034 |
| 52+50.00 | 5250.00 | 10.36 | 0.00 | 0.00 | 309.86 | 0 | 0 | 128 | 126 | 3320 | -3194 |
| 52+54.10 | 5254.10 | 4.1 | 0.00 | 0.00 | 300.13 | 0 | 0 | 46 | 126 | 3378 | -3252 |
| 52+63.87 | 5263.87 | 9.77 | 0.00 | 0.00 | 315.58 | 0 | 0 | 111 | 126 | 3516 | -3390 |
| 52+75.00 | 5275.00 | 11.13 | 0.00 | 0.00 | 342.24 | 0 | 0 | 136 | 126 | 3686 | -3560 |
| 52+78.29 | 5278.29 | 3.29 | 0.00 | 0.00 | 341.32 | 0 | 0 | 42 | 126 | 3739 | -3613 |
| 52+81.79 | 5281.79 | 3.5 | 0.00 | 0.00 | 325.73 | 0 | 0 | 43 | 126 | 3793 | -3667 |
| 52+84.63 | 5284.63 | 2.84 | 0.21 | 0.00 | 311.41 | 0 | 0 | 34 | 126 | 3835 | -3709 |
| 52+93.57 | 5293.57 | 8.94 | 3.68 | 0.00 | 257.58 | 1 | 0 | 94 | 127 | 3953 | -3826 |
| 53+00.00 | 5300.00 | 6.43 | 4.64 | 0.00 | 240.79 | 1 | 0 | 59 | 128 | 4026 | -3898 |
| 53+06.48 | 5306.48 | 6.48 | 1.00 | 0.00 | 233.73 | 1 | 0 | 57 | 129 | 4098 | -3969 |
| 53+21.01 | 5321.01 | 14.53 | 10.00 | 0.00 | 220.34 | 3 | 0 | 122 | 132 | 4250 | -4118 |
| 53+25.00 | 5325.00 | 3.99 | 20.97 | 0.00 | 203.50 | 2 | 0 | 31 | 134 | 4289 | -4155 |
| 53+34.04 | 5334.04 | 9.04 | 15.07 | 0.00 | 201.96 | 6 | 0 | 68 | 140 | 4374 | -4234 |
| 53+43.85 | 5343.85 | 9.81 | 23.70 | 0.00 | 199.72 | 7 | 0 | 73 | 147 | 4465 | -4318 |
| 53+45.57 | 5345.57 | 1.72 | 25.29 | 0.00 | 197.09 | 2 | 0 | 13 | 149 | 4481 | -4332 |



PLOT DATE : 1/23/2025
PLOT BY : MSA
PLOT NAME :
PLOT SCALE : 1:1

DIVISION 4 - USH 8 EB 'AEB' - WEST - STAGE 3

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 300+00.00 | 30000.00 | 0.00 | 24.23 | 12.76 | 0.03 | 0 | 0 | 0 | 0 | 0 | 0 |
| 300+25.00 | 30025.00 | 25 | 24.50 | 12.77 | 0.02 | 23 | 12 | 0 | 23 | 0 | 11 |
| 300+50.00 | 30050.00 | 25 | 24.46 | 12.98 | 0.02 | 23 | 12 | 0 | 46 | 0 | 22 |
| 300+75.00 | 30075.00 | 25 | 24.12 | 13.29 | 0.02 | 22 | 12 | 0 | 68 | 0 | 32 |
| 301+00.00 | 30100.00 | 25 | 23.69 | 13.65 | 0.02 | 22 | 12 | 0 | 90 | 0 | 42 |
| 301+25.00 | 30125.00 | 25 | 22.98 | 14.11 | 0.01 | 22 | 13 | 0 | 112 | 0 | 51 |
| 301+50.00 | 30150.00 | 25 | 21.70 | 14.62 | 0.01 | 21 | 13 | 0 | 133 | 0 | 59 |
| 302+00.00 | 30200.00 | 50 | 18.27 | 15.89 | 0.01 | 37 | 28 | 0 | 170 | 0 | 68 |
| 302+25.00 | 30225.00 | 25 | 16.43 | 14.26 | 0.01 | 16 | 14 | 0 | 186 | 0 | 70 |
| 302+50.00 | 30250.00 | 25 | 15.91 | 15.12 | 0.01 | 15 | 14 | 0 | 201 | 0 | 71 |
| 302+87.50 | 30287.50 | 37.5 | 17.68 | 17.50 | 0.00 | 23 | 23 | 0 | 224 | 0 | 71 |
| 303+00.00 | 30300.00 | 12.5 | 22.98 | 18.32 | 0.00 | 9 | 8 | 0 | 233 | 0 | 72 |
| 303+50.00 | 30350.00 | 50 | 27.56 | 21.98 | 0.00 | 47 | 37 | 0 | 280 | 0 | 82 |
| 303+75.00 | 30375.00 | 25 | 28.87 | 22.20 | 0.00 | 26 | 20 | 0 | 306 | 0 | 88 |
| 303+84.95 | 30384.95 | 9.95 | 29.26 | 22.08 | 0.00 | 11 | 8 | 0 | 317 | 0 | 91 |
| 303+84.95 | 30384.95 | 0 | 29.26 | 22.08 | 0.00 | 0 | 0 | 0 | 317 | 0 | 91 |
| 304+00.00 | 30400.00 | 15.05 | 29.82 | 21.99 | 0.00 | 16 | 12 | 0 | 333 | 0 | 95 |
| 304+35.00 | 30435.00 | 35 | 30.80 | 22.27 | 0.00 | 39 | 29 | 0 | 372 | 0 | 105 |
| 304+50.00 | 30450.00 | 15 | 42.07 | 33.35 | 0.00 | 20 | 15 | 0 | 392 | 0 | 110 |

DIVISION 4 - USH 8 EB 'AEB' - EAST - STAGE 3

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 308+77.15 | 30877.15 | 0.00 | 31.42 | 0.61 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 309+00.00 | 30900.00 | 22.85 | 20.69 | 0.00 | 0.00 | 22 | 0 | 0 | 22 | 0 | 22 |
| 309+25.00 | 30925.00 | 25 | 23.81 | 0.00 | 0.00 | 21 | 0 | 0 | 43 | 0 | 43 |
| 309+50.00 | 30950.00 | 25 | 26.10 | 1.20 | 0.16 | 23 | 1 | 0 | 66 | 0 | 65 |
| 310+00.00 | 31000.00 | 50 | 22.28 | 2.83 | 0.00 | 45 | 4 | 0 | 111 | 0 | 106 |
| 310+50.00 | 31050.00 | 50 | 21.78 | 4.19 | 0.00 | 41 | 7 | 0 | 152 | 0 | 140 |
| 311+00.00 | 31100.00 | 50 | 21.92 | 4.99 | 0.00 | 40 | 9 | 0 | 192 | 0 | 171 |
| 311+25.00 | 31125.00 | 25 | 22.24 | 5.14 | 0.00 | 20 | 5 | 0 | 212 | 0 | 186 |
| 311+46.83 | 31146.83 | 21.83 | 22.71 | 5.14 | 0.00 | 18 | 4 | 0 | 230 | 0 | 200 |
| 311+50.00 | 31150.00 | 3.17 | 22.61 | 5.13 | 0.00 | 3 | 1 | 0 | 233 | 0 | 202 |
| 312+00.00 | 31200.00 | 50 | 24.49 | 7.08 | 0.00 | 44 | 11 | 0 | 277 | 0 | 235 |
| 312+50.00 | 31250.00 | 50 | 26.98 | 8.73 | 0.00 | 48 | 15 | 0 | 325 | 0 | 268 |
| 313+00.00 | 31300.00 | 50 | 29.45 | 10.91 | 0.00 | 52 | 18 | 0 | 377 | 0 | 302 |
| 313+50.00 | 31350.00 | 50 | 31.01 | 12.34 | 0.00 | 56 | 22 | 0 | 433 | 0 | 336 |
| 314+00.00 | 31400.00 | 50 | 31.99 | 13.23 | 0.00 | 58 | 24 | 0 | 491 | 0 | 370 |
| 314+50.00 | 31450.00 | 50 | 32.56 | 13.53 | 0.00 | 60 | 25 | 0 | 551 | 0 | 405 |
| 314+60.45 | 31460.45 | 10.45 | 32.38 | 13.38 | 0.00 | 13 | 5 | 0 | 564 | 0 | 413 |

DIVISION 5 - USH 8 EX - WEST - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1518+71.27 | 151871.27 | 0.00 | 9.10 | 3.37 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1519+00.00 | 151900.00 | 28.73 | 20.45 | 4.12 | 0.00 | 16 | 4 | 0 | 16 | 0 | 12 |
| 1519+50.00 | 151950.00 | 50.00 | 33.33 | 5.13 | 0.00 | 50 | 9 | 0 | 66 | 0 | 53 |
| 1520+00.00 | 152000.00 | 50.00 | 41.23 | 5.89 | 0.00 | 69 | 10 | 0 | 135 | 0 | 112 |
| 1520+50.00 | 152050.00 | 50.00 | 48.36 | 6.28 | 0.00 | 83 | 11 | 0 | 218 | 0 | 184 |
| 1521+00.00 | 152100.00 | 50.00 | 50.14 | 6.48 | 0.00 | 91 | 12 | 0 | 309 | 0 | 263 |
| 1521+21.46 | 152121.46 | 21.46 | 56.71 | 6.52 | 0.00 | 42 | 5 | 0 | 351 | 0 | 300 |

DIVISION 5 - USH 8 EB 'AEB' - WEST - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 300+00.00 | 30000.00 | 0.00 | 34.70 | 4.96 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 300+25.00 | 30025.00 | 25.00 | 66.41 | 4.92 | 0.00 | 47 | 5 | 0 | 47 | 0 | 42 |
| 300+50.00 | 30050.00 | 25.00 | 62.62 | 4.91 | 0.00 | 60 | 5 | 0 | 107 | 0 | 97 |
| 300+75.00 | 30075.00 | 25.00 | 59.85 | 4.94 | 0.00 | 57 | 5 | 0 | 164 | 0 | 149 |
| 301+00.00 | 30100.00 | 25.00 | 57.41 | 5.01 | 0.00 | 54 | 5 | 0 | 218 | 0 | 198 |
| 301+25.00 | 30125.00 | 25.00 | 54.53 | 5.08 | 0.00 | 52 | 5 | 0 | 270 | 0 | 245 |
| 301+50.00 | 30150.00 | 25.00 | 51.20 | 5.09 | 0.00 | 49 | 5 | 0 | 319 | 0 | 289 |
| 302+00.00 | 30200.00 | 50.00 | 41.32 | 4.89 | 0.00 | 86 | 9 | 0 | 405 | 0 | 366 |
| 302+25.00 | 30225.00 | 25.00 | 36.15 | 4.81 | 0.05 | 36 | 4 | 0 | 441 | 0 | 398 |
| 302+50.00 | 30250.00 | 25.00 | 36.58 | 4.76 | 0.16 | 34 | 4 | 0 | 475 | 0 | 428 |
| 302+87.50 | 30287.50 | 37.50 | 36.46 | 4.54 | 0.00 | 51 | 6 | 0 | 526 | 0 | 473 |
| 303+00.00 | 30300.00 | 12.50 | 27.99 | 3.47 | 4.82 | 15 | 2 | 1 | 541 | 1 | 485 |
| 303+50.00 | 30350.00 | 50.00 | 16.86 | 4.28 | 5.67 | 42 | 7 | 10 | 583 | 14 | 507 |
| 303+75.00 | 30375.00 | 25.00 | 19.52 | 4.36 | 5.51 | 17 | 4 | 5 | 600 | 20 | 514 |
| 303+84.95 | 30384.95 | 9.95 | 20.80 | 5.43 | 5.15 | 7 | 2 | 2 | 607 | 23 | 517 |
| 303+84.95 | 30384.95 | 0.00 | 20.80 | 5.93 | 5.15 | 0 | 0 | 0 | 607 | 23 | 517 |
| 304+00.00 | 30400.00 | 15.05 | 21.70 | 6.11 | 2.74 | 12 | 3 | 2 | 619 | 25 | 523 |
| 304+35.00 | 30435.00 | 35.00 | 31.82 | 6.86 | 1.74 | 35 | 8 | 3 | 654 | 29 | 546 |
| 304+50.00 | 30450.00 | 15.00 | 37.84 | 7.32 | 1.50 | 19 | 4 | 1 | 673 | 30 | 560 |
| 304+51.36 | 30451.36 | 1.36 | 38.44 | 7.36 | 1.62 | 2 | 0 | 0 | 675 | 30 | 562 |
| 304+75.00 | 30475.00 | 23.64 | 48.95 | 8.32 | 0.18 | 38 | 7 | 1 | 713 | 31 | 592 |
| 305+00.00 | 30500.00 | 25.00 | 62.33 | 9.62 | 0.00 | 52 | 8 | 0 | 765 | 31 | 636 |
| 305+50.00 | 30550.00 | 50.00 | 89.06 | 9.78 | 0.10 | 140 | 18 | 0 | 905 | 31 | 758 |
| 305+75.00 | 30575.00 | 25.00 | 103.13 | 9.78 | 0.33 | 89 | 9 | 0 | 994 | 31 | 838 |
| 306+00.00 | 30600.00 | 25.00 | 114.78 | 9.78 | 0.65 | 101 | 9 | 0 | 1095 | 31 | 930 |
| 306+25.00 | 30625.00 | 25.00 | 105.49 | 9.46 | 0.81 | 102 | 9 | 1 | 1197 | 33 | 1022 |
| 306+50.00 | 30650.00 | 25.00 | 95.87 | 7.34 | 1.01 | 93 | 8 | 1 | 1290 | 34 | 1105 |
| 306+65.65 | 30665.65 | 15.65 | 91.22 | 7.47 | 2.84 | 54 | 4 | 1 | 1344 | 35 | 1154 |
| 306+75.00 | 30675.00 | 9.35 | 93.17 | 7.62 | 6.22 | 32 | 3 | 2 | 1376 | 38 | 1181 |
| 306+85.32 | 30685.32 | 10.32 | 97.30 | 7.84 | 8.10 | 36 | 3 | 3 | 1412 | 41 | 1210 |

DIVISION 5 - USH 8 EB 'AEB' - EAST - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 308+28.40 | 30828.41 | 0.00 | 23.18 | 9.33 | 15.08 | 0 | 0 | 0 | 0 | 0 | 0 |
| 308+30.00 | 30830.00 | 1.59 | 23.50 | 9.33 | 14.98 | 1 | 1 | 1 | 1 | 1 | -1 |
| 308+50.00 | 30850.00 | 20.00 | 23.26 | 9.33 | 14.72 | 17 | 7 | 11 | 18 | 15 | -5 |
| 308+55.97 | 30855.97 | 5.97 | 22.61 | 9.36 | 15.44 | 5 | 2 | 3 | 23 | 19 | -6 |
| 308+75.00 | 30875.00 | 19.03 | 20.80 | 9.37 | 17.24 | 15 | 7 | 12 | 38 | 34 | -13 |
| 308+77.28 | 30877.28 | 2.28 | 20.62 | 9.37 | 17.42 | 2 | 1 | 1 | 40 | 35 | -13 |
| 309+00.00 | 30900.00 | 22.72 | 19.18 | 9.40 | 18.85 | 17 | 8 | 15 | 57 | 54 | -23 |
| 309+25.00 | 30925.00 | 25.00 | 17.23 | 9.41 | 19.13 | 17 | 9 | 18 | 74 | 76 | -37 |
| 309+50.00 | 30950.00 | 25.00 | 14.47 | 8.41 | 8.83 | 15 | 8 | 13 | 89 | 93 | -47 |
| 310+00.00 | 31000.00 | 50.00 | 40.39 | 6.39 | 0.00 | 51 | 14 | 8 | 140 | 103 | -20 |
| 310+50.00 | 31050.00 | 50.00 | 30.30 | 5.36 | 0.00 | 65 | 11 | 0 | 205 | 103 | 35 |
| 311+00.00 | 31100.00 | 50.00 | 26.69 | 4.34 | 0.00 | 53 | 9 | 0 | 258 | 103 | 79 |
| 311+25.00 | 31125.00 | 25.00 | 26.37 | 4.33 | 0.00 | 25 | 4 | 0 | 283 | 103 | 100 |
| 311+46.83 | 31146.83 | 21.83 | 26.92 | 4.33 | 0.00 | 22 | 4 | 0 | 305 | 103 | 118 |
| 311+50.00 | 31150.00 | 3.17 | 27.04 | 4.33 | 0.00 | 3 | 1 | 0 | 308 | 103 | 120 |
| 312+00.00 | 31200.00 | 50.00 | 31.22 | 4.84 | 0.00 | 54 | 8 | 0 | 362 | 103 | 166 |
| 312+50.00 | 31250.00 | 50.00 | 36.35 | 5.34 | 0.00 | 63 | 9 | 0 | 425 | 103 | 220 |
| 313+00.00 | 31300.00 | 50.00 | 41.73 | 5.84 | 0.00 | 72 | 10 | 0 | 497 | 103 | 282 |
| 313+50.00 | 31350.00 | 50.00 | 48.87 | 6.34 | 0.00 | 84 | 11 | 0 | 581 | 103 | 355 |
| 314+00.00 | 31400.00 | 50.00 | 55.24 | 7.34 | 0.00 | 96 | 13 | 0 | 677 | 103 | 438 |
| 314+50.00 | 31450.00 | 50.00 | 59.92 | 7.33 | 0.00 | 107 | 14 | 0 | 784 | 103 | 531 |
| 314+60.45 | 31460.45 | 10.45 | 66.45 | 7.33 | 0.00 | 24 | 3 | 0 | 808 | 103 | 552 |

DIVISION 5 - USH 8 EX - EAST - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1535+59.88 | 153559.88 | 0.00 | 66.66 | 9.33 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1535+75.00 | 153575.00 | 15.12 | 40.82 | 9.33 | 0.00 | 30 | 5 | 0 | 30 | 0 | 25 |
| 1536+00.00 | 153600.00 | 25 | 40.64 | 9.34 | 0.00 | 38 | 9 | 0 | 68 | 0 | 54 |
| 1536+50.00 | 153650.00 | 50 | 37.27 | 8.84 | 0.00 | 72 | 17 | 0 | 140 | 0 | 109 |
| 1536+75.00 | 153675.00 | 25 | 34.44 | 8.09 | 0.00 | 33 | 8 | 0 | 173 | 0 | 134 |
| 1537+00.00 | 153700.00 | 25 | 36.87 | 7.14 | 0.00 | 33 | 7 | 0 | 206 | 0 | 160 |
| 1537+50.00 | 153750.00 | 50 | 55.32 | 4.71 | 0.00 | 85 | 11 | 0 | 291 | 0 | 234 |
| 1537+62.50 | 153762.50 | 12.5 | 52.91 | 4.05 | 0.00 | 25 | 2 | 0 | 316 | 0 | 257 |
| 1537+75.00 | 153775.00 | 12.5 | 47.36 | 3.39 | 0.00 | 23 | 2 | 0 | 339 | 0 | 278 |
| 1538+00.00 | 153800.00 | 25 | 20.43 | 2.18 | 0.01 | 31 | 3 | 0 | 370 | 0 | 306 |
| 1538+25.00 | 153825.00 | 25 | 2.58 | 1.17 | 1.59 | 11 | 2 | 1 | 381 | 1 | 314 |
| 1538+50.00 | 153850.00 | 25 | 1.74 | 0.40 | 0.12 | 2 | 1 | 1 | 383 | 3 | 314 |
| 1538+66.14 | 153866.14 | 16.14 | 1.57 | 0.00 | 0.16 | 1 | 0 | 0 | 384 | 3 | 315 |

DIVISION 5 - CTH A NB 'ANB' - STAGE 4

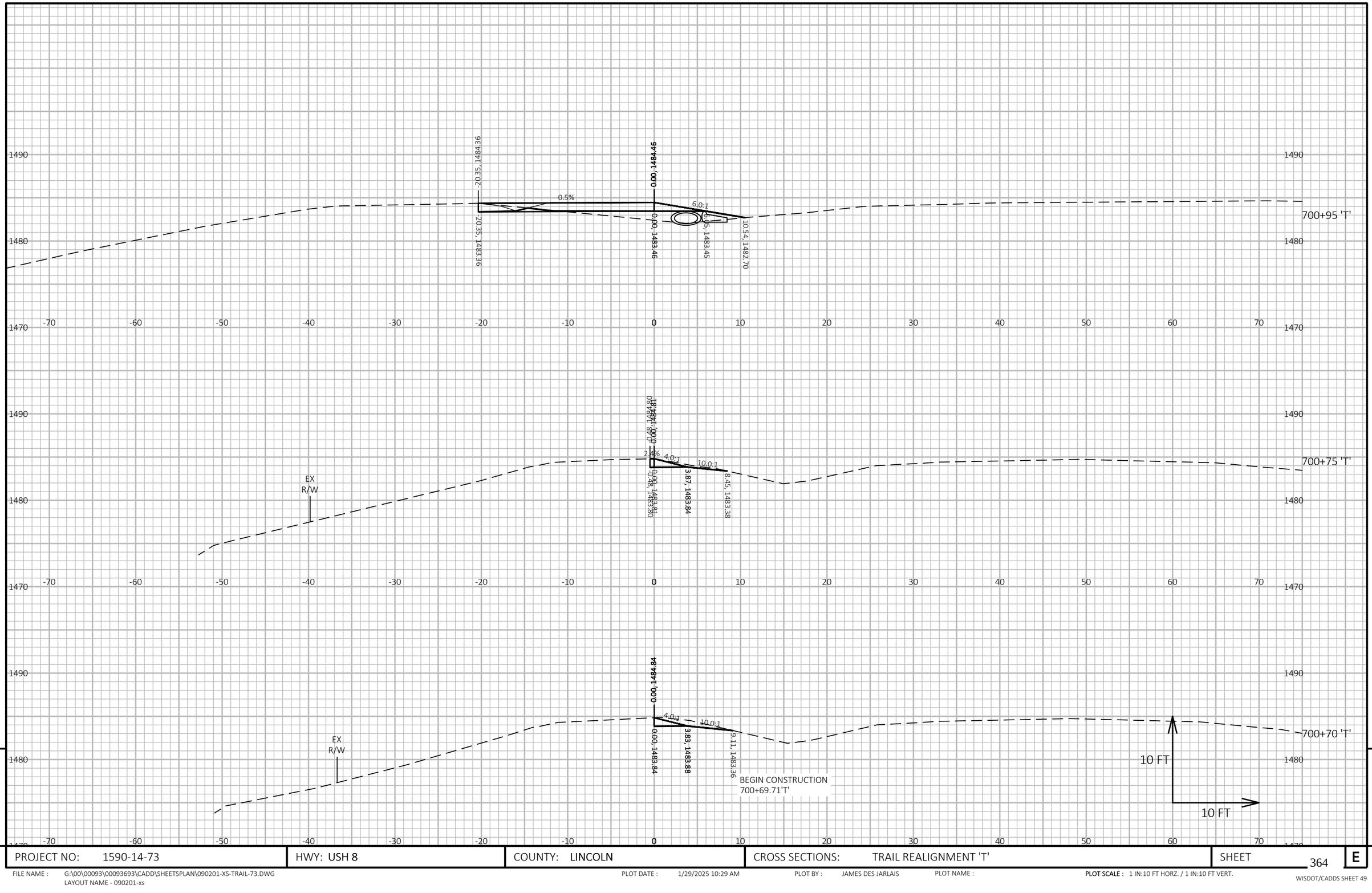
| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 406+85.00 | 40685.00 | 0.00 | 31.44 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 407+00.00 | 40700.00 | 15.00 | 25.97 | 11.20 | 0.00 | 16 | 3 | 0 | 16 | 0 | 13 |
| 407+06.37 | 40706.37 | 6.37 | 25.21 | 14.68 | 10.66 | 6 | 3 | 1 | 22 | 1 | 15 |
| 407+25.00 | 40725.00 | 18.63 | 28.71 | 14.57 | 11.41 | 19 | 10 | 8 | 41 | 11 | 14 |
| 407+25.73 | 40725.73 | 0.73 | 28.71 | 14.40 | 11.53 | 1 | 0 | 0 | 42 | 11 | 15 |

DIVISION 5 - CTH A SB 'ASB' - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 406+81.97 | 40681.97 | 0.00 | 5.24 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 406+93.38 | 40693.38 | 11.41 | 93.95 | 15.02 | 1.03 | 21 | 3 | 0 | 21 | 0 | 18 |
| 407+00.00 | 40700.00 | 6.62 | 137.12 | 28.02 | 0.96 | 28 | 5 | 0 | 49 | 0 | 41 |
| 407+04.88 | 40704.88 | 4.88 | 130.43 | 33.16 | 0.96 | 24 | 6 | 0 | 73 | 0 | 59 |
| 407+25.00 | 40725.00 | 20.12 | 69.50 | 0.00 | 15.90 | 74 | 12 | 6 | 147 | 8 | 114 |
| 407+25.50 | 40725.50 | 0.50 | 71.21 | 0.00 | 18.22 | 1 | 0 | 0 | 148 | 8 | 115 |

DIVISION - CTH A RAB 'ARAB' - STAGE 4

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | | | 1.00 | 1.25 | |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 50+00.00 | 5000.00 | 0.00 | 11.36 | 4.43 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 50+07.27 | 5007.27 | 7.27 | 16.51 | 7.50 | 14.29 | 4 | 2 | 2 | 4 | 3 | -1 |
| 50+12.04 | 5012.04 | 4.77 | 22.58 | 8.56 | 16.93 | 3 | 1 | 3 | 7 | 6 | -2 |
| 50+25.00 | 5025.00 | 12.96 | 24.46 | 10.43 | 18.33 | 11 | 5 | 8 | 18 | 16 | -6 |
| 50+37.00 | 5037.00 | 12 | 0.00 | 0.00 | 0.00 | 5 | 2 | 4 | 23 | 21 | -8 |
| 52+68.03 | 5268.03 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 23 | 21 | -8 |
| 52+75.00 | 5275.00 | 6.97 | 0.89 | 0.00 | 7.62 | 0 | 0 | 1 | 23 | 23 | -10 |
| 52+78.29 | 5278.29 | 3.29 | 34.50 | 0.00 | 10.00 | 2 | 0 | 1 | 25 | 24 | -9 |
| 52+81.79 | 5281.79 | 3.5 | 17.76 | 0.00 | 4.98 | 3 | 0 | 1 | 28 | 25 | -7 |
| 52+89.03 | 5289.03 | 7.24 | 2.95 | 0.00 | 7.29 | 3 | 0 | 2 | 31 | 28 | -7 |
| 52+93.57 | 5293.57 | 4.54 | 0.00 | 0.00 | 0.00 | 0 | 0 | 1 | 31 | 29 | -8 |
| 53+00.00 | 5300.00 | 6.43 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 31 | 29 | -8 |
| 53+06.48 | 5306.48 | 6.48 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 31 | 29 | -8 |
| 53+21.01 | 5321.01 | 14.53 | 9.61 | 3.33 | 0.00 | 3 | 1 | 0 | 34 | 29 | -6 |
| 53+25.00 | 5325.00 | 3.99 | 4.54 | 1.23 | 0.00 | 1 | 0 | 0 | 35 | 29 | -5 |
| 53+34.04 | 5334.04 | 9.04 | 0.00 | 0.00 | 0.00 | 1 | 0 | 0 | 36 | 29 | -4 |
| 53+43.85 | 5343.85 | 9.81 | 9.30 | 3.52 | 0.00 | 2 | 1 | 0 | 38 | 29 | -3 |
| 53+45.57 | 5345.57 | 1.72 | 11.36 | 4.43 | 0.00 | 1 | 0 | 0 | 39 | 29 | -2 |




9

9

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 364 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 1/29/2025 10:29 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

701+50 'T'

-12.00, 1484.48
0.00, 1484.44
6.0:1
0.4%
6.0:1
17.66, 1483.54
14.68, 1484.04
12.00, 1483.48
0.00, 1483.44
3.15, 1483.91
6.38, 1483.37

701+10 'T'

-12.00, 1484.49
0.00, 1484.45
6.0:1
0.4%
6.0:1
17.71, 1483.54
13.37, 1484.26
12.00, 1483.49
0.00, 1483.45
3.25, 1484.24
6.32, 1483.39

MATCH USH 8
701+10'T' - 701+50'T'

701+00 'T'

-12.00, 1484.43
0.00, 1484.37
6.0:1
0.6%
6.0:1
21.83, 1482.80
17.87, 1483.46
12.00, 1483.43
0.00, 1483.37
6.14, 1483.34
7.58, 1483.10

700+97 'T'

-12.73, 1484.43
0.00, 1484.42
4.08, 1483.84
8.02, 1483.32
6.1:1
6.2:1
0.4%
0.1%
0.4%
6.1:1
6.1:1
27.24, 1482.07
12.79, 1483.45
12.73, 1483.43
0.00, 1483.42
3.17
12.73, 1483.32
12.02, 1482.85
16.98, 1482.08

CROSS SECTION IS
SKEWED ALONG CULVERT

STATION 700+93.55'T' - 701+01.52'T'
CP CLASS III-A 15-INCH REQUIRED
SKEW 18° LHF

10 FT
10 FT

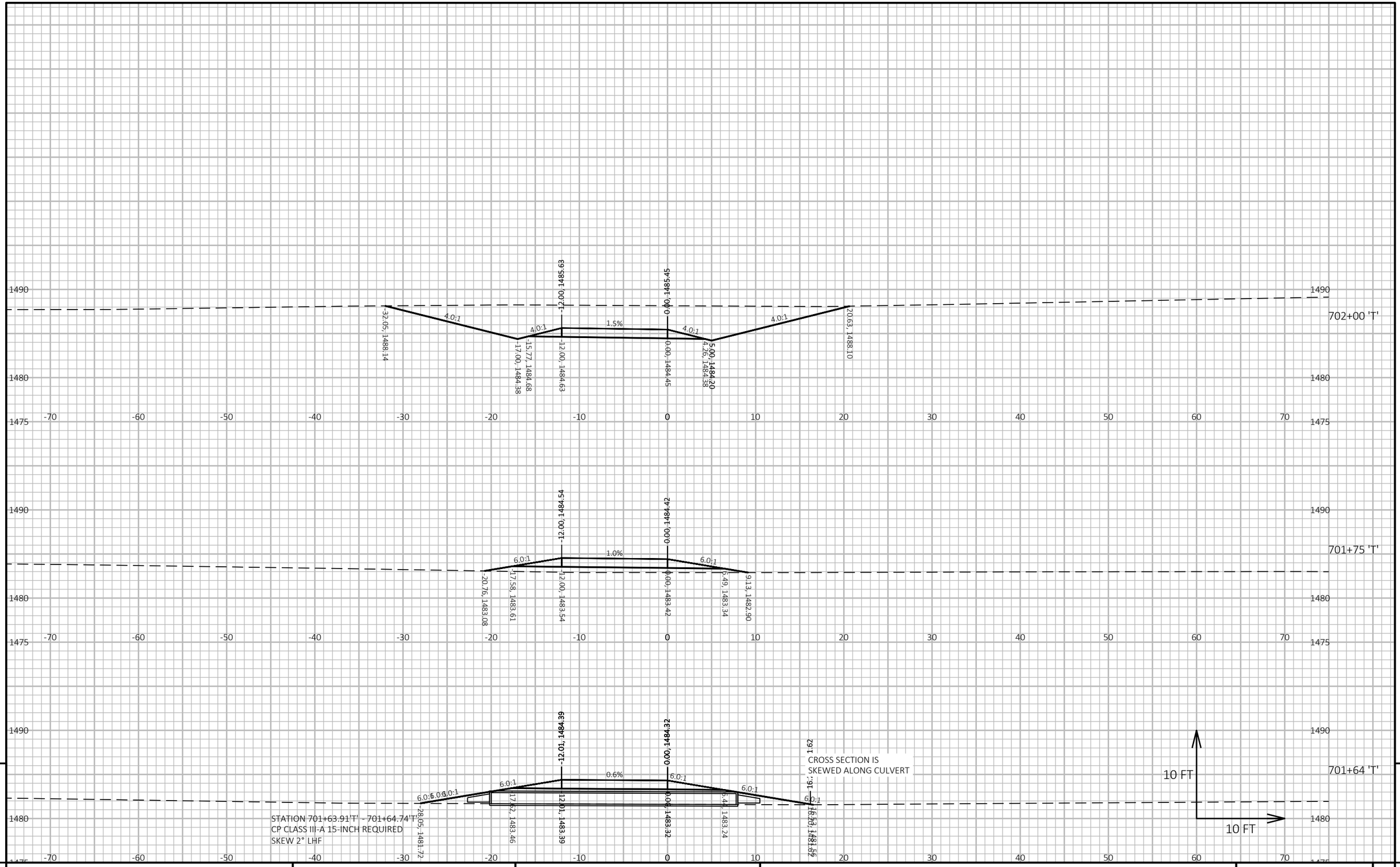
9

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 365 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 1/29/2025 10:29 AM PLOT BY : JAMES DES JARLAIS PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

9

| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 366 | E |
|---|---|---|---|---|---|

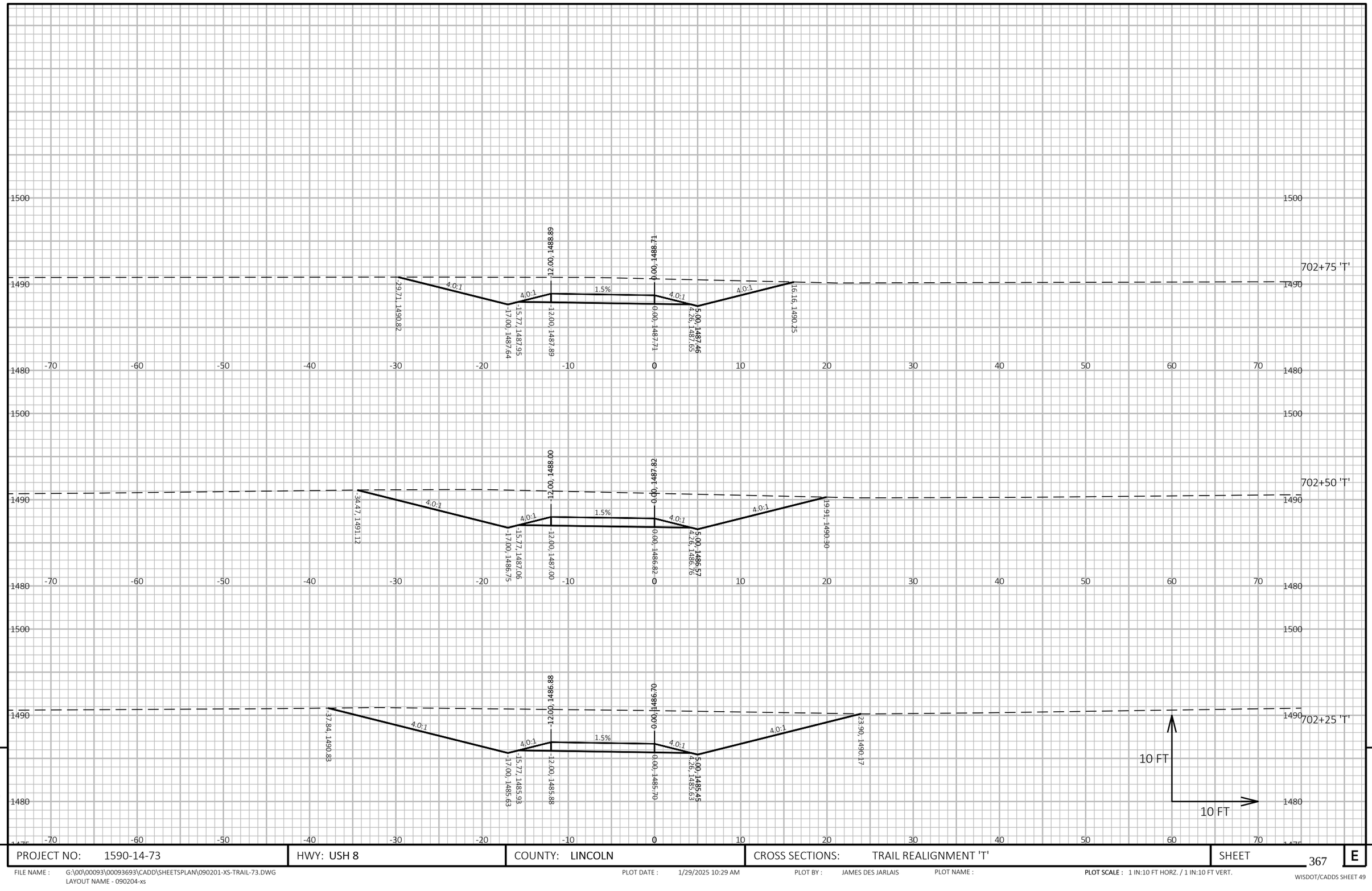
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 1/29/2025 10:29 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

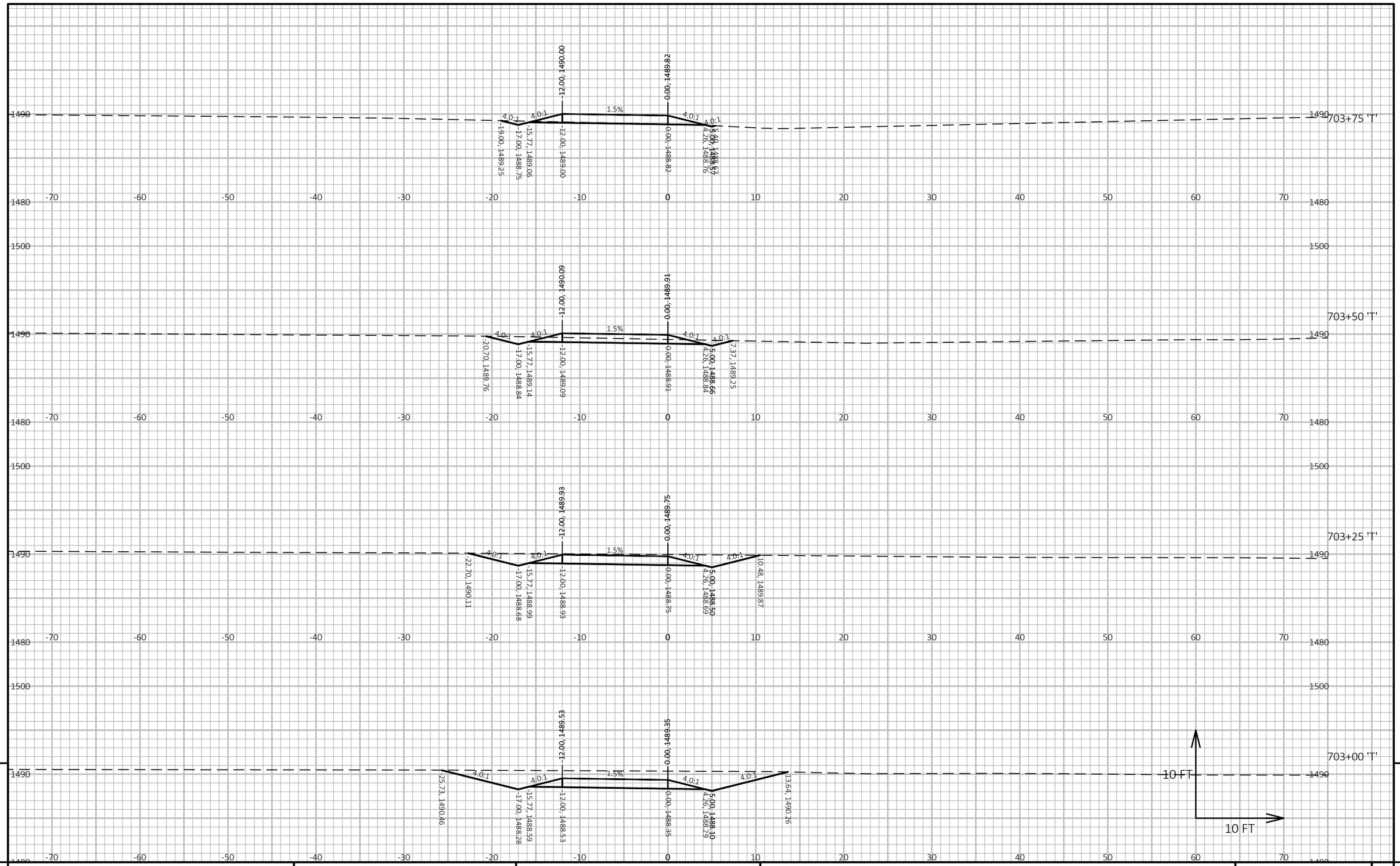
**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 367 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 1/29/2025 10:29 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




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| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 368 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090205-xs

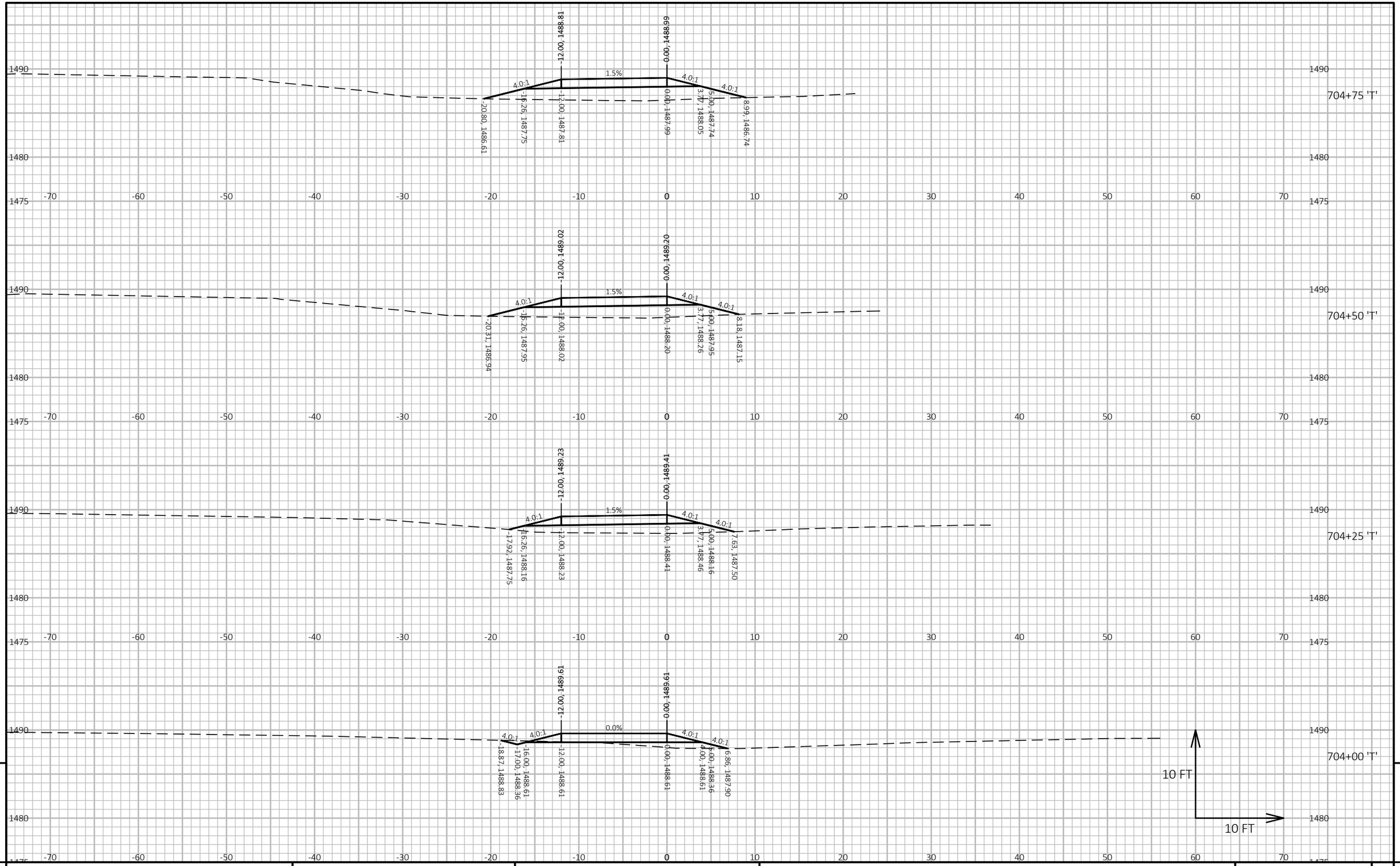
PLOT DATE : 1/29/2025 10:29 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

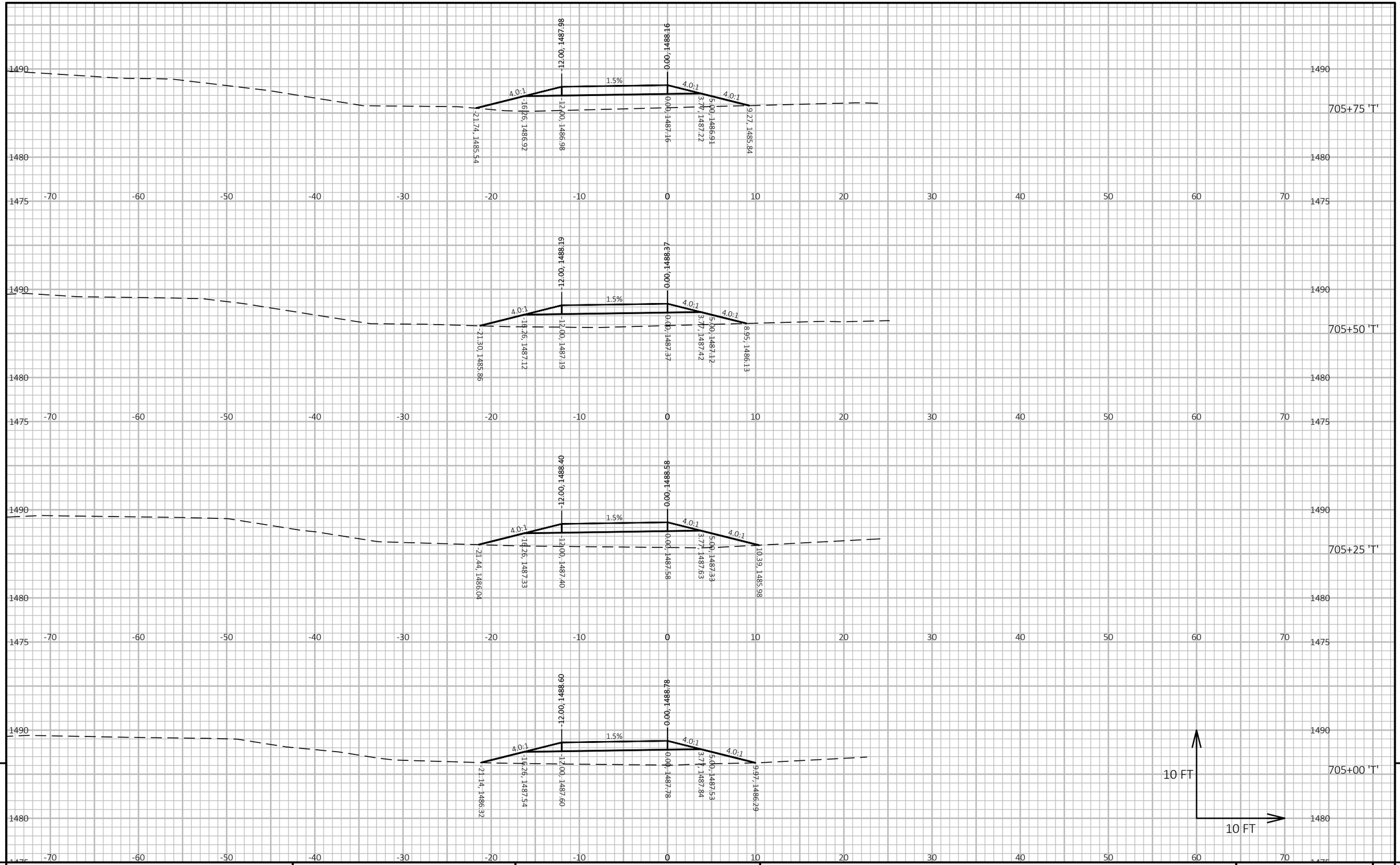



| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 369 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 1/29/2025 10:29 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

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| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 370 | E |
|---|---|---|---|---|---|

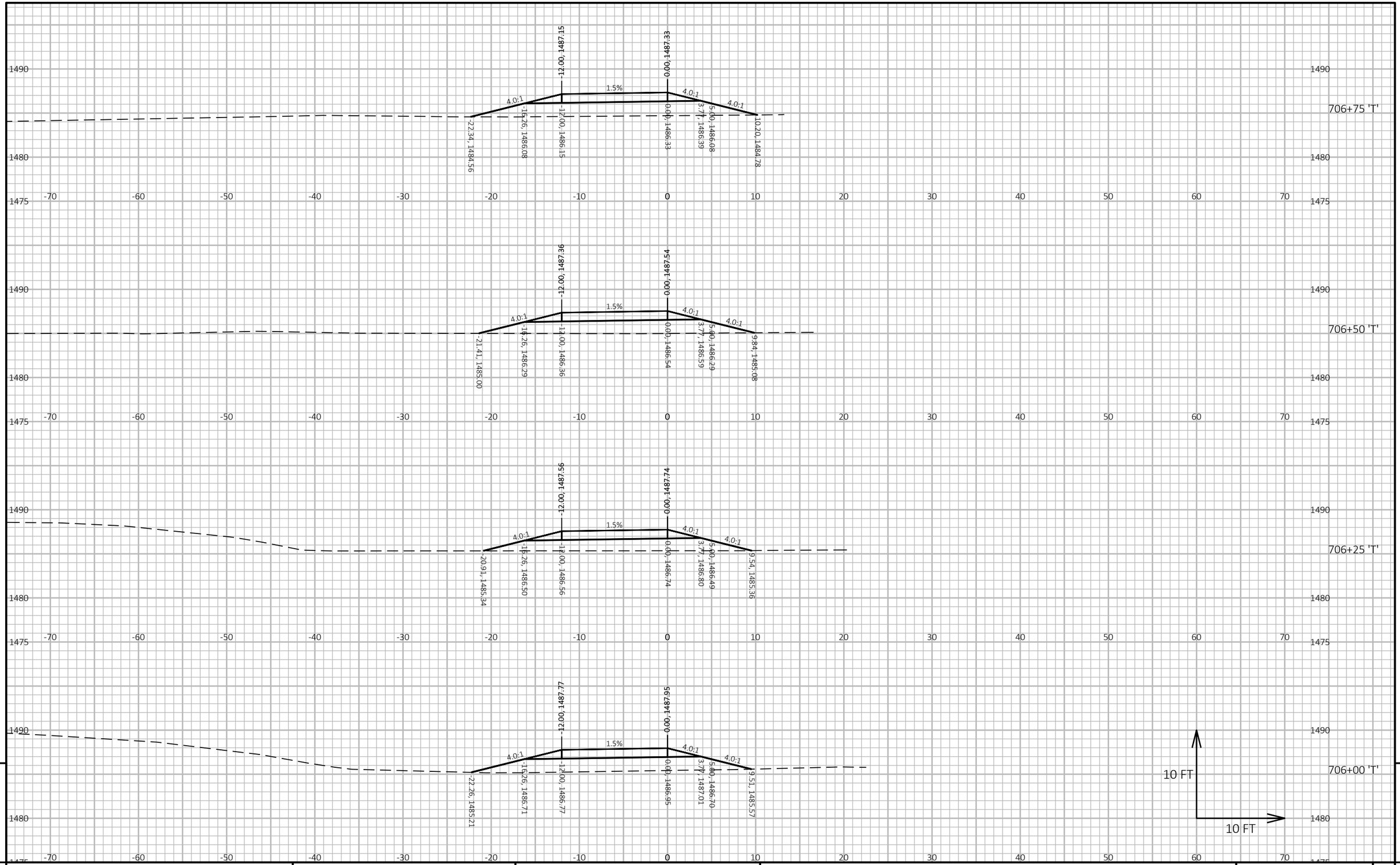
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 1/29/2025 10:29 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

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| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 371 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090208-xs

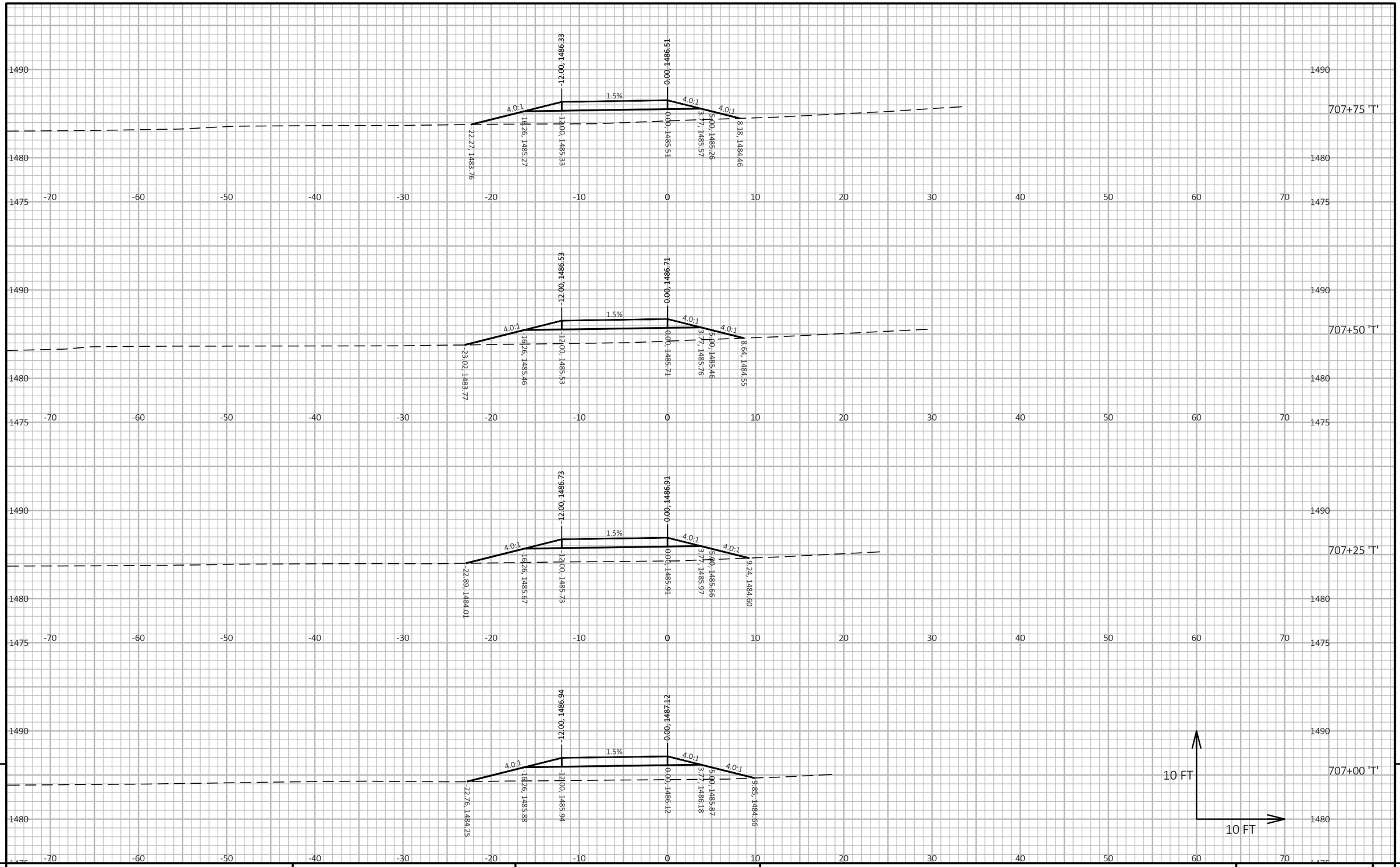
PLOT DATE : 1/29/2025 10:29 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



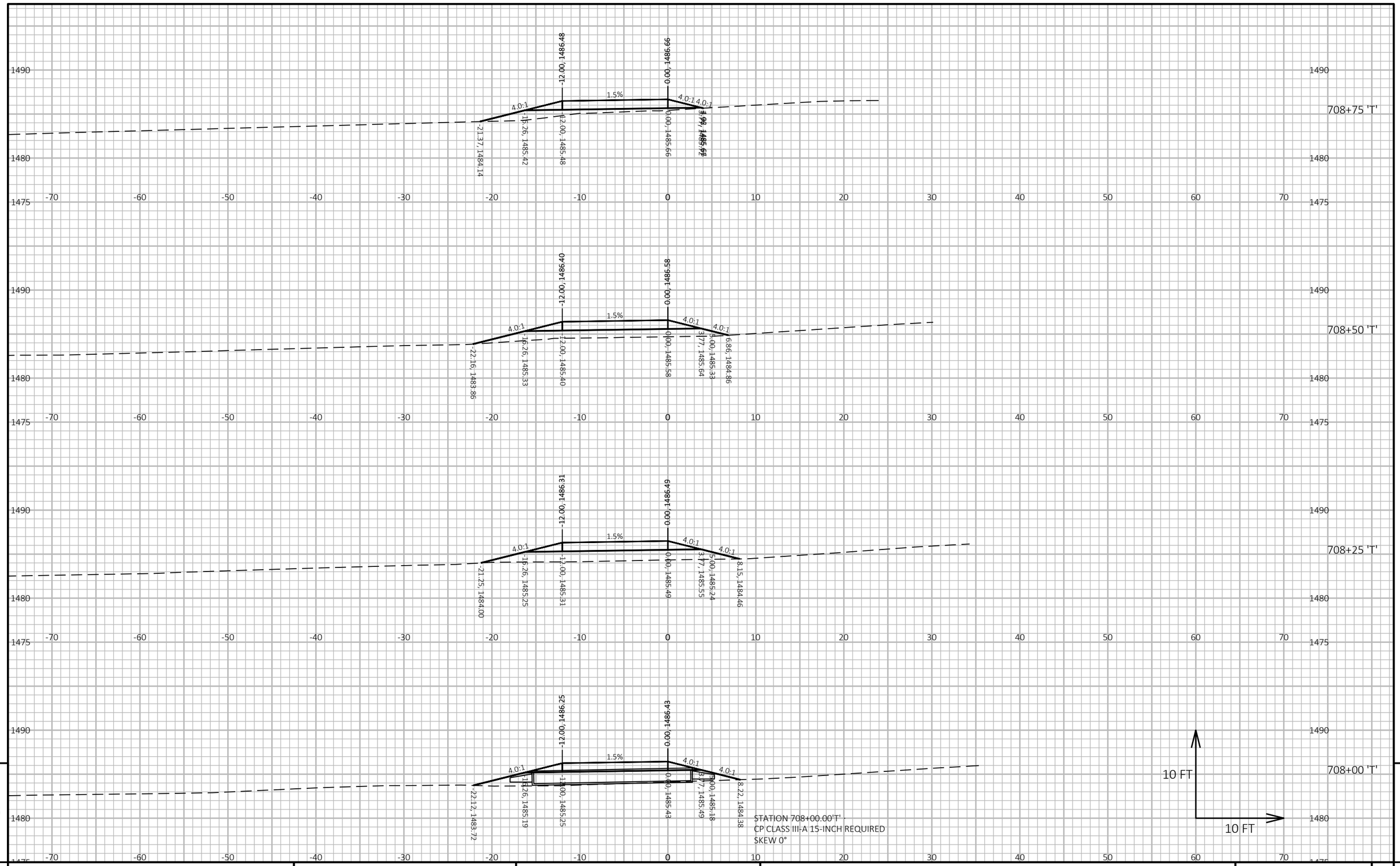

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| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 372 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 1/29/2025 10:29 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




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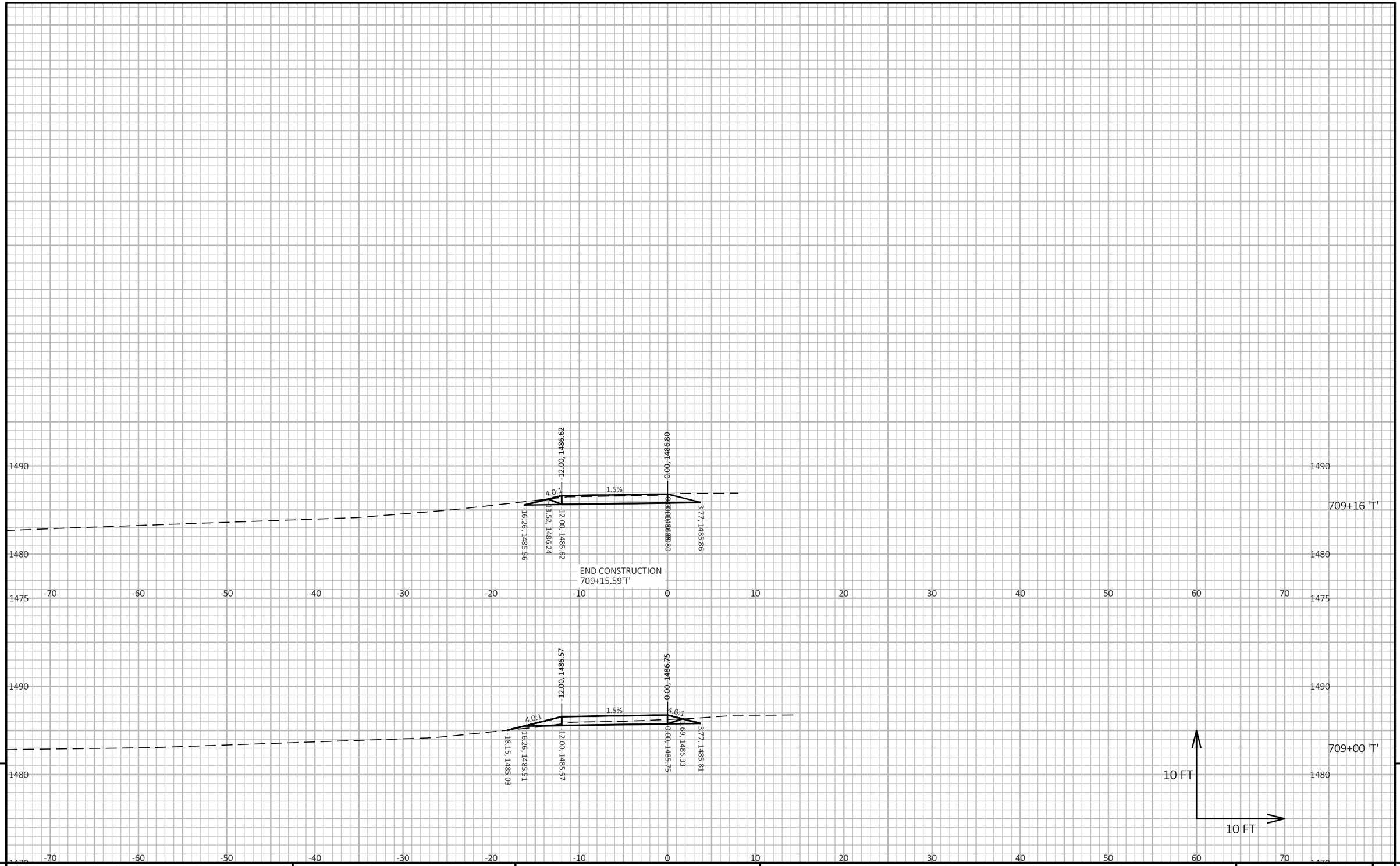
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| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 373 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090210-xs

PLOT DATE : 1/29/2025 10:29 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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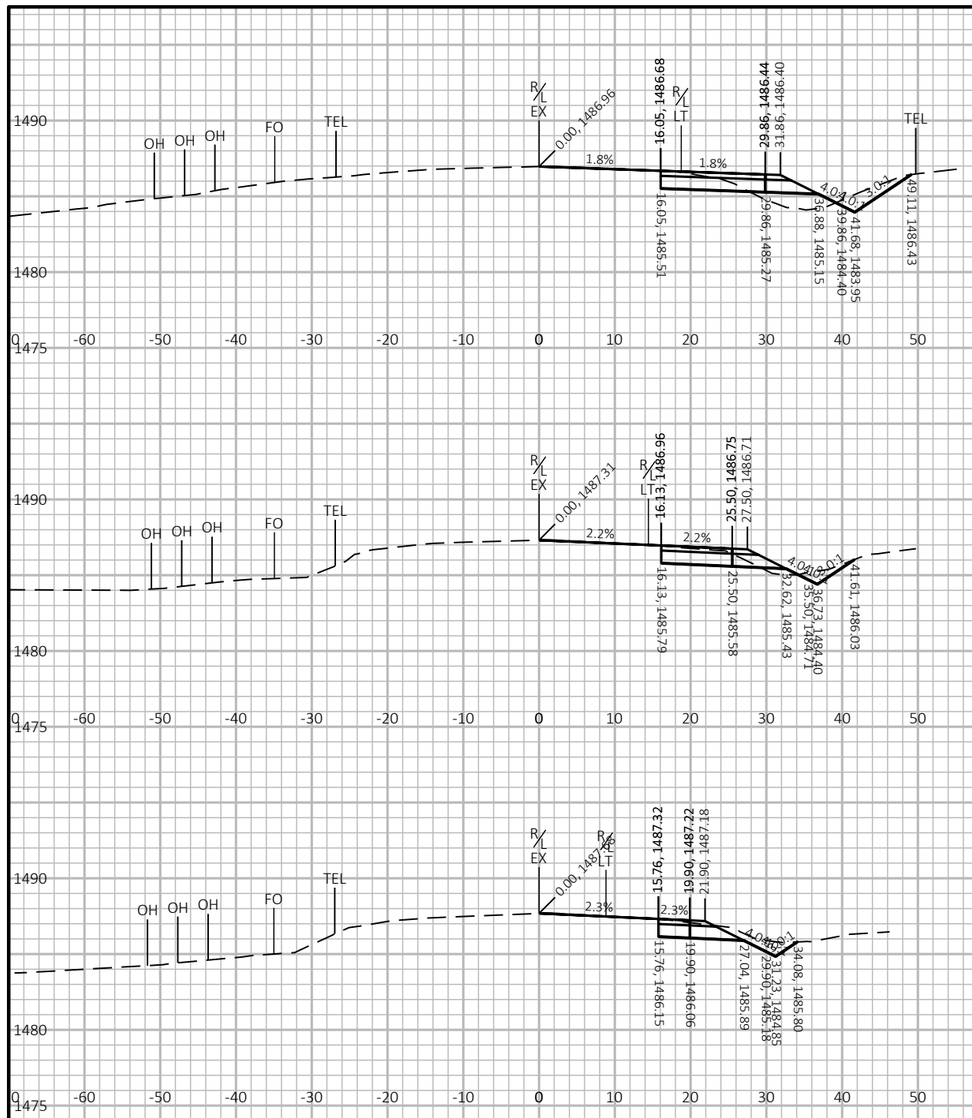
| PROJECT NO: 1590-14-73 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: TRAIL REALIGNMENT 'T' | SHEET 374 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090201-XS-TRAIL-73.DWG
LAYOUT NAME - 090211-xs

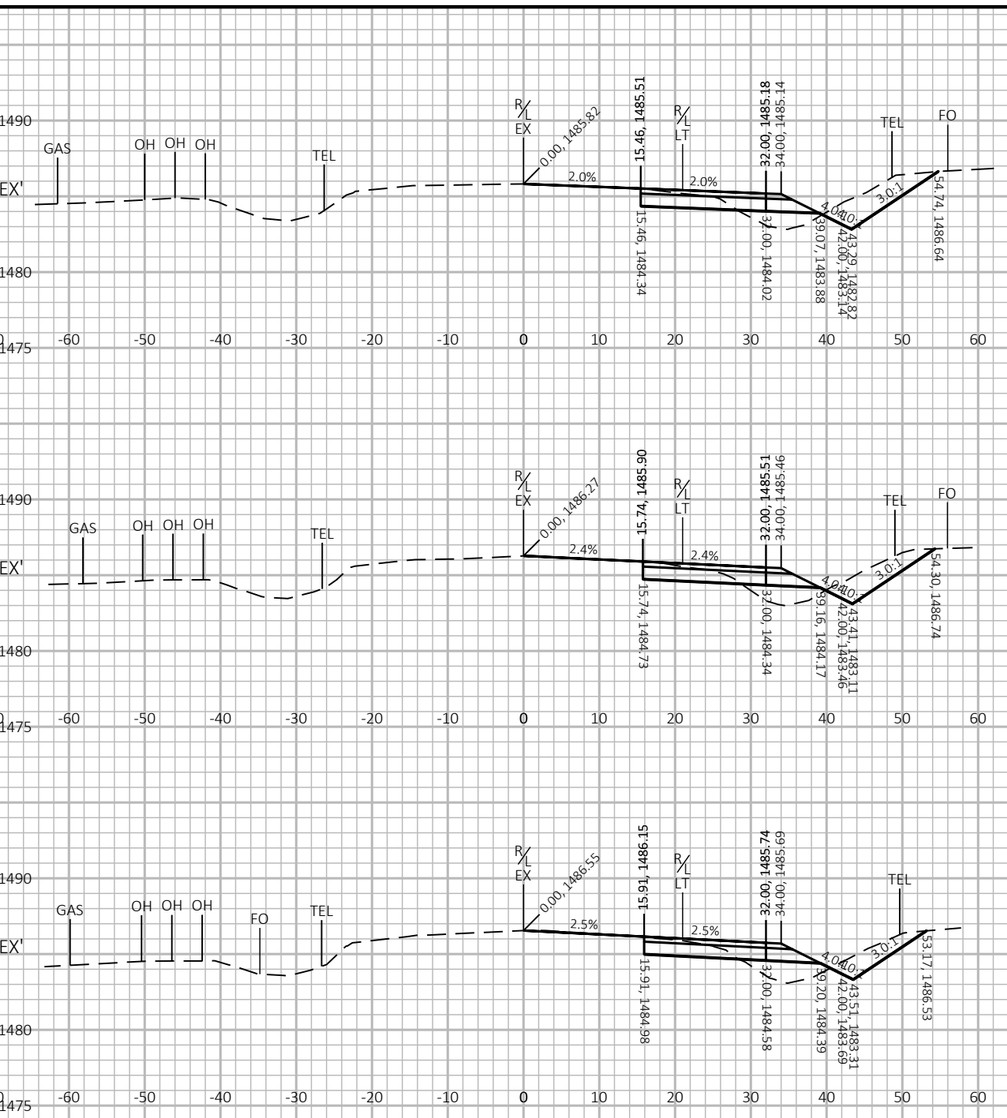
PLOT DATE : 1/29/2025 10:29 AM PLOT BY : JAMES DES JARLAIS PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




1479+50 'EX'




1481+00 'EX'




1479+00 'EX'



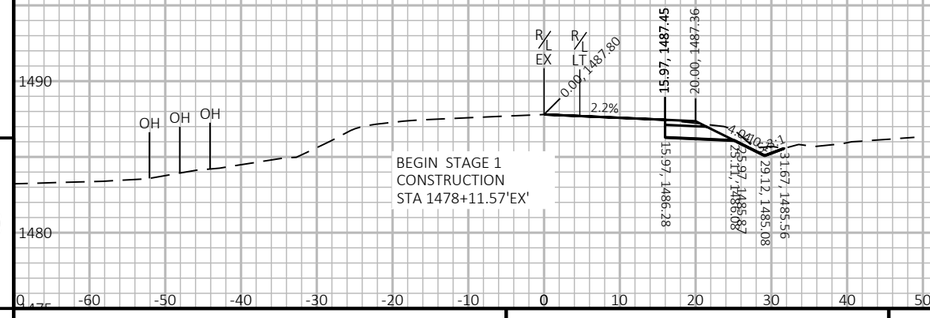

1480+50 'EX'




1478+50 'EX'

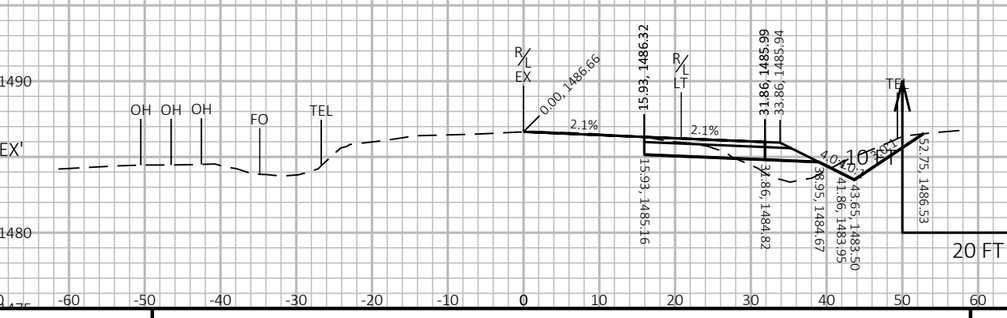



1480+20 'EX'




BEGIN STAGE 1
CONSTRUCTION
STA 1478+11.57'EX'

1478+12 'EX'




1480+00 'EX'

9

9

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING 'EX' | SHEET 375 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG1.DWG
LAYOUT NAME - 090220-xs

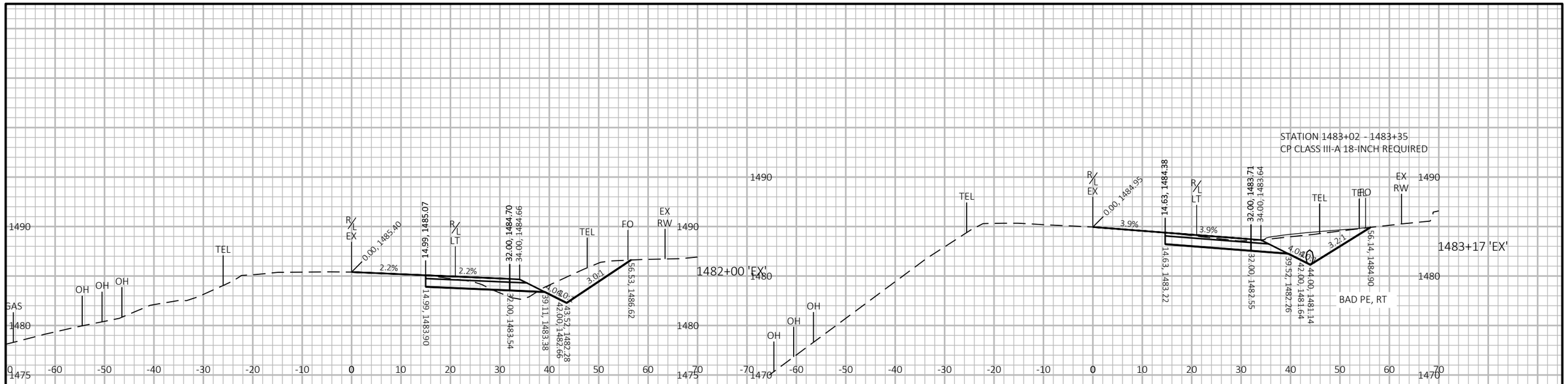
PLOT DATE : 1/28/2025 5:51 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

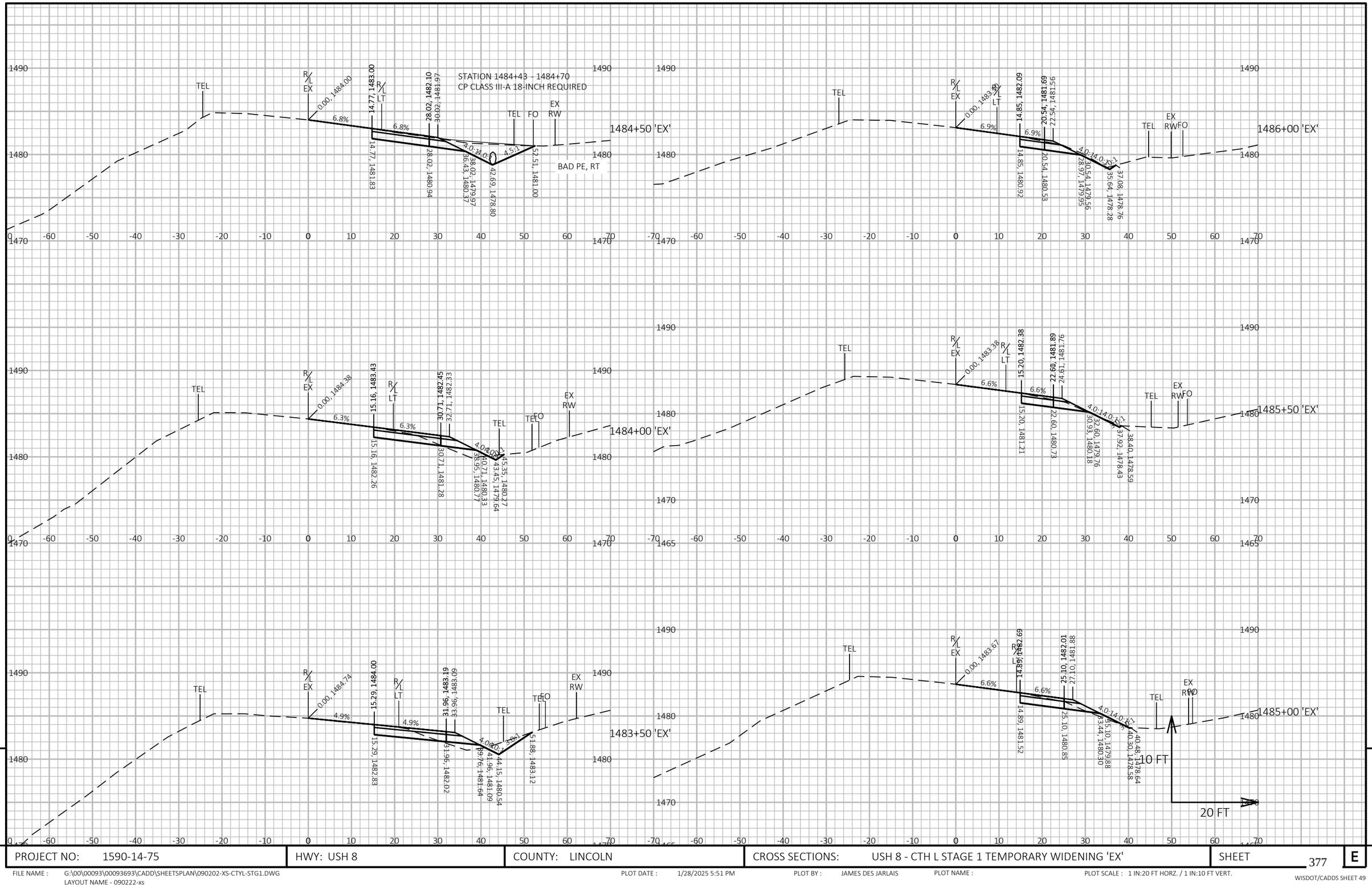



| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING 'EX' | SHEET 376 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG1.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 1/28/2025 5:51 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING 'EX' | SHEET 377 | E |
|---|---|---|---|---|---|

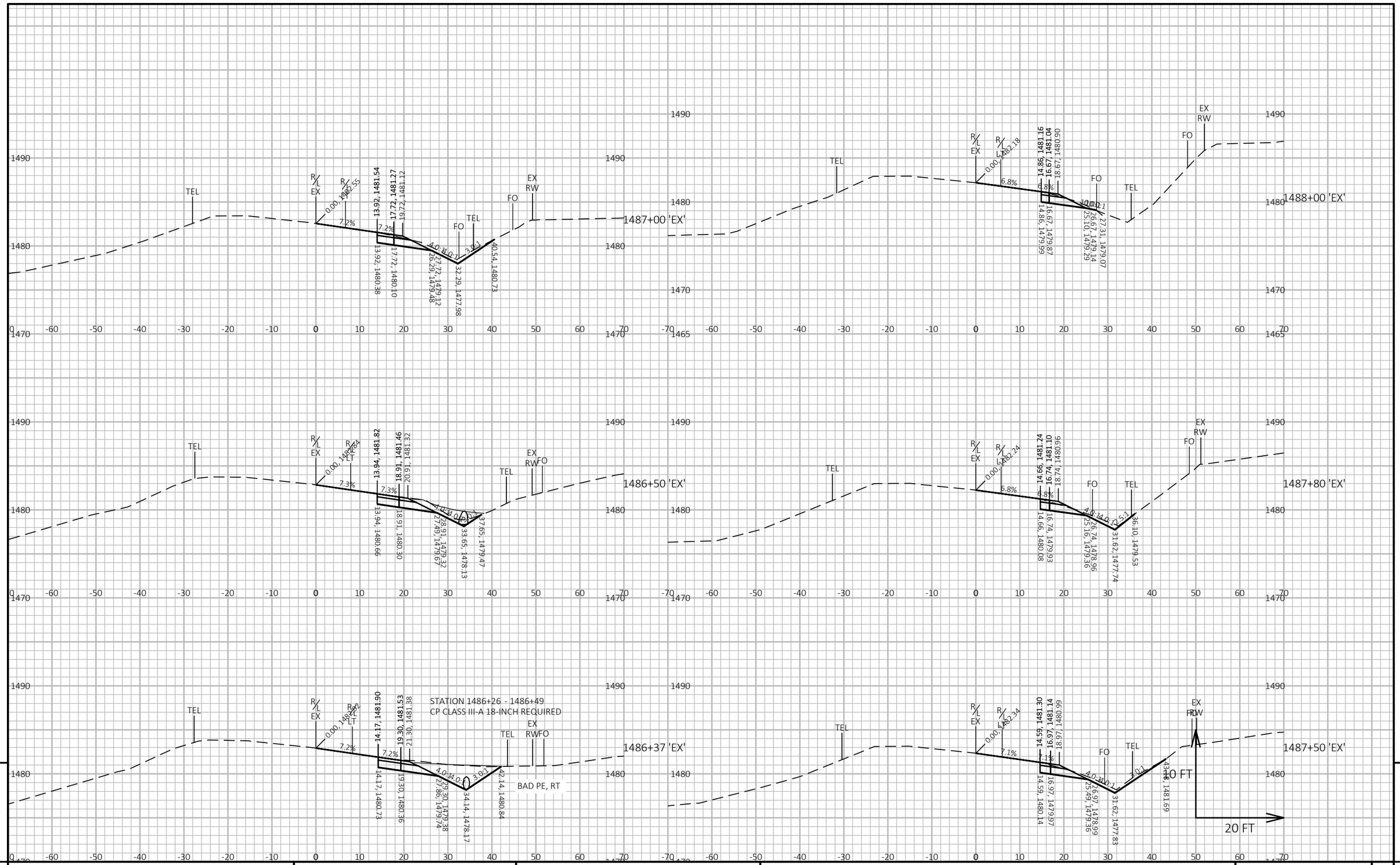
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LAYOUT NAME - 090222-xs

PLOT DATE : 1/28/2025 5:51 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING 'EX' | SHEET 378 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG1.DWG
LAYOUT NAME - 090223-xs

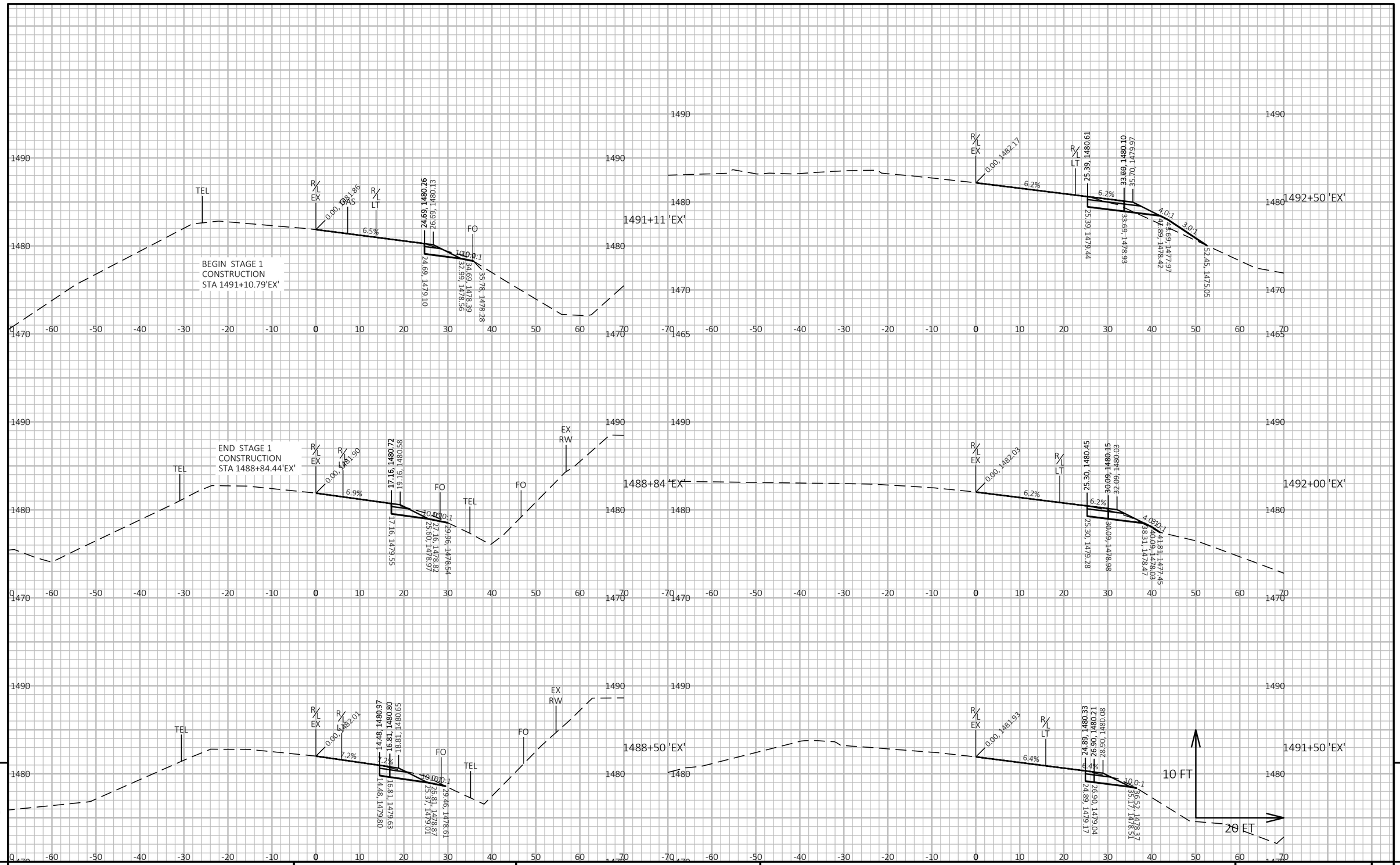
PLOT DATE : 1/28/2025 5:51 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING 'EX' | SHEET 379 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG1.DWG
LAYOUT NAME - 090224-xs

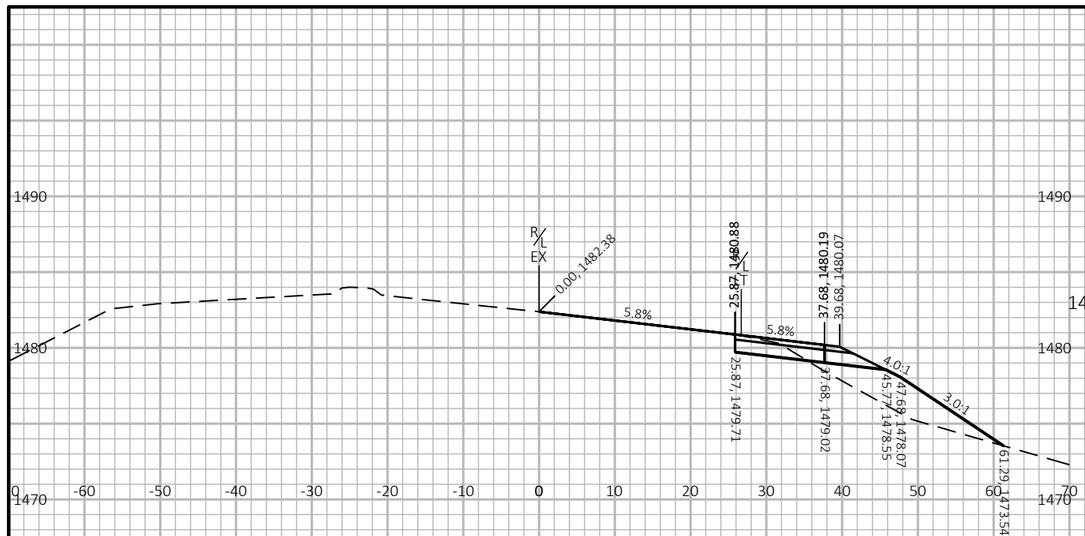
PLOT DATE : 1/28/2025 5:52 PM

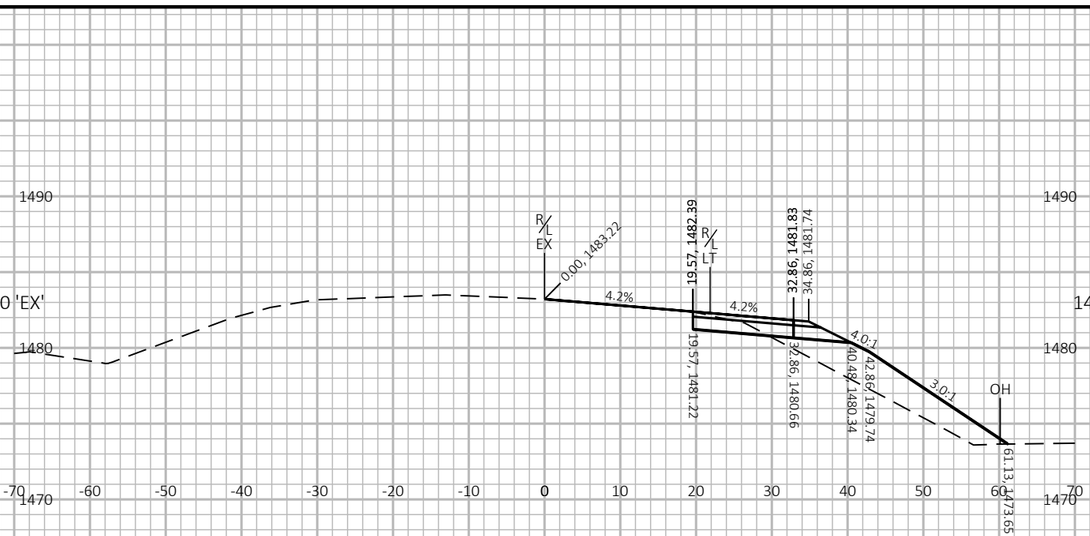
PLOT BY : JAMES DES JARLAIS

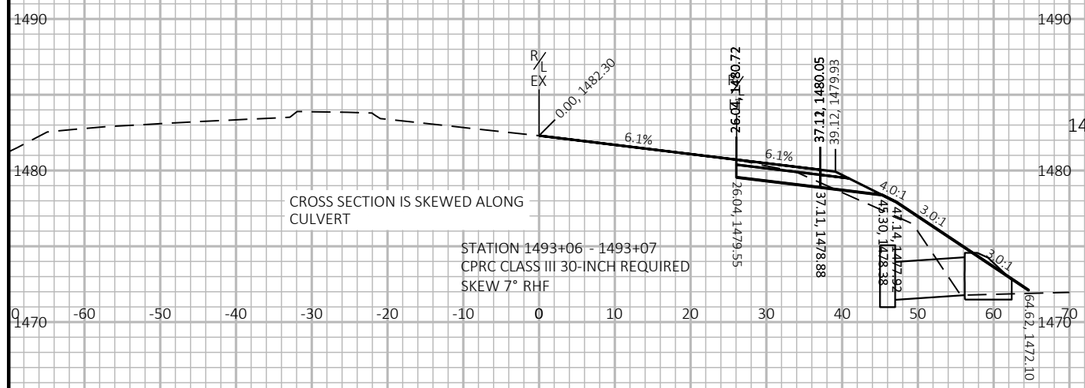
PLOT NAME :

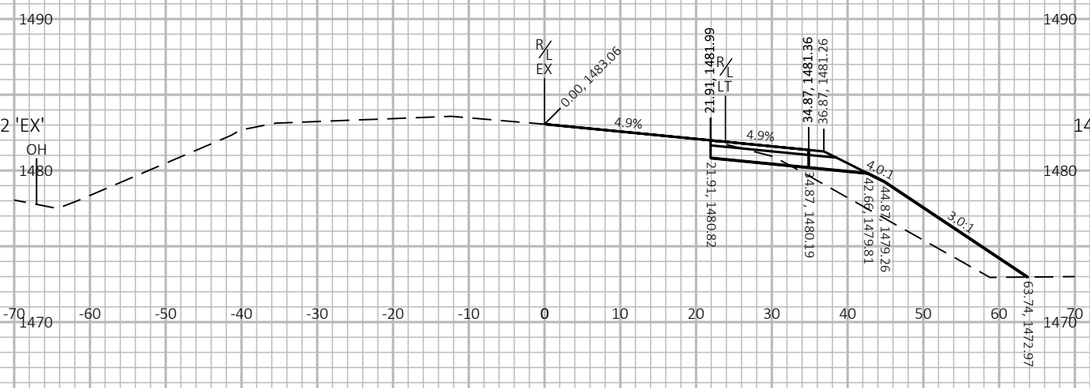
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



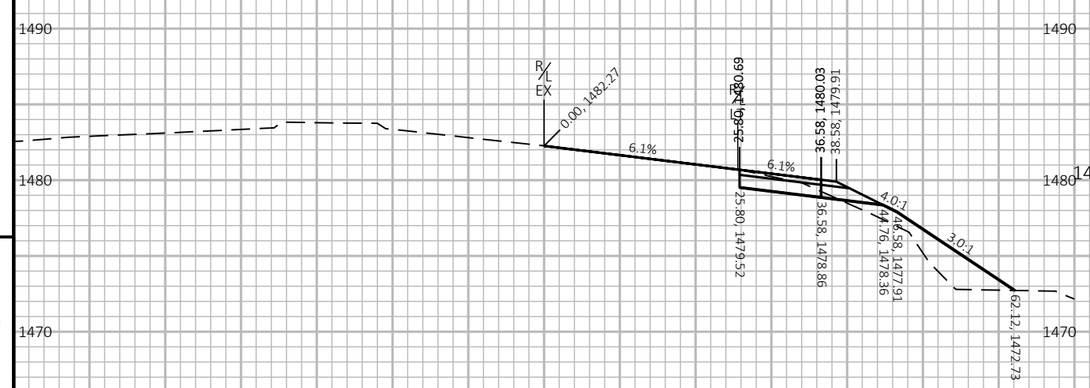



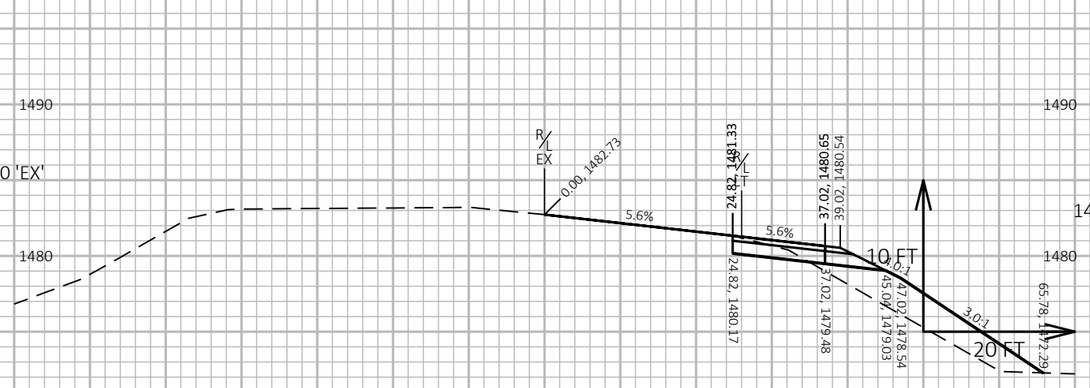




CROSS SECTION IS SKEWED ALONG CULVERT

STATION 1493+06 - 1493+07
CPRC CLASS III 30-INCH REQUIRED
SKEW 7° RHF




9

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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING 'EX' | SHEET 380 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG1.DWG
LAYOUT NAME - 090225-xs

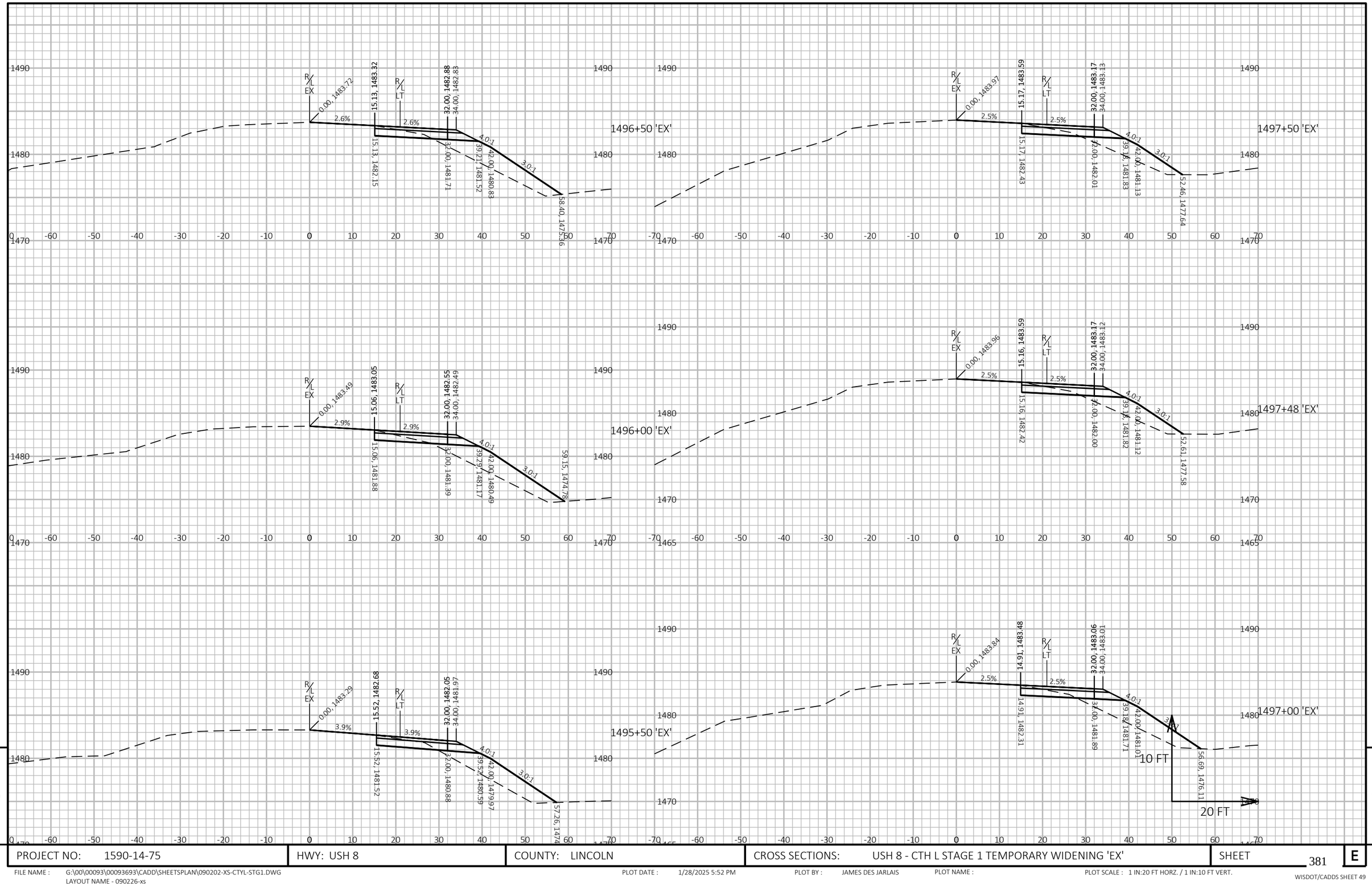
PLOT DATE : 1/28/2025 5:52 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING 'EX' | SHEET 381 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG1.DWG
LAYOUT NAME - 090226-xs

PLOT DATE : 1/28/2025 5:52 PM

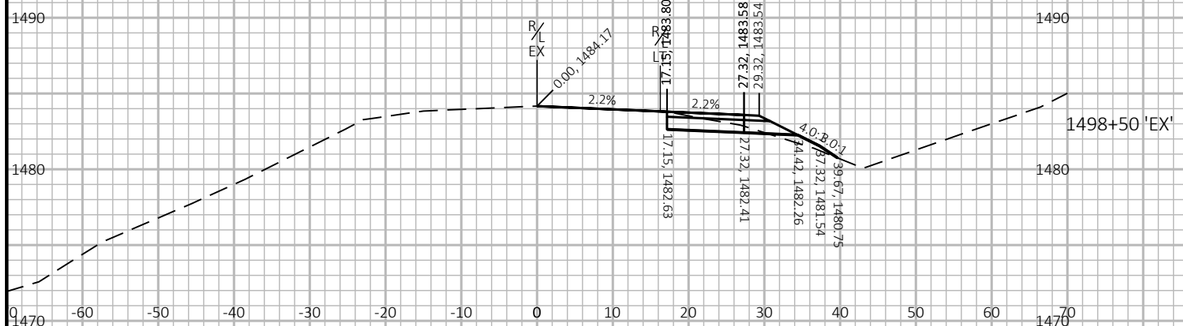
PLOT BY : JAMES DES JARLAIS

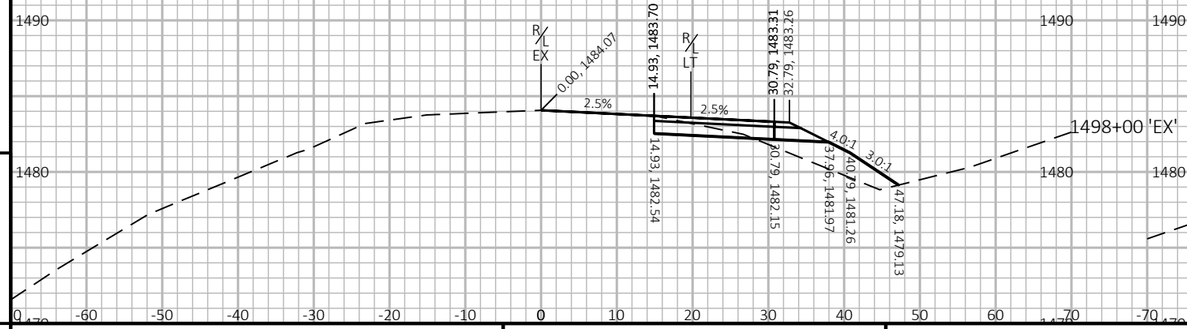
PLOT NAME :

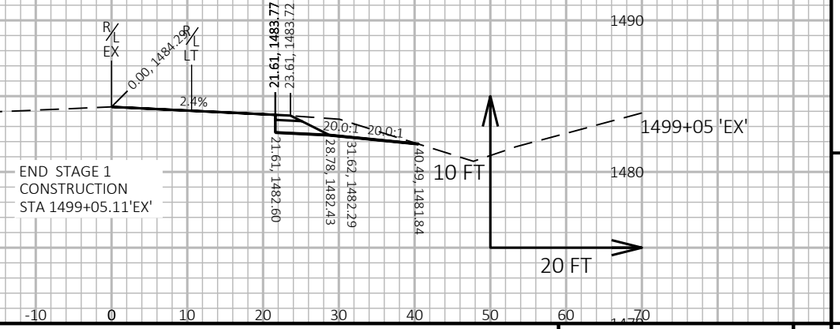
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 1 TEMPORARY WIDENING 'EX' | SHEET 382 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG1.DWG
LAYOUT NAME - 090227-xs

PLOT DATE : 1/28/2025 5:52 PM

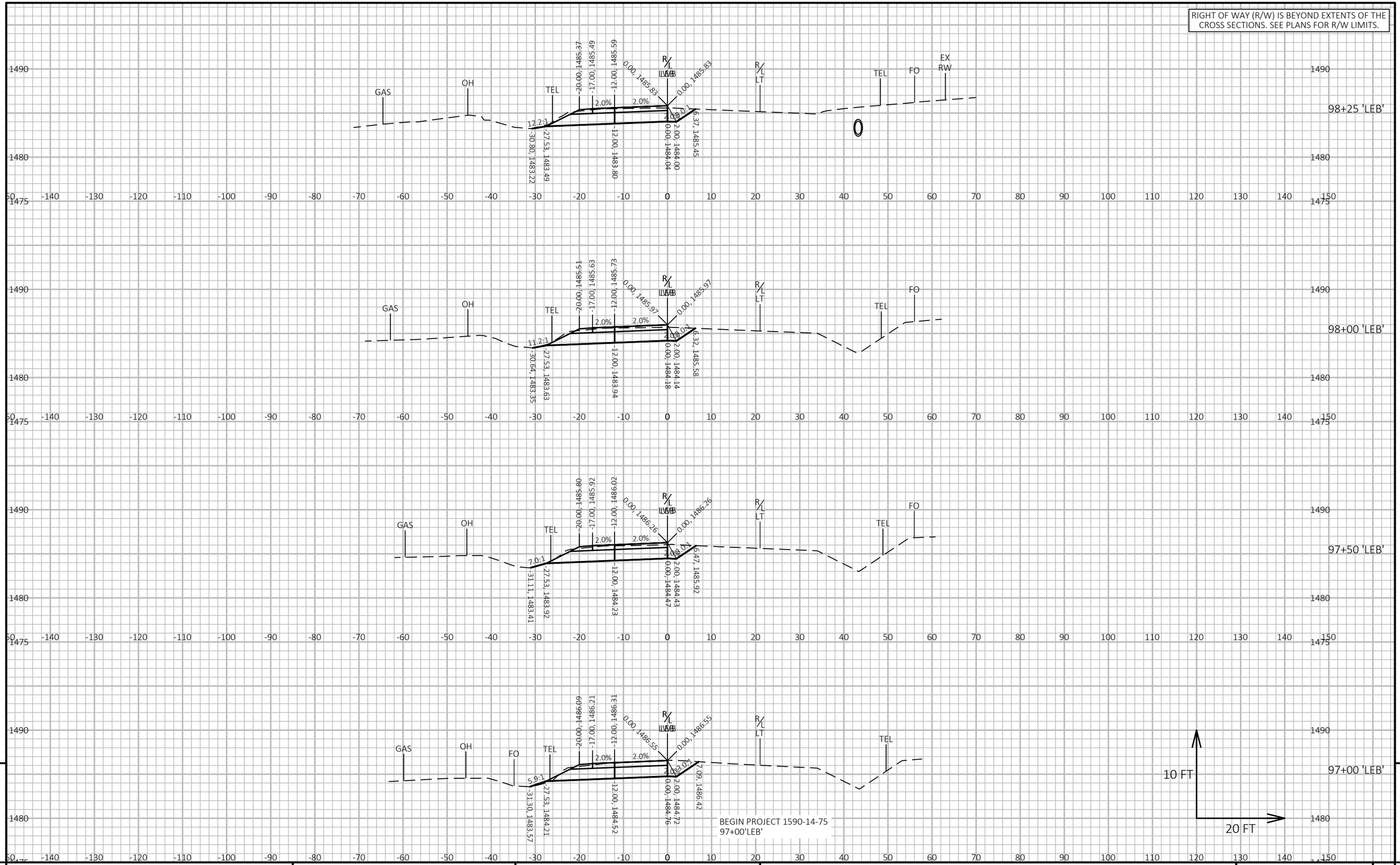
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



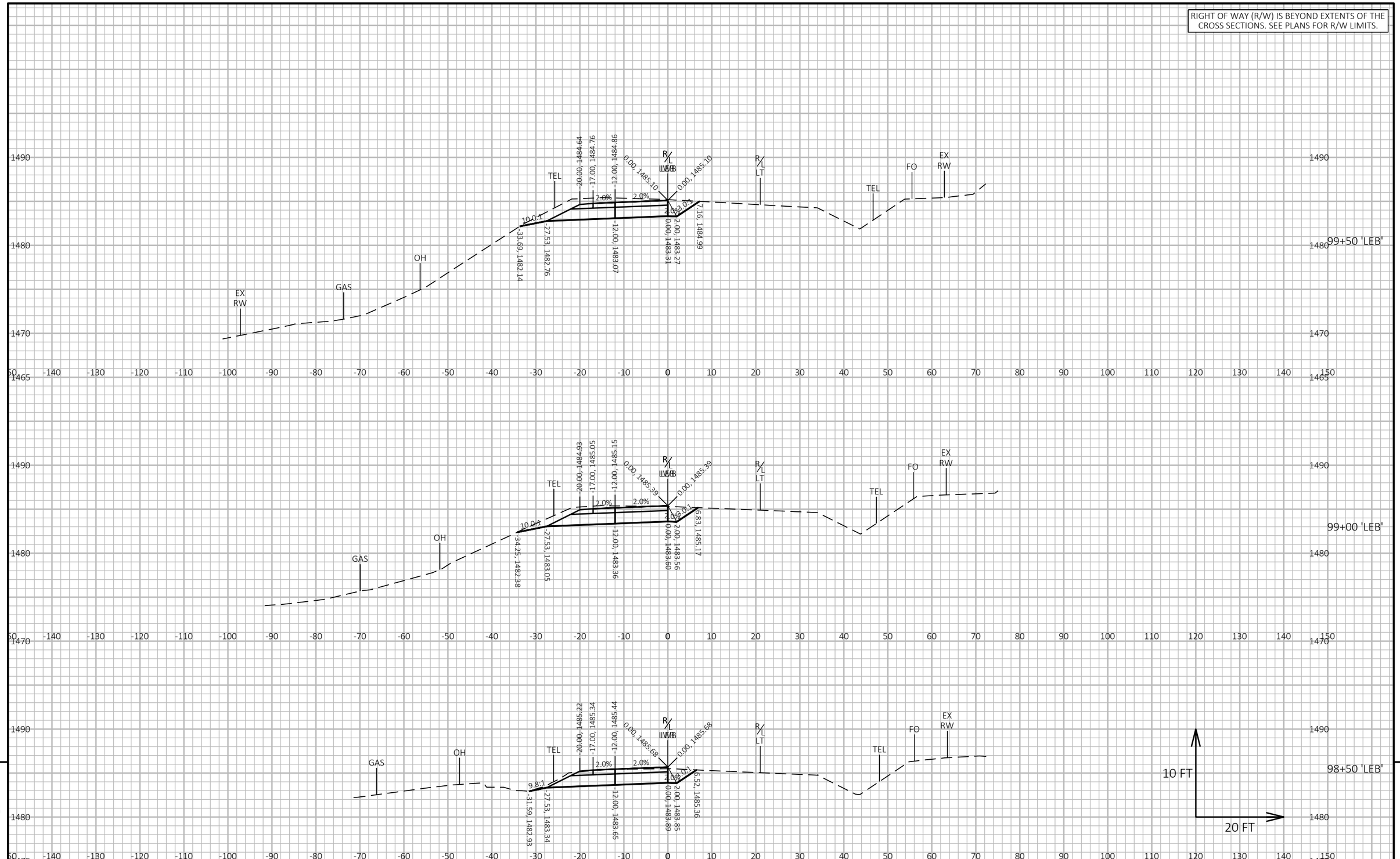

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 383 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090230-xs

PLOT DATE : 1/28/2025 3:27 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



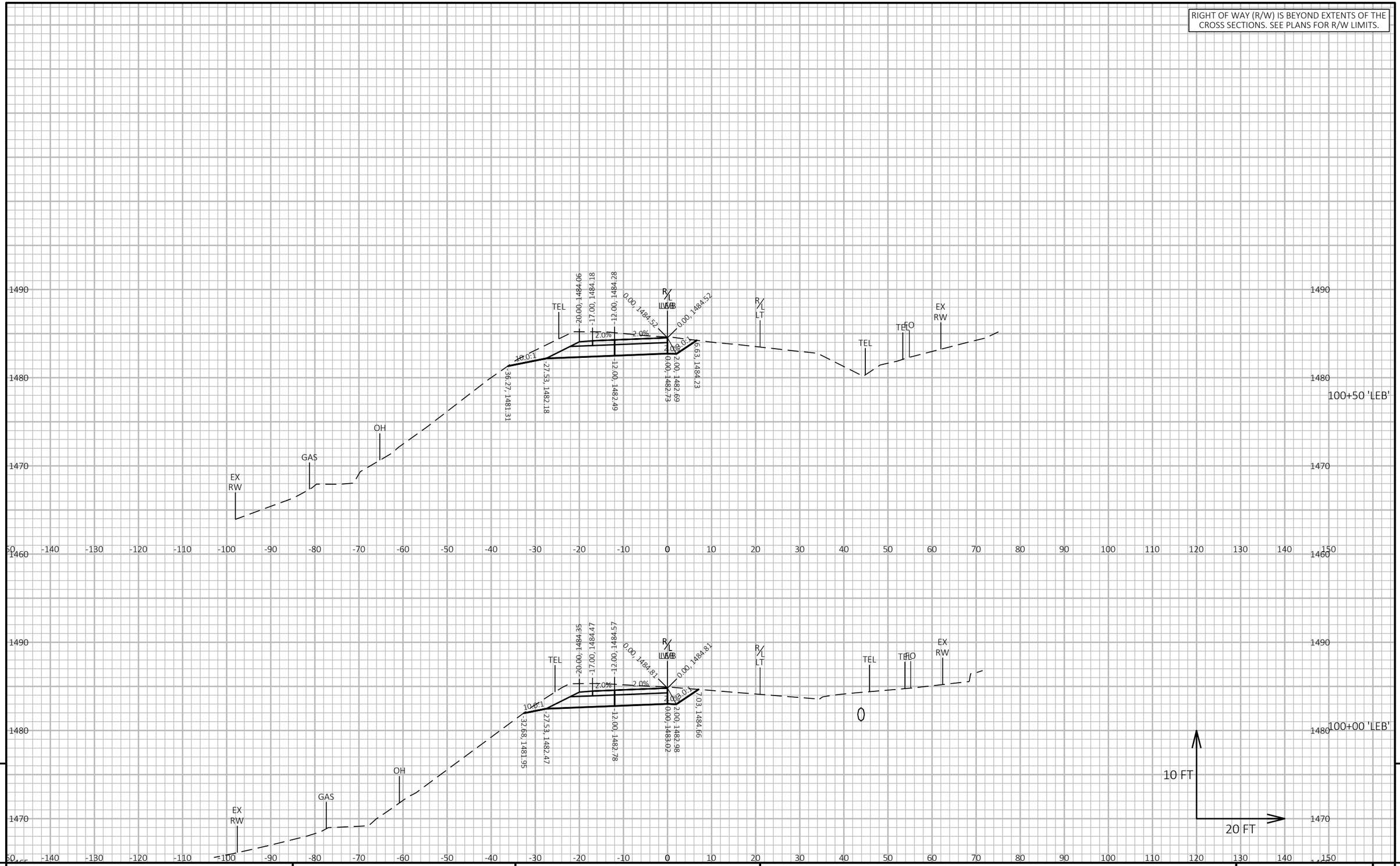

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 384 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090231-xs

PLOT DATE : 1/28/2025 3:27 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9

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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 385 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090232-xs

PLOT DATE : 1/28/2025 3:27 PM

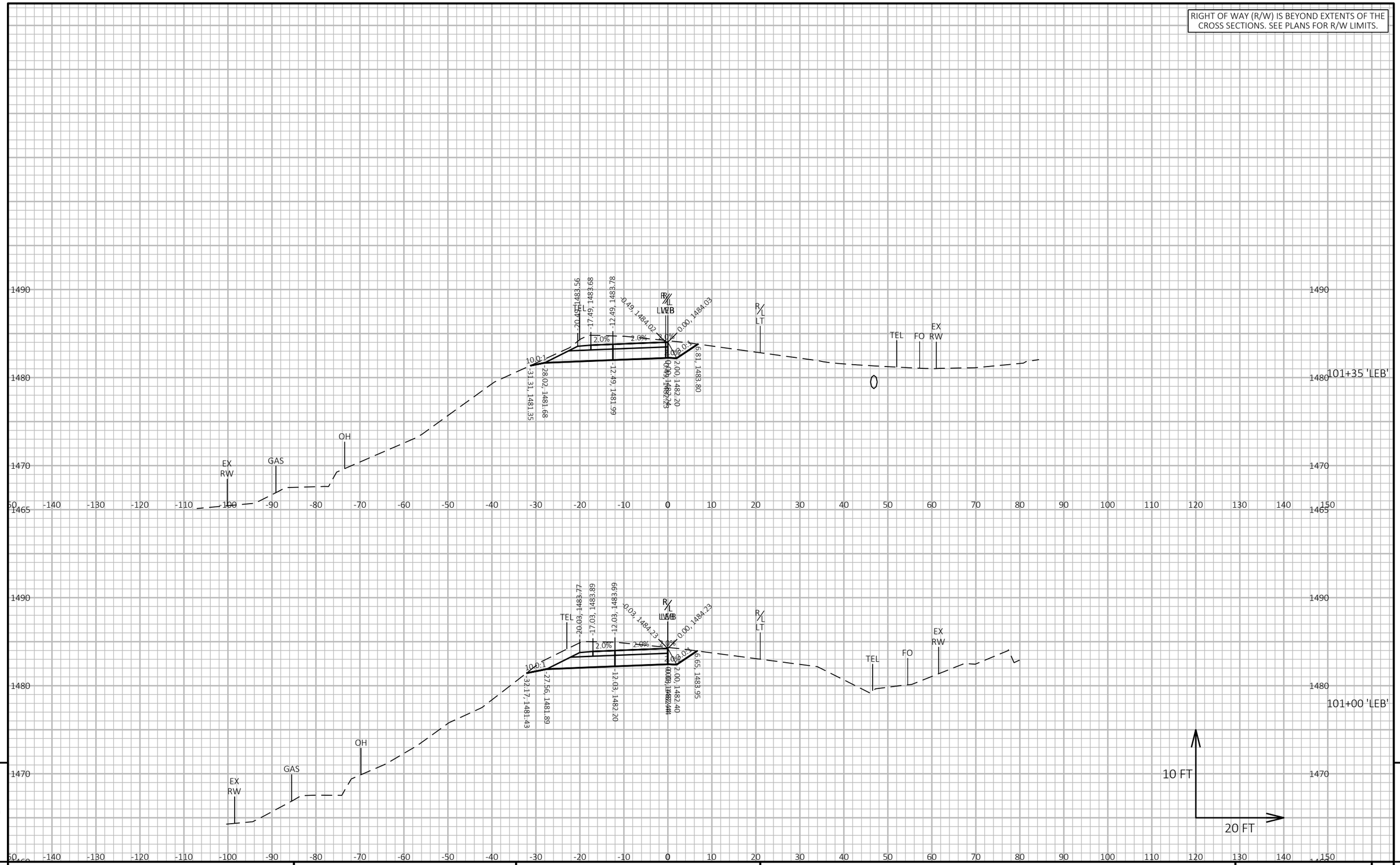
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



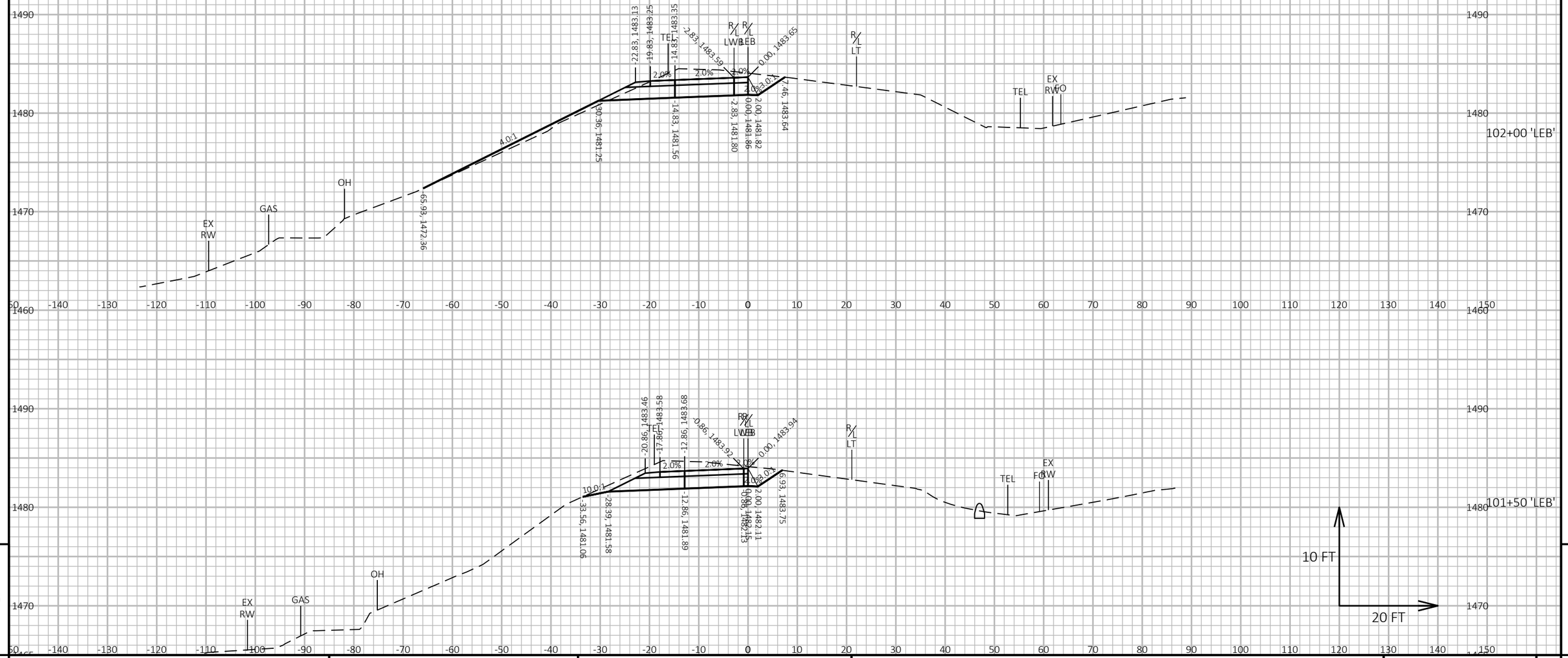

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 386 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090233-xs

PLOT DATE : 1/28/2025 3:27 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



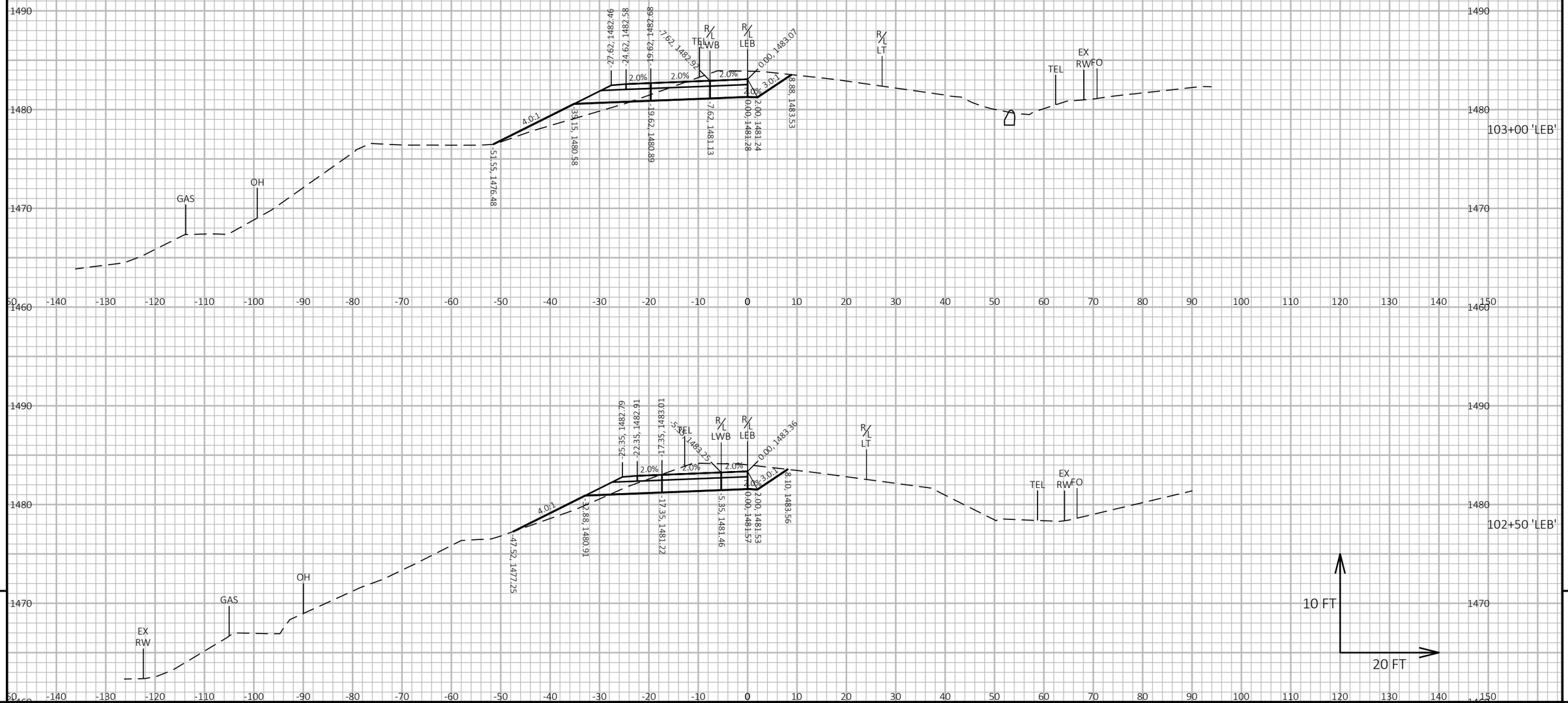

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 387 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090234-xs

PLOT DATE : 1/28/2025 3:27 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 388 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090235-xs

PLOT DATE : 1/28/2025 3:27 PM

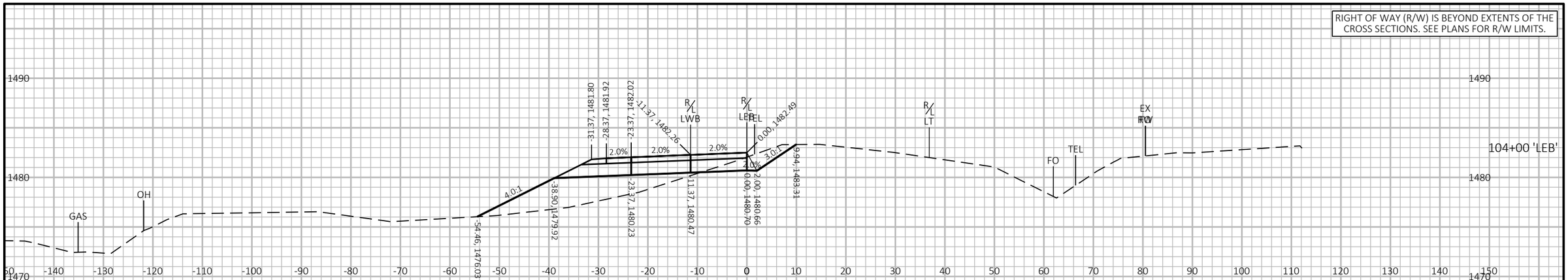
PLOT BY : JAMES DES JARLAIS

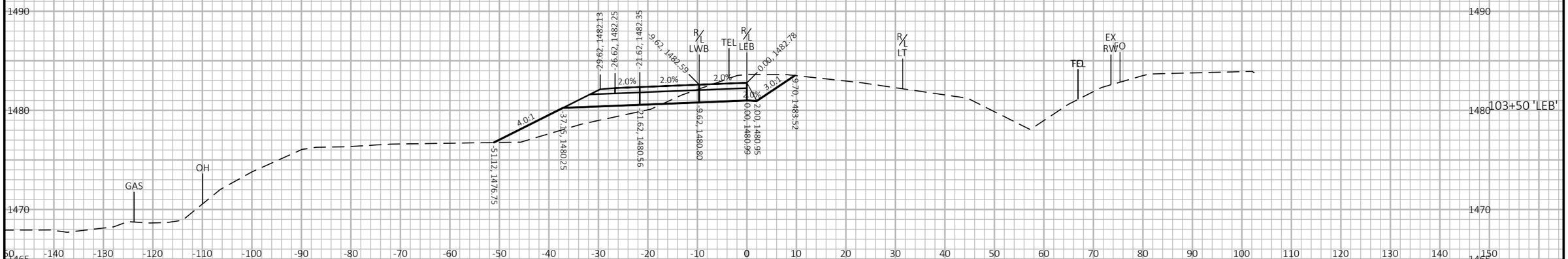
PLOT NAME :

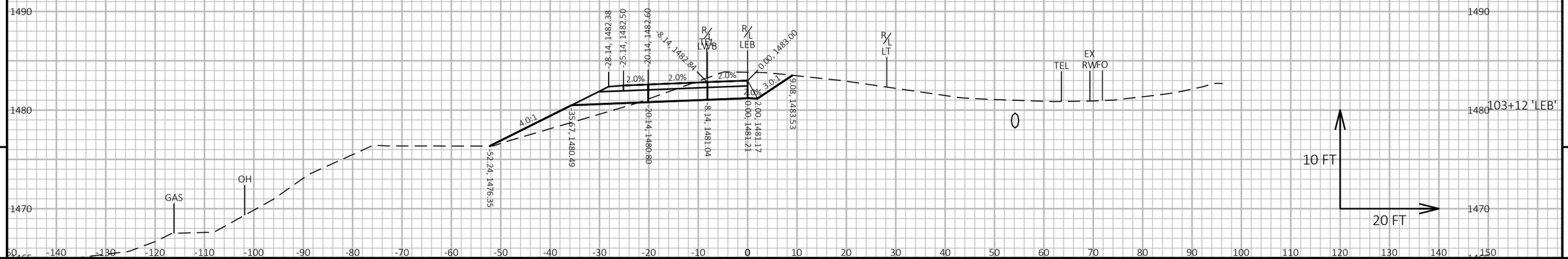
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 389 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090236-xs

PLOT DATE : 1/28/2025 3:27 PM

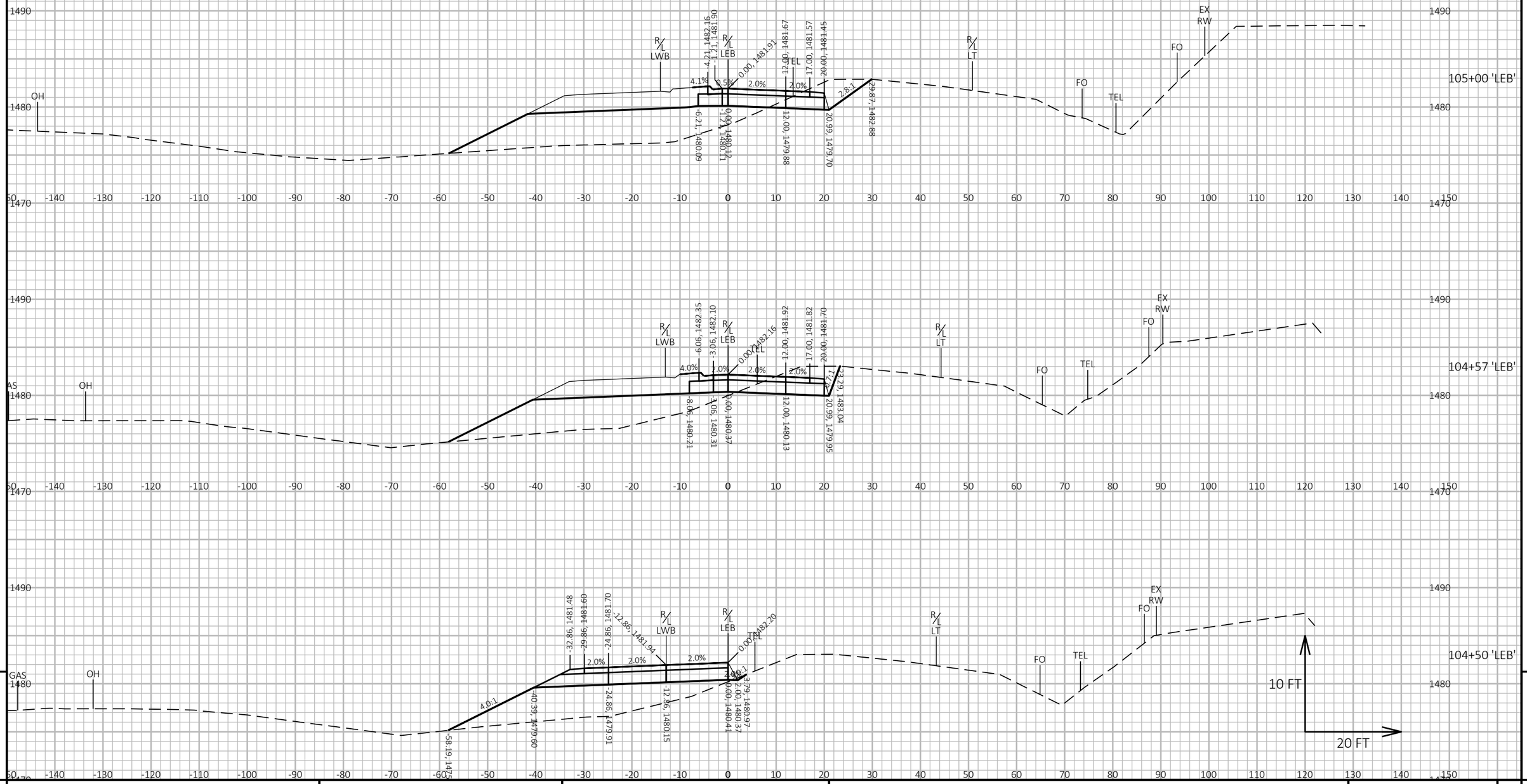
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



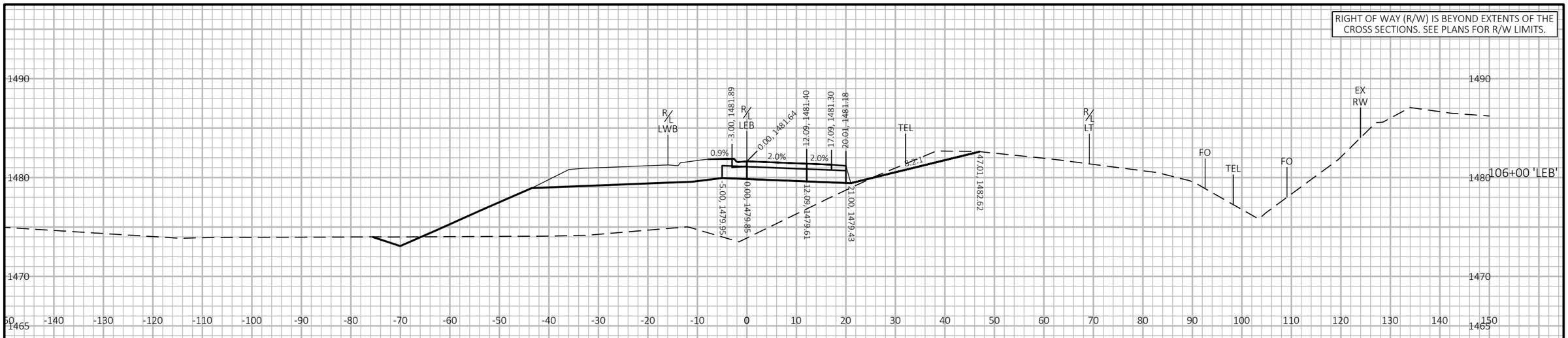

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|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 390 E |

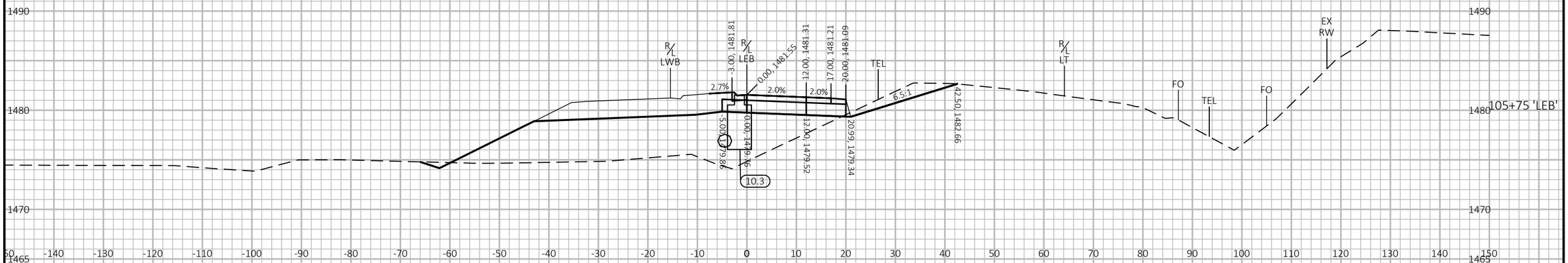
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LAYOUT NAME - 090237-xs

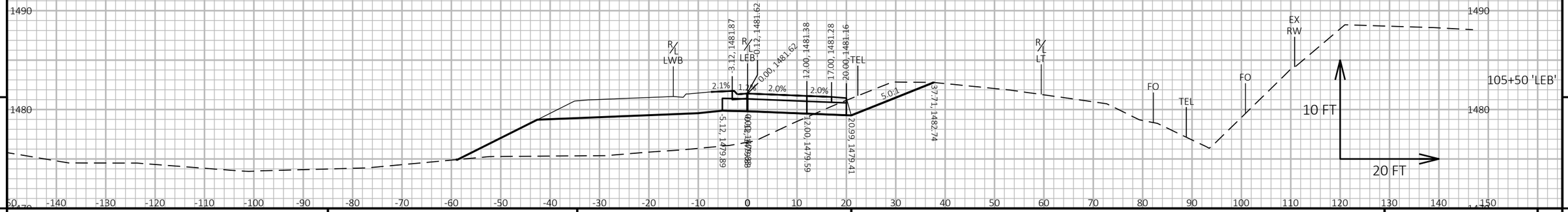
PLOT DATE : 1/28/2025 3:27 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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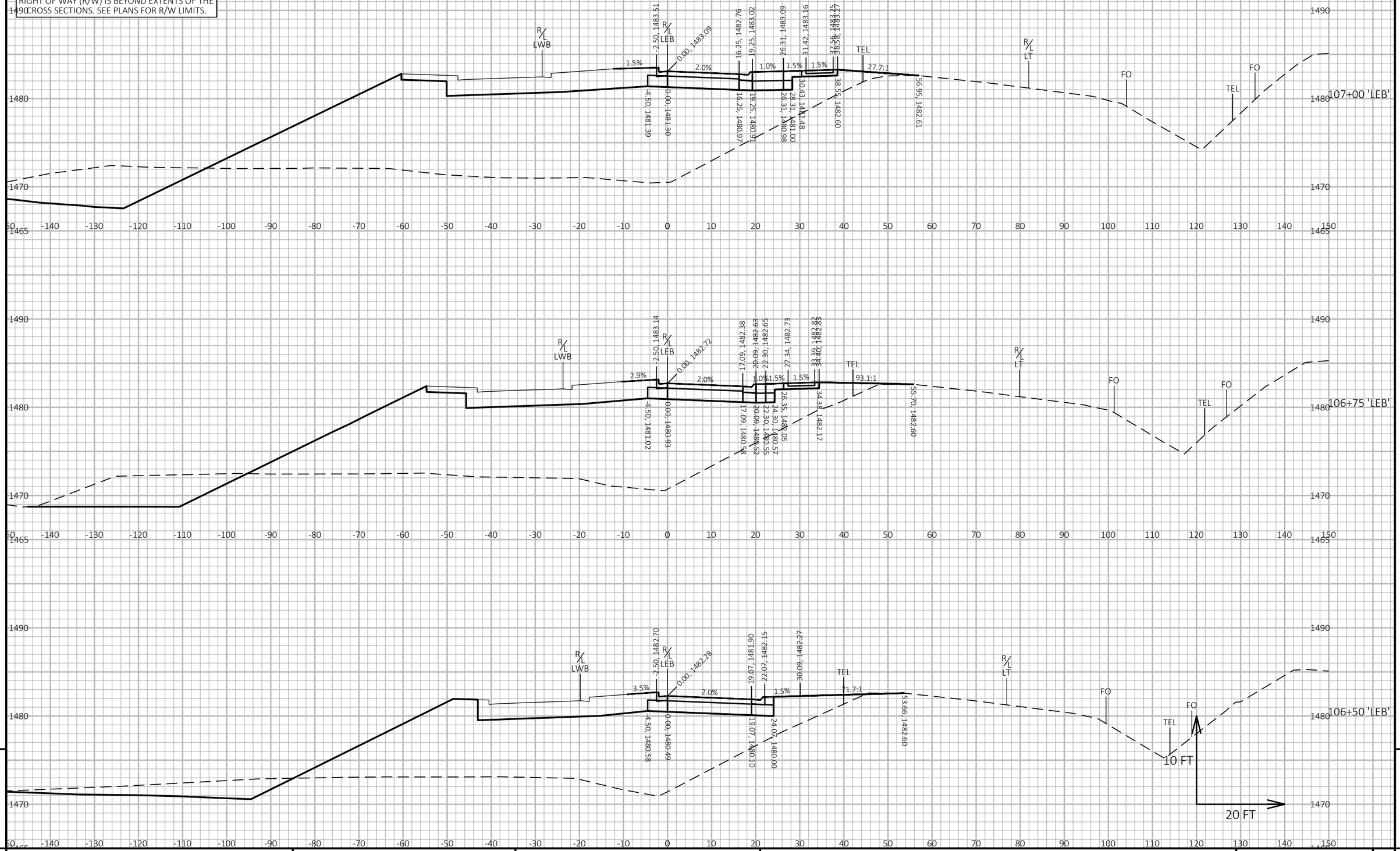
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 391 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090238-xs

PLOT DATE : 1/28/2025 3:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



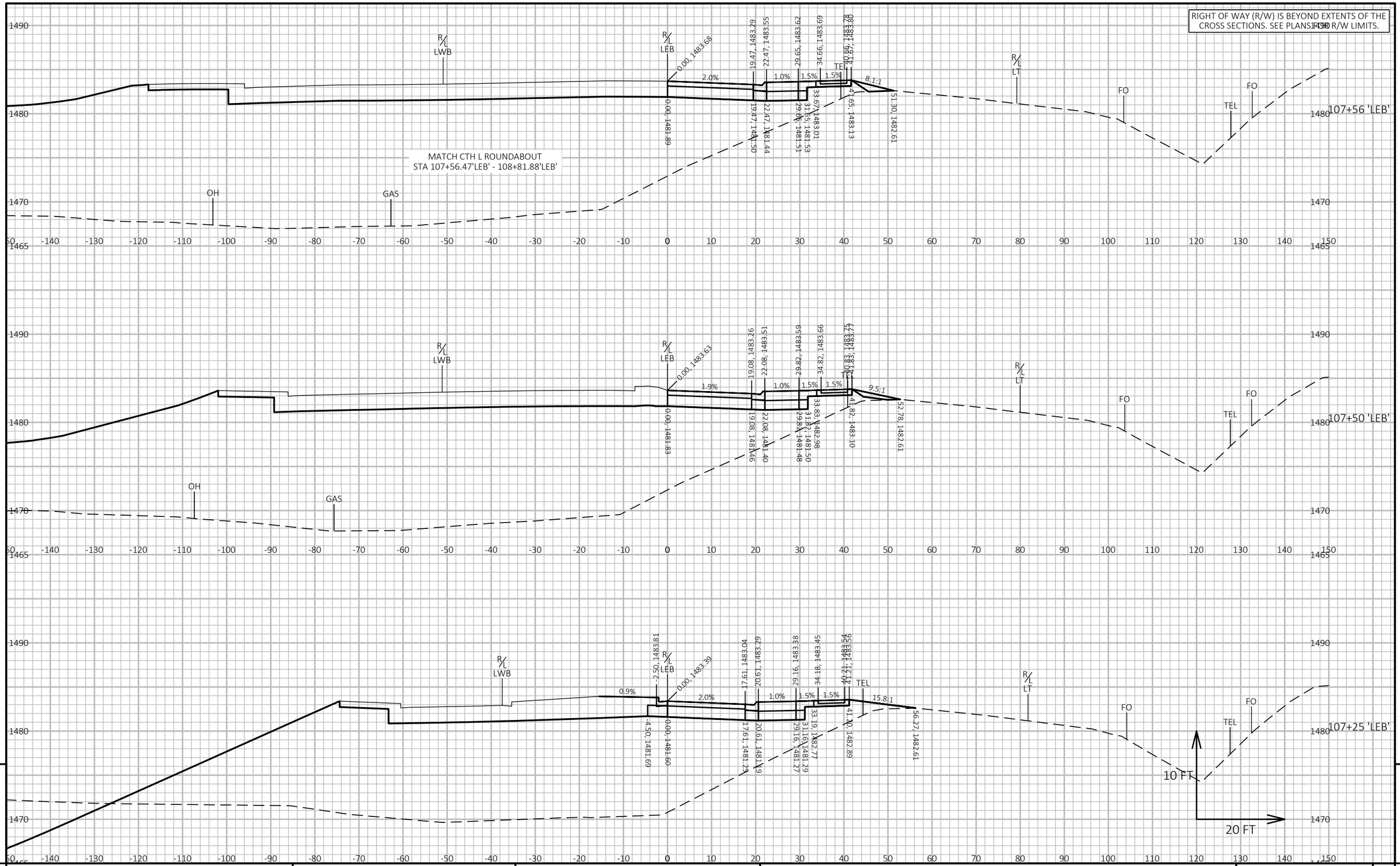

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 392 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090239-xs

PLOT DATE : 1/28/2025 3:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



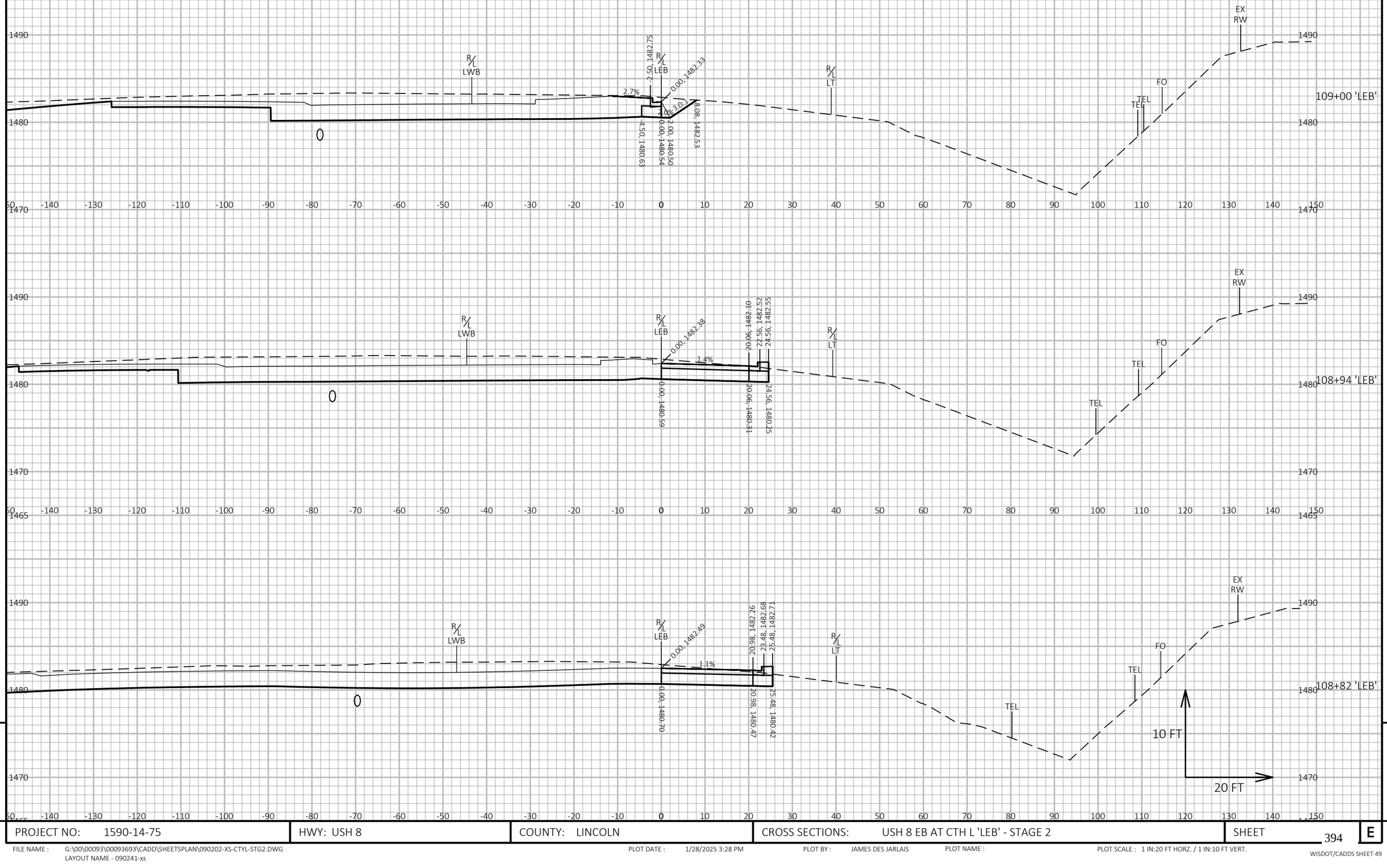

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 393 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090240-xs

PLOT DATE : 1/28/2025 3:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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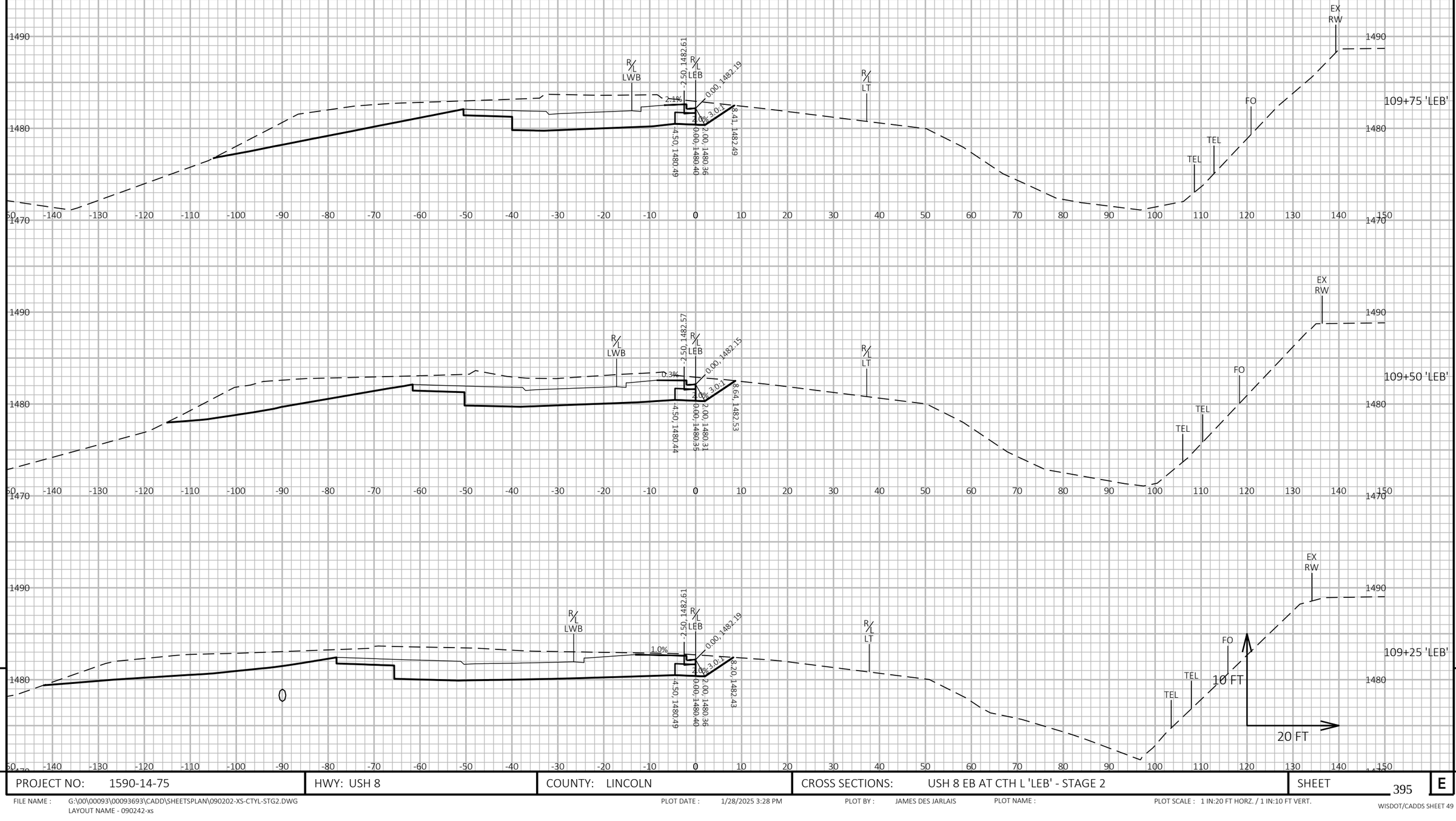
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 394 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090241-xs

PLOT DATE : 1/28/2025 3:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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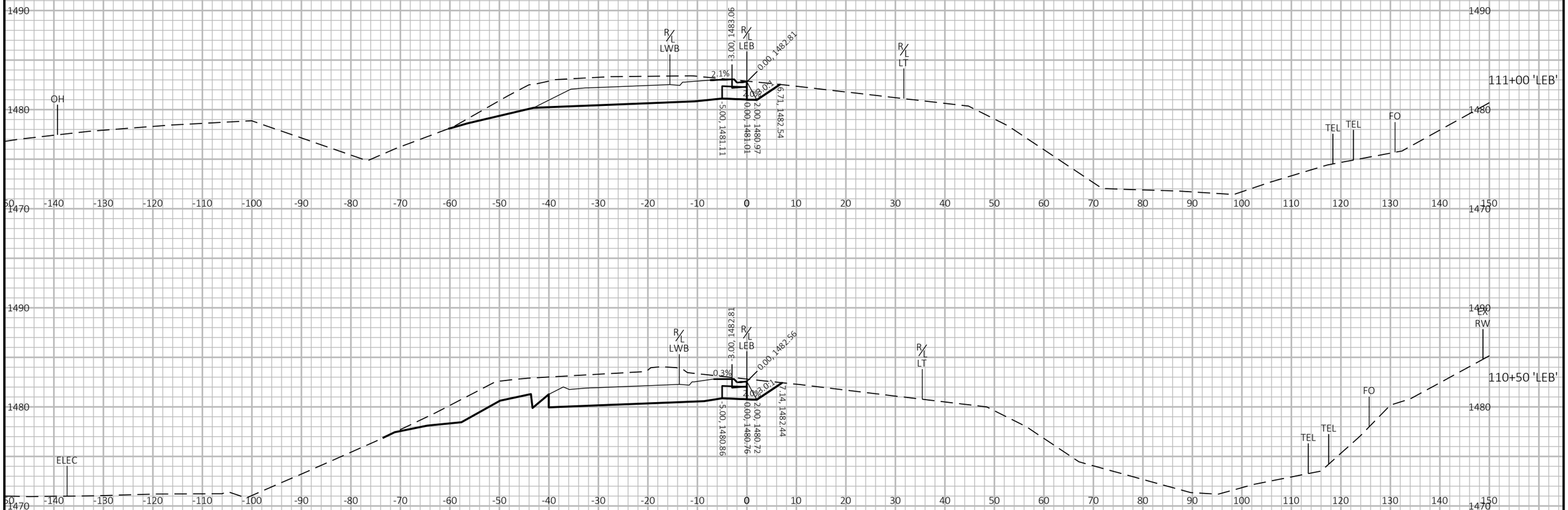
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 395 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090242-xs

PLOT DATE : 1/28/2025 3:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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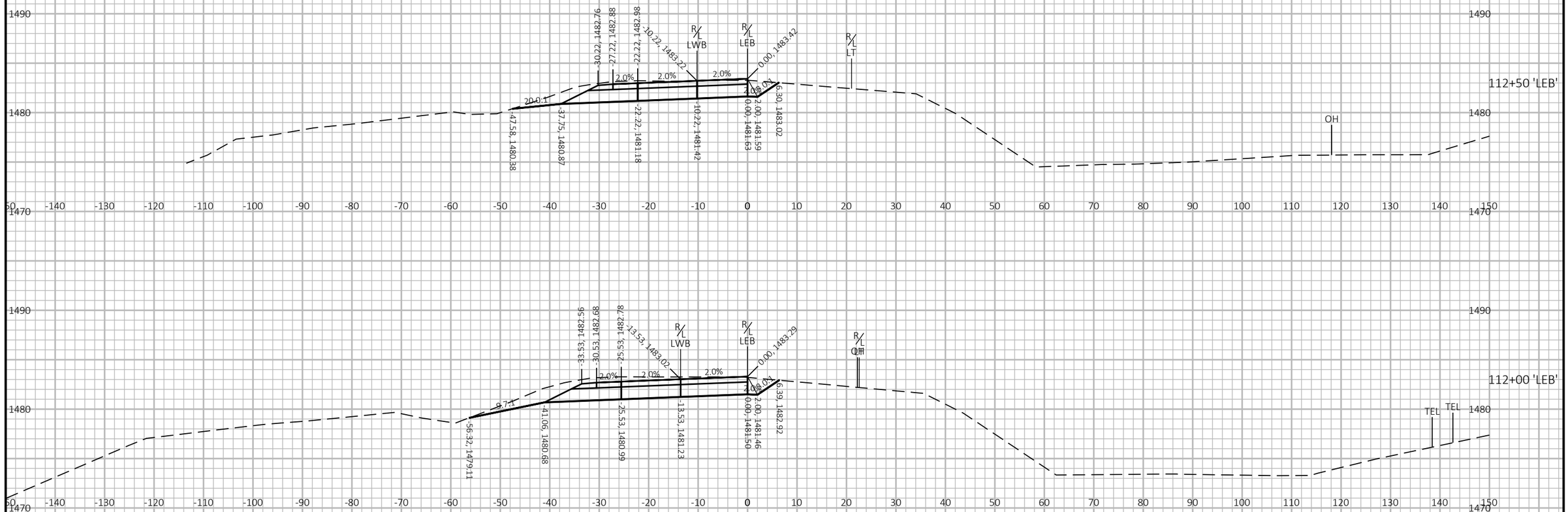
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 396 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090243-xs

PLOT DATE : 1/28/2025 3:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



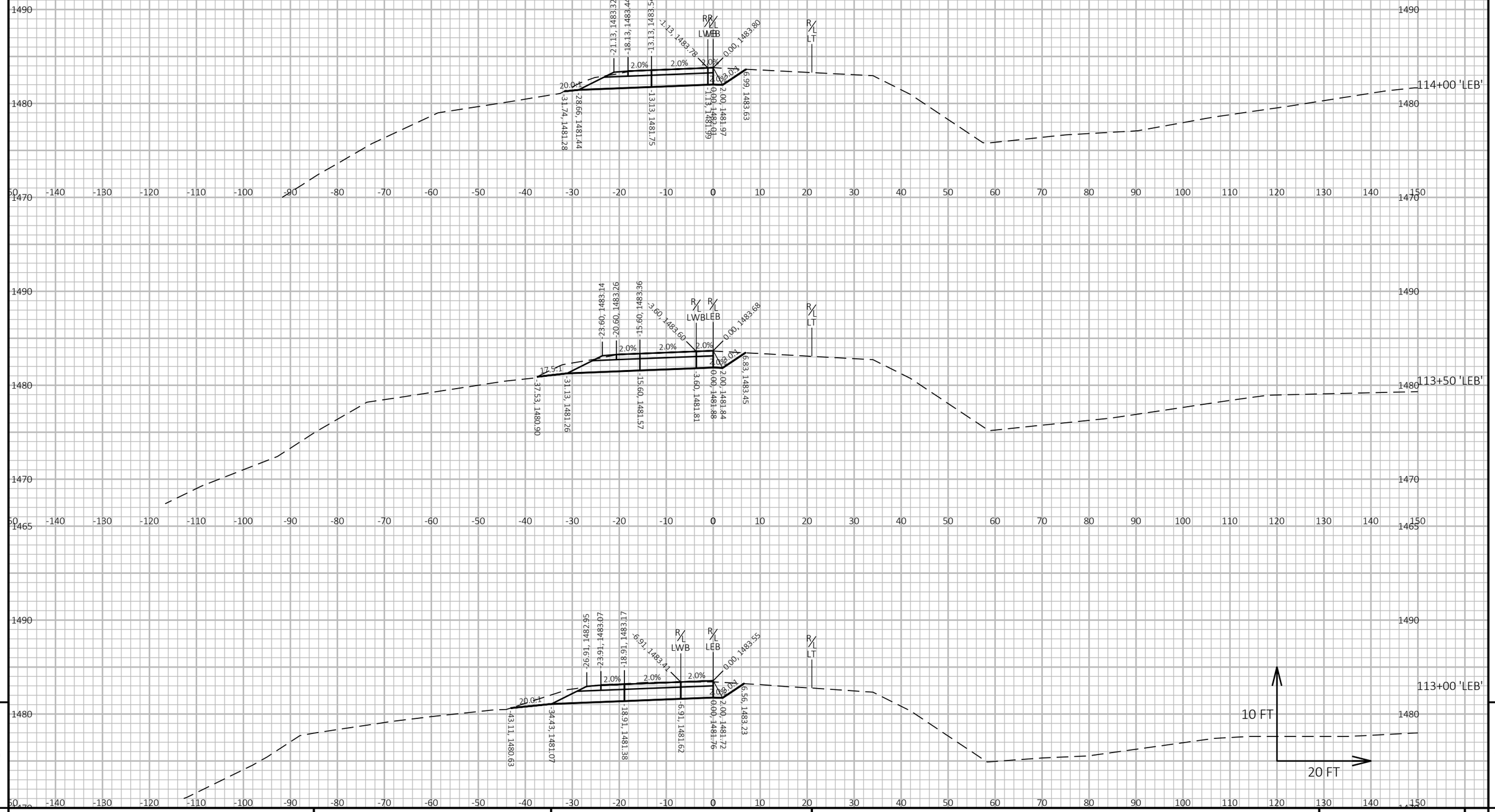

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 397 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090244-xs

PLOT DATE : 1/28/2025 3:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



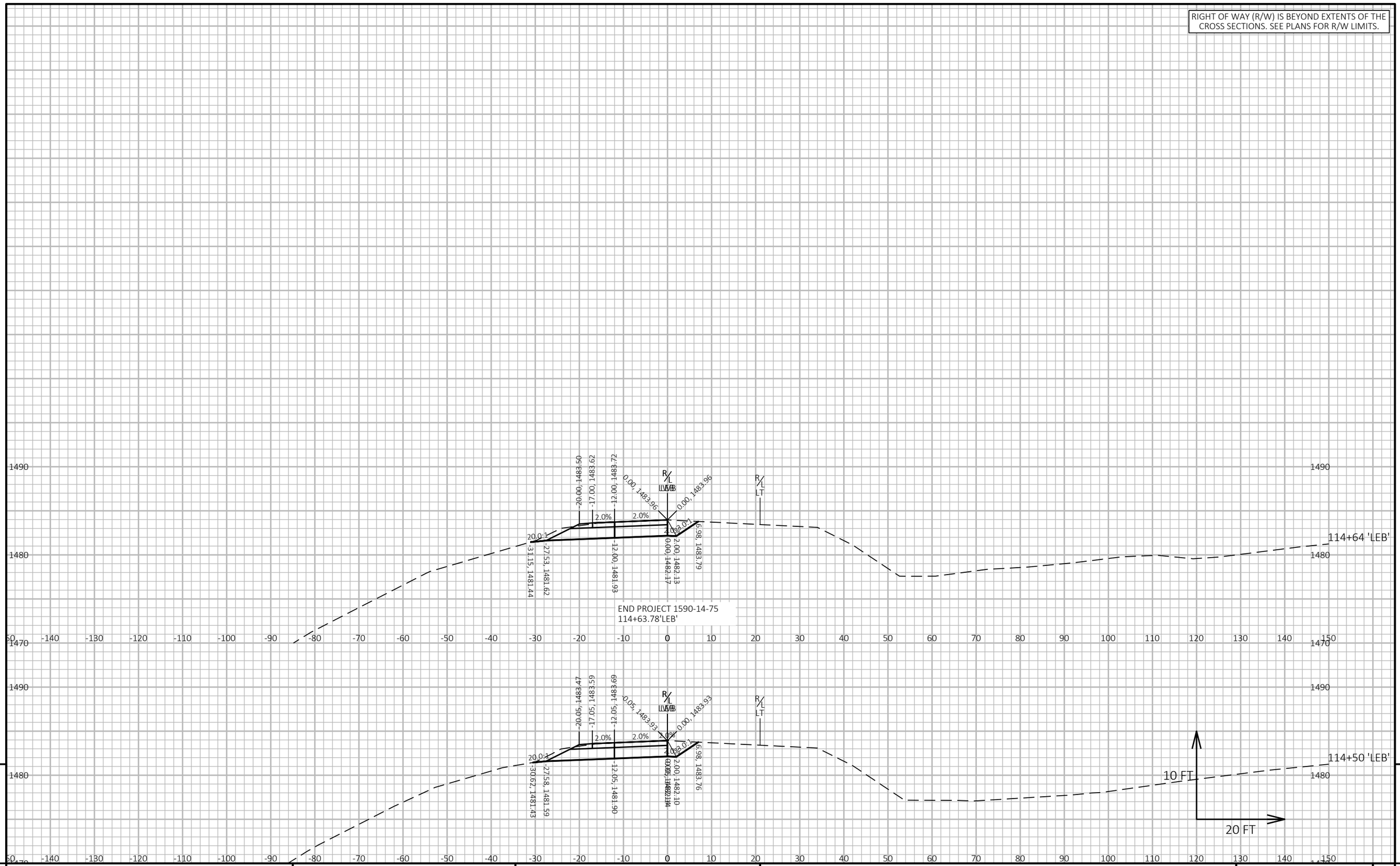

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 398 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090245-xs

PLOT DATE : 1/28/2025 3:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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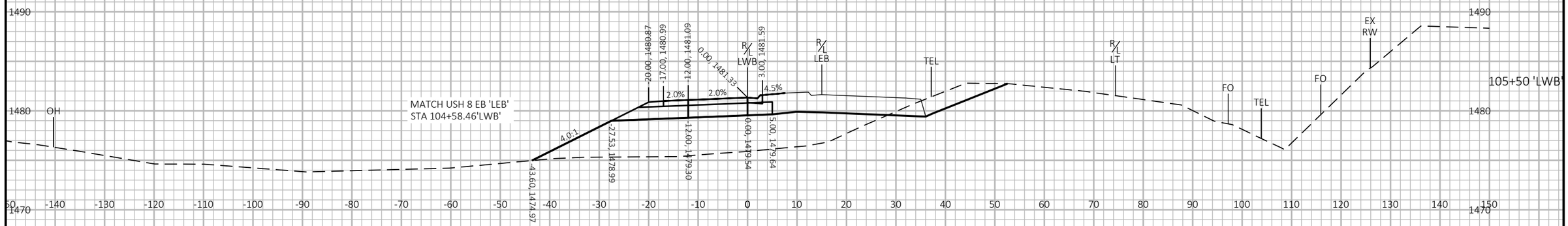
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 2 | SHEET 399 | E |
|---|---|---|---|---|---|

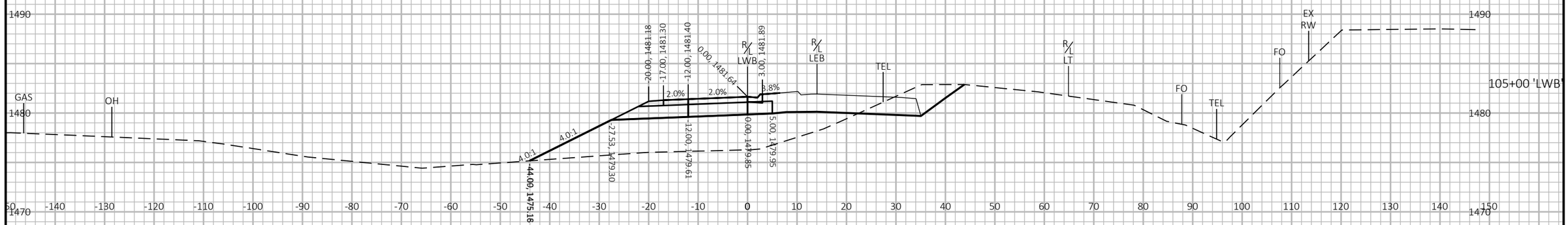
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LAYOUT NAME - 090246-xs

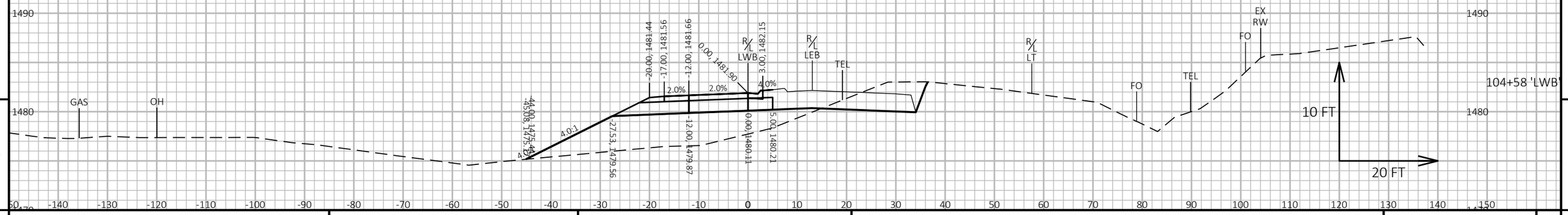
PLOT DATE : 1/28/2025 3:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



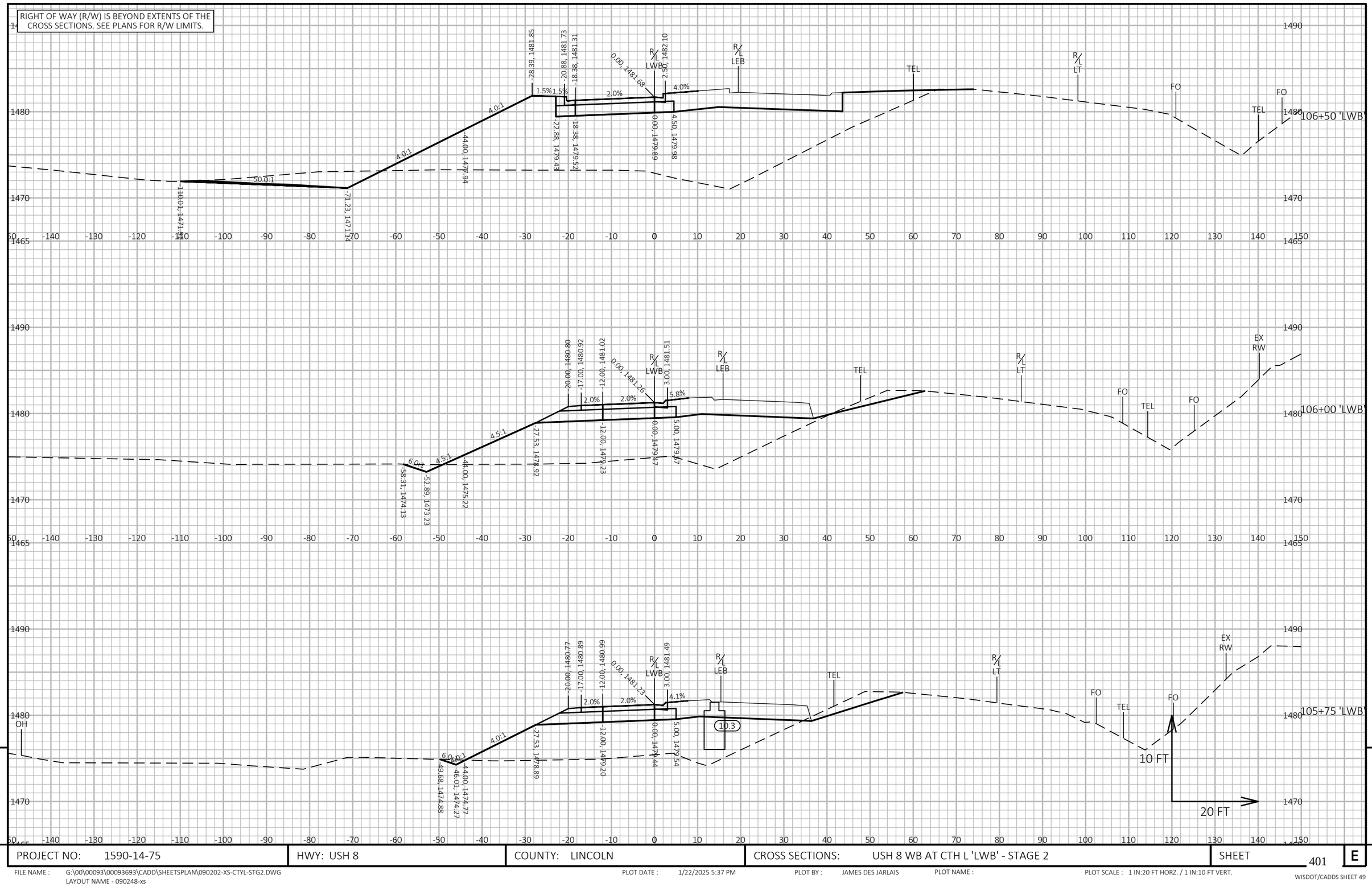

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH L 'LWB' - STAGE 2 | SHEET 400 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090247-xs

PLOT DATE : 1/22/2025 5:37 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH L 'LWB' - STAGE 2 | SHEET 401 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090248-xs

PLOT DATE : 1/22/2025 5:37 PM

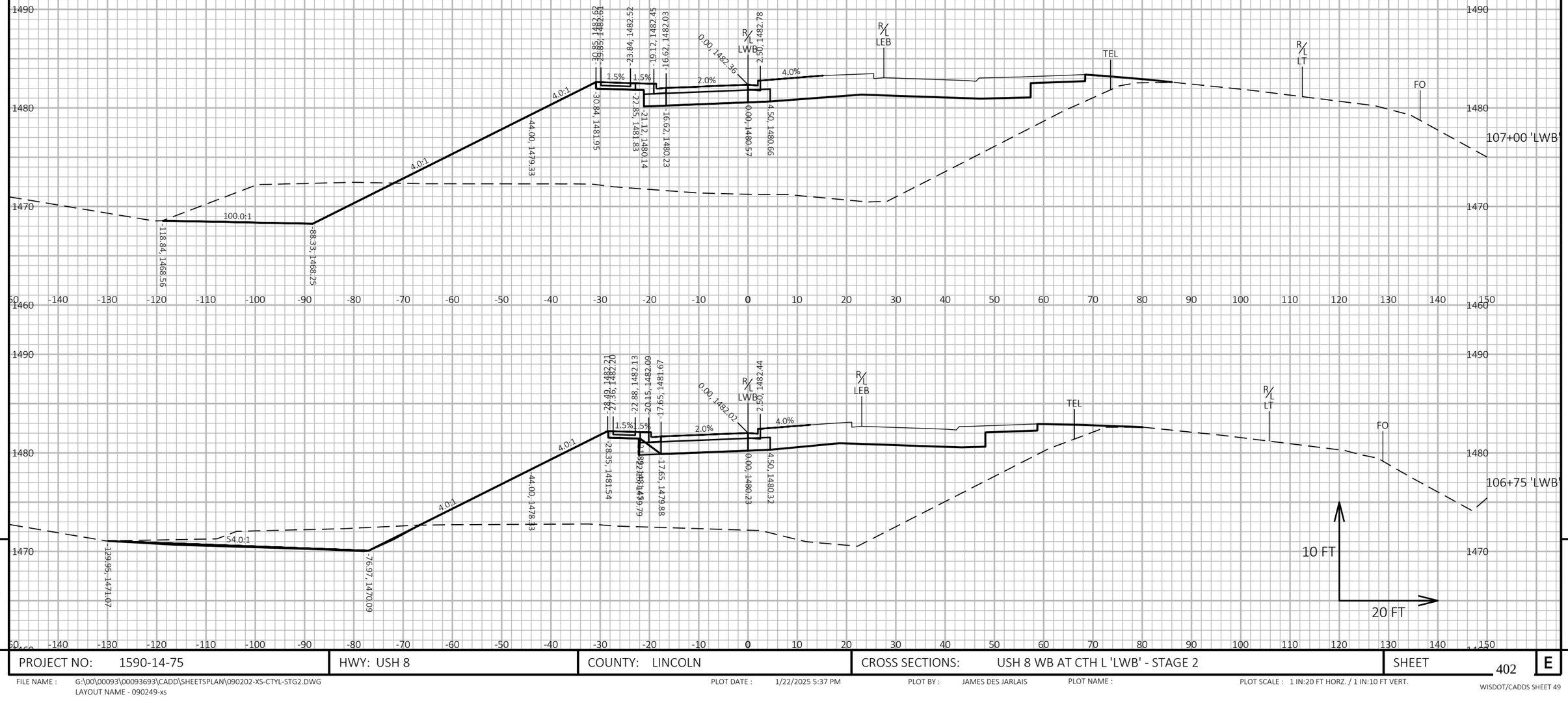
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH L 'LWB' - STAGE 2 | SHEET 402 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090249-xs

PLOT DATE : 1/22/2025 5:37 PM

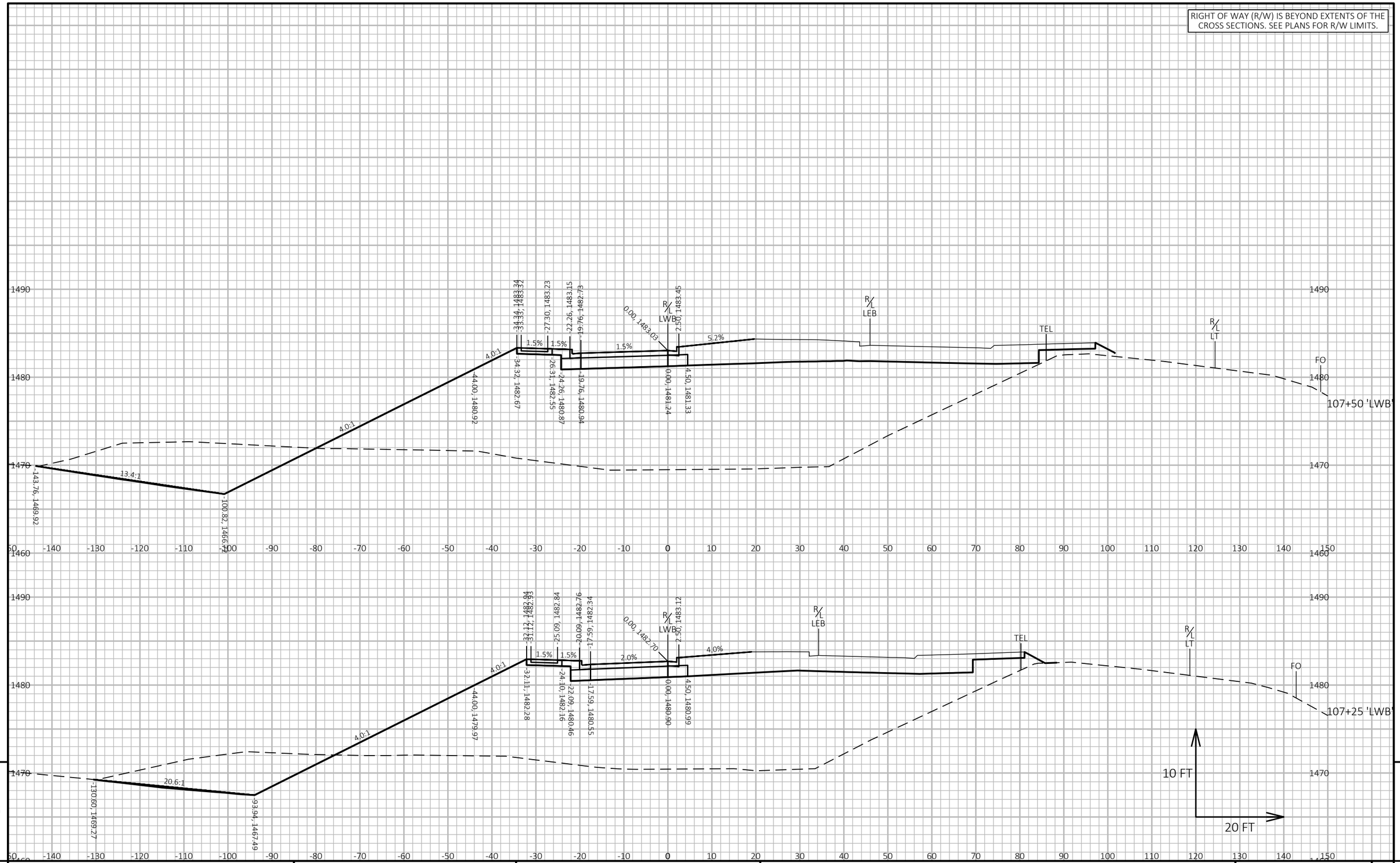
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH L 'LWB' - STAGE 2 | SHEET 403 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090250-xs

PLOT DATE : 1/22/2025 5:37 PM

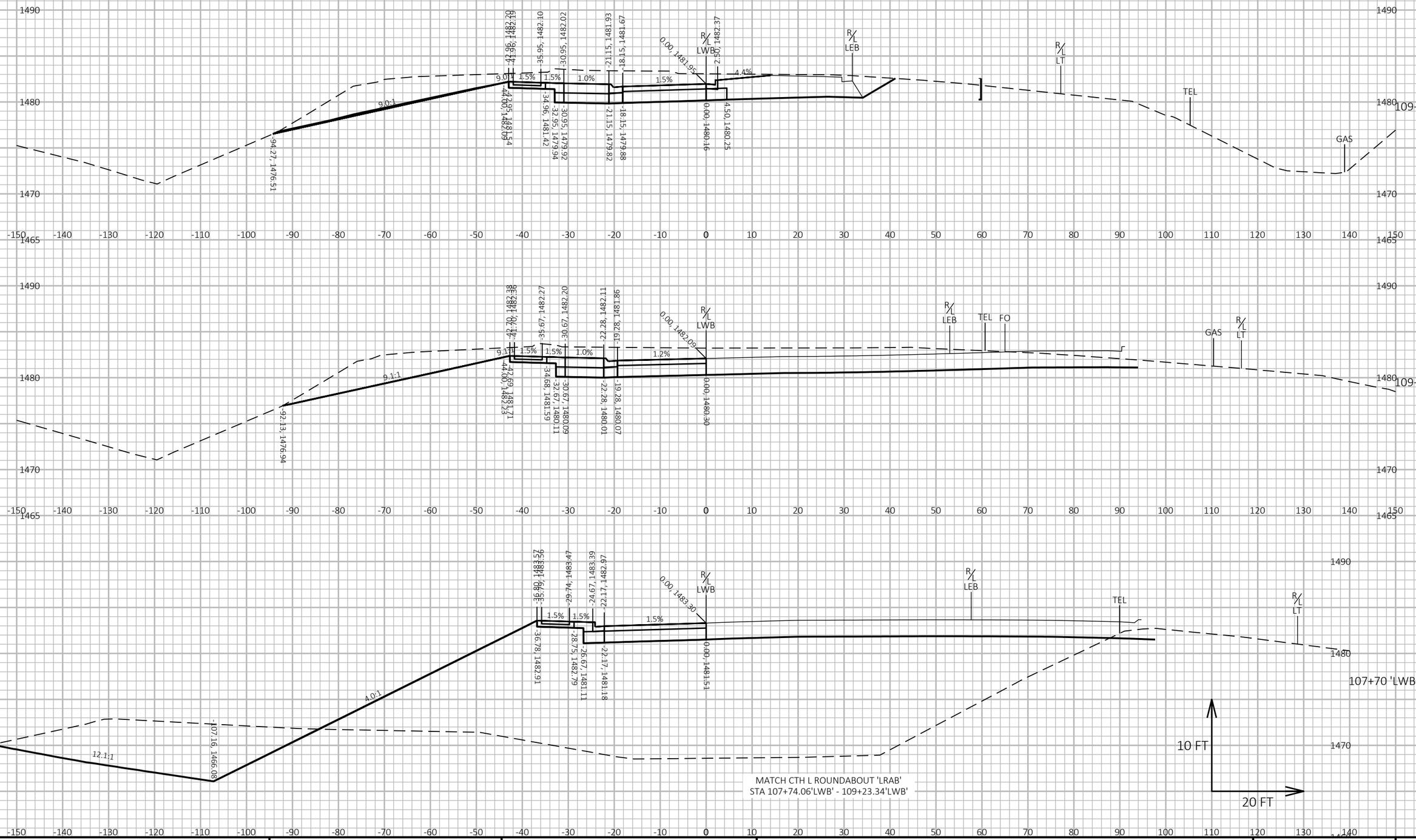
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH L 'LWB' - STAGE 2 | SHEET 404 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090251-xs

PLOT DATE : 1/22/2025 5:37 PM

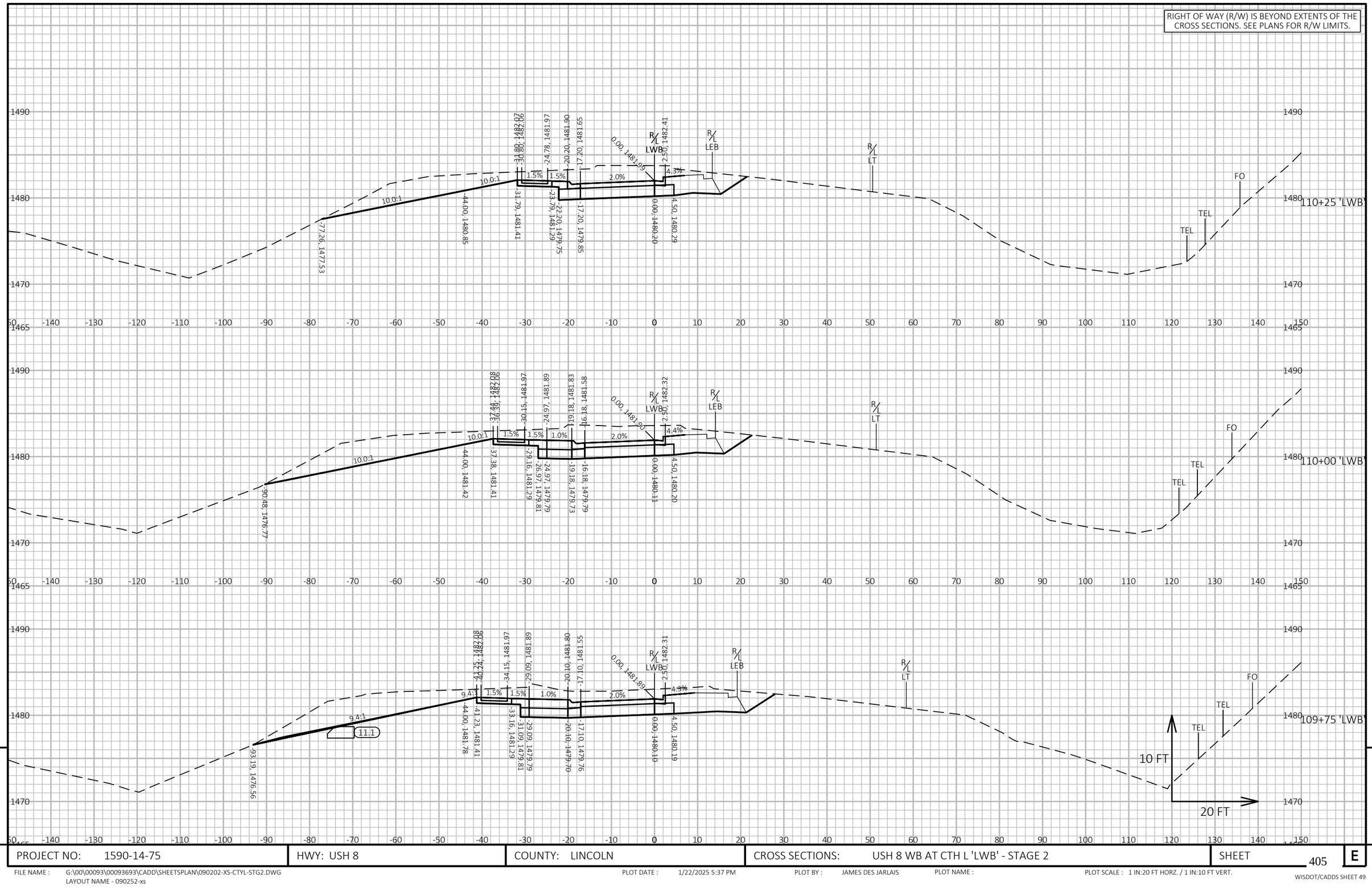
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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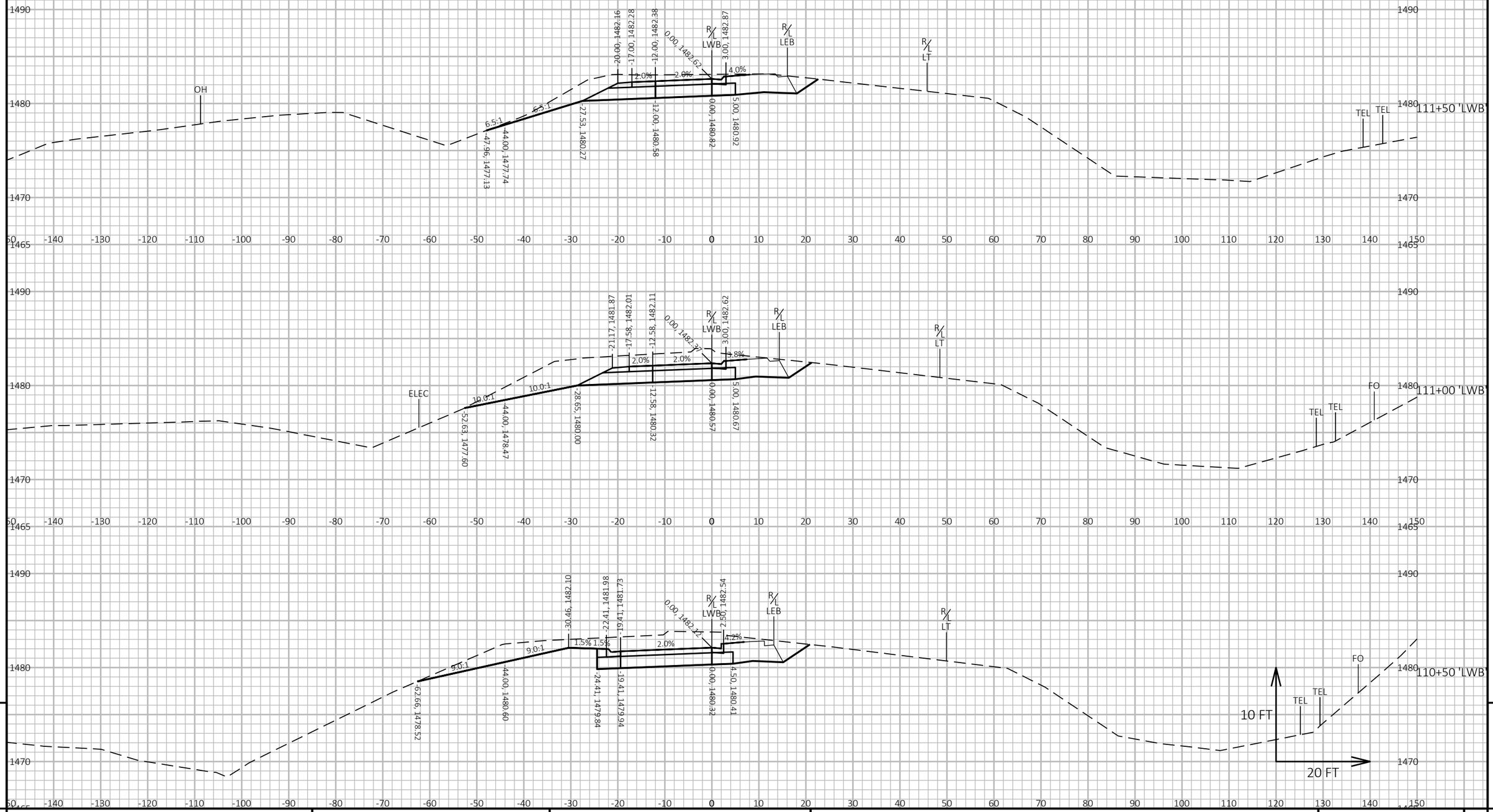
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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090252-xs

PLOT DATE : 1/22/2025 5:37 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



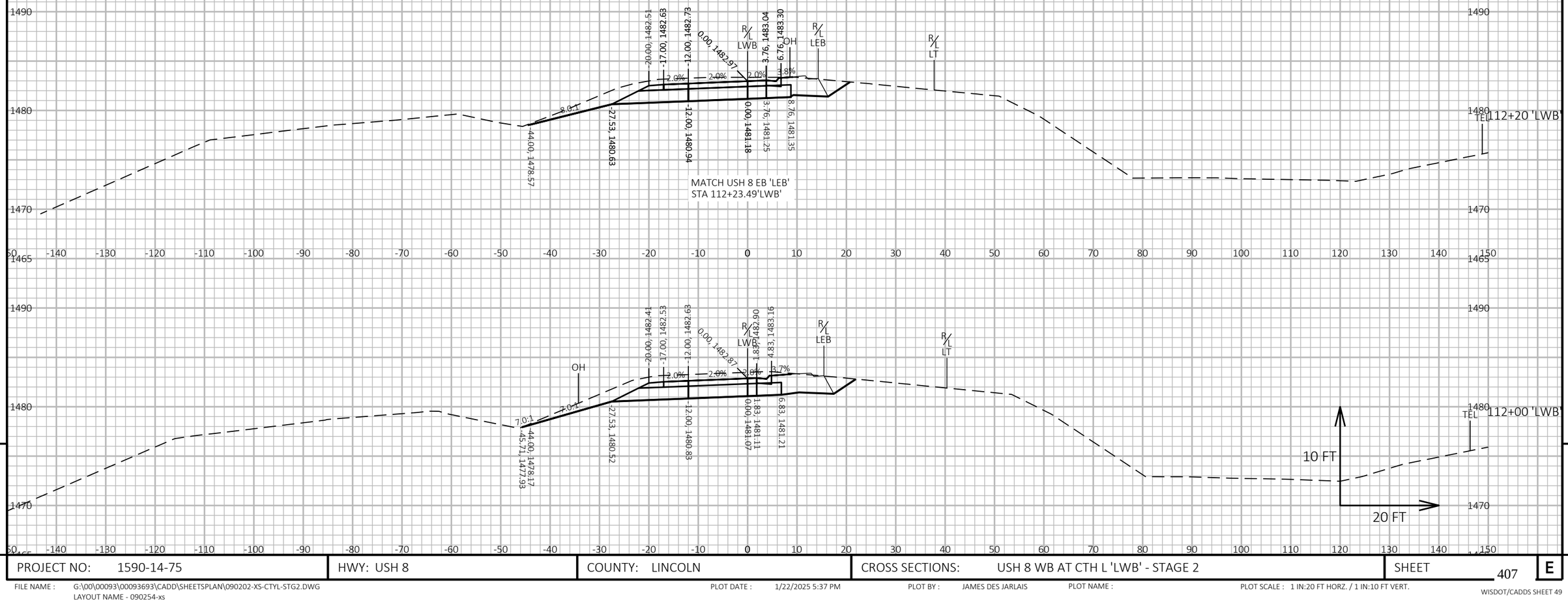

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH L 'LWB' - STAGE 2 | SHEET 406 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090253-xs

PLOT DATE : 1/22/2025 5:37 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH L 'LWB' - STAGE 2 | SHEET 407 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090254-xs

PLOT DATE : 1/22/2025 5:37 PM

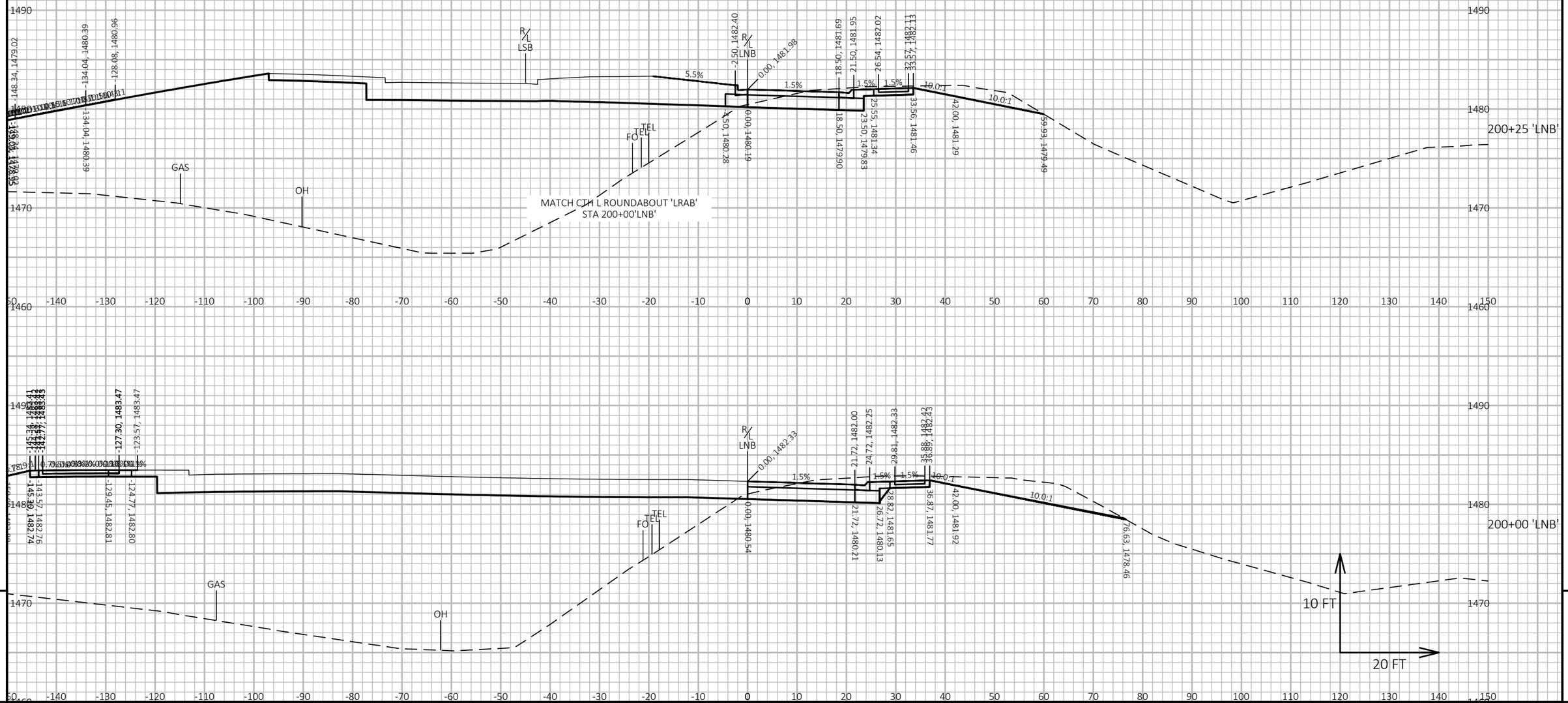
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



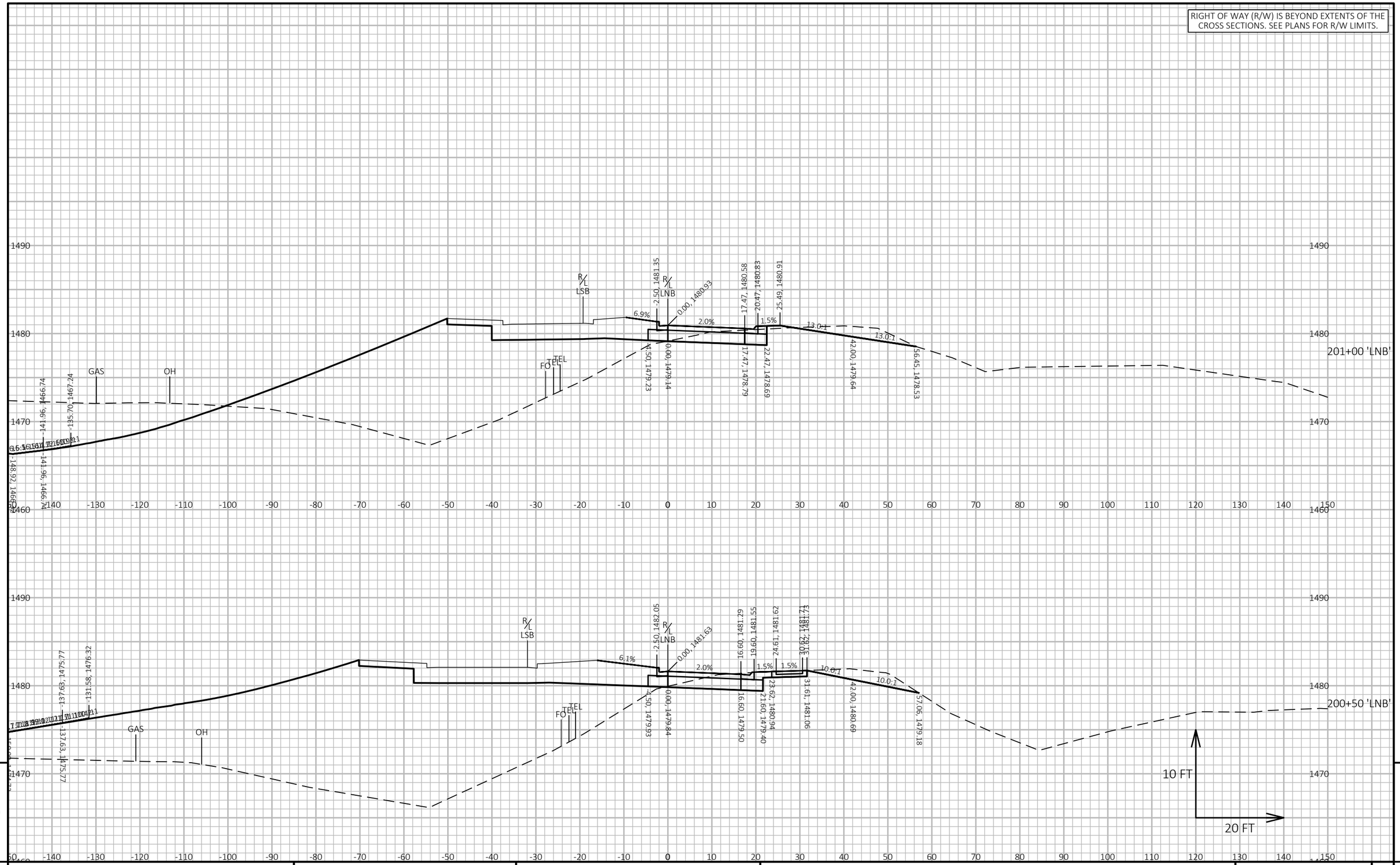

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L NB 'LNB' - STAGE 2 | SHEET 408 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090255-xs

PLOT DATE : 1/22/2025 5:38 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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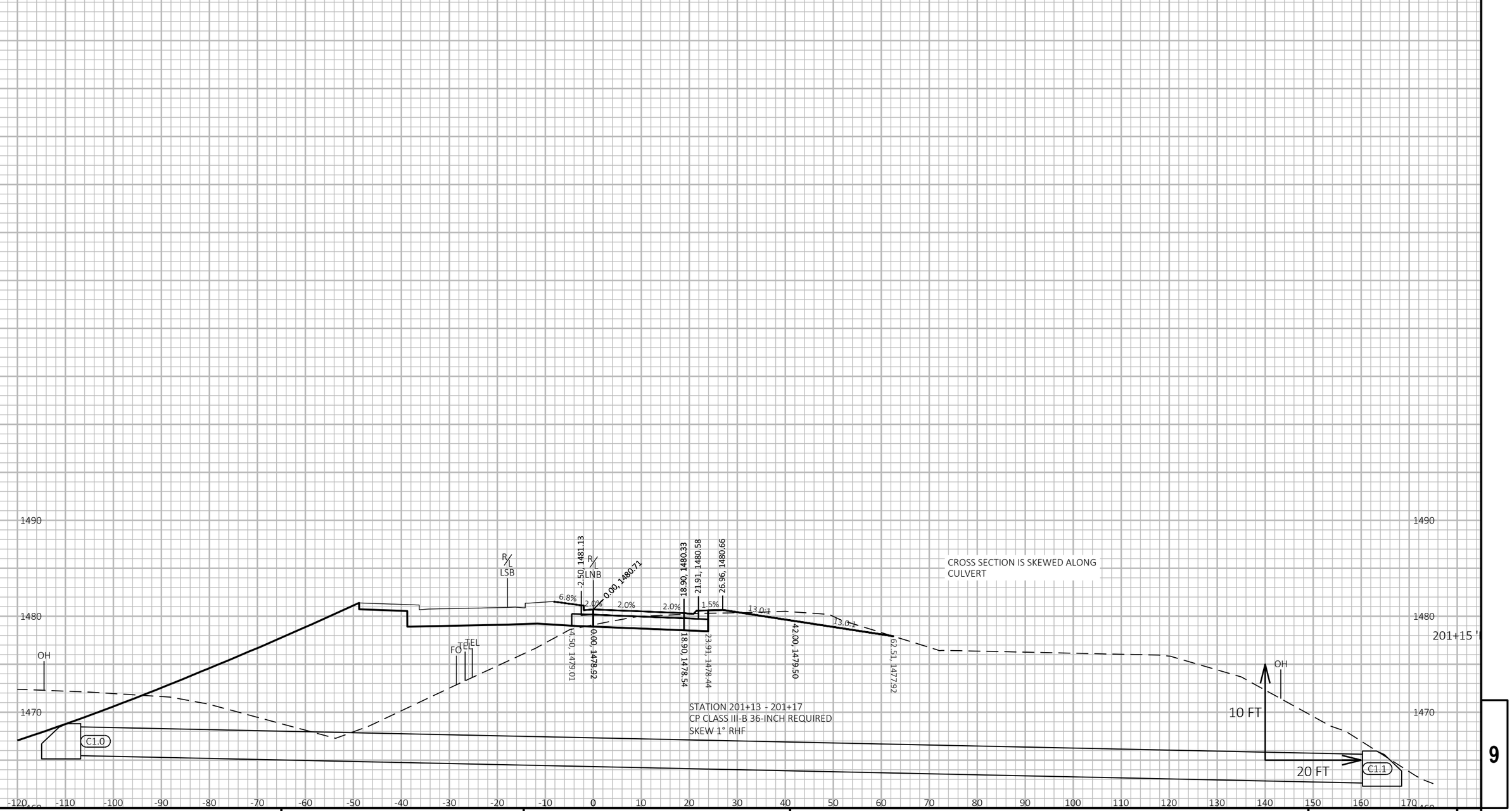
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L NB 'LNB' - STAGE 2 | SHEET 409 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090256-xs

PLOT DATE : 1/22/2025 5:38 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9 9

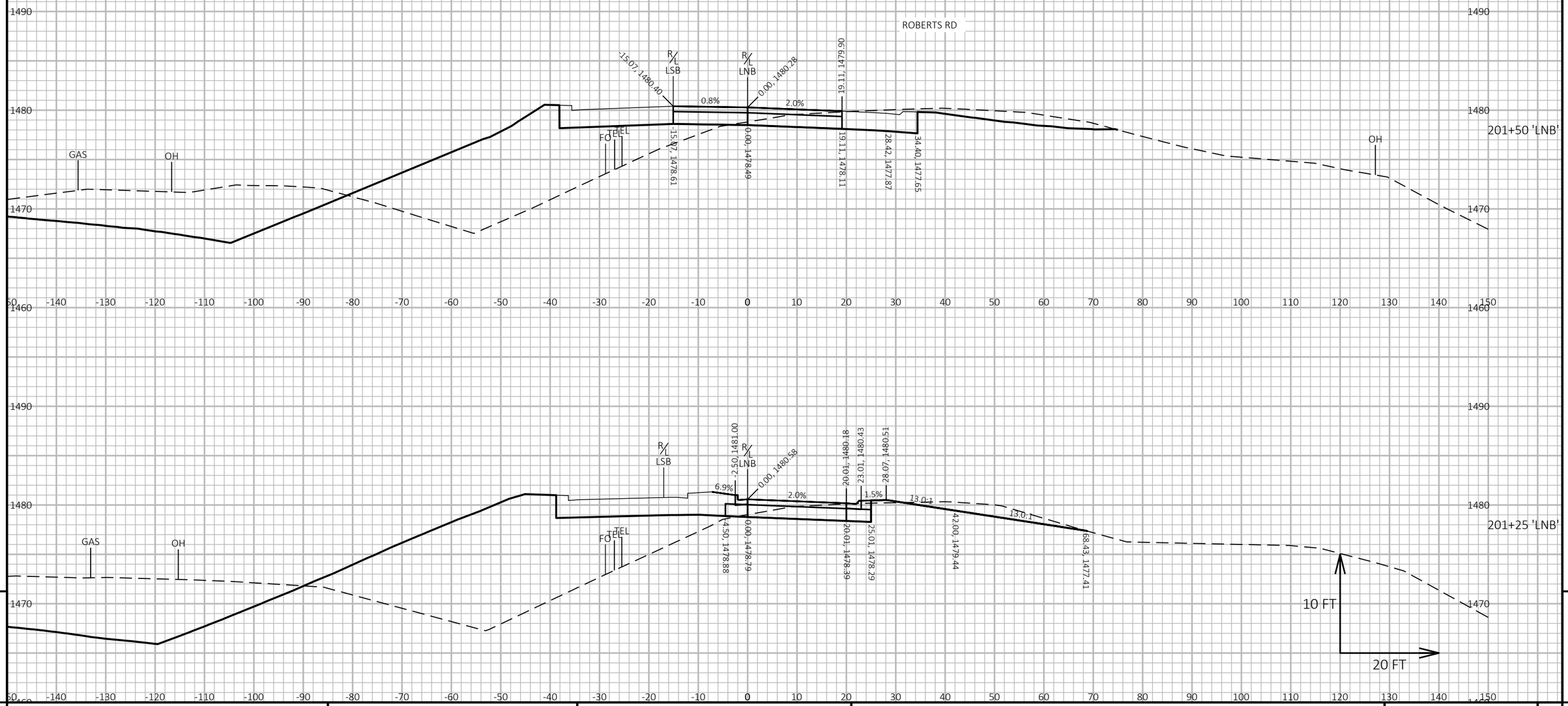
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L NB 'LNB' - STAGE 2 | SHEET 410 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090257-xs

PLOT DATE : 1/22/2025 5:38 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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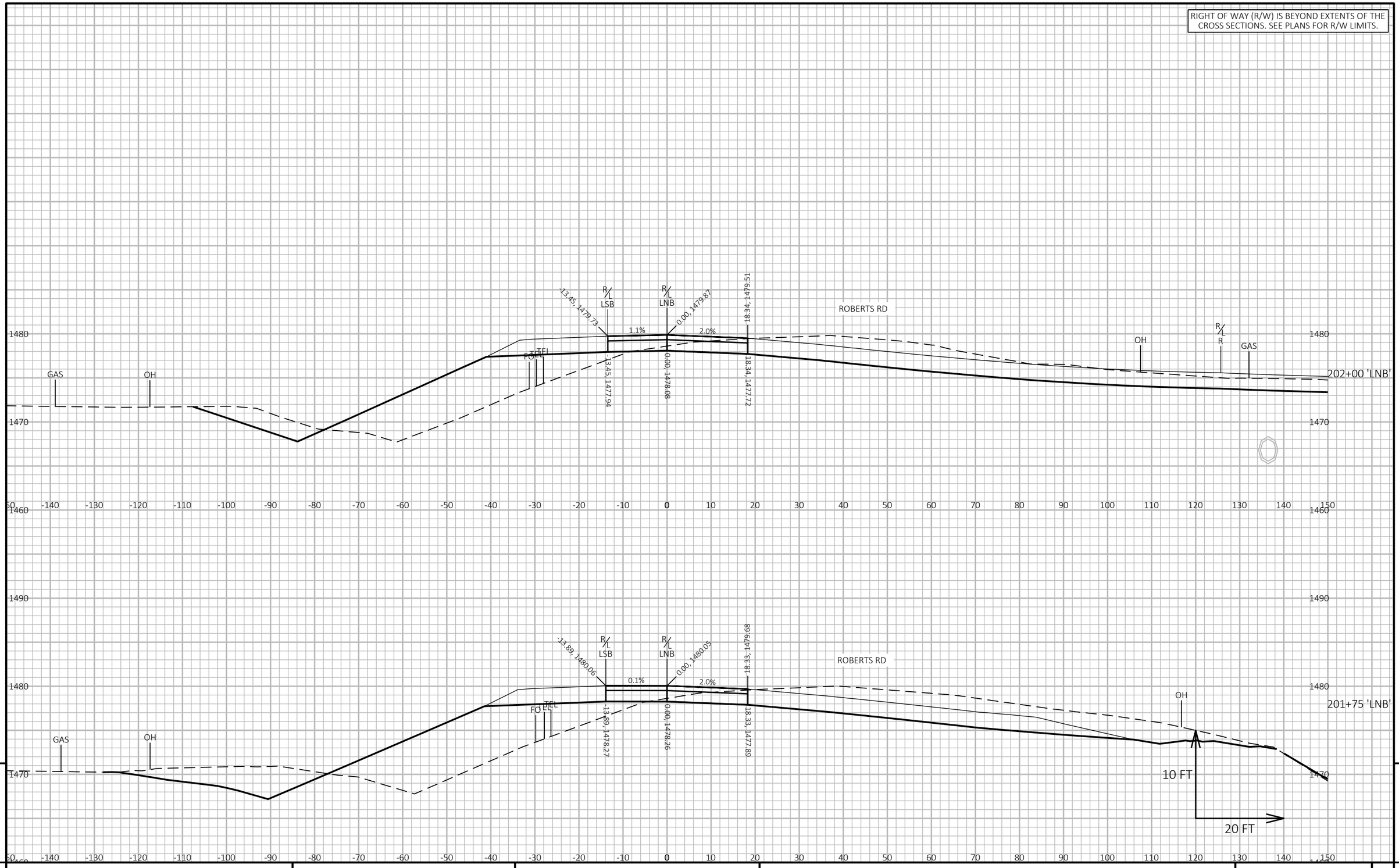
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L NB 'LNB' - STAGE 2 | SHEET 411 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090258-xs

PLOT DATE : 1/22/2025 5:38 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9 9

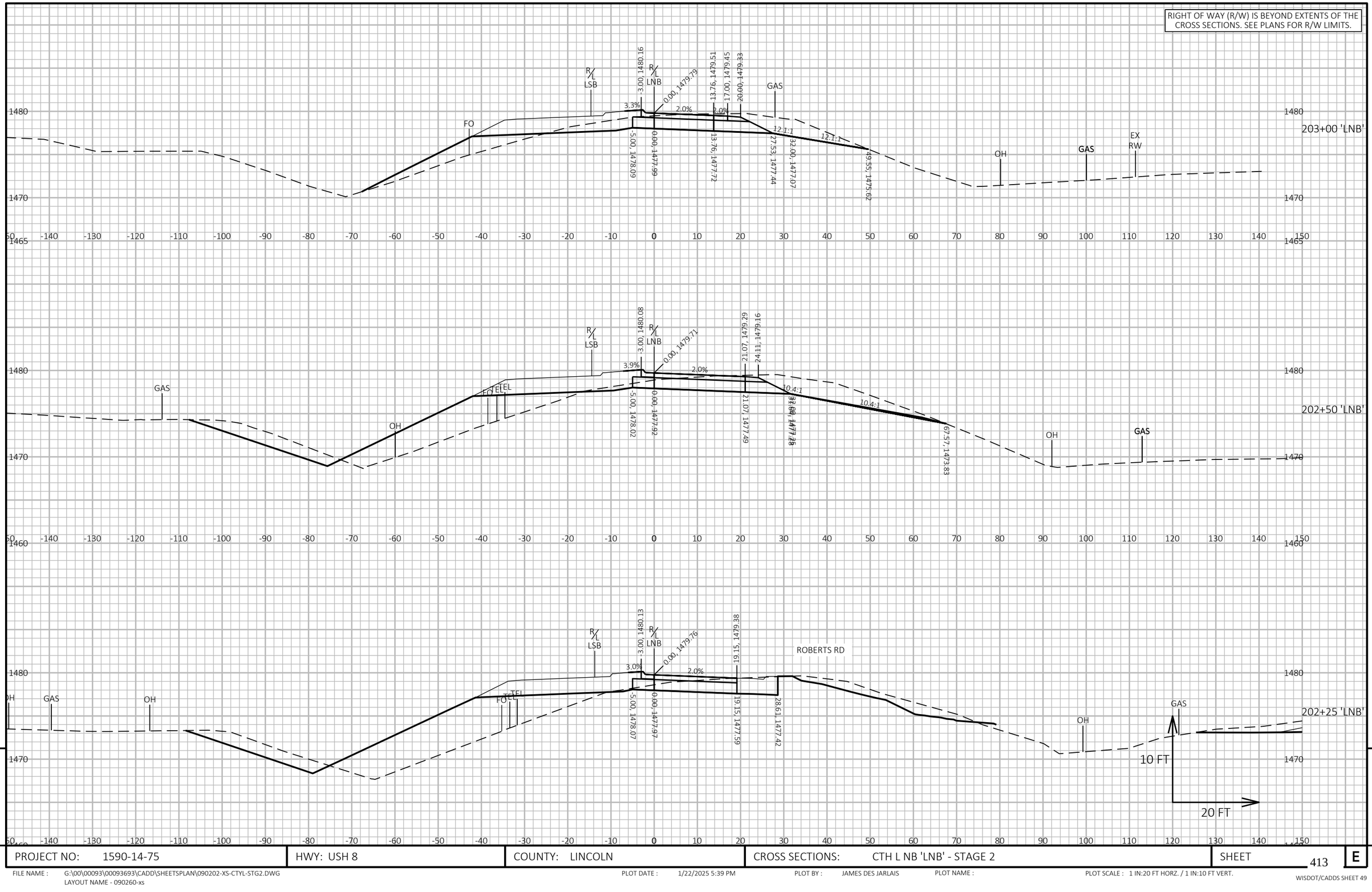
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L NB 'LNB' - STAGE 2 | SHEET 412 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090259-xs

PLOT DATE : 1/22/2025 5:39 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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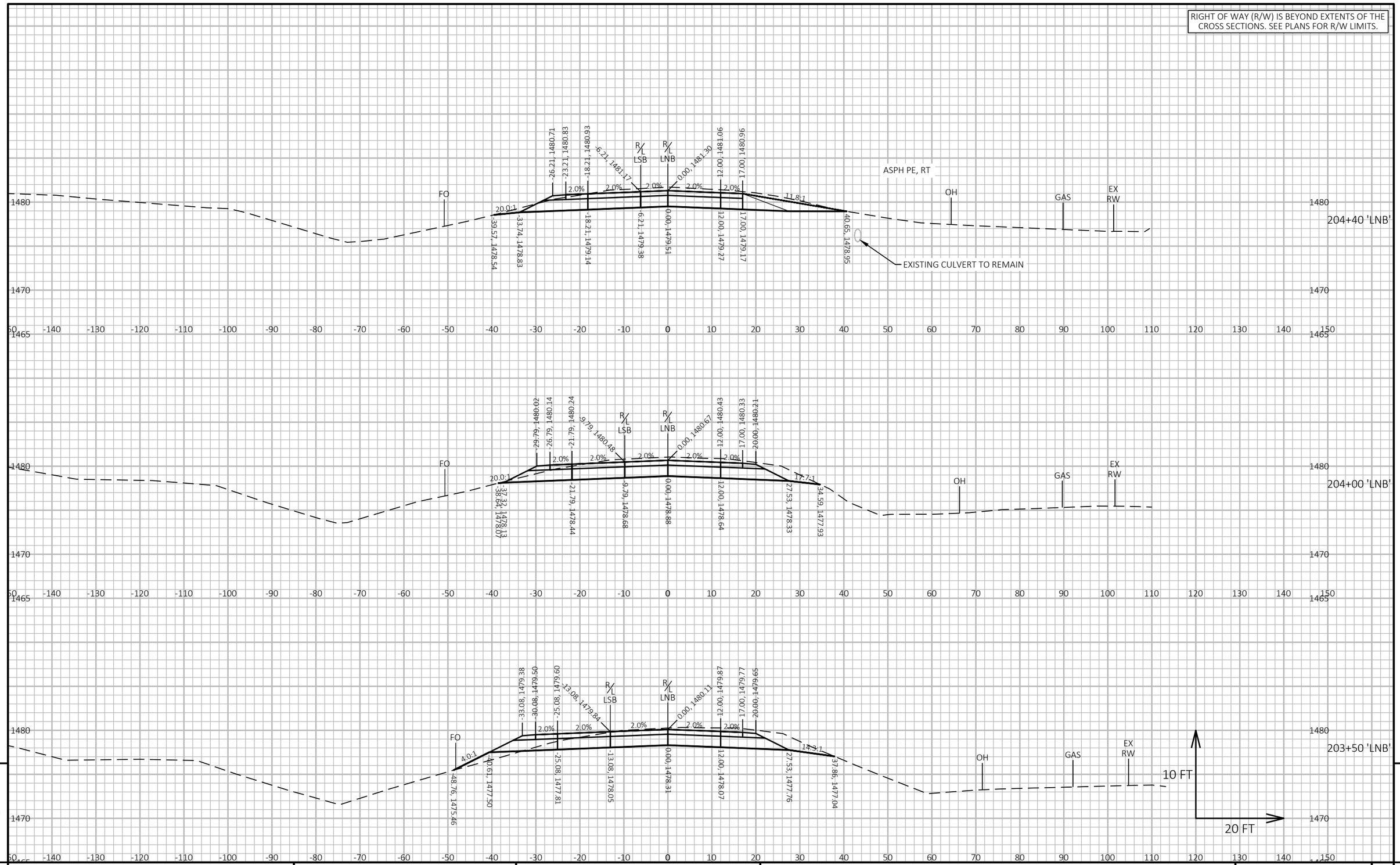
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L NB 'LNB' - STAGE 2 | SHEET 413 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090260-xs

PLOT DATE : 1/22/2025 5:39 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9 9

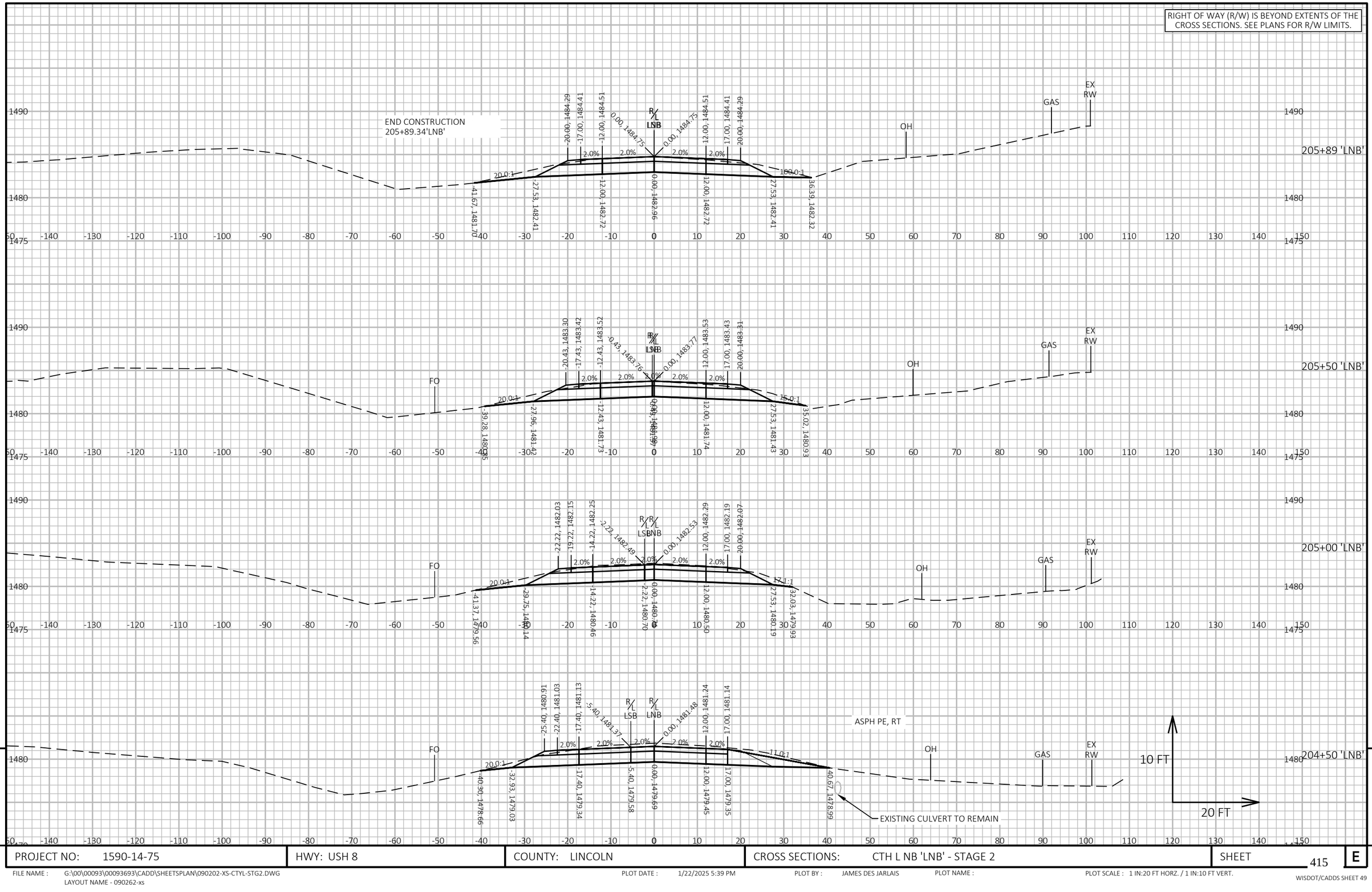
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L NB 'LNB' - STAGE 2 | SHEET 414 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090261-xs

PLOT DATE : 1/22/2025 5:39 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L NB 'LNB' - STAGE 2 | SHEET 415 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090262-xs

PLOT DATE : 1/22/2025 5:39 PM

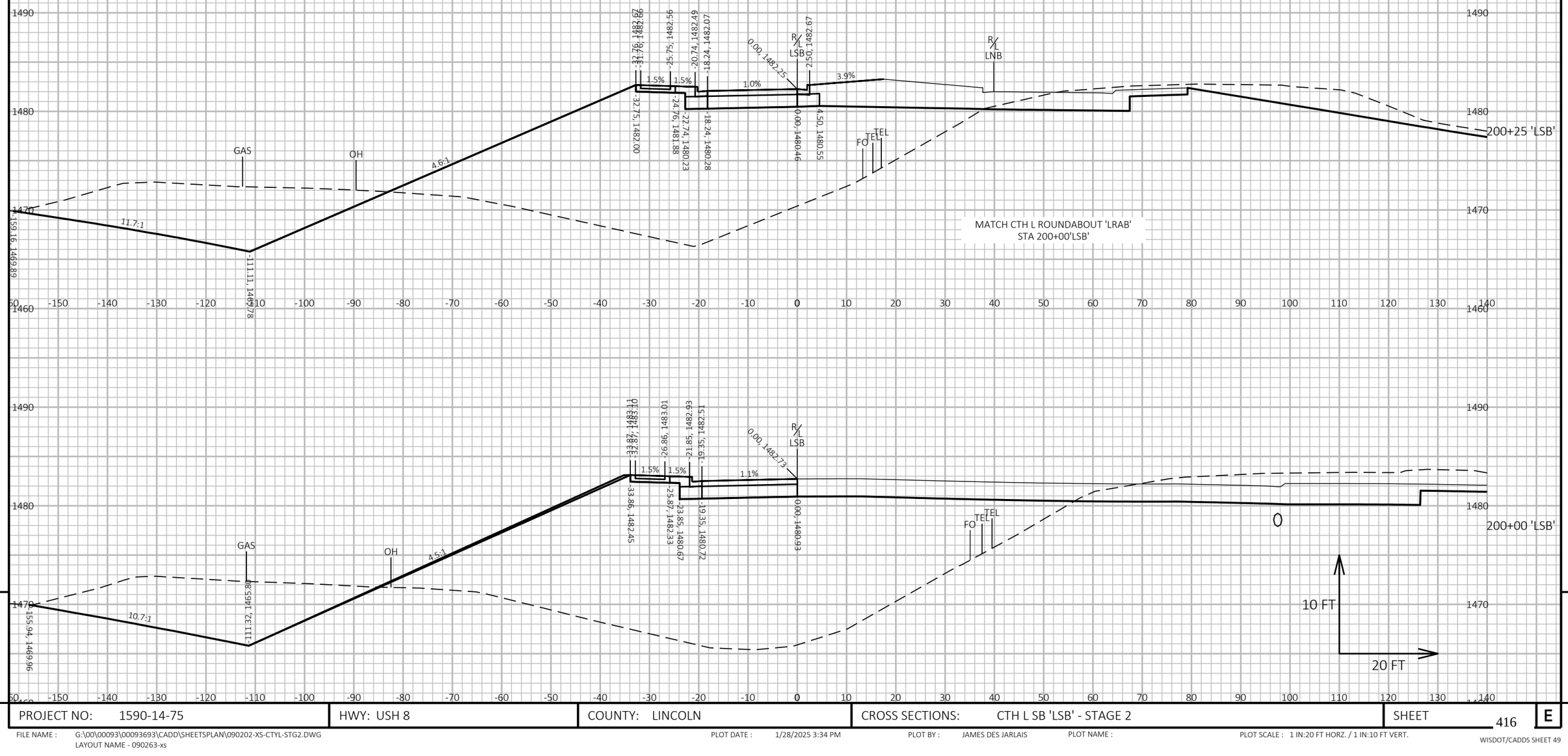
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9 9

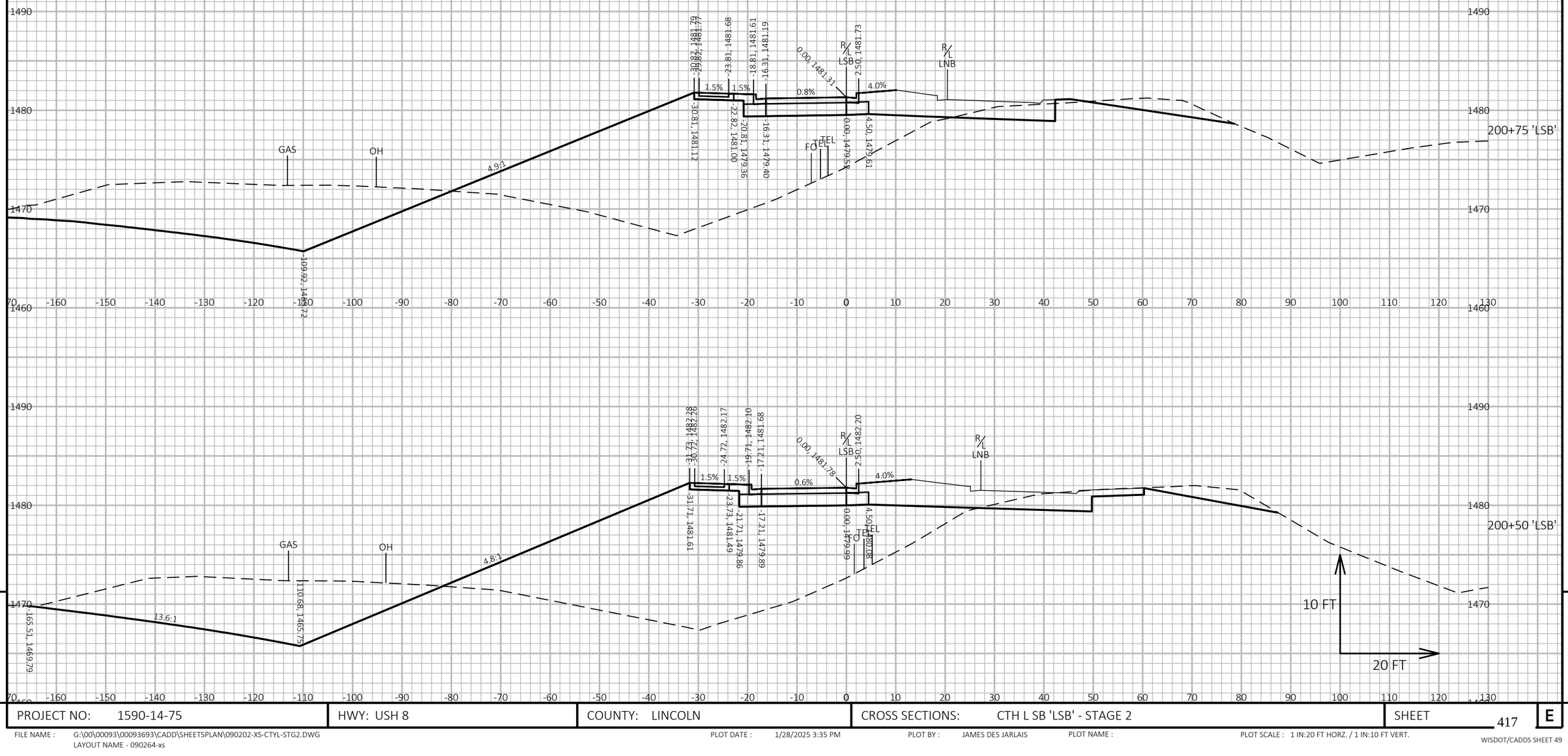
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L SB 'LSB' - STAGE 2 | SHEET 416 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090263-xs

PLOT DATE : 1/28/2025 3:34 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



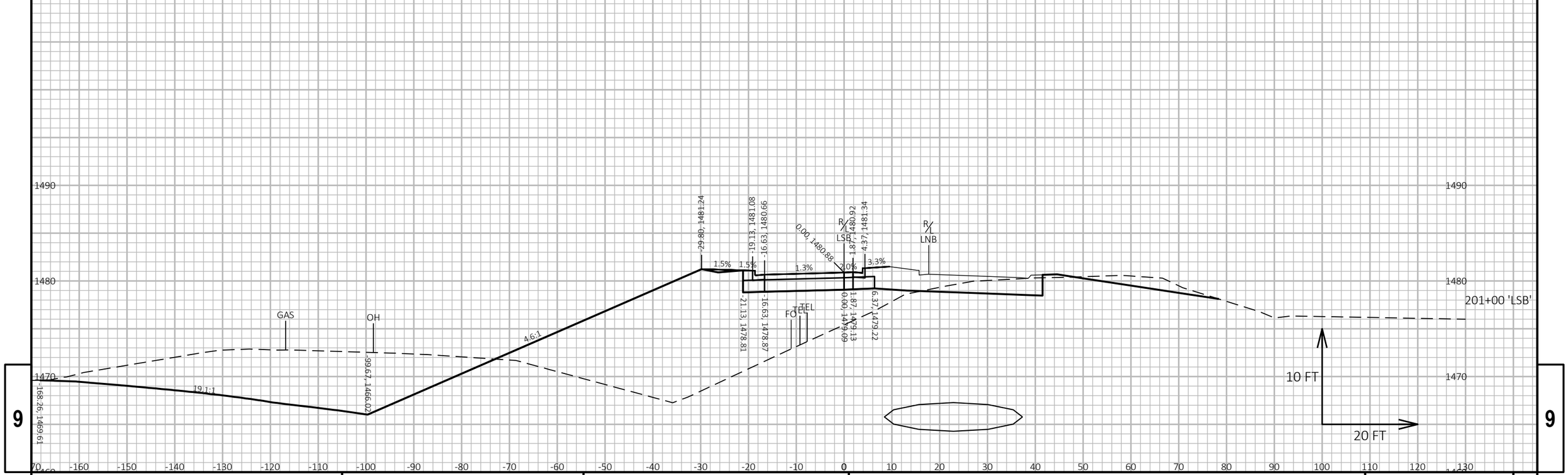

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L SB 'LSB' - STAGE 2 | SHEET 417 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090264-xs

PLOT DATE : 1/28/2025 3:35 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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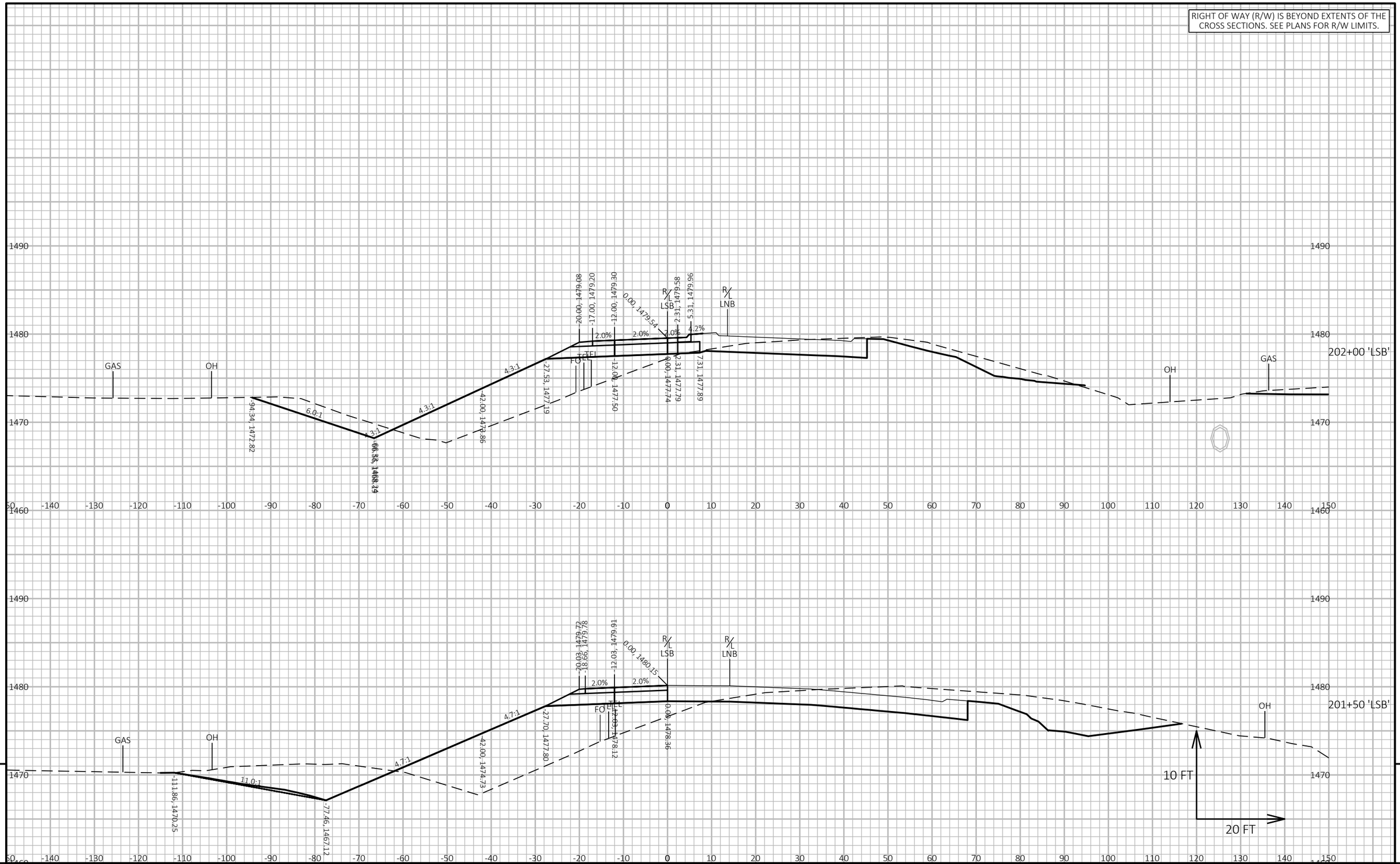
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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L SB 'LSB' - STAGE 2 | SHEET 418 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090265-xs

PLOT DATE : 1/28/2025 3:35 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L SB 'LSB' - STAGE 2 | SHEET 419 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090266-xs

PLOT DATE : 1/28/2025 3:35 PM

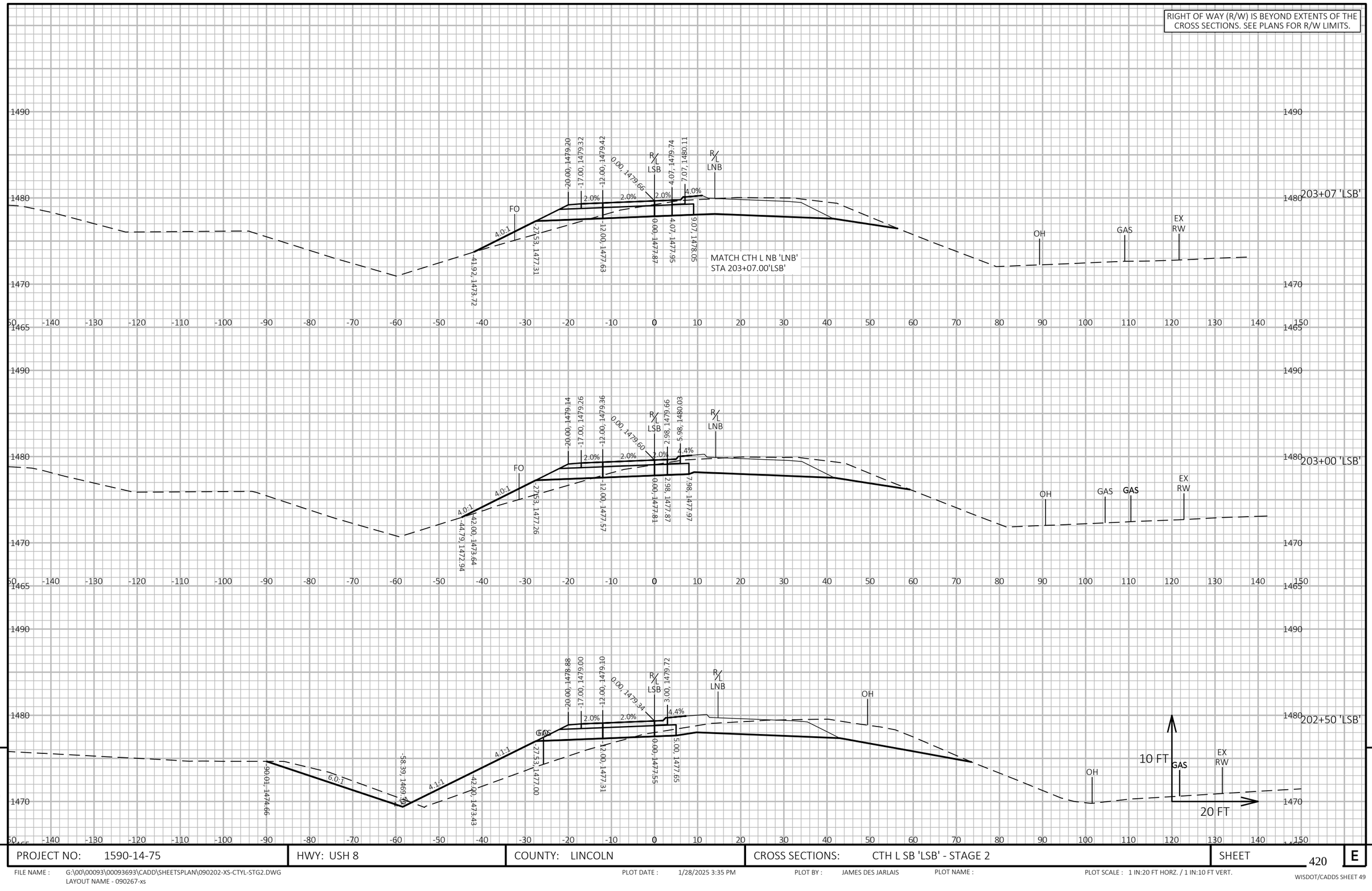
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L SB 'LSB' - STAGE 2 | SHEET 420 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090267-xs

PLOT DATE : 1/28/2025 3:35 PM

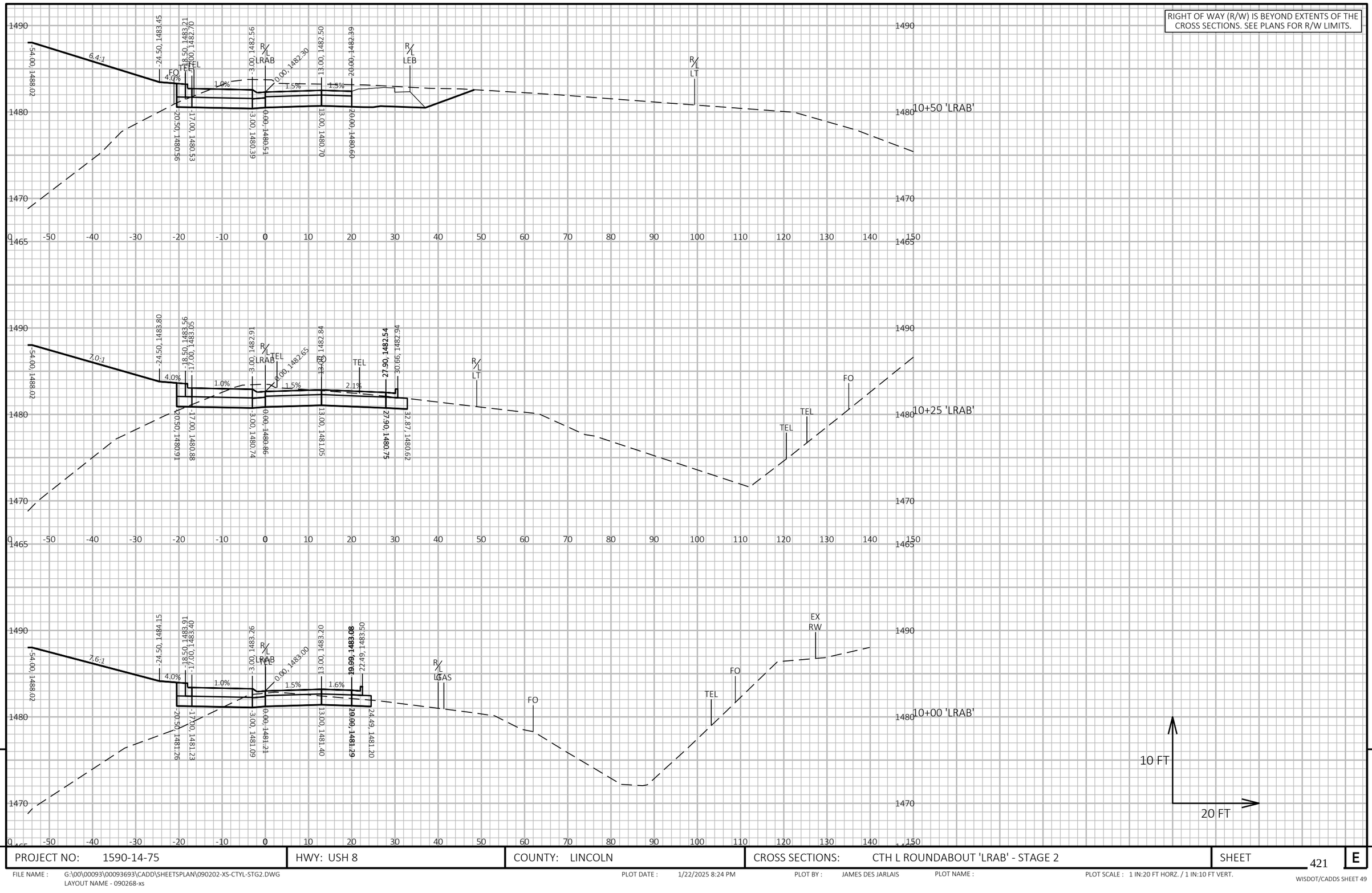
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



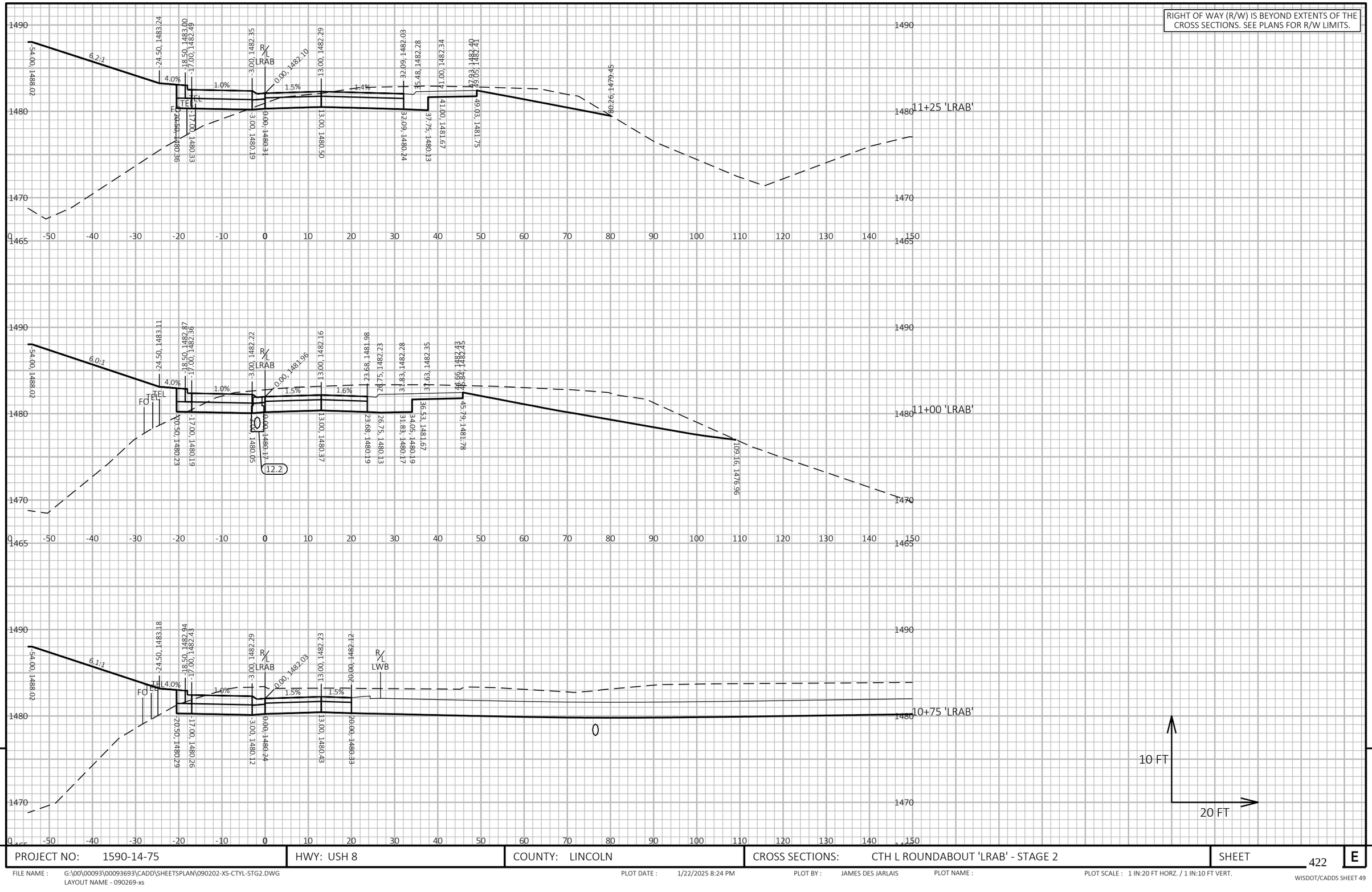

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L ROUNDABOUT 'LRAB' - STAGE 2 | SHEET 421 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090268-xs

PLOT DATE : 1/22/2025 8:24 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



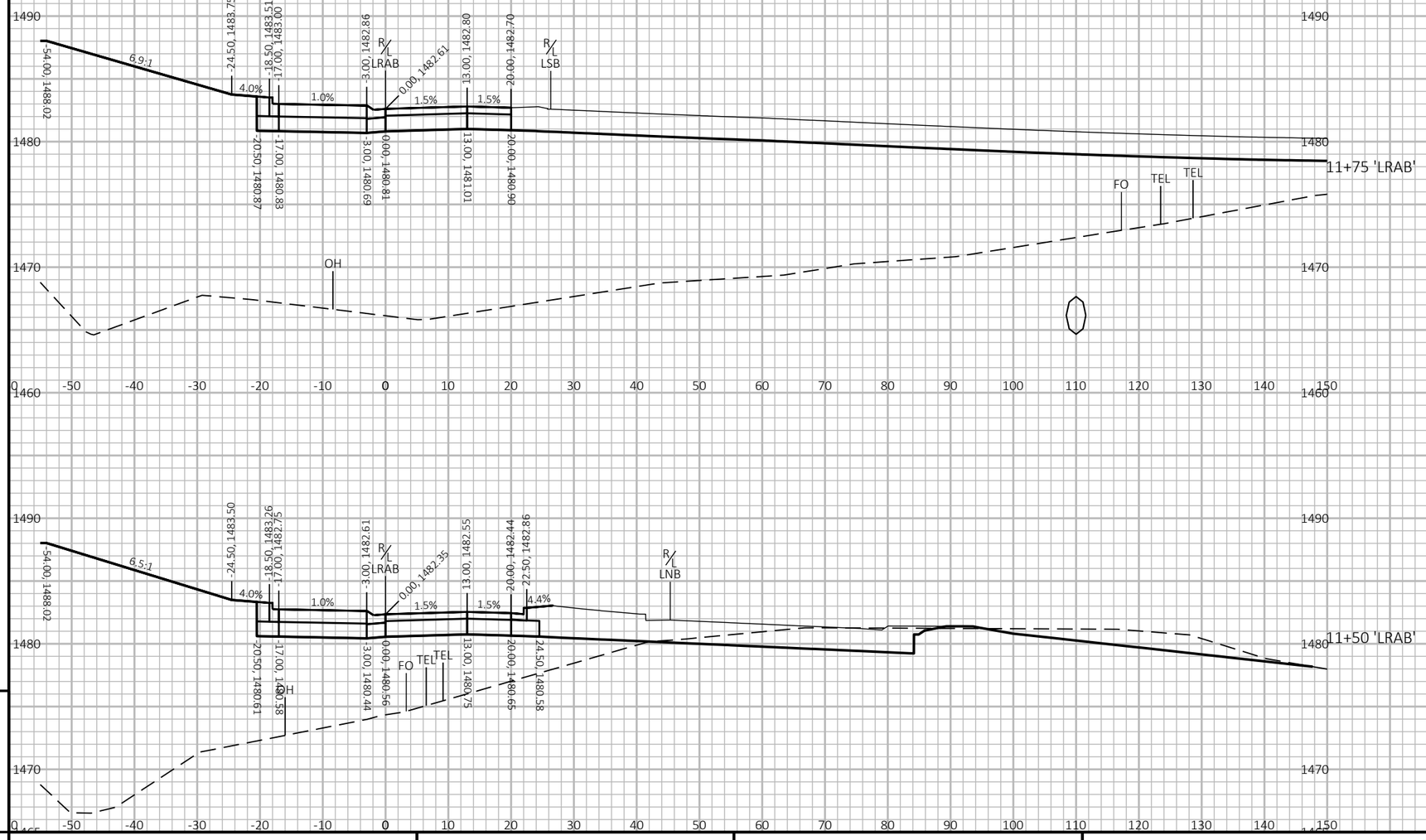

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L ROUNDABOUT 'LRAB' - STAGE 2 | SHEET 422 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090269-xs

PLOT DATE : 1/22/2025 8:24 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9

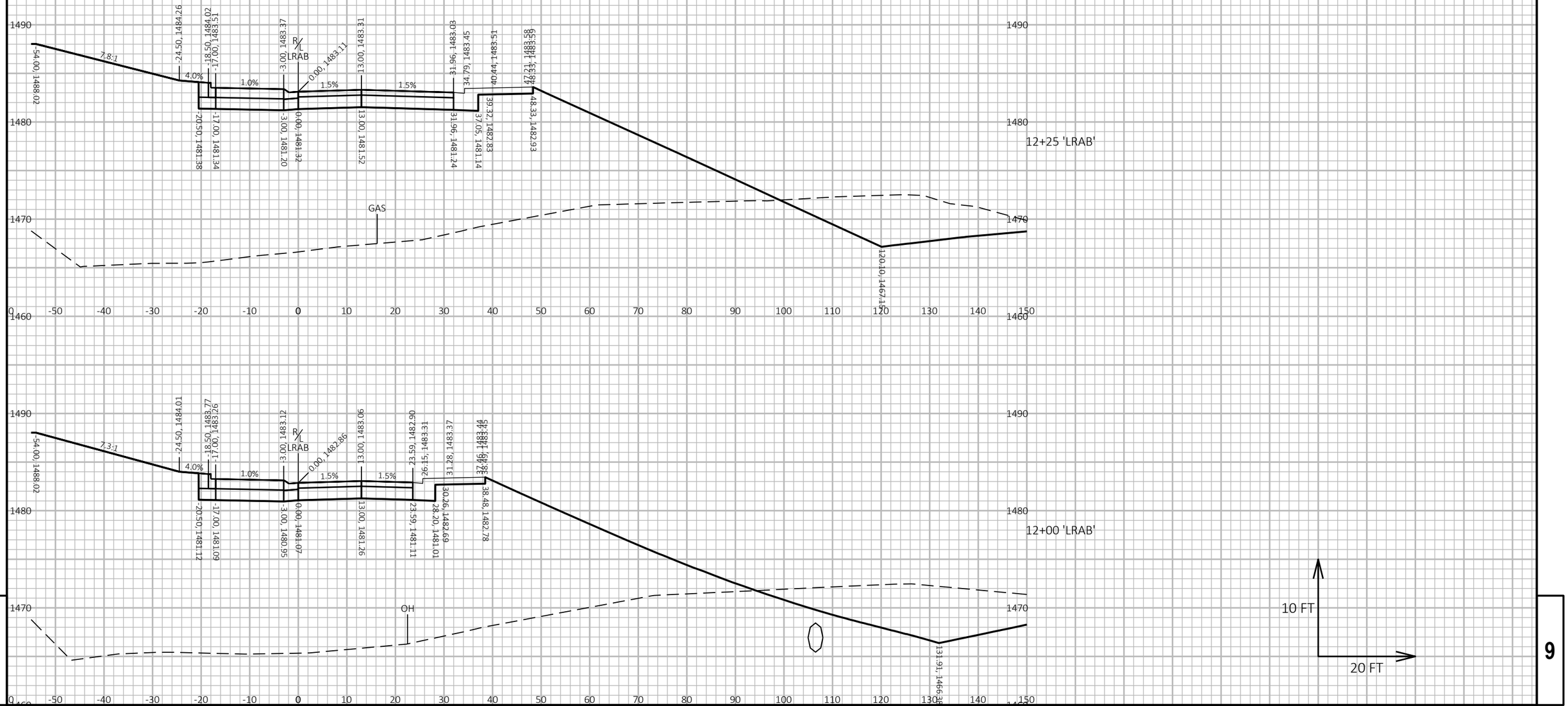
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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L ROUNDABOUT 'LRAB' - STAGE 2 | SHEET 423 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090270-xs

PLOT DATE : 1/22/2025 8:24 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L ROUNDABOUT 'LRAB' - STAGE 2 | SHEET 424 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090271-xs

PLOT DATE : 1/22/2025 8:24 PM

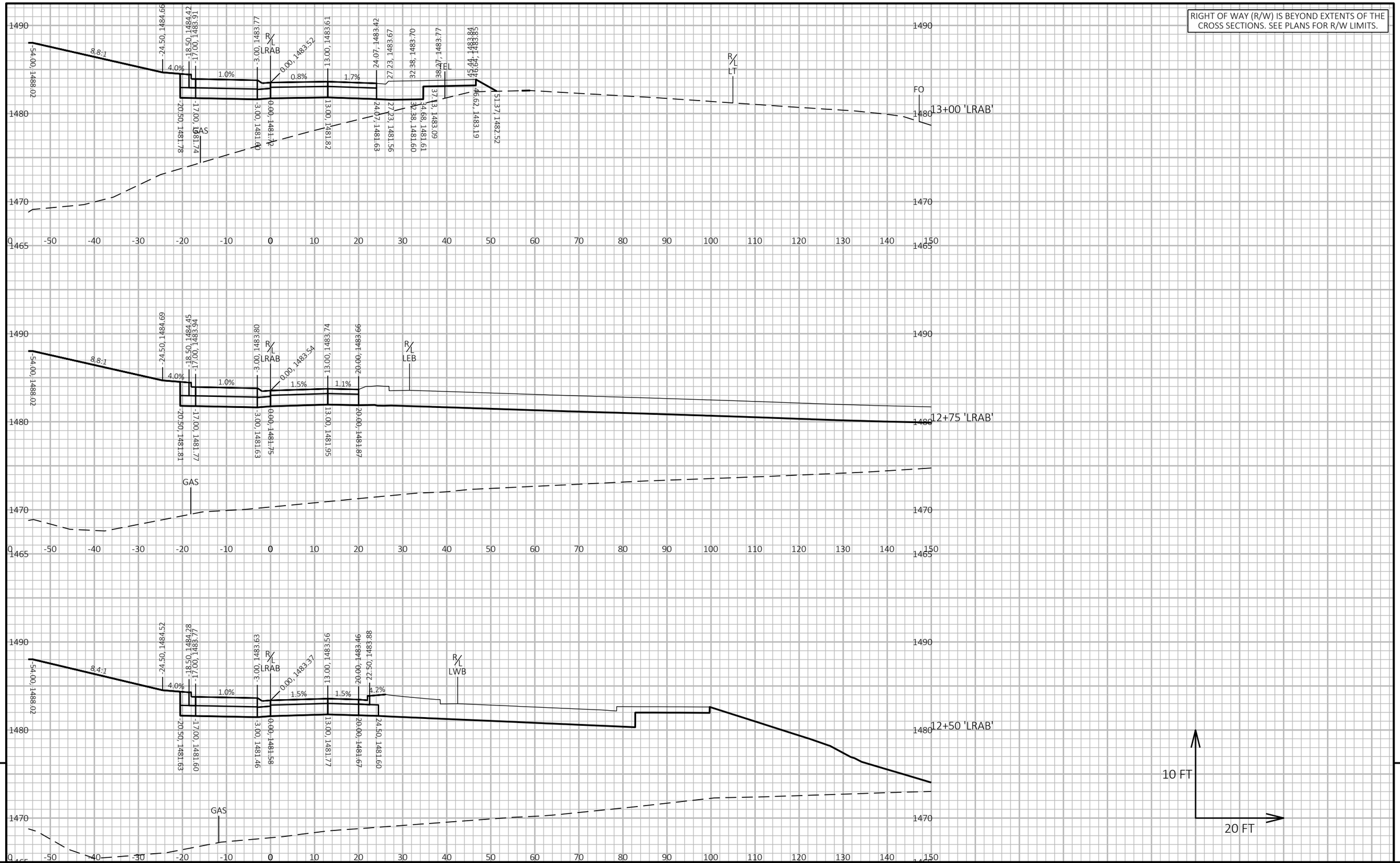
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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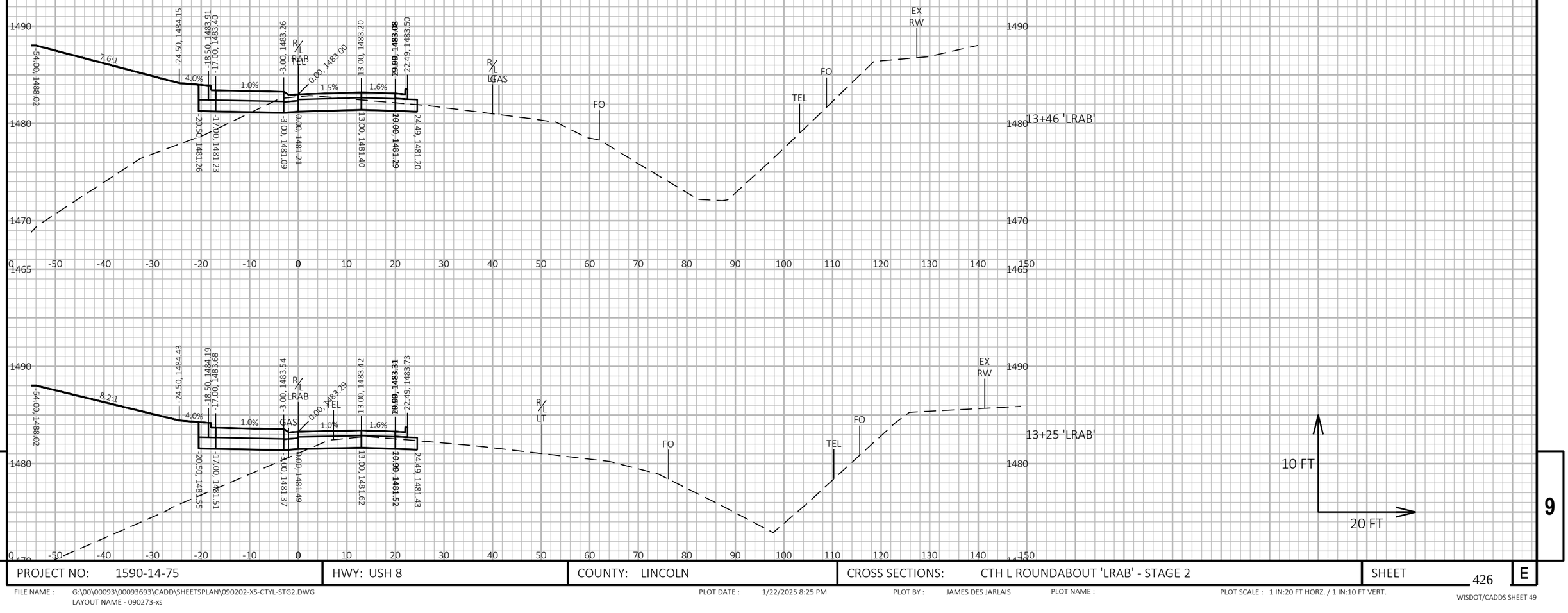
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L ROUNDABOUT 'LRAB' - STAGE 2 | SHEET 425 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090272-xs

PLOT DATE : 1/22/2025 8:24 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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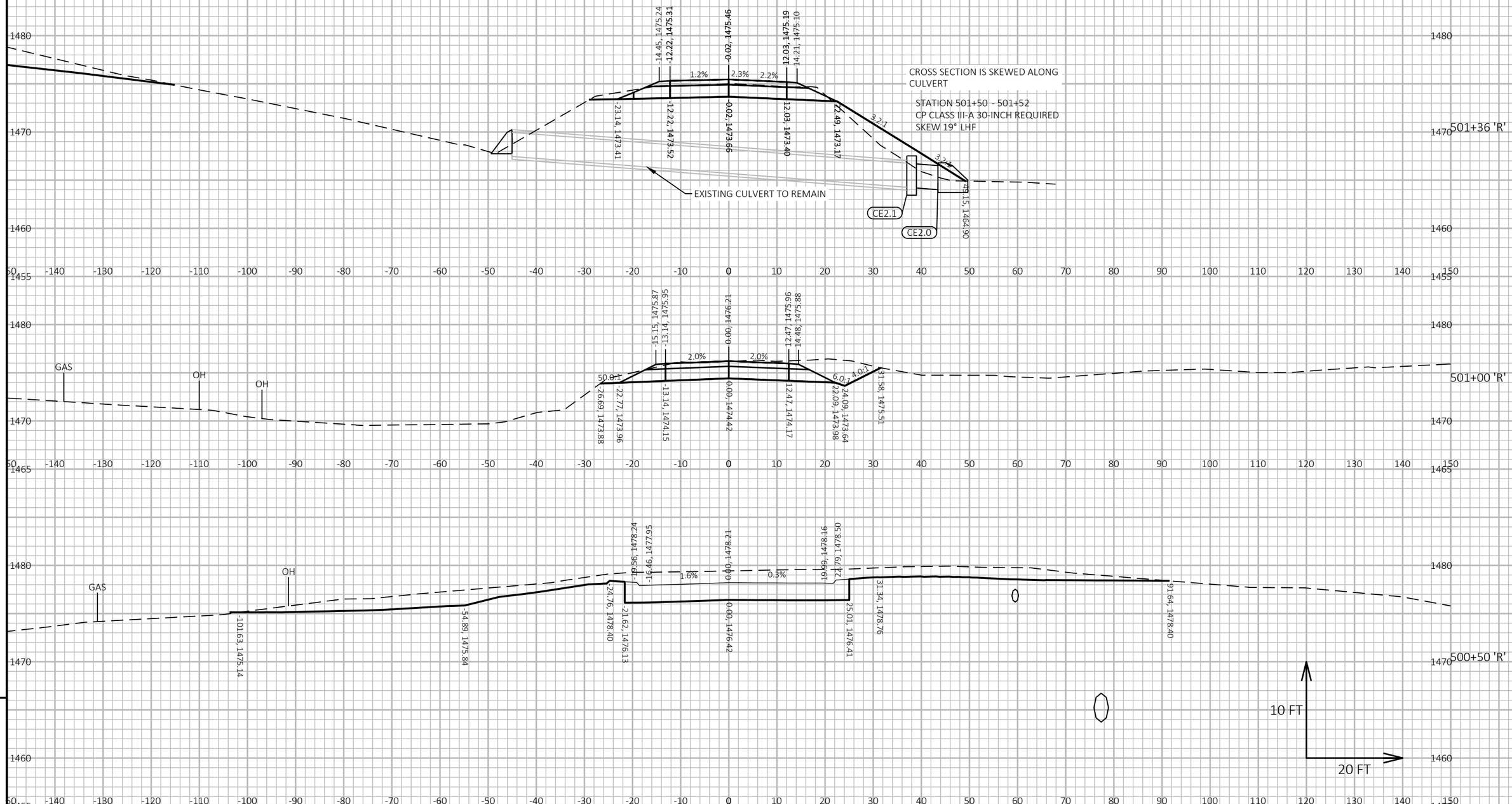
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L ROUNDABOUT 'LRAB' - STAGE 2 | SHEET 426 | E |
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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090273-xs

PLOT DATE : 1/22/2025 8:25 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: ROBERTS RD 'R' - STAGE 2 | SHEET 427 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090274-xs

PLOT DATE : 1/22/2025 7:55 PM

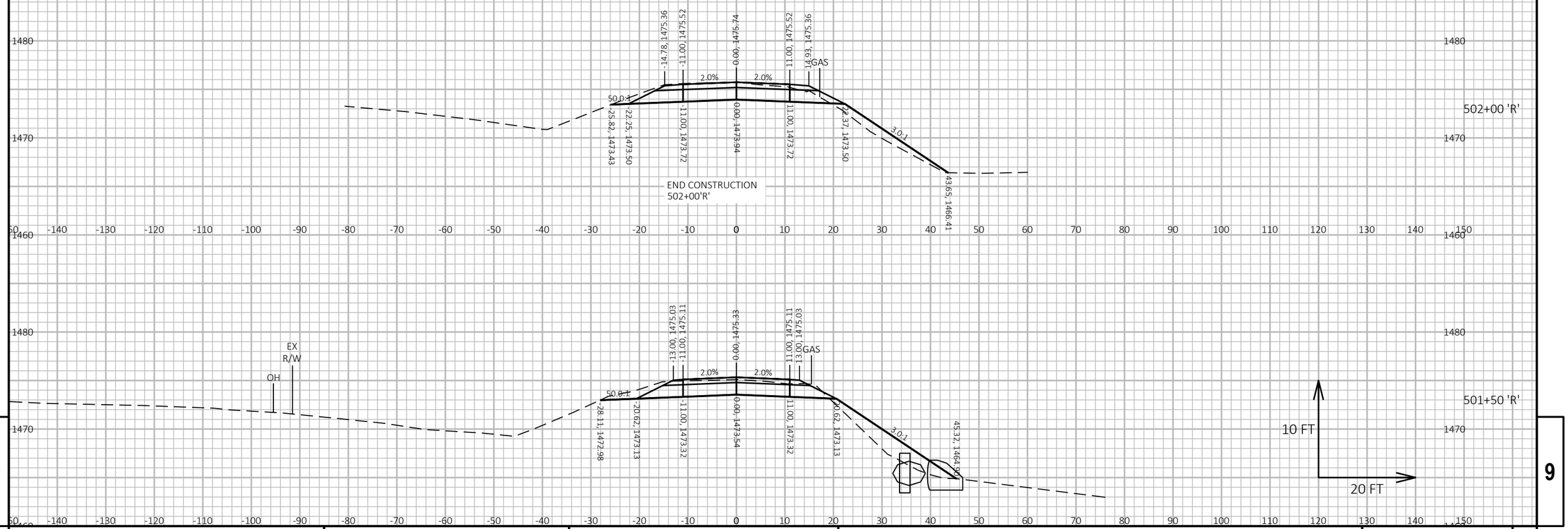
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: ROBERTS RD 'R' - STAGE 2 | SHEET 428 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG2.DWG
LAYOUT NAME - 090275-xs

PLOT DATE : 1/22/2025 7:55 PM

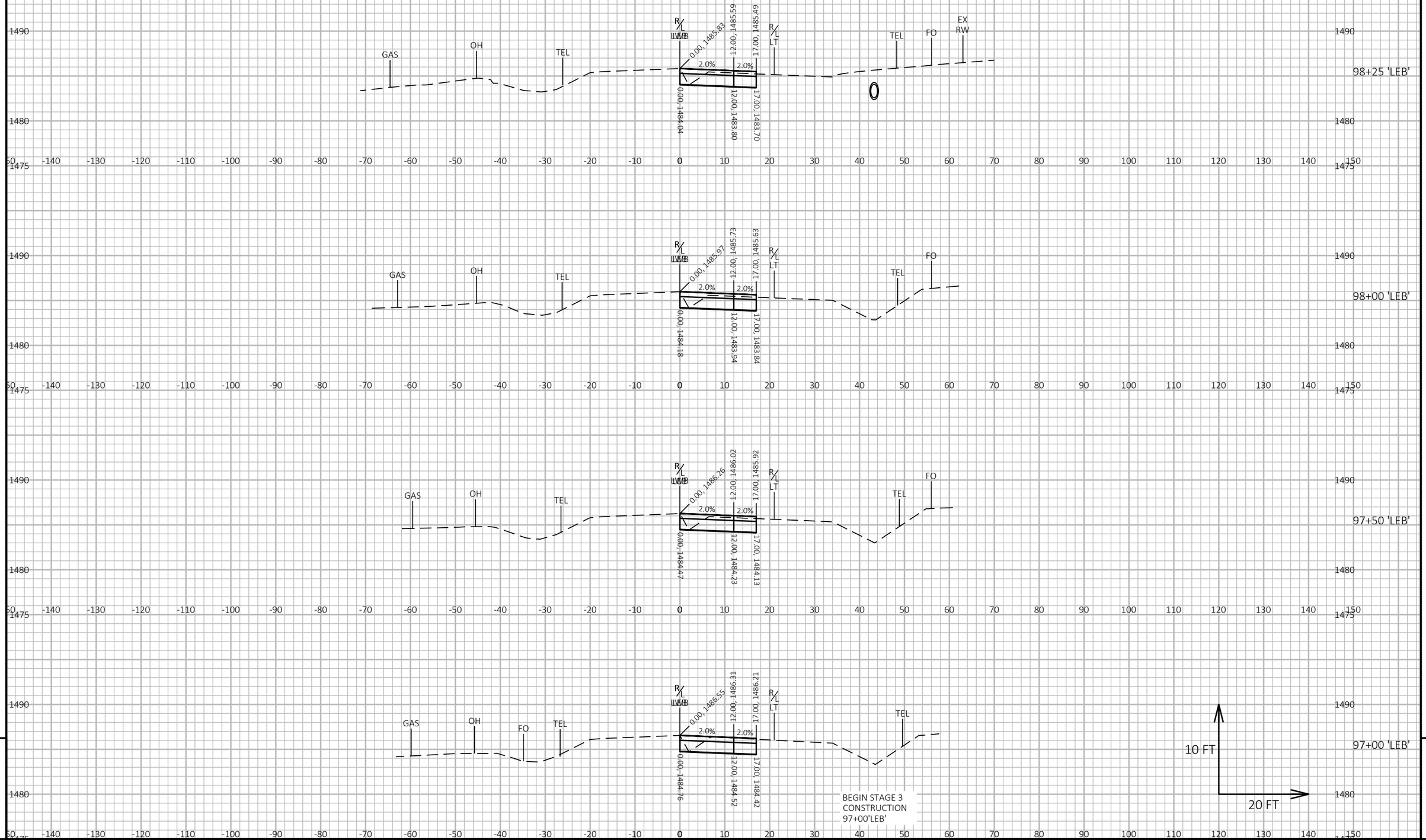
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 429 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090276-xs

PLOT DATE : 1/28/2025 4:28 PM

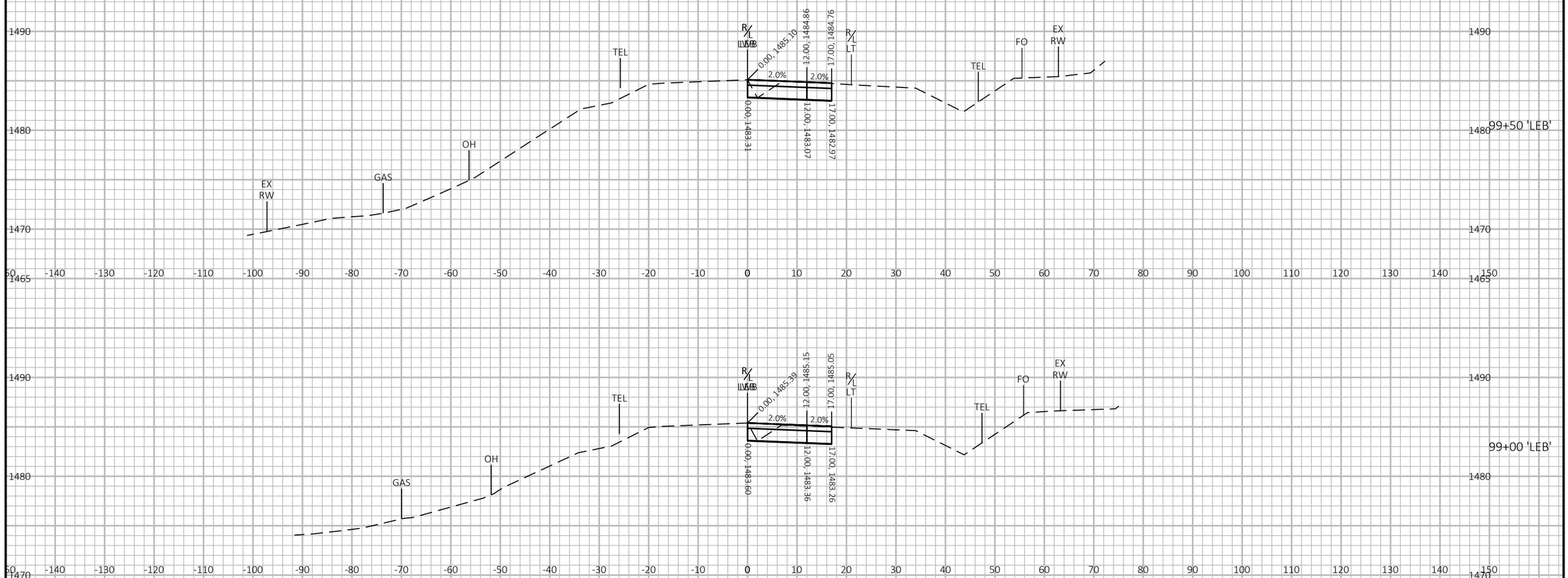
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 430 | E |
|---|---|---|---|---|---|

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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090277-xs

PLOT DATE : 1/28/2025 4:28 PM

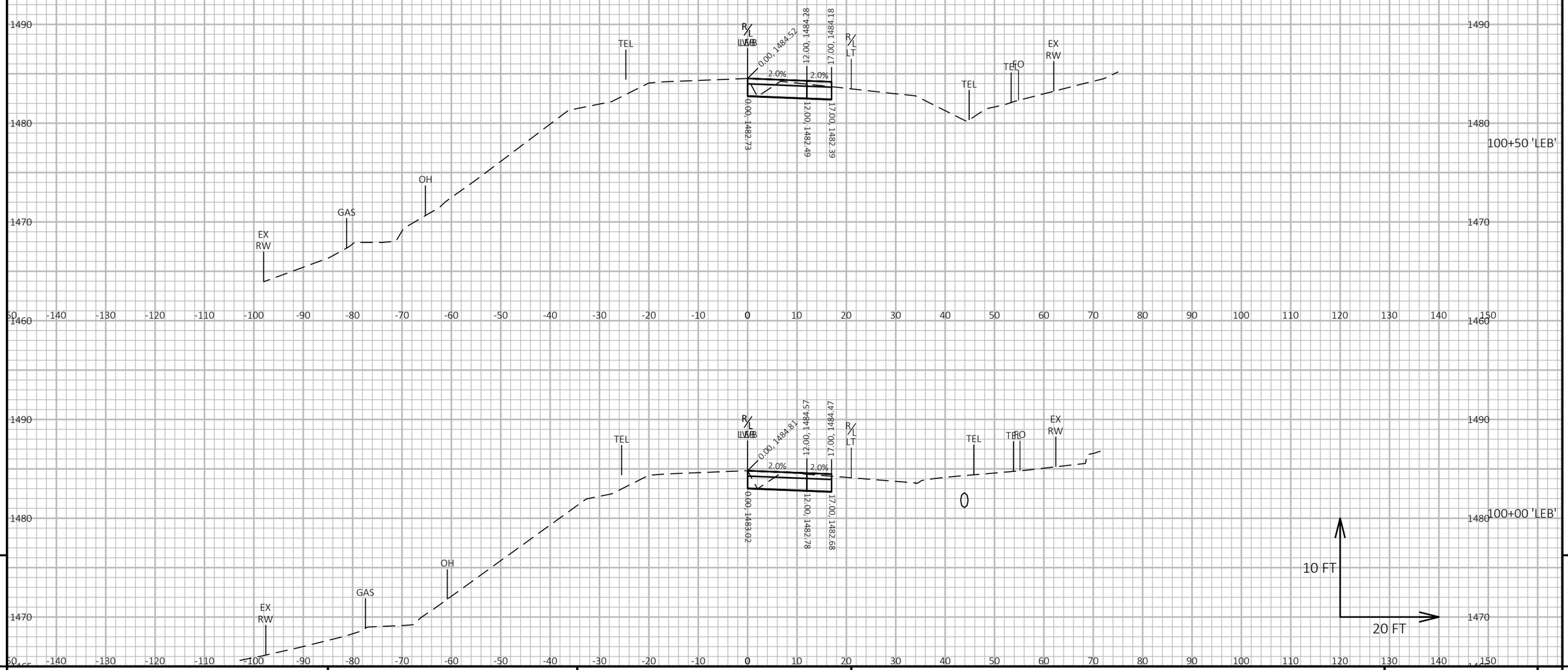
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9

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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 431 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090278-xs

PLOT DATE : 1/28/2025 4:28 PM

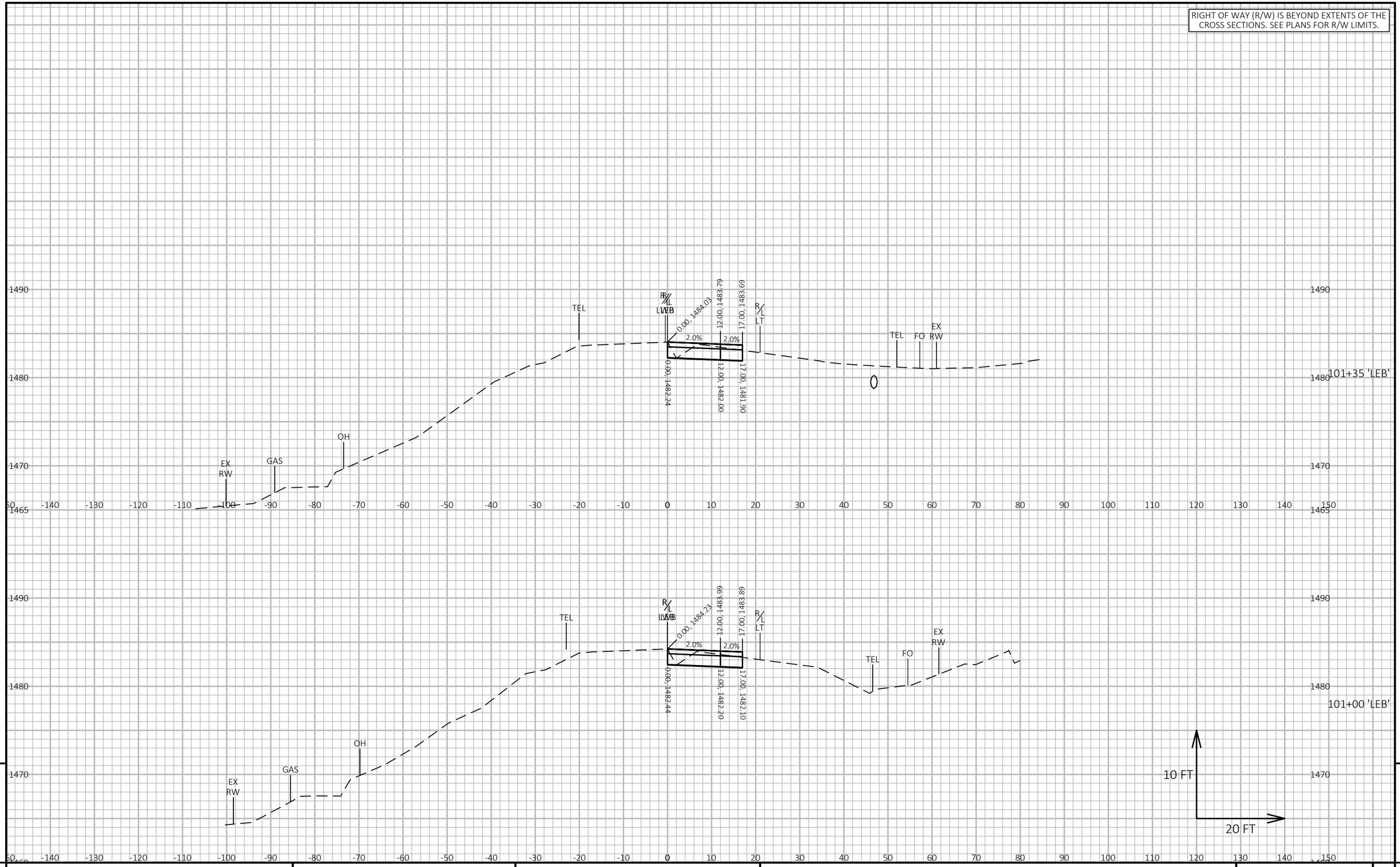
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9 9

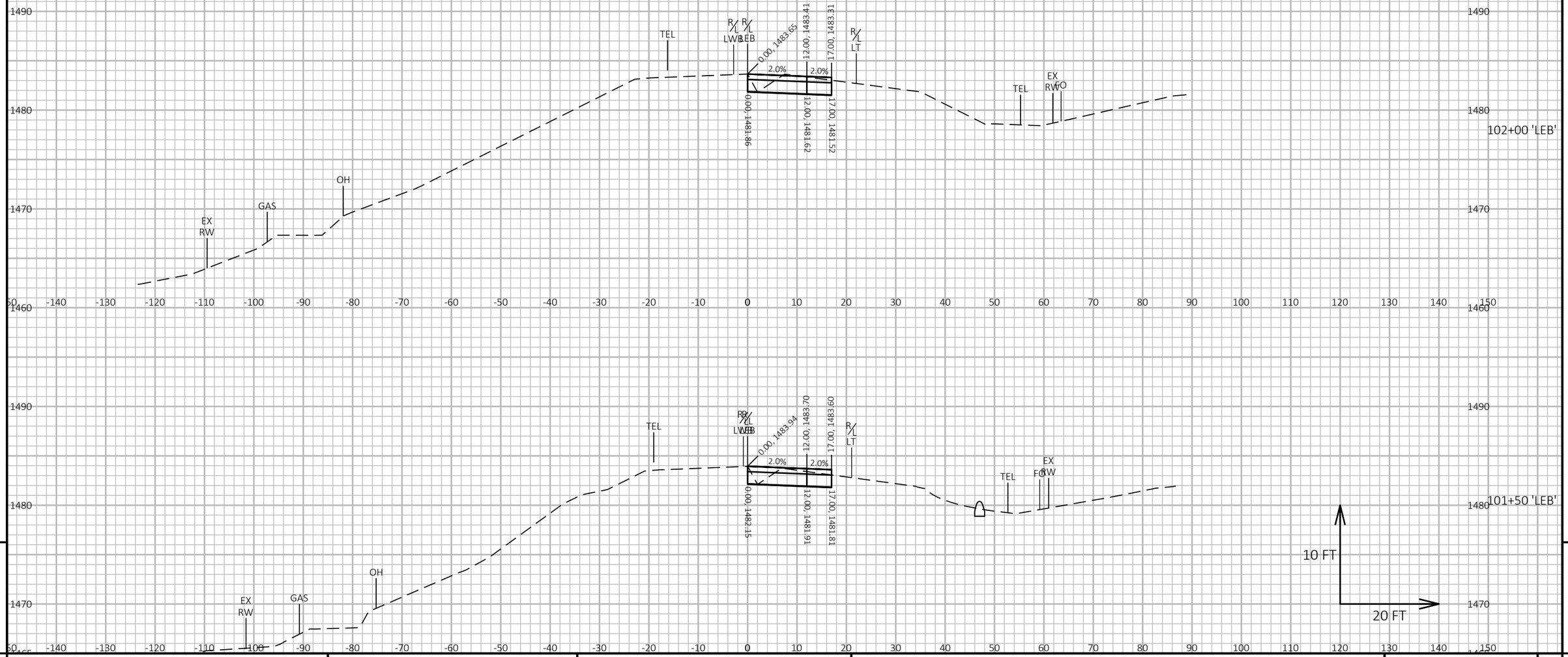
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 432 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090279-xs

PLOT DATE : 1/28/2025 4:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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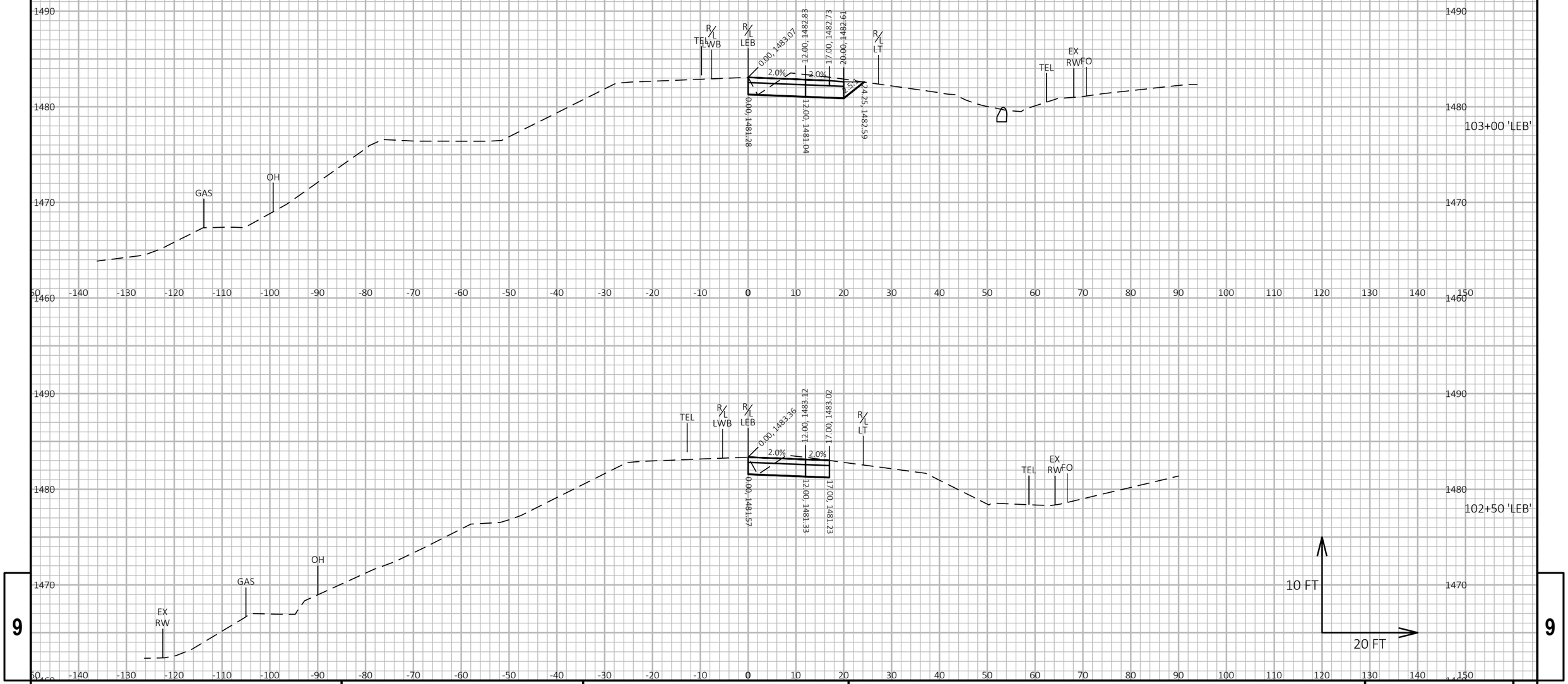
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 433 | E |
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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090280-xs

PLOT DATE : 1/28/2025 4:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9

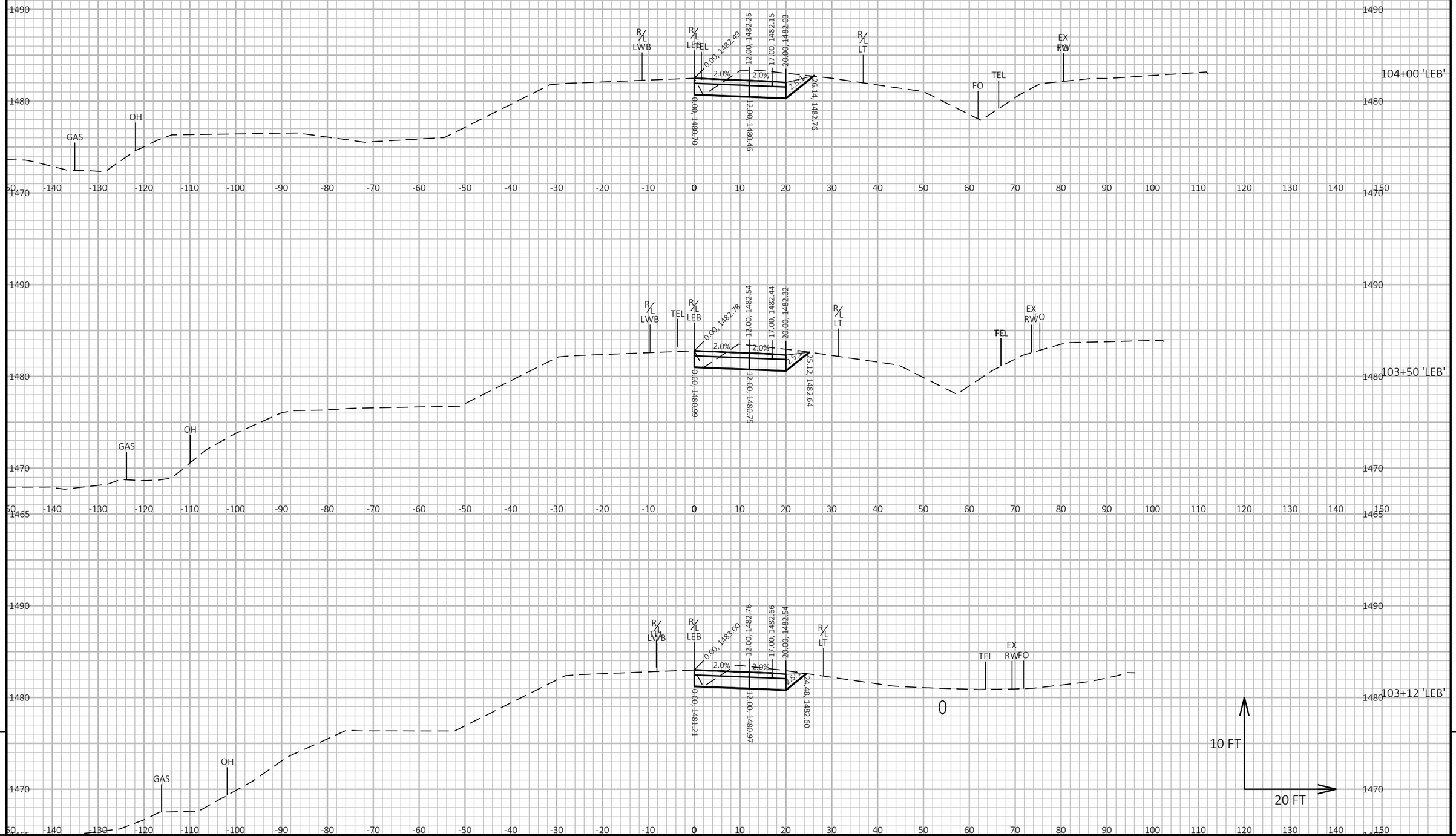
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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 434 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090281-xs

PLOT DATE : 1/28/2025 4:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 435 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090282-xs

PLOT DATE : 1/28/2025 4:28 PM

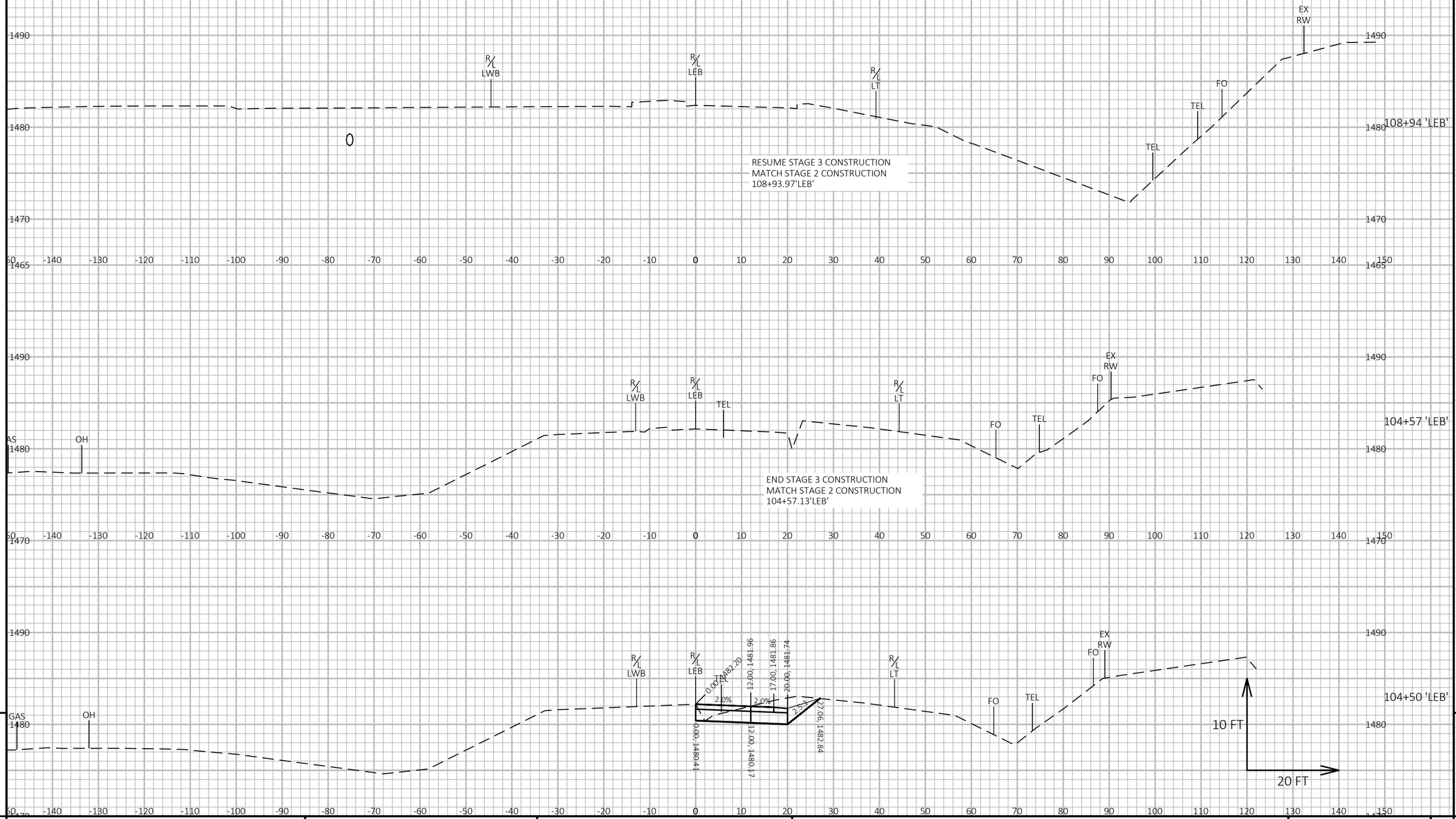
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 436 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090283-xs

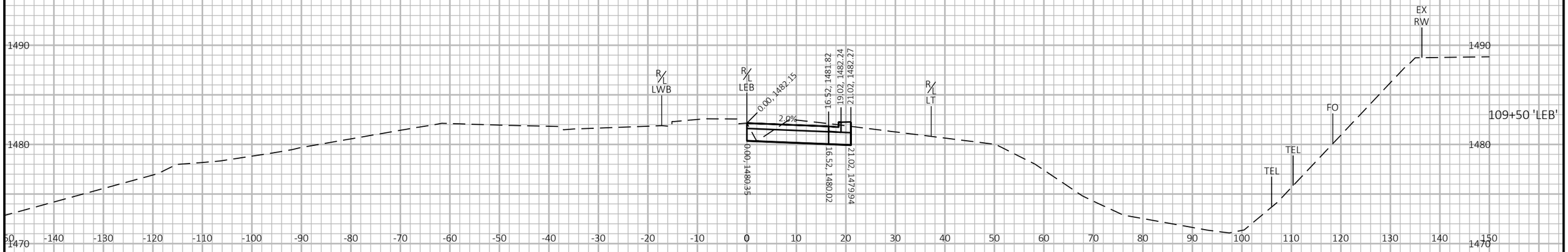
PLOT DATE : 1/28/2025 4:28 PM

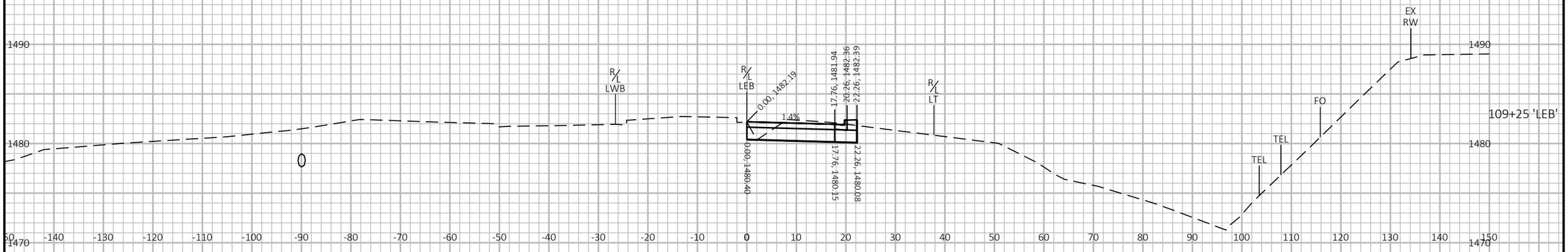
PLOT BY : JAMES DES JARLAIS

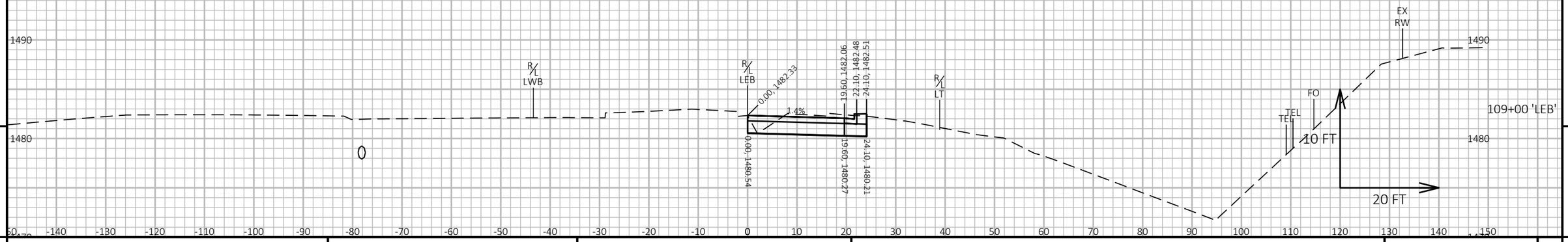
PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 437 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090284-xs

PLOT DATE : 1/28/2025 4:28 PM

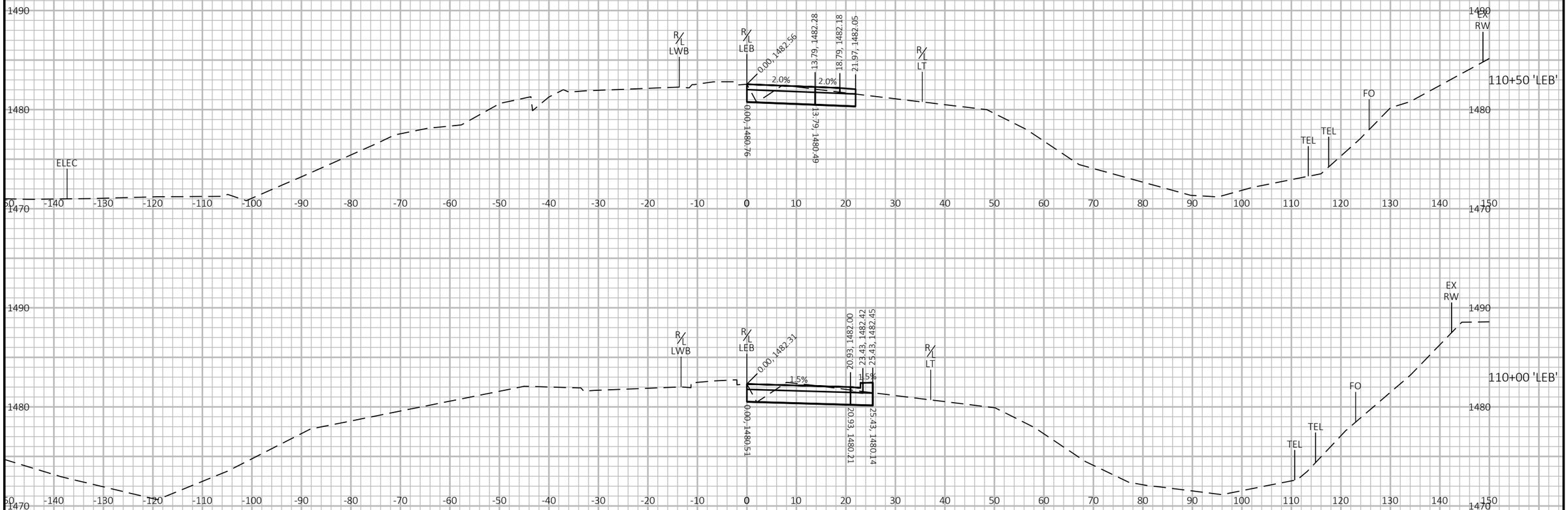
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

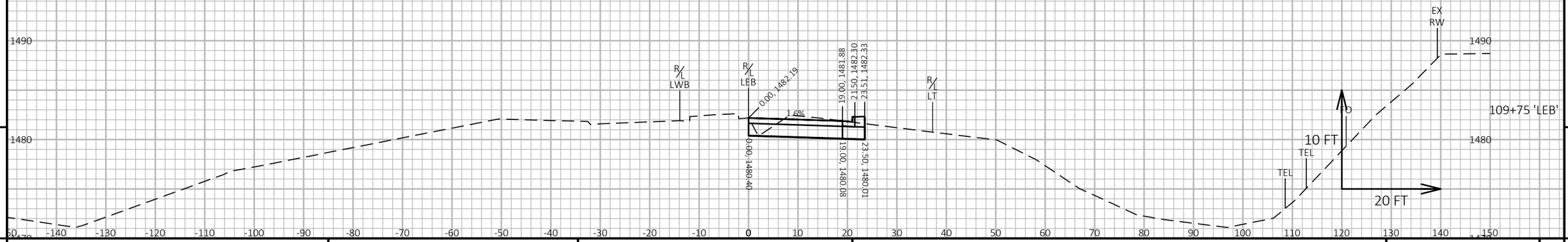
WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.










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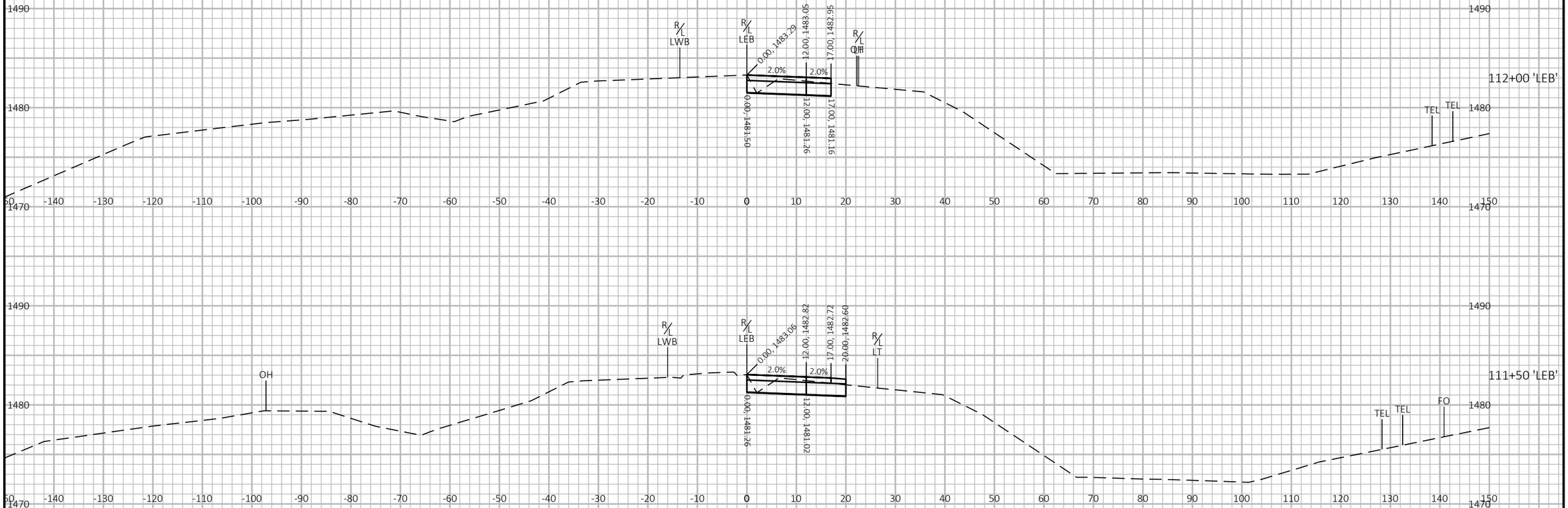
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 438 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090285-xs

PLOT DATE : 1/28/2025 4:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

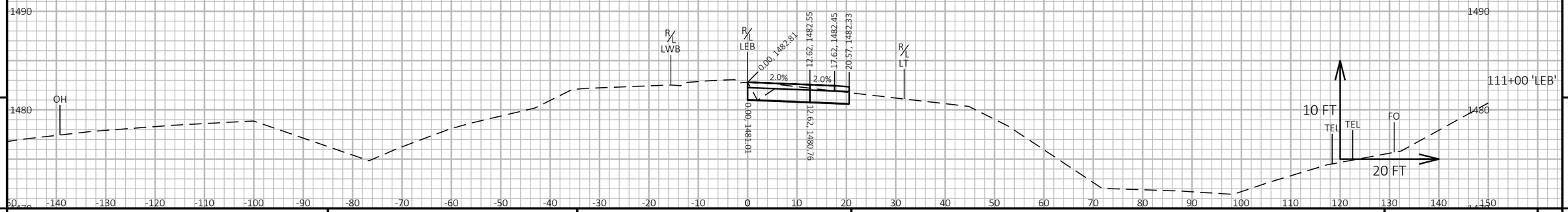
WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.










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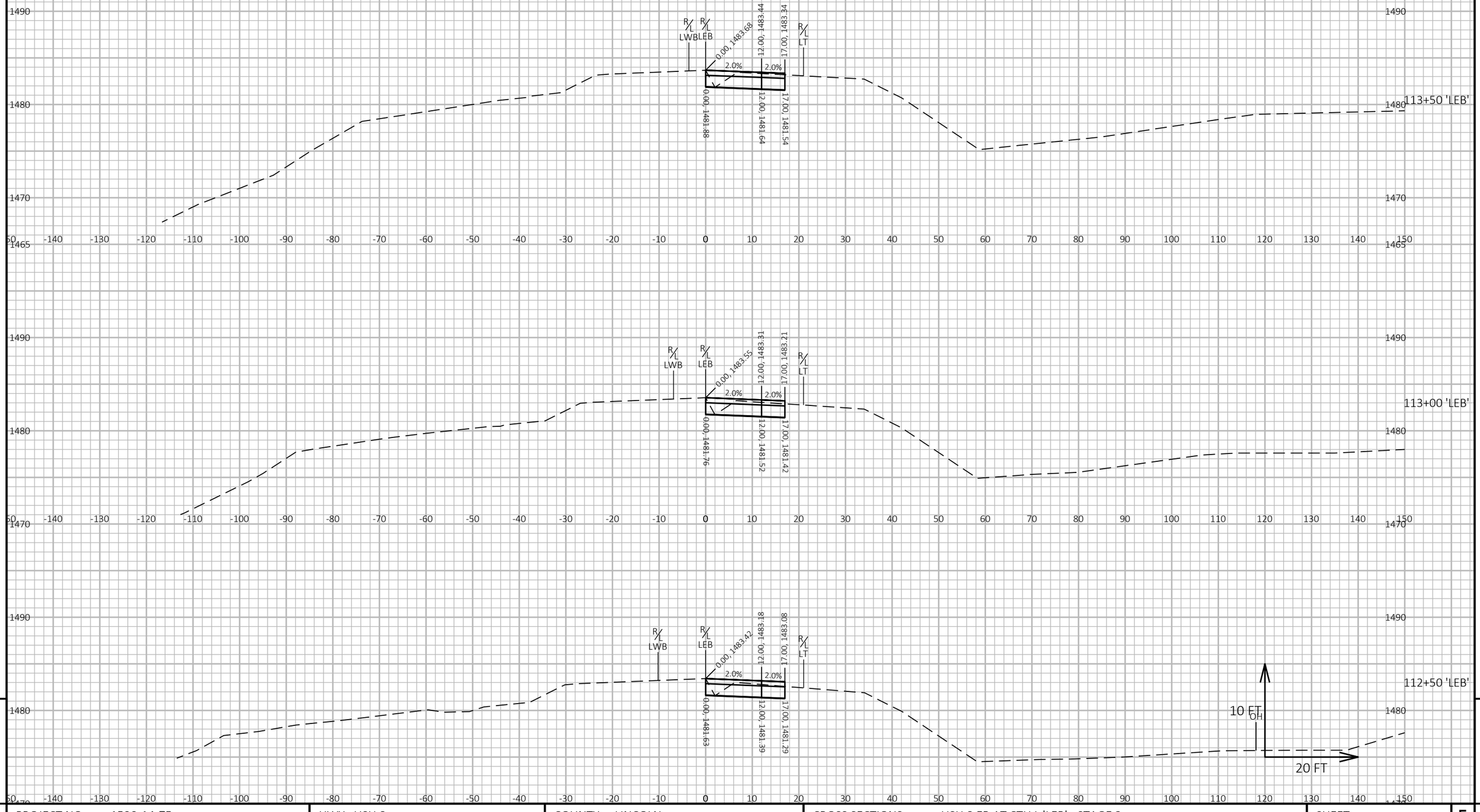
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 439 | E |
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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090286-xs

PLOT DATE : 1/28/2025 4:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 440 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090287-xs

PLOT DATE : 1/28/2025 4:28 PM

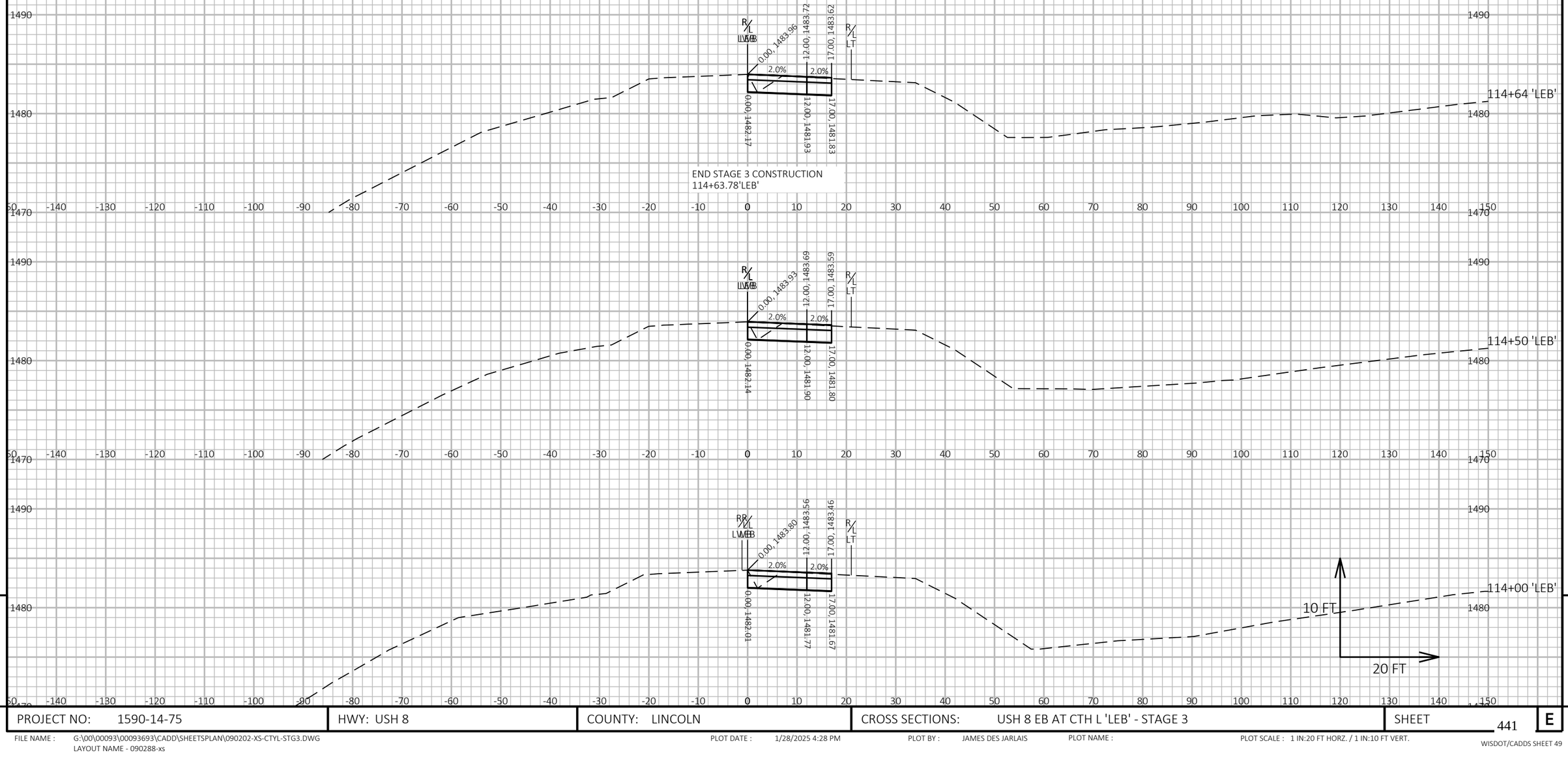
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



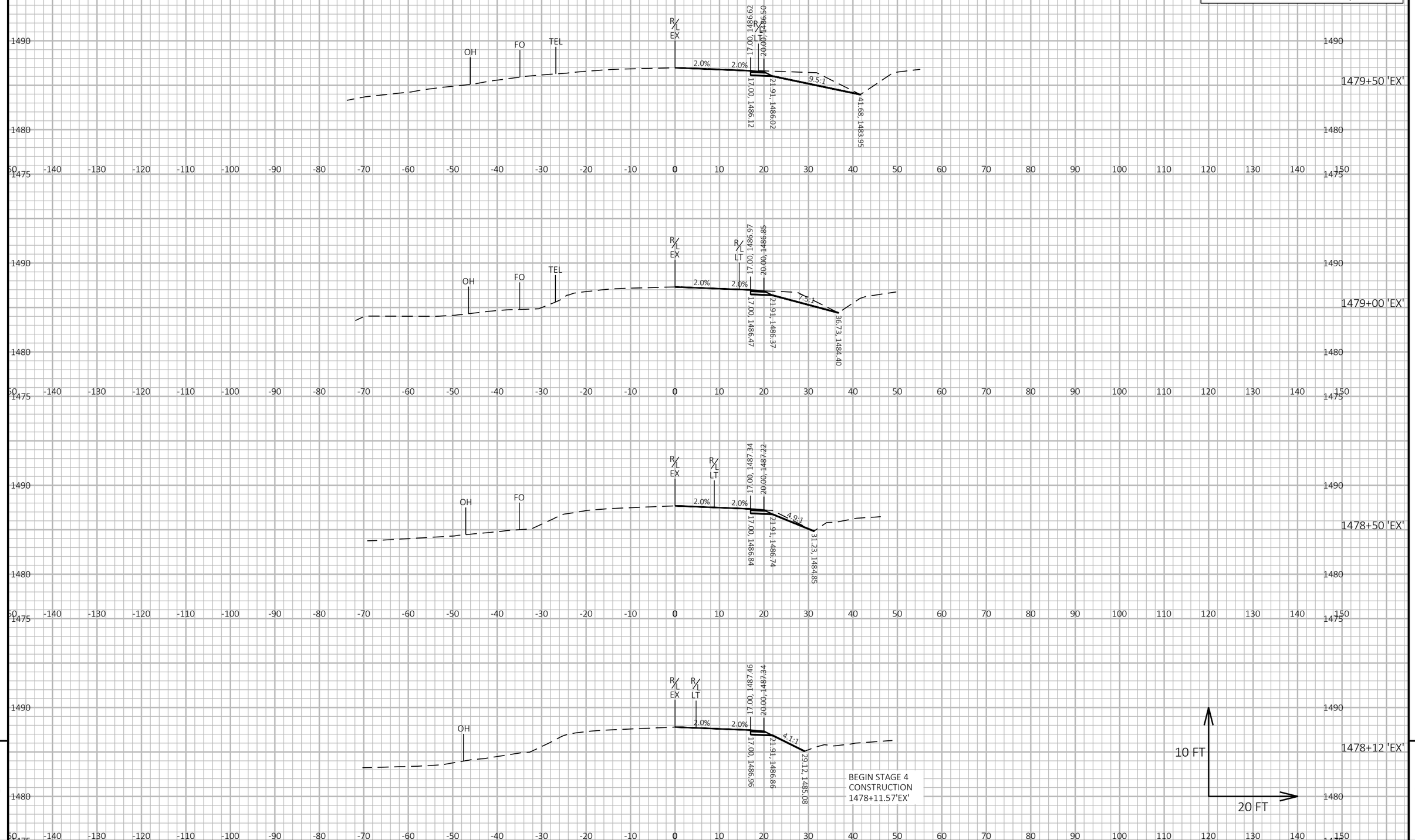

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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 3 | SHEET 441 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG3.DWG
LAYOUT NAME - 090288-xs

PLOT DATE : 1/28/2025 4:28 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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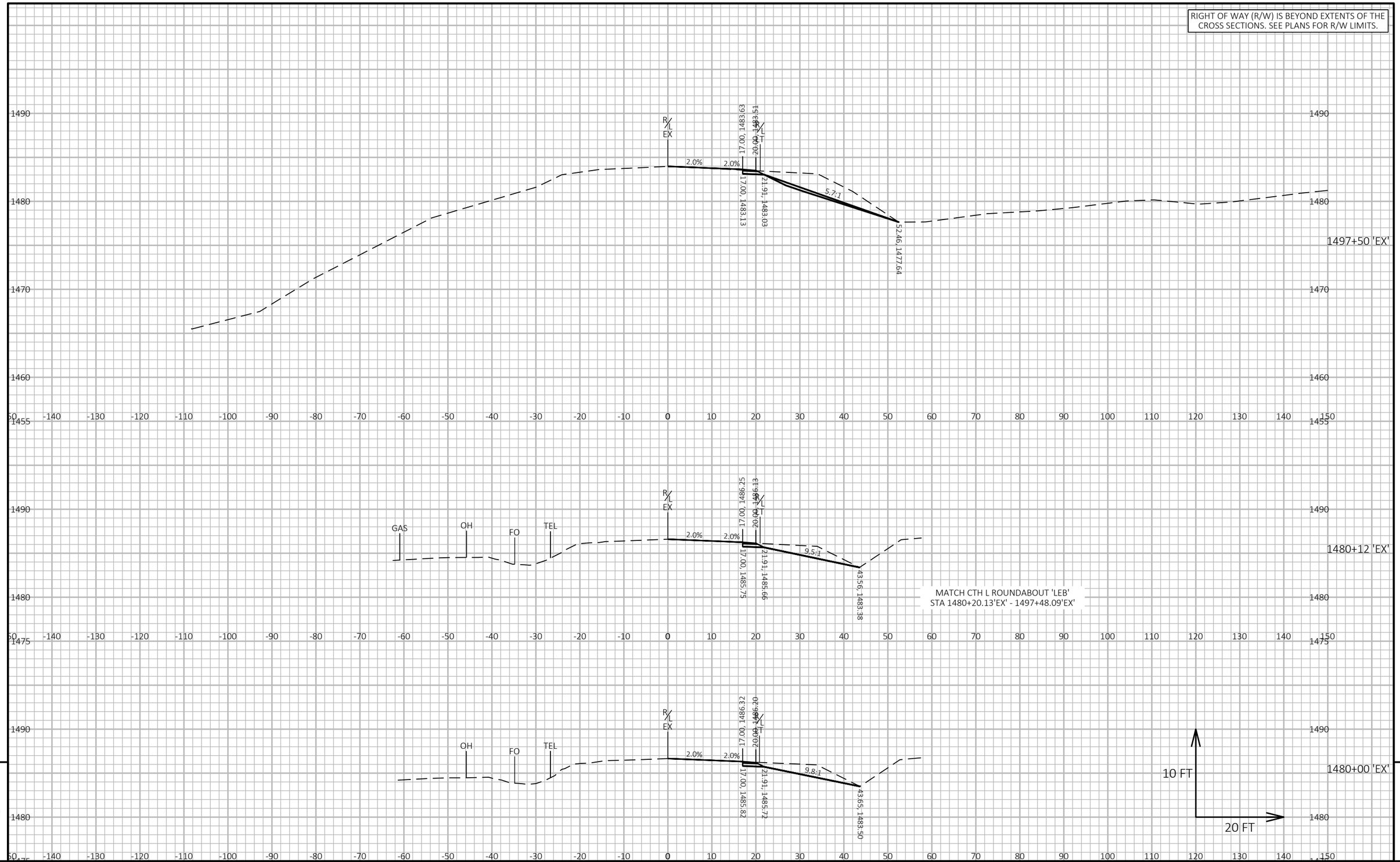
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 4 'EX' | SHEET 442 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090289-xs

PLOT DATE : 1/28/2025 5:15 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



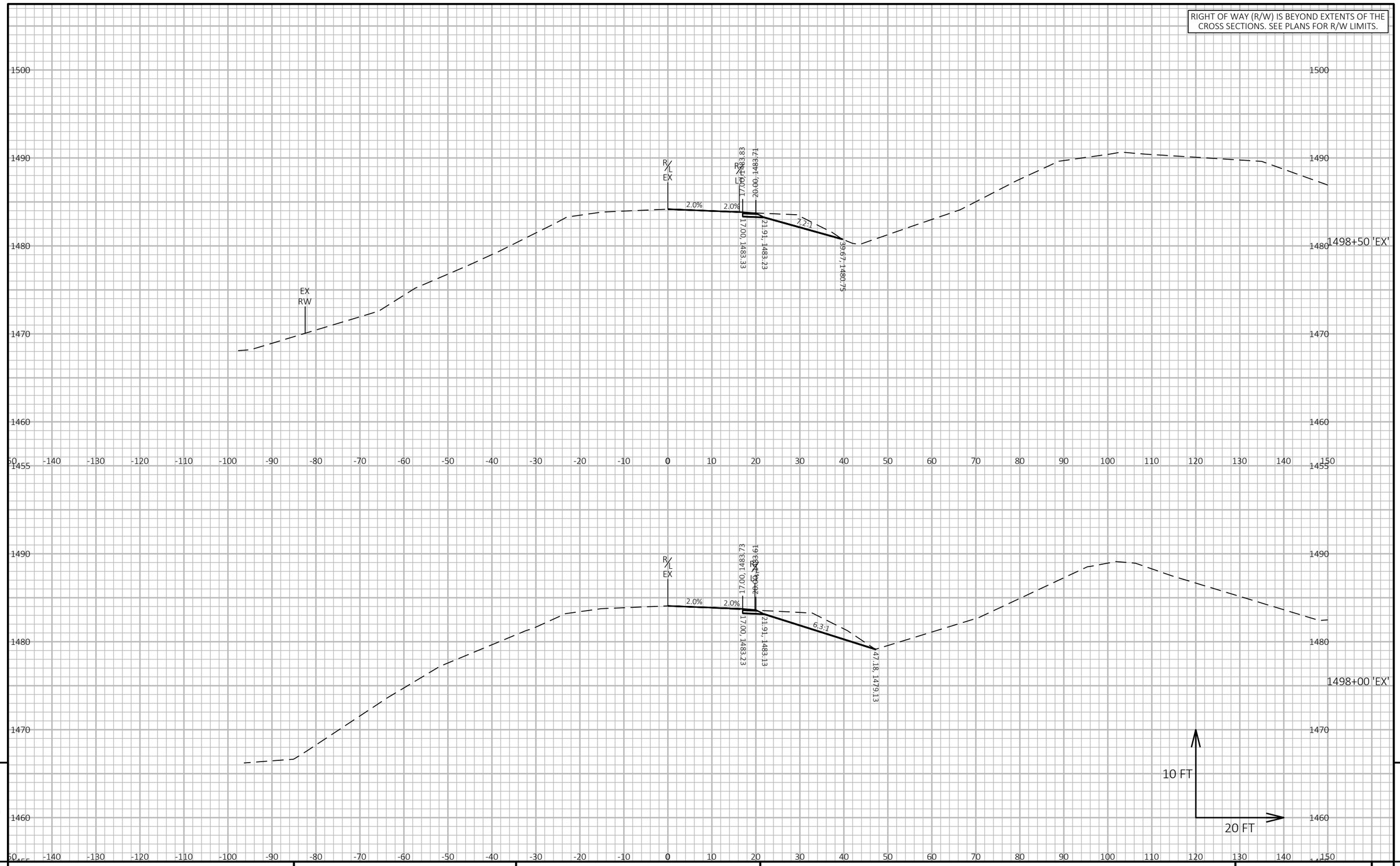

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 4 'EX' | SHEET 443 | E |
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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090290-xs

PLOT DATE : 1/28/2025 5:15 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 4 'EX' | SHEET 444 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090291-xs

PLOT DATE : 1/28/2025 5:15 PM

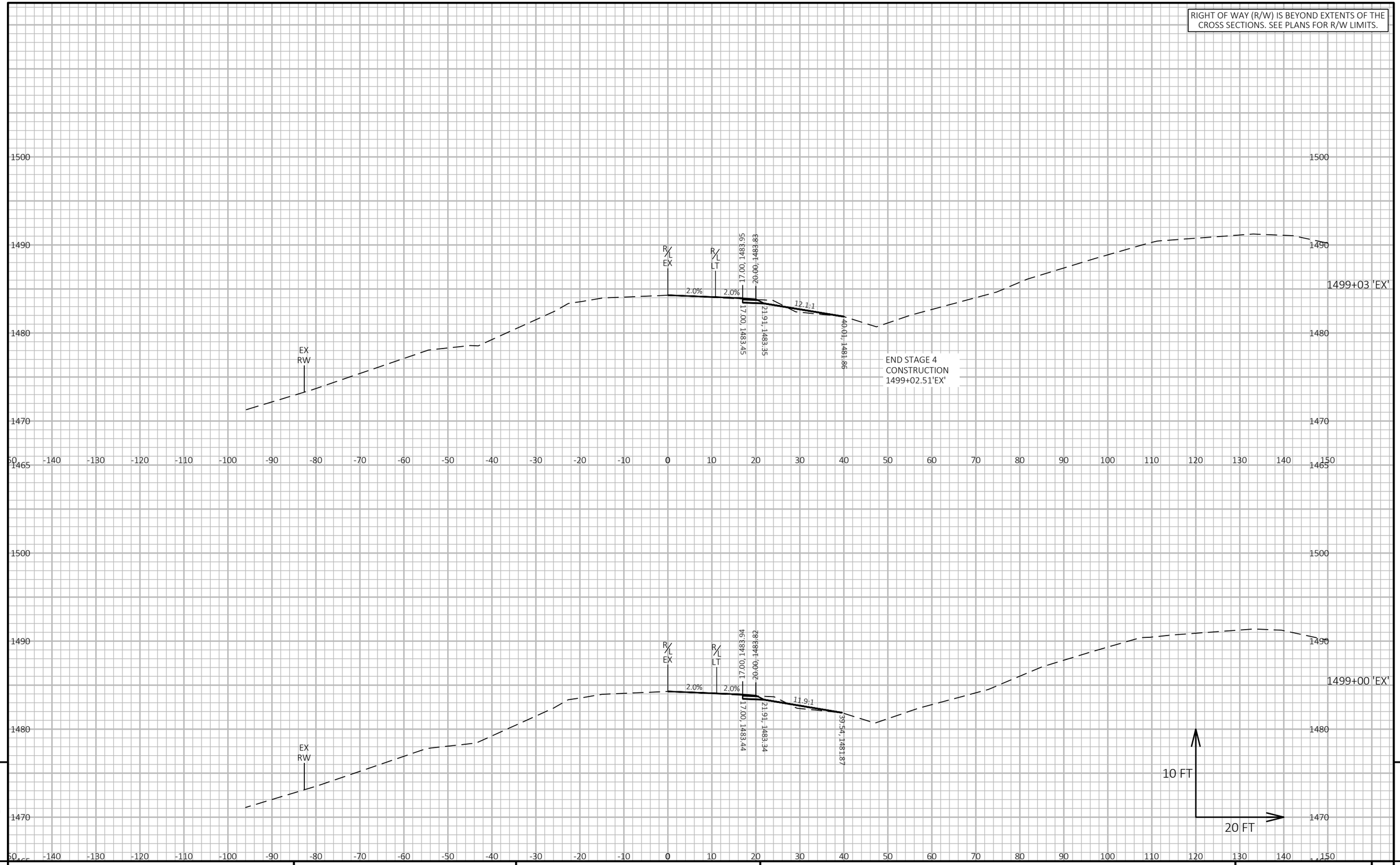
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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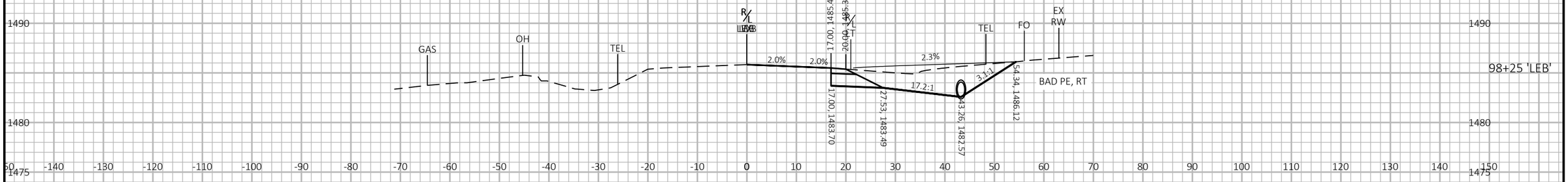
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH L STAGE 4 'EX' | SHEET 445 | E |
|---|---|---|---|---|---|

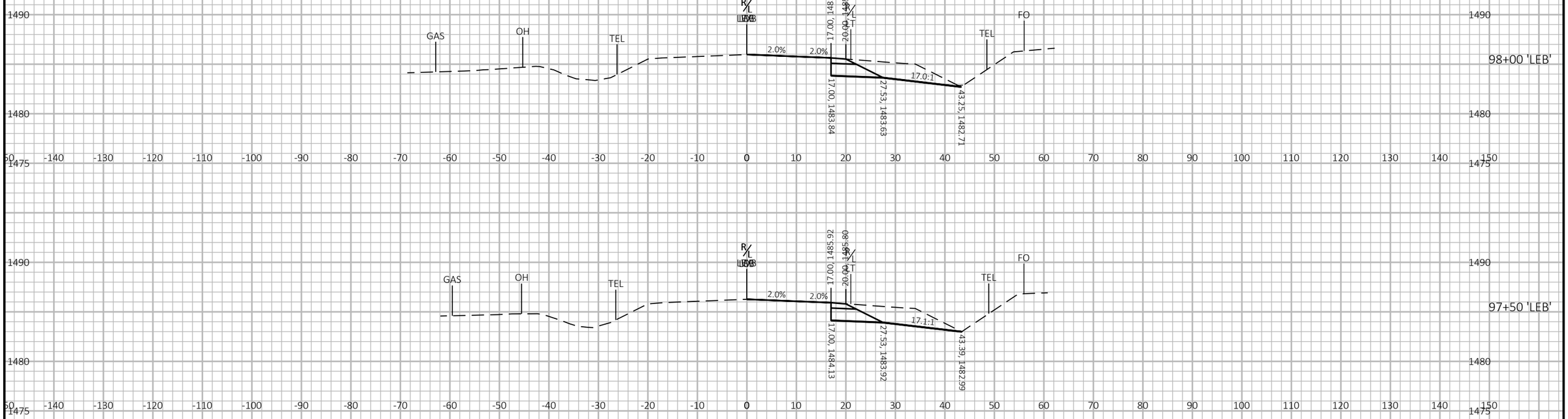
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LAYOUT NAME - 090292-xs

PLOT DATE : 1/28/2025 5:15 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

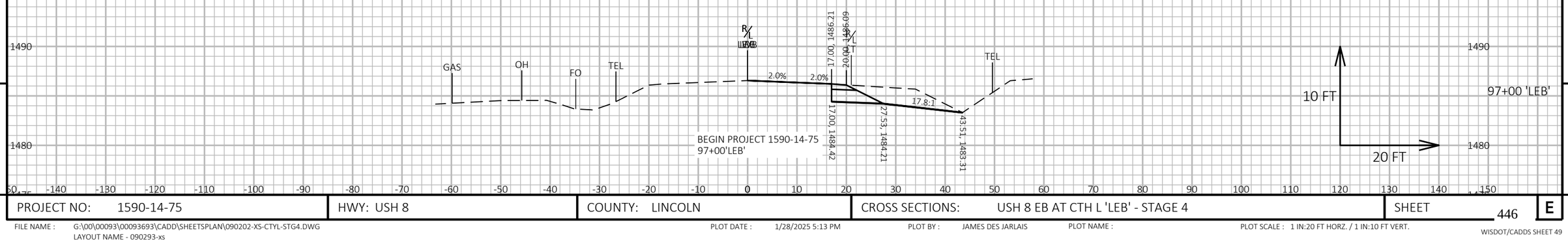
RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.










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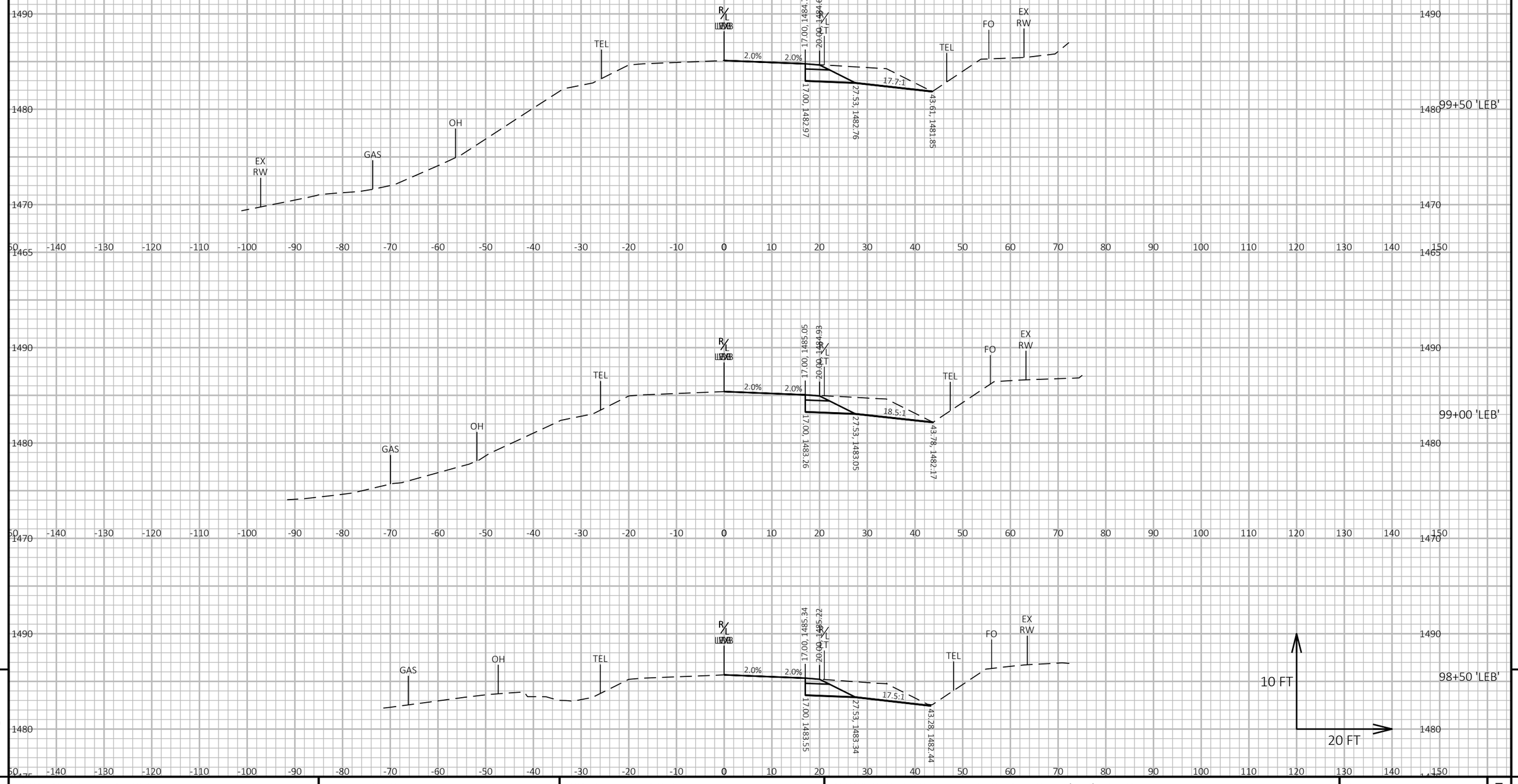
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 446 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090293-xs

PLOT DATE : 1/28/2025 5:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



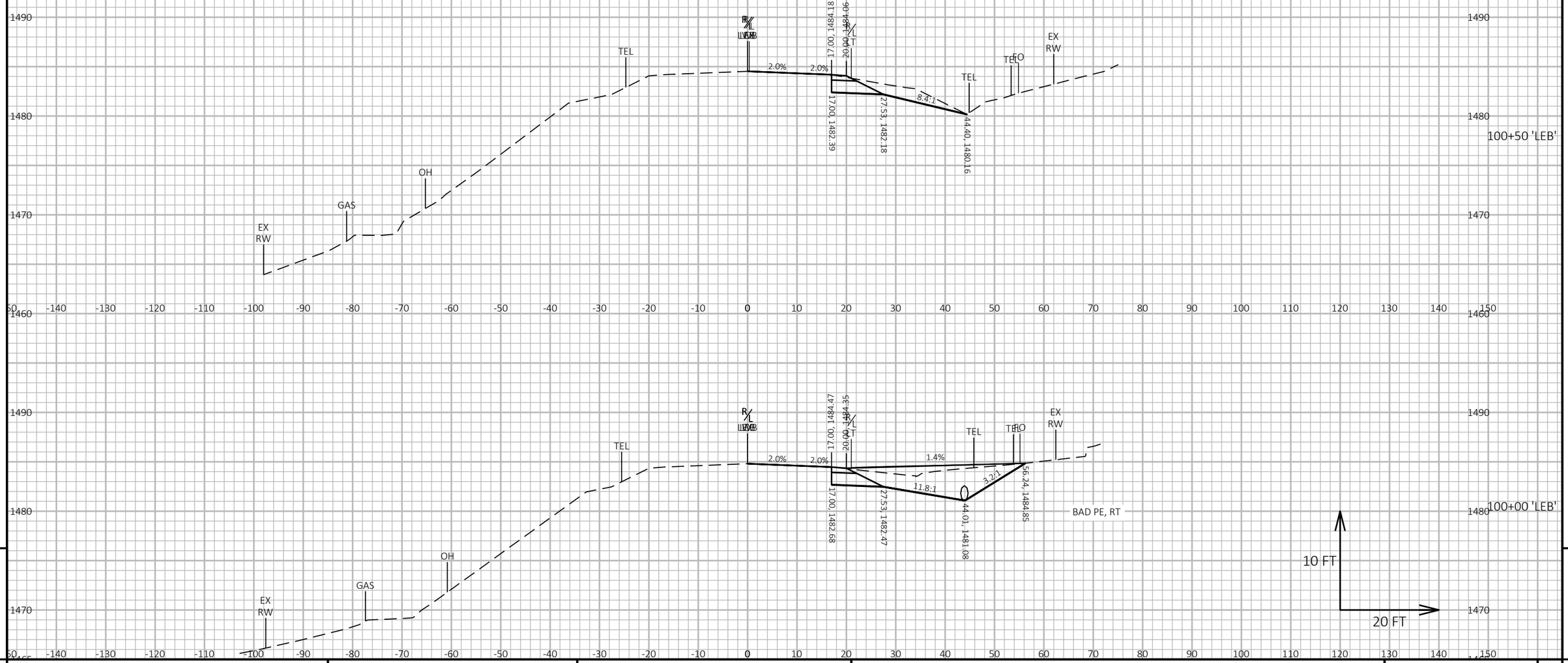

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 447 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090294-xs

PLOT DATE : 1/28/2025 5:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



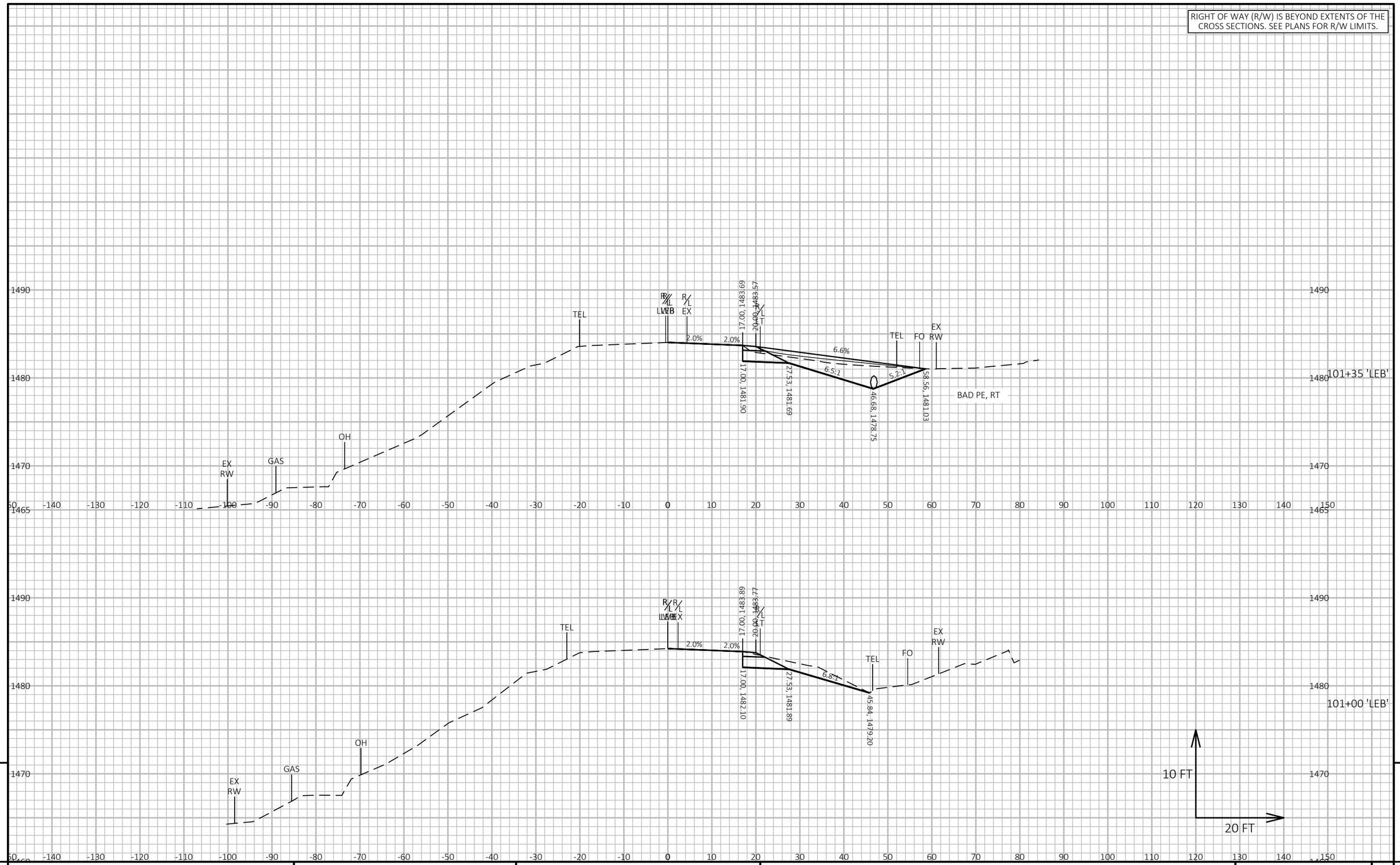

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 448 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090295-xs

PLOT DATE : 1/28/2025 5:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



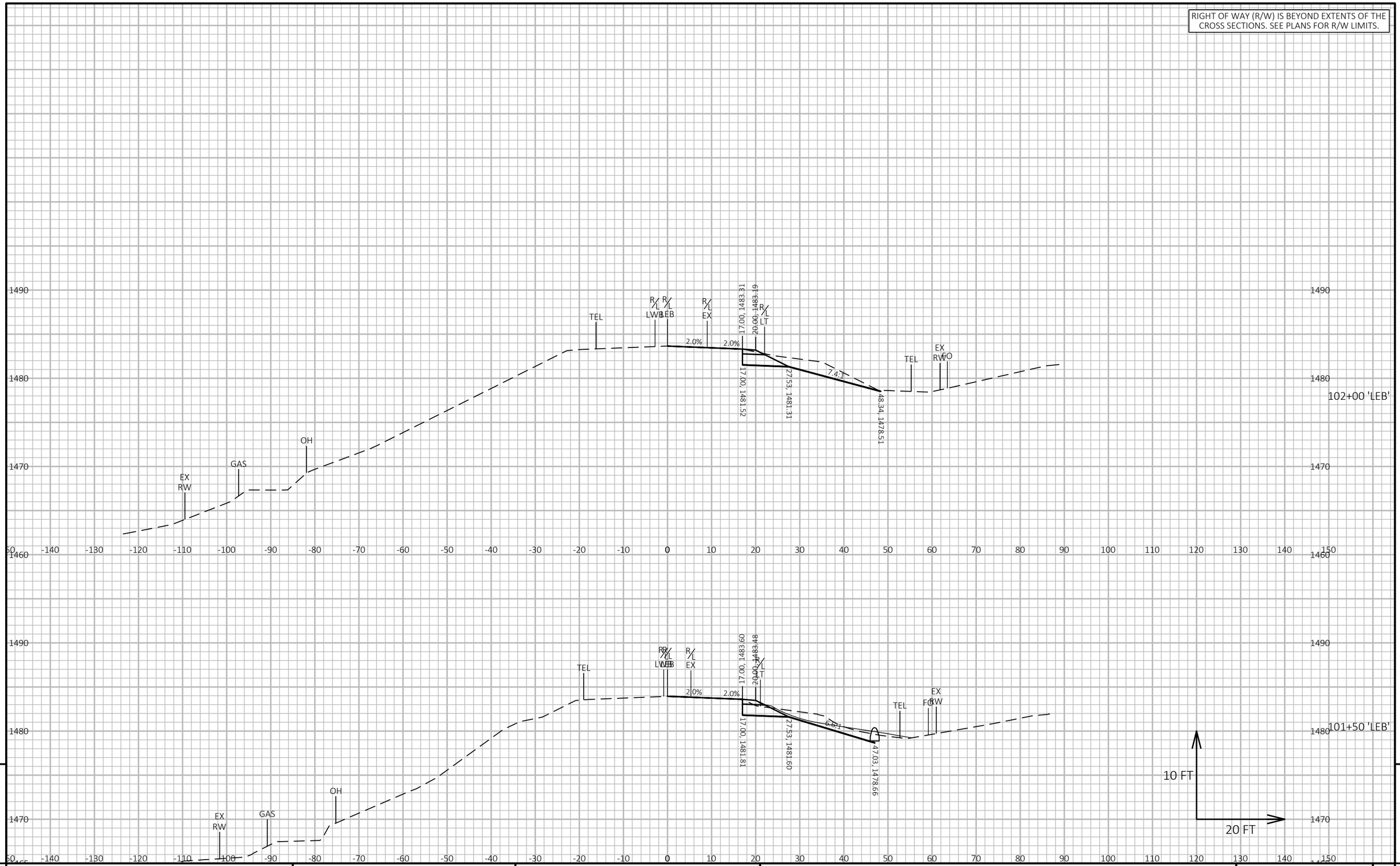

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 449 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090296-xs

PLOT DATE : 1/28/2025 5:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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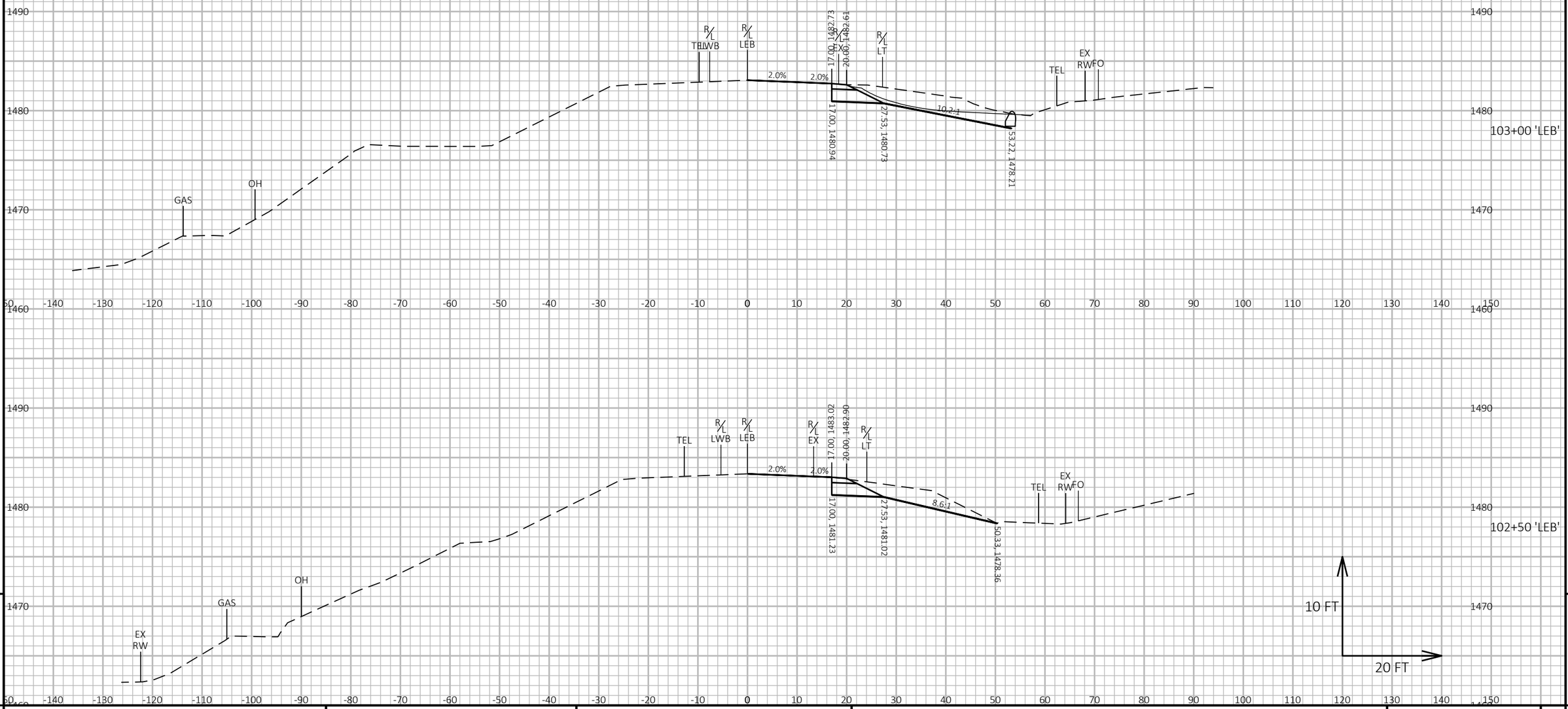
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 450 | E |
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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090297-xs

PLOT DATE : 1/28/2025 5:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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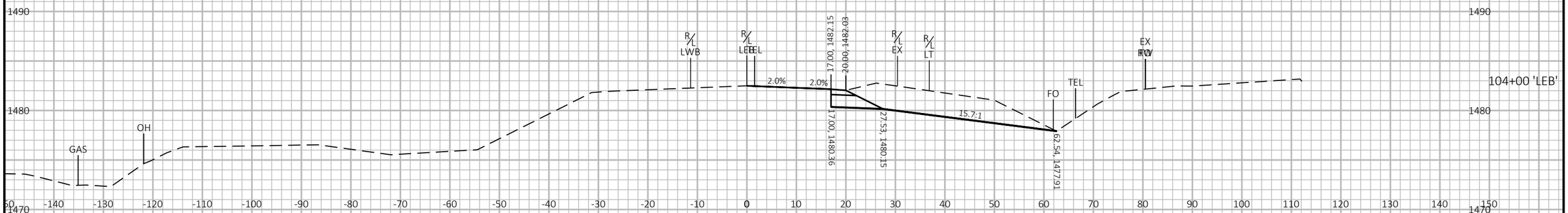
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 451 | E |
|---|---|---|---|---|---|

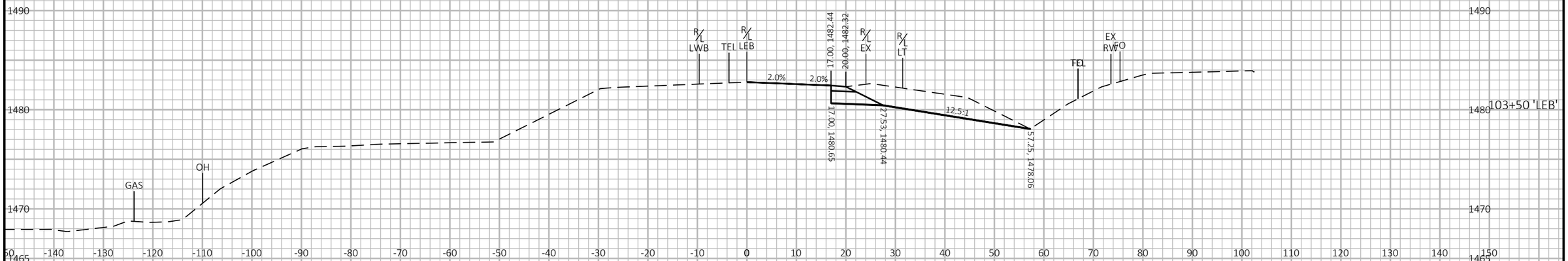
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090298-xs

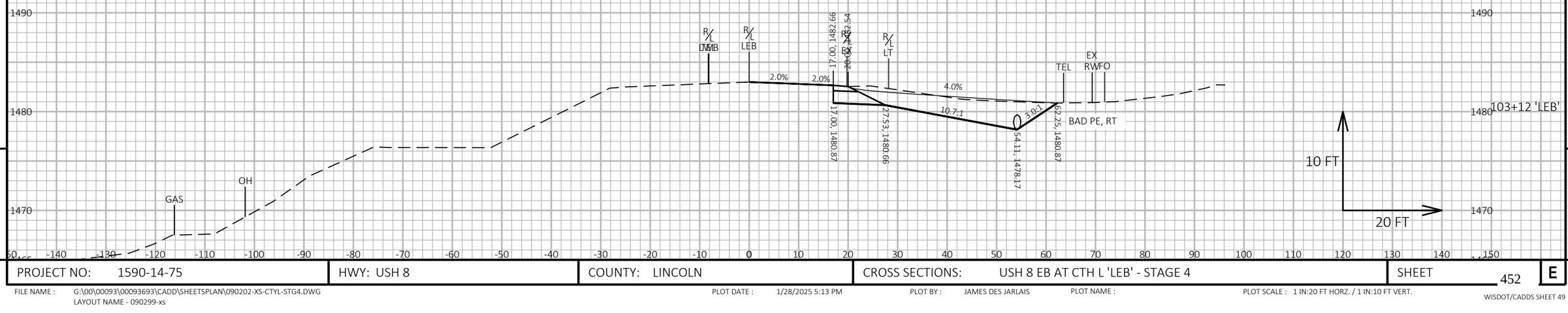
PLOT DATE : 1/28/2025 5:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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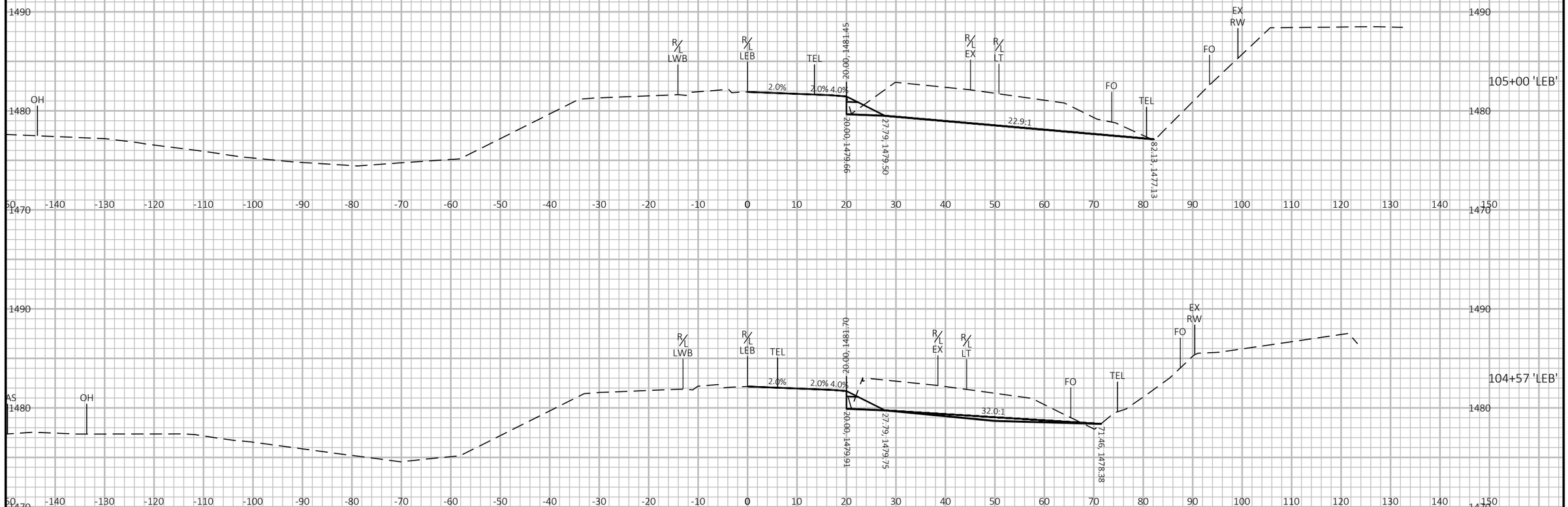
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 452 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090299-xs

PLOT DATE : 1/28/2025 5:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

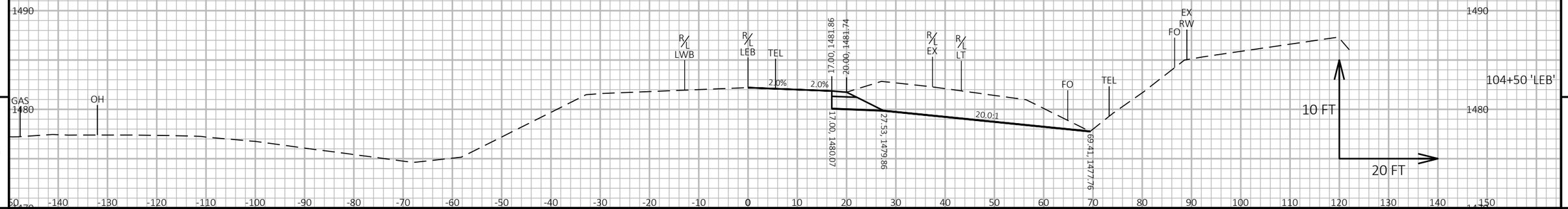
WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.










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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 453 | E |
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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090301-xs

PLOT DATE : 1/28/2025 5:13 PM

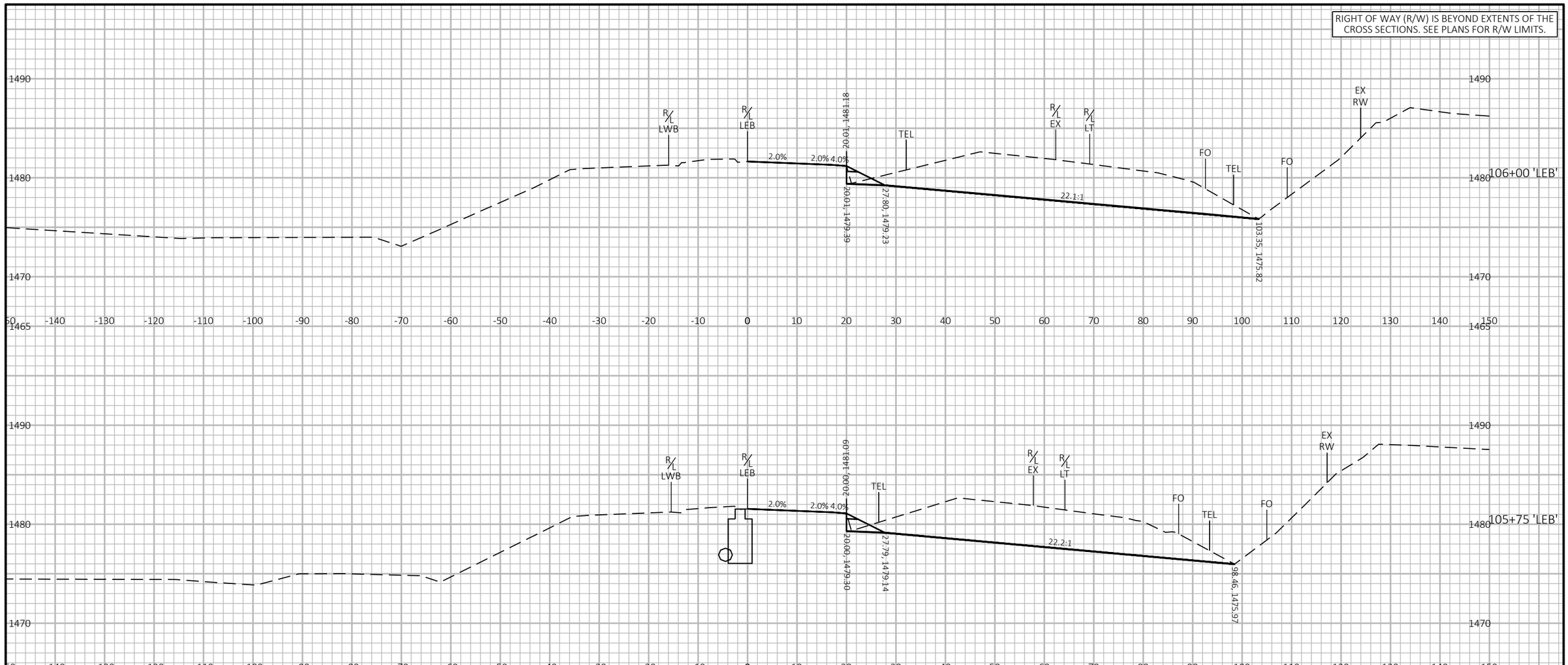
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



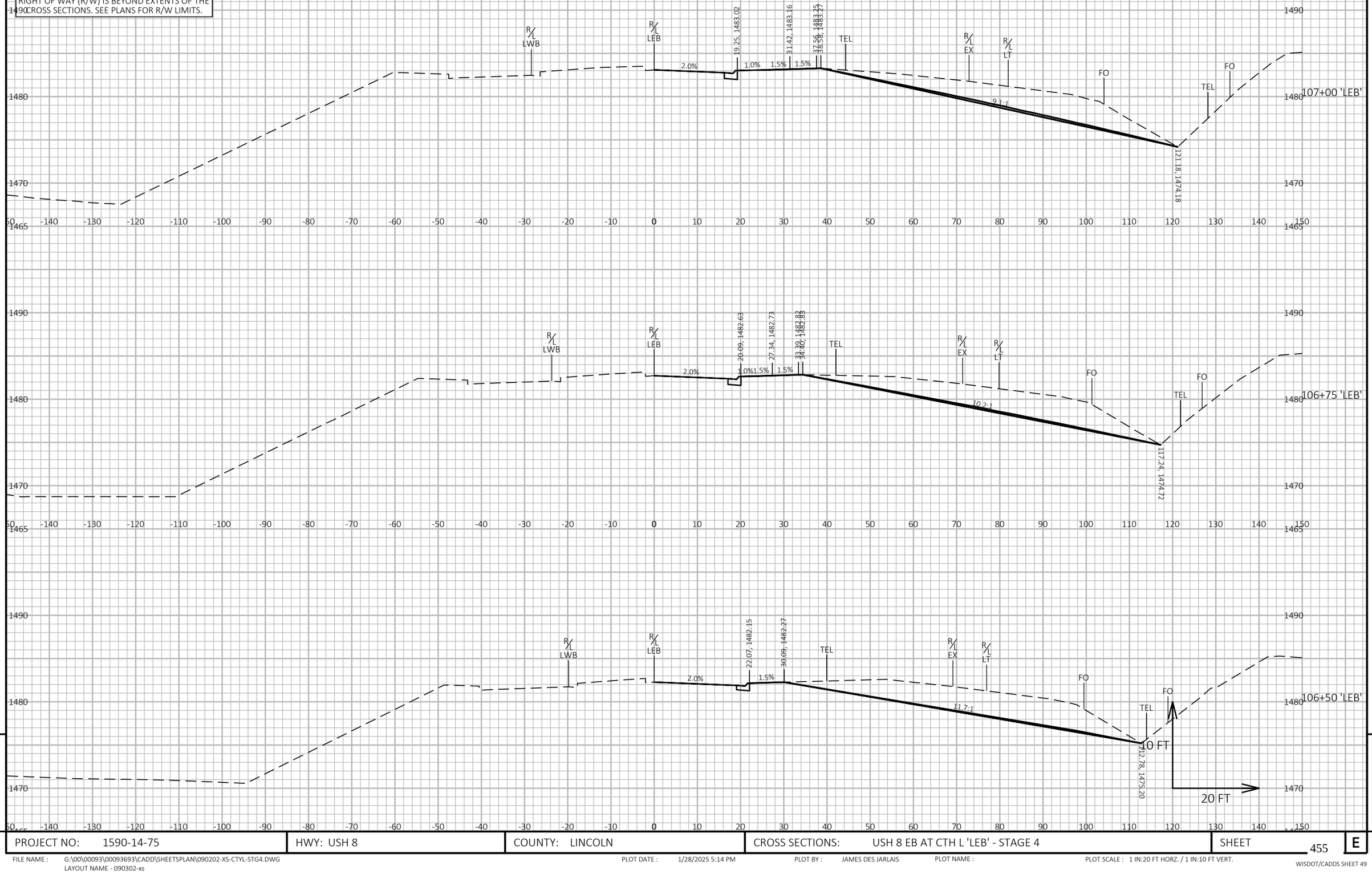

9 9

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 454 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 0902101-xs

PLOT DATE : 1/28/2025 5:13 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 455 | E |
|---|---|---|---|---|---|

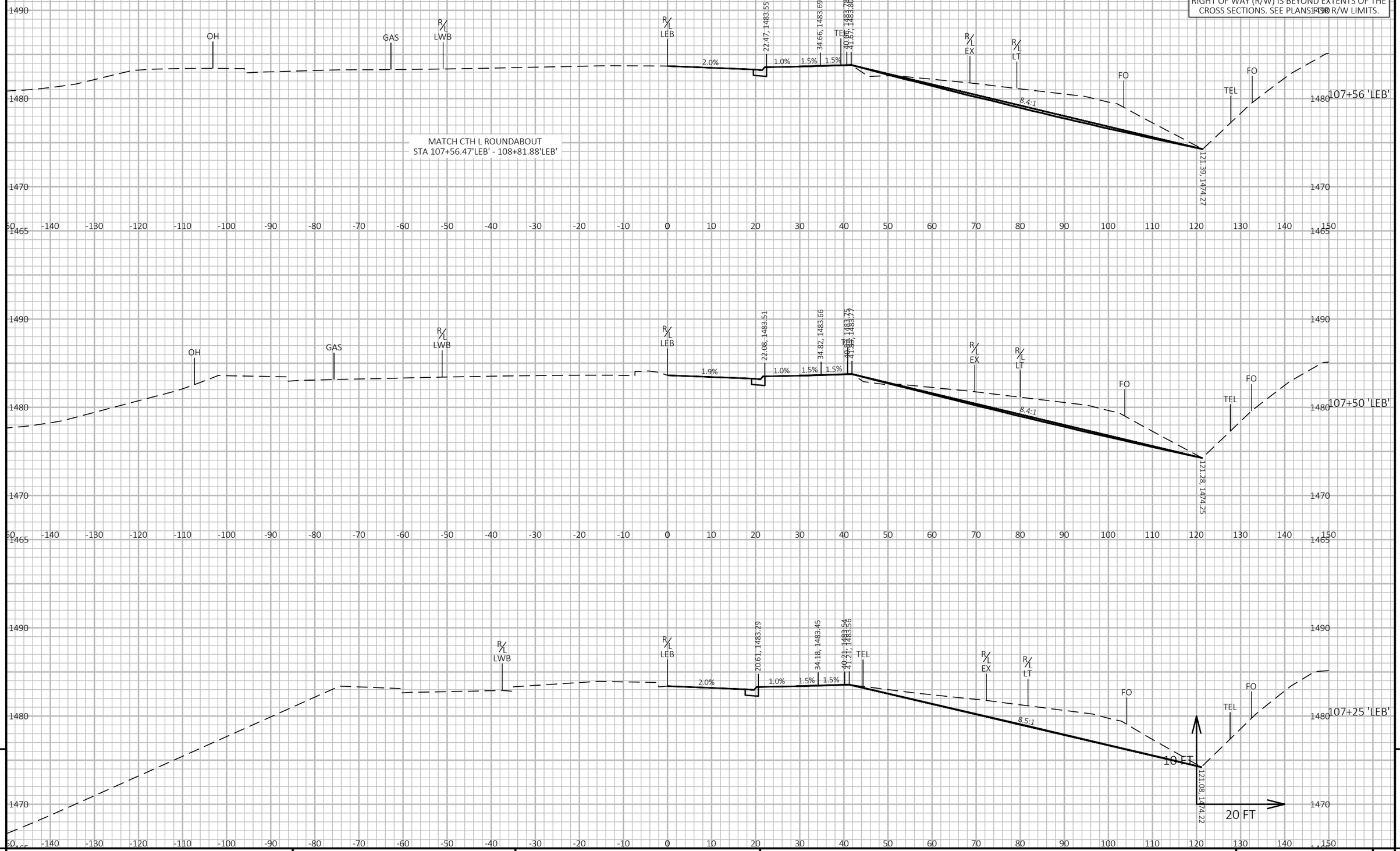
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LAYOUT NAME - 090302-xs

PLOT DATE : 1/28/2025 5:14 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.

MATCH CTH L ROUNDABOUT
STA 107+56.47'LEB' - 108+81.88'LEB'



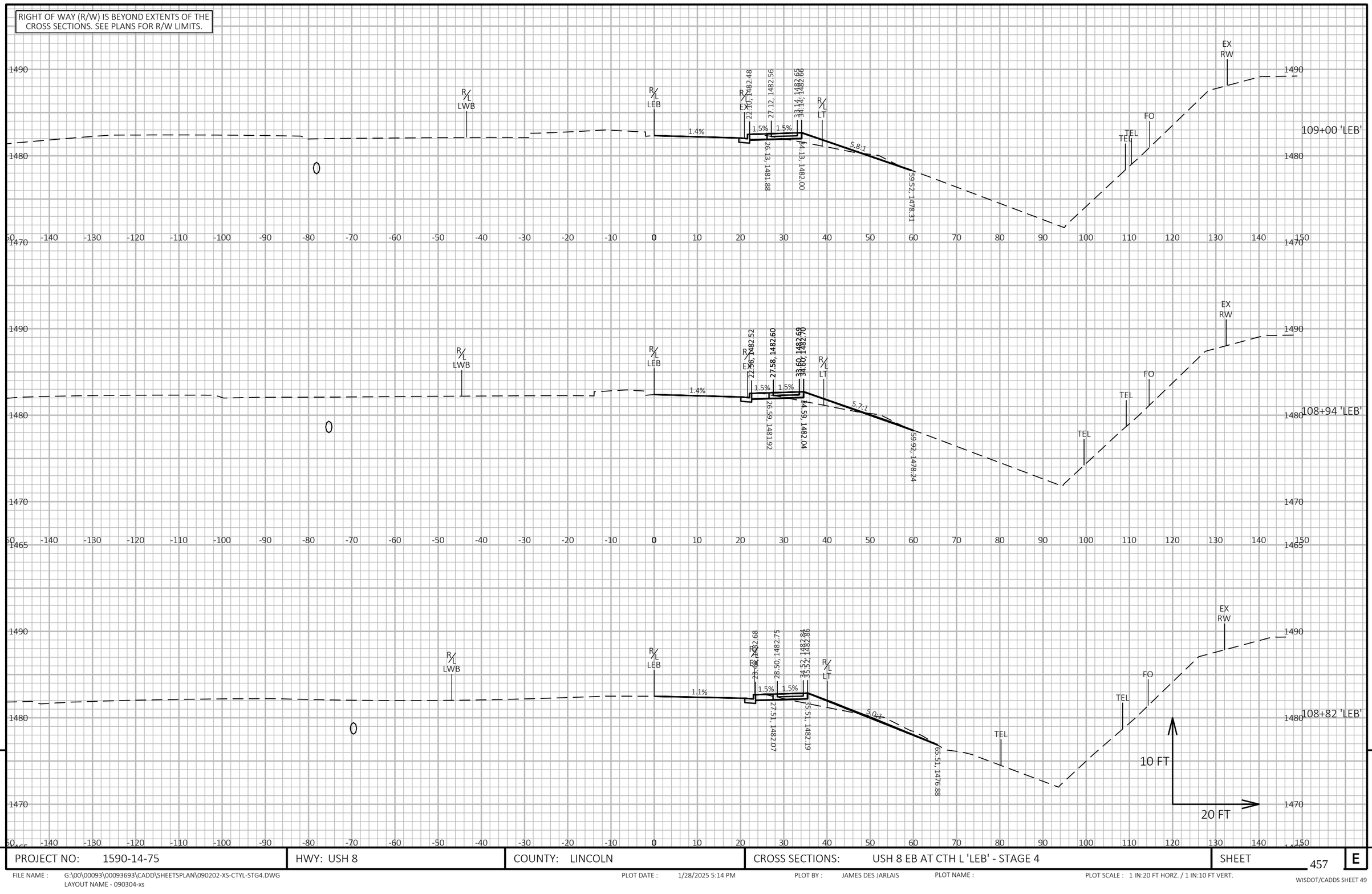

| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 456 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090303-xs

PLOT DATE : 1/28/2025 5:14 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 457 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090304-xs

PLOT DATE : 1/28/2025 5:14 PM

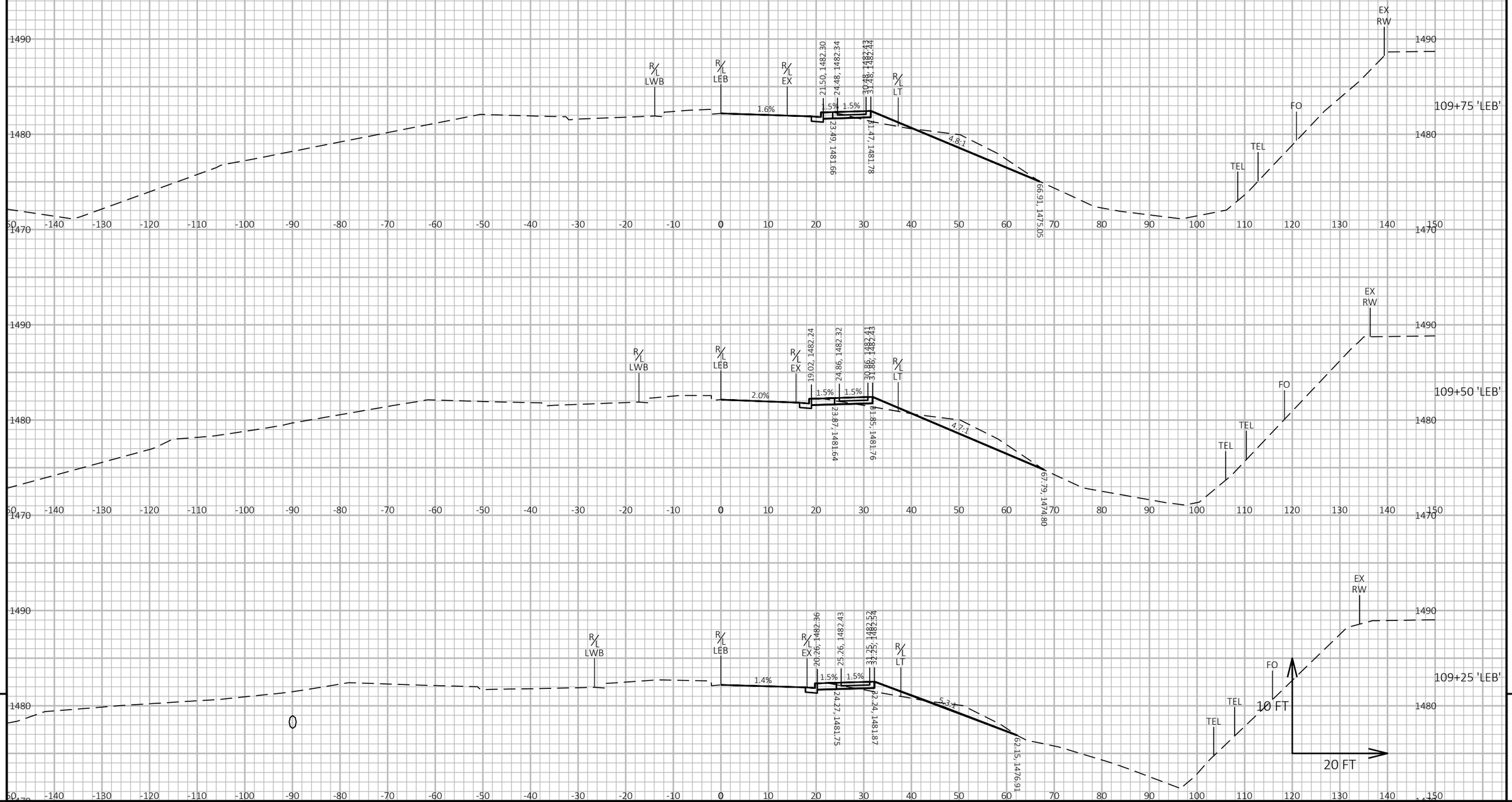
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 458 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090305-xs

PLOT DATE : 1/28/2025 5:14 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9 9

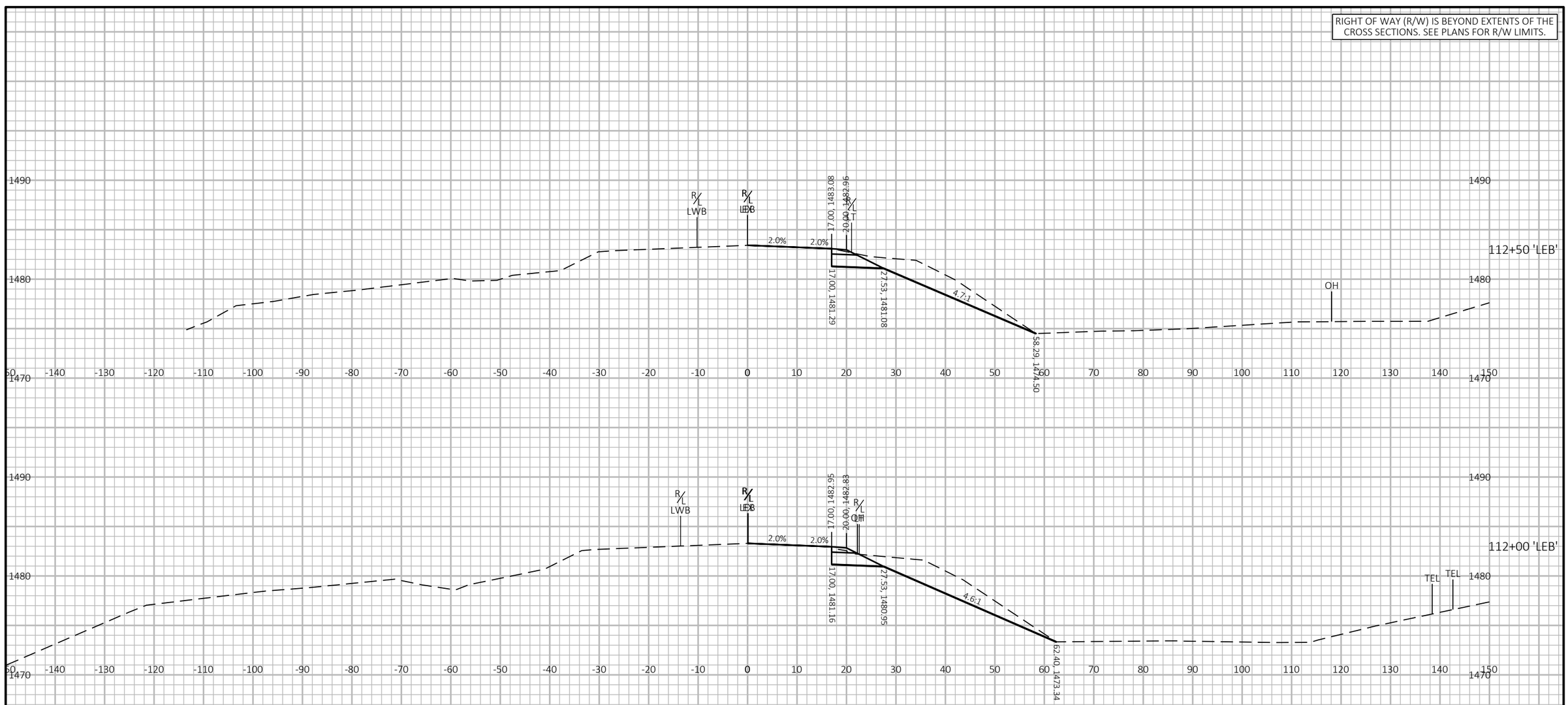
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 459 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090306-xs

PLOT DATE : 1/28/2025 5:14 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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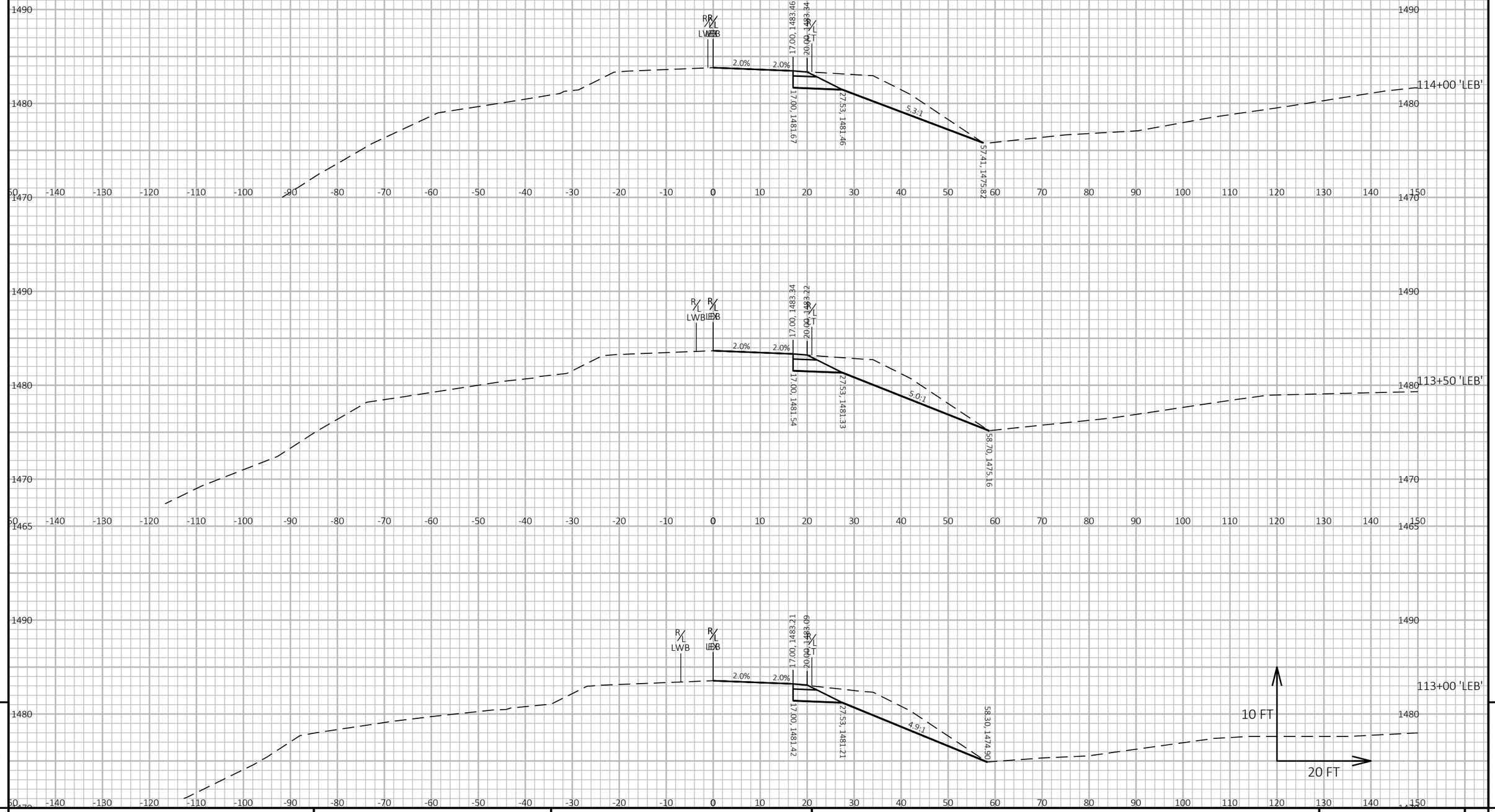
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 460 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090307-xs

PLOT DATE : 1/28/2025 5:14 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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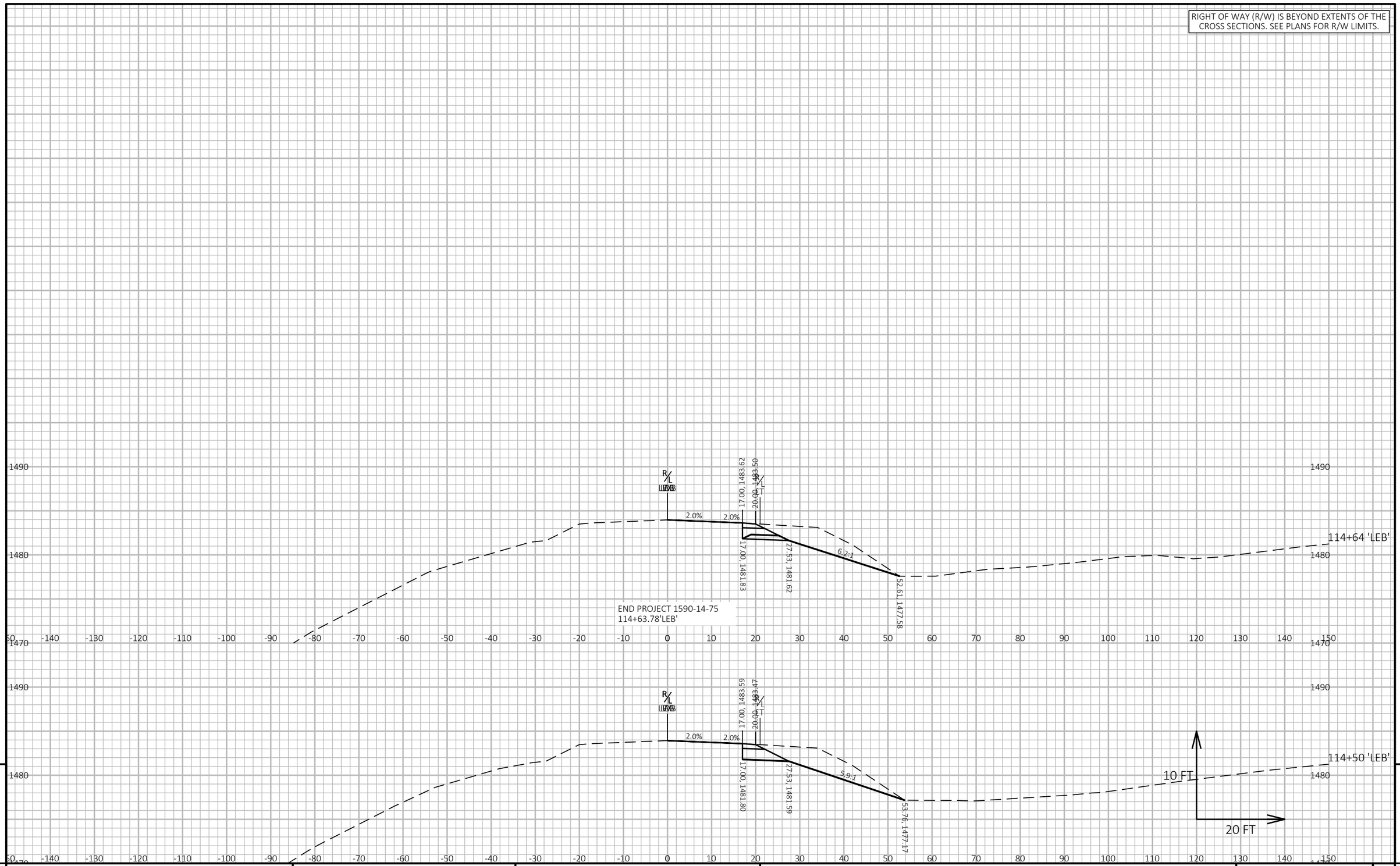
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 461 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090308-xs

PLOT DATE : 1/28/2025 5:14 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9 9

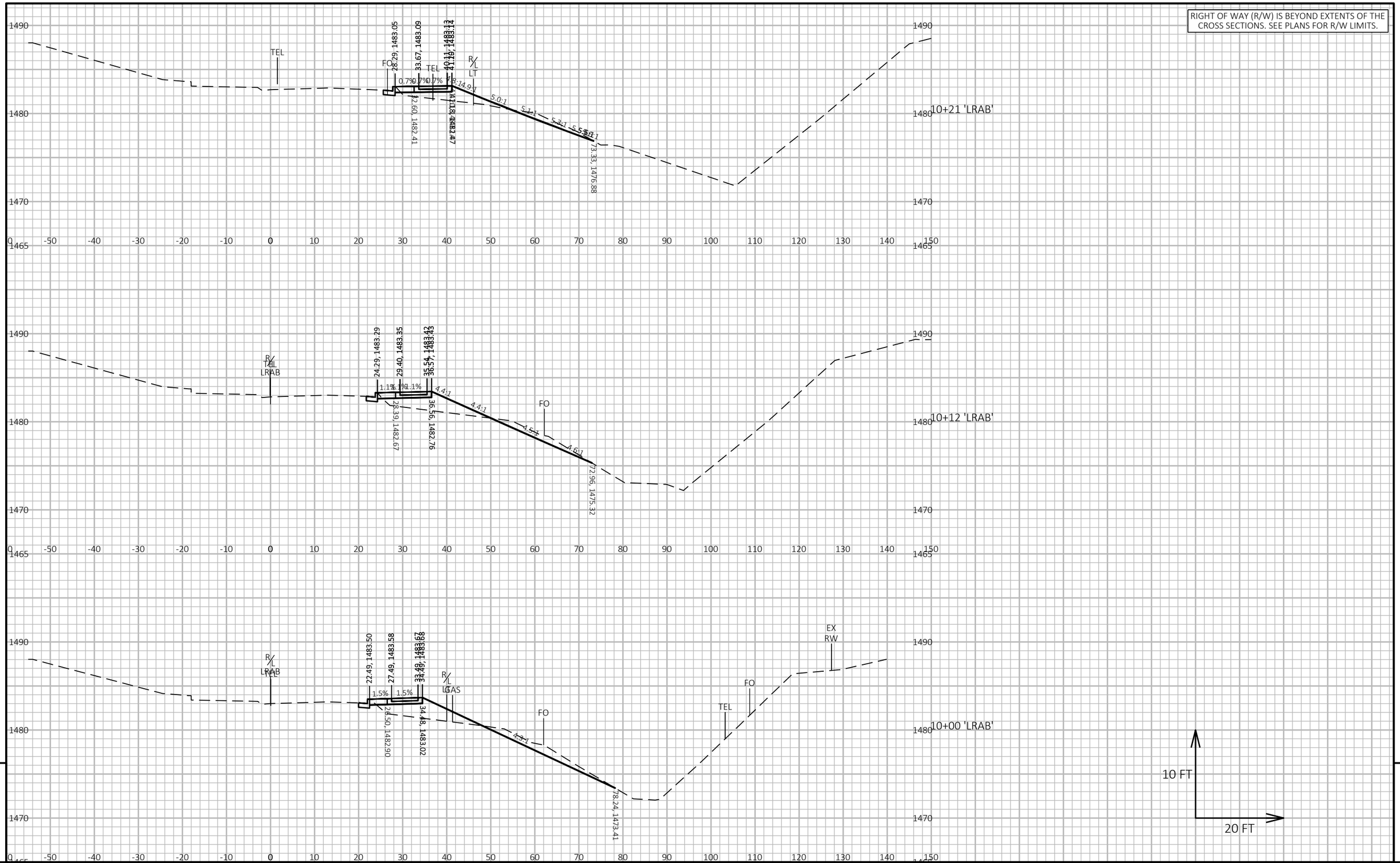
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH L 'LEB' - STAGE 4 | SHEET 462 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090309-xs

PLOT DATE : 1/28/2025 5:14 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L ROUNDABOUT 'LRAB' - STAGE 4 | SHEET 463 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090310-xs

PLOT DATE : 1/28/2025 5:46 PM

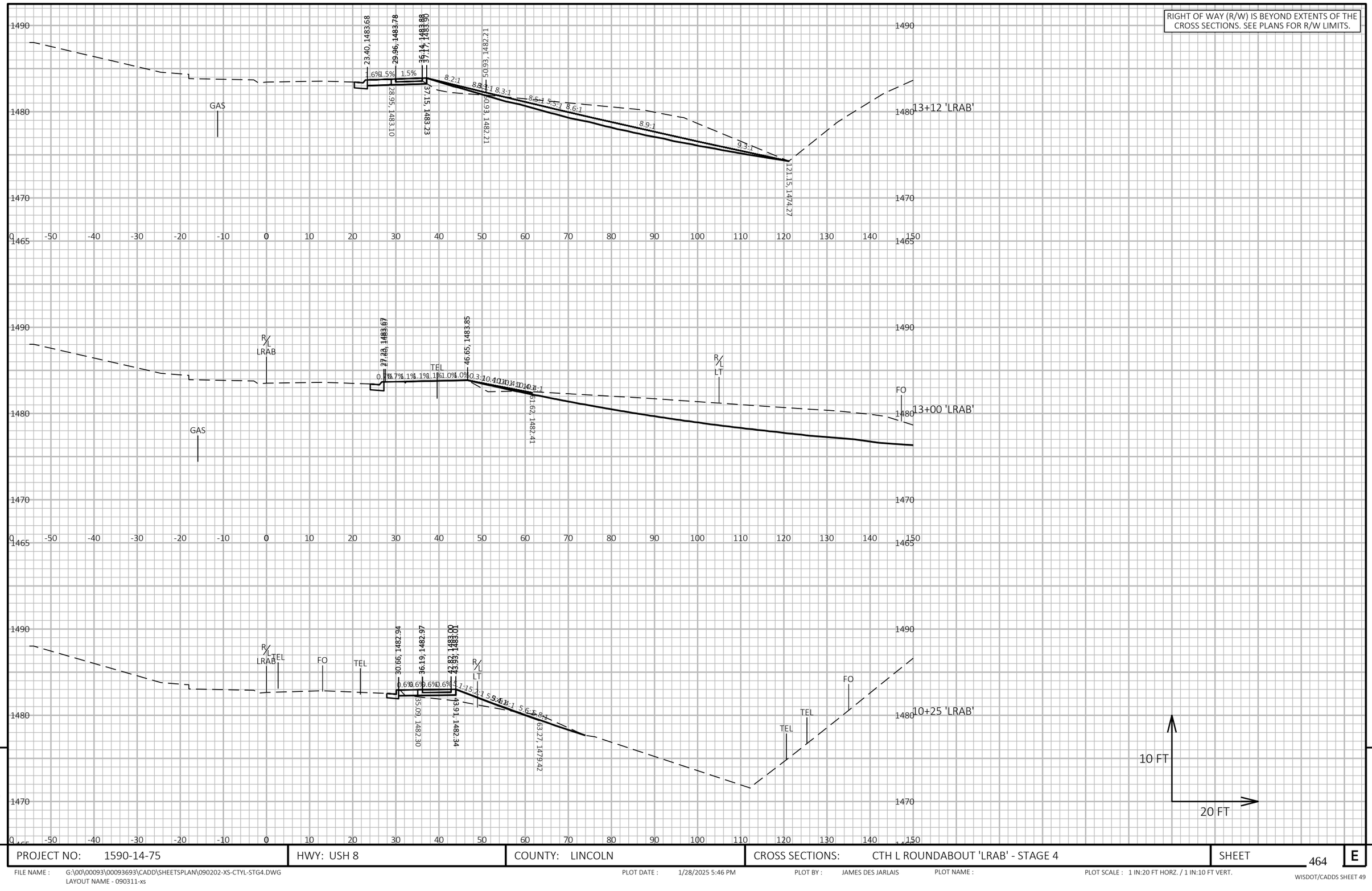
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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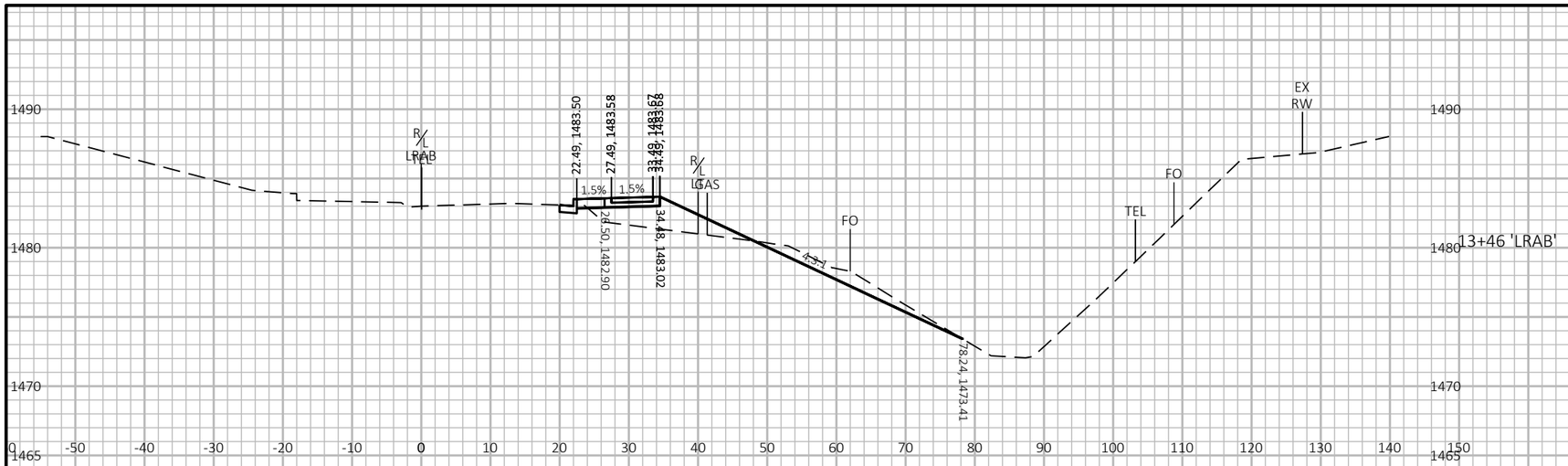
| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L ROUNDABOUT 'LRAB' - STAGE 4 | SHEET 464 | E |
|---|---|---|---|---|---|

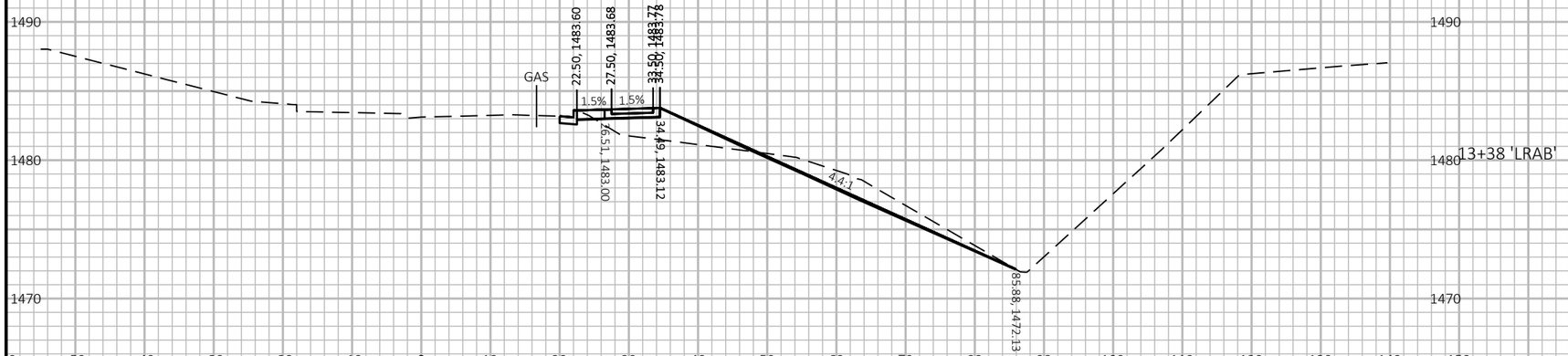
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LAYOUT NAME - 090311-xs

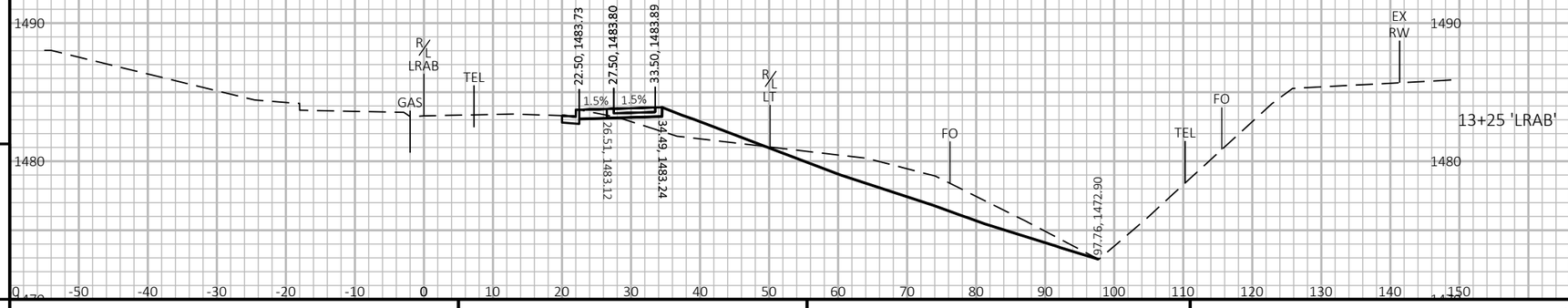
PLOT DATE : 1/28/2025 5:46 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

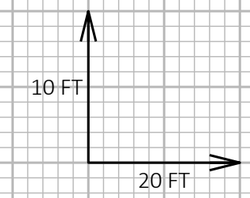
WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9

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| PROJECT NO: 1590-14-75 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH L ROUNDABOUT 'LRAB' - STAGE 4 | SHEET 465 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090202-XS-CTYL-STG4.DWG
LAYOUT NAME - 090312-xs

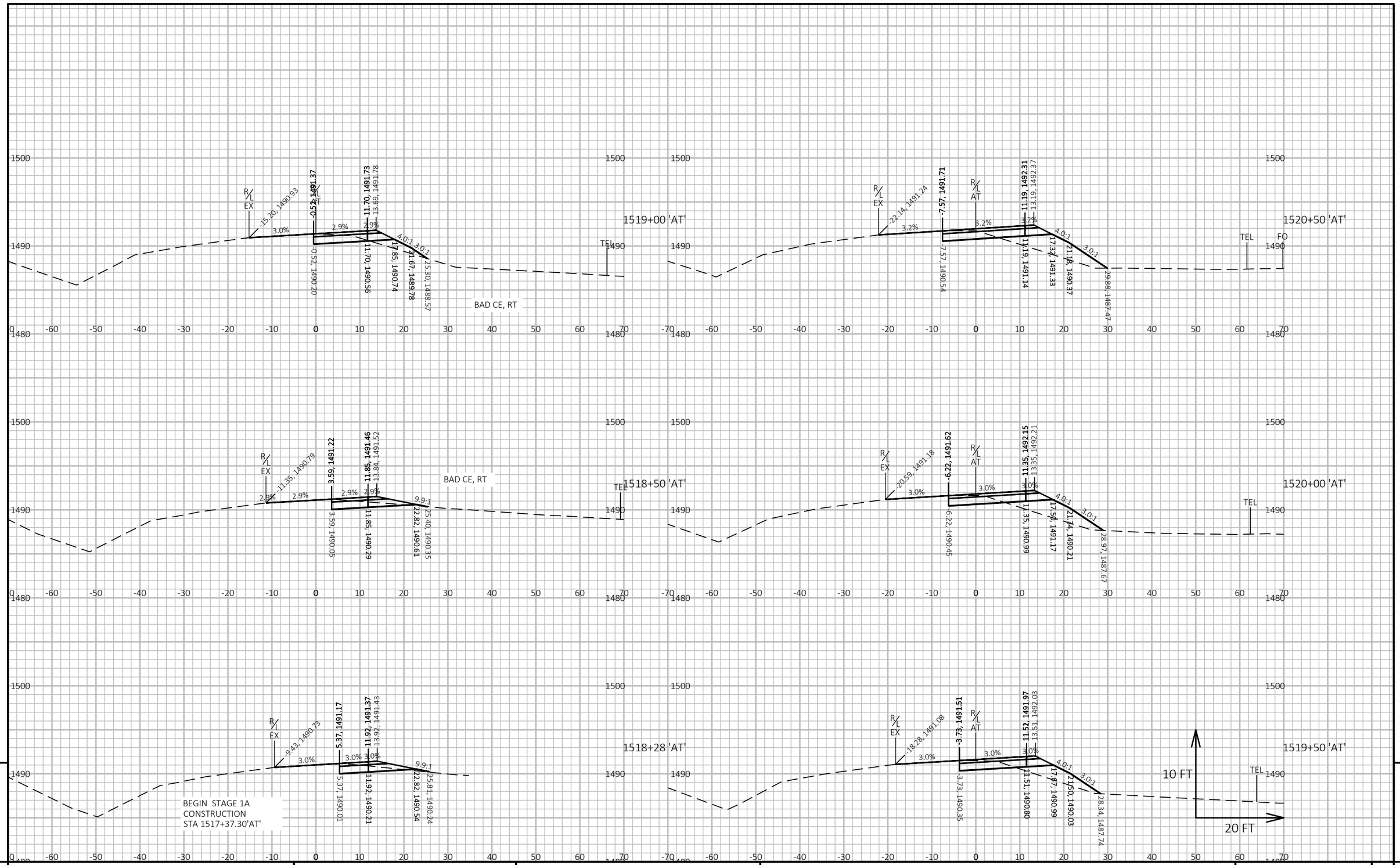
PLOT DATE : 1/28/2025 5:46 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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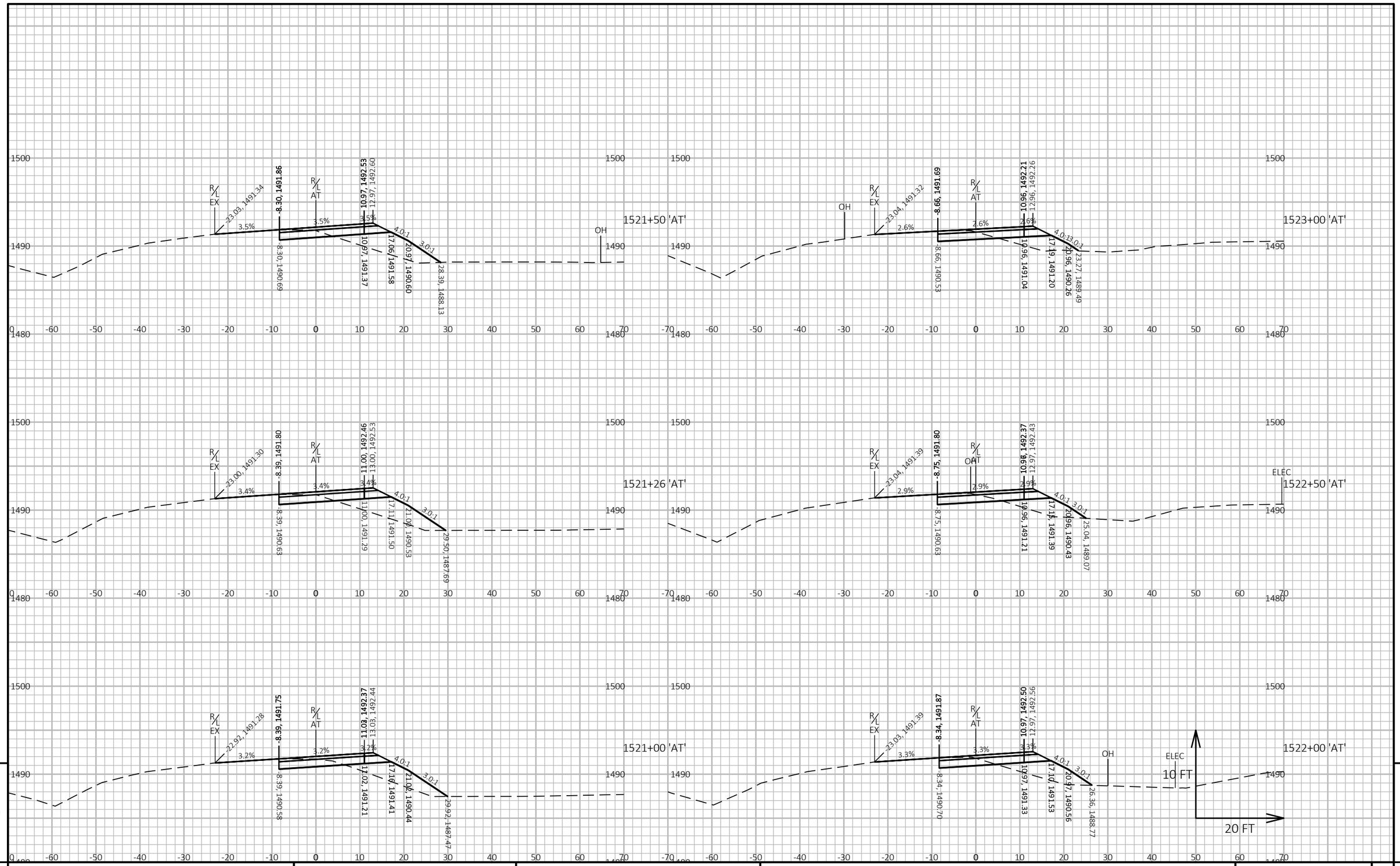
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 1 TEMPORARY WIDENING 'AT' | SHEET 466 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG1.DWG
LAYOUT NAME - 090401-xs

PLOT DATE : 1/23/2025 8:33 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

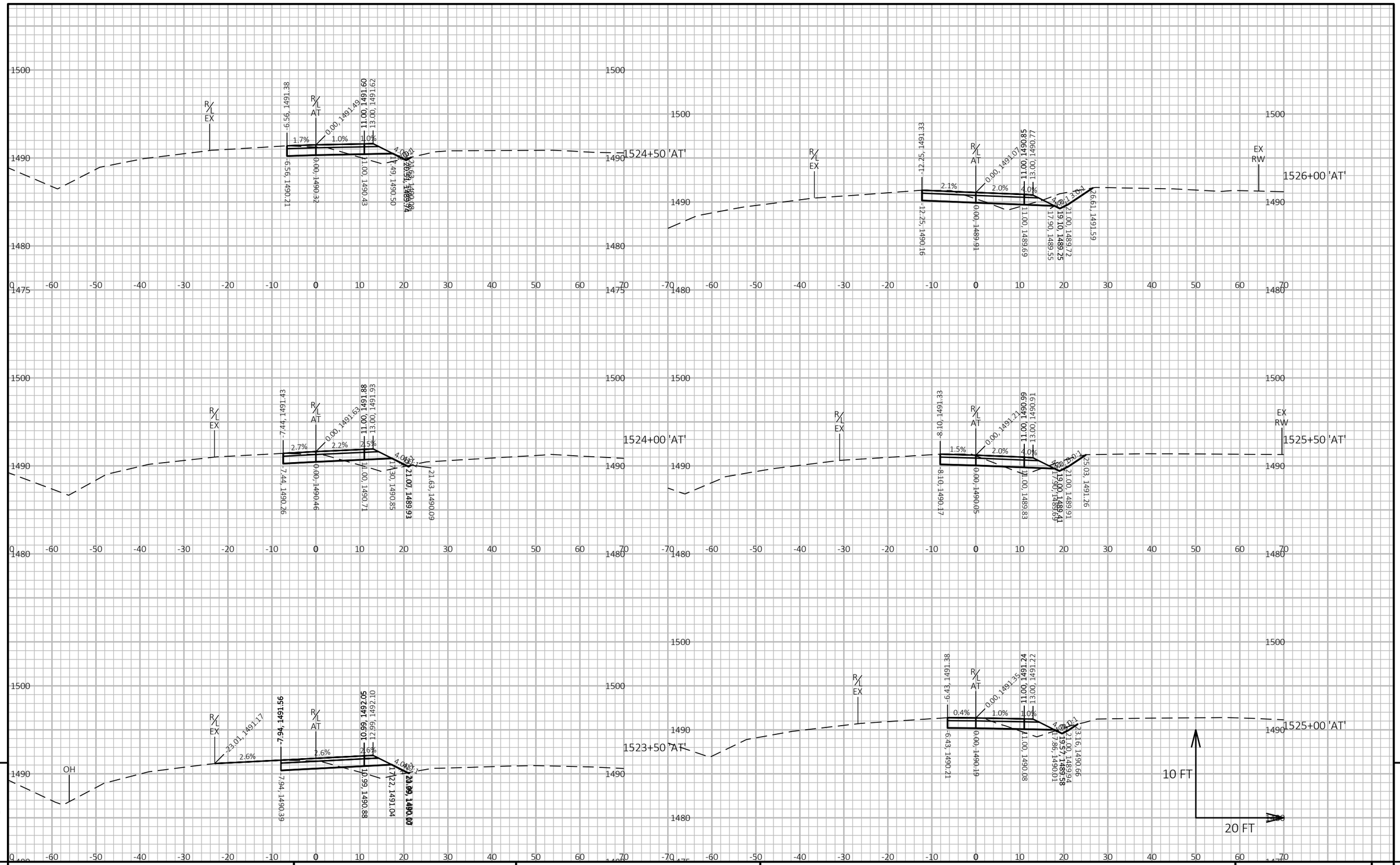
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 1 TEMPORARY WIDENING 'AT' | SHEET 467 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG1.DWG
LAYOUT NAME - 090402-xs

PLOT DATE : 1/23/2025 8:33 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

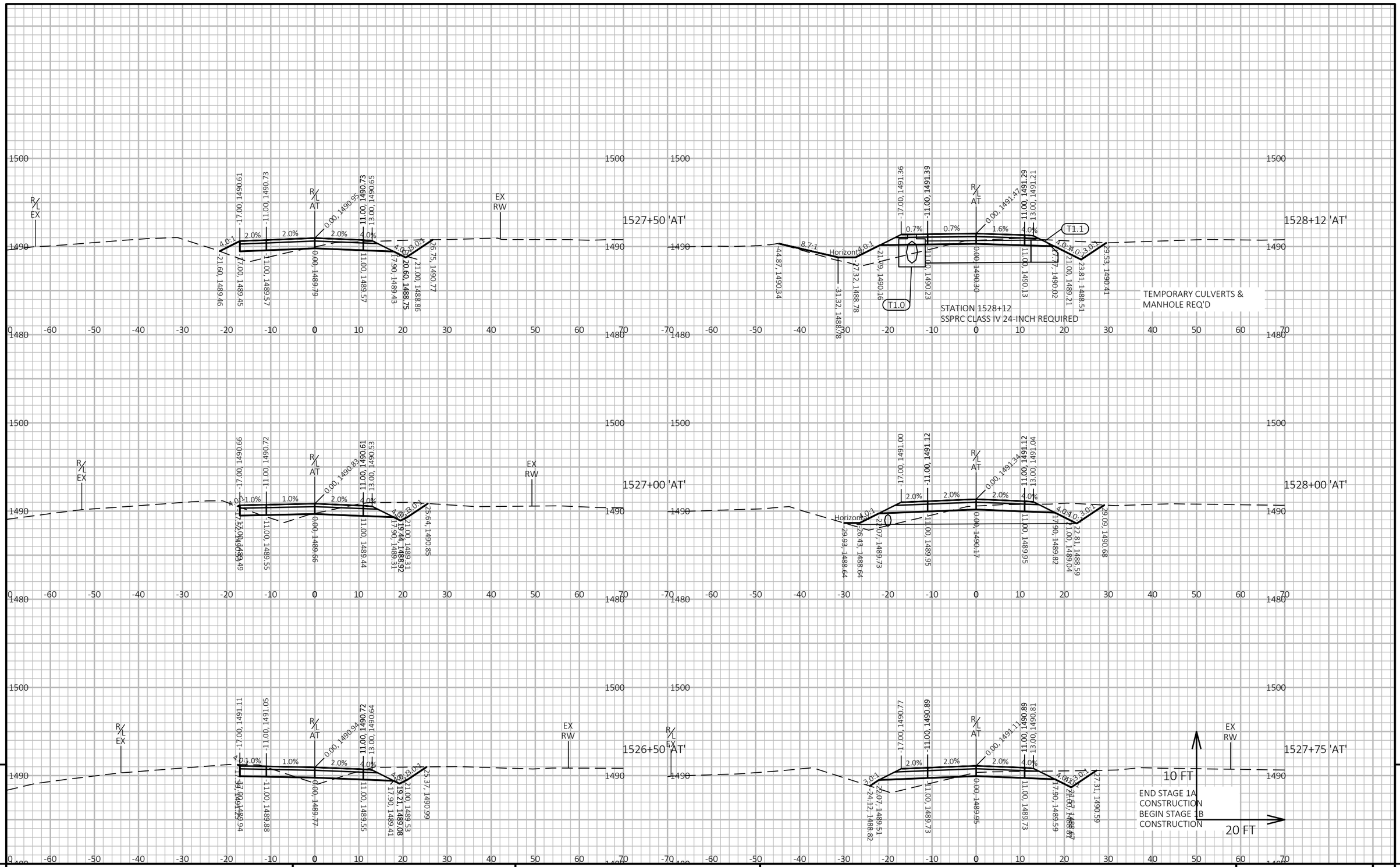
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 1 TEMPORARY WIDENING 'AT' | SHEET 468 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG1.DWG
LAYOUT NAME - 090403-xs

PLOT DATE : 1/23/2025 8:33 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 1 TEMPORARY WIDENING 'AT' | SHEET 469 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG1.DWG
LAYOUT NAME - 090404-xs

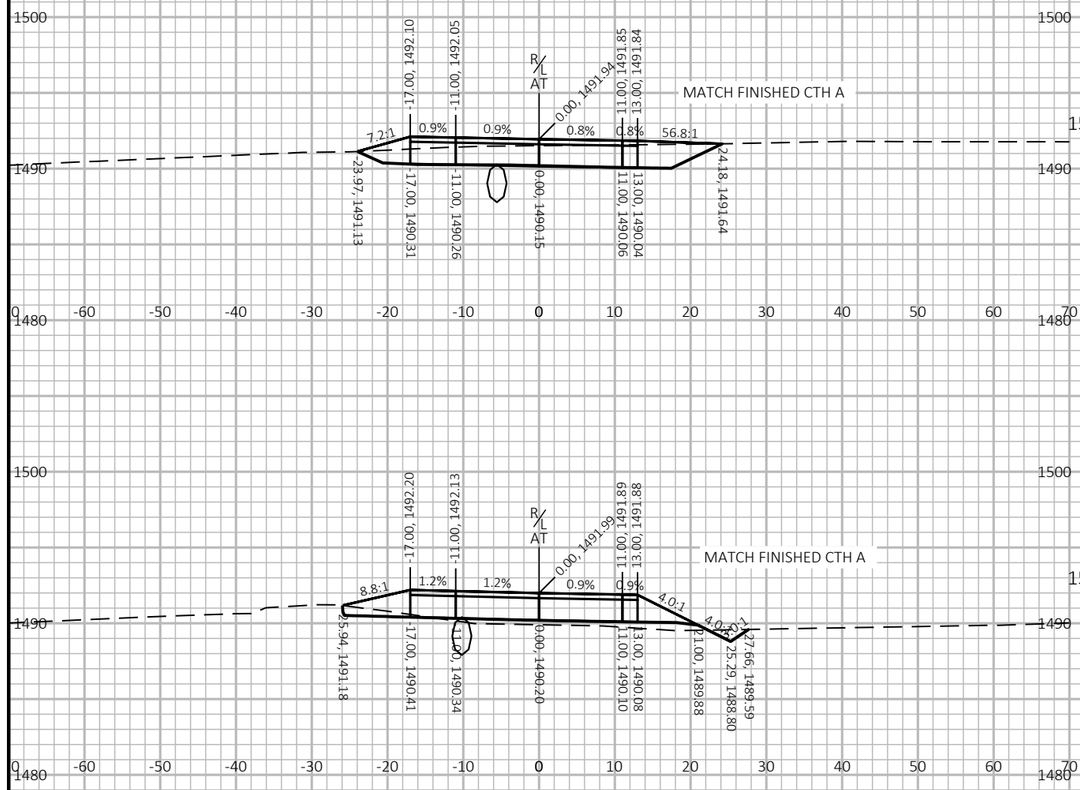
PLOT DATE : 1/23/2025 8:33 AM

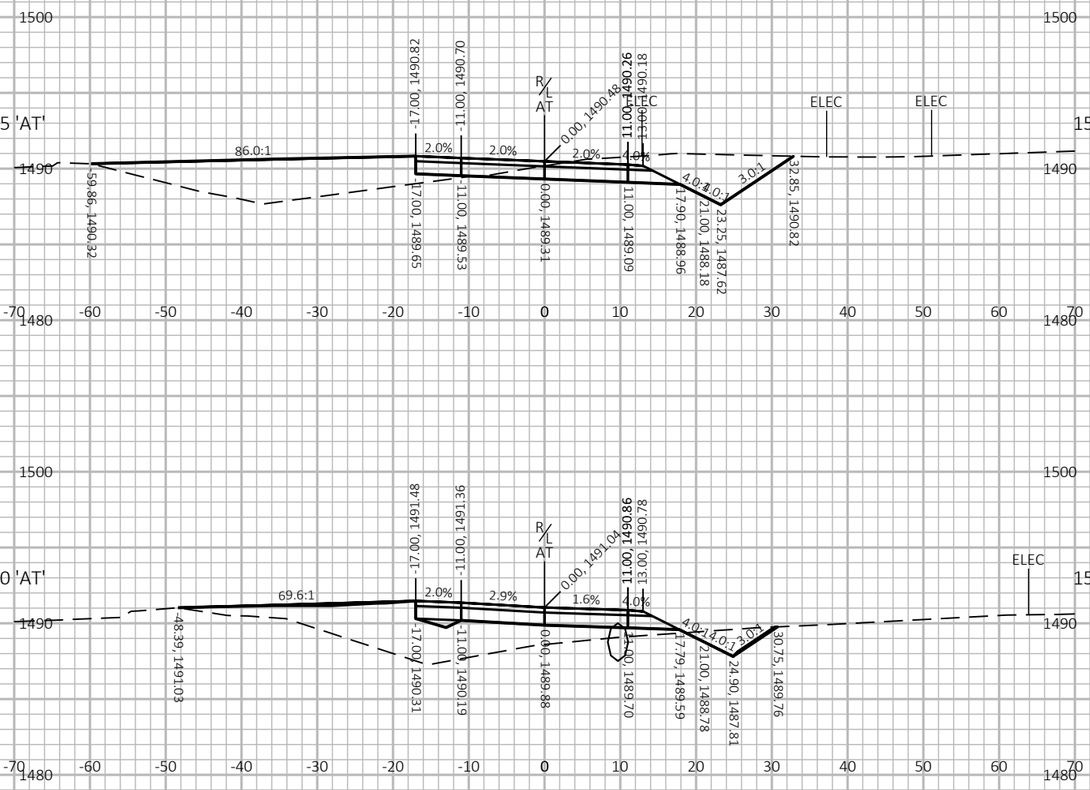
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

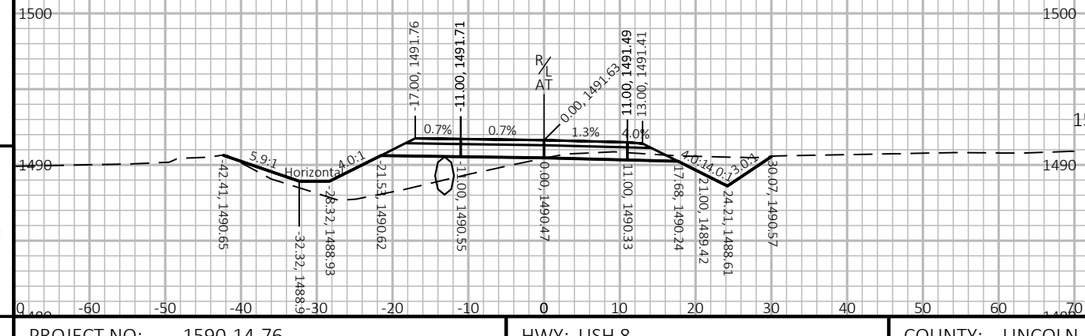


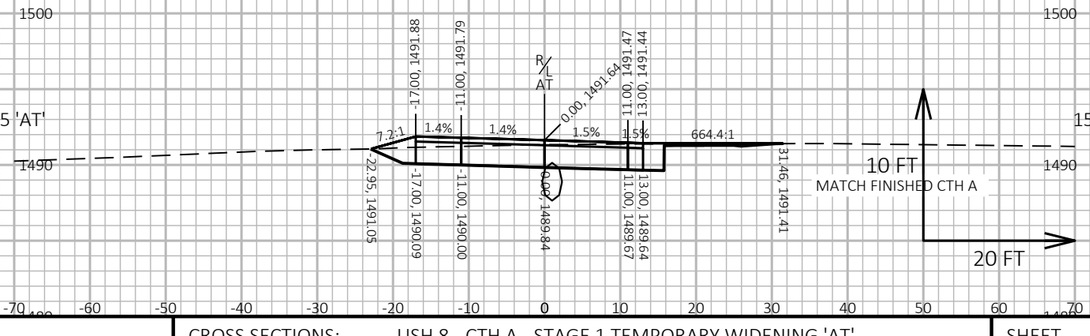









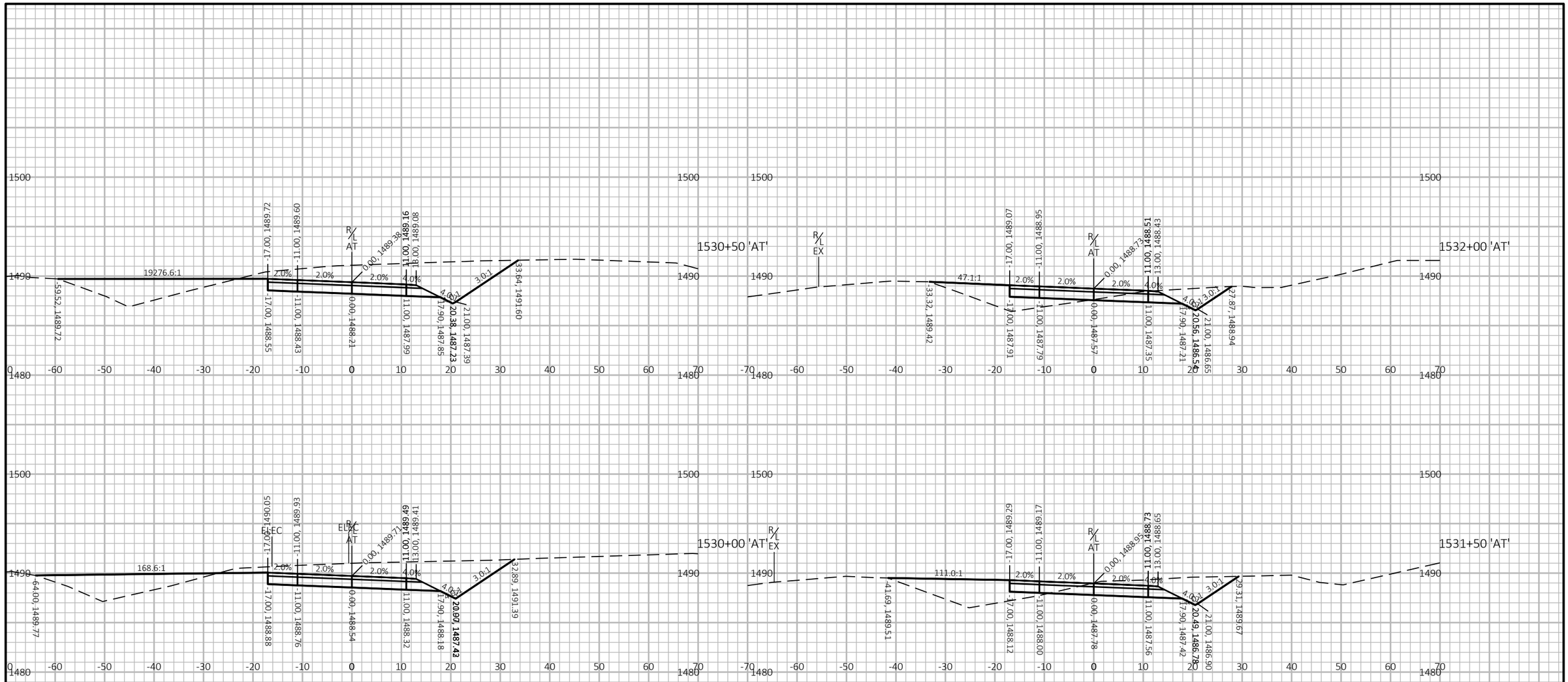

9

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 1 TEMPORARY WIDENING 'AT' | SHEET 470 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG1.DWG
LAYOUT NAME - 090405-xs

PLOT DATE : 1/23/2025 8:33 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 1 TEMPORARY WIDENING 'AT' | SHEET 471 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG1.DWG
LAYOUT NAME - 090406-xs

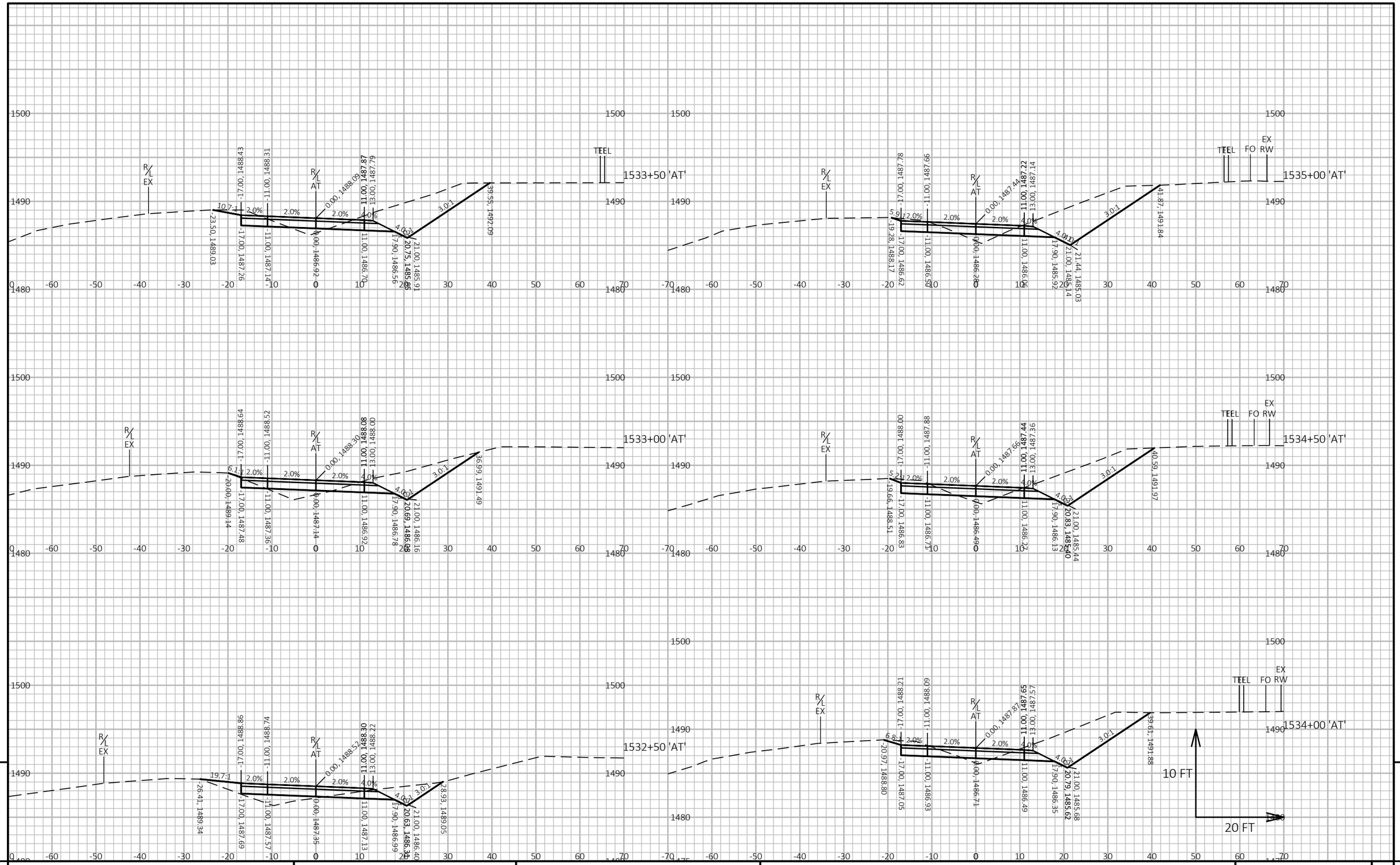
PLOT DATE : 1/23/2025 8:33 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



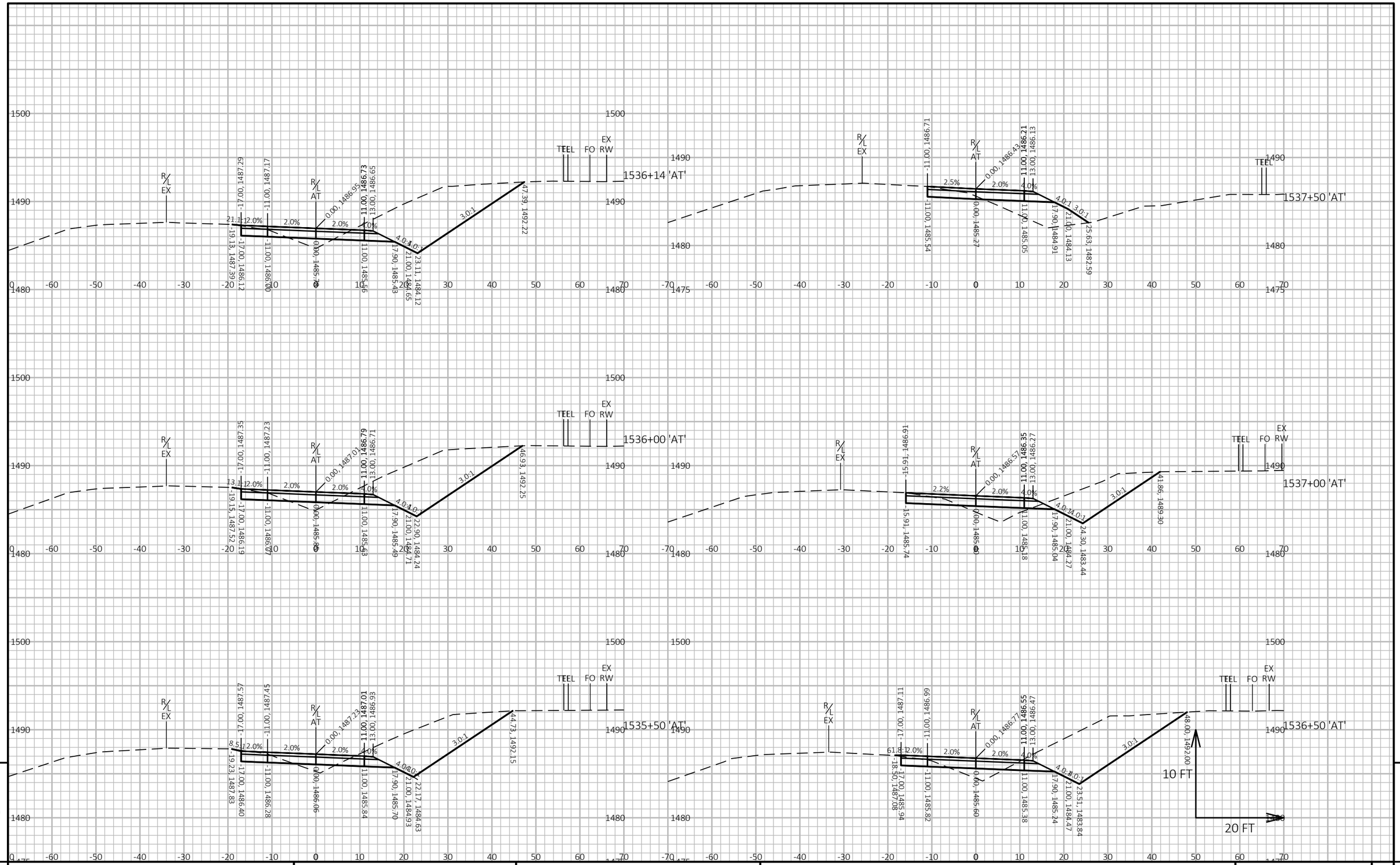

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 1 TEMPORARY WIDENING 'AT' | SHEET 472 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG1.DWG
LAYOUT NAME - 090407-xs

PLOT DATE : 1/23/2025 8:33 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 1 TEMPORARY WIDENING 'AT' | SHEET 473 | E |
|---|---|---|---|---|---|

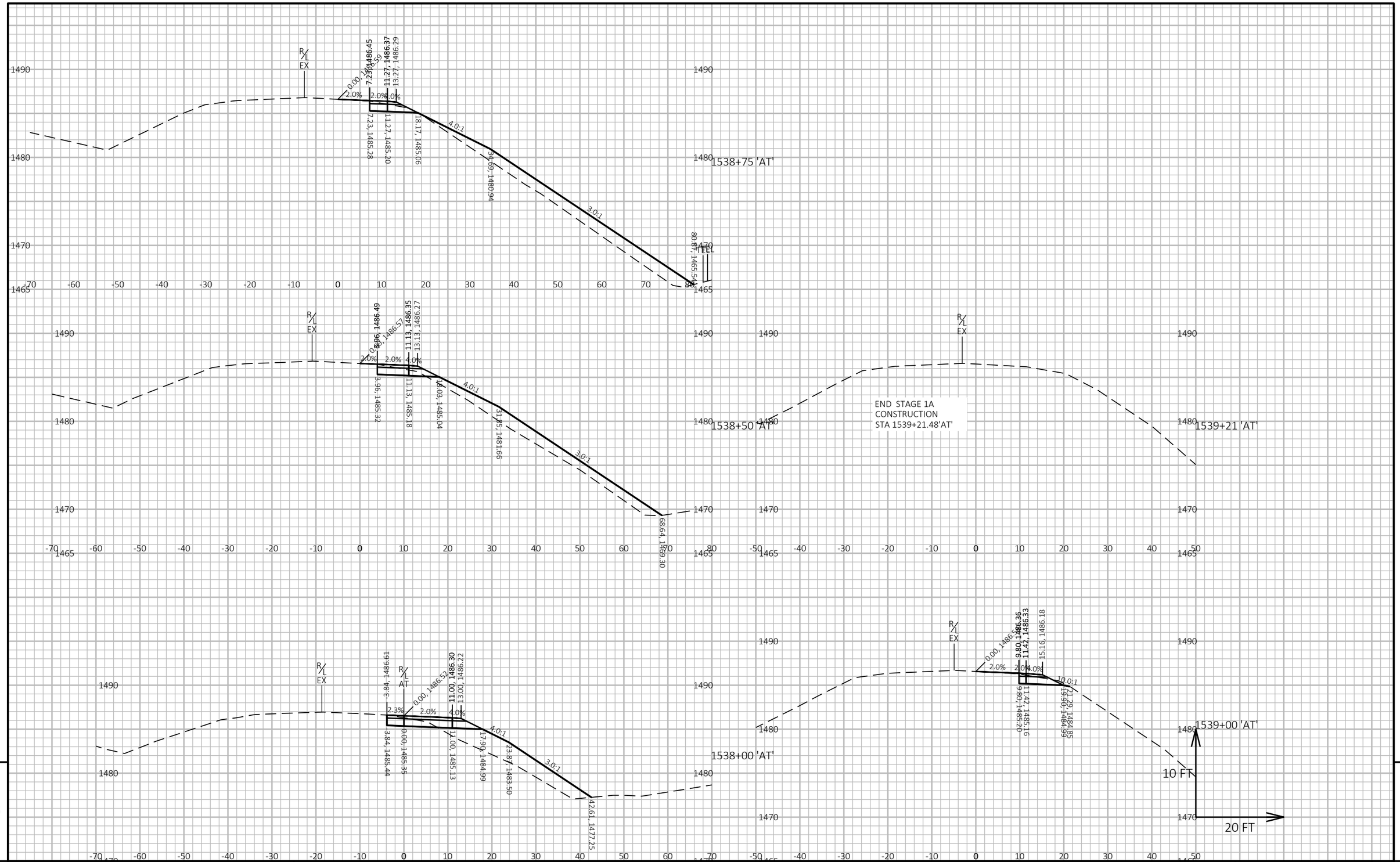
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG1.DWG
LAYOUT NAME - 090408-xs

PLOT DATE : 1/23/2025 8:33 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



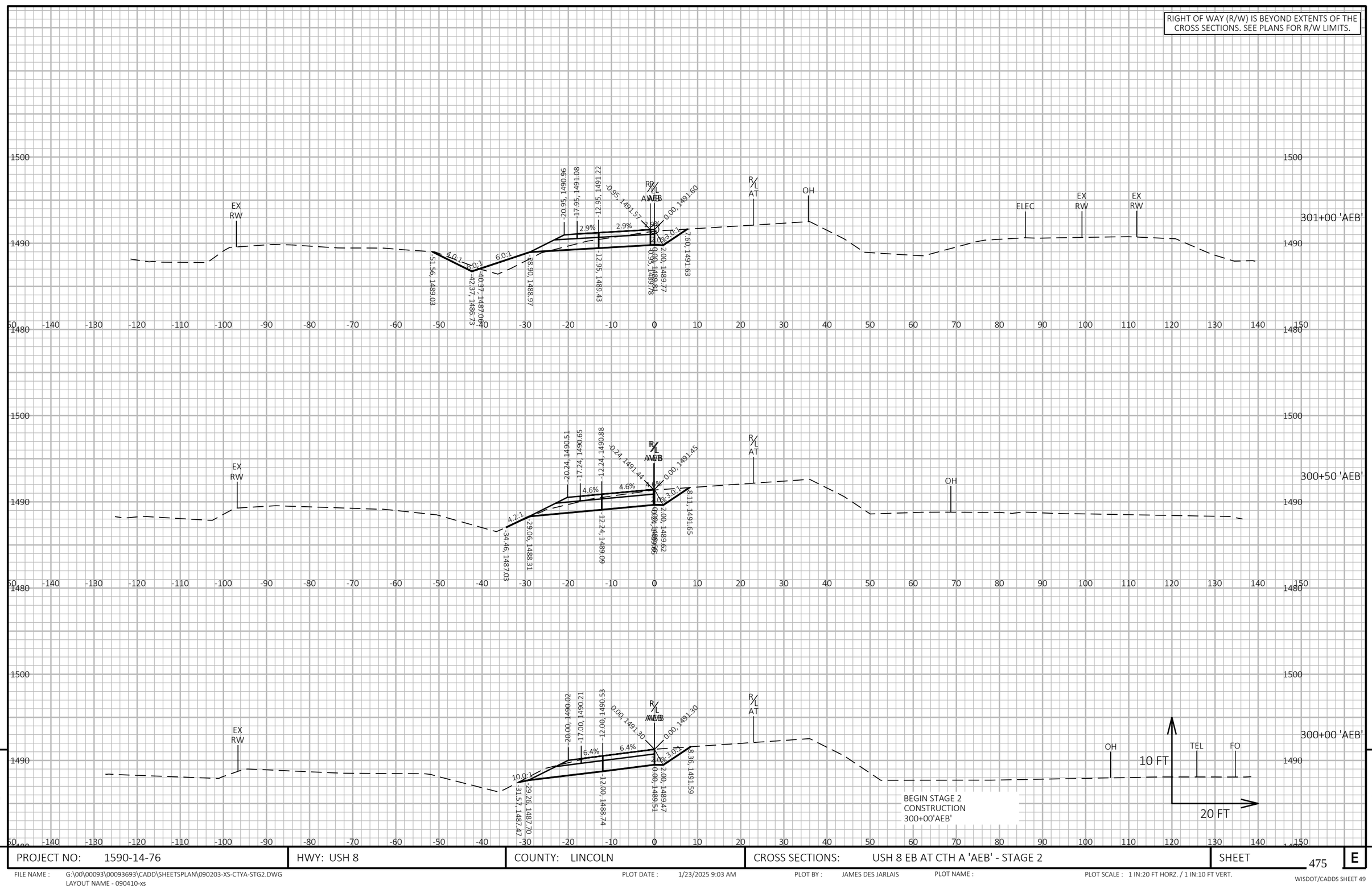

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 1 TEMPORARY WIDENING 'AT' | SHEET 474 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG1.DWG
LAYOUT NAME - 090409-xs

PLOT DATE : 1/23/2025 8:34 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 475 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090410-xs

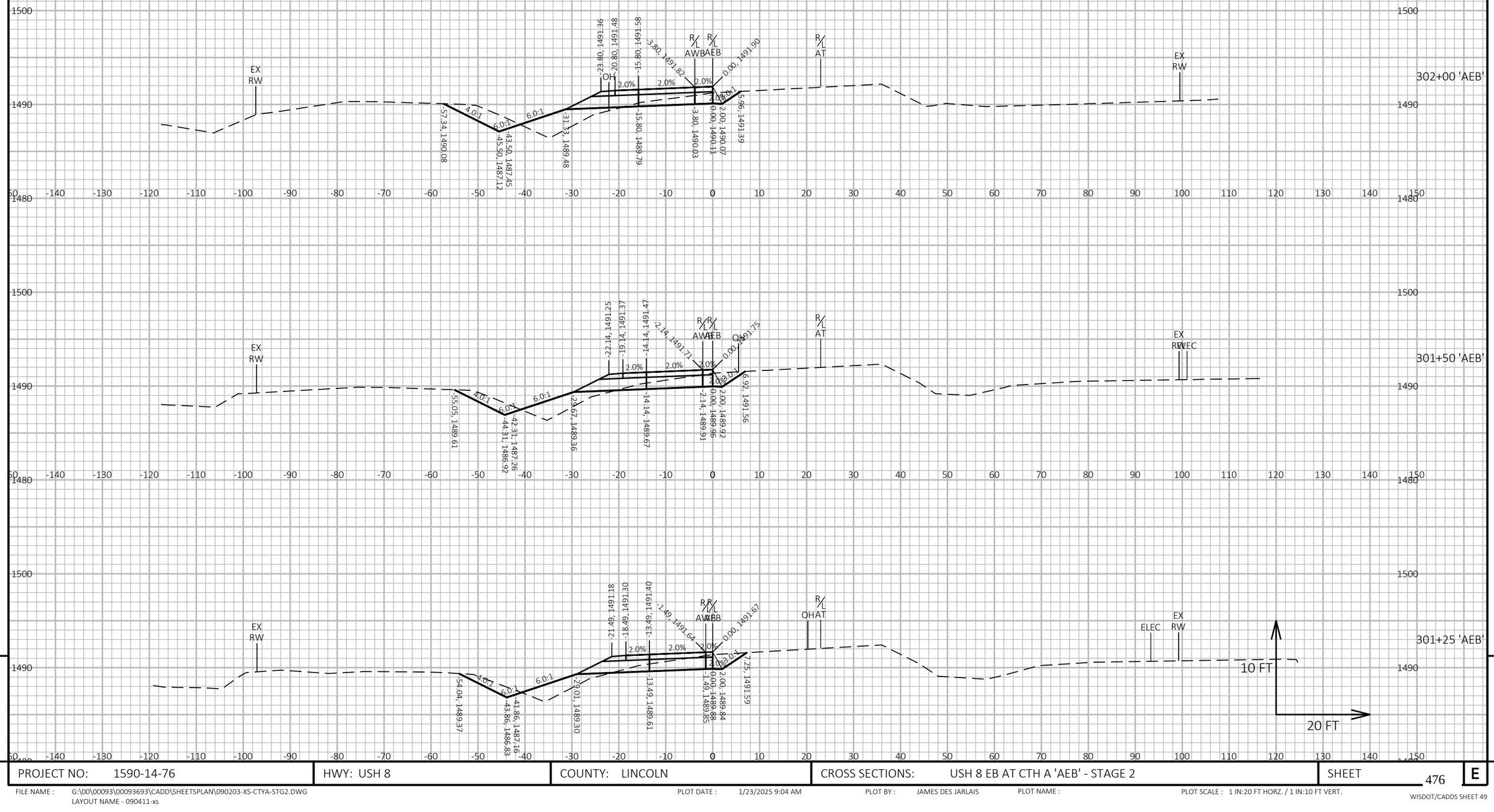
PLOT DATE : 1/23/2025 9:03 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 476 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090411-xs

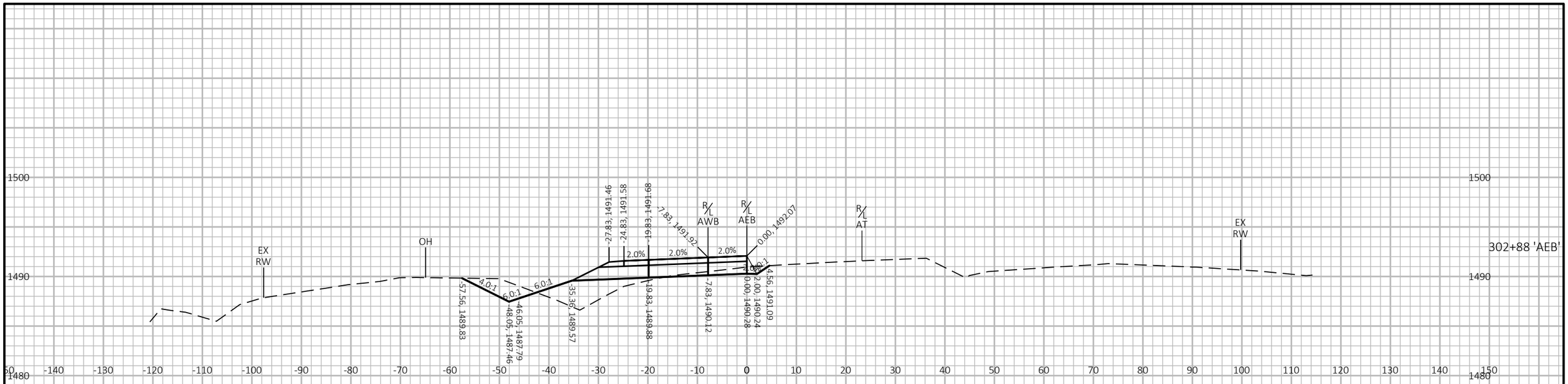
PLOT DATE : 1/23/2025 9:04 AM

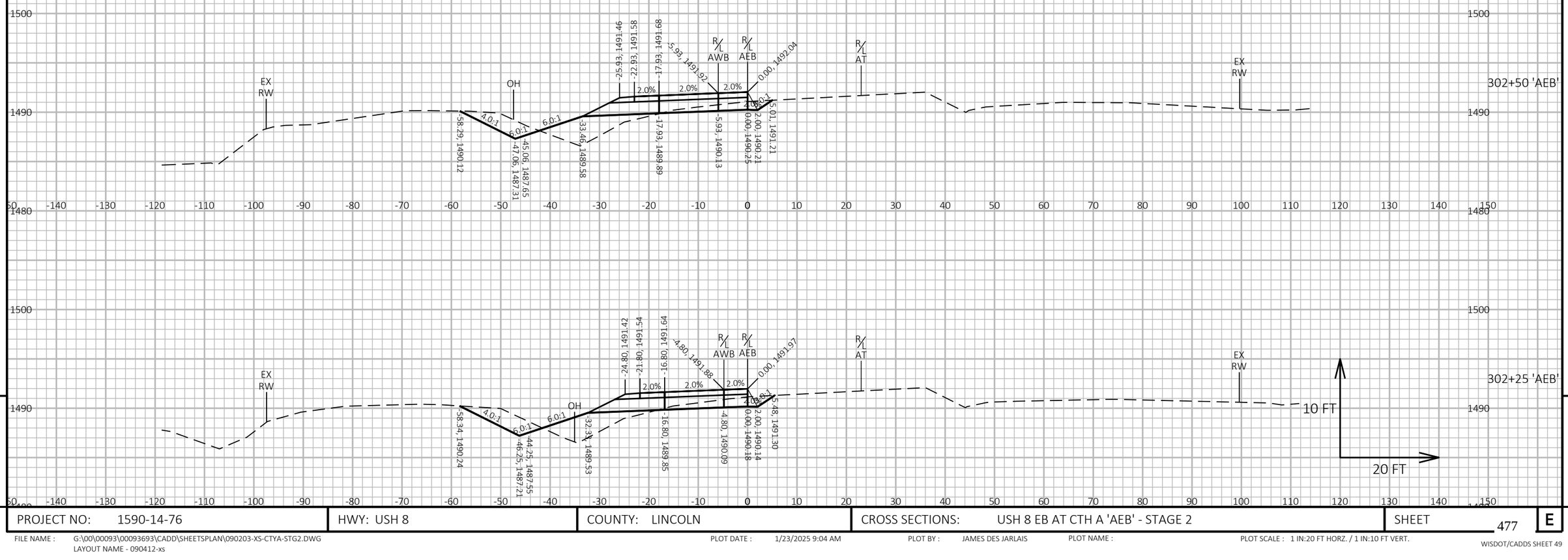
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 477 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090412-xs

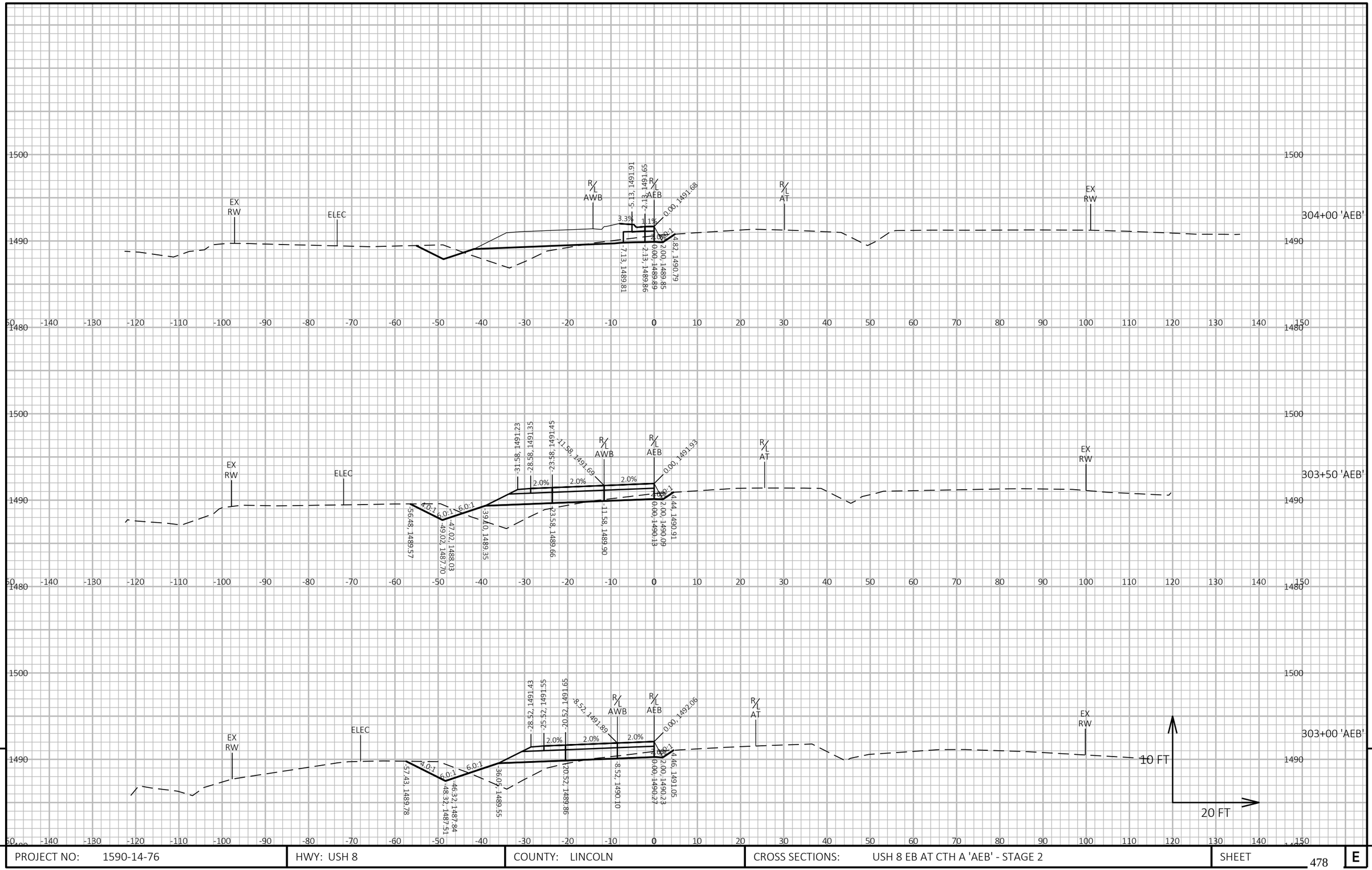
PLOT DATE : 1/23/2025 9:04 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 478 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090413-xs

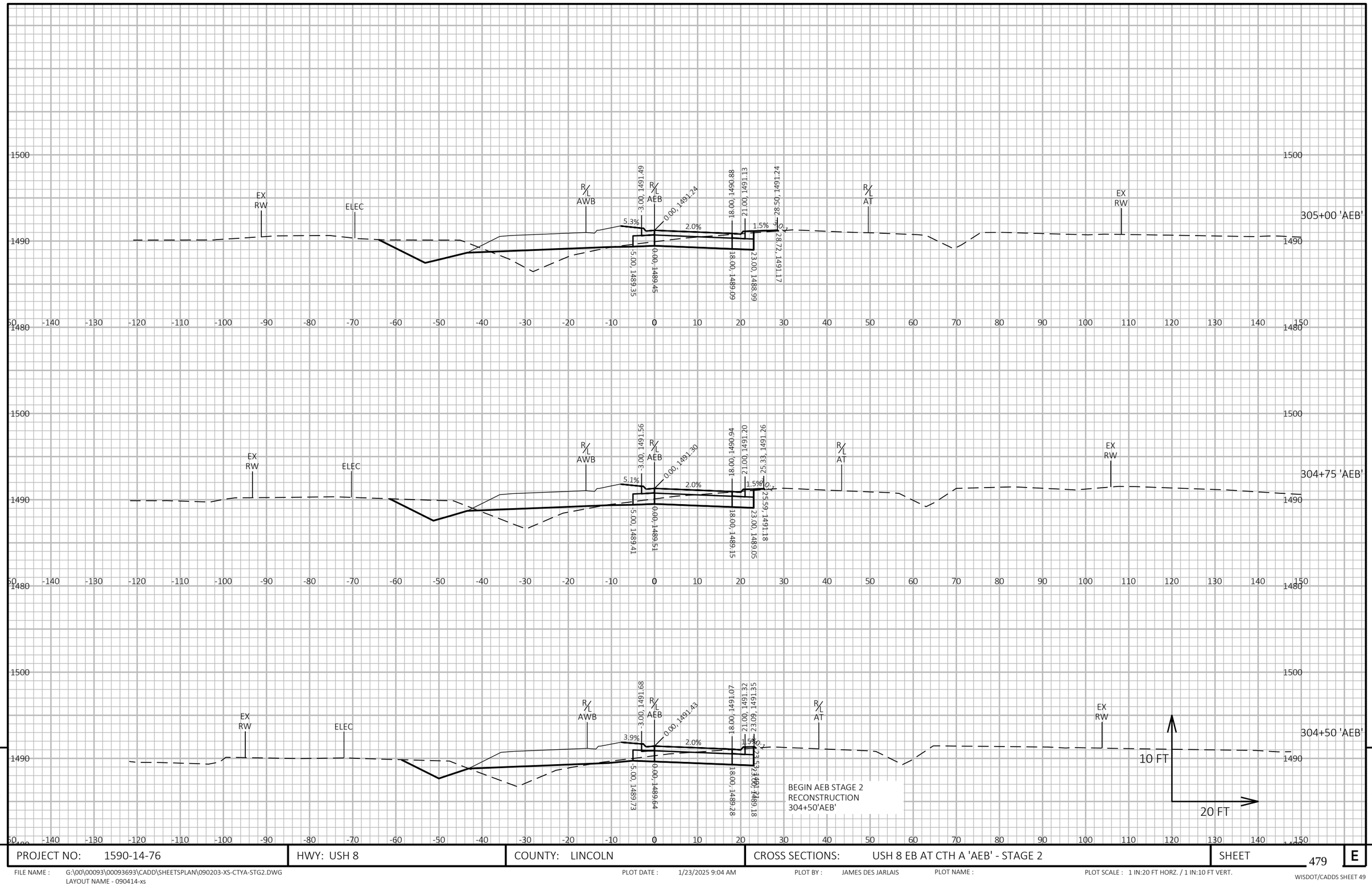
PLOT DATE : 1/23/2025 9:04 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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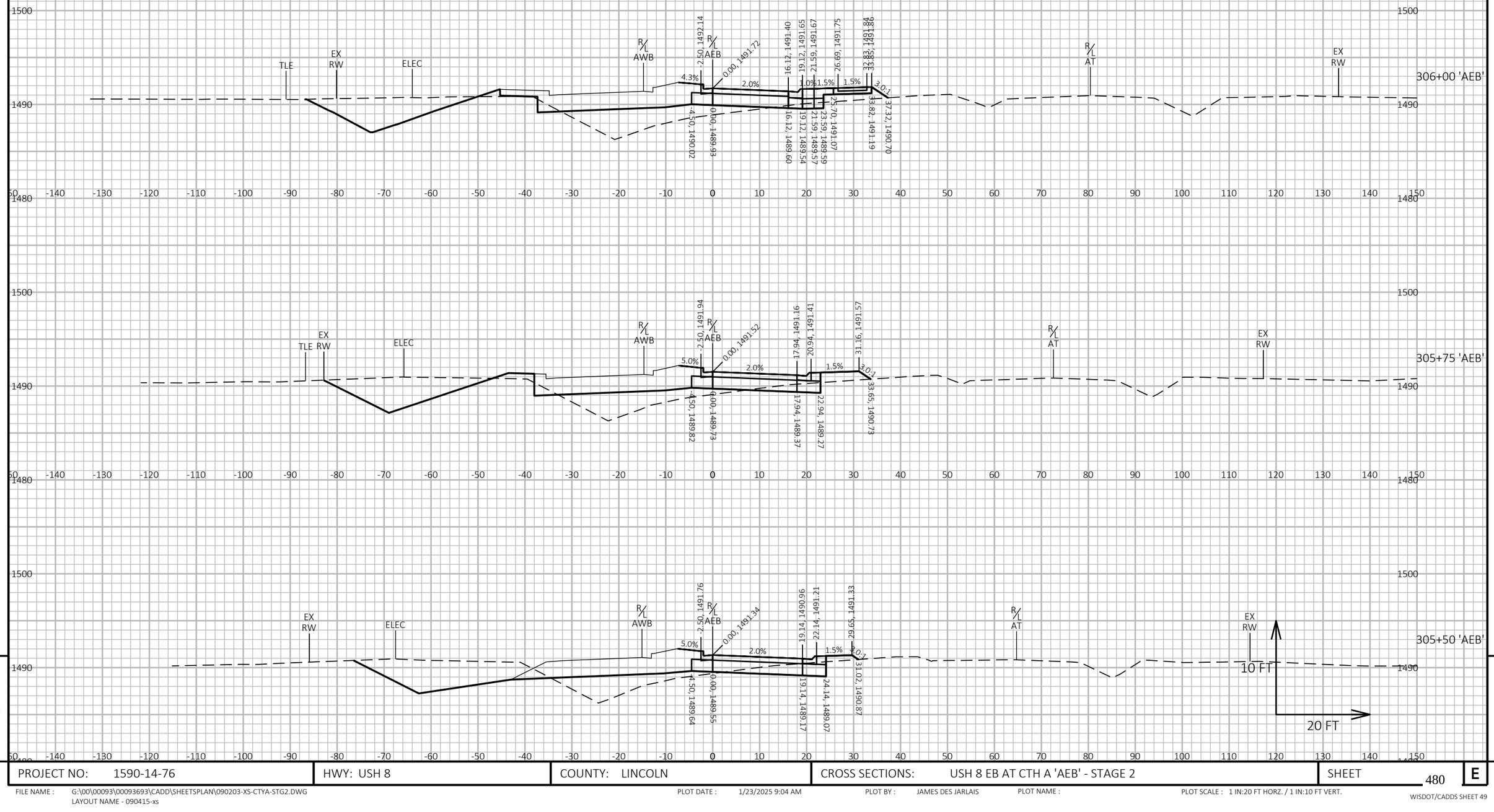
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 479 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090414-xs

PLOT DATE : 1/23/2025 9:04 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 480 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090415-xs

PLOT DATE : 1/23/2025 9:04 AM

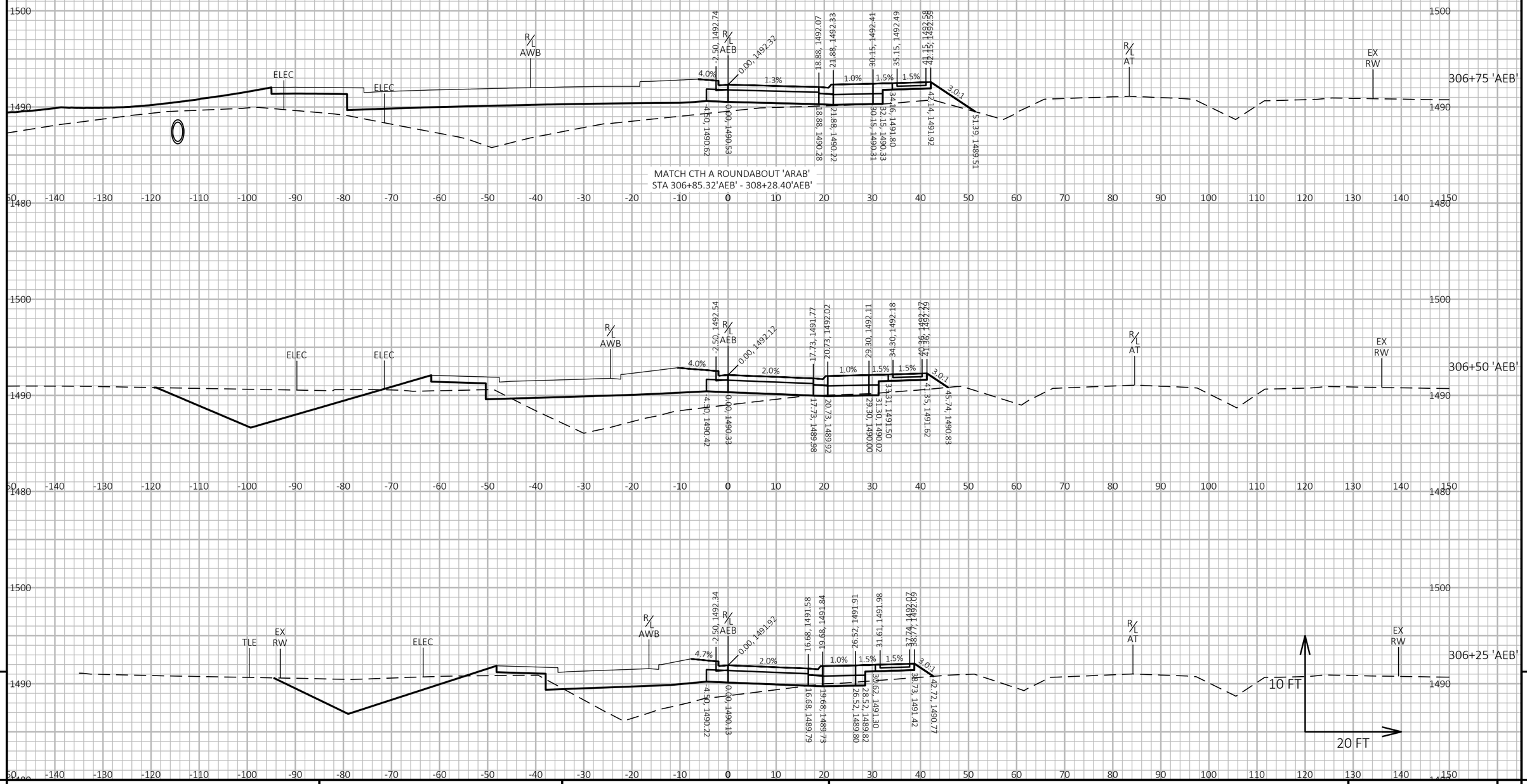
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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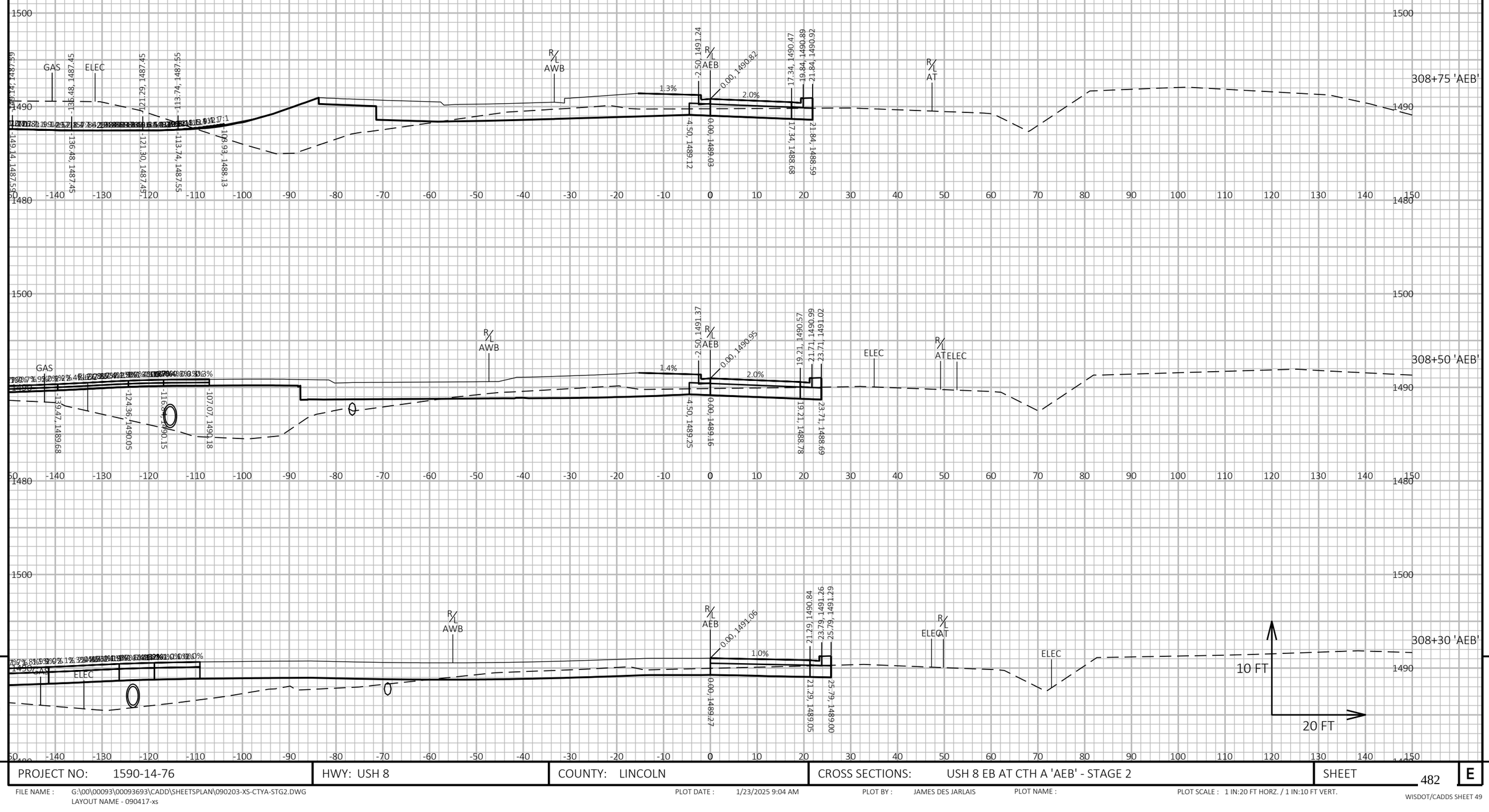
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 481 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090416-xs

PLOT DATE : 1/23/2025 9:04 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 482 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090417-xs

PLOT DATE : 1/23/2025 9:04 AM

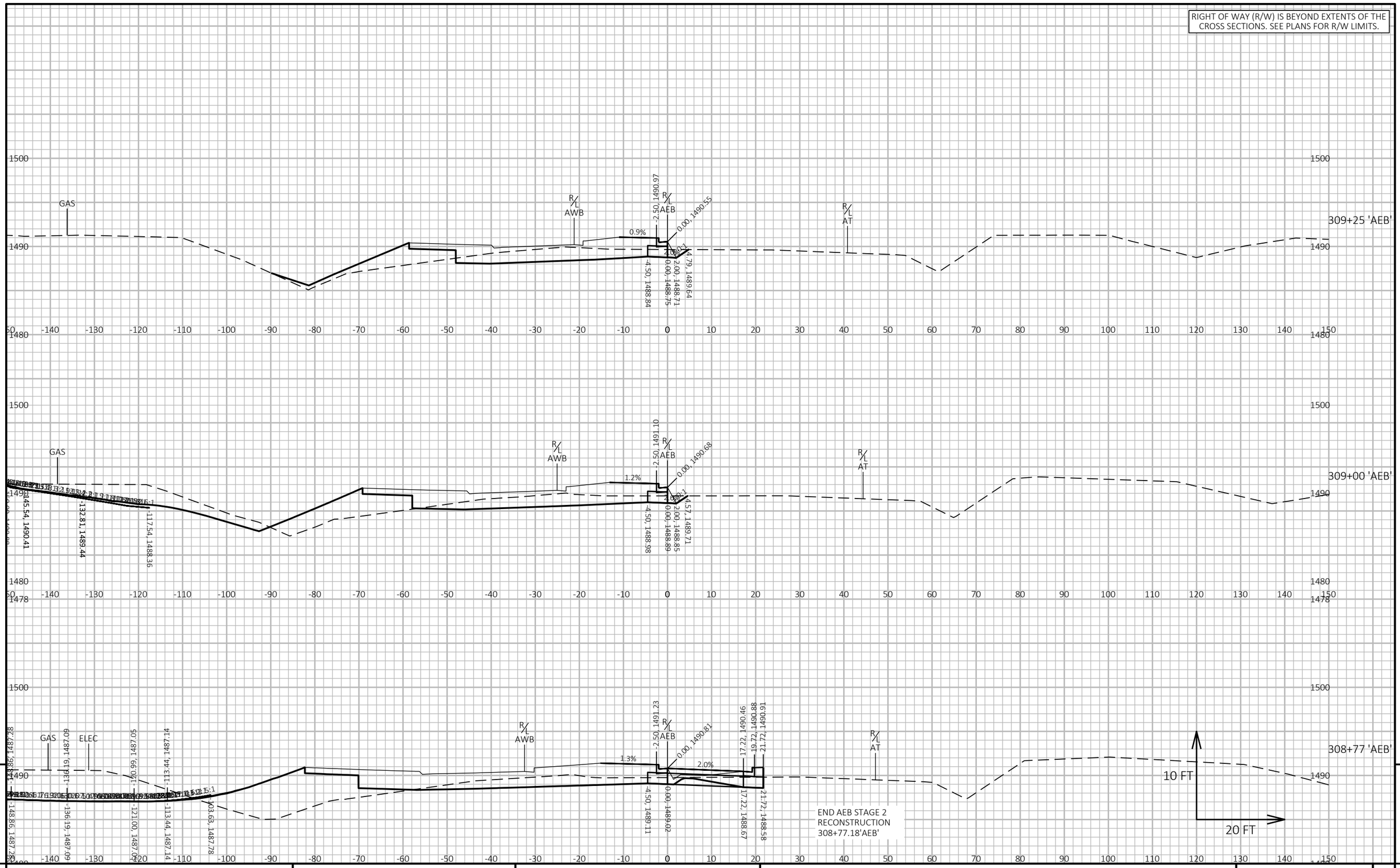
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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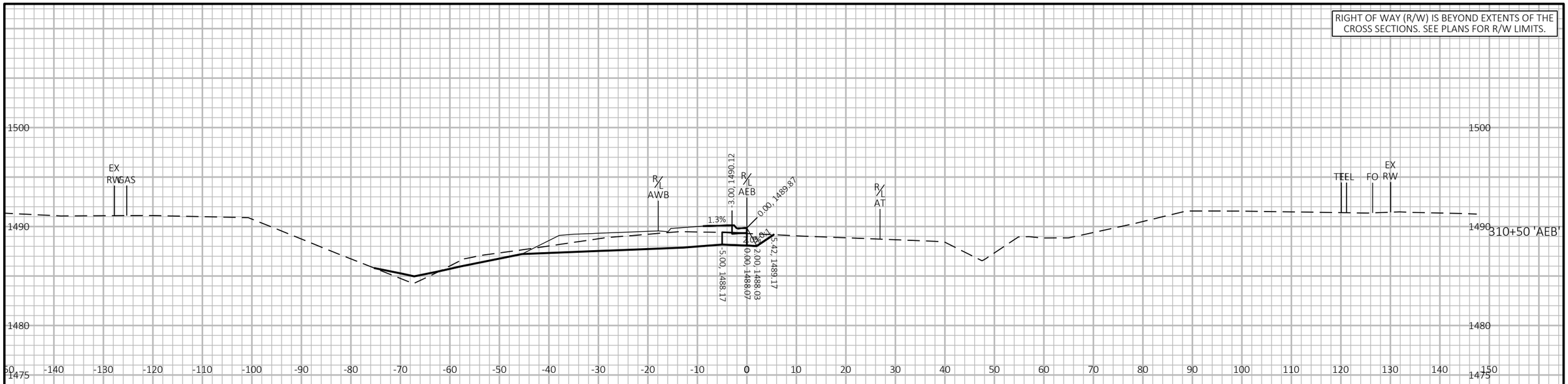
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 483 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090418-xs

PLOT DATE : 1/23/2025 9:05 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 484 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090419-xs

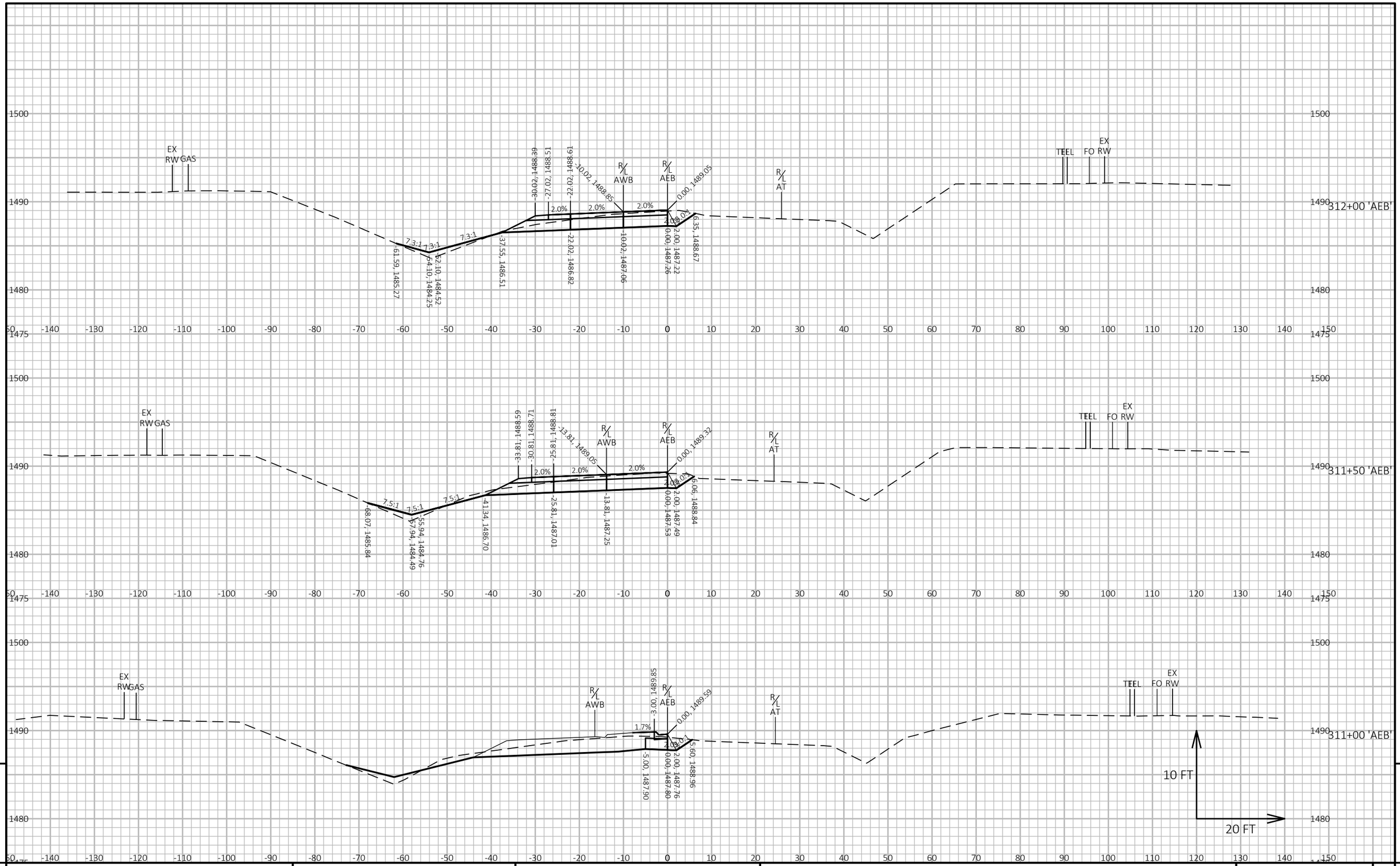
PLOT DATE : 1/23/2025 9:05 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

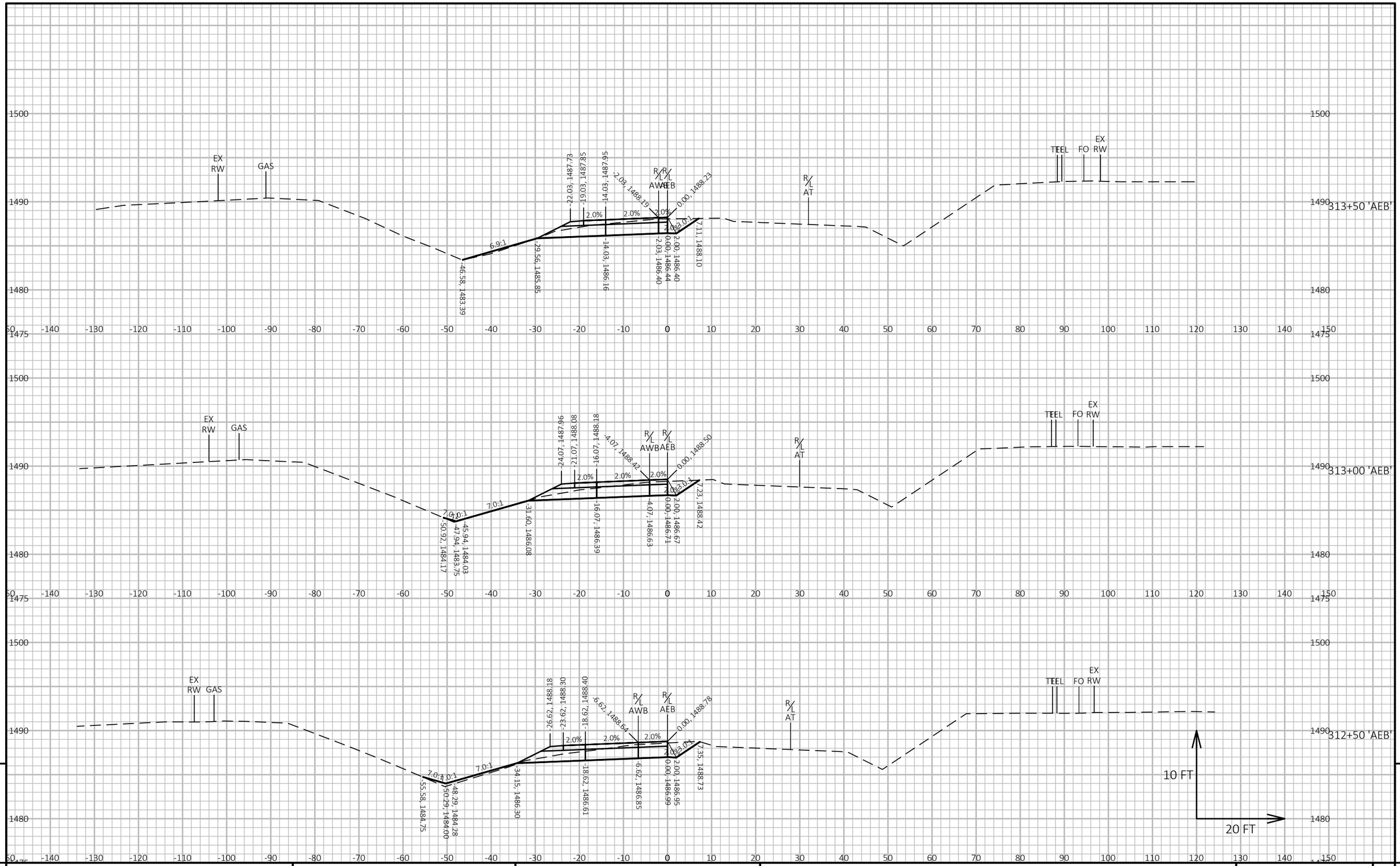



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 485 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090420-xs

PLOT DATE : 1/23/2025 9:05 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 486 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090421-xs

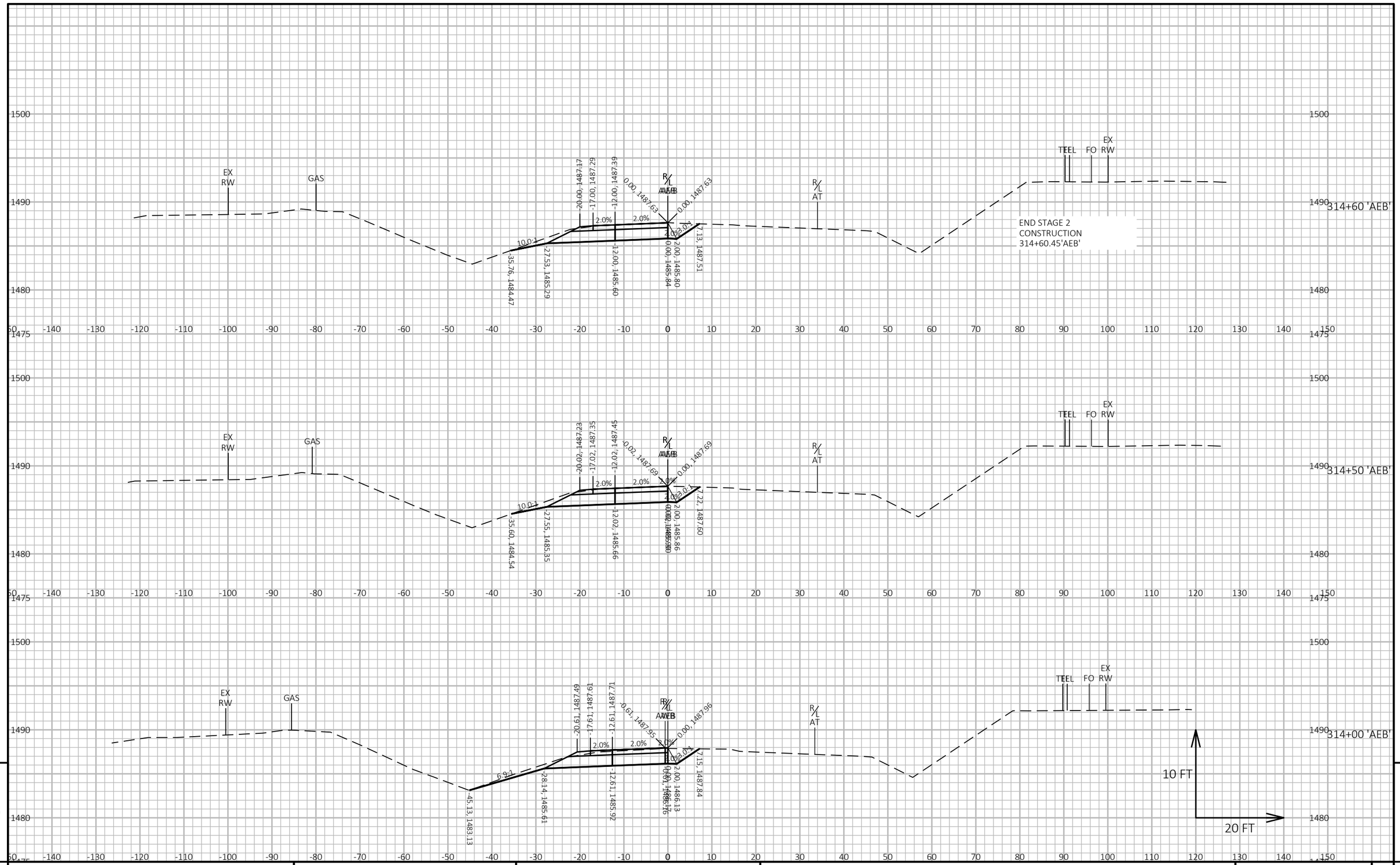
PLOT DATE : 1/23/2025 9:05 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



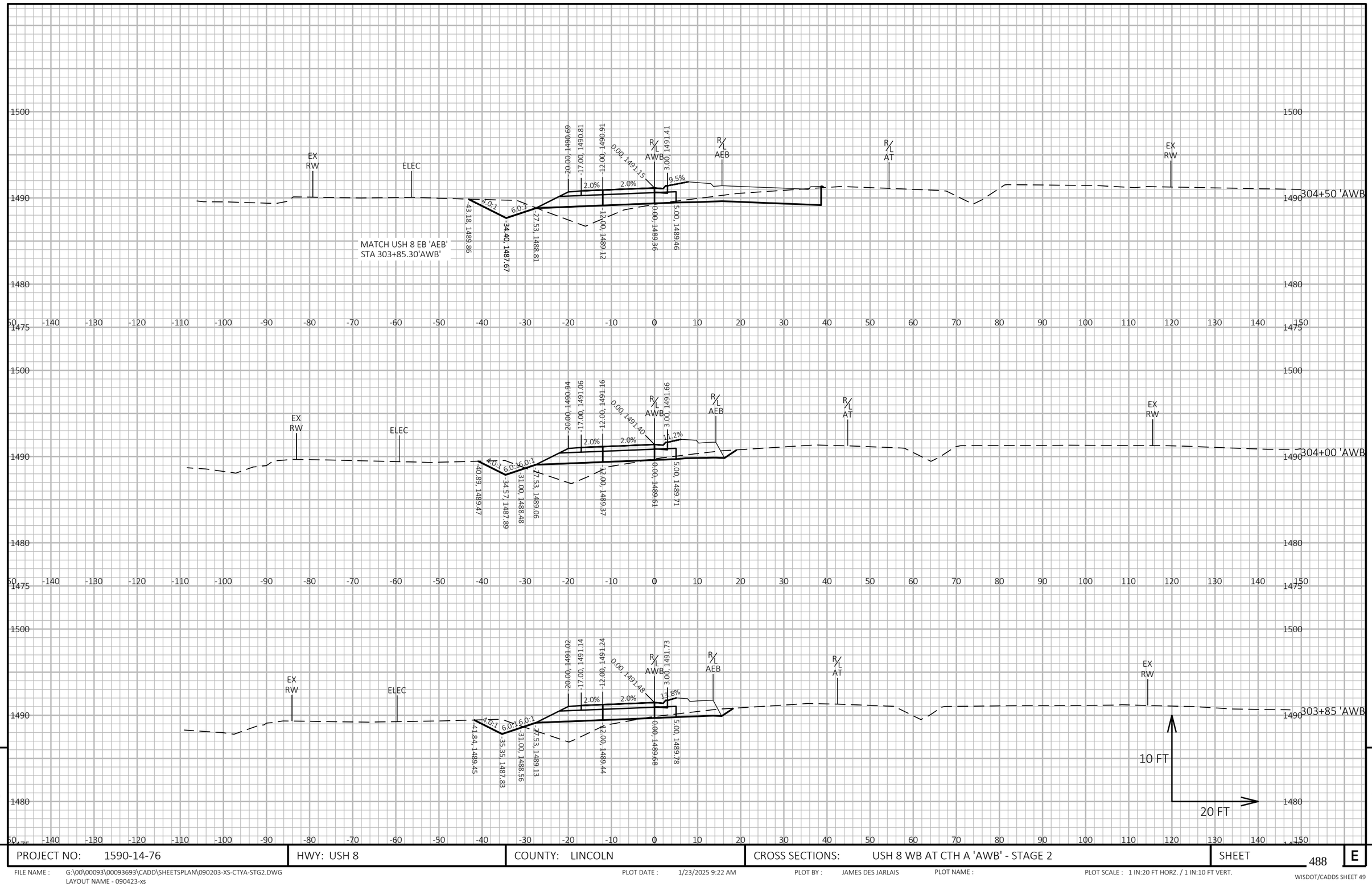

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 2 | SHEET 487 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090422-xs

PLOT DATE : 1/23/2025 9:05 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

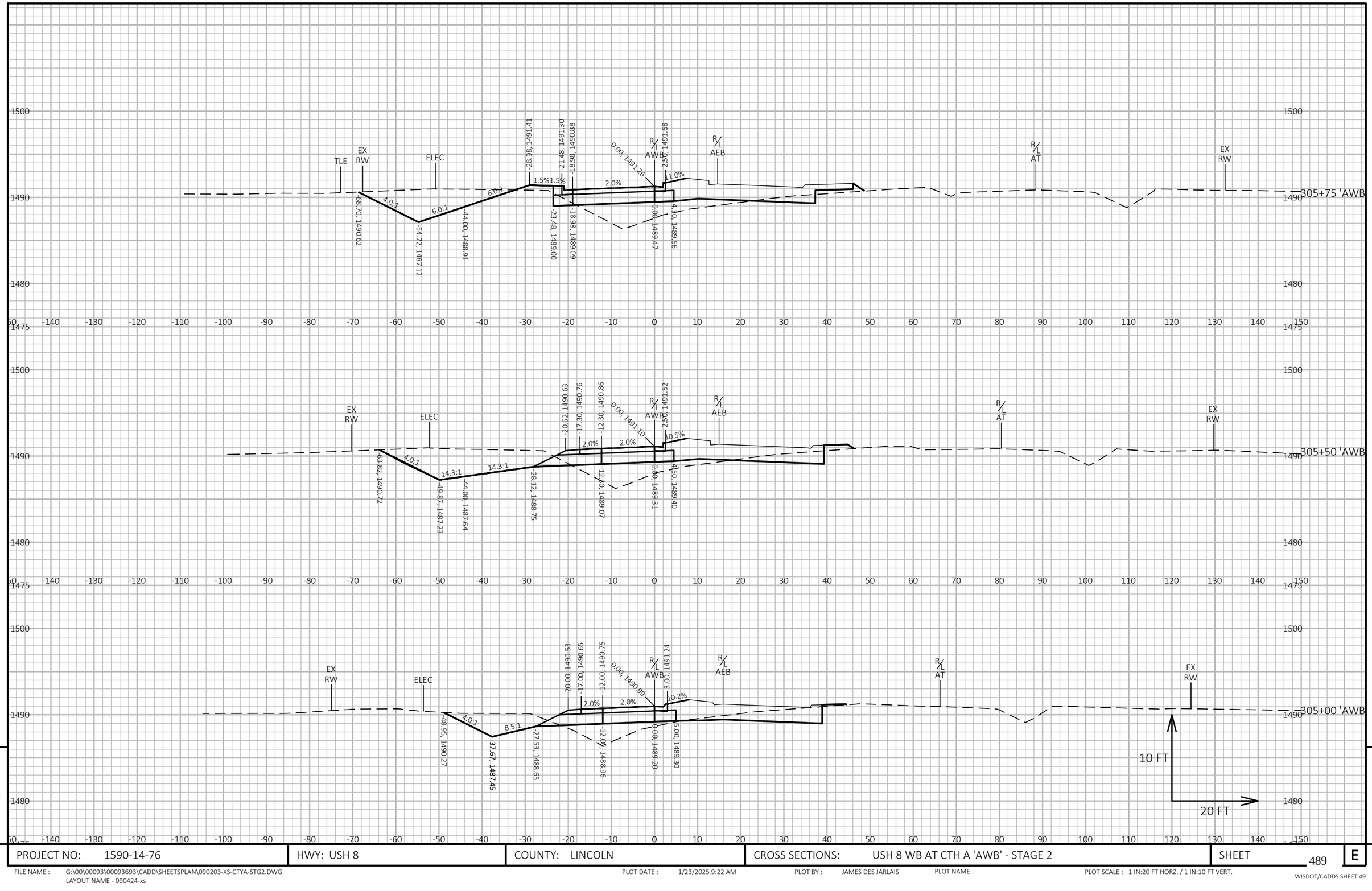
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH A 'AWB' - STAGE 2 | SHEET 488 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090423-xs

PLOT DATE : 1/23/2025 9:22 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH A 'AWB' - STAGE 2 | SHEET 489 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090424-xs

PLOT DATE : 1/23/2025 9:22 AM

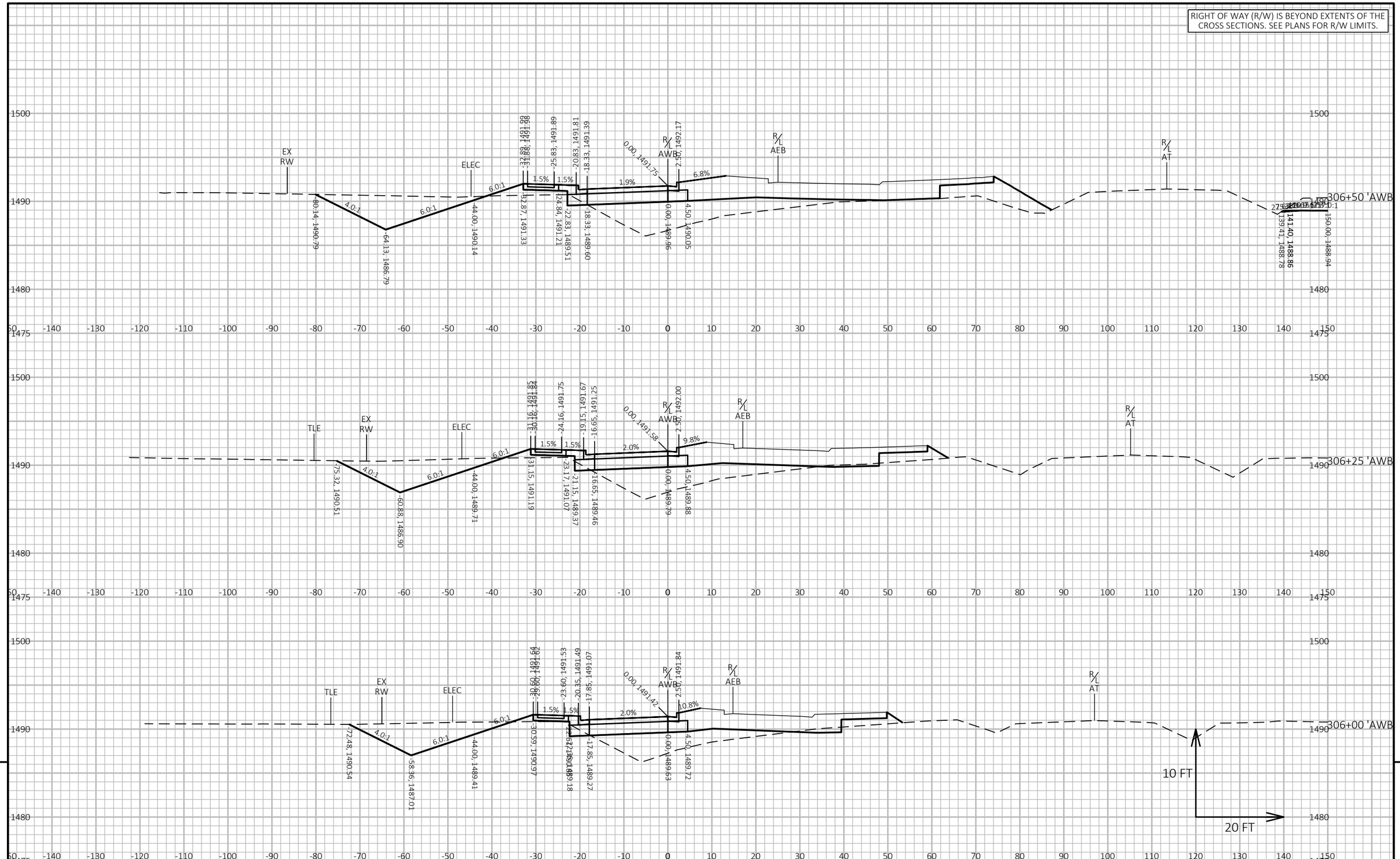
PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



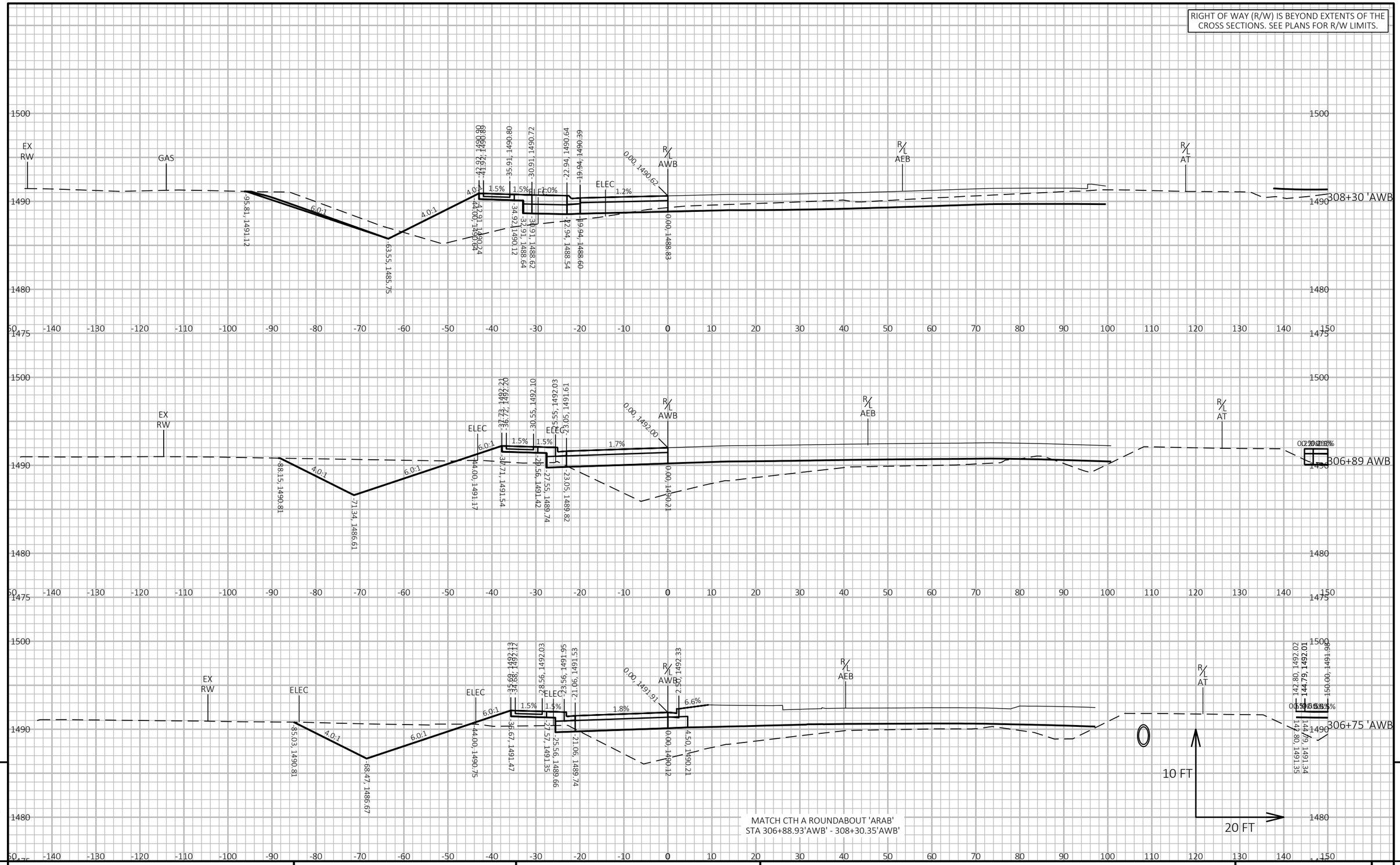

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH A 'AWB' - STAGE 2 | SHEET 490 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090425-xs

PLOT DATE : 1/23/2025 9:22 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



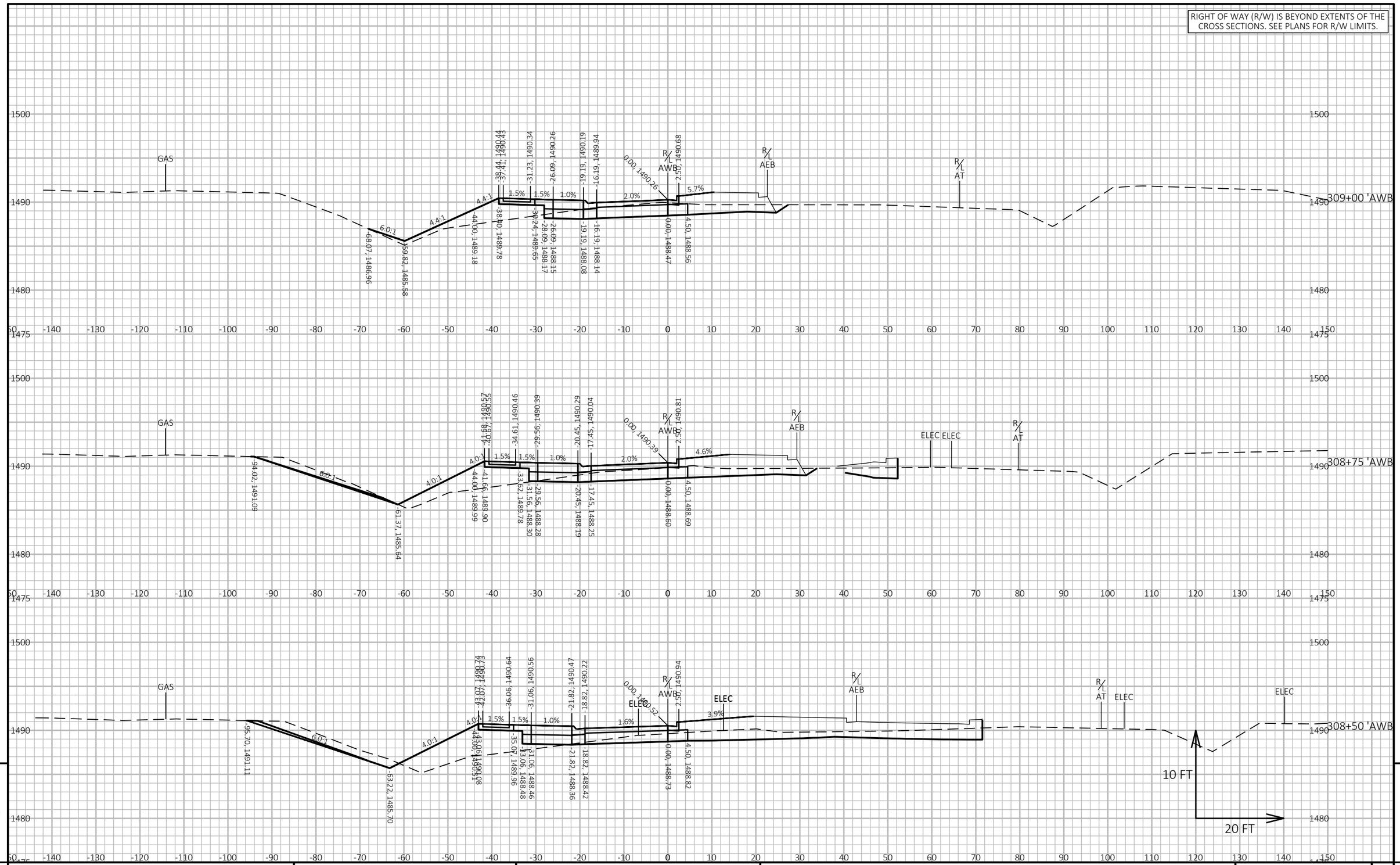

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH A 'AWB' - STAGE 2 | SHEET 491 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090426-xs

PLOT DATE : 1/23/2025 9:22 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



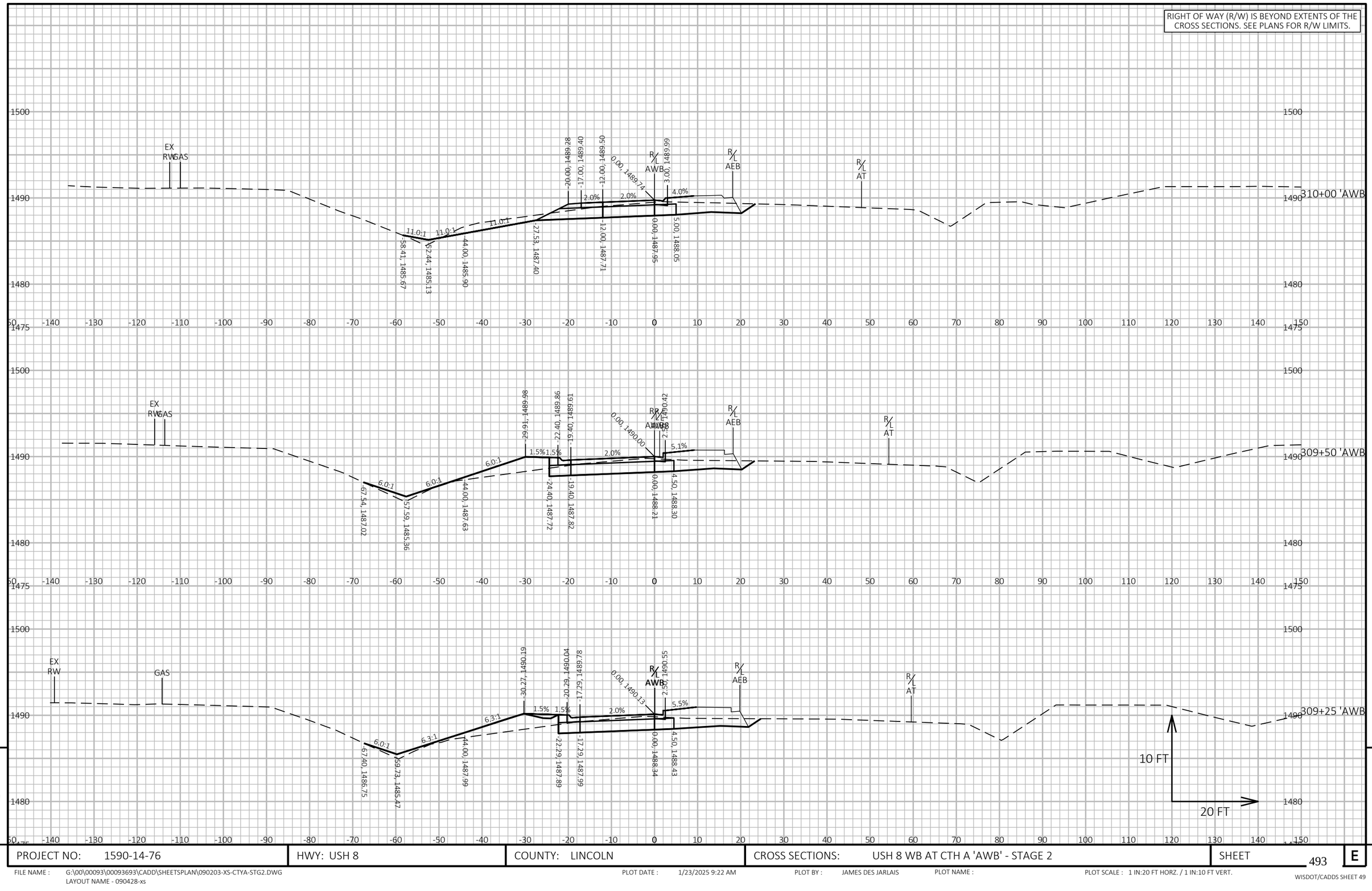

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH A 'AWB' - STAGE 2 | SHEET 492 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090427-xs

PLOT DATE : 1/23/2025 9:22 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



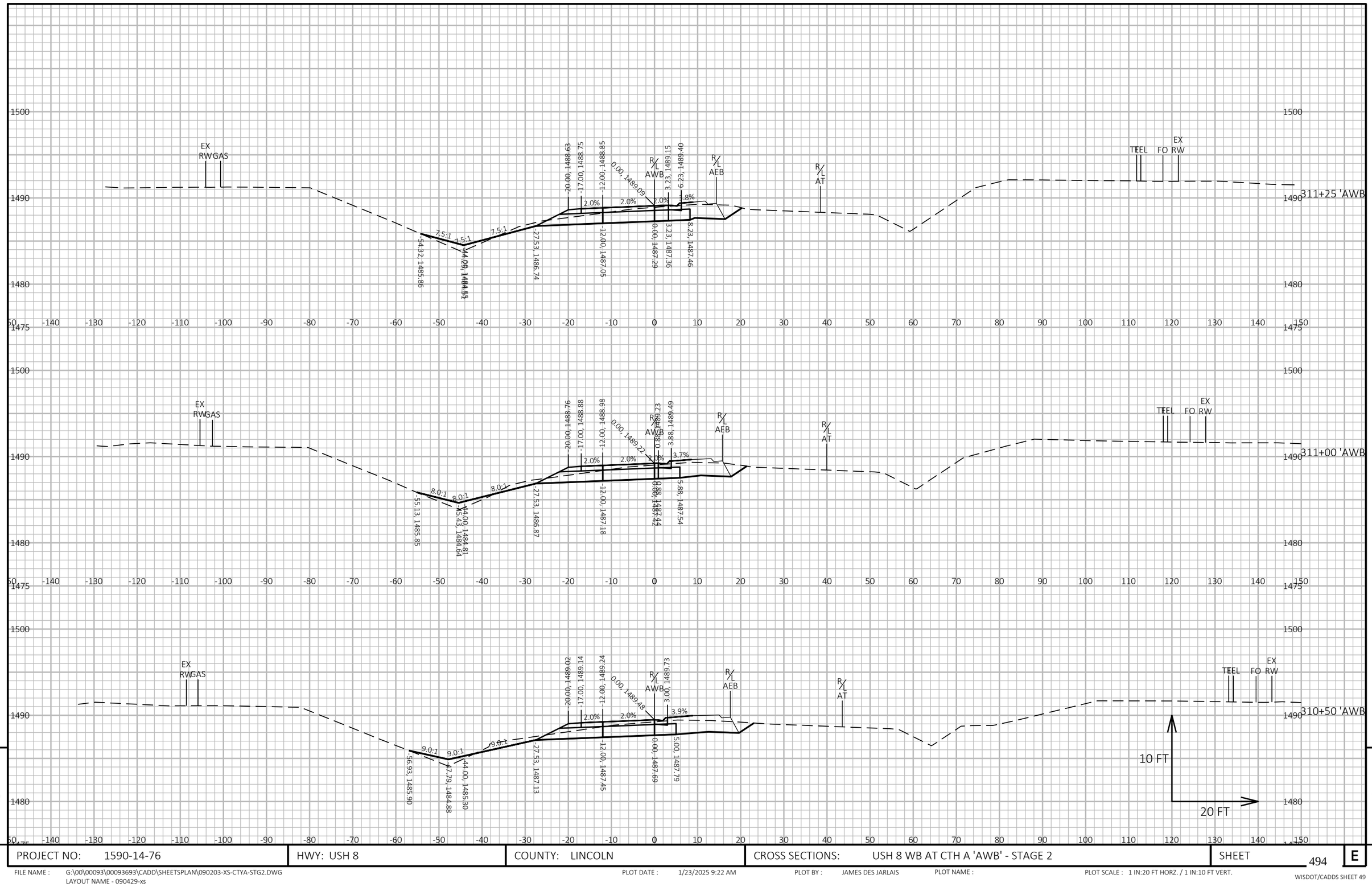

9

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH A 'AWB' - STAGE 2 | SHEET 493 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090428-xs

PLOT DATE : 1/23/2025 9:22 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH A 'AWB' - STAGE 2 | SHEET 494 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090429-xs

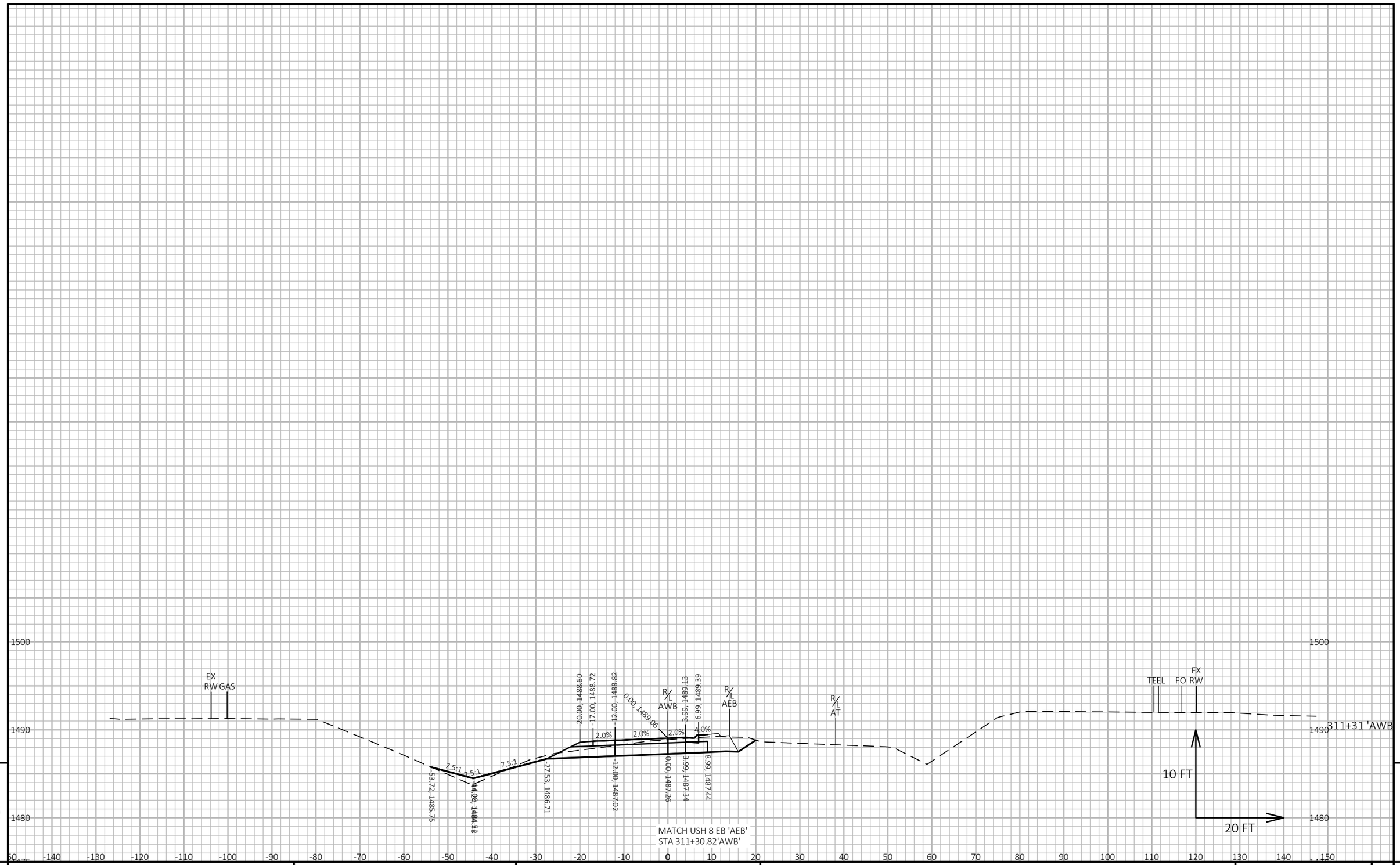
PLOT DATE : 1/23/2025 9:22 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 WB AT CTH A 'AWB' - STAGE 2 | SHEET 495 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090430-xs

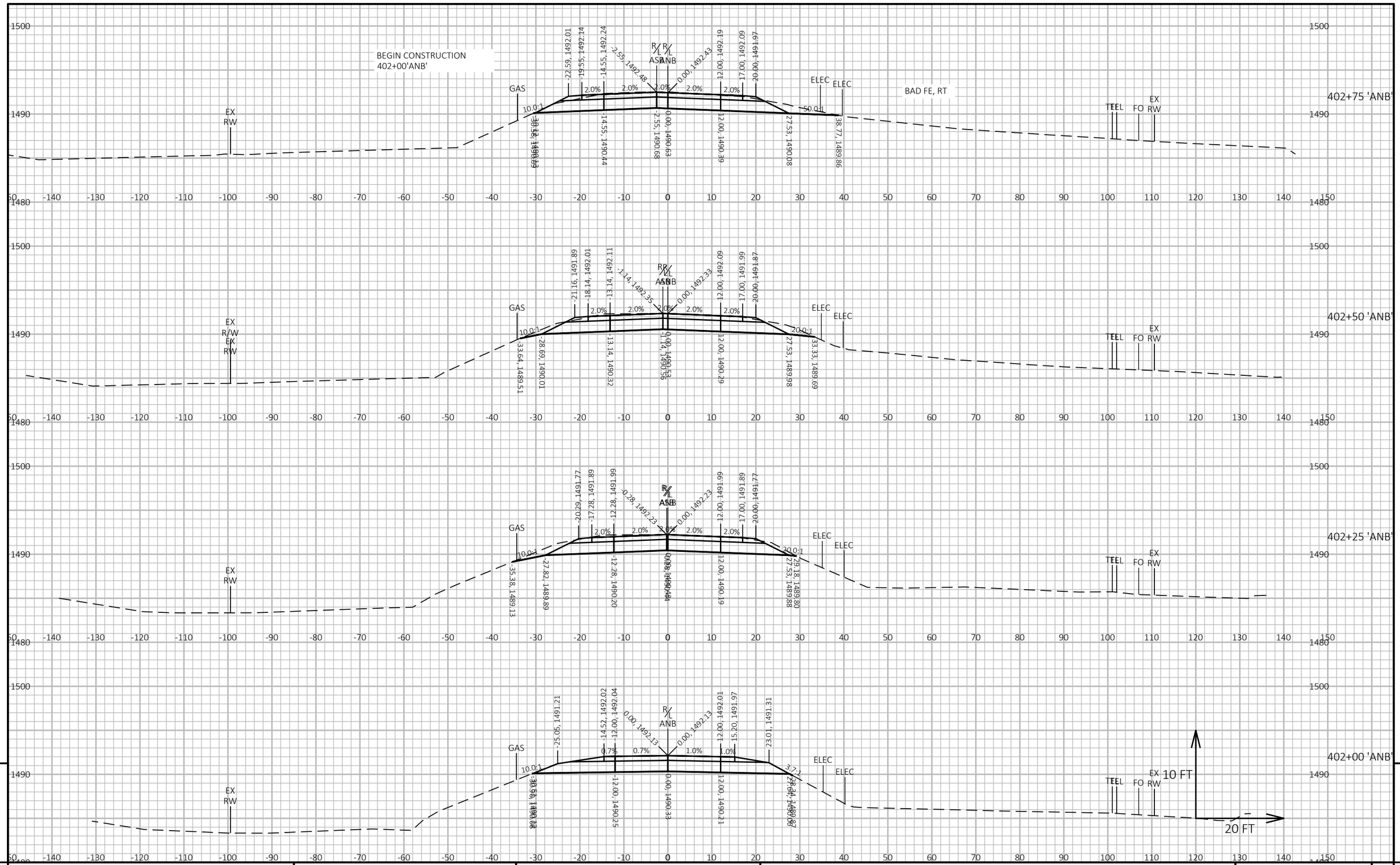
PLOT DATE : 1/23/2025 9:23 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

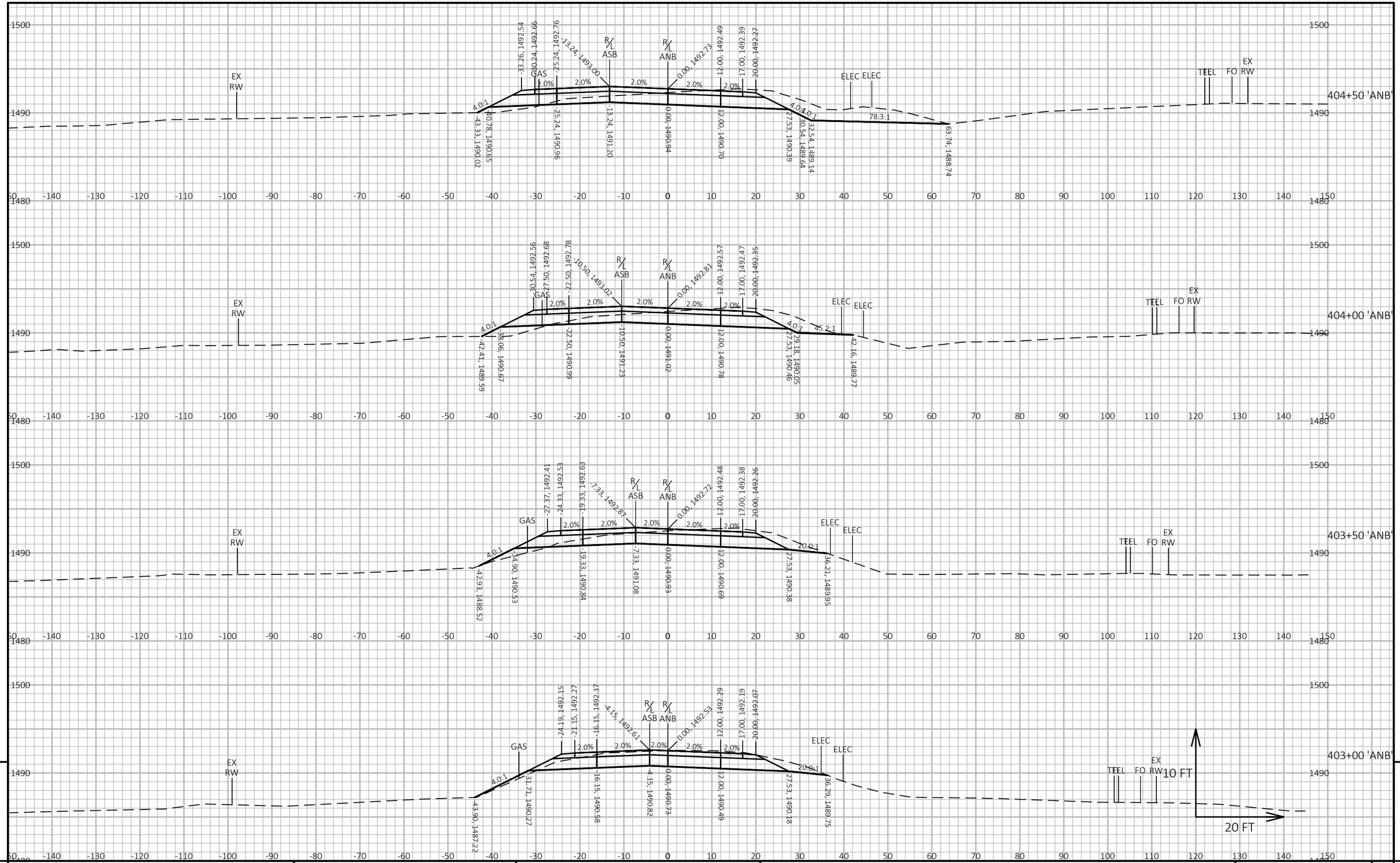
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 496 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090431-xs

PLOT DATE : 1/23/2025 9:06 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 497 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090432-xs

PLOT DATE : 1/23/2025 9:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 498 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090433-xs

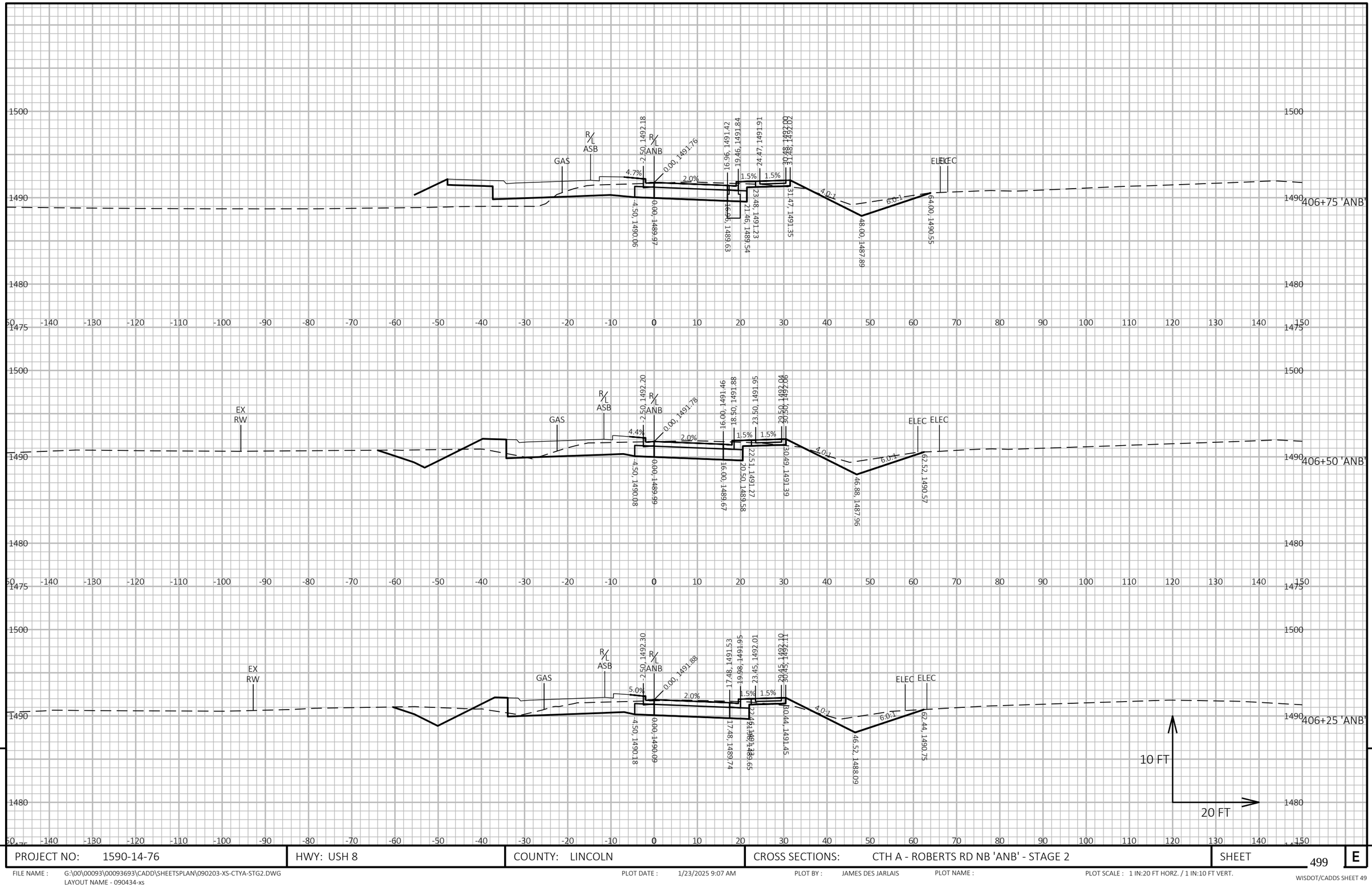
PLOT DATE : 1/23/2025 9:07 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



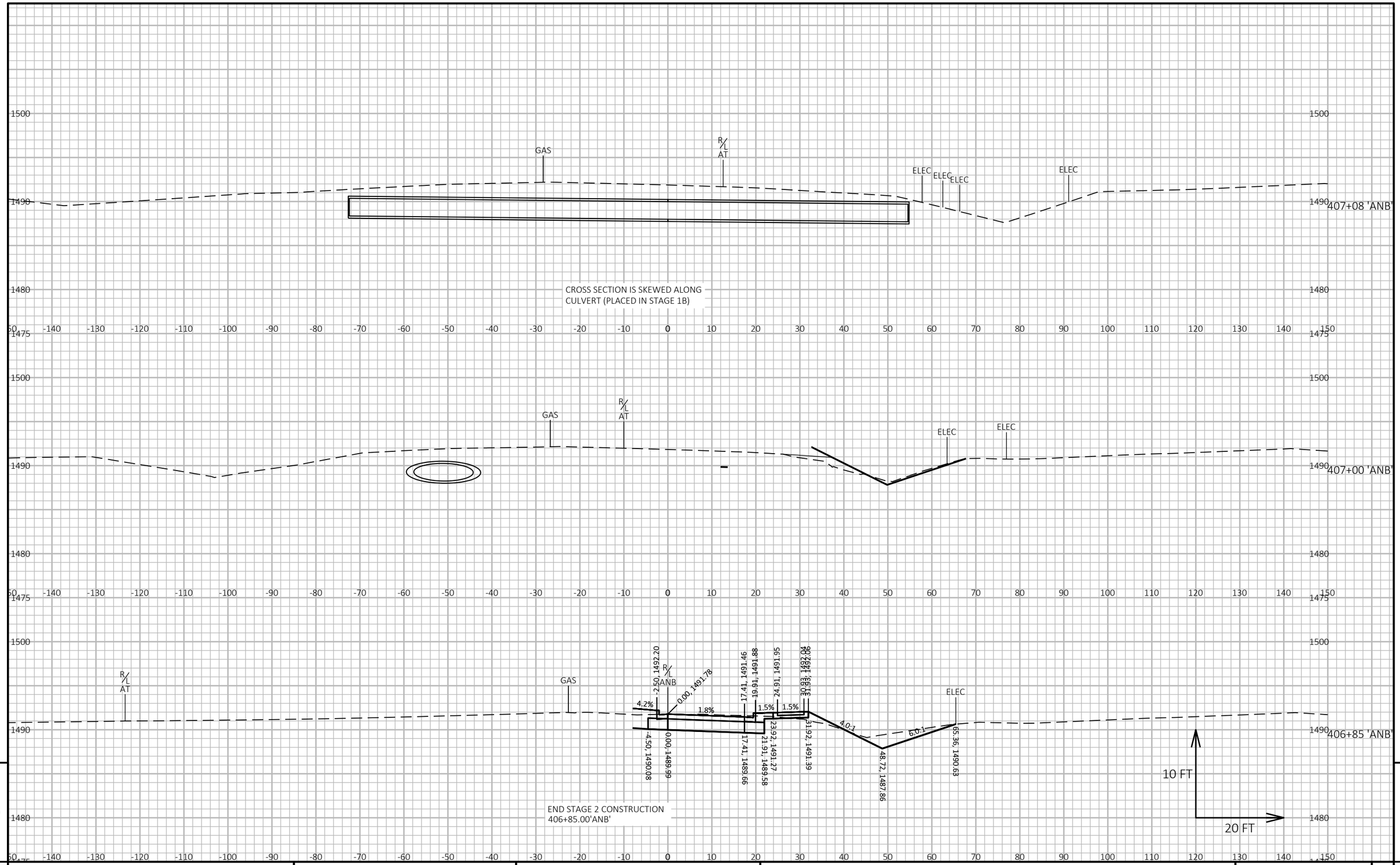

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 499 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090434-xs

PLOT DATE : 1/23/2025 9:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

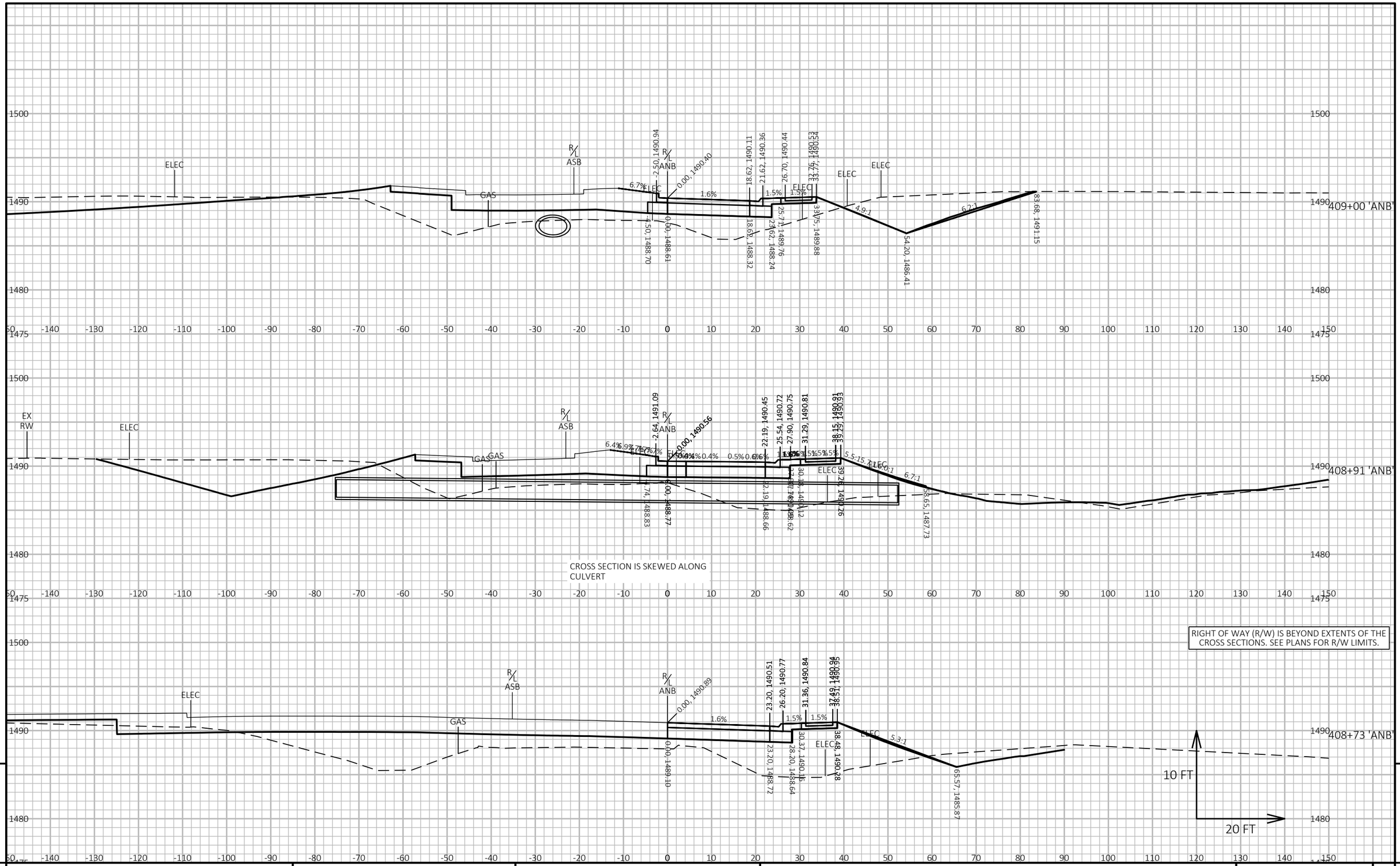
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 500 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090435-xs

PLOT DATE : 1/23/2025 9:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 501 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090436-xs

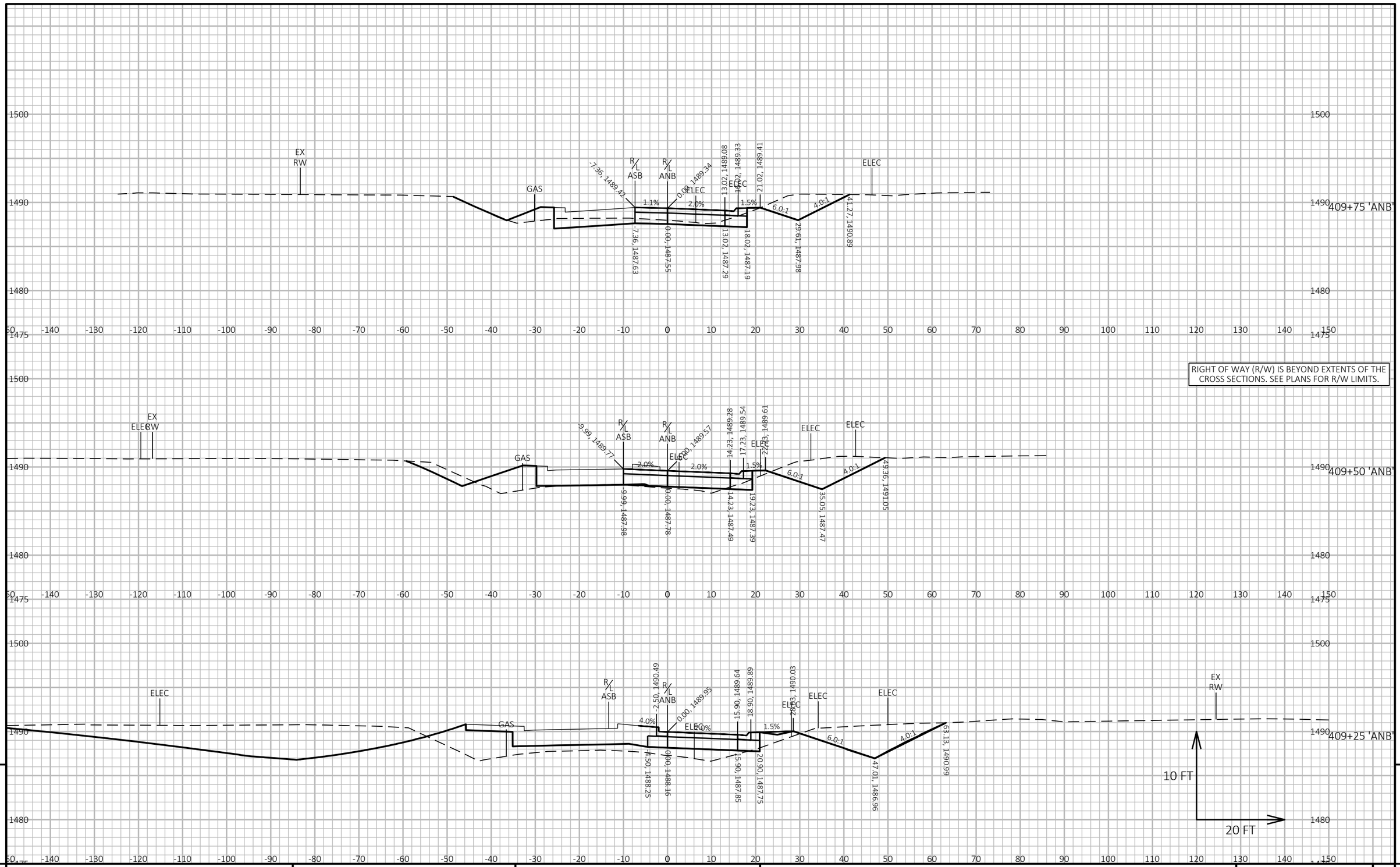
PLOT DATE : 1/23/2025 9:07 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

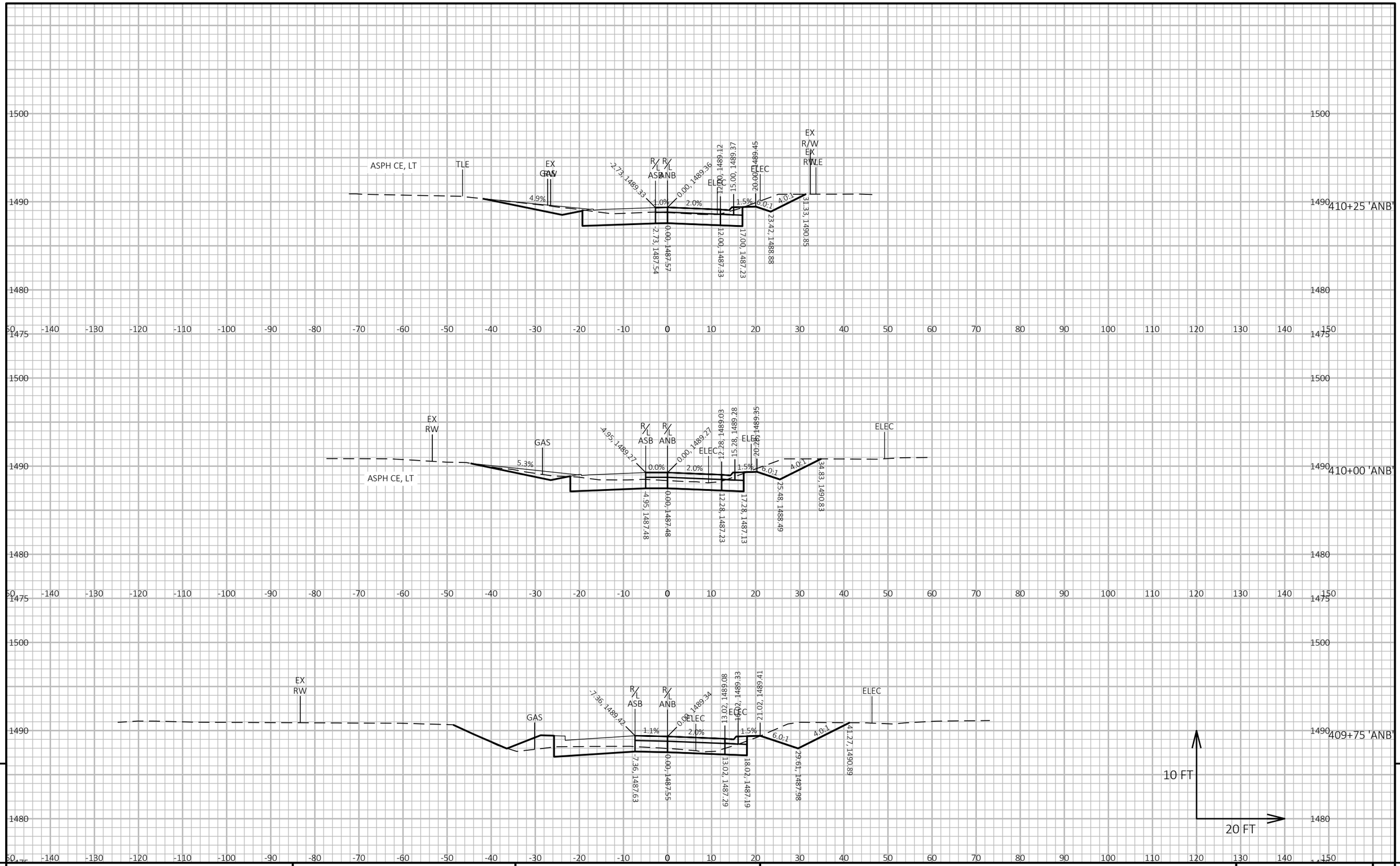



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|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 502 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090437-xs

PLOT DATE : 1/23/2025 9:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

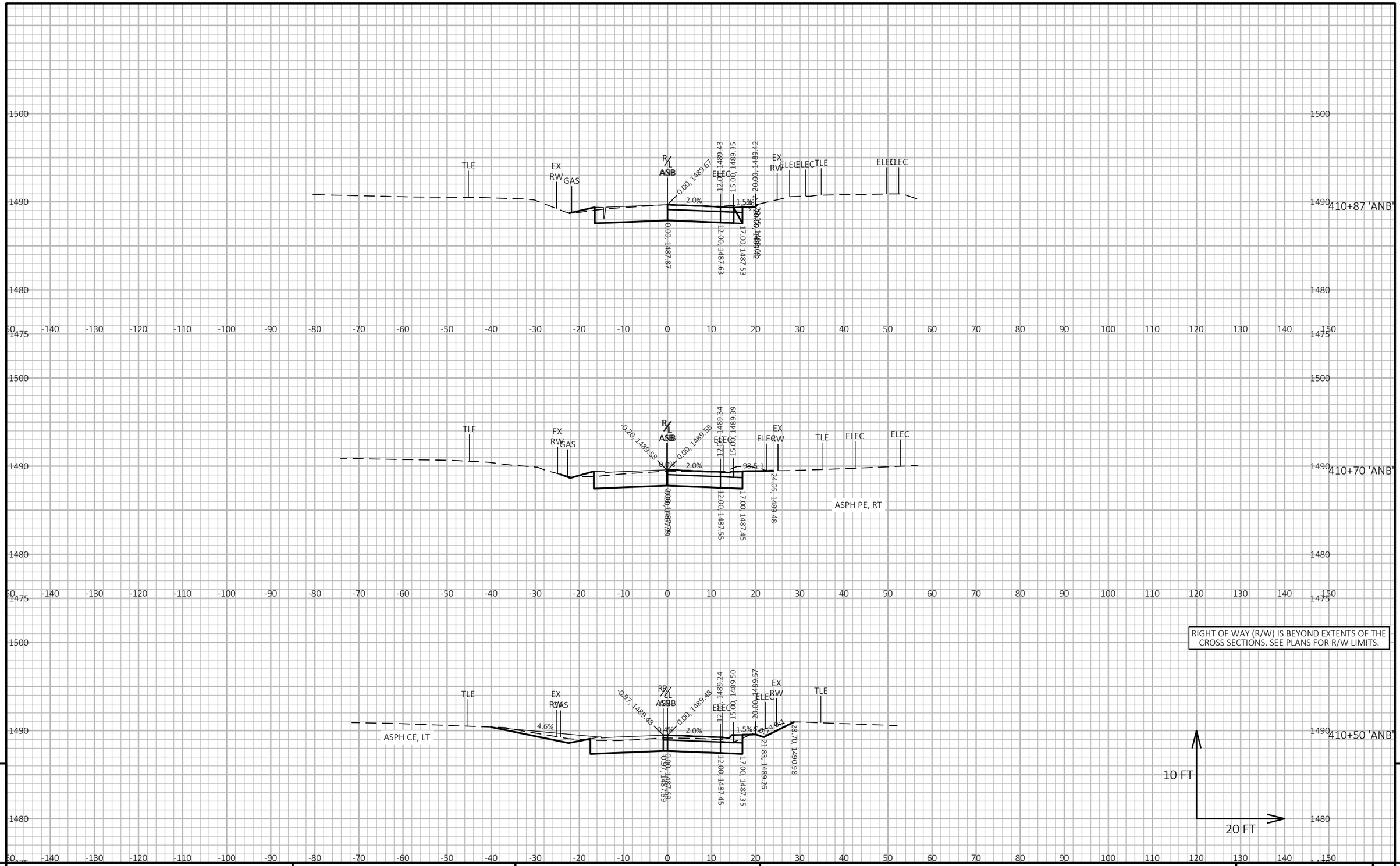



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 503 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090438-xs

PLOT DATE : 1/23/2025 9:07 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

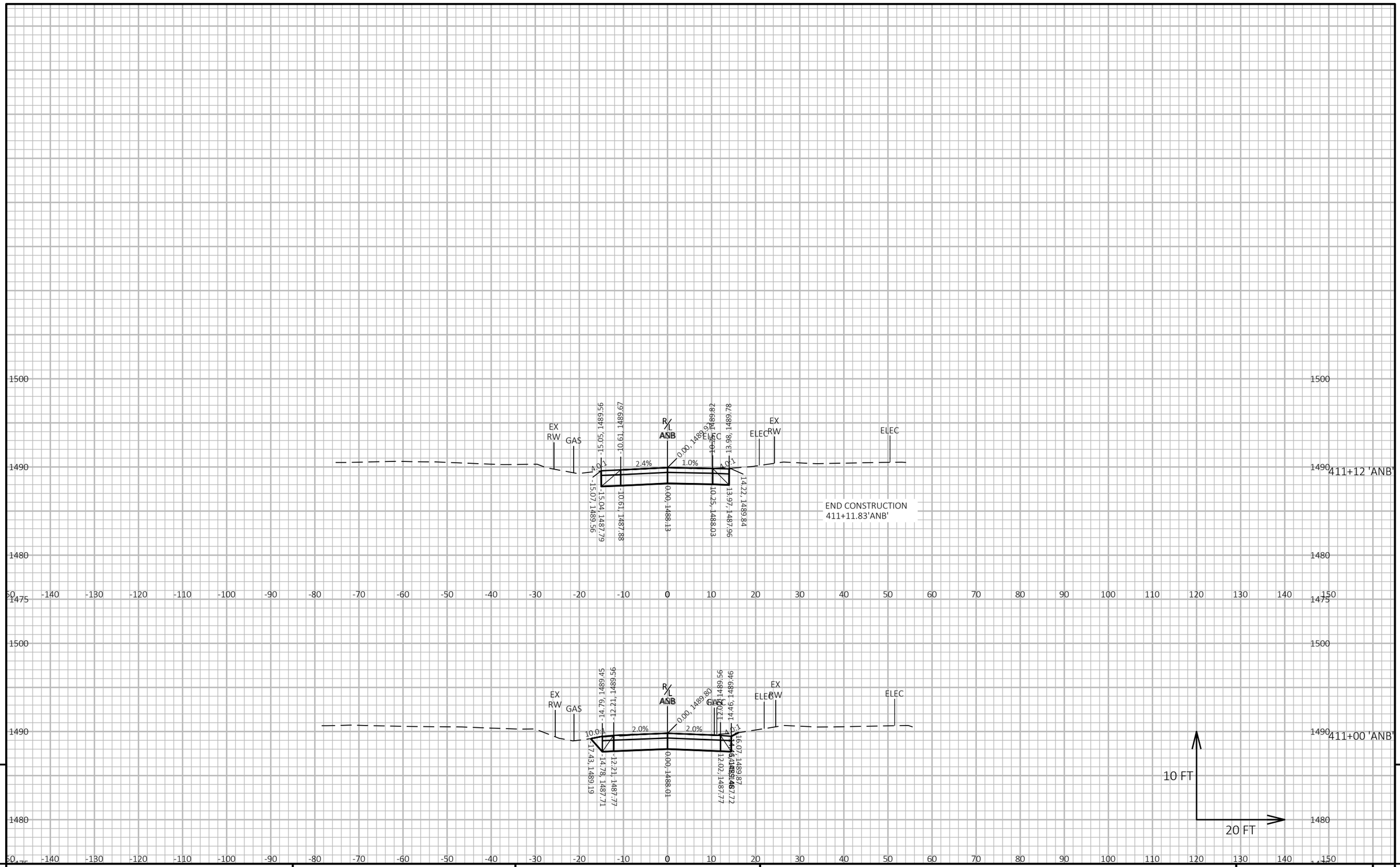



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 504 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090439-xs

PLOT DATE : 1/23/2025 9:08 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



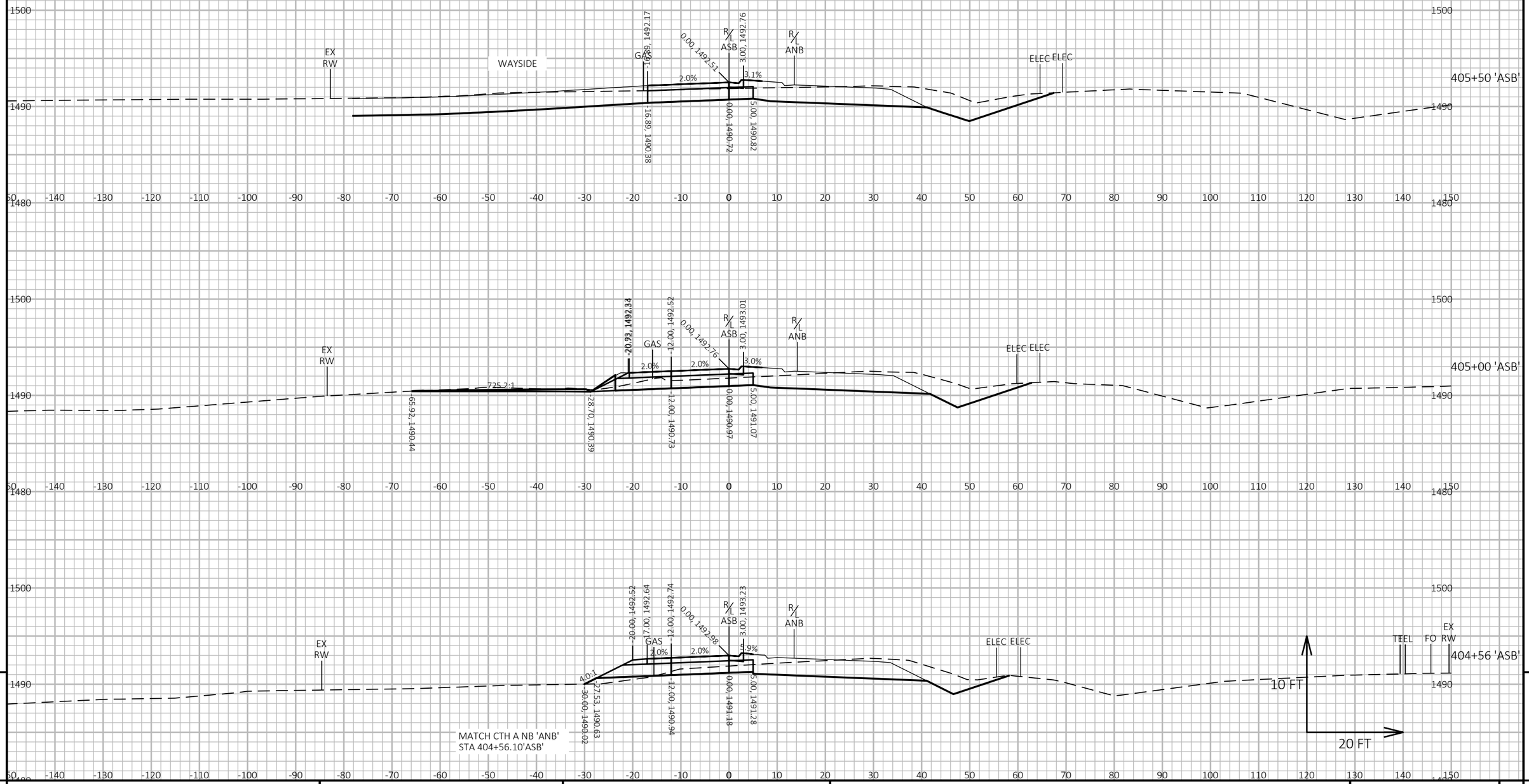

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD NB 'ANB' - STAGE 2 | SHEET 505 E |
|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090440-xs

PLOT DATE : 1/23/2025 9:08 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



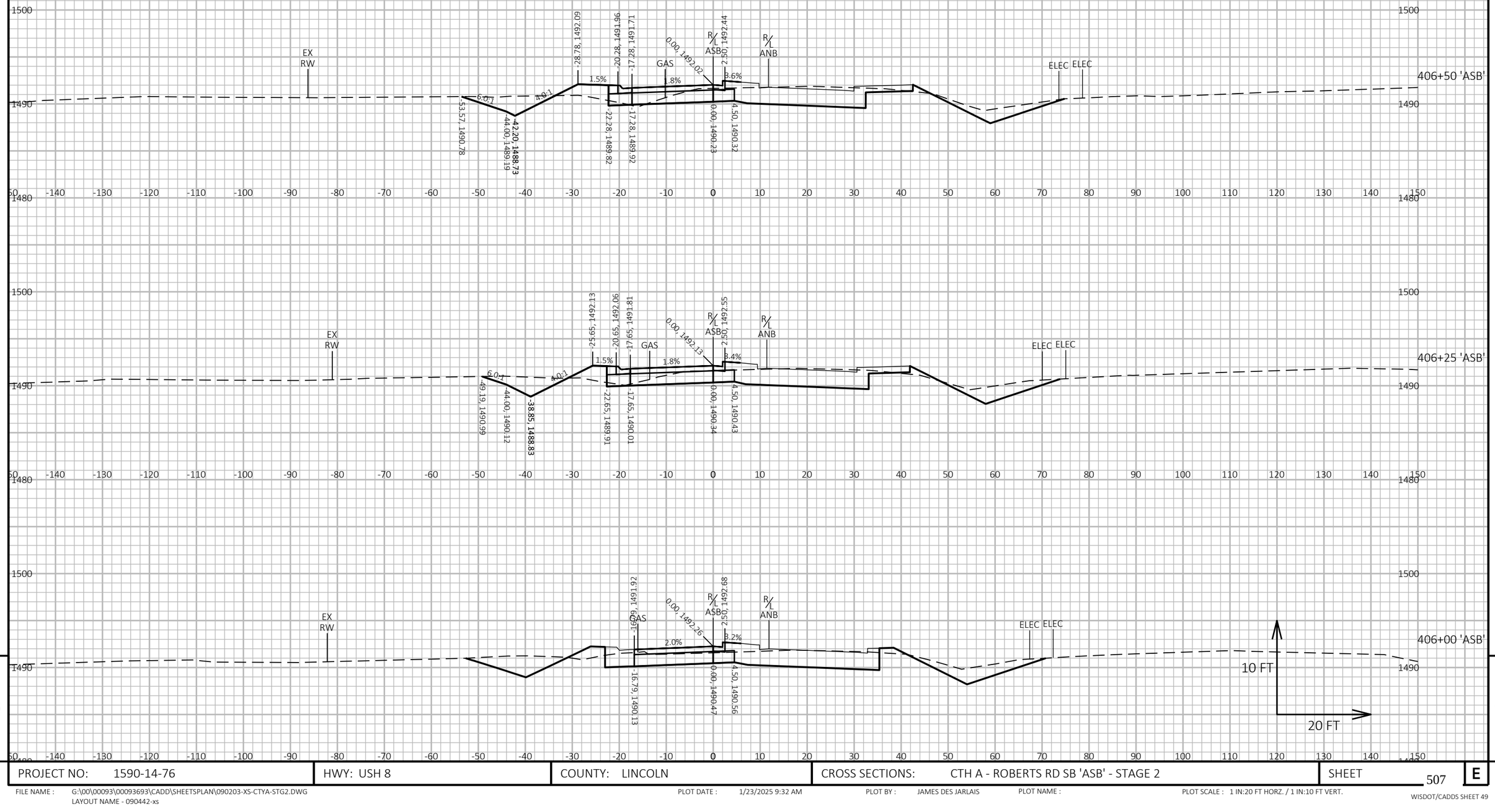

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|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD SB 'ASB' - STAGE 2 | SHEET 506 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090441-xs

PLOT DATE : 1/23/2025 9:32 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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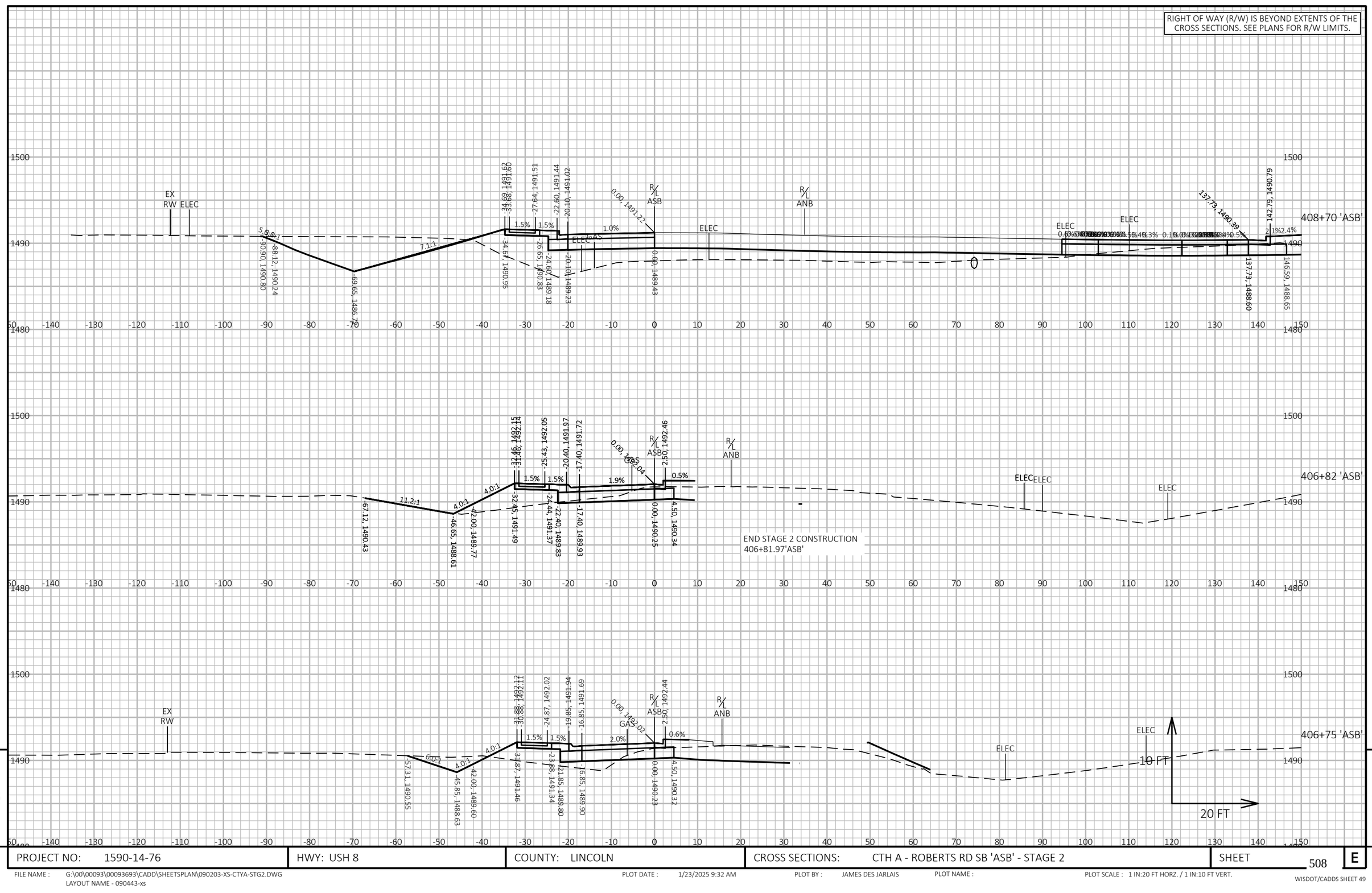
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD SB 'ASB' - STAGE 2 | SHEET 507 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090442-xs

PLOT DATE : 1/23/2025 9:32 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD SB 'ASB' - STAGE 2 | SHEET 508 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090443-xs

PLOT DATE : 1/23/2025 9:32 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD SB 'ASB' - STAGE 2 | SHEET 509 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090444-xs

PLOT DATE : 1/23/2025 9:32 AM

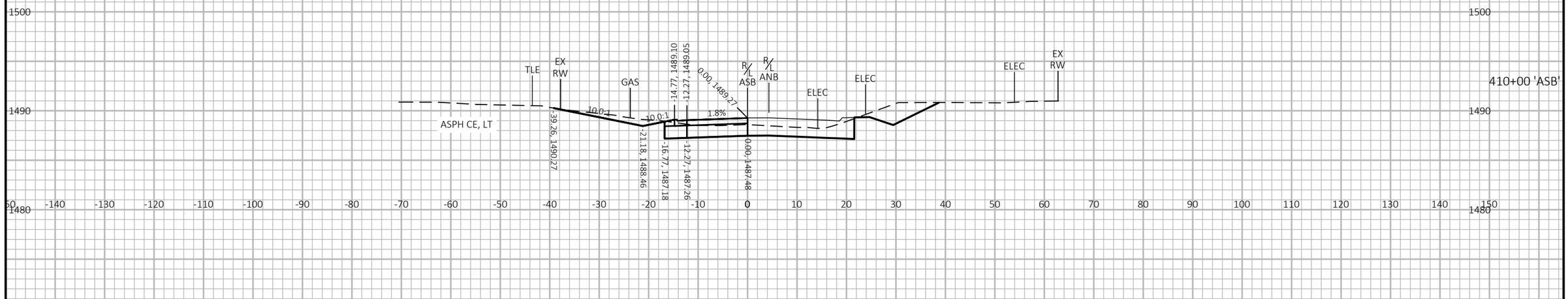
PLOT BY : JAMES DES JARLAIS

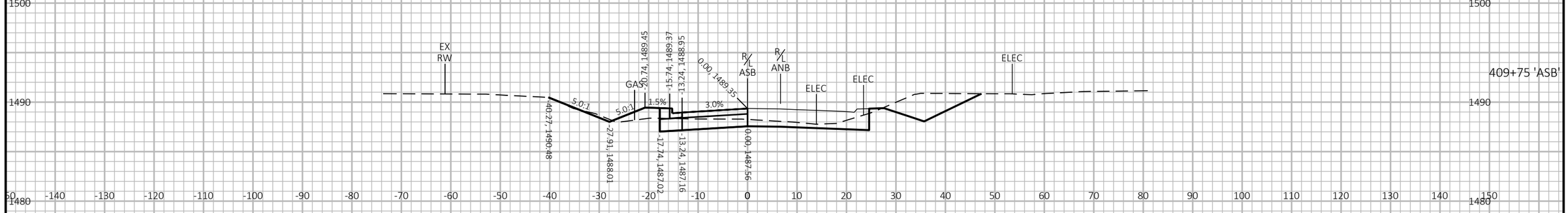
PLOT NAME :

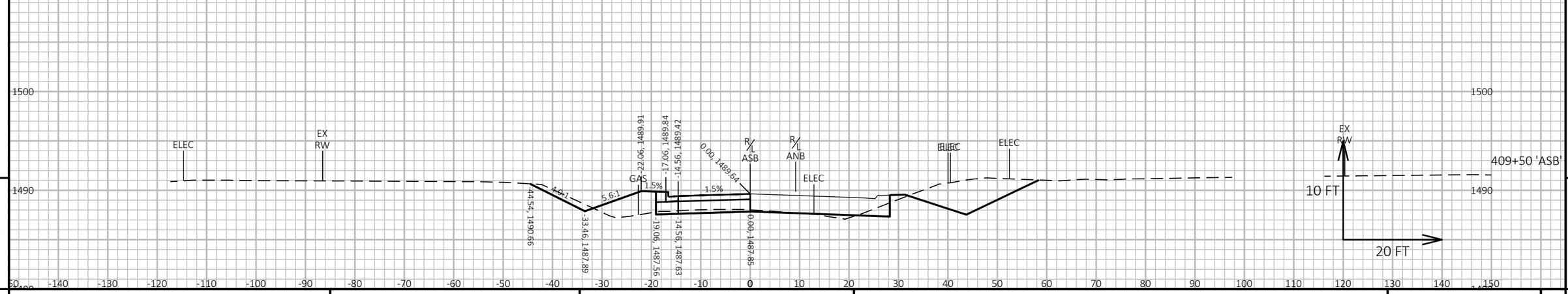
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD SB 'ASB' - STAGE 2 | SHEET 510 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090445-xs

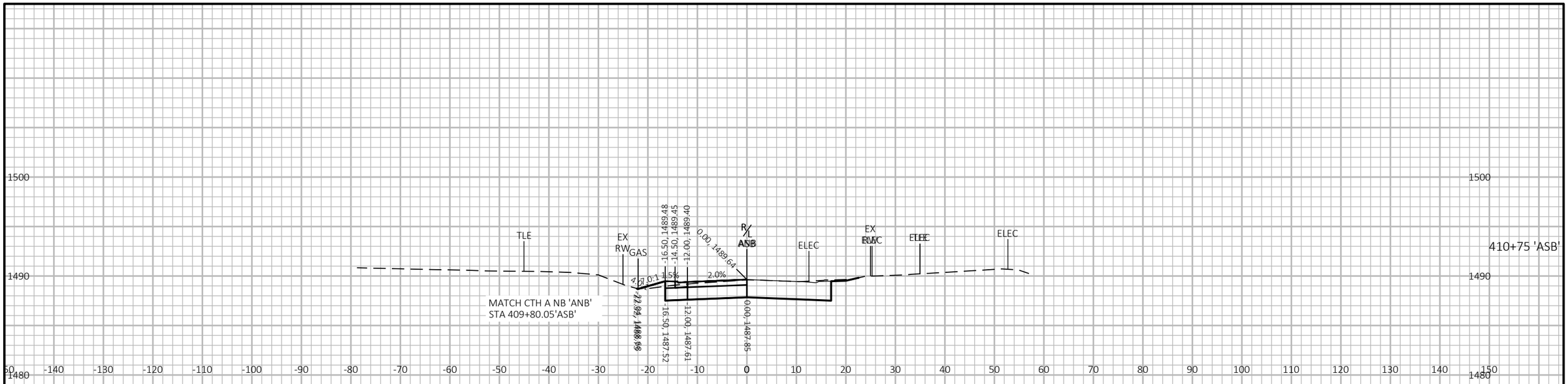
PLOT DATE : 1/23/2025 9:32 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A - ROBERTS RD SB 'ASB' - STAGE 2 | SHEET 511 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090446-xs

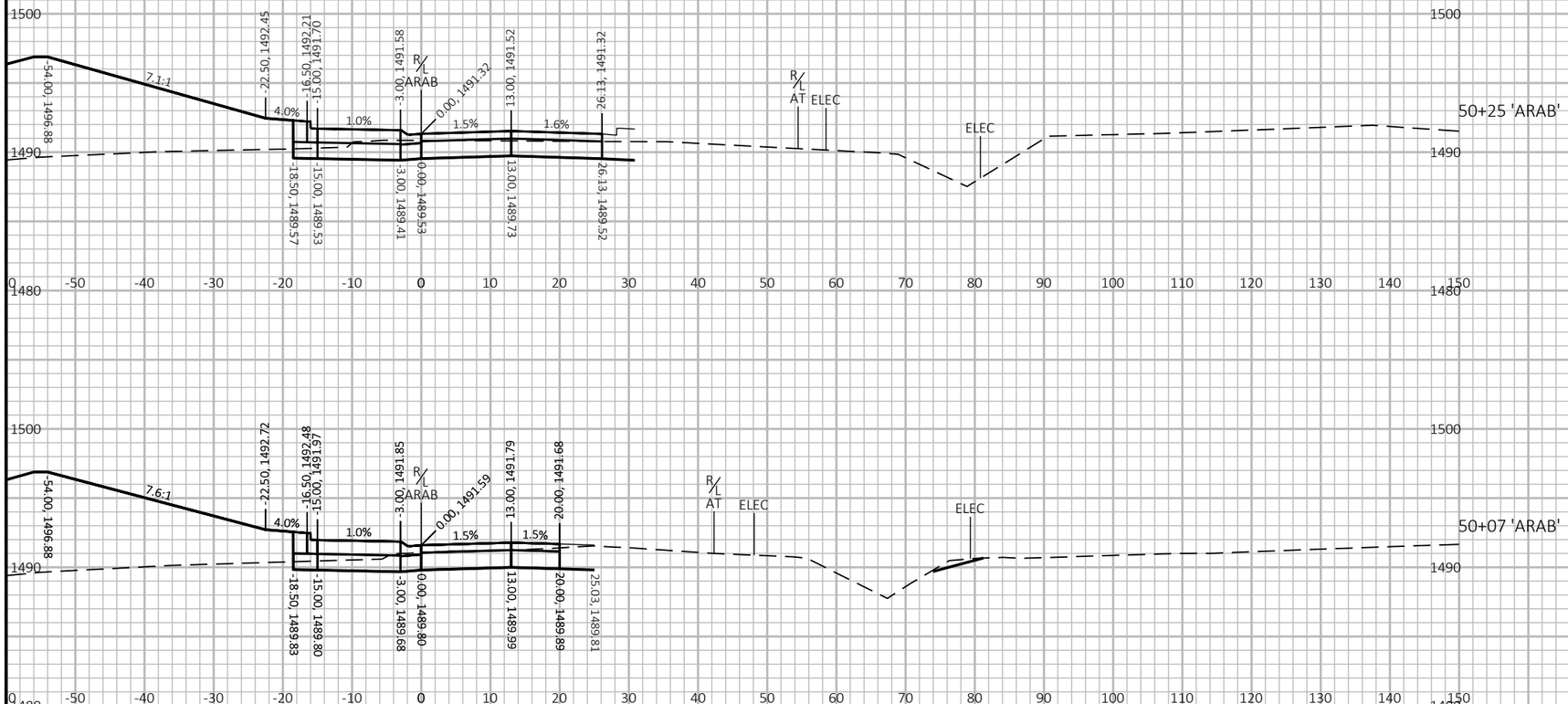
PLOT DATE : 1/23/2025 9:33 AM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

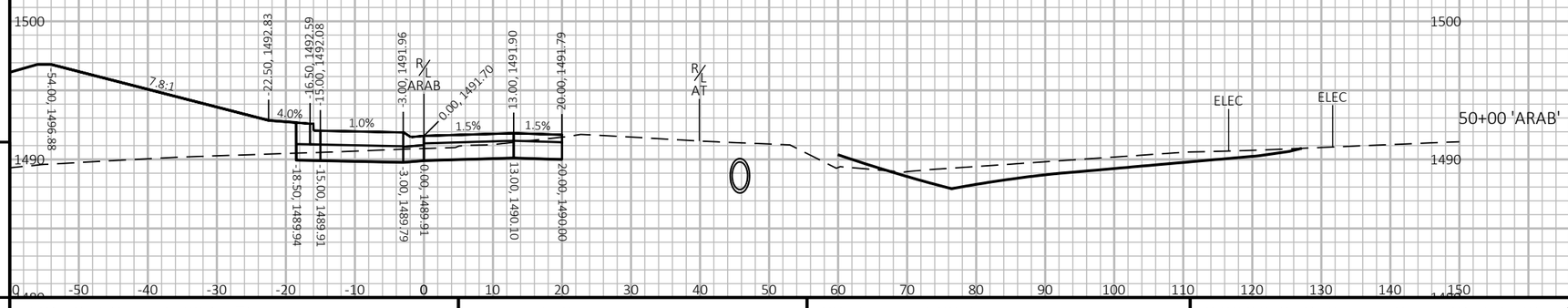
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

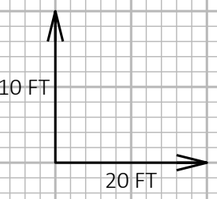
WISDOT/CADDS SHEET 49










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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A ROUNDABOUT 'ARAB' - STAGE 2 | SHEET 512 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090447-xs

PLOT DATE : 1/28/2025 4:06 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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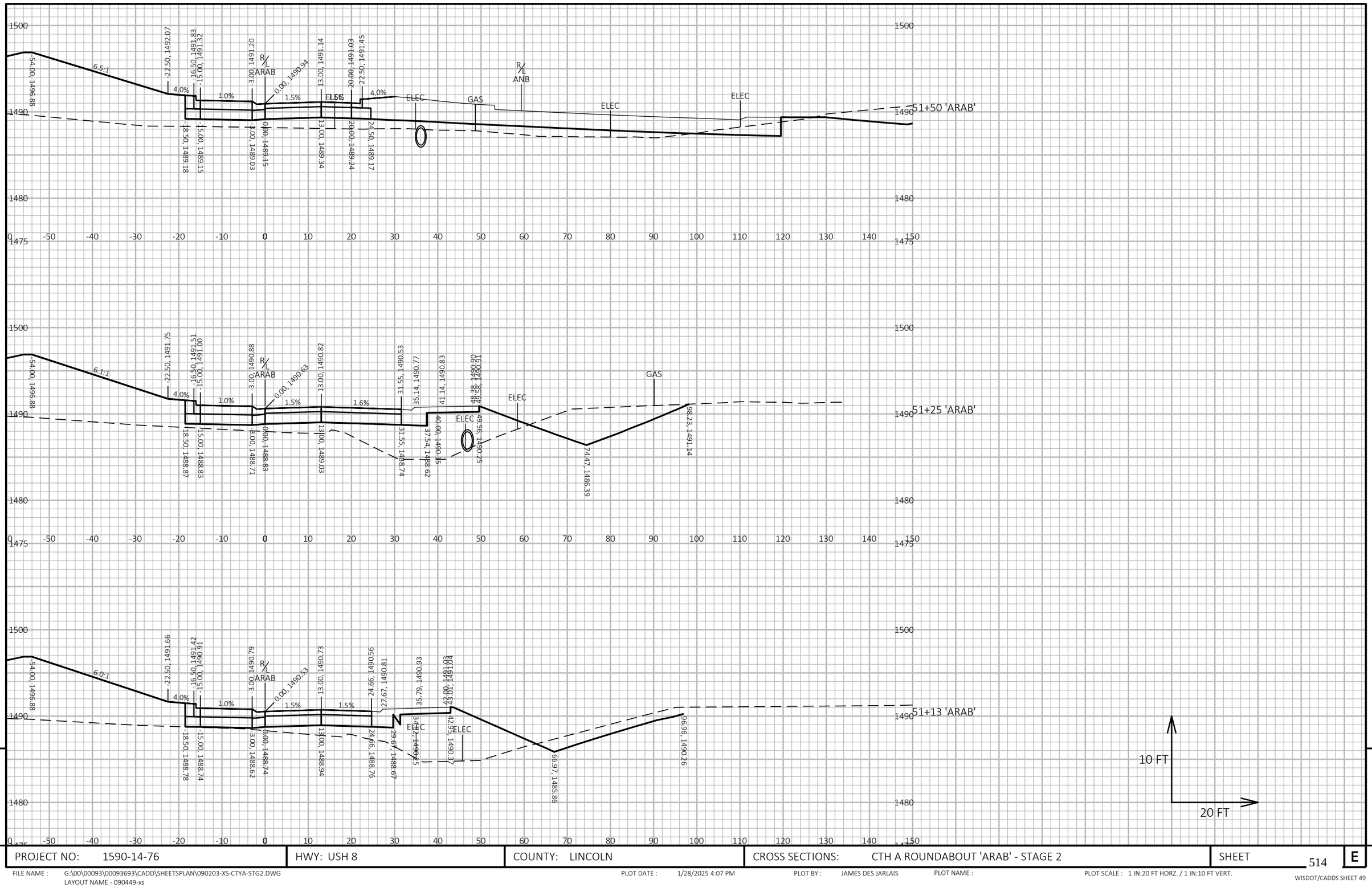
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A ROUNDABOUT 'ARAB' - STAGE 2 | SHEET 513 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090448-xs

PLOT DATE : 1/28/2025 4:06 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A ROUNDABOUT 'ARAB' - STAGE 2 | SHEET 514 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090449-xs

PLOT DATE : 1/28/2025 4:07 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A ROUNDABOUT 'ARAB' - STAGE 2 | SHEET 515 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090450-xs

PLOT DATE : 1/28/2025 4:07 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A ROUNDABOUT 'ARAB' - STAGE 2 | SHEET 516 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090451-xs

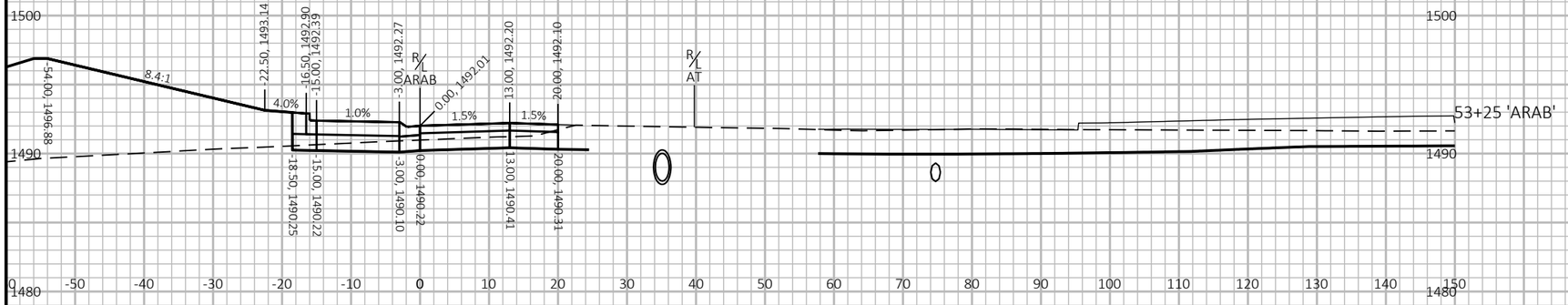
PLOT DATE : 1/28/2025 4:07 PM

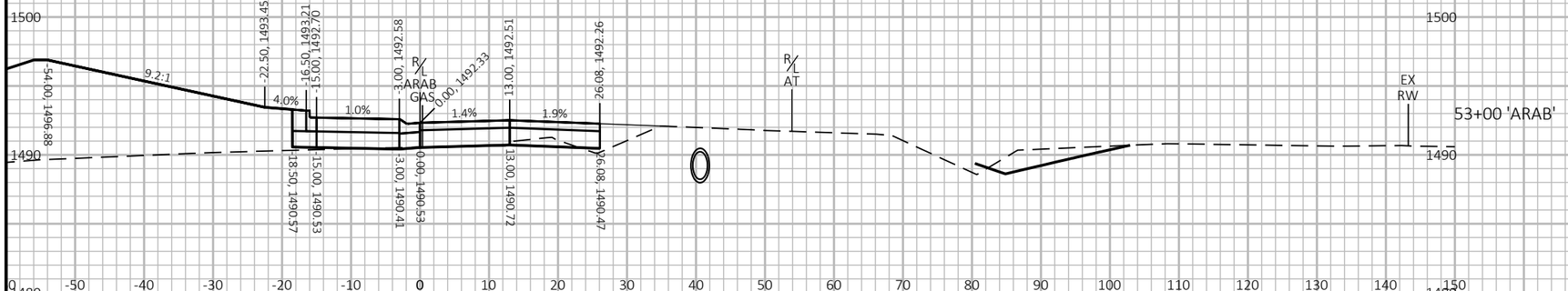
PLOT BY : JAMES DES JARLAIS

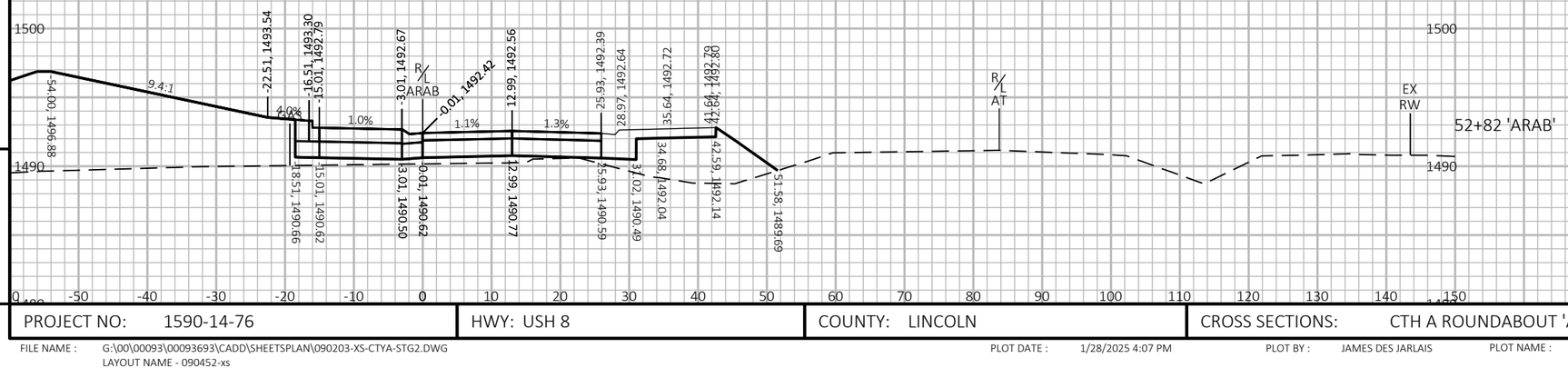
PLOT NAME :

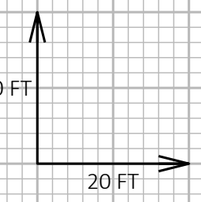
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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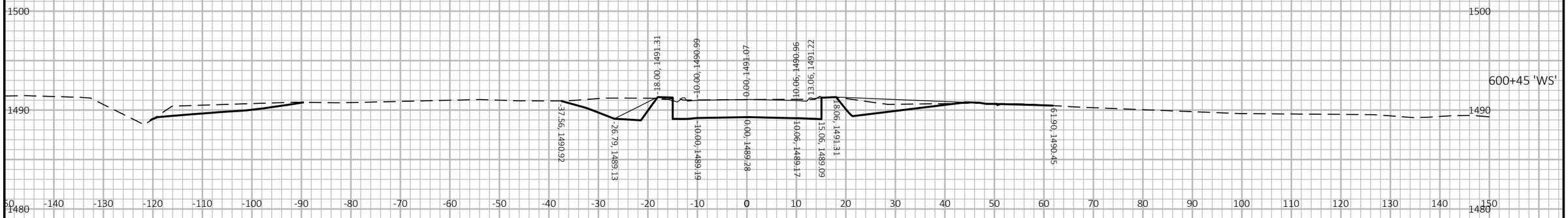
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A ROUNDABOUT 'ARAB' - STAGE 2 | SHEET 517 | E |
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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090452-xs

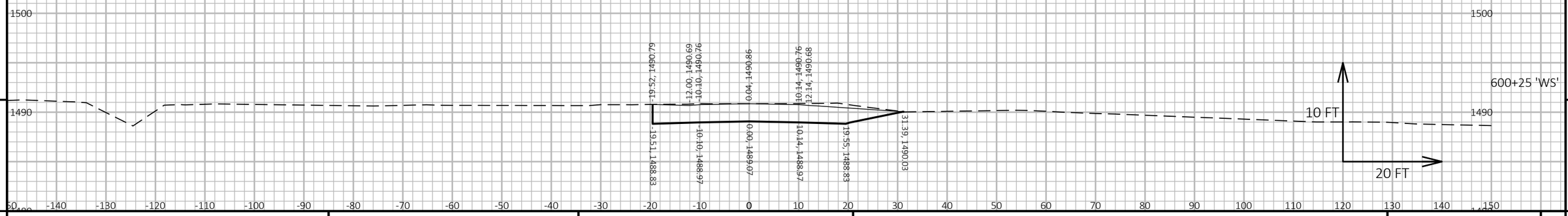
PLOT DATE : 1/28/2025 4:07 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.









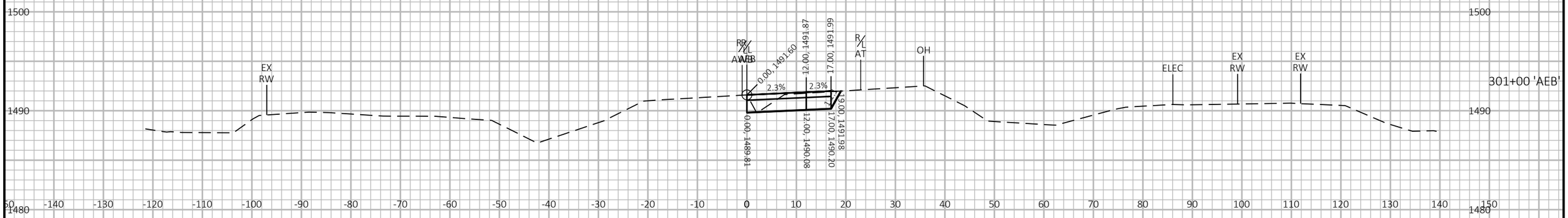

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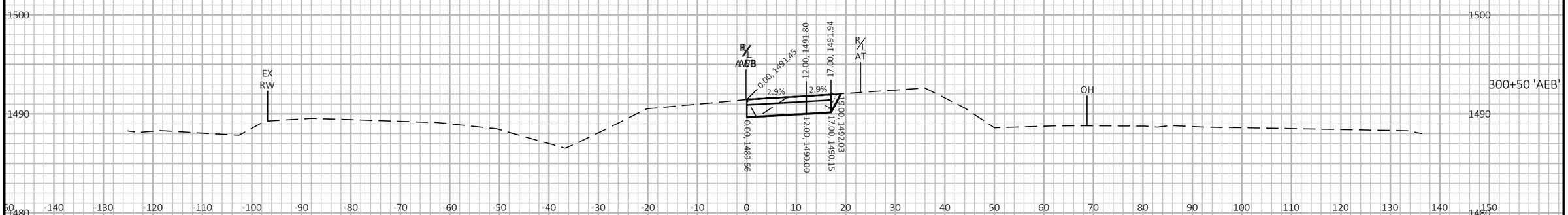
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: WAYSIDE 'WS' - STAGE 2 | SHEET 518 | E |
|---|---|---|---|---|---|

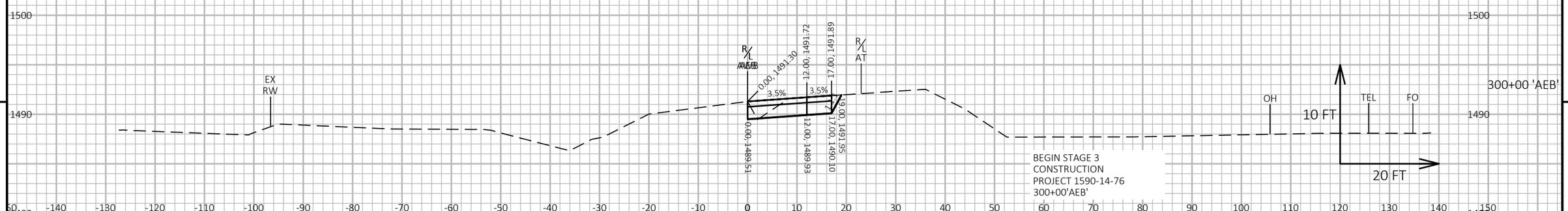
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG2.DWG
LAYOUT NAME - 090453-xs

PLOT DATE : 1/28/2025 4:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



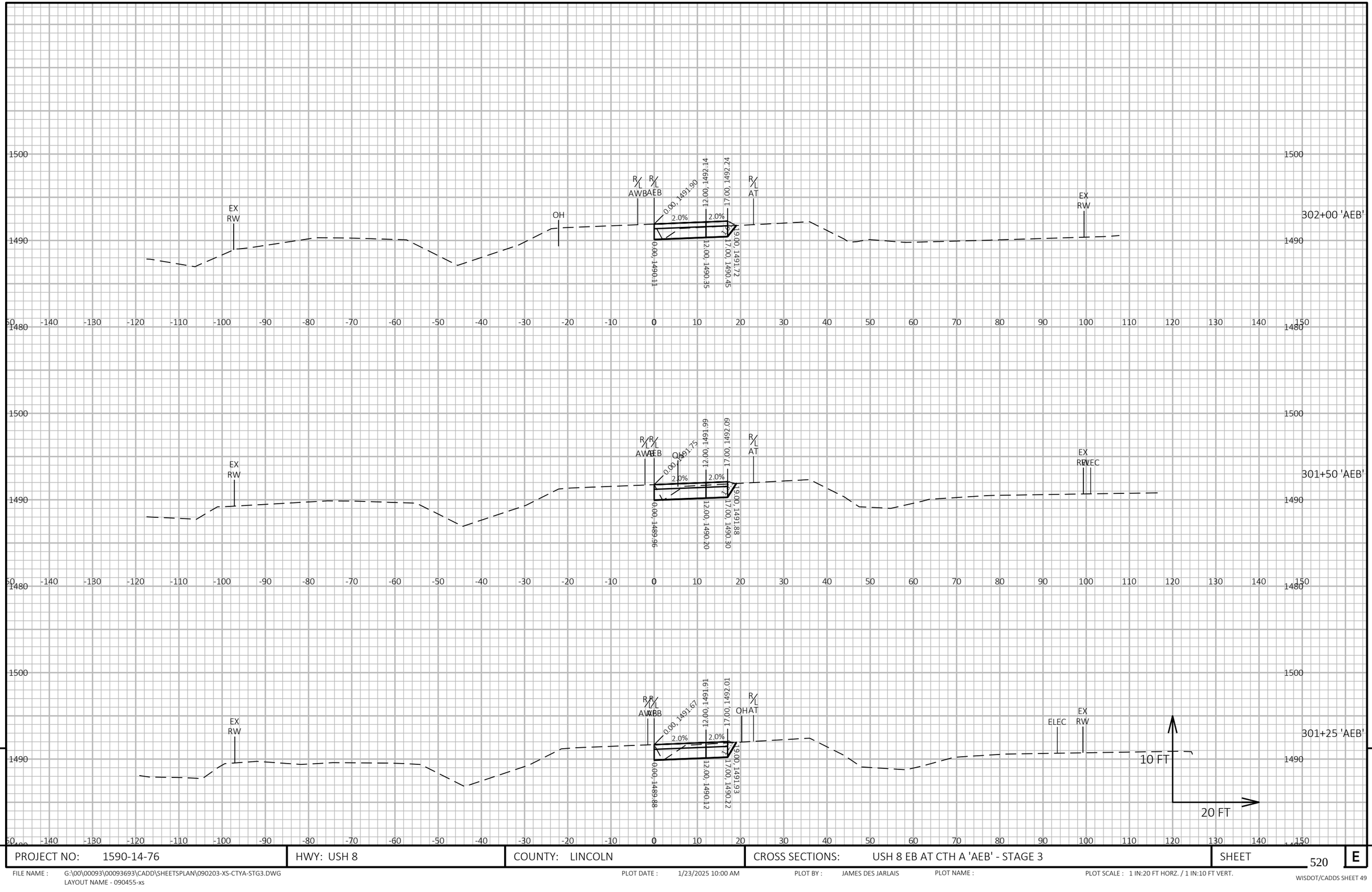




BEGIN STAGE 3
CONSTRUCTION
PROJECT 1590-14-76
300+00'AEB'

9 9

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 519 | E |
|---|---|---|---|---|---|


FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090454-xs
PLOT DATE : 1/23/2025 10:00 AM
PLOT BY : JAMES DES JARLAIS
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



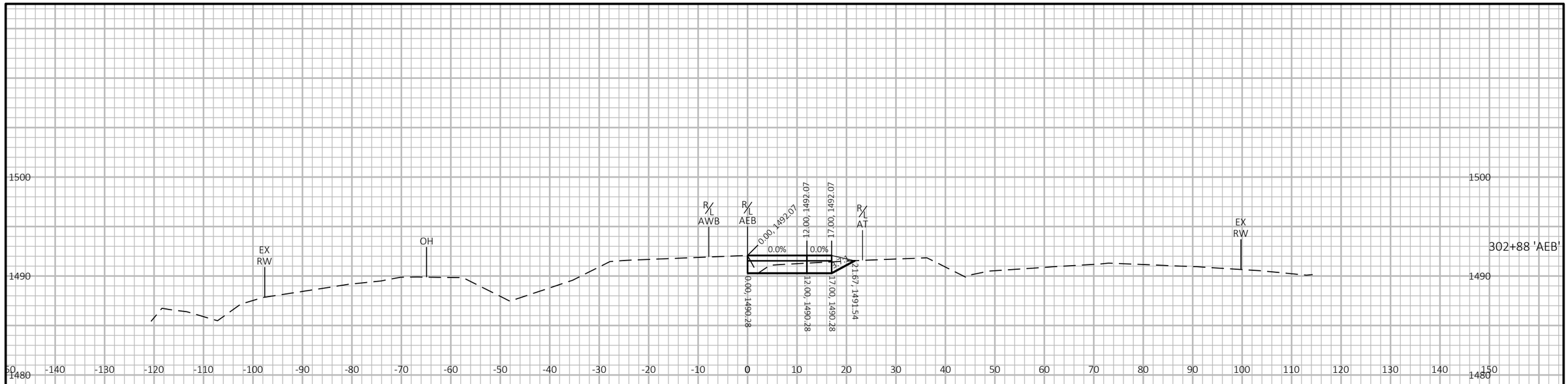

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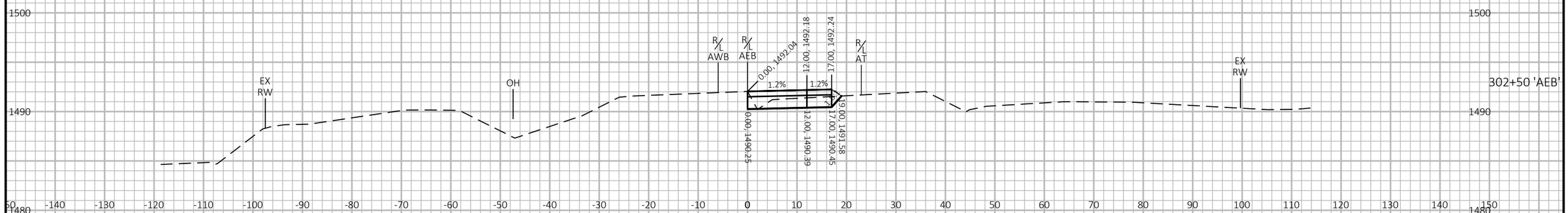
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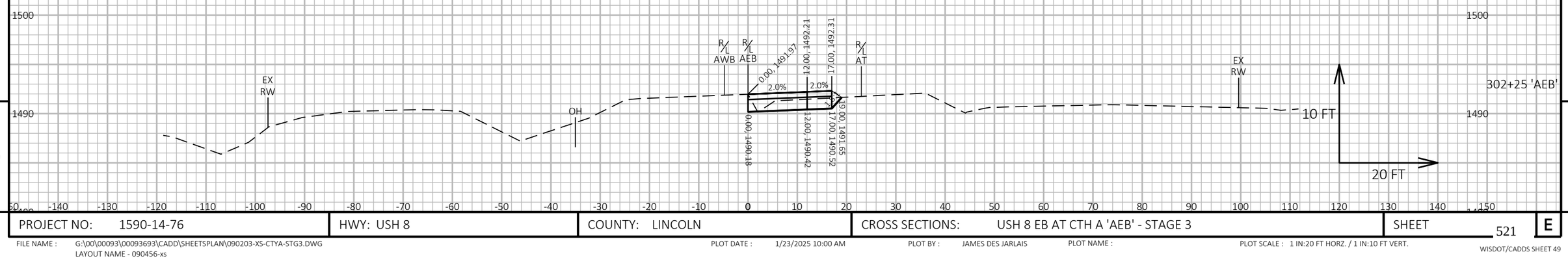
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 520 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090455-xs

PLOT DATE : 1/23/2025 10:00 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

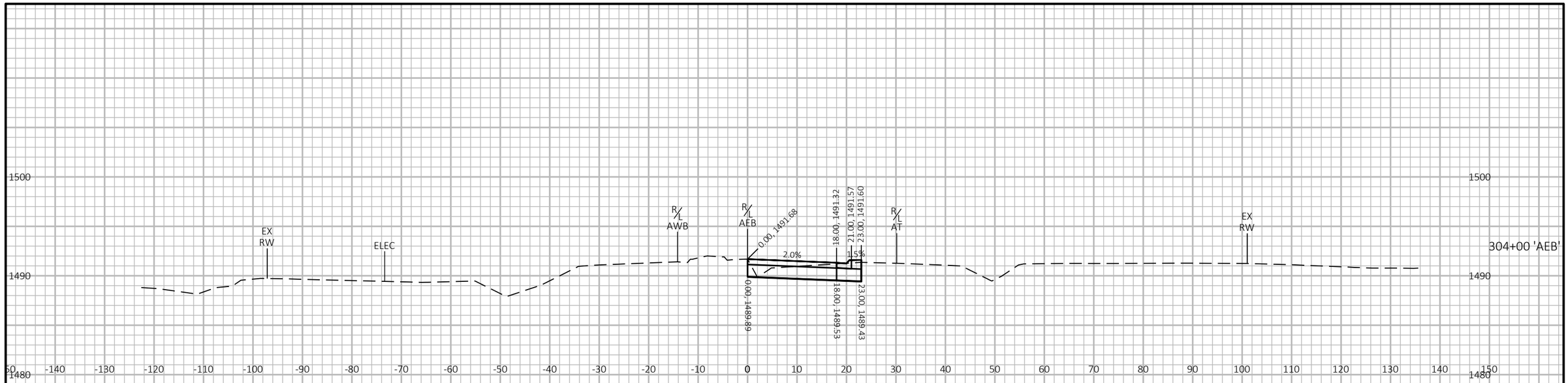
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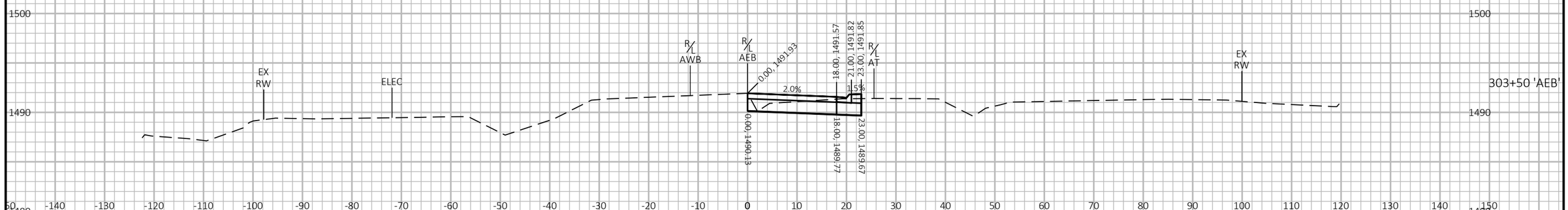
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 521 | E |
|---|---|---|---|---|---|

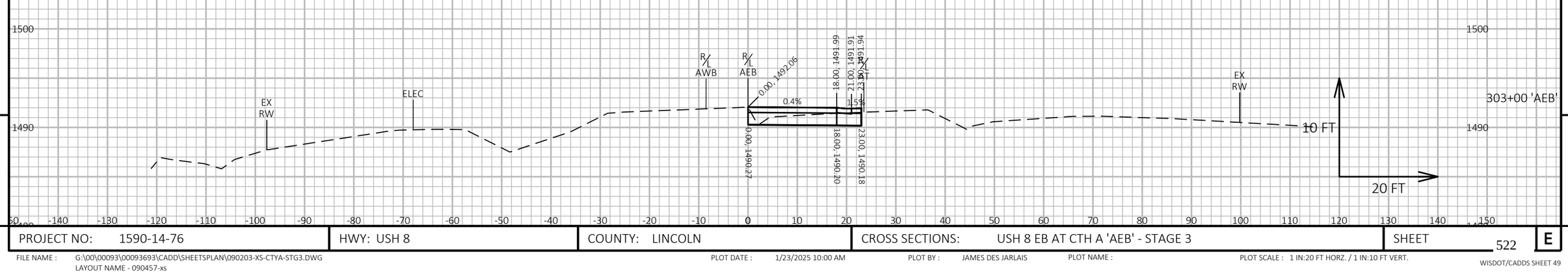
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090456-xs

PLOT DATE : 1/23/2025 10:00 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

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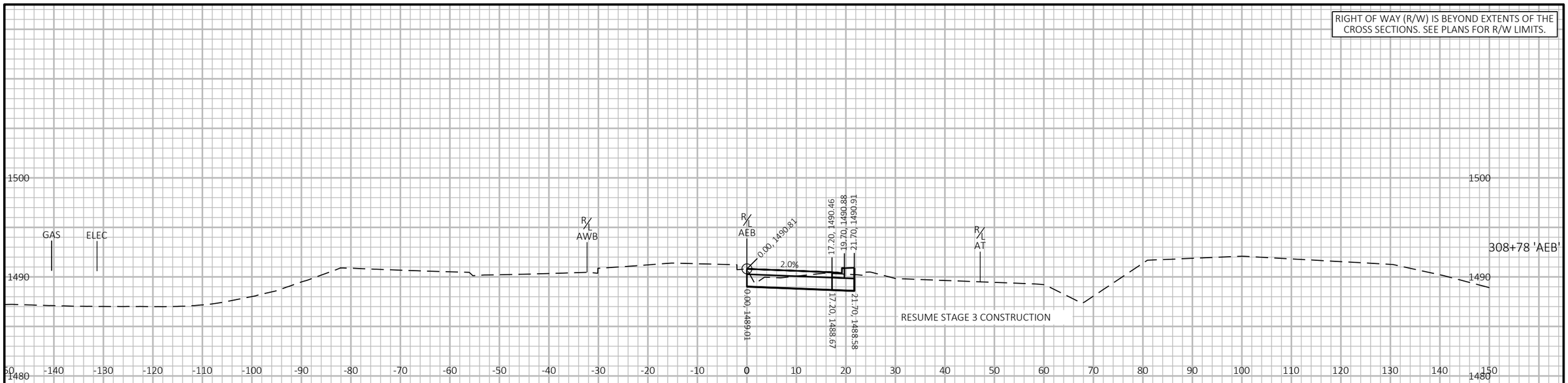
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 522 | E |
|---|---|---|---|---|---|

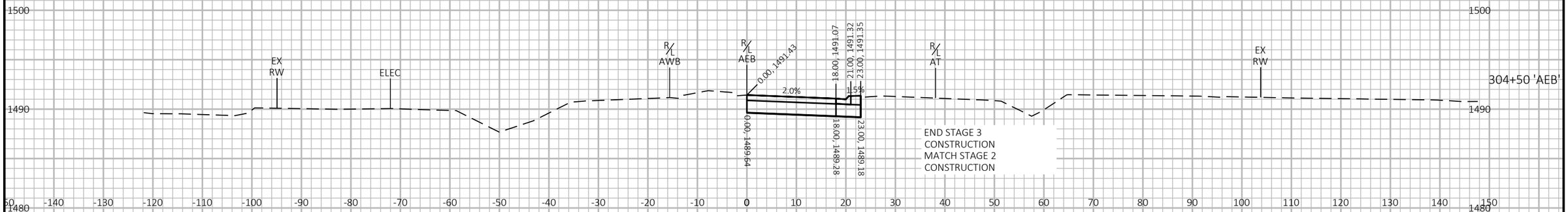
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090457-xs

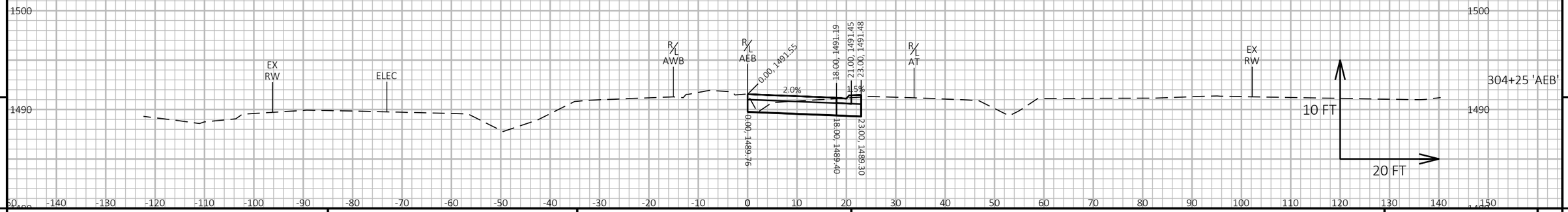
PLOT DATE : 1/23/2025 10:00 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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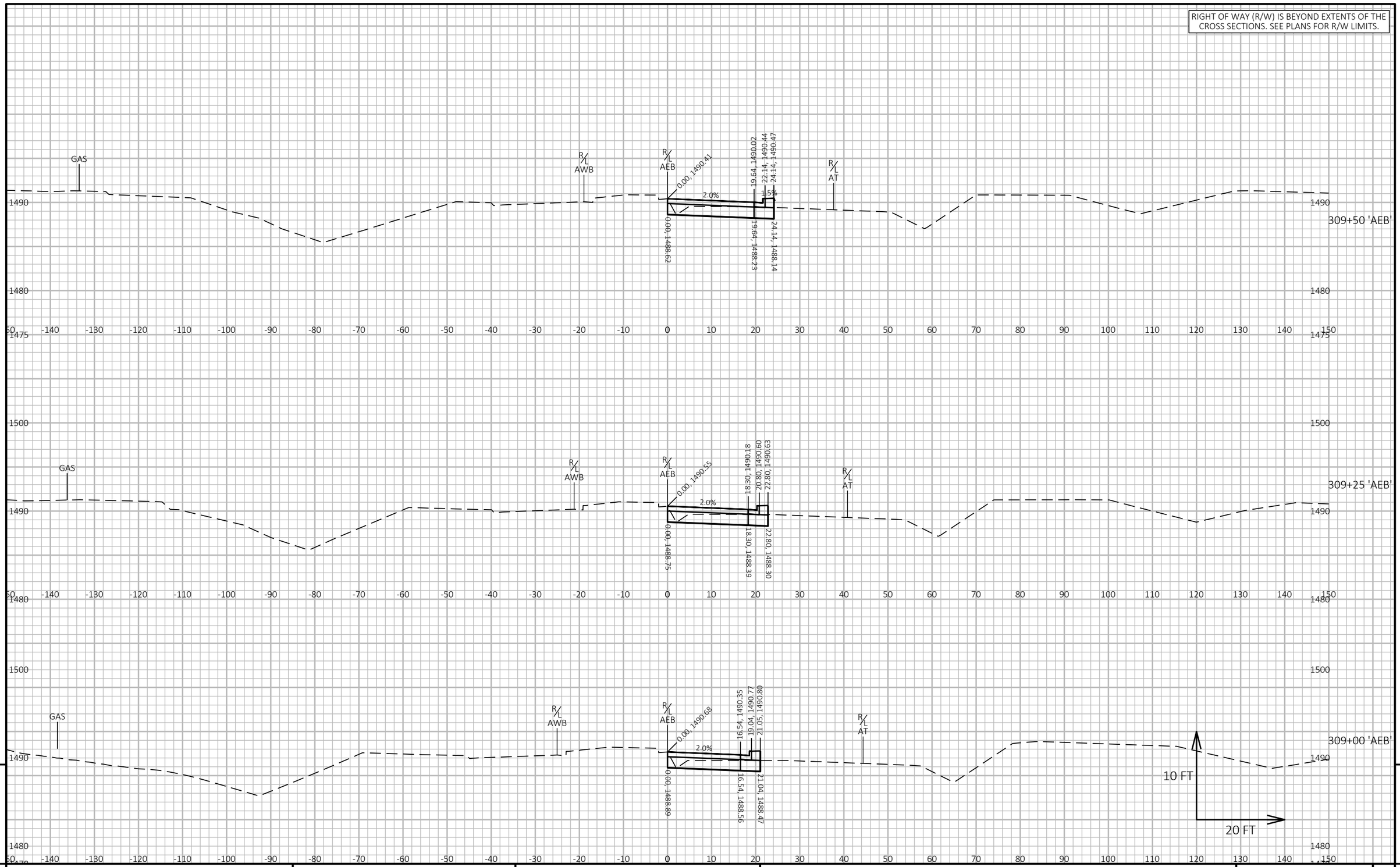
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 523 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090458-xs

PLOT DATE : 1/23/2025 10:00 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 524 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090459-xs

PLOT DATE : 1/23/2025 10:00 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



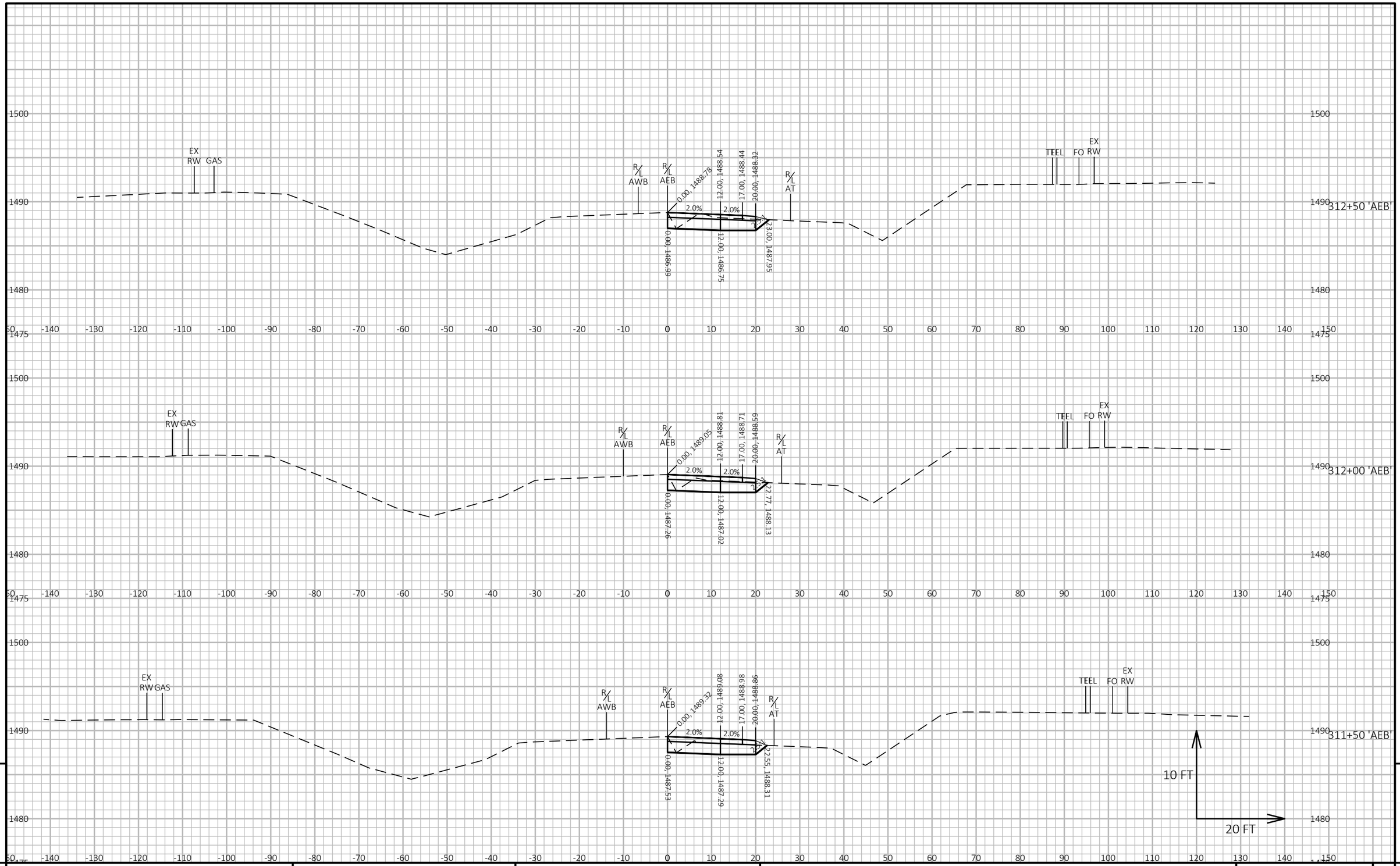

9 9

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 525 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090460-xs

PLOT DATE : 1/23/2025 10:00 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

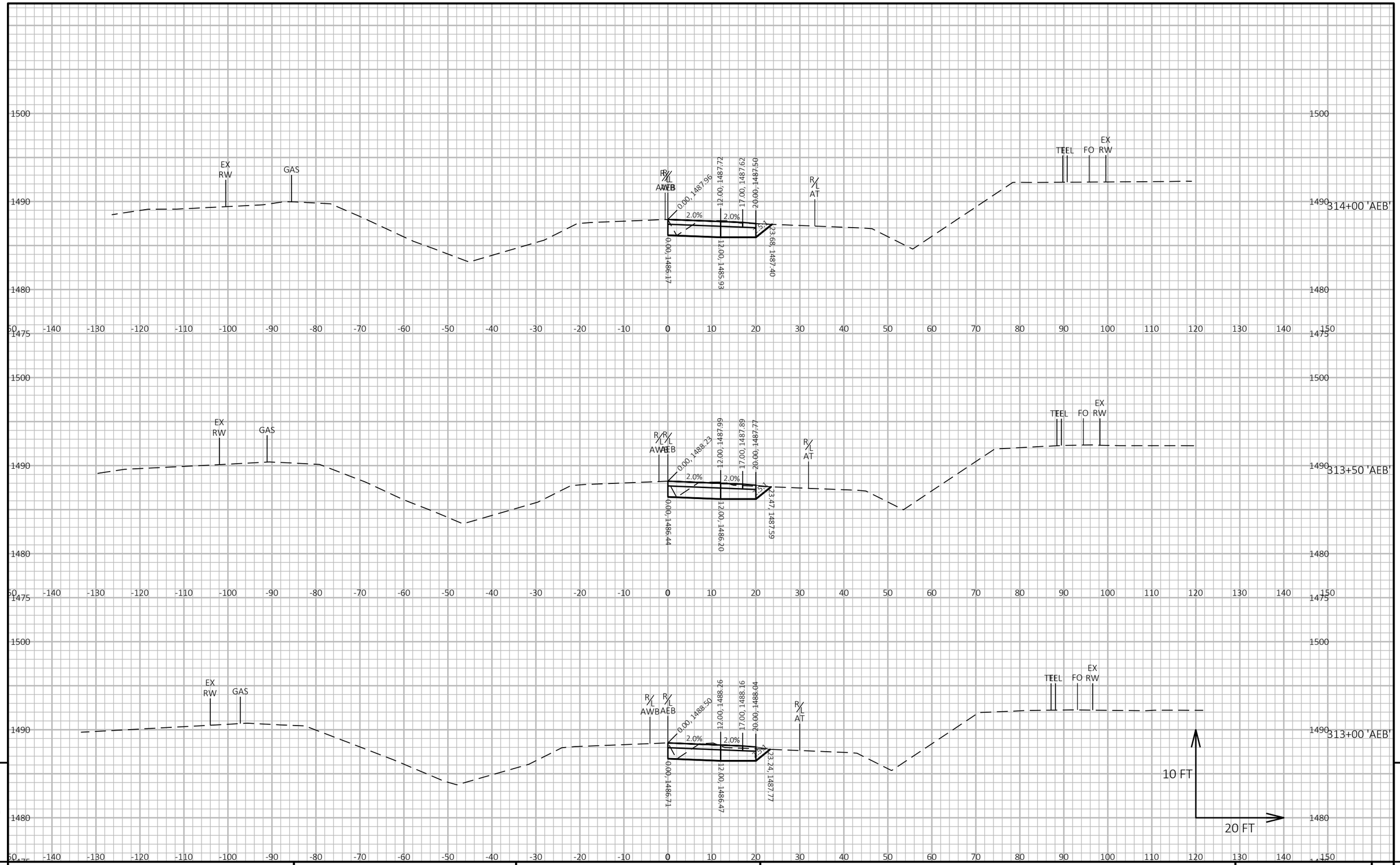
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 526 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090461-xs

PLOT DATE : 1/23/2025 10:01 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



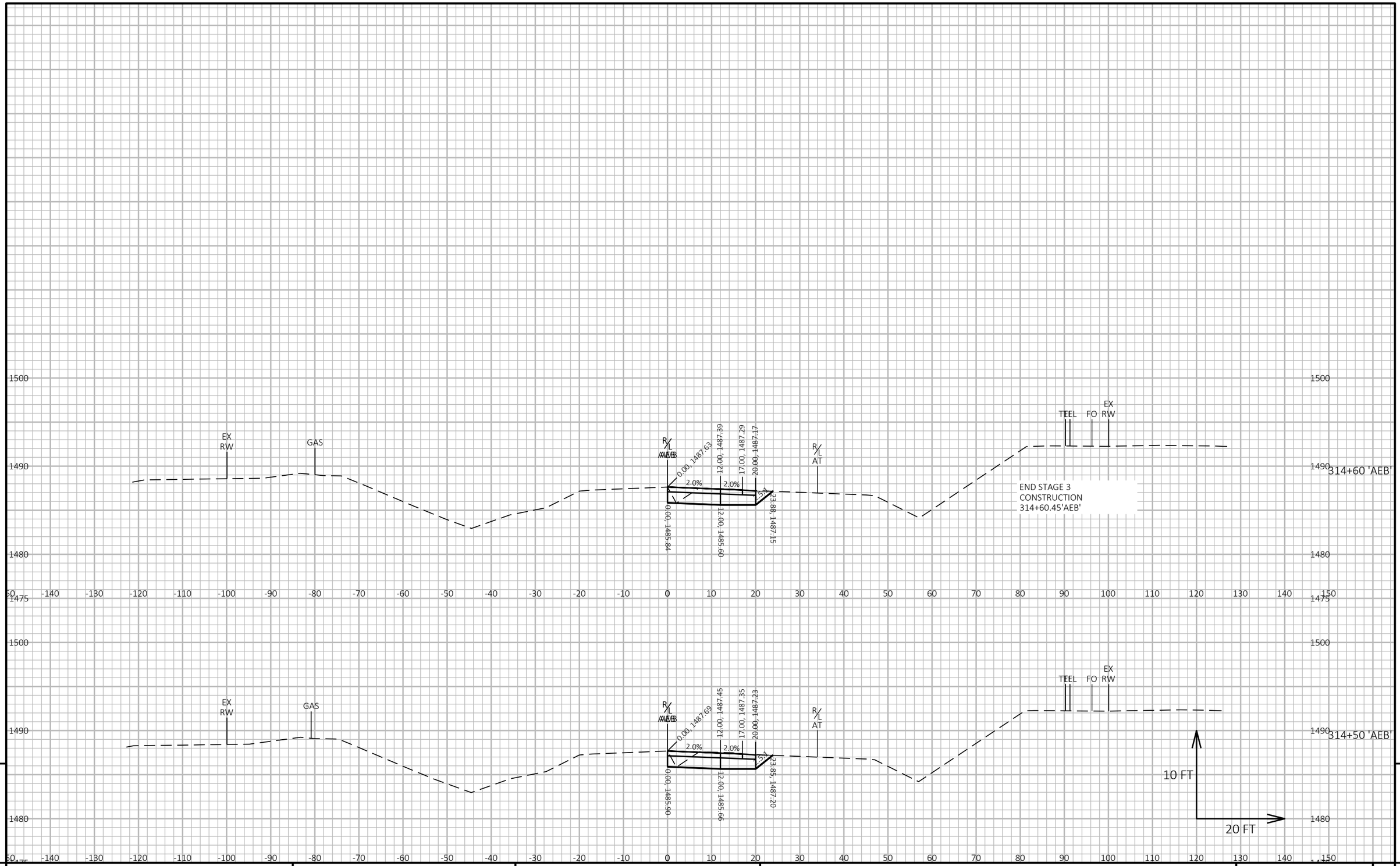

9

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 527 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090462-xs

PLOT DATE : 1/23/2025 10:01 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

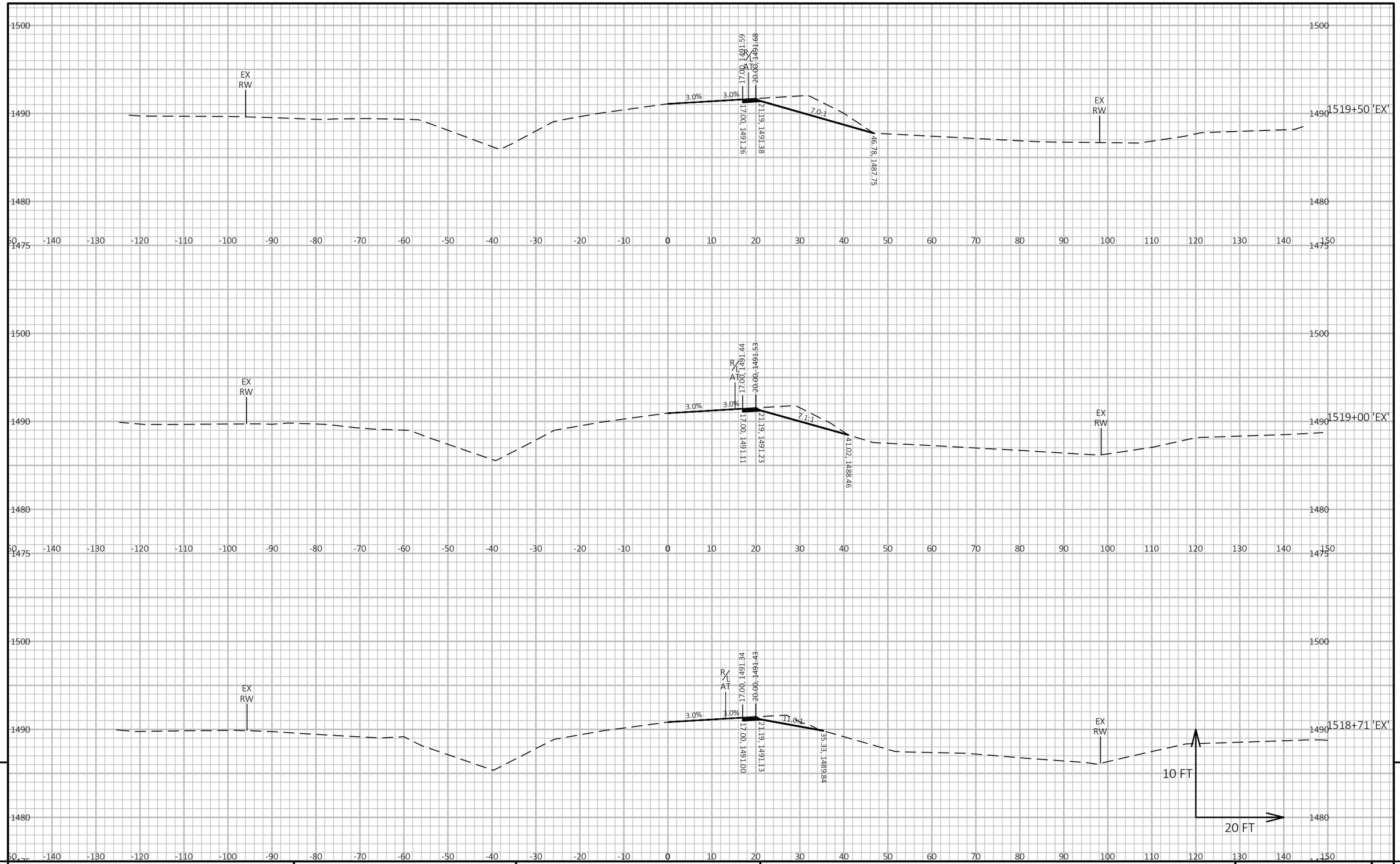
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 3 | SHEET 528 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG3.DWG
LAYOUT NAME - 090463-xs

PLOT DATE : 1/23/2025 10:01 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

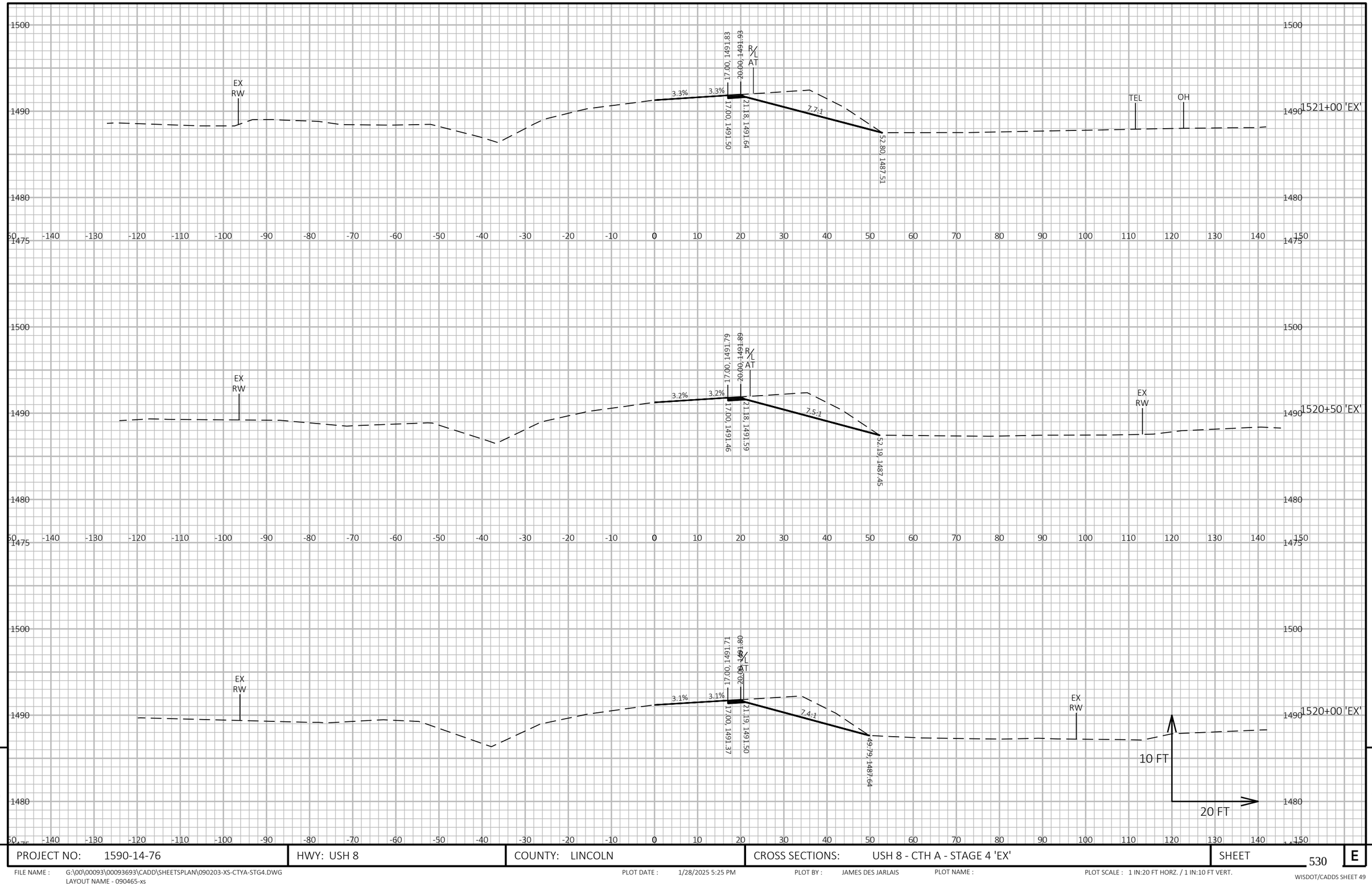



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 4 'EX' | SHEET 529 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090464-xs

PLOT DATE : 1/28/2025 5:24 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 4 'EX' | SHEET 530 | E |
|---|---|---|---|---|---|

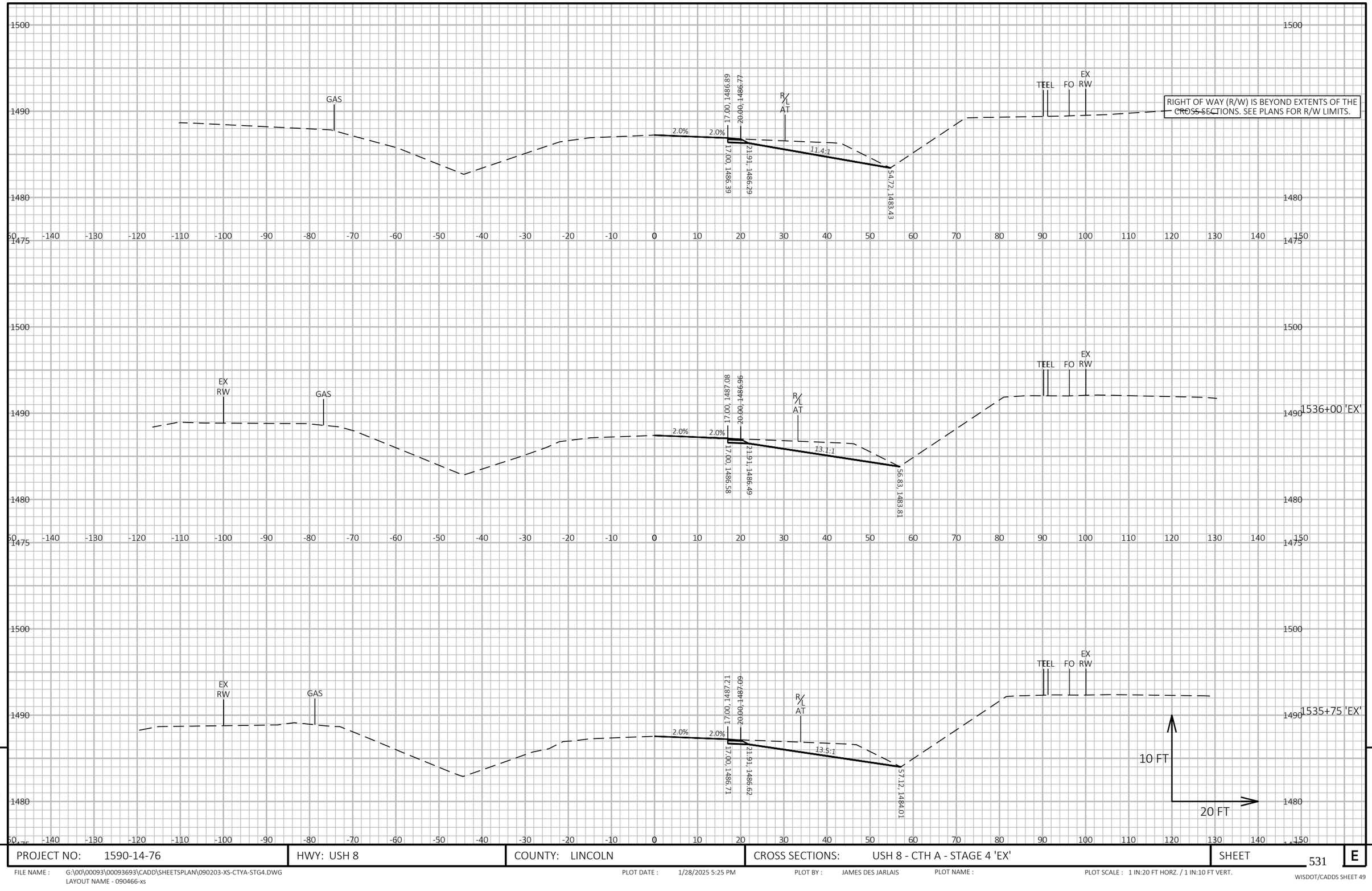
FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090465-xs

PLOT DATE : 1/28/2025 5:25 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.




9

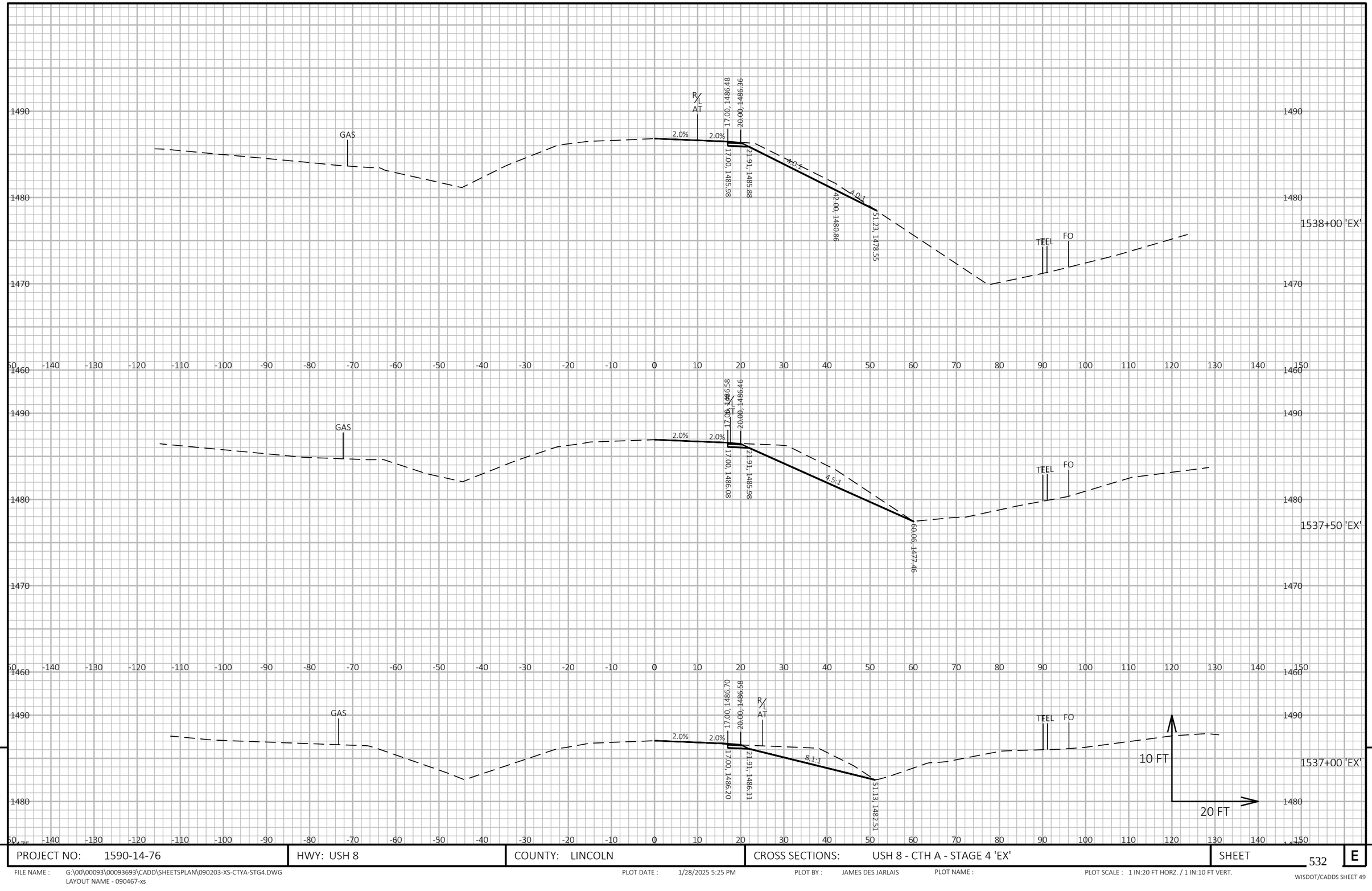
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 4 'EX' | SHEET 531 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090466-xs

PLOT DATE : 1/28/2025 5:25 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



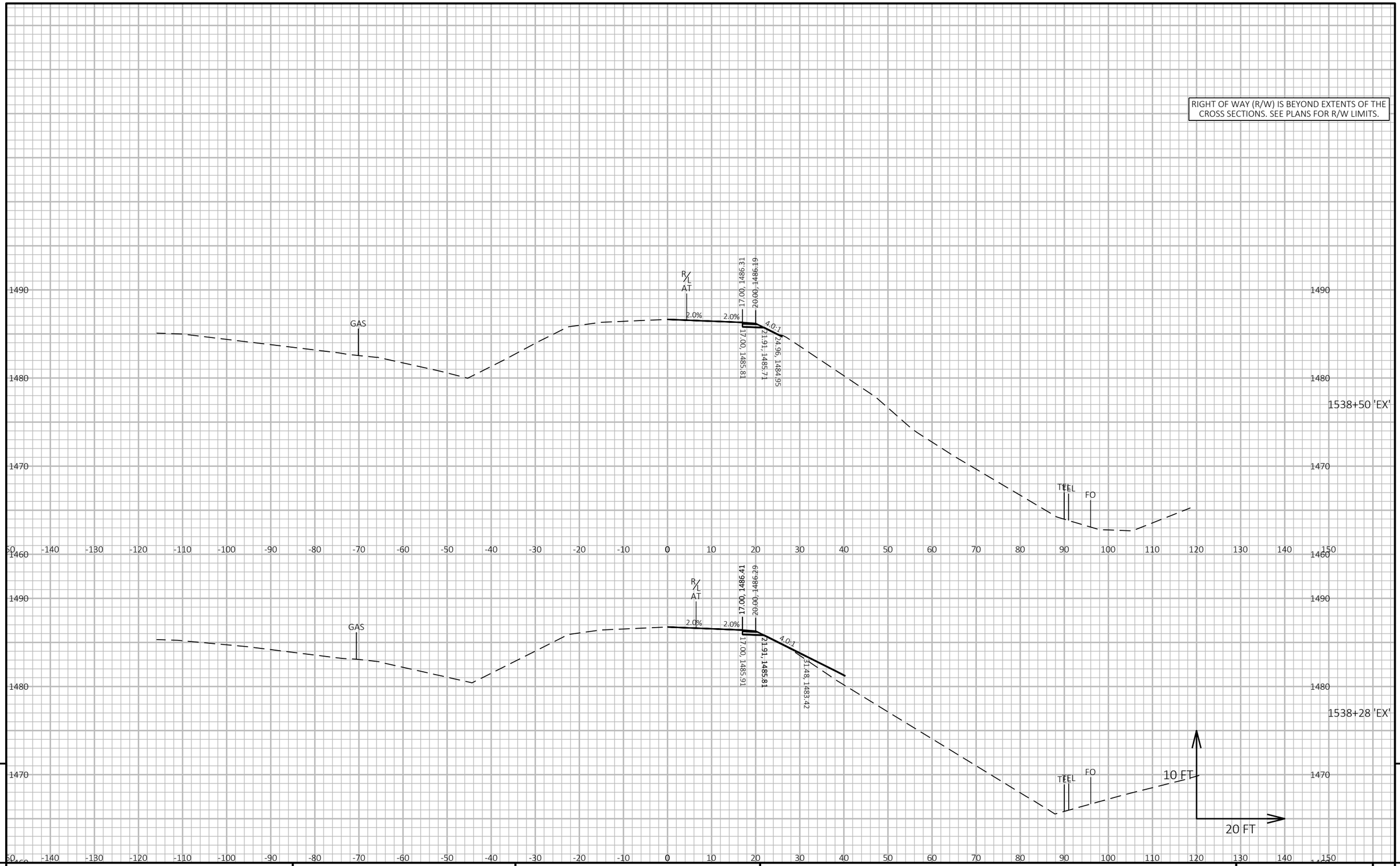

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 4 'EX' | SHEET 532 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090467-xs

PLOT DATE : 1/28/2025 5:25 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.



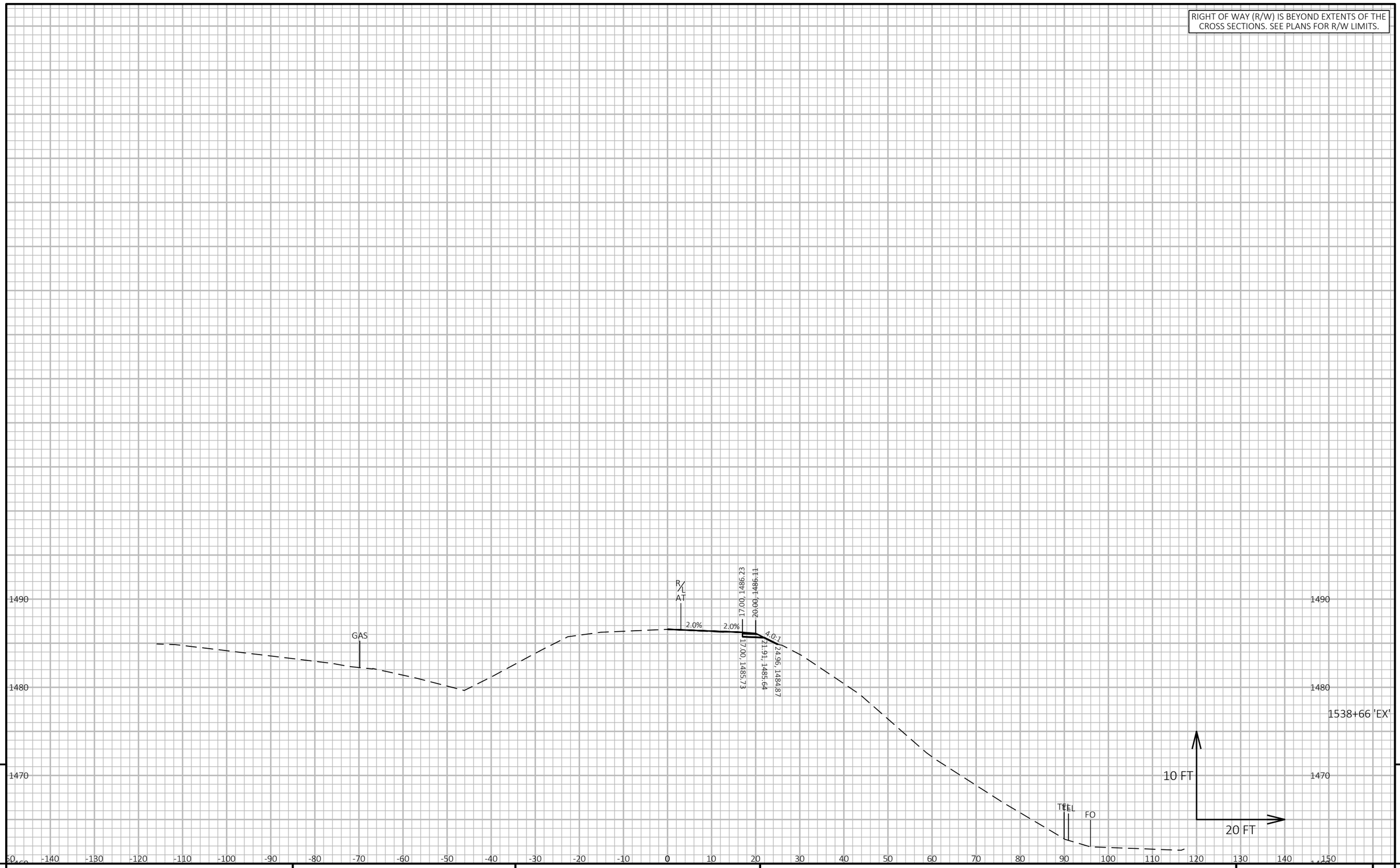

| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 4 'EX' | SHEET 533 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090468-xs

PLOT DATE : 1/28/2025 5:25 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9

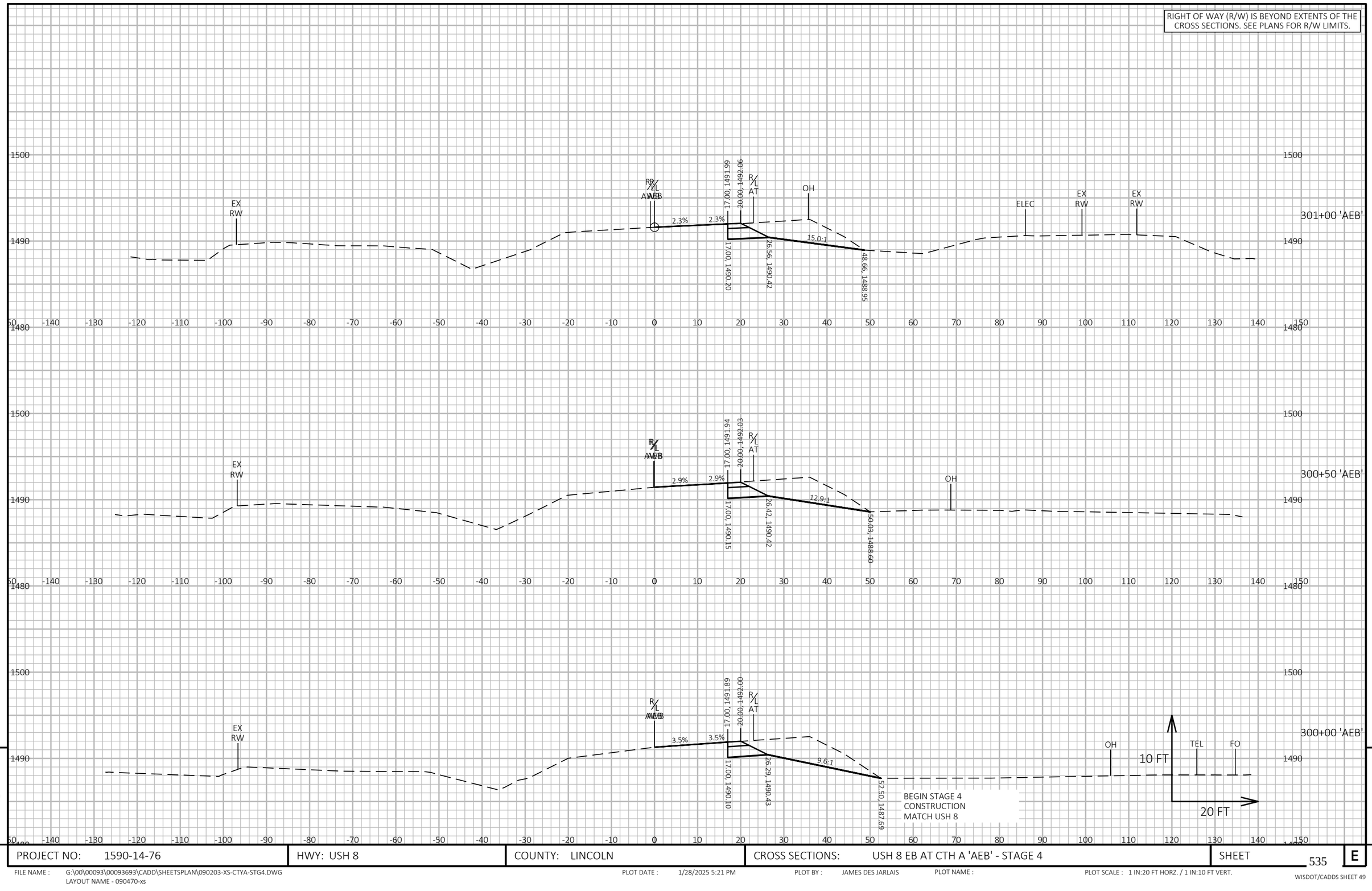
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 - CTH A - STAGE 4 'EX' | SHEET 534 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090469-xs

PLOT DATE : 1/28/2025 5:25 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




9

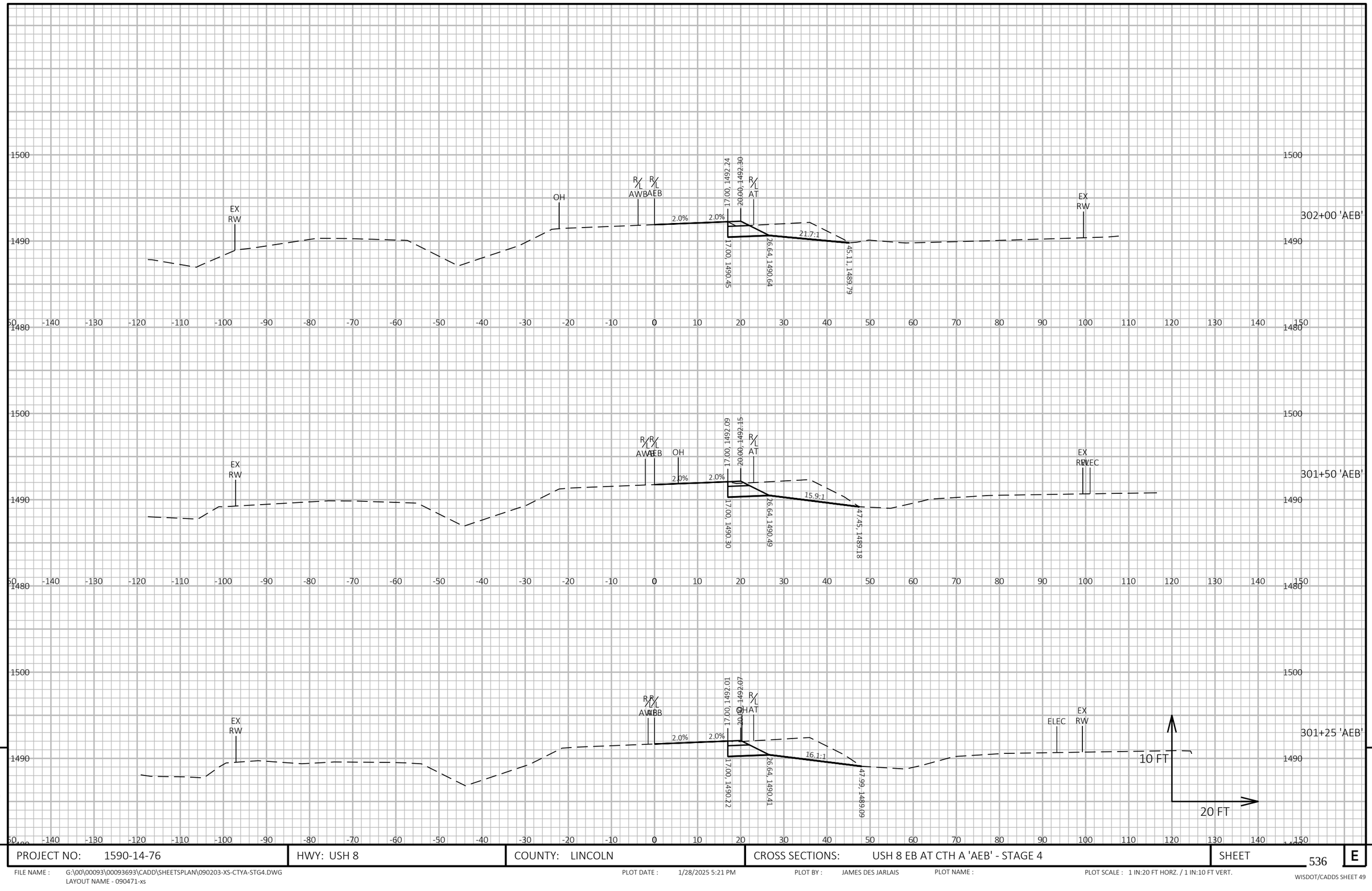
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 535 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090470-xs

PLOT DATE : 1/28/2025 5:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

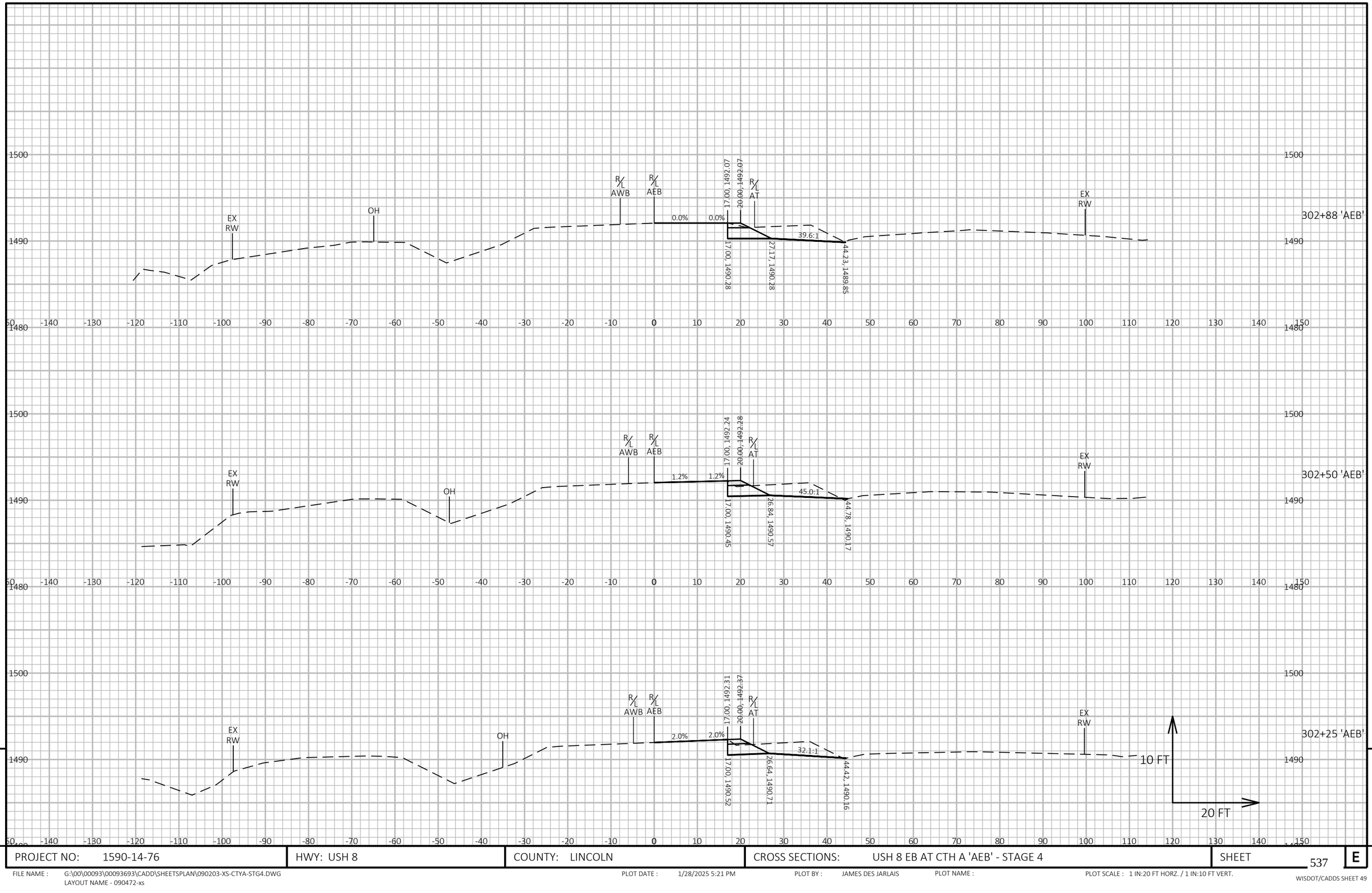
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 536 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090471-xs

PLOT DATE : 1/28/2025 5:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

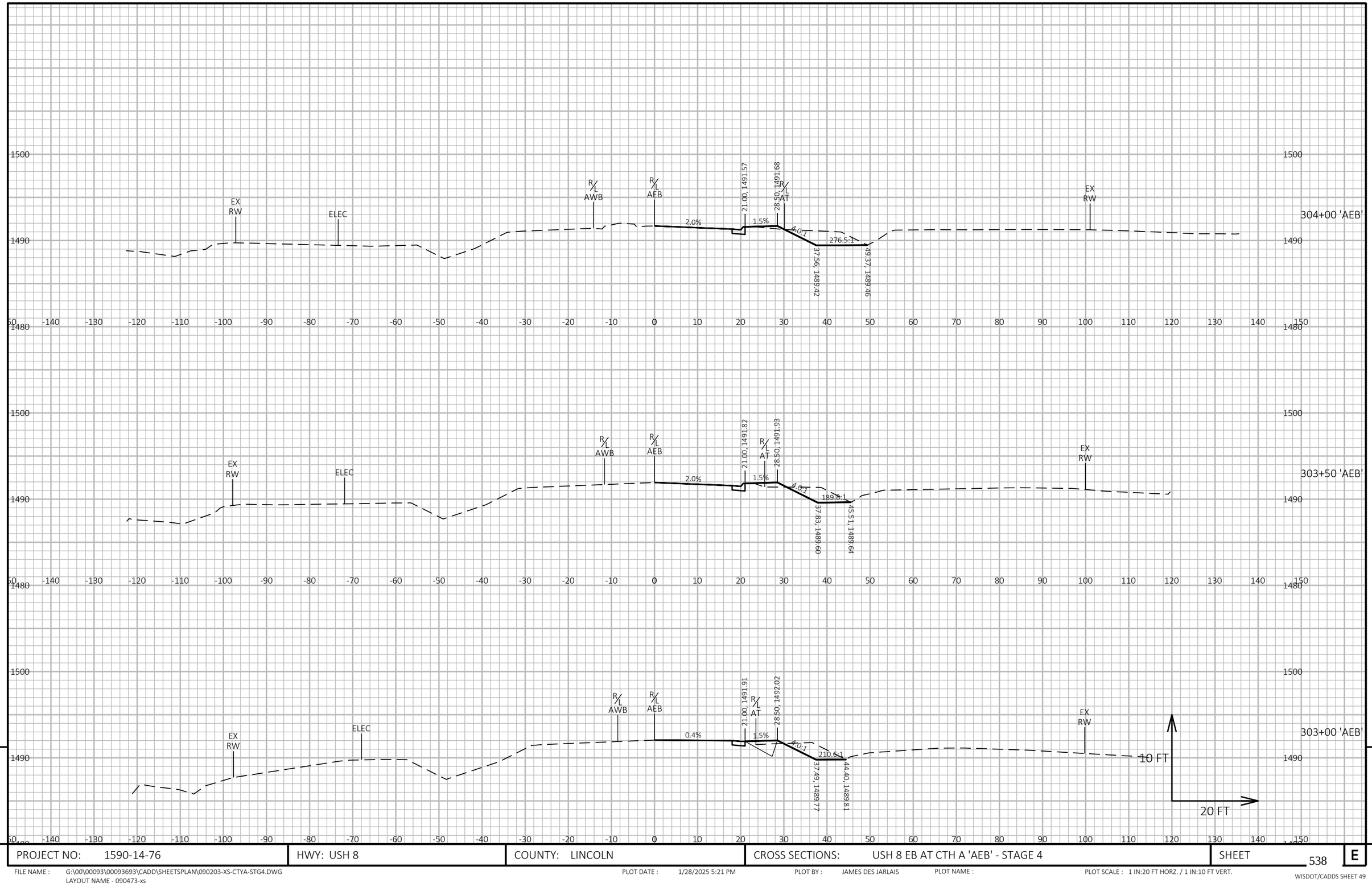



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 537 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090472-xs

PLOT DATE : 1/28/2025 5:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

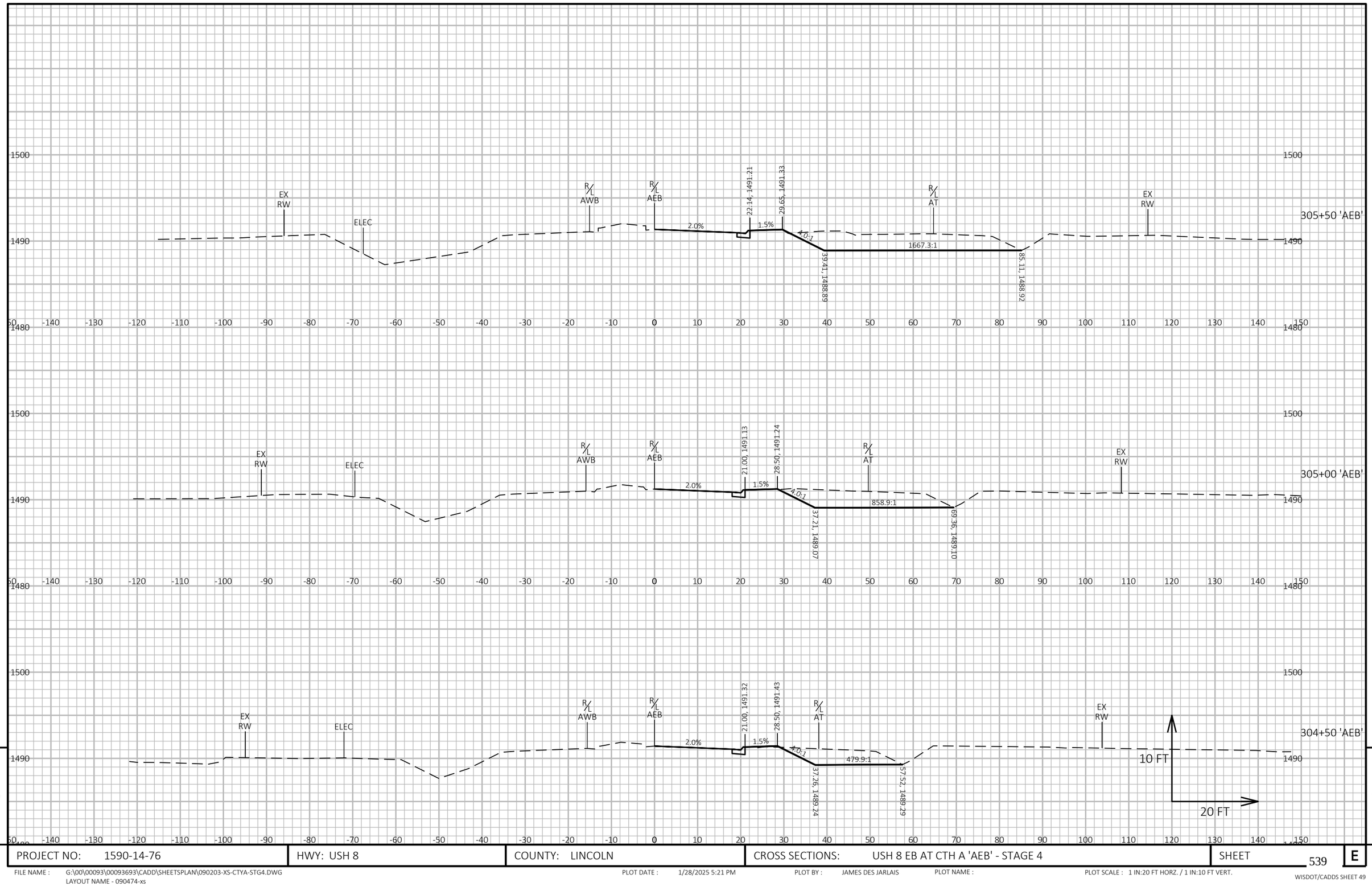
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 538 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090473-xs

PLOT DATE : 1/28/2025 5:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

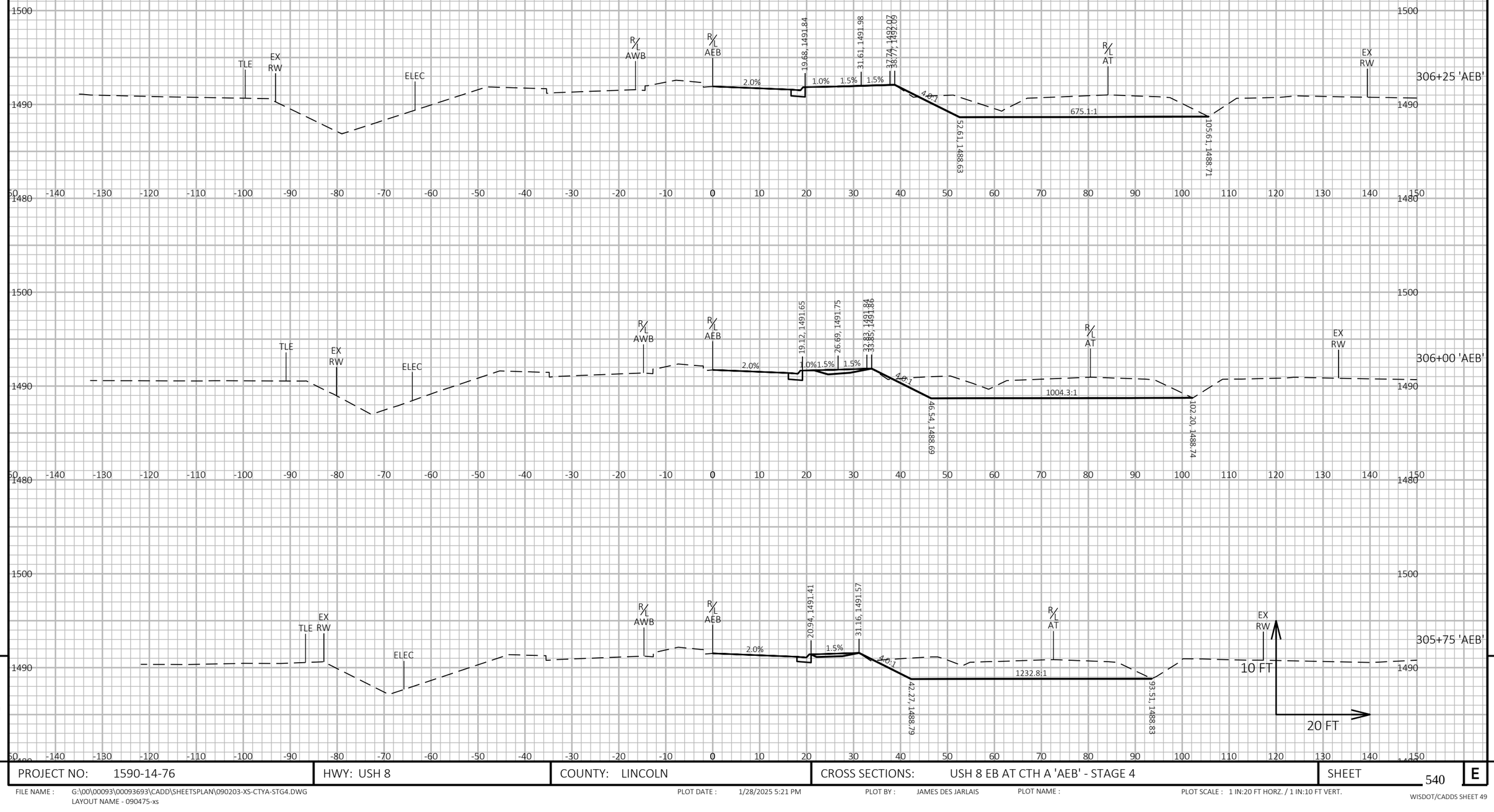
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 539 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090474-xs

PLOT DATE : 1/28/2025 5:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



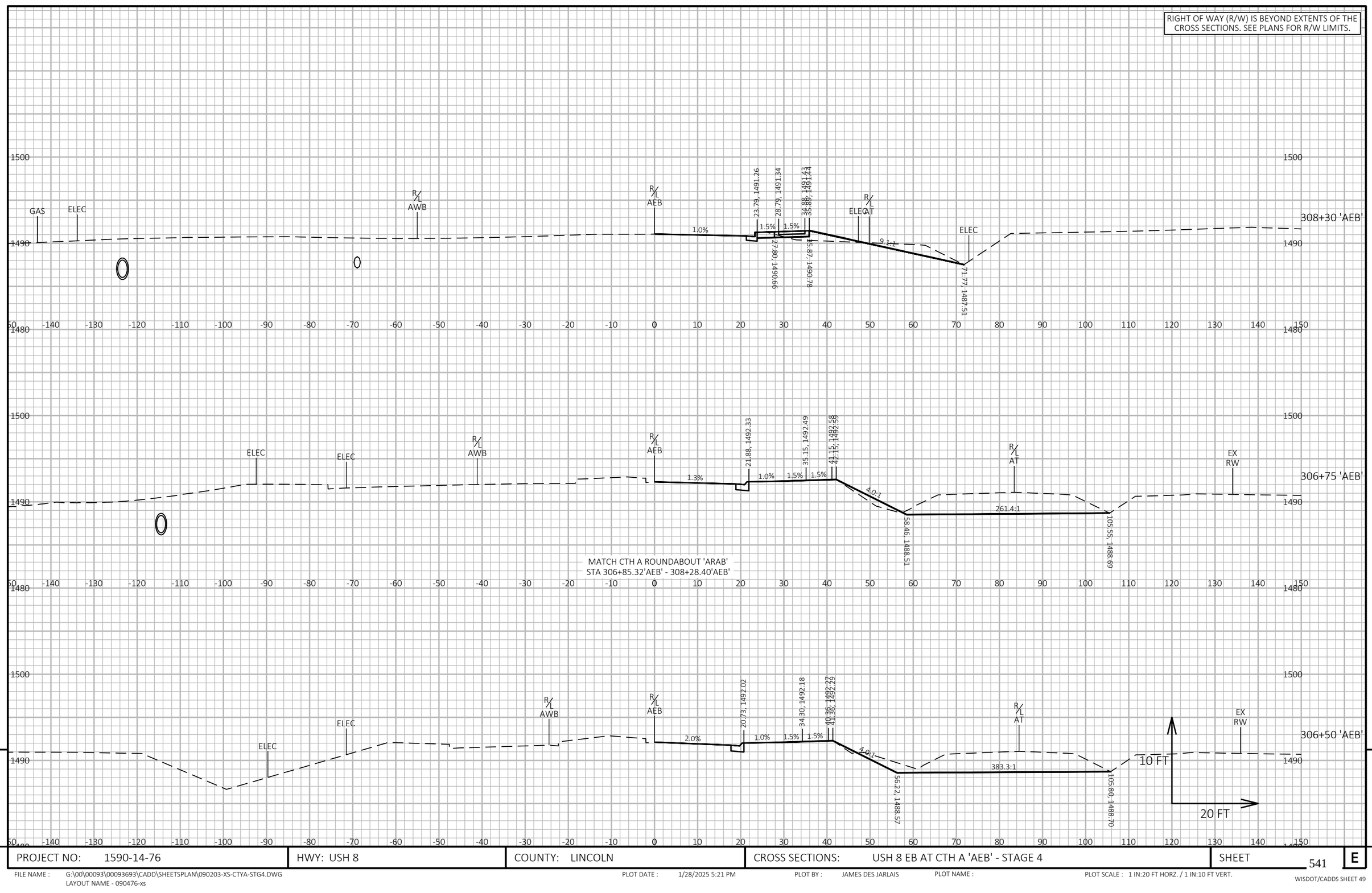

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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 540 | E |
|---|---|---|---|---|---|


FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090475-xs
PLOT DATE : 1/28/2025 5:21 PM
PLOT BY : JAMES DES JARLAIS
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 541 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090476-xs

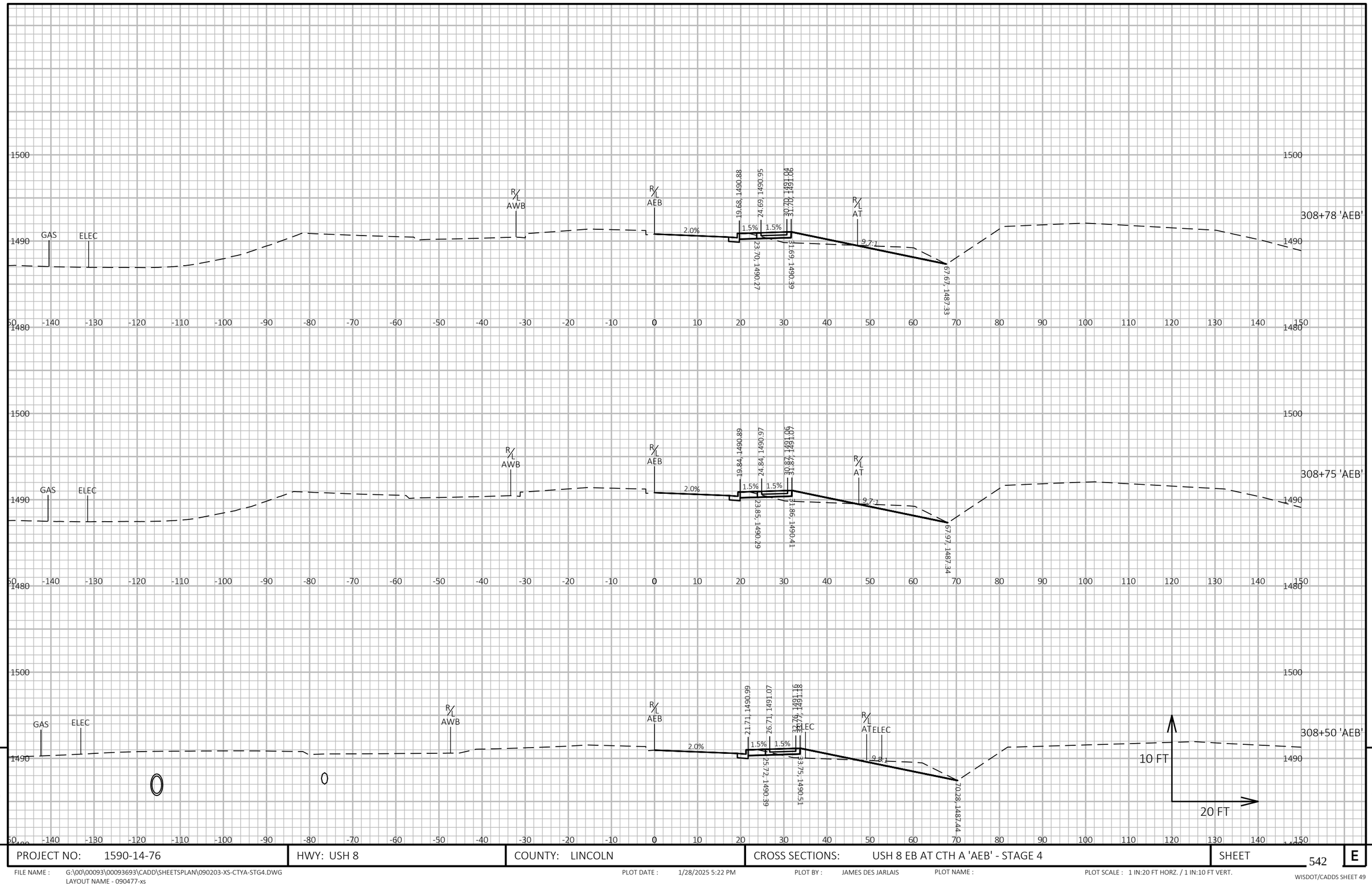
PLOT DATE : 1/28/2025 5:21 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 542 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090477-xs

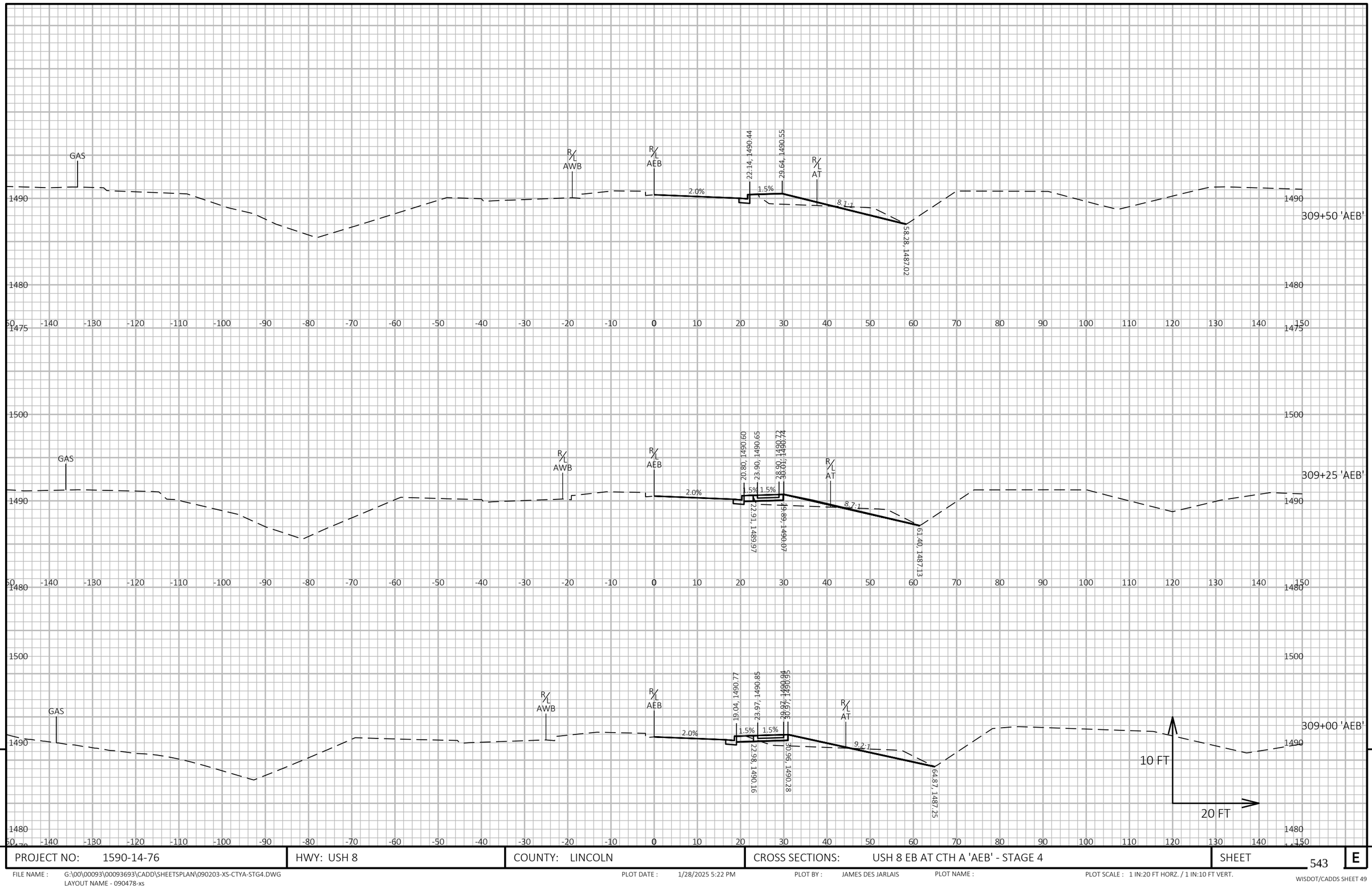
PLOT DATE : 1/28/2025 5:22 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 543 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090478-xs

PLOT DATE : 1/28/2025 5:22 PM

PLOT BY : JAMES DES JARLAIS

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.

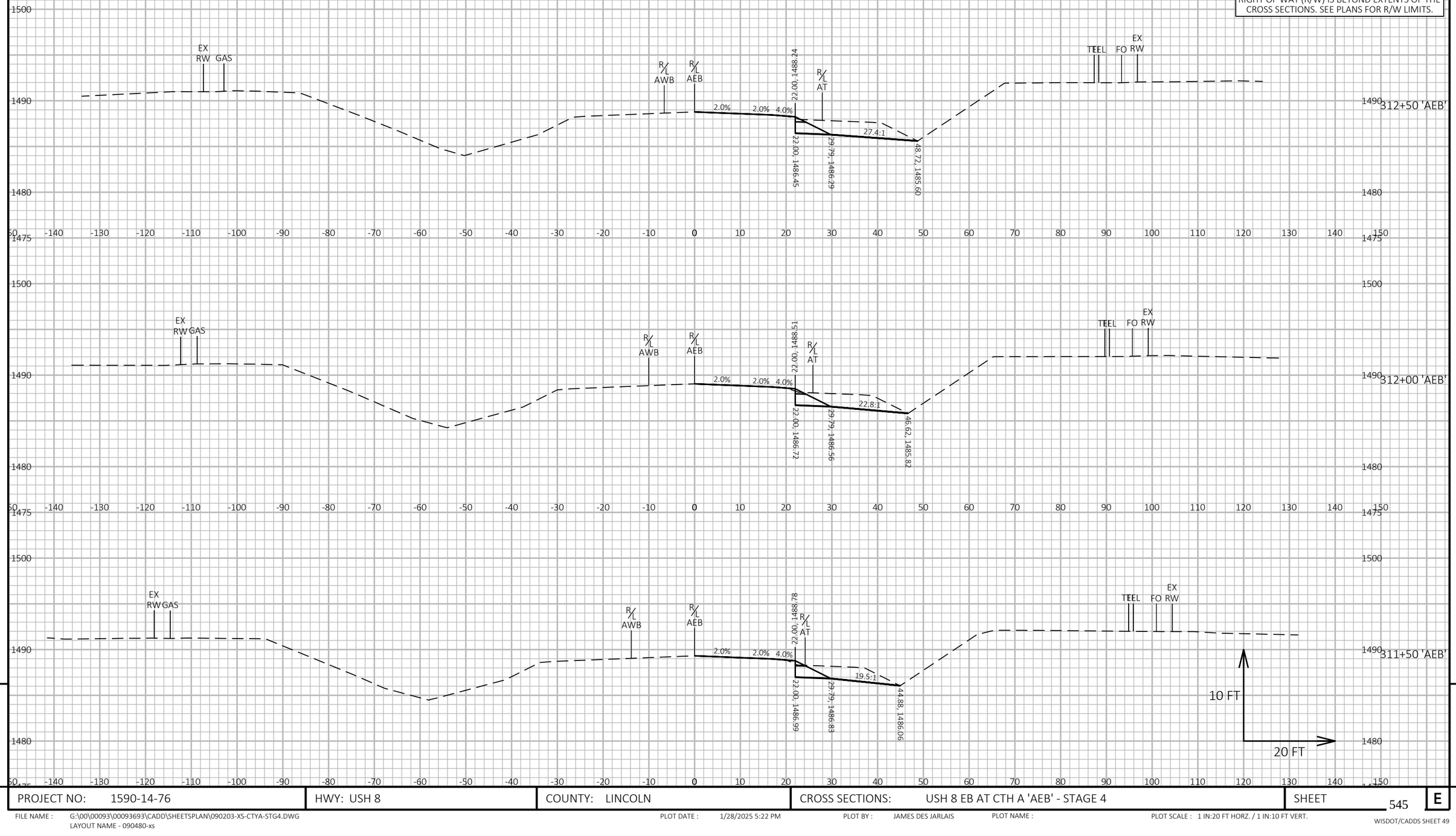



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 544 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090479-xs

PLOT DATE : 1/28/2025 5:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




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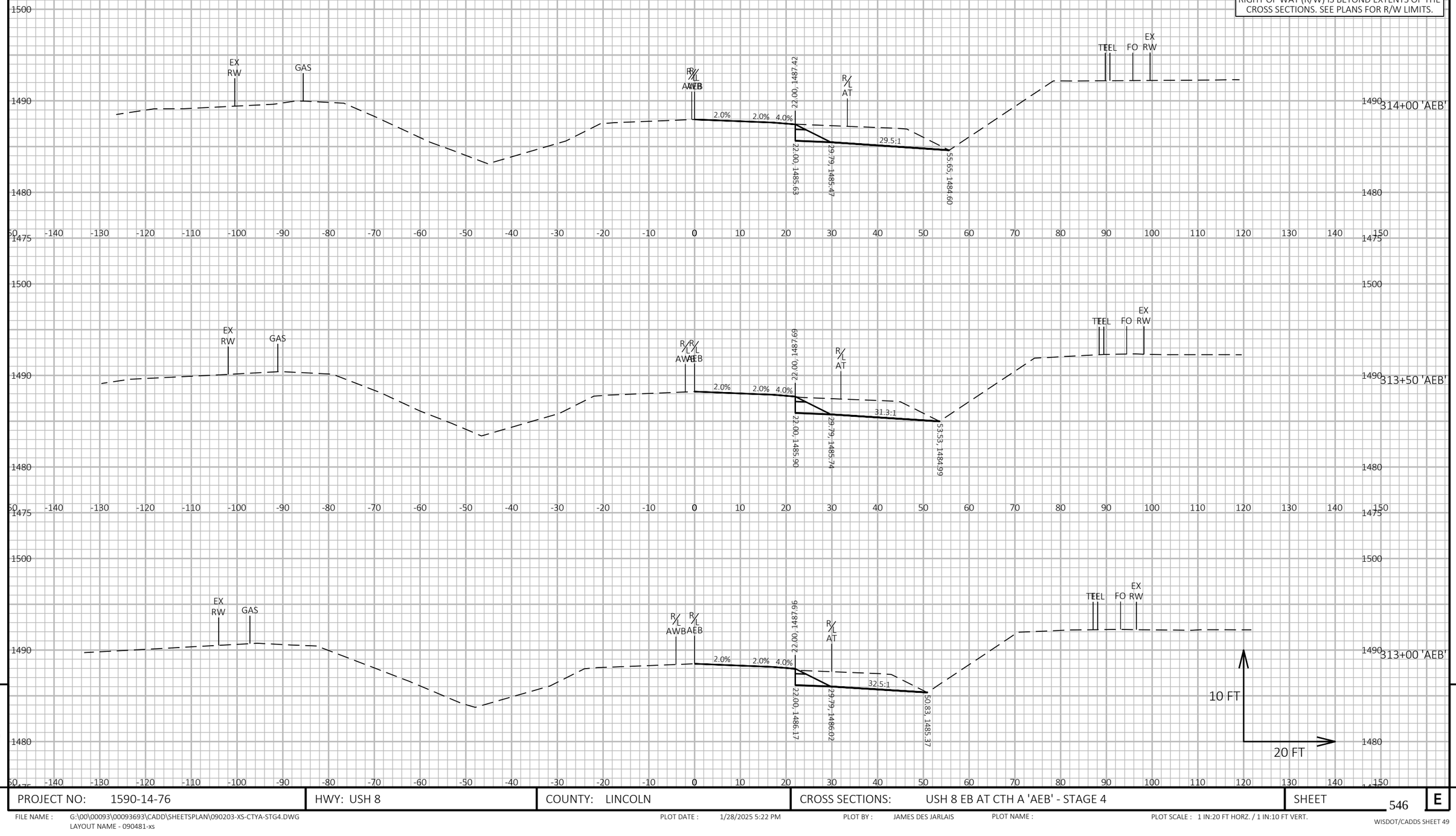
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 545 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090480-xs

PLOT DATE : 1/28/2025 5:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.

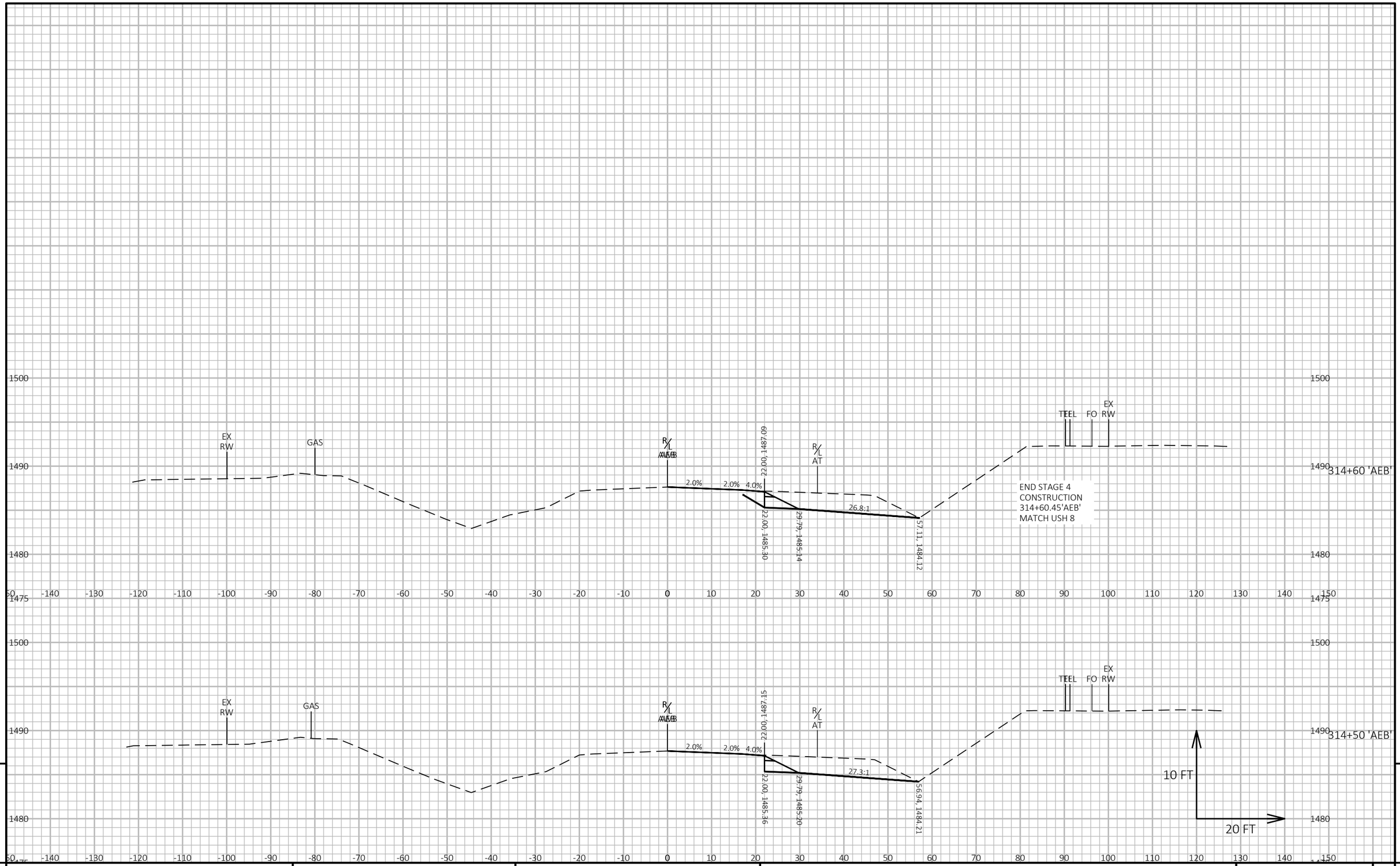



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 546 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090481-xs

PLOT DATE : 1/28/2025 5:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

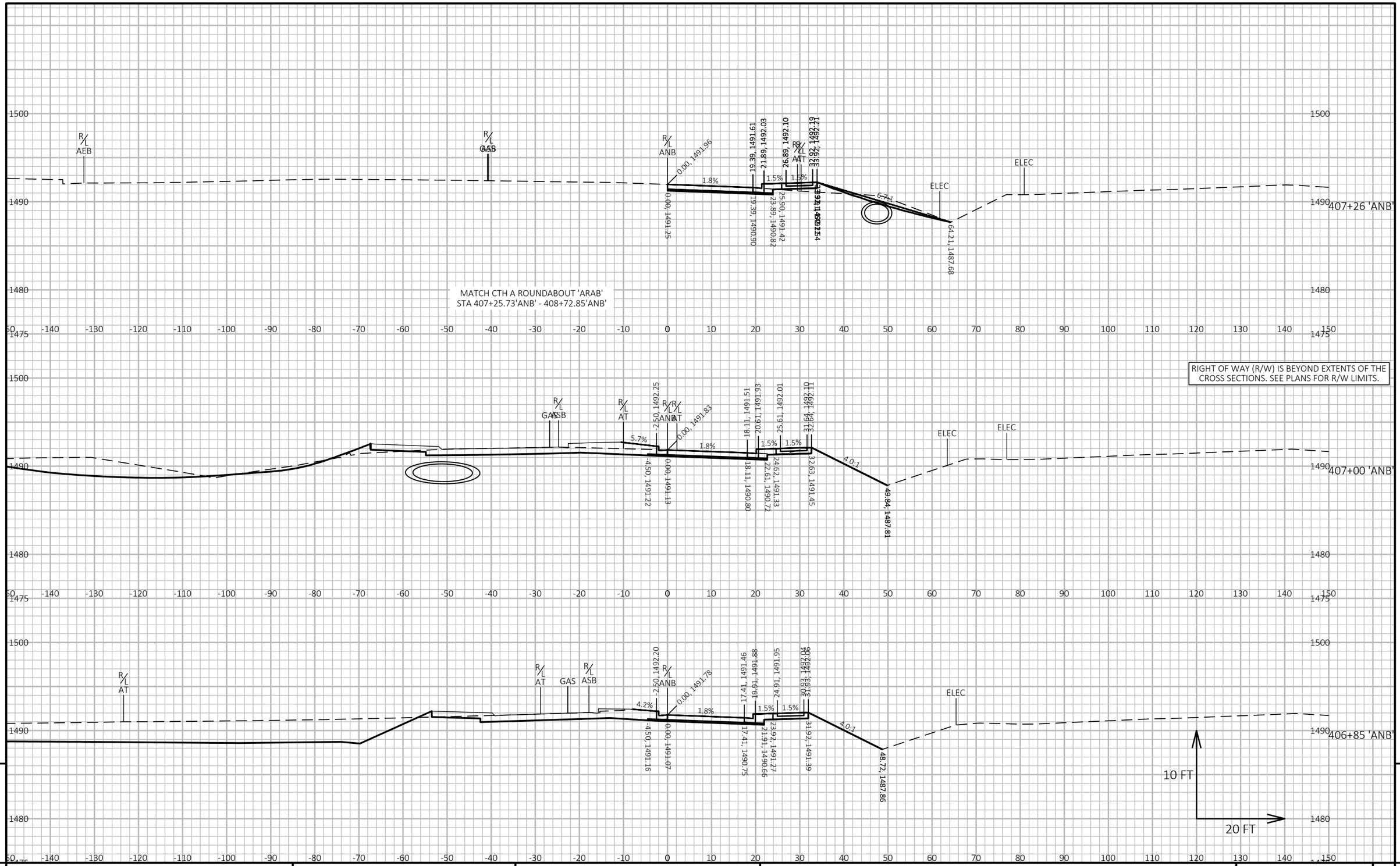



| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: USH 8 EB AT CTH A 'AEB' - STAGE 4 | SHEET 547 | E |
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FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090482-xs

PLOT DATE : 1/28/2025 5:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



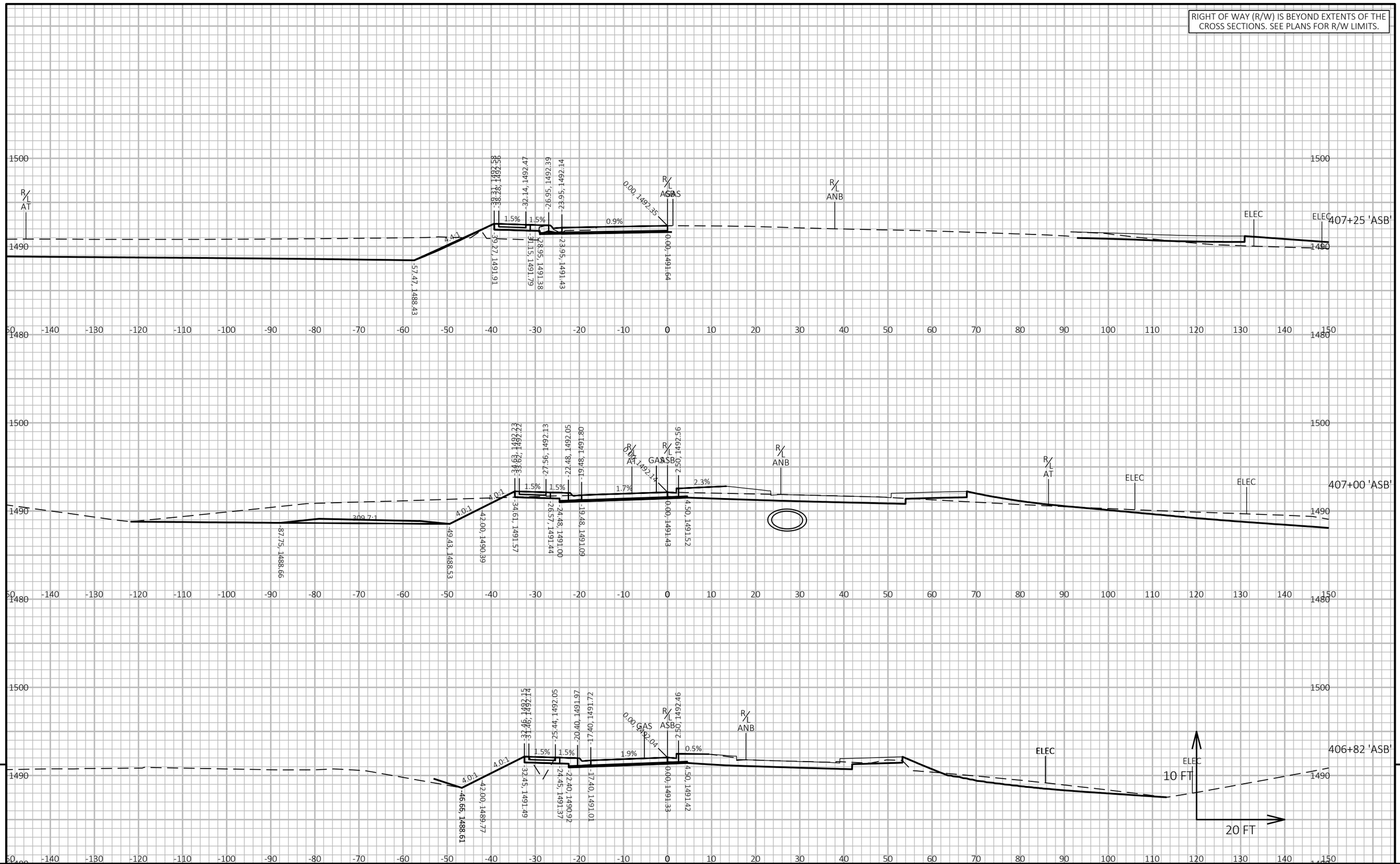

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A NB 'ANB' - STAGE 4 | SHEET 548 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090483-xs

PLOT DATE : 1/28/2025 5:34 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

RIGHT OF WAY (R/W) IS BEYOND EXTENTS OF THE CROSS SECTIONS. SEE PLANS FOR R/W LIMITS.




| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A SB 'ASB' - STAGE 4 | SHEET 549 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090484-xs

PLOT DATE : 1/28/2025 5:35 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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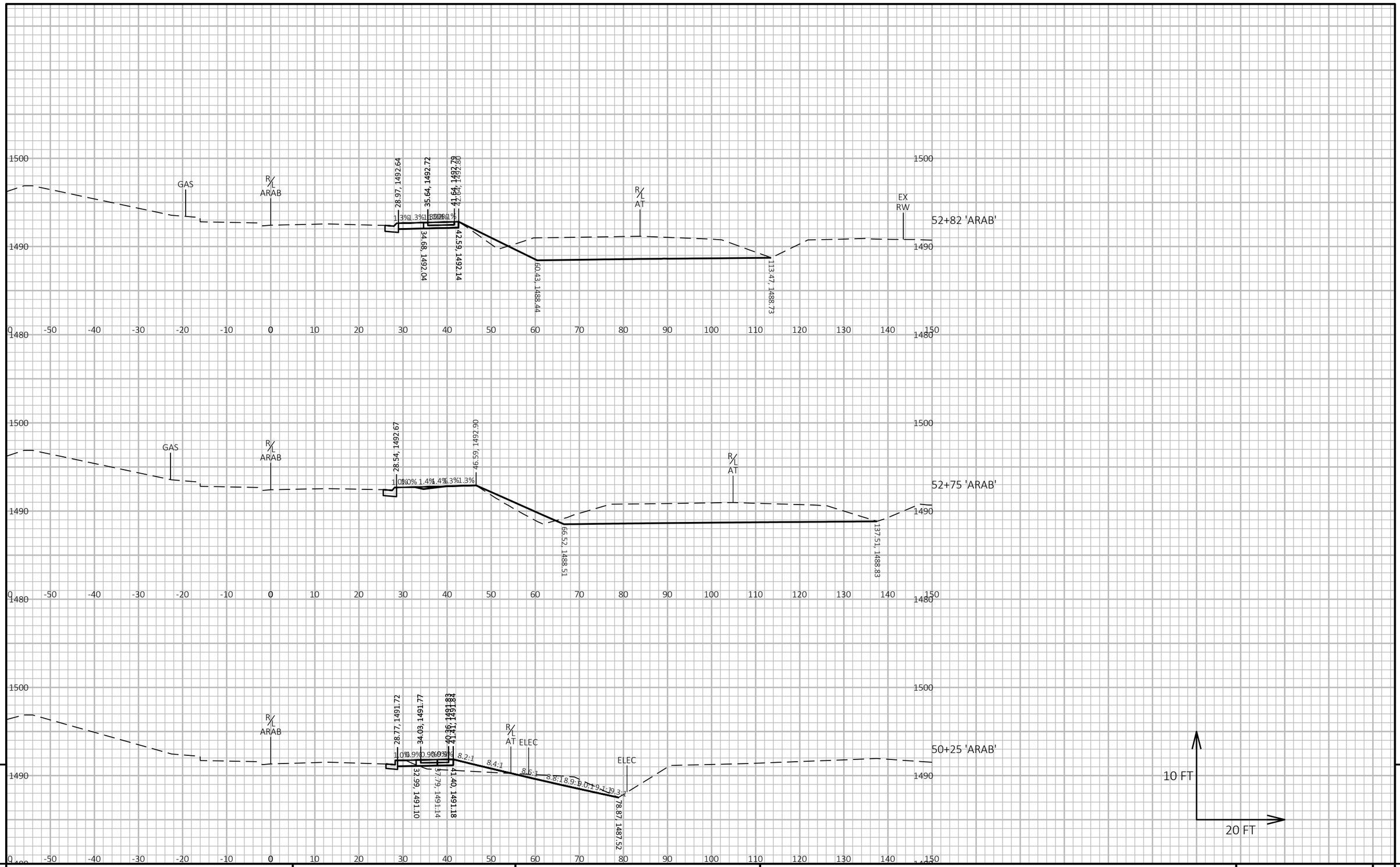
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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A ROUNDABOUT 'ARAB' - STAGE 4 | SHEET 550 | E |
|---|---|---|---|---|---|

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090485-xs

PLOT DATE : 1/28/2025 5:41 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

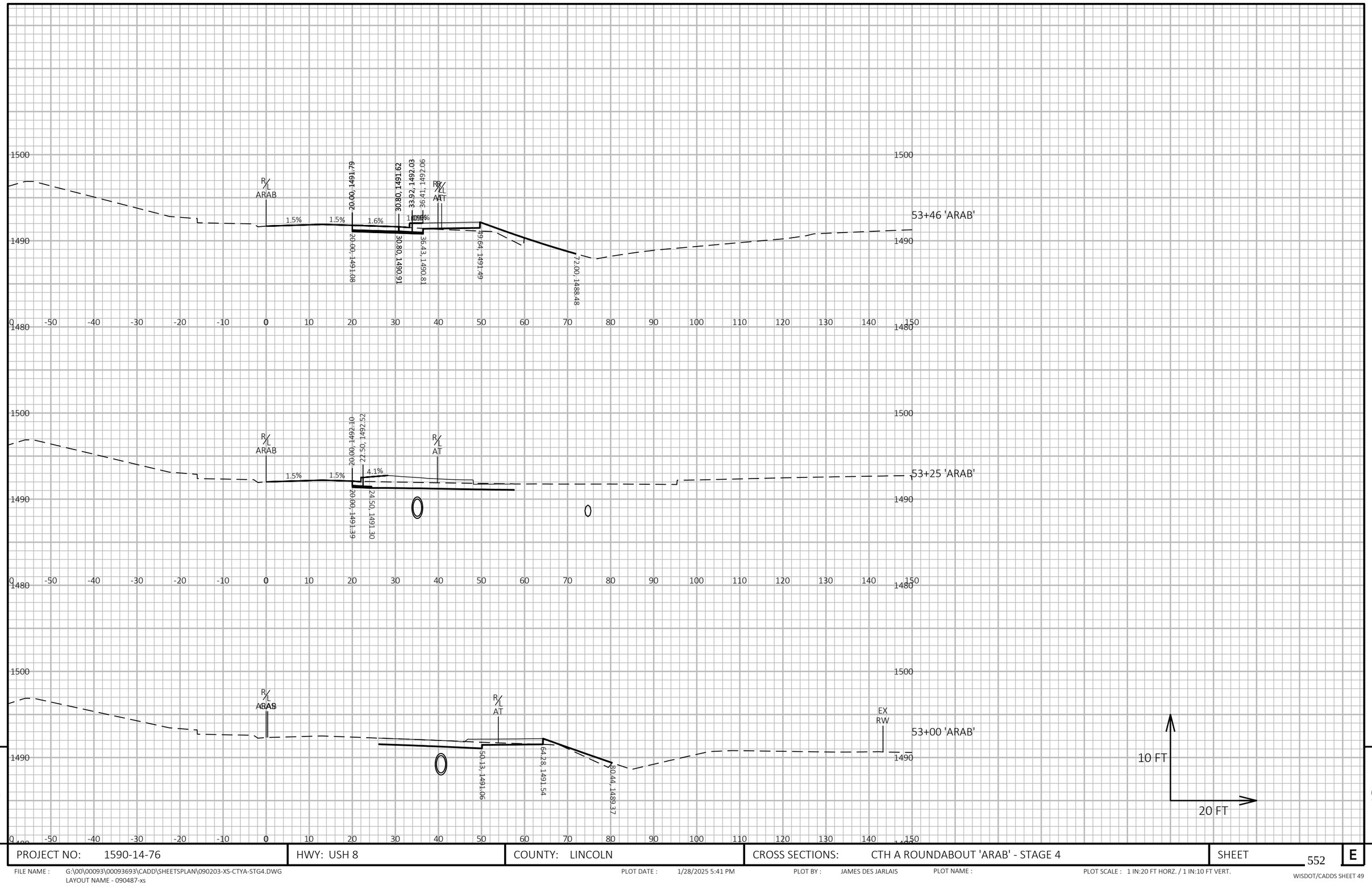



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|---|---|---|---|---|
| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A ROUNDABOUT 'ARAB' - STAGE 4 | SHEET 551 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090486-xs

PLOT DATE : 1/28/2025 5:41 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




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| PROJECT NO: 1590-14-76 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: CTH A ROUNDABOUT 'ARAB' - STAGE 4 | SHEET 552 E |

FILE NAME : G:\00\00093\00093693\CADD\SHEETSPLAN\090203-XS-CTYA-STG4.DWG
LAYOUT NAME - 090487-xs

PLOT DATE : 1/28/2025 5:41 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

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